

# DEVELOPMENT OF VIA BALTICA ROAD IN LITHUANIA

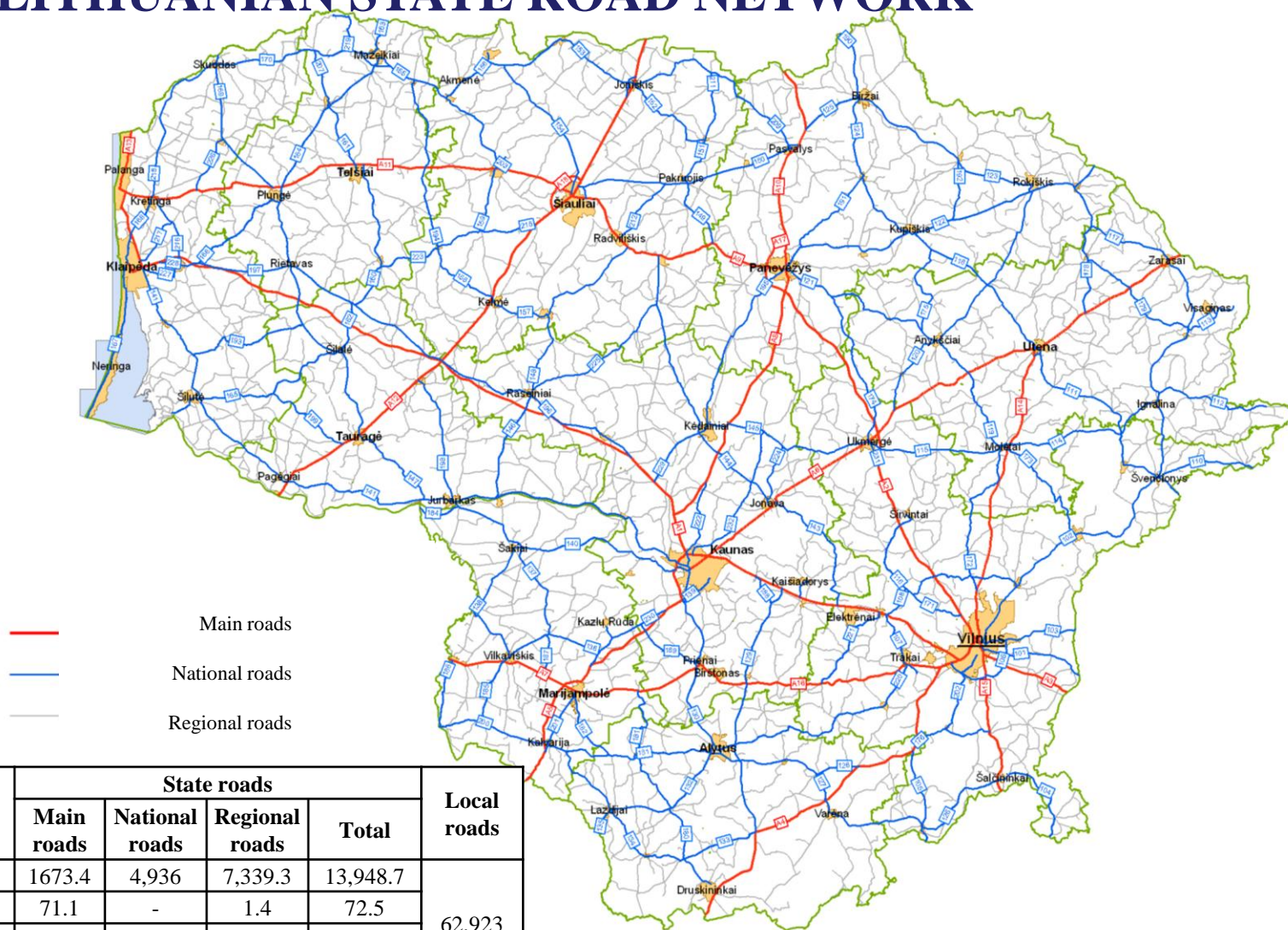


Arunas Rutka  
Road Planning and Development Division



**LITHUANIAN ROAD  
ADMINISTRATION**

# LITHUANIAN STATE ROAD NETWORK



Covering	State roads				Local roads
	Main roads	National roads	Regional roads	Total	
Asphalt and black coating	1673.4	4,936	7,339.3	13,948.7	62,923
Cement concrete pavement	71.1	-	1.4	72.5	
Gravel	-	-	7,225.3	7,225.3	
Cobbles	0.4	-	7.2	7.6	
<b>Total:</b>	<b>1,744.9</b>	<b>4,936</b>	<b>14,573.2</b>	<b>21,254.1</b>	

# LITHUANIAN ROAD SYSTEM STRUCTURE

MINISTRY OF TRANSPORT AND COMMUNICATIONS

**LITHUANIAN ROAD ADMINISTRATION**  
(Performance-based maintenance contracts)

SE Transport and Road  
Research Institute

Research and development

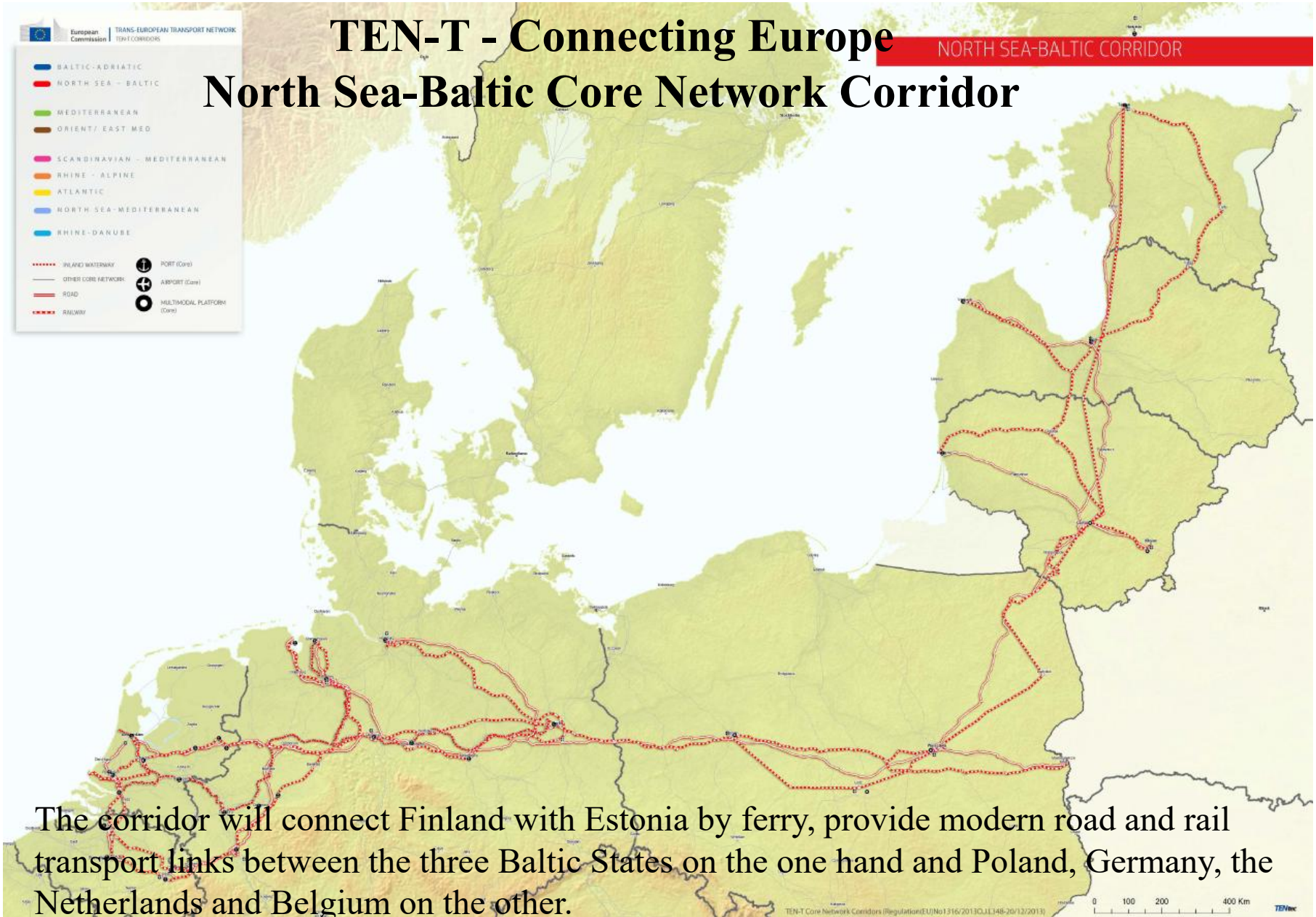
SE "Alytaus regiono keliai"  
SE "Kauno regiono keliai"  
SE "Klaipėdos regiono keliai"  
SE "Marijampolės regiono keliai"  
SE "Panevėžio regiono keliai"  
SE "Šiaulių regiono keliai"  
SE "Tauragės regiono keliai"  
SE "Telšių regiono keliai"  
SE "Utenos regiono keliai"  
SE "Vilniaus regiono keliai"  
SE "Automagistrālė"

Company „Problematika“

Supervising quality and laboratory

CONTRACTORS

# TEN-T - Connecting Europe North Sea-Baltic Core Network Corridor



The corridor will connect Finland with Estonia by ferry, provide modern road and rail transport links between the three Baltic States on the one hand and Poland, Germany, the Netherlands and Belgium on the other.

## VIA BALTICA ROUTE

VIA BALTICA (I Transport Corridor) is a very important artery of the Estonian, Latvian, Lithuanian and Polish transport. It is a major transport route between Helsinki and Warsaw. The total length of VIA BALTICA is 930 km (**274 km** of them on the territory of Lithuania).

Construction works on VIA BALTICA road in Lithuania were started in 1997, when the means from local and international funds as well as the European Union assistance were obtained.

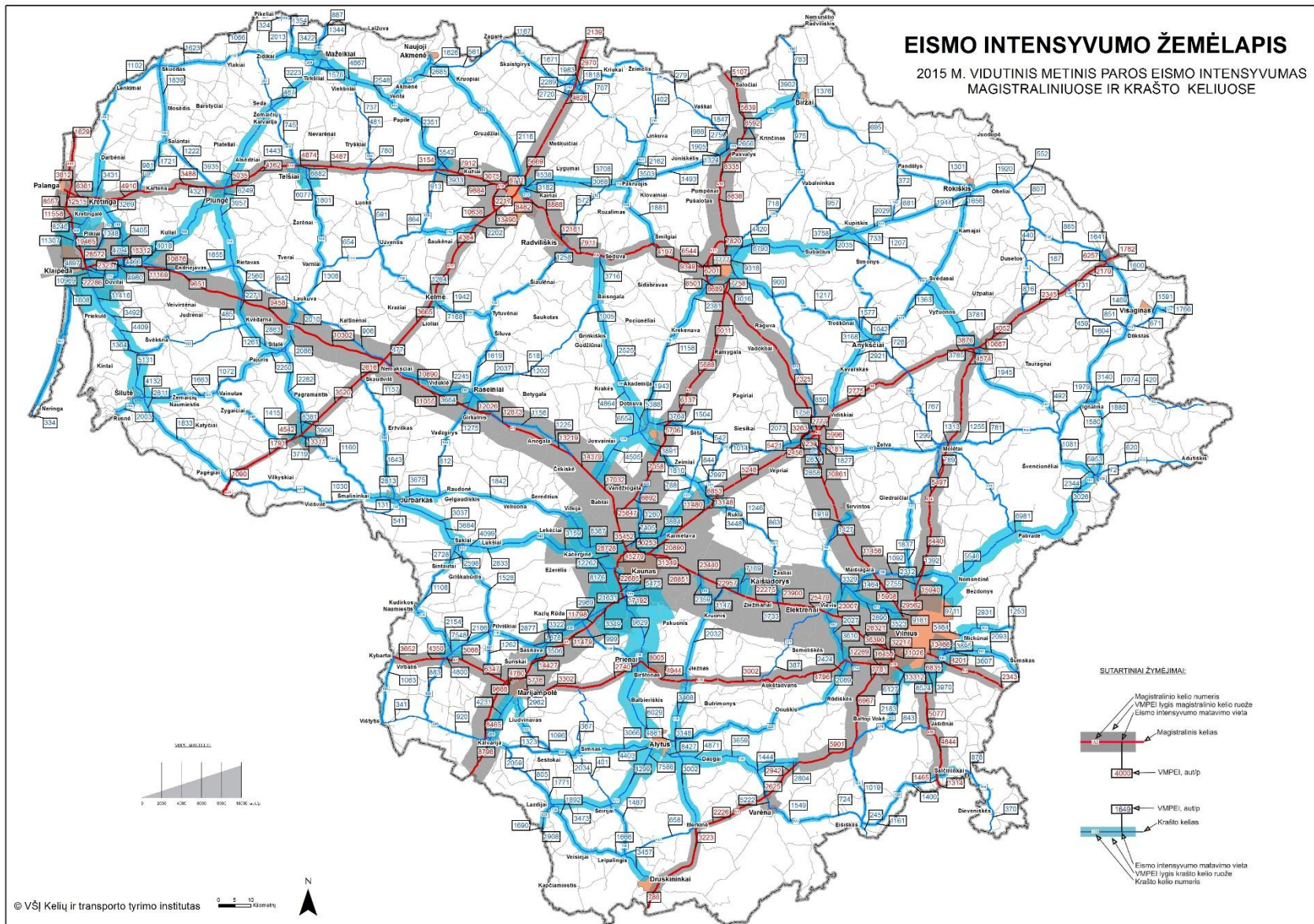
The First Investment Programme of 1996-2000 as well as the Second Investment Programme 2001-2006 were implemented successfully. New road sections were constructed, existing roads sections were reconstructed, special traffic safety measures were implemented during these periods.

A lot of works on VIA BALTICA were successfully performed from the Cohesion Fund in 2007-2013.

# TRAFFIC VOLUMES (including all types of vehicles)

## EISMO INTENSYVUMO ŽEMĖLAPIS

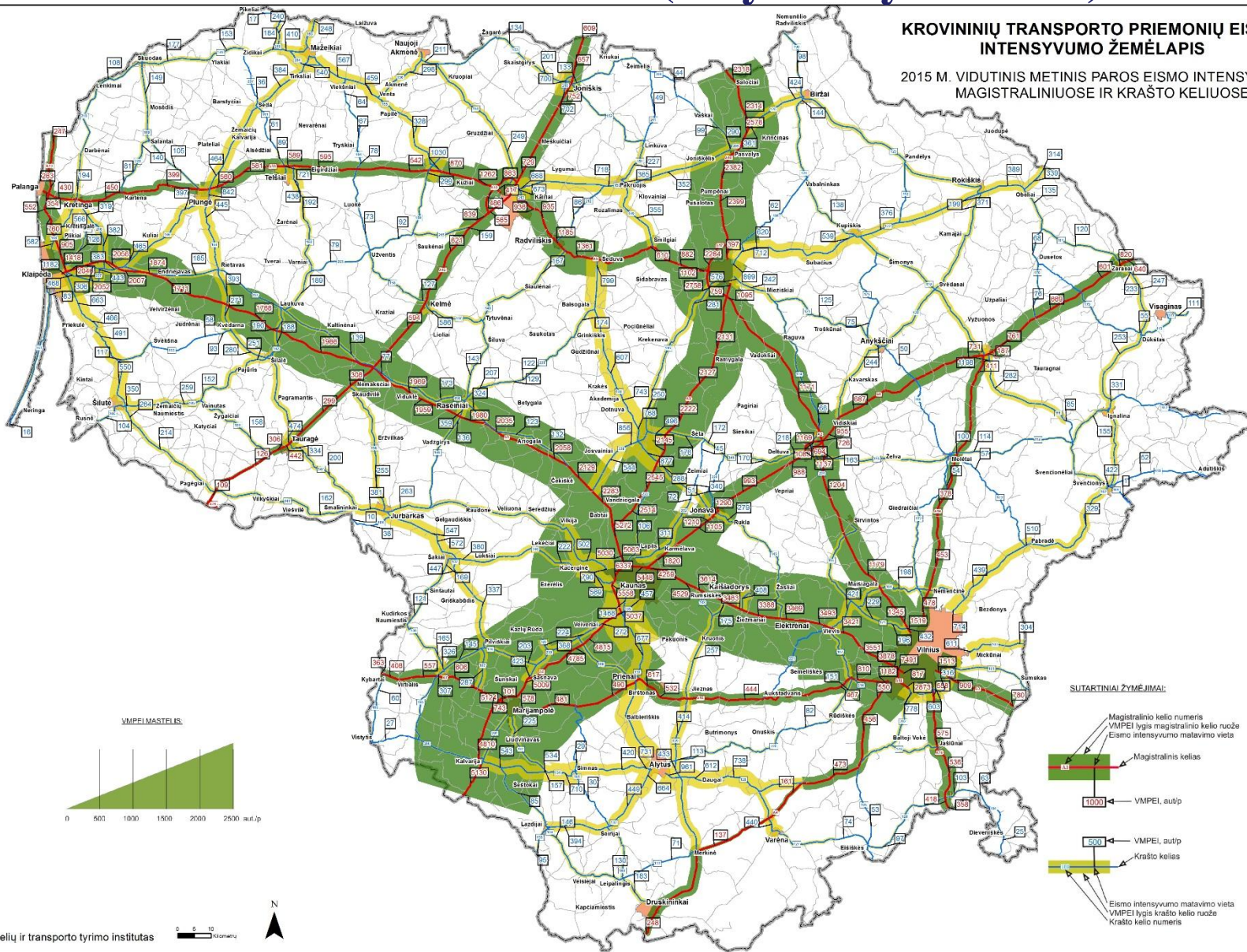
2015 M. VIDUTINIS METINIS PAROS EISMO INTENSYVUMAS  
MAGISTRALINIUIOSE IR KRAŠTO KELIUIOSE



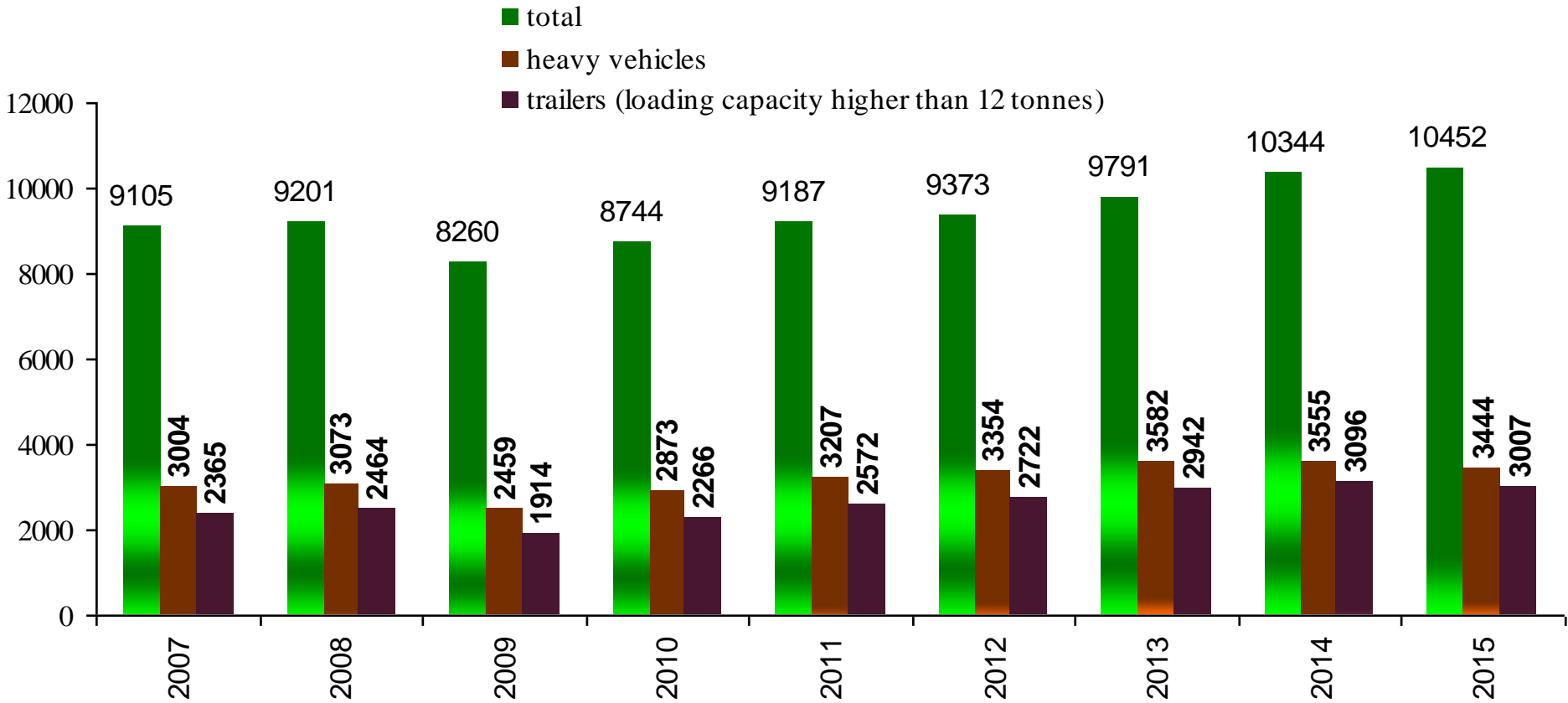
# TRAFFIC VOLUMES (only heavy vehicles)

## KROVINIŲ TRANSPORTO PRIEMONIŲ EISMO INTENSIVUMO ŽEMĖLAPIS

2015 M. VIDUTINIS METINIS PAROS EISMO INTENSIVUMAS  
MAGISTRALINIUIOSE IR KRAŠTO KELIUOSE

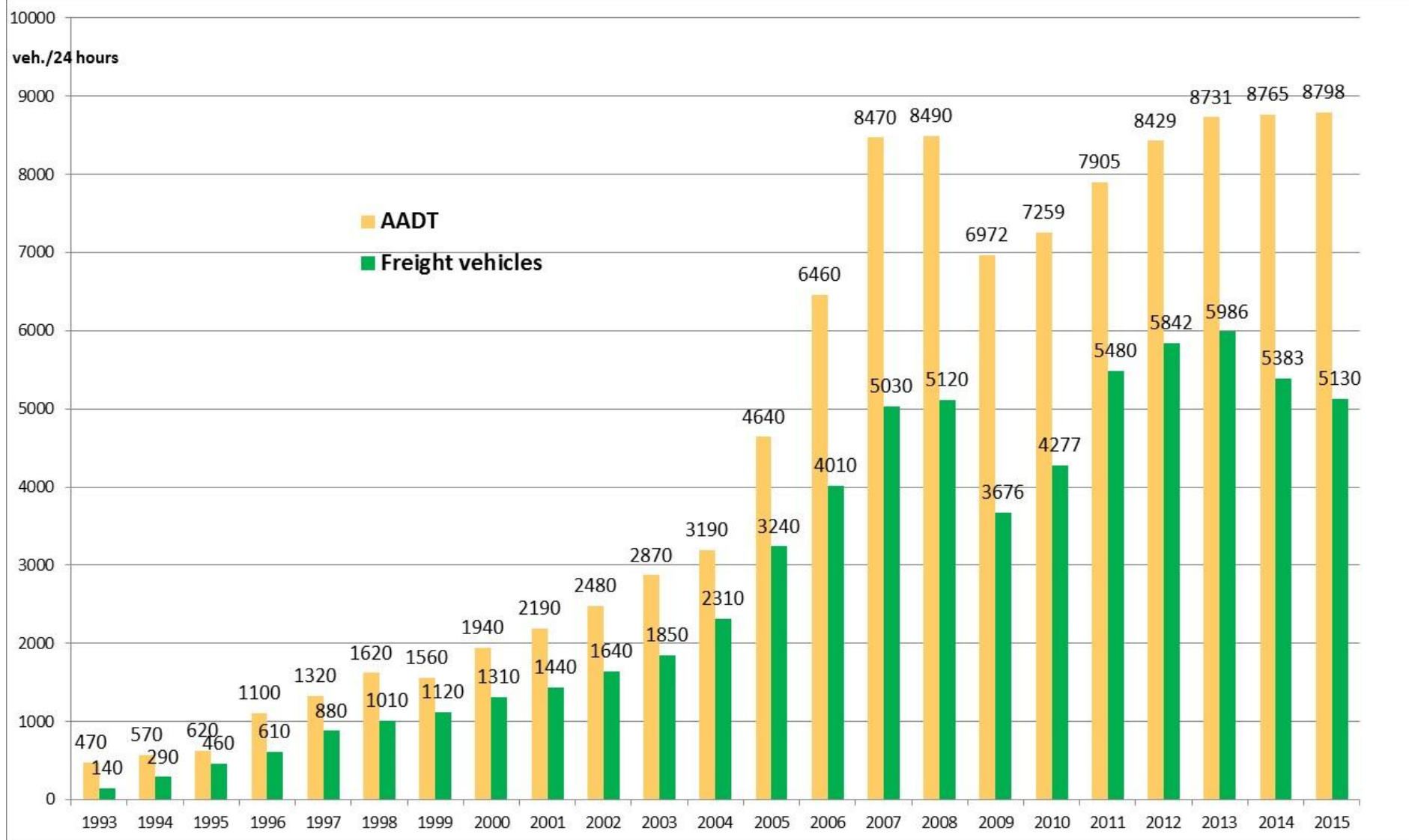


# CHANGE OF ANNUAL AVERAGE DAILY TRAFFIC (AADT) ON THE TRANSPORT CORRIDOR VIA BALTICA SINCE 2007



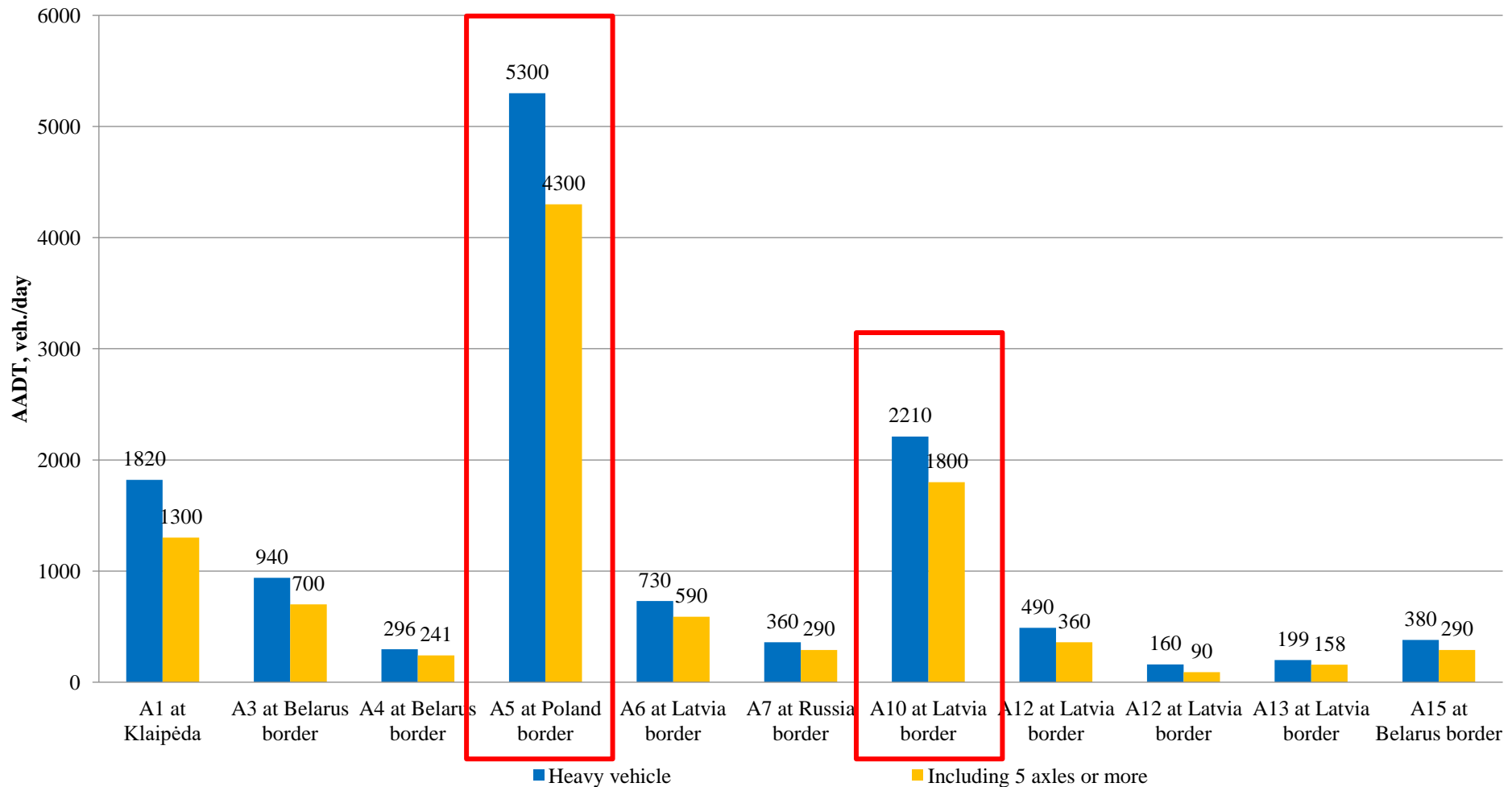


# CHANGE OF ANNUAL AVERAGE DAILY TRAFFIC (AADT) ON THE TRANSPORT CORRIDOR VIA BALTICA NEAR LT-PL BORDER



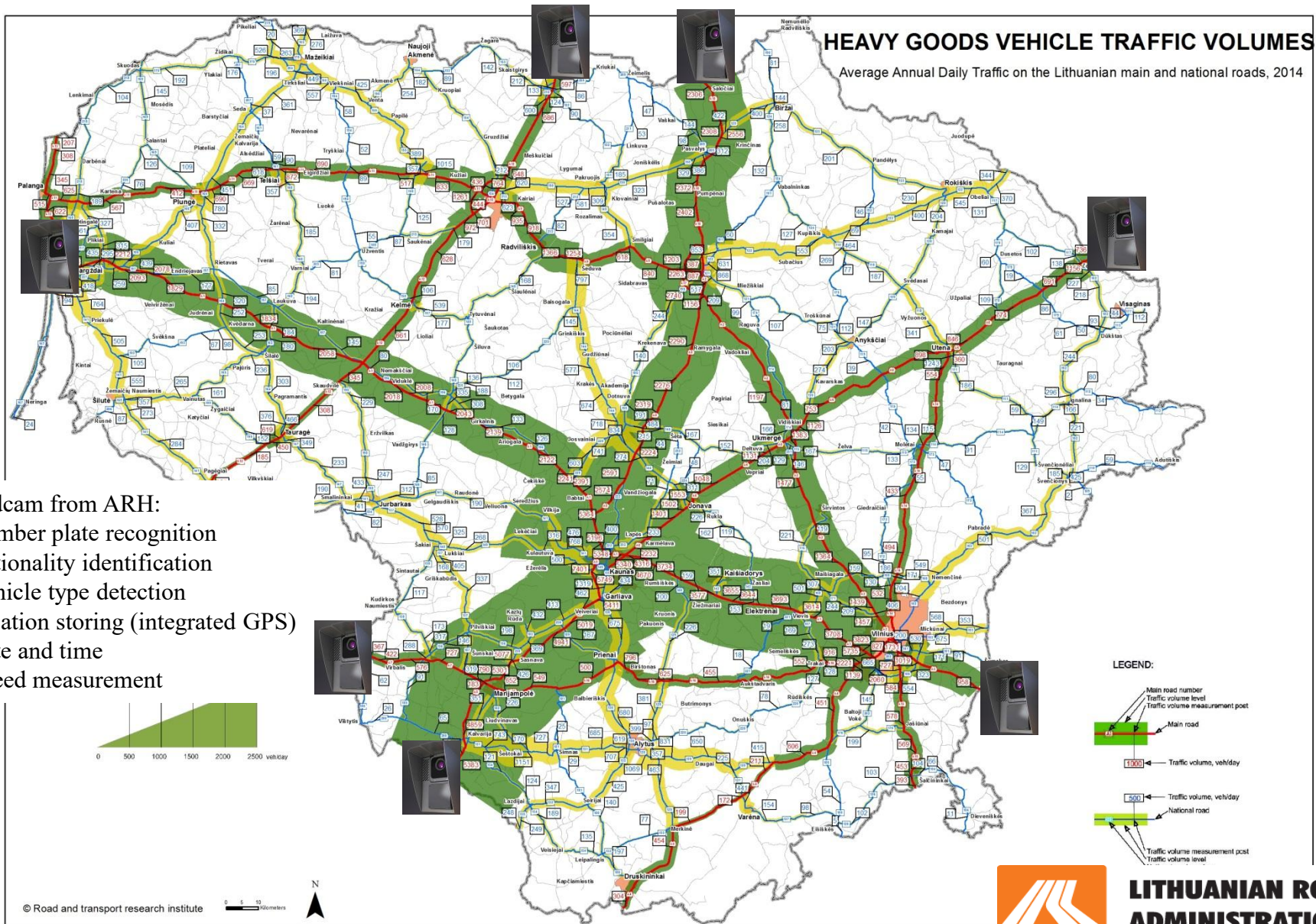
# HEAVY TRAFFIC AT LITHUANIAN BORDERS IN 2014

Data analysis



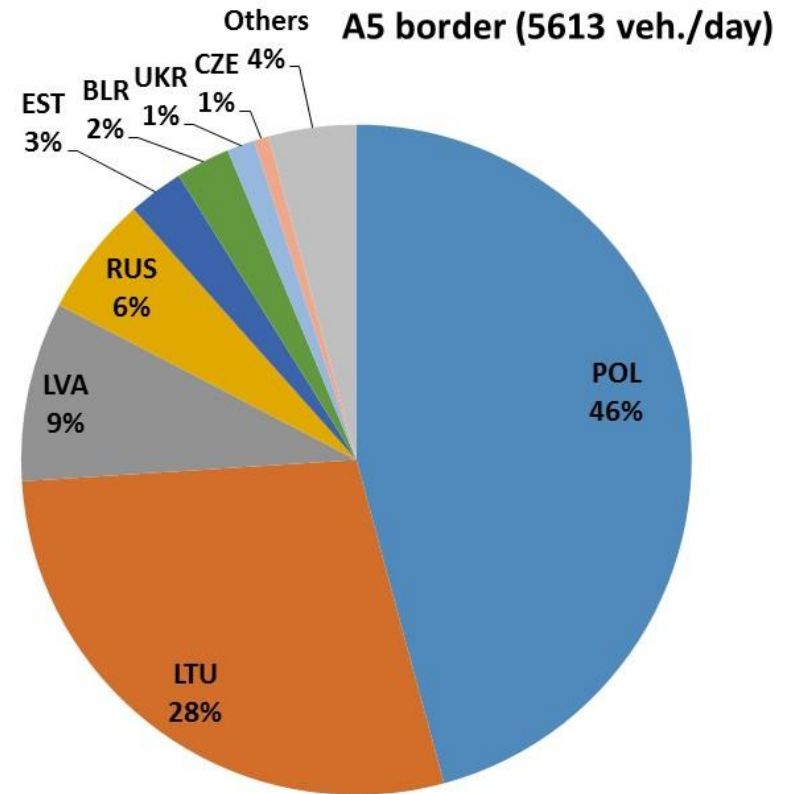
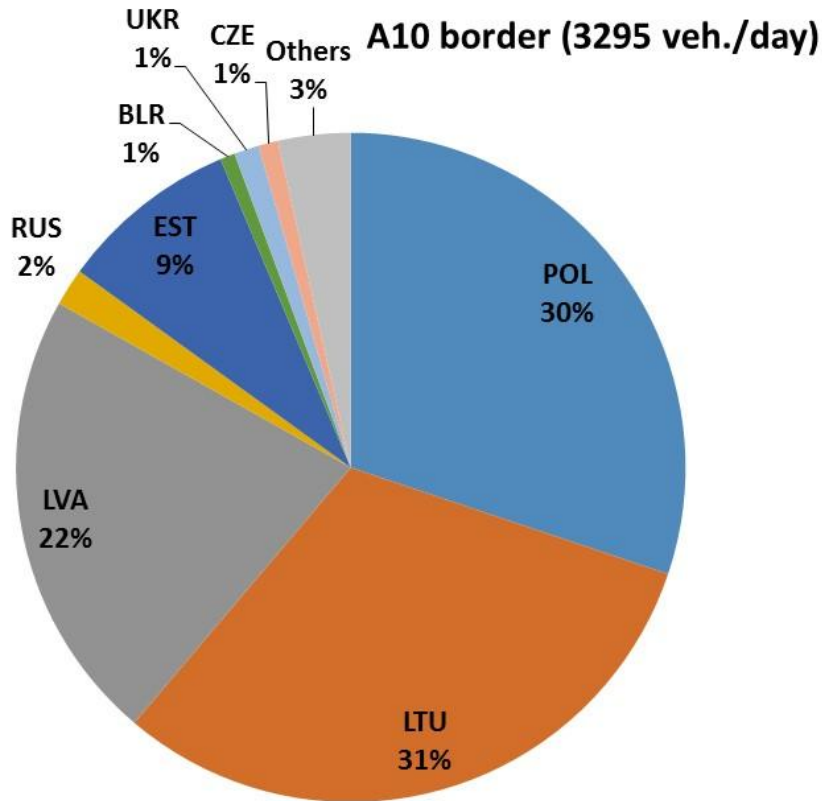
**LITHUANIAN ROAD  
ADMINISTRATION**

# RESEARCH OF TRANSIT TRAFFIC WITH MOBILE CONTROL EQUIPMENT



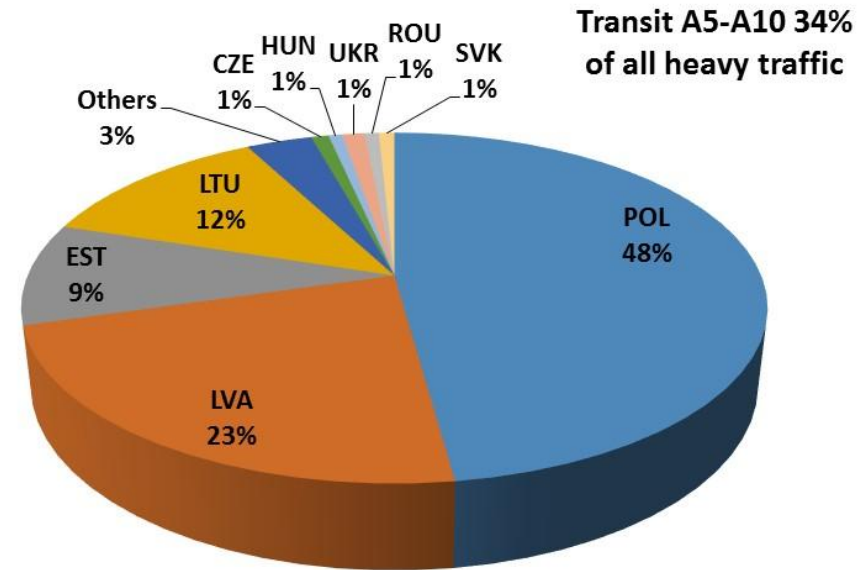
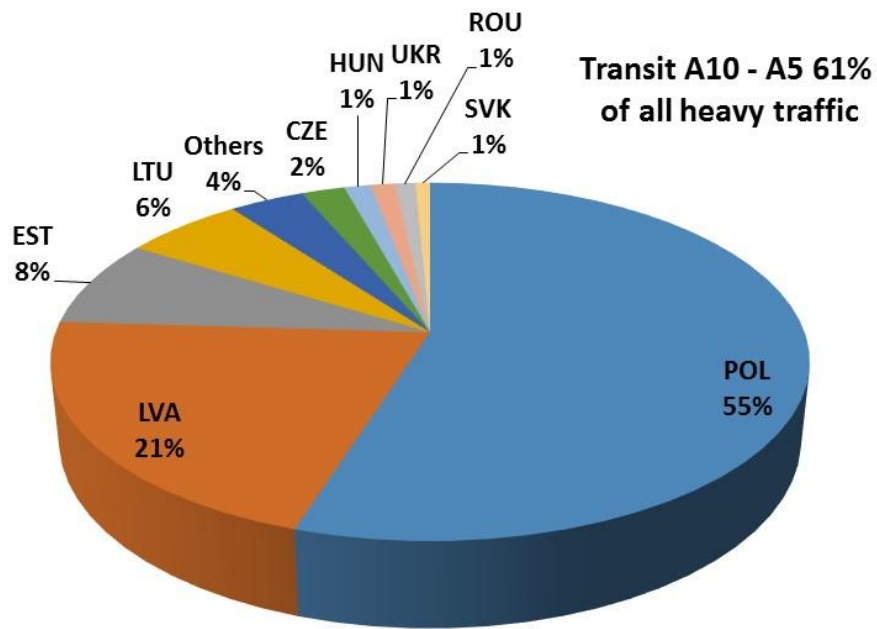
# HEAVY TRAFFIC DISTRIBUTION BY COUNTRY ON VIA BALTICA

Results of short-term investigation on Lithuania borders (A10, A5)



# HEAVY TRAFFIC DISTRIBUTION BY COUNTRY ON VIA BALTICA

Results of short-term investigation on Lithuania borders (A10, A5)



## General accident rate situation on Via Baltica in 2010-2015

<b>Accidents</b>	<b>353</b>
<b>Killed</b>	<b>121</b>
<b>Injured</b>	<b>468</b>
<b>Collisions</b>	<b>212</b>
<b>Collisions (%)</b>	<b>60 %</b>

**Road fatalities on Via Baltica make up almost 7.3 % of all road fatalities in Lithuania.**

**Via Baltica makes up only 1.2 % of the total state road network in Lithuania.**



## Accident rates on Via Baltica in 2010-2015

	<b>A5</b>	<b>A8</b>	<b>A10</b>	<b>A17</b>
<b>Accidents</b>	172	79	39	56
<b>Killed</b>	58	27	13	23
<b>Injured</b>	221	114	50	70
<b>Collisions</b>	111	46	23	28
<b>Collisions (%)</b>	65 (%)	58 (%)	59 (%)	50 (%)

The highest accident rates on road A5 from LT-PL border to Kaunas.



## CAUSES OF ACCIDENTS

Inappropriate road parameters, which are not tailored to the prevailing traffic volumes, cause:

- unsafe overtaking by driving in the opposite lane of traffic;
- exceeding speed limit;
- presence of pedestrians and slow-motion transport on the road.



**LIETUVOS AUTOMOBILIŲ  
KELIŲ DIREKCIJA**

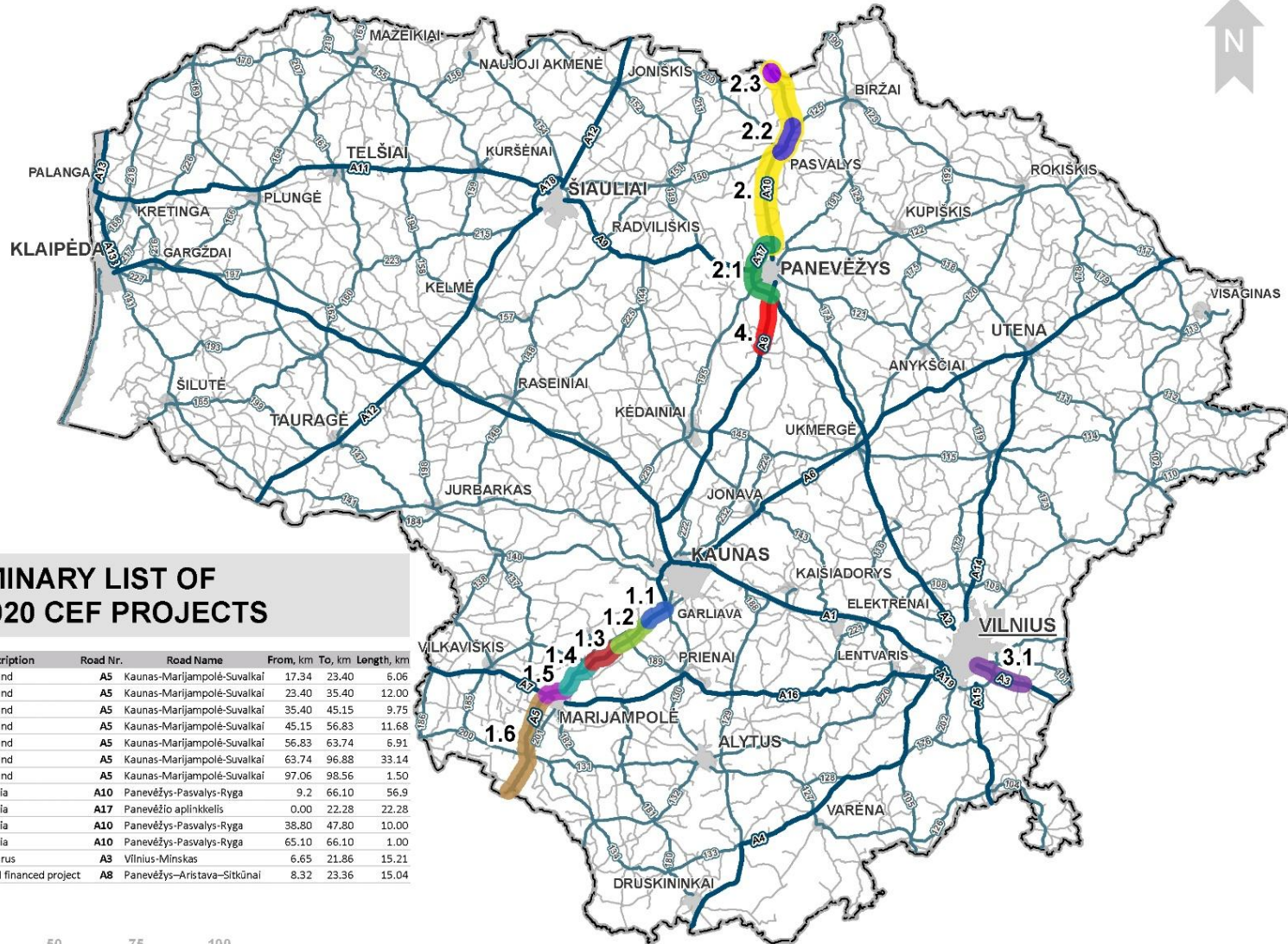


# MEASURES IMPLEMENTED ON VIA BALTICA IN 2010-2013

- Improved or reconstructed 53 dangerous intersections (changed traffic organization system, elevated traffic islands or islands of reflecting poles);
- 41 engineering speed reduction measures (on side roads);
- 5 information speed cameras;
- 14 stationary speed measuring devices;
- ca 4 km of metal guard rails;
- lighting of ca 2 km of dangerous road sections;
- 2 km of net fencing from pedestrians;
- other traffic safety improvement measures (walkways and cycle tracks, improved pedestrian road crossing places, lighting supports generated by solar and wind power);
- 1+1 road section constructed on the main road A5 Kaunas-Marijampolė-Suwalki from 57.70 to 64.10 km (in total 6.4 km)



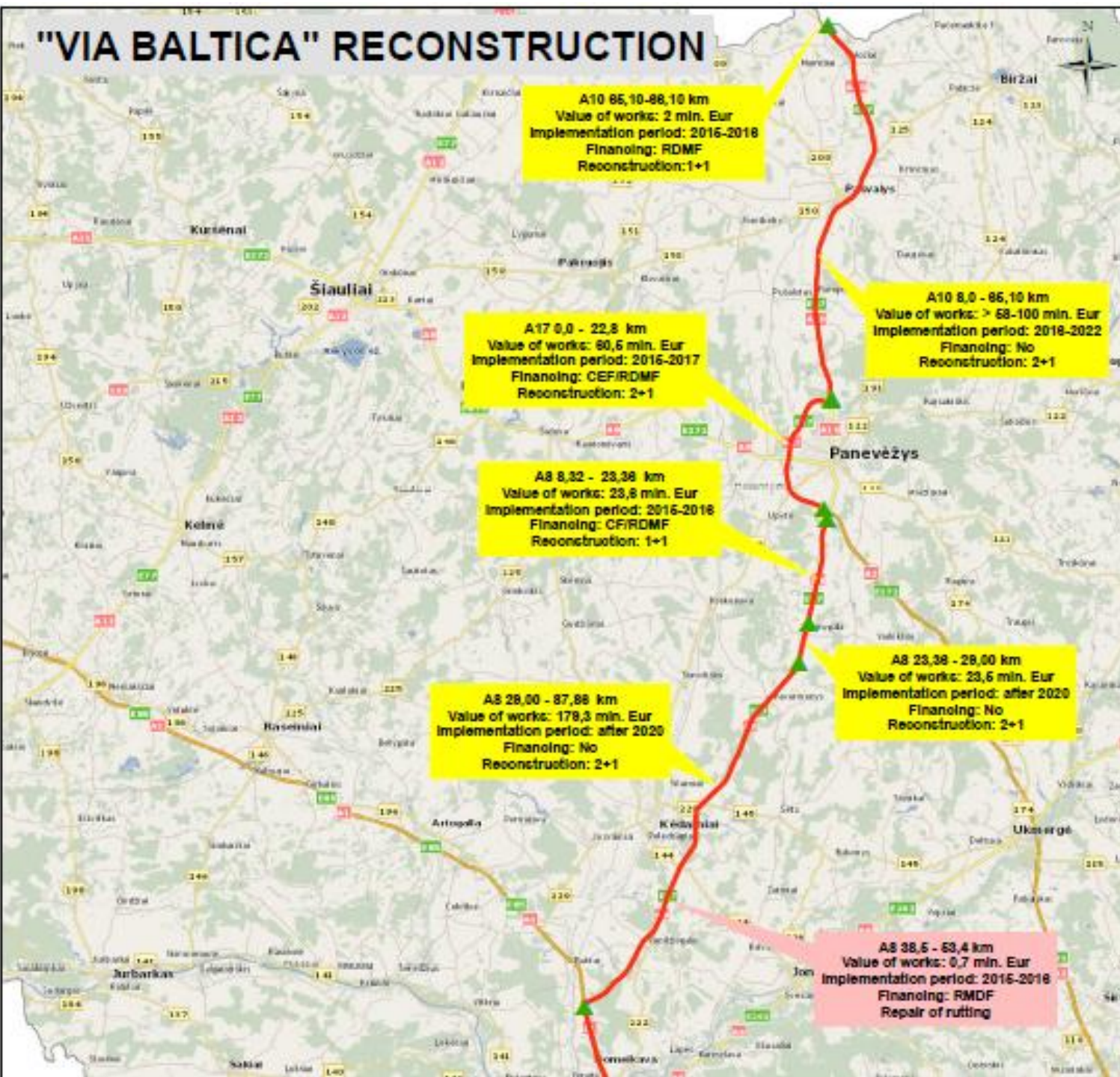
# PLANS FOR RECONSTRUCTION OF VIA BALTICA IN 2014-2020



## PRELIMINARY LIST OF 2014-2020 CEF PROJECTS

Nr.	Description	Road Nr.	Road Name	From, km	To, km	Length, km
1.1	Lithuania-Poland	A5	Kaunas-Marijampolė-Suvalkai	17.34	23.40	6.06
1.2	Lithuania-Poland	A5	Kaunas-Marijampolė-Suvalkai	23.40	35.40	12.00
1.3	Lithuania-Poland	A5	Kaunas-Marijampolė-Suvalkai	35.40	45.15	9.75
1.4	Lithuania-Poland	A5	Kaunas-Marijampolė-Suvalkai	45.15	56.83	11.68
1.5	Lithuania-Poland	A5	Kaunas-Marijampolė-Suvalkai	56.83	63.74	6.91
1.6	Lithuania-Poland	A5	Kaunas-Marijampolė-Suvalkai	63.74	96.88	33.14
1.7	Lithuania-Poland	A5	Kaunas-Marijampolė-Suvalkai	97.06	98.56	1.50
2.	Lithuania-Latvia	A10	Panevėžys-Pasvalys-Ryga	9.2	66.10	56.9
2.1	Lithuania-Latvia	A17	Panevėžio aplinkkelis	0.00	22.28	22.28
2.2	Lithuania-Latvia	A10	Panevėžys-Pasvalys-Ryga	38.80	47.80	10.00
2.3	Lithuania-Latvia	A10	Panevėžys-Pasvalys-Ryga	65.10	66.10	1.00
3.1	Lithuania-Belarus	A3	Vilnius-Minskas	6.65	21.86	15.21
4.	Cohesion fund financed project	A8	Panevėžys-Aristava-Sitkūnai	8.32	23.36	15.04

# "VIA BALTICA" RECONSTRUCTION



**A10 85,10-88,10 km**  
Value of works: 2 mln. Eur  
Implementation period: 2016-2018  
Financing: RDMF  
Reconstruction: 1+1

**A17 0,0 - 22,8 km**  
Value of works: 60,6 mln. Eur  
Implementation period: 2016-2017  
Financing: CEF/RDMF  
Reconstruction: 2+1

**A10 8,0 - 85,10 km**  
Value of works: > 68-100 mln. Eur  
Implementation period: 2018-2022  
Financing: No  
Reconstruction: 2+1

**A8 8,32 - 23,38 km**  
Value of works: 23,6 mln. Eur  
Implementation period: 2016-2018  
Financing: CF/RDMF  
Reconstruction: 1+1

**A8 23,38 - 28,00 km**  
Value of works: 23,6 mln. Eur  
Implementation period: after 2020  
Financing: No  
Reconstruction: 2+1

**A8 28,00 - 87,88 km**  
Value of works: 178,3 mln. Eur  
Implementation period: after 2020  
Financing: No  
Reconstruction: 2+1

**A8 38,5 - 63,4 km**  
Value of works: 0,7 mln. Eur  
Implementation period: 2016-2018  
Financing: RDMF  
Repair of rutting

## PLANS FOR RECONSTRUCTION OF VIA BALTICA IN 2014-2020 (Kaunas – LT/LV border)

# PLANS FOR RECONSTRUCTION OF VIA BALTICA IN 2014-2020 (Kaunas – LT/PL border)



# PLANS FOR RECONSTRUCTION OF VIA BALTICA IN 2014-2020 (Cohesion Fund)

<b>Kaunas – LT/LV border</b>			
Road A8 Panevėžys–Aristava–Sitkūnai section 8.32–23.36 km	15.04 km	23,6 MEURO	The contract was signed on 24th of March 2014.
<b>Kaunas – LT/PL border (2+2)</b>			
Road A5 Kaunas-Marijampolė-Suvalkai section 17.34-23.40 km (Kaunas district)	6.06 km	45.2 MEURO	Works started in September of 2015. Financing is available.
Road A5 Kaunas-Marijampolė-Suvalkai section 23.40-35.40 km (Prienai district)	12.0 km	42 MEURO	Technical design under preparation. Public procurement procedures will be started in 2016.
Road A5 Kaunas-Marijampolė-Suvalkai section 35.40-45.15 km (Kazlų Rūda district)	9.75 km	53.6 MEURO	Technical design is prepared. Public procurement will be launched on June 2015. Financing is available.
Road A5 Kaunas-Marijampolė-Suvalkai section 45.15-56.83 km (Marijampolė district)	11.68 km	50 MEURO	Technical design under preparation. Public procurement procedures will be started in 2016.
<b>Total</b>	<b>54.53 km</b>	<b>214.4 MEURO</b>	



# PLANS FOR RECONSTRUCTION OF VIA BALTICA IN 2014-2020 (CEF)

<b>Kaunas – LT/PL border (2+2)</b>			
Road A5 Kaunas-Marijampolė-Suvalkai section 56.83-63.74 km (Marijampolė district)	6.91 km	29 MEURO	The contract for the preparation of the route development vision was signed in 2014.
Road A5 Kaunas-Marijampolė-Suvalkai section 63.74-96.88 km (Kalvarija district)	33.14 km	135 MEURO	The contract for the preparation of the route development vision was signed in 2014.
Road A5 Kaunas-Marijampolė-Suvalkai section 96.88-98.56 km (Kalvarija district)	1.68 km	1.4 MEURO	Works to be completed in 2015-2016.
<b>Total</b>	<b>41.73 km</b>	<b>165 MEURO</b>	
<b>Kaunas – LT/LV border (2+1)</b>			
Road A10 Panevėžys–Pasvalys–Rīga section 8,0-65,10 km (Pasvalys district)	57 km	100 MEURO	Land for construction is available. Public procurement for the construction could be launched in 2016. Application will be submitted in 2016.
Road A10 Panevėžys–Pasvalys–Rīga section 65.1-66.1 km (Pasvalys district)	1.0 km	2 MEURO	Land for construction is available. Technical design and EIA is under preparation. Public procurement for the construction could be launched in 2015.
Road A17 Panevėžys by-pass section 0.0-22.28 km (Panevėžys district)	22.28 km	60.5 MEURO	Technical design and EIA is under preparation. Application was submitted on 26th of February 2015. Works to be started in 2016.
<b>Total</b>	<b>80,2 km</b>	<b>162.5 MEURO</b>	
<b>Grand Total</b>	<b>122 km</b>	<b>327.5 MEURO</b>	

## CEF FINANCING FOR VIA BALTICA (I)

It was planned to finance the reconstruction works of the road section from **A5 Kaunas-Suvalkai section 17.34-56.83 km** from CEF. However, according to the letter of Siim Kallas, dated 20 January 2014, *...the Commission considers that Marijampolė, which is an important economic centre and the seventh city of Lithuania in terms of population, located at the cross-roads of two major international roads and with a railway station on the line Kaunas-Šeštokai-Alytus, is to be considered as **the first urban area of economic importance** from the border, and ...the Commission is fully aware of the importance of improving the traffic condition on the road section Mauručiai-Puskelniai, but is of the opinion that **it is primarily an infrastructure of national interest**, with a direct justification for national planning to include and contribute to the financing of such project. The improvement of the national road network can benefit from many other instruments, including the innovative financial instruments at EU level as well as the instruments under the European Structural and Investment Funds.*



## CEF FINANCING FOR VIA BALTICA (II)

Due to this reason:

- The construction of two lanes on road **A5 Kaunas-Marijampolė-Suvalkai section 17.34-56.83 km** is currently planned to be financed from the Cohesion Fund.
- The reconstruction of road section **A5 Kaunas-Marijampolė-Suvalkai section 56.83 – 98.56 km** (from the LT/PL border to Marijampolė) is included in the list of potential CEF projects.





**THE MEMORANDUM OF UNDESTANDING AND INTENTIONS in  
the field of ITS** among the Estonian Road Administration, the State Joint  
Stock Company Latvian State Roads, the Lithuanian Road Administration  
and the General Directorate for National Roads and Motorways of Poland  
Vilnius 4 July 2014

The objective of co-operation shall be the automatic exchange of traffic, road weather, road work, e-tolling, freight and parking data with the aim to support sustainable mobility, traffic safety and traveller information services. Interoperability of ITS services is the key point to enable innovative actions that should be scalable throughout the national traffic management programmes.

It is recommended that Via Baltica could be one of the pilot routes for implementing new ITS solutions.






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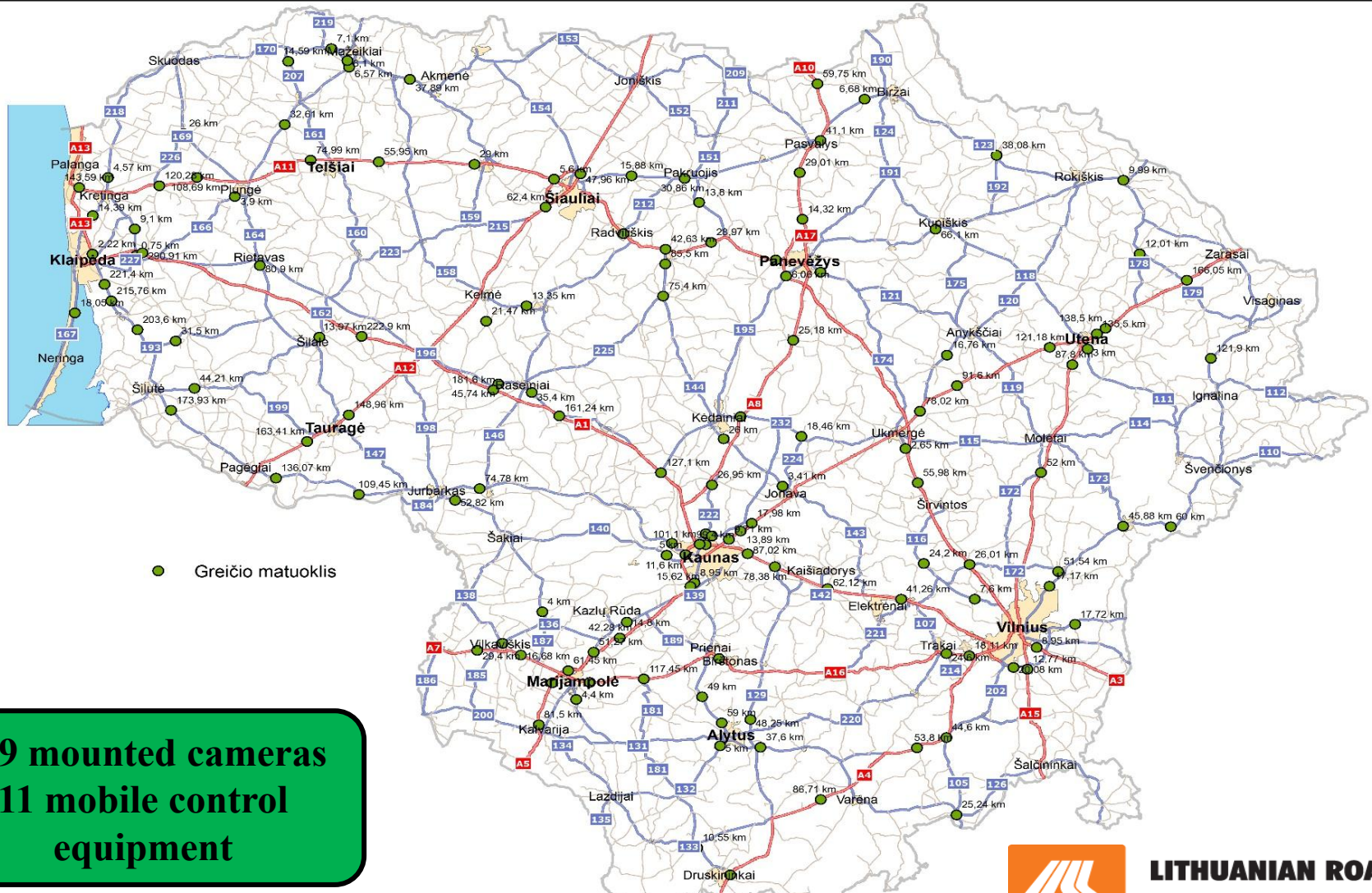
**112**



**Emergency Response centre**



# Speed Cameras



139 mounted cameras  
11 mobile control  
equipment



**LITHUANIAN ROAD  
ADMINISTRATION**

# Creation of Enforcement System

Multifunctional traffic enforcement system under development



ECP with weighing equipment - 56 pcs  
ECP without weighing equipment - 110 pcs

Enforcement system points (ECP)

Infringer control

Average speed meters

Road sensors

110 pcs

Traffic Information Centre



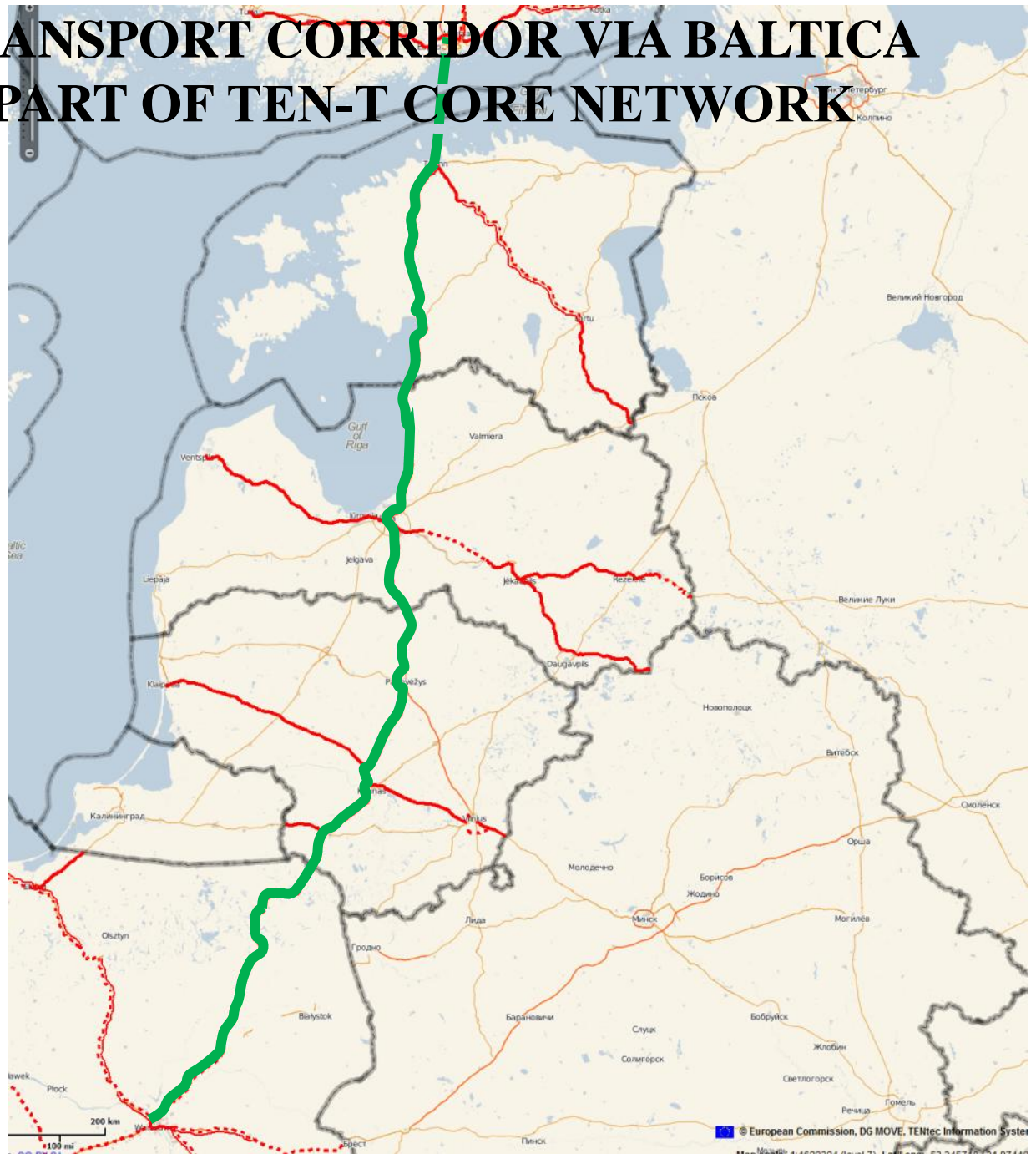
TIS



ECP

# TRANSPORT CORRIDOR VIA BALTICA PART OF TEN-T CORE NETWORK

Development of the trans-European transport network foresees a core transport network to be established by 2030 to act as the backbone for transportation. The implementation of the core network will be facilitated using a corridor approach. TEN-T corridors will provide the basis for the coordinated development of infrastructure within the core network. The core network will prioritize the most important links and nodes of the TEN-T, to be fully functional until 2030.

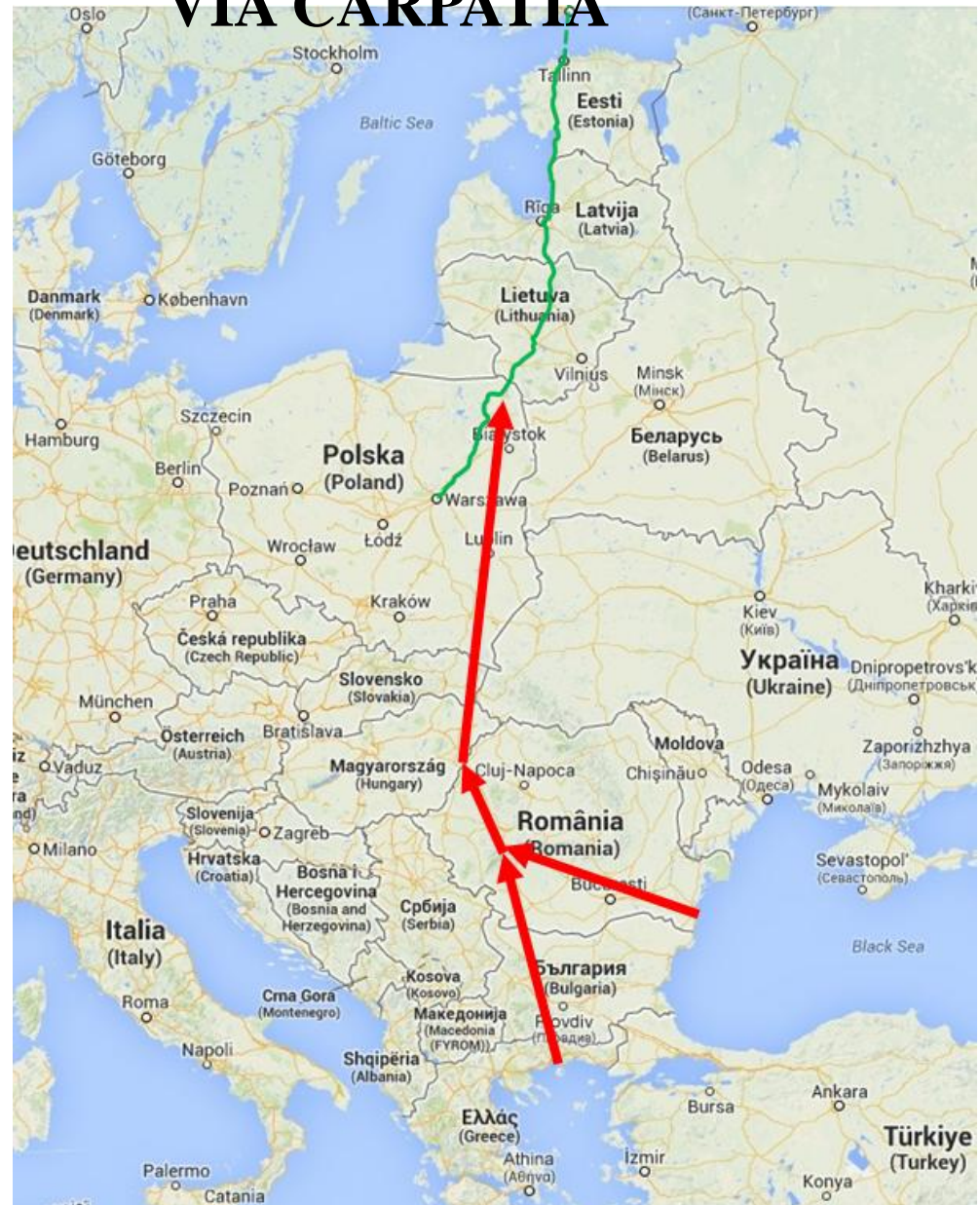


# VIA CARPATIA

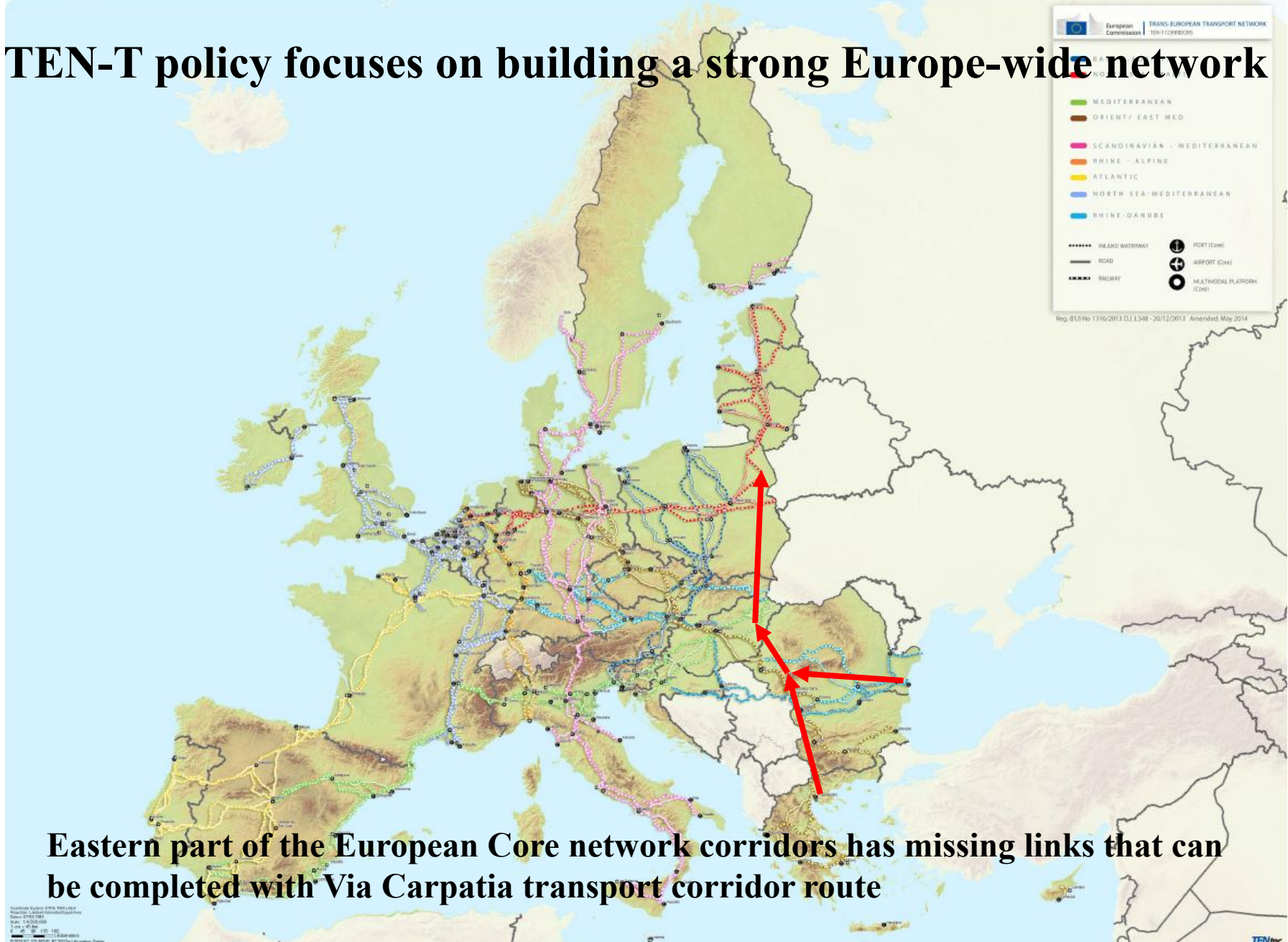
A new initiative to extend Via Baltica transport corridor to the south with the new Via Carpatia transport corridor and to reach the Black Sea region was started in 2006.

In 2006 the transport ministers from Lithuania, Poland, Slovakia, Hungary signed the first joint declaration entitled the Łańcut Declaration on the extension of the TEN-T network by the “Via Carpathia”. In 2010 three countries, Romania, Bulgaria and Greece, joined this initiative.

“Via Carpathia” road corridor planned the route *Kaunas–Białystok–Lublin–Rzeszów–Košice – Miskolc – Debrecen – Oradea – Lugoj – Calafat/Constanta – Sofija/Svilengrad – Thessaloniki*.



# TEN-T policy focuses on building a strong Europe-wide network



**Eastern part of the European Core network corridors has missing links that can be completed with Via Carpatia transport corridor route**

**Thank you for your attention!**

Arunas Rutka  
Road Planning and Development Division



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