

**24 Sri Lanka****Baseline Road Project (1)(2)**

Contributing to the establishment of a road network in the economic heartland of Sri Lanka

Loan Amount/Disbursed Amount 7.479 billion yen/7.217 billion yen

Loan Agreement August 1993/August 1997

Terms & Conditions Interest rate 2.3–2.6%, Repayment period 30 year (grace period 10 years), General untied

Final Disbursement Date January 2002/May 2004

Executing Agency Road Development Authority URL: <http://www.rda.gov.lk>

**Project Objectives**

The project's objective was to facilitate smooth traffic in Greater Colombo Area by widening the existing Baseline Road from dual one lane (partially two lanes) to dual three lanes and also by implementing road rehabilitation, construction and improvement of structures, upgrading of junctions, etc. and thereby contribute to revitalization of economic activities in this area.

Effectiveness & Impact**Rating b**

By developing the road in the Colombo Metropolitan Area, the ratio of the actual figures for annual average daily traffic relative to the planned figures were 58.4% at a point 0.83km from the north end of the road and 74.3% at 2.0km from the north end. The actual peak traffic volume was 68% for the Phase I section and 30% in the Phase II section of the standard design volume. The reason that actual figures fell below the plan is thought to stem from the fact that, from the latter half of the 1990s to the early 2000s, traffic in and out of Colombo city from the suburbs did not increase as expected due to suburbanization policies. Meanwhile, the road developed by this project functions as a major arterial road connecting the inner city and suburban residential areas. Through this project, the road surface characteristics (such as roughness and cracks) at all sections of the road were greatly improved, it is thought to save vehicle operation cost. Moreover, in the beneficiary survey, 83% of residents surveyed were of the opinion that the project

had improved their living environment. Therefore, this project rates a moderate level of effectiveness since it has delivered certain positive effects.

Location of Baseline Road (Greater Colombo Area)**Relevance****Rating a**

This project has been highly relevant with Sri Lanka's national policies both at the time of the appraisal and at the time of the ex-post evaluation. The project was planned under the Public Investment Programme of 1991–1995. At the time of the ex-post evaluation, road development projects were highly emphasized in the Medium-term Expenditure Framework (2006–2008).

Efficiency**Rating b**

Project cost was lower than planned (approximately 87% of the plan), but the project period was much longer than planned (159% of the plan); therefore the evaluation for efficiency is moderate. The main reason behind the project delay was the fact that a number of underground utilities—including water mains, drainage sewers, communication cables, and electricity lines—were discovered after the commencement of construction, and the time was required to coordinate with agencies concerned to relocate these utilities.

Sustainability**Rating a**

No major problem has been observed for capacity of the executing agency or the operation or its maintenance system, therefore, sustainability of this project is high.

Conclusion, Lessons Learned, Recommendation

This project is evaluated to be satisfactory. It is hoped to extend the road to the south and expand the network with additional traffic control facilities and upgrading of junctions, to give a traffic safety education for the habitants living in the vicinity of the road, and to consider installments of pedestrians' crossings with traffic signals and crossing with an overpasses in the future.

Third-Party Opinion

This is a good example of urban arterial road development in Sri Lanka. Relocated residents were satisfied with the life in relocated place. Achievement of smooth road traffic and so on had some influence to increase the asset value of land along with the road developed by the project

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