

## Impact Factor:

ISRA (India) = 1.344	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 0.829	PIHHI (Russia) = 0.207	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 4.102	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 2.031	

SOI: [1.1/TAS](#) DOI: [10.15863/TAS](#)

## International Scientific Journal Theoretical & Applied Science

p-ISSN: 2308-4944 (print) e-ISSN: 2409-0085 (online)

Year: 2018 Issue: 05 Volume: 61

Published: 02.05.2018 <http://T-Science.org>

**M.T. Shishinashvili**

Doctor of engineering Sciences,  
Professor,  
Georgian Technical University,  
Georgia

### SECTION 8. Architecture and construction.

## SAFETY, TOURISM AND ECONOMICAL DEVELOPMENT OF GEORGIA BY ROAD NETWORK MODERNIZATION

**Abstract:** The work includes the view regarding developing important strategic branches for state by modernization of the existed road network and constructing new ones. The work also says about enhancing country's defensive capability, creating new touristic routes, migration and economic development.

**Key words:** Safety, Road, Tourism, Border-custom

**Language:** English

**Citation:** Shishinashvili MT (2018) SAFETY, TOURISM AND ECONOMICAL DEVELOPMENT OF GEORGIA BY ROAD NETWORK MODERNIZATION. ISJ Theoretical & Applied Science, 05 (61): 32-34.

**Soi:** <http://s-o-i.org/1.1/TAS-05-61-7> **Doi:**  <https://dx.doi.org/10.15863/TAS.2018.05.61.7>

### Introduction

Problem regarding provision of Georgia Regions and border zones, primarily strategic regions with road network bears significantly huge importance for statehood of Georgia, country population and for arrival of tourists' stream on the territory of the country.

Provision of border zones with well maintained road networks is directly connected with geopolitical, social, economic, national-demographic, territorial and other issues of state importance.

Unfortunately, the possibility of developing such kind network on the occupied territories of Georgia is not available yet due to some objective reasons. No attention was paid to such kind issues in the former Soviet Union. The issues connected with the borders in Georgia as under the conditions of sovereign state are quite complicated and many of them with the neighboring countries need again to be reviewed.

Border regions are mainly considered to be populated and unpopulated ones, including such perspective frontier border or other territories, where the increasing flow of tourists is quite huge.

### Materials and Methods

Consequently, for maximal permeability and comfortable movement of touristic flow is necessary to provide with new road network and to carry out modernization of the existed one. Provision of border zones with transport requires having a specific

attitude. Here is important regulation of the existed road network. On the base of recent circumstance primarily is necessary to make registration, to provide with technical documentation and stocktaking, as for the regions having no road network new one should be constructed. Resulting from the state interests including defense, drawing up perspective plan of road network and arranging its implementing with an appropriate ministries, organizations, departments in the shortest time of period bears a significant importance for defensive capability and strategic development of our country. Also the fact, that touristic routes most frequently pass through mountainous regions of Georgia, which are strategic border zones, is worthy to be noted.

In the road network of border zones should be presented roads of common use of different use, such as: rural, forest, industrial-mining, resorts and mainly roads of military-defense. Roads of common use are important here, as they are designated for connecting populated points with each other, regional centers, border-custom points, what is the best option for diversifying touristic routes and for stopping migration of residents from mountainous regions.

Roads of meaning Military-defense except their designation of accessing any point in the bordering zone, should present to some extent fortification structure, which makes unavailable cross the border. That is why taking into consideration a mountainous relief of Georgia and other specifications is necessary to process special normative-technical



## Impact Factor:

ISRA (India) = 1.344	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 0.829	PIHHI (Russia) = 0.207	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 4.102	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 2.031	

documentation for designing, constructing and maintaining military-departmental roads.

Mountainous relief of Georgia itself creates natural resistance in the areas of frontier border. This should be rationally used for strategic purposes. Simultaneously we can meet the places in the border line, where the crossing the border is expectable by using the means of transport. In such places is appropriate to construct fortification-civil structures in such a way, that they simultaneously with touristic popularization, should present defense barriers as well.

### Conclusion

Based on the presented view, for successful solving of the problem the first stage is carried out by

the state of Georgia in different strategic directions by constructing new roads and rehabilitating existed road network. This attitude will provide perfecting of internal state road network, maximal movement of tourists and enhancing self-defense on the different territories in terms of quick mobilization.

Constructing new roads and rehabilitation of the existed road network will provide in long-term perspective: improving of internal trade and cargo turnover, getting more profit from tourists and high level of the safety. All the above cited will increase different kinds of activities in the country, will enhance economic grow and popularization of the country. All these will positively influence on the every daily life of the citizens.

### References:

1. Shishinashvili MT (2016) USE OF SEMI-RIGID COMPOSITE PAVEMENTS IN DIFFERENT REGIONS OF GEORGIA. ISJ Theoretical & Applied Science, 03 (35): 80-83. Soi: <http://s-o-i.org/1.1/TAS-03-35-15> Doi: <http://dx.doi.org/10.15863/TAS.2016.03.35.15>
2. Burduladze AR, Shishinashvili MT, Magradze MD (2014) IMPROVEMENT OF THE QUALITY OF THE ASPHALT MIX. ISJ Theoretical & Applied Science, 02 (10): 44-47. doi: <http://dx.doi.org/10.15863/TAS.2014.02.10.7>
3. Shishinashvili, M. ASPHALT SURFACE RECYCLING ACCORDING TO THE HOT METHOD. *inteleqtuali*, 148.
4. Burduladze AR, Bezhaniashvili MG, Shishinashvili MT (2014) EXISTING IN GEORGIA LOCAL ROAD CONSTRUCTION MATERIALS AND THEIR OPTIMAL USE IN THE CONSTRUCTION OF PAVEMENT. ISJ Theoretical & Applied Science 12 (20): 61-64. doi: <http://dx.doi.org/10.15863/TAS.2014.12.20.14>
5. Burduladze, A., Shishinashvili, M., Magradze, M., & Bakuradze, T. PERSPECTIVES OF USE OF COLD RECYCLING IN THE ROAD SECTOR OF GEORGIA. *IHJVT < B TRANSACTIONS T P Y D BI*, 113.
6. Shishinashvili MT (2016) AN OVERVIEW OF THE REGENERATION TECHNOLOGY OF ASPHALT CONCRETE. ISJ Theoretical & Applied Science, 11 (43): 173-176. Soi: <http://s-o-i.org/1.1/TAS-11-43-32> Doi: <http://dx.doi.org/10.15863/TAS.2016.11.43.32>
7. Shishinashvili, M. "Stationary unit of regeneration of old asphaltic concrete in cold state, *inteleqtuali*, 9,199-203." (2009).
8. Shishinashvili, M. "Modern methods of carrying out minor repair works of road surface." *Georgian Engineering News* 4 (2008): 128-131.
9. Shishinashvili, Manuchar Tamazovich. "ISPOL"ZOVANIE POLUZhESTKIKh KOMPOZITsIONNYKh POKRYTIY V RAZLICHNYKh REGIONAKh GRUZII." *Theoretical & Applied Science* 3 (2016): 80-83.
10. Shishinashvili, Manuchar Tamazovich. "OBShchIY OBZOR TEKhnOLOGII REGENERATsII ASFAL"TOBETONA." *Theoretical & Applied Science* 11 (2016): 173-176.
11. Shishinashvili, M. "Regeneration Technologies of Old Asphalt Concrete at Progressive Countries of The World,



**Impact Factor:**

<b>ISRA</b> (India) = <b>1.344</b>	<b>SIS</b> (USA) = <b>0.912</b>	<b>ICV</b> (Poland) = <b>6.630</b>
<b>ISI</b> (Dubai, UAE) = <b>0.829</b>	<b>PIHII</b> (Russia) = <b>0.207</b>	<b>PIF</b> (India) = <b>1.940</b>
<b>GIF</b> (Australia) = <b>0.564</b>	<b>ESJI</b> (KZ) = <b>4.102</b>	<b>IBI</b> (India) = <b>4.260</b>
<b>JIF</b> = <b>1.500</b>	<b>SJIF</b> (Morocco) = <b>2.031</b>	

- Georgian Engineering News, 3,125-128." (2009).
12. Shishinashvili, Manuchar Tamazovich, et al. "PECULIARITIES OF FLEXIBLE PAVEMENT CONSTRUCTION WITH

CONSIDERATION OF EXISTING CLIMATIC CONDITIONS IN GEORGIA." *Theoretical & Applied Science* 2 (2017): 139-142.

