



Albanian-American
Development Foundation

Urban Trails Tirana – Terms of Reference for the executive design

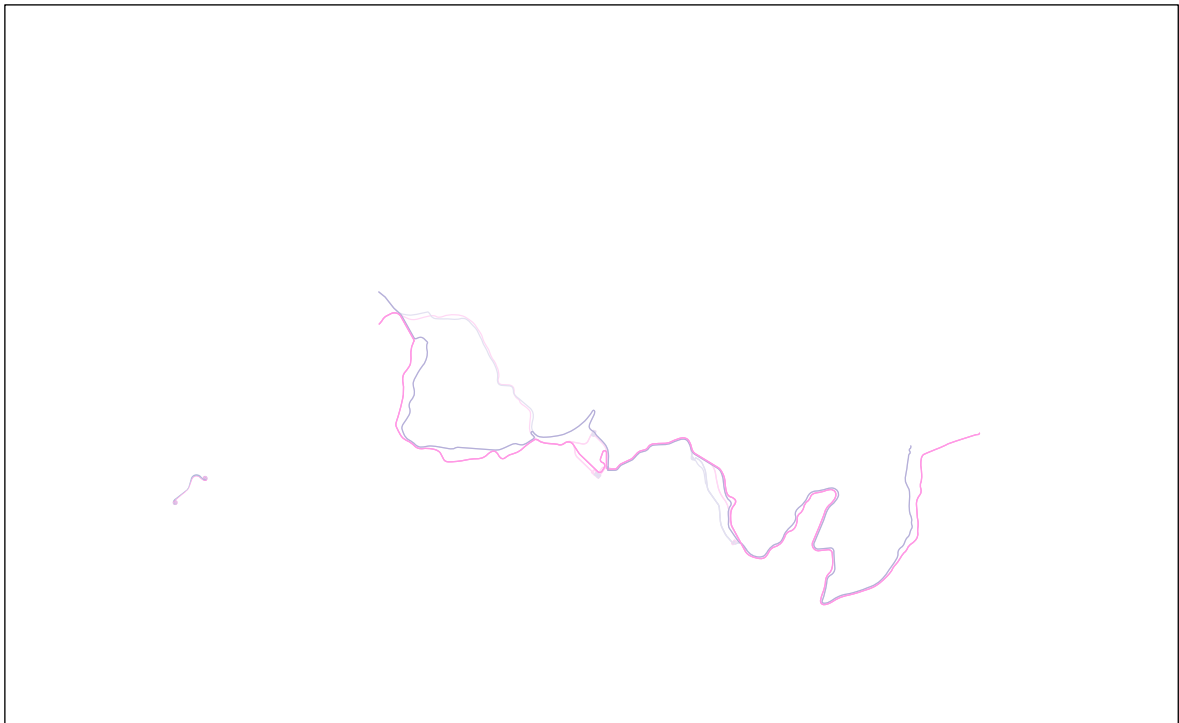


Table of contents

1	General Description	3
1.1	Beneficiaries	3
1.2	Contracting Authority	3
1.3	Urban Trail Background	3
1.4	Project Abstract	4
1.5	Proposed Trail Segments	7
2	Description of the Task	13
2.1	The Goal	13
2.2	Project area	13
2.3	The Objective	13
2.4	Required services	13
2.5	Requirements for the methodological approach, task analysis and schedules	14
2.6	Service Elements	15
2.7	The standards, the architectonic and constructive requirements of the object Standards	18
2.8	Language	19
2.9	List of supporting documentation	19
3	Technical Profile of the Company or Companies	19
3.1	Eligibility Criteria	19
3.2	Expert's Qualification - Key Staff	19
3.3	Non-Key Staff	20
4	Duration	20
5	Terminology	20

1 General Description

1.1 Beneficiaries

Tirana Municipality (APR)

Ministry of Economy, Culture and Innovation

1.2 Contracting Authority

The Contracting Authority responsible for this contract is AADF – Albanian-American Development Foundation.

1.3 Urban Trail Background

The Albanian-American Development Foundation, as part of its Eco Destinations development programs, is looking to develop an integrated trail system that will connect Tirana citizens with nature and enhance the touristic value of the entire area. To this end, AADF intend to build green paths and trails like a Linear Park that would connect the Grand Park of Tirana with Farka Park and the Dry Lake pedestrian ring. A well-developed urban trail system can offer benefits for public health, recreation and it can play a key role in connecting residents with nature and enticing them to spend more time outside.

Currently, the Grand Park is the most important green space in the capital and the good choice of Tirana residents for recreational activities and connecting with nature. As a result, the Grand Park is over-visited and overcrowded, often resulting in degradation of the wildlife and environmental damage. Building new trails and green corridors that connect three artificial lake Parks of Tirana will open new green destination and offset the effects of overcrowding in the Grand Park. Furthermore, the project will create new opportunities for the local businesses that are now out of reach for most Tirana residents, and it will boost economic activity in an underutilized area.

The project will apply an integrated approach on five primary goals:

Goal 1: Develop urban trails that connect the Grand Park of Tirana with the Farka Park and the Dry Lake pedestrian ring.

Goal 2: Increase the livability for Tirana residents by improving access to greenways that are currently inaccessible.

Goal 3: Turn the Farka Park into a second green destination in Tirana to reduce the burden of the over-visited Grand Park.

Goal 4: Boost neighborhood revitalization and economic development by providing green facilities that offer recreational, educational and ecological benefits.

Goal 5: Set contemporaneous standards for pedestrian and bicycle paths, as example for multiplication in other Albanian Cities.

1.3.1 Urban Trails Tirana – previous Study Phases

AADF has contracted *Urban Move*, a team of experts to carry out a pre-proposal in form of a Territorial Analysis Study in a first phase, and in a second phase to provide an in-depth feasibility study and concept design.

Urban Move in close collaboration with AADF and involving other key stakeholders (Municipality of Tirana, Ministry of Culture, Ministry of Defense, The Republican Guard) delivered as follows:

Pre-Proposal (Territorial Analysis Study)

May – June 2022;

Feasibility Study

September – December 2022;

Feasibility Study – Addendum

March – June 2023

Dry Lake Connection

December 2023 – February 2024

1.4 Project Abstract

1.4.1 Project Principles

The project aims to build green paths and trails that link the Grand Park of Tirana with Farka Park and the Dry Lake neighborhood.

The designed trails do not share the space with existing motorized traffic routes. They either follow newly established paths or reactivate previously abandoned routes. Streets with significant traffic loads will be safely crossed using overpasses, while at other intersections, maximum safety measures, such as traffic calming measures, will be implemented. Well-lit pathways, limited gradients suitable for cycling, and the creation of attractive passages with clear route guidance and visibility help to also increase **safety and security**. Additionally, **space and cost optimization** for cyclists and pedestrians is prioritized, fostering feasibility and encouraging **diverse usage** patterns.

The existing trail network inside the Grand Park area has not undergone thorough examination, and there may be areas requiring improvement to ensure consistent quality throughout.

1.4.2 Route Proposal

In the process of route planning and design, the following factors have been considered:

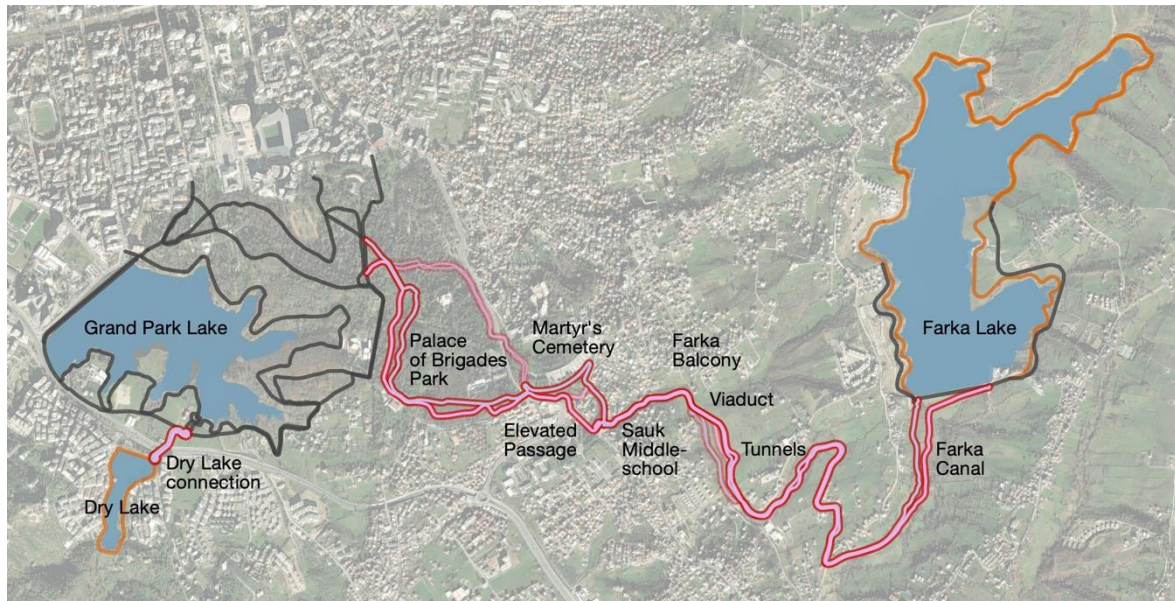
Connectivity: Establishing a network of trails to link the Grand Park Lake, Farka Lake and the Dry Lake as key destinations, including the surrounding parks, cultural sites and attractions, and the neighboring residential areas.

Accessibility: Ensuring the trails are accessible to pedestrians and cyclists of all ages and abilities, with provisions for ramps, crosswalks, recreational spots, and other amenities like shading and lighting.

Safety and security: Implementing measures to enhance safety, such as overpasses to crossroads with considerable traffic volume, respectively traffic calming techniques where crossing on street level is inevitable, signage, and lighting along the trail routes.

Integration: Integrating the urban trail network with existing sustainable mobility infrastructure, including pedestrian paths, bike lanes, and public transport systems.

1.4.3 The highlights



- Existing network of main pedestrian & cycling trails in the parks
- Pedestrian & cycling trails actually under construction
- urban trail Project – Cycling trail – 5.8km
- urban trail Project – Pedestrian trail – 5.6km
- Alternatives for the Cycling trail
- Alternatives for the Pedestrian trail

The new pedestrian and cycling trails connect at the highest point of the Grand Park (Exercise Park) with the existing path network. From there the trails enter the (so far restricted) area of the **Palace of Brigades Park** through the north gate (in case the Palace of Brigades Park cannot be accessed [yet], an alternative bypass-route has been studied to be drawn along the Elbasan Road). There, in most parts, the existing and historic paths can be reused – winding through the forest, passing the biotope and climbing up to the easternmost corner of the park, from where an **Elbasan Road overpass** will provide easy pedestrian access to the **Martyr's Cemetery**. The **elevated passage** continues high above the noisy traffic arteria, circling the **Sauk Roundabout** in a spectacular way. After descending, the trail passes along the planned **Sauk middle school**, enabling synergies and an attractive access for scholars and residents. Just behind the school, the trails reach a green and park-like area again, meandering between the Sauk neighborhoods towards the **Farka Balcony**, from where the whole valley can be overseen from the newly created, relaxing lookout point. Pedestrians and cyclists are led from there over a **wooden viaduct** with a slight descent towards the land on the other side of the valley, continuing southwards to turn and pass in front of total 26 former military **tank tunnels**, which – at least some of them – can be reused in any creative and synergetic way. Passing along vineyards and orchards the trails reach the still noticeable canal platform, which is evidence of the earlier **canal system**, that once worked between the artificial lakes. Tracing the canals as they wind their way northward, the trails lead to the lake dam, seamlessly merging with the trail network encircling the Farka Lake.

On the Dry Lake side there's a relatively short link needed to connect the **Dry Lake** pedestrian 'roundabout' from the dam towards the existing Grand Park Lake trails. The connection consists of a Bridge over the highway (southern ring) and – due to the topographical conditions – a ramp descending towards the Municipality's **Bicycle Academy**, which serves as a hub for cyclists and pedestrians.

1.4.4 Mobility modes

Pedestrians

It is essential for humans to feel safe and secure to decide 'to walk'. The project addresses this need in several aspects like the spacious and clear route. Lighting, accessibility, safety at junctions, the use of overpasses (instead of underpasses), the dedicated pedestrian area, recreational spots and shadow-casting trees along the path contribute to a pedestrian-friendly

environment and help promoting walkability. In this regard, the expansion of public transport offers is equally essential!

Stairs are planned only where a barrier-free alternative is available in the immediate vicinity, so that people with wheelchairs or (grand-)parents with strollers do not have to make unreasonable detours.

Cyclists

Specific attention is given to the needs of cyclists. The design of cycling trails with a maximum gradient of 6% wherever possible, ensure accessibility and safety. The route is direct and intuitive, without interruptions like crossing levels. Providing a high-standard trail for cyclists enabling efficient and safe travel, allowing also overtaking of slower travelers.

One of the project's key goals is the promotion and practical demonstration of cycling as a sustainable, attractive, and safe mode of transportation and recreational activity.

Public Transport

It was proposed to the municipality to expand the public transport network and establish regular service to the neighborhoods surrounding Farka Lake through the introduction of new bus lines and bus stations. This would provide greater flexibility, particularly for pedestrians, and yield mutual benefits for both public transport and urban trail users. The introduction of new public transport lines and access points/stations shall be integrated in the detail planning of the trail.

Motorized Traffic

Pedestrians and cyclists are always given priority over motorized traffic. This is particularly important at crossing levels, where the motorized traffic is slowed down on walking velocity, to sensitize the drivers sufficiently for the slow and vulnerable participants.

1.4.5 Key subjects

Environment

The project incorporates environmental considerations to minimize its **ecological footprint** and enhance sustainability. The performed Environmental Report identifies potential impacts on biodiversity, habitats, and natural resources. An important focus of the project is the maintenance of the green infrastructure balance. Trees, shrubs, and groups of them (tiny forests) will be planted along the trails, to enhance **ecological resilience** and provide ecosystem services.

Land use

The urban trail requires the use of cultivated and forest land, as well as **land acquisition** (expropriations) along the trail's route. Temporary land use is necessary for construction activities, with recultivation planned to mitigate **impacts on cultivated areas**. Minimal tree cutting is required in forests, with efforts to preserve healthy trees. Land acquisition aims to minimize disruption to parcel boundaries, with restoration planned after construction. Historic substance, notably in the Palace of Brigades area, will be preserved through adherence to respective management plans.

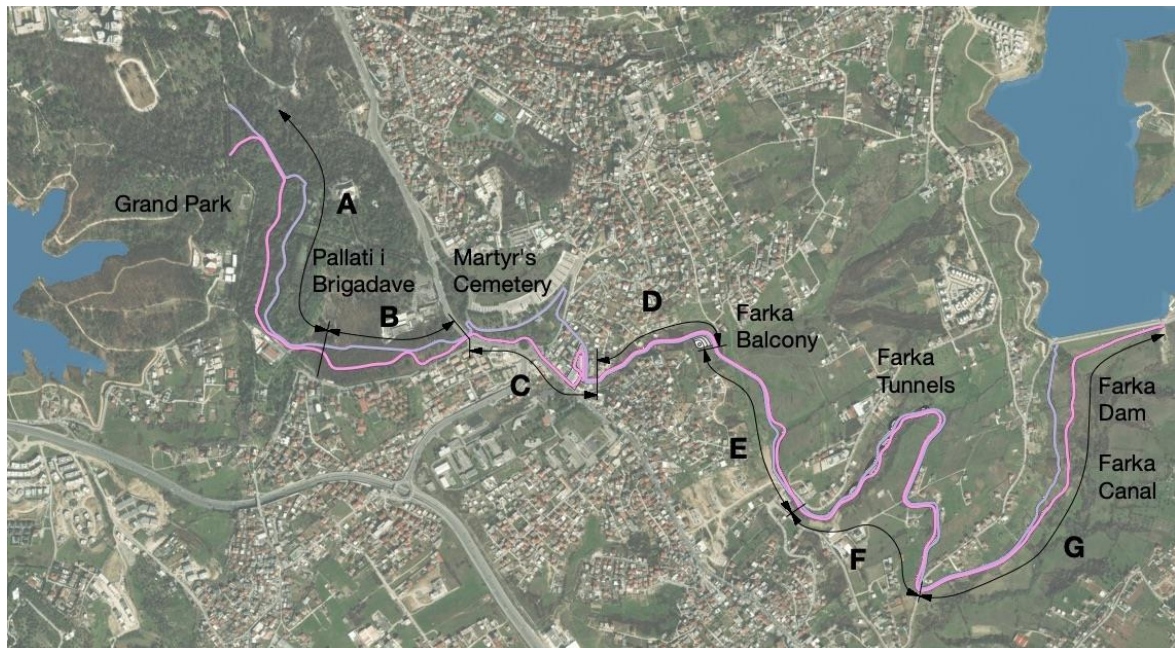
Branding and Communication plan

Linking **three artificial lakes** and their surrounding parks in the southeastern periphery of Tirana offers an excellent opportunity for an imaginative Branding and Communication. The comprehensive marketing guideline outlines strategies to promote the urban trail, aiming to raise awareness, engage stakeholders, and ensure **successful execution** through targeted branding and effective communication.

1.5 Proposed Trail Segments

Overview Plan

Segmentation, segments description and key figures,
see Document *B__221224_Technical_Report_V1.0.pdf*, page 16/17 ff.



Bike trail (RGB: 255/152/229)



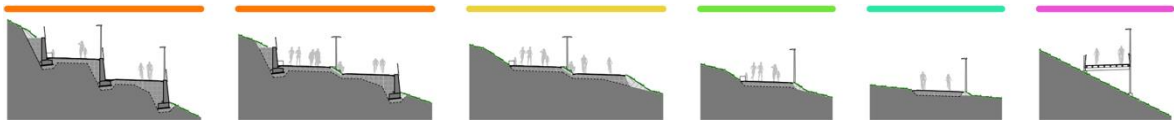
Pedestrian trail (RGB: 128/118/192)



The Dry Lake connection consists of a bridge, overpassing the ring road (highway) and a descending ramp towards the newly opened Bicycle Academy near the lake shore.

Segmentation and Sub-Segments

The colored trail in the following segment plans below represent the generally expected situation and topography which impact the investment requirements along the routing considered as the most feasible. This simplification was made for cost estimation purposes only. It may not be representative throughout the whole sub-segment.




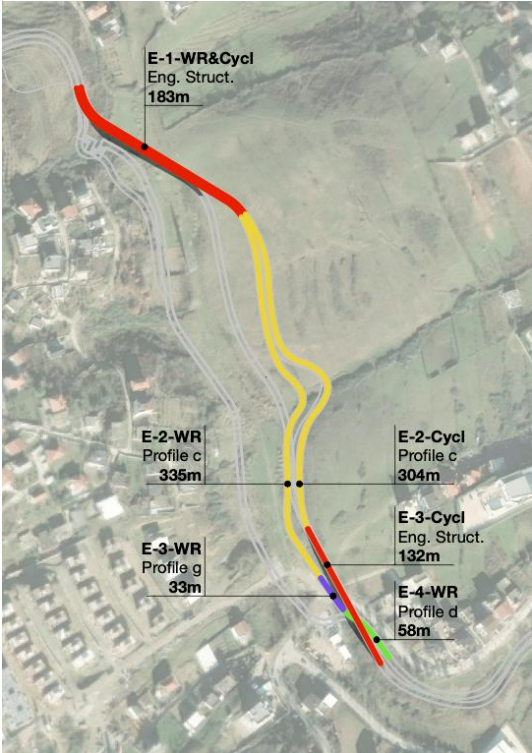
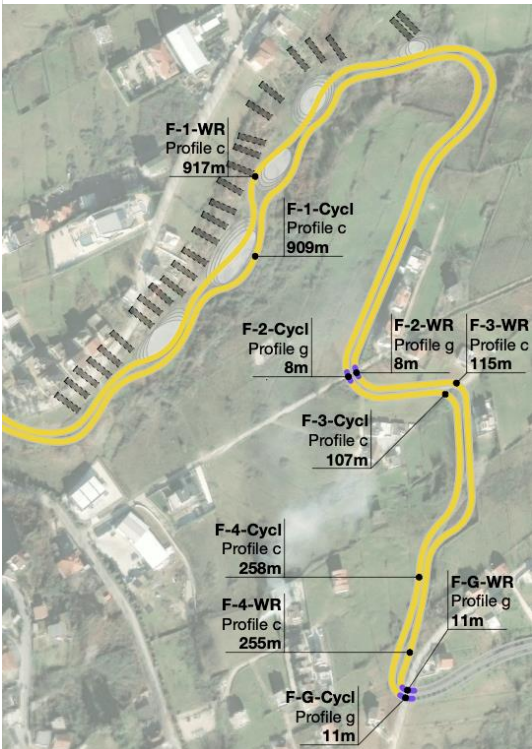
— Red represents the engineering structures, like elevated passage, bridges, viaducts, ramp with underpass and extensive support structures.

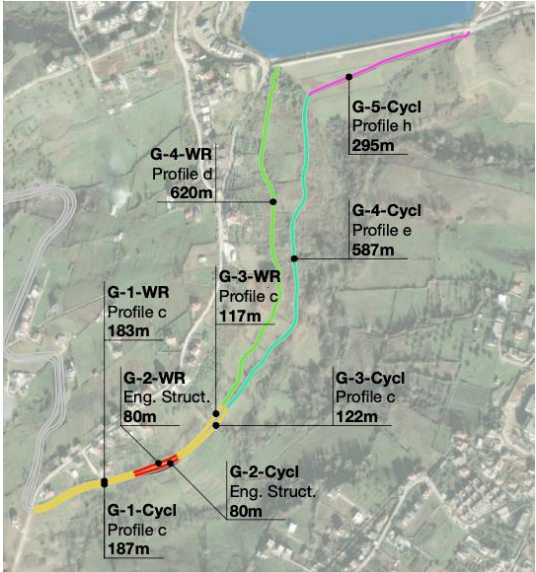
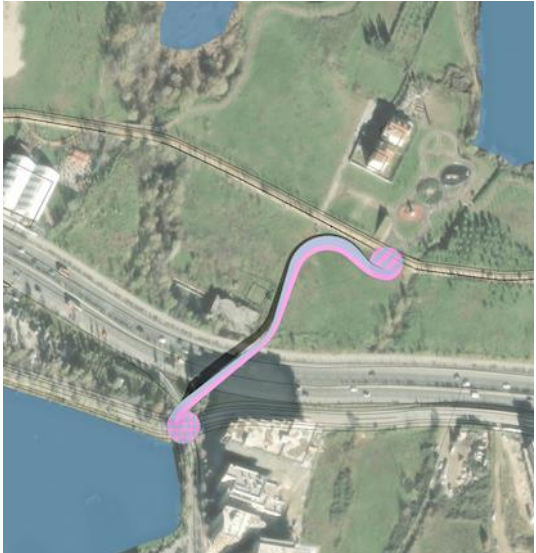
— Blue represents existing trails with concrete or asphalt surface in varying condition.



Segment A & B		
	A/B	Preferred path: Passage through the currently restricted area of Palace of Brigade, while referring to the Integrated Management Plan (Link: Plani i Menaxhimit)
		Most parts of the park are accessible for visitors during the weekend. Link: Pallati i Brigadave
		Additional Feature: A fence to separate the trails from the representative park and the villa must be planned and a corresponding access concept provided.
	A-4, B-1, B-2	Sections so far not been inspected on site due to the restrictions. Trail proposed according to orthophotos (existing paths visible) and topographic data. Careful detail design required to avoid tree cutting and topographic challenges.
Alternative Z (to Segment A & B)		PARALLEL – PLANNING / Plan B
	Z	Alternative path to be designed in parallel planning procedure, to provide basis for decision makers (political, financial).
	Z-2	Existing wire fence along forest edge/embankment to be relocated inwards.
	Z-3	Elbasan Road overpass serving also as short-cut for pedestrians/visitors between Palace of Brigades and Martyr's Cemetery
	Z-4	For cyclist connecting to the elevated overpass (Cv3-1). Pedestrians continue the existing asphalt road towards C-2.
Segment C		
	Cv3	Option 3 to be followed for routing for the

		bicycle. See documents <i>F__230609_ADDENDUM...pdf</i> and
	Cv3-3, Cv3-4, C-4	With special attention to the crossing level and shared space on the existing access road
	Cv3-4, Cv3-5	Integration and coordination with the school project planning
	Cv3-5	Ramp (max. 6%) to underpass existing road
	C-5	Stairs for pedestrians
Segment D		
	D	Particular attention to the geological situation. Profile a) and b) alternating, according to topography.
		Achieving an even/uniform gradient along this section towards the Farka Balcony.
		Special Feature: The segment ends at the Farka Balcony. 2-3 options shall be presented for the size, shape, design, and functionalities of the Balcony, and the preferred one to be followed up for implementation design.

Segment E		
	E	Initially agricultural zone status (2022). Zoning recently changed to building zone. Developments to be expected.
		Municipality suggestion: reducing/optimizing expropriations!
		See also documents related to new road network Farka from the Municipality.
		See Options studied: <i>F_230609_ADDENDUM...pdf</i>
	E-1, E-3	- Shared Viaduct (Cycling/Pedestrian) - Cycling Viaduct 2-3 options shall be presented for design concept, and the preferred one to be followed up for implementation design.
	E-3 WR	Careful design of crossing level.
Segment F		
	F-2	Careful design of crossing level.
	F-G	Careful design of crossing level.
	F-1	Special Features: Tunnels and Yards in front of. 2-3 options shall be presented for the concept (size, shapes, design and functionalities) of the Yards, and the preferred concept to be followed up for executive design

Segment G		
	G-4	Municipality suggestion: move the path to the 'nature' land use. → to be studied carefully, while respecting topography and max. gradient for the (bicycle-) trail.
	G-5	Careful design while respecting all legal and technical requirements associated with the dam.
	G-1, G-2, G-3, G-4-Cy.	Special Features: Canal The Trails follow the former canal bed. Reactivating the canal along the trail.
Dry Lake Connection		
		The overpass will be a new landmark with a great visibility not only for the car drivers passing on the ring road, but from almost all around the lake shore and the dam.
		With special attention to the design of the overpass, but also to the crossing level and shared space on the existing access road. 2-3 options shall be presented for the design concept of the overpass, and the preferred concept to be followed up for implementation design.
		The Municipality points to a development in Unit FA/31. See Document: <i>240610_Municipality_Path_Bici_Lake.pdf</i>

2 Description of the Task

2.1 The Goal

The main goal of the project is to create a Linear Park connection between the Grand Park of Tirana, the Farka Lake park and the Dry Lake, just for pedestrians and cyclists of all age and abilities.

2.2 Project area

The overall project area is situated in the southern/southwestern part of Tirana, including the Dry Lake (Liqeni i Thatë), the Grand Park of Tirana with the artificial lake (Parku i madh i liqenit) and the Farka Lake Park (Parku i liqenit Farkë).

The segments shown under *1.5 Proposed Trail Segments* narrow the project area down to the routing considered as the most feasible during the performed pre-/feasibility studies. Aspects like land expropriation (private property boundaries/shapes), topography, geology, the legal framework and further may influence the detailed route planning in different ways.

2.3 The Objective

The main objective is to develop a methodology to define the exact routing, taking into account the landscape, topography and existing road infrastructure, and to prepare the executive design for the trails, the engineering structures such as bridges, elevated passages, viaducts/overpasses and other necessary support systems.

2.4 Required services

In summary, interventions are required for:

Preparation Work

- The Contractor has to identify, survey and map the actual condition of the terrain in terms of topography geology and prepare an action plan as basis for the engineering and landscape design;
- The Contractor should collect the updated information on the legal status of the property plots along the proposed path, aiming to develop the trails in the state-owned plots;

Systematizations of the new trail (main trail infrastructure)

- Ground works along the trails;
- The treatment of ground layers;
- The treatment and completion of a functional/decorative illumination (low maintenance, low energy consumer [photovoltaic solution?]);
- The treatment and completion of a functional drainage system, applying retention and infiltration concepts;
- Concept and design of the trail surfaces for appropriate for pedestrian, respectively bicycle usage, including detailing of bordures/shoulders;
- Concept and design of the engineering structures (trails and supports), including all necessary technical calculations.

Systematizations of shared traffic spaces and crossing levels

- Concept and design of traffic management and built measures, signalization, to ensure safe road-space usage for all participants. Bicycle users and pedestrians must be given precedence.

New and existing trails (Palace of Brigades and Martyr's Cemetery)

The restoration and recuperation of values of the existing trails and recreational spots which become part of the urban trail, in collaboration/coordination with the competent authorities (Ministry of Economy, Culture and Innovation; Republican Guard, Parks and Recreation Agency), including concept and design of an appropriate fencing and access concept/rules towards the main (restricted) park area.

Landscape systematizations and vegetation (Linear Park)

- Design of recreational spaces like the Farka Balcony and Yards in front of the Tunnels.
- Development of signage concept, design and placement of orientation signage;
- Planting of (low maintenance -) vegetation and trees;
- Design and installation of urban furniture, defining and designing the recreational areas/yards/plazas, lighting elements, and any other structures needed;
- Drafting of an urban trail Usage Manual, that will be obligatory for execution by all trail users and neighbors along the trail (kinds of vehicles allowed, concept of emergency access of ambulance/fire fighters on the trail/overpasses etc.)

Documentation and applications

- Preparing all the essential technical documentation required to initiate and facilitate the expropriation procedures, ensuring compliance with legal standards and regulations, and providing detailed assessments and justifications for the proposed land acquisitions;
- Preparing documentation and lead all necessary steps and legal procedures to obtaining the necessary permits as per legal requirements and every necessary approval by the respective competent authorities;
- Environment and Social Impact Assessment report, which includes submitting the application and covering the costs for obtaining the necessary environmental permit.

2.5 Requirements for the methodological approach, task analysis and schedules

The analysis of the task is expected to cover the following aspects:

- Program of procedures respectively to the methodological approach must be clear, concise and comprehensive.
- Strategy must be defined.
- SWOT analysis must be conducted.
- Potential conflicts must be identified.
- Success factors need to be described.
- Time plan of activities must be clear and in line with ToR requirements.

An analysis of the assignment, shall not be longer than 4 pages on A4 format, font size 10.

Time plan shall be presented on A3 Format document. Visualization of the planning program across all phases shall be done in bar chart/diagram, considering the milestone schedules.

2.6 Service Elements

2.6.1 Preparation Work

This phase includes collection of existing documents, investigation, and surveying.

Already existing documents are listed under section “2.8 *List of supporting documentation*.”

Initially, the Contractor should study the area to be informed in detail on the existing condition of the project area. The surveying phase will be an important part of the project because it is through the survey that the consultant will get to know the project from topographic, geologic, landscape, urban/zoning and transport/traffic point of view.

The topographic and geologic survey must be performed accurately and provide reliable basis for the engineering work:

- Digital Terrain Model (DTM), $\pm 5\text{cm}$ in XYZ, incl. precisely recording and define obstacles/trees.
- Geological / hydro-geological assessment, incl. appropriate geological probes/sondages indicated according to the local situation.
- Report (should be delivered A3 & A4 Format) including detailed analysis and action plan as basis for the engineering and landscape design / implementation design and the execution.

The Contractor is required to engage with beneficiaries and other public organizations to obtain every material available in their archives or in the archives of their subordinate institutions for the continuation of the project. This includes also the legal status for each property, to identify the expropriation aspects at an early stage.

2.6.2 Segment G- Review of Municipality suggestion

This design should consider segment G in context to the zoning plan, to move the path to the ‘nature’ land use, while respecting topography and max. gradient for the (bicycle-) trail.

This phase includes collection of existing documents, investigation, and surveying.

The graphic material to be prepared by the Contractor should include, but not be limited to:

- Map positioning;
- Photos illustrating the existing condition of the object;
- Layout and profile plans, showing zoning, topography, hydrology/canals/streams;

2.6.3 Concept and Detailed design

Services for all Segments A to G, Alternative Z and Dry Lake Connection.

During this phase, the proposed route must be thoroughly reviewed, considering technical and property factors, and detailed topographic and geological assessments, and the inputs from the municipality, all aligned with the preferred routing from the feasibility studies.

The preliminary trail design should closely follow the feasibility study's version (see section 1.5 *Proposed Trail Segments*), involving updates and adjustments to optimize the project, including cost adjustments. Specifically, this includes:

- Refining and optimizing the routing and alignment in terms of location and elevation.
- Reviewing and improving project documents.

The preliminary design - (A4/A3 format) should include but not be limited to these deliverables:

- Preliminary design which will include:
 - o The collection of existing documents and research;
 - o Video with drone capturing the actual images from all proposed trails and surroundings.

- A topographic/geometric and urban/landscape survey and mapping of the existing condition of the environment, urban context, and the road/utilities infrastructure;
- An inspection of structural/geological nature, in order to identify issues;
- The inspection Report summarizing the inspection results;
- Updated information of status of properties (private/state/boundaries);
- Expropriation plan, incl. an estimation of expropriation cost;
- The main drawings on a readable scale;
- A concept report for design and functional interventions (including a SWOT analysis);
- A preliminary cost estimation;
- Design options (2 - 3) are required for:
 - Farka Balcony;
 - Yards in front of the tunnels.

2.6.4 Schematic Design (integrated systems and planning)

Services for all Segments A to G, and Alternative Z, based on the preliminary design approval report from authorities, AADF and other stakeholders.

Detail Design - (A3 up to A1 format) should include, but not be limited to these sheets:

- Detail design which will include:
 - Technical folders;
 - The inspection Report summarizing the inspection results;
 - The main drawings on a readable scale;
 - A concept report for engineering, structural, terrain and design interventions, including all necessary technical calculations;
 - A concept report for the traffic management and street design interventions;
 - A concept report for trail access points, recreational spots and public transport issues;
 - A concept report for Cultural Heritage Surveys in order to understand the importance of every intervention;
 - A draft estimated budget.
- Prepare and present the design to the Beneficiary and AADF and other institutions.
- Present and justify the design to central and local approving authorities, including but not limited to:
 - The Technical Council at the National Institute of Cultural Heritage and the National Council for Tangible Cultural Heritage at Ministry of Economy, Culture and Innovation (Palace of Brigades);
 - The National Council of the Territory and Water;
 - Ministry of Interior / Republican Guards (Palace of Brigades);
 - Ministry of Defense (Tunnels Passage and the Yards in front of the Tunnels)
- Expropriation plans, incl. calculations of expropriation cost.

2.6.5 Executive Design and relevant technical reports

After the detail design has been approved by the AADF and beneficiaries/authorities, the contractor will continue with the preparation of the implementation design as instructed by the AADF on the trails, bridges, areas, yards, roads/interventions that will be considered for implementation in all Segments A to G, including Alternative Z:

The design should include, but not be limited to these sheets (A3 up to A1 format in 7 copies):

- The topographic/geometric and photographic survey – the identification of the construction type, techniques;
- The documents and the survey of the actual condition of the artistic – landscape-architectonic elements;
- The layout plan of the trails / trail segments;
- The systematization plan – Details of the systematization, pavement method (format), details;
- Inclusion of quotas, circulation of people with disabilities;
- The plan of each segment / sub-segment;
- The plan of each engineering structure (bridges, ramps, over-/underpasses, stairs, supporting structures etc.;
- The plan of topographic interventions;
- Technical sections;
- Construction details (an explained analysis for the interventions);
- Relation on the constructional interventions.
- Technical views – specifying the materials of different surface finishes;
- The water drainage/retention plan (technical details);
- The urban furniture plan, for recreational areas/yards, incl. lighting elements, and any other functional structures proposed/needed;
- Detail plans for urban furniture elements;
- Pavement plans (for the trails and each adjacent area/plaza) – Flooring and bordure details – their materials and format;
- The illumination plan for the trails and adjacent area/plaza (positioning details according to type);
- Restoration interventions and the methodology of interventions, consolidations, supports, additions and cleanups in the Palace of Brigades area;
- Update of the expropriation plan, including expropriation cost calculations;
- Photomontage;
- 3D images / Animations.

The electric design (A3 format) should include, but not be limited to these sheets:

- The electrical instalment plans;
- Illumination/Lighting;
- Power instalment plans;
- Calculations and the schemes of the electrical panels;
- Different calculations for added power;
- Report on electrical instalments.

Technical Report (A4 format), which should contain:

The total relations (restorative, constructional, electric, hydro-geologic, signalization, traffic management);

- Description of the design concept, the design parameters, the standards used, the methodology and calculations made;
- Conclusions, recommendations, and the expectations of the Contractor.

Technical specification (A4 format), which should contain:

- All technical specifications (restorative, constructional, electrical, hydro-geological, signalization, traffic management);
- Material specifications, quality/standards, application methodology, and their use;
- Conclusions, recommendations and expectations of the design contractor;
- Test frequency for each material to be used in construction;
- Methodology of measurement for each item;
- Technical manual for maintenance;
- Recommended colors / Color concept;
- Sketches, drawings, or photos.

Work Schedule:

Deliver a Gantt-Chart for the anticipated time needed by a construction company to execute the construction works as per executive design specifications.

The budget for the implementation (A4 format – in excel)

- The budget forecast for the implementation (based on latest legislation in force and market prices);
- The technical analysis of prices for all items in the budget forecast based on latest legislation in force and market situation).

For the budget items that are not included in the relevant applicable manuals, the price should be analyzed based on a market test by receiving at least 3 offers from economic operators operating in country if possible or alternatively, internationally. The offers will become part of the submitted document.

- The contractor is expected to prepare the executive design for a construction project valued at approximately US\$ 10 million, excluding VAT (excluding expropriation costs).

2.6.6 Environment and Social Impact Assessment report (ESIA).

The environmental impact assessment report must include all necessary details as required by the relevant legislation in force and best international practices.

Document *C__Annex_II_Environmental_Report.pdf* may serve as basis for the full ESIA.

2.6.7 Culture Heritage Impact Assessment

During the design process, if the National Council for Tangible Cultural Heritage at Ministry of Economy, Culture, and Innovation will require a full Cultural Heritage Report, the contractor may be asked to undertake Cultural Heritage surveys.

2.7 The standards, the architectonic and constructive requirements of the object Standards

Every proposed intervention should be in compliance with all relevant national legislation, rules and regulations in force, including but not limited to:

- Environmental protection legislation;
- For the cultural heritage:
 - o The principles of the “Albanian Charter of Restoration”, DCM. No.426, 13.07.2007;
 - o Law No. 27/2018 “On Cultural Heritage and Museums”;
 - o International Restoration Conventions.

- For the design of the traffic infrastructure and all other built structures, competitors should use the best international pertaining standards (e.g. EUROCODE, etc.).

During all design phases, the Contractor will analyze and give detailed data on the progress made by being supported and collaborating with the Municipality, the above-mentioned Ministries and its subordinate institutions.

Architectonic and constructive requirements for the trail and all objects

The contractor is required to analyze and certify all architectonic, constructive, and engineering elements in this area of intervention, such as: the sustainability, the state of conservation, the materials, the details, etc. and to propose an intervention for the urban restoration and requalification of the area.








All design services are expected to be performed with high creativity, sensitivity and maximum awareness of constructively sustainable solutions (long-lasting/sustainable material selection and low maintenance requirements and with acceptable/reasonable costs).

2.8 Language

All documentation, drawings and reports produced under the awarded service contract, printed and digitized versions, must be in **English and Albanian** language.

2.9 List of supporting documentation

2.9.1 Pre-Studies / Feasibility Study material

	0__240228_Three-Lakes_Project_Summary.pdf
	B__221224_Technical_Report_V1.0.pdf
	F__230609_ADDENDUM_Technical_Report_V1.0.pdf
	H__240212_Liqeni_i_Thate_Technical_Report_V1.pdf
	I__Dry_Lake_Connection_Annex_B_I_Overview_Plans.pdf
	J__Dry_Lake_Connection_Annex_B_II_Visualization_Option_2.pdf
	240610_Municipality_Path_Bici_Lake.pdf

3 Technical Profile of the Company or Companies

3.1 Eligibility Criteria

The Eligibility Criteria form the basis for proving the professional, technical and economic capability of the bidder. The tender is open to Albanian professional studios/companies who are registered by a formal entity. Applicants are allowed to contract international licensed experts or international design studios to meet all tender requirements, but the **lead should be by the local studio/company** and the composition of the proposed group shall be disclosed and not changed during the tender process or during the contractual period.

3.2 Key Experts' Qualification

The Consultant shall provide personnel nominated as key-personnel as per the minimum requirements described below:

1. **Landscape Architect / Architect (Lead):** at least 10 years of general professional experience in similar project development, university degree in landscape architecture/architecture/urban design, CV, license 2 d;

2. **Urban Planner:** at least 10 years of experience in similar projects, university degree in urban planning/city planning/urban design, CV, license 1 b (*This category is granted only to legal entities (companies/firms).*), c;
3. **Civil Construction Engineer / Road Construction Engineer:** at least 10 years of experience in similar projects, university degree in civil engineering for infrastructure/transportation planning, CV, license 3 a, b-2, c-1, c-2, d, e;
4. **Traffic Planner:** at least 10 years of experience in similar projects, university degree in transportation planning/civil engineering for infrastructure/urban planning, CV, license 6 a, b, 11 a, d.

Topic-related project references are required from each expert, min. 2 and max. 5. These must be personal references.

The key experts are expected to be actively involved in the project work and be present at regular meetings.

If one or more members of the proposed key staff is not licensed according to the Albanian licensing system, an additional deputy with the required local licenses for the respective role has to be appointed.

The experts are not allowed to be replaced after tender submission without the written approval of the AADF.

3.3 Non-Key Experts' Qualification

At least 5 years of experience in similar projects and licenses:

- Environmental expert – license issued by the relevant authorities, to perform ESIA
- Cultural heritage expert (license P/A-2,6,7, issued by the relevant authorities)
- Bridge construction expert– license 7 a, b, c, d
- Road signage expert – license 11 a, b, d
- Geology expert – license 9 a, d, e
- Topography expert – license 8 a, b, c, d, e
- Electrical Engineer– license 4 c, i, j; 11 d
- Hydro-Technical Engineer– license 5 a, b, c, d
- Costing Engineer

4 Duration

The foreseen start date for the services provision will be in March 2025.

The service provision duration for all design phases will be approximately **6 months** from the start date.

Time allotted for review procedures (by Authorities/Beneficiaries/AADF) that take place between the design phases will not be calculated in this time frame.

5 Terminology

Contractor – The contractor refers to the design architecture/engineering company/entity that will be contracted to provide services as required in this tender. Elsewhere, as per description of this tender it may be also referred to as Applicant.

Concept Design in the Albanian legislation refers to “**Projekt-idea paraprahe**”.

Schematic Design in the Albanian legislation refers to “**Projekt idea perfundimtare**”.

Detailed Design in the Albanian legislation refers to **“Projekti per miratimin e lejeve te nevojshme”**

Executive design in the Albanian legislation refers to **“Projekt zbatimi”**.

Bill of quantities in the Albanian legislation refers to **“Preventivi”**