

Detailed Spatial Plan of Highway Corridor in Montenegro

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Summary

Detailed Spatial Plan of the corridor of Bar-Boljare highway in Montenegro (hereinafter: Plan) is a long-term development document, encompassing time span until 2020. It defines bases of long-term spatial organisation and regulation not only in narrow vicinity of highway, but also in a wider area gravitating to the highway corridor. The Plan defines state goals as well as actions and activities in urban development, all in accordance with overall economical, social, ecological and cultural development and needs of Montenegro. The Plan contains: general and specific goals; long-term Plan solutions for organisation, regulation and protection of corridor area; actions and instructions for application and realisation of Plan solutions.

Keywords: Detailed Spatial Plan; highway; corridor; infrastructural system; space; area; stretch.

1. Significance and position of infrastructural corridor

Spatial Plan of Montenegro recognises infrastructural corridors in which several primary infrastructural systems are spatially connected.

The first and the most important infrastructural corridor in the Spatial Plan of Montenegro is the corridor Bar-Podgorica-Matešev-Andrijevica-Berane-Boljare, where several primary infrastructural systems are connected.

2. Range and boundaries of Detailed Spatial Plan

The Detailed Spatial Plan encompasses the area of infrastructural corridor of Bar-Boljare highway (from Adriatic coast to the border with Serbia).

The area of Detailed Spatial Plan encompasses the area of approximately 1400 km², along about 170 km, comprising more than 100 cadastre municipalities, which make parts of territory of 7 municipalities.

3. Importance and functions that infrastructural systems in the highway corridor have for spatial integration

Bar-Boljare highway and its importance should prevalingly be considered as a part of the corridor of Belgrade - South Adriatic highway. Within network of international, i.e. E roads, corridor of Bar-Boljare road joins into basic route of E roads, marked E-80, or E-65, that provide connections with Italy. The mentioned route, along its Montenegrin section, belongs to the corridor of Bar-Boljare highway. It is the most important strategic corridor within the traffic system of Montenegro.

Construction of the highway encourages development of the areas that it passes through, providing safe, high quality and fast conducting of traffic assignments in the gravitating area. Also, with all its included facilities, highway contributes to development of the surrounding areas through newly emerged activities and service taxes.

4. Influence of infrastructural corridor and its systems on the development of Plan area and surroundings

The following are of special importance to the development of Plan area:

- agro-industrial sector, with special emphasis on programmes of healthy organic primary and final agricultural production, with organic food as one of the priorities;
- smaller industrial capacities of production and crafts, mainly based on natural resources;
- tourist, recreational, services and other facilities;
- completion of primary, regional and local network of roads, as well as water, sewer and other infrastructure;
- valorisation of available natural resources, especially deposits of non-metal, mineral raw materials (coal, decorative stone, clay, sand, gravel).

5. Linking infrastructural systems with surroundings

In the area of Detailed Spatial Plan, it is necessary to provide connections among all existing and planned infrastructural systems, aiming at:

- providing good highway accessibility, with utilisation of alternative roads;
- providing local railway traffic for people and goods;
- providing development conditions in the domain of telecommunications;
- providing better electricity power supply of gravitating area;

Highway itself, as a functional and technological unity, i.e. system, should be provided by resources from the surroundings (electrical power, water, telecommunications etc.).

6. Stages and costs of Plan implementation

6.1 Stage 1 of Plan implementation

Following priorities are determined for Stage 1 of Detailed Spatial Plan implementation:

- Construction and furnishing of Podgorica-Mateševó highway stretch;
- Reconstruction and modernisation of existing primary road Podgorica-Kolašin;
- Development of traffic links with the surroundings;
- Utilization and protection of water and water management infrastructure;
- Providing of electricity supply system by connecting 10/04 kV highway substations system to the existing electricity power supply network in Montenegro;
- Construction of arterial gas pipeline with connections for Podgorica, Mateševó and Kolašin, after completing the stretch of highway Mateševó-Boljare and service connecting to gas pipeline from Serbia;
- Construction of arterial optical cable and connecting to interstation in Podgorica;
- Environmental protection enabled through planting new forests and protective forest areas.

6.2 Other stages of Plan implementation

Analysing importance and functions of the highway and need for construction in stages, construction of highway from Mateševó to Andrijevíca is defined as second stage. Due to huge problems of bypassing Podgorica and entering of the existing roads into the town core, it is also suggested to construct Podgorica bypass route during this (second) stage.

Stage three should include the stretch from Andrijevíca to Boljare.

As stage four, the stretch Podgorica-Bar is defined, being the completion of the highway through Montenegro and providing better links in the Coastal region.

6.3 Costs of Plan implementation

The total length of Bar-Boljare highway is 167.39 km, with estimated cost of 1881 millions of EUR.