

SERVICE CONTRACT NOTICE

Planning activities of the cross border road between Baja and Sombor Bács-Kiskun county, Hungary

1. Publication reference

HUSRB/1602/21/0061-1-SER

2. Procedure

Restricted

3. Programme title

INTERREG-IPA CBC Hungary-Serbia

4. Financing

HUSRB/1602/21/0061

(Award of subsidy: in accordance with the decision of the Joint Monitoring Committee of the INTERREG-IPA CBC Hungary-Serbia Programme)

5. Contracting Authority

NIF National Infrastructure Development Private Company Limited (NIF Zrt.)

Váci út 45.

1134 Budapest

Hungary

CONTRACT SPECIFICATION

6. Nature of contract

Global price

7. Contract description

Planning activities of the cross border road between Baja and Sombor will include:

1.) Preparation of study plan, feasibility study and environmental impact study for the following road sections:

- Southern Baja by-pass road

- No. 51. main road Baja – Hercegszántó - border crossing

2.) Preparation of licensing plans and expropriation plans for the following road section:

- No. 51. main road Baja - Hercegszántó - border crossing

Technical content of the road section of No. 51. main road Baja - Hercegszántó - border crossing point: Renovation of the existing, 2x1-lane main road and reinforcement of pavement on approx. 28 km distance. Alignment review with curve correction design. Placement of road connections and bus stops into a bay. Drainage review. Renovation of bridges at the crossing of existing watercourses and canals. Planning of a 1,4 km bypass road next to Nagybaracska. Planning of interchange at the intersection of main national road 5151 in the urban zone of Hercegszántó with a turn lane. Planning of a lane for goods vehicles pulling over in front of the border post. Planning of an independent bidirectional bicycle route next to main road 51.

Please note that the given parameters, data and road lengths are strictly for information and shall be considered as starting points, and as such, they need to be modified and specified during the planning phase.

The tasks include the preparation of the environmental impact assessment part, the road construction part of the study and any other parts of the related discipline fields, cost-benefit analysis, road safety impact assessment and the participation in attaining of the related decisions and approvals according to the needs of the Contracting Authority.

8. Number and titles of lots

One lot only

9. Maximum budget

HUF 196 120 000 (net amount)

CONDITIONS OF PARTICIPATION

11. Eligibility

Participation is open to all natural persons who are nationals of and legal persons (participating either individually or in a grouping – consortium - of tenderers) which are effectively established in a Member State of the European Union or in a eligible country or territory as defined under the Regulation (EU) N°236/2014 establishing common rules and procedures for the implementation of the Union's instruments for external action (CIR) for the applicable Instrument under which the contract is financed (see also heading 29 below) . Participation is also open to international organisations.

12. Candidature

All eligible natural and legal persons (as per item 11 above) or groupings of such persons (consortia) may apply.

A consortium may be a permanent, legally-established grouping or a grouping which has been constituted informally for a specific tender procedure. All members of a consortium (i.e., the

leader and all other members) are jointly and severally liable to the Contracting Authority.

The participation of an ineligible natural or legal person (as per item 11) will result in the automatic exclusion of that person. In particular, if that ineligible person belongs to a consortium, the whole consortium will be excluded.

13. Number of applications

No more than one application can be submitted by a natural or legal person whatever the form of participation (as an individual legal entity or as leader or member of a consortium submitting an application). In the event that a natural or legal person submits more than one application, all applications in which that person has participated will be excluded.

14. Shortlist alliances prohibited

Any tenders received from tenderers comprising firms other than those mentioned in the short-listed application forms will be excluded from this restricted tender procedure unless prior approval from the Contracting Authority has been obtained (see Practical Guide – PRAG - 2.4.3.). Short-listed candidates may not form alliances or subcontract to each other for the contract in question.

15. Grounds for exclusion

As part of the application form, candidates must submit a signed declaration, included in the standard application form, to the effect that they are not in any of the exclusion situations listed in Section 2.3.3 of the PRAG.

16. Sub-contracting

Subcontracting is allowed up to the 30 % of the contract.

17. Number of candidates to be short-listed

On the basis of the applications received, between 4 and 8 candidates will be invited to submit detailed tenders for this contract. If the number of eligible candidates meeting the selection criteria is less than the minimum of 4, the Contracting Authority may invite the candidates who satisfy the criteria to submit a tender.

PROVISIONAL TIMETABLE

18. Provisional date of invitation to tender

31st July 2018

19. Provisional commencement date of the contract

28th September 2018

20. Initial period of implementation of tasks

October 2018 – July 2019 (10 months)

SELECTION AND AWARD CRITERIA

21. Selection criteria

The following selection criteria will be applied to candidates. In the case of applications submitted by a consortium, these selection criteria will be applied to the consortium as a whole unless specified otherwise. The selection criteria will not be applied to natural persons and single-member companies when they are sub-contractors.

1) **Economic and financial capacity of candidate** (based on item 3 of the application form). In case of candidate being a public body, equivalent information should be provided. The reference period which will be taken into account will be the last three years for which accounts have been closed.

- the candidate's average annual net turnover, arising from 'designing of main road' activity, of the last three years for which accounts have been closed must exceed HUF 196 120 000

Data incurred in currency other than Hungarian forint shall be converted into Hungarian forint using the monthly accounting exchange rate of the European Commission in the month of submission of present application. The monthly exchange rates of the European Commission are published on: http://ec.europa.eu/budget/contracts_grants/info_contracts/inforeuro/index_en.cfm

2) **Professional capacity of candidate** (based on items 4 and 5 of the application form). The reference period which will be taken into account will be the last five years from submission deadline.

- a) The candidate employs at least two key experts with qualification and professional experience required for the license KÉ-K according to the Government decree 266/2013 (VII.11.) or equivalent, and
- b) The candidate employs at least one key expert as an environmental expert with qualification and professional experience defined in Annex 2. of Government decree 297/2009. (XII. 21.), required for the license SZKV 1.2 (air quality protection), 1.3 (water and geological medium protection) and 1.4 (noise and vibration protection) listed in Annex 1. of Government decree 297/2009. (XII. 21.) or equivalent, and
- c) The candidate employs at least one key expert as a designer with qualification and professional experience required for the license VZ-TER according to the Government decree 266/2013 (VII.11.) or equivalent

3) **Technical capacity of candidate** (based on items 5 and 6 of the application form). The reference period which will be taken into account will be the last five years from submission deadline.

- a) The candidate has provided **preparation and/or revision of Study Plan and/or Feasibility Study services** for building at least 20 km new main road and/or express road, and/or capacity expansion of existing main road and/or express road, and/or pavement reinforcement of main road. This criterion shall be covered by maximum

two reference contracts, which were implemented during the last 5 years counting from the submission deadline from the present application. This means that the projects the candidate refers to could have been started or completed at any time during the indicated period but they do not necessarily have to be started in the indicated period. Candidates/tenderers are allowed to refer to projects completed within the reference period (started not earlier than 9 years counting from the submission deadline from the present application). In this case the projects will be considered in their whole if proper evidence of performance is provided (statement or certificate from the entity which awarded the contract, proof of final payment). If a candidate/tenderer has implemented the project in a consortium, the percentage that the candidate/tenderer has successfully completed must be clear from the documentary evidence, together with a description of the nature of the services provided if the selection criteria relating to the pertinence of the experience have been used.

AND

- b) The candidate has provided **preparation of detailed design and/or plan for approval services** for building at least 20 km new main road and/or express road, and/or capacity expansion of existing main road and/or express road, and/or pavement reinforcement of main road. This criterion shall be covered by maximum two reference contracts, which were implemented during the last 5 years counting from the submission deadline from the present application. This means that the projects the candidate refers to could have been started or completed at any time during the indicated period but they do not necessarily have to be started in the indicated period. Candidates/tenderers are allowed to refer to projects completed within the reference period (started not earlier than 9 years counting from the submission deadline from the present application). In this case the projects will be considered in their whole if proper evidence of performance is provided (statement or certificate from the entity which awarded the contract, proof of final payment). If a candidate/tenderer has implemented the project in a consortium, the percentage that the candidate/tenderer has successfully completed must be clear from the documentary evidence, together with a description of the nature of the services provided if the selection criteria relating to the pertinence of the experience have been used.

AND

- c) The candidate has provided **preparation of Environmental Impact Assessment services** for building at least 20 km new main road and/or express road, and/or capacity expansion of existing main road and/or express road, and/or pavement reinforcement of main road. The reference contracts have to include the candidate's contribution in the approval process in which the competent environmental authority completed the approval process. This criterion shall be covered by maximum two reference contracts, which were implemented during the last 5 years counting from the submission deadline from the present application. This means that the projects the candidate refers to could have been started or completed at any time during the indicated period but they do not necessarily have to be started in the indicated period. Candidates/tenderers are allowed to refer to projects completed within the reference period (started not earlier than 9 years counting from the submission deadline from the present application). In this case the projects will be considered in their whole if proper evidence of performance is provided (statement or certificate from the entity which awarded the contract, proof of final payment). If a candidate/tenderer has implemented the project in a consortium, the percentage that the candidate/tenderer has successfully completed must be clear from the documentary evidence, together

with a description of the nature of the services provided if the selection criteria relating to the pertinence of the experience have been used.

Previous experience which caused breach of contract and termination by a Contracting Authority shall not be used as reference.

An economic operator may, where appropriate and for a particular contract, rely on the capacities of other entities, regardless of the legal nature of the links which it has with them. It must in that case prove to the Contracting Authority that it will have at its disposal the resources necessary for performance of the contract, for example by producing a commitment on the part of those entities to place those resources at its disposal. Such entities, for instance the parent company of the economic operator, must respect the same rules of eligibility - notably that of nationality – and must fulfil the same relevant selection criteria as the economic operator. With regard to technical and professional criteria, an economic operator may only rely on the capacities of other entities where the latter will perform the works or services for which these capacities are required. With regard to economic and financial criteria, the entities upon whose capacity the tenderer relies, become jointly and severally liable for the performance of the contract.

If more than 8 eligible candidates meet the above selection criteria, the relative strengths and weaknesses of the applications of these candidates must be reexamined to identify the eight best candidates. The only factors which will be taken into consideration during this re-examination is:

- the complexity of the reference contracts found eligible (lowest number of contracts covering all criteria defined under 21.3.a.), b.) and c.)) Best option: one contract covers (a) preparation and/or revision of Study Plan and/or Feasibility Study services and (b) preparation of detailed design and/or plan for approval services and (c) preparation of Environmental Impact Assessment services for at least 20 kilometres. In case of equality on this criterion, then
- the longest road section (in kilometre) covered by one contract found eligible under criterion 21.3.b).

In line with Section 2.4.11. of the Practical Guide the documents supporting the information in response to the selection criteria shall be submitted by all the tenderers together with the tender.

22. Award criteria

Best price-quality ratio.

APPLICATION

23. Deadline for receipt of applications

12:00 a.m. CEST, 9th of July 2018

Any application received by the Contracting Authority after this deadline will not be considered.

24. Application format and details to be provided

Applications must be submitted using the standard application form, the format and instructions

of which must be strictly observed. The application form (B3-Standard application form) is available from the following Internet address:

<http://ec.europa.eu/europeaid/prag/annexes.do?chapterTitleCode=B>

The application must be accompanied by a declaration of honour on exclusion and selection criteria (A14-Declaration of honour on exclusion and selection criteria) using the template available from the following Internet address:

<http://ec.europa.eu/europeaid/prag/annexes.do?chapterTitleCode=A>

Any additional documentation (brochure, letter, etc.) sent with an application will not be taken into consideration.

25. How applications may be submitted

Applications must be submitted in English exclusively to the Contracting Authority in a sealed envelope;

- EITHER by recorded delivery (official postal service) to :

NIF Zrt.

1134 Budapest,

Váci út 45.

“Átrium Park Irodaház”, B building, III. floor, room No. 310.

In this case, the delivery record makes proof of compliance with the time-limit for receipt.

- OR hand delivered (including courier services) directly to the Contracting Authority in return for a signed and dated receipt to:

NIF Zrt.

1134 Budapest,

Váci út 45.

“Átrium Park Irodaház”, B building, III. floor, room No. 310

Opening hours: Monday-Thursday: 9.00 - 16.00

Friday: 9.00 – 14.00

Phone: +36 1 802 5754/754

+36 20 296 3817

In this case, the acknowledgment of receipt makes proof of compliance with the time-limit for receipt.

The Contract title and the Publication reference (see item 1 above) must be clearly marked on the envelope containing the application and must always be mentioned in all subsequent correspondence with the Contracting Authority.

Applications submitted by any other means will not be considered.

By submitting an application candidates accept to receive notification of the outcome of the

procedure by electronic means. Such notification shall be deemed to have been received on the date upon which the contracting authority sends it to the electronic address referred to in the application.

26. Alteration or withdrawal of applications

Candidates may alter or withdraw their applications by written notification prior to the deadline for submission of applications. No application may be altered after this deadline.

Any such notification of alteration or withdrawal shall be prepared and submitted in accordance with Item 25. The outer envelope (and the relevant inner envelope if used) must be marked 'Alteration' or 'Withdrawal' as appropriate.

27. Operational language

All written communications for this tender procedure and contract must be in English.

28. Date of publication of prior information notice

20th March 2018

Notice number in OJ: EuropeAid/139557/IH/SER/HU

29. Legal basis¹

Regulation (EU) N°236/2014 of the European Parliament and of the Council of 11 March 2014 laying down common rules and procedures for the implementation of the Union's instruments for financing external action and Regulation (EC) No 231/2014 of the European Parliament and of the Council establishing an Instrument for Pre-accession Assistance (IPA II) and Commission Implementing Regulation (EU) No 447/2014 (IPA II Implementing Regulation).

30. Additional information

The documentation must comply with the relevant applicable Hungarian legislation in force.

Please note that in line with Government Decree No. 266/2013. (VII. 11.) on practicing professions in the fields of construction and related affairs, planning activity may be carried out only with the permission of the head of the register keeping body.

Tasks must be carried out in accordance with the Hungarian Road Engineering Technical Guidelines in force including the concerning Design Guidelines.

The Consultant must act in the name of and on behalf of the Contracting Authority in the Hungarian administrative proceedings.

Reference works presented as evidence to compliance with the minimal technical requirements can be accepted if the given design phase complies with fulfilling the following functions, satisfies the following objectives and tasks, and minimally encompasses the following works.

¹ Please state any specificity that might have an impact on rules on participation (such as geographic or thematic or long/short term).

Study plan:

The study plan contains the potential construction versions of the public road. During the study plan assessment, versions must be designed and assessed according to the solution options that are deemed to be the best for each consideration, and a proposal made to further work.

The basic and detailed versions of the alignment, the cross-section, the construction schedule, the interchanges, large structures, and other significant design components are assessed depending on the scale of the design task – in some cases, in several phases.

The study plan minimally contains the following works:

- technical specifications
- (overview) site plan
- (overview) longitudinal profile
- sample cross-section(s), typical cross-sections
- traffic evaluation and design
- geotechnical expert's report or draft chapter
- hydraulic expert's report
- environmental assessments
- approximate calculation of dimensions and volumes
- cost estimate
- technical and economic assessment

Feasibility study:

The feasibility study examines the technical, financial, and economic background subject to which a given project can be implemented on a system planning level. The feasibility study also contains the technical study plan as an annex. This latter is created to establish a basis for the projects – possibly in several versions, together with an economic comparison required for assessment – as well as to facilitate consultation related to land appropriation and other structures as needed.

The feasibility study must minimally contain the following parts:

- Introduction of the beneficiary or beneficiaries
- Project background and justification, processes without the project
- Purpose and connections of the project, indicators
- Without project scenario
- A summary of the technical, operational, and legal frameworks of the feasibility assessment, as well as the detailed environmental assessment
- Demand analysis
- Change management method and process
- Definition of versions
- Assessment of versions and conclusions
- A detailed technical description of the chosen versions, its environmental impacts, as well as

- the results of its preliminary financial and economic analysis
- Preliminary risk assessment and action plan

Plan for approval:

The plan for approval serves as the basis for the official approval process prior to construction.

The plan for approval minimally contains the following works:

- Road construction designs
 - technical specifications
 - (overview) site plan
 - general site plan
 - general longitudinal profile
 - sample cross-sections
 - cross-sections (at least every 100 meters, but in all cases when the characteristics of cross-section components change)
 - visibility study related to all components of the planned facility
 - a list of names and addresses of the stakeholders of the approval process
 - drainage design (depending on the type of the planned facility, this may be created as part of the road construction design or as a separate design documentation)
 - traffic signals design
- Design of structures as needed
- Geotechnical expert's report
- Specialist designs (replacement of public utilities, their protection, lighting plan)
- Bill of quantity
- Manager's delimitation plan

The general site plan is typically on a scale of 1 to 2000 – 1 to 1000, and on a scale of 1 to 2000 – 1 to 200 in urban zones. In addition to the centre line and sections of the road, it minimally contains the typical data of curves, the line of the road surface marking, the crown edge and the centre line of the drainage ditch or gutter, the baseline of the embankments and the cut intersection lines, support and lining walls as necessary, the location of structures and their typical dimensions, road connections, parallel roads, watercourse corrections, crossing points of railway and other tracks, traffic junctions, bus stops, stops and rest areas, fuel stations, connecting real properties, their entrances, and sidewalks. In addition, it contains the expropriation boundary, the zoning line and plot boundaries.

In urban zones, it also contains the public utilities, facilities related to pedestrian and bicycle traffic, as well as to mass transit, green areas and tree rows, within the complete width of the zone.

The horizontal scale of the general cross-section is typically 1 to 2000 – 1 to 1000, while its vertical scale has a distortion of one to ten (1 to 200, 1 to 100). It contains the elevations of the land and the carriageway, slope conditions, the radii or round-off curves, horizontal curve values, the specifications of over-elevated transitional sections, the locations of structures, their spans and main height data, the locations and spans of the widened carriageway, the locations of crawler lanes and overtaking sections, the critical flood and groundwater levels, the levels of drainage

ditches, and the location of road connections and guide rails.

The sample cross-section (1 to 100, detailed drawings on a scale of 1 to 20) contains the components of the cross-section within the crown and outside of it up to the boundaries of the road, including the slopes of the cross-section, the carriageway structure and the road accessories.

The cross-sections contain the land elevation data on a scale of 1 to 100 – in cross-sections with specific section numbers –, the axle of the road, the boundaries of land use, elevation data, the width of the carriageway structure and the crown, slope conditions, the design of the slope and drainage ditches, as well as seepage structures, and in addition, the existing and planned utilities up to the boundaries of the road area.

Detailed design:

A design created based on the construction permit resolution, suitable for the construction of the buildings, containing technical specifications and solutions in detail.

The detailed design approval minimally contains the following works:

- Road construction designs
 - technical specifications
 - (overview) map
 - general (detailed) site plan and site plan details
 - detailed longitudinal profile
 - sample cross-sections
 - cross-sections
 - marking out data
 - bill of quantity (earthworks mass calculation and distribution)
 - geotechnical expert's report and its annexes
 - traffic signals design
- Design of structures as needed (bridges, support walls, tunnels etc.)
- Design of environmental facilities
- Planting plan
- Hydraulic architecture plan (water rights plan for approval)
- Design of utilities and other lines
- Temporary traffic plan and restriction plan (also for roads crossed)
- Cost calculation
- Manager's delimitation plan (for determining the manager's boundaries)

Environmental impact assessment:

The environmental impact assessment, supported by local tests, contains the following.

- A summary of the background, especially
 - (by relevance) the positions and opinion of the environmental authority and competent authorities, as well as the remarks made by public administration organisations and the

- public;
- the workflow of developing the environmental impact assessment;
- the designation of the main versions potentially taken into account previously by the operator as well as of those main reasons which justify the selection of this version from amongst the previous ones – taking the environmental impact into account.
- A description of the versions belonging to the planned activity that have been taken into account – also including related actions and facilities –, especially
 - providing details regarding base data, as well as a description and characterisation of plants dealing with hazardous materials and operating in the vicinity of the project site, description of the possible connections to these (with special regards to connections of technology, utilities, and services), and furthermore the presentation of exposure to natural disasters (especially earthquakes and water damage);
 - providing details of specific impact factors
 - possibilities of accidents and/or faults presenting a potential environmental load, as well as resulting impact factors;
 - presentation of potential external triggers and resulting impact factors that are independent of the operator's activity
 - type and quantity of residues and waste generated during implementation, operation, and abandonment, as well as emissions having an impact on elements of the environment;
 - presentation of background information.
- Description of impact processes and impact areas
 - It provides an analysis of the impact processes triggered separately for each environmental components and together as an environmental system, and also highlights indirect impact processes.
 - It also provides a description of the environmental condition of the impact area without implementation of the activity.
 - Based on climate protection considerations, it highlights the extent to which the versions of the planned activity are sensitive to impact related to climate change, providing detailed supporting data in case of significant sensitivity. It assesses the exposure of the installation site and the assumed impact area to typical natural hazards related to the planned activity, and supports this using data from at least the last thirty years that can be derived from the climate model and can be extrapolated minimally for the next thirty years. It makes a proposal to the monitoring of the success of adaptations measures. It presents how the planned activity impacts the capability of the assumed impact area to adapt to climate change.
- Estimation and assessment of expected environmental impact
 - evaluation of changes in environmental conditions that have occurred according to the relevant environmental elements and systems
 - a description of environmental health impact if a change in environmental conditions can trigger an unfavourable change in the health conditions of the whole of the population
 - estimation of direct economic and social consequences expected due to changes in environmental conditions, if possible
 - presentation of the risk of accident and/or malfunction, with special regard to the materials used and the technologies applied;

- presentation of impact expected as a result of exposure to industrial accidents and natural disasters.
- Environmental measures
 - definition of actions preventing, mitigating, compensating, and/or avoiding potential stress, pollution, and damage;
 - the method of measuring and analysing the impact on the environment when performing the activity;
 - method of follow-up checks after abandoning the activity.

‘Express road’ and ‘main road’ have to be understood in line with Ministerial Decree on public road management 19/1994. (31 May) of the Ministry of Transportation, Communication and Water Affairs as follows:

“[...]

Article 2

Section (1) Public roads owned by the state belong to the network of national public roads. For the purpose of the road network, national public roads shall be classified as part of one of the following road classes (the “road class”) based on their significance and traffic attributes:

a) express roads (rural and urban):

- aa) motorways,*
- ab) expressways,*
- ac) components of the interchanges of express roads;*

b) main roads (rural and urban):

- ba) primary main roads,*
- bb) secondary main roads;*

[...]

Annex 1

Characteristics of the national and local public road network, conditions of road class classifications

I. Characteristics of the national public road network, conditions of road class classifications

1. Motorways

Only serve motorised vehicle traffic. Divided roads with a physical central reservation, as well as at least two traffic lanes and an emergency lane in each direction, designed for long-distance traffic between countries, parts of countries, and regions, also having significant international traffic, offering the highest level of transport safety, performing their functions at the highest level of quality. Information is provided to drivers of vehicles the passengers, and their comfort is ensured on a high service level. All intersections are multi-level, and separate lanes serve the vehicles entering and leaving the road at traffic interchanges. No single-level railway crossing, mass transit stop or direct connection to real properties along the road may be established on motorways. Entrance and exit is only possible at interchanges. Separated from neighbouring areas using a fence or other physical obstacle.

2. Expressways

Only serve motorised vehicle traffic. They provide for long-distance traffic, connect regions,

and channel traffic from significant traffic directions (economic, tourism, cultural etc. centres) to the motorway. Only multi-level interchanges may be established on expressways with a minimum of two lanes in each direction, and the directions shall also be separated physically. All intersections are regulated on expressways with one traffic lane in each direction, the priority of the transit traffic of the expressway is provided for, and there is a hard shoulder on both sides which is suitable for stopping. Direct connections to real properties along the road, single-level railway crossings, and mass transit stops may not be established. Entrance and exit is only possible at interchanges.

3. Components of the interchanges of express roads

The connecting carriageways, connecting branches, traffic hub components, as well as entrance and exit components of motorways and expressways, which only provide for motorised vehicles. (From an administrative point of view, the main crossing carriageway comprises a part of the express road.)

4. Primary main roads

Serve the purpose of mixed vehicle traffic, but slow traffic is forbidden – subject to permanent of periodic exceptions. They provide for long-distance traffic between parts of the country and regions, and act as hubs for the related traffic. All crossings are regulated, and no single-level railway crossing may be established (with the exception of industrial tracks). Wherever a left turn is permitted, public road interchanges may only be installed with a separate stopping lane for vehicles. Bays are available for mass transit vehicles (bus, trolley bus) in rural areas. No direct connection may be established to real properties along the road, and entrance and exit is only possible at interchanges.

5. Secondary main roads

Serve the purpose of mixed vehicle traffic, but slow vehicle traffic may be forbidden. They provide for long-distance traffic between counties and regions, and also act as a traffic hub for them. All intersections are regulated, direct connections may only be established to real properties in exceptional cases along the road in rural areas, entrance and exit is only possible at interchanges.

[...]"

* * *