



Latvian State Roads Yearbook 2007



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Directional Priorities

In 2007 the State Joint Stock Company "Latvian State Roads" (LSR) managed the state road network, planned and managed state road construction programmes and ensured supervision of the construction, maintenance and development of state roads, as well as, supervised the organisation of road traffic, 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 attraction of financing for roads from excise duty on oil products has begun to guarantee, albeit gradual, though safe improvement of road condition, implementation of new projects and increase of road safety. As early as 2008, the allocation of funding provided for roads will have reached 70% from these revenues which are further supplemented by annual vehicle tax. During the next few years, this allocation will increase by another 5% and in conformity with the legislation starting from 2010; no less than 80% of the revenues from this duty will be allocated for the renewal and maintenance of roads.

Last year saw the completion of some of the most extensive road building projects of recent years. Co-



The Board of SJSC „Latvian State Roads”. From left: Mr. Ainars Vilnītis, Member of the Board, Mr. Tālis Straume, Chairman of the Board, Mr. Aldis Lācis, Deputy Chairman of the Board, and Mr. Edgars Brass, Member of the Board.

financing from the EU Cohesion Fund has facilitated the reconstruction of the Via Baltica sections Ķekava–Iecava and Skulte–Svētciems, as well as, the construction of the Saulkrasti bypass. Work is continuing on the Nirza–Ploski section of the Ludza–Terehova road. The improvement of this section is a strategically important task in the context of problems related to crossing the border between Latvia and Russia.

Construction work has also begun on the Jēkabpils–Varakļāni section of the A12 road which is scheduled for completion in 2009. As one can see, our work is increasingly concentrated in the West-East direction. Even now, the flow of vehicle traffic on the roads leading to Veclaicene, Grebņeva and Terehova border crossing stations has reached a level of intensity which was foreseen to be reached in 2012 and there is no doubt that it will continue to grow in the future. Accordingly, one is forced to acknowledge that the situation on the Eastern border will still be a long way short of being ideal during 2008.

It is almost impossible to simultaneously cover and satisfy all road requirements and therefore priority directions have been specified for the period until 2013. These include the renewal, strengthening and reconstruction of state road pavements, the reduction in the proportion of roads with gravel pavements, commencement of the construction of high speed traffic roads and increase of road safety.

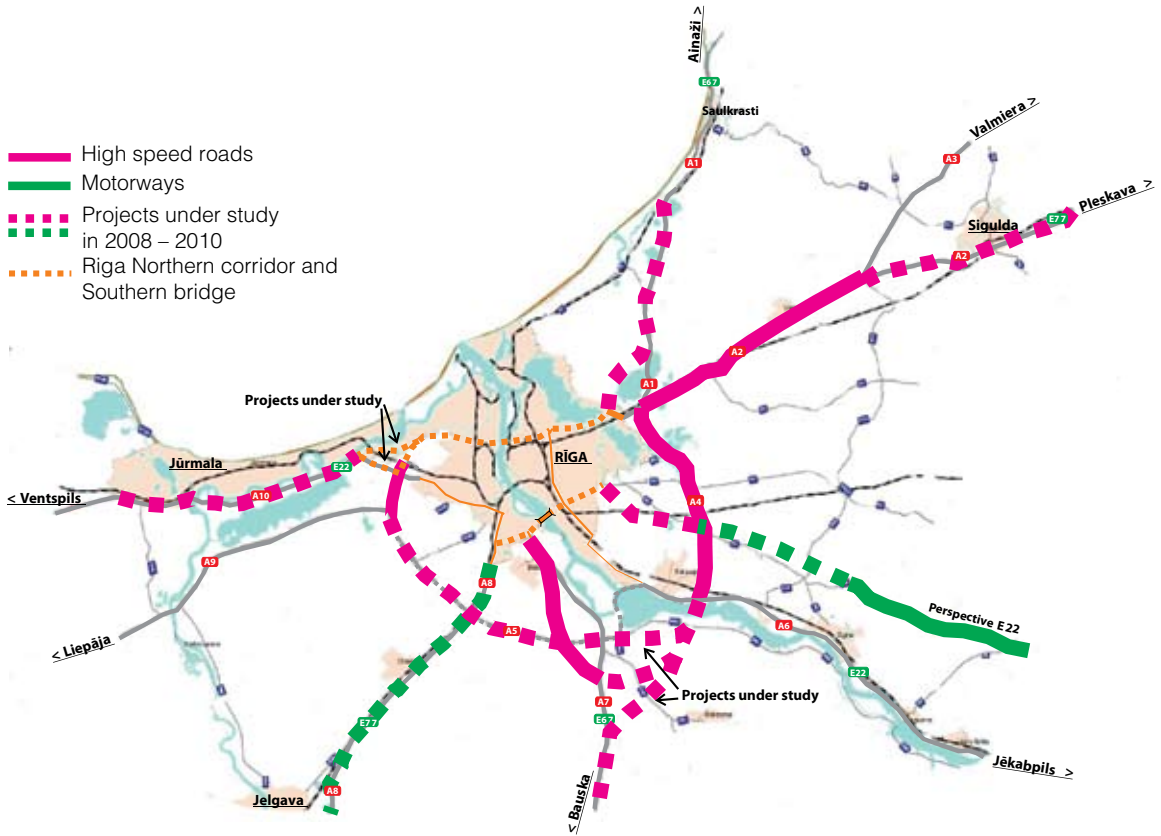
Evidently reconstruction will only affect a relatively small section of roads even though it is the greatest in terms of costs. Accordingly, in order to achieve a clear improvement in as short time as possible, we plan to treat 1250 km of paved sections of the 1st and 2nd class roads with pavement treatment by the year 2013. Alongside this, one needs to note the still high proportion (65%) of gravel roads within the 1st and 2nd class road network. In Estonia and Lithuania, this proportion is less than half. The most significant problems caused by gravel roads are the economic losses to drivers, inconveniences and periodic restrictions on traffic during spring and autumn. Accordingly, this has a negative impact on living and travelling conditions which in turn result in the overall slowing down of economic development. By 2013 with the assistance of co-financing attracted from the EU Regional Development Fund; we hope to rebuild 330 km of existing gravel pavements into paved roads with asphalt concrete pavement. Naturally, this will require time, and a particularly acute problem during years to come will be in relation to administrative territorial reform.

Therefore, the reconstruction programme of 2nd class state roads for regional support will foresee the reconstruction of 4000 km of roads. Until this has been achieved, we can at least increase the maintenance level of the existing gravel roads. There could only be one alternative solution and this is larger financing.

Of course, competition and effective utilisation of financing will also be important. However, one must nevertheless admit that business environment in relation to roads is hardly a completed process and its development – consolidation of smaller companies and greater interest from foreign builders – will enable us to reach a form that can only stimulate increased competition.

High speed roads are not only a necessity; they also testify to the level of the country's development. Due to the high costs involved, the commencement of the construction of such roads can only be implemented with the assistance of public private partnership funding. A procurement commission has begun work on the PPP pilot project on the Riga bypass–Sēnīte and, even though the contract for construction will evidently only be concluded in 2009, planning has already begun on the next PPP projects – the Ķekava bypass, the Riga A4 bypass and Tinūži–Koknese section of the E22 road.

High speed roads in Riga region



In future too, just as in the previous year, the increasing the level of road safety will remain our constant priority. Our current resources enable us to construct an average of 20 km of pedestrian sidewalks and one or two pedestrian crossings in separate grades per year. Likewise, no fewer than one or two roundabouts ought to be established. This will help to maintain the promising trend of a decreasing number of victims in road traffic accidents. However, this is also determined by the driving culture of drivers and accordingly it is a pointer which unfortunately is not changing as quickly as we would like. Similarly, the overall level of developed countries cannot be reached in few years and especially so in regard to roads.

Financial indicators

- Net turnover during the reporting year was 8 312 588 Lats.
- In comparison with the previous year net turnover has increased by 21%.
- Profits during the reporting year amounted to 28 418 Lats.
- During the reporting year, fixed assets were acquired with a value of 460 507 Lats. In accordance with the Resolution of the Cabinet of Ministers No.629, dated October 10, 2007, "On the Investment of Land in the Fixed Assets of State Joint Stock Company "Latvian State Roads", land with a value of 318 200 Lats was invested in the fixed assets. It was registered in the Commercial Register in February 2008.

Most significant achievements in 2007

- 163 State procurement procedures were carried out, of which 111 were related to construction and construction supervision, 36 - to routine maintenance, 12 - to design and 4 involved services and supply;
- Periodic maintenance, reconstruction and construction programmes were implemented at a cost of 117.143 million Lats, including:
 - EU Cohesion Fund co-financed projects for 47.6 million Lats;
 - ES ERDF co-financed projects for 8.4 million Lats;
 - Periodic maintenance and renewal works for 61.2 million Lats;
- 242 km of bituminous pavements and 362.4 km of gravel pavements were repaired and 12.8 km of gravel pavements were paved;
- 25 new bridges were built, 3 bridges were reconstructed and 24 were renovated;
- 6 crossings were improved and equipped with traffic lights;
- 5 pedestrian crossings equipped with traffic lights were installed;
- 3 pedestrian crossings in separate grades were completed;
- 7150 m of guard-rails were installed;
- road lighting was installed for the total length of 37 450 m;
- pedestrian sidewalks for the length of 18 296 m were build;
- 9 black spots were liquidated.

During the course of determining the value of state roads, preparation of methodology, as well as, inventory of roads was carried out. Additionally, road accounting has been set in order and determination of a new value of the entire state road network has been carried out in all groups of functional significance: main roads, 1st and 2nd class roads.



Main tasks for 2008:

State Road network:

- maintenance of state roads in operational condition;
- 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 the Riga bypass–Sēnīte section of the A2 road within PPP framework;
- improved management of state roads;
- Improvement of auditing of municipal road funds.

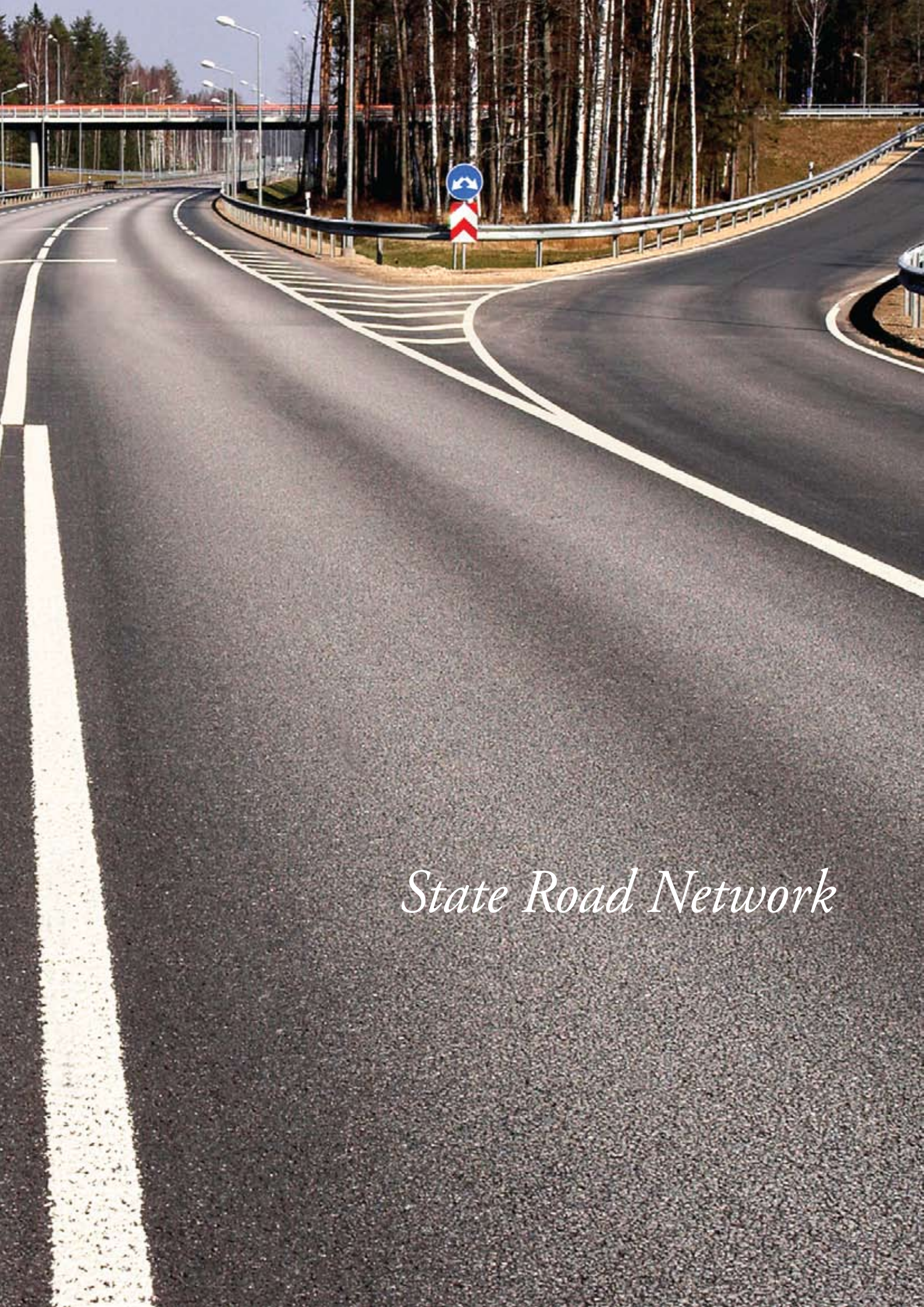
Company development:

- provision of the State Joint Stock Company LSR with qualified employees and training for such employees;
- improvement of the LSR regional structure in conformity to administrative territorial reform;
- increasing the role of regions in the fulfilment of the delegation agreement;
- resolution of issues relating new premises for the LSR personnel;



Tālis Straume,
Chairman of the Board





State Road Network

Territory of Latvia – 64 589 km².

Population as at December 31, 2007 – 2 270 000.

Number of registered vehicles – 1 168 756.

Number of registered vehicles per 1000 inhabitants – 515.

Number of registered cars – 904 869.

Number of registered cars per 1000 inhabitants – 399.

Increase since 2000 (%)

Number of registered vehicles	55
Average annual traffic intensity	
on state main roads	97
incl. trucks	36
on 1st class state roads	103
incl. trucks	65

Increase since 1990 (%)

Permitted weight	
on state main roads	22.2
on other roads	46.7
Loads	
on main roads	15.0
on other roads	91.7

Technical condition of state main roads (%)

Poor and extremely poor pavement	41
Service duration exceeds 10 years	60
Bridges in a poor and extremely poor condition	60

Classification of roads

State roads



main roads (A)



1st class roads (P)



2nd class roads (V)



Municipal roads and streets



roads



streets



Forest roads



Private roads



■ With bituminous pavement ■ With gravel pavement

SJSC "Latvian State Roads" is responsible for 936 bridges, of which 880 are made of reinforced concrete, 16 – stone, 33 – steel and 7 - timber. The total length of all bridges is 29 832 metres.



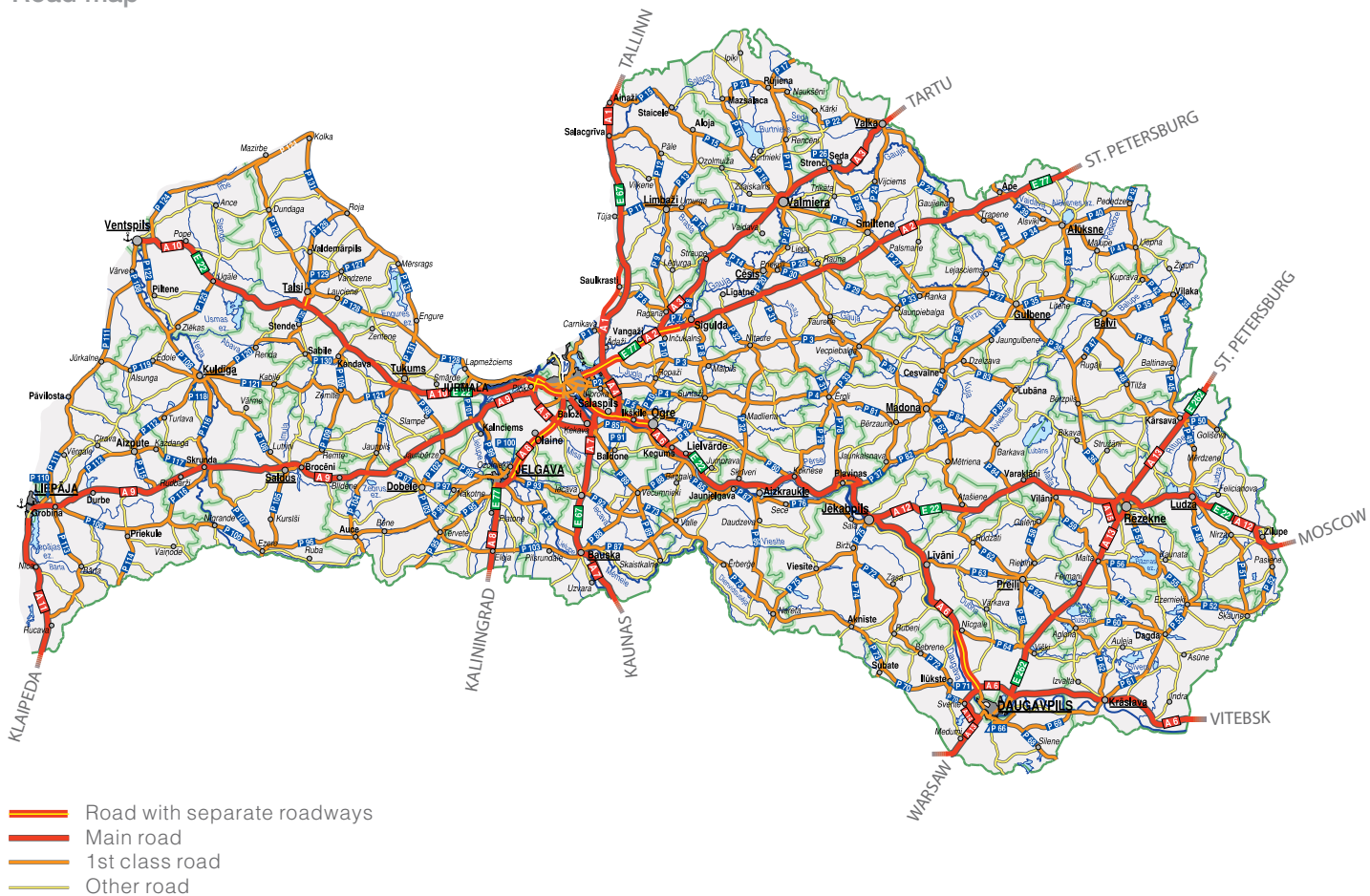
Value of the state road network

The roads within the state road network are complex engineering structures which include road sub-grade and roadway, artificial structures (bridges, interchanges, tunnels, ramps, culverts etc.), road engineering structures (bus stops, acceleration lanes, vehicle parks, rest areas, cycle routes, pavements, lighting etc.) and traffic organisation facilities (road signs, traffic lights, signal posts, protective barriers, vertical and horizontal markings, etc.).

The annual inventory of the state road network has been carried out for more than 50 years now. In 2007, LSR carried out an inventory of the state road network in nature and during the course of this process it determined new initial value for roads. The balance sheet of the state road network in 2007 contains 15 main, 133 1st class and 1489 2nd class roads covering a total length of 20180 km.

The value of the state road network as at December 31, 2007 was three billion Lats, including state main roads – 0.9 billion Lats, state 1st class roads – one billion Lats and state 2nd class roads – 1.1 billion Lats.

Road map



Total length of the state road network by district

District	Total length of the road network,	With asphalt concrete and other bituminous pavement		With crushed stone and gravel pavement	
	km	km	%	km	%
Aizkraukle	747	270	36.1	477	63.9
Alūksne	620	191	30.8	429	69.2
Balvi	613	222	36.2	391	63.8
Bauska	710	255	35.9	455	64.1
Cēsis	1070	288	26.9	782	73.1
Daugavpils	831	367	44.2	463	55.8
Dobele	583	195	33.5	387	66.5
Gulbene	594	201	33.9	393	66.1
Jelgava	575	349	60.6	226	39.4
Jēkabpils	837	207	24.8	629	75.2
Krāslava	807	280	34.7	527	65.3
Kuldīga	728	333	45.8	394	54.2
Liepāja	934	414	44.3	520	55.7
Limbaži	810	359	44.3	451	55.7
Ludza	829	212	25.6	617	74.4
Madona	1007	273	27.1	734	72.9
Ogre	681	284	41.8	397	58.2
Preiļi	665	235	35.3	430	64.7
Rēzekne	859	322	37.4	538	62.6
Rīga	1014	824	81.2	190	18.8
Saldus	612	227	37.1	385	62.9
Talsi	945	459	48.6	486	51.4
Tukums	858	404	47.1	454	52.9
Valka	775	343	44.3	432	55.7
Valmiera	799	379	47.5	419	52.5
Ventspils	680	309	45.5	371	54.5
Total	20180	8205	40.7	11975	59.3

Total length of state main roads by district

District	Total length of the road network,	With asphalt concrete and other bituminous pavement		With crushed stone and gravel pavement	
	km	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	59	59	100		
Ludza	84	84	100		
Madona	-	-	-		
Ogre	44	44	100		
Preiļi	57	57	100		
Rēzekne	114	114	100		
Rīga	309	309	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	1647	1647	100		

Total length of state 1st class roads by district

District	Total length of the road network,	With asphalt concrete and other bituminous pavement		With crushed stone and gravel pavement	
	km	km	%	km	%
Aizkraukle	250	177	70.8	73	29.2
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	9	5.1
Jēkabpils	179	94	52.5	85	47.5
Krāslava	171	171	100.0	0	0.0
Kuldīga	251	218	86.7	33	13.3
Liepāja	241	198	82.2	43	17.8
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	167	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	0.0
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	74.1	43	25.9
Total	5322	4009	75.3	1313	24.7

Total length of state 2nd class roads by district

District	Total length of the road network, km	With asphalt concrete and other bituminous pavement		With crushed stone and gravel pavement	
		km	%	km	%
Aizkraukle	438	35	7.9	404	92.1
Alūksne	387	56	14.5	330	85.5
Balvi	397	64	16.0	333	84.0
Bauska	484	90	18.6	394	81.4
Cēsis	724	86	11.9	638	88.1
Daugavpils	557	127	22.9	430	77.1
Dobele	398	40	10.0	359	90.0
Gulbene	423	73	17.4	349	82.6
Jelgava	341	124	36.2	218	63.8
Jēkabpils	580	35	6.1	545	93.9
Krāslava	591	64	10.8	527	89.2
Kuldīga	456	95	20.7	361	79.3
Liepāja	599	122	20.4	477	79.6
Limbaži	530	89	16.8	441	83.2
Ludza	602	55	9.2	546	90.8
Madona	648	58	8.9	590	91.1
Ogre	379	74	19.4	305	80.6
Preiļi	465	58	12.5	408	87.5
Rēzekne	596	101	17.0	495	83.0
Rīga	470	280	59.5	190	40.5
Saldus	401	73	18.1	328	81.9
Talsi	626	166	26.5	460	73.5
Tukums	555	145	26.2	410	73.8
Valka	522	128	24.5	394	75.5
Valmiera	577	175	30.3	403	69.7
Ventspils	465	138	29.6	327	70.4
Total	13210	2549	19.3	10662	80.7

Bridges on state roads

District	Bridges, total		Rein. concrete		Stone		Steel		Timber	
	no.	m	no.	m	no.	m	no.	m	no.	m
Aizkraukle	44	1484	44	1484						
Alūksne	23	544	20	498	1	15	1	13	1	18
Balvi	19	525	19	525						
Bauska	35	965	34	959	1	5				
Cēsis	52	1421	44	1018	1	13	5	360	2	30
Daugavpils	53	1523	49	1173	1	16	2	329	1	6
Dobele	23	501	20	444	1	11	2	46		
Gulbene	21	760	21	760						
Jēkabpils	29	756	26	695			3	61		
Jelgava	52	2334	51	1921			1	273		
Krāslava	20	450	19	446					1	4
Kuldīga	21	742	21	742						
Liepāja	43	1050	40	922	1	3	2	125		
Limbaži	42	1256	41	1243			1	14		
Ludza	27	868	26	864			1	5		
Madona	41	1250	38	1156	1	11	2	83		
Ogre	37	1209	34	1026			3	184		
Preiļi	28	629	27	614	1	15				
Rēzekne	30	1046	30	1046						
Rīga	87	4779	82	3738			5	1041		
Saldus	22	675	22	675						
Talsi	29	592	25	554	2	15	1	17	1	7
Tukums	42	915	32	734	5	101	4	74	1	6
Valka	37	1016	37	1016						
Valmiera	44	1345	44	1345						
Ventspils	35	1197	34	1173	1	24				
Total	936	29832	880	26910	16	228	33	2622	7	71

Location of bridges on state roads by district

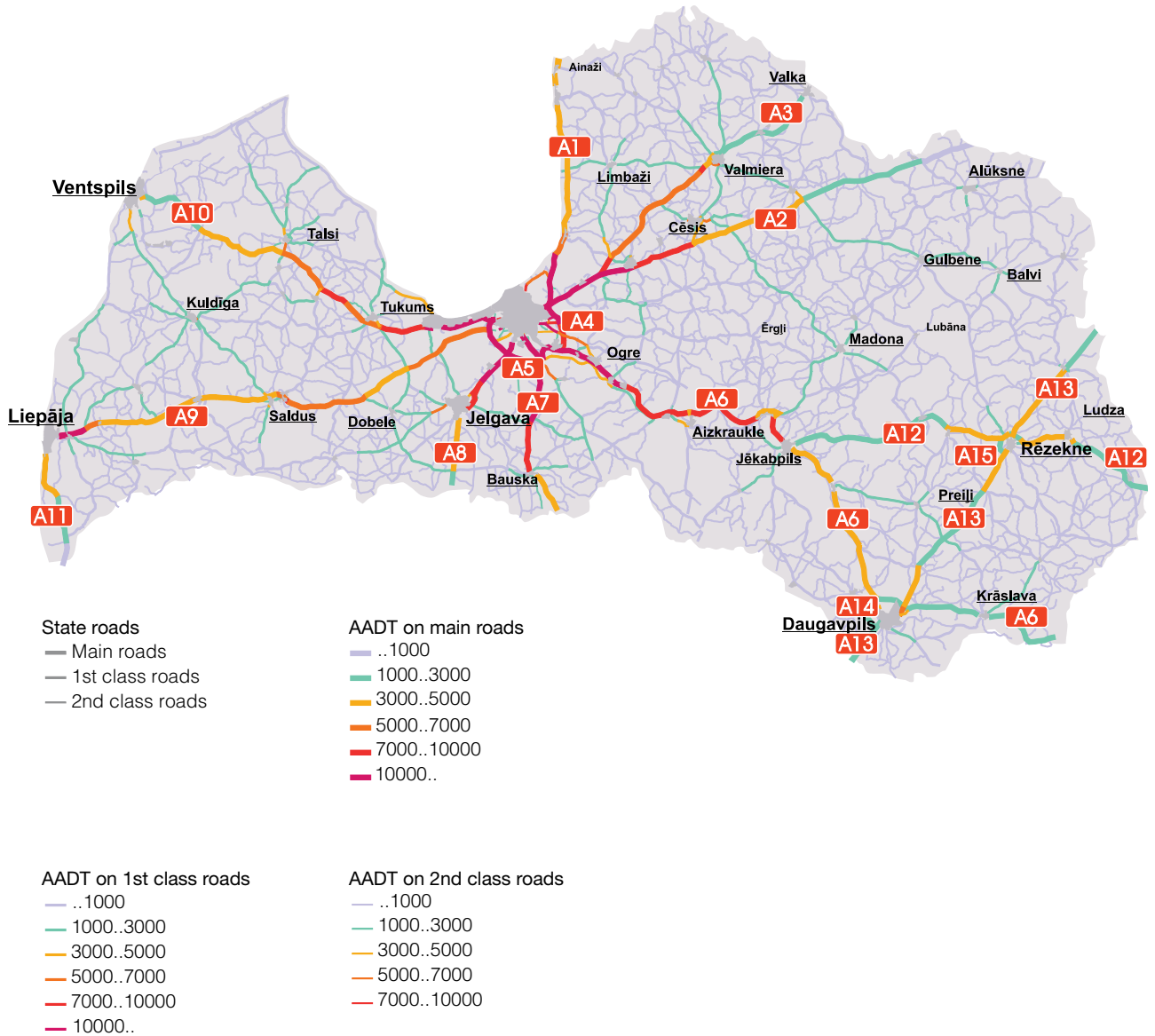
District	Bridges, total		Main roads		1st class		2nd class	
	no.	m	no.	m	no.	m	no.	m
Aizkraukle	44	1 484	7	461	23	524	14	498
Alūksne	23	544	3	134	9	191	11	218
Balvi	19	525		-	14	391	5	134
Bauska	35	965	2	55	13	382	20	528
Cēsis	52	1 421	4	127	17	376	31	918
Daugavpils	53	1 523	27	1 030	10	169	16	323
Dobele	23	501	1	23	8	192	14	286
Gulbene	21	760			11	377	10	383
Jēkabpils	29	756	4	124	14	279	11	354
Jelgava	52	2 334	11	953	19	682	22	699
Krāslava	20	450	1	27	6	140	13	283
Kuldīga	21	742	1	142	10	389	10	211
Liepāja	43	1 050	7	120	11	361	25	569
Limbaži	42	1 256	5	155	17	429	20	673
Ludza	27	868	6	204	4	119	17	546
Madona	41	1 250	1	9	22	706	18	535
Ogre	37	1 209	4	72	16	608	17	529
Preiļi	28	629	1	19	13	312	14	298
Rēzekne	30	1 046	13	433	3	92	14	521
Rīga	87	4 779	53	3 646	16	604	18	529
Saldus	22	675	3	100	8	309	11	267
Talsi	29	592			12	314	17	279
Tukums	42	915	8	173	14	273	20	469
Valka	37	1 016	4	122	9	412	24	481
Valmiera	44	1 345	2	74	15	617	27	654
Ventspils	35	1 197	4	90	7	409	24	697
Total	936	29 832	172	8 292	321	9 651	443	11 883





Road Traffic

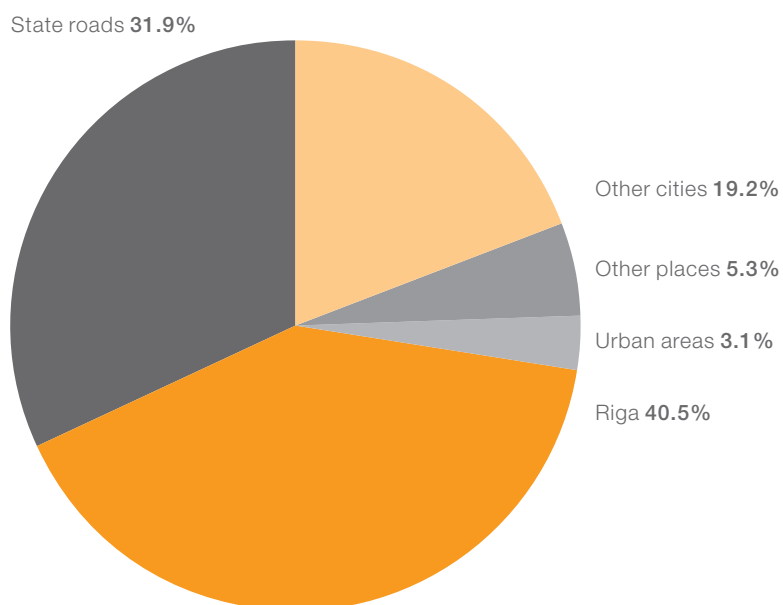
Annual Average Daily Traffic



Registered road traffic accidents

Year	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Registered road traffic accidents	17 328	25 655	30 614	30 454	36 468	39 593	45 555	48 912	47 353	52 102	61 383
Registered road traffic accidents with victims	3 925	4 540	4 442	4 482	4 766	5 083	5 379	5 081	4 466	4 302	4 781
Number of fatalities	525	627	604	588	517	518	493	516	442	407	419
Number of injured	4 674	5414	5 244	5 449	5 852	6 300	6 639	6 416	5 600	5 404	6 088

Registered road traffic accidents with division of victims by accident location



Registered road traffic accidents with the number of victims on state roads

Road	Road traffic accidents with victims				Fatalities				Injured			
	2004	2005	2006	2007	2004	2005	2006	2007	2004	2005	2006	2007
A1	47	41	39	44	12	11	9	8	77	57	57	62
A2	82	64	55	73	17	22	10	14	104	90	72	114
A3	44	34	32	34	8	5	7	8	54	50	43	49
A4	27	22	23	39	6	4	2	9	43	44	35	64
A5	26	20	22	34	7	5	5	13	37	38	30	40
A6	132	117	100	111	46	19	29	21	164	186	113	162
A7	51	41	44	56	14	13	7	10	76	48	75	76
A8	48	44	50	38	14	15	14	11	69	40	53	45
A9	74	54	73	77	16	17	14	19	131	63	101	135
A10	60	68	75	66	8	13	11	9	70	110	109	92
A11	9	4	5	8	0	1	1	0	12	9	4	11
A12	55	38	35	30	28	11	7	9	130	49	42	36
A13	30	33	30	32	10	10	7	2	44	40	41	43
A14	0	1	1	4	0	0	0	2	0	1	1	3
A15	2	0	1	0	1	0	2	0	3	0	2	0
Total (A1-A15)	687	581	585	646	187	146	125	135	1014	825	778	932
Total on 1st class roads	538	464	485	561	112	100	88	94	739	652	657	805
Total on 2st class roads	346	331	274	319	46	42	32	31	472	460	395	441
Total	1571	1376	1344	1526	345	288	245	260	2225	1937	1830	2178

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 (Kalkūni-Tilti); A15 – Rēzekne bypass

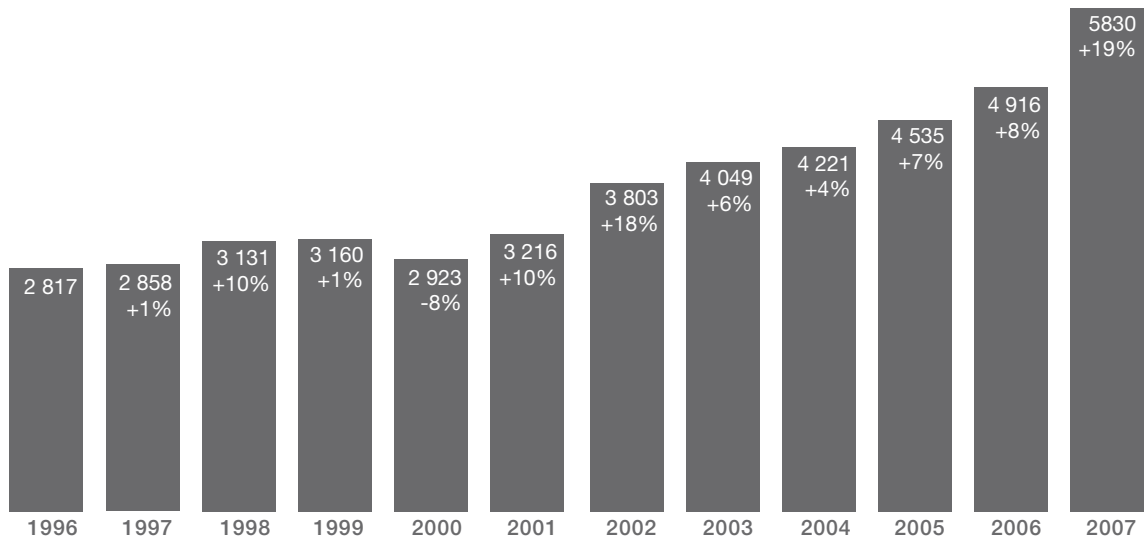
Traffic counting system

The goal of traffic counting is to acquire data to facilitate the planning of the road network, as well as, to enable determination of the level of road maintenance depending on the intensity of traffic, selection of methods for pavement repair, forecasting future traffic flows and analysis of traffic safety. Data acquired regarding the composition of transport is one of the most vital criteria in road planning. During traffic counting process the information is acquired on the intensity and composition of traffic, vehicle speed and axle loads.

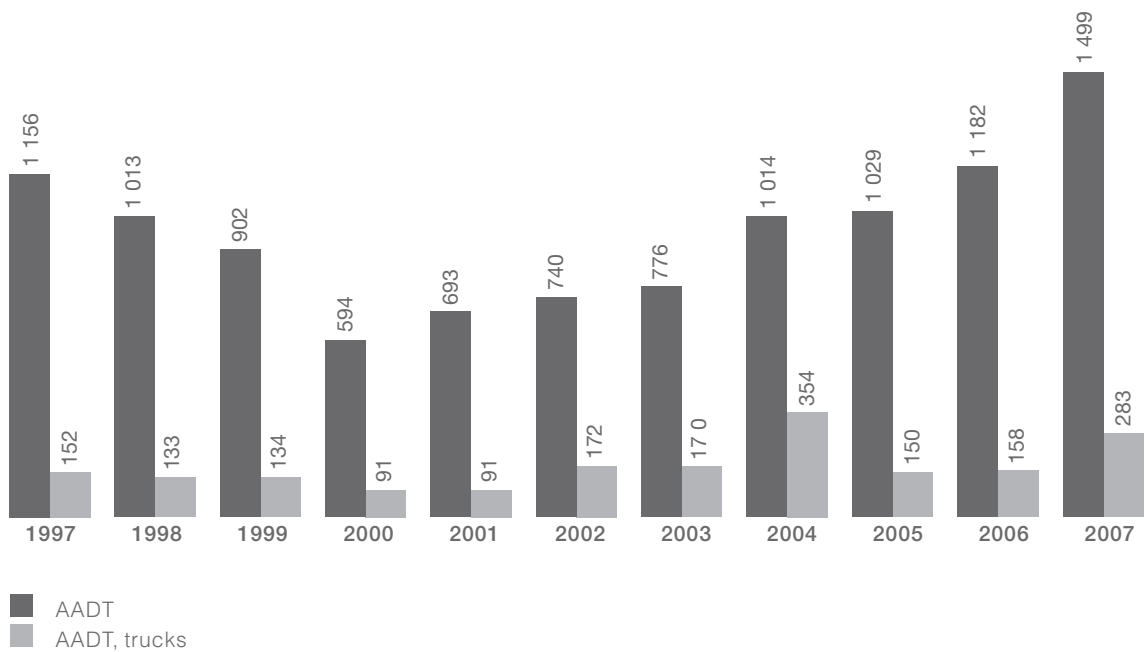
In 2007, traffic counting was carried out utilising 17 counting devices that were periodically installed at stationary points located on all state main roads and high intensity 1st class roads. Six mobile devices were also utilised on other road sections that were installed in combination with pneumatic sensors (rubber tubes). Permanent counting was ensured on 21 section of the state main roads – data transmission from counting devices was ensured by modems. Visual counting method was utilised on low intensity sections of the 1st and 2nd class roads and sections with a gravel pavement.

In accordance with the traffic counting development programme for 2007 – 2009, four new permanent counting points on state main roads of which one is equipped with weigh-in-motion system. 17 stationary counting points have been established on state 1st class roads and two new traffic counting devices have been acquired for the installation at newly established and already existing points.

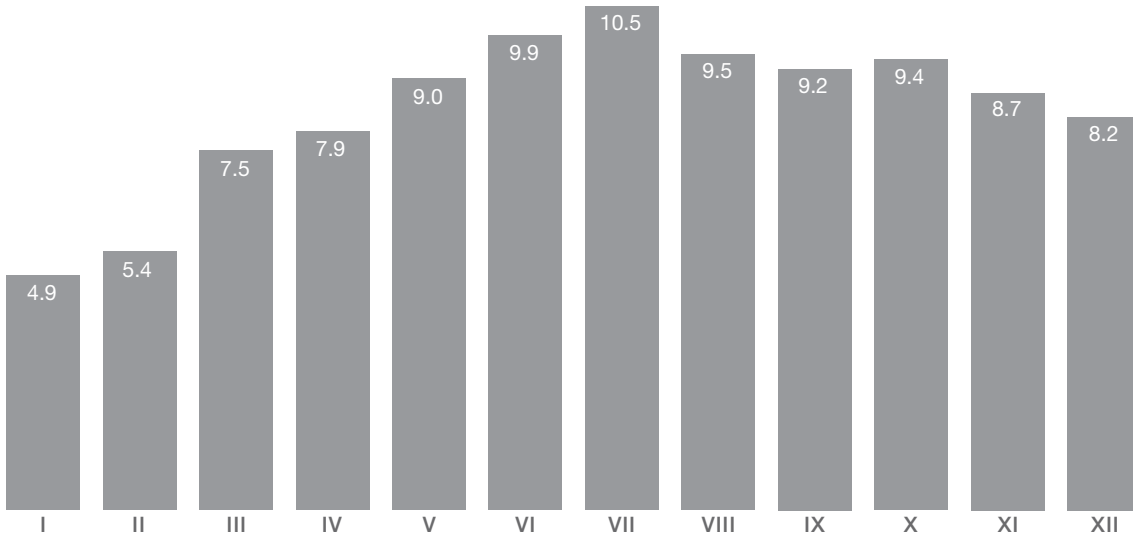
Average changes in AADT within the state main road network



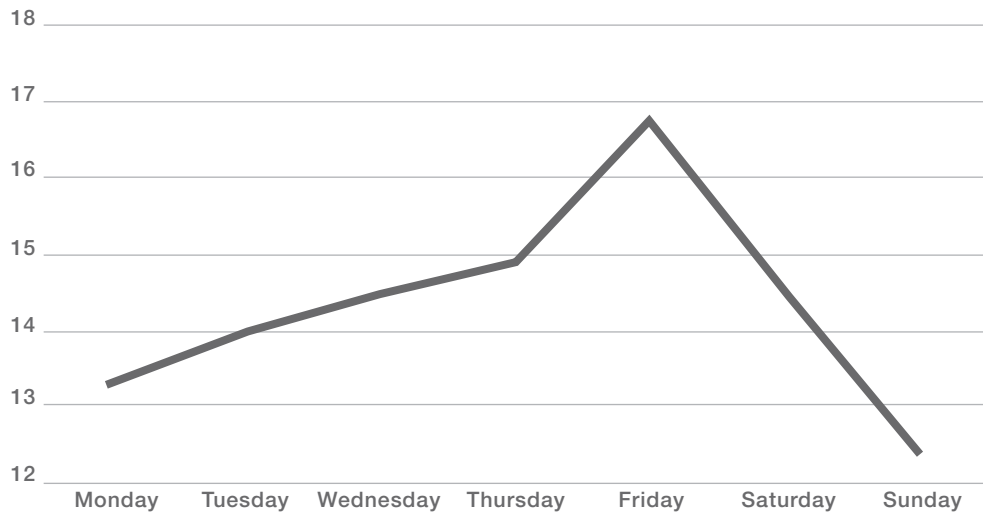
Total and average truck AADT on 1st class state roads



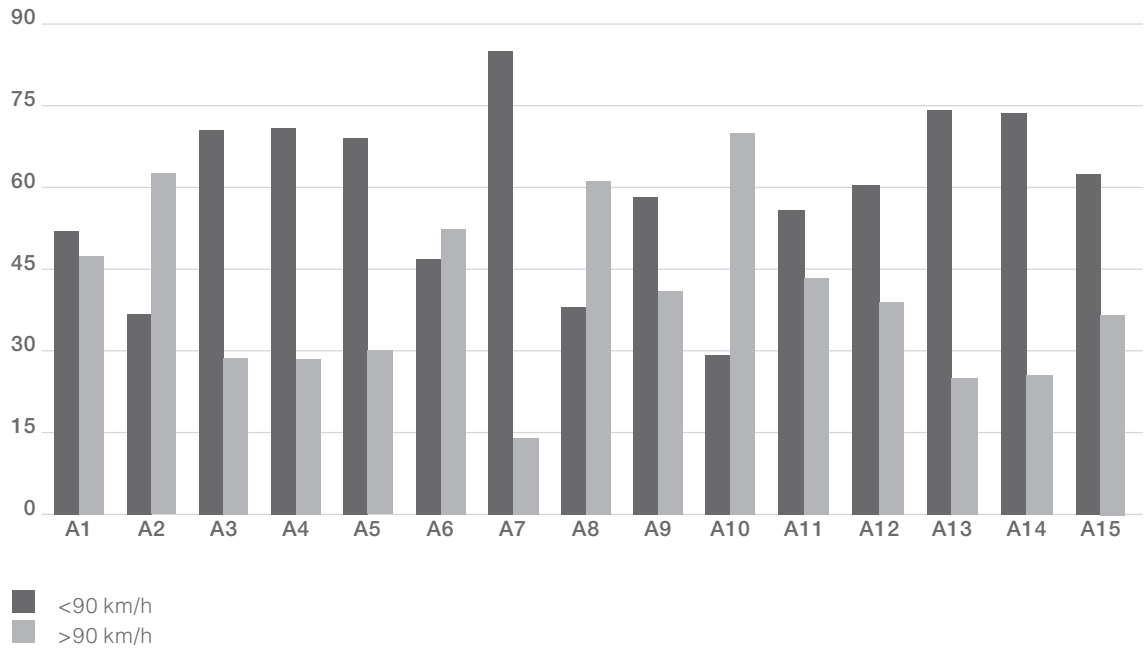
Changes in AADT per year (%)



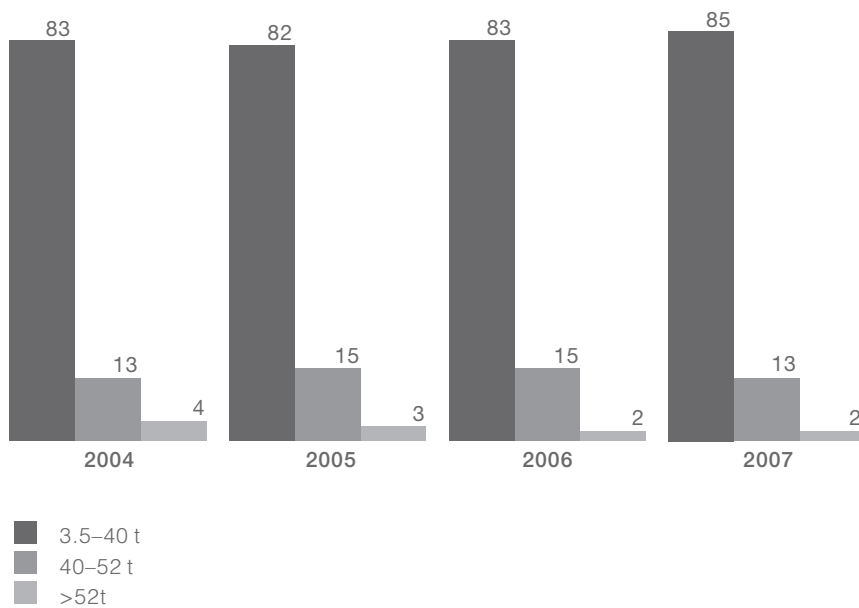
Changes in AADT per week (%)



Division by speed group on state main roads (%)



Division of trucks according to total weight (%)



Number of permits issued to heavyweight and large-dimension freight shipments

Heavy-weight types	No. of permits issued in 2004	% of total no.	No. of permits issued in 2005	% of total no.	No. of permits issued in 2006	% of total no.	No. of permits issued in 2007	% of total no.
Towing vehicles with trailers	4 796	66	5653	66	6933	67	7 940	66
Trailers	332	5	388	5	639	6	881	76
Timber transporters	1967	27	2190	26	2287	22	2 266	19
Special transport (petrol tankers, motor cranes)	214	3	287	3	443	4	988	8
Total	7309	100	8518	100	10 302	100	12 075	100



Results of visual assessment of roads and bridges

Technical condition of bituminous pavement

Pavement condition	Main roads, km	1st class roads, km	2nd class roads, km	Total length, km	Share of total length, %	Share of total length of main roads, %
Very good	216.3	304.5	146.5	667.2	8	13
Good	287.6	461.9	346.5	1095.9	13	17
Satisfactory	470.6	1030.3	921.0	2421.8	30	29
Poor	421.6	1039.5	587.7	2048.7	25	26
Very poor	251.4	1172.9	547.0	1971.2	24	15
Total, km	1647.5	4008.9	2548.7	8205.0	100	100

Technical condition of gravel pavements

Pavement condition	1st class roads, km	2nd class roads, km	total length, km	Share of total length, %
Good	78.2	753.6	831.8	7
Satisfactory	733.9	5650.9	6384.8	53
Poor	501.3	4257.1	4758.4	40
Total, km	1313.5	10661.6	11975.0	100

Technical condition of bridges

Technical condition	Bridge no.	Including main roads	1st class roads	2nd class roads	% of total no.
Good	160	42	69	49	17
Satisfactory	215	39	77	99	23
Poor	386	45	119	222	41
Very poor	175	44	59	72	19
Total	936	170	324	442	100

Various restrictions have been introduced on 58 bridges.

Traffic organisation equipment

The following measures were carried out in 2007 within the framework of "Traffic organisation equipment" programme:

1. Roads were equipped with steel guard-rails on sections of state roads adjacent to ditches and water holds over a total length of 12 846 m.
2. Renewal of road signs on state roads. In total, 9564 road signs were renewed.



Road Financing

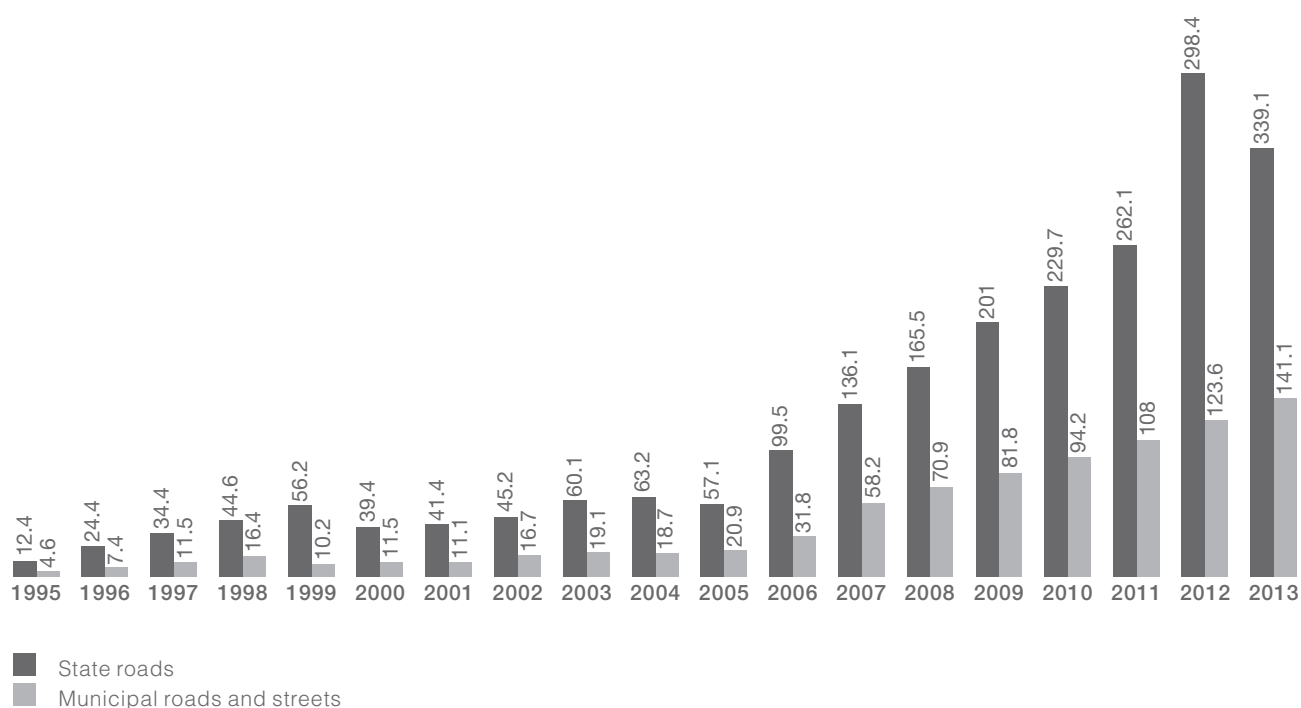


Financing of state road programmes, million Lats

1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007

Loan from consolidated budget		0.9	7.2	5.5	9.7	10.7	5.2	6.1						
Financing from consolidated state budget	7.9	13.6	23.0	34.4	44.6	50.4	39.4	41.4	47.9	56.2	53.6	57.1	99.5	136.1
EU financed projects						1.1	1.1	2.9	0.04	8.9	23.2	84.6	83.3	81.9
Total	7.9	14.5	30.2	39.9	54.3	62.2	45.7	50.4	47.9	65.1	76.8	141.7	182.8	218.0

Actual and foreseen road financing, million Lats



State road financing in 2007

No.	Programmes, sites, works	2007 annual plan, thousand Lats	Transferred thousand Lats	% from the start of the year
1.	Maintenance	51 754	51 754.165	100.0
1.1.	Road network administration	4 734	4 734.560	100.0
1.2.	Routine maintenance	45 833	46 237.245	100.9
1.2.1.	Routine maintenance of state roads	41 700	41 874.853	100.4
1.2.2.	Co-financing for routine maintenance of urban transit routes	400	353.562	88.4
1.2.3.	Co-financing of routine maintenance of roads over "Latvenergo" hydro-technical structures	13	8.660	66.6
1.2.4.	Painting of horizontal markings within the state road network	2 720	3 044.720	111.9
1.2.5.	Elimination of ruts	1 000	955.450	95.5
1.3.	Re-evaluation of state main and 1st class roads	620	450.001	72.6
1.4.	Maintenance of technical devices of Traffic Information Centre	10	4.997	50.0
1.5.	Maintenance of traffic counting system	7	5.817	83.1
1.6.	Standardisation	130	71.776	55.2
1.7.	State road traffic safety audit	10	11.497	115.0
1.8.	Registration of land in the Land Register	195	24.267	12.4
1.9.	Subsidy to Road Museum	110	110.000	100.0
1.10.	Public information on road sector issues	105	104.006	99.1
2.	Capital investments	84 374	84 374.098	100.0
2.1.	Periodic maintenance and reconstruction	80 847	82 315.436	101.8
2.1.1.	Roads	61 266	66 252.853	108.1
2.1.1.1.	State main road improvement programme	18 359	23 591.420	128.5
2.1.1.2.	Periodic maintenance of the bituminous pavements of 1st and 2nd class roads	11 216	10 744.252	95.8

Continued

No.	Programmes, sites, works	2007 annual plan, thousand Lats	Transferred thousand Lats	% from the start of the year
2.1.1.3.	Periodic maintenance of gravel roads	7 129	5 970.333	83.7
2.1.1.4.	Improvement of state 2nd class roads for regional support	12 206	12 235.988	100.2
2.1.1.5.	State road improvement in connection with the closing of railway lines	5 510	5 458.881	99.1
2.1.1.6.	Co-financing for the reconstruction of urban transit streets	6 846	8 251.979	120.5
2.1.2.	Bridges	12 666	10 520.183	83.1
2.1.2.1.	Periodic maintenance of bridges	2 563	2 348.219	91.6
2.1.2.2.	Reconstruction of bridges	10 103	8 171.964	80.9
2.1.3.	Traffic organisation and road equipment	6 415	5 084.524	79.3
2.1.3.1.	Periodic maintenance of technical equipment for traffic organisation	208	182.918	87.9
2.1.3.2.	Traffic safety improvement projects	6 027	4 740.007	78.6
2.1.3.3.	Development of Road Weather Information System	60	68.901	114.8
2.1.3.4.	Development of Traffic Information Centre technical instruments	50	27.495	55.0
2.1.3.5.	Development of traffic counting system	70	65.204	93.1
2.1.4.	Research programme for new technology applications	500	457.876	91.6
2.2.	Design and project preparation	2 947	1 741.526	59.1
2.2.1.	Road research, studies and designs	600	492.968	82.2
2.2.2.	Bridge research, studies and designs	175	141.594	80.9
2.2.3.	State road construction designs	1 551	742.016	47.8
2.2.4.	Bridge construction designs	251	251.107	100.0
2.2.5.	Traffic organisation equipment construction designs	170	99.559	58.6
2.2.6.	Preparation of Public Private Partnership projects	200	14.282	7.1
2.3.	Other costs	580	317.137	54.7
2.3.1.	Support for municipalities	70	69.605	99.4
2.3.2.	Project management and construction supervision within ERDF projects	460	237.684	51.7
2.3.3.	Payments for land	50	9.848	19.7
	Total	136 128	136 128.263	100.0

Implementation of projects financed by the Cohesion Fund in the road sector

No.	Programmes, sites, works	2007 annual plan, thousand Lats	Transferred thousand Lats	% from the start of the year
	Maintenance	4 704	3 223.892	68.5
1.	Payments into consolidated budget	4 704	3 223.892	68.5
	Capital investments	50 146	48 276.061	96.3
2.1.	TEN road network improvements, 1st project, including:	26 502	25 329.313	95.6
2.1.1.	E67/A1 Skulte–Svētciems, km 40.57 – 80.2 (construction)	3 900	3 887.873	99.7
2.1.2.	E67/A1 Ādaži–Gauja, km 6.3 – 12.20 (construction)	306	305.942	100.0
2.1.3.	E67/A7 Bauska–Grenctāle, km 67.4 – 85.3 (construction)	9	8.802	100.0
2.1.4.	E22/A12 Jēkabpils–Varakļāni, km 6.8 – 62.1 (construction)	21 983	20 927.835	95.2
2.1.6.	Land procurement and other costs	304	198.862	65.4
2.3.	E67 Via Baltica, Ķekava–Iecava section (construction, land procurement)	1 251	1 250.713	100.0
2.4.	E67 Via Baltica, Saulkrasti bypass (construction, land procurement)	22 393	21 696.035	96.9
	Total	54 850	51 499.953	93.9

Regional road development programme, ERDF financing

No.	Programmes, sites, works	2007 annual plan, thousand Lats	Transferred thousand Lats	% from the start of the year
1.	Strengthening of bituminous pavements on 1st class roads	6 666	5 794.210	86.9
1.7.	P105 Saldus–Ezere, km 4.0. – 13.3	10	1.054	0.0
1.8.	P4 Rīga–Ērgļi, km 11.42. – 16.15	7	7.802	111.5
1.11.	P30 Cēsis–Vecpiebalga–Madona (section Veselava–Bērzukrogs), km 11.6–14.90	272	198.739	73.1
1.15.	P49 Krāslava–Ludza–Ezernieki–Pušmucova, km 7.2 – 17.0	176	143.738	81.7
1.16.	P93 Jelgava–Iecava, km 9.8 – 18.18	6 201	5442.877	87.8
2.	Paving of gravel roads on on 1st class roates	78	68.334	87.6
2.3.	P116 Skrunda–Aizpute, km 0.0 – 4.6	78	68.334	87.6
3.	Bridges	2 024	1 915.242	94.6
3.9.	P106 Venta Bridge, Nigrandē: Ezere–Embūte–Grobiņa road, km 18.9	2 024	1915.242	94.6
4.	Improvement of urban streets on 1st class roads	100	85.599	85.6
4.1.	P105 Saldus–Ezere to Saldus–Butnāri, Dzirnau and Brīvības Streets in Saldus	100	85.599	85.6
	Total:	8 868	7 863.385	88.7

Trans-European road network projects of common interest

No.	Programmes, sites, works	2007 annual plan, thousand Lats	Transferred thousand Lats	% from the start of the year
1.	E67 road, Rīga–Ķekava section improvement study	1461	248.705	17.0
2.	E22 road, Rēzekne–Terehova section improvement study	292	156.970	53.8
	Total:	1753	405.675	23.1

Preparation and construction of urgent infrastructure projects in the East–West transport corridor

No.	Programmes, sites, works	2007 annual plan, thousand Lats	Transferred thousand Lats	% from the start of the year
	Capital investments	20 821	18 159.024	87.2
2.1.	E22 road, Tinūži–Koknese section (land procurement, construction)	1 347	830.003	61.6
2.2.	E22 road, Ludza–Terehova section (land procurement, construction)	18 354	17 269.921	94.1
2.3.	TEN road network improvements, 2nd project (planning, land procurement)	1 120	59.100	5.3
	Total	20 821	18 159.024	87.2







Results Achieved

Routine road maintenance

A total of 42.717 million Lats was spent for routine maintenance works covering a total length of 20167 km of state roads during 2007.

Routine road maintenance works (Lats)

Programme	2004	2005	2006	2007
Road winter maintenance	8 640 237	10 647 000	11 059 000	11 718 000
Bridge, interchange and culvert maintenance	300 506	506 000	519 000	685 000
Traffic organisation	973 104	1 248 000	1 317 000	1 648 000
Pavement maintenance	9 450 599	9 861 000	15 515 000	19 891 000
Road cleaning and inspection	1 833 441	2 337 000	3 585 000	6 020 000
Maintenance of road weather stations	75 101	85 000	71 000	57 000
Programme management and construction supervision	794 796	939 000	1 288 000	1 742 000
Elimination of ruts and depressions in bituminous pavements	-	-	-	956 000
Total	22 067 784	25 623 000	33 354 000	42 717 000



The most important routine maintenance task during 2007 was to ensure continuous traffic along state roads. Expenditures for these works amounted to a total of 9.363 million Lats more than in 2006. Execution of a greater volume of works than in 2006 was enabled by the financing planned in the 2007 for the basic programme for state road maintenance, as well as, additional financing of one million Lats allocated to the elimination of ruts and depressions in bituminous pavements after the amendments to the financing plan for state road administration, maintenance and renewal.

In 2007, expenditures on winter road maintenance amounted to a total of 0.66 million Lats more than during the previous year, ensuring similar driving conditions as in 2006 and improving them during the 4th quarter by increasing the total length of roads for 63.8 km in maintenance class A and for 111.3 km in maintenance class A1.

Expenditures on pavement maintenance during 2007 amounted to a total of 4.376 million Lats more than in 2006. Furthermore, another 0.956 million Lats was spent on the elimination of ruts and depressions in bituminous pavements.

Harsh winters and increasing traffic loads have caused increasingly rapid formation of potholes in bituminous pavements. Increasingly large resources have to be invested in their maintenance. During 2007, a total of 740 000 m² of potholes were repaired in bituminous pavements which represents an increase of 81 800 m² on the corresponding figure from 2006. Additionally allocated financing enabled the performance of the elimination of ruts and depressions along individual sections of roads A2, A3, A5, A11, A13, P60, P108, P111 and P130 covering a total length of 19.02 km and thus improving traffic safety before the winter season of 2007/ 2008.

Compared to the previous year expenditures for the maintenance of gravel pavements increased by 2.289 million Lats. The 1st quarter of 2007 had unusually warm weather conditions for the winter season and extraordinary gravel pavement maintenance had to be carried out to ensure continuous flow of traffic. Accordingly, compared to 2006, the physical volumes of grading and profiling works in 2007 increased by 20.1%, whilst the volumes of road levelling volumes increased by 38.4%. 308.1 thousand m³ of gravel were consumed for the renewal of gravel pavements and the elimination of indents, potholes and sand pits on state roads, which was 5% less than during 2006. This quantity of gravel is insufficient to improve the pavement condition and maintenance is still ensured by grading of road pavements with a reduction in the intervals between grading works. Almost 40% of state roads with gravel pavement are in poor condition. Even though expenditures on bridge and culvert maintenance in 2007 amounted to a total of 0.165 million Lats more than in 2006, not every planned work was actually completed. There is also a large deficit in periodic bridge maintenance and repairs. In order to ensure continuous traffic, funds allocated for routine maintenance works were utilised to partially renew the structures and roadway of the bridge over the River Pļitņica on Garbari–Evertova section of V527 road at km 1.87, elimination of ruts and renewal of wearing course were carried out on the bridge over Lielā Jugla on A4 road, Riga bypass (Baltezers–Saulkalne) at km 4.2, and also on the bridge over the Mazā Jugla on this road at km 14.1. Additionally, the expansion joint was renewed on the bridge over the Aiviekste on V772 road section Apšusala–Vilkukrogs at km 1.30 km, and expansion joint was replaced on interchanges of the A2 road section Riga–Sigulda–Estonian border over the A3 road section Inčukalns–Valmiera–Estonian border (Valka) at the Sēnīte junction. Furthermore, the edge of the span structure and guard-rail on the bridge over the Piķurga on P4 road section Riga–Ērgļi at km 9.5 were renewed at a cost of 15 700 Lats which was the funding that was received from an insurance company.

During 2007, expenditures for traffic organisation exceeded the corresponding figure from the previous year by 0.330 million Lats. After improvement of traffic safety, as well as, commissioning of newly built and rebuilt road sections, such road sections have been subjected to routine maintenance on which the traffic is regulated with traffic lights, whilst lighting is being introduced in residential areas, at intersections and on bridges. In the result the maintenance cost of these devices alongside the cost of energy consumption is increasing. The increase during the year amounted to 66 900 Lats. Road signs are still subject to malicious damage and theft. Equipment, especially safety guard-rails are damaged by crashing cars. Total incurred equipment losses amounted to 0.373 million Lats. Compensation for the renewal of damaged equipment has also been received from insurance companies in the amount of 30 600 Lats.

Spending on road treatment during 2007 increased by 2.361 million Lats compared to the corresponding figure from the previous year. It was possible to allocate more funds for these works than during the previous year, because less funding was required for winter road maintenance. Accordingly, a larger volume of work was carried out to improve water drainage system – works involving the cleaning and renewal of side ditches of roads were completed at a total cost of 0.453 million Lats more than during the previous year. Queues of cars in the borderland area continue to grow and therefore even more funds are required for the maintenance of road right-of-way of A12 and A13 roads. In 2007, these costs amounted to 0.105 million Lats. There has also been a significant increase in the costs for treating road right-of-way and garbage. In the Riga district road network alone, these costs exceeded 0.250 million Lats in 2007. The state programme aimed at restricting the spread of hogweed launched in 2006 was continued during 2007 and approximately 100 000 Lats was spent on these measures.

On December 21, 2007, Latvia joined the Schengen Agreement. In order to ensure uninterrupted crossing of state borders and fulfil of the requirements of this Agreement, works costing a total of 0.31 million Lats were carried out in the areas of traffic organisation, pavement upgrading and road treatment.

Even though state roads were not afflicted by any major natural disasters during 2007 and there were no damaging winds or major flooding, it was still necessary to devote more time and resources than during the previous year to eradicating various instances of minor flooding and removing fallen trees from various road sections. More work was carried out in upgrading the shoulders of roads than during the previous year and volumes of mowed grass also increased.

Expenditures for routine state road maintenance works

Type of maintenance works	Measurement unit	Quantity	Costs, Lats
1.2.1. Routine state road maintenance			
Road winter maintenance			1 171 834
Snow removal	track km	379 851	1 380 902
Snow removal	km	7 801.9	86 032
Snow removal with de-icing	km	29 798.3	948 088
De-icing	lane km	295 600	2 902 056
De-icing	km	120 664.2	2 467 855
De-icing with formation of grooves in ice	track km	6 824	50 887
Main road winter maintenance	km	6 079.4	3 043 077
Other winter service works	-	-	839 037
Maintenance of bridges, interchanges, pedestrian tunnels and culverts			684 915
Bridge and interchange maintenance	-	-	260 607
Culvert maintenance	-	-	382 551
Tunnel maintenance	-	-	41 757
Traffic organisation			1 647 579
Maintenance of bus stops, pavilions and rest areas	-	-	326 525
Replacement of road sign posts	item	5 510	193 075
Replacement of road signs on existing posts	item	6 742	442 940
Road sign renewal	m ²	51.1	2 011
Painting of road markings	m ²	1 048	7 618
Signal post replacement	item	5 784	116 483
Signal post washing	item	5 231	6 865
Fixing reflectors on signal posts	item	228	391
Replacement of damaged guard-rails	running m	2 380	112 148
Guard-rail washing	m	20 191	4 035
Installation of reflectors on guard-rails	item	1 650	8 466
Replacement of guard-rails	m	2 581	29 517

Continued

Type of maintenance works	Measurement unit	Quantity	Costs, Lats
String guard-rail treatment	m	1 131	2 528
Traffic light maintenance	Lats	-	55 147
Road lighting and lighting equipment maintenance	Lats	-	157 781
Installation of plastic directional barriers for traffic organisation at the Grenctāle border crossing point	m	1 750	104 840
Other traffic organisation works	-	-	77 209
Pavement maintenance			19 891 137
Bituminous pavements			8 757 904
Crack filling	running m	13 942	9 478
Pothole repairs	m ²	740 019	7 354 928
Pavement cleaning	m ²	3 267 900	43 852
Repair of bleeding	m ²	18 412	1 591
Protection of humped sections	m ³	1 106	9 205
Renewal of pavement skid resistance	m ²	602 223	1 151 312
Indent repairs	t	2 338	136 740
Levelling	m ²	14 515	42 573
Other pavement maintenance works	-	-	8 225
Gravel pavements			11 133 233
Road grading	km	123 779.5	3 593 006
Road profiling	km	3 602.2	133 310
Pavement renewal	m ³	229 992	5 175 876
Indent and pothole repairs on gravel pavements	m ³	78 087	1 066 672
Road levelling (dragging)	track km	182 560	1 164 369
Road treatment			5 823 488
Elimination of scouring	m ³	12 488	215 924
Ditch cleaning and renewal	m ³	180 262	747 427
Shoulder profiling	km	9 139.6	181 740
Shoulder repairs	m ³	30 542	701 881
Removal of accumulated shoulder gravel	m ³	76 260	336 074
Bush cutting	ha	1 361.1	932 076

Continued

Type of maintenance works	Measurement unit	Quantity	Costs, Lats
Mechanical sprout cutting	track km	26 610	759 452
Sprout cutting with hand bush cutter	ha	1 001.4	216 492
Mechanised mowing of grass	track km	79 141	290 927
Manual mowing of grass	m ²	3 478 580	138 833
Tending of greenery	-	-	303 955
Operative road treatment	km	60 316.4	299 488
Treatment of road right of way	km	10 674.4	361 921
Treatment and maintenance of road right of way in border land	-	-	105 388
Other road treatment works	-	-	231 910
Road supervision			196 864
Road inspection	km	221 559	153 065
Operative traffic information co-ordination	hours	13 962	43 799
Road weather station maintenance			57 502
Maintenance	-	-	43 305
Communications	-	-	14 197
Programme management and work control			1 704 540
Total 1.2.1.			41 723 959
1.2.5. Elimination of ruts			
Elimination of ruts and indents			955 709
Synchronous pothole repairs	m ²	45 370	424 142
Levelling	m ²	54 091	150 442
Elimination of indents	t	3 309	197 879
Construction of hot asphalt concrete levelling courses	m ²	18 650	129 246
Other works	-	-	54 000
Programme management and work control			37 000
Total 1.2.5.			992 709
Total routine maintenance works			42 716 668

Track kilometre is equal to a kilometre of road treated in the width of road maintenance machinery.

Carriageway lane kilometre is equal to a kilometre of road maintenance machinery moving along one of road lanes.

Running metre is equal to the length of road element or structure per road metre.

Road maintenance in winter

During the winter of 2007/2008, in accordance with the maintenance classes approved by the Ministry of Transport, maintenance of roads was ensured, as follows:

Winter maintenance class A:	675.8 km
Winter maintenance class A1:	2 876.3 km
Winter maintenance class B:	2 057.7 km
Winter maintenance class C:	12 706.4 km
Winter maintenance class D:	1 998.2 km
Total:	20 314.4 km

Division into winter maintenance classes is carried out depending on the classification of state roads and traffic intensity, road pavement, its technical condition, funding that is planned or is available for road maintenance and road economic and social significance. Currently the division into classes is as follows:

AADT (cars/ 24 hr)	Main roads	1st class roads	2nd class roads
> 5000	A	A	-
1000 – 5000	A 1	A 1	A1
500 – 1000	A 1	B	B
100 – 500	-	C	C
< 100	-	-	D

Guaranteed higher quality maintenance levels have been determined for the most intensively used roads with traffic intensity that exceeds 5000 cars per day, whilst lower levels have been set for roads with traffic intensity that ranges from 100 to 500 cars per day, as well as, roads with lower intensity which are used for regular transportation of bus passengers. Maintenance of the remaining state roads is organised without guaranteed limit depending on the available funding left over after the maintenance levels of the aforementioned roads have been guaranteed. D class roads are state 2nd class roads on which regular transportation of bus passengers does not take place and snow is removed not more than four times per season.

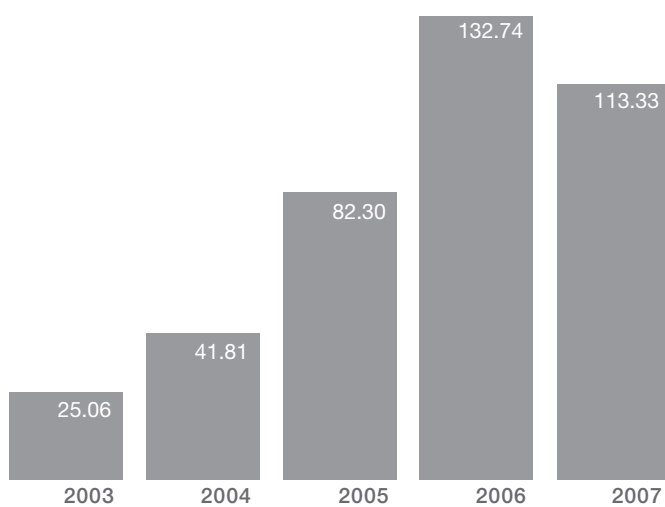
State main and 1st class road winter maintenance in 2006/2007



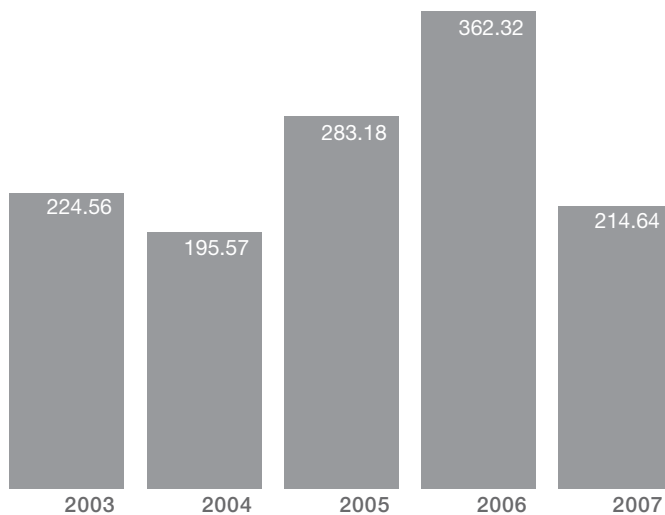
Construction works

In total during 2007 the works within the framework of construction contracts were carried out for a total sum of 113.33 million Lats. 214.64 km of bituminous pavements were reconstructed or renewed.

Construction works (million Lats)



Renewal of bituminous pavements (km)



Within the framework of the Programme for Periodic Maintenance and Reconstruction of Bituminous Pavements of State Main Roads, a total of 64.87 km of road pavements were reconstructed during 2007 at a cost of 9.2 million Lats.

Renewal of State 2nd class roads for regional support – 68.2 km of asphalt concrete road pavements and 146.9 km of gravel roads have been renewed. Paving of roads with gravel pavements was carried out along 6.85 km of roads at a total cost of 11.79 million Lats.

Within the framework of the Development of State 1st class Roads 2004–2006 National Programme with 75% co-financing from the European Regional Development Fund, 12.48 km of 1st class roads were rebuilt during 2007 within the sub-programme for strengthening bituminous pavements. Improvements of road alignment and curvature were carried out. In addition, bituminous pavements conforming to EU loads were built, reconstruction of water drainage systems, junctions and bus stops was carried out and traffic was organised in conformity with safety requirements. Reconstruction of the Venta Bridge was also completed on P106 road section Ezere–Embūte–Grobiņa at km 18.9. Piers, span structures and cones for this bridge were newly constructed. The programme “Development of State 1st class Roads 2004–2006” was fully completed during 2007. Expenditures amounted to 7.86 million Lats.

Within the framework of the Periodic Maintenance of Bituminous Pavements of State 1st and 2nd Class Roads Programme, 71.98 km of roads were renewed during 2007 at a combined cost of 8.41 million Lats. The total cost of the Traffic Organisation and Road Equipment Programme amounted to 4.05 million Lats. Steel guard-rails with the total length of 12 846 m were installed, 9564 road signs on 1st class roads were installed, five intersections were fitted with pedestrian crossings, lighting and traffic lights. Furthermore, a bridge for pedestrians was built over the A8 road section Riga–Jelgava in Jaunolaine. Combined pedestrian and cycling paths were constructed in the total length of 3.17 km.

During 2007, works costing a total of 47.5 million Lats were carried out within the framework of the Programme for EU Cohesion Fund Projects in the Roads Sector. Construction of 18.9 km of the Saulkrasti bypass and reconstruction of 40 km of the A1 road, Riga (Baltezers)–Estonian border (Ainaži) section – Skulte–Svētciems were completed during 2007. Construction works on the A12 road Jēkabpils–Rēzekne–Ludza–Russian border (Terehova) section Jēkabpils–Varakļāni, as well as, reconstruction of the Nirza–Ploski section began. During 2007, these construction works were carried out at a cost of 22.58 million Lats.

Within the framework of the Programme for Periodic Bridge Maintenance, 22 bridges were renewed for a total sum of 1.98 million Lats. Meanwhile, seven bridges were rebuilt within the Bridge Reconstruction Programme and work on three more bridges will be completed during 2008.

Completed works by road

Road	Construction works, Lats	Renewal of bituminous pavements, km	Paving of gravel pavements, km	Bridge and interchange repair and reconstruction, m	Period maintenance of gravel pavements, km
A1	24 949 603.99	65,29		534	
A2	66 995.49			195	
A3	2 123 786.37	5.43			
A4	694 976.19				
A5	351 662.72	0.38			
A6	6 388 043.76	17.66		159	
A7					
A8	3 239 428.94			60	
A9	73 917.67	0.90			
A10	958 250.82	5.02			
A11					
A12	22 596 734.40				
A13	3 824 762.56	33.88		47	
A14					
A15					
1st class state roads (P)	24 870 229.19	86.07		390	84.23
2nd class state roads (V)	23 188 205.09		6.85	418	292.63
Total	113 326 597.19	214.64	6.85	1803	376.86

Road

Traffic safety improvement projects
Fitting intersections
with pedestrian
crossings,
lighting and
traffic lights

	Steel guard-rails, m/Lats	Road signs item/Lats	Intersection reconstruction item/Lats	
A1			1/90 307	
A2				
A3				
A4			4/694 976	
A5				
A6				
A7				
A8	4620/309 801		1/953 619	
A9				
A10			1/106 410	
A11				
A12				
A13			1/94 712	
A14				
A15				
1st class state roads (P)	6734/376 880	1376/137 594	1/71 467	
2nd class state roads (V)	1492/92 782	8188/722 430	1/98 411	1/153 763
Total	12846/779 462	9564/860 023	5/1 414 925	5/848 739

Contractors of completed works

No.	Contractors	Work amounts, Lats
1.	JSC A.C.B.	32 390 216.85
2.	Full Liability Company Binders and A.C.B.	11 426 492.52
3.	JSC 8CBR	11 149 587.33
4.	SIA VIA	5 581 332.10
5.	Full Liability Company Ceļu pārvalde and Union Asphalttechnik	5 442 876.63
6.	SIA Latvijas tilti	5 170 681.62
7.	SJSC Latvijas ceļu uzturētājs	3 441 330.96
8.	SIA Lemcon Latvia	3 393 080.04
9.	SIA Ceļi and tilti	3 346 117.41
10.	Full Liability Company Binders and partneri	3 264 634.39
11.	SIA Binders	3 155 009.90
12.	SIA Tilts	2 543 060.45
13.	SIA Aizputes ceļinieks	2 046 389.18
14.	SIA Latgales ceļdaris	1 965 226.59
15.	SIA Ceļu, tiltu būvnieks	1 956 071.41
16.	SIA Saldus ceļinieks	1 945 710.10
17.	SIA Šlokenbeka	1 727 277.74
18.	JSC Merko Ehitus	1 488 588.62
19.	SIA Igate	1 326 949.36
20.	SIA Union Asphalttechnik	1 019 965.03
21.	SIA Mikor	908 612.58
22.	SIA Viadukts	890 659.16
23.	SIA Rīgas tilti	849 108.48
24.	SIA INO	760 097.35
25.	SIA Virāža	647 103.55
26.	SIA Limbažu ceļi	643 943.66
27.	SIA Baustelle	596 693.92
28.	SIA M.A.-Taka	582 471.31
29.	SIA Virāža	465 124.32

No.	Contractors	Work amounts, Lats
30.	SIA Talce	407 053.78
31.	SIA Merks	351 662.72
32.	SIA Ošukalns	351 346.80
33.	SIA M-2	309 800.60
34.	SIA Valmekš	292 012.46
35.	SIA Ceļdaris	261 784.48
36.	SIA Rotheterm	188 717.89
37.	SIA Ļ-KO	153 762.59
38.	SIA Venta	133 988.65
39.	SIA SAU	131 080.00
40.	SIA Ceļumeistars	124 018.94
41.	SIA Krustpils	120 833.19
42.	SIA Mārupes ceļinieks	109 302.74
43.	SIA Zauers	100 641.14
44.	SIA LCB	94 711.70
45.	SIA Elektriķis	71 466.95
	Total	113 326 597.19



Road traffic safety improvement projects

1. Twin level pedestrian crossings

- Pedestrian bridge on A8 road Riga–Jelgava–Lithuanian border (Meitene) before Jaunolaine
- Two pedestrian tunnels under the Saulkrasti bypass

2. Intersections upgraded and equipped with traffic lights

- A4 Riga bypass (Baltezers–Saulkalne) intersection with P2 road Jugla Paper Factory–Upesciems
- A4 Riga bypass (Baltezers–Saulkalne) intersection with P4 road Riga–Ērgļi
- A4 Riga bypass (Baltezers–Saulkalne) intersection with P5 road Ulbroka–Ogre
- A4 Riga bypass (Baltezers–Saulkalne) intersection with V29 road Bergī–Upesciems–Langstiņi
- A8 Riga–Jelgava–Lithuanian border (Meitene) intersection with V18 access route to Olaine
- A8 Riga–Jelgava–Lithuanian border (Meitene) intersection with Baznīcas Street in Jaunolaine
- A7 Riga–Bauska–Lithuanian border (Grenctāle) intersection with V1 road Valdlauči–Rāmava

3. Installation of lighting

- 37 450 m (including Balvi and the City of Jelgava)

4. Construction of pedestrian sidewalks

- 18 296 m (including Balvi and the City of Jelgava)

5. Installation of pedestrian crossings controlled with traffic lights

- Upgraded pedestrian crossing on the A10 road Riga–Ventspils in Pūre – a traffic light signal with flashing yellow light installed

6. “Black spots” eliminated

- A4 Riga bypass (Baltezers–Saulkalne) intersection with P2 road Jugla Paper Factory–Upesciems
- A4 Riga bypass (Baltezers–Saulkalne) intersection with P4 road Riga–Ērgļi
- A4 Riga bypass (Baltezers–Saulkalne) intersection with P5 road Ulbroka–Ogre
- A4 Riga bypass (Baltezers–Saulkalne) intersection with V29 road Bergī–Upesciems–Langstiņi
- A8 Riga–Jelgava–Lithuanian border (Meitene) intersection with V18 access route to Olaine
- A8 Riga–Jelgava–Lithuanian border (Meitene) intersection with Baznīcas Street in Jaunolaine
- A7 Riga–Bauska–Lithuanian border (Grenctāle) intersection with V1 road Valdlauči–Rāmava

7. Other measures

- Guard-rails installed along the Saulkrasti bypass and A1 road Riga (Baltezers)–Estonian border (Ainaži) along the Skulte–Svētciems section with the total length of 26 556 m
- Special protective fencing installed along the Saulkrasti bypass to prevent the movement of animals onto the road. Total length of fencing – 12 640 m
- Lighting installed along the Saulkrasti bypass over a length of 19 600 m

- Pedestrian barriers installed along the Saulkrasti bypass over a length of 1208 m
- Lighting installed along the Saulkrasti bypass over a length of 3700 m

During 2007, the implementation of several major projects was commenced, one of the main aspects of which is the improvement of traffic safety in places where there is intensive flow of traffic:

On the A6 road Riga–Daugavpils–Krāslava–Belarusian border (Paternieki) in Koknese and Ogre.

On Raiņa and Rūpniecības Streets in Madona;

At the intersection of the A8 road Riga–Jelgava–Lithuanian border (Meitene) with the P100 road (Ozolnieku intersection).

Co-operation with municipalities

This programme includes periodic maintenance works, reconstruction and improvement of traffic safety on municipal roads and streets. During 2007, works were carried out on urban transit streets that have the most intensive traffic or that have deteriorated. Only large scale construction works are listed below.

The construction of Stacijas Street and Krasta Street has been completed in Balvi to the boundary of the town. These streets are the continuation of the state 1st class roads. New pavements along with rain water drainage, lighting, pedestrian crossings and bus stops have been built.

The reconstruction of Raiņa and Rūpniecības Streets already begun in Madona is continuing.

In Jēkabpils transit vehicles have no alternative except to pass through the city centre. A construction project has been prepared for the continuation of Rīgas Street, including Ventas Street, as well as, Madonas and Varoņu Streets. These construction works will be tendered out during 2008.

Even though transit vehicles in Jelgava have the opportunity to use the bypass, there is still high traffic intensity on Rīgas Street or on the old Riga road that leads through Ozolnieki; the reconstruction of these sections continued last year.

Elsewhere, smaller scale works were primarily related to traffic safety improvement measures.



Target subsidies for municipal roads and streets

Municipality	Remainder as at January 1, 2007, Lats	Revenues, Lats	Expenditures, Lats	Remainder as at January 1, 2008, Lats
Aizkraukle District	176 460	925 155	824 439	277 176
Aizkraukle Region	57 953	261 120	171 551	147 522
Alūksne District	131 740	904 549	787 855	248 434
Balvi District	195 923	930 859	782 438	344 344
Bauska District	103 660	833 244	755 780	181 124
Bauska	27 446	249 188	276 634	0
Iecava Region	1 234	198 663	176 112	23 785
Cēsis District	402 374	2 018 006	1 793 220	627 160
Daugavpils District	61 519	1 564 218	1 390 776	234 961
Dobele District	61 170	1 141 688	942 597	260 261
Gulbene District	66 936	778 878	668 333	177 481
Jelgava District	134 801	607 456	595 576	146 681
Union "Bērzis krasts"	111 602	346 744	381 868	76 478
Eleja Parish	7 894	66 299	58 604	15 589
Lielplatone Parish	5 522	61 642	62 762	4 402
Ozolnieki Region	22 818	175 962	174 550	24 230
Valgunde Parish	1 247	65 426	62 419	4 254
Jēkabpils District	99 769	1 825 396	1 807 818	117 347
Krāslava District	229 571	1 368 349	1 162 194	435 726
Kuldīga District	190 181	1 239 477	1 124 883	304 775
Liepāja District	244 261	1 436 161	1 097 813	582 609
Priekule	8 904	47 672	40 764	15 812
Grobiņa	2 268	79 221	74 448	7 041
Kalvene Parish	4 354	38 708	37 365	5 697
Bunka Parish	579	50 757	28 298	23 038
Limbaži District	213 252	930 219	842 635	300 836

Continued

Municipality	Remainder as at January 1, 2007, Lats	Revenues, Lats	Expenditures, Lats	Remainder as at January 1, 2008, Lats
Aloja	19 470	79 861	68 244	31 087
Salacgrīva	10 987	197 906	155 815	53 078
Ludza District	197 545	1 313 808	1 241 199	270 154
Madona District	224 914	1 351 032	1 299 180	276 766
Ērgļi Region	0	12 311	0	12 311
Cesvaine with rural territory	63	151 107	147 726	3 444
Barkava Parish	7 412	67 288	58 020	16 680
Varakļāni Parish	78 374	67 405	13 038	132 741
Vestiena Parish	6 683	43 598	42 961	7 320
Murmastele Parish	31 497	50 699	82 196	0
Ogre District	196 045	1 777 200	1 719 667	253 578
Līvāni Region	33 256	267 057	261 457	38 856
Preiļi Region	16 983	250 759	216 563	51 179
Pelēči Parish	8 815	54 541	43 799	19 557
Vārkava Parish	6 119	42 375	40 514	7 980
Vārkava Region	16 590	58 732	23 660	51 662
Jersika Parish	157	34 692	16 224	18 625
Sutri Parish	5 449	25 670	20 726	10 393
Rudzāti Parish	270	39 116	36 184	3 202
Sauna Parish	11 983	45 868	39 095	18 756
Riebiņi Region	85 319	333 705	375 106	43 918
Aglona Parish	0	74 157	47 346	26 811
Rēzekne District	194 708	1 360 607	1 222 192	333 123
Malta Parish	4 759	65 076	57 987	11 848
Rīga District	347 309	3 372 223	3 126 019	593 513
Salaspils Region	0	232 585	205 568	27 017
Saldus District	128 253	869 741	695 329	302 665
Saldus	27 648	268 978	118 307	178 319
Talsi District	188 076	1 044 015	929 639	302 452
Talsi	10 476	342 436	303 966	48 946

Continued

Municipality	Remainder as at January 1, 2007, Lats	Revenues, Lats	Expenditures, Lats	Remainder as at January 1, 2008, Lats
Tukums District	128 429	859 147	752 948	234 628
Tukums	0	430 156	329 605	100 551
Kandava Region	2 383	239 409	221 501	20 291
Valka District	134 512	866 307	636 703	364 116
Valmiera District	251 808	1 486 976	1 342 225	396 559
Ventspils District	192 207	581 554	403 612	370 149
Riga	1 254 375	12 487 137	9 195 348	4 546 164
Daugavpils	0	2 040 008	2 040 008	0
Liepāja	35 570	1 803 394	1 554 022	284 942
Jelgava	6 403	1 492 098	1 456 675	41 826
Jūrmala	55 347	1 825 047	1 688 751	191 643
Ventspils	2	1 017 414	1 017 317	99
Rēzekne	3 384	795 526	743 557	55 353
Total	6 509 407	58 207 785	50 374 032	14 343 160



LATVIAN STATE ROADS

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