

**REPUBLIC OF ALBANIA**  
**ALBANIAN ROAD AUTHORITY**

**BUILDING RESILIENT BRIDGES PROJECT**

Loan No: 94790-AL  
Project ID: P174595

**TERMS OF REFERENCE**

**FOR**

**ROAD SAFETY AUDIT (RSA) FOR DESIGNS**

*(at three stages: for bridge design, during construction, and in operation)*  
*(Ref.: AL-ARA-351527-CS-CQS)*

Date: October 2024

## ABBREVIATIONS AND ACRONYMS

ARA	Albanian Road Authority
BRBP	Building Resilient Bridges Project
CQS	Consultants' Qualifications Selection
GoA	Government of Albania
IBRD	International Bank for Reconstruction and Development
IMRSC	Inter-Ministerial Road Safety Committee
IPF	Investment Project Financing
IRT	International Road Transport
MOIE	Ministry of Infrastructure and Energy
NRN	National Road Network
RSSAT	Road Safety Screening and Appraisal Tool
SEETO	South East Europe Transport Observatory
TCT	Transport Community Treaty
TEN-T	Trans-European Transport Network
TCT	Transport Community Treaty
World Bank	International Bank for Reconstruction and Development

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## **1. BACKGROUND INFORMATION**

### **1.1. Introduction**

The Government of the Republic of Albania (GoA) has received financing from the International Bank for Reconstruction and Development (IBRD) in the form of Loan toward the cost of Building Resilient Bridges Project (BRBP).

The Albanian Road Authority (ARA), under the Ministry of Infrastructure and Energy (MOIE), is designated as the implementing agency for the BRBP. To ensure the effective utilization of the loan and achieve the project's objectives, ARA intends to apply a portion of the proceeds of this loan to eligible payments under the contract for which the terms of reference are issued to engage consultancy services for conducting comprehensive road safety audits on several priority bridges situated at various locations across the Albanian road network.

### **1.2. Relevant country background**

Roads and highways are the predominant mode of land transport in Albania, providing essential connectivity for freight and passenger transport. ARA is responsible for managing the national road network, while municipalities manage regional and local roads.

Road safety remains a major social and public health issue in Albania. Although the number of road crashes has dropped in recent years, Albania still compares unfavorably with the EU, which has set itself a target of preventing at least 50 percent of road traffic deaths and injuries by 2030. The GoA has increased its attention to road safety reforms, including public awareness campaigns, institutionalizing the crash database, and enhancing cooperation between the MoIE, the Ministry of Interior, and beyond, that is: traffic police, the ARA, civil emergencies, health institutions, and local government units. As of the time of writing, the GoA has adopted a mandatory road safety inspection/audit for all new road investments. Under the earlier World Bank-financed project (i.e. RRMSP) Albania enhanced its road safety efforts by bolstering the capacity of the Inter-Ministerial Road Safety Committee (IMRSC) through auditor training, supporting media campaigns, and improvements to the Crash Information System. Looking ahead, the update to the road safety strategy and action plan, extending through 2030 is expected to build on these achievements to further enhance road safety.

Albania has experienced rapid growth since 1990, rising into the ranks of middle-income countries in 2008. The country applied for EU membership in 2009 and became an official candidate for accession in June 2014. This entails strong commitments in the transport sector, as reflected in signing of the Memorandum of Understanding with the European Commission for the Core Network creating the South East Europe Transport Observatory (SEETO) and in signing the Transport Community Treaty in July of this year. The treaty will help the Western Balkan countries align their national transport laws with those of the EU

The road infrastructure planning and prioritization process still has some way to go to provide transparent and economically efficient selection of investments. With support from the World Bank, progress has been made by the Government in developing Medium-term Budget Plans 2015–2017 to prioritize higher impact new investments. A framework that is more aligned with the budget realities is slowly emerging and more fiscal discipline is applied to avoid accumulation of arrears in the road sector.

### 1.3. Sectoral and Institutional Context

The transport sector is expected to play a pivotal role in supporting the upcoming Albanian National Strategy for Development and Integration 2021-2030 (NSDI 2030), still in draft form. The development and modernization of Albania's transport infrastructure has been and remains one of the top priorities of the GoA, with the aim of: (a) creating the preconditions for the development of other sectors of the economy, (b) increasing the accessibility of freight and passengers in trade and service delivery, and (c) significantly contributing to inclusive economic growth and balanced development. Another priority is to accelerate the integration of Albania's transport system internally and with the EU's Trans-European Transport Network (TEN-T) through the establishment of a resilient and integrated multimodal transport system by land (road and rail). However, despite significant efforts in recent years, the development of the transport sector still faces challenges, including the timely and adequate provision of funding for priority investment programs and annual maintenance

The draft National Transport Strategy 2021-2030 and Albania's membership in the Transport Community Treaty (TCT) of the Western Balkans emphasize the need to improve the planning, monitoring, and prioritization process for road infrastructure. However, the country lags behind its regional neighbors and EU standards. The poor condition of the road network, a result of the weak institutional capacity in infrastructure planning and management, and low levels of investment and under budgeting of maintenance are hindering Albania's connectivity and competitiveness. According to a World Bank study conducted in 2019,<sup>1</sup> Albania ranks 37th in the world on a list of countries with the highest potential savings from public expenditure on transport infrastructure. Albania could save more than 50 percent of its total road expenditure by implementing feasible governance improvements

Roads and highways are the predominant mode of land transport in Albania and provide essential connectivity for freight and passenger transport. The overall length of Albania's road network is about 18,300 kilometers (km), including 3,945 km of the National Road Network (NRN) and 14,355 km of regional, local, and private access roads. Roads are of critical importance to a well-functioning society. Transportation plays a crucial role in building climate-resilient communities, and, conversely, unreliable road connectivity will negatively impact the economic growth of a country. In Albania, natural hazards such as floods pose a great risk to roads and road users

Road safety remains a major social and public health issue in Albania. Although the number of road crashes has dropped in recent years, Albania still compares unfavorably with the EU, which has set itself a target of preventing at least 50 percent of road traffic deaths and injuries by 2030. The GoA has increased its attention to road safety reforms, including public awareness campaigns, institutionalizing the crash database, and enhancing cooperation between the MoIE, the Ministry of Interior, and beyond, that is: traffic police, the ARA, civil emergencies, health institutions, and local government units. As of the time of writing, the GoA has adopted a mandatory road safety inspection/audit for all new road investments. The World Bank-financed RRMSP is strengthening the capacity of Albania's Inter-Ministerial Road Safety Committee (IMRSC) by providing road safety audit and accreditation courses to auditors, supporting media campaigns, and enhancing the Crash Information System. The update of the road safety strategy and action plan is expected to advance further until 2030.

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<sup>1</sup> Kornejew, Martin, Jun Rentschler, and Stephane Hallegatte. 2019. "Well Spent: How Governance Determines the Effectiveness of Infrastructure Investments." Policy Research Working Paper No. 8894, World Bank, Washington, DC. <http://hdl.handle.net/10986/31914>.

## 2. OBJECTIVE OF THE ASSIGNMENT

### 2.1. Overall Objective

The main objective of this consultancy service is to engage a qualified and experienced Consulting Firm to conduct comprehensive Road Safety Audits (RSA) on a prioritized list of priority bridges as part of the Building Resilient Bridges Project, financed by the World Bank. The goal is to verify independently any road safety deficiencies at various stages during the preparation of the detail designs of the priority bridges prepared by a consultancy firm hired under a different service contract. This will ensure that road safety deficiencies/problems/hazard are identified before they are locked into the design and can be eliminated or mitigated at the most opportune time. In turn, this will reduce costs and minimize disruption to planning, design, construction and operation, and ultimately to enhance the safety of the road environment. The goal is to independently identify and address road safety deficiencies at three essential stages design, construction, and operation—across the bridges listed in Attachment 1 of this Terms of Reference

This initiative aims to independently identify and address road safety deficiencies throughout the project lifecycle, thereby enhancing safety for all road users.

### 2.2. Specific Objectives

The specific objectives of this assignment are as follows:

**Conduct Road Safety Audits:** Implement thorough road safety audits at three critical stages of the project:

- **Design Stage:** Evaluate both conceptual and final designs of the bridges to identify potential safety issues early in the process. This includes analyzing design elements such as sight lines, roadway geometry, and pedestrian facilities to ensure they meet safety standards and best practices. The goal is to provide timely feedback that allows designers to make necessary adjustments before finalizing plans, thus preventing costly redesigns later.
- **Construction /Pre-opening Stage:** Monitor and assess road safety during the construction phase. This involves reviewing the implementation of Traffic Management Plans (TMPs), ensuring that safety measures are effectively communicated and adhered to by all stakeholders, and evaluating the impact of construction activities on traffic flow and safety. The audit will also focus on identifying hazards that may arise during construction and ensuring that safety protocols are in place to mitigate these risks.
- **Operational Stage:** Conduct audits 3-6 months after the project has opened to evaluate the safety performance of the bridges in real-world conditions. This stage aims to assess any accidents or near-misses that may have occurred, analyze traffic patterns, and identify infrastructure-related challenges that were not addressed during the design or construction phases. Feedback from this audit will be crucial for ongoing safety enhancements.

## 3. SCOPE OF SERVICE

The Consultant is expected to take a proactive and comprehensive approach to identify effective solutions that meet the objectives of this assignment. This includes recognizing any additional tasks necessary for successful implementation. The Consultant will develop a

detailed organizational plan and methodology to ensure that all activities comply with the requirements set forth in these Terms of Reference.

The scope of this assignment will focus on conducting thorough road safety audits for the detailed design activities and engineering services of each bridge. The Road Safety Audit (RSA) will adhere to best international practices, such as the EC Directives 2008/96/EC, and will encompass the following three critical stages:

### **Stage 1: Audit: Design Stage**

This audit must be done at the appropriate stage towards the end to determine the safety implications of the design and when changes can be made at the most opportune time to avoid costly redesign. ARA's intention of "not only to avoid costly redesign, but also avoid not-practical or financially not-viable audit recommendations on safety interventions.

#### **(a) Preliminary Design Audit**

Assess preliminary design proposals and identify potential safety issues.

Provide recommendations for improvements to enhance safety before detailed design work begins.

Conduct the audit towards the end of the preliminary design phase where the Functional Layout has been prepared and land acquisition requirements are being determined. This audit must be done at an appropriate stage towards the end (but not at the end) of the conceptual design, or as soon as it is possible to determine the safety implications of the preliminary/conceptual design and when changes can be made early in the design process to avoid costly redesign. This may result in the set of practical safety principles and guidance for detailed audit and necessitate confirmation by the decision makers in charge of investments to assure that they are taken into account by the designers.

#### **(b) Detailed Design Audit**

This audit must be done at the appropriate stage towards the end (but not at the end) of the detailed design, or as soon as it is possible to determine the safety implications of the design and when changes can be made at the most opportune time to avoid costly redesign. This may necessitate separate audit checks as various element of the project reach the desired stage of the design.

The audit work at this stage includes auditing the suitability and workability of the proposed traffic management that will be carried out during the construction

### **Stage 2 Audit: At the Construction /Pre-opening Stage**

Road safety Audit Stage 2 shall include two distinct aspects as follows:

- Audit of the compliance of the works to the Stage 1a Audit (Detail Design) to ensure that the decision of the Empowered Officer with regards to the Stage 1a Audit are carried through" in the construction. In Particular the audit shall include a final detailed check of the project just prior to it being "open to traffic"
- Audit of Traffic Management through and in the vicinity of the project during the construction phase. This includes the observation of the effectiveness of the Traffic Management Plans (TMPs) prepared by the contractor/consultant and the devices employed during the night. The scope of work shall include:

- (i) Auditing the TMPs during the Design Phase.
- (ii) Auditing the changes to the TMPs and Work Zones during the Construction Phase. This is to be carried out at every Stage 2 audit and additional if required by the ARA/PIT. The audit shall be carried out based on the latest Traffic Management Safety Reports prepared by the Traffic Safety Officer from the contractor's counterpart

The audit at this stage will be carried out three (3) times during the construction duration:

- RSA Stage 2: (part 1) Verification Audit to be carried out after the issuance of the construction and traffic management drawings.
- RSA stage 2: (part 2) to be carried out when the construction work progress is about 50%
- RSA Stage 2: (part3) to be carried out during the pre-opening of the project. Both day and night audit will be required.

Should the ARA/PIT require additional audits, he shall ask the Road safety Auditor to carry out the additional audit and the additional fee shall be agreed upon by the ARA and the Road safety Auditor.

### **Stage 3 Audit: Operational Stage**

There will be two type of stage 3 audit:

- i. On a new road bridge
- ii. On existing road bridge

The audit at this stage is to ensure that the road bridges are safe for the public use. The stage 3 audit for the new road bridge shall be carried on within three (3) to six (6) months after the opening of the project to the public. It should take account of the number and nature of any crashes or near-crashes happening and identify infrastructure related challenges increasing the risk of crashes, which might have not been captured and remedied at the design and construction stages.

The project development shall not proceed into the next phase of audit before resolution of each of the road safety items identified from the previous audit.

The ARA/PIT reserved the right to commence the audit at the appropriate stages in the development of the projects

## **4. ROAD SAFETY AUDITORS**

### **4.1. Roles of Auditor**

The principal role of the Auditor is to ensure that safety deficiencies/problems/hazard are identified before they are locked into the design and/or become a safety problem. The Auditor is expected to highlight all the safety deficiencies in a design/existing road bridge.

The Auditor will look into:

- (a) Adoption of appropriate standards
- (b) Compliance and non-compliance of standards that will have road safety implications

The Auditor's primary role is to look into the safety repercussion of compliance to standard or otherwise and highlight the possible consequences wherever possible of major road safety



deficiencies. The Auditor is expected to use his/her experience and wisdom in dealing with the design checkers in these overlapped areas.

The following flowchart indicates the position of the Auditor in relationship with other parties.

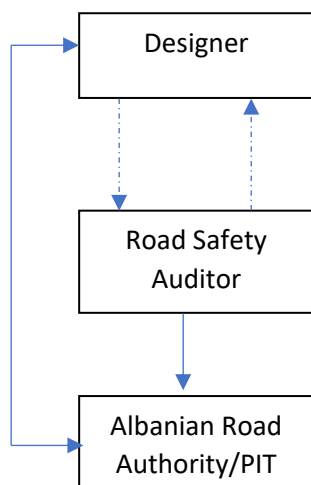


Figure 1 Matrix of Communication Between the Auditor and Other Parties

#### 4.1. Independence of the Auditing Team

The consulting firm carrying out the RSA must be independent of project planners, designers and construction companies involved in the BRB project and have no business or other company associations with them.

### 5. REQUIRED QUALIFICATIONS AND EXPERIENCE

#### 5.1. Consultant Profile

The Consulting firm (which may be a single firm or a Joint Venture -JV) shall comply with the following qualifications:

1. The Consultant should be a qualified firm or JV with at least 10 years of international experience with projects similar scale and scope to the services described in these TOR.
2. The consulting firm should have successfully implemented at least 2 similar contracts within the last 5 years.

The consulting firms participating to the bid will be assessed in order to determine a shortlist comprising the most qualified candidates. The criteria to be used for shortlisting will be the following:

- Core business and years in business (30 points)
- Past experience in similar assignments (60 points)
- Firms' organization and staffing (10 points)

#### 5.2. Key Staff Requirement

The following are qualification and experience requirements for key professional staff:

##### Key Expert 1 - Team Leader / Senior Road Safety Auditor (KE-1)

The Team Leader (TL) shall retain the overall responsibility for the management and coordination of the assignment. He/She shall lead and coordinate the activities of the Engineering team. He/she shall be responsible for all technical and contractual matters and the communication between the Consulting Firm, the Contractor(s), the Employer as well as the relevant authorities.

Qualifications:

- Master Degree in Civil Engineering, Transportation Engineering, or a related field.
- Certification in Road Safety Audit or similar recognized qualification.

General professional experience:

- At least 15 years' experience in road engineering, of which 10 years should be in road safety.

Specific professional experience:

- 10 years' experience on road safety audits and inspections, traffic analysis, crash data analysis or road safety measures;
- 5 years of international experience as a lead road safety auditor of road safety audits and inspections of a similar nature;
- must have undertaken at least 3 road safety audit assignments on a road project within the last 5 years

**Key Expert 2: Road Safety Auditor (KE-2)**

Qualifications

- Master's Degree in civil engineering or an equivalent field.

General professional experience:

- 10 years' experience in road engineering, of which 5 years should be in road safety

Specific professional experience:

- 5 years' of international experience on road safety audits and inspections, traffic analysis, crash data analysis or road safety measures;
- must have participated in at least 3 road safety audit assignments on a road project within the last 5 years

**Key Expert 3: Road Engineer (KE-3)**

Qualifications

- Master Degree in civil engineering or an equivalent field

General professional experience:

- 15 years' experience in road engineering.

Specific professional experience:

- 10 years' experience in road design.
- Experience on road safety studies, road safety audits and inspections, traffic studies or road safety measures would be an asset.

Experience in road design in Albania would be an advantage

## **6. CONTRACT PERIOD**

### **6.1. Commencement Date**

The assignment is anticipated to commence in December 2024, subject to the completion of service contract award procedure and commencement of Works. The Consultant shall commence work within fifteen (15) days after receipt of Letter of Commencement

### **6.2. Duration for Services**

The consultancy work for the road safety audit will be conducted intermittently over a period of approximately 3 years.

The consultant must deliver all required reports or outputs for the Stage 1 described in the TOR within 6 months from the commencement of the assignment. Subsequent stages will be scheduled according to the project's progress, with exact timelines to be determined in accordance with the project's needs and deliverable requirements.

## 7. DELIVERABLES TIMEFRAME AND PAYMENTS SCHEDULE

### 7.1. Form of Contract

The contract is a fixed lumpsum-based consultant contract. The lumpsum price offered by the consultant must include all the Consultant's costs and any tax obligation that may be imposed on the Consultant.

The level of efforts is 15 (fifteen) person/month. It is the responsibility of the Consulting Firm to align its site supervision inputs in line with the progress of the civil works.

### 7.2. Reporting Requirements and Time Schedule for Deliverables

The payment will be made for each deliverable, after its finalization and approval. The payment schedule is as follows.

Deliverables	Description	Lump Sum Payment (%) of Total	Timing
<b>Stage 1: Design Stage</b>			
1. Inception Report	<ul style="list-style-type: none"> <li>- Overview of the audit approach, mobilization by the consultant, showing the work plan, staff mobilized and the situation encountered during mobilization</li> </ul>	5 %	Within two weeks after the issue of Notice to Commence to the Contractor
2. Preliminary Design Audit Report	<ul style="list-style-type: none"> <li>- Site visit of each bridge</li> <li>- Assessment of preliminary designs, identifying safety issues.</li> <li>- Findings and recommendations from the preliminary design audit for design modifications to enhance safety.</li> <li>- Set of safety principles and Guidance Document for the designers based on audit on incorporating safety measures in the detailed design phase.</li> </ul>	20 %	End of Month 2
3. Detailed Design Audit Report	<ul style="list-style-type: none"> <li>- Comprehensive assessment of detailed designs safety implications with recommendations.</li> <li>- Assessment of traffic management strategies for construction affecting each bridge.</li> <li>- Evaluation of proposed traffic management strategies (through and in the vicinity of the bridge) for the construction phase.</li> </ul>	20%	End of Month 5
<b>Total for Stage 1</b>		<b>45 %</b>	

<b>Stage 2: Construction/Pre-opening Stage</b>			
4. Construction Compliance Audit Report	<ul style="list-style-type: none"> <li>- Verification of compliance with Stage 1 recommendations and traffic management plan (TMP) for each bridge.</li> <li>- Documentation of any additional safety recommendations or compliance issues.</li> </ul>	10 %	Construction Stage
5. Construction Stage Midpoint Audit Report	<ul style="list-style-type: none"> <li>- Site visit / Inspection</li> <li>- An evaluation of traffic management effectiveness when construction is approximately 50% complete, identifying any necessary adjustments.</li> <li>- Findings and recommendations from the midpoint audit during construction.</li> </ul>	10 %	When construction works are approx. 50% complete
6. Pre-Opening Audit Report	<ul style="list-style-type: none"> <li>- Site visit / Inspection</li> <li>- Final safety check prior to opening the bridge to traffic, assessing the readiness for public use, including observations from both day and night audits.</li> </ul>	10 %	Just before opening to traffic
<b>Total for Stage 2</b>		<b>30 %</b>	
<b>Stage 3: Operational Stage</b>			
7. Operational Stage Audit Report	Post-opening audit findings and recommendations within 3 to 6 months after completion of rehabilitation and upgrading works and opening of the bridge to the public.	15 %	Operational Stage
8. Final Consolidated Report	Compilation of all findings and recommendations throughout the project lifecycle.	10%	Operational Stage
<b>Total for Stage 3</b>		<b>25 %</b>	

Note: Each report will require approval from the ARA/PIT before the associated payment is released.

All documents, RSA reports, documents, and drawings shall be submitted both hard copy (i.e., full color prints and perfect binding type) together with electronic soft-copy in English and Albanian language and in a format, quality and quantity approved by the ARA/PIT. In addition, the Consultant shall keep full records relating to all aspects of the work covered by his service contract. A digital copy of all the materials will be uploaded/stored by the Consultant in a dedicated cloud-based area.

### **7.3. Digital Archive**

The selected Consulting Firm shall create a dedicated and secure online project document storage library. This library will be used to upload and store digital copies of all the documents, audit reports, maps, working papers, site visit/inspection, progress pictures, and other reference material used and/or created during the period of the assignment.

The Consulting firm will be responsible for providing and maintaining in full operating mood this dedicated cloud-based area throughout the entire duration of this assignment.

The consulting firm must ensure that the chosen online project document storage system is secure. This means implementing measures such as encryption, firewalls, and regular backups to prevent unauthorized access or loss of data. Additionally, the system should have user access controls in place to limit who can edit, view, and download specific documents. This will safeguard sensitive information and grant appropriate access to parties involved in the assignment based on their roles and responsibilities.

During the course of the assignment the Consultant must keep the project library in good order and in a reference format. Upon completion of the assignment, the entire contents of the project library will be transferred to the ARA/PIT in an organized and properly referenced manner.

## **8. DATA AND ASSISTANCE TO BE PROVIDED BY THE ARA**

The ARA shall not provide any technical or logistical support. An inception meeting with the ARA contact engineer will be carried out in Tirana. In connection with the work by the Consultant that require inputs from other government agencies, the ARA shall provide assistance in liaising with those agencies and shall ensure that the Consultant has access to any available information and data that is deemed necessary for the execution of the Services. Technical information available to the ARA and access to the existing records which ARA considers essential for the proper conduct and execution of this assignment will be provided upon request (if available). The Consulting Firm will arrange for their translations, if necessary. The possible failure to solve some of the Consulting Firm's problems encountered locally will not dispense the Consulting Firm from meeting its contractual obligations

## **9. FACILITIES TO BE PROVIDED BY THE CONSULTANT**

There will be no facilities provided by ARA. The Consultant shall be responsible for the provision of all the necessary offices accommodation, operating facilities and transport it requires in Tirana or elsewhere, to provide the service, and shall include the cost of all such operating, travel and accommodation costs within its financial proposal. The Consultant shall also be responsible for all costs associated with mobilizing and maintaining staff or resources required for the service, in Tirana or elsewhere.

The Consulting Firm shall ensure that experts are adequately supported and equipped. In particular he shall ensure that there is sufficient administrative, secretarial and interpreting provision to enable experts to concentrate on their primary responsibilities.

## **10. SELECTION**

Selection will be made in accordance with the Consultants' Qualifications Selection (CQS) method, set out in the World Procurement Regulations for IPF Borrowers under Procurement in Investment Project Financing Goods, Works, Non-Consulting and Consulting Services" dated July 1, 2016, revised on November 2017, August 2018 and November 2020 in accordance with Lump-sum based contract.

## Annexes: List of Priority Bridges

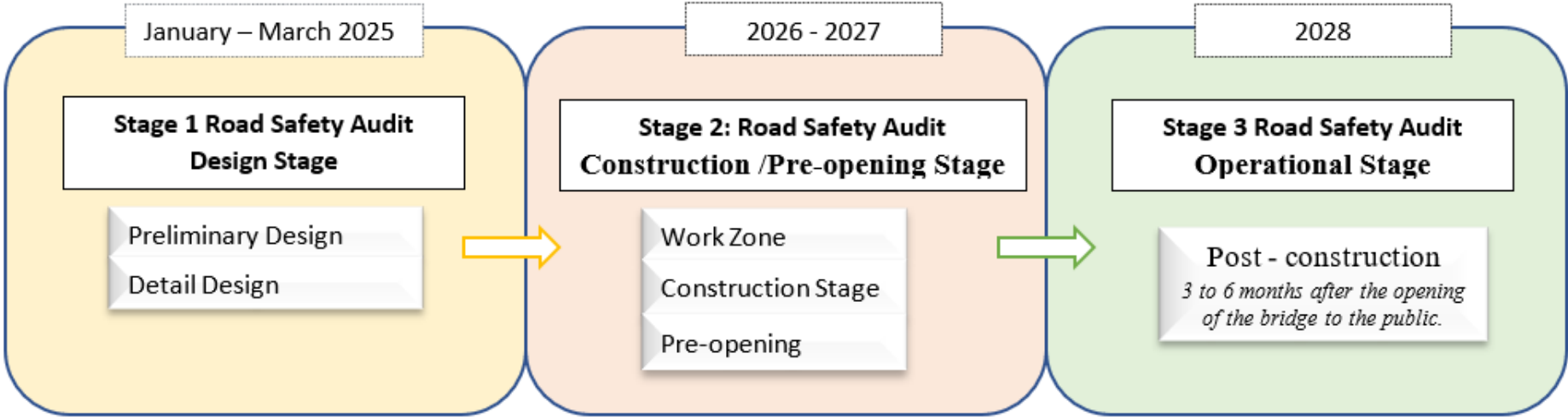
The following annexes provides detailed information about the priority bridges subject to the Road Safety Audits (RSA) assignment:

### Annex A - List of priority bridges

No.	Name of Bridge	Coordinates		No. of Spans	Total Length (m)	Description
		Longitude	Latitude.			
1.	Lokaliteti Klos	20.09273	41.49753	3 (7m each)	21	Concrete slab on masonry piers and abutments
2.	Karica	19.98152	41.63609	2 (15m each)	30	Isostatic bridge, 10 main girders for each span. Central concrete pier with variable section and concrete abutments
3.	Uzina (Rubik)	19.78153	41.76416	5 (20m each)	100	Isostatic bridge, 5 main precast girders for each span. Concrete piers (2 columns and pier cap) and abutments
4.	Murashi	20.27369	41.18202	4 (20m each)	80	Isostatic bridge, 6 main girders for each span. Concrete wall piers (round nose) and abutments
5.	Ura hyrje Selenice	19.63543	40.53717	3 spans (10m each)	30	Concrete slab bridge on solid wall piers and abutments
6.	Ura e Drashovices	9.58434	40.44692	9 Spans (15m max)	96	Girder concrete bridge. Four main girders for each span. Concrete wall piers (sharp nose) and abutments.
7.	Ura e Turanit	20.73672	40.62261	5 spans (11m max)	51	Girder concrete bridge. Four main girders for each span. Concrete pier caps on square driven piles and abutments
8.	Ura e Drithasit	20.74105	40.70560	5 spans (11m max)	51	Girder concrete bridge. Four main girders for each span. Concrete wall piers (round nose) on square driven piles and abutments
9.	Ura Selenices Nr.1	20.69896	40.39391	2 Spans (6m each)	12	Two span continuous bridge, 3 main girders for each span with variable height (maximum on the pier and the abutments)
10.	Ura Selenices Nr.2	20.69890	40.39341	4 spans (6m each)	24	Four span continuous bridge, 3 main girders for each span with variable height (maximum on the pier and the abutments). Solid wall piers with round noses
11.	Ura Selenices Nr.3	20.69883	40.39298	4 spans (6 m each)	24	Girder concrete bridge. Four span continuous bridge, 3 main girders for each span with variable height (maximum on the pier and the abutments). Solid wall piers with round noses.
12.	Ura Selenices Nr.4	20.65898	40.38547	3 spans (6 m each)	18	Girder concrete bridge. Four span continuous bridge, Three main girders for each span with variable height (maximum on the pier and the abutments). Solid wall piers with round noses.
13.	Beshiri Bridge	19.72495	41.29356	6 spans (2x29.5 m + 4x30 m)	179	The new bridge to be constructed will feature six spans, comprising two spans of 29.5 meters each and four spans of 30 meters each, totaling a length of 179 meters. Additionally, the bridge will include two pedestrian pathways, each 1.0 meter wide.
14.	Viroi Bridge	20.12266	40.10024	2 spans (16.5m each)	31	The new bridge will feature a concrete design, comprising two spans of 16.5 meters each and a total width of 12.0 meters. It includes an associated structure measuring 8 meters, consisting of a 6-meter-wide carriageway (2 lanes at 3 meters each) and 2 sidewalks (1 meter each). Additionally, the bridge will have four rectangular openings, each measuring 3 meters by 4 meters.

**Annex B – Indicative Timeline**

This annex outlines the indicative timeline for the Road Safety Audit (RSA) assignment, applicable to all bridges involved in the assignment. This timeline is designed to guide your planning and resource allocation throughout the assignment and ensure that all three phases of the audit are executed efficiently and effectively. Please note that this timeline is indicative and may be adjusted based on the project's progress and specific requirement. Consulting firms should remain flexible and prepared to adapt to any changes in schedule to effectively meet the objectives of the assignment.



## Annex C – Bridge Location Map

This map provides a visual overview indicating the locations of priority bridges subject to RSA and their distribution along the Albanian National Road Network.

