



Roads & Buildings Department Second Gujarat State Highway Project

A World Bank Assisted Project



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LEADS PROJECT NEWSLETTER

PROJECT DEVELOPMENT OBJECTIVE

‘Improve capacity, and enhance quality and safety of road services for the users of the core road network of state highways in Gujarat, through institutional strengthening and efficient contracting and financing strategies.’

A Civil Works

B Institutional Development

C Road Safety

Project Size :
387 m US\$

Duration :
2014-2020*

OVERALL PROJECT PROGRESS

Financial Year	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
Project Duration									7 Years*
Till Date									5 Years
Loan Amount									175 M USD
Disbursement Till Date									75.08 M USD*

* Restructured (Original + Extended Time), * As on 28-02-2018



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MESSAGE FROM THE DESK

Mr P R Patelia

Chief Engineer (WB) and Project Director-GSHP-II
Chief Engineer (NH) and Addl. Secretary to GOG



My Dear Stakeholders, I am happy to be back to the business of GSHP-II as Project Director. I gathered that some changes are also happening at World Bank Mission Team for the Project. I have to say good bye to Task Team Leader-Mr Shigeyuki Sakaki and have to welcome Mr Justin Runji on board. In short; what I can say after working closely with Mr Sakaki and his expert team that his contribution to the project is immense. The way he steered the project, guided various activities; he added more value to the project. On behalf of PIU-R&BD, I express our sincere thanks and wish him all the best for touching many lives in his professional and personal journey. With equal warmth I extend heartiest welcome to Mr Justin for leading the project happenings in the vibrant state of Gujarat.

Back to business, rather than talking, my message to PIU-PMC and project stakeholders is very clear - year is new, project time lines are extended, new project director is back in action, we have new TTL in place; NOW it is time to work on war footing basis and nothing else. Even with revised timelines for the project and agreed restructuring mandate, we have much bigger task at our disposal to perform and showcase. It sounds tough but having WB mission's positive approach, value additions, support of my Secretary and all the learnings of our own project, we can DO IT. I place my all energies and request you all to do the same. Come to me, speak to PIU-PMC but Higher Standard project has to be delivered. Don't wait, move fast, move smart and keep Gujarat as always Leader in whatever we do.

A WARM WELCOME



GSHP-II LEADS warmly welcomes new Task Team Leader **Mr Justin Runji, Senior Transport Specialist, World Bank**. We are sure that, the project will touch newer heights under the leadership and valuable guidance of him.

GSHP-II LEADS Team..

“It's courage, not luck, that takes us through to the end of the road”

~ Ruskin bond



SHOWCASE

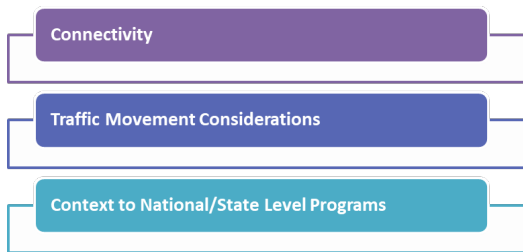
Innovative Interventions for Additional Corridors under GSHP-II

To utilise savings during the extended project period, four additional corridors are considered to be implemented under Component A.

Details of Additional Corridors

Sr. No.	List of Roads	Proposed Interventions	Length (KM)
1	Radhanpur- Chanasma	Strengthening	60.42
2	Mehsana – Palanpur	6LPS	60.70
3	Mehsana bypass including RoB	4LPS	5.05
4	Vallabhipur-Ranghola	Strengthening	26.57
Total			152.74

The above Corridors are selected based on few important aspects. These aspects are:



Opportunities Explored

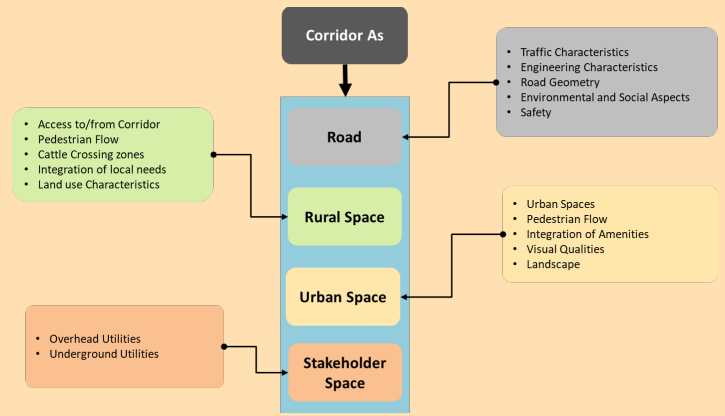
- ▶ Lessons learned to date are taken forward
- ▶ Safer and Greener Push
- ▶ Further Penetration of Safeguards
- ▶ Value added landscape enhancements
- ▶ Promoting Corridor Management
- ▶ Urban Facility Enhancements
- ▶ Effective drainage along the road sides
- ▶ Innovative contracting strategies
- ▶ Dedicated path and facilities for Pilgrims (Mehsana-Palanpur)
- ▶ Disaster Resilience interface (Radhanpur-Chanasma) [Flood Prone]
- ▶ Use of alternative material in Pavement (Vallabhipur-Ranghola)

The design of selected corridors is based on innovative and first of its kind interventions. The following are the innovative interventions considered for each Corridor:

Mehsana - Unjha - Siddhpur – Palanpur and Mehsana bypass including RoB:

This project road is designed with an approach of not just developing the road as road, but beyond the road. This is done by capacity augmentation of highway including accommodating spaces for all the road users, road side amenities, aesthetics and utilities alongside the highway.

The allocation and management of road space is done considering all aspects with compliance to standards and specifications of designing of a highway as a corridor. Corridor planning framework is depicted in the figure below:



Framework for Corridor Planning

Accordingly, following interventions are designed apart from widening of corridor:

- ▶ Landscape along the corridor
- ▶ Multipurpose Path
- ▶ Utility Zones
- ▶ Urban Enhancements



Radhanpur-Sami-Harij- Chanasma and Vallabhipur-Ranghola:

These corridors are designed for rehabilitation and strengthening. The innovative interventions proposed for these corridors are:

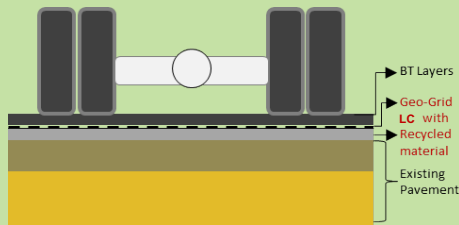
► Showcase recycle and reuse of existing pavement

Milling of distressed bituminous layers, recycle and reuse as Leveling Course



► Use of innovative material

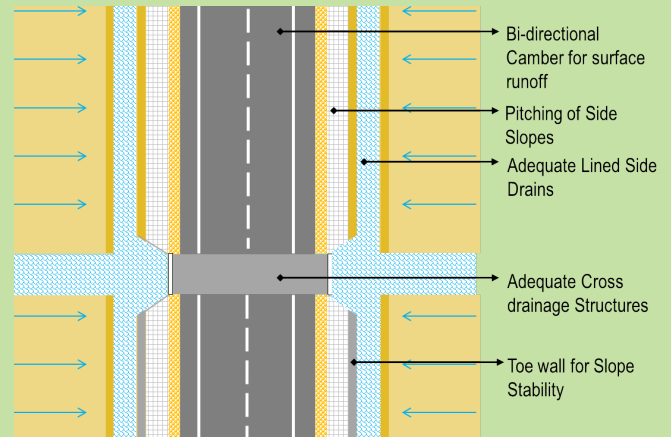
Use of Geo-Synthetics in terms of Geo-Gird layer to arrest reflective cracks, i.e Glass Fiber Reinforcement



Use of Alternative Material

► Flood resilient designs

Responsive resilient designs for Highway and Drainage are attended (Radhanpur Section)



Flood Resilient Design

Innovative Contracting:

All the four corridors are packaged as EPC+MN Contracts for the first time in GSHP-II.

Current Status:

Tender Notices for all packages are issued and implementation shall start soon. It is expected to set new trends through GSHP-II

~ Team GSHP-II PMC

STAKEHOLDER'S SPACE

Emerging Trends in Transportation Sector

R&BD organised advanced seminar and workshop to spread awareness among stakeholders about global advances and emerging trends, and to adopt appropriate measures to meet requirements of future.



Day 1: The inaugural session was commenced followed by welcome address and key note address. Then, the team leader, IDAP 3, briefed about the seminar and topic. He discussed transport sector's impact on GDP, multi model transportation, features of current road development and pillars of resource efficiency. The sub-themes discussed are

- 1. Whole Life Cost Approach to Planning & Design of Roads - Bridges and Value Engineering cost - effective materials**
- 2. Introduction to alternate Pavement Design**
- 3. Green approach to road embankment slope protection, cost effective RE wall, uses of geotextiles/ synthetics and other emerging green and cost - effective materials**

Day 2:

- 4. Technological advances in design & construction of bridges in marine environment**
- 5. Cost effective design & construction of bridges with focus on green & emerging materials to reduce weight of structure and enhance longevity**
- 6. Bridge Health Monitoring and Asset Management using Instrumentation**
- 7. Global approach to Road Safety**
- 8. Technology led Planning, Survey & Investigation, Data collection of Road and Bridges**



At last, the panel discussion on 'How to adopt new planning, design, and construction approaches' were held, which was followed by valedictory speech and vote of thanks.

The attendance by various stakeholders' representatives during the two-day seminar comprised of:

- 39 Engineers of various Rank from R&BD
- 16 Engineers/Planners from Consultancies
- 17 Students & Professors from reputed Universities in Gujarat
- 6 Engineers/Managers from reputed implementing Agencies.

Everyone promised for taking the takeaways forward in better interests of sector's knowledge enhancement. R&BD assured to continue with such thought provoking seminars / workshops and shortly come up with brainstorming workshop on "Innovative Implementation Strategies".

HIGHLIGHTS

CIVIL WORKS

- ▶ Review of SCDP Civil works progress by WB Road Safety Expert
- ▶ SCDP-ITS starting implementation
- ▶ NCB-1A: Girder over Railway portion launched and casting of deck slab is completed. Other works are reaching completion before opening for traffic.

CONSULTANCIES

- ▶ IC actively contributing towards operation and maintenance
- ▶ IDAP-1: Obtained approval on Road Network Master Plan
- ▶ IDAP-2: Continued with training and capacity building.
- ▶ IDAP-3 : Continued progress on the tasks.
- ▶ GujRAMS: Work will start shortly
- ▶ CSC: Continuing supervision of NCB-1A

PROCUREMENT

- ▶ OPRC: Contract will be awarded soon.
- ▶ TA Road Safety: Combined evaluation report is under approval at GoG.
- ▶ GujRAMS: Draft Contract Agreement signed.
- ▶ EPC contract packages Tender notices are published.
- ▶ AE-1: RFP Issued, Proposals are expected.
- ▶ AE-2: RFP to be Issued on 25th March.
- ▶ AE-3: Eol evaluation is in progress.
- ▶ System Integrator Eol invited.
- ▶ Bids Invited for Goods and Equipment for GERI.

PROGRESS

CIVIL WORKS

NCB-01 Dabhoi-Bodeli and Amod-Karjan
Section-1A
ROB
NG Projects Ltd. JV Tarmat Ltd.

PHY  99.21%
FIN  99.54%

Section-1B&2 Section-3
Dabhoi-Bodeli Amod-Karjan
✓ COMPLETED

SCDP
Bharuch-Dehgam
Royal Infra Engineering Pvt. Ltd.

PHY  93.51%
FIN  77.92%

ICB-01
Mehsana-Himatnagar
RKC Infrabuilt Pvt. Ltd. in JV
with Chetak Enterprise Ltd.

✓ COMPLETED

CONSULTANCIES (Fees Disbursed)

PMC
LEA Associates South Asia Pvt. Ltd

FIN  87.00%

CSC
Stanley Consultants Inc.

FIN  94.00%

IDAP-GAAP 1
LEA Associates South Asia Pvt. Ltd

FIN  86.54%

IDAP-GAAP 2
ICT in JV with PWC

FIN  84.00%

IDAP-GAAP 3
Deloitte Touche Tohamatsu India Pvt. Ltd.
in JV with CEG Ltd.

FIN  66.00%

Internal Auditor
Agarwal & Dhandhania

FIN  100%

OPRC
Feedback Infra Pvt. Ltd. in JV with Dong
Myeong Engg. Consultants & Arch. Co. Ltd.

FIN  17.40%

IC
Sheladia Associates INC

FIN  53.00%

RAP-IA
Dr. Snehal Parmar
Independent Consultant

FIN  42.00%

WAY FORWARD

- ▶ OPRC Execution
- ▶ Expedited SCDP-CW-1 and SCDP-2
- ▶ Goods and Equipment Procurement
- ▶ Expedition of TA-RS and GujRAMS
- ▶ Implementation of Additional Corridors (EPC+MN)

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