

**REGIONAL DIRECTOR FOR  
ENVIRONMENTAL PROTECTION IN  
OLSZTYN**

RDOŚ-28-WOOSĆ-6613-008/09/am

**DECISION  
on environmental considerations for consent to carry out the project**

Pursuant to Article 46 section 1.1, Article 46a section 7.1a, Article 56 of the Environmental Protection Act of 27 April 2001 (Journal of Laws of 2008, No. 25, item 150, as amended), Article 104 of the Administrative Procedure Code Act of 14 June 1960 (Journal of Laws of 2000 No. 98, item 1071, as amended), in connection with Article 153 section 1 of the Act of 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 (Journal of Laws of 2008 No. 199, item 1227, as amended) and § 2 section 1.29 of the Ordinance of the Council of Ministers of 9 November 2004 on the determination of the types of project that may have a considerable environmental impact and on the detailed conditions relating to the project qualification for the drawing up of the environmental impact report (Journal of Laws No. 257, item 2573, as amended), after examining the request of the Investor, i.e. the General Directorate for National Roads and Motorways, Branch in Olsztyn, of 8 February 2008, ref. no. GDDKiA-O/OL-P4-ab-41/7Mił.-Olsz./4/2008, and after conducting an environmental impact assessment procedure

**I determine**

the following environmental considerations for the implementation of the project involving the construction of the S7 expressway on the section Miłomłyn – Olsztynek, Warmińsko-Mazurskie Voivodeship, according to Variant I and the yellow variant on the section from km 9+400 to km 15+300 and according to Variant I A on the section Wola Rychnowska from km 31+685 to km 35+817.

**I. Project type and location.**

The planned project involving the construction of the S7 expressway on the section Miłomłyn – Olsztynek is located in the Warmińsko-Mazurskie Voivodeship, Ostródzki and Olsztyński Poviats, and in the following Communes: Miłomłyn, Ostróda, Grunwald and Olsztynek. The project will involve the construction of the S7 expressway, beginning at the ring road in Miłomłyn on the existing national road no. 7 at km 134+903.50 and ending before the designed ring road of Olsztynek at km 177+300 of the existing national road no. 7.

The road will have the parameters of an expressway with a designed speed of 100 km/h and a cross-section of two traffic lanes in either direction, with a total of three lanes planned.

**II. Conditions for the use of land at the implementation and operation stages, taking particular account of the need to protect precious environmental, natural resources and historic monuments and to reduce the impact on the neighbouring areas:**

1. The construction site facilities are to be organized and technical roads outlined in a manner ensuring economical use of the land and minimal transformation of its surface and, upon completion of work, the land is to be restored to its previous condition. Work is to be organised so as to minimise the amount of created construction waste.
2. Where possible, access roads to the construction site must be guided based on the existing transport routes.
3. Where possible, technical facilities, as well as material and equipment storage sites, must be located outside the following areas:
  - areas protected based on the Environmental Protection Act, such as Natura 2000 areas,
  - direct proximity of residential structures,
  - wetland, valleys of rivers and other watercourses,
  - vicinity of Piławki Lake,
  - vicinity of Pauzeńskie Lake,
  - vicinity of the nature monument "Dąb Napoleona" at approx. km 11 of the route.
4. Parking places for machinery and vehicles must be secured to prevent the contamination of water and soil with oil-derived products.
5. Waste must be segregated and stored at a designated location and regularly collected by authorised contractors. Hazardous waste produced during construction works must be segregated and transferred to specialist waste neutralisation firms.
6. The construction site facilities must be equipped with tight toilets, which must be regularly emptied by authorised contractors.
7. The duration of work on environmentally precious areas must be reduced as much as possible, in particular in the Natura 2000 area, ecological corridors and in the vicinity of Piławki Lake and Pauzeńskie Lake.
8. Particular caution must be used when conducting works in the area of Piławki Lake and Pauzeńskie Lake. The works must be conducted outside the nesting season of birds and the breeding season of amphibians (outside the period from early March to the end of September).
9. Tree and shrub clearance should be limited to the necessary minimum. Trees located on the construction site that are not intended for clearance must be protected against mechanical damage.
10. Tree and shrub clearance must be carried out before or after the bird nesting season (outside the period from 15 March to the end of July).

11. Construction work in the vicinity of areas protected from noise must be carried out only during daytime (i.e. 6 a.m. to 10 p.m.). If possible, equipment emitting high-intensity noise should not work simultaneously.
12. When conducting construction works in the vicinity of rivers and other watercourses, particular caution must be used in order not to fill or contaminate such rivers and watercourses; in addition, soil storage sites must be designated in the area of such works.
13. The soil layer removed from the work strip must be properly deposited of and re-used for land rehabilitation after the completion of work.
14. When conducting construction works, wetland and water reservoirs located at the route (outside the road strip) must not be interfered with.
15. Do not induce changes or limit the flow size in surface and groundwater streams and changes in direction and velocity of water flow.
16. In order to protect the Natura 2000 conservation area "Dolina Drwęcy", no works may be conducted that interfere with the bed of the Drwęca River and its tributaries and the migration routes of precious species of fish and roe incubation areas, i.e. from the beginning of September to the end of May.
17. Given the fact that the barbastelle has its overwintering area in the culvert at km 33 of national road no. 7, the works on this section, i.e. within a distance not less than 500 m around the culvert, must be conducted outside the overwintering area of the barbastelle, i.e. outside the period from 15 September to 15 April.
18. In the event that the permitted air concentrations of substances are exceeded as a result of the operation of the road, solutions must be used to ensure a proper air climate, e.g. by planting strips of greenery (trees and shrubs) along the ring road.
19. In areas whose geological cross-section does not ensure sufficient separation of groundwater, technical measures must be used to prevent precipitation water from the roadway from infiltrating the soil. In the event that the permitted pollution levels for water and soil are exceeded, equipment must be used to treat precipitation water from the roadway (settling tanks, separators of oil-derived substances, etc.).

### **III. Environmental protection requirements to be considered in the building design:**

1. Construction of acoustic screens in areas subject to protection from noise:
  - acoustic screen to the north-west, on the left slip road of the Winiec Interchange, from km 0+360 to km 0+460, 4 m high,
  - acoustic screen to the south-west, on the right slip road of the Winiec Interchange, from km 0+220 to km 0+460, 4 m high,
  - acoustic screen for residential structures to the east (left side of the road), from km 2+440 to km 2+740, 4.5 m high,

- acoustic screen for residential structures to the west (right side of the road), from km 2+450 to km 3+220, 4.5 m high,
  - acoustic screen to the south-west (rest and recreation areas), from km 6+950 to km 7+420, 4 m high,
  - acoustic screen from km 10+175 to km 10+310 (at the slip road), left side of the road, 4.5 m high,
  - acoustic screen from km 10+930 to km 12+700, right side of the road, 4.5 m high,
  - acoustic screen from km 11+900 to km 12+400, left side of the road, 4.5 m high,
  - acoustic screen from km 13+100 to km 14+800, left side of the road, 5 m high,
  - acoustic screen from km 13+700 to km 14+200, right side of the road, 4 m high,
  - acoustic screen from km 14+560 to km 14+750, right side of the road, 4 m high,
  - acoustic screen from km 15+100 to km 15+343 (15+300 according to Variant I), right side of the road, 5 m high,
  - acoustic screen for residential structures, to the west of the road, from km 19+380 to km 19+680, 4 m high,
  - acoustic screen for residential structures, to the east of the road, from km 19+700 to km 19+800, 4 m high,
  - acoustic screen for residential structures to the east of the road, from km 21+200 to km 21+440, 4 m high,
  - acoustic screen to the east of the road (protecting residential structures in Szyldak), from km 25+400 to km 25+800, 4 m high,
  - acoustic screens for residential structures to the east and to the west of the road (Rychnowo), from km 28+800 to km 29+300, 4 m high,
  - acoustic screen to the east of the road, from km 29+670 to km 29+960, 4 m high.
2. Printed strips on transparent screens or other solutions to effectively minimise the risk of birds colliding with the screens.
  3. Drainage of precipitation water to grass ditches and to receiving reservoirs or absorbing tanks.
  4. Before water is drained into reservoirs, it must be treated, e.g. in settling tanks, sand traps.
  5. Precipitation water must not be drained directly into the Drwęca River, Grabiczek Stream, Drwęckie Lake, Piławki Lake or Paużeńskie Lake.
  6. Construction of passages for animals:
    - a) Over-road passages for large animals:
      - at km 5+405 with a minimum width of 35 m at the narrowest point,
      - at km 37+400 with a minimum width of 50 m at the narrowest point,
    - b) Passages for large animals under flyovers:
      - at km 7+006 with a minimum width of 15 m and a minimum height of 5 m,
      - at km 19+214 with a minimum width of 15 m and a minimum height of 5 m,
      - at km 32+235 with a minimum width of 15 m and a minimum height of 5 m,
    - c) Passages for medium-sized animals under bridges:
      - at km 1+135 with a minimum width of 10 m and a minimum height of 3.5 m,
      - at km 12+744 with a minimum width of 10 m and a minimum height of 3.5 m,

- at km 17+970 with a minimum width of 10 m and a minimum height of 3.5 m,
- d) Passages for small animals under bridges:
- at km 14+286 with a minimum width of 8 m and a minimum height of 3.5 m,
  - at km 21+384 with a minimum width of 8 m and a minimum height of 3.5 m,
- e) Lower passages for small animals, reptiles and amphibians, with a minimum width of 2 m and a minimum height of 1.5 m:
- from km 3+550 to km 4+200 – 6 passages,
  - from km 4+500 to km 4+900 – 2 passages,
  - from km 6+100 to km 6+400 – 3 passages,
  - from km 8+200 to km 9+100 – 7 passages,
  - at km 10+700,
  - at km 27+160,
  - at km 28+000,
  - at km 32+800,
  - from km 33+300 to km 33+900 – 3 passages,
  - from km 34+700 to km 35+500 – 5 passages,
  - at km 36+000,
  - from km 36+200 to km 37+000 – 4 passages,
  - from km 38+100 to km 38+300 – 3 passages.
7. Construction, supervised by a chiropterologist, at km 33+000 of the road, i.e. in the present location of the culvert serving as an overwintering area for the barbastelle, of a new culvert with parameters as close as possible to the present parameters, equipped with elements serving as shelter for bats (cavity bricks with 75 mm high and 15 mm wide holes). A lateral pocket in the wall must be ensured to create a place with stable thermal conditions.
8. Only indigenous plant species that exist in the natural habitat must be planted in and around the passages for animals. For upper passages, the area of the passage and the area of access embankments must be inclined at an angle of not more than 10%. The passage must be funnel-shaped, i.e. it must widen smoothly from the centre of the structure in the direction of the base of the access embankments.
9. For lower passages integrated with a watercourse, the watercourse beds must be located in the central part of the passage area and, on either side of the watercourse, there must be shelves elevated above the water level in the passage and integrated smoothly with the area outside the passages so as to allow small animals to migrate.
10. Anti-glare protection with a min. height of 220 cm on upper passages and entrances into the passages, and above the inlets of lower passages.  
The protection must be constructed in place of fences and connect to the fences located along the road.
11. Metal mesh fence on either side of the road to prevent animals from accessing the road. The min. mesh height must be 250 cm. The mesh must be buried at least 30 cm deep into the ground and must have variable sized mesh, with the mesh size decreasing towards the bottom. Thick mesh must be used up to a height of 60 cm to prevent amphibians, reptiles and small mammals from accessing the roadway.

12. When constructing new and expanding existing overpasses for forest and field roads over the road, such roads must be dirt roads, possibly reinforced with geosynthetics. The overpasses must be fenced on either side, with climbing plants planted along the fences.
  13. To protect the Natura 2000 area "Dolina Drwęcy", no bridge supports may be located in the bed of the Drwęca River and its tributaries.
  14. Where possible, the supports for the flyover should be located outside the area of Pauzeńskie Lake.
  15. No channelising of the Drwęca River and its tributaries in the area of the designed bridges.
  16. Planting of indigenous plant species in areas where there are no trees and planting of additional trees and shrubs to replenish greenery lost during the construction of the road. Using insulating strips of greenery. The planted species should mainly include trees and shrubs with compact, dense crowns and large leaves (which have a significant role in stopping air pollution), they should be resistant to drought and frost, should have low soil requirements and be suitable for the lighting conditions in the area where they are planted. Habitat-specific and technical requirements as well as requirements related to the structure of the landscape, monument protection and safety requirements must be taken into consideration. The designed greenery must have a compact and multi-level structure.
  17. In the closed area, i.e. area neighbouring on the driving track of the 2nd Driving School in Ostróda, a training ground for the driving school must be constructed.
- III. Since the road, at approx. km 11, runs near the nature monument "Dąb Napoleona", the following measures must be applied to minimise the impact of the investment in question on the nature monument:
- The construction works in the area of the monument must be supervised by a dendrologist.
  - A protective zone with a diameter of at least 15 m must be designated around the tree; all works within this area must be conducted manually.
  - During the construction work, steps must be taken to prevent the loss of water and drying-out of tree roots and to prevent the drying-out of soil in the area of the monument, e.g. by using root screens.
  - On a 100 m section (50 m in either direction from the tree trunk), special troughs must be used along the roadway to drain precipitation water away from the monument. The troughs must be secured to prevent animals (such as amphibians) from accessing it or must be shaped in such a way so that animals can leave them freely.
  - The health condition of the tree must be regularly monitored during the construction works and for 3 years after their completion.
- IV. **Requirements for the prevention of industrial breakdowns in relation to projects classified as plants creating a danger of severe malfunctions.**  
The project is not categorised into the above-mentioned group of plants.

- V. Requirements for limiting the cross-border environmental impact of projects for which a cross-border environmental impact assessment was carried out.**  
The implementation of the project will not cause any cross-border environmental impact.
- VI. Requirements for establishing a restricted use area.**  
The establishment of a restricted use area depends on the results of the following post-implementation review.
- VII. The Investor is obliged to conduct a post-implementation review including the following:**
- 1. Acoustic impact of the project**, i.e. evaluation of the effectiveness of the solutions that are to protect residential housing areas against noise emission. The review must be carried out after 1 year from the commissioning date and submitted within 18 months from the commissioning date. In the event that acceptable values of the noise level are exceeded, adequate acoustic protection measures must be implemented. If environmental quality standards cannot be met, measures aimed at creating a limited use area must be taken.
  - 2. Monitoring the effectiveness of the applied methods and measures to protect passages for animals, including:**
    - a) Inspection of the tightness of protective and guiding fences in the vicinity of the passage – immediate corrective measures for any identified damage,
    - b) Inspection of the passability of the culverts (passages for amphibians and reptiles) – removing all debris blocking the culvert,
    - c) Inspection of the growth of protective and guiding greenery in the vicinity of all passages (planting additional greenery if damage is identified or if the seedlings do not grow),
    - d) Inspection of the penetration intensity by humans of passages intended only for animals – if there are indications that such objects are regularly and intensively used by humans, measures must be taken to obstruct access, e.g. by laying large stones or root stumps at the object's inlet and outlet.

Implementation date: at least once a year, by 30 April.

3. The evaluation of the effectiveness of the above-mentioned passages must start from the first spring following the commissioning of the passage and it must continue for two consecutive years (for a total of three years).
4. Duration and frequency of monitoring:
  - a) monitoring once every 24 hours, two cycles, 10 days each, during morning hours, preferably during spring and autumn (for all groups of animals),
  - b) additional monitoring for amphibians: once every 24 hours, two cycles, 3 days each, during morning hours, during seasonal migration in spring.

5. The results of the works specified in the above items 2–4 must be submitted to the Regional Director for Environmental Protection in Olsztyn as:
  - a) periodic (annual) report on the conducted works,
  - b) final report summarising the result of the works and evaluating the effectiveness of the passages for animals.

**VIII. A description of the whole project is enclosed as an annex to this decision.**

### **JUSTIFICATION**

The said investment involving the construction of an expressway is classified, according to § 2 section 1.29 of the Ordinance of the Council of Ministers of 9 November 2004 on determining the types of project that may have a considerable impact on the environment and on the detailed conditions related to qualifying the project for drawing up an environmental impact report (Journal of Laws No. 257, item 2573, as amended), as a project with potentially significant environmental impact for which an environmental impact report is required.

Pursuant to Article 46 section 1.1 of Environmental Protection Act of 27 April 2001 referred to in the introduction, the implementation of the planned project, which may have a significant environmental impact, is allowed only once a decision on environmental considerations for the implementation of the project is obtained.

Therefore, the Investor, i.e. the General Directorate for National Roads and Motorways, Branch in Olsztyn, in its letter of 8 February 2008, ref. no. GDDKiA-O/OL-P4-ab-41/7Mił.-Olsz./4/2008, requested a decision on environmental considerations for the project involving the *Construction of expressway no. 7 on the section Miłomłyn – Olsztynek*, implemented in the area of the following communes: Miłomłyn, Ostróda, Grunwald and Olsztynek, Warmińsko-Mazurskie Voivodeship.

It must be noted that, at the time when the said request was submitted, the authority competent for the case was the Warmińsko-Mazurskie Voivode, who conducted the environmental impact assessment procedure by 14 November 2008.

After that period, according to Article 153 section 1.2 of the Act of 3 October 2008 on Providing Access to Information concerning the Environment and Environmental Protection..., the responsibilities of the Warmińsko-Mazurskie Voivode with regard to the administrative proceedings pursuant to the Environmental Protection Law Act of 27 April 2001 were transferred to the Regional Director for Environmental Protection in Olsztyn.

Since the number of parties to the procedure exceeds 20, the Warmińsko-Mazurskie Voivode, pursuant to Article 46a section 5 of the Environmental Protection Law Act referred to in the introduction, applied Article 49 of the Administrative Procedure Code, i.e. the parties were informed about the procedure in the usual manner, i.e. by the posting of an announcement of 20 February 2008 on the notice boards of City Halls and Commune Offices participating in the procedure (Miłomłyn, Ostróda, Grunwald and Olsztynek) as well as on the notice board and on the website of the Public Information Bulletin of the Office of the Warmińsko-Mazurskie Voivodeship in Olsztyn.

Pursuant to the requirements of Article 32 of the Environmental Protection Law Act, the authority also publicly announced the information, in the form of an announcement of 20 February 2008, that the data regarding the request for the issuing of a decision on environmental considerations for the construction of the S7 expressway was included in a publicly available register. The parties to the procedure and the public had the opportunity to familiarise themselves



with the request and the environmental impact report at the Voivodeship Office in Olsztyn and at the City Hall in Ostróda and to submit comments and requests within 21 days.

In addition, according to Article 48 section 2.2 of the Environmental Protection Law Act, the Warmińsko-Mazurskie Voivode consulted the terms of implementation of the project with the following:

- General Director for Environmental Protection, decision of 28 August 2009, ref. no. DOOŚ-idk-073/1351-2/872/2009/ER-86,
- National Voivodeship Sanitary Inspector in Olsztyn – decision of 12 June 2009, ref. no. ZNS-4316-9/W-1/2008,
- Military Sanitary Inspector in Modlin – decision of 30 June 2008 no. 93/Adm/2008, due to the fact that the construction of the road will involve partial occupation of plots no.: 87/3 and 87/4, Górka precinct; 129.4, precinct 6, Ostróda; 9/33, precinct 10, Ostróda, forming a closed area used by Military Unit 1954 in Ostróda.

The conditions for the implementation of the investment specified by the above-mentioned authorities have been taken into account in this decision.

On 2 April 2008, the authority conducting the procedure leading to the issuing of this decision conducted administrative proceedings open to the public in the City Hall in Ostróda. In addition to the representatives of the Warmińsko-Mazurskie Voivode, the Investor and designers, the meeting was attended by residents of Olsztynek, Grunwald, Ostróda and Miłomłyn communes. Public consultations were held in Rychnowo, Grunwald Commune.

As a result of the public consultations, the Warmińsko-Mazurskie Voivode received comments from: the Mayor of the City and Commune of Miłomłyn, the Manager of Military Barracks Administration no. 2 in Ostróda, Miejskie Przedsiębiorstwo Energetyki Ciepłej sp. z o.o. (EMPEC) in Ostróda, a resident of Czerwona Karczma located at the existing national road no. 7 in the vicinity of Ostróda and representatives of Drwęckie District in Ostróda, through which the new route of the road was to run.

The comments relating to the planned investment included the following:

1. Construction of acoustic screens in the residential district "200-lecia Konstytucji 3 Maja" (right side), at Ilińska Street (left side), on the section from the Tarda Interchange to km approx. 4+000, due to the Cardiological Rehabilitation Centre in Miłomłyn, and in the direction of Czerwona Karczma;
2. Designing a direct exit road from the planned road at km approx. 1+500 to 2+000 on the left (area related to the Service Area);
3. Modification of the route in Piławki and moving the route in the direction of Piławki Lake;
4. Ensuring an access road from buildings in Czerwona Karczma located in the vicinity of another oak which is also a nature monument;
5. Construction of footways at the section of Szosa Elbląska;
6. Construction, in the area of the Driving School in Ostróda (Military Unit no. 1954), of a training track for the driving school due to the fact that the planned project interferes with the existing track structure;
7. Technical solution to interference with the existing heat distribution system in direct proximity of the designed express road;
8. Modification of the route on the section in Ostróda to bypass Drwęckie District.

Following an analysis of the submitted remarks and a review of the route and environmental impact, corrections were made, which are presented in Addendum I to the environmental impact report. The said document was made known to the public in Olsztynek, Ostróda, Grunwald and Miłomłyn communes in the announcement of 8 August 2008 posted on the notice boards in the Offices of these communes and cities. The submitted comments were examined and taken into consideration, as described below.

The requested construction of acoustic screens (as specified in this decision) was recognised as reasonable, except on the section from the Tarda Interchange to km approx. 4+000 (Cardiological Rehabilitation Centre in Miłomłyn) because the noise measurements in this area

did not confirm that the permitted noise levels were exceeded. The area between the existing national road no. 7 and the Rehabilitation Centre is separated by an approx. 200 m wide forest strip, which significantly reduces the noise. However, if the post-implementation review shows that it is necessary to provide acoustic protection in this area, such protection shall be constructed.

With regard to the above-mentioned item 2, the Investor informed the Authority that the construction of an exit road from the S7 road at km 1+500 and the location of Service Area facilities was not included in the Programme Concept, which is the basis for further design studies, because it is not possible from the perspective of the technical conditions which must be fulfilled by an expressway.

Neither was it possible to satisfy request no. 3. Modification of the route in Piławki and relocation in the direction of Piławki Lake (road section from km 3+000 to km 10+1,000) is not possible because the new route was designed in such a way so as to use the existing road strip. The corridor of national road no. 7 will cause minimum interference with forest areas and if it were to be moved in the direction of Piławki Lake, the route would change on a section of at least 2 km and substantial forest areas would have to be cleared, including a priority habitat protected as part of the Natura 2000 network.

Other comments related to strictly technical solutions for the designed road, including the interference (reported by EMPEC) of the road with the existing heat distribution system, were communicated to the Investor when preparing a detailed technical design of the investment.

With regard to request no. 6, the Investor obliged to construct a driving track, which is taken into consideration in the decision.

With regard to request no. 8, it must be noted that the variants (I and II) of the project presented during consultations with the public on 2 April 2008 caused significant controversy among the residents of Ostróda and a protest from the residents of Drwęckie District. The residents pointed out that the original variant of the road would divide the District in two parts, one of which would be enclosed by the designed expressway on one side and by national road no. 7 on the other side. Therefore, the Warmińsko-Mazurskie Voivode and the Regional Director for Environmental Protection in Olsztyn received protests from the Association "Ratujmy Osiedle Drwęckie" (Save Drwęckie District) regarding Variant I of the planned investment.

The Investor re-examined the options and developed new variants for the expressway on the sensitive section in Ostróda, which were presented to the parties to the procedure and to the public during another round of administrative proceedings on 9 May 2008 in the City Hall in Ostróda.

During the meeting, two additional investment variants were presented, one of which used the existing corridor of national road no. 7 and bypassed Drwęckie District, while the other one interfered with the oak "Dąb Napoleona", which is a nature monument. The investment continued to raise dissatisfaction among the community because there was reasonable doubt regarding the approval of the Voivodeship Nature Conservation Officer to clear this priceless nature monument, which is a few hundred years old. As a result of the meeting, the representative of Drwęckie District suggested to the Investor and the designers to analyse a completely new route, which runs significantly closer to Pauzeńskie Lake and bypasses Drwęckie District and the above-mentioned nature monument.

In response to the requests from the residents of Drwęckie District in Ostróda supported by the Mayor of Ostróda and in the absence of approval of the Voivodeship Nature Conservation Officer to clear the nature monument "Dąb Napoleona", the Investor submitted, on 15 May 2009, to the Regional Director for Environmental Protection, Addendum 3 to the environmental impact report, which is an analysis of two new variants of the S7 expressway. On the section from km 9+400 to km 15+300, there is the yellow variant (approved by the residents of Ostróda), which bypasses Drwęckie District and the nature monument "Dąb Napoleona", and the green variant, which would involve moving the road closer to Pauzeńskie Lake and building a long bridge over the lake. The information on the submitted Addendum 3 was made known to the public in the announcement of 30 June 2009, ref. no. RDOŚ-28-WOOS-6613-008/08/09am, which was posted on the notice board of the Communes participating in the procedure and on the website of the

Public Information Bulletin of the Regional Director for Environmental Protection in Olsztyn.

**Following a comprehensive analysis of the case files of the project, in particular:**

- 1) request for issuing a decision on environmental considerations,
- 2) environmental impact report prepared by Arcadis Profil in October 2007,
- 3) environmental assessment of the Natura 2000 area "Dolina Drwęcy PLH 280001" prepared by Arcadis Profil in October 2007,
- 4) Addendum 1 to the environmental impact report for the S7 expressway on the section Miłomłyn – Olsztynek, km 134+903.50 to km 177+300.00, prepared by Arcadis Profil in June 2008,
- 5) Addendum 3 to the environmental impact report for the S7 expressway on the section Miłomłyn – Olsztynek, km 134+903.50 to km 177+300.00, prepared by Arcadis Profil in May 2009,
- 6) dendrological study of the quercus robur tree subject to protection as a nature monument, decision no. 375/78, prepared by Dendro serwis in September 2008 and the letters of 15 July, 7 August and 20 October 2008 of the Voivodeship Nature Conservation Officer regarding the quercus robur tree subject to protection as a nature monument under decision no. 375/78,

the authority conducting the procedure leading to the issuing of this decision decided as specified below.

The project is located in the Warmińsko-Mazurskie Voivodeship, in Ostródzki and Olsztyński Poviats and in Miłomłyn, Ostróda, Grunwald and Olsztynek Communes.

The planned S7 expressway starts in the area of the ring road of Miłomłyn at km 134+903.50 of the existing national road no. 7 and ends before the designed Olsztynek ring road at km 177+300.

The environmental impact report analyses Variant 0 and the investment Variants I, IA and II. In addition, Addendum 3 to the report analyses the green and the yellow variant.

Variant 0, which abandons the project altogether, has been rejected. If the road was left in its present condition, vehicle traffic would increase and conditions of the existing transport system would deteriorate.

This would be accompanied by increased exhaust gas emission, noise and vibrations as well as a greater hazard that surface watercourses might be contaminated by precipitation water from the road. The living conditions of the residents would deteriorate and the environmental impact would be negative.

Variant I with a length of 38.839 km runs mainly on the existing S7 route. The road runs along a completely new route from approx. km 10 to km 11 before the entry into Ostróda (area of the Czerwona Karczma interchange), and from approx. km 16 to km 31, on the section from the Górka interchange to the junction with Voivodeship road no. 542 in the area of Rychnowo.

Variant IA is a sub-variant of Variant I and it involves a correction of Variant I in the area of Wola Rychnowska on the section from km 31+685 to km 35+817. This variant has been developed following an environmental inventory taking in 2007 of the Natura 2000 area in order to minimise the interference of the S7 road with the area Dolina Drwęcy PLH 280001 and the nature conservation area "Drwęca River". In this variant, on the section of Rychnowska Wola, a span-free bridge over the valley of Drwęca River is suggested.

Variant II is related to the section from km 9+433.50 to km 31+685.19 (from the Czerwona Karczma interchange to Rychnowo). The variant involves widening the existing road corridor without causing excessive environmental damage as a result of outlining a new route, assuming that the design criteria for the express road are satisfied.

The yellow and the green variants have been prepared in response to the comments submitted in the course of participation of the public by the residents of Drwęckie District and the Association "Ratujmy Osiedle Drwęckie". The variants are related to the road section from km 9+400 to km 15+300. The yellow variant will bypass Drwęckie District and the nature monument ("Dąb Napoleona"). Considering that, in the yellow variant, it is necessary to demolish a utility building, the green variant has been prepared, which does not interfere with the structures, but the

implementation of this variant would involve moving the road closer to Pauzeńskie Lake and the construction of a long bridge over the lake. In addition, the green variant would occupy a larger area of a riparian habitat and a longer section of the road would run through environmentally precious areas (flyover over the lake). The yellow variant does not run across Pauzeńskie Lake.

As a result of the assessment of the environmental impact of the planned projects and its variants as well as technical and maintenance analyses, the obtained opinions and approvals, the best solution (in terms of technical aspects, environmental protection as well as human health and life) was considered to be Variant I and the yellow variant on the section from km 9+400 to km 15+300 and Variant IA on the section of Wola Rychnowska from km 31+685 to km 35+817. The implementation of the investment according to these variants will ensure protection of the Natura 2000 area "Dolina Drwęcy" (PLH 280001), it will not interfere with the nature monument ("Dąb Napoleona") located at approx. km 11 of the route, and the route will not run across Drwęckie District.

According to the conditions intended to reduce the negative environmental impact, the construction works shall be conducted in such a way so as to ensure economical use of the land and minimum transformation of the land surface, and the access roads to the construction site shall be outlined based on the existing transport routes. Where possible, the technical facilities of the construction site shall be located outside areas in the vicinity of residential structures, areas protected under the Environmental Protection Act, including Natura 2000 areas, wetland, river valleys and other watercourses, the area of Piławki Lake, Pauzeńskie Lake and the nature monument at approx. km 11 ("Dąb Napoleona"). After the completion of the construction works, the area shall be restored to its previous condition.

Construction waste shall be segregated and stored at designated locations and collected regularly by authorised contractors. Hazardous waste produced during construction works shall be segregated and separated from neutral waste and transported to specialised waste management companies to be neutralised.

The construction site facilities (including parking places for machinery and vehicles) shall be secured. The construction sites shall have toilets, whose contents shall be regularly removed by authorised contractors.

In the course of the project's implementation, it will be necessary to remove soil from the strip designated for the road body. The soil removed during earthworks shall be stored properly and reused after the completion of the works for, among other things, the rehabilitation of land serving as construction site facilities.

The construction of the road will involve an increase in noise coming from construction and other equipment (e.g. during the clearing of trees) as well as vehicles during the construction of the road. The noise will be of local coverage yet its intensity will be high. Therefore, the construction works in the immediate vicinity of acoustically protected areas shall be carried out only during daytime (6 a.m. – 10 p.m.) and, where possible, machinery producing high intensity noise shall not be operated simultaneously. Inconvenience related to the construction of the road will have a medium-term impact and will stop when the construction works are completed.

The operation of the road will involve the emission of noise by travelling vehicles. The national road will run mainly through agricultural land (fields, meadows, pastures) and forest areas. Structures are concentrated in the following locations: Miłomłyn, Ostróda, Grabin, Szydłak and Rychnowo. In Miłomłyn and Ostróda, single-family residential and commercial structures prevail. Other towns are dominated by dispersed homesteads. Based on the conducted calculations, in the area closest to acoustically protected areas along the road, the permitted noise level from vehicle traffic will be exceeded. In order to reduce this inconvenience, the construction of acoustic screens has been planned. Once the acoustic screens have been installed, noise will not exceed the permitted level in the area of acoustically protected structures. To ensure additional protection, insulating strips of greenery shall be used.

During the implementation of the project, inconvenience in the form of exhaust fumes from the combustion engines of lorries and other vehicles used for construction works (e.g. excavators, loaders, bulldozers) can be expected. In addition, dust formation may occur during earthworks (excavations, embankments). However, the range of this inconvenience will be limited to the

immediate vicinity. The emission of air pollutants during the implementation of the project will be of a mid-term nature and the related inconvenience will cease once the construction works are completed.

Based on the calculations for 2025, during the operation of the road exceeded average annual levels for nitrogen dioxide can be expected on the Miłomłyn – Ostróda section on an approx. 35 m strip from the roadway axis, and for the section Ostróda – Olsztynek on an approx. 30 m strip from the road axis. This pollution should not spread beyond the demarcating lines of the investment. To ensure additional protection, insulating strips of greenery shall be used. In addition, the structure of the road and location of the grade line relative to ground level (embankments and excavations) will reduce the concentration of pollutants around the road. The construction of acoustic screens along the planned route will also contribute to the reduction of pollution.

The planned investment does not run through the areas of Main Groundwater Reservoirs and does not interfere with groundwater intakes. The closest Main Groundwater Reservoir no. 212 Olsztynek is located approx. 1 km away from the planned route.

The existing road no. 7 runs across a number of small and large watercourses, including the Elbląg Canal, Drwęca River, Ostróda Canal and Grabiczek River. It also bypasses a number of small and large stagnant bodies of water, including small field water holes, ponds and lakes. Examples of lakes in direct proximity of national road no. 7 in the discussed area: Ilińsk Lake, Piławki Lake, Drwęckie Lake, Pauzeńskie Lake, Kajkowskie Lake, Sement Mały Lake, Lichtajny Lake, Ostrowin Lake and Czarne Lake.

The construction works in the vicinity of rivers and watercourses must be conducted with particular care to prevent filling, contamination with chemicals, modification or reduction of flow rates in surface watercourses and bodies of groundwater and to prevent changes in the direction and flow speed of water. During the construction works, wetland and bodies of water outside the road strip shall not be interfered with. In addition, soil shall be deposited away from rivers and watercourses.

Precipitation water from the roadway shall be drained to grass ditches. Before water is drained into reservoirs, it must be pre-treated, e.g. in settling tanks, sand traps.

The construction of the road accompanied by the construction of a precipitation water drainage and treatment system, as well as correct operation of such a system, will allow for observing proper conditions for draining precipitation and meltwater into reservoirs, which will prevent any negative impact on surface water and on the soil and water environment.

The planned investment will intersect the special habitat conservation area Natura 2000 “Dolina Drwęcy” (PLH 280001) at three points and it will border on this area in Piławki at the border with Drwęckie Lake but it will not have a significantly negative impact on this area due to the implementation of a number of mitigating measures referred to in the decision.

The investment in question will not have a significantly negative impact on the potential special habitat conservation area Natura 2000 “Dolina Drwęcy” (this area is suggested as an expansion of the “Dolina Drwęcy” area (PLH 280001)) located in the direct vicinity of the planned road. The closest fragment of this area is approx. 200 m to the south of the road. Thus, it must be pointed out that the construction works will not pose a hazard to natural habitats and species of plants and animals for which the designation of the above-mentioned Natura 2000 area is proposed. According to the documentation, neither will the operation of the road pose such a hazard.

The proposed flyover over the Natura 2000 area “Dolina Drwęcy” constructed using the method involving the insertion of spans and the single-span bridge within the administrative lines of Ostróda as well as the abandonment of the construction of retaining walls in the bed of Drwęca River and its tributaries will eliminate the potential negative impact, which is possible with this type of investment, such as direct degradation of natural habitats or habitats of species, barrier effect and local transformation of the river bed. In addition, the duration of works in the Natura 2000 area and in other environmentally precious areas shall be reduced to a necessary minimum.

Additional hazards at the road construction and operation stage include: scaring away of fish migrating in the river, murkiness and muddiness of water in the river, contamination of water

due to a faulty road water drainage system, salinity and contamination in the case of an accident. To eliminate or minimise these hazards, a number of requirements have been imposed on the Investor.

No works are allowed that interfere with the bed of the Drwęca River and its tributaries from the beginning of September to the end of May due to the presence of the species of fish listed in Annex II to Council Directive 92/43/EEC, such as the river lamprey, the Atlantic salmon, the spined loach, *Misgurnis fossilis* and the asp. In addition, the Drwęca river is an ichthyological conservation area, where no activity is allowed that may degrade the condition of the water and prevent fish from migrating freely.

Since the investment is located in a nature conservation area and in a Natura 2000 area, precipitation water cannot be drained directly into the Drwęca River and Grabczek Stream. Such drainage may raise a cloud of suspension, result in the water becoming muddy and sandy, and pose a hazard to organisms living in the river. Neither shall precipitation water be drained into Drwęckie Lake, Piławki Lake and Paużeńskie Lake.

Bridge spans cannot be located in the river bed and the river cannot be channelised due to the presence of the habitats listed in Annex I of Council Directive 92/43/EEC in the location of bridge structures, such as temporary peatland and quagmires (7140-1), source peatland and flow peatland of northern Poland (7230-3), riparian forests (alder riparian forests) (91E0-4), lowland, riverside shrubs (6430-3), lowland and foothill meadows used extensively (6510) and Central European Carpinion *betulus* (9170), sensitive to changes in the water regime. In addition, the presence of bridge spans in the river valley could disrupt the function of the river valley as an ecological corridor, especially for river birds. The above-mentioned habitats shall not be disrupted. Based on the conducted environmental impact assessment, once the requirements imposed in the decision are fulfilled (such as using particular caution when working in the vicinity of rivers and watercourses, avoiding the disruption of wetland and bodies of water near the route, avoiding modifications or preventing changes in the flow rates in surface watercourses and bodies of groundwater and preventing changes in water speed and flow), the planned investment will not have a significantly negative impact on the said habitats.

The area of the planned investment is located within three Landscape Conservation Areas: Elbląg Canal, Lasy Taborskie and Dolina Dolnej Drwęcy. Along the route of the existing national road no. 7 and the planned S7 expressway between Miłomłyn and Ostróda there are two adjacent Landscape Conservation Areas, i.e. Lasy Taborskie and Elbląg Canal. Their border has been outlined along the existing national road no. 7 and, consequently, the planned S7 expressway will also run between the border of these areas. The S7 road below Ostróda will run through the Landscape Conservation Area Dolina Dolnej Drwęcy. According to the environmental impact report and the conducted environmental impact assessment, the investment in question will not have a negative impact on the above-mentioned areas.

At approx. km 11, the road will run in the vicinity of the nature monument "Dąb Napoleona". For this reason, a number of measures will be taken to minimise the investment's impact (at the construction and operation stage) on this monument, such as: construction works in the area of the monument supervised by a dendrologist, a protective zone around the tree with diameter of at least 15 m, earthworks conducted manually within this zone, preventing excessive loss of water and drying-out of roots and soil in the area of the monument, e.g. by using root screens, using special troughs on a 100 m section (50 m in either direction from the tree trunk) to drain precipitation water away from the immediate vicinity of the monument (the troughs must be secured or appropriately shaped to prevent the trapping of animals, especially amphibians). In addition, the health condition of the tree shall be regularly monitored during the construction works and for 3 years after their completion.

As part of the investment, the construction of an access road along the flyover over the shore area of Piławki Lake is planned. Piławki Lake is a small flow-through reservoir with an area of 4.04 ha. It is located to the east, it is perpendicular to road no. 7 and is connected by a small watercourse to Faltyjanki Lake.

In addition, at approx. km 11+500, the route will run along the flyover over the shore area of Paużeńskie Lake.

To protect the above-mentioned lakes, the supports of the flyover over Paużeńskie Lake, where possible, shall be located outside the lake area, and the construction site facilities, as well as material and equipment storage sites, shall not be located in the vicinity of the lakes. Works in the vicinity of the lakes shall be conducted outside the bird nesting season and the amphibian breeding season. In addition, precipitation water shall not be drained directly into the lakes.

Given the fact that the barbastelle has its overwintering area in the road culvert at km 33 of national road no. 7, the works on this section must be conducted outside the overwintering area of the barbastelle, i.e. outside the period from 15 September to 15 April.

As it is necessary to dismantle the existing culvert, the Investor has been obliged to construct in this area, under the supervision of a chiropterologist, a new culvert with parameters as close as possible to the present parameters, equipped with elements serving as shelter for bats (cavity bricks with 75 mm high and 15 mm wide holes). A lateral pocket in the wall must be ensured to create a place with stable thermal conditions.

The planned investment runs through an ecological area of northern Poland, the so-called northern corridor with the following route: Puszcza Augustowska/Puszcza Białowieska-Dolina Biebrzy-Puszcza Piska-Puszcza Nidzicka-Bory Tucholskie-Lasy Wałecokie-Puszcza Notecka-Bory Zielonogórskie-Bory Dolnośląskie. It also interferes with local migration routes of animals: the Elbląg Canal, Ostróda Canal, Drwęca River and its tributary, and Grabczek River. In addition, water holes on fields, swamps in open areas or in forests, small bodies of water, permanently or temporary marshy green land in use in the vicinity of the planned road are the breeding ground of amphibians and reptiles. During the construction works, wetland and bodies of water located in the vicinity of the route shall not be interfered with.

To allow for unobstructed migration of animals, upper and lower passages with suitable parameters and structure for large, medium-sized and small animals, including amphibians and reptiles, shall be constructed.

Only indigenous plant species that exist in the natural habitat must be planted in and around the passages for animals.

Anti-glare protection shall be used on upper passages and access to the passages, and over the inlets of lower passages. On the whole route, the road shall be enclosed with a fence on either side.

The implementation of the planned investment requires that plants interfering with the designed road are cleared. The clearing will be limited to a minimum, and trees located in the construction site, other than trees for clearing, will be protected against mechanical damage. The clearance of greenery shall be conducted outside the nesting season of birds.

Lost greenery shall be replenished by additional plants and strips of insulating greenery in consideration of habitat-specific and technical conditions as well as requirements related to landscape architecture, monument protection and safety requirements. The designed greenery must have a compact and multi-level structure so that it can fulfil an insulating and protective function. The planted species should mainly include trees and shrubs with compact, dense crowns and large leaves (which have a significant role in stopping air pollution), they should be resistant to drought and frost, should have low soil requirements and be suitable for the lighting conditions in the area where they are planted.

The planned road will run through the conservation area of Elbląg Canal in the vicinity of Miłomłyn, near a cemetery of soldiers from WWI and WWII and near a conservation area of the Tannenberg monument. However, the planned route of the S7 road does not interfere with the military cemetery or the monument.

The project requires preparing a post-implementation review as regards the evaluation of the effectiveness of the solutions that are to protect residential housing areas against noise emission. The analysis must be carried out after 1 year from the facility commissioning date and submitted within 18 months from the facility commissioning date. If the limit values of noise are exceeded, appropriate protection measures are applied. If environmental quality standards cannot be observed, measures aimed at creating a restricted use area must be taken.

After the completion of the procedure, the parties to the procedure were informed according to article 10 of the Administrative Procedure Code about the possibility to view the collected evidence material. No comments were submitted by the specified deadline.

Based on the analysis of the impact of the planned road on the environment in the area of emission of air pollution, noise, water, sewage and waste management, the implementation of the project in question will not violate the environmental protection requirements in force. Since the planned project is not likely to have a negative environmental impact if suitable protective equipment and fulfilment of the implementation terms specified in this decision are ensured, it has been decided as stated hereinbefore.

### **Instruction**

The parties may appeal against this decision to the General Director for Environmental Protection in Warsaw through the agency of the Regional Director for Environmental Protection in Olsztyn within 14 days from the delivery date of the decision.

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### **Distribution list:**

1. General Directorate for National Roads and Motorways,  
Branch in Olsztyn,  
89 Warszawska Avenue, 10-083 Olsztyn
2. Other parties – announcement  
pursuant to article 49 of the Administrative Procedure Code  
posted on the notice board in:
  - City Hall and Commune Office of Miłomłyn
  - City Hall in Ostróda
  - Commune Office in Ostróda
  - Commune Office of Grundwald
  - City Hall in Olsztynek
  - Regional Directorate for Environmental Protection in Olsztyn  
and on the website of the Public Information Bulletin of the Regional  
Directorate for Environmental Protection in Olsztyn
3. file



RDOŚ-28-WOOS-6613-008/09/am

## **Description of the planned project**

### **Annex 1**

to the decision of the Regional Director for Environmental Protection in Olsztyn 7 October 2009, ref. no.: RDOŚ-28-WOOS-6613-008/09am, on environmental considerations for the consent to implement the project involving the construction of the S7 expressway on the section Miłomłyn – Olsztynek, the Warmińsko-Mazurskie Voivodeship, according to Variant I and the yellow variant on the section from km 9+400 to km 15+300 and according to Variant I A on the section Wola Rychnowska from km 31+685 to km 35+817.

The planned project will involve the construction of the S7 expressway on the section Miłomłyn – Olsztynek, the Warmińsko-Mazurskie Voivodeship, according to Variant I and the yellow variant on the section from km 9+400 to km 15+300 and according to Variant I A on the section Wola Rychnowska from km 31+685 to km 35+817. The planned S7 expressway starts in the area of the Miłomłyn ring road at km 134+903.50 of the existing national road no. 7 and ends before the designed Olsztynek ring road at km 177+300.

The planned investment will intersect the special habitat conservation area Natura 2000 "Dolina Drwęcy" (PLH 280001) at three points and it will border on this area in Piławki at the border with Drwęckie Lake but it will not have a significantly negative impact on this area.

The investment in question will not have a significantly negative impact on the potential special habitat conservation area Natura 2000 "Dolina Drwęcy" (this area is suggested as an expansion of the "Dolina Drwęcy" area (PLH 280001)) located in the direct vicinity of the planned road. The closest fragment of this area is approx. 200 m to the south of the road. The construction works will not pose a hazard to natural habitats and species of plants and animals for which the designation of the above-mentioned Natura 2000 area is proposed.

The area of the planned investment is located within three Landscape Conservation Areas: Elbląg Canal, Lasy Taborskie and Dolina Dolnej Drwęcy. Along the route of the existing national road no. 7 and the planned S7 expressway between Miłomłyn and Ostróda, there are two adjacent Landscape Conservation Areas, i.e. Lasy Taborskie and Elbląg Canal. Their border has been outlined along the existing national road no. 7 and, consequently, the planned S7 expressway will also run between the border of these areas.

The S7 road below Ostróda will run through the Landscape Conservation Area Dolina Dolnej Drwęcy. According to the conducted environmental impact assessment, the investment in question will not have a negative impact on the above-mentioned areas.

Given the fact that the barbastelle has its overwintering area in the road culvert at km 33 of national road no. 7, the works on this section must be conducted outside the overwintering area of the barbastelle, i.e. outside the period from 15 September to 15 April.

As it is necessary to dismantle the existing culvert, the Investor has been obliged to construct in this area, under the supervision of a chiropterologist, a new culvert with parameters as close as possible to the present parameters, equipped with elements serving as shelter for bats (cavity bricks with 75 mm high and 15 mm wide holes). A lateral pocket in the wall must be ensured to create a place with stable thermal conditions.

To allow for unobstructed migration of animals, upper and lower passages with suitable parameters and structure for large, medium-sized and small animals, including amphibians and reptiles, shall be constructed. Only indigenous plant species that exist in the natural habitat must be planted in and around the passages for animals.

Anti-glare protection shall be used on upper passages and access to the passages, and over the inlets of lower passages. On the whole route, the road shall be enclosed with a fence on either side.

At approx. km 11, the road will run in the vicinity of the nature monument "Dąb Napoleona". For this reason, a number of measures will be taken to minimise the investment's impact (at the construction and operation stage) on this monument, such as: construction works in the area of the monument supervised by a dendrologist, a protective zone around the tree with diameter of at least 15 m, earthworks conducted manually within this zone, preventing excessive loss of water and drying-out of roots and soil in the area of the monument, e.g. by using root screens, using special troughs on a 100 m section (50 m in either direction from the tree trunk) to drain precipitation water away from the immediate vicinity of the monument (the troughs must be secured or appropriately shaped to prevent the trapping of animals, especially amphibians). In addition, the health condition of the tree shall be regularly monitored during the construction works and for 3 years after their completion.

The implementation of the planned investment requires that plants interfering with the designed road are cleared. The clearing will be limited to a minimum, and trees located in the construction site, other than trees for clearing, will be protected against mechanical damage. The clearance of greenery shall be conducted outside the nesting season of birds.

The construction of the road will involve an increase in noise coming from construction and other equipment (e.g. during the clearing of trees) as well as vehicles during the construction of the road. The noise will be of local coverage yet its intensity will be high. Inconvenience related to the construction of the road will have a medium-term impact and will stop when the construction works are completed.

The operation of the road will involve the emission of noise by travelling vehicles. Based on the conducted calculations, in the area closest to acoustically protected areas along the road, the permitted noise level from vehicle traffic will be exceeded. In order to reduce this inconvenience, the construction of acoustic screens has been planned. Once the acoustic screens have been installed, noise will not exceed the permitted level in the area of acoustically protected structures. To ensure additional protection, insulating strips of greenery shall be used.

During the implementation of the project, inconvenience in the form of exhaust fumes from the combustion engines of lorries and other vehicles used for construction works (e.g. excavators, loaders, bulldozers) can be expected. In addition, dust formation may occur during earthworks (excavations, embankments). However, the range of this inconvenience will be limited to the immediate vicinity. The emission of air pollutants during the implementation of the project will be of a mid-term nature and the related inconvenience will cease once the construction works are completed. Based on the calculations for 2025, during the operation of the road exceeded average annual levels for nitrogen dioxide can be expected on the Miłomłyn – Ostróda section on an approx. 35 m strip from the roadway axis, and for the section Ostróda – Olsztynek on an approx. 30 m strip from the road axis. This pollution should not spread beyond the demarcating lines of the investment. To ensure additional protection, insulating strips of greenery shall be used. In addition, the structure of the road and location of the grade line relative to ground level (embankments and excavations) will reduce the concentration of pollutants around the road. The construction of acoustic screens along the planned route will also contribute to the reduction of pollution.

Construction waste shall be segregated and stored at designated locations and collected regularly by authorised contractors. Hazardous waste produced during construction works shall be segregated and separated from neutral waste and transported to specialised waste management

companies to be neutralised.

The construction of the road accompanied by the construction of a precipitation water drainage and treatment system, as well as correct operation of such a system, will allow for observing proper conditions for draining precipitation and meltwater into reservoirs, which will prevent any negative impact on surface water and on the soil and water environment.

Based on the analysis of the impact of the planned road on the environment in the area of emission of air pollution, noise, water, sewage and waste management, the implementation of the project in question will not violate the environmental protection requirements in force.

In addition, the project requires a post-implementation review to assess the effectiveness of solutions used to ensure protection for residential housing areas against noise and to assess the effectiveness of methods and measures for the protection of passages for animals.

The planned project should not have a significantly negative environmental impact if the requirements specified in the decision on environmental considerations are taken into account.

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