SUMMARY

This study is a synthesis of so far prepared environmental impact reports on planned modernisation of No. 8 National Road, on its section between the localities of Radzymin and Wyszków, and a synthesis of the reports drawn up so far in relation to planned by-pass road to pass round Wyszków. This study constitutes also a supplementary material to application for financial support with European Commission resources to construct the aforementioned road sections.

The activity such as construction of new four traffic-lane roads or expansion of existing rods up-to four traffic lanes, length not less than 10 km of continuous section, pursuant to Directive 85/337/EEC, as further amended by Directive 97/11/EC on the assessment of the effects of certain public and private projects on the environment, is provided for in its Annex 1. That means - this project shall be obligatorily subject to preparation of environmental impact assessment report according to the principles as set out in Articles 5 to 10 of the Directive. Transposition of the aforementioned Directive into the Polish legal framework has been done in form of Environmental Protection Act of 27 April 2001.

Planned modernisation of No. 8 National Road is a part o f bigger investment project which is the construction of S8 express road from Warsaw to Białystok, and further through Augustów and Budzisko towards Kaunas, Riga and Tallinn.

Planned course of particular section is:

(1) the Radzymin – Wyszków section - length 18.4 km,
(2) the Wyszków by-pass road - length 12.8 km,
(3) the Radzymin by- pass road - length 6,4 km

For section (1) preparation of documentation required to start formal procedure - i.e. to obtain development order, that involves public consultation to be held by competent authority carrying out the procedure - is under way. It is the Mazowiecki Voivode who is the authority competent to grant the development order for the road section considered.

For section (2) – the location decision has been already made, i.e. development order sign. GPiB.7331/161/2001 of 28 November 2001, has been granted by the City Mayor of Wyszków. The validity date of that decision was set out for 31 December 2006.

For section (3) – it is planned to repair and redevelopment existing The Radzymin by-pass road. No development consent is demanded and expected.

The state-of-the-environment in the area of the project planned is satisfactorily in terms of the air quality. Some exceedance of water quality standards in Bug River occurs. Local exceedance of the permissible noise level appears, that source is the road in question. The materials analysed indicate a considerable environmental capacity in the area where the project is planned to locate. Environmental monitoring is carried out by the State Inspectorate for Environmental Protection, and its results are published in form of their annual reports and on their homepages (*www.gios.gov.pl*).

The alignment of the road corridor has been included into local physical management plans. The road corridor passes round residential building areas.

Design of NATURA 2000 network in Poland has been prepared. The network design assumes the area protection under Habitat Directive (92/43/EEC) and Bird Directive (79/409/EEC). The design identifies the sites to be likely included into NATURA 2000 List. The road sections considered are shown in attached Figure which reflects location of relevant NATURA 2000 sites planned.

The following major time-periods are assumed in relation to this project:

- **Construction phase** with a number of the most typical environmental impacts:
  1. taking over the site,
  2. reduction of the area biologically active,
  3. noise penetrating the environment,
  4. dust generated from the surfaces exposed,
  5. generation of waste,
  6. pollutant emissions from transportation means and machines.
- **Operation phase** with its mostly typical environmental impacts:
  1. increase in sealed surface,
  2. noise penetrating into the environment,
  3. pollutant emission into the air,
  4. risk to road accidents.
- **Liquidation phase** characterises by the following impacts:
  1. noise penetrating into the environment,
  2. generation of waste,
  3. pollutant emissions from transportation means and machines,

This study includes a synthesis of data relating to the scale and magnitude of the impacts. It has been recognised that during construction phase of the road, the most significant impact will be generation of waste, whereas noise and drainage of the road body will be the major impacts during its operation phase.

The road construction design and concept for its particular sections include technical solutions to minimise any negative environmental impacts:

- construction of acoustic baffles;
- construction of treatment facilities for waste water running off the road body;
- planting of insulation green belts.

During construction phase environmental emissions will occur varying in time (noise emitted from operation of machines, dusting, generation of waste). Those will be short-duration and transient impacts. Waste generated should be managed by the contractor implementing the road.

The prognosis for operation phase indicates, that significant impact (i.e. such which require actions to be undertaken with the aim to minimise the impacts) will be emissions of noise caused by automobile traffic. In order to minimise those impacts acoustic baffles are assumed to implement. Calculations of noise propagation indicate that the roads planned will not generate any noise hazard in meaning of the provisions in Environmental Protection Act.

The analytic results obtained indicate that beyond the boundary lines of the road sections planned no occurrence is to be expected of any excessive concentrations of substances emitted from vehicle traffic alongside the road.

Precipitation water from drainage system alongside the roads planned will be collected and once previously pre-treated on water lifting barriers, filtration layers and/or separators, it will be then discharged through open ditches into rivers. Rainwater from bridge across the Bug River will be discharged by gravity method into either separators provided with multi-stream package, or retention-treatment ponds as preceded by sedimentation basins.