



**Rehabilitation works of 4.4 km section of road between Tsikhisubani- Zedubani-Gortubani
Road Rehabilitation in Adigeni Municipality**

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

WORLD BANK-FINANCED

**The Second Regional and Municipal Infrastructure Development Project (SRMIDP) Additional
Financing (AF)**

August 2022

Sub-project Description

The SP provides for rehabilitation of the local importance motor road connecting the following villages: Tsikhisubani-Ghortubani-Zedubani-Apieti of Adigheni Municipality. The design road starts at the village Tsikhisubani, crosses the village Ghortubani, following which it joins villages Zedubani and Apieti. The road adjoining area is populated and/or there are arable lands located there. Based on above, the accepted road width at the beginning of the route is 4,5 m, which is afterwards altered to 4,0 m, which is due to restricting conditions of the settlement. Total length of the design road is 4.4 km. For gorge water diversion from the roadway, the design envisages arrangement of d-1.0 and d-1.5 meter pipes - 7 pipes in all.

The existing road pavement is levelled native soil. There are no graveling or such other works performed on the road. Due to absence of water drainage system, the road is eroded and with potholes. Cross profile of the road pavement is broken. However, on the whole, the roadbed profile is satisfactory. The project provides for bringing to grade the existing roadbed and arrangement of two types of paving (cement-concrete and asphalt-concrete).

21 connections with permanent type of road pavement are to be arranged along the design section of the road:

- Base course – sand-gravel mix, 20 cm thick.
- Road foundation – sand-gravel mix, 15 cm thick.
- Road surface – asphalt-concrete coarse grained hot mix, 6 cm thick.
- Road surface – asphalt-concrete fine grained hot mix, 4 cm thick.

There will be no ditches or grating arranged at the connections, in those locations, where their arrangement is not stipulated for by the design, as the gradient of connections is such that there is no water inflow expected from there and since the road profile is one-way, water influx is neither expected from the road to connections. The design also provides for dismantling of existing damaged asbestos pipes.

After arrangement of road pavement, there will be road furniture works performed, such as: arrangement of driveways, connections, installation of road marks. The project envisages arrangement of 28 driveways.

Georgian National Standard SST (SST) 72-2009 "Geometric and Structural Requirements for Roads" was used to design the road rehabilitation. The axes of the road is not going to shift as a result of rehabilitation. Therefore, the current parameters of the carriageway will remain unchanged.

According to the location of the SP, tree cutting is not requiring.

Environmental and Social Screening

(A) IMPACT IDENTIFICATION

<p>Does the sub-project have a tangible impact on the environment?</p>	<p>The SP will have a modest negative environmental impact. Road rehabilitation is expected to positively impact neighboring communities during the operation as less emission and noise will occur from vehicle movement on the improved road surface.</p> <p>The main negative impact will be during the construction phase, which includes works for arranging the roadbed and reinforcing works requiring movement and operation of heavy vehicles. The SP area is located within a modified environment. Therefore, the impact is transitory and insignificant (noise, emissions, construction waste, temporary disturbance of traffic, and access).</p>
<p>What are the significant beneficial and adverse environmental effects of the sub-project?</p>	<p>No significant adverse environmental impacts are expected. The expected modest negative environmental impacts will occur during the construction phase. They are likely to be short term and typical for small to medium scale rehabilitation works in the rural landscape: noise, dust, vibration, and emissions from the operation of construction machinery; the generation of construction waste; disruption of traffic and pedestrian access, possible water pollution incidents, such as spillages of fuel, oil or construction materials, washing of vehicles and equipment, exposure of contaminated land.</p> <p>After implementing the SP, road maintenance expenditures will decrease, and so will the harmful exhaust emissions. Fuel consumption will drop as well.</p> <p>Transportation of construction materials and generated waste will slightly increase road congestion during the planned works.</p> <p>Community health and safety will be an issue during the construction phase as residential buildings are located near the SP site. Effects likely to occur during the construction phase are short-term and would not deteriorate the existing conditions.</p> <p>The impacts on vegetation during the construction phase will be minor. According to the project design, no tree cutting is planned on the SP sites.</p>
<p>May the sub-project have any significant impact on the local communities and other affected people?</p>	<p>The SP will have a long-term positive social impact by improving the living and transportation conditions of the locals and visitors. It will decrease existing negative effects on the community, such as dust, emissions, and noise.</p> <p>Land take, relocation and temporary impacts on the fences of yards are not expected under SP.</p> <p>The long-term social impact will be positive, temporary jobs will be created during construction, so the local population's income will increase.</p>

(B) MITIGATION MEASURES

<p>Were there any alternatives to the sub-project design considered?</p>	<p>As the SP envisages rehabilitation of the existing road, alternatives regarding the SP design were not considered.</p>
<p>What types of mitigation measures are proposed?</p>	<p>The expected negative impacts of the construction phase can be easily mitigated. 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 pollution (fuel spills due to equipment failure, raw asphalt/concrete spills), avoid disturbance of population (noise, dust, emissions) through proper work/supplies scheduling, traffic management, and good maintenance of the construction machinery. Works will not be executed during rainy weather; construction materials will not be allowed to enter any watercourse, 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, the contractor will be required to organize and cover material storage areas. The material storage sites will be protected from washing out during heavy rainfalls and flooding through covering by impermeable materials. Car maintenance points will not be located within 50 m of any watercourse.</p> <p>In the SP implementation process, warning signs will be used, and traffic will be managed around the work sites.</p> <p>Community health and safety will be an issue during the construction phase as residential buildings are located near the project site. The contractor will be responsible for taking specific measures to mitigate the impact on locals, including informing the affected population on the upcoming works and any temporary disruptions of municipal services, limiting working hours to daytime, limiting the speed of moving construction vehicles and machinery, minimizing noise and dust emissions, etc. The contractor should also ensure safe pedestrian access to homes and businesses along the road and safeguard any excavations, ditches, and depressions from accidental falling of people or animals. The contractor must perform works accurately to avoid damage to fences and other private property located along the road under the rehabilitation.</p>
<p>What lessons from the previous similar projects have been incorporated into the sub-project design?</p>	<p>MDF has vast experience in the implementation of medium and large-scale road and streets rehabilitation sub-projects financed by various donor organizations. Based on lessons learned from previous similar projects, design envisages rehabilitation of road pavement and the arrangement of stormwater ditches, which will ensure further maintenance of the road cover.</p>
<p>Have concerned communities been involved and have their interests and knowledge been adequately taken into consideration in sub-project preparation?</p>	<p>Following national regulations in force by the time of rehabilitation and following the National Center for Disease Control (NCDC), MDF will take decisions on structuring the consultation process. If remote consultations are to be undertaken, MDF will use telephone communication to notify stakeholders of the planned public consultations on the draft ESMP. During the phone conversation, the information will be collected, and the most suitable format of virtual consultation will be planned. Those who have no means of communication, except for the phone, will be provided with information on the environmental and social aspects by phone. Suppose they require visualization of the project, along with the documentation to be reviewed. In that case, the local municipality's authorized persons will visit them as per the regulations and recommendations set by the NCDC to familiarize them with the relevant documents.</p>

	The information booklets reflecting detailed information about the forthcoming consultation meetings will be placed at the village's most visited places.
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(C) CATEGORIZATION AND CONCLUSION

Conclusion of the environmental screening:

- 1. Subproject is declined
- 2. Subproject is accepted

Subproject preparation requires:

- 1. Completion of the Environmental and Social Management Checklist
For Small Construction and Rehabilitation Activities
- 2. Environmental and Social Review, including the development of
Environmental and Social Management Plan

social and Cultural Resource Screening of SP

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)	X	
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?		X
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?		X
4	Will the 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.)?		X
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			
Cultural resources safeguard screening information		Yes	No
5	Will the project require excavation near any historical, archaeological or cultural heritage site?		X

If answer to question 5 is “Yes”, then **OP/BP 4.11 Physical Cultural Resources** is applicable and possible chance finds must be handled in accordance with OP/BP and relevant procedures provided in the Environmental and Social Management Framework.

Environmental and Social Management Plan

PART A: GENERAL PROJECT AND SITE INFORMATION

INSTITUTIONAL & ADMINISTRATIVE			
Country	Georgia		
Project title	Second Regional and Municipal Infrastructure Project (SRMIDP-AF)		
Sub-Project title	Rehabilitation works of 4.4 km section of road between Tsikhisubani- Zedubani-Gortubani Road Rehabilitation in Adigeni Municipality		
Scope of site-specific activity	<p>The SP provides for rehabilitation of the local importance motor road connecting the following villages: Tsikhisubani-Ghortubani-Zedubani-Apieti of Adigheni Municipality. The design road starts at the village Tsikhisubani, crosses the village Ghortubani, following which it joins villages Zedubani and Apieti. The road adjoining area is populated and/or there are arable lands located there. Based on above, the accepted road width at the beginning of the route is 4,5 m, which is afterwards altered to 4,0 m, which is due to restricting conditions of the settlement. Total length of the design road is 4.4 km. For gorge water diversion from the roadway, the design envisages arrangement of d-1.0 and d-1.5 meter pipes - 7 pipes in all.</p> <p>The existing road pavement is levelled native soil. There are no graveling or such other works performed on the road. Due to absence of water drainage system, the road is eroded and with potholes. Cross profile of the road pavement is broken. However, on the whole, the roadbed profile is satisfactory. The project provides for bringing to grade the existing roadbed and arrangement of two types of paving (cement-concrete and asphalt-concrete).</p> <p>Georgian National Standard SST (SST) 72-2009 "Geometric and Structural Requirements for Roads" was used to design the road rehabilitation. The axes of the road is not going to shift as a result of rehabilitation. Therefore, the current parameters of the carriageway will remain unchanged.</p>		
Institutional arrangements (WB)	Task Team Leader: Axel Baeumler	Safeguards Specialists: Darejan Kapanadze - Environment David Jijelava - Social	
Implementation arrangements (Borrower)	Implementing entity: Municipal Development Fund of Georgia	Works supervisor: company Eptisa Servicios de Ingenieria S.L. Spain	Works contractor: TBD
SITE DESCRIPTION			
Name of institution whose	Adigeni Municipality		

premises are to be rehabilitated	
Address and site location of an institution whose premises are to be rehabilitated	Adigeni Municipality City Hall 5 Tamar Mepe Str. Adigeni, Georgia
Who owns the land? Who uses the land (formal/informal)?	Adigeni Municipality
Description of physical and natural environment around the site	<p>The road to rehabilitated is located in Adigeni Municipality, approximately 180 km north of the capital city of Tbilisi. In Adigeni, the summers are comfortable and mostly clear and the winters are freezing, snowy, and partly cloudy. Over the course of the year, the temperature typically varies from -10°C to 22°C and is rarely below -16°C or above 28°C. Kvabliani river is about 2.5 km away from the SP.</p> <p>The district has a rich biodiversity of flora and fauna. A mixed forest is developed in the lower belt, where oak and hornbeam predominate, and conifers are more widespread: Pine, Sochi, and Spruce. Above 2000 meters there are subalpine and alpine meadows. Forests have a fabulous resort and conservation value. Adigen forests are inhabited by: bears, wolves, foxes, lynx, badger, wild cats, hare, squirrels, etc. The ornitofauna is also diverse, here is: quail, woodpecker, woodpecker, magpie, nightingale, and others.</p>
Locations and distance for material sourcing, mainly aggregates, water, stones?	<p>The nearest formal landfill near the SP area is 30 km away.</p> <p>Distance to the nearest licensed quarries is in approximately 15 km.</p>
LEGISLATION	
National & local legislation & permits that apply to project activity	<p>The SP has been classified low-risk Category B according to the World Bank policies and the ESMF.</p> <p>Georgian legislation does not require any environmental review, approval, or permit for the SP. Though according to the national regulatory system:</p> <ul style="list-style-type: none"> - construction materials must be obtained from licensed providers; - if a contractor wishes to open quarries or extract material from the riverbed (rather than purchasing these materials from other providers), the contractor must obtain licenses for extraction. - If a contractor wishes to operate its asphalt or cement-concrete mixing plant (rather than purchasing these materials from other providers). In that case, the contractor must obtain an environmental permit with an established limit of pollutant concentrations in emissions.

	<p>A technical report on the atmospheric air pollution stationary source inventory agreed with the Ministry of Environmental Protection and Agriculture (MEPA).</p> <ul style="list-style-type: none"> - Permanent placement of the inert material (cut the ground and sedimentary soil) generated in the course of earthworks in a selected location must be approved by local (municipal) governing bodies in written; - Suppose that over 200 tons of non-hazardous waste, over 1000 tons of inert materials, or around 120 kg of hazardous waste is generated annually due to the contractor's activities. In that case, the contractor shall prepare and obtain approval of MEPA on the Waste Management Plan, prepare the report on waste inventory and appoint an environmental manager, whose identity information should be submitted to the MEPA following the requirements of the Waste Management Code. <p>GOST and SNIP norms must adhere.</p>
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GRIEVANCE REDRESS MECHANISM

An appropriate grievance redress mechanism was established to solve grievances of Project-Affected People, as required.

Agidgeni Municipality has assigned a responsible person: Goderdzi Skirtladze to receive, review and react to the grievances. Tel: 591 91 88 84, Email – gode.sxirtladze@gmail.com

The contact person from the MDF is Nutsa Gumberidze (Tel: +995 598 88 20 19, feedback@mdf.org.ge, 150 Davit Aghmashenebeli ave., 4th floor, 0112 Tbilisi, Georgia)

If the grievance is not 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 will be addressed. During public consultations, the local population will be informed about the grievance redress process and received information about contact persons.

PUBLIC CONSULTATION

<p>When / where the public consultation process will take /took place</p>	<p>Depending on the national regulations in force at that time and the recommendations of the NCDC, the public consultation might be organized in Adigeni Municipality or held online via Zoom link.</p>
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ATTACHMENTS

- Attachment 1. Some photos of the existing condition of the SP
- Attachment 2. The drawings of the SP
- Attachment 3. Situational map of the SP
- Attachment 4. Record of the public consultation process (to be provided)
- Attachment 5. Agreements/licenses (to be provided)

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	If yes, see Section A below
	2. New construction	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section A below
	3. Individual wastewater treatment system	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section B below
	4. Historic building(s) and districts	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section C below
	5. Acquisition of land ¹	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section D below
	6. Impacts on land and property use	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section E below
	7. Hazardous or toxic materials ²	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section F below
	8. Impacts on forests and/or protected areas	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section G below
	9. Handling / management of medical waste	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section H below
	10. Traffic and pedestrian safety	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If yes, see Section I below
	11. Community and labor health and safety	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If yes, see Section J 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.

² Toxic / hazardous material includes but is not limited to asbestos, lead-containing and other toxic paints, noxious solvents, etc.

PART C: MITIGATION MEASURES

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
0. General Conditions	Notification and Worker Safety	(a) Obtain all legally required permits for construction, extraction, natural construction materials, disposal of waste, and others as relevant. (b) Ensure the supply of personal protective equipment to stall and personnel following good international practice (always hardhats, as needed masks and safety glasses, harnesses, and safety boots), and control its use. (c) Signpost worksites to inform workers of key rules and regulations to follow. (d) Put up information on the company undertaking works at each worksite and provide contact information.
A. General Rehabilitation and /or Construction Activities	Air Quality	(a) Keep demolition debris in a controlled area and spray with water to reduce debris dust. (b) Suppress during pneumatic drilling/wall destruction by ongoing water spraying and/or installing dust screen enclosures at the site. (c) Keep the surrounding environment (sidewalks, roads) 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.
	Noise	(a) Limit construction noise to daytime working hours. (b) During operations, the engine covers of generators, close air compressors, and other powered mechanical equipment, and place equipment as far away from residential areas as possible
	Water Quality	(a) Establish appropriate erosion and sediment control measures such as hay bales and/or silt fences to prevent sediment from moving off-site and causing excessive turbidity in nearby streams and rivers. (b) Wash construction vehicles and machinery only in designated areas where runoff will not pollute natural surface water bodies.

	Waste management	<p>(a) Minimize the amount of generated waste to the extent possible.</p> <p>(b) Separate various types of generated waste and re-use / recycle relevant types of waste to the possible extent.</p> <p>(c) Allocate sites for temporary on-site storage of various types of waste. Do not allow the accumulation of excessive amounts of waste on-site.</p> <p>(d) Obtain formal arrangements with municipal authorities to dispose of household waste and final placement of excess material (inert construction waste).</p> <p>(e) Make timely arrangements for the disposal or hand-over of hazardous waste to licensed companies.</p>
	Material supply	<p>(a) Use existing plants, quarries, or borrow pits with appropriate official approval or valid operating license.</p> <p>(b) Obtain licenses for any new quarries and/or borrowing areas if their operation is required;</p> <p>(c) Reinstate used sections of quarries and/or borrowing areas as extraction proceeds on or properly closed quarries if extraction completed and license expired;</p> <p>(d) Haul materials in off-peak traffic hours;</p> <p>(e) Place speed regulating, diverting, and warning signs for traffic as appropriate.</p>
I. Traffic and Pedestrian Safety	Direct or indirect hazards to public traffic and pedestrians by construction activities	<p>In compliance with national regulations, ensure that the construction site is adequately secured and construction-related traffic is regulated. This includes but is not limited to:</p> <ul style="list-style-type: none"> ▪ Signposting, warning signs, barriers, and traffic diversions: the site will be visible, and the public warned of all potential hazards. ▪ Traffic management system and staff training, especially for site access and near-site heavy traffic. Provision of safe passages and crossings for pedestrians where construction traffic interferes. ▪ Adjustment of working hours to local traffic patterns, e.g. avoiding major transport activities during rush hours or livestock movement times. ▪ Active traffic management by trained and visible staff at the site is required for a safe and convenient passage for the public. ▪ Safe and continuous access to office facilities, shops, and residences during renovation activities, if the buildings stay open for the public.
J. Community and labor health and safety	Public relationship management	<p>(a) Assign a local liaison person within the Contractor's team to communicate with and receive requests/complaints from the local population.</p> <p>(b) Consult local communities to identify and proactively manage potential conflicts between an external workforce and local people.</p>

		<ul style="list-style-type: none"> (c) Raise local community awareness about sexually transmitted disease risks associated with an external workforce and include local communities in awareness activities. (d) Inform the population about construction and work schedules, interruption of services, traffic detour routes and provisional bus routes, blasting, and demolition, as appropriate. (e) Limit construction activities at night. When necessary, ensure that night work is carefully scheduled, and the community is adequately informed about taking essential measures. (f) At least five days in advance of any service interruption (including water, electricity, telephone, bus routes), advise the community through postings at the worksite, at bus stops, and in affected homes/businesses. (g) Address concerns raised through Grievance Redress Mechanism established by the Employer within the designated timeline within the scope of Contractor's liability. (h) To the extent possible, do not locate work camps close to local communities. (i) Undertake siting and operation of worker camps in consultation with neighboring communities.
	<p>Labor management</p>	<ul style="list-style-type: none"> (a) Recruit unskilled or semi-skilled workers from local communities to the extent possible. Where and when feasible, worker skills training should be provided to enhance the participation of local people. (b) Provide adequate lavatory facilities (toilets and washing areas) in the worksite with sufficient supplies of hot and cold running water, soap, and hand drying devices. A temporary septic tank system should be established for any residential labor camp without causing pollution of nearby watercourses. (c) Raise awareness of workers on overall relationship management with the 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. (d) Immediately notify supervision engineer and employer on any worksite accidents causing tangible damage to human or environmental health.

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 the 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	Vehicles and machinery are kept in standard technical condition; Truck loads are confined and protected with lining; Established hours and routes of transportation are respected	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
Sourcing of the natural construction material	Purchase of material from the existing suppliers if feasible; Obtaining of extraction license by the works contract and strict compliance with the license conditions; Terracing of the borrow area, backfilling to the exploited	Borrowing areas	Inspection of documents Inspection of works	In the course of material extraction	Limiting erosion of slopes and degradation of ecosystems and landscapes; Limiting erosion of river banks, water pollution with	MDF, Construction supervisor

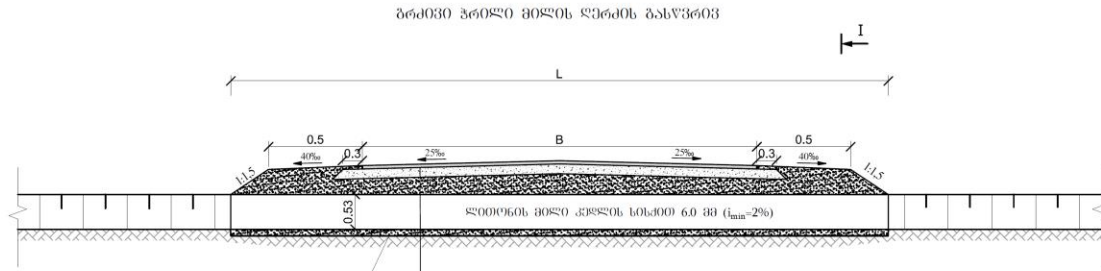
	<p>areas of the borrow site, and landscape harmonization;</p> <p>Excavation of river gravel and sand from outside of the water stream, arrangement of protective barriers of gravel between excavation area and the water stream, and no entry of machinery into the water stream.</p>				suspended particles, and disruption of aquatic life.	
Generation of construction waste	<p>The temporary storage of construction waste in specially 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>
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	<p>Prevent traffic accidents;</p> <p>Limit nuisance to residents</p>	<p>MDF,</p> <p>Construction supervisor</p>
Workers' health and safety	<p>Provision of uniforms and safety gear to workers;</p> <p>Provision of potable water and lavatories for men and women at worksite;</p> <p>Informing of workers and personnel on the personal safety rules and instructions for</p>	Construction site	Inspection	Unannounced inspections in the course of work	The limited occurrence of on-the-job accidents and emergencies	<p>MDF,</p> <p>Construction supervisor</p>

	<p>operating machinery/equipment, and strict compliance with these rules/instructions;</p> <p>Adoption and adherence to plan for preventing spread of COVID-19 infection and action in response to the possible outbreak.</p>					
Works within settlement	<p>Informing affecting population on the upcoming works and any temporary disruptions of municipal service provision that may occur during works;</p> <p>Observance of the established working hours during daytime, minimizing noise and dust emissions, limiting speed of moving construction vehicles and machinery.</p> <p>Provision of safe pedestrian access to homes and businesses located along the road to be rehabilitated and safeguarding any excavations, ditches, and depressions from accidental falling of people/animals;</p> <p>Avoidance of damage to fences and other private property is located along the road and</p>	Construction site	Inspection	Recurrent	Ensure the safety of residents and minimize nuisance	MDF, Construction supervisor

	prompt restoration if it may not be avoided.					
OPERATION PHASE						
Maintenance of rehabilitated road	Maintenance of relevant road signage for traffic safety; Demarcation of the sections of road under repair; Disposal of asphalt and or other waste from the repair work to the designated landfill.	Rehabilitated sections of roads	Inspection	During maintenance works	Prevent road accidents and disruption of traffic	Adigeni Municipality

Attachment 1. Some photos of the existing condition of the SP





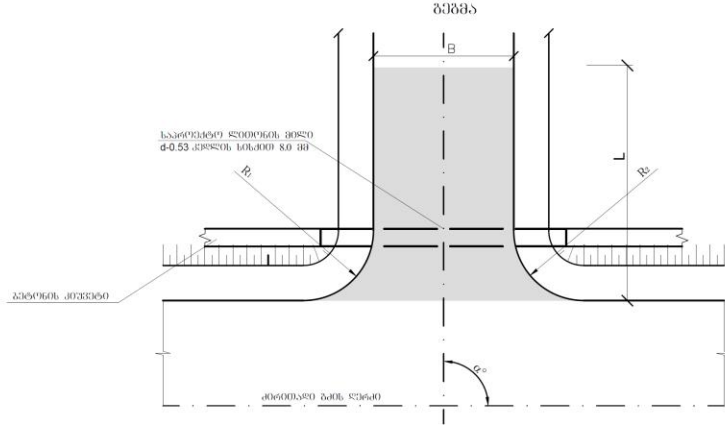
საფარის ზედა ფენა - წვრილმარცვლოვანი მკვრივი ა/ბ-ის ცხელი ნარევი, ტიპი B მარკა II, სისქოდ 4 სმ

საფარის ზედა ფენა - მსხვილმარცვლოვანი ფორცვანი ა/ბ-ის ცხელი ნარევი, მარკა II, სისქოდ 6 სმ

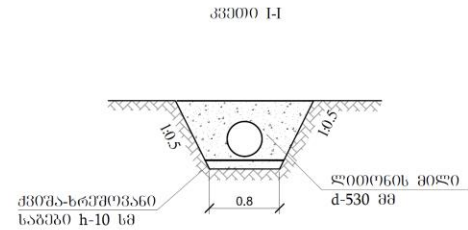
საფარის ფენა - მთლიანად ქვიშა-ხრქოვანი ნარევი სისქოდ 15 სმ

ქვისაბეჭო ფენა - ქვიშა-ხრქოვანი ნარევი, სისქოდ 20 სმ

არსებული მიწის პაპი



- შენიშვნა:
1. ნახაზში ქვიშა ფენის მოცემულია მ-ში, ხოლო ქვემო პროექტში
 2. აღბეჭდილია ქვისაბეჭოს ტექნიკური მახასიათებლები და განსაზღვრულია ქვიშა-ხრქოვანი საფარის სისქეები შესაბამისი მოცულობითი მოცემულია შესაბამის მუხა უკვენი
 3. კვეთი I-I-ზე ხაზის საფარის მოცემულია ნაჩვენები არ არის
 4. თუ აღბეჭდილი ხაზის ხაზის მიხედვითი გალაკვითა გეგმის კონსტრუქციით, უფროა ლითონის ცხელი ნარევი ნახაზი მოცემულია ლაგონიდან.



შპს "არში"

საინჟინერო-პროექტული კომპანია

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Attachment 3. Situational map of the SP

