GOVERNMENT OF THE CO-OPERATIVE
REPUBLIC OF GUYANA

Ministry of Public Works

WORKS SERVICES GROUP

Project Summary

Draft

UPGRADING OF THE PALMYRA TO MOLESON CREEK HIGHWAY – LOTS 1-3

May 14, 2025

1 Project Description

The project corridor lies along the coastal area and is accessed through the Corentyne road corridor, which stretches between Palmyra to Crabwood Creek. The project area is located in the county of Berbice, east of the Berbice River, and in the northern area of the Administrative Region #6. The project corridor being considered is the section starting at Palmyra and Tain. This section will see geometric improvements including Intersection improvements, roadway widening, and upgrade works along the existing alignment to four lanes where possible, focusing on implementing safe and resilient road infrastructure solutions to improve connectivity, mobility, and regional integration. This roadway improvement project will provide significant economic and social benefits by enhancing mobility and road safety, accommodating farming vehicles, reducing road crashes, improving travel time reliability, as well as to cater for the estimated traffic increases resulting from planned development projects along the corridor and the construction of the envisioned Corentyne river bridge to link Guyana with Suriname.

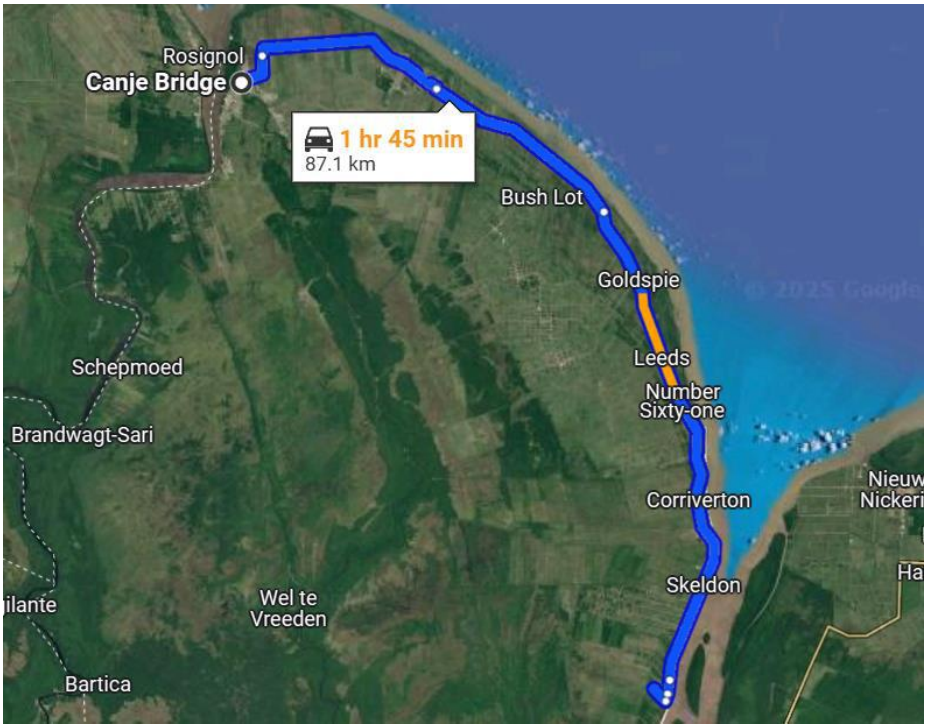


Figure 1: Project corridor

2 Project Offerings

The project shall consist of the following infrastructure development of road development as below.

- Widening of pavement from two lanes to four lanes (Canje Bridge to Moleson Creek)
- Construction of Bypass Road
- Geometric redesign of intersections.
- Construction of retaining wall
- Highway lighting improvements
- Traffic safety improvement to allow safe use by all road users.
- Landscaping
- Drainage construction and or improvement.

With the strengthening and upgrading to the three lots, the project will ensure the following benefits for Guyana:

- Increase the traffic carrying capacity thereby catering for the existing and estimated traffic, since it serves as an arterial road from communities along the Corentyne
- Anticipated Travel time savings and improved traffic safety
- Enhance the property rates along the Corentyne corridor
- Serve as an efficient corridor for domestic as well as International Traffic
- Help the country to achieve several Sustainable Development Goals

3 Project Proponent

The project will consist of implementation of the road construction project namely “Upgrading of the Corentyne Highway Palmyra to Moleson Creek” in the country of Co-operative Republic of Guyana.

The focus is on three Lots of the total stretch as depicted below:

- Lot 1: Canje Bridge to John
- Lot 2: Bloomfield to Number 54
- Lot 3: Number 55 to Moleson Creek

The project proponent is the Republic of Guyana represented by Ministry of Public Works Department within its framework to reform and enhance the road infrastructure sector in the country. The contractors are international groups with extensive experience in supporting governments and local bodies to implement solutions in the road infrastructure and urban infrastructure development sector, has been selected as the project developer for this Project.

Further, the contractors have engaged M/s Pabsch Ingenieure GmbH, Germany as an environment consultancy firm for conducting the ESIA and the Environmental and Social Management Plan (ESMP) studies.

4 Project Scope

The project focuses on:

- Conversion of existing two lane to four lane for approximately 80km and where not feasible an improved two lane taking into consideration all categories of road users
- Strengthening of existing pavement structure
- Construction of a shared used path for pedestrians and cyclists
- Geometric and junction improvements and intersection redesign at all connector roads to facilitate increased lane widths and maintain property access
- Design and Construction of primary and secondary intersections along the project road, up to 15 metres into the adjacent streets/ byroads/approach roads
- Traffic safety improvement to allow safe use by all road users. Design and Construction for the safety of all road users throughout the lifecycle of the roadway including features for universal access, the necessary road furniture including but not limited to the pedestrian walkways, cycle lanes, thermoplastic road markings, traffic signs, guardrails, and the painting of exposed surfaces of all structures above ground level, with an approved reflective paint and the installation/improvement of highway lighting, installation of traffic signals, installation of reflective 'cat-eyes' in road markings
- Design and Construction of Intermittent Reinforced Concrete Curbs (curbs)
- Street Lighting improvements
- Landscaping
- Coordination, preservation and relocation of all major utilities- drainage improvements
- Design and Construction of Two-Lane Bypass Road Between Albion and Tain – Approximately 6km.

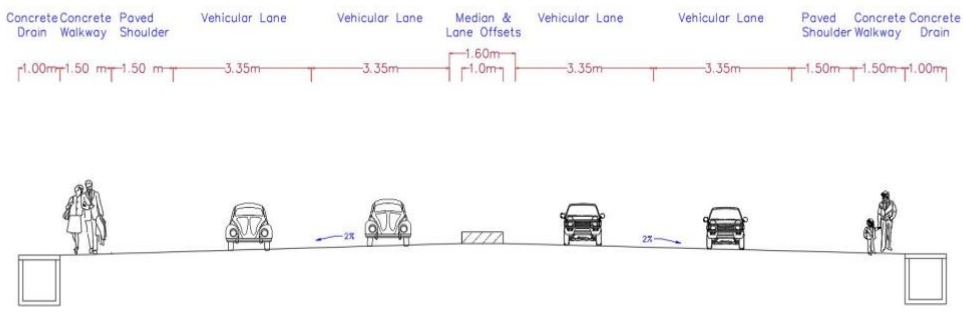
The contractors will execute the project as per the Contract Agreement over a period of 36 Months and shall hand over the project to the Ministry for the operations and maintenance

4.1 Typical Cross-section

The standard road width will be 21m which consists of 1.6m median, 3.35m carriage way, 1.5m hard shoulder and a 1.5m walkway

Cross slopes are used to influence pavement drainage and range between 1.5% to 2% in rural arterial systems. In urban arterial systems, pavement drainage becomes more integral due to issues such as splashing and hydroplaning. As such, cross slopes should range between 1.5% to 3%.

The project's cross slope was therefore selected as 2%.



5 Overview of Project Phases

Activities for the project shall be implemented in three phases namely pre-construction, construction, operation and handing over the asset's phases. Details of each of the phases are provided in the sections that follow.

5.1 Pre-construction Phase:

- Identification of alternative sites.
- Reconnaissance of the project site.
- Pre-feasibility and feasibility studies of the chosen construction site, estimation of manpower requirement, material management, requisite surveys, socio-economic studies, etc.

5.2 Construction Phase

This phase is expected to last about 6 months, during which all the preliminary activities necessary to start the construction works at each site will be finalized, geotechnical investigation, topographic survey, hydrological analysis, traffic survey, the completion of the Project design, the acquisition of all the relevant permits and documentation and hiring of skilled, semi-skilled and unskilled labour. The entire construction works (including mobilization period) will have an approximate duration of 3 years.

5.2.1 Base Camp

A temporary site base camp will be set up for use during the construction phase for each lot wherein the management of overall project progress and construction activities will be foreseen and handled. This base camp shall have the following infrastructures:

- Project Office
- Batching Plant
- Casting Yard
- Accommodation Camp for all Labourers
- Quality Control and Assurance Laboratory

5.3 Handing Over the Asset Phase

The handing over of the highway by the contractors to the Cooperative Republic of Guyana would include considerable documentation pertaining to environmental and social issues such as:

a) Standard Operating Procedures (SOPs) for the Environmental and Social Monitoring including solid waste, wastewater, air, noise, gender, etc.

b) A Grievance Redressal Mechanism (GRM) in place.

c) ESMPs for each of the three lots along with the ESIA report.

d) An internal monitoring and evaluation team to monitor the implementation of the ESMPs, supported by at least one responsible person for each of the three lots.

e) A training and capacity building development plan to prepare the technical team to upgrade their knowledge and skills to effectively implement the ESMPs post the transition period.

6 Non-Technical Summary

The Government of Guyana (GoG) through the Ministry of Public Works (MoPW), is upgrading the Corentyne Highway from Palmyra to Moleson Creek. The project adopts a Design Build Finance model and is divided into the following three lots:

1. **Rehabilitation of the Corentyne Highway (Canje Bridge to John)**
2. **Rehabilitation of the Corentyne Highway (Bloomfield to No.54)**
3. **Rehabilitation of the Corentyne Highway (No.55 to Moleson Creek)**

This entails the upgrade of the existing 80Km of the Corentyne Highway from Palmyra to Moleson Creek and will be complimented with the construction of approximately 17km of bypass roads within the sections that cannot accommodate four (4) lanes. These sections are in the vicinity of Rosehall and Skeldon measuring a distance of approximately 6Km and 11Km respectively. The construction of Lot 1 and Lot 3 will be undertaken by Vishwa Samudra Engineering (VSE) and Lot 2 will be undertaken by China Road and Bridge Corporation.

The roadway improvement project will provide significant economic and social benefits by enhancing mobility and road safety, accommodating farming vehicles, reducing road crashes, improving travel time reliability, as well as to cater for the estimated traffic increases resulting from planned development projects along the corridor and the construction of the envisioned Corentyne river bridge to link Guyana with Suriname.

This project is a vital step towards enhancing transportation connectivity and addresses the immediate infrastructural needs in Region Six. This project is part of the government's master plan for infrastructural and social development in the region. This will see not just infrastructural development, but an overall rise in the standard of living for the people of the region. The project promises improved accessibility and convenience for residents and commuters alike.

Potential Environmental Impacts

The table below details the potential environmental impacts envisaged by MOPW.

Environmental Component	Potential Impact	Proposed Mitigation Measure
Geology and soils	Erosion and Sedimentation from construction activities such as land clearing, piling etc.	• Phased and planned land clearing • Landscaping • Construction of abutments, use of erosion control matting and other physical measures • Landscaping (mainly done during post construction
Flora	Deforestation due to the clearance of vegetation for construction	• Accurate calculation of area to be cleared • Phased clearing to minimize top soil exposure
Air Quality	The operation of machinery and the stockpiling of material are potential sources of air pollution and dust emissions respectively.	• Machinery will be regularly maintained to reduce air pollutants and stockpiled material will be covered to reduce the escape of fugitive dust particles. • Contractor will also frequently use water to suppress dust.
Noise	Noise is expected to be generated from the operation of equipment on site.	• Heavy duty equipment will be equipped with silencers and mufflers to abate noise level emissions. • Vehicles will be regularly maintained to facilitate effective functioning of equipment. • As far as possible pile driving hammers will be equipped with noise attenuation device.
Water Quality	a) Potential exists for sedimentation and discolouration due to surface runoff, erosion and pile driving activities; b) contamination of surrounding water bodies from fuel/oil/lubricants spills.	• Erosion control measures will be implemented and construction materials will be stored outside drainage lines in order to minimize sedimentation. • Large quantity of fuel will be stored in an impervious, bunded area (secondary containment) to minimize adverse impacts to the environment in the event of spillage.

Table 1: Potential Environmental Impact and associated mitigation measures