1. Basic Information
1.1. Desire Number: PL01.06.04.01
1.2. Title: Reconstruction of the voivodship road No 988 Babica – Warzyce
1.3. Sector: ESC Infrastructure
1.4. Location: Poland, Podkarpackie voivodship, Jaslo and Strzyzów poviats.

2. Objectives
2.1. Wider Objectives:
The wider objective of the project is to strengthen the economic and social cohesion of Podkarpackie voivodship by provision of transport infrastructure.

2.2. Immediate Objectives:
Enhancing investment attractiveness of the area (35 new enterprises established after 2 years in the investment areas accessed from the road, 70 net jobs created after 2 years in the investment areas accessed from the road); Improvement of traffic safety (decrease of indicator of accidents from 0,420 to 0,380 accidance/milion vehicles x km); Increase of traffic flow of vehicles especially for heavy good vehicles (increase of vehicles by 39% after 1 year from 1992 vehicles per 24 hours to 2872 vehicles per 24 hours); Improvement of environmental conditions (decrease of CO2, NOx, hydrocarbons, by 5 - 10% after 1 year, decrease of noise by 2 – 4 dB(A) after 1 year)

2.3. Accession Partnership and NPAA priority:
The project responds to a medium-term priority identified in the Accession Partnership - developing national policy for economic and social cohesion and preparing for the implementation of regional development programmes as well as Community Initiatives. It also corresponds with the NPAA priority “Regional and cohesion policy”.

2.4 Contribution to the Preliminary National Development Plan:
Transport infrastructure plays a key role in efforts to reduce regional disparities in economic performance. Therefore one of the priorities of PNDP is “Strengthening development potential of regions and counteracting marginalisation of certain areas”. One of the proposed measures under the priority is “Development and modernisation of infrastructure serving to strengthen competitiveness of the regions”. It defines co-financing of regional transport infrastructure as a principal element of building endogenous potential development and regional competitiveness. The project is also in line with the operational programme for the Podkarpackie voivodship. It will aim at upgrading access to areas and localities in the region, allowing for the creation of added value within the regional and local economy.

2.4. Cross Border Impact: not applicable

3. Description
3.1. Background and justification:
The condition of the roads in Podkarpackie voivodship is one of the main barriers to the socio-economic development of the region. The present project is a tool in the realisation of one of the objectives defined in “The Strategy of the Development of Podkarpackie voivodship for years 2000-2006” – ‘Modernisation of existing road system’. Voivodship road No 988 between Twierzda village and Warzyce village is part of the communication route linking the capital of the voivodship – Rzeszów, via Strzyzów and Frysztak, with Jaslo and subsequently – Nowy Zmigród, Krepona, Gorlice and Nowy Sacz. In the area south of Jaslo – an important economic and administrative centre – there is the potential to develop tourism, recreation and leisure for the inhabitants of Podkarpackie voivodship and adjoining regions. The city of Jaslo possesses great economic potential and is one of the most important centres stimulating socio-economic development in the voivodship. Within the area of project impact there are approximately 10,000 businesses, whose development potential is very much confined. Because of bad road conditions and regular congestion the traffic of heavy trucks and public bus transport from Rzeszów to Jaslo passes through Krosno and Pilzno, adding over 20 km to their journey. Having available the Babica – Warzyce road, heavy goods traffic will reduce the present distance, while the socio-economic development of the region will also be favoured. Realisation of project will cause an increase in bus traffic (public and tourist). It will provide people living in localities surrounding the road with faster communication to workplaces, for example to Jaslo, Strzyszów, Frysztak and Krosno. It will also encourage more tourists to visit the region. During winter and early spring the poor road quality (lack of carrying capacity) can mean that it is periodically impassable. The limitation on traffic does not permit exploitation of the farming and
forest areas around the road. Furthermore, there are no favourable circumstances for the creation of SMEs in services and production and their serving the local population. At present within direct surroundings of the road that is being subject of the project there are almost no businesses operating there. Only localities close to the junctions with assessable roads are the place of business activities. Yet there are areas ready for business development reserved for that objective in the local spatial plans. Simultaneously, the creation of a better road connection (road No 988) will cause a mobilisation of local communities in respect of economic activities and will also open up possibilities for creating non-agricultural jobs. Because of financial conditions, realisation of the project is planned in two phases (see map). In the first phase the stretch of 7 km will be modernised. Nevertheless, even after realisation of the first phase the main objective of the project (making the whole road accessible to trucks and buses) will have been achieved. Modernisation of the existing section of the road is foreseen in the second phase and will play an important role for heavy goods traffic. The technical documentation for the second phase is now under preparation. Realisation of the second phase is foreseen in years 2002-2004. The total cost, estimated as 2.5 million EUR, is to be covered by own resources and possibly external support. The project has not been submitted to the European Commission for ISPA funding.

3.2. Linked activities:
Within the framework of the Phare 2000 Programme, a proposal entitled “Upgrading and development of transport infrastructure in Podkarpackie voivodship” has been submitted, seeking a grant of 13.18 million Euro. In addition, within the framework of the Phare CBC programme, a project for the reconstruction of the Radoszyce – Palota road leading to the border crossing will be undertaken – with a Phare grant of 1.75 million Euro. These tasks have an indirect connection with the present project and are among activities concentrated on the modernisation of the weakest elements in the cohesive road network of the voivodship. The project entitled “Modernisation of the communication route – Construction of part of the main road of G class, the so-called South Road, and construction of Kasprowicza Street with a connection to Florianska Street in Jaslo”, prepared for realisation in the framework of the Phare 99.09.01 Programme, will be connected directly with the planned investment. The project is an element of the modernisation of the Jaslo communications junction. The project is strictly linked with second phase of the road modernisation (additional 6 km of the road No 988 Babica-Warzyce) planned for realisation in years 2002-2004.

3.3. Results:
Modernisation of 5548 m of voivodship road No. 988; Reduction of journey time between Rzeszów and Jaslo for heavy goods vehicles by 35 minutes, for private cars by 20 minutes and for busses by 40 minutes; Improvement of road quality and its weight limit (enhancement of load capacity from 80 kN/axle to 100 kN/axle - from KR1 to KR3 (traffic flow unlimited); Upgrading of the road for heavy goods traffic; 35 new enterprises established after 2 years in the investment areas accessed from the road; 70 net jobs created after 2 years in the investment areas accessed from the road; Increase of vehicles by 39% after 1 year (from 1992 vehicles per 24 hours to 2872 vehicles per 24 hours); Decrease of CO₂, NOₓ, hydrocarbons, by 5 - 10% after 1 year; Decrease of noise by 2 – 4 dB(A) after 1 year; Adjustment of technical conditions of the road to national and international norms; Shortening the distance between Rzeszów and Jaslo by about 20 km; Number of trucks and buses using the road; Decreased number of accidents by 30%; 1 junctions with voivodship road No. 988 modernised (small roundabout); Increasing the road standard from “L” to “G” /improvement of geometric parameters. The justification of presented indicators is described in the separate Annex 5.

3.4. Outputs:
The range of outputs will embrace: reconstruction of road No 988 from km 32+688 to km 38+236, total lengths 5548m., width 6.0 m, side-spaces 2 x 1.50 m, width of road crown 9.00 m; reconstruction of two bridges achieving class B (40 tonnes); reconstruction of road drainage with guttering; reconstruction of side roads to farms; reconstruction of the crossing with road No 990 (managed by the voivodship) in Twierdza village; construction of bus lay-bys; upgrading of technical road class (Z – functional, technical – L) to class G.

3.5. Inputs:
In order to realise the project both resources of the voivodship’s regional budget and support funds within the Phare 2001 Programme are to be used. Estimated costs of the first stage of the Babica – Warzyce project: Crossing (250 000 EURO), Road (2 075 000 EURO), Bridges (250 000 EURO), Reconstruction of infrastructure facilities (400 000 EURO), Hiring of supervising engineer (90 000EUR), Total first stage: 3 065 000 EURO.
4. Institutional Framework
The Beneficiary of the project is the voivodship’s regional-government authorities. Employer – Podkarpackie Public Road Management Office. Supervising engineer will be appointed within tender procedure. Investment owner after project realisation - the voivodship’s regional-government authorities. The investment will be conducted in compliance with the Decentralised Implementation System regulations – “Practical Guide to Phare, Ispa & Sapard contract procedures”. The project implementation will not result in any changes in the institutional framework described above.

5. Detailed Budget

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<th>Investment Support</th>
<th>Institution Building</th>
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<td>3 065 000</td>
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Polish Co-financing will be available and includes 90 000 – costs of hiring of supervising engineer.

6. Implementation Arrangements:
6.1. Implementing Agency:
PAO: Vice - Minister in the Ministry of Regional Development and Construction, Wspolna 4 St., 00-926 Warsaw, phone: + 48 22 661 91 19, fax: + 48 22 661 91 45. Implementing Agency: Polish Agency for Regional Development, Zurawia 4a St., 00-503 Warsaw, Phone:+48226292888, Fax: + 48 22 627 22 46.
6.2. Twinning: Not applicable
6.3. Non-standard aspects: Not applicable. DIS regulations of the – “Practical Guide to Phare, Ispa & Sapard contract procedures” will be closely followed.
6.4. Contracts: The total value of the project is 3 065 000 Euro. The project will be implemented under works contract, expected value of the works contract is 2 975 000 Euro, including PHARE resources 2 200 000 EURO. Additionally the contract with Engineer which total value is 90 000 EUR financed by Polish side will be signed.

7. Implementation Schedule
7.1. Start of tendering/call for proposals: 1st quarter 2002
7.2. Start of project activity: 2nd quarter 2002
7.3. Project Completion: 4th quarter 2003

8. Equal Opportunities
The procedures used in project implementation will guarantee equal opportunities for all interested institutions and private persons, regardless of their sex, race and nationality. The share of men and women in the employment structure will be based on the standards applied in the EU concerning EOE (Equal Opportunity of Employment). Besides, special regulations guaranteeing equal access to activities, employment and other profits resulting from implementing the project will be applied.

9. Environment
The planned investment is environment friendly. Appropriate Environment Impact Assessment in line with EU Directive 85/337 as amended by 97/11 has been carried out taking into account the rules and legislation current in the European Union and is available at the beneficiary’s office. The planned modernisation of the road Twierdza – Warzyce includes investments mostly within existing tracee. Only part of the road will be located in new route (1,5 km) but this is to be realised in the second phase. The road is located outside the National Parks, environment and landscape protected areas. The project will not effect with adverse impact on environment, climate, cultural and natural heritage. The road cuts in some parts residential areas characterised by not concentrated type of villages. In case of 8 separate houses the permissible noise limits would be exceeded. Through the individual consultations with the owners of those houses the project will include exchange of windows in appropriate buildings.

10. Rates of return
The revised feasibility study including whole tracee for the first and the second phases of the project, undertaking economic and financial analysis has been prepared by Rzeszów Regional Development Agency and is available at the beneficiary’s office. Analysis in the feasibility study indicates that the
project is effective, taking into consideration all the assumptions. The NPV is estimated at 39,150,400 PLN, and the IRR is 25,53%. Appropriate methodology is described in Annex 6.

11. Investment Criteria
11.1. Catalytic Effect:
Phare support will be conducive to the achievement of economic and social cohesion goals in Lubelskie voivodship; goals which could otherwise only be attained after a much more extended period of time and on a more modest and less efficient scale
11.2. Co-financing:
The project is co-financed by the Polish partners.
11.3. Additionality:
The Phare project is not displacing other financing sources especially from the private sector and IFI system it is co-financing identified priorities and not taking the place of national resources
11.4 Project readiness and size:
The project will be ready for contracting and disbursement by the start of project implementation. The feasibility studies and environmental impact assessments will be ready by 30 November 2000.
11.5. Sustainability:
The project will contribute to the long term sustainable development of the region as described in the Podkarpackie voivodship Operational Programme. After implementation all maintenance costs related to investments will be covered by the beneficiary.
11.6. Compliance with State Aid Provisions:
All aspects of the project will be developed with respect to the state aid provisions of the Europe Agreement.
11.7. Contribution to the Preliminary National Development Plan:
The project is in line with the Preliminary National Development Plan and as such will contribute to an increase in the economic and social cohesion of the country and region.

12. Conditionality and sequencing
Co-funding of specific activities will be conditional on:
- co-financing of project by the beneficiary;
- maintaining timetable set in the programme;
- appropriate environmental impact assessments and feasibility studies conducted and accepted by the start of project implementation;
- obtaining building permission before the start of tendering;
- all tendering, contracting, reporting and monitoring conditions met;
- selecting contractor enable for proper realisation of works.
- adherence to the work schedule

Deadlines for the main activities:
- 30th March 2001 – obtaining building permission
- 30th September 2001 – preparation of the tender materials
- Signing of Financial Memorandum – end 2001
- Signing of contracts - 2nd quarter 2002
- Input of external co-financing – 3rd quarter 2002
- Systematic monthly Perseus reports allowing for regular project financing
## Annex 1: Logframe planning matrix for the project t

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<th>End Contracting: 15/12/2003</th>
<th>End Disbursement: 15/12/2004</th>
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<td>Reconstruction of the voivodship road No 988 Babica – Warzyce</td>
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<table>
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<th>Wider objective</th>
<th>Indicators of achievements</th>
<th>Sources of information</th>
<th>Assumptions and Risks</th>
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</table>
| Strengthening the economic and social cohesion of Podkarpackie voivodship through improvement of transport infrastructure | • Increase of regional GDP per capita  
• Decrease of unemployment rate | Main Statistical Office  
Fast track growth of Polish economy  
Implementation of active forms of combating unemployment | |

<table>
<thead>
<tr>
<th>Immediate objectives</th>
<th>Indicators of achievement</th>
<th>Sources of information</th>
<th>Assumptions and Risks</th>
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</table>
| • Enhancing investment attractiveness of the area  
• Improvement of traffic safety  
• Increase of traffic flow of vehicles (especially heavy good vehicles)  
• Improvement of environmental conditions | • 35 new enterprises established after 2 years in the investment areas accessed from the road  
• 70 net jobs created after 2 years in the investment areas accessed from the road  
• Decrease of indicator of accidents from 0,420 to 0,380 accidence/milion vehicles,  
Increase of vehicles by 39% after 1 year (from 1992 vehicles per 24 hours to 2872 vehicles per 24 hours)  
• Decrease of CO₂, NOₓ, hydrocarbons, by 5 - 10% after 1 year  
• Decrease of noise by 2 – 4 dB(A) after 1 year | Self-government of Podkarpackie Province data  
Voivodship Statistical Office  
Gmina data  
Expert reports  
Evaluator reports  
Police data  
Tendency to growth in establishing new companies according to the list prepared by the gminas  
Tendency to establish new places of work according to Labour Office data  
The interest of the companies in suitable sites for companies’ activities  
The level of subventions for voivodship road | |

<table>
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<tr>
<th>Results/products</th>
<th>Indicators of achievements</th>
<th>Sources of information</th>
<th>Assumptions and Risks</th>
</tr>
</thead>
</table>
| • Modernisation of voivodship road  
• Modernisation of junction  
• Reduction of journey time between Rzeszów and Jaslo  
• Improvement of road quality and its weight limit | • 5548 m of voivodship road modernised  
• 1 junctions with voivodship road No. 988 modernised (small roundabout)  
• Reduction of journey time between Rzeszów and Jaslo for heavy goods vehicles by 35 minutes, for private cars by 20 minutes and for busses by 40 minutes  
• Enhancement of load capacity from 80 kN/axle to 100 kN/axle (from KR1 to KR3) traffic flow unlimited  
• Upgrading of the road for heavy goods traffic  
• Increasing the road standard from “L” to “G” | Expert reports  
Self-government of Podkarpackie Province data  
Gmina data  
Voivodship Statistical Office  
Gmina data  
Self-government of Podkarpackie Province data  
Expert reports  
Evaluator reports  
Police data  
Development of the local economy,  
Adequate daily management of the road | |

**Activities/Inputs**

Modernisation of 5548 m of voivodship road No. 988

Financial inputs: 3 065 000 Euro, including 2 200 000 euro from Phare
### Annex 2-4: Cumulative implementation, contracting and disbursement schedule

**Reconstruction of voivodship road No 988 Babica – Warzyce**

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**Legend**
- D = design of sub-project
- C = tendering and contracting
- I = contact implementation and payment
- * - in MEURO growing
Annex 5 Justification of the indicators in the project „Reconstruction of the voivodship road No 988 Babica – Warzyce”

In defining the project achievement indicators the following conditions have been taken into account:

1. Establishment of new companies in the Frysztak and Jaslo gminas:
2. The number of companies and employees in the region with good access to the road where its current state is seen as a barrier to regional development hindering the possibilities associated with accession,
3. The interest of companies sited near the main road, which will improve the links of the companies, both regionally and nationally.

The following aspects have also been taken into consideration:

1. Along part of the road from Twierdza to Warzyce there are located and included in the special development plans for the region as well the following suitable land on which will be created the investment possibilities by establishing new places for work and companies:
   - Different services on 1,65 ha of land in Lubla
   - The communal waste tip on 4,8 ha in the neighbourhood of Lubla
   - Industry and different services for farmers on 90 ha in Warzyce

2. It is foreseen that within two years of modernising the road there will be created:
   - 35 new companies which include
     * 5 in the Twierdza area
     * 12 in the Lubla area
     * 18 in the Warzyce area

   about ~ 50 % will be one person companies connected with trade and services (shops, bars, vehicle maintenance and others.)
   about ~30 % private service workshops connected with farming services and part handicraft
   about ~20 % larger companies delivering services for inhabitants of Frysztak and Jaslo including:
     - 1 petrol station
     - waste refuse dump
     - sawmill with production of simple wood elements

3. Larger companies that employ up to 40 people but 80 % of the one person companies will employ up to 30 people.

4. Functional analysis of the private companies now operating in Frysztak and Jaslo show that as a result of the road improvements their numbers will increase from 465 to 482, approximately a 3% increase and in Jaslo from 679 to 707 an increase of 4% approximately. In all villages located in the vicinity of the road the average improvement will be between 50 to 60%.

The above mentioned areas and the process of establishing new companies will happen and development possibilities will be created following the modernisation of the voivodship road that will allow passage by heavy goods vehicles.

In terms of the above data the foreseen project indicators of the project are realistic to be achieved.
SUMMARY OF THE FEASIBILITY STUDY CONCERNING THE RECONSTRUCTION OF PROVINCE ROAD NO 988 BABICA TO WARZYCE (MANAGED BY PROVINCIAL GOVERNMENT) AS AN ELEMENT OF IMPROVING THE SOCIO-ECONOMIC COHESION OF THE REGION.

1. The project is located to the north-east and east of the poviat town of Jaslo. Specifically it is located between Warzyce in Jaslo gmina and Twierdza in the gmina of Frysztak.

2. The town of Jaslo displays the potential for the development of tourism and recreation for the inhabitants of Podkarpackie and adjoining provinces. The area also possesses economic development potential as it is already one of the important socio-economic development centres of the province.

3. Implementing the project will lead to improved traffic flow throughout the area. It will provide better access for buses (public transport and private hire) and will reduce commuting time for local residents travelling to work. The towns that will benefit from the project are Jaslo, Strzyzow, Frysztak and Krosno. Finally it will provide better access for tourists visiting the region.

4. The beneficiary of the project is Podkarpackie Province (County) Council.

5. The area of influence of the project will positively affect 10,000 businesses, for which the present road infrastructure inhibits development. Currently freight and buses travelling from Rzeszów to Jaslo have to detour through Krosno and Pilzno. This increases the distance by approximately 20 kilometres. Private transport is also affected because of the poor quality of the road surface and the lack of passing places, which increases the distance by between 15 and 20 kilometres.

6. The project will contribute to the safeguarding and creation of new jobs. It will shorten the travel time of drivers and also lower the cost of transport.

7. The project will be part financed (28%) from the budget of the beneficiary. The remaining 72% will be funded from EU support programmes.

8. From the schedule of investments and the sources of financing represented, implementing the project is feasible.

9. An analysis of the environmental impact of the project reveals that there are no health risks to local residents in the vicinity of the project. Precautions will be taken to reduce noise pollution through the introduction of acoustic screens and the provision of sound deadening windows in buildings. The effect of the modernisation programme on local flora and fauna will be minimised through the restitution of road verges following completion of the road.

10. The investment outline has been completed on the basis of the first draft of the initial estimates. On the other hand the costs of renovation and running maintenance are fixed on average national costs for 1999.

11. The total cost of the project is estimated at 12,260,000 PLN.

12. The economic analysis shows that the project is feasible. Taking into consideration all assumptions, the NPV is calculated at 39 150 400 PLN for a discount rate of 12%. IRR is estimated at 25.53 %.

13. The project of modernising and extending the province road Twierdza-Warzyce on 32+688 – 38+236 kilometres conforms to the requirements placed upon this type of project within the framework of EU programmes.
SUMMARY OF THE ENVIRONMENTAL IMPACT ASSESSMENT

The objective of planned project is the rebuilding of existing Provincial road No. 988, Babica–Warzyce, on its ‘Twierdza–Warzyce’ section in km 32+866 to 43+477. The total length of modernised route is 10,611 km. The rebuilding shall be realised mainly along the route of existing road except the final section, which shall bypass the Warzyce village. This newly designed road section shall have an approximate length of 1.5 km and shall cut through arable lands.

In addition to roadway and road shoulders the project covers the rebuilding of road drainage system, road exits, crossings and bus bays. In the course of planned rebuilding local corrections shall be made to road curves and to uphill accesses. The slopes of existing uphill accesses shall be reduced to max. 8 %. In the framework of the project the road pavement shall be improved, the roadway and shoulders shall be made wider, steep uphill accesses (or downhill drives) shall be liquidated and corrections shall be made to road curves.

After the rebuilding (modernisation) the road shall have the following parameters:
- driveway width 6 m
- shoulder width 2 - 1.5 m
- road crown width 9 m.

It is expected that after road rebuilding the automotive traffic on it shall increase to approx. 4000 vehicles per day, including a share of heavy vehicles (trucks and buses) at approx. 18 %, i.e. approx. heavy vehicles 720 per day. Maximum hourly traffic intensity is expected at 350 vehicles/hr, approx. 50 vehicles/hr at night.

At road rebuilding stage. Road construction works shall not cause a real hazard to the environment or human health. The scope of necessary tree cutting along the roadway strip shall be small, while cleared bushes shall be restored. Also after necessary excavations are backfilled, the topsoil shall be restored. Only the newly planned section of the road around Warzyce shall cause the exclusion of additional land, therefore the destruction of soil in the roadway strip range.

Road service use. The road rebuilding shall not cause any more significant changes in the animated nature. All geo-botanical relations shall remain preserved. Soil and water relations shall also not be altered in any significant way. The effect of traffic of automotive vehicles on the state of atmospheric air cleanliness reaches a few scores of meters from roadway axis. However, it shall not exceed the acceptable levels of pollutant concentrations - the conditions along the roadway strip favour good aeration. Erection of necessary acoustic screens (for approx. 15 residential houses built at distances smaller than 10 m from road edge) shall protect the local residents against both exhaust gas emissions and excessive noise. Planned screens are suitable for the typical aesthetics of rural landscape and shall have negligible effect on the existing landscape.

The project shall have no effect on the climate, material and cultural assets. Despite concurrent effects of hazards: air pollution, noise, potential water and soils pollution, the acceptable standards shall not be exceeded in any of those respects.

The performed analysis of the effects of the planned project on the environment indicates that, after its modernisation, the environmental nuisance of the road shall be reduced due to providing of necessary protective equipment in spots where it is vitally needed, improving of road parameters (roadway broadening, liquidation of steep uphill accesses and sharp curves, and thus improving the traffic smoothness).