

MASOVIAN VOIVODE

Warsaw, 3 January 2008

WŚR.I.SM.6613/1/46/07

**DECISION**  
**ON THE ENVIRONMENTAL CONSIDERATIONS**  
**OF THE CONSENT FOR THE IMPLEMENTATION OF THE UNDERTAKING**

Pursuant to Article 104 of the Act of 14 June 1960 Administrative Procedure Code (Journal of Laws of 2000, No. 98, item 1071, as amended – hereinafter the CAP) and Article 46, section 1.1, Article 48, section 2.1 of the Environmental Protection Law Act of 27 April 2001 (Journal of Laws of 2006, No. 129, item 902, as amended – hereinafter the EPL), upon consideration of the application of the General Directorate for National Roads and Motorways, Warsaw Office, 25 Mińska Street, 03-808 Warsaw of 10 May 2007, ref.: GDDKiA-O/WA-P.2.1.m/400/245/2007 on the decision on environmental consideration of the consent to implement the project comprising the construction of the Radom ring road in the line of national road no. 7 with parameters of an expressway

**I hereby determine**

**I. Project type and location**

The planned undertaking consists in the construction of the Radom ring road in the line of national road no. 7 according to Variant 1. The investment is situated in the Masovian Voivodeship in the communes of Radom and Szydłowiec.

The description of the undertaking is attached as Annex No. 1 to this Decision.

**II. Conditions for the use of the land at the implementation and operational stages taking particular account of the need to protect precious environmental values and natural resources and to reduce the effect on the neighbouring areas.**

1. Site facilities and haulage roads shall be organised in a way that ensures efficient use of land and minimal transformation of its surface and after completion of work, the area shall be restored to the state prior to its commencement. Work is to be organized so as to minimize the amount of created construction waste;
2. Construction site back-up facilities must be located beyond:
  - residential housing areas,
  - borderlines of the main groundwater reservoirs GZWP No. 405 K<sub>2</sub> – Radom Basin and GZWP No. 413 J<sub>3</sub> – Szydłów Reservoir and from the north beyond the area of the Warsaw Sub-basin No. 215A,
  - Radomka and Mleczna River Valleys,

- areas used by animals as migration corridors (near the Radomka River and forests);
3. Waste shall be sorted and stored in a separated location in applicable containers and its regular collection by authorised entities shall be ensured. Hazardous waste arising during construction works must be segregated and separated from neutral and harmless waste and transported to specialised waste management companies;
  4. Household waste and sewage shall be drained from the construction site facility base to tight holding tanks and transported to the nearest sewage treatment plant;
  5. Construction works in the vicinity of areas under noise protection must be performed only between 6 a.m. and 10 p.m.;
  6. Tree and bush clearance must be limited to a necessary minimum; trees located on the construction site that are not to be cut down must be protected against mechanical damage;
  7. During the performance of construction works trees and bushes intended for adaptation need to be provided specialist protection and care under expert supervision;
  8. The soil layer removed from the work strip must be properly deposited and re-used for land reclamation after the completion of work;
  9. Any works with mechanic equipment shall be performed to ensure their least harmful impact on trees and bushes. No access roads to the construction site, construction back-up facilities, or construction material storage areas can be located in the range of tree crowns;
  10. Secure trees against a change in land elevation;
  11. In areas:
    - from km 3+800 to km 5+450 – wetland near the Radomka River, vicinity of the planned Piastów Nature Reserve, areas of the planned protected landscape area – the Radomka River Valley,
    - from km 10+200 to km 10+400 – water meadows near the planned ecologic land in Taczowa Wola,
    - from km 20+100 to km 20+500 – wetland near the Mleczna River, any works shall be performed in autumn and winter;
  12. Do not induce changes or limit the flow size in surface and groundwater streams and changes in direction and velocity of water flow;
  13. Surveying work shall be conducted in such a way as to avoid water drainage from the surrounding area.

### **III. Requirements pertaining to environmental protection necessary for consideration in the construction design.**

1. Construction of acoustic screens of approx. 4 m in height:
  - from km 0+300 to km 1+180 on the right side of the road,
  - from km 0+600 to km 1+690 on the left side of the road,
  - from km 1+560 to km 2+482 on the right side of the road,
  - from km 2+280 to km 2+827 on the left side of the road,
  - from km 3+030 to km 3+694 on the right side of the road,
  - from km 3+030 to km 3+876 on the left side of the road,
  - from km 5+550 to km 6+999 on the right side of the road,
  - from km 5+550 to km 6+037 on the left side of the road,

- from km 7+410 to km 8+004 on the right side of the road,
  - from km 7+410 to km 8+003 on the left side of the road,
  - from km 8+830 to km 9+230 on the right side of the road,
  - from km 9+975 to km 10+731 on the right side of the road,
  - from km 9+910 to km 10+671 on the left side of the road,
  - from km 12+250 to km 12+409 on the right side of the road,
  - from km 12+250 to km 12+425 on the left side of the road,
  - from km 12+405 to km 12+720 on the right side of the road,
  - from km 12+410 to km 12+715 on the left side of the road,
  - from km 12+715 to km 13+456 on the right side of the road,
  - from km 12+715 to km 13+475 on the left side of the road,
  - from km 14+455 to km 15+35 on the right side of the road,
  - from km 14+455 to km 15+351 on the left side of the road,
  - from km 15+ 880 to 16+492 on the right side of the road,
  - from km 15+880 to km 16+498 on the left side of the road,
  - from km 16+695 to km 17+351 on the right side of the road,
  - from km 16+695 to km 17+331 on the left side of the road,
  - from km 17+330 to km 17+634 on the right side of the road,
  - from km 17+ 330 to km 17+630 on the left side of the road,
  - from km 17+630 to km 17+820 on the right side of the road,
  - from km 17+620 to km 17+828 on the left side of the road,
  - from km 17+990 to km 18+380 on the left side of the road,
  - from km 19+080 to km 19+864 on the right side of the road,
  - from km 19+260 to km 19+868 on the left side of the road,
  - from km 20+880 to km 21+318 on the right side of the road,
  - from km 20+880 to km 21+632 on the left side of the road;
2. Building acoustic barriers near the ring road so that the equivalent noise level in the environment is max. 60 dB during the day and max. 50 dB at night beyond the roadway;
  3. Plant creepers around acoustic screens;
  4. The drainage system based on the removal of stormwater from the road to grass-covered ditches where it will be pre-treated. Before the outlet use pre-treatment devices such as rectangular desanders or sedimentation basins (76). In front of the inlet to the treatment devices, bypasses need to be used to channel stormwater runoffs with an intensity greater than 15 dm<sup>3</sup>/s/ha. The receiving bodies of treated stormwater will be rivers: the Radomka at km 4+640 and the Mleczna at km 20+933 and numerous unnamed watercourses at km: 1+398, 1+875, 2+970, 4+150, 5+450, 6+224, 10+930, 12+278, 12+763, 15+15+15, 15+965, 16+556, 16+556, 17+953, 18+474, 19+480, 21+920;
  5. On sections running through the areas of reservoirs: GZWP nr 405 K<sub>2</sub> – the Radom Basin, 413 J<sub>3</sub> – the Szydłów Reservoir and 215A – Warsaw, Sub-basin stormwater cannot be introduced directly from the road to the ground;
  6. Construction of passages for large animals:
    - km 4+640 – a bridge on the Radomka River with the zone for animals of approx. 52 m in width and approx. 4 m in height,
    - km 20+305 – a bridge on the Mleczna River with the zone for animals of approx. 17 m in width and approx. 4 m in height,

- km 10+905 – a structure near a watercourse with the zone for animals of approx. 9.5 m in width and approx. 4.5 m in height,
- km 21+922 – a structure along a watercourse with the zone for animals of approx. 9.5 m in width and approx. 4.5 m in height.

Moreover, in the Radomka River Valley at km 5+010 a commercial passage with the width of approx. 8 m and height of approx. 3.5 m is planned. With its location the passage may fulfil an additional function as a passage for animals.

7. Construction of culverts for small animals on watercourses:

- watercourse at km 1+398,
- watercourse at km 3+865 (ecological corridor for the Radomka River Valley),
- watercourse at km 4+300 (ecological corridor for the Radomka River Valley),
- watercourse at km 5+450 (ecological corridor for the Radomka River Valley) watercourse at km 17+953.

In culverts on watercourses on both sides above the water level shelves of 0.5 m in width connected with the area adjacent to the culvert shall be installed, according to the guidelines of the Radom Forest District. The construction of passages may not result in narrowing of the width of the watercourse channels.

8. Greenery belts of approx. 5 m in width (a row of trees and a belt of bushes of approx. 3 m in width) and bush belts of approx. 3 m in width. The approximate length of all planned greenery belts is approx. 5.8 km of 5-metre wide belts and approx. 18 km of 3-metre wide belts.
9. At the stage of preparing documentation for the location decision the construction of a viaduct, instead of a bridge on the Radomka River, needs to be considered.

#### **IV. Additional obligations of the Applicant.**

After the construction of the ring road a post-implementation review shall be performed with regard to noise and contamination of the air, soil and groundwater and the chemical composition of stormwater drained to the receiving bodies and depending on its results, proper additional protection measures shall be used, provided the current ones prove inefficient. The analysis must be carried out within 1 year of the facility commissioning date and submitted to the environmental protection body within 18 months of the facility commissioning date.

With regard to impact on air, the analysis shall include the performance of a series of measurements of the nitrogen dioxide level in the air at a measurement point at the Sławno – Młodocin section, allowing to determine the observance of permissible values of nitrogen dioxide in the air averaged for 1 hour and the calendar period. In the case that acceptable values of the noise level have been 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.

### **JUSTIFICATION**

The General Directorate for National Roads and Motorways, Warsaw Office, 25 Mińska Street, 03-808 Warsaw with an application of 10 May 2007, ref.: GDDKiA-O/WA-P.2.1.m/400/245/2007 applied to the Masovian Voivode to issue a decision on

environmental consideration of the consent to implement the project comprising the construction of the Radom ring road in the line of national road no. 7 with parameters of an expressway.

In the course of the administrative procedure aimed at issuing a decision on environmental considerations for the investment, the following documents have been analysed:

1. The application to issue a decision on environmental conditions of the consent to implement the undertaking.
2. The environmental impact report for the planned road undertaking comprising the construction of the Radom ring road in the line of national road no. 7 with parameters of an expressway, drafted by Biuro Projektowo-Badawcze Dróg i Mostów "Transprojekt – Warszawa" Sp. z o.o.;
3. A reference map with marked borderlines of the undertaking.

These documents formed the basis for the environmental impact assessment of the undertaking.

Pursuant to Article 48 section 2.2 of the EPL, the Masovian Voivode agreed for the conditions of the undertaking with the National Voivodeship Sanitary Inspector in Warsaw – decision ZNS.7120-1799-1/07.MCH of 10 September 2007 and the Minister of the Environment – decision of 27 September 2007, ref. DOOŚ-164D/5834/2007/ŁK.

The investment consists in building the Radom ring road in the line of national road no. 7 with parameters of an expressway – road class S. The planned ring road is located in Central Poland, in the Masovian Voivodeship, in the communes of Jedlińsk, Zakrzew, Wolanów, Orońsko and Kowala.

The primary task of the planned investment is to improve passage through the city, increase capacity, safety and comfort of travel, and most importantly eliminate long-distance transit traffic from the city.

The planned Radom ring road in the line of national road no. 7 with parameters of an expressway in Variant I and in Variant IV runs on entirely new land. Thus, there are no existing buildings or other facilities related with the current road, e.g. for road and traveller services, such as catering facilities, petrol stations etc.

The environmental impact report presents initially considered variants of the Radom ring road, situated on the western side of Radom, with varying starting and final points.

The lengths of these variants were as follows:

- in Variant I: Stary Gózd – Żdzary – Dąbrówka Podłęzna – Mleczków – Sławno B. – Młodocin of 30.300 km (including a reconstructed section of 4.55 km),
- in Variant II: Stary Gózd – Gustawów – Natalin – Kacprowie – Młodocin Większy – Młodocin Mniejszy of 29.200 km,
- in Variant III: Stary Gózd – Jedlińsk – Wsola – Dąbrówka Górna – Milejowice – Wacyn – Bielicha – Podkończyce – Zabierzów – Krogulcza Sucha – Orońsko of 33.830 km (including a reconstructed section of 17.180 km),
- in Variant IV: Stary Gózd – Kępiny – Dąbrówka Nadgórna – Wieś – Milejowice – Podkończyce – Zabierzów – Młodocin Mniejszy of 32.200 km (including a reconstructed section of 7.2 km).

With regard to traffic conditions all four variants of the planned investment are located on

the western side of the existing national road no. 7 and all enable separating the transit traffic from the municipal and target traffic to Radom. Variants III and IV closer to Radom will be characterised by less favourable conditions for transit traffic as they will serve municipal traffic to a significant degree.

Considering the criterion of length it is believed the most favourable variant is the shortest one, Variant II; however, considering the length of the road on new land the shortest is Variant III, and then Variants I and IV.

Performance difficulties for Variants I and II may occur during the construction of two-level road junctions in locations of residential developments. For Variants III and IV performance difficulties will occur almost on the entire planned ring road due to the vicinity of fish ponds in Jedlińsk (Variant III), a cemetery in Wsola (Variant III) and residential developments along almost the entire route. Moreover, the planned road according to Variants III and IV overlaps with the existing high-voltage line.

Due to the impact on values of the environment and landscape the least favourable variant is II as it runs through especially sensitive areas, i.e. the Pilica River Valley and Drzewiczki Protected Landscape Area and through the planned Radomka River Valley Protected Landscape Area. Moreover, it neighbours manor parks entered into the register of monuments in Taczów and Młodocin Większy.

All proposed variants cross the valleys of the Radomka, Mleczna and Tymanka Rivers.

The environmental impact report considered Variants I and IV (with common starting and final points) and Variant 0 (withdrawal from the investment). Final analyses were based on elements of variants marked as I and IV.

The most favourable variant of the Radom ring road is Variant I, whose route is optimal with regard to possible conflicts and length. From the perspective of environmental protection the best solution is Variant I as it does not collide with facilities and areas under protection, bypasses a large protected forest crossed by an animal migration corridor and a complex of fish ponds in Jedlińsk. The complex has great importance for the maintenance of hatching areas of wetland birds.

The planned Variant I of the ring road runs through the Masovian Voivodeship, including two poviats and five communes, along its entire length. The beginning of the route is situated at km 456+670 of the current road no. 7, from km 7+050 in the Jedlińsk Commune, whereas the last section (from 23+500 to km 24+860) is situated in the Orońsko Commune, Szydłowiec Poviats.

The total length of Variant I is 24.860 km, including 23.5 km in the Radom Poviats and approx. 1.36 km in the Szydłowiec Poviats. Four grade-separated road junctions are planned in the discussed variant, at km 0+475 the Kępiny Junction with national road no. 7, at km 12+568 the Mleczków Junction with voivodeship road no. 740, at km 17+456 the Sławno Junction with national road no. 12 and at km 24+110 the Młodocin Junction with national road no. 7. Other engineering facilities include: a bridge on the Radomka River at km 4+640 of 56 m, a bridge on the Mleczna River at km 20+305 of 19 m and a viaduct over the Łódź – Radom – Lublin railway line of 73.5 m.

The construction of the road section will be related to an increase in the noise level, the source of which will be the operation of construction equipment and vehicles during the works. The noise will be of local coverage yet its intensity will be high. Accordingly, construction work in the nearest acoustically protected areas will be carried out only during daytime (6 a.m. – 10.00 p.m.), and machines emitting intense noise will not be operated at the same time, as far as practicable. Nuisance related to the construction of the road will have a medium-term impact lasting until the construction works are completed.

The planned road runs through areas of varying degree of urbanisation. However, in certain sections the route runs through areas of residential developments. The conducted analyses show that residential developments in the following towns will be within the area of nuisance for the acoustic climate and exceeded noise levels: Jedlanka, Kępiny, Gutów Norty, Gutów, Podgózek, Kamińsk, Piastów, Klaty, Dąbrówka Podłęzna, Kolonia Taczów, Taczów, Taczowska Wola, Mleczków, Kolonia Mleczków, Zatoplice, Waclawów, Janów, Wola Waclawska, Sławno, Franciszków, Młodocin Większy, Waliny, Młodocin Mniejszy, Krogulcza Mokra and Krogulcza Sucha. To reduce the nuisance it is planned to build acoustic screens of 19.8 km in total. Greenery plantings, especially creepers on acoustic screens, are also planned, which should decrease the noise level by increasing the sound absorption coefficient and creating a biotechnical barrier. The greenery will also fulfil the function of a psychological, spatial barrier. These measures should prevent noise emission from exceeding the permissible level.

The drainage of stormwater from the planned ring road will be performed by creating proper longitudinal and lateral slopes of the surface ensuring the run-off of water to grass-covered ditches whose role will be the pre-treatment of stormwater from suspensions. The receiving bodies of run-off from the roads will be numerous unnamed watercourses, as well as the Radomka and Mleczna Rivers. It is suggested to treat the stormwater in devices such as rectangular desanders or sedimentation basins before the discharge. Desanders and sedimentation basins are mechanical sewage treatment devices where sedimentation and floatation of contaminants occur. The suggested drainage and treatment system will be a good protective measure of the water against contaminants running off the road with stormwater.

The investment may be related with nuisance involving the emission of air pollutants produced in the process of fuel combustion in the combustion engines of lorries and other vehicles used for construction works (e.g. excavators, loaders, bulldozers). In addition, dust formation may occur during earthworks (excavations, embankments). The range of its impact will be limited to the nearest surroundings. The emission of pollutants during the implementation of the investment will be medium-term and the related nuisance will cease once the construction works are completed. The forecast for 2025 performed for the planned Radom ring road did not show exceeded values of nitrogen dioxide, benzene or dust. Thus, it is not planned to use special elements of protection against air contaminants. It needs to be pointed out that the suggested greenery plantings will absorb air contaminants which may decrease the level of contaminants by approx. 5–20%.

During the construction of the ring road it is virtually impossible to avoid clearance of the existing vegetation. Thus, along the route greenery belts of approx. 5 m in width (a row of trees and a belt of bushes of approx. 3 m in width) and bush belts of approx. 3 m in width are planned. In the proposed Variant I the length of planted greenery is approx. 5.8 km of 5-metre wide belts and approx. 18 km of 3-metre wide belts. Eventually the greenery will compensate the losses and spatial changes caused by the clearance. It is necessary to use trees and bushes that match the character of the surroundings.

The road in the new line interrupts most habitats and at the same time becomes a barrier for such natural structures as the ecological corridor of the Radomka River Valley. The corridors of animal migration (deer, elk, roe deer and wild boar) cross the planned investment. With that in mind bridge structures situated on the Radomka and Mleczna Rivers will be adjusted to the conditions required for crossings for large animals. Moreover at km 10+905 and 21+922 two independent crossings for animals are planned under the road, and at km 1+398; 3+865; 4+300; 5+450; 17+953 culverts on watercourses with shelves for small fauna.

The planned investment does not collide with areas of the European Ecological Network Natura 2000. The closest to the Radom ring road is the Area of Special Bird Protection – the

Kozienice Refuge (PLB14013) at a distance of approx. 15.3 km. The risks at this area include developing yet undeveloped lands and strong recreation-related tourism pressure. Considering the distance and nature of the protected object and types of risk, it is concluded that the undertaking should have no negative impact on the area of Natura 2000.

The ring road runs at a distance of approx. 6.5 km from the Pilica River Valley and Drzewiczki Protected Landscape Area. Moreover, it neighbours the monuments of animate nature: Zakrzew (approx. 2.7 km to the west), Krogulcza Mokra (approx. 1.2 km to the west) and inanimate nature: Dąbrówka Podłęzna (0.4 km to the west), Kamińsk (0.35 km to the east). According to the documentation, its construction and use will have no impact on these forms of environmental protection.

Construction waste shall be sorted and stored at allocated locations in containers, and its regular collection by authorised entities shall be ensured. Hazardous waste arising during construction works must be segregated and separated from neutral and hazardous waste and transported to specialised waste management companies. Construction site back-up facilities will be located beyond: areas of residential developments, borderlines of main groundwater reservoirs GZWP No. 405 K<sub>2</sub> – the Radom Basin and GZWP No. 413 J<sub>3</sub> – the Szydłowiec Reservoir and from the north beyond the area of the Warsaw Sub-basin No. 215 A.

Construction works shall be organised in a way that ensures efficient use of land and minimal transformation of its surface and after completion of work, the area shall be restored to the state prior to its commencement.

The described variant of the planned ring road is beneficial for the protection of monuments, despite the necessity of demolishing three huts and moving several crosses. The huts intended for demolition date back to the middle of the 20th century and they are not highly valuable cultural monuments.

Failure to implement the undertaking may contribute to a slow deterioration in the living conditions of residents along the reconstructed road, extension of journey time, decreased traffic safety and intensification of environmental conflicts (a further increase in the number of vehicles will deteriorate the conditions for fauna movement). The forecast increase in the number of vehicles will be a growing acoustic nuisance for areas along the route and it will extend the journey time through the city as well as transport difficulties in local traffic.

The noise generated by construction works will be related only to the operation of road machines and trucks. Road machines mostly generate low-frequency noise. The intensity of acoustic nuisance will mostly depend on the simultaneous work of numerous machines and devices and the duration of the investment process. The best noise-reducing solution during construction is to decrease it at source by using modern machines with elements decreasing the emission of noise to the environment. Noise will have a local impact. However, construction work in the nearest acoustically protected areas will be carried out only during daytime (6 a.m. – 10.00 p.m.), and machines emitting intense noise will not be operated at the same time, as far as practicable. The nuisance related to the construction of the road will have a medium-term impact lasting until the construction works are completed. However, it will be different for the noise related with using the road. To observe the permissible noise standards it will be necessary to ensure that acoustic screens are built in areas requiring acoustic protection. The screens will improve acoustic conditions for residents of buildings directly adjacent to the road.

Temporarily occupied land will be restored to its previous condition by tidying up the shoulders, replanting grass and trees. The ring road construction will produce excessive earth masses which will not be suitable to embed into embankments due to the lack of load-bearing capacities. The earth masses obtained during the construction need to be temporarily collected in



properly prepared areas.

Earth works will be carried out in such a manner as to protect the remaining trees and bushes to the furthest possible extent. Clearance of trees and shrubs will be limited to the minimum, and trees located within the site, other than those intended for clearance, will be protected against mechanical damage. To compensate the losses caused by the clearance, supplementary plantings and greenery belts will be provided to minimise defects in the vegetation and integrate the road into the surroundings, at the same time reducing its impact on adjacent areas. The trees and shrubs in the roadside greenery belt will be selected by species (resilient to contamination, frost, adapted to the soil and water conditions, and to the existing greenery), thus making the undertaking better integrated with its surroundings.

Construction works will be performed in a way to ensure efficient use of land and minimal transformation of its surface.

The procedure and rules of waste management at the performance and operational stage of the discussed Radom ring road in the line of national road no. 7 with parameters of an expressway should comply with the requirements of the Act of 27 April 2001 on Waste (Journal of Laws of 2007 No. 39, item 251, as amended). According to the act, an entity generating waste responsible for undertaking appropriate activities to prevent generation of waste, minimise its amount and only then recover and properly utilise the generated waste, is the supplier of services, construction works who should have a regulated formal and legal status with regard to waste management before the beginning of works. Waste shall be collected in marked places in a selective manner before its transfer to the final place of utilisation or use.

Construction waste shall be sorted and stored at allocated locations in containers, and its regular collection by proper entities shall be ensured. Hazardous waste arising during construction works must be segregated and separated from neutral and hazardous waste and transported to specialised waste management companies. Site facilities will be equipped with sanitary facilities, whose contents will be systematically removed.

The project requires preparing a post-implementation analysis as regards evaluation of the effectiveness of the solutions that are to protect residential housing areas against noise emission. The analysis must be carried out within 1 year of the facility commissioning date and submitted within 18 months of the facility commissioning date. In the case that acceptable values of the noise level have been exceeded, adequate acoustic protection measures must be implemented. If environmental quality standards cannot be observed, measures aimed at creating a restricted use area must be taken. The post-implementation analysis should also include the air. The environmental impact report indicated that the operation of the undertaking should not be associated with exceeded reference values for substances in the air specified in the regulation of the Minister of the Environment of 5 December 2002 on values of reference for certain substances in the air (Journal of Laws of 2003, No. 1, item 12). However, to compare conclusions of the report on environmental impact on the air with the actual impact, such obligation was imposed on the Investor.

There are no local spatial development plans for the areas intended for the investment.

Pursuant to Article 10 § 1 of the Administrative Procedure Code, the authority ensured the Parties' active participation in every stage of the investigation and, prior to the issuing of the decision, allowed them to express their opinions on the collected evidence and materials. Pursuant to article 49 of CAP and Article 46a item 5, the Parties were advised of the decisions and other actions undertaken by the authority conducting the proceedings through appropriate announcements. Notifications were placed on the notice boards of the Masovian Voivodeship Office, the Warsaw Branch of the General Directorate for National Roads and Motorways, in the

Commune Offices of Jedlińsk, Zakrzew, Wolanów, Orońsko, Kowala and the City Hall of Radom, as well as on the website of the body. In the notifications the body indicated where parties can familiarise themselves with the application and documentation and where they can direct remarks and motions concerning the matter.

In connection with Article 53 of the EPL the body provided the possibility of the public's participation in the proceedings as part of which the report concerning the environmental impact of the undertaking was made. Pursuant to Article 32 section 1 of the EPL quoted above the authority has announced to the public the publication in the "Publicly accessible list of data concerning documents containing information about the environment and its protection" of data concerning the application to issue a decision on environmental conditions for the implementation of the said undertaking and the possibility of submitting comments and requests within 21 days and the place of their submission. No applications or comments to the proceedings were submitted to the Masovian Voivode within the statutory term.

It needs to be mentioned that according to the procedure governing the environmental impact assessment with public participation, pursuant to Article 53 of EPL read with Article 32 section 1.2 the Masovian Voivode, at the Investor's request of 10 May 2007, conducted an administrative meeting open to the public (a protocol in the case files) on 19 November 2007. All explanations of the parties, as well as comments and requests of the public submitted during the meeting were analysed for the final decision. As a result of arrangements made during the meeting, the Masovian Voivode added item III.9 to the decision, stating the necessity of considering the construction of a viaduct, instead of a bridge on the Radomka River, at the stage of preparing documentation for the decision on location.

Considering the minimisation requests presented in the decision conclusion, it should be concluded that the planned undertaking should have no negative impact on the environment.

In view of the above, it was resolved as set forth in the decision.

**Instruction:**

This decision is subject to appeal to the Minister of the Environment, through the Masovian Voivode, within 14 days from the delivery of the decision.

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cc:

1. The General Directorate  
for National Roads and Motorways  
Warsaw Branch  
25 Mińska Street, 03-808 Warsaw;
2. Other parties pursuant to Article 49 of the CAP;
3. to file.

Copy to:

1. The Minister of the Environment,  
52/54 Wawelska Street, 00-922 Warsaw;
2. National Voivodeship  
Sanitary Inspector in Warsaw,  
79 Żelazna Street, 00-875 Warsaw;
3. Transprojekt – Warszawa,  
11 Koniczynowa Street, 03-612 Warsaw;

**Annex to the decision on environmental considerations of the consent for the implementation of the undertaking issued by the Masovian Voivode in January 2008.**

### **Project Description**

**consisting in the construction of the Radom ring road in the line of national road no. 7 with parameters of an expressway.**

#### **Purpose and programme of the investment**

The planned undertaking is the construction of the Radom ring road in the line of national road no. 7.

The basic tasks of the investment include the improvement in the conditions for vehicular transport fulfilling the basic function in passenger transport, services for construction, agriculture, exchange of goods in international and local trade, services, and ensuring proper conditions of tourist traffic.

Under the existing conditions national road no. 7 runs through Radom and neighbouring communes. The beginning of the analysed variants of the S7 expressway in the Radom ring road was adopted at km 456+670 of existing road no. 7, and the end at km 485+520. The total length of the existing course of national road no. 7 is 28.850 km, including:

- in the city of Radom – 12.150 km,
- in the commune of Jedlińsk – 10.080 km,
- in the commune of Wolanów – 0.350 km,
- in the commune of Kowala – 5.000 km,
- in the commune of Orońsko – 1.270 km,

Total: 28.850 km.

In Radom national road no. 7 runs on Warszawska Street to the roundabout at the connection of Czarnieckiego and Żółkiewskiego Streets, where it crosses national road no. 12 towards Lublin and Dorohusk, and further on Czarnieckiego Street where national road no. 7 crosses national road no. 9 towards Rzeszów and national road no. 12 towards Piotrków Trybunalski. The intersections are equipped with light signalling.

Along national road no. 7 running through the city of Radom there are bilateral residential, warehouse/storage, service and commercial developments. At this section there are bus stops directly next to the roadway with bilateral pavements. All intersections with lateral roads are single-level and exits from facilities next to the road are allowed.

The purpose of the Radom ring road is to improve passage through the city, increase capacity, safety and comfort of travel and most importantly eliminate long-distance transit traffic from the city.

## DESCRIPTION OF THE PLANNED PROJECT

The investment is situated in the Masovian Voivodeship in the poviats of Radom and Szydłowiec and the following communes:

- Variant I: Jedlińsk, Zakrzew, Wolanów, Kowala and Orońsko,
- Variant IV: Jedlińsk, Zakrzew, city of Radom, Wolanów, Kowala and Orońsko.

The length of the planned road is:

- in Variant I – 24.860 km,
- in Variant IV – 25.440 km.

The discussed road in Variant I runs through areas of agricultural crops, on small sections through forests and homesteads near road junctions.

Acc. to Variant IV the road runs through: agricultural areas, forests and suburban developments – housing estates: Milejowice, Wacyn, Bielicha, Cerekiew and Kierzków. The planned expressway in Variant IV collides with a high-voltage line.

The planned Radom ring road in Variant I runs through:

- the commune of Jedlińsk at the length of 7.050 km,
- the commune of Zakrzew at the length of 8.420 km,
- the commune of Wolanów at the length of 6.650 km,
- the commune of Kowala at the length of 1.380 km,
- the commune of Orońsko at the length of 1.360 km,

Total: 24.860 km.

The planned Radom ring road in Variant IV runs through:

- the commune of Jedlińsk at the length of 8.3 km,
- the commune of Zakrzew at the length of 7.340 km,
- the city of Radom at the length of 1.760 km,
- the commune of Wolanów at the length of 2.850 km,
- the commune of Kowala at the length of 3.950 km,
- the commune of Orońsko at the length of 1.240 km,

Total: 25.440 km.

The investment includes:

- the construction of a new section of national road no. 7 – the ring road of Radom with parameters of an expressway,
- the construction of a road junction at the intersection with existing national road no. 7 at the beginning of the ring road,

- the construction of a junction at the intersection with national road no. 740 (with variant location depending on the course of the planned road no. 740),
- the construction of a junction at the intersection with existing national road no. 12,
- the construction of a junction with the planned course of national road no. 12 (after determining the route of varying section of road no. 12),
- the construction of a road junction at the intersection with existing national road no. 7 at the end of the Radom ring road,
- the construction of a bridge on the Radomka River (at the stage of preparing documentation for the location decision the construction of a viaduct needs to be considered as an alternative),
- construction of the bridge on the Mleczna River,
- construction of a viaduct over a railway line,
- construction of viaducts in the line of powiat and commune roads,
- construction of viaducts and commercial passages over powiat, commune and commercial roads,
- construction of access roads for local and commercial traffic,
- displacing and securing devices of existing technical infrastructure colliding with the planned ring road,
- construction of culverts,
- construction of evaporation and retention-evaporation ditches,
- construction of pre-treatment devices,
- construction of acoustic screens,
- construction of passages for animals.

Technical parameters of the planned road:

- class of the road – S,
- design speed – 100 km/h,
- load-bearing capacity – 115 kN/axle,
- roadway width –  $2 \times 7.0$  m,
- wide separating belt (with a reserve for a possible third lane in each direction),
- emergency lane width –  $2 \times 2.5$  m,
- width of non-paved shoulder –  $2 \times 0.75$  m,
- crown of the road – 32.5 m,
- width within borderlines – at least 65.0 m.

## **DRAINAGE**

The drainage of stormwater from the planned ring road will be performed by creating proper longitudinal and lateral slopes of the surface ensuring the run-off of water to roadside grass-covered ditches where the pre-treatment of stormwater from suspensions will take place.

The receiving bodies of stormwater run-off will be numerous unnamed watercourses, as well as the Radomka and Mleczna Rivers.

It is suggested to treat the stormwater in devices such as rectangular desanders or sedimentation basins before the discharge (76, variant). In front of the inlet to the treatment devices, bypasses need to be used to channel stormwater runoffs with an intensity greater than  $15 \text{ dm}^3/\text{s}/\text{ha}$ .

## **ACOUSTIC SCREENS**

To protect residential developments it is proposed to use acoustic protection measures in the form of acoustic screens of a total length of 19.8 km.

List of planned acoustic screens for Variant I:

- from km 0+300 to km 1+180, right side,
- from km 0+600 to km 1+690, left side,
- from km 1+560 to km 2+482, right side,
- from km 2+280 to km 2+827, left side,
- from km 3+030 to km 3+694, right side,
- from km 3+030 to km 3+876, left side,
- from km 5+550 to km 6+999, right side,
- from km 5+550 to km 6+037, left side,
- from km 7+410 to km 8+004, right side,
- from km 7+410 to km 8+003, left side,
- from km 8+830 to km 9+230, right side,
- from km 9+975 to km 10+731, right side,
- from km 9+910 to km 10+671, left side,
- from km 12+250 to km 12+409, right side,
- from km 12+250 to km 12+424, left side,
- from km 12+405 to km 12+720, right side,
- from km 12+410 to km 12+715, left side,
- from km 12+715 to km 13+456, right side,
- from km 12+715 to km 13+475, left side,

- from km 14+445 to km 15+354, right side,
- from km 14+445 to km 15+351, left side,
- from km 15+880 to km 16+492, right side,
- from km 15+880 to km 16+498, left side,
- from km 16+695 to km 17+351, right side,
- from km 16+695 to km 17+331, left side,
- from km 17+330 to km 17+634, right side,
- from km 17+330 to km 17+630, left side,
- from km 17+630 to km 17+820, right side,
- from km 17+620 to km 17+828, right side,
- from km 17+990 to km 18+380, left side,
- from km 19+080 to km 19+864, right side,
- from km 19+260 to km 19+868, left side,
- from km 20+880 to km 21+318, right side,
- from km 20+880 to km 21+632, left side.

## **GREENERY**

As a result of executing the Radom ring road with parameters of an expressway it is virtually impossible to avoid clearance of existing vegetation. Thus, along the planned ring road greenery belts of approx. 5 m in width (a row of trees and a belt of bushes of approx. 3 m in width) and bush belts of approx. 3 m in width are planned. In the proposed Variant I the length of planted greenery is approx. 5.8 km of 5-metre wide belts and approx. 18 km of 3-metre wide belts.

Eventually the greenery will compensate the losses and spatial changes caused by clearance. It is necessary to use trees and bushes that match the character of the surroundings of species found in the flora of the region.

## **CROSSINGS FOR ANIMALS**

It is planned to adjust bridge structures situated on the Radomka and Mleczna Rivers to the conditions required for crossings for large animals. Facilities situated at km 10+905 and 10+905 were designed as independent, grade-separated crossings for animals over the national road. Below there is a list of planned engineering facilities whose shape and dimensions are adjusted to the size of large animals (according to the guidelines of the Ordinance of the Minister of Transport and Maritime Economy of 30 May 2000 with regard to technical conditions for road engineering objects and their location):

### Variant I:

- km 4+640 (a bridge on the Radomka River, crossing width approx. 52 m and height 4 m),



- km 10+905 (a facility near a watercourse, crossing width of 9.5 m and height 4.5 m),
- km 20+305 (a bridge on the Mleczna River, crossing width approx. 17 m and height 4 m),
- km 21+922 (a facility near a watercourse, crossing width of 9.5 m and height 4.5 m).

Due to the small fauna found in the vicinity of the planned investment it was suggested to introduce shelves of at least 0.5 m in width in culverts on watercourses.

For Variant I shelves for small fauna are proposed next to the following watercourses:

- watercourse at km 1+398,
- watercourse at km 3+865 (ecological corridor for the Radomka River Valley),
- watercourse at km 4+300 (ecological corridor for the Radomka River Valley),
- watercourse at km 5+450 (ecological corridor for the Radomka River Valley),
- watercourse at km 17+953.

Guiding greenery in the form of groups of naturally-shaped bushes and trees needs to be planned around all crossings for animals.

The planned crossings for animals will preserve the connections in existing migration corridors and reduce the risk of road collisions.

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Warsaw, 3 January 2008

**Annex to the decision on environmental considerations of the consent for the implementation of the undertaking issued by the Masovian Voivode in January 2008.**

### **Project Description**

**consisting in the construction of the Radom ring road in the line of national road no. 7 with parameters of an expressway.**

#### **Purpose and programme of the investment**

The planned undertaking is the construction of the Radom ring road in the line of national road no. 7.

The basic tasks of the investment include the improvement in the conditions for vehicular transport fulfilling the basic function in passenger transport, services for construction, agriculture, exchange of goods in international and local trade, services, and ensuring proper conditions of tourist traffic.

Under the existing conditions national road no. 7 runs through Radom and neighbouring communes. The beginning of the analysed variants of the S7 expressway in the Radom ring road was adopted at km 456+670 of existing road no. 7, and the end at km 485+520. The total length of the existing course of national road no. 7 is 28.850 km, including:

- in the city of Radom – 12.150 km,
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- Variant IV: Jedlińsk, Zakrzew, city of Radom, Wolanów, Kowala and Orońsko.

The length of the planned road is:

- in Variant I – 24.860 km,
- in Variant IV – 25.440 km.

The discussed road in Variant I runs through: areas of agricultural crops, on small sections through forests and homesteads near road junctions.

Acc. to Variant IV the road runs through: agricultural areas, forests and suburban developments – housing estates: Milejowice, Wacyn, Bielicha, Cerekiew and Kierzków. The planned expressway in Variant IV collides with a high-voltage line.

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Total: 24.860 km.

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- the construction of a junction with the planned course of national road no. 12 (after determining the route of varying section of road no. 12),
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