

Construction of highways in Georgia

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Abstract: The specific geographical position, political condition in the region and the high-through transit flows across Georgia witness about urgency and necessity of the rapid and efficient development of the country's road network. When roads are built tourists in Georgia will become more, cargo turnover will also grow, in which there will be still

Introduction

As for Georgia, considering its geopolitical and geographical position, it represents the axis of the ancient Silk Road (the Great Silk Road). Taking into consideration all these factors and current situation in the region, it is possible to argue that Georgia is the only safe road for carrying cargos between Europe and Asia and vice versa.

Besides the present circumstances in the region (i.e. the situation of conflict that persists on the soil of Ukraine) there is the factor based also on the fact that it is the shortest and, therefore economically most advantageous for the countries that utilize this corridor, the Georgia route.

Basic part

It is important to emphasize that Georgia's land corridor is not only the place for rapid and cheap transit, but also pipelines, the air and subsoil communication networks and etc. Growth of cargo turnover has a direct positive impact on the country's economic

- beautiful girls, and investors will be even more Volga, and all this will contribute to the improvement of the situation in the country, including political.

Keywords: Silk Road, Rikoti Pass, Kvesheti-Kobi section, East-West Highway, South-North Highway

development; foreign investment is growing, new jobs are being created, and the standard of living of the Georgian population is rising. The nation has added another role in politics in the region.

The nation's infrastructure is becoming even more reliable and in-demand. Prompt expressway building and reconditioning in Georgia has been and is a must. The hardest part of the East-West Highway is the Rikoti Pass; the hardest part of the South-North Highway is the Kvesheti-Kobi section. Both segments are geographically challenging areas. The plan will include bridges, tunnels, overpasses, parks and roads. Both sections are being constructed at present. Construction is progressing although not without challenges, with some stretches already operational and others readied for business. So soon enough, Georgia will have shiny expressways in both directions (to all its neighboring countries). The high material cost unattainable by the country budget during these phases is paid by many international donors (a gesture we are extremely grateful for).



Fig. 1. South-North Connecting Highway

On the Kvesheti-Kobi road, it is planned to construct a 2-lane asphalt-concrete - 22.7 km. road, 6 bridges and 5 tunnels, including one 9 km tunnel. The tunnel will start near the village of Tskeres and end near the village of Kobi, the tunnel will pass under the Jvari Pass. The construction of the Kvesheti-Kobi road is divided into 2 lots.

The Kvesheti-Kobi section is part of the North-South corridor of transit importance. The road passes through a difficult geographical route and is characterized by heavy snowfall in the

winter. In winter, due to avalanche danger and difficult meteorological conditions, road traffic is often closed, and transit traffic is hampered. The new road and 9 km tunnel will solve the existing problems. Transit traffic will be possible at any time of the year without any obstacles.

The 9-km Kvesheti-Kobi tunnel will be 15 meters wide, which is quite rare, not only in Transcaucasia but worldwide.

500 m arch bridge will be built on the Kvesheti-Kobi road, the arch of which will be an unprecedented 300 m long.

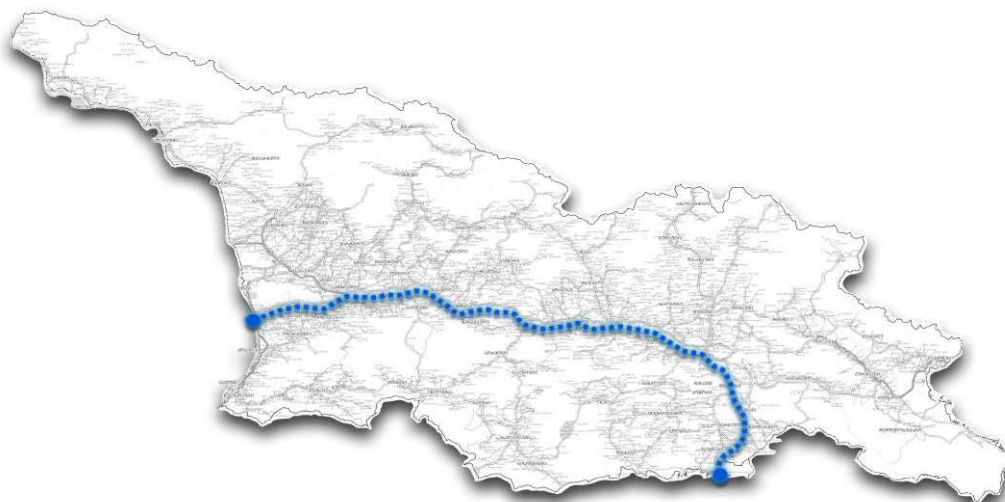


Fig. 2. East-West Connecting Highway, Sections 1

On the Rikoti Pass, a total of 51.6 km of road construction is underway (part of which has been completed and put into operation), which includes 96 bridges and 53 tunnels. The modernization of the Rikoti Pass section is of paramount importance in terms of the development of the country's road network and its compliance with modern standards. Ultimately, the Rikoti Pass road will reduce the distance of the East-West corridor by 30 km, and the travel time from Tsiteli Khidi to Sarpa will be halved. It is

worth noting that the current project is extremely difficult from an engineering point of view, given the geographical location of the highway.

The remaining sections of the East-West Highway are also actively being developed, both in terms of the construction process and the preparation of design documentation.

60% (261 km) of the East-West Highway is already open to traffic. Construction work continues on 81 km of the highway.



Fig. 3. East-West Connecting Highway, Sections 2

The Kakheti route connects the capital of Georgia with the eastern region of the country, Kakheti. This route is important both from a tourist and trade-economic perspective.

At this stage, work is actively underway on several sections of the 85-km Kakheti highway, and various sections have already been put into operation.

Conclusions

The construction and design challenges provide some positive factors as, on completion of the event, the country will have numerous construction companies and engineers trained from all streams.

The country's economic development will increase road, tourism, transit and more all the people living in the country become the source of strength to the population of the country.

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