



Yearbook of "Latvian State Roads" 2006





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Jānis Ansons. In Kaugurciems. 1928



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He Who Evolves Himself, Endures

In 2006 the State Joint Stock Company "Latvian State Roads" (LSR) managed state road network, planned and managed state road construction programmes and ensured state road construction supervision, maintenance and development, supervised road traffic organisation, construction and reconstruction of municipal, enterprise and household roads, provided routine and periodical maintenance, organised public procurements and administered projects co-financed by the Cohesion Fund of the European Union and the European Regional Development Fund.



The last year's work of the LSR will reveal in the coming years, when the road users will gradually start to feel it. Still there are 1337 km of 1st class gravel roads. Under the European Regional Development Fund programme 390 km of those will be paved by 2013; it stands for nearly a third, although unfortunately it cannot be reached within a year. During seven years 204 million Lats are planned to be allocated to the ERDF programme scheduled for the development of regions and will cover 40 construction projects, 12 of those already have design documentation prepared.

Last year also a programme for the repair of state main roads and the preparation of the potential projects of state and private partnership proceeded. Presumably, the very beginning is the most difficult in this area, since there is no doubt for viability of the scheme. As the amount of funding of the state road fund programme and the EU fund increases, the volume of work has increased significantly resulting in the increase of the number of permanent employees at the LSR. Last year's increase accounts for 17 employees or six percent. The structure of the company has changed. Public Private Partnership Projects Department, Lands Department, Quality Management Department, International Relations Department, Personnel Development Department, Administrative Department and Accounting and Office Management Department have been established.



To improve safety on state roads, the LSR tends to implement as simple and low-cost solutions as possible, envisaging improvement of road safety by the measures focused on the increase of safety of the less protected road users, in particular outside populated areas. All the unregulated pedestrian crossings on the state roads outside populated areas have been eliminated, and we have more focused on creation of safe regulated pedestrian crossings with traffic lights for pedestrians fitted with call button; last year five of those were established. In total more than 13 km pedestrian and cycling ways have been constructed and the construction of one two-level pedestrian crossing has been completed. Gradually to eliminate the so-called "black spots" two roundabouts have been constructed.

In total last year 120 procurement procedures were implemented, including 75 open tenders and 118 concluded construction agreements. Agreements have been concluded on potential feasibility study for the motorway Riga–Jelgava and high-speed road Riga (Bukulti)–Ādaži–Lilaste, as well as the development research for A3 road Inčukalns–Valmiera–Estonian border (Valka), section Sēnīte–Rīdzene of the A2 road Rīga–Sigulda–Estonian border (Veclaicene) and section (Saulkalne)–Bauska (Ārce) of the E67 road Via Baltica. The work on elaboration of noise strategic maps has begun to develop action plan to reduce and eliminate environmental noise. During the accounting period the Traffic Information Centre (TIC) has become an independent structural unit of the LSR. In 2006 the TIC became a twenty-four-hours informative service centre for the road users continuously watching the traffic conditions, servicing informative phone line and publishing traffic information. Last year the Latvian Road Museum had a look back to its 30 years of existence.

Among the most significant last year's accomplishments also the approved LSR strategy for the coming seven years is important. Our mission is to manage state roads in order to meet requirements of public. The major LSR values are client-oriented, experienced, professional and dynamic employees, competent application of modern technologies and accessibility of the provided services at the national level. The future vision of the joint stock company is efficient, comfortable and safe traffic. The highest goals of the LSR are administration and development of the road network, completion of the scheduled construction projects of launched procurement procedures, and road maintenance according to laws and regulations. In order to achieve the said goals the so-called one-stop-services in Riga and all district units are scheduled to be developed. Volumes of the obtainable data should be increased, thus promoting the planning



process and the efficient project management. Also the targeted long-term planning is of no minor importance, which grounds the achievement of the three above goals and optimal procurement procedure, which in its turn would promote more efficient project management.

Financial indicators

Net turnover by the year of account was 6 866 857 Lats.

In comparison with the previous year net turnover has increased by 17.7%.

Profit in the year of account was 169 833 Lats.

During the financial year fixed assets in the total amount of 555 091 Lats were acquired. Car park was renovated to provide the execution of works and increase the mobility and safety of employees. For the Road Laboratory new testing equipment corresponding the EU standards as well as modernised pavement load capacity measurement equipment (deflectometer) was purchased.

Significant projects implemented in 2006

- Routine maintenance works in the amount of 33 354.27 thousand Lats;
- Co-financing programme for routine maintenance of city transit streets in the amount of 377.06 thousand Lats;
- Co-financing programme for routine maintenance of the road over the "Latvenergo" hydro-technical structures in the amount of 6.76 thousand Lats;
- 120 public tenders, including 63 construction work, 39 construction supervision, 8 design, 8 services and 2 supplies tenders;
- Periodic maintenance, reconstruction and construction programmes in the amount of 132.737 million Lats, including:
 - projects co-financed by the EU Cohesion Fund in the amount of 82.15 million Lats;
 - projects co-financed by the ERDF in the amount of 11.988 million Lats;
- Repaired black pavement in 362.3 km length, gravel pavement in 97.9 km length, asphalted gravel roads in 10.54 km length;
- Reconstructed 773 running metres of bridges and interchanges in length;
- The road laboratory accredited for 51 testing method corresponding the requirements of the standard LVS EN ISO/IEC 17025;
- Developed draft ERDF programme for 2007–2013;



- Developed programme for repairs of main state roads in 2007–2013;
- Developed funding programme for roads and bridges 2006–2008;
- Study of the public private partnership (PPP) model applicability for the road sector and preparation of potential projects.

Main tasks for 2007

Road network:

- maintenance of state roads at capacity level;
- provision of execution of the programmes approved by the Ministry of Transport;
- implementation of projects co-financed from the EU funds in the road sector;
- launch of the motorway construction project in section Riga bypass–Sēnīte of the road A2 within the PPP framework;
- establishment of the 1st stage freight terminal near Grebņeva and Terehova border crossing points;
- improvement of management of state roads;
- initiation to develop the state road land register;
- municipality monitoring and expansion of finance audits.

Company development:

- provision of the State Joint Stock Company LSR with qualitative employees, in view of rapidly increasing funding for road repairs;
- solving issues relating new premises for the LSR personnel;
- elaboration of new work payment model;
- improvement of work safety system.



Tālis Straume,
Chairman of the Board



Kārlis Miesnieks. Late in the Day. 1956



State Road Network



Territory of Latvia – 64 589 km². Population as at December 31, 2006 – 2 283 500.
Population density – 35.4 per 1 km².

Number of registered vehicles – 1 070 319.

Number of registered vehicles per 1000 inhabitants – 469.

Number of registered cars – 828 250.

Number of registered cars per 1000 inhabitants – 363.

Total recorded length of roads and streets – 69 676 km;

roads with bituminous pavements – 14 096 km;

gravel pavements – 55 579 km.

Average density of the road network – 1.079 km per 1 km².

Total length of state roads – 20 167 km;

bituminous pavements – 8 139 km;

gravel pavements – 12 029 km.

Average density of state road network – 0.312 km per 1 km².

SJSC “Latvian State Roads” is responsible for 922 bridges, out of which 866 are reinforced concrete bridges, 15 – stone masonry bridges, 33 – steel bridges and 8 are wooden bridges. Total length of bridges is 32 192 metres.

Road Length as at 31 December, 2006, km

Main roads (A)

1 622

1st class roads (P)

3 997 1 323

2nd class roads (V)

2 519 10 706

Municipal roads

1 019 30 413

Municipal streets

4 419 3 162

Forest roads

6 975 20

Private roads

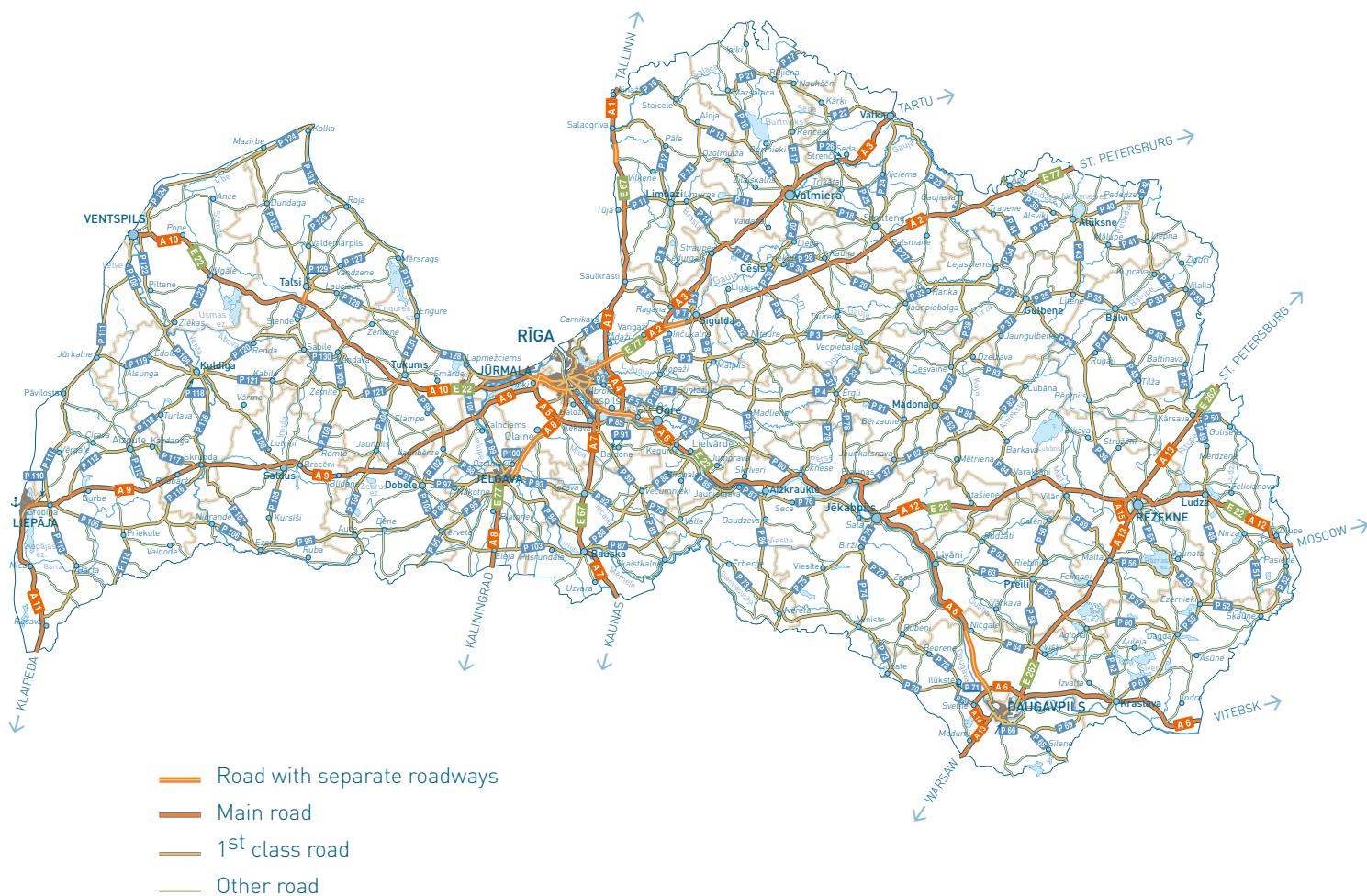
3 000 500

■ Bituminous pavements

■ Crushed stone and gravel pavements



Latvian Road Map





Daina Rinke. Working Day. 1975

Value of the State Road Network

The last estimation of the value of the state road network dates back to 2005. A work group developing instructions on auditing procedures for the state road network and estimation of the state road network value has been formed.

In 2005 the Strategy Department applied Regulations No. 10 “Regulations on provisional procedure for determination of value of the state road network” issued by the Ministry of Transport to calculate that the actual value of the state road network by 2005 was 4.8 billion Lats, including 917 million Lats for main state roads, 1.4 billion Lats for 1st class roads and 2.5 billion Lats for 2nd class roads.



Total Length of Latvian State Roads by District

District	Road network	Asphalt concrete and other		Crushed stone	
	total length km	bituminous pavements km	%	and gravel pavement km	%
Aizkraukle	747	270	36.1	477	63.9
Alūksne	620	188	30.4	432	69.6
Balvi	613	222	36.2	391	63.8
Bauska	710	255	36.0	455	64.0
Cēsis	1 070	289	27.0	781	73.0
Daugavpils	831	367	44.1	464	55.9
Dobele	583	195	33.4	388	66.6
Gulbene	596	201	33.7	395	66.3
Jelgava	575	346	60.2	229	39.8
Jēkabpils	836	206	24.6	630	75.4
Krāslava	806	280	34.7	527	65.3
Kuldīga	727	324	44.6	403	55.4
Liepāja	935	415	44.4	520	55.6
Limbaži	800	341	42.6	459	57.4
Ludza	829	212	25.6	617	74.4
Madona	1 021	274	26.8	747	73.2
Ogre	681	284	41.8	397	58.2
Preiļi	665	235	35.3	430	64.7
Rēzekne	859	321	37.4	538	62.6
Rīga	995	803	80.7	192	19.3
Saldus	612	227	37.1	385	62.9
Talsi	945	459	48.5	486	51.5
Tukums	858	404	47.0	454	53.0
Valka	775	343	44.3	432	55.7
Valmiera	799	379	47.5	419	52.5
Ventspils	679	299	44.0	380	56.0
Total	20 167	8 138	40.4	12 029	59.6

Total Length of State Main Roads by District

District	Road network total length km	Asphalt concrete and other bituminous pavements		Crushed stone and gravel pavement	
		km	%	km	%
Aizkraukle	58	58	100		
Alūksne	46	46	100		
Balvi	-	-	-		
Bauska	50	50	100		
Cēsis	54	54	100		
Daugavpils	113	113	100		
Dobele	15	15	100		
Gulbene	-	-	-		
Jelgava	65	65	100		
Jēkabpils	78	78	100		
Krāslava	46	46	100		
Kuldīga	21	21	100		
Liepāja	94	94	100		
Limbaži	53	53	100		
Ludza	84	84	100		
Madona	-	-	-		
Ogre	44	44	100		
Preiļi	57	57	100		
Rēzekne	114	114	100		
Rīga	290	290	100		
Saldus	51	51	100		
Talsi	38	38	100		
Tukums	79	79	100		
Valka	71	71	100		
Valmiera	53	53	100		
Ventspils	48	48	100		
Total	1 622	1 622	100		

Total Length of State 1st Class Roads by District

District	Road network total length km	Asphalt concrete and other bituminous pavements		Crushed stone and gravel pavement	
		km	%	km	%
Aizkraukle	250	177	70.7	73	29.3
Alūksne	188	89	47.5	98	52.5
Balvi	215	158	73.5	57	26.5
Bauska	176	115	65.6	60	34.4
Cēsis	292	148	50.7	144	49.3
Daugavpils	160	127	79.0	34	21.0
Dobele	169	141	83.1	29	16.9
Gulbene	171	128	74.7	43	25.3
Jelgava	169	160	94.9	6	5.1
Jēkabpils	178	93	52.4	85	47.6
Krāslava	170	170	100.0		0.0
Kuldīga	251	209	83.2	42	16.8
Liepāja	239	196	82.0	43	18.0
Limbaži	221	211	95.4	10	4.6
Ludza	143	73	50.8	70	49.2
Madona	359	216	60.1	143	39.9
Ogre	258	166	64.5	92	35.5
Preiļi	143	120	84.1	23	15.9
Rēzekne	149	106	71.2	43	28.8
Rīga	235	235	100.0		0.0
Saldus	161	104	64.7	57	35.3
Talsi	281	255	90.8	26	9.2
Tukums	224	180	80.4	44	19.6
Valka	182	144	79.4	37	20.6
Valmiera	168	151	90.1	17	9.9
Ventspils	166	123	74.0	43	26.0
Total	5 320	3 997	75.1	1 322	24.9

Total Length of State 2nd Class Roads by District

District	Road network total length km	Asphalt concrete and other bituminous pavements		Crushed stone and gravel pavement	
		km	%	km	%
Aizkraukle	438	34	7.9	404	92.1
Alūksne	387	54	13.9	333	86.1
Balvi	397	64	16.0	333	84.0
Bauska	485	90	18.7	394	81.3
Cēsis	724	87	12.0	637	88.0
Daugavpils	557	126	22.7	431	77.3
Dobele	398	39	9.8	359	90.2
Gulbene	425	73	17.2	352	82.8
Jelgava	341	121	35.5	220	64.5
Jēkabpils	579	34	5.9	545	94.1
Krāslava	590	64	10.8	527	89.2
Kuldīga	456	95	20.8	361	79.2
Liepāja	603	125	20.8	477	79.2
Limbaži	525	76	14.5	449	85.5
Ludza	602	55	9.2	546	90.8
Madona	662	58	8.8	603	91.2
Ogre	379	74	19.4	305	80.6
Preiļi	465	58	12.4	407	87.6
Rēzekne	596	101	16.9	495	83.1
Rīga	470	277	59.0	193	41.0
Saldus	401	73	18.1	328	81.9
Talsi	626	166	26.4	461	73.6
Tukums	555	144	26.0	410	74.0
Valka	522	128	24.5	394	75.5
Valmiera	577	175	30.3	403	69.7
Ventspils	465	128	27.5	337	72.5
Total	13 225	2 519	19.0	10 706	81.0

Bridges on State Roads

District	Bridges total		Reinforced		Stone		Steel		Timber	
	number	m	number	m	number	m	number	m	number	m
Aizkraukle	44	1 485	44	1 485						
Alūksne	23	546	21	492					2	54
Balvi	19	523	19	523						
Bauska	35	961	34	956	1	5				
Cēsis	52	1 421	44	1 018	1	13	5	360	2	30
Daugavpils	53	1 522	49	1 176	1	16	2	324	1	6
Dobele	23	489	20	438	1	11	2	41		
Gulbene	21	760	21	760						
Jēkabpils	29	759	26	698			3	61		
Jelgava	52	2 193	51	1 921			1	272		
Krāslava	20	448	18	437			1	7	1	4
Kuldīga	21	761	21	761						
Liepāja	43	1 057	40	929	1	3	2	125		
Limbaži	34	1 084	33	1 070			1	14		
Ludza	27	868	26	864			1	5		
Madona	41	1 250	38	1 156	1	11	2	83		
Ogre	37	1 210	34	1 026			3	184		
Preiļi	28	629	27	614	1	15				
Rēzekne	30	1 046	30	1 046						
Rīga	81	7 422	76	6 382			5	1 041		
Saldus	22	675	22	675						
Talsi	29	592	25	554	2	15	1	17	1	7
Tukums	42	916	32	734	5	102	4	74	1	6
Valka	37	1 006	37	1 006						
Valmiera	44	1 364	44	1 364						
Ventspils	35	1 203	34	1 179	1	24				
Total	922	32 192	866	29 288	15	214	33	2 608	8	107

Location of Bridges on State Roads by District

District	Bridges total		Main roads		1 st class roads		2 nd class roads	
	number	m	number	m	number	m	number	m
Aizkraukle	44	1 485	7	461	23	526	14	498
Alūksne	23	546	3	134	9	191	11	220
Balvi	19	523	–	–	14	389	5	134
Bauska	35	961	2	53	13	381	20	528
Cēsis	52	1 421	4	127	17	376	31	918
Daugavpils	53	1 522	27	1 030	10	169	16	322
Dobele	23	489	1	23	8	186	14	280
Gulbene	21	760	–	–	11	377	10	383
Jēkabpils	29	759	4	124	14	281	11	354
Jelgava	52	2 193	11	812	19	682	22	699
Krāslava	20	448	1	27	6	140	13	282
Kuldīga	21	761	1	161	10	389	10	211
Liepāja	43	1 057	7	127	11	361	25	569
Limbaži	34	1 084	3	97	15	429	16	558
Ludza	27	868	6	204	4	119	17	546
Madona	41	1 250	1	9	22	706	18	535
Ogre	37	1 210	4	72	16	608	17	530
Preiļi	28	629	1	19	13	311	14	298
Rēzekne	30	1 046	13	433	3	92	14	520
Rīga	81	7 422	47	6 282	16	616	18	524
Saldus	22	675	3	100	8	309	11	267
Talsi	29	592	–	–	12	314	17	279
Tukums	42	916	8	173	14	273	20	471
Valka	37	1 006	4	122	9	412	24	472
Valmiera	44	1 364	2	74	15	636	27	654
Ventspils	35	1 203	4	90	7	415	24	697
Total	922	32 192	164	10 753	319	9 688	439	11 750



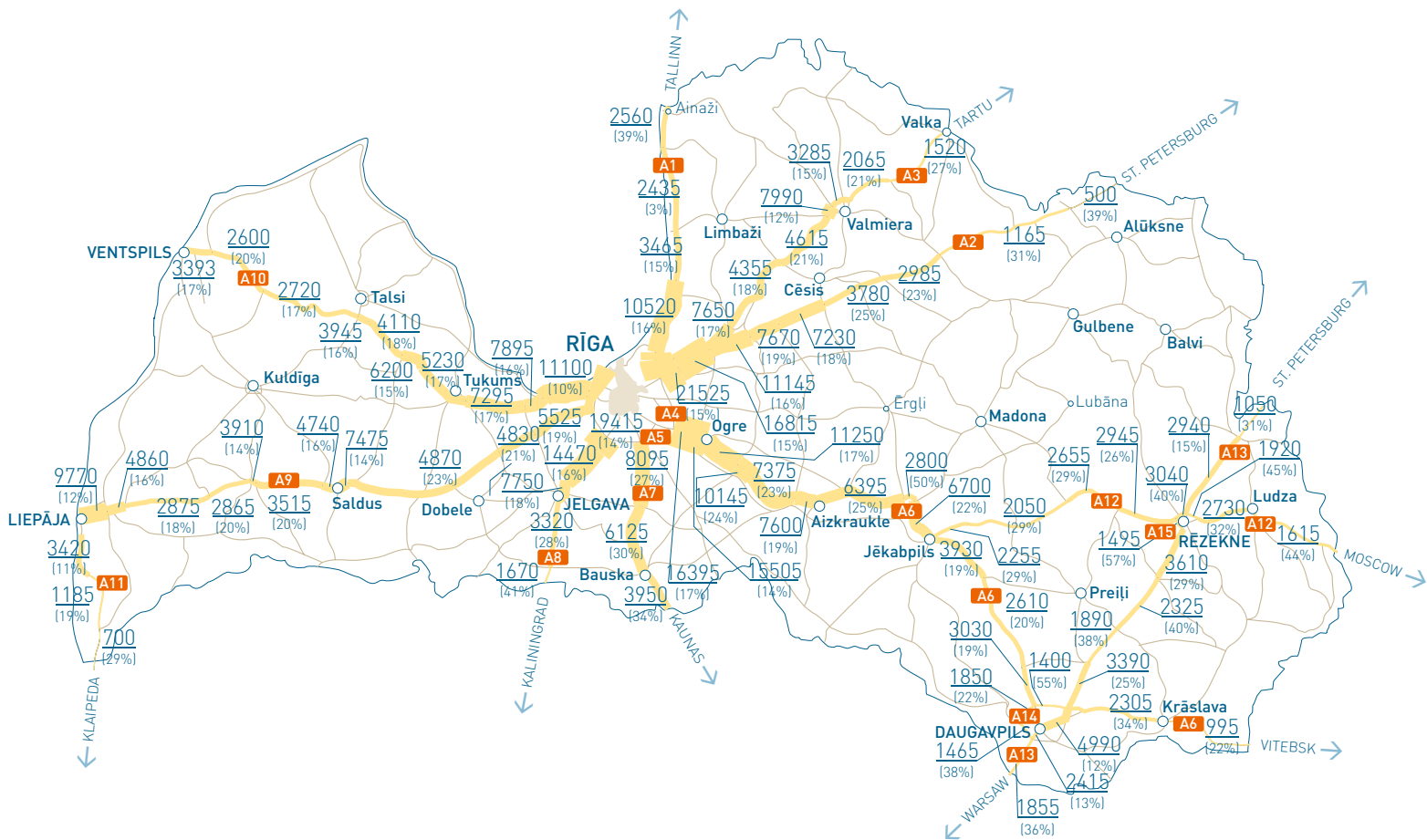
Alberts Filka. Landscape. 1930



Road Traffic



Average Annual Daily Traffic Intensity

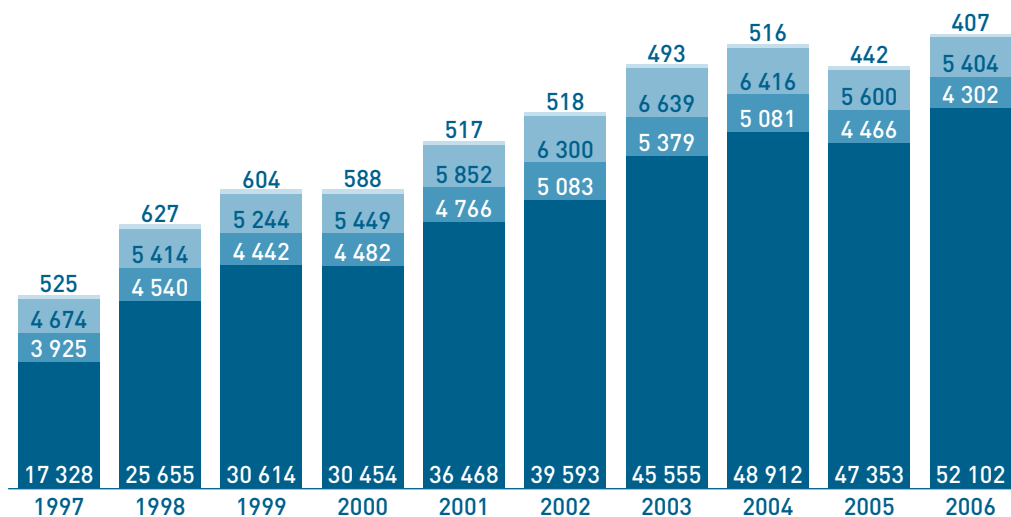


3260 Average annual traffic intensity (vehicles/day)

(14%) Percentage of heavy vehicles



Registered Road Traffic Accidents in Latvia

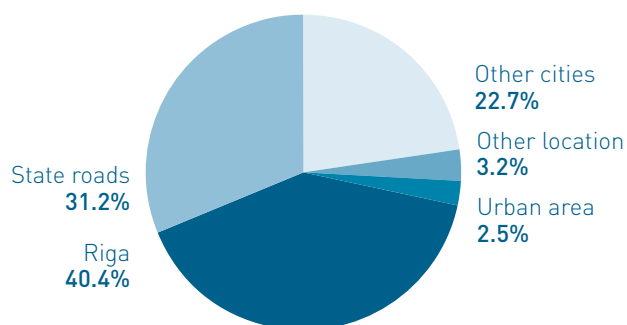


- Registered road traffic accidents
- Registered road traffic accidents with injured
- Injured in traffic accidents
- Killed in traffic accidents

On Latvian state roads in the year 2006:

- 31.2% of all traffic accidents with injured were registered;
- 60.2% from all killed on roads were registered;
- 33.6% from all injured on roads were registered.

Registered Traffic Accidents with Injured by Location



Registered Road Traffic Accidents with Injured on State Roads

Road class	Number of accidents				Killed				Injured			
	2003	2004	2005	2006	2003	2004	2005	2006	2003	2004	2005	2006
A1	48	47	41	39	8	12	11	9	75	77	57	57
A2	83	82	64	55	14	17	22	10	137	104	90	72
A3	38	44	34	32	10	8	5	7	49	54	50	43
A4	19	27	22	23	6	6	4	2	21	43	44	35
A5	21	26	20	22	3	7	5	5	22	37	38	30
A6	133	132	117	100	25	46	19	29	158	164	186	113
A7	56	51	41	44	13	14	13	7	67	76	48	75
A8	49	48	44	50	13	14	15	14	60	69	40	53
A9	74	74	54	73	10	16	17	14	98	131	63	101
A10	62	60	68	75	11	8	13	11	84	70	110	109
A11	7	9	4	5	1	0	1	1	17	12	9	4
A12	54	55	38	35	16	28	11	7	69	130	49	42
A13	19	30	33	30	6	10	10	7	24	44	40	41
A14	3	0	1	1	1	0	0	0	2	0	1	1
A15	0	2	0	1	0	1	0	2	0	3	0	2
Total (A1–A15)	666	687	581	585	137	187	146	125	883	1014	825	778
Total on 1st class roads	585	538	464	485	112	112	100	88	806	739	652	657
Total on 2nd class roads	386	346	331	274	61	46	42	32	524	472	460	395
Total	1 637	1 571	1 376	1 344	310	345	288	245	2 213	2 225	1 937	1 830

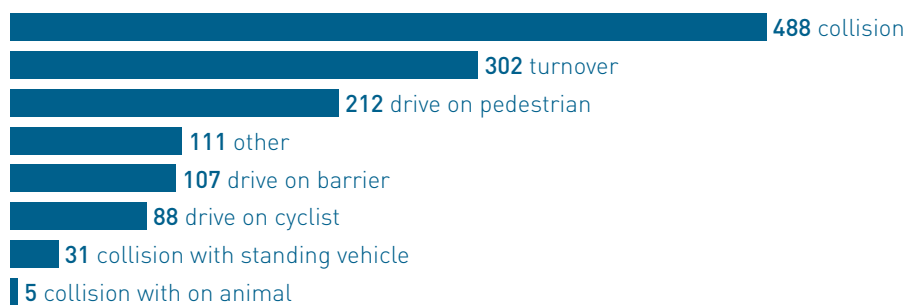
Main roads

A1 – Rīga (Baltezers)–Estonian border (Ainaži); **A2** – Rīga–Sigulda–Estonian border (Veclaicene); **A3** – Inčukalns–Valmiera–Estonian border (Valka); **A4** – Rīga bypass (Baltezers–Saulkalne); **A5** – Rīga bypass (Salaspils–Babīte); **A6** – Rīga–Daugavpils–Krāslava–Byelorussian border (Paternieki); **A7** – Rīga–Bauska–Lithuanian border (Grenctāle); **A8** – Rīga–Jelgava–Lithuanian border (Meitene); **A9** – Rīga (Skulte)–Liepāja; **A10** – Rīga–Ventspils; **A11** – Liepāja–Lithuanian border (Rucava); **A12** – Jēkabpils–Rēzekne–Ludza–Russian border (Terehova); **A13** – Russian border (Grebņeva)–Rēzekne–Daugavpils–Lithuanian border (Medumi); **A14** – Daugavpils bypass (Kalķūni–Tilti); **A15** – Rēzekne bypass.

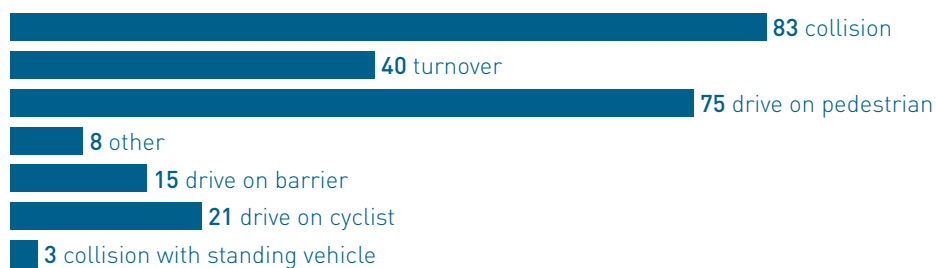


Traffic Accidents with Injured on State Roads in 2006

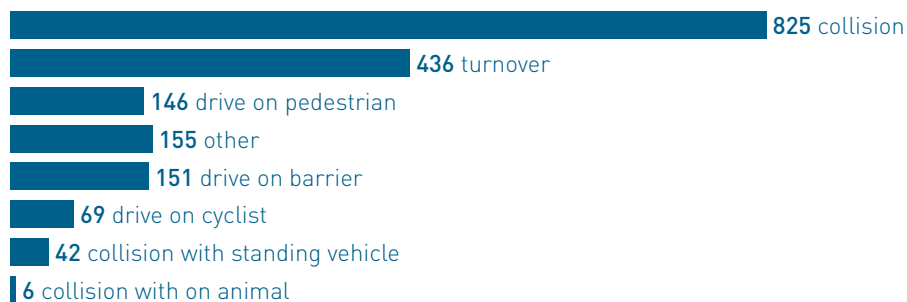
Traffic accidents

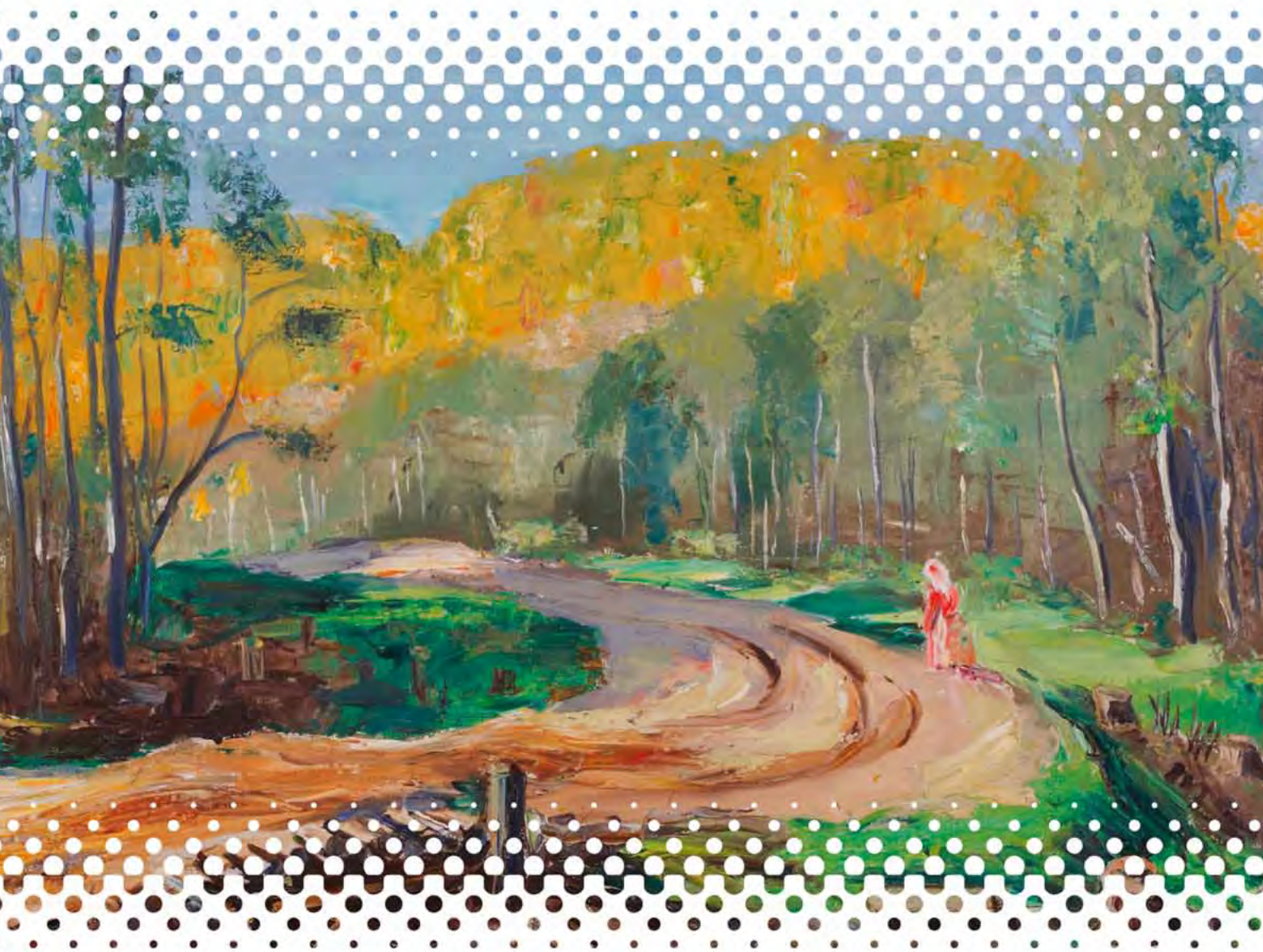


Killed



Injured





Gederts Eliass. Landscape. 1931-1935

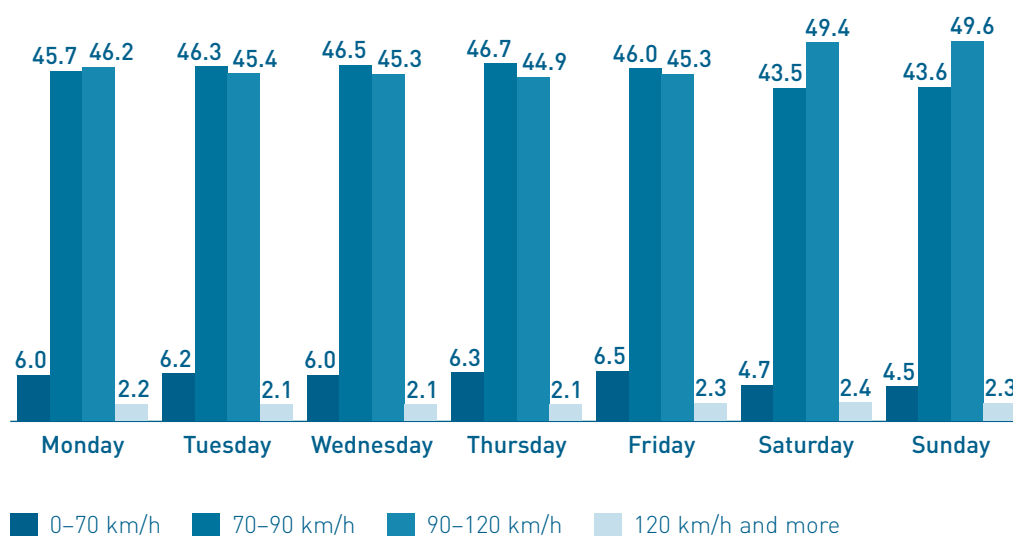
Traffic Counting System

The LSR has 20 traffic counting devices; 14 of those are located in permanent and six – in mobile traffic counting points. On all state main roads 109 stationary traffic counting points have been established; 12 of those have mobile data transmission equipment and one additional is fitted with axle load determination sensors. In addition to that equipping of the first class state roads has been initiated. Already 20 traffic counting points have been established on the roads with the highest traffic intensity.

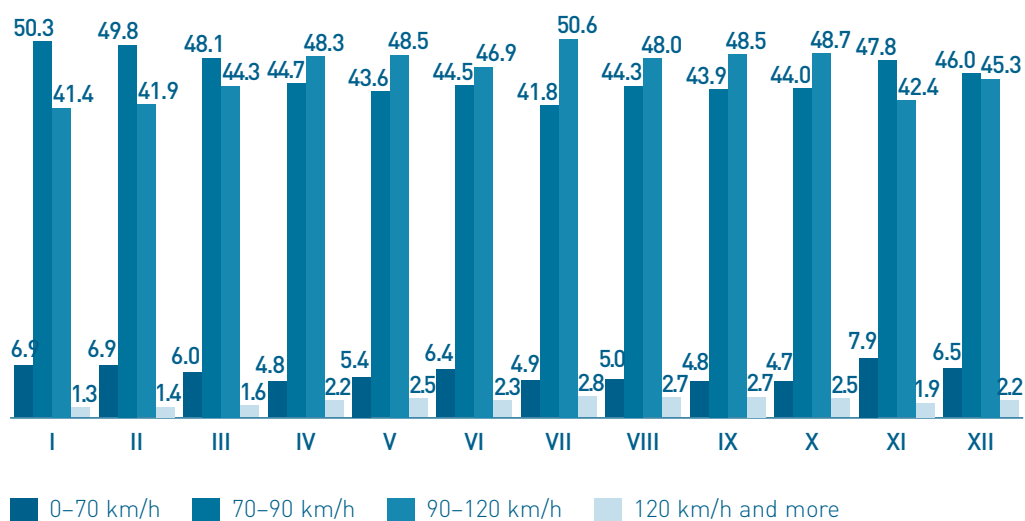
Data on traffic intensity, transport flow speed, length and type of vehicles and distance is gathered in traffic counting procedure. The goal of traffic counting system is to gather data for road network planning – to determine road maintenance class based on traffic intensity, as well as, pavement repair works and forecasts of traffic flows. The gathered data is also used for road construction design and traffic safety analysis.

One of the factors negatively influencing traffic safety is exceeding of maximum driving speed set in road traffic regulations. The traffic counting equipment records every instance of exceeding driving speed.

Division by Speed Groups by Week Days on State Main Roads, Percentage



Division by Speed Groups by Months on State Main Roads, Percentage



Number of Permits Issued for Heavy Traffic

Type of heavy vehicle	Issued permits, 2003	% from total	Issued permits, 2004	% from total	Issued permits, 2005	% from total	Issued permits, 2006	% from total
Trucks with trailers	4 476	66.36	4 796	65.62	5 653	66.37	6 933	67.30
Trailers	252	3.74	332	4.54	388	4.56	639	6.20
Timber transport	1 879	27.87	1 967	26.91	2 190	25.71	2 287	22.20
Special vehicles (fuel transport, cranes)	134	2.03	214	2.93	287	3.37	443	4.30
Total	6 741	100.00	7 309	100.00	8 518	100.00	10 302	100.00

Results of Road and Bridge Visual Assessment

Visual assessment of technical condition of state roads with bituminous pavement as at December 31, 2005:

Excellent, total 575.8 km

194.7 278.4 102.7

Good, total 1 305.5 km

348.5 613.3 343.7

Satisfactory, total 2 506.1 km

605.1 1010.4 890.6

Poor, total 1 991.1 km

352.0 1074.3 564.8

Very poor, total 1 841.7 km

233.9 1011.3 596.5

■ Main roads ■ 1st class roads ■ 2nd class roads

Visual assessment of technical condition of state roads with bituminous pavement as at December 31, 2006:

Excellent, total 633.4 km

197.0 312.7 123.7

Good, total 1 289.6 km

381.2 587.6 320.8

Satisfactory, total 2 490.4 km

541.1 1020.1 929.2

Poor, total 1 868.1 km

388.0 891.3 588.8

Very poor, total 1 942.0 km

228.7 1179.7 533.6

■ Main roads ■ 1st class roads ■ 2nd class roads





Visual assessment of technical condition of state roads with gravel pavement as at December 31, 2005:

Good, total 638.0 km



Satisfactory, total 7 430.4 km



Poor, total 4 034.4 km



■ 1st class roads ■ 2nd class roads

Visual assessment of technical condition of state roads with gravel pavement as at December 31, 2006:

Good, total 778.1 km



Satisfactory, total 6 944.5 km



Poor, total 4 351.6 km



■ 1st class roads ■ 2nd class roads



Assessment of bridge technical condition as at December 31, 2005:

Good, total 123 bridges



Satisfactory, total 205 bridges



Poor, total 404 bridges



Very poor, total 190 bridges



■ Main roads ■ 1st class roads ■ 2nd class roads

Assessment of bridge technical condition as at December 31, 2006:

Good, total 133 bridges



Satisfactory, total 212 bridges



Poor, total 391 bridges



Very poor, total 186 bridges



■ Main roads ■ 1st class roads ■ 2nd class roads



Traffic Organization Equipment

In the framework of programme “Equipment of traffic safety organization” the following actions in 2006 were performed:

1. Road equipment with steel guard rails on state main roads along water bodies in the length of 7150 m for the amount of 402.2 thousand Lats.
2. Renewal of traffic signs on 1st class roads – in total 2597 signs were renewed for the amount of 219.8 thousand Lats.
3. Renewal of direction and information signs on state main roads A2, A3 and A11 for the amount of 397.9 thousand Lats.

Additional Expenses for Road Users in State Road Network Depending on Road Pavement Condition, Million Lats per Year

Class	Pavement	Additional costs for road users, Lats per year			From vehicle driving time		
		Cars	Truck	Total	Cars	Truck	Total
State main roads	Asphalt	62	40	102	14	22	37
1 st class roads	Asphalt	53	32	85	13	18	31
	Gravel	3	2	5	2	1	3
2 nd class roads	Asphalt	14	8	22	3	4	7
	Gravel	16	11	27	9	7	16
Total	Asphalt	129	80	209	31	44	75
	Gravel	19	13	33	10	9	19
Total together by expense		148	94	242	41	53	94

Additional costs for road users in the state road network amount up to 336 million Lats per year.



Costs of Delayed Repair Works, Million Lats

Class	State roads		Bridges	Traffic organization devices	Total
	Asphalt	Gravel			
State main roads	493	0	88	23	604
1 st class roads	1 219	168	165	9	1 561
2 nd class roads	656	1 211	225	4	2 095
Total	2 368	1 379	477	36	4 260
		3 747			

The increase of repair deficit in comparison with 2006 depends on 20% increase in construction costs.



Konrāds Ubāns. The Last Snow. 1937

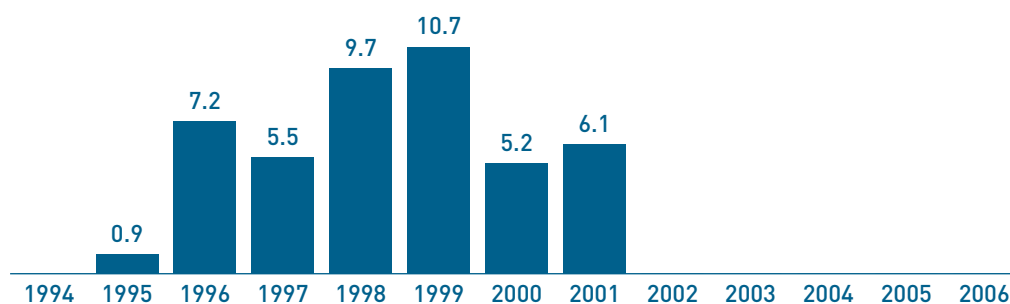


Road Financing

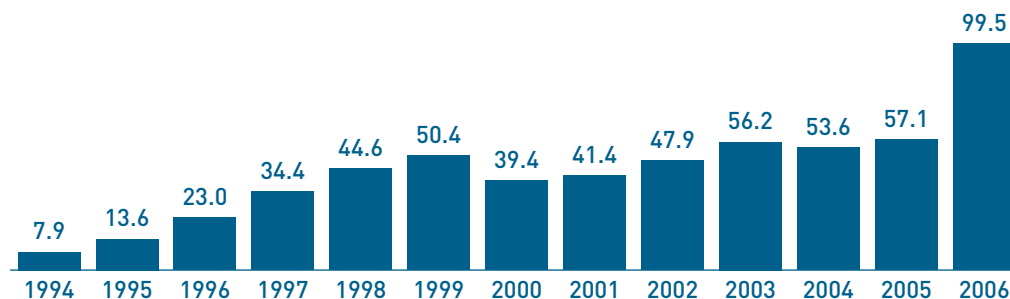


History of State Road Programme Financing from 1994 till 2006

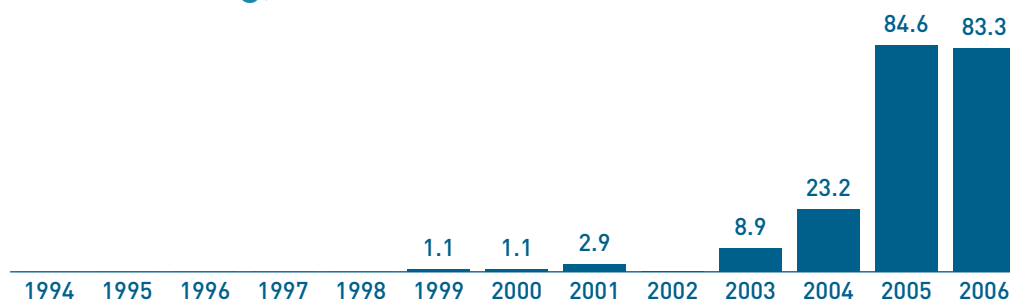
Loan from Consolidated Budget, Million Lats



State Road Financing from State Budget, Million Lats



EU Financing, Million Lats



State Road Financing

No.	Programmes and projects	Plan for 2006, thous. Lats	Expended from the beginning of year	
			thous. Lats	% from beginning of year
1.	MAINTENANCE EXPENDITURES	67 642.00	67 465.15	99.74
1. 1.	Repayment of loans	26 303.00	26 109.06	99.26
1. 2.	Repayment of loan interest	1 684.00	1 508.23	89.56
1. 3.	Administration of road network	4 290.00	4 290.00	100.00
1. 4.	Routine maintenance	35 063.00	35 231.87	100.48
1. 4. 1.	State road routine maintenance	34 671.00	34 844.36	100.50
1. 4. 2.	Co-financing of routine maintenance of urban transit streets	380.00	380.39	100.10
1. 4. 3.	Co-financing of routine maintenance of road over "Latvenergo" hydrotechnical facilities	12.00	7.11	59.23
1. 5.	Standardization programme	77.00	93.20	121.03
1. 6.	Traffic safety audit on state roads	20.00	20.00	100.00
1. 7.	Donation to Road Museum	75.00	75.00	100.00
1. 8.	Land registration	30.00	37.97	126.56
1. 9.	Information of the publics on road sector issues	100.00	99.83	99.83
2.	EXPENDITURES FOR INVESTMENTS	32 047.00	32 027.19	99.94
2. 1.	Periodic maintenance and reconstruction	29 161.00	29 470.71	101.06
2. 1. 1.	Roads	17 217.00	18 521.12	107.57
2. 1. 1. 1.	State main road improvement programme	4 802.00	1 965.26	40.93
2. 1. 1. 2.	Periodical maintenance of asphalt concrete pavements of 1 st and 2 nd class roads	1 521.00	6 960.59	457.63
2. 1. 1. 3.	Traffic provision in sections with deteriorated bituminous pavement	3 512.00	3 443.32	98.04
2. 1. 1. 4.	Periodical maintenance of gravel roads	1 034.00	635.01	61.41
2. 1. 1. 5.	2 nd class road improvement for regional support	3 530.00	3 243.16	91.87
2. 1. 1. 6.	Road improvement in connection with the closing of railroad lines	500.00	163.97	32.79

(Continued on page 38)

(Continued from page 37)

No.	Programmes and projects	Plan for 2006, thous. Lats	Expended from the beginning of year	
			thous. Lats	% from beginning of year
2. 1. 1. 7.	Co-financing of municipality road and street periodical maintenance, reconstruction and traffic safety improvement	2 258.00	2 050.74	90.82
2. 1. 1. 8.	Development of traffic inventory system	60.00	59.07	98.45
2. 1. 2.	Bridges	4 172.00	3 842.61	92.10
2. 1. 2. 1.	Bridge periodic maintenance	1 508.00	1 182.20	78.40
2. 1. 2. 2.	Bridge renovation	2 664.00	2 660.41	99.87
2. 1. 3.	Traffic organization and road equipment	7 772.00	7 106.98	91.44
2. 1. 3. 1.	Periodic maintenance of traffic organization equipment	4 882.00	4 664.74	95.55
2. 1. 3. 2.	Traffic safety improvement projects	2 830.00	2 372.60	83.84
2. 1. 3. 3.	Development of road weather information system	60.00	69.64	116.06
2. 2.	Designing and preparation of projects	1 771.00	1 366.87	77.18
2. 2. 1.	Road survey, studies and research	541.00	446.07	82.45
2. 2. 2.	Bridge survey, studies and research	153.00	141.18	92.28
2. 2. 3.	Road construction projects	630.00	427.91	67.92
2. 2. 4.	Bridge construction projects	260.00	239.14	91.98
2. 2. 5.	Traffic safety organization equipment projects	100.00	101.95	101.95
2. 2. 6.	Preparation of Public Private Partnership projects	87.00	10.62	12.21
2. 3.	Other expenditures	1 115.00	1 189.61	106.69
2. 3. 1.	Payment for works finished in previous year	620.00	627.88	101.27
2. 3. 2.	Project management and supervision of ERDF projects	405.00	495.86	122.43
2. 3. 3.	Land acquisition	90.00	65.87	73.19
	Total	99 689.00	99 492.34	99.80



Implementation of Cohesion Fund Financed Projects

No.	Programmes and projects	Plan for 2006, thous. Lats	Expended from the beginning of year	
			thous. Lats	% from beginning of year
	MAINTENANCE EXPENDITURES	86.00	85.66	99.60
1.	Payment to budget	86.00	85.66	99.60
	EXPENDITURES FOR INVESTMENTS	73 857.00	72 861.26	98.65
2. 1.	E22 section Tinūži–Koknese (design and land acquisition)	217.00	217.46	100.21
2. 2.	TEN road network improvement, project 1, incl.:	21 038.00	20 164.41	95.85
2. 2. 1.	E67 A1 Skulte–Svētciems, km 40.57–80.2 (construction)	9 800.00	9 480.30	96.74
2. 2. 2.	E67 A1 Ādaži–Gauja, km 6.3–12.20 (construction)	6 000.00	5 789.26	96.49
2. 2. 3.	E67 A7 Bauska–Grenctāle, km 67.4–85.3 (construction)	4 800.00	4 704.21	98.00
2. 2. 6.	Land acquisition and other expenditures	370.00	190.64	51.53
2. 3.	TEN road network improvement, project 2 (design, land acquisition)	337.00	334.65	99.30
2. 4.	E67 Via Baltica, section Ķekava–Iecava (design, land acquisition)	10 527.00	10 518.62	99.92
2. 5.	E67 Via Baltica, Saulkrasti bypass (construction, land acquisition)	40 935.00	40 903.64	99.92
2. 6.	Airport “Rīga” access road, Part A and part B (construction)	728.00	722.49	99.24
2. 8.	E22 section Rēzekne–Terehova (land acquisition, audit)	75.00	0.00	0.00
	Total	73 943.00	72 946.92	98.65

Financing of Regional Road Development Programme (ERDF)

No.	Programmes and projects	Plan for 2006, thous. Lats	Expended from the beginning of year	
			thous. Lats	% from beginning of year
1.	Bituminous pavement reinforcement in 1st class routes	5 350.00	5 344.37	99.89
1. 1.	P1 Rīga (Jaunciems)–Carnikava–Ādaži, km*	52.00	52.11	100.22
1. 4.	P62 Krāslava–Preiļi–Madona (section Preiļi–A13 crossing), km 42.6–44.2*	31.00	31.45	101.44
1. 7.	P105 Saldus–Ezere, km 4.0–13.3	67.00	67.07	100.10
1. 8.	P4 Rīga–Ērgļi, km 11.42–16.15*	923.00	923.63	100.07
1. 9.	P111 Ventspils (Leči)–Grobiņa, km 0.0–9.5*.**	0.00	–9.25	0.00
1. 10.	P85 Rīgas HES–Jaunjelgava (section Rīgas HPS– Daugmale), km 0.0–8.86*	88.00	88.46	100.52
1. 11.	P30 Cēsis–Vecpiebalga–Madona (section Veselava– Bērzukrogs), km 11.6–14.9	1 246.00	1 246.03	100.00
1. 12.	P93 Jelgava–Iecava, km 24.8–30.54*	36.00	36.26	100.71
1. 14.	P131 Tukums–Ķesterciems–Mērsrags–Kolka (section Kaltene–Roja), km 66.99–71.19*	31.00	31.76	102.44
1. 15.	P49 Krāslava–Ludza–Ezernieki–Pušmucova, km 7.2–17.00	2 876.00	2 876.87	100.03
2.	Gravel road paving in routes of 1st class roads	4 777.00	4 778.51	100.03
2. 1.	P69 Skrudaliena–Kaplava–Kārsava (section Kaplava–Kārsava), km 24.06–33.8*	126.00	126.70	100.55
2. 2.	P33 Ērgļi–Jaunpiebalga–Saliņkrogs (section Vecpiebalga–Abrupe), km 25.3–35.5*	3 383.00	3 383.14	100.00
2. 3.	P117 Skrunda–Aizpute, km 0.0–4.6	1 268.00	1 268.68	100.05
3.	Bridge reinforcement on 1st class roads	1 542.00	1 544.42	100.16
3. 1.	P63 Dubna bridge on road Livāni–Preiļi km 11.9*	39.00	39.89	102.29
3. 8.	P76 Ziemeļsusēja bridge on road Aizkraukle–Jēkabpils, km 37.8	636.00	636.66	100.10

No.	Programmes and projects	Plan for 2006, thous. Lats	Expended from the beginning of year	
			thous. Lats	% from beginning of year
3. 9.	P106 Venta bridge in Nigrande on road Ezere–Embūte–Grobiņa, km 18.9	867.00	867.86	100.10
4.	Urban transit street repairs on 1st class roads	1 371.00	1 372.70	100.12
4. 1.	P105 Saldus–Ezere till Saldus–Butnāri, Dzirnavu and Brīvības Streets (Saldus)	915.00	915.33	100.04
4. 2.	P11 Kocēni–Limbaži–Tūja (Limbaži bypass)*	241.00	241.79	100.33
4. 3.	P97 Jelgava–Dobele–Annenieki (Jelgava, Rūpniecības Street), km 0.0–1.3*	215.00	215.58	100.27
	Total	13 040.00	13 040.00	100.00

* Paid.

** Ltd. "VIA" repaid the fine of 9 245.61 Lats for the road P111 Ventspils (Leči)–Grobiņa, section of km 0.0–9.5.

Trans-European Road Network Projects of Common Interest

No.	Programmes and projects	Plan for 2006, thous. Lats	Expended from the beginning of year	
			thous. Lats	% from beginning of year
1.	E67 Via Baltica, section Rīga–Ķekava improvement study	102.00	102.47	100.00
2.	E22 section Rēzekne–Terehova improvement study	732.00	731.82	100.00
	Total	834.00	834.29	100.00



Vija Maldupe. Lowland. 1985



Achieved Results



Routine Maintenance

In the year 2006 routine maintenance works on state roads were performed in the length of 20 182 km and in the amount of 33.354 million Lats.

Road Routine Maintenance Works, Lats

Programme	2004	2005	2006
Winter road maintenance	8 640 237	10 647 000	11 059 000
Maintenance of bridges, interchanges and culverts	300 506	506 000	519 000
Traffic organization	973 104	1 248 000	1 317 000
Pavement maintenance	9 450 599	9 861 000	15 515 000
Road treatment and supervision	1 833 441	2 337 000	3 585 000
Maintenance of road weather stations and traffic counters	75 101	85 000	71 000
Management of programmes and construction supervision	794 796	939 000	1 288 000
Total	22 067 784	25 623 000	33 354 000

In 2006 the most significant routine maintenance objective has been reached – continuous traffic on state roads. 7.731 million Lats more have been spent to cover the costs in comparison to 2005. Due to additional funding allocated because of the changes in state road management, maintenance and repair funding plan for 2006 more work could be done than in 2005. Thus state road routine maintenance received additional 5.0 million Lats, and to compensate the elimination of damages caused by storm in January 2005 the EU granted additional 0.119 million Lats.

0.412 million Lats less were spent for road winter maintenance in the first quarter of 2006 in comparison with the previous year, providing a little better driving conditions, but in the fourth quarter – better than in 2005. It has to be noted that in comparison to the previous season in the winter season of 2006/2007 there has been significant increase in the total length of roads of the highest maintenance class. In the winter season of 2006/2007 the total length of A and A1 class roads has increased by 753.0 km. The total length of D class roads has decreased by 698.3 km.

5.655 million Lats more were spent in 2006 on pavement maintenance than in 2005. Unfavourable winter and increasing transport load negatively influenced the number of potholes in partially deteriorated asphalt pavements. Traffic on such roads calls for additional funding. 658.2 thousand m² of potholes in asphalt pavement were repaired in



2006, which is for 45.6 thousand m² more compared to 2005. Traffic on damaged sections of roads P58, P89 and V1065 was ensured and repairs of the increasing amount of potholes were implemented because of additional funding of 1.191 million Lats.

In comparison to the previous year the amount of gravel road maintenance has increased significantly – by 4.364 million Lats. Common increase in the funding for routine maintenance in 2006 allowed to provide more resources for maintenance of gravel roads than in the previous years. The allocated additional funding of 2.415 million Lats was used for renewal of gravel pavement and elimination of bumps, potholes and sandy spots. In 2006 gravel in the amount of 193.5 thousand m³ more was put on the state roads compared to 2005. However such increase does not significantly improve the condition of pavements, and they are still maintained by grading, reducing intervals between grading, since more than one third of the state gravel roads are in bad condition, and particular roads have to be graded even twice a week.

Additional problems were caused by the maintenance of road at the Terehova border crossing station. In order to normalise the situation on the road A12 and to take the part of vehicles approaching the border crossing station away along the 2nd class state road V519 Russian border–Opoļi–Brīgi the vehicle turning place with asphalt concrete pavement was constructed and pavement of the road V512 Ploski–Nirza was strengthened with crushed stone. As the vehicle queues at the Terehova and Grebņeva border crossing stations grew the length of littered road sections increased. Sanitary measures on the particular section were performed in the amount of 0.16 million Lats.

Planned bridge and culvert maintenance works are still insufficient. Since 2006 there was no progress. There is a major deficit in periodic maintenance and repairs. In order to ensure continuous traffic routine maintenance resources were spent to erect structures limiting the traffic on the bridge over Rēzekne river on road A12 Jēkabpils–Rēzekne–Ludza–Russian border (Terehova), the bridge over Mazā Jugla on road P8 Inciems–Sigulda–Ķegums, the bridge over Ranka River on road V996 Ogre–Vīskāļi. In addition to that partially ruined stone wall of culvert on road V966 Turkalne–Tīnūži was reconstructed.

69 thousand Lats more were spent in 2006 for traffic organisation measures compared to the previous year. For routine maintenance the number of road sections with traffic lights increased. Lighting is fitted in populated areas at crossings and on bridges. Consequently, annual maintenance costs for installations, as well as, energy consumption costs have increased by 50.2 thousand Lats. However, damage and theft of road signs is still a problem. Safety barriers in particular are damaged also by vehicles. Total



losses to the equipment amount up to 0.365 million Lats. Insurance companies have reimbursed 17.9 thousand for the renewal of damaged equipment.

1.222 million Lats more were spent in 2006 for road maintenance works compared to the previous year. Such increase was possible due to additional funding in the amount of 1.234 million Lats for clearing road right-of-way and bush and grass cutting. 0.892 million Lats more than in the previous year were spent on clearing bushes in road right-of-way. More and more resources are required for maintenance of right-of-way on the roads A12 and A13 at the border. In 2006 a national programme on restriction of poisonous plant *Heracleum sibiricum* has been launched with total spending already reaching 0.12 million Lats. Particular resources were granted as the EU compensation.

The nature in 2006 was easy on state roads, there were no destructive storms or floods, resulting in less costs for repair of wash-outs and cleaning roads from trees. Thus more resources could be granted to the renovation of ditches and road shoulders.



Expenditures for Road Routine Maintenance Works

Maintenance works	Unit	Amount	Costs, Lats
Winter road maintenance			11 059 102
Snow removal	track km	511 332	1 701 643
De-icing	lane km	536 177	4 714 781
Main road winter maintenance	km	8 317.8	3 929 449
Other winter maintenance works	-	-	713 229
Maintenance of bridges, interchanges, pedestrian tunnels and culverts			518 942
Maintenance of bridges and interchanges	-	-	155 113
Maintenance of culverts	-	-	339 914
Maintenance of tunnels	-	-	23 915
Traffic organization			1 317 327
Maintenance of bus stops, pavilions and rest areas	-	-	193 119
Replacement of road sign poles	item	6 800	216 236
Painting of road sign poles	item	10	65
Replacement of road signs directly on poles	item	8 417	492 709
Renewal of road signs	m ²	48.8	1 672
Painting of road markings	m ²	2 151	12 833
Replacement of signal posts	item	4 735	83 951
Washing of signal posts	item	2 890	3 403
Gluing of reflectors on signal posts	item	547	734
Replacement of damaged guard-rails	running m	741	31 940
Painting of guard-rails	running m	268	2 490
Reflector placement on guard-rails	item	1 007	3 273
Steel cable guard-rail treatment	running m	457	914
Maintenance of traffic lights	-	-	40 875
Road lighting and maintenance of lighting equipment	-	-	105 133
Other traffic organisation works	-	-	127 174

(Continued on page 48)

(Continued from page 47)

Maintenance works	Unit	Amount	Costs, Lats
Pavement maintenance			15 515 615
Bituminous pavements			6 670 988
Crack filling	running m	8 178	5 748
Pothole repairs	m ²	658 247	5 953 341
Pavement cleaning	m ²	2 870 700	34 323
Repair of bleeding	m ²	168 505	12 966
Repair of humping sections	m ³	904	6 436
Renewal of surface skid resistance	m ²	262 051	459 493
Deflection repairs	t	1 186	62 021
Other pavement maintenance works	-	-	136 660
Gravel pavements			8 844 627
Road grading	km	102 696.2	2 675 109
Road profiling	km	2 591.1	82 036
Pavement renewal	m ³	215 962	4 033 553
Deflection and pothole repairs in gravel pavements	m ³	111 536	1 265 564
Roadway leveling (dragging)	track km	131 922	743 826
Other pavement maintenance works	-	-	44 539
Road treatment			3 462 638
Elimination of scouring	m ³	7 120	107 143
Ditch cleaning and renewal	m ³	85 141	294 068
Shoulder profiling	km	7 700.7	135 912
Shoulder repairs	m ³	20 646	381 469
Bush cutting	ha	1 378.5	817 453
Mechanical sprout cutting	track km	17 636	412 342
Sprout cutting with hand bush cutter	ha	1 258.4	253 002
Mechanical grass cutting	track km	71 696	239 865
Manual grass cutting	m ²	2 427 160	77 307
Tending of greenery	-	-	178 516



Maintenance works	Unit	Amount	Costs, Lats
Operative road treatment	km	57 940.8	236 916
Treatment of road right of way	km	5 000.6	112 885
Other road treatment works	-	-	215 760
Road supervision			122 320
Road inspection	km	214 332	121 844
Visual traffic counting	hours	60	465
Other works	-	-	11
Maintenance of road weather stations and traffic counting system			70 679
Maintenance	-	-	59 851
Communications	-	-	10 828
Programme management and construction supervision	-	-	1 287 643
Total			33 354 266

Track kilometre equals to road kilometre treated in the width of road maintenance machinery.

Carriageway lane kilometre equals to kilometre of road maintenance machinery moving along one of carriage lanes.

Running metre equals the length of road element or structure per road metre.

Winter Maintenance

State road maintenance in winter 2006/2007 according to road maintenance classes approved by the Ministry of Transport was performed in the following amounts:

winter maintenance class A	611.9 km
winter maintenance class A1	2 804.8 km
winter maintenance class B	2 165.9 km
winter maintenance class C	12 683.4 km
winter maintenance class D	2 024.2 km
Total	20 290.2 km

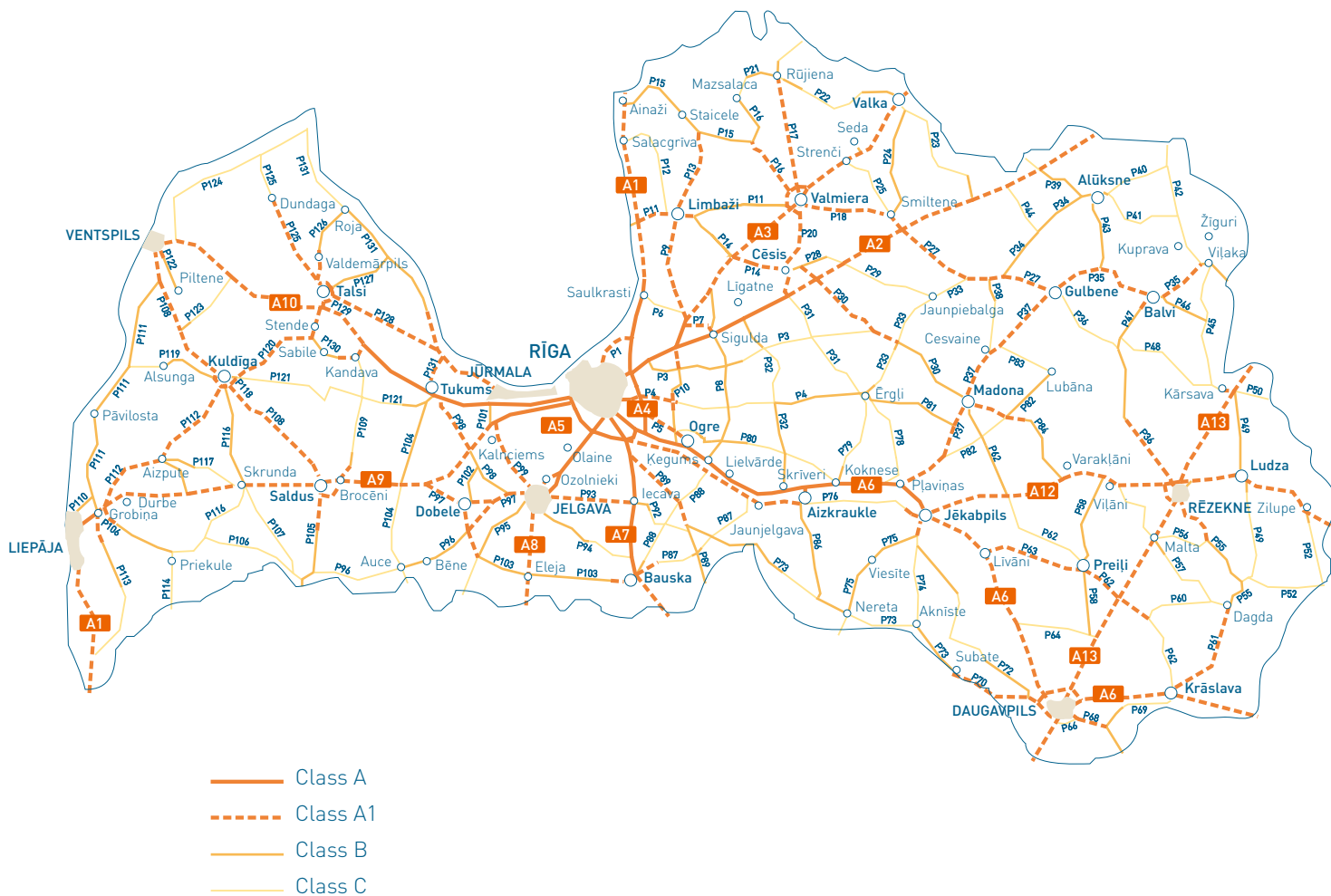
The division of winter maintenance classes is performed according to state road classification, traffic density, road pavement and its technical condition, planned and actual financing for maintenance, as well as, road economical and social importance. At present the division is following:

Average traffic density (vehicles per day)	Main roads	1 st class roads	2 nd class roads
> 5000	A	A	–
1000–5000	A 1	A 1	A1
500–1000	A 1	B	B
100–500	–	C	C
< 100	–	–	D

Qualitatively highest guaranteed maintenance levels are set for the roads with traffic intensity more than 5000 vehicles per day, lower – for roads of traffic intensity 100 to 500 vehicles per day, as well as, roads of less intensity of regular passenger bus traffic. Maintenance of other state roads is organised in non-guaranteed level depending on the funding after the provision of maintenance of the above levels. D class roads are 2nd class roads with irregular passenger bus traffic and snow from these roads is removed not more than four times per season.



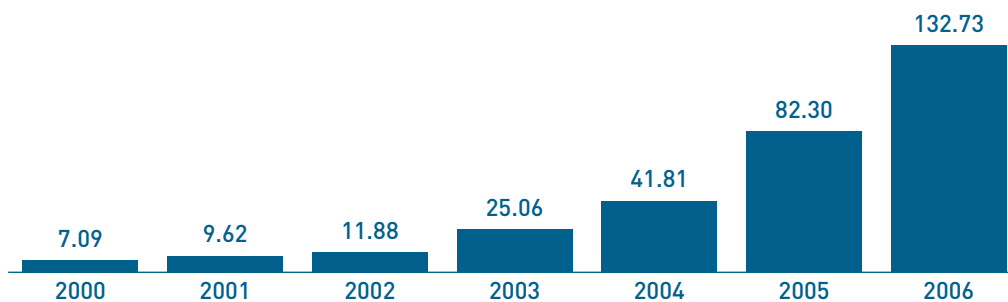
Maintenance of State Main and 1st Class Roads in the Winter of 2005/2006



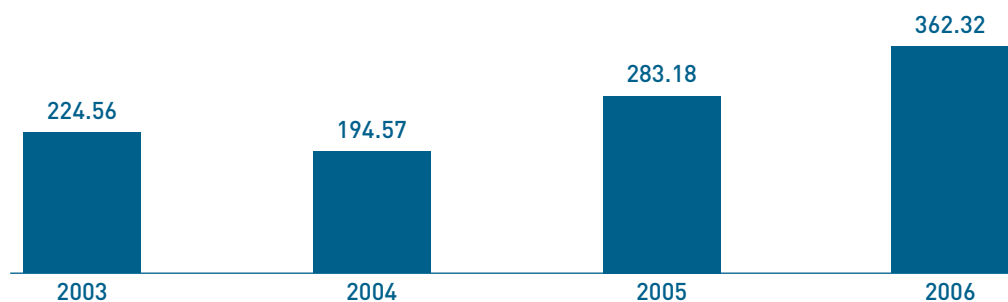
Construction Works

In the year 2006 construction works were performed in the amount of 132.74 million Lats. Roads with bituminous pavement were reconstructed or renewed in the length of 362.32 km. The financing within five years has increased for almost 14 times.

Increase in the Funding of Road Periodical Maintenance and Reconstruction Works, Million Lats



Renewal of Bituminous Pavements, km



In 2006 within the framework of the programme “**Periodical maintenance and reconstruction of state main road bituminous pavements**” 32.27 km of roads and one round-about were reconstructed.

Repairs of state 2nd class roads to support districts covered reconstructed bituminous pavements in the length of 23.85 km for the amount of 1.49 million Lats and gravel pavements in the length of 97.9 km for the amount of 1.7 million Lats.



42.3 km of roads have been reconstructed in 2006 within the framework of the national programme **“State 1st class road development 2004–2006”** with 75% co-financing of ERAF; the subprogrammes covered strengthening of 1st class road asphalt pavements, paving of gravel roads and maintenance of urban transit streets. Reconstruction of the bridge over River Ziemeļsusēja on road P76 Aizkraukle–Jēkabpils was completed.

In 2006 within the framework of the programme **“Traffic provision measures in sections of ruined black pavement”** 77.8 km of roads were reconstructed for the amount of 3.36 million Lats.

Total costs of the programme **“Traffic organisation and road equipment”** amount up to 6.9 million Lats.

Depending on the available funding the amount of painting and maintenance of road horizontal markings increased gradually, also new progressive application technologies and materials were introduced. Thus in 2006 the total amount of road marking works increased by 40%, axis lines were painted on all 1st class roads and several 2nd class roads with high traffic intensity, and the application of structural application technology expanded.

Steel safety barriers were installed along water reservoirs in the total length of 7627 metres. 7627 road signs on the 1st class roads and 475 direction signs on the main roads were installed, five crossings were equipped with pedestrian crossings, lighting and traffic lights. The crossing in Salaspils near HPS dam has been transformed into round-about.

In 2006 within the framework of the programme **“Cohesion Fund projects for roads”** works in the amount of 82.14 million Lats have been executed. In 2006 the construction of Saulkrasti bypass and reconstruction of the road A1 section Skulte – Svētdciems were proceeded. The reconstructed Via Baltica road sections Ādaži–Gauja (5.36 km), Bauska–Grenctāle (17.81 km) and Ķekava–Iecava (17.9 km) were opened. In 2006 the airport “Riga” access road project was accomplished with “Part C” – the construction of pedestrian cross-over over K. Ulmaņa gatve near the supermarket “Sky”.

Within the framework of the programme **“Routine maintenance of bridges”** 18 bridges were renovated. Within the framework of the programme **“Bridge reconstruction”** four bridges were reconstructed and works on five bridges will be finished in 2007.



Accomplished Works by Roads

Road	Accomplished construction works and painting of horizontal markings, Lats	Accomplished construction works, Lats	Painting of horizontal markings, Lats	Renewal of bituminous pavements, km	Paving of gravel roads, km	Repair and reconstruction of bridges and road interchanges, m
A1	64 415 998.22	64 310 302.19	105 696.03			
A2	1 829 828.73	1 588 867.47	240 961.26	21.16		
A3	1 056 961.95	947 605.06	109 356.89	6.77		
A4	28 010.36		28 010.36			
A5	92 448.16		92 448.16			
A6	4 720 458.37	4 271 823.19	448 635.18	15.48		
A7	17 211 907.46	17 093 111.76	118 795.70	35.71		
A8	1 211 592.77	998 199.03	213 393.74			132.68
A9	1 545 489.53	1 368 606.99	176 882.54			
A10	277 304.66	39 292.32	238 012.34	0.52		
A11	20 201.94		20 201.94			
A12	1 120 420.68	1 086 322.42	34 098.26	3.63		
A13	910 060.91	880 667.59	29 393.32	11		16.76
A14	4 401.80		4 401.80			
A15	60 315.65	58 106.79	2 208.86			
1 st class roads (P1, P..)	30 525 762.67	28 728 344.75	1 797 417.92	208.142		369.58
2 nd class roads (V1, V..)	7 705 871.45	7 690 746.36	15 125.09	59.91	10.54	253.97
Total	132 737 035.31	129 061 995.92	3 675 039.39	362.322	10.54	772.99



Road	Painting of horizontal markings, m ²	Traffic safety improvement projects				
		Steel guard-rails m/Lats	Traffic signs, items/Lats	Information signs, items/Lats	Equipment of crossings with pedestrian crossings and traffic lights items/Lats	Reconstruction of crossings, items/Lats
A1	12 977.00	281/13	113.37			
A2	31 949.00			250/250	459.75	2/156 873.2
A3	12 196.00	349/16	284.45	136/112	089.72	
A4	4 215.00					
A5	11 305.00					
A6	56 444.00	1 601/74	660.39			1/34 201 36 1/1 843 041.82
A7	7 454.00	122/5	689.3			
A8	23 611.00					1/96 129.8
A9	17 823.00	2 544/135	926.94			
A10	25 032.00	1 548/82	710.26			
A11	2 107.00			89/56	518.32	
A12	8 041.00	536/33	389.66			
A13	7 083.00	646/30	097.33			
A14	1 049.00					
A15	597.00					
1 st class roads (P1, P..) 159 535.00			2 943/ 208 301.27	475/ 419 067.79	1/ 37 863.73	
2 nd class roads (V1, V..) 1 564.00						
Total	382 982.00	7 627/ 391 871.7	2 943/ 208 301.27	475/ 419 067.79	5/ 325 068.09	1/ 1 843 041.82

Main Contractors

No.	Contractor	Work amount, Lats
1.	A. C. B.	38 302 901.72
2.	"Binders" and A. C. B.	20 334 369.98
3.	"Binders" and partners	15 109 516.48
4.	8CBR	8 372 799.06
5.	Ceļi un tilti	6 990 987.72
6.	Š&SC	5 087 538.29
7.	Aizputes ceļinieks	3 891 486.70
8.	Lemminkainen Lemcon	3 704 404.46
9.	Ceļu, tiltu būvnieks	3 326 932.18
10.	Šlokenbeka	2 969 033.53
11.	Binders	2 802 690.21
12.	Saldus ceļinieks	2 747 336.15
13.	VIA	2 437 284.15
14.	CBS Igate	1 680 812.78
15.	Gādība	1 488 264.70
16.	M-2	1 285 768.24
17.	Limbažu ceļi	1 280 517.94
18.	JS&J Ūdensmeistars	1 199 401.65
19.	Viadukts	984 484.81
20.	Ceļu pārvalde	943 440.85
21.	Latgales ceļdaris	899 956.78
22.	Krustpils	884 712.99
23.	Rīgas tilti	776 193.21
24.	Mikor	728 583.72
25.	M.A.-Taka	616 213.52
26.	Virāža	445 388.53
27.	Dantra	438 274.80
28.	Merko ehitus	399 838.62
29.	INO	318 602.59

No.	Contractor	Work amount, Lats
30.	Tilts	264 618.42
31.	Latvijas autoceļu uzturētājs (LAU)	255 316.42
32.	Lemcon Latvija	254 869.68
33.	Latvijas tilti	246 426.43
34.	Talce	242 021.19
35.	LAU Latgales ceļi	238 229.18
36.	LAU Kurzemes ceļi	183 527.98
37.	LAU Vidzemes ceļi	178 966.15
38.	Union asphalttechnik	152 229.56
39.	Ceļdaris	108 507.24
40.	LAU Smiltenes ceļu rajons	97 033.98
41.	LAU Tukuma ceļu rajons	67 552.72
Total		132 737 035.31



Road Traffic Safety Improvement Projects

In order to improve traffic safety on state roads in the recent years LSR has changed tactics and now makes an effort to find as simple and cheap solutions as possible within the allocated funding; this is reached by planning traffic safety improvements not only as major and serious road reconstruction, but also as measures directly targeted at increasing safety level of less protected road users, in particular, outside populated areas.

Under the Resolution of the Road Traffic Safety Board Meeting on 16 June 2004 all the unregulated pedestrian crossings outside populated areas on state roads were removed and more attention was paid to the creation of safe regulated pedestrian crossings. Last year the following works within the state road network were executed:

- Regulated pedestrian crossings and pedestrian traffic lights with call button have been created (the work included construction of pedestrian crossing, pedestrian barrier and lighting in addition to traffic light) on:
 1. road A2 Rīga–Sigulda–Estonian border (Veclaicene), lightning was installed on regulated pedestrian crossing in Garkalne;
 2. road A2 Rīga–Sigulda– Estonian border (Veclaicene), lightning was installed on regulated pedestrian crossing in Vangaži;
 3. road A6 Rīga–Daugavpils–Krāslava–Belarus border (Paternieki), regulated pedestrian crossing near the Aizkraukle railway station was created;
 4. road A8 Rīga–Jelgava–Lithuanian border (Meitene) lightning was installed on regulated pedestrian crossing near the Dalbe railway station;
 5. road P133 airport “Rīga” access road, regulated pedestrian crossing and sidewalk from bus stop to pedestrian crossing was constructed.
- Construction of lightened pedestrian ways
In total more than 13 km of pedestrian ways and cycleways were constructed. Among major projects the measures for improvement of pedestrian traffic in Grobiņa, Limbaži and Saldus can be mentioned. Pedestrian ways, as well as, lighting and additional barriers have been constructed to separate pedestrian flow from traffic.
- In 2006 the construction of one two-level pedestrian crossing was accomplished.
- It has to be noted that along with the activities implemented by LSR relating to less protected road users also the so-called “black spots” have been eliminated. In 2006 the construction of two roundabouts was accomplished:
 1. road A6 Rīga–Daugavpils–Krāslava–Belarus border (Paternieki), lightened round-about towards the two-level Riga HPS junction at km 17 was constructed;



2. lightened roundabout was constructed in the crossing of roads A12 Jēkabpils–Rēzekne–Ludza–Russian border (Terehova) and P36 Rēzekne–Gulbene.

In 2007 to improve the safety of pedestrians the construction of more than 23 km of lightened pedestrian ways and cycling ways is planned, including transit streets in Madona, Ogre and Jelgava, as well as, from Piņķi parish to the “Siemens” ice hall. The reconstruction of lighting in Mērsrags is planned. The total lightened road will reach 3.1 km. Before Jaunolaine the construction of two-level pedestrian crossing is scheduled. The construction of six crossings regulated with traffic lights is planned; among those four in the section of Riga bypass between Vidzeme and Daugavpils highways and two traffic lights on the road A8 Riga–Jelgava–Lithuanian border (Meitene). The most dangerous crossings on the road A8 are in Jaunolaine with Baznīcas Street and in turn to Olaine city. In the centre of Jaunolaine the renovation of lighting, as well as, construction of pavements, improvement of bus stops and construction of crossing regulated with traffic lights for vehicles and pedestrians is scheduled. For both crossings safe turning space to change directions will be ensured.



Cooperation with Municipalities

This is the programme that covers periodic maintenance, reconstruction and traffic safety improvements for municipal roads. In 2006 works were performed on transit streets with the most intense traffic and on deteriorated streets. Here only large-scale works are mentioned.

In Balvi Brīvības Street up to the city border and the most intensive section of Bērzpils Street were reconstructed. New pedestrian ways, as well as, rain water drainage, lighting, pedestrian crossings and bus stops were built. Similarly Stacijas Street and Krasta Street up to the city border will be reconstructed. The work should be accomplished by autumn 2007, and thus the problems in Balvi will be solved.

In Jēkabpils the transit crosses the city centre. In 2006 asphalt pavement in the section of Brīvības Street was restored. By reconstructing the crossing of Vienības Street, Draudzības alley and Brīvības Street the traffic safety has been improved, and many other streets have been equipped with lighting. Construction desing for the extension of Rīgas Street, including Ventas Street is under preparation and for the resources of the Cohesion Fund the junction at St. Nikolaja church will be completely reconstructed.

In Rēzekne Kr. Barona Street has been reconstructed. This street is the only passage for transport coming from Dagda and Krāslava. The densely populated centre may not be avoided there. In Valka Rūjienas Street which is used as transit street to approach the border crossing station has been reconstructed.

Elsewhere less significant works related mostly to traffic safety were accomplished.



Target Donations for the Financing of Municipal Roads and Streets

Municipality	Remnant as at December 31, 2005, Lats	Received, Lats	Spent, Lats	Remnant as at December 31, 2006, Lats
Aizkraukle district	90 711.00	491 161.00	405 412.00	176 460.00
Aizkraukle region	26 827.00	137 407.00	106 281.00	57 953.00
Alūksne district	75 240.00	475 090.00	418 590.00	131 740.00
Balvi district	132 483.00	504 360.00	440 920.00	195 923.00
Bauska district	57 398.00	462 259.00	415 997.00	103 660.00
Bauska city	6 326.00	138 777.00	117 657.00	27 446.00
Iecava region	9 128.00	106 835.00	114 729.00	1 234.00
Cēsis district	267 194.00	1 087 160.00	951 980.00	402 374.00
Daugavpils district	35 297.00	872 682.00	846 460.00	61 519.00
Dobele district	15 052.00	611 610.00	565 492.00	61 170.00
Gulbene district	51 671.00	419 865.00	404 600.00	66 936.00
Jelgava district	83 895.00	332 084.00	289 008.00	126 971.00
Union "Bērzes krasts"	33 358.00	186 615.00	108 371.00	111 602.00
Eleja parish	276.00	34 928.00	27 310.00	7 894.00
Lielplatone parish	758.00	33 531.00	28 767.00	5 522.00
Ozolnieki region	27 361.00	100 433.00	104 976.00	22 818.00
Valgunde parish	1 691.00	43 904.00	44 348.00	1 247.00
Jēkabpils district	51 500.00	979 729.00	931 460.00	99 769.00
Krāslava district	149 753.00	740 352.00	657 969.00	232 136.00
Kuldīga district	138 674.00	675 184.00	623 677.00	190 181.00
Liepāja district	85 214.00	773 298.00	614 251.00	244 261.00
Priekule town	36.00	26 049.00	17 181.00	8 904.00
Grobiņa town	5 141.00	41 593.00	44 466.00	2 268.00
Kalvene parish	7 365.00	21 183.00	24 194.00	4 354.00
Bunka parish	0.00	26 887.00	26 308.00	579.00
Limbaži district	98 324.00	517 780.00	402 852.00	213 252.00

(Continued on page 62)

(Continued from page 61)

Municipality	Remnant as at December 31, 2005, Lats	Received, Lats	Spent, Lats	Remnant as at December 31, 2006, Lats
Limbaži town	0.00	132 227.00	109 838.00	22 389.00
Aloja town	6 903.00	41 975.00	29 408.00	19 470.00
Salacgrīva town	15 291.29	104 647.00	108 951.24	10 987.05
Ludza district	119 509.40	709 730.00	631 694.38	197 545.02
Madona district	137 568.00	726 028.00	638 682.00	224 914.00
Cesvaine town and rural area	0.00	61 869.00	61 806.00	63.00
Barkava parish	2 523.00	34 795.00	29 906.00	7 412.00
Varakļāni parish	50 793.00	36 180.00	8 599.00	78 374.00
Vestiena parish	3 190.00	23 201.00	19 708.00	6 683.00
Murmasteine parish	15 511.00	27 024.00	11 038.00	31 497.00
Ogre district	101 552.00	917 603.00	823 110.00	196 045.00
Līvāni region	18 816.00	144 171.00	129 731.00	33 256.00
Preiļi region	1 068.85	138 931.00	123 015.97	16 983.88
Pelēči parish	291.00	30 245.00	21 721.00	8 815.00
Vārkava parish	50.00	22 381.00	16 312.00	6 119.00
Vārkava region	19 177.00	35 284.00	37 871.00	16 590.00
Jersika parish	0.00	20 180.00	20 022.84	157.16
Sutri parish	1 787.00	16 860.00	13 198.00	5 449.00
Rudzāti parish	344.00	23 308.00	23 382.00	270.00
Sauna parish	4 693.00	24 221.00	16 931.00	11 983.00
Aglona parish	0.41	40 600.00	40 600.38	0.03
Riebiņi region	15 817.84	185 288.00	115 787.15	85 318.69
Rēzekne district	91 930.00	711 369.00	608 591.00	194 708.00
Malta parish	4 166.00	32 995.00	32 402.00	4 759.00
Rīga district	163 996.00	1 824 129.00	1 640 816.00	347 309.00
Saldus district	73 331.00	463 418.00	408 496.00	128 253.00
Saldus town	27 091.00	151 915.00	151 358.00	27 648.00



Municipality	Remnant as at December 31, 2005, Lats	Received, Lats	Spent, Lats	Remnant as at December 31, 2006, Lats
Talsi district	118 659.00	554 962.00	485 545.00	188 076.00
Talsi town	14.00	184 385.00	173 923.00	10 476.00
Tukums district	110 241.00	456 494.00	438 306.00	128 429.00
Tukums town	5 657.00	233 542.00	239 199.00	0.00
Kandava region	0.00	126 358.00	123 975.00	2 383.00
Valka district	88 846.00	475 808.00	430 142.00	134 512.00
Valmiera district	222 055.00	791 717.00	761 964.00	251 808.00
Ventspils district	142 009.00	312 741.00	262 543.00	192 207.00
Rīga city	1 424 452.00	7 246 070.00	7 416 147.00	1 254 375.00
Daugavpils city	0.00	1 178 029.00	1 178 029.00	0.00
Liepāja city	458.00	952 673.00	917 561.00	35 570.00
Jelgava city	1.00	798 099.00	791 697.00	6 403.00
Jūrmala city	15 635.00	980 360.00	940 648.00	55 347.00
Ventspils city	13.00	551 092.00	551 103.00	2.00
Rēzekne city	0.00	425 865.00	422 481.00	3 384.00
Total	4 454 112.79	31 789 525.00	29 739 494.96	6 504 142.83



Indulis Zariņš. Roads Straighten.1963

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