



National Highways Authority of India

(Ministry of Shipping, Road, Transport & Highways)

Government of India

Four Laning of Gujarat/ Maharashtra Border –Surat- Hazira Port Section of NH-6 (Approx Length 132.913km) in the State of Gujarat under NHDP Phase III through Public – Privet/ Public Sector Partnership (PPP) on Design, build, Finance, Operate and Transfer (“DBFOT”) basis.

CONCESSION AGREEMENT

Between

National Highways Authority of India

G-5 & 6, Sector-10, Dwarka, New Delhi – 110 075 .

And

Soma – Isolux Surat- Hazira Tollway Privet Limited

8th Floor -Block B, Vatika Towers, Golf Links Road, Sector 54,
Gurgaon – 122 002

Volume – II

SCHEDULES & ANNEXURES

May,2009



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SCHEDULES

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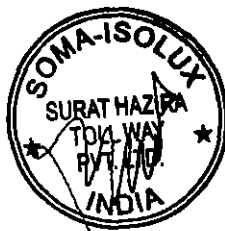
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SCHEDULE – A

(See Clause 10.1) SITE OF THE PROJECT

1 The Site

- 1.1 Site of the Four-Lane Project Highway shall include the land, buildings, structures and road works as described in Annex-I of this Schedule-A.
- 1.2 An inventory of the Site including the land, buildings, structures, road works, trees and any other immovable property on, or attached to, the Site shall be prepared jointly by the Authority Representative and the Concessionaire, and such inventory shall form part of the memorandum referred to in Clause 10.3.1 of the Agreement.
- 1.3 Additional land required for Toll Plazas, Traffic Aid Posts, Medical Aid Posts and vehicle rescue posts or for construction of works specified in the Change of Scope Order issued under Clause 16.2.3 of this Agreement shall be acquired in accordance with the provisions of Clause 10.3.6 of this Agreement. Upon acquisition, such land shall form part of the Site and vest in the Authority.



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 1
Gujarat under NHDP Phase III

Annex - I

(Schedule-A)

Site for Four-Laning

Note: Through suitable drawings and description in words, the land, buildings, structures and road works comprising the site shall be specified briefly but precisely in this Annex-I

1.1 The Site

The project highway is a part of NH- 6 and lies within the Surat and Tapi districts of Gujarat. The site for four laning of NH-6 starts from existing km 103+000 (at Gujarat/Maharashtra border) of Surat-Gujarat/Maharashtra border section of NH-6 and ends at km 29+100 (at a distance of 1.1 km from the junction at km 28+000 of NH-6 near Gate of Hazira Village on existing Hazira village bypass road) of Surat-Hazira Port section of NH-6. The important towns/places en-route are Songadh, Vyara, Bajipura, Bardoli, Palsana, Sachin, Magdalla and Ichhapore.

The construction package for the project includes developing the existing two lane carriageway to Four lane dual carriageway configurations including strengthening of existing two lanes between km 103+000 (at Gujarat/Maharashtra Border) and km 29+100 (at a distance of 1.1 km from the Gate of Hazira Village on existing Hazira village bypass road), defined as "Project Highway".

The alignment of project highway starts from existing km 103+000 (at Gujarat/Maharashtra border) of Surat-Gujarat/Maharashtra border section of NH-6 and follows the existing NH-6 alignment up to km 70+994 of NH-6 at Vyara. From this point the realignment of NH-6 (i.e. **Vyara Bypass**) starts and again meet the NH-6 at km 60+430.

From km 60+430 of NH-6 the alignment follow the NH-6 up to km 55+380 of NH-6 at Bajipura. From this point the realignment of NH-6 (i.e. **Bajipura Bypass**) starts and meet the NH-6 at km 50+780.

From km 50+780 the alignment follow the NH-6 up to km 34+927 of NH-6 at Bardoli.

From this point the again realignment of NH-6 (**Bardoli – Surat Bypass**) starts and the project highway alignment traverse a bit (495 m) on SH-88, then bifurcates from it and follow a new alignment meeting SH-187 (at km6+263 of SH-187) near Wanasa village. After this point the project highway alignment follows SH187, continues up to Palsana connecting NH-8 (at km 269+200). A small realignment has been made near Ena village in between km 7+635 to km 9+005 of SH187 due to congestion at ena village for widening to 4/6 lane. From km 269+200 of NH-8 the alignment follows SH168 via Sachin – Un – Magdalla up to Ichhapore junction at km 12+612 on NH-6 (Surat – Hazira Port section).

From Ichhapore junction the project highway again follow the existing NH-6 alignment and ends at km 29+100 (at a distance of 1.1 km from the junction at km 28+000 of NH-6 near Gate of Hazira Village on existing Hazira village bypass road) of Surat-Hazira Port section of NH-6.



1.2 Land

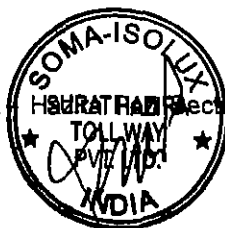
Design chainage corresponding to existing chainage is at Appendix A-I.

The details of existing ROW are at Appendix A-II.

1.3 Road Works

An inventory of road works is at Appendix AIII

Four Lining of Gujarat/Maharashtra Border - Surat -
Gujarat under NHDP Phase III

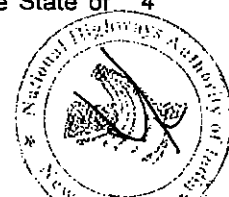
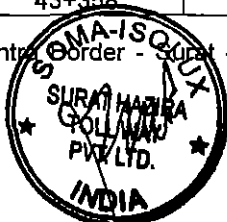


Appendix AI

Design chainage corresponding to existing chainage

Existing Chainage (Km)	Design Chainage (Km)	Name of Place
Bardoli to Gujarat / Maharashtra Border section		
103	0+000	Katasvan
102	1+112	Katasvan
101	2+112	Katasvan
100	3+112	Sakarda/Kataswan
99	4+112	Sakarda/Kataswan
98	5+112	Ghandinagar
97	6+112	Bhadbhunja
96	7+112	Bhadbhunja
95	8+112	Bhadbhunja/ Anandpur
94	9+112	Anandpur
93	10+112	Mirkot
92	11+112	Mirkot
91	12+112	Mirkot
90	13+112	Chacharbunda
89	14+112	Chacharbunda
88	15+112	Chacharbunda
87	16+112	Pankhari
86	17+112	Songadh
85	18+112	Songadh
84	19+112	Songadh
83	20+112	Songadh
82	21+112	Songadh
81	22+112	Sonapara
80	23+112	Pokhran
79	24+112	Pokhran
78	25+112	Doswada
77	26+112	Kikakui
76	27+112	Kikakui
75	28+112	Dosara
74	29+112	Dosara
73	30+112	Chorvad
72	31+112	Veerpur
71	32+112	Veerpur
Bypass	32+128	Start Bypass
70	-	-
69	-	-
68	Vyara Bypass	-
67	-	-
66	-	-
65	-	-
64	-	-
63	-	-
62	-	-
61	-	-
Bypass	43+358	End Bypass

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



Existing Chainage (Km)	Design Chainage (Km)	Name of Place
60	43+788	Tichakpura
59	44+788	Tichakpura
58	45+788	Maypur
57	46+788	Maypur
56	47+788	Borakhadi
55	48+788	Borakhadi /Kaher
Bypass	48+408	Start Bypass
54	-	-
53	Bajipura Bypass	-
52	-	-
51	-	-
Bypass	53+353	End Bypass
50	54+033	Sumul Dairy
49	55+038	Dittowa
48	56+038	Manekpur
47	57+038	Manekpur
46	58+038	Uva
45	59+038	Sejwad /Hindolia
44	60+038	Sejwad /Hindolia
43	61+038	Sejwad /Hindolia
42	62+038	Kikwad
41	63+038	Kikwad
40	64+038	Bhatlav
39	65+038	Utara
38	66+038	Utara
37	67+038	Kedareshwar
36	68+038	Kedareshwar
35	69+038	Bardoli
34	69+111	Bardoli
Bardoli to Ichhapore Section		
Bypass	69+111	Start Bypass
Bypass	74+094	End Bypass
7	75+765	Dhamdod
Bypass	76+276	Start Bypass
Bypass	77+770	End Bypass
9	77+765	Ghaluda
10	78+765	Malekpur/ Bhatpur
11	79+765	Malekpur/ Bhatpur
12	80+765	Malekpur/ Bhatpur
13	81+765	Palsana
14	82+765	Palsana
15	83+765	Palsana
	85+071	Palsana
1	85+304	Itawla
2	86+304	Itawla
3	87+304	Taraj
4	88+304	Taraj
5	89+304	Bhatia
6	90+304	Bhatia

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 5
Gujarat under NHDP Phase III



Existing Chainage (Km)	Design Chainage (Km)	Name of Place
7	91+304	Bhatia
8	92+304	Hazipura/ Vanj
9	93+304	Hazipura/ Vanj
10	94+304	Hazipura/ Vanj
11	95+304	Sachin
12	96+304	Sachin
13	97+304	Un
14	98+304	Un Khadi
15	99+304	Jiyav
16	100+304	Jiyav
17	101+304	Dipli
18	102+304	Dundi
19	103+304	Bhimrd
20	104+304	Bhimrd
21	105+304	Khajod/Sarana
22	106+304	Khajod/Sarana
23	107+304	Abhawa
24	108+304	Abhawa
25	109+304	Magdalla
26	110+304	Magdalla
27	111+304	Magdalla
28	112+304	Bhatpur
29	113+304	Bhatpur
30	114+304	Kawas, Ichhapore
31	115+304	Kawas, Ichhapore
32	116+424	Kawas, Ichhapore
Ichhapore to Hazira Port Section		
12	115+812	Kawas, Ichhapore
13	116+812	Kawas, Ichhapore
14	117+812	Kawas, Ichhapore
15	118+812	Kawas/Limla
16	119+812	Limla
17	120+812	Limla
18	121+812	Mora
19	122+812	Mora
20	123+812	Mora
21	124+812	Mora
22	125+812	Syvali
23	126+812	Gundadi
24	127+812	Junagam
25	128+812	Miltaphalia/Hazira
26	129+812	Miltaphalia/Hazira
27	130+812	Hazira
28	131+812	Hazira
29	132+913	Hazira

Four Laning of Gujarat/Maharashtra Border Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



Appendix AII

Existing Right of Way

Section: Bardoli - Gujarat/Maharashtra Border				
S.No.	Existing Chainage (Km)		Location	Total ROW (m)
	From	To		
1	34+927	35+400	Bardoli	24
2	35+400	36+855	Bardoli	30
3	36+855	40+772	Tajpur Khurd	30
4	40+772	43+893	Kikwad/Hindolia	30
5	43+893	50+780	Sejwad/Manekpur/Titvar	30
6	50+780	55+380	Bajipura	-
7	55+380	55+744	Bajipura	30
8	55+744	60+430	Beda Barkhadi/Maypur/Tichakpura	30
9	60+430	70+994	Panyari, Bhatpur, Vyara, Kapura, Padkua	-
10	70+994	83+165	Veerpur/Chorvad/Doslada/Mandol/Kikakui/Pokhran/kumkura/Sonapara	36
11	83+165	85+600	Songadh/Vankvel	36
12	85+600	86+900	Vankvel/Pankhari	50
13	86+900	87+735	Pankhari/Chacharbunda	36
14	87+735	88+000	Chacharbunda	36
15	88+000	98+115	Chacharbunda/Mirkot/Anandpur/Bhadbhunja	45
16	98+115	99+630	Ghandinagar	45
17	99+630	102+267	Sakarda/Kataswan	45
18	102+267	103+000	Kataswan	45
Section: Bardoli - Ichhapore Via Palsana-Sachin-Magdalla				
1	34+927 of NH-6	6+263 of SH-187	Bardoli, Nandida, Pisad	-
2	6+263	7+635	Dhamdod	24
3	7+635	9+005	Ena	-
4	9+005	15+500	Ena/Ghaluda/Malekpur/ Bhatpur/ Kanav/Palsana	24
5	0+000	2+400	Palsana/Itawla	60
6	2+400	2+700	Taraj	60
7	2+700	8+400	Taraj/Bhatia/Lingod/Waktana/ Hazipura	60
8	8+400	8+700	Vanj	60
9	8+700	24+800	Vanj/Sachin/Un/Sanari/Jiyav/Budiya/Dundi/Bhimrad/Khajod/Sarsana/Abhawa	60
10	24+800	25+100	Magdalla	60
11	25+100	25+500	Magdalla	60
12	25+500	27+400	Magdalla	45
13	27+400	27+700	Bhatpur	45
14	27+700	27+800	Bhatpur	45
15	27+800	32+000	Bhatpur/Kawas/ Ichhapore	30
Section: Ichhapore - Hazira Port				
1	12+600	18+095	Kawas/Limla/Mora	24
2	18+095	24+223	Mora/Junagam/Gundadi	24
3	24+223	29+184	Gundadi/Miltaphalia/Hazira	18

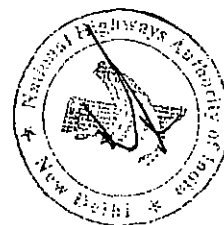
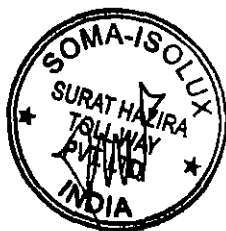
Four Laning of Gujarat/Maharashtra Border -
Gujarat under NHDP Phase III



Appendix AIII

Inventory of Road Works

i) Appendix AIII(a)	Existing Carriageway Width,
ii) Appendix A III(b)	Characteristic Deflection
iii) Appendix AIII(c)	Existing Major Junction
iv) Appendix AIII(d)	Existing Minor Junction
v) Appendix AIII (e)	Existing Truck Lay Bys
vi) Appendix AIII (f)	Details of Bus Stops



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III 8

Appendix AIII(a)

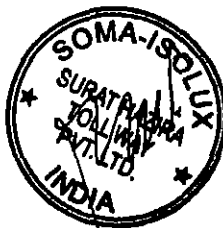
Inventory of Road Works
Existing Carriageway Width

Existing Chainage		Carriageway Width	Paved shoulders	Earthen shoulders
From (km)	To (km)			
Bardoli to Gujarat / Maharashtra Border section				
34+927	35+540	8	B+E	-
35+540	36+555	7	B+E	-
36+555	37+572	LCW= 5.4,RCW=5.6	-	E
37+572	50+780	7	B+E	-
50+780	55+380	Bajipura Bypass		
55+380	60+430	7	B+E	-
60+430	70+994	Vyara Bypass		
70+994	76+058	7	B+E	-
76+058	85+193	7	B+E	-
85+193	86+219	7.5	-	E
86+219	87+022	6.9	-	-
87+022	103+283	7	B+E	-
Bardoli to Ichhapore Section				
34+927*	6+263**	New Alignment		
6+263	5+332	5.9	-	E
5+322	6+308	5.8	-	E
6+308	7+242	5.6	-	E
7+242	7+635	5.7	-	E
7+635	9+005	New Alignment (Ena Bypass)		
9+005	9+362	5.8	-	E
9+362	10+368	5.7	-	E
10+368	11+368	5.6	-	E
11+368	12+368	5.8	-	E
12+368	13+368	5.7	-	E
13+368	14+392	5.6	-	E
14+392	15+398	5.6	-	E
15+398	1+092	10.2	-	E
1+092	2+089	9.5	-	E
2+089	3+089	9.8	-	E
3+089	4+086	11.4	-	E
4+086	5+077	10	-	E
5+077	6+074	9.5	-	E
6+074	7+070	9.6	-	E
7+070	8+070	10	-	E
8+070	9+077	10	-	E
9+077	10+062	11	-	E
10+062	11+062	10	-	E
11+062	12+062	10.2	-	E
12+062	13+087	10.8	-	E
13+087	14+087	10	-	E
14+087	15+087	10.3	-	E

Four Laning of Gujarat/Maharashtra Border to Vizira Port Section of NH6 in the State of Gujarat under NHDP Phase III



Existing Chainage		Carriageway Width	Paved shoulders	Earthen shoulders
From (km)	To (km)			
15+087	16+087	10.2	-	E
16+087	23+087	10.1	-	E
23+087	26+087	10.2	-	E
26+087	27+087	13.2	-	E
27+087	27+990	14.7	-	E
27+990	28+990	7.1	-	E
28+990	29+990	7	-	E
29+990	30+990	6.8	-	E
30+990	32+020	6.8	-	E
Ichhapore to Hazira Port section				
12+612	13+170	LCW=7.0, RCW=7.0	-	E
13+170	14+184	LCW=6.7, RCW=6.5	-	E
14+184	15+196	LCW=6.6, RCW=6.7	-	E
15+196	16+245	LCW=6.9, RCW=6.7	-	E
16+245	17+245	LCW=6.73, RCW=6.85	-	E
17+245	18+220	LCW=6.4, RCW=6.8	-	E
18+220	19+230	LCW=6.75, RCW=6.8	-	E
19+230	20+242	LCW=6.7, RCW=6.8	-	E
20+242	21+600	LCW=6.7, RCW=6.7	-	E
21+600	22+616	6.5	-	E
22+616	23+623	6.6	-	E
23+623	24+633	6.3	-	E
24+633	25+637	9.7	-	E
25+637	26+646	LCW=7.0, RCW=7.0	-	E
26+646	27+644	LCW=7.0, RCW=7.0	-	E
27+644	29+100	6.2	-	E



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 10 Gujarat under NHDP Phase III

Appendix A III(b)

Characteristic Deflection

Stretch		Characteristic Deflection
Section: Surat – Gujarat/Maharashtra Border		
34+927	54+000	1.48
54+000	83+000	2.4
83+000	103+000	2.69
Section: Bardoli – Ichhapore		
4+500	15+500	1.77
0+000	12+050	1.49
12+050	26+320	1.39
27+270	32+000	1.82
Section: Ichhapore – Hazira Port		
12+612	21+000	1.16
21+000	28+000	2.35



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 11 Gujarat under NHDP Phase III

Appendix AIII(c)

Existing Major Junction

Sl. No.	Junction	Location (Existing Chainage)	Type of Junction
Bardoli to Gujarat / Maharashtra Border Section			
1	NH-6 & SH- 80 Jn. Near Uchhal	102+038	T (Left)
2	NH-6 & SH-173 Jn. At Songadh	84+368	X
3	NH-6 & SH-5 Jn. At Bajipura	50+78	X
4	NH-6 & SH-187 Jn. near Bardoli	36+655	X
5	NH-6, SH-88 & SH- 165 Jn. At Bardoli	34+927	X
Bardoli to Ichhapore Section			
1	Realigned NH-6 and NH-8 at Palsana	0+000 *	X
2	Realigned NH-6 and SH-170	4+794 *	X
3	Realigned NH-6 and SH-6 at sachin	11+600 *	T (Left)
4	Realigned NH-6 and SH-6 at Un	12+200 *	T (Right)
5	Realigned NH-6 and SH-66 at Magdalla	25+500 *	X
Ichhapore to Hazira Section			
1	NH6 & SH 168 at Ichhapore	12+612	X
2	SH-84 and NH-6 at Mora	18+390	Y



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 12 Gujarat under NHDP Phase III

Appendix A-III(d)

Existing Minor Junction

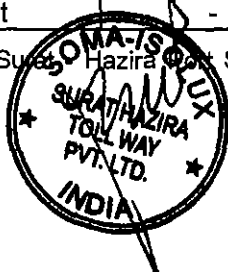
Sl. No.	Existing Chainage	Side (Left / Right)	Destination	Category
Bardoli To Maharashtra Border				
1	35+885	Right	To Isroli Village Road	Isroli Village Road
2	36+135	Right	-	Village Road
3	36+325	Right	-	Village Road
4	36+615	Left	To Usoli Khaligaon Road	Usoli Khaligaon Road
5	37+110	Left	-	Village Road
6	38+417	Left / Right	To Afa Village Road	Madhi / Afa Village Road
7	40+837	Right	To Ekwar Batwar Road	Ekwar Batwar Road
8	40+872	Right	To Kikwad Road	Kikwad Road
9	42+256	Left	-	Village Road
10	43+423	Left / Right	-	Village Road
11	44+008	Left	-	Village Road
12	44+583	Right	To Sejjad Village Road	Sejjad Village Road
13	45+182	Left	-	Village Road
14	45+342	Left / Right	-	Village Road
15	47+089	Left	-	Village Road
16	47+564	Right	-	Village Road
17	48+280	Left	To Manekpor Village Road	Manekpor Village Road
18	48+430	Right	-	Village Road
19	55+998	Left	-	Village Road
20	57+377	Left	To Maypur Village	Maypur Village
21	58+433	Left	To Maypur Village	Maypur Village
22	58+743	Right	-	Village Road
23	59+174	Left	To Adarsh Niwas Village Road	Adarsh Niwas Village Road
24	71+564	Left	To Virpur Village Road	Virpur Village Road
25	73+491	Right	To Chorvad Village Road	Chorvad Village Road
26	74+034	Left	To Mandol Village Road	Mandol Village Road
27	75+938	Right	-	Village Road
28	76+188	Left	To Kikakui	Kikakui Village Road

Four Laning of Gujarat/Maharashtra Border - Surat - Kara Port Section of NH6 in the State of 13 Gujarat under NHDP Phase III



Sl. No.	Existing Chainage	Side (Left / Right)	Destination	Category
			Village Road	
29	78+999	Right	-	Village Road
30	80+730	Left	To Sagar Stone Crush Road	Sagar Stone Crush Road
31	83+185	Left	-	Village Road
32	83+925	Left / Right	To Songadh Town /Rly Station Road	Songadh Town /Rly Station Road
33	84+465	Left	-	Village Road
34	84+635	Left	Road to Ukai Dam	Road to Ukai Dam
35	85+095	Right	-	Village Road
36	86+884	Left / Right	-	Village Road
37	88+165	Left	To Chacharbunda Village Road	Chacharbunda Village Road
38	88+262	Left	-	Village Road
39	88+867	Right	-	Village Road
40	90+750	Left / Right	-	Village Road
41	90+910	Left / Right	To Mirkot Village Road	Thuti /Mirkot Village Road
42	93+365	Left / Right	Village Road / Zarampala Village Road	Village Road / Zarampala Village Road
43	94+800	Left	To Anandpur Road	Anandpur Road
44	96+210	Left / Right	Selud Village / Bhadbhuja Road	Selud Village / Bhadbhuja Road
45	96+515	Left	To Selud Village Road	Selud Village Road
46	97+532	Left	-	Village Road
47	99+730	Left / Right	Village Road / Gandhi Nagar Road	Village Road / Gandhi Nagar Road
48	101+451	Right	-	Village Road
49	102+447	Right	-	Village Road
Bardoli to Ichhapore				
1	6+918 (SH-187)	Right	-	Village Road
2	6+963 (SH-187)	Right	-	Village Road
3	7+192 (SH-187)	Right	-	Village Road
4	9+297 (SH-187)	Left / Right	-	Village Road
5	10+313 (SH-187)	Left	-	Village Road
6	10+778 (SH-187)	Right	-	Village Road
7	11+138 (SH-187)	Left	-	Village Road
8	12+558 (SH-187)	Left	-	Village Road
9	12+743 (SH-187)	Right	-	Village Road

Four Laning of Gujarat/Maharashtra Border - Surat Hazira Port Section of NH6 in the State of 14 Gujarat under NHDP Phase III



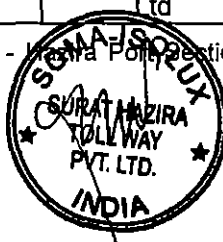
Sl. No.	Existing Chainage	Side (Left / Right)	Destination	Category
10	14+308 (SH-187)	Left / Right	-	Village Road
11	14+652 (SH-187)	Left	-	Village Road
12	15+478 (SH-187)	Left / Right	-	Village Road
13	1+217 (SH-168)	Left	-	Village Road
14	2+904 (SH-168)	Left	-	Village Road
15	3+419 (SH-168)	Right	-	Village Road
16	4+201 (SH-168)	Right	-	Village Road
17	4+421 (SH-168)	Left	-	Village Road
18	4+961 (SH-168)	Right	-	Village Road
19	5+957 (SH-168)	Left	-	Village Road
20	6+027 (SH-168)	Left	-	Village Road
21	6+109 (SH-168)	Left	-	Village Road
22	6+584 (SH-168)	Left	-	Village Road
23	7+044 (SH-168)	Right	-	Village Road
24	7+330 (SH-168)	Right	To Hojwala Road	Hojwala Road
25	7+900 (SH-168)	Left	-	Village Road
26	8+175 (SH-168)	Right	-	Village Road
27	8+340 (SH-168)	Right	-	Village Road
28	8+460 (SH-168)	Left	-	Hojwala Road
29	8+840 (SH-168)	Left	To Sachin Road	Sachin Road
30	10+482 (SH-168)	Right	-	Village Road
31	10+642 (SH-168)	Right	-	Village Road
32	11+127 (SH-168)	Left	-	Village Road
33	12+520 (SH-168)	Left / Right	To GIDC Sachin	GIDC Sachin Road
34	13+232 (SH-168)	Left	-	Village Road
35	14+087 (SH-168)	Left / Right	To G I P I L / Village Road	G I P I L / Village Road
36	16+642 (SH-168)	Left / Right	Road to Vudiya / Bhirtan	Road to Vudiya / Bhirtan
37	17+007 (SH-168)	Left / Right	To Dipli / Village Road	Dipli / Village Road
38	19+387 (SH-168)	Right	-	Village Road
39	19+442 (SH-168)	Left	-	Village Road
40	20+597 (SH-168)	Left / Right	-	Village Road
41	22+817 (SH-168)	Left / Right	-	Village Road
42	23+937 (SH-168)	Left	-	Village Road
43	26+027 (SH-168)	Left	-	Village Road
44	27+887 (SH-168)	Left / Right	Road to O N G C / Indian Oil	Road to O N G C / Indian Oil
45	28+660 (SH-168)	Right	Road to Indian Oil	Road to Indian Oil
46	28+935 (SH-168)	Right	Road to Indian Oil	Road to Indian Oil

Four Laning of Gujarat/Maharashtra Border - Surat - Section of NH6 in the State of 15
Gujarat under NHDP Phase III



Sl. No.	Existing Chainage	Side (Left / Right)	Destination	Category
47	29+160 (SH-168)	Right	Road to Bharat Gas	Road to Bharat Gas
Surat to Hazira port				
1	13+012	Left	Road to A K Patel Corporetion	Road to A K Patel Corporetion
2	13+220	Left	-	Village Road
3	13+330	Right	-	Village Road
4	13+910	Left	Road to Kawas Village	Road to Kawas Village
5	14+070	Left	Road to Kirbhco Plant	Road to Kirbhco Plant
6	15+356	Left	To Kirbhco Material Gate Road	Kirbhco Material Gate Road
7	16+156	Left	Road to N T P C Plant	Road to N T P C Plant
8	17+055	Left / Right	Reliance Gate No -1 / Reliance Terminal	Reliance Gate No -1 / Reliance Terminal
9	17+105	Left	To Reliance Gate No -2	Reliance Gate No -2
10	17+165	Left	To Reliance Gate No -3	Reliance Gate No -3
11	17+210	Left	To Reliance Gate	Reliance Gate
12	17+390	Right	Road to Damka Basua Village	Road to Damka Basua Village
13	17+780	Right	To Mora Village Road	Mora Village Road
14	18+770	Right	Road to Mora Village	Road to Mora Village
15	18+825	Left	To Reliance Gate No -4	Reliance Gate No -4
16	19+230	Left	To Reliance Gate No -5	Reliance Gate No -5
17	19+675	Right	Road to G S E G Ltd	Road to G S E G Ltd
18	20+095	Left	To L & T Ltd Gate No - 3	L & T Ltd Gate No - 3
19	20+215	Right	Road to G S E G Ltd	Road to G S E G Ltd
20	20+342	Right	Road to G S E G Ltd	Road to G S E G Ltd
21	20+452	Left	To L & T Ltd Gate No - 1	L & T Ltd Gate No - 1
22	20+852	Left	To L & T Ltd Gate No - 2	L & T Ltd Gate No - 2
23	23+016	Right	Road to Essar Construction Ltd	Road to Essar Construction Ltd

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 16 Gujarat under NHDP Phase III



Sl. No.	Existing Chainage	Side (Left / Right)	Destination	Category
24	23+823	Right	Road to Essar Industries Ltd	Road to Essar Industries Ltd
25	24+288	Right	Road to Essar Steel Ltd	Road to Essar Steel Ltd
26	24+943	Right	Road to Essar Industries Ltd	Road to Essar Industries Ltd
27	25+637	Right	Road to Essar Industries Ltd	Road to Essar Industries Ltd
28	25+822	Right	Road to Essar Industries Ltd	Road to Essar Industries Ltd
29	26+312	Right	Road to Essar Industries Ltd	Road to Essar Industries Ltd
30	27+636	Right	Factory Road	Factory Road



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 17 Gujarat under NHDP Phase III



Appendix AIII(e)

Existing Truck Laybys

Existing Truck Laybys

Sl. No.	Existing Chainage	Side	Type of facility
Bardoli to Gujarat / Maharashtra Border Section			
Nil			
Bardoli to Ichhapore Section			
Nil			
Ichhapore to Hazira Port Section			
1	12+737	Right	Turak Stand
2	16+845	Right	Turak Stand



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 18 Gujarat under NHDP Phase III

Appendix A III(f)

Details of Bus Stops

Sl. No.	Existing Chainage	Side	Type of Facility
Bardoli to Gujarat / Maharashtra Border Section			
1	31+526	Right	Bus Stop
2	31+576	Left	Bus Stop
3	36+625	Left / Right	Bus Stop
4	38+402	Left / Right	Bus Stop
5	40+822	Left / Right	Bus Stop
6	42+246	Left / Right	Bus Stop
7	43+453	Left	Bus Stop
8	43+443	Right	Bus Stop
9	44+652	Left	Bus Stop
10	45+152	Left	Bus Stop
11	45+192	Right	Bus Stop
12	48+270	Right	Bus Stop
13	48+290	Left	Bus Stop
14	50+739	Right	Bus Stop
15	50+800	Left	Bus Stop
18	57+277	Right	Bus Stop
19	58+453	Left	Bus Stop
20	73+491	Left	Bus Stop
21	73+996	Left	Bus Stop
22	76+173	Left	Bus Stop
23	78+999	Right	Bus Stop
24	86+879	Right	Bus Stop
25	88+145	Left	Bus Stop
26	90+950	Right	Bus Stop
27	93+370	Left	Bus Stop
28	94+820	Right	Bus Stop
29	96+210	Left	Bus Stop
30	97+767	Right	Bus Stop
31	99+700	Left	Bus Stop
32	101+701	Left	Bus Stop
33	102+417	Right	Bus Stop
Bardoli to Ichhapore Section			
1	6+980 of SH-187	Left / Right	Bus Stop
2	10+320 of SH-187	Left	Bus Stop
3	14+290 of SH-187	Right	Bus Stop
4	2+919 of SH-168	Left	Bus Stop
5	4+309 of SH-168	Left	Bus Stop
6	8+350 of SH-168	Left	Bus Stop
7	14+027 of SH-168	Right	Bus Stop
8	14+162 of SH-168	Left	Bus Stop
9	16+577 of SH-168	Right	Bus Stop

Four Laning of Gujarat/Maharashtra Border - Surat to Bardoli Section of NH6 in the State of 19 Gujarat under NHDP Phase III



Sl. No.	Existing Chainage	Side	Type of Facility
10	16+667 of SH-168	Left	Bus Stop
11	20+567 of SH-168	Right	Bus Stop
12	20+637 of SH-168	Left	Bus Stop
13	22+807 of SH-168	Right	Bus Stop
14	22+847 of SH-168	Left	Bus Stop
Ichhapore to Hazira Port Section			
1	13+910	Left	Bus Stop
2	13+930	Left	Bus Stop
3	15+546	Right	Bus Stop
4	16+295	Right	Bus Stop
5	24+253	Left	Bus Stop
6	25+563	Left	Bus Stop
7	25+807	Left	Bus Stop



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 20 Gujarat under NHDP Phase III

SCHEDULE - B

(See Clause 2.1)

DEVELOPMENT OF THE PROJECT HIGHWAY**1 Development of the Project Highway**

Development of the Project Highway shall include construction of the Project Highway as described in this Schedule-B and in Schedule-C.

2 Four-Laning

2.1 Four-Laning shall include the Four-Lane Project Highway as described in Annex-I of this Schedule-B and Annex-I of Schedule-C.

2.2 Four-Laning shall be completed by the Concessionaire in conformity with the Specifications and Standards set forth in Annex-I of Schedule-D.



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 21 Gujarat under NHDP Phase III

Annex - I

(Schedule-B)

Description of Four-Laning**1 Width of Carriageway**

1.1 The paved carriageway shall be 18.00 meters wide excluding the median:

Provided that in the following urban stretches, the width of carriageway shall be:

1.2 Except as otherwise provided in this Agreement, but subject to the provisions of Annex-II of this Schedule-B the width of the paved carriageway shall conform to Clause 1.1 above.

2 Project Facilities

Project facilities shall be constructed in conformity with Annex-I of Schedule-C.

3 Specifications and Standards

The Project Highway shall be constructed in conformity with the Specifications and Standards specified in Annex-I of Schedule-D.

4 Other Features of Four/Six Laning**4.1 Cross Sections**

The Project Highway shall be widened to Four lane dual configuration with paved shoulder with or without Service Roads. The entire road portion shall be 4 lane, while the bridges and other structures shall be 6 lane. The typical cross sections along with different types of cross section required to be developed in different segments of the project highway are indicated in Appendix BI. The typical cross-sections drawings of 4 lane highway is presented in Figure B1 to B25.

4.2 Alignment Plan and Longitudinal Section

An Strip plan of project highway is given at Appendix BII in soft copy.

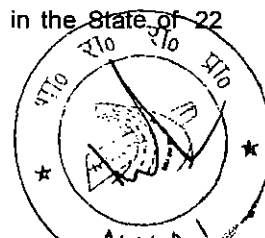
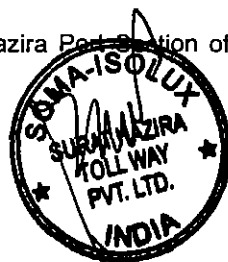
4.3 Bypasses & Realignment

There are 3 Bypasses in the project highway. The details of bypasses to be provided are given at Appendix BIII.

4.4 Service Road

Service Roads shall be provided in lengths indicated in Appendix-BIV. However , The

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



concessionaire will construct the service road on either side of carriageway in the other project stretches at his own cost, when traffic reaches a level of 60,000 PCU.

4.5 Proposed Right of Way

The details of the Proposed ROW are given in Appendix BV.

4.6 At Grade Intersection

At grade intersections shall be provided at the intersection of service roads and all intersecting roads at locations specified in Appendix B VI for major intersections and in Appendix B VII for minor intersections.

4.7 Grade Separated Intersections

The grade separated intersections shall be as provided as given at Appendix B VIII.

4.8 Underpasses

Vehicular underpass shall be provided at location given at **Appendix B IX**.

Pedestrian / Cattle underpass shall be provided at location given at **Appendix B X**.

4.9 Major Bridges

Major bridges as listed in **Appendix B XI** shall be provided, widened, reconstructed or extended.

4.10 Minor Bridges

Minor bridges as listed in **Appendix BXII** shall be provided, widened, reconstructed, or extended.

4.11 Culverts

Culverts shall be provided, widened, reconstructed, or extended as listed in **Appendix B XIII**

4.12 ROB / RUB

Details of ROB / RUBs to be provided are given at **Appendix BXIV**. Following points shall be taken care of:

- i) The proposed span arrangements of the ROB/RUBs are tentative and subject to change as per availability of railway boundaries / requirement of the railways.



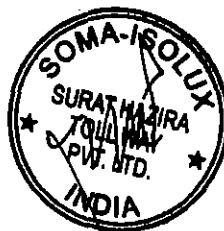
- ii) ROB shall be designed, constructed and maintained as per the requirements of Railway authorities. The construction plans shall be prepared in consultation with the concerned railway authority.
- iii) The ROB's shall be constructed and maintained by the concessionaire under supervision of the Railways.
- iv) All expenditure related to construction, maintenance and supervision of ROB (except P&E charges) shall be borne by the Concessionaire.
- v) During construction, the existing level crossing shall be widened to 12 meters or two separate level crossings of 7 meters each shall be provided.

13 Entry / Exit Ramps

Entry / exit ramps for the entering into or exiting from the project highway shall be provided wherever necessary. A tentative list is given in **Appendix BV**

4.14 Slope Protections

The side slope shall be protected by using suitable slope protection measures wherever required along the present highway. A tentative location is given in **Appendix BVI**



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 24 Gujarat under NHDP Phase III

Appendix BI

Typical Cross-sections

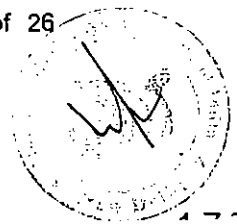
Stretches				Cross Section Type
(Existing Chainage)		Design Chainage		
From	To	From	To	
Bardoli to Gujarat / Maharashtra Border section				
103+000	102+422	0+000	0+700	I (B)
102+422	102+067	0+700	1+055	III (B)
102+067	101+997	1+055	1+125	IV (B)
101+997	101+642	1+125	1+480	III (B)
101+642	99+580	1+480	3+542	I (B)
99+580	99+515	3+542	3+607	I (A)
99+515	99+120	3+607	4+002	III (A)
99+120	99+020	4+002	4+102	VIII (A)
99+020	98+625	4+102	4+497	III (A)
98+625	98+545	4+497	4+577	I (A)
98+545	95+724	4+577	7+398	I (B)
95+724	94+710	7+398	8+412	II (B)
94+710	88+000	8+412	15+122	I (A)
88+000	87+950	15+122	15+172	I (B)
87+950	87+735	15+172	15+387	I (A)
87+735	84+787	15+387	18+335	II (A)
84+787	84+385	18+335	18+737	III (A)
84+385	84+315	18+737	18+807	IV (A)
84+315	83+913	18+807	19+209	III (A)
83+913	83+375	19+209	19+747	II (B)
83+375	83+175	19+747	19+947	III (A)
83+175	83+155	19+947	19+967	VIII (A)
83+155	82+955	19+967	20+167	III (A)
82+955	82+890	20+167	20+232	II (C)
82+890	78+000	20+232	25+122	I (B)
78+000	76+000	25+122	27+122	I (A)
76+000	74+000	27+122	29+122	I (B)
74+000	70+994	29+122	32+128	I (A)
		32+128	33+115	I (A)
		33+115	33+119	VII
		33+119	34+413	I (A)
		34+413	34+473	VI (A)
		34+473	34+553	VI (B)
		34+553	34+563	XIII (B)
		34+563	34+643	VI (B)
		34+643	34+703	VI (A)
		34+703	35+550	I (A)
		35+550	35+554	VII
		35+554	35+711	I (A)
		35+711	35+771	VI (A)
		35+771	35+851	VI (B)
		35+851	35+858	XIII (A)
		35+858	35+938	VI (B)
		35+938	35+998	VI (A)
		35+998	36+514	I (A)

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



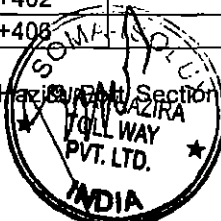
Stretches				Cross Section Type
(Existing Chainage)		Design Chainage		
From	To	From	To	
		36+514	36+518	VII
		36+518	36+981	I (A)
		36+981	37+041	VI (A)
		37+041	37+121	VI (B)
		37+121	37+131	XIII (B)
		37+131	37+211	VI (B)
		37+211	37+271	VI (A)
		37+271	37+278	I (A)
		37+278	37+503	III (B)
		37+503	37+528	XIII (C)
		37+528	37+753	III (B)
		37+753	38+137	I (A)
		38+137	38+141	VII
		38+141	38+503	I (A)
		38+503	38+563	VI (A)
		38+563	38+643	VI (B)
		38+643	38+654	XIII (B)
		38+654	38+734	VI (B)
		38+734	38+794	VI (A)
		38+794	40+353	I (A)
		40+353	40+413	VI (A)
		40+413	40+493	VI (B)
		40+493	40+504	XIII (B)
		40+504	40+812	VI (B)
		40+812	40+832	VIII (B)
		40+832	40+962	VI (B)
		40+962	41+022	VI (A)
		41+022	42+387	I (A)
		42+387	42+447	VI (A)
		42+447	42+527	VI (B)
		42+527	42+535	XIII (A)
		42+535	42+615	VI (B)
		42+615	42+675	VI (A)
		42+675	43+358	I (A)
60+430	58+899	43+358	44+889	I (B)
58+899	58+282	44+889	45+506	II (B)
58+282	55+380	45+506	48+408	I (B)
		48+408	49+174	I (A)
		49+174	49+178	VII
		49+178	49+450	I (A)
		49+450	49+510	VI (A)
		49+510	49+590	VI (B)
		49+590	49+598	XIII (A)
		49+598	49+678	VI (B)
		49+678	49+738	VI (A)
		49+738	50+168	I (A)
		50+168	50+228	VI (A)
		50+228	50+308	VI (B)
		50+308	50+315	XIII (A)

Four Laning of Gujarat/Maharashtra Border - Surat Hazira Port Section of NH6 in the State of 26
Gujarat under NHDP Phase III



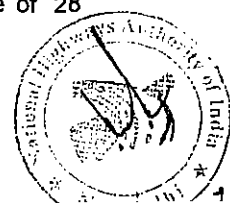
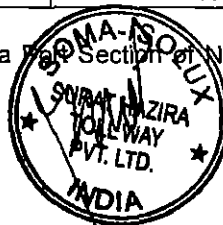
Stretches				Cross Section Type
(Existing Chainage)		Design Chainage		
From	To	From	To	
		50+315	50+395	VI (B)
		50+395	50+455	VI (A)
		50+455	50+880	I (A)
		50+880	50+940	VI (A)
		50+940	51+020	VI (B)
		51+020	51+027	XIII (A)
		51+027	51+107	VI (B)
		51+107	51+167	VI (A)
		51+167	52+014	I (A)
		52+014	52+074	VI (A)
		52+074	52+154	VI (B)
		52+154	52+161	XIII (A)
		52+161	52+241	VI (B)
		52+241	52+301	VI (A)
		52+301	52+908	I (A)
		52+908	53+283	III (B)
		53+283	53+353	IV (B)
50+780	50+359	53+353	53+674	III (B)
50+359	37+060	53+674	66+978	I (B)
37+060	36+655	66+978	67+383	III (B)
36+655	36+585	67+383	67+453	IV (B)
36+585	36+180	67+453	67+858	III (B)
36+180	35+300	67+858	68+738	II (B)
35+300	34+927	68+738	69+111	III (B)
Bardoli to Ichhapore Section				
		69+111	69+486	IV (B)
		69+486	69+611	III (B)
		69+611	70+009	II (A)
		70+009	70+013	VII
		70+013	70+609	I (A)
		70+609	70+613	VII
		70+613	71+147	I (A)
		71+147	71+197	IV (A)
		71+197	71+277	IV (B)
		71+277	71+284	XIII (A)
		71+284	71+364	IV (B)
		71+364	71+414	IV (A)
		71+414	71+947	I (A)
		71+947	71+951	VII
		71+951	72+952	I (A)
		72+952	72+956	VII
		72+956	73+718	I (A)
		73+718	73+778	IV (A)
		73+778	73+858	IV (B)
		73+858	73+868	XIII (B)
		73+868	73+948	IV (B)
		73+948	74+008	IV (A)
		74+008	74+402	I (A)
		74+402	74+408	VII

Four Laning of Gujarat/Maharashtra Border - Surat - Hazibpur Section of NH6 in the State of Gujarat under NHDP Phase III



Stretches				Cross Section Type
(Existing Chainage)		Design Chainage		
From	To	From	To	
		74+406	74+654	I (A)
		74+654	74+879	III (B)
		74+879	74+904	XIII (C)
6+263 *	6+018 *	74+904	75+129	III (B)
6+488 *	7+635 *	75+129	76+051	II (E)
7+410 *	7+635 *	76+051	76+276	III (B)
		76+276	76+301	XIII (C)
		76+301	76+526	III (B)
		76+526	76+570	I (A)
		76+570	76+574	VII
		76+574	76+734	I (A)
		76+734	76+878	VI (A)
		76+878	76+958	VI (B)
		76+958	76+966	XIII (A)
		76+966	77+046	VI (B)
		77+046	77+196	VI (A)
		77+196	77+200	VII
		77+200	77+300	VI (A)
		77+300	77+380	VI (B)
		77+380	77+390	XIII (B)
		77+390	77+470	VI (B)
		77+470	77+520	VI (A)
		77+520	77+745	III (B)
		77+745	77+770	XIII (C)
9+005 *	9+230 *	77+770	77+995	III (B)
9+230 *	14+159 *	77+995	82+924	I (A)
14+159 *	14+329 *	82+924	83+094	III (B)
14+329 *	14+631 *	83+094	83+396	V (B)
14+631 *	14+812 *	83+396	83+577	III (B)
14+812 *	15+539 *	83+577	84+304	II (B)
15+539 *	1+000 **	84+304	85+304	II (B)
1+000 **	2+619 **	85+304	86+923	I (B)
2+619 **	3+189 **	86+923	87+493	II (B)
3+189 **	4+001 **	87+493	88+305	I (B)
4+001 **	4+566 **	88+305	88+870	II (B)
4+566 **	4+791 **	88+870	89+095	III (B)
4+791 **	4+801 **	89+095	89+105	V (B)
4+801 **	5+026 **	89+105	89+330	III (B)
5+026 **	7+780 **	89+330	92+084	I (B)
7+780 **	8+610 **	92+084	92+914	II (B)
8+610 **	8+835 **	92+914	93+139	III (B)
8+835 **	8+845 **	93+139	93+149	V (B)
8+845 **	9+070 **	93+149	93+374	III (B)
9+070 **	10+372 **	93+374	94+676	I (B)
10+372 **	11+132 **	94+676	95+436	II (B)
11+132 **	11+481 **	95+436	95+785	III (B)
11+481 **	12+043 **	95+785	96+347	IV (B)
12+043 **	12+084 **	96+347	96+388	VIII (B)
12+084 **	12+656 **	96+388	96+960	IV (B)

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Section of NH6 in the State of 28
Gujarat under NHDP Phase III



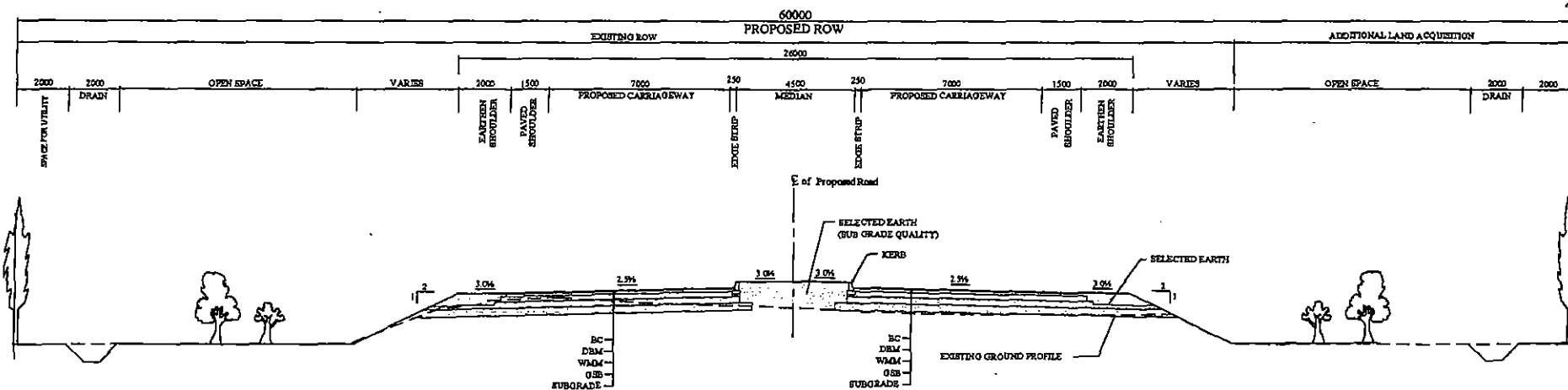
Stretches				Cross Section Type
(Existing Chainage)		Design Chainage		
From	To	From	To	
12+656 **	13+005 **	96+960	97+309	III (B)
13+005 **	23+897 **	97+309	108+201	I (B)
23+897 **	24+802 **	108+201	109+106	II (B)
24+802 **	25+100 **	109+106	109+404	II (C)
25+100 **	25+457 **	109+404	109+761	III (A)
25+457 **	25+537 **	109+761	109+841	IV (A)
25+537 **	25+897 **	109+841	110+201	III (A)
25+897 **	25+997 **	110+201	110+301	I (C)
25+997 **	26+302 **	110+301	110+606	I (B)
26+302 **	27+295 **	110+606	111+599	I (C)
27+295 **	27+462 **	111+599	111+766	I (B)
27+462 **	27+909 **	111+766	112+213	II (C)
27+909 **	28+005 **	112+213	112+309	II (A)
28+005 **	30+685 **	112+309	114+989	II (B)
30+685 **	31+483 **	114+989	115+787	II (A)
31+483 **	31+839 **	115+787	116+143	III (A)
31+839 **	32+000 **	116+143	116+424	IV (A)
Ichhapore to Hazira Port Section				
12+612	12+912	116+424	116+724	IV (A)
12+912	12+972	116+724	116+784	IIIV (A)
12+972	13+400	116+784	117+212	III (A)
13+400	14+746	117+212	118+558	II (C)
14+746	15+141	118+558	118+953	III (A)
15+141	15+241	118+953	119+053	VIII (A)
15+241	15+636	119+053	119+448	III (A)
15+636	18+080	119+448	121+892	II (C)
18+080	18+555	121+892	122+367	III (A)
18+555	18+870	122+367	122+682	III (A)
18+870	24+230	122+682	128+042	II (B)
24+230	25+820	128+042	129+632	II (C)
25+820	28+000	129+632	131+812	II (D)
28+000	29+100	131+812	132+913	I (A)

Note: * Chainage on SH-187
 ** Chainage on SH-168



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III

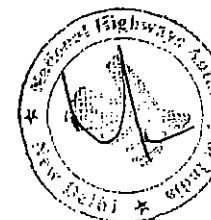




4-LANE DIVIDED CARRIAGEWAY (NEW CONSTRUCTION)
(FOR BYPASS, NEW ALIGNMENT AND RE-CONSTRUCTION STRETCH)
TYPE - I A

NOTE:

1. ALL DIMENSIONS ARE IN MILLIMETRE
2. EXISTING CARRIAGEWAY SHOWN IN DRAWING IS INDICATIVE ONLY. WIDENING WIDTH DEPENDS UPON EXISTING SITE CONDITION.
3. POSITION OF THE SIDE DRAIN TO BE ADJUSTED DEPENDING ON THE CROSS SLOPE OF THE NATURAL GROUND.



REV	DATE	DESCRIPTION OF REVISION	BY
1	15.12.10	ISSUED	

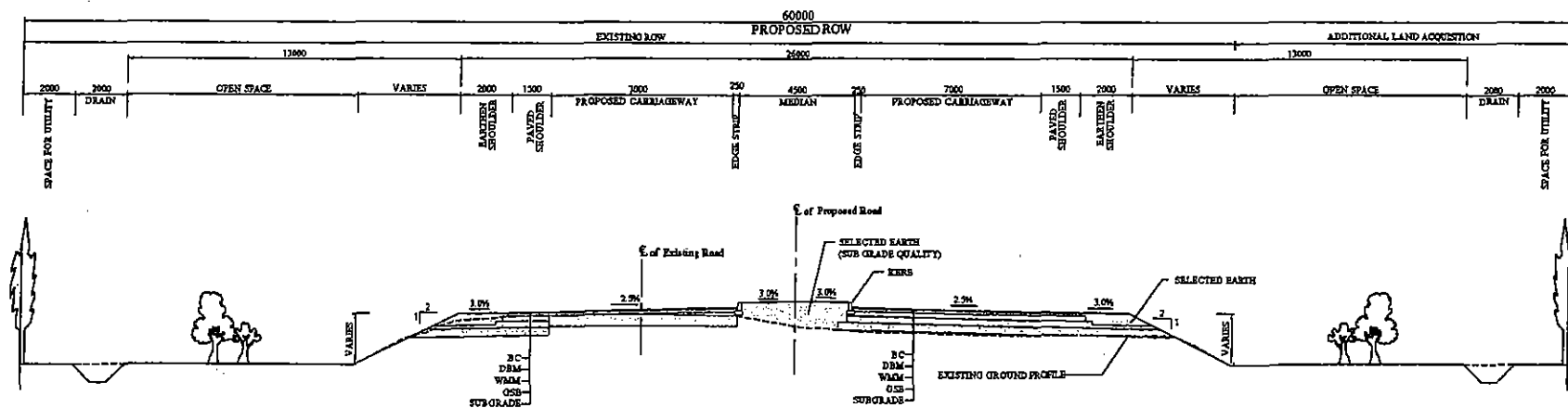
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4/5 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

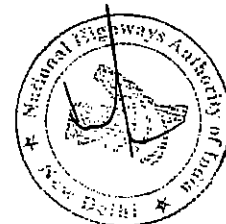
Fig. B1 : Typical Cross Section (TYPE - I A) /



4-LANE DIVIDED CARRIAGEWAY
(RURAL ONE SIDE WIDENING)
TYPE - I B

NOTE:

1. ALL DIMENSIONS ARE IN MILLIMETRE.
2. EXISTING CARRIAGEWAY SHOWN IN DRAWING IS INDICATIVE ONLY. WIDENING WIDTH DEPENDS UPON EXISTING SITE CONDITION.
3. POSITION OF THE SIDE DRAIN TO BE ADJUSTED DEPENDING ON THE CROSS SLOPE OF THE NATURAL GROUND.



REV	DATE	DESCRIPTION OF REVISION	INITIALS
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2			
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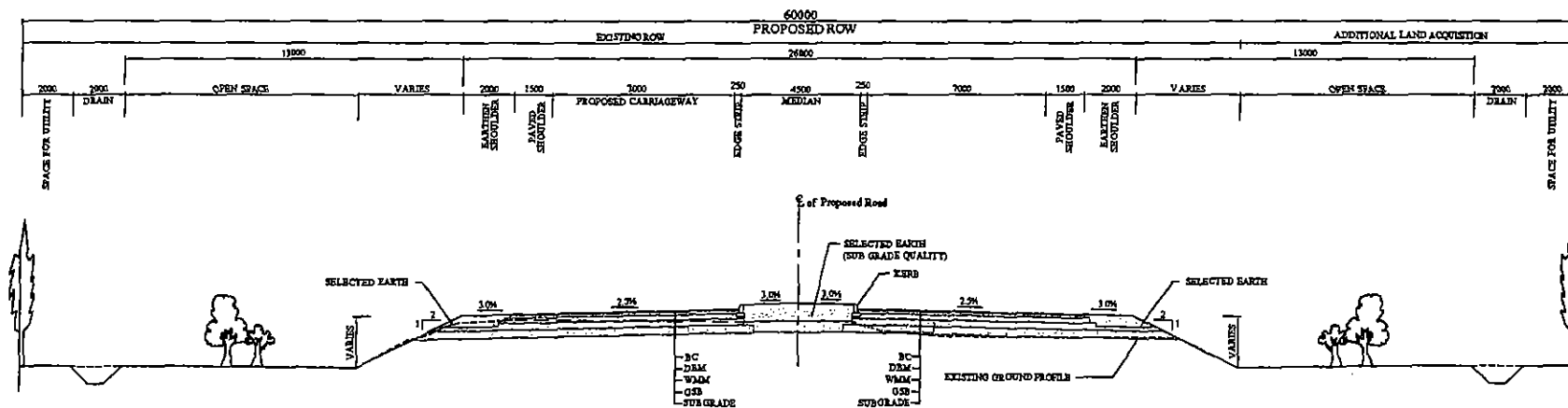
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SECTION OF NH - 6 IN THE STATE OF GUJARAT

Fig. B2 : Typical Cross Section (TYPE - I B) /



4-LANE DIVIDED CARRIAGEWAY
(RURAL BOTH SIDE WIDENING)
TYPE - I C

NOTE:

1. ALL DIMENSIONS ARE IN MILLIMETRE
2. EXISTING CARRIAGEWAY SHOWN IN DRAWING IS INDICATIVE ONLY. WIDENING WIDTH DEPENDS UPON EXISTING SITE CONDITION.
3. POSITION OF THE SIDE DRAIN TO BE ADJUSTED DEPENDING ON THE CROSS SLOPE OF THE NATURAL GROUND.



REV	DATE	DESCRIPTION OF REVISION	INITIALS

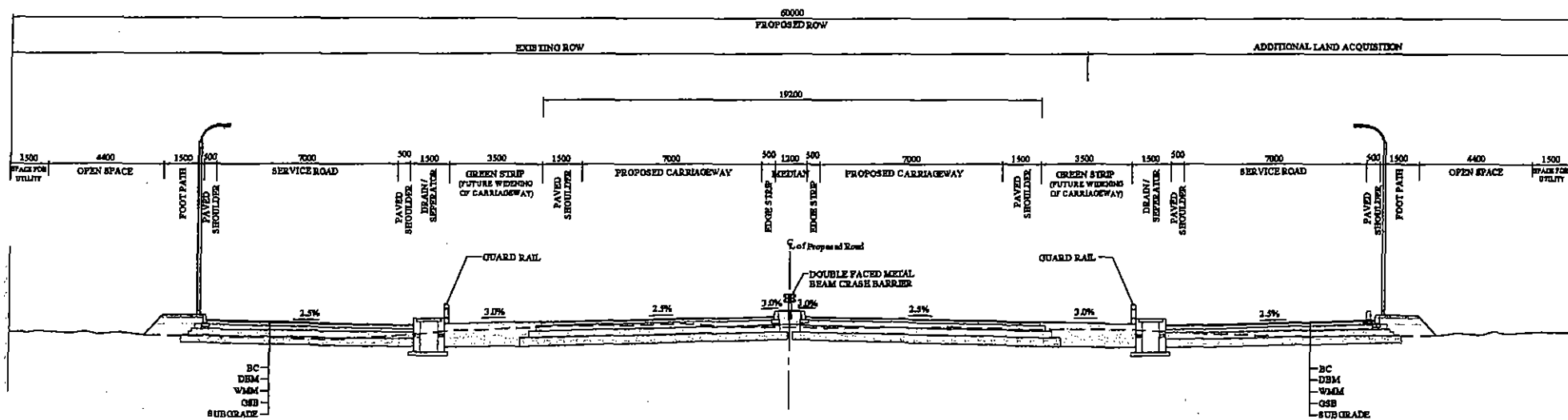
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SECTION OF NH - 8 IN THE STATE OF GUJARAT

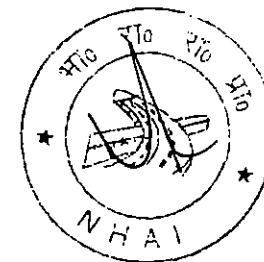
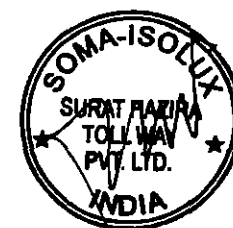
Fig. B3 : Typical Cross Section (TYPE - I C)



4-LANE DIVIDED CARRIAGEWAY WITH SERVICE ROAD
TYPE - II A

NOTE:

1. ALL DIMENSIONS ARE IN MILLIMETRE



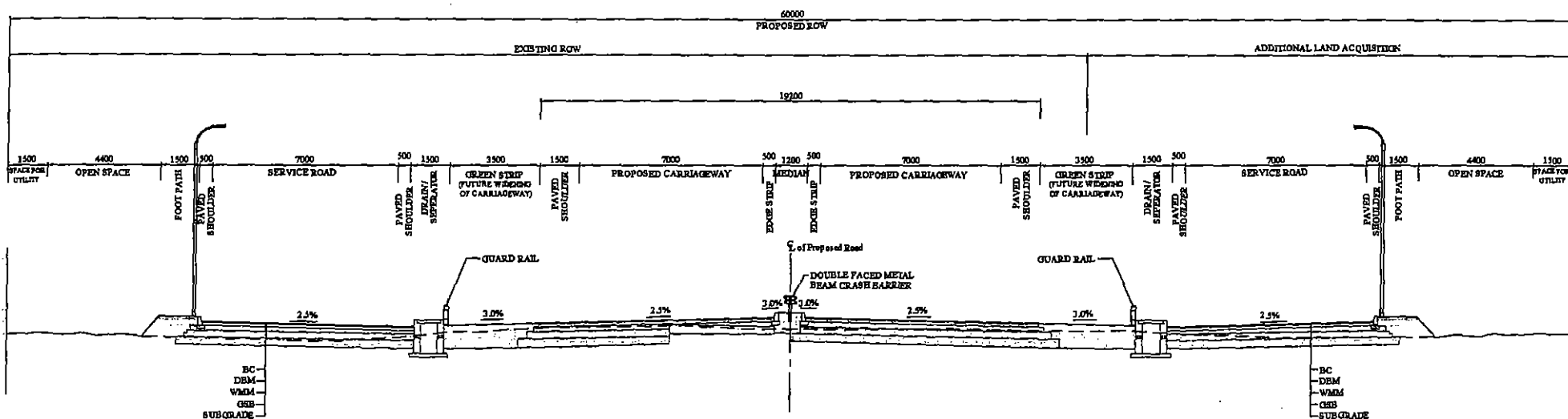
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4/6 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 8 IN THE STATE OF GUJARAT

Fig. B4 : Typical Cross Section (TYPE - II A)

NOT TO SCALE

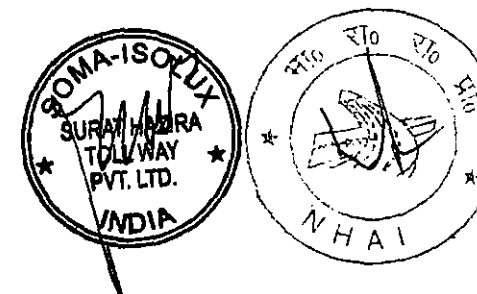
REV	DATE	DESCRIPTION OF REVISION	INITIALS



4-LANE DIVIDED CARRIAGEWAY WITH SERVICE ROAD
TYPE - II B

NOTE:

1. ALL DIMENSIONS ARE IN MILLIMETRE



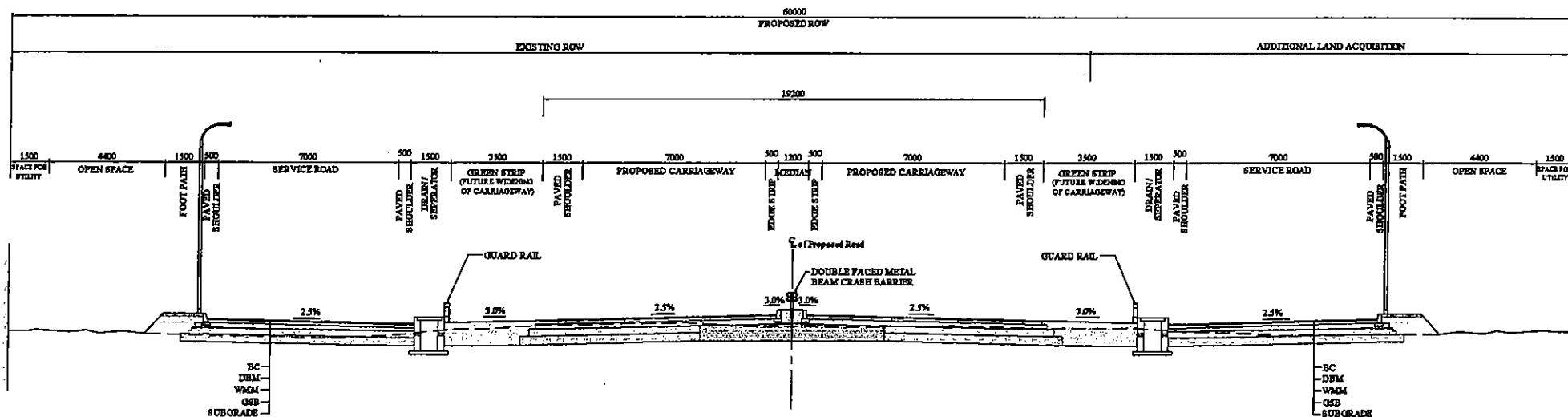
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4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

Fig. B5 : Typical Cross Section (TYPE - II B) ✓

REV	DATE	DESCRIPTION OF REVISIONS	INITIALS

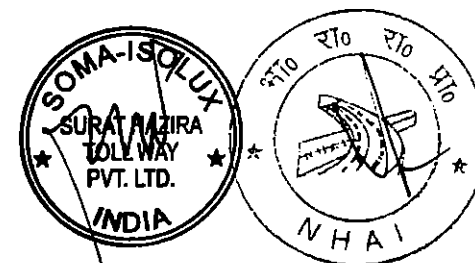
NOT TO SCALE



4-LANE DIVIDED CARRIAGEWAY WITH SERVICE ROAD
TYPE - II C (BOTH SIDE WIDENING)

NOTE:

1. ALL DIMENSIONS ARE IN MILLIMETRE



NOT TO SCALE

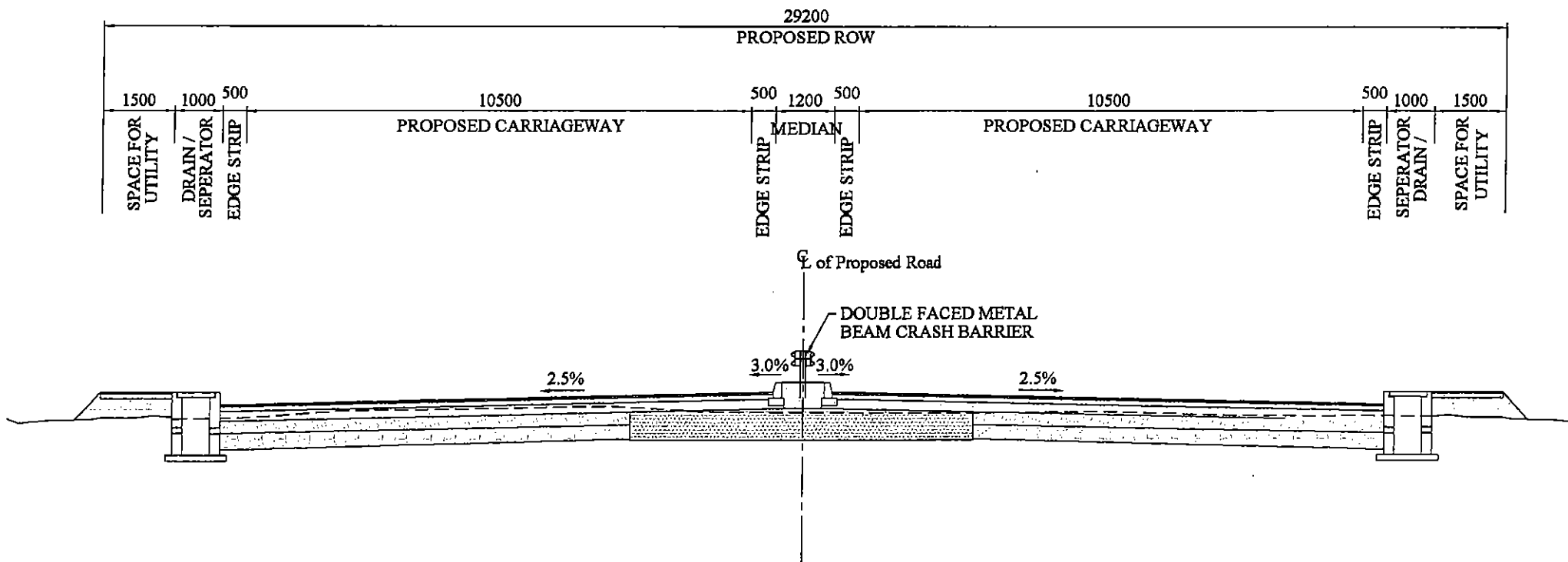


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SECTION OF NH - 6 IN THE STATE OF GUJARAT

Fig. B6 : Typical Cross Section (TYPE - II C)

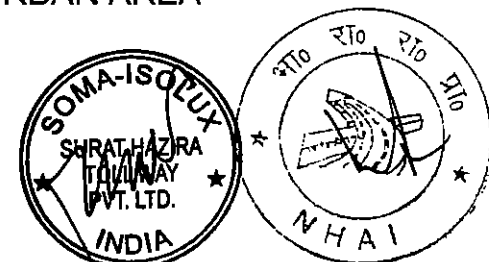
REV	DATE	DESCRIPTION OF REVISIONS	INITIALS



6-LANE DIVIDED CARRIAGEWAY WITHOUT SERVICE ROAD IN URBAN AREA
TYPE - II D

NOTE :

1. ALL DIMENSIONS ARE IN MILLIMETRE



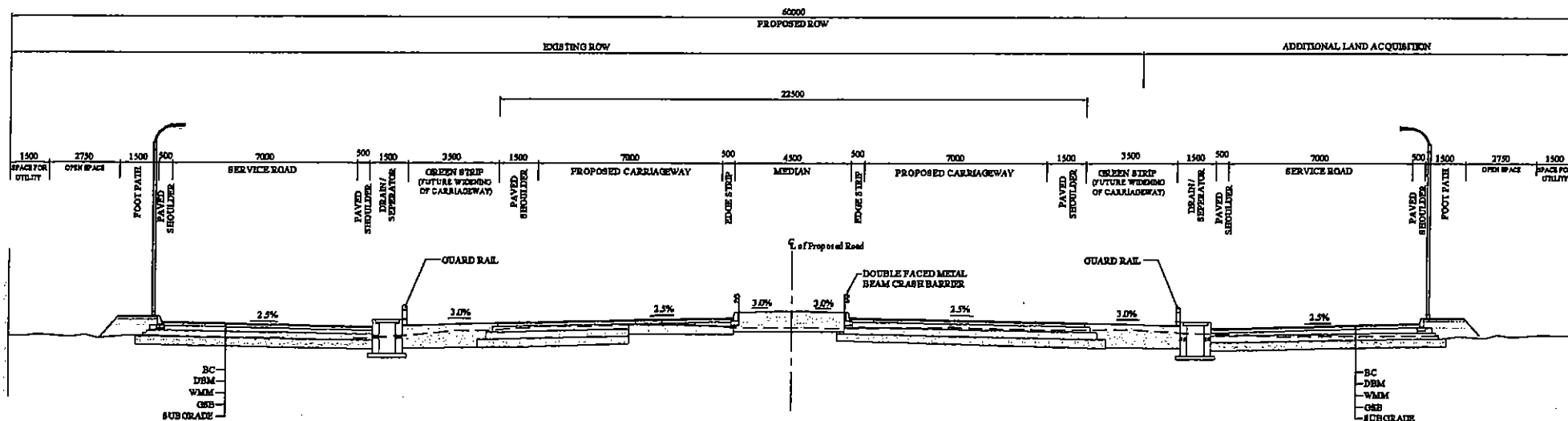
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Fig. B7 : Typical Cross Section (TYPE - II D)

NOT TO SCALE

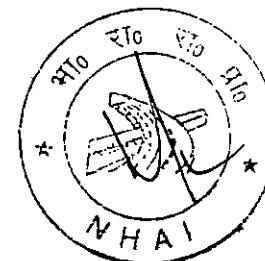
REV.	DATE	DESCRIPTION OF REVISIONS	INITIALS



4-LANE DIVIDED CARRIAGEWAY WITH SERVICE ROAD
TYPE - II E

NOTE:

1. ALL DIMENSIONS ARE IN MILLIMETRE



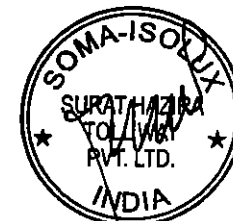
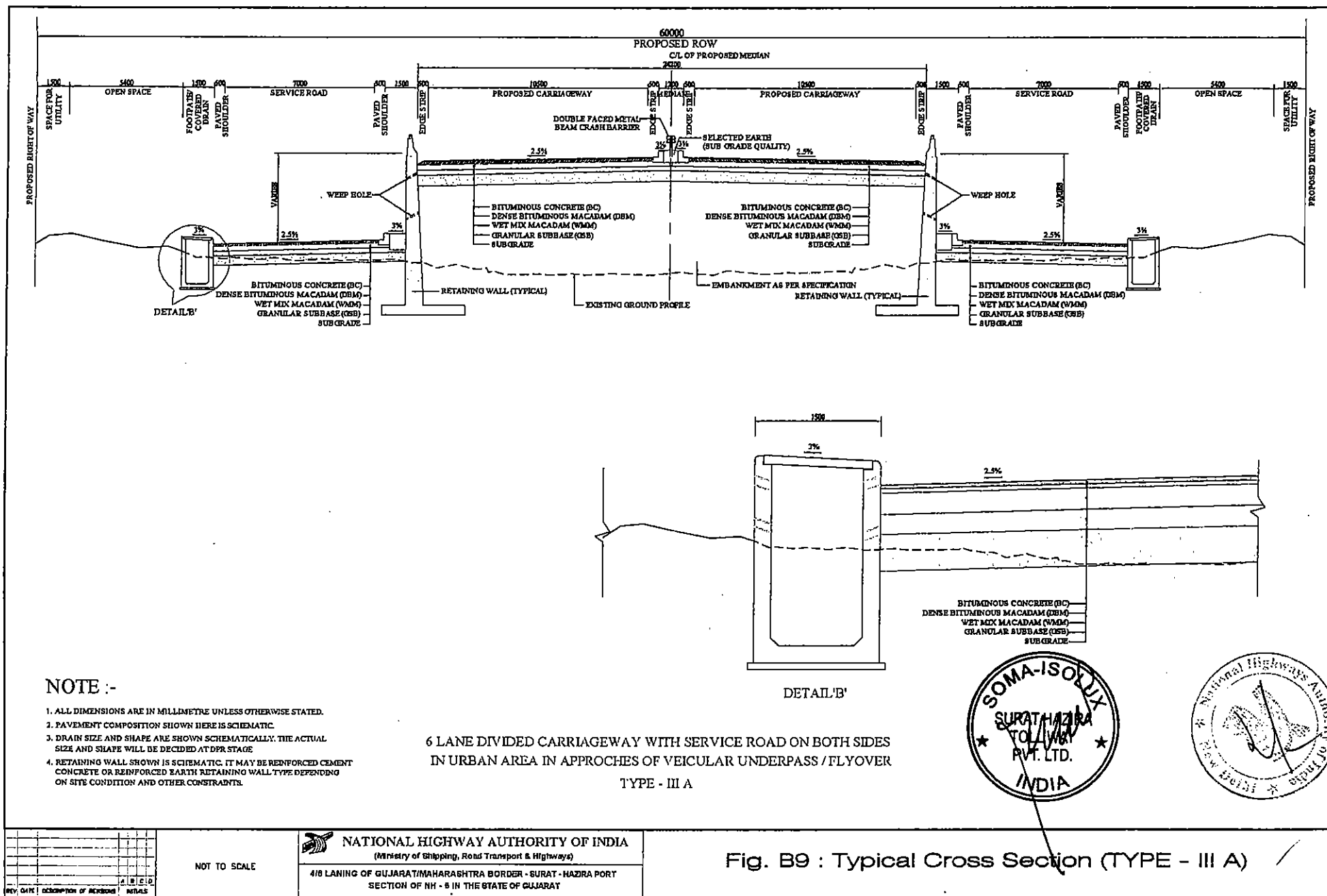
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SECTION OF NH - 6 IN THE STATE OF GUJARAT

Fig. B8 : Typical Cross Section (TYPE - II E)

NOT TO SCALE

REV	DATE	DESCRIPTION OF REVISIONS	INITIALS
A			
B			
C			
D			

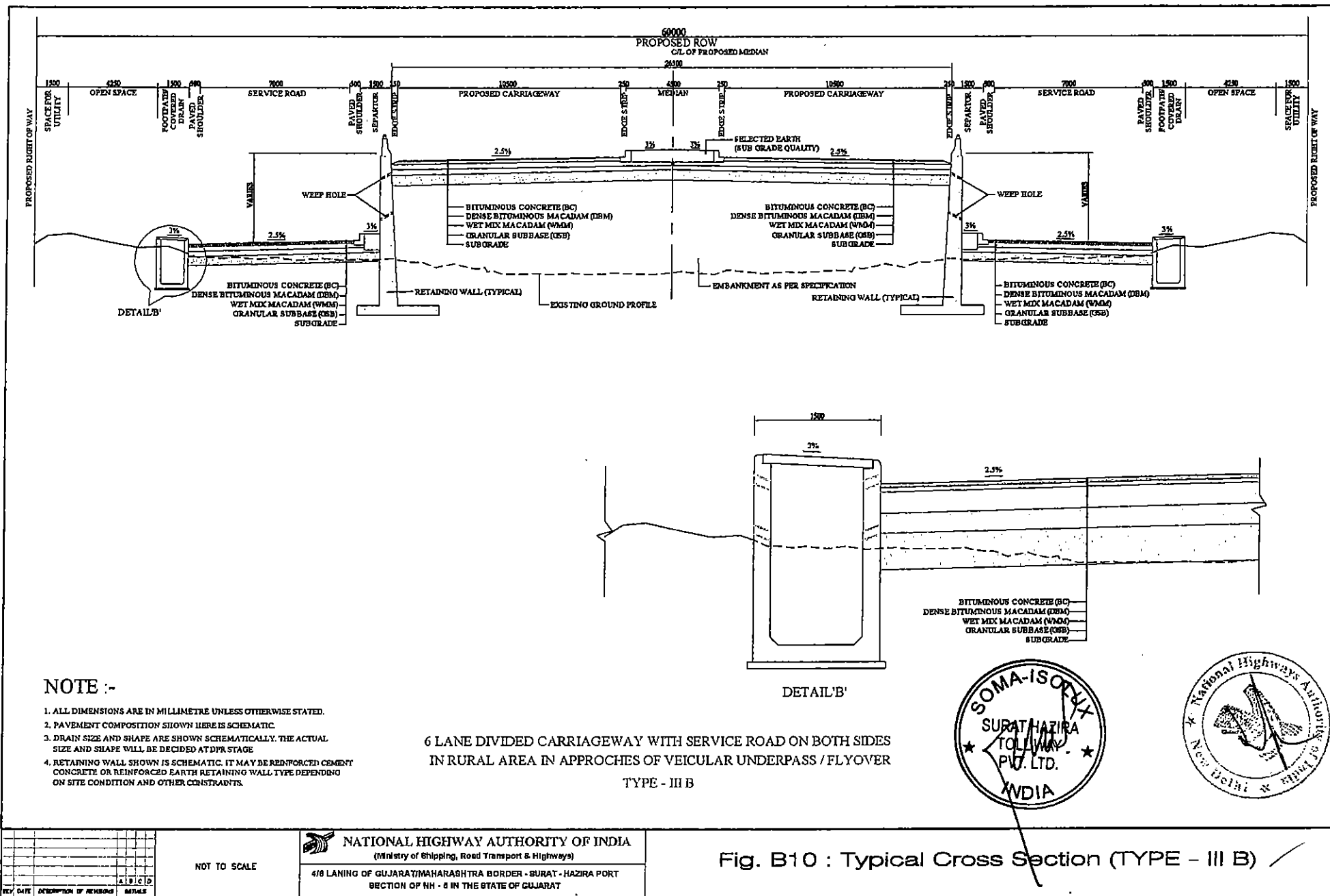


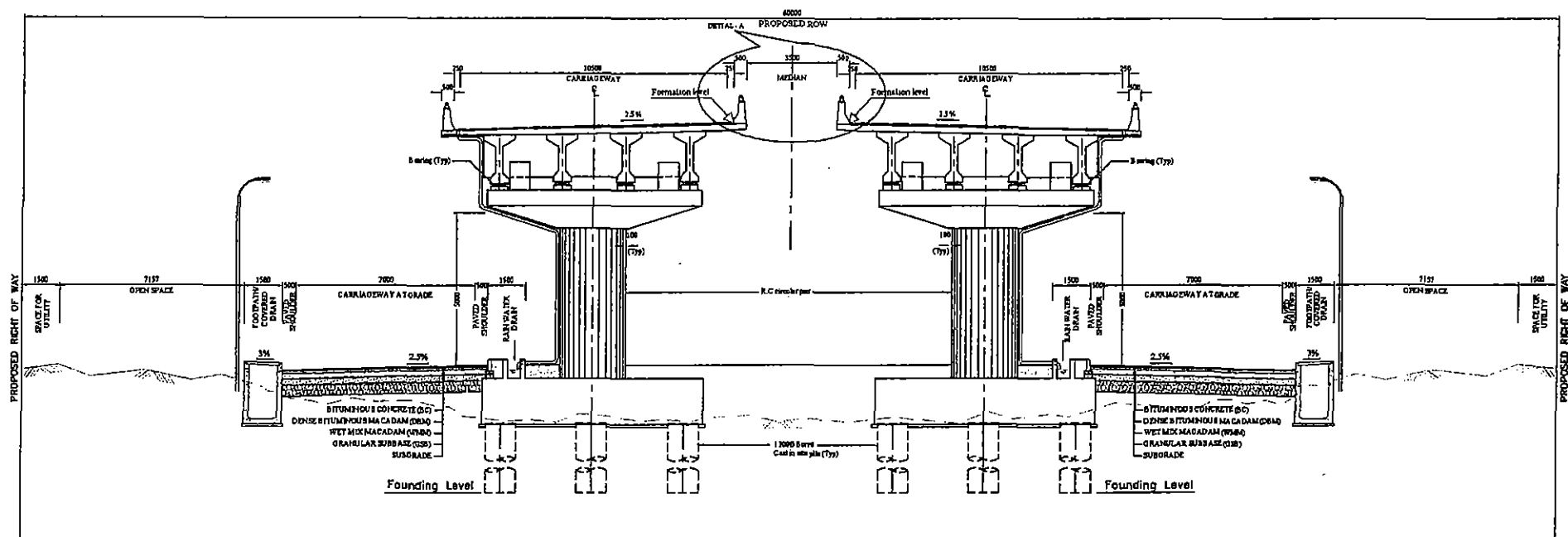
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418 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

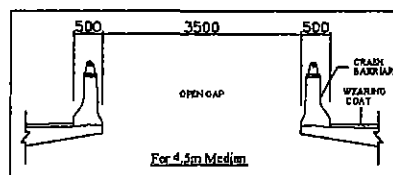
Fig. B9 : Typical Cross Section (TYPE - III A)





6 - LANE DIVIDED CARRIAGEWAY IN VIADUCT PORTION OF FLYOVER (IN RURAL AREA)

TYPE : IV B



DETAIL - A

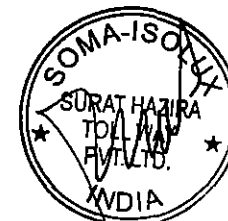


Fig. B12 : Typical Cross Section (TYPE - IV B)

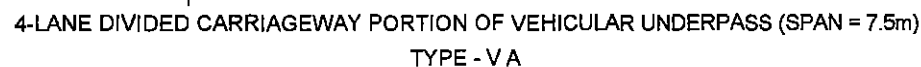
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4/8 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

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NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. DIMENSIONS ARE NOT TO BE SCALED, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.

[illegible]

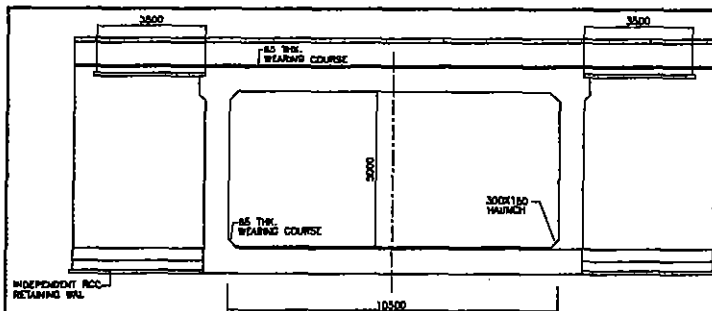
NOT TO SCALE



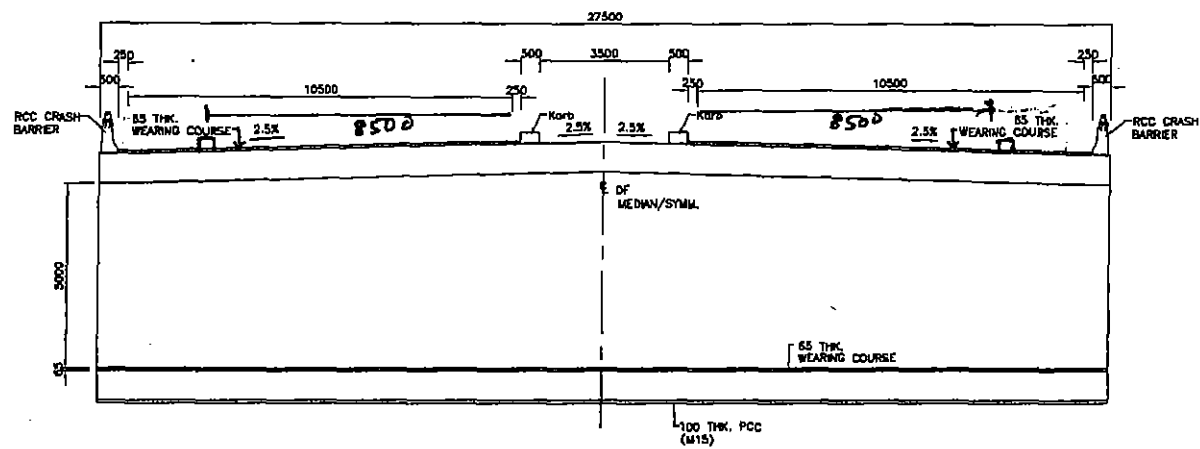
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(Ministry of Shipping, Road Transport & Highways)

4/5 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

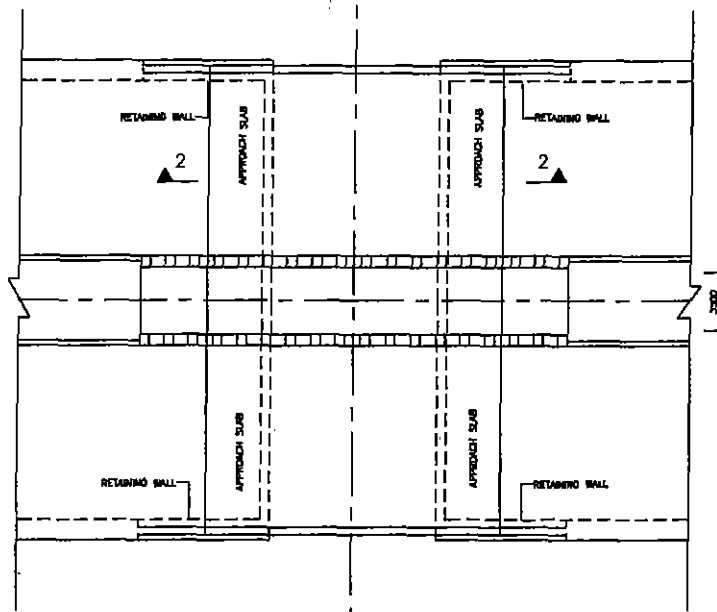
Fig. B13 : Typical Cross Section (TYPE - V A)



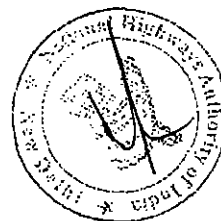
SECTION 2-2



SECTION 1-1



4-LANE DIVIDED CARRIAGEWAY PORTION OF VEHICULAR UNDERPASS (SPAN = 10.5m)
TYPE - V B



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. DIMENSIONS ARE NOT TO BE SCALED. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.

Fig. B14 : Typical Cross Section (TYPE - V B)

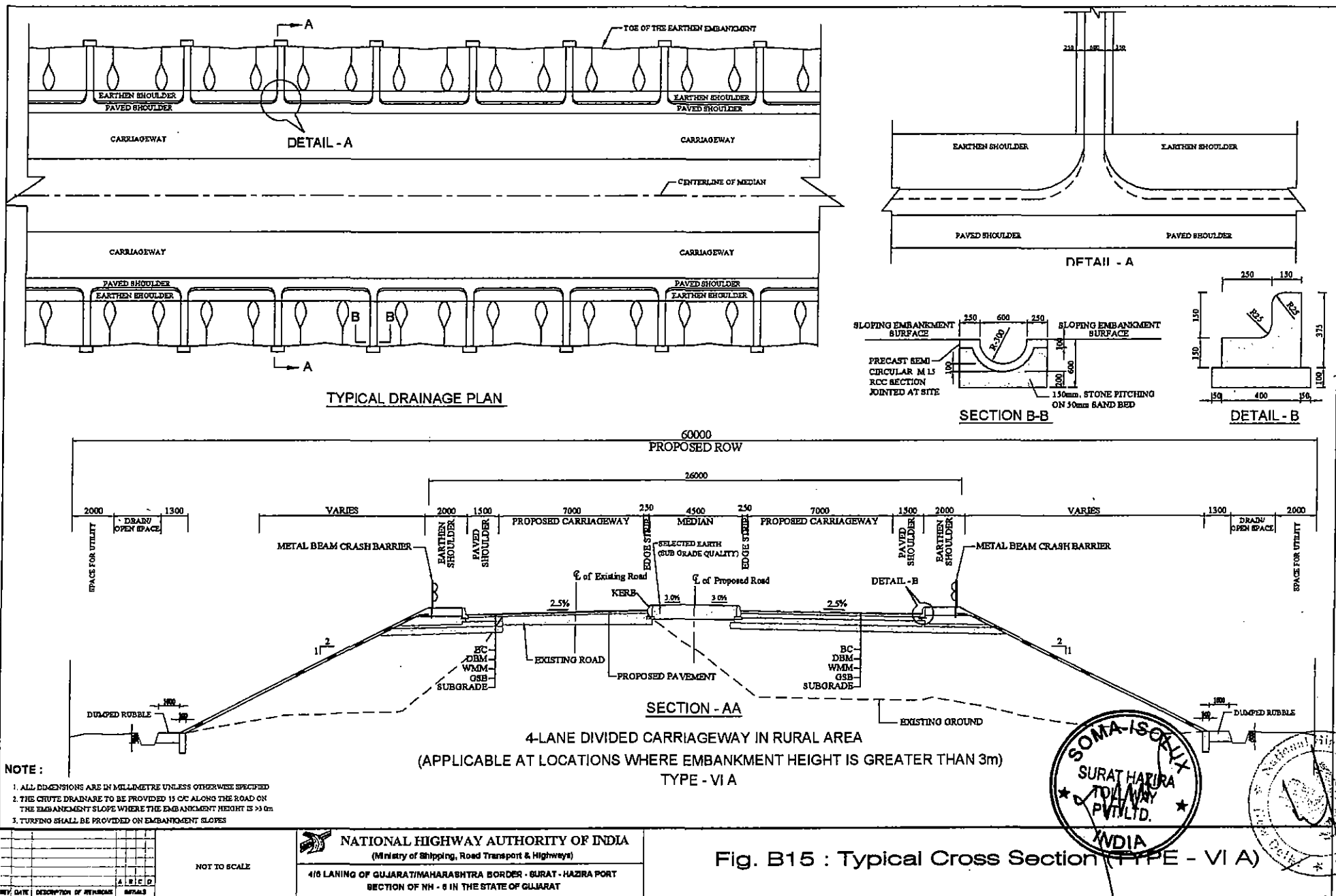
REV	DATE	DESCRIPTION OF REVISIONS	INITIALS

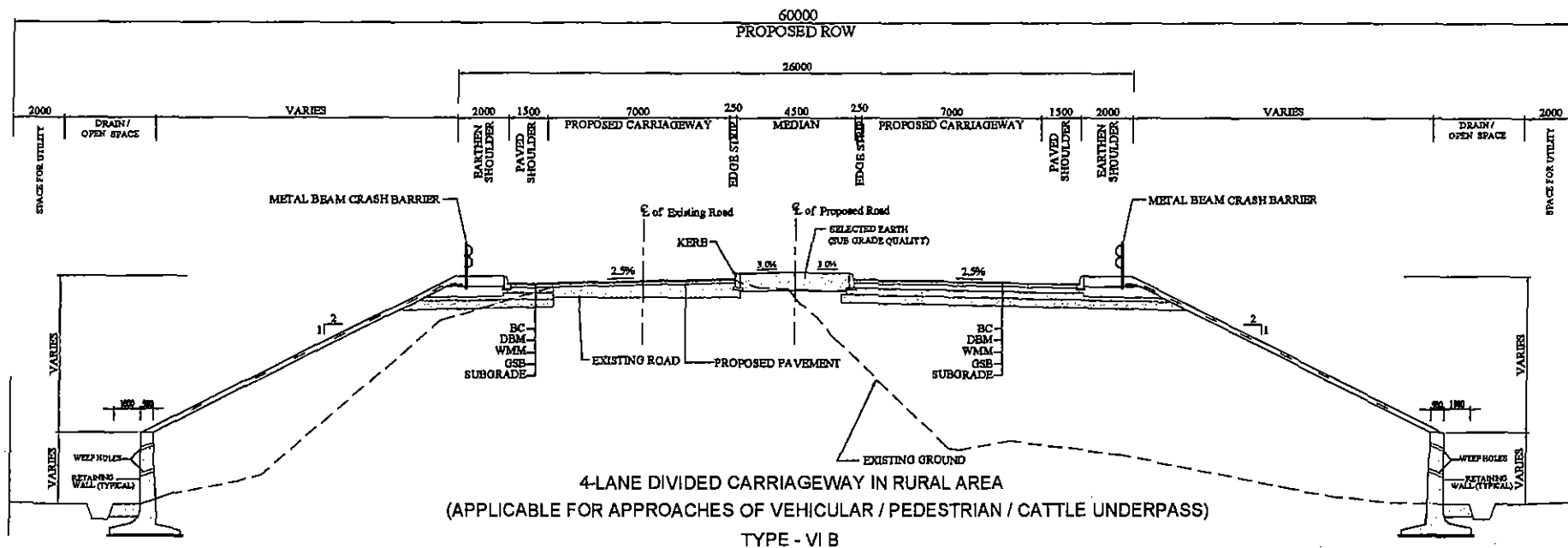
NOT TO SCALE



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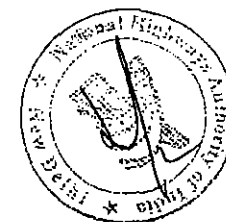
4/8 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 8 IN THE STATE OF GUJARAT





NOTE :

1. ALL DIMENSIONS ARE IN MILLIMETRE UNLESS OTHERWISE SPECIFIED
2. THE CHUTE DRAINAGE TO BE PROVIDED 15 CM ALONG THE ROAD ON THE EMBANKMENT SLOPE WHERE THE EMBANKMENT HEIGHT IS > 3m
3. TURFING SHALL BE PROVIDED ON EMBANKMENT SLOPES



REV	DATE	DESCRIPTION OF REVISION	BY

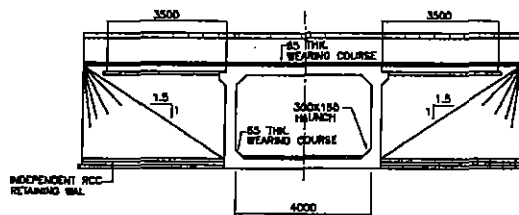
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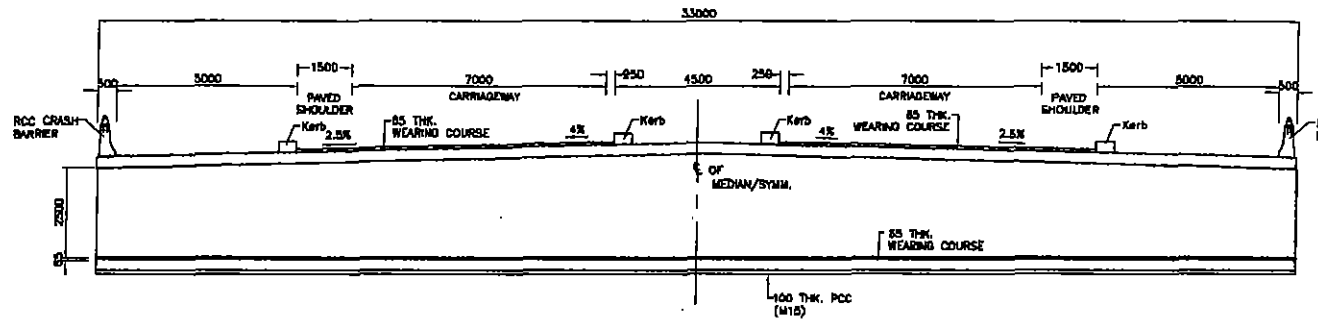
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(Ministry of Shipping, Road Transport & Highways)

4/6 LANING OF GUJARAT/MAHARASHTRA BORDER - GURAT - HAZIRA PORT
SECTION OF NH - 8 IN THE STATE OF GUJARAT

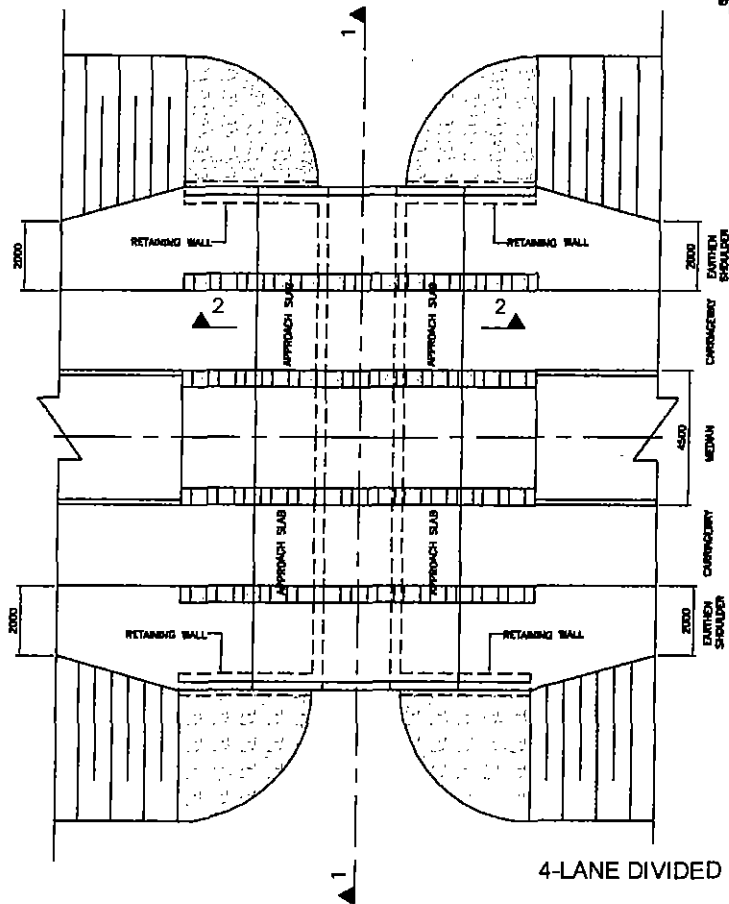
Fig. B16 : Typical Cross Section (TYPE - VI B)



SECTION 2-2



SECTION 1-1



4-LANE DIVIDED CARRIAGEWAY IN VIADUCT PORTION OF PEDESTRIAN / CATTLE UNDERPASS
TYPE - VII

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. DIMENSIONS ARE NOT TO BE SCALED, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.

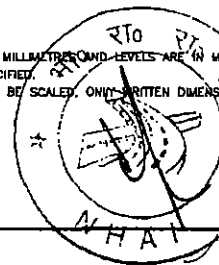
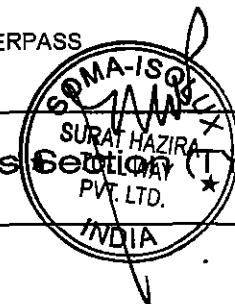
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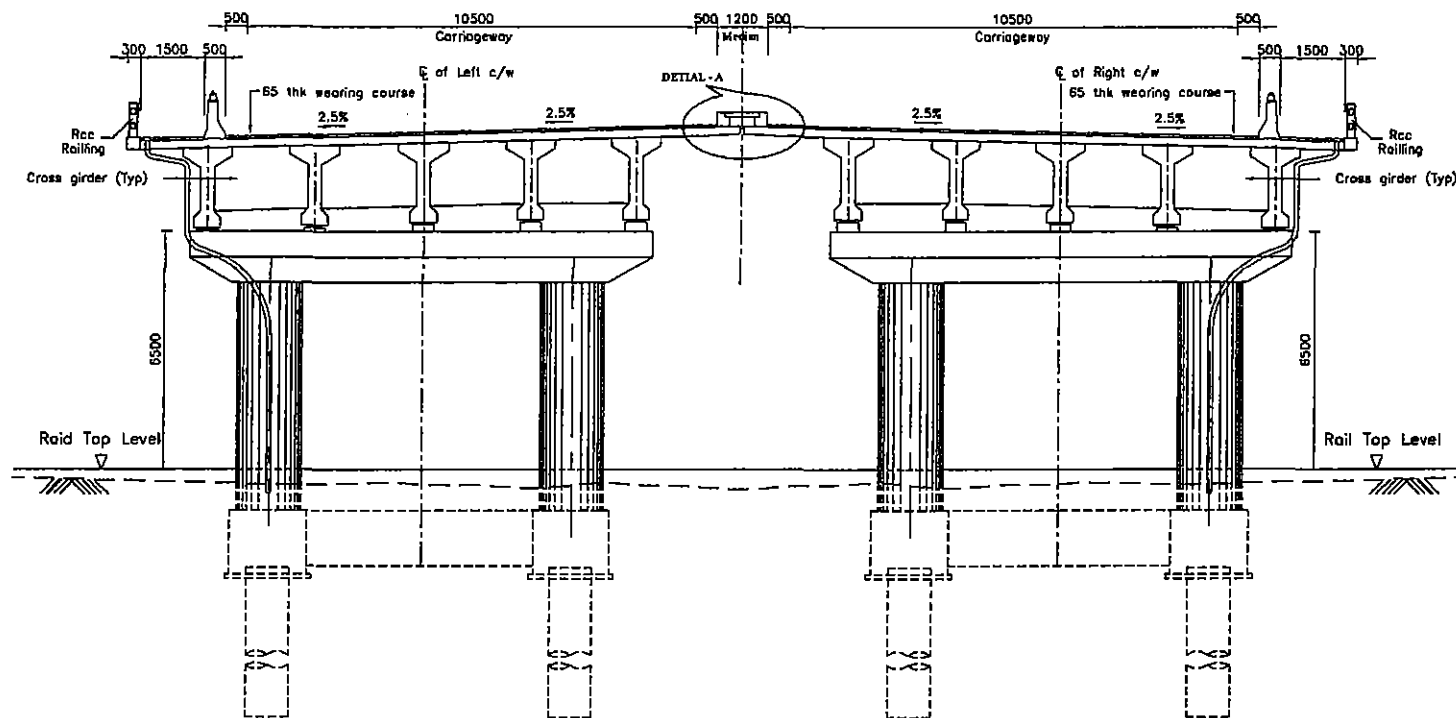


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4/6 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

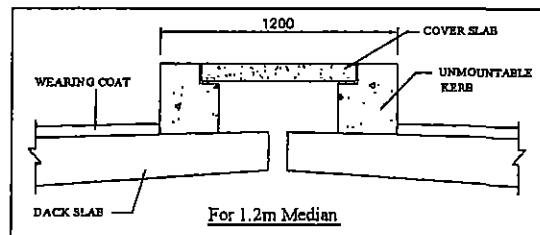
Fig. B17 : Typical Cross Section (TYPE - VII)





6 - LANE DIVIDED CARRIAGEWAY IN VIADUCT PORTION OF ROB IN URBAN SECTIONS

TYPE : VIII A



DETIAL - A



DATE	DESCRIPTION OF MEMBERS	SCALE

NOT TO SCALE

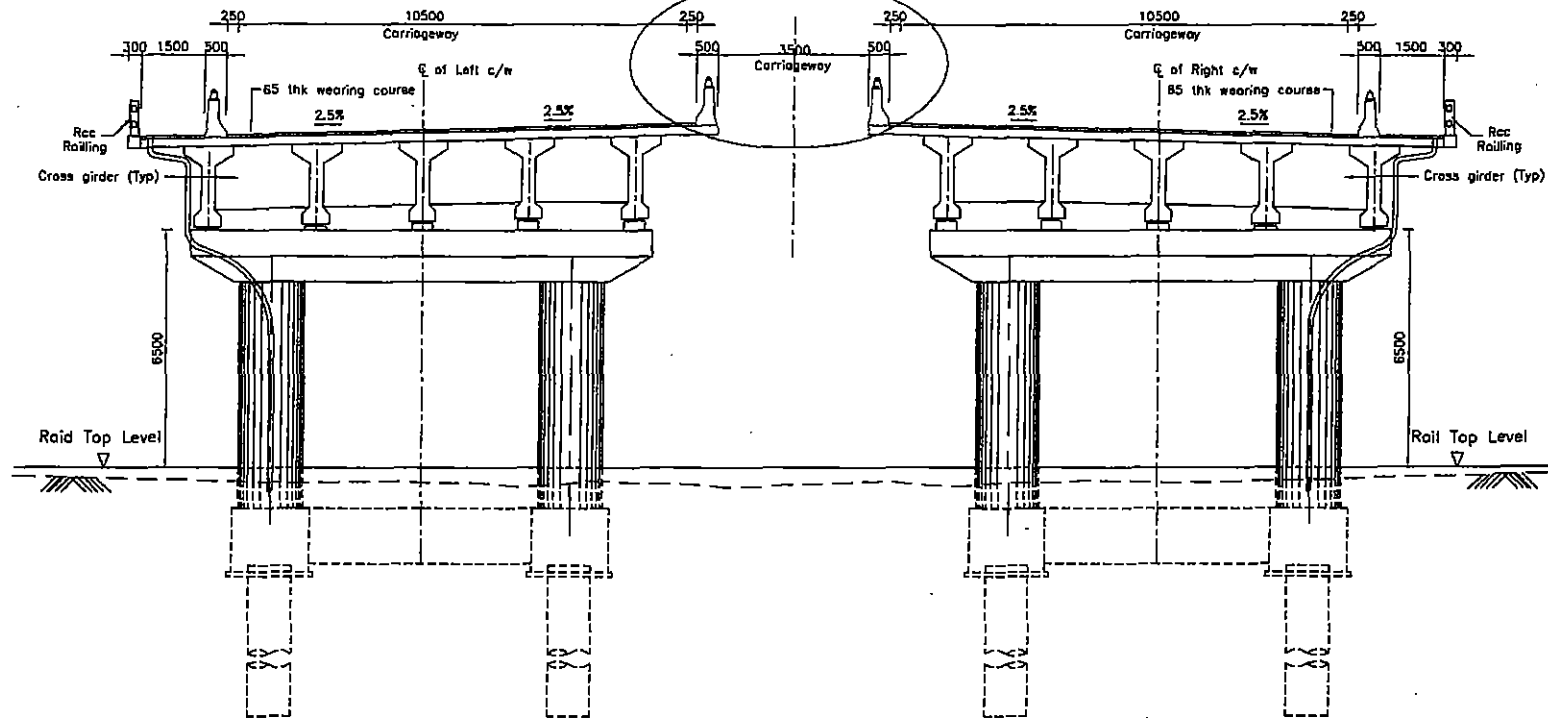


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4/6 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

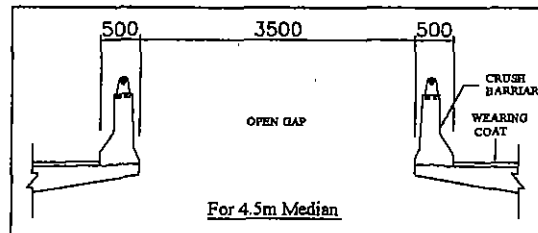
Fig. B18 : Typical Cross Section (TYPE - VIII A)

DETIAL - A

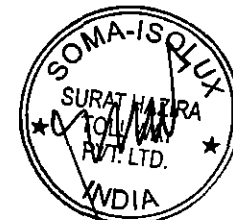


6 - LANE DIVIDED CARRIAGEWAY IN VIADUCT PORTION OF ROB IN RURAL SECTIONS

TYPE : VIII B



DETIAL - A



DATE	DESCRIPTION OF REVISION	INITIALS

NOT TO SCALE

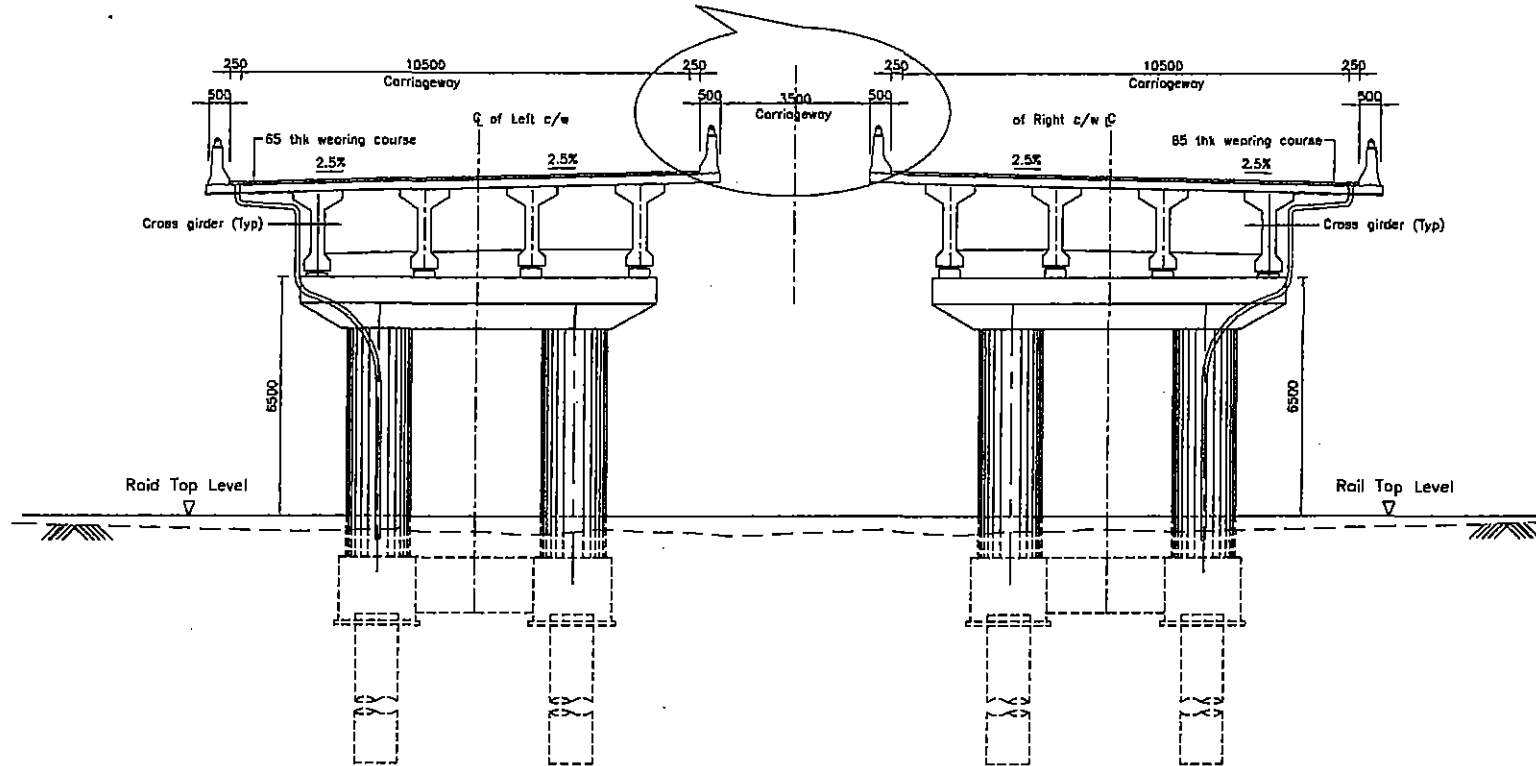


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(Ministry of Shipping, Road Transport & Highways)

416 LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

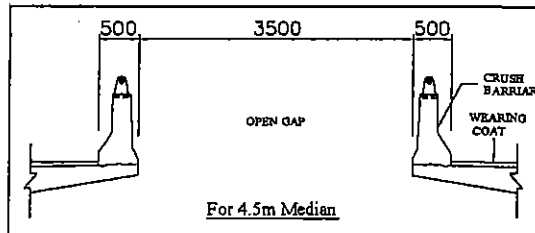
Fig. B19 : Typical Cross Section (TYPE - VIII B)

DETAIL - A

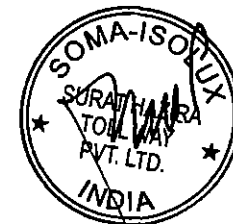


6 - LANE DIVIDED CARRIAGEWAY IN VIADUCT PORTION OF ROB IN RURAL SECTIONS

TYPE : VIII C



DETAIL - A



DATE	DESCRIPTION OF REVISIONS	INITIALS

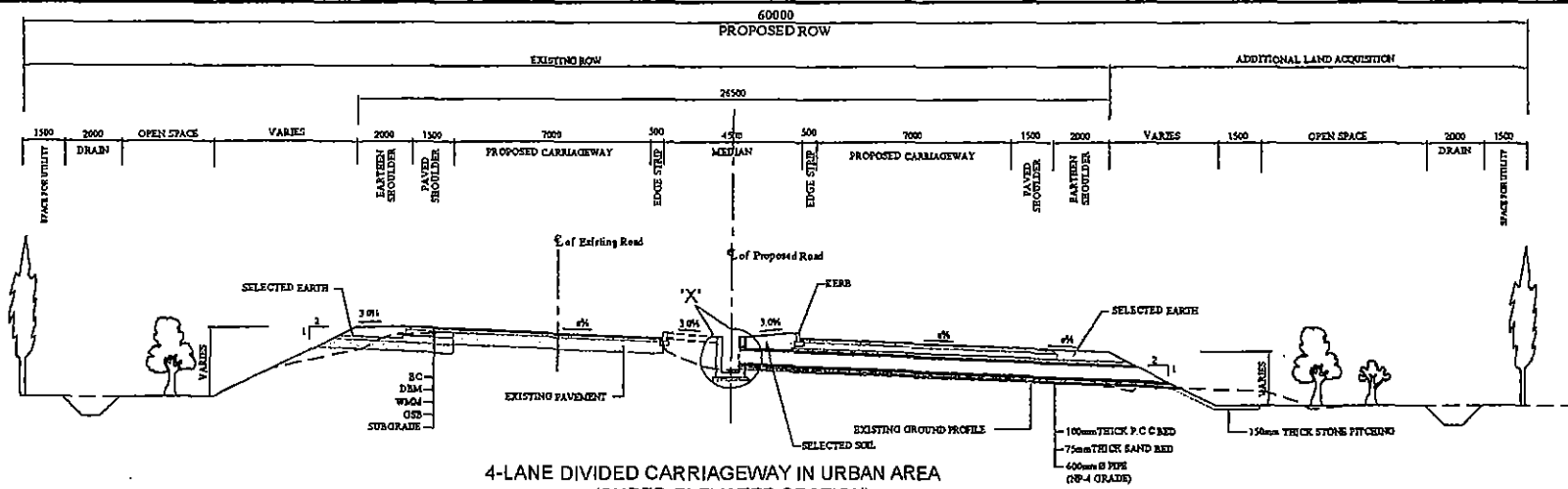
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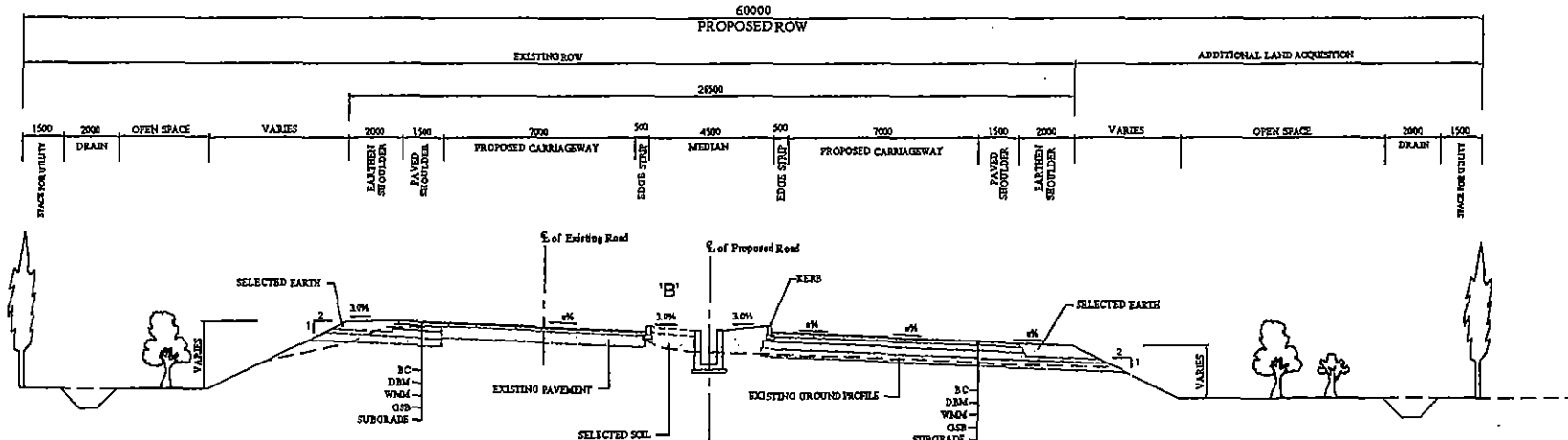
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(Ministry of Shipping, Road Transport & Highways)

4/8 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

Fig. B20 : Typical Cross Section (TYPE - VIII C)



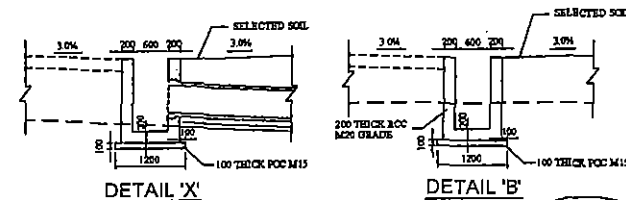
4-LANE DIVIDED CARRIAGEWAY IN URBAN AREA
(SUPER ELEVATED SECTION)
TYPE IX



4-LANE DIVIDED CARRIAGEWAY IN URBAN AREA
(SUPER ELEVATED SECTION)
TYPE X

NOTE:

1. ALL DIMENSIONS ARE IN MILLIMETRE
2. EXISTING CARRIAGEWAY SHOWN IN DRAWING IS INDICATIVE ONLY. WIDENING WIDTH DEPENDS UPON EXISTING SITE CONDITION.
3. SIZE & SHAPE OF DRAIN IS INDICATIVE ONLY ACTUAL SIZE & SHAPE WILL BE DECIDED AT DETAILED DESIGN STAGE
4. POSITION OF THE SIDE DRAIN TO BE ADJUSTED DEPENDING ON THE CROSS SLOPE OF THE NATURAL GROUND.
5. TYPE VII CROSS-SECTION IS APPLICABLE WHERE THERE IS MINIMUM LEVEL DIFFERENCE OF 1.4m BETWEEN ROAD LEVEL AND DRAINAGE INVERT LEVEL



DETAIL 'X'

DETAIL 'B'

REV.	DATE	DESCRIPTION OF REVISION	BY
1			
2			
3			
4			

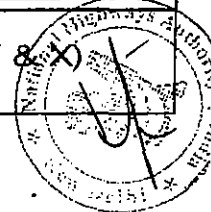
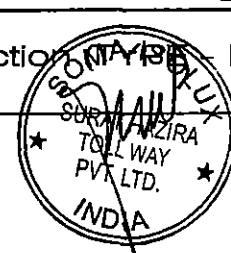
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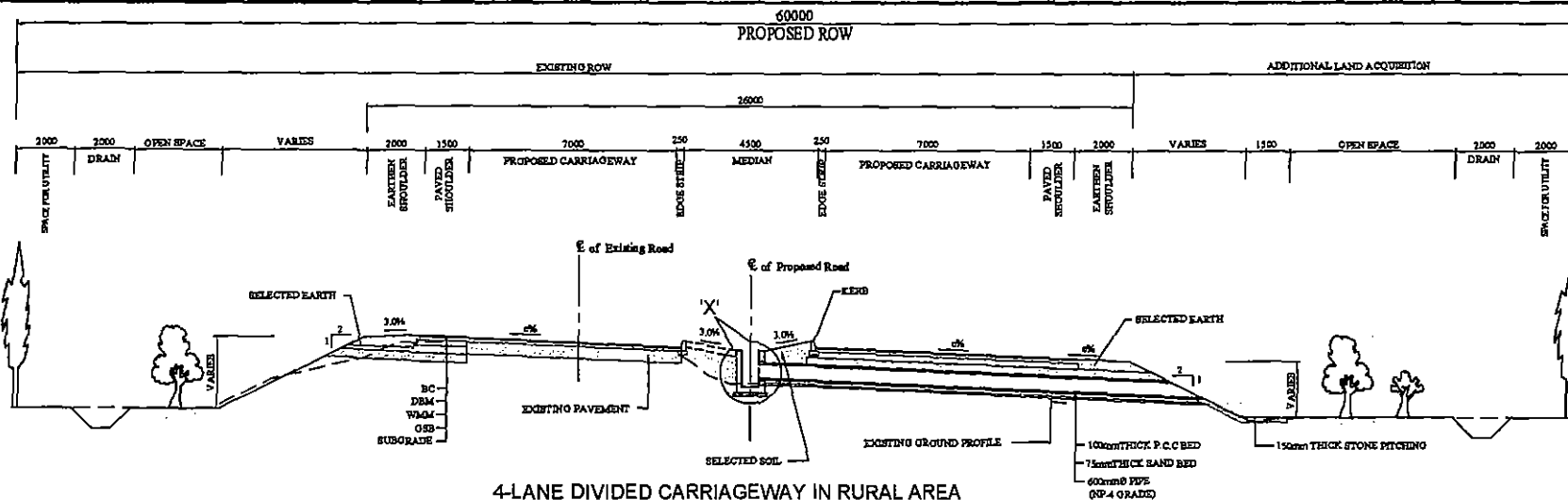


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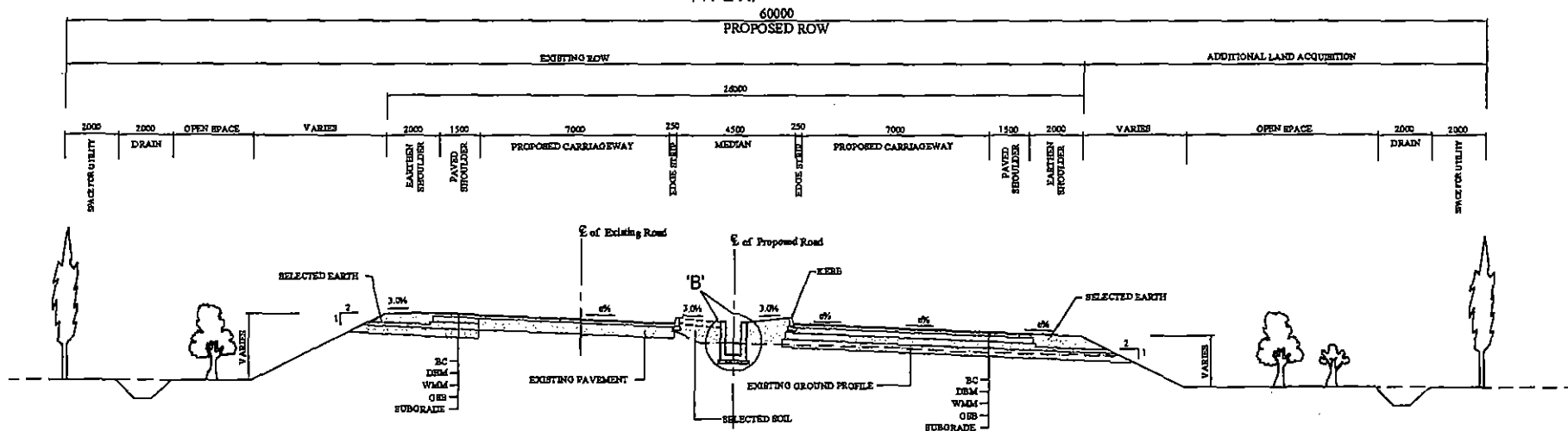
4/6 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

Fig. B21 : Typical Cross Section of NH - 6 - TYPE IX & X





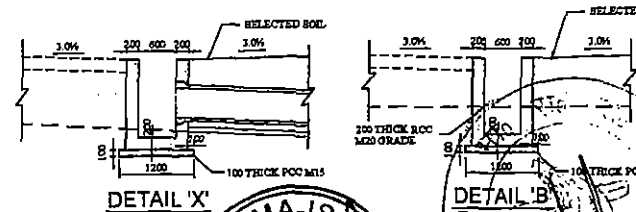
4-LANE DIVIDED CARRIAGEWAY IN RURAL AREA
(SUPER ELEVATED SECTION)
TYPE XI



4-LANE DIVIDED CARRIAGEWAY IN RURAL AREA
(SUPER ELEVATED SECTION)
TYPE XII

NOTE :

1. ALL DIMENSIONS ARE IN MILLIMETRE
2. EXISTING CARRIAGEWAY SHOWN IN DRAWING IS INDICATIVE ONLY. WIDENING WIDTH DEPENDS UPON EXISTING SITE CONDITION.
3. SIZE & SHAPE OF DRAIN IS INDICATIVE ONLY ACTUAL SIZE & SHAPE WILL BE DECIDED AT DETAILED DESIGN STAGE
4. POSITION OF THE SIDE DRAIN TO BE ADJUSTED DEPENDING ON THE CROSS SLOPE OF THE NATURAL GROUND.
5. TYPE VIII CROSS-SECTION IS APPLICABLE WHERE THERE IS MINIMUM LEVEL DIFFERENCE OF 1.4m BETWEEN ROAD LEVEL AND DRAINAGE INVERT LEVEL.



DETAIL 'X'

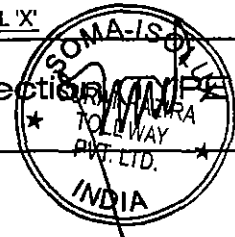
DETAIL 'B'

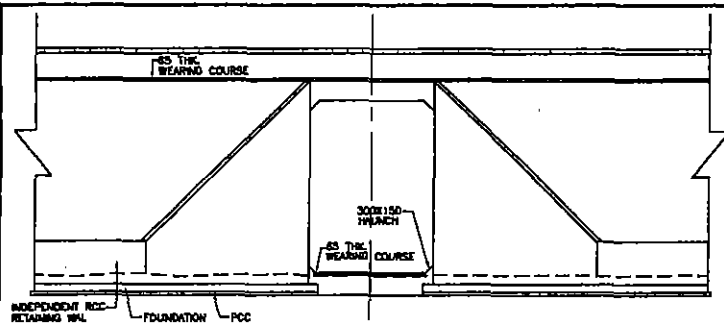


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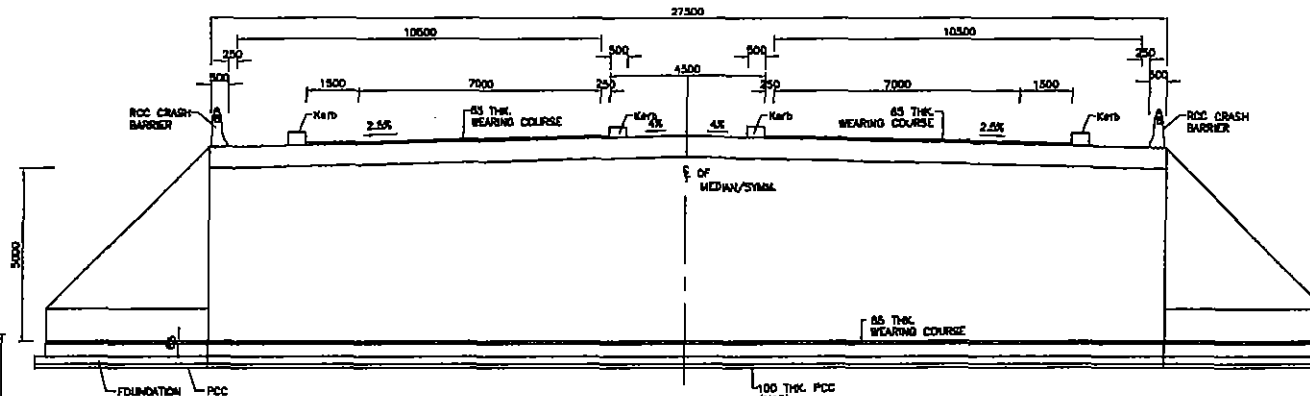
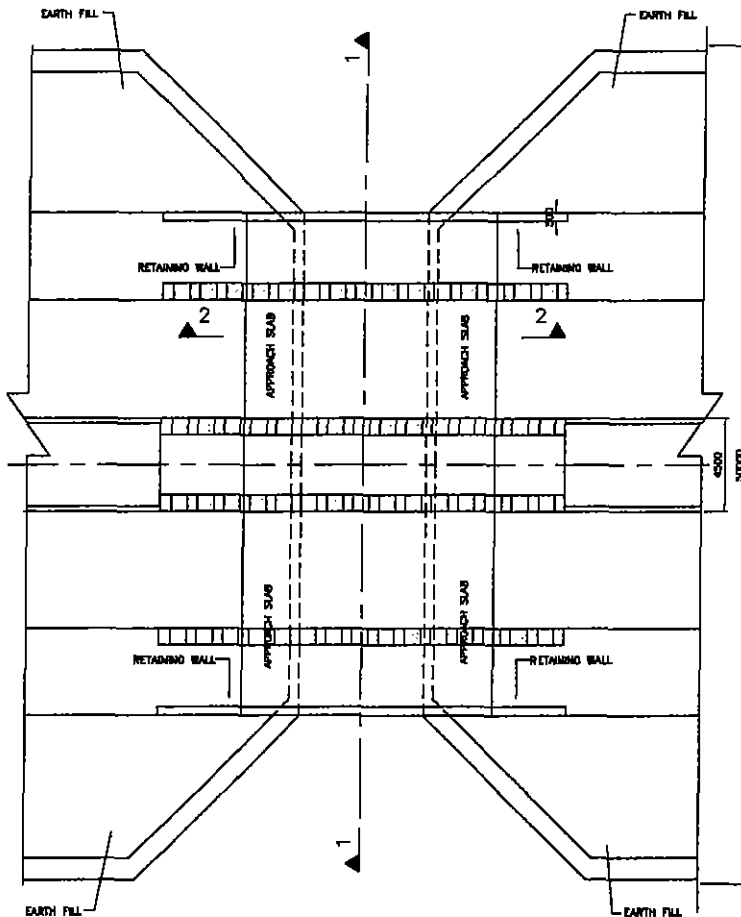
4/5 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

Fig. B22 : Typical Cross Section TYPE - XI & XII





SECTION 2-2



SECTION 1-1

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. DIMENSIONS ARE NOT TO BE SCALED. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.

4-LANE DIVIDED CARRIAGEWAY PORTION OF VEHICULAR UNDERPASS WITH FREE SLOPE (SPAN = 7.5m)
TYPE - XIII A

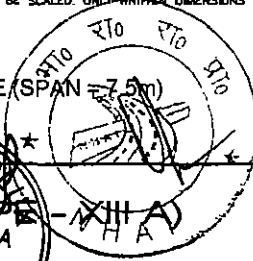


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4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

NOT TO SCALE

Fig. B23 : Typical Cross Section of TYPE - XIII A





1. ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. DIMENSIONS ARE NOT TO BE SCALED. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.

4-LANE DIVIDED CARRIAGEWAY PORTION OF VEHICULAR UNDERPASS WITH FREE SLOPE (SPAN = 10.5m)

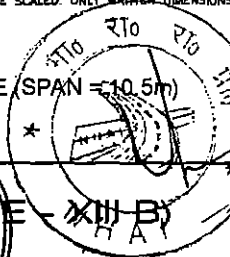
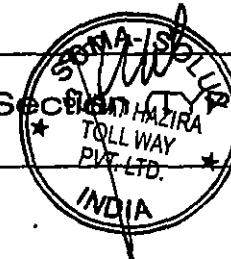
TYPE - XIII B

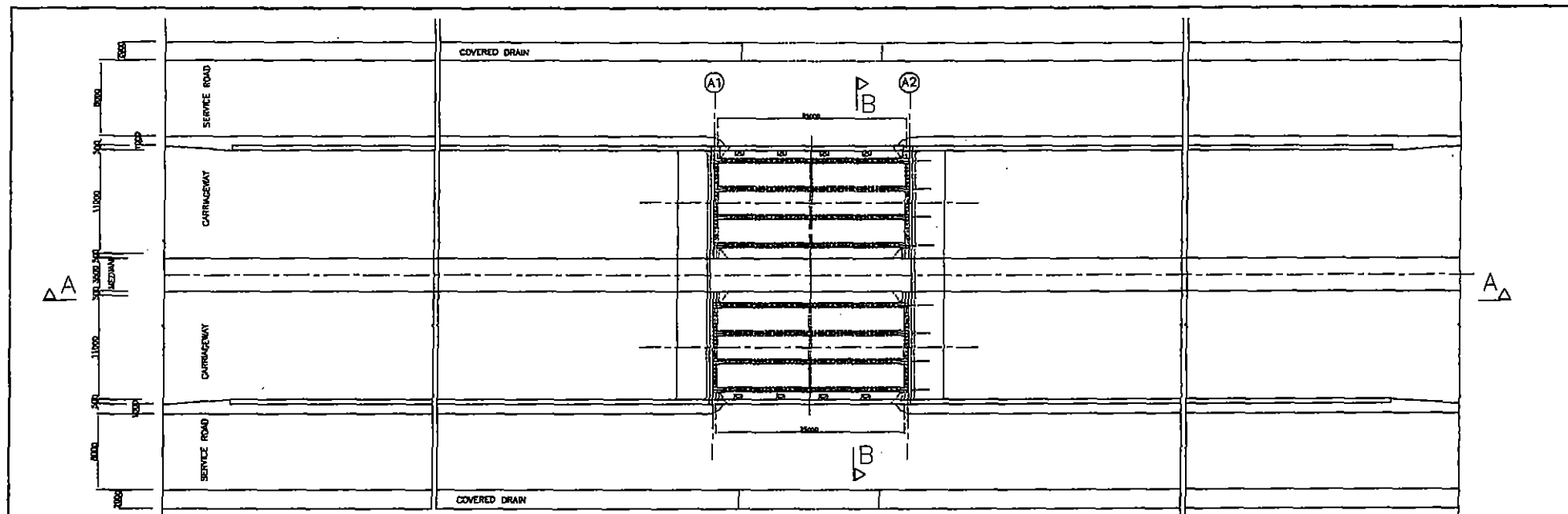


NATIONAL HIGHWAY AUTHORITY OF INDIA
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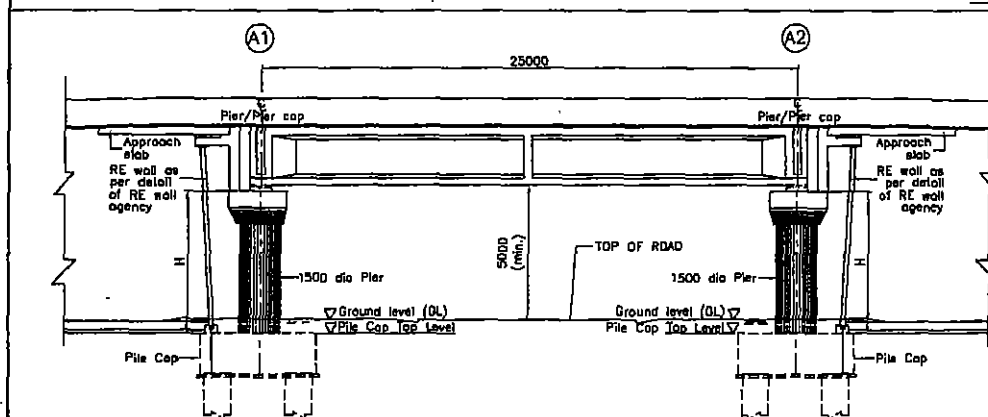
4/5 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 6 IN THE STATE OF GUJARAT

Fig. B24 : Typical Cross Section TYPE XIII-B



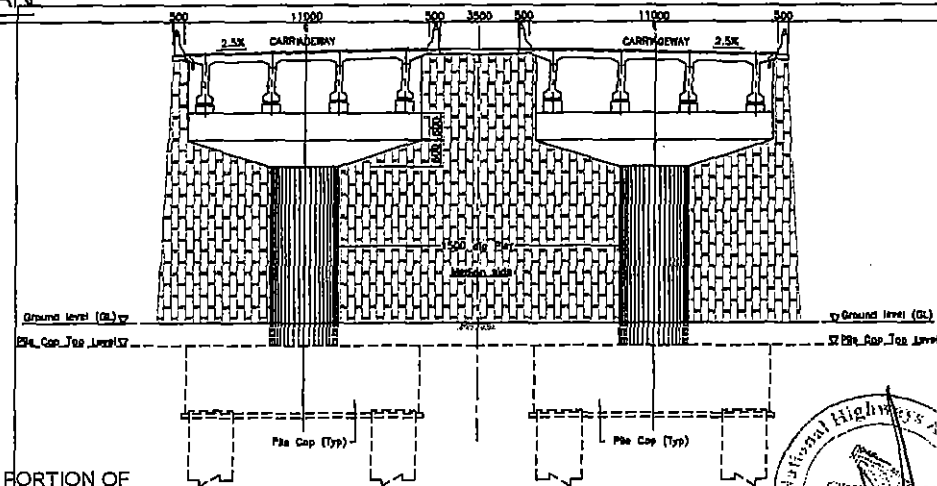


PLAN



SECTION A-A
LONG SECTION

6-LANE DIVIDED CARRIAGEWAY PORTION OF
VEHICULAR UNDERPASS (SPAN = 25m)
TYPE - XIII C



SECTION B-B
CROSS SECTION

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS & LEVELS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. DO NOT SCALE THE DRAWING. ONLY WRITTEN DIMENSIONS ARE TO BE FOLLOWED.
3. GRADE OF CONCRETE FOR FOUNDATIONS, SUBSTRUCTURES & SUPERSTRUCTURE... 330

REV.	DATE	DESCRIPTION OF REVISION	INITIALS
1	10/10/2011	ISSUED FOR TENDER	

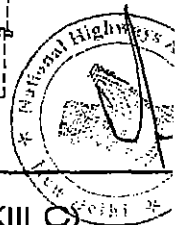
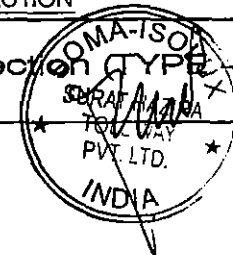
NOT TO SCALE



NATIONAL HIGHWAY AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)

4/6 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT
SECTION OF NH - 8 IN THE STATE OF GUJARAT

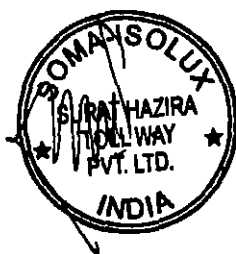
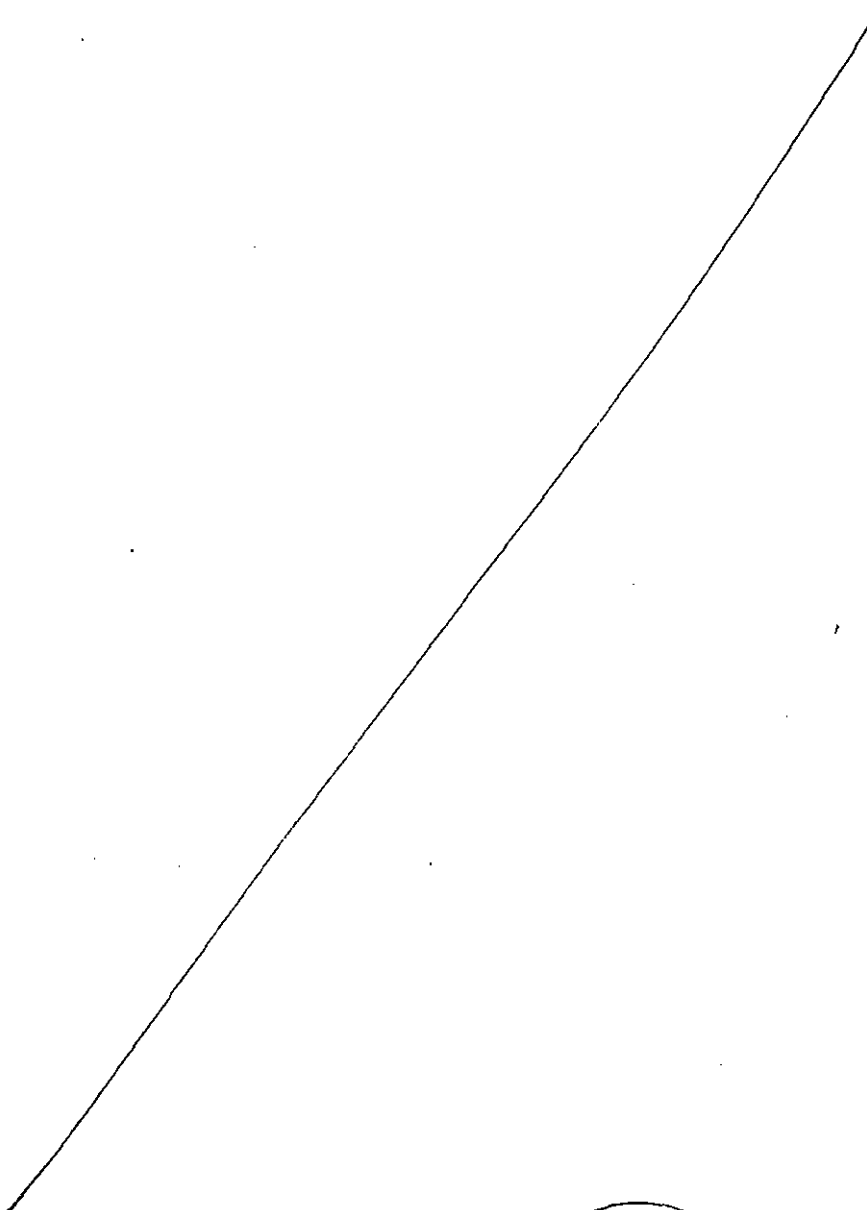
Fig. B25 : Typical Cross Section (TYPE XIII C)



Appendix BII

Strip Plan

(Enclosed)



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 30 Gujarat under NHDP Phase III

Appendix BIII

Details of Bypass/Realignment

1. Bypass

Name of Bypass	Existing Chainage		Design Chainage		Length (Km)
	From	To	From	To	
Vyara Bypass	70+994	60+430	32+128	43+358	11.230
Bajipura Bypass	55+380	50+780	48+408	53+675	5.267
Bardoli Ichhapore Bypass (Along existing state highway)	34+927	12+612	69+111	116+424	47.313

2. Realignments

Nil



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III

Appendix-BIV

Details of Service Roads

Sl. No.	Existing chainage		Design Chainage		Length (Km)	Width (m)	Side	Cross Section type
	From	To	From	To				
Bardoli to Maharashtra Border Section								
1	102+422 ^	101+642 ^	0+700	1+480	0.78	7	Both	As per Cross Section Schedule
2	95+724 ^	94+710 ^	7+398	8+412	1.014	7	Both	As per Cross Section Schedule
3	87+735 ^	82+890 ^	15+387	20+232	4.845	7	Both	As per Cross Section Schedule
4	5+605 *	6+080 *	37+278	37+753	0.475	7	Both	As per Cross Section Schedule
5	58+899 ^	58+282 ^	44+889	45+506	0.617	7	Both	As per Cross Section Schedule
6		50+359	52+908	53+674	0.766	7	Both	As per Cross Section Schedule
7	37+060 ^	34+927 ^	66+978	69+611	2.633	7	Both	As per Cross Section Schedule
2			74+654	76+526	1.872	7	Both	As per Cross Section Schedule
5		9+230 *	77520	77995	0.475	7	Both	As per Cross Section Schedule
6	14+159 ^^	1+000 ^^	82924	85304	2.38	7	Both	As per Cross Section Schedule
8	2+619 ^^^	3+189 ^^^	86+923	87+493	0.57	7	Both	As per Cross Section Schedule
9	4+000 ^^^	5+026 ^^^	88+305	89+330	1.025	7	Both	As per Cross Section Schedule
10	7+780 ^^^	9+070 ^^^	92+084	93+374	1.29	7	Both	As per Cross Section Schedule
11	10+372 ^^^	13+005 ^^^	94+676	97+309	2.633	7	Both	As per Cross Section Schedule
12	23+897 ^^^	25+887 ^^^	108+201	110+201	2	7	Both	As per Cross Section Schedule
13	27+462 ^^^	25+820	111+766	129+632	17.866	7	Both	As per Cross Section Schedule
20	25+820 ^	28+000 ^	129+632	131+812	2.18	3.5	Both	As per Cross Section Schedule

Total Length = 43.421 km

The total length of Service Road on both side of project highway is 43.421 km.

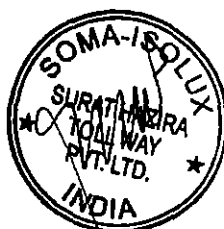


Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 32 Gujarat under NHDP Phase III

Appendix-BV

Details of Proposed ROW

SL. No.	Design Chainage	Proposed ROW (in Meters)
1	From 0+000km to 132+913km	60



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 33
Gujarat under NHDP Phase III

Appendix BVI

At Grade Major Intersections

Sl. No.	Existing Chainage	Design Chainage	Category of Road	Type of Junction	Remarks
1	18+390	122+202	SH	Rotary	SH-84 and NH-6 at Mora



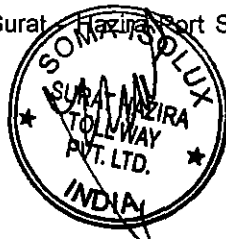
Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 34
Gujarat under NHDP Phase III

Appendix BVII

List of Minor Intersections

Sl. No.	Existing Chainage	Design Chainage	Side (Left / Right)	Carriageway Width (M)	Category
Bardoli To Maharashtra Border					
1	35+885		Right	5	Isroli Village Road
2	36+135		Right	3	Village Road
3	36+325		Right	3	Village Road
4	36+615		Left	5.5	Usoli Khaligaon Road
5	37+110		Left	3	Village Road
6	38+417		Left / Right	4	Madhi / Afa Village Road
7	40+837		Right	6.6	Ekwar Batwar Road
8	40+872		Right	3	Kikwad Road
9	42+256		Left	5	Village Road
10	43+423		Left / Right	3	Village Road
11	44+008		Left	3	Village Road
12	44+583		Right	3.5	Sejyad Village Road
13	45+182		Left	3	Village Road
14	45+342		Left / Right	4.5	Village Road
15	47+089		Left	3	Village Road
16	47+564		Right	3	Village Road
17	48+280		Left	3.6	Manekpor Village Road
18	48+430		Right	3	Village Road
19	55+998		Left	5	Village Road
20	57+377		Left	5	Maypur Village
21	58+433		Left	6	Maypur Village
22	58+743		Right	5	Village Road
23	59+174		Left	5.5	Adarsh Niwas Village Road
24	71+564		Left	5	Virpur Village Road
25	73+491		Right	5	Chorvad Village Road
26	74+034		Left	5	Mandol Village Road
27	75+938		Right	3	Village Road
28	76+188		Left	5	Kikakui Village Road
29	78+999		Right	10	Village Road
30	80+730		Left	5	Sagar Stone Crush Road
31	83+185		Left	5	Village Road
32	83+925		Left / Right	7.5	Songadh Town /Rly Station Road

Four Laning of Gujarat/Maharashtra Border - Surat Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



Sl. No.	Existing Chainage	Design Chainage	Side (Left / Right)	Carriageway Width (M)	Category
33	84+465		Left	6	Village Road
34	84+635		Left	5.5	Road to Ukai Dam
35	85+095		Right	5	Village Road
36	86+884		Left / Right	3	Village Road
37	88+165		Left	5.5	Chacharbunda Village Road
38	88+262		Left	5.5	Village Road
39	88+867		Right	5	Village Road
40	90+750		Left / Right	6	Village Road
41	90+910		Left / Right	5	Thuti / Mirkot Village Road
42	93+365		Left / Right	5	Village Road / Zarampala Village Road
43	94+800		Left	5.5	Anandopur Road
44	96+210		Left / Right	5	Selud Village / Bhadbhuja Road
45	96+515		Left	5	Selud Village Road
46	97+532		Left	5.5	Village Road
47	99+730		Left / Right	5	Village Road / Gandhi Nagar Road
48	101+451		Right	5	Village Road
49	102+447		Right	5	Village Road
Bardoli to Ichhapore					
1	6+918 (SH-187)		Right	3	Village Road
2	6+963 (SH-187)		Right	6.5	Village Road
3	7+192 (SH-187)		Right	3	Village Road
4	9+297 (SH-187)		Left / Right	5.5	Village Road
5	10+313 (SH-187)		Left	3	Village Road
6	10+778 (SH-187)		Right	3	Village Road
7	11+138 (SH-187)		Left	3	Village Road
8	12+558 (SH-187)		Left	3	Village Road
9	12+743 (SH-187)		Right	3	Village Road
10	14+308 (SH-187)		Left / Right	5	Village Road
11	14+652 (SH-187)		Left	3	Village Road
12	15+478 (SH-187)		Left / Right	3	Village Road
13	1+217 (SH-168)		Left	5	Village Road
14	2+904 (SH-168)		Left	3	Village Road
15	3+419 (SH-168)		Right	3	Village Road

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 36 Gujarat under NHDP Phase III

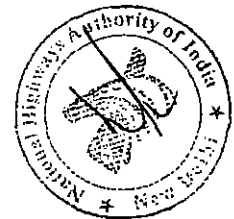


Sl. No.	Existing Chainage	Design Chainage	Side (Left / Right)	Carriageway Width (M)	Category
16	4+201 (SH-168)		Right	3	Village Road
17	4+421 (SH-168)		Left	3	Village Road
18	4+961 (SH-168)		Right	3	Village Road
19	5+957 (SH-168)		Left	3	Village Road
20	6+027 (SH-168)		Left	3	Village Road
21	6+109 (SH-168)		Left	5.5	Village Road
22	6+584 (SH-168)		Left	3	Village Road
23	7+044 (SH-168)		Right	3.5	Village Road
24	7+330 (SH-168)		Right	10	Hojwala Road
25	7+900 (SH-168)		Left	3	Village Road
26	8+175 (SH-168)		Right	5.5	Village Road
27	8+340 (SH-168)		Right	10	Village Road
28	8+460 (SH-168)		Left	14	Hojwala Road
29	8+840 (SH-168)		Left	3	Sachin Road
30	10+482 (SH-168)		Right	3	Village Road
31	10+642 (SH-168)		Right	5	Village Road
32	11+127 (SH-168)		Left	5	Village Road
33	12+520 (SH-168)		Left / Right	7.5	GIDC Sachin Road
34	13+232 (SH-168)		Left	5	Village Road
35	14+087 (SH-168)		Left / Right	5.5	G I P I L / Village Road
36	16+642 (SH-168)		Left / Right	5.5	Road to Vudiya / Bhirtan
37	17+007 (SH-168)		Left / Right	5.5	Dipli / Village Road
38	19+387 (SH-168)		Right	5	Village Road
39	19+442 (SH-168)		Left	5	Village Road
40	20+597 (SH-168)		Left / Right	10	Village Road
41	22+817 (SH-168)		Left / Right	5	Village Road
42	23+937 (SH-168)		Left	4	Village Road
43	26+027 (SH-168)		Left	6	Village Road
44	27+887 (SH-168)		Left / Right	4	Road to O N G C / Indian Oil
45	28+660 (SH-168)		Right	5	Road to Indian Oil
46	28+935 (SH-168)		Right	5	Road to Indian Oil
47	29+160 (SH-168)		Right	5.5	Road to Bharat Gas
Surat to Hazira port					
1	13+012		Left	6	Road to A K Patel Corporation

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Section of NH6 in the State of Gujarat under NHDP Phase III



Sl. No.	Existing Chainage	Design Chainage	Side (Left / Right)	Carriageway Width (M)	Category
2	13+220		Left	5	Village Road
3	13+330		Right	5	Village Road
4	13+910		Left	5.5	Road to Kawas Village
5	14+070		Left	4	Road to Kirbhco Plant
6	15+356		Left	8	Kirbhco Material Gate Road
7	16+156		Left	6.5	Road to N T P C Plant
8	17+055		Left / Right	12	Reliance Gate No -1 / Reliance Terminal
9	17+105		Left	13	Reliance Gate No -2
10	17+165		Left	13	Reliance Gate No -3
11	17+210		Left	12	Reliance Gate
12	17+390		Right	5.5	Road to Damka Basua Village
13	17+780		Right	6	Mora Village Road
14	18+770		Right	5	Road to Mora Village
15	18+825		Left	10	Reliance Gate No -4
16	19+230		Left	15	Reliance Gate No -5
17	19+675		Right	6	Road to G S E G Ltd
18	20+095		Left	13	L & T Ltd Gate No - 3
19	20+215		Right	10	Road to G S E G Ltd
20	20+342		Right	10.5	Road to G S E G Ltd
21	20+452		Left	15	L & T Ltd Gate No - 1
22	20+852		Left	13	L & T Ltd Gate No - 2
23	23+016		Right	6	Road to Essar Construction Ltd
24	23+823		Right	4	Road to Essar Industries Ltd
25	24+288		Right	10	Road to Essar Steel Ltd
26	24+943		Right	6.5	Road to Essar Industries Ltd
27	25+637		Right	15	Road to Essar Industries Ltd
28	25+822		Right	4	Road to Essar Industries Ltd
29	26+312		Right	21.9	Road to Essar Industries Ltd
30	27+636		Right	6	Factory Road



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 38 Gujarat under NHDP Phase III

Appendix BVIII

Details of Proposed Grade Separated Intersections

Sl.No.	Location	Existing Chainage	Design Chainage	Name of Intersecting Roads	Proposed Structural Configuration	Proposed Structural Type	Proposed Span Arrangement	Total Width of the Structure
Bardoli to Gujarat / Maharashtra Border Section								
5	Near Nirjhar	102+038	1+084	NH-6 & SH-80	New 6 Lane	PSC T-Beam & RCC T-Beam	15+25+15	2 x 12
4	At Songadh Town	84+368	18+754	NH-6 & SH-173	New 6 Lane	PSC T-Beam & RCC T-Beam	20+30+20	2 x 12.6
3	At Bajipura	50+780	53+353	NH-6 & SH-5	New 6 Lane	PSC T-Beam	30x3	2 x 12
2	At Valod Junction	36+655	67+383	NH-6 & SH-187	New 6 Lane	PSC T-Beam & RCC T-Beam	20+30+20	2 x 12
1	At Bardoli Junction	34+927	69+111	NH-6, SH-88 & SH-165	New 6 Lane	PSC Box & PSC T-Bem	30x2+50+30x2	2 x 12
Bardoli to Ichhapore Section								
6	At Sachin*	11+600^	95+904	Realigned NH-6 & SH-6	New 6 Lane	PSC Box & PSC T-Bem	20+30x16+25	2 x 12
7	At Un Junction*	12+200^	96+504	Realigned NH-6 & SH-6	New 6 Lane	PSC Box & PSC T-Bem	25+30x18	2 x 12
8	At Magdalla	25+500^	109+804	Realigned NH-6 & SH-66	New 6 Lane	PSC Box & PSC T-Bem	30+40+30	2 x 12
Ichhapore to Hazira Section								
9	At Ichhapore junction**	12+612	116+424	NH-6 & SH-168	New 6 Lane	PSC T-Beam & RCC T-Beam	20+30x11+ 20 x 3	2 x 12.6

Note: * Part of Sachin-Un Flyover cum ROB

** Part of Ichhapore Flyover cum ROB

^ Chainage on SH-168



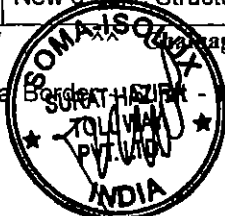
Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 39 Gujarat under NHDP Phase III

Details of Proposed Vehicular Underpasses

S.No.	Existing Chainage	Design Chainage	Name of Intersecting Roads	Proposed Structural Configuration	Proposed structural Type	Proposed Span Arrangement	Total Width of Structure
Bardoli to Gujarat Maharashtra Border Section							
1		42531		New 6-Lane Structure	RCC Box Structures	1x7.5m	27.5
2		40498.5		New 6-Lane Structure	RCC Box Structures	1x10.5m	27.5
3		38648.5		New 6-Lane Structure	RCC Box Structures	1x10.5m	27.5
4		37515.5		New 6-Lane Structure	PSC T-Beam	1x25m	27.5
5		37126		New 6-Lane Structure	RCC Box Structures	1x10.5m	27.5
6		35854.5		New 6-Lane Structure	RCC Box Structures	1x7.5m	27.5
7		34558		New 6-Lane Structure	RCC Box Structures	1x10.5m	27.5
8		52157.5		New 6-Lane Structure	RCC Box Structures	1x7.5m	27.5
9		51023.5		New 6-Lane Structure	RCC Box Structures	1x7.5m	27.5
10		50311.5		New 6-Lane Structure	RCC Box Structures	1x7.5m	27.5
11		49594		New 6-Lane Structure	RCC Box Structures	1x7.5m	27.5
Bardoli to Ichhapore Section							
12		71280.5		New 6-Lane Structure	RCC Box Structures	1x7.5m	27.5
13		73863		New 6-Lane Structure	RCC Box Structures	1x10.5m	27.5
14		74891.5		New 6-Lane Structure	PSC T-Beam	1x25m	27.5
15	7+009^	75650		New 6-Lane Structure	RCC Box Structures	1x10.5m	27.5
16		76288.5		New 6-Lane Structure	PSC T-Beam	1x25m	27.5
17		76961.75		New 6-Lane Structure	RCC Box Structures	1x7.5m	27.5
18		77384.75		New 6-Lane Structure	RCC Box Structures	1x10.5m	27.5
19		77757.5		New 6-Lane Structure	PSC T-Beam	1x25m	27.5
20	14+480^	83245		New 6-Lane Structure	RCC Box Structures	1x10.5m	27.5
21	4+794^^	89099		New 6-Lane Structure	RCC Box Structures	1x10.5m	27.5
22	8+840^^	93144		New 6-Lane Structure	RCC Box Structures	1x10.5m	27.5

Note: ^ Chainage on SH-187 ^^ Chainage on SH-168

Four Laning of Gujarat/Maharashtra Border - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



Appendix BX

Details of Proposed Pedestrian/Cattle Underpasses

S.No.	Existing Chainage	Design Chainage	Name of Intersecting Roads	Proposed Structural Configuration	Proposed structural Type	Proposed Span Arrangement	Total Width of Structure
Bardoli to Gujarat / Maharashtra Border section							
1		38+139	Village Road	New 6 lane Structure	Box Structure	1 x 4	33.0 m
2		36+516	Village Road	New 6 lane Structure	Box Structure	1 x 4	33.0 m
3		35+552	Village Road	New 6 lane Structure	Box Structure	1 x 4	33.0 m
4		33+117	Village Road	New 6 lane Structure	Box Structure	1 x 4	33.0 m
5		49+176	Village Road	New 6 lane Structure	Box Structure	1 x 4	33.0 m
Bardoli to Ichhapore Section							
6		70+011	Village Road	New 6 lane Structure	Box Structure	1 x 4	33.0 m
7		71+949	Village Road	New 6 lane Structure	Box Structure	1 x 4	33.0 m
8		72+954	Village Road	New 6 lane Structure	Box Structure	1 x 4	33.0 m
9		74+404	Village Road	New 6 lane Structure	Box Structure	1 x 4	33.0 m
10		76+572	Village Road	New 6 lane Structure	Box Structure	1 x 4	33.0 m
11		77+198	Village Road	New 6 lane Structure	Box Structure	1 x 4	33.0 m



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 41 Gujarat under NHDP Phase III

B. Rehabilitation/Repair/widening of existing Major bridges

S.no.	Name of bridge	Bridge no.	chainage (km)	Width (proposed / existing)	Span arrangement	Type of structure			Improvement proposal
						Foundation	Sub structure	Super Structure	
Bardoli to Ichhapore section									
1	Taraj Khadi (Existing)		3+321 (SH-168)	12 / 7.5	1X11.75+1X12.2+1X12.2+1X12.2 +1X11.75 TTL = 60.10 m	No defect observed in visible portion of foundation	CC mixed with gravel. Abutments, piers, caps and straight return walls in good condition	RCC Solid slab superstructure over tar paper bearings. No visual distress observed. Some reinforcement exposed at soffit of deck slab at edges only	To be retained and Widened to 3-lane with repairing, construct a new 3-lane bridge parallel to existing one as per widening scheme.
	Taraj Khadi (Proposed)			12	1X11.75+1X12.2+1X12.2+1X12.2 +1X11.75 TTL = 60.10m	RCC Foundation	Open type and Pier	RCC Solid slab	

Appendix BXI

A. Construction of New Major Bridges

S.No.	Name of Bridge	Bridge No.	Existing Chainage	Design Chainage	Type of Crossing	Proposed Structural Configuration	Proposed Structure Type	Proposed Span Arrangement	Total Width of The Structure
1	Mindhola Bridge on Bajipura Bypass		-	52+000	Right Angle Crossing	New 6-Lane Bridge	PSC T-Girder Superstructure	3x33M (S.S)	2x12m
2	Mindhola Bridge on Bardoli-Ichhapore Bypass		-	70+609	Right Angle Crossing	New 6-Lane Bridge	PSC T-Girder Superstructure	3x33M (S.S)	2x12m



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 42 Gujarat under NHDP Phase III

S.no.	Name of bridge	Bridge no.	chainage (km)	Width (proposed / existing)	Span arrangement	Type of structure			Improvement proposal
						Foundation	Sub structure	Super Structure	
2	Azaba Khadi (Existing abandoned)		14+76 0 (SH16 8)	8.5/ 8.5	1X18+1X17.9+ 1X18+1X18+ 1X17.9+1X18 TTL = 108.8m	Scour is found on bed. At some pier Pile is nearly one meter exposed below pile cap. Overall condition of pile and cap is good cond.	CC wall type pier, abutment and straight return wall. Visually no crack was observed and in good condition	RCC T-Beam and slab type, visually no cracks found, few reinf exposed at soffit of deck at cantilever. Very poor concrete wearing course found, top surface of deck is fair	The bridge is constructed about 20 years back and in fairly good condition. Clear width between kerb is 7.5m. May be used as 2-Lane bridge without footpath with repairing and proper bed protection works. Non destructive test may be conducted for further
	Azaba Khadi (Existing running)			12/12	1X18.55+1X18.55+1X18.65+ 1X18.5+1X18.70+1X8.5 TTL = 111.45m	Pile foundation and condition of pile cap is good	RCC circular pier and cantilever pier cap, RCC abutment and straight return wall are in structurally sound cond.	RCC T-Beam and slab type, visually no cracks found and are structurally sound condition. Bituminous wearing course are in good condition	Clear width between crash barriers is 11.1m. To be retained and may be used as 3-lane bridge. Bed protection works are suggested.

S.no.	Name of bridge	Bridge no.	chainage (km)	Width (proposed / existing)	Span arrangement	Type of structure			Improvement proposal
						Foundation	Sub structure	Super Structure	
3	Existing (Abandoned)		18+88 8 (SH16 8)	8.4 / 8.4	1X18.1+1X18.1 +1X18.0+1X18.15+1X18.20+ 1X17.95+1X18.0+1X18.1 TTL = 144.6m	Scour is found on bed. At some pier Pile is nearly one meter exposed below pile cap. Overall condition of pile and cap is good cond.	CC wall type pier, abutment and straight return wall. Visually no crack was observed	RCC T-Beam and slab type, visually no cracks found, few reinf exposed at soffit of deck at cantilever. Very poor concrete wearing course found, top surface of deck is poor	The bridge is constructed about 20 years back and in fairly good condition. Clear width between kerb is 7.6m. May be used as 2-Lane bridge without footpath with repairing and bed protection works. Non destructive test may be conducted for further satisfac
	Existing (running)		18+88 8 (SH16 8)	12 / 12	1X18.45+1X18.75+1X18.50+ 1X18.6+1X18.70+1X18.5+1X 18.5+1X18.60 TTL = 148.6m45 degree skew	Pile foundation and condition of pile cap is good	RCC circular pier and cantilever pier cap, RCC abutment and straight return wall are in structurally sound cond.	RCC T-Beam and slab type, visually no cracks found and are structurally sound condition. Bituminous wearing course are in good condition	Clear width between crash barriers is 11.3m. To be retained and may be used as 3-lane bridge with proper bed protection works.

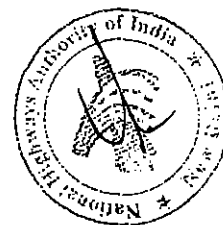
S.no.	Name of bridge	Bridge no.	chainage (km)	Width (proposed / existing)	Span arrangement	Type of structure			Improvement proposal
						Foundation	Sub structure	Super Structure	
4	Tapi River (Existing)		26+76 8 (SH16 8)	18 / 18	1X49.25+1X49.5 +1X49.2+1X49.2 +1X49.5+1X51+ 1X50.2+1X49.55 +1X51.05+1X49.8+1X50.2+1 X49.9+1X50.21+ 1X50.4+1X49.8+ 1X50.35+1X49.25 +1X49.15 TTL = 897.5m	Well foundation found and no defect observed in visible portion of foundation	RCC Wall Type truncated "V" shape pier, wall abutment and straight return wall found in good condition	PSC T-Beam and RCC slab type superstructure are found structurally sound cond., Expansion joints partially damaged and need repair. Deck slab at expansion also need repair.	Clear width between kerbs is 14.5m. Total o/o width including footpath is 18m. To be retained with repairing works.
	Proposed				No new bridge is proposed over river Tapi				

* The proposed span arrangement is tentative and the same shall be finalized in consultation with Irrigation Authority & IC. Any change in span arrangement shall not be treated as change in scope of work.

Appendix BXII

A. Construction of New Minor Bridges

Sl.No.	Name of Bridge	Bridge No.	Existing Chainage	Design Chainage	Type of Crossing	Proposed Structural Configuration	Proposed Structural configuration	Proposed Span arrangement	Total width of the Structure
Bardoli to Gujarat / Maharashtra Border Section									
1			-	43+673	Canal Crossing	New 2 X 3 Lane Bridge	RCC Solid Slab	1 X 7	27.5 m
2			-	47+048	Canal Crossing	New 2 X 3 Lane Bridge	PSC T-Beam	1 X 30	27.5 m
3			-	52+744	Canal Crossing	New 2 X 3 Lane Bridge	PSC T-Beam	1 X 25	27.5 m
4			41+864	62+172	Chick Khadi	New 2 X 3 Lane Bridge	RCC Circular pier and wall type abutment with RCC T-Beam and Solid Slab type superstructure	1x9.4 + 1x22.4 + 1x9.4	27.5 m
Bardoli to Ichhapore Section									
1			31+791 (SH168)	116+095		New 2 X 3 Lane Bridge	RCC box structure	2 x 4.5	27.5 m



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State 47 of Gujarat under NHDP Phase III

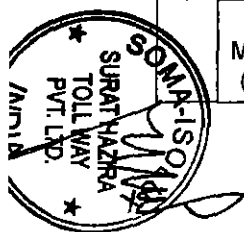
B. Rehabilitation/Repair/widening of existing Minor bridges

S.No.	NAME OF BRIDGE	BRIDGE No.	CHAINAGE (Km)	WIDTH (Proposed / Existing)	SPAN ARRANGEMENT	TYPE OF STRUCTURE			IMPROVEMENT PROPOSAL
						Foundation	Sub structure	Super Structure	
Bardoli to Gujarat / Maharashtra Border									
	Dokmarda Khadi (Existing)		39+187	12 / 7.75	1x13 TTL = 13m	Foundation part not visible due to flowing water	BM Wall Type with leaching marks	RCC T girder type, shear cracks in girders near support, reinf exposed and corroded in cantilever portion both sides. Cond. not good	Structural cond. of girders to be assessed/repair and widen to 3-lane, Construct new 3-lane bridge parallel to existing one as per widening scheme.
	Dokmarda Khadi (Proposed)			12	1x13 TTL = 13m	RCC Open Foundation	RCC wall type abutment	RCC T-Beam	
2	Canal Crossing (Existing)	46/1	45+374	11 / 7.28	3x9.0 TTL = 27.0m	Foundation part not visible due to flowing water	Substructure part not visible due to flowing water	RCC Solid slab superstructure, no distress found from visual observations	Routine maintenance, repairing of damaged ppt Widening of existing bridge to 3-lane, Construct new 3-lane bridge parallel to existing

S.No.	NAME OF BRIDGE	BRIDGE No.	CHAINAGE (Km)	WIDTH (Proposed / Existing)	SPAN ARRANGEMENT	TYPE OF STRUCTURE			IMPROVEMENT PROPOSAL
						Foundation	Sub structure	Super Structure	
	Canal Crossing (Proposed)			12	3x9.0 TTL = 27.0m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	as per widening scheme at an higher level.
3	Mindh River (Existing)	71/1	71+464	12 / 7.6	1x6.3 + 1x7.0 + 1x6.3 TTL = 19.60m	No defect observed in visible portion of foundation, rocky bed	SM Wall Type with structurally sound condition. Piers repaired with jackateing	RCC Solid slab superstructure, soffit of slab recently repaired with gunniting, no distress found from visual observations	Widening of existing bridge to 3-lane, Construct adjacent new 3 lane bridge as per widening scheme
	Mindh River (Proposed)			12	1x6.3 + 1x7.0 + 1x6.3 TTL = 19.60m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	
	Kachha Khadi 1970 (Existing)	85/2	84+860	12 / 7.6	1x10.0 TTL = 10.0m	No defect observed in visible portion of foundation	SM Wall Type repaired with CC, return wall having loose masonry joint and cracks, reinf. Exposed in abutment cap	RCC T-girder with structurally sound cond., reinf. Exposed and corroded at few places at bottom of girder and cantilever portion	Proposed level is about 3m higher than existing bridge as it is at approach of Songarh flyover. Replace with new 2x3- lane bridge.

S.No.	NAME OF BRIDGE	BRIDGE No.	CHAINAGE (Km)	WIDTH (Proposed / Existing)	SPAN ARRANGEMENT	TYPE OF STRUCTURE			IMPROVEMENT PROPOSAL
						Foundation	Sub structure	Super Structure	
	Kachha Khadi 1970 (Proposed)			12	1x10.0 TTL = 10.0m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	
5	Kachha Khadi 1970 (Existing)		87+380	12/7.55	1x6.6 + 1x6.9 TTL = 13.5m	Scour observed near abutment foundation	No distress found from visual observations in SM substructure	RCC Solid slab superstructure, Reinf. Exposed at edges of slab	Widening of existing bridge to 3-lane, Construct a new 3-lane bridge parallel to existin as per widening scheme
	Kachha Khadi 1970 (Proposed)			12	1x6.6 + 1x6.9 TTL = 13.5m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	
	92/1 Local Khadi 1970 (Existing)		91+451	12/8.55	2x8.10 TTL = 16.2m	SM Wall Type with open found.	SM Wall Type with open found.	RCC Solid slab superstructure, could Not be accessed due to flowing water.	Widening of existing bridge to 3-lane, Construct a new 3-lane bridge parallel to existin as per widening scheme
	92/1 Local Khadi 1970 (Proposed)			12	2x8.10 TTL = 16.2m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	

S.No.	NAME OF BRIDGE	BRIDGE No.	CHAINAGE (Km)	WIDTH (Proposed / Existing)	SPAN ARRANGEMENT	TYPE OF STRUCTURE			IMPROVEMENT PROPOSAL
						Foundation	Sub structure	Super Structure	
7	Minor Bridge 1970 (Existing)		92+225	12 / 7.6	4x4.9 TTL = 19.6m	No defect observed in visible portion of foundation except minor scour around pier P2	SM Wall Type with structurally sound condition. Rein Exposed in Piers cap.	RCC Solid slab superstructure, Honeycomb, spalling, exposed and corroded reinf. Along edges of slab	Widening of existing bridge to 3-lane, Construct new 3-lane bridge parallel to existing as per widening scheme
	Minor Bridge 1970 (Proposed)			12	4x4.9 TTL = 19.6m	Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	
8	93/4 Minor Bridge (Existing)		92+792	8.75 / 8.75	1x6.0 TTL = 6.0m	No defect observed in visible portion of foundation	SM Wall Type with structurally sound condition.	RCC Solid slab superstructure, Reinf. Exposed at faces of slab	Clear width between parapets is 8.7m. To be retained with repairing and construct a new 3-lane bridge parallel to existing one as per widening scheme.
	93/4 Minor Bridge (Proposed)			12	1x6.0 TTL = 6.0m	RCC Open Foundation	RCC wall type abutment	RCC Solid slab	



S.No.	NAME OF BRIDGE	BRIDGE No.	CHAINAGE (Km)	WIDTH (Proposed / Existing)	SPAN ARRANGEMENT	TYPE OF STRUCTURE			IMPROVEMENT PROPOSAL
						Foundation	Sub structure	Super Structure	
9	Minor Bridge 1970 (Existing)		93+976	12 / 7.65	2x7.75 TTL = 15.50m	Foundation part not visible due to flowing water	No distress found from visual observations in SM substructure	RCC Solid slab superstructure, HC & spalling at soffit of slab, ER and corroded reinf. Along edges & soffit of slab	Widening of existing bridge to 3-lane, Construct new 3-lane bridge parallel to existing as per widening scheme
	Minor Bridge 1970 (Proposed)			12	2x7.75 TTL = 15.50m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	
	Minor Bridge 1970 (Existing)		97+597	12 / 6.6	1x7.5 + 1x7.9 + 1x7.4 TTL = 22.80m	No defect observed in visible portion of foundation	SM substructure, pier cap damaged & reinf. Exposed in pier cap	RCC Solid slab superstructure, HC & spalling at soffit of slab, ER and corroded reinf. Along edges & soffit of slab	Widening of existing bridge to 3-lane, Construct new 3-lane bridge parallel to existing as per widening scheme
	Minor Bridge 1970 (Proposed)			12	1x7.5 + 1x7.9 + 1x7.4 TTL = 22.80m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	

S.No.	NAME OF BRIDGE	BRIDGE No.	CHAINAGE (Km)	WIDTH (Proposed / Existing)	SPAN ARRANGEMENT	TYPE OF STRUCTURE			IMPROVEMENT PROPOSAL
						Foundation	Sub structure	Super Structure	
11	99/3 Minor Bridge 1970 (Existing)		98+782	8.1 / 8.1	1x8.75 + 1x8.90 + 1x8.90 TTL = 26.55 m	Scour observed around pier, No other distress observed in visible part of foundation	No distress found from visual observations in SM substructure	RCC Solid slab superstructure, Reinf. Exposed at faces of slab	Clear width between parapets is 7.5m. To be retained with repairing and construct a new 3- lane bridge parallel to existing one as per widening scheme.
	99/3 Minor Bridge 1970 (Proposed)			12	1x8.75 + 1x8.90 + 1x8.90 TTL = 26.55 m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	
	Minor Bridge 1970 (Existing)		100+020	12 / 7.6	2x5.9 TTL = 11.80m	Scour observed around abutment, pier, No other distress observed in visible part of foundation	SM pier and abutment repaired with CC. No other distress found from visual observations	RCC Solid slab superstructure, Reinf. Exposed at soffit of slab	Widening of existing bridge to 3-lane, Construct new 3-lane bridge parallel to existing one as per widening scheme
	Minor Bridge 1970 (Proposed)			12	2x5.9 TTL = 11.80m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	
13	Minor Bridge (Existing)		101+751	12 / 8.8	1x5.75 + 3x6.15 + 1x5.75 TTL = 29.95m	No defect except local scour observed in visible portion of foundation	No distress except ER in pier cap at few location found from visual observations	RCC Solid slab superstructure, HC and spalling of plaster, Reinf. Exposed at soffit of slab	Widening of existing bridge to 3-lane, Construct new 3-lane bridge parallel to existing one as per widening scheme

S.No.	NAME OF BRIDGE	BRIDGE No.	CHAINAGE (Km)	WIDTH (Proposed / Existing)	SPAN ARRANGEMENT	TYPE OF STRUCTURE			IMPROVEMENT PROPOSAL
						Foundation	Sub structure	Super Structure	
	Minor Bridge (Proposed)			12	1x5.75 + 3x6.15 + 1x5.75 TTL = 29.95m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	
14	Somnath River 1957 (Existing)		103+068	12 / 7.5	5x9.5 TTL = 47.50m	No defect except local scour near pier observed in visible portion of foundation	No distress found from visual observations in SM substructure	RCC T girder superstructure, HC and spalling of plaster, Reinf. Exposed at cantilever portion of slab	Widening of existing bridge to 3-lane, Construct new 3-lane bridge parallel to existing one as per widening scheme
	Somnath River 1957 (Proposed)			12	5x9.5 TTL = 47.50m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	
Bardoli to Ichhapore section									
1	Existing		3+691 (SH168)	10.7 / 10.7	1x6.6 TTL = 6.6m	No defect observed in visible portion of foundation	BM Abutments, and straight return walls in good condition	RCC Solid slab superstructure. Some reinforcement exposed at soffit of deck slab edges only No visual distress observed.	Clear width between ppt is 9.7m. To be retained with repairing, construct a new 3-lane bridge parallel to existing one as per widening scheme.

S.No.	NAME OF BRIDGE	BRIDGE No.	CHAINAGE (Km)	WIDTH (Proposed / Existing)	SPAN ARRANGEMENT	TYPE OF STRUCTURE			IMPROVEMENT PROPOSAL
						Foundation	Sub structure	Super Structure	
	Proposed			12	1x6.6 TTL = 6.6m	RCC Open Foundation	RCC wall type abutment	RCC Solid slab	
2	Existing		8+034 (SH168)	9.4 / 9.4	2X7.5 TTL = 15.0m	No defect observed in visible portion of foundation	Wall type pier and abutments, made by BM with PCC caps and in fairly good condition. BM straight return walls in poor condition	RCC solid slab Superstructure over tar paper bearings at fairly good conditions. Some reinforcement exposed at RHS soffit of deck slab edges	Clear width between ppt is 8.5m. To be retained with repairing, construct a new 3-lane bridge parallel to existing one as per widening scheme
	Proposed			12	2X7.5 TTL = 15.0m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	
3	Existing		10+297 (SH168)	8.3 / 8.3	3X9 TTL = 27.0m	No defect observed in visible portion of foundation	SM wall type pier, abutments and wing walls are fairly good cond.	RCC solid slab Superstructure over tar paper bearings at good conditions. Some reinforcement exposed at soffit of deck	Clear width between ppt is 7.5m. To be retained with repairing, construct a new 3-lane bridge parallel to existing one as per widening scheme

S.No.	NAME OF BRIDGE	BRIDGE No.	CHAINAGE (Km)	WIDTH (Proposed / Existing)	SPAN ARRANGEMENT	TYPE OF STRUCTURE			IMPROVEMENT PROPOSAL
						Foundation	Sub structure	Super Structure	
	Proposed			12	3X9 TTL = 27.0m	RCC Open Foundation	RCC wall type abutment and Pier	RCC Solid slab	
4	Existing		12+968 (SH168)	14.75 / 14.75	2x4.58 TTL = 9.16m	Newly constructed two cell RCC box type structure with RCC wing walls. Side slopes of embankment protected by dry boulder revetment. The structure is in very good condition.			Clear width between ppt is 14.25m. To be retained and construct a new 3-lane bridge parallel to existing one as per widening scheme
	Proposed			12	2x4.58 TTL = 9.16m	RCC box type structure with RCC wing walls			
5	Existing		16+694 (SH168)	14.5 / 14.5	2x3.5 TTL = 7m	Newly constructed two cell RCC box type structure with RCC wing wall and side slopes of embankment with dry boulder revetment. The structure is in very good condition.			Clear width between ppt is 13.6m. To be retained and may be used as 3-lane bridge. construct a new 3-lane bridge parallel

S.No.	NAME OF BRIDGE	BRIDGE No.	CHAINAGE (Km)	WIDTH (Proposed / Existing)	SPAN ARRANGEMENT	TYPE OF STRUCTURE			IMPROVEMENT PROPOSAL
						Foundation	Sub structure	Super Structure	
	Proposed			12	2x3.5 TTL = 7m	RCC box type structure with RCC wing walls			to existing one as per widening scheme
6	Existing		16+791 (SH168)	14.5 / 14.5	2x3.5 TTL = 7m	Newly constructed two cell RCC box type structure with RCC wing wall and side slopes of embankment with dry boulder revetment. The structure is in very good condition.			Clear width between ppt is 13.6m. To be retained and may be used as 3-lane bridge. construct a new 3-lane bridge parallel to existing one as per widening scheme
	Proposed			12	2x3.5 TTL = 7m	RCC box type structure with RCC wing walls			
	Existing		17+791 (SH168)	15 / 15	2x4.5 TTL = 9m	Newly constructed two cell RCC box type structure with RCC wing wall and side slopes of embankment with dry boulder revetment. The structure is in very good condition.			Clear width between ppt is 14.1m. To be retained and may be used as 3-lane bridge. construct a new 3-lane bridge parallel to existing one as per widening scheme
	Proposed			12	2x4.5 TTL = 9m	RCC box type structure with RCC wing walls			
8	Existing		19+394 (SH168)	16 / 16	2X4.96 (perp)2x7.05 (skew) TTL = 14.1m (skew)	Newly constructed two cell RCC box type structure with RCC wing wall and side slopes of embankment with dry boulder revetment. The structure is in very good condition.			Clear width between ppt is 15m. To be retained and may be used as 3-lane bridge. Construct a

S.No.	NAME OF BRIDGE	BRIDGE No.	CHAINAGE (Km)	WIDTH (Proposed / Existing)	SPAN ARRANGEMENT	TYPE OF STRUCTURE			IMPROVEMENT PROPOSAL
						Foundation	Sub structure	Super Structure	
	Proposed		19+394 (SH168)	12	2X4.96 (perp)2x7.05 (skew) TTL = 14.1m (skew)	RCC box type structure with RCC wing walls			new 3-lane bridge parallel to existing one as per widening scheme.
9	Existing		20+458 (SH168)	15.5 / 15.5	2x3.5 TTL = 7.0m	Newly constructed two cell RCC box type structure with RCC wing wall and side slopes of embankment with dry boulder revetment. The structure is in very good condition.			Clear width between ppt is 14.5m. To be retained and may be used as 3- lane bridge. Construct a new 3-lane bridge parallel to existing one as per widening scheme.
	Proposed		20+458 (SH168)	12	2x3.5 TTL = 7.0m	RCC box type structure with RCC wing walls			Clear width between ppt is 13.8m. To be retained and may be used as 2- lane bridge. Construct a new 3-lane bridge parallel to existing one as per widening scheme
	Existing		22+909 (SH168)	14.8 / 14.8	2x5.5 TTL = 11.0m (skew)45 degree skew, left forward	Newly constructed two cell RCC box type structure with RCC wing wall and side slopes of embankment with dry boulder revetment. The structure is in very good condition			Clear width between ppt is 13.8m. To be retained and may be used as 2- lane bridge. Construct a new 3-lane bridge parallel to existing one as per widening scheme

Appendix BXIII

Improvement proposals for culverts

A. Reconstruction / Widening Scheme for Culverts

S.No.	Existing C D No.	Existing Chainage	Design Chainage	Type of Structure		Recommendation	Span Arrangement		Proposed Total Width
				Existing	Proposed		Existing(m)	Proposed(m)	
Bardoli to Gujarat / Maharashtra Border Section									
1	36/1	35+117		HPC	HPC	Replacement required	1 X 0.6	1 X 0.6	37.5m
2	36/2	35+217		HPC	HPC	Replacement required	1 X 0.6	1 X 0.6	37.5m
3	36/3	35+277		HPC	HPC	Replacement required	1 X 0.6	1 X 0.6	37.5m
4	37/1	36+177		HPC	HPC	Replacement required	1 X 0.45	1 X 0.45	37.5m
5	38/1	37+250		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
6	38/2	37+550		HPC	HPC	Replacement required	1 X 0.6	1 X 0.6	37.5m
7	38/3	37+932		HPC	HPC	Widening Required	1 X 1.2	1 X 1.2	37.5m
8	39/1	38+061		HPC	HPC	Widening Required	3 X 1.2	3 X 1.2	37.5m
9	39/2	38+472		SLC	SLC	Widening Required	1 X 3	1 X 3	37.5m
10	41/1	39+888		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
11	43/1	40+456		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
12	41/1	40+962		SLC	SLC	Widening Required	1 X 2.9	1 X 2.9	37.5m
13	43/2	42+453		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
14	44/1	42+841		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
15	44/1	43+598		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
16	45/2	43+963		HPC	HPC	Replacement required	1 X 0.6	1 X 0.6	37.5m
17	45/3	44+432		HPC	HPC	Replacement required	1 X 0.6	1 X 0.6	37.5m
18	46/1	44+819		HPC	HPC	Widening Required	1 X 1	1 X 1	37.5m
19	46/2	45+964		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
20	47/1	46+419		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
21	48/1	47+121		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
22	48/2	47+539		HPC	HPC	Replacement required	2 X 0.75	2 X 0.75	37.5m
23	49/1	48+410		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
24	49/2	48+610		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
25	49/1	49+590		HPC	HPC	Replacement required	1 X 0.75	1 X 0.75	37.5m
26	49/3	49+804		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
27	51/1	50+360		HPC	HPC	Replacement required	1 X 0.6	1 X 0.6	37.5m
28	56/2	55+893		SLC	SLC	Widening Required	1 X 2.5	1 X 2.5	37.5m

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 59 Gujarat under NHDP Phase III



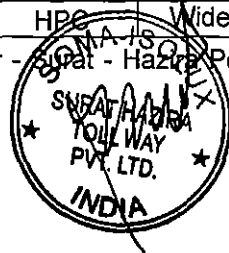
S.No.	Existing C D No.	Existing Chainage	Design Chainage	Type of Structure		Recommendation	Span Arrangement		Proposed Total Width
				Existing	Proposed		Existing(m)	Proposed(m)	
29	57/1	56+845		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
30	57/2	57+352		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
31	NM	58+361		HPC	HPC	Widening Required	1 X 1	1 X 1	37.5m
32	60/1	59+055		HPC+SLC	HPC+SLC	Widening Required	1 X 0.9	1 X 0.9	37.5m
33	60/2	59+291		HPC	HPC	Widening Required	2 X 1	2 X 1	37.5m
34	59/4	59+709		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
35	NM	59+865		Siphon	Siphon	Widening Required	1 X 0.6	1 X 0.6	37.5m
36	61/1	60+223		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
37	72/1	71+049		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
38	72/2	71+819		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
39	74/1	73+221		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
40	74/2	73+726		HPC	HPC	Replacement Required	1 X 0.6	1 X 0.6	37.5m
41	75/1			SLC	SLC	Widening Required	1 X 2.85	1 X 2.85	37.5m
42	76/1	75+368		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
43	76/2	75+558		HPC	HPC	Replacement Required	1 X 0.6	1 X 0.6	37.5m
44	77/1	76+457		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
45	78/1	76+963		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
46	78/2	77+134		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
47	78/3	77+432		SLC	SLC	Widening Required	1 X 2.5	1 X 2.5	37.5m
48	78/4	77+779		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
49	78/1	78+134		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
50	78/2	78+589		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
51	78/3	78+874		SLC	SLC	Widening Required	1 X 3.15	1 X 3.15	37.5m
52	79/1	79+333		SLC	SLC	Widening Required	1 X 2.6	1 X 2.6	37.5m
53	80/1	80+063		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
54	80/2	80+245		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
55	82/1	81+479		HPC	HPC	No widening required	2 X 0.9	2 X 0.9	37.5m
56	82/2	81+906		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
57	NM	82+599		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
58	85/1	84+240		SLC	SLC	Widening Required	1 X 4.4	1 X 4.4	37.5m
59	86/1	85+075		HPC	HPC	Replacement Required	1 X 0.6	1 X 0.6	37.5m
60	86/2	85+125		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
61	86/3	85+503		SLC	SLC	Widening Required	1 X 2.75	1 X 2.75	37.5m
62	NA	86+043		HPC	HPC	No widening required	2 X 0.9	2 X 0.9	37.5m
63	NA	86+409		HPC	HPC	No widening required	1 X 0.9	1 X 0.9	37.5m
64	NA	86+839		HPC	HPC	No widening	1 X 0.9	1 X 0.9	37.5m

Four Laning of Gujarat/Maharashtra Border - Surat Hazira Port Section of NH6 in the State of 60 Gujarat under NHDP Phase III



S.No.	Existing C D No.	Existing Chainage	Design Chainage	Type of Structure		Recommendation	Span Arrangement		Proposed Total Width
				Existing	Proposed		Existing(m)	Proposed(m)	
						required			
65	88/1	87+865		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
66	NA	88+152		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
67	89/1	88+897		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
68	90/1	89+130		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
69	91/1	90+180		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
70	91/2	90+470		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
71	91/3	90+575		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
72	91/4	90+850		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
73	92/2	91+820		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
74	93/3	92+341		HPC	HPC	Widening Required	1 X 1.2	1 X 1.2	37.5m
75	NA	92+641		HPC	HPC	Widening Required	2 X 1.2	2 X 1.2	37.5m
76	NA	93+456		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
77	94/2	93+701		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
78	94/2	94+187		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
79	94/4	94+311		SLC	SLC	Widening Required	1 X 4.6	1 X 4.6	37.5m
80	94/5	94+591		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
81	97/1	96+250		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
82	97/2	96+480		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
83	99/1	98+248		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
84	99/2	98+567		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
85	100/1	99+353		SLC	SLC	Widening Required	1 X 5.65	1 X 5.65	37.5m
86	101/2	100+801		SLC	SLC	Widening Required	1 X 2.9	1 X 2.9	37.5m
87	102/1	101+162		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
88	102/2	101+359		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
89	103/1	102+461		HPC	HPC	Replacement Required	1 X 0.7	1 X 0.7	37.5m
Bardoli to Ichhapore Section									
1		6+517		SLC	SLC	Widening required	1 X 3.6	1 X 3.6	37.5m
2		6+600		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
3		7+070		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
4		9+709		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
5		10+271		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
6		10+651		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
7		11+140		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
8		11+469		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
9		11+559		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
10		11+824		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
11		12+036		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
12		12+136		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
13		12+416		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m

Four Laning of Gujarat/Maharashtra Border - Surat - Hazrat Nizamuddin Port Section of NH6 in the State of Gujarat under NHDP Phase III



S.No.	Existing C D No.	Existing Chainage	Design Chainage	Type of Structure		Recommendation	Span Arrangement		Proposed Total Width
				Existing	Proposed		Existing(m)	Proposed(m)	
14		12+555		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
15		13+145		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
16		13+917		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
17		14+320		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
18		14+625		HPC	HPC	Replacement required	1 X 0.6	1 X 0.6	37.5m
19		15+095		HPC	HPC	Replacement required	1 X 0.9	1 X 0.9	37.5m
20		15+325		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
21		15+94		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
22		16+980		HPC	HPC	Widening required	2 X 0.9	2 X 0.9	37.5m
23		17+000		HPC	HPC	Widening required	2 X 0.9	2 X 0.9	37.5m
24		17+319		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
25		17+445		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
26		17+706		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
27		18+395		HPC	HPC	Widening required	2 X 0.9	2 X 0.9	37.5m
28		18+955		SLC	SLC	Widening required	1 X 1.8	1 X 1.8	37.5m
29		20+345		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
30		20+520		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
31		20+910		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
32		21+580		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
33		21+912		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
34		22+918		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
35		24+745		SLC	SLC	No Widening required	1 X 4.3	1 X 4.3	37.5m
36		29+700		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
37		30+340		HPC	HPC	Replacement required	1 X 0.7	1 X 0.7	37.5m
38		32+700		HPC	HPC	Widening required	1 X 1.2	1 X 1.2	37.5m
39		33+200		HPC	HPC	Widening required	2 X 1.2	2 X 1.2	37.5m
40		34+000		HPC	HPC	Widening required	2 X 1.2	2 X 1.2	37.5m
41		34+480		HPC	HPC	Widening required	2 X 0.9	2 X 0.9	37.5m
42		35+040		HPC	HPC	Widening required	2 X 0.9	2 X 0.9	37.5m
43		35+163		SLC	SLC	Widening required	1 X 4	1 X 4	37.5m
44		35+480		HPC	HPC	Widening required	2 X 1.5	2 X 1.5	37.5m
45		35+886		HPC	HPC	Widening required	1 X 1.5	1 X 1.5	37.5m
46		36+379		HPC	HPC	Widening required	2 X 0.9	2 X 0.9	37.5m
47		36+540		HPC	HPC	Widening required	2 X 0.9	2 X 0.9	37.5m
48		37+068		SLC	SLC	Widening required	1 X 5	1 X 5	37.5m
49		37+707		HPC	HPC	Widening required	2 X 0.9	2 X 0.9	37.5m
50		38+068		HPC	HPC	Widening required	2 X 1.2	2 X 1.2	37.5m

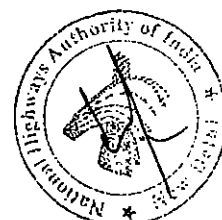
Four Lining of Gujarat/Maharashtra Border Near Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



S.No.	Existing C D No.	Existing Chainage	Design Chainage	Type of Structure		Recommendation	Span Arrangement		Proposed Total Width
				Existing	Proposed		Existing(m)	Proposed(m)	
51		38+630		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
52		38+762		HPC	HPC	Widening required	2 X 0.9	2 X 0.9	37.5m
53		41+840		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
54		42+000		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
55		42+674		HPC	HPC	Widening required	3 X 0.9	3 X 0.9	37.5m
56		43+250		HPC	HPC	Widening required	2 X 0.9	2 X 0.9	37.5m
57		43+503		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
58		43+876		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
59		44+440		HPC	HPC	Widening required	1 X 0.9	1 X 0.9	37.5m
Ichhapore to Hazira Port Section									
1		13+092		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
2		13+290		Not Visible	HPC	Replacement Required	-	1 X 0.9	37.5m
3		16+810		HPC	HPC	Replacement Required	1 X 0.8	1 X 0.8	37.5m
4		17+610		HPC	HPC	Replacement Required	-	1 x 0.9	37.5m
5		18+309		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m
6		18+420		HPC	HPC	Replacement Required	-	1 x 0.9	37.5m
7		18+649		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
8		19+572		HPC	HPC	Widening Required	1 X 0.9	1 X 0.9	37.5m
9		21+652		HPC	HPC	Widening Required	1 X 1.1	1 X 1.1	37.5m
10		22+387		HPC	HPC	Widening Required	1 X 1.1	1 X 1.1	37.5m
11		23+851		HPC	HPC	Replacement Required	1 X 0.5	1 X 0.5	37.5m
12		24+250		HPC	HPC	Widening Required	1 X 1.1	1 X 1.1	37.5m
13		24+485		HPC	HPC	Replacement Required	2 X 0.6	2 X 0.6	37.5m
14		25+545		SLC	SLC	Widening Required	2 X 1	2 X 1	37.5m
15		25+708		SLC	SLC	Widening Required	1 X 1.5	1 X 1.5	37.5m
16		27+693		HPC	HPC	Widening Required	2 X 0.9	2 X 0.9	37.5m

SLC – Slab Culvert, HPC – Hume Pipe Culvert

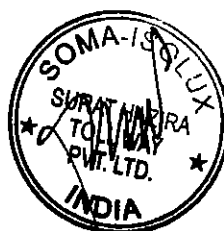
Four Laning of Gujarat/Maharashtra Border, Hazira Port Section of NH6 in the State of 63
Gujarat under NHDP Phase III



B. Proposed New Culverts

S.No	Design Chainage/Location	Design Chainage	Proposed Structure	Proposed Size Arrangement	Proposed Total Width (m)
Bardoli to Gujarat / Maharashtra Border Section					
1			HPC	1x1.2m	37.5m
2			SLC	1x4.5m	37.5m
3			SLC	1x3m	37.5m
4			SLC	1x3m	37.5m
5			HPC	1x1.2m	37.5m
Bardoli -ichhapore Section					
1			HPC	1x1.2m	37.5m
2			SLC	1x6m	37.5m

SLC – Slab Culvert, HPC – Hume Pipe Culvert



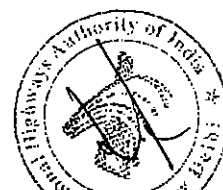
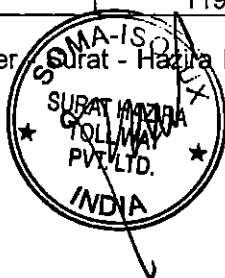
Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III

Appendix BXV

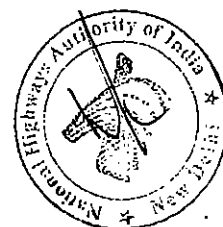
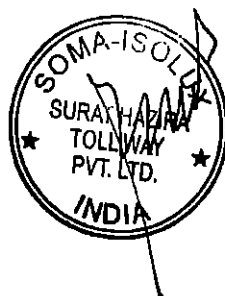
Entry / Exit Ramps

S.No	Location	Design Chainage	Left	Right
1	Near Nirjhar	0+700	Exit	Entry
2	Near Nirjhar	1+465	Entry	Exit
3	Service Road	7+398	Exit	Entry
4	Service Road	8+412	Entry	Exit
5	At Songadh	18+641	Exit	Entry
6	At Songadh	19+139	Entry	Exit
7	Start of Vyara Bypass	32+128	Exit	Entry
8	SH-171 Crossing	37+277	Exit	Entry
9	SH-171 Crossing	37+752	Entry	Exit
10	End of Vyara Bypass	43+358	Exit	Entry
11	Service Road	44+889	Exit	Entry
12	Service Road	45+506	Entry	Exit
13	Start of Bajipura Bypass	48+408	Exit	Entry
14	End of Bajipura Bypass	53+000	Exit	Entry
15	End of Bajipura Bypass	53+748	Entry	Exit
16	On Valod junction	67+000	Exit	Entry
17	On Valod junction	67+643	Entry	Exit
18	At Bardoli	68+676	Exit	Entry
19	At Bardoli	69+546	Entry	Exit
20	At Wanesha	74+654	Exit	Entry
21	At Wanesha	75+129	Entry	Exit
22	At Ena	76+050	Exit	Entry
23	At Ena	76+526	Entry	Exit
24	At Ena	77+520	Exit	Entry
25	At Ena	78+000	Entry	Exit
26	At Palsana	81+765	Exit	Entry
27	At Palsana	83+243	Entry	Exit
28	At Palsana	83+267	Exit	Entry
29	At Palsana	85+304	Entry	Exit
30	Service Road	86+923	Exit	Entry
31	Service Road	87+493	Entry	Exit
32	SH-170 Crossing	88+800	Exit	Entry
33	SH-170 Crossing	89+300	Entry	Exit
34	At Vanj	93+000	Exit	Entry
35	At Vanj	93+450	Entry	Exit
36	At Sachin	95+904	Exit	Entry
37	At Un	96+504	Entry	Exit
38	At Magdalla	108+000	Exit	Entry
39	At Magdalla	110+600	Entry	Exit
40	At Ichhapore	112+600	Exit	Entry
41	At Ichhapore	116+599	Entry	Exit
42	Kribco	119+000	Entry	Exit
43	Kribco	119+600	Exit	Entry

Four Laning of Gujarat/Maharashtra Border Surat - Hazira Port Section of NH6 in the State of 66
Gujarat under NHDP Phase III



44	At Mora	122+102	Entry	Exit
45	At Mora	122+202	-	Entry / Exit
46	At Mora	122+302	Exit	Entry
47	Essar	129+632	Entry	Exit



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 67
Gujarat under NHDP Phase III

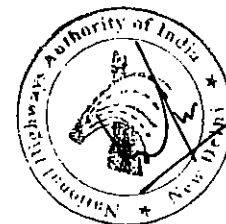
Appendix BXIV

Details of Proposed ROB/RUB

S.No.	Location	ROB/RUB	Existing Chainage/Design Chainage	Name of Crossing	Existing Structure	Proposed Structural Configuration	Proposed Structure Type	Proposed Span Arrangement	Total Width of the Structure
Bardoli to Gujarat / Maharashtra Section									
1	On Vyara Bypass	ROB	40+822	New		New 6 lane ROB	RCC T-Beam	1 x 20	27.5
2	At Songadh	ROB	83+525 / 19+597		CC Wall type with open found. & 500 thk RCC solid slab	Existing 2 lane ROB widened to 3 lane and a new 3 lane ROB will be constructed	RCC T-Beam	1 x 12.8	28.8
3	Near Gandhinagar	ROB	99+056 / 4+066	LC No. 64	Level Crossing	New 6 lane ROB	RCC T-Beam	5 x 20	27.5
Bardoli to Ichhapore Section									
4	Near Un*	ROB	12+069 / 96+373	ROB 425 B PTD.5.02	CC Wall Type with open found. & Composite superstructure RCC deck slab supported by 4 nos. steel girder	New 6 lane ROB	PSC T-Beam	1 x 35	31.1
Ichhapore to Hazira Section									
5	At Ichhapore**	ROB	12+902 / 116+714	LC No.1	Level Crossing	New 6 lane ROB	RCC T-Beam	3 x 20	31.1
6	Near Kribco Township	ROB	15+440 / 119+252	LC No.17	Level Crossing	New 6 lane ROB	RCC T-Beam	5 x 20	31.1

Note: * Part of Sachin-Un Flyover cum ROB

** Part of Ichhapore Flyover cum ROB



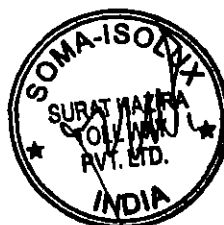
Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III

Appendix BXVI

Tentative Location of Slope Protection

Sl. No.	Location	Design Chainage
1	ROB approaches on Vyara Bypass	Km 39.882 to Km 41+500
2	Near Bhimrd Village	Km 100.143 to Km 103.549
3	Near Tapi Bridge	Km 109.804 to Km 111.520
4	Near Mora	Km 125.972 to Km 127.962
5	Near Hazira	Km 131.413 to Km 132.913

Slope protection in the form of stone pitching



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 68 Gujarat under NHDP Phase III

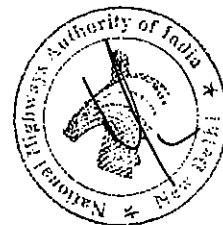
SCHEDULE – C
(See Clause 2.1)
PROJECT FACILITIES

1 Project Facilities The Concessionaire shall construct the Project Facilities in accordance with the provisions of this Agreement. Such Project Facilities shall include:

- (a) toll plazas;
- (b) roadside furniture;
- (c) street lighting;
- (d) pedestrian facilities;
- (e) landscaping and tree plantation;
- (f) rest areas;
- (g) truck lay-bys;
- (h) bus-bays and bus shelters;
- (i) cattle crossings;
- (j) development of site for wayside amenities;
- (k) traffic aid posts;
- (l) medical aid posts;
- (m) vehicle rescue posts;
- (n) telecom system;

2 Project Facilities for Four-Laning

Project Facilities forming part of Four-Laning and to be completed on or before the Project Completion Date have been described in Annex-I of this Schedule-C.

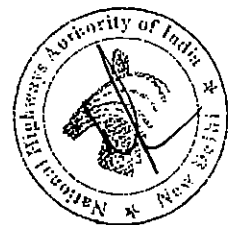


Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 69 Gujarat under NHDP Phase III

Annex - I*(Schedule-C)***Project Facilities for Four-Laning****1 Project Facilities**

The Concessionaire shall construct the Project Facilities described in this Annex-I to form part of the [Four-Lane] Project Highway. The Project Facilities shall include:

- (a) toll plazas;
- (b) roadside furniture;
- (c) pedestrian facilities;
- (d) tree plantation;
- (e) truck lay-bys;
- (f) bus-bays and bus shelters; and
- (g) others (to be specified)
 - 1. Cattle crossing
 - 2. Development of Site for Way side Amenities
 - 3. Traffic Aid Post
 - 4. Medical Aid Post
 - 5. Vehicle Rescue Post
 - 6. Telecom System



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 70 Gujarat under NHDP Phase III

2 Description of Project Facilities

Each of the Project Facilities is briefly described below:

To be described briefly. See Note below.

a) Toll Plazas (2 nos.)

At Design chainage Km 28+500 near Vyara (Km 74+800 of existing NH-6 from 'zero chainage' at Surat)

At Design chainage Km 89+400 between Palsana and Sachin (Km 5+450 of SH-168 from 'zero chainage' at Palsana)

b) Road Side Furniture

The provision of road side furniture shall be finalized as per NHA Manual of Specifications and in consultation with the Independent Consultant.

(i) Traffic Signs and Pavement Markings

Traffic signs and pavement markings shall include roadside signs, overhead signs; curb mounted signs and road marking along the Project Highway. The design and marking for the Project Highway shall be as per the design standard indicated in Schedule-D and the location for various treatments shall be finalized in consultation with the Independent Engineer.

(ii) Metal Beam Crash Barrier

(iii) Traffic Safety Devices .

(iv) Boundary Stones

(v) Hectometer / Kilometer Stones

(vi) Traffic Blinker Signal (L.E.D) at intersections

c) Pedestrian Facilities

Pedestrian facilities in the form of guard rails, footpath, lighting, etc shall be provided



d) Landscaping and Tree Plantation

Landscaping of Highway shall be done on, but not limited to the following,

Median

Grade Separated Intersections

Entry and Exit Ramps

At-Grade islands of the intersection locations

Toll Plaza area

e) Truck Lay-byes

Tentative locations of truck lay-byes on either side of the road are given below, however, suitable locations shall be decided in consultation with NHAI and Independent Engineer.

Location of Truck Lay Bys

Sl. No.	Existing Chainage (Km.)	Design Chainage (km)	Location
1	87+900 of NH6	15+100	At Chacharbunda near Songadh (On both sides of NH-6)
2	9+750 of SH168	93+650	Near Sachin (On both sides)

f) Bus Bays (44 Nos.)

The concessionaire shall provide minimum of 44 nos. of Bus Bays along the project highway and are given in **Appendix-CI**. The design of Bus Bays should be aesthetically pleased with surrounding. The locations of these bus bays shall be finalized by the concessionaire in consultation with the IC.

g) Others

The following facilities shall be provided as per Concession Agreement and "Manual of Specification and Standards for four laning of National Highways through PPP".

1) Highway Lighting

A tentative list of High Mast Lighting to be provided is given in **Appendix CII** At the minor junctions solar lighting shall be provided

Four Laning of Gujarat/Maharashtra Border - Surat-Hazira Port Section of NH6 in the State of 72 Gujarat under NHDP Phase III



2) Highway Patrol

3 numbers Highway Patrol Units shall be provided as per clause 4.19 of Manual of Specifications of Standards of Four laning of National Highways published by MoSRT&H

3) Ambulances

3 numbers Ambulance Units shall be provided as per clause 4.20 of Manual of Specifications of Standards of Four laning of National Highways published by MoSRT&H

4) Cranes

1 number Crane shall be provided at each Toll Plaza as per Article 17.5.2 of Draft Concession Agreement.

5) HTMS

HTMS facilities shall be provided as specified in the manual.

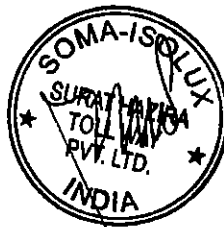
Note: In case of any discrepancy in number or location of any of the project facility mentioned in this Annex I, the independent Engineer shall finalise the number/location of these facilities as per site requirement.

4.15 Utilities

Provision of accommodating utilities has been made over as well as under ground within utility corridor on either side of the Project Highway.

4.16 Rainwater Harvesting

As per Ministry of Environment and Forests Notification, New Delhi dated 14.01.1997 (as amended on 13.01.1998, 05.01.1999 & 6.11.2000), the construction of Rain water, harvesting structure is mandatory in and around Water Crisis area, notified by the Central Ground Water Board.

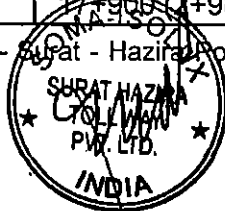


Appendix CI

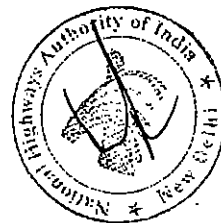
Locations of Bus Bays

Sl. No.	Location	Chainage	Remarks
Surat to Gujarat/Maharashtra Border section			
1	Bardoli	35+377	NH6
2	Near Junction at km36+655	36+855	NH6
3	Junction with Afwa & Madhi Village Road	38+372	NH6
4	Junction with Kikwad Village Road	40+772	NH6
5	Kiwad	43+313	NH6
6	Manekpore	48+330	NH6
7	Bazipura	50+600	NH6
8	Bazipura	55+750	NH6
9	Maypur	58+183	NH6
10	Vyara	60+300	NH6
11	Vyara	On Vyara Bypass	300m before intersection of Bypass with SH171
12	Virpur	71+674	NH6
13	Chorvad	73+601	NH6
14	Kikakui	76+158	NH6
15	Pokhran	78+113	NH6
16	Songadh	83+765	NH6
17	Songadh	84+975	NH6
18	Pankhari	86+819	NH6
19	Chacharbunda	88+085	NH6
20	Mirkot	90+150	NH6
21	Anandpur	92+424	NH6
22	Anandpur	94+810	NH6
23	Bhadbhuj	96+360	NH6
24	Bhadbhuj	97+807	NH6
25	Gandhinagar	99+830	NH6
26	Kataswan	101+651	NH6
27	Kataswan	102+367	NH6
Bardoli to Ichhapore Section			
1	Dhamdod	6+700 (6+940 of SH187)	On Bardoli - Ichhapore Bypass
2	Ghaluda	10+000 (10+368 of SH187)	-do-
3	Palsana	14+000 (14+392 of SH187)	-do-
4	Palsana	15+050 (0+155 of SH168)	-do-
5	Italwa	17+900 (3+989 of SH168)	-do-

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 74 Gujarat under NHDP Phase III



Sl. No.	Location	Chainage	Remarks
6	Taraj	19+300 (4+386 of SH168)	-do-
7	Vanj	23+350 (8+420 of SH168)	-do-
8	Sachin	26+000 (11+062 of SH168)	-do-
9	GIDC Sachin	29+100 (15+187 of SH168)	-do-
10	Jiyav	31+450 (16+537 of SH168)	-do-
11	Khajod	35+650 (20+737 of SH168)	-do-
12	Abhawa	37+650 (22+737 of SH168)	-do-
13	Magdalla	40+250 (25+337 of SH168)	-do-
14	Ichhapore	46+600 (31+590 of SH168)	-do-
Surat to Hazira Port Section			
1	Kawas	14+284	NH6
2	Near Mora Junction	18+220	NH6
3	Essar Industries	23+600	NH6

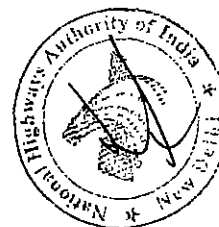


Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 75
Gujarat under NHDP Phase III

Appendix CII

Tentative locations for High Mast Lighting

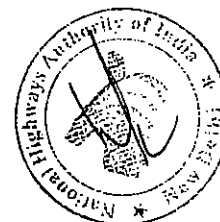
S.No	Location	Design Chainage	Number of Lights
1	At Nijhar Flyover	1+084	3
2	At Songadh Flyover	17+112	4
3	At Toll Plaza location	29+112	6
4	At Start of Vyara Bypass	32+128	1
5	At SH-171 Crossing	37+515	2
6	At End of Vyara Bypass	43+358	1
7	At Start of Bajipura Bypass	48+408	1
8	At End of Bajipura Bypass	53+353	4
9	At Vaod junction Flyover	67+383	3
10	At Bardoli Flyover	69+038	6
11	At Wanesha	74+094	2
12	At Start of Ena Bypass	76+276	2
13	At End of Ena Bypass	77+770	2
14	At Vehicular Underpass near Palsana	83+245	2
15	NH-8 crossing at Palsana	81+765	4
16	Udhanna Village Road Crossing	89+100	2
17	At Toll Plaza location	89+500	4
18	At SH-170 Crossing	93+144	2
19	At Sachin Flyover	95+304	4
20	At Un Flyover	97+304	4
21	At Magdalla Flyover	109+304	4
22	At Ichhapore Flyover	114+304	6
23	At Mora Junction	121+812	2



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 76 Gujarat under NHDP Phase III

SCHEDULE – D*(See Clause 2.1)***SPECIFICATIONS AND STANDARDS****1 Four-Laning**

The Concessionaire shall comply with the Specifications and Standards set forth in Annex-I of this Schedule-D for construction of the Four Lane Project Highway.



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 77
Gujarat under NHDP Phase III

Annex - I

(Schedule-D)

Specifications and Standards for Four-Laning**1 Manual of Specifications and Standards to apply**

Subject to the provisions of Paragraph 2 of this Annex-I, Four-Laning of the Project Highway shall conform to the Manual of Specifications and Standards for Four Laning of DBFOT Road Projects published by the Authority/MOSRTH on 11 March 2008. (An authenticated copy of the Manual has been provided to the Concessionaire as part of the bid documents.)

2 Deviations from the Manual

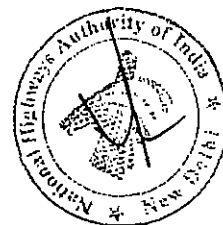
Notwithstanding anything to the contrary contained in the aforesaid Manual, the following Specifications and Standards shall apply to the Four Lane Project Highway, and for purposes of this Agreement, the aforesaid Manual shall be deemed to be amended to the extent set forth below:

Sl. No.	Location	Item	Description of Deviation	Clause Reference	
				Para of 4 lane Manual	Para of 6 lane Manual
1	Km25+820 to km27+650 of NH6 near Hazira	Paved Shoulder Width (Urban Area)	No Paved Shoulder for 6 lane carriageway due to existing industrial structures on the road side.		4.2.2.2 (ii) (c) (i)
2	Km25+820 to km27+650 of NH6 near Hazira	Service Road	No provision of service Road carriageway due to existing industrial structures on the road side.	2.2.1	2.2.2(1)
3	Km84+635 of NH-6 at Songadh,	Grade Separator	No Grade Separator for intersection of NH6 with SH173 at this junction due to following reasons.	2.2.2(i)	2.2.1(2)

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of 78 Gujarat under NHDP Phase III

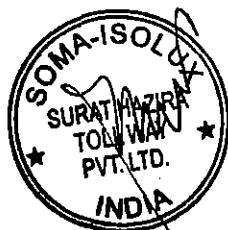


Sl. No.	Location	Item	Description of Deviation	Clause Reference	
				Para of 4 lane Manual	Para of 6 lane Manual
			<ul style="list-style-type: none"> This is a T-Junction and only at a distance of 267 m (approx) from the junction at km 84+365 where Flyover has been proposed. Traffic at this junction can be managed by provision of service road on both sides connecting to the junction at km 84+365 		
4	Km 18+390 of NH-6 near Hazira	Grade Separator	<p>No Grade Separator for intersection of NH6 with SH173 at this junction due to following reasons.</p> <ul style="list-style-type: none"> This is a T-junction with 90 degree turn of project alignment Proper geometric improvement of alignment is not possible due to site constraints. <p>At-Grade rotary junction is proposed at this location for managing the traffic smoothly and safely.</p>	2.2.2(i)	2.2.1(2)

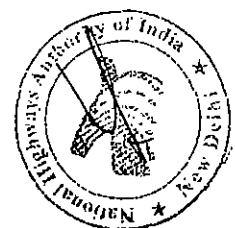


Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III 79

**Manual
of
Specifications and Standards
for
Four Laning
of
National Highways
through
Public Private Partnership**



Government of India
Department of Road Transport & Highways
Ministry of Shipping, Road Transport & Highways



FOREWORD

Government of India has taken a mission for improvement of road infrastructure in the country. An ambitious National Highway Development Project (NHDP) has been taken up into seven phases whereby around 26,000 km. length of National Highways is to be upgraded to 4-lane divided carriageway facility, 6,500 km of National Highways to be upgraded to six lane facilities, 20,000 of existing deficient stretches to be improved to two-lane with paved shoulder facility, construction of 1,000 km. of expressways and construction of bypasses, ring roads, flyovers, etc. at major locations. The implementation of these phases now would be mainly through Public Private Partnership (PPP) for attracting private capital, improving efficiencies and optimising the cost. Several states are also pursuing programmes for development of state highways and roads through Public Private Partnership.

The Model Concession Agreement (MCA) for awarding PPP projects on National Highways has been revised and approved by the Committee on Infrastructure (COI) headed by the Prime Minister. MCA follows the design, build, finance and operate (DBFO) approach that requires the private investor (Concessionaire) to bear the responsibility for detailed design, construction, operation & maintenance of the project highway during the period of concession. The Model Concession Agreement envisages a Manual of Specifications & Standards in one of its technical schedules.

Government is committed for providing road infrastructure comparable to the world standards. Accountability for providing safe and reliable road network ultimately rests with the Government. It is, therefore, essential that the specifications and standards laid down for development of National Highways particularly through Public Private Partnership should cover sound engineering practices and safety features. More attention also needs to be given to amenities to the users so that they get the value for their money on these developed National Highways.

A draft of the Manual was prepared by Indian Roads Congress (IRC) as a consultancy assignment given by the Planning Commission. Planning Commission had forwarded this draft to the Ministry for application with or without modification.



Ministry constituted a Technical Committee comprising the following officers for examining this draft and finalisation of the Manual for adoption of National highway works to be taken up through the Model Concession Agreement for PPP projects:

- | | | | |
|----|--|---|----------|
| 1. | Sh. G. Sharan, Director General (Road Development),
Deptt. of Road Transport & Highways, (DoRT&H) | - | Chairman |
| 2. | Sh. A. P. Bahadur, Chief Engineer, DoRT&H | - | Member |
| 3. | Sh. S. B. Basu, Chief Engineer, DoRT&H | - | Member |
| 4. | Sh. R. D. Dohare, Chief Engineer, DoRT&H | - | Member |
| 5. | Sh. A. N. Dhodapkar, Chief Engineer, DoRT&H | - | Member |
| 6. | Sh. A. V. Sinha, Member (Tech.), National
Highways Authority of India (NHAI) | - | Member |

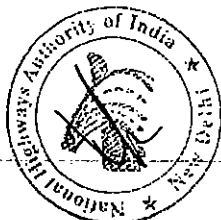
Sh. V. L. Patankar, Director, National Institute for Training of Highway Engineers NITHE was co-opted and contributed significantly in redrafting the Manual so as to address safety requirements in planning and designing of the 4-lane highway. Sh. R. K. Singh and Sh. Sudip Choudhary, Superintending Engineers in the Ministry helped in finalization of the Manual.

DoRT&H expresses its gratitude to the various members of the technical committee whose names have been mentioned above and other officers who took great pains and contributed immensely in finalization of this Manual. The efforts made by the experts and staff of IRC and Planning Commission are also acknowledged.

I am confident that this Manual will serve its intended purpose as part of the Model Concession Agreement for Public Private Partnership in Highways.



11th March, 2008



(G. Sharan)
Director General (Road Development)
Deptt. of Road Transport & Highways
Ministry of Shipping, Road Transport & Highways

Introduction

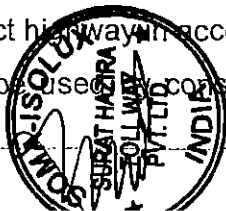
This Manual has been prepared for 4 laning of National Highways on PPP mode.

The concept of developing a "forgiving" highway has been the main consideration in developing this Manual, besides amenities to the users who would be paying the fee for the use of the facilities and, therefore, expect higher level of facilities than available traditionally until now. The standards and specifications already available in Ministry's book of specifications and technical circulars and various codes of practices and guidelines of IRC have formed the basis for evolving this Manual. Wherever suitable standards were not available in some of the new areas, the same have been developed and suggestive layouts provided. The Manual has also recognized the need for adoption of new technologies and materials.

This Manual would eventually form an integral part of the MCA and binding on the concessionaire. It may be possible that some of the provisions of this Manual may not be feasible due to site constraints or other reasons. Such project specific deviations would need to be stated precisely by the road authorities while inviting the bids so that bidders are fully aware and able to assess their project cost.

The technical standards prepared by IRC and accepted by Ministry as well as by State Governments are same both for National Highways and for State Highways. This Manual, therefore, can be used for State Highways as well, however, some of the provisions contained in this Manual such as for Advance Traffic Management Systems (ATMS) may not be feasible for State Highways and State governments can take a view on this without compromising on the overall safe operation of the Highway. The term "Authority" used in the Manual could be replaced by the term "State Government of _____" or any other suitable terminology,

This Manual has been finalised for the projects to be taken up through Public Private Partnership. The concessionaire(s) shall undertake detailed planning and design of the project highway in accordance with provisions contained in this Manual. The Manual shall also be used by consultants for preparation of feasibility studies for project development.



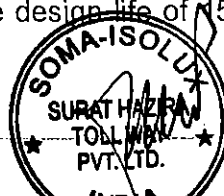
The Manual should also be used for development of four lane highways to be implemented through budgetary sources. This Manual should also form the basis for preparation of Detailed Project Report for four laning projects to be taken up other than PPP mode.

The Manual is generic in nature. However, for the projects to be taken up through Public Private Partnership (PPP), consideration to the viability of the project may need to be given. Keeping this in view, following deviations can be permitted on case to case basis where the project may require viability gap funding (in accordance with the financial analysis undertaken by the implementing agency) of more than the prescribed limit.

- (i) Wherever the traffic projections indicate that it would not reach the trigger traffic level for six lane highway during the period of concession, the width of new bridges would be such that the requirement for four lane highway configuration is met with.
- (ii) Provision of ATMS as prescribed in Section 2.3.3 and detailed in Section 4.18 shall be deferred for the next phase of development of the project highway.

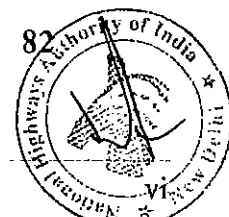
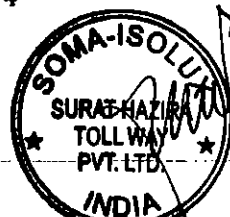
The provision of restaurant, fuel facility and garage for minor repair as prescribed in Section 4.13.3 would be optional based on concessionaire assessment of their commercial viability.

- (iii) Construction of separate bridge structure to maintain the continuity of the service road across the stream/dip in the ground may be dispensed with and the service road may be connected to the existing bridge structure for the highway traffic.
- (iv) Pavement of the main highway shall be designed for the cumulative number of standard axles of 8.16 tones over the design life of 20 years for the concession period of 15 years and above and the design life of 15 years for the concession period of less than 15 years.



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**MANUAL OF SPECIFICATIONS AND STANDARDS
FOR FOUR LANING OF NATIONAL HIGHWAYS**

[See Clause 2.1(a) of Concession Agreement]

SECTION – 1: GENERAL

- 1.1 This Manual, forming part of Annex-I to Schedule D of the Concession Agreement (refer Clause 2.1(a) of the Concession Agreement), sets forth the Specifications and Standards to be followed for development of the Project Highway as described in Schedule B and construction of project facilities as described in Schedule C on the project site as described in Schedule A. The concessionaire shall make himself fully aware of the Project Site with regard to the existing features of the site (such as location, layout, geometry, right of way, intersecting roads, existing accesses, etc) including the constraints at the site (such as limitation of right of way, existence of adjoining property, existing structures, plantation, utilities, etc), plan, design and construct the Project Highway comprising its various features (such as four-laning, service roads, underpasses, overpasses, grade separators, widening/reconstruction of bridges, etc) and the project facilities (such as toll plazas, rest areas, lighting, landscaping, wayside amenities, etc) meeting the standards, specifications and quality specified in this Manual.
- 1.2 Any project report and other information provided by the Authority shall be used by the concessionaire only for reference purpose and for carrying out further investigations. The concessionaire shall be solely responsible for undertaking all the activities, that are necessary for the delivery of the project, such as planning, surveys, investigations, design, construction planning, management traffic operation, safety to the users/abutting property holders. The concessionaire shall have no claim against Authority for any loss, damage, risk, costs, liabilities or obligations.



arising out of or in relation to the project report and other information provided by the Authority.

1.3 General consideration of planning, design and construction

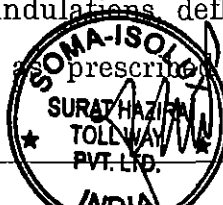
The Project Highway shall be planned as a "partially access controlled highway" where access to the highway shall be provided only at pre-determined locations. In doing so, the concessionaire shall take measures to overcome the physical and operational constraints and plan, design and construct the Project Highway using appropriate methods, management techniques and technologies. General consideration shall, without being limited to, be as follows:-

(a) The constraints

The physical constraints in the existing highway are in the form of limitation of right of way, un-regulated access, inadequate service roads and underpasses, numerous at-grade junctions, lack of physical separation between local and through traffic etc. The operational constraints arise out of the necessity or possibility of closing a portion of the road for construction and/or diverting the traffic to temporary diversions, thereby reducing the capacity and safety of the existing highway. The solutions evolved by the concessionaire shall be such that these operational constraints are overcome through appropriate planning, design and construction method, techniques and technologies and by adopting suitable traffic management measures.

(b) Safety of design

All designs shall be safe to ensure that the Project Highway or any part thereof (for example embankment, pavement, retaining structures, bridges, culverts, etc) does not collapse (global stability) nor its serviceability/performance (for example settlement, roughness, undulations, deflections, etc) deteriorates below acceptable level as prescribed in Schedule K of the Concession Agreement.



(c) **Durability**

The Project Highway shall not only be safe but also durable. This would mean that the deteriorating effects of climate and environment (for example wetting and drying, freezing and thawing, if applicable, temperature differences, aggressive environment leading to corrosion etc) in addition to the traffic shall be duly considered in design and construction to make the Project Highway durable.

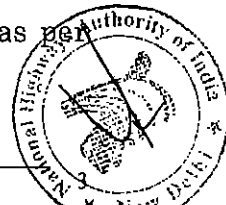
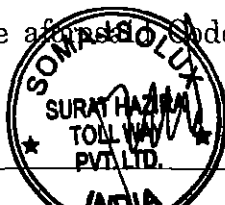
(d) **Mitigating disruptive effects of construction**

The planning, design and construction of the highway shall be such that the construction of Project Highway does not have adverse impact on the environment and does not disrupt the lives and business activities of the people living close to the highway.

1.4 Acceptable Standards

1.4.1 The concessionaire shall follow latest version, issued prior to a date 60 days before the last date of bid submission, of following Indian Standards, Specifications, Codes of Practice, Guidelines, etc in the following order of priority:

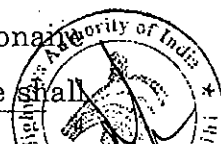
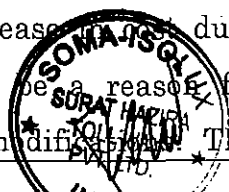
- i) Technical circulars issued by MOSRTH which are either published by Indian Roads Congress or are available on the website of MOSRTH in so far as they relate to matter covered in this Manual.
- ii) Specifications for Road and Bridge Works issued by the Ministry of Shipping, Road Transport & Highways hereinafter referred as 'MOSRTH' or 'Ministry's Specifications'.
- iii) Indian Roads Congress (IRC) Codes and Standards; as per Appendix D-1.
- iv) Bureau of Indian Standards (BIS) in the absence of any specific provision/issue in the aforesaid Codes and Specifications as per Appendix D-1.



- 1.4.2 Where Indian standards are either not available or if available, are not adequate, the concessionaire shall be permitted to adopt international standards and specifications as followed in United States of America, United Kingdom, European Union, Japan, Germany or Australia. The concessionaire shall submit proposal in this regard to the Independent Engineer (IE - see Clause 23 of Concession Agreement) for review and comments.
- 1.4.3 All building works shall conform to the specifications of Central Public Works Department (CPWD) and norms stipulated in the National Building Code (NBC). In case of conflict between CPWD and NBC norms, NBC norms shall prevail. To the extent specific provisions for building works are provided in IRC/MOSRTH specifications, the same shall prevail over the CPWD and NBC provisions. For this purpose, building works shall also deemed to include roadside facilities, landscape elements and/or any other works incidental to the building works. All items of lighting works of the building shall conform to CPWD Specifications for Electric Works (Part I and II).
- 1.4.4 The concessionaire shall also be permitted to use proprietary or patented designs subject to the condition that the concessionaire shall be solely responsible for their performance and durability.

1.5 Overall Scheme

The concessionaire shall prepare and submit, in accordance with provisions of this Manual and in compliance with Clause 12.1 of the Concession Agreement, the detailed design, construction methodology, quality assurance procedure and operation of the Project Highway and project facilities to the IE for his review. If, on review, the scheme is not found to conform to the provisions of this Manual, the concessionaire shall modify the scheme to make it conform to the provisions of the Manual. Increase due to any modification suggested by the IE shall not be a reason for the concessionaire objecting to or contesting these modifications. The concessionaire shall



proceed with the implementation of the project as per the scheme so modified.

1.6 Clarificatory role of Manual

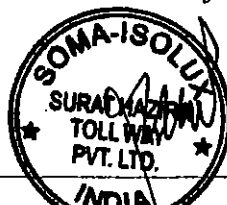
Where the provisions of the Concession Agreement are general in nature, the provisions of this Manual shall be deemed to clarify or amplify these provisions.

1.7 Drawings to have comprehensive meaning

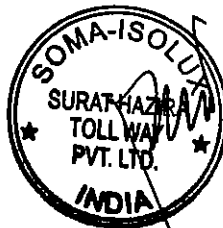
"Drawings" referred to in Clause 12.3 of the Concession Agreement shall not have a restrictive meaning but shall include charts, sketches, explanatory notes and documents explaining the design assumptions, designs, construction methodologies, etc which can demonstrate that "Drawings" conform to the provisions of this Manual. All drawings specifically referred to in this Manual shall form part of Schedule H of the Concession Agreement.

1.8 Interpretation of the Manual

- (1) In case of any conflict between provisions of this Manual and IRC codes or Ministry's specifications, provisions of this Manual shall prevail.
- (2) The IE would ensure that the project highway is planned, designed and constructed in accordance with the provisions contained in this Manual. In case any non-conformity is found, the issue would be pointed out to the Concessionaire and reported to the executing agency (such as NHAI). If the issues do not get resolved at the level of executing agency so that the provisions of Manual are complied with, the matter would be referred to the DORTH for a final decision before any step is taken by either party for arbitration..



- 1.9 The concessionaire shall keep all the existing utilities in continuous satisfactory use as per Clause 11 of the Concession Agreement. Wherever existing utilities are to be shifted and/or new utilities are to be provided during the concession period, the same shall be accommodated within the utility corridor of 2.0 m width identified at the edges of the ROW subject to approval by the Authority.
- 1.10 This Manual is applicable for four laning of the Project Highway. However, some sections of the Project Highway, as specified in schedule B, are required to be widened to six lanes, which should not be construed to six laning of the Project Highway. For six laning of such sections, design shall be finalized based on review & comments of IE.
- 1.11 The terms 'Ministry of Surface Transport', 'Ministry of Road Transport and Highways' and 'Ministry of Shipping, Road Transport & Highways' or any successor or substitute thereof shall be considered as synonymous.
- 1.12 The terms 'Inspector' and 'Engineer' used in MOSRTH Specification shall be deemed to be substituted by the term 'Independent Engineer'; to the extent its duties and functions are consistent with the provisions under 'CLAUSE 23 of the Concession Agreement and this Manual. For avoidance of doubt, it is clarified that the role of 'Independent Engineer' is to 'review and comment', whereas approval will be accorded by the 'Concessionaire'/ 'Engineer' appointed by the 'Concessionaire' taking into account comments of 'Independent Engineer'.



SECTION - 2: PLANNING THE PROJECT HIGHWAY

2.1 GENERAL

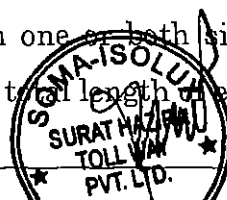
The concessionaire shall plan for capacity augmentation and design the Project Highway in a manner that will ensure safe operation of the Project Highway as a "partially access controlled highway". The concept of providing forgiving highway to the road users shall be kept in mind while planning and designing the Project Highway. For safe operation, high speed traffic and slow traffic/local traffic shall be separated by constructing parallel service roads wherever required as specified under Schedule B.

2.2 Operational Objectives of the Project Highway

The Project Highway will be operated as a partially controlled access highway so as to substantially improve the safety and operational efficiency of the existing highway. The partial control on access for the Project Highway shall be achieved through measures such as service road with physical separation for local traffic, intersections, acceleration/deceleration lanes, vehicular and pedestrian underpasses, median openings with shelter lane as described in succeeding paragraphs.

2.2.1 Service road for separation of local traffic:

Local traffic in built up area shall be separated with provision of service roads. The requirement and the length of the service roads in such built up areas shall be identified for the design period of the project highway and specified in the Schedule B. Built up area shall mean all sections of the Project Highway, which are situated within the limits of municipal town(s) and shall also include those sections having continuous length of 200 m or more in non-municipal areas where dwellings / shops have been built on one or both sides of the Project Highway on at least 50 percent of the total length of each such section.



The service roads shall be connected to the main highway through properly designed entry/exit ramps at locations given in schedule B. The service roads, the ramps and the underpasses/flyovers shall take care of the local/access traffic and ensure that no right or U turn is required to be provided on the main highway. At the ends, the service roads shall be provided with end treatment so that the local traffic is able to merge the highway in a safe and efficient manner. Some suggestive layouts for commonly occurring situations are given in fig. 2.1(A), 2.1 (B), 2.1(C), 2.1 (D), 2.2, 2.3 and 2.4. The spacing as indicated in figure 2.3 between two consecutive entry and exit ramps for service road would not be kept less than 500 m.

2.2.2 Intersection:

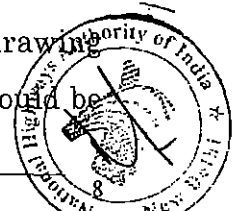
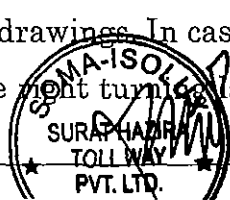
(i) Grade separated intersections:

Grade separated intersections shall be provided at all intersections of Project Highway with National Highways and State Highways. Grade separated intersections shall also be provided at all other intersections of Project Highway with other category roads as per warrants specified in IRC 92 and at locations specified in schedule B.

(ii) At grade intersection:

All intersections other than those covered in (i) above shall be designed as at-grade intersections in following manner:

- a) All merging and diverging movements to / from the Project Highway shall be either through service road with end treatment or acceleration and deceleration lanes except for the traffic allowed to cross Project Highway at predetermined locations.
- b) If the road is crossing the Project Highway, the four arm at-grade intersection shall be designed in accordance with MOSRTH standard drawings. In case the standard drawing has not provided the right turn lane, the same would be



provided to accommodate the peak hour right turning traffic.

- c) If the road meets the Project Highway at T- intersection, this would be designed as "left in left out". The right turnings from such cross roads shall be permissible at the next intersection or median opening.

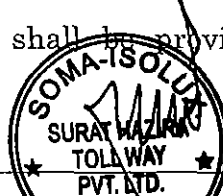
2.2.3 Access from private property:

Ingress/egress to/from commercial and industrial properties including retail outlets shall be provided through acceleration/deceleration lane in accordance with MOSRTH guidelines at the cost of property owners.

2.2.4 Vehicular Underpasses: Vehicular underpass shall be provided as specified in Schedule B and to connect service roads on both sides of the Project Highway in such a manner that no vehicle is required to travel more than 2 km on service road to approach an underpass for crossing over to the other side.

2.2.5 Facilities for pedestrians and cyclists:

Facilities for safe and unhindered movement of pedestrians and cyclists shall be provided on the project highway wherever it passes through urban/built-up areas and at grade separators. These facilities shall be planned in accordance with the relevant provisions contained in IRC-11, IRC-17 and IRC-103. Facilities shall also be planned and provided for crossing of pedestrians and cyclists. The crossing facilities can be either in conjunction with at grade intersections or through underpasses. The crossing facilities shall be so planned that pedestrians do not have to walk for more than 0.5 km. to reach the crossing point. The existing slab culverts and minor bridges with span length equal to or more than 5m, a vertical clearance of more than 2.5m and not catering to perennial flow, can also be used for pedestrians and cycle crossings by providing necessary flooring. In rural stretches, pedestrian/cycle underpasses shall be provided at the locations existing crossing points.



2.2.6 Cattle crossings:

Facilities for crossing of cattle through underpasses shall be provided at locations specified in Schedule 'B'.

2.2.7 Median openings:

Median openings shall be provided at four or more arm intersection and at other locations to facilitate the U-turn for vehicles and not for leading directly to any cross road. The average spacing of median openings shall be around 2 kms. If a number of roads are meeting the Project Highway, then they would be joined together through a service road and an at-grade 'T' intersection would be provided such that the spacing of 2 kms for median openings is maintained.

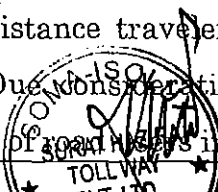
2.2.8 Traffic signs and road markings for guidance to user:

- (i) The Project Highway shall be provided with elaborate system of traffic signs and markings. The traffic signs for various situations/location would be in accordance with IRC 67 in terms of location, configuration and colour scheme.
- (ii) Pavement marking shall also be carefully planned depending upon the requirement for each location and shall conform to IRC-35. The Project Highway shall incorporate all such safety features such as elaborate system of signs and markings, cat's eyes, delineators, hazard markers, safety barriers at hazardous locations, pedestrian guardrails so that the Project Highway operates as a "Forgiving Highway".

2.3 User Facilities:

2.3.1 Rest Areas:

The Project Highway shall have rest areas as specified in Schedule C and be provided with facilities for the users so as to provide safe and comfortable journey. For this purpose, rest areas shall be planned with composite facilities for long distance travellers through personal cars, buses and goods vehicles. Due consideration shall be given to the requirements of different class of road users including truck drivers.



Wherever some eateries or informal rest areas exits along the highway, they would be separated from the main highway with separation island along with safe entry and exit with signs and markings and parking spaces for expected peak hour vehicles.

2.3.2 Bus-Bays:

If the Project Highway has regular movement of buses either through Government or through private sector, bus bays shall be planned, designed and provided for the convenience of bus commuters and safe and unimpeded travel on Project Highway. The location of Bus Bays shall be in accordance with the section 4.14 of the Manual and as given in Schedule 'C'.

2.3.3 Advanced Traffic Management Systems (ATMS):

The Project Highway shall be provided with ATMS so as to have enhanced safety for the users / travellers, collect information for the traffic operations, provide information to the users on real time basis for the traffic flow conditions and incidents ahead. For this purpose, there would be a control centre and outdoor equipment connected through a transmission medium.

2.3.4 Highway Patrol:

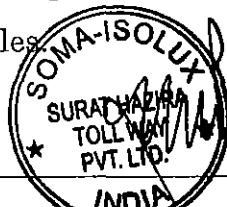
The Project Highway shall be provided with highway patrol unit(s) for round the clock patrolling so as to provide assistance to the users in case of any need, monitor the travel conditions to provide information to the control section and to undertake immediate measures for managing the traffic flow in case of any incident.

2.3.5 Ambulance(s):

The Project Highway shall be provided with ambulance services so that the response time is not more than 10 minutes of the call.

2.3.6 Crane(s):

The Project Highway shall be provided with crane(s) with capacity to tow-away the disabled vehicles.



2.4 Avenue/median plantation:

The Project Highway shall have plantation of trees along the highway and low height shrubs on the medians. Plantation scheme shall be reviewed by IE so that it does not affect the road safety.

2.5 Drainage:

The Project Highway shall be provided with an elaborate drainage system to drain the storm water from the roadway and embankment and to ensure minimum disturbance to natural drainage of surface and subsurface water of the area.

2.6 Toll Plaza:

The Project Highway shall have toll plaza(s) as per the requirements and stipulations contained in Schedule C of the Concession Agreement.

2.7 Lighting System:

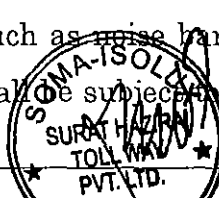
The Project Highway shall be provided with lighting system in urban stretches/ built up areas, grade separators, underpasses, toll plaza and its approaches, rest areas and bus stops.

2.8 Operation and maintenance centre:

The Project Highway shall have operation and maintenance centre(s) for carrying out operation and maintenance activities of the Project Highway.

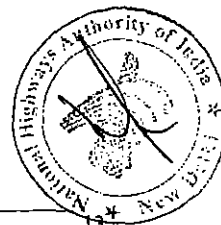
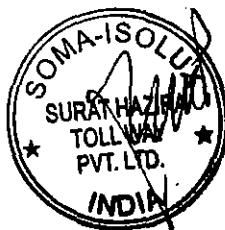
2.9 New concepts, technologies and materials:

The Concessionaire would be permitted to adopt new technologies and materials as per the requirements of either the design or as a result of Environmental Impact Assessment (EIA) and Environmental Management Plan (EMP) (such as noise barriers) or for providing cost effective solutions. These shall be subjected to the review by I E for their design and adoption.



2.10 Planning drawings:

The concessionaire shall plan the Project Highway conforming to the requirements spelt out above and submit Kilometre-wise strip plan for the entire project length schematically depicting therein the location of all features specified in Schedule B as well as the project facilities specified in Schedule C clearly indicating the existing features and proposed improvement plan to the IE for review and comments. The submissions shall also include a 3-D animated perspective (To give a drive through vision) of the Project Highway showing the proposed improvements and main features.

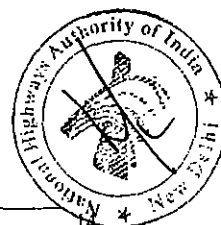
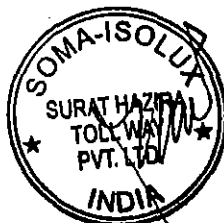


SECTION -3: SURVEY AND INVESTIGATIONS

All detailed survey and investigation that are required for planning, design and construction of the project highway such as detailed topographic survey, traffic survey, hydraulic and drainage survey, road and bridge inventory and condition survey, subsurface investigation, material survey and pavement investigation, shall be carried out in accordance with IRC: SP:19, IRC: SP: 35 & IRC: SP:54 and best industry practices.

Technologies and equipments used for undertaking these surveys and investigations shall be such which will ensure the degree of details and accuracy of investigation results required for proper planning, design and construction of the project highway.

All the data generated from these surveys and investigations shall be properly referenced, compiled, validated and presented in easily comprehensible forms, such as those prescribed in the publication referred to above. The data in electronic as well as hard copy formats shall along with the detailed drawings prepared in accordance with section 4 of this Manual form part of Schedule H to the Concession Agreement and shall be used for detailed design in accordance with section 4 of this Manual.



SECTION - 4: DESIGN

4.1 General

The designs shall be based on the detailed survey and investigation data collected by the concessionaire in accordance with Section 3 of this Manual. The drawings prepared on the basis of these designs along with the drawings required as per Section 3 of the Manual shall form part of Schedule H of the Concession Agreement.

All the designs and drawings shall be submitted to the I E for review and comments. The work shall be carried out in accordance with these drawings and such other additional drawings prepared or modified as per comments of the I E.

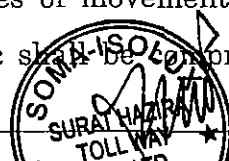
4.2 Geometric Design:

Geometric design of the highway, except for cross sectional requirements, shall be in accordance with IRC: 73, IRC: 86, IRC: 38 and IRC SP: 23. Uniformity of design standards shall be maintained throughout the length of Project Highway. All deficiencies in the existing highway geometry shall be rectified to meet the minimum standards specified in this Manual. The detailed plans, L-sections, cross-sections, strip plans and plans of other facilities of the existing highway to be prepared by the concessionaire shall be used for developing the layout of various features of the Project Highway.

4.2.1 General cross-sectional requirements:

The design of cross section of the four lane highway shall take into account the following general requirements:

- (i) The developed cross sections for both the highway as well as the service road shall have operational safety in focus such as segregation, separation, turning radii, gradients, etc and provisions for various types of movements and maneuvers like merge, diverge, weave, etc shall be comprehensively considered and provided for.



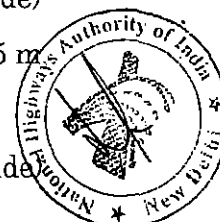
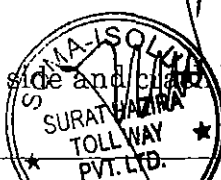
- (ii) Provisions shall be made in the cross-section for accommodating utilities both over as well as underground as the case may be. A 2.0 m wide strip of land at the extreme edge of ROW may be kept for accommodating utility services. Provisions contained in IRC 98 shall be followed to accommodate utility services for Project Highway in built up areas.

4.2.2 Specific cross sectional requirements

The cross section shall provide for the following:

4.2.2.1 Rural Sections

- (i) Minimum width of median
- (a) Raised median with mountable kerb (as per IRC: 86) 4.5 m.
 - (b) Depressed median with crash barriers on both sides 7.0 m
- (ii) Width of paved carriageway on both sides of median
- (a) 2-lane carriageway with each lane of 3.5 m width 7.0 m
 - (b) Median side paved strip adjacent to carriageway having same specification as main carriageway in case of
 - (i) Raised median 0.25 m
 - (ii) Depressed median 0.50 m
 - (c) Paved shoulder on left side of the pavement having same specification as main carriageway in Plain and rolling terrain 1.50 m
- (iii) Width of earthen shoulder
- (a) Plain and rolling terrain 2.00 m
 - (b) Mountainous and steep terrain
 - Both carriageways side by side 2.5 m
(i/c drain of hill side and crash barrier on valley side)
 - Two carriageways with separate alignments- 2.5 m
on valley side
(i/c drain of hill side and crash barrier on valley side)



(iv) Side drain

Cross section shall be designed to cater for effective drainage of estimated peak hour run off.

(v) Width of utility corridor on both sides 2.0 m

4.2.2.2. Urban/ Built up Sections

(i) Minimum width of median

(a) Flush median with central crash barrier 2.0 m

(b) Raised median with central crash barrier 1.2 m

(ii) Width of paved carriageway on both sides of median

(a) 2-lane carriageway with each lane of 3.5 m width 7.0 m

(b) Median side paved strip adjacent to carriageway of same specification as main carriageway in case of

(i) Raised median 0.50 m

(ii) Flush median full width (excluding crash barrier)

(c) Paved shoulder with same specifications as the main carriageway

(i) Plain and rolling terrain 1.5 m

(ii) Mountainous and steep terrain

(since no service road is provided)

Both carriageways side by side at same level and two carriageways at separate alignments and at different levels:

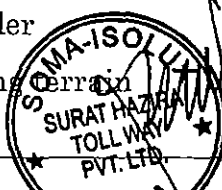
Habitation on hill and valley side - 2.5m (on each side including drains on hill side)

Habitation on valley side - 2.5m (on valley side)

Habitation on hill side - 2.5m (on hill side including drain)

(iii) Width of earthen shoulder

(a) Plain and rolling terrain 1.5 m (when no service road is provided) - the



portion be included in
the separation island
(when service road is
provided)

- (b) Mountainous and steep terrain
(since no service is provided)

Both carriageways side by side at same level and two
carriageways at separate alignments and at different
levels:

Habitation on hill and valley side - -----

Habitation on valley side - 2.5m (on hill side
including drain)

Habitation on hill side - 2.5m (valley side
including crash
barrier)

- (iv) Width of service roads Normal 7.0 m (Minimum 5.5m)
(v) Minimum width of separation island
between main carriageway and service road 1.5 m
(vi) Minimum width of footpath 1.5 m
(vii) Side drain

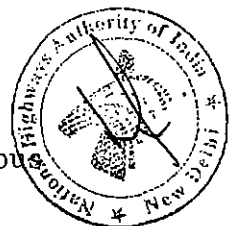
Cross section shall be designed to cater for effective drainage of
estimated peak hour run off.

- (viii) Width of utility corridor on both sides 1.5 m

The footpath shall be designed for use of pedestrians and cyclists as per
site requirements. Side drain and utility corridor can be accommodated
either under footpath or separation island depending upon local
situation:

4.2.3 Design Speed:

The design speeds given in following table shall be adopted for various
terrain conditions.



Nature of Terrain	Cross slope of the country (per cent)	Design speed (km/hr)	
		Ruling	Minimum
Plain	0 - 10	100	80
Rolling	> 10 - 25	80	65
Mountainous	> 25 - 60	50	40
Steep	> 60	40	30

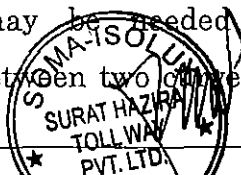
Short stretches (say less than 1 km) of varying terrain in the project stretch shall not be taken into consideration while deciding the terrain classification for a given section of Project Highway.

In general, the ruling design speed shall be adopted for geometric design of the highway. Only in exceptional circumstances minimum design speed may be adopted where site conditions are extremely restrictive and adequate land width is not available. Abrupt changes in design speed shall be avoided.

4.2.4 Horizontal Alignment:

(a) While designing the horizontal alignment, the following general principles shall be kept in view.

- i. Alignment should be fluent and blend well with the surrounding topography.
- ii. On new roads, the curves should be designed to have largest practical radius but in no case less than ruling value corresponding to ruling design speed.
- iii. As a normal rule, sharp curves shall not be introduced at the end of long tangent since these can be extremely hazardous.
- iv. The curves shall be sufficiently long and have suitable transitions to provide pleasing appearance.
- v. Reverse curves may be needed in difficult terrain. Sufficient length between two curves shall be provided for



introduction of requisite transition curves, and required superelevation.

- vi. The curves in the same direction separated by short tangents known as broken back curves should be avoided as far as possible. Wherever possible, such portion may be designed with longer single curve.
- vii. To avoid distortion in appearance, the horizontal alignment should be coordinated carefully with the longitudinal profile.

(b) All horizontal curves shall consist of circular portion flanked by spiral transitions at both ends.

(c) **Radii of Horizontal Curves**

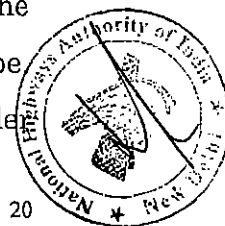
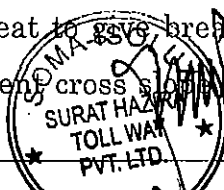
The radius of horizontal curves for various terrain conditions shall not be less than the ruling minimum values as per IRC: 73 for the National Highways and the terrain of the project area except where site conditions are restrictive and adequate land is not available. Where such restrictions exist, the radius of curve shall not be less than the specified absolute minimum values in IRC: 73.

(d) **Transition curves**

Minimum length of transition curve shall be as per IRC: 73 for the specified design speed.

4.2.5 Camber/Cross fall

Camber / unidirectional cross fall shall be provided for each carriageway including paved shoulders in accordance with stipulations of IRC: 73. The cross fall for earthen shoulder shall be 0.5% steeper than that of the carriageway subject to a minimum of 3.0%. On curves, the shoulder on the high side of superelevated portion shall be provided with reverse slope from the superelevated carriageway portion. At the same time, it should not be too great to give break in the cross slope. The rate of change between pavement cross slope and outside shoulder should not exceed 5%.



4.2.6 Super elevation

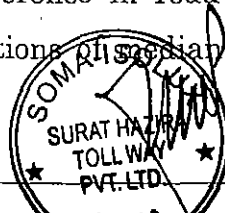
Super elevation shall be provided on curves as per details given in IRC: 73 corresponding to the design speed and radius of horizontal curve adopted.

4.2.7 Sight Distance

The design shall provide for values of intermediate sight distance as per details given in IRC: 73 corresponding to the design speed adopted unless there are site constraints, where a minimum of stopping sight distance shall definitely be available. The requisite site distance shall be available across the inside of horizontal curves. Where horizontal and summit curves overlap, the design shall provide for the required sight distance both in the vertical direction along the pavement and in the horizontal direction on the inside of curve.

4.2.8 Vertical Alignment:

- (i) The vertical alignment shall provide for a smooth longitudinal profile. Grade changes shall not be too frequent as to cause kinks and visual discontinuities in the profile. In this regard, directions given in IRC: 73 shall be kept in view.
- (ii) There shall be coordination between horizontal alignment and vertical profile of the Project Highway and guidelines given in IRC: 73 in this regard shall be followed.
- (iii) Gradients up to the value corresponding to ruling gradient as per IRC: 73 shall be adopted as far as possible. Value corresponding to limiting gradient shall be adopted only in very difficult situations and for short lengths.
- (iv) Long sweeping vertical curves shall be provided at all grade changes. These shall be designed as square parabolas.
- (v) The vertical profile of the two carriageways shall be designed in such a manner that difference in road level between the two carriageways at the locations of median openings would not be more than 0.25m.



- (vi) The aspect of efficient drainage shall also be kept into consideration while designing vertical profile and cross-sections of the highway as stipulated in IRC: SP: 42 and IRC: SP: 50.

4.2.9 Geometric design requirement of additional features:

a. Acceleration Lane:

- (i) Length: Designed for a speed differential of 60 kph
- (ii) Width: 5.5 m
- (iii) Taper at merge: 1 in 15 beyond design length.

b. Deceleration lane:

Same as 'acceleration lane'

c. Median Openings:

Length of median opening: Not less than 20 m

Shelter lane: Width 3.5 m; Length based on maximum number of right turning vehicles in peak hour

d. Service Roads:

Design Speed: 40 km/hr (minimum)

Width: Carriageway Normal 7.0 m (minimum 5.5 m)

Paved shoulder 0.5 m on both sides (may be dispensed with in exceptional circumstances)

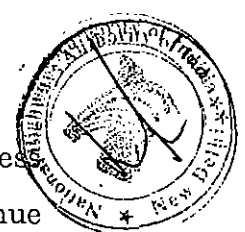
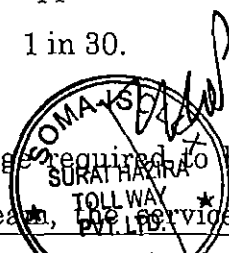
Camber/ Super elevation: As per IRC (Unidirectional camber towards drain shall be provided)

Extra widening: To be provided at flares for underpass approaches, adequate turning radius, U-turn facility etc as per requirement.

Gradient: 1 in 30 (ruling min) underpass approaches – 1 in 50 generally, max 1 in 30.

e. Bridges for service road:

- (i) If total length of bridge required to be constructed is less than 60 m, on a stream, the service road shall continue



across the stream through separate bridge structures, which may be vented causeway structure with vents designed to cater for ordinary flood discharge.

- (ii) In cases involving bridges of length 60 m or more, separate bridge structures shall not be provided and service roads on both side of the stream shall be merged with the Project Highway. In such cases, width of bridge to be constructed for main highway shall be increased by one traffic lane (i.e. 3.5 m) on both sides of carriageway to accommodate merging traffic of service road. For this purpose, service roads shall be merged by tapering of the road (1 in 20) with detailed system of signs and markings.
- (iii) In cases of ROBs, the service roads on both the sides shall be joined through one of the viaducts of ROB. This arrangement shall be on either side of the railway crossing if the situation demands. For some proportion of service road traffic, safe entry and exit shall be provided from service roads to the ROB.
- (iv) Bridges in built up area will invariably accommodate footpath unless specified otherwise in Schedule-B.

f. Junctions at Service Roads:

- (i) With minor merging roads: Flaring at the junction like a 'left-in left-out' configuration but with provision for right turning through painted channelising island.
- (ii) At underpasses: Flaring at the junction with provision of painted channelising island to guide traffic movement to / from the underpass.

g. Vehicular Underpasses:

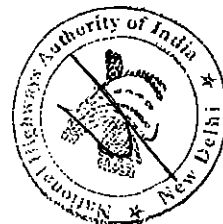
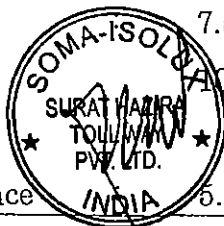
Width

7.5 m minimum

4.5 m (with footpath of 1.5 m on both sides) desirable

Vertical Clearance

5.0 m



h. Pedestrian / Cattle Underpass:

Width : 4.0 m minimum
Vertical Clearance : 2.5 m minimum; to be increased to 4.5m, in case certain categories of animals such as elephant/camel are expected to cross the Project Highway.

i. At Grade Intersection : At-grade intersections shall be designed as per IRC SP: 41 and layout as per MOST Type Design for intersections on National Highways. However, these typed designs shall be modified to provide for right turning lanes in the median, dropped kerbs and gap in channelisers to facilitate pedestrian crossing.

j. Grade Separated Intersection: The location of grade separated interchanges shall be as given in Schedule 'B'. Their layout and design shall be as per IRC: 92, keeping in view the site requirements. The crossing of side road to project highway shall depend upon the topography at the site.

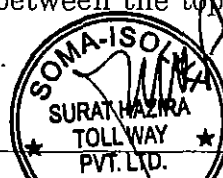
4.3 Embankment

4.3.1 General

The height of the embankment shall be based on the final road levels.

The following principles shall be followed for fixing the road level:

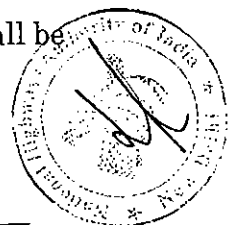
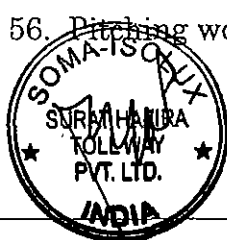
- i) The top of sub-grade is at least 1.0 m above the high flood level/high water table/pond level. However, in exceptional circumstances not covered in the scope of work specified in Schedule-B, where it is found difficult to fulfill this criterion without needing reconstruction or raising in substantial length, the criteria may be relaxed depending on site conditions, ensuring a minimum difference of 0.6 m between the top of sub-grade and HFL/high water table/pond level.



- ii) The road level of the new two-lane carriageway is not lower than the existing carriageway unless it improves vertical profile and also satisfies all other requirements set out in this Manual.
- iii) To fulfill the minimum free board requirement and provide smooth vertical profile for portions forming approaches to structures.
- iv) To raise the level of stretches of the existing road from drainage considerations as indicated in Schedule B of the Concession Agreement.

4.3.2 Structural features and design of embankment

- i) Embankment shall be designed to ensure the stability of the roadway and shall incorporate only those materials, which are suitable for embankment construction as per Section 5 of this Manual.
- ii) Side slopes shall not be steeper than 2H:1V in accordance with clause 4.6. and where necessary, the embankment shall be retained by a retaining structure.
- iii) Where the embankment is to be supported on a weak stratum it shall be necessary to specially design the embankment and also adopt appropriate remedial / ground improvement measures.
- iv) High embankments (height 6 m or above) in all soils shall be designed from stability considerations. For design of high embankments IRC: 75 and MOSRTH – Guidelines for Design of High Embankments may be referred to.
- v) The side slopes shall be protected against erosion by providing turfing / vegetative cover, stone/C.C. block pitching, geosynthetics, gabion walls or any other measures depending on the height of the embankment, type of soil involved and susceptibility of soil to erosion as per IRC: 56. Pitching works on slopes shall be as per MOST Specifications.



4.3.3 Use of Fly Ash for Embankment Construction

- (i) Fly ash shall be used for construction of embankment in accordance with guidelines of MOSRT&H. The embankment shall be designed and constructed in accordance with IRC: SP-58. The thickness of soil cover shall not be less than 1 m for embankments up to 3 m height. For high embankments the thickness of soil cover shall be increased as per design.
- (ii) The side slopes of the embankment shall be protected against erosion as stated in section 4.3.2 (v) above.
- (iii) The stability analysis of the embankment shall be carried out as per IRC: 75.

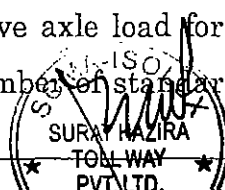
4.4 Pavement Design

4.4.1 Type of Pavement.

- (i) Unless otherwise specified in Schedule-B, the concessionaire may adopt any type (flexible/rigid) pavement structure for new construction.
- (ii) The concessionaire shall submit proposal with regard to the type of pavement proposed for strengthening of the existing pavement to IE for review and comments and finalize the proposal taking into account comments of IE.

4.4.2 Design traffic

Pavement of the main highway shall be designed for the cumulative number of standard axles of 8.16 tones over the design life of 20 years for the concession period of 15 years and above and the design life of 15 years for the concession period of less than 15 years. Base year traffic, axle load distribution, and vehicle damage factor for design shall be determined on the basis of survey and investigation to be carried out by the concessionaire in accordance with section 3 of this Manual. The cumulative axle load for the purpose of design shall not be less than the number of standard axles obtained if the



base year traffic is cumulated at a rate of growth, which is the highest of the following in the initial 5 years:

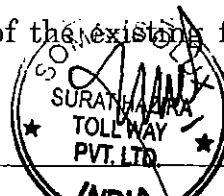
- (a) 5 % per annum for all vehicles
- (b) Trend growth of various vehicle categories
- (c) Projected Growth rate of revenue assumed in the concessionaire's cash flow
- (d) Growth determined from secondary socio economic data and elasticity factors.

and then reduces by 2 (two) percentage points for every 5 year subject to a minimum rate of growth of 5 % at any point of time.

4.4.3 Design procedures

- (i) For widening of the existing flexible pavement to meet the geometric design requirements specified in this Manual, the thickness and composition of layers for widening shall be same as that of existing pavement and further deficiencies in thickness shall be made up by overlay on the entire width of the pavement including paved shoulders. If the condition of existing pavement is so deficient that it cannot be improved by overlays, it will be scarified and the pavement shall be designed afresh.
- (ii) In case the existing cement concrete pavement is to be widened, the widened pavement shall be of the same thickness and specification not inferior to that of the existing pavement. The widened pavement shall be joined with the exiting pavement by providing longitudinal joints of the same design and specification as that of the existing pavement. Similarly, the transverse joints with dowel bars of the same design as provided in the existing pavement shall be provided.
- (iii) Flexible Pavement

The new flexible pavement shall be designed in accordance with IRC: 37 and strengthening of the existing flexible pavement in accordance with IRC: 81.



(iv) Rigid Pavement

The new rigid pavement shall be designed in accordance with IRC: 58. The existing rigid pavement may be rehabilitated / strengthened either by rigid or flexible overlays in accordance with good industry practice subject to review by the IE.

4.4.4 Pavement Performance Indicators and Requirements

i) The pavement performance and structural capacity shall be measured in terms of objective measurable performance and strength indicators, i.e., roughness, rutting, cracking and deflection.

ii) The new or strengthened flexible pavement surface on completion shall satisfy the following standards:

a. Roughness

In each lane measured by : Not more than 2000 mm/km
Bump Integrator (BI) for each lane in a km length

b. Rutting

In wheel path measured : No Rutting
by 3 m. Straight Edge.

c. Cracking

: No Cracking

d. Deflection

: Not more than
0.5mm characteristic deflection
to be determined as per IRC: 81

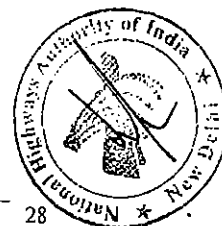
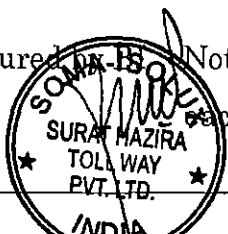
e. Other

: Nil

(iii) The new or strengthened rigid pavement surface on completion shall satisfy the following standards:

a. Roughness

In each lane measured by : Not more than 2000 mm/km for
each lane in a km length



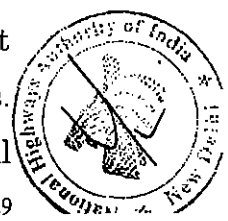
b. Cracking : No Cracks other than shrinkage cracks

c. Other distresses such as : Nil
scaling, raveling, spalling
at edges

4.5 Design of structures

4.5.1 General

- i) The complete structure shall be designed to be safe against collapse and to maintain at all times an acceptable serviceability level. These shall be also designed to be durable to withstand the deteriorating effects of climate and environment.
- ii) All bridges shall have independent superstructure for each direction of travel. Culverts may have single or independent structure. Width of median in structural portion shall be kept same as that in the approaches.
- iii) In cases where median is kept open to sky, suitable provision shall be made for retaining the earth likely to spill from median portion of immediate embankment behind abutment either by extending the abutment wall or constructing a new retaining wall. Care shall also be taken to merge the wing wall /return wall and flooring of the old bridge with that of the new bridge.
- iv) All bridges shall provide for carriageway width as per section 4.5.5 below. Wherever specified in Schedule B, the superstructure shall also provide for pedestrian footpath.
- v) Utility service, if any, to be taken on the structures shall be as specified in Schedule B of the Concession Agreement.
- vi) Concessionaire is encouraged to adopt innovative/latest techniques in design, construction and use of new materials. However, in all such cases Concessionaire shall submit all



relevant details along-with guidelines and propriety literature proposed to be followed to IE for review and comments.

4.5.2 Type of Structure

- i) The concessionaire may choose any type of structure and structural system. Design and layout of structures shall be aesthetically pleasing to local environment.
- ii) Bridge superstructure, substructure and foundation may be of plain or reinforced concrete, pre-stressed concrete or steel-concrete composite construction.
- iii) The following types of structures shall not be accepted
 - a) Drop in spans with halved joints (articulations)
 - b) Trestle type frames for substructures

4.5.3 Pipe Culverts

- (i) Minimum diameter of pipes for new pipe culverts shall be 1200 mm.
- (ii) Existing culverts of diameter 900 mm and above, which are in sound condition and functioning satisfactorily, may be retained and extended.
- (iii) All existing culverts of diameter less than 900 mm shall be dismantled and reconstructed.
- (iv) Minimum depth of earth cushion over pipe including road crust shall not be less than 1000 mm for new / reconstructed culverts. In case of existing sound and safe culverts a minimum cushion of 600 mm may be acceptable.

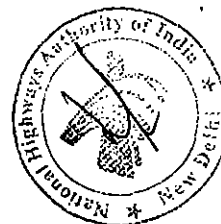
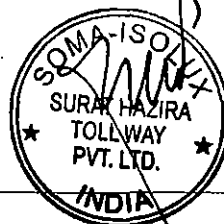
4.5.4 Design Period

The design discharge shall be evaluated for flood of 50-year return period for calculation of waterway and design of foundations.

4.5.5 Width of structures

The width of the culverts and bridges shall be adopted as below:

- i) New culverts and bridges

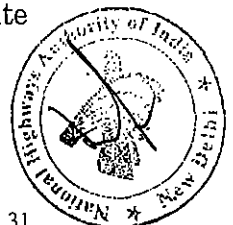
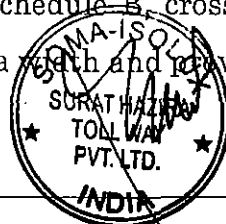


- (a) The pipe / slab / box bridges / culverts shall have the same overall width as of the approach road. Overall width of these structures shall be such that the outer face of railing/parapet shall be in line with the outer edge of the shoulder. The median side inner edge of the safety barrier/kerb shall be at a minimum distance of 500 mm from the edge of the carriageway.
- (b) All other new bridges shall be constructed to accommodate for six lane carriageway. In case existing bridge is retained, as mentioned below, for traffic in one direction, a new three lane bridge shall be constructed for plying of traffic in other direction. Width of bridge shall be increased to provide for additional lane in urban/built up areas in accordance with section 4.2.9 e (ii) above. Width of immediate approaches shall be adjusted to provide smooth transition from approaches to bridge.

ii) Existing culverts and bridges:

The pipe / slab / box bridges / culverts shall be widened preferably on the outer side so as to make the deck width same as specified in sub-section 4.5.5 (i) above. The bridges having 2-lane carriageway and deep foundations, T-beam or box type superstructure, which are difficult to widen may be retained and proper transition between approach and bridge shall be provided with the help of crash barriers. The wearing coat, damaged bearings and rubberized component of expansion joints older than 15 years shall be replaced before commissioning of the Project Highway.

- (iii) In cases where bridges are constructed with footpath as per requirement specified in Schedule B, cross section of immediate approaches shall have extra width and provide for footpath.



4.5.6 Design loading and stresses

- (i) The design loads shall be as per IRC: 6 appropriate for the width of carriageway, type and properties of stream, location, altitude, etc.
- (ii) In Seismic Zones IV & V, necessary precautions against dislodgement of superstructure shall be taken by provision of reaction blocks or other type of seismic arresters and increased width of pier/abutment cap.

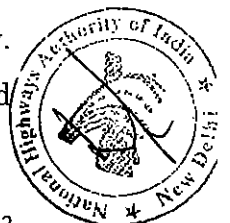
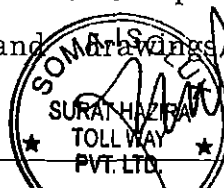
4.5.7 Analysis and design of structures

All structures and their individual components shall be analysed and designed as per IRC:5, IRC:18, IRC:21, IRC:22, IRC:24, IRC:40, IRC:78 and IRC:83 (all parts) depending upon the type of structure / individual component proposed to be provided. The minimum cross sectional dimensions of each component shall be provided so as to satisfy the requirements specified in relevant IRC Code. The design shall take into account long term durability, serviceability, constructability, construction methodology and environmental factors. All river training and protection works shall be designed in accordance with IRC: 89.

4.6 Earth Retaining Structures

4.6.1 The concessionaire may adopt any type of earth retaining structure keeping in view the site conditions. The type of earth retaining structure shall be aesthetically pleasing and compatible with the adjoining structures. Earth retaining structures shall be designed for lateral earth pressure including inclined surcharge and hydrostatic pressure, if any.

4.6.2 If the retaining structure is a reinforced earth system, the basic design shall be provided by the system provider and the design shall conform to BS: 8006 in respect of limit state of collapse and serviceability. Complete design calculations and drawings showing ground



improvement, foundation, facia, reinforcement, drainage, friction slabs, crash barriers etc.

4.7 Drainage System

The design of drainage system such as surface and sub-surface drainage for pavement, median, shoulder, high embankment shall be carried out in accordance with IRC: SP: 42 and IRC: SP: 50. Surface runoff from the main highway, embankment slopes and the service roads shall be discharged through longitudinal drains, which shall be designed for adequate cross section, bed slopes, invert levels and the outfalls. If necessary, the walls of the drains shall be designed to retain the adjoining earth. Where drains are required to be covered, the cover of the drain shall be designed for carrying the maximum expected wheel load. The covered drains shall be provided with iron gratings, strong enough to withstand expected loading.

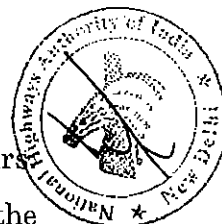
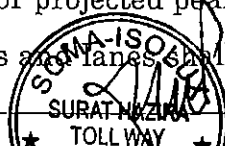
4.8 Safety Barrier

Safety barrier of rigid, flexible or semi rigid type, in accordance with MOSRTH guidelines/circular shall be provided at following locations:

- (i) Where height of embankment is 3 m or more,
- (ii) Where embankment is retained by a retaining structure,
- (iii) Where median is depressed, flushed or having the width less than 4.5 m. The barriers shall be for both directions of travel,
- (iv) On valley side of highway in mountainous and steep terrain.
- (v) Between main carriageway and footpath in bridges.
- (vi) At hazardous locations identified in schedule B or through safety audit.

4.9 Toll Plazas

- 4.9.1 Toll plazas shall be designed for projected peak hour traffic of 20 years. The total number of toll booths and lanes shall be such as to ensure the



service time of not more than 10 seconds per vehicle at peak flow regardless of methodology adopted for fee collection. For purpose of guidance following parameters are suggested as a capacity of individual toll lane for design purpose:

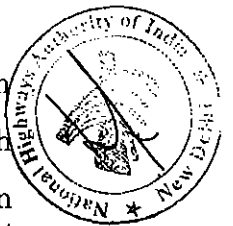
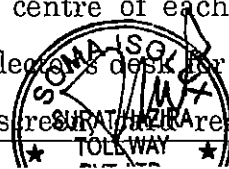
- (i) Semi-automatic toll lane 240 veh/hour
(Automatic vehicle identification but manual money transanction)
- (ii) Automatic toll lanes 360 veh/hour
(Automatic vehicle identification and money transanction – smart card)
- (iii) Electronic toll collection (ETC lanes) 1200 veh/hour
(Toll collection through on board unit and no stoppage of vehicles)

4.9.2 Two toll lanes in each direction of travel shall be provided with the system of payment through smart card and their configuration would be such that one lane in each direction could be upgraded in future to the system of Electronic Toll Collection (ETC). The implementation of ETC will be treated as change of scope when concessionaire would be asked to provide for the same. Not less than 2 middle toll lanes shall be capable of being used as reversible lane to meet the demand of tidal flow.

4.9.3 The width of each toll lane shall be 3.2 meters, except for the lane for over dimensional vehicles, where it shall be 4.5 m.

4.9.4 Between each toll lane of the toll plaza, traffic islands are required to accommodate toll booth. These islands shall be of minimum 25 m length and 1.8 m width. Protective barriers of reinforced concrete shall be placed at the front of each island to prevent out of control approaching vehicles crashing into the toll booth. They would be painted with reflective chevron markings.

4.9.5 Toll booth shall be placed at the centre of each traffic island with dimensions to accommodate toll collector's desk for toll equipment such as key board and console, video surveillance camera, note and coin

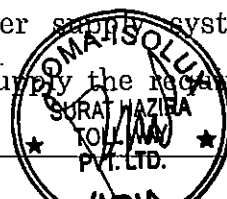


storage, telephone and environmental control system. The toll booth shall have large glass window to provide the toll collector with good visibility of approaching vehicles. The bottom of the toll window should be placed at such a height (0.9 m) above ground level so as to provide convenience of operation. The Toll booths shall be ergonomically designed and vandal proof. There shall be CCTV camera installed at each booth.

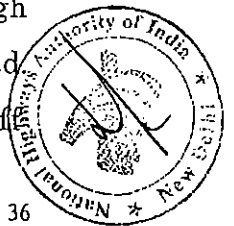
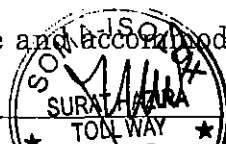
4.9.6 For the movement between toll office and toll booth of each toll lane, an underground tunnel across all toll lanes shall be provided. Its dimension would be sufficient to accommodate the required wiring/cable system and for convenient movement of personnel. It should also be provided with lighting and ventilation system so that the movement is convenient.

4.9.7 The area of toll plaza covering the flared portion shall be provided with concrete pavement. All the toll lanes and toll booths shall be covered with a canopy. The canopy shall be wide enough to provide weather protection to toll operators, drivers and facilities. The canopy shall be of aesthetically pleasing design with cylindrical support columns located at traffic island so that there is no restriction on visibility and traffic movement. The vertical clearance shall be as prescribed in this Manual.

4.9.8 The toll plaza shall have lighting system to provide visibility to drivers for the use of facility especially to access the correct service lane and also to the toll collector. Indian Standard IS: 1944 shall be followed. The minimum requirement of illumination on the road surface of 30 lux shall be ensured. This would be done by providing high-mast lighting (minimum 25 m height), lighting at canopy, and lighting inside toll booths. Street lighting shall also be provided on both side approaches of toll plaza for a minimum length of 500 metres on each side. Power supply shall be from public power supply system but stand by generating set of the capacity to supply the required power shall be provided at toll plaza.



- 4.9.9 The toll plaza shall be provided with surface and sub surface drainage system so that all the storm water is drained off efficiently and no ponding or stagnation of water takes place at any area of the toll plaza.
- 4.9.10 Toll Plaza shall have fire fighting equipment including smoke detectors and auto visual alarm system as per section 4.17.1 of National Building Code so that the personnel working in the complex and the office are not subjected to hazardous situation due to fire.
- 4.9.11 The semi automatic toll collection system shall be equipped in each entry lane with a vehicle detector for counting the number of vehicles and their axle number and for identification of the category of vehicle. The system shall also have a ticket issuing machine for issue of the tickets for user fee at the press of a button on a touch panel and entry lane controller for controlling the equipment of the entry lane and for sending the data to the data processing equipment at toll plaza office. Each toll lane shall have electronically operated boom barrier along with synchronised system for traffic lights.
- 4.9.12 The smart card system would comprise the system for vehicle identification, barrier and synchronize traffic light and payment through smart card. The smart card would comprise reader/writer conforming to ISO Standards: 1443-A sealed to a National Electrical Manufacturers Association (NEMA) for Ingress Protection (IP) - 65 having transmission frequency of 13.56 MHz.
- 4.9.13 The Electronic Toll Collection system shall consist of an on board unit fitted on a vehicle and an antenna to receive communication for identification of its code and other stored data and a system for transmitting the data from the on board unit to the reader and from reader to the customer information management system.
- 4.9.14 Toll plaza location shall also be provided with system for checking and preventing overloading of vehicles at toll plaza. For this purpose, weigh in motion systems at approaches to each toll lane are to be installed. Separate space for static weigh bridge and accommodation to store of



loaded goods from overloaded vehicles shall be provided after the toll barriers for each direction of travel.

4.9.15 Toll plaza shall have a separate office building so as to provide comfortable office space for manager, cashier & other staff. There shall be separate rooms for T.V. monitors, meetings, toilets, and for the sale of passes, smart cards, on board units and public interaction. The building shall have a strong room for keeping the money and a garage to accommodate the security van (during operation of loading the collected revenue). There shall be parking space in the same campus for vehicles for the staff and workers and other vehicles engaged in the operation of the Project Highway.

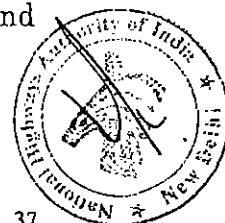
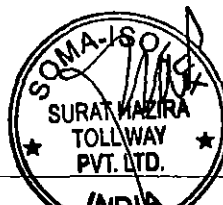
4.9.16 The toll plaza shall have toll audit system and fraud protection measures. The operations for toll collection, supervision, auditing and money handling shall be done through the qualified personnel with numbers so that each operation is efficiently handled.

4.9.17 Suggestive lay out of toll plaza showing the service lanes, office space, parking space, weigh bridges is given in fig. 4.1A and that for toll booth in fig. 4.1B.

4.10 Operation and Maintenance Centre

4.10.1 There shall be operation and maintenance centre(s) either at the toll plaza (s) or at any other location along the highway as identified by the concessionaire. The land for the same shall be acquired by the concessionaire at his cost and risk. The operation and maintenance centre would have following minimum facilities:

- (i) Main control centre and Administrative block
- (ii) Equipment for operation and maintenance and storage space for them.
- (iii) Storage space for equipment and material for traffic signs and markings
- (iv) Workshop
- (v) General garage and repair shop



- (vi) Testing laboratory
- (vii) Parking space for minimum 4 no. of large vehicles and for other expected vehicle during peak hours including those for working staff and visitors

4.10.2 All building works shall be designed to meet the functional requirements and shall be compatible with regional architecture and micro climate. Locally available materials shall be given preference but not at the cost of construction quality.

4.10.3 The circulation roads and parking spaces in the O&M centre shall be paved to withstand vehicle loads and forces due to frequent acceleration and deceleration of vehicles. Parking bays / lots shall have proper cross slope and drainage. The marking of the parking bays shall be as per IRC: 35 to demarcate parking and circulation space. Parking lots shall have illumination as provided in IS: 1944 (Parts I and II).

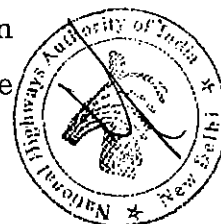
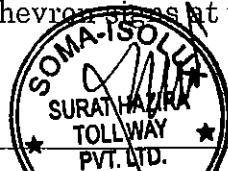
4.10.4 The whole campus of operation and maintenance centre shall have system for security with safe entry and exit.

4.11 Traffic Signs

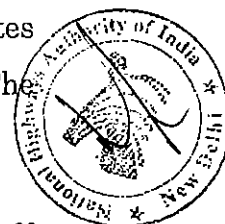
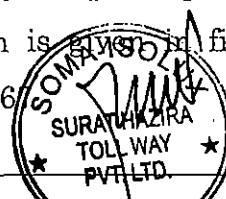
Unless otherwise provided in this Manual, road signs shall be provided in accordance with IRC: 67.

4.11.1 There shall be corresponding road markings with stop signs, give way signs, merging or diverging traffic signs, lane closed signs, road narrowing signs, slip roads/ diversion signs, compulsory keep left/right signs, or any other signs as per IRC-67 and/or as reviewed by IE.

4.11.2 Wherever Project Highway alignment is on a curve, there shall be an advance cautionary signs for sharp curves (depending whether it is on left or right) and chevron signs (rectangular in dimension with traffic yellow background and black arrow) at the outer edge of the curve. The sign for the curve ahead particularly in mountainous and steep terrain shall always be accompanied with chevron signs at the outer edge of the curve and appropriate delineation.



- 4.11.3 Roads signs such as chevron, overhead etc. not covered by IRC-67 will be as given in this document would be as per BIS/British Standard/AASHTO/ASTM.
- 4.11.4 All road signs shall be with retro-reflective sheeting of high intensity grade with encapsulated lens fixed over aluminum sub-strata as per clause 801 of MOSRTH specification.
- 4.11.5 Kerb mounted signs shall be supported on GI pipes. Overhead signs shall be placed on a structurally sound gantry or cantilever structure made of GI pipes. Its height, lateral clearance and installation shall be as per MOST specifications. The pedestal supporting the gantry or cantilever structure of the overhead signs shall be flushed at the ground level and in no case shall protrude more than 15 cm above ground level.
- 4.11.6 It shall be ensured that any sign, signal or any other device erected for traffic control, traffic guidance and/or traffic information shall not obscure any other traffic sign and shall not carry any advertisement.
- 4.11.7 Each exit ramp shall have signs mounted on posts indicating the name of the place and the important roads it would lead to.
- 4.11.8 For toll plaza(s) advance direction signs shall be provided at 1 km and 500 m ahead of toll plaza. These signs are rectangular in shape, bilingual, gantry, cantilever mounted as illustrated in fig. 4.2 A and fig. 4.2 B. Wherever the local language is other than Hindi, local language instead of Hindi shall be used for sign at 500 m.
- 4.11.9 It is necessary that user be informed before using the road that a section of National Highway is a Toll Road. Similarly the user be also informed of the end of the Toll Road. Over head sign panels indicating that the toll road is ahead and that the toll road ends is illustrated in fig. 4.2 C and fig. 4.2 D.
- 4.11.10 At the start of flare of the toll plaza, a sign displaying the fee rates shall be erected. Suggestive configuration is given in fig. 4.3. The colour of words and panels shall follow IRC: 67.



4.11.11 It shall be ensured that any sign, signal or any other device erected for traffic control, traffic guidance and/or traffic information shall not obscure any other traffic sign.

4.12 Pavement Marking

4.12.1 Pavement markings on the Project Highway shall be in accordance with IRC: 35. These markings shall be applied to road centre line, edge line, continuity line, stop line, give way lines, diagonal/chevron markings, zebra crossing and at parking areas by mean of an approved self propelled machine which has a satisfactory cut off value capable of applying broken line automatically.

4.12.2 Road markings shall be of hot applied thermoplastic paints with reflectorising glass beads as per relevant clauses of Section 803 of MOST specifications.

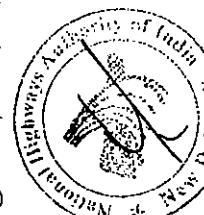
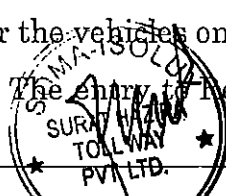
4.12.3 At toll plaza, transverse bar lines be used across the flared approach to toll gate to reduce the speed of approaching traffic. The width of these lines shall be 300 mm and details as given in fig.

4.12.4 Concessionaire shall ensure that a detailed plan scheme and plan for traffic signs and pavement markings covering all length and features of Project Highway shall be prepared and submitted to IE for review and comment.

4.13 Rest Areas

4.13.1 Project Highway shall have Rest Area(s) planned such that they are spaced at the intervals of 90 minutes to one hour of driving time between two important cities/towns. They would not be located between 5 km of a town or city or near interchange where entrance and exit ramps could cause weaving conflict.

4.13.2 Rest areas shall be planned to cater for traffic moving in both directions such that there is no need for the vehicles on one carriageway to cross over to the other carriageway. The entry to Rest Area(s) would



be through deceleration lane and exit through acceleration lane. The minimum width of these lanes shall be 5.5 m.

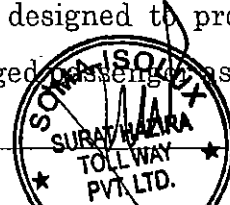
4.13.3 Rest Area(s) shall be designed for the expected peak hour long term clientage and shall provide facilities for parking, restaurant, cafeteria, toilets, telephone and shops for selling items normally required for traveling, fuel and garage for minor repair, telephone, first aid. The parking should include parking for expected peak hour truck traffic and cafeteria suitable for fulfilling the need for Indian truck drivers and shall be paved by CC blocks strong enough to withstand expected loadings. The whole area shall be elaborately landscaped to provide a pleasing environment. A suggestive lay out is given in fig. 4.5. This can be modified to accommodate location specific requirements.

4.13.4 At locations along the Project Highway where some existing eateries (Dhaba) or other informal rest areas are located, they shall be separated from the main highway with separation island and safe entry and exit to these establishment and parking spaces for expected peak hour vehicles shall be provided with proper signs and markings.

4.14 Pick Up Bus Stops

4.14.1 Pick up Bus Stops shall be designed as defined in schedule C or as per the actual peak hour demand at identified location(s). However, the actual location shall be decided based on the general principles of location given in IRC: 80. Bus stops shall be provided on both sides of the Project Highway for either direction of travel so as to minimize the need for the crossing by commuters. The bus stop lay out shall provide safe entry and exit of buses from the Project Highway and safe movement of passengers. The shelter structure shall be aesthetically pleasing, structurally safe and functional so as to protect the waiting passengers adequately from sun, rains etc.

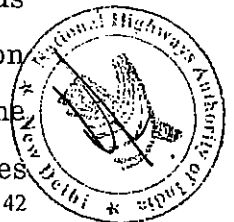
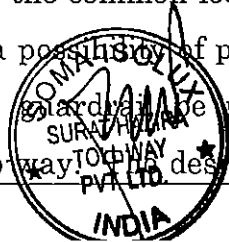
4.14.2 The bus bay and shelter shall be designed to provide for safe and convenient use by physically challenged passengers as well.



- 4.14.3 In rural areas the bus shelter shall be located at least 1.0 m away from the edge of the bus bay which shall be typically 30 m long. The plinth height of the bus stop shall be 0.3 m from the bus bay level and shall be 2 risers high. The minimum ceiling height of the structure shall be 2.1 m and the height of seating shall be 0.4 m from floor level.
- 4.14.4 The bus bay shall have length to accommodate the expected no. of buses in the peak time. The length and lay out shall be based on those given in IRC: 80 considered suitably modified for four lane dual carriageway highway. It shall be paved with pre-cast cement concrete (M-40) Blocks. The area of the bus stop used by pedestrians shall also be paved with pre-cast concrete blocks.
- 4.14.5 The barrier fences /pedestrian safety guard rails shall be erected between the bus loading area and the through lanes to prevent pedestrian crossings.
- 4.14.6 Pick up Bus Stop would be provided with litter bins. These would be simple in shape and their colour and finish shall make them conspicuous. Litter bin shall be post-mounted and/or swivel type. The mounting and fixing components shall be robust. The bin shall have drainage holes for periodic flushing. It shall also be theft, vandal and fire-proof. It shall be resistant to wear and tear, and the material and design shall be such as to require minimal maintenance.

4.15 Pedestrian crossing facility

The Project Highway shall be provided with safe crossing facilities for the pedestrians. These shall be only at identified locations such as part of at-grade intersections, pedestrian /vehicular underpasses (in accordance with section 2.2.4). Pedestrian safety guardrail shall be provided to guide the pedestrian to the selected crossing /identified locations. For this purpose some of the common locations could be bus stops or other such locations with a possibility of peoples congregation from where the pedestrian safety guardrail be provided up to the nearest at-grade intersection or sub-way. The design of these facilities



shall be in accordance with IRC:103. At the crossing points drop in the curve shall be provided to facilitate crossing of physically challenge users. Similarly, the gaps in the channeliser shall be provided so as to avoid the need for frequent climbing and getting down from the channelisers.

4.16 Highway Landscaping

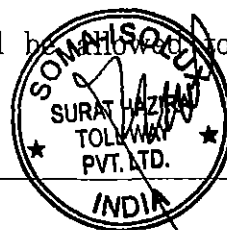
4.16.1 Trees shall be planted in rows and on either side of the Project Highway with a staggered pitch as per IRC: SP: 21. A range of 10-15 m c/c is recommended for spacing of trees (parallel to the road). Setback distance of trees in different situations shall be as per IRC: SP: 21 and IRC: 66. The distance between the kerb, if any, and the nearest edge of tree trunk shall be at least 2 m. The plantation in median shall comprise shrubs whose height would normally not exceed 1-1.5 m and shall be as per IRC SP: 21.

4.16.2 The scheme for landscaping shall be part of the overall Environmental Mitigation Plan (EMP) as spelt out in Schedule C. In case of a discrepancy between the spacing for trees to be planted parallel to the road as specified in the IRC standards and the EIA Report, the lesser of the two distances shall be adopted.

4.16.3 For safe traffic operation, vertical clearance between the crown of the carriageway and lowest part of the overhang of the tree available across the roadway shall conform to the standards laid down in IRC: SP: 21. The pit size, fencing, watering and manuring requirements shall also conform to the above standard. Planting shall be such that it does not obstruct the visibility of traffic from any side and shall be pleasing in appearance.

4.17 Advertisement/ Hoarding:

No advertisement/ hoarding shall be allowed to be erected on the Project Highway.



4.18 Advanced Traffic Management Systems (ATMS):

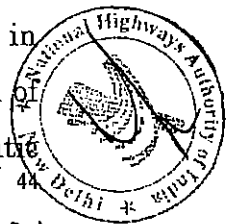
4.18.1 A real time system working round the clock shall be established for informing the road users of the road, traffic, and weather conditions on the Project Highway; for making interventions as required for smooth, safe and efficient traffic operation; and for providing rescue and relief to the users in distress. The system shall be capable of (i) acquisition of data from various sources such as the road, the users, the maintenance and operation patrol, the ambulance, and the intervention team (ii) three way communication between the data source and a Central Control Room, the Control Room and the data sources and display units, and between the maintenance and operation teams, through a transmission system, and (iii) A Central Control Room to process all data and control the highway operation.

4.18.2 The systems and equipment of ATMS shall meet the following main climatic and environmental requirement as specified in IS-9000

- (i) Temperature Range of Operation – Low of 0° Celsius ($\pm 3^{\circ}$ C) to high of 60° Celsius ($\pm 2^{\circ}$ C)
- (ii) Relative Humidity of 95%
- (iii) Vibration Frequency Range of 10 Hz – 55 Hz

4.18.3 Data acquisition system: This shall consist of (a) Automatic Traffic Counter and Classifier (ATCC), with an in-road loop detectors and treadles. (b) Video cameras installed on road with such pan and tilts that a length of 2 km road is captured for video monitoring of traffic, (c) Emergency Call Boxes installed at every 2 km to enable any user to be instantly in contact with the Control Room, (d) Meteorological sensors for capturing data on temperature, weather, wind, (e) Mobile radios for patrol vehicles and ambulances to be in communication with Central Control Room and among themselves.

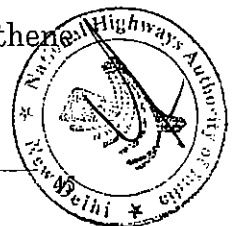
4.18.4 Emergency call boxes (ECBs) with loud speaker, micro phone, activation button with LED indicating conversation, shall be housed in a vandal proof casing and operate in full play mode in noise level of up to 95 decibels with in built diagnostic features for automatic



detection in case of damage by any object. Mobile communication system shall comprise the mobile radio base stations and control centre equipments. It shall have provision for mounted mobile set on ambulances, trains & patrolling vehicles. The system shall have the facility to connect mobile to mobile, mobile to controller, and controller to mobile along with the systems for waiting, holding, and transfer of calls. The system shall use a pair of frequencies to be allotted to the concessionaire with the approval of wireless planning & coordination (WPC), Deptt. of Telecommunications and shall operate for full duplex mode.

4.18.5 The design for the Variable Message Signs (VMS) will be modular with sign panels using LEDs / High-Gain Trans-Reflective LCDs for outdoor ambient lights. The sign panel should be such that a display is legible from a distance of about 200 m. For this purpose, panels shall have minimum dimensions of 3m length x 1.8 m depth. The minimum height of the characters shall be 300 mm. The contrast ratio shall be more than 30 perpendicular to the bold face and more than 10 at an angle of ± 70 degrees to the perpendicular. The equipment shall be capable of storing minimum 10 frames that can be triggered on receiving the telecommand. The sign panels shall be installed on the structure in such a manner that they are aesthetically pleasing and can withstand wind pressures. The equipment shall be capable of storing minimum semi-duplex mode and other known forces. The minimum vertical clearance available at VMSs shall be 5.5 m from the road surface. Power supply shall be fed from the integrator locations.

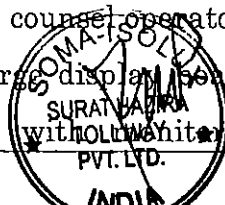
4.18.6 The meteorological sensors shall comprise thermocouple /pyrometer, humidity meter, anemometer , visibility meter and sensor for measuring pavement surface temperature. They shall be installed on a single pole with a specific attachment and power supply fed from the integrator. They shall have the facility to communicate on Polythene Insulated Jelly Filled copper cables (PIL) or Optical Fibre Cable.



4.18.7 The Automatic Traffic Counter-cum-Classifier (ATCC) shall be capable of detecting and recording all categories of vehicles plying on the Project Highway based on their length and no. of axles. The system shall be robust and capable of operating with minimum maintenance and may be either piezo-electric or infrared. It should have minimum accuracy level of 99%. The logic units shall be microprocessor based. The system should be able to record and store vehicle data for a period of at least two weeks with a Daily Traffic Volume of up to 1,00,000 vehicles. The system shall have compatibility to transfer the data on PIJF/Optical Fibre Cable/by using any of the available communication mode like GSM (Global System for Mobile Communications) / GPRS (General Packet Radio Service), landline modem, CDMA (Code Division Multiple Access) depending upon the effective and economic operation of the particular mode available at the site. The system shall be electric/solar power operated depending upon the availability of source.

4.18.8 The Closed Circuit Television (CCTV) Surveillance shall comprise video camera, its housing and pan, and Tilt Heads. The video camera shall be mounted at a height so as to cover the target length of highway and the housing shall be able to withstand adverse weather conditions. It shall have a 360 degree angular travel in the horizontal plane and a tilt of 90 degrees down from 0 degrees horizontal. It shall have zoom lens with minimum power of 30 X, auto iris and infrared filter, infrared compatibility for night operation and remotely selectable operating modes. It shall have compatibility with co-axial cable/optical fibre cable.

4.18.9 The main control centre shall be designed for round-the-clock operations of monitoring, on-line information acquisition and processing the same for decision making. The Main Control Centre shall have equipment of central computer, call centre, terminal junction box, uninterrupted power supply (UPS), counsel operator with monitors and joy sticks, rack accommodation, large display board, line printer and general purpose office computer with printer, fax and

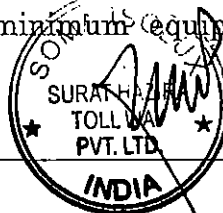


telephone. The system shall also have Network Management system (NMS) or real-time monitoring of Emergency Call Boxes (ECBs) and network diagnostics.

4.18.10 Transmission System: This shall consist of a backbone Optical Fiber Transmission system, cable system, interface system, network management system, repeater/ amplification system, and power supply system. There shall be 3 or 4 sub-centres (as appropriate) housing all the interface equipment apart from the Control Centre, provided with, as appropriate, cables, interface, terminals (such as optical line terminals and interface, network management system equipment, optical fiber cable interface equipment and control centre interface equipment, data acquisition system interface, etc). The cables from ECBs, VMS, meteorological data systems, ATCC shall be Polythene Insulated Jelly filled (PIJF) copper cables and those from CCTV cameras shall be coaxial cables. Repeaters/ amplifiers shall be used to maintain the quality of signals. All the cables shall have at least 20 % spare capacity to allow for expansion. The interface system shall be capable of handling the composite audio, video and data signals at various interface levels and process them.

4.18.11 Central Control Room (Control Centre): The Central Control Room (CCR) shall be the repository of all the data acquired from the field and their processing, storing, and archiving. All the information for real time monitoring of the Project Highway shall be generated at the CCR and the relevant information shall be disseminated to the users through Variable message signs, and to the operation and management teams through mobile radio communication system for appropriate intervention. Another important function to be performed at the Control centre shall be the operation and management of the ATMS itself along with its various sub systems.

CCR shall have the following minimum equipment, hardware and software:



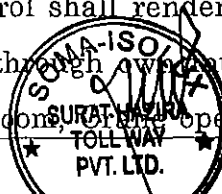
- (1) A Central Computer Server with integrated ATMS and ATMS software
- (2) A Traffic Manager's Terminal for operation of the integrated traffic management system
- (3) Call system equipment comprising Operator PC along with sub-systems and digital voice recorder.
- (4) Mobile radio terminal comprising Operator PC and engineering terminal
- (5) Computers for Network Management System (NMS) for Fiber Optic Communication System.
- (6) CCTV Console Equipment
- (7) Computers for VMS, AVCC, MET, Traffic Control
- (8) A large size screen
- (9) A line Printer
- (10) An Office Computer
- (11) A Power Supply and back up system

4.18.12 Dissemination of information: Information generated at the Control Centre shall be disseminated in the following manner:

- (a) To the users: By displays on the Variable Message signs, via internet web pages, and by creating a node at the way side amenities to display the relevant information.
- (b) To the Operation and maintenance teams: By mobile phones
- (c) To the ambulances: By mobile phones
- (d) To the Trauma centres: Via ambulances

4.19 Highway patrol

Highway patrol unit(s) manned by at least two persons apart from the driver for every unit shall continuously patrol the highway in a stretch not exceeding 50 km and shall remain in contact with the Control Room on a real time basis. The patrol shall render assistance to users in distress and disabled vehicles through own intervention or by calling from assistance from Control Room operators or ambulance as



required. The patrol shall promptly clear the road of any obstruction. Where the obstructions take time to be cleared, the section shall be cordoned off by placing traffic cones, which shall be illuminated during night. The patrol vehicle shall be large enough for seating at least four personnel besides the driver and space to carry essential traffic management and safety tools. It shall also have a light on its top and a siren on board. It shall be equipped with traffic cones and other accessories for traffic control which are fully visible during night time.

4.20 Ambulance(s)

Ambulance(s) manned by at least two trained paramedics shall be available on the Project Highway so that the response time is not more than 10 minutes of call. Each ambulance shall be equipped with first aid, life saving medical services and support system implements for transporting the victims to the nearest trauma hospitals, and providing emergency medical aid during transportation of victims from accident site to the nearest trauma hospital.

4.21 Crane(s)

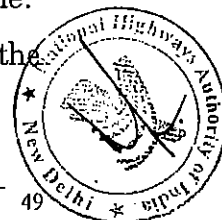
Crane(s) shall be available within an hour of an incident to clear the disabled vehicle off the carriageway.

4.22 All intervention teams comprising patrol, ambulances and cranes shall be in communication with each other and the Control Room all the time and shall intervene within the stipulated time.

4.23 Lighting system

All light posts erected on the railings of bridges, structures shall have adequate height such that a uniform illumination of 40 lux is available.

All high mast lights in the interchange area shall illuminate the interchange with intensity of 40 lux.



All entry and exit ramp areas shall be uniformly illuminated with 40 lux intensity

All underpasses shall be illuminated with minimum intensity of 30 lux.

4.24 Design Report and Drawings

The concessionaire shall furnish the detailed report including designs and drawings for each component of the Project Highway such as geometry, pavement, structures, drainage, barriers, protective works, traffic control devices and other user facilities etc. as per the requirements specified above to the IE for his review and comments, if any. The drawings to be submitted shall satisfy the requirements (including scale and the size) specified in IRC: SP: 19 and IRC: SP: 54.



SECTION -5: MATERIALS

5.1 General:

Sourcing of all materials as well as compliance with environmental requirements under the applicable laws in respect of all works to be executed under the Concession Agreement shall be the sole responsibility of the concessionaire. All materials, whether natural (such as earth, gravel, sand, aggregates, etc), processed (such as bituminous and concrete mixes), or manufactured (such as cement, steel, bitumen, etc) shall be incorporated in the work only if they are tested and found to meet the requirements of this Manual or, in the absence of any provision in this Manual, conform to the best industry practice.

5.2 Natural materials

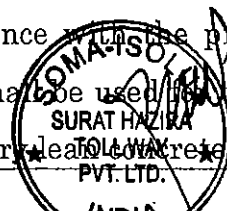
5.2.1 Physical requirements of earth, gravel, sand, and aggregates shall conform to the requirements of the provisions of those clauses of MOST specifications as are relevant to the intended use of the materials.

5.2.2 Natural aggregates when crushed and blended for various uses, different size fractions shall be proportioned to form grading conforming to those clauses of the MOST specifications as are relevant to the intended use of the material. Where clauses of the specifications provide more than one option, the option which provides the closest grading shall be provided.

5.3 Processed materials

5.3.1 Fly ash: Fly ash to be used in embankment construction shall meet the requirements specified in IRC: SP: 58.

5.3.2 Cement Concrete mixes: Concrete mixes, plain or reinforced, shall be design mixes, designed in accordance with the provisions of IS: 456. Concrete of M20 grade or higher shall be used for the project except for leveling course in foundation and dry lean concrete for Cement concrete



pavement where M15 grade concrete shall be used. Specific requirements of the mixes (such as workability, water cement ratio, use of admixtures, grades of cement and steel, minimum and maximum cement content, ratios of 7 and 28 days strengths, etc) shall be as per those provisions of MOST specifications as are relevant to the intended use of the concrete mix.

- 5.3.3 Bituminous mixes: Bituminous mixes shall be hot mix type and shall be designed in accordance with Asphalt Institute Manual series MS 2 with the ingredients of the mix (such as aggregates, fillers, bitumen, etc) conforming to the provisions of MOST specifications as relevant to the type of mix intended to be used.

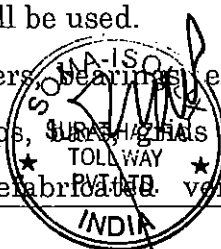
5.4 Manufactured materials

- 5.4.1 Cement: Ordinary Portland cement grades 33, 43 and 53 conforming to IS: 269, IS: 8112, and IS: 12269 respectively shall be used subject to the condition that the design cement content does not exceed 540 kg per cum and the minimum requirement of cement from durability considerations are provided. Use of Portland slag cement or Portland pozzolana cement shall not be permissible for any structural concrete. Other grades of cement such as Rapid hardening cement conforming to IS: 8041 and Sulphate resistant cement conforming to IS: 12330 shall be permissible in specific situations subject to the provisions of clause 1000 of MOST specifications.

- 5.4.2 Bitumen: Paving grade bitumen conforming to IS: 73 shall be used. Crumb rubber modified bitumen (CRMB) and Polymer modified bitumen (PMB) conforming to IRC: SP: 53 shall be used.

- 5.4.3 Steel: High Yield Strength Deformed (HYSD) reinforcing bars of S 415 grade conforming to IS: 1786 and High Tensile Strength pre-stressing tendons conforming to IS: 6006 shall be used.

- 5.4.4 Sheathing, anchorages, void formers, bearings, expansion joints, geotextile and geo-grid, metallic strips, SURFACE DRAINAGE for reinforced earth, metal beam crash barriers, precast vertical drains, retro-



reflective sheetings and road marking paints: These shall meet the relevant provisions of the MOST specifications, recommendations of the system providers, manufacturers' testing and certification, and the designers' design assumptions

- 5.5 Concessionaire may use other construction materials for example stabilized soil for which a detailed design procedure to be adopted shall be furnished to IE for review and comments.



SECTION -6: CONSTRUCTION

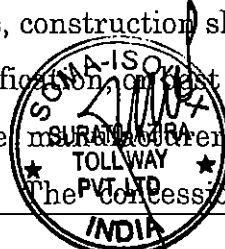
6.1 General

Construction planning, techniques, technologies and equipment shall be planned in a manner not to compromise on the efficiency and safety of the existing highway. Efficient and safe operation of the existing highway without reducing its capacity and safety shall be ensured during construction of the Project Highway. Construction shall meet the environmental safety norms, and ensure safety of temporary and permanent works, safety of traffic, pedestrian (if any) and workman during construction, meet the access needs of the population living close by and shall not cause any damage to their property.

6.2 Construction specifications

Unless not specifically provided for in the MOST specifications, construction of various components of the Project Highway shall be carried out in accordance with these provisions of specifications to the extent they are relevant. For avoidance of doubt, such provisions of the specification as relate to approval from Engineer, refer to contract drawings, provide for measurement for payment and unit rates, etc which are generally applicable to item rate contracts shall not be considered relevant to this agreement. However, provisions relating to material specifications, construction methods, equipment, processing of materials, laying, compaction, testing, quality control/assurance, etc shall be considered relevant to this agreement. The final decision with regard to which provisions are relevant and which are not, shall rest with DORTH keeping in view the comments of executing agency.

Where construction specification for any component of work is not provided for in MOST specifications, construction shall be carried out in accordance with international specification or best industry practice, or the specifications provided by the manufacturer or provider of the system subject to review by IE. The concessionaire shall remain



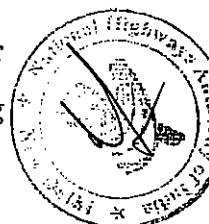
responsible for construction with regard to its adequacy, safety, and durability regardless of any review and comments by the IE. In case, concessionaire chooses to adopt new material, technology and construction methodology, he shall first sample test the same to demonstrate that the proposed material/technology/methodology can be successfully implemented to achieve the specified performance levels of the Project Highway. These processes shall be subject to the review and comments of the IE.

All the construction equipment shall have the required capacity to meet the output requirements of works under the agreement and shall have mechanical, hydraulic, electronic and other controls, Manual or automatic, as required for meeting the construction requirements.

6.3 Construction planning

Prior to actual commencement of construction, a construction plan shall be drawn up and submitted to the IE for review and comments. The plan shall be prepared to meet the requirements of this section of the Manual and contain, inter alia, the following:

- (1) Sequence of construction activities to be undertaken with time line on a PERT chart
- (2) At each construction site, the areas to be cordoned off for construction and logistics of movement of construction equipment.
- (3) Arrangement for movement of main line traffic near construction sites and assessment of capacity and safety of the alternative arrangement. If capacity augmentation is necessary as per the assessment, suggested measures to restore the original capacity of the main highway on the alternative arrangement.
- (4) If construction activities affect the access to properties or movement of cross traffic, alternative arrangements during construction.



- (5) A detailed plan for safe and efficient movement of existing traffic through the construction zones along with required signs and markings for cautions and guidance.

6.4 Base Camp for Construction

The concessionaire shall establish base camp(s) for the construction of Project Highway at the location from where construction sequences and processes can be efficiently performed. The land for the base camp shall be acquired by the concessionaire at his cost and risk and its size shall be such that it accommodates the plants, equipments, materials, laboratories, offices, residences and space for movement/circulation of construction vehicles/machinery. The space should also have space for recreation and sporting facilities for the staff and workers.

6.5 Traffic diversion

Where it is necessary to close the traffic on the existing highway for construction and divert the traffic on to an alternative route, such diversion shall have the width equal to the width of the road closed. The diversion road shall have fluent geometry and maintained in traffic worthy condition such that traffic can safely negotiate.

6.6 Access to private property

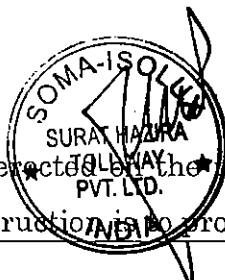
If existing access to private property is to be closed due to construction, alternative access shall be provided before construction is undertaken.

6.7 Cross road Traffic

If existing cross road is to be closed due to construction, alternative approach and crossing facility shall be provided before construction is undertaken.

6.8 Temporary work

Temporary work shall not be erected on the main highway if traffic is allowed to ply on it while construction is in progress. Similarly, erection



- (5) A detailed plan for safe and efficient movement of existing traffic through the construction zones along with required signs and markings for cautions and guidance.

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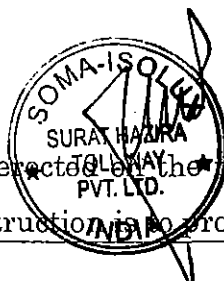
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If existing cross road is to be closed due to construction, alternative approach and crossing facility shall be provided before construction is undertaken.

6.8 Temporary work

Temporary work shall not be erected on the main highway if traffic is allowed to ply on it while construction is in progress. Similarly, erection



equipment for erection of temporary or permanent work shall not be allowed on the main highway if the portion of the highway remains under use of the main line traffic.

The concessionaire shall be responsible for safe, workable design and methodology for all temporary forms, staging and centering required for construction of structures in accordance with IRC: 87.

6.9 Traffic management during construction

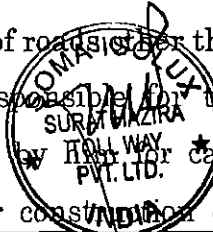
In order to ensure that the construction activities do not disrupt the movement of the existing traffic, comprehensive traffic management plan shall be drawn up by the concessionaire. Wherever construction shall be undertaken, it shall be declared a construction zone. The length of the construction zone shall be reasonable, neither too short which will put the traffic to frequent inconvenience nor too long, which is difficult to manage.

Traffic in construction zones shall be managed in accordance with the provisions of IRC SP 55. All transitions, ingress/ egress to and from the main highway, shall have proper and smooth geometry and traffic shall be guided by road signs, markings, delineation and other appropriate means as required for safe and efficient operation.

After construction is completed in a particular zone, it shall be opened for normal operation. Prior to the beginning of normal operation, those parts of the diversions as will not eventually form part of the Project Highway shall be closed to prevent any movements not permitted under the normal operation of the Project Highway.

6.10 Improvement and maintenance of roads other than Project Highway

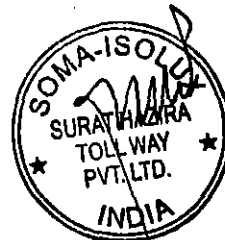
The concessionaire shall be responsible for the maintenance of the road/roads to be regularly used by HPHW for carrying the construction material and /or machinery for construction of the project highway.



The level of improvement shall be commensurate to the requirements for carrying the expected traffic during construction period. These roads shall also to be maintained by the concessionaire up to the level of improvement carried out throughout the construction period and until commissioning of the Project Highway.

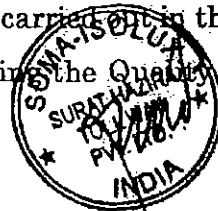
6.11. Social disruption

The concessionaire shall take all measures to mitigate any disruptive effects of construction such as noise and dust pollution, closure of local accesses, intrusion to the lives and business activities of the people, threat to their property, or any other disruption. These measures shall be taken after due consultation with the local people, local administration and authority's local establishment.

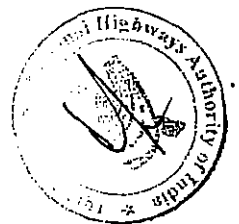
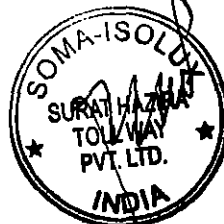


SECTION -7: QUALITY ASSURANCE

- 7.1 At least 2 weeks prior to commencement of the work, the Concessionaire shall draw up a Quality Assurance Manual (QAM) covering the Quality System (QS), Quality Assurance Plan (QAP) and documentation for all aspects of the bridge and road works as per IRC: SP 47 and IRC: SP: 57 respectively and furnish to the IE for review and comments. The quality assurance plan shall duly provide therein for conducting tests on the quality of materials, construction of temporary and permanent works, and the finished works. He shall enable the IE to inspect the Quality Assurance Plan, the test results, and witness the conduct of such tests. The IE shall, in his inspection report in compliance with the provisions of clause 13.2 of the Concession Agreement, bring out the non-conformities in the tests and quality procedures in his inspection report.
- 7.2 The quality of materials and work shall meet the requirement of Clause 900 of MOST specifications to the extent relevant and applicable. The decision with regard to the relevance and applicability of the Clause shall rest with the IE. The quality of materials and work that are not relevant to the MOST specifications shall meet the requirements of other relevant standards that are followed for the work. Always provided that manufacturer's testing and certification shall be essential for the manufactured materials.
- 7.3 Remedying the defects and deficiencies required as per Clause 13.2 of the Concession Agreement shall be carried out in the following manner:
- (1) Improving, modifying, changing the Quality Assurance Plan and its implementation



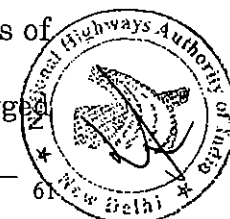
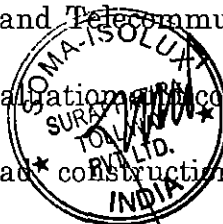
- (2) Replacing the non-conforming material by materials conforming to the standards by changing the material source, material processing, construction equipment or technique before incorporation of the material in work.
- (3) In case a nonconforming material has been incorporated in the work, by removing the work to the extent of non-conformities and replacing it by a work meeting the requirements of the quality.
- (4) In case a work or any of its component exceeds the limits of tolerances specified in the quality standards, by rectifying the work and bringing it within the limits of tolerance.



Appendix D-1

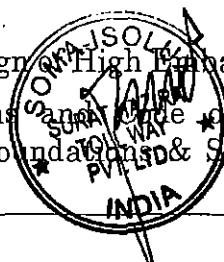
List of IRC Codes / Standards / Acts for Road/Bridge Works

- IRC: 2 -1968 Route Marker Signs for National Highways (First Revision)
- IRC: 3 -1983 Dimensions and weight of Road Design vehicles. (First Revision)
- IRC: 5 -1998 Standard Specification & Code of Practice for Road Bridges, Section I – General Features of Design (7th Revision)
- IRC: 6 -2000 Standard Specifications & Code of Practice for Road Bridges, Section II – Loads and Stresses (Fourth Revision)
- IRC: 7 -1971 Recommended Practice for Numbering Bridges and Culverts (First Revision)
- IRC: 8 -1980 Type Designs for Highway Kilometre Stones (Second Revision)
- IRC: 9 -1972 Traffic Census on non urban roads (First Revision)
- IRC: 10 -1961 Recommended Practice for Borrow pits for Road Embankments Constructed by Manual Operation.
- IRC: 15 -2002 Standard Specifications & Code of Practice for Construction of Concrete Roads (Third Revision)
- IRC: 16 -1989 Specification for Priming of Base Course with Bituminous Primers (First Revision)
- IRC: 18 -2000 Design Criteria for Prestressed Concrete Road Bridges (Post-Tensioned Concrete) (Third Revision)
- IRC: 20 -1966 Recommended Practice for Bituminous Penetration Macadam (Full Grout)
- IRC: 21 -2000 Standard Specifications and Code of Practice for Road Bridges. Section-III Cement Concrete (Plain and reinforced) (Third revision)
- IRC: 22 -1986 Standard Specifications and Code of Practice for Road Bridges. Section-VI Composite Construction (First Revision).
- IRC: 24 -2001 Standard Specifications and Code of Practice for Road Bridges. Section-V Steel Road Bridges (First Revision)
- IRC: 26 -1967 Type Design for 200-Metre Stones
-
- IRC: 30 -1968 Standard Letters and Numerals of Different Heights for Use on Highway Signs
- IRC: 32 -1969 Standard for Vertical and Horizontal Clearances of Overhead Electric Power and Telecommunication Lines as Related to Roads
- IRC: 33 -1969 Standard procedure for evaluation of condition surveys of stabilised soil roads.
- IRC: 34 -1970 Recommendations for road construction in waterlogged area.



List of IRC Codes / Standards / Acts for Road/Bridge Works

- IRC: 35 -1997 Code of Practice for Road Markings (with Paints) (First Revision)
- IRC: 36 -1970 Recommended Practice for Construction of Earth Embankments for Road Works
- IRC: 37 -2001 Guidelines for the Design of Flexible Pavements (Second Revision)
- IRC: 38 -1988 Guidelines for Design of Horizontal Curves for Highways and Design Tables (First Revision)
- IRC: 40 -2002 Standard Specifications and Code of Practice for Road Bridges, Section IV - Brick, Stone and Block Masonry (Second Revision)
- IRC: 41 -1997 Type designs for check barriers (First Revision)
- IRC: 42 -1972 Proforma for record of test values of locally available pavement construction materials.
- IRC: 45 -1972 Recommendations for Estimating the Resistance of Soil Below the Maximum Scour Level in the Design of Well Foundations of Bridges
- IRC: 52 -2001 Recommendation about the alignment survey and geometric design of hill roads. (Second Revision)
- IRC: 54 -1974 Vertical Clearances at Underpasses for Vehicular Traffic.
- IRC: 56 -1974 Recommended Practice for Treatment of Embankment Slopes for Erosion Control
- IRC: 57 -1974 Recommended Practice for Sealing of Joints in Concrete Pavements
- IRC: 58 -2002 Guidelines for the design of plain jointed Rigid pavements for highways (Second Revision)
- IRC: 59 -1976 Tentative Guidelines for the design of gap graded cement concrete mixes for road pavements.
- IRC: 61 -1976 Tentative Guidelines for the construction of Cement Concrete Pavements in Hot Weather
- IRC: 65 -1976 Recommended practice for traffic rotaries.
- IRC: 67 -2001 Code of Practice for Road Signs (First Revision)
- IRC: 69 -1977 Space Standards for Roads in Urban Areas
-
- IRC: 70 -1977 Guidelines on regulations and control of mixed traffic in urban areas.
- IRC: 71 -1977 Recommended practice for preparation of notations.
- IRC: 73 -1980 Geometric Design Standards for Rural (Non-Urban) Highways
- IRC: 75 -1979 Guidelines for the Design of High Embankments
- IRC: 78 -2000 Standard Specifications and Code of Practice for Road Bridges, Section-VII Foundations & Sub-structure (Second Revision).



List of IRC Codes / Standards / Acts for Road/Bridge Works

- IRC: 79 -1981 Recommended Practice for Road Delineators
- IRC: 80 -1981 Type Designs for Pick-up Bus Stops on Rural (i.e., Non-Urban) Highways
- IRC: 81 -1997 Tentative Guidelines for Strengthening of Flexible Road Pavement Using Benkelman Beam Deflection Technique (First Revision)
- IRC: 83 -1999 Standard Specifications and Code of Practice for Road Bridges. Section-IX
- Bearings, Part-I: Metallic Bearings.
- IRC: 83 -1987 Standard Specifications and Code of Practice for Road Bridges, (Part-II) Section-IX Bearings, Part-II : Electrometric Bearings
- IRC: 83 -2002 Standard Specifications and Code of Practice for Road Bridges, (Part-II) Section-IX Bearings, Part-III : POT POT-CUM-PTFE, PIN AND METALLIC GUIDE BEARINGS
- IRC: 84 -1983 Code of Practice for Curing of Cement Concrete Pavement
- IRC: 85 -1983 Recommended practice for accelerated strength testing and evaluation of concrete for Road and Airfield Constructions.
- IRC: 86 -1983 Geometric Design Standards for Urban Roads in Plains
- IRC: 87 -1984 Guidelines for the design and erection of false work for road bridges.
- IRC: 88 -1984 Recommended practice for lime fly ash stabilised soil base/sub base in pavement construction.
- IRC: 89 -1997 Guidelines for Design & Construction of River Training & Control Works for Road Bridges (First Revision)
- IRC: 91 -1985 Tentative guidelines for construction of cement concrete pavement in cold weather.
- IRC: 92 -1985 Guidelines for the Design of Interchanges in Urban Areas
- IRC: 93 -1985 Guidelines on Design and Installation of Road Traffic Signals
- IRC: 98 -1997 Guidelines on Accommodation of Underground Utility Services Along and Across Roads in Urban Area (First Revision)
-
- IRC: 101 -1988 Guidelines for design of continuously reinforced concrete pavement with elastic joints.
- IRC: 102 -1988 Traffic studies for planning bypasses around towns.
- IRC: 103 -1988 Guidelines for Pedestrian Facilities
- IRC: 104 -1988 Guidelines for Environmental impact assessment of Highway projects.



IRC: SP: 53 -2002 Guidelines on Use of Polymer and rubber Modified Bitumen in Road Construction (First Revision)
 IRC: SP: 54 -1999 Project Preparation Manual for Bridges
 IRC: SP: 55 -2001 Guidelines for Safety in Construction Zones
 IRC: SP: 56 -2000 Guidelines for Steel Pedestrian Bridges
 IRC: SP: 57 -2001 Guidelines for Quality Systems for Road Construction
 IRC: SP: 58 -2001 Guidelines for Use of Fly ash in Road Embankments
 IRC: SP: 59 -2002 Guidelines for Use of Geotextiles in Road Pavements and Associated Works
 IRC: SP: 60 -2002 An Approach Document for Assessment of Remaining Life of Concrete Bridges

Ministry of Surface Transport Publications

MORT&H Pocketbook for Bridge Engineers, 2000 (First Revision)
 MORT&H Pocketbook for Highway Engineers, 2002 (Second Revision)
 MORT&H Specifications for Road and Bridge Works, 2001 (Fourth Revision)
 MOST Standard Plans for 3.0 m Span Reinforced Cement Concrete Solid Slab Superstructure with and without Footpaths for Highways, 1991
 MOST Standard Plans for Highways Bridges R.C.C. T-Beam & Slab Superstructure - Span from 10 m to 24 m with 12 m width, 1991
 MOST Standard Plans for Highway Bridges PSC Girder and RC Slab Composite Superstructure for 30 m Span with and without Footpaths, 35 m Span with Footpaths and 40 m Span without Footpaths, 1991
 MOST Standard Drawings for Road Bridges - R.C.C. Solid Slab Superstructure (15* & 30* SKEW Span 4.0 m to 10.0 m (with and without Footpaths), 1992
 MOST Type Designs for Intersections on National Highways, 1992
 MOST Computer Aided Design System for High Embankment Problems, 1993
 MOST Addendum to Ministry's Technical Circulars and Directives on National Highways and Centrally Sponsored Road & Bridge Projects (Aug. 88 to Dec. 92), 1993
 MOST Standard Drawing for Road Bridges R.C.C. Solid Slab Superstructure (22.5* SKEW) R.E. Span 4M to 10M (with and without Footpath), 1996
 MOST Addendum to Ministry's Technical Circulars and Directives on National Highways and Centrally Sponsored Road & Bridge Projects (Jan. 93 to Dec. 94), 1996
 Standard Plan for Highway Bridges - Prestressed Concrete Beam & RCC Slab Type Superstructure - Volume -II
 MOST Addendum to Technical Circulars & Directives on National Highways & Centrally Sponsored Road & Bridge Works Projects (Jan. 1995 to Dec. 1997)



MOST Standard Plans for Single, Double and Triple Cell Box Culverts with and without Earth Cushion

Manual for Safety in Road Design

MORT&H Manual for Construction and Supervision of Bituminous Works, 2001

BIS PUBLICATIONS

IS: 1944 (Part-I & II) 1970 Code of Practice for lighting of Public thoroughfare: Parts Land 2 For Main and secondary roads (Group-A and B) (First revision) (Amendments No. 1 and 2) Parts - I and 2 in one volume) (Amendments-2).

IS: 1944 (Part-V) 1981 Code of Practice for Lighting of Public Thoroughfares: Parts 5 Lighting for Grade separated junctions, Bridges and Elevated roads (Group - D).

IS: 1944 (Part-VI) 1981 Code of Practice for lighting of Public thoroughfare: Part-6 Lighting for Towns and city centres and areas of civic Importance (Group-E).

IS/ISO: 9000 Standards for quality management systems.

IS: 10748 - 1995 Hot rolled steel for welded tubes and pipes (First Revision)

NBC National Building Code

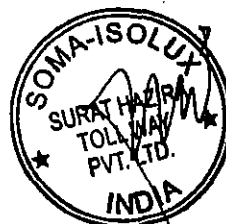
Part-III, NBC: Development Control rules and general building requirements.

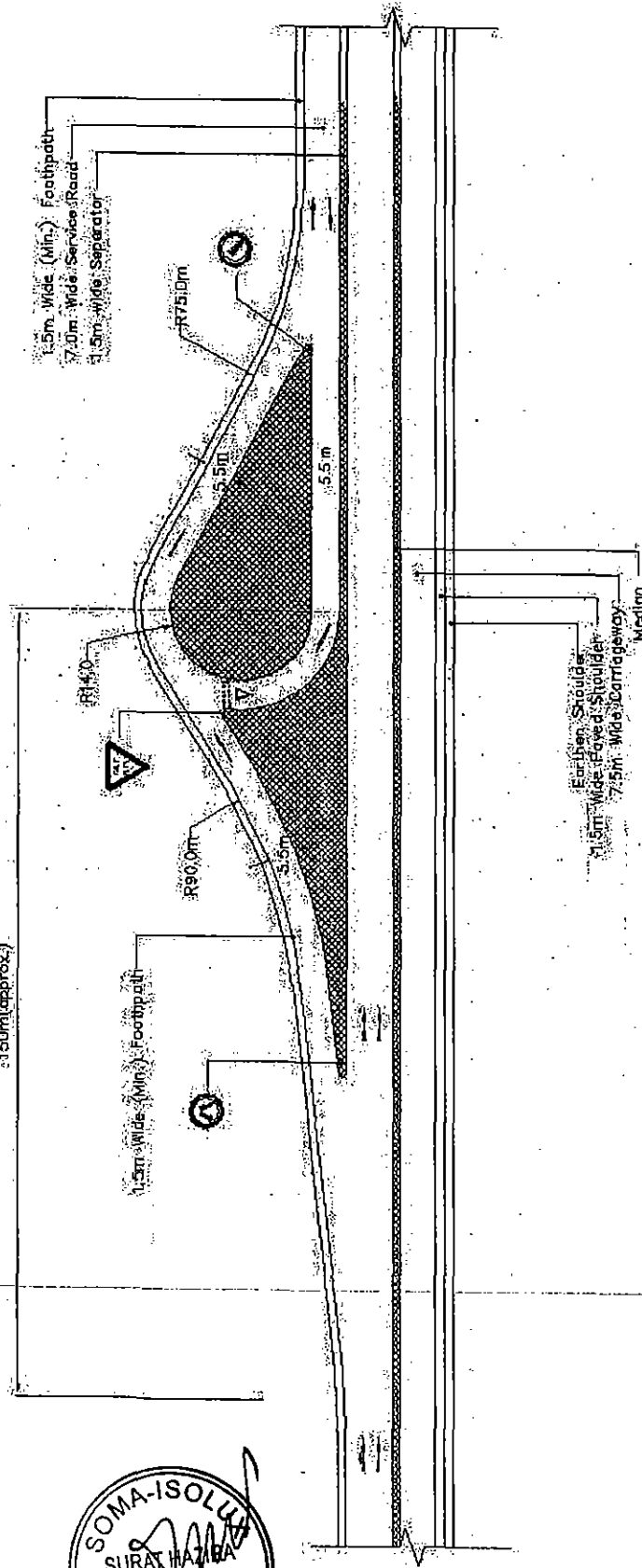
Part-IV, NBC: Fire Protection

Part-VI, NBC: Structural Design

Part-VIII, NBC: Building Services

Part-IX, NBC: Plumbing Services

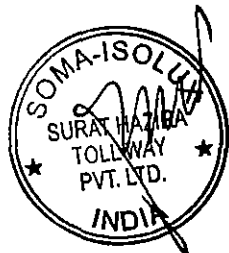


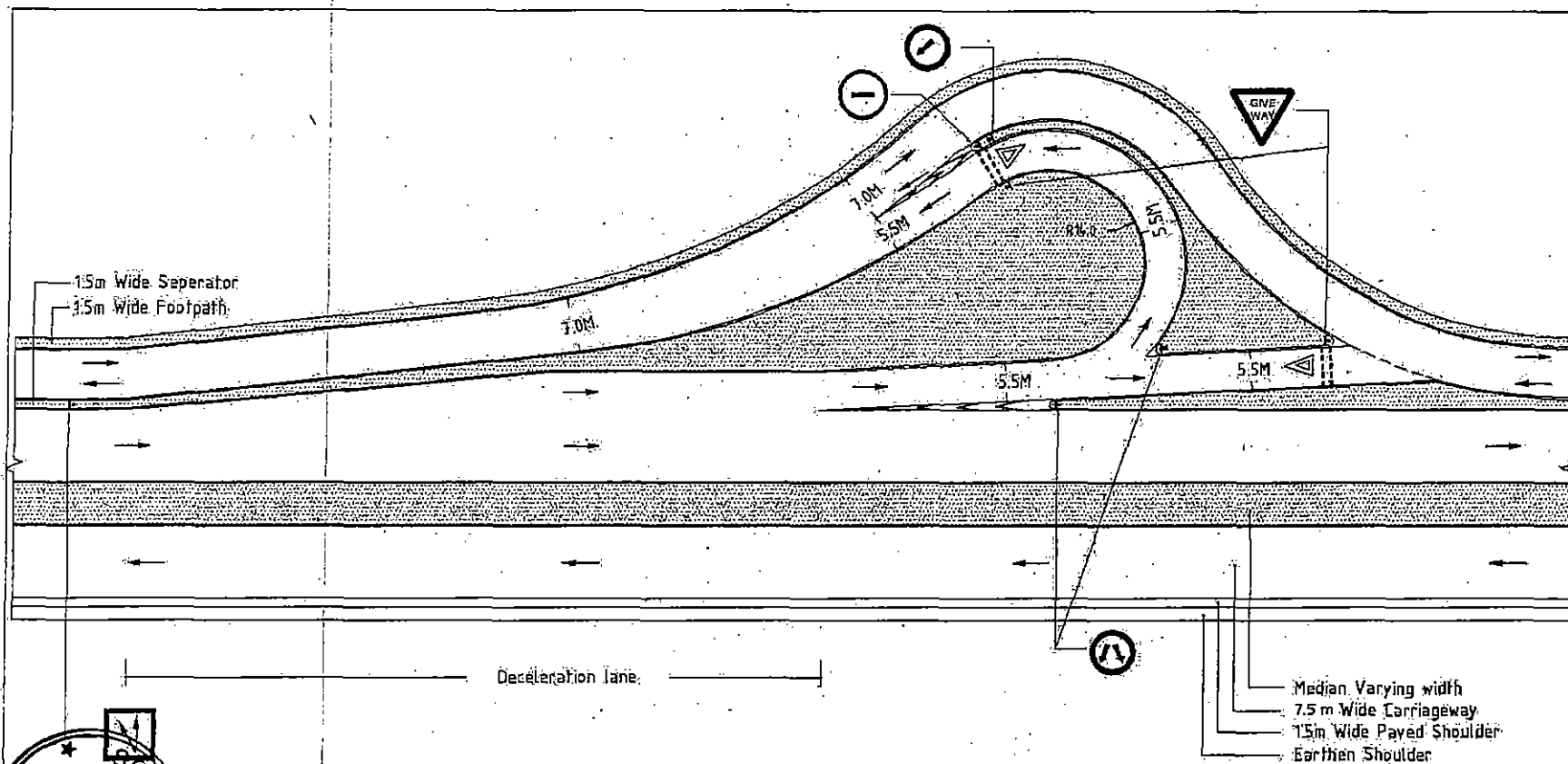


Note:
 1. Detailed system of Road Markings as per IRC-35
 2. Detailed system of Road Signs as per IRC-67

1:1000 m/s
 Suggestive Layout for Exit ramp from highway
 Figure: 2.1B
 SCALE: Not to Scale

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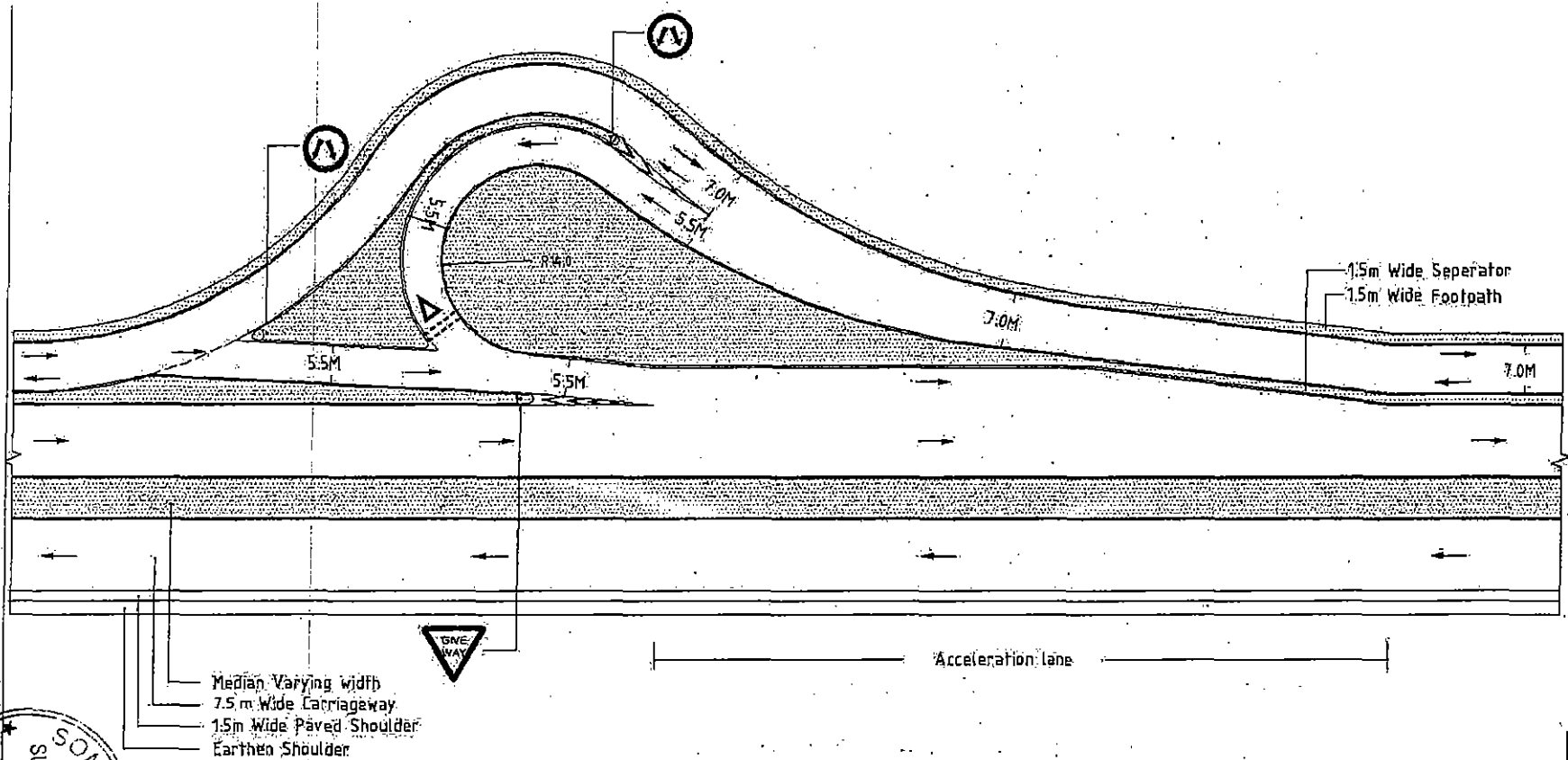
Note:-

1. Detailed system of Road Markings as per IRC:35
2. Detailed system of Road Signs as per IRC:67

MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS

DRAWING TITLE
Suggestive Layout for Exit Ramp from Highway

Figure: 2.1C
SCALE:- Not to Scale



Note:-

1. Detailed system of Road Markings as per IRC:35
2. Detailed system of Road Signs as per IRC:67

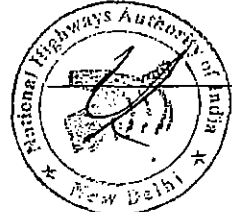
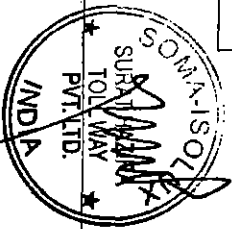
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS.
DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS

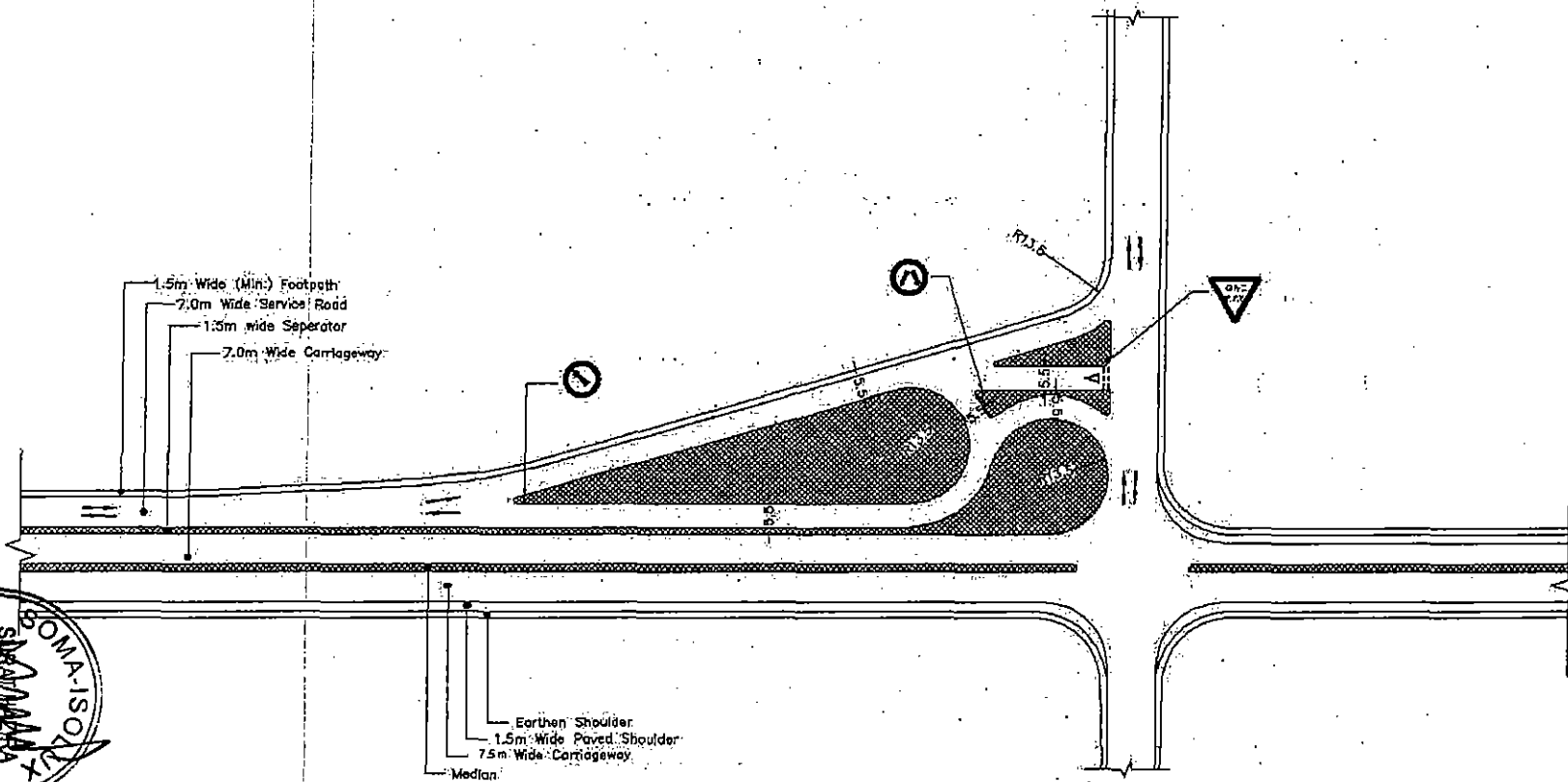
DRAWING TITLE

Suggestive Layout for Entry Ramp to Highway

Figure: 2.1D

SCALE:- Not to Scale

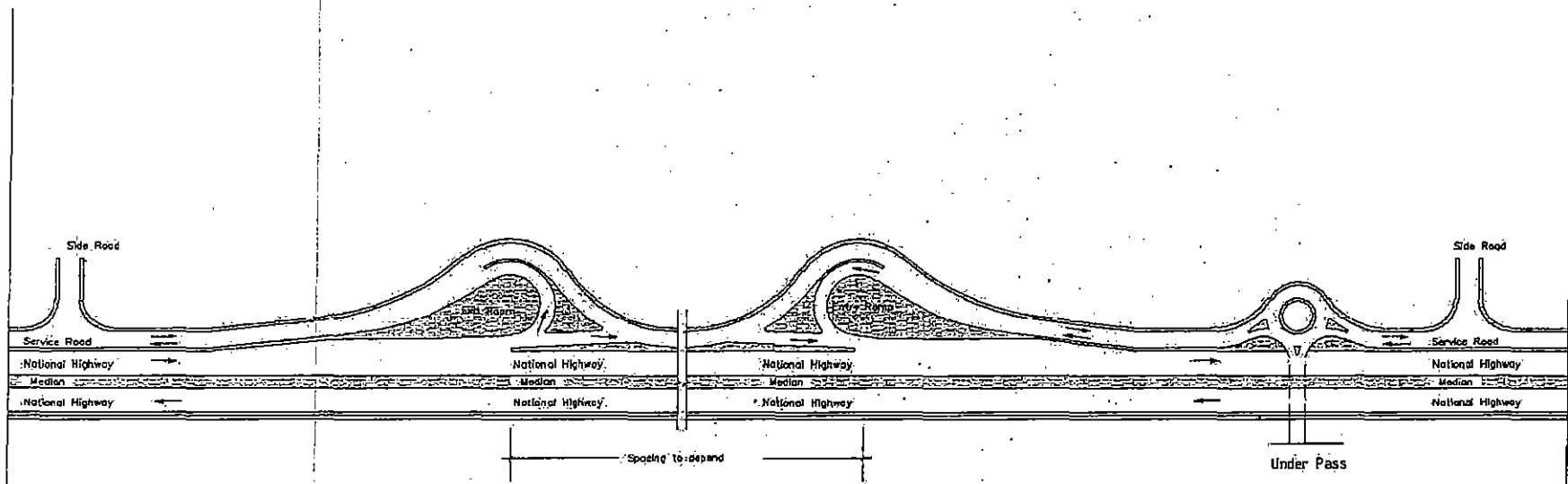




Note:-
 Detailed system of Road Markings as per IRC:35

MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
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DRAWING TITLE:-
 Suggestive Layout of Service Road Ending at a
 Junction with Cross Road
 Figure: 22
 SCALE:- Not to Scale



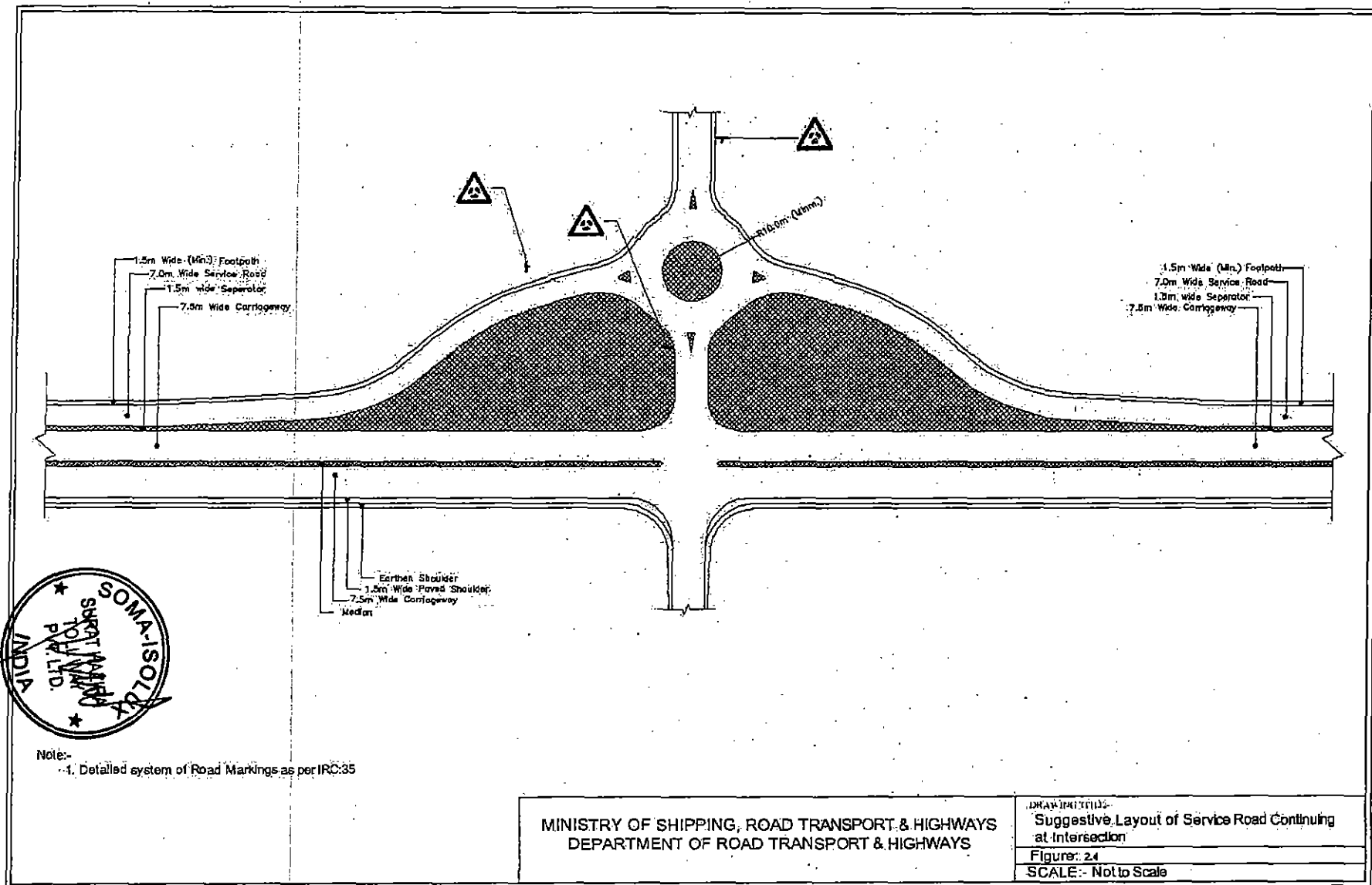
Note:-

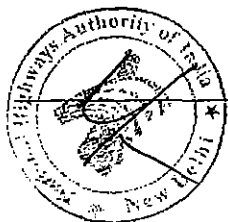
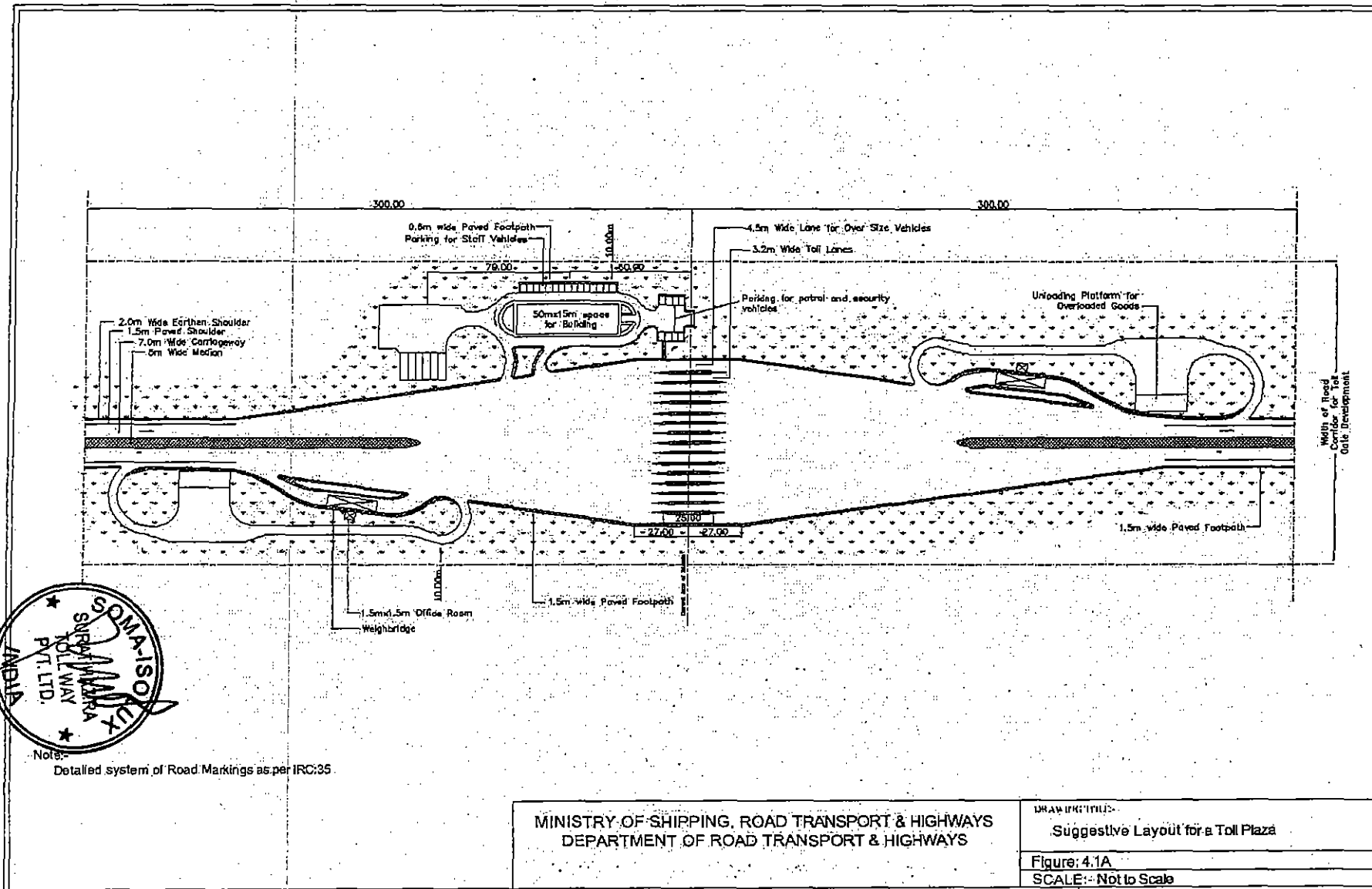
1. Detailed system of Road Markings as per IRC:35
2. Detailed system of Road Signs as per IRC:67

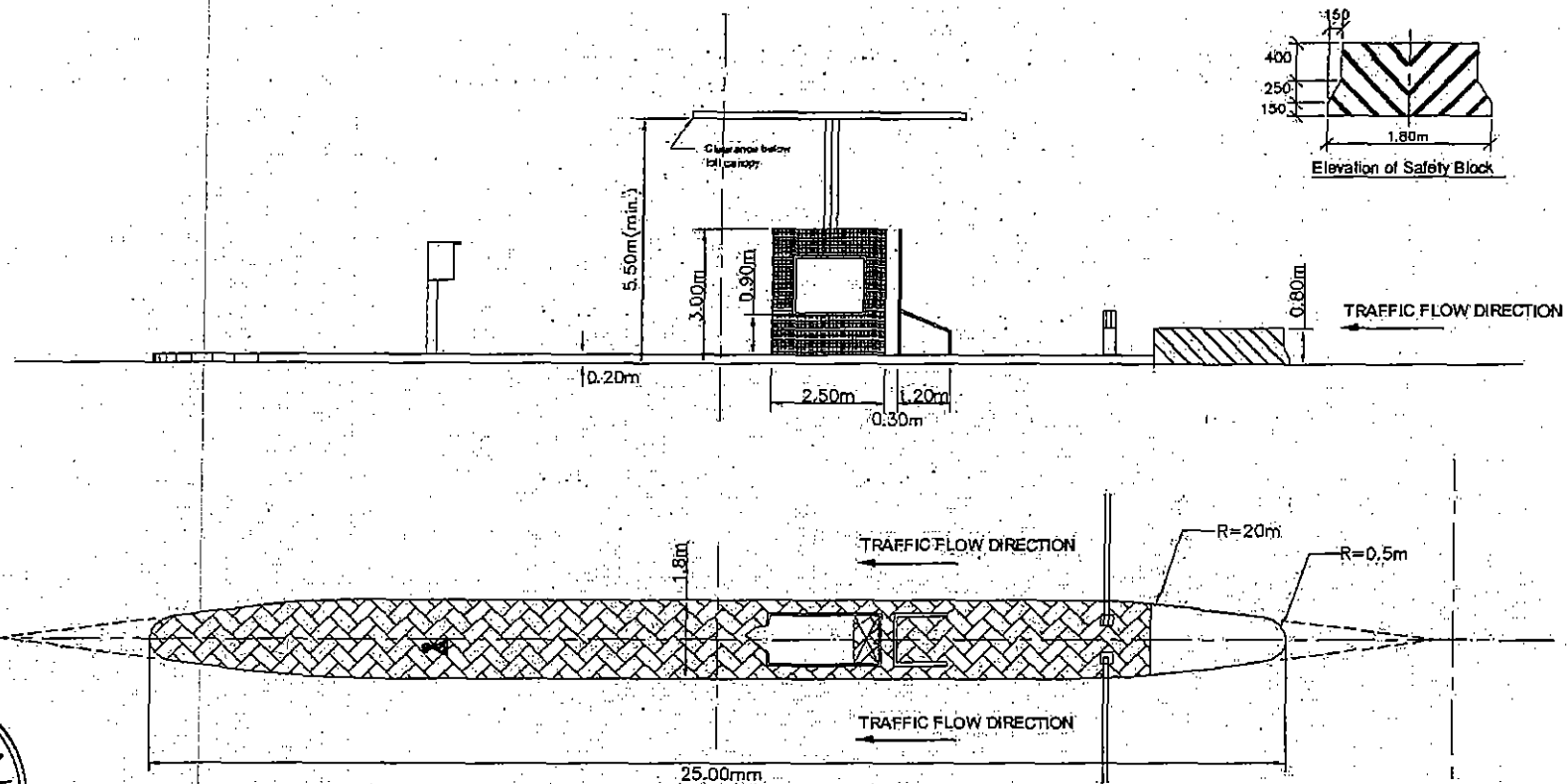
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
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DRAWING TITLE
Suggestive Layout showing configuration of service
road, entry/exit ramps, side road and underpass
Figure: 2.3
SCALE:- Not to Scale









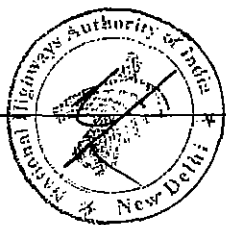
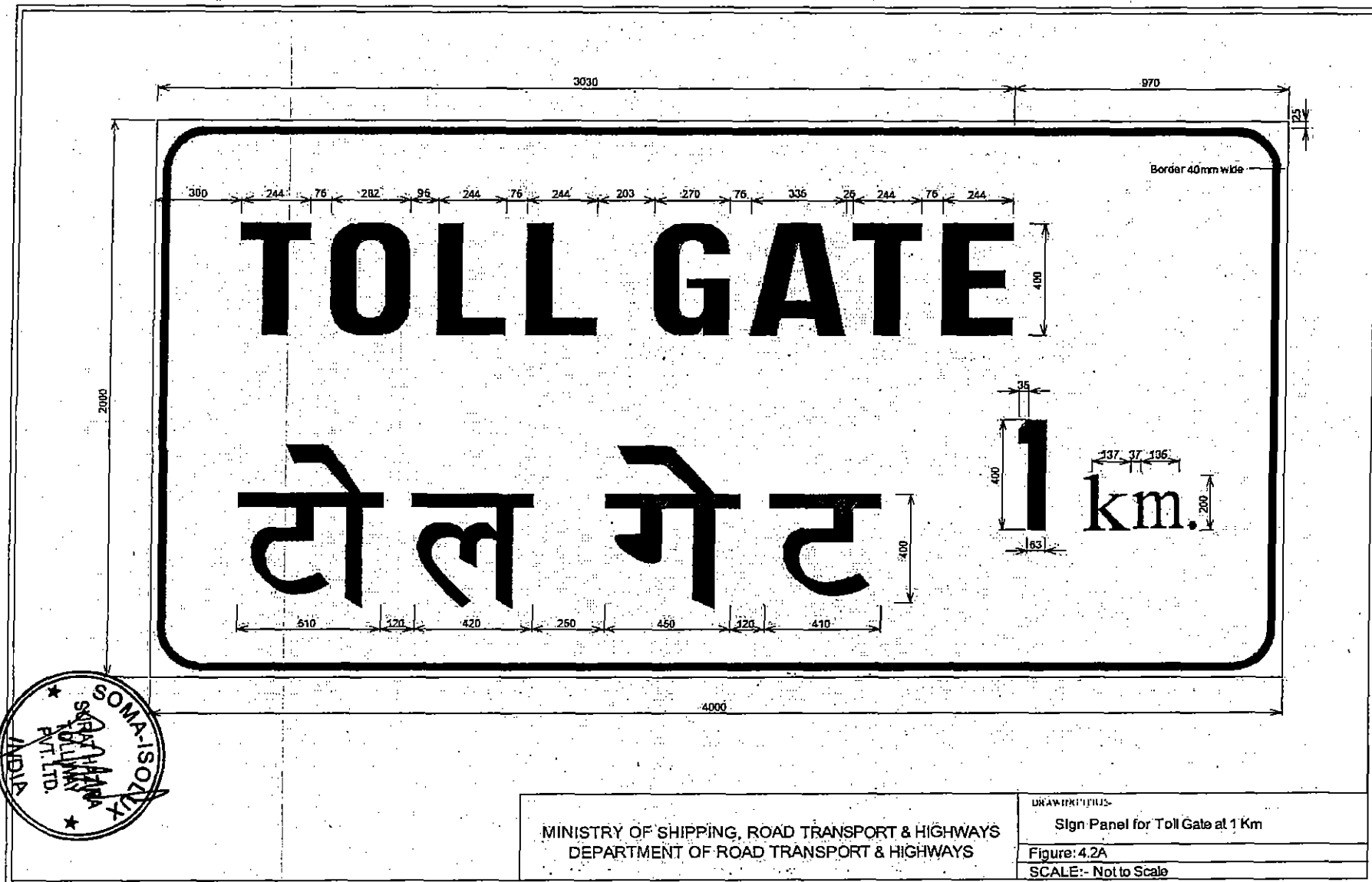
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS

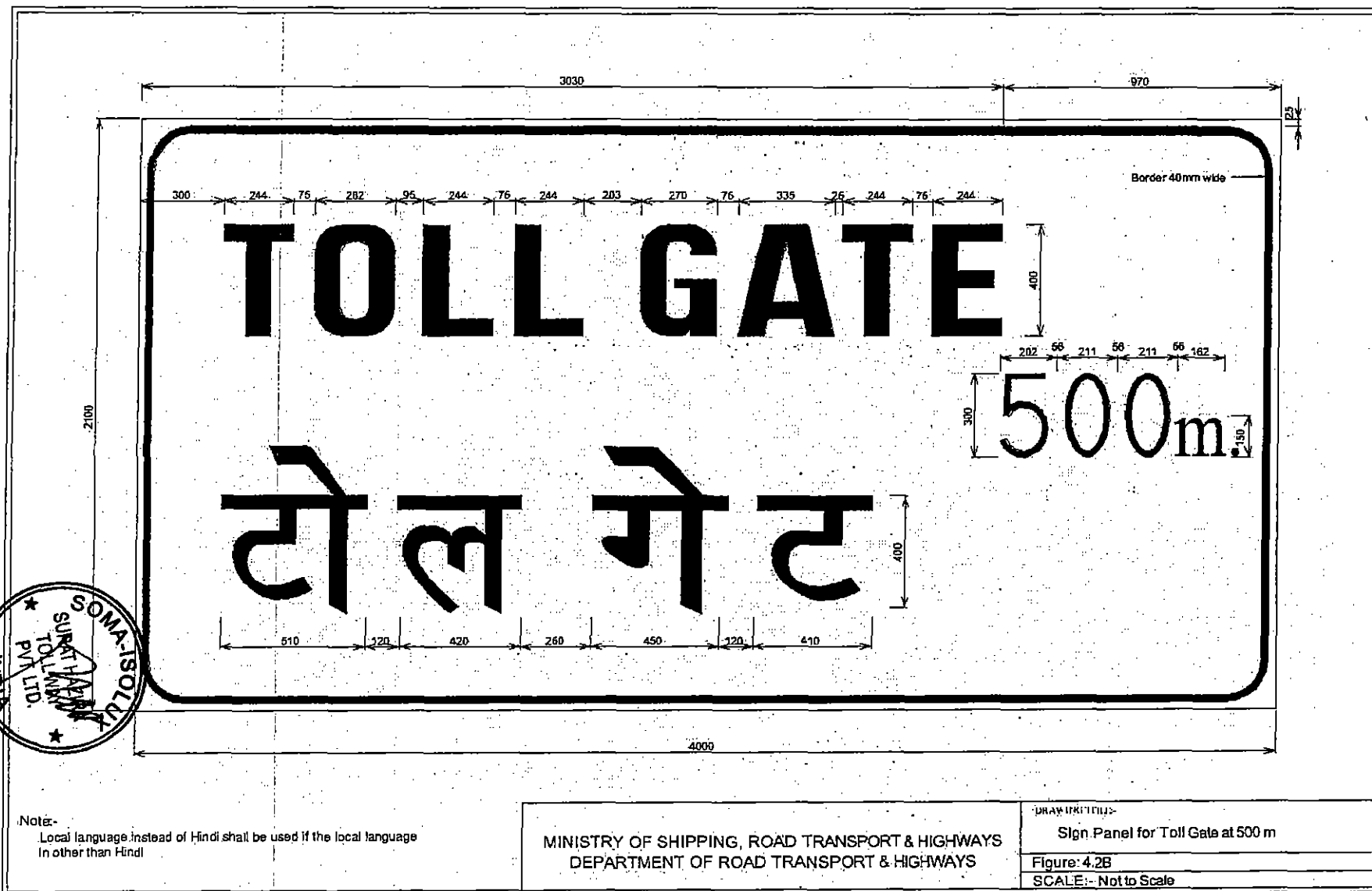
DRAWING TITLE:
Suggestive Layout for Traffic Island with
Toll Booth

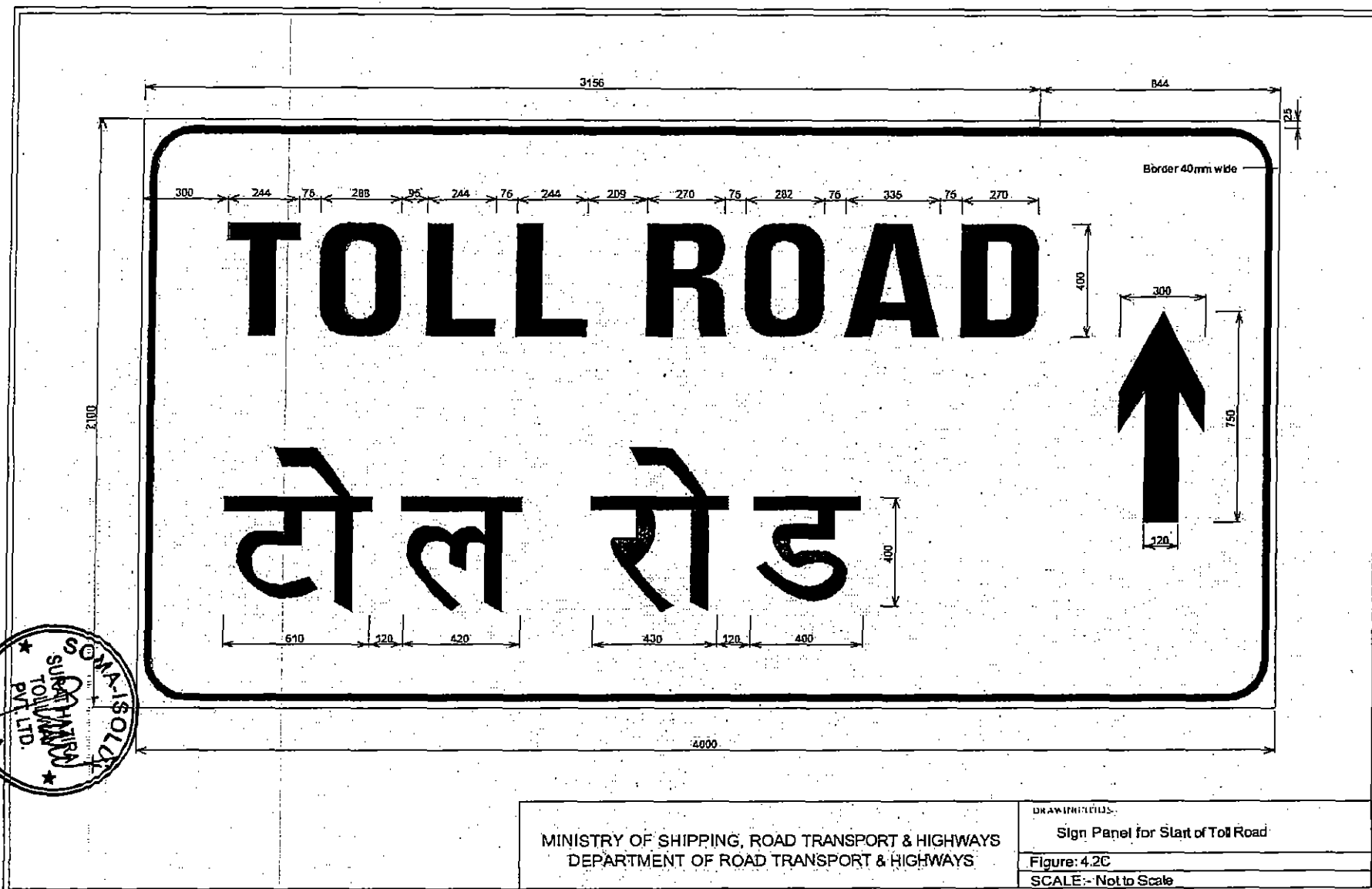
Figure: 4.1B

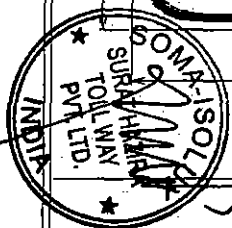
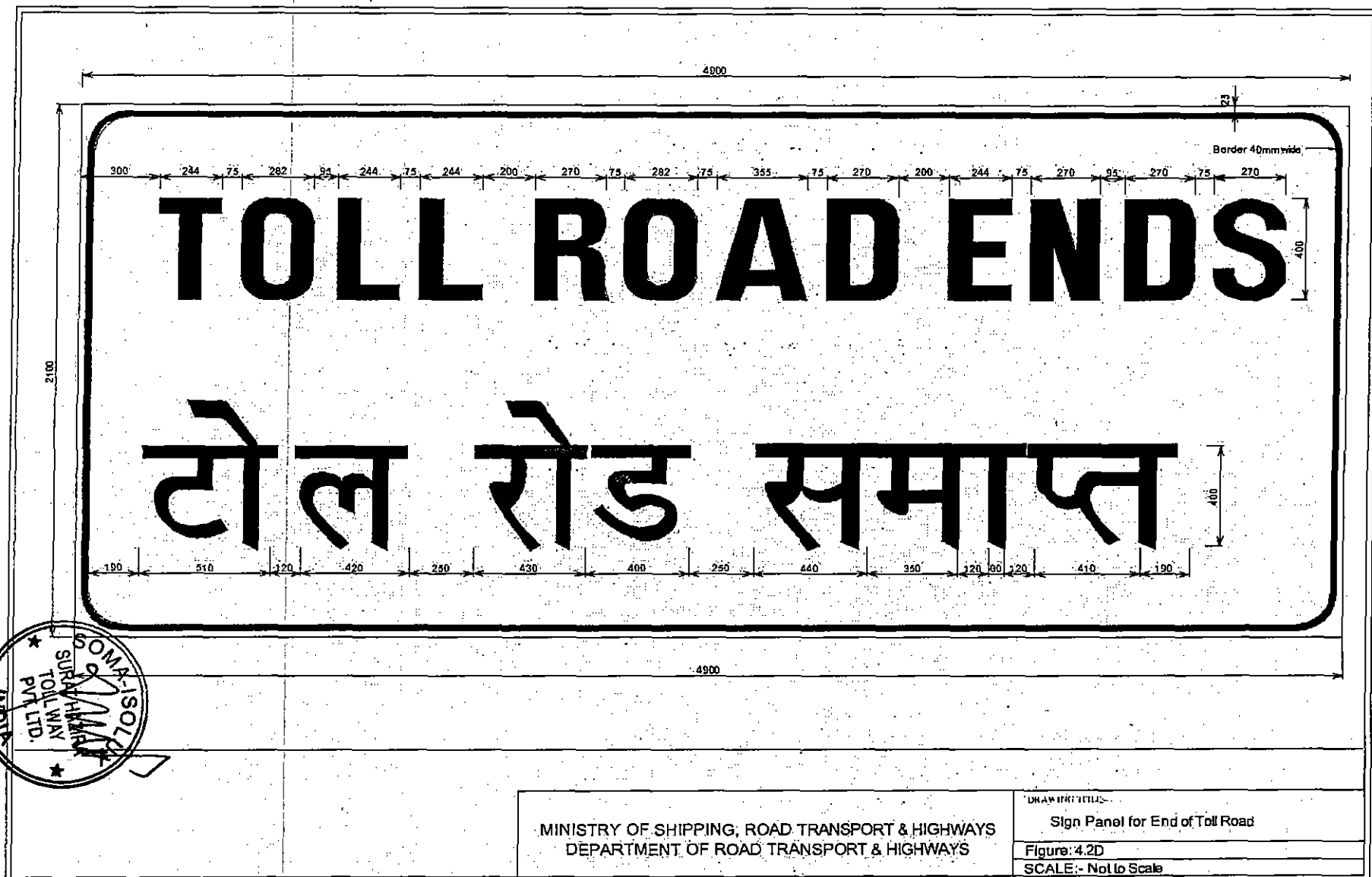
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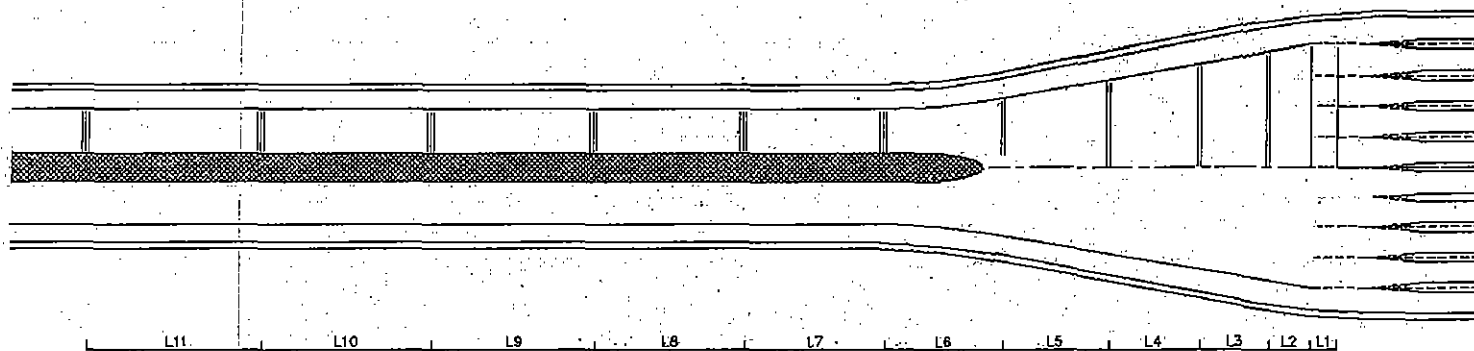




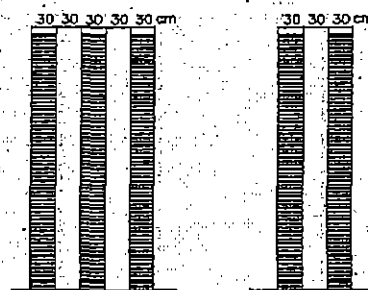








Distance from Previous Bar Marking (M)	No. of Bar Markings
L1 = 5	1
L2 = 9	1
L3 = 13	2
L4 = 17	2
L5 = 20	2
L6 = 23	2
L7 = 26	3
L8 = 28	3
L9 = 30	3
L10 = 32	3
L11 = 32	3



WHITE TRANSVERSE BAR MARKING

Note:-
Detailed system of Road Markings as per IRC:35

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DETAILS OF SUGGESTIVE TRANSVERSE BAR
MARKINGS FOR SPEED CONTROL AT TOLL PLAZA

Figure: 4.4

SCALE:- Not to Scale



SCHEDULE -E*(See Clause 4.1.3)***APPLICABLE PERMITS****1 Applicable Permits**

1.1 The Concessionaire shall obtain, as required under the Applicable Laws, the following Applicable Permits on or before the Appointed Date, save and except to the extent of a waiver granted by the Authority in accordance with Clause 4.1.3 of the Agreement:

- (a) Permission of the State Government for extraction of boulders from quarry;
- (b) Permission of Village Panchayat and Pollution Control Board for installation of crushers;
- (c) Licence for use of explosives;
- (d) Permission of the State Government for drawing water from river/reservoir;
- (e) Licence from Inspector of factories or other competent authority for setting up Batching Plant;
- (f) Clearance of Pollution Control Board for setting up Batching Plant;
- (g) Clearance of Village Panchayats and Pollution Control Board for Asphalt Plant;
- (h) Permission of Village Panchayat and State Government for borrow earth;
- (i) Permission of State Government for cutting of trees; and
- (j) Any other permits or clearances required under Applicable Laws.

1.2 Applicable Permits, as required, relating to environmental protection and conservation shall have been procured by the Authority as a Condition Precedent.



SCHEDULE -F
(See Clause 9.1)

PERFORMANCE SECURITY

The Chairman,
National Highways Authority of India
New Delhi

WHEREAS:

- (A) **SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED** (the "Concessionaire") and the Chairman, National Highways Authority of India (the "Authority") have entered into a Concession Agreement dated (the "Agreement") whereby the Authority has agreed to the Concessionaire undertaking Four-Laning from km 103.000 to km 29.100 of the Gujrat/Maharashtra Border-Surat-Hazira section of National Highway No. 6 in the state of Gujrat on design, build, finance, operate and transfer ("DBFOT") basis, subject to and in accordance with the provisions of the Agreement.
- (B) The Agreement requires the Concessionaire to furnish a Performance Security to the Authority in a sum of Rs. 75.46(Rupees Seventy Five Crore and Forty Six lakhs) (the "Guarantee Amount") as security for due and faithful performance of its obligations, under and in accordance with the Agreement, during the Construction Period (as defined in the Agreement).
- (C) We, through our Branch at (the "Bank") have agreed to furnish this Bank Guarantee by way of Performance Security.

NOW, THEREFORE, the Bank hereby, unconditionally and irrevocably, guarantees and affirms as follows:

1. The Bank hereby unconditionally and irrevocably guarantees the due and faithful performance of the Concessionaire's obligations during the Construction Period, under and in accordance with the Agreement, and agrees and undertakes to pay to the Authority, upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Concessionaire, such sum or sums upto an aggregate sum of the Guarantee Amount as the Authority shall claim, without the Authority being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.
2. A letter from the Authority, under the hand of an Officer not below the rank of General Manager in the National Highways Authority of India, that the Concessionaire has committed default in the due and faithful performance of all or any of its obligations under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Concessionaire is in default in due and



- faithful performance of its obligations during the Construction Period under the Agreement and its decision that the Concessionaire is in default shall be final, and binding on the Bank, notwithstanding any differences between the Authority and the Concessionaire, or any dispute between them pending before any court, tribunal, arbitrators or any other authority or body, or by the discharge of the Concessionaire for any reason whatsoever.
3. In order to give effect to this Guarantee, the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Concessionaire and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.
 4. It shall not be necessary, and the Bank hereby waives any necessity, for the Authority to proceed against the Concessionaire before presenting to the Bank its demand under this Guarantee.
 5. The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Agreement or to extend the time or period for the compliance with, fulfilment and/ or performance of all or any of the obligations of the Concessionaire contained in the Agreement or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Concessionaire, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Authority, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Concessionaire or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.
 6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Authority in respect of or relating to the Agreement or for the fulfilment, compliance and/or performance of all or any of the obligations of the Concessionaire under the Agreement.
 7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Authority on the Bank under this Guarantee, not later than 6 (six) months from the date of expiry of this Guarantee, all rights of the Authority under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.
 8. The Performance Security shall cease to be in force and effect when the Concessionaire shall have expended on Project construction an aggregate sum not



less than 20% (twenty per cent) of the Total Project Cost which is deemed to be Rs.301.80 cr. for the purposes of this Guarantee, and provided the Concessionaire is not in breach of this Agreement. Upon request made by the Concessionaire for release of the Performance Security alongwith the particulars required hereunder, duly certified by a statutory auditor of the Concessionaire, the Authority shall release the Performance Security forthwith.

9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Authority in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred Branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.
11. This Guarantee shall come into force with immediate effect and shall remain in force and effect for a period of one year or until it is released earlier by the Authority pursuant to the provisions of the Agreement.

Signed and sealed this day of, 20..... at

SIGNED, SEALED AND DELIVERED
For and on behalf of
the BANK by:

(Signature)
(Name)
(Designation)
(Code Number)
(Address)

NOTES:

- (i) The bank guarantee should contain the name, designation and code number of the officer(s) signing the guarantee.
- (ii) The address, telephone number and other details of the Head Office of the Bank as well as of issuing Branch should be mentioned on the covering letter of issuing Branch.

Four Laning of Gujarat/Maharashtra Border - Surat/Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



SCHEDULE –G
(See Clause 12.1)

PROJECT COMPLETION SCHEDULE

1 Project Completion Schedule

During Construction Period, the Concessionaire shall comply with the requirements set forth in this Schedule-G for each of the Project Milestones and the Scheduled Four-Laning Date (the “**Project Completion Schedule**”). Within 15 (fifteen) days of the date of each Project Milestone, the Concessionaire shall notify the Authority of such compliance alongwith necessary particulars thereof.

2 Project Milestone-I

- 2.1 Project Milestone-I shall occur on the date falling on the 270th (Two Hundred and Seventieth) day from the Appointed Date (the “**Project Milestone-I**”).
- 2.2 Prior to the occurrence of Project Milestone-I, the Concessionaire shall have commenced construction of the Project Highway and expended not less than 10% (ten per cent) of the total capital cost set forth in the Financial Package.

3 Project Milestone-II

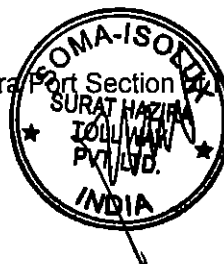
- 3.1 Project Milestone-II shall occur on the date falling on the [455th (Four Hundred and Fiftyfifth) day from the Appointed Date (the “**Project Milestone-II**”).
- 3.2 Prior to the occurrence of Project Milestone-II, the Concessionaire shall have commenced [construction of all bridges and expended not less than 35% (thirty five per cent)] of the total capital cost set forth in the Financial Package.

4 Project Milestone-III

- 4.1 Project Milestone-III shall occur on the date falling on the [650th (Six Hundred and Fiftieth)] day from the Appointed Date (the “**Project Milestone-III**”).
- 4.2 Prior to the occurrence of Project Milestone-III, the Concessionaire shall have commenced [construction of all Project Facilities and expended not less than 70% (Seventy per cent)] of the total capital cost set forth in the Financial Package.

5 Scheduled Four-Laning Date

- 5.1 The Scheduled Four-Laning Date shall occur on the 910th (Nine Hundred and Tenth) day from the Appointed Date.
- 5.2 On or before the Scheduled Four-Laning Date, the Concessionaire shall have completed Four-Laning in accordance with this Agreement.



6 Extension of period

Upon extension of any or all of the aforesaid Project Milestones or the Scheduled Four-Laning Date, as the case may be, under and in accordance with the provisions of this Agreement, the Project Completion Schedule shall be deemed to have been amended accordingly.



SCHEDULE -H
(See Clause 12.3)

DRAWINGS

1 Drawings

In compliance of the obligations set forth in Clause 12.3 of this Agreement, the Concessionaire shall furnish to the Independent Engineer, free of cost, all Drawings listed in Annex-I of this Schedule-H.

2 Additional drawings

If the Independent Engineer determines that for discharging its duties and functions under this Agreement, it requires any drawings other than those listed in Annex-I, it may by notice require the Concessionaire to prepare and furnish such drawings forthwith. Upon receiving a requisition to this effect, the Concessionaire shall promptly prepare and furnish such drawings to the Independent Engineer, as if such drawings formed part of Annex-I of this Schedule-H.

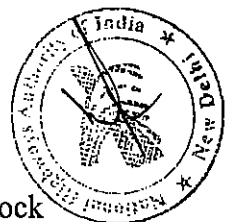


Annex - I
(Schedule-H)

List of Drawings

1. The Project Highway drawings, as defined in Clause 1.1, Definitions, Article 1, Definitions and Interpretation, Part-I: Preliminary, of the Concession Agreement shall consist:
 - (a) Working Drawings of all the components/elements of the Project Highway as determined by Independent Engineer/NHAI, and
 - (b) As-built drawings for the Project Highway components/elements as determined by IE/NHAI. As-built drawings shall be duly certified by Independent Engineer.

2. A minimum list of the drawings of the various components/elements of the Project Highway and project facilities required to be submitted by the Concessionaire is given below:
 - (a) Drawings of horizontal alignment, vertical profile and cross sections
 - (b) Drawings of cross drainage works
 - (c) Drawings of interchanges, major intersections, grade separators, underpasses and ROB's
 - (d) Drawings of toll plaza layout, toll collection systems and roadway near toll plaza
 - (e) Drawings of Control Centre
 - (f) Drawings of bus-bay and bus shelters with furniture and drainage system
 - (g) Drawing of a truck parking lay bye with furniture and drainage system
 - (h) Drawings of road furniture items including traffic signage, markings, safety barriers, etc.
 - (i) Drawings of traffic diversion plans and traffic control measures
 - (j) Drawings of road drainage measures
 - (k) Drawings of typical details slope protection measures
 - (l) Drawings of landscaping and horticulture
 - (m) Drawings of pedestrian crossings
 - (n) Drawings of street lighting
 - (o) Layout/Configuration of HTMS
 - (p) General arrangement showing area of Base camp and Administrative Block



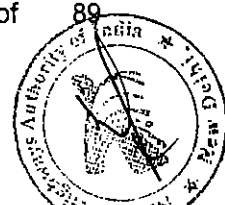
SCHEDULE -I*(See Clause 14.1.2)***TESTS****1 Schedule for Tests**

- 1.1 The Concessionaire shall, not later than 30 (thirty) days prior to the likely completion of Four-Laning, notify the Independent Engineer and the Authority of its intent to subject the Project Highway to Tests, and not later than 7 (seven) days prior to the actual date of Tests, furnish to the Independent Engineer and the Authority detailed inventory and particulars of all works and equipment forming part of Four-Laning.
- 1.2 The Concessionaire shall notify the Independent Engineer of its readiness to subject the Project Highway to Tests at any time after 7 (seven) days from the date of such notice, and upon receipt of such notice, the Independent Engineer shall, in consultation with the Concessionaire, determine the date and time for each Test and notify the same to the Authority who may designate its representative to witness the Tests. The Independent Engineer shall thereupon conduct the Tests itself or cause any of the Tests to be conducted in accordance with Article 14 and this Schedule-I.



2 Tests

- 2.1 Visual and physical Test: The Independent Engineer shall conduct a visual and physical check of Four-Laning to determine that all works and equipment forming part thereof conform to the provisions of this Agreement.
- 2.2 Test drive: The Independent Engineer shall undertake a test drive of the Project Highway by a Car and by a fully loaded Truck to determine that the quality of service conforms to the provisions of the Agreement.
- 2.3 Riding quality Test: Riding quality of each lane of the carriageway shall be checked with the help of a calibrated bump integrator and the maximum permissible roughness for purposes of this Test shall be 1,800 (one thousand and eight hundred) mm for each kilometre.
- 2.4 Pavement Composition Test: The thickness and composition of the pavement structure shall be checked on a sample basis by digging pits to determine conformity of such pavement structure with Specifications and Standards. The sample shall consist of one pit in each direction of travel to be chosen at random in each stretch of 5 (five) kilometres of the Project Highway. The first pit for the sample shall be selected by the Independent Engineer through an open draw of lots and every fifth kilometre from such first pit shall form part of the sample for this pavement quality Test.
- 2.5 Cross-section Test: The cross-sections of the Project Highway shall be checked on a sample basis through physical measurement of their dimensions for determining the conformity thereof with Specifications and Standards. For the road portion, the sample shall consist of one spot to be selected at random in each stretch of 1 (one) kilometre of the Project Highway. The first spot for the sample shall be selected by the Independent Engineer through an open draw of lots and the spots located at every one kilometre from such first spot shall form part of the sample. For the bridge portion, one spot shall be selected at random by the Independent Engineer in each span of the bridge.
- 2.6 Structural Test for bridges: All major and minor bridges constructed by the Concessionaire shall be subjected to the Rebound Hammer and Ultrasonic Pulse Velocity tests, to be conducted in accordance with the procedure described in Special Report No. 17: 1996 of the IRC Highway Research Board on Nondestructive Testing Techniques, at two spots in every span, to be chosen at random by the Independent Engineer. Bridges with a span of 15 (fifteen) metres or more shall also be subjected to load testing.
- 2.7 Other Tests: The Independent Engineer may require the Concessionaire to carry out or cause to be carried additional Tests, in accordance with Good Industry Practice, for determining the compliance of the Project Highway with Specifications and Standards.
- 2.8 Environmental audit: The Independent Engineer shall carry out a check to determine



conformity of the Project Highway with the environmental requirements set forth in Applicable Laws and Applicable Permits.

- 2.9 Safety review: Safety audit of the Project Highway shall have been undertaken by the Safety Consultant as set forth in Schedule-L, and on the basis of such audit, the Independent Engineer shall determine conformity of the Project Highway with the provisions of this Agreement.

3 Agency for conducting Tests

All Tests set forth in this Schedule-I shall be conducted by the Independent Engineer or such other agency or person as it may specify in consultation with the Authority.

4 Completion/Provisional Certificate

Upon successful completion of Tests, the Independent Engineer shall issue the Completion Certificate or the Provisional Certificate, as the case may be, in accordance with the provisions of Article 14.



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III

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SCHEDULE –J
(See Clauses 14.2 & 14.3)

COMPLETION CERTIFICATE

- 1 I, (Name of the Independent Engineer), acting as Independent Engineer, under and in accordance with the Concession Agreement dated (the “**Agreement**”), for Four-Laning from km 103.100 to km 29.100 of the Gujarat/Maharashtra Border-Surat-Hazira Portsection in the state of Gujarat(km 103.100 to km 29.100) of National Highway No. 6*** (the “**Project Highway**”) on design, build, finance, operate and transfer (DBFOT) basis, through **SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED** (Name of Concessionaire), hereby certify that the Tests specified in Article 14 and Schedule-I of the Agreement have been successfully undertaken to determine compliance of the Project Highway with the provisions of the Agreement, and I am satisfied that the Project Highway can be safely and reliably placed in commercial service of the Users thereof.
- 2 It is certified that, in terms of the aforesaid Agreement, all works forming part of [Four-Laning] have been completed, and the Project Highway is hereby declared fit for entry into commercial operation on this the day of 20.....

SIGNED, SEALED AND DELIVERED
For and on behalf of
the INDEPENDENT ENGINEER by:

(Signature)
(Name)
(Designation)
(Address)



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



PROVISIONAL CERTIFICATE

- 1 I, (Name of the Independent Engineer), acting as Independent Engineer, under and in accordance with the Concession Agreement dated (the "**Agreement**"), for Four-Laning from km 103.100 to km 29.100 of the Gujarat/Maharashtra Border-Surat-Hazira Port section in the state of Gujarat (km 103.100 to km 29.100) of National Highway No. 6 (the "**Project Highway**") on design, build, finance, operate and transfer (DBFOT) basis through SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED (Name of Concessionaire), hereby certify that the Tests specified in Article 14 and Schedule-I of the Agreement have been undertaken to determine compliance of the Project Highway with the provisions of the Agreement.
- 2 Construction Works that were found to be incomplete and/or deficient have been specified in the Punch List appended hereto, and the Concessionaire has agreed and accepted that it shall complete and/or rectify all such works in the time and manner set forth in the Agreement. (Some of the incomplete works have been delayed as a result of reasons attributable to the Authority or due to Force Majeure and the Provisional Certificate cannot be withheld on this account. Though the remaining incomplete works have been delayed as a result of reasons attributable to the Concessionaire,)[@] I am satisfied that having regard to the nature and extent of such incomplete works, it would not be prudent to withhold commercial operation of the Project Highway, pending completion thereof.
- 3 In view of the foregoing, I am satisfied that the Project Highway can be safely and reliably placed in commercial service of the Users thereof, and in terms of the Agreement, the Project Highway is hereby provisionally declared fit for entry into commercial operation on this the day of 20.....

ACCEPTED, SIGNED, SEALED
AND DELIVERED

For and on behalf of
CONCESSIONAIRE by:

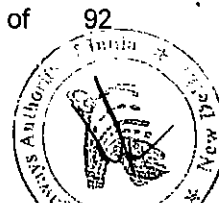
SIGNED, SEALED AND
DELIVERED

For and on behalf of
INDEPENDENT ENGINEER by:

(Signature)
(Name and Designation)
Designation)(Address)

(Signature)
(Name and
(Address)

Strike out if not applicable.



SCHEDULE -K
(See Clause 17.2)

MAINTENANCE REQUIREMENTS

1 Maintenance Requirements

1.1 The Concessionaire shall, at all times, operate and maintain the Project Highway in accordance with the provisions of the Agreement, Applicable Laws and Applicable Permits. In particular, the Concessionaire shall, at all times during the Operation Period, conform to the maintenance requirements set forth in this Schedule-K (the "Maintenance Requirements").

1.2 The Concessionaire shall repair or rectify any defect or deficiency set forth in Paragraph 2 of this Schedule-K within the time limit specified therein and any failure in this behalf shall constitute a breach of the Agreement. Upon occurrence of any breach hereunder, the Authority shall be entitled to recover Damages as set forth in Clause 17.8 of the Agreement, without prejudice to the rights of the Authority under the Agreement, including Termination thereof.

2 Repair/rectification of defects and deficiencies

The obligations of the Concessionaire in respect of Maintenance Requirements shall include repair and rectification of the defects and deficiencies specified in Annex - I of this Schedule - K within the time limit set forth therein.

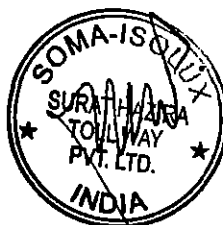
3 Other defects and deficiencies

3.1 In respect of any defect or deficiency not specified in Annex - I of this Schedule-K, the Concessionaire shall undertake repair or rectification in accordance with Good Industry Practice.

3.2 In respect of any defect or deficiency not specified in Annex - I of this Schedule-K, the Independent Engineer may, in conformity with Good Industry Practice, specify the permissible limit of deviation or deterioration with reference to the Specifications and Standards, and any deviation or deterioration beyond the permissible limit shall be repaired or rectified by the Concessionaire within the time limit specified by the Independent Engineer.

4 Extension of time limit

Notwithstanding anything to the contrary specified in this Schedule-K, if the nature and extent of any defect or deficiency justifies more time for its repair or rectification than the time specified herein, the Concessionaire shall be entitled to additional time in conformity with Good Industry Practice. Such additional time shall be determined by the Independent Engineer and conveyed to the Concessionaire and the Authority with reasons thereof.



5 Emergency repairs/restoration

Notwithstanding anything to the contrary contained in this Schedule-K, if any defect, deficiency or deterioration in the Project Highway poses danger to the life or property of the Users thereof, the Concessionaire shall promptly take all reasonable measures for eliminating or minimizing such danger.

6 Daily Inspection by the Concessionaire

The Concessionaire shall, through its engineer, undertake a daily visual inspection of the Project Highway and maintain a record thereof in a register to be kept in such form and manner as the Independent Engineer may specify. Such record shall be kept in safe custody of the Concessionaire and shall be open to inspection by the Authority and the Independent Engineer at any time during office hours.

7 Divestment Requirements

All defects and deficiencies specified in this Schedule-K shall be repaired and rectified by the Concessionaire so that the Project Highway conforms to the Maintenance Requirements on the Transfer Date.

8 Display of Schedule - K

The Concessionaire shall display a copy of this Schedule - K at the Toll Plaza[s] along with the Complaint Register stipulated in Article 46.



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



Annex - I
(Schedule-K)

Repair/Rectification of Defects and Deficiencies

The Concessionaire shall repair and rectify the defects and deficiencies specified in this Annex-I of Schedule-K within the time limit set forth herein.¹

Nature of defect or deficiency

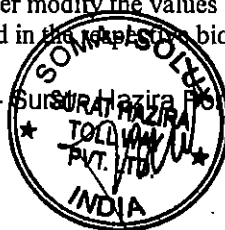
**Time limit for
repair/ rectification**

ROADS

(a) Carriageway and paved shoulders

- | | |
|--|--|
| (i) Breach or blockade | - Temporary / restoration of traffic within 24 hours; permanent restoration within 15 days |
| (ii) Roughness value exceeding 2,500 mm in a stretch of 1 km (as measured by a standardised roughometer/bump integrator) | - 180 days / |
| (iii) Pot holes | - 48 hours |
| (iv) Cracking in more than 5% of road surface in a stretch of 1 km | - 30 days |
| (v) Rutting exceeding 10 mm in more than 2% of road surface in a stretch of 1 km (measured with 3 m straight edge) | - 30 days |
| (vi) Bleeding/skidding | - 7 days |
| (vii) Ravelling/Stripping of bitumen surface exceeding 10 sq m | - 15 days |
| (viii) Damage to pavement edges exceeding 10 cm | - 15 days |

¹MoSRTTH may, in consultation with IRC, by order modify the values and periods specified herein, but such modification shall take effect only if it is included in the bidding documents.



- (ix) Removal of debris - 6 hours
- (b) Hard/earth shoulders, side slopes, drains and culverts**
- (i) Variation by more than 2% in the prescribed slope of camber/cross fall - 30 days
- (ii) Edge drop at shoulders exceeding 40 mm - 7 days
- (iii) Variation by more than 15% in the prescribed side (embankment) slopes - 30 days
- (iv) Rain cuts/gullies in slope - 7 days
- (v) Damage to or silting of culverts and side drains during and immediately preceding the rainy season - 7 days
- (vi) Desilting of drains in urban/semi-urban areas - 48 hours
- (c) Road side furniture including road signs and pavement marking**
- (i) Damage to shape or position; poor visibility or loss of retro-reflectivity - 48 hours
- (d) Street lighting and telecom (ATMS)**
- (i) Any major failure of the system - 24 hours
- (ii) Faults and minor failures - 8 hours
- (e) Trees and plantation**
- (i) Obstruction in a minimum head-room of 5 m above carriageway or obstruction in visibility of road signs - 24 hours
- (ii) Deterioration in health of trees and bushes - Timely watering and treatment
- (iii) Replacement of trees and bushes - 90 days
- (iv) Removal of vegetation affecting sight line and road structures - 15 days



(f) Rest areas

- (i) Cleaning of toilets - Every 4 hours
- (ii) Defects in electrical, water and sanitary installations - 24 hours

(g) Toll plaza[s]

- (i) Failure of toll collection equipment or lighting - 8 hours
- (ii) Damage to toll plaza - 7 days

(h) Other Project Facilities and Approach roads

- (i) Damage or deterioration in Approach Roads, [pedestrian facilities, truck lay-bys, bus-bays, bus-shelters, cattle crossings, Traffic Aid Posts, Medical Aid Posts and other works] - 15 days

BRIDGES**(a) Superstructure of bridges**

- (i) Cracks
 - Temporary measures - within 48 hours
 - Permanent measures - within 45 days
- (ii) Spalling/scaling - 15 days

(b) Foundations of bridges

- (i) Scouring and/or cavitation - 15 days

(c) Piers, abutments, return walls and wing walls of bridges

- (i) Cracks and damages including settlement and tilting - 30 days

(d) Bearings (metallic) of bridges

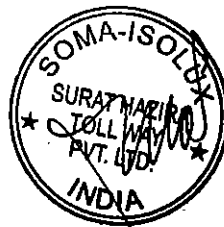
- (i) Deformation - 15 days

(e) Joints in bridges

Four Laning of Gujarat/Maharashtra Border - Surat - Hazrat Section of NH6 in the State of Gujarat under NHDP Phase III



- | | |
|---|-----------|
| (i) Loosening and malfunctioning of joints | - 15 days |
| (f) Other items relating to bridges | |
| (i) Deforming of pads in elastomeric bearings | - 7 days |
| (ii) Gathering of dirt in bearings and joints; or clogging of spouts, weep holes and vent-holes | - 3 days |
| (iii) Damage or deterioration in parapets and handrails | - 3 days |
| (iv) Rain-cuts or erosion of banks of the side slopes of approaches | - 15 days |
| (v) Damage to wearing coat | - 15 days |
| (vi) Damage or deterioration in approach slabs, pitching, apron, toes, floor or guide bunds | - 30 days |
| (vii) Growth of vegetation affecting the structure or obstructing the waterway | - 15 days |



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



SCHEDULE –L
(See Clause 18.1.1)

SAFETY REQUIREMENTS

1 Guiding principles

- 1.1 Safety Requirements aim at reduction in injuries, loss of life and damage to property resulting from accidents on the Project Highway, irrespective of the person(s) at fault.
- 1.2 Users of the Project Highway include motorised and non-motorised vehicles as well as pedestrians and animals involved in, or associated with accidents. Vulnerable Road Users (VRU) include pedestrians as well as riders of motorised two-wheelers, bicycles and other vehicles which do not provide adequate occupant protection.
- 1.3 Safety Requirements apply to all phases of construction, operation and maintenance with emphasis on identification of factors associated with accidents, consideration of the same, and implementation of appropriate remedial measures.
- 1.4 Safety Requirements include measures associated with traffic management and regulation such as road signs, pavement marking, traffic control devices, roadside furniture, highway design elements, enforcement and emergency response.

2 Obligations of the Concessionaire

The Concessionaire shall abide by the following insofar as they relate to safety of the Users:

- (a) Applicable Laws and Applicable Permits;
- (b) Manual for Safety in Road Design, issued by MOSRTH;
- (c) relevant Standards/Guidelines of IRC relating to safety, road geometrics, bridges, culverts, road signs, pavement marking and roadside furniture;
- (d) provisions of this Agreement; and
- (e) Good Industry Practice.

3 Appointment of Safety Consultant

For carrying out safety audit of the Project Highway under and in accordance with this Schedule-L, the Authority shall appoint from time to time, one or more qualified firms or organisations as its consultants (the “**Safety Consultant**”). The Safety



Consultant shall employ a team comprising, without limitation, one road safety expert and one traffic planner to undertake safety audit of the Project Highway.

4 Safety measures during Development Period

- 4.1 Not later than 90 (ninety) days from the date of this Agreement, the Authority shall appoint a Safety Consultant for carrying out safety audit at the design stage of the Project. The Safety Consultant shall collect data on all fatal crashes and other road accidents which occurred on the Project Highway in the preceding two years by obtaining copies of the relevant First Information Reports (FIRs) from the police stations having jurisdiction. The information contained in such FIRs shall be summarised in the form prescribed by IRC/MOSRTH for this purpose and the data shall be analysed for the type of victims killed or injured, impacting vehicles, location of accidents and other relevant factors.
- 4.2 The Concessionaire shall provide to the Safety Consultant, in four copies, the relevant drawings containing the design details that have a bearing on safety of Users (the "Safety Drawings"). Such design details shall include horizontal and vertical alignments; sightlines; layouts of intersections; interchanges; road cross-section; bridges and culverts; side drains; provision for parked vehicles, slow moving vehicles (tractors, bullock carts, bicycles) and pedestrians; bus bays; truck lay-bys; and other incidental or consequential information. The Safety Consultant shall review the design details and forward three copies of the Safety Drawings with its recommendations, if any, to the Independent Engineer who shall record its comments, if any, and forward one copy each to the Authority and the Concessionaire.
- 4.3 The accident data and the design details shall be compiled, analysed and used by the Safety Consultant for evolving a package of recommendations consisting of safety related measures for the Project Highway. The safety audit shall be completed in a period of three months and a report thereof (the "Safety Report") shall be submitted to the Authority, in five copies. One copy each of the Safety Report shall be forwarded by the Authority to the Concessionaire and the Independent Engineer forthwith.
- 4.4 The Concessionaire shall endeavour to incorporate the recommendations of the Safety Report in the design of the Project Highway, as may reasonably be required in accordance with Applicable Laws, Applicable Permits, Manuals and Guidelines of MOSRTH and IRC, Specifications and Standards, and Good Industry Practice. If the Concessionaire does not agree with any or all of such recommendations, it shall state the reasons thereof and convey them to the Authority forthwith. In the event that any or all of the works and services recommended in the Safety Report fall beyond the scope of Schedule-B, Schedule-C or Schedule-D, the Concessionaire shall make a report thereon and seek the instructions of the Authority for funding such works in accordance with the provisions of Article 18.
- 4.5 Without prejudice to the provisions of Paragraph 4.4, the Concessionaire and the



Independent Engineer shall, within 15 (fifteen) days of receiving the Safety Report, send their respective comments thereon to the Authority, and not later than 15 (fifteen) days of receiving such comments, the Authority shall review the same alongwith the Safety Report and by notice direct the Concessionaire to carry out any or all of the recommendations contained therein with such modifications as the Authority may specify; provided that any works or services required to be undertaken hereunder shall be governed by the provisions of Article 18.

5 Safety measures during Construction Period

- 5.1 A Safety Consultant shall be appointed by the Authority, not later than 4 (four) months prior to the expected Project Completion Date, for carrying out a safety audit of the completed Construction Works.
- 5.2 The Safety Consultant shall collect and analyse the accident data for the preceding two years in the manner specified in Paragraph 4.1 of this Schedule-L. It shall study the Safety Report for the Development Period and inspect the Project Highway to assess the adequacy of safety measures. The Safety Consultant shall complete the safety audit within a period of 4 (four) months and submit a Safety Report recommending a package of additional road safety measures, if any, that are considered essential for reducing accident hazards on the Project Highway. Such recommendations shall be processed, *mutatis mutandis*, and acted upon in the manner set forth in Paragraphs 4.3, 4.4 and 4.5 of this Schedule-L.
- 5.3 The Concessionaire shall make adequate arrangements during the Construction Period for the safety of workers and road Users in accordance with the guidelines of IRC for safety in construction zones, and notify the Authority and the Independent Engineer about such arrangements.

6 Safety measures during Operation Period

- 6.1 The Concessionaire shall develop, implement and administer a surveillance and safety programme for Users, including correction of safety violations and deficiencies and all other actions necessary to provide a safe environment in accordance with this Agreement.
- 6.2 The Concessionaire shall establish a Highway Safety Management Unit (the "HSMU") to be functional on and after COD, and designate one of its officers to be in-charge of the HSMU. Such officer shall have specialist knowledge and training in road safety and traffic engineering by having attended a course conducted by a reputed organisation on the subject.
- 6.3 The Concessionaire shall keep a copy of every FIR recorded by the Police with respect to any accident occurring on the Project Highway. In addition, the Concessionaire shall also collect data for all cases of accidents not recorded by the Police but where a vehicle rolled over or had to be towed away. The information so

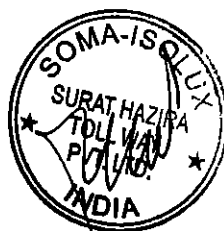


collected shall be summarised in the form prescribed by IRC/ MOSRTH for this purpose. The Concessionaire shall also record the exact location of each accident on a road map. The aforesaid data shall be submitted to the Authority at the conclusion of every quarter and to the Safety Consultant as and when appointed.

- 6.4 The Concessionaire shall submit to the Authority before the 31st (thirty first) May of each year, an annual report (in ten copies) containing, without limitation, a detailed listing and analysis of all accidents of the preceding Accounting Year and the measures taken by the Concessionaire pursuant to the provisions of Paragraph 6.1 of this Schedule-L for averting or minimising such accidents in future.
- 6.5 Once in every Accounting Year, a safety audit shall be carried out by the Safety Consultant to be appointed by the Authority. It shall review and analyse the annual report and accident data of the preceding year, and undertake an inspection of the Project Highway. The Safety Consultant shall complete the safety audit within a period of 1 (one) month and submit a Safety Report recommending specific improvements, if any, required to be made to the road, bridges, culverts, markings, signs, road furniture and Project Facilities, including cattle crossings and pedestrian crossings. Such recommendations shall be processed, *mutatis mutandis*, and acted upon in the manner set forth in Paragraphs 4.3, 4.4 and 4.5 of this Schedule-L.

7 Costs and expenses

Costs and expenses incurred in connection with the Safety Requirements set forth herein, including the provisions of Paragraph 2 of this Schedule, shall be met in accordance with Article 18, and in particular, the remuneration of the Safety Consultant, safety audit, and costs incidental thereto, shall be met out of the Safety Fund.



SCHEDULE –M
(See clause 19.5)

MONTHLY FEE STATEMENT

Project Highway:
Month:

Type of Vehicle	For Corresponding Month of Previous Year		For Preceding Month		For the Month Reported upon		
	No. of Vehicles	Fee Collected (in lakh Rs.)	No. of Vehicles	Fee Collected (in lakh Rs.)	Fee per Vehicle (in Rs.)	No. of Vehicles	Fee Collected (in lakh Rs.)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
A Car							
B LCV							
C Bus							
D Truck							
E Multi-axle Truck							
F Oversized vehicle							
G Total							

Note 1: The above statement does not include Local Users and vehicles travelling on Passes

Note 2: Monthly Fee Statements for Passes have been prepared separately in the above format and are enclosed.

Remarks, if any:



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SCHEDULE -N
(See Clause 22.1)

WEEKLY TRAFFIC CENSUS

Project Highway:

Week ending:

Type of Vehicle	No. of vehicles using the Project Highway during		
	Corresponding week/last year	Preceding week	Week of report
(1)	(2)	(3)	(4)
A Fee paying Traffic			
A1 Car			
A2 LCV			
A3 Bus			
A4 Truck			
A5 Multi-axle Truck			
A6 Oversized vehicle			
Total (A)			
B Local Users			
B1 Car			
Total (B)			
C Exempted Vehicles			
C1 Motor Cycle			
C2 Car			
C3 LCV			
C4 Bus			
C5 Truck			
C6 Tractor			
Total (C)			
D Total Traffic (A+B-C)			
D1 Motor Cycle			
D2 Car			
D3 LCV			
D4 Bus			
D5 Truck			
D6 Multi-axle Truck			
D7 Oversized vehicle			
D8 Tractor			
Grand Total (E)			

Remarks, if any:

Four Laning of Gujarat/Maharashtra Border - Surat Hazira Road Section of NH6 in the State of Gujarat under NHDP Phase III



WEEKLY REPORT FOR WEIGH STATIONS**Project Highway:****Week ending:**

Type of Vehicle	Permitted Gross Vehicle Weight (Tonnes)	No. of Vehicles weighed (Sample size)	No. of Vehicles carrying load:			
			Within permissible limits	Up to 10% in excess	Over 10% and up to 20% in excess	Over 20% in excess
(1)	(2)	(3)	(4)	(5)	(6)	(7)
A LCV						
B Truck						
C Multi-axle Truck						
D Total						

Note: Sample size shall not be less than 200 trucks per week and 20 trucks per day, and should include a proportionate number of Multi-axle Trucks.

Remarks, if any:



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SCHEDULE -O
(See Clause 22.3.1)

TRAFFIC SAMPLING

1 Traffic sampling

The Authority may, in its discretion and at its own cost, undertake traffic sampling, pursuant to Clause 22.3, in order to determine the actual traffic on the Project Highway. Such traffic sampling shall be undertaken through the Independent Engineer in the manner set forth below.

2 Manual traffic count

The Independent Engineer shall employ the required number of enumerators who shall count, classify and record all the vehicles as they pass by, and divide the survey into fixed time periods. The count stations shall be located near the Toll Plazas on a straight section of the road with good visibility. The survey shall be conducted continuously for a minimum of 24 (twenty four) hours and maximum of 7 (seven) days at a time. The count period shall be 15 (fifteen) minutes with results summarised hourly.

3 Automatic traffic count

For automatic traffic count to be conducted on intermittent (non-continuous) basis, the Independent Engineer shall use suitable and standardised equipment to classify and record the range of vehicles passing through the Toll Plazas. For this purpose, the counter shall be checked with at least 100 (one hundred) vehicles, including all major vehicle types, over a range of speeds to ensure that all vehicles are being counted and classified correctly.

4 Variation between manual and automatic count

Average Daily Traffic (ADT) for each type of vehicle shall be determined separately by the aforesaid two methods and in the event that the number of vehicles in any category, as counted by the manual method, varies by more than 1% (one per cent) of the number of such vehicles as counted by the automatic method, the manual and automatic count of such category of vehicles shall be repeated, and in the event of any discrepancy between the two counts in the second enumeration, the average thereof shall be deemed to be the actual traffic. For the avoidance of doubt, it is expressly agreed that the Authority may, in consultation with the Concessionaire, adopt modified or alternative processes of traffic sampling for improving the reliability of such sampling.



SCHEDULE -P

(See Clause 23.1) SELECTION OF INDEPENDENT ENGINEER

1 Selection of Independent Engineer

- 1.1 The provisions of Part II of the Standard Bidding Documents for Consultancy Assignments: Time Based (Volume V) issued by the Ministry of Finance, GOI in July, 1997 or any substitute thereof shall apply, *mutatis mutandis*, for invitation of bids and evaluation thereof save as otherwise provided herein.
- 1.2 The Authority shall invite expressions of interest from consulting engineering firms or bodies corporate to undertake and perform the duties and functions set forth in Schedule-Q and thereupon shortlist 10 (ten) qualified firms in accordance with pre-determined criteria. The Authority shall convey the aforesaid list of firms to the Concessionaire for scrutiny and comments, if any. The Concessionaire shall be entitled to scrutinise the relevant records of the Authority to ascertain whether the selection of firms has been undertaken in accordance with the prescribed procedure and it shall send its comments, if any, to the Authority within 15 (fifteen) days of receiving the aforesaid list of firms. Upon receipt of such comments, if any, the Authority shall, after considering all relevant factors, finalise and constitute a panel of 10 (ten) firms (the "**Panel of Firms**") and convey its decision to the Concessionaire.
- 1.3 The Authority shall invite the aforesaid firms in the Panel of Firms to submit their respective technical and financial offers, each in a separate sealed cover. All the technical bids so received shall be opened and pursuant to the evaluation thereof, the Authority shall shortlist 3 (three) eligible firms on the basis of their technical scores. The financial bids in respect of such 3 (three) firms shall be opened and the order of priority as among these firms shall be determined on the basis of a weighted evaluation where technical and financial scores shall be assigned respective weights of 80:20.

2 Fee and expenses

- 2.1 In determining the nature and quantum of duties and services to be performed by the Independent Engineer during the Development Period and Construction Period, the Authority shall endeavour that payments to the Independent Engineer on account of fee and expenses do not exceed 2% (two per cent) of the Total Project Cost. Payments not exceeding such 2% (two per cent) shall be borne equally by the Authority and the Concessionaire in accordance with the provisions of this Agreement and any payments in excess thereof shall be borne entirely by the Authority.
- 2.2 The nature and quantum of duties and services to be performed by the Independent Engineer during the Operation Period shall be determined by the Authority in conformity with the provisions of this Agreement and with due regard for economy in expenditure. All payments made to the Independent Engineer on account of fee and



expenses during the Operation Period, shall be borne equally by the Authority and the Concessionaire.

3 Constitution of fresh panel

Not later than three years from the date of this Agreement, and every three years thereafter, the Authority shall prepare a fresh panel of firms in accordance with the criteria set forth in this Schedule-P; provided that the Authority may, at any time, prepare a fresh panel with prior written consent of the Concessionaire.

4 Appointment of government entity as Independent Engineer

Notwithstanding anything to the contrary contained in this Schedule, the Authority may in its discretion appoint a government-owned entity as the Independent Engineer; provided that such entity shall be a body corporate having as one of its primary function the provision of consulting, advisory and supervisory services for engineering projects; provided that a government-owned entity which is owned or controlled by the Authority and/or MoSRTTH shall not be eligible for appointment as Independent Engineer.



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



SCHEDULE –Q
(See Clause 23.2.1)

TERMS OF REFERENCE FOR INDEPENDENT ENGINEER

1 Scope

- 1.1 These Terms of Reference for the Independent Engineer (the “TOR”) are being specified pursuant to the Concession Agreement dated (the “Agreement”), which has been entered into between the Authority and **SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED** (the “Concessionaire”) for Four-Laning from km 103.000 to km 29.100 of the Gujarat/Maharashtra Border-Surat-Hazira Portsection in the state of Gujarat(km 103.000 to 29.100) of National Highway No. 6 in the State on design, build, finance, operate and transfer (DBFOT) basis, and a copy of which is annexed hereto and marked as Annex-A to form part of this TOR.
- 1.2 This TOR shall apply to construction, operation and maintenance of the Four-Lane Project Highway,

2 Definitions and interpretation

- 2.1 The words and expressions beginning with or in capital letters used in this TOR and not defined herein but defined in the Agreement shall have, unless repugnant to the context, the meaning respectively assigned to them in the Agreement.
- 2.2 References to Articles, Clauses and Schedules in this TOR shall, except where the context otherwise requires, be deemed to be references to the Articles, Clauses and Schedules of the Agreement, and references to Paragraphs shall be deemed to be references to Paragraphs of this TOR.
- 2.3 The rules of interpretation stated in Clauses 1.2, 1.3 and 1.4 of the Agreement shall apply, *mutatis mutandis*, to this TOR.

3 Role and functions of the Independent Engineer

- 3.1 The role and functions of the Independent Engineer shall include the following:
- (i) review of the Drawings and Documents as set forth in Paragraph 4;
 - (ii) review, inspection and monitoring of Construction Works as set forth in Paragraph 5;
 - (iii) conducting Tests on completion of construction and issuing Completion/ Provisional Certificate as set forth in Paragraph 5;
 - (iv) review, inspection and monitoring of O&M as set forth in Paragraph 6;



- (v) review, inspection and monitoring of Divestment Requirements as set forth in Paragraph 7;
 - (vi) determining, as required under the Agreement, the costs of any works or services and/or their reasonableness;
 - (vii) determining, as required under the Agreement, the period or any extension thereof, for performing any duty or obligation;
 - (viii) assisting the Parties in resolution of disputes as set forth in Paragraph 9; and
 - (ix) undertaking all other duties and functions in accordance with the Agreement.
- 3.2 The Independent Engineer shall discharge its duties in a fair, impartial and efficient manner, consistent with the highest standards of professional integrity and Good Industry Practice.

4 Development Period

- 4.1 During the Development Period, the Independent Engineer shall undertake a detailed review of the Drawings to be furnished by the Concessionaire along with supporting data, including the geo-technical and hydrological investigations, characteristics of materials from borrow areas and quarry sites, topographical surveys and traffic surveys. The Independent Engineer shall complete such review and send its comments/observations to the Authority and the Concessionaire within 15 (fifteen) days of receipt of such Drawings. In particular, such comments shall specify the conformity or otherwise of such Drawings with the Scope of the Project and Specifications and Standards.
- 4.2 The Independent Engineer shall review any modified Drawings or supporting Documents sent to it by the Concessionaire and furnish its comments within 7 (seven) days of receiving such Drawings or Documents.
- 4.3 The Independent Engineer shall review the Drawings sent to it by the Safety Consultant in accordance with Schedule-L and furnish its comments thereon to the Authority and the Concessionaire within 7 (seven) days of receiving such Drawings. The Independent Engineer shall also review the Safety Report and furnish its comments thereon to the Authority within 15 (fifteen) days of receiving such report.
- 4.4 The Independent Engineer shall review the detailed design, construction methodology, quality assurance procedures and the procurement, engineering and construction time schedule sent to it by the Concessionaire and furnish its comments within 15 (fifteen) days of receipt thereof.
- 4.5 Upon reference by the Authority, the Independent Engineer shall review and comment on the EPC Contract or any other contract for construction, operation and maintenance of the Project Highway, and furnish its comments within 7 (seven) days from receipt of such reference from the Authority.



5 Construction Period

- 5.1 In respect of the Drawings, Documents and Safety Report received by the Independent Engineer for its review and comments during the Construction Period, the provisions of Paragraph 4 shall apply, *mutatis mutandis*.
- 5.2 The Independent Engineer shall review the monthly progress report furnished by the Concessionaire and send its comments thereon to the Authority and the Concessionaire within 7 (seven) days of receipt of such report.
- 5.3 The Independent Engineer shall inspect the Construction Works and the Project Highway once every month, preferably after receipt of the monthly progress report from the Concessionaire, but before the 20th (twentieth) day of each month in any case, and make out a report of such inspection (the **"Inspection Report"**) setting forth an overview of the status, progress, quality and safety of construction, including the work methodology adopted, the materials used and their sources, and conformity of Construction Works with the Scope of the Project and the Specifications and Standards. In a separate section of the Inspection Report, the Independent Engineer shall describe in reasonable detail the lapses, defects or deficiencies observed by it in the construction of the Project Highway. The Inspection Report shall also contain a review of the maintenance of the existing lanes in conformity with the provisions of the Agreement. The Independent Engineer shall send a copy of its Inspection Report to the Authority and the Concessionaire within 7 (seven) days of the inspection.
- 5.4 The Independent Engineer may inspect the Project Highway more than once in a month if any lapses, defects or deficiencies require such inspections.
- 5.5 For determining that the Construction Works conform to Specifications and Standards, the Independent Engineer shall require the Concessionaire to carry out, or cause to be carried out, tests on a sample basis, to be specified by the Independent Engineer in accordance with Good Industry Practice for quality assurance. For purposes of this Paragraph 5.5, the tests specified in the IRC Special Publication-11 (Handbook of Quality Control for Construction of Roads and Runways) and the Specifications for Road and Bridge Works issued by MOSRTH (the **"Quality Control Manuals"**) or any modification/substitution thereof shall be deemed to be tests conforming to Good Industry Practice for quality assurance. The Independent Engineer shall issue necessary directions to the Concessionaire for ensuring that the tests are conducted in a fair and efficient manner, and shall monitor and review the results thereof.
- 5.6 The sample size of the tests, to be specified by the Independent Engineer under Paragraph 5.5, shall comprise 10% (ten per cent) of the quantity or number of tests prescribed for each category or type of tests in the Quality Control Manuals; provided that the Independent Engineer may, for reasons to be recorded in writing, increase the aforesaid sample size by up to 10% (ten per cent) for certain categories or types of tests.
- 5.7 The timing of tests referred to in Paragraph 5.5, and the criteria for acceptance/



rejection of their results shall be determined by the Independent Engineer in accordance with the Quality Control Manuals. The tests shall be undertaken on a random sample basis and shall be in addition to, and independent of, the tests that may be carried out by the Concessionaire for its own quality assurance in accordance with Good Industry Practice.

- 5.8 In the event that the Concessionaire carries out any remedial works for removal or rectification of any defects or deficiencies, the Independent Engineer shall require the Concessionaire to carry out, or cause to be carried out, tests to determine that such remedial works have brought the Construction Works into conformity with the Specifications and Standards, and the provisions of this Paragraph 5 shall apply to such tests.
- 5.9 In the event that the Concessionaire fails to achieve any of the Project Milestones, the Independent Engineer shall undertake a review of the progress of construction and identify potential delays, if any. If the Independent Engineer shall determine that completion of the Project Highway is not feasible within the time specified in the Agreement, it shall require the Concessionaire to indicate within 15 (fifteen) days the steps proposed to be taken to expedite progress, and the period within which the Project Completion Date shall be achieved. Upon receipt of a report from the Concessionaire, the Independent Engineer shall review the same and send its comments to the Authority and the Concessionaire forthwith.
- 5.10 If at any time during the Construction Period, the Independent Engineer determines that the Concessionaire has not made adequate arrangements for the safety of workers and Users in the zone of construction or that any work is being carried out in a manner that threatens the safety of the workers and the Users, it shall make a recommendation to the Authority forthwith, identifying the whole or part of the Construction Works that should be suspended for ensuring safety in respect thereof.
- 5.11 In the event that the Concessionaire carries out any remedial measures to secure the safety of suspended works and Users, it may, by notice in writing, require the Independent Engineer to inspect such works, and within 3 (three) days of receiving such notice, the Independent Engineer shall inspect the suspended works and make a report to the Authority forthwith, recommending whether or not such suspension may be revoked by the Authority.
- 5.12 If suspension of Construction Works is for reasons not attributable to the Concessionaire, the Independent Engineer shall determine the extension of dates set forth in the Project Completion Schedule, to which the Concessionaire is reasonably entitled, and shall notify the Authority and the Concessionaire of the same.
- 5.13 The Independent Engineer shall carry out, or cause to be carried out, all the Tests specified in Schedule-I and issue a Completion Certificate or Provisional Certificate, as the case may be. For carrying out its functions under this Paragraph 5.13 and all matters incidental thereto, the Independent Engineer shall act under and in accordance with the provisions of Article 14 and Schedule-I.



- 5.14 Upon reference from the Authority, the Independent Engineer shall make a fair and reasonable assessment of the costs of providing information, works and services as set forth in Article 16 and certify the reasonableness of such costs for payment by the Authority to the Concessionaire.
- 5.15 The Independent Engineer shall aid and advise the Concessionaire in preparing the Maintenance Manual.

6 Operation Period

- 6.1 In respect of the Drawings, Documents and Safety Report received by the Independent Engineer for its review and comments during the Operation Period, the provisions of Paragraph 4 shall apply, *mutatis mutandis*.
- 6.2 The Independent Engineer shall review the annual Maintenance Programme furnished by the Concessionaire and send its comments thereon to the Authority and the Concessionaire within 15 (fifteen) days of receipt of the Maintenance Programme.
- 6.3 The Independent Engineer shall review the monthly status report furnished by the Concessionaire and send its comments thereon to the Authority and the Concessionaire within 7 (seven) days of receipt of such report.
- 6.4 The Independent Engineer shall inspect the Project Highway once every month, preferably after receipt of the monthly status report from the Concessionaire, but before the 20th (twentieth) day of each month in any case, and make out an O&M Inspection Report setting forth an overview of the status, quality and safety of O&M including its conformity with the Maintenance Requirements and Safety Requirements. In a separate section of the O&M Inspection Report, the Independent Engineer shall describe in reasonable detail the lapses, defects or deficiencies observed by it in O&M of the Project Highway. The Independent Engineer shall send a copy of its O&M Inspection Report to the Authority and the Concessionaire within 7 (seven) days of the inspection.
- 6.5 The Independent Engineer may inspect the Project Highway more than once in a month, if any lapses, defects or deficiencies require such inspections.
- 6.6 The Independent Engineer shall in its O&M Inspection Report specify the tests, if any, that the Concessionaire shall carry out, or cause to be carried out, for the purpose of determining that the Project Highway is in conformity with the Maintenance Requirements. It shall monitor and review the results of such tests and the remedial measures, if any, taken by the Concessionaire in this behalf.
- 6.7 In respect of any defect or deficiency referred to in Paragraph 3 of Schedule-K, the Independent Engineer shall, in conformity with Good Industry Practice, specify the permissible limit of deviation or deterioration with reference to the Specifications and Standards and shall also specify the time limit for repair or rectification of any deviation or deterioration beyond the permissible limit.



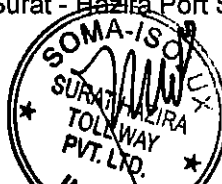
- 6.8 The Independent Engineer shall determine if any delay has occurred in completion of repair or remedial works in accordance with the Agreement, and shall also determine the Damages, if any, payable by the Concessionaire to the Authority for such delay.
- 6.9 The Independent Engineer shall examine the request of the Concessionaire for closure of any lane(s) of the carriageway for undertaking maintenance/repair thereof, keeping in view the need to minimise disruption in traffic and the time required for completing such maintenance/repair in accordance with Good Industry Practice. It shall grant permission with such modifications, as it may deem necessary, within 3 (three) days of receiving a request from the Concessionaire. Upon expiry of the permitted period of closure, the Independent Engineer shall monitor the reopening of such lane(s), and in case of delay, determine the Damages payable by the Concessionaire to the Authority under Clause 17.7.
- 6.10 The Independent Engineer shall monitor and review the curing of defects and deficiencies by the Concessionaire as set forth in Clause 19.4.
- 6.11 In the event that the Concessionaire notifies the Independent Engineer of any modifications that it proposes to make to the Project Highway, the Independent Engineer shall review the same and send its comments to the Authority and the Concessionaire within 15 (fifteen) days of receiving the proposal.
- 6.12 The Independent Engineer shall undertake traffic sampling, as and when required by the Authority, under and in accordance with Article 22 and Schedule-O.

7 Termination

- 7.1 At any time, not earlier than 90 (ninety) days prior to Termination but not later than 15 (fifteen) days prior to such Termination, the Independent Engineer shall, in the presence of a representative of the Concessionaire, inspect the Project Highway for determining compliance by the Concessionaire with the Divestment Requirements set forth in Clause 38.1 and, if required, cause tests to be carried out at the Concessionaire's cost for determining such compliance. If the Independent Engineer determines that the status of the Project Highway is such that its repair and rectification would require a larger amount than the sum set forth in Clause 39.2, it shall recommend retention of the required amount in the Escrow Account and the period of retention thereof.
- 7.2 The Independent Engineer shall inspect the Project Highway once in every 15(fifteen) days during a period of 90 (ninety) days after Termination for determining the liability of the Concessionaire under Article 39, in respect of the defects or deficiencies specified therein. If any such defect or deficiency is found by the Independent Engineer, it shall make a report in reasonable detail and send it forthwith to the Authority and the Concessionaire.

8 Determination of costs and time

- 8.1 The Independent Engineer shall determine the costs, and/or their reasonableness, that



are required to be determined by it under the Agreement.

- 8.2 The Independent Engineer shall determine the period, or any extension thereof, that is required to be determined by it under the Agreement.

9 Assistance in Dispute resolution

- 9.1 When called upon by either Party in the event of any Dispute, the Independent Engineer shall mediate and assist the Parties in arriving at an amicable settlement.
- 9.2 In the event of any disagreement between the Parties regarding the meaning, scope and nature of Good Industry Practice, as set forth in any provision of the Agreement, the Independent Engineer shall specify such meaning, scope and nature by issuing a reasoned written statement relying on good industry practice and authentic literature.

10 Other duties and functions

The Independent Engineer shall perform all other duties and functions specified in the Agreement.

11 Miscellaneous

- 11.1 The Independent Engineer shall notify its programme of inspection to the Authority and to the Concessionaire, who may, in their discretion, depute their respective representatives to be present during the inspection.
- 11.2 A copy of all communications, comments, instructions, Drawings or Documents sent by the Independent Engineer to the Concessionaire pursuant to this TOR, and a copy of all the test results with comments of the Independent Engineer thereon shall be furnished by the Independent Engineer to the Authority forthwith.
- 11.3 The Independent Engineer shall obtain, and the Concessionaire shall furnish in two copies thereof, all communications and reports required to be submitted, under this Agreement, by the Concessionaire to the Independent Engineer, whereupon the Independent Engineer shall send one of the copies to the Authority along with its comments thereon.
- 11.4 The Independent Engineer shall retain at least one copy each of all Drawings and Documents received by it, including 'as-built' Drawings, and keep them in its safe custody.
- 11.5 Upon completion of its assignment hereunder, the Independent Engineer shall duly classify and list all Drawings, Documents, results of tests and other relevant records, and hand them over to the Authority or such other person as the Authority may specify, and obtain written receipt thereof. Two copies of the said documents shall also be furnished in micro film form or in such other medium as may be acceptable to the Authority.



SCHEDULE -R
(See Clause 27.1.1)

FEE NOTIFICATION

MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS

(Department of Road Transport and Highways)

NOTIFICATION

New Delhi, the *** 20**

S.O. *** Whereas, by the notification of the Government of India in the Ministry of Shipping, Road Transport and Highways, number ***** dated the *****, issued under section 11 of the National Highways Authority of India Act, 1988 (68 of 1988), the Central Government has entrusted the section of national highway from **Km 103.000 at Gujarat/Maharashtra Border** from **Surat** to **Km 29.1000 at Hazira Port from Surat** of National Highway No. 6 (total 132.913 km) in the state of **Gujarat** to the National Highways Authority of India (hereinafter referred to as the "Authority");

And whereas, pursuant to the provisions of section 14 of the said Act, the Authority has entered into an agreement with **SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED**, having its Registered Office at 8th Floor-Block B, Vatika Towers, Golf Links Road, Sector-54, Gurgaon-122002, Haryana, India (hereinafter referred to as "Concessionaire") for the development of the **Gujarat /Maharashtra Border to Surat -Hazira Port section section from Km 103.000 to Km 29.1000** (hereinafter referred to as the said section) of the **National Highway No. 6** on Design, Build, Finance, Operate and Transfer (DBFOT) basis;

Now, therefore, in exercise of the powers conferred by section 8A of the National Highways Act, 1956 (48 of 1956), read with Rule 3 of the National Highways Fee (Determination of Rates and Collection) Rules, 2008, the Central Government, having regard to the expenditure involved in building, maintenance, management and operation of the said section of the said national highway, interest on the capital invested, reasonable return, the volume of traffic and the period of said agreement between the Authority and the Concessionaire, hereby notifies that there shall be levied and collected fees on mechanical vehicles for the use of the stretch **from Km 103.000 at Gujarat/Maharashtra Border - Surat - -Hazira Port of National Highway No. 6, including the permanent bridge/bypass/tunnel having an estimated cost of Rs.281 crores (Rupees Two hundred and eighty one crores)**, in the state of **Gujarat** at the rates specified in the aforesaid Rules and authorises the said Concessionaire to collect and retain the said fees on and from the date of commercial operation of the said

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section of national highway, subject to and in accordance with the said Rules and the provisions of the aforesaid agreement.

The fee levied and collected hereunder shall be due and payable at the following Toll Plazas for the distance specified for each such Toll Plaza:

S No.	Location of Toll Plaza	Length (in km) for which Fee payable.
1	Km 74+800 of NH-6 near Vyara	Approx 52.47 km (excluding Bajipura Bypass of Approx. 5.3 Km. and Vyara Bypass of Approx. 11.23 Km.)
2	Km 5+450 of SH168 near Palsana	Approx 62.84 km (excluding Flyover cum ROB from Sachin Junction to Un junction of Approx. 1.16 Km.)

In addition to the above, the fee levied and collected hereunder for the permanent bridge/ bypass/ tunnel specified below shall be due and payable at the following Toll Plazas:

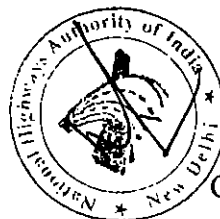
S. No.	Location of Toll Plaza	Nature of Structure	Cost (in Rs. crore)
1	Km 74+800 of NH-6 near Vyara	Bajipura Bypass (Approx. 5.3 Km.)	72.00
2	Km 74+800 of NH-6 near Vyara	Vyara Bypass (Approx. 11.23 Km.)	122.00
3	Km 5+450 of SH168 near Palsana	Flyover cum ROB from Sachin Junction to Un junction (Approx. 1.16 Km.)	87.00

[F.No. RW/NH-*****]

(Name)

Deputy Secretary

Government of India

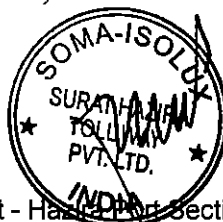


1. Short title and commencement. –

- (1) These rules may be called the National Highways Fee (Determination of Rates and Collection) Rules, 2008.
- (2) They shall come into force on the date of their publication in the Official Gazette.
- (3) They shall not apply to agreements and contracts executed and bids invited prior to the publication of these rules.

2. Definitions.– (1) In these rules, unless the context otherwise requires,–

- (a) “**Act**” means the National Highways Act, 1956;
- (b) “**base year**” means the period from 1st April 2007 to 31st March 2008;
- (c) “**bypass**” means a section of the national highway bypassing a town or city;
- (d) “**concessionaire**” means a person with whom an agreement has been entered into under section 8A of the Act;
- (e) “**elevated highway**” means any section of national highway raised above ground level through support of piers or columns;
- (f) “**executing authority**” means an officer or authority notified by the Central Government under section 5 of the Act;
- (g) “**expressway**” means a national highway having a divided carriageway suitable for high speed traffic and with control of access;



(h) **“financial year”** means the year commencing on the 1st day of April of a year and ending on 31st day of March of the succeeding year;

(i) **“gross vehicle weight”** in respect of any vehicle means the total weight of the vehicle and load certified and registered by the registering authority as permissible for that vehicle under the Motor Vehicles Act, 1988 (59 of 1988);

(j) **“lane”** means a lane forming part of the main carriageway and having a minimum width of three meters and fifty centimeters;

(k) **“mechanical vehicle”** means any vehicle driven under its own power including a motor vehicle as defined under the Motor Vehicles Act, 1988;

(l) **“notification”** means a notification published in the Official Gazette;

(m) **“private investment project”** means a project relating to section of national highway, permanent bridge, bypass or tunnel, as the case may be, for which an agreement is entered into with a concessionaire ;

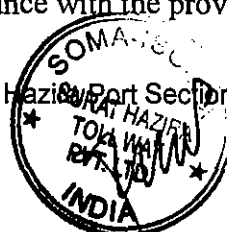
(n) **“public funded project”** means a project which is not a private investment project, as defined in clause (m) above and includes a private investment project in respect of which the agreement has expired;

(o) **“toll plaza”** means any building, structure or booth made for collection of fee.

(2) Words and expressions used herein and not defined but defined in the National Highways Authority of India Act, 1988 shall have the meanings respectively assigned to them in that Act.

3. **Levy of fee.-** (1) The Central Government may by notification, levy fee for use of any section of national highway, permanent bridge, bypass or tunnel forming part of the national highway, as the case may be, in accordance with the provisions of these rules:

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Provided that the Central Government may, by notification, exempt any section of national highway, permanent bridge, bypass or tunnel constructed through a public funded project from levy of such fee or part thereof, and subject to such conditions as may be specified in that notification.

(2) The collection of fee levied under sub-rule (1) of Rule 3, shall commence within forty- five days from the date of completion of the section of national highway, permanent bridge, bypass or tunnel, as the case may be, constructed through a public funded project.

(3) In case of private investment project, the collection of fee levied under sub-rule (1) shall be made in accordance with the terms of the agreement entered into by the concessionaire.

(4) No fee shall be levied for the use of the section of national highway, permanent bridge, bypass or tunnel, as the case may be, by two wheelers, three wheelers, tractors and animal drawn vehicles:

Provided that three wheelers, tractors and animal-drawn vehicles shall not be allowed to use the section of national highway, permanent bridge, bypass or tunnel, as the case may be, where a service road or alternative road is available in lieu of the said national highway, permanent bridge, bypass or tunnel:

Provided further that where service road or alternative road is available and the owner, driver or the person in charge of a two wheeler is making use of the section of national highway, permanent bridge, bypass or tunnel, as the case may be, he or she shall be charged fifty per cent. of the fee levied on a car.

Explanation 1. - For the purposes of this rule,- (a) "alternative road" means such other road, the carriageway of which is more than ten meters wide and the length of which does not exceed the corresponding length of such section of national highway by twenty per cent. thereof;

(b) "service road" means a road running parallel to a section of the national highway which

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provides access to the land adjoining such section of the national highway.

(5) The fee notified by the Central Government under these rules shall be rounded off and levied in multiple of the nearest rupees five.

4. Base rate of fee. - (1) The rate of fee for use of the section of national highway, permanent bridge, bypass or tunnel constructed through public funded project or private investment project shall be identical.

(2) The rate of fee for use of a section of national highway of four or more lanes shall, for the base year 2007-08, be the product of the length of such section multiplied by the following rates, namely:-

Type of Vehicle	Base rate of fee per km (in rupees)
Car, Jeep, Van or Light Motor Vehicle	0.65
Light Commercial Vehicle, Light Goods Vehicle or Mini Bus	1.05
Bus or Truck	2.20
Heavy Construction Machinery(HCM) or Earth Moving Equipment (EME) or Multi Axle Vehicle (MAV) (three to six axles)	3.45
Oversized Vehicles (seven or more axles)	4.20

Explanation.- For the purposes of this rule,-

(a) "car" or "jeep" or "van" or "light motor vehicle" means any mechanical vehicle the gross vehicle weight of which does not exceed seven thousand five hundred kilograms or the registered passenger carrying capability as specified in the certificate of registration issued under the Motor Vehicles Act, 1988 does not exceed twelve excluding the driver;

(b) "light commercial vehicle" or "light goods vehicle" or "mini bus" means any mechanical vehicle with a gross vehicle weight exceeding seven thousand five hundred kilograms but less than twelve thousand kilograms or the registered passenger carrying capability as specified in the certificate of registration issued under the Motor

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Vehicles Act, 1988, exceeds twelve but does not exceed thirty two excluding the driver;

(c) **"truck"** or **"bus"** means any mechanical vehicle with a gross vehicle weight exceeding twelve thousand kilograms but less than twenty thousand kilograms or the registered passenger carrying capability as specified in the certificate of registration issued under the Motor Vehicles Act, 1988, exceeds thirty two, excluding the driver;

(d) **"heavy construction machinery"** or **"earth moving equipment"** or **"multi axle vehicle"** means heavy construction machinery or earth moving equipment or mechanical vehicle including a multi axle vehicle with three to six axles or vehicle with a gross vehicle weight exceeding twenty thousand kilograms but less than sixty thousand kilogram; and

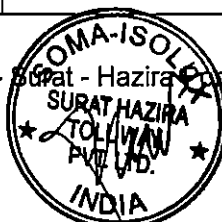
(e) **"oversized vehicle"** means any mechanical vehicle having seven or more axles or vehicle with a gross vehicle weight exceeding sixty thousand kilograms.

(3) The rate of fee for use of a section of national highway, having two lanes and on which the average investment for up gradation has exceeded rupees one crore per kilometer, shall be sixty per cent. of the rate of fee specified under sub-rule (2) of Rule 4.

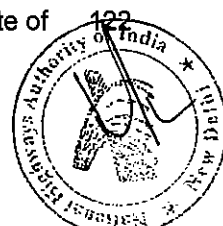
(4) The rate of fee for use of permanent bridge, bypass or tunnel constructed with the cost exceeding rupees ten crore, shall, for the base year 2007-08, be as follows:-

<u>Base rate of fee (rupees per vehicle per trip)</u>					
Cost of permanent bridge, bypass or tunnel (rupees in crore)	Car, Jeep, Van or Light Motor Vehicle	Light Commercial Vehicle, Light Goods Vehicle or Mini Bus	Truck or Bus	HCM, EME or MAV	Oversized Vehicle
10 to 15	5	7.50	15	22	30
For every additional rupees five crore or part thereof, exceeding rupees fifteen crore and up to rupees one	1	1.50	3	4.50	6

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hundred crore.					
For every additional rupees five crore or part thereof, exceeding rupees one hundred crore and upto rupees two hundred crore.	0.75	1.15	2.25	3.40	4.50
For every additional rupees five crore or part thereof, exceeding rupees two hundred crore.	0.50	0.75	1.50	2.25	3

Provided that while computing fee for the section of national highway on which a permanent bridge, bypass or tunnel costing rupees fifty crore or more is situated, the length of such permanent bridge, bypass or tunnel shall be excluded from the length of such section of national highway and fee shall be levied at the rates specified for such permanent bridge, bypass and tunnel:

Provided further that where the cost of such permanent bridge, bypass or tunnel, as the case may be, is less than rupees fifty crore, and the said permanent bridge, bypass or tunnel, form part of the section of national highway, then instead of above rate of fee, the rate of fee specified under sub-rule (2) of Rule 4 shall be applicable for such permanent bridge, bypass or tunnel.

Explanation.- For the purpose of this sub-rule,-

- (a) the cost for private investment project, shall be the cost as assessed by the executing authority prior to invitation of bids from the concessionaire;
- (b) the cost for public funded project shall be the cost as assessed by the executing authority six months prior to completion thereof.

5. Annual revision of rate of fee.-(1) The rates specified under rule 4 shall be increased without compounding, by three per cent. each year with effect from the 1st day of April, 2008 and such increased rate shall be deemed to be the base rate for the subsequent years.

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(2) The applicable base rates shall be revised annually with effect from April 1 each year to reflect the increase in wholesale price index between the week ending on January 6, 2007 (i.e. 208.7) and the week ending on or immediately after January 1 of the year in which such revision is undertaken but such revision shall be restricted to forty per cent of the increase in wholesale price index.

(3) The formula for determining the applicable rate of fee shall be as follows:-

$$\text{Applicable rate of fee} = \text{base rate} + \text{base rate} \times \left\{ \frac{\text{WPI A} - \text{WPI B}}{\text{WPI B}} \right\} \times 0.4$$

Explanation. - for the purposes of this sub-rule , -

- (a) applicable rate of fee shall be the rate payable by the user;
- (b) base rate shall be the rate specified in rule 4 read with sub- rule (1);
- (c) WPI A means the wholesale price index of the week ending on or subsequent to 1st January immediately preceding the date of revision under these rules; and
- (d) WPI B means the wholesale price index of the week ending on 6th January, 2007 i.e. 208.7.

Illustration:

If the revision is to be made for the year 2008-09 by applying the wholesale price index of the week ending on 5th January 2008 (i.e. 216.6), then the rate for car, jeep or van will be 0.6796 as computed below:

$$\text{Applicable rate of fee} = 0.6695 + 0.6695 \times \left\{ \frac{216.6 - 208.7}{208.7} \right\} \times 0.4 = 0.6796$$

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(4) Annual revision of rate of fee under this rule shall be effective from first of April every year.

6. Collection of fee.- (1) Fee levied under these rules shall be collected by the Central Government or the executing authority or the concessionaire, as the case may be, at the toll plaza.

(2) Every driver, owner or person in charge of a mechanical vehicle shall for the use of the section of national highway, permanent bridge, bypass or tunnel, before crossing the toll plaza, pay the fee specified under these rules.

(3) The fee collected under these rules shall be paid either in cash or through smart card or on board unit (transponder) or any other like device:

Provided that no additional charges shall be realised for making the payment of fee by use of a smart card or on board unit (transponder) or any other such device.

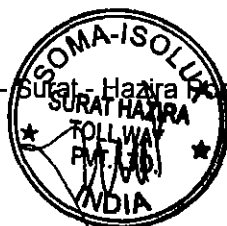
(4) Any driver, owner or person in charge of a mechanical vehicle who opts for the installation of on board unit (transponder) or any other such device for payment of fee, shall deposit a refundable security equivalent to the cost of the equipment with the Central Government, the executing authority or the concessionaire, as the case may be, for such installation and no interest shall accrue on such security deposit.

(5) The person receiving such fee under sub-rule (2) of Rule 6, shall issue to the driver, owner or person in charge of mechanical vehicle a receipt, specifying therein the date and time of such receipt of fee, total amount received, and the class of vehicle for which the fee has been received:

Provided that where the fee is paid through smart card or on board unit (transponder) or any other such device, a receipt shall be issued on demand only.

(6) The fee shall be collected in perpetuity by the Central Government or the executing authority, as the case may be, and for a specified period in accordance with the terms of the agreement entered into by the concessionaire.

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(7) In respect of public funded projects the fee levied under these rules shall be collected by the Central Government, or the executing authority, as the case may be, through its own officials or through a contractor.

7. Remittance and appropriation of fee.- (1) In case of public funded projects, the fee collected under the provisions of these rules by every executing authority shall be remitted to the Central Government:

Provided that the Central Government may by notification allow any or all executing authorities to appropriate the whole or any part of the fee for such purposes and subject to such conditions as may be specified in the said notification:

Provided further that in case of private investment projects, the fee collected under the provisions of these rules shall be appropriated by the concessionaire in accordance with the provisions of and for the performance of its obligations under the agreement entered into by such concessionaire.

(2) Every executing authority shall remit to the Central Government, the amount of fee collected over and above the amount permitted to be appropriated by the executing authority under sub-rule (1) of Rule 7, within ninety days from the date of the closing of the financial year along with an annual return showing the amount collected and the expenditure incurred on collection of fee, including the administrative and management expenses.

(3) The Central Government shall by notification determine the administrative and management expenses which may be allowed to be deducted and retained by the executing authority.

8. Location of toll plaza.- (1) The executing authority or the concessionaire, as the case may be, shall establish a toll plaza beyond a distance of ten kilometers from a municipal or local town area limits:

Provided that the executing authority may, for reasons to be recorded in writing, locate or allow the concessionaire to locate a toll plaza within a distance of ten kilometers of such



municipal or local town area limits, but in no case within five kilometers of such municipal or local town area limits:

Provided further that where a section of the national highway, permanent bridge, bypass or tunnel, as the case may be, is constructed within the municipal or town area limits or within five kilometers from such limits, primarily for use of the residents of such municipal or town area, the toll plaza may be established within the municipal or town area limits or within a distance of five kilometers from such limits.

(2) Any other toll plaza on the same section of national highway and in the same direction shall not be established within a distance of sixty kilometers:

Provided that where the executing authority deems necessary, it may for reasons to be recorded in writing, establish or allow the concessionaire to establish another toll plaza within a distance of sixty kilometers:

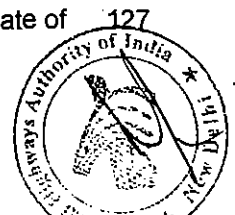
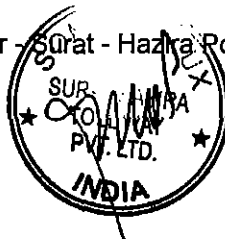
Provided further that a toll plaza may be established within a distance of sixty kilometers from another toll plaza if such toll plaza is for collection of fee for a permanent bridge, bypass or tunnel.

9. Discounts.-(1) The executing authority or the concessionaire, as the case may be, shall upon request provide a pass for multiple journeys to cross a toll plaza within the specified period at the rates specified in sub-rule (2) of Rule 9.

(2) A driver, owner or person in charge of a mechanical vehicle who makes use of the section of national highway, permanent bridge, bypass or tunnel, may opt for such pass and he or she shall have to pay the fee in accordance with the following rates, namely:-

Amount payable	Maximum number of one way journeys allowed	Period of validity
One and half times of the fee for one way journey	Two	Twenty four hours from the time of payment
Two-third of amount of the fee payable for fifty single journeys.	Fifty	One month from date of payment

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(3) A person who owns a mechanical vehicle registered for non-commercial purposes and uses it as such for commuting on a section of national highway, permanent bridge, bypass or tunnel, may obtain a pass, on payment of fee at the base rate for the year 2007-2008 of rupees one hundred and fifty per calendar month and revised annually in accordance with rule 5, authorising it to cross the toll plaza specified in such pass:

Provided that such pass shall be issued only if such driver, owner or person in charge of such mechanical vehicle resides within a distance of twenty kilometers from the toll plaza specified by such person and the use of such section of national highway, permanent bridge, bypass or tunnel, as the case may be, does not extend beyond the toll plaza next to the specified toll plaza.

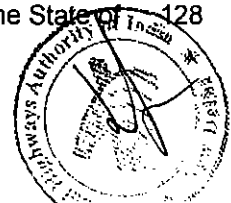
Provided further that no such pass shall be issued if a service road or alternative road is available for use by such driver, owner or person in charge of a mechanical vehicle.

(4) No pass shall be issued or fee collected from a driver, owner or person in charge of a mechanical vehicle that uses part of the section of a national highway and does not cross a toll plaza.

10. Rate of fee for overloading.- (1) Without prejudice to the liability of the driver, owner or a person in charge of a mechanical vehicle under any law for the time being in force, a mechanical vehicle which is loaded in excess of the permissible load specified for its category under sub-rule (2) of rule 4, shall be liable to pay fee at such rate which is applicable for the next higher category of mechanical vehicles:

Provided that the payment of such fee for overloading shall not entitle a driver or owner or a person in charge of a mechanical vehicle to make use of such national highway and his or her vehicle shall be prevented from using the national highway or crossing the toll plaza until the excess load has been removed from such mechanical vehicle.

(2) The weight of a mechanical vehicle, as recorded at a weighbridge installed at the toll plaza, shall be the basis for levying the fee for overloading under this rule:



Provided that where no weighbridge has been installed at the toll plaza, no fee for overloading shall be levied and collected under this rule and the driver, owner or person incharge of the mechanical vehicle shall be liable to pay fee applicable for such vehicle only.

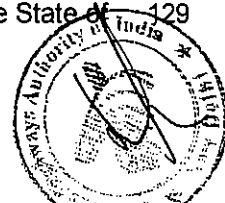
11. Exemption from payment of fee.- (1) No fee shall be levied and collected from a mechanical vehicle,-

(a) transporting and accompanying,-

- (i) the President of India;
- (ii) the Vice-President of India;
- (iii) the Prime-Minister of India;
- (iv) the Chief Justice of India;
- (v) the Governor;
- (vi) the Lieutenant Governor;
- (vii) the Union Minister;
- (viii) the Chief Minister;
- (ix) the Judge of Supreme Court;
- (x) the Chairman of the Council of State;
- (xi) the Speaker of the House of People;
- (xii) the Chairman of the Legislative Council of the State;
- (xiii) the Speaker of the Legislative Assembly of the State;
- (xiv) the Chief Justice of High Court;
- (xv) the Judge of High Court;
- (xvi) Ministers of States; and
- (xvii) Foreign dignitaries on State visit.

(b) used for official purposes by,-

- (i) the Ministry of Defence including those which are eligible for exemption in accordance with the provisions of the Indian Toll (Army and Air Force) Act, 1901 and rules made thereunder, as extended to Navy also;
- (ii) the Central and State armed forces in uniform including para military forces



- and police;
- (iii) an executive Magistrate;
 - (iv) a fire-fighting department or organisation;
 - (v) the National Highway Authority or any other organisation or person using such vehicle for inspection, survey, construction or operation and maintenance thereof; and
- (c) used as ambulance.

12. Display of Information.- (1) The executing authority or the concessionaire, as the case may be, shall publish a notice specifying the amount of fee to be charged from the mechanical vehicle, in at least one Newspaper, each in English and vernacular language, having a wide circulation in such area.

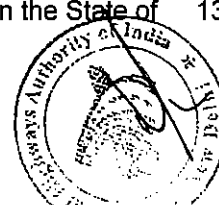
(2) The executing authority shall prominently display in Hindi and English one thousand meters ahead of the toll plaza and in English and local language five hundred meters ahead of the toll plaza,-

- (i) the amount of fee payable for each class of vehicles and the discounts available under rule 9;
- (ii) the categories of vehicles exempted from payment of fee; and
- (iii) the name, address and telephone or contact number of the executing authority or the concessionaire, as the case may be.

(3) The height of the display boards, their quality and size of lettering shall be clearly visible and legible to the users.

13. Unauthorised collection.- (1) An officer authorised by the Central Government or by the executing authority, as the case may be, may assess the excess fee collected, if any, by the executing authority or the concessionaire, as the case may be, and recover the same from such authority or concessionaire, along with an additional sum equal to twenty five per cent. of the excess fee collected:

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Provided that no recovery of such excess fee shall be made unless an opportunity of hearing has been given to the executing authority or concessionaire, as the case may be.

(2) Any driver, owner or person incharge of a mechanical vehicle aggrieved by unauthorised collection of fee, may lodge a complaint with the officer authorised by the Central Government or the executing authority, as the case may be, in this behalf, who shall after hearing the parties pass an order on such complaint for refund of excess payment and damages for the inconvenience suffered by such user within thirty days.

14. Failure to pay fee.- (1) If any driver, owner or person in charge of a mechanical vehicle does not pay or refuses to pay the fee for use of national highway, permanent bridge, bypass or tunnel, his or her vehicle shall not be allowed to use such section of national highway, permanent bridge, bypass or tunnel and in case such vehicle obstructs the normal flow of traffic, the executing authority or the concessionaire, as the case may be, may get such obstructing vehicle removed from the national highway, permanent bridge, bypass or tunnel, as the case may be.

(2) Where the driver or the person in charge of a mechanical vehicle refuses or fails to pay the fee levied under these rules, the same shall be recovered from the registered owner of the mechanical vehicle.

(3) Where the Central Government, executing authority or the concessionaire, as the case may be, has reason to believe that a mechanical vehicle is plying on a section of the national highway, permanent bridge, bypass or tunnel without payment of fee due, it may stop such vehicle for the purpose of verifying the payment thereof and collect the fee due from such vehicle.

15. Power of Central Government to verify records.- An officer duly authorised by the Central Government or the executing authority, as the case may be shall have the power to verify the collection of fee, and inspect any document, records, other information, receipts or reports of the executing authority or the concessionaire, as the case may be.

16. Collection of fee in respect of Private Investment Project.- (1) The fee levied under the provisions of sub-rule (3) of rule 3 shall be collected by the concessionaire till its



agreement is in force.

(2) On and from the date of expiry of the agreement specified under sub-rule (3) of rule 3, the fee levied shall be collected by the Central Government or the executing authority, as the case may be.

17. Bar for installation of additional barrier.- No barrier shall be installed at any place, other than at the toll plaza, except with the prior permission in writing of the Central Government or the executing authority, as the case may be, who after being satisfied that there is evasion of fee, may allow on such terms and conditions as it may impose, the installation of such additional barrier by the Central Government, the executing authority or the concessionaire, as the case may be, within ten kilometers from the toll plaza, to check the evasion of fee:

Provided that the Central Government or the executing authority, as the case may be, may, at any time, for reasons to be recorded in writing, withdraw such permission.

Provided further that where the Central Government or the executing authority, as the case may be, do not allow installation of an additional barrier by the concessionaire, the reasons for such refusal shall be communicated to such concessionaire within a reasonable period.



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



SCHEDULE -S
(See Clause 31.1.2)

ESCROW AGREEMENT

THIS ESCROW AGREEMENT is entered into on this the day of 20....

AMONGST

- 1 SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED, a company incorporated under the provisions of the Companies Act, 1956 and having its registered office at 8th Floor-Block B, Vatika Towers, Golf Links Road, Sector-54, Gurgaon-122002, Haryana, India (hereinafter referred to as the "**Concessionaire**" which expression shall, unless repugnant to the context or meaning thereof, include its successors, permitted assigns and substitutes);
- 2name and particulars of Lenders' Representative and having its registered office atacting for and on behalf of the Senior Lenders as their duly authorised agent with regard to matters arising out of or in relation to this Agreement (hereinafter referred to as the "**Lenders' Representative**" which expression shall, unless repugnant to the context or meaning thereof, include its successors and substitutes);
- 3name and particulars of the Escrow Bank and having its registered office at(hereinafter referred to as the "**Escrow Bank**" which expression shall, unless repugnant to the context or meaning thereof, include its successors and substitutes); and
- 4 The National Highways Authority of India, established under the National Highways Authority Act 1988, represented by its Chairman and having its principal offices at G-5 & 6, Sector 10, Dwarka, New Delhi-110075 (hereinafter referred to as the "**Authority**" which expression shall, unless repugnant to the context or meaning thereof, include its administrators, successors and assigns).

WHEREAS:

- (A) The Authority has entered into a Concession Agreement dated with the Concessionaire (the "**Concession Agreement**") for Four-Laning from km 103.000 to km 29.100 of the Gujarat/Maharashtra Border-Surat-Hazira Port Section (km 103.00 to km 29.100) of National Highway No. 6 in the State of Gujarat on design, build, finance, operate and transfer (DBFOT) basis, and a copy of which is annexed hereto and marked as Annex-A to form part of this Agreement.
- (B) Senior Lenders have agreed to finance the Project in accordance with the terms and conditions set forth in the Financing Agreements.
- (C) The Concession Agreement requires the Concessionaire to establish an Escrow Account, inter alia, on the terms and conditions stated therein.

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



NOW IT IS HEREBY AGREED as follows:**1 DEFINITIONS AND INTERPRETATION**

1.1 Definitions In this Agreement, the following words and expressions shall, unless repugnant to the context or meaning thereof, have the meaning hereinafter respectively assigned to them:

“Agreement” means this Escrow Agreement and any amendment thereto made in accordance with the provisions contained herein;

“Concession Agreement” means the Concession Agreement referred to in Recital (A) above and annexed hereto as Annex-A, and shall include all of its Recitals and Schedules and any amendments made thereto in accordance with the provisions contained in this behalf therein;

“Cure Period” means the period specified in this Agreement for curing any breach or default of any provision of this Agreement by the Concessionaire, and shall commence from the date on which a notice is delivered by the Authority or the Lenders' Representative, as the case may be, to the Concessionaire asking the latter to cure the breach or default specified in such notice;

“Escrow Account” means an escrow account established in terms of and under this Agreement, and shall include the Sub-Accounts;

“Escrow Default” shall have the meaning ascribed thereto in Clause 6.1;

“Lenders' Representative” means the person referred to as the Lenders' Representative in the foregoing Recitals;

“Parties” means the parties to this Agreement collectively and “Party” shall mean any of the Parties to this Agreement individually;

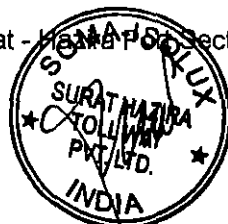
“Payment Date” means, in relation to any payment specified in Clause 4.1, the date(s) specified for such payment; and

“Sub-Accounts” means the respective Sub-Accounts of the Escrow Account, into which the monies specified in Clause 4.1 would be credited every month and paid out if due, and if not due in a month then appropriated proportionately in such month and retained in the respective Sub Accounts and paid out therefrom on the Payment Date(s).

1.2 Interpretation

1.2.1 References to Lenders' Representative shall, unless repugnant to the context or meaning thereof, mean references to the Lenders' Representative, acting for and on behalf of Senior Lenders.

1.2.2 The words and expressions beginning with capital letters and defined in this



Agreement shall have the meaning ascribed thereto herein, and the words and expressions used in this Agreement and not defined herein but defined in the Concession Agreement shall, unless repugnant to the context, have the meaning ascribed thereto in the Concession Agreement.

1.2.3 References to Clauses are, unless stated otherwise, references to Clauses of this Agreement.

1.2.4 The rules of interpretation stated in Clauses 1.2, 1.3 and 1.4 of the Concession Agreement shall apply, *mutatis mutandis*, to this Agreement.

2 ESCROW ACCOUNT

2.1 Escrow Bank to act as trustee

2.1.1 The Concessionaire hereby appoints the Escrow Bank to act as trustee for the Authority, the Lenders' Representative and the Concessionaire in connection herewith and authorises the Escrow Bank to exercise such rights, powers, authorities and discretion as are specifically delegated to the Escrow Bank by the terms hereof together with all such rights, powers, authorities and discretion as are reasonably incidental hereto, and the Escrow Bank accepts such appointment pursuant to the terms hereof.

2.1.2 The Concessionaire hereby declares that all rights, title and interest in and to the Escrow Account shall be vested in the Escrow Bank and held in trust for the Authority, the Lenders' Representative and the Concessionaire, and applied in accordance with the terms of this Agreement. No person other than the Authority, the Lenders' Representative and the Concessionaire shall have any rights hereunder as the beneficiaries of, or as third party beneficiaries under this Agreement.

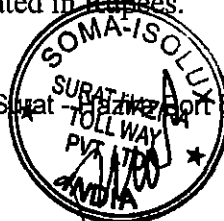
2.2 Acceptance of Escrow Bank

The Escrow Bank hereby agrees to act as such and to accept all payments and other amounts to be delivered to and held by the Escrow Bank pursuant to the provisions of this Agreement. The Escrow Bank shall hold and safeguard the Escrow Account during the term of this Agreement and shall treat the amount in the Escrow Account as monies deposited by the Concessionaire, Senior Lenders or the Authority with the Escrow Bank. In performing its functions and duties under this Agreement, the Escrow Bank shall act in trust for the benefit of, and as agent for, the Authority, the Lenders' Representative and the Concessionaire or their nominees, successors or assigns, in accordance with the provisions of this Agreement.

2.3 Establishment and operation of Escrow Account

2.3.1 Within 30 (thirty) days from the date of this Agreement, and in any case prior to the Appointed Date, the Concessionaire shall open and establish the Escrow Account with the (name of Branch) Branch of the Escrow Bank. The Escrow Account shall be denominated in Rupees.

Four Laning of Gujarat/Maharashtra Border - Surat - Hazrat Nizamuddin Port Section of NH6 in the State of Gujarat under NHDP Phase III



2.3.2 The Escrow Bank shall maintain the Escrow Account in accordance with the terms of this Agreement and its usual practices and applicable regulations, and pay the maximum rate of interest payable to similar customers on the balance in the said account from time to time.

2.3.3 The Escrow Bank and the Concessionaire shall, after consultation with the Lenders' Representative, agree on the detailed mandates, terms and conditions, and operating procedures for the Escrow Account, but in the event of any conflict or inconsistency between this Agreement and such mandates, terms and conditions, or procedures, this Agreement shall prevail.

2.4 Escrow Bank's fee

The Escrow Bank shall be entitled to receive its fee and expenses in an amount, and at such times, as may be agreed between the Escrow Bank and the Concessionaire. For the avoidance of doubt, such fee and expenses shall form part of the O&M Expenses and shall be appropriated from the Escrow Account in accordance with Clause 4.1.

2.5 Rights of the parties

The rights of the Authority, the Lenders' Representative and the Concessionaire in the monies held in the Escrow Account are set forth in their entirety in this Agreement and the Authority, the Lenders' Representative and the Concessionaire shall have no other rights against or to the monies in the Escrow Account.

2.6 Substitution of the Concessionaire

The Parties hereto acknowledge and agree that upon substitution of the Concessionaire with the Nominated Company, pursuant to the Substitution Agreement, it shall be deemed for the purposes of this Agreement that the Nominated Company is a Party hereto and the Nominated Company shall accordingly be deemed to have succeeded to the rights and obligations of the Concessionaire under this Agreement on and with effect from the date of substitution of the Concessionaire with the Nominated Company.

3 DEPOSITS INTO ESCROW ACCOUNT

3.1 Deposits by the Concessionaire

3.1.1 The Concessionaire agrees and undertakes that it shall deposit into and/or credit the Escrow Account with:

- (a) all monies received in relation to the Project from any source, including the Senior Lenders, lenders of Subordinated Debt and the Authority;
- (b) all funds received by the Concessionaire from its share-holders, in any manner or form;



- (c) all Fee levied and collected by the Concessionaire;
- (d) any other revenues, deposits or capital receipts, as the case may be, from or in respect of the Project Highway; and
- (e) all proceeds received pursuant to any insurance claims.

3.1.2 The Concessionaire may at any time make deposits of its other funds into the Escrow Account, provided that the provisions of this Agreement shall apply to such deposits.

3.2 Deposits by the Authority

The Authority agrees and undertakes that, as and when due and payable, it shall deposit into and/or credit the Escrow Account with:

- (a) Grant and any other monies disbursed by the Authority to the Concessionaire;
- (b) Revenue Shortfall Loan;
- (c) all Fee collected by the Authority in exercise of its rights under the Concession Agreement; and
- (d) Termination Payments:

Provided that the Authority shall be entitled to appropriate from the aforesaid amounts, any Concession Fee due and payable to it by the Concessionaire, and the balance remaining shall be deposited into the Escrow Account.

3.3 Deposits by Senior Lenders

The Lenders' Representative agrees, confirms and undertakes that the Senior Lenders shall deposit into and/or credit the Escrow Account with all disbursements made by them in relation to or in respect of the Project; provided that notwithstanding anything to the contrary contained in this Agreement, the Senior Lenders shall be entitled to make direct payments to the EPC Contractor under and in accordance with the express provisions contained in this behalf in the Financing Agreements.

3.4 Interest on deposits

The Escrow Bank agrees and undertakes that all interest accruing on the balances of the Escrow Account shall be credited to the Escrow Account; provided that the Escrow Bank shall be entitled to appropriate therefrom the fee and expenses due to it from the Concessionaire in relation to the Escrow Account and credit the balance remaining to the Escrow Account.

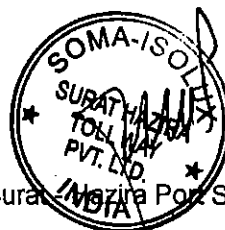
4 WITHDRAWALS FROM ESCROW ACCOUNT

4.1 Withdrawals during Concession Period

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



- 4.1.1 At the beginning of every month, or at such shorter intervals as the Lenders' Representative and the Concessionaire may by written instructions determine, the Escrow Bank shall withdraw amounts from the Escrow Account and appropriate them in the following order by depositing such amounts in the relevant Sub-Accounts for making due payments, and if such payments are not due in any month, then retain such monies in such Sub-Accounts and pay out therefrom on the Payment Date(s):
- (a) all taxes due and payable by the Concessionaire for and in respect of the Project Highway;
 - (b) all payments relating to construction of the Project Highway, subject to and in accordance with the conditions, if any, set forth in the Financing Agreements;
 - (c) O&M Expenses, subject to the ceiling, if any, set forth in the Financing Agreements;
 - (d) O&M Expenses incurred by the Authority, provided it certifies to the Escrow Bank that it had incurred such expenses in accordance with the provisions of the Concession Agreement and that the amounts claimed are due to it from the Concessionaire;
 - (e) Concession Fee due and payable to the Authority;
 - (f) monthly proportionate provision of Debt Service due in an Accounting Year;
 - {(g) Premium due and payable to the Authority;}
 - (h) all payments and Damages certified by the Authority as due and payable to it by the Concessionaire pursuant to the Concession Agreement, including repayment of Revenue Shortfall Loan;
 - (i) monthly proportionate provision of debt service payments due in an Accounting Year in respect of Subordinated Debt;
 - (j) any reserve requirements set forth in the Financing Agreements; and
 - (k) balance, if any, in accordance with the instructions of the Concessionaire.
- 4.1.2 Not later than 60 (sixty) days prior to the commencement of each Accounting Year, the Concessionaire shall provide to the Escrow Bank, with prior written approval of the Lenders' Representative, details of the amounts likely to be required for each of the payment obligations set forth in this Clause 4.1; provided that such amounts may be subsequently modified, with prior written approval of the Lenders' Representative, if fresh information received during the course of the year makes such modification necessary.



4.2 Withdrawals upon Termination

Upon Termination of the Concession Agreement, all amounts standing to the credit of the Escrow Account shall, notwithstanding anything in this Agreement, be appropriated and dealt with in the following order:

- (a) all taxes due and payable by the Concessionaire for and in respect of the Project Highway;
- (b) 90% (ninety per cent) of Debt Due excluding Subordinated Debt;
- (c) outstanding Concession Fee;
- (d) all payments and Damages certified by the Authority as due and payable to it by the Concessionaire pursuant to the Concession Agreement, including {Premium,} repayment of Revenue Shortfall Loan and any claims in connection with or arising out of Termination;
- (e) retention and payments arising out of, or in relation to, liability for defects and deficiencies set forth in Article 39 of the Concession Agreement;
- (f) outstanding Debt Service including the balance of Debt Due;
- (g) outstanding Subordinated Debt;
- (h) incurred or accrued O&M Expenses;
- (i) any other payments required to be made under the Concession Agreement; and
- (j) balance, if any, in accordance with the instructions of the Concessionaire:

Provided that the disbursements specified in Sub-clause (j) of this Clause 4.2 shall be undertaken only after the Vesting Certificate has been issued by the Authority.

4.3 Application of insufficient funds

Funds in the Escrow Account shall be applied in the serial order of priority set forth in Clauses 4.1 and 4.2, as the case may be. If the funds available are not sufficient to meet all the requirements, the Escrow Bank shall apply such funds in the serial order of priority until exhaustion thereof.

4.4 Application of insurance proceeds

Notwithstanding anything in this Agreement, the proceeds from all insurance claims, except life and injury, shall be deposited into and/or credited to the Escrow Account and utilised for any necessary repair, reconstruction, reinstatement, replacement, improvement, delivery or installation of the Project Highway, and the balance remaining, if any, shall be applied in accordance with the provisions contained in this



behalf in the Financing Agreements.

4.5 Withdrawals during Suspension

Notwithstanding anything to the contrary contained in this Agreement, the Authority may exercise all or any of the rights of the Concessionaire during the period of Suspension under Article 36 of the Concession Agreement. Any instructions given by the Authority to the Escrow Bank during such period shall be complied with as if such instructions were given by the Concessionaire under this Agreement and all actions of the Authority hereunder shall be deemed to have been taken for and on behalf of the Concessionaire.

5 OBLIGATIONS OF THE ESCROW BANK

5.1 Segregation of funds

Monies and other property received by the Escrow Bank under this Agreement shall, until used or applied in accordance with this Agreement, be held by the Escrow Bank in trust for the purposes for which they were received, and shall be segregated from other funds and property of the Escrow Bank.

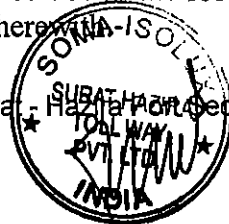
5.2 Notification of balances

7 (seven) business days prior to each Payment Date (and for this purpose the Escrow Bank shall be entitled to rely on an affirmation by the Concessionaire and/or the Lenders' Representative as to the relevant Payment Dates), the Escrow Bank shall notify the Lenders' Representative of the balances in the Escrow Account and Sub-Accounts as at the close of business on the immediately preceding business day.

5.3 Communications and notices

In discharge of its duties and obligations hereunder, the Escrow Bank:

- (a) may, in the absence of bad faith or gross negligence on its part, rely as to any matters of fact which might reasonably be expected to be within the knowledge of the Concessionaire upon a certificate signed by or on behalf of the Concessionaire;
- (b) may, in the absence of bad faith or gross negligence on its part, rely upon the authenticity of any communication or document believed by it to be authentic;
- (c) shall, within 5 (five) business days after receipt, deliver a copy to the Lenders' Representative of any notice or document received by it in its capacity as the Escrow Bank from the Concessionaire or any other person hereunder or in connection herewith; and
- (d) shall, within 5 (five) business days after receipt, deliver a copy to the Concessionaire of any notice or document received by it from the Lenders' Representative in connection herewith.



5.4 No set off

The Escrow Bank agrees not to claim or exercise any right of set off, banker's lien or other right or remedy with respect to amounts standing to the credit of the Escrow Account. For the avoidance of doubt, it is hereby acknowledged and agreed by the Escrow Bank that the monies and properties held by the Escrow Bank in the Escrow Account shall not be considered as part of the assets of the Escrow Bank and being trust property, shall in the case of bankruptcy or liquidation of the Escrow Bank, be wholly excluded from the assets of the Escrow Bank in such bankruptcy or liquidation.

5.5 Regulatory approvals

The Escrow Bank shall use its best efforts to procure, and thereafter maintain and comply with, all regulatory approvals required for it to establish and operate the Escrow Account. The Escrow Bank represents and warrants that it is not aware of any reason why such regulatory approvals will not ordinarily be granted to the Escrow Bank.

6 ESCROW DEFAULT

6.1 Escrow Default

6.1.1 Following events shall constitute an event of default by the Concessionaire (an "Escrow Default") unless such event of default has occurred as a result of Force Majeure or any act or omission of the Authority or the Lenders' Representative:

- (a) the Concessionaire commits breach of this Agreement by failing to deposit any receipts into the Escrow Account as provided herein and fails to cure such breach by depositing the same into the Escrow Account within a Cure Period of 5 (five) business days;
- (b) the Concessionaire causes the Escrow Bank to transfer funds to any account of the Concessionaire in breach of the terms of this Agreement and fails to cure such breach by depositing the relevant funds into the Escrow Account or any Sub-Account in which such transfer should have been made, within a Cure Period of 5 (five) business days; or
- (c) the Concessionaire commits or causes any other breach of the provisions of this Agreement and fails to cure the same within a Cure Period of 5 (five) business days.

6.1.2 Upon occurrence of an Escrow Default, the consequences thereof shall be dealt with under and in accordance with the provisions of the Concession Agreement.

7 TERMINATION OF ESCROW AGREEMENT

7.1 Duration of the Escrow Agreement

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



This Agreement shall remain in full force and effect so long as any sum remains to be advanced or is outstanding from the Concessionaire in respect of the debt, guarantee or financial assistance received by it from the Senior Lenders, or any of its obligations to the Authority remain to be discharged, unless terminated earlier by consent of all the Parties or otherwise in accordance with the provisions of this Agreement.

7.2 Substitution of Escrow Bank

The Concessionaire may, by not less than 45 (forty five) days prior notice to the Escrow Bank, the Authority and the Lenders' Representative, terminate this Agreement and appoint a new Escrow Bank, provided that the new Escrow Bank is acceptable to the Lenders' Representative and arrangements are made satisfactory to the Lenders' Representative for transfer of amounts deposited in the Escrow Account to a new Escrow Account established with the successor Escrow Bank. The termination of this Agreement shall take effect only upon coming into force of an Escrow Agreement with the substitute Escrow Bank.

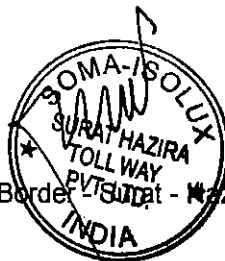
7.3 Closure of Escrow Account

The Escrow Bank shall, at the request of the Concessionaire and the Lenders' Representative made on or after the payment by the Concessionaire of all outstanding amounts under the Concession Agreement and the Financing Agreements including the payments specified in Clause 4.2, and upon confirmation of receipt of such payments, close the Escrow Account and Sub-Accounts and pay any amount standing to the credit thereof to the Concessionaire. Upon closure of the Escrow Account hereunder, the Escrow Agreement shall be deemed to be terminated.

8 SUPPLEMENTARY ESCROW AGREEMENT

8.1 Supplementary escrow agreement

The Lenders' Representative and the Concessionaire shall be entitled to enter into a supplementary escrow agreement with the Escrow Bank providing, inter alia, for detailed procedures and documentation for withdrawals from Sub-Accounts pursuant to Clause 4.1.1 and for matters not covered under this Agreement such as the rights and obligations of Senior Lenders and lenders of Subordinated Debt, investment of surplus funds, restrictions on withdrawals by the Concessionaire in the event of breach of this Agreement or upon occurrence of an Escrow Default, procedures relating to operation of the Escrow Account and withdrawal therefrom, reporting requirements and any matters incidental thereto; provided that such supplementary escrow agreement shall not contain any provision which is inconsistent with this Agreement and in the event of any conflict or inconsistency between provisions of this Agreement and such supplementary escrow agreement, the provisions of this Agreement shall prevail.



9 INDEMNITY

9.1 General indemnity

- 9.1.1 The Concessionaire will indemnify, defend and hold the Authority, Escrow Bank and the Senior Lenders, acting through the Lenders' Representative, harmless against any and all proceedings, actions and third party claims for any loss, damage, cost and expense arising out of any breach by the Concessionaire of any of its obligations under this Agreement or on account of failure of the Concessionaire to comply with Applicable Laws and Applicable Permits.
- 9.1.2 The Authority will indemnify, defend and hold the Concessionaire harmless against any and all proceedings, actions and third party claims for any loss, damage, cost and expense arising out of failure of the Authority to fulfil any of its obligations under this Agreement materially and adversely affecting the performance of the Concessionaire's obligations under the Concession Agreement or this Agreement other than any loss, damage, cost and expense arising out of acts done in discharge of their lawful functions by the Authority, its officers, servants and agents.
- 9.1.3 The Escrow Bank will indemnify, defend and hold the Concessionaire harmless against any and all proceedings, actions and third party claims for any loss, damage, cost and expense arising out of failure of the Escrow Bank to fulfil its obligations under this Agreement materially and adversely affecting the performance of the Concessionaire's obligations under the Concession Agreement other than any loss, damage, cost and expense, arising out of acts done in discharge of their lawful functions by the Escrow Bank, its officers, servants and agents.

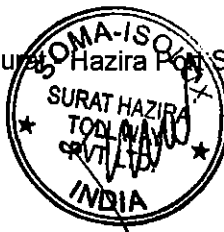
9.2 Notice and contest of claims

In the event that any Party hereto receives a claim from a third party in respect of which it is entitled to the benefit of an indemnity under Clause 9.1 or in respect of which it is entitled to reimbursement (the "**Indemnified Party**"), it shall notify the other Party responsible for indemnifying such claim hereunder (the "**Indemnifying Party**") within 15 (fifteen) days of receipt of the claim and shall not settle or pay the claim without the prior approval of the Indemnifying Party, which approval shall not be unreasonably withheld or delayed. In the event that the Indemnifying Party wishes to contest or dispute the claim, it may conduct the proceedings in the name of the Indemnified Party and shall bear all costs involved in contesting the same. The Indemnified Party shall provide all cooperation and assistance in contesting any claim and shall sign all such writings and documents as the Indemnifying Party may reasonably require.

10 DISPUTE RESOLUTION

10.1 Dispute resolution

- 10.1.1 Any dispute, difference or claim arising out of or in connection with this Agreement, which is not resolved amicably, shall be decided finally by reference to arbitration to



a Board of Arbitrators comprising one nominee of each Party to the dispute, and where the number of such nominees is an even number, the nominees shall elect another person to such Board. Such arbitration shall be held in accordance with the Rules of Arbitration of the International Centre for Alternative Dispute Resolution, New Delhi (the "Rules") or such other rules as may be mutually agreed by the Parties, and shall be subject to the provisions of the Arbitration and Conciliation Act, 1996.

10.1.2 The Arbitrators shall issue a reasoned award and such award shall be final and binding on the Parties. The venue of arbitration shall be Delhi and the language of arbitration shall be English.

11 MISCELLANEOUS PROVISIONS

11.1 Governing law and jurisdiction

This Agreement shall be construed and interpreted in accordance with and governed by the laws of India, and the Courts at Delhi shall have jurisdiction over all matters arising out of or relating to this Agreement.

11.2 Waiver of sovereign immunity

The Authority unconditionally and irrevocably:

- (a) agrees that the execution, delivery and performance by it of this Agreement constitute commercial acts done and performed for commercial purpose;
- (b) agrees that, should any proceedings be brought against it or its assets, property or revenues in any jurisdiction in relation to this Agreement or any transaction contemplated by this Agreement, no immunity (whether by reason of sovereignty or otherwise) from such proceedings shall be claimed by or on behalf of the Authority with respect to its assets;
- (c) waives any right of immunity which it or its assets, property or revenues now has, may acquire in the future or which may be attributed to it in any jurisdiction; and
- (d) consents generally in respect of the enforcement of any judgement or award against it in any such proceedings to the giving of any relief or the issue of any process in any jurisdiction in connection with such proceedings (including the making, enforcement or execution against it or in respect of any assets, property or revenues whatsoever irrespective of their use or intended use of any order or judgement that may be made or given in connection therewith).

11.3 Priority of agreements

In the event of any conflict between the Concession Agreement and this Agreement, the provisions contained in the Concession Agreement shall prevail over this Agreement.



11.4 Alteration of terms

All additions, amendments, modifications and variations to this Agreement shall be effectual and binding only if in writing and signed by the duly authorised representatives of the Parties.

11.5 Waiver

11.5.1 Waiver by any Party of a default by another Party in the observance and performance of any provision of or obligations under this Agreement:

- (a) shall not operate or be construed as a waiver of any other or subsequent default hereof or of other provisions of or obligations under this Agreement;
- (b) shall not be effective unless it is in writing and executed by a duly authorised representative of the Party; and
- (c) shall not affect the validity or enforceability of this Agreement in any manner.

11.5.2 Neither the failure by any Party to insist on any occasion upon the performance of the terms, conditions and provisions of this Agreement or any obligation thereunder nor time or other indulgence granted by any Party to another Party shall be treated or deemed as waiver of such breach or acceptance of any variation or the relinquishment of any such right hereunder.

11.6 No third party beneficiaries

This Agreement is solely for the benefit of the Parties and no other person or entity shall have any rights hereunder.

11.7 Survival

11.7.1 Termination of this Agreement:

- (a) shall not relieve the Parties of any obligations hereunder which expressly or by implication survive termination hereof; and
- (b) except as otherwise provided in any provision of this Agreement expressly limiting the liability of either Party, shall not relieve either Party of any obligations or liabilities for loss or damage to the other Party arising out of, or caused by, acts or omissions of such Party prior to the effectiveness of such termination or arising out of such termination.

11.7.2 All obligations surviving the cancellation, expiration or termination of this Agreement shall only survive for a period of 3 (three) years following the date of such termination or expiry of this Agreement.

11.8 Severability

If for any reason whatever any provision of this Agreement is or becomes invalid, illegal or unenforceable or is declared by any court of competent jurisdiction or any other instrumentality to be invalid, illegal or unenforceable, the validity, legality or enforceability of the remaining provisions shall not be affected in any manner, and the Parties will negotiate in good faith with a view to agreeing to one or more provisions which may be substituted for such invalid, unenforceable or illegal provisions, as nearly as is practicable to such invalid, illegal or unenforceable provision. Failure to agree upon any such provisions shall not be subject to dispute resolution under Clause 10.1 of this Agreement or otherwise.

11.9 Successors and assigns

This Agreement shall be binding on and shall inure to the benefit of the Parties and their respective successors and permitted assigns.

11.10 Notices

All notices or other communications to be given or made under this Agreement shall be in writing and shall either be delivered personally or sent by courier or registered post with an additional copy to be sent by facsimile or e-mail. The address for service of each Party, its facsimile number or e-mail are set out under its name on the signing pages hereto. A notice shall be effective upon actual receipt thereof, save that where it is received after 5.30 (five thirty) p.m. on a business day, or on a day that is not a business day, the notice shall be deemed to be received on the first business day following the date of actual receipt. Without prejudice to the foregoing, a Party giving or making a notice or communication by facsimile or e-mail shall promptly deliver a copy thereof personally, or send it by courier or registered post to the addressee of such notice or communication. It is hereby agreed and acknowledged that any Party may by notice change the address to which such notices and communications to it are to be delivered or mailed. Such change shall be effective when all the Parties have notice of it.

11.11 Language

All notices, certificates, correspondence and proceedings under or in connection with this Agreement shall be in English.

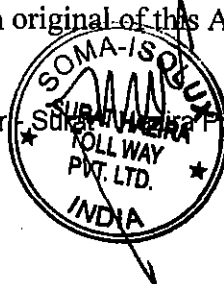
11.12 Authorised representatives

Each of the Parties shall, by notice in writing, designate their respective authorised representatives through whom only all communications shall be made. A Party hereto shall be entitled to remove and/or substitute or make fresh appointment of such authorised representative by similar notice.

11.13 Original Document

This Agreement may be executed in four counterparts, each of which when executed and delivered shall constitute an original of this Agreement.

Four Laning of Gujarat/Maharashtra Border - Soma-Iskcon Toll Port Section of NH6 in the State of Gujarat under NHDP Phase III



IN WITNESS WHEREOF THE PARTIES HAVE EXECUTED AND DELIVERED THIS AGREEMENT AS OF THE DATE FIRST ABOVE WRITTEN.

SIGNED, SEALED AND
DELIVERED

For and on behalf of
CONCESSIONAIRE by:

SIGNED, SEALED AND
DELIVERED

For and on behalf of
SENIOR LENDERS by the
Lenders' Representative:

(Signature)

(Signature)

(Name)

(Name)

(Designation)

(Designation)

(Address)

(Address)

(Fax No.)

(Fax No.)

(Email address)

(Email address)

SIGNED, SEALED AND

SIGNED, SEALED AND

DELIVERED

DELIVERED

For and on behalf of
ESCROW BANK by:

For and on behalf of
NATIONAL HIGHWAYS
AUTHORITY OF INDIA by:

(Signature)

(Signature)

(Name)

(Name)

(Designation)

(Designation)

(Address)

(Address)

(Fax No.)

(Fax No.)

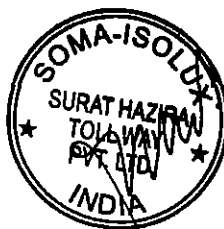
(Email address)

(Email address)

In the presence of:

1.

2.



SCHEDULE -T
(See Clause 33.2.1)

PANEL OF CHARTERED ACCOUNTANTS

1 Panel of Chartered Accountants

Pursuant to the provisions of Clause 33.2.1 of the Agreement, the Authority and the Concessionaire shall prepare a mutually agreed panel of 10 (ten) reputable firms of Chartered Accountants having their registered offices in India (the "**Panel of Chartered Accountants**"). The criteria for preparing such Panel and the procedure to be adopted in this behalf shall be as set forth in this Schedule-T.

2 Invitation for empanelment

2.1 The Authority shall invite offers from all reputable firms of Chartered Accountants who fulfil the following eligibility criteria, namely:

- (a) the firm should have conducted statutory audit of the annual accounts of at least one hundred companies registered under the Companies Act, 1956, of which at least ten should have been public sector undertakings;
- (b) the firm should have at least 5 (five) practising Chartered Accountants on its rolls, each with a minimum experience of ten years in the profession;
- (c) the firm or any of its partners should not have been disqualified or black-listed by the Comptroller and Auditor General of India or the Authority; and
- (d) the firm should have an office in the State or in an adjacent State with at least 2 (two) practising Chartered Accountants on its rolls in such State.

2.2 Interested firms meeting the eligibility criteria shall be required to submit a statement of their capability including the bio-data of all the practising Chartered Accountants on its rolls. In particular, each firm shall be required to furnish year-wise information relating to the names of all the companies with an annual turnover exceeding Rs. 100,00,00,000 (Rs. one hundred crore) whose annual accounts were audited by such firm in any of the preceding 5 (five) Accounting Years.

3 Evaluation and selection

3.1 The information furnished by each firm shall be scrutinised and evaluated by the Authority and 1 (one) point shall be awarded for each annual audit of the companies specified in Paragraph 2.2 above. (For the avoidance of doubt, a firm which has conducted audit of the annual accounts of any such company for five years shall be awarded five points).

3.2 The Authority shall prepare a list of all the eligible firms along with the points scored by each such firm and 10 (ten) firms scoring the highest points shall be identified and



included in the draft Panel of Chartered Accountants.

4 Consultation with the Concessionaire

The Authority shall convey the aforesaid panel of firms to the Concessionaire for scrutiny and comments, if any. The Concessionaire shall be entitled to scrutinise the relevant records of the Authority to ascertain whether the selection of firms has been undertaken in accordance with the prescribed procedure and it shall send its comments, if any, to the Authority within 15 (fifteen) days of receiving the aforesaid panel.

5 Mutually agreed panel

- 5.1 The Authority shall, after considering all relevant factors including the comments, if any, of the Concessionaire, finalise and constitute a panel of 10 (ten) firms which shall be deemed to be the mutually agreed Panel of Chartered Accountants.
- 5.2 After completion of every five years from the date of preparing the mutually agreed Panel of Chartered Accountants, or such earlier period as may be agreed between the Authority and the Concessionaire, a new panel shall be prepared in accordance with the provisions of this Schedule - T.



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



SCHEDULE -U
(See Clause 38.3)

VESTING CERTIFICATE

- 1 The Chairman, National Highways Authority of India (the "**Authority**") refers to the Concession Agreement dated (the "**Agreement**") entered into between the Authority and SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED (the "**Concessionaire**") for Four-Laning from km 103.000 to km 29.100 of the Gujarat/Maharashtra Border-Surat-Hazira Port Section of National Highway No.6 (the "**Project Highway**") on design, build, finance, operate and transfer ("**DBFOT**") basis.
- 2 The Authority hereby acknowledges compliance and fulfilment by the Concessionaire of the Divestment Requirements set forth in Clause 38.1 of the Agreement on the basis that upon issue of this Vesting Certificate, the Authority shall be deemed to have acquired, and all title and interest of the Concessionaire in or about the Project Highway shall be deemed to have vested unto the Authority, free from any encumbrances, charges and liens whatsoever.
- 3 Notwithstanding anything to the contrary contained hereinabove, it shall be a condition of this Vesting Certificate that nothing contained herein shall be construed or interpreted as waiving the obligation of the Concessionaire to rectify and remedy any defect or deficiency in any of the Divestment Requirements and/or relieving the Concessionaire in any manner of the same.

Signed this day of, 20..... at Delhi.

AGREED, ACCEPTED AND SIGNED

For and on behalf of
CONCESSIONAIRE by:

(Signature)
(Name)
(Designation)
(Address)

SIGNED, SEALED AND DELIVERED

For and on behalf of
NATIONAL HIGHWAYS
AUTHORITY OF INDIA by:

(Signature)
(Name)
(Designation)
(Address)

In the presence of:

1.

2.

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



SCHEDULE -V
(See Clause 40.3.1)

SUBSTITUTION AGREEMENT

THIS SUBSTITUTION AGREEMENT is entered into on this the day of 20....

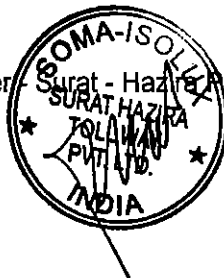
AMONGST

- 1 The National Highways Authority of India, established under the National Highways Authority Act 1988, represented by its Chairman and having its principal offices at G-5 & 6, Sector 10, Dwarka, New Delhi-110075 (hereinafter referred to as the "Authority" which expression shall unless repugnant to the context or meaning thereof include its administrators, successors and assigns);
- 2 SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED, a company incorporated under the provisions of the Companies Act, 1956 and having its registered office at 8th Floor-Block B,Vatika Towers, Golf Links Road, Sector-54, Gurgaon-122002,Haryana,India (hereinafter referred to as the "**Concessionaire**" which expression shall unless repugnant to the context or meaning thereof include its successors and permitted assigns and substitutes);
- 3name and particulars of Lenders' Representative and having its registered office at, acting for and on behalf of the Senior Lenders as their duly authorised agent with regard to matters arising out of or in relation to this Agreement (hereinafter referred to as the "**Lenders' Representative**", which expression shall unless repugnant to the context or meaning thereof include its successors and substitutes);

WHEREAS:

- (A) The Authority has entered into a Concession Agreement dated with the Concessionaire (the "**Concession Agreement**") for Four-Laning from km 103.000 to km 29.100 of the Gujarat/Maharashtra Border-Surat-Hazira Port Section (km 103.000 to 29.100) of National Highway No. 6 in the State of Gujarat on design, build, finance, operate and transfer basis (DBFOT), and a copy of which is annexed hereto and marked as Annex-A to form part of this Agreement.
- (B) Senior Lenders have agreed to finance the Project in accordance with the terms and conditions set forth in the Financing Agreements.
- (C) Senior Lenders have requested the Authority to enter into this Substitution Agreement

Four Laning of Gujarat/Maharashtra Border-Surat-Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III 151



for securing their interests through assignment, transfer and substitution of the Concession to a Nominated Company in accordance with the provisions of this Agreement and the Concession Agreement.

- (D) In order to enable implementation of the Project including its financing, construction, operation and maintenance, the Authority has agreed and undertaken to transfer and assign the Concession to a Nominated Company in accordance with the terms and conditions set forth in this Agreement and the Concession Agreement.

NOW IT IS HEREBY AGREED as follows:

1 DEFINITIONS AND INTERPRETATION

1.1 Definitions

In this Substitution Agreement, the following words and expressions shall, unless repugnant to the context or meaning thereof, have the meaning hereinafter respectively assigned to them:

"Agreement" means this Substitution Agreement and any amendment thereto made in accordance with the provisions contained in this Agreement;

"Financial Default" means occurrence of a material breach of the terms and conditions of the Financing Agreements or a continuous default in Debt Service by the Concessionaire for a minimum period of 3 (three) months;

"Lenders' Representative" means the person referred to as the Lenders' Representative in the foregoing Recitals;

"Nominated Company" means a company, incorporated under the provisions of the Companies Act, 1956, selected by the Lenders' Representative, on behalf of Senior Lenders, and proposed to the Authority for assignment/transfer of the Concession as provided in this Agreement;

"Notice of Financial Default" shall have the meaning ascribed thereto in Clause 3.2.1; and

"Parties" means the parties to this Agreement collectively and "Party" shall mean any of the Parties to this Agreement individually.

1.2 Interpretation

- 1.2.1 References to Lenders' Representative shall, unless repugnant to the context or meaning thereof, mean references to the Lenders' Representative, acting for and on

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



behalf of Senior Lenders.

1.2.2 References to Clauses are, unless stated otherwise, references to Clauses of this Agreement.

1.2.3 The words and expressions beginning with capital letters and defined in this Agreement shall have the meaning ascribed thereto herein, and the words and expressions used in this Agreement and not defined herein but defined in the Concession Agreement shall, unless repugnant to the context, have the meaning ascribed thereto in the Concession Agreement.

1.2.4 The rules of interpretation stated in Clauses 1.2, 1.3 and 1.4 of the Concession Agreement shall apply, *mutatis mutandis*, to this Agreement.

2 ASSIGNMENT

2.1 Assignment of rights and title

The Concessionaire hereby assigns the rights, title and interest in the Concession to, and in favour of, the Lenders' Representative pursuant to and in accordance with the provisions of this Agreement and the Concession Agreement by way of security in respect of financing by the Senior Lenders under the Financing Agreements.

3 SUBSTITUTION OF THE CONCESSIONAIRE

3.1 Rights of substitution

3.1.1 Pursuant to the rights, title and interest assigned under Clause 2.1, the Lenders' Representative shall be entitled to substitute the Concessionaire by a Nominated Company under and in accordance with the provisions of this Agreement and the Concession Agreement.

3.1.2 The Authority hereby agrees to substitute the Concessionaire by endorsement on the Concession Agreement in favour of the Nominated Company selected by the Lenders' Representative in accordance with this Agreement. (For the avoidance of doubt, the Senior Lenders or the Lenders' Representative shall not be entitled to operate and maintain the Project Highway as Concessionaire either individually or collectively).

3.2 Substitution upon occurrence of Financial Default

3.2.1 Upon occurrence of a Financial Default, the Lenders' Representative may issue a notice to the Concessionaire (the "Notice of Financial Default") along with particulars thereof, and send a copy to the Authority for its information and record. A



Notice of Financial Default under this Clause 3 shall be conclusive evidence of such Financial Default and it shall be final and binding upon the Concessionaire for the purposes of this Agreement.

- 3.2.2 Upon issue of a Notice of Financial Default hereunder, the Lenders' Representative may, without prejudice to any of its rights or remedies under this Agreement or the Financing Agreements, substitute the Concessionaire by a Nominated Company in accordance with the provisions of this Agreement.
- 3.2.3 At any time after the Lenders' Representative has issued a Notice of Financial Default, it may by notice require the Authority to suspend all the rights of the Concessionaire and undertake the operation and maintenance of the Project Highway in accordance with the provisions of Article 36 of the Concession Agreement, and upon receipt of such notice, the Authority shall undertake Suspension under and in accordance with the provisions of the Concession Agreement. The aforesaid Suspension shall be revoked upon substitution of the Concessionaire by a Nominated Company, and in the event such substitution is not completed within 180 (one hundred and eighty) days from the date of such Suspension, the Authority may terminate the Concession Agreement forthwith by issuing a Termination Notice in accordance with the provisions of the Concession Agreement; provided that upon written request from the Lenders' Representative and the Concessionaire, the Authority may extend the aforesaid period of 180 (one hundred and eighty) days by a period not exceeding 90 (ninety) days.

3.3 Substitution upon occurrence of Concessionaire Default

- 3.3.1 Upon occurrence of a Concessionaire Default, the Authority shall by a notice inform the Lenders' Representative of its intention to issue a Termination Notice and grant 15 (fifteen) days time to the Lenders' Representative to make a representation, stating the intention to substitute the Concessionaire by a Nominated Company.
- 3.3.2 In the event that the Lenders' Representative makes a representation to the Authority within the period of 15 (fifteen) days specified in Clause 3.3.1, stating that it intends to substitute the Concessionaire by a Nominated Company, the Lenders' Representative shall be entitled to undertake and complete the substitution of the Concessionaire by a Nominated Company in accordance with the provisions of this Agreement within a period of 180 (one hundred and eighty) days from the date of such representation, and the Authority shall either withhold Termination or undertake Suspension for the aforesaid period of 180 (one hundred and eighty) days; provided that upon written request from the Lenders' Representative and the Concessionaire, the Authority shall extend the aforesaid period of 180 (one hundred and eighty) days by a period not exceeding 90 (ninety) days.



3.4 Procedure for substitution

- 3.4.1 The Authority and the Concessionaire hereby agree that on or after the date of Notice of Financial Default or the date of representation to the Authority under Clause 3.3.2, as the case may be, the Lenders' Representative may, without prejudice to any of the other rights or remedies of the Senior Lenders, invite, negotiate and procure offers, either by private negotiations or public auction or tenders for the take over and transfer of the Project Highway including the Concession to the Nominated Company upon such Nominated Company's assumption of the liabilities and obligations of the Concessionaire towards the Authority under the Concession Agreement and towards the Senior Lenders under the Financing Agreements.
- 3.4.2 To be eligible for substitution in place of the Concessionaire, the Nominated Company shall be required to fulfil the eligibility criteria that were laid down by the Authority for shortlisting the bidders for award of the Concession; provided that the Lenders' Representative may represent to the Authority that all or any of such criteria may be waived in the interest of the Project, and if the Authority determines that such waiver shall not have any material adverse effect on the Project, it may waive all or any of such eligibility criteria.
- 3.4.3 Upon selection of a Nominated Company, the Lenders' Representative shall request the Authority to:
- (a) accede to transfer to the Nominated Company the right to construct, operate and maintain the Project Highway in accordance with the provisions of the Concession Agreement;
 - (b) endorse and transfer the Concession to the Nominated Company, on the same terms and conditions, for the residual Concession Period; and
 - (c) enter into a Substitution Agreement with the Lenders' Representative and the Nominated Company on the same terms as are contained in this Agreement.
- 3.4.4 If the Authority has any objection to the transfer of Concession in favour of the Nominated Company in accordance with this Agreement, it shall within 15 (fifteen) days from the date of proposal made by the Lenders' Representative, give a reasoned order after hearing the Lenders' Representative. If no such objection is raised by the Authority, the Nominated Company shall be deemed to have been accepted. The Authority thereupon shall transfer and endorse the Concession within 15 (fifteen) days of its acceptance/deemed acceptance of the Nominated Company; provided that in the event of such objection by the Authority, the Lenders' Representative may propose another Nominated Company whereupon the procedure set forth in this



Clause 3.4 shall be followed for substitution of such Nominated Company in place of the Concessionaire.

3.5 Selection to be binding

The decision of the Lenders' Representative and the Authority in selection of the Nominated Company shall be final and binding on the Concessionaire. The Concessionaire irrevocably agrees and waives any right to challenge the actions of the Lenders' Representative or the Senior Lenders or the Authority taken pursuant to this Agreement including the transfer/assignment of the Concession in favour of the Nominated Company. The Concessionaire agrees and confirms that it shall not have any right to seek revaluation of assets of the Project or the Concessionaire's shares. It is hereby acknowledged by the Parties that the rights of the Lenders' Representative are irrevocable and shall not be contested in any proceedings before any court or Authority and the Concessionaire shall have no right or remedy to prevent, obstruct or restrain the Authority or the Lenders' Representative from effecting or causing the transfer by substitution and endorsement of the Concession as requested by the Lenders' Representative.

4 PROJECT AGREEMENTS

4.1 Substitution of Nominated Company in Project Agreements

The Concessionaire shall ensure and procure that each Project Agreement contains provisions that entitle the Nominated Company to step into such Project Agreement, in its discretion, in place and substitution of the Concessionaire in the event of such Nominated Company's assumption of the liabilities and obligations of the Concessionaire under the Concession Agreement.

5 TERMINATION OF CONCESSION AGREEMENT

5.1 Termination upon occurrence of Financial Default

At any time after issue of a Notice of Financial Default, the Lenders' Representative may by a notice in writing require the Authority to terminate the Concession Agreement forthwith, and upon receipt of such notice, the Authority shall undertake Termination under and in accordance with the provisions of Article 37 of the Concession Agreement.

5.2 Termination when no Nominated Company is selected

In the event that no Nominated Company acceptable to the Authority is selected and recommended by the Lenders' Representative within the period of 180 (one hundred



and eighty) days or any extension thereof as set forth in Clause 3.3.2, the Authority may terminate the Concession Agreement forthwith in accordance with the provisions thereof.

5.3 Realisation of Debt Due

The Authority and the Concessionaire hereby acknowledge and agree that, without prejudice to their any other right or remedy, the Lenders' Representative is entitled to receive from the Concessionaire, without any further reference to or consent of the Concessionaire, the Debt Due upon Termination of the Concession Agreement. For realisation of the Debt Due, the Lenders' Representative shall be entitled to make its claim from the Escrow Account in accordance with the provisions of the Concession Agreement and the Escrow Agreement.

6 DURATION OF THE AGREEMENT

6.1 Duration of the Agreement

This Agreement shall come into force from the date hereof and shall expire at the earliest to occur of the following events:

- (a) Termination of the Agreement; or
- (b) no sum remains to be advanced, or is outstanding to the Senior Lenders, under the Financing Agreements.

7 INDEMNITY

7.1 General indemnity

- 7.1.1 The Concessionaire will indemnify, defend and hold the Authority and the Lenders' Representative harmless against any and all proceedings, actions and third party claims for any loss, damage, cost and expense of whatever kind and nature arising out of any breach by the Concessionaire of any of its obligations under this Agreement or on account of failure of the Concessionaire to comply with Applicable Laws and Applicable Permits.
- 7.1.2 The Authority will indemnify, defend and hold the Concessionaire harmless against any and all proceedings, actions and third party claims for any loss, damage, cost and expense arising out of failure of the Authority to fulfil any of its obligations under this Agreement, materially and adversely affecting the performance of the Concessionaire's obligations under the Concession Agreement or this Agreement, other than any loss, damage, cost and expense, arising out of acts done in discharge of



their lawful functions by the Authority, its officers, servants and agents.

- 7.1.3 The Lenders' Representative will indemnify, defend and hold the Concessionaire harmless against any and all proceedings, actions and third party claims for any loss, damage, cost and expense arising out of failure of the Lenders' Representative to fulfil its obligations under this Agreement, materially and adversely affecting the performance of the Concessionaire's obligations under the Concession Agreement, other than any loss, damage, cost and expense, arising out of acts done in discharge of their lawful functions by the Lenders' Representative, its officers, servants and agents.

7.2 Notice and contest of claims

In the event that any Party hereto receives a claim from a third party in respect of which it is entitled to the benefit of an indemnity under Clause 7.1 or in respect of which it is entitled to reimbursement (the “**Indemnified Party**”), it shall notify the other Party responsible for indemnifying such claim hereunder (the “**Indemnifying Party**”) within 15 (fifteen) days of receipt of the claim and shall not settle or pay the claim without the prior approval of the Indemnifying Party, such approval not to be unreasonably withheld or delayed. In the event that the Indemnifying Party wishes to contest or dispute the claim, it may conduct the proceedings in the name of the Indemnified Party and shall bear all costs involved in contesting the same. The Indemnified Party shall provide all cooperation and assistance in contesting any claim and shall sign all such writings and documents as the Indemnifying Party may reasonably require.

8 DISPUTE RESOLUTION

8.1 Dispute resolution

- 8.1.1 Any dispute, difference or claim arising out of or in connection with this Agreement which is not resolved amicably shall be decided by reference to arbitration to a Board of Arbitrators comprising one nominee each of the Authority, Concessionaire and the Lenders' Representative. Such arbitration shall be held in accordance with the Rules of Arbitration of the International Centre for Alternative Dispute Resolution, New Delhi (the "Rules") or such other rules as may be mutually agreed by the Parties, and shall be subject to provisions of the Arbitration and Conciliation Act, 1996.
- 8.1.2 The Arbitrators shall issue a reasoned award and such award shall be final and binding on the Parties. The venue of arbitration shall be Delhi and the language of

Four Laning of Gujarat/Maharashtra Border - ~~SURAT~~ Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



arbitration shall be English.

9 MISCELLANEOUS PROVISIONS

9.1 Governing law and jurisdiction

This Agreement shall be construed and interpreted in accordance with and governed by the laws of India, and the Courts at Delhi shall have jurisdiction over all matters arising out of or relating to this Agreement.

9.2 Waiver of sovereign immunity

The Authority unconditionally and irrevocably:

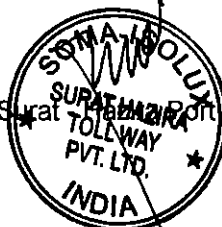
- (a) agrees that the execution, delivery and performance by it of this Agreement constitute commercial acts done and performed for commercial purpose;
- (b) agrees that, should any proceedings be brought against it or its assets, property or revenues in any jurisdiction in relation to this Agreement or any transaction contemplated by this Agreement, no immunity (whether by reason of sovereignty or otherwise) from such proceedings shall be claimed by or on behalf of the Authority with respect to its assets;
- (c) waives any right of immunity which it or its assets, property or revenues now has, may acquire in the future or which may be attributed to it in any jurisdiction; and
- (d) consents generally in respect of the enforcement of any judgement or award against it in any such proceedings to the giving of any relief or the issue of any process in any jurisdiction in connection with such proceedings (including the making, enforcement or execution against it or in respect of any assets, property or revenues whatsoever irrespective of their use or intended use of any order or judgement that may be made or given in connection therewith).

9.3 Priority of agreements

In the event of any conflict between the Concession Agreement and this Agreement, the provisions contained in the Concession Agreement shall prevail over this Agreement.

9.4 Alteration of terms

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



All additions, amendments, modifications and variations to this Agreement shall be effectual and binding only if in writing and signed by the duly authorised representatives of the Parties.

9.5 Waiver

9.5.1 Waiver by any Party of a default by another Party in the observance and performance of any provision of or obligations under this Agreement:

- (a) shall not operate or be construed as a waiver of any other or subsequent default hereof or of other provisions of or obligations under this Agreement;
- (b) shall not be effective unless it is in writing and executed by a duly authorised representative of the Party; and
- (c) shall not affect the validity or enforceability of this Agreement in any manner.

9.5.2 Neither the failure by either Party to insist on any occasion upon the performance of the terms, conditions and provisions of this Agreement or any obligation thereunder nor time or other indulgence granted by a Party to another Party shall be treated or deemed as waiver of such breach or acceptance of any variation or the relinquishment of any such right hereunder.

9.6 No third party beneficiaries

This Agreement is solely for the benefit of the Parties and no other person or entity shall have any rights hereunder.

9.7 Survival

9.7.1 Termination of this Agreement:

- (a) shall not relieve the Parties of any obligations hereunder which expressly or by implication survive termination hereof; and
- (b) except as otherwise provided in any provision of this Agreement expressly limiting the liability of either Party, shall not relieve either Party of any obligations or liabilities for loss or damage to the other Party arising out of or caused by acts or omissions of such Party prior to the effectiveness of such termination or arising out of such termination.

9.7.2 All obligations surviving the cancellation, expiration or termination of this Agreement shall only survive for a period of 3 (three) years following the date of such termination or expiry of this Agreement.



9.8 Severability

If for any reason whatever any provision of this Agreement is or becomes invalid, illegal or unenforceable or is declared by any court of competent jurisdiction or any other instrumentality to be invalid, illegal or unenforceable, the validity, legality or enforceability of the remaining provisions shall not be affected in any manner, and the Parties will negotiate in good faith with a view to agreeing to one or more provisions which may be substituted for such invalid, unenforceable or illegal provisions, as nearly as is practicable to such invalid, illegal or unenforceable provision. Failure to agree upon any such provisions shall not be subject to dispute resolution under Clause 8 of this Agreement or otherwise.

9.9 Successors and assigns

This Agreement shall be binding on and shall inure to the benefit of the Parties and their respective successors and permitted assigns.

9.10 Notices

All notices or other communications to be given or made under this Agreement shall be in writing, shall either be delivered personally or sent by courier or registered post with an additional copy to be sent by facsimile or e-mail. The address for service of each Party, its facsimile number and e-mail address are set out under its name on the signing pages hereto. A notice shall be effective upon actual receipt thereof, save that where it is received after 5.30 (five thirty) p.m. on any day, or on a day that is a public holiday, the notice shall be deemed to be received on the first working day following the date of actual receipt. Without prejudice to the foregoing, a Party giving or making a notice or communication by facsimile or e-mail shall promptly deliver a copy thereof personally, or send it by courier or registered post to the addressee of such notice or communication. It is hereby agreed and acknowledged that any Party may by notice change the address to which such notices and communications to it are to be delivered or mailed. Such change shall be effective when all the Parties have notice of it.

9.11 Language

All notices, certificates, correspondence and proceedings under or in connection with this Agreement shall be in English.

9.12 Authorised representatives

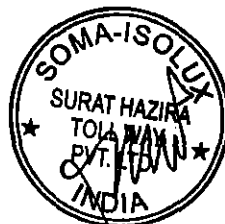
Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



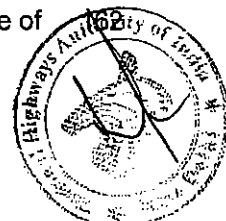
Each of the Parties shall by notice in writing designate their respective authorised representatives through whom only all communications shall be made. A Party hereto shall be entitled to remove and/or substitute or make fresh appointment of such authorised representative by similar notice.

9.13 Original Document

This Agreement may be executed in three counterparts, each of which when executed and delivered shall constitute an original of this Agreement.



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



IN WITNESS WHEREOF THE PARTIES HAVE EXECUTED AND DELIVERED THIS AGREEMENT AS OF THE DATE FIRST ABOVE WRITTEN.

SIGNED, SEALED AND DELIVERED

For and on behalf of
CONCESSIONAIRE by:

(Signature)
(Name)
(Designation)
(Address)
(Fax No.)
(Email address)

SIGNED, SEALED AND DELIVERED

For and on behalf of
NATIONAL HIGHWAYS
AUTHORITY OF INDIA by:

(Signature)
(Name)
(Designation)
(Address)
(Fax No.)
(Email address)

SIGNED, SEALED AND DELIVERED

For and on behalf of
SENIOR LENDERS by the Lenders' Representative:

(Signature)
(Name)
(Designation)
(Address)
(Fax)
(Email address)

In the presence of:

1.

2.

Four Laning of Gujarat/Maharashtra Border - Surat Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



SCHEDULE W*(See Clause 47.3)***STATE SUPPORT AGREEMENT**

• THIS SUPPORT AGREEMENT is made on this _____ day of _____ 200_ AMONG

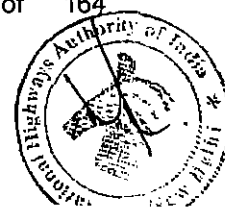
- 1 THE GOVERNOR OF THE STATE OF GUJARAT* through the Secretary, Ministry of _____, Government of Gujarat, (hereinafter referred to as "GOG*" which expression shall unless repugnant to the context or meaning thereof include its successors and permitted assigns) of the One Part,
- 2 National Highways Authority of India, a statutory authority established under the provisions of the National Highways Authority of India Act, 1988, through its [.....] and having its principal office at G – 5 & 6, Sector – 10, Dwarka, New Delhi – 110 075 (hereinafter referred to as "NHAI" which expression shall unless repugnant to the context or meaning thereof include its administrators, successors and assigns), of the Second Part,

AND

- 3 SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED, a company incorporated and existing under the provisions of the Companies Act, 1956 and having its registered office at 8th Floor-Block B, Vatika Towers, Golf Links Road, Sector-54, Gurgaon-122002, Haryana, India (hereinafter referred to as the "Concessionaire", which expression shall unless repugnant to the context or meaning thereof include its successors and substitutes) of the Third Part.

(Unless repugnant to the context or meaning thereof GOG, NHAI and the Concessionaire are hereinafter collectively referred to as "Parties" and singly as "Party")

Four Laning of Gujarat/Maharashtra Border - Surat - Pipli Port Section of NH6 in the State of Gujarat under NHDP Phase III



WHEREAS

- A** The Government of India in the Ministry of Shipping, Road Transport & Highways has mandated as on date hereof and may entrust at any time to NHAI specified sections of various National Highways situated within the State of [Gujrat]* for, inter alia, improvement operation and maintenance on Design, build, Finance, operate and transfer ("DBFOT") basis.
- B** The NHAI had decided to take up the improvement and strengthening of the existing carriageway from km 103.000 to km 29.100, on the Gujarat/Maharashtra Border - Surat - Hazira Port section of National Highway No. 6 (NH -6) in the State of Gujrat, India and its improvement, operation and maintenance on DBFOT basis (the "Project") through award of concession on certain terms and conditions as set forth in the Concession Agreement (as defined hereinafter).
- C** NHAI had accordingly, invited Request for Proposals dated 29/12/2008 (the "RFP") for selection of DBFOT Entrepreneurs for, inter alia, execution and implementation of the said Project on DBFOT basis.
- D** NHAI had after evaluation of bids received, in response to the RFP, accepted the bid of the Consortium and had issued its Letter of Award vide Letter No NHAI/BOT/GJ/11019/1/2008/115 dated 18th February 2009 (the "LOA") to the Consortium requiring, inter alia, the execution of the Concession Agreement pursuant thereto.
- E** The Consortium had promoted and incorporated the Concessionaire as a limited liability company to enter into the Concession Agreement pursuant to the LOA for undertaking, inter alia, the design, engineering, financing, procurement, utility shifting, tree cutting, improvement, construction, operation and maintenance of the Project on DBFOT basis as referred to in Recital B and to fulfill its other obligations under the Concession Agreement and had requested NHAI to accept the Concessionaire as the entity which shall undertake and fulfill and perform the obligations and exercise the rights of the Consortium under the LOA, including under the Concession Agreement to be entered into pursuant to the LOA.
- F** NHAI agreed to the said request of the Consortium and had accordingly entered into the Concession Agreement with the Concessionaire pursuant to the LOA for, inter alia, the design, engineering, financing, procurement, utility shifting, tree cutting,



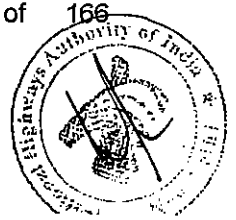
improvement, construction, operation and maintenance of the said Project Highway on DBFOT basis subject to and on the terms and conditions set forth therein including schedules forming part thereof.

- G** GOG recognizes that the implementation of the Project and its continued operation and maintenance under and in accordance with the Concession Agreement is necessary and required for the development of the State of [Gujarat] in general and development of infrastructure for economic development and growth of the State in particular and acknowledges that to enable the implementation of the said Project, including to facilitate its financing and its operation and maintenance on DBFOT basis, in accordance with the Concession Agreement, it is necessary for the GOG to agree and undertake to support and extend complete cooperation to the Concessionaire and NHAI with respect to the implementation of the Project.
- H** GOG, NHAI and the Concessionaire have agreed that for the successful implementation of the Project, including performance of its obligations by the Concessionaire under and in accordance with the Concession Agreement requires extensive continued support and grant of certain rights and authorities as hereinafter set forth by GOG and is an essential pre-condition for mobilization of resources therefore by the Concessionaire and therefore it is necessary and expedient to enter into this Agreement.

NOW THEREFORE THE PARTIES HERETO HEREBY AGREE AND THIS AGREEMENT WITNESSETH AS FOLLOWS:

1. DEFINITIONS AND INTERPRETATIONS

- 1.1 In this Agreement the following terms shall, unless repugnant to the context or meaning thereof, have the meaning hereinafter respectively assigned to them.
- 1.1.1 "Agreement" means this Support Agreement and all annexures hereto and amendments if any thereto made in accordance with the provisions contained herein in this behalf.
- 1.1.2 "Concession Agreement" means the Concession Agreement dated _____ entered into between NHAI and the Concessionaire for, inter alia, the implementation



of the Project as more fully described therein and shall include all of its annexures and appendices and any amendments thereto made in accordance with the provisions contained in this behalf therein.

- 1.1.3 "Cure Period" means the period specified in this Agreement for curing any breach or default under this Agreement by a Party and shall commence from the date on which notice is delivered to the Party in such breach or default by any of the other Parties requiring it to cure such breach or default.
- 1.1.4 "GOG Agency" means and department, body, authority, commission, instrumentality, agency, Municipality, Panchayat or other local authority or any statutory body or authority under the control of GOG or which is subject to supervision, direction or control of GOG in respect of any matter or which can be suspended, superseded or dissolved by GOG.
- 1.1.5 "Local Taxes" means any state or local taxes, duties, levies, cess, fee or octroi or any import or surcharge of like nature on the whole or any part of the traffic including any motorized vehicles or goods while in transit on the whole or any part of the Project Highway.
- 1.1.6 "MOSRTH" means Ministry of Shipping, Road Transport and Highways, earlier Ministry of Road Transport & highways.
- 1.1.7 "Municipality" shall have the meaning as assigned to it in Article 243Q of the Constitution of India.
- 1.1.8 "Panchayat" shall have the meaning as assigned to it in Article 243B of the Constitution of India.
- 1.1.9 "State Support" means the obligations assumed and the facilities agreed to the provided by GOG to the Concessionaire hereunder or pursuant hereto and shall include the support obligations of the GOG as set forth in the Concession Agreement.
- 1.1.10 "Substitution Agreement" means the Substitution Agreement dated _____ entered into between the Senior Lenders, NHAI and the Concessionaire in relation to the Project and providing for substitution of the Concessionaire by any other person.



selected by the Senior Lenders in the manner and subject to and on the terms and conditions set forth therein and a copy of which is annexed hereto and marked as "Annexure 'A'."

1.2 The words and expressions beginning with or in capital letters used in this Agreement and not defined herein but defined in the Concession Agreement shall have, unless repugnant to the context, the meaning respectively assigned to them in the Concession Agreement. Words and expressions used in this Agreement and neither defined herein nor in the Concession Agreement but defined in the Substitution Agreement shall have the meaning respectively assigned to them in the Substitution Agreement.

1.3 In this Agreement unless the context otherwise requires-

- (a) any reference to a any statue or any statutory provision shall include any amendment or re-enactment or consolidation thereof so far as such modification or re-enactment or consolidation applies or is capable of applying to any transactions entered into hereunder;
- (b) the words importing singular shall include plural and vice versa, and reference to a "person" and words denoting natural persons shall include partnerships, firms, companies, corporations, joint ventures, trusts, associations, organizations or other entities (whether or not having a separate legal entity) and shall include Government Instrumentalities and GOG Agencies;
- (c) the headings are for convenience of reference only and shall not be used in and shall not affect the construction or interpretation of this Agreement;
- (d) terms beginning with capital letters and defined in this Agreement shall have the meaning ascribed thereto herein;
- (e) the words "include" and "including" are to be construed without limitation.
- (f) any reference to a "day" shall mean reference to a calendar day;
- (g) any reference to "month" shall mean reference to a calendar month;
- (h) the Annexures and appendices to this Agreement form an integral part of this Agreement and will be in full force and effect as though they were expressly set out in the body of this Agreement;
- (i) any reference at any time to any agreement, deed, instrument, license or document of any description shall be construed as reference to that agreement, deed, instrument,, license or other document as amended, varied, supplemented, modified or suspended at the time of such reference provided



that this clause shall not operate so as to increase liabilities or obligations of GOG or NHAI hereunder or pursuant hereto in any manner whatsoever.

- (j) References to Recitals, Clauses, Sub-clauses, Paragraphs, Annexures or Appendices in this Agreement shall, except where the context otherwise requires, be deemed to be references to Recitals, Clauses, Sub-clauses, Paragraphs, Annexures and Appendices of this Agreement.
- (k) Any agreement, consent, approval, authorization, proposal, notice, communication, information or report required under or pursuant to this Agreement from or by any Party or Senior Lender(s) shall be valid and effectual only if it is in writing under the hands of duly authorized representative of such Party or the Senior Lender(s), as the case may be, in this behalf and not otherwise; and
- (l) Any reference to any period commencing "from" a specified day or date and "till" or "until" a specified day or date shall include both days or dates.
- (m) "Concessionaire" shall include Selectee under the Substitution Agreement.

2. TERM

- 2.1 This Agreement shall come into force on and from the date hereof and shall continue to be in full force and effect for (i) the period the Concession Agreement is in force and effect in accordance with the terms thereof including any extension thereof, or (ii) final determination and discharge by GOG of all of its liabilities and claims hereunder against it, whichever is later.

3. SUPPORT OF GOG

- 3.1 In Consideration of the Project being in the interests of the State of Gujarat and its economic growth and development and the Concessionaire entering into the Concession Agreement and agreeing to comply with its obligations hereunder, GOG agrees and undertakes to observe, comply with and perform the following with reference to the Concession Agreement and the Project:



- (i) enable continued access to the Site to the Concessionaire for peaceful use of and operations at the Site by the Concessionaire under and in accordance with the provisions of the Concession Agreement without any let or hindrance from **GOG** or persons claiming through or under it or any **GOG** Agency;
- (ii) subject to the Concessionaire complying with Applicable Laws, including payment of prescribed fee and charges, if any, provide to the Concessionaire Applicable Permits to the extent **GOG** or any Governmental Instrumentality of **GOG** is entitled to issue;
- (iii) upon written request from the Concessionaire, assist the Concessionaire in obtaining access to all necessary infrastructure facilities from any Governmental Instrumentality of **GOG** and to utilities, including water, electricity and telecommunication facilities at rates and on terms no less favorable to the Concessionaire than those generally available to commercial customers receiving substantially equivalent services;
- (iv) ensure that no barriers are erected or placed on the Project Highway by **GOG** or any **GOG** Agency that interrupts free flow of traffic on the Project Highway except on account of any law and order situation calamities, disasters (natural, accidental or due to any act or omission of any person or accident or otherwise) or upon national security considerations;
- (v) provide the Concessionaire with assistance through a dedicated team against payment of prescribed fee and charges, if any, for regulation of traffic on the Project Highway;
- (vi) provide the Concessionaire with police assistance in the form of dedicated highway patrol parties against payment of prescribed costs and charges, if any, for patrolling and provision of security on the Project Highway;
- (vii) observe and comply with its obligations set forth in this Agreement;
- (viii) support, cooperate with and facilitate NHAI and the Concessionaire in the implementation of the Project;
- (ix) subject to and in accordance with the Applicable Laws including payment of prescribed fee and charges, if any, assist the Concessionaire in the procurement of all Applicable Permits required from any municipal and other local authorities and bodies including Panchayats in the State of Gujarat for the implementation of the Project;
- (x) ensure and procure, subject to and in accordance with the Applicable Laws, that all relevant municipal and other local authorities and bodies including Panchayats in the State of Gujarat do not put any barriers or other obstructions on the Project Highway or accesses thereto that interrupt free flow of traffic on the Project Highway;



- (xi) ensure and procure, subject to and in accordance with the Applicable Laws, that all relevant municipal and other local authorities and bodies including Panchayats in the State of Gujarat do not levy or impose any Local Taxes on the Project Highway or on the traffic and or goods moving on the Project Highway without prior express written consent of the GOG and after prior consultation with NHAI;
- (xii) support, cooperate with and facilitate the NHAI and the Concessionaire in the implementation and operation of the Project Highway in accordance with the provisions of the Concession Agreement;
- (xiii) not do or omit to do any act, deed or thing which may in any manner be violative of or cause the Concessionaire to violate any of the provisions of the Concession Agreement; and
- (xiv) observe and comply with all of its obligations set forth in this Agreement.

3.2 Notwithstanding anything to the contrary contained in the Agreement, **GOG** may construct and operate either itself or have the same, inter alia, built and operated on DBFOT basis or otherwise any Expressway or other toll road, not being a bye-pass, between inter alia, ----- (the "Additional Tollway"), provided that such Additional Tollway shall not be opened to traffic before expiry of 8 (eight) years from the Appointed Date

3.3 **GOG** agrees and undertakes that it shall not build and construct nor shall it cause to be built and constructed any Competing Road in breach of the Concession Agreement.

3.4 **GOG** agrees and undertakes that it shall not levy, nor permit or authorize any Panchayat or Municipality to levy, any property taxes on or for the Site or Project Highway any additional toll, fee, charge or other tax on the use of whole or any part of the Project Highway.

3.5 **GOG** acknowledges the rights of Senior Lenders and NHAI under the Substitution Agreement to undertake the substitution of the Concessionaire in accordance therewith and hereby covenants that upon substitution of the Concessionaire by the Selectee pursuant to and in accordance with the Substitution Agreement, it shall be deemed for the purposes of this Agreement that as if Selectee is a Party hereto and the Selectee shall accordingly be deemed to have succeeded to the rights and obligations of the Concessionaire under this Agreement on and with effect from the date of such substitution of the Concessionaire by the Selectee.



- 3.6 **GOG** acknowledges and agrees that each of the Concessionaire and the NHAI shall have the right to seek specific performance of this Agreement.

4. CONCESSIONAIRE'S OBLIGATIONS

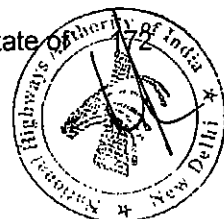
- 4.1 Concessionaire agrees and undertakes to perform, observe and comply with the following:
- (i) All Applicable Laws and Applicable Permits;
 - (ii) The provisions of the Concession Agreement, the Substitution Agreement, and the Project Agreements; and
 - (iii) Its obligations under this Agreement.

5. REPRESENTATIONS AND WARRANTIES

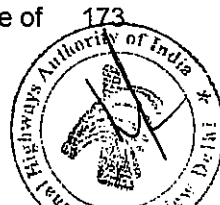
- 5.1 The Concessionaire reiterates all of the Concessionaire's representations and warranties set forth in Article 7.1 of the Concession Agreement as if the same have been expressly incorporated herein by reference and makes the following further representations and warranties:

- (i) It is duly organized, validly existing and in good standing under the laws of India.
- (ii) It has power and authority to execute, deliver and perform its obligations under this Agreement and to carry out the transactions contemplated hereby;
- (iii) It has taken all necessary corporate and other action under Applicable Laws and its constitutional documents to authorize the execution, delivery and performance of this Agreement;
- (iv) This Agreement constitutes its legal, valid and binding obligation enforceable against it in accordance with the terms hereof;
- (v) It is subject to civil and commercial laws of India with respect to this Agreement and it hereby expressly and irrevocably waives any immunity in any jurisdiction in respect thereof;

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- (vi) All the information furnished to the **GOG** pertaining to the Concessionaire including its constitution and existing and proposed shareholding structure is now and shall be true and correct as on the Appointed Date and COD;
- (vii) The execution, delivery and performance of this Agreement will not conflict with, result in the breach of, constitute a default under or accelerate performance required by any of the terms of the Concessionaire's Memorandum and Articles of Association or any member of the Consortium or any Applicable Laws or Applicable Permits or any covenant, agreement, understanding, decree or order to which it is a party or by which it or any of its properties or assets is bound or affected;
- (viii) There are no actions, suits, proceedings or investigations pending or, to the Concessionaire's knowledge, threatened against it at law or in equity before any court or before any judicial, quasi judicial or other authority, the outcome of which may result in the breach of or constitute a default of the Concessionaire under this Agreement or which individually or in the aggregate may result in any material adverse effect on its business, properties or assets or its condition, financial or otherwise, or in any impairment of its ability to perform its obligations and duties under this Agreement;
- (ix) The Concessionaire has no knowledge of any violation or default with respect to any order, writ, injunction or decree of any court or any legally binding order of any Governmental Instrumentality which may result in any material adverse effect or impairment of the Concessionaire's ability to perform its obligations and duties under this Agreement;
- (x) The Concessionaire has complied with all Applicable Laws and Applicable Permits, and has not been subject to any fines, penalties, injunctive relief or any other civil or criminal liabilities which in the aggregate have or may have material adverse effect on its financial condition or its ability to perform its obligations and duties under this Agreement;
- (xi) Each Consortium Member was and is duly organized and existing under the laws of the jurisdiction of its incorporation and has full power and authority to consent to and has validly consented to the Concessionaire entering into this Agreement with the **GOG**;
- (xii) No representation or warranty by the Concessionaire contained herein or in any other document furnished by it to **GOG**, or to any GOG Agency in relation to Applicable Permits contains or will contain any untrue statement of material fact or omits or will omit to state a material fact necessary to make such representation or warranty not misleading;
- (xiii) The Concessionaire warrants that no sums have been paid or will be paid, by or on behalf of the Concessionaire, to any Person by way of fees, commission



or otherwise for entering into this Agreement or for influencing or attempting to influence any officer or employee of NHAI, or GOG in connection herewith; and

- (xiv) The Concessionaire is subject to civil and commercial laws of India with respect to this Agreement.

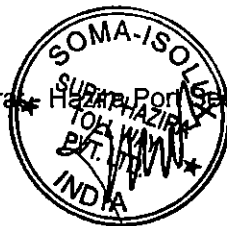
5.2 GOG represents and warrants to the Concessionaire that:

- (i) It has full power and authority to execute, deliver and perform this Agreement.
- (ii) It has taken all necessary governmental action to authorize the execution, delivery and performance of this Agreement; and
- (iii) This Agreement constitutes the legal, valid and binding obligation of GOG enforceable against it in accordance with its terms.

6. SOVEREIGN IMMUNITY

6.1 GOG hereby unconditionally and irrevocably:

- (i) Agrees that the execution, delivery and performance by it of this Agreement do not constitute sovereign acts;
- (ii) Agrees that should any proceedings be brought or any execution, attachment or any other legal process is made against it or its assets, property or revenues in any jurisdiction in relation to or arising out of this Agreement or any transaction contemplated by this Agreement, no immunity (whether by reason of sovereignty or otherwise) from such proceedings, execution, attachment or other legal process shall be claimed by or on behalf of GOG or with respect to any of its assets, property or revenues;
- (iii) waives any right of immunity, which it or its assets property or revenues now has or may acquire in the future or which may be attributed to it in any jurisdiction; and
- (iv) consents generally to the enforcement of any judgment or award against it in any such proceedings including to the giving of any relief or the issue of any process in any jurisdiction in connection with any such proceedings including the making, enforcement or execution against it or any of its assets, property or revenues, of any order, judgment or decree that may be made or given in connection therewith.



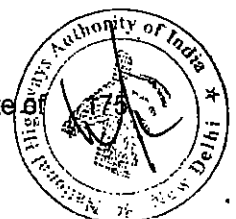
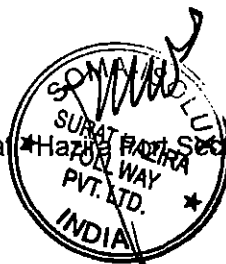
- 6.2 Notwithstanding anything to the contrary herein contained such waiver of right of immunity shall not apply to
- Property and assets of any consular or diplomatic mission or consulate or
 - Property belonging to the Defence services and such assets of the Union of India.

7. Breach and Compensation

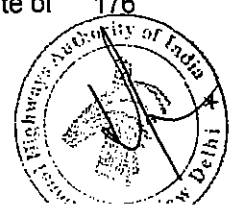
- 7.1 In case **GOG** or any **GOG** Agency is in material breach of any of its obligations under this Agreement, and such breach is not cured within 30 days of receipt of a notice in writing in this behalf from the Concessionaire to **GOG** with copy to NHAI and which has not occurred as a result of Concessionaire's breach of its obligations under this Agreement or the Concession Agreement or Force Majeure, **GOG** shall pay to the Concessionaire, all direct additional costs suffered or incurred by the Concessionaire, determined by MOSRTH as arising out of such material default by **GOG**.
- 7.2 In case of any dispute by **GOG** on admissibility of the claim or extent of compensation determined by MOSRTH, the claim shall be settled in accordance with the Dispute Settlement mechanism provided in Clause 9 of this Agreement.
- 7.3 Any such compensation, as determined by MOSRTH or through the Dispute Settlement mechanism set forth in Clause 9 hereof as payable by **GOG**, shall be paid to the Concessionaire by **GOG**, in one lump sum within 90 (ninety) days of receipt of MOSRTH's determination of compensation or Award made in the arbitration pursuant to the Dispute Settlement mechanism set forth in Clause 9 of this Agreement.
- 7.4 In the event of the Concessionaire being in material breach of any of its obligations under this Agreement and such breach is not cured by the Concessionaire within 30 days of receipt of a notice in writing from **GOG** or NHAI (the "Claiming Party"), as the case may be, with copy to the other of them and which has not occurred as a result of breach by Claiming Party of its obligations under this Agreement or the Concession Agreement or Force Majeure, the Concessionaire shall pay to the Claiming Party, all direct additional costs suffered or incurred by it determined by MOSRTH as arising out of such material breach by the Concessionaire. In case of any dispute by the Concessionaire on the admissibility of such claim or the extent of compensation by MOSRTH, the claim shall be settled in accordance with the Dispute Resolution mechanism set forth in Clause 9 of this Agreement. Any such compensation, as determined by MOSRTH or by an Award in any arbitration pursuant to Clause 9, shall be paid within 90 (ninety) days of receipt of such MOSRTH determination or Award, as the case may be.

8. INDEMNITY

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- 8.1. The Concessionaire will indemnify, defend and hold **GOG** and NHAI harmless against any and all proceedings, actions and claims for any loss, damage, cost and expense of whatever kind and nature arising out of design, engineering, construction, operation and maintenance of the Project Highway or arising out of any breach by the Concessionaire of any of its obligations under this Agreement or on account of failure of the Concessionaire to comply with, and observe Applicable Laws and Applicable Permits;
- 8.2. **GOG** will, indemnify, defend and hold harmless the Concessionaire against any and all proceedings, actions and third party claims for any loss, damage, cost and expense arising out of failure of **GOG** to fulfill any of its obligations under this Agreement materially and adversely affecting the performance of the Concessionaire's obligations under the Concession Agreement other than any loss, damage, cost and expense, arising out of acts done in good faith in discharge of their lawful functions by **GOG**, its officers, servants and **GOG** Agencies;
- 8.3. Without limiting the generality of Clause 8.2, the **GOG** shall indemnify the Concessionaire and shall save it harmless from and against any payments required to be made by the Concessionaire with respect to levy of any Local Taxes [provided nothing contained herein shall be construed or interpreted as restricting in any way or manner the right of **GOG** or any municipal, Panchayat or other local authorities to levy any taxes which they or any of them are lawfully entitled to levy, impose or collect (the "Expected Taxes"). The Concessionaire shall not be entitled to and **GOG** shall be under no obligation to reimburse Expected Taxes to the Concessionaire or any person claiming through or under the Concessionaire;]
- 8.4. In the event that any of the Parties receives a claim from a third party in respect of which it is entitled to the benefit of an indemnity under this Clause 8 or in respect of which it is entitled to reimbursement hereunder (the "Indemnified Party") it shall within 14 (fourteen) days of receipt of the claim or payment, as the case may be, communicate such claim to the Party obligated to indemnify the Indemnified Party hereunder (the "Indemnifying Party") and shall not settle or pay the claim without the prior approval of the Indemnifying Party. In the event that the Indemnifying Party wishes to contest or dispute the claim, it may conduct the proceedings in the name of the Indemnified Party and shall bear all costs involved in contesting the same. The Indemnified Party shall provide to the Indemnifying Party all cooperation and assistance in contesting any claim and shall sign all such writings and documents at



the risk and cost of the Indemnifying Party as the Indemnifying Party may reasonably require.

9. GOVERNING LAW AND DISPUTE SETTLEMENT

- 9.1. This Agreement shall be governed by and construed and interpreted in accordance with the laws of India. The provisions contained in Clause 8 and 9 shall survive the termination of this Agreement.
- 9.2. Any dispute, difference or controversy of whatever nature howsoever arising out of or in connection with or in relation to this Agreement which is not resolved amicably within 90 (ninety) days of receipt of notice of such dispute, difference or controversy from a Party (the "Claimant") by the other remaining Parties (collectively the "Respondents"), the same shall be decided finally by reference to arbitration to a Board or Arbitrators comprising of one nominee each of the Claimant and of the Respondent against whom the claim has been made and if the claim is against both the Respondents than the two Respondents shall jointly select their nominee arbitrator and if the two Respondents are unable to agree upon such arbitrator than such arbitrator shall be appointed by the International Centre for Alternative Dispute Resolution, New Delhi in accordance with its Rules of Arbitration. Such arbitration shall be held in accordance with the Rules of Arbitration of the International Centre for Alternative Dispute Resolution, New Delhi. The arbitration shall be subject to the provisions of the Arbitration and Conciliation Act, 1996 as amended from time to time. The Arbitrators shall issue a reasoned award. The venue of such arbitration shall be New Delhi, India. The Award made in any such arbitration shall be final and binding on the Parties.
- 9.3. Parties agree that they shall continue to perform their respective obligations under this Agreement during such arbitration, unless the performance or otherwise of such arbitration is itself the subject matter of arbitration.
- 9.4. The Courts of Delhi shall have exclusive jurisdiction over all matters arising out of or relating to this Agreement.

10. MISCELLANEOUS

10.1. Alteration of Terms

All additions, amendments, modifications and variations to this agreement shall be effectual and binding only if in writing and signed by the duly authorized representatives of GOG and the Concessionaire.

10.2. Time or Indulgence Allowed

An indulgence by a Party to any of the other Party in respect of any obligation or matter hereunder including time for performance to such other party or to remedy any



breach hereof shall not be construed as a waiver of any of its rights hereunder by the Parties and any such indulgence may be on such terms and subject to such conditions as the Party giving it may specify and shall be without prejudice to the Parties then accrued respective rights under this Agreement except to the extent expressly varied in writing.

10.3. Severability of Terms

If any provisions of this Agreement are declared to be invalid, unenforceable or illegal by any competent arbitration tribunal or court, such invalidity, unenforceability or illegality shall not prejudice or affect the remaining provisions of this Agreement, which shall continue in full force and effect.

10.4. Language

All notices, certificates, correspondence or other communications under or in connection with the Agreement shall be in English

10.5. Notices

Any notice or communication hereunder shall be in writing and shall either be delivered personally or sent by registered or by electronic means. A copy of facsimile transmission or other means of telecommunication shall be sent in permanent written form. A copy of all the notices and communications will also be forwarded to the Lenders Representative. The service of notice shall unless otherwise notified by a notice hereunder to the parties at their following address:

IF to GOG:

Attn :

Fax no :

Tel no.

IF to the NHAI:

Attn:

Fax no.

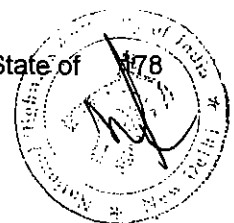
Tel no.

IF to the Concessionaire:

Attn :

Fax no.

Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III



Tel no.

The notice pursuant hereto will be deemed to have been received on the date when such notice is in fact received by the addressee.

10.6. Authorized Representatives

Each of the Parties shall by notice in writing designate their respective authorized representatives through whom only all communications shall be made. A Party hereto shall be entitled to remove and/or substitute or make fresh appointment of its such authorized representative by similar notice.

10.7. Original Document

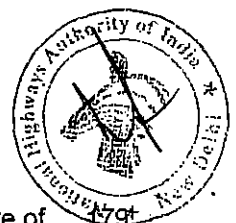
This Agreement is made in three counterparts, each of which shall be deemed to be an original.

10.8. In case of any conflict between this Agreement and the Concession Agreement, the provisions contained in the Concession Agreement shall be binding on parties signing this State Support Agreement.

10.9. This Agreement is solely for the benefit of the Parties and no other person or entity shall have any rights hereunder.

10.10. Termination of this Agreement shall not relieve any Party of any accrued rights, obligations and liabilities arising out of or caused by any act or omission of a Party into the effective date of such termination or arising out of such termination.

10.11. This Agreement shall be binding on and shall inure to the benefit of successors and permitted assigns.



Four Laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH6 in the State of Gujarat under NHDP Phase III

IN WITNESS WHEREOF THE PARTIES HERETO HAVE PUT THEIR HANDS
HEREUNTO ON THE DAY, MONTH AND YEAR FIRST ABOVE WRITTEN.

FOR CONCESSIONAIRE

FOR GOVT. OF -----

BY : _____

BY : _____

Name : _____

Name: _____

Title: _____

Title: _____

FOR NATIONAL HIGHWAYS AUTHORITY OF INDIA

BY : _____

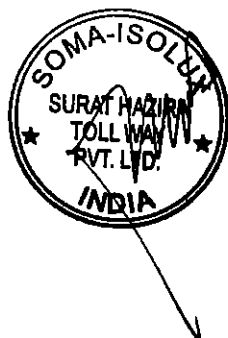
Name : _____

Title: _____

In the presence of:

1.

2.



ANNEXURES



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)
National Highways Authority of India

(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 075

G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष / Phone: 91-11-25074100/25074200

फैक्स / Fax: 91-11-25093507 / 25093514

एक्स. / Extn.: 2223 / 2318 / 2468 / 2553

NHAI/BOI/DBFO/II/11012/58/19/2006

Most Immediate

8th October, 2008

To

As per the list

(Bidders who have been short listed for Four/Six Laning of Gujarat/Maharashtra Border – Surat – Hazira port section of NH-6 (length 132.913 km) in the state of Gujarat under NHDP Phase III)

Sub: Four/Six Laning of Gujarat/Maharashtra Border – Surat – Hazira port section of NH-6 (length 132.913 km) in the state of Gujarat under NHDP Phase III – Invitation to the short-listed Applicants for RFP reg.

Ref: RFQ Application received in NHAI on 19.6.2008

Sir,

With reference to your RFQ Application, NHAI hereby announces the short listed Applicants for above mentioned project as given below in accordance with clause 1.2.1 read with clause 3.5.2 of RFQ:

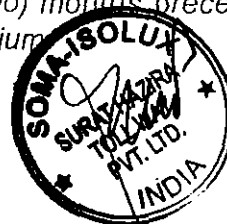
Sr. no.	Name of short-listed Firm
1.	M/s Cintra Concessionaires De Infrastructure-M/s Shapoorji Pallonji & Co. Ltd
2.	M/s GVK MITSUI-LEIGHTON Consortium
3.	M/s HCC Ltd-John Laing Investments Ltd –Sadhbhav Consortium
4.	M/s BSCPL-CR18G Consortium
5.	M/s ISOLUX Corsan Concessionaires -SOMA Consortium

2. The above short listed Applicants are required to ensure continuing compliance to the provisions of RFQ, particularly clause 2.2.1. Please note that the provisions of the RFQ shall apply *mutatis-mutandis* to this announcement regarding short listing and subsequent bidding.

3. I would like to draw your kind attention to the clause 2.1.18 (b) of RFP, which is reproduced as below:-

"A bidder shall not be eligible for bidding hereunder if the Bidder, its Member or Associate was, during a period of 2 (two) months preceding the Bid Due Date, either by itself or as member of a consortium

Contd...2



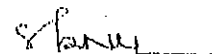
- (i) pre-qualified and short-listed by the Authority for the Bid Stage comprising RFP in related to 8 (eight) or more projects of the Authority; or
- (ii) declared by the Authority as the selected bidder for undertaking 4 (four) or more projects of the Authority; or
- (iii) unable to achieve financial close, for 2 (two) or more projects of the Authority, within the period specified in the respective concession agreements entered into with the Authority;

Provided that in the event the bidder, its Member or Associate, as the case may be, shall have, within one week of receiving a notice of the pre-qualification and short-listing for the Bid Stage of any such project, withdrawn from bid process thereof and notified the Authority of the same, the project so notified shall be excluded from the preview of this clause 2.1.18".

4. **Bid Stage:** The above short listed applicants are now eligible for participation in the second stage of the bidding process ("the Bid Stage"). The sale of RFP in this regard is likely to commence shortly for which the same shall be informed separately in due course and also through NHAI Website. Any clarification in this regard may be obtained at the following address.

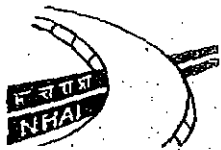
Mr S.K. Nirmal
General Manager (BOT-IIA)
National Highway Authority of India,
G-5&6, Sector, 10, Dwarka
New Delhi-110075
Fax No.: 011-25074100 (Ext: 2421)
E-mail: sknirmal@nhai.org

Yours faithfully,



(S. K. Nirmal)
General Manager (BOT)-IIA





भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 075

G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष / Phone: 91-11-25074100/25074200

फैक्स / Fax: 91-11-25093507 / 25093514

एक्स. / Extn.: 2223 / 2318 / 2468 / 2553

NHA/BOT/RJ/11019/1/2008//93

Most Immediate
10th October, 2008

To

As per the list

(Bidders who have been short listed for Four/Six Lining of Gujarat/Maharashtra Border – Surat – Hazira port section of NH-6 (length 132.913 km) in the state of Gujarat under NHDP Phase III)

Sub: Four/Six Lining of Gujarat/Maharashtra Border – Surat – Hazira port section of NH-6 under NHDP Phase III – Issue of RFP documents reg.

Ref: Our letter of even no dated 08/10/2008.

Sir,

This is in continuation to this office letter under reference by which the applicants who were short listed were informed the result of RFQ as well as RFP clause 2.1.18 (b).

It is to mention that the issuance of RFP has been started from today, i.e. 10th Oct. 2008. The DCA shall be issued shortly, which shall be conveyed separately to those applicants who have purchased the RFP document.

The RFP document and a copy of DPR can be obtained from address given below on payment of Rs. 10,00,000/- (Rs. Ten Lacs only) by Demand draft payable to National Highways Authority of India at New Delhi. The last date of submission of RFP is 27/11/2008.

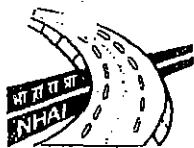
The applicants who want to offer their withdrawal in pursuant to clause 2.1.18 (b) of RFP are required to submit their application within a week i.e. latest by 17.10.2008 to address mentioned below.

Mr S.K. Nirmal
General Manager (BOT-IIA)
National Highway Authority of India,
G-5&6, Sector, 10, Dwarka
New Delhi-110075
Fax No.:011-25074100 (Ext. 2421)
E-mail: sknirmal@nhai.org



Yours faithfully,

(S. K. Nirmal)
General Manager (BOT)-IIA



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 075

G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष / Phone: 91-11-25074100/25074200

फैक्स / Fax: 91-11-25093507 / 25093514

एक्स. / Extn.: 2223 / 2318 / 2468 / 2553

Most Immediate

NHAI/BOT/RJ/11019/1/2008/195

24th October, 2008

To

As per the list

(Bidders who have been short listed for Four/Six Laning of Gujarat/Maharashtra Border - Surat - Hazira port section of NH-6 (length 132.913 km) in the state of Gujarat under NHDP Phase III)

Sub: Four/Six Laning of Gujarat/Maharashtra Border - Surat - Hazira port section of NH-6 under NHDP Phase III - Issue of RFP documents reg.

Sir,

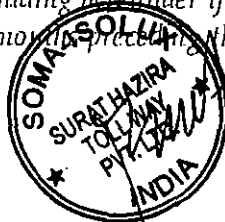
With reference to RFQ Application received in NHAI upto 19.6.2008 and clarifications received from you NHAI hereby include L&T - ABL, GMR - PUNJ LLOYD and CONSTRUCTORA SANJOSE- PNC in the list of short listed Applicants for above mentioned project as given below after withdrawal of three Applicants (M/s GVK MITSUI-LEIGHTON Consortium, M/s HCC Ltd -John Laing-Sadbhav Investments Ltd Consortium and M/s. BSCPL-CR18G Consortium) from the list of already short listed applicants who have withdrawn from bidding process of the project. Following is details of revised pre-qualified & short listed applicants:

S.No	Consortium Name
1.	CINTRA - SP
2.	ISOLUX - SOMA
3.	L&T - ABL
4.	GMR - PUNJ LLOYD
5.	CONSTRUCTORA SANJOSE- PNC

2. You are required to ensure continuing compliance to the provisions of clause 2.2.1 and 2.2.11 of RFQ. Please note that the provisions of the RFQ shall apply mutatis-mutandis to this announcement regarding short listing.

3. You may also refer the clause 2.1.18 (b) of RFP, which is reproduced as below:-

"A bidder shall not be eligible for bidding hereunder if the Bidder, its Member or Associate was, during a period of 2 (two) months preceding the Bid Due Date, either by itself or as member of a consortium:



Shree



- (i) pre-qualified and short-listed by the Authority for the Bid Stage comprising RFP in related to 8 (eight) or more projects of the Authority; or
- (ii) declared by the Authority as the selected bidder for undertaking 4 (four) or more projects of the Authority; or
- (iii) unable to achieve financial close, for 2 (two) or more projects of the Authority, within the period specified in the respective concession agreements entered into with the Authority;

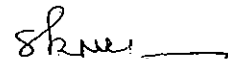
Provided that in the event the bidder, its Member or Associate, as the case may be, shall have, within one week of receiving a notice of the pre-qualification and short-listing for the Bid Stage of any such project, withdrawn from bid process thereof and notified the Authority of the same, the project so notified shall be excluded from the preview of this clause 2.1.18".

4. In case you wish to withdraw in view of the para 3 above, the same could be done upto 29.10.2008.

5. **Bid Stage:** You are now eligible for participation in the second stage of the bidding process ("the Bid Stage") and sale of RFP in this has already commence w.e.f. 10.10.2008 with last date of submission of BOT Bid as 27.11.2008. This letter as the RFP documents along with DPR has already been hosted in NHAI's website.. The Bidding Documents for the Project will be provided on payment of Rs 50,000/- (Rs. fifty Thousand only) for project and therefore the same may be collected from the address given below

Mr S.K. Nirmal
General Manager (BOT-IIA)
National Highway Authority of India,
G-5&6, Sector, 10, Dwarka
New Delhi-110075
Fax No.:011-25074100 (Ext. 2421)
E-mail: sknirmal@nhai.org

Yours faithfully,

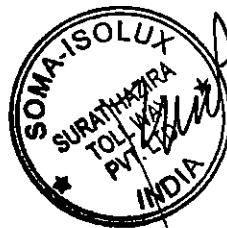


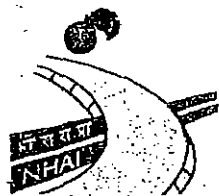
(S. K. Nirmal)
General Manager (BOT)-IIA



Annexure I

Sl No.	Name of short-listed Applicants
1	M/s Cintra Concesiones De Infraestructure De Transporte S.A.- M/s Shapoorji Pallonji & Co. Ltd. SP Centre, 41/44, Minoo Desai Marg, Colaba, Mumbai-400.005 Ph.022-67490274 Fax:022-66338176 e-mail mhingorani@shapoorji.com
2	M/s ISOLUX Corsan Concesiones -SOMA Consortium, 14, Avenue -4 Banjara Hills, Hyderabad-500 034, Andhra Pradesh Ph:040-66636666 Fax: 040-23321286 Email: info@somaenterprise.com
3	M/s Larsen & Toubro Ltd.-Ashoka Buildcon Ltd. Consortium ECC Division Mount Poonamallee Road Post Box No.979 Manapakkam Chennai-600 089 Ph.:044-22526000/22528000 Fax: 044-22528724
4	M/s GMR Infrastructure Ltd.-Punj Lloyd Ltd. Consortium IBC Knowledge Park Phase-2, 'D' Block, 10 th Floor 4/1, Bannerghatta Road Bangalore-560029 Ph.:080-40432000
5	Constructora San Jose, S.A. A-51, Second Floor Sector-14 Noida - 201301, U.P., India Tel/Fax - 0120-4251009





भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)
National Highways Authority of India
(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 075
G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष / Phone: 91-11-25074100/25074200
फैक्स / Fax: 91-11-25093507 / 25093514
एक्स. / Extn.: 2223 / 2318 / 2468 / 2553

**By Email/Fax/Courier
Most Immediate**

NHA/BOT/RJ/11019/1/2008/196
To

Nov. 04 / 31st October, 2008

(Bidders who have been short listed for Four/Six Laning of Gujarat/Maharashtra Border – Surat – Hazira port section of NH-6 (length 132.913 km) in the state of Gujarat under NHDP Phase III)

Sub: Four/Six Laning of Gujarat/Maharashtra Border – Surat – Hazira port section of NH-6 (length 132.913 km) in the state of Gujarat under NHDP Phase III – Invitation to the short-listed Applicants for RFP reg.

Sir,

This letter is in supersession of the NHA letter No. NHA/BOT/RJ/11019/1/2008/193 dated 10th October, 2008 issued to bidders who were short listed for the above project.

2. Please note that the issuance of the Request for Proposal (RFP) Document shall start from today i.e. 31/10/2008. The RFP document and copy of the Detailed Project Report (DPR) can be obtained from the address given below on payment of Rs. 10,00,000/- (Rs. Ten Lakhs) by a demand draft drawn in favour of the National Highways Authority of India, payable at New Delhi.

Mr S.K. Nirmal
General Manager (BOT-IIA)
National Highway Authority of India,
G-5&6, Sector, 10, Dwarka, New Delhi-110075
Fax No.: 011-25074100 (Ext. 2421)
E-mail: sknirmal@nhai.org

3. The Bid Due Date i.e., last date for submission of proposal is 15/12/2008.

4. Following are the final short listed applicants:

S.No	Name of Applicant
1.	CINTRA – SP
2.	ISOLUX-SOMA
3.	L&T -ABL
4.	GMR-PUNJ LLOYD
5.	CONSTRUCTORA SANJOSE- PNC

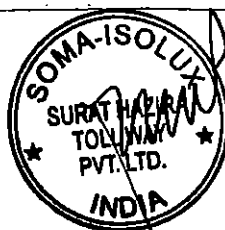


Yours faithfully

Shree
(S. K. Nirmal)
General Manager (BOT)-IIA

Annexure I

Sl No.	Name of short-listed Applicants
1	M/s Cintra Concesiones De Infraestructure De Transporte S.A.- M/s Shapoorji Pallonji & Co. Ltd. SP Centre, 41/44, Minoó Desai Marg, Colaba, Mumbai-400 005 Ph:022-67490274 Fax:022-66338176 e-mail: nhingorani@shapoorji.com
2	M/s ISOLUX Corsan Concesiones -SOMA Consortium, 14, Avenue -4 Banjara Hills, Hyderabad-500 034, Andhra Pradesh Ph:040-66636666 Fax: 040-23321286 Email: info@somaenterprise.com
3	M/s Larsen & Toubro Ltd.-Ashoka Buildcon Ltd. Consortium ECC Division Mount Poonamallee Road Post Box No.979 Manapakkam Chennai-600 089 Ph.:044-22526000/22528000 Email: jsn@Intecc.com
4	M/s GMR Infrastructure Ltd.-Punj Lloyd Ltd. Consortium IBC Knowledge Park Phase-2, 'D' Block, 10 th Floor 4/1, Bannerghatta Road Bangalore-560029 Ph.:080-40432000 sarvanan.a@gmrgroup.in
5	Constructora San Jose, S.A.- PNC A-51, Second Floor Sector-14 Noida - 201301, U.P., India Tel/Fax - 0120-4251009 Email: jccurell@constructorasanjose.com sanjoseindia@gmail.com



ISOLUX – SOMA CONSORTIUM

05th November, 2008

To,

National Highways Authority of India,
G5 & G6, Sector # 10
Dwarka, New Delhi-110075
India

Kind Attn.: Mr. S.K. Nirmal, General Manager (BOT-IIA)

Subject: Pre-Qualification of bidders for Four/Six Laning of Gujarat / Maharashtra Border
- Surat - Hazaria Section of NH-6 (length 132.913 km.) in the State of Gujarat
under NHDP Phase III - Purchase of RFP Document.

Dear Sir,

Kindly refer to NHAI letter no. - NHAI/BOT/RJ/11019/1/2008/196 dt. 04.11.2008 wherein we have been intimated that **ISOLUX CORSAN CONCESIONES, S.A. - SOMA ENTERPRISE LTD** consortium has been pre-qualified for the bid-stage. We would like to submit our RFP bid on the subject tender floated by your esteemed organization.

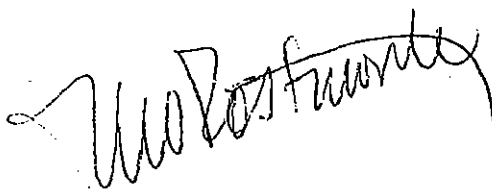
For the same, please find attached BNP PARIBAS Pay Order No. 583716 dt. 30.10.2008 of INR 10,00,000/- towards the sale of one set of RFP documents.

Please handle these RFP documents and corresponding tender sale receipt on the name of the consortium to the bearer of this letter. We also request you to provide us with a soft copy of the whole set of RFP documents so that we can work on the formats in a more efficient way.

We kindly request you to address any communication related to subject tender to the undersigned or to: Mr. Alfredo Miranda, +91 9873444586, amirandap@isoluxcorsan.com.

Best Regards,

For, Isolux - Soma Consortium,



Mario Anibal Pastinante
Authorized Signatory





(Incorporated in France with limited liability) (Scheduled Bank)

VALID FOR SIX MONTHS FROM DATE OF ISSUE

METRO PAY

30/10/2008

DATE

ON DEMAND PAY M/S NATIONAL HIGHWAYS AUTHORITY OF INDIA

OR ORDER

RUPEES ONE MILLION Rupees ONLY**

Rs. ***10,00,000.00

For BNP PARIBAS

PAYABLE AT BNP PARIBAS
DELHI

(DRAWEE BRANCH)

Authorised Signatories

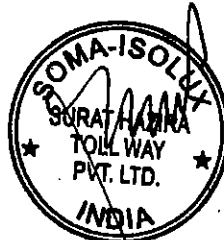
Authorised Signatories

ISSUING BRANCH

DELHI

583716 0000340021

16





भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 075

G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष / Phone: 91-11-25074100/25074200

फैक्स / Fax: 91-11-25093507 / 25093514

एस. / Extn.: 2223 / 2318 / 2468 / 2553

Most Immediate

25th Nov., 2008

NHAI/BOT/GJ/11019/1/2008/23

To,

1. CINTRA - SP
2. ISOLUX - SOMA
3. I&T - ABL
4. GMR - PUNJ LLOYD
5. CONSTRUCTORA SANJOSE - PNC

Sub: Short-listing for Four/Six Laning of Gujarat/Maharashtra Border -Surat- Hazira port section of NH-6 under NHDP Phase III - Issue of RFP documents.

Sir,

This is with reference to your Application for Pre-Qualification for the subject Project and our O.M No. NHAI/NHDP-V/MC-II/Concessionaire/4673 dated 10.11.2008 posted on NHAI website.

2. You will be pleased to know that you have been included in the Revised List of Short-listed Bidders based on your willingness to be short-listed for the Project.

3. You are required to make a non-refundable payment of Rs.10 lakhs (Rupees ten lakhs only) within 7 (Seven) days from the date of issue of this letter by means of Demand Draft drawn in favour of 'National Highways Authority of India' payable at New Delhi.

4. It may please be noted that the non-refundable amount to be deposited has been enhanced from Rs. 50,000/- (Rupees fifty thousand only) to Rs. 10 lakhs (Rupees ten-lakhs only) by way of fees for the Bid Document and Bid Process.

5. Upon receipt of above said payment, the Request for Proposal (RFP) document will be issued to you.

6. In the event you fail to make the said payment, within the specified period, you will be excluded from the Bid Process of this Project. Please note however, that for the purposes of short-listing and bid award for other projects of the Authority, it will be deemed that you were short-listed for the aforesaid project.



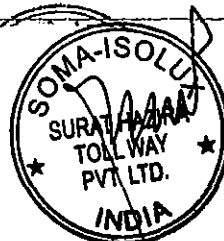
Yours faithfully,

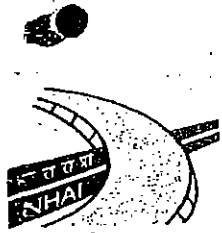
(S. K. Nirmal)

General Manager (BOT)-IIA

List of short-listed Applicants

Sl No.	Name of short-listed Applicants
1	M/s Cintra Concesiones De Infrastructure De Transporte S.A.- M/s Shapoorji Pallonji & Co. Ltd. SP Centre, 41/44, Minoo Desai Marg, Colaba, Mumbai-400 005 Ph.022-67490274 Fax:022-66338176 e-mail mhingorani@shapoorji.com
2	M/s ISOLUX Corsan Concesiones -SOMA Consortium, 14, Avenue -4 Banjara Hills, Hyderabad-500 034, Andhra Pradesh Ph:040-66636666 Fax: 040-23321286 Email: info@somaenterprise.com
3	M/s Larsen & Toubro Ltd.-Ashoka Buildcon Ltd. Consortium ECC Division Mount Poonamallee Road Post Box No.979 Manapakkam Chennai-600 089 Ph.:044-22526000/22528000 Fax:044-22528724 Email: jsn@Intecc.com
4	M/s GMR Infrastructure Ltd.-Punj Lloyd Ltd. Consortium IBC Knowledge Park Phase-2, 'D' Block, 10 th Floor 4/1, Bannerghatta Road Bangalore-560029 Ph.:080-40432000 Fax:080-40432333 sarvanan.a@gmrgroup.in
5	Constructora SanJose, S.A-PNC A-51, Second Floor Sector-14 Noida – 201301, U.P., India Tel/Fax – 0120-4251009 Email: jccurell@constructorasanjose.com sanjoseindia@gmail.com





भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)
National Highways Authority of India

(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 075

G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष / Phone : 91-11-25074100/25074200

फैक्स / Fax : 91-11-25093507 / 25093514

एक्स. / Extn.: 2223 / 2318 / 2468 / 2553

IMPORTANT

NHA/BOT/GJ/11019/1/2008

12th Dec., 2008

To,

As per the list

(Bidders who have been short listed for Four Laning of Gujarat/Maharashtra Border -
Surat - Hazira port section of NH-6 (length 132.913 km) in the state of Gujarat under NHDP
Phase III)

**Sub: Four/Six Laning of Gujarat/Maharashtra Border -Surat- Hazira port section of NH-6
under NHDP Phase III - Extension of Bid Due Date regarding**

Sir,

Please refer to our earlier letter no. NHA/BOT/GJ/11019/1/2008/196 dated 4th Nov., 2008 whereby
we have informed Bid Due Date as on 15-12-2008. In this regard it is to inform that Bid Due Date of
the project is extended up to 23-12-2008.

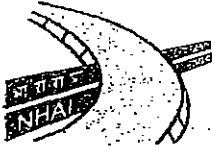
Notwithstanding the postponement of the Bid Due Date as aforesaid, the provisions of paragraph
2.1.18 of the RFP shall apply to all short - listed Bidder (of this project) as if the Bid Due Date had
not been extended.

Yours faithfully,

(L.P. Padhy)

General Manager (Tech.)





भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)

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एक्स. / Exln.: 2223 / 2318 / 2468 / 2553

NHAI/BOT/11019/1/2008/34

19th December 2008

To,

M/s ISOLUX Corsan Concessionaires -SOMA Consortium,
14, Avenue -4 Banjara Hills,
Hyderabad-500 034,
Andhra Pradesh
Fax: 040-23321286

Sub: Sub: Short-listing for Four/Six Laning of Gujarat/Maharashtra-Border-Surat- Hazira port section of NH-6 under NHDP Phase III - Issue of RFP documents -Issue of Vol II and III of RFP document reg.

Sir,

1. Please refer to your letter no. Nil dated 05th Nov 2008 vide which you have deposited the requisite fee of Rs 10 lacs towards bid document of subject project. Vol I of RFP and Feasibility report were already provided to you. In this regard please find enclosed the following Bid document.

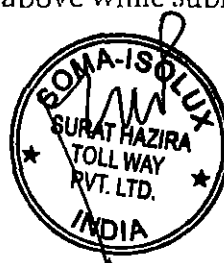
- (i) Vol I of RFP (INSTRUCTIONS TO BIDDERS), incorporating Bidding Schedule,
- (ii) Vol II of RFP (DRAFT CONCESSION AGREEMENT) Document,
- (iii) Vol III of RFP (SCHEDULES) Document

2. Schedule of Bid is as under

Last date for receiving queries	[22.12.08]
Pre - Bid meeting	[22.12.08 at 3.00 PM]
Authority response to queries	[24.12.08]
Bid Due Date	[29.12.08 at 11.00 AM]

3. The above documents are also available on NHAI web site www.nhai.org

4. You are requested to consider above while submitting the bid.



Yours faithfully,

(L.P. Padhy)

General Manager (Tech.)



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(मोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 075

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दूरभाष / Phone: 91-11-250/4100/25074200

फैक्स / Fax: 91-11-25093507 / 25093514

एक्स. / Extn.: 2223 / 2318 / 2468 / 2553

NHAI/BCI/11019/1/2008/44

24th December 2008

To,

M/s ISOLUX Corsan Concessionaires -SOMA Consortium,
14, Avenue -4 Banjara Hills,
Hyderabad-500 034,
Andhra Pradesh.
Fax: 040-23321286

Sub: Four/Six Lining of Gujarat/Maharashtra Border -Surat- Hazira port section of NH-6 under
NHDP Phase III - Reply to pre-bid queries.

Sir,

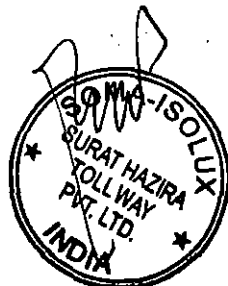
With reference to pre bid meeting held at NHAI on 22.12.2008 of the subject project, please find enclosed the reply to pre-bid queries and Addendum No.1 for your kind information and necessary action. This is also available on NHAI website www.nhai.org.

Yours faithfully,

(L.P. Padhy)

General Manager (DK-II)

Enclosure: as above



Received

dm

24/12/08

(Krishna Mohan)



Four laning of Gujarat/Maharashtra Border – Surat – Hazira Port Section of NH-6 (approx. length 132.913km) in the State of Gujarat under NHDP Phase III through Public-Private/Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer (“DBFOT”) basis

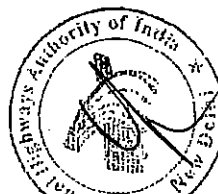
ADDENDUM No. 1

Contents

Sl. No.	Particulars	Page No.
1	Addendum for RFP Volume III (Schedules)	2



Four laning of Gujarat/Maharashtra Border – Surat – Hazira Port Section of NH-6 in the State of Gujarat under NHDP Phase III.



VOLUME-III: Schedules

1. Schedule B ,Appendix-BIX , Page 41 , the S.No. should be read sequentially from 1 to 22

Instead of

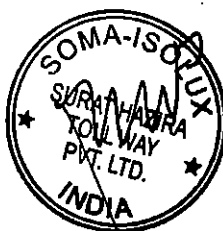
1 to 23

2. Schedule C , Page 73, S. No. f should be read as given below

f) Bus Bays (44 Nos.)

Instead of

l) Bus Bays/ Bus Shelters (44 Nos)



Four laning of Gujarat/Maharashtra Border – Surat – Hazira Port Section of NH-6 in the State of Gujarat under NHDP Phase III. 2

Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira				
Sl. No	Page No.	Clause No.	Query	Replies as per NHA1

Four laning of Gujarat/Maharashtra Border – Surat – Hazira Port Section of NH-6 (approx. length 132.913km) in the State of Gujarat under NHDP Phase III through Public-Private/Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer (“DBFOT”) basis

REPLY TO QUERIES

In the pre-bid meeting held on **22.12.2008**, the queries have been raised on a number of issues in which many of them already stand clarified in the bidding documents including the Draft Concession Agreement. For the purpose of clarity, the following is further clarified in a general manner:

- (i) There shall be no change in the Draft Concession Agreement (RFP Volume-II and Volume III) except the Addendum/clarification issued herewith.
- (ii) In reply to all queries emanating from Feasibility Report, it is stated that the information furnished in the DPR is only for guidance purpose to the bidders. NHA1 does not take any responsibility for the correctness or otherwise all the information given in the Feasibility Report. Bidders may please note that Feasibility Report shall not become part of the concession agreement.
- (iii) For the purpose of Clause 2.1.15, the names of the Technical, Financial and Technical advisors to the Authority are as follows:

Technical advisors - M/s Consulting Engineers Services Pvt. Ltd
Financial advisors – M/s Fortress Infrastructure advisory Services.
Legal advisors - M/s M V Kini & Company

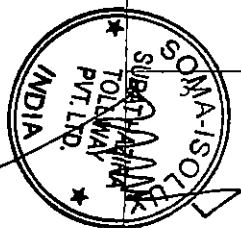


The specific issues referred to by the bidders in the pre-bid have been identified and replied to as under:



Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira				
Sl. No	Page No.	Clause No.	Query	Replies as per NHAI

On the RFP				
1	1	1.1.1	<p>This Project of 132.913 kms costing Rs.1509.1crores as per NHAI's own estimates and hence calls for a major investment decision.</p> <p>In view of this, we request that the Bid Submission date be extended by 15 days subsequent to issue of addendum and clarifications by NHAI. This is because such addendum and clarifications will have a major investment and strategic impact for the bidders.</p>	Last date of Bid Submission i.e. 29 December 2008 will remain unchanged.
2	12	2.8.1	<p>Clarifications Bidders requiring ----- The Authority shall endeavour to respond to the queries within the period specified therein, but no later than 15 (fifteen) days prior to the Bid Due Date. The responses will be sent by fax or e-mail. -----</p> <p>As per the above clause and the dates mentioned as per clause 1.3 is quite contrary to bid due date. We request you to adhere to the above clause to submit a competitive and realistic bid.</p>	The schedule of bidding process as mentioned in the clause 1.3 of the volume I of the RFP document has to be adhered to.
	24	Appendix I	<p>Letter comprising the Bid</p> <p>"The Chairman The National Highways Authority of India G-5&6, Sector-10, Dwarka"</p> <p>The letter has been addressed in the name of "The Chairman" instead of "The General Manager" as has been the trend of past bids. Kindly clarify.</p>	No change .



Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
4	28	Appendix – II Bank Guarantee for Bid Security	<p>“-----“ clause</p> <p>The format provided in the RFP for the Bank Guarantee for Bid Security does not adhere to the RBI Guidelines issued to Banks for issuance of Bank Guarantee. Please confirm that the Banks can add the mandatory clauses at the end of the Bank Guarantee as prescribed by RBI.</p> <p>The RBI guidelines are as follows:</p> <p>“Notwithstanding anything contained herein.</p> <p>i) Our liability under the Bank Guarantee shall not exceed Rs. ____ Crores (in words),</p> <p>ii) The Bank Guarantee shall be valid upto [date], 200__</p> <p>iii) Unless claimed or a demand in writing is made upon us on or before ____, all our liability under this agreement shall cease.</p> <p>IN WITNESS WHEREOF THE BANK HAS SET ITS HANDS HERETO ON THE DAY, MONTH AND YEAR MENTIONED HEREUNDER.”</p> <p>We clarify that in earlier bids, these lines were part of the format given by NHAI for Bid Bond Guarantee. Since, this is the mandatory clause to be put in by the banks as per the guidelines issued by RBI, therefore, the same should be allowed to be inserted at the end of the Bank Guarantee</p>	<p>As per RFP clause i) & ii) are acceptable.</p> <p>Clause at iii) will be accepted if worded as given</p> <p>“ We are liable to pay the guaranteed amount or any part thereof under this bank guarantee only and only if a written claim or demand is served on us on or before-----“</p>
5	29	Appendix – II Bank Guarantee for Bid Security Sl no.4	<p>The format for the Bank Guarantee for Bid Security specifies that the Bank Guarantee is to be valid till 180 days from the Bid Due Date. It does not specify the definite date. Please confirm that the Bank can mention the specific date in the Bank Guarantee which is 180 days from the Bid Due Date as its required as per RBI guidelines ?</p>	<p>As per RFP document.</p>

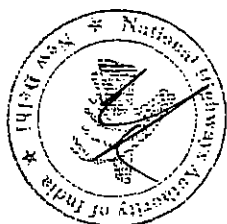
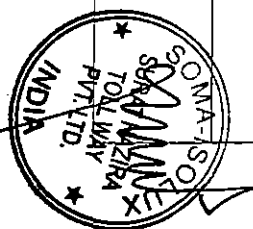


Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
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On the Draft Concession Agreement

1	29	4.1.3 (d)	<p>Applicable Permits relating to Environmental protection and conservation of the Site</p> <p>Kindly clarify whether construction work can be started in the absence of this permit since the time frame for delay extends beyond the Appointed Date.</p>	As per provision of RFP, The construction activities can be started only If this condition precedent is waived off.
2	30	4.2	<p>Damages for delay by the Authority</p> <p>Kindly clarify how the Scheduled Completion Date and the Concession Period will be dealt with in case the delay affects the COD.</p>	Please refer Clause 24.1 which is self explanatory
3	47	10.3.2	<p>Procurement of Site</p> <p>It is not clear which part constitutes 50% of the total area of Site; since existing 2 lane highway would by itself make up 50% and which is of no use for beginning of construction, we request you to provide clarity on how much new area required for 4 laning will be available on the Appointed Date apart from existing 2 lane within the ROW.</p>	As per provisions of RFP Clause 10.3.1 & 10.3.2

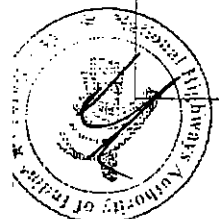


Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira				
Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
4	48	10.3.6	<p>“The Concessionaire shall, if so required ----- ----- It is further agreed that the Authority may, at any time after the Bid Date, suo moto acquire the land required hereunder.”</p> <p>It is not clear what is intended by this Article.</p> <ul style="list-style-type: none"> • If the Concessionaire has to procure the land at higher rates than what the Act provides in order to save time for the project, then is this the risk to be borne by Concessionaire? • Will NHAI pay interest for the time between actual payment by NHAI to Concessionaire and when it was bought by Concessionaire? • What if the land is not included in the Appendix and it is discovered after detailed engg that such land is required? 	This pertains to Toll Plaza location only
5	51	11.3.1	<p>New utilities and roads</p> <p>There is no legal recourse which Concessionaire has to demand direct compensation from utility companies since the Site ownership vests with NHAI. Hence, please confirm that NHAI will demand compensation based on Concessionaire's costs and remit the same when received.</p>	As per applicable law
	53	12.2	<p>Maintenance during Construction Period</p> <p>Please clarify how joint verification will be done 7 days prior to signing of the Agreement regarding the traffic worthiness and safety of the highway.</p>	This will be done prior to signing of contract agreement (CA) as per prevailing practices of NHAI



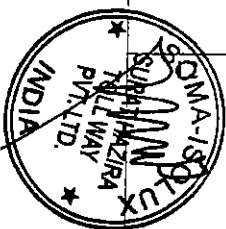
Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
8	56	12.7	<p>Construction of Service roads by the Authority</p> <p>The Authority shall, ----- the Concessionaire shall have the obligation to maintain the service roads in accordance with Good Industry Practice and regulate the use thereof in accordance with the provisions of this Agreement.</p> <p>We understand that the service roads constructed by the Authority and to be maintained by the Concessionaire will be entitled as change of scope because the concessionaire has undertaken the project as described in the scope in Concession Agreement on bid due date, kindly clarify</p>	Yes the Service roads need to be maintained as per standards specified in DCA.
7	63	15.1	<p>Commercial Operation Date</p> <p>Please clarify whether the Conditions Precedent as per Article 4 which needs to be fulfilled by the Authority can also be waived in case of delay mentioned in Article 4.1.2 and the Concessionaire shall not be denied COD on this account.</p>	Conditions precedent to be satisfied by the authority shall be fulfilled as per the clause 4.1.2 of the Volume II of the RFP document.
8	87	25.1	<p>Grant</p> <p>As per this clause Authority agrees to provide an outright grant equal to the sum specified in the bid to the concessionaire.</p> <p>Is there any maximum limit to the grant which can be sought by the Concessionaire in the Bid?</p>	As per RFP the Bidder has to make his own assessment
	89	26.3	<p>Determination of Concession Fee</p> <p>Please clarify what is the Realizable Fee for 24705 PCUs since there could be various assumptions at the time of bid regarding number of free vehicles, monthly passes etc . Will the computation be based on the proportion of actual PCU to 24,705 and Realizable Fee will be proportionately increased?</p>	The clause 26.3 is self explanatory



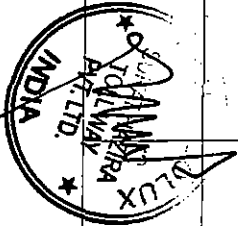
Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
10	91	27.2.3	Revision of Fee Since Notification given in Schedule R refers to the year 2007-08 and WPI as on 01.01.07, please confirm that the for the base year of April 2008 mentioned in this sub-article, the fee would be increased by 3% plus the WPI escalation mentioned in Article 27.2.1	Please refer to the calculation method provided in the schedule R of the RFP document.
11	91	27.2	Revision of Fee As per the Fee Rules, the Fees is to be revised annually by considering the variation in WPI to the extent of 40% and by increasing the base rates by 3% without compounding. Based on this formula, the Fee to be levied from the users of the project highway would be lower than the fees to be levied under the old toll policy. Therefore, Authority should modify the new toll policy and should allow the base rates to be increased by 3% with compounding?	As per RFP volume -II
	97	29.2	Modification in the Concession Period While Article 29.1.2 gives a margin of 2.5% of Target Traffic within which the modification in the Concession Period will not occur, Article 29.2 mentions only the shortfall or increase from Target Traffic whereas it should be after adding or subtracting the 2.5% margin. For eg, if the Actual Average Traffic has increased by 3%, the Concession Period will decrease by 2.25%; however, if it has increased by 2.5%, then there is no modification. Is this the intent of this Article?	Prevailing clause 29.1 and clause 29.2 are self explanatory
On Schedules				
1	B-42 Appendix BIX	Schedule-B	Number of VUP's are 22, not 23 as serial no 3 is missing. Please confirm	VUPs are 22 nos only, please refer addendum
2	B -4.2	Schedule – B Annexure -1	Please provide the strip plan as specified. Also provide the soil investigation report since bid submission date is too short bidder may not be able to do the same.	Soft copy of Strip Plan is hosted on website.



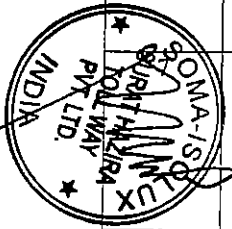
Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHA1
2	B 4.4	Schedule – B Annexure -1	<p>“Service Roads shall be provided in lengths indicated in Appendix-BIV. However , The concessionaire will construct the service road on either side of carriageway in the other project stretches at his own cost, when traffic reaches a level of 60,000 PCU.”</p> <p>The concessionaire will construct the project highway to 4 lane and not augmenting to 6 lane, kindly clarify why the concessionaire has to construct service road throughout the stretch in case the traffic reaches to 60,000 PCUs.</p> <p>Also in such case schedule D Manual indicates “ & Schedule D Manual provides the details as “Vehicular Underpass shall be provided as specified in Schedule B and to connect to service roads on both sides of the Project Highway in such a manner that no vehicle is required to travel 2 kms on service roads to approach an underpass for crossing over to other side” - If Service roads to be considered as per the clause B 4.4 What happens to the Vehicular under pass at every 2 kms and pedestrian underpass at every 0.50 kms with the change in Main carriage way approach – Kindly confirm the cost implication details will be paid separately for the Underpass, and approaches to the underpass</p>	<p>The service road shall be constructed only in the stretches wherever the traffic volume reaches 60,000 PCU.</p> <p>Guidelines of the ministry’s manual shall be applicable.</p> <p>All cost implications will be borne by the concessionaire</p>
		Appendix VI H	<p>The roughness values for NH76 from km 192 to km 213 right side are in the range of 3500 - 4000mm/km and existing pavement is CC. We presume that this does not require any reconstruction, as same is not proposed.</p> <p>Kindly clarify</p>	Not applicable to this project



Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
4	5,33	Appendix- A I, BIII	The end changes of Bardoli to Ichhapore bypass indicated in A-I & BIII is not matching -please clarify exact start & end changes of this Bypass.	In Appendix AI the design chainage corresponding to existing Kilometer has been presented. So for the new alignment of bypass, no existing Kilometer has been shown. The exact start & end changes of the bypasses are presented in appendix BIII. As such appendix AI and appendix BIII should not be compared.
5	B-46 Rehabilitation of existing bridges	Schedule-B, S. No-2 & S. No-3	Under details of Rehabilitation of existing bridges, S. No-2, 108.8m long & S. No-3, 144.6m long, Existing abandoned bridge is to rehabilitated, we presume that these bridges are in a condition that it could be rehabilitated, and no reconstruction is required. Please confirm.	No reconstruction is required. (Existing bridge shall be rehabilitated).
6	B-46 Rehabilitation of existing bridges	Schedule-B, S. No-4	Under details of Rehabilitation of existing bridges, S. No-4, 897.5m long, Tapi river bridge, would serve for both way traffic-i.e. four lane of the central 14.5m width, as foot path may not be able to cater this additional traffic load. We presume that the bridge could be rehabilitated and no new bridge is required to be constructed. Please confirm.	No new bridge is required to be constructed. (Existing bridge shall be rehabilitated).
	B-68 Details of Proposed ROB's	Schedule-B, Appendix BXIV	Under S.No-4, existing ROB's detail is mentioned and in proposed case new Six lane ROB is proposed. We presume that existing ROB will be retained and new Six lane ROB to be built. Please confirm.	Existing 2 lane ROB shall be the part of left side service road. New 6 lane ROB for through traffic and new 2 lane ROB for right side service road shall be constructed.
8	Typical Cross section	Schedule-B Drawings	As per Typical cross section drawings for Section Type II-A, Section Type-II-B, Section Type-II-C & Section Type-II-E. the GSB layer of main carriage way is not to be extended up to drain, Please confirm	GSB layer shall be constructed as per Typical Cross Section drawing.

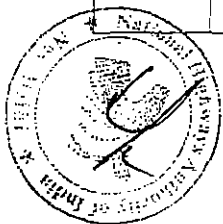


Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
9	61 of 172	Appendix-BXIII	At existing chainage Km.59.055, the type of culvert was mentioned for existing and proposed as HPC+SLC -- Please Clarify.	The Original carriageway width of existing NH-6 from Bardoli to Border was 5.5 m only. At that time the culvert was HPC. When the road was widen to standard 2 lane road, the slab culvert (SLC) was constructed in continuation of HPC for widening portion.
10	Page-76	Schedule-C	Requirement bus shelter where need be provided is not clear, appendix C-1 only specifies bus bay locations, Please clarify.	As per addendum.
11	G		There is no definition of Project Milestone III but expenditure of 70% of total capital cost is mentioned. Kindly clarify	Please refer to schedule G The Project Milestone III has been specified as 650th day.
12	R-2		Is Control (fee levied and collected) length for each toll plaza fixed or will concessioner have flexibility to change? If so to what extent? Kindly clarify	The control length for each toll plaza is generally fixed.
13	R - Fee Notification	Clause 4 – sub clause (4)	Base rate of fee <ul style="list-style-type: none"> Please clarify whether the term “ constructed” means structures or bypass already constructed. Thus in the case of six laning, the fee structure would include the additional costs of the structures in existence or not and if yes, the cost of each structure needs to be specified for computing the revenue. How is the cost of each structure to be determined? Is it the same for all bidders? If yes, this cost needs to be specified in the bid document Please clarify whether the criteria of Rs 50 crores is on cumulative basis or stand alone cost of each structure or bypass. <p>“ the cost for private investment project shall be the cost as assessed by the executing authority prior to invitation of bids from the concessionaire”- We request you to provide the cost of structures as assessed by NHAI.</p>	<p>(i) Existing structures are not included in toll fee calculation.</p> <p>(ii) The details are already given at schedule R.</p>

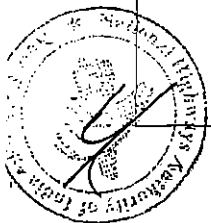


Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira				
Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
14		1.3	<p>They shall not apply to agreements and contracts executed and bids invited prior to the publication of these rules</p> <p>Kindly clarify are these rules applicable to the current set of bids for which RFP has been floated by the NHAI as the bids were invited prior to notification of these rules in Official Gazette?</p>	This question is not relevant to the RFP document floated for this project. However the rates as per the schedules R are applicable to this project.
15		3.2	<p>In case of private investment project, the collection of fee levied under sub-rule (1) shall be made in accordance with the terms of the agreement entered into by the concessionaire</p> <p>Does the Concession agreement clauses supersede the clauses mentioned in these Rules, if they are contradictory? Kindly clarify</p>	Please refer to clause no:1.4.2(b) of the volume II of the RFP document.
16		3.4	<p>Provided that the three wheelers, tractors and animal-drawn vehicles shall not be allowed to use the section of national highway, permanent bridge.....”</p> <p>Does this clause provide the concessionaire with legal right to forcibly prevent such vehicles from using the national highway etc if required? Does it mean that concessionaire can use private security guards to enforce this clause? Kindly clarify</p>	As per provisions of National Highways Fee (Determination of rates and collection) Rules 2008.
		4.1	<p>The rate of fee for use of the section of national highways, permanent bridge, bypass or tunnel constructed through public funded project or private investment shall be identical</p> <p>How would this be ensured if cost considered for structures for publicly funded and privately funded projects is on different basis and hence they can fall in different fee slabs? Kindly clarify</p>	The clause 4.1 is self explanatory.



Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

SL. No	Page No.	Clause No.	Query	Replies as per NHAI
18		4.3	<p>The rate of fee for use of a section of national highway, having two lanes and on which average investment for upgradation has exceeded rupees one crore per km, shall be 60% of the rate of fee specified under sub-rule (2)</p> <p>What is meant by upgradation- does it mean two to four laning or improvement in quality of two lane? Also, who would certify that upgradation cost is greater than 1cr/Km? Can the fee be charged from day 1 based on the cost estimate or will it start once the cost has been incurred? Would it depend on actual cost incurred or NHAI's cost estimates? Can the fee be charged from the day the cost exceeds Rs. 1Cr/ Km or after the completion of upgradation? Kindly clarify</p>	As per provisions of National Highways Fee (Determination of rates and collection) Rules 2008.
19		4.4	<p>The rate of fee for use of structures for different costs slabs has been provided</p> <p>Is this slab structure for independent structures as the clause is contradicting in case of fee to be charged for structures costing less than Rs. 50 Cr.? Also, is this cost limit for all the structures combined on a particular stretch or is it for each individual structure? How would the fee charged be identical when the cost basis for public and private funded structures is different? Kindly clarify</p>	The clause 4.4 is self explanatory.
		5.1	<p>The rate specified under rule 4 shall be increased without compounding, by three percent.....and such increased rate shall be deemed to be the base rate for the subsequent years</p> <p>If the rates cannot be compounded, what is meant by such increased rates would be used as base rate for subsequent years, which effectively means compounding only? Kindly clarify</p>	The clause is self explanatory.
21		6.3	<p>The fee collected under these rules shall be paid either in cash or through smart card or on board (transponder) or any other like device?</p> <p>Is it compulsory to provide smart card or such facility for payment purposes? Kindly clarify</p>	It is up to the concessionaire to decide upon the mode of collection as mentioned in clause no.6.3.



Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira				
SL No	Page No.	Clause No.	Query	Replies as per NHAI
22		6.4	<p>Any driver, owner.....shall deposit a refundable security equivalent to the cost of equipment....</p> <p>What can be done in case the on board unit is lost can the deposit amount be forfeited in this case or if the unit becomes faulty, can maintenance charges be charged from the user? Kindly clarify</p>	As per provisions of National Highways Fee (Determination of rates and collection) Rules 2008.
23		8.2	<p>Provided further that a toll plaza may be established within a distance of sixty km fromfor a permanent bridge, bypass or tunnel.</p> <p>Does this mean that a concessionaire can establish toll plaza for each structure and highways section separately for its part of the project highways or is this clause applicable only for contracts for stand-alone structures? Kindly clarify</p> <p>We understand structure include RE wall too</p>	The toll plazas are to be established at the locations specified in the RFP document.
24		9.3	<p>--- provided that such pass shall be issued only if driver, owner.....does not extend beyond the toll plaza next to the specified toll plaza.</p> <p>How can the concessionaire establish this that the travel does not extend beyond the toll plaza next to the specified toll plaza? Kindly clarify</p>	As per provisions of National Highways Fee (Determination of rates and collection) Rules 2008.



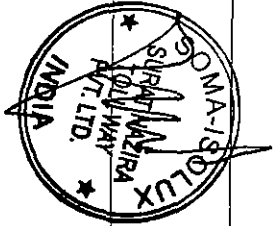
Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
25		10.1	<p>Without prejudice to the liability.....excess load has been removed from such mechanical vehicle?</p> <ul style="list-style-type: none"> ➤ Can a vehicle be charged for excess load and then be forced to remove that excess load before proceeding further- is it legally possible to charge a fine for the offence not committed? ➤ Does this clause provide the concessionaire with legal right to forcibly prevent such vehicles from moving further on the highways without removing excess load, if required? ➤ Does it mean that concessionaire can use private security guards to enforce this clause? <p>Kindly clarify</p>	The clause 10.1 is self explanatory.
26		10.2	<p>The weight of a mechanical vehicle, as recorded at a weighbridge installed at the toll plaza...</p> <p>Does it mean a weighbridge on the national highway itself without diverting the vehicles to a side to weigh them? Kindly clarify</p>	As per provisions of National Highways Fee (Determination of rates and collection) Rules 2008.
		13.2	<p>Any driver , owner.....refund of excess payment and damages for the inconvenience....</p> <p>What would be the basis of deciding the damages for inconvenience suffered? Kindly clarify</p>	As per provisions of National Highways Fee (Determination of rates and collection) Rules 2008.
28		14.1	<p>If any driver.....may get such obstructing vehicle removed from the</p> <p>Does this clause provide the concessionaire with legal right to forcibly prevent such vehicles from using the national highway, if required? Does it mean that concessionaire can use private security guards to enforce this clause? Kindly clarify</p>	As per provisions of National Highways Fee (Determination of rates and collection) Rules 2008.



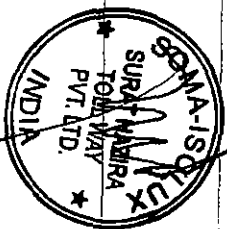
Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
29		14.2	Where the driversame shall be recovered from the registered owner How can a private party enforce this clause? Does it mean that concessionaire can use private security guards to enforce this clause? Kindly clarify	As per provisions of National Highways Fee (Determination of rates and collection) Rules 2008 and applicable law
30		17	No barrier shall be installed.....within ten km from the toll plaza, to check the evasion of fee. Does this mean that a barrier cannot be created beyond 10 km to check fee evasion? Kindly clarify	The clause no:17 is self explanatory.
			<p>The locations of Toll Plazas are specified in the Schedule-C, Vol.III of draft Concession Agreements of upcoming projects. It suggest number of Toll Plazas and allows minor adjustment of the toll plaza locations in consultation with IC/NHAI. In some cases where there is already one existing Toll Plaza, the other Toll Plaza is to be located in consultation with IC/NHAI. In some packages besides specifying the new Toll Plaza, it also stipulates that the existing Toll Plaza shall ceased to exist and the new location of this could be altered, in consultation with the IC/NHAI, to such location that there is no possibility of bypassing.</p> <p>Schedule – R – Fee Notification also stipulates that fee shall be collected at Toll Plazas at locations mentioned in Schedule – C.</p> <p>At one place concessionaire has option to choose the toll plaza locations in consultation with IC/NHAI on the other hand schedule-C suggest the toll plaza locations. It is also suggested in the document that there should be no possibility of bypassing. Thus location of the Toll Plazas can be selected on merit basis to avoid leakages in toll revenue.</p> <p>In view of above, whether the suggested locations of Toll Plazas can be modified by the concessionaire in consultation with IS/NHAI.</p>	No change



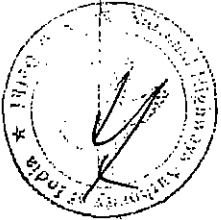
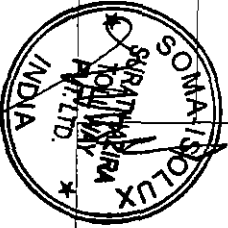
Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
			<p>Assessment of cost of permanent bridge bypass or tunnel.</p> <p>1. Rule No(4) of Schedule R of DCA stipulates different rates of fee for base year 2007-08. Applicable where the cost of permanent bridge bypass or tunnel forming part of the section is exceeding Rs.10 Crore and above. Rule No.(4) also stipulates that where the cost of permanent bridge bypass or tunnel as the case maybe is less than Rs.50 Crore and said permanent bridge bypass or tunnel form part of section of National Highway then instead of above rate of fee the rate of fee specified under sub rule 2 shall be applicable for such permanent bridge bypass or tunnel. Further the explanation for the purpose of this subrule enumerates that the cost of private investment project shall be the cost as assessed by the executing authority prior to the invitation of the bids from the concessionaire.</p> <p>Clarification is required as to know the mechanism for assessing the cost in case of private investment project by the executing authority prior to invitation of bids. Further clarification is required whether permanent bridge includes flyover and approaches.</p> <p>2. Determining user fee for a section of highway which has a permanent structure of investment more than Rs.50 Crore.</p> <p>As per the New Toll Policy Schedule R Sub Rule 4(4) specifies a slab wise rate of fee for permanent bridges bypasses or tunnel which qualifies for different slabs of investment.</p> <p>Thus if a permanent bridge/bypass/tunnel/flyover costs an investment of say 210 Cr then working of toll rates (category 'CAR') for the same will be as below.</p> <p>Say the length of Project is 100Km As per Sub Rule 4(4):</p>	<p>As per provisions of National Highways Fee (Determination of rates and collection) Rules 2008.</p>



Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
			<p>For First 15 Cr Value Rs 5 =Rs. 05</p> <p>From 15-100 Cr Rs. {(100-15)/5} X Rate @ Rs1 =Rs. 17 From 100-200 Cr Rs. {(200-100)/5} X Rate @ Rs0.75 =Rs. 15 From 200 Cr and above Rs. {(210-200)/5} X Rate @ Rs0.50 =Rs. 01</p> <p>Total Toll for 1km Rs. 5+7+15+1= Rs.38 for 1Km</p> <p>Distributing it on 100 Km Project length = 38/100 = 0.38 Rs/km Above rate of 0.38 Rs/km should be added to fee for use of a section of National Highway for four or more lane as given in Sub Rule 4(2) Hence Effective Toll rate to be charged, for a Car = 0.65+0.38 = Rs. 1.03 Rs/Km.</p> <p>Kindly confirm the above understandings, as per Sub Rule 4(2) and Sub Rule 4(4), in arriving at User Fee for a section of Highway which has a permanent structure of investment more than 50 Cr.</p>	As per provisions of National Highways Fee (Determination of rates and collection) Rules 2008.



Pre – Bid Queries for Gujarat/Maharashtra border- Surat-Hazira

Sl. No	Page No.	Clause No.	Query	Replies as per NHAI
General				
1		Project ROW	Kindly confirm the status of land acquisition	under process
2			Kindly confirm all Railways payment for the ROB works will be taken care by Authority	Obtaining approval of GAD of ROB from Railways Authority is responsibility of NHAI as per schedule 4.1.2.
3			On visiting the project site, it was observed that high pressure gas pipe lines falling within the ROW, we request you to kindly provide the location of pipe lines falling within ROW.	Concessionaire has to collect the details of the existing utility lines (under and over ground) from the concerned Agency or Authority
4			Kindly confirm the existing available materials like crash barrier, railing and others can be reused by concessionaire	As per manual.
5			Cost assessment parameters and time at which the cost will be assessed would need to be the same for publicly funded projects and private investment projects.	



APPENDIX - I

Letter comprising the Bid

Date: 27-12-2008

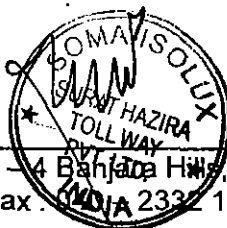
The Chairman
National Highways Authority of India
G-5 & 6, Sector -10, Dwarka
New Delhi - 110 075
India

Sub : Bid for Four/Six laning of Gujarat/Maharashtra Border - Surat - Hazira Port Section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public-Private/Public Sector partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT) basis.

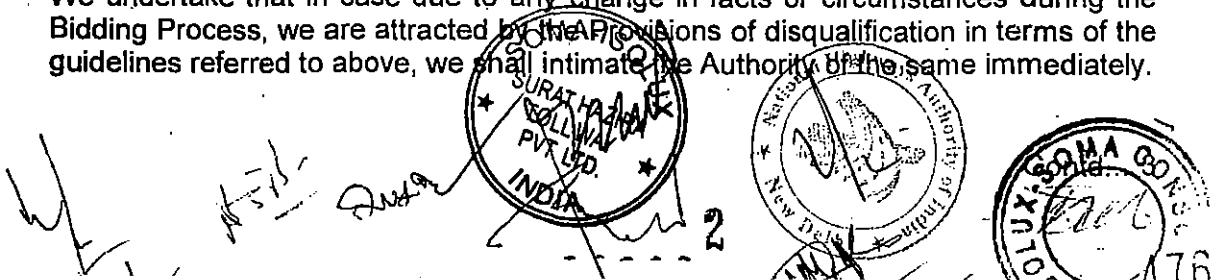
Dear Sir,

With reference to your RFP document dated November, 2008, we, having examined the Bidding Documents and understood their contents, hereby submit our Bid for the aforesaid Project. The Bid is unconditional and unqualified.

2. All information provided in the Bid and in the Appendices is true and correct.
3. This statement is made for the express purpose of qualifying as a Bidder for the development, construction, operation and maintenance of the aforesaid Project.
4. We shall make available to the Authority any additional information it may find necessary or require to supplement or authenticate the Bid.
5. We acknowledge the right of the Authority to reject our Bid without assigning any reason or otherwise and hereby waive our right to challenge the same on any account whatsoever.
6. We certify that in the last three years, we/any of the Consortium Members have neither failed to perform on any contract, as evidenced by imposition of a penalty or a judicial pronouncement or arbitration award, nor been expelled from any project or contract nor have had any contract terminated for breach on our part.
7. We declare that :
 - (a) We have examined and have no reservations to the Bidding Documents, including any Addendum issued by the Authority.
 - (b) We do not have any conflict of interest in accordance with Clauses 2.1.14 and 2.1.15 of the RFP document;



- (c) We have not directly or indirectly or through an agent engaged or indulged in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice, as defined in Clause 4.3 of the RFP document, in respect of any tender or request for proposal issued by or any agreement entered into with the Authority or any other public sector enterprise or any government, Central or State; and
- (d) We hereby certify that we have taken steps to ensure that in conformity with the provisions of Clause 4 of the RFP, no person acting for us or on our behalf has engaged or will engage in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice.
8. We understand that you may cancel the Bidding Process at any time and that you are neither bound to accept any Bid that you may receive nor to invite the Bidders to Bid for the Project, without incurring any liability to the Bidders, in accordance with Clause 2.6 of the RFP document.
9. We believe that we/our Consortium / proposed Consortium satisfy(ies) the Net Worth criteria and meet(s) the requirements as specified in the RFQ document and are / is qualified to submit a Bid in accordance with the guidelines for qualification of bidders seeking to acquire stakes in Public Sector Enterprises through the process of disinvestment issued by the GOI vide Department of Disinvestment OM No. 6/4/2001-DD-II dated 13th July, 2001 which guidelines apply mutatis mutandis to the Bidding Process.
10. We, declare that we/any Member of the Consortium, are/ is not a Member of a / any other Consortium submitting a Bid for the Project.
11. We certify that in regard to matters other than security and integrity of the country, we have not been convicted by a Court of Law or indicted or adverse orders passed by a regulatory authority which could cast a doubt on our ability to undertake the Project or which relates to a grave offence that outrages the moral sense of the community.
12. We further certify that in regard to matters relating to security and integrity of the country, we have not been charge-sheeted by any agency of the Government or convicted by a Court of Law for any offence committed by us or by any of our Associates.
13. We further certify that no investigation by a regulatory authority is pending either against us or against our Associates or against our CEO or any of our Directors / Managers / employees.
14. We further certify that we are not disqualified in terms of the additional criteria specified by the Department of Disinvestment in their OM No. 6/4/2001-DD-II dated July 13, 2001, a copy of which forms part of the RFP at Appendix – V thereof.
15. We undertake that in case due to any change in facts or circumstances during the Bidding Process, we are attracted by the provisions of disqualification in terms of the guidelines referred to above, we shall intimate the Authority of the same immediately.



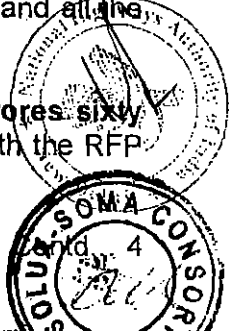
16. [We acknowledge that our Consortium /proposed Consortium was pre-qualified and short-listed on the basis of Technical Capacity and Financial Capacity of those of its Members who will own at least 26% of the equity of the Concessionaire and undertake that each of such Consortium Members shall continue to hold at least 26% of the equity of the Concessionaire until the Commercial Operation Date of the Project is achieved under and in accordance with the provisions of the Concession Agreement. We further agree and acknowledge that the aforesaid obligation shall be in addition to the obligations contained in the Concession Agreement in respect of Change in Ownership.]
17. We acknowledge and agree that in the event of a change in control of an Associate whose Technical Capacity and/ or Financial Capacity was taken into consideration for the purposes of short-listing and pre-qualification under and in accordance with the RFQ, We shall inform the Authority forthwith along with all relevant particulars and the Authority may, in its sole discretion, disqualify our Consortium or withdraw the Letter of Award, as the case may be. We further acknowledge and agree that in the event such change in control occurs after signing of the Concession Agreement but prior to Financial Close of the Project, it would, notwithstanding anything to the contrary contained in the Agreement, be deemed a breach thereof, and the Concession Agreement shall be liable to be terminated without the Authority being liable to us in any manner whatsoever.
18. We understand that the Selected Bidder shall either be an existing Company incorporated under the Indian Companies Act, 1956, or shall incorporate itself as such prior to execution of the Concession Agreement.
19. We hereby irrevocably waive any right which we may have at any stage at law or howsoever otherwise arising to challenge or question any decision taken by the Authority in connection with the selection of the Bidder, or in connection with the Bidding Process itself, in respect of the above mentioned Project and the terms and implementation thereof.
20. In the event of our being declared as the Selected Bidder, We agree to enter into a Concession Agreement in accordance with the draft that has been provided to us prior to the Bid Due Date. We agree not to seek any changes in the aforesaid draft and agree to abide by the same.
21. We have studied all the Bidding Documents carefully and also surveyed the project highway and the traffic. We understand that except to the extent as expressly set forth in the Concession Agreement, we shall have no claim, right or title arising out of any documents or information provided to us by the Authority or in respect of any matter arising out of or concerning or relating to the Bidding Process including the award of Concession.
22. The [Premium / Grant] has been quoted by us after taking into consideration all the terms and conditions stated in the RFP, draft Concession Agreement, our own estimates of costs and traffic and after a careful assessment of the site and all the conditions that may affect the Bid.
23. We offer a Bid Security of Rs. 22,63,65,000/- (Rupees Twenty two crores sixty three lakhs sixty five thousand only) to the Authority in accordance with the RFP Document.

[Handwritten signature]

[Handwritten signature]



[Handwritten signature]



4:

24. The Bid Security in the form of a Demand Draft / Bank Guarantee is attached.
25. We agree and understand that the Bid is subject to the provisions of the Bidding Documents. In no case, We shall have any claim or right of whatsoever nature if the Project / Concession is not awarded to us or our Bid is not opened.
26. We hereby submit our Bid and offer a Premium in the form of _____ days _____ after COD for start of Premium payment as share of the Authority / per cent _____ (in words) of the gross revenues of the Project as share of the Authority/require a Grant Rs. 556 CRORES Rupees FIVE HUNDRED FIFTY SIX CRORES ONLY only) (strike out whichever is not applicable) for undertaking the aforesaid Project in accordance with the Bidding Documents and the Concession Agreement.

27. We agree to keep this offer valid for 120 (one hundred and twenty) days from the Bid Due Date specified in the RFP.
28. We agree and undertake to abide by all the terms and conditions of the RFP document.

In witness thereof, we submit this Bid under and in accordance with the terms of the RFP document.

Yours faithfully,
For ISOLUX-SOMA Consortium

(Allan Henry Le Roux)
Authorised Signatory

Date: 27-12-2008

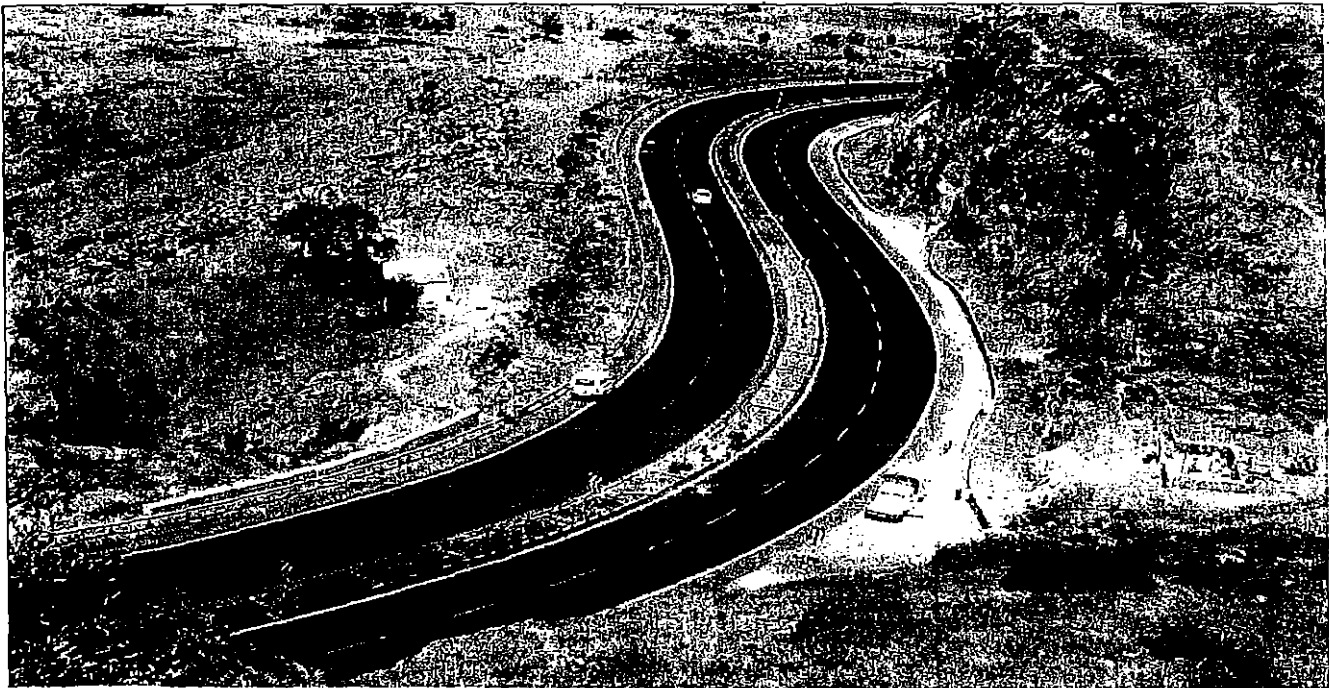
Place: Hyderabad



"ENCLOSURES OF THE BID"

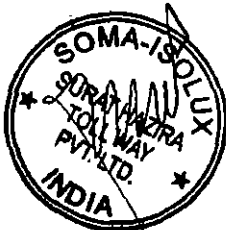
"Bid for Four/Six Laning of Gujarat/Maharashtra Border – Surat – Hazira Port section of NH – 6 (Approx. Length 132.913 km) in the State of Gujarat under NHDP Phase - III through Public-Private/Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT") basis".

To
Mr. L.P. Padhy
General Manager (DK II)
National Highways Authority of India
G-5 & G-6, Sector 10, Dwarka
New Delhi - 110 075
Fax: +91 11 2507 4100 (Extn. 2457)
Email: lppadhy@nhai.org



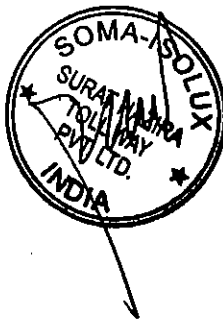
Submitted by

ISOLUX – SOMA CONSORTIUM
14, Avenue – 4, Banjara Hills
Hyderabad – 500 034
Andhra Pradesh, India
Tel. No. 040 – 6663 6666
Fax No. 040 – 2332 1286



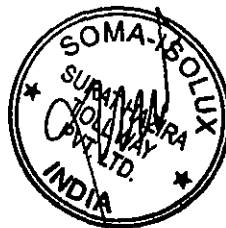
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Sr.No	Description	Page Nos
1	Appendix – II Bid Security	1- 9
2	Appendix – III Power of Attorney for Signing of Bid	10- 19
3	Appendix – IV Power of Attorney for Lead member of Consortium	20- 21
4	Copy of the Concession Agreement	Enclosed.



APPENDIX – III

POWER OF ATTORNEY SIGNING OF BID



Power of Attorney for signing of Bid

Know all men by these presents, We ISOLUX CORSAN CONCESIONES, S.A. at C/ CABALLERO ANDANTE 8, 28021 MADRID, SPAIN do hereby irrevocably constitute, nominate, appoint and authorise

Mr MARIO ANIBAL PASTINANTE, with Italian Passport no. AA1147689, son of **VICTORIO PASTINANTE** and presently residing at Laburnum Cond. Complex. Sushant Lok 1. Block A. Sector 28. 122005-09 Gurgaon – Haryana, India

Ms. MARÍA ESTHER AYUSO GIL, with Spanish Passport no. AB183440, daughter of **ABILIO AYUSO TABANERA** and residing at C/Caballero Andante no.8, 28021 Madrid, Spain

AND Mr ALLAN HENRY LE ROUX with South African Passport no. 467120048, son of **HENDRIK ADRIAAN LE ROUX** residing at 1102 Tower 8, Uniworld Gardens, Sector 47, Sohna Road, Gurgaon, Haryana-122018, India.

who are presently employed with us/ the Lead Member of our Consortium and holding the position of **LEGAL REPRESENTATIVE**, as our true and lawful attorney (hereinafter referred to as the "Attorney") to do in our name and on our behalf, all such acts, deeds and things as are necessary or required in connection with or incidental to submission of our application for pre-qualification and submission of our bid for the **Four/Six Laning of Gujarat / Maharashtra Border-Surat-Hazira port section of NH-6 (length 130.79 km) in the state of Gujarat under NHDP Phase III** proposed or being developed by the National Highways Authority of India (the "Authority") including but not limited to signing and submission of all applications, bids and other documents and writings, participate in bidders' and other conferences and providing information/ responses to the Authority, representing us in all matters before the Authority, signing and execution of all contracts including the Concession Agreement and undertakings consequent to acceptance of our bid, and generally dealing with the Authority in all matters in connection with or relating to or arising out of our bid for the said Project and/ or upon award thereof to us and/or till the entering into of the Concession Agreement with the Authority.

AND we hereby agree to ratify and confirm and do hereby ratify and confirm all acts, deeds and things lawfully done or caused to be done by our said Attorney pursuant to and in exercise of the powers conferred by this Power of Attorney and that all acts, deeds and things done by our said Attorney in exercise of the powers hereby conferred shall and shall always be deemed to have been done by us.

IN WITNESS WHEREOF WE, ISOLUX CORSAN CONCESIONES, S.A. THE ABOVE NAMED PRINCIPAL HAVE EXECUTED THIS POWER OF ATTORNEY ON THIS EIGHTEENTH DAY OF DECEMBER, 2008

For ISOLUX CORSAN CONCESIONES, S.A

Mr JOSE LUIS MESEGUER
CHIEF OF LEGAL SERVICE

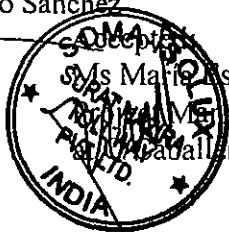
Witnesses:

1. Mr Pablo Núñez Reyes

2. Mrs. Mercedes Soto Sanchez

Ms Maria Esther AYUSO GIL

Manager, ISOLUX CORSAN CONCESIONES S.A.
C/Caballero Andante no. 8, 28021 Madrid, SPAIN

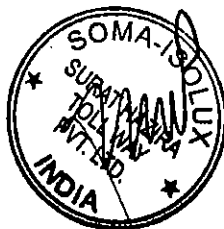
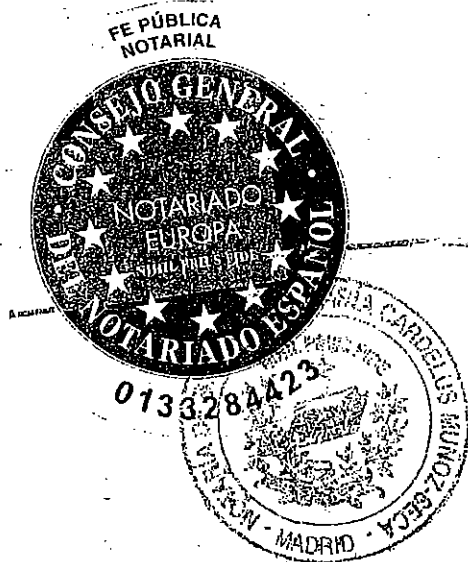


YO, SANTIAGO-MARÍA CARDELÚS MUÑOZ-SECA, Notario de Madrid (España), DOY FE:-----

De que por serme conocidas, legitimo las firmas y rúbricas puestas al pie de este documento (que consta de un folio mecanografiado por su anverso) correspondientes a DON JOSÉ-LUIS MESEGUER VELASCO y DOÑA MARÍA-ESTHER AYUSO GIL, habiendo sido además reconocidas mediante acta por mí autorizada con fecha de hoy, bajo el número 4.109 de orden de mi protocolo general, y que por mi conocimiento en lo pertinente del idioma Inglés, en que el documento está redactado, he quedado plenamente enterado de su contenido.-----

Asimismo considero legítimas las firmas y rúbricas de los testigos de dicho documento de DOÑA MERCEDES SOTO SÁNCHEZ y DON PABLO NÚÑEZ REYES, por haber sido puestas todas ellas a mi presencia.-----

En Madrid, a diecinueve de diciembre de dos mil ocho.-----



EUROPA



NIHIL PRIUS FIDE
NOTARIO

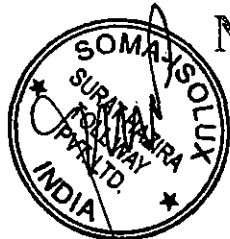
COPIA

NÚMERO: 4709

FECHA: 19/12/2006

ACTA AUTORIZADA A INSTANCIA DE LA
ENTIDAD "ISOLUX CORPÁN CONCESIONES, S.A."
Y DOÑA MARÍA-ESTHER AYUSO GIL.

Santiago-María Cardelús Muñoz-Seca



Notario
de
Madrid



Lagasca, 56, 1.º
28001 MADRID

11

Teléf.: 91 576 61 77
Fax: 91 576 62 15

16/2008

**SANTIAGO MARÍA CARDELÚS MUÑOZ-SECA**

Notario

C/ Lagasca, 58

Teléf. 91 576 61 77 - Fax 91 576 62 15

28001 MADRID

NÚMERO CUATRO MIL CIENTO NUEVE.-----

En Madrid, a diecinueve de diciembre de dos mil ocho.-----

Ante mí, **SANTIAGO-MARÍA CARDELÚS MUÑOZ-SECA**, Notario de Madrid y de su Ilustre Colegio, con residencia en la Capital, -----
constituido yo el Notario en la calle Caballero Andante número 8, Edificio Isolux Corsán en Madrid. -----

-----COMPARECEN:-----

De una parte: **DON JOSÉ LUIS MESEGUER VELASCO**, mayor de edad, de nacionalidad española, casado, abogado, vecino de Madrid, con domicilio en C/ Caballero Andante número 8, Edificio Isolux Corsán. Titular de D.N.I./N.I.F. número 05414757M. -----

De otra parte: **DOÑA MARÍA ESTHER AYUSO GIL**, mayor de edad, de nacionalidad española, vecina de MADRID, con domicilio a estos efectos en CALLE CABALLERO ANDANTE Nº 8. Titular de D.N.I./N.I.F. número 01180216V y pasaporte de nacionalidad española número AB183440 -----

-----INTERVIENEN:-----

1.- **DON JOSÉ LUIS MESEGUER VELASCO**, En nombre y representación, como Apoderado de la Compañía Mercantil denominada, "**ISOLUX CORSÁN CONCESIONES, S.A.**", domiciliada en Madrid, Calle Caballero Andante 8, Edificio Isolux Corsán, con CIF número A-



84464247, constituida por tiempo indefinido, como Sociedad Limitada, mediante escritura autorizada por mí, el día treinta de septiembre de dos mil cinco, bajo el número 2956 de orden de protocolo. Inscrita en el Registro Mercantil de Madrid al tomo 21832, libro 0, folio 161, sección 8, hoja M-389038, inscripción 1ª. -----

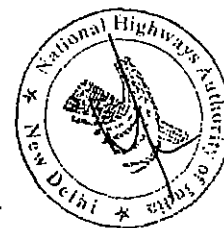
Cambiado el domicilio social al actual mediante escritura autorizada por el Notario de Madrid, don Carlos del Moral Carro, el día 12 de Mayo de dos mil seis, bajo el número 2825 de protocolo, que causó la inscripción 14, en la hoja de la sociedad. -----

Transformada en Sociedad Anónima, mediante escritura autorizada por el Notario de Madrid, don Carlos del Moral Carro, el día 9 de Agosto de 2006, bajo el número 4925 de orden de su protocolo, que causó la inscripción 20, en la hoja de la sociedad. -----

Don Antonio Portela Álvarez, es el Consejero Delegado habiéndose delegado todas las facultades del Consejo de Administración, salvo las indelegables por ley y por los Estatutos, en escritura autorizada por el Notario de Madrid, Don Carlos Moral Carro, el día 6 de Abril de 2006, bajo el número 2167 orden de protocolo, inscripción 13ª en la hoja de la sociedad.

Actúa en virtud de poder conferido a su favor por el Consejero Delegado, Don Antonio Portela Álvarez, autorizado por mí, el día 19 de mayo de 2008, bajo el número 1748 de protocolo que causó la inscripción 42, en la hoja de la sociedad. -----

Son a mi juicio y bajo mi responsabilidad suficientes las facultades representativas acreditadas, por cuanto que está facultado para otorgar



6/2008

8Z2930344



cualquier escritura de poder, y por tanto la presente ACTA según resulta de copia autorizada de dicha escritura de poder que me exhibe y me asegura vigente,. Manifiestan los comparecientes, que no ha variado la capacidad y personalidad jurídica de su representada.-----

2.- DOÑA MARÍA ESTHER AYUSO GIL, en su propio nombre y derecho.-----

Conozco al primer compareciente e identifico a Doña María Esther Ayuso Gil por su documento nacional de identidad. Tienen, a mi juicio, según interviene, la capacidad legal necesaria e interés legítimo para este **ACTA** y, me requiere a mí, el Notario para que, conforme a lo establecido en el artículo 207 (apartado 2º) del Reglamento Notarial, deje constancia de la existencia del documento que me exhibe comprensivo de un folio, redactado en inglés, que Yo el Notario conozco en lo pertinente, y firmado por Don José Luis Meseguer Velasco y por Doña María Esther Ayuso Gil, que acepta el poder a mi presencia, y cuyas firmas considero legítimas, firmado igualmente por Doña Mercedes Soto Sánchez, y Don Pablo Nuñez Reyes, quienes firman como testigos, y cuyas firmas considero legítimas por conocerlas.-----

Don José Luis Meseguer Velasco, declara que conoce el contenido y alcance del referido documento, que según manifiesta resulta ser un poder,



y que libre y voluntariamente quiere y desea que dicho documento produzca los efectos que le sean aplicables conforme a lo previsto por las leyes extranjeras, y en especial por las de India . -----

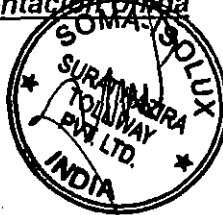
Acepto el requerimiento; y a tal efecto, yo, el Notario, recibo el referido documento, el cual queda unido por fotocopia a esta matriz para formar parte integrante de la misma e insertar en sus copias y traslados. -----

INFORMACIÓN DE DATOS.- De acuerdo con lo establecido en la Ley Orgánica 15/1999, los comparecientes quedan informados y aceptan la incorporación de sus datos personales a los ficheros automatizados existentes en esta Notaria; datos que se conservarán en la misma, con carácter confidencial, al estar amparados por el secreto del protocolo, sin perjuicio de las remisiones de obligado cumplimiento impuestas por la normativa vigente.-----

Y no teniendo nada más que hacer constar, doy por terminada la presente acta, leída por los comparecientes, a su elección, la encuentra conforme, se ratifican en su total contenido y la firma conmigo, el Notario, que doy fe de todo lo consignado en este instrumento público, que va extendido en tres folios de la serie 8Z números: 2931108 y los dos siguientes en orden correlativo. -----

Están las firmas de Don José-Luis Meseguer Velasco y Doña María-Esther Ayuso Gil.- Signado: Santiago-María Cardelús.- Rubricados y sellado.-----

Sigue Documentación Unida



Power of Attorney for signing of Bid

12/2008

Know all men by these presents, We ISOLUX CORSAN CONCESIONES, S.A. at C/ CABALLERO ANDANTE 8, 28021 MADRID, SPAIN do hereby irrevocably constitute, nominate, appoint and authorise

Mr MARIO ANIBAL PASTINANTE, with Italian Passport no. AA1147689, son of VICTORIO PASTINANTE and presently residing at Laburnum Cond. Complex. Sushant Lok 1. Block A. Sector 28, 122005-09 Gurgaon – Haryana, India

Ms. MARIA ESTHER AYUSO GIL, with Spanish Passport no. AB183440, daughter of ABILIO AYUSO TABANERA and residing at C/Caballero Andante no.8, 28021 Madrid, Spain

AND Mr ALLAN HENRY LE ROUX with South African Passport no. 467120048, son of HENDRIK ADRIAAN LE ROUX residing at 1102 Tower 8, Uniworld Gardens, Sector 47, Sohna Road, Gurgaon, Haryana-122018, India.

who are presently employed with us/ the Lead Member of our Consortium and holding the position of LEGAL REPRESENTATIVE, as our true and lawful attorney (hereinafter referred to as the "Attorney") to do in our name and on our behalf, all such acts, deeds and things as are necessary or required in connection with or incidental to submission of our application for pre-qualification and submission of our bid for the **Four/Six Laning of Gujarat / Maharashtra Border-Surat-Hazira port section of NH-6 (length 130.79 km) in the state of Gujarat under NHDP Phase III** proposed or being developed by the National Highways Authority of India (the "Authority") including but not limited to signing and submission of all applications, bids and other documents and writings, participate in bidders' and other conferences and providing information/ responses to the Authority, representing us in all matters before the Authority, signing and execution of all contracts including the Concession Agreement and undertakings consequent to acceptance of our bid, and generally dealing with the Authority in all matters in connection with or relating to or arising out of our bid for the said Project and/ or upon award thereof to us and/or till the entering into of the Concession Agreement with the Authority.

AND we hereby agree to ratify and confirm and do hereby ratify and confirm all acts, deeds and things lawfully done or caused to be done by our said Attorney pursuant to and in exercise of the powers conferred by this Power of Attorney and that all acts, deeds and things done by our said Attorney in exercise of the powers hereby conferred shall and shall always be deemed to have been done by us.

IN WITNESS WHEREOF WE, ISOLUX CORSAN CONCESIONES, S.A. THE ABOVE NAMED PRINCIPAL HAVE EXECUTED THIS POWER OF ATTORNEY ON THIS EIGHTEENTH DAY OF DECEMBER, 2008

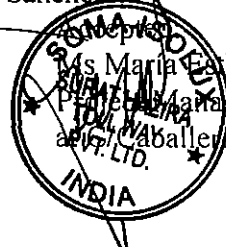
For ISOLUX CORSAN CONCESIONES, S.A

Mr JOSE LUIS MESEGUER
CHIEF OF LEGAL SERVICE

Witnesses:

1. Mr Pablo Nuñez Reyes

2. Mrs. Mercedes Soto Sanchez



Ms Maria Esther AYUSO GIL
Principal Manager, ISOLUX CORSAN CONCESIONES S.A.
at C/ Caballero Andante no. 8, 28021 Madrid, SPAIN



ALLAN HENRY LE ROUX

11/12/08 1350

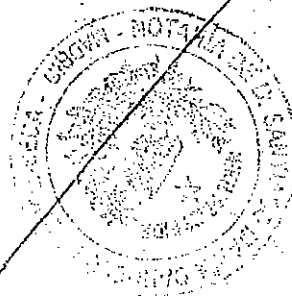
YO, SANTIAGO-MARÍA CARDELÚS MUÑOZ-SECA, Notario de Madrid (España), DOY FE: -----

De que por serme conocidas, legitimo las firmas y rúbricas puestas al pie de este documento (que consta de un folio mecanografiado por su anverso) correspondientes a DON JOSÉ-LUIS MESEGUER VELASCO y DOÑA MARÍA-ESTHER AYUSO GIL, habiendo sido además reconocidas mediante acta por mí autorizada con fecha de hoy, bajo el número 4.109 de orden de mi protocolo general, y que por mi conocimiento en lo pertinente del idioma Inglés, en que el documento está redactado, he quedado plenamente enterado de su contenido. -----

Asimismo considero legítimas las firmas y rúbricas de los testigos de dicho documento de DOÑA MERCEDES SOTO SÁNCHEZ y DON PABLO NÚÑEZ REYES, por haber sido puestas todas ellas a mi presencia. -----

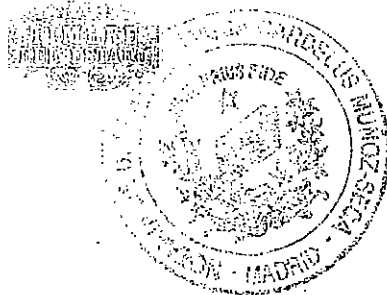
En Madrid, a diecinueve de diciembre de dos mil ocho. -----

Signado: Santiago-María Cardelús.- Rubricado y sellado. -----



872930346

6/2008



APLICACION ARANCEL - Ley 8/1989, de 13 de abril y Real Decreto 1426/1989, de 17 de Noviembre
DOCUMENTO SIN CUANTIA

ES COPIA exacta de su matriz, donde la dejo anotada. Y a instancia de la entidad "ISOLUX CORSÁN CONCESIONES, S.A.", la expido en cuatro folios de papel exclusivo para documentos notariales, serie y números 8Z 2930343 y los tres siguientes en orden correlativo, que signo, firmo, rubrico y sello en Madrid, el diecinueve de diciembre de dos mil ocho. DOY FE.



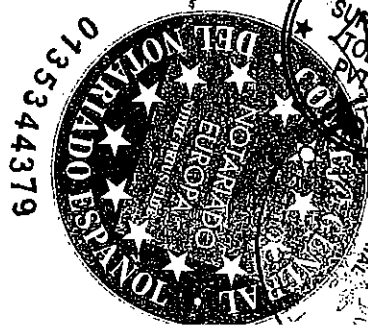
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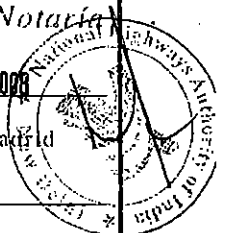
Santiago Carlos

Acordada (o legalización única)
(Convention de La Haya du 5 octobre 1961)
(Real Decreto 2433/1978, de 2 de octubre)

1. País: *España*
2. El presente documento público
3. Ha sido firmado por *D. Santiago*
María Carlos Muñoz-Seca
4. Actuando en calidad de *NOTARIO*
5. Se halla sellado/timbrado con el de su Notaría
6. CERTIFICADO
7. En Madrid
8. El *19 DIC. 2008*
9. Por el Decano del Colegio Notarial de Madrid
10. Con el número *89319*
11. Sello/timbre:
12. Firma:



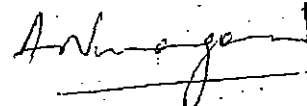
0135344379



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IN WITNESS WHEREOF WE, SOMA ENTERPRISE LTD., THE ABOVE NAMED PRINCIPAL HAVE EXECUTED THIS POWER OF ATTORNEY ON THIS 24TH DAY OF DECEMBER, 2008.

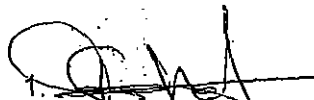
For Soma Enterprise Ltd.

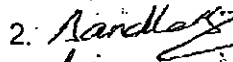


(Ankineedu Maganti)
Director

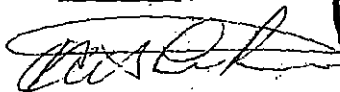
14, Avenue - 4, Banjara Hills
Hyderabad - 500 034

Witnesses :

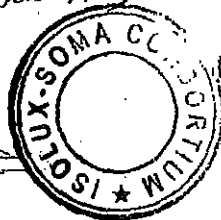
1. 
(M.N. Malleswara Rao)

2. 
(B. Ishwara Rao)

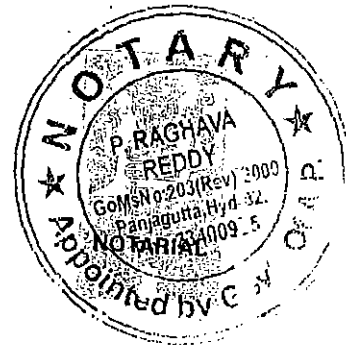
Accepted



(Mr. Allan Henry Le Roux)
Legal Representative.
1102 Tower 8, Uniworld Gardens
Sector 47, Sohna Road
Gurgaon, Haryana, 122018, India,

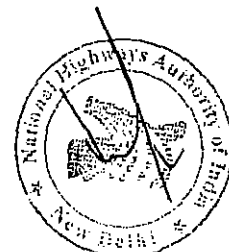


NOTARY
P. RAGHAVA REDDY
ADVOCATE HIGH COURT
Flat No. 4, Ground Floor,
Kanthi Shikara Apartments,
Near Geetanjali Womens College,
Panjagutta, Hyderabad - 500 082
A.P., INDIA.
Ph. No.: 23400925



24 DEC 2008

ATTESTED



EXTRACT OF THE MINUTES OF THE BOARD MEETING OF THE COMPANY HELD ON
1ST JUNE, 2006 AT THE CORPORATE OFFICE OF THE COMPANY AT 4.00 PM.

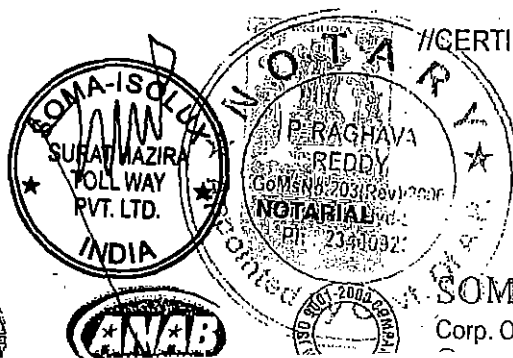
"RESOLVED THAT Shri Ankineedu Maganti, Director of the Company be and is hereby approved as authorised signatory for and on behalf of the Company for purpose of applying and receiving any documents, signing and filing tender documents, attending meetings for discussions, to submit tender document, to correspond and sign the contract agreements with departments etc., in connection with the contracts of Soma Enterprise Limited.

RESOLVED FURTHER THAT Shri Ankineedu Maganti, Director of the Company be and is hereby authorised to sign and execute all agreements, undertakings, applications, returns papers, receipts, all documents relating to Income Tax, Excise, Customs, Sales Tax and all other document(s) which require authentication in the name and on behalf of the Company and to do all or any of the acts, deeds, matters and things as may be considered expedient and necessary on behalf of the Company.

RESOLVED FURTHER THAT Shri Ankineedu Maganti, Director be and is hereby authorised to appear and act on behalf of and represent the Company in all matters before Central Government, State Governments and similar other authorities, public bodies, public officers, local self-government bodies, and all government officers and to sign and execute all applications returns, objections, documents, agreements and papers that may be required for and on behalf of the Company in or in relation to any matter in which it is interested or may be concerned in any way.

RESOLVED FURTHER THAT Shri Ankineedu Maganti, Director of the Company be and is hereby authorised to incur such expenditure for the conduct of the business of the Company as he may deem necessary and proper.

RESOLVED FURTHER THAT Shri Ankineedu Maganti be and is hereby authorised to sub-delegate all or any powers hereby conferred to other Officer / Officers of the Company as he may think fit".



CERTIFIED TRUE COPY
P. RAGHAVA REDDY
ADVOCATE HIGH COURT
Flat No. 4, Ground Floor,
Kanthi Shikara Apartment
Near Geetanjali Womens College
Panjagutta, Hyderabad - 500 032
A.P., INDIA.
Ph No. 2341032

SOMA ENTERPRISE LIMITED

Corp. Office : 14, Avenue - 4, Banjara Hills, Hyderabad - 500 034. A.P. INDIA



EXTRACT OF THE MINUTES OF THE BOARD MEETING OF THE COMPANY HELD ON 2ND APRIL'1997 AT THE REGISTERED OFFICE.

" Resolved that Shri Rajendra Prasad Maganti, Managing Director of the Company be and is hereby approved as authorised signatory for and on behalf of the company for purpose of applying and receiving any documents, signing and filing tender documents, attending meetings for discussions, to submit tender document, to correspond and sign the contract agreements with departments etc., in connection with the contracts of Soma Enterprise Limited.

Resolved further that Sri Rajendra Prasad Maganti, Managing Director of the Company be and is hereby authorised to sign and execute all agreements, undertakings, applications, returns papers, receipts, all documents relating to Income Tax, excise, customs, sales-tax and all other document(s) which require authentication in the name and on behalf of the Company and to do all or any of the acts, deeds matters and things as may be considered expedient and necessary on behalf of the Company.

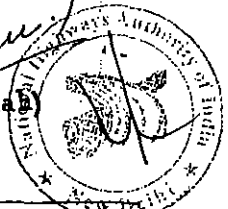
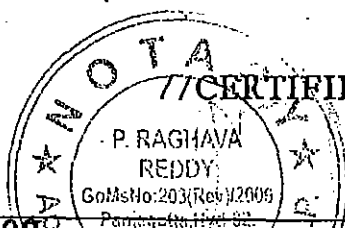
Resolved further that Shri Rajendra Prasad Maganti, Managing Director be and is hereby authorised to appear and act on behalf of and represent the company in all matters before Central Government, State Governments and similar other authorities, public bodies, public officers, local self-government bodies, and all government officers and to sign and execute all applications returns, objections, documents, agreements and papers that may be required for and on behalf of the Company in or in relation to any matter in which it is interested or may be concerned in any way.

Resolved further that Shri Rajendra Prasad Maganti, Managing Director of the company be and is hereby authorised to incur such expenditure for the conduct of the business of the Company as he may deem necessary and proper.

Resolved further that Shri Rajendra Prasad Maganti be and is hereby authorised to sub-delegate all or any powers hereby conferred to other Officer/Officers of the Company as he may think fit."

for SOMA ENTERPRISE LTD,

(P. Venkatramala)
Director



24 DEC 2008

SOMA ENTERPRISE LIMITED

Corp. Office : 8-2-623/5/1-1, Avenue - 4, Banjara Hills, Hyderabad - 500 034, A.P., INDIA

☎ : 91 40 332 2293 / 2659 / 2694 Fax : 91 40 332 1286

http://www.somaenterprise.com E-mail:somarpm@hd2.vsnl.net.in info@somaenterprise.com

APPENDIX – IV

POWER OF ATTORNEY FOR LEAD MEMBER OF CONSORTIUM



S. S. Narayan

90/8
UNITED POLICE STATE
HINDU
100000100



INDIA
TECHNICAL
STAMP CUT
TAMINGA PAMBERA

APPENDIX - IV

Power of Attorney for Lead Member of Consortium

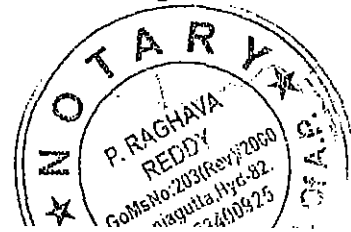
Whereas the National Highways Authority of India ("the Authority") has invited bids from pre-qualified and short-listed parties for the Four/Six laning of Gujarat/Maharashtra Border – Surat – Hazira Port Section of NH-6 (approx. length 132.913-km) in the State of Gujarat under NHDP Phase III through Public-Private/Public Sector partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT") basis ("the Project").

Whereas, Isolux Corsan Concesiones, S.A and Soma Enterprise Limited (collectively the "Consortium") being Members of the Consortium are interested in bidding for the Project in accordance with the terms and conditions of the Request for Proposal and other connected documents in respect of the Project, and

Whereas, it is necessary for the Members of the Consortium to designate one of them as the Lead Member with all necessary power and authority to do for and on behalf of the Consortium, all acts, deeds and things as may be necessary in connection with the Consortium's bid for the Project and its execution.

NOW THEREFORE KNOW ALL MEN BY THESE PRESENTS

We, M/s. Isolux Corsan Concesiones, S.A. having our registered office at C/Caballero Andante No. 8, 20821, Madrid, Spain, and M/s Soma Enterprise Limited, having our registered office at "Soma Heights", 3, Siddivinayak Society, Karve Road, Pune – 411038, Maharashtra, India, (hereinafter collectively referred to as the "Principals") do hereby irrevocably designate, nominate, constitute, appoint and authorise M/s Isolux Corsan Concesiones, S.A. having its registered office at C/Caballero Andante No. 8, 28021, Madrid, Spain, being one of the Members of the Consortium, as the Lead Member and true and lawful attorney of the Consortium (hereinafter referred to as the "Attorney") and hereby irrevocably authorise the Attorney (with power to sub-delegate) to conduct all business for and on behalf of the Consortium and any one of us during the bidding process and, in the event the Consortium is awarded the Concession/Contract, during the execution of the Project, and in this regard, to do on our behalf and on behalf of the Consortium, all or any of such acts, deeds or things as are necessary or required or incidental to the submission of its bid for the Project, including but not limited to signing and submission of all applications, bids and other documents and writings, participate in bidders' and other conferences, respond to queries, submit information/ documents, sign and execute contracts and undertakings consequent to acceptance of the bid of the Consortium and generally to represent the Consortium in all its dealings with the Authority, and/ or any other Government Agency or any person, in all matters in connection with or relating to or arising out of the Consortium's bid for the Project and/ or upon award thereof till the Concession Agreement is entered into with the Authority.

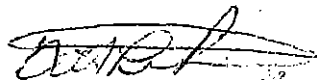


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AND hereby agree to ratify and confirm and do hereby ratify and confirm all acts, deeds and things lawfully done or caused to be done by our said Attorney pursuant to and in exercise of the powers conferred by this Power of Attorney and that all acts, deeds and things done by our said Attorney in exercise of the powers hereby conferred shall and shall always be deemed to have been done by us/ Consortium.

IN WITNESS WHEREOF WE THE PRINCIPALS ABOVE NAMED HAVE EXECUTED THIS POWER OF ATTORNEY ON THIS 24TH DAY OF DECEMBER, 2008.

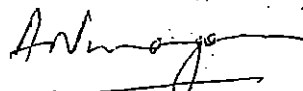
For ISOLUX CORSAN CONCESIONES, S.A


JEAN HENRY LE ROUX

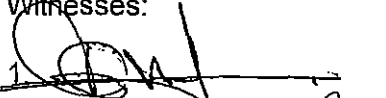
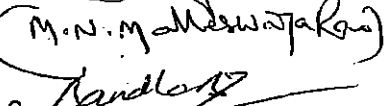


LEGAL REPRESENTATIVE

For SOMA ENTERPRISE LIMITED


(ANKINEEDU MAGANTI)
DIRECTOR

Witnesses:

1. 
(M.N. Maheshwara Rao)
2. 
(B. BHASKAR REDDY)

(Executants)

NOTARY
P. RAGHAVA REDDY
ADVOCATE HIGH COURT
Flat No. 4, Ground Floor,
Kanthi Shikara Apartments,
Near Geetanjali Womens College,
Panjagutta, Hyderabad - 500 082
A.P., INDIA.
Ph. No.: 23400925



ATTESTED



APPENDIX – II

**BANK GUARANTEE OF BID
SECURITY**





State Bank of Hyderabad

INDUSTRIAL FINANCE BRANCH
HYDERABAD - Code - 703

BRANCH

National Highways Authority of India,

G-5 & 6, Sector - 10,

Dwarka,

New Delhi - 110 075

No. BG/A 113217

Dear Sirs,

Guarantee No.	10223
Amount of Guarantee Rs.	11,31,82,500.00
Guarantee cover from	27.12.2008 to 31.07.2009
Last date for lodgement of claim	31.07.2009

This Deed of Guarantee executed by the State Bank of Hyderabad constituted under the State Bank of India (Subsidiary Banks) Act, 1959 having its Head Office at Gunfoundry, Hyderabad, and amongst other places, a Branch at Ind. Fin. Branch 'Topaz' Building, Amrutha Hills, Punjagutta, Hyderabad - 500 082. A.P. (hereinafter referred to as 'the Bank') in favour of National Highways Authority of India, G-5&G-6, Sector-10, Dwarka, New Delhi (hereinafter referred to as 'the Beneficiary') for an amount not exceeding Rs. 11,31,82,500.00 (Rupees: Eleven crores thirty one lakhs eighty two thousand five hundred only) at the request of M/s ISOLUX-SOMA Consortium, Hyderabad (hereinafter referred to as 'the Contractor/s').

This Guarantee is issued subject to the condition that the liability of the Bank under this Guarantee is limited to a maximum of Rs. 11,31,82,500.00 (Rupees: Eleven crores thirty one lakhs eighty two thousand five hundred only) and the Guarantee shall remain in full force upto 31.07.2009 (Date of Expiry) and cannot be invoked otherwise than by a written demand or claim under this Guarantee served on the Bank on or before the 31.07.2009 (Last date of claim)

SUBJECT TO AS AFORESAID

(Main Guarantee matter may be typed hereafter)

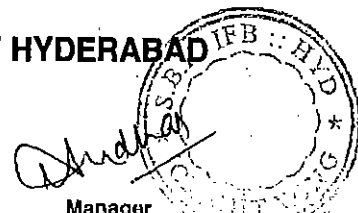


For STATE BANK OF HYDERABAD



1

Accountant



Manager

500



ఆంధ్రప్రదేశ్ ఆంధ్ర ప్రదేశ్ ANDHRA PRADESH

S 144842
K. RAMADEVI
Stamp Vendor L No 2/98
Renewal L No 13/2007
S.No 5-1-543 (Near Railway Gate
Khairatabad, Hyderabad-500 004

Sl. No: 1199... 26/12/08... 100/-
Sold To: Choudary, 8/0 Venkateswari, 8/0 Hyd
or whom: State Bank of Hyderabad

Bank Guarantee for Bid Security

B.G.No. 10223

Dated: 27 DEC 2008

1. In consideration of the National Highways Authority of India, having its office at G 5 & 6, Sector 10, Dwarka, New Delhi - 110 075, (hereinafter referred to as the "Authority", which expression shall unless it be repugnant to the subject or context thereof include its, successors and assigns) having agreed to receive the Bid of ISOLUX - SOMA CONSORTIUM [a Company registered under provision of the Companies Act, 1956] and having its registered office at 14, Avenue - 4, Banjara Hills, Hyderabad - 500 034, India [and acting on behalf of its Consortium] (hereinafter referred to as the "Bidder" which expression shall unless it be repugnant to the subject or context thereof include its / their executors administrators, successors and assigns), for the ...contd (2)...

For STATE BANK OF HYDERABAD

For STATE BANK OF HYDERABAD

Authorised Signatory
Industrial Finance Branch
Hyderabad - 20703

Sudhir Kumar
SS No.7215

Authorised Signatory
Industrial Finance Branch
Hyderabad - 20703

A. Vidyadhar
S.S. No.7400



Four/Six laning of Gujarat/Maharashtra Border – Surat – Hazira Port Section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public-Private/Public Sector partnership (PPP) on Design, Build, Finance, Operate and Transfer (DBFOT) basis (hereinafter referred to as "the Project") pursuant to the RFP Document dated November, 2008 issued in respect of the Project and other related documents (hereinafter collectively referred to as "Bidding Documents"), we State Bank of Hyderabad having our Head Office at Gunfoundry, Hyderabad – 500 001 and one of its branches at Industrial Finance Branch, TOPAZ Building, Amrutha Estates, Panjagutta, Hyderabad- 500 082 (hereinafter referred to as the "Bank"), at the request of the Bidder, do hereby in terms of Clause 2.1.7 read with Clause 2.1.8 of the RFP Document, irrevocably, unconditionally and without reservation guarantee the due and faithful fulfilment and compliance of the terms and conditions of the Bidding Documents (including the RFP Document) by the said Bidder and unconditionally and irrevocably undertake to pay forthwith to the Authority an amount of **Rs. 11,31,82,500/- (Rupees Eleven crores thirty one lakhs eighty two thousand five hundred only)** as bid security (hereinafter referred to as the "Bid Security") as our primary obligation without any demur, reservation, recourse, contest or protest and without reference to the Bidder if the Bidder shall fail to fulfil or comply with all or any of the terms and conditions contained in the said Bidding Documents.

2. Any such written demand made by the Authority stating that the Bidder is in default of the due and faithful fulfilment and compliance with the terms and conditions contained in the Bidding Documents shall be final, conclusive and binding on the Bank.
3. We, the Bank, do hereby unconditionally undertake to pay the amounts due and payable under this Guarantee without any demur, reservation, recourse, contest or protest and without any reference to the Bidder or any other person and irrespective of whether the claim of the Authority is disputed by the Bidder or not merely on the first demand from the Authority stating that the amount claimed is due to the Authority by reason of failure of the Bidder to fulfil and comply with the terms and conditions contained in the Bidding Documents including failure of the said Bidder to keep its Bid open during the Bid validity period as set forth in the said Bidding Documents for any reason whatsoever. Any such demand made on the Bank shall be conclusive as regards amount due and payable by the Bank under this Guarantee. However, our liability under this Guarantee shall be restricted to an amount not exceeding **Rs. 11,31,82,500/- (Rupees Eleven crores thirty one lakhs eighty two thousand five hundred only)**.
4. This Guarantee shall be irrevocable and remain in full force for a period of 180 (one hundred and eighty) days from the Bid Due Date inclusive of a claim period of 60 (sixty) days or for such extended period as may be mutually agreed between the Authority and the Bidder, and agreed to by the Bank, and shall continue to be enforceable till all amounts under this Guarantee have been paid.

..Contd (3)...

For STATE BANK OF HYDERABAD

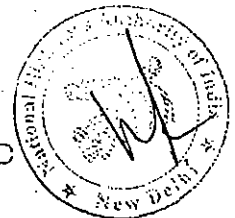
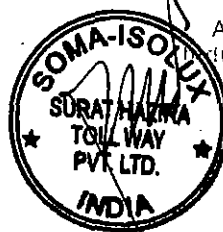
Sudhir Kumar
 Authorised Signatory
 Industrial Finance Branch
 Hyderabad - 20703

Sudhir Kumar
 S.S. No.7215

For STATE BANK OF HYDERABAD

A. Vidyadhar
 Authorised Signatory
 Industrial Finance Branch
 Hyderabad - 20703

A. Vidyadhar
 S.S. No.7400



27 DEC 2008

5. We, the Bank, further agree that the Authority shall be the sole judge to decide as to whether the Bidder is in default of due and faithful fulfilment and compliance with the terms and conditions contained in the Bidding Documents including, inter alia, the failure of the Bidder to keep its Bid open during the Bid validity period set forth in the said Bidding Documents, and the decision of the Authority that the Bidder is in default as aforesaid shall be final and binding on us, notwithstanding any differences between the Authority and the Bidder or any dispute pending before any Court, Tribunal, Arbitrator or any other Authority.
6. The Guarantee shall not be affected by any change in the constitution or winding up of the Bidder or the Bank or any absorption, merger or amalgamation of the Bidder or the Bank with any other person.
7. In order to give full effect to this Guarantee, the Authority shall be entitled to treat the Bank as the principal debtor. The Authority shall have the fullest liberty without affecting in any way the liability of the Bank under this Guarantee from time to time to vary any of the terms and conditions contained in the said Bidding Documents or to extend time for submission of the Bids or the Bid validity period or the period for conveying acceptance of Letter of Award by the Bidder or the period for fulfilment, and compliance with all or any of the terms and conditions contained in the said Bidding Documents by the said Bidder or to postpone for any time and from time to time any of the powers exercisable by it against the said Bidder and either to enforce or forbear from enforcing any of the terms and conditions contained in the said Bidding Documents or the securities available to the Authority, and the Bank shall not be released from its liability under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the said Bidder or any other forbearance, act or omission on the part of the Authority or any indulgence by the Authority to the said Bidder or by any change in the constitution of the Authority or its absorption, merger or amalgamation with any other person or any other matter or thing whatsoever which under the law relating to sureties would but for this provision have the effect of releasing the Bank from its such liability.
8. Any notice by way of request, demand or otherwise hereunder shall be sufficiently given or made if addressed to the Bank and sent by courier or by registered mail to the Bank at the address set forth herein.
9. We undertake to make the payment on receipt of your notice of claim on us addressed to State Bank of Hyderabad, Industrial Finance Branch, TOPAZ Building, Amrutha Estates, Panjagutta, Hyderabad- 500 082 and delivered at our above branch who shall be deemed to have been duly authorized to receive the said notice of claim.

Contd (4).

For STATE BANK OF HYDERABAD

Sudhir Kumar
Authorised Signatory
Industrial Finance Branch
Hyderabad - 20703

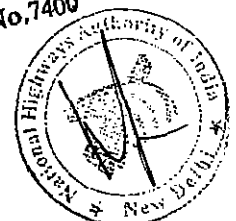
Sudhir Kumar
SS No.7215



For STATE BANK OF HYDERABAD

A. Vidyadhar
Authorised Signatory
Industrial Finance Branch
Hyderabad - 20703

A. Vidyadhar
SS. No.7400



27 DEC 2008

10. It shall not be necessary for the Authority to proceed against the said Bidder before proceeding against the Bank and the Guarantee herein contained shall be enforceable against the Bank, notwithstanding any other security which the Authority may have obtained from the said Bidder or any other person and which shall, at the time when proceedings are taken against the Bank hereunder, be outstanding or unrealised.
11. We, the Bank, further undertake not to revoke this Guarantee during its currency except with the previous express consent of the Authority in writing.
12. The Bank declares that it has power to issue this Guarantee and discharge the obligations contemplated herein, the undersigned is duly authorised and has full power to execute this Guarantee for and on behalf of the Bank.

Notwithstanding anything contained hereinabove,

- a) Our liability under this Bank Guarantee shall not exceed **Rs. 11,31,82,500/- (Rupees Eleven crores thirty one lakhs eighty two thousand five hundred only).**
- b) This Bank Guarantee shall be valid upto 31.07.2009.
- c) We are liable to pay the guaranteed amount or any part thereof under this Bank Guarantee only and only if you serve upon us a written claim or demand on or before 31.07.2009.

For STATE BANK OF HYDERABAD

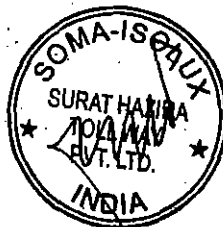
Sudhir Kumar
Authorised Signatory
Industrial Finance Branch
Hyderabad - 20703

Sudhir Kumar
SS No.7215

For STATE BANK OF HYDERABAD

A. Vidyadhar
Authorised Signatory
Industrial Finance Branch
Hyderabad - 20703

A. Vidyadhar
S.S. No.7400





ఆంధ్రప్రదేశ్ ఆంధ్ర ప్రదేశ్ ANDHRA PRADESH

Sl. No.: 5/212 Date: 26/12/2008 Rs.: 100/-
 Sold To: Chidambaram & Venkateswarlu, R.O. Hyderabad
 For Whom: United Bank of India

Bank Guarantee for Bid Security

S 144855
 K. RAMADEVI
 Stamp vendor, L No: 2/98
 Renewal L No: 13/2007
 S.No: 6-1-543, Near Railway Gate,
 Khairatabad, Hyderabad-500 004

B.G.No. 050208/LBID0012

Dated: 26/12/2008

1. In consideration of the National Highways Authority of India, having its office at G 5 & 6, Sector 10, Dwarka, New Delhi - 110 075, (hereinafter referred to as the "Authority", which expression shall unless it be repugnant to the subject or context thereof include its successors and assigns) having agreed to receive the Bid of **ISOLUX - SOMA CONSORTIUM** [a Company registered under provision of the Companies Act, 1956] and having its registered office at 14, Avenue - 4, Banjara Hills, Hyderabad - 500 034, India [and acting on behalf of its Consortium] (hereinafter referred to as the "Bidder" which expression shall unless it be repugnant to the subject or context thereof include its / their executors administrators, successors and assigns), for the

Contd (2)...

For UNITED BANK OF INDIA
 Hyderabad Branch / HYDERABAD BRANCH

Section Manager
 7663

Asst. General Manager
 3864



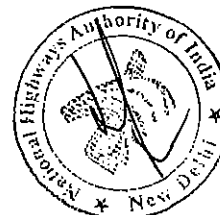
Four/Six laning of Gujarat/Maharashtra Border – Surat – Hazira Port Section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public-Private/Public Sector partnership (PPP) on Design, Build, Finance, Operate and Transfer (DBFOT) basis (hereinafter referred to as "the Project") pursuant to the RFP Document dated November, 2008 issued in respect of the Project and other related documents (hereinafter collectively referred to as "Bidding Documents"), we United Bank of India having our registered office at 11, Hemanta Basu Sarani, Kolkata – 700 001 and one of its branches at 4-3-331, Bank Street, Koti, Hyderabad – 500 195 (hereinafter referred to as the "Bank"), at the request of the Bidder, do hereby in terms of Clause 2.1.7 read with Clause 2.1.8 of the RFP Document, irrevocably, unconditionally and without reservation guarantee the due and faithful fulfilment and compliance of the terms and conditions of the Bidding Documents (including the RFP Document) by the said Bidder and unconditionally and irrevocably undertake to pay forthwith to the Authority an amount of **Rs. 11,31,82,500/- (Rupees Eleven crores thirty one lakhs eighty two thousand five hundred only)** as bid security (hereinafter referred to as the "Bid Security") as our primary obligation without any demur, reservation, recourse, contest or protest and without reference to the Bidder if the Bidder shall fail to fulfil or comply with all or any of the terms and conditions contained in the said Bidding Documents.

2. Any such written demand made by the Authority stating that the Bidder is in default of the due and faithful fulfilment and compliance with the terms and conditions contained in the Bidding Documents shall be final, conclusive and binding on the Bank.
3. We, the Bank, do hereby unconditionally undertake to pay the amounts due and payable under this Guarantee without any demur, reservation, recourse, contest or protest and without any reference to the Bidder or any other person and irrespective of whether the claim of the Authority is disputed by the Bidder or not merely on the first demand from the Authority stating that the amount claimed is due to the Authority by reason of failure of the Bidder to fulfil and comply with the terms and conditions contained in the Bidding Documents including failure of the said Bidder to keep its Bid open during the Bid validity period as set forth in the said Bidding Documents for any reason whatsoever. Any such demand made on the Bank shall be conclusive as regards amount due and payable by the Bank under this Guarantee. However, our liability under this Guarantee shall be restricted to an amount not exceeding **Rs. 11,31,82,500/- (Rupees Eleven crores thirty one lakhs eighty two thousand five hundred only)**.
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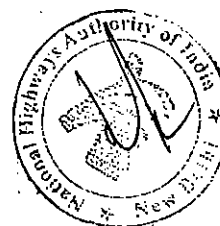
For UNITED BANK OF INDIA
हैदराबाद शाखा / HYDERABAD BRANCH
सहा. महा प्रबंधक
Asst. General Manager
8064



- ..Contd (4)...

२०२३
 वरिष्ठ प्रबंधक
 Senior Manager
 २०२३

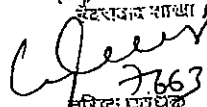
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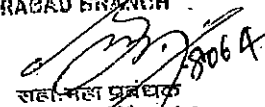



10. It shall not be necessary for the Authority to proceed against the said Bidder before proceeding against the Bank and the Guarantee herein contained shall be enforceable against the Bank, notwithstanding any other security which the Authority may have obtained from the said Bidder or any other person and which shall, at the time when proceedings are taken against the Bank hereunder, be outstanding or unrealised.
11. We, the Bank, further undertake not to revoke this Guarantee during its currency except with the previous express consent of the Authority in writing.
12. The Bank declares that it has power to issue this Guarantee and discharge the obligations contemplated herein, the undersigned is duly authorised and has full power to execute this Guarantee for and on behalf of the Bank.

Notwithstanding anything contained hereinabove,

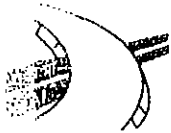
- a) Our liability under this Bank Guarantee shall not exceed **Rs. 11,31,82,500/- (Rupees Eleven crores thirty one lakhs eighty two thousand five hundred only).**
- b) This Bank Guarantee shall be valid upto 31.07.2009.
- c) We are liable to pay the guaranteed amount or any part thereof under this Bank Guarantee only and only if you serve upon us a written claim or demand on or before 31.07.2009.


 7663
 वरिष्ठ प्रबंधक
 Senior Manager


 8064
 सहायक प्रबंधक
 Asst. General Manager







भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)
National Highways Authority of India

(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 075

G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष / Phone: 01-11-25074100/25074200

फैक्स / Fax: 01-11-25093507 / 25093514

एक्स. / Extn.: 2223 / 2318 / 2468 / 2553

NHAI/BOT/GJ/11019/1/2008/115

18th Feb, 2009

To

M/s ISOLUX -SOMA Consortium
14, Avenue -4 Banjara Hills,
Hyderabad-500 034,
Andhra Pradesh
Fax: 040-23321286

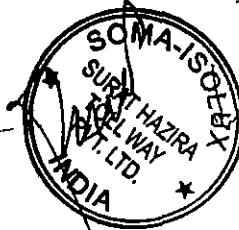
Sub: Four/Six laning of Gujarat/Maharashtra Border – Surat – Hazira port section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public Private/Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT") basis – Letter of Award (LOA).

Ref: This office letters No

1. NHAI/BOT/RJ/11019/1/2008 dated 8th October, 2008
2. NHAI/BOT/RJ/11019/1/2008/193 dated 10th October, 2008
3. NHAI/BOT/RJ/11019/1/2008/195 dated 24th October, 2008,
4. NHAI/BOT/GJ/11019/1/2008/196 dated 31st October, 2008,
5. NHAI/BOT/GJ/11019/1/2008/23 dated 25th Nov, 2008
6. NHAI/BOT/GJ/11019/1/2008/ dated 12th Dec., 2008 &
7. NHAI/BOT/GJ/11019/1/2008/35 dated 19th Dec., 2008
8. NHAI/BOT/GJ/11019/1/2008/44 dated 24th Dec., 2008
9. Your Bid submitted on 29.12.2008

Sir,

Consequent upon NHAI's letter mentioned at reference no. 1, wherein you were informed of having been qualified in terms of the requirements of the Request for Qualification (RFQ) document and eligible to submit the Request for Proposal (RFP) in respect of the Project of Four/Six laning of Gujarat/Maharashtra Border – Surat – Hazira port section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public Private/Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT") basis and considering your proposal in this regard submitted on 29.12.2008 vide ref 9, NHAI hereby accepts your proposal quoting grant of Rs, 556 crore (Rs. Five hundred and fifty Six crore) as included



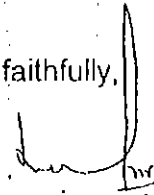
in Appendix-I of your Bid Document (i.e. Price Bid) and declare you as the "Selected Bidder" as per provision of RFP Documents. Please note that the amount of grant payable by the Authority shall be in accordance with the provisions of RFP Documents. The Concession Period is **19 (Nineteen) years** including Construction Period of **910 (Nine Hundred and Ten) days** from the "Appointed Date".

2. In accordance with the clause 3.3.5 of the RFP document (Volume-I), you are requested to sign the duplicate copy of the LOA and return the same as your acknowledgment within 7(seven) days of receipt of LOA. Thereafter, you are required to execute the Concession Agreement within 30 (Thirty) days from the date of issue of LOA as specified in Clause 1.3 of RFP (Volume-1).

3. Further, as per RFP documents, you are required to incorporate a Special Purpose Vehicle solely for the purpose of domiciling the project (the "Concessionaire"). The Concessionaire for due and faithful performance of its obligations during the Construction Period shall furnish a Performance security by way of an irrevocable and unconditional Bank Guarantee of Rs. 75.46 Crores (Rupees Seventy Five Crores & Forty six lakhs only) within the period expiring on the 180th day from the date of signing of the Concession Agreement. Till the time the Concessionaire provides NHAI with the Performance Security, the Bid Security shall remain in full force and effect (refer Clause 4.1.2 and Clauses of Article:9 of RFP-Vol - II).

4. You are required to comply with all the terms and conditions set forth in the RFQ and the RFP documents. In case of any default on your part, You shall be liable for action as stated in the RFP Document.

Yours faithfully,



(L P Padhy)

General Manager (DK-II)

Encl: Duplicate copy of LOA



ISOLUX – SOMA CONSORTIUM

Ref: ISC-NHAI-0010/09

Date: 25th February, 2009

To,

Mr. L.P. Padhy,
General Manager (DK II),
National Highways Authority of India,
G-5 & 6, Sector -- 10, Dwarka,
New Delhi – 110 075

Sub: Four-Six Laning of Gujarat – Maharashtra Border –Surat- Hazira port section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public Private/ Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT") basis.

Dear Sir,

This has reference to letter of award (LOA) *vide letter no. NHAI/BOT/GJ 11019/1/2008/115 dated 18.02.2009*, issued to us for above subject work. We thank you for LOA and for declaring us as the "Successful Bidder" and awarding us the Project.

1. Please note that the capitalized terms used, but not defined in this letter, shall have the same meaning as ascribed to them in the draft concession agreement (Request for Proposal, Volume II) ("Concession Agreement").
2. With reference to the LOA, we may state as follows:
 - (a) We have initiated the process of incorporation of a limited liability company, for the purpose of undertaking the Project (the "Concessionaire") and we shall keep you updated of its progress.
 - (b) As per Clause 1.3 of RFP (Vol I), we shall take necessary steps towards the execution of the Concession Agreement with NHAI within 30 (Thirty) days from the date of issue of LOA.
 - (c) As regards the various securities to be furnished by the Concessionaire, we confirm the following:
 - (i) that the Concessionaire shall, for due and faithful performance of its obligations during the Construction Period, furnish a Performance Security by way of an irrevocable Bank Guarantee of Rs. 75.46 Crores (Rupees Seventy Five Crores and Fourty Six Lacs only) within the period expiring on the 180th day from the date of signing of the Concession Agreement.

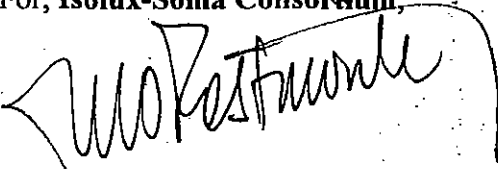
ISOLUX – SOMA CONSORTIUM

- (ii) That till the time the Concessionaire provides NHAI with the Performance Security, the Bid Security shall remain in full force and effect;

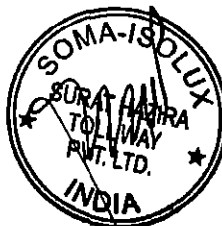
3. We are also attaching a duplicate copy of LOA duly signed as a token of acceptance.

Yours faithfully,

For, Isolux-Soma Consortium,



Mario Anibal Pastinante
(Authorized Signatory)





भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 075

G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष / Phone: 91-11-25074100/25074200

फैक्स / Fax: 91-11-25093507 / 25093514

एक्स. / Extn.: 2223 / 2318 / 2428 / 2523

DUPLICATE

NHA/BOT/GJ/11019/1/2008/115

18th Feb, 2009

To

M/s ISOLUX-SOMA Consortium
14, Avenue-4 Banjara Hills,
Hyderabad-500 034,
Andhra Pradesh
Fax: 040-23321286

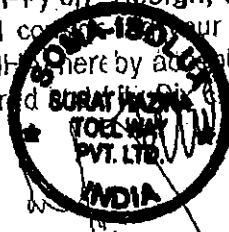
Sub: Four/Six laning of Gujarat/Maharashtra Border – Surat – Hazira port section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public Private/Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT") basis – Letter of Award (LOA).

Ref: This office letters No

1. NHA/BOT/RJ/11019/1/2008 dated 8th October, 2008
2. NHA/BOT/RJ/11019/1/2008/193 dated 10th October, 2008
3. NHA/BOT/RJ/11019/1/2008/195 dated 21st October, 2008,
4. NHA/BOT/GJ/11019/1/2008/196 dated 3rd October, 2008,
5. NHA/BOT/GJ/11019/1/2008/23 dated 25th Nov, 2008
6. NHA/BOT/GJ/11019/1/2008/ dated 12th Dec., 2008 &
7. NHA/BOT/GJ/11019/1/2008/35 dated 19th Dec., 2008
8. NHA/BOT/GJ/11019/1/2008/44 dated 24th Dec., 2008
9. Your Bid submitted on 29.12.2008

Sir,

Consequent upon NHA's letter mentioned at reference no. 1, wherein you were informed of having been qualified in terms of the requirements of the Request for Qualification (RFQ) document and eligible to submit the Request for Proposal (RFP) in respect of the Project of Four/Six laning of Gujarat/Maharashtra Border – Surat – Hazira port section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public Private/Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT") basis and consequent to your proposal in this regard submitted on 29.12.2008 vide ref.9, NHA hereby accepts your proposal quoting grant of Rs. 556 crore (Rs. Five hundred and fifty six crore) as included



513

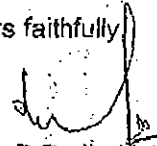
in Appendix-I of your Bid Document (i.e. Price Bid) and declare you as the "Selected Bidder" as per provision of RFP Documents. Please note that the amount of grant payable by the Authority shall be in accordance with the provisions of RFP Documents. The Concession Period is 19 (Nineteen) years including Construction Period of 910 (Nine Hundred and Ten) days from the "Appointed Date".

2. In accordance with the clause 3.3.5 of the RFP document (Volume-I), you are requested to sign the duplicate copy of the LOA and return the same as your acknowledgment within 7(seven) days of receipt of LOA. Thereafter, you are required to execute the Concession Agreement within 30 (Thirty) days from the date of issue of LOA as specified in Clause 1.3 of RFP (Volume-1).

3. Further, as per RFP documents, you are required to incorporate a Special Purpose Vehicle solely for the purpose of domiciling the project (the "Concessionaire"). The Concessionaire for due and faithful performance of its obligations during the Construction Period shall furnish a Performance security by way of an irrevocable and unconditional Bank Guarantee of Rs. 75.46 Crores (Rupees Seventy Five Crores & Forty six lakhs only) within the period expiring on the 180th day from the date of signing of the Concession Agreement. Till the time the Concessionaire provides NHAI with the Performance Security, the Bid Security shall remain in full force and effect (refer Clause 4.1.2 and Clauses of Article-9 of RFP-Vol - II).

4. You are required to comply with all the terms and conditions set forth in the RFQ and the RFP documents. In case of any default on your part, You shall be liable for action as stated in the RFP Document.

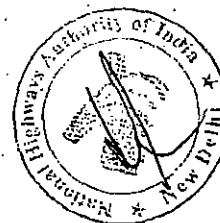
Yours faithfully



(L P Padhy)

General Manager (DK-II)

Encl: Duplicate copy of LOA



77

ISOLUX - SOMA CONSORTIUM

Ref: ISC-NHAI/09/2

Date: 16th March, 2009

To,
General Manager (GK-II)
National Highways Authority of India,
Sector-10, Dwarka,
New Delh,

Kind Attn.- Mr. L.P.Padhy

Handwritten signature and initials
12/3
2009

Subject: Gujarat/Maharashtra Border-Surat-Hazira Port section from km 103.000 to km 29.1000 (approx. 132.913 km) in the state of Gujarat under NHDP Phase-III through public /private sector partnership(PPP) on design build operate and transfer (DBFOT) basis-letter of award (LOA).

Dear Sir,

This has reference to your letter no. NHAI/BOT/GJ/11019/1/2008/115, dated 18th Feb 2009 by which we have been awarded the subject work.

It is for your kind information that ROC has approved the name, "SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED" for the special purpose vehicle for above project. Further documents like Memorandum of understanding and share holder's agreement and article of association are prepared and will go to Chandigarh for stamping and other formalities. This will take at least 20 days for the same. Again, after stamping these documents will further go to ROC for incorporation etc.

Hence we expect that to incorporate the special purpose vehicle for domiciling the project would take at least 30 days more for procedural formalities.

In view of above it is requested to kindly extend the signing of concession agreement date as per clause 1.3 of RFP by 60 days further.

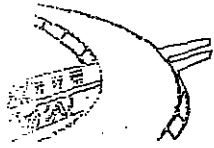
We are also attaching a duplicate copy duly signed as a token of acceptance.

Yours faithfully,

For, Isolux-Soma Consortium,

Handwritten signature of Mario Anibal Pastinante
Mario Anibal Pastinante
(Authorized Signatory)





भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 071

G-5 & 6, Sector-10, Dwarka, New Delhi 110075

दूरभाष / Phone: 91-11-25074100/250742

फैक्स / Fax: 91-11-25093507 / 250936

एक्स. / Extn.: 2223 / 2318 / 2468 / 25

NHAI/BOT/GJ/11019/1/2008/85

Date 30.3.2009

To

M/s ISOLUX - SOMA Consortium
8th Floor, Block-B, Vatika Towers,
Golf Links Road, Sector-54,
Gurgaon-122002
Phone + 91 1244510800
Fax: + 91 1244510810

Sub: Gujarat/Maharashtra Border – Surat – Hazira port section from km 103.000 to km 29.1000 (approx.132.913 km) in the state of Gujarat under NHDP Phase-III through public/private sector partnership (PPP) on design build operate and transfer (DBFOT) basis- extending the signing of concession agreement date-

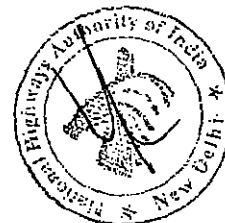
Ref: ISC-NHAI/09/2 dated 16th March, 2009

Sir,

Kindly refer your letter requesting NHAI for extending the signing of concession agreement date by 60 days further. In this regard it is to inform that Competent Authority has approved the signing of concession agreement date by 30 days beyond the stipulated period of 30 days as per RFP.

You are requested to expedite the necessary action for entering into the Concession Agreement by aforesaid time period.

Yours faithfully,



(L. P. Padhy)

General Manager (DK-0)

ISOLUX – SOMA CONSORTIUM

Ref: ISC-NHAI/09/3

Date: 15th April, 2009

To,
General Manager (GK-II)
National Highways Authority of India,
Sector-10, Dwaraka,
New Delhi

Kind Attn. Mr. L.P.Padhy

Subject: Gujarat/Maharashtra Border-Surat-Hazira Port section from km 103.000 to km 29.1000 (approx. 132.913 km) in the state of Gujarat under NHDP Phase-III through public /private sector partnership(PPP) on design build operate and transfer (DBFOT) basis-
Extension of date for signing of Concession Agreement- Reg..

Ref: 1. NHAI/BOT/GJ/11019/1/2008/115, dated 18th Feb 2009 - Letter of Award.
2. ISC-NHAI/09/2 dated 16th March, 2009.
3. NHAI/BOT/GJ/11019/1/2008/85, dated 30th March, 2009

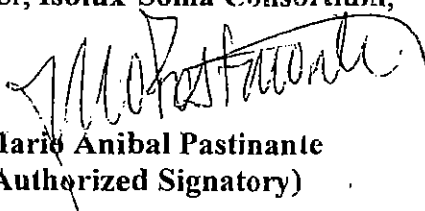
Dear Sir,

1. We thank you for your letter under reference no.3, extending the signing of concession agreement date by 30 days beyond the stipulated date.
2. Since a number of public holidays falling in the month of April, the incorporation of SPV, Soma-Isolux Surat Hazira Tollway Pvt. Ltd., is getting delayed in the office of Registrar of Companies, we request your good-self to kindly extend the signing of Concession Agreement date by another 30 (Thirty) days.
3. In view of above, we request you to kindly extend the signing of concession agreement date by 30 days further.

Thanking you.

Yours faithfully,

For, Isolux-Soma Consortium,


Marie Anibal Pastinante
(Authorized Signatory)



ISOLUX – SOMA CONSORTIUM

Ref: ISC-NHAI/09/4

Date: 18th April, 2009

To,
General Manager (GK-II)
National Highways Authority of India,
Sector-10, Dwarka.
New Delhi

Kind Attn. Mr. L.P.Padhy

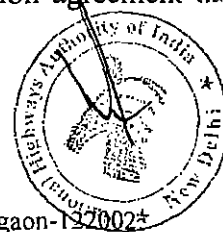
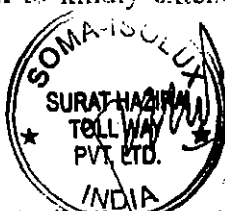
Subject: Gujarat/Maharashtra Border-Surat-Hazira Port section from km 103.000 to km 29.1000 (approx. 132.913 km) in the state of Gujarat under NHDP Phase-III through public /private sector partnership(PPP) on design build operate and transfer (DBFOT) basis-
Extension of date for signing of Concession Agreement- Reg..

Ref: 1 NHAI/BOT/GJ/11019/1/2008/85, dated 30th March, 2009
2 ISC-NHAI/09/03, dated 15th April, 2009

Dear Sir,

1. This is in continuation with our letter under reference no. 2 in which we kindly request you to extend the signing of concession agreement.
2. We have been allotted name of SPV from ROC on 6th March'09 and simultaneously completed Charter Documents (Memorandum & Articles of Association) by 25th March'09.
3. These charter documents were immediately submitted for stamping at Treasury of Chandigarh as per companies act 1956. Treasury accomplish work only on Wednesday, every week. Thus we could get charter documents stamped only 8th April'09.
4. After this we had to apply to ROC for incorporation of company. But due to number of national/public holidays falling in the month of April'09, the incorporation got further delayed in the office of the Registrar of Companies.

In view of above mentioned circumstances and reason beyond our control the incorporation of SPV, Soma-Isolux Surat Hazira Tollway Pvt. Ltd., has got delayed in various offices. We earnestly request you again to kindly extend the signing of concession agreement date by 30 days further.

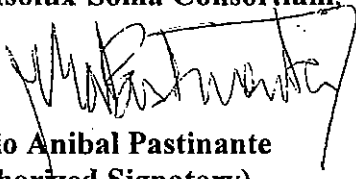


ISOLUX - SOMA CONSORTIUM

Thanking you.

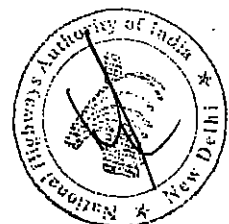
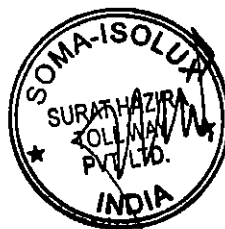
Yours faithfully,

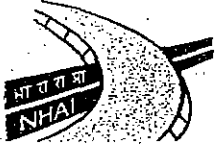
For, Isolux-Soma Consortium



Mario Anibal Pastinante
(Authorized Signatory)

Encl.: Annexure I. Approval of the name from the ROC
Annexure II. Charter Documents





भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय)

National Highways Authority of India

(Ministry of Shipping, Road Transport and Highways)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110 075

G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष / Phone: 91-11-25074100/25074200

फैक्स / Fax: 91-11-25093507 / 25093514

एक्स. / Extn.: 2223 / 2318 / 2468 / 2553

NHA/BOT/GJ/11019/1/2008/95

Date 23.04.2009

To,

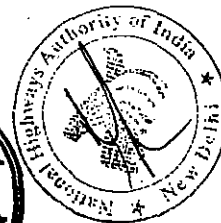
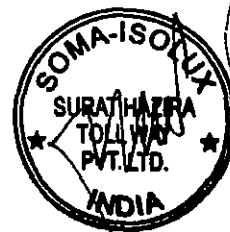
M/s ISOLUX - SOMA Consortium
8th Floor, Block-B, Vatika Towers,
Golf Links Road, Sector-54,
Gurgaon-122002
Phone + 91 1244510800
Fax : + 91 1244510810

Sub: Gujarat/Maharashtra Border – Surat – Hazira port section from km 103.000 to km 29.1000 (approx.132.913 km) in the state of Gujarat under NHDP Phase-III through public/private sector partnership (PPP) on design build operate and transfer (DBFOT) basis- Extending the signing of concession agreement date.

Please refer to your letter no. ISC-NHA/09/4 dated 18th April, 2009 requesting NHA for extending the signing of concession agreement by further 30 days.

In this regard it is to inform that Competent Authority has approved the signing of concession agreement date for further period of 30 days in addition to EOT of 30 days already approved vide NHA letter no. NHA/BOT/GJ/11019/1/2008/85 dated 30.03.2009 beyond the stipulated period as per RFP.

You are requested to expedite the necessary action for entering into the Concession Agreement by aforesaid time period.



Yours faithfully,

(L P Padhy)
General Manager (DK-II)

SOMA-ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED

8th Floor – Block B, Vutika Towers, Golf Links Road, Sector – 54, Gurgaon – 122002, Haryana

Ref: ISC-NHAI/09/5

Date: 11th May, 2009

To

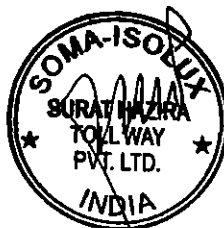
Mr. L.P. Padhy,
General Manager (DK II),
The National Highways Authority of India,
Ministry of Shipping, Road Transport and Highways,
G- 5 & 6, Sector – 10, Dwarka,
New Delhi – 110075.

Sub: Two-Four Laning of Gujarat – Maharashtra Border –Surat- Hazira port section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public Private/ Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer (“DBFOT”) basis.

Dear Sir,

1. As you are aware that NHAI has decided to augment the existing two lane road from km 103.000 to km 29.100 (approximately 132.913 km) on the Gujarat/Maharashtra Border-Surat-Hazira Port section of National Highway No. 6, in the State of Gujarat by four-laning thereof on a build, operate and transfer (DBFOT) basis (“Project”) in accordance with the terms and conditions contained in a concession agreement (“Concession Agreement”).
2. In furtherance thereof, in June 2008, the NHAI initiated a two-stage international competitive bidding process, for the selection of a competent entity to implement and operate the Project on a design, build, own and operate basis by incorporating a special purpose vehicle.
3. On December 29, 2008, M/s Isolux Corsan Concesiones, S.A, and Soma Enterprise Limited (collectively referred to as “**Consortium Members**”) submitted their joint bid and upon evaluation of the bids received, NHAI accepted the bid of the Consortium Members and issued a letter of award No. NHAI/BOT/GJ/11019/2008/115 dated 18.02.2009 to the Consortium Members. In furtherance thereof the Consortium members vide their letter dated February 25, 2009 accepted the letter of acceptance and, inter alia, agreed to implement the Project by incorporating a special purpose vehicle.
4. Accordingly Consortium Members have incorporated a limited liability company under the name of “Soma Isolux Surat Hazira Tollway Private Limited.” (“**Concessionaire**”), which is duly organized, authorized to enter into the Concession Agreement with NHAI so as to undertake the Project and to charge and collect tolls, fees, cess, and rents from the users of the Project.
5. In accordance with your instructions, as regards the execution of the Concession Agreement, we attach herewith following documents:

- (i) the charter of the Concessionaire;



SOMA-ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED

8th Floor – Block B, Vatika Towers, Golf Links Road, Sector – 54, Gurgaon – 122002, Haryana

- (ii) as regards the certificate of commencement of business, please note that the Concessionaire is a private limited company, accordingly it is not required to obtain the said certificate for commencing its business in terms of Section 149 (7) of the Companies Act, 1956;
- (iii) the address of the registered office of the Concessionaire is 8th Floor, Block B, Vatika Towers, Golf Links Road, Sector 54, Gurgaon, Haryana 122002;
- (iv) a certified true copy of the resolution of the board of directors of the Concessionaire dated May 11, 2009 approving inter alia the execution of the Concession Agreement and the name of the authorized signatories for the execution of the Concession Agreement on behalf of Concessionaire;
- (v) a legal opinion dated May 11, 2009 from Mr. Prabhakar Awasthi Advocate, Delhi stating inter alia that the Concessionaire is duly organized and authorized to enter into the Concession Agreement.
- (vi) a certified true copy of the resolution of the board of directors of Isolux Corsan Concesiones, S.A dated January 30, 2009.
- (vii) a certified true copy of the resolution of the board of directors of Soma Enterprise Limited dated January 6, 2009.
- (viii) a list of directors of the Concessionaire
- (ix) an undertaking that the minimum shareholding of the Consortium Members shall be as per the provisions of RFP.

We request you to please inform us your convenient date for signing the Concession Agreement.

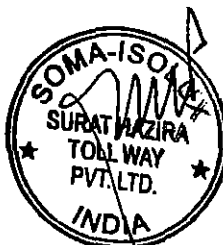
Yours faithfully,

For Isolux – Soma Consortium,
Soma-Isolux Surat-Hazira Tollway Private Limited


Mr. Mario Anibal Pastinante

CC:

1. M/s Isolux Corsan Concesiones, S.A.,
c/ Caballero Andante 8,
28021 Madrid,
Spain.



SOMA-ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED

8th Floor – Block B, Vatika Towers, Golf Links Road, Sector – 54, Gurgaon – 122002, Haryana

Ph. No. + 34 91 449 3000

Fax No.+ 43 91 449 3804

- 2 M/s Soma Enterprise Ltd.,
14, Avenue – 4,
Banjara Hills,
Hyderabad - 500 034,
India.
Ph. No. + 91 40 66636666
Fax No.+ 91 40 23321286



SOMA-ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED

8th Floor – Block B, Vatika Towers, Golf Links Road, Sector – 54, Gurgaon – 122002, Haryana

Ref:- ISC – NHAI /09/6

12th May, 2009

To

Mr. I.P. Padhy,
General Manager (DK II),
The National Highways Authority of India,
Ministry of Shipping, Road Transport and Highways,
G- 5 & 6, Sector – 10, Dwarka,
New Delhi – 110075.

[Handwritten signature]
12/5
[Handwritten text: Dmce DCA]

Sub: Two-Four Laning of Gujarat – Maharashtra Border –Surat- Hazira port section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public Private/ Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer (“DBFOT”) basis.

Dear Sir,

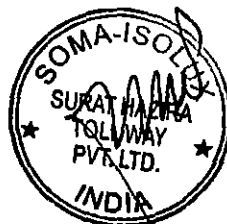
It is for your kind information as desired, enclosed are following documents for your consideration:-

1. Undertaking from Isolux Corsan Concesiones, S.A. for confirming for investing such amounts in the equity of SPV as required during the financial closure.
2. Board Resolution and undertaking from Soma Enterprise Limited for confirming for investing for such amounts in the equity of SPV as required during the financial closure.
3. Photocopy of Signed certificate of Incorporation.
4. Resolution from the Board of Soma and Isolux for incorporation of Company and investment in the equity of the incorporated Company.

Yours faithfully,

For Isolux – Soma Consortium,
Soma-Isolux Surat-Hazira Tollway Private Limited

[Handwritten signature]
Mr. Mario Anibal Pastinante



12th 8/11/09

5

MEMORANDUM
AND
ARTICLES OF ASSOCIATION
OF

SOMA-ISOLUX SURAT-HAZIRA TOLLWAY
PRIVATE LIMITED





प्रारूप 1
पंजीकरण प्रमाण-पत्र

कॉर्पोरेट पहचान संख्या : U45206HR2009PTC039059

2009 - 2010

मैं एतद्वारा सत्यापित करता हूँ कि गैसर्स

SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED

का पंजीकरण, कम्पनी अधिनियम 1956 (1956 का 1) के अंतर्गत आज किया जाता है और यह कम्पनी प्राइवेट लिमिटेड है।

यह निगमन-पत्र आज दिनांक पांच मई दो हजार नौ को मेरे हस्ताक्षर से दिल्ली में जारी किया जाता है।

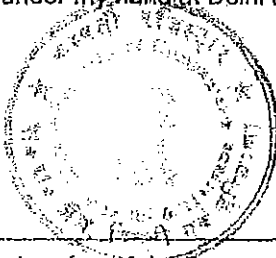
Form 1
Certificate of Incorporation

Corporate Identity Number : U45206HR2009PTC039059

2009 - 2010

I hereby certify that SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED is this day incorporated under the Companies Act, 1956 (No. 1 of 1956) and that the company is private limited.

Given under my hand at Delhi this Fifth day of May Two Thousand Nine.



(GOPAL KRISHNA GUPTA)

उप कम्पनी रजिस्ट्रार / Deputy Registrar of Companies
राष्ट्रीय राजधानी क्षेत्र दिल्ली एवं हरियाणा
National Capital Territory of Delhi and Haryana

कम्पनी रजिस्ट्रार के कार्यालय अभिलेख में उपलब्ध पत्राचार का पता :

Mailing Address as per record available in Registrar of Companies office:

SOMA ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED
8th Floor - Block B, Vatika Towers, Golf Links Road, Sector - 54,
Gurgaon - 122002,
Haryana, INDIA

[Handwritten signature]



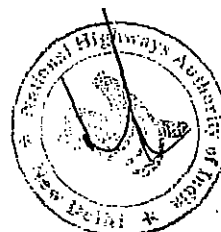
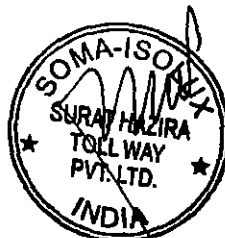
(THE COMPANIES ACT, 1956)
(COMPANY LIMITED BY SHARES)
MEMORANDUM OF ASSOCIATION

OF

SOMA-ISOLUX SURAT-HAZIRA TOLLWAY PRIVATE LIMITED

STAMP AFFIXED
For Financial Commissioner &
Principal Secretary to Govt.
Haryana Revenue & Disaster
Management Department.

- I. The name of the company is Soma-Isolux Surat-Hazira Tollway Private Limited.
- II. The Registered Office of the Company will be situated in the State of Haryana.
- III. The Objects for which the Company is established are:
 - A. MAIN OBJECTS OF THE COMPANY TO BE PURSUED BY THE COMPANY ON ITS INCORPORATION:
 1. To undertake, promote, develop, finance, design, establish, engineer, procure, erect, construct, carry-out, equip, operate, maintain, repair and upgrade the existing two-lane highway on the Gujarat/Maharashtra Border -Surat- Hazira Port section (approximately 133 km), to a four-lane highway on the designated site ("Site"), and its ancillary facilities including toll plazas, connecting roads, buildings, commercial premises, hoardings, electric fittings, drains, waterways, water-pipes, telephone-lines, etc., ("Project") on a design, build, finance and operate basis for a concession period of 19 years, granted by the National Highways Authority of India, Ministry of Shipping, Road, Transport and Highways, Government of India ("NHAI") and to charge and collect tolls, fees, cess, rents from the users of the Project.
 2. To promote, establish, construct, equip, operate, upgrade and maintain all types of systems and methods in order to facilitate traffic and for securing the safety of the users of the Project.
 - B. OBJECTS INCIDENTAL OR ANCILLARY TO THE ATTAINMENT OF THE MAIN OBJECTS:
 1. To obtain all applicable permits from the relevant Government agencies to attain its main objects and keep in force and effect such applicable permits in conformity, with the applicable laws.
 2. To procure the appropriate proprietary rights, licences, agreements and permissions for materials, methods, processes and systems used for the above activities.
 3. To acquire additional land required for the purposes of undertaking its main objects, including the construction of the toll plazas, traffic aid posts, medical aid posts, under-passes and over-passes or for construction of other such utilities.
 4. To protect the Site from any and all occupations, encroachments or encumbrances and carrying out any surveys, investigations and soil tests on the Site, as the Company may deem necessary.
 5. To obtain any special or temporary right of way, facilities, etc., as may be required by it in connection with access to the Site or for the purposes of attainment of its main objects.
 6. To ensure that all existing roads, right of way or utilities on, under or above the Site are kept in continuous satisfactory use by providing suitable temporary or permanent diversions with the consent of the controlling body of such roads, right of way or utilities.
 7. To undertake the shifting of any utility at the cost of NHAI, including electric lines, water pipes and telephone cables, to an appropriate location or alignment within or outside the Site if



such utilities cause a material adverse effect on attainment of its main objects.

8. To obtain appropriate permits and undertaking for felling of trees as identified by the NHAI and at NHAI's cost and expense, if such trees cause a material adverse effect on attainment of its main objects.
9. To make necessary arrangements for quarrying of materials needed for the Project under and in accordance with the applicable laws and applicable permits.
10. To interrupt and divert, the flow of traffic on the highway if such interruption and diversion is necessary for the efficient progress of construction works and conforms to good industry practice.
11. To carry out appropriate tests to determine any defects or deficiencies in the construction works, and to carry out remedial measures in the event any defects/deficiencies are determined.
12. To erect, construct, alter, repair or discontinue use of such buildings, machinery, apparatus and other works and conveniences as the Company thinks proper.
13. To make boundary marks or fences, erect gates, chains, bars, stiles or hand rails if necessary.
14. To receive monies on deposit, loan or raise in such manner as the Company shall think fit, and in particular by the issue of debentures or debenture-stock, (perpetual or otherwise) bonds, promissory notes, with right to convert into shares and to secure the repayment of any money borrowed, raised or owing by mortgage, charge, or lien upon all or any of the property or assets of the Company (both, present and future) including its uncalled capital, and also by a similar mortgage, charge or lien to secure and guarantee the performance by the Company of any obligation undertaken by the Company. To enter into project financing arrangements with banks and financial institutions on non-recourse basis, to finance the Project, but shall, not carry on the business of banking as defined, in the Banking-Regulation Act, 1949, subject to Section 58-A. of, the Companies Act, 1956 and Reserve Bank of India's Directives.
15. To enter into all types of internal or external foreign collaborations, licence arrangements, technical assistance, financial or commercial arrangements including the survey of markets for export and to study market conditions in India and outside, for the fulfillment of any objects herein contained.
16. To pay all the costs, charges and expenses of and incidental to the promotion, formation, registration and establishment of the Company and its issue of its capital including costs, charges, expenses of negotiations and contracts and arrangements made prior to and in anticipation of the promotion, formation, registration and establishment of the Company.
17. To pay professional fees or to remunerate (by cash or other wise or in kind) any persons, firms, associations, or companies for services, rendered or to be rendered or in rendering technical aid and advice, granting licences or permission for the use of patents, trade secrets, trade marks, processes or acting as trustee for debenture holders or debenture stock-holders of the Company or for subscribing or agreeing to subscribe whether absolutely or conditionally or for procuring or agreeing to procure subscriptions whether absolute or conditional for any shares, debentures, or debenture stock, or other securities of the Company or of any company promoted by this Company for services rendered in or about the formation or promotion of the said company or in introducing any property or business to the Company or about the conduct of the business of the Company or for guaranteeing payments of such debenture-stock or other securities and any interest thereon.
18. To draw, make, accept, endorse, discount, negotiate, execute, issue, hold, buy, sell or otherwise deal in bills of exchange, promissory notes, hundies, cheques, drafts, receipts,



orders, warrants, certificates, units and other negotiable or transferable or mercantile instruments or securities.

19. To refer matters of dispute to arbitration.
20. To issue or allot fully or partly paid shares in the capital of the Company in payment or part payment of any movable or immovable property purchased or otherwise acquired by the Company for any services rendered to the Company.
21. To enter into any arrangements with any Governments or authorities that may seem conducive to the attainment of the Company's objects or any of them and to obtain from any such Government or authority any rights, privileges, licences and concessions which the Company may consider necessary or desirable to obtain, and to carry out, exercise, use or comply with any such arrangements, rights, privileges or concessions.
22. To enter into, make and perform contracts and arrangements of every kind and description with the State or Central Government or any body corporate, company, firm or person that may seem conducive to the Company's objectives or any of them.
23. To employ experts, to investigate and examine into the conditions prospects, value, character, and circumstances of business, concerns.
24. To mortgage, exchange, lease, license, grant easements, transfer, dispose of and deal with in any manner the whole of the property, assets, investments, undertakings, rights and effects of the Company or any part thereof for such consideration as may be thought fit, including shares, debentures or securities of any other company, whether partly paid up or fully paid up. Notwithstanding the foregoing, the Company shall not, except with the consent of its shareholders obtained at a general meeting of the Company, sell or otherwise dispose of or transfer, directly or indirectly, in any manner whatsoever or the whole or any part of its property, assets, investments undertakings rights and effects or the like to any person.
25. To establish research and development centres for the business of the Company.
26. To apply for, secure, acquire by grant, assignment, transfer, purchase or otherwise, and to exercise, carry out and enjoy any charter, licence, power, authority, franchise, concession, right or privilege, which any Government or authority or any Corporation or other public body may be empowered to grant, and to pay for, aid in, and contribute towards carrying on the same effect.
27. To promote, form and to be interested in, and take, hold and dispose of shares in any other company having objects similar, and to subsidise or assist any such company financially or otherwise by issuing or subscribing for or guaranteeing the subscription and issue or other securities of such company and to transfer to any such company any property of this Company and to take or otherwise acquire, hold and dispose of shares, debentures and other securities in or of any such company.
28. To apply for, purchase or otherwise acquire any patents, patent rights, copyrights, trade marks, formulae, licences, concessions and the like or any secret or other information.
29. To establish and maintain or procure the establishment and maintenance of any contributory or non-contributory welfare, gratuity, pension or superannuation, funds for the welfare and benefit of and give or procure the giving of donations, gratuities, pensions, allowances or emoluments or benefit of medical, health or charitable purposes to any persons, who are or were at any time in the employment or service of the Company and the wives, widows, families and dependents of any such persons including the directors, ex-directors.
30. To open bank accounts of all kinds including overdraft accounts and to operate the same for



any of the objects or purposes of the Company.

31. To invest and deal with the moneys of the Company not immediately required in any manner.
32. To adopt such means of, making known and advertising the business of the Company as may be deemed expedient.
33. To undertake and execute any trust the undertaking whereof may seem desirable either gratuitously or otherwise, and/or to make donations to any persons, company or association and to subscribe or guarantee money for any national, international, charitable, benevolent, educational, public, general or other object, activity, exhibition or trade shown which may be conducive to the objects of the Company or in the interest of its members or for the welfare of the staff and generally to encourage, promote and reward studies, researches, investigations, experiments, tests and inventions of any kind that may be considered likely to assist any business which the Company is authorised to carry on.
34. To carry out the main objects of the Company and to do things in any part of the world either as principals, agents, contractors or trustees or otherwise and either alone or in conjunction with others.
35. To acquire all or any of the property, undertaking, rights and liabilities of any other company and to be interested in, or take or otherwise acquire, purchase, hold, sell or otherwise dispose of shares, debentures, and other securities in or of any such company for all or any of the objects mentioned in this Memorandum and to subsidise or otherwise assist any such company and to undertake the management or other work, duties and business of any such company on such terms and conditions as may be determined.
36. To amalgamate with, or enter into partnership, joint ventures, or into any arrangement for sharing profits, union of interest, joint venture, reciprocal concession or co-operation with any person or company carrying on, engaged in, or proposing to carry on or engage in, any business or transaction which the Company is authorised to carry on or engage in, or which is capable of being conducted so as directly or indirectly to benefit the Company.
37. To train or pay for training in India or abroad of any of Company's employees or officers or any candidate in the interest of or in furtherance of the Company's objects.
38. To arrange for the marketing and distribution in India and abroad and sale of the products of the Company like monthly passes, local passes, tags etc and purchase, import of raw materials, goods and articles as are necessary for carrying on the business of the Company and, for that purpose, either to establish its own shops, agencies, or marketing organisations or to appoint selling or buying agents or distributors or both (whether individuals, firms or bodies corporate) in any place on such terms and conditions of their appointment as the Company may decide and to pay remuneration to such selling or buying agents or distributors or both by way of such commission or in such other manner as the Company may deem fit.
39. To do all other acts necessary for attainment of the main objects of the Company.

C. OTHER OBJECTS:

1. To develop any land acquired by the Company or in which the Company is interested, and in particular by levying out and preparing the same for building purposes; constructing, altering, pulling down, decorating, maintaining, furnishing, fitting up, and improving buildings, and by planting, paving, draining, farming, cultivating, letting on building lease or building agreement, and by advancing money to and entering into contracts and arrangements of all kinds with builders, tenants, and others.
2. To carry on business of builders, masonry and general construction contractors and among



other things to construct, execute, carry out, equip, improve, work and advertise roadways, tramways, docks, harbours, wharves, canals, watercourses, reservoirs, embankments, irrigations, reclamations, sewage, drainage, and other sanitary works, water, gas, electric and other supply works, houses, buildings, and erections of every kind, and businesses that are customarily or usually carried on in connection therewith or naturally incidental thereto.

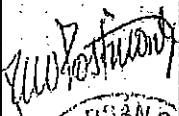

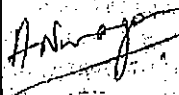

3. To give advise and or to offer, give, take, circulate and/or other wise organise, accept or implement any takeover bids, mergers, amalgamations, acquisitions, diversification, rehabilitation or restructuring of any business, concern, undertaking, company, body corporate, partnership firm or any other association of persons whether incorporated or not by acquisition of shares or assets and liabilities, and whether as a going concern or as a part of the concern or otherwise as may be required having regard to business exigencies; and to promote or procure incorporation, formation or setting up of concerns and undertakings whether as company, body corporate, partnership or any other association of persons for engaging in any industrial, commercial or business activities.
4. To set up, create, issue, float and manage trusts or funds including any mutual fund, growth funds, investment funds, income or capital funds, taxable or tax exempt funds, provident, pension, gratuity and superannuation funds, charitable funds, trusts, or consortium funds to act as administrators or managers of such funds and trusts and to act as trustees for bondholders, debenture holders and for other purposes herein.
5. To carry on the business of all kinds of transportation whether by land, air or sea.
6. To adopt new technologies that have been developed in the field of roadways from time to time and apply the same to its business.
7. To carry on the business as merchants, traders, commission agents, buying agents, selling agents, brokers, buyers, sellers, importers, exporters, dealers in, collectors, or in any other capacity and to import, export, buy sell, barter, exchange, pledge, mortgage, advance upon or otherwise trade and deal in machinery, equipments, components, spare parts, goods, produce, articles and merchandise of any kind whatsoever and without prejudice to the generality of the foregoing agricultural commodities, food grains, cash crops, cotton, tea, jute, coffee, fruits, vegetables, flowers, milk, milk products, meat, seeds, raw materials required by industries, semi-finished products of industries and finished products of industries including machinery, equipment, chemicals, intermediates, electrical goods, textile yarns, garments, furniture, minerals, ores and oils on the basis of ready delivery or forward contracts or on commission basis.
8. To purchase, hold, take on lease or exchange, take on mortgage and give on mortgage, hire or otherwise acquire and hold or deal in any moveable or immoveable property including shops, flats, offices, godowns, patents, licences, and any rights interests and privileges therein.
9. To do all or any of the above things and all such things as are incidental or may be brought conducive to the attainment of the above objects or any of them in any part of the world, and as principals, agents, contractors, trustees, agents or otherwise, and by or through trustees agents or otherwise and either alone or in conjunction with others.

IV. The liability of the members is limited.

V. The authorised share capital of the Company is Rs. 10,00,000 (Rupees Ten Lakh only) divided into 100,000 Equity Shares of Rs. 10 each.



We, the several persons, whose names, addresses and description are hereunder subscribed, are desirous of being formed into a Company in pursuance of this Memorandum of Association and we respectively agree to take the number of shares in the Capital of the Company set opposite to our respective names:

Name, Address, Description and Occupation of Subscribers	No. of equity shares taken by each Subscriber @ Rs. 10 per share	Signature of Subscribers	Signature, Name, Address, Description & Occupation of witness
ISOLUX (CORSA) CONCESSIONES SA C/CABALLERO ANDANTE, 8 28021 MADRID, SPAIN THROUGH MARIO ANIBAL ASTINANTE S/O VICTORIO ASTINANTE R/O CABALLERO ANDANTE, 8 28021 MADRID, SPAIN (SERVICE)	50000 SHARES OF RS 10 EACH (FIFTY THOUSAND OF RS 10 EACH)	 	
SOMA ENTERPRISE LTD. SUNRISE HEIGHTS, 3, SIDOH I VINAYAK SOCIETY, KARVE ROAD, PUNE THROUGH ENGINEER MACHANTI S/O RADHENDRA PARSAD MACHANTI P/O MACHANTI, PLOT NO. 1054, ROAD NO. 46, JUSICE HILLS, HYDERABAD, AP 500033 (SERVICE)	50000 SHARES OF RS. 10 EACH (FIFTY THOUSAND OF RS. TEN EACH)	 	
Total	100000 SHARES (ONE LAKH SHARES)		

Place: NEW DELHI

Dated: 15.03.09



THE COMPANIES ACT, 1956

COMPANY LIMITED BY SHARES

ARTICLES OF ASSOCIATION

OF

SOMA-ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED

Stamp 0009
STAMP AFFIXED
Financial Commissioner &
Principal Secretary to Govt.
Haryana Revenue & Disaster
Management Department

PRELIMINARY

Application of Table 'A'

1. Subject to anything to the contrary hereinafter provided, the regulations contained in Table 'A' in the first Schedule to the Companies Act, 1956 (hereinafter referred to as "the Act") shall apply to the Company.

Interpretation Clause

Interpretation

2. The marginal notes hereto are inserted for convenience and shall not affect the construction hereof. In these Articles of Association (hereinafter referred to as "Articles"), the following words and expressions shall have the following meanings unless excluded by the subject or context:

(a) "Act" shall mean the Companies Act, 1956, and includes where the context so admits, any re-enactment or statutory modification thereof, for the time being in force;

(b) "Additional Shares" shall have the meaning ascribed to it in Article 10;

(c) "Affiliate" means, with respect to a party, a public, private or other entity that directly or indirectly controls, or is controlled by, or is under common control with, such party. For the purposes of this definition, "control" means the right to cast more than fifty percent (50%) of the votes exercisable at the shareholders meeting of such party (or its equivalent) or ownership of more than fifty percent (50%) of the share capital of or other ownership interests in such entity, or the right to



- direct the policies or operations of such entity;
- (d) "Articles" shall mean these Articles of Association as originally framed or, as from time to time altered by Special Resolution;
- (e) "Alternate Director" shall have the meaning ascribed to it in Article 78;
- (f) "Annual Meeting" General means the annual general meeting as prescribed under Section 166 of the Act;
- (g) "Authorized Capital" Share means the authorized share capital of the Company;
- (h) "Board" or the "Board of Directors" means the board of directors of the Company;
- (i) "Business Day" means a day on which banks are open for business in the places where any payments are required to be made and received under the Shareholders Agreement or where the registered office of the Company is situated;
- (j) "Company" means Soma-Isolux Surat Hazira Tollway Private Limited;
- (k) "COD" shall have the meaning ascribed to the term in the Concession Agreement;
- (l) "Concession Agreement" means the concession agreement to be executed between the Company and NHAI for implementation of the Project;
- (m) "Consortium Members" shall mean collectively Isolux, Soma and their Affiliates;
- (n) "Construction JV" shall mean the joint venture between ICI (with 50% of shareholding) and Soma (with 50 % of shareholding) which shall, pursuant to the EPC Contract entered into with the Company, undertake the design and construction of the Project;
- (o) "Default Interest" shall mean the interest at the rate of LIBOR+5% payable by the Defaulting Initial Shareholder to the Non Defaulting Initial Shareholder on the unsubscribed share capital, from the day immediately subsequent to the end of Funding Period till the said funds are arranged by the

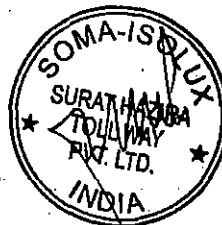


		Board, in accordance with the Article 10;
(p)	"Defaulting Initial Shareholder"	shall have the meaning ascribed to it in Article 10;
(q)	"Directors"	mean the directors for the time being of the Company;
(r)	"Dividend"	includes a bonus paid in cash by the Company to its Shareholders, but does not include any Shares issued in satisfaction of capital bonus upon capitalization of undistributed profits or Share Premium Account;
(s)	"EPC Contract"	shall have the meaning ascribed to the term in the Concession Agreement;
(t)	"Extra Ordinary General Meeting"	means the extra ordinary general meeting of the Company as prescribed under the Act;
(u)	"Fair Market Value"	means the value determined pursuant to Article 12 in accordance with the Applicable Laws by an accounting firm as appointed by the Board;
(v)	"Financial Close"	shall have the meaning ascribed to the term in the Concession Agreement;
(w)	"Financing Agreements"	shall have the meaning ascribed to the term in the Concession Agreement;
(x)	"Financial Year"	shall mean 1st April of a year to 31st March of the next year unless extended or shortened as per the provisions of the Act; provided the first Financial Year of the Company shall commence on the date of incorporation of the Company;
(y)	"Funding Notice"	shall have the meaning ascribed to it in Article 10;
(z)	"Funding Period"	shall have the meaning ascribed to it in Article 10;
(aa)	"General Meeting"	means a duly convened annual or extraordinary general meeting, as the case may be, of the Shareholders;
(bb)	"Guarantee Default Interest"	shall mean the interest payable by the Guarantee Defaulting Initial Shareholder to the Guarantee Non Defaulting Initial Shareholders on the amount of the relevant



guarantees, from the day when it should have furnished the guarantees until the Board arranges for the said guarantee from some other source or is able to obtain the required waivers from the relevant banks/financial institutions, in terms of Article 15;

- (cc) "Guarantee Defaulting Initial Shareholder" shall have the meaning ascribed to it in Article 15;
- (dd) "Guarantee Non Defaulting Initial Shareholder" shall have the meaning ascribed to it in Article 15;
- (ee) "Guarantee Notice" shall have the meaning ascribed to it in Article 15;
- (ff) "Guarantee Period" shall have the meaning ascribed to it in Article 15;
- (gg) "India" means the Republic of India;
- (hh) "Initial Public Offering" means the first public offering of the Shares, whether existing or freshly issued for the public offer or a combination thereof, and the listing of such Shares and their admission to trading on a recognised stock exchange in India;
- (ii) "Initial Shareholders" means Isolux and Soma are collectively and individually as the "Initial Shareholder";
- (jj) "in Writing" and "Written" include printing, lithography and other modes of representing or reproducing words in visible form;
- (kk) "ICI" means Isolux Corsan India Engineering & Construction Private Limited, a company duly incorporated under the Companies Act, 1956, having its registered office at "8th Floor, Block B, Vatika Towers, Golf Course Road, Sector - 54, Gurgaon - 122002, Haryana, India;
- (ll) "Isolux" means Isolux Corsan Concesiones, S.A., a company duly incorporated and existing under the laws of Spain and having its principal place of business at c/Caballero Andante n08, 28021, Madrid, Spain;
- (mm) "Isolux Directors" shall have the meaning ascribed to it in



		Article 77;
(nn)	"Letter of Allotment"	shall mean a letter informing the Shareholders that a certain number of Shares or debentures of the Company have been allotted in the name of the respective Shareholders or the debenture holders, as the case may be, by the Company;
(oo)	"Members" (or "Shareholders")	mean the duly registered holders of the Shares from time to time;
(pp)	"Month"	means calendar month;
(qq)	"NHAI"	means the National Highways Authority of India, Ministry of Shipping, Road, Transport and Highways, Government of India;
(rr)	"Non Defaulting Initial Shareholders"	shall have the meaning ascribed to it in Article 10;
(ss)	"Offerees"	shall have the meaning ascribed to the term in Article 39;
(tt)	"Offer Notice"	shall have the meaning ascribed to the term in Article 39;
(uu)	"Offeror"	shall have the meaning ascribed to the term in Article 39;
(vv)	"Offer Period"	shall have the meaning ascribed to the term in Article 39;
(ww)	"Offer Price"	shall have the meaning ascribed to the term in Article 39;
(xx)	"Office"	means the registered office for the time being of the Company;
(yy)	"Original Director"	shall have the meaning ascribed to the term in Article 77;
(zz)	"Person"	Shall include any corporation as well as individual;
(aaa)	"Post COD Additional Shares"	shall have the meaning ascribed to the term in Article 11;
(bbb)	"Post COD Default Interest"	shall mean the interest payable by the Post COD Initial Shareholder to the Post COD Non Defaulting Initial Shareholder on the unsubscribed share capital, from the day immediately subsequent to the end of Post



		COD Funding Period, till the said funds are arranged by the Board, in accordance with the provisions of Article 11;
(ccc)	"Post COD Initial Shareholder"	shall have the meaning ascribed to the term in Article 11;
(ddd)	"Post COD Funding Notice"	shall have the meaning ascribed to the term in Article 11;
(eee)	"Post COD Funding Period"	shall have the meaning ascribed to the term in Article 11;
(fff)	"Post COD Non Defaulting Initial Shareholder"	shall have the meaning ascribed to the term in Article 11;
(ggg)	"Project"	means the augmentation of the existing two lane road from km 103.000 to km 29.100 (approximately 132.913 km) on the Gujarat/Maharashtra Border-Surat-Hazira Port section of National Highway No. 6 in the States of Gujarat under NHDP Phase-III by four-laning thereof on a design, build, finance, operate and transfer (DBFOT) basis in accordance with the terms and conditions contained in the Concession Agreement;
(hhh)	"Proxy"	includes attorney duly constituted under a power of attorney;
(iii)	"Purchase Shares"	shall have the meaning ascribed to the term in Article 39;
(jjj)	"Register of Members"	means the register of members of the Company required to be kept as under Section 150 of the Act;
(kkk)	"Seal"	means the common seal for the time being of the Company;
(lll)	"Secretary"	means the secretary of the Company;
(mmm)	"Second Offer Period"	shall have the meaning ascribed to the term in Article 40;
(nnn)	"Section"	means a section of the Act;
(ooo)	"Share Capital"	means the capital for the time being raised or authorised to be raised for the purposes of the Company;



(ppp)	"Shares"	mean the shares of Rs. 10 each, into which the capital of the Company is divided and includes the interests corresponding to such shares;
(qqq)	"Shareholders Agreement"	means the Shareholders Agreement dated March 25, 2009, executed amongst Initial Shareholders including all annexures, schedules, attachments and appendices attached thereto, as amended, modified or supplemented from time to time in accordance with the terms thereof;
(rrr)	"Share Premium Account"	means an amount, which the Company may collect on the issue of Shares and credit to that account;
(sss)	"Soma"	means Soma Enterprise Limited, a company duly incorporated under the Companies Act, 1956, having its registered office at "Soma Heights", 3, Siddhivinayak Society, Karve Road, Pune-411038, Maharashtra, India;
(ttt)	"Soma Director"	shall have the meaning ascribed to the term in Article 77;
(uuu)	"Special Resolution"	shall have the meaning assigned thereto by Section 189 of the Act;
(vvv)	"Tag Along Notice"	shall have the meaning ascribed to the term in Article 40;
(www)	"Tag Along Right"	shall have the meaning ascribed to the term in Article 40;
(xxx)	"Tag Along Shares"	shall have the meaning ascribed to the term in Article 40;
(yyy)	"Third Party Offer Price"	shall have the meaning ascribed to the term in Article 40;
(zzz)	"Works Committee"	means the committee constituted by the Board in accordance with Article 72;

Words importing the singular number include also the plural number and vice versa, and words importing the masculine gender include also the feminine gender and vice versa.

Unless the context of these definitions otherwise requires, words or expressions contained in these Articles shall bear the same meaning as in the Act or any statutory



THE COMPANIES ACT, 1956

COMPANY LIMITED BY SHARES

ARTICLES OF ASSOCIATION

OF

SOMA-ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED

8. L. K. P. 105
STAMP AFFIXED
For Financial Commissioner &
Principal Secretary to Govt.
Haryana Revenue & Disaster
Management Department.

PRELIMINARY

Application of Table 'A'

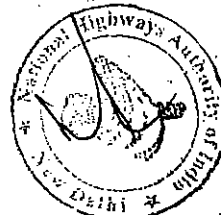
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- (b) "Additional Shares" shall have the meaning ascribed to it in Article 10;
- (c) "Affiliate" means, with respect to a party, a public, private or other entity that directly or indirectly controls, or is controlled by, or is under common control with, such party. For the purposes of this definition, "control" means the right to cast more than fifty percent (50%) of the votes exercisable at the shareholders meeting of such party (or its equivalent) or ownership of more than fifty percent (50%) of the share capital of or other ownership interests in such entity, or the right to



direct the policies or operations of such entity;

- (d) "Articles" shall mean these Articles of Association as originally framed or, as from time to time altered by Special Resolution;
- (e) "Alternate Director" shall have the meaning ascribed to it in Article 78;
- (f) "Annual Meeting" General means the annual general meeting as prescribed under Section 166 of the Act;
- (g) "Authorized Capital" Share means the authorized share capital of the Company;
- (h) "Board" or the "Board of Directors" means the board of directors of the Company;
- (i) "Business Day" means a day on which banks are open for business in the places where any payments are required to be made and received under the Shareholders Agreement or where the registered office of the Company is situated;
- (j) "Company" means Soma-Isolux Surat Hazira Tollway Private Limited;
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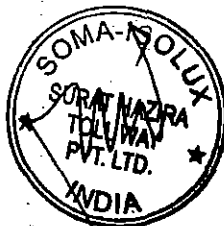


		Board, in accordance with the Article 10;
(p)	"Defaulting Initial Shareholder"	shall have the meaning ascribed to it in Article 10;
(q)	"Directors"	mean the directors for the time being of the Company;
(r)	"Dividend"	includes a bonus paid in cash by the Company to its Shareholders, but does not include any Shares issued in satisfaction of capital bonus upon capitalization of undistributed profits or Share Premium Account;
(s)	"EPC Contract"	shall have the meaning ascribed to the term in the Concession Agreement;
(t)	"Extra Ordinary General Meeting"	means the extra-ordinary general meeting of the Company as prescribed under the Act;
(u)	"Fair Market Value"	means the value determined pursuant to Article 12 in accordance with the Applicable Laws by an accounting firm as appointed by the Board;
(v)	"Financial Close"	shall have the meaning ascribed to the term in the Concession Agreement;
(w)	"Financing Agreements"	shall have the meaning ascribed to the term in the Concession Agreement;
(x)	"Financial Year"	shall mean 1st April of a year to 31st March of the next year unless extended or shortened as per the provisions of the Act; provided the first Financial Year of the Company shall commence on the date of incorporation of the Company;
(y)	"Funding Notice"	shall have the meaning ascribed to it in Article 10;
(z)	"Funding Period"	shall have the meaning ascribed to it in Article 10;
(aa)	"General Meeting"	means a duly convened annual or extraordinary general meeting, as the case may be, of the Shareholders;
(bb)	"Guarantee Default Interest"	shall mean the interest payable by the Guarantee Defaulting Initial Shareholder to the Guarantee Non Defaulting Initial Shareholders on the amount of the relevant



guarantees, from the day when it should have furnished the guarantees until the Board arranges for the said guarantee from some other source or is able to obtain the required waivers from the relevant banks/financial institutions, in terms of Article 15;

- (cc) **"Guarantee Defaulting Initial Shareholder"** shall have the meaning ascribed to it in Article 15;
- (dd) **"Guarantee Non Defaulting Initial Shareholder"** shall have the meaning ascribed to it in Article 15;
- (ee) **"Guarantee Notice"** shall have the meaning ascribed to it in Article 15;
- (ff) **"Guarantee Period"** shall have the meaning ascribed to it in Article 15;
- (gg) **"India"** means the Republic of India;
- (hh) **"Initial Public Offering"** means the first public offering of the Shares, whether existing or freshly issued for the public offer or a combination thereof, and the listing of such Shares and their admission to trading on a recognised stock exchange in India;
- (ii) **"Initial Shareholders"** means Isolux and Soma are collectively and individually as the "Initial Shareholder".
- (jj) **"in Writing" and "Written"** include printing, lithography and other modes of representing or reproducing words in visible form;
- (kk) **ICI** means Isolux Corsan India Engineering & Construction Private Limited, a company duly incorporated under the Companies Act, 1956, having its registered office at "8th Floor, Block-B, Vatika Towers, Golf Course Road, Sector - 54, Gurgaon - 122002, Haryana, India;
- (ll) **"Isolux"** means Isolux Corsan Concesiones, S.A., a company duly incorporated and existing under the laws of Spain and having its principal place of business at c/Caballero Andante n08, 28021, Madrid, Spain;
- (mm) **"Isolux Directors"** shall have the meaning ascribed to it in



(nn)	"Letter of Allotment"	Article 77; shall mean a letter informing the Shareholders that a certain number of Shares or debentures of the Company have been allotted in the name of the respective Shareholders or the debenture holders, as the case may be, by the Company;
(oo)	"Members" (or "Shareholders")	mean the duly registered holders of the Shares from time to time;
(pp)	"Month"	means calendar month;
(qq)	"NHAI"	means the National Highways Authority of India, Ministry of Shipping, Road, Transport and Highways, Government of India;
(rr)	"Non Defaulting Initial Shareholders"	shall have the meaning ascribed to it in Article 10;
(ss)	"Offerees"	shall have the meaning ascribed to the term in Article 39;
(tt)	"Offer Notice"	shall have the meaning ascribed to the term in Article 39;
(uu)	"Offeror"	shall have the meaning ascribed to the term in Article 39;
(vv)	"Offer Period"	shall have the meaning ascribed to the term in Article 39;
(ww)	"Offer Price"	shall have the meaning ascribed to the term in Article 39;
(xx)	"Office"	means the registered office for the time being of the Company;
(yy)	"Original Director"	shall have the meaning ascribed to the term in Article 77;
(zz)	"Person"	Shall include any corporation as well as individual;
(aaa)	"Post COD Additional Shares"	shall have the meaning ascribed to the term in Article 11;
(bbb)	"Post COD Default Interest"	shall mean the interest payable by the Post COD Initial Shareholder to the Post COD Non Defaulting Initial Shareholder on the unsubscribed share capital, from the day immediately subsequent to the end of Post



COD Funding Period, till the said funds are arranged by the Board, in accordance with the provisions of Article 11;

- (ccc) "Post COD Initial Shareholder" shall have the meaning ascribed to the term in Article 11;
- (ddd) "Post COD Funding Notice" shall have the meaning ascribed to the term in Article 11;
- (eee) "Post COD Funding Period" shall have the meaning ascribed to the term in Article 11;
- (fff) "Post COD Non Defaulting Initial Shareholder" shall have the meaning ascribed to the term in Article 11;
- (ggg) "Project" means the augmentation of the existing two lane road from km 103.000 to km 29.100 (approximately 132.913 km) on the Gujarat/Maharashtra Border-Surat-Hazira Port section of National Highway No. 6 in the States of Gujarat under NHDP Phase-III by four-laning thereof on a design, build, finance, operate and transfer (DBFOT) basis in accordance with the terms and conditions contained in the Concession Agreement.
- (hhh) "Proxy" includes attorney duly constituted under a power of attorney;
- (iii) "Purchase Shares" shall have the meaning ascribed to the term in Article 39;
- (jjj) "Register of Members" means the register of members of the Company required to be kept as under Section 150 of the Act;
- (kkk) "Seal" means the common seal for the time being of the Company;
- (lll) "Secretary" means the secretary of the Company;
- (mmm) "Second Offer Period" shall have the meaning ascribed to the term in Article 40;
- (nnn) "Section" means a section of the Act;
- (ooo) "Share Capital" means the capital for the time being raised or authorised to be raised for the purposes of the Company;



(ppp)	"Shares"	mean the shares of Rs. 10 each, into which the capital of the Company is divided and includes the interests corresponding to such shares;
(qqq)	"Shareholders Agreement"	means the Shareholders Agreement dated March 25, 2009, executed amongst Initial Shareholders including all annexures, schedules, attachments and appendices attached thereto, as amended, modified or supplemented from time to time in accordance with the terms thereof;
(rrr)	"Share Premium Account"	means an amount, which the Company may collect on the issue of Shares and credit to that account;
(sss)	"Soma"	means Soma Enterprise Limited, a company duly incorporated under the Companies Act, 1956, having its registered office at "Soma Heights", 3, Siddhivinayak Society, Karve Road, Pune-411038, Maharashtra, India;
(ttt)	"Soma Director"	shall have the meaning ascribed to the term in Article 77;
(uuu)	"Special Resolution"	shall have the meaning assigned thereto by Section 189 of the Act;
(vvv)	"Tag Along Notice"	shall have the meaning ascribed to the term in Article 40;
(www)	"Tag Along Right"	shall have the meaning ascribed to the term in Article 40;
(xxx)	"Tag Along Shares"	shall have the meaning ascribed to the term in Article 40;
(yyy)	"Third Party Offer Price"	shall have the meaning ascribed to the term in Article 40;
(zzz)	"Works Committee"	means the committee constituted by the Board in accordance with Article 72;

Words importing the singular number include also the plural number and vice versa, and words importing the masculine gender include also the feminine gender and vice versa.

Unless the context of these definitions otherwise requires, words or expressions contained in these Articles shall bear the same meaning as in the Act or any statutory



modification thereof in force on the date on which these Articles become binding on the Company.

Private Company

Company to be a private company

3. The Company is a private company within the meaning of Sections 2(35) and 3(1) (iii) of the Act and accordingly the following provisions shall have effect, namely:
- (a) The right to transfer the Shares of the Company shall be restricted in the manner and to the extent hereinafter provided;
 - (b) The number of Members of the Company (exclusive of Persons who are in the employment of the Company, and Persons who, having been formerly in the employment of the Company, were Members of the Company while in that employment and have continued to be Members after such employment ceased) shall not exceed fifty, provided that where two or more Persons hold one or more Shares in the Company jointly, they shall, for the purpose of these Articles, be treated as a single Member;
 - (c) No invitation shall be issued to the public to subscribe for any Shares in, or debentures of, the Company; and
 - (d) The Company will not invite and/ or accept any deposit from any Person other than its Members, Directors or their relatives.

Share Capital

Division of Share Capital

4. The authorized Share Capital of the Company shall be as stated in Clause No. V of the Memorandum of Association of the Company from time to time.

Power to increase Share Capital

5. The Company in a General Meeting may, from time to time, increase the Share Capital by the creation of new Shares of one or more classes out of such amount as may be deemed expedient. Both the Initial Shareholders, irrevocably and unconditionally agree that they shall facilitate, support and give their affirmative approval in respect of any resolution(s), to be passed required for increasing the authorised share capital of the Company, issuance of Shares and to amend the memorandum and Articles, in connection with the increase of the authorized share capital of the Company and issuance of Shares of the Company, in accordance with the Share holders Agreement.

Reduction of Share Capital

6. Subject to the provisions of the Act, Article 102 hereinafter and with the prior approval of NHAI, if required, the Company may, in General Meeting from time to time, reduce its Share Capital in any manner with and subject to the authorisation and consent required by law.



Power to buy back its own securities

7. Subject to the provisions of Article 102, the Company shall have the power to buy back its own Shares or other specified securities subject to the limit and upon such terms and conditions and subject to such approvals as enumerated under Sections 77A, 77AA and 77B of the Act, all other applicable provisions, rules, regulations and laws and any amendment, modification, re enactment made to them thereof and with the prior approval of NHAI, if required.

Allotment of Shares

8. Subject to the provisions of these Articles and the Shareholders Agreement, the Shares shall be under the control of the Board who may allot or otherwise dispose of the same to such Persons, on such terms and conditions, at such times, either at par or at a premium, for such consideration as the Board thinks fit.
9. The Board shall at the time of incorporation of the Company, allot the Shares amongst Initial Shareholders in the ratio of 50:50, and such shareholding shall be maintained and preserved by the Initial Shareholders in terms of the Shareholders Agreement and Concession Agreement.

Subsequent Capitalisation & Lock-In Restriction

10. Subsequent Capitalization Prior to COD

The additional funding requirements of the Company prior to the COD shall be met in accordance with the procedure set out below:

- (a) If the Board, in exercise of good faith and in its reasonable judgment, determines that the Company requires additional funds, then the Board shall request, by issuance of a notice to each of the Initial Shareholders (the "Funding Notice"), to contribute, within twenty (20) days from the date of issuance of the Funding Notice (the "Funding Period"), additional capital to Company, on a pro-rated basis in proportion to their shareholding of the issued and paid-up share capital of Company.
- (b) During the Funding Period, each of the Initial Shareholders shall subscribe to the additional Shares offered by the Company pursuant to the Funding Notice ("Additional Shares"), in proportion to the equity shareholding interest held by each of the Initial Shareholders in the Company.
- (c) In the event if any of the Initial Shareholders fails (either partially or completely) to subscribe to the Additional Shares offered by the Board within the Funding Period, (such Initial Shareholder being referred to as the "Defaulting Initial Shareholder"), then the Defaulting Initial Shareholder shall pay the other Initial Shareholder ("Non Defaulting Initial Shareholder") the Default Interest as liquidated damages and such liquidated damages, being calculated as a genuine pre estimate of the loss likely to be incurred by the Non Defaulting Initial Shareholder. The Board may act in its sole and absolute discretion, in any of the following ways:
- (i) subject to the prior approval of NHAI, offer Additional Shares to the Non Defaulting Initial Shareholder, and the Non-Defaulting Initial



Shareholder may subscribe to the Additional Shares offered by the Board, in proportion to their respective shareholding interest in the Company, within twenty (20) days of such an offer being made by the Board; or

- (ii) - If the Non-Defaulting Initial Shareholder(s) waives its right to subscribe to the Additional Shares within the time limit prescribed by Article 10 (c) (i) above then offer the Additional Shares to any third party on terms and conditions as it may think deem fit, subject to prior written approval from NHAI.
- (d) Without prejudice to the provisions as contained in Article 10 (a) to (c) above, the Board may, with the unanimous consent of the Initial Shareholders and subject to prior approval from the NHAI, may offer to any third party the Shares of the Company on such terms and conditions as it may think fit provided that such offer of Shares is in accordance with provisions of the Concession Agreement and the Shareholders Agreement.
- (e) The Board shall offer Shares to any third party, subject to the condition that such third party agrees to be bound by the conditions contained in Shareholders Agreement and executes the deed of adherence prescribed therein.
- (f) The Initial Shareholders shall facilitate, support and give their affirmative approval in respect of any resolution(s), to be passed required for increasing the Authorised Share Capital of the Company, issuance of Shares and to amend the Articles and Memorandum of Association, in connection with the increase of the Authorized Share Capital of the Company and issuance of Shares of the Company, in accordance with the Shareholders Agreement.

11. Subsequent Capitalization post COD

The Initial Shareholders agree that the additional funding requirements of the Company post COD shall be met in accordance with the procedure set out below:

- (a) If the Board, in exercise of good faith and in its reasonable judgment, determines that the Company requires additional funds, then the Board shall request, by issuance of a notice to each of the Initial Shareholders (the "Post COD Funding Notice"), to contribute, within twenty (20) days from the date of issuance of the Post COD Funding Notice (the "Post COD Funding Period"), additional capital to Company, on a pro-rated basis in proportion to their shareholding of the issued and paid-up share capital of Company.
- (b) During the Post COD Funding Period, the Initial Shareholders shall confirm in writing to the Board of their intention to subscribe to the additional Shares offered by the Company pursuant to the Post COD Funding Notice ("Post COD Additional Shares") and subscribe to the Post COD Additional Shares of the Company within the Post COD Funding Period, in proportion to the equity shareholding interest held by each of the Initial Shareholders in the Company.
- (c) In the event an Initial Shareholder fails to subscribe to the Post COD Additional Shares offered by the Board within the Post COD Funding Period, in proportion to the shareholding interest as set out in Article 9 hereof (such Initial Shareholder hereinafter referred to as "Post COD Defaulting Initial



Shareholder"), then the Post COD Defaulting Initial Shareholder shall pay the other Initial Shareholder (such Initial Shareholder hereinafter referred to as "Post COD Non Defaulting Initial Shareholder"), the Post COD Default Interest Rate as liquidated damages and such liquidated damages being calculated as a genuine pre-estimate of the loss likely to be incurred by the Post COD Non Defaulting Initial Shareholders. Further the Board in its sole and absolute discretion, may, subject to the prior approval of NHAI, and the provisions of the Concession Agreement, offer the Post COD Additional Shares to the Post COD Non Defaulting Initial Shareholders and the Post COD Non-Defaulting Initial Shareholders may subscribe to the Shares offered by the Board, in proportion to their respective shareholding in the Company, within twenty (20) days of such an offer being made by the Board.

- (d) If the Post COD Non-Defaulting Initial Shareholder (s) waive their right to subscribe to the Post COD Additional Shares within the time limit prescribed by Article 11 (c) hereof, then the Board may offer such Post COD Additional Shares to any third party as it may deem fit, provided that such offer of Shares is in accordance with the provisions of the Concession Agreement.
- (e) Without prejudice to the provisions as contained in Article 11 (a) to (d) above, the Board with the unanimous consent of the Initial Shareholders and, subject to prior approval from the NHAI, may offer to any third party the Shares of the Company on such terms and conditions as it may think fit.
- (f) The Board shall offer Shares to any third party, subject to the condition that such third party agrees to be bound by the conditions contained in Shareholders Agreement and executes the deed of adherence prescribed therein.
- (g) The Initial Shareholders shall facilitate, support and give their affirmative approval in respect of any resolution(s), to be passed required for increasing the authorised share capital of the Company, issuance of Shares and to amend the Articles and Memorandum of Association, in connection with the increase of the authorized share capital of the Company and issuance of Shares of the Company, in accordance with the Shareholders Agreement.

12. Determination of Price

If additional capital is to be contributed, then the subscription/allotment price for such additional Shares shall be determined by the Board as per the Applicable Laws, so as to reflect the Fair Market Value of the Company and be set out in the Funding Notice or the Post COD Funding Notice, as the case maybe. The Company shall, promptly upon the receipt of such subscription price, issue the appropriate number of Shares based upon the payment received from each of the Initial Shareholders or from any third party, as the case maybe.

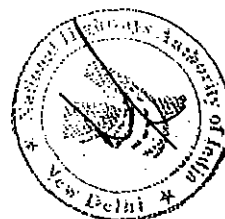
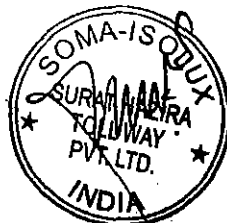
13. Subscription through Affiliates

The Consortium Member may invest in the additional Shares of Company through any of their Affiliates, subject to the prior fulfillment of the following conditions:

- (a) Such Affiliate shall previously sign a deed of adherence, prescribed in the Shareholders Agreement;



- (b) Prior to any such Affiliate ceasing to be an Affiliate of Isolux or Soma, as the case maybe, all the Shares of Company held by such Affiliate shall be transferred to Isolux or Soma, as the case maybe; and
- (c) Prior approval of NHAI shall have been procured.
14. Without prejudice to the provisions contained in Articles 10 to 13 hereof, the Board, with the unanimous consent of the Initial Shareholders, shall in its absolute discretion determine the alternate modes of injecting funds for implementing the Project which may include but not limited to the receiving of cash contribution from the Shareholders in accordance with the provisions of Shareholders Agreement, procuring cash contribution from any third party or procuring debt or any quasi debt from any bank, financial institutions from any third party.
15. **Project Financing**
- (a) It is the intention of the Initial Shareholders that the Project will be financed on non-recourse project financing basis with the Financial Close being achieved by the Company within time limited prescribed by the Concession Agreement;
- (b) With an aim to achieve the Financial Close, each of the Initial Shareholders agree to perform such acts and deeds as may be reasonably requested by the Board, which shall include but not be limited to furnishing of guarantees by the Initial Shareholders, in their respective proportion of shareholding in the Company;
- (c) The Board shall request, by issuance of a notice to each of the Initial Shareholders (the "Guarantee Notice"), to furnish the aforesaid guarantees, in their respective proportion of shareholding in the Company, within the time specified therein (the "Guarantee Period");
- (d) During the Guarantee Period, the Initial Shareholders shall confirm in writing to the Board of their intention to furnish the required guarantees pursuant to the Guarantee Notice, in their respective proportion of shareholding in the Company;
- (e) In the event an Initial Shareholder fails to furnish the aforesaid guarantees, in their respective proportion of shareholding in the Company requested by the Board within the Guarantee Period, (such Initial Shareholder hereinafter referred to as "Guarantee Defaulting Initial Shareholder") shall pay the Guarantee Default Interest, to the other Initial Shareholder (such Initial Shareholder referred to as "Guarantee Non Defaulting Initial Shareholders");
- (f) Without prejudice the provisions contained in Article 15 (e) hereof the Guarantee Non Defaulting Initial Shareholder shall have the right but not the obligation to purchase the Shares of the Guarantee Defaulting Initial Shareholder in accordance with the Applicable Laws and provisions as contained in the Concession Agreement; and
- (g) If any of the Initial Shareholders desires to pledge or to create any encumbrances over the Shares held by it, outside the preview of the Financial Close it must obtain a prior express written consent of the other Initial Shareholders.



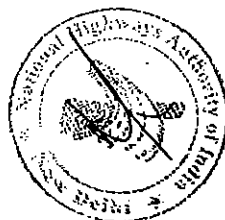
16. Except as required by law, no Person shall be recognised by the Company as holding any share upon any trust, and the Company shall not be bound by or be compelled in any way to recognise (even when having notice thereof) any equitable, contingent, future or partial interest in any Share or unit of a Share or (except only under these Articles or by law otherwise so provided) any other rights in respect of any Share except an absolute right to the entirety thereof in the registered holder.
17. Every Person whose name is entered as a Member in the Register of Members shall be entitled to receive a certificate under the Seal of the Company in accordance with the Act but in respect of Shares held jointly by several Persons the Company shall not be bound to issue more than one certificate, and delivery of such certificate for the subject Share(s) to one of several joint holders shall be sufficient delivery to all such holders.

Lien on Shares

18. The Company shall have a first and paramount lien on every Share (not being a fully paid Share) for all money (whether presently payable or not) called or payable at a fixed time in respect of that Share, and the Company shall also have a first and paramount lien on all Shares (other than fully paid Shares) registered in the name of a single Person for all money presently payable by him or his estate to the Company; but the Directors may at any time declare any Share to be wholly or in part exempt from the provisions of this Article. The Company's lien, if any, on a Share shall extend to all Dividends payable thereon.
19. The Company may sell, in such manner as the Directors think fit, any Shares on which the Company has a lien, but no sale shall be made unless a sum in respect of which a lien exists is presently payable, nor until the expiration of fourteen days after a notice in Writing, stating and demanding payment of such part of the amount in respect of which the lien exists as is presently payable, has been given to the registered holder for the time being of the Share, or the Person entitled thereto by reason of his death or bankruptcy.
20. To give effect to any such sale the Directors may authorise some Person to transfer the Shares sold to the purchaser thereof. The purchaser shall be registered as the holder of the Shares comprised in any such transfer, and he shall not be bound to see to the application of the purchase money, nor shall his title to the Shares be affected by any irregularity or invalidity in the proceedings in reference to the sale.
21. The proceeds of the sale shall be received by the Company and applied in payment of such part of the amount in respect of which the lien exists as is presently payable, and the residue if any, shall (subject to a like lien for sums not presently payable as existed upon the Shares before the sale) be paid to the Person entitled to the Shares at the date of the sale.

Calls on Shares

22. The Directors may from time to time make calls upon the Members in respect of any money unpaid on their Shares (whether on account of the nominal value of the Shares or by way of premium) and not by the conditions of allotment thereof made payable at fixed times, and each Member shall (subject to receiving at least 14 days' notice specifying the time or times and place of payment) pay to the Company at the time or

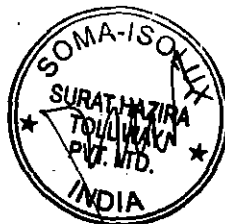


times and place so specified the amount called on his Shares. A call may be revoked or postponed as the Directors may determine.

23. A call shall be deemed to have been made at the time when the resolution of the Board of Directors authorising the call was passed and may be required to be paid by instalments.
24. The joint holders of a Share shall be jointly and severally liable to pay all calls in respect thereof.
25. If a sum called in respect of a Share is not paid before or on the day appointed for payment thereof, the Person from whom the sum is due shall pay interest on the sum from the day appointed for payment thereof to the time of actual payment at such rate as the Directors may determine, but the Directors shall be at liberty to waive payment of that interest wholly or in part.
26. Any sum which by the terms of issue of a Share becomes payable on allotment or at any fixed date, whether on account of the nominal value of the Share or by way of premium, shall for the purpose of these Articles be deemed to be a call duly made and payable on the date on which, by the terms of issue, the same becomes payable, and in case of non payment all the relevant provisions of these Articles as to payment of interest and expenses, forfeiture or otherwise shall apply as if the sum had become payable by virtue of a call duly made and notified.
27. The Directors may, on the issue of Shares, differentiate between the holders as to the amount of calls to be paid and the times of such payments.
28. The Directors may, if they think fit, receive from any Member willing to advance the same, all or any part of the money uncalled and unpaid upon any Shares held by him, and upon all or any part of the money so advanced may (until the same would, but for the advance, become payable) pay interest at such rate (unless the Company in General Meeting shall otherwise direct) as may be agreed upon between the Directors and the Member.

Forfeiture

29. If a Member fails to pay any call or instalment of a call on the day appointed for payment thereof, the Directors may, at any time thereafter during such time as any part of the call or instalment remains unpaid serve a notice on him requiring payment of so much of the call or instalment as is unpaid together with any interest which may have accrued.
30. The notice shall name a further day (not earlier than the expiration of fourteen days from the date of service of the notice) on or before which the payment required by the notice is to be made and shall state that in the event of non-payment at or before the time appointed, the Shares in respect of which the call was made, will be liable to be forfeited.
31. If the requirements of any such notice as aforesaid are not complied with, any Share in respect of which the notice has been given may at any time thereafter, before the payment required by the notice has been made, be forfeited by a resolution of the Board of Directors to that effect. Such forfeiture shall include all Dividends declared in respect of the forfeited Shares and not actually paid before the forfeiture.



32. A forfeited Share may be sold or otherwise disposed of on such terms and in such manner as the Directors think fit, and at any time before a sale or disposition the forfeiture may be cancelled on such terms as the Directors think fit.
33. A Person whose Shares have been forfeited shall cease to be a Member in respect of the forfeited Shares, but shall notwithstanding, remain liable to pay to the Company all sums of money which, on the date of forfeiture, were payable by him to the Company in respect of such Shares (together with interest at the rate of 8 percent per annum from the date of forfeiture on the sum of money for the time being unpaid if the Directors think fit to enforce payment of such interest), but his liability shall cease if and when the Company receives payment in full of all such sums of money in respect of the subject Shares.
34. A statutory declaration stating that the declarant is a Director or the Secretary of the Company, and that a Share in the Company had been duly forfeited on a date stated in the declaration shall be conclusive evidence of the fact therein stated as against all Persons claiming to be entitled to the Share.
35. The Company may receive the consideration, if any, given for a forfeited Share on any sale or disposition thereof and may execute a transfer of the Share in favour of the Person to whom the Share is sold or disposed of and he shall thereupon be registered as the holder of the Share, and shall not be bound to see the application of the purchase money, if any, nor shall his title to the Share be affected by any irregularity or invalidity in the proceedings in reference to the forfeiture, sale, or disposal of the Share.
36. The provisions of these Articles pertaining to forfeiture shall apply in the case of non-payment of any sums of money which by the terms of issue of a Share, becomes payable at a fixed time, whether on account of the nominal value of such Share or by way of premium, as if the same had been payable by virtue of a call duly made and notified.

Transfer of Shares

Conditions Applicable to Transfer

37. The transfer of Shares, inter se, amongst the Initial Shareholders or to their Affiliates/subsidiaries, shall be subject to the Shareholders Agreement, the provisions of the Concession Agreement, conditions as may be specified by the NHAI and the Applicable Laws.
38. The transfer of Shares to third parties shall be subject to Article 39 to 42 below, the provisions of the Concession Agreement, conditions as may be specified by the NHAI and the Applicable Laws.

Rights of First Refusal

39. If at any time, any of the Initial Shareholders ("Offeror") desires to sell, transfer, assign or dispose of, whether directly or indirectly, any or all of its Shares owned by it ("Purchase Shares"), then, it shall:



- (a) first offer such Purchase Shares to the other Initial Shareholders, in the same proportion as their existing shareholding in the Company (the Initial Shareholders to which the offer is made, hereinafter referred to as the "Offerees") by a notice mentioning therein: (i) the total number of Purchase Shares, (ii) the price at which the Purchase Shares are being offered for sale (the "Offer Price"); and (iii) any other terms and conditions in connection therewith (such offer notice hereinafter referred to as the "Offer Notice").
 - (b) Subject to receiving the Offer Notice, and in accordance with its terms and conditions, the Offerees shall have the option to purchase amongst them all or part of the Purchase Shares, proportionately, in accordance with their, inter-se, respective shareholding in the Company.
 - (c) The Offer Notice shall not be revocable without the consent of the Offerees, and shall state the period, not being less than thirty (30) days, during which the offer shall remain open and effective for acceptance, from the date of receipt of the Offer Notice by the Offerees ("Offer Period").
 - (d) At any time during the Offer Period, the Offerees (or their Affiliate, as the case may be) may accept the offer provided in the Offer Notice, without any change in the price. Such acceptance shall be for the all the Purchase Shares and shall be effective upon written notice of acceptance being given to the Offeror, along with a copy thereof to Board. The acceptance shall not be valid if it is not accompanied by the full payment for the Purchase Shares.
40. If the offer is not accepted by the Offerees within the Offer Period, then the Offeror shall be entitled to sell the Purchase Shares:
- (a) to any third party;
 - (b) such sale shall be effected on terms no more favorable to such third party than those set out in the Offer Notice and at price determined as per the Applicable Laws ("Third Party Offer Price"). Provided further that before effecting such a sale to a third party, the Offeror shall offer the Purchase Shares to the Offerees, at a lower of the Offer Price and the Third Party Offer Price; and
 - (c) Only in the case that the Offeror want to sell to the Third Party more than 25% of the shareholding of the Company, the Offerees may, within 30 (thirty) days of the receipt of the Third Party Offer Price, by a written notice to the Offeror ("Tag Along Notice"), demand the Offeror to require such Third Party to purchase from the other Party all or any part of its Shares in the Company ("Tag Along Shares") at the price not less than the price offered by such Third Party ("Third Party Offer Price") to the Offeror and on terms no less favourable than those offered to the Offeror by such Third Party ("Tag Along Right"). The Offeror shall not transfer its Shares to such Third Party unless such Third Party simultaneously purchases the Tag Along Shares and pays to the other Party the Third Party Price for the Tag Along Shares.
 - (d) Only in case of refusal of the Offerees for the second time within a period of fifteen (15) days from the expiry of the Offer Period ("Second Offer Period") that the Purchase Shares would be offered to a third party within a period of



forty five (45) days from the expiry of the Second Offer Period

41. The Initial Shareholders agree that any transfer of Shares shall be subject to the prior written approval of NHAI and the Applicable Laws.
42. The Initial Shareholders agree that the Offer Price shall be determined in accordance with the Applicable Laws.

Procedure for registration of transfer

43. Subject to the provisions of the Act and these Articles, no transfer of Shares shall be registered unless a proper instrument of transfer duly stamped and executed by or on behalf of the transferor and by or on behalf of the transferee shall have been delivered to the Company together with the certificate or, if no such certificate be in existence, the Letter of Allotment of such Shares. Such instrument of transfer shall specify the name, address and occupation (if any) both of the transferor and of the transferee, and the transferor shall be deemed to remain the Member in respect of such Shares until the name of the transferee shall have been entered in the Register of Members in respect thereof. Each signature to such transfer shall be duly attested by the signature of one credible witness who shall add thereto his address and occupation.
44. Notwithstanding anything contained in any other provisions of these Articles, where any instrument of transfer of Shares has been delivered to the Company for registration and the transfer of such Shares has not been registered by the Company, the provisions of Section 206A of the Act regarding "dividends", any offer of "rights shares" and any issue of fully paid up "bonus shares" in relation to such Shares shall apply.

Form of transfer

45. Every instrument of transfer of Shares shall be in the prescribed form and in accordance with Section 108 of the Act.

Power to refuse registration

46. Subject to these Articles, the Directors may, in their absolute and uncontrolled discretion, refuse to register the transfer of, or the transmission by the operation of law of, the right to any Shares.
47. The registration of transfers may be suspended at such times and for such periods as the Directors may from time to time determine not exceeding in the whole thirty days in any year.

Transmission of Shares

48. In the event of the death of a Member, the survivor or survivors where the deceased was a joint holder or the legal personal representatives of the deceased where he was a sole holder shall be the only Person recognized by the Company as having any title to his interest in the Shares held by him; but nothing herein contained shall release the estate of a deceased joint holder from any liability in respect of any Share which had been jointly held by him with other Persons.
49. Any Person becoming entitled to a Share of the Company in consequence of the death or the bankruptcy/ dissolution of a Member may, upon such evidence being produced



as may from time to time properly be required by the Directors and subject as hereinafter provided, elect either to be registered himself as holder of such Share or to have some other Person nominated by him registered as the transferee thereof, but the Directors shall, in either case, have the same right to decline or suspend registration as they would have had in the case of transfer of the Share by the original Member before his death or bankruptcy/ dissolution.

50. If the Person so becoming entitled elects to be registered himself, he shall deliver or send to the Company a notice in Writing signed by him stating that he so elects. If he elects to have another Person registered he shall testify his election by executing to that Person a transfer of such Share. All the limitations, restrictions and provisions of these Articles relating to the rights to transfer and the registration of such transfers shall be applicable to any such notice of transfer as aforesaid as if the death or bankruptcy/ dissolution of the original Member had not occurred and the notice or transfer were a transfer signed by the original Member.
51. Where the registered holder of any Share dies or becomes bankrupt or gets dissolved or his personal representative or the assignee of his estate, as the case may be, shall upon the production of such evidence as may from time to time be properly required by the Directors in that regard, be entitled to the same Dividends and other advantages and to the same rights (whether in relation to meetings of the Company, or to voting, or otherwise), as the registered holder would have been entitled to if he had not died or become bankrupt or gets dissolved; and where two or more Persons are jointly entitled to any Share in consequence of the death or bankruptcy of the registered holder they shall, for the purposes of these Articles, be deemed to be joint holders of the share.

Proceedings at General Meetings

52. An Annual General Meeting of the Company shall be held in accordance with the provisions of the Act. All General Meetings other than the Annual General Meetings shall be called Extraordinary General Meetings (hereinafter referred to as "EGM").
53. The Board may, whenever he thinks fit, convene an EGM, and such meetings shall be convened on such requisition or in default may be convened by such requisitionists as provided by the Act.
54. Subject to the provisions of the Act relating to Special Resolutions and agreements for shorter notice, twenty one (21) days notice at the least (exclusive of the day on which the notice is served or deemed to be served, but inclusive of the day for which such notice is given) specifying the place, the day and the hour of meeting and in case of special business, the general nature of that business shall be given to such Persons as are entitled to receive such notices from the Company.
55. All business shall be deemed special that is transacted at an EGM and also that is transacted at an Annual General Meeting with the exception of the consideration of the accounts, balance sheets and reports of the Directors and auditors; the fixing of the remuneration of Directors, the election of Directors in the place of those retiring, the declaration of Dividends and the appointment and fixing of the remuneration of the auditors.



56. Subject to the provisions of the Act, no business shall be transacted at any General Meeting unless a quorum of Members is present at the time when the meeting proceeds to business. Save as herein otherwise provided, two (2) Members present in person and one Isolux representative and one Soma representative shall form a quorum. For the purposes of this Article, a "Member" includes a Person attending as a Proxy or acting as a representative of a corporation/ body corporate pursuant to Section 197 of the Act.
57. If within an hour from the time appointed for holding a meeting, quorum is not present, the meeting shall stand adjourned to the 12th (twelfth) day from the date of the original meeting at the same time and place. If at such adjourned meeting a quorum is not present within thirty (30) minutes of the time appointed for holding the meeting the Members present shall be a quorum, subject to the minimum quorum requirements under the Applicable Laws.
58. The chairman of the Company, if any, shall preside as chairman at every General Meeting of the Company. If there is no such chairman of the Company, or if he is not present, the Directors present shall elect one of them, from the other nominee Directors of the party from whom the present Chairman belongs, to be an acting chairman of such meeting.
59. The chairman may, with the consent of any meeting at which a quorum is present (and shall if so directed by the meeting), adjourn the meeting from time to time and place to place, but no business shall be transacted at any adjourned meeting other than the business left unfinished at the meeting from which the adjournment took place. When a meeting is adjourned for thirty (30) days or more, notice of the adjourned meeting shall be given as in the case of an original. Save as aforesaid it shall not be necessary to give any notice of an adjournment or of the business to be transacted at an adjourned meeting.
60. Subject to the provisions of Article 102, a resolution put to vote at any General Meeting shall be decided on a show of hands unless a poll is (before or on the declaration of the result of the show of hands) demanded by any Member present in person or by Proxy and holding Shares in the Company, which confer a power to vote on the resolution not being less than one-tenth of the total voting power in respect of the resolution and unless a poll is so demanded, a declaration by the chairman that a resolution on a show of hands has or has not been carried, or has not been carried either unanimously or by a particular majority and an entry to the effect in the minute book of the Company shall be conclusive evidence of the votes recorded in favour of or against that resolution. On a poll being demanded, every Member present in person or by Proxy shall have one vote for every Share of any class held.
61. If a poll is duly demanded, it shall be taken in such manner and either at one or after an interval or adjournment or otherwise as the Chairman directs, and the result of the poll shall be the resolution of the meeting at which the poll was demanded but a poll demanded on the election of a chairman or on a question of adjournment shall be taken forthwith.
62. Subject to any rights or restrictions for the time being attached to any class or classes of Shares, at meetings of Members or classes of Members each entitled to vote may vote in person or by Proxy and on a show of hands every Person present who is a



Member or a representative of a Member shall have one vote, and on a poll every Member present in person or by Proxy shall have one vote for each Share he holds.

63. The Initial Shareholders undertake to ensure that they, their representatives and proxies representing them at the General Meetings shall at all times exercise their votes and through their respective appointed/nominated Directors (or Alternate Directors) at Board meetings and otherwise, act in such manner so as to comply with, and to fully and effectually implement the spirit, intent and specific provisions of the Shareholders Agreement.
64. If a resolution contrary to the terms of the Shareholders Agreement is passed at any meeting of Shareholders, such resolution shall be invalid and immediate remedial measures shall be taken by the Company and the Shareholders.
65. The Initial Shareholders acknowledge that the Company may at a future date opt for an Initial Public Offering of the Company. In such an event both the parties expressly agree that they, or their representatives or their proxies representing them at the General Meetings and meeting of the Board of Director shall at all times exercise their votes and act in such manner so as to cause the consummation of the Initial Public Offering.
66. A Member who is of unsound mind or whose person or estate is liable to be dealt with in any way under the law relating to mental disorder may vote, whether on a show of hands or on a poll, by his committee or by such other Person as properly has the management of his estate, and any such committee or other Person may vote by Proxy or attorney.
67. No Member shall be entitled to vote at any General Meeting unless all calls or other sums presently payable by him in respect of Shares in the Company have been paid.
68. The instrument appointing a Proxy shall be in Writing (in the common or usual form) under the hand of the appointer or of his attorney duly authorised in Writing or, if the appointer is a corporation, either under Seal or under the hand of an officer or attorney duly authorised. A Proxy may, but need not be a Member of the Company. The instrument appointing a Proxy shall be deemed to confer authority to demand or join in demanding a poll.
69. The instrument appointing a Proxy and the power of attorney or other authority, if any, under which it is signed or a notarised copy of the same, shall be deposited at the Office of the Company, or at such other place as is specified for that purpose in the notice convening the meeting, not less than forty-eight hours before the time for holding the meeting or adjourned meeting at which the Person named in the instrument proposes to vote, or in the case of a poll, not less than twenty four hours before the time appointed for the taking of the poll and in default the instrument of Proxy shall not be treated as valid.
70. A vote given in accordance with the terms of an instrument of Proxy shall be valid notwithstanding the previous death or unsoundness of mind of the principal or revocation of the instrument or of the authority under which the instrument was executed, or the transfer of the Share in respect of which the instrument is given, if no intimation in Writing of such death, unsoundness of mind, revocation or transfer as



aforsaid has been received by the Company at the Office before the commencement of the meeting or adjourned meeting at which the instrument is used.

Corporate Governance

Management of the Board

71. The Parties agree that subject to the provisions of the Shareholders Agreement, Isolux and Soma together shall have overall control over the management and the affairs of the Company through the Board, its Directors, and Works Committee which will report to the Board.
72. The Board shall within fifteen (15) days from the date of incorporation of the Company constitute a Works Committee, which comprise of such persons as the Board may decide.
73. The Works Committee shall be responsible for the overall supervision of the Project including the implementation thereof and take decisions on such matters as may be delegated to it, by the Board. In every meeting of the Works Committee, the Responsible Officer of the Company, inter-alia, shall provide updates on the progress made in the Project and give recommendations on the issues discussed in the meetings.

Directors and their Meetings

General power of Company to vest in Directors

74. Subject to the provisions of the Act and these Articles, the Board of Directors who may exercise all powers of the Company, subject nevertheless to such regulations as may be prescribed by the Company in a General Meeting, but no such regulation or direction shall invalidate any prior act of the Directors if otherwise valid.

Share qualification of Directors

75. A Director shall not be required to hold any Shares in the Company as his qualification.

First Directors

76. The following shall be the first Directors of the Company:
 - (i) Ankineedu Maganti
 - (ii) Mr. Mario Anibal Pastinante
 - (iii) Mr. Patri Ramachandra Rao
 - (iv) Mr. Santiago Varela Ullastres

Number of Directors

77. (i) The Board of Directors shall consist of 4 (four) Original Directors. As long as both Parties hold equal Shares in the JVC, Isolux and Soma shall nominate 2 (two) Directors each on the Board of Directors.



(ii) As and when the election of the Directors mentioned in Article 7(i) above comes before the Shareholders' meeting, each Party agrees unconditionally and irrevocably, to vote as a Shareholder of the JVC in favour of the person(s) nominated by the other Party as Director(s) in accordance with the provisions of this Joint Venture Agreement.

(iii) In case, both Parties do not hold equal Shares in the Company, the number of Directors to be proposed by either Party in accordance with this Article 7(ii) above shall be accordingly changed to be in line with the proportion of its shareholding, with any fractions being rounded off to one and the Parties undertake, therefore, to negotiate in good faith the consequences of such a change on the number of Directors to be appointed by each of them, provided that (a) in any event a Party whose ratio of shareholding in the Company exceeds fifty percent (50%) shall have the right to have the majority of the Directors; (b) in case the shareholding of any Party falls below 50%, such Party shall not have any right to appoint its nominees on the Board.

Power to appoint Alternate Director

78. Any alternate Director to be appointed for a Director ("Original Director") nominated by a Party shall be a person proposed by such Party, and on such nomination the Parties shall cause their respective nominated Directors to vote for, and appoint him, as such alternate Director. Such alternate Director shall be entitled, while holding office as such, to receive notices of meetings of the Board or any committee(s) of the Board to which the relevant Original Director has been appointed and to attend and vote as a Director at any such meetings of the Board or any such committee(s) at which the Original Director is not present and generally to exercise all the powers, rights, duties and authorities and to perform all functions of the Original Director. Further, such alternate Director shall be entitled to exercise the vote of the Original Director at any meeting of the Board or any such committee(s) at which the Original Director is not present and to approve a circular resolution.

Power to appoint additional directors

79. Subject to the provisions of the Act, the Board of Directors of the Company shall have power to appoint additional directors and such additional directors shall hold office only up to the date of the next Annual General Meeting of the Company.

Remuneration of Directors

80. Directors may receive such remuneration as may be determined by the Shareholders from time to time, in accordance with the Act. The Company shall reimburse Directors for reasonable travel expenses in connection with attending meetings. If a Director also holds a position in the Company, he shall be paid by the Company according to the position held.

Remuneration for extra services

81. Subject to the limitations provided by the Act and these Articles, if any Director, being willing, be called upon to perform extra services outside the scope of his ordinary duties, the Board may remunerate the Director for so doing either by way of a fixed sum or otherwise, as they shall think fit and such remuneration may be either in addition to or in substitution for any other remuneration to which he may be entitled, subject to the provisions of the Act.

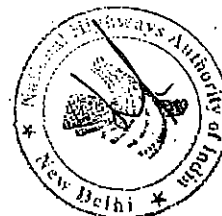


Meetings of the Board

82. The Board of Directors may meet for the dispatch of business, adjourn and otherwise regulate its meetings, as it thinks fit provided that a meeting of the Board of Directors shall be held at least once in every three Months and at least four such meetings shall be held in every year at such places in India or abroad as the Board may determine.
83. A Board meeting may be held by teleconference or video conferencing and/or the presence of a Director at a meeting may be recorded for the voting purpose, if he is present over telephone or through video conferencing, provided that the requisite quorum for the meeting is physically present and provided further that such meeting or presence as the case may be, is not contrary to Applicable Laws.
84. The quorum of a meeting of the Board of Directors shall be one third of the total strength (any fraction contained in that one third being round off as one (1) or two (2) Directors, whichever is higher and at least one (1) Isolux Director and one (1) Soma Director being present at every Board meeting);
85. If quorum is not present within 30 (thirty) minutes of the time specified for a meeting of the Board, the said Board meeting shall stand adjourned to the 12th (twelfth) day from the date of the original meeting, to be held at the same time and place, subject to the minimum quorum requirements under the Applicable Laws. If the adjourned Board meeting date is a public holiday, the Board meeting shall be held on the next Business Day.
86. All items of business transacted or decisions taken at meetings where the quorum is not so constituted in accordance with the provisions of this Agreement shall be null and void and remedial steps including passing of necessary boards resolutions shall be undertaken by the Board in an immediate and time bound manner.

Notice and agenda of the meetings

87. Unless the requirement of notice is waived by all the Directors, a minimum of fourteen (14) days written notice (or such shorter period as all the Directors may agree in writing) of the Board meeting(s) shall be given to all the Directors and their Alternate Directors. Each notice of a meeting of the Board shall contain, inter-alia, an agenda specifying in reasonable detail, the matters to be discussed at the relevant meeting and shall be accompanied by all necessary written information.
88. A reasonably detailed agenda shall be supplied to each Director along with the notice, together with the draft resolutions and other appropriate documentation with respect to agenda items calling for Board action, to adequately inform Directors regarding matters to come before the Board. Any Director wishing to place a matter on the agenda for any meeting of the Board may do so by communicating with the chairman of the Board sufficiently in advance of the meeting of the Board so as to permit timely dissemination to all Directors of information with respect to the agenda items. No business except that which is set out in the agenda shall be transacted by the Board, save that further business may be added to the agenda without notice to the Directors provided that such further business shall be approved by at least one (1) Isolux Director at any time at or prior to the meeting at which such further business is proposed to be discussed.



89. At each meeting of the Board, the Directors shall review amongst other items, the performance of the Company and progress made with respect to the Project.

Secretary

90. A Secretary may be appointed by the Directors for such term, at such remuneration, and upon such conditions as they may think fit, subject to the provisions of the Act; and any Secretary so appointed may be removed by them.

Chairman of the Company

91. In case, both Parties hold equal Shares in the Company, the position of Chairman of the Company shall rotate between the Parties every 2 (two) years. The first Chairman of the Company shall be from amongst the Directors nominated by Isolux. In this case, the Chairman shall not have a casting vote.
92. In case, both Parties do not hold equal Shares in the Company, the Party whose ratio of shareholding in the Company exceeds fifty percent (50%) shall have the right to nominate the Chairman and in that event, the Chairman shall have the casting vote.
93. The chairman shall preside over all Board meetings.
94. If the chairman is not present at a Board meeting, the Directors who are present may appoint an acting chairman from the other nominee Directors of the Party, from whom the present Chairman belongs.

Decisions of Board of Directors/ Works Committee

95. Questions arising at any meeting shall be decided by a majority of votes, subject to the provisions of Article 91, 92 & 102.

Circular Resolutions

96. Subject to Applicable Law, resolutions of the Board may be passed by circulation, if the resolution has been circulated in draft, together with necessary papers, if any, to all the Directors, then in India or outside India, and has been signed by a majority of the Directors and, at least, one of Isolux Directors and one Soma Director. Such resolutions may be signed by the Directors as single document or in counterparts.

Authority

97. Unless otherwise authorized by the Board, none of the Directors shall be empowered to bind the Company individually.

Resignation and Removal of Directors

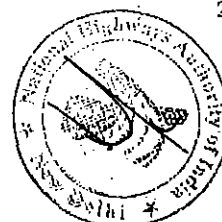
98. All Directors shall be liable to retire by rotation provided that the Isolux or Soma (as the case may be) shall be entitled to nominate the same or any other person as a Director to fill the vacancy caused by such retirement/rotation.
99. If the Applicable Laws requires an increase or decrease in the number of Directors constituting the Board and/or any increase in the number of directors beyond four (4), then an increase or decrease shall be effected in a way that preserves the proportionate representation on the Board between the Initial Shareholders as set out in Article 77 hereof.



100. The nominating Shareholders shall have the right to recommend removal of its nominee Director and replacement of such Director. The Initial Shareholders unequivocally agree to give effect to such nomination, removal or substitution as soon as possible upon receiving the directions of the Shareholder that nominated/appointed (as the case may be) such Director.
101. In the event of resignation, death, incapacity or removal of a Director as per Applicable Laws, the nominating Shareholder of such Director shall have the right to nominate the successor, which nomination shall be given effect to by the then Shareholders. Provided that in the event any Shareholder, fails to nominate/appoint (as the case may be) its Director within 15 (fifteen) Business Days of a vacancy arising including due to the resignation, removal, incapacity and/or death of its previously nominated/appointed (as the case may be) Director, the Board shall not transact any business and refer the matter to the Shareholders meeting for their consideration and approval.

Major Decisions

102. No decision(s) in Board meeting or in Shareholders meeting shall be taken on specified items / matters set out below without the unanimous consent of the Initial Shareholders. Provided that the consent of a Party would not be required if the shareholding of that Initial Shareholder in the Company falls below twenty five percent (25%).
- (a) Varying rights of special classes of Shares of the Company.
 - (b) Omitting the word "Limited" from the name of the Company.
 - (c) Keeping statutory registers and returns of the Company at any place other than within the city, town, or village in which the registered office of the Company is situated.
 - (d) Authorising the payment of interest on the paid-up amount of share capital raised for the purpose of defraying the expenses of construction of any work that cannot be made profitable for a lengthy period.
 - (e) Requesting any governmental authority to investigate the affairs of the Company and to appoint inspectors for the same.
 - (f) Binding the Company by arrangement with the creditors.
 - (g) Any increase or decrease in the paid-up equity share capital of the Company.
 - (h) Changes in capital structure of Company including increase or reduction of capital or variation in rights attached to securities.
 - (i) Sanctioning remuneration to Directors other than whole time Directors on percentage of profit basis in accordance with the provisions of the Act.
 - (j) Making any amendments to the Memorandum and/or Articles of Association.
 - (k) The purchase or redemption of Shares by the Company.



- (l) Changing the place of the registered office of the Company to any other place.
- (m) Changing the name of the Company.
- (n) Determining that any portion of the Share Capital not already called up, shall not be called up except in the event of, and for the purpose of, winding up the Company.
- (o) Reducing the Share Capital of the Company.
- (p) Consenting to a Director or his relative or partner or firm or private company holding an office or place of profit in the Company, except that of the managing director, manager, banker or trustee for debenture holders of the Company.
- (q) Applying to a court to wind up the Company.
- (r) Winding up the Company voluntarily.
- (s) Any buy-back by the Company of its securities.
- (t) Any decision pertaining to Financial Close or any matter relating to financing of the project subsequent to Financial Close.
- (u) Any change in the number of directors of the Company.
- (v) Entering into contracts with related parties, otherwise on arm length basis.
- (w) Enter into of a material contract i.e. a contract having a value in excess of Rs. 400,000,000.
- (x) Any change in the auditor of the Company.

Service of Documents

- 103. A document (which expression for this purpose shall be deemed to include any summons, notice, requisition, process, order, judgment or any other document in relation to or in the winding up of the Company) may be served or sent by the Company on or to any Member either personally or by sending it by post to him to his address in the register; or (if he has no registered address in India) to the address, if any, within India supplied by him to the Company for the giving of notices to him.
- 104. All notices shall, with respect to any Shares to which Persons are entitled jointly, be given to whichever of such Persons is named first in the Register of Members and notices so given shall be sufficient notice to all the holders of such Shares.
- 105. Where a Member has intimated to the Company in advance that documents should be sent to him under a certificate of posting or by registered post with or without acknowledgment due and has deposited with the Company a sum sufficient to defray the expenses for doing so, service of the documents shall not be deemed to be effected unless it is sent in the manner intimated by the Member; and such service shall be deemed to have been effected:
 - (i) in the case of a notice of a General Meeting, at the expiration of forty eight hours after the letter containing the notice is posted; and



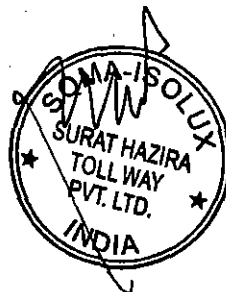
- (ii) in any other case, at the time at which the letter would be delivered in the ordinary course of post.
106. Notwithstanding anything to the contrary contained in these Articles, the Company shall at the written request of any Member whose registered address is situated outside India:
- (i) serve a copy of any document or notice to such Member at such address outside India, by registered air mail; and
 - (ii) simultaneously send an extract copy of such document or notice by telex/facsimile at a telex/facsimile number provided by such Member.
107. The cost of sending such registered airmail and telex/facsimile shall be to the account of the Member concerned who shall from time to time, as may be necessary, deposit with the Company a sum sufficient to meet the cost thereof.

Custody and Use of Seal

108. The Company shall have a Seal and the Board shall provide for the safe custody thereof. An official seal which shall be a facsimile of the Seal may be prepared and used in any territory, district or place not situated in India.
109. The Seal of the Company shall not be affixed to any instrument except by the authority of a resolution of the Board or of a Committee authorized by it in that behalf and except in the presence of at least one Director as the Board may appoint for the purpose, and such Director shall sign every instrument to which the Seal of the Company is so affixed in his presence. This is subject to the Companies (Issue of Share Certificates) Rules, 1960.

Accounts

110. The Board shall cause proper books of account to be maintained under Section 209 of the Act.
111. Such records shall be open for inspection by every Shareholder by its duly authorised representatives at all times during normal business hours and with sufficient notice so as not to disrupt the Company's operations.
112. During normal business hours of the Company, the Shareholders shall have full access to, and right to make copies of, all books of account, records and the like to the Company. Any information obtained by the Parties through exercise of this right of access shall (i) be used by such Shareholder only for purposes which are consistent with its status as a Shareholder and not for the pursuit of business interests outside that of the Company and (ii) be subject to the confidentiality provisions provided under the Shareholders Agreement and shall not disrupt the timely implementation and efficient operation of the Project.



Auditors

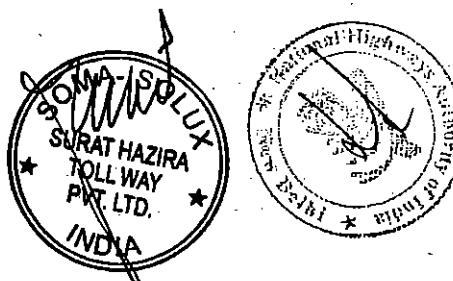
113. The Balance Sheet and Profit & Loss Account will be audited once in a year by a qualified auditor for correctness as per provisions of the Act.
114. The first auditors of the Company shall be appointed by the Board of Directors within one Month after its incorporation who shall hold office until the conclusion of the first Annual General Meeting. The Board should appoint the first auditors of the Company from the list of empanelled auditors provided by NHAI.
115. Subject to the provisions of Article 102, the Directors may fill up a casual vacancy in the office of the auditors. If, however, the vacancy is caused by the resignation of the auditors, it shall only be filled by the Company in General Meeting.
116. The remuneration of the auditors shall be fixed by the Company in General Meeting except that remuneration of the first or any auditors appointed by the Directors may be fixed by the Board.

Dividends and Reserves

117. Subject to the provisions of the Financing Agreements and the Concession Agreement, the Initial Shareholders acknowledge and agree that the Company's dividend policy will be to maximise the returns to the Shareholders.
118. Each Initial Shareholder will take such actions within its control to cause (subject to any restrictions under Applicable Laws) the full amount of the Company's profits available for distribution in respect of each Financial Year, after making such transfers to reserves in accordance with the Applicable Laws, to be distributed by the Company to the Shareholders by way of dividends.
119. While recommending the declaration of any dividend, the Board will have regard to and consider the traffic growth, the operation and maintenance of the Project and the need for making provisions therefor.
120. Any Dividend, interest or other money payable in cash in respect of Shares may be paid by cheque or warrant sent through the post directed to the registered address of the holder, or in the case of joint holders, to the registered address of that one of such joint holders who is first named on the Register of Members or to such Persons and to such address as the holder or joint holders may in Writing direct. Every such cheque or warrant shall be made payable to the order of the Person to whom it is sent. Any one of two or more joint holders may give effectual receipts for any Dividends, bonuses, or other money payable in respect of the Shares held by them as joint holders.

Winding Up

121. In the event the Company is wound up, the liquidator may with the sanction of a Special Resolution of the Company and any other sanction required by the Act, divide amongst the Members in kind, the whole or any part of the assets of the Company (whether they consist of property of the same kind or not) and may for that purpose set such values as he deems fair upon the property to be divided as aforesaid and may determine how such division shall be carried out as between the Members or different



classes of Members. The liquidator may, with the like sanction, vest the whole or any part of any such assets in trustees upon such trusts for the benefit of the contributories as the liquidator, with the like sanction, thinks fit but so that no Member shall be compelled to accept any Shares or other securities whereon there is any liability.

Indemnification

122. The Company may, in its discretion and to the fullest extent permitted under applicable law, rule or regulation, indemnify any Director or officer or Secretary of the Company or any Person employed by the Company or auditor against any liability incurred by him by reason of any contract entered into or act or thing done by him as an officer, Director or Secretary or in any way in the discharge of his duties, or in defending any bona fide proceedings, whether civil or criminal, in which judgment is given in his favour or in which he is acquitted or discharged or in connection with any application under Section 633 of the Act in which relief is granted to him by the Court. Such indemnity shall immediately attach as a lien on the property of the Company and have priority as between the Members over all other claims.

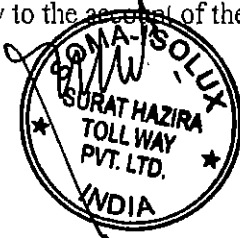
Secrecy

123. Every Director, manager, trustee, member of a committee of the Board, officer, servant, agent, accountant or other Person employed in the business of the Company shall, if so required by the Directors before entering upon his duties, sign a declaration pledging himself to observe strict secrecy in respect of all transactions of the Company with the customers and the state of the accounts with individuals in matters relating thereto and shall by such declaration pledge himself not to reveal any of the matters which come to his knowledge in the discharge of his duties except when required to do so by the Directors or by a court of law except so far as may be necessary in order to comply with any of the provisions in these Articles.


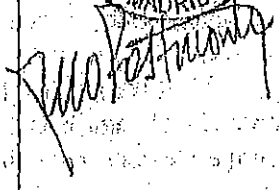

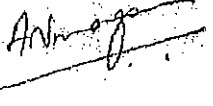
EPC Contracts

124. The Parties agree that-

- (a) Save and except for the EPC Contract, which the Company shall execute with Construction JV, all other contracts, including but not limited to the equipment supply contracts (as may be entered into by the Company), shall be with such parties as identified and selected by the Works Committee;
- (b) The EPC contracts and such contracts including but not limited to the equipment supply contract (as may be entered into by Company), shall be structured on a lump-sum, fixed price, time bound and turn-key basis and contained such terms and conditions as may be approved by the Works Committee; and
- (c) It is agreed that the EPC Contract and such contracts as stated above shall be so structured that, excepting force majeure (as defined in the EPC Contract), any cost escalations, all or any over-runs or arrears under EPC Contract and such contracts shall be solely to the account of the contractor.



We the several Persons whose names and addresses are hereunder subscribed are desirous of being formed into a company in pursuance of these Articles of Association.

Name, address, description and occupation of Subscriber	Signature of Subscriber	Name, address, description, occupation and signature of witness
<p>ISOLUX CORSAI CONCESSIONES SA C/ CABALLERO ANDANTE, 8 28021 MADRID SPAIN Through: MARIO ANIBAL PASTINANTE 5101 VICTORIO PASTINANTE P/O C/ CABALLERO ANDANTE, 8 28021, MADRID, SPAIN (SERVICE)</p>	 	
<p>SOMA ENTERPRISE LTD., Soma Heights, 3, BIDDHI VINAYAK SOCIETY, KARIL ROAD, PUNE THROUGH ANKINEBHU MACANTHI S/O RAJENDRA PRASAD MACANTHI R/O MACANTHI, 1054, ROAD N/4146, JUBILEE HILLS, HYDERABAD, A.P 500023 (SERVICE)</p>	 	

Place: NEW DELHI

Date: 25.03.09.



SOMA-ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED

8th Floor – Block B, Vatika Towers, Golf Links Road, Sector – 54, Gurgaon – 122002, Haryana

Certified true copy of the Resolution passed at the Meeting of the Board of Directors of Soma Isolux Surat Hazira Tollway Private Limited held at the registered office of the Company i.e. 8th Floor, Block B, Vatika Towers, Golf Links Road, Sector – 54, Gurgaon – 122002, Haryana, on May 11, 2009 at 9:00 A.M.

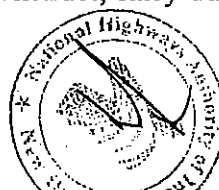
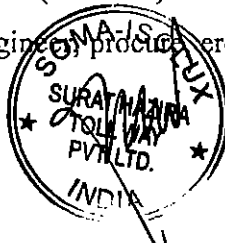
The Chairman informed the Board that the Company has been incorporated inter alia to undertake, promote, develop, finance, design, establish, engineer, procure, erect, construct, carry-out, equip, operate, maintain, repair and upgrade the existing two-lane highway on the Surat (Gujarat) – Hazira (Maharashtra) port section, to a four-lane highway (augmentation of approximately 133 km) on the designated site, and its ancillary facilities including toll plazas, connecting roads, buildings, commercial premises, hoardings, electric fittings, drains, waterways, water-pipes, telephone-lines, etc., ("**Project**") on a design, build, finance and operate basis for a concession period of 19 years, granted by the National Highways Authority of India, Ministry of Shipping, Road, Transport and Highways, Government of India ("**NHAI**") and to charge and collect tolls, fees, cess, rents from the users of the Project.

In furtherance of the aforesaid Company is supposed to enter into a formal concession agreement with NHAI ("**Concession Agreement**"), to execute the Project, subject to and on the terms and conditions set forth there under. A copy of the draft Concession Agreement was tabled before the meeting for its consideration.

The matter was discussed and following resolution was passed:

"RESOLVED

- (1) **THAT**, Mr. Mario Anibal Pastinante or Mr. Ankineedu Maganti is hereby authorized to negotiate, finalize, and execute the concession agreement ("**Concession Agreement**") and any amendments thereto, all other deeds, documents, undertakings, agreements, assignments and all other necessary instruments in relation to Concession Agreement with National Highways Authority of India, Ministry of Shipping, Road, Transport and Highways, Government of India ("**NHAI**") to undertake, promote, develop, finance, design, establish, engineer, procure, erect, construct, carry-out, equip, operate,



SOMA-ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED

8th Floor – Block B, Vatika Towers, Golf Links Road, Sector – 54, Gurgaon – 122002, Haryana

maintain, repair and upgrade the existing two-lane highway on the Surat (Gujarat) – Hazira (Maharashtra) port section, to a four-lane highway (augmentation of approximately 133 km) on the designated site, and its ancillary facilities including toll plazas, connecting roads, buildings, commercial premises, hoardings, electric fittings, drains, waterways, water-pipes, telephone-lines, etc., (“**Project**”) on a design, build, finance and operate basis for a concession period of 19 years, in terms of the Concession Agreement.

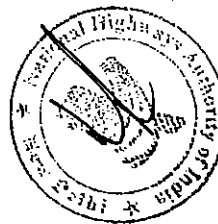
- (2) That pursuant to Article 109 of the Articles of Association, the Common Seal of the Company, if required be affixed in the presence of any of the Director of the Company, who shall sign the Concession Agreement and any amendments thereto, all other deeds, documents, undertakings, agreements, assignments and all other necessary instruments in relation to Concession Agreement, in token thereof.
- (3) That the copies of the foregoing resolution, certified to be true copies by any one of the aforesaid directors, be furnished to NHAI and any other person(s) as may be required.”

For Soma Isolux Surat Hazira Tollway Private Limited



Mr. Mario Anibal Pastinante

(Director)



PRABHAKAR AWASTHI
ADVOCATE

PH: 65725107 (Off.)
9868033863 (Mob)

CH.No.697, WESTERN WING, TIS HAZARI COURTS, DELHI:110054

May 11, 2009

To
National Highways Authority of India, Ministry of
Shipping, Road, Transport and Highways, Government
of India, New Delhi, India: ("NHAI")

And the Addressees (as defined below)

**Sub: Four Laning of the Gujarat/Maharashtra
Border -Surat- Hazira Port section of NH-6**

Dear Sirs,

1. You have requested for legal opinion on the question as to whether the Soma Isolux Surat Hazira Tollway Private Limited ("Concessionaire") is duly organized, authorized to enter into a concession agreement with NHAI ("Concession Agreement") and as regards the legal enforceability of its provisions (Ref. Clause 4.1.3(h) of the Concession Agreement). We understand that the Concessionaire has been incorporated inter alia to undertake, promote, develop, finance, design, establish, engineer, procure, erect, construct, carry-out, equip, operate, maintain, repair and upgrade the existing two-lane on the Gujarat/Maharashtra Border -Surat-Hazira Port section (approximately 133 km), to a four-lane highway on the designated site, and its ancillary facilities including toll plazas, connecting roads, buildings, commercial premises, hoardings, electric fittings, drains, waterways, water-pipes, telephone-lines, etc., ("Project") on a design, build, finance and operate basis for a concession period of 19 years, granted by NHAI and to charge and collect tolls, fees, cess, rents from the users of the Project.

2. We have examined the following documents:

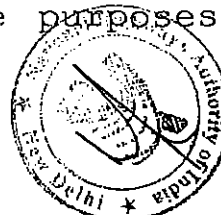


PA with

CH.No.697, WESTERN WING, TIS HAZARI COURTS, DELHI:110054

- (i) the charter of the Concessionaire ("Charter");
- (ii) a certified true copy of the certificate of incorporation of the Concessionaire dated May 5, 2009;
- (iii) a certified true copy of the resolution of the board of directors of the Concessionaire dated May 11, 2009 approving inter alia the execution of the Concession Agreement;
- (iv) a certified true copy of the shareholders agreement dated March 25, 2009 between Isolux Corsan Concesiones, S.A. ("Isolux") and Soma Enterprise Limited ("Soma") governing their inter se rights and obligations in relation to the Concessionaire ("Shareholders Agreement");
- (v) a certified true copy of the resolution of the board of directors of Isolux dated January 30, 2009 for the execution of the Shareholders Agreement and investment in Concessionaire in terms thereof.
- (vi) a certified true copy of the resolution of the board of directors of Soma dated January 6, 2009 and investment in Concessionaire in terms thereof.
- (vii) such other records and documents as we have deemed necessary or appropriate for the purposes of this opinion.

Prabha
W

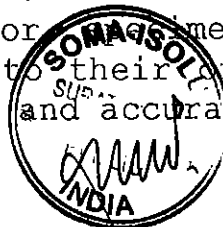


CH.No.697, WESTERN WING, TIS HAZARI COURTS, DELHI:110054

3. Unless otherwise defined herein, capitalized terms used herein shall have the meanings assigned to them in the Charter.
4. The opinion contained herein is based on the applicable Indian law in reference to the organization and authority of Concessionaire to execute the Concession Agreement; and the assumptions, basis and premise for the opinion set out herein below.
5. The opinion is subject to the following assumptions, basis and/or premise:

(i) in relation to such documents that we have examined all such documents are within the capacity and powers of and have been validly authorized, executed and delivered by and are enforceable and binding on the parties, thereto in accordance with all applicable laws (other than Indian law), and that there are no facts or circumstances in existence and no events have occurred which render the documents void or voidable, or repudiated or frustrated, or capable of rescission for any reason, and in particular but without limitation by reason of the lack of consideration, default, fraud or misrepresentation;

(ii) the genuineness of all signatures, the authenticity and completeness of all documents submitted to us as originals and that all documents submitted to us as copies or facsimiles of the documents conform to their originals and are true, complete and accurate;



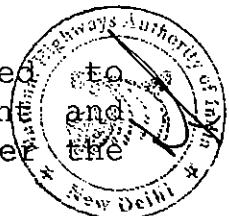
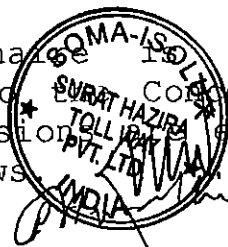
CH.No.697, WESTERN WING, TIS HAZARI COURTS, DELHI:110054

- (iii) the conformity with the originals of all documents submitted to us as photocopies or facsimile copies thereof;
- (iv) all statements as to matters of fact contained within the documents examined by us are true, accurate and complete. We are not aware of any facts or circumstances that indicate that such an assumption is not fully justified;
- (v) there are no agreements, letters or other arrangements other than documents expressly referred to herein examined by us which affect, amend or vary the Charter. We are not aware of any facts or circumstances that indicate that such an assumption is not fully justified; and
- (vi) this opinion is given on the basis of the interpretation and applicability of Indian law, policy, rules and regulations as on the date of this opinion.

6 On the basis of the assumptions made above, the qualifications and limitations set out below and subject to the applicable laws, we are of the opinion that:

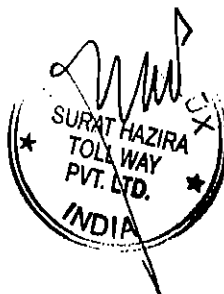
- (a) the Concessionaire is a limited liability company duly organized under the laws of India;
- (b) all necessary corporate actions have been taken by the Concessionaire for the execution of the Concession Agreement.

- (e) Concessionaire is duly authorized to enter into Concession Agreement and its provisions are enforceable under the Indian laws.



CH.No.697, WESTERN WING, TIS HAZARI COURTS, DELHI:110054

7. This opinion is given with respect to the laws of India as currently in effect and in force on the date hereof (without reference to the applicable conflicts of law principles) and we have made no independent investigation of and do not pass upon nor express or imply any opinion in respect of those matters governed by or construed in accordance with the laws of any jurisdiction other than India. Further, we express no opinion as to any agreement, instrument or other document other than as specified in this opinion.
8. This opinion is rendered solely to and for the exclusive benefit of:
- (i) NHAI; and (ii) Isolux and Soma,
- (together, the "Addressees").
9. Save as required by law or regulation or the rules of any regulatory authority, this opinion shall not, without our prior written consent, be disclosed by any Addressee or be used, circulated, quoted, referred or relied upon by any other person other than to Addressees, nor may it or any part of it be quoted or referred to in any public documents or filed with any government agency, regulatory or other authority or any other person without our prior written consent.



Yours faithfully

Prabakar Awasthi

(PRABHAKAR AWASTHI)
ADVOCATE

9B5581614

07/2008

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[Stamp: Carlos del Moral Carro,
Notary Public, Madrid]

CARLOS DEL MORAL CARRO
NOTARY PUBLIC
C/ Serrano, 38 2º
Tel. 91 576 25 17 - Fax 91 576 19 80
28001 Madrid

PUBLIC INSTRUMENT ENACTED IN ORDER TO
FORMALIZE CORPORATE DECISIONS made by the trading
company: ISOLUX CORSÁN CONCESIONES, S.A. -----

NUMBER FOUR HUNDRED AND THREE. -----

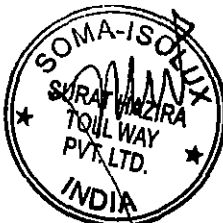
IN MADRID, on the fourth day of February, two
thousand and nine. -----

BEFORE ME, CARLOS DEL MORAL CARRO, Notary
Public of the capital city and its Illustrious
Association of Notaries Public, -----

----- APPEARS -----

MR. JUAN FRANCISCO FALCÓN RAVELO, legally of
age, a citizen of Spain, married, lawyer, with a
professional address at 28002 Madrid, C/ Principe
de Vergara, num. 187, bearer of Spanish National
Identity Document and Tax Identification Number
42806815C. -----

IN HIS CAPACITY as the non-Board Member
Secretary of the Board of Directors in name and on
behalf of the trading company ISOLUX CORSÁN
CONCESIONES, S.A., a Spanish company with a
registered address at C/ Caballero Andante, 8,
Madrid, and Spanish Tax Identification Number
(N.I.F.) A-

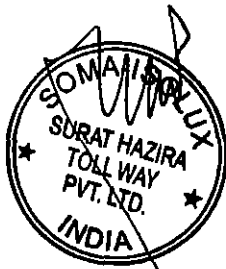


84464247. -----

Legal status of the company.- The company was created as a limited liability company for an undefined period of time in a public instrument enacted on 30 September 2005 before Mr. Santiago-María Cardelús Muñoz-Seca, Notary Public of Madrid, and recorded under number 2,956 of his notarial records. It was recorded in the Companies Register of Madrid, volume 21,832, book 0, folio 161, section 8, page M-389038, entry number 1 (hereinafter known as the "Company"). -----

It was changed from a limited liability company to a public limited company by virtue of a decision by the shareholders in their General Meeting and by the Company Board of Directors on 28 July 2006, a decisions that was subsequently made public before me in Madrid on the ninth of August, two thousand and six, recorded under number 4,925 of my notarial records, and duly registered with the Companies Register of Madrid.-

Authorization/empowerment of the affiant.- The affiant was legally empowered for this act through a decision of the Board of Directors by virtue of art. 140.2 of the Spanish Public Limited Companies



07/2008

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Act (*Ley de Sociedades Anónimas*), effective on the thirtieth of January, two thousand and nine. Proof of this decision was submitted to me by the affiant in the form of a certificate - which I attach to this original public instrument - issued by Mr. Juan Francisco Falcón Ravel, as Secretary of the Board, and bearing the signed approval of the Chairman of the Board, Mr. Luis Delso Heras, whose signatures I recognize and have validated. -

I hereby attest that I have identified the affiant in compliance with article 23, section c) of the Notary Public Act (*Ley del Notariado*). ----

Pursuant to the provisions of the Personal Data Protection Act (Organic Law 15/1999), the affiant has been duly informed of and accepts the inclusion of his personal data in the automated data files of this Notary Office, which shall be maintained in strict confidence, without prejudice to any compulsory disclosures to the Public Administration that may be stipulated under the Law, and as the case may be, to the successor who may eventually take over the position of the current notary public. The purpose of said data is



to prepare this public instrument, invoice it, carry out any follow-up activities, and facilitate any other functions that are otherwise related to the business of a notary public. The party officially and legally responsible for this data file is: Carlos del Moral Carro, 28001 Madrid, C/ Serrano, num. 38. -----

It is my conviction that the affiant possesses the legal capacity necessary to officialize this public instrument enacted in order to formalize corporate decisions by virtue of the authorization granted in the attached certification, and to that end, -----

----- HE STATES AND ENACTS -----

That he hereby makes public the "SECOND" decision from the meeting of the Board of Directors of ISOLUX CORSÁN CONCESIONES, S.A., effective as of 30 January 2009, just as this decision appears in the attached certification, the text of which for all legal effects and purposes shall be considered to be copied here verbatim in order to avoid unnecessary repetition.

And by virtue of this decision: -----

The Board of Directors has agreed to establish a company in India per the conditions and

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07/2008

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terms set forth in the attached certification. ---

-----ENACTMENT AND AUTHORIZATION-----

I have made the pertinent legal notifications
and warnings. -----

The affiant has read this public instrument
by his own choice and with my consent, and in full
knowledge of its contents, he approves and signs
with me, the Notary Public. I hereby attest to the
contents of this public instrument, which is
printed on three sheets of official state paper
for exclusive use in notarial documents, series
9B, numbers 4396781, 4396782 and this sheet. This
document bears the signature of the affiant. It
also bears the stamp, seal and signatures of the
Notary Public. -----

----- DOCUMENTS ATTACHED -----



I, Juan Francisco Falcón Ravelo, as non-member Secretary of the Board of Directors of ISOLUX CORSÁN CONCESIONES, S.A. (hereinafter known as the "Company"),

HEREBY CERTIFY

That the Board of Directors of the Company, that is to say, Mr. Luis Delso Heras (Chairman), CONSTRUCTION INVESTMENTS, S.a.r.l., represented by Mr. José Gomis Cañete (Vice Chairman), GRUPO CORPORATIVO EMPRESARIAL DE LA CAJA DE AHORROS Y MONTE DE PIEDAD DE NAVARRA, S.A.U. (represented by its representative Mr. Juan Odériz San Martín), Mr. Francisco Moure Bourio, Mr. Serafin González Morcillo, Mr. Juan José Ávila González, MONTE DE PIEDAD Y CAJA DE AHORROS SAN FERNANDO DE HUELVA, JEREZ Y SEVILLA - CAJA SOL (represented by its representative Mr. Alberto Leopoldo Rodado), Mr. Ángel Serrano Martínez-Estélez, CARTERA PERSEIDAS, S.L. (represented by its representative Mr. José Luis Hernández Sánchez), Mr. Antonio Portela Álvarez and Mr. Javier Gómez-Navarro Navarrete, conducted a written vote according to the procedure set forth in article 140.2 of the Spanish Public Limited Companies Act, being as no member of the board opposed said procedure, and unanimously made the following decisions, each effective starting on 30 January 2009; and that these decisions have not since been revoked or amended:

"[....]"

THIRD.- Incorporating a company in India

The **BOARD HAS AGREED** to establish a joint venture in India and approves of the incorporation of said Indian company with any of the following registered names or any other registered name including "ISOLUX" that may be approved by the Register of Companies:

1. Soma-Isolux Surat-Hazira Tollway Private Limited
2. Isolux-Soma Surat-Hazira Tollway Private Limited
3. Soma-Isolux Surat-Hazira Expressway Private Limited
4. Isolux-Soma Surat-Hazira Expressway Private Limited

The **BOARD HAS FURTHER AGREED** that the proposed company should be founded in India with a share capital of Rs. 10,000,000.00 (ten lakhs of rupees) divided into 100,000 (one lakh) shares of Rs. 10.00 (ten rupees) each.

The **BOARD HAS FURTHER AGREED** that the proposed company should be registered in the State of Haryana for the purpose of initiating, promoting, developing, financing, designing, establishing, engineering,



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obtaining, erecting, constructing, completing, outfitting, directing, maintaining, repairing and improving the current two-lane expressway Gujarat/Maharashtra Border -- Surat -- Port of Hazira (approx. 133 km) to produce a four-lane tollway in the indicated sections plus all auxiliary facilities, including toll booths, connecting highways, buildings, shops, billboards, electric facilities, drainage, channels, conduits, telephone lines, etc. (the "Project"), which comprises design, construction, financing and operation over a period of 19 years, as granted by the National Highways Authority of India, Ministry of Shipping, Road Transport and Highways, Government of India ("NHAI"), as well as charging and collecting tolls, tariffs, duties and fees from the Project's users; that the Company shall subscribe up to five hundred thousand rupees (Rs. 500,000.00) of the initial share capital as signers of the proposed company's Memorandum of Association and Articles of Association; and that the Company shall own fifty thousand (50,000) shares with a face value of ten rupees (Rs. 10.00) each.

The BOARD HAS FURTHER AGREED that Mr. Santiago Varela Ullastres and Mr. Mario Anibal Pastinante shall be named the first board members of the proposed company.

The BOARD HAS FURTHER AGREED to grant sufficient authorization to Mr. Santiago Varela Ullastres and/or Mr. Mario Anibal Pastinante to, indistinctly, carry out any and all steps necessary to present e-form 1A and incorporate the proposed company; act in representation and on behalf of the company and sign said company's Memorandum of Association and Articles of Association; sign any other document; obtain the requisite authorizations and take part in all legal acts, deeds and instruments needed to incorporate the company proposed as a joint venture with the Company; and delegate the power of attorney needed for others to carry out any of the aforementioned actions.

THE BOARD HAS FURTHER DECIDED to designate Mr. Mario Anibal Pastinante, a citizen of Italy, with an address at C/ Caballero Andante, num. 8, Madrid 28021, Spain, and a temporary address at House num. LGG0126B, The Laburnum Complex, Sushant Lok - 1, Sector - 28, Gurgaon - 122009 - 05 Haryana, and bearer of Italian passport number 863982-U and Mr. Santiago Varela Ullastres, a citizen of Spain, with an address at C/ Francia, num. 8-9 1 D, Pozuelo de Alarcón, Madrid - 28224 NA, Spain, as its legitimate legal representatives, so that either may, indistinctly, carry out all of the activities needed to incorporate the proposed company; to make corrections, additions, eliminations or modifications to the documents and forms submitted to the Register of Companies of the National Capital Territory of Delhi and of Haryana for the purpose of incorporating the proposed company, including any amendment or modification in the subscribers column of the Memorandum of Association and the Articles of Association of the proposed company; and to collect or receive the Certificate of Incorporation. The aforesaid representatives are authorized to grant powers of attorney and authorization letters on behalf of the subscribers to any other person for any or all of the aforementioned activities.



FOURTH.- Authorization to enact the public instrument formalizing the foregoing decisions

The Board of Directors hereby grants authorization to Mr. Luis Delso Heras, Chairman of the Board of Directors, and Mr. Juan Francisco Falcón Ravelo, non-member Secretary of the Board, so that either of them may appear before a notary public and enact any public instruments that may be necessary to formalize the aforementioned decisions as well as to issue and sign as many documents and engage in as many legal actions as needed to record said decisions in the Companies Register, including those required to rectify, where possible, any errors pointed out by the Register, be it verbally or by a qualifying note, without prejudice to partial entry, if possible, all in accordance with articles 62 and 63 of the Companies Register Regulations."

In witness whereof and for all relevant purposes under the law, I hereby issue this certification in my capacity as non-member Secretary of the Board of Directors with the express approval of Mr. Luis Delso Heras, the Chairman of the Board of Directors.

In Madrid, on 30 January 2009.

Approval
Chairman of the Board of Directors

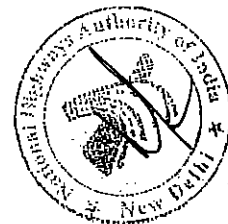
Non-member Secretary of the
Board of Directors

[illegible signature]

[illegible signature]

Luis Delso Heras

Juan Francisco Falcón Ravelo



I HEREBY ATTEST THAT THIS IS AN EXACT COPY OF THE ORIGINAL DOCUMENT, which it matches in number and content and upon which a note has been made. I have printed this copy on behalf of the affiant Company on five sheets of paper for exclusive use in notarial documents, series 9B, numbered with the number on this sheet and the four immediately following it in numerical order. In Madrid, the fifth of February, two thousand and nine.

[Seal: Spanish Association of Notaries Public 0135354590] [illegible signature]
[Stamp: Carlos del Moral Carro, Notary Public, Madrid]

[page 9]

[Stamp: DOCUMENT WITH NO MONETARY VALUE]

Apostille (or sole authentication) (Hague Convention of 5 October 1961) (Royal Decree 2433/1978 of 2 October)	
1. Country: <i>Spain</i>	
This public document	
2. Has been signed by [handwritten] Mr. Carlos del Moral Carro	
3. Acting in the capacity of <i>NOTARY PUBLIC</i>	
4. Bears the seal/stamp of the said Notary Public's office	
CERTIFIED	
5. in Madrid	6. on 06 FEB. 2009
7. by the Dean of the Madrid Notaries Public Association	
8. Number 07514	
9. Stamp	10. Signature [illegible signature]

[Ink stamp: Madrid Notaries Public Association]

[Duty stamp: €0.20]

[Seal: Spanish Association of Notaries Public 0135774474]

[Ink stamp: Mr. Gonzalo de la Mata Posadas- Signature delegated by the Dean]



I, Javier González, Sworn English Translator,
hereby certify that this document is an accurate
and complete translation into English of a
document written in Spanish.
Madrid, 10 February 2009.

Yo, Javier González, Intérprete Jurado de
Inglés, certifico que la que antecede es una
traducción fiel y completa al inglés
de un documento redactado en español.
En Madrid, a 10 de febrero de 2009.

RECEIVED

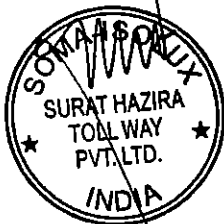
Embassy of India

Madrid

C0034809-6 Date 17.02.2009

Ministerio de Asuntos Exteriores
Embassy of India, Madrid, dated:

This Embassy accepts no responsibility
for the contents of these documents



JOSEPH TOPNO
Second Secretary (Cons)
Embassy of India
Madrid (Spain)

MINISTERIO DE ASUNTOS EXTERIORES Y DE COOPERACION
LEGALIZACIONES
visto Bueno para legalizar la firma que antecede por ser, al
parecer, auténtica, sin prejuzgar la veracidad del contenido
del documento ni ulterior destino que pueda dársele.

Madrid,

11 FEB 2009

P. LA SUBSECRETARIA

Ana Cristina Pérez Martínez
Jefe de Negociado



INTÉRPRETE JURADO INGLÉS

CERTIFIED TRUE COPY OF THE RESOLUTION PASSED AT THE MEETING OF THE BOARD OF DIRECTORS OF THE COMPANY HELD ON 6TH JANUARY, 2009 AT THE CORPORATE OFFICE, HYDERABAD.

APPROVAL FOR INCORPORATION OF A JOINT VENTURE COMPANY IN INDIA

"RESOLVED THAT the Company do form a joint venture company in India and does not have any objection in incorporating a company in India with any of the following names or any other name as may be approved by the Registrar of Companies with **"SOMA"** as part of the name:

1. Soma-Isolux Surat – Hazira Tollway Private Limited
2. Isolux-Soma Surat – Hazira Tollway Private Limited
3. Soma-Isolux Surat – Hazira Expressway Private Limited
4. Isolux-Soma Surat – Hazira Expressway Private Limited

RESOLVED FURTHER THAT the proposed company be incorporated in India with an authorised share capital of Rs. 10,00,000/- (Rupees Ten Lakhs only) divided into 100,000 (One Lakhs) equity shares of Rs. 10/- (Rupces Ten) each.

RESOLVED FURTHER THAT the proposed company shall be registered in the State of Haryana to undertake, promote, develop, finance, design, establish, engineer, procure, erect, construct, carry-out, equip, operate, maintain, repair and upgrade the existing two lane highway on the Gujarat/Maharashtra Border – Surat – Hazira port section (approximately 133 km), to a four-lane highway on the designated site, and its ancillary facilities including toll plazas, connecting roads, buildings, commercial premises, hoardings, electric fittings, drains, waterways, water-pipes, telephone-lines, etc., ("**Project**") on a design, build, finance and operate basis for a concession period of 19 years, granted by the National Highways Authority of India, Ministry of Shipping, Road, Transport and Highways, Government of India ("**NHAI**") and to charge and collect tolls, fees, cess, rents from the users of the Project and that the Company do subscribe to the initial paid-up share capital up to Rs. 500,000/- (Rupees Five Lakhs only) as subscribers to the Memorandum and Articles of Association of the proposed company and that the Company will hold 50,000 (fifty thousand) shares of Rs. 10/- (Rupces Ten) each.



RESOLVED FURTHER THAT Mr. Ankineedu Maganti and Mr. P. R. Rao be appointed as first directors of the proposed company.

RESOLVED FURTHER THAT Mr. Ankineedu Maganti be and is hereby authorized to act and sign the Memorandum and Articles of Association as subscriber on behalf of the Company, to sign all other papers and documents, to obtain requisite approvals, and to do all acts, deeds and things, as may be required to be done for the formation of the proposed company as a joint venture Company of the Company and to appoint delegates for any of the afore-stated acts.

RESOLVED FURTHER THAT the Company do hereby nominate, constitute and appoint severally, Mr. P. R. Rao, resident of 23/37/11, Sundar Ram Nagar, Sajjapuram, Tanuku, West Godavari, Andhra Pradesh, India - 534211, and Mr. Ankineedu Maganti, resident of Maganti Plot No. 1054, Road No. 46, Jubilee Hills, Hyderabad, Andhra Pradesh, India - 500033 and Mr. Mario Anibal Pastinante, Italian by nationality, resident of C/Caballero, Andante No.8, 28021, Madrid, Spain, temporarily residing at House No. LGG0126B, The Laburnum Complex, Sushant Lok - I, Sector - 28, Gurgaon - 122009 - 05. Haryana, having Italian Passport Number 863982-U, be and are hereby authorized jointly and severally to take necessary steps, to file e-form 1A, to incorporate the proposed company, to be its true and lawful Attorney and to take necessary steps in incorporation of the proposed company, make corrections, additions, deletions, modifications in the documents and forms filed with the Registrar of Companies, National Capital Territory of Delhi and Haryana for incorporation of the proposed company including any amendments or modifications at the subscribers' column in the Memorandum and Articles of Association of the proposed company and to collect the Certificate of Incorporation and Attorney is further authorised to issue power of attorney(s) in favour of any person, letters of authorization on behalf of the Subscribers for any or all of the afore - stated acts."

IN WITNESS THEREOF, the undersigned, being the members of the Board of Directors, hereby consent to, approve, and adopt, the foregoing resolutions.

//CERTIFIED TRUE COPY//
For SOMA ENTERPRISE LTD

(S. JESSA RAO)
Company Secretary

SOMA ENTERPRISE LIMITED

Corporation Office: Tolly Avenue - 4, Banjara Hills, Hyderabad - 500 034. A.P. INDIA
C: 91 40 2332 1286, Fax: 91 40 2332 1286, E-mail: info@somaenterprise.com
http://www.somaenterprise.com



SOMA-ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED*8th Floor – Block B, Vatika Towers, Golf Links Road, Sector – 54, Gurgaon – 122002, Haryana*11th May, 2009

To

Mr. J.P. Padhy,
General Manager (DK II),
The National Highways Authority of India,
Ministry of Shipping, Road Transport and Highways,
G- 5 & 6, Sector – 10, Dwarka,
New Delhi – 110075.

Sub: Two-Four Laning of Gujarat – Maharashtra Border –Surat- Hazira port section of NH-6 (Approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public Private/ Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT") basis.


Dear Sir,

Please note that following are the first directors of Soma Isolux Surat Hazira Tollway Private Limited:-

1. Mr. Mario Anibal Pastinante;
2. Mr. Santiago Varela Ullastres;
3. Mr. Ankineedu Maganti
4. Mr. Patri Ramachandra Rao

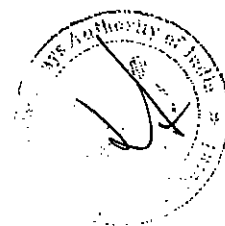
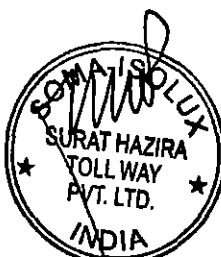
Yours faithfully,

For Isolux – Soma Consortium,
Soma Isolux Surat Hazira Tollway Private Limited


Mr. Mario Anibal Pastinante

CC:

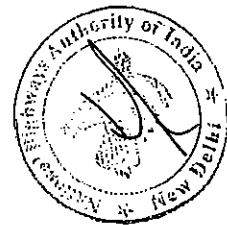
1. M/s Isolux Corsan Concesiones, S.A.,
c/ Caballero Adante 8,
28021 Madrid,
Spain.
Ph. No. + 34 91 449 3000
Fax No.+ 43 91 449 3804



SOMA-ISOLUX SURAT HAZIRA TOLLWAY PRIVATE LIMITED

8th Floor – Block B, Vatika Towers, Golf Links Road, Sector – 54, Gurgaon – 122002, Haryana

- 2 M/s Soma Enterprise Ltd.,
14, Avenue – 4,
Banjara Hills,
Hyderabad - 500 034,
India.
Ph. No. + 91 40 66636666
Fax No.+ 91 40 23321286



May 11, 2009

To

Mr. L.P. Padhy,
General Manager (DK II),
The National Highways Authority of India,
Ministry of Shipping, Road Transport and Highways,
G- 5 & 6, Sector - 10, Dwarka,
New Delhi - 110075.

Sub: Undertaking

Ref: Two-Four Laning of Gujarat - Maharashtra Border -Surat- Hazira port section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public Private/ Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT") basis.

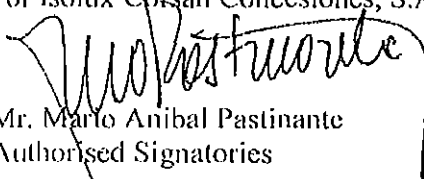
Dear Sir,

Isolux Corsan Concesiones, S.A ("Isolux") a registered company, according to the laws of the Spain, having its registered office at: C/ Caballero Andante N 8, Madrid Spain 28021 has subscribed to 50,000 equity shares of Rs. 10 each of **Soma Isolux Surat Hazira Tollway Private Limited, ("Concessionaire")**, a company incorporated under the Indian Companies Act, 1956, having its registered office at registered office at 8th Floor - Block B, Vatika Towers, Golf Links Road, Sector 54, Gurgaon - 122002 Haryana. The Concessionaire is supposed to implement the Project in terms of a concession agreement, proposed to be executed with NHAI ("Concession Agreement").

As a condition precedent to the execution of the Concession Agreement, Isolux hereby undertakes, to invest in the equity of Soma Isolux Surat Hazira Tollway Pvt. Ltd., such amounts as would be decided during the financial closure of the SPV as one of the promoter of the SPV.

Yours Faithfully

For Isolux Corsan Concesiones, S.A


Mr. Mario Anibal Pastinante
Authorised Signatories



May 11, 2009

To
Mr. L.P. Padhy,
General Manager (DK II),
The National Highways Authority of India,
Ministry of Shipping, Road Transport and Highways,
G-5 & 6, Sector - 10, Dwarka,
New Delhi - 110075.

Dear Sir,

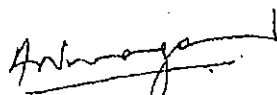
Sub: Undertaking

Ref: Two-Four Laning of Gujarat - Maharashtra Border -Surat- Hazira port section of NH-6 (approx. length 132.913 km) in the State of Gujarat under NHDP Phase III through Public Private/ Public Sector Partnership (PPP) on Design, Build, Finance, Operate and Transfer ("DBFOT") basis.

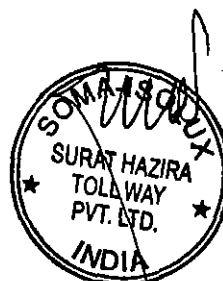
Soma Enterprise Limited ("Soma") a company under the Indian Companies Act, 1956, having its registered office at: Soma Heights, 3 Sidhivinayak Society, Karve Road, Pune, Maharashtra 411038 has subscribed to 50,000 equity shares of Rs. 10 each of Soma-Isolux Surat Hazira Tollway Private Limited, ("Concessionaire"), a company incorporated under the Indian Companies Act, 1956, having its registered office at registered office at 8th Floor - Block B, Vatika Towers, Golf Links Road, Sector 54, Gurgaon - 122002 Haryana. The Concessionaire is supposed to implement the Project in terms of a concession agreement, proposed to be executed with NHAI ("Concession Agreement").

As a condition precedent to the execution of the Concession Agreement, Soma hereby undertakes that the minimum shareholding of Soma in the Concessionaire would be as per the provisions of Request for Proposal, December 29, 2008, issued by NHAI in relation to the Project.

Yours Faithfully,
for Soma Enterprise Limited,


(Ankineedu Maganti),
Authorised Signatory





SOMA ENTERPRISE LIMITED

Corp. Office : 14, Avenue - 4, Banjara Hills, Hyderabad - 500 034, A.P., INDIA
☎ : 91 40 6663 6666, Fax : 91 40 2332 1286, E-mail: info@somaenterprise.com
<http://www.somaenterprise.com>

EXTRACTS OF THE MINUTES OF THE MEETING OF THE BOARD OF DIRECTORS HELD ON 4TH MAY, 2009 AT THE CORPORATE OFFICE OF THE COMPANY, HYDERABAD.

The Chairman informed the Board that one of the conditions precedent for execution of Concession Agreement by NHAI, (Employer) in favour of Soma-Isolux Surat – Hazira Tollway Private Limited, the SPV promoted for implementation of the Project is that the Company (Soma Enterprise Limited) as one of the Promoters of the SPV should have been authorised by its Board to invest in the equity of the SPV duly undertaking that it would at all times maintain equity participation in the SPV as per the terms of the Concession Agreement.

The Board discussed the matter and passed the following resolutions:

“RESOLVED THAT the Company, in the capacity of one of the Promoters of the SPV (Soma-Isolux Surat – Hazira Tollway Private Limited) be and is hereby authorised to invest in the equity of Soma-Isolux Surat – Hazira Tollway Private Limited such amount as would be decided during the financial closure of the SPV”.

“RESOLVED FURTHER THAT Sri. Ankineedu Maganti, Director of the Company, be and is hereby authorised to sign necessary documents to invest in equity of the SPV i.e. Soma-Isolux Surat – Hazira Tollway Private Limited and also sign the undertaking on behalf of the Company that it would at all times maintain equity participation in the SPV, as per the terms of the Concession Agreement”.

**//CERTIFIED TRUE COPY//
For SOMA ENTERPRISE LTD**

[Signature]
14/5/09
(S. JOGA RAO)
Company Secretary

[Signature]



SOMA ENTERPRISE LIMITED

Corp. Office : 14, Avenue - 4, Banjara Hills, Hyderabad - 500 034, A.P., INDIA
 Tel : 91 40 6663 6666, Fax : 91 40 2332 1286, E-mail : info@somaenterprise.com
<http://www.somaenterprise.com>

D. Juan Francisco Falcón Ravelo, Secretario no miembro del Consejo de Administración de ISOLUX CORSÁN CONCESIONES, S.A. (la "Sociedad")

Mr. Juan Francisco Falcón Ravelo, Secretary non member of the Board of Directors of ISOLUX CORSÁN CONCESIONES, S.A. (the "Company")

CERTIFICO

Que el Consejo de Administración de la Sociedad, en votación por escrito de todos sus miembros, esto es, D. Luis Delsó Heras (Presidente), CONSTRUCTION INVESTMENTS, S.a.r.l., representada por D. José Gomis Cañete (Vicepresidente), GRUPO CORPORATIVO EMPRESARIAL DE LA CAJA DE AHORROS Y MONTE DE PIEDAD DE NAVARRA, S.A.U (representada por su representante persona física D. Juan Odériz San Martín), D. Francisco Moure Bourio, D. Serafín González Morcillo, D. Juan José Ávila González, MONTE DE PIEDAD Y CAJA DE AHORROS SAN FERNANDO DE HUELVA, JEREZ Y SEVILLA - CAJA SOL (representada por su representante persona física D. Alberto Leopoldo Rodado), D. Ángel Serrano Martínez-Estélez, CARTERA PERSEIDAS, S.L. (representada por su representante persona física D. José Luis Hernández Sánchez), D. Antonio Portela Álvarez y D. Javier Gómez-Navarro Navarrete, siguiendo el procedimiento previsto en el artículo 140.2 de la Ley de Sociedades Anónimas, al no haberse opuesto a dicho procedimiento ningún miembro del Consejo, tomó por unanimidad, entre otros, los siguientes acuerdos, con efectos al 13 de mayo de 2009 y que dichos acuerdos no han sido en modo alguno revocados o enmendados:

"PRIMERO.-

Autorizar a la Sociedad, en su condición de promotor de Soma Isolux Surat, a que



CERTIFY

That the Board of Directors of the Company, by written vote of all its members, that is, Mr. Luis Delsó Heras (Chairman), CONSTRUCTION INVESTMENTS, S.a.r.l., represented by Mr. José Gomis Cañete (Vicepresident), GRUPO CORPORATIVO EMPRESARIAL DE LA CAJA DE AHORROS Y MONTE DE PIEDAD DE NAVARRA, S.A.U (acting by its individual representative Mr. Juan Odériz San Martín), Mr. Francisco Moure Bourio, Mr. Serafín González Morcillo, Mr. Juan José Ávila González, MONTE DE PIEDAD Y CAJA DE AHORROS SAN FERNANDO DE HUELVA, JEREZ Y SEVILLA - CAJA SOL (acting by its individual representative Mr. Alberto Leopoldo Rodado), Mr. Angel Serrano Martínez-Estélez, CARTERA PERSEIDAS, S.L. (acting by its individual representative Mr. José Luis Hernández Sánchez), Mr. Antonio Portela Álvarez and Mr. Javier Gómez-Navarro Navarrete, following the written procedure without holding a formal meeting (*votación por escrito y sin sesión*) under article 140.2 of Public Companies Act, by not having opposed this procedure any member of the Board, made unanimously, among others, the following resolutions with effects at May 13, 2009, and that such resolutions have been not revoked or amended:

"FIRST.-

RESOLVED THAT the Company in the capacity of one of the promoters of Soma



Tollway Private Limited ("SPV"), para invertir en el capital de la SPV.

SEGUNDO.-

Apoderar a D. Mario Anibal Pastinante, mayor de edad, casado, de nacionalidad italiana, con domicilio a estos efectos en Laburnum Cond. Complex. Sushant Lok 1. Block A. Sector 28. 122009-05 Gurgaon - Haryana, India, hijo de D. Victorio Pastinante, y Pasaporte italiano n° AA1147689 en vigor y a D^a. María Esther Ayuso Gil, mayor de edad, casada, de nacionalidad española, con domicilio a estos efectos en calle Caballero Andante 8, 28021 Madrid, hija de D. Abilio Ayuso Tabanera y Pasaporte español número BF080788 en vigor, para firmar, de forma indistinta, en nombre y representación de la Sociedad, todos los documentos necesarios para llevar a cabo la inversión en el capital social de Soma Isolux Surat Hazira Tollway Private Limited, así como firmar el compromiso para mantener la participación en el capital de dicha sociedad, según los términos del Contrato de Concesión.

TERCERO.-

Autorizar, apoderar y facultar, tan ampliamente como en derecho hubiera lugar y de forma expresa, al Presidente del Consejo de Administración, D. Luis Delso Heras y al Secretario no miembro del Consejo de Administración, D. Juan Francisco Falcón Ravelo, para que cualquiera de ellos, indistintamente, en nombre y representación de la Sociedad, puedan comparecer ante Notario y otorgar la o las escrituras públicas que fueran necesarias y que recojan los anteriores acuerdos, así como para otorgar cuantos documentos bien públicos, bien privados, fueran necesarios, incluso aquellos de rectificación, aclaración o subsanación y realicen todas las gestiones, incluyendo la petición de inscripción parcial

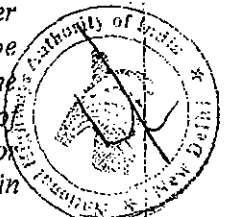
Isolux Surat Hazira Tollway Private Limited ("SPV") be and is hereby authorised to invest in the equity of the SPV.

SECOND.-

RESOLVED FURTHER that Mr. Mario Anibal Pastinante, of legal age, married, of Italian nationality, with domicile to this effect at Laburnum Cond. Complex. Sushant Lok 1. Block A. Sector 28. 122009-05 Gurgaon - Haryana, India, son of Mr. Victorio Pastinante, and Italian Passport number AA1147689 in force, and Ms. Maria Esther Ayuso Gil, of legal age, married, of Spanish nationality, with domicile to this effect at calle Caballero Andante 8, 28021 Madrid, daughter of Mr. Abilio Ayuso Tabanera and Spanish passport number BF080788 in force, be and is hereby severally authorised, on behalf of the Company, to sign necessary documents to invest in equity of Soma Isolux Surat Hazira Tollway Private Limited and also sign the undertaking that it would at all times maintain equity participation in the said company, as per the terms of the Concession Agreement.

THIRD.-

It is agreed to empower, expressly and as widely and enough as it may be required by law, to the Chairman of the Board of Directors of the Company, Mr. Luis Delso Heras, and to the Secretary non member of the Board of Directors, Mr. Juan Francisco Falcón Ravelo, so that any of them, indistinctly, in the name and on behalf of the Company, may appear before Notary and perform whatever public deed(s) that shall be necessary containing the abovementioned resolutions, and to formalize any other public or private document that shall be necessary, including those acts for the clarification, rectification or complement of the resolutions, as well as the request for partial registration, if applicable, in

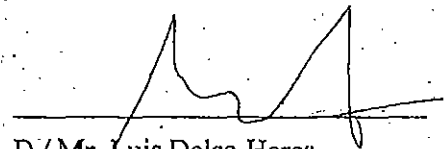


resultara posible, todo ello de acuerdo con los artículos 62 y 63 del Reglamento del Registro Mercantil, que se precisen para su completa inscripción en el Registro Mercantil."

Los acuerdos anteriores son certificados por el Secretario no miembro del Consejo de Administración de la Sociedad, D. Juan Francisco Falcón Ravelo, con el Visto Bueno del Presidente del Consejo de Administración, D. Luis Delso Heras.

En Madrid, a 13 de mayo de 2009.

Visto Bueno / With my approval



D./ Mr. Luis Delso Heras

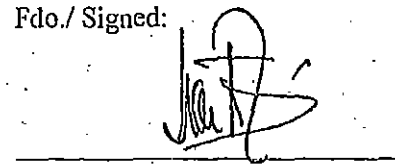
Presidente del Consejo de Administración /
Chairman of the Board of Directors

accordance with articles 62 and 63 of the Commercial Register Regulation, to complete the registration with the Commercial Register."

The above resolutions are certified by the Secretary non member of the Board of Directors of the Company, Mr. Juan Francisco Falcón Ravelo, with the approval of the Chairman of the Board of Directors, Mr. Luis Delso Heras.

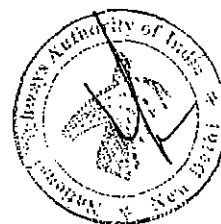
In Madrid, May 13, 2009.

Fdo./ Signed:

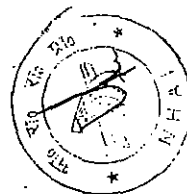


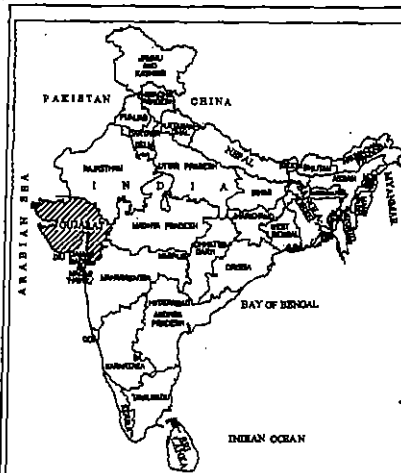
D./ Mr. Juan Francisco Falcón Ravelo

Secretario no miembro del Consejo de
Administración / Secretary non member of
the Board of Directors



LOCATION MAP & INDEX MAP





START AND END OF PROJECT ROAD	
MAHARASHTRA / GUJARAT BORDER TO SURAT SECTION	
START OF SECTION (START OF PROJECT ROAD)	(A)
PWD KM 103+000 OF NH-6 FROM SURAT SIDE	
END OF SECTION	(B)
PWD KM 7+325 OF NH-6	
SURAT TO HAZIRA PORT SECTION	
START OF SECTION	(C)
PWD KM 4+740 OF NH-6	
END OF SECTION	(D)
PWD KM 29+184 OF NH-6	
END OF PROJECT ROAD	(E)
PWD KM 31+800	

EXISTING FLYOVER			
NODE	CHAINAGE	DESCRIPTION	REMARKS
19	Km 259+200 OF NH-6	3 SPAN FLYOVER WITH SLIP ROADS, FROM NH-4 TO NH-6	AT KADODARA UNDER CONSTRUCTION
7	Km 259+200 OF NH-6	3 SPAN FLYOVER WITH SLIP ROADS FROM NH-4 TO NH-6	AT PALSANA CONSTRUCTED

B H A R U C H
(DISTRICT)

CHAINAGE DETAILS OF NODES		
NODE	PWD CHAINAGE	REMARKS
1	Km 103+000 OF NH-6 FROM SURAT SIDE	START OF PROJECT ROAD
2	Km 89+181 OF NH-6	AT ORADE RAIL-ROAD CROSSING
3	Km 85+147 OF NH-6	EXISTING 1 LANE ROAD CROSSING
4	Km 70+994 OF NH-6	JUNCTION OF NH-6 & NH-4
5	Km 69+211 OF NH-6	START OF VYARA BYPASS
6	Km 69+430 OF NH-6	AT ORADE RAIL-ROAD CROSSING
7	Km 53+181 OF NH-6	JUNCTION OF NH-6 & NH-4
8	Km 50+780 OF NH-6	END OF VYARA BYPASS
9	Km 34+921 OF NH-6	JUNCTION OF NH-6 & NH-4
10	Km 41+500 OF NH-6	END OF BARDOLI BYPASS
11	Km 259+200 OF NH-6 / Km 15+500 OF NH-6	JUNCTION OF NH-6 WITH NH-4 & NH-6 AT BARDOLI (START OF BARDOLI - SURAT BYPASS)
12	Km 12+650 OF NH-6	JUNCTION OF REALIGNMENT PORTION OF NH-6 WITH NH-1 AT HANDBURA
13	Km 25+500 OF NH-6	AT BARDOLI
14	Km 27+000 OF NH-6	EXISTING 1 LANE ROAD ON COMMON STRETCH OF NH-6 & NH-18 (RAIL UNDER)
15	Km 27+000 OF NH-6	AT BARDOLI
16	Km 27+000 OF NH-6	AT BARDOLI
17	Km 27+000 OF NH-6	AT BARDOLI
18	Km 27+000 OF NH-6	AT BARDOLI
19	Km 29+184 OF NH-6	AT ORADE RAIL-ROAD CROSSING

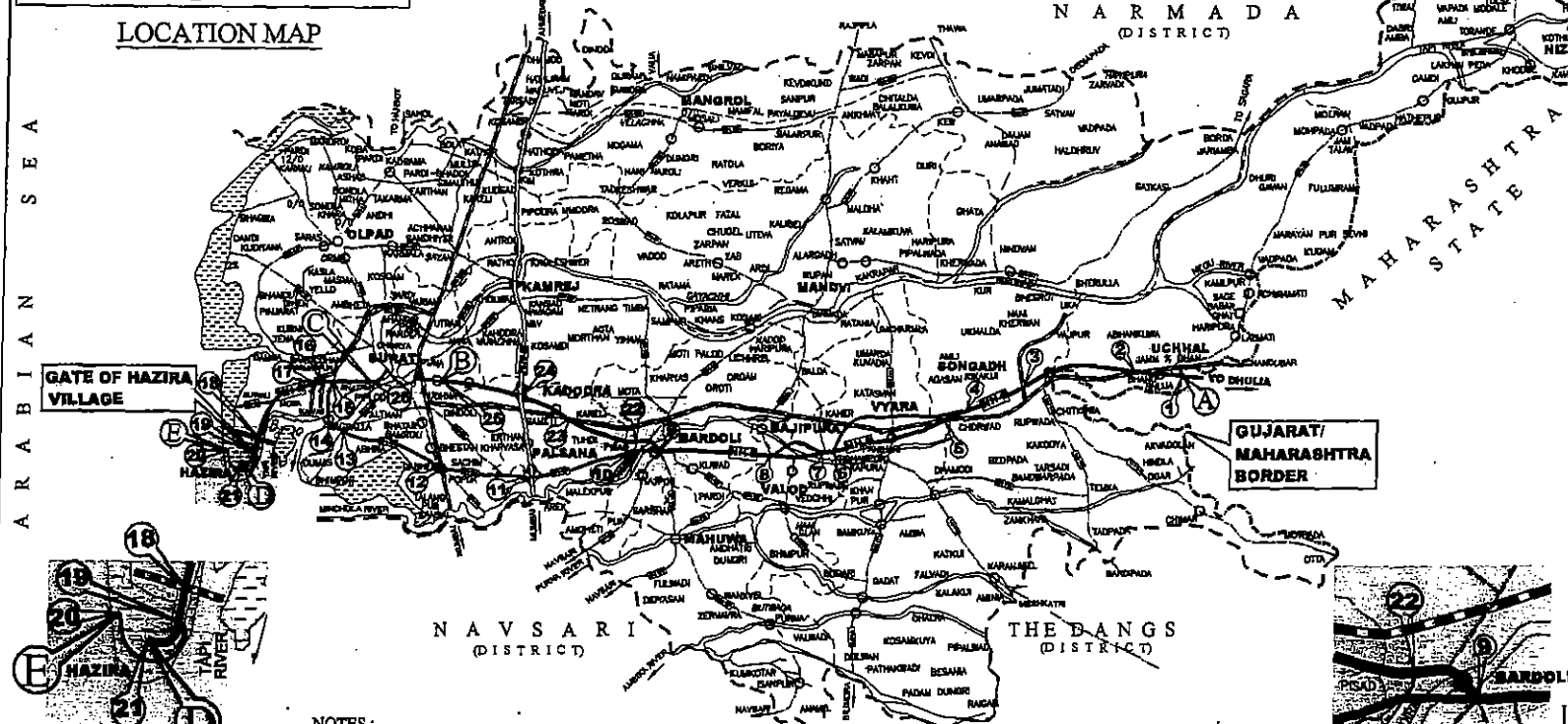
CHAINAGE DETAILS OF NODES		
NODE	PWD CHAINAGE	REMARKS
20	Km 31+800 OF NH-6	END OF PROJECT ROAD
21	Km 31+800 OF NH-6	END OF SURAT - HAZIRA SECTION OF NH-6
22	Km 31+800 OF NH-6	JUNCTION OF NH-6 & NH-18
23	Km 31+800 OF NH-6	AT ORADE RAIL-ROAD CROSSING
24	Km 31+800 OF NH-6	JUNCTION OF NH-6 & NH-18 AT KADODARA
25	Km 31+800 OF NH-6	END OF NH-6 BORDER TO SURAT
26	Km 4+740 OF NH-6 AT PAL VILLAGE	START OF SURAT TO HAZIRA PORT SECTION OF NH-6

IMPROVEMENT PROPOSAL	
SECTION BETWEEN NODES	DESCRIPTION
1(A)-3-4-5-6-7-8-9-10-11-12-13-14-15	STANDARD 4 LANE ROAD WITH SERVICE ROADS AS REQUIRED
15-16-17-18-19	STANDARD 6 LANE ROAD WITH SERVICE ROAD
23(C)-24(C)	TO BE SUBMITTED FROM THE STUDY OF PROJECT PREPARATION WORK
25(C)-13	TO BE SUBMITTED FROM THE STUDY OF PROJECT PREPARATION WORK
18-20	STANDARD 4 LANE ROAD WITHOUT SERVICE ROAD
2-18	REALIGNMENT OF NH-6 AT BARDOLI
2-10-13-15-16-18	HAZIRA - SURAT BYPASS

IMPROVEMENT PROPOSAL FOR RAIL-ROAD CROSSING

NODE	DESCRIPTION	IMPROVEMENT PROPOSAL
2	RAIL-ROAD CROSSING	R.O.B.
3	RAIL-ROAD CROSSING	R.O.B.
12	RAIL-ROAD CROSSING	R.O.B.
16	RAIL-ROAD CROSSING	R.O.B.
17	RAIL-ROAD CROSSING	R.O.B.
18	RAIL-ROAD CROSSING	R.O.B.
19	RAIL-ROAD CROSSING	AT ORADE

LEGEND	
NATIONAL HIGHWAY NO. 6	—(NH-6)—
STATE HIGHWAY	—
MAJOR DISTRICT ROAD	—
OTHER DISTRICT ROAD	—
VILLAGE ROAD	—
BRIDGE	O
STATE BOUNDARY	---
DISTRICT BOUNDARY	---
TALUKA BOUNDARY	---
SURAT - GUJARAT / MAHARASHTRA BORDER SECTION OF NATIONAL HIGHWAY NO. 6	—(NH-6)—
SURAT - HAZIRA PORT SECTION OF NATIONAL HIGHWAY NO. 6	—(NH-6)—
RAILWAY LINE (B. G.)	—
PROPOSED ALIGNMENT OF BYPASS	—
EXISTING 2 LANE ROAD OF SHELL COMPANY	—



NOTES:
1. M.H. MAHARASHTRA
O: GUJARAT

INDEX MAP

LOCATION MAP & INDEX MAP (INDICATIVE - NOT TO SCALE)

NOT TO SCALE

CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT

LOCATION MAP AND INDEX MAP

DRAWING No: 200609/RH/IM/01
DATE: AUGUST 2008
DESIGNED BY: M. S. SWASTIKA
DRAWN BY: K. K. GUPTA
CHECKED BY: D. C. DE
APPROVED BY: D. C. DE

Legend

Existing Centre Line	-----
Median	=====
Existing Carriageway Edge	-----
Existing Shoulder Edge	-----
Optical Fibre Cable	OFC
Railway Line	+++++
Boundary Wall	—○—○—○—
Fencing	—x—x—x—
Median Centre Line of Proposed 4/6 Lane Road	-----
Existing ROW	-----
Proposed ROW	-----
Culvert	⌢
Bridge	⌢
Drain Line	→→→→
Electric Line	—EL—EL—EL—
H T Line	—HT—HT—HT—
Left Hand Curve Direction	↙
Right Hand Curve Direction	↘
Canal	→→→→

Religious Structure	TEMPLE MAZAR MOSQUE
Graveyard	GRAVEYARD
Tree	🌳
Electric Pole	EP
Kilometre Stone	KM-⊗
Telephone Pole	TP
Lamp Post	LP
Transformer	TF
High Tension Tower	⚡
Tube Well	BH
Well	⊗
Hand Pump	HP
Manhole (Sewer)	MH
Gas Pipe Line Post	GAS
Gas Pipe Line	—GAS—
Gate	GATE
Pond / Sea	🌊



NOT TO SCALE



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NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT



LEGEND

DRAWING No : 2006093/RH/SP/LEG/01			
DATE : AUGUST 2008		Revision: RO	
DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
S C JHA	M SRIVASTAVA	X N GUPTA	D C DE

SCHEDULE OF KILOMETRE STONE AND PRELIMINARY CHAINAGE

BARDOLI TO GUJARAT / MAHARASHTRA BORDER SECTION

Left Hand Side		Right Hand Side	
PWD Km Stone	PRELIMINARY Chainage	PWD Km Stone	PRELIMINARY Chainage
35	34+460		
36	35+445		
37	36+428		
38	37+457		
39	38+425.8		
40	39+427.7		
41	40+404.4		
42	41+387		
43	42+407		
44	43+348.5		
45	44+333.5		
46	45+301.2		
47	46+270.5		
48	47+260		
49	48+241		
50	49+220		
51	50+174.5		
52	51+141.6		
53	52+118		
54	53+156		
55	54+147.5	697	54+570
56	55+133	696	55+551
57	56+117		
58	57+101.3		
59	58+082.5	693	58+491

Left Hand Side		Right Hand Side	
PWD Km Stone	PRELIMINARY Chainage	PWD Km Stone	PRELIMINARY Chainage
60	59+161	692	59+471
61	60+138	691	60+355
62	61+123.4	690	61+435
63	62+150		
64	63+128.5		
65	64+084		
66	65+068.5	686	65+365
67	66+024.6	685	66+350
68	67+054		
69	68+039	683	68+275
70	69+026		
71	70+016	681	70+290
72	70+999	680	71+275
73	71+981		
74	72+962.5		
75	73+942		
76	73+931.5		
77	75+901.5		
78	76+887		
79	77+880		
80	78+854		
81	79+850.7		
82	80+835		
83	81+825		
84	82+807		

Left Hand Side		Right Hand Side	
PWD Km Stone	PRELIMINARY Chainage	PWD Km Stone	PRELIMINARY Chainage
85	83+781.5		
86	84+765	667	83+091
87	85+978.5		
88	87+060		
89	87+950	663	
90	88+938	662	89+026
91	89+925.5	661	90+000
92	90+870	660	
93	91+890	659	92+000
94	92+876		
95	93+890	657	93+950
96	94+892.6	656	94+935
97	95+884.7		
98	96+870	654	96+900
99	97+762.5	653	97+900
100	98+749.1		
101	99+733		
102	100+717	649	101+839

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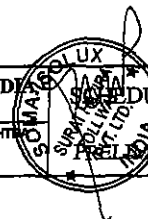


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NATIONAL HIGHWAY AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)

FEASIBILITY STUDY AND DPR FOR 4/8 LANE OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH-8
IN THE STATE OF GUJARAT



SCHEDULE OF KM STONE
AND
PRELIMINARY CHAINAGE

DRAWING No : 2006093/RH/SP/SKM/O

DATE : AUGUST 2006 Revision: R

DESIGNED BY : DRAWN BY : CHECKED BY : APPROVED :

S. C. JHA M. SRIVASTAVA K. GUJARI D. C. DE

SCHEDULE OF KILOMETRE STONE AND PRELIMINARY CHAINAGE

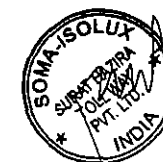
ICHHAPORE TO HAZIRA PORT SECTION

Left Hand Side		Right Hand Side	
PWD Km Stone	PRELIMINARY Chainage	PWD Km Stone	PRELIMINARY Chainage
13	12+830		
14	13+816.5		
15	14+804		
16	15+755		
17	16+355		
18	17+780		
19	18+770		
20	19+758.1		
21	20+400		
22	21+389		
23	22+377		
24	23+367.2		
25	24+363.3		
26	25+354.5		
27	26+355.6		

BARDOLI TO ICHHAPORE SECTION

Left Hand Side		Right Hand Side	
PWD Km Stone (SH-187)	PRELIMINARY Chainage	PWD Km Stone	PRELIMINARY Chainage
5	4+678		
6	5+692		
7	6+758		
8	7+793		
9	8+638		
10	9+632		
11	10+632		
12	11+632		
13	12+612		
14	13+608		
15	14+602		

Left Hand Side		Right Hand Side	
PWD Km Stone (SH-168)	PRELIMINARY Chainage	PWD Km Stone	PRELIMINARY Chainage
1	15+908		
2	16+911		
3	17+911		
4	18+914		
5	19+923		
6	20+926		
7	21+930		
8	22+930		
9	23+923		
10	24+938		



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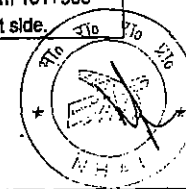
FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

**SCHEDULE OF KM STONE
AND
PRELIMINARY CHAINAGE**

DRAWING No : 2006093/RH/SP/SKM/02
DATE : AUGUST 2008 Revision: RO
DESIGNED BY : DRAWN BY : CHECKED BY : APPROVED BY :
S. C. JHA M. SRIVASTAVA K. GUPTA D. C. DE

PROPOSED WIDENING SCHEDULE FOR BARDOLI TO GUJARAT / MAHARASHTRA BORDER SECTION

Sl. No.	Preliminary Chainage		Existing Chainage		Widening Proposal	Proposed ROW (m)	Existing ROW (m)		Remarks
	From	To	From	To			Left	Right	
1	34+400	34+860	34+927	35+400	Both Side Widening	60	12	12	Built-up area. Considering site conditions both side widening is proposed
2	34+860	36+300	35+400	36+855	Both Side Widening	60	15	15	
3	36+300	40+200	36+855	40+772	Right Side Widening	60	15	15	OFC lines are on left side. Also near km 40 stone, the HT line Tower is close to the road
4	40+200	43+300	40+772	43+893	Left Side Widening	60	15	15	Houses on right side will be affected if widening is done on right side
5	43+300	49+605	43+893	50+364	Right Side Widening	60	15	15	OFC lines are on left side.
6	49+605	54+527	50+364	55+380	Both Side Widening	60			Bazipura Bypass
7	54+527	59+591	55+380	60+430	Right Side Widening	60	15	15	OFC lines are on left side.
8	59+591	70+004	60+430	70+994	Both Side Widening	60			Vyara Bypass
9	70+004	82+000	70+994	83+165	Right Side Widening	60	18	18	OFC lines are on left side.
10	82+000	84+382	83+165	85+600	Both Side Widening	60	18	18	Built-up area. Considering site conditions both side widening is proposed. Also existing Toll Collection Centre of Gujarat State is located symmetrically between km 84+900 and km 85+150.
11	84+382	85+665	85+600	86+900	Both Side Widening	60	25	25	
12	85+665	86+500	86+900	87+735	Both Side Widening	60	18	18	
13	86+500	87+060	87+735	88+000	Right Side Widening	60	18	18	OFC lines are on left side.
14	87+060	97+000	88+000	98+115	Right Side Widening	60	22.5	22.5	At km 97+941 there is a railway level crossing. As per PWD NH Sub Division Bardoli, land is already acquired for ROB on left side
15	97+000	98+500	98+115	99+630	Left Side Widening	60	22.5	22.5	
16	98+500	101+000	99+630	102+267	Right Side Widening	60	22.5	22.5	OFC lines are on left side. Also Surat - Bhusawal railway line is on left side at a distance 46m from centre line of existing road at km 100+760 for a length of 250m (approx.). Widening on left side will cause interference with ROW of railway.
17	101+000	101+861	102+267	103+000	Left Side Widening	60	22.5	22.5	Graveyard/Mazar situated between km 101+830 and km 101+900 on right side will be affected if widening is done on right side.



REV	DATE	DESCRIPTION OF REVISIONS	INITIALS

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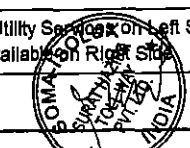
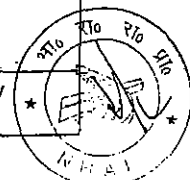
NATIONAL HIGHWAY AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

**SCHEDULE OF WIDENING
OF EXISTING ROAD**
(Bardoli to Gujarat/Maharashtra Border)

DRAWING No : 2006093/RH/SP/SW/01			
DATE : AUGUST 2006			
DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
S C JHA	J P DODIAL	K GUAME	D C DE

PROPOSED WIDENING SCHEDULE FOR BARDOLI TO ICHHAPORE SECTION

Sl. No.	Preliminary Chainage		Existing Chainage		Widening Proposal	Proposed ROW (m)	Existing ROW (m)		Remarks
	From	To	From	To			Left	Right	
1	0+000	4+170	34+927	4+500	New Alignment	60			34+927* is the chainage on NH-6 near Bardoli and 4+500* is the existing chainage on SH-187. This is a new alignment portion
2	4+170	7+490	4+500	7+820	Left Side Widening	60	12	12	Existing SH-187 portion of road start after end of new alignment. 4+500* is the existing chainage on SH-187
3	7+490	7+790	7+820	8+120	Transition Left to Right	60	12	12	Left to right transition due to three temples on left side at km5+900
4	7+790	14+895	8+120	15+500	Right Side Widening	60	12	12	SH-187 ends at Palsana Junction
5	14+895	17+295	0+000	2+400	Right Side Widening	60	30	30	SH-168 starts from Palsana Junction
6	17+295	17+595	2+400	2+700	Transition Left to Right	60	30	30	Right to left transition due to graveyard on right side at km15+900
7	17+595	23+295	2+700	8+400	Left Side Widening	60	30	30	
8	23+295	23+595	8+400	8+700	Transition Left to Right	60	30	30	Left to right transition due to Apparel Park on left side at km21+900
9	23+595	29+150	8+700	14+255	Right Side Widening	60	30	30	
10	29+150	29+450	14+255	14+555	Transition Right to Left	60	30	30	For existing 2 Lane Bridge on left side
11	29+450	29+900	14+555	15+005	Left Side Widening	60	30	30	
12	29+900	30+200	15+005	15+305	Transition Left to Right	60	30	30	Existing drain on left side
13	30+200	39+713	15+305	24+800	Right Side Widening	60	30	30	
14	39+713	40+013	24+800	25+100	Transition Right to Left	60	30	30	Right to Left Side transition due to Residential Area on right side
15	40+013	40+413	25+100	25+500	Left Side Widening	60	30	30	Residential Area on Right Side
16	40+413	40+893	25+500	25+980	Left Side Widening	60	22.5	22.5	Residential Area on Right Side
17	40+893	41+143	25+980	26+230	Transition Left to Right Side to Centre Line of Tapi Bridge	60	22.5	22.5	Widening of Bridge is not required
18	41+143	42+323	26+230	27+500	No Widening	60	22.5	22.5	4 lane bridge across Tapi River between km 26+320 to km 27+270
19	42+323	42+623	27+500	27+800	Transition from Centre Line of Tapi Bridge to Right Side	60	22.5	22.5	Due to higher Utility Services on Left Side and comparatively more space available on Right Side
20	42+623	47+013	27+800	32+000	Right Side Widening	60	15	15	Due to higher Utility Services on Left Side and comparatively more space available on Right Side



REV	DATE	DESCRIPTION OF REVISIONS	INITIALS

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FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH-6
IN THE STATE OF GUJARAT

**SCHEDULE OF WIDENING
OF EXISTING ROAD**
(Bardoli to Ichhapore Section)

DRAWING No : 2006093/RH/SP/SW/02

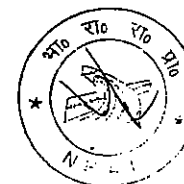
DATE : AUGUST 2008 Revision: RO

DESIGNED BY DRAWN BY CHECKED BY APPROVED BY

S. C. JHA J. P. DOBHAI K. GUAME D. C. DE

PROPOSED WIDENING SCHEDULE FOR ICHHAPORE TO HAZIRA PORT SECTION

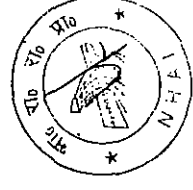
Sl. No.	Preliminary Chainage		Existing Chainage		Widening Proposal	Proposed ROW	Existing ROW (m)		Remarks
	From	To	From	To			Left	Right	
1	12+463	17+850	12+600	18+095	Both Side Widening	60	12	12	Built-up area. Considering site conditions both side widening is proposed
2	17+850	23+600	18+095	24+223	Right Side Widening	60	12	12	From km18+220 to km21+360 Boundary Wall of Reliance Industries and L & T Ltd are at a distance of 20 - 22m from centre line of existing road on left side. There are well constructed lined Pucca drain, gas pipe line and other utility lines on left side of road. Also the space of road between boundary wall and existing road on left side is used for parking of Trucks & Buses. From km21+520 to km21+580 there is an electric crematorium on the bank of Arabian Sea on left side at a distance 10m from centre line of existing road. From km21+500 to km23+600 Arabian Sea is close to the road on left side.
3	23+600	27+377	24+223	28+000	Both Side Widening	60	9	9	Built-up area. Considering site conditions both side widening is proposed
4	27+377	31+177	28+000	31+800	Left Side Widening	60			Hazira Village Bypass Road leading to Shell Company/Hazira Port. Right side Hazira Village built-up area.

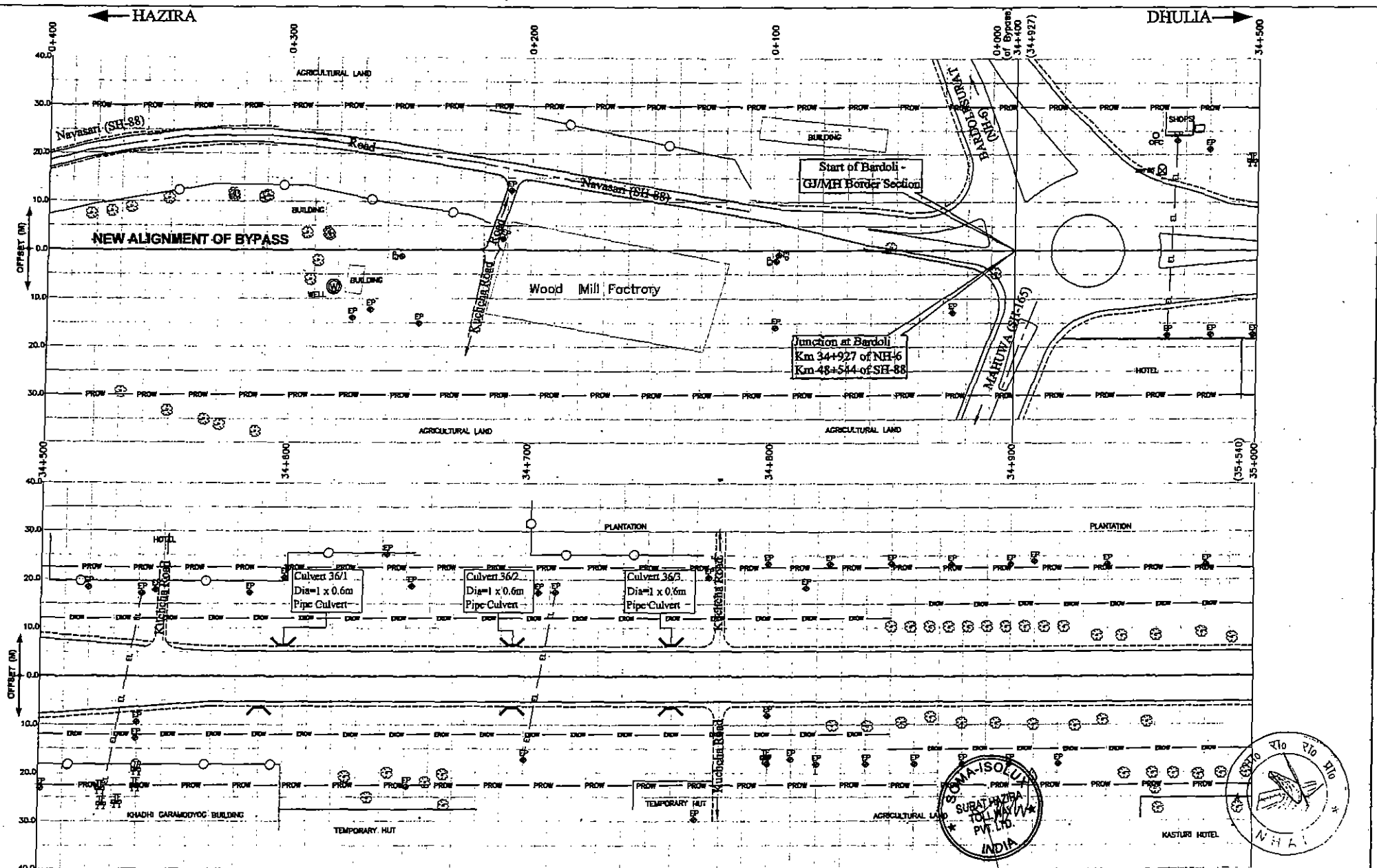


<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; width: 20px; height: 20px; margin-right: 5px;"></div> <div> <p>NOT TO SCALE</p> <p>CONSULTING ENGINEERING SERVICES (I) PVT. LTD.</p> <p>57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</p> </div> </div>	<div style="display: flex; align-items: center;"> <div> <p>NATIONAL HIGHWAY AUTHORITY OF INDIA</p> <p>(Ministry of Shipping, Road Transport & Highways)</p> <p>FEASIBILITY STUDY AND DPR FOR 4/8 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT</p> </div> </div>	<p>SCHEDULE OF WIDENING OF EXISTING ROAD</p> <p>(Ichhapore to Hazira Port Section)</p>	<p>DRAWING No : 2006093/RH/SP/SW/03</p> <p>DATE : AUGUST 2008</p> <p>DESIGNED BY : J.P. DORHAL</p> <p>DRAWN BY : J.P. DORHAL</p> <p>CHECKED BY : K. GUPTA</p> <p>APPROVED BY : D.C. DE</p>
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**STRIP PLAN
FOR**

**BARDOLI TO GUJARAT/MAHARASHTRA
BORDER SECTION OF
NATIONAL HIGHWAY - 6**

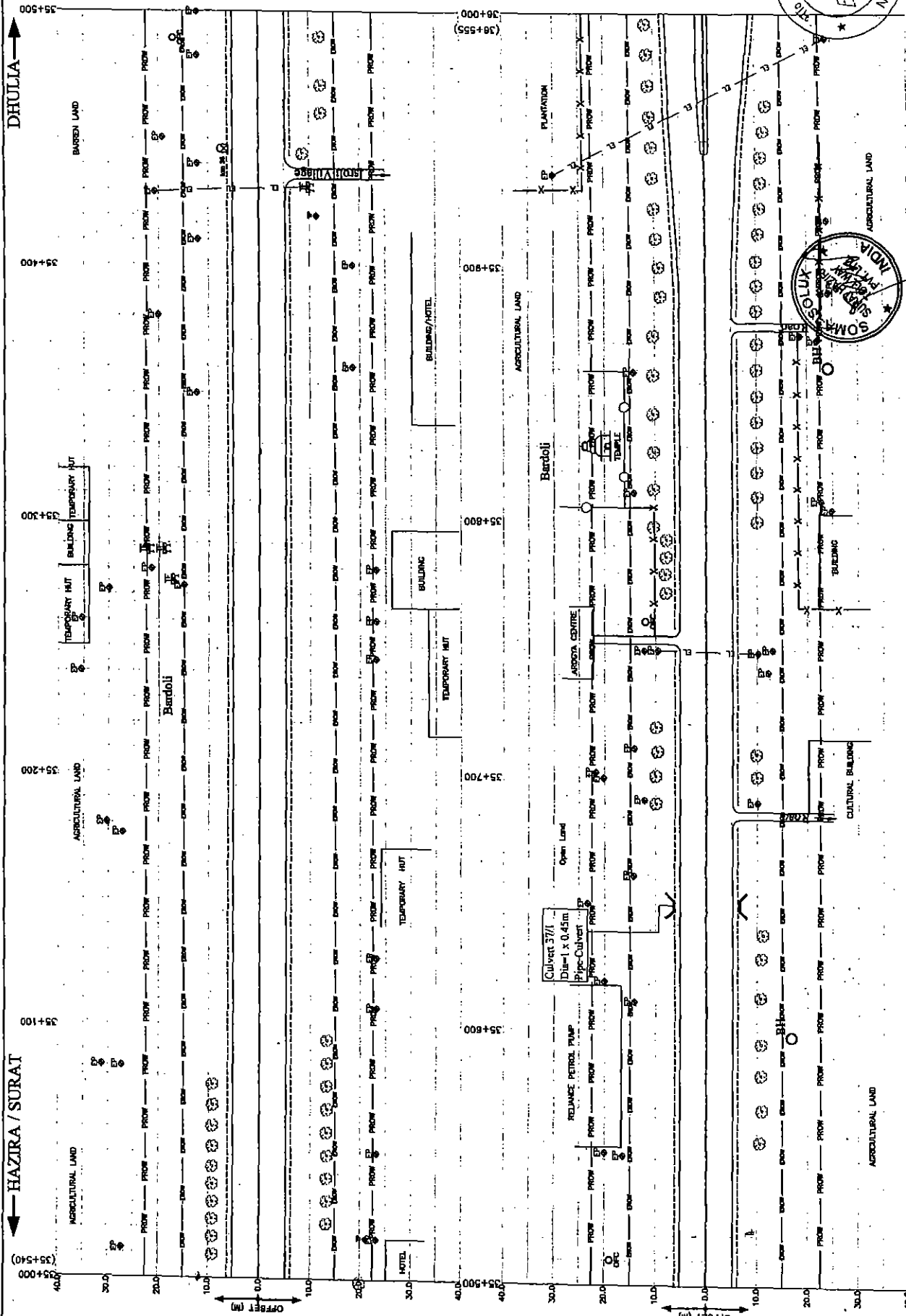




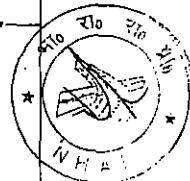
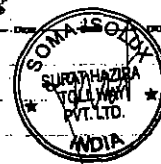
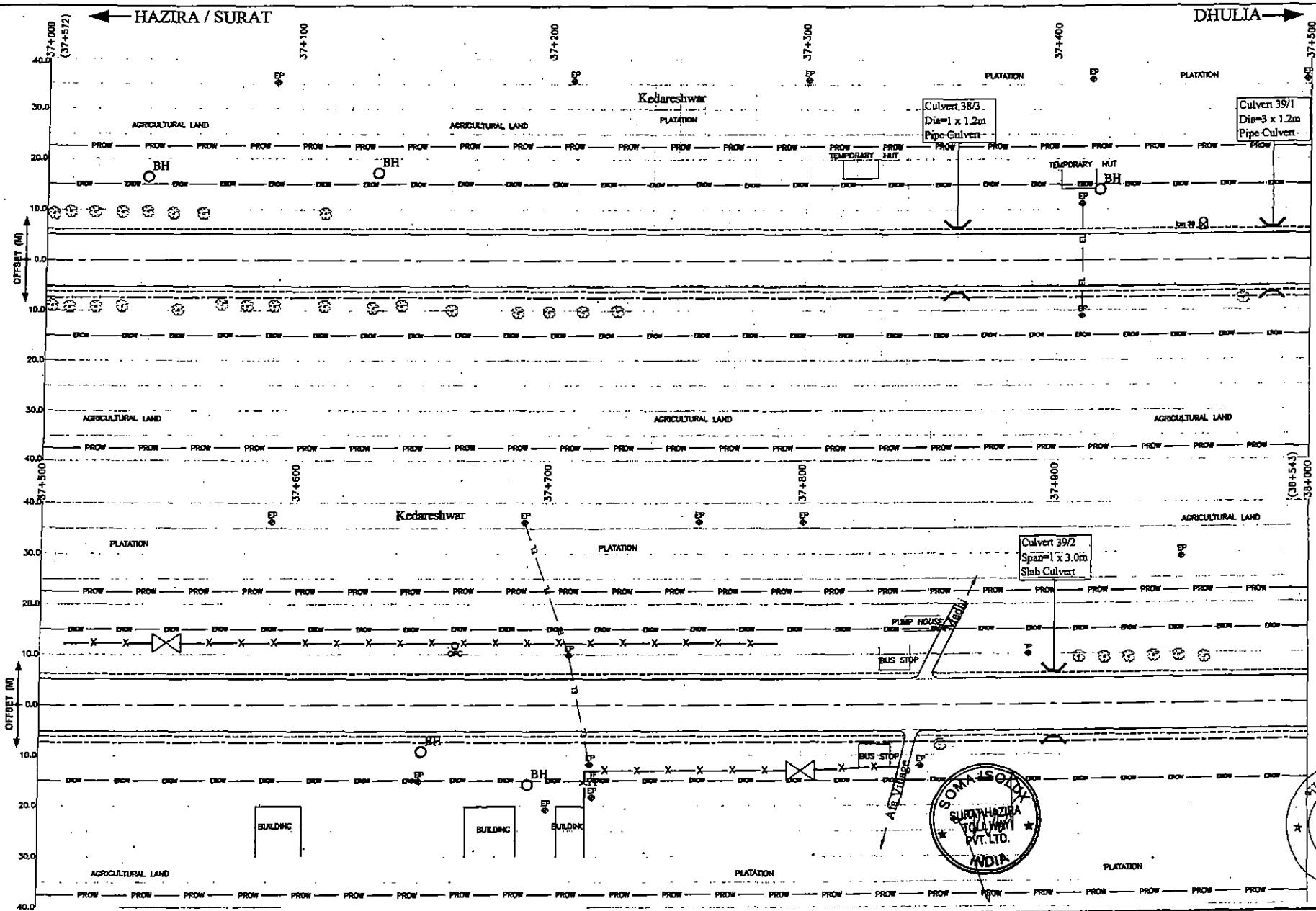
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HAZIRA / SURAT

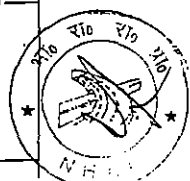
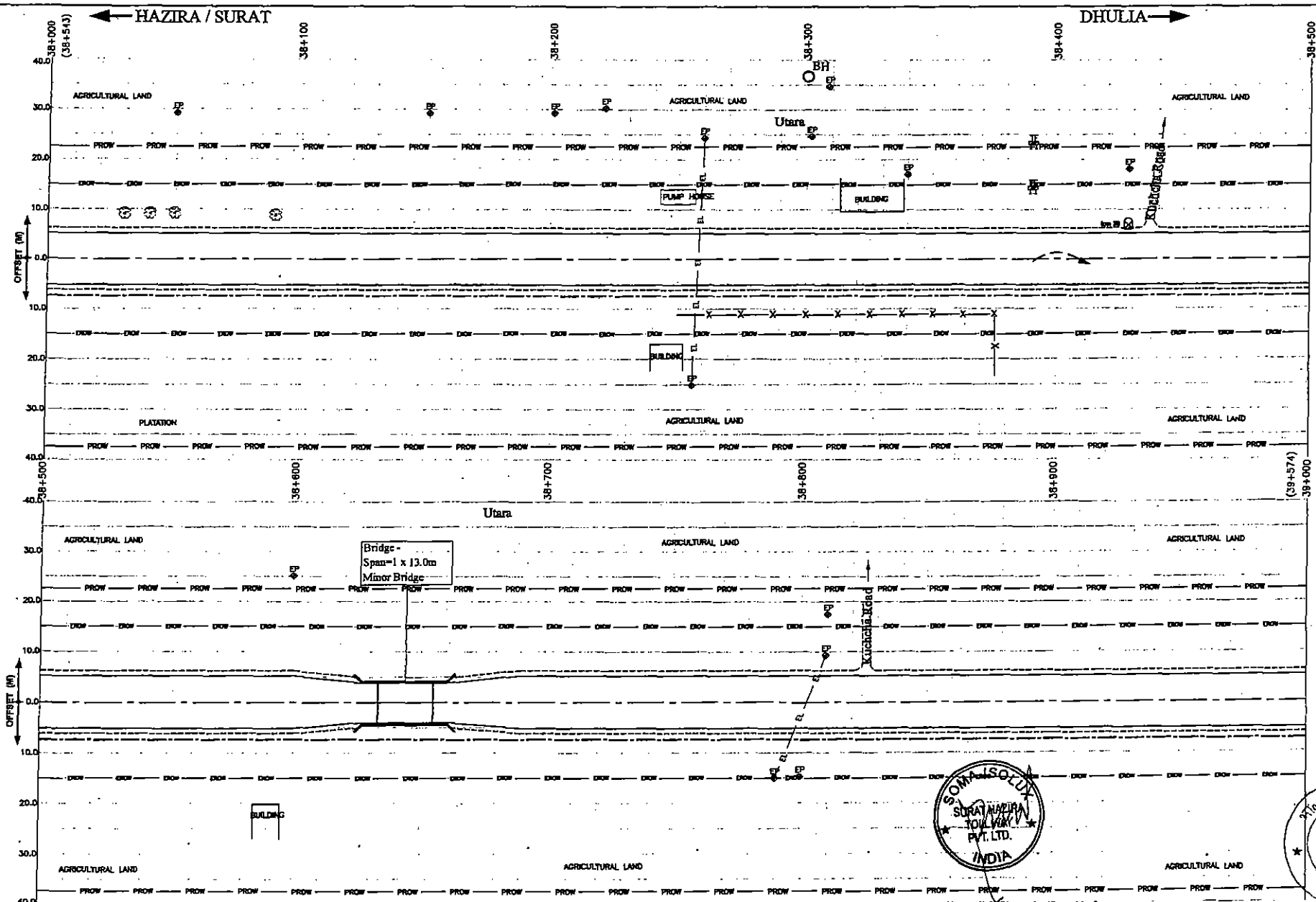
DHULIA



<p>NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways)</p>		<p>STRIP PLAN OF EXISTING ROAD Bardoli to GUMH Border Section) (Km. 35+000 to Km. 36+000)</p>		<p>DRAWING No : 2006093/RH/SP/02 DATE : JULY 2008 DESIGNED BY : J.P. DORNAI CHECKED BY : K.N. GHAMBE APPROVED BY : D.C. BE</p>	
<p>CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</p>		<p>FEASIBILITY STUDY AND DPR FOR 46 LANE OF GULLARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT</p>		<p>Scale: 1:1000 Horizontal Scale: 1:1000 Vertical Scale: 1:1000</p>	



DATE DESCRIPTION OF REVISIONS INITIALS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD Bardoli to GJ/MH Border Section) (Km. 37+000 to Km. 38+000)	DRAWING No : 2006093/RH/SP/04 DATE : JULY 2006 DESIGNED BY : J P DOBHAL DRAWN BY : J P DOBHAL CHECKED BY : K N GUJRE APPROVED BY : P C DE Revisors: RJO
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DATE	DESCRIPTION OF REVISIONS	INITIALS

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TRANSVERSE SCALE 1:750



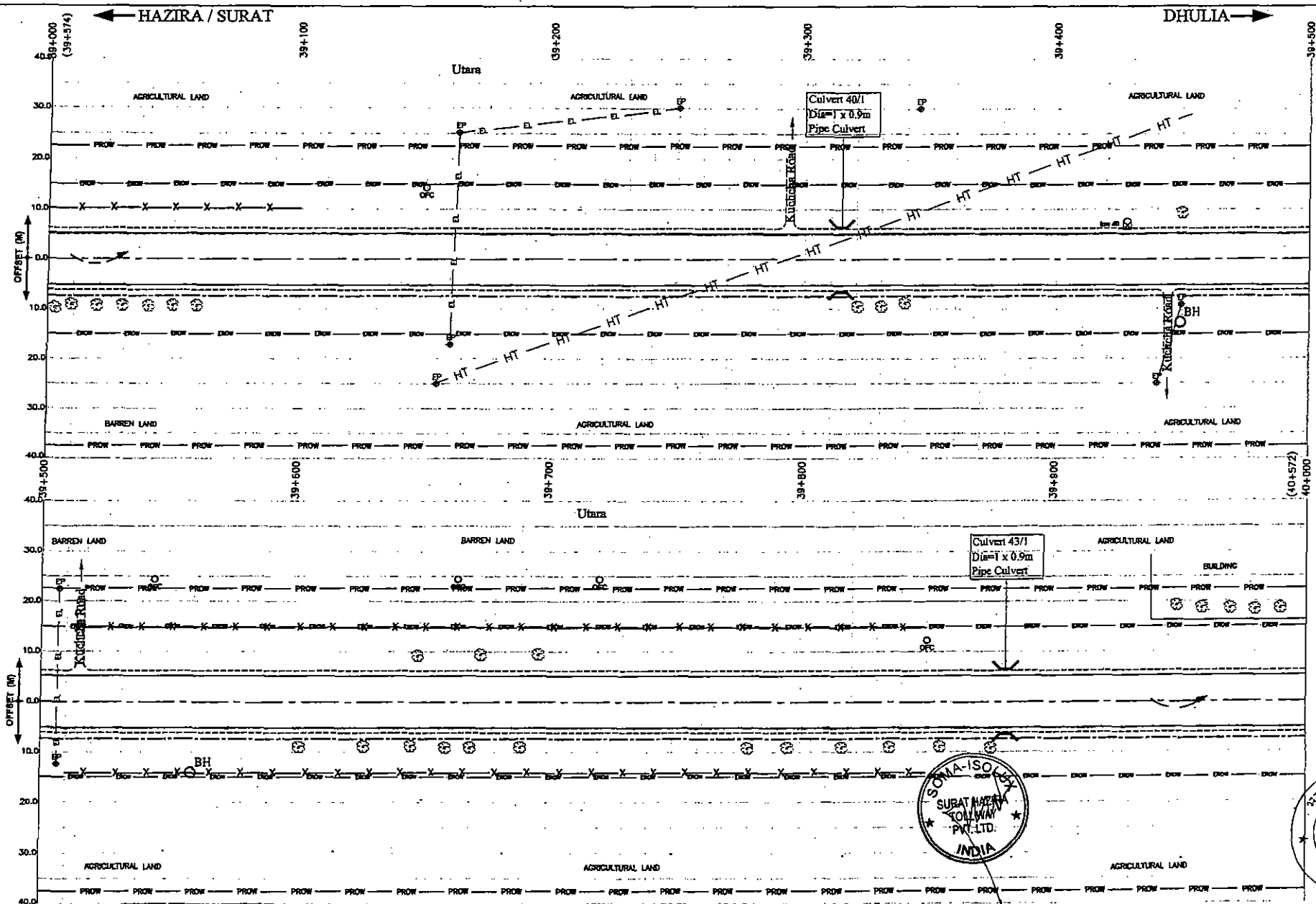
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57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19



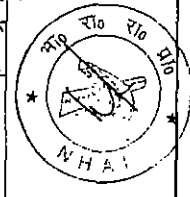
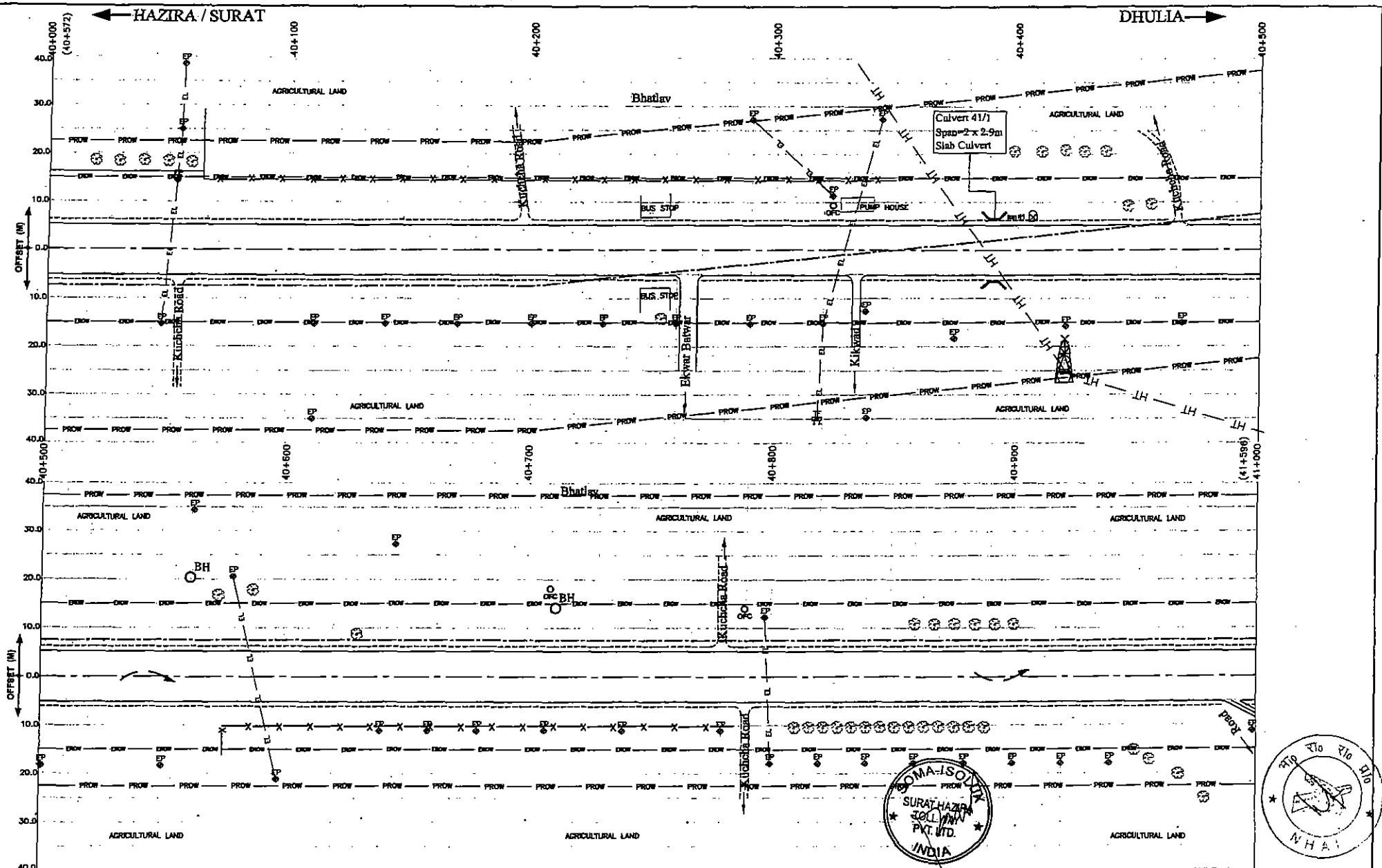
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(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
Bardoli to GJ/MH Border Section)
(Km. 38+000 to Km. 39+000)

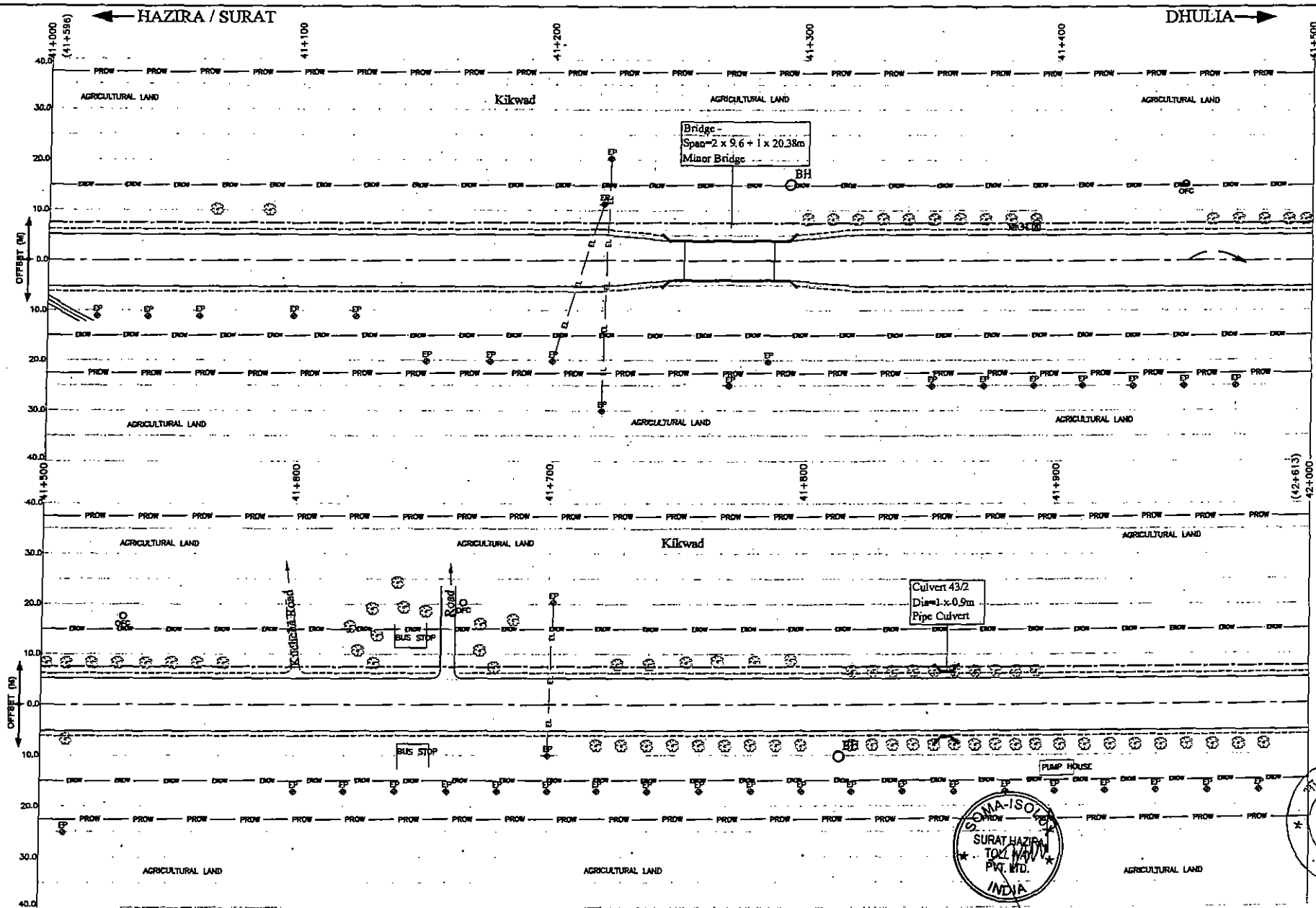
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DATE : JULY 2006		Revision: RD	
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DATE	DESCRIPTION OF REVISION	<div data-bbox="210 1364 441 1461"> <p>SCALE</p> <p>20m 0 20 40 60 80m</p> <p>HORIZONTAL SCALE 1:1500</p> <p>10m 0 10 20 30 40m</p> <p>TRANSVERSE SCALE 1:750</p> </div> <div data-bbox="441 1364 882 1461"> <p>CONSULTING ENGINEERING SERVICES (I) PVT. LTD.</p> <p>57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</p> </div>	<div data-bbox="882 1364 1407 1461"> <p>NATIONAL HIGHWAYS AUTHORITY OF INDIA</p> <p>(Ministry of Shipping, Road Transport & Highways)</p> <p>FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT</p> </div>	<div data-bbox="1407 1364 1722 1461"> <p>STRIP PLAN OF EXISTING ROAD</p> <p>Bardoli to GJ/MH Border Section)</p> <p>(Km. 39+000 to Km. 40+000)</p> </div>	<div data-bbox="1722 1364 2037 1461"> <p>DRAWING No : 2006093/RH/SP/06</p> <p>DATE : JULY 2006</p> <p>DESIGNED BY : J P DOBHAL</p> <p>DRAWN BY : K N GUMBE</p> <p>CHECKED BY : D C DE</p> <p>APPROVED BY :</p> </div>
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DATE DESCRIPTION OF REVISIONS INITIALS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4th LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD Bardoli to GJ/MH Border Section) (Km. 40+000 to Km. 41+000)	DRAWING No : 2006093/RH/SP/07 DATE : JULY 2008 DESIGNED BY : J P DOSHAL DRAWN BY : K N GADGE CHECKED BY : D C DE APPROVED BY :
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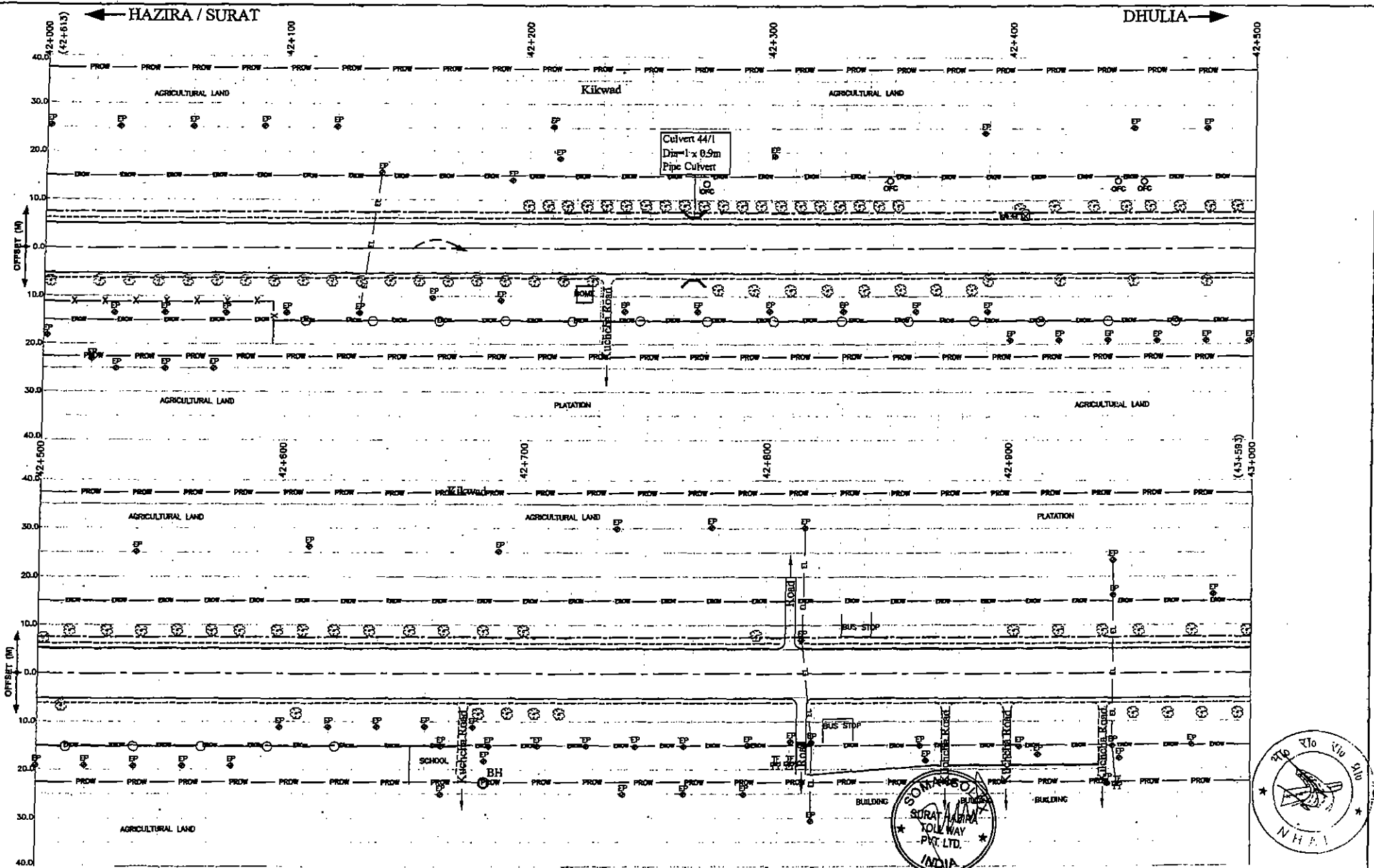
DATE	DESCRIPTION OF REVISIONS	INITIALS







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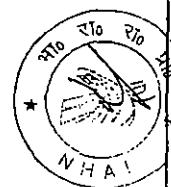
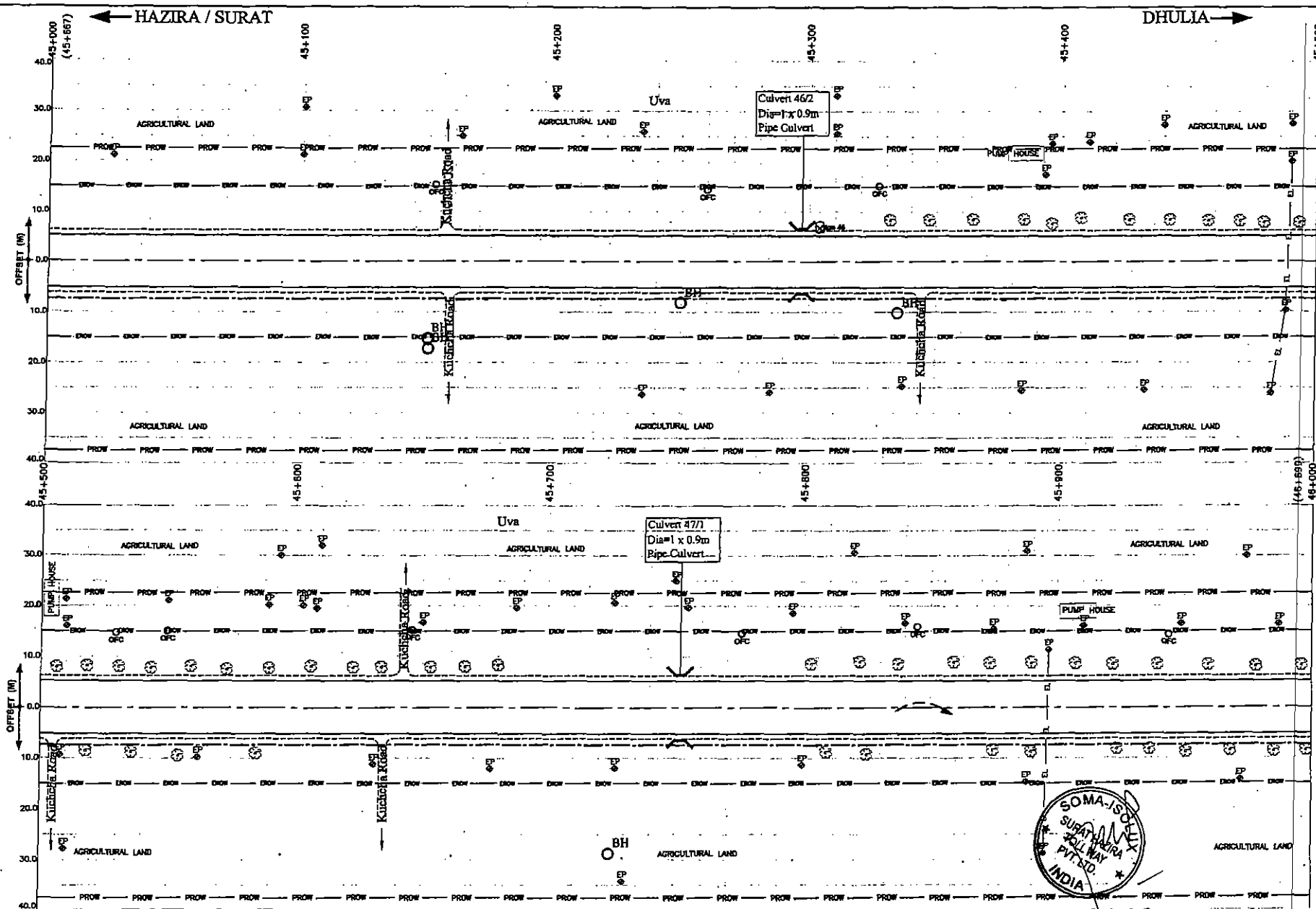
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<p>STRIP PLAN OF EXISTING ROAD</p> <p>Bardoli to GJ/MH Border Section)</p> <p>(Km. 41+000 to Km. 42+000)</p>
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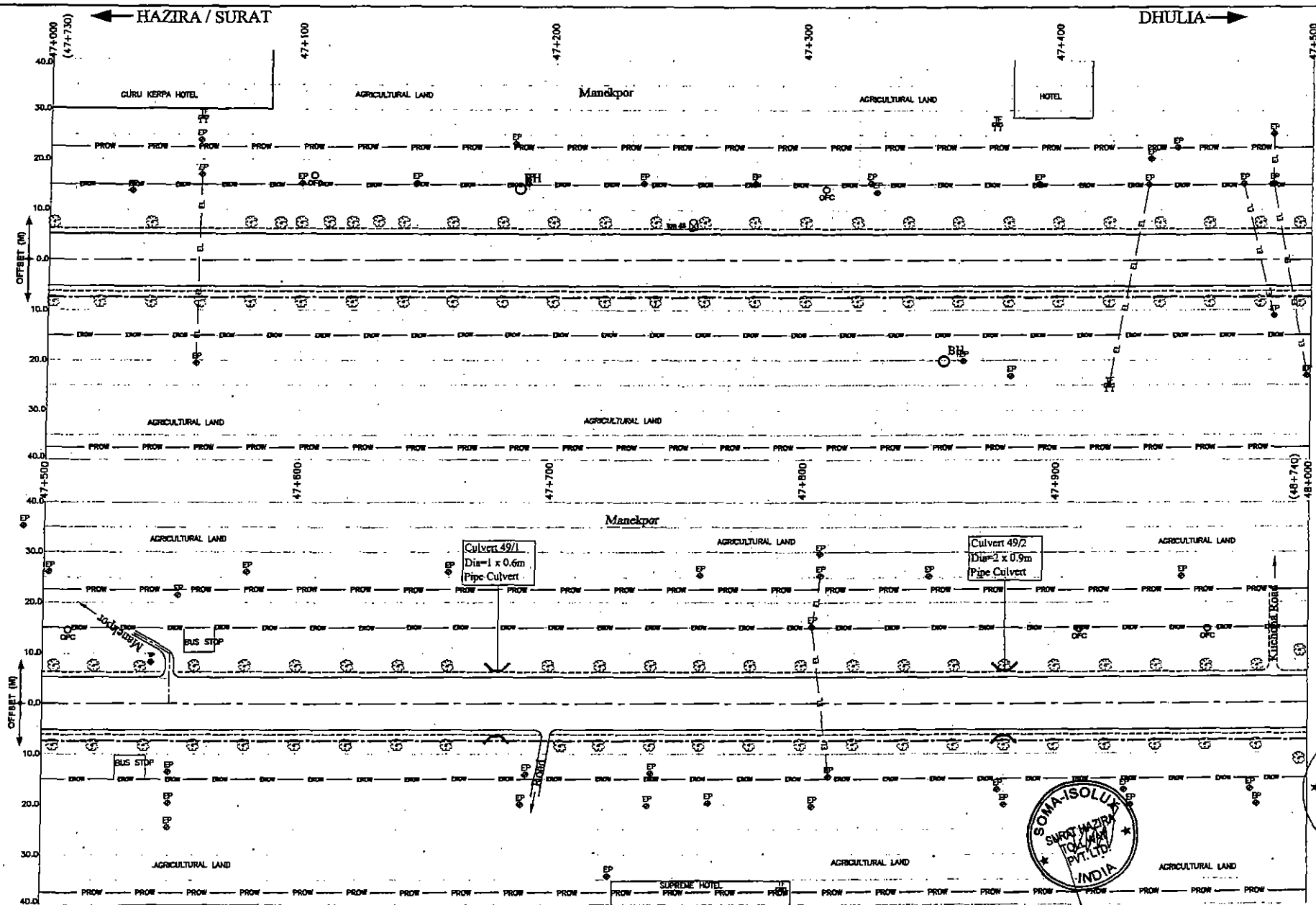
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SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750		 CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	 NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD Bardoli to GJ/MH Border Section) (Km. 45+000 to Km. 46+000)	DRAWING No: 2006093/RH/SP/12 DATE: JULY 2006 Revision: R0 DESIGNED BY: S. C. JHA DRAWN BY: J. P. DOBHAL CHECKED BY: K. N. GUJRE APPROVED BY: D. C. DE
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DATE	DESCRIPTION OF REVISIONS	INITIALS

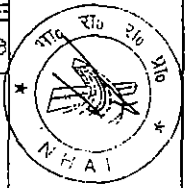
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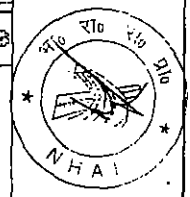
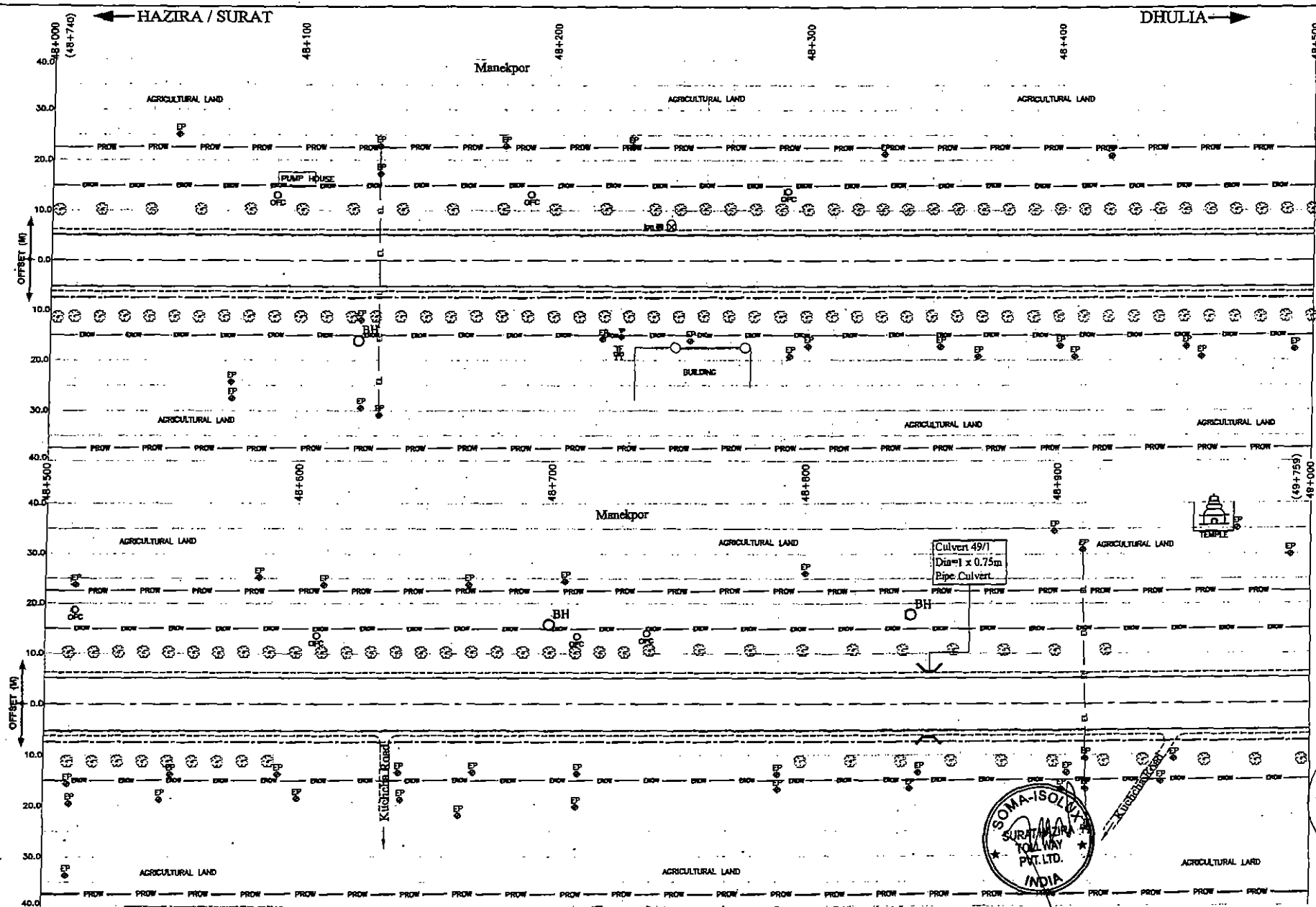
CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

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 BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
 IN THE STATE OF GUJARAT

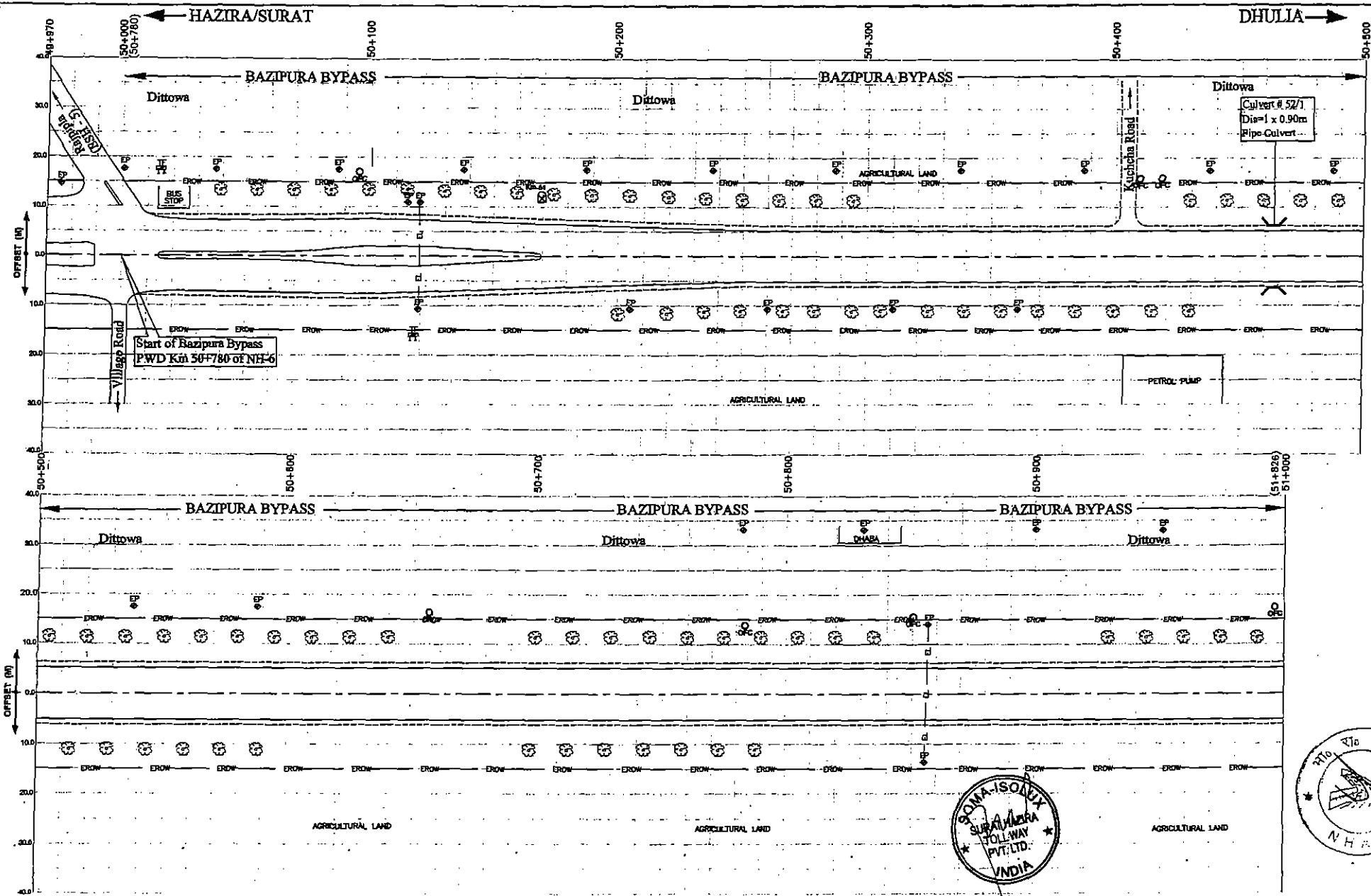
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 (Km. 47+000 to Km. 48+000)

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DATE: JULY 2008	Revision: R0		
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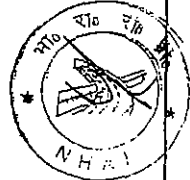


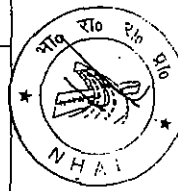
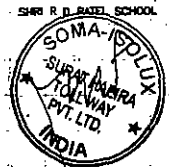


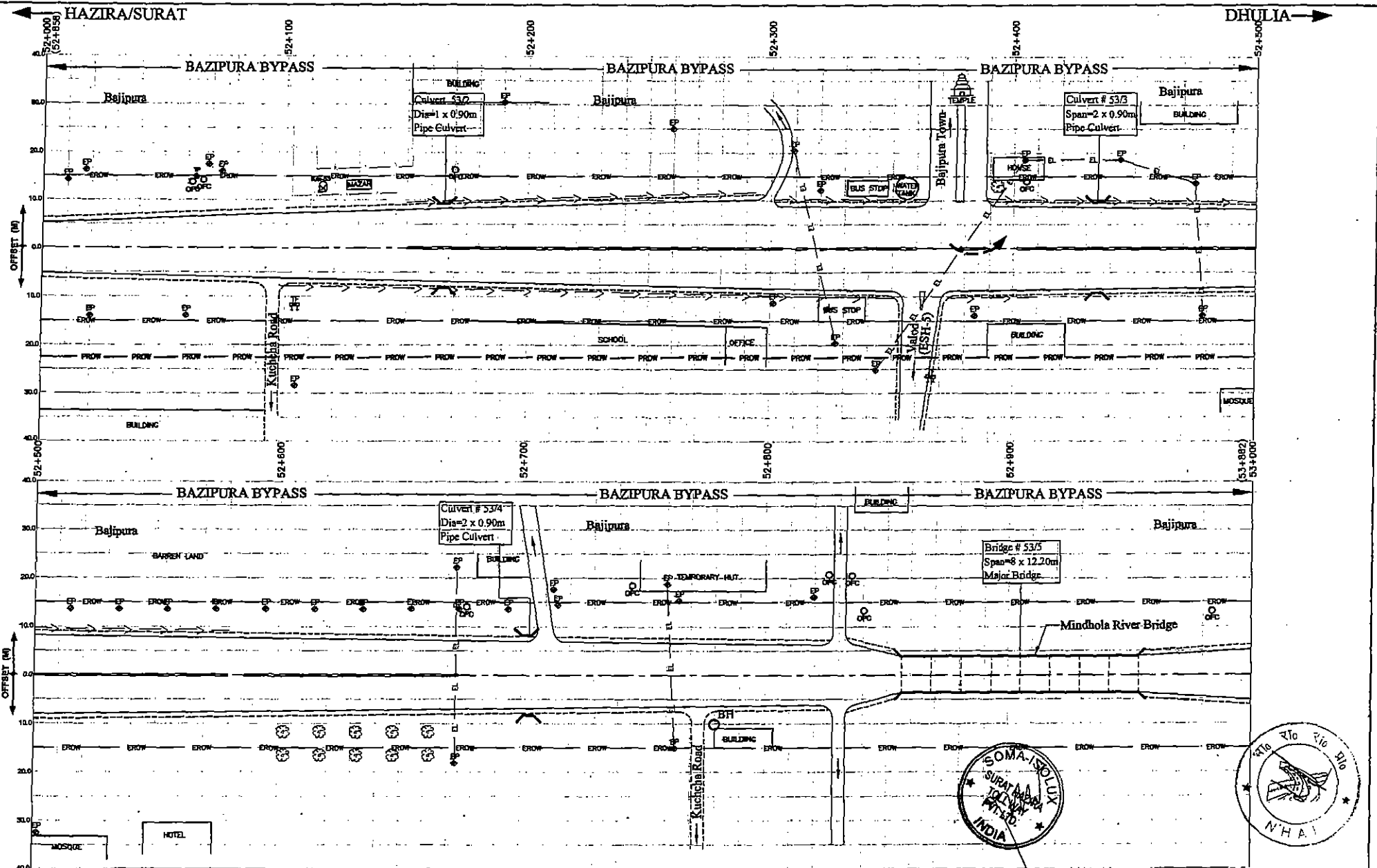
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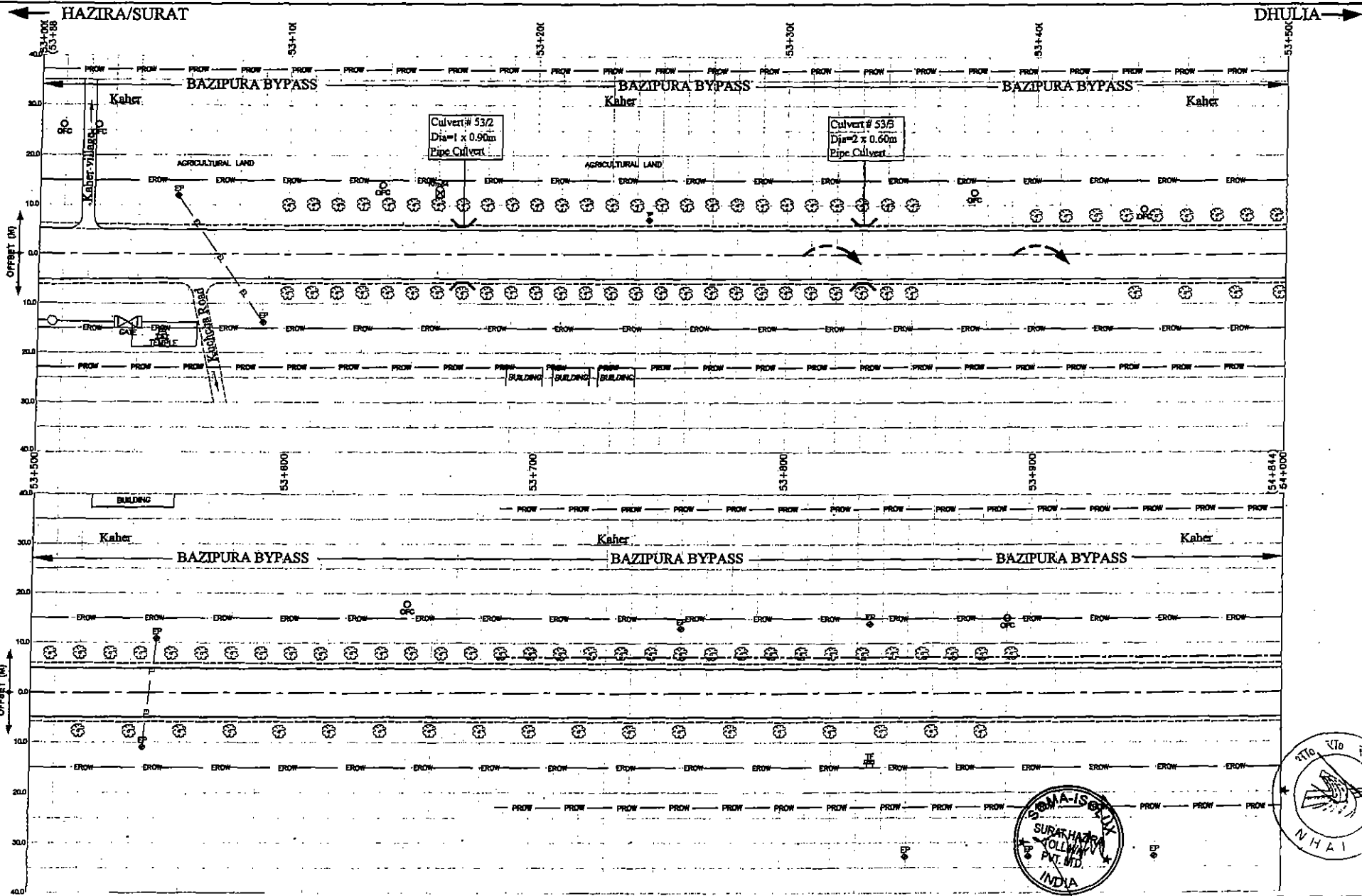
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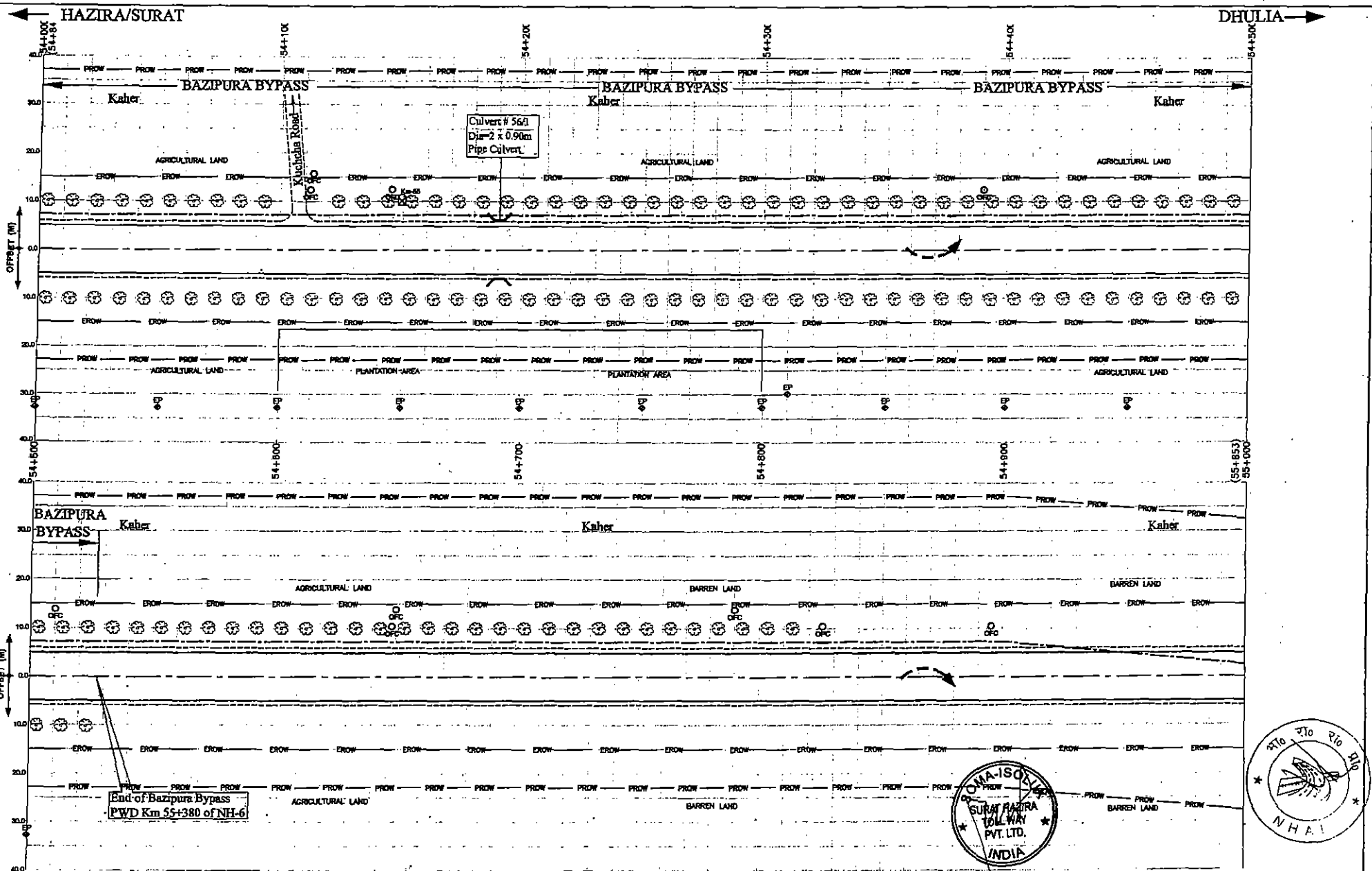
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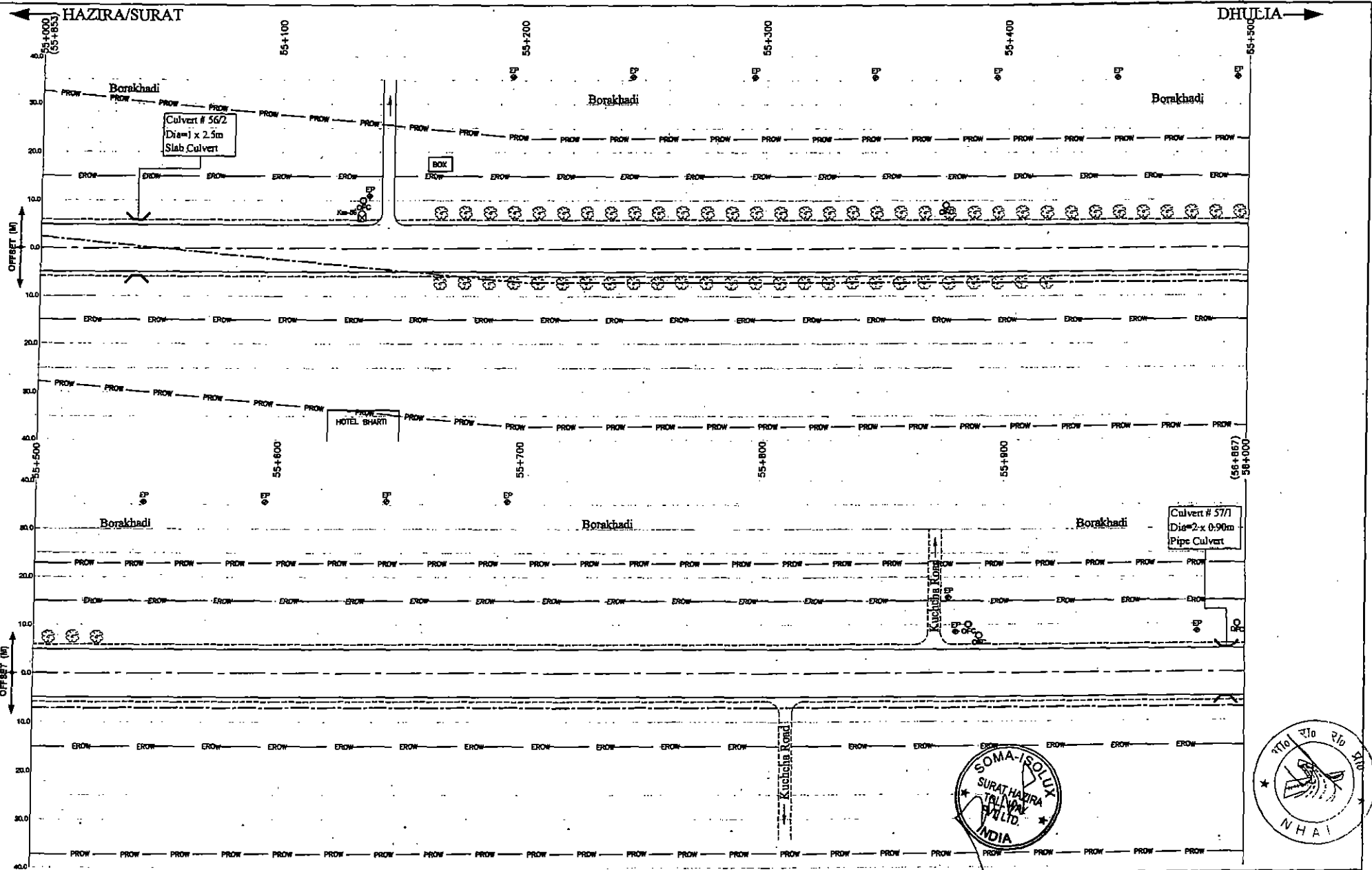
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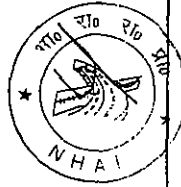
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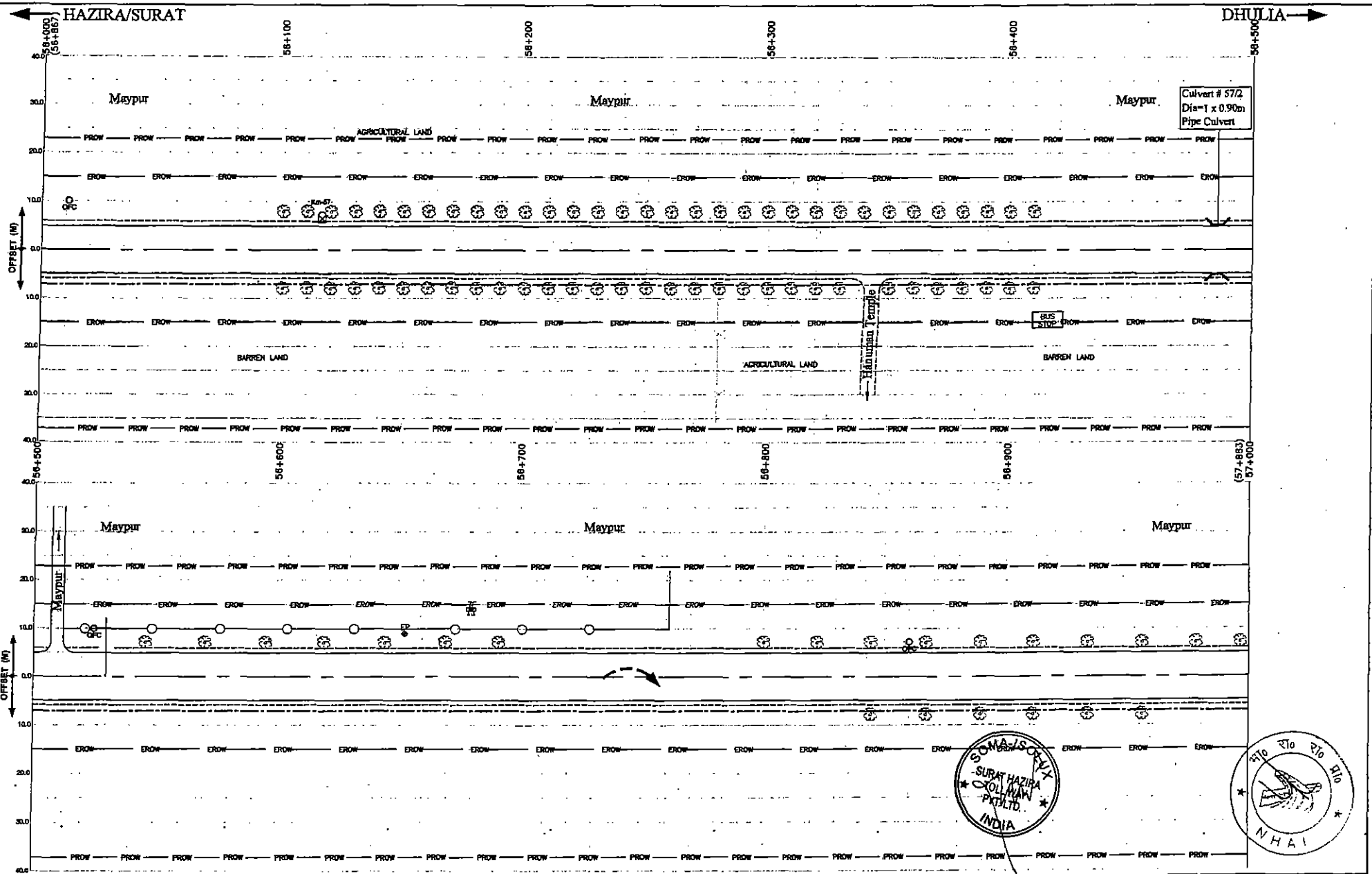


<p>DATE: / /</p> <p>DESCRIPTION OF REVISIONS</p>	<p>SCALE</p> <p>20m 0 20 40 60 80m</p> <p>HORIZONTAL SCALE 1:1500</p> <p>10m 0 10 20 30 40m</p> <p>TRANSVERSE SCALE 1:750</p>	<p>CONSULTING ENGINEERING SERVICES (I) PVT. LTD.</p> <p>57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</p>	<p>NATIONAL HIGHWAYS AUTHORITY OF INDIA</p> <p>(Ministry of Shipping, Road Transport & Highways)</p> <p>FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT</p>	<p>STRIP PLAN OF EXISTING ROAD</p> <p>(Bardoli to GJ/MH Boder Section)</p> <p>(Km. 54+000 to Km. 55+000)</p>	<p>DRAWING No : 2006093/RH/SP/21</p> <p>DATE : JULY 2008</p> <p>DESIGNED BY : S C JHA</p> <p>DRAWN BY : M SRIVASTAVA</p> <p>CHECKED BY : K GUPTA</p> <p>APPROVED BY : D C DE</p>
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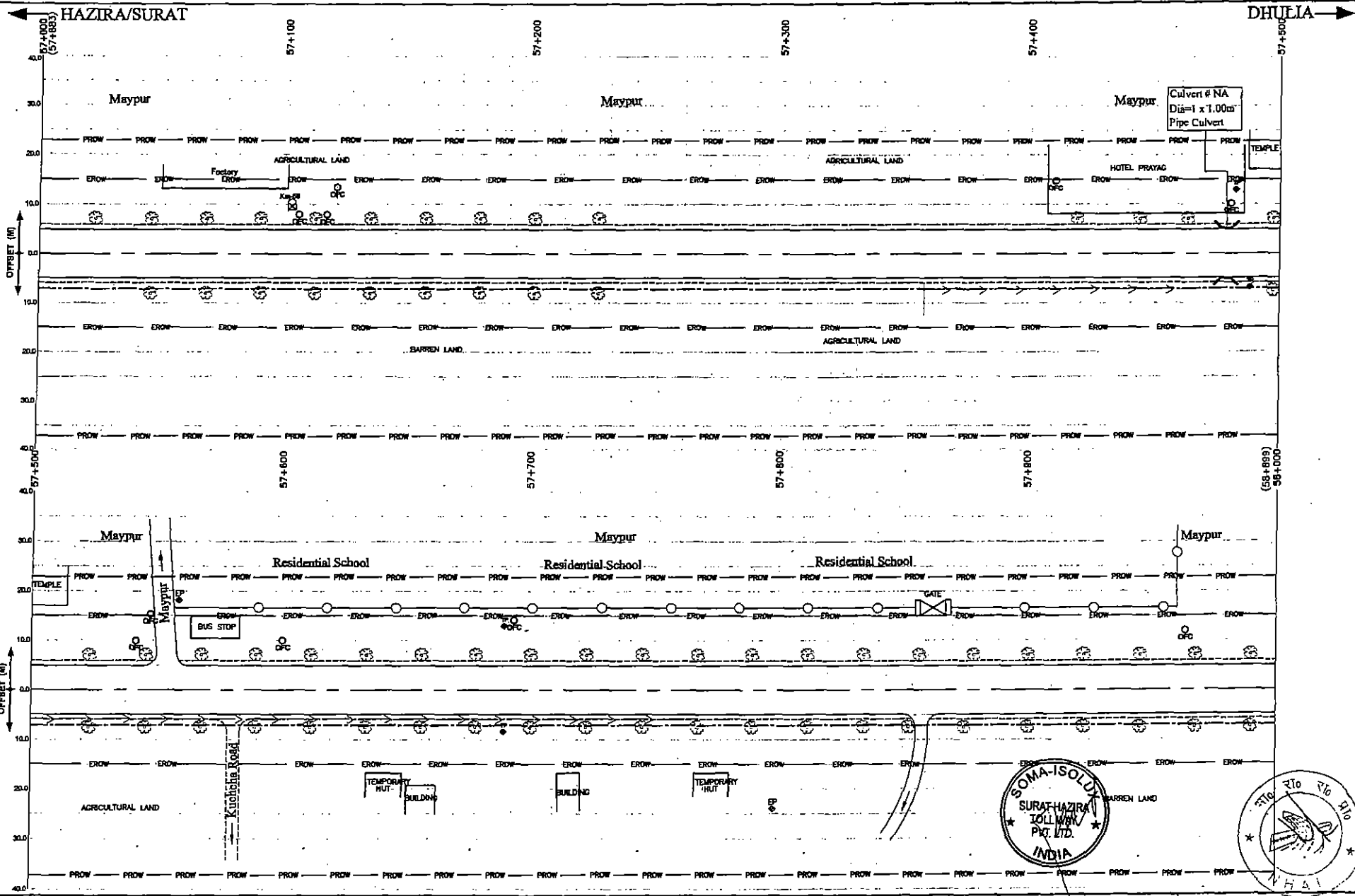


SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750		CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19		NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4L LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT		STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Boder Section) (Km. 55+000 to Km. 56+000)		DRAWING No : 2006093/RH/SP/22 DATE : JULY 2008 DESIGNED BY : S C JHA DRAWN BY : M SRIVASTAVA CHECKED BY : K GANDE APPROVED BY : D C DE	
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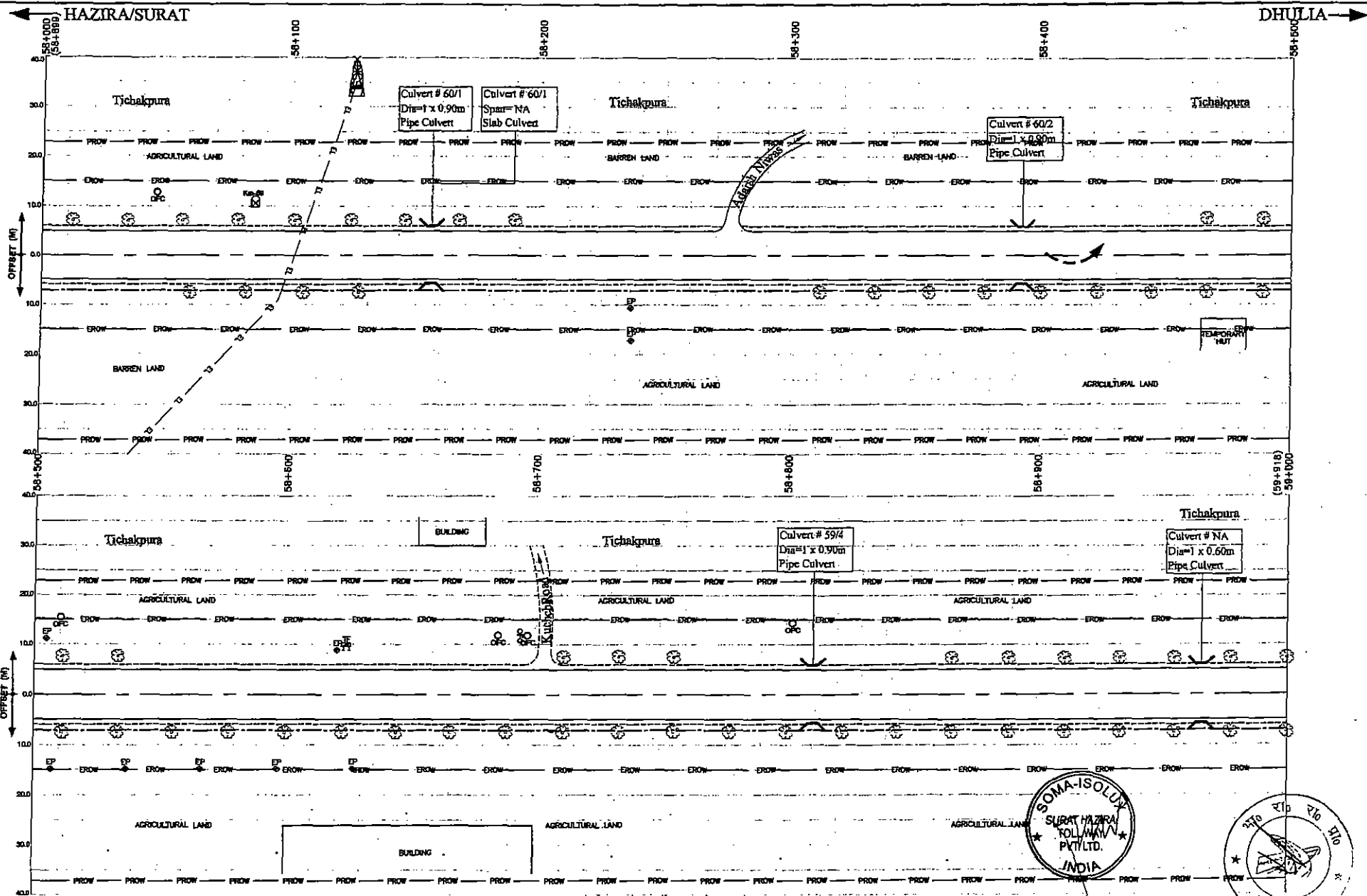




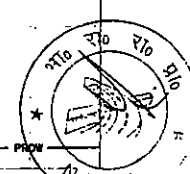
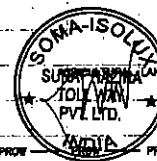
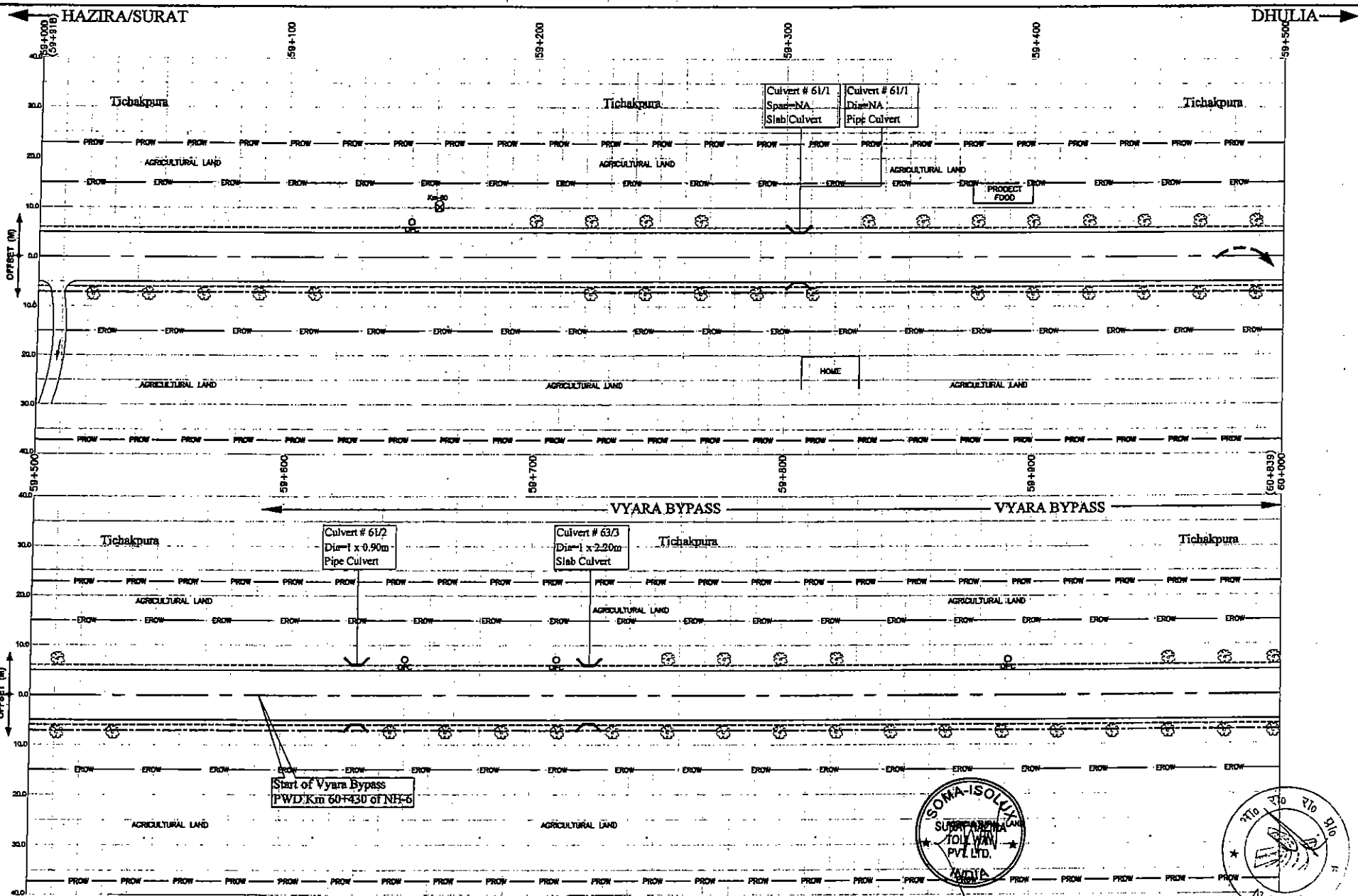
DATE: DESCRIPTION OF REVISIONS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to G.J/MH Boder Section) (Km. 56+000 to Km. 57+000)	DRAWING No : 2006093/RH/SP/23 DATE : JULY 2006 DESIGNED BY : S C JHA DRAWN BY : M SRIVASTAVA CHECKED BY : K GUNDE APPROVED BY : D C DE
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SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/5 LAMING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 8 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Border Section) (Km. 57+000 to Km. 58+000)		DRAWING No : 2006093/RH/SP/24 DATE : JULY 2008 DESIGNED BY : S C JHA DRAWN BY : M SRIVASTAVA CHECKED BY : K GUMBE APPROVED BY : D C DE
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			(Stamp: SOMA-ISOLUX SURAT HAZIRA TOLLWAY PVT. LTD. INDIA)		



DATE: 2008/07/25 DESIGNED BY: S C JHA DRAWN BY: M SRIVASTAVA CHECKED BY: K GUPTA APPROVED BY: D C DE	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 8 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Border Section) (Km. 58+000 to Km. 59+000)	DRAWING NO: 2008/07/25 DATE: JULY 2008 REVISION: R0
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HORIZONTAL SCALE 1:1500
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CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

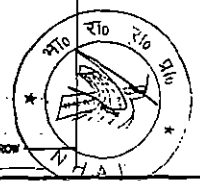
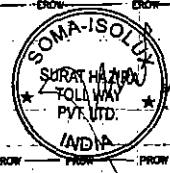
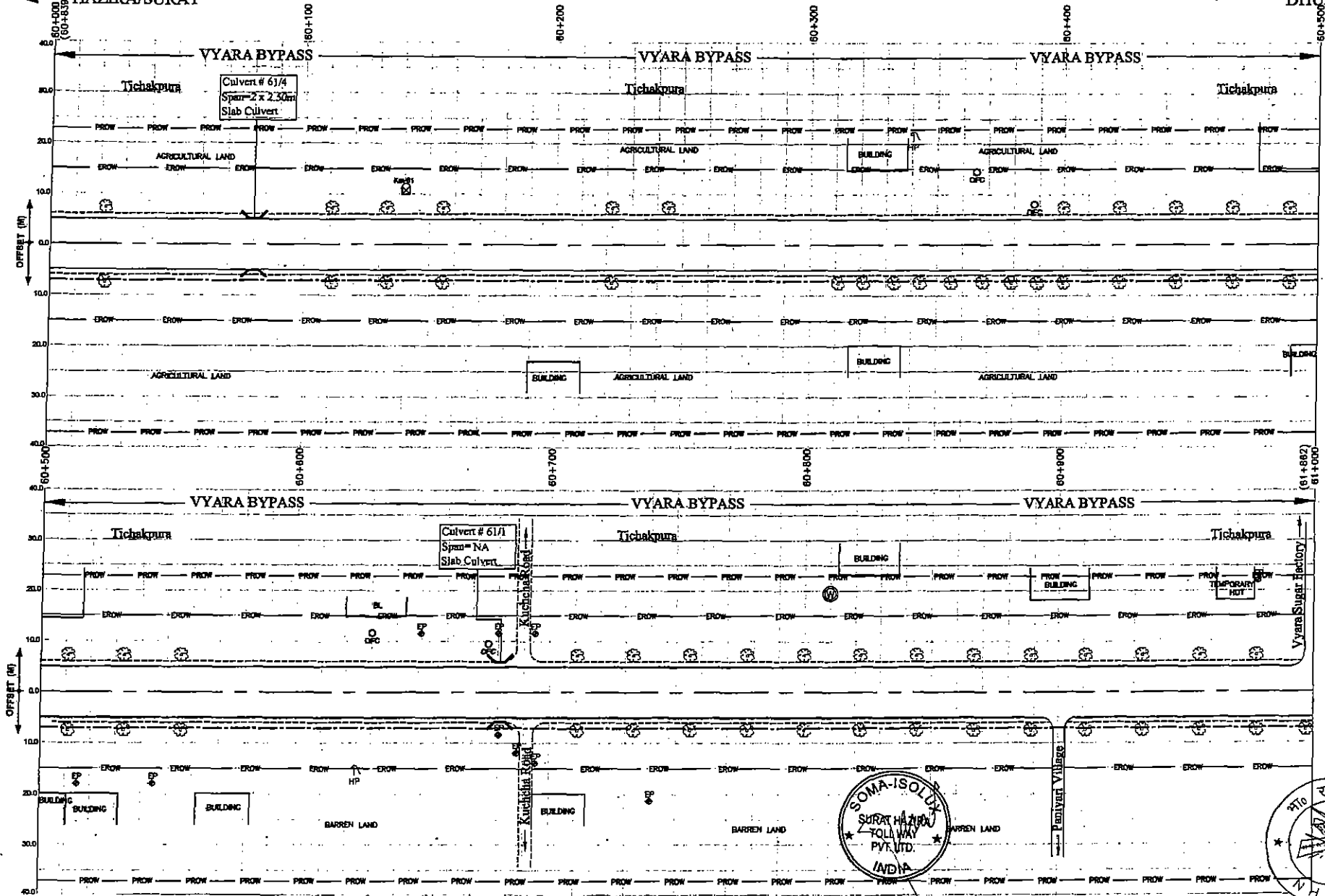


NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
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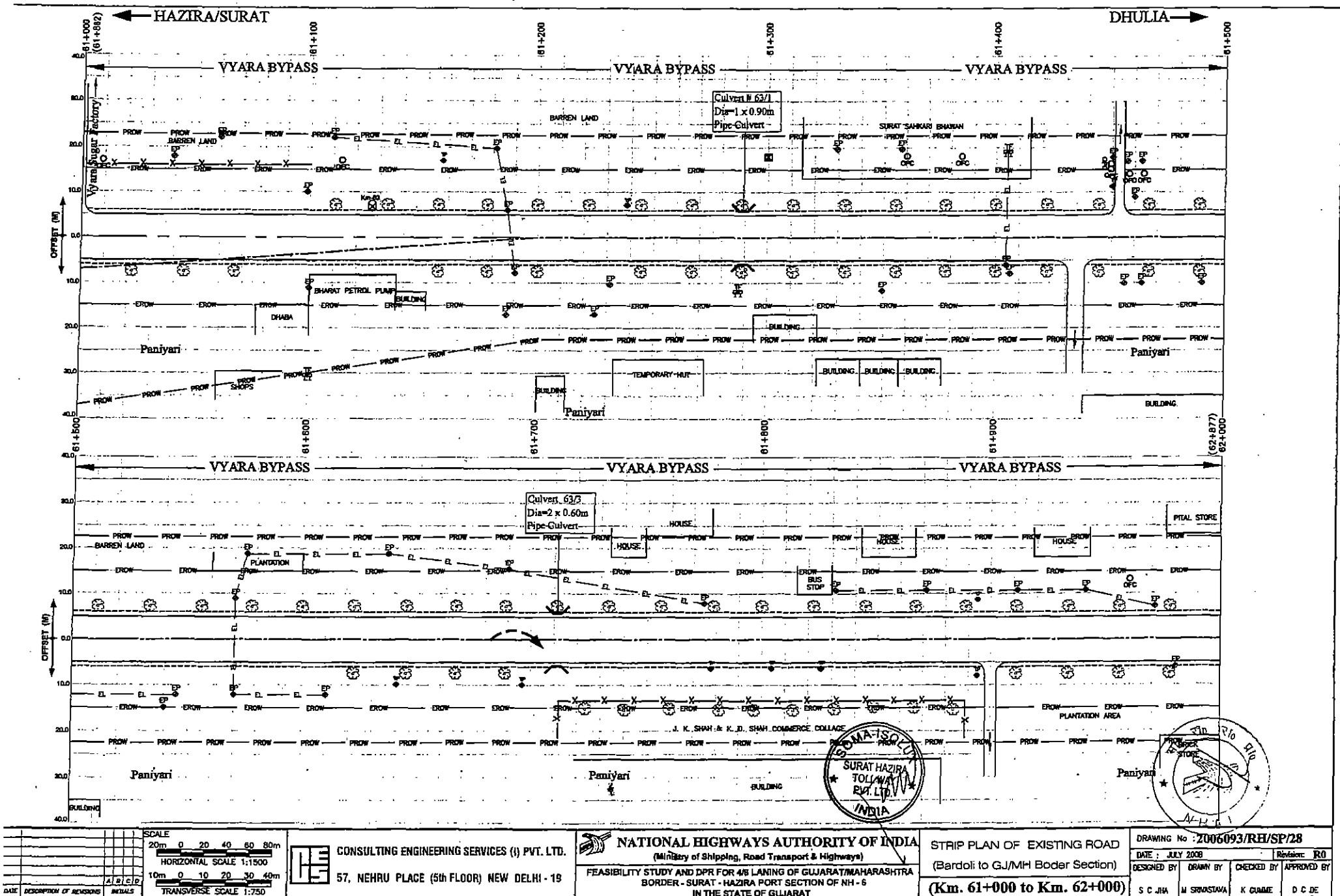
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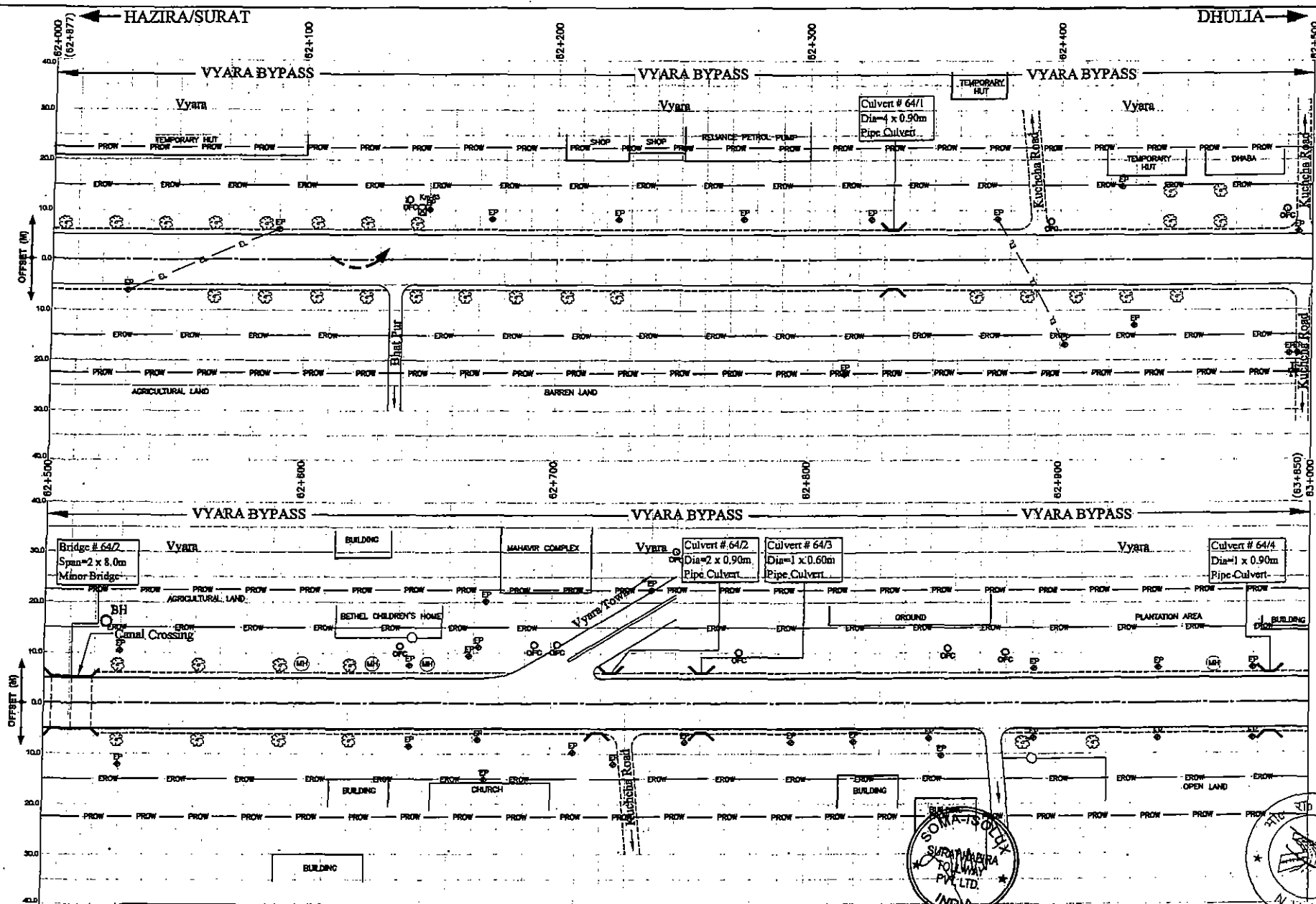
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CHECKED BY: K GUPTA
APPROVED BY: D C DE
Revision: R0

HAZIRA/SURAT ← → DHULIA

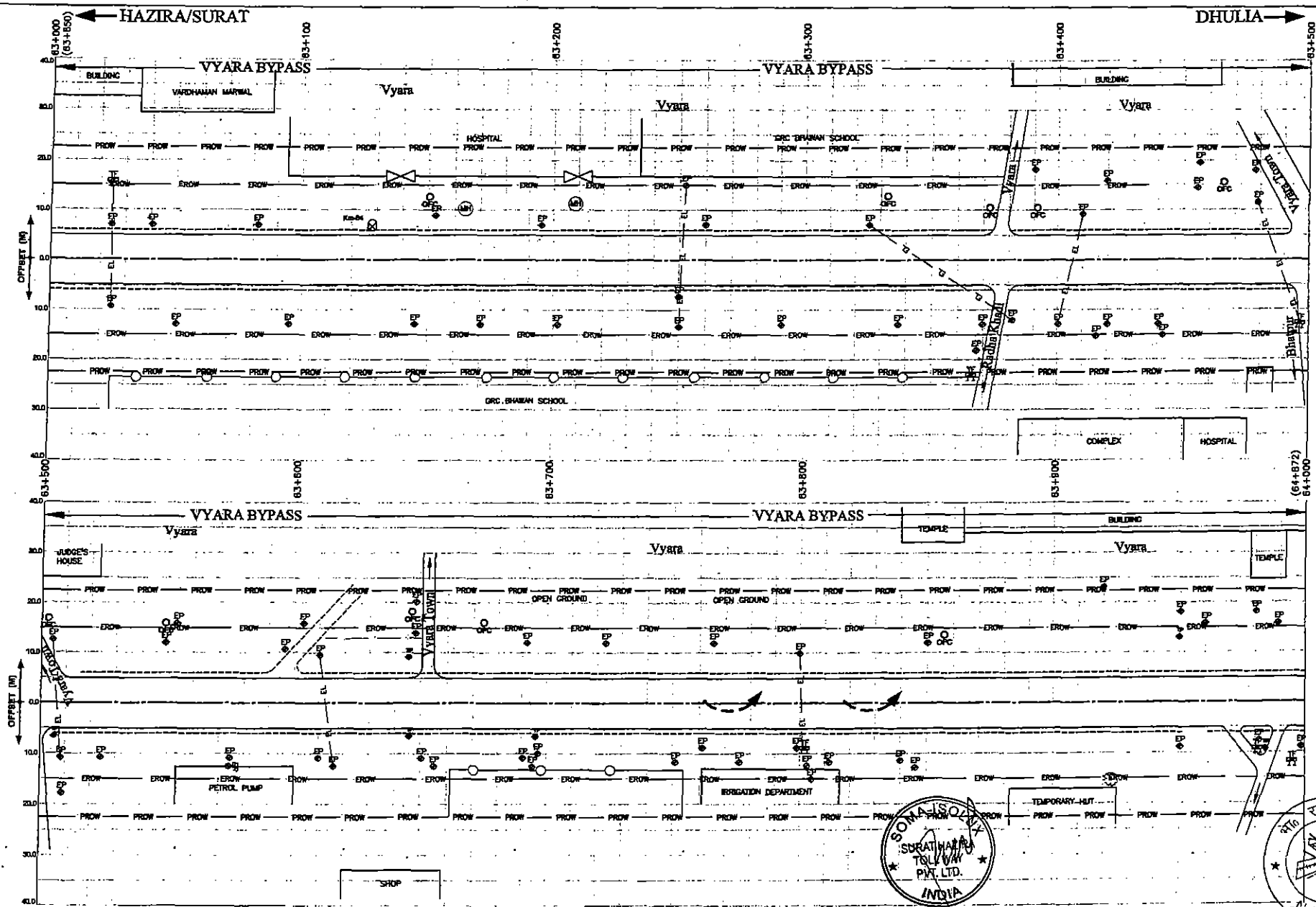


<p>DATE: _____</p> <p>DESCRIPTION OF REVISIONS: _____</p> <p>INITIALS: _____</p>	<p>SCALE</p> <p>20m 0 20 40 60 80m</p> <p>HORIZONTAL SCALE 1:1500</p> <p>10m 0 10 20 30 40m</p> <p>TRANSVERSE SCALE 1:750</p>	<p>CONSULTING ENGINEERING SERVICES (I) PVT. LTD.</p> <p>57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</p>	<p>NATIONAL HIGHWAYS AUTHORITY OF INDIA</p> <p>(Ministry of Shipping, Road Transport & Highways)</p> <p>FEASIBILITY STUDY AND DPR FOR 4th LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT</p>	<p>STRIP PLAN OF EXISTING ROAD</p> <p>(Bardoli to GJ/MH Boder Section)</p> <p>(Km. 60+000 to Km. 61+000)</p>	<p>DRAWING No : 2006093/RE/SP/27</p> <p>DATE : JULY 2008</p> <p>DESIGNED BY : S C JHA</p> <p>DRAWN BY : M. SRIVASTAVA</p> <p>CHECKED BY : K GUAME</p> <p>APPROVED BY : D C DE</p>
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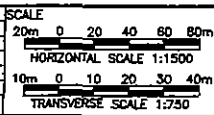
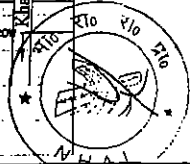
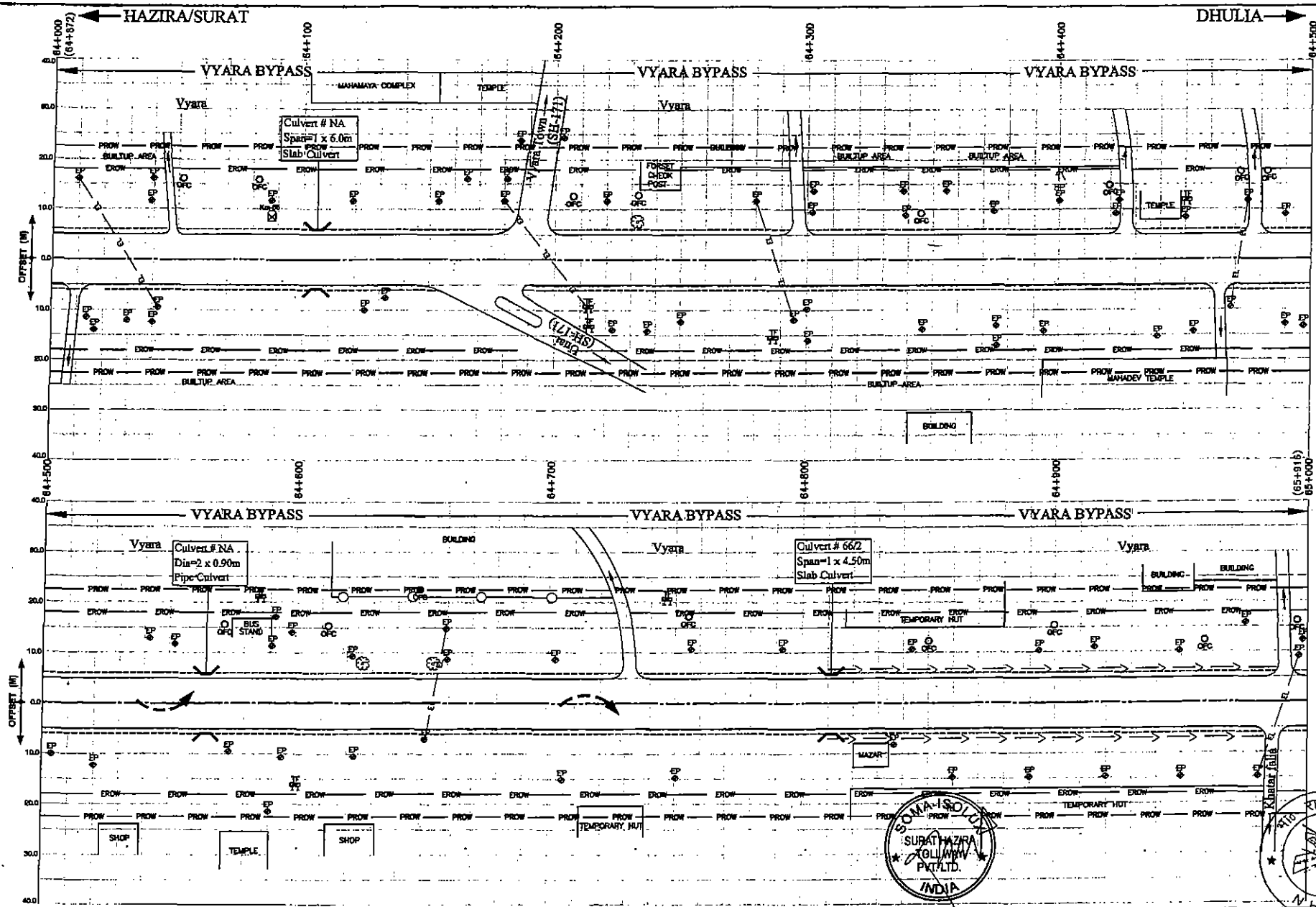




<p>DATE: 01/07/2008</p> <p>DESIGNED BY: S.C.J.H.</p> <p>CHECKED BY: M. SRINIVASA</p> <p>APPROVED BY: K. GUNDE</p> <p>D.C.D.E.</p>	<p>SCALE</p> <p>20m 0 20 40 60 80m</p> <p>HORIZONTAL SCALE 1:1500</p> <p>10m 0 10 20 30 40m</p> <p>TRANSVERSE SCALE 1:750</p>	<p>CONSULTING ENGINEERING SERVICES (I) PVT. LTD.</p> <p>57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</p>	<p>NATIONAL HIGHWAYS AUTHORITY OF INDIA</p> <p>(Ministry of Shipping, Road Transport & Highways)</p> <p>FEASIBILITY STUDY AND DPR FOR 4/6 LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT</p>	<p>STRIP PLAN OF EXISTING ROAD</p> <p>(Bardoli to GJ/MH Border Section)</p> <p>(Km. 62+000 to Km. 63+000)</p>	<p>DRAWING No: 2066093/RH/SP/29</p> <p>DATE: JULY 2008</p> <p>Revision: RD</p>
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DATE: _____ DESCRIPTION OF REVISIONS: _____ REVISIONS: _____	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Boder Section) (Km. 63+000 to Km. 64+000)	DRAWING No: 2006093/RH/SP/30 DATE: JULY 2008 DESIGNED BY: S C JHA DRAWN BY: M SRIVASTAVA CHECKED BY: K GUMBE APPROVED BY: D C DE
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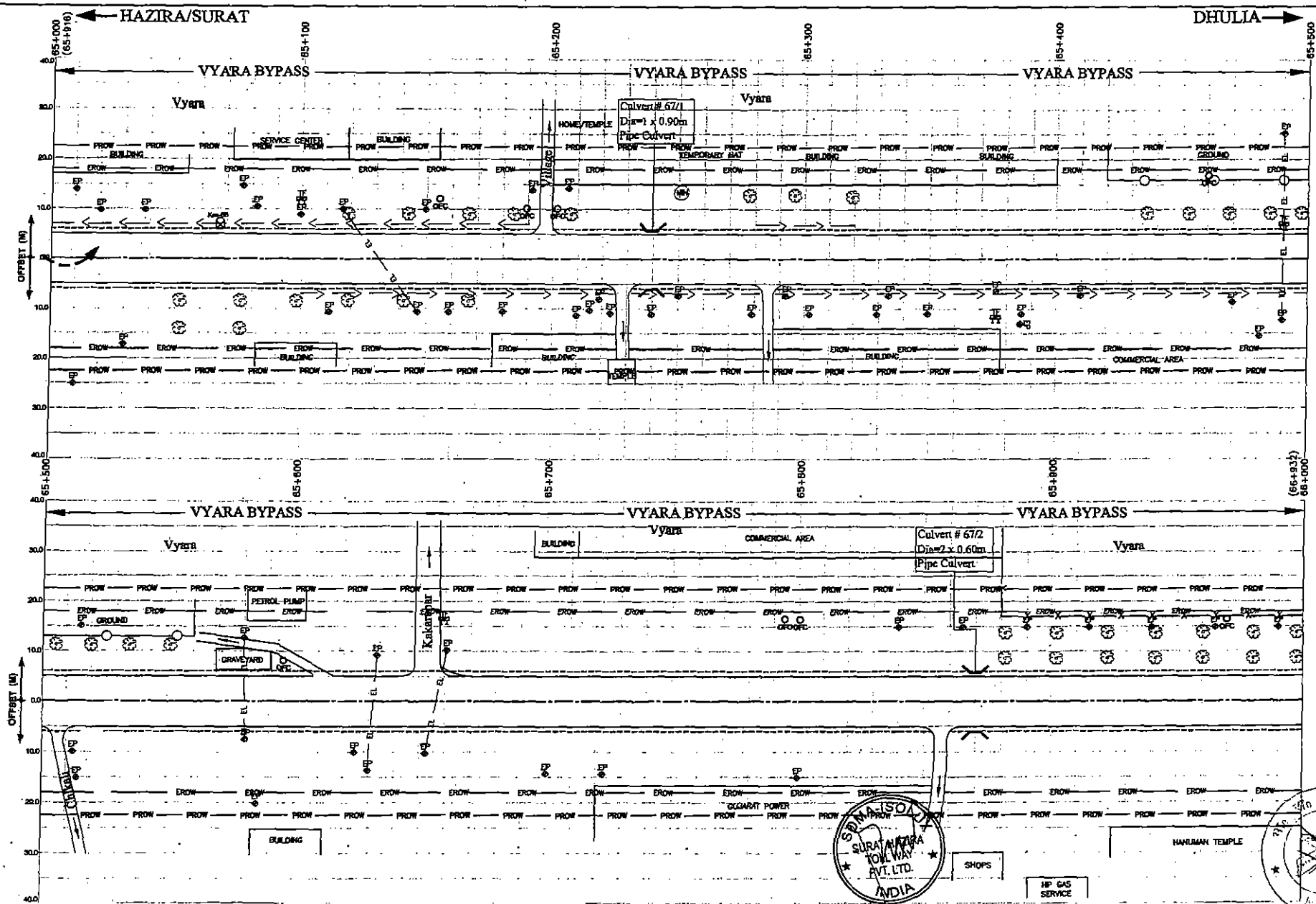


CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

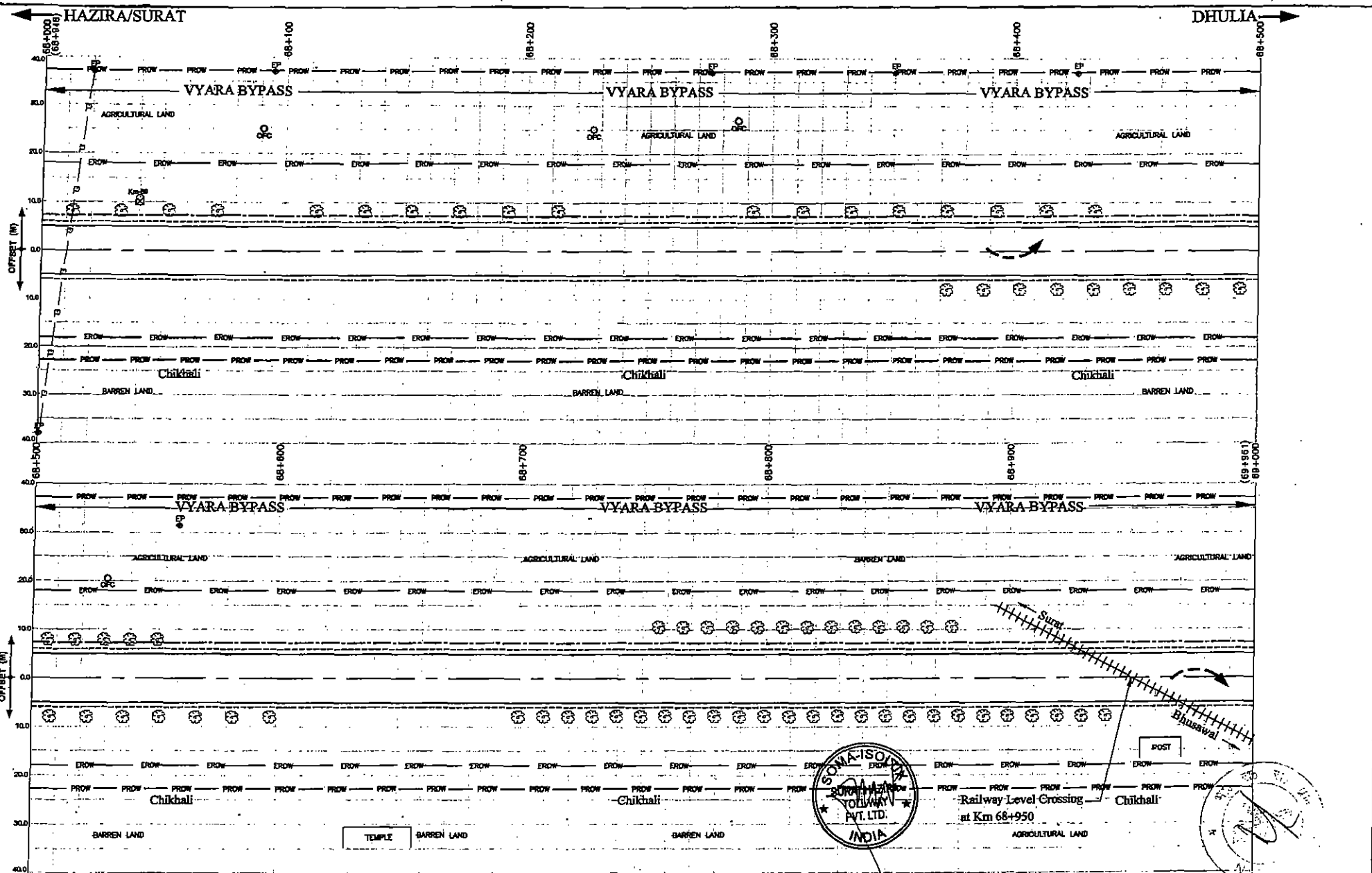
NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
(Bardoli to GJ/MH Border Section)
(Km. 64+000 to Km. 65+000)

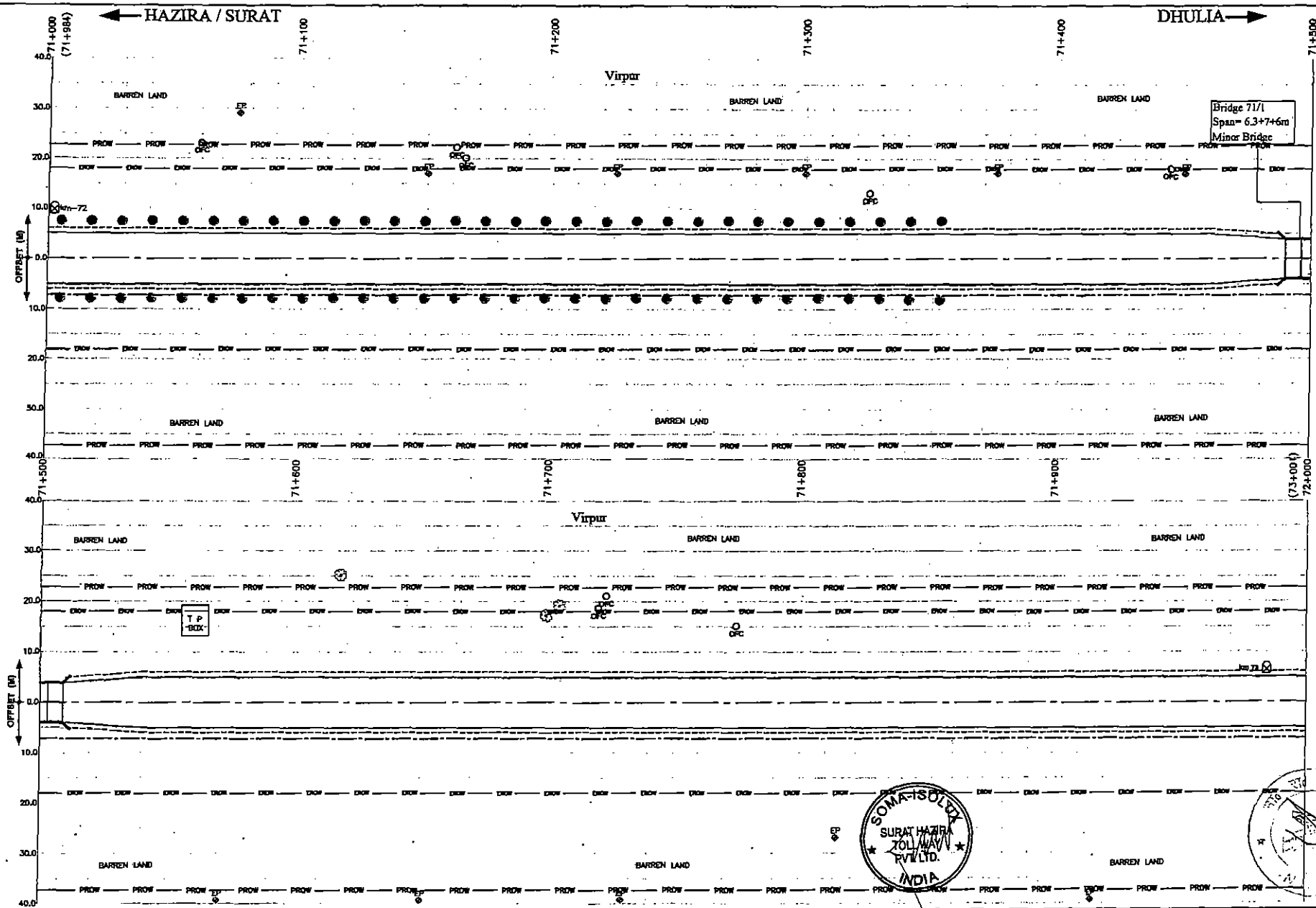
DRAWING No : 2006093/RH/SP/31			
DATE : JULY 2006	Revision: R0		
DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
S C JHA	M SRIVASTAVA	K GUPTA	D C DE



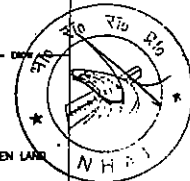
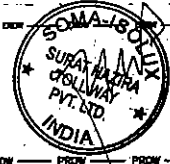
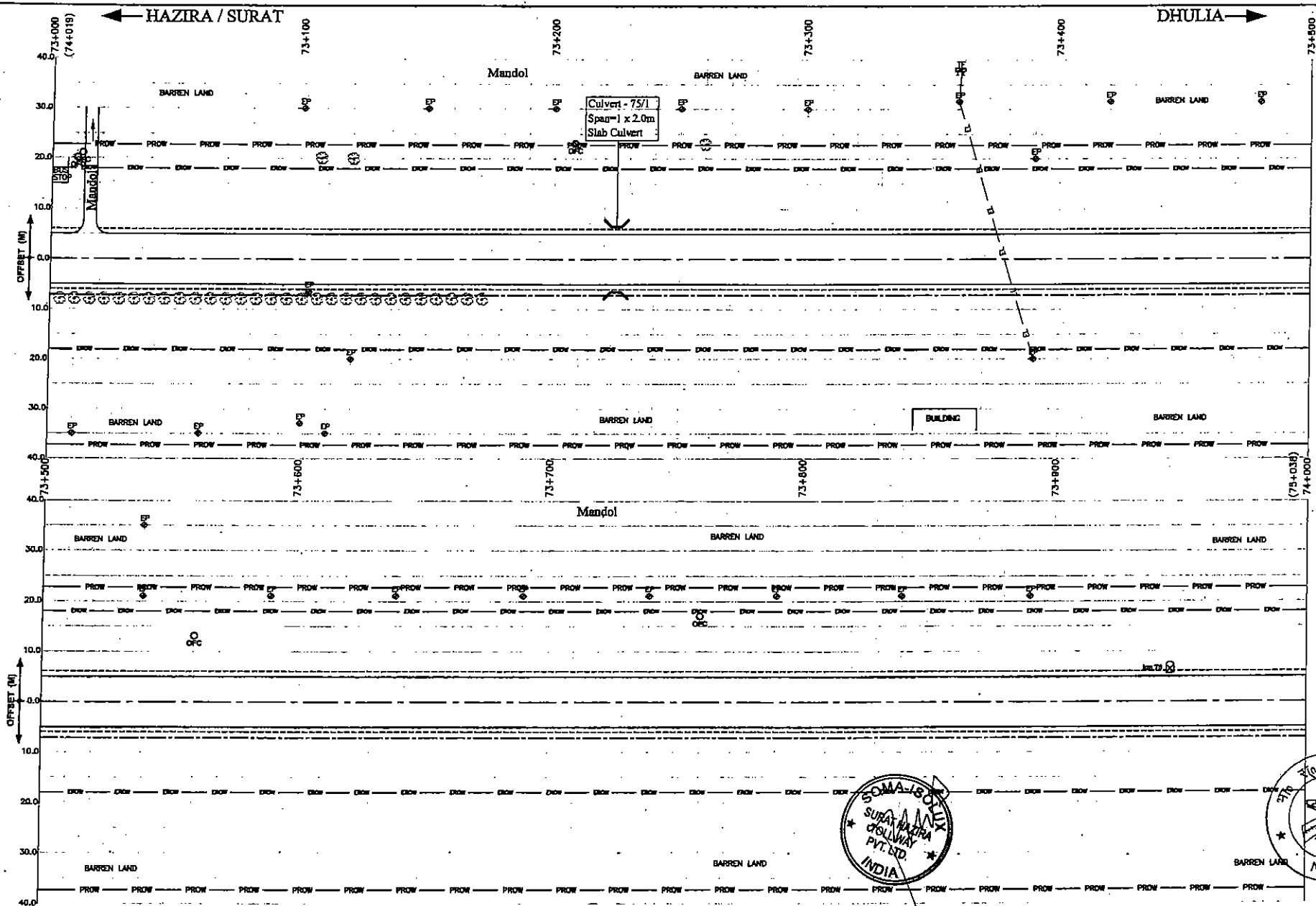
<p>DATE: _____</p> <p>DESCRIPTION OF REVISIONS:</p>	<p>SCALE</p> <p>20m 0 20 40 60 80m</p> <p>HORIZONTAL SCALE 1:1500</p> <p>10m 0 10 20 30 40m</p> <p>TRANSVERSE SCALE 1:750</p>	<p>CONSULTING ENGINEERING SERVICES (I) PVT. LTD.</p> <p>57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</p>	<p>NATIONAL HIGHWAYS AUTHORITY OF INDIA</p> <p>(Ministry of Shipping, Road Transport & Highways)</p> <p>FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT</p>	<p>STRIP PLAN OF EXISTING ROAD</p> <p>(Bardoli to GJ/MH Border Section)</p> <p>(Km. 65+000 to Km. 66+000)</p>	<p>DRAWING No: 2006093/RH/SP/32</p> <p>DATE: JULY 2006</p> <p>DESIGNED BY: S C JHA</p> <p>DRAWN BY: M SRIVASTAVA</p> <p>CHECKED BY: K GANDE</p> <p>APPROVED BY: D C DE</p>
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W.C. DESCRIPTION OF REVISIONS INITIALS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4L LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Boder Section) (Km. 68+000 to Km. 69+000)	DRAWING No: 2006093/RH/SP/35 DATE: JULY 2008 DESIGNED BY: S C JHA DRAWN BY: M SRIVASTAVA CHECKED BY: K GUPTA APPROVED BY: D C DE
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SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750		CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD Bardoli to GJ/MH Border Section) (Km. 71+000 to Km. 72+000)	DRAWING No: 2006093/RH/SP/38 DATE: JULY 2008 DESIGNED BY: S.C.JHA DRAWN BY: J.P.DORRAL CHECKED BY: K.N.GUMAT APPROVED BY: D.C.DE
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SCALE
20m 0 20 40 60 80m
HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750



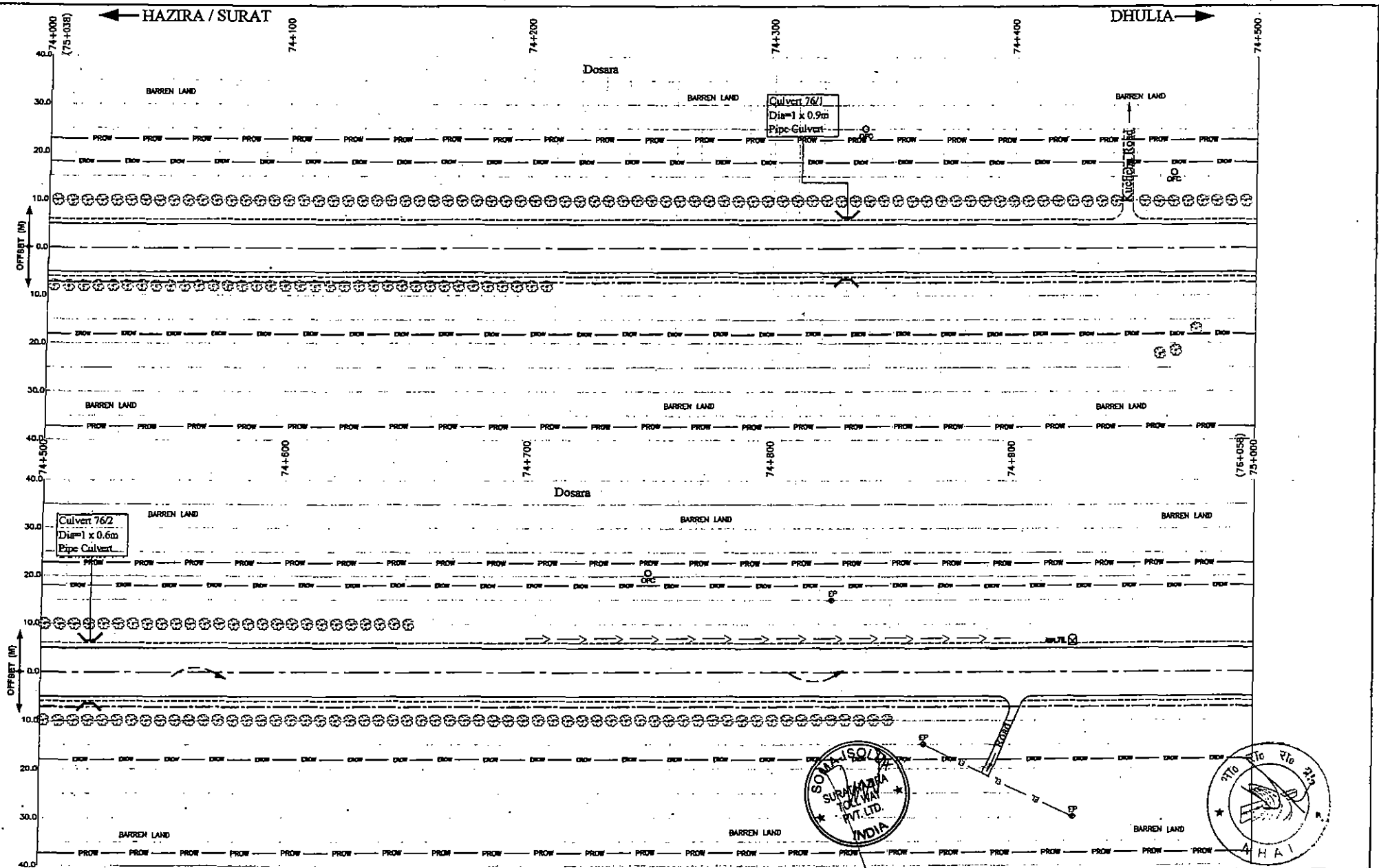
CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19



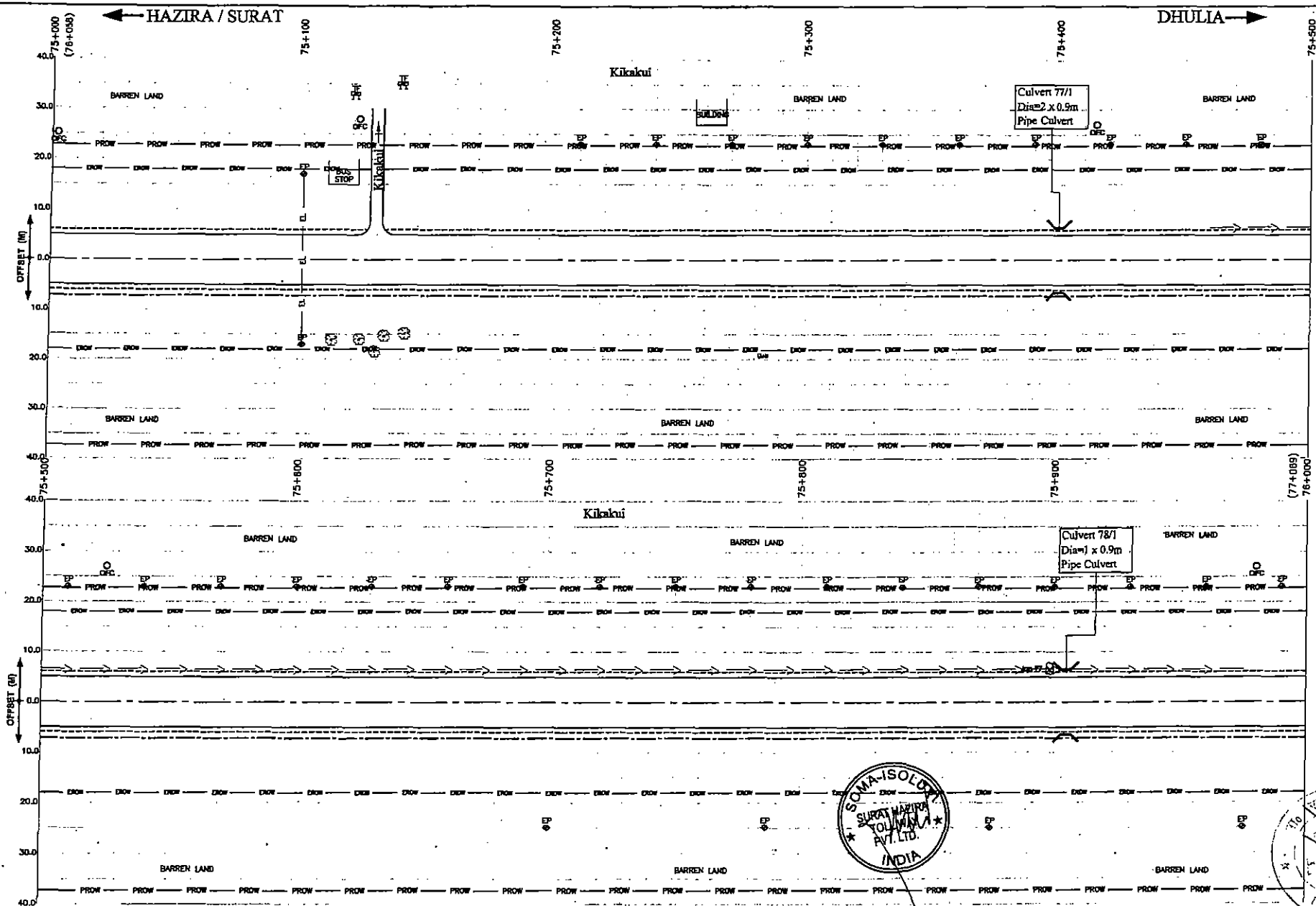
NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 46 LANEING OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
Bardoli to GJ/MH Border Section)
(Km. 73+000 to Km. 74+000)

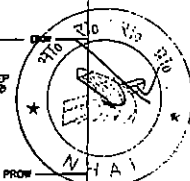
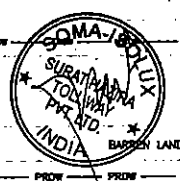
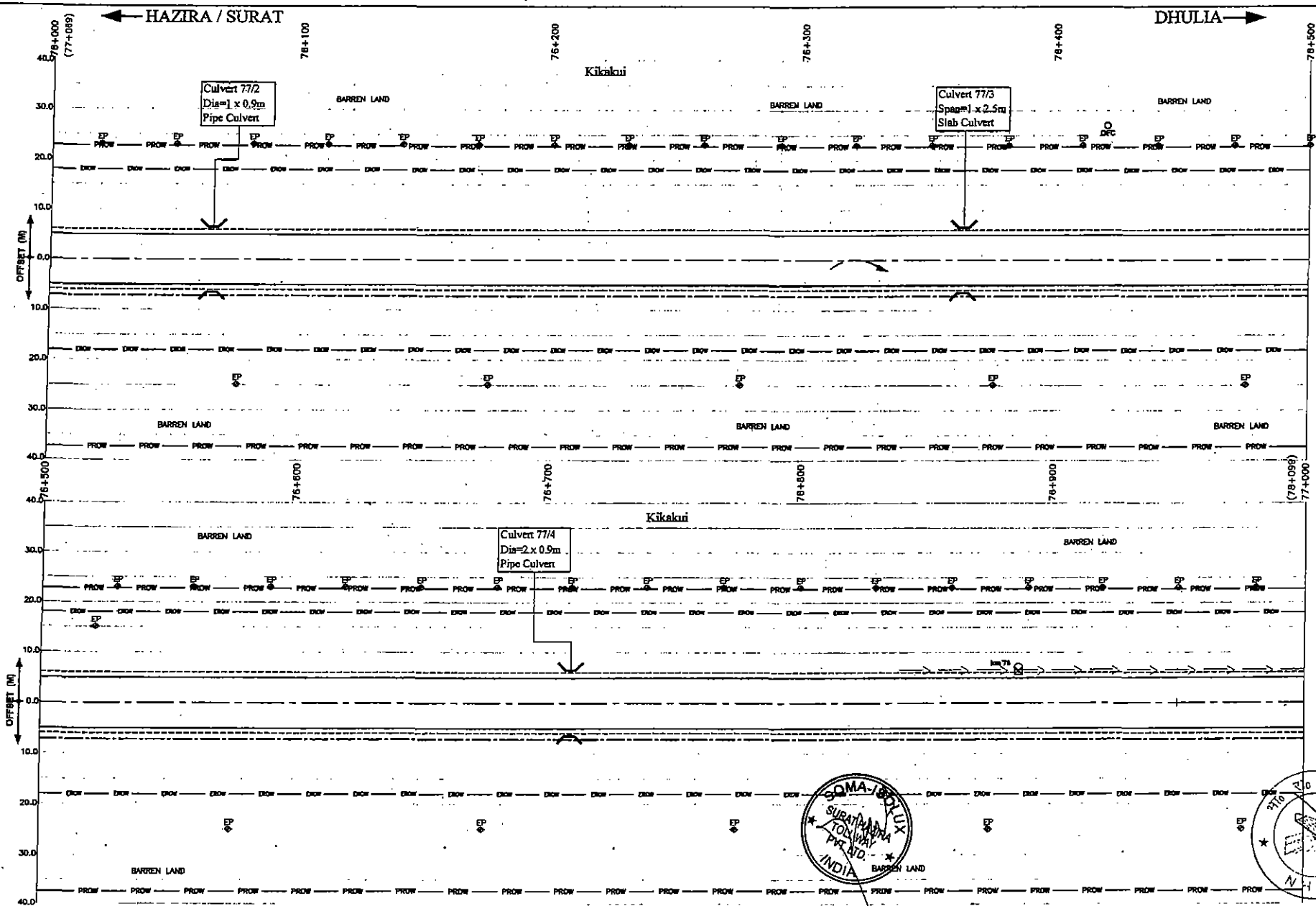
DRAWING No : 2006093/RE/SP/40
DATE : JULY 2008
DESIGNED BY : J.P. DORVAL
DRAWN BY : K.N. GUMBE
CHECKED BY : D.C. DE
APPROVED BY : R.D.



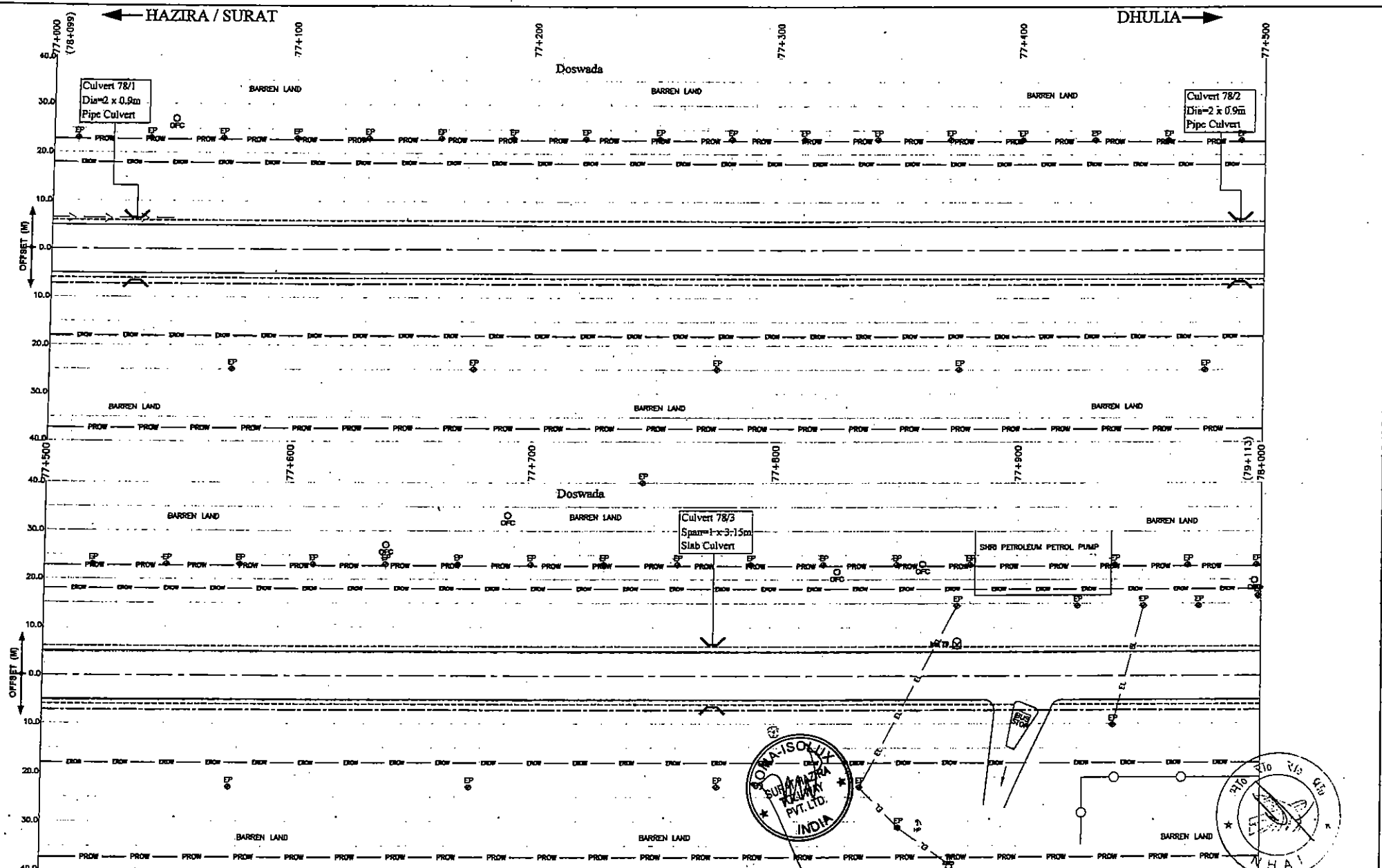
1:1500 1:750	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD Bardoli to GJ/MH Border Section) (Km. 74+000 to Km. 75+000)	DRAWING No : 2006093/RH/SP/41 DATE : JULY 2008 DESIGNED BY : J.P. DORVAL DRAWN BY : K.N. GUAME CHECKED BY : D.C. DE APPROVED BY :
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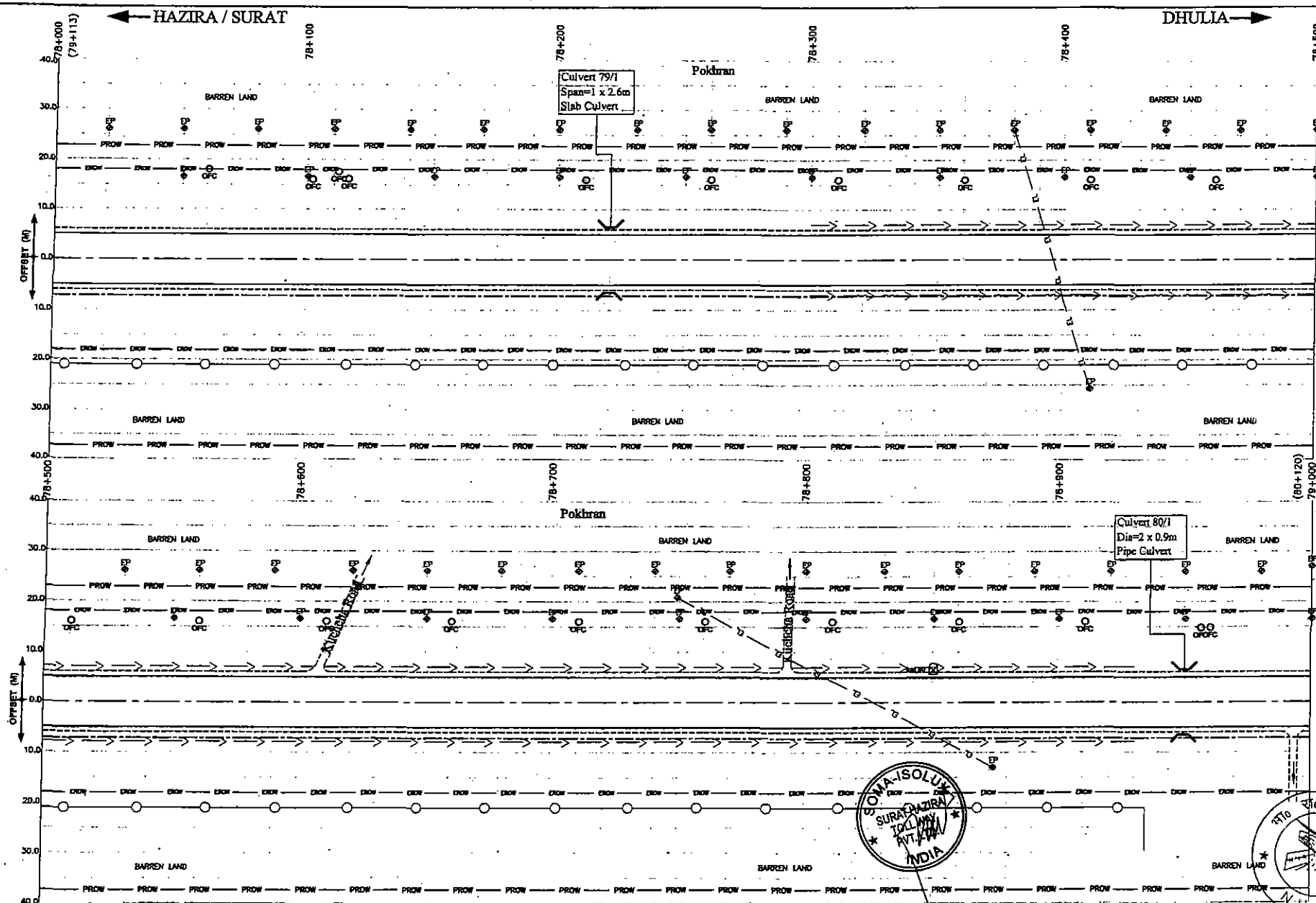
DATE / DESCRIPTION OF REVISIONS INITIALS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD Bardoli to GJ/MH Border Section) (Km. 75+000 to Km. 76+000)	DRAWING No : 2006093/RE/SP/42 DATE : JULY 2008 DESIGNED BY : S.C. JHA DRAWN BY : J.P. DOBHAL CHECKED BY : K.H. GUNDE APPROVED BY : D.C. DE Revision: R0
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REVISIONS NO. DESCRIPTION OF REVISIONS INITIALS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4 th LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD Bardoli to GJ/MH Border Section) (Km. 76+000 to Km. 77+000)	DRAWING No : 2006093/RH/SP/43 DATE : JULY 2006 DESIGNED BY : S.C. JHA DRAWN BY : J.P. DOBHAL CHECKED BY : K.N. GUJME APPROVED BY : D.C. DE Revision: R0
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DESCRIPTION OF REVISIONS INITIALS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD Bardoli to GJ/MH Border Section) (Km. 77+000 to Km. 78+000)	DRAWING No : 2006093/RH/SP/44 DATE : JULY 2008 DESIGNED BY : S C JHA DRAWN BY : J P DOBHAL CHECKED BY : K N GUAME APPROVED BY : D C DE Revision: R0
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SCALE
20m 0 20 40 60 80m
HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750



CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19



NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)

FEASIBILITY STUDY AND DPR FOR 4L 6L LANING OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
Bardoli to GJ/MH Border Section

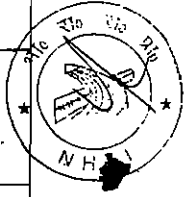
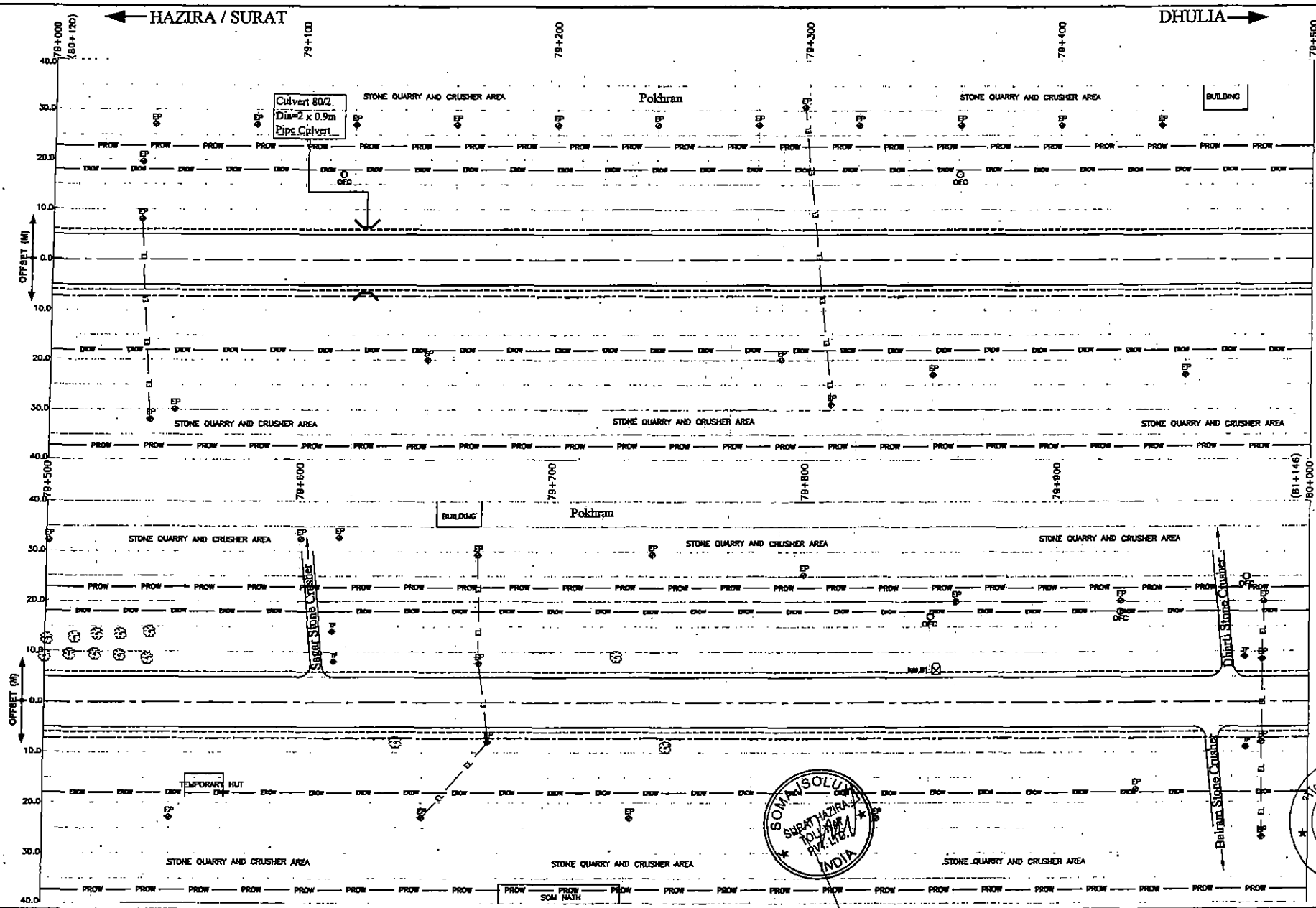
(Km. 78+000 to Km. 79+000)

DRAWING No : 2006093/RH/SP/45

DATE : JULY 2008 Revision: R0

DESIGNED BY: DRAWN BY: CHECKED BY: APPROVED BY:

S C JHA J P DORHAL K N GUJME D C DE



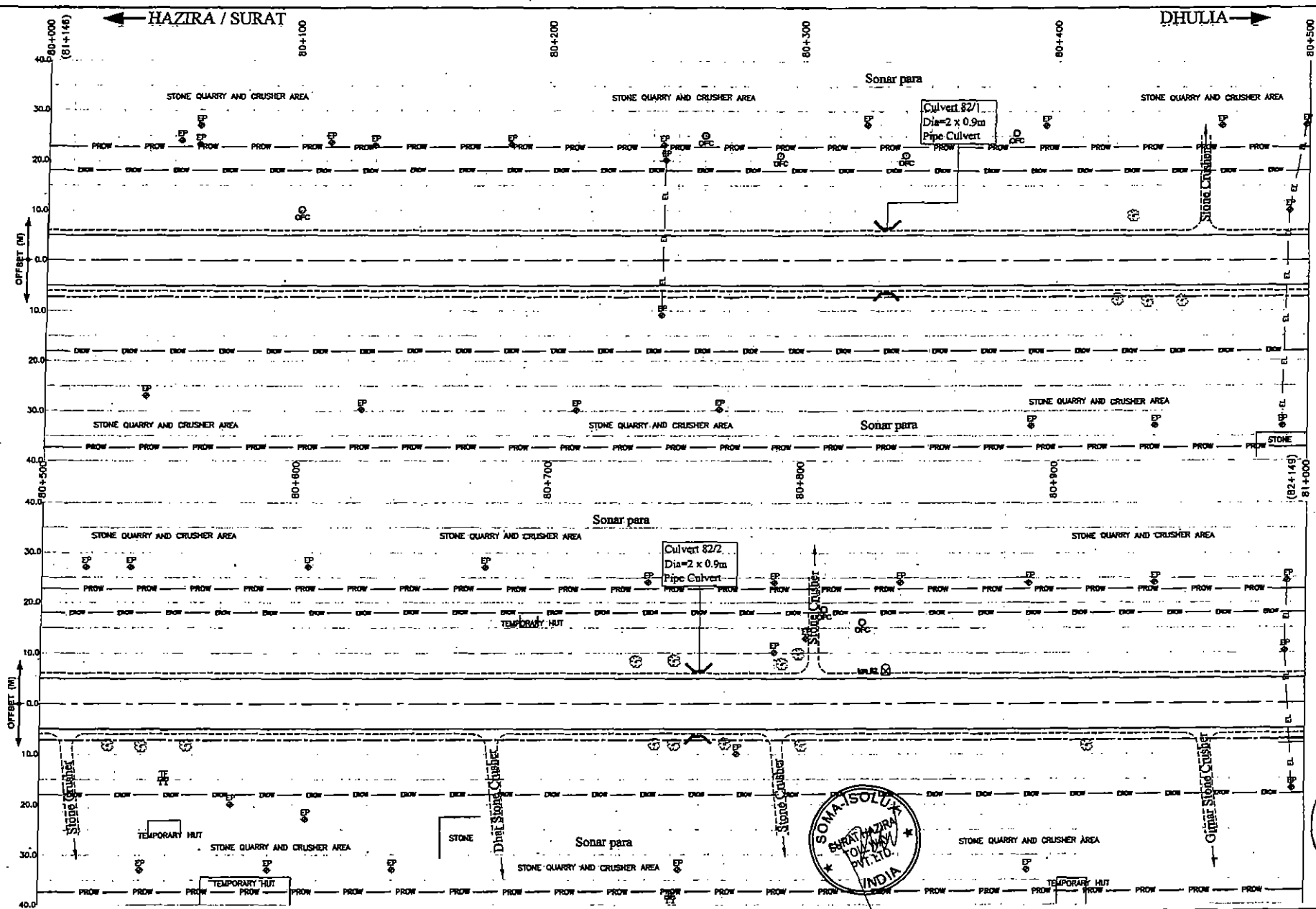
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CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

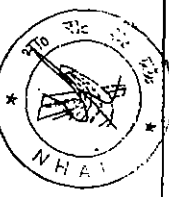
NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
Bardoli to GJ/MH Border Section)
(Km. 79+000 to Km. 80+000)

DRAWING No : 2006093/RE/SP/46	
DATE : JULY 2008	Revision: R0
DESIGNED BY	DRAWN BY
CHECKED BY	APPROVED BY
S.C.H.A.	J.P. DOBHAL K.N. GANGE D.C. DE



SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750		CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 67, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4 th LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD Bardoli to GJ/MH Border Section) (Km. 80+000 to Km. 81+000)	DRAWING No : 2006093/RH/SP/47 DATE : JULY 2006 DESIGNED BY : J.P. DOBHAL DRAWN BY : J.P. DOBHAL CHECKED BY : K.N. GUNDE APPROVED BY : D.C. DE
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HAZIRA / SURAT

DHULIA

81+000

81+100

81+200

81+300

81+400

81+500

81+600

81+700

81+800

81+900

82+000

82+100

82+200

82+300

82+400

82+500

82+600

82+700

82+800

82+900

83+000

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83+200

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89+000

89+100

89+200

89+300

89+400

89+500

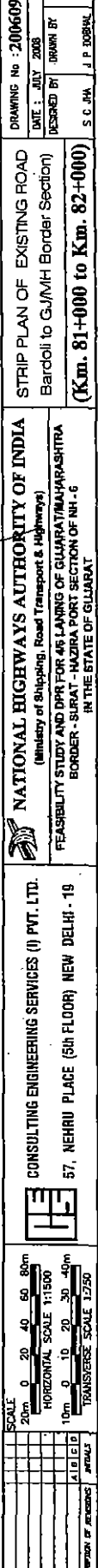
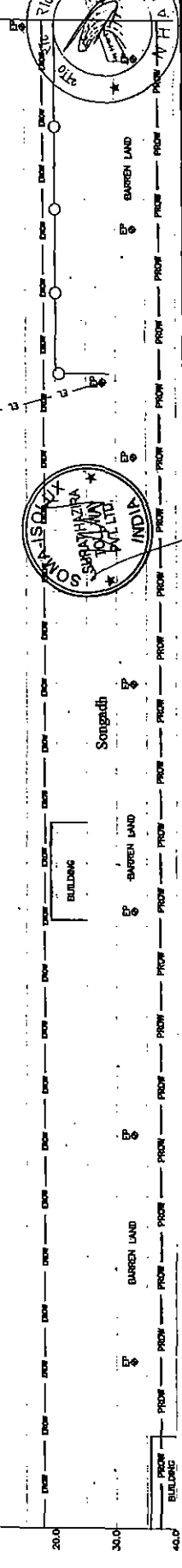
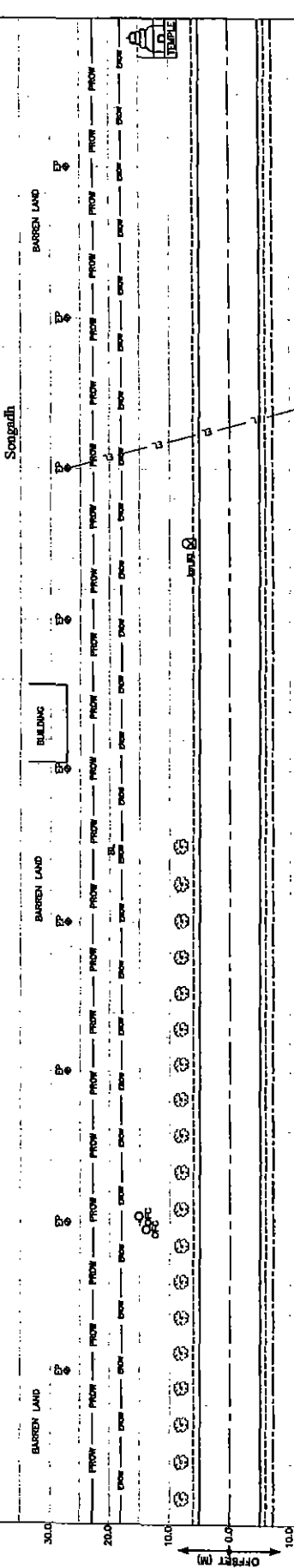
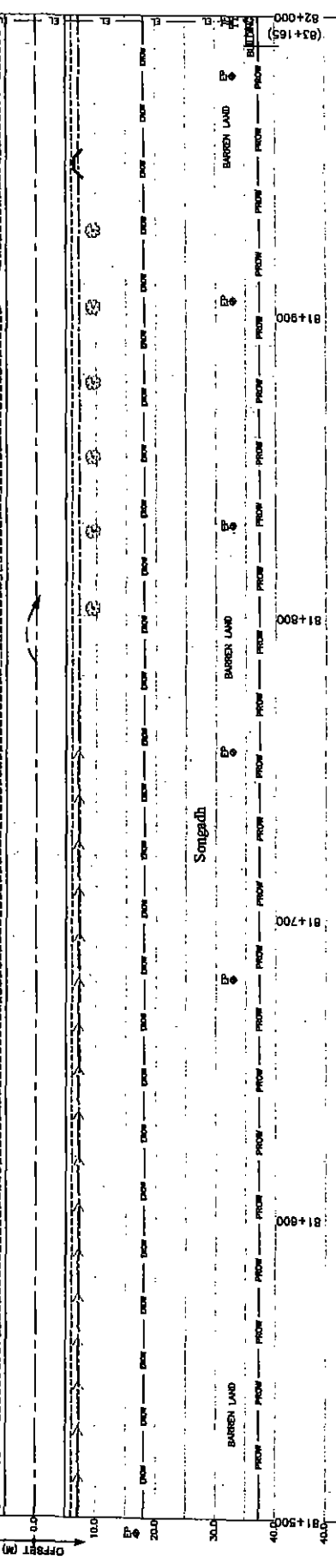
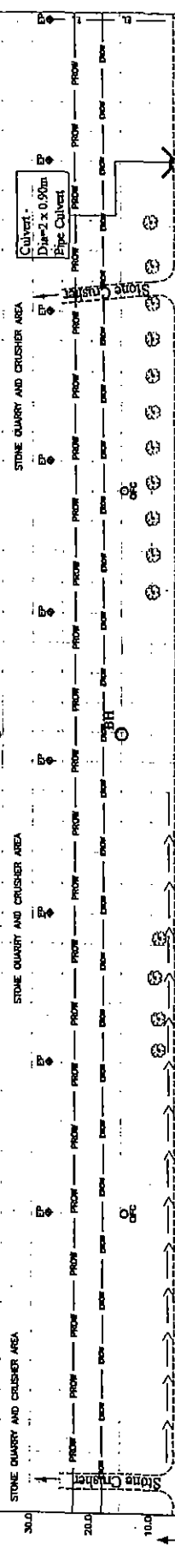
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89+700

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89+900

90+000



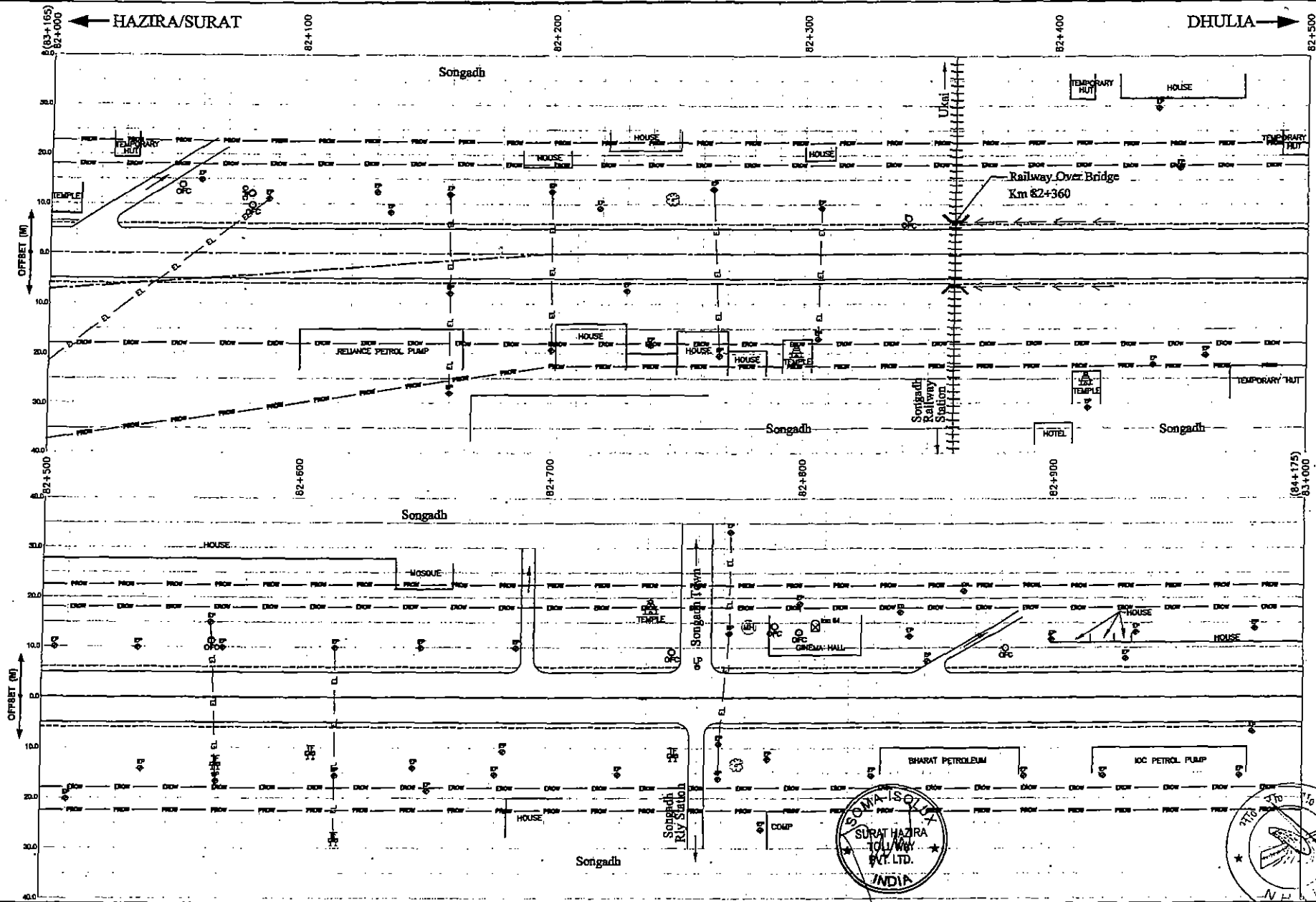
DRAWING No : 2006093/RH/SP/48
DATE : JULY 2006
DESIGNED BY : J. P. DORNI
CHECKED BY : J. P. DORNI
APPROVED BY : J. P. DORNI

STRIP PLAN OF EXISTING ROAD
Bardoli to G/MH Border Section)
(Km. 81+000 to Km. 82+000)

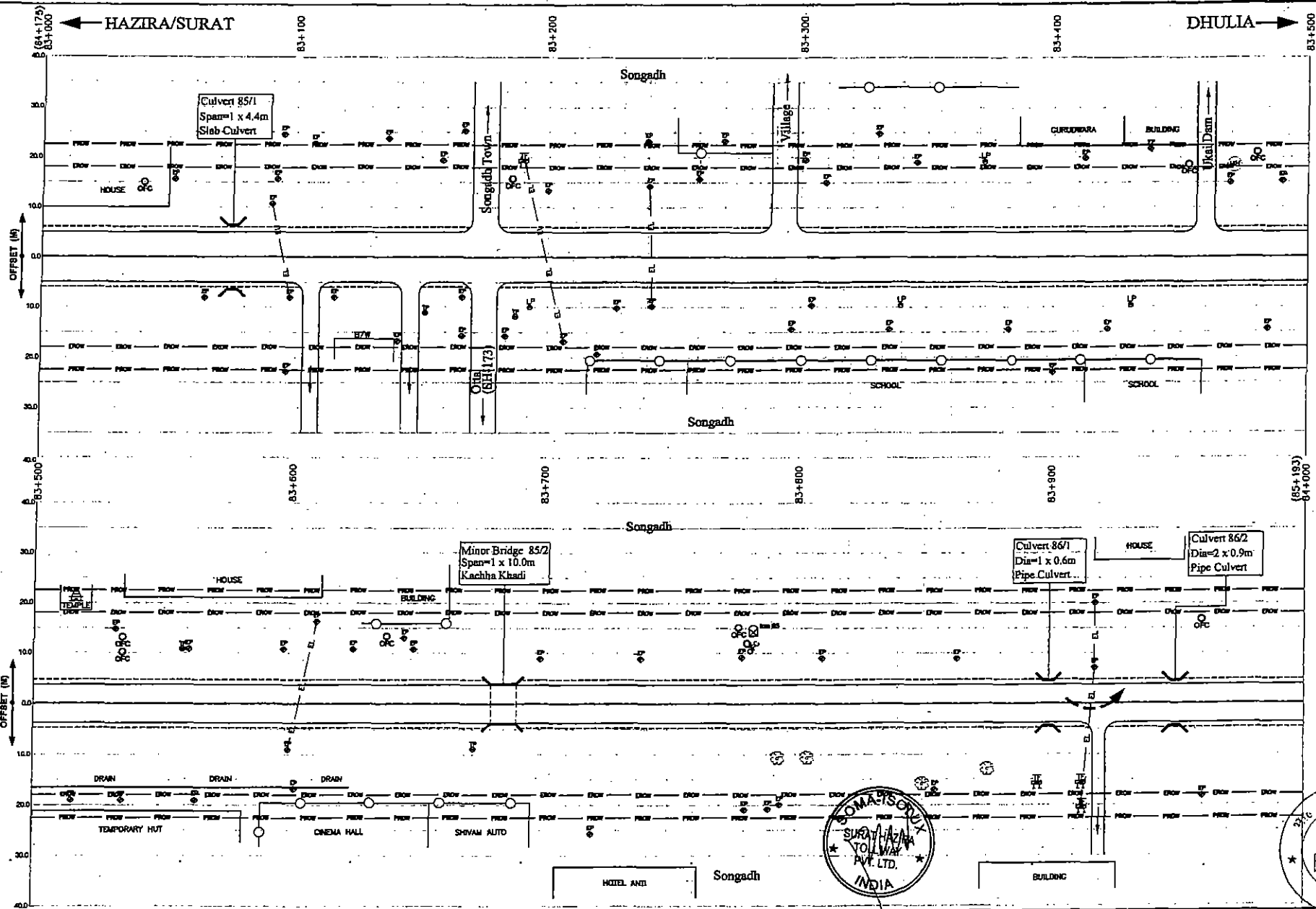
NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 45 LKMS OF GILARATIMAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

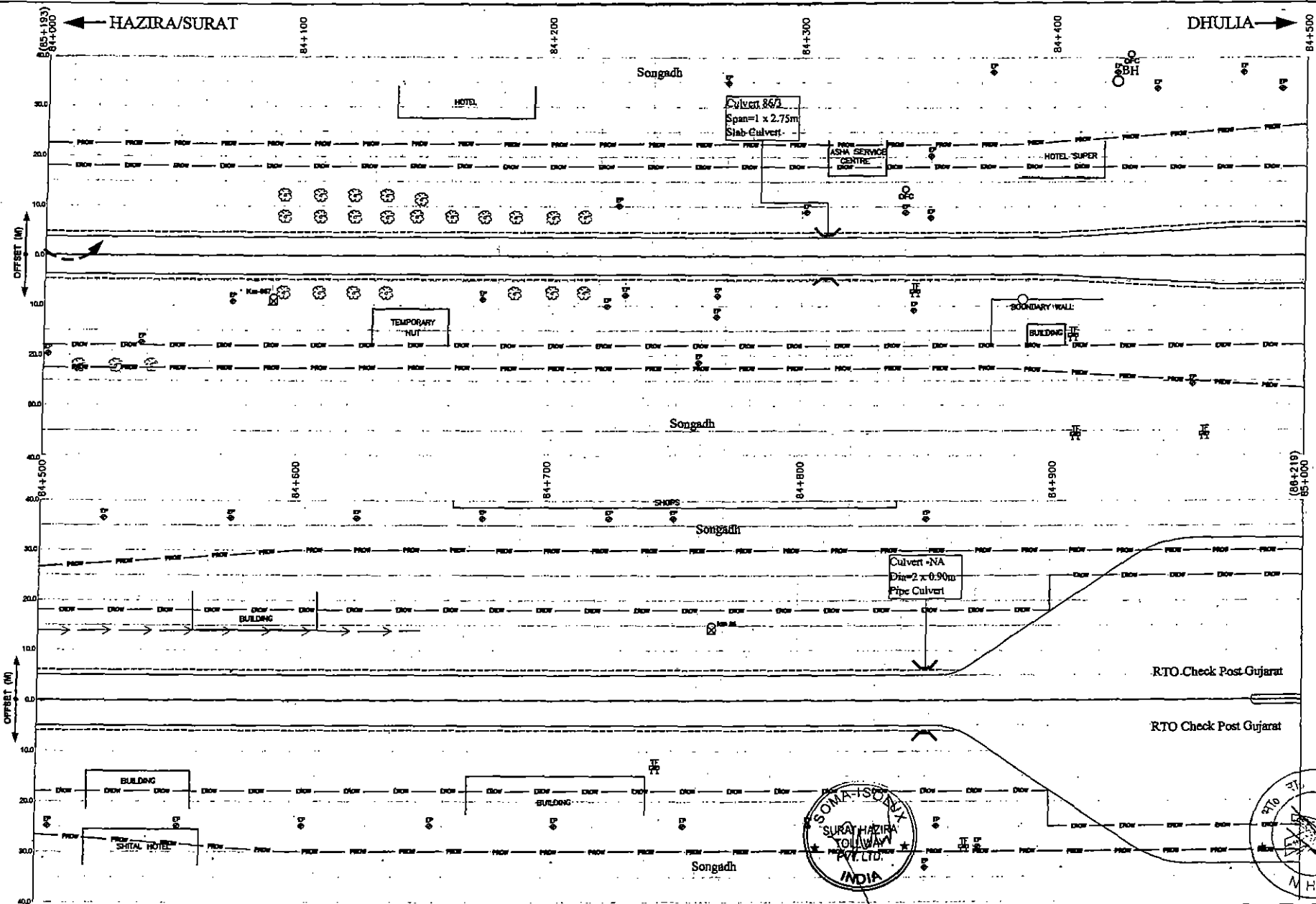
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HORIZONTAL SCALE	1:1500
TRANSVERSE SCALE	1:750
DATE	20/07/06
BY	J. P. DORNI
CHECKED BY	J. P. DORNI
APPROVED BY	J. P. DORNI



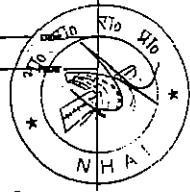
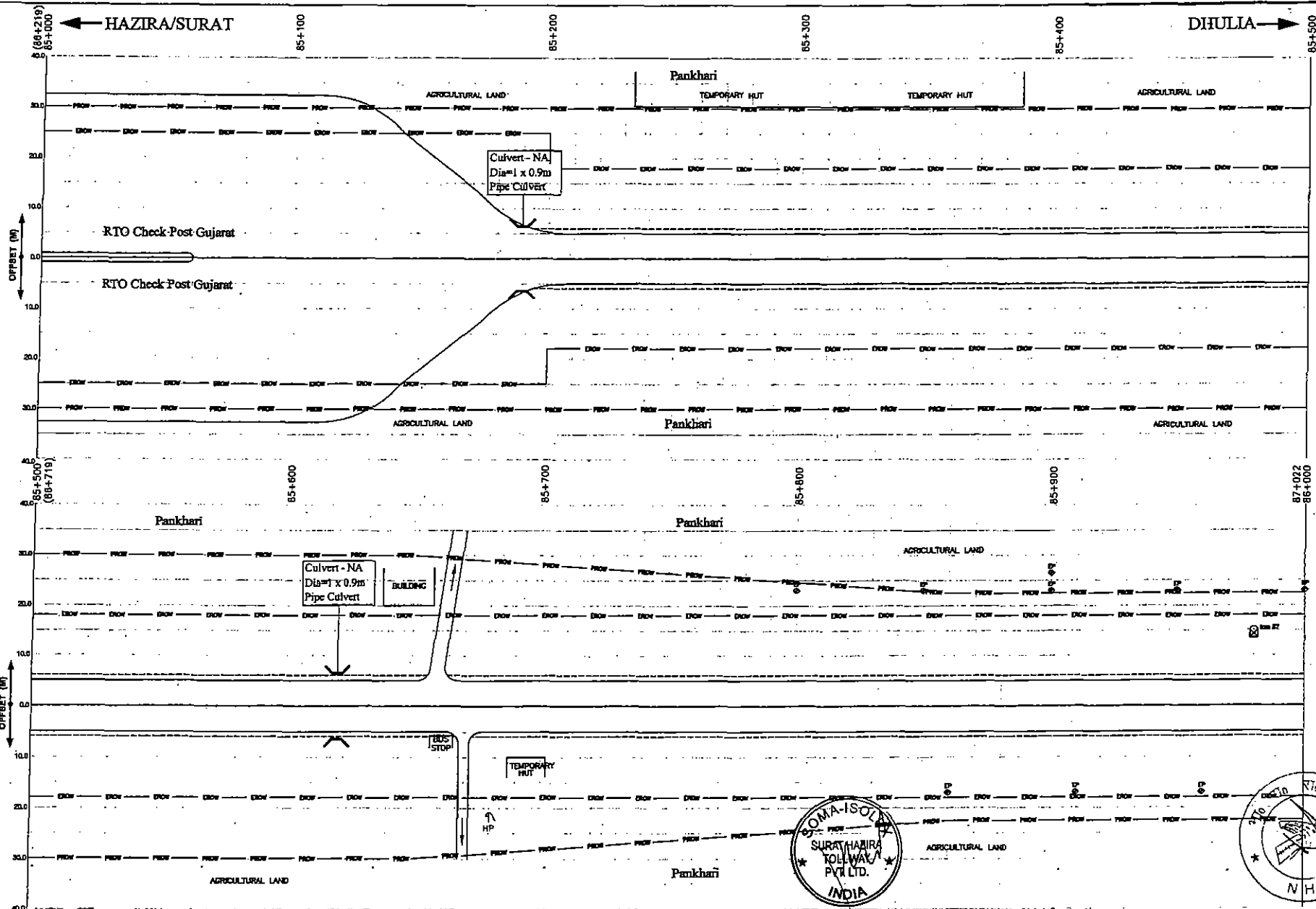
DATE: _____ DESCRIPTION OF REVISIONS: _____ INITIALS: _____	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Border Section) (Km. 82+000 to Km. 83+000)	DRAWING No : 2006093/RH/SP/49 DATE : JULY 2008 DESIGNED BY : S C JHA DRAWN BY : M SRIVASTAVA CHECKED BY : K GUPTA APPROVED BY : D C DE
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DATE: _____ DESCRIPTION OF REVISIONS: _____ INITIALS: _____	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4L 6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Boder Section) (Km. 83+000 to Km. 84+000)	DRAWING No : 2006093/RH/SP/50 DATE : JULY 2008 DESIGNED BY: S. C. JHA DRAWN BY: M. SRIVASTAVA CHECKED BY: K. GUMBE APPROVED BY: D. C. DE Revision: R0
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DATE DESCRIPTION OF REVISION INITIALS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Boder Section) (Km. 84+000 to Km. 85+000)	DRAWING No : 2006093/RH/SP/51 DATE : JULY 2009 DESIGNED BY S C JHA DRAWN BY M SRIVASTAVA CHECKED BY K GUMBE APPROVED BY D C DE Revision: R0
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SCALE
20m 0 20 40 60 80m
HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750



CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

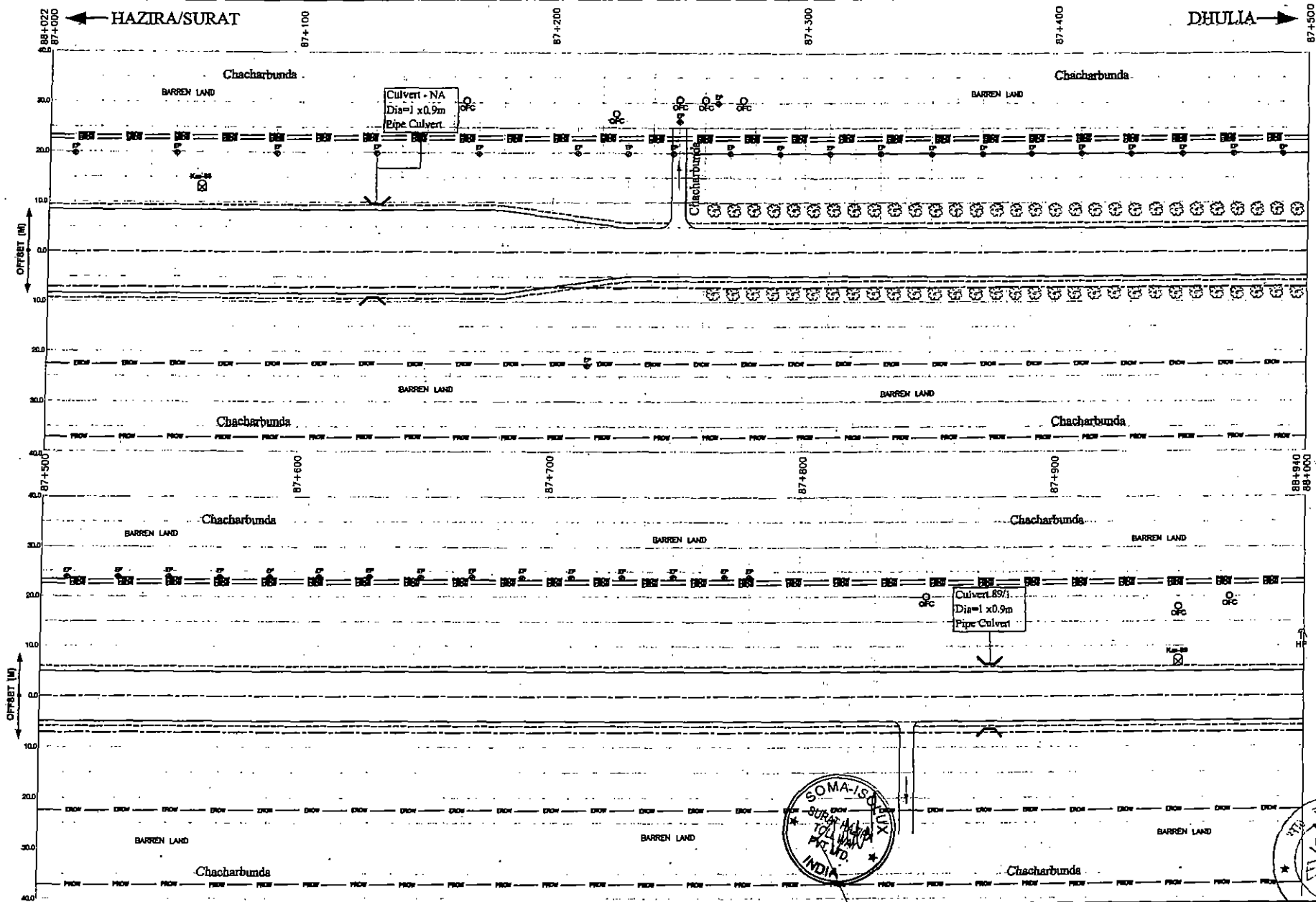


NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 4th LANEING OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

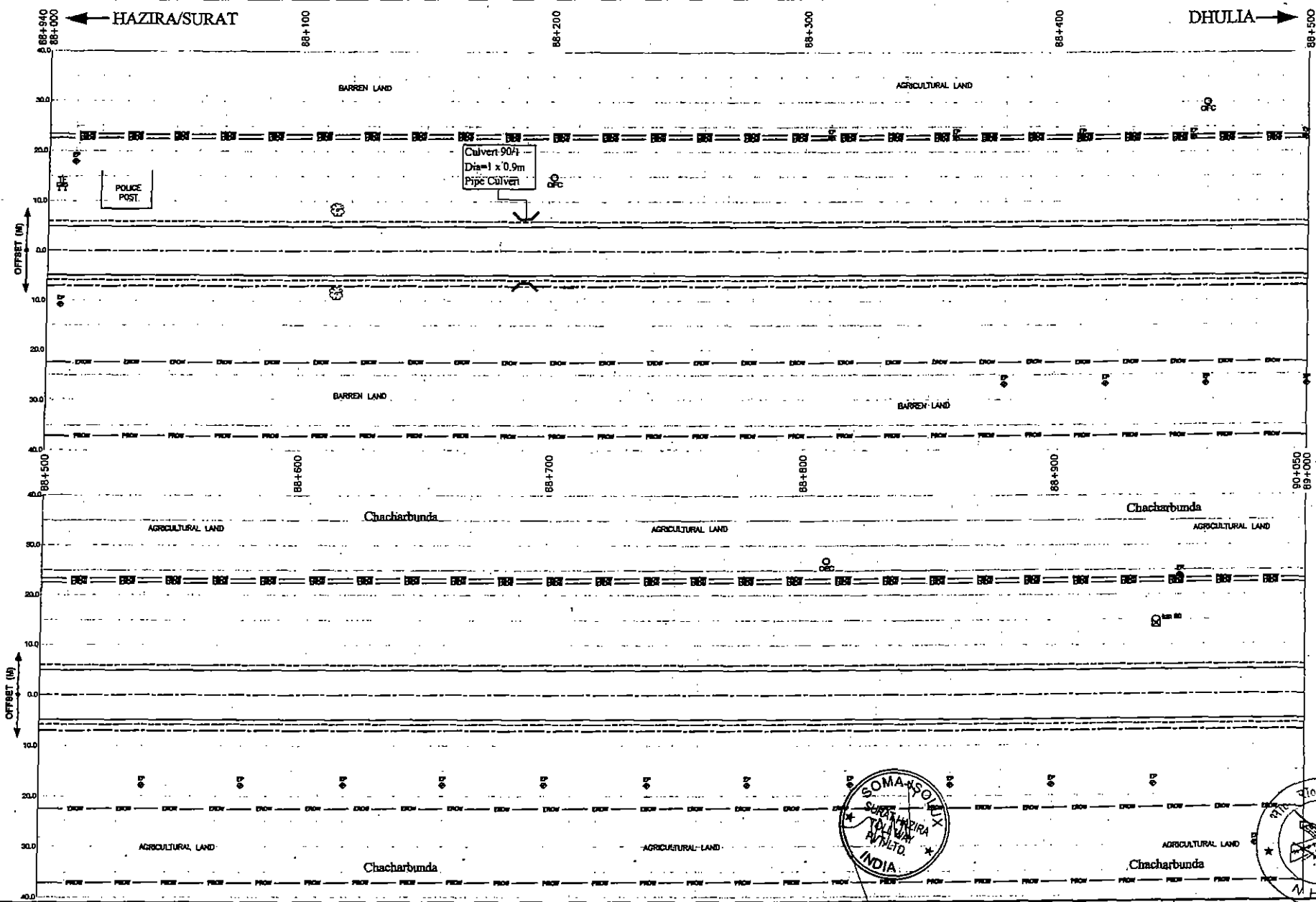
STRIP PLAN OF EXISTING ROAD
(Bardoli to GJ/MH Boder Section)
(Km. 85+000 to Km. 86+000)

DRAWING No : 2006093/RE/SP/52

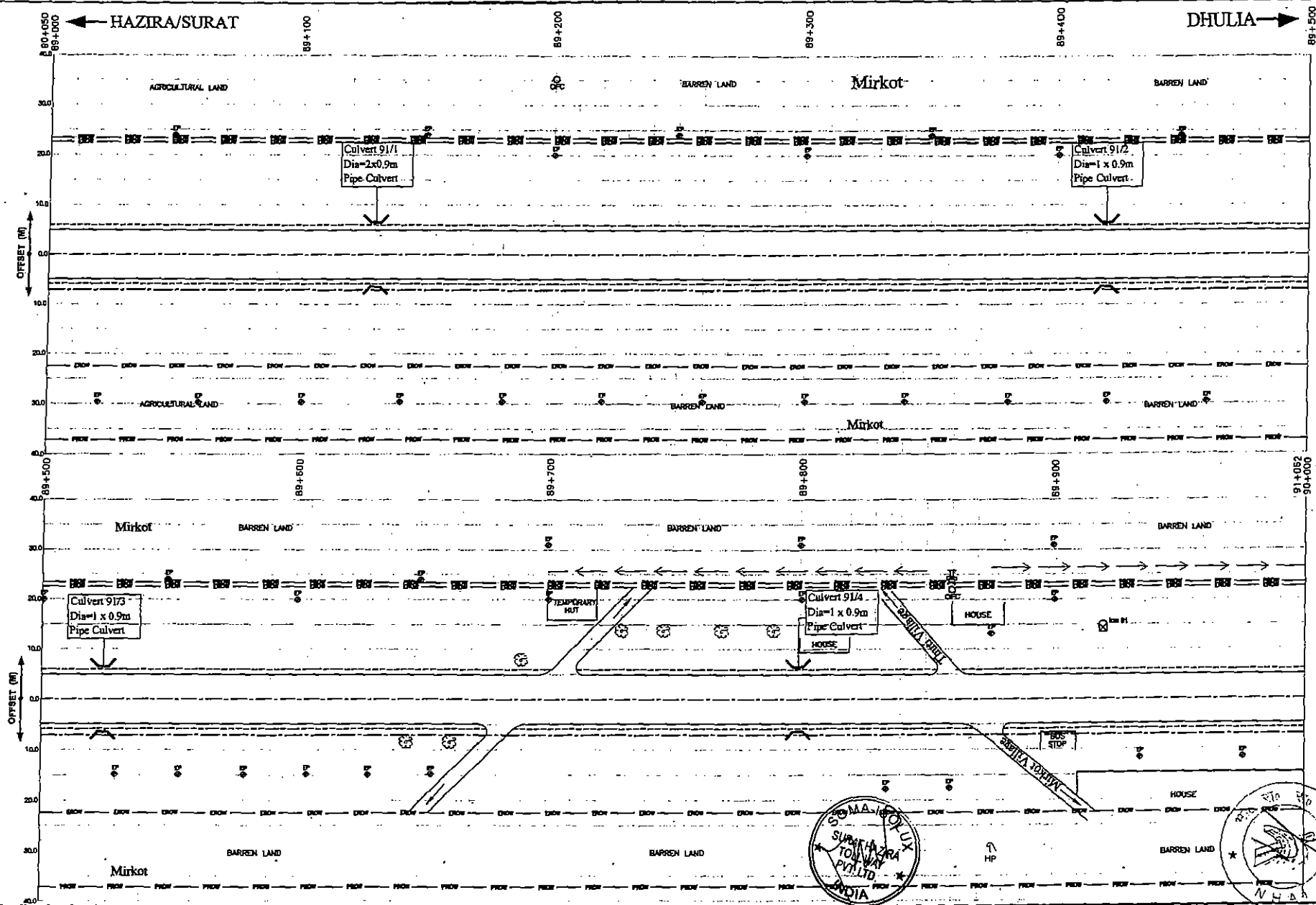
DATE : JULY 2008		Revision: R0	
DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
S C JHA	M SRIVASTAVA	K GUAME	D C DE



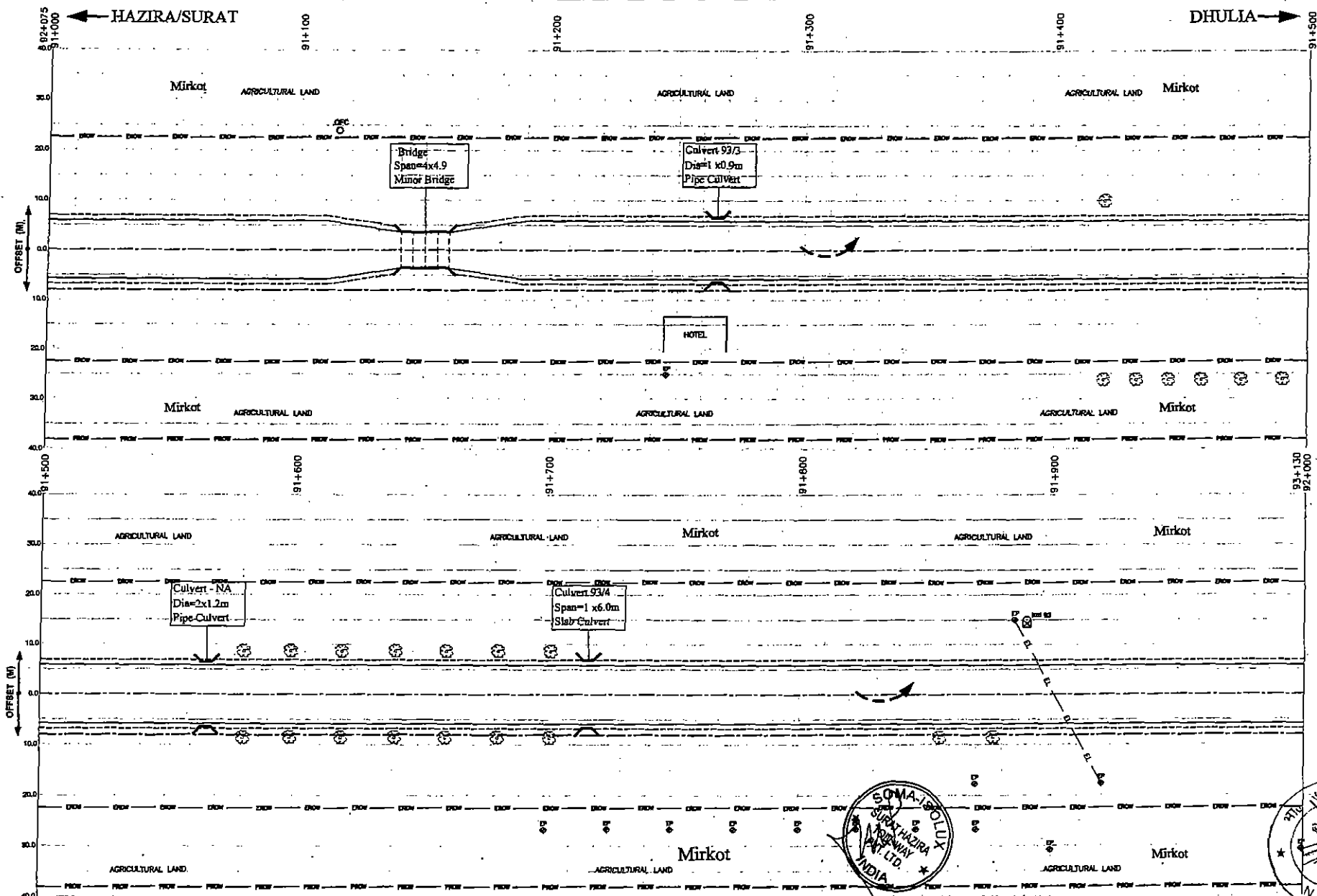
SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750		CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19		NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/5 LANEING OF GUJARAT/MHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH-6 IN THE STATE OF GUJARAT		STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Boder Section) (Km. 87+000 to Km. 88+000)		DRAWING No : 2006093/05/SP/54 DATE : JULY 2006 DESIGNED BY : S C JHA DRAWN BY : M SRIVASTAVA CHECKED BY : K GUAME APPROVED BY : D C DE	
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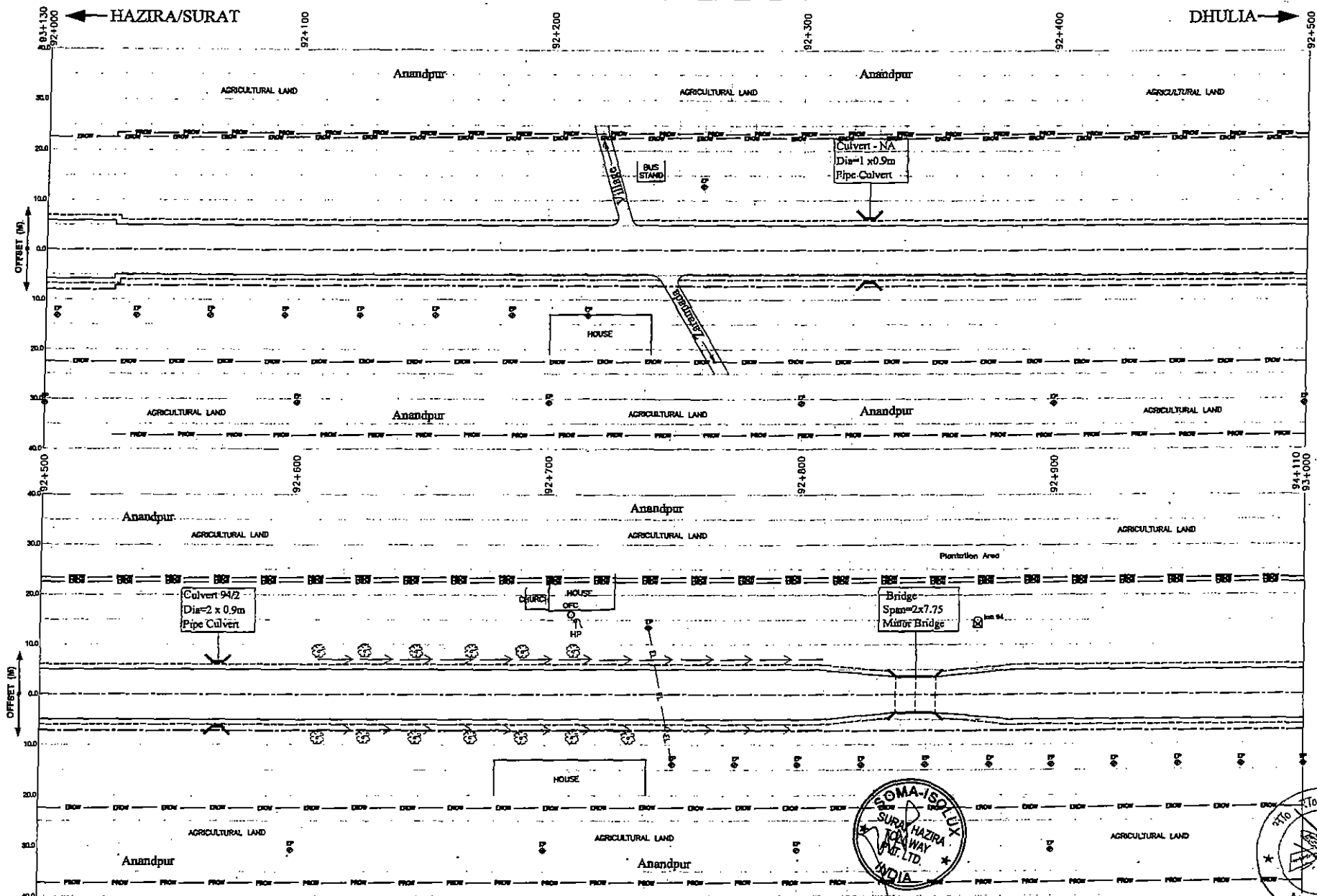
SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750		CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Boder Section) (Km. 88+000 to Km. 89+000)	DRAWING No : 2006093/RH/SP/55 DATE : JULY 2008 DESIGNED BY : S C JHA DRAWN BY : M SRIVASTAVA CHECKED BY : K GUAME APPROVED BY : D C DE
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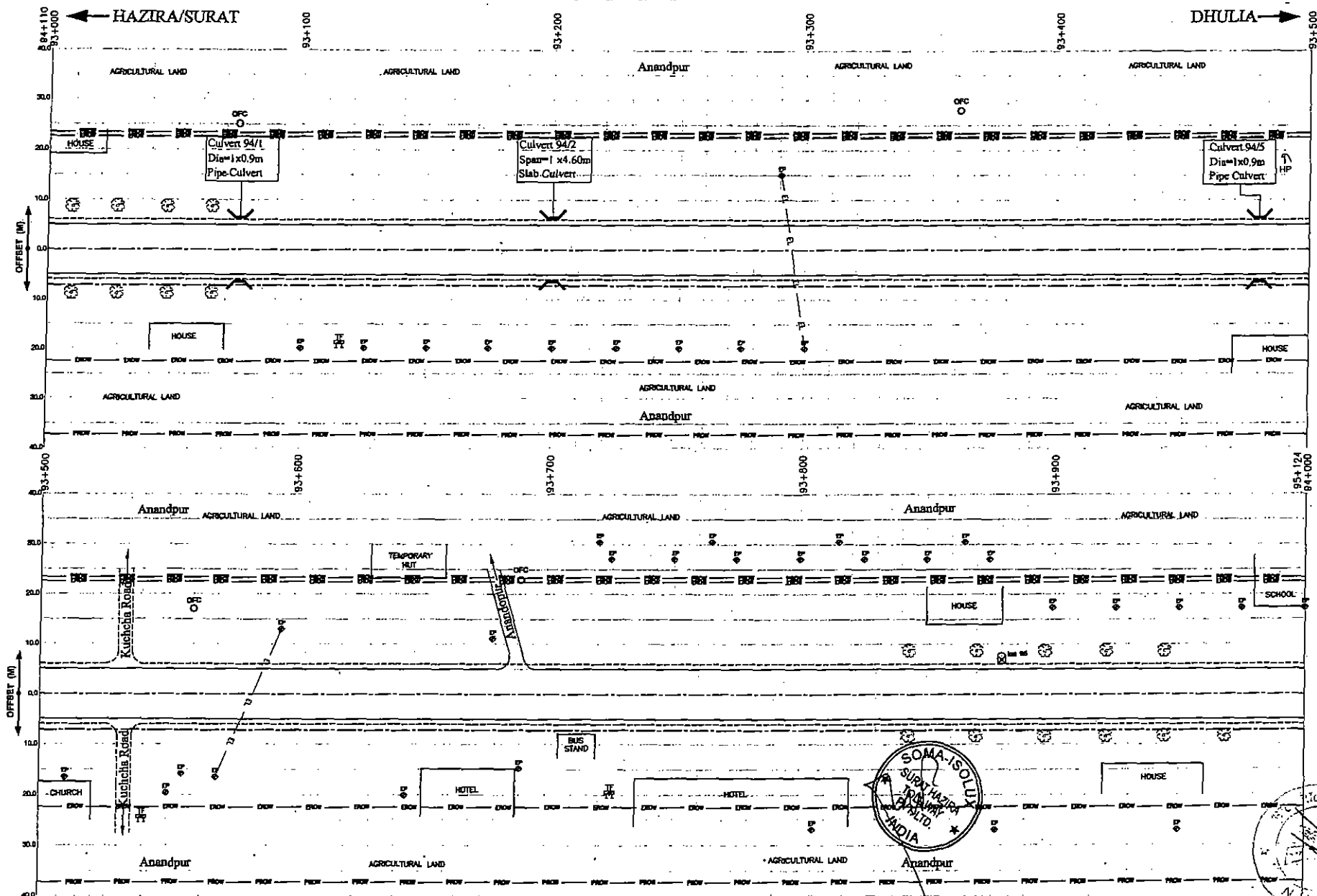
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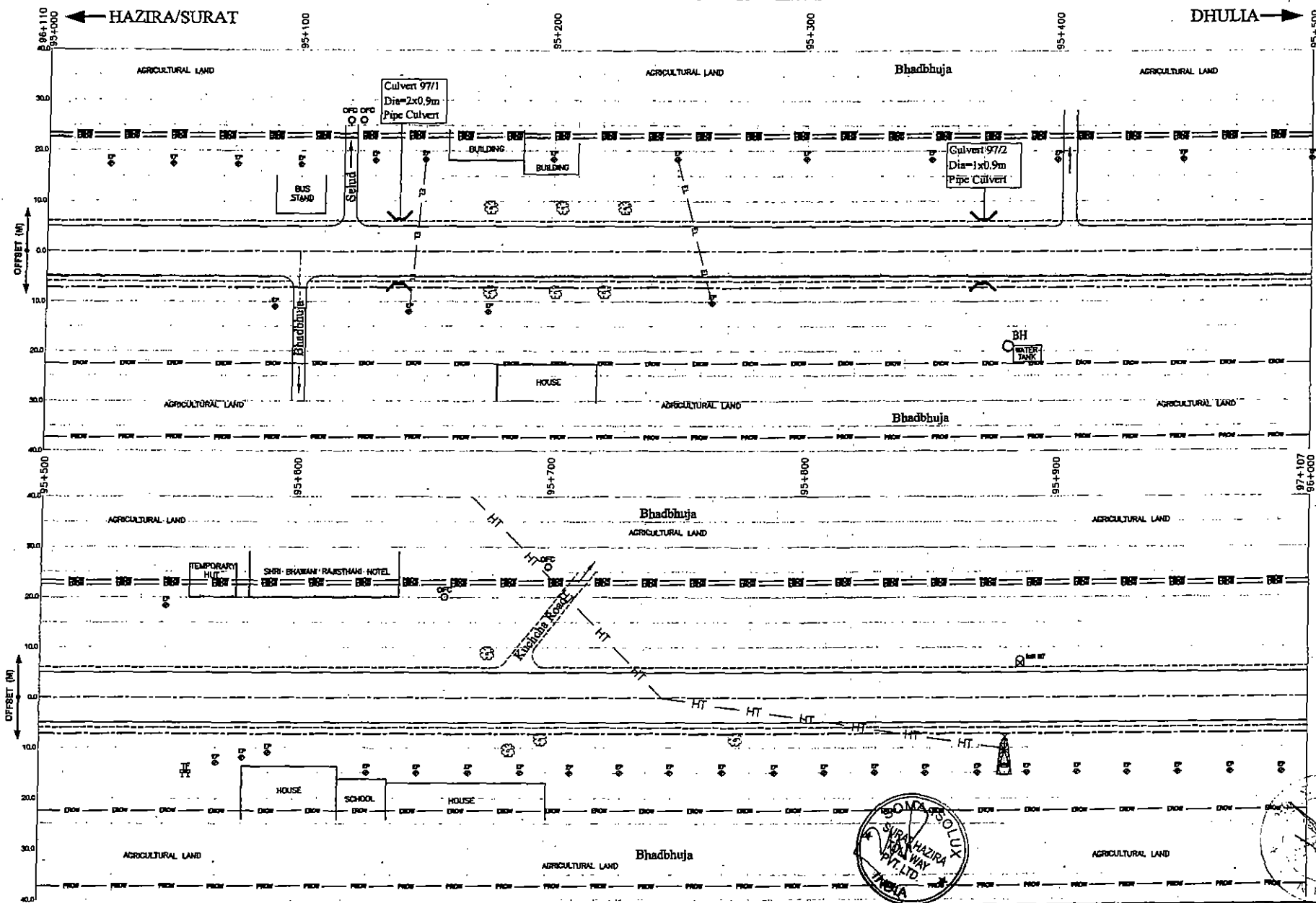
SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750		CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Boder Section) (Km. 91+000 to Km. 92+000)	DRAWING No : 2006093/ROH/SP/58 DATE : JULY 2006 DESIGNED BY : S C JHA DRAWN BY : M SRIVASTAVA CHECKED BY : K GUMME APPROVED BY : D C DE
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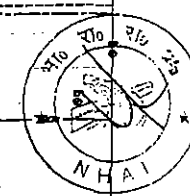
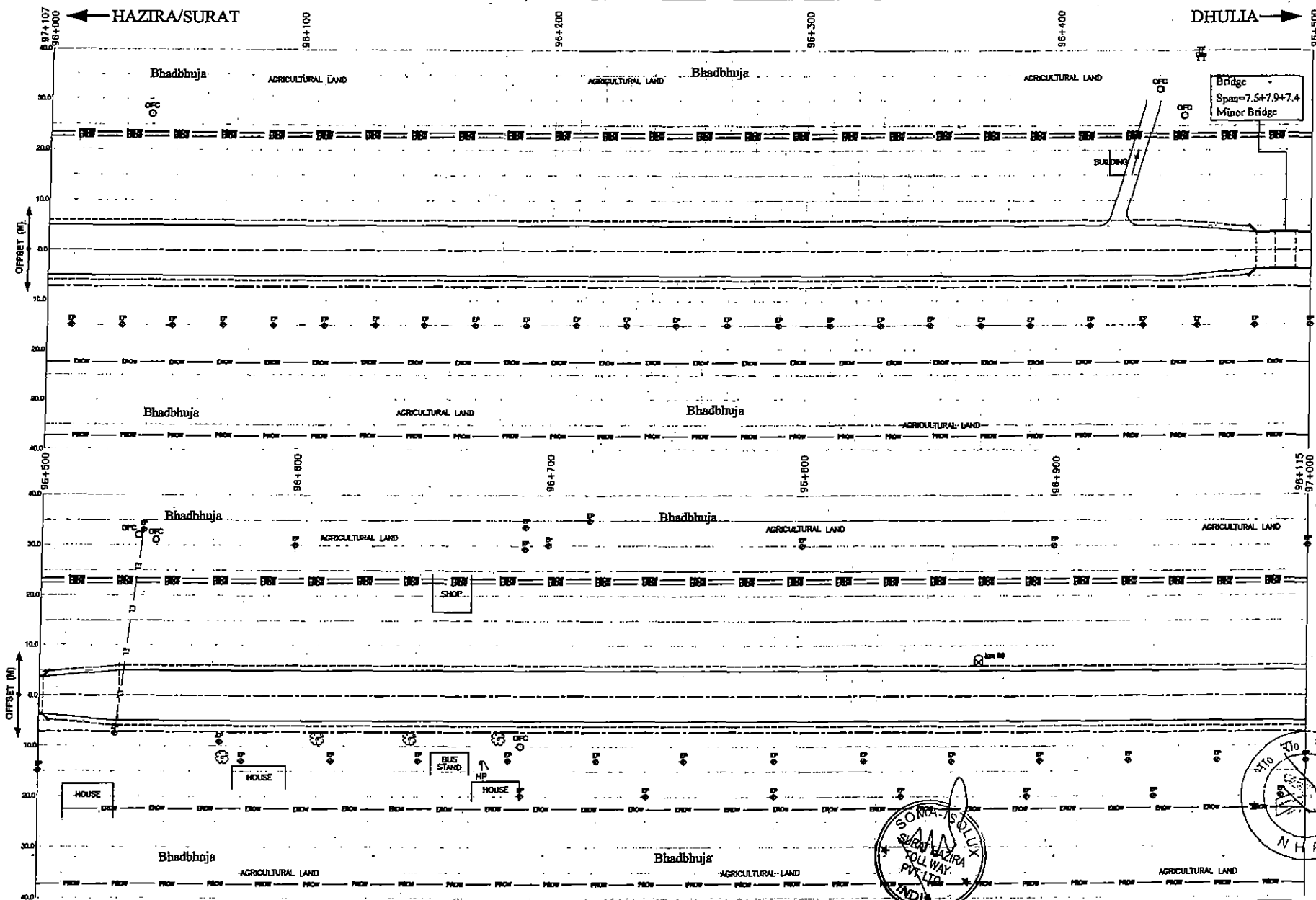
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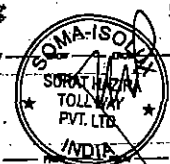
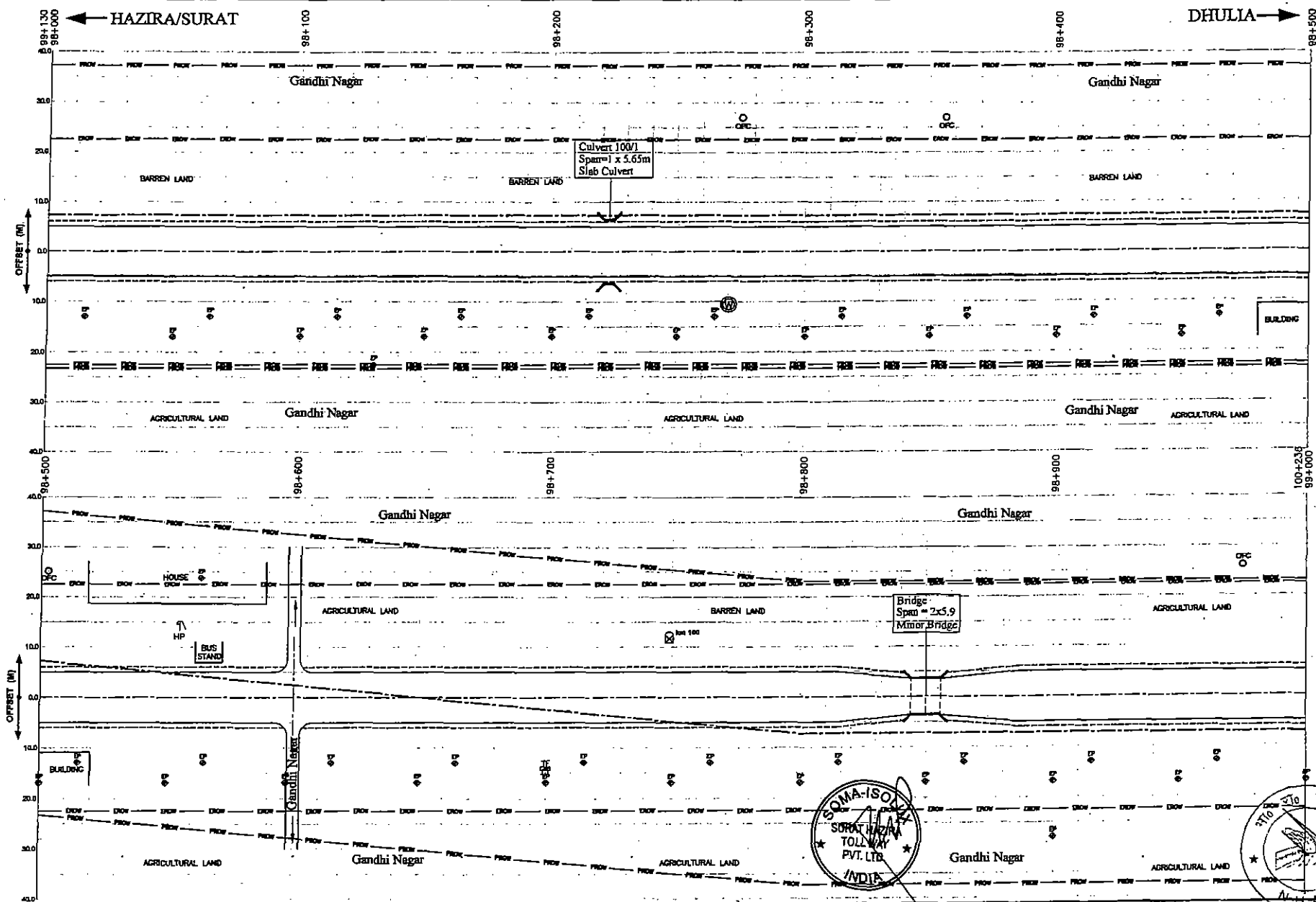
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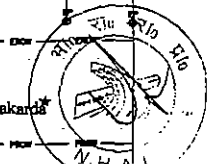
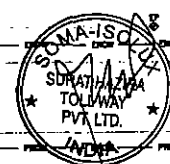
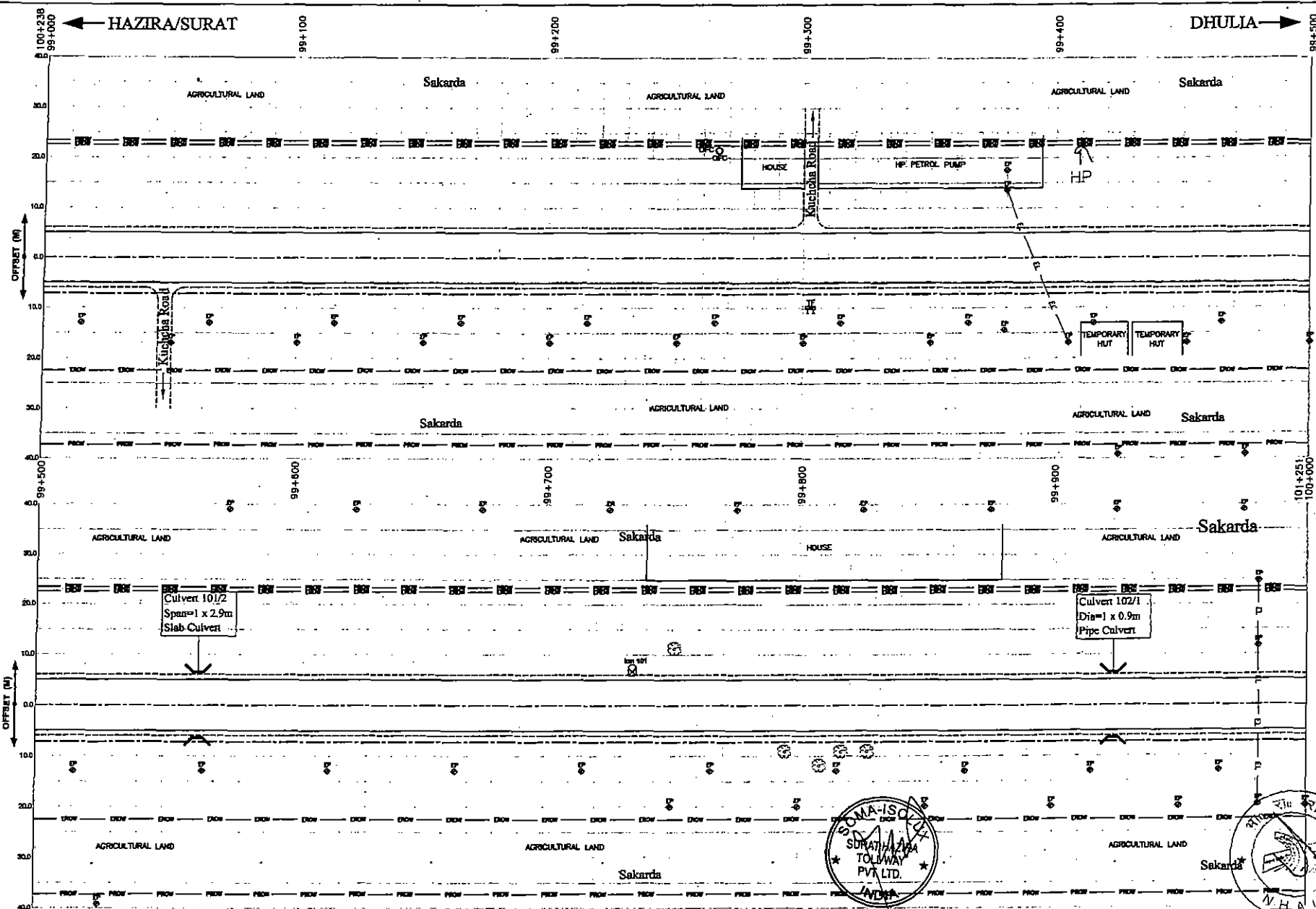
DATE: _____ DESCRIPTION OF REVISIONS: _____ INITIALS: _____	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	 CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	 NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/5 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Border Section) (Km. 95+000 to Km. 96+000)	DRAWING No : 2006093/RE/SP/62 DATE : JULY 2008 DESIGNED BY: S C JHA DRAWN BY: M SRIVASTAVA CHECKED BY: K GUMBE APPROVED BY: D C DE Revision: R0
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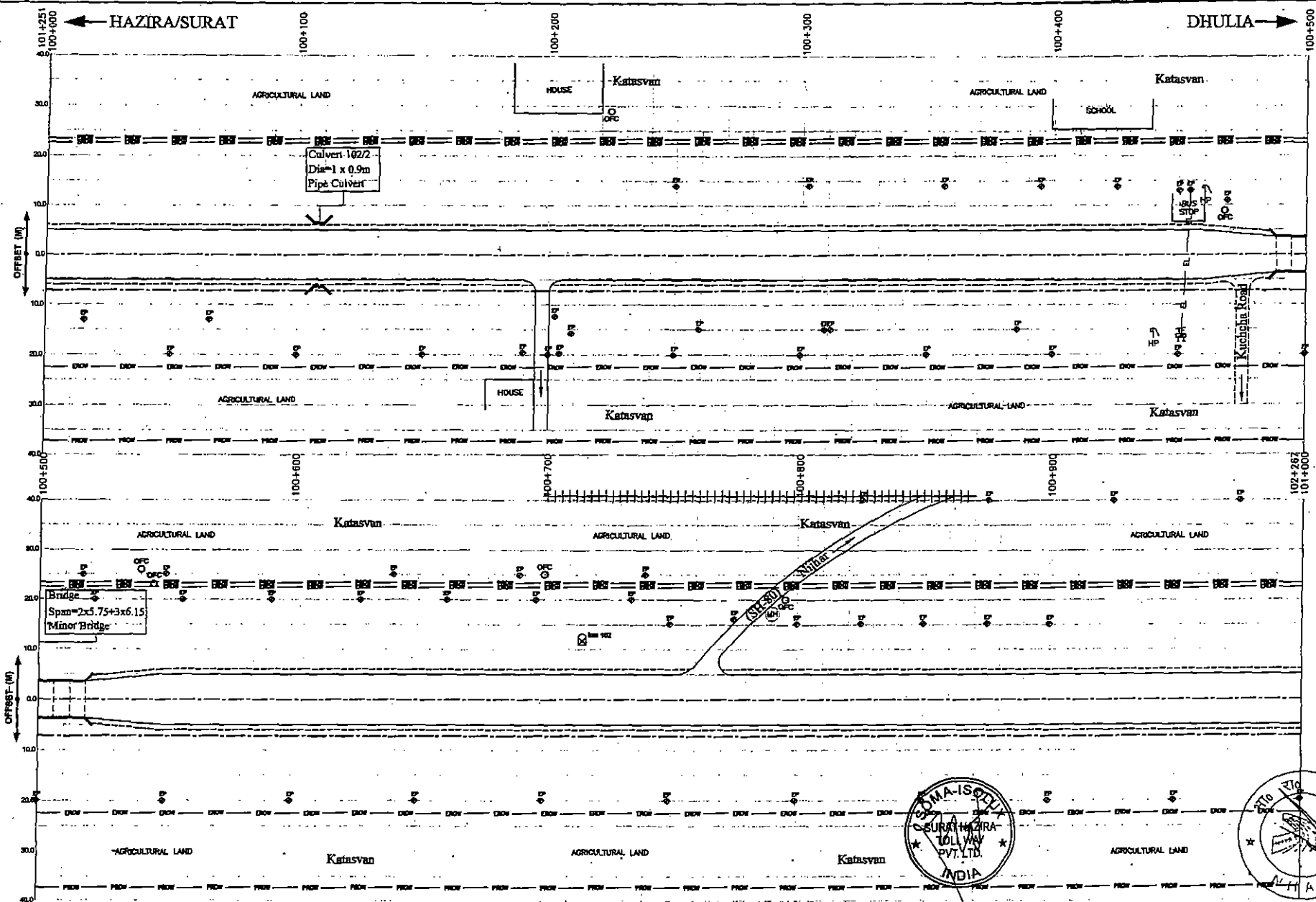
<div> <div>DATE</div> <div>DESCRIPTION OF REVISION</div> <div>INITIALS</div> </div>	<div> <div>SCALE</div> <div>20m 0 20 40 60 80m</div> <div>HORIZONTAL SCALE 1:1500</div> <div>10m 0 10 20 30 40m</div> <div>TRANSVERSE SCALE 1:750</div> </div>	<div> <div>CONSULTING ENGINEERING SERVICES (I) PVT. LTD.</div> <div>57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</div> </div>	<div> <div>NATIONAL HIGHWAYS AUTHORITY OF INDIA</div> <div>(Ministry of Shipping, Road Transport & Highways)</div> <div>FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6</div> <div>IN THE STATE OF GUJARAT</div> </div>	<div> <div>STRIP PLAN OF EXISTING ROAD</div> <div>(Bardoli to GJ/MH Boder Section)</div> <div>(Km. 96+000 to Km. 97+000)</div> </div>	<div> <div>DRAWING No : 2006093/RH/SP/63</div> <div>DATE : JULY 2008</div> <div>DESIGNED BY : S C JHA</div> <div>DRAWN BY : M SRIVASTAVA</div> <div>CHECKED BY : K GUNGE</div> <div>APPROVED BY : D C DE</div> </div>
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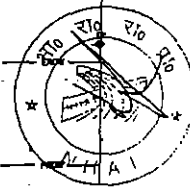
DATE DESCRIPTION OF REVISIONS INITIALS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Border Section) (Km. 98+000 to Km. 99+000)	DRAWING No : 2006093/RH/SP/65 DATE : JULY 2006 DESIGNED BY : S C JHA DRAWN BY : M SRIVASTAVA CHECKED BY : K GUMJE APPROVED BY : D C DE
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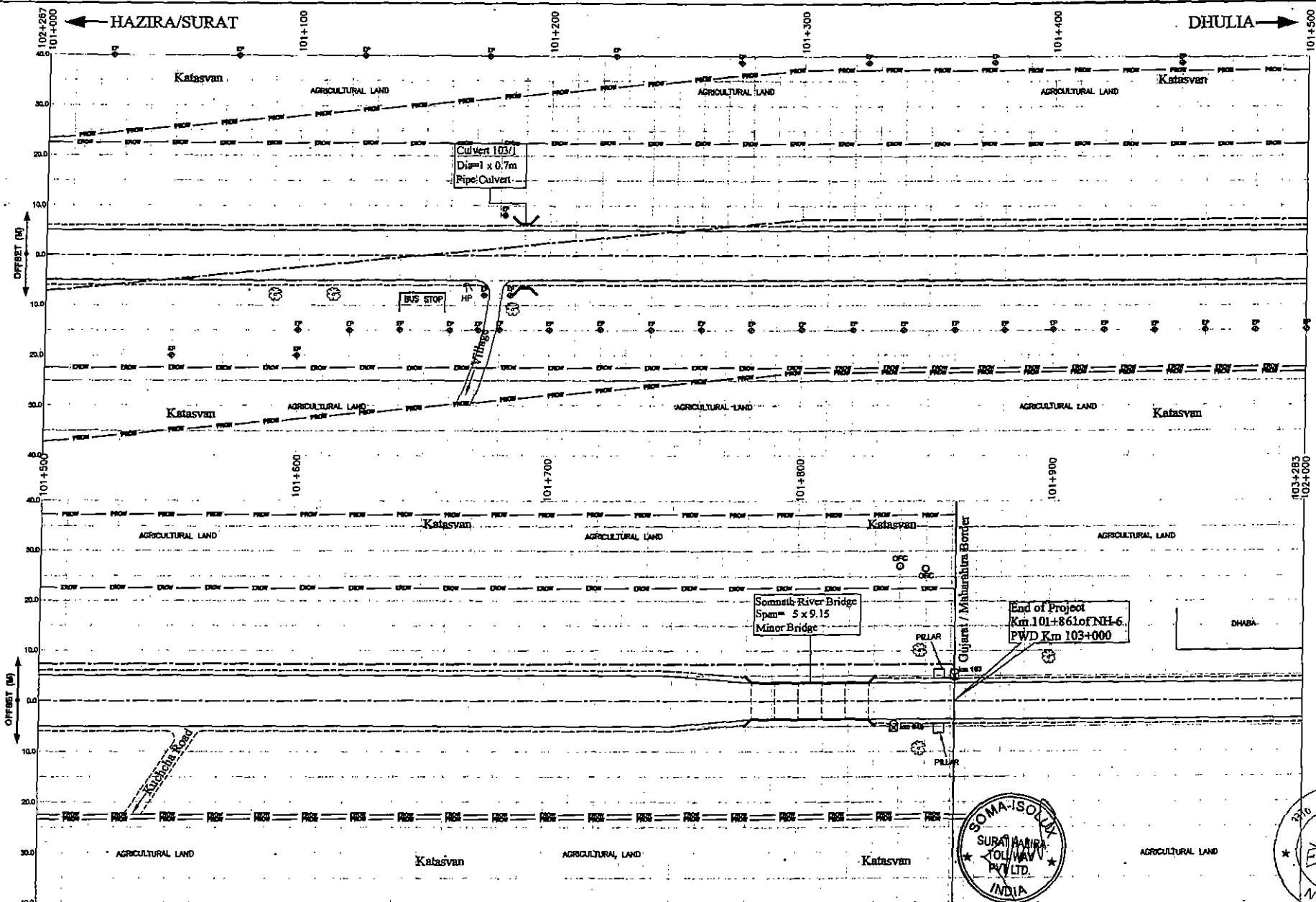


DATE DESCRIPTION OF REVISIONS DETAILS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	 CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	 NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/5 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Border Section) (Km. 99+000 to Km. 100+000)	DRAWING No : 2006093/RH/SP/66 DATE : JULY 2008 Revision: R0 DESIGNED BY: S C JHA DRAWN BY: M SRIVASTAVA CHECKED BY: K GUMBE APPROVED BY: D C DE
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SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750		CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19		NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT		STRIP PLAN OF EXISTING ROAD (Bardoli to GJ/MH Border Section) (Km. 100+000 to Km. 101+000)		DRAWING No : 2006093/RE/SP/67 DATE : JULY 2008 DESIGNED BY : S C JHA DRAWN BY : M SRIVASTAVA CHECKED BY : K GUMLE APPROVED BY : D C DE	
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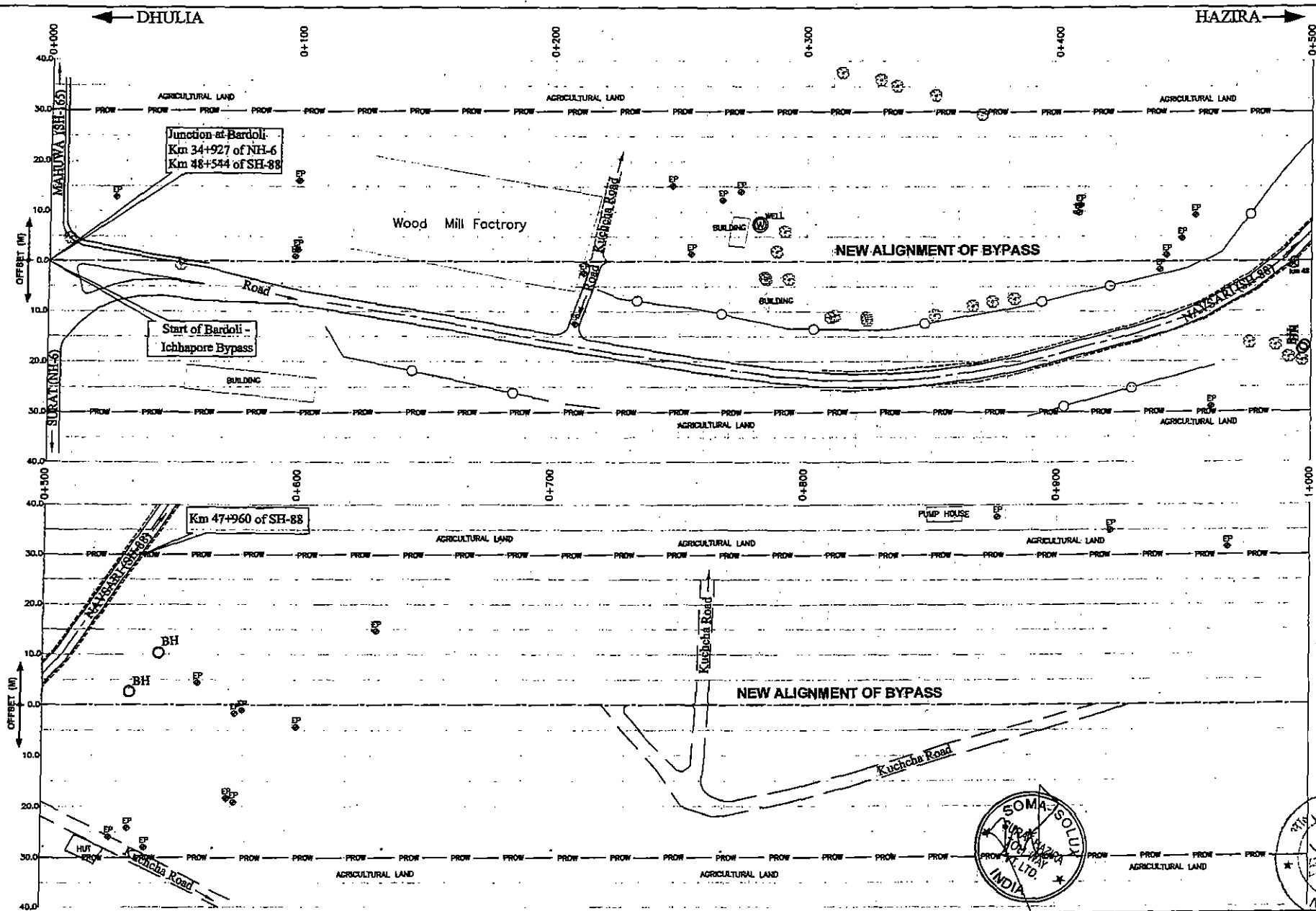


DATE: _____ DESCRIPTION OF REVISIONS: _____ INITIALS: _____	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4th LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to GU/MH Border Section) (Km. 101+000 to Km. 101+861)	DRAWING No: 2006093/RH/SP/68 DATE: JULY 2006 DESIGNED BY: S.C.J.M. DRAWN BY: M. SRIVASTAVA CHECKED BY: K. GUMME APPROVED BY: D.C.D.E.
	SOMA-SOLUX SURAT HAZIRA TOLLWAY PVT. LTD. INDIA				
	DHABA				
	End of Project Km. 101+861 of NH-6. PWD Km 103+000				

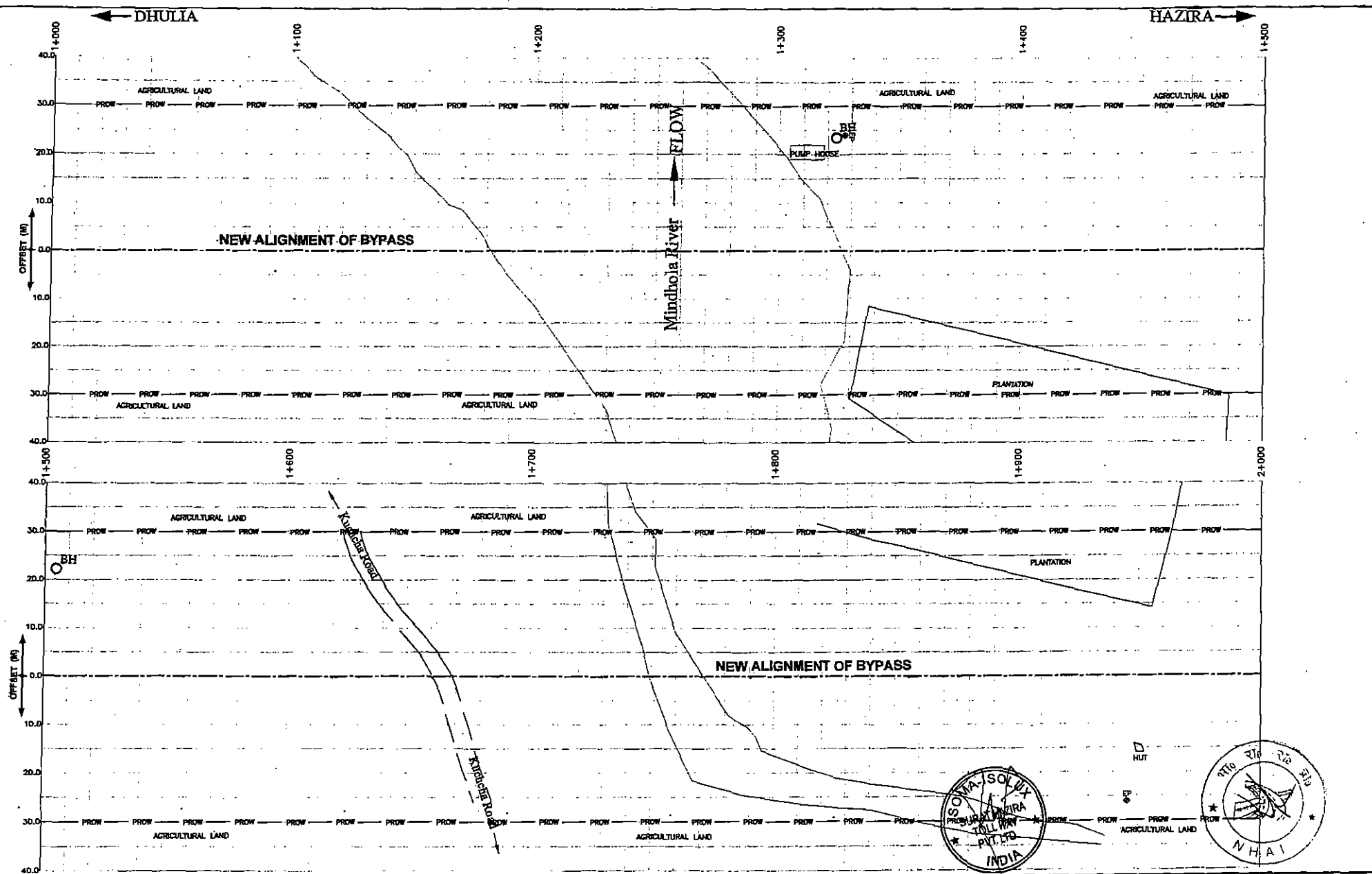
**STRIP PLAN
FOR**

BARDOLI TO ICEHAPORE SECTION

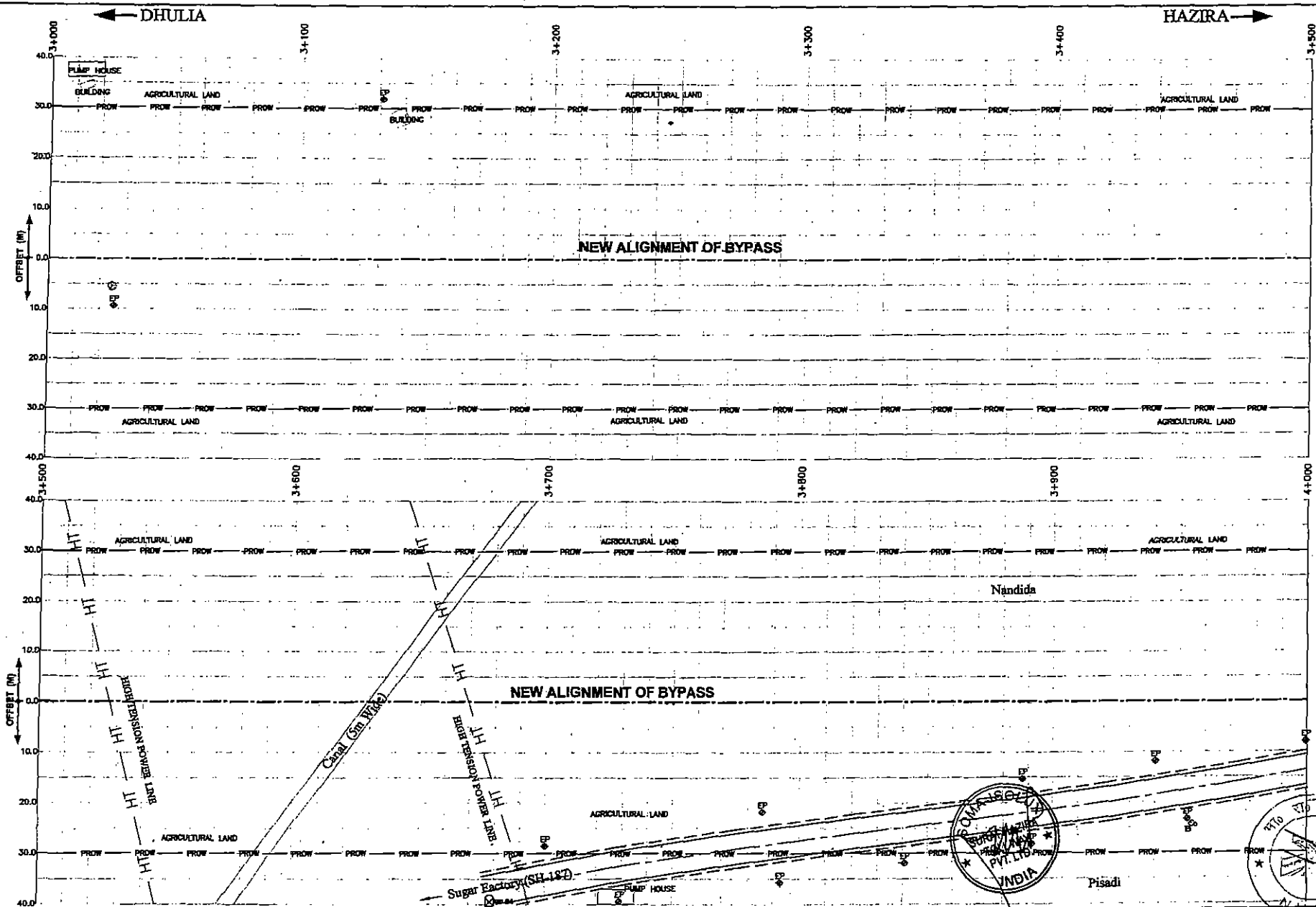




CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19		NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT		STRIP PLAN OF EXISTING ROAD (Bardoli to Ichhapore Section) (Km. 0+000 to Km. 1+000)		DRAWING No : 20060937/RH/SP/01 DATE : JULY 2008 DESIGNED BY : S C JHA DRAWN BY : J P DOBHAL CHECKED BY : K GUMME APPROVED BY : D C DE	
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DATE DESCRIPTION OF REVISIONS INITIALS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4th LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to Ichhapore Section) (Km. 1+000 to Km. 2+000)	DRAWING No : 2006093/RH/SP/02 DATE : JULY 2008 DESIGNED BY : S C JHA DRAWN BY : J P DORHAL CHECKED BY : K GUAME APPROVED BY : D C DE
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SCALE
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HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750



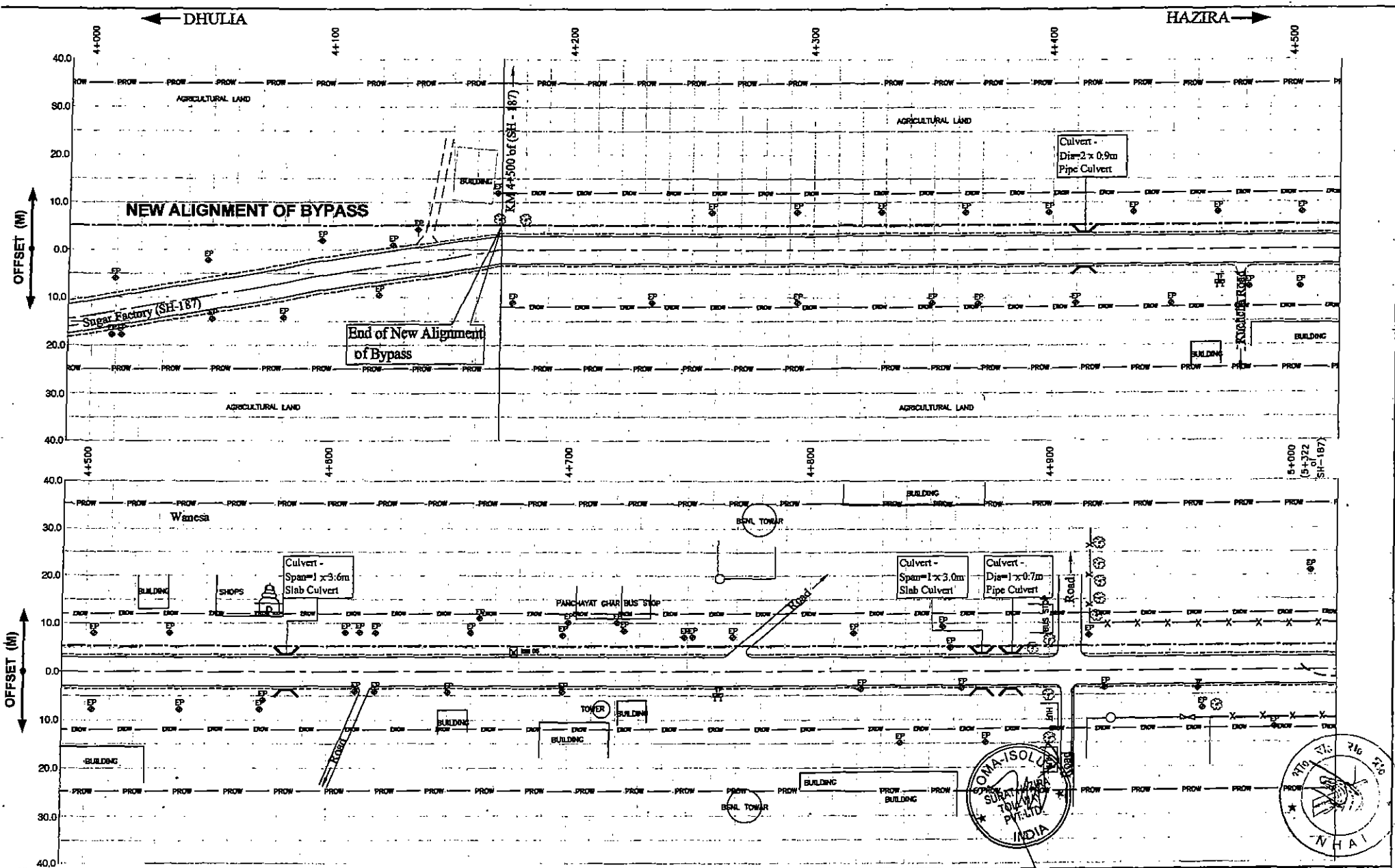
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57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19



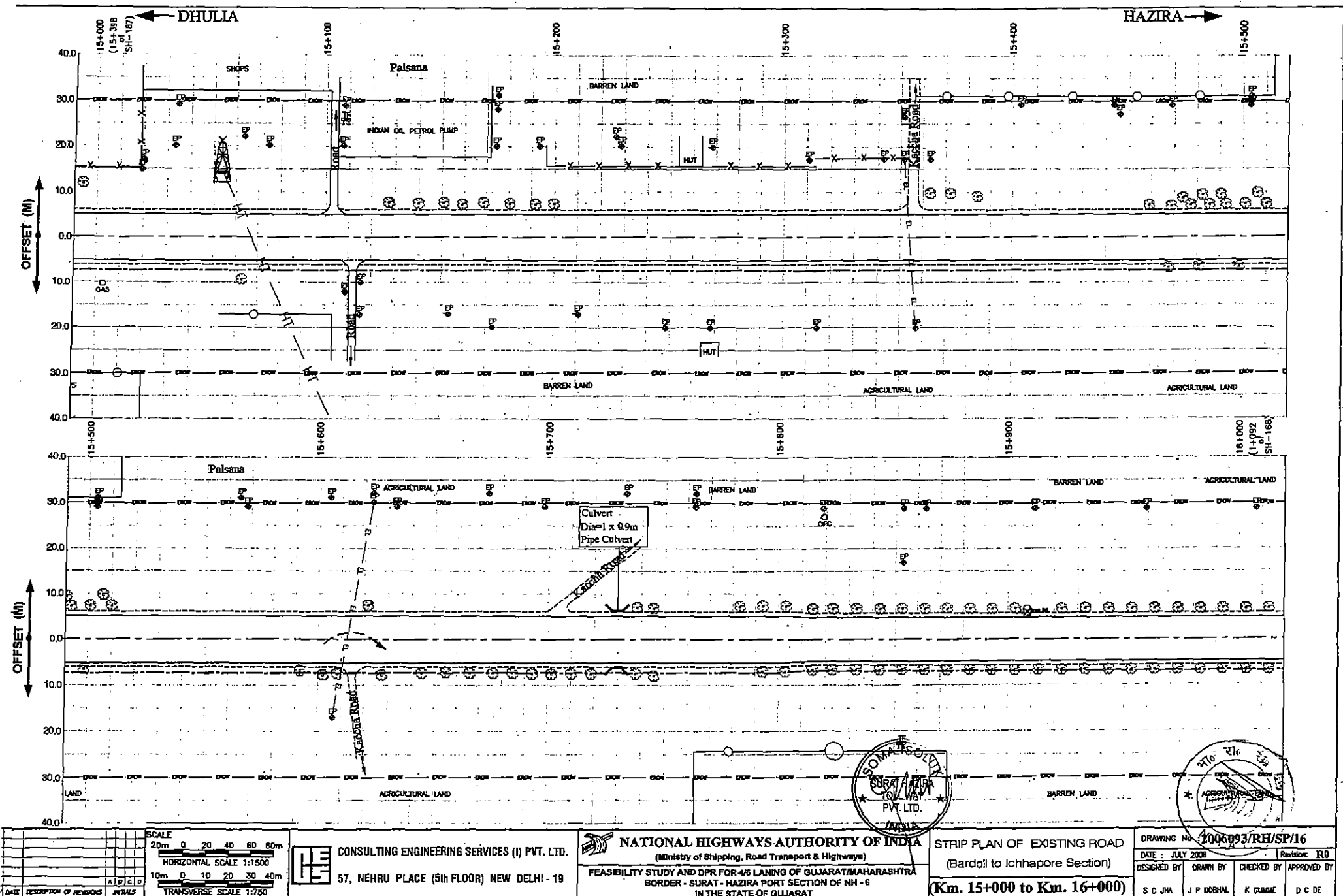
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(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 4/5 LANING OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

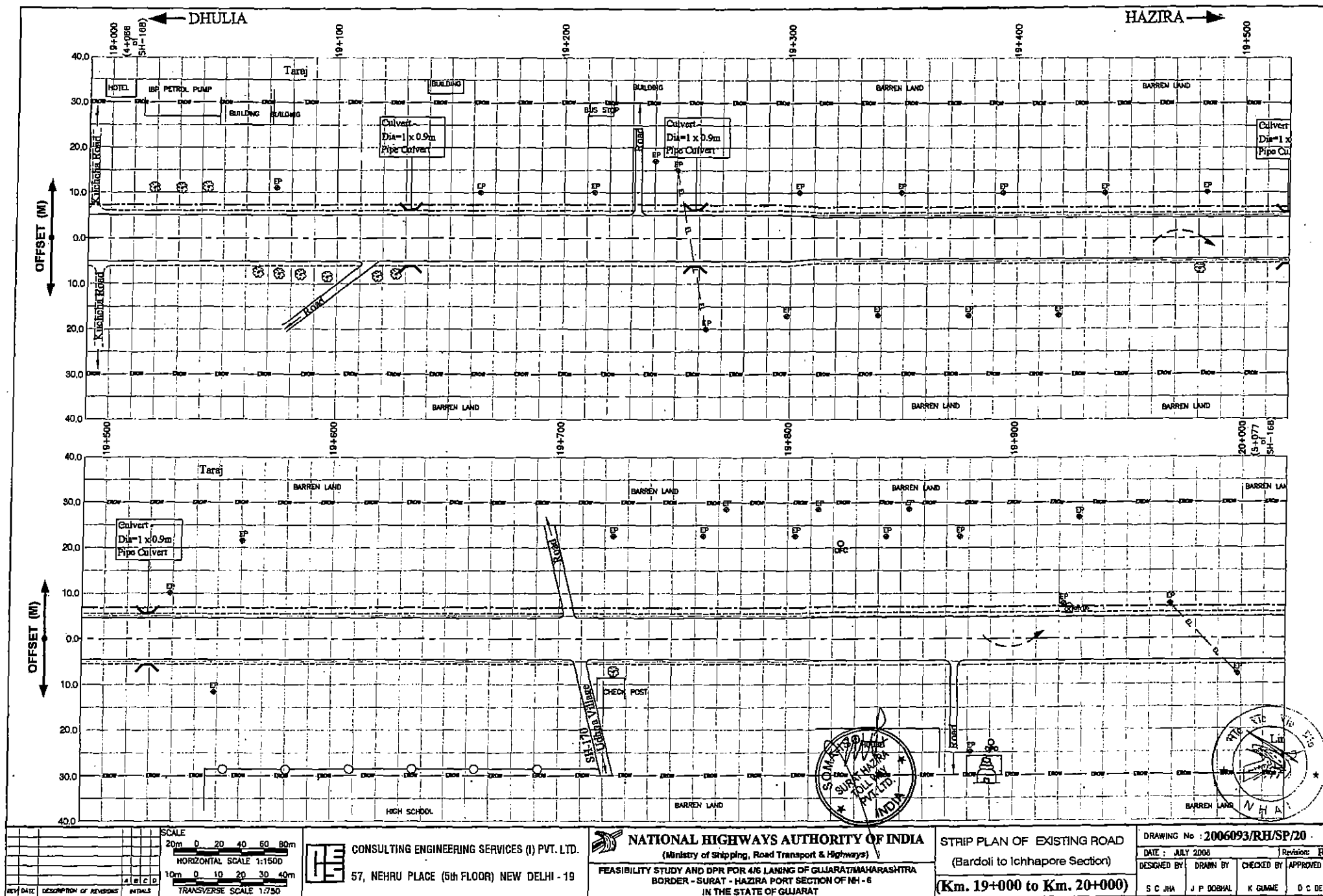
STRIP PLAN OF EXISTING ROAD
(Bardoli to Ichhapore Section)
(Km. 3+000 to Km. 4+000)

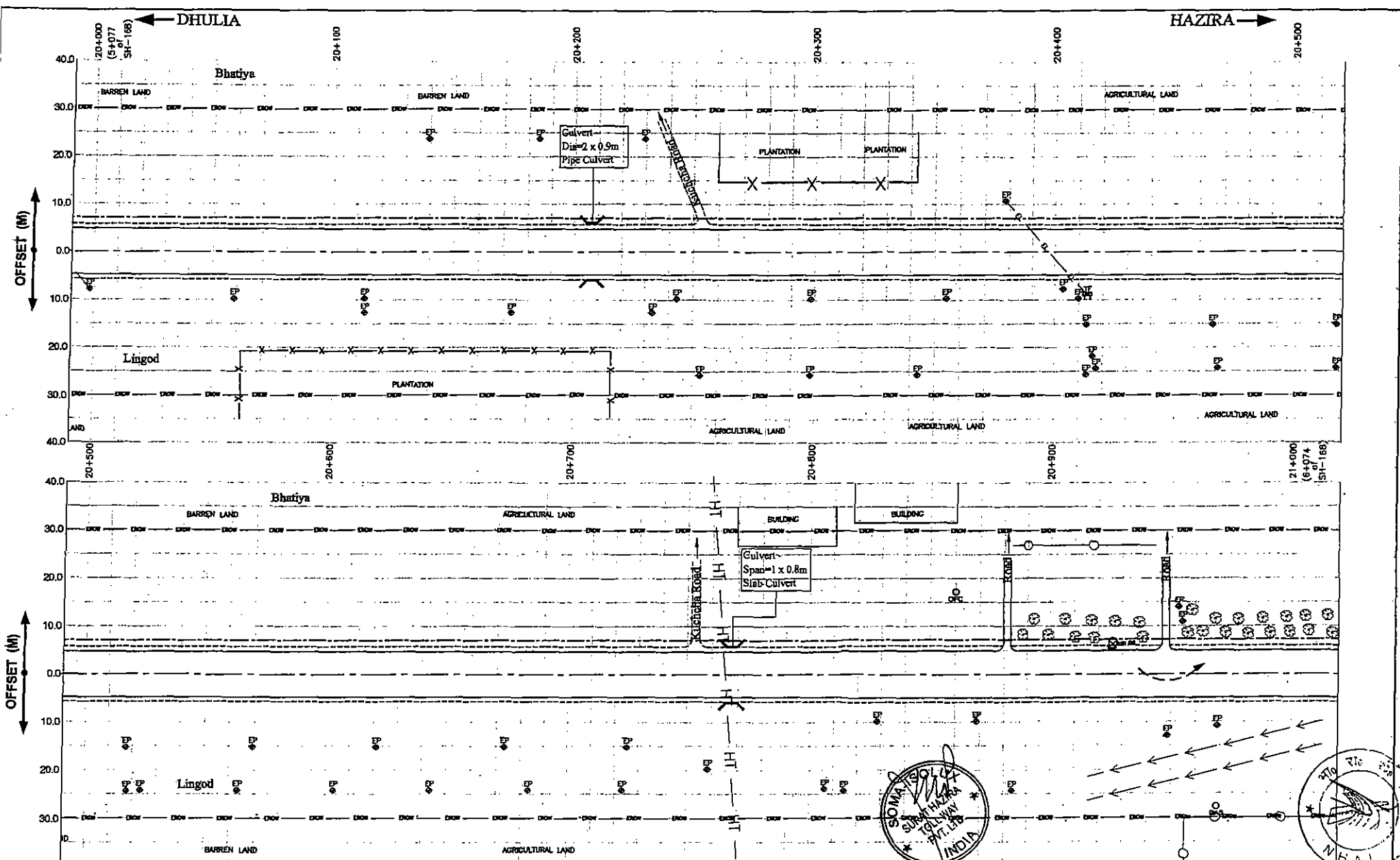
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DATE: JULY 2008
DESIGNED BY: S. C. JHA
DRAWN BY: J. P. DOBHAL
CHECKED BY: K. GUMME
APPROVED BY: D. C. DE
Revision: RD



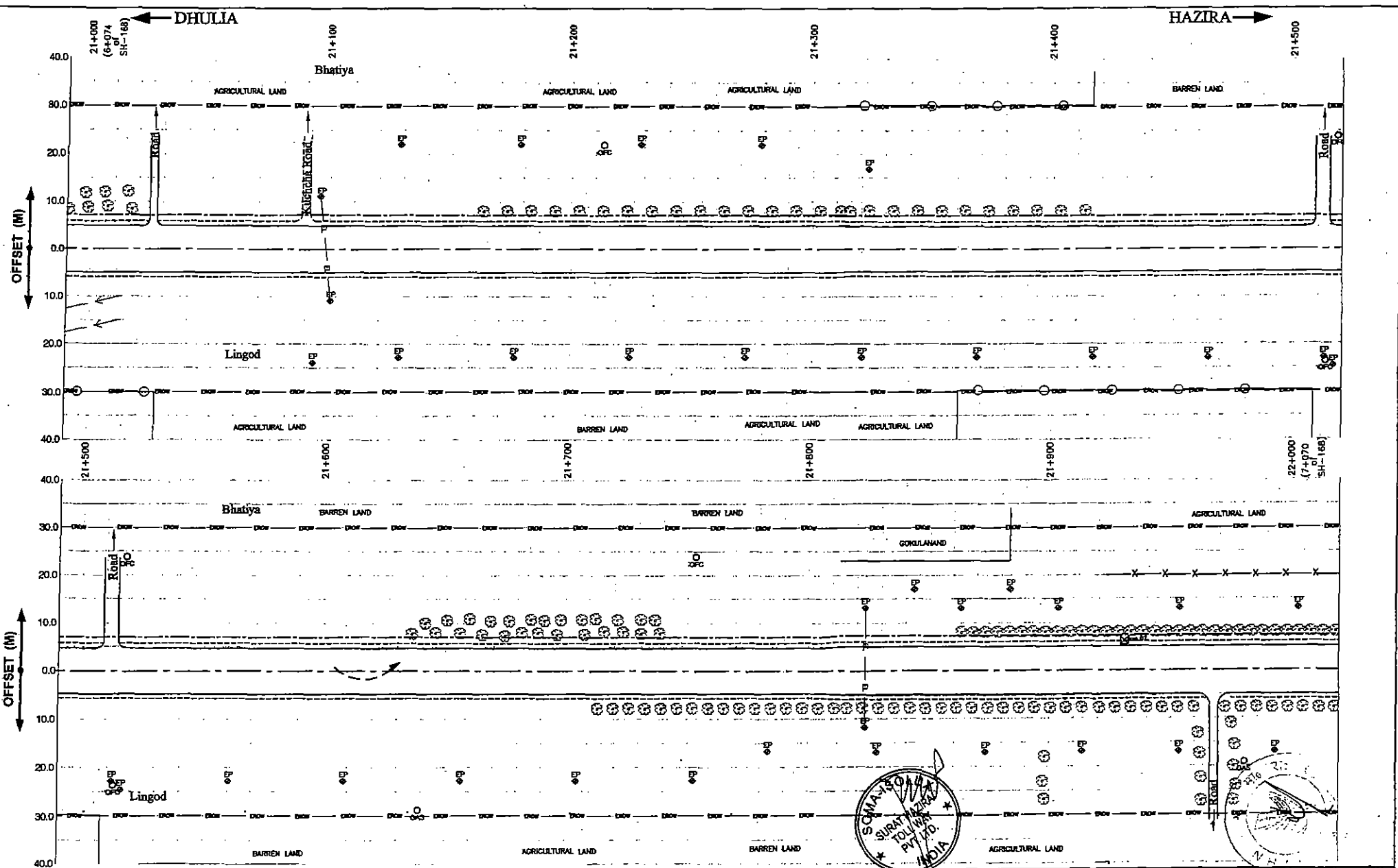
DATE DESCRIPTION OF REVISIONS INITIALS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to Ichhapore Section) (Km. 4+000 to Km. 5+000)	DRAWING No : 2006093/RE/SP/05 DATE : JULY 2008 DESIGNED BY : S C JHA DRAWN BY : J P DOBHAL CHECKED BY : K GUJAE APPROVED BY : D C DE
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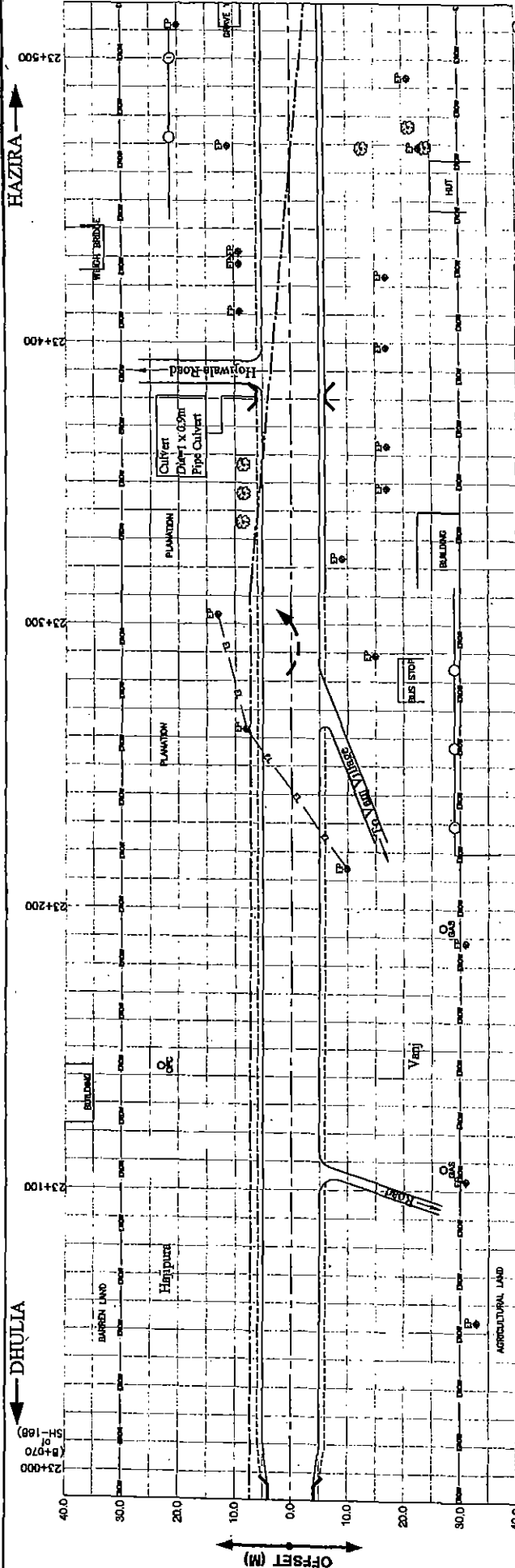
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				DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
				S C JHA	J P DOBHAL	K GUJDE	D C DE



DATE DESCRIPTION OF DRAWING INITIALS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to Ichhapore Section) (Km. 21+000 to Km. 22+000)	DRAWING No : 2006093/RH/SP/22 DATE : JULY 2008 DESIGNED BY : J P DODHIA DRAWN BY : J P DODHIA CHECKED BY : K GUAME APPROVED BY : D C DE
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← DHULIA

HAZIRA →



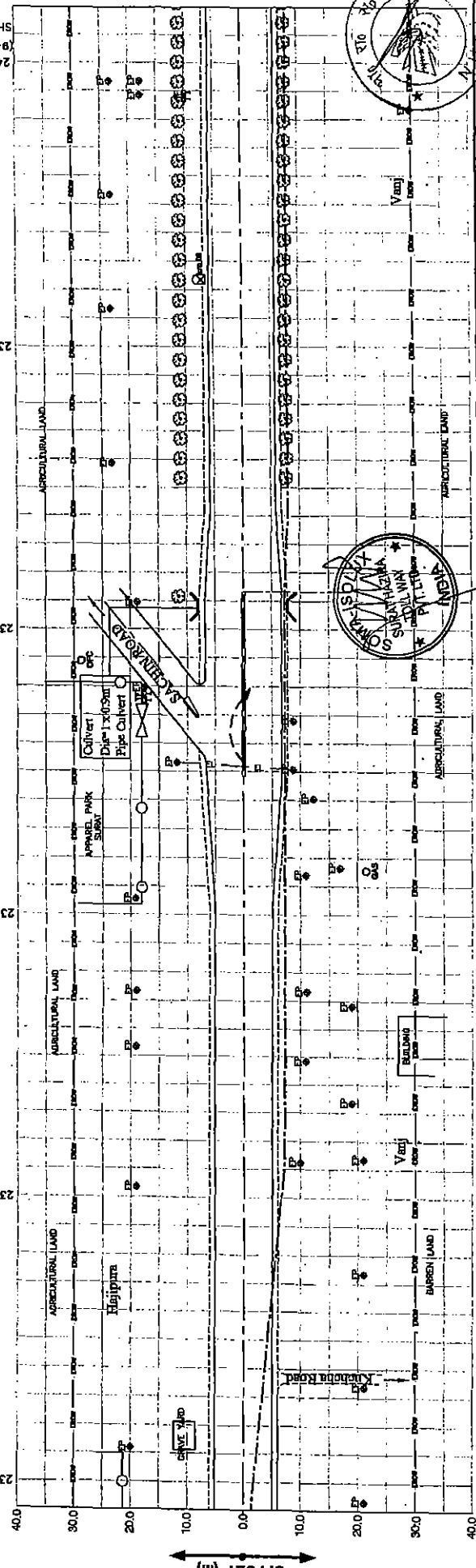
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19+077
24+000

23+800

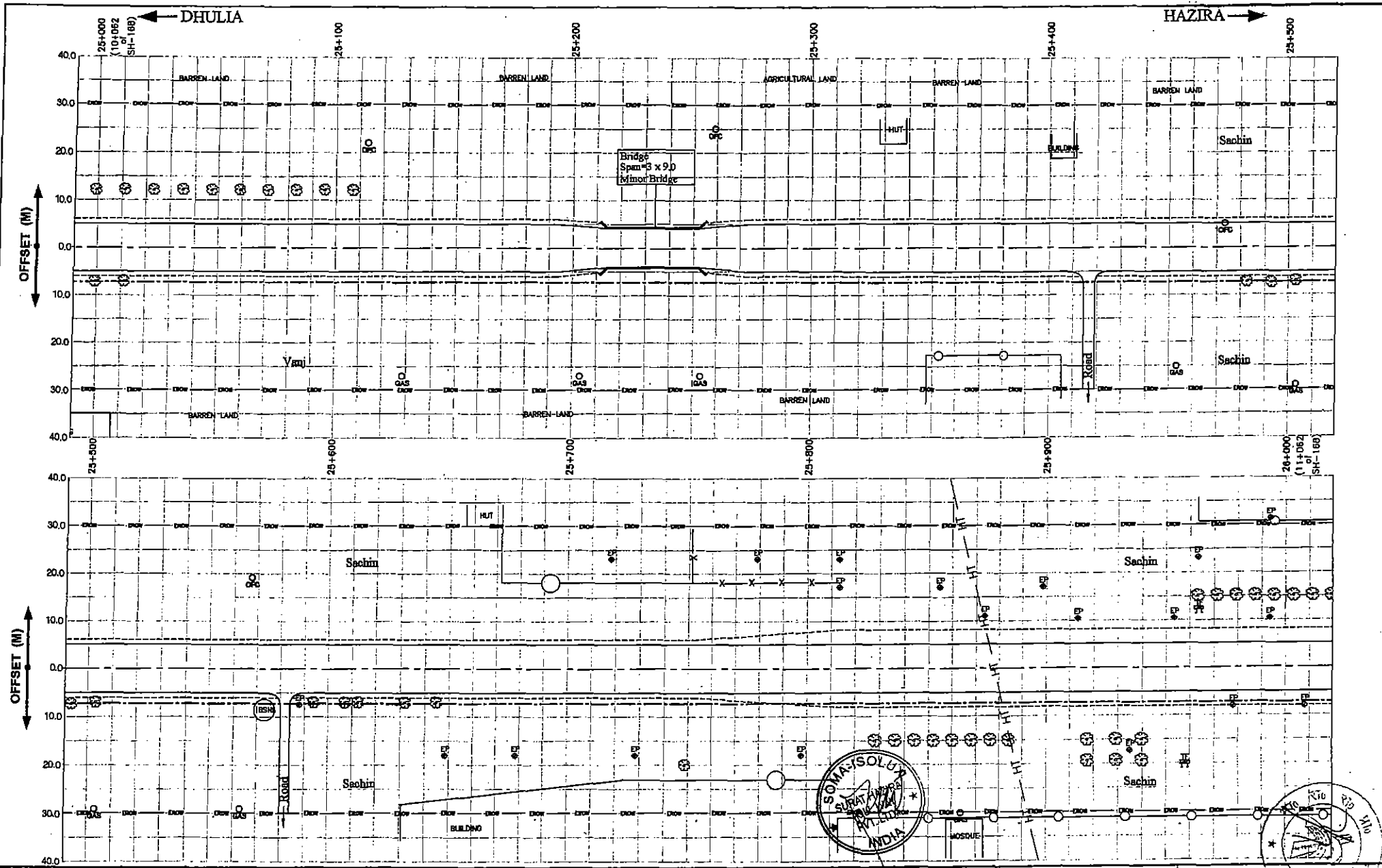
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23+600

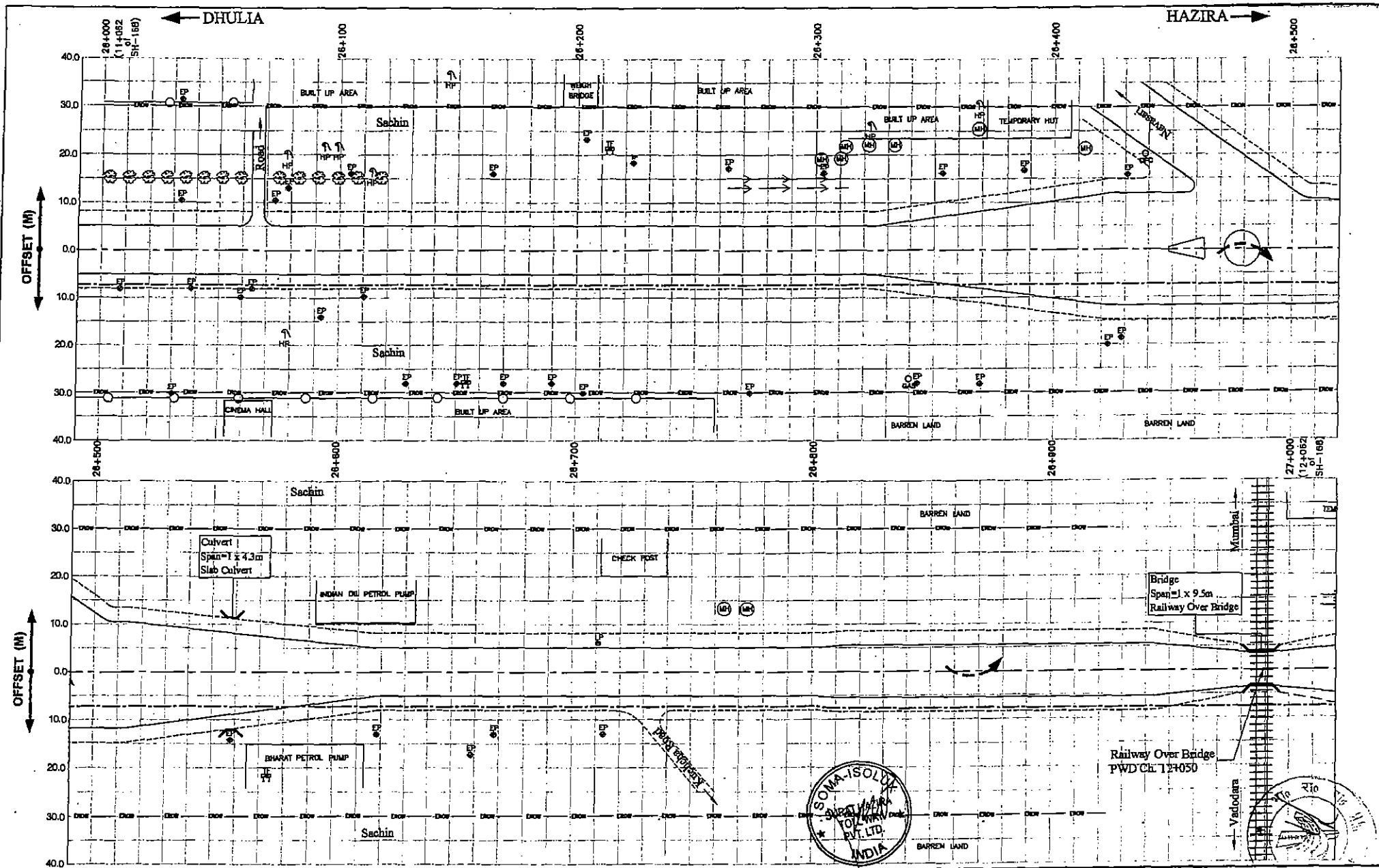
23+500



SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750		CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19		NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4th LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH-6 IN THE STATE OF GUJARAT		STRIP PLAN OF EXISTING ROAD (Bardoli to Ichhapore Section) (Km. 23+000 to Km. 24+000)		DRAWING No : 2006/09/RE/SP/24 DATE : JULY 2008 DESIGNED BY : DRAWN BY : CHECKED BY : APPROVED BY : S C JHA J P DORAIL K GADGE D C DE	
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<p>SCALE</p> <p>20m 0 20 40 60 80m</p> <p>HORIZONTAL SCALE 1:1500</p> <p>10m 0 10 20 30 40m</p> <p>TRANSVERSE SCALE 1:750</p>	<p>CONSULTING ENGINEERING SERVICES (I) PVT. LTD.</p> <p>57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</p>	<p>NATIONAL HIGHWAYS AUTHORITY OF INDIA</p> <p>(Ministry of Shipping, Road Transport & Highways)</p> <p>FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT</p>	<p>STRIP PLAN OF EXISTING ROAD</p> <p>(Bardoli to Ichhapore Section)</p> <p>(Km. 25+000 to Km. 26+000)</p>	<p>DRAWING No: 200609/RE/SP/26</p> <p>DATE: JULY 2008</p> <p>DESIGNED BY: S C JHA</p> <p>DRAWN BY: J P DODHIA</p> <p>CHECKED BY: K GUNDE</p> <p>APPROVED BY: D C DE</p>
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REV	DATE	DESCRIPTION OF REVISION	INITIALS

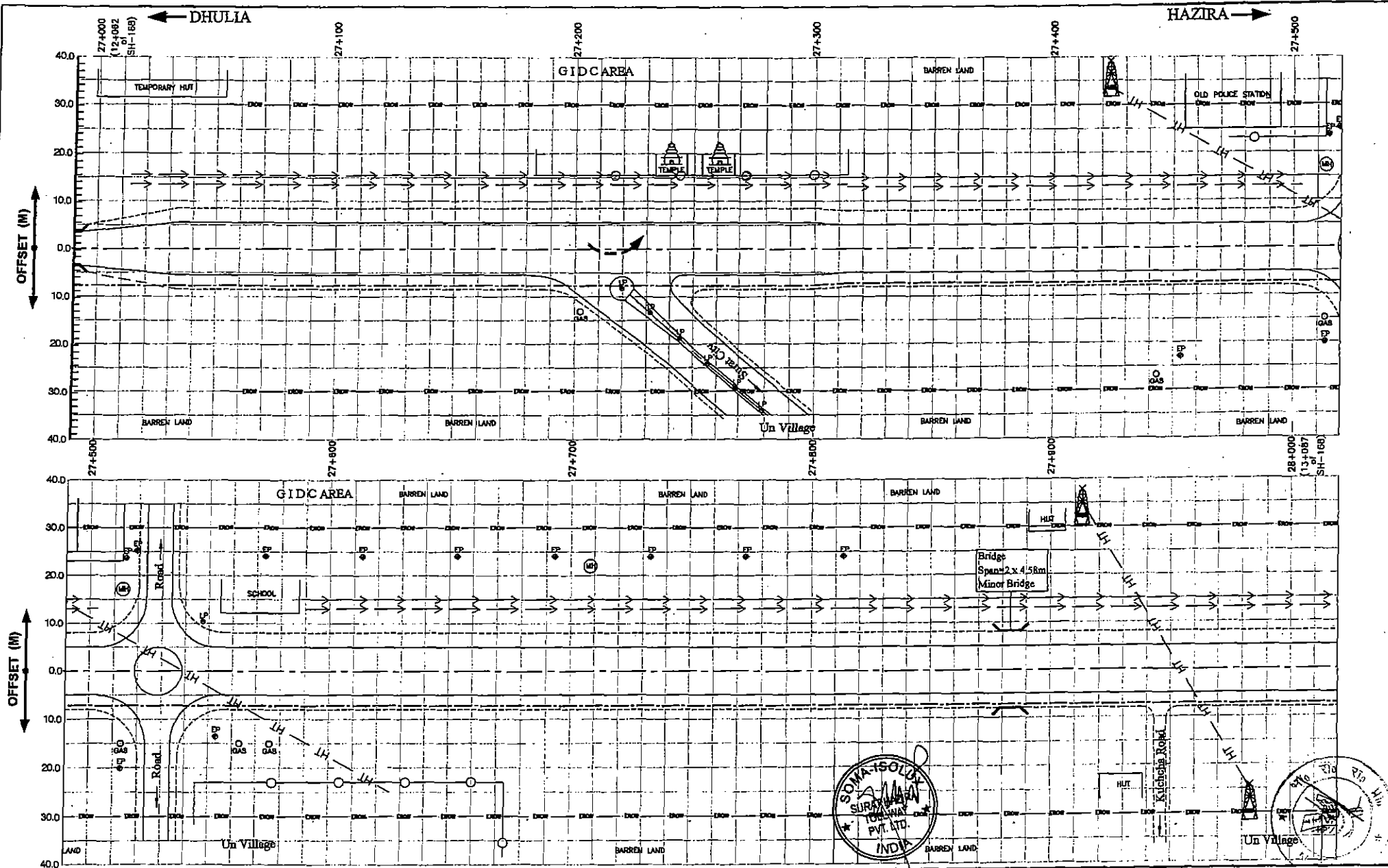
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CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

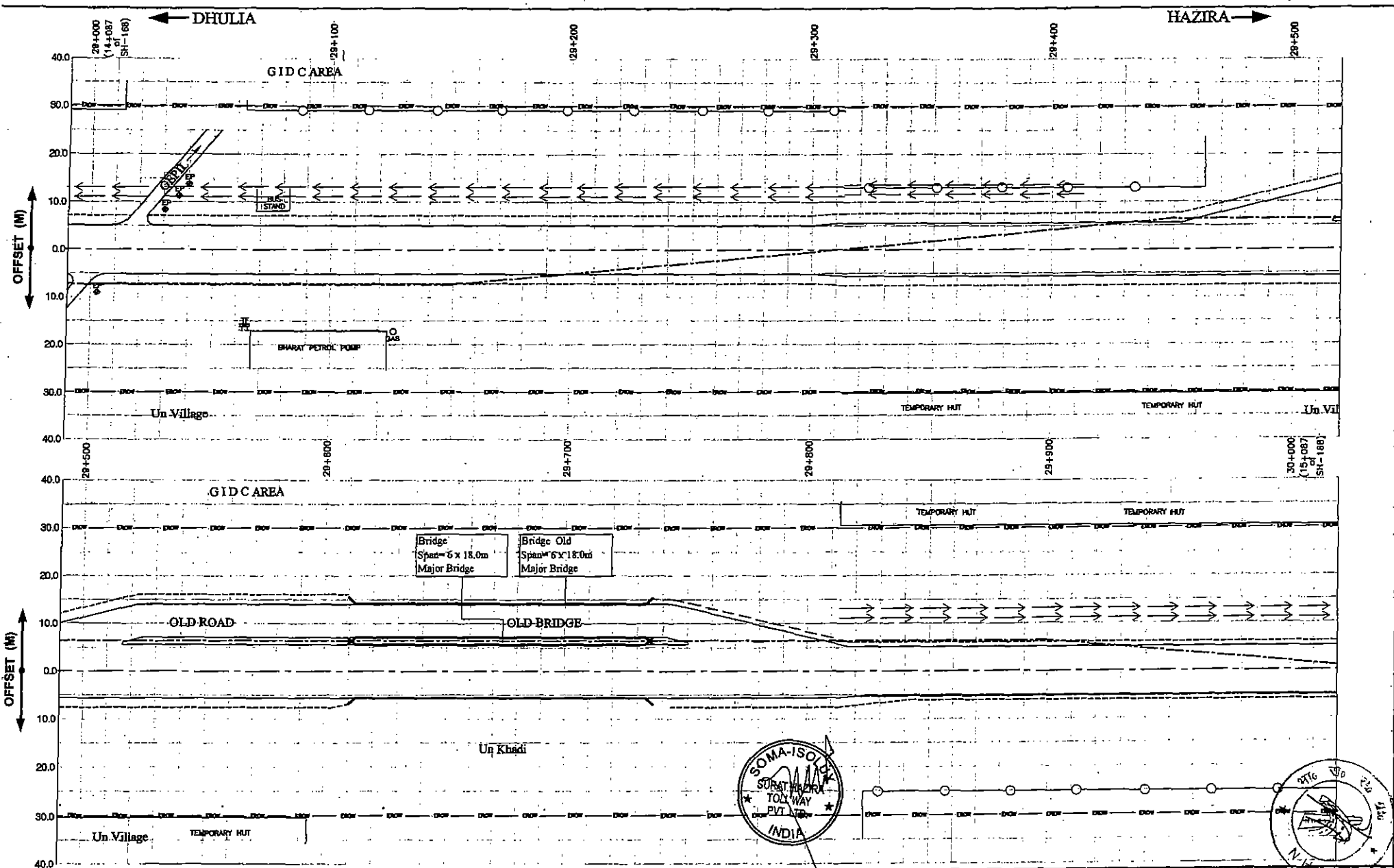
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 (Ministry of Shipping, Road Transport & Highways)
 FEASIBILITY STUDY AND DPR FOR A/LANING OF GUJARAT/MAHARASHTRA
 BORDER - SURAT - HAZIRA PORT SECTION OF NH-6
 IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
 (Bardoli to Ichhapore Section)
 (Km. 26+000 to Km. 27+000)

DRAWING No: 2006093/RH/SP/27			
DATE: JULY 2008		Revision: R0	
DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
S C JHA	M SRIVASTAVA	K GUJRIE	D C DE



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DATE	DESCRIPTION OF REVISIONS	INITIALS

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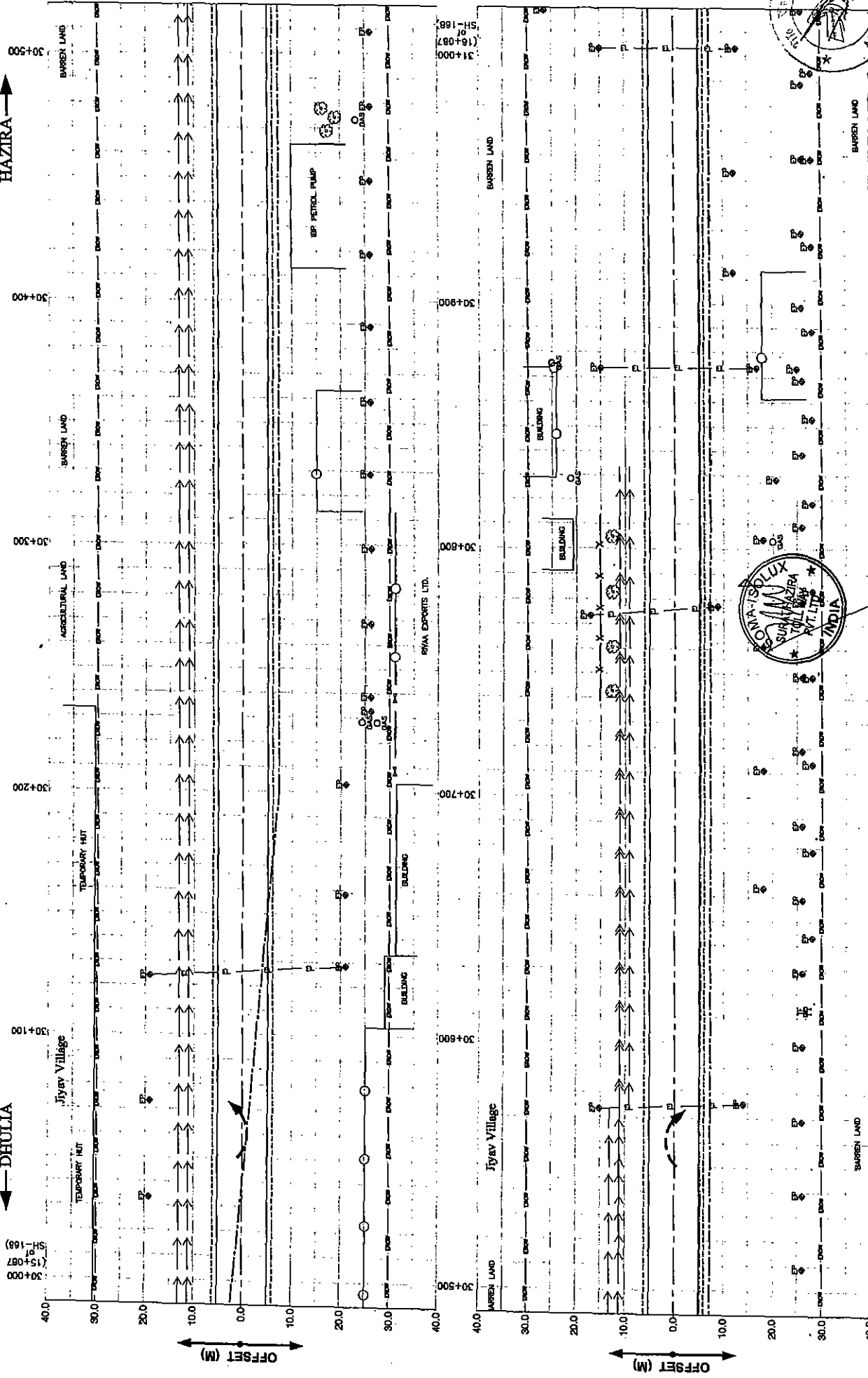
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<p>STRIP PLAN OF EXISTING ROAD</p> <p>(Bardoli to Ichhapore Section)</p> <p>(Km. 29+000 to Km. 30+000)</p>

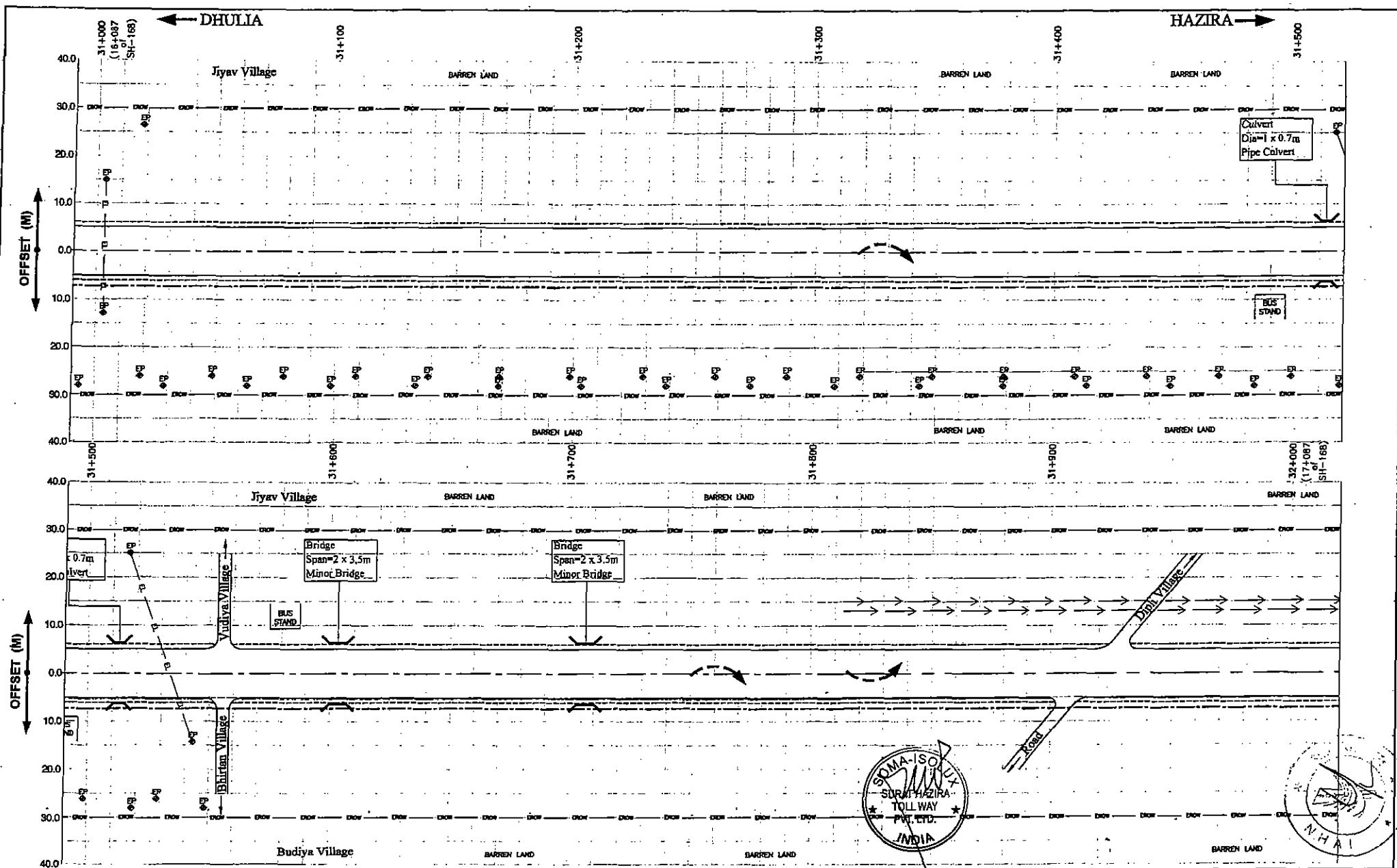
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HAZIRA

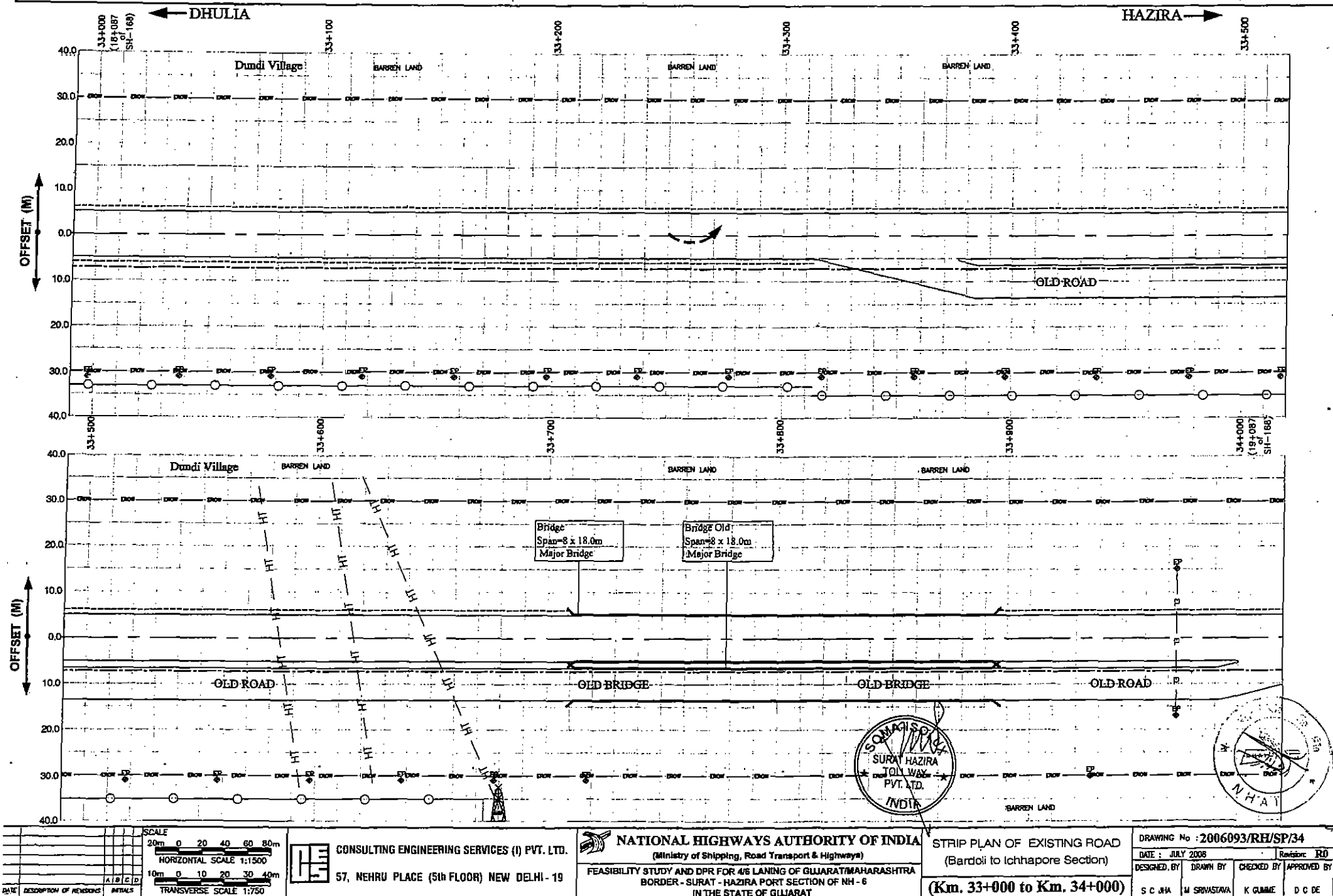
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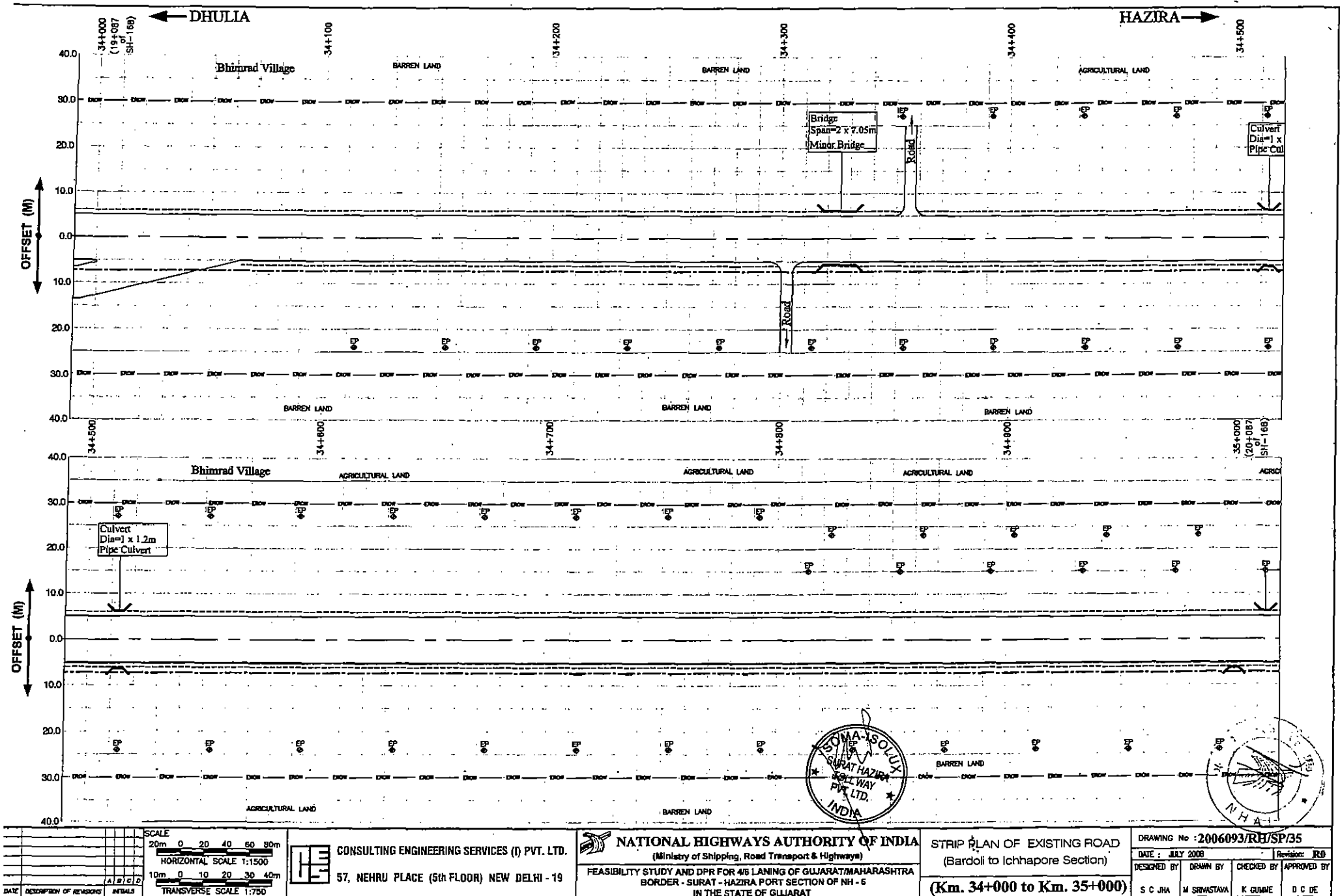


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FEASIBILITY STUDY AND DPR FOR 4th LANE OF GUJARAT MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH-6 IN THE STATE OF GUJARAT													
CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19													
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REVISIONS													



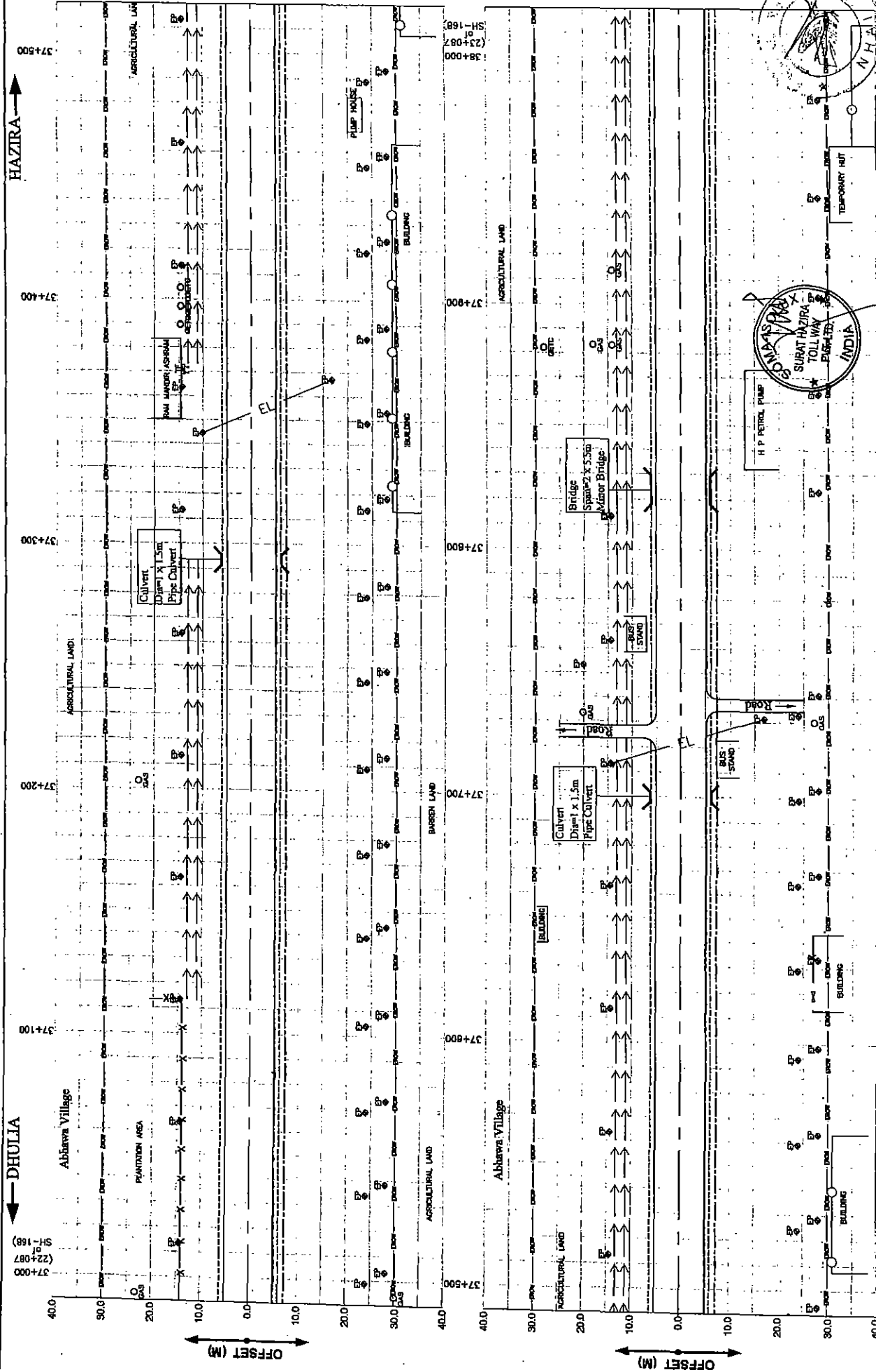
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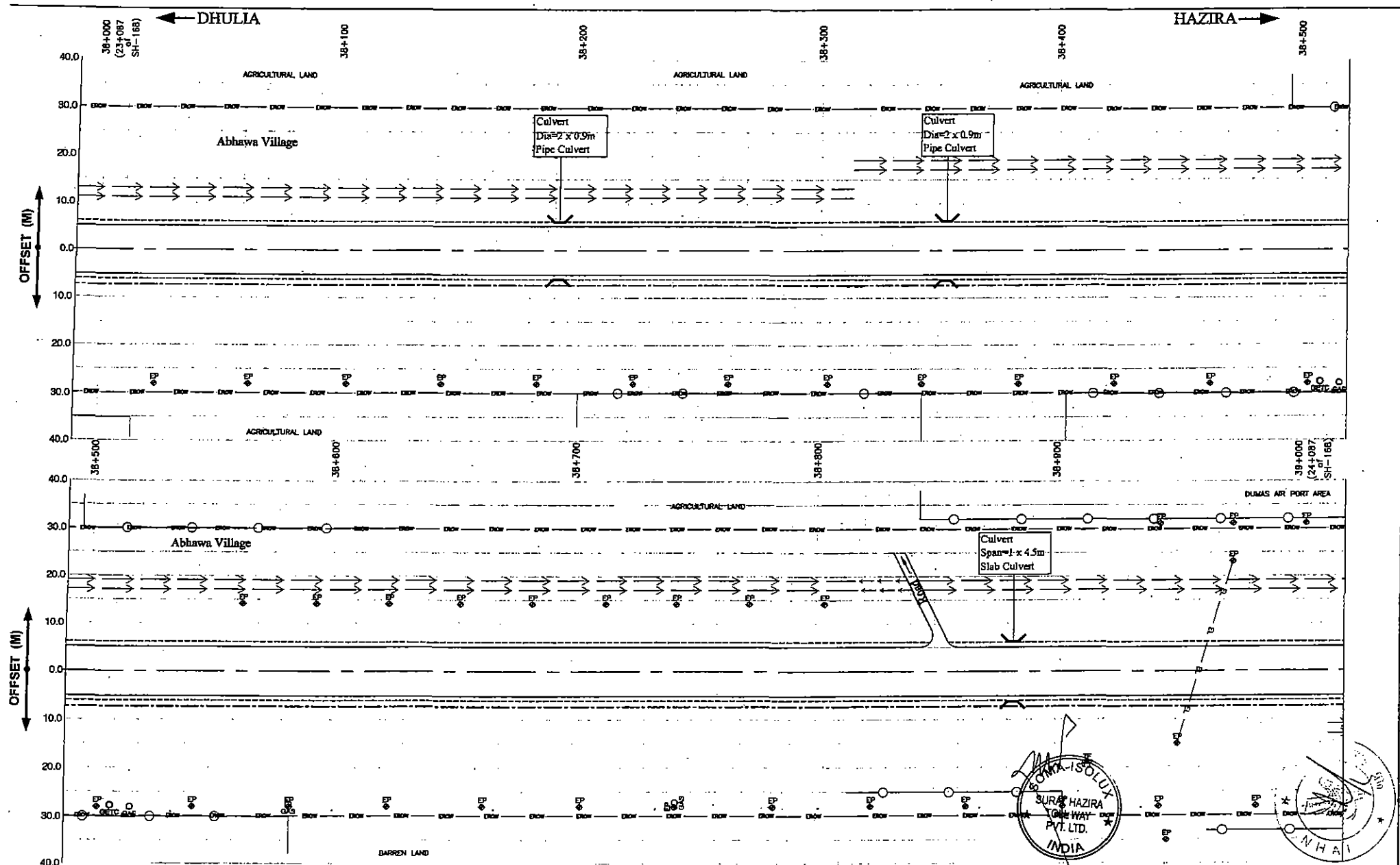


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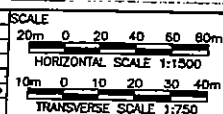
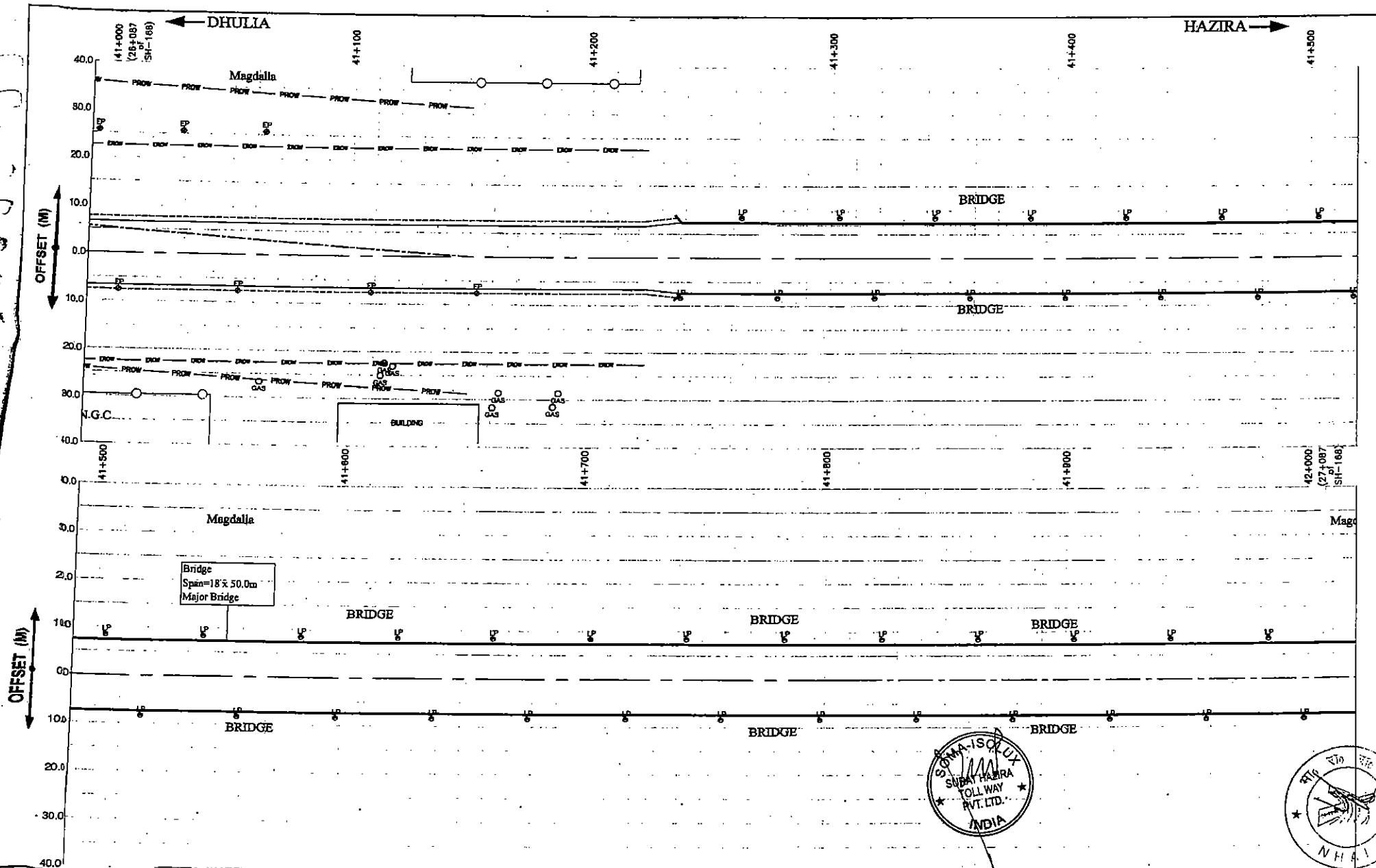
HAZIRA →



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<p>CONSULTING ENGINEERING SERVICES (I) PVT. LTD.</p> <p>57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</p>		<p>NATIONAL HIGHWAYS AUTHORITY OF INDIA</p> <p>(Ministry of Shipping, Road Transport & Highways)</p> <p>FEASIBILITY STUDY AND DPR FOR 46 LAMING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT</p>	
<p>STRIP PLAN OF EXISTING ROAD</p> <p>(Bardoli to Ichhapore Section)</p> <p>(Km. 37+000 to Km. 38+000)</p>		<p>DATE: JULY 2008</p> <p>DESIGNED BY: S C JHA</p> <p>CHECKED BY: J M SRIVASTAVA</p> <p>APPROVED BY: K GUMBE</p>	



DESCRIPTION OF REVISIONS NO. DATE BY REVISIONS	SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750	CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/LANING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Bardoli to Ichhapore Section) (Km. 38+000 to Km. 39+000)	DRAWING No : 2006093/RH/SP/39 DATE : JULY 2008 DESIGNED BY : S C JHA DRAWN BY : M SRIVASTAVA CHECKED BY : K GUJRE APPROVED BY : D C DE



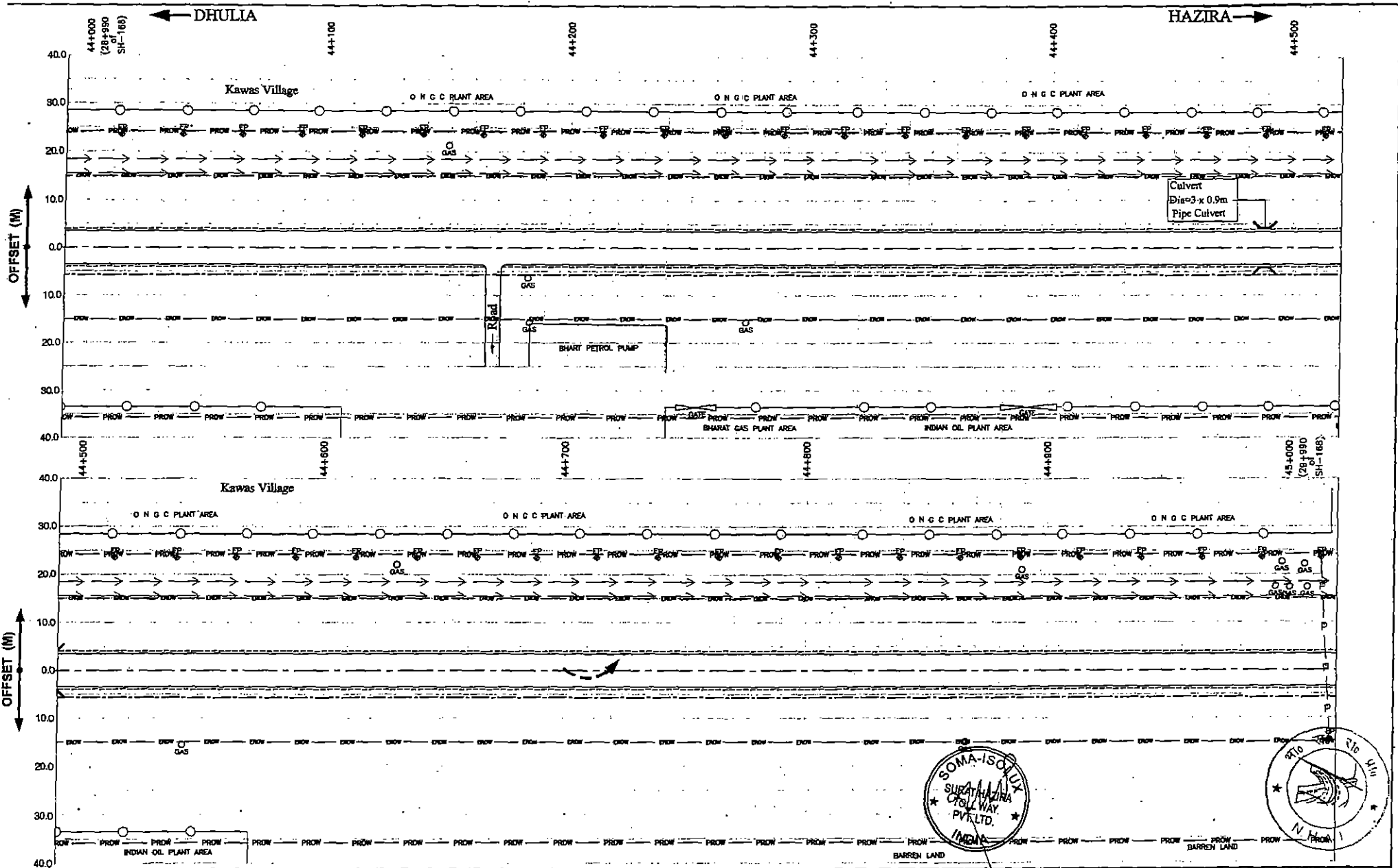
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57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19



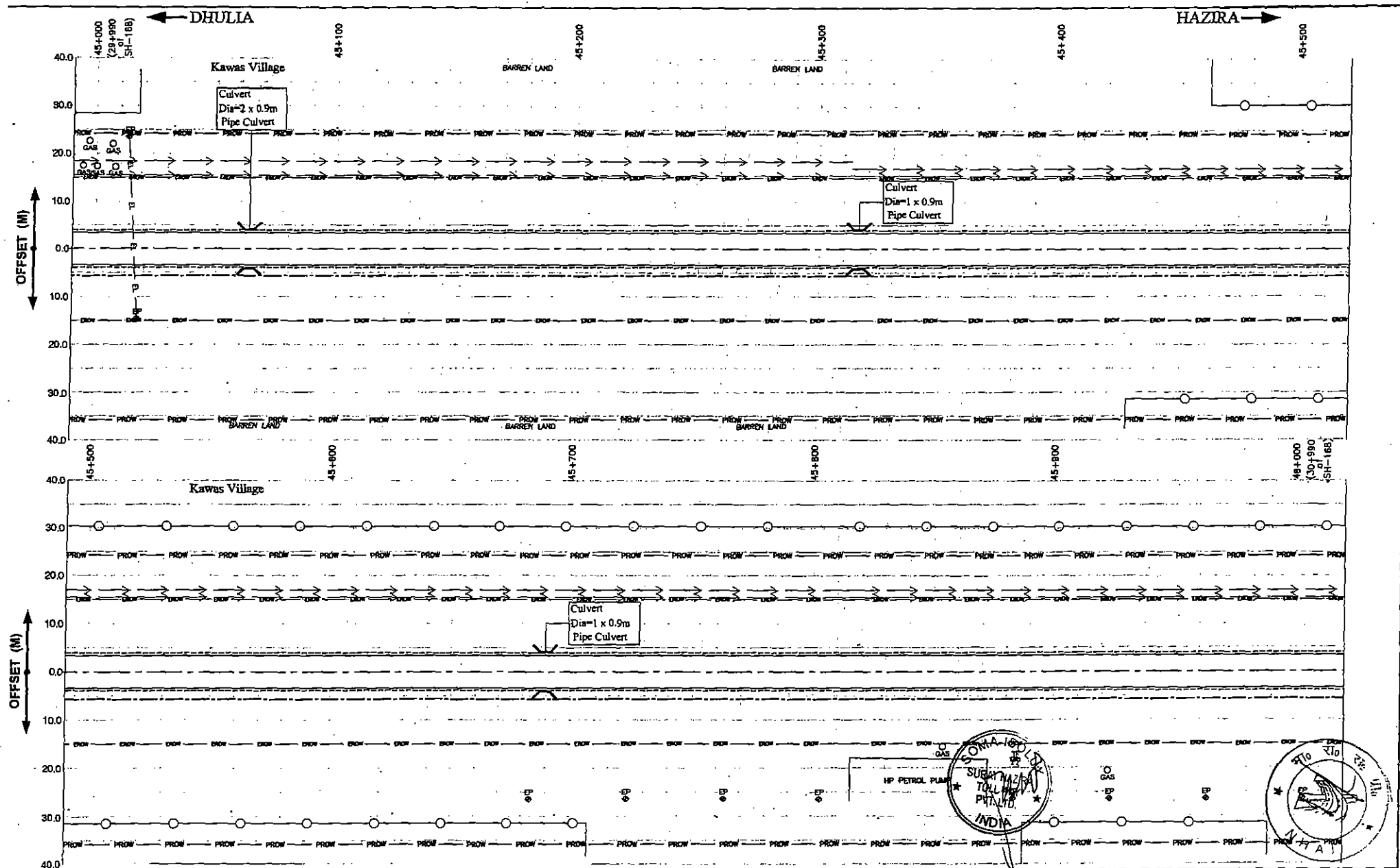
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(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH-6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
(Bardoli to Ichhapore Section)
(Km. 41+000 to Km. 42+000)

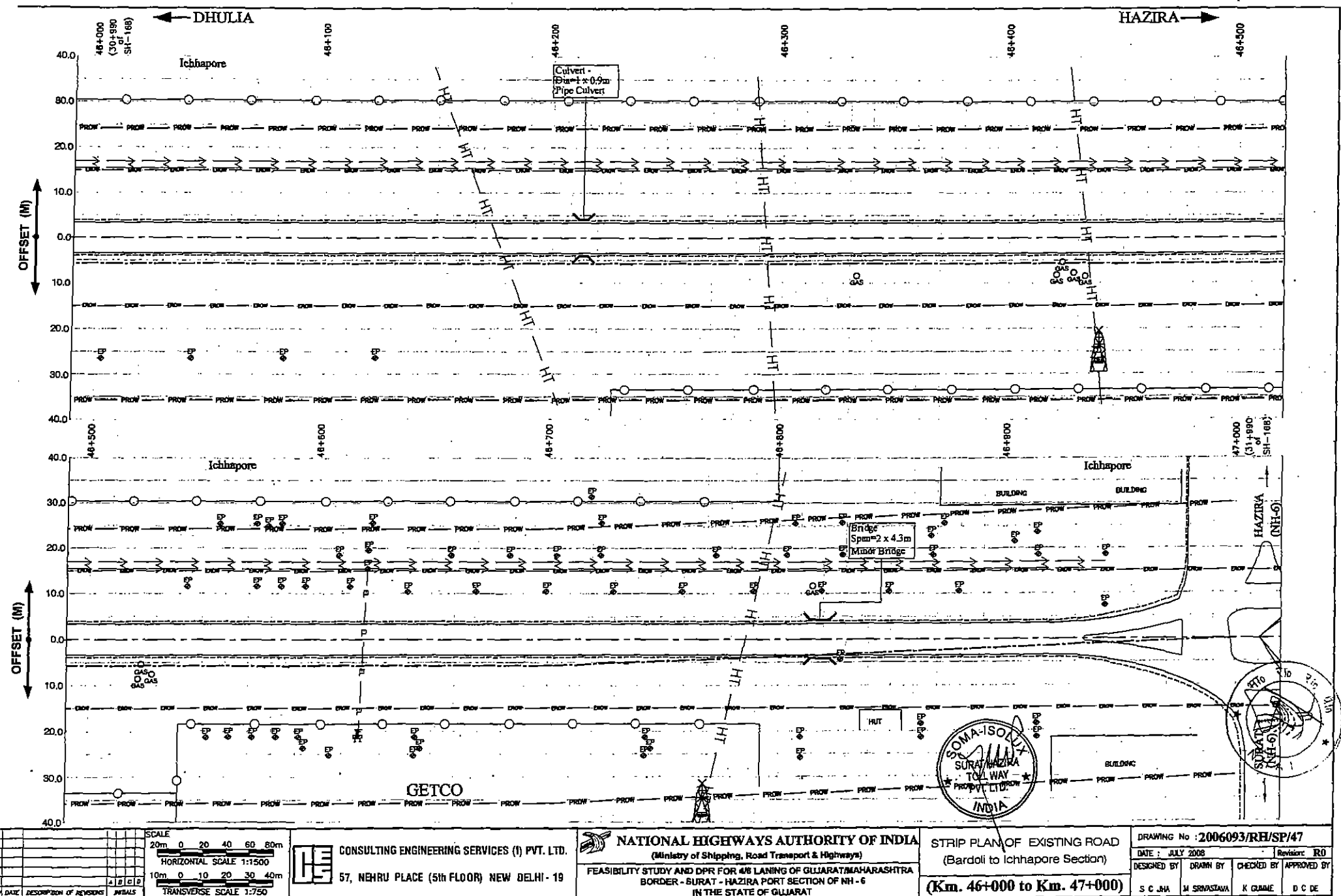
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DATE : JULY 2008			
DESIGNED BY	DRAWN BY	CHECKED BY	APPRO
S. C. JHA	M. SRIVASTAVA	K. GUAME	D. C.

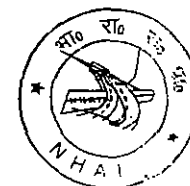
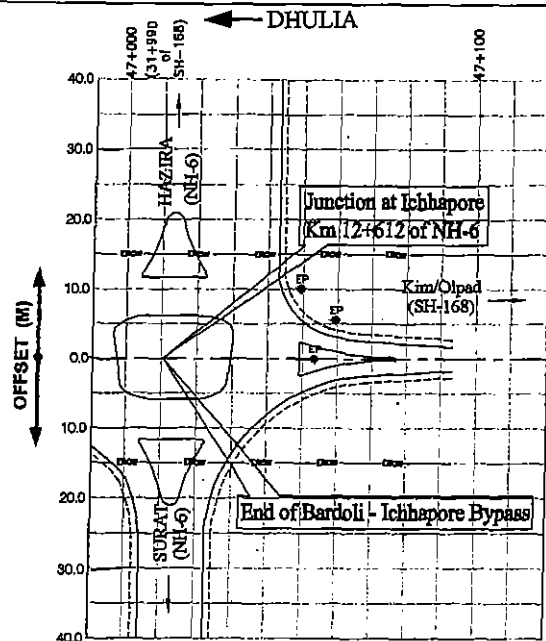




<p>DATE</p> <p>DESCRIPTION OF REVISION</p> <p>INITIALS</p>	<p>SCALE</p> <p>20m 0 20 40 60 80m</p> <p>HORIZONTAL SCALE 1:1500</p> <p>10m 0 10 20 30 40m</p> <p>TRANSVERSE SCALE 1:750</p>	<p>CONSULTING ENGINEERING SERVICES (I) PVT. LTD.</p> <p>57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</p>	<p>NATIONAL HIGHWAYS AUTHORITY OF INDIA</p> <p>(Ministry of Shipping, Road Transport & Highways)</p> <p>FEASIBILITY STUDY AND DPR FOR 45 LANE OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6 IN THE STATE OF GUJARAT</p>	<p>STRIP PLAN OF EXISTING ROAD</p> <p>(Bardoli to Ichhapore Section)</p> <p>(Km. 44+000 to Km. 45+000)</p>	<p>DRAWING No : 2006093/RH/SP/45</p> <p>DATE : JULY 2006</p> <p>DESIGNED BY : DRAMN BY : CHECKED BY : APPROVED BY :</p> <p>S C JHA M SUNDARANA K GUAME D C DE</p>
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<p>SCALE</p> <p>20m 0 20 40 60 80m</p> <p>HORIZONTAL SCALE 1:1500</p> <p>10m 0 10 20 30 40m</p> <p>TRANSVERSE SCALE 1:750</p>	<p>CONSULTING ENGINEERING SERVICES (I) PVT. LTD.</p> <p>57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19</p>	<p>NATIONAL HIGHWAYS AUTHORITY OF INDIA</p> <p>(Ministry of Shipping, Road Transport & Highways)</p> <p>FEASIBILITY STUDY AND DPR FOR 4E LANEING OF GUJARAT/MAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH-6 IN THE STATE OF GUJARAT</p>	<p>STRIP PLAN OF EXISTING ROAD (Bardoli to Ichhapore Section)</p> <p>(Km. 45+000 to Km. 46+000)</p>	<p>DRAWING No : 2006093/RE/SP/46</p> <p>DATE : JULY 2008</p> <p>DESIGNED BY : DRAWN BY : CHECKED BY : APPROVED BY :</p> <p>S C JHA M SRIVASTAVA K GUJRE D C DE</p>	<p>Revision: R0</p>
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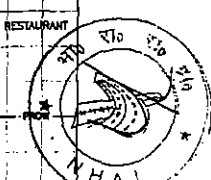
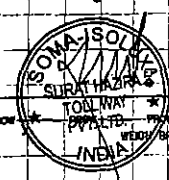
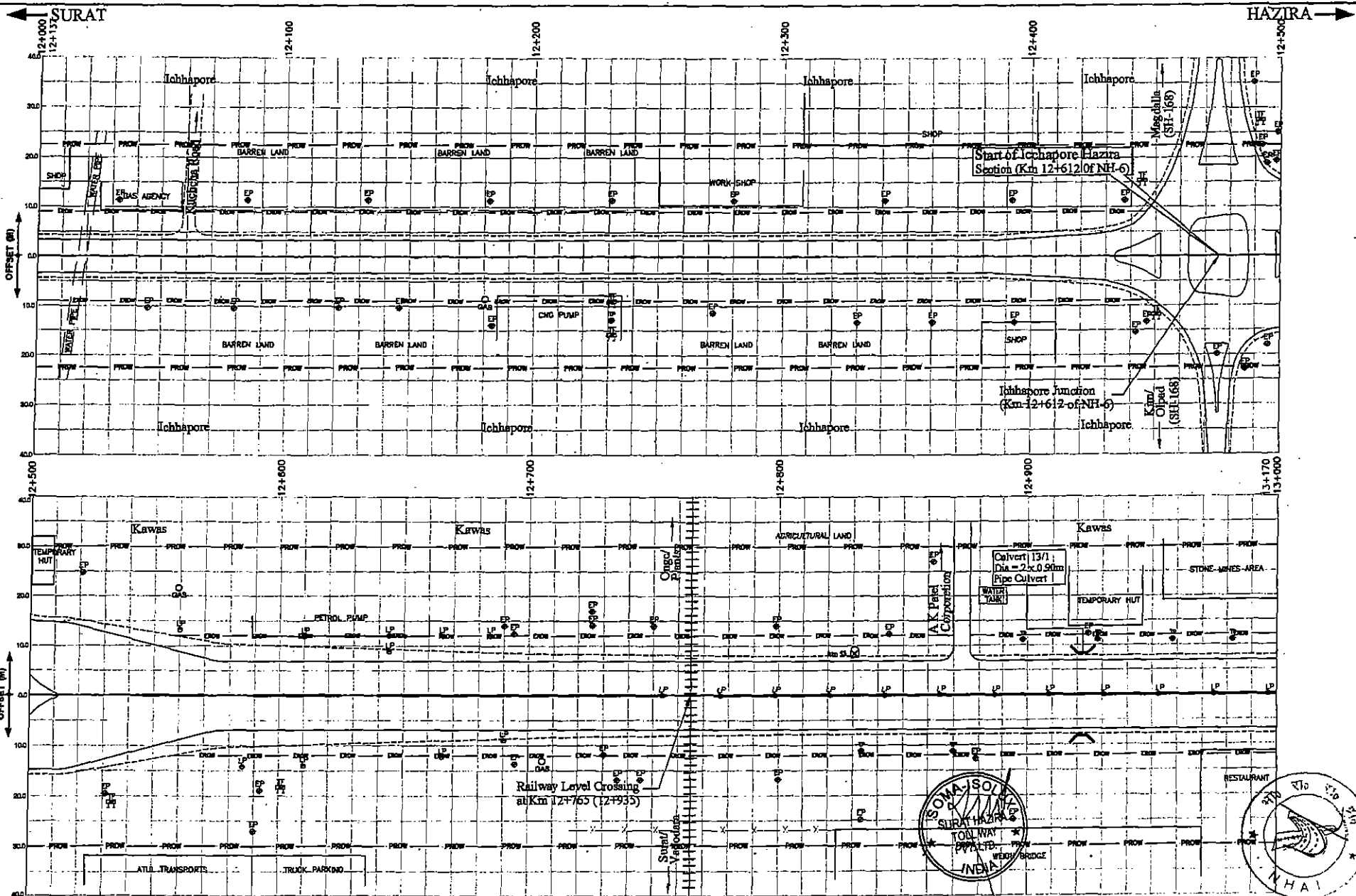


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**STRIP PLAN
FOR**

**ICHIAPORE TO HAZIRA PORT SECTION
OF NATIONAL HIGHWAY - 6**

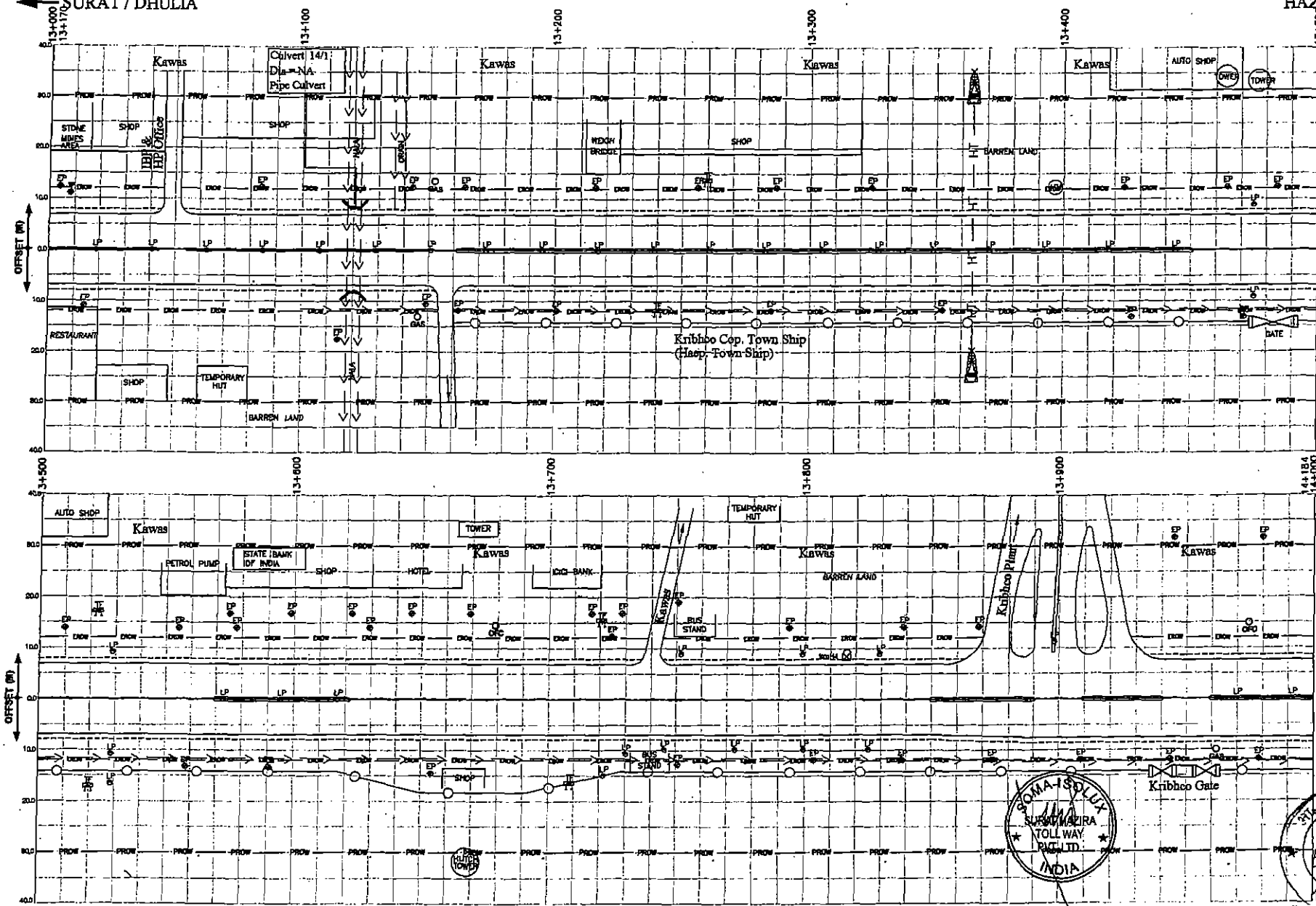




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← SURAT / DHULLA

HAZIRA →



SCALE
20m 0 20 40 60 80m
HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750



CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19



NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)

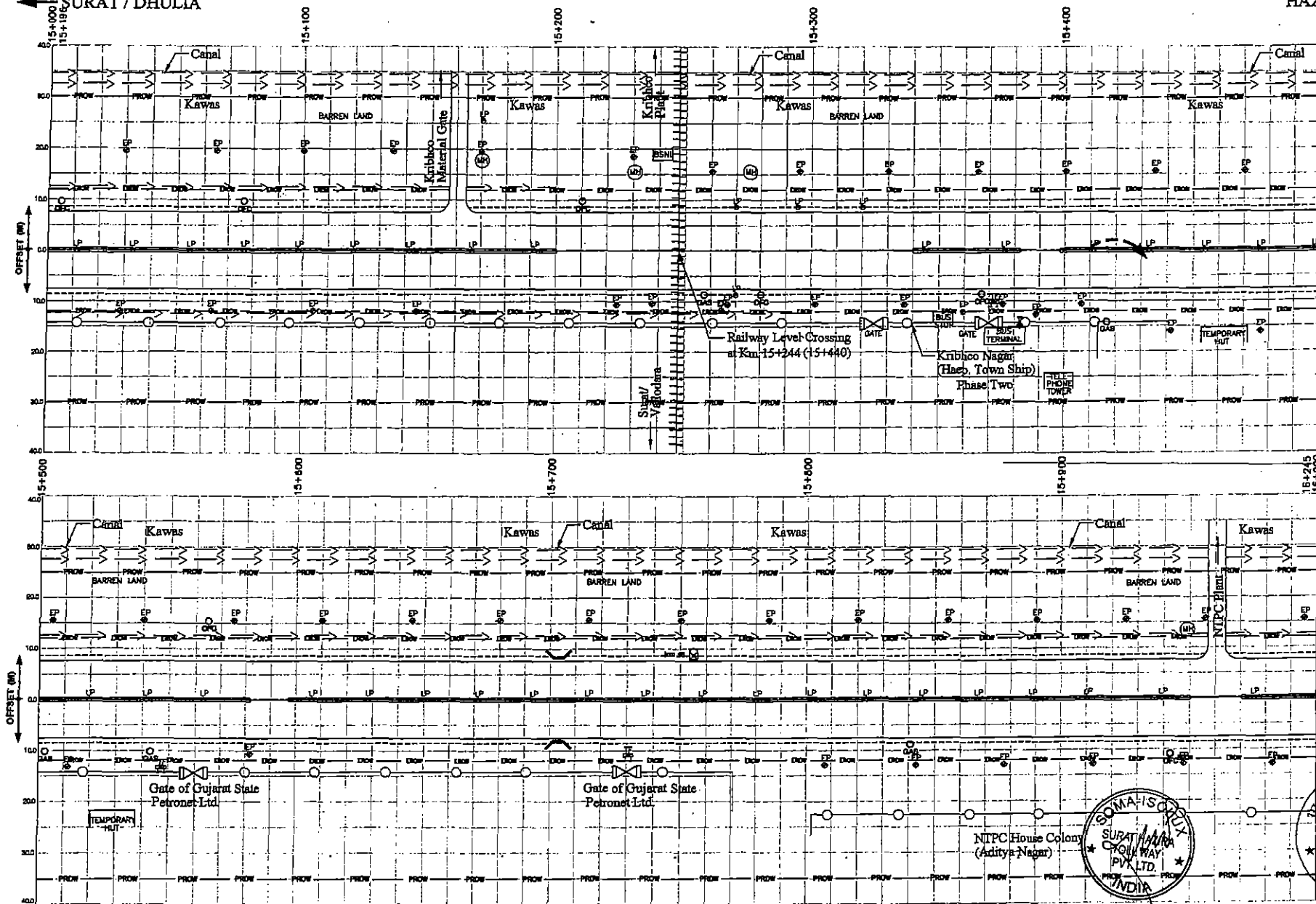
FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
(Ichhapore to Hazira Port Section)
(Km. 13+000 to Km. 14+000)

DRAWING No : 2006093/RE/SP/02
DATE : JULY 2006
DESIGNED BY : S C JHA
DRAWN BY : M SRIVASTAVA
CHECKED BY : K GUJRI
APPROVED BY : D C DE

← SURAT / DHULIA

HAZIRA →



SCALE
20m 0 20 40 60 80m
HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750



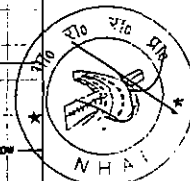
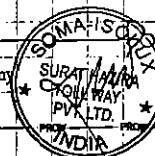
CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

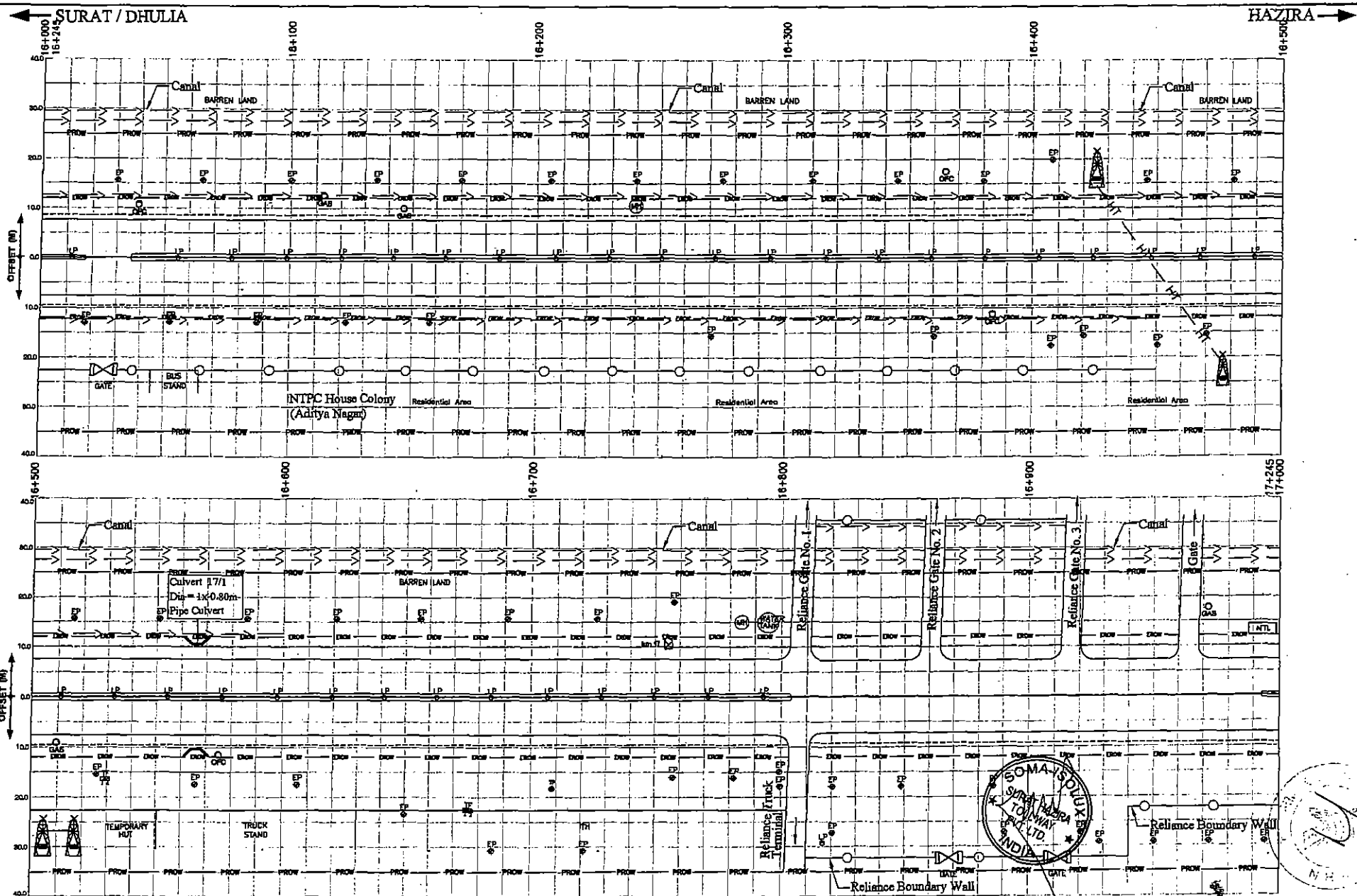


NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
(Johhapore to Hazira Port Section)
(Km. 15+000 to Km. 16+000)

DRAWING No: 2006093/RH/SP/04
DATE: JULY 2008
DESIGNED BY: DRAWN BY: CHECKED BY: APPROVED BY:
S C JHA M SRIVASTAVA K GUMME D C DE





SCALE
20m 0 20 40 60 80m
HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750



CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19



NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)

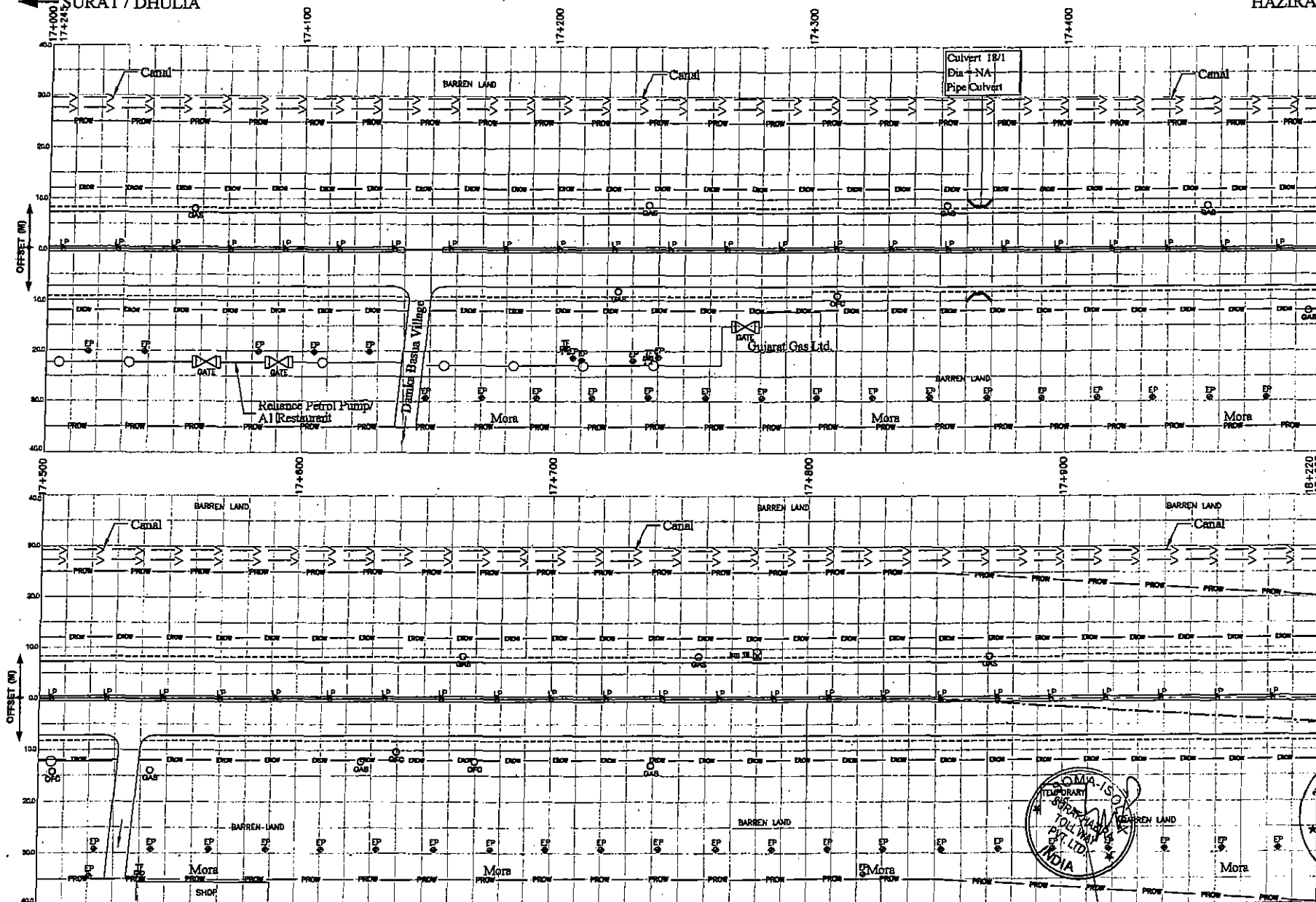
FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH-6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
(Ichhapore to Hazira Port Section)
(Km. 16+000 to Km. 17+000)

DRAWING No : 2006093/RH/SP/05
DATE : JULY 2008
DESIGNED BY : S C JHA
DRAWN BY : W SRIVASTAVA
CHECKED BY : K GUNDE
APPROVED BY : D C DE
Revision: R0

SURAT / DHULIA

HAZIRA



REV	DATE	DESCRIPTION OF REVISION	INITIALS

SCALE
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HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750

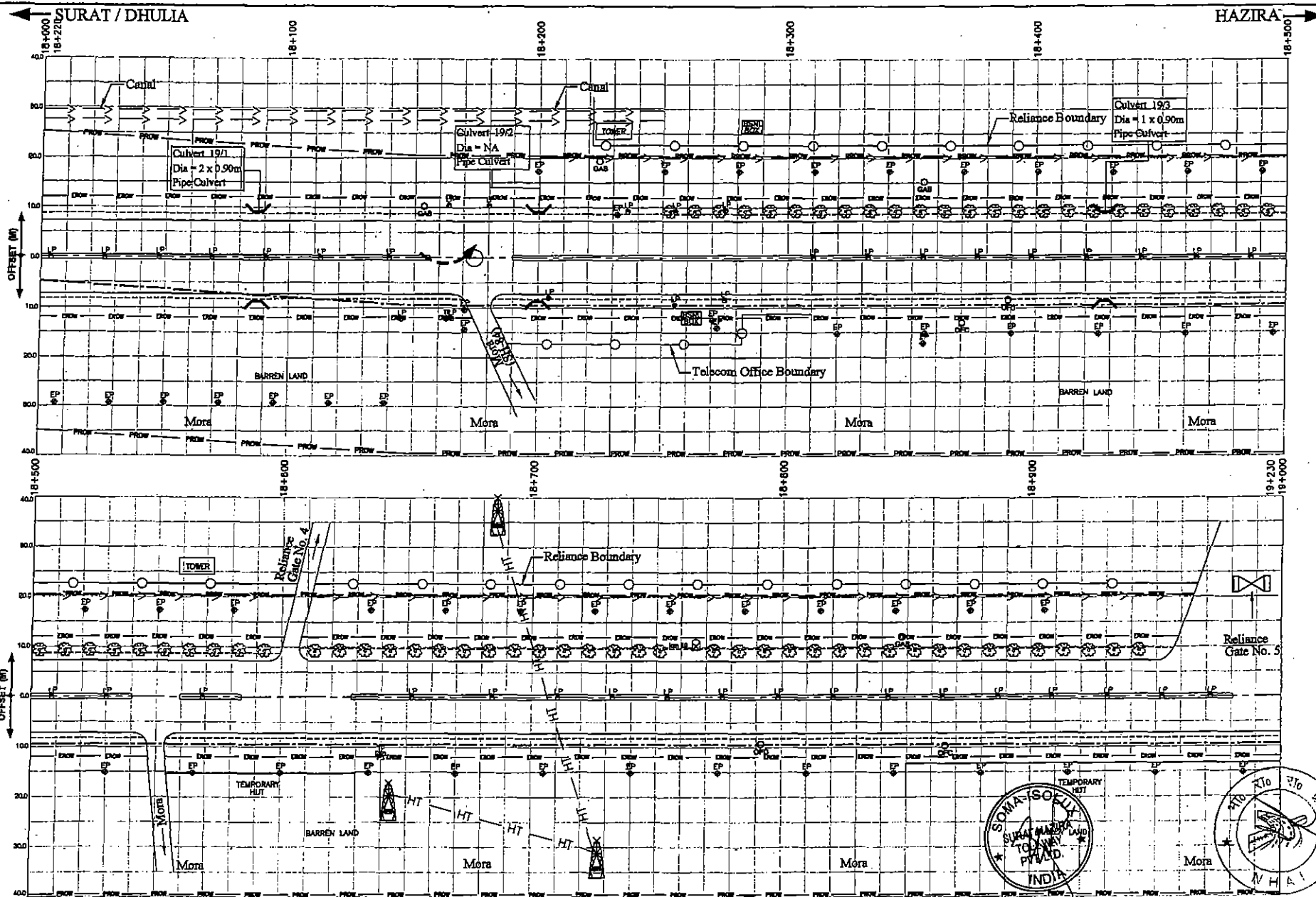
CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)

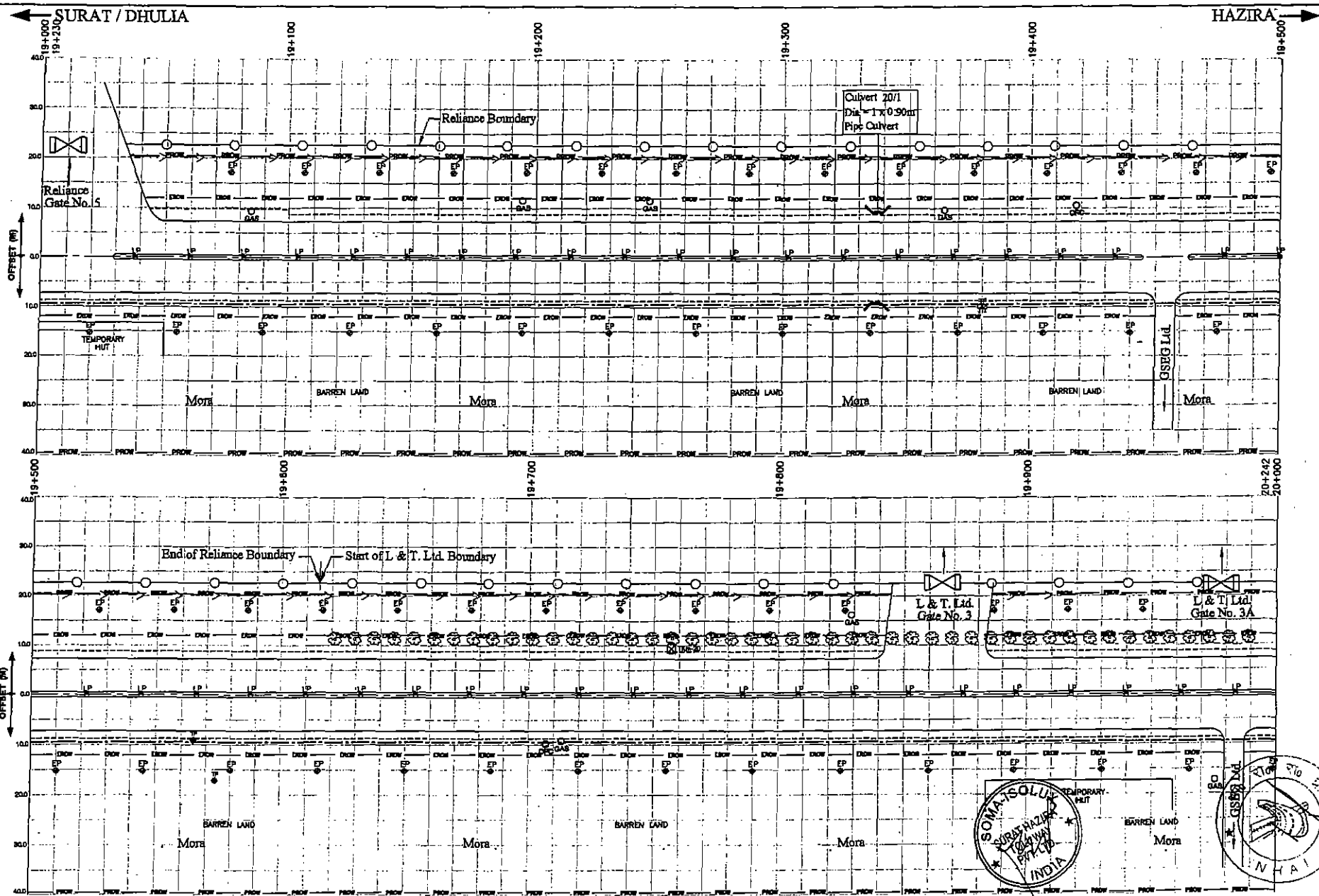
FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
(Ichhapore to Hazira Port Section)
(Km. 17+000 to Km. 18+000)

DRAWING No : 2006093/RH/SP/06
DATE : JULY 2006
DESIGNED BY : S C JHA
DRAWN BY : M SRIVASTAVA
CHECKED BY : K GUMBLE
APPROVED BY : D C DE
Revision: RD



SCALE 20m 0 20 40 60 80m HORIZONTAL SCALE 1:1500 10m 0 10 20 30 40m TRANSVERSE SCALE 1:750		CONSULTING ENGINEERING SERVICES (I) PVT. LTD. 57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways) FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARATMAHARASHTRA BORDER - SURAT - HAZIRA PORT SECTION OF NH-6 IN THE STATE OF GUJARAT	STRIP PLAN OF EXISTING ROAD (Ichhapore to Hazira Port Section) (Km. 18+000 to Km. 19+000)	DRAWING No : 2006093/RH/SP/07 DATE : JULY 2008 DESIGNED BY : S C JHA DRAWN BY : M SRIVASTAVA CHECKED BY : K GUMBE APPROVED BY : D C DE
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SCALE
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HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750



CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19



NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)

FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH-6
IN THE STATE OF GUJARAT

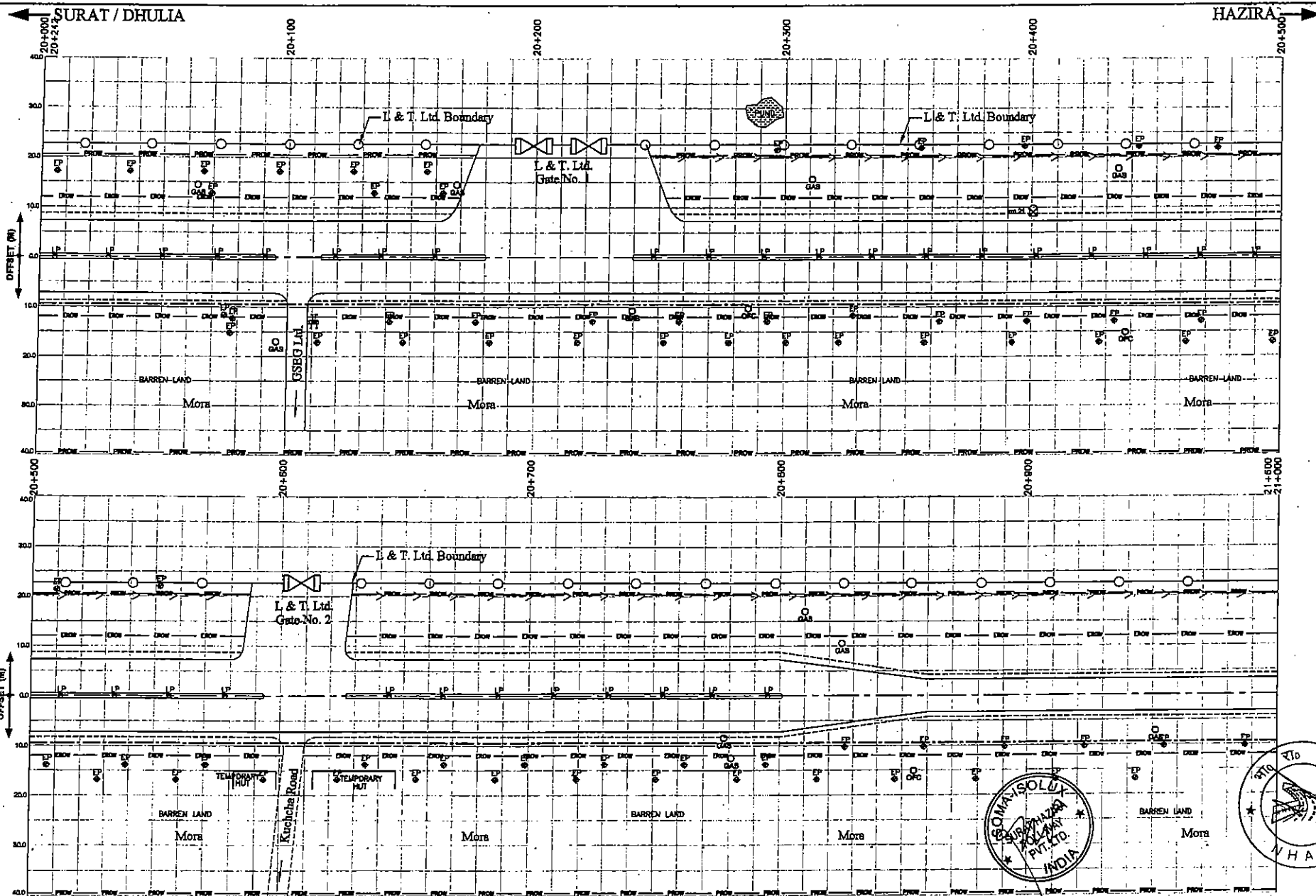
STRIP PLAN OF EXISTING ROAD
(Ichhapore to Hazira Port Section)
(Km. 19+000 to Km. 20+000)

DRAWING No : 2006093/RH/SP/08

DATE : JULY 2008 Revision: R0

DESIGNED BY : DRAWN BY : CHECKED BY : APPROVED BY :

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SCALE
20m 0 20 40 60 80m
HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750



CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

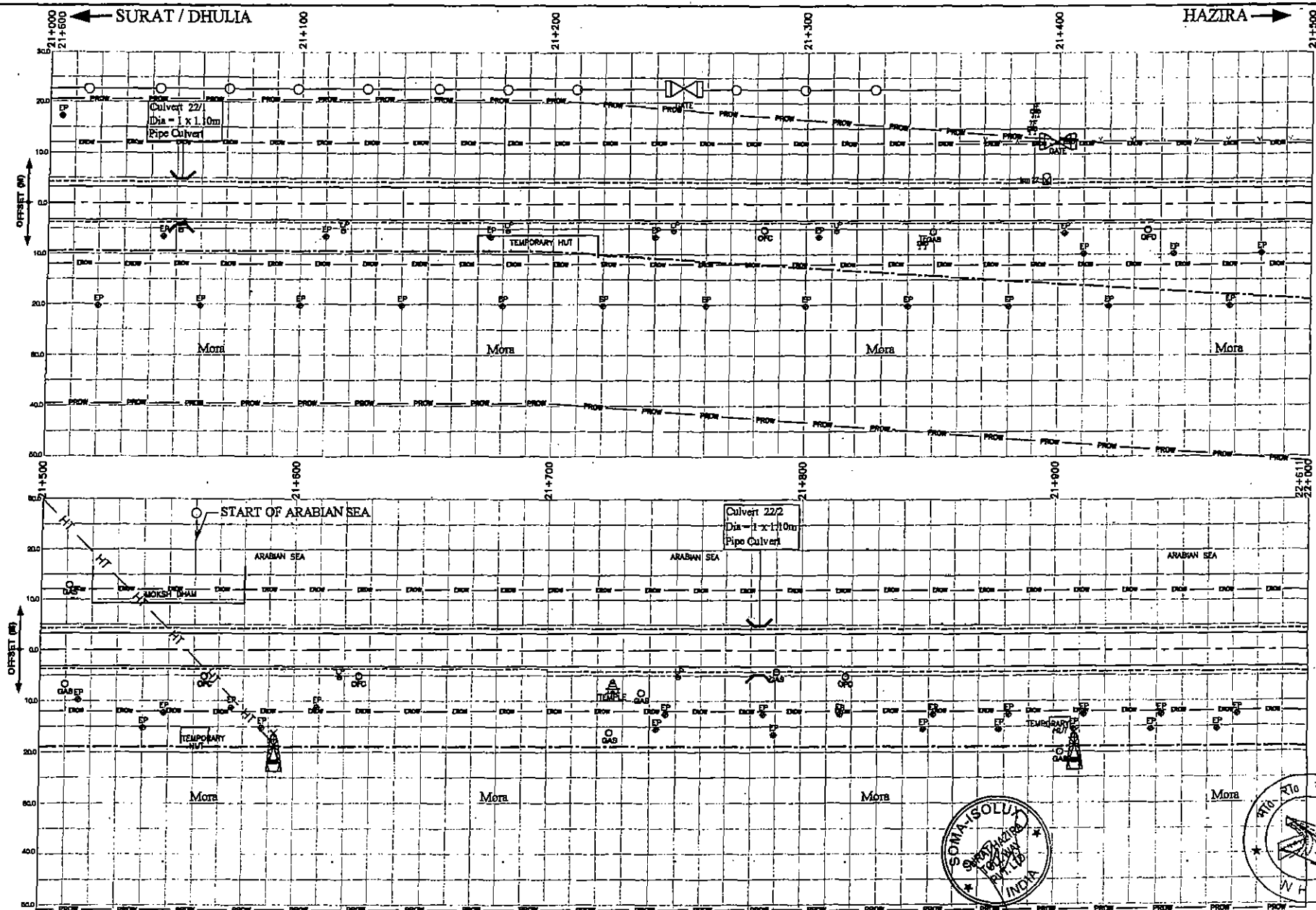


NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)

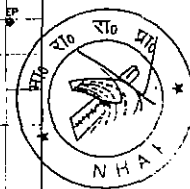
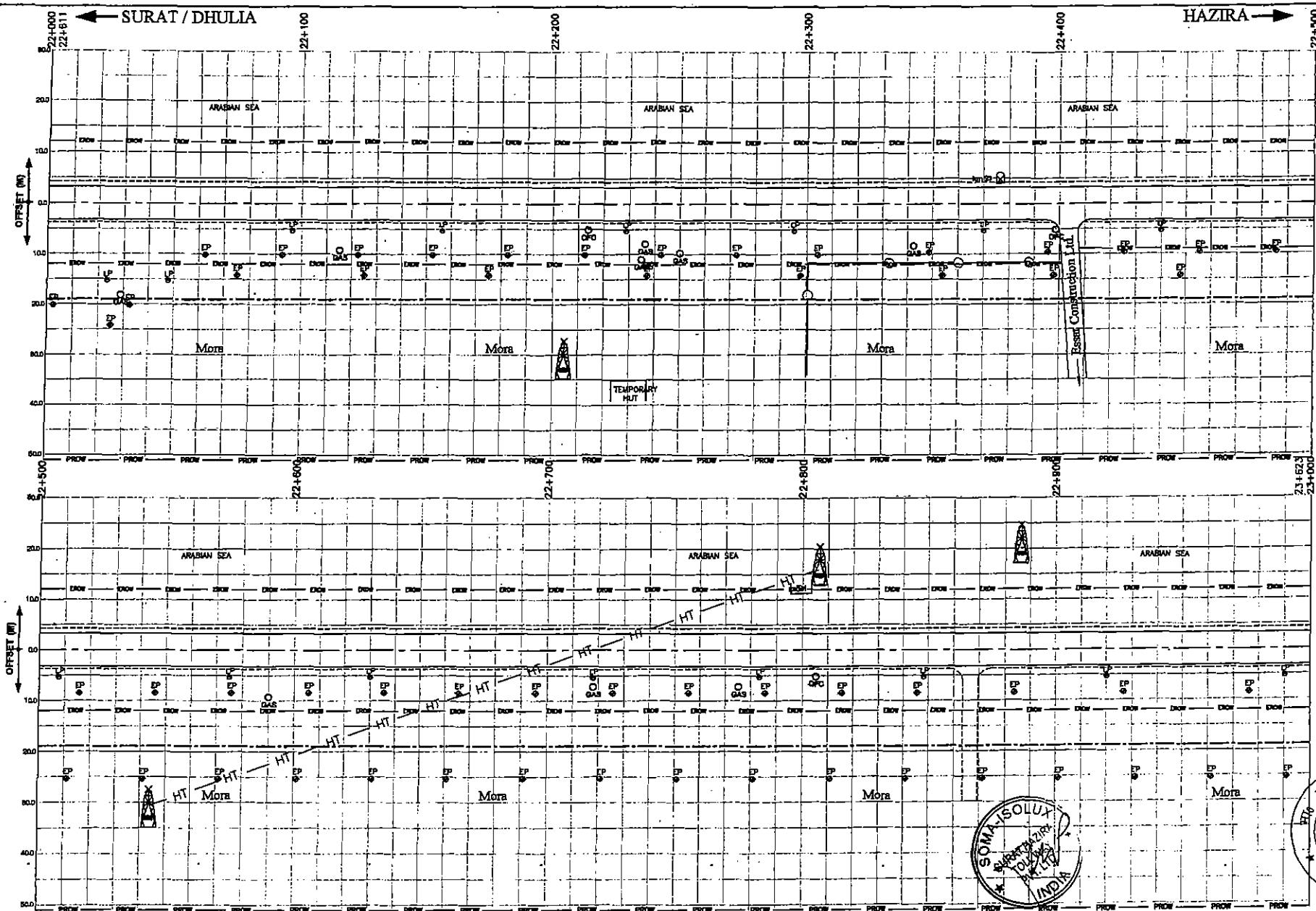
FEASIBILITY STUDY AND DPR FOR 4/6 LANEING OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
(Ichhapore to Hazira Port Section)
(Km. 20+000 to Km. 21+000)

DRAWING No : 2006093/RH/SP/09
DATE : JULY 2008 Revision: R0
DESIGNED BY: S C JHA DRAWN BY: M SRIVASTAVA CHECKED BY: K GUNDE APPROVED BY: D C DE



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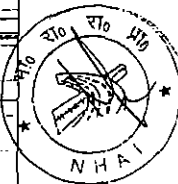
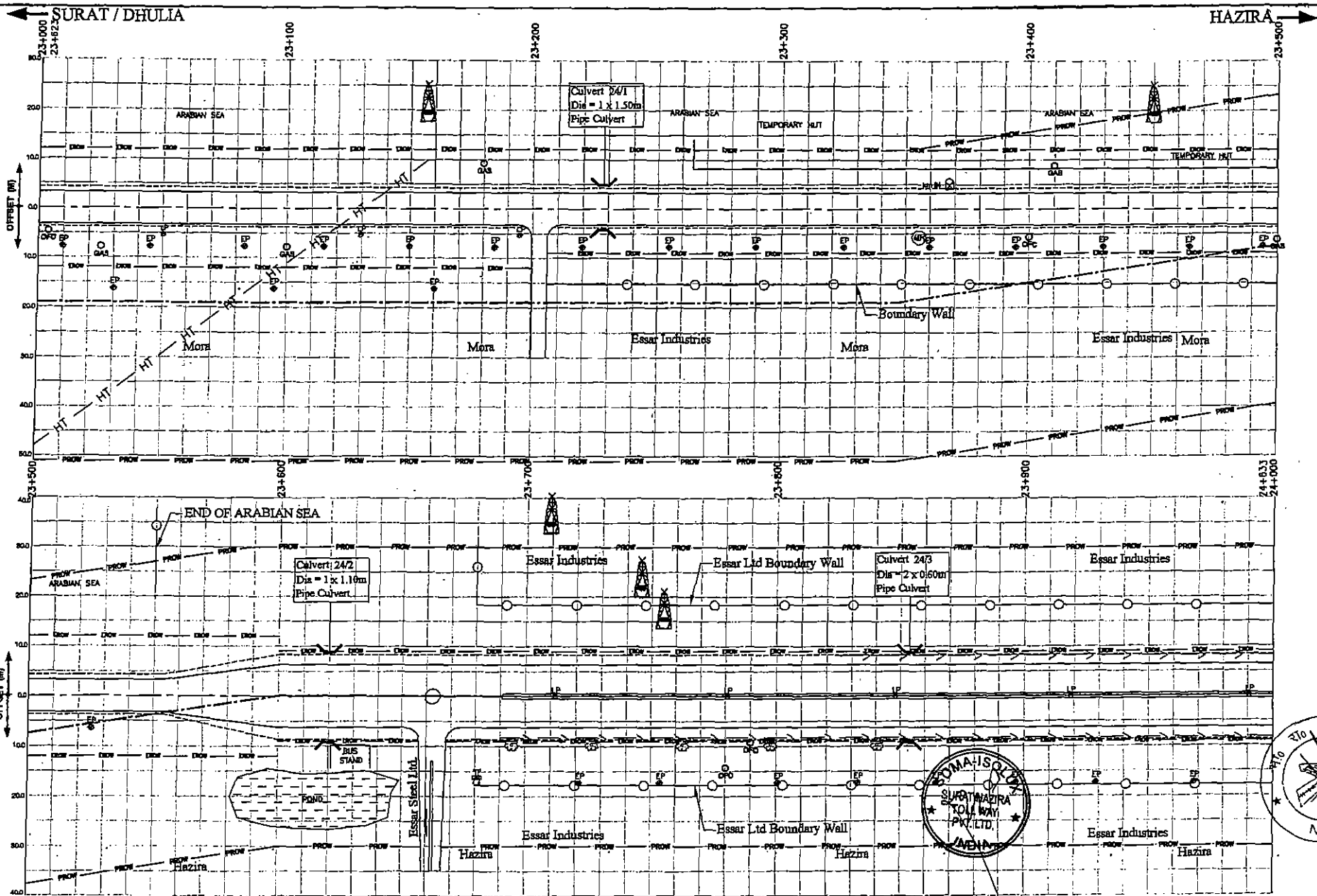
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CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19

NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH-6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
(Ichhapore to Hazira Port Section)
(Km. 22+000 to Km. 23+000)

DRAWING No : 2006093/RH/SP/11
DATE : JULY 2008
DESIGNED BY : S C JHA
DRAWN BY : M SRIVASTAVA
CHECKED BY : K GUJRI
APPROVED BY : D C DE
Revision: R0



SCALE
20m 0 20 40 60 80m
HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750



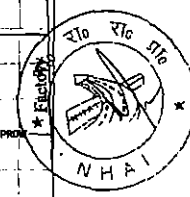
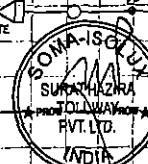
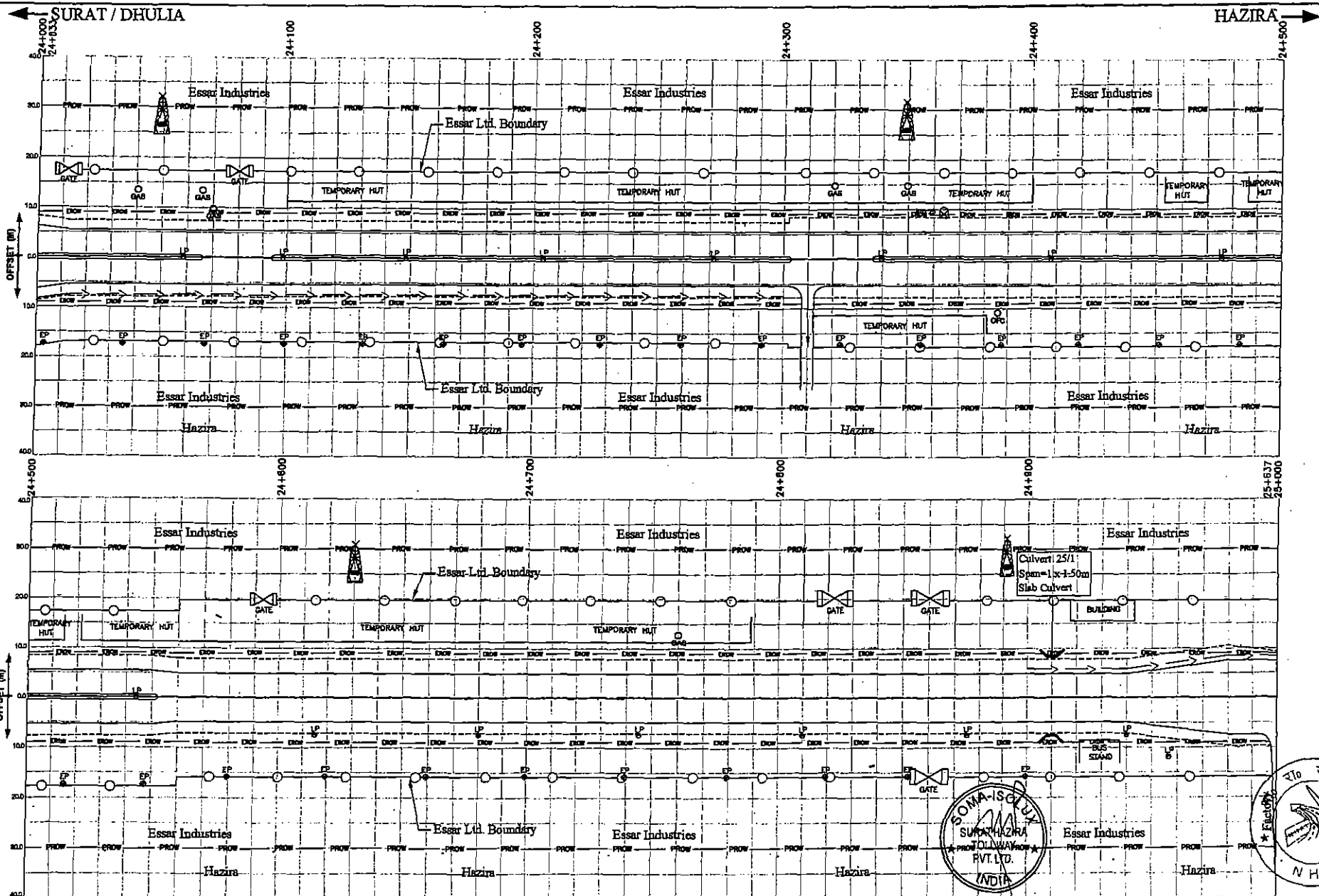
CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19



NATIONAL HIGHWAYS AUTHORITY OF INDIA
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FEASIBILITY STUDY AND DPR FOR 4/6 LANE OF GUJARAT/MAHARASHTRA
BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
(Ichhapore to Hazira Port Section)
(Km. 23+000 to Km. 24+000)

DRAWING No : 2006093/RE/SP/12
DATE : JULY 2008
DESIGNED BY : S C JHA
DRAWN BY : M SRIVASTAVA
CHECKED BY : K GUARIE
APPROVED BY : D C DE



SCALE
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HORIZONTAL SCALE 1:1500
10m 0 10 20 30 40m
TRANSVERSE SCALE 1:750



CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19



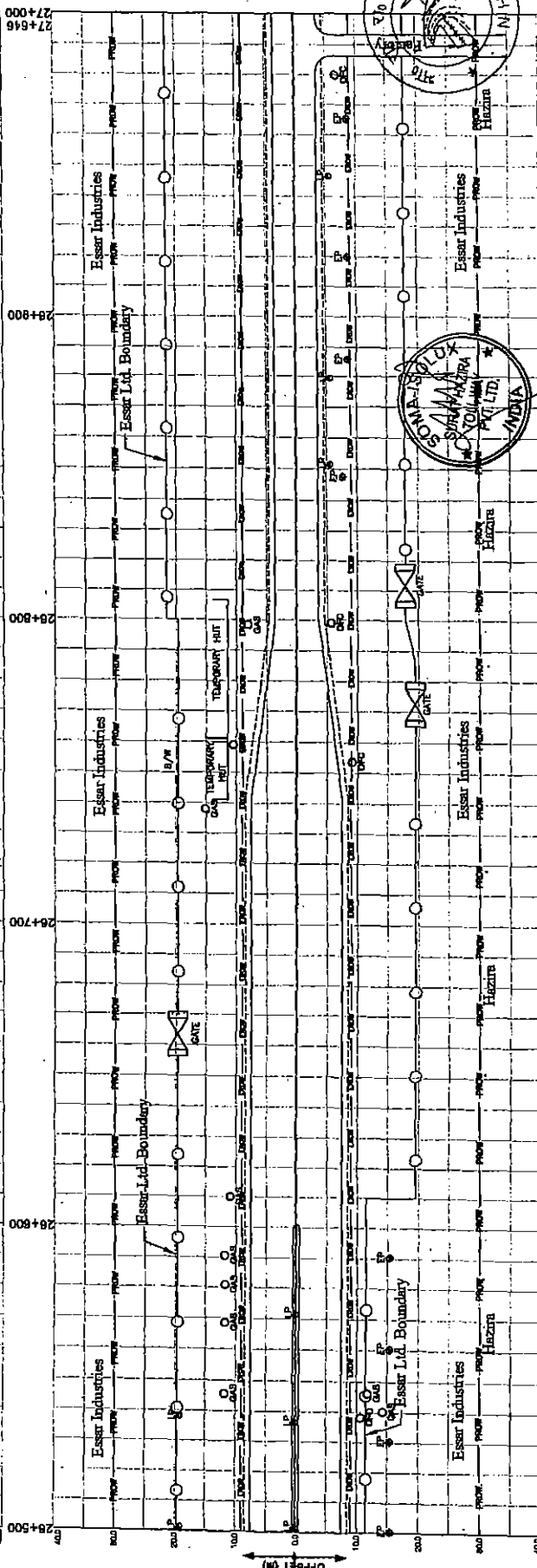
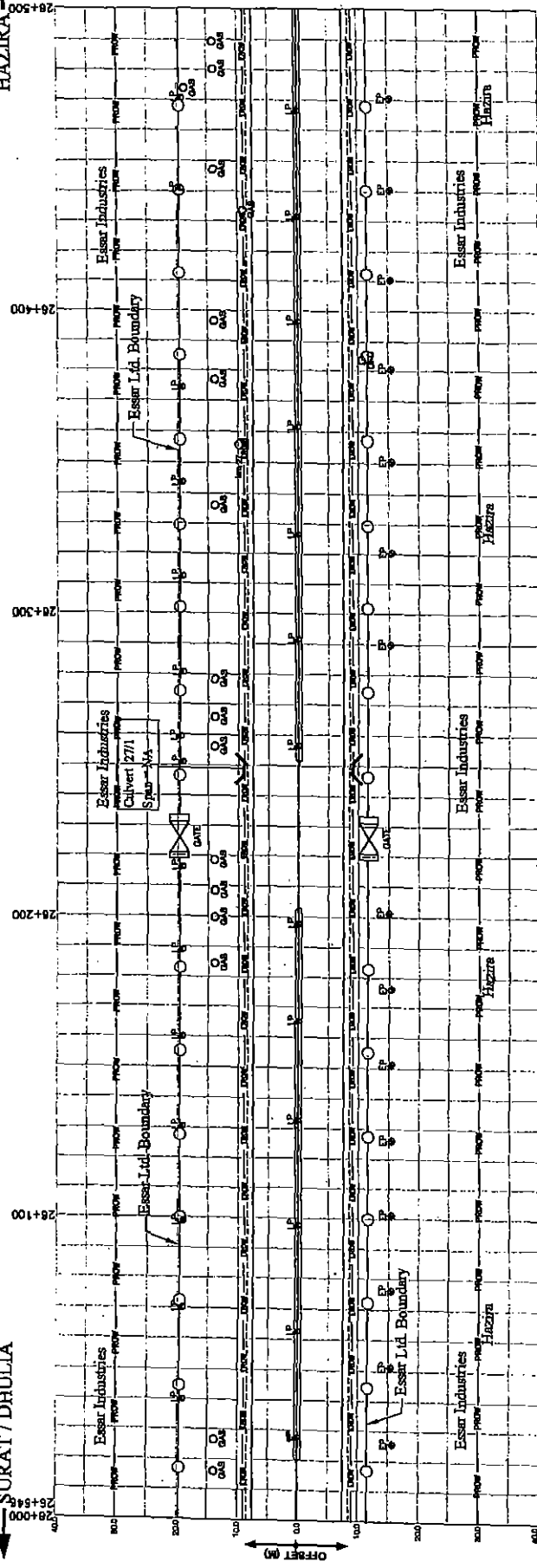
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(Ministry of Shipping, Road Transport & Highways)
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BORDER - SURAT - HAZIRA PORT SECTION OF NH - 6
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
(Ichhapore to Hazira Port Section)
(Km. 24+000 to Km. 25+000)

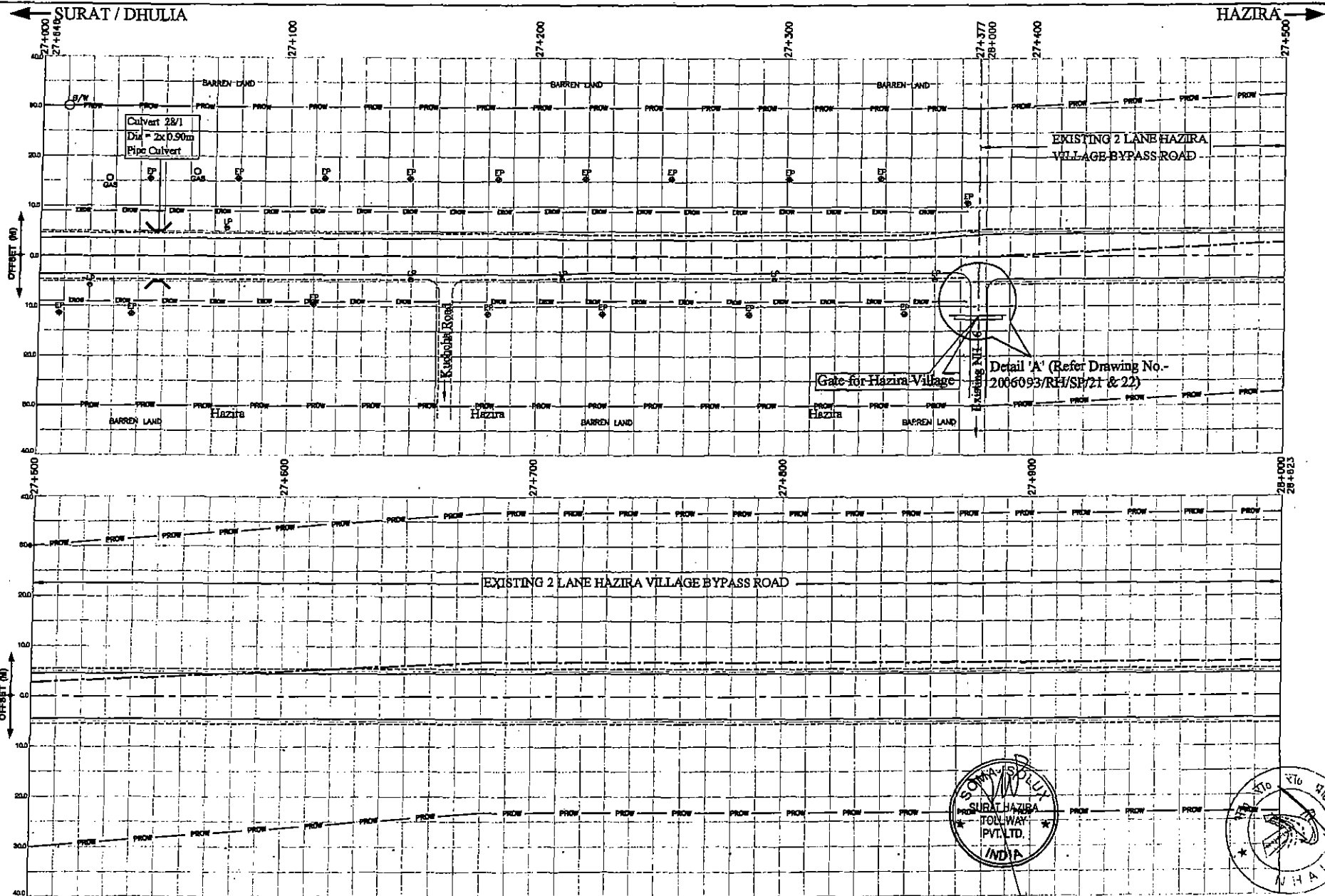
DRAWING No : 2006093/RH/SP/13
DATE : JULY 2008 Revision: R0
DESIGNED BY : S C JHA
DRAWN BY : M SRIVASTAVA
CHECKED BY : K GUAME
APPROVED BY : D C DE

SURAT / DHULIA

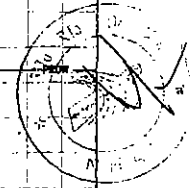
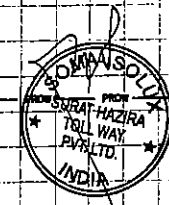
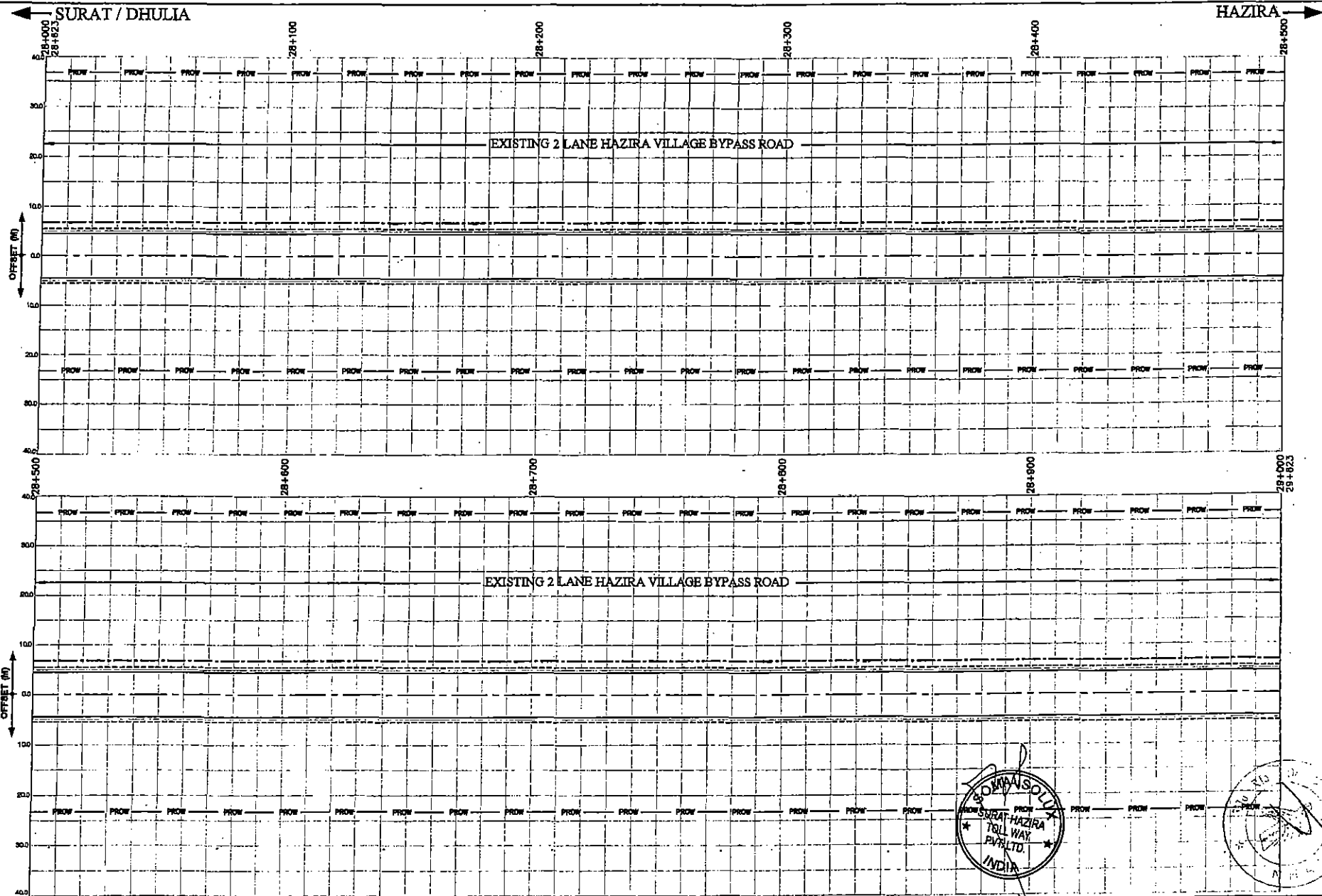
HAZIRA



SCALE		20m 0 20 40 60 80m	
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TRANSVERSE SCALE 1:750			
REV	DATE	DESCRIPTION OF REVISION	APPVAL
CONSULTING ENGINEERING SERVICES (I) PVT. LTD.		57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19	
NATIONAL HIGHWAYS AUTHORITY OF INDIA (Ministry of Shipping, Road Transport & Highways)		FEASIBILITY STUDY AND DPR FOR 4th LANE OF GUJARAT MARSHADRA BORDER - SURAT - HAZIRA PORT SECTION OF NH-6 IN THE STATE OF GUJARAT	
STRIP PLAN OF EXISTING ROAD (Ichhapore to Hazira Port Section)		(Km. 26+000 to Km. 27+000)	
DRAWING NO : 2006093/RH/SP/15		DATE : JULY 2008	
DESIGNED BY		DRAWN BY	
CHECKED BY		APPROVED BY	
S. C. JHA		M. SRIVASTAVA	
K. G. ME		D. C. DE	



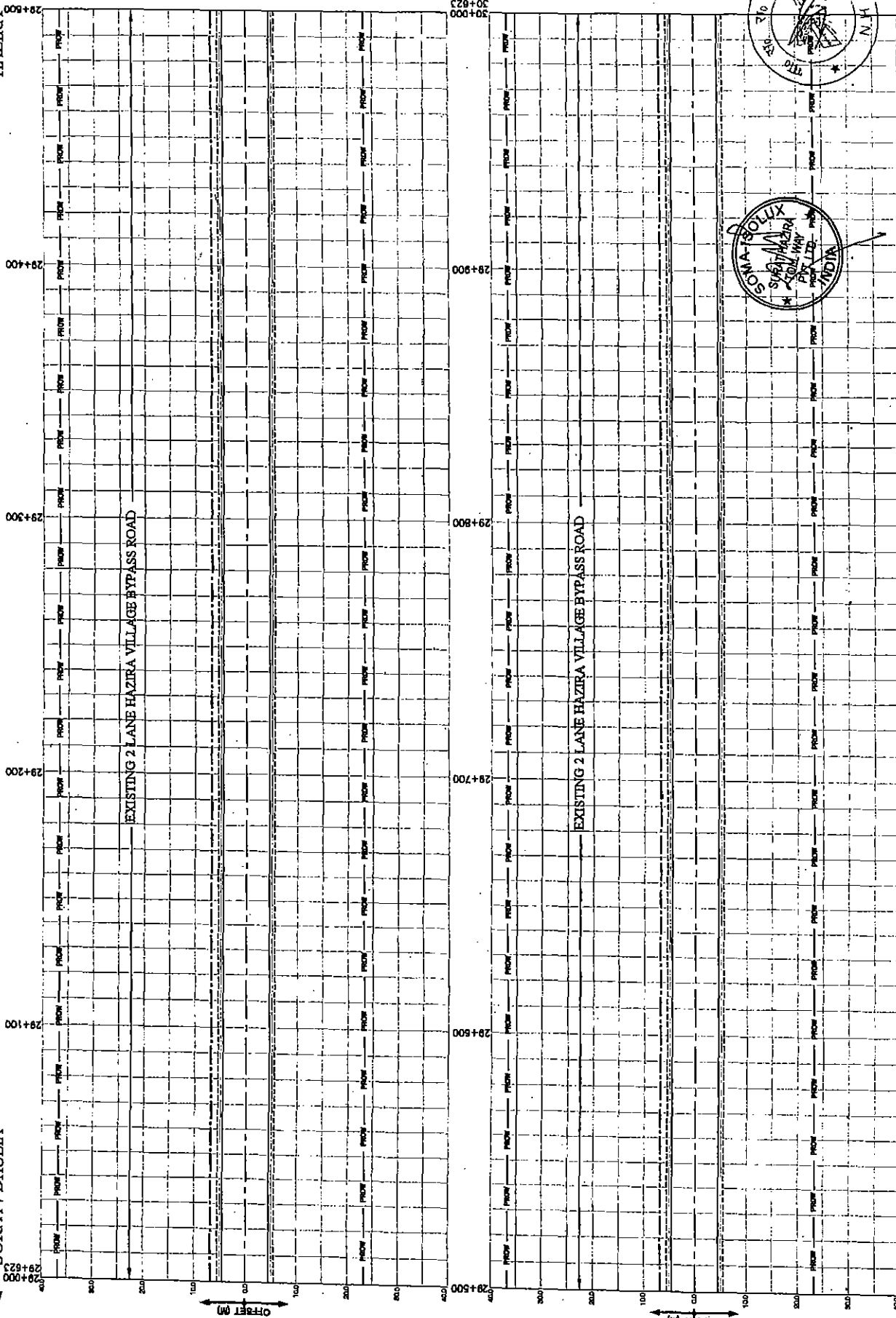
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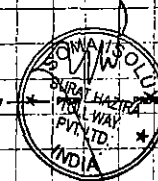
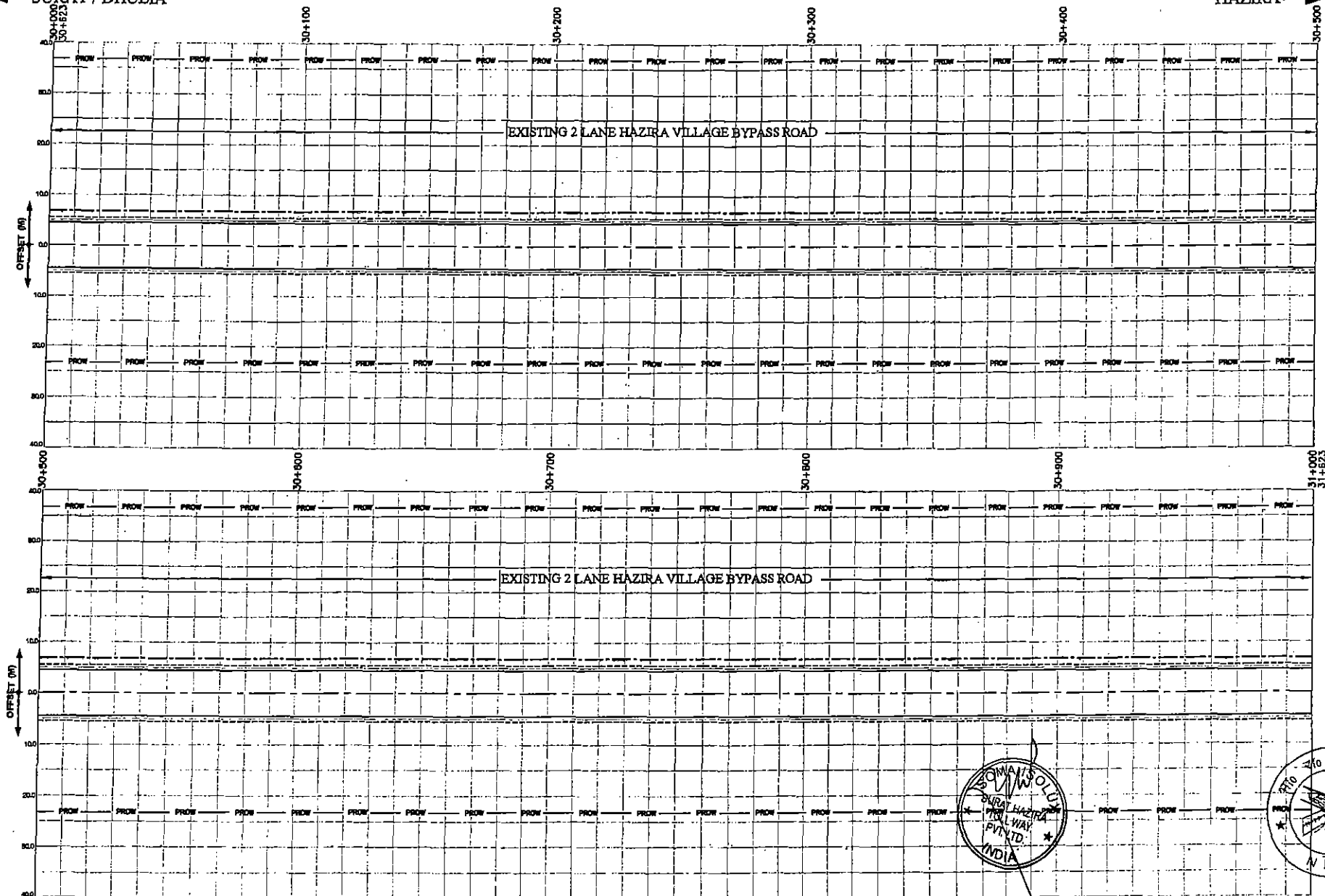
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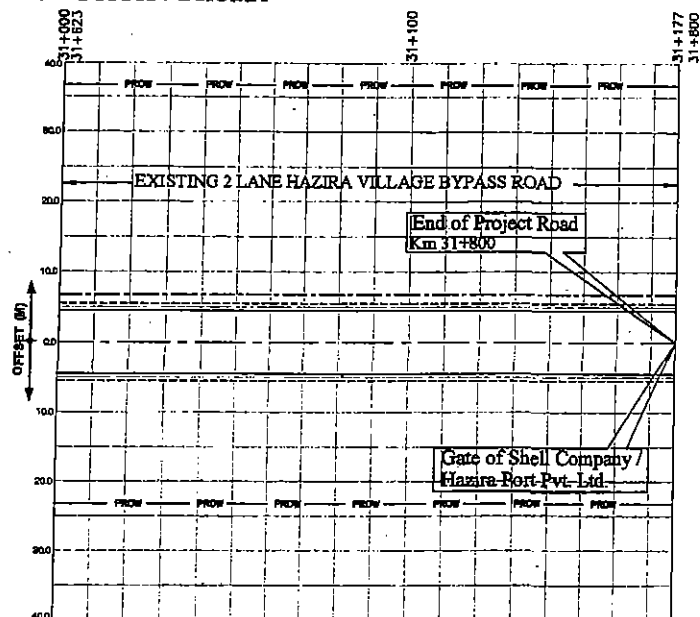
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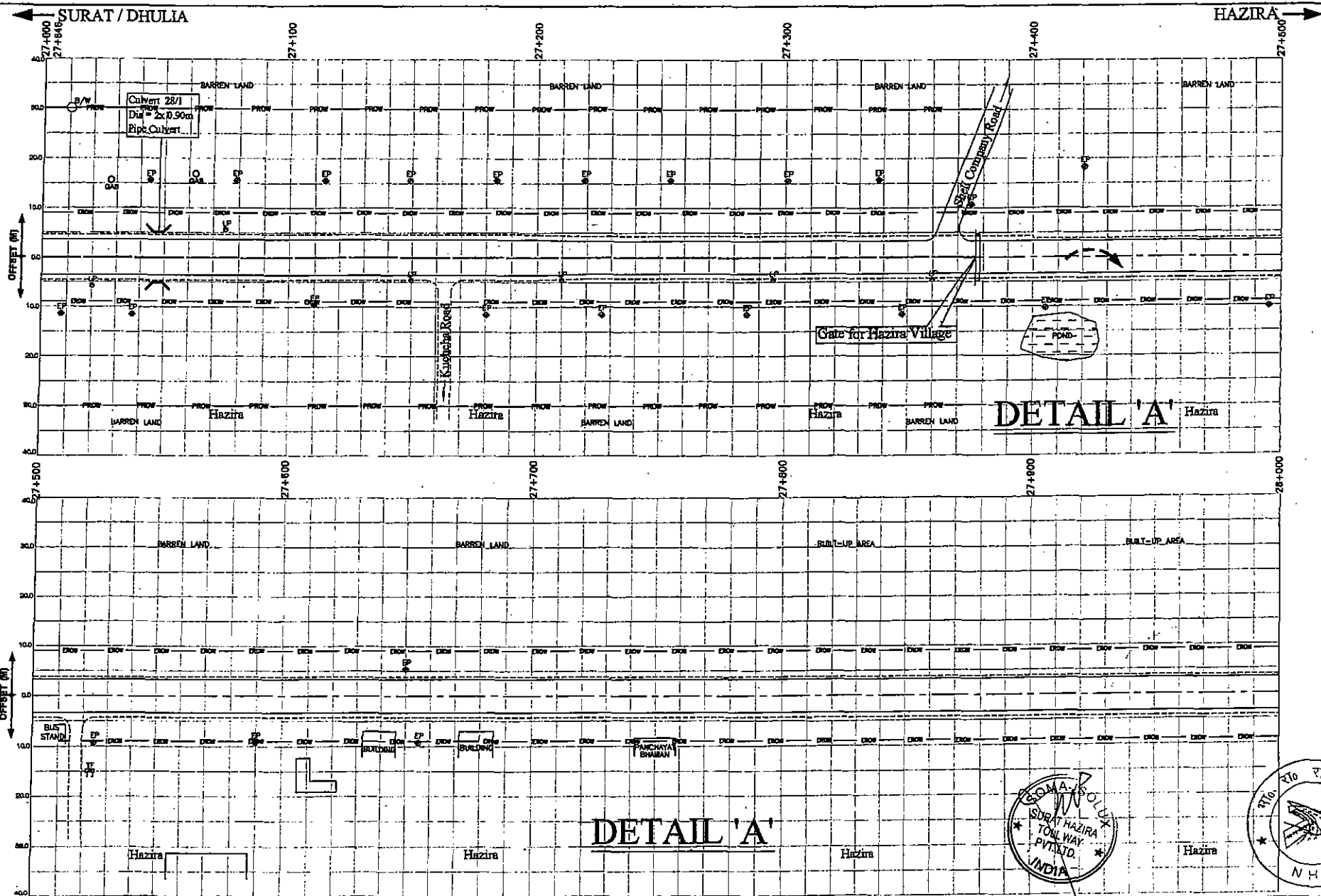
CONSULTING ENGINEERING SERVICES (I) PVT. LTD.
57, NEHRU PLACE (5th FLOOR) NEW DELHI - 19



NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Shipping, Road Transport & Highways)
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BORDER - SURAT - HAZIRA PORT SECTION OF NH - 8
IN THE STATE OF GUJARAT

STRIP PLAN OF EXISTING ROAD
(Ichhapore to Hazira Port Section)
(Km. 31+000 to Km. 31+177)

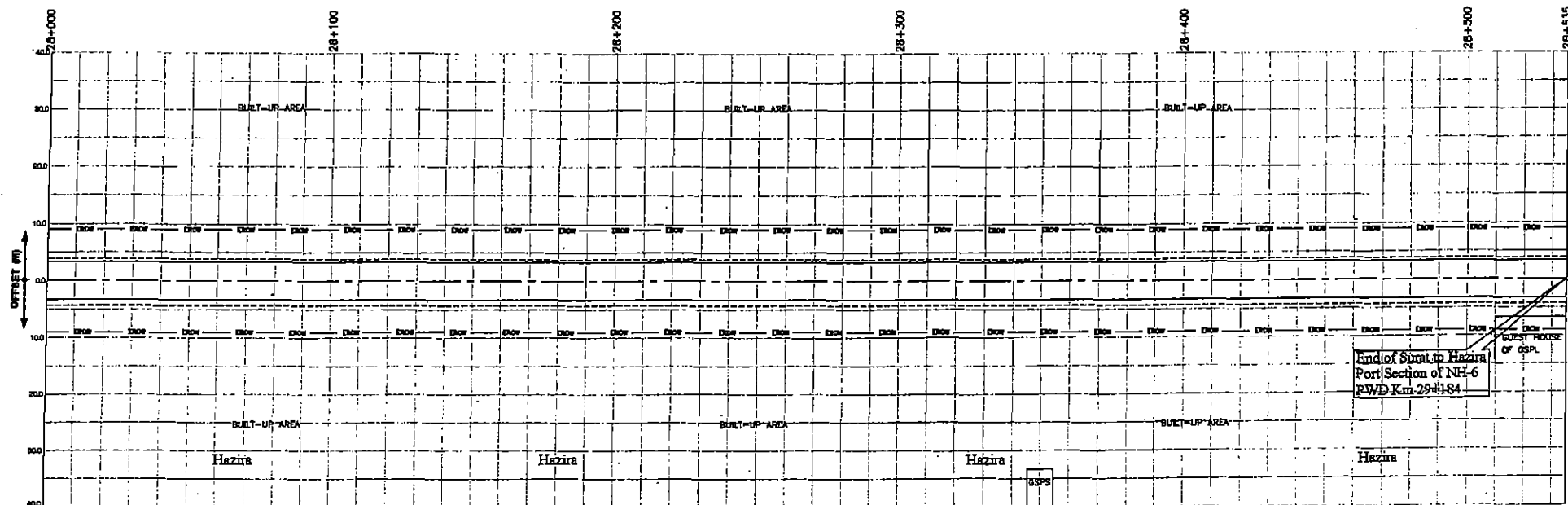
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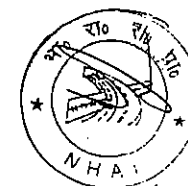
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← SURAT / DHULIA

HAZIRA →



DETAIL 'A'



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HORIZONTAL SCALE 1:1500
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DRAWING No : 2006093/RH/SP/22
DATE : JULY 2008
DESIGNED BY : S C JHA
DRAWN BY : M SRIVASTAVA
CHECKED BY : K GUJRA
APPROVED BY : D C DE
Revisors: RD