



Krosno Odrzańskie, 2 March 2020

GN.6220.10.13.2019.MKu

DECISION

On the basis of Article 71 (1), (2) (2), Article 74 (4), Article 75 (1) (4), with reference to Article 84 and Article 85 (1) and (2) of the Act of 3 October 2008 on making available information on the environment and its protection, participation of the society in environmental protection, as well as environmental impact assessments (consolidated text: Journal of Laws of 2020, item 283, with amendments) and Article 104 and Article 107 (1) of the Act of 14 June 1960, the Administrative Procedure Code (consolidated text: Journal of Laws of 2020, item 256) in connection with Article 4 of the Act of 19 July 2019 on amending the act on making available information on the environment and its protection, participation of the society in environmental protection, as well as environmental impact assessments (Journal of Laws of 2019, item 1712.), after examining the application of the State Water Holding Polish Waters (Państwowe Gospodarstwo Wodne "Wody Polskie") with its registered office in Warsaw, which was supplemented on 23 October 2019, represented by Mr. Marek Kłonica on issuing a decision on environmental conditions for the planned project entitled: "Reconstruction of the road bridge in Krosno Odrzańskie at 514.1 km of the Odra River implemented as part of the Odra-Vistula Flood Management Project "Task 1B.1/1 (b)".

**The Mayor of Krosno Odrzańskie
has decided**

- I. To conclude that there is no need to conduct assessment of the environmental impact for the investment project entitled: Reconstruction of the road bridge in Krosno Odrzańskie at 514.1 km of the Odra River implemented as part of the Odra-Vistula Flood Management Project "Task 1B.1/1 (b)", after consulting the Minister of Maritime Economy and Inland Navigation, the Regional Director for Environmental Protection in Gorzów Wielkopolski and the State District Sanitary Inspector in Krosno Odrzańskie.
- II. To specify the conditions of use of the environment and environmental requirements:
 1. On the basis of the opinion of the Minister of Maritime Economy and Inland Navigation, issued by the letter with reference No.: DOK.DOK2.9750.35.2.2019.SL of 12 November 2019 (date of receipt: 18 November 2019), the following is required:
 - a) to limit the scope of planned activities to the necessary minimum and the time for performance of works in the riverbed and river bank zone of the Odra River;
 - b) to equip the construction site with equipment and means for neutralizing pollution (e.g. hydrophobic sorbents, biopreparations, hydrophobic sorption mats in sheets or rolls, cushions and sorption sleeves);
 - c) in the event of the release of harmful substances into the aquatic environment, in particular as a result of equipment failure as a result of leakage of fuels, lubricants and oils, it is necessary to use appropriate sorbents for the type of substance to precipitate these pollutants, and the agents applied after neutralization should be transferred to authorized recipients;
 - d) to locate construction back-up facilities, places for storing construction equipment and materials away from the Odra River and outside the area of particular flood hazard with a probability of 10% and seal their surface in a way that does not allow the pollutants to enter the ground and groundwater;
 - e) in the case of a forecast of high water levels in the Odra River, the construction site should be protected against the negative effects of surface water flow and people, equipment and materials should be evacuated, according to the severity of the hazard;
 - f) to ensure proper protection of waters against pollution, the equipment used during construction should be fully functional and meet the requirements for its use;
 - g) secure the bed of the Odra River against pollution due to falling parts from works in connection with demolition and dismantling through the use of protections in the form of suspended, sealed decks and platforms;
 - h) works planned for implementation should be carried out under the continuous supervision of an ichthyologist.
 2. On the basis of the opinion of the Regional Director for Environmental Protection issued by the letter with reference No.: WZŚ.4220.478.2019.AN dated 15 October 2019 (date of receipt: 16 October 2019), the following is required:

- a) works related to the removal of bird nests as part of the reconstruction of the road bridge (metal supporting structure of the bridge) to be commenced in the months September-March (i.e. in the non-breeding season), and during works in the breeding season (April-August), secure the bottom of the bridge structure so that the swallows do not breed, e.g. with small mesh or other material visible to birds;
- b) before backfilling excavations, a check should be performed to verify the presence/absence of animals, and the ones that accidentally get caught in the excavation should be moved to the nearest safe place.

III. Characteristics of the planned investment project - constitutes attachment No. 1 to this decision.

Justification

By application of 12 August 2019, the State Water Holding Polish Waters with its registered office in Warsaw, which was represented by Mr. Marek Kłonica (supplemented on 23 October 2019) on issuing a decision on environmental conditions for the planned project entitled: Reconstruction of the road bridge in Krosno Odrzańskie at 514.1 km of the Odra River implemented as part of the Odra-Vistula Flood Management Project "Task 1 B.1/1 (b)".

The investment consists in the reconstruction of the road bridge in Krosno Odrzańskie at 53+067 km of national road No. 29 over the Odra River at 514+100 km, ensuring the minimum clearance under the object for effective ice breaking operation on the Odra River. The investment provides for raising the road bridge, by extending the existing supports to obtain the required clearance under the object, which is 5.25 m above the WWŻ level (Highest Navigable Water).

The works are to be undertaken in the periodically flooded area of the inter-embankment valley of the Odra River.

The following scope of works is planned as part of the project:

- construction of a temporary bridge with access roads,
- raising the existing supporting structure of the bridge,
- extension of existing supports of the bridge,
- extension of national road No. 29 in the section covered by the study,
- extension of the intersection of national road No. 29 with ul. Podgórna and ul. Nadodrzańska
- reconstruction of the intersection of national road No. 29 with ul. Murna and ul. Słoneczna
- construction of retaining walls on access roads to the bridge,
- sectional reinforcement of the Odra River slopes,
- construction/reconstruction of pavements and footpaths,
- reconstruction of individual exits,
- construction of road and pedestrian safety elements,
- reconstruction of the existing LV power network,
- reconstruction of the existing MV power network,
- reconstruction of the existing road lighting,
- reconstruction of the existing tele-technical network,
- reconstruction of the existing water supply network with the water main
- correction of road drainage including reconstruction of the existing rain water drainage system,
- reconstruction of the pumping sanitary drainage system,
- reconstruction of the combined drainage system,
- reconstruction of the heating network,
- reconstruction of the gas pipeline.

The applied engineering will be standard and practised for years, among other things, the bridge supporting structure will be raised. reinforcement of the slopes of the Odra River in the right-bank abutment will cover a section of about 64 m. On the other hand, in the area of the left-bank abutment, it is planned to clean the existing fortification over a section of approx. 14 m and reconstruct the reinforcements demolished for the duration of the investment in the section of approx. 8 m. Additionally, in order to reinforce the abutments and piles of the bridge, steel diaphragm walls with reinforced concrete cap are planned. In order to protect the road structure on the access roads to the bridge, retaining walls with a total length of approx. 360 m are designed, which will be located outside the riverbed zone. A new insulation of the deck and road surface will be made, as well as a sealed bridge drainage system. A temporary detour on the eastern side of the bridge under construction is planned for the duration of the construction works. The designed object will be approx. 250 m long and 7 m wide. The temporary bridge will rest on pillars in the form of steel pipes driven into the bottom of the Odra River. Temporary abutments on the banks will be made of steel sheet piles. The total area of development of the terrain covered by the contemplated construction will be approx. 1.3 ha.

After the reconstruction, the bridge will have the following technical and operational parameters:

- static scheme: three-span articulated beam in a Gerber setup,
- theoretical length of spans: $L_t = 47.010 + 69.520 + 47.010$ m,
- length of the span in the clearance of the navigable span: $L_o = 67.147$ m (at WWŻ level),
- WWŻ ordinate (Kronstadt 86): $H_{wwz} = 41.060$ m above sea level,
- WWŻ ordinate (NN): $H_{wwz} = 41.150$ m above sea level,
- navigable gauge width: $L_z = 50.000$ m,
- navigable gauge height: $H_z = 5.250$ m,
waterway class: Va,
- object length in support axes: $L_i = 163.540$ m,
- length of supporting structure: $L_2 = 164.010$ m,
- object length with wings: $L_3 = 171.150$ m,
- skew angle: $\alpha_1 = 90^\circ$,
- angle of the intersection with an obstacle: $\alpha_2 = 90^\circ$,
- total width of the span: $B = 11.980$ m,
- road width: $B_j = 2 \times 3.00$ m,
- pavement width: $B_{ch} = 2 \times 2.00$ m,
transverse slope of the road: $ij = 2.0\%$ (two-sided),
- transverse slope of the pavement: $i_{ch} = 3.5\%$ (one-sided),
- road surface: asphalt surface on a concrete slab,
- pavement surface: asphalt surface on a steel plate,
- load class (after modernization): C according to PN-S-10030:1985,
- technical class of the road: GP 1x2.

In terms of spatial development, the vicinity of the planned investment consists of areas of surface water, areas of buildings and hydrotechnical devices, areas of roads and parking lots, areas of service and residential development, arranged green areas, areas of public service development, as well as areas of distribution of commercial facilities. The majority of the project area is located within the zone A of conservation protection of the historic urban-landscape complex entered into the register of monuments under No. 102 of 1958 and No. 2179 of 1975, and at the same time the northern part is within the borders of zones B of conservation protection - surrounding the urban system of Krosno Odrzańskie, which is subject to strict landscape protection.

The project in question, in accordance with §3 (1) (60) and (68) of the Regulation of the Council of Ministers of 9 November 2010 on projects that may significantly affect the environment (consolidated text: Journal of Laws of 2016, item 71) in connection with §4 of the Regulation of the Council of Ministers of 9 November 2010 on projects that may significantly affect the environment (Journal of Laws of 2019, item 1839) and pursuant to Article 59 (1) (2) of the Act on the EIA, is a project that could potentially have a significant impact on the environment.

In relation to Article 71 (2) (2) of the Act of 3 October 2008 on making available information on the environment and its protection, participation of the society in environmental protection, as well as environmental impact assessments (consolidated text: Journal of Laws of 2018, item 2081, with amendments), for planned projects that may have a significant impact on the environment, it is required to obtain decisions on environmental conditions, before issuing the decisions listed in Article 72 (1) (a) of the Act, and the obligation to carry out an environmental impact assessment may be established on the basis of Article 63 (1) of the cited Act on EIA.

Referring to Article 74 (3) and (3) (a) of the Act on making available information on the environment and its protection, participation of the society in environmental protection, as well as on environmental impact assessments (consolidated text: Journal of Laws of 2018, item 2081, with amendments), by the notice of 27 August 2019, reference No.: GN.6220.10.3.2019.MKu, the parties were informed about the initiation of administrative proceedings regarding the issue of the decision on the environmental conditions for the project in question.

The Authority requested by letter, reference No. GN.6220.10.4.2019, dated 15 October 2019, the applicant to complete the Project Information Sheet. It was supplemented on 23 October 2019.

On the basis of Article 64 of the Act on EIA, the Minister of Maritime Economy and Inland Navigation, Regional Director for Environmental Protection in Gorzów Wielkopolski and the State District Sanitary Inspector in Krosno Odrzańskie had been consulted.

The Minister of Maritime Economy and Inland Navigation in his opinion of 12 November 2019 (date of receipt: 18 November 2019), reference No.: DOK.DOK2.9750.35.2.2019.SL PW.104250 held that for the above-mentioned project it is not necessary to carry out an environmental impact assessment, indicating the need to specify in the decision on environmental conditions requirements indicated in his opinion.

Regional Director for Environmental Protection in Gorzów Wielkopolski in a letter of 15 October 2019 (date of receipt: 16 October 2019), reference No.: WZŚ.4220.478.2019.AN, expressed an opinion that for the above-mentioned project there is no need to carry out an environmental impact assessment, indicating the conditions necessary to determine in the decision on environmental conditions. Then he maintained his position in the letter of 15 November 2019, reference No: WZŚ.4220.586.2019.AN.

The State District Sanitary Inspector in Krosno Odrzańskie in a sanitary opinion of 8 November 2019 (date of receipt: 13 November 2019) with the reference No.: NS-NZ-771/R-3-34/2019 determined that there is a need to carry out an environmental impact assessment for the above-mentioned project.

The Mayor of Krosno Odrzańskie, after analysing the application and evidence gathered so far in the case, by decision, reference No.: GN.6220.10.6.2019.MKu, of 27 November 2019 imposed on the applicant performance of an environmental impact assessment of the project in question and preparation of a report on the impact of the investment on the environment.

According to Article 63 (5) of the Act of 3 October 2008 on the EIA, if it was found that there is an obligation to carry out an assessment of the impact of the project on the environment in the case of the planned project that could potentially have a significant impact on the environment by the authority competent to issue a decision on environmental conditions, that authority issues a decision to suspend proceedings on issuing a decision on environmental conditions pending submission by the applicant of a report on the environmental impact of the project. In view of the above, the Mayor of Krosno Odrzańskie, by decision, reference No.: GN.6220.10.7.2019.MKu, of 27 November 2019, suspended the procedure in question until the Investor submits a report on the impact of the project on the environment.

On 9 December 2019 the State Water Holding Polish Waters submitted a complaint against the decision of the Mayor of Krosno Odrzańskie imposing an obligation on the Applicant to carry out an environmental impact assessment for the planned project entitled: "Reconstruction of the road bridge in Krosno Odrzańskie at 514.1 km of the Odra River implemented as part of the Odra-Vistula Flood Management Project "Task 1 B.1/1 (b)".

The local authority by letter, reference No.: GN.6220.10.9.2019.MKu of 16 December 2019 forwarded the case file to the Local Government Appeal Court in Zielona Góra. By order, reference No.: SKO-6581/293-S/19 of 7 January 2020 the Local Government Appeals Court annulled the contested decision in its entirety and remitted the case for reconsideration to the first instance authority.

With the above in mind, this authority resumed the suspended procedure, and then re-examined the collected evidence taking into account the conditions specified in Article 63 of the Act on the EIA stating that the planned investment is located in Natura 2000 Odra Valley near Krosno and Middle Odra River Valley (Natura 2000 Krośnieńska Dolina Odry i Dolina Środkowej Odry) areas, in the anthropogenically shaped city of Krosno Odrzańskie and a section of the Odra River in the vicinity of the bridge including: flood embankments, a marina on the left bank of the river and the area of the former marina on the right bank of Krosno Odrzańskie, boulevards, descent to the river, recreation infrastructure, lighting. In addition, the planned project will be implemented in the area of Uniform Parts of Surface Water PLGRW6000211739 of the Odra River from the Struga Czarna River to the estuary of the Nysa Łużycka River and in the area of Uniform Parts of Ground Water PLGW600068. The environmental objective of the above-mentioned Uniform Body of Surface Water (UBSW) is to achieve good ecological and chemical potential. There is a risk that the UBSW of the Odra River from the Czarna Struga River to the Nysa Łużycka River will fail to achieve environmental objectives. In terms of risk assessment, there is no risk that the Uniform Body of Ground Water (UBGW) will fail to achieve environmental objectives. According to the opinion, reference No.: DOK.DOK2.9750.35.2.2019.SL of the Minister of Maritime Economy and Inland Navigation, the planned project essentially concerns the reconstruction of an existing structure and will not cause new pressure on the condition of the UBSW and the UBGW. Due to the current use of the area and the nature of the planned works, it was assessed that the project will not adversely affect the possibility of achieving the environmental objectives set out in the update of the Water Management Plan in the Odra River basin for the above-mentioned water bodies. The works planned to be performed as part of the project will not significantly and permanently affect the deterioration of biological, hydromorphological and physicochemical elements of water bodies. At the implementation stage, there may be impacts that increase the concentration of suspended solids in waters in the vicinity of works in the riverbed and river bank zone. This may result in a temporary deterioration of the light conditions for macrophytes and phytobenthos and a reduction in the presence of ichthyofauna of benthic macroinvertebrates. The implementation of the project involves the need to use machinery and devices, which creates the risk of uncontrolled leaks of petroleum substances that may result in water or soil pollution. There may also be a temporary change in the conditions of the water flow in connection with the implementation of activities in the riverbed of the Odra River. The indicated impacts will be short-term, limited only to the project implementation phase.

The planned project is not located at the estuary of the river, in coastal areas and in the marine environment, in mountainous and forested areas, in protected areas, including protection zones for water intakes and inland water reservoirs, areas with significant population density, areas adjacent to lakes, health resorts and health resort protection areas.

In the designed logging area there are about 35 trees and 160 m² of bushes. The detailed scope of logging of trees and

shrubs will be determined at the stage of the construction design.

According to the Project Data Sheet (KIP/PDS), the investment will have a direct impact on the natural habitat of 3,270 flooded muddy river banks with vegetation *Chenopodium rubri* pp and *Bidention* pp (temporary occupation of areas of potential occurrence of habitat, damage to plants). The habitat on the area of 0.03 ha (area occupied in 2018) will be temporarily destroyed from 115.22 ha found in the area (0.03%). The habitat develops in places freshly exposed by water, so it is difficult to determine what water conditions will be during the works. Perhaps there will be no conditions for the habitat or it will have extremely good conditions for growth. The content of the opinion with ref: WZŚ.4220.478.2019.AN of the Regional Director for Environmental Protection in Gorzów Wielkopolski (hereinafter referred to as RDOŚ opinion), that the condition of the above mentioned the patch of vegetation has not been assessed and the above mentioned the natural habitat was indicated only on the basis of the occurrence, on the day of observation of plant communities, which are its phytosociological identifiers. Literature on the subject (Herbich J. (ed.) 2004, p. 109-114) indicates that the condition for the above mentioned habitat is the diversity of river flows (the amplitude of water level fluctuations) determining the exposure of the medium water trough, erosion and accumulation processes as well as the seeds borne by water. The investment project does not affect any of the above mentioned problems, causative factors for the formation of the habitat, hence its destruction cannot be said to occur. Especially that its surface was "symbolic" in this place and there is no certainty as to its occurrence (duration) in the same place at the time of commencement of the works. The communities typical of the habitat are characterised by high dynamics, are destroyed by the high water level and reproduce again provided that favourable weather conditions occur, although the size of the surface occupied by the habitat at the site may fluctuate significantly (Mróz W. (ed.) 2015, p. 142). After the construction is completed, the investment project implementation area will still have a character enabling the creation of vegetation communities typical for this habitat. In addition, patches of this habitat can develop anywhere else in the vicinity of the investment project area. Considering their current nature, it can be predicted that the Natura 2000 habitat with the code 3270 is common in the Krosno Valley of Odra River, which is indicated, for example, by its total area of 115.22 ha given in the area SDF, knowing that the surfaces of individual patches are of the order even only 100 m².

The investment project will have a direct impact on the species under strict protection, i.e. trapa or floating fern (temporary occupation of habitats, damage to plants or their endospore forms). The temporary bridge will temporarily occupy the trapa habitat and the potential habitat of floating fern. The opinion of the Regional Director of Environmental Protection in Gorzów Wielkopolski shows that these species belong to annual plants and their occurrence in the river depends on habitat conditions and randomness. The positions found may not be confirmed before commencement of works. Trapa and floating fern are subject to strict species protection and the trapa additionally requires active protection. The literature on the subject indicates that these are thermophilic species. They reach the northern boundary of the European compact range in Poland - which is important in the area of the planned investment project, and they occur mainly in water reservoirs - standing or slow-flowing waters, e.g. oxbow lakes, ponds, clay pits, ditches. The found positions of these plants occur in bays, between groynes. The trapa and salvinia disperse through water (hydrochory). The location on the river, on which there are changes in water levels and the phenomenon of flooding with a high rate of flow and speed of water makes us think that it is an ephemeral site, resulting from the impermanent characteristics of its environment. The methodology for assessing the state of preservation of the species and its habitat, indicated and used in the monitoring conducted by the Chief Inspectorate of Environmental Protection for the trapa, considers the water reservoir as its position. It is therefore not possible to recognise the above mentioned a place as the trapa position, assessment of the state of preservation of the species in this place and assessment of its habitat, in accordance with methodology. In a similar way, the place of occurrence of floating fern should be considered. The trapa indicated on the map, resulting from the field inventory in 2017, in the vicinity of the modernised bridge, i.e. in the port basin in Krosno Odrzańskie and in groyne bays, as well as the position of floating fern in the two groyne bays, above and below the site of the investment project impact, make it possible to forecast that the occurrence of the above-mentioned plant species also concerns other places in the Odra riverbed. Rather, the river plays the role of a transit area for their individuals to new places with stable or favourable habitat conditions (e.g. oxbow lakes, marina and port basins, groyne bays). The Odra River allows species to migrate and this is how the occurrence of the above-mentioned individuals of plants should be assessed in groyne bays at the bridge. In view of the predicted instability of the occurrence of the species concerned, the location of the site on the border of the range, the need to obtain exemption (derogation) from bans in the event of its destruction, it was decided to specify the conditions for the possible destruction of patches with an trapa or floating fern at the stage of a derogation decision. There may be a situation in which known plants will not be or will be of a different size before commencement of works. Establishment of trapa in several distant places in the Odra valley (port basins in Cigacice and Krosno Odrzańskie, oxbow lake north of the village of Przewóz, commune Bojadła, groyne bay of the river at the railway bridge around Nietkowice and in Cigacice) not resulting from the need to identify (inventory) the places of its occurrence in the middle section of the Odra valley suggests its common occurrence throughout the entire section of the Odra from Nowa Sól to Krosno Odrzańskie, which is key to decide on the need for active protection or the necessary size and method. In addition, after construction and dismantling of the temporary bridge, the habitat conditions of the expected area of impact of the investment project will not change, giving the opportunity to re-produce the individuals of the

above-mentioned plant species. In fact, there will be no permanent destruction of the habitat of the species, and one can only speak of the destruction of individuals. It can almost certainly be said that after the implementation of the investment project, including dismantling of the temporary bridge and land reclamation (restoring its current character), specimens of species will return to the occupied area.

The colony of common house martin, i.e. *Delichon urbica* is the most vulnerable to the investment project. Swallows nest (approx. 60 nests) on a metal structure underneath the bridge. Due to the above-mentioned threat, the Regional Director for Environmental Protection in his opinion specified the conditions set out in item II and this Decision to minimise losses due to the loss of breeding of this species. In addition, according to the above opinions assuming the most unfavorable scenario that swallows will not breed during the bridge renovation, the resulting loss will not affect the state of preservation of the species, because common house martin is a common species throughout the country, in large numbers and locally even very large breeding. In addition, it inhabits urbanised areas that surround the bridge and certainly individuals will find replacement breeding habitats already in the area or in the vicinity of Krosno Odrzańskie.

However, before proceeding with the work on the rebuilt road bridge, to deliberately disturb the martins, during the breeding season at breeding or rearing places or the need to destroy nests, it will be required to obtain a derogation from the prohibitions on species protection under Article 56 of the Act of 16 April 2004 on Nature Protection (consolidated text: Journal of Laws of 2018, item 1614 with amendments).

A similar permission may apply to the presence of a trapa (hereinafter trapa) and floating fern.

The area of the planned investment project and its impact are not places performing important functions for breeding birds, migratory birds or the Middle Spotted Woodpecker. In the vicinity of the investment project there are common in Poland birds of city species or human settlements, e.g. sparrow, collared dove, blackbird. On the banks of the Odra, grey herons, mallards, gray wagtail and river plover were found feeding. Therefore, the investment area does not have a particularly important function from the point of view of avifauna, and the potential breeding habitats and feeding grounds occurring in it are represented in large numbers in neighbouring areas. Only the common house martin has a breeding stand in the investment area.

Among the bird species found in the investment area, there were no species that were the subject of protection of the Natura 2000 area, because the mallard is the subject of protection only as a passing species. This species has a favourable conservation status in the conservation measures plan (hereinafter cmp) established in 2017. The identified threats, only potential ones, concern: lowering the level of groundwater table resulting in limiting the area of wet peatbogs, oxbow lakes, mid-field ponds, wet meadows and marshy areas within the area. The investment is not carried out on plots covered by protective measures indicated in cmp, including active protection or management methods. Given the local and reversible nature of the investment project, the wide availability of substitute habitats for the duration of the works, no negative impact on this species, as well as on its habitats at the stage of project implementation and operation is expected.

The threats, pressures and actions identified in the SDF, which have a large negative impact on the area of Natura 2000 Natura 2000 Odra Valley near Krosno relate to: at a high level - forest and plantation management, especially the removal of dead and dying trees as well as the regulation (straightening) of river channels and modifying the functioning of waters (river currents, construction of hydrotechnical facilities, weirs and water reservoirs), and at a medium level - changes in the method of cultivating, hunting and shooting wild animals, surface water pollution. The ones related to the impact of the investment project in question concern only temporary interference in the current way of using a part of the inter-embankment, on a small area - about 1.3 ha in total. In addition, the area of technology squares and technological roads includes a section of the inter-embankment area within the city boundaries, i.e. an area of intense human influence (noise, the presence of people, vehicles and machinery, lighting, and caring of arranged greenery).

The execution of works planned under the investment project will have an impact on ichthyofauna (water turbidity, temporary disturbances in habitats). The results of studies of ichthyofauna of the Odra River (in the section between Bytom Odrzański and Osiecznica) - revealed the presence of three protected fish species - including two that are the subject of protection in the Krosno Odra Valley Natura 2000 area: *Rhodeus amarus*, *Cobitis taenia* and *Barbatula barbatula*. Negative impacts of the investment project may concern only the implementation stage and may include: unintentional frightening of individuals and local deterioration of their habitat features. According to RDOŚ opinion, the Odra riverbed is wide in the studied area, with banks equipped with groynes and already in the vicinity of the investment project impact range (i.e. on the 200-meter section of the river covered by the works) there are microhabitats suitable for the presence, feeding and breeding of fish. Due to the planned short-term and receding nature of works within the riverbed, point (local) location of works and reversibility of processes (development of new habitats and colonisation of species), no permanent negative impact of the investment project on the above-mentioned species of fish. The implementation of the investment project also does not interrupt the river's continuity, so the possibility of migration of aquatic organisms will be ensured.

The investment project will be a direct threat to beavers and otters. The position of the Regional Director for Environmental Protection in Gorzów Wielkopolski indicates that the Odra River in the vicinity of the bridge in Krosno Odrzańskie is a place of

mammals protected in the Natura 2000 area: the European beaver and the European otter. The area of investment project implementation is not significant for their occurrence, as it is not a unique feeding and breeding place, this type of habitat is commonly found in its vicinity, occupies a small part of the area. It must be recognised that there is no significant impact on the above-mentioned mammal species.

The works will also have an impact on bats. Studies at bridges in Wrocław, (Urban R. 2009) show that most bats prefer to fly under the bridge (*Myotis*, *Pipistrellus*), *Eptesicus* and *Nyctalus noctula* fly both under and over the bridge. Local impacts on herpetofauna (green frogs, grass snakes - scaring away, killing - as a result of vehicles trips supporting robots) are also possible. Potential habitats of the hermit beetle are near the project and if these trees are not removed, there is no threat to this species. Work on a temporary and permanent bridge may have a local impact on the protected species of bivalve molluscs (these areas will be repopulated after completion of the works). The implementation of the investment project does not interrupt the river's continuity, so the possibility of migration of aquatic organisms will be ensured. The opinion of RDOŚ indicates that the implementation of the investment project and its subsequent functioning will not cause a significant impact on the integrity of the above. Natura 2000 areas (does not lead to their fragmentation), as well as the coherence of the Natura 2000 network (does not create a barrier or a new obstacle to animal migration). During the implementation of the investment project, individuals of animals (birds, amphibians, reptiles, insects, mammals) using the area of the inter-embankment in the vicinity of the modernised and temporary bridge will find and rather move to convenient habitats for breeding, feeding and wintering, at a safe distance from the place of work. After completion of the investment project, the work area will be "restored" to its previous use, enabling natural adaptation of these places. It is possible, and even almost certain, to re-settle the swallows (common house martins) of the bridge's metal supporting structure, i.e. the places where the current colony settled. The modernised bridge is not a place of breeding or wintering of bats, and the area of its vicinity can only be an area for feeding or moving. The inventory carried out did not state, and the manner of land use does not indicate the existence of protected insect species in the area of impact of the investment project. If the investment project is implemented, only the construction of a temporary bridge (moving of earth masses) can change the conditions of the potential habitat of the above mentioned bivalve molluscs species in one of the groyne bays in the vicinity of the bridge. In view of the numerous, convenient places for individuals of these species in the Odra valley near the investment project site, there is no need to take additional measures to minimise the impact of the investment project on the above species. However, impacts on amphibians and reptiles may be incidental and affect individual (random) cases and individuals, and in order to minimise them, the conditionality of point 11.2(b) of this decision has been introduced requiring that those accidentally caught in the excavation be released to their nearest safe location.

The investment project is located outside of the proposed ecological corridors. The scope of use of environmental resources at the investment project implementation stage does not assume significant changes in the resources, creations and components of the place and the immediate vicinity of the investment project. The implementation of the works will not change the current landscape and ecosystem and the impacts of the construction will be local, temporary and will disappear after their completion.

The sheet informs that at the investment project implementation stage two types of emissions to air are anticipated: exhaust emissions resulting from the operation of machinery and heavy construction equipment, and traffic of vehicles transporting wood and building materials, and dust emissions resulting from the work of construction machinery and traffic. When logging of trees and shrubs, during earthworks and construction, the source of air pollution will be construction machinery and vehicles transporting raw materials and materials needed to perform particular works. This emission will be unorganised and is difficult to estimate at this stage. The source of dust emissions to the air can also be earthworks related to the removal of topsoil, demolition of existing facilities, surface hardening, as well as logging of trees and shrubs and reloading of building materials. Dust emissions during this type of work are unorganised, depending not only on the amount and type of material removed and transported, but mainly on meteorological conditions and substructure moisture. Therefore, the level of emissions is difficult to estimate. At the operation stage, emissions to air will result from the operation and movement of machines and vehicles necessary for carrying out any modernisation and maintenance works.

At the investment project implementation stage, noise emissions will be generated by the operation of machinery and heavy construction equipment and the movement of vehicles servicing the construction site. The extent of the impact of noise associated with the construction will depend on the type of machinery used, the number of machines simultaneously working and their operating time. The sound power level of most construction machines and chainsaws is within LWA = 105-115 dB. At the operation stage, noise emissions to air will result from the operation and movement of machines and vehicles necessary for carrying out any modernisation and maintenance works. After completion of the works and demolition of the temporary bridge, all additional difficulties for the environment and people will be stopped.

During the investment project implementation, waste typical for works related to the construction and reconstruction of roads and bridges will be produced, mainly from groups 15 and 17 of the waste catalogue. Potential generation of waste at the operational stage will be related to the conduct of maintenance and conservation works as well as to the movement of vehicles.

The logistics of the investment project, construction and subsequent operation will result in scale impacts that will not affect

the natural balance, and which would have to be preceded by an environmental impact assessment and determination of unusual prevention and minimising measures. It will not be a dimension that would require environmental compensation.

The withdrawal from the need to carry out an impact assessment was also preceded by a reference to the cumulative nature conservation considerations indicated in Article 63 (1) of the Act on Environmental Protection, i.e. the type and characteristics of the investment project, its location, taking into account the possible threat to nature protection and the type and scale of possible impact in relation to the natural conditions of the closest large-scale forms of nature protection. There will be point impacts, at most, the local ones - construction over a section of about 0.2 km, receding and reversible, will concern a man-made object within the city - an area created, transformed mainly shaped by man, i.e. road and water traffic, noise, lighting, penetration of the river valley.

The implementation of the investment project is generally not associated with the risk of a major accident. At the implementation stage, an emergency situation may be the leakage of oil derivatives into the ground. However, these threats can be effectively eliminated by applying basic principles and good practices in conducting construction works. A major accident in the context of the operation of the road bridge may be the leakage of transported hazardous substances. The consequence of a major accident related to the operation stage may therefore be direct and indirect pollution of the environment as a result of uncontrolled leakage of harmful substances into soil, surface water or groundwater. The range and effects of toxic substances depend on their type, quantity, migration capacity in the environment, leakage site and the degree of sensitivity of the environment.

The risk of natural or construction disasters, with the planned technology and scope of construction works, is assessed as very low. The impact of the investment project on climate change - due to its scale and nature, will also not be significant.

Rainwater from the bridge facility will be connected to the designed waste water system sections. On the southern side of the bridge, a storm water drainage was designed at the section of ul. Trakt Książęcy, ul. Słoneczna and ul. Murna with a drainage to the Odra River. A rainwater pre-treatment system was designed before the outlet. Expected amount of water discharged through the outlet: W3 = 50 dm³ / s. On the north side, a reconstruction of the existing waste water system at ul. Nadodrzańska along with the pre-treatment system and the W1 outlet as well as the construction of a new rainwater drainage system.

In accordance with the KIP, within the range of the impact of the project, four investments are planned, which may potentially cause accumulation of impacts: revitalization of the part of the lower city including the following streets: Bobrowa, Grobla, pl. Prusa, Żeromski, Wodna, Rybaki; construction of a bypass of the city of Krosno Odrzańskie along national road No. 29 together with the reconstruction of existing technical infrastructure devices, protection of agricultural and forest areas as well as protection of cultural goods, protection against flooding of the city of Krosno Odrzańskie, reconstruction of the regulatory development of the Odra River - adaptation to class III of the waterway on the section from the village - Ściniawa to the estuary of Nysa Łużycka River - Stage II.

Due to the location and scope of the investment project, there is no risk of transboundary environmental impact, and the direct use of natural resources does not apply to the planned investment project.

After analysing the submitted documents, taking into account the above, the Mayor of Krosno Odrzańskie decided as in the part.

Instruction

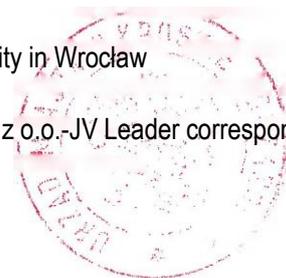
On the basis of Article 127 § 1 and 2, Article 129 § 1 and 2 in connection with Article 17 (1) of the Administrative Procedure Code, a party may appeal against this decision to the Local Government Appeal Court, through the Mayor of Krosno Odrzańskie, within 14 days of its delivery.

On the basis of Article 127a of the Administrative Procedure Code, a party may waive the right to lodge an appeal within 14 days from the date of delivery of the decision. On the day of delivering to the public administration body a statement of the waiver of the right to appeal by the last person from parties to the proceedings, the decision shall become final and binding.

Received by:

1. State Water Holding
Polish Waters
The Regional Water Management Authority in Wrocław
Proxy:
Mr Marek Kłonica, Sweco Consulting Sp. z o.o.-JV Leader correspondence address:
Al. Armii Krajowej 61, Building C
50-541 Wrocław;
2. The parties by means of notice;
3. ad acta

1. Attention:
Ministry of Marine Economy
and Inland Navigation



p.p. MAYOR
Monika Kłuczyńska
HEAD
of the Department of Real Estate
Management, Environmental Protection
and Agriculture

of Department of Case Law and Control
over Waste Management

Department of Water Law Assessments

Nowy Świat 6/12, 00-400 Warsaw;

2. Regional Director for Environmental Protection
in Gorzów Wielkopolski
ul. Jagiellończyka 13
66-400 Gorzów Wielkopolski;
3. State County Sanitary Inspector
in Krosno Odrzańskie
ul. Nadodrzańska 24
66-600 Krosno Odrzańskie.

MAYOR

OF KROSNO ODRZAŃSKIE ul.
Parkowa 1 66-600 Krosno
Odrzańskie

Krosno Odrzańskie, 2 March 2020

Appendix to the decision on environmental conditions, reference No.: GN.6220.10.13.2019.MKu of 2 March 2020.

PROJECT CHARACTERISTICS

1. Project type, scale and location:

The scope of the Task includes reconstruction of the existing road bridge in order to ensure minimum clearance under the facility and enable effective icebreaking action on the Odra River and adaptation of the existing crossing in possible aspects to the conditions set by the Ordinance of the Minister of Transport and Maritime Economy of 30 May 2000 on the technical conditions to be met by road engineering structures and their location. The minimum required clearance above the Highest Navigable Water WWŻ) is 5.25 m and must be maintained along the entire width of the fairway for class Va of the waterway, i.e. at a length of 50, 0m. For design purposes, the WWŻ level was indicated by the State Water Holding Polish Waters at 41.150 m above sea level. NN. In addition, the Task also includes local extension and adaptation of the road infrastructure to the road bridge being rebuilt. In view of the need to ensure continuity of traffic on national road No 29, a temporary bridge will be built for the time of reconstruction of the existing bridge. The detailed scope of works will be determined in the Conservation Work Programme.

2. Plot details (no, precinct, sheet, owner: full name, address):

The Task implementation requires changes in the scope of the existing right-of-way. For the plots where the State Treasury (GDDKiA, PGW Polish Waters) does not have the right to dispose of the real estate for construction purposes, it will be necessary to expropriate them partially under the Act on special rules for preparation and implementation of investments in public roads (consolidated text: Journal of Laws of 2018, item 1474 with amendments). A list of the registered plots of land to be seized is presented in Appendix No. 1 to KIP.

3. Area of the real estate occupied, as well as the building structure as well as the current way of their use and covering with vegetation:

The total area of the development of the area covered by the construction purpose is about 1.3 ha.

Information on the current use of real estate area:

The bridge - the object to which this task relates is a road bridge built in 1905, located at km 53 + 067 of national road No. 29, which runs from the state border with Germany in Słubice to Połupin near Krosno Odrzańskie (to DK 32) and is a crossing across the Odra River. Currently, the structure of the superstructure consists of a three-span articulated beam in a Gerberian system (statically determinate). Steel structure, riveted with downward movement. Lattice / main lattice with a curved top flange. Massive supports, stone, with a concrete core, partly founded on wooden stakes, partly directly, in the cover of wooden sheet pile walls. The bridge is supported on supports on four pairs of steel bearings, one pair on each support, including two fixed bearings and two movable bearings. Massive, stone abutments with a concrete core, set on wooden piles. Reinforcement of slopes at abutments made of pavement blocks on cement mortar. Massive stone supports with a concrete core. According to the 1905 archival documentation, the right-bank pillar was founded on wooden stakes, in the cover of a wooden palisade, the left-bank pillar was founded directly in the cover of the sheet piling wall of the wooden palisade. Stone lower bossages. The facility does not have a tight drainage system, water from the inlets is discharged directly into the river.

Information on vegetation. Most of the area covered by the planned works is covered by arranged greenery and ruderal vegetation. Due to urban development, a large part of the area is devoid of vegetation. In the vicinity of the Odra riverbed, there are meadow, bulrush- and muddy vegetation systems. In the light of the bridge and its immediate vicinity, within the banks of the river, there are two protected species: floating fern *Salvinia natans* and the *Trapa natans*, as well as one habitat type from Habitat Directive Appendix No. I: 3270 flooded muddy river banks with *Chenopodium rubri* p.p. and *Bidention* p.p.

4. Type of technology:

Sectional reinforcement of the slopes and retaining walls.

A new reinforcement of the slope of the right bank of the Odra River in the area of the right bank abutment is planned for a section of about 27 m from the upper waterside and a section of about 37 m from the lower waterside. It is planned to reconstruct the existing reinforcement of the slope of the left bank of the Odra River in the area of the left-bank abutment on the section of about 8 m from the bottom waterside (demolition of the existing fortification for the needs of the reinforcement of the support foundation system) and cleaning the remaining part of the existing fortification on the section of about 14 m from the bottom waterside. Reinforcement of the slopes with pavement blocks on cement mortar. As far as retaining walls are concerned, the road body is expected to be reinforced on the access roads to the bridge object with an estimated length of 360 m.

Supporting structure.

The supporting structure will be raised using temporary supports. Reinforcements will require cross members in the area of temporary support. Longitudinal edge reinforcements in the longest fields of lattice spans and upper lattice girders in edge spans are also designed. The scope of steel structure renovation works will be clarified after demolition, dismantling and cleaning works. Within the pavements, corroded elements will be repaired or replaced. The span structures will be blast cleaned and protected against corrosion.

Supports.

The foundation of the abutments and pillars is expected to be reinforced by making a steel sheet pile wall with a reinforced concrete cap and by demolishing the stone copings of supports and wings as well as lower bossages. After cleaning and maintenance, they will be installed again on the raised supports. Stone elements matching the structure and color of existing stone elements of supports will be used for facing the supports. As part of the reconstruction of the supports, the following will be performed: cleaning, grouting, removing defects in the structure of the supports. Crack injection on the existing part will also be carried out.

Equipment.

The existing deck insulation will be torn off along with the existing surface. The new deck insulation will be made torch-on felt, laid in a single layer. As part of the preparation of the reinforced concrete deck surface for laying a new insulation, reprofiling of low shrinkage mortars will be performed to achieve a lateral 2% slope of the road. Seamless, sealed insulation of MMA type will be applied on the pavements. It will allow for a thorough sealing of the surface, especially within the openings in the deck of the object, through which the truss elements of the main girders pass. The road surface on the object will be made in relation to the structure of layers of the access roads leading to the bridge in the form of: removable layer (asphalt concrete 40 mm) and binding layer (hardened asphalt 45 mm). Bituminous asphalt surface will be made on pavements. A sealed drainage system is expected to be made. Existing inlets in the road will be removed and curb inlets will be made. To collect additional water from the filters in a sealed system, they will be moved between the edge longitudinal cross members and the bottom flanges of the girders. Two collectors with a diameter of 250 mm will be routed under the pavement supports. The collectors will be connected to the rain water drainage system outside the object. The existing bearings will be cleaned, maintained and rectified. In the case of multi-link bearing elements on abutments which are very difficult to visually inspect without dismantling the bearings, they will be cleaned and qualified for replacement if advanced corrosion is found. Replacement of expansion joints with new ones is expected. Sealed, single-module expansion joints on abutments. Expansion joints at joints (ends of cantilever spans) in the roadway area are sealed, of single-module type, in the area of pavements (separation with an opening in the deck through which the truss post passes) they are also sealed, of single-module type. It is planned to clean and protect against corrosion the existing historic balustrades on the edges of objects. The object will be illuminated by four historic lanterns (with double holders), mounted on massive balustrade posts, crowning the abutments. The historic lanterns will be cleaned, renovated and reinstalled on the raised structure of the building. The existing contemporary lighting fixtures will be replaced with new stylized ones, with an appearance adapted to the original lighting fixtures. The contemporary lanterns on the abutments will be dismantled and replaced with lighting provided for in the discipline design. It is planned to replace the casing pipes of the lantern power supply at the object, which are located under the pavement supports from the bottom water. The telecommunication cables currently on site are routed according to the discipline design. After the reconstruction of the bridge, backup casing pipes will be placed under the pavement support from the top of the water, at the disposal of the object manager. Their number will be agreed with the manager at the stage of the Construction Project. At this stage, 4 casing pipes have been accepted. Under the pavement support, an additional casing pipe for supplying marine lighting (according to the discipline design) will be routed from the bottom water. Water supply and tele-technical installations will be relocated outside the object according to relevant discipline designs. The electrical installations (LV grid) at the facility will be redesigned according to the discipline design:

- lighting power supply for the object,
- marine lighting power supply. Other casing pipes, of unknown purpose, will be removed.

Temporary bridge.

The temporary bridge will be located from the top of the water relative to the existing object. It is planned to build a C-class bridge for loads², as in the case of the existing crossing. Due to the shape of the existing road system and neighbouring development, the bridge will be built at an angle to the existing crossing and the direction of water flow in the Odra River. It is planned to build a three-span, folding bridge. Spans easily supported with a length of 57.82 + 55.31 + 61.17 m. Double-girder bridge, made of truss elements, assembled on site. Road with a width of min. 7.00 m with barriers fastened to the structure (hence, a speed limit on the object of up to 30 km/h). Double-sided system supports to be placed under pavement with pavement width of 1.5 m. At the concept stage, spans are to be installed at the edge. The spans at the edge will be slid from the edges with the help of additional temporary supports (technological supports). The middle span will be moved onto the barge and slid crosswise from the barge onto the supports. At the Construction Project stage, the technological possibilities of other ways of placing temporary bridge spans on the supports will be considered. The object will be set on temporary pillars, made of steel pipes driven into the bottom of the Odra River, equipped with a cap made of steel sections. Temporary abutments on the banks will be made of steel sheet piles, appropriately pressed, with benches to be laid under bearings formed of reinforced concrete road slabs. To protect the pillars of the bridge, temporary starlings will be made of sheet steel, topped with a steel structure that breaks the ice during the winter.

The implementation of the project will include:

- construction and reconstruction of the rain water drainage system,
- reconstruction of the gravitational sanitary and pumping sewage system with pumping station elements,
- reconstruction of the water supply system, including the water main 0300, water distribution system 0110-250 and connections - crossing the Odra River with water supply pipes or through the bridge,
- reconstruction of gas network,
- reconstruction of the heating network,
- road lighting - for the Investment in question, it is planned to perform reconstruction and construction of road lighting for both the target and temporary bridge and all secondary roads together with intersections, as well as lighting of pavements, bicycle paths and pedestrian crossings. In addition, it is planned to build illuminated signs as part of the inland waterway signage. The lighting will be designed in accordance with the provisions and standards in force during the implementation of the Investment,
- power grid - colliding LV and MV cable lines and cable connectors will be reconstructed outside the collision area in accordance with the issued reconstruction conditions,
- at intersections and contiguous zones with underground devices, designed and existing LV and MV cables should be protected with corrugated pipes, while at passages under roads and access roads to buildings, cables should be protected with thick-walled casing pipes, while maintaining appropriate distances from crossed devices, as required by the standard,
- tele-technical network - in order to eliminate existing collisions, reconstruction and protection of existing telecommunications networks is planned.

5. Project variants:

Variant 0

The variant "zero" includes not undertaking the project, and therefore the conditions for ice breaking operations will not be improved. There will be no temporary impact on the environment related to the works implementation stage, there will be no need to introduce temporary changes in the organization of traffic within Krosno Odrzańskie. Rainwater from the existing road bridge will continue to flow directly into the riverbed of the Odra River.

Variant 1 (technical variant) The Planned Project involves the reconstruction of the existing road bridge along with road and associated infrastructure in order to ensure minimal clearance under the structure and, as a result, the possibility of effective ice breaking operation. The investment provides for raising the existing road bridge to 5.25 m above the WWŻ. As part of the extension of national road No. 29, two intersections have been designed. Intersection No. 1 is designed to be a channelled intersection with circular traffic (roundabout). A small roundabout with an external diameter of 36 m and a central island with a diameter of 16 m has been designed. The road at the roundabout has a width of 7 m and a ring a width of 3 m. Central island - greenery should not limit the required field of visibility. All roundabout inlets have islands that channel the traffic. The traffic channelling islands are separated from the road. On three islands, i.e. at the inlet of DK29 (ul. B. Chrobrego), ul. Podgórna and ul. Nadodrzańska, a pedestrian crossing has been designated. Islands at inlets DK29 (ul. Trakt Książęcy) and ul. Nadodrzańska have been designated to be small passable islands to ensure the traffic flow of all types of vehicles. In addition, between the inlet DK29 (ul. Trakt Książęcy) and the DK29 inlet (ul. B. Chrobrego) a pavement area has been designated. Intersection No. 2 is designed to be a channelled intersection with four

inlets, partially channelled. The arc radii are $R = 8$ m. To ensure better traffic flow, paved surfaces have been introduced at the inlet of ul. Słoneczna with an arc radius value of $R = 12$ m and $R = 15$ m. At the pedestrian crossing along national road No. 29, an island has been designed to divide the road limited by curbs with a width of 2 m. For the duration of construction works related to raising the bridge, a temporary detour has been planned, which has been designed for a design velocity of $V_p = 30$ km/h. Temporary detour 4 is routed on the east side of the bridge and consists of a straight section with a length of approx. 250 m and a road width of 7 m. Its beginning has been designed to be at the height of building No. 2 (historic building), and its end is located at the intersection of DK29 with ul. Murna and ul. Słoneczna. A one-sided pavement on the right side with a width of 2 m has been designed.

6. The estimated amount of water and other raw materials, materials, fuels and energy used:

The estimated amount of water, raw materials, materials, fuels and energy used will result from the applied work technologies and work organization at the Project implementation stage. Building materials needed to rebuild the bridge and temporary bridge as well as the road system and associated infrastructure will be used. Water, fuels and energy will only be used in the amounts needed. The amount of water, raw materials, materials, fuels and energy necessary to implement the Project will be estimated at the stage of construction and detailed design.

7. Types and estimated amounts of substances or energy released into the environment with application of environmental protection solutions:

Emission of air pollutants (implementation of the investment).

At the investment implementation stage, two types of air emissions are expected:

- exhaust emissions resulting from the operation of machines and heavy construction equipment, and the movement of vehicles transporting wood and construction materials,
- dust emissions resulting from the operation of construction machines and vehicle traffic.

When logging of trees and shrubs, during earthworks and construction, the source of air pollution will be construction machinery and vehicles transporting raw materials and materials needed to perform particular works. This emission will be unorganised and is difficult to estimate at this stage. The source of dust emissions to the air can also be earthworks related to the removal of topsoil, demolition of existing facilities, surface hardening, as well as logging of trees and shrubs and reloading of building materials. Dust emissions during this type of work are unorganised, depending not only on the amount and type of material removed and transported, but mainly on meteorological conditions and substructure moisture. Therefore, the level of emissions is difficult to estimate. Atmospheric aerosol created during mechanical processes is part of the group of coarse dusts, which are quickly deposited and are not of great significance for the environment and human health. It is expected that at the implementation stage, due to the dispersion of works generating pollution, the environmental impact of the Project will be limited to the immediate vicinity of the work sites and will not be significant.

Noise emission (implementation of the investment).

At the investment project implementation stage, noise emissions will be generated by the operation of machinery and heavy construction equipment and the movement of vehicles servicing the construction site. The extent of the impact of noise associated with the construction will depend on the type of machinery used, the number of machines simultaneously working and their operating time. The sound power level of most construction machines and chainsaws is within $L_{WA} = 105-115$ dB. During the period of machine operation, the maximum range of impact of noise at level $LA = 60$ dB, which may be perceived as onerous, is:

$L_{WA} = 105$ dB- $d_z \sim 70$ m

$L_{WA} = 110$ dB — $d_z \sim 140$ m

$L_{WA} = 115$ dB- $d_z \sim 210$ m

The maximum range of impact of noise at level $LA = 70$ dB, which can be perceived as very onerous, is:

$L_{WA} = 105$ dB- $d_z \sim 20$ m

$L_{WA} = 110$ dB- $d_z \sim 40$ m

$L_{WA} = 115$ dB- $d_z \sim 70$ m

$L_{WA} = 120$ dB- $d_z \sim 130$ m

Emission of pollutants into the air (operation).

At the operational stage, emission of pollutants into air will result from the operation and movement of machines and vehicles

necessary for carrying out any modernization and conservation works. Emissions will take place at intervals and they will not stand out from the background of emissions of pollutants into the environment. No change in pollutant emissions resulting from the operation of the Project is expected in comparison to the present state.

Noise emission (operation).

At the operation stage, noise emissions to air will result from the operation and movement of machines and vehicles necessary for carrying out any modernisation and maintenance works. Emissions will take place at intervals. No change in noise emission is expected due to the operation of the Project in comparison to the present state.

8. Type, expected amount and manner of handling waste:

Implementation stage

During the investment implementation phase, considerable amounts of waste will be generated, which should generally be divided into four main groups:

- demolition debris - concrete, brick, ceramic aggregate, soil, metal structure elements
- road construction waste - asphalt or concrete pavement waste, pavement blocks and curbs, crushed stone, sand, gravel,
- construction site waste - paper, cardboard, plastics, metal, paints, varnishes,
- communal waste.

The construction site facilities will be equipped with the necessary number of receptacles, containers and bins for temporary storage of construction waste. Then the waste will be sent for disposal or reuse (an entity holding the appropriate permission to process waste). The frequency of removal of waste from the construction site will be agreed between the producer and the collector so as to prevent the overflow of storage receptacles on the one hand, and on the other hand that the amount of waste prepared to be collected justifies its transport. At the stage of preparing the Project Information Sheet, it is not possible to precisely determine the amount of waste that may be generated at the stage of project implementation.

The stored secondary raw materials are kept in closed roofed shelters with floors in the form of a concrete layer, which protects against oxidation and penetration of pollutants into the ground.

The resulting waste will be sorted and kept in a designated place in a way that prevents uncontrolled release into the environment, and then successively transferred to authorized entities. In order to optimize waste management, a waste management plan will be prepared during the implementation of the Project. With the correct way of dealing with generated waste and its proper management, the construction process will not have a negative impact on the environment at the implementation stage. It will be possible to clarify the estimated amounts of waste at the construction project stage.

Operational stage

Potential generation of waste at the operational stage will be related to the performance of maintenance and conservation works and the traffic. No significant amount of waste is expected. At the stage of preparing the Project Information Sheet, it is not possible to precisely determine the amount of waste that may be generated at the stage of project operation.

9. Possible cross-border environmental impact:

The project is located in the territory of the Republic of Poland. The distance to the border with Germany is approx. 38 km. Due to the distance from the state border, the local nature of the Project and its small scope, the possibility of cross-border environmental impacts is not expected. .

10. Areas subject to protection under the Act of 16 April 2004 on nature protection (consolidated text: Journal of Laws of 2018, item 1614, with amendments), within the range of significant impact of the project:

The project lies within two Natura 2000 areas. An analysis was carried out for the area of importance to the Community, the proposed special area of Natura 2000 Odra Valley near Krosno PLH080028 under habitat protection and the area of special bird protection: Natura 2000 Middle Odra River Valley PLB080004.

11. Accumulated impacts:

Within the scope of the project impact, four investments are planned, which may potentially cause accumulation of impacts: revitalization of the part of the lower city including the streets: Bobrowa, Grobla, pl. Prusa, Żeromski, Wodna, Rybaki; construction of a bypass of the city of Krosno Odrzańskie along national road No. 29 together with the reconstruction of existing technical infrastructure devices, protection of agricultural and forest areas as well as protection of cultural goods, protection against flooding

of the city of Krosno Odrzańskie, reconstruction of the regulatory development of the Odra River - adaptation to class III of the waterway on the section from the village - Ściniawa to the estuary of Nysa Łużycka River - Stage II.

12. Risk of a major failure:

The implementation of the investment project is generally not associated with the risk of a major accident. During the works, there may be an emergency situation in a form of the leakage of petroleum substances into the ground. In the event of such a situation, the contractor is obliged to immediately remove the polluted soil and to transfer it to a company that has permission to collect, transport and neutralize such waste.

An emergency situation in the operation of a reconstructed bridge may be mainly road accidents, which are a source of uncontrolled leakage of substances from transporting vehicles. As a result of collisions, accidents or road catastrophes, tanks and car systems may leak, from which vehicle consumables or fuels may be released. Reconstruction of the bridge will increase the object's resistance to the risks associated with climate change, in particular in terms of resistance to flood hazard and hazards caused by ice runoff. By implementing the main objective of the bridge reconstruction (increasing the minimum clearance), icebreaker operating conditions will be improved and thus the risk of jam floods will be reduced. In this context, the implementation of the project is an adaptation option to climate change for buildings threatened by potential jam floods.

