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# “BETTER CONNECTION OF ALEXANDRIA AND CHERVEN BRYAG TO TEN-T”

**Programme INTEREG V-A 2020-2024**

**Romania-Bulgaria**

**eMS code RO BG 306**



Project ROBG-306 „Better connection of Alexandria and Cherven Bryag to TEN-T“ is co-financed by the European Union through the European Regional Development Fund under the Interreg V-A Romania – Bulgaria Programme.

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# General Presentation

**The Municipality of Alexandria, as the Lead Beneficiary, implemented the project "Better connection of Alexandria and Cherven Bryag to the TEN-T", co-financed by the European Union through the European Regional Development Fund, within Interreg Program V-A Romania – Bulgaria, Priority Axis 1- A better connected region, Specific Objective 1.1 - Improvement of cooperation, planning and development of the cross-border road system for a better connection to the TEN-T transport network, Project Code ROBG-306, in partnership with Cherven Bryag Municipality.**

- **Starting date of the project: 20.03.2019**
- **Final date of the project: 31.08.2023**
- **Total project value: EUR 8,335,032.95 EURO**
- **Total Project Value Romanian Part: 4,954,387.65 EURO of which:**
- **Non-refundable financing European funds 3,645,129.50 EURO**
- **Non-Reimbursable State Budget Financing: 557,447.52 EURO**
- **Beneficiary's Own Contribution: 751,810.63EURO**
- **Total length of rehabilitated streets:12,570.20 m.**

# General Objective of the project

The overall objective of the project was to ensure better connectivity to the TEN-T network for Alexandria and Cherven-Bryag, under safe traffic conditions.

The project aimed to contribute to the consolidation of a sustainable European and cross-border transport system connected to the main TEN-T network.

The accessibility to TEN-T infrastructures for the small/medium sized cities, especially along the Danube, as Alexandria and Cherven Bryag, was not well developed, so both cities, as tertiary nodes decided to improve the connectivity to this important transport network.

The rehabilitation of the roads improves connection to the tertiary node Rosiorii de Vede and to the crossing points Zimnicea–Svishtov and Turnu Magurele–Nikopol. Also, Cherven Bryag is a tertiary node to TEN-T and the rehabilitated roads aren't only of local importance, but connecting the municipality (with localities Telish and Devenci) to the core TEN-T infrastructure Cherven Bryag – Pleven.



# Project Summary

The investment involved rehabilitation of 5 streets in Municipality of Alexandria, by building adequate road structures and achieving platform widths, in accordance to the technical standards and regulations enforced, as well as ensuring the drainage of the water and providing adequate road signaling works, with a total length of 4,500.20m.

The list of the streets is the following:

- Alexandru Ghica: 1136.70 m
- Mestesugari: 560.60 m
- Dunarii: 1202.80 m
- Fabricii: 530.60 m
- Turnu Magurele Road: 1069.50 m.

The investment aimed to:

- ensuring safer, faster and more comfortable traffic
- reducing the travel time in the cross border area
- reducing fuel consumption
- reducing traffic pollution and dust
- reducing intervention times of firemen, police, ambulance etc and saving human lives as well as goods
- reducing traffic impact on the environment by including a green area on the side of the road.



Access to the properties were ensured during the entire execution period.

Road works were correlated with the edillitary installations in the area.

At the execution of the works, the prescriptions and regulations for work safety were complied with the regulations for the prevention of fires.

### Rehabilitated roads results



Dunarii Street-before



Dunarii Street-after

## Rehabilitated roads results



Turnu Magurele Road-before

Turnu Magurele Road-after



## Rehabilitated roads results



Alexandru Ghica Street-before

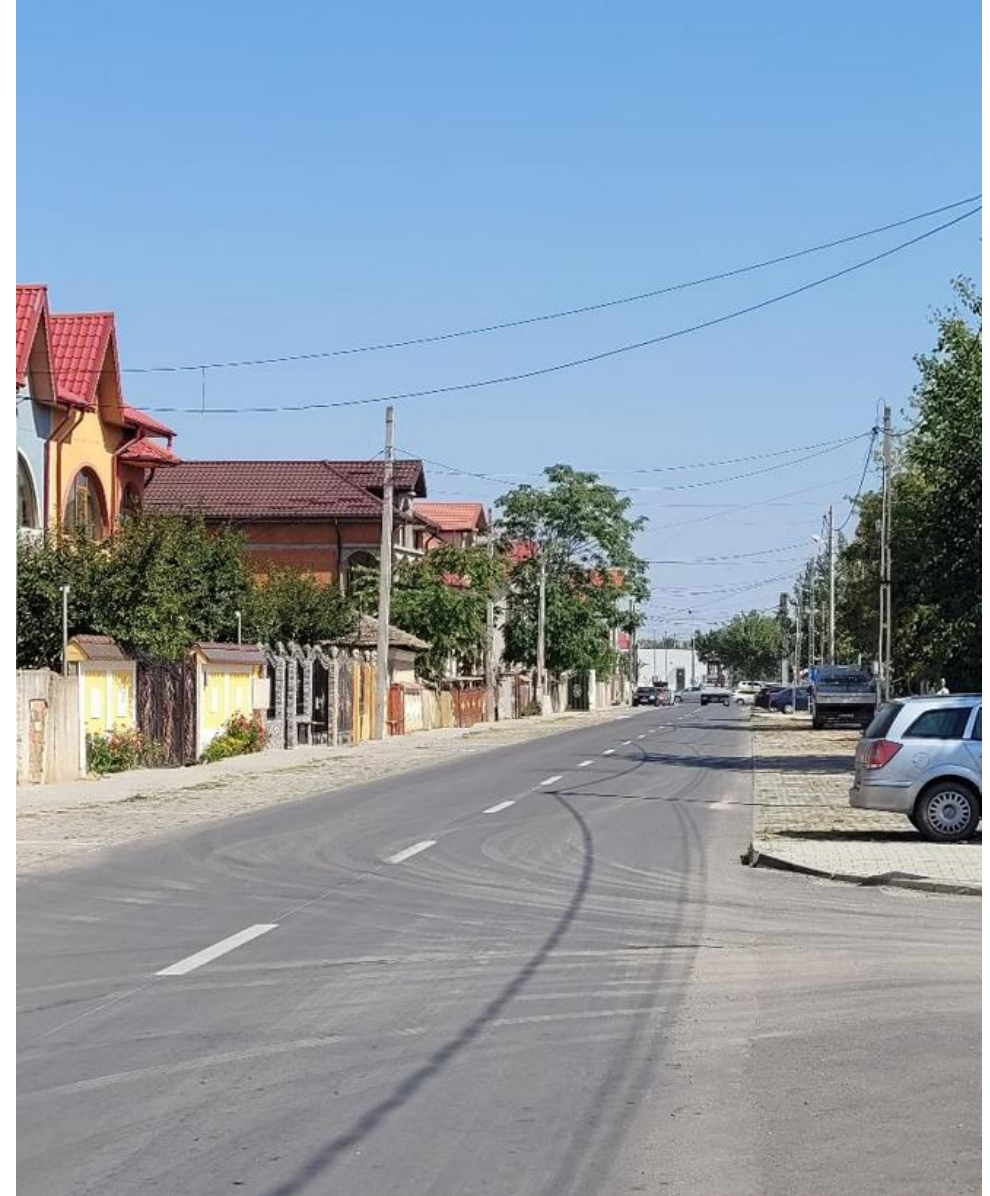
Alexandru Ghica Street-after



## Rehabilitated roads results



Fabricii Street-before



Fabricii Street-after



## Rehabilitated roads results



Mestesugari Street-before

Mestesugari Street-after



For Cherven Bryag the main investment was in the reconstruction and rehabilitation of the municipal road PVN 1187, in the area from the end of the village of Deventsi, to the beginning of the village of Telish, in order to connect the cities of Alexandria and Cherven Bryag with TEN-T network, with a total length of 8,070.00m.

First of all, local repairs were carried out, such as:

- Digging up and removing the existing road surface;
- Removal of unsuitable soils and replacement with suitable ones;
- Compaction of the road surface bed in the entire volume and excavation;
- Laying and compaction of the lower base layer of unsorted coarse mineral materials in layers;
- Laying and compacting asphalt mixture for the base layer;
- Laying asphalt layers of thick dense asphalt along the entire width of the profile.

**For both municipalities, realised works didn't cause negative effects on the soil, drainage, surface waters, vegetation, noise level, microclimate or population.**

**By performing these works, some favorable influences on the environment factors appeared, as well as economic and social factors, in tight relation with the positive effects residing in the improvement of the traffic conditions resulted from the performance of the works.**

## Other project activities

### ❖ **Traffic light and traffic monitoring system at the intersection of Negru Voda Street and Turnu Magurele Road**

In Alexandria Municipality, a new traffic system is equipped with disabled person facilities, as acoustic and tactile devices. A Traffic monitoring center manages the new electronic warning panel and traffic system from the rehabilitated roads and it consists of:

- traffic lights, surveillance cameras
- acoustic devices for pedestrians (non-violent)
- push button devices
- tactile markings for people with disabilities

### ❖ **Electronic Panel with variable messages at the intersection of Bucuresti and Alexandru Ghica streets**

Road reconstructions go along with an improved technology in order to alert traffic participants by electronic warning panels, to share information throughout the cross-border area, in other words to make transportations facilities easier and safer for the users .



## ❖ Awareness raising campaigns

By implementing the project were carried out awareness raising campaigns, in order to promote better connectivity in cross border region, foster eco-driving skills, to promote sustainable mobility habits and the advantages of using the rehabilitates roads.

Road safety an public-awareness media campaigns were aimed at changing behaviour, either directly, or by providing information that will influence people's knowledge, and/or beliefs and in turn, change their behaviour.

Door-to-door campaigns, in order to increase the public perception of the importance of traffic safety for citizens, were held in both cities.

Valuable educational activities for children and parents were provided, including traffic behavior demonstrations and round tables.





## ❖ Safety Driving Guide

Developing the knowledge and skills of road users is a key to reduce road accidents. Like many other areas, driving is a skill that needs to be continually developed and improved. For this reason, the partners decided in the project framework to be developed a Driver guide.

A driver guide provides information regarding safe driving tips, road rules in both countries, driver education, and the risks of alcohol, drugs and speeding. This guide is designed for both novice and experienced drivers.

The Driver guide and its contents was disseminated by both project partners to relevant target groups. The content was available in Bulgarian, Romanian and English.



## ❖ Best practice guide for the road intervention/construction to limit the duration, risk and pollution

Developing a best practice guide for the road intervention/construction in order to limit the duration, discomfort, risk and pollution for both cross-border areas, namely Alexandria and Cherven Bryag, was considered a necessity.

The modernization of infrastructures does not mean only to rehabilitate roads, but also to enhance the overall transport planning and management of the area.

The best practice guideline on roads interventions provides specific requirements for tender book (specific conditions) towards the road constructor to ensure safety, fluidity of the traffic during construction works and optimize the duration of the works.

The guide was provided in 3 languages: Romanian, Bulgarian and English and was disseminated to relevant target groups, in both cities.



**BEST PRACTICE GUIDE FOR THE ROAD  
INTERVENTION / CONSTRUCTION WORKS  
(MAINTENANCE / REPAIRS) ON PUBLIC ROADS  
MANAGED BY THE TWO PARTNER CITIES IN ORDER  
TO OPTIMIZE DURATION, DECREASE DISCOMFORT TO  
THE POPULATION, DECREASE THE RISK OF  
ACCIDENTS AND LIMIT THE RELATED POLLUTION**



## ❖ Black spot maps

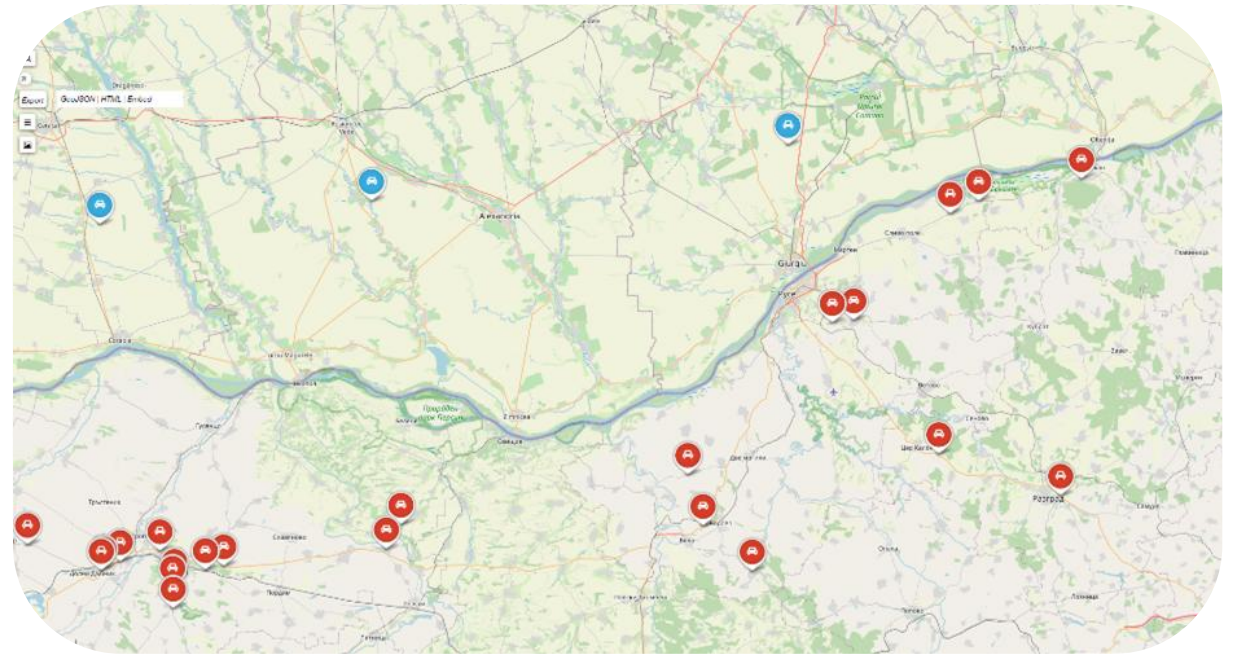
The specialists developed a new blackspot identification method that offers an unbiased prediction of crash counts and allows a more accurate way to identify high-risk crash sites.

Black Spots, from both partners areas, were identified through a customized accident analysis software, a Traffic Accident Analysis Module, which makes use of the Geographical Information System Technology to analyse accident patterns.

The black spot application aims to reduce crashes by targeting high-risk locations.

The use of a digital application to share information about black spots can significantly enhance real-time awareness and preventive measures. Drivers and local authorities can use the app to identify risk areas and plan safer routes. Integrating this data into an accessible platform is a modern approach to tackling road safety, and it also allows for continuous updating and sharing of information across borders.

Two black spot maps were created: one for Cherven Bryag area and one for Alexandria area, integrated in one application.





# CONCLUSION

The project was a solid experience for the administrative cooperation on common challenges.

Overall the project improves access in the cross border area, facilitating the mobility of people and goods, and most important, enhances connectivity between the cities of Alexandria and Cherven Bryag, effectively integrating them into the TEN-T network.

With the improved transport infrastructure, an increase of the development potential of the area it is expected by exploiting the high degree of connectivity and accessibility. Upgrading the road infrastructure creates favourable conditions for different areas development: economic, public services, environment, social, cultural.

*Thank  
you*