LOCAL ROADS CONNECTIVITY PROJECT

Reconstruction of a Local Road in the Village of Moroishta – Municipality of Struga

Total road length L = 2,466.70 m
Design elements:

- **Category:** Local road
- **Design speed:** Vpr = 40 km/h
- **Carriageway nominal width:** 5 m
- **Pedestrian path:** 1.3 m
- **Shoulder:** Buffer material (d ≈ 30 cm) ... 0.75 m at the edge of the carriageway, 0.5 m at the parking curb of the pedestrian path
- **Gutter:** Asphalt concrete with 0.5 + 0.12 (curb 18/24)
- **Road platform:** Nominal width: 9.10 m
- **Drainage channels:** Bottom width 0.5 m (concrete channels) / 0.3 m (earthen – trapezoidal)

Alignment solution:

- The designed axis follows the existing carriageway.
- L = 2,466.70 m
- Rmin = 40.87 m, Rsr = 364 m
- Number of curves: 27
- Elements: Tangent and Circular Curve
- Distance between profiles: <15 m
- Total length in tangent sections: 1,652.6 m (67% of total length)
- Total length in curves: 814.1 m (33% of total length)

PAVEMENT STRUCTURE

- **BNHS 16** ..... d = 7 cm
- **Buffer layer of crushed aggregate** ..... d = 30 cm

The route is part of the allocated funds from the Municipality of Struga as part of T3D4.1.
The contractor for the works is the construction company **AD Ilinden - Struga**.
The project envisaged the reconstruction of the local road passing through the village of Moroishta, which was severely damaged, lacking proper drainage, pedestrian paths, and signage.
The construction work included the following activities:

- Securing and marking the route
- Topsoil removal
- Bulk excavation
- Embankment construction
- Improved subbase layer construction
- Buffer material layer construction
- Concrete curb construction (MB40 18/24) on part of the route
- Construction of concrete drainage channels
- Installation of new culverts and slab crossings
- Construction of a pedestrian path
- Installation of new traffic signage
- Asphalt paving (BNHS 16, d = 7 cm)

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The value of the signed contract amounts to 752,904 EUR.
The construction works have been successfully completed.

Attachment: Photos

1. Images of the Road Condition Before Construction Work Began

- Severe surface deterioration (potholes, cracks, uneven pavement)
- Lack of proper drainage (standing water, erosion damage)
- Missing or damaged pedestrian pathways
- Poor or absent road markings and signage
- General disrepair affecting traffic safety

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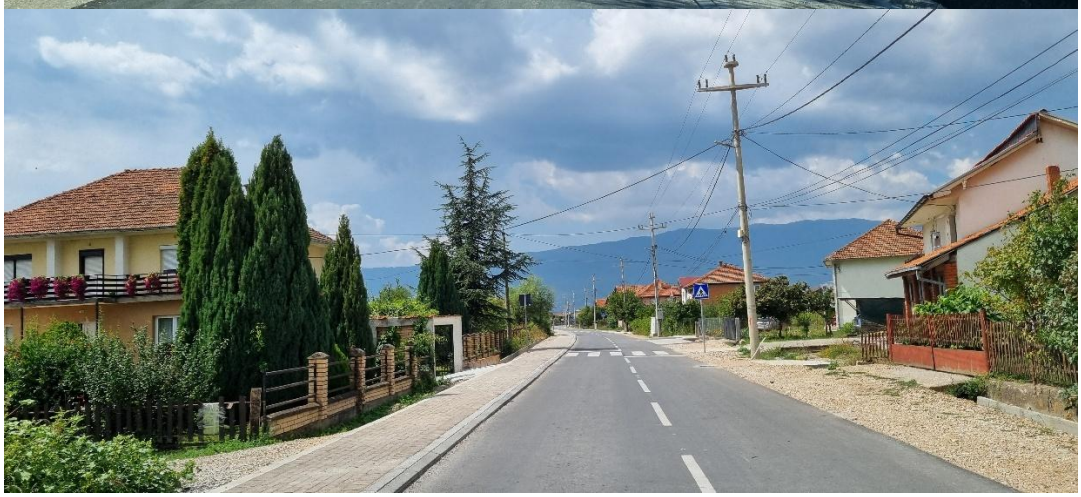

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2. Images of the Road Condition After Completion of Construction Works

(Photographs documenting the final state of the reconstructed road, showcasing improvements such as:)

- **Newly paved asphalt surface** (smooth, even, and properly structured)
- **Completed pedestrian pathway** (1.3 m wide, safely separated)
- **Functional drainage system** (concrete channels and culverts)
- **Installed curbs and road edges** (reinforced with concrete, MB40 18/24)
- **Traffic signage and road markings** (clear and compliant with regulations)
- **Shoulders and buffer zones** (properly constructed with crushed aggregate)
- **Overall enhanced road safety and usability**

Prepare from:
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