

REGIONAL DIRECTOR FOR ENVIRONMENTAL PROTECTION IN KIELCE

RDOŚ-26-WOO.I-6613/3-11 /10/mm

Kielce, 14 September 2010

DECISION on project environmental considerations

Pursuant to Article 75(1)(1)(a) first indent, in connection with Article 82 and Article 85(1) of the Act on Providing Access to Information concerning the Environment and Environmental Protection, Participation of the Public in Environmental Protection and on Environmental Impact Assessments of 3 October 2008 (Journal of Laws No. 199, item 1227, as amended) and § 2(1)(29) of the Ordinance of the Council of Ministers on determining the kinds of project that may have a considerable environmental impact and the detailed conditions related to qualifying a project for an environmental impact report of 9 November 2004 (Journal of Laws No. 257, item 2573 as amended), and pursuant to Article 104 and Article 108 § 1 of the Administrative Procedure Code Act of 14 June 1960 (Journal of Laws of 2000, No. 98, item 1071, as amended), having considered the application of the General Director of National Roads and Motorways, delivery address: General Director of National Roads and Motorways Kielce branch, 43/45 Paderewskiego Street, 25-950 Kielce, of 14 May 2010 (acting via a representative – Ms Danuta Piekarczyk – WBP Zabrze Sp. z o.o., 25 Pawliczka Street, 41-800 Zabrze), and having carried out the environmental impact assessment procedure,

I hereby determine
the environmental considerations for the project

“Construction of the S7 expressway from Chęciny to Jędrzejów”

for solutions according to Variant VIA BIS

and:

I. I determine:

1. The type and location of the project:

The subject of the project is construction of the S7 expressway at a 21.8 km long section, from the Chęciny junction to the Jędrzejów ring road. The analysed section is a part of the planned S7 expressway, and it will run within the administrative limits of the Świętokrzyskie Voivodeship in the following communes: Chęciny (Kielecki Powiat), and Sobków and Jędrzejów (Jędrzejowski Powiat).

In Variant VIA BIS, the S7 road runs along the existing route from the Chęciny junction to the intersection with voivodeship road no. 763 from Chęciny to Morawica; further, the Tokarnia ring road is planned on the eastern side, from Wrzosy to Brzegi. According to this variant, the route runs between Tokarnia and Brzegi across a forest complex, joining the route of the existing national road no. 7 near an existing petrol station (approx. at km 570+100), and after crossing the Nida River, it runs parallel on the east side, up to the Brzegi junction. Past the Brzegi junction, the route of the planned S7 bends towards the east, then runs along the edge of the Szczotki forest, and turns slightly to the west. The route crosses the existing railway line approx. at km 574+396, after the intersection with the railway line it turns west, crossing powiat road no. 0158T from Smyków to Mnichów and powiat road no. 0161T, forming the Mnichów junction at the intersection; then, past the cemetery in Podlesie, it turns south, and at the level of the bridge over the Rudka River in Mnichów it joins the route of the existing national road no. 7. From that point to the Jędrzejów ring road, it overlaps with the route of the existing road. On

the majority of the section, on both sides of the road, there are access roads handling the adjacent area which are connected with the existing commune roads, powiat road no. 0162T to Raków, and powiat road no. 0149T in Podchojny. This variant is in fact a ring road for the majority of towns and villages for which the preserved national road no. 7 will become a road collecting the traffic, with the majority of the existing transportation connections left intact.

Three junctions have been designed for Variant VIA BIS:

- the Tokarnia junction – approx. at km 566+992, situated at the intersection with class G powiat road no. 0382T,
- the Brzezi junction – approx. at km 572+034, situated near Brzezi, used to connect the S7 road with the existing national road no. 7 road, and then with class Z powiat road no. 0153T, class G powiat road no. 0155T, and the commune road in Brzeźno,
- the Mnichów junction – located in the vicinity of Mnichów at the intersection with class Z powiat road no. 0161T; the route of the latter has been changed to follow the route of a dirt road joining the existing road no. 7.

Parameters of the planned road:

- | | |
|---|---|
| – technical class of the road | S |
| – design velocity | $V_d = 100$ km/h, |
| – lane width | 3.50 m |
| – central reservation – final | 5.0 m (including shoulders 2×0.5 m) |
| – central reservation at stage 1 | 12 m (including shoulders 2×0.5 m) |
| – roadway width at stage 1 | 2×7.0 m |
| – cross-section – final | 2 roadways, each with 3 lanes 3.5 m wide
+ emergency lane 2.5 + shoulder 0.5 m
central reservation with shoulders 5 m |
| – emergency lane | 2×2.50 m (with the structure like the roadway) |
| – route accessibility limited | only via junctions |
| – route fenced off at the whole length. | |

The road will have engineering structures (viaducts, bridges, culverts, accommodation underpasses, grade-separated pedestrian crossings), environmental protection structures (barriers, ecological wildlife crossings, netting preventing people and animals from entering the road, netting guiding animals to wildlife crossings), rails, road signs. It will have a drainage system along the whole section and lights at road junctions.

The study begins approx. with km 561+212 (km of the existing national road no. 7) (according to the map of environmental considerations and the overview map from the environmental impact report).

The study ends approx. with km 581+833 (km of the existing national road no. 7) – approx. kilometre 583+012 of the designed road (according to Variant VIA BIS), (according to the map of environmental considerations and the overview map from the environmental impact report).

2. Conditions for the use of land at the implementation and operational stages, with particular focus on the need to protect precious environmental values, natural resources and historic buildings and to reduce the impact on the neighbouring areas:

At the implementation and operational stages of the project:

1. organise the construction site and base according to the principle of minimising the land take and land transformation; secure the area against possible contamination by oil derivatives; provide portable toilets within the construction base and make sure they are emptied on a regular basis; locate the material and equipment base outside areas with residential housing, outside the valleys of rivers, watercourses, outside water intake zones, outside protected natural habitats, species habitats; on completion of works, restore the original condition of the construction base area; ensure proper organisation of works to eliminate the risk of contaminating the areas around the construction site;
2. properly manage the waste produced during the construction, which includes minimising waste quantity and storing waste selectively in separate, adapted places, protecting the environment against penetration of harmful substances, and making sure the waste is reused or handed over to licensed entities for further processing, i.e. recovery or neutralisation;
3. perform civil works with mechanised equipment in good working order to avoid the leakage of fuel, engine oil etc. into the ground; in the event of equipment breakdown and leakage of oil derivatives into the ground,

- collect the contaminants using a sorbent, and hand the produced waste to licensed entities for neutralisation;
4. perform civil works near residential houses only during the day (between 6 a.m. and 10 p.m.); in those areas, avoid simultaneous operation of machines emitting high-level noise;
 5. limit idle run of engines of vehicles and construction machines while implementing the project; continuously monitor the technical condition of this equipment and keep it in good working order;
 6. perform construction works in a way ensuring the safety of the buildings near the road; minimise the work of such equipment as vibration rollers, rammers etc., and introduce solutions protecting the surroundings against their negative impact;
 7. limit the possibility of dust raising during the transport of construction materials and during the unloading of bulk materials; under conditions in which the ground becomes too dry and at wind speed that blows away the dust, periodically sprinkle the exposed area; use the construction base to store only the necessary quantities of construction materials, and secure them against being blown away by the wind (e.g. via sprinkling),
 8. properly deposit the earth masses removed and moved in connection with the project implementation works (in places other than the valleys of rivers and watercourses, forests and areas with considerable nature values);
 9. use humus and non-contaminated earth masses to form embankments and level the area; use the excess of soil according to the laws in force; in the case of contaminated soil, proceed according to waste management procedures; spread the excess soil material outside areas of protected natural habitats and species habitats, preferably outside Natura 2000 sites;
 10. on completion of civil works, reclaim the land to (re)make it usable,
 11. eliminate the drilled well on the premises of the petrol station near Brzegi according to an approved plan of geological works,
 12. secure the area of the petrol station to be demolished before oil derivatives penetrate the ground and water environment; ensure proper management of the waste formed as a result of demolition of the facility; organise the area and reclaim the land,
 13. at sections where earthworks and civil works will be performed near rivers and watercourses, introduce solutions preventing them from being filled in and preventing contaminants from entering surface water,
 14. in the case of draining the excavations, suspended solids (sand, clay etc.) must be mechanically removed from the channelled water to protect the water against contamination,
 15. civil works must not change the natural flow of water on the ground to the detriment of the neighbouring land,
 16. limit tree cuttings to the necessary minimum, preserve natural field tree clusters and bushes as far as possible; do not cut down trees and bushes in the nesting season, i.e. cut them down between 30 September and the end of February; if the cuttings are required in the nesting season, minimise them and perform them under strict environmental supervision,
 17. during the construction works, secure the trees not intended for cutting but present in the direct vicinity of the road against damage,
 18. make sure earthworks near trees which are not to be cut down do not damage the root systems and trunks of trees by securing them with barriers and boards,
 19. works to be performed near rivers and watercourses (bridges, culverts) should be completed as quickly as possible; precede the works with a field inspection of a nature specialist – if protected animals are detected, the entity performing the works should move them to a safe place, outside the construction site,
 20. limit the works in the channels of all rivers to the minimum, and perform them outside the spawning and migration period of fish and lampreys (i.e. in a period other than between 1 March and 30 June),
 21. if possible, suggest solutions leaving the banks and the bottom of the Nida River non-engineered; if necessary, minimise the river engineering activities; make sure the planned new bridge does not interfere in the Nida river channel,
 22. design the wildlife underpass for large animals to cover the widest possible strips adjacent to the channel and the bank, preferably at both sides of the watercourse,
 23. secure the excavations and drainage structures to prevent small animals from getting inside; before filling them, check the bottom and walls for the presence of animals and take them outside the investment area if necessary,
 24. since the investment is located in areas with numerous archaeological sites, earthworks connected with the investment should be under strict archaeological supervision; if new archaeological sites are revealed, be ready to add rescue excavations to the supervision,
 25. in areas sensitive to contamination, i.e. near areas with considerable nature values and near river valleys, limit the use of chemicals to the necessary minimum to ensure maintenance of roads in winter; eliminate the slipperiness of the surface using agents with the least environmentally-harmful composition.
- 3. Environmental protection requirements to be included in the documentation required for the issuing**

of the road investment permit decision:

1. discharge the rainwater and meltwater from the expressway via a rainwater drainage system or via leakproof drainage ditches channelling the water to surface water or to the ground or to storage tanks; provide the system for capturing and channelling water from the road with pre-treatment devices, i.e. settling tanks or settling tanks integrated with an oil derivative separator.
2. design noise barriers of appropriate sizes (height of approx. 2 m on bridge structures and approx. 4.5 m on the other section) i.e.:

VARIANT VI A BIS		
Noise barrier no.	length [m] (approx.)/side	road km (approx.)
E1	300/R	562+080 - 562+380
E2	180/L	562+680 - 562+860
E3	220/R	562+700 - 562+920
E4	220/R	563+420 - 563+640
E5	405/R	563+945 - 564+350
E6	240/R	564+370 - 564+610
E7	340/L	564+240 - 564+580
E8	570/R	566+610 - 567+180
E9	510/L	566+610 - 567+120
E10	200/R	570+300 - 570+500
E11	460/R	570+840 - 571+300
E12	190/L	574+160 - 514+350
E13	190/L	575+490 - 575+680
E14	360/R	578+060 - 578+420
E15	370/L	581+220 - 581+590
E16	570/R	582+100 - 582+670
E17	320/L	582+190 - 582+510
Total approx. 5,625 m		

*L – left side, R – right side

Noise barrier no.	Voivodeship road 763	
	[m] (approx.)/side	Km (approx)
E1w	200/L	0+130 - 0+330
E2w	80/L	1+040 - 1+120
E3w	70/L	1+140 - 1+210
Total approx. 350 m		

3. to protect arable soil, plan a 10 m wide strip of insulation vegetation along the designed road (with native tree and bush species or native species of herbaceous plants) approximately at the following section:

No.	Road kilometre (the right side)	Road kilometre (the left side)
VARIANT VI A BIS		
1.	561+212 - 562+100	561+212 - 562+080
2.	565+160 - 566+320	562+860 - 563+900
3.	567+180 - 568+930	562+160 - 566+320
4.	572+700 - 573+650	572+700 - 573+650
5.	573+770 - 574+380	573+770 - 574+100
6.	574+560 - 575+600	574+560 - 575+130
7.	575+650 - 577+660	575+680 - 577+660
8.	581+200 - 582+100	581+600 - 582+180
9.	582+670 - 583+000	582+510 - 583+000

4. use fencing and wire netting to prevent animals from entering the roadway,
5. approx. at km 579+975, 561+600, 580+716, 581+876, build a wildlife overpass, with a width in the central, (the narrowest) part of at least 35 m, gradually increasing towards both ends in a funnel-like shape,
6. approx. at km 565+093, 568+900, 570+793, 573+526, build underpasses for large animals, with the largest

- parameters possible, and if bigger parameters are not possible, the smallest permissible size is 15 m (width) × 3.5 (height),
7. approx. at km 561+865, 562+280, 563+000, 563+400, 563+968, 565+895, 566+455, 567+600, 568+219, 569+100, 570+194, 574+045, 574+775, 576+002, 576+805, 577+730, 578+675, 579+071, 579+475, 581+256, 582+676, make 21 crossings for small animals and amphibians with the largest parameters possible, and if bigger parameters are not possible, the smallest permissible size is 1.5 m × 1.5 m,
 8. for culverts which are to function also as wildlife crossings, make dry shelves which permit migration,
 9. plant vegetation guiding the animals to the crossing, transverse to the road; the surroundings should be organised to resemble the natural environment, with a layer of fertile soil in an area exposed to the sun; sow grass and plant native species;
 10. crossings for large and medium-sized animals should have anti-glare screens maximally preventing the animals using the crossings from being dazzled,
 11. in underpasses and culverts over 50 m long, light must be additionally provided in the form of holes or cracks in the central reservation; they must be protected with anti-glare screens so that light does not flicker inside the crossing (at night),
 12. wildlife crossings not combined with roads should be secured against entry of vehicles (by situating elements preventing passage near the crossing, for instance by sinking tree trunks into the ground, laying rock(s), laying a log or planting a tree), while crossings combined with roads should be at least as wide as the road and they should be organised to resemble the natural environment,
 13. wherever possible, adapt the colours of engineering structures (if painting is necessary) to the environment.

II. I deem it necessary to provide environmental monitoring

Within 1 year following the commissioning of the investment, conduct monitoring of the functionality of the wildlife crossings, analyse their effectiveness and, if necessary, propose additional solutions ensuring the passability of wildlife corridors.

III. I deem it obligatory to evaluate environmental impact within the procedure regarding the road investment permit.

The data about the project available at the stage of issuing the decision on environmental considerations, in particular data about the suggested solutions as to capturing, treating and channelling water from road drainage and solutions reducing changes in the hydrographic conditions to the detriment of the adjacent land, the designed measures protecting against above-standard noise, protection planned in connection with the demolition of bridge structures and construction of new engineering structures, are insufficient to assess the project's environmental impact. As a result, another environmental impact assessment must be prepared for the project within the procedure for a road investment permit decision.

IV. I deem it obligatory to present the post-implementation review as regards:

- the spreading of the noise to the environment,
- the quality of the rainwater and meltwater channelled from the road to the ground and water environment,
- the functionality of the wildlife crossings.

The noise assessment must be performed in all areas under noise protection, and it must include in particular the measuring points in the following locations:

Measuring point number	Road kilometre (approx)	Side of the road
P1	560+220	left
P2	562+770	left
P3	562+830	right
P3a	562+850	left
P4	563+580	right
P4a	563+620	right
P5	564+130	right
P6	564+520	right
P6a	564+530	right
P7	564+410	left

P8	566+880	right
P9	566+870	left
P10	570+410	right
P11	571+090	right
P11a	571+060	right
P12	574+270	left
P13	575+540	left
P14	578+280	right
P15	581+310	left
P16	582+260	right
P17	582+340	left
P17a	582+350	left

Perform water quality tests for the water discharged from the drainage system of the planned road to the environment in terms of total suspension and petroleum hydrocarbon, in particularly taking into account the measuring points in the following locations:

Measuring point number	THE VIA BIS VARIANT	
	Collector	road km (approx.)
1	a nameless watercourse	563+968
2	the Czarna Nida River	565+093
3	the Czarna Nida River	565+093
4	the Nida River	570+793
5	the Nida River	570+793
6	planned reservoir	574+350
7	planned reservoir	574+560
8	a nameless watercourse	576+805
9	a nameless watercourse	576+805
10	the Rudka River	579+071
11	the Rudka River	579+071
12	planned ditch	581+750
13	planned ditch	583+000

Present the results of the monitoring referred to in section II.

The post-implementation review should be carried out 1 year after the commissioning of the structure and submitted to the competent body 18 months after the commissioning of the structure.

The post-implementation review should include a comparison of what has been established in the report with actual environmental impact of the project.

V. The description of the whole project is enclosed as Appendix 1 hereto.

VI. I hereby make this decision immediately enforceable.

J u s t i f i c a t i o n

At the request of the General Director of National Roads and Motorways of 14 May 2010, delivery address: General Director of National Roads and Motorways Kielce Branch, 43/45 Paderewskiego Street, 25-950 Kielce, (acting via a representative – Ms Danuta Piekarczyk – WBP Zabrze Sp. z o.o., 25 Pawliczka Street, 41-800 Zabrze), the procedure for issuing the decision on environmental considerations for the “**Construction of the S7 expressway from Chęciny to Jędrzejów**” project was commenced on 14 May 2010.

Pursuant to Article 75(1)(1a) of the Act on Providing Access to Information concerning the Environment and Environmental Protection, Participation of the Public in Environmental Protection and on Environmental Impact Assessments of 3 October 2008 (Journal of Laws No. 199 item 1227 as amended), the Regional Director for Environmental Protection is the body competent to issue an environmental decision for projects which may always have a considerable environmental impact.

The investment in question represents a project which may always have a considerable environmental impact (and as such require environmental impact assessments) and referred to in Article 59(1)(1) of the Act on Providing Access to Information concerning the Environment and Environmental Protection, Participation of the

Public in Environmental Protection and on Environmental Impact Assessments and which are listed in § 2(1)(29) of the Ordinance of the Council of Minister of 9 November 2004 on determining the kinds of project that may have a considerable environmental impact and on the detailed conditions related to qualifying a project for an environmental impact report (Journal of Laws No. 257 item 2573, as amended).

The Investor enclosed the following with the application for a decision on environmental considerations:

1. an environmental impact report for the project, developed by Biuro Konsultingowo-Doradcze "EUROEKSPERT" Jacek Seweryński Chorzów in April 2010;
2. a copy of the reference maps for the area within which the project will be implemented and the area on which it will have an impact, certified by the competent authority;
3. extract from the land register for the area within which the project will be implemented and the area on which it will have an impact.

In accordance with Article 10 and Article 49 of the Administrative Procedure Code Act and in connection with Article 74(3) of the Act of 3 October 2008, the parties were informed that they could submit motions and comments to the evidence gathered in the case in question and of the subsequent actions to be taken in the procedure via announcements placed on the notice boards of the Jędrzejów City Hall, the Commune Office and City Hall in Chęciny, the Commune Office in Sobków, at the project location (in the following towns/villages: Podchojny, Ignacówka, Mnichów, Ossowa, Miąsowa, Brzeźno, Sokołów Dolny, Brzezi, Tokarnia, Wolica, Wrzosa, Starochęciny and Radkowice) and in the office of the Regional Directorate for Environmental Protection in Kielce.

Data about the submitted application and the environmental impact report for the project has been placed in a "Public register of data regarding documents which contain information about the environment and its protection", kept by the Regional Directorate for Environmental Protection in Kielce.

The parties were notified that they could read through the case files and apply to the Świętokrzyskie National Voivodeship Sanitary Inspector (in accordance with Article 77(1)(2)) of the above-mentioned Act for an opinion regarding the implementation of the planned project via an announcement of 14 May 2010, reference: RDOŚ-26-WOO.I-6613/3-11/10/mm, which was placed on the notice boards of:

- the Jędrzejów City Hall from 17 May 2010 to 31 May 2010,
- the Chęciny Commune Office and City Hall from 20 May 2010 to 7 June 2010,
- the Sobków Commune Office from 14 May 2010 to 19 June 2010,
- in Podchojny, Ignacówka, Mnichów, Ossowa, Miąsowa, Brzeźno, Sokołów Dolny, Brzezi, Tokarnia, Wolica, Wrzosa, Starochęciny and Radkowice between 14 May 2010 and 28 May 2010,
- the Regional Directorate for Environmental Protection in Kielce from 14 May 2010 to 28 May 2010.

Furthermore, within the procedure, pursuant to Article 33(1) and Article 79(1) of the Act dated 3 October 2008, on Providing Access to Information concerning the Environment and Environmental Protection, Participation of the Public in Environmental Protection and on Environmental Impact Assessments, this body announced to the public the information about: initiation of the environmental impact assessment, initiation of the procedure, the subject of the decision to be issued in the case in question, the authority competent for issuing the decision, the authorities competent for issuing opinions and approvals, and the possibility of reading through the necessary case documentation and submitting comments and motions, specifying the period from 29 May 2010 to 19 June 2010 as the 21-day period for submitting the comments and motions. At the same time, to thoroughly examine the case in terms of environmental impact, pursuant to Article 33(1)(9) of the Act referred to above, a decision was made to hold an open administrative hearing for the public on 11 June 2010. The information about the time, place and subject of the hearing was announced to the public via an announcement provided no later than 7 days beforehand. The announcement was placed on the notice board of:

- the Jędrzejów City Hall from 17 May 2010 to 19 June 2010,
- the Chęciny Commune Office and City Hall from 20 May 2010 to 19 June 2010,
- the Sobków Commune Office from 14 May 2010 to 19 June 2010,
- in Podchojny, Ignacówka, Mnichów, Ossowa, Miąsowa, Brzeźno, Sokołów Dolny, Brzezi, Tokarnia, Wolica, Wrzosa, Starochęciny and Radkowice between 14 May 2010 and 19 June 2010,
- the Regional Directorate for Environmental Protection in Kielce from 14 May 2010 to 19 June 2010.

It was also available on the website of the Regional Directorate for Environmental Protection in Kielce between 14 May 2009 and 19 June 2010. Furthermore, an announcement was placed in the *Gazeta Wyborcza* daily of 18 May 2010.

To enable the public to submit explanations, demands, proposals and to express their opinion about the evidence, an open hearing was held for the public on 11 June 2010. Its participants included representatives of the Regional Directorate for Environmental Protection in Kielce, the Investor, i.e. the General Directorate for National Roads and Motorways – Kielce branch, and the public.

During the hearing, the Investor's representative discussed the analysed variants of the planned road, indicating variant VIA BIS as the variant proposed for implementation by the Investor; additionally, the representative described the impact of the recommended variants for 2 time horizons, and presented the visualisation of the route. Afterwards, the author of the report described the nature-related determinants of the variant, stressing that the route was marked out with regard to wildlife, topographic conditions and land development conditions. He discussed the areas under conservation near the investment, i.e. Protected Landscape Areas and Natura 2000 sites, and described how the individual variants ran across these areas. Collisions of particular variants with natural habitats and bird feeding grounds protected within the Natura 2000 network were presented in detail. The presented analysis showed that all variants ran across Natura 2000 sites. Variants I, I with the Mnichów ring road, VI, VIA, VII and VIIA could not be implemented due to their considerable negative impact on Natura 2000 sites. As a result, variant VIA BIS was proposed for implementation, along with impact-reducing measures, such as drainage, barriers and crossings. He discussed the selection criteria for the recommended variant VIA BIS; he stressed that the investment entailed demolitions but the remaining buildings would be effectively protected for both time horizons. The Regional Director for Environmental Protection in Kielce presented the steps of the procedure for issuing the environmental decision, and listed the motions submitted to the authority at the public participation stage. He presented the position of the Świętokrzyskie Voivodeship Sanitary Inspector, who had approved the VAI BIS variant in terms of protection of human health and lives on 4 June 2010, and he stated that on 7 June 2010 the Regional Nature Protection Board, an advisory body of the Regional Directorate for Environmental Protection, had adopted a resolution on approving the project in variant VIA BIS, and after that he opened a discussion.

During the hearing, some of the public expressed their discontent with the variant suggested by the Investor, listing Variant I, Social Variant VII and Variant VII bypassing Tokarnia to the west as appropriate variants, arguing that they resulted in demolition of fewer houses, bypassed the majority of trees to be cut down, used the existing roadways, and that the road would not deteriorate the air quality in Tokarnia, Wolica and Podzamcze-Starościny. There were also claims that the information about the presence of valuable natural habitats at the route of the "social" variant was incorrect, and that the areas marked as xeric grasslands were in fact cultivated fields. The argument that the road collided with the cemetery of Austrian soldiers was mentioned.

In response to the allegations, the Investor's representative stated that the expressway had its technical requirements and that integrating it with the existing structures required a multi-criteria analysis, and he said that due to the opinion of the Voivodeship Conservation Officer according to which Variants I, VII, VIIA collided with the open-air museum in Tokarnia, that route was abandoned. He described how the route was marked out to show what a complicated process it was. He presented a background map with the planned solution for the S7 route in Tokarnia, and stated that the route of national road no. 7 remained unchanged. He said that at that stage it was impossible to accurately determine the width of land take. This would be the subject of the construction design. He stressed that environmental determinants were decisive when it came to choosing the most favourable variant – since such projects were subsidised from EU funds, the European Commission thoroughly examined if project location was in conformity with the regulations arising e.g. from the Act on the Protection of Nature. The considerable impacts of the "social" variant on the Natura 2000 sites formed a non-removable collision, and they would be a reason to refuse funding for the investment. He stated that the recommended variant did not collide with the cemetery of Austrian soldiers. He stressed that the report took into account all impacts, including the emission of noise and pollutants to the environment, it defined the range of the spread of pollutants and the manner of securing the environment against the negative impacts in accordance with all the laws in force. He mentioned the results of expert studies which showed that the environmental quality standards would be adhered to. He remarked that some people would always be disgruntled when it came to such investments in connection with the take of their land and the need for demolitions.

Additionally, the author of the report stated that a valuable habitat could develop on land excluded from use or used sporadically since such use was good for the preservation of such habitats, and that the information included in the documentation was the outcome of expert opinions developed by independent nature specialists who had conducted field observations. An inventory had been prepared several times: at the stage of the previous and current procedure. There was one report assessing all the investment implementation variants. The report included an analysis of all the variants in all environmental aspects – it is not customary to prepare separate studies for individual variants.

Furthermore, the problem of connecting the Tokarnia–Łukowa powiat road with the planned S7 via a junction in Tokarnia was presented at the hearing. This road carries heavy transport from mines and stone processing plants, and increased traffic entails emission of pollutants to the air and noise; there were demands that

the concept of building a ring road for Wolica, Siedlce and Łukowa be developed, and there were requests that the ring road be included in the current S7 design. Additionally, a representative of an ecological organisation expressed an allegation that only the non-investment and Variant VIA BIS were being analysed, and he stated that the report failed to fully consider the conclusions and recommendations of the authors of the wildlife inventory. As to the issue of the powiat road, the Investor took a stand that they planned to alter that street within the investment in question, and that building a powiat road along a new route is not a task of the General Directorate for National Roads and Motorways. Furthermore, the Investor repeated that the investment had been analysed in many variants, that the analyses of variants in all environmental aspects could be found in the report, and that the report discussed the results of the wildlife inventory.

During the hearing, concern was expressed about the prolonged construction of the S7 at the Chęciny-Jędrzejów section, which affected the economic development of the communes across which the investment ran and, potentially leading to the region's economic stagnation. There were requests that the road be built as soon as possible, supported by the argument that that area was a place of frequent fatal road accidents. The Investor responded that he knew the expectations of the commune and that he wanted the decision on environmental conditions to be obtained quickly.

A transcript was made during the hearing, which was then read aloud and signed by the participants.

Comments and objections were submitted to the planned project during the procedure with participation of the public by the specified deadline.

On 25 May 2010 and on 1 June 2010, letters were received from the inhabitants of Tokarnia, Wolica, Podzamcze and Starochęciny who objected to Variant VIA BIS of the project, claiming that Variant I bypassing Tokarnia on the west was the most economically justified one. They listed the following arguments: no need to demolish about 15 farms in Podzamcze and Tokarnia and the fact that the route ran across fields, at the edge of a forest, saving thousands of trees otherwise to be cut between Tokarnia and Brzegi. Furthermore, the existing route of the road from Chęciny to Podzamcze (ca. 2–3 km) and from Jastrzębów to Brzegi (ca. 3 km) would be used. Both variants run across a Natura 2000 site. With Variant VIA BIS, “fumes will poison the human environments of Tokarnia-Wolica and Podzamcze-Starochęciny.”

On 8 June 2010, the Mayor of the Chęciny Commune and Town protested against implementing the investment according to Variants VIA and VIA BIS. The Chęciny Commune claims that implementation of the investment according to Variant I, possibly in combination with Variant VIA BIS at km 570+000, should be adopted as consistent with the socioeconomic aspect of the development of the Chęciny Commune. This claim was supported by the argument that the majority of the land situated on the route of Variant I were owned by the Powiat Office in Kielce, the Chęciny Commune, and the State Treasury, which made it easier for the Investor to acquire the land; additionally, construction according to Variant I was consistent with the current development plans and directions of the Chęciny Commune – the development of the Chęciny Commune to date was based on the investment according to Variant I and it permitted even (both in the social and spatial aspect) development of the residential building sector. Implementation according to Variants VIA and VIA BIS would make it necessary to demolish a number of buildings, and thus to displace inhabitants of Tokarnia, Wolica, Podzamcze Chęcińskie; Variants VIA and VIA collided with investments in the sanitary infrastructure planned by the Commune for those villages, inhibiting their development; building the road according to Variants VIA and VIA BIS would cause a series of transportation, investment, socioeconomic and cultural obstacles as it would create unnatural divisions within those villages.

As far as the above protest is concerned, it needs to be pointed out that all the variants run across Natura 2000 sites. Variants I, I with the Mnichów ring road, VI, VIA, VII and VIIA cannot be implemented due to their considerable negative impact on Natura 2000 sites. A detailed analysis of variants is presented further in the justification.

The report clearly shows that quality standards in terms of emission of pollutants to the air will be adhered to for the proposed Variant VIA BIS. Building the road according to this variant has been approved by the Świętokrzyskie Voivodeship Sanitary Inspector; insulating vegetation is to be planted along the roadway as additional protection.

Pursuant to the laws in force, Article 80(2) of the Act on Providing Access to Information concerning the Environment and Environmental Protection, Participation of the Public in Environmental Protection and on Environmental Impact Assessments of 3 October 2008, there is no obligation of locating a public road in accordance with a local spatial development plan and with a study of local determinants and directions in spatial development.

Each variant entails a comparable amount of demolitions, and each of them will cause social conflicts.

The ease of acquiring land is not the subject of environmental considerations. At the designed section, the investment does not divide the villages but it runs along their edges. The route of the section from Podzamcze to

Brzegi has been marked out with regard to highly complicated topographic and environmental determinants, as well as land development conditions.

The enclosed documentation shows that connections between commune, powiat and voivodeship roads will be preserved. Tokarnia will be connected with Wolica as it has been this far, via powiat road no. 0382T – a viaduct is to be built approx. at km 566+990 over the S7, while Podzamcze will be connected with Starochęciny via a commune road running under the S7 route approx. at km 564+429. Detailed requirements regarding the connections between the road in question and other public roads will be the subject of the road investment permit decision.

Variant VIA BIS does not interfere in the cultural environment since it is the farthest from the Museum of the Kielce Countryside – the Ethnographic Park in Tokarnia, which is an important folk culture centre for the Świętokrzyskie Voivodeship.

The issues related to the collision with the technical infrastructure will be addressed in detail at the stage of the procedure regarding the road investment permit.

During the procedure, 7 June 2010, Stowarzyszenie Mieszkańców Ziemi Świętokrzyskiej Na Rzecz Ekologii i Rolnictwa “EKOMASZ” (“EKOMASZ” Association of the Inhabitants of the Świętokrzyskie Land for Ecology and Agriculture) with its registered office in Wolica filed a request to be considered a party in the procedure. The Association submitted comments that the investment variant would free Tokarnia from the traffic of heavy vehicles but that the problem remained unsolved in Wolica. Furthermore, Variant VIA BIS required demolishing the existing bridges in Brzegi. The Association also stated that a comparative analysis for realistic variants had not been presented.

On 14 June 2010, in connection with the criticism that Variant VAI BIS had received from the inhabitants of Wolica and Tokarnia, the Association demanded a settlement under Article 114 of the Administrative Procedure Code as provided for parties to a procedure.

Via the letter of 15 June 2010, sent electronically, the Association presented its stance of 16 November 2009 and the 2009 *wildlife inventory* documentation prepared by A. Przemyski, PhD, claiming that the environmental impact report did not take into account the conclusions from the wildlife inventory. This problem is also raised in another letter, of 16 June 2010, which contains an allegation that “the author of the *inventory* clearly recommends moving the VI a route to the west, near the Czarna Nida River crossing, which has not been taken into account in the recommended variant.” The Association also considers it necessary to reject Variant VIA BIS and develop two realistic variants which would meet the environmental protection requirements (i.e. crossing the Nida River in the location of the existing bridges) and minimise social costs (demolitions, heavy transport in the network of voivodeship and powiat roads). Furthermore, it requests explanations as to why the traffic of farm tractors has been included in the report’s forecasts, even though those vehicles are banned from the S7. On 21 June 2010, another letter was received from the Association which stuck to its opinion that Variant VIA BIS should be abandoned. The other demands did not concern environmental issues, and they were not the subject of the procedure; they pertained for instance to showing the terms of the order for Variant VIA BIS documentation between the design company and the Investor, and to including the expert opinion of 2006 on the technical condition of bridges (in the Investor’s possession) in case evidence.

Having considered the Association’s request that it be considered a party to the procedure, the Regional Director for Environmental Protection in Kielce – via the decision no. RDOŚ-26-WOO.I-6613/3-11/10/mm of 17 June 2010 – allowed the “EKOMASZ” Association to participate in the ongoing procedure as an entity with the rights of a party.

The comments related to freeing Wolica from the traffic of heavy vehicles and to the concept of building a railway viaduct, which entails the need to build powiat road no. 0382T along a new route, were submitted to the Powiat Roads Administration in Kielce via letter no. RDOŚ-26-WOO.I-6613/3-11/10/mm of 28 June 2010. Via letter no. PZD.DM.5541/12/10 of 29 June 2010, the Powiat Roads Administration in Kielce responded that it would, as it had thus far, keep altering and modernising powiat road no. 0382T within the existing roadway, and that it had no plans of building a ring road of Wolica, Siedlce, Łukowa along with a railway viaduct. Taking into account the stance of the Investor from the administrative hearing and of the powiat roads administrator, the documentation presents the powiat road along the existing route.

The *wildlife inventory* enclosed with the letter sent electronically on 15 June 2010 was used in the procedure. In letter no. RDOŚ-26-WOO.I-6613/3-11/10/mm of 23 June 2010, the Investor was asked to explain the problematic record found in the *wildlife inventory*, addressed in the letter of the “EKOMASZ” Association, and to supplement the documentation as required. In letter no. GDDKiA-o/Ki-P4-jp-4117-3/142a/10 of 9 July 2010, the Investor stated that the wildlife inventory had been the starting point for the environmental impact analysis for the project. Moving the route to the west of Leśna Góra (in connection with crossing the Czarna Nida River valley) applied

solely to the flora part of the inventory, which would be inconsistent with the results from the fauna part of the inventory, and it would collide with the historical complex in Pozdramcze and, much more than in Variant VIA BIS, with the buildings in Podzamecze and Tokarnia. Moving a part of the route “to the west of Leśna Góra,” which takes place in the case of Variant VIA BIS as well, must be considered together with the technical conditions of the designed class S road (e.g. minimum sizes of horizontal curves, straight sections between the curves, the route of the grade line, the distances between junctions). This is why the existing bridges over the Nida River cannot be used for the newly designed S7. At that section, Variant VIA BIS crosses the Nida River in the place of the existing bridges.

As to the traffic of farm tractors on the designed S7 route, its intensity reflects the present situation but, as seen in the report, it has not been taken into account in the forecast traffic level.

As far as the allegation that no comparative analysis was prepared for the variant is concerned, this body, in the letter of 23 June 2010, requested that the Investor provide it. The consolidated version of the report sent with letter no. GDDKiA-o/Ki-P4-jp-4117-3/142/10 of 9 July 2010 includes a comparative analysis of variants.

When it comes to a possibility of reaching a settlement under Article 114 of the Administrative Procedure Code, reserved for parties to a procedure, this body, in letter no. RDOŚ-26-WOO.I-6613/3-11/10/mm of 5 July 2010, informed the concerned entity that according to the law a social organisation cannot demand a settlement under Article 114 of the Administrative Procedure Code, reserved for parties to a procedure, since settlement does not apply to entities with the rights of a party but only to actual parties to a procedure (additionally, a situation where settlement is reached by several parties, while for the remaining parties the body issues a decision is not possible); the term “an entity with the rights of a party” is not tantamount to “a party” under Article 28 of the Administrative Procedure Code, and the powers of an entity with the rights of a party are not the same as the powers of an entity who is actually a party (judgment of the Supreme Administrative Court of 17 June 2008, file ref. no. II OSK 641/07, and judgment of the Voivodeship Administrative Court in Warsaw of 27 August 2009, file ref. no. VII SA/Wa 1780/08).

On 28 May 2010 and on 4 June 2010, this body received letters from the Investor’s Representative with explanations regarding the discrepancies in the route of Variant VIA BIS (approx. from km 567+500 to km 570+700) which resulted from the fact that after the correct route was introduced, the previous route was left by mistake on the wildlife inventory maps enclosed as an annex to the project environmental impact report.

Furthermore, a session of the Regional Nature Protection Board (an advisory body of the Regional Director for Environmental Protection) was held on 7 June 2010 during which the impact of the variants of the designed S7 road between Chęciny and Jędrzejów on the conservation objectives of Natura 2000 sites was discussed. Having become familiar with the problem, the Regional Nature Protection Board adopted Resolution No. 3/2010 of 7 June 2010 on approving Variant VIA BIS for the planned project.

Pursuant to Article 77(1)(2) and Article (78)(1)(1) of the Act on Providing Access to Information concerning the Environment and Environmental Protection, Participation of the Public in Environmental Protection and on Environmental Impact Assessments, the Świętokrzyskie Voivodeship Sanitary Inspector, via decision no. SE.V – 4471/3/KK/10 of 4 June 2010, approved the project in the recommended variant in terms of human life and health. According to Article 77(7) of the said Act, the parties were not entitled to complain about the decision. In connection with the comments submitted by the society and the parties to the procedure, this body, in letter no. RDOŚ-26-WOO.I-6613/3-11/10/mm of 23 June 2010, requested that the Investor supplement the documentation in terms of air protection as well as environmental and other issues, and respond to the comments of the society.

The parties were informed of the above via announcement no. RDOŚ-26-WOO.I-6613/3-11/10/mm of 5 July 2010, which was placed on the notice boards of:

- the Jędrzejów City Hall from 8 July 2010 to 22 July 2010,
- the Chęciny Commune Office and City Hall from 7 July 2010 to 22 July 2010,
- the Sobków Commune Office from 6 July 2010 to 20 July 2010,
- in Podchojny, Ignacówka, Mnichów, Ossowa, Miąsowa, Brzeźno, Sokołów Dolny, Brzegi, Tokarnia, Wolica, Wrzosa, Starochęciny and Radkowice between 6 July 2010 and 20 July 2010,
- the Regional Directorate for Environmental Protection in Kielce from 6 July 2010 to 20 July 2010

On 16 July 2010, with letter no. GDDKiA-o/Ki-P4-jp-4117-3/142/10 of 9 July 2010, this body received a supplemented and consolidated environmental impact report for the planned project and the opinion of the General Directorate for National Roads and Motorways, Kielce Branch (letter no. GDDKiA-o/Ki-P4-jp-4117-3/142a/10 of 9 July 2010), where the Investor addressed the issues submitted by the parties and the public in connection with the project. Since letter no. RDOŚ-26-WOO.I-6613/3-11/10/mm of 19 July 2010 significantly supplemented the report, the Świętokrzyskie Voivodeship Sanitary Inspector was once again

asked to present their opinion on the project based on Article 77(1)(2) of the Act of 3 October 2008. The parties to the procedure were notified of the foregoing via the announcement of 19 July 2010, ref. no.: RDOŚ-26-WOO.I-6613/3-11/10/mm, which was placed on the notice boards of:

- the Jędrzejów City Hall from 19 July 2010 to 16 August 2010,
- the Chęciny Commune Office and City Hall from 29 July 2010 to 13 August 2010,
- the Sobków Commune Office from 19 July 2010 to 16 August 2010,
- in Podchojny, Ignacówka, Mnichów, Ossowa, Miąsowa, Brzeźno, Sokołów Dolny, Brzegi, Tokarnia, Wolica, Wrzosa, Starochęciny and Radkowice between 19 July 2010 and 2 August 2010,
- the Regional Directorate for Environmental Protection in Kielce from 19 July 2010 to 2 August 2010

Via the decision of 16 August 2010, ref.: SE.V- 4471/5/KK/10, the Świętokrzyskie Voivodeship Sanitary Inspector once again approved the planned project in terms of human health and life in the recommended variant, and they determined the conditions for the project implementation, which have been included in the content hereof. According to Article 77(7) of the Act of 3 October 2008, the parties are not entitled to complain about that decision.

Within the procedure, since the Investor had submitted a supplemented and consolidated environmental impact report for the project, especially in terms of emission of pollutants to the air, the public participation procedure was repeated. Pursuant to Article 33(1) and Article 79 of the said Act, the authority managing the procedure one again announced to the public the information about: the environmental impact assessment, the initiation of the procedure, the authority competent for issuing the decision, the authorities competent for issuing opinions and conditions, and the possibility of reading through the essential case documentation and submitting comments and motions, specifying a 21-day period for the submission of the comments and motions, i.e. from 27 July to 16 August 2010, and about the authority competent for considering the comments and motions. The announcement was placed on the notice board of:

- the Jędrzejów City Hall from 19 July 2010 to 16 August 2010,
- the Chęciny Commune Office and City Hall from 26 July 2010 to 16 August 2010,
- the Sobków Commune Office from 19 July 2010 to 16 August 2010,
- in Podchojny, Ignacówka, Mnichów, Ossowa, Miąsowa, Brzeźno, Sokołów Dolny, Brzegi, Tokarnia, Wolica, Wrzosa, Starochęciny and Radkowice between 19 July 2010 and 16 August 2010,
- the Regional Directorate for Environmental Protection in Kielce from 19 July 2010 to 16 August 2010

It was also available on the website of the Regional Directorate for Environmental Protection in Kielce between 19 July 2009 and 16 August 2010. Furthermore, an announcement was published in the *Gazeta Wyborcza* daily of 21 July 2010.

In the letter of 5 August 2010 addressed to the General Directorate for National Roads and Motorways in Kielce, inhabitants of the villages of Mnichów, Ignacówka and Podchojny, the Jędrzejów Commune, requested that the project be implemented as soon as possible due to the frequent road collisions and accidents in that area. Aside from the above, no other comments and motions were submitted by the public.

On 17 August 2010, in letter no. GDDKiA-O/Ki-P4-jp-4117-3/148/10, the Investor requested that the decision on environmental consideration for the project be made immediately enforceable, enclosing the above petition.

Pursuant to article 10 § 1 of the Administrative Procedure Code, the parties to the procedure were notified, via an announcement, that evidence had been gathered, that they could gain access to the case materials and the evidence before the decision was issued, and that they could submit their comments and motions within the 5 days following the notice delivery.

The announcement of 18 August 2010 was placed on the notice boards of:

- the Jędrzejów City Hall from 19 August 2010 to 2 September 2010,
- the Chęciny Commune Office and City Hall from 18 August 2010 to 1 September 2010,
- the Sobków Commune Office from 18 August 2010 to 1 September 2010,
- in Podchojny, Ignacówka, Mnichów, Ossowa, Miąsowa, Brzeźno, Sokołów Dolny, Brzegi, Tokarnia, Wolica, Wrzosa, Starochęciny and Radkowice between 18 August 2010 and 1 September 2010,
- the Regional Directorate for Environmental Protection in Kielce from 18 August 2010 to 1 September

At that stage of the procedure, the parties did not submit any comments, objections or motions to the planned investments.

The consolidated environmental impact report analysed variant zero and 7 investment variants: Variant I, Variant I with the Mnichów ring road, Variant VI, Variant VIA, Variant VIA BIS, Variant VII and Variant VIIA.

Variant consisting in non-implementation of project (variant zero)

Variant zero, which means not undertaking the investment, will maintain the existing difficulties connected with managing car and truck traffic across the area with densely arranged residential houses. Managing the traffic across areas with residential houses affects human health (above-standard noise level) and lowers the inhabitants' standard of living. Furthermore, due to the obstacles in the traffic, travel is longer and less smooth, which affects not only the comfort but also the safety of travel, as well as the environment and human health. Abandonment of the plan to build the S7 will bring further transport obstacles in the future, which will only prolong the repairs of road surface. So from the point of view of protection of the environment and human health, variant zero is definitely unfavourable and it must be rejected.

Variant I

At the section from the beginning of the study, i.e. from the area of the Chęciny junction to Podzamcze, another roadway is to be built to the west of the existing roadway of road no. 7. Near the existing intersection of road no. 7 with road no. 0274T, the Podzamcze junction is to be built, and the S7 road is to depart from the route of the existing road to the west. The shape of the Tokarnia ring road with curve $R=1,000$ m results from the course of the Czarna Nida River and from the location of forests. The planned Tokarnia ring road ends by joining the route of the existing national road no. 7, where another roadway is to be added on the east and a road connecting the existing roads no. 0382T and 0155T is to be built to provide connections for the adjacent area and access to the S7 route via the Podzamcze and Sobków junctions. In Brzegi, a junction is planned to be built to the south of the village, in the meadows stretching on both sides of road no. 7. To connect the S7 road with the existing system, the routes of two powiat roads (0153T and 0155T) are to be adjusted so that they will turn to the south, outside the area with buildings. From the Sobków junction towards Miąsowa, the existing route of road no. 7 is to be used, and the second roadway is planned to be added. A road junction is to be built in Miąsowa. In connection with alteration of the route, limitation of its accessibility and construction of a junction, the commune roads on both sides of the route are planned to be connected and collective roads are to be built, while the existing system to the east and west of the route is to be connected via construction of a link along the railway track, with the existing structure used to complete one roadway. The S7 is to run through Mnichów as the existing profile developed to 2 carriageways. Just as currently, the following will be within the impact range of the route: a school, a welfare centre, existing buildings and a historical church. After Mnichów, up to the end of the planned alteration works, the existing route is to be used. To connect Podchojny and Podlesie, the route of road no. 0149T is to be adjusted to run to the south of the area with buildings.

beginning of the planned section approx. km 561+212

end of the planned section approx. km 581+909 = ok. 581+833.00 (the existing km)

length of Variant I ca. 20,697 m

river crossings:

— the Czarna Nida River approx. at km 567+474

— the Nida River approx. at km 570+355

wildlife migration structures

— culverts for small animals

— structures for large and medium-sized animals

railway crossings: approx. at km 574+093

roads crossed:

— voivodeship road no. 763 from Chęciny to Morawica approx. at km 562+055

— powiat roads: 0385T, 0377T, 0274T, 0273T, 0153T, 0155T, 0152T, 0158T, 0150T, 0161T, 0162, 0149T

The following junctions have been suggested for Variant I of the route:

— the Podzamcze junction approx. at km 564+585, to be located at the junction of powiat roads no. 0274T running to Chęciny and Korzecko and the existing road no. 7 running to the centre of Tokarnia. The junction provides

connections directly for Tokarnia, indirectly (via Tokarnia) – for Wolica and Siedlce, and to the north – for Chęciny and Korzecko, for which it is an alternative to the Chęciny junction

- the Sobków junction approx. at km 570+903, situated near Brzezi at a newly designed powiat road linking the Z class road no. 0153T and the G class road no. 0155T. The junction will provide connections for the Sobków Commune, for the villages along the powiat roads running from the east to the west, i.e. Brzezi, Sokołów, Szczepanów and Sobków, and further, indirectly, for Brzeźno and Tokarnia
- the Mnichów junction, located in Miąsowa at the intersection with the class Z powiat road no. 0152T. The route of the powiat road has been adjusted so that it crosses the S7 route along the railway tracks and joins the existing route of road no. 7 towards the south, to Mnichów. The junction is located at a class Z road due to the absence of alternative higher-class roads connected with Mnichów. It connects first and foremost Mnichów, Miąsowa, Ossowa, Szczepanów and Mzurowa.

Implementation of Variant 1, which crosses the Nida River valley along the present route of road no. 7, requires demolishing one of the two existing bridges and building a three-span structure for each carriageway of the S7. The bridge to be left will handle local traffic at the S7 expressway.

Variant I with the Mnichów ring road

At the section from the beginning of the study to Miąsowa, the S7 road follows the route of the existing road just as in Variant I. In Miąsowa, past the school, around km 574+500, the route bends towards the east (curve R = 1,300 m). Then, as a counter-curve with a radius of 1,300 m, it turns west, bypassing the buildings of Mnichów. It crosses powiat road no. 0158T about 900 m from the existing road no. 7, and it approaches Podlesie, where around km 577+630.28 it crosses road no. 0161T from Podlesie to Brus, about 450 m from road no. 7, bypassing the cemetery. The variant is integrated with the route of the existing road via a curve (R = 1,300 m) at the beginning of the forest area stretching on both sides of the existing road about 800 m after the cemetery towards Jędrzejów. At the further section, the route, up to where it joins the Jędrzejów ring road, is the same as in Variant I.

the beginning of Variant I with the Mnichów ring road approx. at km 561+212

end of the variant approx. at km 582+573

length of Variant I with the Mnichów ring road approx. 21,361 m

beginning of the Mnichów ring road approx. km 574+139

end of the ring road approx. km 579+552

length of the Mnichów ring road approx. 5.413 km

river crossings:

— the Czarna Nida River approx. km 567+474

— the Nida River approx. km 570+355

wildlife migration structures

— culverts for small animals

— structures for large and medium-sized animals

railway crossed approx. at km 574+093

roads crossed:

— voivodeship road no. 763 from Chęciny to Morawica approx. km 562+055

— powiat roads: 0385T, 0377T, 0274T, 0273T, 0153T, 0155T, 0152T, 0158T, 0150T, 0161T, 0162, 0149T

The following junctions have been proposed for Variant I with the Mnichów ring road:

- the Podzamcze junction around km 564+584, to be located at the junction of powiat roads 0274T running to Chęciny and Korzecko and the existing road no. 7 running to the centre of Tokarnia. The junction provides connections directly for Tokarnia, indirectly (via Tokarnia) – for Wolica and Siedlce, and to the north – for Chęciny and Korzecko, for which it is an alternative to the Chęciny junction
- the Sobków junction around km 570+903, situated near Brzezi at a newly designed powiat road linking the class Z road no. 0153T and the class G road no. 0155T. The junction will provide connections for the Sobków commune, for the villages along the powiat roads running from the east to the west, i.e. Brzezi, Sokołów, Szczepanów and Sobków, and further, indirectly, for Brzeźno and Tokarnia
- the Mnichów junction, located in Miąsowa at the intersection with the class Z powiat road no. 0152T. The route of the powiat road has been adjusted so that it crosses the S7 route along the railway tracks and joins the existing route of road no. 7 towards the south, to Mnichów. The junction is located at a class Z road due to the absence of alternative higher-class roads connected with Mnichów. It connects first and foremost Mnichów, Miąsowa, Ossowa, Szczepanów and Mzurowa.

Construction of the bridge structure over the Nida River similar to Variant I.

Variant VI

According to this variant, the S7 road follows the existing route from the Chęciny junction to the intersection with road no. 763 from Chęciny to Morawica. Variant VI assumes building the Tokarnia ring road on the east side, from Wrzoso to Brzegi. In this variant, the route runs between Tokarnia and Brzegi behind a strip of forests, along a railway line. The length of the planned section of the ring road is approx. 9.5 km. In Wrzoso, the existing straight line of the road was extended towards Starochęciny and Podzamcze. The planned bypass runs between areas with buildings as a straight line 1,145 m long, it bypasses a hill as a curve with $R = 1,500$ m, bending towards the east. From the Czarna Nida River to the buildings of Tokarna Górna and Wolica, the route runs as a straight line, about 1,500 m long, across meadows and pastures. Afterwards, it runs as two counter curves on the west side of the railway track, along the forest. $R=1,000$ m curves must be applied at that section to minimise the interference in forest areas. From where the track bends to the east, the route continues as a straight line crossing the forest at a section of about 500 m and road no. 0155T to Sobków. The Sobków junction has been designed at the intersection of the S7 and powiat road no. 0155T. The straight line at this section is approx. 1,540 m long. Past the road to Sobków, the ring road crosses the Nida River and the riverside meadows to join the route of the existing road at the level of the Szczotki Forest. The route of the existing road is to be used from the moment the variant joins it near the Szczotki Forest to Miąsowa. In Miąsowa, the road bends to the west. The variant departs from the existing road no. 7 about 500 m after the intersection with powiat road no. 0152T in Miąsowa. The route departs as to the west a curve with a radius $R = 1,300$ m, and then it becomes a curve with a radius $R = 1,300$ m, and runs towards road no. 7 at a maximum distance of ca. 500 m. Having run past the buildings and areas of the welfare centre, the route bends towards road no. 7, and after Podlesie it joins the route of the existing national road no. 7. At the section between Mnichów and Jędrzejów, the route is to run as it does currently, with development of the profile to 2 roadways and construction of a handling road on the whole section.

beginning of the planned section approx. km 561+212

end of the planned section approx. km 582+307

length of Variant VI ca. 21,095 m

river crossings:

— the Czarna Nida River approx. at km 565+093

— the Nida River approx. at km 570+646

wildlife migration structures

— culverts for small animals

— structures for large and medium-sized animals

railway crossed: approx. km 574+245

roads crossed:

— voivodeship road no. 763 from Chęciny to Morawica approx. km 562+055

— powiat roads: 0385T, 0377T, 0382T, 0152T, 0149T, 0162T, 0150T, 0155T

The following junctions have been suggested for Variant VI of the route:

— the Tokarnia junction approx. at km 566+992, located on class G powiat road no. 0382T, provides direct access to the S7 route for the inhabitants of Tokarnia and Wolica, and then for Starochęciny and Podzamcze via the existing road 7. The junction also connects the industrial area in Wolica, which includes a railway station with loading sidings and Nordkalk – a company transporting aggregate by trucks (a few dozen trucks a day), which currently drive across the centre of Tokarnia. Locating the Tokarnia junction according to Variants VI and VIA makes it possible to connect transportation routes and shorten the transport distance, and take heavy traffic away from the centre of Tokarnia

— the Sobków junction approx. at km 570+214, at the intersection with class G powiat road no. 0155T, between Brzegi and Sokołów Dolny, provides transport connections for the Sobków Commune, which includes the villages situated along east-west powiat roads, i.e.: Brzegi, Sokołów, Szczepanów and Sobków, and further, indirectly, for Brzeźno and Tokarnia

— the Mnichów junction, located in Miąsowa at the intersection with the class Z powiat road no. 0152T. The route of the powiat road runs along the railway track, under the S7 route, and further to the south it joins the existing route of road no. 7 running to Mnichów. The junction is located at a class Z road due to the absence of alternative higher-class roads connected with Mnichów. It connects first and foremost Mnichów, Miąsowa, Ossowa, Szczepanów and Mzurowa.

Variant VI assumes a bridge crossing over the Nida River about 600 m to the south below the existing bridge of road no. 7 in Brzegi. The supporting structure is a three-span girder-slab system. The bridge has spans adapted to the landform conditions. The foundations of the support of the end span are to be protected by a diaphragm, which

guarantees economical land take.

Variant VIA

In this variant, the S7 road would run along the existing route from the Chęciny junction to the intersection with road no. 763 from Chęciny to Morawica; further, the Tokarnia ring road is planned on the east side, from Wrzosey to Brzegi. In this variant, the route between Tokarnia and Brzegi runs behind the strip of forests along a railway line, as in Variant VI, where $R=1,000$ m curves must be applied to minimise the interference in forest areas. At the point where the route bends towards the east, the road continues across meadow areas, about 800-1,900 m to the east of the existing road, and bypasses Miąsowa and Mnichów. Variant VIA crosses the railway track between Ossowa and Janów. After crossing the railway track, the route turns west as a curve with a radius of $R = 3,000$ m. It joins the route of the existing road in Podlesie below the cemetery. From that point to where it joins the Jędrzejów ring road, the route of the existing road is used. This variant is the ring road for the majority of villages/towns for which the remaining road no. 7 will become a road collecting the traffic, with the majority of the existing transportation connections preserved.

beginning of the planned section approx. km 561+212

end of the planned section approx. km 582+098

section length – about 20,886 m

river crossings:

— the Czarna Nida River – approx. at km 565+093 the vicinity of Tokarnia, the Chęciny Commune

— the Nida River – approx. at km 571+177, the Sobków Commune

railway crossed in Ossowa: approx. at km 573+482, the Sobków Commune

roads crossed:

— voivodeship road no. 763 from Chęciny to Morawica approx. km 562+237.73

— poviats roads crossed: 0385T, 0377T, 0382T, 0155T, 0158T, 0161T, 0149T, with road no. 0161T cut off (from the S7 road, connected with poviats road no. 0149T).

The following junctions have been suggested for this variant of the route:

— the Tokarnia junction approx. at km 566+992, located on class G poviats road no. 0382T, provides direct access to the S7 route for the inhabitants of Tokarnia and Wolica, and then for Staro Chęciny and Podzamcze via the existing road 7. The junction also connects the industrial area in Wolica, which includes a railway station with loading sidings and Nordkalk – a company transporting aggregate by trucks (a few dozen trucks a day), which currently drive across the centre of Tokarnia. Locating the Tokarnia junction according to Variants VI and VIA makes it possible to connect transportation routes and shorten the transport distance, and take heavy traffic away from the centre of Tokarnia

— the Sobków junction approx. at km 570+214, at the intersection with class G poviats road no. 0155T, between Brzegi and Sokołów Dolny, provides transport connections for the Sobków Commune, which includes the villages situated along east-west poviats roads, i.e.: Brzegi, Sokołów, Szczepanów and Sobków, and later, indirectly, Brzeźno and Tokarnia

— the Mnichów junction at the intersection with the class Z poviats road 0161T; the route of the latter has been changed to follow the route of a dirt road joining the existing road no. 7. Locating the junction 600 m from the existing road no. 7 will provide quick access to the S7 route via the existing road which will collect the traffic from the neighbouring villages, including Mnichów, Miąsowa and Ossowa, with the existing transportation connections preserved. The junction is located at a class Z road due to the absence of alternative higher-class roads connected with Mnichów.

Within the “Dolina Nidy” Natura 2000 site, a flyover is being considered for Variant VIA as a sub-variant of the solution of crossing the Nida River with a bridge. The flyover has been designed as a structure causing minor interference in the environment.

Variant VIA BIS

In this variant, the S7 road would run along the existing route from the Chęciny junction to the intersection with road no. 763 from Chęciny to Morawica; further, the Tokarnia ring road is planned on the east side, from Wrzosey to Brzegi. According to this variant, between Tokarnia and Brzegi the route runs across a forest complex, and near the petrol station it joins the route of the existing road no. 7 (where it crosses the Nida River), running parallel to it on the east side up to the Brzegi junction. Past the Brzegi junction, the route of the planned S7 bends towards the east, then runs along the edge of the Szczotki forest, and turns slightly, as an $R = 1,500$ m curve, to the west. The route runs across:

- the existing railway line – approx. at km 574+396

- poviast road no. 0158T approx. at km 575+603.

At the remaining section, the route runs as in Variant VIA, i.e.: After the crossing with the railway line, the route turns west as an $R = 3,000$ m curve, crossing poviast road no. 0158T to Mníchów and poviast road no. 0161T, forming the Mníchów junction at the intersection with the latter. Past the cemetery in Podlesie, it turns as an $R = 1,500$ m curve to the south, and it joins the route of the existing road at the level of the bridge over the Rudka River in Mníchów. From that point to Jędrzejów, there are service roads following the route of the existing road, on both sides, which handle the adjacent area and are connected with the existing commune roads, poviast road no. 0162T to Raków, and poviast road no. 0149T in Podchojny.

This variant is the ring road for the majority of towns/villages, for which the remaining road no. 7 will become a road collecting the traffic, with the majority of the existing transportation connections preserved.

beginning of the planned section approx. km 561+212

end of the planned section approx. km 583+012

section length – about 21,800 m

river crossings:

— the Czarna Nida River – approx. at km 565+093, the vicinity of Tokarnia, the Chęciny Commune

— the Nida River – approx. at km 570+793, Brzezi, the Sobków Commune

railway crossed in Ossowa: approx. at km 574+396, the Sobków Commune

roads crossed:

— voivodeship road no. 763 from Chęciny to Morawica approx. km 562+055

— poviast roads crossed: 0385T, 0377T, 0382T, 0155T, 0158T, 0161T, 0149T, with road no. 0149T cut off (from the S7 road, connected with poviast road no. 0161T).

The following junctions have been suggested for this variant of the route:

— the Tokarnia junction approx. at km 566+992, located on class G poviast road no. 0382T, provides direct access to the S7 route for the inhabitants of Tokarnia and Wolica, and then for Starochęciny and Podzamcze via the existing road 7. The junction also connects the industrial area in Wolica, which includes a railway station with loading sidings and Nordkalk – a company transporting aggregate by trucks (a few dozen trucks a day), which currently drive across the centre of Tokarnia. Locating the Tokarnia junction according to Variants VI and VIA makes it possible to connect transportation routes and shorten the transport distance, and take heavy traffic away from the centre of Tokarnia

— the Brzezi junction, approx. at km 572+034, located in Brzezi, connects the existing parallel road no. 7, linking the class Z road no. 0153T and the class G road no. 0155T, with the commune road of Brzeźno. The junction will provide connections for the villages of the Sobków Commune which lie along poviast roads running from the east to the west, i.e. Brzezi, Sokółów, Szczepanów and Sobków. At the route from the north to the south, it will provide quick access to the S7 route via the existing road no. 7 which will collect the traffic from the neighbouring locations, including Tokarnia, Mníchów, Miąsowa and Ossowa, with the existing transportation connections preserved.

— the Mníchów junction at the intersection with the Z class poviast road 0161T, the route of the latter has been changed to follow the route of a dirt road joining the existing road no. 7. Locating the junction about 600 m from the existing road no. 7 will provide quick access to the S7 route via the existing road which will collect the traffic from the neighbouring locations, including Mníchów, Miąsowa and Ossowa, with the existing transportation connections preserved. The junction is located at a class Z road due to the absence of alternative higher-class roads connected with Mníchów.

Variant VIA BIS crosses the Nida River at the place of the existing crossing but due to the location of horizontal curves of the planned road and due to the required minimum distances between curves bent in the same direction, the existing bridges cannot be used for the newly designed S7 road. Variant VIA BIS assumes construction of three three-span bridge structures. Two bridge structures to handle the S7 expressway, and one to handle local traffic. The bridge for local traffic near the S7 at the existing route (the right carriageway) of road no. 7 which connects poviast roads no. 155T and 153T will be demolished.

Variant VII – social

Initially, this variant follows the route of the existing road no. 7 from the Chęciny junction to Podzamcze, where it departs to the west (just as Variant I) along the Czarna Nida River, bypassing Tokarnia and the open air museum. In Jastrzębów, it runs towards the existing road no. 7, and runs along its route up to Brzezi, where the Sobków junction is formed at the intersection with the planned extension and connection of roads no. 0153T and 0155T. Past the Sobków junction, the route of the planned S7 bends towards the east, then runs along the edge of the

Szczotki forest, and turns slightly, as an $R = 2,000$ m curve, to the west. The route runs across:

- the existing railway line – approx. at km 573+959
- poviast road no. 0158T – approx. at km 575+173.

At the remaining section, the route runs as in Variant VI, i.e. After the crossing with the railway line, the route turns west as an $R = 3,000$ m curve, crossing poviast road no. 0158T to Mnichów and poviast road no. 0161T, forming the Mnichów junction at the intersection with the latter. The partially grade-separated junction is located on the north side of road no. 0161T. Past the cemetery in Podlesie, it turns as an $R = 1,500$ m curve to the south, and it joins the route of the existing road at the level of the bridge over the Rudka River in Mnichów. From that point to Jędrzejów, there are service roads following the route of the existing road, on both sides, which handle the adjacent area and are connected with the existing commune roads, poviast road no. 0162T to Raków, and poviast road no. 0149T in Podchojny.

beginning of the planned section approx. at km 561+212

end of the study at km 582+579, which corresponds approx. to km 581+833.00

length of the designed section – about 21,367 m

river crossings:

- the Czarna Nida River approx. at km 567+474
- the Nida River approx. at km 570+355

railway crossed approx. at km 573+960

The following junctions have been proposed for Variant VII:

- the Podzamcze junction around km 564+585, to be located at the junction of poviast roads 0274T running to Chęciny and Korzecko and the existing road no. 7 running to the centre of Tokarnia. The junction provides connections directly for Tokarnia, and then, indirectly (via Tokarnia) – for Wolica and Siedlce, and to the north – for Chęciny and Korzecko, for which it is an alternative to the Chęciny junction
- the Sobków junction around km 570+908, situated near Brzegi on a newly designed poviast road linking the class Z road no. 0153T and the class G road no. 0155T. The junction will provide connections for the Sobków commune, for the villages along the poviast roads running from the east to the west, i.e. Brzegi, Sokołów, Szczepanów and Sobków, and further, indirectly, for Brzeźno and Tokarnia
- the Mnichów junction at approx. km 577+767 at the intersection with the class Z poviast road no. 0161T. Locating the junction 600 m from the existing road no. 7 will provide quick access to the S7 route via the existing road which will collect the traffic from the neighbouring villages, including Mnichów, Miąsowa and Ossowa, with the existing transportation connections preserved. The junction is located at a class Z road due to the absence of alternative higher-class roads connected with Mnichów.

Construction of the bridge structure over the Nida River similar to Variant I.

Variant VIIA

At the initial section from the Chęciny junction towards the south to the Podzamcze junction, along with the Tokarnia bypass on the west, the route of the variant corresponds to that of Variants VII and I. Near Jastrzębów, approx at km 568+450, the variant crosses the route of the existing national road no. 7, and runs along the edge of the forest. Approx. at km 570+390.30, it crosses the existing poviast road no. 0155T, forming – together with that road – the Sobków junction. Approx. at km 570+702.87, the variant crosses the Nida River and it continues to the south. Around km 573+000, in the Sobków Commune, the variant joins the route of Variants VII and VIA, and it runs along that route to Jędrzejów, preserving the Mnichów junction just as the other 2 variants.

beginning of the study approx. at km 561+212

end of the study approx. at km 582+459

length of the designed section – about 21,247 m

river crossings:

- the Czarna Nida River approx. at km 567+474
- the Nida River approx. at km 570+703

wildlife migration structures:

- culverts for small animals
- structures for large and medium-sized animals

railway crossed: approx. km 573+839

roads crossed:

- voivodeship road no. 763 from Chęciny to Morawica approx. at km 562+055

— powiat roads: 0385T, 0274T, 0273T, 0155T, 0158T, 0161T, 0162T, 0149T.

Designed junctions:

- the Podzamcze junction around km 564+585, to be located at the junction of powiat roads 0274T running to Chęciny and Korzecko and the existing road no. 7 running to the centre of Tokarnia. The junction provides connections directly for Tokarnia, and then, indirectly (via Tokarnia) – for Wolica and Siedlce, and to the north – for Chęciny and Korzecko, for which it is an alternative to the Chęciny junction
- the Sobków junction approx. at km 570+390, at the intersection with class G powiat road no. 0155T, between Brzegi and Sokołów Dolny, provides transport connections for the Sobków Commune, which includes the villages situated along powiat roads running from the east to the west, i.e.: Brzegi, Sokołów, Szczepanów and Sobków, and further, indirectly, for Brzeźno and Tokarnia
- the Mnichów junction, about km 577+496, at the intersection with the class Z powiat road no. 0161T, the route of the latter has been changed to follow the route of a dirt road joining the existing road no. 7. Locating the junction about 600 m from the existing road no. 7 will provide quick access to the S7 route via the existing road which will collect the traffic from the neighbouring locations, including Mnichów, Miąsowa and Ossowa, with the existing transportation connections preserved. The junction is located at a class Z road due to the absence of alternative higher-class roads connected with Mnichów.

Construction of the bridge structure over the Nida River similar to Variant VI.

The report compared individual variants of the investment with one another in technical, economical and social aspects and in terms of the impact on individual components of the environment. The following conclusions can be drawn from the completed analyses:

1) In terms of the impact on people

Construction of the said road entails a need to demolish the existing structures. The most demolitions are expected for Variant I, and then Variant VI. This is connected with the fact that long sections of the road run in the corridor of the existing road, with buildings along the road. Variants VIA BIS and VII are the most favourable in terms of demolitions, followed by Variants VIIA and VIA. Completion of the investment will considerably reduce noise levels and the number of buildings within the noise impact range when compared to the no investment variant. The most buildings are within the range of above-standard noise in Variant I (despite application of the most noise barriers) because it runs across centres of villages. The impact of above-standard noise for the remaining variants will be limited to single groups of buildings. Variants VIA and VIA BIS are those most favourable in this respect. Furthermore, moving the road far from villages will directly improve the safety of drivers and pedestrians.

2) In terms of the impact on flora and fauna outside Natura 2000 sites

The analysed investment collides with 5 natural habitats from Annex I of the Habitats Directive which are outside Natura 2000 sites. The least favourable variant running outside Natura 2000 sites is Variant VI, which destroys habitats of a total area of 4.53 ha, and then Variant VIA (3.23 ha), and Variant VIIA (2.5 ha). The destruction caused by other variants is as follows: VII – 1.12 ha, VIA BIS – 1.03 ha, I – 0.52 ha, I with the Mnichów ring road – 0.42 ha. The other detected habitats are often outside the immediate construction site, and those which are adjacent to the proposed variants of the route are so common that their depletion will not have any significant harmful impact on nature as a whole. The situation is similar when it comes to species endangered and protected on a national scale, which are represented by quite a big group (7.8% of all the species present within the analysed area). They are usually connected with Natura 2000 habitats (so they are beyond the direct impact range of the road); besides, the majority of them are quite often present in the flora of the region and the country. This is why their overall population will not decrease, not least because the habitats in which they occur are abundant in the analysed area (plenty of xeric grasslands in the Chęciński District, as well as fertile broadleaved forests and meadows).

The nuisance to animals outside Natura 2000 was considered the same for all the variants in a multi-criteria analysis. The impact of the investment variants on the population of valuable species of protected birds, such as barred warbler *Sylvia nisoria*, red-backed shrike *Lanius collurio*, black woodpecker *Dryocopus martius* and woodlark *Lullula arborea*, will not be permanent and significant due to their ecology, current population trends and abundance of replacement feeding grounds. The populations of other protected animal species will not be considerably reduced due to their commonness.

In all variants, the investment crosses migration routes of large, medium-sized, and small animals, as well as amphibians and reptiles. Animals will be effectively prevented from entering the road if the road is fenced off and wildlife crossings are made as road underpasses or overpasses in each of the analysed investment variants.

3) In terms of the impact on surface water

The analysed area has numerous watercourses which are important ecosystems protected within the Natura 2000

network and/or under domestic law. They are represented first and foremost by the Nida River valley, which is crossed by all the variants, either in the corridor of the existing national road or along a new route. Variants I, I with the Mnichów ring road, and VII, crossing the Nida River along the current route of the existing road no. 7, require demolishing one of the two existing bridges and building a three-span structure for each roadway of the S7 expressway. Variant VIA BIS crosses the Nida River in the corridor of the existing road no. 7, only using the right part of the existing road no. 7 for a local road, and it will require building three three-span bridge structures. The bridge on the existing route (the right roadway) will be demolished. Variants VI and VIIA assume a bridge crossing over the Nida River to the south of the existing bridge on road no. 7 in Brzegi. Variant VIA provides for construction of a flyover to the south of the planned bridge crossing according to Variants VI and VIIA, where the "Dolina Nidy" Natura 2000 site covers a wide strip of the river valley.

Crossing the Czarna Nida River according to Variants VI, VIA and VIA BIS requires building a new bridge structure along a new route, to the east of the existing bridge on national road no. 7, while Variants I, I with the Mnichów ring road, VII, VIIA – in addition to requiring construction of a new bridge at a new route to the south-west of the one existing on national road no. 7 – run along the Czarna Nida River valley for 2,500 m. So Variants VI, VIA, VIA BIS are more favourable in terms of interference in the Czarna Nida River valley.

All variants cross the Rudka River, only Variant I with the Mnichów ring road would require crossing it along a new route, about 250 m to the east of the existing bridge on national road no. 7. The other variants follow the route of the existing road in the area of the old bridge. To sum up, Variant VIA has the smallest impact on surface water – the flyover was designed to interfere in the aquatic environment only to a small degree.

4) In terms of the impact on groundwaters

All the investment variants run above Major Groundwater Body (GZWP) No. 416, approximately for 2.2-3.0 km, and above Major Groundwater Body (GZWP) No. 409 approximately for 10 km. In Ignacówka, the Jędrzejów Commune, there is a groundwater intake which is about 140 m away from all the variants following the old route in this area. In Podchojny, the Jędrzejów Commune, there is a water intake which is about 980 m away from all the variants following the route of the existing road as well. All the analysed variants run across outer indirect protection zones of those intakes, they do not collide with the dos and don'ts of the zone, and the nuisance of the investment is the same for all variants.

5) As to the impact on:

- the ground surface – Variants VI, VIA, VIA BIS collide with the unused "Tokarnia" striped flint deposit approx at km 566+630.
- the landscape – the routes of the variants differ as to their interference in the landscape. Variants I and I with the Mnichów ring road are the most favourable ones, as they follow the existing route of the road. Major sections of Variants VIA and VIA BIS run across non-industrial areas, unchanged by man, with natural values.
- soils – all the variants cross arable land; the variants which follow the old route are the most favourable ones in terms of interference in arable land. Variants following a new route, i.e. Variants VI, VIA, VIA BIS, VII, are the least favourable since they run across vast areas with high-quality soils (class II to IVa soils) in the Sobków and Jędrzejów Communes.
- the air/climate
Calculations made for the assumed traffic level for 2010 (the existing situation) and for the forecast for 2014 and 2032 have shown that concentrations of the pollutants formed as a result of the use of the road will have no impact on the sanitary condition of the air in the analysed area for any variant.

According to a multi-criteria analysis, Variants I and I with the Mnichów ring road are the most favourable in terms of impact on the ground surface.

6) In terms of the impact on monuments

There are many monuments and archaeological sites in the area of the planned investment. In Podzamcze, there is a historical complex, which is the closest to Variants VI, VIA and VIA BIS. In Tokarnia (the Chęciny Commune), Variants I, I with the Mnichów ring road, and VII and VIIA run at the edge of a historical architectural complex and an ethnographic park – an open-air museum. Adopting such a solution will, according to the Świętokrzyskie Voivodeship Conservation Officer, considerably deteriorate or thwart the museum's development chances (there have been plans to add further monuments of folk culture). Variant VI in the area of Mnichów – Stara Wieś (the Jędrzejów Commune), runs across a historical site entered in the register of fortified manor house monuments – Decision no. 77 Aa of 6 January 1988. According to a letter of the Świętokrzyskie Voivodeship Conservation Officer, the presented solutions related to adopting Variant VI, which runs across the area with relics of the manor house in Mnichów (entered in the register of monuments) cannot be approved by a conservation officer since such approval must be preceded by archaeological rescue excavations followed by deletion of the monument from the register of the Minister of Culture and National Heritage. In Mnichów (the Jędrzejów Commune) there is a parish

church dedicated to St. Stephen which was entered in the register of monuments at no. 222 on 2 October 1956 and at no. 194 on 11 February 1967, along with the bell tower, entered in the register at no. 194 on 11 February 1967. The structure is the closest to Variant I – about 30 m away. In that place, Variant I follows the route of the existing road. Variants VI and VIA in the Sobków Commune collide with the veteran cemetery from World War II. However, the cemetery may be moved to a place as agreed with its administrator – the Sobków Commune. As to Variant VIA BIS, it has been observed that the route will run across areas with numerous archaeological sites, the range of which has yet to be precisely established, which is why the Investor must accept that rescue archaeological excavations may be necessary at the archaeological sites colliding with the route of the investment. For all variants of the planned road, single archaeological sites have been identified which collide with, or are situated in direct vicinity of those variants.

7) In terms of the impact on protected/environmentally valuable areas

All the analysed variants run across Natura 2000 sites, i.e.

- PLB260001 Dolina Nidy, where Variants I, I with the Mnichów ring road, VIA BIS and VII cross the Nida River in the corridor of the existing road no. 7. For the other variants, new corridors have been determined for the Nida River crossing.
- PLH260041 Wzgórza Chęcińsko-Kieleckie – the area is situated at the initial section of the study, in the Chęciny Commune. All the analysed variants run across that area in two corridors. Variant I, Variant I with the Mnichów ring road, Variant VII and Variant VIIA follow one route, and the total length of collisions is approx. 4.5 km. Variants VI, VIA, VLA BIS also follow one route, crossing the area in two places. The total length of the collision is about 2.4 km.
- PLH260032 Ostoja Sobkowsko-Korytnicka, the area is situated in the Sobków Commune, within the existing Dolina Nidy site. The analysed variants collide with the refugium on a section of a length from a few hundred metres to 1.5 km in Variant VIA.

As a result of the wildlife inventory and an analysis of the impact on the subjects of conservation of Natura 2000 sites, considerable negative impacts on natural habitats and/or animals species under conservation of Natura 2000 sites have been established for Variants I, I with the Mnichów ring road, VI, VIA, VII, VIIA, i.e.:

- PLB260001 Dolina Nidy – considerable negative impact of Variants VI, VIA and VIIA;
- PLH260041 Wzgórza Chęcińsko-Kieleckie – considerable negative impact of Variants I, I with the Mnichów ring road, VII, VIIA;
- PLH260032 Ostoja Sobkowsko-Korytnicka – considerable negative impact of Variants VI, VIA, VIIA.

Furthermore, each of the analysed variants of the project runs across the Chęcińsko-Kielecki Landscape Park – for about 6.4-8.1 km (the route in the Park is the shortest for Variants VI and VIA, and the longest for Variants I and I with the Mnichów ring road); the Chęcińsko-Kielecki Protected Landscape Area – for about 2.0-4.8 km (the route in the Area is the shortest for Variant VIIA, and the longest for Variant VI), and the Włoszczowsko-Jędrzejowski Protected Landscape Area – for about 8.6–11.0 km (the route in the Area is the shortest for Variant I, and the longest for Variant VIA).

Pursuant to Article 34(1) of the Act on the Protection of Nature of 16 April 2004 (consolidated text, Journal of Laws of 2009 No. 151, item 1220), a decision on approving a project with a negative impact on the natural habitats and on the plant or animals species for which a Natura 2000 site has been established can be issued, as long as environmental compensation is provided, if “it is justified by the necessary requirements of superior public interest, including social or economic requirements, and if there are no alternative solutions (...)”

According to the said Act, the analysed area has alternatives to Variants I, I with the Mnichów ring road, VI, VIA, VII, VIIA which do not have a considerable negative impact on the habitats and species under conservation on Natura 2000 sites and which do not affect the integrity of this area; those are the no investment variant and Variant VIA BIS. In view of the above, Variants I, I with the Mnichów ring road, VI, VIA, VII, VIIA cannot be implemented.

Investment Variant VIA BIS was approved by the Regional Nature Protection Board via Resolution No. 3/2010 of 7 June 2010 on an opinion regarding the investment variant for construction of the S7 road from Chęciny to Jędrzejów.

In view of the above, Investment Variant VIA BIS and the no investment variant were further analysed. Not undertaking the investment will preserve the existing difficulties connected with managing car and truck traffic across an area with densely located residential houses. Managing traffic across areas with residential houses affects

human health (above-standard noise level) and lowers the inhabitants' standard of living. Furthermore, due to the obstacles in the traffic, travel is longer and less smooth, which affects not only the comfort but also the safety of travel, as well as the environment and human health. Abandonment of the plan to build the S7 will bring further transport obstacles in the future, which will only prolong the inevitable repairs of road surface in the years to come. If the investment is not undertaken, no measures will be taken to minimise the nuisance to people and nature (flora and fauna) arising from the use of the road, and as a result:

- emission of road noise to areas under noise protection will not be limited,
- no measures will be taken to minimise the air pollution caused by the forecast traffic levels,
- the contamination of groundwater and surface water will not be limited via construction of a proper road drainage system,
- the road will not be protected against collisions with animals (no fences preventing animals from entering the road),
- the passability of wildlife migration routes will not be maintained (there will be no suitable engineering structures in the form of wildlife crossings and culverts).

So from the point of view of environmental protection and human health, variant zero is definitely an unfavourable option.

Variant zero seems to be more advantageous than an investment option only in terms of the direct environmental impact connected with the implementation works within the investment (cuttings of trees and bushes, removal of a biologically active area). However, it must be noted that it is impossible to guarantee lack of interference in the environment whatsoever when building a new linear element in the form of roads. The section of the existing road and Variant VIA BIS run across or close to 3 large Natura 2000 areas: "Wzgórza Chęcińsko-Kieleckie," "Ostoja Sobkowsko-Korytnicka" and "Dolina Nidy." It is impossible to mark out the route variants across those areas without direct interference but (considering the results of the wildlife inventory and the analysis of impact on Natura 2000 sites) building the S7 expressway according to the proposed Variant VIA BIS has been determined to have the lowest negative impact on the subjects of conservation within Natura 2000 areas. This variant leads to the destruction of 3 types of natural habitat of a total area below 1%. Furthermore, since the variant crosses the "Dolina Nidy" bird refugium along the existing route of national road no. 7, it has been deemed to have the smallest impact on the fauna protected within the site.

According to the analyses, undertaking the investment is much more beneficial than leaving the road as it is. As far as the environmental, technical and social aspects are concerned, project implementation according to Variant VIA BIS along with the protection measures listed in this decision will limit the impact of the road on the natural environment and on people. Completion of the investment will help:

- in the economic development of the areas situated near the road and in the Świętokrzyskie Voivodeship,
- improve the traffic safety in the corridor of the S7 road,
- improve the ecological conditions for the inhabitants of the villages situated in the vicinity of the road corridor,
- improve the protection of the local environment due to a proper water drainage system which will channel the contaminated water from the road surface;
- improve the passability of wildlife migration corridors within the analysed area.

The completed environmental impact procedure shows that the planned project should not have any considerable negative environmental impact, neither at the implementation nor at the operational stage, provided that the conditions set forth herein are adhered to.

The construction stage will entail direct mechanical transformations of the environment, surface and soil. Building the planned road will lead to additional temporary land take for construction bases and approach roads, to increased traffic of heavy construction equipment, to increased proneness of soil to erosion since the humus layer will be taken off before the excavations and embankments are prepared, and to changes in the landform near the area of works, in the structure of soil and in the characteristics of soil as a result of the excavations and embankments. Some functional and environmental disruptions regarding ground surface transformations will be temporary, and they will cease once the construction works are completed. However, despite being temporary, these impacts will be quite intensive.

The construction site and base should be organised in a way that would minimise land take and land surface transformation. The land should be also secured against contamination with oil derivatives, and construction works should be performed using operational mechanised equipment, without leakage of fuel, engine oil etc. to the ground. If oil derivatives do leak into the ground, the contaminants should be removed with a sorbent, and the produced waste should be handed over for neutralisation to licensed entities. Proper organisation of works must be ensured to

eliminate possible contamination of the areas around the construction site. Civil works must be carried out in a way ensuring economical use of the area and minimum land transformation; on completion of the works, the area of the construction base must be tidied up and its original condition should be restored. The removed humus should be properly deposited and used together with non-contaminated earth masses to form embankments and level the ground. The excess of earth masses are to be used in accordance with the regulations in force.

Temporary land take for material bases and approach roads affects the landscape, increases the area of wastelands and destroys the soils. On completion of civil works, the land is to be reclaimed, which should involve (re)making it usable via proper shaping of the landform, improvement of the physical and chemical properties, regulation of hydrographic conditions, recreation of soils, reinforcement of escarpments and reconstruction or construction of the necessary sections of roads.

Soil quality in the direct vicinity of the planned investment is diverse. The northern part of the area (the Chęciny Commune) is dominated by low soil quality classes (below IVa). Vast areas of high-quality soils (classes II-IVa) are found in the Sobków and Jędrzejów Communes. In river valleys, especially in the valley of the Biała Nida and Nida Rivers, there are meadows (under conservation) on soils of organic origin. The area within the project impact range consists mostly of farmlands. It is covered to a considerable degree by protected arable lands. The majority of the soils near the investment tend to let contaminants through to the groundwater. For protection of protected arable lands, a 10 m wide strip of insulation vegetation should be applied along the designed road in the places listed in section I.3.3 hereof. The strips of vegetation should consist of native tree and bush species or native herbaceous plants. At the operational stage, the impact on the landscape will be connected with the presence of a new linear element – the road with bridge structures and viaducts.

The implementation stage of the project will entail production of waste connected e.g. with demolition of structures, construction of new engineering structures, tree and bush cuttings, and partial removal of the existing road surface. This will be mostly waste from group 17 – waste from construction, renovation and disassembly of building structures and the road infrastructure as specified in the Ordinance of the Minister of the Environment on the waste catalogue of 27 September 2001 (Journal of Laws of 2001, No. 112, item 1206). Proper waste management must be ensured at the construction stage, which includes minimising waste quantity, selective storage in insulated, adapted places under conditions preventing contaminants from penetrating the environment, and waste reuse or regular disposal by licensed entities.

During the use of the road, waste will originate from renovation and maintenance works, for instance from the cleaning of the road surface, from the edges of the road (deposits of contaminated sand, silt and leaves), from sewage system devices, and typical municipal waste will be produced. An appropriate waste collection and disposal system will be provided which will comply with the environmental protection requirements.

The construction works will entail noise emission caused by the operation of the construction equipment and vehicles. This nuisance will be local and temporary and it will cease once the civil works are completed. Emission of noise to the environment can be reduced if modern and efficient low-sound machines, with catalytic converters etc. are used. Those machines, and in particular road rollers, are a technical source of 88-98 dB [A] noise, and they can additionally cause mechanical vibrations, which may be transferred via the ground to buildings and people. The vibration perception threshold is higher for people than for buildings. However, it must be noted that the level of vibrations produced by the operation of road rollers can be high but short-lasting. It is a temporary nuisance. The road in question will partially run in direct vicinity of residential houses so the residents and users of the nearest buildings will suffer some nuisance connected with the construction of the road, including noise-related nuisance. That is why construction works in areas under noise protection should be carried out only during the day (6 a.m.–10 p.m.), and machines emitting high-level noise should not be operated at the same time, as far as practicable. Furthermore, facilities of the construction base must not be located near residential buildings. The Investor is obligated to carry out civil works in a way ensuring the safety of the buildings near the roadway, minimising the operation of such equipment as vibration rollers, rammers etc., and introduce solutions preventing their negative impact.

At the operational stage, vehicle traffic will be the source of noise on the analysed route. The road will have a surface adapted to handle of heavy traffic, and the type of surface will improve the comfort of travel and reduce the vibrations caused by road traffic when compared to the present situation. According to the environmental impact report for the project, the forecast traffic level on the road (depending on its cross-section) for 2014 is ca. 12,500 vehicles per day, and for 2032 – ca. 20,000 vehicles per day. Analyses of the impact of road noise emissions show that there are areas with residential houses within the range of the potential impact. To protect the areas under noise protection which are within the above-standard transportation noise impact range, noise barriers must be used as specified in section I.3.2 hereof. Noise barriers (absorptive & reflective) ca. 2.0 m long are proposed to be used on bridge structures, while at the other section they should be 4.5 m long. The proposed barriers will limit the impact of the investment as far as noise is concerned. The exact dimensions of the barriers and their final specific

location will be established at the stage of the construction design, in connection with which the Investor has been obligated to prepare a re-assessment within the procedure for issuing a road investment permit decision. The re-assessment stage will present in detail the applied solutions guaranteeing adherence to environmental quality standards in terms of noise and the assessment of their effectiveness immediately on completion of the investment, i.e. in 2014. The range and amount of the noise presented in the report for 2032 are estimated values, which is why a potential decision to further develop the noise barriers should be made once results of the project post-implementation review (required of the Investor) are received. The post-implementation review should be prepared 1 year after the commissioning of the investment. The noise assessment must be performed for all areas under noise protection, and it must include in particular the measuring points listed in section IV hereof.

The measuring points have been proposed in areas under noise protection, both built-up and non-built-up. As a result of the post-implementation review, which is a measure more distant in time, it will be possible to accurately assess the impact of the investment, especially once the planned structures appear in the vicinity of the road. Areas under noise protection should be covered, especially locations of residential housing, locations of the designed noise barriers (reference points for measurements at the locations of the planned noise barriers should be placed in the place of the barrier, about 0.5 m over the expected upper edge of the barrier) and locations near selected intersections with roads.

Results of the post-implementation review will be the basis for additional actions aimed at providing protection against above-standard environmental impact of the project. If the post-implementation review shows that despite the application of the available technical, technological and organisational solutions the environmental quality standards are not maintained in areas under noise protection, it may be necessary to establish a limited use area.

At the stage of civil works, temporary nuisance will occur related to the emission of pollutants to the atmospheric air from the combustion engines of lorries, vehicles and machines used during the civil works. During earthworks, dust may be raised. Dust emission depends on meteorological conditions, on the area of exposed land (where dust can be raised), and on the landform. Its impact range will be limited to the immediate surroundings. Dust emission from escarpments and excavations may appear under certain weather conditions, i.e. during drought and high temperatures, as well as during fog. At the construction base, where construction materials will be stored, only the necessary quantities of materials should be kept, secured against dust being raised under windy conditions (e.g. via sprinkling). Emission of pollutants to the air is temporary at this stage, and the related nuisance will cease once the construction works are completed. Civil works will be performed using construction machines, which are the source of typical transportation pollutants. So the Investor has been obligated to:

- use machines and equipment in good technical condition,
- limit idle operation of engines of vehicles and construction machines during the project implementation,
- limit the possibility of dust being raised during the transport of construction materials and during the unloading of bulk materials.

Pollutants will be emitted to the environment at the operational stage by vehicles using the analysed S7 road. Emission will come from fuel combustion in combustion engines, which will produce such pollutants as carbon dioxide, nitrogen dioxide, sulphur dioxide, suspended dust and aliphatic hydrocarbons. In addition to the pollution caused by fumes, the air will be also polluted by particles formed as a result of mechanical activities, the source of which is the wearing away of tyres and road surface. The forecast concentrations of pollutants emitted to the air show that the designed road will not deteriorate the sanitary condition of the air in adjacent areas. The calculated ranges of impact of pollutants to the air do not extend beyond the roadway. For the protection of protected arable lands, a 10 m wide strip of insulating vegetation should be applied along the designed road in the places listed in section I.3.3 hereof.

The investment in question is partially situated within the area of the Major Groundwater Body (GZWP) No. 409 – Niecka Miechowska SE (Cr3) and No. 416 – Małogoszcz (J3). The Niecka Miechowska Major Groundwater Body is a fissure aquifer coming from the deposits of the Upper Cretaceous (marlstone, limestone, gault). Water in the Małogoszcz body of water is connected with lime deposits of the Upper Jurassic; it is a karst-fissured aquifer (limestone – marlstone). Due to the fissure and karst-fissure nature of the groundwater bodies and due to lack of insulation in the form of a roof, contaminants can quickly migrate from the land surface to aquifers. The investment runs within the area of Major Groundwater Body GZWP No. 416 for about 3.0 km and of Major Groundwater Body No. 409 for about 10 km.

Near the investment, in Ignacówka, the Jędrzejów Commune, there is a groundwater intake. It is situated about 140 m from the project, which follows the route of the existing road in that place. Around the water intake, there is a direct and indirect protection zone. The inner indirect protection zone is 40 m. The outer indirect protection zone is 412 m, so the road runs across the zone for about 780 m but it does not collide with the dos and don'ts to be

adhered to in the zone.

In Podchojny, the Jędrzejów Commune, there is a water intake which is about 980 m away from the project area. The intake has an inner indirect protection zone of 115 m around the well, and an outer indirect protection zone of 1,050 m, across which the investment runs. Within the indirect protection zone, civil works and other activities which reduce the utility of the water or the efficiency of the intake are prohibited or limited. To protect the ground and water environment against contamination, section I.2.1 forbids locating material and equipment bases within those areas. At the construction bases, storage of immediate fuel reserves, refuelling of construction machines and emergency repairs of machines and vehicles should be approached with particular caution.

Construction of the road may entail a change in hydrographic conditions. Changes in hydrographic conditions related to disrupted surface runoff arise from the need to perform excavations for the road, build structures, facilities and technical infrastructure devices, sink piles for the construction of viaducts and bridges, build a tunnel etc. The road surface of the main route will be laid at the analysed section on embankments and in deep excavations. The impact on hydrographic conditions may take the form of changes in the groundwater level related to soil compaction or road excavations. Compaction is caused both by the formation of road embankments and by the movement of heavy construction equipment. In the case of road embankments, the impact can be basically considered permanent since road embankments will be a permanent element of the road system. For heavy construction equipment, this phenomenon is temporary. Its extent can be reduced if mobile construction equipment moves along pre-established routes. Compaction may also break local aquifers. As a result, undesirable soil overhydration or drainage may be observed in the surrounding. This impact may appear in particular in the area of the designed road embankments. The road will be built along a new route, so the road embankments and excavations may considerably increase the impacts on groundwater. They will also change the surface runoff. The current quantity of water within free surface runoff will be taken over by the new drainage system of the future road.

The analysed area has numerous watercourses which are important ecosystems protected within the Natura 2000 network and/or under domestic law. They are represented first and foremost by the Nida River and the Czarna Nida River, which the investment crosses either in the corridor of the national road or along a new route. According to the report, a site inspection was carried out along with interviews with local residents; the latter revealed that a considerable part of the areas adjacent to the bridge over the Nida River was flooded on an annual basis, along with buildings. The water level is approx. at 210.0 m a.s.l. So to ensure safety and to avoid the flooding of the areas in front of the bridge, the existing bridge crossing needs to be extended by adding two end spans, about 20.0 m long. The river channel will have to be widened, and some scrub, bushes and trees in the river channel and around the bridge over the Nida River will have to be cut down. This may change the soil and hydrographic conditions. However, the works will be performed locally, near the bridge; they are to provide flood safety of the built-up areas so they should present no hazard to the Nida River valley. The impact of the investment on valleys of watercourses will depend first and foremost on the type and period of works. High contamination of the soil and water environment will take place mostly during the civil works connected with demolition of old bridges and construction of new ones. It is important to reduce the hazard zone to a required minimum.

Since the report offers no detailed data on the environmental impact of the project in connection with demolition of bridges and construction of new engineering structures, this decision imposes the obligation to repeat the environmental impact assessment within the procedure regarding issuance of the road investment permit decision.

At the project implementation stage, prevention of hazards to surface water and groundwater should be achieved via appropriate location and organisation of the construction base, i.e. all precautions must be taken to prevent contaminants from penetrating the soil and groundwater – the area intended for the construction base and the material base must be made leakproof (secured). Easy availability of sorbents in case of machine breakdown and fuel leakage must also be ensured. Furthermore, the construction base should not be organised near rivers, watercourses, and boggy areas. To secure surface water and groundwater, in the case of excavations, the suspension (sand, clay) must be mechanically removed from the wastewater before it is channelled to water and to soil.

The earth masses removed and moved in connection with the project should be properly deposited outside the valleys of rivers and watercourses.

Implementation of the investment will require eliminating the petrol station along with the water intake in Brzegi. The drilled well should be eliminated according to an approved design of geological works. The area of the petrol station to be demolished must be secured to prevent oil derivatives from entering the groundwater environment, and proper management of the waste formed as a result of the demolition of the facility should be ensured. The land should be organised and reclaimed. Once the hole is eliminated, an elimination protocol must be drawn up and signed by the contracting authority, the contractor and the hydrogeological supervision. A report on the completed works may take a form of borehole documentation consistent with the Regulation of the Minister of the Environment on cases for which other geological documentation must be prepared of 23 June 2005 (Journal of Laws of 2005 No. 116, item 983, § 2(4)). The documentation shows the current technical condition of the

eliminated well, and the existing hydrogeological conditions at the place of works. The as-built documentation will be the basis for a request for deleting the intake from the register of the exploited resources.

Operation of the project will entail the need to channel contaminated precipitation runoffs from roads and accompanying structures. Completed analyses of runoff water from the existing roadway show that permissible concentrations of total suspended solids will be exceeded in connection with the forecast traffic level on the planned road but petroleum hydrocarbon concentration will not be exceeded. The planned S7 road will be partially drained to open leakproof ditches situated on both sides of the road, and partially to the rainwater drainage system in the central reservation between the roadways. At the road sections drained to the rainwater drainage system, rainwater will be collected from the road surface by sewers made of prefabricated concrete elements and by storm inlets with a sump. Water coming from the adjacent areas and from local roads which does not require pre-treatment will be collected by a separate system of ditches, known as "clean ditches." The following rivers will function as the collectors of rainwater: the Nida River, the Czarna Nida River, the Rudka River and nameless watercourses. For those sections of the S7 where no watercourses cross the route or where there are no watercourses in the direct vicinity, storage tanks and storage and absorption tanks (with filtration layers in the bottom) have been planned, along with ditches to the nearest permanent watercourses in the neighbourhood. To provide drainage of the end section near Jędrzejów, construction of a storage tank and a 300 m long ditch has been planned; the latter is to channel the rainwater to the catchment area of the Jedlnica River. According to the Ordinance of the Minister of the Environment on the conditions to be met when introducing sewage to water or to a catchment area of 24 July 2006 (Journal of Laws No. 137/2006), the rainwater channelled from the S7 road and from the voivodeship road should not contain contaminating substances in quantities exceeding 100 mg/l for total suspended solids and 15 mg/l for petroleum hydrocarbons. To preserve the environmental quality standards, pre-treatment devices have been designed, i.e. settling tanks or settling tanks integrated with an oil-derivate separator; construction of storage tanks is also planned.

Within the procedure for issuance of a road permit decision, an environmental impact assessment must be prepared which should include detailed solutions for the system of capturing, treating and channelling the water from water drainage as well as solutions to limit any changes in hydrographic conditions which would be harmful to the neighbouring lands.

The investment is partially located within the Chęcińsko-Kielecki Landscape Park (approx. from km 562+320 to km 570+420), the Chęcińsko-Kielecki Protected Landscape Area (approx. from km 570+420 to km 572+620), the Włoszczowsko-Jędrzejowski Protected Landscape Area (approx. from km 572+620 to 581+833). There are no nature reserves in the direct vicinity of the investment. The following are those closest: the Góra Rzepka Reserve (about 1.5 km from the investment), the Wolica Reserve (about 2.1 km) the Góra Zalejowa Reserve (about 970 m from the investment) and the Gaj Reserve (about 1.9 km from the investment). The bans binding within the landscape parks and protected landscape areas do not apply to public purpose investments, such as the road in question. Due to the geological nature of the reserves and their considerable distance, the project should not present a hazard to the conservation objectives for which they have been established.

Furthermore, the project runs within the following Natura 2000 sites: the Dolina Nidy PLB260001 Special Protection Area (approx from km 570+560 to km 572+170), the Wzgórza Chęcińsko-Kieleckie PLH260041 Special Area of Conservation (approx from km 562+870 to km 563+970 and approx from km 564+580 to km 565+930) and the Ostoja Sobkowsko-Korytnicka PLH260032 Special Area of Conservation (approx from km 570+740 to km 571+120 and from km 571+350 to km 572+300). Not closer than 1.4 km away, there are the Dolina Białej Nidy PLH260013 and Dolina Czarnej Nidy PLH260016 areas.

Due to the impact on Natura 2000 sites and protected natural habitats, and plant and animal species and their habitats, minimising measures have been proposed. Their application will limit the impact of the investment on areas protected under European and Polish law.

In connection with the size of the investment and the concomitant longer period of the environmental impact, works are to be performed in accordance with the work schedule to minimise the duration of negative impacts.

The rainwater and groundwater from the excavation drainage must be captured and mechanically pre-treated of suspended solids before being channelled to the nearby surface watercourses so that those watercourses do not become contaminated and do not affect the organisms connected with them (plants and animals). If the project implementation works temporarily lower the groundwater table, the period of the lowering should be reduced to the required minimum.

During the works, land will be considerably transformed. To reclaim it at a later date, the soil from excavations should be stored in a designated place, outside areas with considerable nature values. Excess of the soil material should be managed in accordance with the regulations in force, and it should not be spread within areas of protected natural habitats and species habitats – it should be deposited outside Natura 2000 sites.

At several sections of the investment, new areas of land will be taken, which is why the planned felling of existing trees should be minimised, and natural tree and bush clusters should be preserved as far as practicable. Those works should be performed as quickly as possible, outside the bird nesting period, i.e. from September to the end of February. If felling is necessary in the nesting period, it must be performed under strict environmental supervision.

Trees not intended for cutting but present in the direct vicinity of the road must be secured during the construction works against damage. The earthworks in their vicinity should be performed in a way that does not damage root systems and tree trunks. They will be additionally secured with barriers or boards, while the soil in their vicinity should be secured with concrete paving slabs and with wooden beams. To minimise the impact of the investment at the operational stage, the loss of trees must be compensated by newly planted strips of vegetation.

The following natural habitats under conservation are situated on the route of the investment within Natura 2000 sites: 6510 Lowland hay meadows (approx. from km 563+650 to km 563+750), 6410 Molinia meadows on calcareous, peaty or clayey-silt-laden soils (approx. from km 563+950 to km 563+990), 6210 Semi-natural dry grasslands (approx. from km 564+580 to km 564+630), 6120* Xeric sand calcareous grasslands (approx. from km 564+720 to km 564+850). Implementation of the investment will take less than 0.5% of those habitats within the sites, which is why no negative impact is expected in this respect. However, changes in the hydrographic conditions and the contamination of surface water and groundwater resulting from the road construction may have a negative impact on other natural habitats, such as 9170 *Galio-Carpinetum* oak-hornbeam forests, 91E0 Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior*. The proposed solutions, including construction of drainage systems and water treatment before its channelling, should minimise the potential negative impact.

If the imposed conditions are met, the planned project will have no considerable negative impact on the objectives of conservation of Natura 2000 areas, i.e.: Ostoja Sobkowsko-Korytnicka and Wzgórza Chęcińsko-Kieleckie, and in particular on the condition of natural habitats, the habitats of plant and animal species, the species for the conservation of which the Natura 2000 areas have been established and on the integrity of those sites and their connection with other sites.

Besides Natura 2000 sites, other sections of the investment also have habitats listed in Annex I to the Habitats Directive, i.e.: 6210 Semi-natural dry grasslands around km 562+300 at a section about 110 m long, 9170 *Galio-Carpinetum* oak-hornbeam forests around km 562+540 at a section about 110 m long, and around km 579+700 at a section about 80 m long; 6510 Lowland and mountain hay-meadows around km 563+600 at a section approx. 360 m long, and around km 566+530 at a section about 160 m long, and around km 578+150 at a section about 260 m long, and around km 578+840 at a section about 260 m long, and around km 579+100 at a section about 180 m long, and around km 579+780 at a section about 180 m long; 91E0 *Alluvial forests* with *Alnus glutinosa* and *Fraxinus excelsior* around km 564+200 at a section about 280 m long; 6120 Xeric sand calcareous grasslands around km 567+600 at a section about 150 m; 91D0 Bog woodland around km 580+560 at a section about 70 m long; 91T0 Central European lichen pine forests around km 580+680 at a section about 360 m long. They are either so common in the area of the investment or so degraded and poorly developed that their depletion on the route and on the land surrounding the road will have no considerable harmful effects on nature.

Within the area planned for the road and in its direct surroundings, there are protected, rare and endangered plant species. The majority are directly on the route of the designed road. The sites of some of them will be destroyed. This group includes species present across the whole area surrounding Chęciny and Jędrzejów, which is why there is no need to move those species to new sites. Taking over some plant sites to build the expressway does not endanger the permanence of local populations. As a result of the works connected with the construction of the expressway at the analysed section, habitats of the following species are expected to be destroyed: cowslip *Primula veris* around km 560+460 and heath spotted orchid *Dactylorhiza maculata* at a site between Mnichów and Ignacówka. Destroying the species and their habitats requires permission from the General Directorate for Environmental Protection and from the Regional Directorate for Environmental Protection.

The field works connected with the wildlife inventory revealed no communities connected with mass presence of lichens and macromycetes which are under conservation or (i) are on the lists of endangered species; however due to their ephemerality, relevant permits must be obtained if their presence is noticed during the implementation of the project and if it is necessary to destroy a species and its habitat.

In this variant, the investment collides with the sites of black woodpecker *Dryocopus martius*, barred warbler *Sylvia nisoria*, red-backed shrike *Lanius collurio*, woodlark *Lullula arborea* and turtle dove *Mergus merganser*. However, since they are so common and their populations are big, this will have no considerable impact. The investment may cause goosander (*Mergus merganser*) to leave several sites, possibly even leading to the disappearance of some sites, which may locally reduce the population of the species. For other bird species, the project does not present any significant hazards to the population since their sites are situated outside the impact range.

The following species are within the impact range of the project in the Dolina Nidy Natura 2000 area (and they are the subject of conservation in that area): black stork *Ciconia nigra* (A030), western marsh-harrier *Circus aeruginosus* (A081), Montagu's harrier *Circus pygargus* (A084), hen harrier *Circus cyaneus* (A082). The area has also an important overwintering ground of aquatic and wetland birds which is unique in southern Poland. The impact on protected birds within the area will not be permanent and significant due to their ecology, current population trends and abundance of substitute feeding grounds. Since the most valuable sites, such as feeding and overwintering grounds, are situated about 1.5 km to the south-east of the existing road, no indirect impact on those grounds should take place if the new route follows the existing road in the Nida River valley. The nuisance connected with demolition and construction of new bridge structures will be local and temporary, and since a road has been there for years, this does not entail considerable additional land take and thus elimination of valuable nature assets.

The Nida River valley (Dolina Nidy) is a part of an important wildlife corridor, which is why works in that area should be carried out as quickly as possible so as not to scare animals. The river channel is to be widened, and some scrub, bushes and trees near the bridge over the Nida River are to be cut down. The works connected with the cutting should be performed outside the nesting season. Due to the spawning season and the migratory season of fish and lampreys, works in the river channel must not be performed between March and June inclusive, and they have to be limited as much as possible. The period has been established based on the biology of the fish observed within the investment impact range. Furthermore, solutions preventing the river from being filled or contaminants from entering the river should be applied. The bridge should not lead to the narrowing of the channel, and the span should be long enough for supports to be outside the river channel. The area under the bridge should be organised in such a way as to resemble the natural surroundings. If those conditions are met, and since the nesting sites will be reduced only temporarily, no considerable impact on the subjects of conservation within the Dolina Nidy and Ostoja Sobkowsko-Korytnicka Natura 2000 sites is expected, and their integrity and the connections between them should not be affected.

Limiting the works in other river channels, including that of the Czarna Nida River, introducing solutions which prevent the channels from being filled or contaminants from entering the river and performing works outside the spawning season and migration season of fish and lampreys – all this should secure the subjects of conservation connected with the river within the Wzgórze Chęcińsko-Kieleckie Natura 2000 site. There should not be any considerable negative impact on the integrity of this area and its linkage with other areas either.

The works planned near rivers and watercourses (bridges, culverts) should be performed as quickly as possible. Commencement of the works should be preceded by a field inspection by a nature specialist. If the presence of protected animals is detected, the contractor should organise their transfer to a safe place outside the construction site. Works should commence directly after the inspection. In connection with the imposed protection measures for the soil and water environment, i.e. properly designed road drainage with environmental protection devices, no indirect impacts on animal species partially or fully connected with aquatic environments (molluscs, fish, amphibians) is expected.

To protect small animals (especially amphibians), excavations must be secured at the implementation stage, and before they are filled, their bottom and walls must be checked for the presence of animals, which, if necessary, need to be moved outside the area of the investment. Drainage devices must also be secured against the possibility of trapping small animals.

If the proposed conditions are adhered to, the investment, despite running across rivers and forests, will neither distort nor break the natural links of local wildlife corridors. If the right number of wildlife crossings and culverts is provided, the migration barrier effect will be minimised, and the corridors will remain passable. The sections between crossings should be fenced off with netting to prevent animals from colliding with vehicles. Since the road is to be quite wide, and as a result the crossings and culverts will be quite long, light must be provided inside them in a way that would limit the deterrent effect as far as possible.

The surroundings of the crossings should be properly organised via the sowing of grass and the planting of native perennial plants, bushes and trees to eliminate the deterrent effect and provide shelter for animals. Structural elements of the crossings should also be covered, e.g. with bushes or creepers planted there, so such structural elements as drains, drainage components, tanks should not be located directly in their vicinity. Furthermore, vegetation guiding the animals towards the crossings should be planted, perpendicular to the road, so that the animals know where to go to find shelter. To reduce the deterrent effect, the colours of the bridge elements that require painting should match the surroundings (subdued shades of green and brown). Crossings which are not combined with roads should be secured against entry of vehicles, e.g. with large rocks, tree trunks. The width of wildlife crossings combined with the road should be the same as the width of the road, and the crossings should be organised in such a way as to resemble the natural environment.

One year after the commissioning of the investment, monitoring of the crossings must be performed to determine their utilisation by animals with a suitable and time-tested methodology.

Around km 566+630, Variant VIA BIS runs across a part of the “Tokarnia” deposit of ornamental stones which has never been used. The area of the deposit is 43,444 m², its thickness varies from 0.40 to 4.00 (2.17 m on average), the overburden thickness varies from 0.00 to 0.80 m, (0.15 m on average), geological resources – approx. 4,000 Mg, with 1,659 Mg of ornamental flint, and only 373 Mg of the most valuable striped flint. During the road construction, the deposit of striped flint can be exploited once a relevant application is submitted and a licence is obtained.

Accumulation of impacts will occur at the road construction as well as operational stage, and it will involve noise emissions, emission of fuel combustion products from car engines and emissions from other transportation routes.

The project is not situated within mountain areas. Due to the geographic location of the designed route (central part of Poland), the investment will have no impact on coastal areas. There are also no health resort protection areas in the immediate vicinity of the investment.

In the area of the planned investment, there are structures entered in the register of monuments and on the commune list of monuments. Nearby, there is a historical complex in Podzamcze. Implementation according to Variant VIA BIS will make it possible to bypass the Ethnographic Park in Tokarnia but the route will run across areas with numerous archaeological sites, the range of which has yet to be precisely established. The Investor will have to be ready to provide (at their own cost) strict archaeological supervision for the earthworks connected with the investment. At the sites within the planned investment, archaeological rescue excavations must be performed at the Investor's cost. Furthermore, if new archaeological sites are uncovered during strict archaeological supervision, it may be necessary to extend that supervision to include rescue excavations at the sections where the project collides with those sites.

The project is not considered a structure presenting a hazard of serious industrial accidents – according to the Ordinance of the Minister of the Economy on the types and quantities of hazardous substances the presence of which makes a plant a facility with an increased risk or a high risk of a serious industrial accident of 9 April 2002 (Journal of Laws No. 58 item 535 as amended), which is why no conditions in this respect have been determined herein.

Emergency situations which may lead to events classified as serious accidents can happen at the stage of construction as well as after the commissioning of the road. Properly designed devices for the drainage of the whole investment and for pre-treatment of the rainwater running off the road will highly secure the environment.

Since the investment is located in central Poland, there will be no cross-border impact, either under normal operational conditions or in the event of a potential emergency. This decision does not specify the requirements in this respect.

The noise spread calculations presented in the report show estimated values only, and determination of the actual environmental impact of the investment will require noise measurements, which is why the Investor has been obliged to prepare a post-implementation review.

The post-implementation review includes also tests of the quality of the rainwater and meltwater channelled to the ground and water environment from the planned road. Results of the monitoring regarding the functionality of wildlife crossings, their assessment and the conclusions which may lead to potential improvements in the passability of the corridors should be listed in the post-implementation review as well. The post-implementation review should be prepared 1 year after the commissioning of the structure and submitted to the competent body 18 months after the commissioning of the structure.

The post-implementation review should include a comparison of what has been established in the report with the actual environmental impact of the project.

Results of the post-implementation review will be the basis for additional measures aimed at providing protection against above-standard environmental impact of the project. If the post-implementation review shows that despite the application of the available technical, technological and organisational solutions, the environmental quality standards are not maintained outside the area of the transportation route, it may be necessary to establish a limited use area.

The data about the project available at the stage of issuing the decision on environmental considerations – in particular the data about the suggested solutions as to capturing, treating and channelling water from the road drainage system and about solutions limiting any changes in hydrographic conditions which are harmful to the adjacent land, as well as about the designed measures providing protection against above-standard noise, the protection planned in connection with demolition of bridge structures and construction of new engineering

structures – is insufficient to properly assess the project's environmental impact. As a result, an obligation has been imposed to prepare another environmental impact assessment for the project within the procedure for a decision regarding the road investment permission.

This authority considers the Investor's request that the decision be made immediately enforceable to be justified.

The investment is of supralocal and international importance, since the S7 road, marked in the network of international roads as E-77, is a road handling the traffic from the north of Poland (Gdańsk) to the border crossing with Slovakia in Chyżne. The objective of the project is to:

- improve the ecological conditions for inhabitants of the villages at the corridor of national road no. 7,
- improve the passability and speed of transit traffic between Warsaw, Cracow and Chyżne (PL/SK),
- improve traffic safety in the corridor of national road no. 7,
- create opportunities for the economic development of the areas situated near the S7 expressway and in Świętokrzyskie Voivodeship.

Project implementation is justified by important public interest and by protection of human health and lives. The investment will improve the safety of road traffic through the construction of two-level junctions and intersections, and construction of safe roads with limited access. Since roads will be fenced off and special crossings will be provided for pedestrians and animals, the risk that pedestrians and animals will enter the road is limited, which will considerably reduce the number of accidents, especially those involving pedestrians and animals. Construction of the expressway will improve environmental conditions and minimise the negative impact on human health and lives, also due to the construction of noise barriers and reduction of the noise spread range. At present, there are no devices minimising the impacts of the road, which results directly in exceeded environmental quality standards.

The authorities of the Chęciny and Jędrzejów Communes expressed their concern about the prolonged construction of the S7 road from Chęciny to Jędrzejów during the administrative hearing open to the public, which was reflected in a petition of the inhabitants of Mnichów, Ignacówka and Podchojny (the Jędrzejów Commune) addressed to the General Directorate for National Roads and Motorways, Kielce branch, with a request that the investment be completed as soon as possible.

If this decision is made immediately enforceable, the Investor will be able to immediately apply for funding under the Operational Programme: Infrastructure and Environment 2007-2013, Priority VIII Transport safety and national transport networks, Measure 8.2 National roads outside the TEN-T, OPI&E 8.2-10 construction of the S7 expressway from Radom (Jedlińsk) to Jędrzejów.

In view of the valid public interest and protection of human health and lives, immediate implementation of the decision is necessary, which is why the decision shall be deemed immediately enforceable.

Since the Investor has met the formal requirements to obtain the decision on environmental considerations for the project, it has been decided as set out herein once the materials gathered and the specificities of the planned investment have been analysed in detail in all environmental aspects.

Pursuant to Article 7 of the Act on Stamp Duty of 16 November 2006 (Journal of Laws No. 225, item 1635, as amended), the applicant shall be exempt from the stamp duty.

Instruction

The parties may appeal against this decision to the General Director for Environmental Protection via the Regional Director for Environmental Protection in Kielce within the 14 following the receipt of the decision.

/round stamp/
/stamp and signature/

Annex:

1. Description of the whole project

cc:

1. General Directorate for National Roads and Motorways, Kielce Branch, via Ms Danuta Piekarczyk, WBP Zabrze Sp. z o.o., 25 Pawliczka Street, 41-800 Zabrze
2. The other parties as listed in the case files via an announcement placed on the notice boards of:
 - the Jędrzejów Commune Office
 - the Chęciny Commune Office and City Hall
 - the Sobków Commune Office
 - the Regional Directorate for Environmental Protection in Kielce

Copy to:

1. General Directorate for National Roads and Motorways in Kielce
43/45 Paderewskiego Street, 25-950 Kielce
2. Świętokrzyskie Voivodeship Inspector for Environmental Protection
3 IX Wieków Kielc Avenue, 25-955 Kielce
3. National Świętokrzyskie Voivodeship Sanitary Inspector
68 Jagiellońska Street, 25-734 Kielce
4. file

Annex:

to the decision no. RDOŚ-26-WOO.I-6613/3-11/10/mm of 14 September 2010

on environmental considerations for the project

“Construction of the S7 expressway from Chęciny to Jędrzejów”

Project Description

The project involves building the S7 expressway from Chęciny to Jędrzejów. The analysed section is a part of the planned S7 expressway, and it will run within the administrative limits of the Świętokrzyskie Voivodeship in the following communes: Chęciny (Kielecki Powiat), and Sobków and Jędrzejów (Jędrzejowski Powiat). The project covers an approx. 21.8 km long section of the S7 road from the Chęciny junction to the Jędrzejów ring road.

In Variant VI A BIS, the S7 road runs along the existing route from the Chęciny junction to the intersection with road no. 763 from Chęciny to Morawica; further, the Tokarnia ring road is planned on the east side, from Wrzosy to Brzegi. According to this variant, the route runs between Tokarnia and Brzegi across a forest complex, and near the petrol station it joins the route of the existing road no. 7 (where it crosses the Nida River), running parallel to it on the east side up to the Brzegi junction. Past the Brzegi junction, the route of the planned S7 bends towards the east, then runs along the edge of the Szczotki forest, and turns slightly to the west. The route crosses: the existing railway line (approx. at km 574+396) and powiat road no. 0158T (approx. at km 575+603). After the intersection with the railway line, the route turns west, crossing powiat road no. 0158T to Mnichów and powiat road no. 0161T, forming the Mnichów junction at the intersection. Past the cemetery in Podlesie, it turns south to follow the route of the existing national road no. 7 at the level of the bridge over the Rudka River in Mnichów. From that point to Jędrzejów, it follows the route of the existing road no. 7. On the whole section, there are access roads on both sides which handle the adjacent area and are connected with the existing commune roads, powiat road no. 0162T to Raków, and powiat road no. 0149T in Podchojny. This variant functions as the ring road for the majority of locations for which the remaining road no. 7 will assume the role of a road collecting the traffic, with the majority of the existing transportation connections preserved.

The investment crosses the Czarna Nida River approx. at km 565+093 near Tokarnia (the Chęciny Commune) and the Nida River approx. at km 570+793 in Brzegi (the Sobków Commune), and it crosses the railway track approx. at km 574+396 in Ossowa (the Sobków Commune). It crosses voivodeship road no. 763 from Chęciny to Morawica approx. at km 562+055, powiat roads 0385T, 0377T, 0382T, 0155T, 0158T, 0161T, 0149T, and it requires cutting off road no. 0149T (off the S7 road, connected with powiat road no. 0161T).

The following junctions have been suggested for Variant VIA BIS of the route:

- the Tokarnia junction approx. at km 566+992, located on class G powiat road no. 0382T, provides direct access to the S7 route for the inhabitants of Tokarnia and Wolica, and then for Starochęciny and Podzamcze via the existing road 7. The junction also provides a connection for the industrial area in Wolica, consisting of a railway station with loading sidings and Nordkalk – a company transporting aggregate by trucks (a few dozen trucks a day), which currently drive across the centre of Tokarnia. Locating the Tokarnia junction according to Variant VIA BIS makes it possible to connect transportation routes, shorten the transport distance, and take heavy traffic away from the centre of Tokarnia,
- the Brzegi junction approx. at km 572+034, located near Brzegi, connects the existing parallel road no. 7, linking the class Z road no. 0153T and the class G powiat road no. 0155T, and the commune road to Brzeźno. The junction will provide connections for the villages of the Sobków Commune which lie along powiat roads running from the east to the west, i.e. Brzegi, Sokołów, Szczepanów and Sobków. On the route from the north to the south, it will provide quick access to the S7 route via the existing national road no. 7 which will collect the traffic from the neighbouring locations, including Tokarnia, Mnichów, Miąsowa and Ossowa, with the existing transportation connections preserved,
- the Mnichów junction located in the vicinity of Mnichów at the intersection with the class Z powiat road no. 0161T; the route of the latter has been adjusted to follow the route of a dirt road joining the existing national road no. 7. Locating the junction about 600 m from the existing national road no. 7 will provide quick access to the S7 route via the existing road which will collect the traffic from the neighbouring locations, including Mnichów, Miąsowa and Ossowa, with the existing transportation connections preserved. The junction is located at a class Z road due to the absence of alternative higher-class roads connected with Mnichów.

Grades and gradients

The route begins with the southern part of the Chęciny junction, where the second roadway is to be built on the west side at the level of the existing national road no. 7. Longitudinal gradients from the Chęciny junction to Wrzosy, where the road departs from the existing route, range from 1.6% to 3.5%. At the further section, the road drops towards the Czarna Nida River. Once the route crosses the river, it starts to rise as determined by the existing landform. Approx. at km 566+990, the route runs under poviát road no. 0382T. Up to approx. km 568+330, the route keeps dropping only to rise above the terrain and drop again with 0.5% gradients. Approx. at km 570+585, it runs over poviát road no. 0155T and at approx. km 570+793 – over the Nida River. Past the Nida River, the route starts to rise towards the south, just as the terrain, with gradients of ca. 3.4%, to approx. km 573+800. Approx. from km 573+800, the route starts to drop towards the south yet again, then to rise, and so on, with the highest elevation (approx. 260 m a.s.l.) located in the area of the Jędrzejów ring road. From where it joins the existing route near the passage through the forest areas between Mnichów and Jędrzejów, the route runs at the level of the existing road. Inclinations of the grade line vary in this variant from 0.5% to 2%.

In the major part, the road will run across non-built-up areas, meadows, fields and forests, across an area hitherto situated far from busy transportation routes. At small sections, it will run across areas with low detached and multi-family houses. The project entails the need to demolish buildings located in the way of the planned road, including a petrol station, and to cut down trees and bushes.

The study begins approx. at km 561+212 (km of the existing national road no. 7) (according to the map of environmental considerations and the overview map from the environmental impact report).

The study ends approx at km 581+833 (the kilometre of the existing national road no. 7) – for Variant VIA BIS approx. at km 583+012 (km of the planned S7 road) (according to the map of environmental considerations and the overview map from the environmental impact report).

Parameters of the designed S7 road:

— technical class of the road	S
— design velocity	$V_d = 100$ km/h,
— lane width	3.50 m
— central reservation – final	5.0 m (including shoulders 2×0.5 m)
— central reservation at stage 1	12 m (including shoulders 2×0.5 m)
— roadway width at stage 1	2×7.0 m
— cross section – final	2 roadways, each with 3 lanes 3.5 m wide + emergency lane 2.5 + shoulder 0.5 m central reservation with shoulders 5 m
— emergency lane	2×2.50 m (with the structure like the roadway)
— route accessibility limited	only via junctions
— wildlife crossings	
— route fenced off at the whole length.	

Passenger Service Points (PSP):

approx. at km 563+400 the right side	PSP II	Wrzosy
approx. at km 575+300 the left side	PSP II	Smyków
approx. at km 579+300 the right side	PSP I	Podlesie

Engineering structures

No.	Km (approx.)	Location	Length [m]	Number of structures
1	2	3	4	5
Bridges				
3	~km 565+093	on the S7 route over the Czarna Nida River in Topielnia	$30+40+30=100$ (~122.5)	2
6	~km 570+793	on the S7 route over the Nida River in	$45+60+45=150$ (~166.7)	3

6a	~km 571+466	Sokolów on the S7 route over a nameless watercourse in Brzegi	7 (~15.00)	3
11	~km 579+071	on the S7 route over the Rudka River in Mnichów	8.50 (~17.50)	4
BRIDGES TOTAL			705.00 (~860.01 *)	12
Viaducts				
1	~km 562+055	over the S7 in Chęciny	20+20=40 (~62.5)	1
2	~km 564+429	on the route of the S7 in Podzamcze	18 (~40.0)	2
4a	~km 566+755	over the S7 in Tokarnia	20+20=40 (~62.5)	1
4	~km 566+990	over the S7 in Polecziniec	20+20=40 (~62.5)	1
4b	~km 567+918	on the route of the S7 in Polecziniec	18 (~40.0)	2
5	~km 570+585	on the route of the S7 in Sokolów	18 (~40.0)	2
6b	~km 572+034	on the route of the S7 in Brzegi	18 (~40.0)	2
7	~km 572+697	on the route of the S7 in Brzeźno	18 (~40.0)	2
7a	~km 573+764	over the S7 in Brzeźno	20+20=40 (~62.5)	1
8	~km 574+396	on the route of the S7 over the railway line in Janów	24.0 (~50.0)	2
8a	~km 574+607	on the route of the S7 in Janów	18 (~40.0)	2
9	~km 575+603	on the route of the S7 in Mnichów	18 (~40.0)	2
10	~km 577+998	over the S7 in Podlesie	20+20=40 (~62.5)	1
12	~km 582+428	over the S7 in Mnichów	20+20=40 (~62.5)	1
VIADUCTS TOTAL			540,00 (~1,035.00 *)	22
Wildlife crossings				
I	~km 561+600	over the S7 in Chęciny	20+20=40 (~62.5)	
II	~km 568+900	under the S7 in Sokolów	45	
III	~km 573+526	under the S7 in Szczotki	45	
IV	~km 579+975	over the S7 in Mnichów	16+2x20+16=72(~94.00)	
V	~km 580+716	over the S7 in Mnichów	16+2x20+16=72(~94.00)	
VI	~km 581+876	over the S7 in Mnichów	16+2x20+16=72(~94.00)	
WILDLIFE CROSSINGS TOTAL			346.00 (~434.00*)	6
Wildlife culverts				
-	-	under the S7	20x~50.0 **=~1,000.0	20

* – length including the size of wings

** – average length of culvert

the () show the estimated length of structures together with wings

Culverts functioning as crossings for small animals:

21 crossings for small animals are planned to be built on the whole route. 17 of them will function as (dry) wildlife crossings only. The others will also let water pass through. The length of culverts is ~50.0 m

Location of the culverts functioning as dry crossings for small animals:

No.	Km (approx.)
1	~562+280
2	~563+000
3	~563+400
4	~565+895
5	~566+455
6	~567+600
7	~568+219
8	~569+100
9	~570+194
10	~574+045
11	~574+775
12	~576+002
13	~577+730
14	~578+675
15	~579+475
16	~581+256
17	~582+676

Location of the culverts functioning as crossings for small animals and as water tunnels:

No.	Km (approx.)
1	~561+865
2	~563+968
3	~576+805

Crossing for small animals also functioning as a bridge over the Rudka River:

No.	Km (approx.)
1	~579+071

Water drainage

The planned S7 road will be partially drained to open leakproof ditches situated on both sides of the road, partially to the rainwater drainage system in the central reservation between the roadways. At the road sections drained to the rainwater drainage system, rainwater will be collected from road surface by sewers made of prefabricated concrete elements and by storm inlets with a sump. Water coming from the adjacent areas and from local roads which does not require pre-treatment will be collected by a separate system of ditches, known as "clean ditches." The following will function as collectors of rainwater:

- the existing rivers: the Nida River, the Czarna Nida River, the Rudka River,
- the existing nameless watercourses crossing the designed roads,
- the existing nameless watercourses in the neighbourhood.

For those sections of the S7 which are not crossed by watercourses or which have no watercourses in their immediate vicinity, storage tanks and storage and absorption tanks (with filtration layers in the bottom) or ditches have been planned. The following devices for pre-treatment of the water from road drainage are to be used:

- settling tanks for suspended solids,
- separators of oil derivatives.

Rainwater collectors

Location of rainwater collectors at the S7:

No.	From km	To km	Collector	Road km (approx.)
1	~561+212	~561+861	rainwater drainage system 1500	~561+861
2	~561+861	~562+637	rainwater drainage system 1500	~561+861
3	~562+637	~563+968	a nameless watercourse	~563+968
4	~563+968	~565+093	the Czarna Nida River	~565+093
5	~565+093	~567+316	the Czarna Nida River	~565+093
6	~567+316	~570+793	the Nida River	~570+793
7	~570+793	~571+600	the Nida River	~570+793
8	~571+600	~572+400	rainwater drainage system – the Nida River	~570+793
9	~572+400	~573+750	the Nida River	~570+793
10	~573+750	~574+350	planned storage tank	~574+350
11	~574+350	~576+420	planned storage tank	~574+560
12	~576+420	~576+800	a nameless watercourse	~576+800
13	~576+800	~577+420	a nameless watercourse	~576+800
14	~577+420	~579+071	the Rudka River	~579+071
15	~579+071	~580+910	the Rudka River	~579+071
16	~580+910	~581+750	planned ditch	~581+750
17	~581+750	~583+000	planned ditch	~583+000

Location of rainwater collectors at viovodeship road no. 763:

No.	From km	To km	Collector	Road km (approx.)
1	~0+700	~1+075	rainwater drainage system 1500	~1+075
2	~1+075	~1+680	rainwater drainage system 1500	~1+075

The investment in question is partially situated within the Major Groundwater Body (GZWP) No. 409 – Niecka Miechowska SE (Cr3) and the Major Groundwater Body (GZWP) No. 416 – Małogoszcz (J3). Near the investment, in Ignacówka (the Jędrzejów Commune) there is a groundwater intake. It is situated about 140 m from the project, which follows the route of the existing road in that place. The project crosses the outer indirect protection zone for about 780 m. In Podchojny (the Jędrzejów Commune) there is a water intake about 980 m away

from the investment. The road runs across the outer indirect protection zone of the water intake. It also crosses the Nida, Czarna Nida and Rudka Rivers, as well as numerous watercourses.

The area of the project runs across areas under legal protection as defined by the Act on the Protection of Nature of 16 April 2004 (Journal of Laws of 2009, No. 151, item 1220 as amended), i.e. the Chęcińsko-Kielecki Landscape Park (at a section about 8.1 km long), the Chęcińsko-Kielecki Protected Landscape Area (at a section about 2.2 km long), the Włoszczowsko-Jędrzejowski Protected Landscape Area (at a section about 9.2 long). There are no nature reserves in the immediate vicinity of the investment. The following are the closest: the Góra Rzepka Reserve (about 1.5 km from the investment), the Wolica Reserve (about 2.1 km) the Góra Zalejowa Reserve (about 970 m from the investment) and the Gaj Reserve (about 1.9 km from the investment). Furthermore, the project runs within the following Natura 2000 sites: the PLB260001 Dolina Nidy Special Protection Area (approx from km 570+560 to km 572+170), the Wzgórza Chęcińsko-Kieleckie PLH260041 site (approx from km 562+870 to km 563+970 and approx from km 564+580 to km 565+930), and the Ostoja Sobkowsko-Korytnicka PLH260032 site (approx from km 570+740 to km 571+ 120 and from km 571+350 to km 572+300). Not closer than 1.4 km away, are the Dolina Białej Nidy PLH260013 and Dolina Czarnej Nidy PLH260016 areas.

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