



**Rehabilitation of Vani Museum access road: Lortkipanidze, Giorgadze
and Gorgasali Streets in the town of Vani, Imereti**

**Environmental and Social Screening and Environmental
Management Plan**

**WORLD BANK FINANCED
SECOND REGIONAL DEVELOPMENT PROJECT (RDP II)**

**Tbilisi, Georgia
April 2019**

Environmental Screening

The Subproject (SP) site is located in Vani municipality of Imereti region, West Georgia. The SP aims to ensure safe transport connection to the Vani museum as well as to the private houses located along the road.

The road to be rehabilitated is divided into two sections. The first section is Gorgasali street (total length – 665 m) starting from the central square and crossing Chishura River by the reinforced-concrete bridge (total length – 18 m, width – 7.5 m). The second section is Giorgadze Street and Lortkifanidze Street (total length – 1625 m). Giorgadze Street also crosses the mentioned river with a metal bridge with the length of 23 m and the width of 5.7m.

SP envisages implementation of the following works:

- Demolition of the existing damaged asphalt layer and using it for arrangement of road embankment;
- Arrangement of the road pavement and sidewalks with asphalt/concrete layer and reinforcement concrete pipes;
- Arrangement of cuvettes along the road with grate and junctions and driveways;
- Rehabilitation of the existing bridges constructed over Chishura Rv.: arrangement of pavement with asphalt/concrete layer, replacement of the metal railings, arrangement of gabion;
- Placing of permanent traffic signs, including warning, prohibitory and indication signs;
- Removal of shrubbery along the road;
- Arrangement of drainage system.

The road to be rehabilitated is an interstate road on the balance of the Roads Department of Georgia. The design has been already agreed with the Department (see attachment 1).

(A) IMPACT IDENTIFICATION

Has sub-project a tangible impact on the environment?	The SP is expected to have a modest short-term negative environmental impact while its long-term impact is expected to be positive due to the improvement transportation conditions towards Vani Museum in Vani Municipality, which will raise tourists flow and reduction of negative environmental impacts such as dust, emissions,
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	vibration and noise from cars' movement.
<p>What are the significant beneficial and adverse environmental effects of sub-project?</p>	<p>The SP is expected to have positive long-term environmental and social impacts from improving living and transportation conditions of the local population and visitors as well. It will decrease existing negative impacts on community and neighboring environment.</p> <p>The main environmental impacts will be related to the construction phase, including on-site management and final disposal of the construction waste and works in the waterway.</p> <p>The SP will be implemented in the urban area, with strongly transformed environment through the past anthropogenic impact. Therefore, the impacts like noise, emissions, generation of construction waste, temporary disturbance of traffic and road access related to the activities during construction phase are transitory and insignificant will be easily mitigated through implementation of relevant mitigation measures included in the Environmental and Social Management Plan (ESMP).</p>
<p>May the sub-project have any significant impact on the local communities and other affected people?</p>	<p>The long-term social impact will be beneficial (improvement of local population living conditions and increasing tourist flow). SP implementation will benefit the whole Municipality, all social groups of neighboring municipalities and all the interested people willing to visit Vani Museum. SP will also lead to the reduction of fuel consumption and minimize expenses of locals. The project will positively affect health status of the population, (minimization of dust, emissions, vibration and noise), as conveyance will become safe, and car maintenance cost will decrease as well. It will also promote tourism and small business development and create temporary employment opportunities and revenues.</p> <p>No land take or other type of resettlement is expected. The SP is expected to have a modest short-term negative environmental impact while its long-term impact is expected to be positive, related the improvement transportation conditions in Vani Municipality and reduction of negative environmental</p>

	<p>impacts such as dust, emissions, vibration and noise from cars' movement. Negative impacts, related to the possible disturbance described above, are short term and limited to the construction site. Installation of relevant signage for traffic safety will be beneficial for locals as well as other users of the road.</p>
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(B) MITIGATION MEASURES

<p>Were there any alternatives to the sub-project design considered?</p>	<p>As the SP was proposed from the local municipality, no other alternatives have been discussed.</p>
<p>What types of mitigation measures are proposed?</p>	<p>The expected negative impacts of the construction phase can be easily mitigated by demarcation of the construction site, traffic management, good maintenance of the construction machinery, observance of the established working hours, and well-organized disposal of waste to the formally agreed sites.</p> <p>The contractor will be responsible for the waste disposal at the permitted location, use the quarry materials from the licensed quarries only, prevent water and soil from pollution (fuel spills due to equipment failure, raw asphalt/concrete spills etc.), ban dumping of any waste into the river during works on the bridges, avoid disturbance of population (noise, dust, emissions) through proper work/supplies scheduling, traffic management, good maintenance of the construction machinery, etc.</p>
<p>What lessons from the previous similar projects have been incorporated into the sub-project design?</p>	<p>MDF has wide experience of implementation of medium- and large-scale road and streets rehabilitation SPs financed by various donor organizations</p>
<p>Have concerned communities been involved and have their interests and knowledge been adequately taken into consideration in sub-project preparation?</p>	<p>Draft ESMP prepared for the SP will be made available for Vani Municipality population and a public consultation will be held prior to tendering of works.</p>

(C) RANKING

The project has been classified as environmental Category B according to the World Bank safeguards (OP 4.01) and requires Completion of the Environmental Management Checklist for Small Construction and Rehabilitation Activities.

Social Screening

Social safeguards screening information		Yes	No
1	Is the information related to the affiliation, ownership and land use status of the sub-project site available and verifiable? (The screening cannot be completed until this is available)	✓	
2	Will the sub-project reduce people's access to their economic resources, such as land, pasture, water, public services, sites of common public use or other resources that they depend on?		✓
3	Will the sub-project result in resettlement of individuals or families or require the acquisition of land (public or private, temporarily or permanently) for its development?		✓
4	Will the sub-project result in the temporary or permanent loss of crops, fruit trees and household infra-structure (such as ancillary facilities, fence, canal, granaries, outside toilets and kitchens, etc.)?		✓
If answer to any above question (except question 1) is "Yes", then OP/BP 4.12 Involuntary Resettlement is applicable and mitigation measures should follow this OP/BP 4.12 and the Resettlement Policy Framework			

Environmental Management Plan

PART A: GENERAL PROJECT AND SITE INFORMATION

INSTITUTIONAL & ADMINISTRATIVE		
Country	Georgia	
Project title	Second Regional Development Project	
Sub-Project title	Rehabilitation of Vani Museum access road: Lortkipanidze, Giorgadze and Gorgasali Streets in the town of Vani, Imereti	
Scope of site-specific activity	<p>The Subproject (SP) site is located in Vani municipality of Imereti region, West Georgia. The SP aims to ensure safe transport connection to the Vani museum as well as to the private houses located along the road.</p> <p>The road to be rehabilitated is divided into two sections. The first section is Gorgasali street (total length – 665 m) starting from the central square and crossing Chishura River by the metal-concrete bridge (total length – 18 m, width – 7.5 m). The second section is Giorgadze Street and Lortkifanidze Street (total length – 1625 m). Giorgadze Street also crosses the mentioned river with a metal bridge with the length of 23 m and the width of 5.7m.</p> <p>SP envisages implementation of the following works:</p> <ul style="list-style-type: none"> - Demolition of the existing damaged asphalt layer and using it for arrangement of road embankment; - Arrangement of the road pavement and sidewalks with asphalt/concrete layer and reinforcement concrete pipes; - Arrangement of cuvettes along the road with grate and junctions and driveways; - Rehabilitation of the existing bridges constructed over Chishura Rv.: arrangement of pavement with asphalt/concrete layer, replacement of the metal railings, arrangement of gabions, - Placing of permanent traffic signs, including warning, prohibitory and indication signs; - Removal of shrubbery along the road; - Arrangement of drainage system. <p>The road to be rehabilitated is an interstate road on the balance of the Roads Department of Georgia. The design has been already agreed with the Department (see attachment 1).</p>	
Institutional arrangements (WB)	Task Team Leader: Rosanna Nitti	Safeguards Specialists: Darejan Kapanadze, Sophia Georgieva

Implementation arrangements (Borrower)	Implementing entity: Municipal Development Fund of Georgia	Works supervisor: Consulting company Eptisa Servicios de Ingenieria S.L. Spain	Works contractor: (tbd)
SITE DESCRIPTION			
Name of institution whose premises are to be rehabilitated	Road Department of Georgia		
Address and site location of institution whose premises are to be rehabilitated	Georgia 0160, Tbilisi, Kazbegi ave N12, Phone / Fax: (995 32) 37-05-08 E - Mail: info@georoad.ge		
Who owns the land? Who uses the land (formal/informal)?	The road to be rehabilitated represents interstate road and the premises of Road Department of Georgia. The design has been already agreed with the department.		
Description of physical and natural environment around the site	<p>Vani is located on Sulori River (left tributary of Rioni River) bank on Imereti plain, altitude: 60 m from the sea level, 19 km distance from Samtredia Railway Station, 41 km distance from regional center Kutaisi, 35 km from the nearest airport Kopitnari and 80 km from the nearest Poti port.</p> <p>Climate</p> <p>The subproject site is located on Imereti plain between Rioni and Tskhenistskali Rivers and represents one of the most important interchange and industrial point in West Georgia. The climate is humid subtropical. It is characterized with warm winter and hot summer. Average annual air temperature is - 14.4°C, in January which is the coldest month - 4.7°C and in July which is the hottest month of the year - 23.2°C. Absolute minimum of air temperature is – (-17)°C and absolute maximum - 41°C. Annual total of precipitations is – 1530 mm.</p> <p>Precipitations</p> <p>At the subproject site the annual average number of total precipitations for the whole period amounts to 1375 mm. The main maximum of precipitations is in Autumn-Winter (from 130 mm to 150 mm). The driest months are March-April when the number of precipitations fluctuates within 78-64.</p> <p>The Vani Archaeological Museum-Reserve was founded on April 21, 1981 as a local history museum and was opened to the public in September 1985 during an international symposium. Since 2006, Vani Archaeological Museum-Reserve is a part of Georgian National Museum. The Vani Archeological Museum-Reserve is comprised of the Vani Ancient</p>		

	<p>Settlement (Vani Archaeological site), the archaeological base and the Museum itself.</p> <p>The archaeological discoveries in Vani were made in the middle of the 19th century already. The first archaeological surveys and excavations in Vani were conducted by Ekvtime Takaishvili in 1896. He also has the honor of the first scientific publications on the Vani archaeological monuments. Beginning from the 30s of the 20th century the big variety of many archaeological objects mainly dated by the 8th-1st centuries BC were accumulated during the archaeological excavations in Vani. The great architectural complexes and Temples-Sanctuaries dated by the 3rd-1st centuries BC were excavated. These great archeological discoveries have led to the recognition of the Vani Archaeological Site as the Reserve and founding a museum near the territory of the Archaeological Site.</p> <p>Chirshura river represents the left branch of Sulori riv. which takes a rise on northern hem of Meskhети mountain range, 2140 m height from the sea level. Length - 33 km, basin area – 189 sq. m. It is supplied with snow, rain and underground water. Flashflood is noted throughout the year, flood – in spring. Average annual discharge 3,95 m³/sc.</p> <p>As for the Vani archeological museum access road, it passes through populated as well as unpopulated areas. The existing motor road has gravel pavement, which is much damaged. Curves nor grades meet engineering-technical requirements for motor roads. The drainage system is broken down, and water is flowing on the road pavement. The pavement is considerably eroded. Majority of the existing culverts is damaged and unserviceable.</p>
<p>Locations and distance for material sourcing, especially aggregates, water, stones?</p>	<p>Distance to the nearest licensed municipal landfill is located in village Opeti, Terjola Municipality, in 25 km distance.</p>
<p>LEGISLATION</p>	
<p>National & local legislation & permits that apply to project activity</p>	<p>The SP has been classified as low risk Category B, according to the WB policies and the ESMF.</p> <p>The SP proposal has been officially presented to the MDF by local municipality for financing and represents the need and priority of the Municipal Government, according to common demands.</p> <p>SP has been classified as low risk Category B according to the World Bank policies and the ESMF.</p> <p>Georgian legislation does not require any type of environmental review, approval, or permitting for the SP. Though according to the national regulatory system:</p> <ul style="list-style-type: none"> i. construction materials must be obtained from licensed providers,

	<ul style="list-style-type: none"> ii. if contractor wishes to open quarries or extract material from river bed (rather than purchasing these materials from other providers), then the contractor must obtain licenses for extraction, iii. if contractor wishes to operate own asphalt or Cement-concrete mixing plant (rather than purchasing these materials from other providers), then the contractor must obtain an environmental permit with an established ceiling of pollutant concentrations in emissions and technical report on inventory of atmospheric air pollution stationary source agreed with Ministry of Environment and Natural Resources Protection. iv. Permanent placement of the inert material (cut ground and sedimentary soil) generated in the course of earth works in a selected location must be approved by local (municipal) governing bodies in written; v. If over 200 tons of non-hazardous waste or over 1000 tons of inert materials or more than 120 kg of hazardous waste is generated annually (calculation apply to a calendar year) as a result of contractor’s general activities, they shall prepare and cause the Ministry of Environment and Natural Resources of Georgia to approve the inventory of Waste and Waste Management Plan for the Company, appoint an environmental manager, and submit an information on his/her identity to the Ministry of Environment and Natural Resources Protection of Georgia in accordance with requirements of the Waste Code of Georgia. <p>Copies of extraction licenses, as well as agreement for the supply of natural construction materials and concrete mix from licensed suppliers and agreements on waste disposal shall be submitted to the MDF and will be attached to this ESMP.</p> <p>GOST and SNIP norms must be adhered.</p>
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GRIEVANCE REDRESS MECHANISM

Appropriate grievance redress mechanism was established to solve grievances of Project-Affected People, as required. Vani Municipality has assigned a responsible person – Mamuka Manicheishvili, Head of Infrastructural Development, Spatial Arrangement and Architecture Improvements department of the City Hall of Vani Municipality to receive, review and react to the APs grievances (Tel: 591300280). A contact person from the MDF is Nutsa Gumberidze (Tel: +995 598 88 20 19, feedback@mdf.org.ge, 150 Davit Aghmashenebeli ave., 3rd floor, 0112 Tbilisi, Georgia.)

If the grievance will not be unsolved at the local level, it will be lodged to the MDF. As for grievance monitoring MDF registers all received compliances, comments and how the compliance was addressed. During public consultations, the local population will be informed about the grievance redress process and receive information about contact persons.

PUBLIC CONSULTATION

When / where the public consultation process will take /took place	Draft ESMP prepared for this SP will be made available for Vani Municipality population and a public consultation will be held prior to tendering of works.
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ATTACHMENTS

Attachment 1: Site plan, photos;

Attachment 2: Documents on the public consultation (to be provided);

Attachment 3: Agreements, permits, licenses (to be provided as required).

PART B: SAFEGUARDS INFORMATION

ENVIRONMENTAL /SOCIAL SCREENING			
	Activity/Issue	Status	Triggered Actions
Will the site activity include/involve any of the following?	1. Rehabilitation	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section A below
	2. New construction	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section A below
	3. Individual wastewater treatment system	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section B below
	4. Historic building(s) and districts	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section C below
	5. Acquisition of land ¹	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section D below
	6. Hazardous or toxic materials	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section E below
	7. Impacts on forests and/or protected areas	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section F below
	8. Handling / management of medical waste	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section G below
	9. Traffic and pedestrian safety	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section H below
	10. Social risk management	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section I below

¹ Land acquisitions includes displacement of people, change of livelihood encroachment on private property this is to land that is purchased/transferred and affects people who are living and/or squatters and/or operate a business (kiosks) on land that is being acquired.

PART C: MITIGATION MEASURES

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
0. General Conditions	Notification and Worker Safety	<ul style="list-style-type: none"> (a) The local construction and environment inspectorates and communities have been notified of upcoming activities (b) The public has been notified of the works through appropriate notification in the media and/or at publicly accessible sites (including the site of the works) (c) All legally required permits have been acquired for construction and/or rehabilitation (d) The Contractor formally agrees that all work will be carried out in a safe and disciplined manner designed to minimize impacts on neighboring residents and environment. (e) Workers' PPE will comply with international good practice (always hardhats, as needed masks and safety glasses, harnesses and safety boots) (f) Appropriate signposting of the sites will inform workers of key rules and regulations to follow.
A. General Rehabilitation and /or Construction Activities	Air Quality	<ul style="list-style-type: none"> (a) Demolition debris shall be kept in controlled area and sprayed with water mist to reduce debris dust; (b) During pneumatic drilling/wall destruction dust shall be suppressed by ongoing water spraying and/or installing dust screen enclosures at site (c) The surrounding environment (sidewalks, roads) shall be kept free of debris to minimize dust (d) There will be no open burning of construction / waste material at the site (e) There will be no excessive idling of construction vehicles at sites (f) Truck loads should be confinement and protected with lining.
	Noise	<ul style="list-style-type: none"> (a) Limit activities to daylight working hours; (b) During operations, the engine covers of generators, air compressors and other powered mechanical equipment shall be closed, and equipment placed as far away from residential areas as possible (c) The machinery should move only along the preliminarily agreed route; (d) The maximum allowed speed should be restricted; (e) Proper technical control and maintenance practices of the machinery should be applied; (f) No-load operations of the vehicles and heavy machinery is not allowed. Proper mufflers will be used on machinery.

	Water Quality	<ul style="list-style-type: none"> (a) Contractor will be required to organize and cover material storage areas and to isolate wash down areas from watercourses by selecting areas that are not free draining into any watercourse. The material storage sites should be protected from washing out during heavy rain falls and flooding through covering by impermeable materials. (b) Contractor will plan all excavations, topsoil and subsoil storage so as to reduce to a minimum any runoff. (c) The site will establish appropriate erosion and sediment control measures such as e.g. hay bales and / or silt fences to prevent sediment from moving off site and causing excessive turbidity in nearby streams and rivers. (d) Revision of vehicles will be required to ensure that there is no leakage of fuel and lubricating materials. All machinery will be maintained and operated such that all leaks and spills of materials will be minimized. Daily plant checks (Vehicle Maintenance Procedure) will be undertaken to ensure no leaks or other problems are apparent. Vehicle maintenance, cleaning, degreasing etc. will be undertaken in designated areas, of hard-standing, not over made ground. Maintenance points will not be located within 50m of any watercourse. (e) Lubricants, fuel and solvents should be stored and used for servicing machinery exclusively in the designated sites, with adequate lining of the ground and confinement of possible operation and emergency spills. Spill containment materials (sorbents, sand, sawing, chips etc.) should be available on construction site. (f) Wet cement and/or concrete will not be allowed to enter any watercourse, pond or ditch.
	Waste management	<ul style="list-style-type: none"> (a) Waste collection and disposal pathways and sites will be identified for all major waste types expected from demolition and construction activities. (b) Mineral construction and demolition wastes will be separated from general refuse, organic, liquid and chemical wastes by on-site sorting and stored in appropriate containers. (c) Construction waste will be collected and disposed properly on the agreed location. (d) The records of waste disposal will be maintained as proof for proper management as designed. (e) Burning of waste on the SP site is forbidden. (f) Whenever feasible the contractor will reuse and recycle appropriate and viable materials (except asbestos)
	Material supply	<ul style="list-style-type: none"> a) Use existing plants, quarries or borrow pits that have appropriate official approval or valid operating license. b) Obtain licenses for any new quarries and/or borrowing areas if their operation is required; c) Reinstate used sections of quarries and/or borrowing areas as extraction proceeds on or properly close quarries if extraction completed and license expired; d) Obtain wood materials only from licensed suppliers. e) Contractor will be required to submit to the MDF copies of the licenses, permits, written agreements, certificates, etc. to prove that all materials are obtained from licensed providers. f) Haul materials in of peak traffic hours; g) Place speed regulating, diverting, and warning signs for traffic as appropriate.

	Earthworks	<p>a) Topsoil should be stripped before starting of earthworks;</p> <p>b) Proper topsoil storage practice should be applied to ensure to maintain physio-chemical and biological activity of the soil; Temporary protective silt fencing should be erected to avoid erosion (wash down);</p> <p>c) Stored topsoil should be used for reinstatement and landscaping.</p> <p>d) Topsoil from the sites, which will not be reinstated to the initial conditions will be distributed carefully on the surrounding area.</p> <p>e) Topsoil will be reinstated separately from subsoil, with care taken to avoid mixing of the materials. The topsoil reinstatement will be sufficient to restore the fertile depth to the initial conditions as judged by the topsoil strip during visual observation and comparison of the reinstated site and adjacent land. When replacing the topsoil Contractor will program the works such that the areas furthest away from the stockpiles are reinstated first with reinstatement getting progressively closer to the stockpiles, thus reducing the number of vehicle movements over the reinstated topsoil. The reinstated topsoil will then be harrowed, where practical, to protect the stability and promote vegetative growth.</p> <p>f) In case chance find is encountered in the course of earth works, the contractor must immediately stop any physical activity on site and informs the MDF. The MDF promptly notifies the Ministry of Culture and Monument Protection, which takes over responsibility for the following course of action. Works may resume only upon receipt of written permission from the Ministry of Culture and Monument Protection.</p>
H. Traffic and Pedestrian Safety	Direct or indirect hazards to public traffic and pedestrians by construction activities	<p>(a) In compliance with national regulations the contractor will insure that the construction site is properly secured, and construction related traffic regulated. This includes but is not limited to:</p> <ul style="list-style-type: none"> ▪ Signposting, warning signs, barriers and traffic diversions: site will be clearly visible and the public warned of all potential hazards ▪ Construction site should be fenced and properly secured to prevent unauthorized access (especially of children); ▪ Appropriate lighting and well-defined safety signs should be provided; ▪ Adjustment of working hours to local traffic patterns, e.g. avoiding major transport activities during rush hours or times of livestock movement
I. Social Risk Management	Public relationship management	<ul style="list-style-type: none"> ▪ Assign local liaison person who is in charge of communication with and receiving requests/ complaints from local population. ▪ Consulted local communities to identify and pro-proactively manage potential conflicts between an external workforce and local people. ▪ Rise local community awareness about sexually disease risks associated with the presence of an external workforce and include local communities in awareness activities. ▪ Inform population about construction and work schedules, interruption of the services, traffic detour routes and provisional bus routes, blasting and demolition, as appropriate. ▪ Limit construction activities at night. When necessary, carefully schedule night-time works and inform affected community so they can take necessary measures.

		<ul style="list-style-type: none"> ▪ At least five days in advance of any service interruption (including water, electricity, telephone, bus routes), advise affected community through postings at the project site, at bus stops, and in affected homes/businesses.
	<p>Labor management</p>	<ul style="list-style-type: none"> ▪ To the extent possible, locate work camps away from local communities. ▪ Undertake siting and operation of worker camps in consultation with neighboring communities. ▪ Recruit unskilled or semi-skilled workers from local communities to the extent possible. Where and when feasible, provide worker skills training to enhance participation of local people. ▪ Provide adequate lavatory facilities (toilets and washing areas) in the work site with adequate supplies of hot and cold running water, soap, and hand drying devices. Establish temporary septic tanks for any residential labor camp and without causing pollution of nearby watercourses. ▪ Raise awareness of workers on overall relationship management with local population, establish the code of conduct in line with international practice and strictly enforce them, including the dismissal of workers and financial penalties of adequate scale.

PART D: MONITORING PLAN

Activity	What (Is the parameter to be monitored?)	Where (Is the parameter to be monitored?)	How (Is the parameter to be monitored?)	When (Define the frequency / or continuous?)	Why (Is the parameter being monitored?)	Who (Is responsible for monitoring?)
CONSTRUCTION PHASE						
Supply with construction materials	Purchase of construction materials from the officially registered suppliers	In the supplier's office or warehouse	Verification of documents	During conclusion of the supply contracts	To ensure technical reliability and safety of infrastructure	MDF, Construction supervisor
Transportation of construction materials and waste; Movement of construction machinery; Earthworks	Technical condition of vehicles and machinery; Confinement and protection of truck loads with lining; Respect of the established hours and routes of transportation	Construction site	Inspection	Unannounced inspections during work hours and beyond	Limit pollution of soil and air from emissions; Limit nuisance to local communities from noise and vibration; Minimize traffic disruption.	MDF, Construction supervisor, Traffic Police

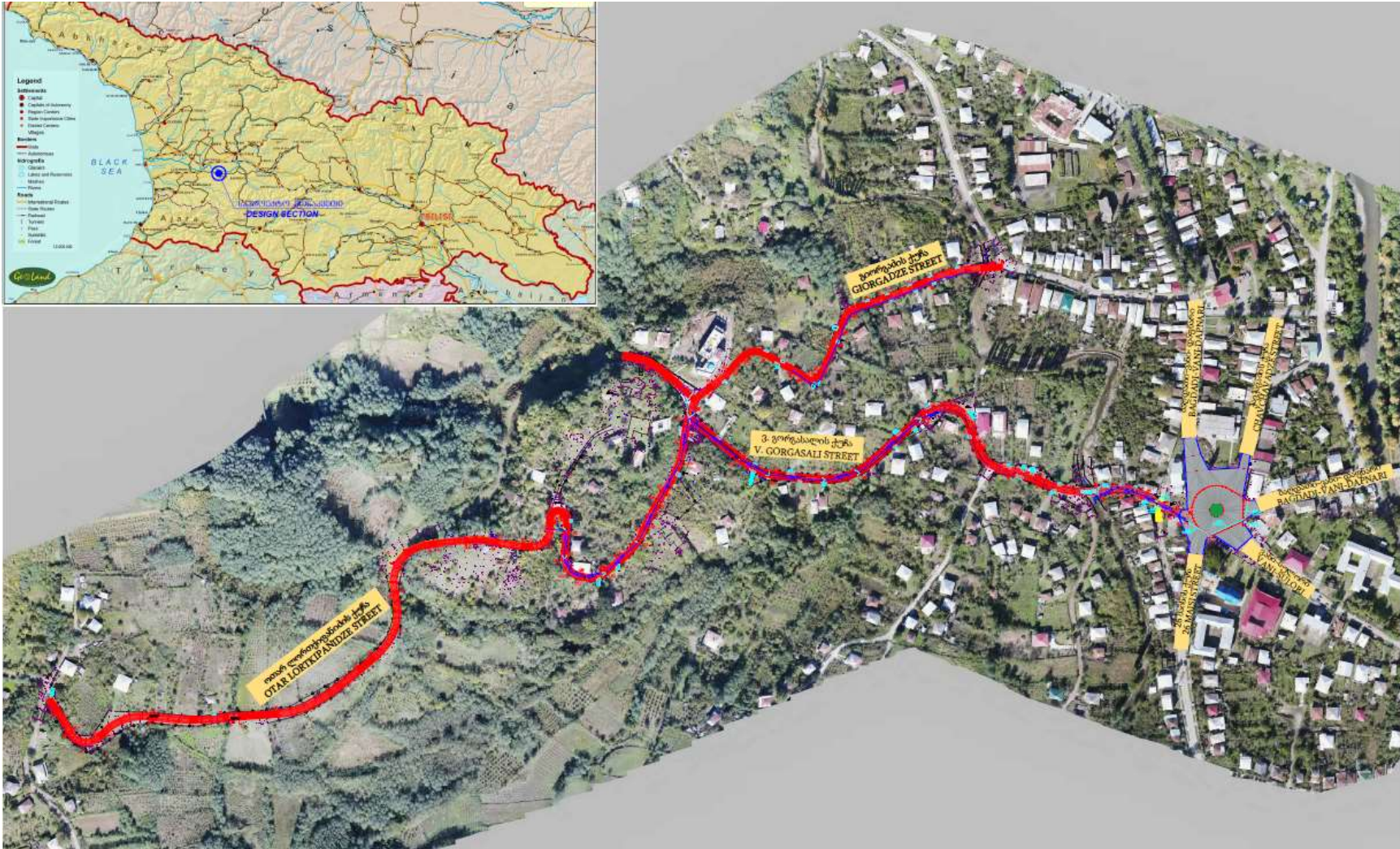
	<p>Temporary storage of excavated material in the pre-defined and agreed upon locations;</p> <p>Backfilling of the excavated material and/or its disposal to the formally designated locations;</p> <p>In case of chance finds immediate suspension of works, notification of the Ministry of Culture and Monument Protection, and resumption of works exclusively upon formal consent of the Ministry.</p> <p>No underground utilities are effected/damaged Topsoil is striped before starting of the earthworks;</p>	Construction site	Inspection	<p>In the course of earth works</p> <p>Construction period: starting from topsoil stripping and ending with reinstatement</p>	<p>Prevent pollution of the construction site and its surroundings with construction waste;</p> <p>Prevent damage and loss of physical cultural resources;</p> <p>Prevent topsoil losses.</p>	MDF, Construction supervisor
Sourcing of natural construction material	<p>Purchase of material from the existing suppliers if feasible;</p> <p>Obtaining of extraction license by the works contract and strict compliance with the license conditions;</p> <p>Terracing of the borrow area, backfilling to the exploited areas of the</p>	Borrowing areas	Inspection of documents Inspection of works	In the course of material extraction	<p>Limiting erosion of slopes and degradation of ecosystems and landscapes;</p> <p>Limiting erosion of river banks, water pollution with suspended particles and disruption of aquatic life.</p>	MDF, Construction supervisor

	<p>borrow site, and landscape harmonization;</p> <p>Excavation of river gravel and sand from outside of the water stream, arrangement of protective barriers of gravel between excavation area and the water stream, and no entry of machinery into the water stream.</p>					
Generation of construction waste	<p>Temporary storage of construction waste in especially allocated areas;</p> <p>Timely disposal of waste to the formally designated locations</p>	<p>Construction site;</p> <p>Waste disposal site</p>	Inspection	Periodically during construction and upon complaints	Prevent pollution of the construction site and nearby area with solid waste	<p>MDF,</p> <p>Construction supervisor</p> <p>Vani Municipality</p>
Workers' health and safety	<p>Provision of uniforms and safety gear to workers;</p> <p>Informing of workers and personnel on the personal safety rules and instructions for operating machinery / equipment, and strict compliance with these rules/instructions</p>	Construction site	Inspection	Unannounced inspections in the course of work	Limit occurrence of on-the-job accidents and emergencies	<p>MDF,</p> <p>Construction supervisor</p>
Traffic disruption and limitation of pedestrian access	<p>Installation of traffic limitation/diversion signage;</p> <p>Storage of construction materials and temporary placement of construction waste in a way preventing congestion of access roads</p>	At and around the construction site	Inspection	In the course of construction works	Prevent traffic accidents; Limit nuisance to local residents	<p>MDF,</p> <p>Construction supervisor</p>

Information sharing and Grievance redress	Local population (especially owners of land adjacent to construction site) are informed about the start of construction works. Grievance redress contact information is announced; Grievance log is maintained	Construction site and/or nearby settlement and buildings Construction site Nearby settlement and buildings	In person, by mail, phone or other means (with records) Evidence of GRM information available on accessible place Evidence of grievance log and timely response/resolution of feedback and complaints	Prior to beginning of construction works (min 2 weeks) Throughout the duration of the sub-project	Minimize nuisance to local population, give opportunity for questions and feedback Ensure that questions and grievances are addressed in a timely manner	Contractor (monitored by MDF) MDF (with help by local authorities, contractor, as applicable)
Restoration and compensation for accidental damage	Owners who experience loss or damage of crops, structures, or other assets as a result of construction are duly compensated or their damages restored	Construction site	MDF ascertains presence of damages and evidence of compensation/restoration via Supervisor reports and site visits	Throughout the duration of the sub-project	Assets and livelihoods of population in the project area are improved, or at minimum restored to pre-project level.	Contractor (under monitoring from MDF and Supervision Consultant)
OPERATION PHASE						
Maintenance of rehabilitated roads	Installation of relevant signage for traffic safety; Demarcation of the sections of streets under repair;	Rehabilitated sections of roads	Inspection	During maintenance works	Prevent road accidents and disruption of traffic	Vani municipality

	Disposal of asphalt and or other waste from the repair works to the designated landfill.					
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Attachment 1: SP Site map and photos





ცენტრალური მოედანი Central Square



გორგასაღის ქ (დასაწყისი) Gorgasali st. (Start point)



ცენტრალური მოედანი Central Square



გორგასაღის ქ Gorgasali st.



ხედი გორგასალის ქ-ზე (საერთო ხედი) Bridge on Gorgasali st. (General View)



ღორთქიფანძის ქ. Lortkipanidze st.



გორგასალის ქ. Gorgasali st.



ღორთქიფანძის ქ. Lortkipanidze st.

Letter from the Road Department of Georgia



საქართველოს რეგიონული განვითარებისა და ინფრასტრუქტურის სამინისტრო
საქართველოს საავტომობილო გზების დეპარტამენტი

N 4872-2-03
23/05/2018

საქართველოს მუნიციპალური განვითარების ფონდის
ადმსრულებელ დირექტორს ბატონ გალაქტიონ ბუაძეს

ბატონო გალაქტიონ,

თქვენი 15.05.2018 წლის N 2117-3 წერილის პასუხად, რომელიც შეეხება ვანის არქეოლოგიური მუზეუმთან მისასვლელი შიდასახელმწიფოებრივი მნიშვნელობის (შ-107) ვანი-ზედა ვანი (არქეოლოგიის ცენტრი) საავტომობილო გზის რეაბილიტაციის და წყალმომარაგების სისტემის მოწყობის პროექტის შეთანხმების საკითხს, ჩვენი კომპენტეციის ფარგლებში გაცნობებთ, რომ საავტომობილო გზების დეპარტამენტი არ არის წინააღმდეგი წარმოდგენილი საპროექტო დოკუმენტაციის თანახმად აღნიშნული სამუშაოების განხორციელებაზე შემდეგი შენიშვნების გათვალისწინებით.

საავტომობილო გზის მონაკვეთის არსებული რელიეფისა და სიმრუდის რადიუსების გათვალისწინებით მიზანშეწონილია სამომარო სიჩქარე განისაზღვროს 30 კმ/სთ (3.24), სახიფათო მოსახვევებისათვის 1.25.3 და 1.35.6 საგზაო ნიშნები, ხოლო ვ. გორგასლისა და გიორგამის ქუჩების გადაკვეთის ადგილისათვის, ორივე მიმართულებიდან განისაზღვროს მთავარი გზის მიმართულება (2.1) და შესაბამისი „მთავარი გზის მიმართულების“ (8.13) მარკენებელი საგზაო ნიშნები.

პატივისცემით,

ნუნუარ გასვიანი

დეპარტამენტის თავმჯდომარის მოადგილე