S.E. State Road Administration

Established in 2002, the S.E. State Road Administration (SRA), is subordinated to the Ministry of Infrastructure and Regional Development.

The main activities of SRA are the following:

➢ Design,
➢ Construction,
➢ Modernization,
➢ Rehabilitation,
➢ Repair,
➢ Maintenance,
➢ Management and administration of national public roads, (M-express, R-republican, G-regional), as well as other road infrastructure elements in accordance with the law, in order to ensure safe conditions, fluency and continuity of roads for road users.
National Public Roads Network

- Total length of national public roads - 5963 km
  - Express roads: 3327 km (56%)
  - Republican roads: 2005 km (34%)
  - Regional roads: 631 km (10%)
### Types of road pavement on national public roads M, R, G

<table>
<thead>
<tr>
<th>Types of road pavement</th>
<th>km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt concrete</td>
<td>4584</td>
</tr>
<tr>
<td>Cement concrete</td>
<td>272</td>
</tr>
<tr>
<td>Gravel</td>
<td>1063</td>
</tr>
<tr>
<td>Earth</td>
<td>44</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>5963</td>
</tr>
</tbody>
</table>

#### Expres
- Asphalt concrete: 409 km
- Cement concrete: 222 km
- **Total:** 631 km

#### Republican
- Asphalt concrete: 1935 km
- Cement concrete: 31 km
- Gravel: 39 km
- **Total:** 2005 km

#### Regional
- Asphalt concrete: 2239 km
- Cement concrete: 19 km
- Gravel: 1025 km
- Earth: 44 km
- **Total:** 3327 km
The S.E. State Road Administration has among other objectives, the successful management of bridges, overpasses, and culverts, which are located on the national public roads. There are 835 bridges and approx. 5014 culverts.

Classification of bridges according to construction material:
- Stone masonry: 84 / 10.06%
- Steel: 5 / 0.60%
- Concrete steel: 29 / 3.47%
- Stone masonry: 598 / 10.06%
- Steel: 207 / 3.47%
- Concrete steel: 717 / 85.87%
- Unsatisfying: 237 / 28.38%

Classification of bridges according to condition:
- Very good: 95 / 11.38%
- Good: 91 / 10.90%
- Satisfying: 403 / 48.26%
- Critical: 9 / 1.08%
- Unacceptable: 237 / 28.38%

Bridges managed by the State Road Administration - 835 pcs.

Distribution on national public roads:
- M - Expres, unity: 9
- R - Republican, unity: 375
- G - Regional, unity: 377

Classification by length:
- Small (L ≤ 25m), unity: 207
- Medium (L 25÷100m), unity: 598
- Large (L >100m), unity: 30

Note:
- Total number of bridges - 835 pcs.
- Bridges crossing the Dniester river - 7 pcs.
- Bridges crossing the Prut river - 5 pcs.
- The longest bridge - 535m (crosses the Dniester river, Rezina town).
Digitization of the process of periodic inspection of bridges and culverts, including eventual provision of services for Local Public Authorities

<table>
<thead>
<tr>
<th>Field of inspection</th>
<th>C1</th>
<th>C2</th>
<th>C3</th>
<th>C4</th>
<th>C5</th>
<th>F1</th>
<th>F2</th>
<th>F3</th>
<th>F4</th>
<th>F5</th>
<th>Indications of technical condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspectors</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Vladimir Benedit, Victor Sandu</td>
</tr>
<tr>
<td>Date of inspection</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>21.03.2004</td>
</tr>
<tr>
<td>Type of structure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Bridge</td>
</tr>
<tr>
<td>Location</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Location</td>
</tr>
<tr>
<td>Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Interferent</td>
</tr>
</tbody>
</table>

Indications of the principal characteristics:

- Poor
- Varying
- Good
- Excellent

Indications of the technical condition:

- 1: Fair
- 2: Good
- 3: Very good
- 4: Excellent

Indications of the technical condition:

- 1: Poor
- 2: Fair
- 3: Good
- 4: Very good
- 5: Excellent

Indications of the technical condition:

- 1: Critical
- 2: Fair
- 3: Good
- 4: Very good
- 5: Excellent

Indications of the technical condition:

- 1: Poor
- 2: Fair
- 3: Good
- 4: Very good
- 5: Excellent

Indications of the technical condition:

- 1: Poor
- 2: Fair
- 3: Good
- 4: Very good
- 5: Excellent

Indications of the technical condition:

- 1: Critical
- 2: Fair
- 3: Good
- 4: Very good
- 5: Excellent

Indications of the technical condition:

- 1: Poor
- 2: Fair
- 3: Good
- 4: Very good
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Indications of the technical condition:

- 1: Poor
- 2: Fair
- 3: Good
- 4: Very good
- 5: Excellent

Indications of the technical condition:

- 1: Critical
- 2: Fair
- 3: Good
- 4: Very good
- 5: Excellent
Map of bridges and culverts managed by
S.E. State Road Administration

Bridges on roads (M,R,G – 5951 km) – 835 pcs.

Culverts on roads (M,R,G – 5951 km) – cca. 5014 pcs.
Map of public roads in Republic of Moldova
43 125 km
Map of bridges and culverts located on public roads

Bridges on public roads – 6,500 pcs.

Culverts on roads – 27,800 pcs.
Road Maintenance

Road maintenance is carried out through 12 Road Joint Stock Companies S.A. Drumuri, with 100% state capital, which are located throughout the Republic and have under their management 39 road exploitation sectors.

Following maintenance works are carried out:
1. Current road maintenance during summertime,
2. Current road maintenance during wintertime,
3. Works and services carried out for periodic maintenance,
4. Road and Bridge Repair Works,
5. Public road management.

It is worth mentioning that S.E. State Road Administration is currently in the process of reorganization by shifting into a Joint Stock Company "National Road Administration" with full state capital, which will be the successor of the rights and obligations of the State Enterprise "State Road Administration", and the next stages consist in taking over the management of the existing 12 Joint Stock Companies.
Capitalization of the means of the road fund for national public roads for the period 2019 – 2023 (thousands of MDL)

<table>
<thead>
<tr>
<th>Year</th>
<th>Major road and bridge repairs</th>
<th>Maintenance of national public roads</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>670,860,10</td>
<td>199,259,20</td>
<td>870,119,30</td>
</tr>
<tr>
<td>2020</td>
<td>1,024,089,10</td>
<td>363,688,40</td>
<td>1,387,777,50</td>
</tr>
<tr>
<td>2021</td>
<td>1,025,643,60</td>
<td>436,454,60</td>
<td>1,462,108,20</td>
</tr>
<tr>
<td>2022</td>
<td>892,495,90</td>
<td>440,392,00</td>
<td>1,332,887,90</td>
</tr>
<tr>
<td>2023</td>
<td>987,548,90</td>
<td>612,484,00</td>
<td>1,600,033,90</td>
</tr>
</tbody>
</table>

- Major road and bridge repairs
- Maintenance of national public roads
- Total
Road Pavement Management System. Prioritization of the National Public Road sectors.

HDM-4 is a program designed to analyze total transportation costs for alternative road improvement options and maintenance strategies based on economic analysis over the life of the road. As basic parameters for performing the analysis, the program uses data on the intensity of road traffic and the international flatness index IRI.

PAVER represents a road wear management system that was developed for the purpose of inventory and analysis of roadway damage. This program uses visual inspection data to calculate the Pavement Deterioration Index (PCI). This index is used for a consistent description of the condition of the running surface and for establishing effective maintenance strategies for a specific period of time.
### PCI and IRI Gradation for Assessing the Technical Condition of the Road Network

<table>
<thead>
<tr>
<th>PCI</th>
<th>Pavement Condition Index</th>
<th>IRI - International Roughness Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Excellent</td>
<td>Excellent</td>
</tr>
<tr>
<td>85</td>
<td>Very good</td>
<td>IRI &lt;2</td>
</tr>
<tr>
<td>70</td>
<td>Good</td>
<td>IRI 2-4</td>
</tr>
<tr>
<td>55</td>
<td>Acceptable</td>
<td>IRI 4-6</td>
</tr>
<tr>
<td>50</td>
<td>Mediocre</td>
<td>IRI 6-8</td>
</tr>
<tr>
<td>40</td>
<td>Bad</td>
<td>IRI &gt;8</td>
</tr>
<tr>
<td>30</td>
<td>Acceptable</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Destroyed</td>
<td></td>
</tr>
<tr>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PCI Critical:**
- Regional roads: PCI 100 to 70
- Republican and Express roads: PCI 55 to 25
- PCI critical for Regional roads: PCI 25 to 10
- PCI critical for Republican and Express roads: PCI 10 to 0

**IRI Critical:**
- Excellent: IRI <2
- Good: IRI 2-4
- Mediocre: IRI 4-6
- Bad: IRI 6-8
- Very bad: IRI >8
Examples of the PCI index

R7 - (PCI 4 - Destroyed)

G12 - (PCI critic 40 - Bad)

R25 - (PCI critic 55 - Acceptable)

R1 - (PCI 100 - Excellent)
Examples of the IRI index

M1 – (IRI - 1.17 - Excellent)

G69 – (IRI - 3.57 - Good)

R16 – (IRI - 5.86 - Mediocre)

R3 – (IRI - 7.67 - Bad)
The current state of national public roads M,R,G in the Republic of Moldova, according to the IRI index

- Excellent (IRI < 2): 12.21%
- Good (IRI 2 - 4): 16.91%
- Mediocre (IRI 4 - 6): 20.61%
- Bad (IRI 6 - 8): 23.84%
- Very bad (IRI > 8): 26.44%
The evolution of road condition of national public roads according to the IRI index during the years 2022-2023

Year 2022
- Excellent (IRI <2): 13.27%
- Good (IRI 2-4): 18.27%
- Mediocre (IRI 4-6): 23.70%
- Bad (IRI 6-8): 23.86%
- Very bad (IRI >8): 20.91%

Year 2023
- Excellent (IRI <2): 12.21%
- Good (IRI 2-4): 26.44%
- Mediocre (IRI 4-6): 20.61%
- Bad (IRI 6-8): 23.84%
- Very bad (IRI >8): 26.44%

Comparison:
- Excellent: +5.53%
- Good: -1.06%
- Mediocre: -1.36%
- Bad: -0.02%
- Very bad: +3.09%
The evolution of road condition of national public roads according to the IRI index during the years 2018-2023

- Excellent (IRI <2)
- Bună (IRI 2 - 4)
- Mediocre (IRI 4 - 6)
- Rea (IRI 6 - 8)
- Foarte rea (IRI >8)
The evolution of road condition on the sectors of national public roads with asphalt concrete pavement according to the PCI index during the years 2022-2023

Year 2022
- Excellent (PCI 85-100) 33,15%
- Very good (PCI 70-85) 7,79%
- Good (PCI 55-70) 11,85%
- Acceptable (PCI 40-55) 17,65%
- Bad (PCI 25-40) 18,17%
- Very bad (PCI 10-25) 9,05%
- Destroyed (PCI 0-10) 2,34%

Year 2023
- Excellent (PCI 85-100) 36,14%
- Very good (PCI 70-85) 7,84%
- Good (PCI 55-70) 11,08%
- Acceptable (PCI 40-55) 13,60%
- Bad (PCI 25-40) 16,78%
- Very bad (PCI 10-25) 11,08%
- Destroyed (PCI 0-10) 4,29%

Year to year changes:
- Excellent (PCI 85-100): +2,99%
- Very good (PCI 70-85): +0,05%
- Good (PCI 55-70): -1,39%
- Acceptable (PCI 40-55): -4,05%
- Bad (PCI 25-40): +2,03%
- Very bad (PCI 10-25): -1,59%
- Destroyed (PCI 0-10): +1,95%

Destroyed (PCI 0-10) 2,34%
Annual Review
Multi-criterion system based on the following criteria:

**Technical criterion**
- Traffic Intensity (AADT)
- Percentage of heavy vehicles (HV)
- State of Degradation of the Road (PCI)
- Road Surface Flatness (IRI)

**Economical criterion**
- Investment costs per km. of road
- Internal rate of return (IRR)

**Road safety criterion**
- Frequency of traffic accidents

**Social criterion**
- Number of towns connected by road
- Number of people served per km. of road

**Environmental criterion**
- The percentage of the roads that cross localities
- The presence of the risk of blocking traffic on the road due to geological and climatic hazards
### Technical Criterion

#### A.1 Intensitatea medie zilnică anuală

<table>
<thead>
<tr>
<th>Criteriu</th>
<th>Punctaj maxim</th>
<th>Indicator</th>
<th>Gradarea îmbărcămintei din asfalt</th>
<th>Gradarea îmbărcămintei din pietrești</th>
</tr>
</thead>
<tbody>
<tr>
<td>AADT (vehicule/zi)</td>
<td>Nr. de puncte</td>
<td>AADT (vehicule/zi)</td>
<td>Nr. de puncte</td>
<td></td>
</tr>
<tr>
<td>&gt; 5,500</td>
<td>7</td>
<td>&gt; 1,000</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>3,500 - 5,499</td>
<td>7</td>
<td>&gt; 500</td>
<td>&lt; 1,000</td>
<td></td>
</tr>
<tr>
<td>2,501 - 3,499</td>
<td>7</td>
<td>&gt; 100</td>
<td>&lt; 500</td>
<td></td>
</tr>
<tr>
<td>200 - 2,499</td>
<td>7</td>
<td>&gt; 10</td>
<td>&lt; 100</td>
<td></td>
</tr>
<tr>
<td>≤ 200</td>
<td>7</td>
<td>&lt; 10</td>
<td>&lt; 10</td>
<td></td>
</tr>
</tbody>
</table>

#### A.2 Procentul autovehiculelor din intensitatea traficului total

<table>
<thead>
<tr>
<th>Criteriu</th>
<th>Punctaj maxim</th>
<th>Indicator</th>
<th>Gradarea îmbărcămintei din asfalt</th>
<th>Gradarea îmbărcămintei din pietrești</th>
</tr>
</thead>
<tbody>
<tr>
<td>HV (%)</td>
<td>Nr. de puncte</td>
<td>HV (%)</td>
<td>Nr. de puncte</td>
<td></td>
</tr>
<tr>
<td>&gt; 70%</td>
<td>3</td>
<td>&gt; 50%</td>
<td>&gt; 70%</td>
<td></td>
</tr>
<tr>
<td>50% - 70%</td>
<td>3</td>
<td>&gt; 50%</td>
<td>&lt; 70%</td>
<td></td>
</tr>
<tr>
<td>30% - 50%</td>
<td>3</td>
<td>&lt; 50%</td>
<td>&gt; 70%</td>
<td></td>
</tr>
<tr>
<td>≤ 30%</td>
<td>3</td>
<td>&lt; 50%</td>
<td>&lt; 70%</td>
<td></td>
</tr>
</tbody>
</table>

#### A.3 Starea de degradare a pătrii carosabile (PCI)

<table>
<thead>
<tr>
<th>Criteriu</th>
<th>Punctaj maxim</th>
<th>Indicator</th>
<th>Gradarea îmbărcămintei din asfalt</th>
<th>Gradarea îmbărcămintei din pietrești</th>
</tr>
</thead>
<tbody>
<tr>
<td>PCI</td>
<td>Nr. de puncte</td>
<td>PCI</td>
<td>Nr. de puncte</td>
<td></td>
</tr>
<tr>
<td>&gt; 11</td>
<td>7</td>
<td>&gt; 11</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>10 - 11</td>
<td>7</td>
<td>&lt; 11</td>
<td>&lt; 11</td>
<td></td>
</tr>
</tbody>
</table>

#### A.4 Planimetria pătrii carosabile (IRR) (m²/km)

<table>
<thead>
<tr>
<th>Criteriu</th>
<th>Punctaj maxim</th>
<th>Indicator</th>
<th>Gradarea îmbărcămintei din asfalt</th>
<th>Gradarea îmbărcămintei din pietrești</th>
</tr>
</thead>
<tbody>
<tr>
<td>IRR (m²/km)</td>
<td>Nr. de puncte</td>
<td>IRR (m²/km)</td>
<td>Nr. de puncte</td>
<td></td>
</tr>
<tr>
<td>&gt; 12</td>
<td>7</td>
<td>&gt; 10</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>10 - 12</td>
<td>7</td>
<td>&lt; 10</td>
<td>&lt; 10</td>
<td></td>
</tr>
<tr>
<td>8 - 10</td>
<td>7</td>
<td>&lt; 8</td>
<td>&lt; 8</td>
<td></td>
</tr>
<tr>
<td>≤ 8</td>
<td>7</td>
<td>&lt; 8</td>
<td>&lt; 8</td>
<td></td>
</tr>
</tbody>
</table>

### Economical Criterion

#### B.1 Costuri de investiții pe km (mil 5/km)

<table>
<thead>
<tr>
<th>Criteriu</th>
<th>Punctaj maxim</th>
<th>Indicator</th>
<th>Gradarea îmbărcămintei din asfalt</th>
<th>Gradarea îmbărcămintei din pietrești</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost de investiții (mil 5/km)</td>
<td>Nr. de puncte</td>
<td>Cost de investiții (mil 5/km)</td>
<td>Nr. de puncte</td>
<td></td>
</tr>
<tr>
<td>≤ 10</td>
<td>0</td>
<td>≤ 10</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>&gt; 10</td>
<td>10</td>
<td>&gt; 10</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

#### B.2 Rata internă de rentabilitate (IRR)

<table>
<thead>
<tr>
<th>Criteriu</th>
<th>Punctaj maxim</th>
<th>Indicator</th>
<th>Gradarea îmbărcămintei din asfalt</th>
<th>Gradarea îmbărcămintei din pietrești</th>
</tr>
</thead>
<tbody>
<tr>
<td>IRR</td>
<td>Nr. de puncte</td>
<td>IRR</td>
<td>Nr. de puncte</td>
<td></td>
</tr>
<tr>
<td>&gt; 50%</td>
<td>7</td>
<td>&gt; 50%</td>
<td>&gt; 50%</td>
<td></td>
</tr>
<tr>
<td>30% - 50%</td>
<td>7</td>
<td>&lt; 50%</td>
<td>&gt; 50%</td>
<td></td>
</tr>
<tr>
<td>≤ 30%</td>
<td>7</td>
<td>&lt; 50%</td>
<td>&lt; 50%</td>
<td></td>
</tr>
</tbody>
</table>

### Regional road network

#### Annual Review

Multi-criterion system based on the following criteria:

- Technical Criterion
- Express and Republican road network
- Economical Criterion
### Express, Republican and Regional road network

#### Road Safety Criterion

**Multi-criterion system based on the following criteria:**

<table>
<thead>
<tr>
<th>Criteriul</th>
<th>Punctajul total</th>
<th>Punctajul maxim</th>
<th>Indicator</th>
<th>Gradația</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIGURANȚĂ RUTIERĂ</td>
<td>10</td>
<td>10</td>
<td>C.1 Frecvența accidentelor de trafic</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Frecvența AT:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>≥1</td>
<td>≤3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>&gt;3</td>
<td>≤6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>≥7</td>
<td></td>
</tr>
</tbody>
</table>

#### Regional road network

**Annual Review**

Multi-criterion system based on the following criteria:

<table>
<thead>
<tr>
<th>Criteriul</th>
<th>Punctajul total</th>
<th>Punctajul maxim</th>
<th>Indicator</th>
<th>Gradația</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOCIAL</td>
<td>15</td>
<td>10</td>
<td>E.1 Procentul din lungimea drumului care trece prin localități</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>% lungime drum prin localitate:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>&gt;50</td>
<td>≤50</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>&gt;30, ≤50</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>≤30</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>E.2 Prezența riscului de blocare a traficului pe drum din cauza pericolelor geologice și climatice</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Risc blocare trafic:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Da</td>
<td>≤1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Nu</td>
<td>&gt;1</td>
</tr>
</tbody>
</table>

**Cost de investiții (mii $/km)**

<table>
<thead>
<tr>
<th>Gradația</th>
<th>Nr. de puncte</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; 1500</td>
<td>10</td>
</tr>
<tr>
<td>&gt;600 ≤1500</td>
<td>7</td>
</tr>
<tr>
<td>&gt;200 ≤600</td>
<td>4</td>
</tr>
<tr>
<td>≤ 200</td>
<td>1</td>
</tr>
</tbody>
</table>

**Nr. de localități conectate:**

<table>
<thead>
<tr>
<th>Gradația</th>
<th>Nr. de puncte</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; 20</td>
<td>5</td>
</tr>
<tr>
<td>&gt;10 ≤20</td>
<td>3</td>
</tr>
<tr>
<td>≥1 ≤10</td>
<td>1</td>
</tr>
<tr>
<td>&lt; 1</td>
<td>0</td>
</tr>
</tbody>
</table>
Tools and techniques for collecting, processing and using road infrastructure data.

Mobile road laboratory "Tpacca" is used for diagnosis of measurement of the main geometric basic parameters of the road, control of transport and the condition of road operation.

The program works as part of the mobile laboratory of «Tpacca» and KP-514 SMP models are equipped with following sensors:

• traveled distance;
• gyroscope;
• video recording system of the traveled route;
• defect fixing system by means of the video camera;
• transverse flatness assessment sensors;
• georadar (OKO-1000);
• GPS;
• running surface flatness measurement system (IRI - international flatness index)
Просмотр и обработка результатов измерения

5,830 км

Широта: 47°34' 42.662" | Долгота: 26°33' 24.461"
Smart systems for the inventory of roads and adjacent elements
Road safety
Planned and ongoing actions

➢ Installation of intelligent traffic light objects;

➢ Implementation of the infrastructure for alternative transport (including the improvement of the legal framework);

➢ Replacement of road signaling elements and effective contemporary additional solutions to increase road safety;

➢ Additional solutions to increase road safety nearby educational institutions;

➢ Solutions for setting up roundabout intersections on road sectors with increased traffic intensity;

➢ Setting up the waiting stations.
Prioritization of works based on HDM 4 and Paver programs;

Register of public roads (systematic updating of road infrastructure data using geographical information systems (bridges and overpasses, road safety elements, pavilions, registry of road, etc.)); GD no. 319/2024

Automated road traffic census via monitoring units;

Forecasting interventions during winter based on data obtained from road weather stations;

Use of modern equipment to check the execution of works (mobile laboratory, drones, testing laboratory);

Implementation of the process of weighing in motion of the transport units, in accordance with GD no. 960 dated 06-12-2023.
Thank you for your attention!

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