PROJECT FICHE
1998 CBC PROGRAMME

Project nr.: SR9814.01

1. Title of Project
“Stupava – Highway Cross Point to the Austrian Border Crossing”.

2. Sector and sub-sector
Transport, road construction

3. Precise location of project
The Project is located in the proximity of Stupava at the crossing of Highway D-2 with road III/00239 at km 105,902. Stupava is located near the Austrian-Slovakian border in the district of Malacky, region of Bratislava, Slovak Republic.

4. Beneficiaries
The improvement of the traffic conditions in Stupava will benefit both the local population (decrease of pollution, noise, emissions, increase of safety conditions), tourists (especially coming from Austria) and the economic activity of the region in general (by decreasing the transport time and cost).

5. Recipient institution (partner institution)
The Office for Development Strategy of Society, Science and Technology of Slovak Republic (Implementing Authority) will be technically supported by the Ministry of Transport, Post and Telecommunication jointly with the Slovak Road Administration. The local authority of Stupava is the recipient institution of the project.

6. Involvement of local authorities
The municipality of Stupava, region of Bratislava, Slovak Republic.

7. Cross border impact
Implementation of the project will provide Stupava with connection to effective transport artery with national importance, i.e. highway D-2 and the border crossing in Moravský Svätý Ján. It will fasten and secure traffic in direction from Bratislava as well as Slovak-Austrian borderline and such fastening will make available all recreation and sport facilities in Stupava for local and foreign visitors.
The cross border impact refers to the following fields:
- Tourism
- Pollution control
- Trade, production
- Infrastructure
- Health and safety measures

8. Contribution to the preparation for EU accession
Agenda 2000 stresses the need to pay particular attention to improvement of infrastructures. The project is one of the practical measures to increase the transport facilities and increase safety level in Slovak border towns.
9. Impact on Regional Development
Through an improvement of the transport connections and therefore increase of tourism to the district, the project is considered to have an important impact on local and regional development.

10. Project objectives
The general objective of the project is the improvement of the safety and environmental conditions in the town of Stupava and its surroundings. The specific objective of the project is the connection to D-2 highway from road III/00239 at km 105 at Stupava. Direct benefits are the reduction of traffic passing through the town and consequently improvement of the safety conditions for pedestrians and reduction of emissions and noise pollution.

11. Expected results
The concrete result of the project is the construction of 2 x 400 meters of concrete road because of 2 ground based semi-arches for the interconnection of Highway D-2 to road III/00239.
Cloverleaf crossing with deltoid shape with level solution with road III/0239 is designed. The Bridge object has a width of 11.5 m with 8.5 m wide roadway on the bridge.
In the crossing and also in road III/0239 merging and slowing lines are planned. Deviating branches of crossing from highway are proposed with directional bends with a radius R = 50 m and they are connected to road III/00239 by a radius R = 20.5 m and 60 m (Branches 1, 2, 3, 4). Longitudinal declination of proposed branches corresponds to standard criteria.
Construction of roadway is proposed with respect to traffic load for group B of traffic load in following composition:

<table>
<thead>
<tr>
<th>Material</th>
<th>Type</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>bitumen concrete</td>
<td>AB I</td>
<td>60 mm</td>
</tr>
<tr>
<td>bitumen concrete</td>
<td>AB III</td>
<td>50 mm</td>
</tr>
<tr>
<td>coated aggregate</td>
<td>OK 2</td>
<td>110 mm</td>
</tr>
<tr>
<td>cement stabilisation</td>
<td>SC</td>
<td>230 mm</td>
</tr>
<tr>
<td>gravel sand</td>
<td>ŠP</td>
<td>220 mm</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>670 mm</strong></td>
</tr>
</tbody>
</table>

Marginal strips are proposed.
De-watering of surface waters is provided with longitudinal and lateral declination. Water from existing floodgate under the road III/00239 and branch 2 will be partially diverted by using of concrete pipes and partially into open ditch.

12. Project Background and Description
The town of Stupava is located in north-western part of territory of Bratislava County. Territory under government of city of Stupava covers part of Mášt of Stupava, part of Záhorská Bystrica and part of Borinka. The road 1/2 with national importance, directing from state borderline with Czech Republic into Bratislava, through the whole city of Stupava, passes cross the whole city of Stupava. In northern part of Stupava a road II/00239, directing from Záhorská Ves to Vysoká na Morave, connects to road 1/2. In Stupava road III/00241, directing into Borinka, connects to road III/00239 and further continues through Malé Karpaty. In southern part of Stupava the road II/502 from Devinska Nová Ves connects to
road 1/2. Highway D-2 passes through cadastral territory of Stupava. The highway leads in close neighbourhood, however, it is not directly connected to Stupava. It has been registered that the traffic load in Stupava is constantly increasing. In 1995 the traffic load in the Stupava road network was represented by 8 122 cars (from this number, 1 807 are trucks) during the whole day (24 hours). In comparison with 1994 data it represents an increase of 15%.

According to prognosis the traffic load will continue to increase, and in the short time the traffic situation in the city of Stupava will become unsupportable and uncontrollable with the present road network. According to perspective coefficients the traffic will rise up to double, representing 16 000 up to 20 000 cars in 24 hours, in ten years. Existing road infrastructures passing cross the residential and central part of Stupava cannot control such a traffic development. If connection of Stupava to highway by proposed crossing will not be implemented, then it will be necessary to construct a by-pass of Stupava. Most acceptable solution is represented by construction of highway crossing with road III/00239 in highway D-2. Considerable disposal of transit transport, presently passing through the town of Stupava, is supporting this solution.

From the economic view the crossing represents the incomparable cheapest solution. Budgetary costs for construction are about 25 mil. SK, while informative budgetary costs for construction of 5-km by-pass amount to 250-400 mil. SKK.

13. Implementation Status

Project documents for issuing all required permission for the crossing D-2 highway with road III/00239 have been elaborated in 1996.

14. Relation between the project and other programmes

<table>
<thead>
<tr>
<th>Level</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
<td>None</td>
</tr>
<tr>
<td>EU</td>
<td>None</td>
</tr>
<tr>
<td>Bilateral</td>
<td>None</td>
</tr>
</tbody>
</table>

The project is in accordance with conclusions of ÚPSÚ from 1996 as well as with previous studies of residential subject. The project fully supports economic and tourism development projects by improving the quality of connections to Austrian borders.

15. Project components
1. Detailed design, tender documents
2. Construction works (preparatory works, roadways in crossing groundwork, roadway)

16. Cost breakdown (thousand ECU)

<table>
<thead>
<tr>
<th>1. component</th>
<th>Phare CBC</th>
<th>Host country</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. component</td>
<td>500</td>
<td>114</td>
<td>614</td>
</tr>
<tr>
<td>TOTAL</td>
<td>500</td>
<td>164</td>
<td>664</td>
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</tbody>
</table>
17. Implementation schedule (by quarters)

<table>
<thead>
<tr>
<th>Component</th>
<th>IV 98</th>
<th>I 99</th>
<th>II 99</th>
<th>III 99</th>
<th>IV 99</th>
<th>I 00</th>
<th>II 00</th>
<th>III 00</th>
<th>IV 00</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. component</td>
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<td></td>
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<td>2. component</td>
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<tr>
<td>TOTAL</td>
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<td></td>
</tr>
</tbody>
</table>

18. Contracting schedule (in thousand ECU) cumulative figures by quarters

<table>
<thead>
<tr>
<th>Component</th>
<th>I-99</th>
<th>II-99</th>
<th>III-99</th>
<th>IV-99</th>
<th>I-00</th>
<th>II-00</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. component</td>
<td>50</td>
<td>50</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2. component funded by Phare CBC</td>
<td>500</td>
<td>114</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>funded by Host country</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL PROJECT</td>
<td>50</td>
<td>664</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

19. Co-funding arrangements

The State and local budget will co-finance the project budget. Co-funding letter is attached.

20. Risks and Assumptions

After the financing for the project are secured, the project does not present technical difficulties for the implementation. Timely implementation of the works is required. No specific further risks are foreseen.

21. Initial Environmental Assessment (IEA)

Slovak law does not require environmental impact assessment (EIA), because the project is only the development of existing road. The aim of the project is to prevent the pollution of the environment, which means that the project has positive effects for the environment. The implementation of the project will bring considerable improvements to the environmental conditions in the town of Stupava. This is the result of decreasing of transport cross the town and the level of exhaust gases. Moreover, an increase of the safety conditions for pedestrians in the town is foreseen.

22. Economic and Financial Assessment of Project Benefits

Based on a qualitative assessment of costs and benefits, it is evident that both financial and economic benefits are foreseen as result of the project. Economic benefits are generated by the decrease of pollution and improve of safety conditions in town (environmental and social benefits), and increase of tourism and related economic activities (recreation, catering, etc.), indirect benefits to economic activity in surrounding regions through reduction of transport costs. Financial benefits are generated by reduction of sicknesses, health problems, injured and killed people, transport costs, and increased taxes and incomes generated in town by tourism and related activities.

23. Project Sustainability

The maintenance of the new road is responsibility of the Slovak Road Management and the local authority of Stupava.
Recipient institution
Regional Authority:
Local Authority Stupava
Hlavná ulica č.1
SK - 900 31 Stupava
Slovakia
Contact person: Ing Daráš - Village Mayor
Tel: ++421/759/34110

Implementing Authority
Office for Development Strategy of Society, Science and Technology of Slovak Republic
Lamacská cesta 8
PO BOX 22
SK - 830 07 Bratislava 37
Slovakia
**LOGFRAME PLANNING MATRIX FOR PROJECT**

<table>
<thead>
<tr>
<th>Programme No.</th>
<th>SR 9814.01</th>
<th>Project Title</th>
<th>Transport and Border Infrastructure</th>
<th>Date of Drafting</th>
<th>Planning Period</th>
<th>Total Budget of Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Sub-project Title</td>
<td>Stupava – Highway Cross point to the Austrian Border Crossing</td>
<td></td>
<td>1.11.1998 – 31.12.2000</td>
<td>0.664 MECU Total 0.5 MECU Phare</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Immediate Objective</th>
<th>Indicators of Achievement</th>
<th>Sources of Information</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
</tbody>
</table>
| Improve safety and environmental conditions in border area (town of Stupava) through redirection of road traffic | • Reduction of number of vehicles passing through the town of Stupava  
• Reduction of accidents and sicknesses for the local population  
• Reduction of transport time and cost for truck and vehicles travel | • Slovak Road Management  
• Ministry of Transport  
• Stupava municipality  
• Local, national and international press  
• Statistical reviews and documents | • Timely availability of necessary funds  
• Stability in political decisions and planning of investments |

<table>
<thead>
<tr>
<th>Results of Project/Sub-project</th>
<th>Indicators of Achievement</th>
<th>Sources of Information</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
</tbody>
</table>
| • Construction of concrete road for interconnecting highway D-2 with road III/00239 in proximity of Stupava  
• Reduction of traffic and emission of polluted substances  
• Improvement of local environmental conditions and increase of economic activity connected with tourism | • Construction supervision reports and interim payment certificates  
• Monitoring data of traffic flows  
• Monitoring data of gaseous emissions  
• General health conditions of the local population  
• Data on incoming tourists and travellers | • Slovak Road Management  
• Stupava municipality  
• Local population  
• Tourists and travellers  
• Project reports  
• Tourist information centre | • Availability of funds  
• Timely implementation of works  
• Stability of construction prices  
• Contemporary revitalisation of tourist attraction, restorations and accommodations  
• Favourable weather conditions for construction works |
ANNEX 1

Project nr. SR9814.01
"Stupava – Highway Cross Point to the Austrian Border Crossing"

Cumulative Quarterly Disbursement Schedule (MECU)

<table>
<thead>
<tr>
<th>Sub-Programme</th>
<th>1Q 99</th>
<th>2Q 99</th>
<th>3Q 99</th>
<th>4Q 99</th>
<th>1Q 00</th>
<th>2Q 00</th>
<th>3Q 00</th>
<th>4Q 00</th>
<th>1Q 01</th>
<th>2Q 01</th>
<th>3Q 01</th>
<th>4Q 01</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stupava – Highway Cross Point to the Austrian Border Crossing</td>
<td>0.1</td>
<td>0.2</td>
<td>0.3</td>
<td>0.4</td>
<td>0.5</td>
<td>0.5</td>
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<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>TOTAL</td>
<td>0.1</td>
<td>0.2</td>
<td>0.3</td>
<td>0.4</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
</tr>
</tbody>
</table>

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