

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

**ESTIMATES AND FUNCTIONING OF NATIONAL
HIGHWAY PROJECTS INCLUDING BHARATMALA
PROJECTS**

**COMMITTEE ON ESTIMATES
(2020-21)**

SEVENTH REPORT

(SEVENTEENTH LOK SABHA)



**LOK SABHA SECRETARIAT
NEW DELHI**

SEVENTH REPORT

**COMMITTEE ON ESTIMATES
(2020-21)**

(SEVENTEENTH LOK SABHA)

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

**ESTIMATES AND FUNCTIONING OF NATIONAL
HIGHWAY PROJECTS INCLUDING BHARATMALA
PROJECTS**

Presented to Lok Sabha on 09 February, 2021



**LOK SABHA SECRETARIAT
NEW DELHI**

February, 2021/ Magha, 1942(S)

CONTENTS		PAGE
COMPOSITION OF THE COMMITTEE ON ESTIMATES (2019-20)		(iii)
COMPOSITION OF THE COMMITTEE ON ESTIMATES (2020-21)		(iv)
INTRODUCTION		(v)
PART - I		
CHAPTER I	Introductory	1
	Associated Offices of MoRTH	1
	Plan-wise increase in National Highway (NH) length	3
CHAPTER II	Financial Performance	5
	Financial Plan indicating the source of funds upto 2020-21 for Phase-I of Bharatmala Pariyojana and other schemes for development of roads/NHs	5
	Central Road and Infrastructure Fund (CRIF)	7
CHAPTER III	Physical Performance	9
	Details of physical performance of construction of NHs	9
	Details of progress of other ongoing schemes apart from Bharatmala Pariyojana/NHDP	10
	Reasons for delays NH projects and steps taken to expedite the process	10
	Details of NHs included under Bharatmala Pariyojana	13
	Consideration for approving State roads as new NHs	15
	State-wise details of DPR works awarded for State roads approved in-principle as NHs	17
CHAPTER IV	National Highways – Various Schemes and Modes of Implementation	19
	Bharatmala Pariyojana	19
	Components of Bharatmala	19
	Green-field Expressways	21
	Details of scope of Phase-I of Bharatmala Pariyojana	23
	Status of appraisal and award-mode of implementation-wise	24
	Status of appraisal and award of Bharatmala Pariyojana Phase-I	25
	Improvement of road connectivity in Left Wing Extremism (LWE) affected areas	28
	Special Accelerated Road Development Programme for North Eastern Region (SARDP-NE) including Arunachal Pradesh Package of Roads	29
	Char-Dham Mahamarg Vikas Pariyojana	30
	National Highway Interconnectivity Improvement Programme (NHIIP) by World Bank Loan Assistance	30
	Japan International Cooperation Agency (JICA) Loan Assistance	31
	Asian Development Bank (ADB) Loan Assistance	32

	Remaining length of NHs to be covered under NH(O)	33
	Mode of Implementation – Public Private Partnership (PPP)	34
	Public-funded Projects	35
CHAPTER V	Appraisal and Approval of the Schemes/Projects	38
	Invitation of bids and awards of works	39
	Criteria for selection of NHs for inclusion under Bharatmala Project and criteria for alignment of NH under the project	42
	Mechanism for evaluation of construction cost of NH projects	43
	Issues regarding implementation of FASTags	44
	Arbitration	45
	Tolling	46
	Accidents on NHs	46
	Details of black-spots on NH State-wise	48
CHAPTER VI	Maintenance and Repair of NH Network	50
	Various types of maintenance and Repair works	50
	Year-wise details of funds allocated and expenditure incurred for maintenance and repair of NH Network	51
	Mechanism to check quality of operation and maintenance works	52
	Agency-wise details of funds allocated and utilized	55
	PART - II	
	Observations and Recommendations	56
	APPENDICES	
I	Scheme-wise details of Allocation and Expenditure for the last 5 years	70
II	Details of ongoing NHs projects	72
III	Details of NH projects for which foundation stones have been laid including present status of such projects	162
IV	Policy for laying foundation stone of NH projects	199
V	Details of status of specific identified non-NHDP projects awarded on BOT (Toll) under viability gap funding (VGF) scheme/ EPC mode	231
VI	Revised Normative Cost Norms for NHs	232
VII	State-wise details of per km construction cost of approved projects for development of NHs in Bharatmala Pariyojana	243
VIII	Details of policy guidelines for determination of alignment/ route for widening of NHs	244
IX	Details of NH projects on BOT (Toll/Annuity) and HAM mode, banks lending/investing in these projects including cost of projects	249
X	Details of mechanism for assessing financial health of a contractor in respect of HAM, EPC and BOT modes	272
XI	Criteria for engagement of law firms/advocates for NHA and their fee details	298

ANNEXURES

I	Minutes of the Second Sitting of the Committee on Estimates (2019-20) held on 28.08.2019	302
II	Minutes of the Sixth Sitting of the Committee on Estimates (2019-20) held on 07.11.2019	305
III	Minutes of the Ninth Sitting of the Committee on Estimates (2019-20) held on 05.02.2020	308
IV	Minutes of the Fourteenth Sitting of the Committee on Estimates (2020-21) held on 04.02.2021	312

COMPOSITION OF THE COMMITTEE ON ESTIMATES (2019-20)

Shri Girish Bhalchandra Bapat – Chairperson

Members

2. Kunwar Danish Ali
3. Shri Kalyan Banerjee
4. Shri Sudharshan Bhagat
5. Shri Pradan Baruah
6. Shri Nand Kumar Singh Chauhan
7. Shri P.P. Chaudhary
8. Shri Parvatagouda Chandanagouda Gaddigoudar
9. Shri Dilip Ghosh
10. Dr. Sanjay Jaiswal
11. Shri Dharmendra Kumar Kashyap
12. Shri Mohanbhai Kalyanji Kundariya
13. Shri Dayanidhi Maran
14. Shri K. Muraleedharan
15. Shri S.S. Palanimanickam
16. Shri Kamlesh Paswan
17. Dr. K.C. Patel
18. Col. Rajyavardhan Singh Rathore
19. Shri Vinayak Bhaurao Raut
20. Shri Ashok Kumar Rawat
21. Shri Magunta Srinivasulu Reddy
22. Shri Rajiv Pratap Rudy
23. Shri Francisco Sardinha
24. Shri Jugal Kishore Sharma
25. Shri Prathap Simha
26. Shri Dharambir Singh
27. Smt. Sangeeta Kumari Singh Deo
28. Shri Kesineni Srinivas
29. Shri Sunil Dattatray Tatkare
30. Shri Parvesh Sahib Singh Verma

COMPOSITION OF THE COMMITTEE ON ESTIMATES (2020-21)

Shri Girish Bhalchandra Bapat – Chairperson

Members

2. Kunwar Danish Ali
3. Shri Kalyan Banerjee
4. Shri Pradan Baruah
5. Shri Sudharshan Bhagat
6. Shri Ajay Bhatt
7. Shri P.P. Chaudhary
8. Shri Nand Kumar Singh Chauhan
9. Shri Nihal Chand Chauhan
10. Shri Parvatagouda Chandanagouda Gaddigoudar
11. Dr. Sanjay Jaiswal
12. Shri Dharmendra Kumar Kashyap
13. Shri Mohanbhai Kalyanji Kundariya
14. Shri Dayanidhi Maran
15. Shri Pinaki Misra
16. Shri K. Muraleedharan
17. Shri S.S. Palanimanickam
18. Shri Kamlesh Paswan
19. Dr. K.C. Patel
20. Col. Rajyavardhan Singh Rathore
21. Shri Vinayak Bhaurao Raut
22. Shri Ashok Kumar Rawat
23. Shri Magunta Srinivasulu Reddy
24. Shri Rajiv Pratap Rudy
25. Shri Francisco Sardinha
26. Shri Jugal Kishore Sharma
27. Shri Prathap Simha
28. Smt. Sangeeta Kumari Singh Deo
29. Shri Kesineni Srinivas
30. Shri Parvesh Sahib Singh Verma

SECRETARIAT

1. Smt. B. Visala - Director
2. Smt. A. Jyothirmayi - Additional Director
3. Shri R.S. Negi - Deputy Secretary
4. Shri L. Shantikumar Singh - Assistant Executive Officer

INTRODUCTION

I, the Chairperson of the Committee on Estimates, having been authorized by the Committee to submit the Report on their behalf, do present this Seventh Report on the subject 'Estimates and Functioning of National Highway Projects including Bharatmala Projects'.

2. Road infrastructure is crucial for economic development and social integration of a country. It has a significant impact on the pace, structure and pattern of development of the country. Road transport has emerged as the dominant segment in India's transportation sector. National Highways are a very important constituent of the road network in the country. Works relating to National Highways are sanctioned under different schemes, like the Bharatmala Pariyojana (Phase-I), Development of Road in Left Wing Extremism affected areas, Special Accelerated Road Development for North Eastern Region, Inter-Connectivity Improvement Programme, etc. taking into account their impact on tourism potential, trade potential areas, strategic, tribal, remote and border areas. But, many of National Highway projects are marred with various issues related to complaints of long delays, cost-escalation, environmental issues, land acquisition issues, rehabilitation and compensation issues, disputes and litigation issues, alignment issues, bad quality and bad design, lack of maintenance and repair, tolling issues, safety and security issues, accidents, etc. In the light of these issues, the Committee have taken up the subject for detailed examination.

3. In the aforesaid backdrop, the Committee on Estimates (2019-20) selected the subject 'Estimates and Functioning of National Highway Projects including Bharatmala Projects' for in-depth examination and report to the House. The Committee on Estimates (2020-21) continued with the examination of the subject.

4. In this report, the Committee have dealt with various issues like delay in completion of projects, land acquisition and compensation issues, cost-escalation, litigations relating to Awards, impact of current economic slowdown on NH projects, FDI in NH projects, measures to prevent accidents on Highways, congestion at toll plaza, issue in finalising maps and alignments of NH projects, modality of awarding contract for project DPRs and accountability, cost-effectiveness of Green field projects over

brown field projects, streamlining of Land Acquisition process, Environmental clearance of NH Projects, mechanism of assessment of financial health of contractors, early disposal and timely review of court cases, work on the ground not consistent with the original tender, improper implementation of FASTag at Toll plazas, issues related to data privacy of road users and black spots/accident prone areas in NH stretches, Public Sector Banks' investments in NH projects becoming NPA, norms for declaring NPA by banks, issue of coordination between NHAI and State PWDs, functioning and responsibility of ROs of the Ministry posted in State PWDs, etc. The Committee have analysed these issues/points in detail and have made Observations/Recommendations in the report.

5. The Committee held three sittings on 21.08.2019, 07.11.2019 and 05.02.2020, to take oral evidence of the representatives of the Ministry of Road Transport & Highways. The Committee considered and adopted the draft Report on the subject at their sitting held on 04.02.2021.

6. The Committee place on record their sincere thanks to the representatives of the Ministry of Road Transport & Highways, who appeared before them and placed their considered views on the subject and furnished the information required in connection with the examination of the subject.

7. For facility of reference and convenience, the Observations/Recommendations of the Committee have been printed in bold in Part-II of the Report.

NEW DELHI;
04 February, 2021
15 Magha, 1942 (Saka)

GIRISH BHALCHANDRA BAPAT
CHAIRPERSON
COMMITTEE ON ESTIMATES

Part-I

CHAPTER – I

Introductory

Road infrastructure is crucial for economic development and social integration of a country. It has a significant impact on the pace, structure and pattern of development of the country. Road transport has emerged as the dominant segment in India's transportation sector and accounts for about 87% of passenger traffic and 60% of freight traffic movement in the country. Some of the main attributes of road transport are easy availability, adaptability to individual needs, cost effectiveness and connectivity to even far off remote areas. Road transport also acts as a feeder service to railway, shipping and air traffic in our country.

1.2 National highways are a very important constituent of the road network in the country. Though it comprises only 2.3% of total road network, yet it carries about 40% of the road traffic. The Ministry of Road Transport and Highways is primarily responsible for development of National Highways. Works relating to National Highways are sanctioned under different schemes, like the Bharatmala Pariyojana (Phase-I), Development of Road in Left Wing Extremism affected areas, Special Accelerated Road Development for North Eastern Region, Inter-Connectivity Improvement Programme, etc. taking into account their impact on tourism potential, trade potential areas, strategic, tribal, remote and border areas. Bharatmala Pariyojana is a flagship scheme of the Ministry which aims at development of road connectivity to border areas, development of coastal roads, connectivity for non-major ports, development of economic corridors, inter corridors, and feeder routes along with integration with Sagarmala.

1.3 MoRTH has the following Associated Offices:

- (i) National Highways Authority of India: The National Highways Authority of India (NHAI) was set up through an Act of Parliament, namely the National Highways Authority of India Act, 1988. NHAI is responsible for development, maintenance

and management of National Highways entrusted to it and for matters related or incidental there to. The NHAI became operational in February, 1995.

- (ii) National Highways & Infrastructure Development Corporation Ltd. (NHIDCL): The Cabinet, in its meeting held on 13.03.2014, approved the setting up and operationalization of a new corporate entity under the Ministry of Road Transport and Highways to exclusively carry out the task of construction/upgrading/widening of National Highways in parts of the country which share international boundaries with neighbouring countries in order to promote regional connectivity with neighbouring countries on a sustainable basis.

- (iii) Indian Academy of Highway Engineers (IAHE): Indian Academy of Highway Engineers (IAHE) is a registered Society under the administrative control of the Ministry. It is a collaborative body of both Central and State Governments and was set up in the year 1983 with the objective of fulfilling the long felt need for training of Highway Engineers in the country, both at the entry level and during their service period. It also conducts training for engineers from other countries as part of MEA's outreach programmes.

1.4 The Ministry of Road Transport and Highways (MoRTH) was formed in 2009 by bifurcating the erstwhile Ministry of Shipping, Road Transport and Highways into two independent Ministries. The responsibilities of the Ministry of Road Transport and Highways encompass construction and maintenance of National Highways (NHs), administration of National Highways Act, 1956, National Highways Authority of India Act, 1988, National Highways Fee (Determination of Rates and Collection) Rules, 2008, Motor Vehicles Act, 1988 and Central Motor Vehicles Rules 1989, formulation of broad policies relating to road transport, environmental issues, automotive norms, etc., besides arrangements for movement of vehicular traffic with neighboring countries. The capacity of National Highways in term of handling traffic (passenger and goods) needs to keep pace with industrial growth. India has about 58.99 lakh km of road network, which is the second largest in the world. This comprises National Highways, Expressways, State Highways, Major District Roads, Other District Roads and Village Roads as under:

National Highways/Expressway	1,34,200 km
State Highway	1,56,639 km
Other Roads	56,08,477 km
Total	58,99,316 km

1.5 The plan-wise increase in National Highway (NH) length has been as follows:

Period	Total Length (km)
As on 01.04.1947	21,378
First Plan (1951-1956)	22,193
Second Plan (1956-1961)	23,707
Third Plan (1961-1966)	23,886
Interregnum period (Rolling Plan)(1966-1969)	23,938
Fourth Plan (1969-1974)	28,757
Fifth Plan (1974-1979)	28,977
Interregnum period (Rolling Plan)(1979-80)	29,023
Sixth Plan(1980-1984)	31,980
Seventh Plan (1985-1990)	33,612
Interregnum period (Rolling Plan)(1990-1992)	33,689
Eight Plan (1992-1997)	34,298
Ninth Plan (1997-2002)	58,112
Tenth Plan (2002-2007)	66,590
Eleventh Plan (2007-2012)	76,818
Twelfth Plan (2012-2017)	1,14,158
As on Date	1,34,200

1.6 MoRTH is primarily responsible for development and maintenance of National Highways. The development and maintenance works are being implemented on the agency basis. The State Governments (State PWDs), Border Roads Organisation (BRO), NHA and NHIDCL are implementing the development and maintenance works on NHs. At present, projects of widening to 4-lane NH configurations or more and

Expressways under Bharatmala Pariyojana (Phase-I) and other Schemes have been assigned to the NHAI. The projects for development to 2-lane NH configurations, with or without paved shoulders are primarily being assigned to the State Governments, viz. State PWDs, State Road Construction Departments/Corporations, etc. The Projects under Special Accelerated Road Development Programme for North-Eastern Region (SARDP-NE), including Arunachal Pradesh Package of Roads, are now being primarily assigned to NHIDCL. Further, NHIDCL is also being assigned projects under other Schemes in hill States including States in the North East Region, the three hill states in North-West Region and the Andaman & Nicobar Islands.

1.7 Historically, investments in the transport sector have been made by the Government. However, to encourage private sector participation, the Ministry has laid down comprehensive policy guidelines for private sector participation in the development of National Highways.

1.8 Many of National Highway projects are marred with complaints of long delay, cost-escalation, environmental issues, land acquisition issues, rehabilitation and compensation issue, disputes and litigation issue, alignment issue, bad quality and bad design, lack of maintenance and repair, tolling issue, safety and security issue, accidents, etc. In the light of these issues, the Committee have taken up the subject for detailed examination.

CHAPTER – II
Financial Performance

2.1 MoRTH, in a written submission to the Committee, furnished the following financing plan indicating the source of funds upto 2021-22 for Phase-I of Bharatmala Pariyojana and other schemes for development of roads/NHs:

Sr. No.	Source	Estimated fund (₹ in Crore)
1	CRF earmarked for NH	2,37,024
2	GBS (SARDP, EAP Counter Part etc.)	59,973
3	Expected monetisation of NHs through TOT (Toll-Operate-Transfer)	34,000
4	PBFF (Toll- NHAI)	46,048
5	Market Borrowings	2,09,279
6	Private Investment (PPP)	1,06,000
	Total	6,92,324

2.2 Further, the funds allocated to the Central Road Sector and expenditure incurred during last two years and 2020-21 (upto July, 2020) is summarized below:

Sr. No.	Scheme	Amount in ₹ crore									
		Total 12 th FYP 2012-13 to 2016-17		2017-18		2018-19		2019-20		2020-21	
		Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd. \$
1	GBS – Capital	1,45,363	1,43,587	49,599	50,219	68,111	66,804	72,667	66,629	81,457	22,901
2	Total Revenue incl. M&R	11,490	10,846	2,967	2,967	2,631	1,680	2,100	1,651	2,600	606
3	Total (Central Sector Road)	1,56,853	1,54,432	52,266	53,185	70,742	68,484	74,767	68,279	84,057	23,507
4	CRF(State Roads) – Revenue	17,994	14,808	6,384	6,764	6,999	6,785	7,422	6,866	6,820	2,275
5	EI&ISC for State roads – Capital	1,817	1,587	678	759	500	475	400	400	400	70
6	Road Transport – Revenue	810	653	144	171	258	155	273	142	379	42
7	Secretariat Expd. – Revenue	398	387	111	120	127	117	155	136	167	43
8	Total (Budget)	1,77,872	1,71,867	59,583	61,000	78,626	76,016	83,016	75,824	91,823	25,937
9	IEBR	1,30,585	70,587	50,533	59,279	62,000	61,217	75,000	74,988	65,000	6,750

Sr. No.	Scheme	Amount in ₹ crore									
		Total 12 th FYP 2012-13 to 2016-17		2017-18		2018-19		2019-20		2020-21	
		Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd. \$
10	Grand Total (Budget + IEBR)	3,08,457	2,42,454	1,10,116	1,20,279	1,40,626	1,37,233	1,58,016	,50,812	,56,823	32,687
11	Pvt. Sector Investment	-	1,07,851	16,501	32,400	25,000	21,605	25,000	21,926	26,400	3,448

GBS- Gross Budgetary Support, IEBR- Internal and Extra Budgetary Resources,
 \$- Upto July, 2020, (also provisional expenditure under Private Sector Investment)

2.3 The Scheme-wise details of Allocation and Expenditure for the last 5 years is at **Appendix-I.**

2.4 As per MoRTH, Budget Estimates, Revised Estimates and Actual Expenditure in the National Highways, State Roads under CRF/CRIF Schemes and Road Transport Sector for last five years are as follows:

Amount in ₹ crore							
YEAR	BE	RE	Budgetary expenditure/ Release	Actual raised	IEBR	Total Expd./ Release	Pvt. Sector Investment
2014-15	31,232.76	30,350.92	29,338.45	3,343.00		32,681.45	19,232.00
2015-16	46,372.69	47,109.71	45,938.79	23,281.00		69,219.79	29,770.00
2016-17	58,028.36	52,502.93	49,200.45	33,118.00		82,318.45	16,029.00
2017-18	64,900.00	61,000.00	59,619.49	50,533.00		1,10,152.49	16,501.00
2018-19	71,000.00	78,625.51	76,015.72	61,217.00		1,37,232.72	21,605.00

2.5 It has also been informed that the above table includes development and maintenance of National Highways (NHs) including Bharatmala Pariyojana/NHDP. Details of Allocations and Expenditures in respect of Bharatmala Pariyojana/NHDP are as follows: -

Amount in ₹ crore						
YEAR	BE	RE	Budgetary expenditure/ Release	Actual raised	Total Expd./ Release	Pvt. Sector Investment
2014-15	28,017.34	27,307.21	26,951.86	3,343.00	30,294.86	19,232.00
2015-16	42,310.05	43,668.82	43,088.14	23,281.00	66,369.14	29,770.00
2016-17	45,508.00	44,277.70	43,157.01	33,118.00	76,275.01	16,029.00
2017-18	56,437.75	53,185.40	52,319.38	50,533.00	1,02,852.38	16,501.00
2018-19	61,571.20	70,741.90	68,501.03	61,217.00	1,29,718.03	21,605.00

Central Road and Infrastructure Fund (CRIF)

2.6 Total funds accrued under the CRIF during 2014-15 to 2018-19:

2014-15	₹26,108 crore
2015-16	₹69,809 crore
2016-17	₹80,800 crore
2017-18	₹85,600 crore
2018-19	₹1,30,712 crore

2.7 When asked as to what was the basis for allotment of funds to the States under the CRF scheme, MoRTH replied as under:

“Funds were allocated to the State Governments/ UTs as per para 3 of the CRF rules 2014 till amendment of CRF Act, 2000 vide the Finance Act, 2018 to Central Road & Infrastructure Fund (CRIF) Act, 2000 and its further amendments vide the Finance Act, 2019. This was done on the basis of thirty per cent weightage to fuel consumption and seventy per cent weightage to the geographical area of the concerned States/ UTs.

After amendment of CRIF Act 2000 vide Finance Act, 2019, the Department of Economic Affairs (DEA) has initiated consultation with the Ministry for finalization of Criteria for development of State Roads including the basis of allotment of funds.

The year-wise details of the funds released/spent for development of State roads under CRF/CRIF and EI&ISC Schemes during last five years (i.e. during 2014-15 to 2018-19) are as follows: -

Year	Amount in ₹ Crore				
	2014-15	2015-16	2016-17	2017-18	2018-19
Funds released under CRF/ CRIF Scheme	2,094.78	2,369.47	5,069.82	6,367.11	6,784.50
Funds released/ spent under EI&ISC Schemes	93.11	267.09	746.35	677.56	474.82

2.8 Further, after amendment of CRIF Act 2000 vide Finance Act, 2019, MoRTH has submitted the draft criteria for State Roads to Department of Economic Affairs (DEA) for consideration and approval vide OM no. No. NH-15017/46/2018-P&M dated 20th September, 2019. Thereafter, decisions shall be taken based on the views of DEA on the proposed draft criteria by the Ministry.

2.9 Regarding State-wise details of liabilities and expenditure made on CRIF and EI&ISC Projects, MoRTH has submitted the following:

“As on 01.04.2019, there were total liabilities of about ₹54,000 crore against sanctioned/ approved State road projects under CRF/ CRIF Scheme. During current year 2019-20, an amount of ₹3,144 crore has been released till 30.09.2019 under CRIF Scheme.

Apart from the above, total liabilities against sanctioned works under Economic Importance and Inter-State Connectivity Scheme (EI & ISC) Schemes as on 01.04.2019 was about ₹3,143.79 and an expenditure of ₹194 crore has been incurred till 30.09.2019”.

2.10 As per written submissions by MoRTH, year-wise allocation and expenditure/ release of funds for Bharatmala and other road development programmes of the Ministry during 2017-18 to 2019-20 are as follows:

(₹ in Crore)

Sources of Fund	2017-18		2018-19		2019-20*	
	Alloc.	Expd./ release	Alloc.	Expd./ release	Alloc.	Expd./ release
NHs share of CRF/CRIF	39,789.76	39,601.80	41,000.06	40,833.30	43,491.00	23,341.92
GBS (SARDP,EAP, etc.)	7,091.00	6,796.54	6,143.00	6,085.27	7,398.00	663.88
Toll remittances	8,462.14	8,462.14	9,570.13	9,570.13	10,600.00	5,300.00
Monetization of NHs on TOT mode	0.00	0.00	9,681.50	9,681.13	10,000.00	0.00
Market Borrowings (IEBR)	59,279.00	50,533.00	62,000.00	61,217.00	75,000.00	32,307.06
Private Investments [#]		16,501.00		21,605.03		8,595.07

* - Upto August, 2019
- Private investments are from projects awarded prior to 2017-18 under NHDP; very limited private investments are forthcoming under Bharatmala Pariyojana Phase-I

2.11 It has further been submitted that MoRTH is constrained to divert NHs share of CRF/ CRIF cess to other NH projects under NH(O) which are not covered under Bharatmala Pariyojana.

CHAPTER – III

Physical Performance

3.1 The details of physical performance of construction of National Highways are given below:

Sr. No.	Parameter & Unit	2016-17		2017-18		2018-19		2019-20*	
		Target	Actual	Target	Actual	Target	Actual	Target	Actual
1	Road Length to be Awarded (km)	25,000	15,948	25,000	17,054	15,000	5,494	6,000	947
2	Completion of Construction (km)	15,000	8,231	15,000	9,829	10,000	10,855	11,000	3,015
3	Highway Length Tolled (km)	--	1,411.89	--	2,183.85		2,618		899.48 \$
4	Toll Collection(₹ Crore)	--	6,980.72	--	8,840.75		9,259		3,390.5

* Till July, 2019
\$- Till June, 2019

3.2 According to a written submission made to the Committee, it is stated that target for constructions are fixed annually based on progress of ongoing projects, targets for award, available resources, estimated Market borrowings by NHAI, estimated private sector investments, etc. The target and achievement for the development of NHs/roads during the period from 2014-15 to 2018-19 are submitted as follows:

Sl. No.	Year	Award (km)	Construction (km)
1.	2014-15	6,300	4,410
2.	2015-16	10,950	6,061
3.	2016-17	15,000	8,231
4.	2017-18	15,000	9,829
5.	2018-19	10,000	10,855

3.3 The Scheme-wise details of length completed during the last 5 years are as under:

Length in km											
Sr. No.	Scheme	Award (km)					Construction (km)				
		2014-15	2015-16	2016-17	2017-18	2018-19	2014-15	2015-16	2016-17	2017-18	2018-19

1	Bharatmala (incl. subsumed NHDP)	4,977	6,176	4,984	7,740	2,222	1,691	3,180	3,849	3,819	3,943
2	National Highways (Original)	1,956	2,865	9,601	8,853	2,807	1,743	2,076	3,364	4,911	6,189
3	Special Accelerated Road Development Programme for North-Eastern region (SARDP-NE) including Arunachal Pradesh Package of Roads	624	290	627	400	123	251	158	306	526	388
4	Improvement of road connectivity in Left Wing Extremism (LWE) affected areas including Vijayawada Ranchi Corridor	76	420	163	7	0	655	392	398	376	245
5	Externally Aided Projects	339	347	573	54	342	70	255	314	197	90
	Total	7,972	10,098	15,948	17,054	5,494	4,410	6,061	8,231	9,829	10,855

3.4 There are about 1469 number of ongoing National Highways Projects the details of which are given at **Appendix-II**.

3.5 The other ongoing schemes apart from Bharatmala Pariyojana/NHDP along with physical progress achieved for such schemes are as follows:

Sr. No.	Item	Total Length (km)	Length completed (km)
(i)	Phase-A of Special Accelerated Road Development Programme for NorthEastern region (SARDP-NE) including Arunachal Pradesh Package of Roads	6,418	3,057
(ii)	Development of road connectivity in Left Wing Extremism affected areas	5,453	4,812
(iii)	Externally Aided Projects		
	National Highway Interconnectivity Improvement Programme (NHIIP) by World Bank Loan Assistance	1,120	855
	Japan International Cooperation Agency (JICA) Loan Assistance	645	54
	Asian Development Bank (ADB) Loan Assistance	128	127
(iv)	VGf / EPC Scheme under NH(O)	1,680	1,508
(v)	Vijayawada Ranchi Corridor	592	574
(vi)	Other NH works not covered under any of the above schemes under National Highways (Original) (Completed in last five years) (including Chardham Pariyojana)	61,334	18,283

3.6 In its written submission, MoRTH has stated that some National Highway projects were delayed due to multiple reasons, such as poor performance of contractor, utility shifting, delay in environment/forest clearance, land acquisition, cash flow problem of

the concessionaire/ contractor etc. In order to expedite the process the following steps are stated to have been taken by Government:

- i. Streamlining of land acquisition
- ii. Disputes Resolution mechanism revamped
- iii. Award of projects after adequate preparation in terms of land acquisition, clearances etc. Process of obtaining clearances from different Ministries/Department would commence as soon as the alignment is finalized and final feasibility report is submitted.
- iv. Correctly worked out utility estimates is to be obtained at the earliest after the alignment finalization and shall form part of appraisal proposal.
- v. The process of project appraisal should commence at the earliest on receipt of the Final Detailed Project Report (DPR) and Technical schedules.
- vi. Roll Over Bridges (ROBs): The procedure for General Agreement Drawing (GAD) approved by Railways for ROBs simplified and made online. Maintenance charges which were hampering the progress of many projects stand waived by railways. Standard design put on website.
- vii. Close coordination with other Ministries and State Governments
- viii. One time fund infusion
- ix. Completion of major portion of land acquisition prior to initiation of bid.
- x. Regular review at various levels
- xi. Proposed exit for Equity Investors
- xii. Securitization of road sector loans
- xiii. Rationalize compensation for delays attributed to authority
- xiv. Notification of Guiding Principles for Resolution of Stuck Projects aiming at foreclosure of projects which are stuck on account of the concessionaire/

contractor in NCLT or mutual default of both Authority and Contractor/Concessionaire.

3.7 When the Committee sought to know the States who had agreed to the streamlining process for land acquisition made by the Ministry and to bear 25% of cost of land acquisition, the Ministry in their written reply submitted as follows:

“The State of Kerala has agreed to bear 25% of cost of Land Acquisition for NH Projects under process or to be undertaken in the State. Apart from the above, it is pertinent to mention here that some State Governments have come forward and committed to bear the share of LA cost for construction of Bypasses around cities, details of such projects are as under”

- a. Amravati Ring Road in Andhra Pradesh (186 km)
- b. Jodhpur Ring Road in Rajasthan (101 km);
- c. Jaipur Ring Road in Rajasthan (47 km);
- d. Bhubaneswar-Cuttack Bypass in Odisha (64 km);
- e. Dhanbad Ring Road in Jharkhand (43 km);
- f. Ranchi Elevated Corridor in Jharkhand (3 km)- State Government has agreed to bear 100% land cost;
- g. Ring Road around Dehradun, Haridwar and Haldwani in Uttarakhand;
- h. Ring Road around Ambala and Karnal in Haryana;
- i. Lucknow Ring Road (95 km);
- j. Varanasi Ring Road (61 km);
- k. Udaipur Bypass (24 km);
- l. Peripheral Ring Road around Bengaluru (192 km);
- m. Madurai Ring Road (82 km);
- n. Urban Excess Road-II to provide connectivity to Delhi (70 km); and
- o. Thiruvananthapuram Ring Road (45 km)”.

3.8 MoRTH has also furnished State-wise details of National Highways including Bharatmala Projects which are pending due to Land Acquisition, along with the details

of cost escalation of each project due to such delays and the steps taken by the Government/NHAI for expeditious completion of Land Acquisition (**Appendix-II**).

3.9 The details of the NHs included under Bharatmala Pariyojana, the length approved for development till date under Bharatmala Pariyojana Phase-I along with estimated cost as submitted by the Ministry is as under:

State	Length in km, Amount in ₹ crore									
	Awarded Projects			Appraised Projects			Balance Projects			Total Length
	Length (km)	Civil Cost and Centages	Total Capital Cost	Length	Civil Cost and Centages	Total Capital Cost	Length	Civil Cost and Centages	Total Capital Cost	
Andhra Pradesh	479	10,252	12,187	27	576	598	998			1,504
Assam	82	1,505	2,326				141			223
Bihar	296	2,849	3,518	49	1,345	1,786	503			847
Chhattisgarh	53	1,140	1,589				518			572
Delhi	41	6,517	7,958				130			171
Delhi / HR / PB / J&K							500			500
Gujarat	387	13,106	16,108				1,167			1,554
Haryana	433	12,798	19,032	129	2,713	3,893	313			875
Himachal Pradesh	23	688	1,013				31			54
Jammu & Kashmir	100	2,828	3,852				43			143
Jharkhand	343	4,693	6,531				191			534
Karnataka	634	13,058	16,843				1,699			2,333
Kerala	51	3,072	3,386				1,072			1,123
Madhya Pradesh	531	10,629	12,163	224	5,880	7,408	1,361			2,116
Maharashtra	664	12,320	17,070	128	3,401	4,366	2,019			2,811
Manipur							684			684
Meghalaya							40			40
Mizoram							330			330
Nagaland							161			161
Odisha	716	10,166	11,101				538			1,254
Punjab	120	637	724	38	411	454	407			566
Rajasthan	1,403	15,784	19,451	232	4,348	5,095	1,160			2,795
Tamil Nadu	920	16,173	20,484	134	2,542	3,961	2,397			3,451
Telangana	261	4,799	6,208				407			668
Tripura							262			262
Uttar Pradesh	925	15,958	27,423	79	1,993	2,874	1,570			2,573
Uttarakhand							507			507
West Bengal	170	3,917	5,683				518			688
Grand Total	8,632	162,890	214,650	1,040	23,209	30,436	19,665			29,337

3.10 On being asked to furnish the details of projects for which foundation stones had been laid and their present status alongwith reasons for no progress so far, MoRTH in their reply has furnished the details of projects for which foundation stones have been laid including present status of such projects (**Appendix-III**).

3.11 It has also been submitted that policy for laying foundation stone of NH project is governed by the Ministry's circular RW/NH-33044/10/2003-S&R(R) dated 13.05.2003, 02.06.2003, 16.12.2011, 10.11.2016, No. NH-15017/17(1)/2016-P&M dated 16.06.2016, and Circular No. RW/NH/H11013/01/2019 dated 05.02.2019. The details of the same are at **Appendix-IV**.

3.12 It has been noted from **Appendix-III** above, that there have been cases like NH-13 in Arunachal Pradesh, NH-38 in Assam, NH-43 in Chhattisgarh, Jammu & Kashmir Srinagar ring road, ROB on NH-50, construction of 2-lane-Viyayapura-Sankeswar section, NH-150A, NH-206 in Karnataka, NH-66 in Maharashtra, NH-101 (New NH-331), NH-28B in Bihar, NH-510 in Sikkim, Ring Road at Basti, 84 Kosi Parikrama, Ram Van Gaman Marg, NH-76, NH-86, etc. in Uttar Pradesh where guidelines on foundation stone laying issued by the Government vide their notification dated 16.12.2011 have been violated while laying foundation stones. The scheduled dates of completion/likely dates of completion of some of these projects are also missing in their submission. Moreover, there are cases like construction of 2-lane road in Arunachal Pradesh Akajan-Likabali-Bame Road, NH-84, NH-28A in Bihar, NH-43, NH-111, NH-12A in Chhattisgarh, NH-24 in Delhi, NH-168, ROB on NH-168A in Gujarat, construction of 4-lane Pinjor bypass in Haryana, NH-33, NH-32, NH-06 in Jharkhand, NH-218, NH-4, NH-169A, NH-73, NH-50, NH-63 in Karnataka, NH-752B, NH-752C, NH-753L, NH-347BG, NH-7 in Madhya Pradesh, NH-966, NH-85 in Kerala, Shahpur-Patgaon I & II, Patgaon-Khopoli I & II, ShiradShahapur- Vasmat, Chikali-Tatarkhed, Nilajphata-BhadaraPhata in Maharashtra, construction of 4-lane linking NH-95 with NH-1, 4-laning of Chandigarh-Kharar section of NH-21 in Punjab, Nagapattinam-Thanjavur section of NH-67 in Tamil Nadu, Delhi-Meerut Expressway Pkg IV, EPE crossing at Baghpat section of NH-709B Meerut-Muzaffarnagar section of NH-58, 4-laning of Rudrapur-Kathgodam section of NH-87 in Uttar Pradesh, etc. in which these projects are running behind their schedules and many of them have surpassed their scheduled date of completion.

3.13 During the course of examination of the subject, it is was seen that the Ministry had identified and approved in-principle about 51,980 km of State road stretches to be declared as new NHs subject to outcome of their Detailed Project Reports (DPRs) and the work of preparation of DPRs had been assigned to State PWDs, NHAI, NHIDCL, IAHE.

3.14 Regarding consideration for approving State Roads as new National Highways, MoRTH has submitted the following:

“Keeping in view numerous proposals received from time to time from various State Governments, Peoples’ Representatives, various Ministries, etc., the Ministry had taken a view to consider approving State roads “In Principle” as new NHs subject to outcome of their Detailed Project Reports (DPRs). Accordingly, agencies such as State PWDs, NHAI, NHIDCL, were requested to take up preparation of DPRs for such State roads; further decisions regarding notifying such roads as new NHs were being taken up depending upon outcome of their DPRs.

The Ministry had devised 11-point criteria for declaration of State roads as NHs. Prior to 2014, the proposals were being examined through the process of Inter-Ministerial consultations involving the Planning Commission and Ministry of Finance... The Ministry has initiated the process for revising the guidelines for declaration of State roads as NHs.

About 71,898 km length of State Roads has been approved In-Principle as new NHs subject to outcome of DPRs. Preparation of DPRs have been initiated for about 50,877 km at an estimated cost of about ₹1,435.30 crore;... Out of these, about 19,070 km length of roads have been notified as new NHs based on outcome of DPR.

Preparation of DPRs for balance 31,807 km length of State roads approved ‘InPrinciple’ as NHs are at various stages of progress”.

3.15 As per written submission by MoRTH, the Ministry has devised an eleven points criteria for declaration of National Highways based upon the comments of the Planning Commission, which are as under:

- i. A road, which runs through the length and breadth of the country.
- ii. Roads connecting adjacent countries.

- iii. Roads connecting the National Capital with State Capital and roads connecting the State Capitals mutually.
- iv. Roads connecting major ports, non-major ports, large industrial centers.
- v. Roads meeting very important strategic requirements in hilly and isolated areas.
- vi. Arterial roads which enable sizeable reduction in travel distance and achieve substantial economic growth thereby.
- vii. Roads which help opening up large tracts of backward/ tribal areas, religious and tourist centres and hilly regions (other than strategically important ones).
- viii. National Highways grid of 100 km is achieved.
- ix. The road must be upto the standards laid down for State Highways (SHs) – both in its technical requirements as well as the land requirements. The existing roads (SH, Major District Roads (MDRs) and other roads), which are important in terms of various criterion stipulated herein, will be considered for upgrading to NH standards. It will, however, be ensured that the roads being upgraded generally satisfy the standards laid down for SH but MDR and other roads required to be upgraded to form grid and connect important/ backward areas will also be considered.
- x. The existing Right of Way (ROW) should be the property of the State Government and must be generally free from any type of encroachments.
- xi. The Right of Way required for the National Highways (preferably 45m, minimum 30m) must be available for acquiring, free of encroachments and the State Government would complete land acquisition formalities within six months. If additional ROW is required for developing the road to NH standards, the State Governments would complete the acquisition expeditiously after sanctioning of estimates therefor.

3.16 State-wise details of the DPR works awarded for State Roads approved In-Principle as NHs subject to outcome of DPR are as under:

Sr. No.	State / UT	Tentative Length (km)	Sanctioned cost (₹ crore)
1.	Andaman & Nicobar Islands	136.5	5.0
2.	Andhra Pradesh	1,482.6	45.9
3.	Arunachal Pradesh	393.0	6.5
4.	Assam	1,819.0	59.7
5.	Bihar	2,331.0	60.4
6.	Chhattisgarh	2,130.1	54.8
7.	Goa	45.0	2.9
8.	Gujarat	1,696.0	59.6
9.	Haryana	756.0	25.8
10.	Himachal Pradesh	4,381.7	183.9
11.	Jammu & Kashmir	417.0	18.7
12.	Jharkhand	530.0	14.9
13.	Karnataka	4,637.0	161.3
14.	Kerala	482.0	17.7
15.	Madhya Pradesh	4,400.6	69.9
16.	Maharashtra	12,569.0	278.0
17.	Manipur	90.0	2.5
18.	Meghalaya	250.0	6.7
19.	Nagaland	805.7	37.2
20.	Odisha	1,583.6	73.4
21.	Punjab	534.0	8.6
22.	Rajasthan	3,511.5	92.1
23.	Sikkim	327.0	5.9
24.	Tamil Nadu	609.0	17.3

25.	Telangana	1,797.0	36.8
26.	Tripura	212.0	12.5
27.	Uttar Pradesh	2,392.0	58.3
28.	West Bengal	558.9	19.2
	Total	50,877.1	1,435.3

3.17 It has been submitted that about 23 projects of about 1,750 km length were identified as non-NHDP NH Sections for taking up on BOT (Toll)/EPC basis. Out of which, 12 projects for about 1290 km length have been awarded under BOT (Toll) basis and 9 projects for about 225 km length have been awarded under EPC mode. Against this, a length of 1,416 km has already been completed as on March, 2018. On being asked as to when these projects were awarded and what were the target dates for completion, MoRTH in their reply has submitted the following:

“Details of specific identified non-NHDP projects awarded on BOT (Toll) under viability gap funding (VGF) scheme/ EPC mode, including their estimated costs, year of sanction, target for completion, and progress achieved are at **Appendix-V.**”

3.18 When asked to furnish the details of per kilometer construction cost of National Highways, State-wise or otherwise, MoRTH has stated as under:

“The normative cost of construction of various categories of roads are governed by the Ministry’s letter no. RW/NH-24036/27/2010-PPP, dated 25.04.2018 (**Appendix-VI**). These normative costs are, however, based on certain specific assumptions, such as average embankment heights, design traffic, types of pavements, crust types and compositions, types of bridges/ culverts/ other structures, etc. Accordingly, these are used for broad guidance purpose. Detailed estimated costs of projects as per DPRs may, however, vary from project to project.

The State-wise details of per km construction cost of approved projects for development of NHs in Bharatmala Pariyojana is placed at **Appendix-VII**”.

CHAPTER – IV

National Highways – Various Schemes and Modes of Implementation

A. Bharatmala Pariyojana

4.1 According to a written submission by MoRTH, the umbrella programme of Bharatmala Pariyojana focuses on enhancing effectiveness of already built infrastructure, bridging infrastructure gaps for seamless movement and integrating National and Economic Corridors. The objective of the program is to optimally allocate resource for a holistic highway development/improvement initiative. Identification of the project stretches under the components of Bharatmala has been done based on detailed O-D (Origin-Destination) study, freight flow projections and verification of the identified infrastructure gaps through geo mapping, using data from BISAG as well as from other sources. This O-D study has also taken into account integration of economic corridors with the ongoing projects under NHDP and infrastructure asymmetry in major corridors.

4.2 The bridging of critical infrastructure gaps in existing highway network would enhance safe and seamless movement of traffic, and in turn have a positive impact on the Logistic Performance Index (LPI) of the country.

B. Components of Bharatmala

4.3 As per written submission of MoRTH, components of Bharatmala are as under:

(i) **Economic Corridors:** - 44 new Economic corridors of 26,200 km have been identified based on a scientific Origin Destination (O-D) study. Economic corridors are expected to carry 25% of freight in the coming years. These economic corridors along with National corridors (Golden Quadrilateral and North-South East West Corridors) would now form India's Highway Grid and will carry 60% of the country's freight. Once built, the National and Economic corridors along with their inter-corridor and feeder routes will be able to carry 80% of our freight traffic.

(ii) Inter-corridor and feeder roads to National and Economic Corridors:

- Inter corridor routes aim to connect different economic corridors to provide first mile & last mile connectivity.

(iii) National Corridors Efficiency Improvement:

India's main National Highways, the Golden-Quadrilateral and NS-EW corridors carry 35% of India's freight. These National Corridors by virtue of being the lifeline of India's Highway network have shown high growth in traffic volumes. The average traffic in the 6 national corridors is greater than 30,000 PCUs/ day. The 6/8 laning of these corridors would be done as per need, in line with the norms used for NHDP Phase-V, where 6 laning was envisaged when traffic reaches 25,000 PCUs/ day. There are points of local congestion on the National Corridors, especially at junctions with other major arterial roads & near cities, etc., which impact logistics efficiency. There are requirements to build Ring Roads and bypasses/ elevated corridors to decongest these National Corridors.

(iv) Border and International connectivity roads:

- Border roads have been identified to be built along the international border. Further roads are required for connecting India's major highway corridor to International trade points to facilitate Export-Import (EXIM) trade with our neighbouring countries, viz. Nepal, Bhutan, Bangladesh and Myanmar. These roads shall be developed primarily to 2-lane NH standards with paved shoulders.

(v) Coastal and Port connectivity roads:

- Coastal roads have been identified to be built along the coast of India. These roads would boost both tourism and industrial development of the coastal region. Further, roads for providing connectivity to non-major ports handling Export-Import (EXIM) cargo have been identified to facilitate trade with an emphasis to improve such road connectivity. The roads identified have been synergized with the Sagarmala programme. About 60 to 70% of these roads shall be developed to 2-lane NH

standards with paved shoulders; balance length shall be upgraded to 4-lane or more NH standards.

(vi) Green-field Expressways:-Certain sections of National and economic corridors have traffic much in excess of 30,000 PCUs/day and have also developed several choke points. These stretches have been identified for development of green-field expressways.

4.4 On being asked to furnish the details and salient features of Green Field alignment National Highways Project and the extent to which it is different in terms of cost as well as economical viabilities in comparison to the conventional alignment of National Highways project, MoRTH in a written reply has stated as under:

“Majority of the existing Road projects have been developed in the past with connectivity of en-route towns as the key consideration. This has led to sub-optimal alignments with compromised geometric features, involving longer routes to be covered between major destinations. Longer the route, higher is the cost and time involved in traversing the length of the Highway, which also entails associated environmental costs.

Also, expansion of an existing road involves (a) acquisition of additional land for the required Right of Way (RoW), (b) shifting of utilities, and (c) felling of trees along the existing alignment. Further, as road arteries are considered to create huge value to the land abutting the road and the adjoining areas, the land situated along/ abutting any existing road artery (including a rural road) costs significantly more as compared to the land under a greenfield alignment.

Serious constraints have been faced in land acquisition for widening of an existing road especially in areas where habitations/ commercial activities have come up over time, which necessitate demolition of existing structures in such inhabited areas, which often leads to compromise on the required uniform RoW and entail associated costs & time;

In view of the above, the Ministry took policy decision in February, 2018 that a comparative cost-benefit analysis shall be essentially carried out in preparation of DPRs for development of NHs, especially where it is proposed to upgrade an existing two-lane Highway to a higher configuration of 4/6/8 lane, while recommending the route/ alignment of highway development along the existing alignment, with the alternate option of a green-field alignment, which is a few km away from the existing alignment. While carrying out the cost benefit analysis of both the options, the following factors shall be considered:

(i) Extant of land acquisition and the associated costs; (ii) Number of structures required to be acquired along their extant and costs. (iii) The quantum of utilities and costs required for their shifting. (iv) The extent of tree-felling and the associated cost & time for obtaining the requisite permissions.”

4.5 The Committee during the cross examination of witnesses sought clarification regarding procedure for preparation of DPR, role of NHAI officials in prevailing on consultants to prepare DPRs according to their needs and so on. To this, MoRTH in their written reply submitted that

“As per the extant policy regarding approach for determination of alignment/route for widening of NHs, the agencies executing the NH projects on behalf of the Ministry were advised to:

- (i) Require their DPR consultants for each project (especially wherein it is envisaged to be upgraded to 4-lane and above configurations and in respect of which Notification under Section 3D has not been issued), to examine the feasibility of development of a green-field NH in each case;
- (ii) While examining the feasibility of a green-field alignment between the origin and destination points, it should, as far as possible, follow a crow-flight route alignment with a little distance from the existing habitations/ towns and identify the towns that need to be connected through spurs.
- (iii) Clearly bring out in its report the advantages in terms of reduction in length/ distance, geometric improvements and other advantages along with the cost-benefit analysis so as to enable the competent authority to take considered decisions in this behalf.

The broad approach to development of NH along a Green-field alignment to be followed as per the above-mentioned policy guidelines, in case the green-field alignment option works out to be a preferred option, are

- (i) The entire ROW (60m-70m) may be acquired for a maximum capacity of 8 lane main carriage-way with provision for service roads. In case of Expressways, 90m ROW shall be acquired.
- (ii) Initially 4-lane carriage-way with 4-lane structures shall be developed with additional land left in the median for future expansion.
- (iii) The highway shall have provision for service roads, preferably of 10 m width, with maximum access-control for the main carriage-way.

(iv) Access to the towns/ cities/ establishments located on the existing National Highway, may be provided through spurs from the green-field route.

The details of the above-mentioned policy guidelines of the Ministry circulated vide letter no. NH-15017/21/2018-P&M, dated 26.02.2018 on determination of alignment/ route for widening of National Highways is placed at **Appendix-VIII.**”

4.6 The Members of the Committee expressed deep concern over the issue of crossing NHs in which villagers were facing lots of inconveniences in crossing roads especially where there was no underpass or overpass nearby their villages. They noted that the new pattern of construction in which roads are given elevation had affected the day to day activities of villagers who had their farm fields on either side of the National Highways. They very frequently had to cross the roads and due to elevated roads they had to cover long distances. Another problem being faced by the villagers due to elevated roads was that there was water logging in areas that were nearby and hence it was imperative to set up proper drainage in all such areas of National Highways.

4.7 As per MoRTH written submissions, scope of Phase-I of Bharatmala Pariyojana included development of:

Sr. No.	Scheme	Length (km)	Cost (₹ crore)
1.	Economic Corridors	9,000	120,000
2.	Inter-Corridors & feeder roads	6,000	80,000
3.	National Corridor Efficiency improvement	5,000	100,000
4.	Border & International connectivity roads	2,000	25,000
5.	Coastal & port connectivity roads	2,000	20,000
6.	Expressways	800	40,000
	Sub Total	24,800	3,85,000
7.	Ongoing Projects, including NHDP*	10,000	1,50,000
	Total	34,800	5,35,000

*-balance works under various phases of National Highways Development Project (NHDP) shall be fully subsumed under the proposed Bharatmala Pariyojana, to remove overlap and undertake comprehensive development. Balance works under NH(O), SARDP-NE, EAP & LWE schemes would continue under relevant schemes.

4.8 It has also been submitted that the Public Investment Board (PIB) recommended the proposal during its meeting held on 16.06.2017. Cabinet Committee on Economic Affairs (CCEA) approved the Bharatmala Pariyojana Phase-I during its meeting dated 24.10.2017. The program is targeted for completion by 2021-22.

4.9 Expenditure/Release during the last six years and current year for NHDP/ Bharatmala Pariyojana Phase-I is as under:

Amount in ₹ crore									
Year	CRF Cess	Toll Remittances	TOT Remittances	Out of NH(O) fund	Total (GBS)	IEBR Raised	Total Budgetary	Pvt. Sector Investment	Grand Total
2014-15	9,565	5,448		600	15,613	3,343	23,225	19,232	42,457
2015-16	21,018	6,500		370	27,888	23,281	70,583	29,770	1,00,353
2016-17	7,410	7,500		5,389	20,299	33,118	79,578	16,029	95,607
2017-18	15,429	8,462		3,900	27,792	50,533	87,071	16,501	1,03,571
2018-19	16,567	9,570	9,682		35,819	61,217	97,819	20,618	1,18,437
2019-20	15,733	10,600	5,000	1,000	32,333	74,988	1,07,321	21,926	1,29,247
2020-21*	7,379	3,875		1,000	12,254	6,750	19,004	3,448	22,452

*Till July, 2020

Status of appraisal and award of Projects

(a) Status of appraisal and award – Mode of Implementation-wise: -

4.10 In Bharatmala Pariyojana, 60% projects on Hybrid Annuity Mode, 10% projects on BOT (Toll) Mode and 30% projects on EPC mode have been envisaged respectively.

4.11 Total of 352 numbers road projects with an aggregate length of 13,644 km have been approved & awarded till 31st July, 2020 under Bharatmala Pariyojana (including 93 numbers of residual NHDP works of aggregate length of 4,263 km) with Total Capital Cost as ₹3,55,888 crore. Out of the total approved 352 numbers projects, 233 numbers of projects covering an aggregate length of 7,771 km have been approved on EPC mode, 115 numbers of projects covering an aggregate length of 5,535 km on HAM mode and 4 Nos. of projects covering an aggregate length of 338 km on BOT (Toll) mode [EPC: HAM: BOT:: 57%:41%:2%]. Details of the above are as follows:

Sr. No.	Mode of Implementation	Bharatmala & Residual NHDP - Awarded		Bharatmala & Residual NHDP – Appraised – To be Awarded		Bharatmala & Residual NHDP – Awarded and Appraised		Capital Cost (₹ crores)	Actual %
		No. of Projects	Length (km)	No. of Projects	Length (km)	No. of Projects	Length (km)		
1	EPC	212	7,119	21	652	233	7,771	189,920	57%
2	HAM	85	4,371	30	1,164	115	5,535	160,621	41%
3	BOT Toll	2	209	2	129	4	338	5,347	2%
Total		299	11,699	53	1,945	352	13,644	355,888	100%

(b) Status of appraisal and award: -

4.12 Out of the 24,800 km approved under Bharatmala Pariyojana Phase-I, total of 229 projects of length 8,171 km have been awarded till 31st July, 2020. Similarly, out of the residual NHDP component to be completed Bharatmala Phase-I, a total of 4,989 km length was balance for award out of which 89 projects covering 3,986 km length have been awarded till 31st July, 2020. The details are as under:

Sr No.	Type of Corridor (approved length & amount)	Awarded		Appraised but Pending for Award		Total	
		No. of Projects	Length (km)	No. of Projects	Length (km)	No. of Projects	Length (km)
1	Economic Corridors	89	3,263	15	544	104	3,807
2	Inter Corridor Roads	18	727	3	135	21	862
3	Feeder Roads	7	240	3	131	10	371
4	National Corridors	45	1,198	6	284	51	1,482
5	National Efficiency Improvement Program	24	656			24	656
6	Border and International Roads	6	977			6	977
7	Coastal and Port Connectivity	6	168			6	168
8	Expressways	34	942	9	219	43	1,161
Bharatmala Total		229	8,171	36	1,313	265	9,484

Sr No.	Type of Corridor (approved length & amount)	Awarded		Appraised but Pending for Award		Total	
		No. of Projects	Length (km)	No. of Projects	Length (km)	No. of Projects	Length (km)
9	Residual NHDP	89	3,986	8	299	97	4,285
Grand Total		318	12,156	44	1,612	362	13,769

4.13 Approved Financing Plan of Bharatmala Pariyojana Phase-I is as follows:

Amount in ₹ crore							
Sr.No.	Source of funds	2017-18	2018-19	2019-20	2020-21	2021-22	Total
1.	CRF/ CRIF	22,407	21,093	21,901	34,075	40,197	139,673
2.	Gross Budgetary Support (GBS)	-	-	-	-	-	-
3.	TOT	1,000	3,000	5,000	10,000	15,000	34,000
4.	Toll plough back	84,62	8,885	9,200	9,500	10,000	46,048
5.	Market Borrowing	59,279	35,000	35,000	40,000	40,000	209,279
6.	Pvt Investment (PPP)	15,000	17,000	20,000	25,000	29,000	106,000
Total		106,148	84,979	91,101	118,575	134,197	535,000

4.14 The process for choosing projects under Bharatmala Pariyojana Phase-I is detailed as under:

- i. Projects for implementation have been prioritized as High Priority, Medium Priority and Low Priority projects based on two parameters viz. corridor completion and average expected traffic in the corridor.
- ii. National Corridor Efficiency Improvement Projects and Expressways have been classified as high priority projects as they carry very high volume of traffic and act as the backbone of the National Highway network.
- iii. Corridor based projects of Economic Corridors, Inter Corridor Routes, Feeder Routes and other Economic Corridors have been prioritized based on the following two factors:
 - a. Corridor completion i.e. missing links of largely completed corridors have been prioritized irrespective of traffic.
 - b. Traffic i.e. to be developed corridors have been prioritized based on average expected traffic in the corridor.

- iv. Projects on corridors with an average expected traffic of >15,000 PCUs/day have been classified as High Priority projects, corridors with an average expected traffic of 10,000-15,000 PCUs. day have been classified as medium Priority projects and corridors with expected traffic of less than 10,000 PCUs/ day have been prioritized as Low Priority projects.

4.15 Apart from the abovementioned corridors and projects, balance works of projects to be awarded in lieu of projects in which contracts were/are terminated have been classified as High Priority projects.

4.16 Regarding construction of ROB/RUB to close level crossings on NHs in the country, MoRTH has furnished the following:

“An MOU has been signed on 10.11.2014 ... between Ministry of Railways and Ministry of Road Transport & Highways. As per para- (A)1: MORTH/NHAI will replace all level crossings on NH corridors by ROB/RUBs in next five years subject to availability of funds.

In order to ensure safe and smooth flow of traffic, Ministry has envisaged a plan for replacement of Level Crossings (LCs) on National Highways by stand-alone ROB/ RUBs under Setu Bharatam. Out of 208 nos. of such Stand-alone LCs identified, construction of ROB/RUBs have been sanctioned for 96 locations for total estimated cost of ₹7,370 crore. Out of 96 sanctioned, 65 ROB/RUBs have been awarded which are in various stages of progress...

Apart from these Stand-alone projects, ROB/ RUBs are being constructed as replacements for existing LCs as part of ongoing projects being taken up under Corridor development approach.

For NH projects in NHAI, ROB/RUBs are part of project and no separate fund is allotted”.

4.17 Details of State-wise status of Stand-alone ROB/RUB DPRs are as under:

Sr. No.	State	Nos. of ROB/ RUBs	ROBs / RUBs Deleted	ROBs / RUBs Added	Nos. of ROB/ RUBs, as on date	Sanctioned ROB/ RUBs	Sanction Cost (₹ Crore)	Nos. of ROB/ RUBs Awarded
1	Andhra Pradesh	33	6	1	28	19	1,373	16
2	Assam	12	1	2	13	0	0	0
3	Bihar	20	0	1	21	18	1,159	11

4	Chhattisgarh	5	0	0	5	1	40	1
5	Gujarat	8	2	0	6	1	43	0
6	Haryana	10	0	0	10	6	271	5
7	Himachal Pradesh	5	5	0	0	0	0	0
8	Jharkhand	11	3	1	9	0	0	0
9	Karnataka	17	10	0	7	7	473	3
10	Kerala	4	1	1	4	0	0	0
11	Madhya Pradesh	6	1	0	5	1	36	1
12	Maharashtra	12	12	0	0	0	0	0
13	Odisha	4	0	0	4	4	473	0
14	Punjab	10	1	1	10	9	749	9
15	Rajasthan	9	0	0	9	7	377	6
16	Tamil Nadu	9	1	0	8	0	0	0
17	Uttarakhand	2	0	0	2	2	133	2
18	Uttar Pradesh	9	5	0	4	2	108	1
19	West Bengal	22	2	0	20	19	2,135	10
	Total	208	50	7	165	96	65	7,370

B. Other Major Schemes of the Ministry for development of NHs/Roads apart from Bharatmala Pariyojana

I. Improvement of road connectivity in Left Wing Extremism (LWE) affected areas

4.18 The Government has approved a scheme for development of about 1,177 km of NHs and 4,276 km of State Roads in Left Wing Extremism (LWE) affected areas as a Special Project with an estimated cost of about ₹7,300 crore. As on 31st July, 2020, the detailed estimates for 5,422 km length have been sanctioned at an estimated cost of ₹8,946 crore, out of which, works on 5,419 km length costing ₹8,739 crore have been awarded. Development in 4,901 km length has been completed and cumulative expenditure incurred so far is ₹7,814 crore.

4.19 Out of 1,622 km long LWE affected Vijayawada - Ranchi route, development of 600 km (net length 592 km) of State Roads in Odisha (549 km Newly declared NH and 43 km SH), not covered in any Central or State Scheme has been approved by the Government at a cost of ₹1,200 crore on 4th November, 2010.

4.20 So far, the detailed estimates for all the 9 packages in an aggregate length of 592 km have been sanctioned at an estimated cost of ₹1,347 crore and works were awarded. The development on 583 km has been completed at a cumulative expenditure of ₹1,109 crore.

II. Special Accelerated Road Development Programme for North-Eastern region (SARDP-NE) including Arunachal Pradesh Package of Roads

4.21 The scheme has been envisaged to be taken up under three parts as under:

- (i) **Phase 'A'** of SARDP-NE approved by the Government envisages improvement of about 4,099 km length of roads (3,014 km of NH and 1,085 km of State roads). However, actual length as per DPR is 4007 km. Out of this, 3339 km roads has been approved for execution and balance 668 km is yet to be awarded. Till September, 2019, 2136 km of road has been completed. The SARDP-NE Phase 'A' is expected to be completed by March, 2024.
- (ii) **Phase 'B'** of SARDP-NE, covers 3,723 km (2,210 km NHs and 1,513 km of State roads) of road. Phase 'B' SARDP-NE shall be taken up after completion of Phase 'A'.
- (iii) **Arunachal Pradesh Package:** The Arunachal Pradesh Package for Road & Highways involving development of about 2,319 km length of road (2,205 km of NHs & 114 km of State/General Staff/Strategic Roads) has also been approved by the Government. Projects on 776 km are to be taken up on BOT (Annuity) mode and the remaining are to be developed on EPC mode/Item Rate Contract as per Ministry's extant policy. However, actual length as per DPR is 1991 km. Till June, 2020, projects in total length of about 1,934 km have been awarded out of which 1,024 km has been completed. Balance 57 km is yet to be awarded. The entire Arunachal Pradesh package is targeted for completion by March, 2024.

An amount of ₹37,436 crore has been spent in SARDP-NE including Arunachal Pradesh Package of roads.

III. Char-Dham Mahamarg Vikas Pariyojana- Improvement of NH Connectivity to Char-Dham (Kedarnath, Badrinath, Yamunothri and Gangothri) in the State of Uttarakhand

4.22 It has been submitted that MoRTH has taken up the connectivity Improvement Program for Char-Dham (Kedarnath, Badrinath, Yamunothri & Gangothri) in Uttarakhand. The program includes projects of improvement /development of 889 km length of NHs at total estimated cost of about ₹12,070 crore. The projects include provisions like widening of existing narrow & geometrically deficient NHs to 2-Lane NH standards with paved shoulders, protection of landslide prone zones, construction of bypasses, long bridges, tunnels, bus /truck lay-by /rest area and elevated corridors. The program was initially targeted for completion by March 2020. However, it has been delayed due to petitions filed by NGOs in NGT and Supreme Court. The Hon'ble Supreme Court passed an order on 08.08.2019, directing MoEF&CC to constitute a High Powered Committee (HPC) to submit a report within 4 months as per Terms of Reference prescribed by the Hon'ble Supreme Court. The HPC has submitted the final report in July 2020.

4.23 Out of total 53 civil works covering the entire length under Char-Dham project, 40 civil works of total project cost amounting to ₹9,475 crore (including cost of pre-construction works amounting to ₹491 crore) in a length of 673 km have been sanctioned. 38 works in a length of 647 km amounting to ₹8,379 crore have been awarded out of which 34 works amounting to ₹8,146 crore in length of 645 km are ongoing and 4 works amounting to ₹233 crore in a length of 2.35 km have completed. Balance 2 nos. works amounting to ₹604 crore in a length of 25 km are in tender stage. Physical progress on ongoing works is 55.1% with the total expenditure of ₹4,051.30 crore. The program is targeted for completion by December 2023.

C. Externally Aided Projects

I. National Highway Interconnectivity Improvement Programme (NHIIP) by World Bank Loan Assistance

4.24 About 1,120 km approved length [aggregate length- 1,087 km at a revised cost of ₹6,461 km] of NHs are to be improved to 2-lane NH standards following corridor

development approach under the World Bank Loan Assistance in Phase-I. Loan Agreement for Phase-I (1,120 km under first tranches of Loan Assistance of US\$ 500 Million) was signed with World Bank on 1 July, 2014.

4.25 For the proposed execution of projects under World Bank Loan Assistance as mentioned above, the cost of LA and utility shifting are to be borne by the Government of India as per the policy of the World Bank. Till July, 2020, 931 km of length has been completed with total expenditure of ₹4,776 crores.

II. Japan International Cooperation Agency (JICA) Loan Assistance

4.26 About 7 projects having NH length of about 738 km are to be improved under the Loan Assistance from JICA at the cost of about ₹18,172 crores. For the proposed execution of projects the cost of Land Acquisition and utility shifting are to be borne by the Government of India. Out of these 7 projects, 5 projects are to be executed by NHIDCL, 1 project each is being executed by the Ministry through State PWD (BSRDCL) and by NHAI.

4.27 The Ministry has awarded 92.935 km, Gaya- Rajgir - Nalanda – Bihar Sharif section of NH 82 in the State of Bihar at cost of ₹925.87 crore. The loan component of this project is JP¥21.426 billion. Out of this stretch, about 47 km of length has already been completed. The Project is likely to be completed by 2020-21.

4.28 NHAI awarded 127 km, Patna – Gaya - Dhobi section of NH 22 in the State of Bihar at a cost of ₹1,231.98 crore. The loan component of this project is JP¥22.903 billion. About 15.30 km of length has been completed so far. However due to poor performance of the Company as well as Company going to NCLT, the project has been foreclosed. Re-award is in process.

4.29 Remaining 5 projects are with NHIDCL. One project (Tura-Dalu) in Meghalaya is in progress and another project (Aizwal-Tuipang) in eight packages has been awarded except one package. Remaining 2 out of 3 projects with NHIDCL are in advanced stage of sanction and the balance one project is under bidding process.

III. Asian Development Bank (ADB) Loan Assistance

4.30 The Ministry has awarded 2 projects of about 127.84 km length in the State of West Bengal at revised cost of ₹ 1,658.73 crore. The loan component of this project is US\$145 Million. 100% work has been completed by July/November, 2019.

4.31 Four projects with NHIDCL [length 96.11 km, ₹2,347.76 crore] - 2 projects are in progress. Appointed Date for 3rd project has been declared on 15.01.2020 and the remaining one project is in advance stage of award.

4.32 In addition to the above, works for strengthening, widening, geometric improvements and works on missing link of existing NHs are taken up under National Highways (Original) [NH(O)] as per availability of funds, inter-se priority, traffic density, committed spill over liabilities of previous years' sanctions and available allocation for the year.

4.33 The details of externally aided projects are as under:

Sr. No	Name of Funding Agency	Name of Project	Loan Agreement Signing Date	Loan Effective Date	Loan End Date	Total Loan Amount	Loan Amount availed till date	Terms and conditions of loan
1	World Bank	National Highways Interconnectivity Improvement Project (NHIP)	01.07.2014	05.08.2014	June'2020	USD 500 Million	USD \$ 270 Million	Repayment Period Start Date - 15th March,2019 End Date - 15th Sept,2031 Interest Rate - Linked to Reference rate
2	ADB	AH-2 and AH-48	26.03.2015	24.06.2015	30.06.2022	USD 145 Million	USD 106.7 Million	Repayment Period Start Date - 15th Sept,2019 End Date - 15th Mar,2039 Interest Rate - LIBOR + 0.60%-0.10% (Credit as per Loan Regulation) + 0.10% (Maturity Premium)
3		Mechi Bridge					₹12.36 crore	Repayment Period Start Date - 01st Feb,2024
4		Imphal-Moreh	01.10.2018	29.11.2018	30.06.2022	USD 150 Million	₹83.89 crore	End Date - 01st Aug,2038 Interest Rate - LIBOR + 0.60%-

								0.10% (Credit as per Loan Regulation)
5	JICA	Bihar National Highway Improvement Project (NH-82)	30.01.2014			JPY 21,426 Million	JPY 7370 Million	Repayment Period Start Date - 20th Jan,2024 End Date - 20th Jan,2044 Interest Rate - 1.4% p.a. on the amount disbursed
6		Bihar National Highway Improvement Project (NH-83)	22.02.2013	21.06.2013	21.06.2023	JPY 22,903 Million	156 crore	Repayment Period Start Date - 20th Feb,2023 End Date - 20th Feb,2043 Interest Rate - 1.4% p.a. on the amount disbursed
7		North-East Road Network Connectivity improvement Project Phase-1	31.03.2017	26.07.2017	26.07.2027	JPY 67,170 Million	Nil	Repayment Period Start Date - 20th Mar,2027 End Date - 20th Mar,2047 Interest Rate - 1.4% p.a. on the amount disbursed
8		North-East Road Network Connectivity improvement Project Phase-2	29.03.2018	Yet to be effectuated	TBD	JPY 38,666 Million	Nil	Repayment Period Start Date - 20th Mar,2028 End Date - 20th Mar,2048 Interest Rate - 1.2% p.a. on the amount disbursed
9		North-East Road Network Connectivity improvement Project Phase-3	29.10.2018	Yet to be effectuated	TBD	JPY 25,483 Million	Nil	Repayment Period Start Date - 20th Oct,2028 End Date - 20th Oct,2048 Interest Rate - 1.5% p.a. on the amount disbursed

Remaining length of NHs to be covered under NH(O)

4.34 Details of balance of length of NHs to be covered under NH(O) are as under:

Sr. No.	Item	Length (km)
(i)	Total length of NH Network	1,34,200
(ii)	Length of NH under various phases of NHDP	49,142
(iii)	Additional length of NHs covered under Bharatmala Phase-I	10,398
(iv)	Length of NH under Special Accelerated Road Development Programme for North-East Region including Arunachal Pradesh Package	7,429
(v)	Development of road (NH) in Left Wing Extremism affected areas	1,177
(vi)	Externally Aided Projects	

Sr. No.	Item	Length (km)
	World Bank	1,920
	JICA	738
	ADB	128
(vii)	VGF / EPC Scheme under NH(O)	1,680
(viii)	Vijayawada Ranchi Corridor	592
(ix)	Total from (ii) to (viii)	73,204
(x)	Balance length of NHs covered under NH(O)	60,996

4.35 Allocation and Expenditure for development of Non-NHDP NHs under NH(O) during the last 5 years is given below:

(Amount in ₹ Crore)			
Sr. No.	Year	Allocation	Expenditure
1.	2014-15	5,179.59	5,049.93
2.	2015-16	6,487.06	6,335.24
3.	2016-17	19,857.00	19,324.12
4.	2017-18	18,049.31	18,047.22
5.	2018-19	23,924.06	23,885.79
6.	2019-20	29,522.00	29,306.76
7.	2020-21 (Upto July)	30,164.06	9,734.57

Mode of Implementation

I. Public Private Partnership (PPP)

4.36 There are three variants of PPP projects, namely, BOT (Toll), BOT (Annuity) and Hybrid Annuity as explained as under:

(i) **BOT (Toll) Projects:** Responsibility for design and development of the Project is vested with the Concessionaire for the Project under this mode. The Concessionaire is also responsible for Operation and Maintenance (O&M) of the Project Section for the entire Concession Period after it is developed and put to Commercial Operation. The Concessionaire has tolling rights during Concession Period after declaration of Commercial Operation of the developed section.

(ii) **BOT (Annuity) Projects:** As in case of BOT (Toll) Projects, responsibility for design, development and O&M of the Project Section for the entire Concession Period is vested with the Concessionaire for the Project.

Concessionaire is given Annuity Payments during the O&M period as per provisions of the Concession Agreement. Tolling rights during O&M period vest with the employer after declaration of Commercial Operation of the developed section.

(iii) Hybrid Annuity Model (HAM): Under this newly introduced model, 40% of the Project Cost is paid by the Government/ Executing Agency as Construction Support/ Grant to the private developer and the balance 60% is to be arranged by the successful bidder through a mix of Equity and Grant during the construction period. The Concessionaire is paid back the amount of 60% along with interest, O&M and RoE in the form of 1/2 yearly Annuities over a period of 15 years. While the Concessionaire is responsible for the O&M during this period of 15 years, the traffic risk is taken by the Project Executing Agency/ Employer. Tolling rights during the O&M period are vested with the employer after declaration of Commercial Operation of the developed section.

II. Public-funded Projects

4.37 The following are the Public-funded mode of implementation:

- i. **Projects as per Engineering-Procurement-Construction (EPC) Contracts:** Responsibility for design and development of the Project is vested with the Contractors for the Projects. The Contractor is responsible for maintenance and rectification of defects arising in the Project section during the concurrent maintenance-cum-defects liability period, which is 4 years as per extant policies. The Contracts specify broad project scopes and requirements and does not provide for individual item-wise quantities/rates. There is separate provision for payments for maintenance of the Project section to the Contractors.
- ii. **Projects as per Item Rate Contracts:** Design responsibility is that of the employer, the Contractor executes the Project as per quantities and rates of individual items specified as per the provisions of the Contract Agreements

including variations in such items/changes in scopes etc. allowed subsequently. Contractor is responsible for rectification of defects during the defects liability period, which may vary from one year to three years depending upon the specifications allowed in the Projects.

4.38 When asked about the basis on which these modes were decided for construction of road projects, MoRTH has replied as under:

“... Projects found to be financially viable (i.e. equity FIRR of 15% or more) with Viability Gap Funding upto 40% are tried out on BOT (Toll) mode.

Generally, no projects are being tried out presently under BOT (Annuity) mode as these have failed to evince market response. Other projects under Bharatmala Pariyojana are being tried out under HAM or EPC mode depending upon available resources.

Most of the projects not covered under Bharatmala/ NHDP are taken up under EPC mode as these stretches have relatively lesser traffic density and with either low or ‘Nil’ tolling potential. These are essentially funded through available budgetary allocations based on inter-se priority, traffic density, their conditions, etc.”

4.39 In a written submission made to the Committee by MoRTH, the basis on which the estimation of National Highways (NHs) works are made are as under:

- i. The works are sanctioned under various schemes, such as Bharatmala Pariyojna (Phase-I), development of roads in Left Wing Extremism (LWE) affected areas, Special Accelerated Road Development Programme for North-Eastern Region (SARDP-NE) including Arunachal Pradesh Package of Roads, National Highways Interconnectivity Improvement Programme (NHIP) under World Bank Loan Assistance, Projects under Asian Development Bank (ADB)/Japan International Cooperation Agency (JICA) loan assistance etc., Besides, keeping in view annual fund availability, inter-se priority, the annual plans for NH works under National Highways (Original) [NH(O)] are finalized so as to take up works on other NHs not covered under any of the Schemes mentioned above.

- ii. **Preparation of Project Reports:-** The preparation of Project Reports for road/ NH Projects including designs, drawings, estimates, etc., are taken up by appointing Consultants following competitive biddings process through e-tendering, thus ensuring complete transparency in invitation of bids, their evaluations and finalisation of the qualified bidders. The sanction of estimates, invitation of bids, their evaluation, approval of tender based estimates, delegation for approval of various reports (viz. Feasibility Reports, Reports for LA and Clearances, Detailed Project Reports (DPRs), Contract Agreements for Civil Works including Technical Schedules), etc., are governed by the Ministry's extant policy. The Ministry has stipulated mandatory use of advanced technologies such as LiDAR (Light Detection and Ranging) or any other equivalent technology to bring more accuracy and speed in preparation of projects correctly reflecting existing ground conditions so as to obviate need for large-scale changes in project scopes / time overruns during project implementation.

- iii. **Cost Estimates:** - The Cost Estimates including detailed Bill of Quantities (BOQ) are prepared for the projects as a part of DPR on the basis of the Ministry's Standard Data Book and current Schedule of Rates (SOR), duly allowing provisions for various centages as per the extant policies.

CHAPTER – V

Appraisal and Approval of the Schemes/Projects

5.1 As per written note of MoRTH, the scope of the projects and their mode of implementation are decided based on the viability of the projects as per the outcome of the DPRs. Appraisal and approval of the Cost Estimates of the Schemes/ Projects are done as per the extant policy of the Ministry of Finance. NHAI has been delegated the authority for appraisal and approval of individual projects under Phase-I of Bharatmala Pariyojana as under: -

- (i) All PPP BOT (Toll) projects, irrespective of the size and cost, where no grant (or VGF) is given to the concessionaire and the construction and maintenance is financed by toll revenues, will be appraised and approved by the Board of NHAI.
- (ii) All PPP {BOT (Annuity) or BOT (HAM)} projects costing upto ₹2,000 crore (TPC excluding land cost) will be appraised by the SFC chaired by Secretary (RTH) and approved by the Minister (RTH).
- (iii) All EPC projects implemented by NHAI under this program shall be approved by NHAI Board after proper appraisal, within the budgeted financial resources approved under the program. The Board has further authorised the Chairman/ Executive Committee of the NHAI to approve projects entailing civil construction cost of up to ₹1,000 crore.

5.2 During the examination of the witnesses, the Committee sought details of projects where banks had brought the investment, projects under PPP mode where the banks involved, mechanism of assessing the financial health of a contractor before awarding a contract alongwith the details of such projects under stress/NPA and role of banks in the road construction sector. The Ministry in their written submission has furnished the details of NH projects on BOT (Toll/Annuity) and HAM mode, banks lending/investing in these projects including cost of projects and the same are at **Appendix-IX.**

5.3 They further submitted that Clause 2.2.2(B) of RFQ documents stipulated "Net Worth" for assessing the Financial Capacity of a contractor as part of his eligibility for bidding NH projects.

5.4 In another written submission, regarding assessment of financial health of contractors/concessionaires, the Ministry stated the following:

"Before awarding the work to the contractor and concessionaire his financial, managerial and technical capabilities are examined. The whole exercise is carried out prior to opening their financial bids. Financial Bids of only those contractors/concessionaires who are capable or found capable of handling the work are opened".

5.5 The details of mechanism for assessing financial health of a contractor in respect of HAM, EPC and BOT modes are enclosed at **Appendix-X**.

Invitation of bids and award of works

5.6 Development works on NHs are awarded to the qualified Contractors/Concessionaires following competitive bidding process. The Ministry has made it mandatory to follow e-tendering process thus ensuring complete transparency in invitation of bids, their evaluations, finalisation of the qualified bidders and award of projects.

5.7 On being asked whether any study had been conducted by the Government to look into issues involved in land acquisition, valuation of land, public resistance, convenience of construction, timeframe of construction etc. which had resulted in delay of National Highways projects, MoRTH in a written reply has stated as under:

"(i) The Land Acquisition process has been streamlined through the following steps:

(a) The details of Grand Challenge Mechanism to be followed for Bharatmala Pariyojana has already been intimated vide para 13 of the O.M. No. RW/G20011/10/2018-W&A, dated 08.10.2018.

(b) The principles may also be made applicable for all NH projects even outside Bharatmala for taking up such projects in a prioritized manner in

case State Governments commit to bear at least 25 % of cost of land acquisition.

(c) NHA has directed its ROs to engage at least one LA support officer and the recruitment process has been initiated.

(d) A proposal to appoint a legal officer in each RO is currently under consideration.

(e) NHA ROs have been empowered to appoint supplementary arbitrators in high case load districts for speedy resolution of disputes.

(f) The Ministry has developed an online Portal (Bhoomi Rashi) for processing land acquisition notifications and payment of compensation thereof to the rightful owner of the land. This includes payment of compensation to the land owners/ beneficiaries on real time basis through integration with PFMS. The Utility has been made more user friendly by adding the feature of SMS services to the beneficiaries so as to enhance timeliness in dissemination of information, along with transparency. States can be encouraged to adapt the portal for all development projects. Competent Authority for Land Acquisition (CALA) offices have been strengthened with additional manpower and infrastructure.

(g) States that offer concrete support for implementation of central projects through robust administrative arrangements, such as ensuring law and order for timely possession of land and facilitating movement of aggregates to project sites through enabling policies, may also be incentivized for their facilitation by earmarking additional outlay.

Further, for streamlining land acquisition (LA) under NH Act, 1956 and applicability of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation & Resettlement (RFCTLARR) Act 2013 for LA of NH projects, the Ministry issued comprehensive guidelines on 28.12.2017 in supersession of all previous guidelines/ circulars on the issue after obtaining legal advice from learned Attorney General of India.

Further, in view of the difficulties faced/ experiences gained, etc., the Ministry circulated Manual of Guidelines on Land Acquisition for NHs under NH Act, 1956 in the Month of December, 2018.

These guidelines have been circulated to all State /UT Governments and all concerned executive agencies of the Ministry. These guidelines cover all possible aspects related to applicability of the RFCTLARR Act, 2013 to the NH Act, 1956, such as determination of market value of land, payment of additional amount, issue regarding multiplication factor, bulk acquisition/ purchase of land through consent of land owners, determination of compensation amount by

competent authority, disbursement of compensation amount and possession of land, etc.

- (ii) Schedule J of contract document specifies timeline for construction based on the experience gained by the Ministry and circulars issued by the Ministry from time to time regarding estimated time for completion of various types of projects;
- (iii) The Ministry revises its various policies/ guidelines from time to time based on experiences gained, difficulties reported and feedback received.”

5.8 When asked to furnish the existing mechanism for assessing cost of land identified for acquisition and the extent to which it has been accepted by the land owners, MoRTH in a written reply has furnished the following:

“The land is acquired under the provisions of NH Act 1956. The value of the land and the compensation amount is determined as per the provisions of first schedule of RFCTLARR Act 2013. The methodology prescribed for valuation of land is as follows:

Determination of market value of land by collector: - (1) the collector shall adopt the following criteria in assessing and determining the market value of the land, namely:-

(a) The market value, if any, specified in the Indian Stamp Act, 1899 (2 of 1899) for the registration of sale deeds or agreements to sell, as the case may be, in the area, where the land is situated; or

(b) The average sale price for similar type of land situated in the nearest village or nearest vicinity area; or

(c) Consented amount of compensation as agreed upon sub-section (2) of section 2 in case of acquisition of lands for private companies or for public private partnership projects, whichever is higher:

Provided that the date for determination of market value shall be the date on which the notification has been issued under section 11.

The market value calculated as per sub-section (1) shall be multiplied by a factor to be specified in the First Schedule.

Where the market value under sub-section (1) or sub-section (2) cannot be determined for the reason that— (a) The land is situated in such area where the transactions in land are restricted by or under any other law for the time being in force in that area; or (b) the registered sale deeds or agreements to sell as

mentioned in clause (a) of sub-section (1) for similar land are not available for the immediately preceding three years; or (c) the market value has not been specified under the Indian Stamp Act, 1899 (2 of 1899) by the appropriate authority.

The State Government concerned shall specify the floor price or minimum price per unit area of the said land based on the price calculated in the manner specified in subsection (1) in respect of similar types of land situated in the immediate adjoining areas.

The Collector having determined the market value of the land to be acquired shall calculate the total amount of compensation to be paid to the land owner (whose land has been acquired) by including all assets attached to the land.

The compensation under the new Act is adequate as it has also component of 100% solatium. It is accepted by most of the land owners. In case, any land owner is aggrieved in respect of compensation amount, he can approach the arbitrator appointed under NH Act.”

5.9 Regarding the criteria for selection of National Highways for inclusion under Bharatmala Project and criteria for alignment of NH under the project, MoRTH has submitted the following:

“At the behest of the then Planning Commission, M/s RITES had finalized a report on the Total Transport System Study (TTSS) in 2007-2008. As a part of this study M/s RITES had conducted detailed Origin Destination (O-D) survey/ study. With this study as a basis, the Ministry initiated a separate study titled Logistics Efficiency Enhancement Program (LEEP) through M/s A.T. Kearney, Consultants. The detailed study considered State-wise, commodity- wise growth rates for different commodities and accordingly futuristic freight flow model was prepared.

In addition, the commodity growth rate and state GDP projections were used to develop a futuristic freight flow model to estimate the commodity wise expected freight flow routes in 2024-2025.

Further, while finalizing corridors in programme, the Ministry took help of Bhaskaracharya Institute for Space Application and Geo-Informatics (BISAG) data/ maps for identification of infrastructure gaps.

Based on this, with a view to develop the road connectivity to Border areas, development of Coastal roads including road connectivity for Non-Major ports, improvement in the efficiency of National Corridors, development of Economic Corridors, Inter Corridors and Feeder Routes along with integration with

Sagarmala, etc., the various roads, with total length of 66,100 km, to be developed were categorized.

The above-mentioned independent report eventually formed the basis of the comprehensive Bharatmala Pariyojana and Phase-I of this Pariyojana has been appraised by PIB on 16.06.2017 and approved by CCEA on 24.10.2017. The various categories of roads under this programme and their objective details are as follows: -

Sr. No.	Category	Details
1	Economic Corridors (EC) development	Connection of economically important production and consumption centers; The major high-density traffic corridors which were perceived to be important for development of Commercial Centres/ Industry
2.	Inter-corridor and Feeder routes development (IC & FR)	Inter-connection between economic corridors, development of first mile and last mile connectivity; To enable hinterland traffic dispersal from EC to other areas
3.	National Corridors Efficiency Improvement	Lane expansion, de-congestion of existing National Corridors; To decongest nodes on EC, IC and FR and facilitate smooth traffic dispersal
4.	Coastal and Port Connectivity Roads	Connectivity to coastal areas to enable port-led economic development
5.	Border and International Connectivity Roads	Connectivity to border areas and boosting trade with neighboring countries
6.	Expressways	Greenfield expressways (parallel alignment to high density GQ stretches)

5.10 When asked about the mechanism adopted for evaluation of construction cost of National Highways Road Projects and the mechanism of surveys for road projects undertaken, MoRTH has submitted the following:

“Various surveys are taken up by DPR consultants for highway projects i.e. Traffic Survey, Soil/ Geotechnical Survey, Material Survey, Pavement investigations, Road Inventory Survey, Land requirement Survey, Socio Economic Survey, Environment Impact Assessment, etc. as per relevant IRC Standards/ Codes, MoRTH/NHAH Guidelines, RFCTLARR Act, 2013, extant policies of the Ministry of Environment & Forests and Climate Change, etc. Based on the same and analysis of feasibility of the project including alternative option study, estimation of tentative costs, relative merits and demerits, etc., alignments of projects are finalized.

After finalization of highway alignment, designs of pavements, structures, etc., are done; the detailed construction cost are worked out by DPR consultants on the basis of relevant IRC standards and MoRT&H/ NHAH policies/ guidelines, etc.”

5.11 On being asked as to how the toll rates were decided and whether any independent agency was hired to assess the toll rate and the period for different modes of projects/roads constructed/developed under BOT, etc. scheme, MoRTH in a written reply has furnished the following:

“User fee rates on NHs are determined as per the procedure defined in National Highways Fee (Determination of Rates and Collection) Rules, 2008 as amended from time to time on Public funded projects. User fee is collected in perpetuity; however, after recovery of the Capital Cost of the Project, user fee is limited at 40% of the earlier notified fee. On PPP Projects, user fees are collected by the concessionaire during the Concession period”.

5.12 During the cross examination of the witnesses on 05 February, 2020, the Committee expressed concern over the issue of long queues at toll plazas even after the introduction of FASTags, privacy of data of FASTag users, possibility of misuse of data of FASTag users like tracking of their movements, etc. Dwelling on these issues, the representative of the MoRTH submitted to the Committee as under:

“... When we started FASTag about four months back, the hardware availability at the toll plazas was an issue. NHAH has been able to ensure that all the toll plazas and all the lanes are now ETC enabled. There are issues with regard to the equipment. Some of them are dated. Depending upon the situation on the particular toll plaza or particular lane, the equipment is going through each of them, and we are trying to upgrade that so that the issues of obsolescence and other things are taken care of. The availability of FASTags itself was also an issue. It was being issued through the banks through which the NHAH has an arrangement. They have expanded their network. In addition to that, the NHAH has started giving its own FASTags... So, we have largely overcome the problem of both the equipment at the toll plaza as well as the availability of the FASTags. The problem now is this. Except for 65 toll plazas, the arrangement is that all of them have to be FASTag lanes except one which is supposed to be a hybrid lane. In 65 toll plazas, where the number of people using FASTags was less, it was decided that 25 per cent of the lanes will continue to be hybrid lanes, and rest of them would be FASTag lanes. The idea behind it was that people having FASTag will get into the FASTag lane and be able to seamlessly pass through without any problem. But unfortunately, what has happened or is happening is

this. In some of the locations, the problem is not there but the problem is in more congested toll plazas or where there are issues with regard to the persons who operate these toll plazas. There are issues of management on the ground and also public awareness”.

Arbitration

5.13 When asked to furnish details of Arbitral awards pending in NHAI wherein NHAI has to pay money to contractor or vice-versa, MoRTH in a written reply has submitted the following:

“554 Arbitral Awards in contractual matters have been published till date out of which 197 Arbitral Awards are challenged and pending before various Courts. Out of these 197 Arbitral Awards in 141 cases NHAI is petitioner (an amount of ₹10,046 crore is involved) and in 56 cases Contractor/ Concessionaire are the Petitioners (an amount of ₹2,354 crore is involved). 190 Arbitral Awards have been disposed off by NHAI either by way of mutual settlements, acceptance or in terms of Court orders. Remaining Arbitral awards are pending at various level of due diligence.

Prior to deciding any issue for challenging Arbitral Awards before Hon'ble Courts, the Arbitral Awards are rigorously examined legally, technically and contractually through experts. Based on outcome of such examinations, finally these are challenged if approved by an Executive Committee comprising of Chairman and other Members of NHAI. Accordingly, wherever it was found that the issue can be settled, NHAI refer it to the Contractors/ Concessionaire, otherwise the matter is challenged before Arbitral Tribunal/ Courts”.

5.14 When views of NHAI were solicited regarding the observations made by Hon'ble Supreme Court that arbitral awards were being challenged mechanically in works and what steps were being taken in this direction to challenge the awards on merits only, MoRTH has submitted as under:

“Arbitral Awards are challenged based on its merits and recommendations of Law Firms/Advocates/ Legal Advisors/Financial Advisors and their detailed examinations by concerned executing agencies (viz. NHAI, NHIDCL, State PWDs, etc.). The Arbitral Awards are challenged only if these fall within the provisions of Section 34 (2)(a)(b) of Arbitration & Conciliation Act. The Arbitral Awards are not mechanically challenged in Courts of Law”.

5.15 Regarding the criteria for engagement of law firms/advocates for NHAI and their fee details, MoRTH replied as under:

“NHAI is maintaining a list of Advocate /Law Firms and the matter are being entrusted to the said Advocates/Law Firms on the basis of the merit of the Advocates/Law firms by NHAI. Further the fee is being paid in terms of SOP dated 01.06.2017 (relevant extracts are placed at **Appendix-XI**). Based on further experience the issue related to criteria of Law Firm/Advocates and their fee are in progress for revision”.

Tolling

5.16 Regarding the criteria for declaration of commercial operation of developed section for tolling, MoRTH has submitted as under:

“(A) Tolling on developed sections are started after both of the following conditions are fulfilled:

(i) Publication of fee notification in Gazette of India

and

(ii) Declaration of provisional completion certificate (PCC) for Public Funded Project/ provisional commercial operation date (PCOD) for Public Private Partnership Project (PPP).

(B) As per NH Fee Rules 2008, during up-gradation to six laning, the increase in rate of fee shall be limited to 75% of the user fee till the date of completion of projects”.

Accidents on NHs

5.17 Taking into consideration that illegal vehicles on roads was one of the main reasons for road accidents on National Highways, MoRTH was asked to furnish the details of steps taken by the NH authorities to check plying of illegal vehicles on National Highways. In reply, MoRTH has furnished the following:

“As per the Section 2 (28) of Motor Vehicles Act, 1988" motor vehicle" or "vehicle" means any mechanically propelled vehicle adapted for use upon

roads whether the power propulsion is transmitted thereto from an external or internal source and includes a chassis to which a body has not been attached and a trailer; but does not include a vehicle running upon fixed rails or a vehicle of a special type adapted for use only in a factory or in any other enclosed premises or a vehicle having less than four wheels fitted with engine capacity of not exceeding thirty-five cubic centimetres.

As per Section 39 of the Motor Vehicles Act, 1988, No person shall drive any motor vehicle and no owner of a motor vehicle shall cause or permit the vehicle to be driven in any public place or in any other place unless the vehicle is registered in accordance with this Chapter i.e. chapter IV: Registration of Motor Vehicles and the certificate of registration of the vehicle has not been suspended or cancelled and the vehicle carries a registration mark displayed in the prescribed manner.

Any motor vehicle defined in the Section 2 (28) of the Motor Vehicle Act, 1988 (MV Act) has to conform to the testing procedure and specification notified under the Central Motor Vehicles Rules, 1989 (CMVRs).

It is for the State Transport Authorities, not to allow any vehicle without proper registration.

Implementation of provisions of Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989 come under the purview of State Transport Authorities.

The control of National Highways (Land and Traffic), Act, 2002 vide chapter IV "Access to the National Highways" and Chapter V "Regulation of Different types of traffic on National Highways" empowers Highway Administration to regulate traffic on Highways. Highway administration is empowered to regulate the heavy vehicles if it is necessary in the interest of public safety or convenience. Highway administration is empowered to impound, tow away and remove such vehicle/obstruction and recover the expenses through auction. Further, Ministry is in the process of stream lining the structure of Highway Administration for efficient and effective implementation of the referred Act".

5.18 When asked if there was any proposal to empower the NHAI to compound such vehicle so that the road accidents on National Highways could be averted, MoRTH replied in the negative.

5.19 With regard to black holes/accident prone zones on National Highways in various states, the Ministry was asked if any study had been conducted to identify the factors responsible for these black hole/accidents prone zone and if any corrective steps were taken by the National Highways Authorities to check each of such points alongwith time

taken by which NHs were likely to be free from such spots. To this, MoRTH in a written reply has submitted as under:

“High priority has been accorded for identification and rectification of black spots (accidents prone spots on National Highways). Concerted efforts towards improvement of road safety through engineering measures on National Highways have been made. 789 black spots have been identified and notified with unique ID numbers assigned to each of the spots. Guidelines have been prepared and notified for investigation and rectification of the road accident black spots on National highways. 136 black spots are under State Government. It was decided to install immediate cautionary measures to alert and caution the road users about road accident black spot through signs, solar blinkers and speed reduction measures till black spots are rectified through long term permanent measures.

NHAI has rectified 261 nos. of Black Spots out of 506 spots on NH network with NHAI through long term measures such as construction of flyovers, service roads, VUPs and PUPs etc., 198 nos. of Black Spots are under rectification. 33 nos. of Black Spots are in bidding stage and 14 nos. of Black Spots are under DPR. All Black Spots are targeted for rectification by March 2020.

Out of total 147 road accident black spots on NH stretches under jurisdiction of State PWDs, 114 are already improved, 28 are being improved in ongoing projects and 5 black spot rectifications are in bidding stage.

136 spots are on State Roads which are not under the jurisdiction of MoRTH...

Further, a World Bank funded Road safety study for the Ministry has been completed; recommendations of these will be implemented in a phased manner with the support of all important stakeholders.”

5.20 Details of action taken with regard to black-spots identified State-wise are as under:

Sr. No.	State/UT	Total nos. of Black Spot	Under PWD					Under Jurisdiction of NHAI					Under State Rd/ BRO
			Total	Rectified	In Progress	Sanctioned / Bidding	Balance	Total	Rectified	In Progress	Sanctioned / Bidding	Balance	
1	Andhra Pradesh	9	0	0	0	0	0	9	4	1	4	0	
2	Arunachal Pradesh	1	0	0	0		0	0	0	0	0	0	1
3	Bihar	25	5	5	0	0	0	19	15	3	0	1	1
4	Chhattisgarh	30	15	15	0	0	0	15	11	4	0	0	0
5	Delhi	13	0	0	0	0	0	2	1	1	0	0	11
6	Gujarat	26	0	0	0	0	0	25	15	10	0	0	1
7	Himachal Pradesh	5	3	3	0	0	0	0	0	0	0	0	2
8	Haryana	38	0	0	0	0	0	36	18	16	2	0	2

9	Jharkhand	26	6	6	0	0	0	16	4	11	1	0	4
10	Jammu & Kashmir	9	0	0	0	0	0	5	3	2	0	0	4
11	Karnataka	86	12	12	0	0	0	38	25	8	5	0	36
12	Kerala	33	19	1	15	3	0	14	11	2	1	0	0
13	Maharashtra	35	3	3	0	0	0	26	9	10	5	2	6
14	Meghalaya	8	5	5	0	0	0	3	2	1	0	0	0
15	Madhya Pradesh	54	9	3	6	0	0	31	23	7	1	0	14
16	Mizoram	1	0	0	0	0	0	0	0	0	0	0	1
17	Nagaland	3	3	2	1	0	0	0	0	0	0	0	0
18	Odisha	12	0	0	0	0	0	12	4	8	0	0	0
19	Rajasthan	61	13	10	3	0	0	40	33	7	0	0	8
20	Telangana	76	26	23	3	0	0	45	24	16	4	1	5
21	Tamil Nadu	102	18	18	0	0	0	78	12	51	10	5	6
22	Uttar Pradesh	104	6	5	0	1	0	68	42	25	0	1	30
23	West Bengal	32	4	3	0	1	0	24	5	15	0	4	4
	Total	789	147	114	28	5	0	506	261	198	33	14	136

CHAPTER – VI

Maintenance and Repair of NH Network

6.1 According to submission made by MoRTH, various types of maintenance and repair (M&R) works undertaken on NHs are Ordinary Repairs (OR), Periodic Renewals (PR), Special Repairs (SR) and Emergent/ Flood Damage Repairs (FDRs).

- a. Ordinary Repairs (OR) involve routine maintenance, such as maintenance of culverts, patch/ pot-hole repairs, crack sealing, roadside drainage, repairing of shoulders, etc.
- b. Periodic Renewal (PR) involves provision of renewal coat to the wearing surface at a predetermined frequency. This is done to safeguard the road crust and at the same time giving pavement a better riding surface.
- c. Special Repairs (SR) works are urgent works of original nature, such as repairs to culverts, bridges, etc.
- d. Emergent/ Flood Damage Repair (FDR) works are immediate repairs to roads affected by heavy rains/ flood, cyclone, landslides, sand dunes, etc. to restore traffic.

6.2 The M&R of NH stretches are carried out for the stretches not covered under any programme or completed stretches where there are no liabilities of contractors to maintain such stretches. Usually, the annual outlay earmarked for M&R of NHs is about 40% of the estimated requirement of funds as per the Ministry's norms. This leads to the compulsion of thin spreading of available resources. This is one of the main reasons for inability to take up timely maintenance interventions. Efforts are made to keep the NHs in traffic worthiness within available resources as per inter-se priority and traffic density.

6.3 For the NH stretches developed on EPC mode (Engineering, Procurement, Construction), the contractor is responsible for remedying the defects and concurrent

maintenance of project highway during the four years defect liability period after completion of the work.

6.4 For NH stretches developed on BOT mode/HAM, the Concessionaire is responsible for the maintenance of the project highway during the concession period.

6.5 For some of the developed NH stretches through public funding, maintenance contracts have been taken up for a definite time period (4 to 9 years) on Operate, Maintenance and Transfer (OMT) basis. The maintenance of the project highway under OMT contracts is the responsibility of the Concessionaire.

6.6 The year-wise details of funds allocated and expenditure incurred for Maintenance & Repair (M&R) of NHs during last three years are as follows:

Amount in ₹ crore		
Year	Allocation	Expenditure
2016-17	2,846.68	2,502.99
2017-18	2,966.75	2,654.78
2018-19	2,331.18	1,680.14

6.7 When asked to furnish details of the length of NH repaired during each of the last three years alongwith details of maintenance and repair works that were executed by NHAI, MoRTH has furnished the following:

“Maintenance of road stretches in ongoing projects is covered under respective Contract/Concession agreements and it is the duty of respective Contractor/Concessionaire to maintain the road in traffic worthy condition. In case of failure of the Contractor/Concessionaire fulfill its obligations, the repair and maintenance works is undertaken directly by NHAI at risk and cost of the Contractor/Concessionaire.

The maintenance obligation of contract differs depending upon the mode of implementation. For BOT projects concessionaire is responsible for maintenance during the concession period. In HAM projects the maintenance period is 15 years after completion of the project. In EPC contract this period was 4 years which has been now increased to 5 & 10 years for conventional pavement and perpetual pavement respectively.

Supervision Consultant (SC) / Independent Engineer (IE) / Authority Engineer (AE) and officers of Executive Agencies, viz Ministry, State PWD, NHAI, NHIDCL, BRO ensure proper repair and maintenance of NHs as per agreement, otherwise take up work at the risk and cost of the contractor/concessionaire.

The remaining stretches are maintained under M&R head. Generally, four types of M&R works are taken up on NHs, i.e. Ordinary Repairs (OR), Periodical Renewal (PR), Special Repairs (SR), and Emergent Repairs or Flood Damage Repairs (FDRs). OR involves routine maintenance, such as patch repairs, crack sealing, roadside drainage, repairing of shoulder, etc. PR involves provision of renewal coat to the wearing surface at a predetermined frequency. In case some additional bituminous binding layer is required to be provided, the same is taken up under Improvement of Riding Quality programme (IRQP). FDR involves immediate repairs to roads affected by heavy rains/flood, cyclone, landslides, sand dunes, etc., to restore traffic. SR are works of very urgent nature for ensuring safety of structure, etc., which cannot be deferred to be taken up as planned work.

The total length of PR/IRQP works under Maintenance & Repairs (M&R) on NHs during last three years are given below:

Year	Length of PR/IRQP completed (km)
2016-17	1,500
2017-18	3,413
2018-19	1,765

6.8 Regarding the mechanism to check quality of operation and maintenance works undertaken under HAM, BOT (Toll) and Annuity system, MoRTH has stated as under:

“In order to monitor the quality of operations & maintenance work of National Highways, Independent Engineers are engaged during the Operation & Maintenance period of National Highways under HAM, BOT (Toll) and Annuity systems. The key role & responsibilities of the Engineer during O&M period generally includes but not limited to the following (Refer clause 6 of TOR for IE in RFP):

(a) The Independent Engineer reviews the annual Maintenance Programme furnished by the Concessionaire and sends its comments thereon to the Authority and the Concessionaire.

(b) The maintenance of National Highways is ensured through periodic inspections. The Independent Engineer carries out visual inspection of entire highway stretch as per the predefined frequencies. All elements which have daily inspection frequency are to be inspected weekly as well. Similarly, all elements which have weekly inspection frequency are to be inspected monthly as well.

(c) The provisions for equipment based monitoring of various nature of defects pertaining to all elements of the Highways, have been inbuilt in the contract documents. The Independent Engineer has to carry out condition surveys using equipment and generally follows a frequency as mentioned below.

Sr. No.	Key metrics of Asset	Equipment to be used	Frequency of condition survey
1	Surface defects of pavement	Network Survey Vehicle (NSV)	At least twice a year (As per survey months defined for the state basis rainy season)
2	Roughness of pavement	Laser Profilometer	At least twice a year (As per survey months defined for the state basis rainy season)
3	Strength of pavement	Falling Weight Reflectometer (FWD)	At least once a year
4	Bridges	Mobile Bridge Inspection Unit (MBIU)	At least twice a year (As per survey months defined for the state basis rainy season)
5	Road signs	Retro-reflectometer	At least twice a year (As per survey months defined for the state basis rainy season)

(d) The Independent Engineer in its O&M Inspection Report specifies 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 also monitors and reviews the results of such tests and the remedial measures, if any, taken by the Concessionaire in this behalf.

(e) In respect of any defect or deficiency, the Independent Engineer, in conformity with Good Industry Practice, specifies the permissible limit of deviation or deterioration with reference to the Specifications and Standards and the time limit for repair or rectification of any deviation or deterioration beyond the permissible limit.

(f) The Independent Engineer examines 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. Upon expiry of the permitted period of closure, the Independent Engineer monitors the re-opening of such lane(s).

(g) 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 reviews the same and sends its comments to the Authority and the Concessionaire.

Further, after the expiry of original maintenance period mentioned in the HAM/ BOT contracts, experienced firm/ organization is engaged as Contractor/ Concessionaire through competitive bidding for a pre-defined period to ensure maintenance works which generally includes routine maintenance of all assets, facilities and services created within ROW on the concerned sections of National Highways including maintenance of carriage way, shoulders, cleaning of drains, culverts, repairing/construction/installation of railing, crash barrier, Kerbs, chute drains, road safety appurtenance like retro reflective signage, metal tubular delineators, reflective pavement markers, aluminium flexible prismatic sheeting, painting on concrete/ steel surface, reflective pavement markers etc. and their maintenance etc., wherever required.”

6.9 When asked to furnish details of names of the agencies responsible to undertake these works, how funds for these works were allocated, released and utilised for Maintenance and Repair works during each of the last five years, MoRTH has submitted as under:

“The M&R of stretches of NHs, where either Development works have commenced or Operation, Maintenance and Transfer (OMT) Concessions/ Operation and Maintenance (O&M) Contracts have been awarded, are the responsibility of the concerned Concessioners/ Contractors till the Defect Liability Period (DLP)/ the Concession Period.

M&R of balance stretches of NHs, including Restoration of damages due to floods, rainfalls, etc., on such stretches, are carried out annually as per available budgetary outlay, inter-se priority and traffic density to keep such NHs in traffic worthy conditions. The funds are allocated to the agencies with whom such NHs are entrusted as per overall available resources and on the basis of lane-length distribution of such NHs in various terrains (viz., Plain/Rolling, Hilly &

Mountainous), duly considering the NHs which are under development/ where works are in progress/ which are covered under defects liability obligations of the Contractors/ Concessionaires, etc.

The development and maintenance of NHs are being taken up by the Ministry through its various agencies such as State Governments (PWDs/RCDs, etc.), NHAI, NHIDCL, BRO with whom such NHs are entrusted. The agency-wise details of funds allocated and utilized for M&R of NHs during last five years are as follows: -

Agency	Amount in ₹ crore									
	2014-15		2015-16		2016-17		2017-18		2018-19	
	Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.	Alloc.	Expd.
State Govts.	2,405.75	2,344.40	2,380.49	2,236.36	2,577.88	2,235.36	2,038.06	1,741.22	1,843.99	1,210.17
BRO	93.50	89.84	140.00	138.92	115.00	114.75	135.00	134.78	115.00	114.81
NHAI	100.00	100.00	100.00	100.00	100.00	100.00	575.00	575.00	272.19	272.19
NHIDCL			50.00	50.00	52.00	52.00	125.00	125.00	100.00	100.00
Total	2,599.25	2,534.24	2,670.49	2,525.28	2,844.88	2,502.11	2,873.06	2,576.00	2,331.18	1,697.17

Part-II

Recommendations/Observations

Financial Performance

1. The Committee note that for the period 2017-18 to 2021-22, out of ₹6,92,324 crore, the Government has approved ₹5,35,000 crore for Bharatmala Pariyojana Phase-I and ₹1,57,324 crore for other schemes for development of Roads/National Highways. Year-wise allocation under Bharatmala and other Road Development programmes was ₹1,14,621.90 crore (2017-18), ₹1,28,394.69 crore (2018-19) and ₹1,46,489 crore (2019-20). From the foregoing, it is seen that only 56.26 percent of the total approved amount has been allocated and only two years are left for the targeted year of completion. The Committee desire that the Government should make timely allocation of funds and ensure that the financial and physical targets set for Bharatmala Pariyojana Phase-I and other ongoing schemes for development of Roads/National Highways are effectively completed in a time bound manner so as to avoid time and cost overruns.

2. The Committee are glad to note that the allocation for Central Road Sector has been increased from ₹52,266 crore in the year 2017-18 to ₹74,767 crore in the year 2019-20 and ₹84,057 crore in 2020-2021, however, expenditure during the years 2019-20 and 2020-2021 have not been utilised fully so far. The BE, RE and Actual Expenditure in the National Highways, State Roads under CRF/CRIF Schemes and Road Transport sector during the last five years has also increased to boost the Road Sector investments in the country. The Market borrowings (IEBR) which was ₹3,343.00 crore in the year 2014-15 increased to 23,281.00 crore in 2015-16, ₹33,119.00 crore in 2016-17, ₹50,533.00 crore in 2017-18 and ₹61,217.00 crore in 2018-19. The Budgetary allocations for these years have also increased from ₹29,338.45 crores in the year 2014-15 to ₹76,015.72 crore in 2018-19. However, the percentage increase of government investments in Road Sector has not been commensurate to private sector investments from the year 2014-15 onwards. The Committee further note that against the allocation of ₹1,14,621.90

crore during the year 2017-18 for NHs share of CRF/CRIF, GBS (SARDP, EAP etc), Toll remittances and Market Borrowings (IEBR)], ₹9,228.42 crore remained unutilised. Similar trend is also seen during the year 2018-19 where a sum of ₹1,007.86 crore has not been utilised under Bharatmala and other Road Development programmes against the allocations made during the year 2018-19. The Committee recommend that necessary comprehensive guidelines may be prepared for regulating investments by various participants of Central Road Sector and thereby ensuring that investments in unviable road stretches do not suffer for want of funds by investors. The Committee also urge the Government to ensure that funds allocated for Bharatmala and other Road Development programmes are fully utilised during the period for which the allocations are made.

Central Road and Infrastructure Fund (CRIF)

3. Central Road and Infrastructure Funds were allocated to the State Governments/UTs as per para 3 of the CRF Rules 2014 till amendment of CRF Act, 2000 vide the Finance Act, 2018 to Central Road & Infrastructure Fund Act, 2000 and its further amendments vide the Finance Act, 2019. The Committee was apprised that the Ministry of Road Transport and Highways had submitted the draft criteria for State Roads to Department of Economic Affairs in September, 2019. Further, it was noted that funds released for development of State Roads under CRF/CRIF Scheme had registered growth of more than three times from the year 2014-15 (₹2,094.78 crore to ₹6,784.50 crore) to 2018-19, and similarly growth was noticed in the funds released/spent under Economic Importance & Inter State Connectivity scheme during the same period. In order to streamline the fund allocation, the Committee recommend the Ministry of Road Transport and Highways to pursue the matter with Department of Economic Affairs for expediting finalisation of criteria for development of State Roads including the basis of allocation of funds to States under Central Road & Infrastructure Fund.

Physical Progress

4. The Committee appreciate the work of National Highways Authority of India in completing construction of 39,386 km. of Roads during the period 2014-15 to 2018-19. Targets for construction were fixed annually based on progress of ongoing projects, targets for award, available resources, estimated Market borrowings by NHAI, estimated private sector investments, etc. However, the Committee are constrained to note that the targets for the development of NHs/Roads fixed during the years 2014-15 to 2017-18 could not be achieved, whereas for the year 2018-19, the target itself has been reduced in comparison with the previous three years. During the years 2014-15, 2015-16, 2016-17 and 2017-18, as against the target of 6,300 km, 10,950 km, 15,000 km and 15,000 km, the achievement was 4,410 km, 6,061 km, 8,231 km and 9,829 km respectively. As regards the year 2018-19, the target was 10,000 km which has been considerably reduced as compared to the previous year and the achievement has been 10,855 km.

The shortfall has varied from 30 to 45 percent. The Committee also note that against the total awarded road length of 56,566 km, the construction of only 39,368 km has been completed under schemes like Bharatmala (including subsumed NHDP), Special Accelerated Road Development Programme for NE region (SCRDP-NE) including Arunachal Pradesh Package of Roads, Improvement of road connectivity in Left Wing Extremism (LWE) affected areas including Vijayawada Ranchi Corridor and Externally Aided Project. Analysis reveals that 30 percent of the targets during these five years have not been achieved. The Committee urge upon the Government to conduct a study to find out and evaluate the factors due to which NHAI has not been able to achieve the targets fixed in respect of construction of roads. The Committee desire that the Government be more realistic while fixing targets and ensure that they are on real-time basis.

5. During the course of detailed examination of the subject, the Committee noted that there were about 1469 ongoing National Highways Projects pertaining to various States and Union Territories. The Ministry of Road Transport and Highways has not been able to specifically furnish the reasons for delay, slow progress and corrective steps, if any, taken with regard to these delayed projects. In some cases, the Committee have been informed that the ongoing projects have been delayed due to reasons like land acquisition, delay in approval, forest clearance, poor mobilisation of resources by contractor, land slide, arbitration and so on. Further, in some cases where percentage of progress is not satisfactory, the Ministry has not been able to explain the reasons for the same. The Committee desire that there should be proper stringent monitoring of each of these ongoing projects and remedial measures be taken wherever necessary. The Committee seek a detailed study about the delay, slow progress of projects and corrective steps initiated, if any, within three months of the presentation of this Report.

6. The financing Plan for other ongoing schemes is ₹1,57,324 crore during the years 2017-18 to 2021-22. This is for Phase-A of Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) including Arunachal Pradesh Package of Roads, Development of road connectivity in Left Wing Extremism affected areas, Externally Aided Projects - viz. National Highway Interconnectivity Improvement Programme by World Bank Loan Assistance, Japan International Cooperation Agency Loan Assistance, Asian Development Bank Loan Assistance, Char-Dham Pariyojana. The Committee are dismayed to note that the progress of construction of roads under these categories has been very slow in the last three years. The construction of roads for which JICA has been assisting is 8.44 percent, Char-Dham Pariyojana is 55.10 percent and SARDP-NE including Arunachal Pradesh package is only 52.68 percent. The Committee urge the Government to ensure that the ongoing schemes are effectively completed within the stipulated time frame.

7. According to Bharatmala Pariyojana Phase-I, the total length of Roads of National Highways is 29,337 km and is targeted to be completed by the year 2021-22. While analyzing the progress, the Committee have noted that only 8,632 km of length of projects has been awarded and 1040 km of length of projects has been appraised so far. The Detailed Project Report for a length of 19,665 km is still under preparation stage when only two years are left as per the schedule fixed for completion of Phase-I. The Committee strongly desire the Government to examine the causes for delay in construction of Roads under Phase-I and take requisite remedial measures expeditiously so as to remove the stumbling blocks in order to achieve the targets fixed.

8. Development of Roads also enhances an area, improves standard of living of people in and around such areas by way of increase in employment opportunities. Delays in projects invariably affect the inhabitants also. In the course of examination, it was seen that there were about 375 projects of National Highways including Bharatmala, pending due to reasons like Land Acquisition, forest clearance, utility shifting, contractor issue and so on in various States. These included projects across the country namely in Andhra Pradesh, Assam, Bihar, Chattisgarh, Goa, Gujarat, Haryana, Himachal Pradesh, Jammu & Kashmir, Jharkhand, Karnataka, Madhya Pradesh, Maharashtra, Meghalaya, Odisha, Punjab, Rajasthan, Tamil Nadu, Telangana, Uttar Pradesh, Uttarakhand and West Bengal. These projects have surpassed their date of completion and the government apparently has not reviewed them. The Committee, therefore, strictly recommend that the Government should review all such projects and take effective remedial action at the earliest. The Committee may be apprised of the progress and outcome of the same within three months of the date of presentation of this report in Lok Sabha.

Land Acquisition and Compensation issues

9. Land acquisition has always been a contentious issue in any project of the Government owing to acquisition of land and giving compensation thereon.

Likewise, many NH road construction projects are stuck due to land acquisition and related issues such as valuation of land, environmental clearance, delay in compensation to affected farmers/land owners, litigation due to disagreement on the amount of compensation, public resistance, and so on. MoRTH has submitted that for streamlining Land Acquisition (LA) under NH Act, 1956 and applicability of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation & Resettlement (RFCTLARR) Act 2013 for LA of NH projects, it has issued comprehensive guidelines on 28.12.2017 in supersession of all previous guidelines/circulars on the issue after obtaining legal advice from learned Attorney General of India. These guidelines cover all possible aspects related to applicability of the RFCTLARR Act, 2013 to the NH Act, 1956, such as determination of market value of land, payment of additional amount, issues regarding multiplication factor, bulk acquisition/purchase of land through consent of land owners, determination of compensation amount by competent authority, disbursement of compensation amount and possession of land, etc.

The Committee note that the Government has also initiated steps for streamlining land acquisition, viz. (a) All NH projects to be taken up in a prioritized manner in case State Governments commit to bear at least 25 percent of cost of land acquisition; (b) NHAI has directed its ROs to engage at least one LA (land acquisition) support officer and the recruitment process has been initiated; (c) A proposal to appoint a legal officer in each RO is currently under consideration; (d) NHAI ROs have been empowered to appoint supplementary arbitrators in high case load districts for speedy resolution of disputes; (e) The Ministry has developed an online Portal (Bhoomi Rashi) for processing land acquisition notifications and payment of compensation thereof to the rightful owner of the land. This includes payment of compensation to the land owners/beneficiaries on real time basis through integration with PFMS. The Utility has been made more user-friendly by adding the feature of SMS services to the beneficiaries, so as to enhance timelines in dissemination of information, along with transparency. States can be encouraged to adopt the portal for all

development projects. Competent Authority for Land Acquisition (CALA) offices have been strengthened with additional manpower and infrastructure.

Despite the above steps, the Committee are dismayed to note that many instances have come to notice where farmers/land owners have already given their lands for NH Road construction in good faith and compensations for the same are still yet to be received by the affected farmers/land owners even after construction of that particular NH road has been completed. In some cases, farmers/land owners have been given compensation which is far lesser than the prevailing market values and hence the project is stuck in legal wrangles between farmers/land owners and Government. The Committee are of the concerted opinion that the affected farmers/land owners be compensated adequately and timely. The Committee would like the Government to explore ways to possibly make the parties affected in land acquisition as stake-holders in the NH Road construction projects by ensuring means for regular income for them for a specific period of time, so that public resistance to acquisition of land may be reduced and disputes regarding amount of compensation/valuation of land may be mitigated.

Delay in starting and completion of NH projects

10. The Committee note with concern that some NH projects are delayed due to multiple reasons which inter-alia include poor performance of contractor, utility shifting, delay in environment/forest clearance, land acquisition, cash flow problem of the concessionaire/contractor and so on. Delay in the projects has resulted in increase in the overall cost of the projects. The Committee are constrained to note that there is time and cost over-run in many projects of the Government. Amongst them, for example, is the Char-Dham Mahamarg Vikas Priyojana - Improvement of NH Connectivity to Char-Dham (Kedarnath, Badrinath, Yamunotri & Gangotri) in the State of Uttarakhand, foundation stone of which was laid in December, 2016 by the Hon'ble Prime Minister. It was initially targeted for completion by March 2020, but the Committee was informed that it has been delayed due to litigation relating to forest and environment clearance in various

courts and the exact date of completion of the programme depends on the final outcome of the case.

The Committee further note that to tide over these issues, some steps have been taken by the Government, viz. (a) streamlining of land acquisition; (b) revamping of Disputes Resolution mechanism; (c) award of projects after adequate preparation in terms of land acquisition, clearances etc. and process of obtaining clearances from different Ministries/Department would commence as soon as the alignment is finalized and final feasibility report is submitted; (d) correctly worked out utility estimates is to be obtained at the earliest after the alignment finalization and shall form part of appraisal proposal; (e) the process of project appraisal to commence at the earliest on receipt of the Final Detailed Project Report (DPR) and Technical schedules; (f) the procedure for General Arrangement Drawing (GAD) approved by Railways for Road over Bridges (ROBs) simplified and made online, maintenance charges which were hampering the progress of many projects stand waived by railways and standard design put on website; (g) close coordination with other Ministries and State Governments; (h) one time fund infusion; (i) completion of major portion of land acquisition prior to initiation of bid; (j) regular review at various levels; (k) proposed exit for Equity Investors; (l) securitization of road sector loans; (m) rationalization of compensation for delays attributed to authority; (n) notification of Guiding Principles for Resolution of Stuck Projects aiming at foreclosure of projects which are stuck on account of the concessionaire/contractor in NCLT or mutual default of both authority and concessionaire/contractor; (o) Schedule J of contract document specifies timeline for construction based on the experience gained by the Ministry and circulars issued by the Ministry from time to time regarding estimated time for completion of various types of projects; and (p) Revision of the Ministry's various policies/ guidelines from time to time based on experiences gained, difficulties reported and feedback received.

In the light of the above, the Committee strongly recommend that MoRTH and its implementing agencies like NHAI, BRO, State PWDs and NHIDCL should fix realistic timelines for projects after taking into account all the possible

scenarios and timeline once set should be strictly adhered to. The Committee call for an effective coordination mechanism between the implementing agencies and the contractors/concessionaires. Further, MoRTH and MoEF&CC should work in tandem with regard to those NH projects which are awaiting environmental/forest clearance or held up for want of environmental clearance.

11. During the course of detailed examination, the Committee found that acquiring land and clearing forest to make way for NH roads involved cutting/felling of trees which has had an irreversible impact on the ecological balance of the area. In order to restore ecological balance, the Committee desire that the Ministry come up with a policy of compensatory afforestation in cases when trees are felled for NH projects. The Committee would like to be apprised of the efforts made by the Ministry in this regard.

12. As the National Highways come under the purview of the Central Government, all ceremonial functions like inauguration/bhoomi-pujan/foundation stone laying etc. related to National Highways are undertaken by the Ministry of Road Transport and Highways. The executing agencies have to intimate the Government of India three months in advance about the likely start/completion of any work to be inaugurated. The Committee note that there have been cases like NH-13 in Arunachal Pradesh, NH-38 in Assam, NH-43 in Chhattisgarh, Jammu & Kashmir Srinagar ring-road, ROB on NH-50, construction of 2-lane-Viyayapura-Sankeswar section, NH-150A, NH-206 in Karnataka, NH-66 in Maharashtra, NH-101 (New NH-331), NH-28B in Bihar, NH-510 in Sikkim, Ring Road at Basti, 84 Kosi Parikrama, Ram Van Gaman Marg, NH-76, NH-86, etc. in Uttar Pradesh, where guidelines on foundation stone laying issued by the Government vide their notification dated 16.12.2011 have been violated. The Committee also note that scheduled dates of completion/likely dates of completion of some of these projects have not been submitted to the Committee. Further, where information has been furnished, it is seen that in cases like construction of 2-lane road in Arunachal Pradesh Akajan-Likabali-Bame Road, NH-84, NH-28A in Bihar, NH-43,

NH-111, NH-12A in Chhatisgarh, NH-24 in Delhi, NH-168, ROB on NH-168A in Gujarat, construction of 4-lane Pinjor bypass in Haryana, NH-33, NH-32, NH-06 in Jharkhand, NH-218, NH-4, NH-169A, NH-73, NH-50, NH-63 in Karnataka, NH-752B, NH-752C, NH 753L, Nh 347 BG NH-7 in Madhya Pradesh, NH-966, NH-85 in Kerala, Shahpur-Patgaon I & II, Patgaon-Khopoli I & II, Shirad-Shahapur-Vasmat, Chikali-Tatarkhed, Nilajphata-BhadaraPhata in Maharashtra, construction of 4-lane linking NH-95 with NH-1, 4-laning of Chandigarh-Kharar section of NH-21 in Punjab, Nagapattinam-Thanjavur section of NH-67 in Tamil Nadu, Delhi-Meerut Expressway Pkg IV, EPE crossing at Baghpat section of NH-709B Meerut-Muzaffarnagar section of NH-58, 4-laning of Rudrapur-Kathgodam section of NH-87 in Uttar Pradesh, etc., the projects are lagging behind their scheduled date of completion. Dwelling on these issues, the Committee voiced their serious concern particularly about projects having foundation stones laid long time back but their completion was nowhere in sight. This resulted in both cost and time overrun and thus made the project unviable or NPA in the long run. Taking a serious view of these aspects, the Committee urge the Government to ensure that NH Projects that are undertaken be completed within the time schedule and the same be monitored closely for effective execution.

The Committee also recommend that 4-laning of Pune-Nashik (NH-60), Pune-Tamhini-Mangaon-Diveagar (NH-756), Hadapsar-Saswad-Jejuri-Lonand-Phaltan-Mohol (NH-965), Patas-Baramati-Akluj-Tondale (NH-65G) and 6-laning of Pune-Solapur (NH-65), Kolhapur to Vaibhavwadi-Vijaydurg under Bharatmala and Alibaug to Sindhudurg coastal National Highway in the State of Maharashtra, extension of Patna-Areraj road to Bettiah, Ramgarhwa and Raxaul in the State of Bihar, road connecting Anmod at the border of Goa to Londa, widening of Sundar Bani-Seri-Jangar-Lam Road in Rajouri district in Jammu be taken up at the earliest.

Declaration of NPA in NH projects

13. In the course of examination of the subject, the Committee note that PSU Banks had made investments on NH BoT (Toll/Annuity) and HAM projects

involving a total Loan amount of ₹1,27,007.76 crore against the Total Project Cost of ₹1,85,038.20 crore of BoT projects and ₹51,487.03 crore of HAM projects. The Committee were given to understand that before awarding the work to the contractor and concessionarie, their financial, managerial and technical capabilities are examined by the Ministry of Road Transport & Highways and NHAI and the whole exercise is carried out prior to opening their financial bids. The Financial Bids of only those contractors/concessionaries who are capable or who are found capable of handling the work are opened. According to the Ministry, for projects which are funded by Public Sector Banks, the declaration of a particular project as NPA (Non-Performing Asset) is at the discretion of the Banks. The Committee opine that even though financing may be done by the banks, judicious utilization of the loans, executing and completing the project within the stipulated budget and time, is the responsibility of the Ministry. Therefore, the Ministry is also equally responsible for a particular project becoming viable or unviable and the Ministry cannot absolve itself of this responsibility. The Committee also take serious note that the Ministry has not furnished specific information about the schedule of completion of NH projects, but have merely indicated as ' * ' which is not clear and can have many connotations. The Committee, urge upon the Ministry to take all necessary measures to check National Highways projects from becoming NPA and also desire that the information regarding completion of projects be furnished in toto.

Road crossing facility on NHs

14. The Committee do appreciate the efforts of the Ministry in bringing World Class Road Network across the country inspite of the fact that the concept and culture of India particularly in rural areas is different. However, crossing on NHs is of highly serious concern to the Committee as villagers are subjected to inconveniences while crossing especially in the absence of any specific clear due indications, underpass or overpass near their villages. They invariably have to walk long distances to cross the highway even for reaching their farms which happen to be on the other side of the road. The Committee feel that the needs and

necessities of these villagers have not been taken into account while constructing National Highways. The Committee strongly emphasise that at the time of planning and preparation of National Highways network, there is a need to take into consideration the needs of the local villagers living near to the Highways. The Committee opine that if need be, the concerned villagers should be consulted and the points where they need crossing or underpass should be taken into consideration and clearly indicated, as it would affect their day to day activities. Another issue which the Committee dwelt on was that, due to increased elevation of National Highways, the villagers living near to National Highways faced water logging problems during rainy season. Further, the flooding of the underpass during rainy season would render it unusable. The Committee, therefore, strongly recommend that road crossing facilities on National Highways should be provided close to villages in consultation with the villagers living nearby, while ensuring clear indications at appropriate places duly visible, for more safety and also that the quality and design of such crossings is such that they are usable during all seasons.

Implementation of FASTags at toll booths

15. NHAI has introduced FASTags in October 2019 to collect tolls electronically for ensuring smooth and unobstructive traffic flow especially at toll plazas. The faulty/outdated equipments, speed breakers at toll plazas, non-availability of enough FASTags for consumers and lack of awareness among road users has resulted in increase in waiting time at toll plaza and long queues. In addition, FASTag users are apprehensive that their movements are being tracked. The Committee were given to understand that the Government has been developing a protocol for protection of data in co-ordination with the National Payments Corporation of India. The Committee are concerned about privacy of data of FASTag users and desire that the protocol to ensure privacy of consumers of Fastag be developed expeditiously. The Committee recommend that NHAI takes all necessary corrective steps to streamline the operation of FASTag facility at toll plazas in a time bound manner in order to ensure

uninterrupted movement of vehicles as well as to ensure that vehicles pass through plazas in a certain specific speed so that no inconvenience is caused to the commuters. The Committee desire that latest/upgraded FASTag gadgets/equipments may also be installed and speed barriers/breakers installed at toll booths may be removed.

Occurrence of Accidents on NHs

16. The Committee note with highly serious concern that though International level of Roads are being developed in the country, Indian highways especially expressways have become infamous for frequent fatal accidents that are happening day in and day out. Causes of such fatal accidents are over-speeding, drunken driving, lack of lane discipline amongst the commuters, drivers falling asleep due to excessive driving hours, faulty road design, black spots, etc. The Committee opine that driving hours of drivers be regulated by introducing log in and log out system for driving and driving hours per day be restricted to specific number of hours, beyond which the system may not permit the driver to drive. The Committee strongly desire that the aforesaid system be introduced in all National Highways and Expressways so that the movement of each and every vehicle is monitored, which will enable to check zigzag/rash driving on NH and also minimize the cases of accidents. Further, lane discipline in driving must be strictly enforced on NHs and violators should be severely penalized. The Committee, therefore, urge the Government to put in place a stringent mechanism/system which will assist law enforcement agencies/local authorities to compound vehicles of errant drivers.

Services to be made available along NHs

17. Appreciating the Government's efforts with respect to construction of roads to match International standards, the Committee note that travelling on National Highways entails long driving hours making commuters spend long time on Highways. In this scenario, various services and basic amenities are required to be available for the commuters along the Highways at regular intervals.

Services/facilities like eateries/dhabas/restaurants, rest rooms, toilets, petrol pumps, board and lodging facility, hospitals/trauma centres, lay-bys are absolutely necessary along the Highways. The Committee observe that many of these services/facilities are not adequate. In terms of quality, hygiene and sanitation, many of these facilities/services available along our NHs are found to be wanting, which render them as non-existent. The Committee, therefore, recommend that necessary provisions may be incorporated at the stage of Detailed Project Report itself so that these services/facilities along NHs are available at regular intervals making these NHs at par with international standards and the Government should also ensure the upkeep and maintenance of these services/facilities.

**NEW DELHI;
08 February, 2021
20 Magha, 1942 (Saka)**

**GIRISH BHALCHANDRA BAPAT
CHAIRPERSON
COMMITTEE ON ESTIMATES**

Details of Allocation and Expenditure under Various Heads during Last Five Years

Sl. No.	Scheme	Amount in Rs. crore											
		2014-15		2015-16		2016-17		2017-18		2018-19		2019-20	
		RE	Expd.	RE	Expd.	RE	Expd.	RE	Expd.	RE	Expd.	BE	Expd. *
Part A-Major Development Schemes													
1	EAP- (a) Externally Aided (RW)	175.00	138.93	250.00	216.42	290.00	289.12	1,213.00	1,010.46	732.00	740.77	1,328.00	91.70
	EAP- (b) Counterpart Fund (RW)	101.00	101.00	550.00	547.00	820.00	819.76	613.00	548.31	1,043.00	428.02	1,700.00	76.75
	Total EAP	276.00	239.93	800.00	763.42	1,110.00	1,108.88	1,826.00	1,558.77	1,775.00	1,168.79	3,028.00	168.45
2	NH (O)	4,881.59	4,835.99	6,491.06	6,335.44	19,860.00	19,326.46	18,049.31	18,034.64	23,926.81	23,888.15	25,454.00	13,209.07
3	Works under BRDB incl. Strategic Roads under BRDB	292.00	268.79	0.00	0.00	0.00	0.00						
4	Other Charges & IT	7.00	3.71	6.50	5.42	8.00	6.93	7.00	4.74	8.25	8.13	7.00	1.50
5	R&D & Training and Quality Assurance	7.00	4.65	68.20	40.90	83.00	16.79	78.32	8.05	40.88	8.71	39.28	0.13
6	Charged Expd.	6.00	4.93	10.00	6.92	10.00	8.22	10.00	5.54	10.00	0.80	10.00	0.00
7	NHAI (Investment) (Cess)	9,565.81	9,565.42	21,020.09	21,017.77	7,476.60	7,410.47	15,429.45	15,429.45	16,569.00	16,567.05	16,091.00	3,763.20
8	Remittance of toll receipts (NHDP + non-NHDP)	5,448.00	5,448.00	6,500.00	6,500.00	7,500.00	7,500.00	8,462.14	8,462.14	9,570.13	9,570.13	10,600.00	2,650.00
9	TOT Remittances									9,681.50	9,681.50	10,000.00	0.00
10	NHIDCL									0.12	0.12		
11	E&I for States from CRF	150.00	93.11	355.35	267.09	805.00	746.35	759.20	677.56	500.00	474.82	500.00	117.71
12	Special Packages												
(i)	SARDP-NE	3,000.00	2,843.33	4,900.00	4,845.88	4,520.00	4,464.71	5,265.00	5,237.77	5,610.00	5,344.50	5,370.00	538.71
(ii)	LWE (including TSP) incl. Vijayawada-Ranchi Road	1,174.00	1,164.59	1,121.00	996.11	760.00	739.27	1,050.00	901.86	905.00	552.02	950.00	141.11
(A)	Sub Total- Major schemes	24,807.40	24,472.45	41,272.20	40,778.95	42,132.60	41,328.08	50,936.42	50,320.52	68,596.69	67,264.72	72,049.28	20,589.88
Part B- M&R, CRF(State Roads), Transport, Sectt. , etc.													
13	Maintenance & Repairs (M&R) incl. Swachhata Activities	2,599.25	2,534.24	2,698.40	2,527.99	2,846.53	2,502.99	2,966.75	2,654.78	2,631.18	1,680.14	3,100.00	125.00

Sl. No.	Scheme	Amount in Rs. crore											
		2014-15		2015-16		2016-17		2017-18		2018-19		2019-20	
		RE	Expd.	RE	Expd.	RE	Expd.	RE	Expd.	RE	Expd.	BE	Expd. *
14	Central Road Fund(CRF)	2,635.60	2,094.78	2,851.80	2,369.47	7,175.00	5,069.82	6,764.48	6,367.11	6,998.93	6,784.50	7,421.58	203.32
15	Permanent Bridge Fee Fund(PBFF)	50.00	37.98	50.00	48.29	100.00	72.29	37.86	21.42	13.96	13.96	10.46	5.23
16	NH Tribunals, NHs Administration, PIARC	0.56	0.30	3.57	0.00	3.57	0.00	3.57	0.22	0.07	0.00	0.07	0.00
17	Transport Wing	180.50	123.31	150.00	133.45	143.50	127.23	171.00	144.36	258.00	155.16	280.00	2.24
18	Secretariat Expenses	77.61	75.39	83.74	80.64	101.73	100.04	119.92	111.08	126.68	117.24	154.58	45.52
(B)	Sub Total- Part B	5,543.52	4,866.00	5,837.51	5,159.84	10,370.33	7,872.37	10,063.58	9,298.97	10,028.82	8,751.00	10,966.69	381.31
	Total (Gross Budgetary Support- MoRTH)	30,350.92	29,338.45	47,109.71	45,938.79	52,502.93	49,200.45	61,000.00	59,619.49	78,625.51	76,015.72	83,015.97	20,971.19
(C)	IEBR / Borrowings by NHAI	7,611.11	3,343.40	42,694.50	23,281.00	59,279.00	33,118.00	59,279.00	50,533.00	62,000	61,217.00	75,000.00	14,512.00
(D)	Grand Total (Budget)	37,962.03	32,681.85	89,804.21	69,219.79	1,11,781.93	82,318.45	1,20,279.00	1,10,152.49	1,40,625.51	1,37,232.72	1,58,015.97	35,483.19
(E)	Total Private Sector Investments		19,232.44		29,770.00	26,850.00	16,028.64	32,400.00	16,500.64	25,000	20,618.00	20,200.00	8,595.00
(F)	Grand Total	37,962.03	51,914.29	89,804.21	98,989.79	1,38,631.93	98,347.09	1,52,679.00	1,26,653.13	1,65,625.51	1,57,850.72	1,78,215.97	44,078.19

GBS- Gross Budgetary Support, IEBR- Internal and Extra Budgetary Resources,
* Till 13.08.2019
IEBR and Pvt. Sector investment till July 2019

APPENDIX-II

Details of ongoing projects with progress as on 31.03.2020

Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length in km, Amount in Rs. Crore			
						Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1	A&N Islands	Construction of Major Bridge over Middle Strait Creek between Km. 106.590 to Km. 107.762 of NH-223	262.97	03-01-2019	1.90	0.00	90.33	0.00	03-01-2022
2		Construction of Major Bridge over Humphrey Strait Creek between Km.129.420 to Km. 130.600 of NH-223	277.17	26-04-2017	1.45	0.00	13.16	152.43	31-3-23
3		2-Lane with hard shoulder,Rehabilitation and up-gradation of section from Km 242.0 to 298.0 of NH-223 (New NH-4). (Package-II)	409.85	05-12-2017	55.45	14.16	24.65	85.42	31-3-23
4		2-Lane with hard shoulder,Rehabilitation and up-gradation of sect. from Km 107.760- 129.445,(Middle strait to Humphrey),Km 130.600 -138 (After Humphrey-Kadamtala) & Km155.00 -181.0 (End of Jarwa-Rangat) (Package-III)	391.01	04-09-2018	55.09	8.78	13.30	33.14	31-3-23
5		2-Lane with hard shoulder,Rehabilitation and up-gradation of section from Km 206.00 to Km 242.00 (Nimbutala to Austin Creek) of NH-223 (New NH-4) (Package-IV).	234.27	04-09-2018	33.45	4.71	91.25	40.63	31-3-23
6		Rehabilitation and Upgradation of Jarwa area of NH-223 (New NH-4) from Km 59.40 to Km 107.00 and Km 138.30 to Km 155.00	59.56	09-04-2018	64.30	64.30	47.00	39.64	31-12-22
7		Rehabilitation of Km 0.00 to Km 12.00 section in Andaman Trunk Road of NH-4 to Intermediate lane with hard shoulder (Package-V)	32.54	02-04-2019	12.00	6.92	0.00	9.25	31-3-23
8		Rehabilitation of section from Km 45.00 to Km 59.20 of NH-4 to Intermediate lane with hard shoulder (Package-VI)	59.08	02-04-2019	14.10	1.63	30.50	2.86	31-3-23
9	Andhra Pradesh	Rehabilitation and upgradation of New NH 544DD from design Chainage Km. 56/000 to 102/20 of Kalyandrg - Molakalmuru Section	289.67	16-08-2018	46.00	38.03	54.68	30.37	31-3-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
10		Construction of Proposed 4-Lane ROB and its approaches in lieu of existing level crossing No. 95/SPL @ Km 272.600(Railway Chainage 93/17-19) on NH 205 in the State of A.P. Job No. NH-205 /AP(36)/17-S&R(B)018 dt 07-07-2017	87.66	29-11-2018	3.00	2.71	73.5	0.00	28-11-2020
11		Construction of 2-Lane ROB and its approaches in lieu of level crossing No. 31 @ Km 2.100 (Railway chainage 33/900-1000) on NH-326A on EPC mode in the State of A.P. Job No. NH-326 A -AP-17-18 -670 dt 28-03-2018.	54.38	06-03-2019	1.00	0.00	0	0.00	31-3-23
12		Construction of 2-Lane ROB and its approaches in lieu of level crossing No.414 @ Km 33.100 (Railway chainage 730/11-13) on NH-326A on EPC mode in the State of A.P. Job No. NH-326A-AP17-18 -671 dt 28-03-2018.	54.71	06-03-2019	1.00	0.00	0	0.00	05-03-2021
13		Construction of 4-Lane ROB and its approaches in lieu of existing level crossing No.124E/SPL 3@ Km 1.800(New Chainage km 77.805 on NH 205 in the State of A.P. Job No. NH-205 /AP(2)/15-16-007-S&R(B) dt 14-03-2016	99	05-10-2018	1.55	0.00	23.4	9.91	31-3-23
14		Construction of 4-Lane ROB and its approaches in lieu of existing level crossing No. 102/3E @ Km 281.200 of NH 205 in the State of A.P. Job No. NH-205 /AP(8)/15-16-010-S&R(B) dt 31-03-2016	138.44	11-10-2018	1.00	0.00	63	0.00	31-3-22
15		Construction of Proposed 4-Lane ROB and its approaches in lieu of existing level crossing No. 30/E @ Km 64.800(Railway Chainage 42.858) on NH 205 in the State of A.P. Job No. NH-205 /AP(1)/16-17-016-S&R(B) dt 31-03-2017	56	05-10-2018	1.43	0.00	44	8.45	31-12-22
16		Construction of proposed 4-lane ROB and its approaches in lieu of existing Level Crossing No.23/SPL class at Km 3.6 on NH-18 between Chittoor & RVS Nagar railway stations on Chittoor - Pakala Railway section in the state of Andhra Pradesh on EPC	109.03	18-04-2018	1.00	0.00	85	15.00	30-6-21
17		Rehabilitation and Upgradation of NH-219 from km.58/600 to 140/680 (Palamaneru to Krishnagiri Border Section) to two lane with paved shoulders in the State of AP under Corridor Approach on EPC mode	271	13-10-2015	81.44	75.30	84	134.42	30-6-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
18		Rehabilitation & Upgradation of NH214(New NH-216) from Km 34/230 to Km 84/550 (Losari to Machavaram Section) to two lane with paved shoulder in the state of Andhrapradesh under NHDP-IV through Engineering, Procurement& Construction (EPC) mode.	444.84	08-09-2016	49.00	35.15	65.55	189.19	31-3-22
19		4 laning of 5.122 km of NH9(New NH69) from Km 269/900 (Des.Ch.0/0) to km275/622(Des.Ch.5/122)i.e.connecting of NH9 (1.4 km) with NH5 (3.6 km) including 6 lane Elevated fly over from Bhavanipuram to Kanakadurgamma Varadhi in Vijayawada	356	28-12-2015	5.12	4.87	88	241.93	30-6-21
20		Rehabilitation and Up-gradation of Dhindi - Digamarru section from Km 126/510 to Km 135/740 of NH - 214(New NH -216) and digamarru -Losari section from Km 0/000 tp Km 34/230 of NH-214 A(New Nh-216) to two lane with paved shoulder in the state of AP-NH	386.09	11-05-2016	42.00	38.47	77.93	140.30	30-9-21
21		Rehabilitation and up-gradation of Karnataka/Andhra Border to Gooty section from Km.368/920 to Km. 424/225 of NH-67 to four lane with paved shoulder in the state of Andhra Pradesh under NHDP-IV on EPC basis	995	06-05-2016	57.29	36.70	51.11	243.74	31-3-22
22		Rehabilitation and upgradation of Gurajanapalli village - Polekuru village section (from km.41/161 to 59/800) and Komaragigi-pasarlapudi section (km 70/400 to 105/170) of NH-214 (new NH-216) to two lane with paved shoulder in the state of Andhra Prad	348.95	10-08-2016	50.38	35.25	51.51	172.73	31-3-22
23		Rehabilitation and up-gradation of NH-42 from km 244/930 to km 299/775 (Madanapalli-Punganuru-Palamaneru Section) to two lane with paved shoulder in the state of Andhra Pradesh under Corridor Scheme on EPC Mode	372.68	02-02-2017	54.84	42.50	66.6	112.49	31-3-22
24		Rehabilitation and up-gradation of NH-167 from Km 14/900 to Km70/000 (Design Ch. 14/900 to 69/700) (Chintakunta to Adoni section) to two lane with paved shoulders in the State of Andhra Pradesh under Corridor Approach through Engineering, Procurement & Co	290.15	31-05-2017	54.80	22.10	29.38	24.94	31-12-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
25		Rehabilitation and upgradation of NH-67 from Km 424/650 to Km 487/693(Gooty-Tadipatri-District Border section) to two lane with paved shoulders in the State of Andhra Pradesh under Corridor Approach through EPC Basis Contract	378	19-01-2018	63.00	61.15	96.77	249.44	31-12-20
26		Rehabilitation and up-gradation of NH-75(Old NH-234) from Km 506/100 to Km 508/700 and Km 518/700 to Km 534/350 (Design Ch. Km 506/100 to 508/650 and 518/700 to 534/100) Mangalore to Thiruvannamalai Road to two lane with paved shoulders in the State of Andhra Pradesh on EPC mode	148	30-08-2018	18.00	10.50	58	0.00	31-3-22
27		Rehabilitation and up-gradation of NH-340 from km 0+000 to km 60+380 (Design Ch. 0/000 to 60/025) (Rayachoty to Angallu section) to two lane with paved shoulders in the State of Andhra Pradesh under Corridor Approach through Engineering, Procurement & Con	319.28	24-08-2017	58.00	33.30	37	60.91	31-12-22
28		Rehabilitation and Up-gradation of Thimmapuram to Gurajanapalli section from Km 26/150 to Km 41/161 of NH - 214 (New NH - 216) to two lane with paved shoulder in the state of Andhra Pradesh under NHDP-IV	350.61	05-01-2017	19.00	18.64	92.48	301.13	31-03-21
29		Rehabilitation and upgradation of Machilipatnam to Avanigadda section from km 84/550 - 124/200 of NH 214A (new NH 216) to two lane with paved shoulder in the State of AP under NHDPIV through EPC basis	376.25	28-08-2017	34.00	21.76	62.65	160.05	31-3-22
30		Rehabilitation and Up-gradation of Pasarlapudi to Dhindi section from Km 105/170 to Km 126/510 of NH -214 (New NH -216) to two lane with paved shoulder in the state of Andhra Pradesh under NHDP-IV	263.45	27-09-2017	20.82	0.00	0.49	0.00	31-3-23
31		Rehabilitation and upgradation of Repalle to Eppurpalem section from Km 129/927 to Km 195/000 of NH-214A (New NH-216) to two lane with paved shoulder under NHDP-IV on EPC basis	576.48	29-01-2018	62.00	21.80	32.91	162.92	31-12-22
32		Rehabilitation and up-gradation of NH-544E from Km 0/00 to Km 56/803 (Design Ch. 0/00 to 56/803) (Kodikonda Junction to Madakasira section) to two lane with paved shoulder in the State of Andhra Pradesh	504.19	05-11-2018	57.00	40.74	69.58	57.91	31-3-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		under NH(O) on EPC mode							
33		Construction of 4-lane bypass to Vijayanagaram Town from 537/6 to 552/0 (Raipur- Vijayanagaram section)	429.43	23-11-2017	17.00	10.00	60.93	113.05	31-3-22
34		Rehabilitation and upgradation of Dornala T junction to Penchalakona Km 361/327 to 425/4 of Nh-565 in the state of Andhra Pradesh.	418.03	08-08-2018	42.31	29.43	58.13	0.00	31-3-22
35		Rehabilitation and upgradation of NH 326A from km 0/0 to 41/979 (excluding km 2/255 to 3/372 and km 36/820 to 38/275) (Odisha border to Narasamapeta) to two lane with paved Shoulders in the State of Andhra Pradesh under NH(O) on EPC Mode	228.32	29-09-2018	39.00	10.78	36	0.00	31-12-22
36		Construction of Proposed 4-Lane ROB and its approaches in lien of existing level crossing No. 48E/C @ Km 96.80(Railway Chainage 74.431) on NH 205 in the State of A.P. Job No. NH-205 /AP(39)/16-17-012-S&R(B) dt 22-03-2017	68.84	28-01-2019	2.00	0.00	0	0.10	27-01-2021
37		Construction of Proposed 4-Lane ROB and its approaches in lien of existing level crossing No. 45 C @ Km 93.40(Railway Chainage 70/903) on NH 205 in the State of A.P. Job No. NH-205 /AP(3)/17-S&R(B)019 dt 07-07-2017	60	05-02-2019	1.00	0.00	0	0.03	31-3-23
38		Construction of Proposed 4-Lane ROB and its approaches in lien of existing level crossing No. 75 @ Km 145.200(Railway Chainage 121/470) on NH 205 in the State of A.P. Job No. NH-205 /AP(4)/17-S&R(B)020 dt 07-07-2017	68.48	31-01-2019	1.43	0.00	67.82	32.96	29-01-2021
39		Construction of Proposed 4-Lane ROB and its approaches in lien of existing level crossing No. 67 @ Km 133.20(Railway Chainage 109/3-4) on NH 205 in the State of A.P. Job No. NH-205 /AP(38)/16-17-013-S&R(B) dt 24-03-2017	64	31-01-2019	2.00	0.00	19.54	3.18	29-01-2021
40		Improvement the selected stretches (21.20 km) to the road from km. 0/0 to 40/2 of puttur-Uthukottai road NH-716A in the state of Andhra Pradesh on EPC mode [job.no. 716A-AP-2018-19-674 dt:04.12.18]	41.96	06-06-2019	21.20	9.80	83	0.00	30-6-21
41		Strengthening in selected stretches (25.6) from km 0/0 to 4/0, km 16/0 to 22/2, km 23/2 to 24/4, km 30/4 to	25.64	27-05-2019	26.00	22.60	75	0.00	30-9-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		32/2, km 33/0 to 39/0, km 53/0 to 54/6, km 55/9 to 56/5, km 58/0 to 59/1 , km 60/0 to 60/6 & km 61/4 to 63/9 of Renigunta to kadapa Road NH-716 in the state of A.P. [Job.no. 716-AP-2018-19-675 dt: 09.01.19							
42		Construction of proposed 4- lane RoB at Railway Chainage km 44/679 between Puthalapattu -RVS Nagar Station of kathipudi- pakala Section @km 12/4 on NH 18 in the state of Andhra Pradesh on EPC Mode [job.no. 18-AP-2018-19-676 dt:16.01.19	66.46		2.00	0.00	0	134.42	31-3-23
43		Improvement to NH-544D(Anantapur-Guntur Road) from Km 414 to 417 (i.d.) from Chuttugunta junction to NH-16 junction) including widening in Guntur Municipal limits in the state of Andhra Pradesh on EPC mode.	14.08	09-12-2019	3.00	0.00	0	0.00	31-3-23
44		Rehabilitation and upgradation of Chittoor - Kurnool Road NH-18 (New NH-40) from 2 lane to 4 Lane from Km 4/14 to 18/34 (excluding 2.94 Km ROB Portion) from Murkumbattu Junction to Rangampet cross in the State of Andhra Pradesh through EPC mode	0	30-01-2020	11.00	0.00	0	0.00	31-3-23
45		Construction of 4 Lane ROB and Subway in lien of level crossing no. 17 @ km 108/1-2 between Jamalamagudu & Proddator Station on Nandyal-Yerraguntla section at km 563/200 of NH-67 EPC mode in the state of A.P. Job No. NH-67-AP-17-18-672 dt 28-03-2018	51.44	06-12-2019	0.95	0.00	0	0.00	31-3-23
46		6L of Gundugolanu (Design km 1023.280) to Kalaparru (Design km 1050.680) of NH-5 (New NH-16)	597.67	27-01-2020	27.40	0.00	2	26.48	30-07-2021
47		6L of Kalaparru to Chinna Avutupalli including 6 lane Hanuman Junction bypass	694.87	21-02-2019	27.40	11.27	75.98	0.00	20-02-2021
48		Development of Emergency Landing Facility on Chilakaluripet - Nellore Section from km. 1210.00 to km. 1214.00	79.13		5.00	0.00	38.6	5.32	31-12-22
49		Development of Emergency Landing Facility on Chilakaluripet - Nellore Section from km. 1273.00 to km. 1278.00	84.07		3.50	0.00	41.93	0.00	31-12-22
50		4/6L of Tada - Nellore (Permanent restoration of flood damaged stretches) from km. 83.35 to km. 83.68 and km. 136.91 to km. 140.40	139.17		3.82	0.00	0	0.00	05-06-2021
51		Nandigama Bypass and Kanchikacherla bypass	424.82	12-03-2018	14.34	9.79	86.2	217.10	30-11-2020

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
52		Andhra Pradesh / Tamilnadu Border to Nalagampalli village from Km. 134.890 to Km. 172.000	683.44	15-11-2017	37.11	27.91	54.92	183.73	31-12-20
53		Dedicated Port road to Krishnapatnam Port (Package-I) from Km. 0.000 to Km. 18.000	348.72	20-12-2018	18.98	0.00	40.08	28.45	18-12-2020
54		6 L of Narasannapeta - Ranastalam	1893.42	04-01-2019	54.20	24.81	52.39	633.73	01-10-2021
55		Ranasthalam (Km.634.000) to Anandapuram (Km.681.000) of NH-16 in the State of Andhra Pradesh	1468	16-11-2017	47.00	39.78	95.36	973.91	31-12-20
56		4L of Gundugolanu Devarapalli Kovvuru from km 15.320 to Km 85.204 of NH-16	2475.91	23-10-2018	69.88	11.80	54.68	585.15	19-04-2021
57		6L of Anandapuram Pendurthi Anakapalli Section from km. 681.000 to km. 731.780 of NH-16	2738.11	04-01-2019	50.78	42.10	54.53	97.72	01-10-2021
58		Chittor (Design Km 0.000-Existing Km 158.000 of NH-4) to Mallavaram (Design Km 61.128-Existing Km 41.800 of NH-140)	2090.37	04-01-2019	61.13	30.39	56.08	973.69	30-9-21
59		Giddalur-Vinukonda from Design km 212.983 to Design km 322.800	845.37	02-06-2019	112.80	96.91	50.112		04-02-2021
60		Arunachal Pradesh	Impvt of road from CL-9 to NHDL specn bet Km 0.00 to Km 12.00 on road Akajan-Likabali-Bame (Ar Pkg-53)	42.321	01-11-2013	12.00	12.00	83.90	35.07
61	2 laning from Km 40 to Km 58 of Changlang/Tirap District boundary to Changlang of NH-52B		172.75	01-06-2015	18.66	17.02	0.00	118.83	31-3-23
62	2 laning from Longding to Kanubari of NH-52B		522.87	02-06-2015	47.21	40.52	0.70	352.12	31-3-23
63	2 laning with paved shoulders from Pasighat to Bomjur section from km 583.450 to 595.00		244.82	24-02-2017	22.15	21.98	0.90	153.91	31-3-23
64	2 langing of Khupa - Hayuliang – Hawai Road on EPC basis from design Km. 0.000 (Khupa) to Km. 17.000 [Existing Km 95.800 of (Khupa – Hayuliang Road) to Km 8.970 (Hayuliang – Hawai Road)] - I		252.05	10-11-2017	17.00	0.00	0.24	83.34	09-11-2020
65	2 langing of Hayuliang – Hawai Road on EPC basis from design Km. 17.000 (Khupa) to Km. 34.000 [Existing Km 16.950 to Km 34.310 (Hayuliang – Hawai Road)] - II		252.79	10-11-2017	17.00	0.00	0.00	76.85	09-11-2020
66	2 langing of Hayuliang – Hawai Road on EPC basis from Design Km. 34.000 to Km. 51.825 [Existing Km 26.625 to Km 45.050 (Hayuliang – Hawai Road)]- III		263.31	10-11-2017	17.83	0.00	0.30	91.82	09-11-2020
67	2 langing of Hayuliang– Hawai bypass Road on EPC basis from design Km. 51.825 to Km. 63.131 Existing		256.66	15-01-2018	11.30	0.00	0.13	16.18	14-01-2021

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Km 45.050 of Hayuliang – Hawaii road to Hawaii Town - IV							
68		Construction of 2-lane road from km. 0.00 (Existing km. 16.00 of Roing -Hunli Road) to Km. 74.00 (Ithun Bridge near existing km. 21.50 of Anini Road)-Green Field alignment	1718.59	05-03-2018	74.86	10.90	0.15	296.20	04-03-2022
69		Construction of 2-lane road from existing km. 21.50 of Hunli-Anini road (Near Ithun Bridge) to Km. 37.500 - I	322.15	21-12-2016	16.00	9.10	0.01	154.36	31-3-23
70		Construction of 2-lane Hunli-Anini road from km. 53.500 to km. 92.500 - III	568.92	16-12-2016	39.00	6.10	0.02	206.61	31-3-23
71		Construction of 2-lane of Hunli-Anini road from km 92.50 to Km 106.20 - IV	191.3	19-01-2017	13.70	2.00	0.03	81.12	31-3-23
72		Construction of 2-lane of Hunli-Anini road from km. 106.20 to Km. 120.00 (Package V)	200.44	19-01-2017	13.80	7.00	0.06	105.40	31-3-23
73		Construction of 2-lane of Hunli-Anini road from km. 120.0 to Km. 130.30 - VI	145.17	15-06-2018	10.30	4.75	0.06	63.32	14-06-2021
74		Construction of 2-lane road from km. 12.00 to Km. 33.00 of Akajan-Likabali- Bame road (Pkg-I)	210.5	20-01-2016	21.00	16.90	0.05	120.78	31-3-23
75		Construction of 2-lane road from km. 33.00 to Km. 65.810 of Akajan-Likabali- Bame road (Pkg-II)	263.4	11-09-2015	32.81	0.66	0.01	73.46	31-3-23
76		Construction of 2-lane road from Km. 65.810 to Km. 97.00 of Akajan-Likabali-Bame road (Pkg-III)	374.73	21-03-2018	26.12	15.01	0.00	110.88	19-03-2021
77		Two-Laning of Joram – Koloriang Road (NH-713) from design Km. 20+000 to Km. 32+050 [Existing Km 20.000 to Km 35.150] (Pkg-I)	175.65	22-04-2019	12.05	0.00	0.00	33.32	20-04-2022
78		Two-Laning of Joram – Koloriang Road (NH-713) from design Km. 32+050 to Km. 44+000 [Existing Km 35.150 to Km 50.050] (Pkg-II)	176.22	22-04-2019	11.95	0.00	0.00	38.70	20-04-2022
79		Two-Laning of Joram – Koloriang Road (NH-713) from design Km. 44+000 to Km. 59+363 [Existing Km 50.000 to Km 70.000] (Pkg-III)	228.71	05-02-2018	15.36	0.00	0.00	39.85	04-02-2021
80		Two-Laning of Joram – Koloriang Road (NH-713) on EPC basis from design Km 59.363 to Km 77.363 [Existing Km. 70.00 to Km 88.00] (Pkg-IV)	294.04	05-02-2018	18.00	0.00	0.69	22.14	04-02-2021
81		Two-Laning of Joram – Koloriang Road (NH-713) on EPC basis from design Km. 88.00 to Km 103.00 (Pkg-V)	229.7	05-02-2018	15.00	0.00	0.79	19.10	04-02-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
82		Two-Laning of Joram – Koloriang Road (NH-713) on EPC basis from design Km. 103.00 to Km 118.00 (Pkg-VI)	199.03	05-02-2018	15.00	0.00	0.64	13.69	04-02-2021
83		Two-Laning of Joram – Koloriang Road (NH-713) on EPC basis from design Km. 118.00 to Km 132.00 (Pkg-VII)	184.88	20-02-2018	14.99	0.00	0.51	6.20	19-02-2021
84		Two-Laning of Joram – Koloriang Road (NH-713) from design Km. 138+000 to Km. 154+036 [Existing Km 138.00 to Km 158.00] (Pkg-VIII)	244.1	20-02-2018	16.04	0.00	0.04	26.33	19-02-2021
85		Rehabilitation/ Restoration (One Time Improvement) of Hunli Anini Road from km 0.00 to km 21.500	23.56	10-08-2019	21.50	0.00	0.25	2.30	31-3-23
86		Widening of existing road to 2 lane NH standards along with improvements and realignments from Nechipu to Hoj, via Seppa, Khodaso, Sagalee (part of Trans Arunachal Highway) in Arunachal Pradesh under SARDP-NE on BOT (Annuity) mode	1979	18-07-2013	252.21	247.89	98.69	0.00	31-12-20
87		2 â€” Laning of Pasighat â€” Pangin Road (NH-229) from Km 57.00 to 71.596(corresponding to existing km 59.00 to km 76.00 net length 14.597 km) under SARDP-NE (Package-IV)	103.87	10-01-2011	14.60	13.77	96.58	108.46	31-12-20
88		2-Laning Gobuk to Sijhon Nallah from Km 26.210 (Gobuk) to 75.485 (Sijhon Nallah) (Existing Ch. 27.000 to 75.000) (Net Length= 49.275 km) in Arunachal Pradesh under Arunachal Pradesh package of SARDP-NE	389.45	15-05-2012	49.28	48.03	95.04	308.09	31-12-20
89		4-laning of NH-415 from design Chainage 29/500 to 40/400 (Itanagar to Banderdewa section) in the State of Arunachal Pradesh under Annual Plan 2016-17 on EPC Mode. Package â€” A.	243.89	21-09-2017	11.00	9.08	71.27	145.31	30-9-21
90	Assam	4- Laning of NH-37 from Nagaon By-pass to Teliagaon (km 278.600 to km 288.600) -Pkg-1	97.99	01-07-2020	10.00	0.00		0.00	23-12-2021
91		4- Laning of NH-37 from Teliagaon to Rangagara (km 288.600 to km 297.000)	73.54	01-07-2020	8.40	0.00		0.00	23-12-2021
92		4 laning from Rangagara to Kaliabor Tinali from km 297.00 to km 315.315 of NH-37 on EPC basis.	289.99	23-10-2017	18.32	2.79	0.00	23.29	31-3-23
93		4 laning from Kaliabor Tinali to Dolabari section from	873.91	29-11-2014	17.30	10.09	0.00	435.29	31-3-23

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Km 0.0 to Km 17.3 of NH 37-A including construction of new Brahmaputra bridge							
94		4 - lane highway connecting km 17.3 of NH 37A and km 182 of NH 52 between Dolabari and Jamuguri on EPC basis (1200 m bridge 290 Cr.)	1050	01-09-2017	18.81	2.57	0.00	106.85	31-3-23
95		4- laning from Jamuguri to Biswanath Chariali from km 182 to km 208 of NH-52	520.01	19-12-2016	26.00	7.46	0.00	79.81	31-3-23
96		4 - laning from Biswanath Chariali to Gohpur from km 208 to km 265.50 of NH-52	1307.5	15-01-2016	57.50	12.45	0.44	320.91	31-3-23
97		4 - laning from Gohpur to Holongi section from km 264.10 of NH 52 to km 20.37 of NH 52A	259.79	11-12-2015	10.08	7.70	0.53	99.38	31-3-23
98		4 - Laning of Numaligarh to Jorhat section from Km. 402.500 to Km. 453.000 (Design Km 403.200 to Km 454.240) except Dergaon bypass (with Toll Plaza)	814.56	23-05-2015	39.72	24.32	0.55	193.24	31-3-23
99		4 - Laning of Jorhat to Jhanji section from Km. 453.00 to Km. 491.08	738.15	01-01-2018	37.80	2.48	0.18	31.32	31-12-2020
100		4 - Laning of Jhanji Jn to Demow section from Km. 491.050 to Km. 535.250 (Design Km 490.800 to Km 534.800) (with Toll Plaza)	801.54	20-01-2018	44.08	2.21	0.91	63.05	19-01-2021
101		4-laning of NH-37 Section between Demow to End of Moran Bypass (From Km. 534.800 to Km. 561.700).	385.57	17-08-2016	26.90	8.93	0.91	128.08	31-3-23
102		4-laning of NH-37 Section between End of Moran Bypass to Bogibeel junction near Lapetketa ((Km. 561.700-Km. 580.778).	330.3	06-07-2019	19.00	0.05	0.97	37.01	05-12-2021
103		4-L Construction of Dibrugarh By Pass / realignment of NH-37 from Bogibeel Junction at km. 581.700 to km. 597.147	351.31	02-11-2015	15.50	7.36	1.00	84.56	31-3-23
104		2-laning with paved shoulders from km 6.25 to 10.40 of Silchar Badarpur section	76.78	01-10-2015	4.77	3.04	0.87	45.85	31-3-23
105		4 laning of Balachera-Harangjao section of NH-54 (ext.) from km 275.00 to km 244.00 under east west corridor project.	887.67	26-12-2017	25.25	0.10	0.98	61.33	31-3-23
106		One time improvement of Moran Town section of NH-37 from km 555.000 to km 558.500	14.52	19-08-2019	3.50	2.64	0.00	0.00	31-3-23
107		One time improvement of Digboi to Ledo Town section (via Powal and Margherita) of NH-38 from km 20.000 to	30.84	16-09-2019	33.00	31.19	0.00	25.68	31-3-23

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		km 53.000							
108		Rehabilitation & upgradation to 4-lane with Paved shoulder of Dergaon Town section from Km 426.800 to Km 437.800 (Total length-11.00 km) on NH 37 on EPC basis	287.63	30-06-2020	11.00	0.00	0.00	0.00	25-06-2022
109		Construction and up gradation to 4- lane of existing two lane with paved shoulder from Hapachara to Tulungia road of NH-117 of existing Km 0.00 to km 14.050 and (Design Km 0.000 to km 14.660), (Design length-14.660 km)	220.2	26-06-2020	14.66	0.00	0.00	0.00	26-12-2022
110		2 laning from Kanubari to start of Bogibeel Bridge	268.08	20-02-2011	63.00	51.00	85.62	203.40	30-6-21
111		Construction of 2-lane Highway with paved shoulders between Dibrugarh - Panitola km 603/0 to 637/0 of NH-37	133.4	21-12-2010	34.85	30.00	88	108.50	30-6-21
112		Construction of 2-lane NH-37 with paved shoulders from end of ROB at Makum to NH-52 near Rupai (length=23.482km) under Dibrugarh NH Division SARDP-NE/NH-37/PWD/AS/2010-11/165	94.9	08-12-2010	23.00	23.00	99	129.34	31-12-20
113		Construction of Silchar bypass on NH-53 in Assam	104	15-02-2011	20.00	7.03	49.43	88.86	31-12-22
114		Dhaleshwari Bypass from km. 0.00 - 3.500	53.15	15-10-2011	3.50	3.12	92	48.08	31-03-21
115		2 laning of Goalpara- Solmari road/189	15	16-03-2012	8.00	2.20	41.2	5.11	31-12-22
116		Strengthening and widening of NH-44 from km. 206/500 to km. 222/00, km. 222/00 to km. 223/000, 247/000 to km. 252/280 and km. 263/191(Ex. Ch. 261/761 km.) to km. 272/241(Ex.	147	04-05-2017	35.00	34.52	97	167.52	31-12-20
117		Construction of 2-lane Patherkandi Bypass Job No.-044/AS/2014-15/122	74	05-12-2016	9.00	8.10	92	64.30	31-03-21
118		Strengthening with paved shoulder from KM. 305/0 to 316/0 of NH-52(Total length=11.00 Km.) including providing retaining walls breast walls, culverts and drains in selected stretches under Nagaon NH Division in the state of Assam on E.P.C mode (Job No.052/AS/2014-15/124)	55	01-03-2016	11.00	10.29	93	37.30	31-03-21
119		Construction of Proposed North Lakhimpur By-pass from existing km 338/924 to km 349/213 of NH-52 in the state of Assam (Job No.052-AS-2011-12-099)	127.24	29-09-2012	12.51	10.45	80.5	76.26	30-6-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
120		2 Laning of Lumding-Diphu-Manja Road, Haflong-Jatinga Road, Baska-Barama Road, Morigaon-Jagiroad Road, Kokrajhar-Karigaon Road and Udalguri-Routa Road in the state of Assam (Length = 146km) under SARDP-NE, Phase A in the state of Assam (Job No. SARDP	0	21-02-2011	140.59	130.96	83	382.38	30-6-21
121		Strengthening from Km. 64/000 to Km. 69/000, 90/760 to 119/000 and Km. 126/000 to Km. 160/000 (Length=67.804 Km) of NH-36 for the year 2017-18 under Bakulia NH Division, Diphu in the state of Assam. (Job No. 036/AS/2017-18/176)	74	30-05-2018	68.00	20.00	33	18.69	31-12-22
122		Strengthening with construction of paved shoulders from km 135/000 to km 138/000, km157/000 to 171/000 and km 177/000 to km 182/000 (Total Length = 22.00 km) of NH-52 (New NH-15) FOR THE YEAR 2017-18 UNDER Nagaon NH Division in the State of Assam. (Job No. 052(New NH-15)/AS/2017-18/180)	63.69	01-01-2019	22.00	14.30	60	0.00	31-3-22
123		Widening of Bridges No.3/1, 6/1, 8/1, 12/1, 17/1, 19/1, & 29/1 on NH-52 under Annual Plan under Rangia NH Division in the State of Assam. (Job No. 015/AS/2017-18/181)	10	22-02-2019	0.00	0.00	20	0.00	31-3-23
124		Construction of longitudinal drains at stretches from 134/00 to km 146/300	32	14-11-2016	0.00	0.00	35.77	5.71	31-12-22
125		Strengthening with paved shoulder from km 30/0 to km 46/0, km 54/0 to km 61/0, km 69/0 to km 80/0 and km 80/0 to km 96/0 of NH-39 for the year 2015-16 including toll plaza (Job No.039-AS-2016-17-153)	159.85	24-02-2017	49.54	3.10	12.68	0.05	08-09-2021
126		Strengthening with paved shoulders in Km 13 to 15, Km 20 to 23, Km 35 and Km 36th and Km 57 to 63rd (Total length=16.870 Km) ubnder Rangia NH	92.34	06-10-2017	16.87	16.27	92	60.41	31-03-21
127		Strengthening with paved shoulders from Km 138/00 to 157/0 and Km 171/0 to 177/0 (Total length= 25.00 km.) under Nagaon NH Division (Job No. 052(New-15)/AS/2016-17/164	89.39	30-05-2017	25.00	12.38	49	28.18	31-12-22
128		Strengthening of existing road from km. 653.364-668,668.608 -690.329 of NH-37 (L=18.357 km), &construction of masonry drain under AP 2016-17	34	22-03-2017	18.00	17.77	74	21.50	30-9-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		under NH Division, Dibrugarh in the State of Assam							
129		Raising and strengthening including providing road side stone masonry longitudinal covered drain at Km. 107th of NH-39 under Golaghat NH Division, Golaghat under Annual Plan for the year 2017-18 in the state of Assam. (Job No. 039/AS/2017-18/174)	4.18	15-04-2018	0.78	0.00	28.5	0.00	31-12-22
130		Construction of 2 lane NH with paved shoulders between Ch.396.4215 km and Ch.397.9885 km of NH-52(New NH-15) ,bituminous layers between Ch.407.428 km and Ch.408.030 km,Ch.419.99km and Ch. 440.000km of NH-52(New NH-15)for 10.00m width and between Ch. 436.760 km and Ch .436.915 km for 5.00 m width of NH-52 (New NH-15) and rehabilitation of bridge No. 308/1 opver river Kumatia including construction of guide bunds,river training work etc in Assam . SARDP-NE NH-15/AS/PWD/2016-17/289	49.06	12-12-2017	7.00	5.91	91.5	26.84	31-03-21
131		Nalbari to Bijni section of NH-31 from km. 1040.30 to Km. 1013.00 (Contract Package EW-II/ AS-07) in Assam	476.65	21-10-2005	27.30	26.80	92.9	399.40	31-03-21
132		Shrirampur (Km. 0.000) to Kochugaon (km. 30.000) of Bijni to Assam./West Bengal Border Section of NH-31C in Assam, AS-12 (including balance works)	442.43	05-10-2017	30.00	20.30	32.48	310.22	31-12-2021
133		2L with ES of Yagyi - Kalewa section from Milepost 40/0 to Milepost 115/5 in Myanmar	1200.14		112.14		24	0.00	28-08-2022
134	Bihar	Bridge over river Mani km 94 NH-80	16.33	25-04-2012	0.00	0.00	57.44	4.37	31-3-22
135		W&S Km 0 to 40 NH-104	199.98	23-08-2014	40.00	38.63	97.5	103.65	31-12-20
136		Sheohar-Sitamarhi Section km 40.000 to 79.400 km Lot-I	179	04-05-2016	28.50	4.00	22.1	32.68	31-3-23
137		Sitamarhi-Jaynagar Section km 79.400 to km 156.500 Lot-II	370	30-06-2016	77.00	31.52	36.9	113.68	31-12-22
138		Fatuah-Harnaut-Barh Section km 0 to km 69.6 NH-30A	684	06-08-2016	72.00	65.02	95	565.94	31-12-20
139		Birpur -Bihpur Section km 0.0 to Km 106 NH -106	780.77	03-10-2016	106.00	21.17	20.13	154.56	31-3-23
140		Jaynagar-Narahia Section km 156.500 to km 219.945 Lot-III	553	12-05-2016	63.45	45.99	55.5	267.23	31-3-22
141		Gaya-Hisua-Rajgir-Nalanda-Biharsharif section km0.00 to 92.935 NH-82	1408.85	20-10-2016	93.00	48.28	52	748.03	31-3-22

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
142		Construction of ROB at km 1.10 & km 1.11 of NH-101	62		0.00	0.00	3	0.00	31-3-23
143		Construction of ROB on NH-81 at Km 31	53.78	07-08-2017	0.00	0.00	18.16	2.34	31-3-23
144		W&S km 0.00 to 28.00 NH-527A	99	05-11-2016	26.30	0.00	27	16.73	31-12-22
145		Construction of ROB on NH-19 at Km 132	77.38	26-08-2019	0.00	0.00	0	0.00	25-08-2021
146		Construction of ROB on NH-19 at Km 135	55.85	26-08-2019	0.00	0.00	0	0.00	25-08-2021
147		Construction of ROB on NH-103 at Km 12	146.46	26-08-2019	0.00	0.00	0	0.00	25-08-2021
148		CONSTRUCTION OF FOUR LANE ROB ON NH-327E AT KM 11	82	30-10-2017	0.00	0.00	73.88	44.82	31-12-21
149		CONSTRUCTION OF TWO LANE ROB ON NH-327E AT KM 100	88	14-08-2019	0.00	0.00	0	0.00	13-08-2021
150		Construction of ROB on NH-81 at Km 48	50	09-08-2017	0.00	0.00	53	18.34	31-3-22
151		W&S of 2 lane with paved shoulder from km 0.00 to 25.01 of NH-327A under NH(O) on EPC Mode.	84	27-11-2016	25.00	25.00	93.58	48.61	31-03-21
152		W&S km 64 to 97 NH-28B	207	12-11-2016	33.00	20.60	48	97.68	31-12-22
153		Rehabilitation of four lane 5.575 km long, four lane MG Setu over Ganga river on NH-19 from km 212.72 to km 218.295 by dismantling the damage pre-stressed cantiliver arms superstructure and subsequent redacking by steel truss in patna.	1742	19-11-2016	0.00	0.00	57	795.50	31-3-22
154		W/S to two lane with paved shoulder in km 0.00 to 19.04 of NH-81 in the state of Bihar	111	07-08-2017	19.40	17.63	76.87	52.40	30-9-21
155		Construction of 4-lane ROB of km 119 of NH-30 (Job no. NH-30/Bihar (6)/15-16/017-S&R(B))	96.49	31-08-2017	0.00	0.00	77.7	41.62	31-12-21
156		Widening to 2 lane with paved shoulder from km 0.00 to 40.00 on EPC mode on NH 2C	230	05-10-2017	40.00	39.90	96.37	164.72	31-12-20
157		Widening to 2 lane with paved shoulder from km 75.00 to 93.612 on NH 327E	86.16	01-06-2017	19.00	19.00	92	55.59	31-03-21
158		HL RCC minor bridge in km 24	5.16	22-12-2017	0.04	0.00	55	1.89	31-3-22
159		Strengthening work from km 136 to 166 of NH 80	56	11-07-2017	31.00	0.00	70	28.78	30-9-21
160		Construction of two lane (16.00 m Over all width) High Level R.C.C Major Bridge including its approaches in 38th km (Near Tunji) over Dhadhar River of NH-82 (Wazirganj-Hisua Section) in the State of Bihar.	25	06-07-2017	0.00	0.00	57.35	11.04	31-3-22
161		Reconstruction of damaged Bridge over river Falgu at km 35 near Bandhuganj on NH-110	12.16	26-05-2018	0.00	0.00	40	4.20	31-12-22
162		Construction of ROB in km 46 of NH-131A	44	08-10-2018	0.00	0.00	25.88	8.22	31-12-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
163		W&S to 2 lane with paved shoulder from km 0.00 to 14.50 of NH-101 in the state of Bihar on item rate.	68.48	29-05-2018	13.00	0.00	30	0.70	31-12-22
164		W&S in km 142.05 to 167.465 of NH-120	115.1	19-07-2018	25.00	0.00	7.57	0.00	31-3-23
165		W&S in km 0.00 to 10.80 of NH-219	67.13	29-05-2019	11.00	0.00	10	0.00	31-3-23
166		W&S from km 179.00 to 198.93 of NH-333A	52	03-05-2018	20.00	19.78	98.9	30.90	31-12-20
167		Construction of RCC Minor bridge in km 02, km 14, km 40, km 43 of NH-333	23.5		0.00	0.00	0	0.00	31-3-23
168		W&S to 2 lane with paved shoulder in km 30.00 to 45.00 of NH-101 in the state of Bihar on item rate	82.18	05-02-2019	15.00	0.00	27.38	1.47	31-12-22
169		Widening and Strengthening to 2 lane with Paved Shoulder from km 115.00 (Tola Kurwa) to 141.050 (Bishunpur) section of NH-333 in state of Bihar	95.77	18-05-2018	26.05	5.60	21.5	7.24	31-3-23
170		Strengthening from 194.01 to 227.11 of NH-327E in the State of Bihar	35	26-02-2018	33.00	33.00	95	17.32	31-12-20
171		Construction of High level New RCC Bridge (5x11eff) in replacement of existing old narrow and damaged bridge no. 135/1 in km 135 of NH-327E (job-327E-BR-2017-18/919)	7.38	10-11-2018	0.00	0.00	62.52	2.91	31-3-22
172		Strengthening and widening to 2 lane with paved shoulder from km 112.00 to 136.440 of NH-327E	100.44	10-11-2018	24.44	21.94	72.25	31.55	31-12-21
173		Widening to 2 lane with paved shoulder and strengthening from km 45.00 to 65.00 (design length-18.990) of NH-101 (New NH-331) on EPC Mode in the State of Bihar.	88.42	13-09-2019	18.99	0.00	12.65	0.00	31-3-23
174		Strengthening and widening to 2 lane with paved shoulder from km 103.865 to 142.050 (Gaya-Goh) of NH-120	153	27-05-2019	38.00	10.93	0	0.00	31-3-23
175		Strengthening and including improvement of geometrics work from km 104.20 to km 110.00 of NH-28B (New NH-727) in the State of Bihar on EPC mode.	17	17-01-2020	5.80	0.00	0	0.00	16-01-2021
176		Strengthening and Raising of NH-19 (Chapra-Manjhi section) from km 129 to 135 & from km 139 to 143 in the State of Bihar on EPC Mode.	16.34	07-11-2019	9.00	0.00	8.92	0.00	31-3-23
177		Strengthening and including improvement of geometric work from Km 97 to 104 on NH- 727	9.72	17-01-2020	7.20	0.00	12	0.00	31-3-23
178		2nd Flyover (LCW) Parallel to Existing Flyover in	166.3	30-06-2018	3.18	0.00	50.73	37.31	23-02-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Kishanganj Town							
179		Forbesganj (Km.0.000) to ICP at Jogbani (Km.9.26) on NH-57A in Bihar	348.61	18-04-2016	9.26	5.71	60	85.97	31-03-2021
180		Umagaon-Saharsa (Package-IV) Koshi Bridge & approach Road - (Bheja-Bakaur)	1199.58	12-02-2020	13.30	0.00	0	0.00	11-08-2023
181		Construction of Approach Road to Rail-cum- Road Bridge across river Ganga at Munger Ghat (NH-333 B)	695.62	01-12-2018	14.52	0.00	56.9	33.56	28-05-2021
182		4L of Patna - Gaya - Dobhi (from Km. 0.00 to Km. 127.217) [Jaica - Oda Loan assistance]	4617.96		127.22	15.30	8.95	110.06	31-3-23
183		Chhapra - Hajipur from km. 143.200 to km. 209.200	981.85	27-01-2011	66.74	35.89	79.2	850.24	30-06-2021
184		Balance Work of Piprakothi-Motihari-Raxaul on NH-28A	338.1	27-02-2019	68.60	0.00	32.8	54.91	31-03-2021
185		Simaria (Km. 206.050) to Khagaria (Km. 266.282)	1052	05-10-2016	60.23	37.48	63.09	234.17	01-02-2021
186		Maheshkunt-Saharsa-Purnea (Pkg I) km 0.00 to km. 90.00 of NH-107	928.33	20-12-2019	90.00	0.00	2.2	0.00	30-06-2021
187		Maheshkunt -Saharsa-Purnea Pkg II	1170.44	13-12-2018	87.96	0.00	7.5	4.10	30-06-2021
188		2L PS of Majhauri to Charout section from km. 0.00 to km. 63.655	921.57	05-11-2019	63.66	0.00	5	0.00	05-11-2021
189		Biharsharif - Barbigha - Mokama from km. 94.478 to km.149.02 of NH-82	662.91	06-10-2017	54.58	45.43	88.72	274.32	30-06-2021
190		Aunta - Simaria including Ganga Bridge	1309.47	30-08-2018	8.15	0.00	16.32	148.08	26-02-2022
191		Bakhtiyarpur (Km 153.300) to Mokama (Km 197.900)	1182.94	14-06-2017	44.60	3.10	21.16	132.93	05-08-2021
192		Koilwar Bhojpur from km. 137.375 of NH- 30 to km. 27.37 of NH-84	1378.14	04-07-2017	43.85	17.38	53.88	451.18	18-02-2021
193		Bhojpur Buxar section of NH-84 from km.27.37 to km. 75.00	1195.18	18-04-2018	47.90	17.09	39.37	194.14	30-06-2021
194		Six Laning of Varanasi to Aurangabad from km. 786.00 to km. 978.40 of Old NH-2	3379	12-09-2011	192.40	114.30	59.47	2,199.56	31-12-2021
195	Chhattisgarh	Strengthening of existing 2 lane paved shoulder from km 0.000 to 7.000,13.000 to 15.200 & km. 21.200 to 23.300 and 4-lane widening in km. 7.000 to 13.00 (mahasamund twon portion) of NH-353 in the state of chhattisgarh (job No. 353-CG-2017-18-347)	57.82	20-03-2018	17.30	17.00	98	29.10	31-12-20
196		Strengthening and widening of existing 2 lane road to two lane paved shoulder from km 7.750 to 26.542 & km. 32.093 to 45.786 of NH-130 on EPC mode in the state of chhattisgarh.(job No. 130-CG-2017-18-348)	188.8	24-05-2019	32.40	9.19	30.55	30.75	24-05-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
197		Rehabilitation and Up gradation of NH-12A From Km. 246.849 to Km. 317.406 (Kawardha to Simga Section) to 2-lane with paved Shoulders	421.41	23-03-2015	71.00	0.00	93.94	333.93	31-03-21
198		Raigarh to Saraipalli (Km 3.8 to km 90.4 NH-216)	496.02	12-03-2015	81.00	59.77	73.79	225.69	30-9-21
199		Rehabilitation and up-gradation of NH-43 from Km 130.000 to 180.000 Kanker to Bedma section to 2 lane with PS	497.14	08-08-2016	53.00	12.31	23.11	187.31	31-3-23
200		Rehabilitation and Up-gradation of NH-111 (New NH-130) from km 163.400 to 215.800 (Shivnagar to Ambikapur) to 2-lane with Paved Shoulder in the State of Chhattisgarh under NHDP- IV on EPC Basis.	335.32	12-06-2017	52.00	40.28	76.85	219.47	30-9-21
201		Rehabilitation and Up gradation of NH-12A From Km. 191.422 to Km. 242.300 (Chilpi to Kawardha Section, Pkg.-I) to 2-lane with paved Shoulders in the state of Chhattisgarh under NHDP-IV through EPC basis Contract.	291.05	08-04-2016	51.00	33.54	77.81	184.91	30-9-21
202		Banari to Masaniakala (Km 178.9 to km 241.5) (2L PS, NHDP, 56 km, EPC)	543.73	24-09-2016	56.00	51.17	91.96	327.77	31-03-21
203		Rehabilitation and upgradation of NH-78 from Km. 373.505 to 468.800 (Starting point of Ambikapur Bypass to End point of Patthalgaon Bypass) to 2L-PS	624.98	06-10-2016	96.00	28.57	29.76	264.76	31-12-22
204		Rehabilitation and upgradation of NH-200 from Km.241.553 to 312.600 Masaniakala to Rengapalli//Odisha Border section	536.65	14-09-2016	60.00	56.47	93.41	488.10	31-03-21
205		Rehabilitation and upgradation of NH-78 from Km. 469 to 531 (Patthalgaon to Kunkuri) to 2L-PS	452.94	15-07-2016	62.00	1.65	2.66	66.27	31-3-23
206		Work of construction of H.L. Bridges at km. 27/6, 28/10, 30/8 of NH-343	14.13	05-10-2016	0.00	0.00	14	2.19	31-3-23
207		Construction of 2L Bridges & approaches at km 6/8, 22/2 & 22/8 (2L, LWE, 0 KM , EPC)	57.76	03-06-2016	0.00	0.00	76	43.89	30-9-21
208		Widening to two lane and improvement from km. 0.00 to 52.400 of Nelasnar-Kodoli-gangaloor road	73.08	05-02-2015	52.00	19.00	36	36.07	31-03-2021
209		Kalgaon-Koyelibeda (Km.6.0 to 22.6)	30.79	14-12-2010	17.00	13.50	81	21.39	31-03-2021
210		W/I SL to 2L of Bijapur-Modakpal-LADED-Tarlaguda Road km 0 to 48.0 i/c 1 MB & 107 CDs (existing Pagdandi)	78.24	26-02-2015	48.00	15.00	31	46.10	31-03-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
211		W/I SL to 2L of Bijapur- Awapalli-Jagargunda Road km 0 to 70.0 i/c 8 MB & 120 CDs (existing 21 km BT0)	166.51	22-02-2012	70.00	47.00	67	77.02	04-03-2021
212		Narayanpur-Palli- Barsur (Km. 176.6 to 219.6)	111.56	20-06-2012	43.00	35.00	81	76.90	31-12-2020
213		W/I SL to 2L of Dompal- Chintalnar- Jagargunda Road Km 0 to 56 (CC Pac.) i/c 9 MB & 101 CDs (existing 8 Km BT)	116.88	16-02-2015	56.00	19.00	34	59.84	31-03-2021
214		W/I SL to 2L of Chhotedongar- Orchha (km.0 to 31.0) i/c 4 MB & 66 CDs (existing 10 km BT & 21 Km. BM)	83.46	29-09-2015	31.00	26.00	84	54.54	31-03-2021
215		W/I SL to 2L of Narayanpur- Sonpur-Maroda (km. 0 to 78.0) i/c 11 MB & 189 CDs (existing 7 KMBT & 20 KMWBM & balance forest)	123.82	24-12-2014	78.00	25.00	32	45.70	31-12-22
216		W/I SL to 2L of Palli-Barsur Km. 219.6 to 258.0 i/	54.25	15-12-2014	38.00	13.50	35	20.48	31-03-2021
217		W/I SL to 2L Of km. 0 to 44.0 of Konta Golapalli road i/c 7 MB & 98 CDs (existing 34 km pagdandi)	74.17	16-02-2015	44.00	8.00	18	10.39	31-03-2021
218		W/I SL to 2L of Km. 20.0 to 47.8 of Bheji Chintagupha road i/c 3 MB & 90 CDs (existing 15 km WBM)	48.52	10-02-2016	28.00	0.00	0	0.83	31-03-2021
219		W/I SL to 2L of Chitalnar- Marigudam Road km 0 to 65.0 i/c 4MB & 87 CDs (existing 3 km. WBM)	78.11	20-05-2015	65.00	15.00	23	30.15	31-3-23
220		Antagarh-Bedma (Km.0 to 35.0)	52.38	23-09-2010	35.00	17.00	49	29.96	31-03-2021
221		Widening to 2-lane and Improvement from km. 0 to 28 of Sontarai Mainpat	31.64	23-10-2010	28.00	26.00	93	23.73	31-03-21
222		Koyelibeda - Pratappur (Km.0 to 31.0 State road)	54.97	09-06-2010	31.00	10.60	34	19.62	31-12-22
223		Balrampur- Chando- Samri (Km. 36 to 61)	36.46	04-06-2010	26.00	19.50	73	34.81	30-9-21
224		W/I of SL to 2 L of PV-79 Chotebetia- Rengawahi i/c 9 MB & 23 CDs (existing BT 16 km., WBM 20 km)	36.44	30-06-2010	36.00	28.50	79	25.79	30-9-21
225		Rehabilitation and upgradation to two lane with paved shoulders from Km. 531.250 to 597.946 (Kunkuri to CG/JH Border) of NH-78	423.79	08-01-2018	67.00	49.18	73.4	194.00	30-9-21
226		Rehabilitation and upgradation of NH-43 (Old NH- 78) from (Old CH. 245.000 to 331.000 km. New Ch. 245.000 to 323.100 km) (MP border/CG border to Surajpur section) to two lane with paved shoulder in the State of Chhattisgarh under corridor approach thought EPC basis . (Job No. 43-CG-2016-17-343)	379.16	25-07-2017	78.00	48.00	61	200.86	31-3-22
227		Construciton of 2 lane form km 0.00 to km 8.00 of Golapalli-Paidgudem road in CG under LWE scheme	11.09	01-04-2016	8.00	0.00	0	7.47	31-03-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
228		Construction of 2 lane from km 0.00 to km 12.00 of Kistaram-Paidgudem road in CG under LWE Scheme	26.75	01-05-2016	12.00	2.50	21	16.16	31-03-2021
229		Construction of 4 Nos Grade separator between km. 281.000 to km. 307.600 (km. 286.400 kumhari km. 299.000 Transport Nagar km. 302.000 Power House km. 304.000 Chandra Moura Chowk to km. 305.000 supeia) of NH-53 old NH-06) Raipur -Durg 4 Lane on EPC mode in the state of chhattisgarh job NO. NH-53(old NH-06) CG-2017-18-56	263.92	27-01-2019	0.00	0.00	12	41.23	27-01-2021
230		Construction of High Level Bridges across at Km. 372.050 (Bardela Nala), Km. 374.200 (Jangla Nala), Km. 404.150 (Mari River), Km. 414.350 (Tumnar River), Km. 337.200 (Singar Bahar River) & Km. 331.800 (Chinta Vagu River) on NH-63 (Old NH-16) Bhopalpatnam to Jagdalpur Road on EPC mode in the State of Chhattisgarh. (Job No. NH-63 (Old NH-16) - 2017-18-55	71.75	15-02-2019	0.00	0.00	0	5.68	15-08-2021
231		Flyover and junction development at Tatibandh chowk at km 281.7 on Raipur-Aurang section of NH-53	127.98	23-12-2019	3.56	0.00	0	0.00	22-12-2021
232		Bilaspur-Pathrapalli from km. 0.00 to km. 53.30	1282.47	08-03-2019	53.30	20.28	36.77	197.88	07-03-2021
233		Raipur (Km 10.200) to Kodebod (Km 43.400) of NH - 30 in Chhattisgarh	987.88	11-03-2017	33.20	10.64	23.00	64.89	31-10-2021
234		Kodebod (Km 43.400) to Dhamtari (Km 82.209)	967.19	11-03-2017	38.81	4.80	13.52	38.96	31-12-2021
235		4/6 Laning of Raipur-Simga (Pkg-I) from km. 0.00 to km. 48.58	766.74	21-04-2016	48.58	42.90	82.12	414.73	30-11-2020
236	Dadra and Nagar Haveli	Upgradation Strengthening for the road stretch from Dadra to Tighra (Ch. 4/800 to 7/339 Km) and Samaravni to Rakholi Bridge (Ch. 14/500 to 19/500 Km.) of NH 848 A at Silvassa, Dadra & Nagar Haveli UT (on EPC mode)	17.5	07-03-2019	7.54	0.00	10	0.00	31-3-23
237		Construction of Fly Over (Bridges) at 03 major 4- arm junction at three places Ring road junctions A B & G Ch. 10/3, 13/3 & 14/6 by passing in the alignment of newly of newly declared NH 848 A in UT of DNH on EPC mode.	77.22	05-08-2019	0.00	0.00	25	0.00	31-12-22
238	Delhi	Additional Works under 6L of Badarpur Elevated Highway on Delhi - Agra Section from km. 16.100 to km.	18.43		4.40		0	0.00	31-3-23

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		20.500							
239		8L of Dwarka Expressway Pkg-II (RuB near Dwarka Sector 21-DL/HR Border) from 5.300 Km.to 9.500 Km. of NH-248BB	2160.07	21-10-2019	4.20		3.49	0.00	16-01-2022
240	Goa	Patradevi - Karaswada 4L [4L from existing km 475.000 to 502.500 of NH-17 [Patradevi to Karaswada section]	634.32	08-05-2018	25.50	8.09	35.21	155.02	06-11-2020
241		Karaswada - Bambolim - 4L NH- 17 [4L of NH-17 from existing km 502.500 to km 514.830 and km 517.880 to km 522.790	852.67	08-12-2017	17.44	4.57	19.77	107.93	31-3-23
242		Widening of narrow culverts at km 53/600, 58/800 & 60/00 of NH-17 (PM section) [Job no. NH-17-Goa-2017-18-185]	5.98	15-06-2018	0.00	0.00	40	0.01	31-12-22
243		4 laning between km 118/00 to km 125/00 including const. of high level new Khandepar bridge km 118/800	355.44	17-04-2015	7.00	6.60	98	355.14	31-12-20
244		Zuari bridge Package - I (Widening to 4/6/8 lanes of existing NH-17 (new NH-66) from km 522/615 (near GMC) to km 530/850 joining new Zuari bridge in Panjim - Mangalore section in the State of Goa (Package - I) on EPC mode (Job no. NH-17-Goa-2015-16-170)	819.95	08-06-2016	8.23	2.40	48.96	193.41	07-12-2021
245		Missing link NH-17 (Construction of Verna Missing link between km Km 11/680 to Km 14/020 & widening of existing 2 lane road to 4 lane road between km 14/020 to km 15/520 on NH-17B)	184.05	16-11-2015	3.85	3.71	96.61	96.59	31-12-20
246		Margao Western Bypass (Km 26/200 to km 38/100 NH-17)	354.43	29-12-2015	11.90	6.21	77.07	187.87	30-9-21
247		Zuari bridge Package - III (Widening to 4/6 lanes of existing NH-17 (new NH-66) from km 531/934 (after Zuari bridge) to km 536/250 (Jn. with Verna Industrial Zone) in Panjim - Mangalore section in the State of Goa (Package - III) on EPC mode - job no. NH-17-Goa-2015-16-171)	773.98	08-06-2016	3.67	0.35	64.8	274.46	31-3-22
248		Zuari bridge package II (Bridge proper) (Construction of bridge including approaches across river Zuari on NH-17 (New NH-66) on Panjim -Mangalore section in the State of Goa (Pkg. II Km 530/850 to km 531/934 on EPC mode)(Job no. NH-17-Goa-2015-16-169))	936.4	11-04-2016	1.08	0.00	47.44	346.28	31-12-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
249		Proposed construction of vehicular under pass (VUP) at Km. 3/500 on NH-17B.	13.33	28-09-2017	0.00	0.00	75	1.43	30-9-21
250		Improvement of Old Goa - Karmali junction at Ch. 144/080 along Ribandar bypass on NH4A (New 748) by providing vehicular underpass and appartunances	47.85	14-06-2017	0.00	0.00	75	8.69	30-9-21
251		Providing VUP at km. 146/00 of Ribander bypass on NH-4A in the state of Goa.	32.37	13-12-2017	0.00	0.00	67	6.75	31-3-22
252		Paved shoulders for Ribander bypass for NH-4A, Construction of Vehicular over pass (VOP) & road safety measures in the state of Goa.	63.87	24-10-2017	7.50	1.85	73	37.14	06-11-2020
253	Gujarat	Up gradation of newly declared NH-341 to two-lane with Paved shoulder configuration between Km. 65.478 to Km 162.209 (Bhuj Airport Jn - Khavda - India Bridge to Dharmshala section) in the State of Gujarat .	352	01-07-2019	97.00	16.00	10	13.27	30-06-2021
254		Upgradation of new National Highway No. 168 to two lane with paved side shoulder configuration between Km 0/0 to 41/300 & Km 43/250 to 68/174 (Tharad - Dhanera- Panthawada section) including improvement of section of existing road (@ Chainage 41/300 to 42/420) in the State of Gujarat.	464.07	28-03-2018	67.34	37.10	62	188.31	31-3-22
255		Construction of Missing links (single lane) in Lakhpat-Gaduli-Hajipir-Odma-Khavda-Dholavira-Mauvana-Gadkabet-Santalpur road along the Indo-Pakistan Boarder in the State of Gujarat (Newly declared National Highway No. 754K)	401	31-05-2019	80.00	0.00	30	88.28	31-12-22
256		Construction of Major Bridge on River Narmada From km 469/00 to 470/00 on NhH-56 in the State of Gujarat on EPC Mode.	52	09-01-2018	0.00	0.00	92	39.28	31-12-21
257		Construction of Signature Bridge between Dwarka & bey Dwarka and its approaches in the State of Gujarat on EPC Mode [NH-51/Gujarat(02) 17-20-S & R (B)]	962.43	19-03-2018	5.00	0.00	15	56.79	31-3-23
258		Construction of proposed 4-lane ROB and its approaches in replacement of existing old narrow ROB at Level crossing No. 149A at Km 39.885 on Tharad-Deesa road of NH-168A near Dhanerain District Banaskantha of State of Gujarat [NH-168A/GJ/2017-18/606]	43	16-03-2018	1.00	0.00	35	8.07	31-12-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
259		Development of Chiloda - Gandhinagar- Sarkhej ofNH-147 (old NH-8C) Package- I Ch. 0.0 to 16.350 Km	164.64	22-11-2018	16.35	5.00	22.65	15.45	20-11-2020
260		Development of Chiloda - Gandhinagar- Sarkhej ofNH-147 (old NH-8C) Package -II Ch. 16.350 to 31.300 Km	211.28	22-11-2018	14.95	3.70	20	16.65	20-11-2020
261		Development of Chiloda - Gandhinagar- Sarkhej ofNH-147 (old NH-8C) Package - III Ch. 31.300 to 35.480 Km	322.58	20-09-2018	4.18	0.00	50	126.54	31-3-22
262		Development of Chiloda - Gandhinagar- Sarkhej ofNH-147 (old NH-8C) Package- IV Ch.35.430 to 44.420	147.52	20-09-2018	9.00	3.30	45	53.79	31-12-22
263		Construction of major bridge over river and Tapi and Mandvi Bypass and Tarsada Town on N.H. 56 replacement of existing route at Km.567/0 to 572/200 of N.H. 56 in the State of Gujarat.	49	04-07-2018	0.00	0.00	41	21.39	03-01-2021
264		Strengthening to A'bad-Dandi between Km 63/770 to 71/200 section (Dabhan-Nadiad city-DDIT Road) on NH-64 in the state of Gujarat on EPC basis.	16.75	20-08-2019	7.00	5.23	78	8.47	31-12-21
265		Construction of Bridges over River Men at km 460/400 to 460/800 & over River Samarkhadi at km 472/800 to km 471/200 of NH-56 in the state of Gujarat on EPC basis.	43.98	06-11-2019	2.00	0.26	13	3.17	05-11-2021
266		Bridge across Varsova Creek and approaches with interchange from Km 496.100 to Km 498.350	225		2.25		27.87	0.00	07-02-2021
267		Gondal Chokdi Flyover at Rajkot	92.01		1.50		1	0.00	31-3-23
268		4L Elevated Corridor in Deesa Town from km. 565.850 to km. 569.600 of NH-27	198.85		3.75		55	0.00	01-01-2021
269		Vadodara Mumbai Expressway (Padra to Vadodara) (Phase IA - Pkg I) [Km 355.00 to Km 378.740]	3176.37		23.74		34.14	0.00	17-01-2021
270		Vadodara Mumbai Expressway (Sanpa to Padra) (Phase IA - Pkg II) [Km 323.00 to Km 355.00]	2518.58		32.00		33.46	0.00	30-01-2021
271		Vadodara Mumbai Expressway (Manubar to Sanpa) (Phase IA - Pkg III)	1981.86		31.00		31.81	0.00	07-03-2021
272		Vadodara Mumbai Expressway (Ankleshwar to Manubar) (Phase IA- Pkg IV)	1945.74		13.00		65.6	0.00	08-06-2021
273		Vadodara Mumbai Expressway (Kim to Ankleshwar) (Phase IA - Pkg V)	1793.32		24.57		4.3	0.00	30-10-2021
274		Pipli Bhavnagar-Package 1 from km 136.025 to km 169.328	841.2		33.31		44.13	0.00	04-08-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
275		Dwarka (Kuranga)-Khambhaliya -Devariya	1227.08		71.89		5	0.00	07-08-2022
276		Junagadh Bypass	255.52		20.60		50	0.00	30-04-2021
277		6L of Shamla ji to Motachilodha from km.401.200 to km. 494.410 of Old NH-8 (Pkg-VI)	1524.25		93.21		44.2	0.00	01-01-2021
278		Gadu -Porbandar (Package VII)	604.82		91.67		63.64	0.00	31-3-22
279		Mahuva to Kagvadar (Package III)	1040.02		40.02		30.46	0.00	30-06-2021
280		Talaja - Mahuva (Package-II)	873.58		45.46		20.35	0.00	30-06-2021
281		Bal. Work of Gandhidham (Kandla) to Mundra port section of NH8A (Extn.) between Km. 0.000 to Km. 71.400	163.95		6.93		44.75	0.00	31-12-22
282		Kodinar - Veraval (Package VI) from km. 221.610 to km. 263.00 of NH-8E & km. 120.900 to km. 121.150 of NH-8D	894.01		41.75		1.94	0.00	31-07-2021
283		Four Laning of Una to Kodinar from km. 180.478 to km. 221.610 (Package-V)	877.71		40.95		61.31	0.00	31-3-22
284		Chiloda-Naroda (Package-VII)	356.6		15.31		90.5	0.00	31-03-21
285		Bridge across Varsova Creek and approaches with interchange from Km 496.100 to Km 498.350	157	08-02-2018	2.25	2.25	2.25	13.50	31-03-2021
286		Gondal Chokdi Flyover at Rajkot	89.89	04-01-2019	1.50	1.50	1.5	0.20	31-3-23
287		4L Elevated Corridor in Deesa Town from km. 565.850 to km. 569.600 of NH-27	222.22	02-01-2019	3.75	3.75	40	60.00	01-01-2021
288		Vadodara Mumbai Expressway (Padra to Vadodara) (Phase IA - Pkg I) [Km 355.00 to Km 378.740]	3126.37	18-01-2019	23.74	23.74	23.74	36.40	17-01-2021
289		Vadodara Mumbai Expressway (Sanpa to Padra) (Phase IA - Pkg II) [Km 323.00 to Km 355.00]	2518.58	31-01-2019	32.00	32.00	32	43.40	30-01-2021
290		Vadodara Mumbai Expressway (Manubar to Sanpa) (Phase IA - Pkg III)	1981.86	08-03-2019	31.00	31.00	29	37.59	07-03-2021
291		Vadodara Mumbai Expressway (Ankleshwar to Manubar) (Phase IA- Pkg IV)	1932.42	10-12-2018	13.00	13.00	13	33.61	08-06-2021
292		Vadodara Mumbai Expressway (Kim to Ankleshwar) (Phase IA - Pkg V)	1404	31-05-2019	24.57	24.57	24.57	0.00	30-05-2021
293		Pipli Bhavnagar-Package 1 from km 136.025 to km 169.328	798	05-02-2019	33.31	33.30	33.3	15.48	04-08-2021
294		Dwarka (Kuranga)-Khambhaliya -Devariya	1100	08-02-2020	71.89	71.89	71.89	0.00	07-08-2022
295		Junagadh Bypass	255.52		20.60		50	0.00	30-04-2021
296		6L of Shamla ji to Motachilodha from km.401.200 to km.	1361	02-01-2019	93.21	27.58	27.19		01-01-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		494.410 of Old NH-8 (Pkg-VI)							
297		Gadu -Porbandar (Package VII)	546.85	04-09-2017	91.67	91.67	2.07	63.64	31-3-23
298		Mahuva to Kagvadar (Package III)	1076	15-05-2017	40.02	40.02	33.86	30.54	20-04-2021
299		Talaja - Mahuva (Package-II)	956.39	25-04-2017	45.46	45.46	40.56	20.35	12-03-2021
300		Bal. Work of Gandhidham (Kandla) to Mundra port section of NH8A (Extn.) between Km. 0.000 to Km. 71.400	163.95		6.93		44.75	0.00	31-12-22
301		Kodinar - Veraval (Package VI) from km. 221.610 to km. 263.00 of NH-8E & km. 120.900 to km. 121.150 of NH-8D	792.98	01-02-2018	41.75	0.93	1.94	242.51	30-07-2021
302		Four Laning of Una to Kodinar from km. 180.478 to km. 221.610 (Package-V)	763.08	09-02-2017	40.95	40.95	17.07	61.31	31-3-23
303		Chiloda-Naroda (Package-VII)	421.42	11-05-2017	15.31	15.31	5.25	74.02	31-3-23
304	Haryana	Constn. of 2 lane ROB at NH RD 132.850 on level X-ing no. LC25 at Jhajjar of Rohtak Rewari Rly line Km. 45/5-45/6 in Jhajjar distt.	35.27	07-12-2017	0.00	0.00	90	20.42	31-03-21
305		Construction of four lane Pinjore Bye pass from Km. 0.00 to 7.70 on EPC Mode.	140.84	12-12-2017	7.70	2.00	25.97	36.43	31-12-22
306		Construction of ROB and its approaches parallel to existing ROB in Lieu level crossing at Km 1.8 on NH-65(New NH-152) at Ambala in the state of Haryana	19.51	07-12-2017	0.00	0.00	24	2.62	31-3-23
307		Construction of 4 laining in Km 99.00 to 114.375 & Bhiwani Bypass from Km. 125.920 To 135.141 NH 148B PKG-V	247.25	29-09-2017	24.60	22.50	84.64	144.71	30-6-21
308		Construction 2 lane ROB at NH RD 1.460 on level X-ing no. 138B at Pinjore of Ambala-Kalka Rly line km 204/6 - 204/7 in Panchkula Distt.	41.09	04-06-2019	0.00	0.00	2	0.59	02-12-2021
309		Construction of 2 lane ROB at NH RD 300.50 on level X-ing no. 111 at Jind of Delhi- Bhatinda Rly line Km 123.78 in Jind Distt.	38.01	01-02-2019	0.00	0.00	40.19	9.51	31-07-2021
310		Construction of 4 lane ROB AT NH RD 25.190 ON level X-ing no. 13 at pali of Rewari phulera Rly line Km 16/5-16/6 in Rewari Distt. On EPC basis	74.83	26-07-2019	0.00	0.00	0	0.81	26-01-2022
311		Mukarba Chowk km 15.500 in Delhi to Panipat km 86.000 in Haryana.	479.01		70.50		44.08	0.00	07-09-2021
312		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-	2312.26		18.50		23.83	0.00	11-09-2021

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		01) (Ch. 0+000 to Ch. 18+461) [Sohna-Gurugram Road (NH-248A) near Alipur Village and ending before KMP Expressway]							
313		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-02) (Ch. 18+500 to Ch. 47+000) [Expressway starting before KMP Expressway and ending at Ch. 47+000 near Khanpur Ghati]	2179.99		28.50		17.3	0.00	11-09-2021
314		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-03) (Ch. 47+000 to Ch. 78+800) [starting near Khanpur Ghati and ending at HR/RJ Border]	1891.15		31.88		31.33	0.00	03-09-2021
315		Under Ground U-turn near Ambience Mall and Elevated U-Turn near Shankar Chowk from km. 23.66 to km. 24.446 & km. 25.684 to km. 26.123	161.9		2.78		81.62	0.00	30-6-21
316		Flyover and Underpass at Hero Honda Chowk	183.18		1.00		99.75	0.00	31-12-20
317		Additional Structures under Six Laning of Delhi-Agra section of NH-44 in the State of Haryana between km. 34.0 and km. 93.00	152.4		0.00		47	0.00	22-03-2021
318		Dwarka Expressway Pkg-III (Delhi/HR Border to Start of RoB Gurugram)	2228.26		10.20		26.24	0.00	26-02-2021
319		Dwarka Expressway Pkg-IV (from Rail Over Bridge (ROB) to NH-8	1859.3		8.76		32.2	0.00	05-03-2021
320		Ismailabad - Narnaul (Pkg- 01) (Ch. 0+000 to Ch. 23+000) [Ismailabad to Junction with Karnal-Pehowa road (SH-9) near Dhand]	1126.23		23.00		12.63	0.00	03-02-2022
321		Ismailabad - Narnaul (Pkg- 02) (Ch. 23+000 to 56+000) [Junction with Karnal-Pehowa road (SH-9) near Dhand village to Junction with Kaithal-Safidon (SH-11) road near Rajound]	1355.61		33.00		14.18	0.00	27-01-2022
322		Ismailabad - Narnaul (Pkg- 03) (Ch. 56+000 to 80+000) [Junction with Kaithal-Safidon road (SH-11) near Rajound to Junction with Jind-Safidon road (SH-14) near Kheri village]	977.24		24.00		2.98	0.00	31-05-2022
323		Ismailabad - Narnaul (Pkg- 04) (Ch. 80+000 to 108+000) [Junction with Jind-Safidon road (SH-14) near Kheri village to Junction with NH-352 (Jind-Gohana section) near Julana]	1030.19		28.00		9.16	0.00	28-02-2022

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
324		Ismailabad - Narnaul (Pkg- 05) (Ch. 108+000 to 131+000) [Junction with NH-352 (Jind-Gohana) near Julana to Junction with NH-9 (Rohtak-Jind section) near Kharkara]	1051.91		23.00		19.36	0.00	11-02-2022
325		Ismailabad - Narnaul (Pkg- 06) (Ch. 131+000 to 165+000) [Junction with NH-9 (Rohtak-Jind section) near Kharkara to Junction with NH-334B (Charkhi Dadri-Jhajjar section) near Charkhi Dadri]	1135.11		34.00		1	0.00	16-06-2022
326		Ismailabad - Narnaul (Pkg- 07) (Ch. 165+0 to 200+0) [Junction with NH-334B (Charkhi Dadri-Jhajjar section) near Charkhi Dadri to Junction with Rewari-Kanina road (SH-24) near Kanina]	1181.08		35.00		10.72	0.00	24-06-2022
327		Ismailabad - Narnaul (Pkg- 08) (Ch. 200+000 to 227+020) [Junction with Rewari-Kanina road (SH-24) near Kanina to Narnaul]	1033.19		27.02		28.66	0.00	25-12-2021
328		Gurgaon Sohna Pkg-I (Km.2.74 to Km.11.682)	897.54		8.94		27.35	0.00	31-07-2021
329		6L of Gurgaon Sohna Pkg-II from existing Km.11.682 to existing km.24.40	799.95		12.72		60.01	0.00	29-07-2021
330		4L of Jind-Gohana road (Package-1) from km. 0.00 to km. 40.601 of NH-352 A under NH(O)	1233.29		40.60		0	0.00	31-3-23
331		Gohana - Sonipat (PKG-2)	1520.41		38.24		0	0.00	30-07-2022
332		Paniyala Mor (NH-48 Jn) to Narnaul Sec. of NH-148B & Narnaul to Pacheri Kalan Sec. of NH-11 (Pkg-I)	1750.86		45.30		73	0.00	17-03-2022
333		Narnaul Bypass & Ateli Mandi to Narnaul section of NH-11 km 43.445 to km 56.900	1400.54		40.80		24.9	0.00	25-08-2022
334		Upgradation of 4 lane of Rewari-Ateli Mandi Section of NH-11 from Km11.780 to Rewari to Ex. Km 43.445 near Ateli Mandi	1065.58		31.00		33.12	0.00	13-01-2022
335		Jind-Gohana road from Design Km.0 000 to Km. 50 505 of NH-352A under NH (O)	259.44		50.51		88.6	0.00	30-6-21
336		Bhiwani - Mundhal - Jind from Km.6.875 to Km. 68.857 of NH-709A (Package-I) under NH (O)	222.82		61.98		91.32	0.00	31-03-21
337		Jind - Kamal from junction with Narwana road (NH-352) at Subhash Chowk to ITI Chowk (intersection with NH-1 of NH-709A from km. 68.660 to km. 153.700	255.58		85.36		93.05	0.00	31-03-21
338		Ambala - Saha	219.51		14.84		37.4	0.00	20-11-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
339		Jhajjar - Loharu from Km.130.770 to Km. 228.630	142.62		97.86		83.94	0.00	30-6-21
340		UP/HR Border - Sonapat - Jhajjar	1527.49		40.50		19	0.00	21-01-2022
341		Four Laning of Rohtak Jind Section from Km 307.000 to Km 347.800 of NH71 and connecting link from Km 347.800 of NH71 to Km 9.400 of NH71A (balance work) (left out in NHDP)	880.19		48.60		0	0.00	31-3-23
342		Dwarka Expressway Pkg-III (Delhi/HR Border to Start of RoB Gurugram)	2228.26						26-02-2021
343		Dwarka Expressway Pkg-IV (from Rail Over Bridge (ROB) to NH-8	1859.3						05-03-2021
344		Under Ground U-turn near Ambience Mall and Elevated U-Turn near Shankar Chowk from km. 23.66 to km. 24.446 & km. 25.684 to km. 26.123	161.9	05-03-2019	2.78	2.10	81.62	79.16	30-6-21
345		Flyover and Underpass at Hero Honda Chowk	183.18	25-11-2014	1.00	1.00	99.75	138.64	31-12-20
346		Gurgaon Sohna Pkg-I (Km.2.74 to Km.11.682)	1689.01	01-02-2019	8.94	1.77	27.35	116.87	31-07-2021
347		6L of Gurgaon Sohna Pkg-II from existing Km.11.682 to existing km.24.40	1689.01	30-01-2019	12.72	6.46	60.01	290.17	29-07-2021
348		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-01) (Ch. 0+000 to Ch. 18+461) [Sohna-Gurugram Road (NH-248A) near Alipur Village and ending before KMP Expressway]	2312.26	13-09-2019	18.50		23.83	1,007.05	11-09-2021
349		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-02) (Ch. 18+500 to Ch. 47+000) [Expressway starting before KMP Expressway and ending at Ch. 47+000 near Khanpur Ghati]	2179.99	13-09-2019	28.50		17.30	633.27	11-09-2021
350		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-03) (Ch. 47+000 to Ch. 78+800) [starting near Khanpur Ghati and ending at HR/RJ Border]	1891.15	05-09-2019	31.88		31.33	526.39	03-09-2021
351		Paniyala Mor (NH-48 Jn) to Narnaul Sec. of NH-148B & Narnaul to Pacheri Kalan Sec. of NH-11 (Pkg-I)	1476.64	19-09-2019	45.30	1.60	75.00	571.00	17-03-2022
352		Narnaul Bypass & Ateli Mandi to Narnaul section of NH-11 km 43.445 to km 56.900	1206.83	28-02-2020	40.80	0.00	30.60		25-08-2022
353		Upgradation of 4 lane of Rewari-Ateli Mandi Section of NH-11 from Km11.780 to Rewari to Ex. Km 43.445 near Ateli Mandi	912.04	14-01-2020	31.00	2.48	36.50	61.57	13-01-2022
354		Ismailabad - Narnaul (Pkg- 01) (Ch. 0+000 to Ch.	1129.88		23.00		15.68	0.00	03-02-2022

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		23+000) [Ismailabad to Junction with Karnal-Pehowa road (SH-9) near Dhand]							
355		Ismailabad - Narnaul (Pkg- 02) (Ch. 23+000 to 56+000) [Junction with Karnal-Pehowa road (SH-9) near Dhand village to Junction with Kaithal-Safidon (SH-11) road near Rajound]	1361.86		33.00		17.25	0.00	27-01-2022
356		Ismailabad - Narnaul (Pkg- 03) (Ch. 56+000 to 80+000) [Junction with Kaithal-Safidon road (SH-11) near Rajound to Junction with Jind-Safidon road (SH-14) near Kheri village]	982.59		24.00		5.30	0.00	31-05-2022
357		Ismailabad - Narnaul (Pkg- 04) (Ch. 80+000 to 108+000) [Junction with Jind-Safidon road (SH-14) near Kheri village to Junction with NH-352 (Jind-Gohana section) near Julana]	1049.21		28.00		14.50	0.00	28-02-2022
358		Ismailabad - Narnaul (Pkg- 05) (Ch. 108+000 to 131+000) [Junction with NH-352 (Jind-Gohana) near Julana to Junction with NH-9 (Rohtak-Jind section) near Kharkara]	1080.37		23.00		22.12	0.00	11-02-2022
359		Ismailabad - Narnaul (Pkg- 06) (Ch. 131+000 to 165+000) [Junction with NH-9 (Rohtak-Jind section) near Kharkara to Junction with NH-334B (Charkhi Dadri-Jhajjar section) near Charkhi Dadri]	1140.55		34.00		4.74	0.00	16-06-2022
360		Ismailabad - Narnaul (Pkg- 07) (Ch. 165+0 to 200+0) [Junction with NH-334B (Charkhi Dadri-Jhajjar section) near Charkhi Dadri to Junction with Rewari-Kanina road (SH-24) near Kanina]	1198.44		35.00		17.31	0.00	24-06-2022
361		Ismailabad - Narnaul (Pkg- 08) (Ch. 200+000 to 227+020) [Junction with Rewari-Kanina road (SH-24) near Kanina to Narnaul]	1033.19		27.02		34.60	0.00	25-12-2021
362		Mukarba Chowk km 15.500 in Delhi to Panipat km 86.000 in Haryana.	2129	27-10-2016	70.50	20.00	44.08		07-09-2021
363		4L of Jind-Gohana road (Package-1) from km. 0.00 to km. 40.601 of NH-352 A under NH(O)	1233.29	23-07-2020	40.60	0.00	1.5	10.20	22-07-2022
364		Gohana - Sonipat (PKG-2)	1520.41	28-07-2020	38.24	0.00	2.3	0.00	27-07-2022
365		Jind-Gohana road from Design Km.0 000 to Km. 50 505 of NH-352A under NH (O)	259.44	11-09-2018	50.51	48.50	88.6	105.81	30-6-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
366		Bhiwani - Mundhal - Jind from Km.6.875 to Km. 68.857 of NH-709A (Package-I) under NH (O)	262	11-09-2018	61.98	58.94	91.32	136.49	31-03-21
367		Jind - Kamal from junction with Narwana road (NH-352) at Subhash Chowk to ITI Chowk (intersection with NH-1 of NH-709A from km. 68.660 to km. 153.700)	255.58	11-09-2018	85.36	83.50	91.32	151.03	31-3-23
368		Ambala - Saha	219.51	20-11-2019	14.84	4.75	42	26.80	20-11-2021
369		Jhajjar - Loharu from Km.130.770 to Km. 228.630	156.62	17-12-2018	97.86	83.52	83.94	84.50	31-12-2020
370		UP/HR Border - Sonapat - Jhajjar	1527.49	20-01-2020	40.50		19	112.00	19-01-2022
371		Four Lining of Rohtak Jind Section from Km 307.000 to Km 347.800 of NH71 and connecting link from Km 347.800 of NH71 to Km 9.400 of NH71A (balance work) (left out in NHDP)	880.19	17-08-2020	48.60	0.00	2.3	0.00	16-02-2022
372	Himachal Pradesh	Widening to 2-lane (carriage way width of 7.0 m & overall width of 10.0m including drain & retaining wall) in km 356.455 to km. 360.890 on NH-22 (New NH-05) in the state of Himachal Pradesh.	13	02-08-2018	4.00	1.60	40	41.80	31-12-22
373		Widening and Strengthening to 2 lane from km 65.00 to km 76.00 of NH-154A in the State of Himachal Pradesh.	57.99	31-07-2018	11.00	4.00	75	24.09	30-9-21
374		Re-construction of Batta bridge at Km. 96/600 on NH-72 in the state of Himachal Pradesh.	26.25	02-03-2015	0.00	0.00	85	19.65	30-6-21
375		Construction of balance work of High Level Bridge i/c approaches of Dehri khad at km 45.370 on NH-20 in the State of Himachal Pradesh.	11.12	10-12-2014	0.00	0.00	99	5.21	31-12-20
376		Construction of bridge over Manjhi Khad in replacement of existing old narrow bridge at km 75.275 of NH-20 in the State of Himachal Pradesh.	11.92	21-11-2015	0.00	0.00	99	9.30	31-12-20
377		Construction of 33.60 mtr. Span RCC box cell bridge over river Beas at km 260.280 (Bhunter) on NH-22(New NH-03) in the State of Himachal Pradesh.	1.44	03-09-2016	0.00	0.00	0	0.00	31-3-23
378		Re-construction of Bohlion bridge at km 73/075 of NH-72 on Kala-Amb-Paonta Sahib Dehradun road in the State of Himachal Pradesh.	3.04	01-12-2018	0.00	0.00	20	1.26	31-3-23
379		Re-construction of Chikni Bridge No. V on Pinjore Baddi Nalagarh Swarghat road at km 37/877 on NH-21A (New NH-105) in the State of Himachal Pradesh.	3.57	07-12-2018	0.00	0.00	12	0.48	31-3-23
380		Construction of bridge over Amb Khad at km 77.500 on	10.17	20-05-2017	0.00	0.00	90	7.41	31-03-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		NH-70 in the State of Himachal Pradesh.							
381		Construction of Bridge over Jangoli Khad at km 72.244 on NH-70 in the State of Himachal Pradesh	6.08	07-03-2017	0.00	0.00	90	3.48	31-03-21
382		Widening to two lane with paved shoulders, strengthening and geometrics improvement of NH-88 (new NH-103) from km 95/0 to km 140/0 (new RD 85/900 to 129/235) in the State of Himachal Pradesh (km 85/900 to km 96/500 new chainage - Section-I).	66	01-10-2016	11.00	10.00	93	60.58	31-03-21
383		Widening to two lane with paved shoulders, strengthening and geometrics improvement of NH-88 (new NH-103) from km 95/0 to km 140/0 (new RD 85/900 to 129/235) in the State of Himachal Pradesh (km 96/500 to km 113/100 new chainage - Section-II)..	63	14-10-2016	17.00	15.80	96	59.99	31-12-20
384		Widening to two lane with paved shoulders, strengthening and geometrics improvement of NH-88 (new NH-103) from km 95/0 to km 140/0 (new RD 85/900 to 129/235) in the State of Himachal Pradesh (km 113/100 to km 129/235 new chainage - Section-III).	73	15-12-2016	17.00	14.80	91	60.27	31-03-21
385		Widening to two lanes with/without geometrical improvement from km 322.00 to km 329.00 on NH-22(New NH-05) in the State of Himachal Pradesh.	29.95	24-02-2018	7.00	2.50	60	13.49	31-3-22
386		Reconstruction to two lanes including geometrical improvement from km 5/0 to 18/0 (Nagrota-Bagwan-Ranital-Mubarikpur Road) on NH-20A (New NH-303) in the State of Himachal Pradesh.	61.48	20-11-2017	13.00	0.00	38	17.63	31-12-22
387		Widening to two lanes with/without geometrical improvement from km 286.00 to km 300.00 on NH-22(New NH-05) in the State of Himachal Pradesh	48.86	01-11-2017	14.00	6.80	90	37.86	31-03-21
388		Construction of Theog Bypass from km 174.00 to km 176.400 (Devrighat to Premghat) on NH-22 (New NH-05) in the State of Himachal Pradesh	62.85	16-08-2017	2.00	0.00	35	20.13	31-12-22
389		Widening/strengthening from km 106.00 to km 130.00 (Chakki-Banikhet-Chamba-Bharmour road) on NH-154A in the State of Himachal Pradesh.	49	01-11-2017	24.00	0.00	35	7.88	31-12-22
390		Widening from 2 lane to 4 lane on NH-72 (New NH No. 7) on Kala-Amb-Paonta Sahib-Dehradun road from kms. 96.00 to 103.00 in the State of Himachal Pradesh.	30		7.00	0.00	0	0.12	31-3-23

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
391		Widening and Strengthening of Una-Basoli-Barsar-Bhota road to Two lane from Km. 20/000 to Km. 35.750 on NH-503A (Section: Una to Bhiroo) in the State of Himachal Pradesh.	51.09		15.75	0.00	0	0.00	31-3-23
392		Widening & Str to two lane/ int. lane on Mubarikpur-Dehra-Ranital-Kangra-Mataur-Dharamshala-Mcleodganj road km 0/0 to 23/105, NH-503 in the state of Himachal Pradesh.	46.13		23.11	0.00	0	0.00	31-3-23
393		Construction of bridge over Masheh khad at km. 107.548 on NH-70 in the State of Himachal Pradesh	20	14-10-2018	0.00	0.00	25	4.51	31-12-22
394		Construction of bridge over Kaloor khad at km. 108.949 on NH-70 in the State of Himachal Pradesh	6	29-11-2018	0.00	0.00	25	2.58	31-12-22
395		Widening in km 300.00 to km 322.00 on NH-22 (New NH-05) including safety works of retaining wall, breast wall and drains etc. in the State of Himachal Pradesh	48	08-06-2018	22.00	0.00	32	13.29	31-12-22
396		Strengthening & Widening of existing carriageway including safety works of retaining wall, breast wall and drains etc. works in km 0.00 to km 17.00 on NH-505A in the State of Himachal Pradesh.	28	01-06-2018	17.00	7.00	40	12.09	31-12-22
397		safety works on dakolar NH-22 (New NH-05) in km 272.3 to km 272.5 i.e construction of retaining wall and crash barrier in the state of Himachal pradesh	4.16	15-12-2018	0.20	0.00	17	0.00	31-3-23
398		Balance Work for Four laning of Kiratpur to Nerchowk section of NH-21 from km. 0.00 to km. 12.75 & km. 158.50 to km. 182.215 (excluding Sunder Nagar Bypass)	1088.71		30.66		34.47	0.00	25-11-2021
399		Nerchowk (km 190.000) to Pandoh including Pandoh bypass (km221.305)	1464.12		26.29		7.81	0.00	04-07-2021
400		Parwanoo (Km 67.00) to Solan (Km 106.14)	1302.98		39.14		87.35	0.00	30-6-21
401		Solan - Kaithlighat Section of NH-22 Now NH-5 from Km. 106.139 to Km.129.05	1118.19		22.91		14.3	0.00	06-05-2021
402		Pandoh bypass (221.305) to Takoli (242.000) of NH-21 in the state of Himachal Pradesh	2946.82		18.91		42.43	0.00	23-09-2021
403		4L of Shimla Bypass (Kaithlighat (Km 129.050) to Dhalli (Km 156.507) of Old NH-22	2173.74		27.46		1	0.00	31-3-23
404		Takoli (242.000) to Kullu (272.000)	1372.99		28.69		66.88	0.00	31-3-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
405		Balance Work for Four laning of Kiratpur to Nerchowk section of NH-21 from km. 0.00 to km. 12.75 & km. 158.50 to km. 182.215 (excluding Sunder Nagar Bypass)	280.85	27-11-2019	30.66	8.11	35.462	60.25	25-11-2021
406		Nerchowk (km 190.000) to Pandoh including Pandoh bypass (km221.305)	1575.83	14-01-2018	26.29	0.00	8.34	593.59	04-07-2021
407		Parwanoo to Solan Km 67.00 to Km 106.139	1302.98	21-09-2015	39.14	33.90	87.10	610.45	30-11-2020
408		Solan to Kaithlighat Section 106.139 to Km.129.05	1118.19	09-11-2018	22.91	0.00	14.00	76.64	06-05-2021
409		Pandoh bypass (221.305) to Takoli (242.000) of NH-21 in the state of Himachal Pradesh	2946.82	26-03-2018	18.91	1.00	43.96	612.99	23-09-2021
410		4L of Shimla Bypass (Kaithlighat to Dhalli Km 129.050 to Km 156.507)	2173.74	02-04-2018	27.46	0.00	1	0.00	31-3-23
411		Takoli (242.000) to Kullu (272.000)	1372.99	02-06-2017	28.69	19.01	67.367	1,095.76	31-03-2021
412	Jammu & Kashmir	Impvt of road from NHDL to four lane from km 6.75 to km 14.200 on Srinagar-Baramulla- Uri road Job No. 208/1465 (RAE) (Fmn Wk)	17.59	14-10-2007	7.45	7.45	12.47	14.40	01-03-2022
413		Impvt of road from NHDL to four lane from km 6.75 to km 14.200 on Srinagar-Baramulla- Uri road Job No. 208/1456 (RAE) (Pmt Wk)	47.6	04-10-2007	7.45		23.81	33.99	01-03-2022
414		Impvt of road from NHDL to four lane from km 6.75 to km 14.200 on Srinagar-Baramulla- Uri road Job No. 208/1462 (Surf Wk)	31.71	08-08-2014	7.45	7.32	28.01	29.49	01-03-2021
415		Constr of 50.00 Mtr Major Pmt Br (Punch/NS bridge) at Km 97.70 including approaches on Srinagar-Baramulla-Uri road Job No. 208/1428	5.03	04-09-2006	0.05	0.04	1.72	1.45	01-03-2022
416		Preparation of DPR for constr of road bet Km 14.20 to Km 55.00 for four lanning and bet Km 55.00 to Km 101.00 for NHDL specification with paved shoulder (incl LA/FC) on EPC mode on Srinagar-Baramulla- Uri road	2.818	23-11-2017			0.61	0.23	01-03-2021
417		Rehabilitation of Distress PMT bridge of 26.25 mtr span RCC T-Beam Bridge on Srinagar-Baramulla- Uri road	1.14	27-03-2020				0.01	01-03-2021
418		Rehabilitation of 2.5 Km long Jawahar Tunnel (Twin Tube-Single lane Tunnel) on Jammu - Srinagar Highway	93.18	21-11-2019					01-03-2021
419		Rehabilitation and upgradation to 2 lane with Paved shoulder on Akhnoor-Poonch Rd (Design chainage Km 74.350 to Km 90.150(NH144A). (Package-IV)	114.75	27-05-2020	15.80		8.47		14-07-2022

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
420		Work of construction, operation and maintenance of Z-Morh tunnel on DBFOT (Annuity basis)	2680.42	24-06-2020	6.50	0.00	0.00	0.00	05-12-2023
421		Construction of Bi-directional tunnel at Km 83 of Length 495 m including approach road of 664 m and a Major Bridge of 110 m from Km 82.675 to Km 82.925 on NH-244 on EPC basis (Khellani-Kishtwar)	91.29	08-06-2020	1.27	0.00		0.00	08-06-2022
422		Up-gradation to 4-lane with Paved Shoulder of Jammu-Akhnoor road section of NH-144A from Canal head (Km 0.800) to Ganesh Vihar (Km 6.000)	402.46	07-08-2018	5.20	0.00	0.00	80.60	04-02-2021
423		Up-gradation to 4-lane with Paved Shoulder of Jammu-Akhnoor road section of NH-144A from Ganesh Vihar (Km 6.000) to Khati Chowk (Km 26.350)	258	12-07-2019	20.35	0.00	0.00	4.36	12-07-2021
424		Widening and up-gradation to 2 lane with paved shoulder configuration and geometric improvement from km 0.000 to km 16.990 (Phase-I) on Chenani – Sudhmahadev section	255.9	22-11-2018	16.99		0.00	29.72	22-11-2020
425		Construction of major bridge (2 lane) at km. 35.350 on National Highway 444 (Srinagar-shupiyan-Qazigund) Guddura Bridge in the state of Jammu & Kashmir. (jon No. NH-444-J&K-2017-18/62)	14.8	26-12-2017	0.00	0.00	35	3.41	25-12-2020
426		Construction of major bridge (2 lane) at km 88+455 on National Highway 444 (Srinagar - Shupiyan - Qazigund) Brazalo Bridge in the state of Jammu & Kashmir.	34.33	20-12-2017	0.00	0.00	5	0.00	19-12-2020
427		Banihal (Km 189.350) to Quazigund (KM 220.700)	7545.34		16.27		83.3	0.00	31-03-2021
428		Construction of emergency landing facility from km. 246.60 to km. 249.70 on Srinagar - Banihal Section	157.05		3.50		0	0.00	31-3-23
429		Ramban (KM 151.00) to Banihal (KM 187.00) section of NH-44 in the State of Jammu and Kashmir	2212.32		32.10		23	0.00	31-12-2021
430		Udhampur - Ramban section of NH-1A from km. 67.00 to km. 89.00 and km. 130.00 to km. 151.00	2412.47		40.07		67.16	0.00	30-06-2021
431		Stand-alone Ring road/bypass around Jammu City from Raya Morh km. -0.687 to Jagti km. 57.568	2023.88		58.26		34.11	0.00	07-01-2021
432		Banihal (Km 189.350) to Quazigund (KM 220.700)	7545.34	05-06-2011	16.27	3.50	87.00	2,915.73	31-03-2021
433		Construction of emergency landing facility from km. 246.60 to km. 249.70 on Srinagar - Banihal Section	157.05	24-02-2020	3.50	0.00	0	0.00	31-3-23
434		Ramban (KM 151.00) to Banihal (KM 187.00) section of	2212.32	28-12-2015	32.10	0.00	23	721.99	31-12-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		NH-44 in the State of Jammu and Kashmir							
435		Udhampur - Ramban section of NH-1A from km. 67.00 to km. 89.00 and km. 130.00 to km. 151.00	2412.47	28-12-2015	40.07	11.08	67.16	1,394.24	30-11-2021
436		Stand-alone Ring road/bypass around Jammu City from Raya Morh km. -0.687 to Jagti km. 57.568	2023.88	08-01-2018	58.26	11.85	34.11	589.93	31-12-2021
437	Jharkhand	Construction of bridges in km 250.300, 252 & 256 of NH-75	0	11-03-2015	0.00	0.00	95	5.95	31-12-20
438		Construction of bridge in km 75/1, 76/1, 78/4 & 78/8 of NH-99 (Part-4)	13.23	08-02-2016	0.00	0.00	70	6.54	31-12-21
439		Widening and Strengthening of Road work and reconstruction of culverts in km 31 to 61 (Chainage km 30 to 60.50) of NH-99	109	27-01-2017	31.00	9.00	28	6.67	31-12-22
440		Remaining work of Widening to intermediate lane and improvement of Sisai Basia Road from Km 0.0 to 37.775	50.54	04-02-2017	37.77	35.00	82	23.16	31-12-21
441		Widening and Strengthening of 2 Lane & Improvement of Lohardaga Kisko More to Richuguta Road from Km 0.00 to 31.50 (balance work)	46	23-10-2017	32.00	9.70	78	13.05	31-12-21
442		Bridge in Km 19/2, 28/2, 28/3 of NH-99	0	08-02-2016	0.00	0.00	35	4.49	31-12-22
443		Widening and Strengthening work in Km 141 to 184 of NH-114A	196	13-09-2019	44.00	0.00	3	0.00	12-09-2021
444		Widening to two lane with paved shoulder & Geometric Improvements from Km 184 to 216 on NH-114A	102	31-07-2018	32.00	18.00	48	18.62	31-12-22
445		Widening to 2-lane with paved shoulder & improvement from Km 41.00 to 54.00 of NH-220 in the state of Jharkhand.	56	25-01-2018	13.00	8.25	40	19.52	31-12-22
446		Strengthening work in Km 29.50 to 48.05 & Km 52.03 to 57.00 of NH-98	41	19-04-2018	24.00	23.52	95	28.06	31-12-21
447		Strengthening of road from km. 44.00 to km. 71.00 of NH - 143A	24.37	10-08-2019	28.00	7.00	25	5.23	31-12-22
448		Strengthening of road from km. 10.00 to km. 23.215 of NH-78	10.57	30-08-2019	14.00	1.50	5	0.00	31-3-23
449		Strengthening work of Hatgamharia-Jaintgarah road from km. 176.000 to 202.900 of NH - 75Ext.	27.56	26-10-2019	28.00	0.00	0	0.00	31-3-23
450		Strengthening of road from km 73.00 to 119.175 of NH - 100	47.98	17-10-2019	47.00	2.00	5	0.00	31-3-23
451	Construction of Box cell culverts in km 49.00 to 62.00 of	5	05-02-2019	0.00	0.00	95	2.09	31-12-21	

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		NH - 100							
452		Strengthening of road from km 0.00 to km 41.80 of NH - 133A	42	13-09-2019	42.00	0.00	0	0.00	30-01-2021
453		Six Lining of Bihar - Jharkhand Border (Chordaha) - Gorhar section of NH-2 from km 249.525 to km 320.810	1772.07		71.28		25.42	0.00	26-11-2021
454		6L of Gorhar to Khairatunda Section of NH-2 from Km. 320.810 to Km.360.300 (Pkg I)	1738.36		40.19		45.59	0.00	18-07-2021
455		Khairatunda to Barwa Adda Section of NH 2 from km. 360.300 to km. 400.132 (Pkg II)	1197.83		40.33		56.85	0.00	07-01-2021
456		Barhi (Km 0.000) to Hazaribagh (40.500) of NH-33 in Jharkhand	711.77		41.28		92.1	0.00	31-03-21
457		Barhi-Koderma Section of NH31 km 0.00 - km 27.5	665.75		27.67		8.2	0.00	17-09-2021
458		Balance work of Ranchi-Mahulua Section of NH-33 from Km 113.430 (Vikas) to Km 140.000 (Rampur) (Pkg-I)	492.56		26.57		34	0.00	10-12-2020
459		Balance work of Ranchi-Mahulua Section of NH-33 from Km 140.000 (Rampur) to Km 217.300 (Chowka) (Pkg-II)	413.71		77.30		78	0.00	02-12-2020
460		Balance work of Ranchi-Mahulua Section of NH-33 from Km 217.300 (Chowka) to Km 233.350 (Saharbeda) (pkg-III)	404.06		16.05		62	0.00	11-01-2021
461		Balance work of Ranchi-Mahulua Section of NH-33 from Km 233.350 (Saharbeda) to Km 277.568 (Mahulia) (Package -IV)	426.54		44.22		22.42	0.00	10-12-2020
462		4L/2L PS of Govindpur (Raiganj) - Chas - WB border section of from km. 0.00 to km. 56.889 of Old NH-32	1139.65		56.89		78.7	0.00	31-12-2020
463		Six Lining of Bihar - Jharkhand Border (Chordaha) - Gorhar section of NH-2 from km 249.525 to km 320.810	1611.68	03-06-2019	71.28	19.50	17.71	166.11	27-02-2022
464		6L of Gorhar to Khairatunda Section of NH-2 from Km. 320.810 to Km.360.300 (Pkg I)	1738.36	19-07-2019	40.19	17.96	30.56	380.23	18-10-2021
465		Khairatunda to Barwa Adda Section of NH 2 from km. 360.300 to km. 400.132 (Pkg II)	1197.83	08-01-2019	40.33	27.84	40.11	186.48	07-01-2021
466		Barhi (Km 0.000) to Hazaribagh (40.500) of NH-33 in Jharkhand	711.77	14-02-2017	41.28	37.55	82.93	257.18	30-6-21
467		Barhi-Koderma Section of NH31 km 0.00 - km 27.5	665.75	18-11-2019	27.67	0.00	4.30	26.49	15-02-2022
468		Balance work of Ranchi-Mahulua Section of NH-33 from Km 113.430 (Vikas) to Km 140.000 (Rampur) (Pkg-I)	492.56	11-06-2019	26.27	16.00	39.72	76.00	10-12-2020
469		Balance work of Ranchi-Mahulua Section of NH-33 from	413.71	03-06-2019	77.30	55.00	57.57	200.00	02-12-2020

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Km 140.000 (Rampur) to Km 217.300 (Chowka) (Pkg-II)							
470		Balance work of Ranchi-Mahulua Section of NH-33 from Km 217.300 (Chowka) to Km 233.350 (Saharbeda) (pkg-III)	224.47	12-07-2019	16.05	9.64	43.00	82.10	11-01-2021
471		Balance work of Ranchi-Mahulua Section of NH-33 from Km 233.350 (Saharbeda) to Km 277.568 (Mahulia) (Package -IV)	426.54	11-06-2019	44.22	8.70	10.10	45.00	10-12-2020
472		4L/2L PS of Govindpur (Raiganj) - Chas - WB border section of from km. 0.00 to km. 56.889 of Old NH-32	1139.65	10-12-2017	56.89	44.51	76.99	341.45	30-9-21
473	Karnataka	Bijapur-Hubli section Km 153.00 to Km 193.350	83	01-10-2015	38.00	37.70	96.81	70.87	31-12-20
474		Bijapur-Hubli section Km 56.000 to Km106.000 of NH-218	159.1	01-01-2016	50.00	48.94	88.75	102.94	30-6-21
475		Bijapur-Hubli section Km.106.00 to153.00	137	01-01-2016	47.00	42.00	75.6	90.47	30-9-21
476		Madhugiri-Chikkaballapura- Mulbagal Section Km 343.800 to Km 400.330 Lot -I of NH-234	122.02	20-07-2015	49.73	47.80	78	92.77	30-9-21
477		Rehabilitation and Upgrading to 2 lanes/ 2 lanes with paved shoulders from Km.400.330 to Km.483.151 -Lot-II of NH-234	219.4	20-07-2015	83.00	80.43	92	241.96	31-03-21
478		Chitradurga- Shimoga section Km 422.000 to 528.300	334	08-08-2014	66.68	0.00	64.6	89.00	31-3-22
479		Widening to Two lane with paved shoulders from km 20.150 to km 40.00 of BC road to Kottigehara Section of NH-234 (New NH-73) in the state of Karnataka through EPC Mode. (Job No NH-234-KNT-2017-18-875)	160	09-07-2018	20.00	10.00	50.38	39.63	31-3-22
480		Reconstruction of Major Bridge at Km 648.17 and Minor Bridges at 650.204, Km 654.830, Km 655.93, Km 660.030 & at Km 663.300 on NH-169(Old NH 13) of Sholapur-Mangalore Section in the State of Karnataka NH-169-KNT-2017-18-877	48.75	14-07-2018	0.00	0.00	40	17.96	31-12-22
481		Estimate for the work relating to construction of four lane Ds.Ch.76.040(ex.Km.77) to Ds.Ch.85.200(ex.Km.87) from parkala to Malpe section of NH-169A in the State of Karnataka. (JOB No. NH-169A-KNT-2017-18-891)	98.46	29-10-2018	9.00	0.00	72	57.76	31-12-21
482	Reconstruction to two lane with paved shoulder Ds.Ch.442.180(Ex.Km.448.00) to Ds. Ch. 485.240 (Ex.km.494.000) of Hulyar to KB Cross section and	242.61	02-08-2019	50.00	0.00	2	0.00	30-01-2021	

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		from Ds.Ch. 532.100(Ex.Km.533.150 to Ds.Ch.539.100 (ex.km. 540.175) from KB Cross to Nelligere section of NH- 150A in the State of Karnataka on EPC mode (JOB No. NH-150A-KNT-2017-18-890)							
483		Widening to 2 lane with paved shoulders from Km.214.880 (Ex.Km.215.00) to Km.235.100 (Ex.Km.235.000) of Tekkalakote - Sindegeri village section of NH-150A in the State of Karnataka. (JOB No. NH-150A-KNT-2017-18-878)	94.01	12-10-2018	20.00	7.05	35.25	4.97	31-12-22
484		Construction of bypass to Hubli city connecting NH 218 & NH63 (NH-218 & 63 -KNT-2015-16-790)	76.74	18-11-2016	4.00	0.26	86	24.69	30-6-21
485		Improvements to NH-206 Widening the road from single Lane to Two Lane & intermediate Lane to Two Lane from Km 299.600 to 348.00 of NH 206 (Job No 809)	58	31-03-2017	48.00	43.00	89.58	35.96	30-6-21
486		Widening to two lanes with paved shoulders from Km. 483.591 to Km. 494.450 of NH-234 Chintamani to Andhra Pradesh Border section in the State of Karnataka	60.37	10-01-2017	10.86	7.30	67.22	29.71	31-3-22
487		Improvements and Reconstruction to Two lane with Paved Shoulders from Km. 243.200 to Km. 290.200 of NH-234 Hulyar to Sira Section in the State of Karnataka on EPC Mode	255.28	14-02-2017	47.00	38.72	82	115.27	30-6-21
488		Widening to Two/Four Lane with Paved Shoulders from Km. 79.650 (Existing Km.85.880) to 118.470 (Existing Km.125.300)End of Yadgir Bypass to Andhra Border Section of NH 150 in the state of Karnataka on EPC Mode (Package -II).	205	06-02-2017	39.00	36.58	81.88	151.31	30-6-21
489		Providing crash barriers, Delineator, Road Studs etc from Km 299.00 to Km.370.500 (selected Reaches) of NH 206 Tumkur - Honnavar Section Job No NH-206-KNT-2014-15/738	7.54	27-04-2016	0.00	0.00	30	0.00	31-12-22
490		Widening to 2/4L with PS from Km.0 to 54.37 (Mah Border to Bidar) of NH 50 under EPC	397	23-03-2017	54.00	43.15	72.8	168.94	30-9-21
491		Widening to 2L/4L with PS from Km.34 to 70.9 (Chittapur cross to start of yadgir bypass) of NH 150 on EPC mode	314.9	01-03-2017	37.00	32.31	67.32	125.20	31-3-22
492		Improvement and widening to Channapatna town limits	45	01-03-2017	4.00	3.57	89.25	17.75	30-6-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		from Km.297.5 to 301.57 of NH 275							
493		Improvements/widening to road from Jubli circle on NH-4 at Km 427.680 to to Narendra bypass at Km 433.300 in Dharwar city limits in the State of Karnataka (Job no NH-4-KNT-2016-17-831)	71.09	02-05-2017	5.62	5.05	89.86	0.00	30-6-21
494		Improvements to road from Bankapur chowk (km 405.200) chennamma circle (km 407.700 of NH4) to on old NH4(SH 73 from km 249.00 to km 251.00) in Hubballi city limits (Job no NH-4-KNT-2016-17-830)	39.09	24-06-2017	3.00	2.50	83.33	0.00	30-6-21
495		Widening from two lane to four lane from km 106 to 110 of NH 63 Ankola Gooty section of NH-63 in Kalagahatagi Town Limits (Job no NH-63-KNT-2016-17-832)	50.24	03-06-2017	4.00	3.75	93.75	0.00	31-03-21
496		Improvement to road for NH4 from Km.70.16 to 74.06 passing in the city of Tumkur	18	12-05-2017	4.00	3.06	86	9.33	30-6-21
497		Widening to 2-lane with paved shoulder from Km. 544.20 to 594.00 (Hosamane cross to Pandavapura) Section of NH 150A.	251	15-09-2017	49.10	45.60	96	131.24	31-12-20
498		Widening to 2L+PS from km 4.40 to 56.00 of Nh 218 Bijapur-Hubli Section in the state of Karnataka	291.49	28-09-2017	51.00	47.06	92.27	140.10	31-03-21
499		Widening to two lane to four lane from km 128.850 to km 142.750 of NH-63 Ankola Gooty section passing through Hubballi city limits on EPC mode	171.6	27-06-2018	13.40	1.00	30	0.00	31-12-22
500		Construction of 4 lane ROB and its approaches in lieu of existing level crossing 75 at Km.15 on NH 218 in Karnataka	58.13	09-03-2019	1.51	0.00	0	0.00	08-03-2021
501		Construction of Major Bridge at Km.180.865 across river Krishna on NH 167 Hagari Jadcherla section	157	07-05-2019	0.00	0.00	0	0.00	08-03-2021
502		Construction of 2 lane ROB and its approaches in lieu of existing level crossing No.130 at Km.48.3 on NH 207 near Koraluru in Karnataka	43.02	14-01-2019	0.00	0.00	0	0.00	13-01-2021
503		Strengthening of road from Km.171.850 to Km.190.500 & Km.193.560 to Km.199.250 of NH 275 Bantwala Bangalore section in the state of Karnataka (Job No.NH-275-KNT-2017-18-860 dt. 25.08.2017)	21.14	29-12-2018	24.00	5.69	23	3.15	31-3-23
504		Construction of two lane with paved shoulder from	96.88	10-05-2018	20.00	16.50	82.5	47.35	30-6-21

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Km.13.00 to Km.33.160 of NH 367 Bhanapur to Bagalkote section in Karnataka (Job No.NH-367-KNT-2017-18-869 dt. 08.08.2017)							
505		Reconstruction of Major Bridge at Km.218.840 on NH234 of Hulyar Banavara section in the state of Karnataka (Job No.NH-234/KNT(1)/2016-S&R(B)-017 dt 24.08.2017)	14	19-12-2018	0.00	0.00	95	8.85	31-12-20
506		Widening to two lane with paved shoulder from Km 194.900 to Km 243.200 of NH-234 banavara-Hulyar Section in Karnataka state under EPC mode (Job no: NH-234-KNT-2017-18-870)	191.6	04-10-2018	48.00	29.04	60.5	60.64	31-3-22
507		Widening to Two lane to two lane with paved shoulders from Km 24.60 to Km 70.063 of Mudigere " Kadur section of NH-173 through EPC mode (JOB No. NH-173-KNT-2017-18-873)	229	18-01-2019	45.46	25.30	45.09	55.96	17-01-2021
508		Widening to Two Lane with Paved Shoulders from Km. 646.324(old Ch. km: 603.600) to Km 658.824 (old Ch. km:616.100)and from Km 666.124 to Km 669.124 Jewargi - Chamrajnagara section on NH 150A in the state of Karnataka (Job no: NH-150A-KNT-2017-18-859)	69.24	26-03-2018	14.38	9.66	64	40.73	31-3-22
509		Construction of two lane with paved shoulder from km.2.00 to Km.15.980 of Thirthahalli to Megaravalli section of NH-169A in the Stae of Karnataka. (JOB No. NH-169A-KNT-2017-18-874)	85.36	12-03-2018	13.98	10.10	54.36	36.69	31-3-22
510		Widening to two lane with paved shoulder from Km.99.200 (Kottigehara) to Km.113.70(Mudigere Hand Post) of NH -73(NH-234) in the State of Karnataka.(Job No.NH-73-KNT-2017-18-871)	49	28-05-2018	15.00	0.00	0	2.28	31-3-23
511		Construction of major bridge at Km.67.139 (parallel to the existing bridge) on NH 169A of Thirthahalli Udipi Section in Karnataka (Job No.NH-169A-KNT-2018-19-893)	15.44	11-12-2019	0.00	0.00	0	0.03	31-3-23
512		Construction of Major Bridge at Km.735.800 across river Phalghuni near gurupura on NH 169 on EPC mode in Karnataka. Job No. NH-169-KNT-2018-19-894	39.42	21-02-2019	1.00	0.00	81.07	24.92	20-02-2021
513		Construction of Major Bridge Across Sharavathi	423	12-12-2019	2.44	0.00	0	0.00	31-3-23

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Backwaters and approaches between Ambargodu and Kalasavalli Near Sigandhur in Sagar Taluk on NH 369E in the State of Karnataka on EPC mode.(Job No. NH-369E-KNT-2018-19-895) dated: 06.03.2019.							
514		Hassan (km 184.912) to Maranahally (km 230.060) of NH - 75 in Karnataka	807.39		45.14		17	0.00	31-03-2021
515		Addahole (km 255.703) to B C Road (km. 318.755) [Addahole to Baniwal Pkg II]	1071.57		63.05		5.31	0.00	31-3-23
516		Hospet-Bellary-Karnataka/AP Border from Km.280.080 to Km.375.450	1262.9		95.37		38.79	0.00	31-12-2021
517		4L of Hubli - Hospet Section of NH-63 from: Km 128.850 to Km 272.571	2531.99		143.72		73.07	0.00	03-12-2020
518		Chitradurga - Davanagere including Chitradurga bypass of NH-48 (Old NH-4)	1937.61		73.00		65.86	0.00	31-03-2021
519		Bellary to Byrapura Section km 253.600 to km 308.550 of NH-150A	1623.81		54.95		37.36	0.00	23-10-2021
520		Byrapura to Challakere Section from km 308.550 to km 358.500 of NH-150 A	1074.56		49.95		88.2	0.00	31-12-2020
521		Bangalore-Nidagatta (Pkg. I)	3736.84		56.20		51.28	0.00	09-11-2021
522		Nidagatta-Mysore (Pkg II)	3068.97		61.00		27.12	0.00	07-06-2022
523		Khanapur-Karnataka / Goa Border (Pkg II) [km. 30.0 - km. 84.12]	718.49		54.12		70.01	0.00	02-05-2021
524		BRT Tiger Reserve Boundary (Km.287.500) to Bangalore Section (Km.458.420) of NH-209 in Karnataka	2082.69		170.92		77.5	0.00	31-12-2020
525		Tumkur-Shimoga (Pkg-I) from Mallasandra to Karadi village of NH-206	1223.86		52.89		24.39	0.00	15-10-2021
526		Tumkur-Shimoga (Pkg-II) from Km 65.195 (Karadi) to Km 121.900 (Banawara) of NH-206	1554.09		56.71		21.64	0.00	15-10-2021
527		Belgaum-Khanapur Pkg I (Km 0.000-Km 30.800) of NH-4A	1214.3		30.00		29.64	0.00	02-09-2021
528		Six laning of Haveri (Km 340) to Hubli (Km 403.400) section of NH4 in Karnataka	1521.26		63.40		65.3	0.00	31-3-22
529		Davanagere - Haveri of NH-48 (Old NH-4) from km. 260.00 to km. 338.923	1454.67		78.92		72.46	0.00	31-03-2021
530		Hassan (km 184.912) to Maranahally (km 230.060) of	1021.57	06-03-2017	45.14	2.70	13.71	72.60	31-12-2022

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		NH - 75 in Karnataka							
531		Hospet-Bellary-Karnataka/AP Border from Km.280.080 to Km.375.450	1621.96	31-03-2017	95.37	37.00	38.79	265.00	31-12-2021
532		4L of Hubli - Hospet Section of NH-63 from: Km 128.850 to Km 272.571	2008.93	15-03-2017	143.72	114.29	70.88	828.61	03-12-2020
533		Chitradurga - Davanagere including Chitradurga bypass of NH-48 (Old NH-4)	1434	27-12-2017	73.00	48.00	61.36	854.36	31-03-2021
534		Bellary to Byrapura Section km 253.600 to km 308.550 of NH-150A	1238.83	24-10-2019	54.95	17.04	31.01	400.21	23-01-2022
535		Bangalore-Nidagatta (Pkg. I)	4112.48	14-05-2019	56.20	25.00	40.79	765.01	09-02-2022
536		Nidagatta-Mysore (Pkg II)	3589.69	10-12-2019	61.00	6.00	10.82	309.70	07-09-2022
537		Khanapur-Karnataka / Goa Border (Pkg II) [km. 30.0 - km. 84.12]	491.03	05-11-2018	52.30	25.90	39	144.22	03-08-2021
538		BRT Tiger Reserve Boundary (Km.287.500) to Bangalore Section (Km.458.420) of NH-209 in Karnataka	2222.35	21-08-2017	170.92	120.00	79.1	910.04	31-03-2021
539		Tumkur-Shimoga (Pkg-I) from Mallasandra to Karadi village of NH-206	1669.73	15-10-2019	52.89	4.00	14.93	187.21	12-01-2022
540		Tumkur-Shimoga (Pkg-II) from Km 65.195 (Karadi) to Km 121.900 (Banawara) of NH-206	1555.44	15-10-2019	61.00	1.55	14.56	248.09	12-01-2022
541		Belgaum-Khanapur Pkg I (Km 0.000-Km 30.800) of NH-4A	1015.43	07-03-2019	30.00	4.56	23.09	245.60	18-01-2022
542		Six laning of Haveri (Km 340) to Hubli (Km 403.400) section of NH4 in Karnataka	1473.97	22-02-2018	63.40	46.92	62.04	717.12	31-3-22
543		Davanagere - Haveri of NH-48 (Old NH-4) from km. 260.00 to km. 338.923	1177	24-01-2018	78.92	61.64	65.74	776.58	31-03-2021
544	Kerala	Construction of 6.80 km 2-lane with paved shoulders Alappuzha bypass on NH-47 (New NH-66) from Km.408/100 to 414/900 in the State of Kerala on EPC basis with 50:50 cost sharing between Govt. of Kerala and Govt. of India (MoRTH)	348	16-03-2015	6.80	6.63	98.6	297.25	31-12-20
545		Widening to 2 Lanes with paved shoulders from Km.87/000 to 133/720 (Nattukal to Thanau Jn. in Palakkad) of NH-966 (Old NH-213) on EPC mode Basis under NH(O) Annual Plan 2016-17 in the state of Kerala	294	23-08-2017	46.72	19.50	38.63	63.10	30-12-2020
546		Widening to 2-lane with Paved Shoulders from km	381	01-09-2017	41.78	10.30	74	165.17	30-12-2020

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		119/017 to km 161/300 on NH 85 (Old NH 49)							
547		Construction of Patiri bridge at km 89/400 on NH-766 (Old NH 212) in the state of Kerala under NH(O) Annual plan 2015-17	5	23-01-2017	0.00	0.00	93	1.79	31-03-21
548		Strengthening from km 64/0 to km 87/0 of NH -966 (Old NH-213) in the State of Kerala	52	03-03-2018	23.00	23.00	99	36.53	31-12-20
549		Strengthening of the carriageway from km 15/656 to km 54/000 excluding reaches from km 27/500 to km 29/200 of NH-966 (Old NH-213) in the State of Kerala under Annual Plan 2017-18	62	01-11-2018	36.65	24.00	75	11.04	30-9-21
550		Strengthening from km 202/000 to km 248/530 of NH 85 (Old NH-49) in the State of Kerala	59	26-03-2018	46.53	4.00	70	28.55	30-9-21
551		Strengthening from km 76/000 to km 117/600 of NH - 766 (Old NH-212) in the State of Kerala	48.2	03-05-2018	42.00	0.00	45	6.57	31-12-22
552		4 lane ROB and its approaches including allied works near Neleshwaram town (Pallikara Railway Gate) Kasargad district	83.16		0.78		40.82	0.00	07-02-2021
553		Mukkola Junction to Kerala/ Tamil Nadu Border from Km 26.5 to Km 43.00 of NH 66 (old NH 47)	1147.79		16.20		83.35	0.00	30-6-21
554		4L of Kazhakkuttam Junction - Technopark Junction from km. 547.080 to km. 549.801	317.31		2.72		29.25	0.00	03-04-2021
555		Vadakkenchery (Km 236.000) to Thrissur (Km 264.490) of NH - 544 in Kerala	704.71		28.36		84.09	0.00	31-12-2020
556		Thalassery Mahe Bypass (Km 170.600 to Km 189.200) of NH-17(New NH-66) in Kerala	1232.76		18.60		52.5	0.00	23-05-2021
557		4 lane ROB and its approaches including allied works near Neleshwaram town (Pallikara Railway Gate) Kasargad district	83.16	13-05-2018	0.78	0.00	44.61	8.69	07-02-2021
558		Mukkola Junction to Kerala/ Tamil Nadu Border from Km 26.5 to Km 43.00 of NH 66 (old NH 47)	1147.9	15-06-2016	16.20	8.50	83.53	0.00	30-6-21
559		4L of Kazhakkuttam Junction - Technopark Junction from km. 547.080 to km. 549.801	330.51	05-04-2019	2.72	0.00	30.07	11.75	03-04-2021
560		Vadakkenchery (Km 236.000) to Thrissur (Km 264.490) of NH - 544 in Kerala	704.71	15-09-2012	28.36	23.08	84.09	940.24	30-06-2021
561		Thalassery Mahe Bypass (Km 170.600 to Km 189.200) of NH-17(New NH-66) in Kerala	1232.76	04-12-2017	18.60	2.11	52.5	378.50	23-05-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
562	Ladakh	Provision for strengthening of existing road surface between Km 290.00 to Km 305.00 on Zojila-Kargil-Leh road.	21.47	21-07-2018			82.86	7.82	31-03-2021
563		Additional Pmt works on Zojila-Kargil-Leh road (NH-I) km 328.00 - Km 340.00	4.24	21-09-2018			96.57	0.83	31-03-2021
564		Constr of 35 Mtr long major pmt bridges with steel superstructure at Km 329.00 (Sanjay Bridge) on Zojila-Kargil-Leh road (NH-I)	4.56	21-08-2019			10.07	0.87	20-08-2022
565		Rehabilitation of existing road surface between Km 269.950 to Km 324.500 on Zojila-Kargil-Leh road.	10.19	21-02-2020			0	0.00	31-03-2022
566		Additional Pmt works and road safety measure including Parking lay byes based on safety audit between Km 288.00 to Km 328.00 on Zojila-Kargil-Leh road (NH-I) to minimise accident (between Gen A Lamayuru to Khaltse)	17.11	01-04-2020			14.06	0.00	31-03-2022
567		SRMD 2020-21 occurred due to snow melting and high rainfall between km 268.00 and km 430.00	2.48	21-06-2020			12.36	0.00	31-03-2021
568		Strengthening of existing road surface between Km126.00 to Km145.00 and addl Pmt works between Km 108.00 to km 147.00 on Zojila-Kargil-Leh road.	57.07	21-04-2014			56.78	38.68	31-03-2022
569		Surfacing works on road KT Bye Pass & Constr Minor Br (Heera)	13.24	20-09-2009			73.05	12.93	31-03-2021
570		Additional Pmt works (R/B wall & Lined drain) on Zojila-Kargil-Leh road (NH-1) Km 147.00 to km 158.00 and Km 160.00 to Km 205.00	6.11	21-04-2019			43.2	1.80	30-06-2021
571		Strengthening of existing road surface including 6 mtr span RCC culvert between Km145.00 to Km147.00 at Drass market area on Zojila-Kargil-Leh.	4.53	21-04-2020			0	0.00	30-06-2021
572		Rehabilitation of road surface between Km182.813 to Km 185.00, Km 200.00 to km 202.573, Km 224.652 to km 229.835 and Km 260.187 to km 268.00 on Zojila-Kargil-Leh road.	9.91				0	0.00	31-03-2022
573		Installation of additional road safety measure including Parking lay byes at likely accident sites between Km 108.00 to Km 147.00 and slide protection works from km 158.00 to km 160.00 & km 237.00 to Km 244.00 on	19.06	21-04-2020			0	0.00	31-03-2022

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Zojila-Kargil-Leh road(NH-I)							
574		Constr of 50 Mtr long single span with steel superstructure major Pmt Bridge over whisky nallah with its approaches at km 181.270 on Upshi- Sarchu road	3.16	Mar-06			72.08	3.19	31-3-21
575		Constr of 40 Mtr long single span major Pmt Bridge (brandy) steel super structure (through type) at km 183.270 on Upshi- Sarchu road	2.57	10-07-2013			80.27	2.13	31-12-20
576		Constr of 55 Mtr long single span with steel super structure (through type) major Pmt Bridge over Jugal nallah with its approaches at km 127.950 on Upshi-Sarchu road	3.52	Sep-12			21.98	2.28	31-3-21
577		Constr/ Impvt and surfacing of road between km 222.00 to km 233.00 on Upshi-Sarchu (taking Manali as 0.00) including LA, FC and shifting of utility , Maj br and its approaches through Deptt execution) (Pkg-I)	97.39	Jun-20	11.00				31-3-21
578		Constr/ Impvt and surfacing of road between km 233.00 to km 244.00 on Upshi-Sarchu (taking Manali as 0.00) including LA, FC and shifting of utility , Maj br and its approaches through Deptt execution (Pkg-II)	84.11	May-20	11.00				31-3-23
579		Widening and Upgradation to two lane of NH-301, Kargil-Sankoo Road Chainage Km 66.500 to 68.450	9.36	26-07-2016	1.95	1.46	74.87	3.87	30-11-2020
580		Providing Road Safety Measures on NH-301	5.33	09-04-2016	0.00	0.00	30	0.98	31-12-22
581		IRQP from Km 57.500 to 66.500, 68.450 to 75.238, 80.750 to 84.000, 121.000 to 122.000 and Km 137.000 to 139.000 on National Highway NH-301	28.37	24-06-2017	22.00	9.25	50	5.57	30-11-2020
582		Strengthening and raising existing carriageway from Km. 75.278 to 80.750 & 220.000 to 234.000 on NH-301 Kargil-Zanskar Road in the state of Jammu and Kashmir	33.73	24-06-2017	19.47	16.63	85.41	22.39	30-6-21
583	Madhya Pradesh	2 laning of Bameetha to Satna section of NH-75 from km. 57+400 to km. 155+000 in the state of MP on DBFOT	191.21	05-05-2018	97.84	92.82	62.7	76.02	31-3-22
584		Rehabilitation and upgradation of Barela to Mandla section of NH-12A from Existing Km. 22/8 to Km. 89/6 in the State of MP to two lane with paved shoulders on EPC mode under NHDP-IVA	390.51	17-12-2015	63.55	44.91	70.66	124.52	30-9-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
585		Rehabilitation and upgradation of Goharganj to bhopal section of NH-12 from existing km 255/300 to km 301/200 including construction of Obedullaganj bypass from existing km 278/450 of NH-12 to existing km 3/600 of NH-69 in the State of Madhya Pradesh	957.54	07-02-2018	48.71	37.66	77.31	364.35	30-9-21
586		Rehabilitation and upgradation of Bareli to Goharganj section of NH-12 from existing km 193/0 to km 255/300 in the State of Madhya Pradesh to four lanes with paved shoulders on EPC mode under NHDP-III	877.79	10-06-2017	59.75	50.54	84.59	409.15	30-6-21
587		Balance work for Rehabilitation and upgradation of Satna-Bela section of NH-75 from km. 155.0 to Km. 202.040 to four lane with PS on Engineering Procurement and Construction (EPC) mode	428.55	05-05-2018	47.04	36.38	70.11	233.59	30-9-21
588		Upgradation of Rewa-Sirmour road to 2L + PS	162.56	04-06-2018	36.71	36.71	90.6	104.22	31-03-21
589		Construction of proposed 2-lane ROB and its approaches in lieu of existing level crossing no. 30 at Km 5.6 (Makronia) on NH-86 in Sagar District in the State of Madhya Pradesh on EPC Mode.	36.26	09-03-2018	0.00	0.00	38.79	8.27	15-01-2021
590		Rehabilitation and up-gradation of existing intermediate lane flexible pavement to 2-lane paved shoulders flexible pavement from Km 119+650 (End of ChandiaGhat Realignment) to Km 163+850(at junction with NH-30 Katni Bypass), length 44.20 Km on Gulganj - Amanganj - Pawai - Katni road NH-43 EXT. in the State of Madhya Pradesh.	169.63	02-02-2019	45.95	0.00	15.74	11.65	31-3-23
591		Widening to 2 lane/ 4 lane of existing flexible pavement i/c construction of bridges and culverts in Sagar City from Km 175.00 to Km 186.60 (4L-10 Km & 2L+PS-1.6 Km) of Bhopal -Sanchi-Sagar section on NH-86 Extn.	65.21	06-02-2018	11.60	10.90	64.12	30.84	31-3-22
592		Widening to 2 lane/ 4 lane with paved shoulders of existing flexible pavement i/c construction of bridges and culverts in Sagar City from Km 2.6 to Km 8.00 (3.995 Km excluding length of ROB i.e. 1.405 Km) of Sagar-Chhatarpur section on NH-86.	18.31	11-04-2018	3.99	3.99	56.98	7.65	31-3-22
593		Rehabilitation and upgradation OF Sidhi to Singrauli section of NH-75E from km. 83/4 to Km. 195/8 to four lane with PS under NHDP-IV in the state of MP on BOT	1191.51	19-09-2013	102.60	72.68	70.84	0.00	31-10-2021

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		(Toll) basis under DBFOT pattern.							
594		Rehabilitation and upgradation Umaria to Shahdol section of NH-78 from Existing Km. 68/4 to Km. 142/2 to 2L+PS including construction of Birshinghpur and Shahdol Bypass on EPC mode under NHDP-IVA	511.83	01-08-2015	73.10	45.48	62.2	166.06	30-06-2021
595		Rehabilitation and up-gradation to 2LPS 81 to 175	287.34	02-01-2017	94.64	90.85	94.4	143.28	31-03-21
596		Construction of HL bridge over Dehra River km. 134/8 On NH -86 Extn. Bhopal-Sanchi-Sagar in the State of Madhya Pradesh	7.71	31-10-2015	0.00	0.00	10	0.33	31-3-23
597		Rehabilitation and upgradation of Sindoor River to Start of Bareli Bypass section of NH-12 from existing km 130/10 to km 194/0 [Design Ch. 130.000 to Ch. 193.000] in the State of Madhya Pradesh to 4L+PS on EPC mode under NHDP-III	809.16	05-07-2016	63.00	37.40	59.37	245.73	31-3-22
598		Construction of road from Km. 1 to Km. 49/4 of NH-26A in the State of Madhya Pradesh.	205.05	24-04-2017	48.70	37.20	62.93	77.37	31-3-22
599		Widening to 2-lane+PS with Reconstruction of Bridges & Culvert in Km. 182 to 266 of NH-59A	373.82	21-09-2017	81.60	61.00	52.01	91.91	31-3-22
600		Jabalpur to Hiran river (Km 10.400 to Km 66.00) (NH-12) Four lane with PS (Pkg-I)	628.45	23-01-2018	55.60	41.00	73.75	271.66	30-9-21
601		Upgradation of Thikri-Anjad road to 2L + PS	249.05	09-07-2018	34.70	33.60	79.6	133.42	30-9-21
602		Upgradation of Biaora-Maksudangarh road to 2L + PS	254.17	23-05-2018	41.86	37.63	87.01	140.25	30-6-21
603		Upgradation of Maksudangarh-Sironj road to 2L + PS	279.44	06-10-2018	56.16	31.19	44.39	73.95	31-12-22
604		Rehabilitation and upgradation of intermediate lane flexible pavement to 2 lane paved shoulder rigid pavement on Shujalpur-Ashta road from km 41+800 to Km 82+300 on Shujalpur to Ashta section of newly declared NH 752C in the state of MP on EPC mode	235.91	24-05-2018	44.34	43.03	95.17	143.38	31-12-20
605		Upgradation of Pachore- Shujalpur road to 2L + PS	184.62	24-05-2018	39.81	29.52	69.06	73.04	31-3-22
606		Upgradation to 2L with paved shoulder ken river near Amanganj to start of Pawai bypass from KM 77+00 to KM 108+00	143.05	07-05-2018	34.00	4.60	24.25	20.60	31-12-2020
607		Upgradation of Morena-Porsa road to 2L + PS	166.21	14-12-2018	43.60	32.79	58.51	57.39	31-3-22
608		Upgradation of Porsa-Bhind road to 2L + PS	226.88	14-12-2018	55.25	41.85	60.53	77.53	31-3-22
609		Upgradation of Mihona-Daboh road to 2L + PS	133.18	05-05-2018	33.70	25.99	79.72	73.65	30-9-21
610		Upgradation of Daboh-UP Border road to 2L + PS	233.04	05-05-2018	47.63	43.40	76.07	119.09	30-9-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
611		Upgradation of Pawai-Saleha-Jasso-Nagod road to 2L + PS	214.69	18-05-2018	69.43	10.75	22.61	30.19	31-12-2020
612		Construction to Two Lane with paved shoulders with Flexible Pavement on Khalghat to Sarwardewla Road (NH-347C) Design Length- 79.59 Km (Excluding Kasrawad, Selani, Khargone & Bistan Bypasses) in the State of Madhya Pradesh on EPC Mode.	264.5	03-09-2019	79.59	7.92	9.95	0.00	03-03-2021
613		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-18) (Ch. 484+420 to Ch. 517+420) [Jodmi village to Bani village of Mandsaur district]	1538.12		33.00		8.96	0.00	06-02-2022
614		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-20) (Ch. 546+920 to Ch. 572+220) [Bardawadi village of Mandsaur district to Kamliya village of Ratlam district]	1078.85		25.30		7.05	0.00	05-12-2021
615		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-21) (Ch. 572+220 to Ch. 602+420) [Kamliya village to Kandarwasa village of Ratlam district]	1437.14		30.20		0	0.00	09-12-2021
616		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-23) (Ch. 627+420 to Ch.652+720) [Bawadi village (Near Shivgarh) of Ratlam district to Ranni Village of Jhabua district]	1408.48		25.00		0	0.00	28-05-2022
617		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-24) (Ch. 652+720 to Ch.674+420) [Ranni Village to Miyati Village of Jhabua district]	1109.49		21.10		0	0.00	04-03-2022
618		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-25) (Ch.673.770 to Ch.696.920) [Miyati Village to MP-Gujarat Border]	1328.34		23.15		0	0.00	04-03-2022
619		Four Lane Flyover at km. 80.742 from km. 79.780 to km. 81.200 at Morena Town	98.14		1.42		89	0.00	30-6-21
620		Delinked stretch of Seoni - MP/MH Border (MP 3)	968.25		28.70		75.14	0.00	08-02-2021
621		Itarsi (Km. 63.000) to Betul (Km. 137.000) of NH-69 in Madhya Pradesh	950.27		73.96		37.29	0.00	21-02-2021
622		Obaidullaganj Km. 2.800 to Km. 8.300 and Km. 20.700 to Itarsi Km. 63.000 of NH-69 in Madhya Pradesh	840.55		46.30		88.63	0.00	12-01-2021
623		Mubarakpur (Km. 324.000) to Biaora (KM. 423.000) in Madhya Pradesh [Bhopal-biaora Pkg II]	725.99		97.33		96.6	0.00	31-12-20
624		Lalghati (Bhopal) (Km. 315.73) to Mubarakpur (Km.	357.48		8.28		89.51	0.00	30-6-21

									Length in km, Amount in Rs. Crore	
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion	
		324.00) in Madhya Pradesh								
625		Jhansi - Khajuraho(PKG-I)	1689.89		76.61		64.18	0.00	13-11-2020	
626		Jhansi-Khajuraho from Km. 76.3 to Km. 161.7 near Bamitha Town	1781.11		85.40		73.49	0.00	31-03-2021	
627		Churhat Bypass of Rewa Sidhi Section	1105.09		15.35		49.1	0.00	13-12-2022	
628		Service Road on Indore-Dewas	145.21		32.00		65.5	0.00	31-3-22	
629		Hiran River to Sindoor River (Km.66.00 - Km.130.00)	866.39		64.00		30	0.00	24-07-2021	
630		Balance work of Gwalior - Jhansi section	419		82.46		98	0.00	31-12-20	
631		Flyover / Grade Separator at Morena	98.14	14-03-2018	1.42	0.10	70.14	54.77	31-03-2021	
632		Delinked stretch of Seoni - MP/MH Border (MP 3)	968.25	10-08-2018	28.70	21.55	65	465.48	30-04-2021	
633		Itarsi (Km. 63.000) to Betul (Km. 137.000) of NH-69 in Madhya Pradesh	950.27	22-02-2018	73.96	27.80	37.29	185.52	08-08-2021	
634		Obaidullaganj Km. 2.800 to Km. 8.300 and Km. 20.700 to Itarsi Km. 63.000 of NH-69 in Madhya Pradesh	990.61	14-11-2017	46.30	32.31	81.34	507.26	28-02-2021	
635		Mubarakpur (Km. 324.000) to Biaora (KM. 423.000) of NH-12 in Madhya Pradesh [Bhopal-biaora Pkg II]	897.06	19-01-2018	97.33	93.04	95.59	468.34	31-12-20	
636		Jhansi - Khajuraho(PKG-I)	1373.28	18-05-2018	76.61	34.88	57.17	573.57	30-04-2021	
637		Jhansi-Khajuraho from Km. 76.3 to Km. 161.7 near Bamitha Town	1184.71	13-02-2018	85.40	49.64	64.28	689.05	30-04-2021	
638		Churhat Bypass of Rewa Sidhi Section	1145.72	14-12-2018	15.35	10.84	38.13	262.85	13-12-2022	
639		Hiran River to Sindoor River (Km.66.00 - Km.130.00)	866.39	25-07-2018	64.00	15.20	23.2	251.58	30-04-2021	
640		Balance work of Gwalior - Jhansi section	419		82.46		98	0.00	31-12-20	
641		Jabalpur (Km 465.500) to Lakhnadon (Km 546.425) of NH-7 in Madhya Pradesh	1244.43	04-06-2015	80.82	80.22	99.46	981.59	31-12-20	
642		Indore -Dewas km 577.550 to km 610.000 and km 0.000 to km 12.600 of NH-3 in MP	383.02	10-11-2010	45.05	44.23	98.2	118.03	31-12-2020	
643	Maharashtra	Nashik Peth Gujrat Border Section of NH 848-2L+PS	289.6	22-03-2016	39.60	33.60	87.18	116.47	30-6-21	
644		Construction of 4 lane Devulgaon Raja bypass on NH-753A	78.86	01-07-2016	5.58	5.51	98.75	46.35	31-12-20	
645		Akkalkot - Dudhani section from km 70/682 - 106/526 of NH-150 (ext) - 2L + PS	211.42	23-02-2017	35.84	34.03	85	136.13	30-6-21	
646		Construction of Major Bridge across Kanhan river at Km 709/500 NH-7	46.46	19-08-2014	1.20	0.00	73	41.91	30-9-21	
647		Manwath (Tadborgaon) NH-222 from junction with NH - 211 from km 342/00 to 444/00 to 2 L+PS	446.77	08-12-2014	100.28	99.35	99.07	300.81	31-12-20	
648		NHDP - Ahmednagar to Kharwandi Kasar (Pathardi)	225.81	18-01-2016	51.75	50.97	48.02	85.65	31-12-22	

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Section from km 232 - 284							
649		LWE - Watra to Moyabinpetta [Bejrpalli - Parsewada](km 30.5 to 48.00 SH-275)	25.81	01-01-2011	17.50	6.00	40	10.29	31-12-22
650		Indravati - Major Bridge across Indravati river on NH-63	247.95	15-01-2014	22.89	20.00	82	185.63	30-6-21
651		Mhaswad to Tembhorni section of NH-548C - 2L + PS	488.6	01-08-2017	57.68	51.29	80.62	213.83	30-6-21
652		Ahmednagar - Baramati - Phaltan section of NH-160 - 2L+PS	955.4	15-07-2017	93.80	75.50	78.68	3,608.40	30-9-21
653		Pahur to Bodhvad section of NH-753L - 2L + PS	244.93	01-06-2018	44.76	26.11	65.99	77.23	31-3-22
654		Ahmedpur to Pimpla section of NH-548D - 2L+PS	422.38	18-08-2017	55.62	48.65	94.14	169.88	31-03-21
655		Ralegaon-Vadner (Ramtirth) between Km 0/00 to 27/199 joining NH-7 to 2L-PS	210.81	27-07-2017	27.19	25.05	92.1	124.22	31-03-21
656		Kurudwadi to Pandharpur section of NH-965C - 2L + PS	307.63	01-08-2017	48.37	45.74	89.78	173.85	30-6-21
657		Kajj to Kusalam section of NH-548C - 2L + PS	554.78	01-08-2017	60.73	38.80	59.18	219.96	31-3-22
658		Wakan - Pali - Khopoli - section of NH-548A - 2L+ PS	376.19	01-08-2017	40.60	13.21	30.67	40.90	31-12-22
659		Pandharpur To Sangola section of NH-965C - 2L + PS	218.38	01-08-2017	34.35	29.63	96.03	168.74	31-12-20
660		Jahirabad-Nitur-Latur section of NH-752K - 2L+PS	461.96	27-11-2017	64.93	36.20	74	170.34	30-9-21
661		Temburni-Pandharpur-Mangalwedha-Umdi-section of NH-516 A - 2L+PS km 0/00 to 36/190	422.02	11-07-2017	36.19	35.33	97.62	61.47	31-12-20
662		Bhokardhan-Hasnabad-Jawkheda-Rajur-Deaulgaon Raja Highway from 0+000 (Kumbhari Fata) to km 63+900 (Deaulgaon Raja) and extension from 17+900E (Jawkheda Fata) to 20+730E (Talegaon Fata) - 2L + PS	406.51	16-06-2017	66.73	58.60	86.35	280.94	30-6-21
663		Paithan - Shirur section 2L+PS Km 0.0 to 55.00	341.8	02-06-2017	55.94	25.44	54.45	117.89	30-06-2021
664		Deori to Amgaon section of NH-543 - 2L + PS - Length 38.20 Km.	409.62	25-05-2017	38.20	24.61	53	181.90	31-3-22
665		Strengthening of Km. 463/550 to Km.481/000 NH-61 (Kalyan Ahmednagar Parbhani Nanded nirmal Road)	26.76	12-04-2018	17.50	0.00	85	19.89	30-06-2021
666		Strengthening of Km. 24/00 to Km. 54/00 NH-65(9) Talegaon Chakan Shikrapur	12.19	04-04-2018	30.00	24.00	93.33	0.97	31-03-21
667		Upgradation of Parbhani to Gangakhed section of NH-752K	238.19	30-06-2018	35.89	20.48	31.19	85.85	30-06-2021
668		Kharwandi - Rajuri 2L+PS	276.95	05-06-2018	36.90	24.00	68.28	114.69	30-06-2021
669		Dhangripimpri to jalna and Ambad chowk to Mantha chowk section	217.14	27-07-2018	25.11	23.00	82.17	116.22	31-12-21
670		Wadigodri - Dhangripimpri	194.23	27-08-2019	30.39	24.53	80	99.23	31-12-21
671		Shivur - Yeola 2L PS	181.08	30-06-2018	29.10	0.00	3.43	7.45	31-3-23

Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length in km, Amount in Rs. Crore			
						Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
672		Pal Phata Phulambri - Khultabad 2L+PS	227.19	30-06-2018	31.92	25.00	78.32	91.42	30-03-2021
673		(Dhad to Bhokardan to Sillod) Dhad 28.00 to Bhokardan 67.600 & Bhokardan 12.500 to sillod 0.00	336.21	30-06-2018	54.50	23.00	46.25	112.31	30-06-2021
674		Hathni (Chikhli) to Dhad	189.46	30-06-2018	28.00	5.27	44.48	70.01	30-06-2021
675		Latur to Pangaon 2L+PS	336.47	29-06-2018	41.95	30.85	60	142.15	30-06-2021
676		Pangaon to Dharmapuri & Parali to Injegaon 2L+PS	110.83	30-06-2018	24.75	0.70	10	24.00	31-3-23
677		Omerga to Ausa 2L+PS	272.04	30-06-2018	47.80	47.38	89	164.20	30-6-21
678		Pen to Khopoli 2L+PS	301.39	08-06-2018	33.33	0.50	3	17.90	30-03-2021
679		Talegaon to Gonapur 2L+PS	264.41	30-06-2018	43.30	15.57	56.88	70.06	31-3-22
680		Mangrulpir to Mahan 2L+PS	222.13	06-06-2018	32.50	20.65	65	105.42	31-3-22
681		Jalgaon to Nandura 2L+PS	177.84	26-06-2018	25.84	16.60	66	73.36	31-3-22
682		Malegaon to Risod 2L+PS	303.34	30-06-2018	44.22	30.09	72	140.64	31-12-21
683		Risod to Hingoli 2L+PS	355.99	30-06-2018	53.23	47.77	86.9	225.96	30-06-2021
684		Arvi to Talegaon 2L+PS	99.43	10-11-2018	13.70	0.00	12.45	2.94	31-03-2021
685		Wardha to Hingaghat 2L+PS	216.9	27-06-2018	35.46	23.21	66.5	97.37	30-06-2021
686		Wardha to Arvi 2L+PS	313.58	15-10-2018	53.71	12.06	25	46.09	30-06-2021
687		Salaikhurd to Tirora 2L+PS	415.25	30-06-2018	42.20	23.94	57.82	126.12	31-3-22
688		Mansar-Salaikhurd NH-753 2L+PS	418.36	30-06-2018	44.00	27.21	64.77	142.10	30-03-2021
689		Karad to Vita 2L+PS	344.85	07-07-2018	47.50	27.88	58.69	113.86	31-3-22
690		Vita to Nagaj 2L+PS	304.58	07-07-2018	46.66	14.01	30	33.00	30-06-2021
691		Sangola to Jath 2L+PS	257.38	30-06-2018	44.78	30.39	67.86	94.29	31-3-22
692		Rahuri - Sonai-Shani-Shinganapur 2L+PS	136.3	05-06-2018	26.16	18.27	67.86	105.93	31-3-22
693		Chalisgaon to Nandgaon 2L+PS	206.97	05-06-2018	44.43	29.03	81.39	100.01	30-6-21
694		Kusumba to Malegaon 2L+PS	243.45	30-05-2018	41.35	24.47	59.18	97.80	14-11-2020
695		Naldurg to Akkalkot 2L+PS	274.5	30-06-2018	39.83	18.21	45.73	74.97	31-12-22
696		Shapur to Patgaon section I (Design Ch. Km 0+000 to 20+130) NH 548A	150.79	30-06-2018	20.13	8.13	24	21.42	31-3-23
697		Shapur to Patgaon section II (Design Ch. Km 20.130 to 43.783) NH-548A	140.2	30-06-2018	23.65	12.68	40.59	36.50	31-12-22
698		Patgaon to Khopoli Section I (Design CH. Km 43+783 to 69+508) NH-548A	170	30-06-2018	25.53	16.43	74.09	72.45	30-9-21
699		Patgaon to Khopoli Section II (Design CH. Km69+508 to 91+139) NH-548A	119.79	30-06-2018	21.63	19.19	83.66	76.43	30-6-21
700		Pune to Male Village (Ch 1+275 to 31+400) NH-753F	228.31	30-06-2018	30.13	11.33	27.79	126.73	31-12-22
701		Male Village to Pune Raigarh District Border NH-753F	265.15	30-06-2018	37.60	31.63	44.55	60.98	31-12-22
702		Pune raigarh District Border To Mangaon (Ch 69+000	223.46	30-06-2018	34.78	12.32	20.73	25.61	31-3-23

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		to 103+775) NH-753F							
703		Washim to Dastapur (Ch 0+000 to 29+074) NH-161E	165.51	30-06-2018	29.07	20.59	76.59	135.51	30-9-21
704		Dastapur to Karanja (Ch. 29+074 to 60.374) NH-161E	182.63	30-06-2018	31.30	30.99	98.15	114.28	31-12-21
705		Kherda to Nagzari (Ch. 77+134 to 106+374) NH-161E	181.13	30-06-2018	29.24	29.00	96.47	161.04	31-12-21
706		Khamgaon to Deulgaon Sakarsha (Ch. 565+653 to Ch. 529+867)	249.29	30-06-2018	35.79	35.79	87	127.92	30-6-21
707		Deulgaon sakarsha to Mehkar (Ch. 529+867 to Ch. 493+867) NH- 548C	219.91	30-06-2018	36.00	36.00	99.5	126.73	31-12-20
708		Kashedi ghat tunnel NH-66 [Bhogaon Khurd - Kashedi section] 4 lanes under NHDP on EPC mode	743.21	15-10-2018	8.96	1.00	15.31	131.90	31-3-23
709		Pacharal to Mandanghar NH-965DD	381.08	06-12-2018	59.73	0.00	1.67	135.50	30-06-2021
710		Naigaon bandi - Mangrulpir section of NH-161A (Km 40/0 to 75/0) - EPC - 2L+PS	244.04	30-06-2018	35.00	32.15	43.23	44.09	31-12-22
711		Arni - Naigaonbandi section of NH-161A (Km 0/00 - 40/00) - EPC - 2L+PS	309.94	07-06-2018	45.82	16.57	47.16	71.46	31-12-22
712		Kolha to Nasratpur section of NH-61 - 2L+PS - from km 444/0 to 463/545 & km 481/0 to km 513/990	281.78	13-04-2017	51.50	8.91	22.57	29.60	31-03-2021
713		Barasgaon to Rahatee Bu. section of NH-222 - 2L + PS from Km 558/200 to km 615/00	289.11	15-03-2017	55.50	15.73	28.91	42.25	21-03-2021
714		Kashedi to Parshuram Ghat section of NH-66 from Km 161/600 - Km 205/400 - 4L + PS	1142.62	01-02-2018	42.33	25.59	61.3	0.00	31-3-22
715		Arawali Kante section of NH-17(New NH-66) 4L + PS from Km.241/300 to 281/300	1101.58	13-11-2017	39.24	1.00	14	0.00	31-3-23
716		Kante - Wakad section of NH-66 4L + PS from Km.281/300 to 332/200	1230.2	13-11-2017	46.81	1.00	10.26	0.00	31-3-23
717		Talgaon - Kalmath section of NH-66 - 4L + PS km 367/200 (Talgaon) to Km. 406/0300 (Kalmath)	904.7	04-12-2017	38.38	37.00	95	0.00	31-12-20
718		Kalmath - Zarap section of NH-66 4L + PS in Km. 406/030 (Kalmath) to Km. 450/170 (Zarap)	1338.13	01-02-2018	43.91	43.00	95	0.00	31-12-20
719		Nagaj - Jath - Muchandi (Vajapur) Section of NH-166E - 2L + PS	376.72	12-06-2017	49.38	40.74	82.51	203.61	30-06-2021
720		Guhagar - Rampur - 2L-PS - km 0/00 (Guhagar) to 26/230 (Rampur) and 40/00 (Mirjoli) to 53/600 (Sati) on NH-166E	407.19	13-06-2017	39.83	6.00	15.06	25.68	30-06-2021
721		Karad to Tasgaon section of NH-266 - 2L + PS	537.81	27-06-2017	58.83	25.00	42.5	110.01	31-12-22
722		Tasgaon to Shirdhon (Length- 22.999 km) of NH-266	195.64	10-11-2017	23.00	19.70	85.65	169.92	30-6-21

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		On EPC Mode.							
723		Construction of old Bhiwandi missing link on NH 848 (Old NH-3) in Thane district	48.31	30-05-2017	4.84	1.79	36	9.51	31-12-22
724		Talasari-Sutrakar Section of NH-848A from Km. 0/00 to 5/100	36.37	03-03-2018	5.10	0.00	15.6	0.00	31-3-23
725		Indapur to Wadpale section of NH-66 from Km 84/000 to 110/750 - 4L + PS	1202.52	18-12-2017	26.75	14.00	22.56	6,357.40	31-3-23
726		Veer to Bhogaon Khurd section of NH-66 from Km 110/750 to 148/00 - 4L + PS	1598.47	28-11-2017	38.76	28.50	32.05	768.70	31-12-22
727		Kohmara - Gondia section of NH-753 from km 28/00 to KM 42.40 - 2L+PS	116.62	12-04-2018	14.40	9.22	39.21	30.60	31-12-22
728		Nagpur- Katol- Warud - 2L + PS (Section Katol to Warud) Length 40.46 Km	463.62	12-06-2017	40.46	39.43	90	241.48	31-03-21
729		Amdi to Saoner section of NH-753 from km 226/140 to 265/724 - 2L + PS	396.91	12-06-2017	39.58	39.33	96	254.41	31-12-20
730		Bhandara to Ghoti Tok. - 2L + PS Length 37.47 Km.	392.83	15-06-2017	37.47	36.63	98	288.11	31-12-20
731		Dahegaon - Kuhi Section of NH- 547 E - 2L + PS	228.89	15-06-2017	41.53	38.82	90	146.94	31-03-21
732		Wadi- Asola section of NH-353I - 2L + PS - Length 39.200	363.82	26-09-2017	39.20	6.80	9	92.34	30-06-2021
733		Aurangabad - Phulambari - Sillod NH-753F - km 0+000- km 21+000 & 26+300 to 47+500 4L+PS & 54+470 to 60+400(overlay)	456.32	15-06-2017	60.64	15.68	42	116.64	30-06-2021
734		Sillod-Ajanta-Fardapur section of NH-753F 2L / 4L +PS from Km. 60+630 to Km. 99+660	337.46	12-06-2017	39.03	8.00	27.3	68.80	30-06-2021
735		Fardapur-Pahur-Jalgaon section of NH-753F - 2L / 4 L +PS from Km. 99+660 to Km. 144+750	456.45	12-06-2017	47.72	16.10	33.4	125.23	30-06-2021
736		Malewada - Chimur section of NH-353E - 2L-PS from Km 16/000 to 47/700	322.55	05-06-2017	31.00	22.70	73.7	189.62	30-9-21
737		Chimur - Warora - 2L-PS from Km 47/700 to 98/350 on NH-353E	467.7	04-03-2017	42.75	15.10	35.69	156.72	31-12-22
738		Mul - Chandrapur : 2L-PS from Km 233/00 to 274/00 on NH-930	162.34	25-07-2017	39.67	26.50	44.36	35.16	31-12-22
739		Gadchiroli - Mul - 2L-PS from Km 189/000 to 233/00 NH-930	484.15	27-06-2017	41.62	24.17	53.5	171.83	31-3-22
740		Sarsam - Kothari of NH-161A - 2L + PS from Km.33/00 to 90/00	545.64	27-06-2017	57.00	12.22	31.83	113.53	31-12-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
741		Nasratpur to Barasgaon section of NH-61 2L / 4L + PS from Km.514/00 to 558/200	406.54	08-09-2017	30.05	25.00	83.19	165.61	30-06-2021
742		Temburni-Umdi-Vijapur Kamataka Border section of NH-516A - 2L+PS	422.02	13-07-2017	54.34	50.77	97.94	247.70	31-12-21
743		Parali Pimpla Dahiguda section of NH548B - 2L + PS	205.72	16-06-2017	18.44	1.94	12.99	30.42	31-3-23
744		Lokhandi -Sawargaon Renapur (Latur) section of NH-548B - 2L + PS	519.63	16-06-2017	38.28	38.00	99	373.32	31-12-20
745		Mantha Talukas border to Partur section of NH-548C - 2L + PS	486.19	01-08-2017	51.27	42.99	78.71	235.34	30-9-21
746		Partur to Majalgaon section of NH-548C - 2L+PS from km 51/262 to 101/740	420.57	01-08-2017	50.49	41.30	70.7	215.54	30-9-21
747		Morshi-Chandurbazar-Achalpur to 2L+PS (NH-353J)	341.16	13-06-2017	53.72	50.69	77.71	289.59	31-12-2020
748		Ajanta-Buldhana to 2L-PS (NH-753E) from km 0/00 to km 49/130	401	23-08-2017	49.13	21.11	48.43	143.65	30-06-2021
749		Digras-Darwha-Karanja to 2L/4L-PS (NH-361C)	391.06	13-06-2017	74.35	37.75	50.77	164.40	31-3-22
750		Akola-Deori-Akot to 2L-PS (NH-161A) from km 0/00 to km 39/286	313.95	10-08-2017	39.29	6.96	17.39	48.24	30-06-2021
751		Helwak - Karad - 2L/4L-PS from 85.00 (Helwak) to 133.417 (Karad) on NH 166E	416.99	11-07-2017	48.42	25.06	48	139.47	30-06-2021
752		Morshi - MH/MP State Border to 2L+PS (NH-353K)	471.61	13-06-2017	52.39	52.39	88.46	288.71	30-6-21
753		Shegaon-Deori phata to 2L+PS (NH-548C)	373.1	29-05-2017	39.38	26.87	66.35	194.34	31-3-22
754		Nandgaon Peth - Morshi to 2L+PS (NH-353K)	385.87	13-06-2017	43.00	42.95	83.16	234.04	30-6-21
755		Akot-Anjangaon to 2L+PS (NH-548C)	245.77	14-06-2017	31.53	30.64	81.23	182.66	30-6-21
756		Anjangaon-Betul to 2L+PS (NH-548C)	359	14-06-2017	41.36	32.99	80	236.40	30-6-21
757		Mangaon to Dighi Port section of NH-753F - 2L+PS	457.52	11-07-2017	54.75	37.75	71.2	277.78	30-9-21
758		Indapur- Agardanda section of NH-753F - 2L+PS	355.17	11-07-2017	42.34	32.01	77.56	222.92	30-9-21
759		Bodhwad to Mah./MP State Border section of Nh-753L - 2L+PS	178.26	27-07-2017	33.38	32.34	98.27	128.24	31-12-21
760		Kolde village to Khetia MP border section 2L + PS	509.18	27-07-2017	48.62	36.53	75.16	209.10	31-12-21
761		Pimpla to Manjusumba section of NH-548D - 2L + PS	595.77	18-08-2017	81.69	59.67	49.06	194.14	31-12-22
762		Manjursumbha to Chumbali phata section of NH- 548D - 2L + PS	228.54	18-08-2017	32.17	30.88	80.36	121.57	31-12-21
763		Shirod Shahpur to Vasmat phata section of NH-752 I - 2L + PS	211.34	01-08-2017	22.43	18.70	79.8	112.17	30-9-21
764		Jintur to Parbhani section no. 752 I - 2L + PS	356.66	20-09-2017	38.42	11.38	31.1	356.66	31-12-22
765		Sarad-Wani-Pimpalgaon-Baswant Section of NH-953 -	250.46	14-06-2017	39.42	26.24	61.6	120.15	31-3-22

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		2L + PS - Km 121/500 to 161/281							
766		Shirur-Kharda section from 55+937 km to 114+486 km to 2L+PS/4L	381.77	17-06-2017	58.55	41.05	69.2	157.21	30-03-2021
767		Watul - Talgaon section of NH-66 from km 332/200 to km 367/300 - 4L + PS	1244.75	01-02-2018	33.26	26.00	72	421.00	30-9-21
768		Satara Mhaswad Pilov Pandarpur section of NH-548E - 2L + PS	388.44	28-06-2017	53.08	48.02	90.47	191.70	31-03-21
769		Sakoli - Bhandara - 2L + PS from km 0/00 to km 55/800 of NH-353C	362.96	09-11-2017	55.80	0.49	7.79	28.01	31-3-23
770		Bamni - Navegaon (Ashti) section of NH-353B (Km 242.150 - km 284.40) - 2L+PS	241.69	26-06-2018	42.25	38.16	78	127.67	30-06-2021
771		Osmannagar - Kundral section of NH-161A on EPC mode - 2L+ PS	344.25	05-06-2018	52.73	8.14	19.1	80.79	30-06-2021
772		Takarkhed to Jalna section of NH-753A - EPC - 4L + PS	417.9	30-06-2018	40.26	26.51	63	151.84	31-3-22
773		Nilaj phata - Bhandara section of NH-247 - 2L + PS km 109/790 to km 163/050	420.63	29-05-2018	53.26	9.05	17	506.80	31-3-23
774		Nanded - Jalkot section of NH-50 - Km 0/00 to km 65/952 - EPC - 2L+PS	456.93	08-06-2018	65.95	33.65	49.85	108.21	30-06-2021
775		Himayatnagar - Phulsawangi section of NH-752I (Km 64/700 - km 103/713) - EPC - 2L+PS	294.87	05-06-2018	39.10	5.50	14.1	67.07	30-06-2021
776		Ardhapur - Himayatnagar section of NH-752I (Km 0.00 - km 64.700) 2L+PS	426.06	05-06-2018	64.70	11.00	17	109.93	31-3-23
777		Kundral - Wazar section of NH-161A - 2L + PS from km. 53.000 to Km 100.800(Km 52.730 to Km 99.250	327.33	04-06-2018	46.52	38.38	82.49	170.18	30-06-2021
778		Mahad to Raigad Fort	237.4	13-11-2018	25.61	0.00	3.9	8.57	30-06-2021
779		Seldoh to Pavnar NH-353I	404.33	17-11-2018	48.62	0.00	8	307.70	30-06-2021
780		Jalkot to Togari NH-50	299.92	30-06-2018	44.17	1.50	18.8	19.25	30-06-2021
781		Kothari to Dhanora NH-161A Km 90/00 to 147/650	301.38	30-06-2018	58.00	15.41	23.37	59.94	31-3-23
782		Chikli to Takarkhed NH-753A	393.1	26-06-2018	39.60	34.80	77	182.98	30-06-2021
783		Satara to Mhaswad	653.46	01-08-2017	85.69	61.00	66.33	240.19	31-3-22
784		Jalgaon - Bhadgaon 2L + PS	307.54	06-06-2018	52.20	34.98	64.95	178.81	30-06-2021
785		Bhadgaon - Chalisgaon 2L + PS	259.55	06-06-2018	46.80	45.00	87.39	182.88	30-03-2021
786		construction of high level Lankachen Bridge at chainage 175/670 on chandrapur-Lohara-Ajaypur Road	7.71	31-03-2018	1.40	0.00	40	1.99	31-12-22
787		Construction & widening to 6 lanning road with service road of Vadgaon (Navale Bridge) to Katraj Junction of	76	30-11-2019	4.00	0.00	0	0.00	29-05-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		NH 548DD from Vadgaon-Katraj-Kondhwa-Undri (Mantarwadi Chowk) Wadki-LoniKalbhorTheurPhata-Kesnandto Lonikand on EPC mode in the State of Maharashtra. (Section Vadgaon Km. 01000 to Katraj Junction Km. 3/880 Existing 4 lane Road to 6 Lane Road with Paved Shoulders and Service Road on Both Side.)							
788		Mehkar-Ajispur section of NH-548C to 2L+PS	232.77	11-07-2017	35.83	23.40	65.31	84.02	31-3-22
789		Satara (Km 725.000) to Pune (Km 865.350) of NH - 4 (New NH - 48) in Maharashtra	361.72		140.35		96	0.00	31-12-20
790		Panvel (0.000) to Indapur (84.600) of NH-66	791.41		84.60		85.01	0.00	31-03-2021
791		Solapur-Vijayapur	1888.89		109.07		39.29	0.00	23-04-2021
792		Integrated structure at Chandni chowk Flyover	536.68		2.20		8.87	0.00	26-08-2021
793		Tunnel at Khambataki Ghat Section and its approaches from existing Km. 771.730 to existing Km. 782.000	907.03		6.46		3.13	0.00	27-02-2022
794		Flyover at Dumri Junction (from km 697.580 to km 698.56) with slip/ service road on Nagpur Bypass section	27.53		0.98		3	0.00	19-01-2021
795		Metro viaduct cum 4L Flyover (under Nagpur Metro Rail) - Kamptee Road between Automotive Square to Gaddigodam from km. 0.706 to km. 4.735	573.16		4.00		60	0.00	31-3-22
796		Flyover at Km.544.650 including ROB, Service Roads ,Footpath for RCC drains on urban link to Nagpur - Raipur road (Pardi octroi Naka to Itwari)	619.47		6.94		40.22	0.00	03-06-2021
797		2L ROB including one Minor bridge and approaches with retaining wall from Km.8.674 near Khapri (Nagpur) (City Portion)	70.07		1.12		88.32	0.00	30-6-21
798		Pimpalkhuti ROB (km 173.050) to (km 173.750) (Package No. NS-62A (MH) Bal.)	16.2		0.70		58.88	0.00	31-3-22
799		Flyover at Karanja on NH-53	48.11		1.00		0	0.00	25-12-2021
800		Flyover in Sakoli town on NH-53 (Old NH - 6) (from 451.244 km to 454.184 km)	351.97		2.94		35.75	0.00	12-02-2021
801		6L of Saundard ROB on Raipur Nagpur (from 441.970 km to 443.560 km)	122.98		1.60		39.23	0.00	03-12-2020
802		Flyover in Lakhani town on NH-53 (Old NH-6) (from 469.920 km to 473.420 km)	354.53		3.50		38.8	0.00	31-08-2021
803		Medshi (km 47.700) to Washim (km 92.200) of NH-161	1519.65		44.50		8.51	0.00	24-10-2021

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		in Maharashtra							
804		Washim(km 92.200) to Pangare(134.500) of NH-161 in Maharashtra	932.34		42.30		36.77	0.00	14-05-2021
805		Khudus - Dharampuri km 77.8 to km 117.0 Pkg III of Mohol Alangi	1153.55		39.20		0	0.00	30-01-2022
806		Wakhari - Khudus km 44.7 to km 77.8 Pkg II of Mohol Alangi	1002.59		33.10		0	0.00	30-01-2022
807		Mohol - Wakhari km 0.0 to km 44.77 Pkg. I of Mohol Alangi	1353.78		44.70		0	0.00	30-01-2022
808		Improvement of NH-53 passing through Jalgaon City to four lane along with construction of VUPs & PUP	76.76		7.00		32.95	0.00	07-03-2021
809		Upgradation of 4 laning of old NH-6 from Km.296 to 304 passing through Khamgaon City	81.14		7.30		95	0.00	31-12-20
810		Akola City -Shivar-PKV Square-Nehru Park Square - Dakshata Nagar Square-Nimwadi Chowk -Washim Bypass -Ridhora Bypass road	170.3		13.00		12	0.00	16-08-2021
811		Flyovers in Akola City	209.35		4.80		49.88	0.00	31-12-22
812		Aurangabad - Karodi km 290.00 - km 320.104 of NH 211 (New NH 52)	2057.74		30.44		65.43	0.00	10-08-2021
813		Karodi - Telwadi km 320.104 - km 375.00 of NH 211 (New NH-52)	1575.07		54.36		85	0.00	31-12-2020
814		Development of Multi Lane Carriageway of Jalna Road in Aurangabad city from Nagamaka Junction to Cambridge School Road Section from km. 0.00 to km. 14.293	82.72		14.93		26	0.00	18-09-2021
815		Balance work of Khed Ghat realignment & Narayangaon bypass on Khed Sinnar section of NH-60	74.71		9.31		66.5	0.00	31-3-22
816		JNPT Package 1 Km 3.600 to 6.073 of NH-4B and from Km 5.300 to Km 7.422 of NH-348 (old SH-54) in Maharashtra	0		4.59		83.15	0.00	30-06-2021
817		4 Lane Stand Alone Ring Road/ Bypasses for Nagpur City, Package - I from Km 0.500 to Km 34.000. (Total Length - 33.500 Km) in the state of Maharashtra	684.98		33.50		52.22	0.00	30-06-2021
818		Ring road /Bypasses for Nagpur city, Package-2 from km 34.000 to km 62.035 (Total length 28.035 km) in the state of Maharashtra	763.27		28.03		43.3	0.00	30-06-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
819		Vadape to Thane from km 539.202 to km 563.000 section of NH-3 new NH-848	1291.91		20.71		0	0.00	18-07-2021
820		Four Laning of Akkalkot to Solapur (including Akkalkot Bypass of Length 7.35 km.) from km. 99.400 to km. 138.352 of NH-150 E	1321.35		38.95		59.72	0.00	13-12-2020
821		Tarsod - Fagne section of NH-6	2267.99		87.30		15.51	0.00	12-07-2021
822		4L of Ausa-Chakur Section from km 55.835 to Km 114.345 of NH-361	1559.58		58.51		0	0.00	24-03-2022
823		Chakur Loha Section of NH-361 from km 114.600 to km 187.80	1903.56		73.35		0	0.00	24-03-2021
824		Loha-Waranga Section of NH-361 from km 187.800 to km 244.369	1858.97		56.57		0	0.00	24-03-2021
825		Sinnar-Shirdi (including Sinnar Bypass)	1540.36		50.94		0	0.00	31-3-23
826		Flyover at Butibori MIDC T Junction on NH-44 (Old NH - 7) (from 25.250 km to 26.940 km)	64.48		1.69		60.03	0.00	28-02-2021
827		Flyover at km 77.750 of Hinganghat - Nandgaon Junction of NH - 44 (from 77.250 km to 78.390 km)	82.9		1.14		64.08	0.00	03-12-2020
828		4L of Saoner - Dhapewada - Kalmeshwar Gondkhari (Pkg II) from km 4.700 to km 33.575	730.57		29.00		39.08	0.00	23-08-2021
829		4L of Nagpur - Umred section (From 7.300 km to 48.400 km of NH-353D)	671.4		41.10		32.8	0.00	08-08-2021
830		Warora - Wani from km. 313.850 to km. 332.160	482.85		18.31		0	0.00	27-10-2021
831		Four Laning of Sangli - Solapur (Pkg IV) [Mangalwedha-Solapur] from km 321.6 - km 378.10	1994.16		56.50		49.8	0.00	21-05-2021
832		Four Laning of Sangli - Solapur (Pkg III) [Watambare-Mangalwedha] from km 276.0 - km 321.60	2015.93		45.60		53.22	0.00	30-12-2020
833		Four Laning of Sangli - Solapur (Pkg II) [Boregaon-Watambare] from km. 224.00 to km. 276.00	1854.89		52.00		71.35	0.00	20-04-2021
834		Four Laning of Sangli - Solapur (Pkg I) [Sangli - Borgaon km 182.556 - km 224.00]	2040.11		41.44		34.77	0.00	21-05-2021
835		Balance / Additional Works in Pimpalgaon - Nashik - Gonde Section of NH-3 from Km.380.00 to Km.440.0 [EPC-II]	531.48		7.57		76.35	0.00	16-02-2021
836		JNPT Package 2 Gavanphata Interchange from 14.740 to Km 15.894 (Old SH -54)	0		18.27		73.5	0.00	30-06-2021
837		JNPT Package 3 from Km-7.422-Km-13.160 and Amra	0		11.09		55	0.00	30-06-2021

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Marg from Km-0.000-Km-5.360							
838		JNPT Package 4 FROM KM 21.200 TO KM 27.270 (D TO E SECTION) AND FROM KM 0.000 TO KM 4.492 (D TO G SECTION)	0		10.56		98.33	0.00	30-11-2020
839		4L of Chikhli - Tarsod section of NH-6 from km 360.00 - km 422.700	1846.81		62.70		63.28	0.00	14-07-2021
840		4 laning of Waranga - Mahagaon from km 253.700 - km 320.580	1632.18		66.88		65.56	0.00	31-03-2021
841		Satara (Km 725.000) to Pune (Km 865.350) of NH - 4 (New NH - 48) in Maharashtra	361.72	01-10-2010	140.35	134.80	96	2,458.41	31-12-20
842		Panvel (0.000) to Indapur (84.600) of NH-66	791.41	19-12-2011	84.60	55.47	85.01	1,076.39	31-03-2021
843		Solapur-Vijayapur	1888.89	26-10-2018	109.07	43.50	39.29	763.00	23-04-2021
844		Integrated structure at Chandni chowk Flyover	536.68	28-02-2019	2.20	0.00	8.87	20.55	26-08-2021
845		Tunnel at Khambataki Ghat Section and its approaches from existing Km. 771.730 to existing Km. 782.000	907.03	28-02-2019	6.46	0.00	3.13	0.00	27-02-2022
846		Khudus - Dharampuri km 77.8 to km 117.0 Pkg III of Mohol Alangi	1153.55	31-01-2020	39.20	0.00	0	0.00	30-01-2022
847		Wakhari - Khudus km 44.7 to km 77.8 Pkg II of Mohol Alangi	1002.59	31-01-2020	33.10	0.00	0	0.00	30-01-2022
848		Mohol - Wakhari km 0.0 to km 44.77 Pkg. I of Mohol Alangi	1353.78	31-01-2020	44.70	0.00	0	0.00	30-01-2022
849		Balance work of Khed Ghat realignment & Narayangaon bypass on Khed Sinnar section of NH-60	74.71	19-07-2019	9.31	5.10	66.5	25.67	31-3-22
850		JNPT Package 1 Km 3.600 to 6.073 of NH-4B and from Km 5.300 to Km 7.422 of NH-348 (old SH-54) in Maharashtra	0	16-05-2016	4.59	1.80	83.15	409.13	30-06-2021
851		Vadape to Thane from km 539.202 to km 563.000 section of NH-3 new NH-848	1291.91	21-01-2019	20.71	0.00	0	1.67	18-07-2021
852		Four Laning of Akkalkot to Solapur (including Akkalkot Bypass of Length 7.35 km.) from km. 99.400 to km. 138.352 of NH-150 E	1321.35	14-12-2018	38.95	25.10	59.72	447.15	13-12-2020
853		Sinnar-Shirdi (including Sinnar Bypass)	1540.36	18-08-2020	50.94	0.00	0	0.00	17-08-2022
854		Four Laning of Sangli - Solapur (Pkg IV) [Mangalwedha-Solapur] from km 321.6 - km 378.10	1994.16	23-05-2019	56.50	20.09	49.8	383.69	21-05-2021
855		Four Laning of Sangli - Solapur (Pkg III) [Watambare-Mangalwedha] from km 276.0 - km 321.60	2015.93	31-12-2018	45.60	26.36	53.22	462.87	30-12-2020

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
856		Four Lining of Sangli - Solapur (Pkg II) [Boregaon-Watambare] from km. 224.00 to km. 276.00	1854.89	22-04-2019	52.00	28.68	71.35	454.08	20-04-2021
857		Four Lining of Sangli - Solapur (Pkg I) [Sangli - Borgaon km 182.556 - km 224.00]	2040.11	23-05-2019	41.44	5.20	34.77	315.07	21-05-2021
858		Balance / Additional Works in Pimpalgaon - Nashik - Gonde Section of NH-3 from Km.380.00 to Km.440.0 [EPC-II]	531.48	23-04-2018	7.57	0.00	76.35	298.42	16-02-2021
859		JNPT Package 2 Gavanphata Interchange from 14.740 to Km 15.894 (Old SH -54)	0	16-05-2016	18.27	14.01	73.5	416.41	30-06-2021
860		JNPT Package 3 from Km-7.422-Km-13.160 and Amra Marg from Km-0.000-Km-5.360	0	16-05-2016	11.09	5.10	55	215.81	30-06-2021
861		JNPT Package 4 FROM KM 21.200 TO KM 27.270 (D TO E SECTION) AND FROM KM 0.000 TO KM 4.492 (D TO G SECTION)	0	16-05-2016	10.56	9.93	98.33	403.95	30-11-2020
862		Flyover at Dumri Junction (from km 697.580 to km 698.56) with slip/ service road on Nagpur Bypass section	27.53	20-01-2020	0.98	0.00	3.00	0.00	19-07-2021
863		Metro viaduct cum 4L Flyover (under Nagpur Metro Rail) - Kamptee Road between Automotive Square to Gaddigodam from km. 0.706 to km. 4.735	573.16		4.00	1.00	60.00	150.00	31-3-22
864		Flyover at Km.544.650 including ROB, Service Roads ,Footpath for RCC drains on urban link to Nagpur - Raipur road (Pardi octroi Naka to Itwari)	649.5	31-03-2016	6.94	0.74	40.22	156.73	03-06-2021
865		2L ROB including one Minor bridge and approaches with retaining wall from Km.8.674 near Khapri (Nagpur) (City Portion)	70.07	29-03-2017	1.12	0.98	93	273.07	31-03-21
866		Pimpalkhuti ROB (km 173.050) to (km 173.750) (Package No. NS-62A (MH) Bal.)	16.2	25-11-2017	0.70	0.00	58.88	6.46	31-3-22
867		Flyover at Karanja on NH-53	48.11		1.00		0	0.00	25-12-2021
868		Flyover in Sakoli town on NH-53 (Old NH - 6) (from 451.244 km to 454.184 km)	351.97	23-05-2018	2.94	0.00	35.75	60.56	12-02-2021
869		6L of Saundard ROB on Raipur Nagpur (from 441.970 km to 443.560 km)	122.98	04-12-2018	1.60	0.00	39.23	26.34	03-12-2020
870		Flyover in Lakhani town on NH-53 (Old NH-6) (from 469.920 km to 473.420 km)	354.53	23-05-2018	3.50	0.00	38.80	75.60	31-08-2021
871		Medshi (km 47.700) to Washim (km 92.200) of NH-161	1519.65	25-10-2019	44.50	0.00	2.6	14.25	24-10-2021

									Length in km, Amount in Rs. Crore	
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion	
		in Maharashtra								
872		Washim(km 92.200) to Pangare(134.500) of NH-161 in Maharashtra	932.34	15-05-2019	42.30	8.69	23.32	99.79	14-05-2021	
873		Improvement of NH-53 passing through Jalgaon City to four lane along with construction of VUPs & PUP	76.76	06-09-2019	7.75	1.80	32.95	21.67	07-03-2021	
874		Upgradation of 4 laning of old NH-6 from Km.296 to 304 passing through Khamgaon City	81.14		7.30		95	0.00	31-12-20	
875		Akola City -Shivar-PKV Square-Nehru Park Square - Dakshata Nagar Square-Nimwadi Chowk -Washim Bypass -Ridhora Bypass road	170.3		13.00		12	0.00	16-08-2021	
876		Flyovers in Akola City	209.35		4.80		49.88	0.00	31-12-22	
877		Aurangabad - Karodi km 290.00 - km 320.104 of NH 211 (New NH 52)	2057.74	12-02-2019	30.44	12.74	65.43	0.00	10-08-2021	
878		Karodi - Telwadi km 320.104 - km 375.00 of NH 211 (New NH-52)	1575.07	09-10-2018	54.36	33.13	85	0.00	31-12-2020	
879		Development of Multi Lane Carriageway of Jalna Road in Aurangabad city from Nagamaka Junction to Cambridge School Road Section from km. 0.00 to km. 14.293	82.72	19-03-2020	14.93	0.00	0	0.00	18-09-2021	
880		4 Lane Stand Alone Ring Road/ Bypasses for Nagpur City, Package - I from Km 0.500 to Km 34.000. (Total Length - 33.500 Km) in the state of Maharashtra	684.98	05-01-2017	33.50	14.24	52.22	288.91	30-06-2021	
881		Ring road /Bypasses for Nagpur city, Package-2 from km 34.000 to km 62.035 (Total length 28.035 km) in the state of Maharashtra	763.27	20-01-2017	28.03	6.90	43.30	311.91	30-06-2021	
882		Tarsod - Fagne section of NH-6	2267.99	14-01-2019	87.30	2.55	15.51	130.00	12-07-2021	
883		4L of Ausa-Chakur Section from km 55.835 to Km 114.345 of NH-361	1559.22	25-03-2019	58.51	0.00	0	0.00	31-08-2022	
884		Chakur Loha Section of NH-361 from km 114.600 to km 187.80	1903.56	25-03-2019	73.35	0.00	0	0.00	31-08-2022	
885		Loha-Waranga Section of NH-361 from km 187.800 to km 244.369	1855.85	25-03-2019	56.57	0.00	0	0.00	31-08-2022	
886		Flyover at Butibori MIDC T Junction on NH-44 (Old NH - 7) (from 25.250 km to 26.940 km)	64.48	01-12-2018	1.69	0.00	60.03	24.89	28-02-2021	
887		Flyover at km 77.750 of Hinganghat " Nandgaon Junction of NH - 44 (from 77.250 km to 78.390 km)	82.9	04-12-2018	1.14	0.00	64.08	35.55	03-12-2020	

Length in km, Amount in Rs. Crore										
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion	
888		4L of Saoner - Dhapewada - Kalmeshwar Gondkhiari (Pkg II) from km 4.700 to km 33.575	730.57	24-08-2019	29.00	10.00	39.08	122.14	23-08-2021	
889		4L of Nagpur - Umred section (From 7.300 km to 48.400 km of NH-353D)	671.4	09-08-2019	41.10	10.00	32.80	75.82	08-08-2021	
890		Warora - Wani from km. 313.850 to km. 332.160	482.85	28-10-2019	18.31	0.00	0	27.98	27-10-2021	
891		4L of Chikhli - Tarsod section of NH-6 from km 360.00 - km 422.700	1846.81	16-01-2019	62.70	39.78	63.28	669.35	14-07-2021	
892		4 laning of Waranga - Mahagaon from km 253.700 - km 320.580	1669.75	21-05-2018	66.88	40.77	65.56	610.61	31-03-2021	
893		Manipur	Construction/Improvement of road Maram-Parento NHDL specifications Km 84.30 to 110.88 (Old location 85.02 to 107.650) MP-MN SARDP-NE-BRO-2006-07-59	100.51	18-03-2008	26.58	23.59	88.31	85.06	28-02-2021
894			Construction of permanent steel bridge over Barak and Makru river	141	27-04-2017	2.00	0.00	0.00	49.37	31-3-23
895			4- Laning of Imphal – Moreh Section of NH 39 from Km 330.000 to Km 350.000 (Contract Package I)	761.54	01-06-2020	20.00	0.00	0.00	0.00	31-05-2022
896			2- Laning of Imphal – Moreh Section of NH 39 from Km 350.000 to Km 395.680 (Package II)	868.75	16-10-2018	45.68	41.38	0.00	301.44	15-10-2021
897			Improvement/widening to 2 laning of stretch from Khongsang to Tamenglong of NH-137	471.04	01-08-2019	37.97	0.00	0.00	69.44	31-07-2022
898		Improvement/Strengtening to 2-lane with hard shoulder of Pallel-Chandel section of NH-102C (Km 0.000 to Km 18.292) on EPC basis	107.72	24-06-2020	18.00	0.00	0.00	0.00	24-06-2022	
899		Construction of Moreh Bypass to 2-lane with Paved shoulder from km421.950 to 425.411 of NH-39 (Length= 2.52 km) near Indo-Myanmar border on EPC basis	68.14	01-07-2020	2.52	0.00	0.00	0.00	01-07-2022	
900		Widening/Improvement to 2-lane with Paved shoulder of Yaingangpokpi - Finch corner road section of NH-202 from Km 0.000 to Km 30.970 (part of contract Package - I) on EPC basis	478.81	01-07-2020	30.97	0.00	0.00	0.00	01-07-2022	
901		Widening/Improvement to 2-lane with Paved shoulder of Yaingangpokpi - Finch corner road section of NH-202 from Km 0.000 to Km 30.970 (part of contract Package - II) on EPC basis	0	01-07-2020		0.00	0.00	0.00	01-07-2022	
902		2-laning of Churachandpur Tuivai Section of NH-102B (Pkg- I A)	206.88	24-06-2020	13.75	0.00	0.00	0.00	24-06-2022	

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
903		2-laning of Churachandpur Tuivai Section of NH-102B (Pkg- I B)	216.49	24-06-2020	19.09	0.00	0.00	0.00	24-06-2022
904		2-laning of Churachandpur Tuivai Section of NH-102B (Pkg- IIA)	292.24	01-07-2020	15.76	0.00	0.00	0.00	01-07-2022
905		2-laning of Churachandpur Tuivai Section of NH-102B (Pkg- IVA)	167.95	01-07-2020	11.15	0.00	0.00	0.00	01-07-2022
906		Construction of Lokchao Bridge at Km 407.450 on NH-102	39.18	10-08-2017	0.00	0.00	67	23.07	31-3-22
907		Road Safety work through improvement of Junctions, Foot over Bridge, Footpath, Road Signs, Marking etc. in km 462 to 464 of NH-150 (New NH-02) & at km 320 of NH-39 (New NH-102) under road safety Annual Plan 2017-18 in the state of Manipur under Job No. 150 & 39-Manipur-2017-18-RSCE-015 Dt. 29/03/2018	18.3	22-12-2018	0.00	0.00	96	14.79	31-12-21
908		Construction of Sawombung Bridge and approaches at km 475.030 on NH-150 in the state of Manipur	14.15	01-06-2015	0.00	0.00	63	7.18	31-3-22
909		Strengthening of existing 2-lane including construction of paved shoulders of Mao - Senapati section from km 212.325 to km 260	235.31	01-11-2017	48.00	34.00	71	97.25	31-12-21
910		Strengthening of existing two lane i/c paved shoulder from Senapati - Kangpokpi - Sekmai from Km 260.00 to Km 287.00	139.87	01-11-2017	27.00	26.00	96	91.39	31-12-21
911		Strengthening of existing two lane i/c paved shoulder from Sekmai Koirengai - Imphal section from Km 304.00 to Km 318.840	80.89	03-04-2018	15.00	12.84	88	33.65	31-12-21
912		Strengthening of existing 2-lane pavement with paved shoulders from km 402.00 to km 412.00 of NH-150	39.34	22-02-2019	10.00	8.50	80	16.37	31-12-21
913	Meghalaya	2- laning of Ranikor-Nonghyllam- Maheshkhola-Baghmara (from design Ch. 0.000 to Ch. 129.385) Package-I: Existing Ch. 0.000 to Ch.31.700	306.28	30-09-2019	33.03	0.00	0.00	25.61	30-03-2022
914		Widening to 2- lane with Geometric improvement of Tura-Dalu Road from Km 85.000 to Km 95.000 & Km 101.000 to km 145.000 to 2-lanes with paved shoulder of Tura- Dalu section	553.41	15-09-2018	51.54	0.80	0.00	46.19	14-09-2021
915		Miscellaneous works to NH-51 for the year 2016-17 in the state of Meghalaya.	26.4	28-03-2017	0.00	0.00	91	8.80	31-03-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
916		Reconstruction of 6 nos. of weak SPT Bridges with bailey Bridges including approaches (Br. No 181/2, 174/4,201/7 etc) on NH-62 (Job No: 062/MG/2016-17/142) Length (Km - 195.40)	15.19	22-05-2017	0.00	0.00	74	1.61	30-9-21
917		Rehabilitation of distress bridges at Ch. 91.60 Km, Ch. 94.60 Km, Ch. 97.40 Km, Ch. 117.90 Km, 124.60 Km, Ch. 138.80 Km, Ch. 169.70 Km, Ch. 171.10 Km, Ch. 178.00 Km, Ch. 180.20 Km, Ch. 180.40 Km, Ch. 182.60 Km, Ch. 188.50 Km, on NH-62 in the state of Meghalaya. Job No. 062/MG/2016-17/150	11	31-01-2019	0.00	0.00	41	0.00	31-01-2021
918	Mizoram	Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 8.00 to km 65.00 (Package-1) on Aizawl-Tuipang section	960.1	24-01-2020	57.00	0.00	0.00	4.90	25-07-2023
919		Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 65.00 to km 125.00 (Package-2) on Aizawl-Tuipang section	957.34	23-12-2019	53.26	0.00	0.00	6.99	25-06-2023
920		Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 125.00 to km 166.00 (Package-3) on Aizawl-Tuipang section	760.8	25-10-2019	41.00	0.00	0.00	9.98	24-10-2022
921		Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 166.00 to km 208.00 (Package-4) on Aizawl-Tuipang section	787.504	25-10-2019	42.00	0.00	0.00	15.79	24-04-2023
922		Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 208.00 to km 250.00 (Package-5) on Aizawl-Tuipang section	690.2446	25-10-2019	35.30	0.00	0.00	17.77	24-04-2023
923		Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 250.00 to km 298.00 (Package-6) on Aizawl-Tuipang section	768.769	16-12-2019	45.00	0.00	0.00	22.98	15-06-2023
924		Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 339.00 to km 380.00 (Package-8) on Aizawl-	637.06812	16-03-2020	38.60	0.00	0.00	0.00	15-09-2023

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Tuipang section							
925		Rehabilitation and Up-gradation to 2 lane with paved shoulders of Economic Corridor of NH-6 from Design Chainage Km 00+000 to Km 13+510 (Selling-Dulte - I)	206.9	01-07-2020	13.51	0.00	0.00	0.00	01-07-2022
926		Rehabilitation and Up-gradation to 2-lane with paved shoulders of Economic Corridor of NH-06 from Design Chainage Km 13+510 to km 27+400 (Selling-Dulte - II)	216.49	01-07-2020	13.89	0.00	0.00	0.00	01-07-2022
927		Rehabilitation and Up-gradation to 2- lane with paved shoulders of Economic Corridor of NH-6 from Design Chainage km 27+400 to km 45+040 (Selling-Dulte - III)	292.24	01-07-2020	17.64	0.00	0.00	0.00	01-07-2022
928		Rehabilitation and Up-gradation to 2-lane with pave shoulders of Economic Corridor of NH-6 from Design Chainage Km 45+040 to Km 62+200 (Selling-Dulte - IV)	281.77	01-07-2020	17.16	0.00	0.00	0.00	01-07-2022
929		Construction of a new - 2 Lane Highway from Km 0.00 (on NH-54 near Lawngtlai) to Km 38.00 (Crossing with GS Road) (Length=38 Km) in Mizoram to support Kaladan Multi Modal Transit Transport Project in Phase 'A' of SARDP-NE in the state of Mizoram	377.99	27-10-2010	35.00	34.59	91.85	312.41	31-12-2020
930		Construction of a new 2-lane highway from km 38/00 to 71/00 in Mizoram to support Kaladan Multi Modal Transit Transport Project in Phase 'A' of SARDP-NE (Package MM-II)	306	27-10-2010	26.00	25.58	97.19	279.13	31-12-20
931		Construction of a new 2-lane highways from km 71/00 to km 99/83 in Mizoram to support Kaladan Multi Modal Transit Transport Project in SARDP NE PhaseA	328	27-10-2010	27.00	21.96	84.23	258.71	30-6-21
932		Widening to 2-Lane, re-alignment and geometric improvement from Km 11/00 to Km 114/618 of NH 44 A	993	17-03-2011	104.00	84.55	89.93	886.01	31-12-2020
933		Construction for 2-laning with paved shoulder of NH-150 of stretch from Km 42/800 - Km 60/300	206	15-01-2018	18.00	0.00	52.45	68.59	15-01-2021
934		Installation of crash barriers on various streches of national Highways in the state of Mizoram. Job No. NHs-MZ-2016-17-RSCE-031	12	12-07-2018	0.00	0.00	95.72	0.00	31-12-21
935		Strengthening profile correction and re-designing of pavement on NH-102B from km 25.50 to km 37.10 (saichal to Hliappui) and from km 46.10 to km 76.10 (pawlrang to Ngopa) in the State of Mizoram during	20.25	20-09-2018	42.00	27.82	75.79	9.33	31-12-21

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		2017-18							
936	Nagaland	Construction/Improvement of road Maram-Parento NHDL specifications Km 110.88 to 120.29 (Old location 107.650 to 117.057) MP-NG SARDP-NE-BRO-2008-09-69	26.95	13-06-2008	9.41	7.66	83.41	22.48	31-12-2020
937		4 Laning of Dimapur Kohima Road from Design Km 123.840 to Km 138.775 (Package - I).	489.01	16-09-2016	14.94	7.74	0.00	246.91	31-3-23
938		4 Laning of Dimapur Kohima Road from Design Km 138.775 to Km 152.490 (Package - II).	519.72	03-08-2016	13.72	6.06	0.00	256.63	31-3-23
939		4 Laning of Dimapur Kohima Road from Design Km 152.490 to Km 166.700 (Package - III).	562.98	08-08-2016	14.21	2.35	0.00	206.11	31-3-23
940		Construction of Four/Six laning from Km 132.375 to Km 153.058 (Total New Alignment length of 20.683 Km) of Daboka Dimapur Section (Dimapur Bypass) of NH-36 & 39	645.02	05-09-2017	20.68	4.95	0.00	183.40	31-3-23
941		(ii) Construction of Dimapur Bypass (Assam Portion) of 4/6 lane pavement on EPC basis from existing Km 159.400 of NH-36 to existing Km 102.500 of NH-39 and upto end point of Assam portion [Design Km 118.050 to design Km 132.375] (length 14.325 Km)	500.09	26-11-2019	14.33	0.00	3.30	0.00	25-11-2022
942		Construction of 2-Lane with Hard shoulders of Chakabama-Zunheboto (C-Z) road Km 0-25	339.57	03-07-2019	25.00	5.81	0.00	51.24	02-07-2022
943		Construction of 2-Lane with Hard shoulders of Chakabama-Zunheboto (C-Z) road Km 25-50 PKG-II	239.3	20-05-2019	25.00	2.37	0.00	30.75	19-05-2022
944		Construction of 2-Lane with Hard shoulders of Chakabama-Zunheboto (C-Z) road on EPC [Design Km 50 -75] PKG-III	285.68	05-09-2019	25.00	0.00	0.00	25.76	04-09-2022
945		Construction of 2-Lane with hard shoulders of Chakabama-Zunheboto (C-Z) road Km 75-95 PKG-IV	315.03	13-12-2018	20.00	0.00	0.00	32.31	12-12-2021
946		Construction of 2-Lane with Hard shoulders of Chakabama-Zunheboto (C-Z) road Km 95-115.534 PKG-V	240.64	20-12-2018	20.53	0.00	0.00	43.60	19-12-2021
947		Construction of 2-Lane with hard shoulders of Pfutsero-Phek (PP) road from Km 0-20	237.72	08-11-2018	20.00	0.80	0.00	62.65	08-11-2021
948		Pfutsero- Phek (PP) road Km 20-40	251.97	15-11-2018	20.00	0.00	0.00	58.68	14-11-2021
949		Pfutsero- Phek (PP) road Km 40-62.558	282.98	15-11-2018	22.56	2.60	0.00	61.98	14-11-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
950		Merangkong-Tamlu-Mon (MTM) Km 0-20 - PKG-I	215.12	18-11-2018	20.00	9.64	0.00	56.10	17-11-2021
951		Merangkong-Tamlu-Mon (MTM) Road Km 20-40 PKG-II	215.79	03-12-2018	20.00	0.00	0.00	28.28	12-01-2021
952		Merangkong-Tamlu-Mon (MTM) Road Km 40-59 PKG-III	272.89	24-10-2019	19.00	0.00	0.00	7.61	23-11-2022
953		Merangkong-Tamlu-Mon (MTM) Road Km 63.800-86.835 PKG-IV	323.98	18-11-2019	23.04	0.00	3.13	0.00	18-11-2022
954		Construction of 2-lane with hard shoulder of Changtongya - Longleng Road on EPC basis from existing Km0.00 to Km16.592 [Design Km 0.00 to Km.18.779] (Design Length-18.779km) (Pkg-1)	278.95	01-07-2020	18.78	0.00	0.00	0.00	01-07-2022
955		Construction of 2-lane with hard shoulder of Changtongya - Longleng Road on EPC basis from existing Km16.592 to Km29.530 [Design Km.18.779 to Km 33.428] (Design Length-14.649 km) (Pkg-2) 2019-20	206.53	01-07-2020	14.65	0.00	0.00	0.00	01-07-2022
956		Construction of 2- lane with hard shoulder of Kohima-Jessami Road on NH-29 (Old NH-150) from existing Km 7.880 (near chedama Junction) to existing km 30.474 (Near Chakahabama) (Design km 7.88 to km 29.60) (Design length - 21.72 km) on EPC Mode (Package -I)	320.97	01-07-2020	21.72	0.00	0.00	0.00	01-07-2022
957		Construction of 2 lane with hard shoulder of Kohima - Jessami road on NH-29 (Old NH-150) from existing Km 30.474 (Near Kidwema road Chakahabama) to existing Km 53.220 (Near Kikruma Village) (Design Km 29.60 to Km 51.50) (Design length-21.90 Km) on EPC mode (Package II) under NH(O) 2019-20	355.79	01-07-2020	21.90	0.00	0.00	0.00	01-07-2022
958		Construction of 2 lane with hard shoulder of Kohima - Jessami road on NH-29 (Old NH-150) from existing Km53.220 (Near Kikruma Village) to existing Km 76.320 (Near Mesulumu Village) (Design Km51.50 to Km74.20) (Design length-22.70 Km) on EPC mode (Package III) under NH(O) 2019-20	361.53	01-07-2020	22.70	0.00	0.00	0.00	01-07-2022
959		Construction of 2 lane with hard shoulder of Kohima - Jessami road on NH 29 (old NH 150) from existing km 76.320 (near Mesulumu Vill.) to existing Km98.380 (near Chizami Vill.) [Design Length= 21.50 km] on EPC	330.78	01-07-2020	21.50	0.00	0.00	0.00	01-01-2022

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		(Package IV)							
960		Construction of 2 lane with hard shoulder of Kohima - Jessami road on NH 29 (old NH 150) from existing km 98.380 (near Chizami vill.) to km120.367 (Nagaland/Manipur Border) [Design km 95.700 to design km 117.200] [Design Length= 21.500 km] on EPC (Package V)	330.8	01-07-2020	21.50	0.00	0.00	0.00	01-01-2022
961		Strengthening and widening to two lane with paved shoulder of NH-61 from Km 40.00 to Km 72.40 under EPC mode in the State of Nagaland during FY 2016-17 (package-I from km 40.00 to km 56.00)	168	07-12-2017	16.00	0.00	45.65	61.37	31-12-22
962		Strengthening and widening to two lane with paved shoulder of NH-61 from Km. 40.00 to Km 72.40 under EPC mode in the State of Nagaland during 2016-17(package-II from km 56.00 to km 72.40)	172.63	07-12-2017	16.40	8.50	63.05	77.30	31-3-22
963		Construction of 2 lane with paved shoulder from Km. 168.00 to 183.783 (Yesemyong to Unger) on Mokochung to Tuli Section of NH-61 under EPC mode in the State of Nagaland.	217	16-11-2018	16.00	0.00	32.69	35.11	31-12-22
964		Improvement of City Portion of Dimapur and Kohima city of NH-39 (Package-I Dimapur City Km 106.90 to Km 124.20)	336	22-03-2018	17.00	14.17	66.57	151.10	31-3-22
965	Odisha	Widening and Strengthening of existing SL/IL to 2 Lane C/w with paved shoulder including geometrics from km 68/260 to km 118/370 of NH-59 (erstwhile km from 213/890 to 264/000 km of NH 217)	191.5	06-09-2014	50.11	48.82	91.46	128.72	31-12-21
966		Widening to 2 lane with PS from km 118/40 to 173/40 of NH-59 in the state of Odisha.	326.63	14-10-2015	55.00	54.10	93.52	238.75	31-12-21
967		Widening to 2L with PS from km 246/100 to 321/00 of NH-53 in the state of odisha	239.91	26-10-2015	51.15	42.08	78.03	138.41	31-12-21
968		Widening to 2L with PS from km 162/70 to 192/45 of NH 326 in the state of Odisha	114	02-11-2015	29.75	29.75	87.16	57.30	31-12-21
969		Widening to 2-lane of Chitrakonda-Janvai-Papermetla road (MDR-105) from Km 0.00 to Km 29/50 under LWE Scheme.	39	02-06-2011	29.50	21.00	75	26.01	31-12-21
970		Widening to 2L from Km 0.00 to Km 45/535 of	81	20-09-2011	45.54	29.00	50	38.62	31-3-22

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Govindipali-Salimi-Chakabhuka road under LWE Scheme in the state of Odisha.							
971		Widening to 2L from km 327/7 to 413/7 km of N.H-326 under VRC Scheme in the state of Odisha.	277	18-11-2015	86.00	85.70	99.68	238.63	31-12-20
972		Widening 2L from Km 377/70 to 471/90 of VR Route under VRC Scheme in the state of Odisha.	191	24-08-2012	94.20	80.96	82	96.96	31-12-21
973		Upgrading to 2L with PS from km 90/0 to 158/0 (Nuapada-Bango Munda) of NH 217 under NHIP Scheme in the state of Odisha.	171.96	13-06-2014	68.00	62.33	72.29	85.12	31-12-21
974		Widening to 2L with PS from km 0/0 to 41/055 (Chandili to Borigumma) of NH 63 including kotpad Bye pass in the state of Odisha	120	08-05-2017	41.05	36.28	87	50.82	31-12-21
975		Widening to 2L with PS from km 58 to 116.1 (Naktideuli-Boudh) of NH-153B in the state of Odisha.	207	04-04-2018	58.10	44.61	61	22.32	31-3-22
976		Widening to 2L with PS from km 239/9 to 295/0 (Nayagarh - Khurdha) of NH-57 in the state of Odisha.	223	06-08-2018	54.40	25.15	46	30.70	31-12-22
977		Widening to 2L with PS from km 50/0 to 140/9 (Sonepur to Madhapur) of NH-57 in the state of Odisha	296	15-02-2017	86.61	80.00	88.93	109.49	31-12-21
978		Widening to 2L with PS from km 0/0 to 119/0(Except 81-91) of NH-157 (Charichhak to Bhanja Nagar) in the state of Odisha.	288	15-02-2017	106.62	94.65	83.7	133.49	31-12-21
979		Widening to 2L with PS from Km 35/7 to 71/12 of NH-220 in the state of Odisha.	92.5	27-08-2016	35.42	31.86	91	43.41	31-12-21
980		Widening to 2L with PS from 181/0 to 239/280 (Bhawanipatna to Koksara) of NH-26 in the state of Odisha.	165	01-12-2016	58.28	56.02	80.89	92.26	31-12-21
981		Re-construction of Bridges at km 18/861, 24/005, 32/450 and 54/100 of NH -59	16	14-10-2016	0.00	0.00	53	2.72	31-3-22
982		Acquisition of land for construction of by-pass road near Berhampur Town on NH-59 (erstwhile NH-127)	74	30-11-2013	0.00	0.00	0	0.00	31-3-23
983		Acquisition of land for construction of ROB cum by-pass road for Titilagarh Town on NH-59 (Old NH-127)	5.6	20-01-2015	0.00	0.00	0	0.00	31-3-23
984		Acquisition of land for construction of by-pass road for Borigumma Town on NH-26	11.4	16-03-2015	0.00	0.00	0	0.00	31-3-23
985		LA for Koraput bypass on NH-26	47.8	31-03-2015	0.00	0.00	0	0.00	31-3-23
986		Widening to 2L with PS from Km 173/370 to Km	214.23	06-08-2018	53.79	26.70	36.67	13.01	31-12-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		229/400 of NH-59 in the state of Odisha.							
987		Widening to 2L with PS from Km 269/300 to 328/200 of NH-49 in the state of Odisha.	199	01-08-2018	56.60	36.58	45	8.58	31-12-22
988		Construction of 2 nos of HL Bridge over Bheden River at Km 313/400 & over Jhulen Nalah at km 317/400 of NH-49 near Jharsuguda in the state of Odisha.	24	19-04-2018	0.00	0.00	40	0.97	31-12-22
989		Improvement to 2-lane with paved shoulder from km 224/900 to 231/900 of NH-57 (Maicheili to Semilisahi) in the state of Odisha under Annual Plan 2017-18.	30.1	05-06-2018	7.00	5.30	75.71	3.28	31-12-21
990		Khandagiri Chowk Grade Separator (km 412.00)	107.78		2.23		58.03	0.00	30-12-2020
991		Tangi to Bhubaneswar (km 355.0 to km 414.0) of NH-5 (New NH-16)	1175.3		56.78		11.49	0.00	31-03-2022
992		Puintola to Tangi (km 284.00 to km 355.00) of NH-5 (New NH-16)	761.79		75.36		22.45	0.00	16-12-2020
993		Cuttack-Angul Section of NH-42 (New NH-55) from km 0.400 to km 60.200 (Pkg-I) in the State of Odisha	1005.2		59.80		33.5	0.00	30-09-2021
994		Cuttack-Angul Section of NH-42 (New NH-55) from Km.60.200 to Km. 112.000 (Pkg-II) in the State of Odisha	1015.16		51.80		33.5	0.00	30-09-2021
995		Bhadrak (KM 136.500) to Baleshwar (KM 199.141)	1052.76		62.64		16.2	0.00	14-09-2021
996		Chandikhole (km 62.000) to Bhadrak (km136.500)	1580.03		74.50		42.2	0.00	12-06-2021
997		4 Laning of Talcher to end of Kamakhyanagar Bypass km 8.844 - km 15.725 of NH-149 and km 301.875 - km 335.946 of NH-53 (Pkg-I)	795.18		41.73		28.5	0.00	19-08-2021
998		4 laning of End of Kamakhyanagar Bypass - Duburi from km. 335.946 to km 388.382 (Pkg-II)	761.11		51.10		33	0.00	21-08-2021
999		4 Laning of Duburi Chandikhole from km 388.376 to km 428.074 (Pkg-III)	789.23		39.70		4	0.00	08-08-2022
1000		Brahmani Bypass Rajmunda	531.79		46.95		38.37	0.00	27-06-2021
1001		4-L of Rajamunda to Barkote Section of NH-23 from km. 287.200 to km. 337.185	603.63		49.99		7.84	0.00	13-06-2021
1002		Rimuli Koida km 163 - km 206 of NH 215	828.36		43.20		53.32	0.00	30-06-2021
1003		Koida- Rajamunda (Pkg-II) km 206.00 - km 259.453 of NH 215	1390.49		53.25		44.08	0.00	30-06-2021
1004		Balance Work of Puri By Pass Road of Bhubaneswar-Puri Section from km. 56.500 to km. 67.500	69.32		10.90		98	0.00	31-12-20

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1005		Baharagora (199.606 Km) to Singhara (310.806 Km) of NH-6	1018.11		111.61		61	0.00	31-03-2021
1006		Balasore - Baripada - Jharpokharia - section of NH-5 (km 0.00 to km 80.6)	965.28		80.60		85.3	0.00	31-03-2021
1007		Birmitrapur - Brahmani Bypass end of NH-23	752.67		29.10		16.21	0.00	30-06-2021
1008		Binjhabahal - Telebani from km. 414.000 to km. 491.71	1385.56		78.32		70.38	0.00	08-07-2021
1009		Singhara - Binjhabahal from km. 310.806 to km. 414.982	1684.68		104.17		60.33	0.00	23-06-2021
1010		Four Laning of Telebani - Sambalpur from Km.493.30 to Km.521.30 and Km.545.176 to Km.567.40	624.89		50.75		35	0.00	30-06-2021
1011		Four Laning of Angul to Sambalpur from Km.112.000 to Km.265.000	2109.26		150.86		39.01	0.00	31-12-2021
1012		Khandagiri Chowk Grade Separator (km 412.00)	115.63	03-05-2018	2.23	0.00	56.42	19.62	31-03-2021
1013		Tangi to Bhubaneswar (km 355.0 to km 414.0) of NH-5 (New NH-16)	1217.33	10-04-2019	56.78	0.00	13.27	30.00	31-03-2022
1014		Puintola to Tangi (km 284.00 to km 355.00) of NH-5 (New NH-16)	761.79	17-12-2018	75.36	0.00	22.52	22.56	31-03-2022
1015		Cuttack-Angul Section of NH-42 (New NH-55) from km 0.400 to km 60.200 (Pkg-I) in the State of Odisha	999	19-01-2018	59.80	10.00	35	105.69	30-06-2021
1016		Cuttack-Angul Section of NH-42 (New NH-55) from Km.60.200 to Km. 112.000 (Pkg-II) in the State of Odisha	995.19	12-03-2018	51.80	10.00	35	106.00	30-06-2021
1017		Bhadrak (KM 136.500) to Baleshwar (KM 199.141)	1052.76	20-03-2019	62.64	7.00	17.5	0.27	31-03-2022
1018		Chandikhole (km 62.000) to Bhadrak (km136.500)	1580.03	16-12-2018	74.50	30.00	44	245.00	31-12-2021
1019		4 Laning of Talcher to end of Kamakhyanagar Bypass km 8.844 - km 15.725 of NH-149 and km 301.875 - km 335.946 of NH-53 (Pkg-I)	795.18	21-02-2019	41.73	16.00	32	93.00	31-03-2022
1020		4 laning of End of Kamakhyanagar Bypass - Duburi from km. 335.946 to km 388.382 (Pkg-II)	761.11	23-02-2019	51.10	20.50	35	93.00	31-03-2022
1021		4 Laning of Duburi Chandikhole from km 388.376 to km 428.074 (Pkg-III)	789.23	11-02-2020	39.70	0.00	6	0.00	10-08-2022
1022		Brahmani Bypass Rajmunda	537.7	31-12-2018	46.95	13.00	36.92	58.19	31-03-2022
1023		4-L of Rajamunda to Barkote Section of NH-23 from km. 287.200 to km. 337.185	616.23	17-12-2018	49.99	0.00	7.45	8.90	30-06-2022
1024		Rimuli Koida km 163 - km 206 of NH 215	828	12-05-2018	43.20	12.00	25.18	113.72	07-11-2020
1025		Koida- Rajamunda (Pkg-II) km 206.00 - km 259.453 of	1390.49	08-05-2018	53.25	26.00	44	225.00	31-03-2022

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		NH 215							
1026		Baharagora (199.606 Km) to Singhara (310.806 Km) of NH-6	1283	21-10-2017	111.61	75.00	63.8	409.19	30-06-2021
1027		Balasure - Baripada - Jharpokharia - section of NH-5 (km 0.00 to km 80.6)	1161	05-01-2017	80.60	65.40	85.8	570.05	31-01-2021
1028		Birmitrapur - Brahmani Bypass end of NH-23	736.02	23-05-2018	29.10	0.00	16	1.50	31-03-2022
1029		Binjhabahal - Telebani from km. 414.000 to km. 491.71	1313	15-01-2018	78.32	45.00	71.5	648.00	30-06-2021
1030		Singhara - Binjhabahal from km. 310.806 to km. 414.982	1420	28-09-2018	104.17	52.00	60.67	572.00	30-06-2021
1031		Four Laning of Telebani - Sambalpur from Km.493.30 to Km.521.30 and Km.545.176 to Km.567.40	712.82	25-05-2017	50.75	17.00	37	97.50	30-06-2021
1032		Four Laning of Angul to Sambalpur from Km.112.000 to Km.265.000	2510.04	03-03-2017	150.86	59.00	39.62	756.38	31-03-2022
1033	Puducherry	Construction of approaches to Road Over Bridge at Km.33/000 on NH45A in the Union Territory of Puducherry	29	18-08-2015	1.00	0.00	75	15.42	30-9-21
1034		Reconstruction of Bridge across river Pravadayananar @Ch 184/000 in NH45A in Karaikal district in the Union territory of Pondicherry	10	28-01-2018	0.00	0.00	75	4.46	31-12-21
1035	Punjab	Moga - Tallewal section of NH-71 in Punjab km 77.200 to 114.0	904.82	12-12-2016	38.68	33.85	87.41	739.41	30-6-21
1036		Jalandhar-Hoshiarpur section of NH-70 [New NH No.	1069.59	23-10-2017	39.13	13.30	34	663.50	31-12-22
1037		ROB at Kotkapura in Km. 235.240 on LC No. SPL-26	116.98	14-03-2017	0.00	0.00	88	65.51	30-6-21
1038		ROB IN LIEU OF LEVEL CROSSING A/12/B/2 AT KM. 112-	139.48	05-03-2017	0.00	0.00	99	130.85	31-12-20
1039		Widn. To 2 - L with P/S & STG. In Km 62.600--76.150 of NH 703A Jalandhar Kapurthala Makhu road	32.18	17-11-2016	13.97	5.59	40.01	8.04	31-12-22
1040		Up-gradation for NH-254 section Rampura-Maur-Talwandi Sabo-Raman Mandi in Km 105.890 to 132.00	112.11	15-02-2017	26.41	26.41	98	66.26	31-12-20
1041		ROB at Nangal in Km. 59.870 on LC No. 88-C	123.8	08-06-2018	0.00	0.00	66.57	36.35	31-3-22
1042		Improvement of Road Safety through improvement of junction on NH-10 and NH-15 at Km. 348.550 at Malout town in the state of Punjab [Job No. NH-15-PB-2017-18RSCE-011 dated 23.02.2018]	4.51	17-09-2018	0.00	0.00	55	0.22	31-3-22
1043		Rehabilitation & Upgradation to 2 Lane with paved shoulders of Abohar- Sito Gunno-Dabwali Road from	322.48	15-01-2019	50.89	44.69	87.83	183.43	30-6-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		KM. 0.00 to KM. 50.885 of NH-354E including construction of One High Level Major Steel Bridge on EPC mode in the state of Punjab [Job No. NH-354E-PB-2017-18-493 dt. 28.03.18]							
1044		Widening/Upgradation of Moga-Kot Ise Khan-Makhu-Harke-Khalra Road (NH-703B)	293.64	04-02-2019	75.16	55.62	72	134.32	31-12-21
1045		Rehabilitation and up-gradation to 2 lane with paved shoulder from km 49.450 to km 72.597 (23.147 Km) of NH-754 (Muktasar-Jalalabad section) on EPC mode in the State of Punjab.	59.34	05-12-2019	23.14	0.00	12	0.24	04-06-2021
1046		Four lanning from Km 5.50 to Km. 11.975 of NH-154 (Old NH-20) Pathankot-Nurpur road	39.53	14-08-2019	6.42	0.00	15	1.74	31-3-23
1047		Widening and paved shoulder of Tohana (in Haryana) Punjab/Haryana Border to Moonak-Jakhal-Budhlada-Bhikki from Km 236.600 to 287.710 of NH-148B	293.1	04-02-2019	45.88	28.45	57	63.14	31-3-22
1048		Widening/Upgradation of Mudhki to Jawahar Singh Wala RD. 0.00 to 38.00 section of NH-254	173.24	05-03-2019	38.00	31.92	84	56.66	30-6-21
1049		One time improvement for bypassed section of NH-71(New NH-703) Jalandhar-Barnala road in Moga district	11.59	14-11-2019	20.23	18.21	90.01	0.00	31-12-21
1050		Improvement of bypassed portion from Km 110.250 to 126.500, Km 0.00 to 4.80 (Old Tarn Taran Bypass) and Km 139.900 to 143.00 of NH-15 (New NH-54) in Amritsar and Tarn Taran District (Stretch not included in NHDP-IV Scheme) as an one time improvement on EPC mode in the State of Punjab	13.95	01-03-2019	24.15	20.00	82.82	3.97	31-12-21
1051		IRQP of Harike-Makhu-Zira-Talwandi-Fardikot in Faridkot & Kotkapura Town from Km 221.600 to 243.50 section of NH-15 (new NH-54) in the State of Punjab.	9.43	18-09-2019	21.90	20.80	99	5.09	31-12-20
1052		Providing 40mm BC on Barnala-Mansa road from 140.450 to 163.950 section of NH-703 in the State of Punjab	10.93	16-10-2019	19.50	16.58	85.02	1.65	31-12-21
1053		"Reconstruction of 3 Minor bridges at Km.42.250, Km. 56.250 and Km. 59.650 on NH-703A on EPC mode"	6.06	13-12-2019	0.00	0.00	0	0.00	31-3-23
1054		Widening / Upgradation of Makhu-Arifke Road Section	192.48	15-11-2019	24.60	3.19	12.97	8.14	14-05-2021
1055		Talwandi - Ferozepur	354.51		23.66		90.01	0.00	14-01-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1056		Bhatinda - Malout from km. 0.00 to km. 38.642	453.83		38.67		0	0.00	13-07-2022
1057		2L PS/4L of Khemkaran to Gurdaspur (Package-II) [Khemkaran to start of Amritsar Bypass] from km. 22.673 to km. 71.496	257.97		48.82		92.98	0.00	31-03-21
1058		2L PS/4L of Khemkaran to Gurdaspur (Package-V) [Ramdas to Gurdaspur] km 140.00 - km 187.492 and 4.19 km CoS (Kartarpur Corridor)	346.43		51.68		92	0.00	31-03-21
1059		Chandigarh (km.0.000) to Kharar (km10.185) of NH-21 and NH-95 in Punjab	732.62		10.18		81.6	0.00	30-11-2020
1060		4L of Phagwara -Rupnagar from km. 0.00 to km. 80.82 of NH-344A	2474.59		80.82		93	0.00	31-12-2020
1061		Elevated structure including approaches from km.352+675 to km.354+430 and VUP at km.355+400 including approaches at Phagwara City	167.29		2.55		95	0.00	31-12-20
1062		Ludhiana (Km. 92.000) to Talwandi Section (Km. 170.000) of NH-95 in Punjab	137.76		78.00		91.98	0.00	31-03-2021
1063		Laddowal Bypass (Km. 0.000) to (Km. 17.041) Linking with NH-95 with NH-1 Via Laddowal Seed Farm of NH-95 in Punjab	577.76		17.04		78.51	0.00	30-9-21
1064		4L Elevated section from Samrala Chowk (Km. 0.000) to Ludhiana Municipal Limit (Km. 12.951) of NH-95 in Punjab	873.37		12.95		38	0.00	06-06-2021
1065		Talwandi - Ferozpur	354.52	15-01-2019	23.66	13.50	90.01	195.20	14-01-2021
1066		Bhatinda - Malout from km. 0.00 to km. 38.642	420	13-07-2020	38.67	0.00	1.5	10.20	12-07-2022
1067		2L PS/4L of Khemkaran to Gurdaspur (Package-V) [Ramdas to Gurdaspur] km 140.00 - km 187.492 and 4.19 km CoS (Kartarpur Corridor)	346.43	13-12-2018	51.68	44.50	92	171.06	31-03-21
1068		Chandigarh (km.0.000) to Kharar (km10.185) of NH-21 and NH-95 in Punjab	746.43	09-06-2016	10.18	2.47	81.6	613.44	15-11-2020
1069		Elevated structure including approaches from km.352+675 to km.354+430 and VUP at km.355+400 including approaches at Phagwara City	144	05-07-2019	2.55	0.00	95	78.00	31-12-20
1070		Ludhiana (Km. 92.000) to Talwandi Section (Km. 170.000) of NH-95 in Punjab	487.51	26-03-2012	78.00	76.25	91.98	127.80	31-03-21
1071		Laddowal Bypass (Km. 0.000) to (Km. 17.041) Linking with NH-95 with NH-1 Via Laddowal Seed Farm of NH-	577.76	28-06-2017	17.04	10.50	78.51	243.89	30-9-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		95 in Punjab							
1072		4L Elevated section from Samrala Chowk (Km. 0.000) to Ludhiana Municipal Limit (Km. 12.951) of NH-95 in Punjab	873.37	10-10-2017	12.95	1.79	38	205.34	09-08-2021
1073	Rajasthan	Construction of Northern Kota Bypass from Ch. 0.00 to Ch. 10.300 on EPC mode Pkg-1(886-I)	98	25-06-2015	10.30	8.70	82	47.48	30-6-21
1074		Construction of Nagaur bypass from existing Km 166/260 to Km 180/500 of NH-65	155.76	07-09-2016	19.20	16.00	92	76.05	31-03-21
1075		Widening/ strengthening of existing 2 lane with paved shoulder of sanchor -Dhenera-Deesha section of from km 0.00 to km 11.800 on NH-168A.	90.25	21-08-2019	11.80	10.00	75	16.50	11-02-2021
1076		Widening, Strengthening and Reconstruction of NH-552- Extn from km 76/600 to 112/00 (Sawai Madhopur to Sheopur section)	188	16-04-2018	34.00	15.50	55	48.80	31-3-22
1077		Upgradation to 2 lane with paved shoulder from Jhadol to Ambhabhelly KM . 43/900 to 91/0 of PKG-II in state of Rajasthan	342	21-05-2018	59.70	25.00	49	80.49	31-12-22
1078		Construction of Two Lane Flexible pavement with paved shoulder from Km 3.650 to Km 58.325 of NH 709 Extension (Rajgarh to Hariyana Boder) in the State of Rajasthan through EPC under NH(O) during 2017-18	164	27-04-2018	54.67	52.20	92	69.50	31-03-21
1079		Construction of 2 lane ROB in lieu of existing level crossing C-61 at Km 165/550 on NH-89	25.74	15-06-2017	0.82	0.00	60	7.25	30-11-2020
1080		Construction of 2 lane ROB in lieu of existing level crossing C-64 at Km 172/900 jodhpur ajmer road on NH-65	29	12-07-2018	1.17	0.00	56	6.54	31-3-22
1081		Construction of 2 lane ROB at Km 233/0.38 and Km 233/435 of NH-112 on Jodhpur Barmer Railway Section at L/C No. C-293 and A-292 on Jodhpur to Barmer Road at Balotra in the state of Rajasthan	96.61	02-03-2019	2.00	0.00	35	14.72	21-05-2021
1082		Construction of High Level RCC Major Bridge at km 89(Aklera) on Parwan along with approaches and ancillary structure on NH-752 Baran Aklera road in the state of Rajasthan	82.25	13-09-2018	4.00	0.00	60	17.62	31-3-22
1083	Construction of two lane CC Pavement with paved shoulder configuration from Km 5/975 to 19/252 (Design	116	30-04-2018	28.00	23.90	86	43.70	30-6-21	

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Ch. 7/400 to 20/925) and Km 26/825 to 41/200 (Design Ch 27/300 to 41/625) Total length 27/850 km of existing road for upgradation of Fatehpur to Jhunjhunu section of NH-11							
1084		Upgradation to 2 lane with paved shoulder from Kundal to Jhadol KM . 0/0 to 43/900 of PKG-I in the state of Rajasthan	370.3	28-06-2018	58.00	12.00	36.5	90.51	31-12-22
1085		Construction of Four Lane with Paved Shoulder Rohat Bypass from Starting from Design Chainage Km 0+000 (Km 345+349 of Jodhpur- Pali Section NH-65)to Design Chainage Km 4+913 (Km 349+100 of Jodhpur- Pali Section NH-65) in State of Rajasthan on EPC Mode	86	20-12-2018	4.91	0.00	15	4.15	31-3-23
1086		up gradation / strengthening on existing two lane road (Km. 103+300 to Km. 126+800) of construction of 4 lane road in alwar city Km. 92+400 se Km. 127.350 on alwar nuh section of NH 248 A	178.13	04-09-2019	34.95	0.00	34	20.88	04-03-2021
1087		Construction of High level Bridge across River Lahasi in km. 63 including approaches on NH-752 Baran Aklera road in the state of Rajasthan.	15.72	18-12-2018	0.50	0.00	5	1.51	17-12-2020
1088		Construction of 4-lane ROB and it approaches in lieu of existing Level crossing no. 43 at km13 of NH-162A in Fatehnagar in the state of Rajasthan	32	05-10-2018	1.00	0.00	55	5.62	31-12-2020
1089		Rectification of Black Spot ID no. RJ-032/Jalore: Construction of 6-lane VUP with service road at km 268.620 of NH-15 (Jaisalmer- Barmer Section) in the State of Rajasthan on EPC mode	25	18-12-2018	1.00	0.00	12	3.60	31-3-23
1090		Construction of two lane with paved shoulder of Kawai Bypass of New NH-752 (old NH-90) from Km 41+560 to Km 50+650 (Design Ch-0+000 to 8+700) in Jhalawar in the State of Rajasthan.	78.95	16-10-2019	9.00	0.00	5	0.00	15-04-2021
1091		Construction of two lane with paved shoulder configuration of (i) Chippra barod bypass of New NH-752 (old NH-90) from Km. 55+430 to km 64+530 (Design Ch-0+000 to 8+300)	73	14-11-2019	9.20	0.00	2	0.00	14-05-2021
1092		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-04) (Ch. 78+800 to Ch. 115+700) [HR/Raj Border to Jn. with SH-44]	1585.79		36.90		24.25	0.00	08-12-2021

Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length in km, Amount in Rs. Crore			
						Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1093		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-05) (Ch.115+700 to Ch. 151+840) [Jn. at SH-44 to Jn. Keshopura road]	1606.04		36.14		17.92	0.00	08-12-2021
1094		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-06) (Ch.151+840 to Ch. 183+000) (Keshopura Road - Junction with NH-11)	1505.04		31.16		0	0.00	19-11-2021
1095		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-07) (Ch.183.000 to Ch. 214.260) (Junction with NH-11 - Start of RoB near junction with NH-11A)	1591.87		31.26		0	0.00	06-06-2022
1096		Sangariya (near Chautala)-Rasisar (near Bikaner) (AJ/SR-Package-4)	554.46		27.00		0	0.00	23-06-2022
1097		Sangariya (near Chautala)-Rasisar (near Bikaner) (AJ/SR-Package-9)	689.47		27.50		0	0.00	30-06-2022
1098		Rasisar (near Bikaner)-Deogarh (near Dhandhaniya) (Phase-I) (AJ/RD-Package-2)	676.19		30.00		10.7	0.00	08-01-2022
1099		Rasisar (near Bikaner)-Deogarh (near Dhandhaniya) (Phase-I) (AJ/RD-Package-3)	732.84		30.00		4.39	0.00	21-01-2022
1100		Rasisar (near Bikaner)-Deogarh (near Dhandhaniya) (Phase-I) (AJ/RD-Package-4)	735.36		30.00		16.45	0.00	05-12-2021
1101		Rasisar (near Bikaner)-Deogarh (near Dhandhaniya) (Phase-I) (AJ/RD-Package-5)	820.02		28.00		11.18	0.00	24-11-2021
1102		Rasisar (near Bikaner)-Deogarh (near Dhandhaniya) (Phase-I) (AJ/RD-Package-6)	717.32		29.66		0	0.00	31-07-2022
1103		Deogarh (near Dhandhaniya)-Rajasthan/Gujarat Border (Phase-I) (AJ/DRGB-Package-1)	710.49		22.14		7.66	0.00	12-03-2022
1104		Deogarh (near Dhandhaniya)-Rajasthan/Gujarat Border (Phase-I) (AJ/DRGB-Package-2)	814.04		27.00		7.17	0.00	11-02-2022
1105		Gangaria Batori Kalan-Serwa-Bakhasar section of NH-925 (km 0.000 to 136.520) and Sata Gandhav Section oh NH-925-A (km 0.000 to km 60.450)	1134.11		196.97		87.82	0.00	30-6-21
1106		Jaisalmer (NH-11) Bhadasar-Ramgarh-Tanot- and Bhadesar-Sarkaritala (Pkg-BM/5)	809.35		193.52		0.85	0.00	21-04-2021
1107		4 Lane from Km 299.000 to 346.540 (Darah-Jhalawar-Teendhar section) of NH-12.	1487.05		48.88		46.27	0.00	19-11-2020
1108		Khajuwala-Poogal - Dantour- Jaggasar- Gokul- Goddu - Ranjeetpura- Charanwala- Naukh-Bap section of NH	918.81		212.11		89.58	0.00	21-05-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1109		Jodhpur Ring Road Package-I [4-laning of Dangiawas (Km. 96.595) to Jajiwai (Km. 283.500)]	1467.92		75.00		20.94	0.00	13-12-2021
1110		Raisinghnagar - Anupgarh - Gharsana - Rojri - Sattasar - Pugal- (Part-2) (Pkg-BM/6)	865.18		162.46		83.96	0.00	27-02-2021
1111		Balance works of 6L of Jaipur Ring Road from Agra Road (Km. 0.300) to Ajmer Road (46.700) section	1487.85		46.40		98.35	0.00	31-12-20
1112		Bar-Bilara-Jodhpur (Km 0.000 to Km 111.000) of NH-112 in the State of Rajasthan	916.99		109.65		76.33	0.00	30-9-21
1113		Gulabpura(Km 69.267) to Uniara(282.936) of NH-148D in Rajasthan	805.27		203.97		99.85	0.00	31-12-20
1114		6L of Gurgaon - Kotputli - Jaipur section from km. 42.700 to km. 273.00 of NH-8 (New NH-48)	1539.47		225.60		98.67	0.00	31-12-2020
1115		Chittorgarh-Udaipur Section of NH76	236.64		93.50		88	0.00	30-6-21
1116		6L of Udaipur to Shamlaji from Km 287.400 to km 401.200 of Old NH-8	514.92		113.80		89.91	0.00	30-11-2020
1117		Six Lane Greenfield Udaipur Bypass [Connection between NH- 76 at Existing Km. 118.500 at Debari to NH-8 Km. 287.400 at Kaya Village] (Pkg-IV)	1082.77		23.88		85.77	0.00	31-12-2020
1118		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-04) (Ch. 78+800 to Ch. 115+700) [HR/Raj Border to Jn. with SH-44]	1585.79	10-12-2019	36.90		24.25	329.30	08-12-2021
1119		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-05) (Ch.115+700 to Ch. 151+840) [Jn. at SH-44 to Jn. Keshopura road]	1606.04	10-12-2019	36.14		17.92	222.40	08-12-2021
1120		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-04) (Ch. 78+800 to Ch. 115+700) [HR/Raj Border to Jn. with SH-44]	1585.79	10-12-2019	36.90		24.25	0.00	08-12-2021
1121		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-05) (Ch.115+700 to Ch. 151+840) [Jn. at SH-44 to Jn. Keshopura road]	1606.04	10-12-2019	36.14		17.92	0.00	08-12-2021
1122		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-06) (Ch.151+840 to Ch. 183+000) (Keshopura Road - Junction with NH-11)	1505.04	20-11-2019	31.16		22.99	0.00	19-11-2021
1123		Delhi-Vadodara Greenfield Alignment (NH-148N) (Pkg-07) (Ch.183.000 to Ch. 214.260) (Junction with NH-11 - Start of RoB near junction with NH-11A)	1591.87	07-02-2020	31.26		24.52	0.00	06-06-2022

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1124		Sangariya (near Chautala)-Rasisar (near Bikaner) (AJ/SR-Package-4)	554.46	24-06-2020	27.00		2.42	0.00	23-06-2022
1125		Sangariya (near Chautala)-Rasisar (near Bikaner) (AJ/SR-Package-9)	689.47	01-07-2020	27.50		0	0.00	30-06-2022
1126		Rasisar (near Bikaner)-Deogarh (near Dhandhaniya) (Phase-I) (AJ/RD-Package-2)	683.3	09-01-2020	30.00	0.00	11.33	20.16	08-01-2022
1127		Rasisar (near Bikaner)-Deogarh (near Dhandhaniya) (Phase-I) (AJ/RD-Package-3)	734.78	22-01-2020	30.00	0.00	5.85	0.00	21-01-2022
1128		Rasisar (near Bikaner)-Deogarh (near Dhandhaniya) (Phase-I) (AJ/RD-Package-4)	734.24	06-12-2019	30.00	0.00	15.60	29.37	05-12-2021
1129		Rasisar (near Bikaner)-Deogarh (near Dhandhaniya) (Phase-I) (AJ/RD-Package-5)	811.62	25-11-2019	28.00	0.00	13.75	18.31	24-11-2021
1130		Rasisar (near Bikaner)-Deogarh (near Dhandhaniya) (Phase-I) (AJ/RD-Package-6)	721.21	31-07-2020	29.66	0.00	0	0.00	31-07-2022
1131		Deogarh (near Dhandhaniya)-Rajasthan/Gujarat Border (Phase-I) (AJ/DRGB-Package-1)	715.82	13-03-2020	22.14	0.00	16.17	0.00	12-03-2022
1132		Deogarh (near Dhandhaniya)-Rajasthan/Gujarat Border (Phase-I) (AJ/DRGB-Package-2)	818.64	12-02-2020	27.00	0.00	15.27	6.66	11-02-2022
1133		Jaisalmer (NH-11) Bhadasar-Ramgarh-Tanot- and Bhadesar-Sarkaritala (Pkg-BM/5)	809.35	23-04-2019	193.52	0.00	8.81	6.00	21-04-2021
1134		4 Lane from Km 299.000 to 346.540 (Darah-Jhalawar-Teendhar section) of NH-12.	1487.05	24-05-2018	48.88	16.57	43.84	538.21	18-07-2021
1135		Khajuwala-Poogal - Dantour- Jaggasar- Gokul- Goddu - Ranjeetpura- Charanwala- Naukh-Bap section of NH	918.81	22-05-2019	212.11	157.00	74.02	447.59	21-05-2021
1136		Jodhpur Ring Road Package-I [4-laning of Dangiawas (Km. 96.595) to Jajiwal (Km. 283.500)]	1308.73	14-12-2018	75.00	7.75	21.96	221.14	13-12-2021
1137		Raisinghnagar - Anupgarh - Gharsana - Rojri - Sattasar - Pugal- (Part-2) (Pkg-BM/6)	865.18	27-02-2019	162.46	128.00	78.79	427.85	27-02-2021
1138		Balance works of 6L of Jaipur Ring Road from Agra Road (Km. 0.300) to Ajmer Road (46.700) section of NH-148C.	1487.85	18-01-2018	46.40	46.30	98.91	774.20	31-12-20
1139		Kishangarh (km 0.000) to Gulabpura (km 90.000) of NH-79A and NH-79 in Rajasthan	1031.95	21-02-2018	90.00	60.21	69.77	1,273.83	09-09-2021
1140		Gulabpura (Km 90.000) to Chittorgarh (Km 214.870) of NH-79 in Rajasthan	1239.82	04-11-2017	124.87	104.70	16.37	0.00	31-01-2021
1141		Bar-Bilara-Jodhpur (Km 0.000 to Km 111.000) of NH-	1248.58	27-03-2017	109.66	79.70	77	410.79	21-06-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		112 in the State of Rajasthan							
1142		Gulabpura(Km 69.267) to Uniara(282.936) of NH-148D in Rajasthan	829.94	30-10-2015	203.97	203.97	99.85	594.76	31-12-20
1143		6L of Gurgaon - Kotputli - Jaipur section from km. 42.700 to km. 273.00 of NH-8 (New NH-48)	3269.27	03-04-2009	225.60	222.60	98.67	3326.95 Cr. (As per concessionaire , deduct 350 Cr. for COS)	31-03-2021
1144		Chittorgarh-Udaipur Section of NH76	236.64	03-07-2017	93.50	82.41	91	1,105.00	31-03-21
1145		6L of Udaipur to Shamlaji from Km 287.400 to km 401.200 of Old NH-8	514.92	03-09-2017	113.80	104.20	90.42	1,496.00	30-11-2020
1146		Six Lane Greenfield Udaipur Bypass [Connection between NH- 76 at Existing Km. 118.500 at Debari to NH-8 Km. 287.400 at Kaya Village] (Pkg-IV)	1082.77	30-11-2017	23.88	14.71	86.84	770.00	31-12-2020
1147	Sikkim	Construction of Rangpo-Viaduct at Rangpo town Km 51.100 to 53.800 NH-10	133.49	20-02-2017	1.80	0.00	0	20.56	31-3-23
1148		Construction / Upgrade existing road to 2 lane with paved shoulder from Km 0.000 to 16.000 Singtam - Tarku NH-510	375.8	05-10-2019	16.00	0.00	0	14.46	05-04-2022
1149		Construction / Upgrade existing road to 2 lane with paved shoulder from Km 16.000 to 32.500 Tarku - Ravongla NH-510 .	290.05	01-11-2017	16.50	4.32	0	65.49	31-3-23
1150		Construction of Alternate Highway from Rhenock-Pakyong NH-717A.	447.37	01-11-2017	27.00	12.92	0	218.88	31-3-23
1151		Constuction/Upgradation of existing highway to 2 lane with paved shoulder from Km 00.00 to Km 16.1670 NH - 17A. (Ranipool-Pakyong) Airport Road.	275.26	10-10-2018	16.17	0.00	0	11.04	09-10-2021
1152		Construction of Chisopani Traffic Tunnel of length 250 m from design Chainage Km 67.150 to Km 67.400 on NH-10 in East Dist.	35.69	10-09-2019	0.42	0.00	0	1.02	08-09-2021
1153		Construction of 48m Bridge over Chuba Khola at Km 75+300 to Km 75+800 on NH-10	8.93	16-09-2019	0.48	0.00	0	0.00	15-09-2021
1154		Const. Of 2-lane Melli Manpur Namchi Road	182.28	02-03-2013	32.00	30.32	97.5	185.49	31-12-21
1155		Const. Of 2-Lane Tarku Damthang Namchi Road	166.27	16-07-2013	32.00	30.70	96.5	132.27	31-12-20

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1156		Const. Of 2-Lane Nayabazar-Legship	151.59	16-07-2013	24.00	22.19	97.5	196.76	31-12-21
1157	Tamil Nadu	Providing Paved shoulder in KM 81/0- 202/6 including reconstruction and widening of culverts in NH234 (New NH.38) in the State of Tamil Nadu on EPC Mode	269	01-09-2015	121.60	121.60	97	221.12	31-12-21
1158		Widening with paved shoulders from Km 380/0-390/0, reconstruction of minor bridge at Km 460/8, construction of protective wall in selected stretches from Km 405/4-425/4 of NH-67	37	10-07-2017	10.00	10.00	87	27.71	30-6-21
1159		widening from km 476/0-480/0 & 485/0-487/875 including construction/widening of pipe culvert, retaining wall, Breast wall, CC drain, recon. Of minor bridge at km 465/6, 477/4, km 478/10 & widening of minor bridge at km 483/8	24	16-04-2018	7.00	7.00	95	14.02	31-12-20
1160		Construction of Additional Bridge at Km 32/4 across Marudhayar River	14	14-12-2018	0.00	0.00	65	2.42	31-3-22
1161		Widening of Four Lane, Construction of Storm water drain, centre median and providing paver block from Km 2/4-7/4 of NH45A (Villupuram - Pondy - Nagapattinam Road)	27	07-03-2019	5.00	5.00	95	13.16	31-12-21
1162		Reconstruction of minor bridges Km 92/10, Km 120/2, Km 120/4, Km 124/4(i), Km 124/4 (ii), Km 130/2, Km 139/4, Km139/6, Km 151/2, Widening of minor bridge at Km 131/8, Km 95/4, Km 98/6, Km119/2, Km134/6, Km 139/10, Km148/4,	21.19	19-07-2017	0.00	0.00	72	15.30	31-12-21
1163		Reconstruction of Retaining wall at KM 621/2, KM 622/10 and km 627/8-628/2 , widening of narrow slab culverts at km 625/4, km 627/8 & 627/10 of NH 47 in the state of Tamil Nadu	5.51	23-03-2018	0.00	0.00	40	2.17	31-12-22
1164		Widening Existing Two Lane to Four Lane Including Strengthening the Existing Carriage way from km 16/170-18/110 including CD works, Drainage & Inter Locking Paver Block on NH-207(New NH-648)	13.85	26-11-2018	1.93	0.00	30	0.10	31-12-22
1165		Providing Junction improvement in km 95/8,128/6,179/2 and improvement to accident prone zones at km 114/0-117/4,147/4-147/6,175/6 & 202/1 of NH 208 (New NH 744) of Kollam - Thirumangalam NH 208	10.28	11-07-2019	0.00	0.00	2.46	0.00	31-3-23
1166		Widening from 2-lane to 2-lane with 1.5m paved	138.06	15-02-2019	49.35	42.00	74	70.01	30-9-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		shoulder from Km 0/0-23/100 & Km 29/250 - 47/400 and strengthening existing carriageway from Km 23/100-29/250 (Gudiyatham Bypass) and from Km 47/400 - 56/0 (Vellore Bypass) of NH-234 in the state of Tamil Nadu on EPC mode							
1167		Job.No.234-TN 2018-19-882 Widening and Strengthening of the Existing Two lane carriageway to Four lane from Km 67/4-71/040 and strengthening of existing four lane from Km 56/2-60/7 of NH 234(Mangalore-Villupuram Road) On EPC Mode	36	06-05-2019	8.00	5.00	65	13.27	31-3-22
1168		Job.No.234-2017-18-878 Construction of Grade separator at Km 138/2 of NH 234 On EPC Mode basis contract	19	03-06-2019	0.00	0.00	40	4.23	31-12-22
1169		Construction of flyover at km 15/2 including centre median in between km 10/6 - 19/8 and storm water drain in builtup area in selected stretches of NH 49 Extn in the state of TamilNadu (EPC mode)	52.04	06-11-2019	0.00	0.00	0	2.26	31-3-23
1170		Widening and strengthening of existing s/IL to Two lane in an aggregate length of 9.380 km in selected stretches from km 135/2 to km 160/0 of NH 45 A and strengthening the existing/widened portion in an aggregate length of 17.915 km in selected stretches from km 119/4 km 188/945 of NH 45 A (New no :32 on EPC basis)	64.72	25-07-2019	27.30	8.97	19	0.00	15-01-2021
1171		Widening and Strengthening of Natham-Kotampatti section from km 38/0-51/770 of NH 383	63.81	01-06-2019	13.77	0.00		0.00	30-11-2020
1172		Improvement to Accident Prone Stretch at Km 0/0-0/4,16/2,33/2,45/0-45/8,69/0-69/4 & Road Safety Measures at Km 7/2,14/2,19/300-20/2,35/2-35/6&Providing Centre Median at Km 0/0-0/4,25/0-27/6 of NH 209	9.96	09-03-2019	4.97	4.97	95	8.30	31-12-21
1173		Widening of CC Pavement to km.1/800- 2/400 including widening and strengthening of existing bituminous surface from km.1/230-1/400 & 1/760-1/800, strengthening in km.1/400-1/760, Reconstruction of storm water drain at Km 1/800-2/400, construction of crash barrier type center median and paved shoulders of NH45A (Villupuram-Pondicherry-Nagapattinam road)	7.14	26-04-2018	1.17	1.17	90	2.85	31-12-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		in the state of Tamil Nadu							
1174		Widening existing 2-lane to 4-lane with paved shoulder including Strengthening the existing carriageway from Km 36/0-80/0 of Salem-Tirupathur-Vaniyambadi road NH 179A in Tamil Nadu	297.55	25-11-2019	44.00	0.00	0	0.00	24-11-2021
1175		Strengthening in Km 227/8-237/0, Reconstruction of Culvert at km 234/2,234/10,235/4 & 235/6 and Reconstruction of bridge @235/6 &236/10 of NH 209 in the state of Tamil Nadu on EPC basis	19.17	08-03-2019	9.20	7.60	73	14.18	30-9-21
1176		widening & strengthening from (i) 2 lane to 2 lane with paved shoulder from Km 0/550-1/00,5/700-21/070,21/500-34/200 & 34/870-38/000 & (ii)strengthening of existing 4lane from Km 0/000-0/550,1/100-1/780,2/420-5/700,21/070-21/500,34/200-34/870 & 2lane from Km 1/780-2/420(Dindigul-Natham section) of NH 383 in the state of Tamilnadu on EPC	240.38	06-06-2019	38.00	0.00	25	23.13	31-12-22
1177		Sriperumbudur to Karaipettai	917.69		34.02		2.95	0.00	23-05-2021
1178		Karaipettai to Walajapet from Km 71.015 to 107.091	838.33		36.08		17.38	0.00	10-02-2021
1179		4L of Madurai Ring Road (Phase 1) [Vadipatti-Thamrapatti] from km 0.00 - km 29.960	833.42		29.96		2.69	0.00	15-03-2022
1180		Melur - Pilayarpatti - Karaikudi from km 99.920 of NH 38 to km 12.9 of NH 383 Ext.	1141.59		45.86		4.7	0.00	15-03-2022
1181		4L of Madurai to Chettikulam from km.0.00 to km 7.30 of NH-785	739.16		7.30		44.57	0.00	30-09-2021
1182		Four Laning of Chettikulam to Natham section of NH-785	837.61		29.39		67.5	0.00	01-05-2021
1183		4L of Natham - Thuvareankurichi from km. 36.69 to km. 61.115 of NH-785E	526.32		24.42		5.7	0.00	26-02-2022
1184		6 laning of Balance Work of Chennai - Tada from km. 21.40 to km. 54.40	464.62		33.00		69.48	0.00	31-12-2020
1185		Trichirapalli (Km 0.000) to Kallagam (Km. 38.700) of NH-227 in Tamil Nadu	1268.92		38.70		42	0.00	28-02-2021
1186		Balance work of Dindigul - Theni from km. 2.75 to km. 73.40 of NH-45E and Theni - Kumili from km. 215.5 to km. 273.60 of NH-220	390.89		44.06		39.35	0.00	08-03-2021
1187		Remaining works of Trichy - Karaikudi from Km. 10.00	166.9		12.77		32.75	0.00	31-05-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		to Km. 94.00 including Trichy Bypass (Km. 110.016 to Km. 135.93)							
1188		Balance work of 2L PS of Tindivanam Krishnagiri from km. 37.600 to km. 219.782	602.57		182.18		0.78	0.00	03-08-2021
1189		Kerala / Tamil Nadu border to Villukuri section from km 43/0 to km 70/250 of NH-47	1276.85		27.25		66.67	0.00	07-12-2020
1190		Villukuri to Kanyakumari section from km 70/250 to km 96/714 of NH-47 and Nagercoil to Kavalkinaru section from km 0/0 to km 16/376 of NH-47B	1164.06		42.70		72.65	0.00	27-11-2020
1191		Karaikudi - Ramanathapuram section from Km.94/000 to Km.174/000 including 500 m on SH 35	547.73		80.00		67.28	0.00	31-03-2021
1192		Vikravandi to Sethiyathopu section of NH - 45C in Tamil Nadu (Pkg I)	1440.8		65.96		31.02	0.00	01-02-2021
1193		Cholapuram - Thanjavur section of NH-45C from km 116.4 to km 164.275	1634.49		47.83		22.81	0.00	08-02-2021
1194		Sethiyathope -Cholapuram section of NH45C (Pkg-II)	1757.79		50.48		31.5	0.00	10-03-2021
1195		Kallagam (km.38.700) to Meensurutti (Km.98.433) of NH-227 in Tamil Nadu	1265.5		59.73		27.43	0.00	22-04-2021
1196		Sriperumbudur to Karaipettai	819.89	24-05-2019	34.02	0.00	0.45	0.00	23-05-2021
1197		Karaipettai to Walajapet from Km 71.015 to 107.091	776.7	11-02-2019	36.08	0.00	2.96	25.23	10-02-2021
1198		4L of Madurai Ring Road (Phase 1) [Vadipatti-Thamrapatti] from km 0.00 - km 29.960	840.27	16-03-2020	29.96	0.00	2.60	0.00	15-03-2022
1199		Melur - Pilayarpatti - Karaikudi from km 99.920 of NH 38 to km 12.9 of NH 383 Ext.	1008.84	16-03-2020	45.86	0.00	4.70	0.00	15-03-2022
1200		4L of Madurai to Chettikulam from km.0.00 to km 7.30 of NH-785	739.16	05-11-2018	7.30	0.00	45.94	253.60	03-11-2020
1201		Four Laning of Chettikulam to Natham section of NH-785	837.61	05-11-2018	29.39	18.40	70.15	212.18	03-11-2020
1202		4L of Natham - Thuvankurichi from km. 36.69 to km. 61.115 of NH-785E	526.32	28-02-2020				0.38	26-02-2022
1203		6 laning of Balance Work of Chennai - Tada from km. 21.40 to km. 54.40	464.62	28-03-2018	33.00	22.50	68.18	150.71	31-3-23
1204		Trichirapalli (Km 0.000) to Kallagam (Km. 38.700) of NH-227 in Tamil Nadu	1268.92	01-03-2019	38.70	7.60	31.00	346.63	28-02-2021
1205		Remaining works of Trichy - Karaikudi from Km. 10.00 to Km. 94.00 including Trichy Bypass (Km. 110.016 to	166.9	12-09-2019	12.77		27.86	25.64	31-05-2021

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Km. 135.93)							
1206		Balance work of 2L PS of Tindivanam Krishnagiri from km. 37.600 to km. 219.782	545.62	04-11-2019	182.18	0.00	0.00	0.00	03-07-2021
1207		Tirupati - Tiruttani - Chennai Section of NH-205 in the State of Andhra Pradesh and Tamil Nadu	885.92	07-04-2011	124.70	100.93	0.86	582.53	31-3-23
1208		Kerala / Tamil Nadu border to Villukuri section from km 43/0 to km 70/250 of NH-47	1274.39	12-08-2016	22.29	11.05	66.03	390.43	07-12-2020
1209		Villukuri to Kanyakumari section from km 70/250 to km 96/714 of NH-47 and Nagercoil to Kavalkinaru section from km 0/0 to km 16/376 of NH-47B	1041.56	08-07-2016	37.96	28.69	72.05	374.47	27-11-2020
1210		Karaikudi - Ramanathapuram section from Km.94/000 to Km.174/000 including 500 m on SH 35	717.47	01-11-2017	80.00	59.95	59.63	210.56	31-03-2021
1211		Pollachi to Coimbatore Section from km. 123.55 to km. 150.40 of Dindigul - Bangalore Road	920.36	01-12-2016	26.85	25.40	94.60	395.62	31-3-23
1212		Vikravandi to Sethiyathopu section of NH - 45C in Tamil Nadu (Pkg I)	1440.8	20-03-2018	65.96	0.00	13.80	73.46	31-12-2021
1213		Cholapuram - Thanjavur section of NH-45C from km 116.4 to km 164.275	1680.44	06-09-2018	47.84	0.00	5.61	122.89	10-02-2021
1214		Sethiyathope -Cholapuram section of NH45C (Pkg-II)	1784.83	16-08-2018	50.48	0.00	8.74	225.96	29-03-2021
1215		Kallagam (km.38.700) to Meensurutti (Km.98.433) of NH-227 in Tamil Nadu	1265.5	23-04-2019	59.73	7.50	17.20	213.88	22-04-2021
1216		Oddanchatram Bypass from Km 23.100 to Km 33.200 of NH-209 in Tamil Nadu	272.68	22-11-2017	10.10	7.00	78.92	141.45	31-3-23
1217		Krishnagiri (Km.0.000) to Walajahpet (Km.148.300)	1673.17	07-06-2011	148.30	141.87	96.64	1,332.17	31-7-22
1218	Telangan a	Widening of existing 2-lane/intermediate lane to 2-lane with paved shoulders in km.67/2 to 109/0 of NH-363 under Corridor Approach on EPC mode	153.21	24-07-2015	41.36	41.36	93.11	92.69	31-03-21
1219		Widening and Strengthening from km 227/600 to 283/00 in Haggari - Raichur - Jadcherla section of NH 167 in the state of Telangana	127.24	12-02-2015	38.55	36.40	92.3	81.34	31-03-21
1220		Construction of HLB across river Godavari at km 166/0 of Vijayawada jagadalpur road of NH 221 (New NH 30) in the State of Andhra Pradesh on EPC mode	98.45	22-07-2014	2.40	0.00	74.35	47.62	30-9-21
1221		Rehabilitation and upgradation of NH-221 from km 121/0 to 165/0 (Rudrampur to Bhadrachalam section) to two lane with paved shoulder under NHDPIV in the state	334.82	25-02-2015	44.00	41.83	80.39	184.85	30-6-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		of Telangana through EPC mode							
1222		Rehabilitation and upgradation of NH -565 from km 1.00 to 86.057 (Nakrekal to Nagarjunsagar Dam section) to two-lanes with paved shoulders under NHDP-IV on EPC basis.(Hyderabad)	270	13-03-2014	85.06	0.00	48.45	10.84	31-12-22
1223		Widening to two/four lane with paved shoulder from Km.180.600 to Km.223.000 of NH-63 on Nizamabad-Jagadapur road on EPC mode under NH(O) in the state of Telangana.	248.83	29-03-2017	42.40	14.49	51.11	98.26	31-3-22
1224		6-laning of km 9.900 to km 19/948 (Aramgarh to Shamshabad Section) of Hyderabad-Bangalore section of NH-44 Under NH(O) EPC basis in the state of Telangana	283.15	11-05-2018	10.05	4.36	29.74	52.84	31-12-22
1225		Widening to Two with Paved shoulders from Km 59.500 to Km 132.033 of Manneguda- Ravunapally section of NH-163 (Erstwhile SH-4) in the State of Telangana on EPC mode under NH (O) Annual Plan 2016-17	359	11-05-2017	73.00	61.40	97.89	170.00	31-12-20
1226		Widening to Two Lane with Paved Shoulders from Km 15.525 to Km 62.880 of Jadcherla " Kalwakurthy of NH 167 (Erstwhile section of SH "18) in the State of Telangana on EPC mode	283	28-12-2017	47.35	44.83	91.5	185.47	31-12-21
1227		"Widening to Two Lane with Paved Shoulders from Km 67.000 to Km 114.425 of Kalwakurthy- Mallapally Section of NH 167 (Erstwhile section of SH "18) in the State of Telangana on EPC mode under NH (O) Annual Plan 2016-17	300	05-05-2017	47.01	39.28	83.55	105.45	15-11-2020
1228		Rehabilitation and upgradation of Hyderabad outer ring road to Medak Section of NH-765D from existing km.15/970 (Design km.0/0) to existing km.78/70 (Design km.62/92) to two lane with paved shoulder/four lane on EPC Mode	426.52	24-04-2018	62.92	61.55	93	291.17	31-12-21
1229		Rehabilitation and upgradation to two lane with paved shoulders from Km 0/000 to 72/6 of NH-365 (Nakrekal to Tanamcherla section) under NHDP IV in the state of Telangana under EPC mode	605.08	01-11-2017	66.56	61.97	93.1	0.00	31-12-21
1230		Rehabilitation and upgradation of NH-167 from design km 113.900 to 154.479 (Mallepally Haliya section) to	294.13	13-06-2018	40.58	17.50	56.39	56.25	31-3-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		two lane with paved shoulders on EPC mode in the stte of Telangana							
1231		Construction of six lane elevated corridor from km 7.950 (Uppal) to km 14.200 of NH-163 to De-Congest the urban limits of Hyderabad-Bhoopalapatnam section on EPC mode in the state of Telangana	626.76	02-07-2018	6.25	0.00	7	0.00	31-3-23
1232		Rehabilitation and upgradation of NH-167 from design km 157.707 to 187.723 (design length 30.016 km) to two lane with paved shoulders of Alinagar-Miryalaguda Sec on EPC mode in the state of Telangana	220.28	17-05-2018	40.58	12.60	42	68.98	31-12-22
1233		Rehabilitation & upgradation of NH - 167 from design km 187.723 to 234.434 (Miryalaguda to Kodad section) to two lane with paved shoulder on EPC mode in the state of Telangana	322.81	03-09-2018	47.00	0.00	8	4.70	31-3-23
1234		Widening and strengthening of existing 2-lane to 2- lane with paved shoulders from km 159/0 to 165/4 and 186/0 to 215/0 of NH-163 on EPC mode int the state of Telangana	230.03	04-06-2018	35.00	34.00	94.84	0.00	31-03-21
1235		Widening & strengthening of existing carriageway in 2 lane with paved shoulders from km 25/0 to 59/2 (design Ch km 25.467 to 59.200) of NH - 353C on EPC mode in the state of Telangana	206.13	04-06-2018	33.73	15.66	72	0.00	31-12-21
1236		Rehabilitation and upgradation from km 121/000 to 154/000 (Nakrekal to Mallampally section of NH-365 to 2 lane with paved shoulders in the state of Telangana in the EPC mode	152.1	08-06-2018	33.00	18.50	54	0.00	31-3-22
1237		Improvement of road safety through provision of service roads, improvement of junction, drains etc from km.507/000 to 509/000 on Pune-Hyderabad Section of NH-65 in the State of Telangana under Road Safety Annual Plan 2017-18	12.63	28-09-2018	2.00	0.90	90	0.00	31-12-21
1238		Providing Road Safety measures from km.128/600 to 191/100, widening of curves, construction of 170m retaining wall from km.188/408 & km.190/2-6 & Construction of 1500m toe wall from km.128/6 to 130/4 of Hyderabad-Tokapalle section via Srisailam road section of NH-765 in the State of Telangana	17.82	31-08-2015	0.00	0.00	20.35	0.00	31-3-23

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1239		Widening and Strengthening/ reconstruction of existing pavement to four lane with paved shoulders from Km 266.348 to Km 283.000 of Mahabubnagar-Jadcherla section of NH-167 on EPC mode in the state of Telangana (167-TS-2018-19- 48)	193.19	18-10-2019	16.65	3.40	20.42	0.00	12-01-2021
1240		Providing Road Safety provisions, junction improvement, Central Lighting on NH-563 of Jagtial-Karimnagar-Warangal road from km.50/0 to 52/050 (563-TS-2018-19- 49)	15.1	11-03-2019	2.00	2.00	96	0.00	31-12-21
1241		Strengthening to NH-63 Nizamabad-Jagdarpur road in selective stretches from km.59/0 to 170/0 on EPC mode (63-TS-2018-19-50)	47.42	06-03-2019	45.80	0.00	83	35.38	31-12-21
1242		Mangloor to Telangana Maharashtra Border	1225.1		49.00		56.01	0.00	10-04-2021
1243		Sangareddy - Nanded (Pkg. II) Ramsanpalle to Mangloor	1513.79		46.80		54.78	0.00	01-05-2021
1244		4L of Suryapet to Khamam from Km. 0.420 to Km.59.046 of NH 365BB	2046.5		58.63		7.27	0.00	24-06-2022
1245		Yadagiri (km 54.000) to Warangal (km 150.000) of NH-163 in Telengana	1889.72		99.10		92.13	0.00	30-11-2020
1246		Mangloor to Telangana Maharashtra Border	1247.52	12-04-2019	49.00	15.22	35.937	283.41	10-07-2021
1247		Sangareddy - Nanded (Pkg. II) Ramsanpalle to Mangloor	1566.27	02-05-2019	46.80	13.26	40.167	342.52	30-07-2021
1248		4L of Suryapet to Khamam from Km. 0.420 to Km.59.046 of NH 365BB	2046.5	27-12-2019	58.63	0.00	10.01	41.21	24-06-2022
1249		Yadagiri (km 54.000) to Warangal (km 150.000) of NH-163 in Telengana	1889.72	01-06-2016	99.10	93.65	93.665	1,430.97	30-11-2020
1250		4L of Mancherial to Repallewada km 251.900 to km 288.510	1548.6	17-08-2020	42.00				16-08-2022
1251	Tripura	2-laning with Paved shoulder of Agartala- Udaipur Section of NH-44 from Km 6.800 to km 55.00	749.29	15-09-2015	48.20	47.57	0.00	332.25	31-3-23
1252		Rehabilitation & Upgradation of Road from Km 0.00 to Km 18.600 (Total length-18.600 km) of Kumarghat-Kailashahar section on NH-208 to 2-lane with Paved shoulder on EPC bais	277.5	15-07-2020	18.60	0.00	0.00	0.00	14-07-2022
1253		Improvement/strengthening to 2-lane with hard shoulder of Khayerpur-Amtali (Agartala) section from Ch. 0.00	147.06	01-07-2020	13.00	0.00	0.00	0.00	01-07-2022

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Km to 12.900 Km of NH-8 on EPC basis [Tripura Bypass]							
1254		Improvement and Widening to two lanes with paved shoulders of Jolaibari - Belonia (from km 0.000 to km 21.412) section of NH-108A	201.99	15-07-2020	21.41	0.00	0.00	0.00	14-07-2022
1255		Rehabilitation & Upgradation of Road from design Km 0.00 to Km 11.800 (Total length-11.800 km) of Kailashahar-Kurti Bridge section on NH-208A to 2-lane with Paved shoulder on EPC basis(PKG- I)	154.51	15-07-2020	11.80	0.00	0.00	0.00	14-07-2022
1256		Rehabilitation and up-gradation of road from design km 11.800 to km 25.250 (Total length: 13.450km) of Kailashahar-Kurti Bridge section on NH-208A to 2- lane with paved shoulder on EPC basis (Package-II)	178.43	15-07-2020	13.45	0.00	0.00	0.00	14-07-2022
1257		Strengthening of Churaibari - Agartala section of NH-08 (74.876 Km) on EPC basis	257.96	24-07-2020	74.88	0.00	0.00	0.00	31-3-23
1258		Construction of Extra-dosed RCC Bridge including viaduct and approaches over river Feni at Sabroom on Indo-Bangladesh Border on NH-8 (old NH-44)	128.69	27-10-2017	1.89	0.97	0.00	50.68	31-3-23
1259		Rehabilitation and up-gradation of road from design km 6.500 to km 19.300 (Total length: 12.800 Km) of Agartala - Khowai section on NH-108B to 2- lane with paved shoulder (Package-I)	165.55	15-07-2020	12.80	0.00	0.00	0.00	14-07-2022
1260		Rehabilitation and up-gradation of road from km 19.300 to km 31.300 (Total length: 12.000km) of Agartala-Khowai section on NH-108B to 2- lane with paved shoulder on EPC basis (Package-II)	141.48	15-07-2020	12.00	0.00	0.00	0.00	14-07-2022
1261		Rehabilitation and up-gradation of road from km 0.000 to km 16.29 (Total Length: 16.29 km) of Manu-Lalchara Section on Nh-44A to 2- lane with paved shoulder-on EPC Mode (Manu-Simlung -I)	247.76	15-07-2020	16.00	0.00	0.00	0.00	14-07-2022
1262		Rehabilitation & Upgradation of Road from Km 46.597 to Km 66.845 (Total length= 20.248 km) of Kanchanpur-Vaghmun section(PKG- III) on NH-44A to 2 -lane with Paved shoulder on EPC basis (Manu-Simlung-III)	347.36	20-07-2020	21.00	0.00	0.00	0.00	19-07-2022
1263		Widening to 2-lane with paved shoulder including geometric improvement from km 318.00 to km 339.940 on Churaibari - Agartala section of NH -44 in Tripura	172	01-08-2018	25.00	3.00	22	31.20	31-3-23

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		under EPC mode							
1264		Reconstruction/Widening for Sanichera Bridge at km 291.93 for NH-8(44)	5	28-08-2017	0.03	0.00	80	3.40	30-6-21
1265	Uttar Pradesh	Package-II of Delhi-Meerut Expressway - 6L from Km 0.000 to Km 27.740 and 6/8 L from existing Km. 8.36 to existing Km. 27.74 of Old NH-24 (Delhi-UP Border to Dasna)	1989	11-06-2017	19.28	17.00	85.2	672.59	31-12-2020
1266		Package-IV- Delhi Meerut Expressway Km.27.740 of NH-24 - Km.51.975	2189.55	27-02-2018	31.77	17.99	75.3	635.39	31-12-2020
1267		ROB in Km 428 of NH-91(34) at Rly Crossing No. 79D	55.48	01-02-2014	0.00	0.00	99	44.16	31-12-20
1268		working with PS & stString from Km.0.00 to 50.675 of NH-730A	164.54	04-03-2014	50.68	44.81	86	127.34	30-6-21
1269		R/U of Balrampur to Tulsipur Section of NH-730 from km. 323.745 to 351.00 (including Balrampur Bypass) to 2Lwith PS.	213	15-12-2018	27.00	24.41	69	99.21	31-3-22
1270		Rehabilitation and upgradation of existing pavement to two lane with paved shoulder from Ch 537.000 to km 564.750 (Kaptanganj to Padrauna section) of NH-730	242.05	11-10-2018	27.75	24.00	70	139.94	31-12-21
1271		Rehabilitation and upgradation of existing pavement to two lane with paved shoulder from Ch 484.000 to km 505.120 (Ramnagar to Siswa Babu section) of NH-730	185.18	18-02-2019	21.12	17.64	72	79.93	30-9-21
1272		Four lane widening & strengthening of NH-29E from km. 81.420 to 98.935 Sonuli-Gorakhpur Road (Jangal Kaudiya to Mohaddipur Section)	323.36	19-02-2019	17.53	3.00	30	61.94	31-12-22
1273		Rehabilitation and Up-gradation of existing pavement to four lane with Paved Shoulder from Ch 135.230 to km 153.00 of NH-96	306.6	02-12-2019	17.03	0.00	2	2.79	01-06-2021
1274		Rehabilitation and Up-gradation of Tulsipur- Barhani Section (Km 351+000 to Km 385+000) of NH-730 to two lane with paved shoulder under EPC mode in the State of Uttar Pradesh	249.5	15-05-2017	34.00	30.52	71.45	160.60	30-9-21
1275		Rehabilitation and Up-gradation of Pratapgarh to Allahabad Bypass Road & Junction section of NH-96 (New NH No.330) from existing km 100+800 to km 135+230 [Design Ch.100.800 to Ch. 135.500] to four lanes with paved shoulders in the state of Uttar Prad	599.35	22-01-2018	34.70	34.70	96.48	492.15	31-12-20

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1276		Rehabilitation and Up-gradation of Harpalpur - Sugira section (Km.89.600 to 133.520) of NH-76 (New NH No.339) in the State of Uttar Pradesh to two lane with paved shoulder under (EPC MODE)	208.5	11-05-2018	41.00	40.35	96.17	141.54	31-12-20
1277		Rehabilitation and Up-gradation of from Km.285.000 to 326.000 of NH-76 (Kalupur-Lalata road) to two lane with paved shoulder on EPC mode in the State of Uttar Pradesh.(EPC MODE)	240.3	09-01-2018	41.25	40.49	98.16	198.06	31-12-20
1278		Rehabilitation and Up-gradation of Lakhimpur -Sisiya section (Km.140.00 to 188.800) of NH-730 to two lanes with paved shoulder on EP mode in the State of Uttar Pradesh(EPC MODE)	296.5	08-03-2019	48.82	2.00	44.1	74.77	31-12-22
1279		Construction of viaduct & its approaches to ROB at km. 426 of NH-91 in Kanpur city in the State of UP.(EPC MODE)	108	27-06-2018	0.00	0.00	70	49.38	31-12-21
1280		Rehabilitation and upgradation of Sultanpur to pratapgarh section of NH-96 from existing km. 60.00 to 90.00 {Design Ch 60.00 to ch 90.865} to two lane with paved shoulder. Epc mode	209	15-10-2018	30.86	26.35	71	95.59	30-9-21
1281		Rehabilitation and Up-gradation of Khutar-Lakhimpur Section (Km.82.00 to 140.00) of NH-730 in the State of Uttar Pradesh to two lanes with paved shoulder under EPC MODE	327	01-10-2019	51.84	0.00	8	4.03	31-3-23
1282		Rehabilitation and upgradation of Allahabad-Mirzapur section from km. 450.000 to 486.775 to 2 lane with paved shoulder. (excluding 1 Major Bridge at km. 472.135) of NH-76E EPC MODE	218.9	28-05-2018	36.78	29.00	75	64.59	31-12-21
1283		Rehabilitation and upgradation of NH-730 from km. 385.00 to 420.00 to 2 lane with paved shoulders (excluding One ROB & its approaches at km. 404.950 & Major Bridge at km. 387.36 & at km 409.610) EPC MODE	209.1	15-10-2018	35.00	32.92	94	160.28	31-03-21
1284		Rehabilitation and up-gradation of Kulpahar-mahoba (km 133.520 to 158.040) of NH-76 and NH- 86 (5.360 km) to two lane with paved shoulder under EPC mode(job no- NH-76 -UP-2016-17-545 Dt.26/12/2016	148.96	20-08-2019	30.00	0.00	0	2.31	31-3-23
1285		Construction of two lane with paved shoulder Bairaich	147.7	27-04-2018	5.46	2.92	29.51	76.72	31-12-22

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Bypass from 92.547-99km							
1286		Construction of Amethi Bypass on NH-931 from Design Chainage 0+000 km to 6+346 km in Amethi City on EPC basis	88.54	12-09-2019	0.00	0.00	6	0.33	31-3-23
1287		Rehabilitation and upgradation of Indo Nepal Border to Rudhauri section [Km. 0+000 to Km. 65+870] of NH-233 in Uttar Pradesh to two lane with paved shoulder on EPC mode under NHDP Phase-IV	881.05	27-11-2018	65.87	60.87	82	655.10	31-12-21
1288		Construction of four lane flyover at Km 2.500 on NH-24A on EPC Mode	82.99	01-06-2019	0.00	0.00	24	11.61	31-3-23
1289		Hapur Bypass -Moradabad including Hapur Bypass (km 50.00 - km 148.277)	1649.18		99.86		30.05	0.00	22-11-2021
1290		Additional Structures under Six Lining of Delhi-Agra section of NH-44 in the State of Uttar Pradesh between km. 143.0 and km. 195.10	152.4		0.00		37	0.00	04-07-2021
1291		4L Bypass connecting NH-2 (Rakhauna Village km. 782.546 of NH-2) with NH-56 (Vajidpur Village km. 271.300 of NH-56) of Varanasi Ring Road (Pkg-I, Phase -II) from km. 0.00 to km. 16.400 i/c Interchange Loop at NH-2	1508.13		16.98		20.45	0.00	13-03-2022
1292		Varanasi Ring Road (Pkg-II) connecting Sandaha Village (km 11.70 / NH-29) with Revasa Village (km 818.80 / NH-2)	1991.71		27.27		3.6	0.00	13-02-2022
1293		Lalganj-Hanumana km 96.80 - km 140.200	1525.8		43.40		54.1	0.00	27-10-2021
1294		Dagamagpur to Lalganj (km 49.1 - km 96.8)	1739.73		47.70		60.02	0.00	07-09-2021
1295		Varanasi-Degamapur [km. 15.1 - km. 49.1]	1549.75		34.00		19.76	0.00	04-05-2022
1296		EPE Crossing to start of Shamli Bypass (existing NH-709-B)	726.33		61.41		65.76	0.00	20-11-2020
1297		Shamli Byapss- Saharanpur from km 92.2 to km 155.025	779.17		62.77		6	0.00	28-09-2021
1298		2L of HR/UP Border - Baghpat - Meerut from km. 0.00 to km. 41.36 & from km. 45.84 to km. 48.26	375.7		43.78		0	0.00	30-01-2022
1299		Varanasi (Km 12.01) to Birnon (Km 84.160) [Varanasi - Gorakpur] (PKG-II)	3401.27		72.15		81.15	0.00	31-12-2020
1300		6L of Chakeri - Allahabad from 483.687 to km. 628.753 of Old NH-02	4548.84		145.07		44.9	0.00	11-07-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1301		Aligarh-Kanpur (Pkg I) [Aligarh-Bhadwas]	1549.19		45.83		13.04	0.00	24-02-2021
1302		Aligarh-Kanpur (Pkg II) [Bhadwas to Kalyanpur]	2047.92		45.20		54.18	0.00	28-01-2021
1303		Aligarh-Kanpur (Pkg III) [Kalyanpur - Navigani]	2104.85		61.20		57.6	0.00	06-06-2021
1304		Gagalheri-Saharanpur- Yamunanagar (UP/ Haryana Border) Section of NH-73	2263.24		51.45		93.87	0.00	30-11-2020
1305		Special repair & Maintenance of Ghazipur - Balia-UP/Bihar section from km. 405.030 to km. 535.30 on NH-31	176.09		130.27		0	0.00	30-06-2021
1306		Lucknow Ring Road Pkg-2 (Behta Road to Sitapur Road)	2016.38		32.90		21.06	0.00	09-12-2021
1307		Lucknow Ring Road Pkg 3A (Sitapur Road to Kursi Road)	708.94		14.61		27.38	0.00	15-01-2021
1308		Meerut - Muzaffarnagar - Addl. Works	249.5		78.00		35.78	0.00	31-12-2020
1309		Balance Work of Bareilly - Sitapur Section from km. 262.00 to km. 419.590 i/c balance ROB at km 290.445 with approaches	813.3		157.59		3	0.00	16-03-2021
1310		Four Laning of Sultanpur to Varanasi (PKG-I) [from Sultanpur (Km 134.700) to Jaunpur (Km 209.230)]	2922.14		74.53		68.8	0.00	15-03-2021
1311		Four Laning of Sultanpur to Varanasi (PKG-II) [from Jaunpur (Km 209.230) to Varanasi (Km 272.590)]	2603.99		63.36		74.03	0.00	15-03-2021
1312		Varanasi Gorakhpur Section Packege IV from km. 149.540 to km. 215.160 (Mau-Gorakhpur)	2966.63		65.62		42.65	0.00	31-03-2021
1313		Varanasi Gorakhpur Section from km. 84.160 to 149.540 (PKG III)	3765.72		65.38		39.25	0.00	31-12-2021
1314		Four Laning of Ghaghra Bridge to Varanasi (PKG-II) [Budhanpur Urban section (Km 180.420) to Gossai ki bazaar bypass (Km 240.340)]	3190.81		59.92		79.23	0.00	15-03-2021
1315		Four Laning of Ghaghra Bridge to Varanasi (PKG-III) [Gossai ki bazaar bypass (Km 240.340) to Varanasi (Km 299.350)]	2375.9		59.01		84.75	0.00	15-03-2021
1316		Shakarpur(Km 8.800) to Akbarpur (Km 73.512) of NH-235 in Uttar Pradesh (Meerut - Bulandshahar)	2179.56		61.19		98.08	0.00	31-12-20
1317		Six Laning of Delhi - Agra section from Km.20.500 to Km.200 in the State of Haryana and U.P.	2017.26		179.50		93.8	0.00	31-12-2020
1318		Agra - Etawah Bypass Section of NH-2 from Km. 199.660 to Km. 323.525 in the State of Uttar Pradesh	1793		124.48		96.05	0.00	15-01-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1319		Six Lining of Handia to Varanasi Section from Km. 713.146 to Km. 785.544	2787.54		72.40		96.36	0.00	11-11-2020
1320		Lucknow Ring Road Pkg-1 (Sultanpur Road to Behta Road) [Bypass connecting NH-56 at km. 17.40 and terminating near Behta Road]	1916.38		31.75		0	0.00	31-3-23
1321		4L Bypass connecting NH-2 (Rakhauna Village km. 782.546 of NH-2) with NH-56 (Vajidpur Village km. 271.300 of NH-56) of Varanasi Ring Road (Pkg-I, Phase -II) from km. 0.00 to km. 16.400 i/c Interchange Loop at NH-2	956.98		16.98	0.50	20.45	18.42	13-03-2022
1322		Varanasi Ring Road (Pkg-II) connecting Sandaha Village (km 11.70 / NH-29) with Revasa Village (km 818.80 / NH-2)	1448.21		27.27	0.00	3.6	0.00	13-02-2022
1323		Lalganj-Hanumana km 96.80 - km 140.200	1525.8		43.40	25.10	54.1	0.00	27-10-2021
1324		Dagamagpur to Lalganj (km 49.1 - km 96.8)	1739.73		47.70	35.54	60.02	0.00	07-09-2021
1325		Varanasi-Degamapur [km. 15.1 - km. 49.1]	1549.8		34.00	4.10	19.76	0.00	04-05-2022
1326		Varanasi (Km 12.01) to Birnon (Km 84.160) [Varanasi - Gorakpur] (PKG-II)	3401.27		72.15	63.15	81.15	762.03	31-12-2020
1327		Special repair & Maintenance of Ghazipur - Balia-UP/Bihar section from km. 405.030 to km. 535.30 on NH-31	159.25		130.27	0.00	0	0.00	30-06-2021
1328		Lucknow Ring Road Pkg-2 (Behta Road to Sitapur Road)	2016.38		32.90	7.00	21.06	0.00	09-12-2021
1329		Lucknow Ring Road Pkg 3A (Sitapur Road to Kursi Road)	708.94		14.61	3.50	27.38	0.00	15-01-2021
1330		Raebareli (Km. 82.000) to Allahabad (Km. 188.600) of NH-24B in Uttar Pradesh	325	18-07-2012	105.90	100.04	94.52	469.31	31-12-2020
1331		Four Lining of Sultanpur to Varanasi (PKG-I) [from Sultanpur (Km 134.700) to Jaunpur (Km 209.230)]	2922.14		74.53	54.84	68.8	694.67	15-03-2021
1332		Four Lining of Sultanpur to Varanasi (PKG-II) [from Jaunpur (Km 209.230) to Varanasi (Km 272.590)]	2603.99		63.36	51.69	74.03	632.59	15-03-2021
1333		Varanasi Gorakhpur Section Package IV from km. 149.540 to km. 215.160 (Mau-Gorakhpur)	2966.63	10-04-2017	65.62	26.00	42.65	2,368.95	31-12-2021
1334		Varanasi Gorakhpur Section from km. 84.160 to 149.540 (PKG III)	3765.72	10-04-2017	65.38	27.50	39.25	3,240.48	31-12-2021
1335		Four Lining of Ghaghra Bridge to Varanasi (PKG-II)	3190.81		59.92	46.94	79.23	0.00	15-03-2021

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		[Budhanpur Urban section (Km 180.420) to Gossai ki bazaar bypass (Km 240.340)]							
1336		Four Laning of Ghaghra Bridge to Varanasi (PKG-III) [Gossai ki bazaar bypass (Km 240.340) to Varanasi (Km 299.350)]	2375.9		59.01	37.75	84.75	0.00	15-03-2021
1337		Six Laning of Handia to Varanasi Section from Km. 713.146 to Km. 785.544	2787.54	05-12-2017	72.64	63.00	91.15	2,210.91	31-03-21
1338		Lucknow Ring Road Pkg-1 (Sultanpur Road to Behta Road) [Bypass connecting NH-56 at km. 17.40 and terminating near Behta Road]	1916.38		31.75	0.00	0	0.00	31-3-23
1339		Hapur Bypass -Moradabad including Hapur Bypass (km 50.00 - km 148.277)	2650	28-05-2019	99.86	13.61	24	1,115.10	22-11-2021
1340		EPE Cossing to start of Shamli Bypass (existing NH-709-B)	726.33	21-11-2018	61.41	40.50	65.76	247.69	11-12-2020
1341		Shamli Byapss- Saharanpur from km 92.2 to km 155.025	779.17	30-09-2019	62.77	0.00	6	0.00	28-09-2021
1342		2L of HR/UP Border - Baghpat - Meerut from km. 0.00 to km. 41.36 & from km. 45.84 to km. 48.26	375.7	01-02-2020	43.78	0.00	0	0.00	30-01-2022
1343		6L of Chakeri - Allahabad from 483.687 to km. 628.753 of Old NH-02	4548.84	12-01-2019	145.07	57.00	39.29	819.11	11-07-2021
1344		Aligarh-Kanpur (Pkg I) [Aligarh-Bhadwas]	1549.19	25-02-2019	45.83	0.00	11.35	208.66	24-02-2021
1345		Aligarh-Kanpur (Pkg II) [Bhadwas to Kalyanpur]	2047.92	29-01-2019	45.20	8.50	45.5	624.40	28-01-2021
1346		Aligarh-Kanpur (Pkg III) [Kalyanpur - Naviganj]	2104.85	07-06-2019	61.20	35.48	44	704.50	06-06-2021
1347		Meerut - Muzaffarnagar - Addl. Works	266.2	20-03-2018			29.37	43.47	04-02-2021
1348		Balance Work of Bareilly - Sitapur Section from km. 262.00 to km. 419.590 i/c balance ROB at km 290.445 with approaches	780.51	17-12-2019	157.59	113.91	3	0.00	16-03-2021
1349		Shakarapur(Km 8.800) to Akbarpur (Km 73.512) of NH-235 in Uttar Pradesh (Meerut - Bulandshahar)	2563.9	28-04-2017	61.19	58.50	92.15	922.92	31-3-23
1350		Agra - Etawah Bypass Section of NH-2 from Km. 199.660 to Km. 323.525 in the State of Uttar Pradesh	1793	01-08-2016	124.48	121.15	94.75	1,599.02	15-01-2021
1351		Gagalheri-Saharanpur- Yamunanagar (UP/ Haryana Border) Section of NH-73	2263.24	27-01-2018	51.45	47.26	93.87	1,219.13	31-03-21
1352	Uttarakhand	Stabilization of land slide at Hatipahar including constr & upgradation of existing road to 2-lane with paved shoulder from existing chainges km 489.350 to km	130.68	06-12-2019	2.28		22.30	0.14	04-12-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		491.600 (Design chainage km 471.00 to km 473.675)(Shingdhar Bridge to Vishnuprayag Bridge) of NH-07, (Old NH-58)on EPC mode under impvt to NH connectivity to Chardham (Design length 2.275Km)							
1353		Constr & upgradation of existing road to 2-lane with paved shoulder from existing chainages km 491.600 to km 504.371 (Design chainage km 473.675 to km 486.060) of NH-07, (Old NH-58)(Vishnuprayag Bridge to Lambagarh) excluding Govinghat-II landslide location (design chainage km 479.925 to km 480.075 and existing chainage km 498.000 to 498.150) and Govindghat -III land slide location (design chainage km 481.788 to km 481.938 and existing chainage km 499.988 to 500.138)on EPC mode under impvt to NH connectivity to Chardham (Design length 12.085Kms)	119.45	04-11-2019	12.09	0.00	19.20	0.18	02-11-2021
1354		Constr & upgradation of existing road to 2-lane with paved shoulder from existing chainages km 509.725 to km 528.000 (Design chainage km 490.550 to km 507.850) of NH-58, (New NH-07)(Benkuli bend to Mana village) on EPC mode under Chardham programme(Design length 17.300 Kms)	180.1	01-11-2019	17.30		12.19	0.00	30-10-2021
1355		Reconstruction with geometric improvement of existing intermediate Lane to 2- Lane with paved shoulder configuration from existing Km 28.600 to Km 59.420 (Design chainage 28.32 to 59.603) of NH-94 in the state of UttaraKhand on EPC mode	415.57	02-02-2018	30.28	29.31	99.51	364.76	31-12-20
1356		Rehabilitation & upgradation of Rishikesh-Dharasu road (NH-94) with 2-lane with paved shoulder from (Design chainage km 58.603 to km 58.853), (existing chainages km 59.420 to km 59.650), from design chainage Km 61.630 to km 63.950 (existing chainages km 62.630 to km 65.000) and new construction of 2-lane with paved shoulder's Chamba Bypass of design length 2.035 Kms including 440m long Tunnel on EPC mode under impvt to NH connectivity to Chardham.	107.07	04-01-2019	4.61	0.76	77.45	44.19	31-10-2020
1357		Rehabilitation & upgradation of Rishikesh-Dharasu road (NH-94) with paved shoulder configuration from km	273.76	07-01-2019	32.61	2.50	41.73	68.65	31-07-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		76.000 to km 110.000 (design chainage km 74.733 to km 107.347 (32.614 Km)) including construction of Kamand re-alignment from existing chainage Km 105.200 to Km 108.600 (design chainage Km 103.436 to Km 105.949- total length 2513 mtrs) and land slide treatment work between design chainage km 73.800 to 74.00 (200 m) on EPC mode under impvt to NH connectivity to Chardham.							
1358		Rehabilitation & upgradation 2-lane / 2-lane with paved shoulder configuration for design chainage km 107.347 to km 129.208 & Km 133.878 to Km 138.570 (existing chainages km 110.000 to km 133.020 & Km 137.330 to km 142.028) and Land slide treatment at existing Km 138.500 , (design chainage Km 134.970) of NH-94 on EPC mode under impvt to NH connectivity to Chardham(Design length 26.553 Kms)	346.5	10-01-2019	26.56	4.50	41.77	51.66	31-07-2021
1359		Construction of 2-lane with paved shoulder for Chinyalisour Bypass from existing chainages km 133.020 to km 137.330 (design chainage km 0.00 to km 4.316) of NH-94 on EPC mode under impvt to NH connectivity to Chardham(Design length 26.553 Kms)	43.39	06-08-2019	4.32	1.40	74.99	5.96	31-10-2020
1360		Rehabilitation and upgradation of Gangotri-Dharasu (NH-108) 2 lane with paved shoulder from Km 101.06 to 110.86 (Design Chainage from Km 87.73 to Km 97.4) on EPC mode under improvement to NH connectivity to Chardham.	59.24	03-08-2019	9.67	0.00	35.61	5.24	01-08-2021
1361		Rudraprayag to Josimath Package-I	274.31	23-05-2018	29.13	9.40	0	47.85	20-11-2020
1362		Rudraprayag to Josimath Package-II	403.36	24-05-2018	28.80	15.61	0	136.34	20-11-2020
1363		Rudraprayag to Josimath Package-III	417.24	23-05-2018	36.68	17.42	0	162.80	20-11-2020
1364		Construction, Operation & Maintenance of 2-L Bi-directional Silkyara Bend- Barkot Tunnel with escape passage including approaches on Dharasu-Yamunotri section b/w Chainage 25.400km and 51.00km falling along NH-134(Old NH-94)	1383.78	09-07-2018	4.86	0.00	0	155.63	08-07-2022
1365		Mitigation of Lambagarh Landslide at km. 504.309 on NH-58 in the State of Uttarakhand	95.57	06-10-2016	0.50	0.00	68	0.00	31-3-22
1366		Widening of existing 2 lane to 4 lane in km. 156.00 to	20	04-09-2012	5.00	0.00	45	0.00	31-12-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		161.00 (I.S.B.T. to Ajabpur Railway Crossing) of NH-72 (New No-07) in UK							
1367		Construction of 2-lane with paved shoulders configuration & strengthening of NH-58 from km 350.00 to km. 355.00 (Kaliyasaur re-alignment) in the State of Uttarakhand on EPC Mode	148.02	16-01-2018	3.72	0.00	10.35	7.02	31-07-2021
1368		Widening and Strengthening of existing intermediate / 2-lane to 2-lane with paved shoulder configuration from km. 0.00 (Design km. 0.00) to km. 16.440 (Design km. 18.700) including existing 3.470 km of Rudraprayag Bypass of NH-109 in the State of UK	141.47	21-11-2017	19.00	10.99	80.1	63.72	21-11-2020
1369		Protection work of NH-119 (New No. 534) at KM- 149 HM (8-10) and KM- 150 HM (8-10) in the State of Uttarakhand	5.55	10-06-2016	0.00	0.00	0	0.00	31-3-23
1370		Construction of 2 lane with paved shoulder of Kund Bypass from Design Km 35.130 to Km 47.700 (existing Km 33.130 to Km 41.260) of NH-109 in the State of Uttarakhand	248	07-05-2018	13.00	0.00	46.1	51.22	31-12-22
1371		Reconstruction with geometric improvement of existing 2 lane/intermediate lane to 2lane with paved shoulder configuration from km. 300 to 338 of NH-58 in the State of Uttarakhand under EPC mode	257	30-12-2017	38.00	28.85	75	107.03	30-9-21
1372		Widening and strengthening of existing single /2lane to 2 lane with earthen shoulder configuration from km. 57.975 to km. 68.600 (Fata to Sitapur) on NH-109(New No. 107) in the State of Uttarakhand under EPC Mode	95.57	30-11-2017	10.00	0.00	48.56	19.81	31-12-22
1373		Reconstruction with geometric improvement of existing intermediate lane to 2 lane with paved shoulder configuration from km 1.95 to km 28.600 (excluding the stretch from km 13.800 to km 18.550) of NH-94 in the state of Uttarakhand on EPC mode.	237.8	09-12-2017	22.00	15.00	83	128.47	30-6-21
1374		Reconstruction with geometric improvement of existing 2 L/IL to 2L with paved shoulder from 52.2 to 92.88 of NH-125 in the state of Uttarakhand	282.08	19-06-2017	39.73	29.00	60.01	114.18	13-12-2020
1375		Construction & Widening (Including Augustmuni Bypass Ch-16.545 to Ch - 19.890) to 2L/PS from Km 16.545-Km 33.130 & 45.980 -57.975 (Augustmuni to Kund &	418.88	17-02-2018	32.43	5.60	56.61	130.35	16-02-2021

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Guptkashi to Sitapur) on NH 109 in UK							
1376		Construction of 2-Lane ROB and its approaches in lieu of existing level Crossing (L.C.No. 39-B) at Km 158.525 on NH-74 in the state of Uttarakhand on EPC Mode	56.76	18-11-2017	1.00	0.00	61	26.06	31-3-22
1377		Reconstruction With geometric improvement of existing two lane to 2- Lane with paved shoulders configuration from existing Km. 126.73 to 135.075 & km.143.75 to 163.00(Pithoragarh-Tanakpur Project road)of NH-125 in the state of UttaraKhand on EPC mode	232.81	23-11-2017	27.18	15.50	72.82	104.47	30-9-21
1378		Reconstruction With geometric improvement of single Lane to 2- Lane with paved shoulder configuration from existing Km. 163.00 to Km 194.800(Design chainage 160.88 to 192.320) of NH-125 in the state of Uttarakhand on EPC mode	283.51	21-11-2017	31.44	21.50	78	140.44	30-9-21
1379		Reconstruction with geometric improvement of single/intermediate Lane to 2- Lane with paved shoulder configuration from existing Km. 92.880 to Km 121.550 (Design chainage 91.550 to120.455) of NH-125 in the state of UttaraKhand on EPC mode	266.52	21-11-2017	28.12	26.20	88.26	164.22	30-6-21
1380		RECONSTRUCTION WITH GEOMETRIC IMPROVMENT OF EXISTING INTERMEDIATE LANE TO 2 LANE WITH PAVED SHOULDER CONFIGEURATION FROM KM. 28.600 TO 59.420 (DSIGN CHAINAGE 28.320 TO KM 58.603) of NH-94 IN THE STATE OF UTTARAKHAND ON EPC MODE UNDER IMPROVEMENT TO N	331	02-02-2018	31.00	0.00	40	0.00	31-12-22
1381		Improvement /Widening to 2-lane with paved shoulder including major bridge & protection work of Paligaad market on Hill side and valley side from km. 196.00 to 197.00 on NH-94 (New No. 134) in UK	33.4	17-06-2017	1.00	0.00	83	11.95	30-6-21
1382		Construction of 30.00 M span RCC motor bridge at km. 43.650 of NH-707A in the State of Uttarakhand	4	01-08-2017	0.00	0.00	80	0.56	30-6-21
1383		Construction of 12.00 M span RCC motor bridge at km. 5.25 of NH-707A in the State of Uttarakhand	2	01-08-2017	0.00	0.00	46	0.80	31-12-22
1384		Rehabilitation and upgradation to 2 lane with paved shoulder configuration from km 122.00 (Dharasu Bend) to km 147.230 (Silkyara Bend) of NH-94 in the state of	237.8	30-11-2017	24.00	0.00	25.8	26.99	31-12-2020

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Uttarakhand							
1385		Installation of crash barriers on various stretches of National Highways in the state of Uttarakhand	65	04-06-2018	0.00	0.00	80	30.27	31-12-21
1386		Strengthening from km. 52.350 to km. 61.750, km. 70.750 to 72.825 and km. 80.00 to 83.00 on NH-707A in the state of uttarakhand.	0	26-02-2018	15.00	0.00	90	7.52	31-03-21
1387		Constrction of 18 M span RCC motor bridge at km. 48.350 on NH-707A	1.97	08-02-2018	0.00	0.00	90	1.01	31-03-21
1388		Construction of 15 M span RCC motor bridge ate km. 143.090 on NH-707A	3.71	18-01-2018	0.39	0.00	90	1.20	31-03-21
1389		Widening and Strengthening/ Reconstruction of Existing 2-Lane To 2 Lane with Paved Shoulder Configuration from existing km 338+100 (Design km 333.400) to km 368+000 (Design km 360.579) excluding existing km 349+800 to km. 355+495 (Kaliyasaur Bypass) of NH-58 In the State of Uttarakhand through an Engineering, Procurement and Construction (EPC) Contract	136	21-08-2018	23.00	10.60	52.17	27.27	31-3-22
1390		Construction of 4 nos bridges in km. 139 to 196 on NH-119	15.3	20-03-2018	0.00	0.00	42	0.00	31-12-22
1391		Rehabilitation and up gradation to 2-lane with paved shoulder from existing km 172.900 to km 194.150 (Design chainage km 49.300 to km 70.300) on dharasu to yamunotri road of NH-134(old NH 94) in the state of uttarakhand under improvement of NH connectivity to chardham.	293.68	10-01-2019	21.00	0.70	32.25	56.81	09-01-2021
1392		Protection work in km 92.100 to 123.000 in NH-87 (New NH-109) under NH(O) 2018-19 in the State of Uttarakhand under Annual Plan 2018-19	2.98	30-08-2019	0.00	0.00	1	0.00	31-3-23
1393		Restoration and protection work in km 89.100 to 123.000 in NH-87 (New NH-109) under NH(O) 2018-19 in the State of Uttarakhand under Annual Plan 2018-19	2.06	30-08-2019	0.00	0.00	15	0.00	31-3-23
1394		Protection work in km 4.00 to 63.00 on NH-121(309) in NH-87 (New NH-109) under NH(O) 2018-19 in the State of Uttarakhand under Annual Plan 2018-19	3.53	19-08-2019	0.00	0.00	80	1.87	31-12-21
1395		Construction of drain & laying of interlocking tiles in Km. 18, 21, 27 & 28 in populated area.	2	30-08-2019	0.00	0.00	55	0.00	31-3-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1396		Remaining works of Haridwar Dehradun (Pkg I) (Haridwar - Lalatappar)	349		14.95		69.1	0.00	31-3-22
1397		Remaining works of Haridwar Dehradun (Pkg II) (Lalatappar - Mohakampur)	449.09		22.20		74.25	0.00	30-9-21
1398		Chutmalpur Ganeshpur section and Roorkee Chutmalpur Gagaheri section	1772.26		53.30		94.21	0.00	30-11-2020
1399		Elevated Structure including Major Bridge on Mayapuri Escape Channel on Muzaffarnagar - Haridwar Section	56.91		1.05		71.24	0.00	30-9-21
1400		Rudrapur Kathgodam Section from km. 43.446 to km. 93.226 of Rampur Kathgodam (Package-2)	870.59		49.78		41.06	0.00	31-03-2021
1401		Rampur - Rudrapur Section from km. 0.000 to km. 43.446 [Rampur Kathgodam (Package-1)]	1298.67		43.45		70.72	0.00	31-01-2021
1402		Balance work of 4L of Muzaffarnagar - Haridwar [Package -I] (Design Chainage km 130.360 to km 167.200) [Muzaffarnagar to Start of Roorkee bypass]	110.13		38.84		54.53	0.00	31-3-22
1403		Balance work of 4L of Muzaffarnagar - Haridwar [Package -II] (Design Chainage km 167.200 to km 180.300) [Roorkee bypass]	208.78		13.10		52.17	0.00	25-11-2020
1404		Balance work of 4L of Muzaffarnagar - Haridwar [Package -III] (Design Chainage km 180.300 to km 208.620) [End of Roorkee Bypass to Haridwar]	279.36		28.12		52.72	0.00	25-11-2020
1405		4L of Haridwar-Nagina section from km. 0.00 to km. 71.614 of NH-74	1268.38		71.61		11.11	0.00	31-3-23
1406		4L of Nagina-Kashipur section from km. 73.00 to km. 175.00 of NH-74	2125.03		98.79		58.04	0.00	19-12-2020
1407		Remaining works of Haridwar Dehradun (Pkg I) (Haridwar - Lalatappar)	469.60	01-02-2019	14.95	5.65	69.1	488.47	30-11-2020
1408		Remaining works of Haridwar Dehradun (Pkg II) (Lalatappar - Mohakampur)	449.09	01-02-2019	22.20	19.60	74.25	155.27	30-9-21
1409		Elevated Structure including Major Bridge on Mayapuri Escape Channel on Muzaffarnagar - Haridwar Section	49.77	01-11-2018	1.05		71.24	27.01	30-9-21
1410		Rudrapur Kathgodam Section from km. 43.446 to km. 93.226 of Rampur Kathgodam (Package-2)	870.59	28-10-2017	49.78	24.25	41.06	223.79	31-08-2021
1411		Rampur - Rudrapur Section from km. 0.000 to km. 43.446 [Rampur Kathgodam (Package-1)]	1298.67	31-03-2017	43.45	32.24	70.72	737.51	30-06-2021
1412		Balance work of 4L of Muzaffarnagar - Haridwar	100.76	25-11-2019	38.84	9.50	54.53	16.30	31-3-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		[Package -I] (Design Chainage km 130.360 to km 167.200) [Muzaffarnagar to Start of Roorkee bypass]							
1413		Balance work of 4L of Muzaffarnagar - Haridwar [Package -II] (Design Chainage km 167.200 to km 180.300) [Roorkee bypass]	181.15	25-11-2019	13.10	3.50	52.17	34.91	25-11-2020
1414		Balance work of 4L of Muzaffarnagar - Haridwar [Package -III] (Design Chainage km 180.300 to km 208.620) [End of Roorkee Bypass to Haridwar]	279.36	25-11-2019	28.12	0.12	52.72	50.66	25-11-2020
1415		4L of Haridwar-Nagina section from km. 0.00 to km. 71.614 of NH-74	1659	24-01-2018	71.61	0.46	11.11	428.75	31-12-2020
1416		4L of Nagina-Kashipur section from km. 73.00 to km. 175.00 of NH-74	2536	28-10-2017	98.79	60.69	58.04	1,546.85	31-3-22
1417	West Bengal	Constuction/Upgradation of existing highway to 2 lane with paved shoulder from Km 0.00 to Km 13.00 NH-717A Bagrakot-Kafer IV A.	402.94	04-10-2019	13.00	0.00	0.00	0.00	03-04-2022
1418		Constuction/Upgradation of existing highway to 2 lane with paved shoulder from Km 26.10 to Km 40.00 NH-717A Bagrakot-Kafer IV D.	242.97	11-06-2020	13.90	0.00	0.00	0.00	10-06-2022
1419		Construction of Mechi bridge across Indo-Nepal border on Asian Highway (AH -02).	158.65	01-02-2018	1.50	0.83	0.00	84.16	30-01-2021
1420		"Rehabilitation of 9 (Nine) damaged Bridges/ROB along NH-60 during the year of 2018-19 lin the district of Birbhum. Job No.060-WB-2018-19/429"	7.68	09-08-2019	0.00	0.00	40	0.46	31-12-22
1421		"Reconstruction of minor bridges at chainage 181.868 km of NH-60 in the district Bankura ,West Bengal under EPC mode. Job No. 060-wb-2018-19/430"	15.53	24-02-2020	0.00	0.00	0	0.00	23-02-2021
1422		Rehabilitation of landslide location along with slope protection and drainage improvement at Paglajhora on NH-55 (km 43+500 to 43+950)	44.66	20-01-2017	0.00	0.00	9	2.07	30-04-2021
1423		Widening and Strengthening of existing carriageway for 4-laning of NH-34 for the stretch from Km. 25.700 to Km. 31.00	64.62	14-02-2017	5.30	0.00	68	29.10	31-3-22
1424		Construction of new road at the missing link portion of NH-81 along approved alignment between Harishchandrapur and Eastern approach of Kalindri Bridge from Km 46.550 to Km 59.697 in the district of	291.2	02-11-2016	13.15	0.00	50.8	110.98	31-12-2020

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		Malda.							
1425		Construction of PSC Girder bridge over river Sal & Hinglow in place of damaged vented causeway at Km 314.330 & Km 309.800 of NH-60	54.04	14-10-2015	0.00	0.00	90.56	37.86	31-03-21
1426		Rehabilitation of landslide location with slope protection and drainage improvement at Tindharia on NH 55 (km 50 + 155 to 50 + 182, km 52+ 650 to Km 52+ 800 and Km 53 +452 to km 53+ 475)	137.53	26-12-2016	0.00	0.00	70	69.58	30-9-21
1427		Widening to 2 lane paved shoulder of Nandakumar - Contai - Chandeshwar from km 0.00 to km 25.5 & Km 41 to 64.7 on NH-116B.NH-116B-WB-2016-17/409	396.86	06-09-2017	49.20	43.52	60.52	185.31	31-3-22
1428		Construction of 5 no. of Minor Bridges at km 144.89, km 146.709, km 165.556, km 174.25, km 132.60 on NH-60, NH-60-WB-2016-17/410	43.82	20-09-2017	0.00	0.00	97	31.03	31-12-2020
1429		Re-Construction of a new bridge across river Tarapur at ch-270.15 km of NH-60 in the District of Bankura, West Bengal Job No-NH-60 / (WB)/ (15)/ 15-16-009-S&R (B)	17.46	09-10-2017	0.00	0.00	63	4.65	31-3-22
1430		Re-Construction of a new bridge across river Shali at ch- 247.00 km of NH-60 in the District of Bankura, West Bengal	29.14	09-10-2017	0.00	0.00	0	0.17	31-3-23
1431		Construction of Twins 2-lane ROB and its approaches in replacement of existing level crossing Gate No. -KA-34 (Rly km 160/25-160/27) between Mindapore & Bankura stations in Kubai at km 154.617 of NH-60.	263.26	07-09-2019	0.00	0.00	0	59.92	06-09-2021
1432		Construction of ROB and its approaches in lieu of level crossing No. KA-61 at km 194.850 of NH-60.	78.83	07-12-2017	0.00	0.00	74.98	31.01	30-9-21
1433		Construction of ROB and its approaches in lieu of Level Crossing No. 6/B/T at km 284.170 on NH-60	149.19	10-10-2018	0.00	0.00	15.15	21.67	31-3-23
1434		Construction of twins 2-lane ROB and its approaches in replacement of Level Crossing at km 615.5 of NH-31	102.67	12-03-2018	0.00	0.00	56.86	41.22	31-3-22
1435		Construction of twins 2-lane ROB and its approached in lieu of Level Crossing at km 652.6 of NH-31	74.06	10-09-2018	0.00	0.00	42.98	20.46	31-12-22
1436		Construction of ROB and its approaches in lieu of Level Crossing at km 661.100 on NH-31	108.91	23-02-2019	0.00	0.00	7	20.78	22-12-2021
1437		Strengthening of road stretches along with provision for Retaining walls, Breast walls & hillside drains from 0.00	40.13	19-03-2017	18.40	2.20	45	10.12	31-12-22

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		km to 4.40 km & from 14.0 km to 28.0 km of NH-10 in SBD mode (Job 408)							
1438		Development of alignment of Fulahar Bridge approach on newly declared NH-131A from Chainage 49+05 Km to 51+20 Km and from 53+81 Km to 55+19 Km in the district Malda. Job No.- 131A-WB-2016-17/416	109.36	02-11-2017	3.53	0.00	50.25	41.57	31-3-22
1439		Upgradation of NH-31C with a minimum of 2-lane with paved shoulder configuration starting from km 105.000 to km 145.632 (total length 40.632 km) in Jalpaiguri on EPC mode Job-417)	202.69	06-11-2017	40.50	40.50	98.56	103.14	31-12-20
1440		Upgradation of NH-81 with a minimum of 2-lane with paved shoulder configuration starting from Km. 19.205 to Km 46.550 in the District of Malda including cost of Land Acquisition on EPC mode in the State of West Bengal under Annual Plan-2017-18. (Job No. 081-WB-2017-18/421).	426.18	05-09-2018	26.75	0.00	11.78	224.22	31-3-23
1441		Upgradation of NH-512 with a minimum of 2-lane with paved shoulder configuration from Ch. 82.4 Km. to 99.5 Km. and minimum of 4-lane configuration from Ch. 104.2 K. to 106.607 Km. including cost of Land Acquisition on EPC mode in the State of West Bengal under Annual Plan-2017-18. (Job No. 512-WB-2017-18/422)	218.7	22-11-2018	19.49	0.00	48.7	45.72	31-12-22
1442		Development of 4-lane section of NH-31 from Km. 551.36 (Ghospukur) to Km. 563.26 (Bihar More,bagdogra) in Darjeeling District,West Bengal on EPC Mode (Project length- 11.90 Km.) under AP-2017-18. (Job No. 031-WB-2017-18/423).	254.3	03-10-2018	11.90	8.00	43.08	53.46	31-12-22
1443		Upgradation to 2-lane with paved shoulder configuration & Strengthening of NH-133A to from Nimtita (Junction with NH-34) to Jharkhand Border in the district of Murshidabad, West Bengal on EPC mode in the State of West Bengal under AP-2017-18 (Job No. 133A-WB-2017-18/426).	39.11	05-02-2019	4.35	0.00	52	10.41	31-3-22
1444		Strengthening of NH - 60 from Ch. 401.00 Km. (Nalhati) to 422.450 Km. (Moregram) along with Improvement of Shoulder in the districts of Birbhum and Murshidabad in	28.17	01-09-2018	21.45	21.00	81	19.55	30-6-21

Length in km, Amount in Rs. Crore									
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
		the State of West Bengal under AP-2017-18 (Job No. 060-WB-2017-18/427).							
1445		Strengthening of existing carriageway from km 126.00 to km 140.00 of NH-60 under Salboni NH Sub-division of NH Division No. II, P.W.(Roads) Directorate in the District of Paschim Medinipur, West Bengal during the year 2018-19 on EPC mode . Job No.060-WB-2018-19/432	23.93	22-08-2019	14.00	0.00	59.34	0.00	31-3-22
1446		Improvement of NH-60 from km 330.00 to km 355.00 & from km 360.00 to km 374.00 except the stretch from km 337.703 to km 339.046 (for Suri ROB) by way of Strengthening of existing carriageway and laying of wearing course from km 355.00 to km 360.00 in the district of Birbhum, West Bengal under EPC mode . Job No.060-WB-2018-19/433	61.23	06-09-2019	44.00	0.00	5	0.00	31-3-23
1447		"I.R.Q.P Work from km 23.20 to km 25.70 of N.H.-34 under N.H Division No.V, P.W.(Roads) Directorate in the District of North 24 Parganas, West Bengal during the 2018-19 on SBD mode. (Job No.034-WB-2016-17/431)"	2.48	24-07-2019	2.50	0.00	3	0.00	31-3-23
1448		"Improvement of Riding Quality (IRQ) from km 654.00 to km 670.00 of NH-31 in the district of Jalpaiguri, West Bengal during the year 2018-19 on EPC mode. (Job No.- 031-WB-2018-19/437)"	14.47	02-01-2020	16.00	0.00	5	0.00	31-3-23
1449		Stage Strengthening from 260 kmp to 266 kmp and 271 kmp to 275 kmp (except 273.05 km to 273.85 km) of NH-60 under N.H Division No.III, P.W.(Roads) Directorate in the District of Bankura & Paschim Bardhaman, West Bengal on EPC mode. (Job No. 60-WB-2019-20/440)	10.7	11-03-2020	9.20	0.00	0	0.00	31-3-23
1450		Islampur Bypass of NH-31 (New NH-27) of 10.31 km length in the state of West Bengal	361.15		10.31		94.3	0.00	31-03-21
1451		Ghoshpukur (km 0.000) to Dhupguri (km 83.785) of NH-31D	1827.15		83.78		80.78	0.00	07-12-2020
1452		ROB cum Flyover at Ranichak, Haldia	0		1.46		94	0.00	31-03-21
1453		Dhupguri- Salsalabari (Pkg IIA) [Ghoshkpur - Salsabari km 113.20 - km 154.85]	1959.4		41.65		4.25	0.00	30-06-2023

									Length in km, Amount in Rs. Crore
Sr. No	State /UT	Project Name	Total Project Cost	Date of Start	Total Length	Length Completed as on 31.03.2020	Cumulative Physical Progress as on 31.03.2020	Expd. as on 31.03.2020	Likely date of completion
1454		Bridge over Ganga River at d/s of Farraka Barrage including Approaches connecting Farakka-Raiganj	622.04		5.47		46.3	0.00	19-12-2021
1455		Balance Work for Raiganj Dalkola section from km 398.00 to km 452.700 (excl. Dalkola Bypass)	1548.95		50.29		32.45	0.00	03-09-2021
1456		Dalkhola By-pass from Km. 446.740 to Km. 452.162 of NH-34	134.6		5.46		89.74	0.00	31-12-2020
1457		2L PS of JH / WB Border (km. 70.524) - Purulia (km.84.400) & Purulia (km. 94.30) - Chandil (Junction with NH-33) (km. 153.705) of Old NH-32	1503.34		73.28		11.15	0.00	09-06-2022
1458		6L of Dhankuni to Kharagpur from km 17.600 to km 129.000 of Old NH-06	289.36		111.40		86.74	0.00	15-04-2021
1459		Barwa Adda (Km. 398.240) to Panagarh (Km. 521.120)	1494.7		122.88		79.41	0.00	30-06-2021
1460		Islampur Bypass of NH-31 (New NH-27) of 10.31 km length in the state of West Bengal	361.15	15-01-2016	10.31	8.80	94.89	253.08	31-03-21
1461		Ghoshpukur (km 0.000) to Dhupguri (km 83.785) of NH-31D	1827.15	17-12-2015	83.78	68.00	81.1	1,585.01	31-05-2021
1462		ROB cum Flyover at Ranichak, Haldia	210	18-05-2016	1.39		94.47	116.68	31-03-21
1463		Dhupguri- Salsalabari (Pkg IIA) [Ghoshkpur - Salsabari km 113.20 - km 154.85]	1939.62	21-01-2019	41.65		4.66	814.84	31-12-2022
1464		Bridge over Ganga River at d/s of Farraka Barrage including Approaches connecting Farakka-Raiganj	622.04	20-12-2018	5.47	0.00	46.3	221.26	19-12-2021
1465		Balance Work for Raiganj Dalkola section from km 398.00 to km 452.700 (excl. Dalkola Bypass)	1548.07	03-08-2019	50.29	12.43	34.37	231.86	03-09-2021
1466		Dalkhola By-pass from Km. 446.740 to Km. 452.162 of NH-34	125.74		5.46		89.74	0.00	31-12-2020
1467		2L PS of JH / WB Border (km. 70.524) - Purulia (km.84.400) & Purulia (km. 94.30) - Chandil (Junction with NH-33) (km. 153.705) of Old NH-32	1486.57	12-12-2019	73.28	0.00	12.18	622.93	09-06-2022
1468		6L of Dhankuni to Kharagpur from km 17.600 to km 129.000 of Old NH-06	1396	04-01-2012	111.40	104.80	86.74	2,814.56	30-04-2021
1469		Barwa Adda (Km. 398.240) to Panagarh (Km. 521.120)	2889	04-01-2014	122.88	107.15	79.41	4,361.89	30-06-2021

Summary of Projects of which Foundation Stone has been laid by the Hon'ble Prime Minister

MoRTH Projects being executed through State PWDs								
Sr. No.	Name of the Project	State	Length	Estimated Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date/ Likely date of completion	Present Status
1	Rehabilitation and Upgrading to 2- lanes/2 - lane with Paved Shoulders Configuration and Strengthening of Fatuah-Harnaut-Barh Section (km0 to km69.6) of NH-30A under Phase-I of National Highways Inter-connectivity Improvement Projects (NHIIP)	Bihar	72	684	18.08.2015	06.08.2016	05.08.2019	Physical progress:85%
2	Rehabilitation and Upgrading to 2 lanes/2-lane with paved shoulders configuration and strengthening of of Birpur – Bihpur Section (from km 0.0 to Km 106) of NH – 106 under phase –I of National Highways Interconnectivity Improvement Projects (NHIIP)	Bihar	106	780.77	18.08.2015	03.10.2016	02.10.2019	Physical progress:14%
3	Rehabilitation and Upgrading to 2 lanes/2 lane with Paved Shoulders Configuration and Strengthening of Sitamarhi-Jaynagar-Narahia Section (km 40.00 to km 219.945) of NH-104 under Phase-I of National Highways Inter-connectivity Improvement Projects Lot-I-km 40.00 to km 65.400 and km 76.300 to km 79.400"	Bihar	28.5	179	18.08.2015	04.05.2016	03.05.2018/ 30.06.2020	Physical progress:20%
4	Rehabilitation and Upgrading to 2 lanes/2 lane with Paved Shoulders Configuration and Strengthening of Sitamarhi-Jaynagar-Narahia Section (km 40.00 to km 219.945) of NH-104 under Phase-I of National Highways Inter-connectivity Improvement Projects (NHIIP) Lot-II-km 79.400 to km 156.500)	Bihar	77	370	18.08.2015	30.06.2016	29.12.2018/ 31.03.2020	Physical progress:24%

MoRTH Projects being executed through State PWDs								
Sr. No.	Name of the Project	State	Length	Estimated Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date/ Likely date of completion	Present Status
5	Rehabilitation and Upgrading to 2 lanes/2 lane with Paved Shoulders Configuration and Strengthening of Sitamarhi-Jaynagar-Narahia Section (km 40.00 to km 219.945) of NH-104 under Phase-I of National Highways Inter-connectivity Improvement Projects (NHIIP) Lot-III-km 156.500 to km 219.945	Bihar	63.45	553	18.08.2015	12.05.2016	11.11.2018/ 30.06.2020	Physical progress:49%
6	Construction of Bhagalpur Bypass from km 124.175 to km 140.200 of NH-80 in the State of Bihar under EPC Mode	Bihar	17	304.75	18.08.2015	05.11.2015	04.11.2017	Completed on 11.06.2019
7	Six laining of Ahmedabad-Rajkot National Highway No.8-A and 8 B (Execution is under State Govt. with their own funding)	Gujarat		2620	7.10.2017			Work in progress
8	Construction of Cable Statyed Signature Bridge between beyt Dwarka and Okha on N.H.51 in the State of Gujarat	Gujarat	5	962.43	7.10.2017	19-Mar-18	19-Sep-20	Work in progress
9	Four lane widening & strengthening of NH-29E from km. 81.420 to 99.00 Sonuli-Gorakhpur Road (Jangal Kaudiya to Mohaddipur Section) under EPC mode	UP	17.52	323.36	24.02.2019	19-Feb-19	18-Feb-20	Physical progress 15%

Summary of Projects of which Foundation Stone laid by the Hon'ble Minister RT&H

MoRTH Projects being executed through State PWDs								
Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
1	Widening to 2 lane with paved shoulder and strengthening from km 45.00 to 65.00 (design length- 18.990) of NH-101 (New NH-331) on EPC Mode in the State of Bihar.	Bihar	19	88	28.02.2019	Not Appointed	NA	Work Awarded on 23.07.2019
2	Strengthening & Widening work in km 30.00 to 45.00 of NH-101.	Bihar	15	82.18	28.02.2019	05-Feb-19	06-Aug-20	Work in progress Target date of completion 06.08.2020
3	Construction of 2-lane ROB of km 91 of NH-28B (job no. NH-28B/Bihar(7)/15-16-020-S&R(B))	Bihar	0	62	11.02.2019	NA	NA	Estimate based on tender is in progress
4	Construction of 2-lane ROB of km 94 of NH-28B (job no. NH-28B/Bihar(8)/15-16-018-S&R(B))	Bihar	0	68	11.02.2019	NA	NA	Estimate based on tender is in progress
5	Strengthening & Widening work of existing 2-lane from km 0.00 to 25.00 of NH-28B.	Bihar	25	82.78	11.02.2019	11.11.2016	10.05.2018	Work completed on 10.05.2018
6	Widening from Intermediate lane to 2-lane with paved shoulder of Purkaji- Laksar- Haridwar road in km. 15.00 to km. 61.00 of NH-334A in the State of Uttarakhand	Uttarakhand	46	92.49	25-02-2019	29.01.2019	28.07.2020	15% work completed
7	Rehabilitation and upgradation of NH-96 from Km.0.000 to 46.470 (Faizabad to Sultanpur) to two lane with paved shoulder on EPC basis	Uttar Pradesh	46.47	227.74	Faizabad/ 20.01.2015	21-Apr-15	20-Oct-16	Work completed on 05-07-2016
8	Rehabilitation and upgradation of NH-28C from Km.43.000 to 93.000 (Jarwal road junction to Bahraich section) to two lane with paved shoulder under NHDP-IV on EPC basis	Uttar Pradesh	50.49	337.58	Barabanki/ 21.01.2015	28-Oct-14	27-Oct-16	Work completed on 12.07.2016
9	Rehabilitation and upgradation of NH-28C from Km.99.000 to 150.200 (Bahraich to Rupaiddiha section) to two lane with paved shoulder under NHDP-IV on EPC basis	Uttar Pradesh	53.85	437.92	Barabanki/ 21.01.2015	30-Oct-14	29-Oct-16	Work completed in September, 2016
10	Rehabilitation and upgradation of NH-29E from Km.0.000 to 80.000 (Sonauli to Gorakhpur) to two lane with paved shoulder under NHDP-IV on EPC basis	Uttar Pradesh	81.41	569.34	Gorakhpur/ 20.01.2015	19-Mar-15	18-Mar-17	Work completed in November, 2018
11	Rehabilitation and upgradation of NH-28C from Km.0.000 to 43.000 (Barabanki to Jarwal road junction section) to two lane with paved shoulder under NHDP-IV on EPC basis	Uttar Pradesh	42.45	379.17	Barabanki/ 21.01.2015	19-Mar-15	18-Mar-17	Work completed on 30-11-2018
12	Rehabilitation and upgradation of Indo Nepal Border to Rudhauli	Uttar Pradesh	65.87	881.05	Siddharthnagar/	27-Nov-18	26-May-20	Physical progress 60%

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
	Section (Km.0+00 to 65+870) to two lane with paved shoulder of NH-233 on EPC basis under NHDP-IV				20.01.2015			
13	Rehabilitation and upgradation of Rudhauri to Basti side approach of Ghaghra Bridge Section (Km.65+870 to 122+270) to two lane with paved shoulder of NH-233 on EPC basis under NHDP-IV	Uttar Pradesh	56.40	653.29	Basti/20.01.2015	25-Mar-15	23-Mar-17	Work substantially completed
14	Rehabilitation & Upgradation of Puranpur - Khutar section (Km.38.000 to 82.000) of NH-730 two lanes with PS on EPC mode	Uttar Pradesh	44.13	225.96	Pilibhit-Puranpur road/29.09.2016	21-Dec-16	20-Jun-18	Work completed on 05-11-2018
15	Widening of existing single lane carriageway to two lane carriageway with PS and strengthening from Km.51.000 (50.675) to 105.000 of NH-730A on EPC mode	Uttar Pradesh	54.43	298.33	Shahjahnpur /29.09.2016	19-Oct-16	18-Oct-18	Work completed in March, 2019
16	Rehabilitation & Upgradation of Pilibhit-Puranpur section (Km.0.00 to 38.00) of NH-730 two lanes with PS on EPC mode	Uttar Pradesh	33.21	176.94	Pilibhit-Puranpur road/29.09.2016	22-Apr-17	22-Oct-18	Work completed (except Toll Plaza)
17	Four laning of Allahabad-UP/MP border section on NH-27 (km. 4.285 to 45.627) on EPC mode under NHDP-IV under NHDP-IV on EPC Basis.	Uttar Pradesh	41.72	774.57	Allahabad/ 20.12.2016	06-May-16	05-May-18	Work completed on 31-07-2018
18	Rehabilitation & Upgradation of Pratapgarh to Allahabad Bypass section (Km.100.800 to 135.500) of NH-96 to four lanes with PS on EPC mode	Uttar Pradesh	34.70	599.35	Allahabad/ 20.12.2016	22-Jan-18	21-Jan-20	Physical progress 82%
19	Construction of 6-lane bridge on Ganga on NH-96 and its approaches in Phaphamau Allahabad on EPC mode	Uttar Pradesh	1 Job	1948.25	Allahabad/ 20.12.2016	Tender shall be invited after declaration of 3G award for Land Acquisition		
20	Rehabilitation and up-gradation of Ramnagar-Siswa Babu (Km. 484.000 to Km. 505.120) of NH-730 to two-lane with paved shoulders on EPC mode	Uttar Pradesh	21.12	185.18	Partawal/ 25.01.2018	18-Feb-19	17-Feb-20	Physical progress 25%
21	Rehabilitation and up-gradation of Kaptanganj - Padrauna (Km. 537.000 to Km. 564.750) of NH-730 to two-lane with paved shoulders on EPC mode	Uttar Pradesh	27.75	242.05	Deoria/ 25.01.2018	11-Oct-18	10-Apr-20	Physical progress 53%
22	Deoria Bypass	Uttar Pradesh	15.00	-	Deoria/ 25.01.2018	DPR in progress		
23	Improvement and up-gradation to two lane with paved shoulder from km 0.00 (Chhawani) to km 55.00 (near Chhapia village) of NH-227A on EPC mode	Uttar Pradesh	54.96	281.45	Basti/09.10.2018	01-Jul-19	31-Dec-20	Appointed date declared on 01.07.2019
24	Rehabilitation & Up-gradation from km.385.00 to 420.00 to 2 lane with paved shoulder of NH-730 on EPC mode	Uttar Pradesh	35.00	209.10	Siddharthnagar/ 09.10.2018	15-Oct-18	14-Apr-20	Physical progress 68%

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
25	Basti Ring Road (Phase-I)	Uttar Pradesh	14.00	-	Basti/09.10.2018	DPR in progress		
26	84 Kosi Parikrama	Uttar Pradesh	275.00	-	Ayodhya/08.02.2019	DPR under finilization		
27	Ram Van Gaman Maarg	Uttar Pradesh	262.00	-	Ayodhya/08.02.2019	DPR under finilization		
28	Rehabilitation and up-gradation of Harpalpur - Sugira section (Km.89.60 to Km.133.520) of NH-76 to two-lane with paved shoulders on EPC mode	Uttar Pradesh	41.47	208.50	Jhansi/03.03.2019	11-May-18	10-Nov-19	Physical progress 75%
29	Rehabilitation and up-gradation of Kulpahar - Mahoba section (Km.133.520 to Km.158.040) of NH-76 & NH-86 to two-lane with paved shoulders on EPC mode	Uttar Pradesh	29.92	148.96	Jhansi/03.03.2019	LoA issued on 29.03.2018. Appointed date yet to be given.		
30	Construction of two- lane with paved shoulder Bahraich bypass from km. 92.547 to 99.00 of NH-28C on EPC Mode under NHDP-IV	Uttar Pradesh	5.45	147.69	Lucknow/07.03.2019	27-Apr-18	26-Oct-19	Physical progress 26%
31	Rehabilitation and up-gradation of Balrampur to Tulsipur section (Km.323.745 to Km.351.000) of NH-730 to two-lane with paved shoulders on EPC mode	Uttar Pradesh	27.26	212.99	Lucknow/07.03.2019	15-Dec-18	14-Jun-20	Physical progress 42%
32	Construction of viaduct & its approaches to ROB at km. 426 of NH-91 in Kanpur city under EPC MODE	Uttar Pradesh	1 Job	108.28	Lucknow/07.03.2019	27-Jun-18	26-Jun-20	Physical progress 34%
33	Rehabilitation and up-gradation of Sultanpur bypass (Km.60.00 to Km.90.00) of NH-96 to two-lane with paved shoulders on EPC mode	Uttar Pradesh	30.86	208.88	Lucknow/07.03.2019	15-Oct-18	14-Oct-19	Physical progress 47%
34	Rehabilitation and up-gradation of Sultanpur bypass (Km.82.00 to Km.140.00) of NH-730 to two-lane with paved shoulders on EPC mode	Uttar Pradesh	51.84	326.99	Lucknow/07.03.2019	LoA issued on 16.07.2019. Appointed date yet to be given.		
35	Rehabilitation and up-gradation of Sultanpur bypass (Km.140.00 to Km.188.00) of NH-730 to two-lane with paved shoulders on EPC mode	Uttar Pradesh	48.80	296.50	Lucknow/07.03.2019	08-Mar-19	07-Sep-20	Physical progress 15%
36	Construction of Amethi Bypass on NH-931 from Design Chainage 0+000 km to 6+346 km in Amethi City on EPC basis	Uttar Pradesh	1 Job	88.54	Lucknow/07.03.2019	LoA issued on 03.06.2019. Appointed date yet to be given.		
37	Construction of four lane flyover at Km.2.500 on NH-24A on EPC Mode.	Uttar Pradesh	1 Job	95.42	Lucknow/07.03.2019	01-Jun-19	30-Nov-20	Appointed date declared on 01.06.2019.

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
38	Widening Strengthening to 2-lane with paved shoulder from km 216.00 to 244.482 of NH-114-A	Jharkhand	28.48	166.44	27.01.2016	29.01.2016	28.01.2018	Work completed on 04.01.2018
39	Widening Strengthening to 2-lane with paved shoulder from km 94.00 to 131.00 of NH-133	Jharkhand	37	183.72	27.01.2016	08.02.2016	07.02.2018	Work Completed on 24.01.2018
40	Widening to 2 lane with Paved Shoulder (Deoghar-Kalhor) from Km 141.00 to 184.00	Jharkhand	44	196	11.09.2017	Yet to be appointed	construction period- 2 years	Work Awarded on 11.06.2019; Award was delayed due to Court case.
41	Widening to 2 lane with Paved Shoulder (Godda-Panjwara) from Km 0.00 to 12.80	Jharkhand	12.8	63.86	11.09.2017	24.06.2017	21.12.2018	work completed on 29.03.2019
42	Widening to 2 lane with Paved Shoulder (Madhupur-Giridih) from Km 184.00 to 216.00	Jharkhand	32	102.39	11.09.2017	29.08.2018	28.08.2019	Work started on 31.07.2018; Physical progress 17%; work Delayed due to Court Case; Likely to be completed by March, 2020
43	Widening to 2 lane with Paved Shoulder (Hata-Tiring) from Km 41.00 to 54.00	Jharkhand	12.99	55.99	11.09.2017	25.01.2018	24.07.2019	Work started on 25.01.2018; Likely to be Completed by March, 2020; Length completed 8.25 Km; Physical Progress 40%
44	Construction of 1210 m length double lane pre-stressed RCC bridge over Ravi river at village Keerian Gandial, J&K under ISC scheme in the State of Jammu & Kashmir	Jammu & Kashmir	1.21	158.84	22.01.2019	08-Sep-16	09-Mar-19	COD issued on 26.12.2018
45	Construction of four lane Pinjore Bye pass from Km. 0.00 to 7.70 on EPC Mode.	Haryana	7.7	140.84	05-01-2017	12-Dec-17	11-Dec-19	Physical Progress is 34.35% and work is in progress.
46	4-laning of Sangrur to Dogal Kalan section of NH-71 from Km 181.805 to Km 211.390	Punjab	29.585	605.78	22.01.2015	27-Feb-15	28-Aug-16	Work completed on 30.06.2017 (COD)
47	4-laning of Dogal Kalan to Punjab/ Haryana border section of	Punjab	27.305	652.18	22.01.2015	26-Dec-14	25-Dec-16	Work completed (99%)

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
	NH-71 from Km 211.390 to Km 238.695							on 31.01.2018. Moreover COD is not issued
48	4-laning of Sangrur and Dhanauala Bypass	Punjab	16.87	253.1	22.01.2015	26-Feb-15	28-Aug-16	Work completed on 31.03.2017
49	4-laning of Patiala Bypass on EPC mode	Punjab	19.28	279.68	22.01.2015	17-Jun-15	16-Dec-16	Work completed on 31.05.2017 (COD)
50	4-laning of Patiala Bypass to start of Sangrur Bypass section of NH-64 from Km 64.570 to 106.170	Punjab	41.47	486.74	22.01.2015	07-Aug-15	16-Dec-16	Work completed on 28.10.2016 (COD)
51	4-laning of end of Sangrur Bypass to Tapa from Km 116.950 to 138.030 & Km142.950 to 168.00	Punjab	46.04	483.38	22.01.2015	13-Jul-15	10-Jan-17	Work completed on 31.12.2017 (COD)
52	4-laning of Tapa –Bathinda section of NH-64 from Km 168.00 to 209.405	Punjab	41.445	616.36	22.01.2015	28-Jul-15	27-Jul-17	Work completed on 31.03.2018 (COD)
53	4-laning of Jalandhar-Hoshiarpur upto Himachal Border of NH-70 from Km 11.400 to 49.200 including Hoshiarpur bypass	Punjab	39.125	1069.59	14.09.2016	23-Oct-17	22-Oct-19	Work is in progress
54	4-laning of Lambra-Shahkot section of NH-71 from Km 11.00 to 44.600	Punjab	33.6	847.02	14.09.2016	11-Oct-16	10-Apr-18	Work is in progress
55	4-laning of Shahkot-Moga section of NH-71 from Km 44.600 to 77.200	Punjab	32.6	766.36	14.09.2016	04-Oct-16	06-Apr-18	Work is in progress
56	4-laning of Moga -Tallewal section of NH-71 from Km 77.200 to 114.00	Punjab	36.8	904.82	14.09.2016	12-Dec-16	12-Jun-18	Work is in progress
57	4-laning of Tallewal-Barnala section of NH-71 from Km 114.00 to 136.070 including Barnala bypass Km 136.070 of NH-71 to Km 149.00 of NH-64	Punjab	29.64	578.38	14.09.2016	14-Sep-16	13-Mar-18	Work completed on 07.09.2018 (Pre-COD)
58	Widening to two lane with paved shoulder, strengthening and geometries Improvement of NH-88 (New NH -103) from Km 95/0 (Near Kandrou Bridge) to Km. 140/00 (Near Hamirpur) New RD 85/900 to 129/235) in the State of Himachal Pradesh, on EPC mode of execution (three packages) Package I : Km. 85/900 to 96/500 (Start date:01.10.2016) Package II : Km. 96/500 to 113/100 (Start date:14.10.2016) Package III : Km. 113.100 to 129.235 (Start date:15.12.2016)	Himachal Pradesh	43.135	258.23	06.06.2016	Oct-16	Oct-18	Cumulative physical progress 90% (Work awarded in three packages) (Revised completion date 31.12.2019)

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
59	Widening from 2 lane to 4 lane on NH-72 (New NH No. 7) on Kala-Amb-Paonta Sahib-Dehradun road from kms. 96.00 to 103.00 in the State of Himachal Pradesh.	Himachal Pradesh	7	30	24.02.2019	Work on EPC mode awarded on 14.06.2019		
60	(i) Construction of retaining walls, installation of crash barriers between Km. 0/000 to 53/000 on NH 305 SainjLuhriAnniJaloriBanjarAut road in the State of Himachal Pradesh (ii) Construction of retaining walls, installation of crash barriers between Km. 53/000 to 94/000 on NH 305 SainjLuhriAnniJaloriBanjarAut road in the State of Himachal Pradesh	Himachal Pradesh	94	(i) 12.84 (ii) 16.23	24.02.2019	Technical Bids opened on 09.08.2019 and Bid under evaluation Technical Bids opened on 26.07.2019. Single bid after technical evaluation. Bids re-invited and slated for opening on 04.10.2019.		
61	Widening and Strengthening of Una-Basoli-Barsar-Bhota road to Two lane from Km. 20/000 to Km. 35.750 on NH-503A (Section: Una to Bhiroo) in the State of Himachal Pradesh.	Himachal Pradesh	15.75	51.09	24.02.2019	Work on EPC mode awarded 14.06.2019		
62	Widening & Strengthening to two lane/ int. lane on Mubarikpur-Dehra-Ranital-Kangra-Mataur-Dharamshala-Mcleodganj road km 0/0 to 23/105, NH-503 in the state of Himachal Pradesh.	Himachal Pradesh	23.1	46.13	24.02.2019	Work on EPC mode awarded on 14.06.2019 Contract agreement signed on 07.08.2019		
63	Nagaur bypass to Netra village	Rajasthan	87	301.97	13.12.2014	21.01.2015	7-14	Completed
64	Balotra-Sanderao NH-325 (Package-II)	Rajasthan	24.7	179.32	29.08.2017	20-Jul-17	19-Jul-19	88% completed, Likely Completion Date 31.10.2019
65	Balotra-Sanderao NH-325 (Package-III)	Rajasthan	34.42	164	29.08.2017	20-Jul-17	19-Jul-19	88% completed, Likely Completion Date 30.09.2019
66	const. of 4-lane CC road with safety imp. Like footpaths, service road, junction imp. etc from Km 326/0 to 334/700 in Jhalawar City on NH-12 under road safety annual Plan 2016-17	Rajasthan	8.7	80.68	29.08.2017	02-Mar-17	11-Sep-18	Completed
67	2-lane ROB its approaches in lieu of existing level crossing No. A-142 at km 1.0 on NH-709 Extn. near Sadulpur Railway station	Rajasthan	1	25	29.08.2017	13-Jul-18	11-Jan-20	Work progress 5%. Action for termination started. Cure period notice issued.

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
68	ROB at LC No. C-293 & A-292 on NH-112 at Balotra	Rajasthan	2	96.61	04.03.2019	02-Mar-19	31-Aug-20	Work started. Traffic diversion plan submitted by contractor and 3 km BT done out of 6 km completed. Stipulated Date of completion 01.09.2020.
69	Suratgarh to Anoopgarh under CRF	Rajasthan	42.55	166.02	17.08.2016	11-Aug-16	11-Feb-18	Completed
			32.05	125.18		13-Aug-16	12-Feb-18	
70	Construction of 6.80 km 2 lane with paved shoulders Alappuzha bypass on NH47 (New NH 66) from km 408/100 to 414/900 in the State of Kerala on EPC basis with 50:50 cost sharing between Government of Kerala and Government of India (MORTH) (Job No.047(New NH-66)-KL-2014-817)	Kerala	6.8	348.43	10.04.2015	16-Mar-15	15-Sep-17	99 work completed.
71	Construction of 13 Km 2 lane Kollam bypass on NH-47 (New NH-66) from Km.486/500 to 499/500 in the State of Kerala on EPC mode with 50:50 cost sharing between Govt. of Kerala and Govt. of India (MoRT&H) – (Job No.047(New NH-66)-KL-2013-14-818):-	Kerala	13	352.05	10.04.2015	27-May-15	26-Nov-17	work completed on 30.01.2019
72	Widening to 2 lane with paved shoulders from km 87/000 to km 133/720 (Nattukal to Thanau Jn in Palakkad) of NH 966(Old NH 213) on EPC mode (Job No:966 (OldNH-213)-KL-2016-17-870)	Kerala	46.72	294.26	30.10.2018	23-Aug-17	22-Aug-19	33% work completed.
73	Rehabilitation and upgradation of NH-85 (Old NH 49) from km 119/017 to km 161/300 (Design chainage km 119/017 to km 160/800)(Bodimettu to Munnar) to 2 lane with paved shoulders on EPC mode (Job No:85 (Old NH-49)-KL-2016-17-869)	Kerala	41.78	380.76	17.11.2017	01-Sep-17	31-Aug-19	56% work completed.
74	Construction of HLB across river Godavari at km 166/0 of NH 221 under Annual Plan on EPC mode in the State of Telangana (Warangal) (Job No.221-AP-2013-14-615)	Telangana	2.4	98.45	01.04.2015	22-Jul-14	21-Jul-16	73% work completed.
75	Rehabilitation and upgradation of NH-221 from km 71/2 to 121/0 (of Vijayawada-Jagdarpur AP Border to Rudrampur)	Telangana	49.49	244.3	01.04.2015	24.12.2014	23.12.2016	work completed and handed over to NHAI
76	Rehabilitation and Up-gradation of NH-221 from km 121/0 to 165/0 of Vijayawada-Jagdarpur road (AP Border to Rudrampur)	Telangana	44	334.82	01.04.2015	25-Feb-15	24-Feb-17	68% work completed.
77	Widening & Stengthening of Haggari-Raichur-Jadcherla section of	Telangana	38.548	127	01.04.2015	12-Feb-15	11-Feb-17	94% work completed.

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
	NH-167 (Km 227/6 to Km 283/0) in the State of Telangana sanctioned under Corridor approach.							
78	6-laning of km 9.900 to km 19.948 (Aramgarh-Samshabad section of Hyderabad-Bengaluru section of NH-44 under NH (O) on EPC basis in the State of Telangana- (Job No. NH-44-TS-2017-18-40; dated 18.1.2018)	Telangana	10.048	283.15	05.05.2018	11-May-18	09-May-20	16% completed. Work is in progress
79	Rehabilitation and upgradation of Hyderabad outer ring road to Medak Section of NH-765D from existing km.15/970 (Design km.0/0) to existing km.78/70 (Design km.62/92) to two lane with paved shoulder/four lane on EPC Mode (Job No.765D TS 2017-18: 45Dt.27.02.2018)	Telangana	62.92	426.52	05.05.2018	24-Apr-18	23-Apr-20	47% completed. Work is in progress
80	Construction of Six Lane elevated corridor from Km 7.950 to Km 14.200 of NH 163 to de-congest the urban limits of Hyd-Bhopalpatnam section on EPC mode in the State of Telangana (Job No.NH-163-TS-2017-18-47 Dt:27-03-2018)	Telangana	6.25	626.76	05.05.2018	02-Jul-18	01-Jul-20	Work is in progress
81	Construction of 4-lane Flyover at Amberpet X road Hyd on NH 202 in the state of Telangana (Job.No.NH-202/ Telangana(1) /2017-S&R (B) -001 dated 12.10.2017)	Telangana	1.465	216.53	05.05.2018	Appointed date to be declared.		
82	Rehabilitation & up-gradation of NH-340 from km 0/0 to km 60/380 (Design Ch. 0/000 to 60/025 excluding Km 55.600 to 57.650 (2.050Km)) (Rayachoty to Angallu section) to two lane with paved shoulders on EPC mode	Andhra Pradesh	57.975	319.28	03.10.17	24-Aug-17	23-Aug-19	Length Completed:- 31.7km Physical Progress:- 36.5%
83	Construction of 4-lane bypass to Vijayanagaram Town on NH 43 (New NH 26) from 537/6 to 552/0 (Raipur- Vijayanagaram section) to 4-Lane on EPC mode	Andhra Pradesh	17.3	429.43	03.10.17	23-Nov-17	22-Nov-19	Length Completed:- 5.1km Physical Progress:- 43.76%
84	Rehabilitation and Up-gradation of Eepurupalem- ongole Section from km195+00 to 254+500 of NH-214A(NH216) to two lane with paved shoulders in the state of Andhra Pradesh under Engineering Procurement and Construction (EPC) Basis.	Andhra Pradesh	57.874	574.19	03.10.17	20.07.17	19.07.19	Length Completed:- 56.940 km Physical Progress:- 97.88%
85	Rehabilittion and upgradation of Machilipatnam to Avanigadda section from km 84/550 - 124/200 of NH 214A (new NH 216)to two lane with paved shoulder in the State of AP under NHDPIV	Andhra Pradesh	34.4	376.25	03.10.17	28.08.17	27.08.19	Length Completed:- 13.51km Physical Progress:-

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
	through EPC basis							46%
86	Construction of 2L+PS from Pasarlapudi-Dhindi (105/700 to 127.500 of NH-214) of NH-216	Andhra Pradesh	21	263.45	03.10.17	27.09.17	26.09.19	Physical Progress:- 0.5%
87	Rehabilitation and upgradation of Repalle to Eeppurpalem section from Km 129/927 to Km 195/000 of NH-214A (New NH-216) to two lane with paved shoulder under NHDP-IV on EPC basis	Andhra Pradesh	62	576.48	03.10.17	29.01.18	28.01.20	Length Completed:- 9.97km Physical Progress:- 18.2%
88	Rehabilitation and upgradation of NH-326A from Km 0/0 to Km 41/979 (excluding Km 2/555 to 3/732 and Km 36/820 to Km 38/275) to two lane with paved shoulder on EPC mode	Andhra Pradesh	39.047	228.32	21.01.19	29.09.18	30-03-20	Length Completed:-6km Physical Progress:- 18.13%
89	Rehabilitation and upgradation of Nh75(old234) from km 506/100 to km 508/700 & 518/700 to km 534/350 of Mangalore-Tiruvannamalai road of NH75 to two lane with paved shoulders on EPC mode in the State of Andhra Pradesh	Andhra Pradesh	17.85	147.66	21.01.19	30.08.18	'29-08-19	Physical Progress:- 7.00%
90	Rehabilitation and Upgradation of New NH-544E from Km 0.000 to Km 56.803 of Kodikonda – Madakasira Section to Two Lane with Paved Shoulders in the State of Andhra Pradesh on EPC mode.	Andhra Pradesh	56.8	504.19	21.01.19	05.11.18	07-05-20	Length Completed:- 11.24km Physical Progress:- 26.31%
91	Rehabilitation and upgradation of new NH-544DD (Old SH-30) from Km 0.000 to 56.000 (Ex. Km 0.460 to Ex. Km 58.344) of Ananthapuramu–Kalyandurg section to two lane with paved shoulders	Andhra Pradesh	56	294.12	21.01.19	23.07.18	14.01.20	Length Completed:- 47.5km Physical Progress:- 69.00%
92	Rehabilitation and upgradation of new NH-544DD from Km 56.00 to 102.20 of Kalyandurg-Molakalmuru section to two lane with paved shoulders	Andhra Pradesh	46.2	289.67	21.01.19	16.08.18	07.02.20	Length Completed:- 16.19km Physical Progress:- 33%
93	Rehabilitation and up-gradation of NH-42 from 76/000 to Km.102/130 (Design Ch. 76/000 to 99.971 excluding Km 77.300 to 78.350) (Rapthadu to Bathalapalli section) to four lane on EPC Basis	Andhra Pradesh	22.92	244.95	21.01.19	13.08.18	12-02-20	Length Completed:- 18.2km Physical Progress:- 56.72%
94	Rehabilitation and upgradation of NH 565 from existing km 361.330(Dornala T Junction) to km 420.800(Penchalakona Junction) Design km 360.156 to km 402.468) to two lane with	Andhra Pradesh	42.312	418.03	21.01.19	08.08.18	07-08-20	Length Completed:- 11.29km Physical Progress:-

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
	paved shoulders on EPC mode.							29.53%
95	Construction of 4-lane ROB and its approaches in lieu of existing level crossing No. 67 @ Km 133.20(Railway Chainage 109/3-4) on NH 205 in the State of A.P.	Andhra Pradesh	1.7	63.79	21.01.19	31-01-19	30-01-21	Work in progress
96	Construction of proposed 4-lane ROB and its approaches in lieu of existing level crossing No.102/3e @ Km 281.200 of NH 205	Andhra Pradesh	1.23	138.44	21.01.19	11.10.18	10-04-20	Physical Progress:- 24%
97	Construction of proposed 4-Lane ROB and its approaches in lieu of existing Level Crossing No. 95/SPL @ Km 272.600 (railway chainage 93/17-19) on NH 205	Andhra Pradesh	2.71	87.66	21.01.19	29.11.18	28-11-20	Physical Progress:- 35%
98	Construction of proposed 4-lane ROB and its approaches in lieu of existing Level Crossing No.75 @ Km 145/200 (railway chainage 121/470) of NH-205.	Andhra Pradesh	1.43	68.48	21.01.19	31-01-19	30-01-21	Physical Progress:- 25%
99	Construction of proposed 4-lane ROB's at railway chainage Km 44/679 between Putalapattu and RVS Nagar station of Katpadi-Pakala section at km 12/4 on NH-18	Andhra Pradesh	1.66	66.46	21.01.19	Work awarded. Agreement concluded. Appointed date to be fixed.		
100	Construction of proposed 4-Lane ROB and its approaches in lieu of existing Level Crossing No.48 E/C at Km 96.800 (railway chainage 74/431) on NH 205	Andhra Pradesh	2.12	68.83	21.01.19	28-01-19	27-01-21	Work in progress
101	Construction of proposed 4-Lane ROB and its approaches in lieu of existing Level Crossing No.45 C at Km 93.400 (railway chainage 70/903) on NH 205	Andhra Pradesh	1.23	60.38	21.01.19	05-02-19	05-08-20	Work in progress
102	Construction of 4-lane ROB and its approaches in lieu of existing level crossing No124E/SPL3 @ Km 1.800 (New Chainage Km 77.805) of NH-205	Andhra Pradesh	1.55	98.55	21.01.19	05.10.18	04-10-20	Physical Progress:- 13%
103	Construction of 4-lane ROB and its approaches in lieu of existing level crossing No.30/E @ Km 64.800 (railway chainage 42.858) on NH-205	Andhra Pradesh	1.43	56.34	21.01.19	05.10.18	04-10-20	Physical Progress:- 21%
104	Construction of 2-Lane ROB and its approaches in lieu of level crossing No. 31 @ Km 2.100 (Railway chainage 33/900-1000) on NH-326A on EPC mode in the State of A.P	Andhra Pradesh	1.4	54.38	21.01.19	06-03-19	06-09-20	Work in progress
105	Construction of 2-Lane ROB and its approaches in lieu of level crossing No.414 @ Km33.100 (Railway chainage 730/11-13) on	Andhra Pradesh	1.46	54.71	21.01.19	06-03-19	06-09-20	Work in progress

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
	NH-326A on EPC mode							
106	Rehabilitation and upgradation to two lane with paved shoulders from Km. 57.700 to 103.200 (Madakasira to AP / Karnataka Border) of NH544E	Andhra Pradesh	44	-	21.01.19			The projects were proposed during Annual Plan 2018-19 and tenders were invited. However, the projects could not be sanctioned during FY 18-19. The Projects are likely to be taken up in current year Annual Plan 2019-20
107	Rehabilitation and upgradation to two lane with paved shoulders from Km 0.000 to Km 64.020 (Pamaru to Akiveedu section) of NH-165	Andhra Pradesh	64	-	21.01.19			
108	Rehabilitation and Upgradation to two lane with paved shoulders from Km 99.103 (CS Puram) to Km189.050 (Singarayakonda) of NH-167B	Andhra Pradesh	89.95	-	21.01.19			
109	Construction of 4 Nos Grade Separator between Km. 281.000 to Km. 307.600 (Km. 286.400 Kumhari, Km. 299.000 Transport Nagar, Km. 302.000 Power House, Km. 304.000 Chandra Moura Chowk to Km. 305.00 Supela) of NH-53 Old NH-06) Raipur-Durg 4 Lane on EPC mode in the State of Chhattisgarh. Job No. NH-53 (Old NH-06) CG-2017-18-56	Chhattisgarh	0	349.03	16-08-2018	27.01.19	16.02.20	Work in Progress (Physical Prog-3%)
110	Rehabilitation and upgradation of NH-43 (Old NH- 78) from (Old CH. 245.000 to 331.000 km. New Ch. 245.000 to 323.100 km) (MP border/CG border to Surajpur section) to two lane with paved shoulder in the State of Chhattisgarh under corridor approach thought EPC basis . (Job No. 43-CG-2016-17-343)	Chhattisgarh	78.1	379.16	12-01-2016	25.07.17	27.11.19	Work in Progress (Physical Prog-54%)
111	Rehabilitation and upgradation of NH-111 from km 82.5 to 163.400 (Kathghora to Shivanagar Section) in the State of Chhattisgarh to two -lanes with paved shoulders under NHDP-IV on EPC basis. (Job No. 111-CHH-NHDPIV-2015-16-16)	Chhattisgarh	80.3	485.44	12-01-2016	14.09.16	30.06.19/ 13.09.19	Work in Progress (Physical Prog-98%)
112	Rehabilitation and upgradation of NH-111 from km 163.400 to 215.800 (Shivanagar to Ambikapur Section) in the State of Chhattisgarh to two -lanes with paved shoulders under NHDP-IV on EPC basis. (Job No. 111-CHH-NHDPIV-2015-16-17)	Chhattisgarh	52.4	335.32	12-01-2016	12.06.17	07.12.19	Work in Progress (Physical Prog-50.66%)
113	Rehabilitation and upgradation of NH-12A from km 191.422 to 242.300 (Chilpi to Kawardha Section) in the State of Chhattisgarh to two -lanes with paved shoulders under NHDP-IV on EPC basis. (Job No. 12A-CHH-NHDPIV-2015-16-21)	Chhattisgarh	50.878	291.05	12-01-2016	08.04.16	31.12.19	Work in Progress (Physical Prog-77.21%)

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
114	Rehabilitation and upgradation of NH-216 from km 3.800 to 90.460 (Raigarh to Saraipalli Section) in the State of Chhattisgarh to two -lanes with paved shoulders under NHDP-IV on EPC basis. (Job No. 216-CHH-NHDPIV-2014-15-21)	Chhattisgarh	81	496.02	29-01-2015	12.03.15	29.09.19	Work in Progress (Physical Prog-52.33%)
115	Rehabilitation and upgradation of NH-43 from km 81.500 to 130.000 (Dhamtari to Kanker) in the State of Chhattisgarh to two -lanes with paved shoulders under NHDP-IV on EPC basis. (Job No. 43-CHH-NHDPIV-2014-15-15)	Chhattisgarh	48.41	213.47	29-01-2015	24.03.15	30.06.18	Completed
116	Rehabilitation and upgradation of NH-43 from km 180.000 to 241.000 (Bedma to Dahikonda) in the State of Chhattisgarh to two -lanes with paved shoulders under NHDP-IV on EPC basis. (Job No. 43-CHH-NHDPIV-2014-15-14)	Chhattisgarh	61.17	298.34	29-01-2015	24.03.15	30.06.18	Completed
117	Rehabilitation and upgradation of NH-43 from km 241.000 to 298.000 (Dahikonda to Jagdalpur) in the State of Chhattisgarh to two -lanes with paved shoulders under NHDP-IV on EPC basis. (Job No. 43-CHH-NHDPIV-2014-15-17)	Chhattisgarh	56.9	262.54	29-01-2015	24.03.15	30.06.18	Completed
118	Rehabilitation and upgradation of NH-12A from km 246.849 to 317.406 (Kawardha to Simga Section) in the State of Chhattisgarh to two -lanes with paved shoulders under NHDP-IV on EPC basis. (Job No.12A-CHH-NHDPIV-2014-15-22)	Chhattisgarh	71.03	421.41	29-01-2015	23.03.15	22.03.2017	Completed
119	Upgradation of Thikri-Anjad road to 2L + PS	Madhya Pradesh	34.7	249.05	23-07-2018	09-Jul-18	09-Jan-20	Physical Progress 58 %
120	Rehabilitation and upgradation of intermediate lane flexible pavement to 2 lane with paved shoulder rigid pavement on khilchipur-Jirapur road from km 5.500 to Km 22.910 on khilchipur-jirapur section of newly declared NH 752B in the state of MP on EPC	Madhya Pradesh	25.18	101.61	23-07-2018	28-Mar-18	27-Sep-19	Physical Progress 90 %
121	Upgradation of Biaora-Maksudangarh road to 2L + PS	Madhya Pradesh	41.86	254.17	23-07-2018	23-May-18	23-Nov-19	Physical Progress 79 %
122	Rehabilitation and upgradation of intermediate lane flexible pavement to 2 lane paved shoulder rigid pavement on Shujalpur-Ashta road from km 41+800 to Km 82+300 on Shujalpur to Ashta section of newly declared NH 752C in the state of MP on EPC	Madhya Pradesh	44.34	235.91	23-07-2018	24-May-18	23-Nov-19	Physical Progress 64 %

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
	mode							
123	Upgradation of Pachore- Shujalpur road to 2L + PS	Madhya Pradesh	39.81	184.62	23-07-2018	24-May-18	23-Nov-19	Physical Progress 41 %
124	Upgradation to 2L with paved shoulder ken river near Amanganj to start of Pawai bypass from KM 77+00 to KM 108+00	Madhya Pradesh	34	143.05	23-07-2018	07-May-18	06-Nov-19	Physical Progress 23 %
125	Upgradation of Mihona-Daboh road to 2L + PS	Madhya Pradesh	33.7	133.18	23-07-2018	05-May-18	26-Oct-19	Physical Progress 35 %
126	Upgradation of Daboh-UP Border road to 2L + PS	Madhya Pradesh	47.63	233.04	23-07-2018	05-May-18	04-Nov-19	Physical Progress 53 %
127	Upgradation of Pawai-Saleha-Jasso-Nagod road to 2L + PS	Madhya Pradesh	69.43	214.69	23-07-2018	18-May-18	17-Nov-19	Physical Progress 19 %
128	Upgradation of Rewa-Sirmour road to 2L + PS	Madhya Pradesh	36.71	162.56	23-07-2018	04-Jun-18	03-Dec-19	Physical Progress 62 %
129	Construction of Flyover from Damoh Naka to Ranital Madan Mahal (Up to Medical Road) in Jabalpur city under CRF scheme	Madhya Pradesh	5.9	758.54	22-02-2019	Tender called earlier cancelled by the State Government and re tender is to be invited.		
130	Reconstruction of RCC HL Bridge over River BAGDI i/c approaches at km. 109.125 on Indore-Harda section	Madhya Pradesh		7.28	09.01.2014	07.01.2014	03.10.2015	Work completed on 03.10.2015
131	Widening of existing structure from 2-lane to two lane with paved shoulders and strengthening including const. of CDs structure from Km. 148 to 181 on NH-59A on EPC Mode.	Madhya Pradesh	34	81.65	08.04.2016	23.10.2015	22.10.2017	Work completed on 31.01.2019
132	Widening to 2-lane with Paved Shoulder from Km. 78 to 92 on Indore-Betul Road. Culvert- 8, Minor Bridge-4, Major Bridge-1 (Revised Sanctioned by CE-RO of Rs. 6090.48 lacs on dt. 7.9.2018)	Madhya Pradesh	15	77.96	08.04.2016	22.07.2016	21.07.2018	Work completed on 21.07.2018
133	Widening of 2-lane to 4-lane Rigid pavement in stretch Km.5.00 to 9.50 of NH-59 Indore-Dhar-Ahemdabad in state Madhya Pradesh on EPC mode.	Madhya Pradesh	4.5	41.42	08.04.2016	04.10.2016	03.07.2017	Work Completed on 30.9.2017
134	Rehabilitation and up-gradation to two-lane with paved shoulder from Km 131 to 189/4 on NH-86(Sagar- Chattarpur road) in the state of Madhya Pradesh on EPC mode.	Madhya Pradesh	57.42	178.23	03.01.2017	02.01.2017	01.09.2018	96.81 % Work completed
135	Rehabilitation and up-gradation to two-lane with paved shoulder from Km 81 to 175 on NH-86 extn.(Sanchi-Sagar road) in the state of Madhya Pradesh on EPC mode.	Madhya Pradesh	94.64	287.34	03.01.2017	02.01.2017	01.01.2019	89.57 % Work completed

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
136	Nashik - Peth NH-848	Maharashtra	39.6	289.6	05.11.2016	23.03.2016	30.11.2018	Physical progress 78%
137	Aurangabad - Sillod	Maharashtra	60.64	456.32	29/07/2017.	15.06.2017	14.06.2019	Physical progress 17.54%
138	Sillod - Fardapur	Maharashtra	39.03	337.46	29/07/2017.	12.06.2017	11.06.2019	Physical progress 10.31%
139	Fardapur - Jalgaon	Maharashtra	47.72	456.45	29/07/2017.	12.06.2017	11.06.2019	Physical progress 9.82%
140	Bhokardan - Hasnabad	Maharashtra	66.73	406.51	29/07/2017.	30.06.2018	30.12.2019	Physical progress 25.4%
141	Paithan - Shirur	Maharashtra	55.94	341.8	11/04/2018.	02.06.2017	1.06.2019	Physical progress 40.95%
142	Shirur - Kharda	Maharashtra	58.55	381.77	11/04/2018.	17.06.2017	16.06.2019	Physical progress 54.65%
143	Kharwandi - Rajuri	Maharashtra	36.9	276.95	11/04/2018.	05.06.2018	04.12.2019	Physical progress 30.4%
144	Junction with NH-211	Maharashtra	100.28	446.77	11/04/2018.	08.12.2014	31.05.2018	Physical progress 98%
145	Shahpur - Patgaon I	Maharashtra	20.13	150.79	24.01.2019	30.06.2018	21.12.2019	Physical progress 21.95%
146	Shahpur - Patgaon II	Maharashtra	23.65	140.2	24.01.2019	30.06.2018	21.12.2019	Physical progress 26.92%
147	Patgaon - Khopoli I	Maharashtra	25.53	170	24.01.2019	30.06.2018	21.12.2019	Physical progress 30.2%
148	Patgaon - Khopoli II	Maharashtra	21.63	119.79	24.01.2019	30.06.2018	21.12.2019	Physical progress 58%
149	Kolha to Nasartpur	Maharashtra	51.5	281.78	29.07.2017	13.04.2017	12.04.2019	Physical progress 12.03%
150	Nasartpur to Barasgaon	Maharashtra	30.05	406.54	29.07.2017	08.09.2017	07.09.2019	Physical progress 44%
151	Barasgaon to Rahatee	Maharashtra	55.5	289.11	29.07.2017	15.03.2017	14.09.2018	Physical progress 9.5%
152	Bhokar - Sarsam - Kothari - Dhanoda Road (Design ch. 0+000 Km	Maharashtra	147	1142	23.10.2017	17.06.2017	16.06.2019	Physical progress

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
	to ch. 147+000 km) - 3 projects					7		91.2%
153	Nanded to Jalkot	Maharashtra	65.95	456.93	19.04.2018	8.06.2018	30.09.2019	Physical progress 21.53%
154	Osman-nagar to kundral	Maharashtra	52.73	344.25	19.04.2018	05.06.2018	02.08.2020	Physical progress 5%
155	Kundral to Wazar	Maharashtra	46.52	327.33	19.04.2018	04.06.2018	23.12.2019	Physical progress 47.4%
156	Ardhapur – Himayatnagar	Maharashtra	64.7	426.06	19.04.2018	05.06.2018	03.06.2020	Physical progress 4%
157	Himayatnagar - Fulsawangi	Maharashtra	39.1	294.87	19.04.2018	05.06.2018	03.06.2020	Physical progress 5.6%
158	Jalkot to Togni	Maharashtra	44.17	299.92	19.04.2018	06.02.2019	30.08.2020	Physical progress 0%
159	Parli - Pimpla - Dahiguda	Maharashtra	18.44	205.72	19.04.2018	17.06.2017	16.06.2019	Physical progress 10.6%
160	Lokhandi - Sawargaon - Renapur	Maharashtra	38.28	519.63	19.04.2018	16.06.2017	15.06.2019	Physical progress 95.54%
161	Latur - Pangaon	Maharashtra	41.95	336.47	22.02.2019	29.06.2018	28.12.2019	Physical progress 43.36%
162	Omerag - Ausa	Maharashtra	47.8	272.04	22.02.2019	30.06.2018	29.12.2019	Physical progress 40.12%
163	Indapur - Wadpale	Maharashtra	26.75	1202.52	05-06-2017	18.12.2017	17.12.2019	Physical progress 16.55%
164	Wadpale - Bhogaon Khurd	Maharashtra	38.76	1598		27.11.2017	26.11.2019	Physical progress 24.06%
165	Bhogaon Khurd - Kashedi	Maharashtra	8.96	743.21		14.12.2018	14.04.2021	Physical progress 11.29%
166	Mahad - raigad Fort	Maharashtra	25.61	237.4		13.11.2018	12.05.2020	Physical progress 0%
167	Pacharal - Mandangarh	Maharashtra	59.73	381.08		06.12.2018	05.05.2020	Physical progress 0%
168	Construction of Major /Minor bridges and ROBs in 4 laning of NH-66 (Erstwhile-17) from Km. 161.600(Kashedi) to Km. 450/170	Maharashtra			24.08.2014	Contract terminated.		

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
	(Zarap) section in the the state of Maharashtra.							
169	Four laning of NH-66 (Erstwhile-17) from Km. 161.600 to 205.400 (Kashedi-Khavati to Parshuram ghat section)	Maharashtra	42.33	1142.62	29.01.2019	01.02.2018	31.01.2020	Physical progress 48.68%
170	Arawali to Kante section	Maharashtra	39.24	1101.58	29.01.2019	13.11.2017	11.12.2019	Physical progress 10.05%
171	Kante to Waked section	Maharashtra	46.81	1230.2	29.01.2019	13.11.2017	11.12.2019	Physical progress 12%
172	Talgaon - Kalmath	Maharashtra	38.38	904.7	23.06.2017	04.12.2017	12.03.2020	Physical progress 84%
173	Pimpla junction to Manjarsumbha	Maharashtra	81.69	595.77	19.04.2018	18.08.2017	17.08.2019	Physical progress 41.73%
174	Manjarsumbha to Chumbaliphata	Maharashtra	32.17	228.54	19.04.2018	20.04.2017	18.08.2019	Physical progress 69.99%
175	Jahirabad to Latur	Maharashtra	64.93	461.96	22.02.2019	27.11.2017	26.11.2019	Physical progress 39.5%
176	Ahmedpur to pimpla junction	Maharashtra	55.62	422.38	22.02.2019	18.08.2017	17.08.2019	Physical progress 75%
177	Jintur to Parbhani	Maharashtra	38.42	356.66	29.07.2017	20.09.2017	19.09.2019	Physical progress 7.83%
178	Mantha Tq. Border to Partur	Maharashtra	51.27	486.19		01.08.2017	31.07.2019	Physical progress 56.98%
179	Partur to Majalgaon	Maharashtra	50.49	420.57		01.08.2017	31.07.2019	Physical progress 44.63%
180	Majalgaon to Kaij	Maharashtra	58.52	413.99		01.08.2017	31.07.2019	Physical progress 97.88%
181	kaij to Kuslmb	Maharashtra	60.73	554.78		01.08.2017	31.07.2019	Physical progress 39.05%
182	Shirad Shahapur to Vasmat	Maharashtra	22.43	211.34		01.08.2017	31.07.2019	Physical progress 4.8%
183	Satara - Mhaswad - Pilov - Pandarpur	Maharashtra	53.08	388.44	25.12.218	28.06.2017	27.06.2019	Physical progress 74%
184	Upgradation of Deulgaon Sakarsha to Mehkar	Maharashtra	36	219.91	07.12.2017	30.06.2018	31.12.2019	Physical progress 76%

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
185	Digras-Darwaha-Karanja	Maharashtra	74.35	391.06	25.11.2015	13.06.2017	12.06.2019	Physical progress 41.3%
186	Deori to Amgaon	Maharashtra	38.2	409.62	24.01.2016	25.05.2017	24.05.2019	Physical progress 39%
187	Sakoli to Bhandara	Maharashtra	55.8	362.96	24.01.2016	09.11.2017	08.11.2019	Physical progress 4.83%
188	Kohamara to Gondia	Maharashtra	14.4	116.62	24.01.2016	09.05.2018	28.11.2019	Physical progress 16%
189	Malegaon to Risod	Maharashtra	44.22	303.34	04.04.2016	30.06.2018	20.12.2019	Physical progress 31.85%
190	Risod to Hingoli	Maharashtra	53.23	355.99	04.04.2016	30.06.2017	20.12.2019	Physical progress 31.57%
191	Mangrulpir to Mahan	Maharashtra	32.5	222.13	04.04.2016	07.06.2018	29.11.2019	Physical progress 0%
192	Arni to Naigaon Bandi	Maharashtra	45.82	309.94	04.04.2016	07.06.2018	27.03.2019	Physical progress 16%
193	Naigaon Bandi to Mangrulpir	Maharashtra	35	244.04	04.04.2016	30.06.2018	27.03.2019	Physical progress 19.6%
194	Saoner Bypass	Maharashtra	4.7	138.61	15.10.2016	30.11.2016	29.05.2018	Physical progress 87.43%
195	Bhandara junction to Ghotitok	Maharashtra	37.47	392.83	23.11.2016	15.06.2017	14.06.2019	Physical progress 91%
196	Nagbhid to Armori	Maharashtra	39.76	269.05	30.12.2016	13.01.2017	11.07.2019	Physical progress 93%
197	Mul to Chandrapur	Maharashtra	39.67	162.34	30.12.2016	25.07.2017	25.07.2019	Physical progress 27%
198	Gadchiroli to Mul	Maharashtra	41.62	484.15	30.12.2016	04.05.2017	26.06.2019	Physical progress 36.56%
199	Pranhita Bridge	Maharashtra	4.3	168.3	30.12.2016	23.11.2015	22.11.2018	Physical progress 60%
200	Dahegaon to Kuhi	Maharashtra	41.53	228.89	21.05.2017	15.06.2017	15.06.2019	Physical progress 65%
201	Akola to Akot	Maharashtra	39.29	313.95	17.12.2017	10.08.2017	12.06.2019	Physical progress

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
						7		11.51%
202	Akot to Anjangaon	Maharashtra	31.53	245.77	17.12.2017	13.06.2017	12.06.2019	Physical progress 61.32%
203	Ajanta to buldhana	Maharashtra	49.13	401	17.12.2017	23.08.2017	26.07.2019	Physical progress 23.78%
204	Khamgaon to sheogaon	Maharashtra	22.8	203.21	17.12.2017	29.05.2017	28.05.2019	Physical progress 85.67%
205	Shegaon to Deori Phata	Maharashtra	39.38	373.1	17.12.2017	29.05.2017	28.05.2019	Physical progress 24.53%
206	Mehkar to chikhli	Maharashtra	39.7	322.48	17.12.2017	29.05.2017	28.05.2019	Physical progress 99%
207	Chikhali to Khamgaon	Maharashtra	56.1	548.03	17.12.2017	12.06.2017	06.11.2019	Physical progress 75%
208	Chikali to Tatarkhed	Maharashtra	39.6	393.1	17.12.2017	26.06.2018	18.12.2019	Physical progress 35.34%
209	Takarkhed to Jalna	Maharashtra	40.26	417.9	17.12.2017	30.06.2018	29.06.2019	Physical progress 26%
210	Jalgaon to Nadura	Maharashtra	25.84	177.84	17.12.2017	26.06.2018	18.12.2019	Physical progress 39.23%
211	Deulgaon Raja Bypass	Maharashtra	5.58	78.86	17.12.2017	01.07.2016	30.06.2018	Physical progress 98%
212	Deulgaon Raja City	Maharashtra	4		17.12.2017			Physical progress 100%
213	Morshi to Chandurbazar	Maharashtra	53.72	341.16	24.12.2017	13.06.2017	12.06.2019	Physical progress 67.35%
214	Nandgaon Peth to Morshi	Maharashtra	43	385.87	24.12.2017	13.06.2017	12.06.2019	Physical progress 76.6%
215	Morshi to Pandhurna state Border	Maharashtra	52.39	471.61	24.12.2017	13.06.2017	12.06.2019	Physical progress 80.8%
216	Katol to Warud	Maharashtra	40.46	463.62	27.12.2017	12.06.2017	11.06.2019	Physical progress 80%
217	Malewada to Chimur	Maharashtra	31	322.55	21.01.2018	05.06.2017	04.06.2019	Physical progress 57%
218	Chimur to Warora	Maharashtra	42.75	467.7	21.01.2018	04.03.201	03.03.2019	Physical progress

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
						7		28.2%
219	Wardha to Hinganghat	Maharashtra	35.46	216.9	25.10.2018	27.06.018	26.12.2019	Physical progress 26%
220	Wardha to Arvi	Maharashtra	53.71	313.58	25.10.2018	15.10.2018	07.04.2020	Physical progress 5%
221	Arvi to Talegaon	Maharashtra	13.7	99.43	25.10.2018	11.10.2018	09.01.2020	Physical progress 3.64%
222	Seldoh to Pavnar	Maharashtra	48.62	404.33	25.10.2018	17.11.2018	10.05.2020	Physical progress 2%
223	Talegaon to Gonapur	Maharashtra	43.3	264.41	25.10.2018	30.06.2018	27.03.2019	Physical progress 18.8%
224	Bamni to Navegaon	Maharashtra	42.25	241.69	11.11.2018	26.06.2018	10.04.2020	Physical progress 17%
225	Amdi to Saoner	Maharashtra	39.58	396.91	05.02.2019	12.06.2017	12.06.2019	Physical progress 75%
226	Wadi to Asola	Maharashtra	39.2	363.82	05.02.2019	26.09.2017	25.09.2019	Physical progress 9%
227	Nilajphata to Bhandara Phata	Maharashtra	53.26	420.63	05.02.2019	29.05.2018	28.05.2020	Physical progress 5%
228	Mansar to Salaikhurd	Maharashtra	44	418.36	05.02.2019	30.06.2018	21.12.2019	Physical progress 37%
229	Salaikhurd to Tirora	Maharashtra	42.2	415.25	05.02.2019	30.06.2018	21.12.2019	Physical progress 26%
230	Construction of major bridge with approaches across Kanhan River	Maharashtra	1.2	46.46	05.02.2019	13.11.2017	18.05.17	Physical progress 79%
231	Mehkar to Ajispur Lonar	Maharashtra	35.83	232.77	17.12.2017	11.07.2017	10.07.2019	Physical progress 48%
232	Khamgaon to Deulgaon Sakarsha	Maharashtra	35.79	249.29	17.12.2017	30.06.2018	22.12.2019	Physical progress 42%
233	Rehabilitation & upgrading to 2 lanes/2 lane with paved shoulders configuration and strengthening of Madhugiri-Chikkaballapura-Mulbagal section from Km 343.800 to Km 483.151 of NH 234 in the state of Karnataka Under NHIP (Lot-I Km.343.800 to 400.330)	Karnataka	47.8	168.15	31-03-2015	20-07-2015	18-07-2017	Physical Progress 78 %

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
234	Rehabilitation & upgrading to 2 lanes/2 lane with paved shoulders configuration and strengthening of Madhugiri-Chikkaballapura-Mulbagal section from Km 343.800 to Km 483.151 of Nh 234 in the state of Karnataka Under NHIP (Lot-II =Km.400.330 to Km 483.151)	Karnataka	80.43	203.09	31-03-2015	20-07-2015	17-01-2018	Physical Progress 92 %
235	Strengthening and widening with paved shoulder from Km 153/00 to 193/35 of Bijapur Hubli Section of NH 218 in the State of Karnataka on EPC mode. (NH-218-KNT-2014-15-735)	Karnataka	38	110.9	29-03-2016	01-10-2015	30-09-2017	Physical Progress 97 %
236	Widening Two Lane with Paved Shoulders from Km.56.00 to 106.00 of NH-218 (218-KNT-2014-15-775) EPC	Karnataka	50	159.12	29-03-2016	01-01-2016	31-12-2017	Physical Progress 88 %
237	Widening Two Lane with Paved Shoulders from Km.106.00 to 153.00 of NH-218 (218-KNT-2014-15-776) EPC	Karnataka	47	165.67	29-03-2016	01-01-2016	31-12-2017	Physical Progress 73 %
238	Widening to four lane divided carriageway with paved shoulder from km 205.20 to km 220.00 of NH 206, Tumkur-Honnavaara Section & widening to two lane with paved shoulders from km 522.25 to 525.25 of NH-13, sholapur-mangalore section in Shimoga(NH-206&13-KNT-2016-17-818)	Karnataka	17.8	95.82	19-02-2018	09-02-2017	08-02-2019	Physical Progress 94 %
239	Improvements and Re Construction to Two lane with Paved Shoulders from Km. 243.200 to Km. 290.200 of NH-234 Huliyaar to Sira Section in the State of Karnataka on EPC Mode (NH-234-KNT-2016-17-815)	Karnataka	46.76	255.28	19-02-2018	14-02-2017	13-02-2019	Physical Progress 62 %
240	Widening to two lane with paved shoulder from Km 24.600 to 70.063 of Mudigere-Kadur section of NH 173 on EPC mode	Karnataka	45.46	297.3	19-02-2018	18-01-2019	17-01-2021	Physical Progress 3 %
241	Construction of Bridges of Manu Halla at Km 25.10 bridge across Nethravathi river at Km 63.95 & Bridge across Charmudi Halla at Km 74.90 of NH4 (Job No NH50/KNT/(2)/17S&R/016)	Karnataka	0	91.07	19-02-2018	30-01-2018	30-12-2018	Physical Progress 100 %
242	Construction of 2L+PS from Km 2.00 TO 15.980 of NH 169A in the State of Karnataka.(Job no: NH169A:KNT-2017-18-874)	Karnataka	13.98	85.36	19-02-2018	12-03-2018	11-03-2020	Physical Progress 18 %
243	widening to two lane with paved shoulders from km 99.200 (kottigehara) to km 113.710 (Mudigere hand post) of NH 73	Karnataka	14.51	48.7	19-02-2018	28-05-2018	30-11-2019	Physical Progress 0 %
244	Construction of Major Bridge across Sharavathi back waters and approaches between Ambargodu & kalasavalli of NH369E in the State of karnataka (Job No NH369E/KNT/2018-19/895	Karnataka	0	423.15	19-02-2018	To be Awarded		

MoRTH Projects being executed through State PWDs								
Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
245	Widening to two lane with paved shoulders from Km. 54.37 to Km. 101.40 (Bidar to Humnabad) section of NH-50 in the State of Karnataka through EPC mode. (Package-II) (NH50-KNT-16-17-806)	Karnataka	47.03	367.44	20-02-2018	11-01-2017	10-01-2019	Physical Progress 35 %
246	Widening to two lane with paved shoulders from Km. .34.00 to Km. 70.90 (Maharashtra borderChitapur Cross to Yadgiri) section of NH-150 in the State of Karnataka through EPC mode. (Package-I)(NH 150-KNT-16-17-828)	Karnataka	36.9	314.9	20-02-2018	01-03-2017	28-03-2019	Physical Progress 57 %
247	Widening to two lane with paved shoulders from Km. 77.250 to Km. 116.07 of NH-150 excluding Yadgir bypass (End of Yadgir bypass to Andhra border section) in the State of Karnataka through EPC mode. (Package-II) (NH50-KNT-16-17-817)	Karnataka	38.82	329.01	20-02-2018	06-02-2017	22-01-2019	Physical Progress 87 %
248	Widening to two lane with paved shoulders from Km. 0.00 to Km. 54.37 (Maharashtra border to Bidar) section of NH-50 in the State of Karnataka through EPC mode. (Package-I)(NH50-KNT-16-17-823)	Karnataka	54.37	396.96	20-02-2018	23-03-2017	22-03-2019	Physical Progress 61 %
249	Construction of 4 lane ROB and its approaches in lieu of existing Level Crossing No.48/E at Km 66.900 on NH-50(railway chainage 96/6-7) near Naubad in the State of Karnataka (EPC Mode)	Karnataka	0	91.07	20-02-2018	To be Awarded		
250	Widening to 2L+PS from km 4.40 to 56.00 of NH 218 Bijapur-Hubli Section in the state of karnataka (218-KNT-16-17-836)	Karnataka	51.955	291.49	20-02-2018	14-07-2017	27-09-2019	Physical Progress 71 %
251	Construction of 4 lane ROB and its approaches in lieu of existing level crossing 75 at Km.15 on NH 218 in Karnataka(Job No NH:218:KNT:2016-17-008-S&R(B))	Karnataka	0	58.13	20-02-2018	09-03-2019	08-03-2021	Physical Progress 0 %
252	Widening to Two lane with Paved Shoulders from Km. 125.626 to 155.800 of NH-167 Hagari to Jadacherla Section in the State of Karnataka on EPC Mode (Package-1) (NH-167-KNT-2016-17-814)	Karnataka	30.17	175.2	20-02-2018	23-01-2017	22-01-2019	Physical Progress 90 %
253	Construction of Major Bridge at Km.180.865 across river Krishna on NH 167 Hagari Jadcherla section (Job No NH:167:KNT:13:2016-17-009-S&R(B))	Karnataka	-	157.32	20-02-2018	07-05-2019	08-03-2021	Physical Progress 0 %
254	Strengthening from Km 261.720 to Km 315.800 of NH-150A Jewargi-Chamarajanagara section in the state of Karnataka.(Job No.NH-275-KNT-2017-18-864 dt. 30.08.2017)	Karnataka	54.08	41.12	20-02-2018	01-03-2018	30-11-2018	Work Completed

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
255	Construction of 2 lane with paved shoulders from 0 to 40 of Vijayapura - Sankeswar section on EPC mode (Package - I)	Karnataka	Work not sanctioned		19-03-2018	Work not sanctioned		
256	Construction of 2 lane with paved shoulders from 40 to 80 of Vijayapura - Sankeswar section on EPC mode (Package - II)	Karnataka	Work not sanctioned		19-03-2018	Work not sanctioned		
257	Estimate for widening to two lane to four lane from km 129.00 to km 144.00 of NH-63 Ankola Gooty section passing through Hubballi city limits(job no: NH:63:KNT:2016-17-838)	Karnataka	13.4	172	19-03-2018	27-06-2018	28-06-2020	Physical Progress 14 %
258	Koppal city limits from km 248/300 to km 255/160 of NH 63, Ankola-Gooty Section063-KNT-16-17-837)	Karnataka	6.86	83.95	19-03-2018	25-06-2017	24-05-2018	Physical Progress 90 %
259	Construction of 2L+PS from Km 13.00 to Km 33.16 of NH-367 from Banapur to Bagalkote section in the State of Karnataka.(Job no: NH367:KNT-2017-18-869)	Karnataka	18.42	96.88	19-03-2018	10-05-2018	26-09-2019	Physical Progress 75 %
260	Construction of Major Bridge near Talbal and Nitali at Km 4.90 and Km 6.50 respectively on NH367 in the State of Karnataka(job no: NH:367:KNT(1):15:2016-17-011-S&R(B)	Karnataka		29.42	19-03-2018	25-01-2018	24-07-2019	Physical Progress 98 %
261	Km. 544.20 to 594.00 (Hosmane cross to Pandavapura) widening to 2-lane with paved shoulder	Karnataka	49.1	251.13	24-03-2018	15-09-2017	14-09-2019	Physical Progress 14 %
262	Construction of 2 lane ROB and its approaches in lieu of existing level crossing No.130 at Km.48.3 on NH 207 near Koraluru in Karnataka(job no: NH:207:KNT(7):2016-17-010-S&R(B))	Karnataka	0	42.46	24-03-2018	12-12-2018	11-12-2020	Physical Progress 0 %
263	Construction of proposed 4 lane RUB and its approaches in lieu of existing level crossing No.41 at Km.365.110 (railway chainage 73/2-3) on NH 234 at Gauribidanur bypass in the state of Karnataka (Job No.NH-234/KNT(8)/16-17-S&R(B)-014 dt. 18.07.2017)	Karnataka	0	67.13	24-03-2018	15-06-2018	14-06-2020	Physical Progress 70 %
264	Widening to Two Lane with Paved Shoulders from Km. 646.324(old Ch. km: 603.600) to Km 658.824 (old Ch. km:616.100)and from Km 666.124 to Km 669.124 Jewargi - Chamrajnagara section on NH 150A in the state of Karnataka (Job no: NH-150A-KNT-2017-18-859 Dt 25.08.2017)	Karnataka	15.5	69.24	24-03-2018	26-03-2018	25-03-2019	Physical Progress 45 %
265	Construction of two lane with paved shoulder from km 20.150 to 40.00 of NH 234	Karnataka	19.85	159.7	24-03-2018	09-07-2018	08-01-2020	Physical Progress 24 %
266	Widening to two lane with paved shoulder from Km 194.900 to	Karnataka	48.3	191.6	01-12-2018	04-10-	03-10-2020	Physical Progress 23 %

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
	Km 243.200 of NH-234 banavara-Huliyar Section in Karnataka state under EPC mode(Job no: NH-234-KNT-2017-18-870)					2018		
267	Upgradation of state highway SH-57 to 2 lane with paved shoulder from km. 432.000 to km. 584.000, connecting Chikkamagalur to Bilikere via Belur,Hassan, Holenarasipura, Krishnarajanagar including 3 link road to National highway(package -III from km. 489.845 to km. 537.500)(Hassan to Yedegowdanahalli section) in the state of Karnataka	Karnataka	47.655	325.86	01-12-2018	23-10-2018	22-04-2020	Physical Progress 48 %
268	Widening from two lane to four lane with paved shoulder and strengthening of existing pavement between km 459/500 to 483/500 (Road connecting Statue of Unity Devaliya to Rajpipla including reconstruction of old and narrow minor bridge NH-56 on EPC mode in the state of Gujarat.	Gujarat	24	223.67	01.04.2017	16-02-2017	15-02-2019	Work Physically Completed
269	Up gradation of new National Highway No. 168 to two lane with paved side shoulder configuration between Km 0/0 to 41/300 & Km 43/250 to 68/174 (Tharad=- Dhanera- Panthawada section) including improvement of section of existing road (@ Chainage 41/300 to 42/420) in the State of Gujarat	Gujarat	67.34	464.07	30.04.2018	28-Mar-18	26-Nov-20	Date of Commencement:17.11.2018 (physical progrtress progress 12%)
270	Construction of proposed 4-lane ROB and its approaches in replacement of existing old narrow ROB at Level crossing No. 149A at Km 39.885 on Tharad- Deesa road of NH-168A near Dhanerain District Banaskantha of State of Gujarat	Gujarat	0	42.66	30.04.2018	16-Mar-18	15-Mar-20	Date of Commencement: 16.03.2018 (progress :24 %) Work in progress
271	Construction of Major bridge over River Tapi and Bypass of Mandvi and Tarsada town on N.H. 56 in replacement of existing route between Km.567/00 to 572/200 in the State of Gujarat	Gujarat	0	58.2	16.06.2018	04-Jul-18	03-Jan-21	Date of Commencement: 04.07.2018 (progress :35 %) Work in progress
272	Widening and Stg. 2 lane to 4 lane between Km. 71/200 to 77/64 of N.H. 64 (Nadiad-Uttarsanda-Bhumel in Kheda District (Pkg.I)	Gujarat	6.4	32.85	10.06.2018	04-Jun-18	03-May-19	Date of Commencement: 04.06.2018 Progress70 %
273	Strengthening to A'bad-Dandi between Km 63/770 to 71/200 section (Dabhan-Nadiad city-DDIT Road) on NH-64 in the state of	Gujarat		16.75	23.02.19	Work to be awarded		

MoRTH Projects being executed through State PWDs

Sr. No.	Name of the Project	State	Length	Sanctioned Cost	Date of Bhumi Pujan/ laying of Foundation Stone	Appointed Date	Scheduled Completion Date	Present Status
	Gujarat on EPC basis.							
274	Widening of existing road to 2-lane NH standards along with improvements and re-alignment from Potin to Pangin via Yachuli, Ziro, Daporijo, Aalong under Arunachal Pradesh Package of roads and highways on NH-13/229 on DBFOT (Annuity) basis	Arunachal Pradesh		2564.8	30.04.2015			Original contract terminated in Nov'2018. Project divided into 9 packages and tender under process.
275	Construction of 2-lane road of Potin to Pangin section of NH-13 from Km 0.00 to Km 351.383 on EPC Mode under Arunachal Pradesh Package of Roads and Highways of SARDP-NE.	Arunachal Pradesh		3986.6	20.12.2018			Tender under process. Bid due date in Sept'2019.

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
1	Four laing of Yadgiri-Warangal section of NH 163 from Km 54/0 to 150/0(Design lengh : 99.10 Km) in the State of Telangana	Andhra Pradesh	-	Rs. 1905 Cr	01.06.2016	28.11.2018 / Nov, 2019	79%	04.01.2016
2	Chhapra - Rawaghat-Muzaffarpur	Bihar	73.05	398	05.04.2016	completed	72.8/99.7%	17.10.2016
3	Chhapra - Gopalganj of NH-85	Bihar	94	854.8	07.12.2015	Ongoing project	88.74 / 90.16	17.10.2016
4	2 - L of Motihari-Raxaul NH-28A	Bihar	68.79	333.6	27.02.2019	27.02.2019	0/0	11.02.2019
5	Siwan - Mashrakh - Rajapatti- Chakaia of NH-227A	Bihar	83.24	1285	DPR completed, LA under process		0/0	11.02.2019
6	Manikpur - Sahebganj- - Areraj (In principle deleared)	Bihar	81.11	1254	DPR completed, LA under process		0/0	11.02.2019
7	2- L Majhoul - Choraut Section of NH- 527C	Bihar	64.2	537.14	Appointed date yet to be fixed			28.02.2019
8	Kishganj LCW Flyover of NH- 31	Bihar	3.15	129.2	30.06.2018	28.06.2020	0/ 4%	28.02.2019
9	2 - L Approach roads to Rail cum Road Bridge at Munger Ghat	Bihar	14.517	227.77	01.12.2018	28.05.2021	0 / 1 %	28.02.2019
10	Naranpur - Purnea of NH - 131A	Bihar	49	1269	Bid cancelled due to land acquisition		0/0	28.02.2019
11	2 L with PS Chakia -Bairgania of NH - 227F	Bihar	35	545	DPR completed, LA under process		0/0	28.02.2019
12	2 L with PS Saharsa-Umagaon of NH 227 J & 227L	Bihar	47.75	407	DPR completed, LA under process		0/0	28.02.2019
13	Gentri Gate of NH-28 & 28A	Bihar		0.94	Revised estimate submitted by RO not yet approved		0/0	11.02.2019
14	2 -L Maheshkhunt- Saharsa -Purnea of NH- 107 (Pkg-I)	Bihar	90	644.5	Appointed date yet to be fixed		0/0	28.02.2019
15	Koshi Bridge (Bhaja - Bakaur) of NH-527A	Bihar	13.3	984.29	Tender under process		0/0	28.02.2019
16	2 L with PS Saharsa-Umagaon of NH 227 A	Bihar	26.04	337.06	DPR completed, LA under process		0/0	28.02.2019
17	2 L with PS Bakaur - Parsarma - Barhikhand of NH 527A & 327K	Bihar	39.145	357	DPR completed, LA under process		0/0	28.02.2019

Summary of NHAI Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
18	Durg-Raipur bypass	Chattisgarh	92.23	Bid yet to be re-invited	NA	NA	-	09.09.2018
19	Tatibandh Flyover	Chattisgarh	3.565	Technical bid opened & financial bid yet to be opened	NA	NA	-	09.09.2018
20	Development of 6-lane access controlled NH starting at Ring Road-DND junction (Km.0.00) to Kalindi Bypass to Faridabad-Ballabgarh Bypass to interchange of Delhi-Mumbai Expressway at KMP (Km.60.00) in the state of Delhi and Haryana (NH-148NA)	Delhi	-	4292.30 Crores (Approx)	Tenders invited for all the 3 Packages and approval for 01 Package is awaited. DPR is yet to be approved.			1st March, 2019
21	Dwarka Expressway, Delhi & Haryana	Delhi	28	9000 Cr (approx.)	December, 2018	December, 2020	Out of 4 packages, the work is in progress in 2 packages (Haryana State). The two packages in Delhi State are pending on account of tree cutting permission.	08-03-2019
22	Delhi-Vadodara-Mumbai Expressway	Delhi	-	90000 Cr (approx.)	-	-	12 packages have been awarded	08-03-2019
23	Construction of flyover and underpasses at Rajiv Chowk Signature Tower Chowk and IFFCO Chowk in Haryana State	Delhi	4	1005 Cr (apprx.)	01.12.2016	01.02.2019	Project Completed on 01.02.2019	11.09.2016
24	Improvement of Dhaula Kuan Junction in Delhi	Delhi	2	270 Cr.	23.03.2018	30.11.2019	Project 70% Completed	14.08.2017

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
25	Gurgaon-Sohna Pkg-I & II in Haryana State	Delhi	22	1630 Cr.	01.02.2019	01.08.2021	Project in Progress	14.08.2017
26	Versova Creek bridge on NH-8	Gujarat	2.25	157	08-02-2018	07-02-2020	13.50%	11.01.2018
27	Bhavnagar Veraval NH-8E (package 1 to 6)	Gujarat	256.24	4073	-	-	-	31.05.2016
28	Bhavnagar - Talaja, Pkg - 1	Gujarat	48.05	819	07.02.2017	06.008.2019/ 31.03.2020	64.46%	31.05.2016
29	Talaja - Mahuva, Pkg - 2	Gujarat	45.46	643	25.04.2017	24.10.2019/ 31.03.2020	20.34%	31.05.2016
30	Mahuva - Kagvadar, Pkg - 3	Gujarat	40.02	763	15.05.2017	14.11.2019/ 31.03.2020	28.03%	31.05.2016
31	Kagvadar - Una, Pkg - 4	Gujarat	40.98	555	20.03.2017	19.09.2019/ 31.03.2020	60.78%	31.05.2016
32	Una - Kodinar, Pkg - 5	Gujarat	40.95	623	09.02.2017	08.08.2019/ 31.03.2020	46.91%	31.05.2016
33	Kodinar - Veraval, Pkg - 6	Gujarat	40.78	670	01.08.2019	31.07.2021	5.00%	31.05.2016
34	4-laning of Hisar to Dabwali section of NH-10 from Km. 170.000 to Km 227.000 (Package-I)	Haryana	57	549	09-08-2015	06-02-2018	Completed	20-07-2015
35	4-laning of Hisar to Dabwali section of NH-10 from Km. 227.000 to Km 314.660 (Package-II),	Haryana	87.66	648	18-11-2015	18-05-2018	Completed	20-07-2015
36	4/6 laning of UP/ HR Border-Yamunanagar-Saha-Barwala-Panchkula Section of NH-73 from Km. 115.400 to Km. 157.192 (Package-II) on EPC Mode	Haryana	41.792	436.5	18-10-2015	17-04-2018	Completed	20-07-2015
37	4-laning of UP/Haryana Border-Yamunanagar-Saha-Barwala-Panchkula section of NH-73 from Km. 70.830 to Km. 115.400 on EPC mode (Pkg-I)	Haryana	44	468	18-11-2015	17-05-2018	Completed	20-07-2015
38	4-laning of Ambala-Kaithal section from km 0.000 to km 50.860on EPC mode.(Package-I)	Haryana	50.86	457.7	18.12.2015	17.06.2018 31.10.2019	97.50%	20.07.2015

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
39	4-laning of Ambala-Kaithal section from km km 50.860 to km 95.360 on EPC mode. (Package-II)	Haryana	44.5	459	09.01.2016	08.07.2018 30.09.2019	97.50%	20.07.2015
40	4/6 laning of UP/ Border-Yamuna- nagar-Saha-Barwala-Panchkula Section of NH-73 from Km.160.357 to Km. 179.248 (Design Km. 157.192 Km. to 176.400) (Package-III) a on EPC mode.	Haryana	19	207	05.11.2016	04.11.2018 31.01.2020	87.00%	20.07.2015
41	4-Laning of Punjab / Haryana Border – Jind Section of NH-71 from Km 238.695 to Km 307.000 under NHDP-IV	Haryana	70	553	05-06-2017	04-06-2019	90.00%	11-09-2016
42	4- Lanning to Ambala to Saha, Section from Km.0.000 to 14.840 of NH-444A in the state of Haryana	Haryana	14	144	Appointed date pending		0%	07-03-2019
43	Four laning of HP/Punjab Border to Sihuni section of NH-20 (New NH-154) from km 11.000 to km 51.000 in the state of Himachal Pradesh.	Himachal Pradesh	37.03	1572	24th February, 2019 DPR of this package for four laning has been submitted by the DPR Consultant. The tenders for this package has been invited by NHA1 HQ dated 06.03.2018 with last date of bid submission being 09.10.2019.			24 th February, 2019
44	Four laning of Parwanoo- Solan Section NH-22 (New NH-05) from Km 67.00 to Km 106.139, under NHDP phase-III on EPC basis in the State of Himachal Pradesh	Himachal Pradesh	39.13	784.77	21.09.2015	21.03.2018 (as per contract agreement) March, 2020	74.07%	05.06.2016
45	Four Laning of Solan-Kaithlighat Section of NH-22 (Now NH-05) from Km. 106.139 to Km. 131.00, under NHDP Phase-III on EPC basis in the state of Himachal Pradesh	Himachal Pradesh	22.911	598	09.11.2018	06.05.2021	6.10%	05.06.2016
46	Two laning with formation for four lane of proposed Shimla Bypass of NH-22 from km 129.050 to Km 156.507 on Hybrid Annuity Mode	Himachal Pradesh	27.45	1480	02.04.2018	27.09.2020	4.50%	05.06.2016

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
	in the State of Himachal Pradesh Under NHDP Phase-III							
47	Four Laning of Kiratpur-Ner Chowk section of NH-21 from Km. 73+200 to Km.186+500 in the state of Punjab and Himachal Pradesh to be executed as BoT (Toll) on DBFOT pattern under NHDP Phase-III	Himachal Pradesh	84.38	1818.47 to concessionaire M/s KNCEL. However termination of concessionaire is under process	14-Nov-13	13-11-2016 Termination of concessionaire under process.	63.21%	15-Feb-14
48	Four Laning of Ner Chowk Pandoh including Pandoh Bypass section of NH-21 (Package-1 Km 190.000 to Km 221.305) under NHDP-IVB in the state of Himachal Pradesh on EPC basis	Himachal Pradesh	26.29	1068.2	14-Jan-18	11-Jul-20	1.85%.	05-Jun-16
49	4-laning of end of Pandoh bypass to Takoli section of NH-21 (Km 221.305 to KM 242.000) in the state of Himachal Pradesh under Phase NHDSP-IVB	Himachal Pradesh	18.22	2604	26-Mar-18	23-Sep-21	21.50%	05.06.2016
50	Four laning of Takoli-Kullu section of NH-21 from Km 242+000 to Km 272+000 (Total length 28.690) in the state of Himachal Pradesh under NHDP Phase-IVB on EPC Mode	Himachal Pradesh	28.69	751.5	02-Jun-17	29-Nov-19	52.35%	05.06.2016
51	Upgradation of Kullu-Manali section of NH-21 (now NH-3) from Km. 272.00 to Km. 309.345 (designed chainage) on EPC Mode in the State of Himachal Pradesh under NHDP Phase-IVB	Himachal Pradesh	37.35	299.1	09-Feb-17	08-02-2019 / 31 Oct 2019 *	98.11%	05.06.2016
52	4-Laning of Kachahari-Biju para sectio of NH-75	Jharkhand	29.12	235.90	27.12.2017	07.08.2019	100.00%	11-09-2017
53	4-Laning of -Bijupara-Kuru section NH-75	Jharkhand	21.00	144.10	27-12-2017	19-06-2019	91.87%	11-09-2017
54	4-laning of Piska More -palma section of NH-23	Jharkhand	23.10	172.16	27-12-2017	19-06-2019	72.55%	11-09-2017

Summary of NHAI Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
55	Balance work of Ranchi Bypass from Km 113.730 (Vikas) to Km 140.000 (Rampur) of NH-33	Jharkhand	26.27	381.62	11.06.2019	02.12.2020	0.00%	07-03-2019
56	Balance work of Rampur from Km 140.000 to Km 217.300 (Chowka) of NH-33.	Jharkhand	77.30	351.01	03.06.2019	24.11.2020	12.00%	07-03-2019
57	Balance work of Chowka from Km 217.300 to Km 233.350 Saharbeda of NH-33	Jharkhand	16.05	196.76	12.07.2019	02.01.2021	0.00%	07-03-2019
58	Balance work of Saharbeda from Km 233.350 to Km 277.568 Mahulia of H-33	Jharkhand	44.21	379.37	11.06.2019	02.12.2020	0.00%	07-03-2019
59	4-Laning of Barhi-Hazaribag Section (Km 00.000 to Km 40.500) of NH-33	Jharkhand	41.27	336.6	14-02-2017	16-11-2018	63.00%	27-01-2016
60	2/4 of Govindpur (Rajgunj) - Chas - West Bengal Border section of NH-32	Jharkhand	56.889	486.00	10-12-2017	09-12-2019	63.00%	11-09-2017
61	4-Laning of Mahulia to Chichira Section of NH-33 from Km 277.500 to km 333.500 & Km 199.300 to Km 183.200 of NH-06	Jharkhand	71.61	674.10	12-09-2016	10-03-2019	100.00%	27-01-2016
62	6-laning of Bihar/Jharkhand Border (Chordaha) to Gorhar Section from Km. 249.525 to Km. 320.810	Jharkhand	71.28	999.00	03.06.2019	29.11.2021	1.75%	27-01-2016
63	6-laning of Gorhar to Khairatunda Section from Km 320.810 to Km. 360.300	Jharkhand	40.192	917.00	19-07-2019	18-07-2021	0.00%	27-01-2016
64	6-laning of Khairatunda to Barwa Adda Section from Km. 360.300 to Km 400.132	Jharkhand	40.330	860.1	08-Jan-19	07-01-2021	12.00%	27-01-2016
65	4-lane Mirzachauki-Farakka section of NH-80 from km 215.000 to Km 260.000 in Jharkhand (Package-I)	Jharkhand	49.00	765.00	Yet to be declared	appointed date yet to be declared	-	-
66	Construction of Gangan Bridge	Jharkhand	-	-	bids invited		-	06-04-2017 (By Hon'ble PM)
67	4- laning Section from Km 1.700 (Pirpaiti to Km.	Jharkhand	-	514.00	bidding process annulled, fresh bid will be invited			11-09-2017

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
	50.80 Gandhigram, Godda of NH-133 (PKG-1)				after finalization of alignment due to allocation of coal block			
68	4- laning of Gandhigram (Godda) to Hansdiha Section of NH-133 from Km 50.80 to Km 94.00 (PKG-II)	Jharkhand	-	610.00				03-03-2019
69	4-Laning of Barhi-Koderma Section (Km 00.000 to Km 27.700) of NH-31	Jharkhand	27.60	276.10	Yet to be declared	appointed date yet to be declared	-	11-09-2017
70	2/4 laning of Chas-Ramgarh section of NH-23	Jharkhand	78.192	28-11-1900	Completed		100.00%	27-01-2016
71	4-laning of Deoghar Bypass	Jharkhand	-	-	DPR under preparation		-	03-03-2019
72	Development and upgradation of Bijapur-Gulbarga-Homnabad section of NH-218(NewNH-50) to 2-lane with paved shoulders from Km.195.000 to Km.418.00 in the State of Karnataka	Karnataka	220.01	709	30.03.2015	25.09.2017 / 30.09.2019	99.73%	31.03.2015
73	Hassan to Maranahally Section of NH-75	Karnataka	45.148	701.4	06.03.2017	04.03.2019 / 30.11.2020	6.37%	28.03.2016
74	Addahole to Bantwal Cross Section of NH-75	Karnataka	63.052	870	28.03.2017	22.09.2019 / 28.09.2020	5.31%	28.03.2016
75	Four laning of Hubli-Hospet section of NH-63 from Km.128+850 to Km.272+571 in the State of Karnataka	Karnataka	143.721	1664.7	15.03.2017	13.03.2020 / 28.10.2020	55.74%	03.09.2016
76	Six laning of Haveri-Hubli section of NH4 from Km 340 to Km 403.400	Karnataka	63.4	983.7	22.02.2018	21.02.2020	45.11%	20.02.2018
77	2 Laning with Paved Shoulder from Km 30.800 to Km 70.800 and 2 Laning without Paved Shoulder from Km 70.800 to Karnataka/Goa Border (km 84.120) of NH-4A in the State of Karnataka on EPC Mode (Package II) [M/s. Dilip Buildcon]	Karnataka	52.3	486.78	05.11.2018	02.05.2021	34.50%	19.03.2018
78	4 Lanning of Belgaum – Khanapur Section (Km 0+000 to Km 30+800) Package – I of NH- 4A in	Karnataka	30	856.2	07.03.2019	02.09.2021	5.00%	19.03.2018

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
	the State of Karnataka							
79	Four laning of Hospet - Chitradurga section from km 299 to km 418.750	Karnataka	120	1417	18.02.2016	15.08.2018 / 31.03.2020	81.79%	29.03.2016
80	Six laning of Chitradurga - Davangere section of NH-4 including Chitradurga bypass from km 189+000 to km 260+000	Karnataka	73	1315	27.12.2017	24.06.2020	43.50%	20.02.2018
81	Six laning of Davangere to Haveri section of NH-4 from 260 to km 338.923	Karnataka	79	1095	24.01.2018	24.07.2020	46.80%	20.02.2018
82	Byrapura to Challakere section of NH-150A from km. 308.550 to 358.500 in the state of Karnataka under Bharatmala Pariyojna	Karnataka	49.95	841.7	31.12.2018	31.12.2020	35.78%	20.02.2018
83	Challakere to Hiriyur section of NH-150A from km. 358.500 to 414.205 in the state of Karnataka under Bharatmala Pariyojna	Karnataka	55.705	1157	Likely appointed date by 31.10.2019	24 months from Appointed Date	Appointed date yet to be achieved	20.02.2018
84	Bellary to Byrapura section of NH-150A from km. 253.600 to 308.550 in the state of Karnataka under Bharatmala Pariyojna	Karnataka	54.95	1313.9	Likely appointed date by 31.10.2019	24 months from Appointed Date	Appointed date yet to be achieved	20.02.2018
85	Four laning of Mallasandra to Karadi Section from Design Km. 12+300 to Design Km. 65+195 of NH 206 on HAM under Bharathmala Pariyojana, in the state of Karnataka. (Package I)	Karnataka	52.9	824.93	Likely appointed by 15.09.2019	24 months from Appointed Date	Appointed date yet to be achieved	19.02.2018
86	Four laning of Karadi to Banavara Section from Design Km. 65+195 to Design Km. 121+900 of NH-206 of NH-206 on HAM under Bharathmala Pariyojana, in the state of Karnataka. (Package II)	Karnataka	56.71	1078.35	Likely appointed by 15.09.2019	24 months from Appointed Date	Appointed date yet to be achieved	19.02.2018
87	Four laning of Banavara to Bettadahalli Section from Design Km. 121+900 to Design Km.	Karnataka	48.52	916.39	Likely appointed by	24 months from Appointed Date	Appointed date yet	19.02.2018

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
	170+415 of NH-206 on HAM under Bharathmala Pariyojana, in the state of Karnataka. (Package III)				30.09.2019		to be achieved	
88	Four laning of Bettadahalli to Srirampura from Design Km 170.415 to Design Km. 226.750 of NH-206 (Pkg-IV)	Karnataka	56.33	972.39	Agreement yet to sign	24 months from Appointed Date	Appointed date yet to be achieved	19.02.2018
89	Two/ Four laning of BRT Tiger Reserve Boundary to Bangalore Section of NH-209 (Existing chainage from Km. 287.520 to Km. 461.550) in the state of Karnataka on Hybrid Annuity mode under NHDP Phase – IV	Karnataka	170.92	2100	21.08.2017	20.08.2019	75.20%	24.03.2018
90	Package- I Six laning of Bengaluru- Nidagatta Section from Km. 18.000 to Km. 74.200 of NH-275 in the state of Karnataka	Karnataka	56.2	3501	14.05.2019	14.11.2021	5.00%	24.03.2018
91	Package-II Six laning of Nidagatta- Mysuru Section from Km. 74.200 to Km. 135.304 of NH-275 in the state of Karnataka	Karnataka	61.104	2919.81	Likely appointed by 30.09.2019	30 months from Appointed Date	Appointed date yet to be achieved	24.03.2018
92	MH/KNT Border to Sangareddy Section in the state of Karnataka & Telangana	Karnataka	145	1266.66 Cr. /Revised 1544.18 Cr.	01.04.2014	26.09.2016 / 30.09.2019	PCOD issued on 14.10.2017 for 143Kms	-
93	4 Laning of Thiruvananthapuram Bypass from Kazhakuttom to Mukkola (Km. 0.000 to Km. 26.798)	Kerala	26.798 Km	Rs. 845.24 Cr./Rs.669.06 Cr.	12th June 2015	04.10.2019	95%	01.09.2015
94	Construction of 4-lane Thalassery – Mahe Bypass (Length – 18.600 KM)	Kerala	18.600 km	Rs. 1181 Cr.	04.12.2017	31.05.2020	33.75%	30.10.2018
95	Construction of NEELESHWARAM ROB	Kerala	0.78 Km	Rs. 81.10 Cr.	13.05.2018	21.02.2020	12.50%	30.10.2018
96	Construction of 4 - lane existing road from km 16916 to km 173/ 6 (Mohana Town Portion)	Madhya Pradesh	4	18.39	24.05.2018	23.05.2019 / 30.11.2019	60	06.06.2017

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
	Gwalior- Shivpuri Section of NH-3 (Length 4.0 km) in the state of Madhya Pradesh on EPC mode (Under One Time Investment)							
97	Four laning of Biaora-Dewas section of NH-3 from Km 426.100 to Km 566.450 in the state of Madhya Pradesh under NHDP Phase IV on DBFOT basis.	Madhya Pradesh	141.26	1897.4	09.07.2016	04.01.2019 / 30.09.2019	92.47	31.01.2017
98	Construction of service road of 32 km	Madhya Pradesh	32.1	89.75	18.12.2017	17.12.2019	44.92	09.10.2017
99	Construction of Churhat Bypass including Tunnel & Aqueduct on Rewa-Sidhi section of NH-75E from Km 33/200 to Km 55/400, in the state of MP on HAM mode	Madhya Pradesh	15.35	1004	14.12.2018	13.12.2022	21.45	23.07.2018
100	Four Laning of Rewa-Katni-Jabalpur section of NH-7 (from Km 242.600 to Km 311.000) (Package-I)	Madhya Pradesh	69.185	622	17.06.2015	16.06.2017 / 31.10.2019	86.4	20.06.2015
101	Four laning of Rewa-Katni-Jabalpur section of NH-7 from km 311.000 to km 359,500 and km 378.500 to km 397.000 (Package-II)	Madhya Pradesh	69.072	62	17.06.2015	16.06.2017 / 31.10.2019	95.5	20.06.2015
102	Four laning of Rewa-Katni-Jabalpur section of NH-7 from km 397.000 to km 465.500 (Package-IV)	Madhya Pradesh	68.259	663.04	15.06.2015	14.06.2017 / 31.07.2019	98.3	20.06.2015
103	Four laning of Jabalpur-Lakhnadon section of NH-7 from km 465.500 to km 546.425	Madhya Pradesh	80.82	742.6	04-06-2015	30.11.2017 / 31.10.2019	76.81	20.06.2015
104	Four laning of Lakhnadon-Seoni section from km 551+600 to 553+100, km 557+400 to km km 557+800. Km 558+930 to km 562+450 and km 563+760 to km 567+550 (left out stretches) of NH-7	Madhya Pradesh	28.7	960.24	10.08.2018	09.08.2020	39.75	23.07.2018
105	Four laning of Jhansi-Khajuraho	Madhya	76.3	1410	18.05.2018	13.11.2020	36.2	23.07.2018

Summary of NHAI Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
	section (Pkg-I)	Pradesh						
106	Four laning of Jhansi-Khajuraho section (Pkg-II)	Madhya Pradesh	85.4	1310	13.02.2018	11.08.2020	49.09	31.01.2017
107	Construction of Four Lanning work from Hiran river to Sindoor River from km 66.00 to 130.00 section of NH-12 under NHDP Phase-III on EPC Basis in the State of MP	Madhya Pradesh	64	866.41	25.07.2018	24.07.2020	8.18	23.07.2018
108	Balance work of Gwalior-Jhansi Section of NH-75 in the State of UP	Madhya Pradesh	82.455	364.59	28.08.2018	27.08.2020	47.11	06.06.2017
109	Construction of flyover at km. 80.742 of NH-3, Morena town in the state of MP	Madhya Pradesh	1.42	76.92	14.03.2018	13.09.2019	37	06.06.2017
110	construction of 4-lane existing road from Simariya Tekri to haripura Tiraha road from km. 41/8 to km 50/10 of NH-75 at Dabra Town and Jaurasi Mandi approach road	Madhya Pradesh	10.3	49.75	11.05.2018	09.11.2019	78	06.06.2017
111	Bodhre to Dhule from km. 390.000 to km. 452.800 section of NH- 211 on DBFOT pattern in the State of Maharashtra	Maharashtra	67.231	982 Cr.	-	The appointment date yet to be fixed.	The financial closer is yet to be carried out by the Concessionaire and the appointment date yet to be fixed.	05.11.2016
112	Fagne-MAH/Guj Border (Package-III) section of NH-6 in the State of Maharashtra from km. 510.000 to km. 650.794 (design length 140.794 km.)	Maharashtra	140.8	1885.74 Cr.	09.11.2016	09.05.2019	65%	05.11.2016
113	Four laning of Baleshwar-Baripada-Jharpokaria (EPC)	Odisha	80.6	1160.58	05.01.2017	31-03-2020	73%	21.07.2017
114	Four laning of Angul-Sambalpur Section of NH-42 (EPC)	Odisha	153	2491.53	03.03.2017	31-03-2021	24%	21.07.2017

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
115	Four laning of Telabani-Sambalppur Section of NH-6 (EPC)	Odisha	50.749	712.82	25.05.2017	21-11-2019	18.8%	21.07.2017
116	Four laning of Birmipur-Brahmani bridge end Section of NH-23 (EPC)	Odisha	29	678.92	23.05.2018 (structure part) 01.05.2019 (for road protion)	30-06-2021	2%	21.07.2017
117	Four laning of Talcher-Kamakhyanagar Section of NH-200/23 (New NH 53) (EPC)	Odisha	41.267	795.18	21.02.2019	19-08-2021	4%	06.02.2019
118	Four laning of Kamakhyanagar-Duburi Section of NH-200 (New NH 53) (EPC)	Odisha	51.2	761.11	23.02.2019	21-08-2021	6.50%	06.02.2019
119	Four laning of Duburi-Chandikhole Section of NH-200 (New NH 53) (EPC)	Odisha	39.4	789	Appointed date not yet declared	-	-	06.02.2019
120	4/6 laning of Kharar-Ludhiana Section of NH-95 (New NH-5) from km 10.185 to km 86.199 Samrala Chowk, Ludhiana in the State of Punjab on Hybrid Annuity mode.	Punjab	76.014	1600	15-03-2017	11.09.2019 31.03.2020	81.2	17-06-2016
121	4-laning Construction of Elevated Corridor partially access controlled highway from Samrala Chowk at Km. 76.000 to Km. 85.980 of NH-95 (Section passing through Ludhiana City) in the State of Punjab on EPC mode	Punjab	12.951	756.27	10.10.2017	07.04.2020	28	14.07.2016
122	Construction of 4-lane (Partial Access Controlled) Laddowal Bypass from Km. 0.000 to km. 17.041 linking NH-95 with NH-1 via Laddowal seed farm at Ludhiana in the State of Punjab on Hybrid Annuity Mode	Punjab	17.041	392	28.10.2017	25.12.2019	53	14.07.2016
123	4-Laning of Phagwara-Rupnagar section of NH-	Punjab	80.82	1367	06-10-2017	03-04-2020	76.2	22-08-2016

Summary of NHAI Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
	344A from KM 0.00 (design Chainage) to KM 80.820 (Design Chainage) in the state of Punjab on Hybrid Annuity mode.							
124	Khemkaran –Gurdaspur including Kartarpur Corridor (Pkg-V)	Punjab	47.492	149.9	31.12.2018	30.06.2020	35	26.11.2018
125	Phagwara Elevated	Punjab	2.555	117.9	15.07.2019	14.07.2020	0	25.02.2019
126	4-laning of Chandigarh- Kharar Section from Sector-39 (Round about) at Chandigarh (km. 0.000) to Kharar (km. 10.185) of NH-21 in the State of Punjab on EPC mode under NHDP Phase V	Punjab	10.185	368.5	09.06.2016	31.12.2018 31.12.2019	60.32	14.07.2016
127	4-laning of Kharar-Kurali Section from km 15.765 to km 29.900 of NH-205 (Old NH-21) including Kurali bypass in the State of Punjab under NHDP Phase-III on EPC mode	Punjab	14.13	212.24	18-12-2015	29-07-2018	Completed	24-09-2015
128	4L/2LPS of Gagaria-Baori-Kalan-Serwa-Bakhasar section of NH-925 and Sata-Gandhav section of NH-925A under Bharatmala Pariyojna on EPC mode	Rajasthan	196.97	1134	24.09.2018	22.09.2020	0.3346	05.01.2019
129	2LPS of NH-70 from Munabao (NH-25) -Sundra-Myajlar -Dhanana –Asutar -Ghotaru -Tanot under Phase I of Bharatmala Pariyojna on HAM	Rajasthan	273.867	1188.35	01.01.2019	28.06.2021	0.2605	05.01.2019
130	4-Laning of Jodhpur Ring Road (Section-I Dangiyawas-Keru-Nagaur Road on HAM	Rajasthan	74.619	1308.73	14.12.2018	12.12.2020	0.0774	05.01.2019
131	2LPS of Raisinghnagar - Poogal under Phase-I of under Bharatmala Pariyojna on EPC mode (Pkg.BM/ 6, Pt-2)	Rajasthan	162.46	1250	27.02.2019	26.02.2021	0.179	28.01.2019
132	4L/2LPS of Khajuwala-Poogal section and Poogal – Dantour-Jaggasar-Gokul-Godu-Ranjeetpura-Charanwala - Naukh- Bap section of	Rajasthan	212.107	874.25	22.05.2019	21.05.2021	0	28.01.2019

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
	NH-911 under Bharatmala Pariyojna on HAM (Pkg. BM/10)							
133	2LPS of Jaisalmer (NH-11) Bhadasar-Ramgarh-Tanot- and Bhadesar-Sarkaritala (Pkg-BM/5) (EPC)	Rajasthan	193.523	696.2	23.04.2019	21.04.2021	0	04.03.2019
134	Nagapattinam Thanjavur section of NH-67	Tamil Nadu	78.53	578.39	29-06-2015	24-12-2017	Works suspended by Contractor since September 2017. Cure Period Notice issued to the Contractor on 25.06.2019.	17-07-2015
135	Kerala / Tamil Nadu border to Villukuri section from km 43/0 to km 70/250 of NH-47	Tamil Nadu	27.25	1274.39	12-08-2016	11-08-2018	54.108%	25-02-2016
136	Villukuri to Kanyakumari section from km 70/250 to km 96/714 of NH-47 and Nagercoil to Kavalkinaru section from km 0/0 to km 16/376 of NH-47B	Tamil Nadu	42.7	1041.34	08-07-2016	07-07-2018	60.75%	25-02-2016
137	Madurai - Paramakudi and 2 lane with paved shoulders of Paramakudi - Ramanathapuram section of NH-49	Tamil Nadu	115	1134.35	21-05-2015	15-11-2017	Work in entire length completed.	17-07-2015
138	4-Laning of Rampur-Rudrapur section of NH-87 (Pkg-I) under NHDP Phase III on Hybrid Annuity Mode.	Uttarakhand	43.45 (UP)	738	31.03.2017	30.03.2019/ 30.04.2020	67.02%	09.02.2016
139	4-Laning of Rudrapur-Kathgodam section of NH-87 (Pkg-II) under NHDP Phase III on Hybrid Annuity Mode.	Uttarakhand	49.78 (UK)	657	28.10.2017	01.12.2019/ 30.04.2020	30.00%	09.02.2016
140	Balance work for Haridwar to Laitappar, NH 58 (Design Ch.Km 209.100 to KM 216.824) and NH-72 (Design Ch. Km 188.324 to KM 181.1.00)	Uttarakhand	14.948 (UK)	349.9	01.02.2019	31.01.2020/ 31.08.2020	11.50%	21.02.2019

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
	(Pkg-I)							
141	Balance work for From Laltappar To Mohakampur (Design Ch 181.100 to KM 158.900) of NH-72. (Pkg-II)	Uttarakhand	22.20 (UK)	243.98	01.02.2019	31.01.2020/ 31.08.2020	17.00%	21.02.2019
142	4-Laning of Roorkee-Chutmalpur-Gagalheri, NH-73 & Chutmalpur-Ganeshpur, NH-72 A in the State of Uttarakhand & Uttar Pradesh under NHDP Phase IV on hybrid mode (PKG-I)	Uttarakhand	53.3 UK = 28.235 UP = 25.065	942	28.02.2018	28.02.2020	72.89%	21.02.2019
143	4-Laning of Haridwar-Nagina section of NH-74 in the state of UP & Uttarakhand under NHDP Phase IV on EPC mode.	Uttarakhand	71.61 UP = 41.614 UK= 30.00	827.05	24.01.2018	01.07.2020	6.972 %	21.02.2019
144	Construction of Elevated structure between km 200.900 to km. 201.700 including major bridge on Mayapuri Escape Channel at Km 201.450 in Haridwar on Muzaffarnagar-Haridwar section of NH-58 in the State of Uttarakhand.	Uttarakhand	1.05 (UK)	45	01.11.2018	04.05.2020	12.01%	21.02.2019
145	Lucknow to Kanpur	Uttar Pradesh	63	4700	DPR in final stage			07.03.2019
146	Lucknow to Sitapur (IIM-Flyover) NH-24	Uttar Pradesh	1.7	136	DPR in final stage			07.03.2019
147	Ghazipur to Fefana - Majhighat NH-31	Uttar Pradesh	129.46	159	DPR in final stage			07.03.2019
148	Hapur Bypass to Moradabad Section including Hapur Bypass	Uttar Pradesh	99.86	2140.93	28.05.2019	23.11.2021	1	20.02.2019
149	Chakeri-Allahabad section of NH-2	Uttar Pradesh	145	2159	12.01.2019	10.07.2021	14.5	07.03.2019
150	Agra-Etawah Bypass Section of NH-2	Uttar	124.48	1664	01.08.2016	15.01.2020	88	10.12.2016

Summary of NHA I Projects of which Foundation Stone laid by the Hon'ble Minister (RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
		Pradesh						
151	EPE Crossing to Baghpat section of NH-709B (Pkg-I)	Uttar Pradesh	61.409	435.15	21.11.2018	20.05.2020	18.6	11.09.2018
152	Shamli Bypass to Saharanpur section of NH-709B (Pkg-II)	Uttar Pradesh	62.772	612.89	Appointed date pending			11.09.2018
153	Aligarh-Kanpur section of NH-91 (Pkg-1)	Uttar Pradesh	45.83	1545.62	25.02.2019	24.02.2021	2	07.03.2019
154	Aligarh-Kanpur section of NH-91 (Pkg-2)	Uttar Pradesh	45.16	2044.44	29.01.2019	28.01.2021	4	07.03.2019
155	Aligarh-Kanpur section of NH-91 (Pkg-3)	Uttar Pradesh	61.21	2097.41	07.06.2019	06.06.2021	0	07.03.2019
156	Aligarh-Kanpur section of NH-91 (Pkg-4)	Uttar Pradesh	70.98	2391.815	Bids have been invited. SFC approval is yet to be received from MoRT&H.			07.03.2019
157	Aligarh-Kanpur section of NH-91 (Pkg-5)	Uttar Pradesh	60.64	2325.29	Bids have been invited. SFC approval is yet to be received from MoRT&H.			07.03.2019
158	Mathura-Hathras-Badaun-Bareilly section of NH-530B	Uttar Pradesh	228	DPR Under Preparation				07.03.2019
159	Unnao-Lalganj section of NH-232A	Uttar Pradesh	70	1355.75	Bids have been invited. SFC approval is yet to be received from MoRT&H.			07.03.2019
160	4-laning of Sitarganj-Bareilly section of NH-74 (New NH-30)	Uttar Pradesh	74.46	DPR in Progress				07.03.2019
161	Paliya-Shahjanpur-Hardoi-Lucknow section of NH-731	Uttar Pradesh	266	DPR in Progress				-
162	Two Lane with Paved Shoulders of Agra-Jalesar Section of NH 321 (G)	Uttar Pradesh	36	212.95	Bids have been invited but withdrawn by the NHA I HQ			23.01.2019
163	Meerut to Haryana Border via Baghpat section of NH-334B	Uttar Pradesh	43.78	399.54	Appointed date pending			20.02.2019
164	Meerut-Budhana-Shamli-Haryana Border section of NH-709A	Uttar Pradesh	83.78	725.79	Bids invited			20.02.2019
165	Meerut - Garhmukteshwar section of NH-709A	Uttar	50.25	3367.18	Bids invited			20.02.2019

Summary of NHA1 Projects of which Foundation Stone laid by the Hon'ble Minister(RT&H)

Sl. No	Name of Project	State	Design Length (km)	TPC / Bid Project Cost/ Awarded Cost	Date of start / Appointed Date	Schedule / likely date of completion	Physical progress (in %age)	Date of Foundation Stone ceremony
		Pradesh						
166	Panipat-Shamli section of NH-709AD (Pkg-I)	Uttar Pradesh	35.58	1228.25		Bids invited		21.02.2019
167	Shamli-Muzaffarnagar section of NH-709AD (Pkg-II)	Uttar Pradesh	42.83	1623.93		Bids invited		21.02.2019
168	Muzaffarnagar-Miranpur section of NH-709AD (Pkg-III)	Uttar Pradesh	31.32	1067.63		Bids invited		21.02.2019
169	Bijnor-Kotawali section of NH-709AD (Pkg-IV)	Uttar Pradesh	21.88	271.92		Bids invited		21.02.2019
170	Moradabad-Jaspur section of NH-734	Uttar Pradesh	54.593	1139.22		DPR under progress		20.02.2019
171	4-laning of Meerut-Najibabad Section of NH-119	Uttar Pradesh	53.95	1936.57		Bids have been invited. SFC approval is yet to be received from MoRT&H.		20.02.2019
172	Additional Facility Works on divided carriageway of Meerut-Muzaffarnagar Section of NH-58	Uttar Pradesh	78	207	20.03.2018	19.03.2020	12.3	20.02.2019
173	Meerut-Badaun Road (SH-18)	Uttar Pradesh	65			PWD, Govt of UP has requested MoRT&H to transfer back this In-principal approved NH back to Govt. of UP-		21.02.2019
174	Bulandshahar-Syana Garh Road (SH-65)	Uttar Pradesh	65			PWD has cancelled his own NOC for transfer		21.02.2019
175	Construction of a ROB cum Flyover at Ranichak for replacing existing level crossing at Ranichak, Haldia on NH-41	West Bengal	1.392	127.8	18-May-16	17 Nov 2018 / Feb, 2020	86.5%	08-Jan-16

Summary of NHIDCL Projects of which Foundation Stone laid by Hon'ble Minister (RT&H)

Sr. No.	NHDP Phase/ Scheme	State	Name of Project	NH No. (Old/ New)	Date of Inauguration / Stone laying Foundation	Length (Km)	Awarded Cost Rs. in crore	Date of Start/ Appointed Date	Cumulative Physical progress %	Target date of completion as per contract
1	NH(O)	A&N Islands	Construction of Major Bridge over Middle Strait Creek between Km. 106.590 to Km. 107.762 of NH-223 -	NH-4	06.10..2017	1.9	170.4	03-01-2019	0.00%	03-01-2022
2	NH(O)	A&N Islands	Construction of Major Bridge over Humphrey Strait Creek between Km.129.420 to Km. 130.600 of NH-223 (New No. NH-4)	NH-4	06.10..2017	1.45	202.909	26-04-2017	57.13%	25-04-2020
3	NH(O)	A&N Islands	2-Lane with hard shoulder, Rehabilitation and up-gradation of Beodnabad- Ferrargunj section of NH-223 from Km 12.0 to 45.0 (excluding Km 21.0 to 28.0) (Package-I). -	NH-4	06.10..2017	26	124.74	01-11-2017	99.00%	31-10-2018
4	NH(O)	A&N Islands	2-Lane with hard shoulder,Rehabilitation and up-gradation of section from Km 242.0 to 298.0 of NH-223 (New NH-4). (Package-II) -	NH-4	06.10..2017	55.45	259	05-12-2017	5.26%	04-12-2019
5	SARDP	Assam	4 laning from end of Nagaon bypass to Rangagara (Km. 278.600 to Km. 297.000) of NH-37on EPC basis	37	27.02.2016	18.4	159.2	23.05.2016	20.28%	18.11.2018
6	SARDP	Assam	4 laning from Rangagara to Kaliabor Tinali from km 297.00 to km 315.315 of NH-37 on EPC basis.	37	27.02.2016	18.315	196.24	23.10.2017	9.81%	21.04.2020
7	SARDP	Assam	4 laning from Kaliabor Tinali to Dolabari section from Km 0.0 to Km 17.3 of NH 37-A including construction of new Brahmaputra bridge	37A	01.05.2015	17.3	588.95	29.11.2014	61.46%	14.01.2019
8	SARDP	Assam	Four laning from Jamuguri to Biswanath Chariali	52	01.05.2015	26	303		18.81%	19.06.2019

Sr. No.	NHDP Phase/ Scheme	State	Name of Project	NH No. (Old/ New)	Date of Inauguration / Stone laying Foundation	Length (Km)	Awarded Cost Rs. in crore	Date of Start/ Appointed Date	Cumulative Physical progress %	Target date of completion as per contract
			from km 182 to km 208 of NH-52					19.12.2016		
9	SARDP	Assam	Four laning from Biswanath Chariali to Gohpur from km 208 to km 265.50 of NH-52	52	01.05.2015	57.5	829	15.01.2016	40.43%	14.01.2019
10	SARDP	Assam	Four laning from Gohpur to Holongi section from km 264.10 of NH 52 to km 20.37 of NH 52A	52	01.05.2015	10.08	168.39	11.12.2015	39.10%	10.12.2018
11	SARDP	Assam	Four Laning of Numaligarh to Jorhat section from Km. 402.500 to Km. 453.000 (Design Km 403.200 to Km 454.240) except Dergaon bypass (with Toll Plaza)	37	01.05.2015	39.72	454.89	23.05.2015.	29.00%	22.05.2018
12	SARDP	Assam	Four Laning of Jorhat to Jhanji section from Km. 453.00 to Km. 491.08	37	01.05.2015	37.8	407.3	01.01.2018	3.56%	31.12.2020
13	SARDP	Assam	Four Laning of Jhanjhi Jn to Demow section from Km. 491.050 to Km. 535.250(Design Km 490.800 to Km 534.800) (with Toll Plaza)	37	01.05.2015	44.075	463.49	20.01.2018	3.89%	19.01.2021
14	SARDP	Assam	Construction of Dibrugarh By Pass / realignment of NH-37 from Bogibeel Junction at km. 581.700 to km. 597.147 on EPC basis in the state of Assam	37	01.05.2015	15.5	96.9	02.11.2015	83.94%	31.10.2018
15	SARDP	Assam	Re-alignemnet and improvement to 2-lane with paved shoulders of NH-38 by Passing Digboi, powai, Margherita and ledo town in between Km 20.00 to 52.00 km	38	01.05.2015	33	26.92	yet to be declared
16	SARDP	Assam	2-laning with paved shoulders from km 6.25 to	53/37	01.05.2015	4.77				

Sr. No.	NHDP Phase/ Scheme	State	Name of Project	NH No. (Old/ New)	Date of Inauguration / Stone laying Foundation	Length (Km)	Awarded Cost Rs. in crore	Date of Start/ Appointed Date	Cumulative Physical progress %	Target date of completion as per contract
			10.40 of Silchar Badarpur section							
17	SARDP	Assam	Construction of North-east regional office of NHIDCL at Amin gaon, Guwahati	..	02.05.2015
18	SARDP-NE	Sikkim	Construction of Rangpo-Viaduct at Rangpo town Km 51.100 to 53.800 NH-10	10 (New)	20.04.2017	1.80	55.79	20.02.2017	21.95%	20.02.2020
19	SARDP-NE	Sikkim	Construction / Upgrade existing road to 2 lane with paved shoulder from Km 0.000 to 16.000 Singtam - Tarku NH-510	510	20.04.2017	16.00	163	yet to be declared	Appointed date yet to be declared	
20	SARDP-NE	Sikkim	Construction / Upgrade existing road to 2 lane with paved shoulder from Km 16.000 to 32.500 Tarku - Ravongla NH-510 .	510	20.04.2017	16.50	171.53	01.11.2017	23.23%	30.10.2020
21	SARDP-NE	Sikkim	Construction of Alternate Highway from Rhenock-Pakyong NH-717A.	717A	20.04.2017	27.00	318.42	01.11.2017	28.49%	31.10.2020
22	SARDP	Arunachal Pradesh	2 laning from Mahadevpur to Buri Dihing section of NH-52B	52B	Inaugrated--20.12.18	25.135	107.16	30.5.2015	100.00	30.05.2018
23	SARDP	Arunachal Pradesh	Construction of 2-lane road from km. 12.00 to Km. 33.00 of Akajan-Likabali- Bame road	State Road	Foundation Laying--04.05.2015	21	148	21.01.2016	76.81	18.01.2019
24	SARDP	Arunachal Pradesh	Construction of 2-lane road from km. 33.00 to Km. 65.00 of Akajan-Likabali- Bame road	State Road	Foundation Laying--04.05.2015	32.81	197.16	11.09.2015	37.00	09.09.2018
25	SARDP	Arunachal Pradesh	Construction of 2-lane road from Km. 65.00 to Km. 97.00 of Akajan-Likabali-Bame road	State Road	Foundation Laying--20.12.18	26.118	220.17	21.03.2018	25.03	20.03.2020

Sr. No.	NHDP Phase/ Scheme	State	Name of Project	NH No. (Old/ New)	Date of Inauguration / Stone laying Foundation	Length (Km)	Awarded Cost Rs. in crore	Date of Start/ Appointed Date	Cumulative Physical progress %	Target date of completion as per contract
26	SARDP	Arunachal Pradesh	2 laning from Bordumsa-Namchik (Buri Dihing-Jairampur) road on NH52-B (New NH-215) from Km 0.15 km (starting Chainage near Buridihing Bridge) to km 22.380 (Total length =22.23km)	52B	Inaugrated--20.12.18	22.23	143.21	23.10.2015	100.00	22.10.2018
27	SARDP	Arunachal Pradesh	2 laning of Singer river to Sizoh nala	513	Fondation Stone--20.12.18	23.38	179.82	15.01.2016	95.48	14-01-2019
28	SARDP	Arunachal Pradesh	Construction of 2-lane road from km. 0.00 (Existing km. 16.00 of Roing -Hunli Road) to Km. 74.00 (Ithun Bridge near existing km. 21.50 of Anini Road)	NH-313	Fondation Stone--20.12.18	74.86	1058.24	05.03.2018	20.71	03.03.2022
29	SARDP	Arunachal Pradesh	Construction of 2-lane of Hunli-Anini road from km. 120.0 to Km. 130.30	New NH-314	Foundation Laying--20.12.18	10.3	105	15.06.2018	13.02	14.06.2021
30	SARDP	Arunachal Pradesh	2 langing of Hayuliang- Hawai bypass Road on EPC basis from design Km. 51.825 to Km. 63.131 Existing Km 45.050 of Hayuliang - Hawai road to Hawai Town	New NH-114	Foundation Laying--20.12.18	11.3	159.3	15.01.2018	11.54	14.01.2021
31	SARDP	Arunachal Pradesh	Two-Laning of Joram - Koloriang Road (NH-713) from design Km. 44+000 to Km. 59+363 [Existing Km 50.000 to Km 70.000]	New NH-713	Foundation Laying--20.12.18	15.363	136	05.02.2018	17.48	30.02.2021
32	SARDP	Arunachal Pradesh	Two-Laning of Joram - Koloriang Road (NH-713) on EPC basis from design Km. 70.00 to Km 88.00	New NH-713	Foundation Laying--20.12.18	18	180	05.02.2018	8.50	30.02.2021

Sr. No.	NHDP Phase/ Scheme	State	Name of Project	NH No. (Old/ New)	Date of Inauguration / Stone laying Foundation	Length (Km)	Awarded Cost Rs. in crore	Date of Start/ Appointed Date	Cumulative Physical progress %	Target date of completion as per contract
33	SARDP	Arunachal Pradesh	Two-Laning of Joram – Koloriang Road (NH-713) on EPC basis from design Km. 88.00 to Km 103.00	New NH-713	Foundation Laying-- 20.12.18	15	139	05.02.2018	14.77	30.02.2021
34	SARDP	Arunachal Pradesh	Two-Laning of Joram – Koloriang Road (NH-713) on EPC basis from design Km. 103.00 to Km 118.00	New NH-713	Foundation Laying-- 20.12.18	15	122	05.02.2018	8.96	30.02.2021
35	SARDP	Arunachal Pradesh	Two-Laning of Joram – Koloriang Road (NH-713) on EPC basis from design Km. 118.00 to Km 132.00	New NH-713	Foundation Laying-- 20.12.18	14.99	113	20.02.2018	3.91	19.02.2021
36	SARDP	Arunachal Pradesh	Two-Laning of Joram – Koloriang Road (NH-713) from design Km. 138+000 to Km. 154+036 [Existing Km 138.00 to Km 158.00]	New NH-713	Foundation Laying-- 20.12.18	16.036	146	20.02.2018	10.42	19.02.2021
37	SARDP-NE	Nagaland	4 Laning of Dimapur Kohima Road from Design Km 123.840 to Km 138.775 in the state of Nagaland under SARDP-NE on EPC basis (Package - I).	39/29	03 November,2015	14.935	387.00	16th Sept, 2016	57.73%	16th Sept, 2019
38	SARDP-NE	Nagaland	4 Laning of Dimapur Kohima Road from Design Km 138.775 to Km 152.490 in the state of Nagaland under SARDP-NE on EPC basis (Package - II).	39/29	03 November,2015	13.715	339.55	03rd Aug, 2016	72.32%	03rd Aug, 2019
39	SARDP-NE	Nagaland	4 Laning of Dimapur Kohima Road from Design Km 152.490 to Km 166.700 in the state of Nagaland under SARDP-NE on EPC basis (Package - III).	39/29	03 November,2015	14.210	340.00	08th Aug, 2016	53.29%	08th Aug, 2019
40	NH (O)	Manipur	Construction of permanent steel bridge over Barak	53	25.11.2016	2	109	27-Apr-17	33.00%	24-Apr-20

Sr. No.	NHDP Phase/ Scheme	State	Name of Project	NH No. (Old/ New)	Date of Inauguration / Stone laying Foundation	Length (Km)	Awarded Cost Rs. in crore	Date of Start/ Appointed Date	Cumulative Physical progress %	Target date of completion as per contract
			and Makru river							
41	NH (O)	Manipur	Restoration/Reconstruction of Ukhrul-Toloi-Tadubi road section from Km 0.00 to Km 28.00 covering 28 Km length on NH-102A in the state of Manipur.	102A	25.11.2016	28.00	2.98	27-Oct-16	100.00%	26-Jan-18
42	NH (O)	Manipur	Restoration/Reconstruction of Ukhrul-Toloi-Tadubi road section from Km 28.00 to Km 50.00 covering 22 Km length on NH-102A in the state of Manipur.	102A	25.11.2016	28.00	11.12	07-Nov-16	100.00%	06-Feb-18
43	NH (O)	Manipur	Restoration/Reconstruction of Ukhrul-Toloi-Tadubi road section from Km 50.00 to Km 70.00 covering 20 Km length on NH-102A in the state of Manipur.	102A	25.11.2016	22.00	11.35	11-Jan-16	100.00%	31-Jan-18

RW/NH/H-11013/01/2019
Government of India
Ministry of Road Transport & Highways
Zone-S&R (P&B)
Transport Bhawan, 1, Parliament Street, New Delhi -110001.

APPENDIX-IV

Dated: 05th February, 2019

To,

1. The Chief Secretaries of all the State Governments/ UTs.
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department/ Road Construction Department/ Highways Department (dealing with National Highways and other centrally sponsored schemes).
3. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs/ Road Construction Department/ Highways Departments (dealing with National Highways and other centrally sponsored schemes).
4. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.
5. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
6. The Managing Director, NHIDCL, PTI Building, New Delhi-110001.
7. All CE-ROs, ROs and ELOs of the Ministry.

Subject: Inauguration/ Bhoomi Pujan/ Foundation Stone Laying/ Any other ceremony in respect of National Highways Works - reg.

With reference to this Ministry's circular No. NH-15017/17(1)/2016-P&M dated 16.06.2016, Clause (g) of Para 2 has been amended and shall be read as under:

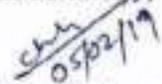
“(g) Due courtesy, as stipulated in the DoPT letter No.11013/2/2012-Estt.A dated 19.11.2014 and No.11013/4/2011-Estt.A dated 01.12.2011, shall be extended to the Hon'ble Members of Parliament and State Legislature. The order of protocol shall be ensured in extending the invitations to the dignitaries in the following order:

- (i) Member of Parliament (Lok Sabha/Rajya Sabha) - It is clarified that if a constituency of any Member of Parliament is spread over more than one District, the MP should invariably be invited to all the functions held in any of the Districts which are part of his/her constituency.
- (ii) Member of Legislative Assembly representing the spot where the function is being held.
- (iii) Other invitees, as may be decided by MoRT&H”.



2. The contents of this circular may be brought to the notice of all concerned for its compliance.
3. This issues with the approval of competent authority.

Yours faithfully,


Chhaya Rajput
AEE (Road Safety)

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. The Secretary General, Indian Roads Congress
3. Technical circular file of S&R (P&B) Section
4. NIC-for uploading on Ministry's website under "What's new"

Copy for kind information to:

1. Sr. PPS to Secretary (RT&H)
2. PPS to DG (RD) & SS
3. PPS to AS&FA
4. PS to ADG-I
5. PS to JS (T)/ JS (H)/ JS (LA&C)/ JS (EIC)

No. NH-15917/17(1)/2016-P&M
Government of India
Ministry of Road Transport & Highways
(P&M zone)

Transport Bhawan
1, Parliament Street
New Delhi dated 16th June, 2016

To

All Secretaries of States/Union Territories, PWDs dealing with National Highways.

Subject:- Inauguration/Bhoomi Pujan Foundation Stone Laying/Any other ceremony in respect of National Highway works.

Please refer to this Ministry's letter No.RW/NH-33044/10/2003-S&R(R) dated 16th December, 2011 on the subject of Inauguration/Bhoomi Pujan/Foundation Stone Laying/Any other ceremony in respect of National Highway works. The matter has been reviewed and following consolidated instructions in supersession of earlier circular on the subject are issued:

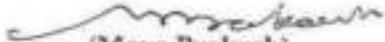
Inauguration/Bhoomi Pujan Foundation Stone Laying/Any other ceremony in respect of National Highway works:

As the National Highways vest in the Central Government, all ceremonial functions like Inauguration/Bhoomi Pujan Foundation Stone Laying etc. relating to National Highways will be done by the Hon'ble Minister, MoRT&H/Hon'ble Minister of State, RT&H, or a Minister from the Central Government, as decided by the MoRT&H. It is therefore, incumbent on the part of the executing agencies to intimate the Government of India three months in advance about the likely start/completion of any work for holding Bhoomi Pujan/Inauguration/Foundation Stone Laying/any other ceremony for National Highway Works. For this purpose following procedure shall be followed:-

- (a) When the Bhoomi Pujan/Inauguration/Foundation Stone Laying/any other ceremony for any other National Highway work is to be held, the State Chief Engineer (NH) will make a report well in advance (copy of the request should be endorsed to Regional Officer/Engineer Liaison Officer) about it to this Ministry, who will take a decision about the date of the ceremony as well as dignitary who would perform the function.
- (b) The Chief Engineer of this Ministry, dealing with the concerned project, will be the 'nodal officer' for finalization of invitation card, programme, plaque and advertisement by the Ministry. He will also coordinate with the State Government/Chief Engineer regarding the function.
- (c) Detailed programme of this function and the advertisement to be issued on such occasion shall be made by the concerned Chief Engineer of the Ministry.
- (d) Invitation card shall be issued on behalf of the Government of India, Ministry of Road Transport and Highways. Formats for invitation card and plaque shall be in accordance with the formats provided in Ministry's letter No.RW/NH/3304/10/2003/S&R(R) dated 13th May, 2003.
- (e) Such public functions shall be used as forums for spreading awareness on road safety matter and educating the general public about best practices on road safety, helping accident victims, trauma care facilities, etc. In addition, information on environmental damage mitigation, construction hazard reduction, socio-economic benefit, etc. may be disseminated to increase public awareness, public safety and public cooperation about the development program.

- (f) For incurring expenditure for Inauguration/Bhoomi Pujan Foundation Stone Laying/Any other ceremony in respect of National Highway works, the directions issued vide Ministry's circular No. NH-15017/17(2)/2016-P&M dated 16th June, 2016 may be followed.
- (g) Due to courtesy in order of protocol shall be ensure in extending the invitations on the dignitaries in the following order:-
- i. Member of Parliament (Lok Sabha) representing the spot where function is being held.
 - ii. Member of Legislative Assembly representing the spot where function is being held.
 - iii. Member of Parliament (Rajya Sabha) representing the spot where function is being held.
 - iv. Other invitees may be decided by MoRT&H.
3. This may please be brought to the notice of all concerned for strict compliance.

Yours faithfully,


(Maya Prakash)
Director (P&B)
Tel. No. 011-23710454

Copy to:-

1. All Technical Officers in the Ministry of Road Transport and Highways
2. All Section Officers in the Ministry of Road Transport and Highways
3. All ROs and ELOs
4. Chairman-NHAI
5. AS&FA
6. MD-NHIDCL
7. JS(H)/JS(T)
8. The Director-IAHE/Secretary General-IRC
9. Technical circular file of S&R Division

Copy also forwarded for information to:-

1. PS to Hon'ble Minister (RT&H,S)
2. PS to Hon'ble Minister of State (RTH&S)
3. PPS to Secretary (RT&H)
4. PPS to JS(LAP)

Government of India
Ministry of Road Transport & Highways
(S&R(R) Section)

RW/NH-33044/10/2003-S&R(R)

Dated 10th November, 2016

To

1. The Principal Secretaries / Secretaries of all States / UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
2. The Engineer-in-Chief and Chief Engineers of Public Works Department of States / UTs dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
3. The Chairman, NHAI, Dwarka, New Delhi.
4. The MD, NHIDCL, New Delhi.

Sub.: Inauguration / Bhoomi Pujan / Foundation Stone Laying / any other ceremony in respect of National Highways / Bridges works.

Sir,

I am directed to refer to this Ministry's letter of even No. dated 16-12-2011 and 16-6-2016 (copy enclosed) on the subject cited above and to say that guidelines issued by DOPT vide their OM dated 1-12-2011 (copy enclosed) regarding observance of proper procedure by the official dealings between the Administration and Members of Parliament and State Legislature may also be kept in view while issuing any invitation for any function organised by the Government. Special attention is drawn to the clarification given in para 5(V) of DOPT OM as under:-

"It is clarified that if a constituency of any Member of Parliament is spread over more than one District, the MP should invariably be invited to all the functions held in any of the Districts which are part of his / her constituency".

2. It is reiterated that the aforesaid instructions may please be followed, both in letter and spirit.

Encl.: As above.


(S.N.DAS)

Director General (RD) & Special Secretary

Copy to:

All the Technical Officers in the Ministry of RT&H
The Secretary General (IRC)
The Director (IA&E)
Technical Circular File of S&R Section
NIC for uploading it of the website of this Ministry

Copy to:

JS (Parliament) with reference to Parliament Section's OM No. H-11011/39/2015-Parl. dated 10-11-2016.

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

176

Parivahan Bhavan,
1, Sansad Marg
New Delhi-110001



No.RW/NH-33044/10/2003-S&R(R)

Dated: 16th December, 2011

To

1. The Principal Secretaries /Secretaries of all States/U.Ts. Public Works Department dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
2. The Engineers-In-Chief and Chief Engineers of Public Works Departments of States/U.Ts dealing with National Highways, other Centrally-Sponsored Schemes and State Schemes.
3. The Chairman, National Highways Authority of India (NHAI), G-5&6, Sector-10, Dwarka, New Delhi-110 075.
4. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.

Sub: Inauguration/ Bhoomi Pujan/ Foundation Stone Laying/ Any other ceremony in respect of National Highway works.

Please refer to this Ministry's letter No.RW/NH-33044/10/2003-S&R(R) dated 13th May 2003 on the subject of inauguration/ Bhoomi Pujan/ Foundation Stone Laying/ Any other ceremony in respect of National Highway works. The instructions have been reviewed to streamline the procedure in respect of National Highway works and accordingly, following consolidated instructions in supersession of earlier circular on the subject are issued.

1. Inauguration/ Bhoomi Pujan/ Foundation Stone Laying/ any other Ceremony for National Highways works:

As the National Highways vest in the Central Government, all ceremonial functions like Inauguration/ Bhoomi Pujan/ Foundation Stone Laying etc. relating to National Highways will be done by the Hon'ble Minister, MoRT&H/ Minister of State, Road Transport & Highways, or a Minister from the Central Government, as decided by the MoRT&H. It is therefore, incumbent on the part of the executing agencies to intimate the Government of India three months in advance about the likely start/ completion of any work for holding Bhoomi Poojan/ Inauguration/ Foundation Stone Laying/ any other ceremony for National Highway Works. For this purpose following procedure shall be followed:

(a) When the Bhoomi Poojan/ Inauguration/ Foundation Stone Laying/ any other ceremony for any other National Highway work is to be held, the State Chief Engineer (NH) will make a report well in advance (copy of the request should be endorsed to Regional Officer/ Engineer Liaison Officer) about it to this Ministry, who will take a decision about the day of the ceremony as well as dignitary who would perform the function.

MS

It in Oct
consider
and fr
view of
ridor),
ort at
vay
to

(b) The Chief Engineer of this Ministry, dealing with the concerned project, will be the 'nodal officer' for finalization of invitation card, programme, plaque and advertisement by the Ministry. He will also coordinate with the State Government/ Chief Engineer regarding the function.

(c) Detailed programme of this function and the advertisement to be issued on such occasion shall be made by the concerned Chief Engineer of the Ministry.

(d) Invitation cards shall be issued on behalf of the Government of India, Ministry of Road Transport & Highways. Formats for invitation card and plaque shall be in accordance with the formats provided in Ministry's letter No. RW/NH/33044/10/2003/S&R(R) dated 13th May, 2003.

(e) Expenditure on such a ceremony should be kept to a minimum level and should not exceed Rs. three lakh. It will include expenditure of a contingent nature like printing of invitations, Plaque, provision of shamianas, refreshments, garlands and photographs etc. Advertisements shall be published through DAVP as per rules. In case of important functions which are attended by the President/ Vice President/ Prime Minister of India and/ or Minister for Road Transport & Highways/ Minister of State, Road Transport & Highways, the expenditure ceiling will be decided by this Ministry on case to case basis. In order to exercise economy in expenditure, such function should, however, be restricted only to important works, such as, widening/ strengthening, four-laning/ expressways, major bridges and bypasses, and the number of invitees should be kept within a reasonable limit.

(f) Due to courtesy in order of protocol shall be ensured in extending the invitations to the dignitaries in the following order:

- (i) Member of Parliament (Lok Sabha) representing the spot where function is being held.
- (ii) Member of Legislative Assembly representing the spot where function is being held.
- (iii) Member of Parliament (Rajya Sabha) representing the spot where function is being held.
- (iv) Other invitees may be decided by MORT&H

3. This may please be brought to the notice of all concerned for strict compliance.

Yours faithfully,

(Trivendra Kumar)

Executive Engineer SR&I (Roads)

for Director General (Road Development) & SS

Copy to:

1. All the Technical officers in the Ministry of Road Transport & Highways
2. All ROs and ELOs
3. The Secretary General, Indian Roads Congress
4. The Director, IAHE
5. Technical Circular File of S&R Section
6. NIC - for office intranet

Handwritten signature and date 14/17

No. NH-15017/17(1)/2016-P&M
Government of India
Ministry of Road Transport & Highways
(P&M zone)

Transport Bhawan
1, Parliament Street
New Delhi dated 16th June, 2016

To

All Secretaries of States/Union Territories, PWDs dealing with National Highways.

Subject:- Inauguration/Bhoomi Pujan Foundation Stone Laying/Any other ceremony in respect of National Highway works.

Please refer to this Ministry's letter No.RW/NH-33044/10/2003-S&R(R) dated 16th December, 2011 on the subject of Inauguration/Bhoomi Pujan/Foundation Stone Laying/Any other ceremony in respect of National Highway works. The matter has been reviewed and following consolidated instructions in supersession of earlier circular on the subject are issued:

Inauguration/Bhoomi Pujan Foundation Stone Laying/Any other ceremony in respect of National Highway works:

As the National Highways vest in the Central Government, all ceremonial functions like Inauguration/Bhoomi Pujan Foundation Stone Laying etc. relating to National Highways will be done by the Hon'ble Minister, MoRT&H/Hon'ble Minister of State, RT&H, or a Minister from the Central Government, as decided by the MoRT&H. It is therefore, incumbent on the part of the executing agencies to intimate the Government of India three months in advance about the likely start/completion of any work for holding Bhoomi Pujan/Inauguration/Foundation Stone Laying/any other ceremony for National Highway Works. For this purpose following procedure shall be followed:-

- (a) When the Bhoomi Pujan/Inauguration/Foundation Stone Laying/any other ceremony for any other National Highway work is to be held, the State Chief Engineer (NH) will make a report well in advance (copy of the request should be endorsed to Regional Officer/Engineer Liaison Officer) about it to this Ministry, who will take a decision about the date of the ceremony as well as dignitary who would perform the function.
- (b) The Chief Engineer of this Ministry, dealing with the concerned project, will be the 'nodal officer' for finalization of invitation card, programme, plaque and advertisement by the Ministry. He will also coordinate with the State Government/Chief Engineer regarding the function.
- (c) Detailed programme of this function and the advertisement to be issued on such occasion shall be made by the concerned Chief Engineer of the Ministry.
- (d) Invitation card shall be issued on behalf of the Government of India, Ministry of Road Transport and Highways. Formats for invitation card and plaque shall be in accordance with the formats provided in Ministry's letter No.RW/NH/3304/10/2003/S&R(R) dated 13th May, 2003.
- (e) Such public functions shall be used as forums for spreading awareness on road safety matter and educating the general public about best practices on road safety, helping accident victims, trauma care facilities, etc. In addition, information on environmental damage mitigation, construction hazard reduction, socio-economic benefit, etc. may be disseminated to increase public awareness, public safety and public cooperation about the development program.

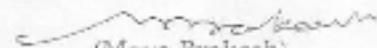
(f) For incurring expenditure for Inauguration/Bhoomi Pujan Foundation Stone Laying/Any other ceremony in respect of National Highway works, the directions issued vide Ministry's circular No. NH-15017/17(2)/2016-P&M dated 16th June, 2016 may be followed.

(g) Due to courtesy in order of protocol shall be ensure in extending the invitations on the dignitaries in the following order:-

- i. Member of Parliament (Lok Sabha) representing the spot where function is being held.
- ii. Member of Legislative Assembly representing the spot where function is being held.
- iii. Member of Parliament (Rajya Sabha) representing the spot where function is being held.
- iv. Other invitees may be decided by MoRT&H.

3. This may please be brought to the notice of all concerned for strict compliance.

Yours faithfully,


(Maya Prakash)
Director (P&B)
Tel. No. 011-23710454

Copy to:-

1. All Technical Officers in the Ministry of Road Transport and Highways
2. All Section Officers in the Ministry of Road Transport and Highways
3. All ROs and ELOs
4. Chairman-NHA1
5. AS&FA
6. MD-NHIDCL
7. JS(H)/JS(T)
8. The Director-IAHE/Secretary General-IRC
9. Technical circular file of S&R Division

Copy also forwarded for information to:-

1. PS to Hon'ble Minister (RT&HS)
2. PS to Hon'ble Minister of State (RTH&S)
3. PPS to Secretary (RT&H)
4. PPS to JS(LAP)

No. 11013/4/2011-Estt. (A)
Government of India
Ministry of Personnel, Public Grievances and Pensions
(Department of Personnel and Training)

North Block, New Delhi.
01st December, 2011

OFFICE MEMORANDUM

Subject: Official dealings between the Administration and Members of Parliament and State Legislatures - Observance of proper procedure.

The Members of Parliament and State Legislatures as the accredited representatives of the people occupy a very important place in our democratic set-up. In connection with their duties, they often find it necessary to seek information from the Ministries/Departments of the Government of India or the State Governments, or make suggestions for their consideration or ask for interviews with the officers. Certain well-recognized principles and conventions to govern the relations between the Members of Parliament/ State Legislatures and Government servants have already been established.

2. Reference is invited to the guidelines concerning the official dealings between Administration and Members of Parliament and State Legislatures which were issued by the Cabinet Secretariat (Department of Personnel and Administrative Reforms, in the O.M. No 25/19/64-Estt. (A) dated 08.11.1974). The importance of adherence to these guidelines was reiterated in the Department of Personnel and Training's O.M. No. 11013/6/2005-Estt. (A) dated 17.08.2007. The provisions of the Central Secretariat Manual of Office Procedure regarding prompt disposal of communications from MPs have also been reiterated by the Department of Administrative Reforms and Public Grievances. The Minister of State for Personnel, Public Grievances and Pensions has also written to all Ministers in this regard vide D.O letter dated 5th May, 2011, requesting that a mechanism may be set up to periodically monitor progress in disposal of references received from Members of Parliament.

3. Some instances of non-adherence to the existing guidelines have been brought to Government's attention by Members of Parliament and a need has been felt for again sensitizing all administrative authorities concerned.

4. The Central Secretariat Manual of Office Procedure provides following instructions for prompt disposal of letters from Members of Parliament:-

Correspondence with Members of Parliament -

- (1) Communications received from a Member of Parliament should be attended to promptly.
- (2) Where a communication is addressed to a Minister or a Secretary to the Government, it should, as far as practicable, be replied to by

the Minister or the Secretary himself as the case may be. Where it is not practicable for the Minister to reply, a reply should normally be issued under the signature of an officer of the rank of Secretary to the Government.

- (3) Where a communication is addressed to the head of an attached or subordinate office, Public Sector Undertakings, Financial Institutions (including nationalized banks) Division/Branch in charge in a Ministry/Department/Organization, it should be replied to by the addressee himself. In such cases, care may be taken to ensure that wherever policy issues are involved, approval of the competent authority is obtained before a reply is sent. It should, however, be ensured that the minimum level at which such replies are sent to Member of Parliament is that of Under Secretary and that also in a polite letter form only.
- (4) Information sought by a Member of Parliament should be supplied unless it is of such a nature that it would have been denied to him, if similar information had been sought in Parliament.
- (5) While corresponding with Members of Parliament, it should be ensured that the letter is legible. Pre-printed or cyclostyled replies should be scrupulously avoided.
- (6) In case a reference from an ex-member of Parliament is addressed to a Minister or Secretary, reply to such reference may be sent by the concerned Divisional Head after obtaining approval of the Secretary of Ministry/Department.

In case the reference is addressed to a lower level officer, reply to such reference could be sent by the officer on his own in non-policy cases and after obtaining approval of the higher authorities in policy cases. Here also, it may be ensured that the minimum level at which a reply is sent is that of an Under Secretary and that too in a polite letter form only.

Prompt response to letters received -

- (1) Each communication received from the Member of Parliament, a member of the public, a recognized association or a public body will be acknowledged within 15 days, followed by a reply within the next 15 days of acknowledgement sent.
- (2) Where a delay is anticipated in sending a final reply, or where the information has to be obtained from another Ministry or another office, an interim reply may be sent within a month (from the date of receipt of the communication) indicating the possible date by which a final reply can be given.
- (3) If any such communication is wrongly addressed to a department, it should be transferred promptly (within a week) to the appropriate department under intimation to the party concerned.

5. The aforesaid guidelines also cover Official dealings between Administration and Members of Parliament/State Legislatures. In this context, attention is also invited to Rule 3(2A) of All India Service (Conduct)

Rule, 1968 and Rule 3-A of Central Civil Service (Conduct) Rules, 1964 which provide as follows:-

Every member of the service shall in the discharge of his duties act in a courteous manner and shall not adopt dilatory tactics in his dealings with the public or otherwise.

The existing instructions are hereby appropriately strengthened to emphasize the basic principles to be borne in mind by the Government servants while interacting with the Members of Parliament and State Legislatures. These are as follows :-

(i) Government servants should show courtesy and consideration to Members of Parliament and State Legislatures;

(ii) while the Government servants should consider carefully or listen patiently to what the Members of Parliament and of the State Legislatures may have to say, the Government servant should always act according to his own best judgment and as per the rules;

(iii) Any deviation from an appointment made with a Member of Parliament/State Legislature must be promptly explained to him to avoid any possible inconvenience. Fresh appointment should be fixed in consultation with him;

(iv) An officer should be meticulously correct and courteous and rise to receive and see off a Member of Parliament/State Legislature visiting him. Arrangements may be made to receive the Members of Parliament when, after taking prior appointment, they visit the officer of the Government of India, State Government or local Government. Arrangements may also be made to permit entry of vehicles of the Members to these Offices subject to security requirements/restrictions;

(v) Members of Parliament of the area should invariably be invited to public functions organized by a Government office. Proper and comfortable seating arrangements at public functions and proper order of seating on the dais should be made for Members keeping in view the fact that they appear above officers of the rank of Secretaries to Government of India in the Warrant of Precedence; The invitation cards and media events, if organized for the function held in the constituency, may include the names of the Members of that constituency who have confirmed participation in these functions.

It is clarified that if a constituency of any Member of Parliament is spread over more than one District, the M.P should invariably be invited to all the functions held in any of the Districts which are part of his/her constituency;

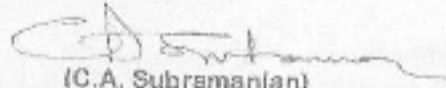
(vi) Where any meeting convened by the Government is to be attended by Members of Parliament, special care should be taken to see that notice is given to them in good time regarding the date, time, venue etc. of the meeting. It should also be ensured that there is no slip in any

matter of detail, however minor it may be. It should especially be ensured that:-

- (a) intimations regarding public meetings/functions are sent through speedier communication devices to the M.Ps, so that they reach them well in time, and
- (b) that receipt of intimation by the M.P is confirmed by the officer/official concerned;
- (vii) Letters from Members of Parliament and Members of State Legislatures must be promptly acknowledged, and a reply sent at an appropriate level expeditiously as per the relevant provisions of the Central Secretariat Manual of Office Procedure;
- (viii) Information or statistics relating to matters of local importance must be furnished to the MPs and MLAs when asked for. The information so supplied should be specific and answer the points raised. A soft copy of the information should also be sent to the Member via e-mail;
- (ix) If the information sought by a Member of Parliament cannot be given and is to be refused, instructions from a higher authority should be taken and the reasons for not furnishing the information should be given in the reply;
- (x) Wherever any letter from a Member of Parliament is in English and the reply is required to be given in Hindi in terms of the Official Languages Act, 1963 and the rules framed there under, an English translation should also be sent along with the reply for the convenience of such Members of Parliament from non Hindi speaking areas;
- (xi) References from the Committees of Parliament must be attended to promptly;
- (xii) The officers should not ignore telephonic messages left for them by the Members of Parliament/State Legislatures in their absence and should try to contact at the earliest the Member of Parliament/State Legislature concerned. These instructions also include SMS and e-mails received on official mobile telephones which also should be replied to promptly and on priority;
- (xiii) All Ministries/Departments may ensure that the powers of Members of Parliament/State Legislatures as Chairpersons/ Members of committees under various Centrally Sponsored/Central Sector government schemes are clearly and adequately defined; and
- (xiv) A Government servant should not approach MPs/MLAs for sponsoring his individual case as bringing or attempting to bring political or non-official or other outside influence is prohibited under the conduct Rules e.g. Rule 18 of the All India Service (Conduct) Rules, 1968 and Rule 20 of the Central Civil Services (Conduct) Rules.

6. All Ministries/Departments are requested to ensure that the above basic principles and instructions are followed by all officials concerned, both in letter and spirit. Violation of the guidelines laid down on this subject will be viewed seriously.

7. Any violation of relevant Conduct Rules in this regard, which violation is established after due enquiry will render the Government servant concerned liable for appropriate punishment as per Rule.



(C.A. Subramanian)

Joint Secretary to the Government of India

To

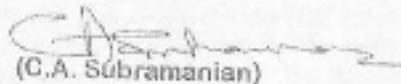
All the Ministries/Departments of Government of India

Copy to:-

1. Presidents Secretariat/ Vice Presidents Secretariat.
2. PMO/Cabinet Secretariat.
3. Comptroller and Auditor General of India.
4. UPSC/SSC/LBSNAA/ISTM/CVC/CIC.
5. Lok Sabha Secretariat/ Rajya Sabha Secretariat.
6. All Officers/Sections in Ministry of Personnel, PG & Pension.
7. NIC, DOPT-please upload this OM on this Department's website.

Copy also to:

Chief Secretaries of all States / UTs with a request to circulate these instructions to all State Government officials at the State/Division and District levels and to periodically review implementation.



(C.A. Subramanian)

Joint Secretary to the Government of India

P.K. Misra

सचिव

Secretary

Tele : 23094848

23092056

Fax : 23094500



सत्यमेव जयते

D.O.No.11013/4/2011-Estt.A

भारत सरकार
कार्मिक और प्रशिक्षण विभाग
कार्मिक, लोक शिकायत तथा पेंशन भंडालय
नॉर्थ ब्लॉक, नई दिल्ली - 110001
GOVERNMENT OF INDIA
DEPARTMENT OF PERSONNEL & TRAINING
MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES
AND PENSIONS
NORTH BLOCK, NEW DELHI - 110001
Website : <http://persmin.gov.in>
9th October, 2012

Dear Chief Secretary,

You would be aware that guidelines concerning official dealings between Administration and Members of Parliament and State Legislatures have been issued by the Ministry of Personnel, Public Grievances and Pensions. However, keeping in view certain instances of occasional non-observance of the above guidelines, the Committee of Privileges of the Lok Sabha recommended consolidation and reiteration of the existing instructions so that all concerned are aware of the same. Accordingly, revised comprehensive guidelines have been issued by this Department vide Office Memorandum No.11013/4/2011-Estt.A dated 1st December, 2011. Copy of this O.M. was also forwarded to the Chief Secretaries of all the States/UTs vide D.O. letter dated 8.12.2011 from my predecessor with the request that these instructions may be circulated to all officials of the State Government for compliance.

2. A copy of the above instructions dated 1st December, 2011 is again enclosed. It is once again requested that these instructions may be circulated to all officials of the State Government for compliance.

3. Some Members of Parliament have brought to the notice of this Department directly or through Lok Sabha / Rajya Sabha Secretariat that District level officials have not been showing them due regard and courtesy. This has also been raised in the recent meeting of the Committee on violation of Protocol Norms and Contemptuous Behaviour of Government Officers with Members of Lok Sabha constituted by the Hon'ble Speaker. It is, therefore, advised that implementation of the above mentioned instructions are to be periodically reiterated and reviewed in the Conference of District Magistrates / Collectors and Superintendent of Police of your States / UTs

4. You may please issue necessary directions to the district level officers and send a copy to this Department for its onward transmission to the Lok Sabha Secretariat, as desired by them.

With regards,

Yours sincerely,

 (P.K. Misra)

(By Name)
Chief Secretaries of all States / UTs
(As per list)

F.No. 11013/2/2012-Estt.A
Government of India
Ministry of Personnel, Public Grievances and Pensions
Department of Personnel & Training
Establishment Division

North Block, New Delhi
Dated November 19th, 2014

Subject: Official dealings between the Administration and Members of Parliament and State legislatures – Observance of proper procedure.

The Members of Parliament and State Legislatures as the accredited representatives of the people occupy a very important place in our democratic set-up. In connection with their duties, they often find it necessary to seek information from the Ministries/ Departments of the Government of India or the state Governments, or make suggestions for their consideration or ask for interviews with the officers.

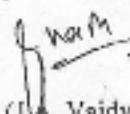
2. The guidelines concerning official dealings between Administration and Members of Parliament and State Legislatures have been issued by the Ministry of Personnel, Public Grievances and Pensions and reiterated from time to time. The provisions of the Central Secretariat Manual of Office Procedure regarding prompt disposal of communications from MPs have also been reiterated from time to time. However, keeping in view the instances of occasional non-observance of the above guidelines, a need was felt by the Committee of Privileges of the Lok Sabha for consolidating and reiterating the existing instructions. Accordingly, revised comprehensive guidelines were issued by this Department vide Office Memorandum No. 11013/4/2011-Estt.(A) dated 1st December 2011 (copy enclosed). A copy of former Secretary (P)'s D.O. No. 11013/4/2011-Estt.(A) dated 9th October, 2012 reiterating the said instructions is also enclosed for ready reference.

3. The Committee on Violation of Protocol Norms and Contemptuous Behaviour of Government Officers with Members of Lok Sabha in Paragraph 63 of its First Report tabled in the Lok Sabha on 06.02.2014 has recommended that this Department may sensitise all civil servants and officials in various Ministries and Departments particularly under them for strict compliance of the instructions relating to official dealings issued in this regard between the Administration and the Members of Parliament.

4. The Committee on Violation of Protocol Norms and Contemptuous Behaviour of Government Officers with Members of Lok Sabha at its first sitting held on 28 October, 2014, also felt that the consolidated instructions/ guidelines issued by the Department of Personnel & Training (DoPT) on 1 December, 2011 on Official Dealing between Administration and Members of Parliament need to be again circulated to all concerned Executive Functionaries.

5. All Ministries/ Departments are requested to ensure that the above basic principles and instructions are followed by all officials concerned, both in letter in spirit. Violation of the guidelines laid down on this subject will be viewed seriously.

6. Chief Secretaries of all States/ UTs are requested to circulate these instructions to all State Government officials at the State/ Division and District levels and to periodically review implementation.


(J.A. Vaidyanathan)
Director (Establishment)

To

1. All Ministries / Departments (as per standard list)
2. Chief Secretaries of all States / UTs (as per standard list)



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Parivahan Bhavan,
1, Sansad Marg
New Delhi-110001

No.RW/NH-33044/10/2003-S&R(R)

Dated: 15th December, 2011

To

1. The Principal Secretaries /Secretaries of all States/U.Ts. Public Works Department dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
2. The Engineers-in-Chief and Chief Engineers of Public Works Departments of States/U.Ts dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
3. The Chairman, National Highways Authority of India (NHAI), G-5&6, Sector 10, Dwarka, New Delhi-110 075.
4. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.

Sub: Inauguration/ Bhoomi Pujan/ Foundation Stone Laying/ Any other ceremony in respect of National Highway works.

Please refer to this Ministry's letter No.RW/NH-33044/10/2003-S&R(R) dated 13th May 2003 on the subject of Inauguration/ Bhoomi Pujan/ Foundation Stone Laying/ Any other ceremony in respect of National Highway works. The instructions have been reviewed to streamline the procedure in respect of National Highway works and accordingly, following consolidated instructions in supersession of earlier circular on the subject are issued.

2. Inauguration/ Bhoomi Pujan/ Foundation Stone Laying/ any other Ceremony for National Highways works:

As the National Highways vest in the Central Government, all ceremonial functions like Inauguration/ Bhoomi Pujan/ Foundation Stone Laying etc. relating to National Highways will be done by the Hon'ble Minister, MoRT&H/ Minister of State, Road Transport & Highways, or a Minister from the Central Government, as decided by the MoRT&H. It is therefore, incumbent on the part of the executing agencies to intimate the Government of India three months in advance about the likely start/ completion of any work for holding Bhoomi Poojan/ Inauguration/ Foundation Stone Laying/ any other ceremony for National Highway Works. For this purpose following procedure shall be followed:

(a) When the Bhoomi Poojan/ Inauguration/ Foundation Stone Laying/ any other ceremony for any other National Highway work is to be held, the State Chief Engineer (NH) will make a report well in advance (copy of the request should be endorsed to Regional Officer/ Engineer Liaison Officer) about it to this Ministry, who will take a decision about the day of the ceremony as well as dignitary who would perform the function.

(b) The Chief Engineer of this Ministry, dealing with the concerned project, will be the 'nodal officer' for finalization of invitation card, programme, plaque and advertisement by the Ministry. He will also coordinate with the State Government/ Chief Engineer regarding the function.

(c) Detailed programme of this function and the advertisement to be issued on such occasion shall be made by the concerned Chief Engineer of the Ministry.

(d) Invitation cards shall be issued on behalf of the Government of India, Ministry of Road Transport & Highways. Formats for invitation card and plaque shall be in accordance with the formats provided in Ministry's letter No. RW/NH/33044/10/2003/S&R(R) dated 13th May, 2003.

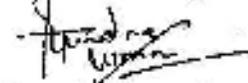
(e) Expenditure on such a ceremony should be kept to a minimum level and should not exceed Rs. three lakh. It will include expenditure of a contingent nature like printing of Invitations, Plaque, provision of shawls, refreshments, garlands and photographs etc. Advertisements shall be published through DAVP as per rules. In case of important functions which are attended by the President/ Vice President/ Prime Minister of India and/ or Minister for Road Transport & Highways/ Minister of State, Road Transport & Highways, the expenditure ceiling will be decided by this Ministry on case to case basis. In order to exercise economy in expenditure, such function should, however, be restricted only to important works, such as, widening/ strengthening, four-laning/ expressways, major bridges and bypasses, and the number of invitees should be kept within a reasonable limit.

(f) Due to courtesy in order of protocol shall be ensured in extending the invitations to the dignitaries in the following order:

- (i) Member of Parliament (Lok Sabha) representing the spot where function is being held.
- (ii) Member of Legislative Assembly representing the spot where function is being held.
- (iii) Member of Parliament (Rajya Sabha) representing the spot where function is being held.
- (iv) Other invitees may be decided by MORI&H

3. This may please be brought to the notice of all concerned for strict compliance.

Yours faithfully,



(Trivendra Kumar)

Executive Engineer SR&T (Roads)
for Director General (Road Development) & SS

Copy to:

1. All the Technical officers in the Ministry of Road Transport & Highways
2. All ROs and ELOs
3. The Secretary General, Indian Roads Congress
4. The Director, IAHE
5. Technical Circular File of S&R Section
6. NIC - for office intranet

No. RW/NH-33044/10/2003-S&R(R)

Dated the 13th May, 2003

To

All Secretaries dealing with Roads of all States and UTs, Engineer-in-Chief/Chief Engineers dealing with National Highways and other Centrally sponsored Road & Bridges Scheme of all States & UTs, Director General (Border Roads), Chairman, National Highways Authority of India.

Subject: Inauguration / Bhoomi Pujan/Foundation Stone Laying/Any other ceremony in respect of National Highway works

Please refer to this Ministry's letter No. RW/NH-11043/1/87-DO I dated 20.04.1990 on the subject of opening/foundation stone laying ceremonies and naming of bridges for works on National Highways. The instructions have been reviewed to streamline the procedure in respect of National Highway works and accordingly, following consolidated instructions in supersession of earlier circular on the subject are issued.

2. Inauguration / Bhoomi Pujan / Foundation Stone Laying / any other Ceremony for National Highways works:

As the National Highways vest in the Central Government, all ceremonial functions like Inauguration / Bhoomi Pujan / Foundation Stone Laying etc. relating to National Highways will be done by the Hon'ble Minister, MoRT&H or a Minister from the Central Government, as decided by the MoRT&H. It is, therefore, incumbent on the part of the executing agencies to intimate the Government of India three months in advance about the likely start/completion of any work for holding Bhoomi Poojan / Inauguration/Foundation Stone Laying/any other ceremony for National Highway Works. For this purpose following procedure shall be followed:

- (a) When the Bhoomi Poojan / Inauguration / Foundation Stone Laying/any other ceremony for any National Highway work is to be held, the State Chief Engineer (NH) will make a report well in advance (copy of the request should be endorsed by Regional Officer / Engineer Liaison Officer) about it to this Ministry, who will take a decision about the day of the ceremony as well as dignitary who would perform the function.
- (b) The Chief Engineer of this Ministry, dealing with the concerned project, will be the 'nodal officer' for finalization of invitation card, programme, plaque and advertisement by the Ministry. He will also coordinate with the State Government/Chief Engineer regarding the function.
- (c) Detailed programme of this function and the advertisement to be issued on such occasion shall be made by the concerned Chief Engineer of the Ministry.
- (d) Invitation cards shall be issued on behalf of the Government of India, Ministry of Road Transport & Highways. Formats for invitation card and plaque are enclosed. No other type of invitation card or plaque shall be permitted.
- (e) Expenditure on such a ceremony should be kept to a minimum level and should not exceed Rs. two lakh. It will include expenditure of a contingent nature like printing of Invitations, Plaque, provision of shamanas, refreshments, garlands and photographs etc. Advertisements shall be published through DAVP as per rules. In case of important functions which are attended by the President/Vice-President /Prime Minister of India and/or Minister for Road Transport & Highways, the expenditure ceiling will be decided by this Ministry on case to case basis. In order to exercise economy in expenditure, such function should, however, be restricted only to important works, such as, widening/strengthening, four-laning/expressways, major bridges and bypasses, and the number of invitees should be kept within a reasonable limit.

191/16

(f) Due courtesy in order of protocol shall be ensured in extending the invitations to the dignitaries in the following order:

- (i) Member of Parliament (Lok Sabha) representing the area where function is being held.
- (ii) Member of Legislative Assembly representing the area where function is being held.
- (iii) Member of Parliament (Rajya Sabha) representing the district where function is being held.
- (iv) Other invitees may be decided by MoU (S&H).

3. This may please be brought to the notice of all concerned for strict compliance.

(Enclosure of Ministry's circular No. RW/NH-33044/10/2003-S&R(R) dated the 13th May, 2003)

Invitation Card

On the occasion of the Inauguration / Bhoomi Pujan / Foundation Stone Laying of (Name of the project) on NH _____ in (Name of the State)

By

Hon'ble _____

**Ministry of Road Transport and Highways
Government of India**

Request the pleasure of your company

On

(Day), the (Date)

Hon'ble _____

will preside

Guests of Honour

Hon'ble _____

Venue & Time

RSVP

Ministry of Road Transport and Highways
Government of India

Public Works Department
State Government of _____

Inauguration / Bhoomi Pujan / Foundation Stone Laying of**(Name of the project)** _____

held on (Day), the (Date)

By

Hon'ble _____

In the presence of

Hon'ble _____

Guest of Honour

Hon'ble _____

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Parivahan Bhawan,
1, Parliament Street,
New Delhi-110001

No.RW/NH-33044/10/2003-S&R(R)

Dated : 2nd June, 2003

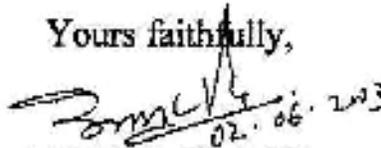
CORRIGENDUM

Subject: **Inauguration/Bhoomi Pujan/Foundation Stone Laying/Any other Ceremony in respect of National Highway works**

Sir,

In continuation of this Ministry's letter of even no. dated 13th May, 2003 on the subject mentioned above and I am to inform you that the enclosures forwarded with the above letter were inadvertently incorrect. A copy of the correct formats for invitation card and plaque are enclosed herewith for your kind information. Inconvenience is regretted.

Yours faithfully,



(AMAR SINGH)

SECTION OFFICER

Encl. : As above

To

1. The Secretaries dealing with roads of all States and U.T's.
2. Engineer-in-Chief/Chief Engineers dealing with National and other Centrally sponsored Road and Bridges Scheme of all States and U.Ts.
3. Director General (Border Roads), Seema Sadak Bhawan, Naraina, New Delhi-110 010.
4. Chairman, National Highway Authority of India, G-5-6 Sector 10, DWARKA, New Delhi-110 045.
5. All Technical Officers in the Ministry
6. All ROs/ELOs (including Mechanical)
7. Secretary, IRC, New Delhi
8. Director, NITHE, Noida

Inauguration / Bhoomi Pujan / Foundation Stone Laying of
(Name of the project) _____

held on (Day), the (Date)

By

Hon'ble _____

In the presence of

Hon'ble _____

Guest of Honour

Hon'ble _____

Logo
Government of India

On the occasion of the Inauguration / Bhoomi Pujan / Foundation Stone Laying
of (Name of the project) on NH _____ In (Name of the State)

By

Hon'ble _____

**Ministry of Road Transport and Highways
Government of India**

Request the pleasure of your company
On
(Day), the (Date)

Hon'ble _____

will preside

Guests of Honour

Hon'ble _____

Venue & Time

RSVP:
Ministry of Road Transport and Highways
Government of India

Public Works Department
State Government of _____

No. RW/NH-33044/10/2003-S&R(R)

Dated the 13th May, 2003

To

The Secretaries dealing with Roads of all States and UTs, Chief Engineers dealing with State Roads other than NHs

Subject: Inauguration/Bhoomi Pujan/Foundation Stone Laying/any other ceremony in respect of Centrally Sponsored Schemes under Inter-State connectivity and Economic Importance

Central Government has been providing grants for improvement of State Roads under Centrally sponsored schemes of Inter-State connectivity and Economic Importance. All ceremonial functions like Inauguration/Bhoomi Pujan/Foundation Stone Laying etc. relating to these centrally sponsored schemes will be done by the Hon'ble Minister, MoRT&H, or a Minister from the Central Government, as decided by the MoRT&H. It is, therefore, incumbent on the part of the executing agencies to intimate the Government of India three months in advance about the likely start/completion of any work for holding functions like Inauguration/Bhoomi Pujan/Foundation Stone Laying/any other ceremony for any work under Centrally Sponsored Schemes of Inter-State connectivity and Economic Importance. For this purpose following procedure shall be followed:

- (a) When the Inauguration/Bhoomi Pujan/Foundation Stone Laying/any other ceremony for any work pertaining to Centrally Sponsored Schemes is to be held, the State Chief Engineer is required to make a request well in advance (copy of the request should be enclosed to Regional Officer/Engineer Liaison Officer) about it to the Ministry, who will take a decision about the day of the ceremony as well as dignitary who would perform the function.
- (b) The Chief Engineer of this Ministry, dealing with the concerned project, will be the nodal officer for finalization of invitation card, programme, plaque and advertisement by the Ministry. He will also coordinate with the State Government/Chief Engineer regarding the function.
- (c) Detailed programme of this function and the advertisement to be issued on such occasion shall be furnished by the State Chief Engineer and get approved from the Ministry.
- (d) Invitation cards shall be issued on behalf of the Government of India, Ministry of Road Transport & Highways and State Government. Formats for invitation cards and plaque are enclosed. No other type of invitation card or plaque shall be permitted.
- (e) Expenditure on such a ceremony should be kept to a minimum level and should not exceed Rs. two lakh. It will include expenditure of a contingent nature like printing of Invitations, Plaque, provision of shawanas, refreshments, garlands and photographs etc. Advertisements shall be got published through DAVP as per rules. In case of important functions which are attended by the President/Vice-President/Prime Minister of India or/for Minister for Road Transport & Highways, the expenditure ceiling will be decided by the Ministry on case to case basis. In order to exercise economy in expenditure, such function should, however, be restricted only to important works, such as, widening/strengthening, four-laning/bypassways, major bridges and by-passes, and the number of invites should be kept within a reasonable limit.
- (f) One courtesy in order of protocol shall be reserved in attending the invitations in the dignitaries in the following order:
 - (i) Member of Parliament (Lok Sabha) representing the area where function is being held.
 - (ii) Member of Legislative Assembly representing the spot where function is being held.
 - (iii) Member of Parliament (Rajya Sabha) representing the district where function is being held.
 - (iv) Guest invites may be decided by MoRT&H.

2. This may please be brought to the notice of all concerned for strict compliance.

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Parvatan Shweta,
1, Parliament
Street,
New Delhi-110001

No. MoRTH-38044/10/2003-S&R (R)

Dated: 13th May, 2003

to

- (i) The Secretaries dealing with Roads of all States and UTs.
- (ii) Chief Engineers dealing with State Roads other than NHs.

Sub: Inauguration / Bhoomi Pujan / Foundation Stone Laying / any other ceremony in respect of Centrally Sponsored Schemes under Inter-State connectivity and Economic Importance.

Sir,

Central Government has been providing grants for improvement of State Roads under Centrally sponsored schemes of Inter-State connectivity and Economic Importance. All ceremonial functions like Inauguration / Bhoomi Pujan/ Foundation Stone Laying etc. relating to these centrally sponsored schemes will be done by the Hon'ble Minister, MoRTH, or a Minister from the Central Government, as decided by the MoRTH. It is, therefore, incumbent on the part of the executing agencies to intimate the Government of India three months in advance about the likely start / completion of any work for holding functions like Inauguration / Bhoomi Pujan / Foundation Stone Laying / any other ceremony for any work under Centrally Sponsored Schemes of Inter-State connectivity and Economic Importance. For this purpose following procedure shall be followed:

- (a) When the Inauguration / Bhoomi Pujan / Foundation Stone Laying / any other ceremony for any work pertaining to Centrally Sponsored Schemes is to be held, the State Chief Engineer is required to make a report well in advance (copy of the request should be endorsed to Regional Officer / Engineer Liaison Officer) about it to the Ministry, who will take a decision about the day of the ceremony as well as dignitary who would perform the function.
- (b) The Chief Engineer of this Ministry, dealing with the concerned project, will be the 'nodal officer' for finalization of invitation card, programme, plaque and advertisement by the Ministry. He will also coordinate with the State Government / Chief Engineer regarding the function.
- (c) Detailed programme of this function and the advertisement to be issued on such occasion shall be furnished by the State Chief Engineer and got approved from the Ministry.
- (d) Invitation cards shall be issued on behalf of the Government of India, Ministry of Road Transport & Highways and State Government. Formats for invitation card and plaque are enclosed. No other type of invitation card or plaque shall be permitted.

- (a) Expenditure on such a ceremony should be kept to a minimum level and should not exceed Rs. two lakh. It will include expenditure of a contingent nature like printing of programmes, Plaque, provision of shawls, refreshments, garlands and photographs etc. Assessments shall be got published through DAVP as per rules. In case of important functions which are attended by the President / Vice-President / Prime Minister of India and / or Minister for Road Transport & Highways, the expenditure ceiling will be decided by this Ministry on case to case basis. In order to exercise economy in expenditure, such function should, however, be restricted only to important works, such as, widening / strengthening, four-laning / expressways, major bridges and bypasses, and the number of invitees should be kept within a reasonable limit.
- (b) Due courtesy in order of protocol shall be ensured in extending the invitations to the dignitaries in the following order:
- (i) Member of Parliament (Lok Sabha) representing the spot where function is being held.
- (ii) Member of Legislative Assembly representing the spot where function is being held.
- (iii) Member of Parliament (Rajya Sabha) representing the district where function is being held.
- (iv) Other invitees may be decided by MoRT&H.

2. This may please be brought to the notice of all concerned for strict compliance.

Yours faithfully,

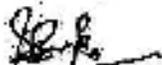

(S.S. Nahar)

Superintending Engineer
for DG(RD)&SS

Encl: ~~2~~

Copy forwarded for information and necessary action to:

1. All Technical Officers in the Ministry.
2. AIRCs and ELOs. (including Mechanical)
3. Secretary, IRC, New Delhi.
4. Director, NITHE, Noida.


(S.S. Nahar)

Superintending Engineer

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Parivahan Bhavan
1, Parliament Street
New Delhi-110 001

No. RW/NH-33044/10/2003-S&R (R)

Dated: 13th May, 2003

To

1. The Secretaries dealing with Roads of all States and UTs.
2. Engineer-In-Chief/Chief Engineers dealing with National Highways and other Centrally sponsored Road & Bridges Scheme of all States & UTs.
3. Director General (Border Roads), Seema Sadak Bhavan, Naraina, New Delhi-110 010.
4. Chairman, National Highway Authority of India, G-5-6 Sector-10, DWARSA, New Delhi-110 045.

Sub: Inauguration / Bhoomi Pujan/Foundation Stone Laying/Any other ceremony in respect of National Highway works.

Sir,

Please refer to this Ministry's letter No.RW/NH-11043/1/87-DO I dated 20.04.1990 on the subject of opening /foundation stone laying ceremonies and naming of bridges for works on National Highways. The instructions have been reviewed to streamline the procedure in respect of National Highway works and accordingly, following consolidated instructions in supersession of earlier circular on the subject are issued:

2. Inauguration / Bhoomi Pujan/ Foundation Stone Laying/ any other Ceremony for National Highways works:

As the National Highways vest in the Central Government, all ceremonial functions like Inauguration / Bhoomi Pujan/ Foundation Stone Laying etc. relating to National Highways will be done by the Hon'ble Minister, MoRT&H, or a Minister from the Central Government, as decided by the MoRT&H. It is, therefore, incumbent on the part of the executing agencies to intimate the Government of India three months in advance about the likely start/completion of any work for holding Bhoomi Poojan / Inauguration /Foundation Stone Laying/ any other ceremony for National Highway Works. For this purpose following procedure shall be followed :

(a) When the Bhoomi Poojan / Inauguration /Foundation Stone Laying/ any other ceremony for any National Highway work is to be held, the State Chief Engineer (NH) will make a report well in advance (copy of the request should be endorsed to Regional Officer/ Engineer Liaison Officer) about it to this Ministry, who will take a decision about the day of the ceremony as well as dignitary who would perform the function.

(b) The Chief Engineer of this Ministry, dealing with the concerned project, will be the 'nodal officer' for finalization of invitation card, programme, plaque, and advertisement by the Ministry. He will also coordinate with the State Government/Chief Engineer regarding the function.

(c) Detailed programme of this function and the advertisement to be issued on such occasion shall be made by the concerned Chief Engineer of the Ministry.

(d) Invitation cards shall be issued on behalf of the Government of India, Ministry of Road Transport & Highways. Formats for invitation card and plaque are enclosed. No other type of invitation card or plaque shall be permitted.

(e) Expenditure on such a ceremony should be kept to a minimum level and should not exceed Rs two lakh. It will include expenditure of a contingent nature like printing of Invitations, Plaque, provision of shamanas, refreshments, garlands and photographs etc. Advertisements shall be published through DAVP as per rules. In case of important functions which are attended by the President / Vice-President / Prime Minister of India and / or Minister for Road Transport & Highways, the expenditure ceiling will be decided by the Ministry on case to case basis. In order to exercise economy in expenditure, such function should, however, be restricted only to important works, such as, widening / strengthening, four laning / expressways, major bridges and bypasses, and the number of invitees should be kept within a reasonable limit.

(f) Due courtesy in order of protocol shall be ensured in extending the invitations to the dignitaries in the following order:

- (i) Member of Parliament(Lok Sabha) representing the spot where function is being held.
- (ii) Member of Legislative Assembly representing the spot where function is being held.
- (iii) Member of Parliament(Rajya Sabha) representing the district where function is being held.
- (iv) Other invitees may be decided by MoRT&H.

3. This may please be brought to the notice of all concerned for strict compliance.

Yours faithfully,


(S. S. Nahar)

Superintending Engineer
For DG(RD) & SS

Encl: As above

Copy for information and necessary action to:

1. All Technical Officers in the Ministry
2. All ROs/ELOs (Including Mechanical)
3. Secretary, IRC, New Delhi
4. Director, NITHE, Noida


(S. S. Nahar)

Superintending Engineer

Logo
Government of India

On the occasion of the Inauguration / Bhoomi Pujan / Foundation Stone Laying
of (Name of the project) on NH _____ in (Name of the State)

By

Hon'ble _____

Ministry of Road Transport and Highways
Government of India

Request the pleasure of your company

On

~~at~~ (Day), the (Date)

Hon'ble _____

will preside

Guests of Honour

Hon'ble _____

Venue & Time

RSVP:

Ministry of Road Transport and Highways
Government of India

Public Works Department
State Government of _____

APPENDIX-V

Projects funded on Viability Gap
Funding Mode

Sr. No.	State	State Project	Length (km)	Sanction Cost (Rs. crore)	Sanction Date	Date of Commencement	Length completed (km)	Physical Progress (%)
1	Rajasthan	Beawar-Gomti section of NH-8	118.81	195.00			Project Completed	
2	Rajasthan	Ajmer-Nagaur section of NH-89 (2L+PS)	148.25	377.15			Project Completed	
3	Rajasthan	Bikaner-Suratgarh (2L+PS) of NH-15	172.38	501.08	02-03-2009		164.76	90.37
4	Rajasthan	Chittorgarh-Neemach (4L) of NH-79 & Nimbahara Pratapgarh (2L+PS) of NH-113	117.00	511.21	30-10-2012		109.00	95.00
5	Rajasthan	Nagaur-Bikaner of NH-89(2L+PS)	108.26	378.07	09-01-2012		68.26	28.87
6	Rajasthan	Sikar-Bikaner of NH-11 (2L+PS)	237.58	650.84			Project Completed	
7	Rajasthan	Jodhpur-Pali of NH-65 (4L)	70.00	332.70			Project Completed	
8	Rajasthan	Nagaur bypass to Netra village section of NH-65 (km 180+500 to 267+500)	87.00	301.97	14-10-2014	21-01-2015		Completed
9	Rajasthan	Netra village to Mandore section of NH-65 (km 267+500 to 296+050)	28.42	379.61	13-10-2014	21-01-2015		Completed
10	Rajasthan	Northern Kota bypass (2L+PS) Part-I	10.30	78.57	13-06-2013	25-06-2015	8.70	81.4
11	Rajasthan	Northern Kota bypass (2L+PS) Part-II	4.65	96.61	13-06-2013	25-06-2015		Completed
12	Rajasthan	Suratgarh to Sriganganagar section of NH-15 km 173/0 to 249/200	78.10	523.47	29-12-2014	30-03-2015		Completed
13	Rajasthan	Nagaur bypass on NH-65 (km 166+260 to 180+500)	19.23	155.76	01-03-2016	07-09-2016	16.00	83.22
14	Madhya Pradesh	Bela(Rewa)-MP/UP Border (4L) of NH-7	89.30	670.82			Project Completed	
15	Madhya Pradesh	Bhopal-Biora (4L) of NH-12 in MP (Lalghati Square (Km. 315.73) to Mubarakpur (Km. 324.00) of NH-12 / (Mubarakpur (Km. 324.000) to Biora (KM. 423.000) of NH-12 [Bhopal-Biaora Pkg II])	105.60	704.26	31-08-2017	19-01-2018	97.33	71.00
16	Madhya Pradesh	Mangawa-MP/UP Border section of NH-27 (4L)	52.07	381.86	17-01-2012		52.07	99.90
17	Madhya Pradesh	Satana-Bela section of NH-75(4L)	48.04	320.48	17-11-2017		31.62	63.80
18	Madhya Pradesh	Sidhi to Singrauli section of NH-75E (4L)	102.60	871.15	10-08-2011		72.68	70.80
19	Maharashtra	Nasik-Sinner of NH-50 (4L)	25.31	312.96			Project Completed	
20	Madhya Pradesh	Rewa to Sidhi section of NH-75E - km 2/800 to 33/200 and km 55/400 to 83/400	57.80	434.87	09-12-2014	20-01-2015		Completed
		Total	1,680.7	8,178.44			1,507.84	

APPENDIX-VI

aaaaaaaaaa

No. RW/NH-24036/27/2010-PPP
Government of India
Ministry of Road Transport & Highways
(EAP) Zone
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 25.04.2018

To

1. The Chairman, National Highways Authority of India (NHAI), G-5&6, Sector-10, Dwarka, New Delhi-110 075.
2. The Managing Director, National Highway Infrastructure Development Corporation Ltd., 3rd floor, PTI Building, Parliament Street, New Delhi-110 001
3. The Principal Secretaries/Secretaries of all States/UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes & State Schemes.
4. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110010
5. The Engineers-in-Chief and Chief Engineers of all States/UTs Public Works Department dealing with National Highways, other Centrally Sponsored Schemes & State Schemes.

Subject: Revision of Normative Cost Norms for the National Highways - Reg.
Reference: (i) Circular No. RW/NH-24036/27/2010-PPP dated 10.08.2016.

Sir,

The issue of cost-estimates of National Highways has been coming up at various fora. Historically, a reference is made to the costing norms as considered by the B.K. Chaturvedi Committee in the then Planning Commission. It has been observed that the said costing norms, as adopted by the BKC Committee, were actually based on the data provided by the NHAI at that time. The same have been updated by Ministry of Road Transport & Highways from time to time.

2. The existing Normative Costs are for three categories of roads i.e. (a) 2-lane with paved shoulders, (b) 4-lane, and (c) 6-lane irrespective of the terrain i.e. plain terrain/ hilly terrain where the project road is to be developed/ constructed. The concerned project executing agencies have been presenting their proposals with justifications of road components like number of structures, additional earthwork/ cutting in hilly terrain, stabilisation of slopes, prevailing schedule of rates etc. However, the existing norms do not cover the entire gamut of activities. As a result, there is no proper format to justify the project costs.

3. Keeping in view the above factors and the need to bring some uniformity for the entire country for justification of project costs, this Ministry constituted a Committee



comprising of all stakeholders viz. NHAI, NHIDCL and the concerned project zones of the Ministry dealing with the construction of National Highways projects to prepare the Normative Cost Norms for various road components. Based on the Committee's report and various representations during discussions in the Senior Officer's Meeting chaired by Secretary (RT&H), the Normative Cost Norms have been reviewed and revised. Accordingly, the cost norms have been finalised as contained in this circular in supersession to Circular No. RW/NH-24036/27/2010-PPP dated 10.08.2016 through which the cost norms were updated up to the Financial Year 2016-17.

4. Assumptions:

Various assumptions have been taken in order to calculate the Normative costs for the road projects which are as follows:

4.1	Road Portions: The road works have been classified into 16 categories as detailed in Table-1 of this circular.	
(i)	Average Embankment height (excl. pavement crust)	1.0 m.
(a)	Designed Traffic for 2 lane with paved shoulders	40 MSA
(b)	Designed Traffic for 4 lane	80 MSA
(c)	Designed Traffic for 6 lane	100 MSA
(d)	Designed Traffic for 8 lane	100 MSA
(ii)	CBR	6%
(iii)	Crust Composition with Flexible Pavement	
A.	Bituminous Concrete:	
(a)	Up to 2-lane +Paved shoulder	40 mm
(b)	4- lane/ 6-lane/ 8-Lane	50 mm
B.	Dense Bituminous Concrete (DBM)	
(a)	Up to 2-lane +Paved shoulder	90 mm
(b)	4- lane/ 6-lane/ 8-Lane	115 mm
C.	Wet Mix Macadam	250 mm
D.	Granular Sub-base	200 mm
E.	Sub-grade	500 mm
(iv)	Crust Composition with Rigid Pavement	
(a)	Pavement Quality Concrete (PQC)	300 mm
(b)	Dry Lean Concrete (DLC)	150 mm
(c)	Granular Sub-Base	150 mm
(d)	Sub-grade	500 mm
4.2	Bridge Portions	
(i)	Type of Foundation	Pile Foundation with Steel Liner (Depth-15 m.)
(ii)	Super Structure	Pre-Stressed Girder type
(iii)	Width of carriageway	As per relevant IRC Manual
4.3	Pipe Culverts	
(i)	Minimum Earth cushion	600 mm
(ii)	No. of Rows	One row
(iii)	Internal Diameter of Pipe	1200 mm
(iv)	Type of Hume Pipe	NP 4
(v)	Width of carriageway	As per relevant IRC Manual
4.4	Box Culverts	

(i)	Earth Cushion	300 mm
(ii)	Size of Box	One Cell of 2.0 m x 2.0 m
(iii)	Width of carriageway	As per relevant IRC Manual
4.5	Elevated Structures like Flyovers/ VUPs/ PUPs	
4.5.1	Flyover/ VUP (Standard)	
(i)	Type of Foundation	Pile Foundation with Steel Liner (Depth-15 m.)
(ii)	Type of Abutment/Pier	Circular (Single Pier Type)
(iii)	Vertical Clearance	5.50 m
(iv)	Span Arrangement	70m + 20 m+10 m (10 m.)
(v)	Super Structure	Pre- Stressed Girder type
(vi)	Width of carriageway	As per relevant IRC Manual
4.5.2	VUP (Low Height) known as VUP-L	
(i)	Type of Foundation	Pile Foundation with Steel Liner (Depth-15 m.)
(ii)	Type of Abutment/ Pier	Circular (Single Pier Type)
(iii)	Vertical Clearance	4.00 m
(iv)	Span Arrangement (with 2.5 m wide raised Pedestrian path on one side with partition railing and 0.5 m protection on the other side)	12 m
(v)	Super Structure	Pre- Stressed Girder type
(vi)	Width of carriageway	As per relevant IRC Manual
4.5.3	Pedestrian Underpass	
(i)	Type of Foundation	Open Foundation (Box type)
(ii)	Box Size	6 x 2.5 mtrs.
(iii)	Vertical Clearance (Note: It has to be ensured that the finished floor level of the PUP is 6" above the adjoining ground level)	2.5 m
(iv)	Span Arrangement	8.0 m
(v)	Width of carriageway	As per relevant IRC Manual
4.5.4	Slope Protection Works	
(i)	For Plain Terrain	
(ii)	Type of Slope Protection (retaining wall)	With PCC: M-15
(iii)	Height	3.0 mtr.
(iv)	For Hilly Terrain	
(v)	Type of Slope Protection (retaining and/ or breast wall)	With PCC: M-15
(vi)	Height	3.0 mtr.
4.5.5	Service Slip Road	
A.	With Flexible Pavement	
(i)	Width of carriageway	5.5 m/ 7.5m/ 10 m.
(ii)	Designed Traffic	40 MSA
(iii)	Embankment height	1.0 m.
(iv)	CBR of soil	8%
(v)	Crust Composition	
(vi)	Bituminous Concrete	40 mm
(vii)	Dense Bituminous Macadam	90 mm
(viii)	Wet Mix Macadam	250 mm
(ix)	Granular sub-base	200 mm
(x)	Sub-grade	500 mm
B.	With Rigid Pavement	

(i)	Width of carriageway	5.5 m/ 7.5m/ 10 m.
(ii)	Embankment height	1.0 m.
(iii)	CBR of soil	0%
(iv)	Crust Composition	
(v)	PDC	300 mm
(vi)	DLC	150 mm
(vii)	Granular Sub-base	150 mm
(viii)	Sub-grade	500 mm
4.5.6	Hill Cutting	
(i)	15 m height of 200 m for 2 lane and 1km length for new construction/ 4 lane alignment	
4.5.7	Boundary Wall	
(i)	Boundary wall along the ROW, except at ingress and egress points, shall be constructed as per enclosed Typical cross section	

5. The proposed Normative Cost Norms are excluding the provisions of various miscellaneous items such as Toll Plaza, Road and Traffic signage, Wayside amenities, ambulance, crane and other project facilities. Cost of these items may be worked out as per site requirements in each case or lump-sum provision @ 5% of Total Project Cost (excluding the cost of these items and Land Acquisition) may be added to arrive at the normative costs.

Sr. No.	Description of Works	Unit	Amount – Rs. In Crore					
			For Embankment in Plain Terrain			For Embankment in Hilly Terrain		
			1 m.	1.50 m	2.0 m	1 m.	1.50 m	2.0 m
A. Flexible Pavements								
1.	Widening to 2 lane + Paved Shoulder	km	3.19	3.38	3.59	6.25	6.5	6.73
2.	Widening the Existing 2 Lane to 4 Lane	km	5.58	6.02	7.29	14.42	14.72	15.04
3.	Widening the Existing 4 Lane to 6 Lane	km	4.89	5.08	5.28	N.A.	N.A.	N.A.
4.	Widening the existing 4 lane to 8 lane	km	8.58	6.84	7.11	N.A.	N.A.	N.A.
5.	Widening the existing 6 lane to 8 lane	km	5.7	5.89	6.38	N.A.	N.A.	N.A.
6.	Greenfield Alignment- 2 Lane	km	3.24	3.46	3.71	9.6	9.84	10.11
7.	Greenfield Alignment- 4 Lane	km	5.64	6.18	6.66	19	20	20
8.	Greenfield Alignment- 6 Lane	km	7.75	8.17	8.61	N.A.	N.A.	N.A.
9.	Greenfield Alignment- 8 lane	km	9.2	9.67	10.17	N.A.	N.A.	N.A.
B. Rigid Pavements								
1.	Widening the Existing 4 Lane to 6 Lane	km	3.52	3.76	4.03	N.A.	N.A.	N.A.
2.	Widening the existing 4 lane to 8 lane	km	5.25	5.6	5.92	N.A.	N.A.	N.A.

Table-1								
Normative Cost Norms								
Amount - Rs. (in Crore)								
Sr. No.	Description of Works	Unit	For Embankment In Plain Terrain			For Embankment in Hilly Terrain		
			1 m.	1.50 m	2.0 m	1 m	1.50 m	2.0 m
3.	Widening the existing 6 lane to 8 lane	km.	3.13	3.37	3.62	N.A.	N.A.	N.A.
4.	Greenfield Alignment- 2 Lane + Paved Shoulder	km	4.03	4.26	4.5	N.A.	N.A.	N.A.
5.	Greenfield Alignment- 4 Lane	km	6.56	6.92	7.29	N.A.	N.A.	N.A.
6.	Greenfield Alignment- 6 Lane	km	8.97	9.26	9.65	N.A.	N.A.	N.A.
7.	Greenfield Alignment- 8 Lane	km.	10.48	10.67	11.28	N.A.	N.A.	N.A.

Table: 2		
Normative cost norms per running km for Roads for Hilly terrain (Rs. in Cr.)		
A	With Flexible pavement	
1	Widening to 2 Lane + Paved Shoulder (Flexible Pavement)	6.29
2	Widening the Existing 2 Lane to 4 Lane (Flexible Pavement)	14.42
3	Greenfield Alignment 2 Lane + Paved Shoulder (Flexible Pavement)	9.60
4	Greenfield Alignment 4 Lane (Flexible Pavement)	19.93

Table: 3		
A.	Normative cost norms per running km for Service Roads for Plain terrain (Rs. in Cr.)	
1	With flexible pavement (5.50 mtrs carriageway)	Rs. 1.80 cr
2	With flexible pavement (7.00 mtrs carriageway)	Rs. 2.26 cr
3	With flexible pavement (10.00 mtrs carriageway)	Rs. 2.96 cr
4	With rigid pavement (5.50 mtrs carriageway)	Rs. 2.51 cr
5	With rigid pavement (7.00 mtrs carriageway)	Rs. 3.17 cr
6	With rigid pavement (10 mtrs carriageway)	Rs. 4.03 cr
B.	Normative cost norms per running km for Service Roads for Hilly terrain (Rs. in Cr.)	
1.	With flexible pavement (5.50 mtrs carriageway)	Rs. 2.49 cr
2.	With rigid pavement (5.50 mtrs carriageway)	Rs. 6.08 cr

Table: 4									
Normative Costs for Structures (Flyovers/ VUPs/ PUPs) [Rs. in Cr.]									
Sr. No.	Description of Work	Plain Terrain				Hilly Terrain			
		Bridge Proper Cost (per sq.m.)	Bridge proper Total cost	Approach (in Rs.)	Total cost (Bridge+ Approach)	Bridge Proper Cost (per sq.m.)	Bridge proper Total cost	Approach (in Rs.)	Total cost (Bridge+ Approach)
1.	Flyover VUP(S), Span arrangement - 10+20+10 m ; Vertical Approach - 5.50 m								
1.1	For 2-lane+ Paved shoulders	0.003	1.70	8.48	10.18	0.004	2.37	10.14	12.51
1.2	For 4-lane carriageway	0.003	2.98	12.15	15.13	0.004	4.16	15.53	19.69
1.3	For 6-lane carriageway	0.003	3.59	13.50	17.19	0.004		N.A.	
1.4	For 8-lane carriageway	0.003	4.62	16.02	20.64	0.004		N.A.	
2.	VUP(L), Span Arrangement - 1x12 m., Vertical Clearance - 4.0 m.								
2.1	For 2-lane+ Paved shoulders	0.003	0.45	6.22	6.67	0.004	0.61	7.62	8.53
2.2	For 4-lane carriageway	0.003	0.79	6.55	7.34	0.004	1.07	11.41	12.48
2.3	For 6-lane carriageway	0.003	0.95	6.57	7.52	0.004		N.A.	
2.4	For 8-lane carriageway	0.003	1.22	11.30	12.52	0.004		N.A.	
3.	Pedestrian Underpass (PUP), Span Arrangement - 2.5x6 m.								
3.1	For 2-lane+ Paved shoulders	0.004	0.31	4.23	4.54	0.004	0.37	5.52	5.89
3.2	For 4-lane carriageway	0.004	0.53	5.72	6.25	0.004	0.65	7.84	8.49
3.3	For 6-lane carriageway	0.004	0.64	3.57	4.21	0.004		N.A.	
3.4	For 8-lane carriageway	0.004	0.83	7.46	8.29	0.004		N.A.	
	(*Costs for VUP/PUP are as per attached drawings)								

Table: 5				
Normative Cost norms for / Bridges/ Protection Works				
Sr. No.	Description of Works	Unit	Amount in Rs. Cr.	
			Average cost for plain terrain	Average cost for hilly terrain
1.	Bridge Proper	Per sq. m.	0.0032	1.0082
2.	Slope Protection works			
	(a) Breast Wall			
	(i) PCC type	Per mtr.	0.0037	0.0037
	(b) Retaining wall			
	(i) PCC type	Per mtr.	0.0024	0.0024
3.	Boundary wall (PCC-1:2:4)		0.0018	0.0018
	*Typical cross section of Boundary wall is enclosed			

6. The centages involved depending on the mode of execution of the work i.e. EPC, BOT and Hybrid Annullty, are notified by the Ministry of Road Transport & Highways from time to time and the costs of these centages may be added to the normative civil costs to arrive the total project cost based on Normative cost norms.
7. The normative costs derived on the basis of this Circular should only be used for comparison during Appraisal and Approval of the projects and should not be used for preparation of estimates. These Normative Costs shall be applicable from April 01, 2018 and until further updation as deemed necessary.
8. The Finished Road Level (FRL) of the crossing road under the VUP/ PUP/ Flyover shall be atleast 150 mm above the FRL of the slip road/ crossing road.
9. This issues with concurrence of Finance Wing vide their U.O. No. 2344 TF-II dated 03.01.2018 and approval of Minister (RT&H).
10. Contents of this circular may be brought to the notice of all the concerned for immediate compliance.

Yours faithfully,



(Khushal Chand)
Superintending Engineer (EAP)

Copy to:

1. All Technical Officers at the Headquarters
2. Secretary General, Indian Roads Congress
3. Director, IAHE, NDIDA
4. All ROs and ELOs of MoRT&H.
5. PPS to Secretary (RT&H), PPS to DC(RD) & SS, PS to AS&FA, PS to ADG -I/II/III/IV/V.
6. NIC- with the request to upload on the Ministry's portal.

Copy for information to:

VUP(s) / Piyover

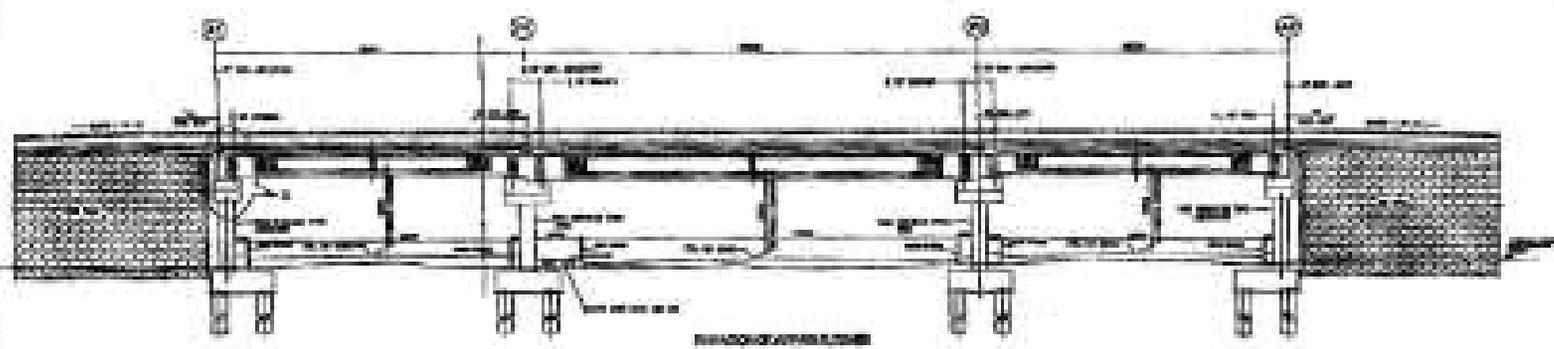
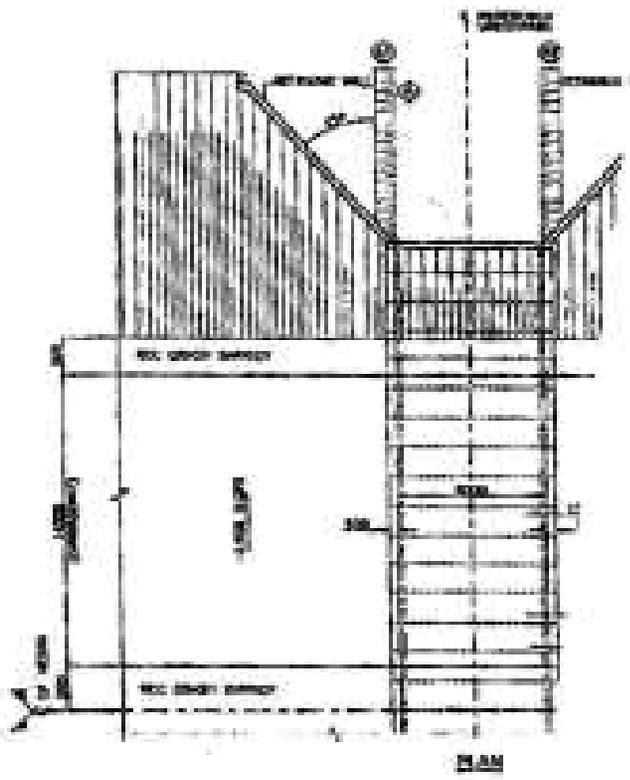
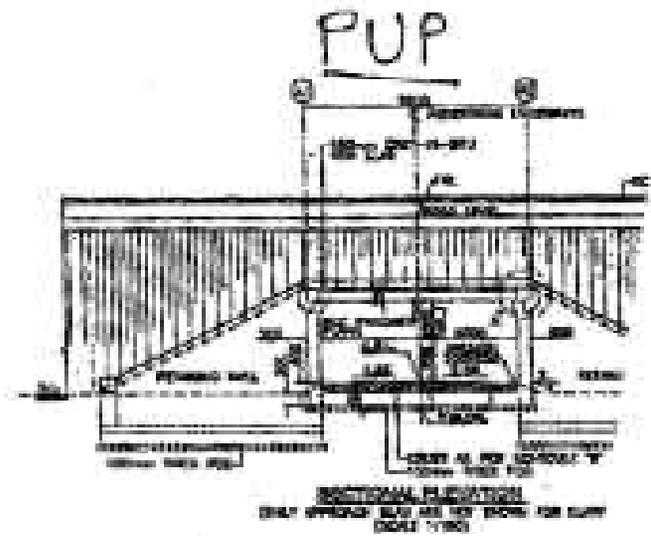


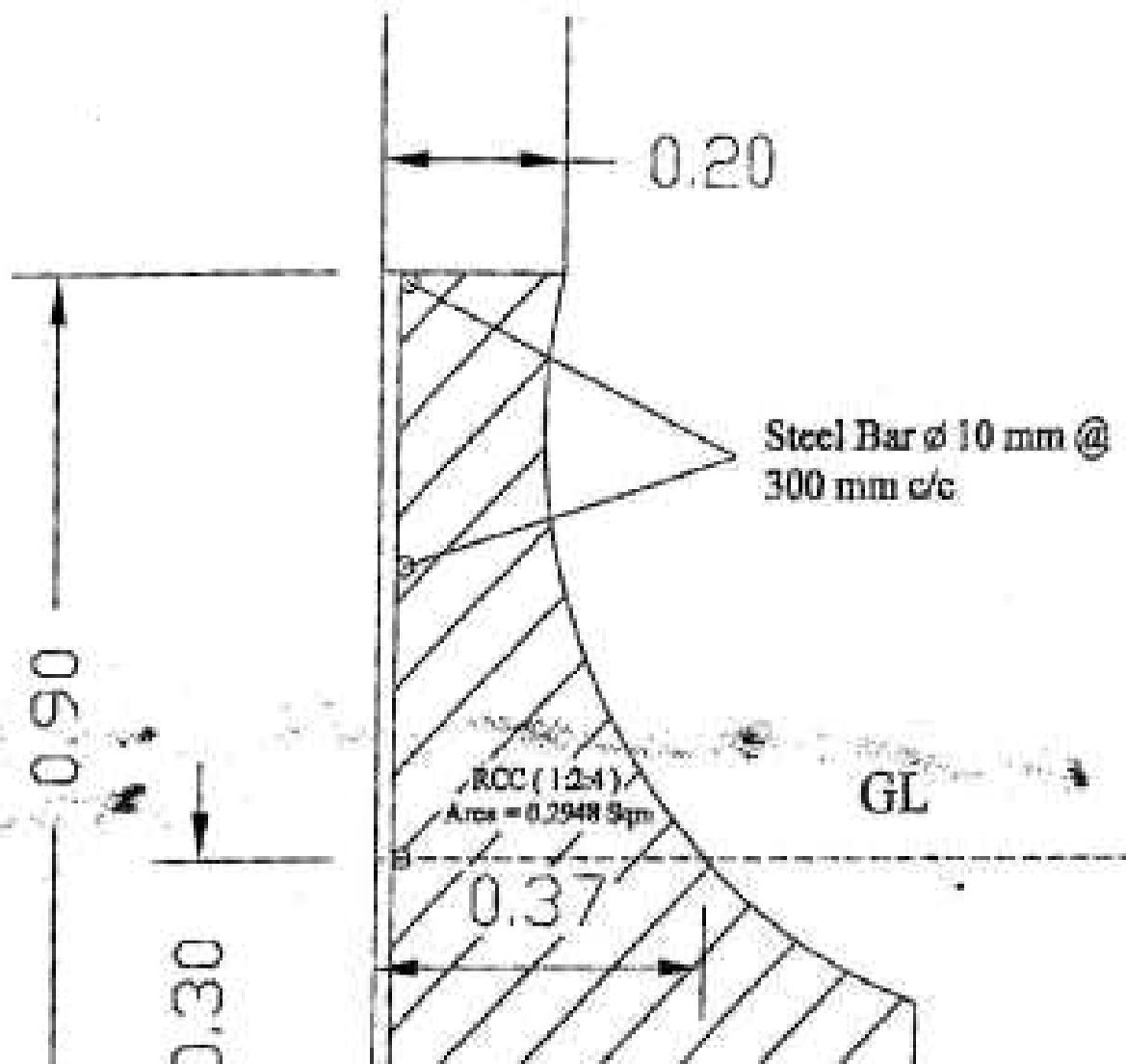
Fig. 9





Page 10

[Handwritten signature]



State-wise details of per km construction cost of approved projects for development of NHs in Bharatmala Pariyojana

State	Awarded Projects					Appraised Projects					Awarded and Appraised Projects Total				
	Length (km)	Civil Cost and Centages (INR Cr.)	Civil Cost per km (INR Cr. per km)	Total Capital Cost (INR Cr.)	Total Capital Cost (INR Cr. per km)	Length (km)	Civil Cost and Centages (INR Cr.)	Civil Cost per km (INR Cr. per km)	Total Capital Cost (INR Cr.)	Total Capital Cost (INR Cr. per km)	Length (km)	Civil Cost and Centages (INR Cr.)	Civil Cost per km (INR Cr. per km)	Total Capital Cost (INR Cr.)	Total Capital Cost (INR Cr. per km)
Andhra Pradesh	479	10,252	21.4	12,187	25.4	27	576	21.0	598	21.8	506	10,827	21.4	12,785	25.2
Assam	82	1,505	18.3	2,326	28.3						82	1,505	18.3	2,326	28.3
Bihar	296	2,849	9.6	3,518	11.9	49	1,345	27.5	1,786	36.5	345	4,194	12.2	5,304	15.4
Chhattisgarh	53	1,140	21.4	1,589	29.8						53	1,140	21.4	1,589	29.8
Delhi	41	6,517	159.0	7,958	194.1						41	6,517	159.0	7,958	194.1
Gujarat	387	13,106	33.9	16,108	41.6						387	13,106	33.9	16,108	41.6
Haryana	433	12,798	29.6	19,032	44.0	129	2,713	21.1	3,893	30.3	561	15,511	27.6	22,925	40.8
Himachal Pradesh	23	688	29.9	1,013	44.0						23	688	29.9	1,013	44.0
Jammu & Kashmir	100	2,828	28.3	3,852	38.5						100	2,828	28.3	3,852	38.5
Jharkhand	343	4,693	13.7	6,531	19.0						343	4,693	13.7	6,531	19.0
Karnataka	634	13,058	20.6	16,843	26.6						634	13,058	20.6	16,843	26.6
Kerala	51	3,072	60.0	3,386	66.1						51	3,072	60.0	3,386	66.1
Madhya Pradesh	531	10,629	20.0	12,163	22.9	224	5,880	26.3	7,408	33.1	755	16,510	21.9	19,571	25.9
Maharashtra	664	12,320	18.6	17,070	25.7	128	3,401	26.6	4,366	34.1	792	15,722	19.8	21,437	27.1
Odisha	716	10,166	14.2	11,101	15.5						716	10,166	14.2	11,101	15.5
Punjab	120	637	5.3	724	6.0	38	411	10.8	454	11.9	158	1,049	6.6	1,178	7.4
Rajasthan	1,403	15,784	11.3	19,451	13.9	232	4,348	18.7	5,095	21.9	1,635	20,132	12.3	24,546	15.0
Tamil Nadu	920	16,173	17.6	20,484	22.3	134	2,542	19.0	3,961	29.6	1,054	18,715	17.8	24,445	23.2
Telangana	261	4,799	18.4	6,208	23.8						261	4,799	18.4	6,208	23.8
Uttar Pradesh	925	15,958	17.3	27,423	29.7	79	1,993	25.3	2,874	36.5	1,003	17,951	17.9	30,298	30.2
West Bengal	170	3,917	23.1	5,683	33.5						170	3,917	23.1	5,683	33.5
Grand Total	8,632	1,62,890	18.9	2,14,650	24.9	1,040	23,209	22.3	30,436	29.3	9,672	1,86,099	19.2	2,45,086	25.3

No. NH-15017/21/2018 - P&M
Government of India
Ministry of Road Transport & Highways
(Planning Zone)
Transport Bhawan, 1, Parliament Street, New Delhi - 110001

new Expressways, take up roads for inter-connectivity, apart from construction of ring roads/ bypasses around 28 major towns to remove the congestion and choke points. The ultimate intended objective is to construct major road corridors with improved geometry, which reduce travel time and costs, and help in faster movement of people and goods with attendant road safety parameters.

4. The lower categories of existing roads contain several inherent deficiencies especially in conformance to design standards, alignment/ geometry, land width etc. which at times also become road safety hazards and which are not addressed before declaration of these roads as National Highways. Up-gradation of the existing road arteries to National Highways has been found to be sub-optimal in many cases due to the following factors:

- (i) Existing roads have been developed with greater focus on connecting the en-route towns and places, which is often seen to be compromising on the road geometry and leading to longer distance between the major origin-destination points. A majority of these roads follow serpentine alignments as compared to crow-flight alignments;
- (ii) Expansion of an existing road necessarily involves: (a) acquisition of additional land for the required Right of Way (RoW), (b) shifting of utilities, and (c) felling of trees along the existing alignment. Further, as road arteries are considered to create huge value to the land abutting the road and the adjoining areas, the land situated along/ abutting any existing road artery (including a rural road) costs at least twice as much as the land under a greenfield alignment would do;
- (iii) Serious constraints have been faced in acquisition of land for widening of an existing road especially in areas where habitations/ commercial activities

- (vi) Further, in the same vein, widening of the existing roads require felling of trees, requiring forest related approvals and associated costs in terms of payment of NPV and felling charges apart from damage to the existing green cover and the time taken in completion of these processes.

5. As such, the determination of proper alignment of a NH project has become very critical. While selecting the route/ alignment of the National Highways, various factors are to be considered such as the cost of land, cost of building/ establishment, cost of shifting of utilities, construction cost of the road, cost of the safety features, transportation cost/ road user cost, maintenance cost etc. In such a situation, there is every likelihood of achieving a better alternative in the form of a green-field alignment, a few km away, to the left/ right or north/south of the existing alignment. A few test cases have shown that most of these challenges are effectively met if we take up construction of green-field NH arteries, especially where the traffic volumes justify up-gradation of a two-lane road to higher configurations, which offer the following advantages:

- (i) Typically, the available RoW in an existing 2-lane road varies between 12 mtrs to 24 mtrs maximum. As per the NH norms for a 4/6/8 lane Highway, we require a minimum RoW of 60 mtrs. (the norm for an Expressway is 90 mtrs.). It has been found that it is eminently feasible to acquire a RoW of 60 to 70 mtrs for the green-field in the same cost as involved in expansion of an existing road, especially when we take into account the associated costs and time taken in utility shifting, tree-felling, additional compensation for demolition of structures coming in the expanded RoW;
- (ii) A green-field Highway with a RoW of 60 to 70 mtrs. would cater to the traffic-flows and up-gradation of such Highway up to 8-lanes, along with service roads, wherever required (say, it gives a long term perspective of about next 30 to 40 years);
- (iii) Offers the choice of a near-perfect (crow-flight) road geometry, with reduced distance and savings on travel-time and fuel costs. The towns situated in close vicinity to such alignments can always be connected to the Highway with spurs;
- (iv) The land acquisition is faster, with minimal resistance and cost-effective;
- (v) It opens up the potential for development of new areas and wealth creation for the less developed areas.

6. It has also been observed that in case National Highways are developed along the existing roads alignments, the problems of traffic hazards are not substantially resolved especially in the city/ town area, which may lead to delays and congestion costs also. In case of green-field alignment, it becomes feasible to avoid such delays and congestions. As such, in carrying out the cost-benefit analysis of both the options, factors such as environmental and social impact may also be considered besides carrying out cost comparison towards delays and congestion removal.

7. Accordingly, the Consultants involved in preparation of DPRs for development of National Highways, especially where it is proposed to upgrade an existing two-lane Highway to a higher configuration of 4/6/8 lane, and where Notification under Section 3D of the NH Act, 1956 has not yet been issued, shall necessarily carry out a comparative cost-benefit analysis while recommending the route/ alignment of highway development along the existing alignment, with the alternate option of a green-field alignment, which is a few kms away from the existing alignment. While carrying out the cost benefit analysis of both the options, the following factors shall be considered:

- (i) Extant of land acquisition and the associated costs;
- (ii) Number of structures required to be acquired along their extant and costs.
- (iii) The quantum of utilities and costs required for their shifting.
- (iv) The extent of tree-felling and the associated cost & time for obtaining the requisite permissions.

8. Keeping the aforesaid in view, agencies executing the NH projects on behalf on MoRTH, are hereby advised to:

- (i) Require their DPR consultants for each project (especially wherein it is envisaged to be upgraded to 4-lane and above configurations and in respect of which Notification under Section 3D has not been issued), to examine the feasibility of development of a green-field NH in each case;
- (ii) While examining the feasibility of a green-field alignment between the origin and destination points, it should, as far as possible, follow a crow-flight route alignment with a little distance from the existing habitations/ towns and identify the towns that need to be connected through spurs.
- (iii) Clearly bring out in its report the advantages in terms of reduction in length/ distance, geometric improvements and other advantages along with the cost-benefit analysis so as to enable the competent authority to take considered decisions in this behalf.

9. Approach to development of NH along a Green-field alignment:

In case the green-field alignment option works out to be a preferred option, then -

- (i) The entire ROW (60m-70m) may be acquired for a maximum capacity of 8 lane main carriage-way with provision for service roads. In case of Expressways, 90m ROW shall be acquired.
- (ii) Initially 4-lane carriage-way with 4-lane structures shall be developed with additional land left in the median for future expansion.
- (iii) The highway shall have provision for service roads, preferably of 10 mtrs width, with maximum access-control for the main carriage-way.
- (iv) Access to the towns/ cities/ establishments located on the existing National Highway, may be provided through spurs from the green-field route.

10. It has, therefore, been decided with the approval of competent authority that such analysis is to be made an integral part of the DPR preparation. Accordingly, the contents of this circular may be incorporated in the TOR of the DPR consultancy. All the executive agencies are requested to adhere to these guidelines.



(Sudip Chaudhury)
Chief Engineer (Planning)

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. The Secretary General, Indian Roads Congress
3. Technical circular file of S&R (R) Section
4. NIC-for uploading on Ministry's website under "What's new"

Copy for kind information to:

1. Sr. PPS to Secretary (RT&H)
2. PPS to DG (RD) & SS
3. PPS to AS&FA
4. PS to ADG (Zone-I) / ADG (Zone-II) / ADG (Zone-IV)/ ADG (Zone-V)
5. PS to JS (T)/ JS (H)/ JS (LA&C)/ JS (EIC)

Details of all NH Projects under HAM - Investment Bank wise & State wise

APPENDIX-IX

Rs. in crore

S. No.	Name of the Project	State	BPC as per Concession Agreement	Lead Bank	Loan Amount	Other Bank	Loan Amount	Status of Implementation (Physical Progress)	Schedule of completion of NH Project (likely date of completion)
1	Chitradurga-Davengere including Chitradurga bypass of NH- 48 (Old NH-4)	Karnataka	1434.00	Union Bank	206.47	Bank of India Allahabad Bank	400.00	52.47	Jun-20
2	Kodinar Veraval section on NH-8E section	Gujarat	670.00	Oriental Bank Commerce	100.00	Andhra Bank Bank of India Dena Bank	221.60	5	Jan-20
3	Wardha-Butibori	Maharashtra	1065.51	Indian Bank	336.85		0.00	94.89	May-20
4	Binjhabahal to Telebani Section of NH-49)	Odisha	1161.40	ICICI Bank	300.00	HDFC	257.47	45.75	Mar-21
5	Udaipur bypass connection between NH-76	Rajasthan	891.00	HDFC Bank	427.00		0.00	77.86	Oct-20
6	Tuljapur- Ausa (Including Tuljapur Bypass) section of Nh-361	Maharashtra	911.00	Shrem Investment Private Ltd.	335.00		0.00	92.06	May-20

7	6- Laning of Handia to Varanasi section of NH-2	UP	2447.00	HDFC Bank	992.00		0.00		May-20
8	6 laning of NH-16 from Ranastalam to Anandpuram (Visakhapatnam)	AP	1187.10	Axis Bank	415.00		0.00	75.76	May-20
9	BRT Tiger Reserve Boundary to Bangalore Section of NH- 209	Karnataka	1008.00	State Bank of India	220.00	HDFC	264.00	78	Dec-20
10	2/4 lanign with pave sholder of Gadu-Porbandar section of NH-8E	Gujarat	370.00	PNB	147.86		0.00	61.92	Mar-20
11	Laddowal Bypass	Punjab	392.00	IIFCL	188.16		0.00	61	Mar-20
12	4 laning of Mahuva-Kagarbadar of NH-8E Package - III	Gujrat	604.68	IIFCL	120.94	IDBI Bank Ltd.	151.17	30.14	Mar-20
13	Delhi Meerut Expressway-Pkg-III	UP	1057.60	Andhra Bank	130.00	India Infrastructure Bank Ltd. Dena bank OBC	420.00	100	Jan-20
14	Nagpur Ring Road Pkg-II	Maharashtra	639.00	IIFCL	127.80	IDBI Bank Ltd.	159.75	45.62	Dec-20
15	Nagpur Ring Road Pkg-I	Maharashtra	531.00	IIFCL	106.20	IDBI Bank Ltd.	132.75	50.22	Dec-20

16	Meerut-Bulandshahr	UP	868.77	UBI	450.00		0.00		Feb-20
17	Delhi Meerut Expressway Pkg-1	Delhi	841.50	UBI	400.00		0.00		Completed
18	Rampur - Kathgodam Pkg-I	UP & UK	738.00	IndusInd Bank	354.24		0.00	70.72	Aug-20
19	Rampur - Kathgodam Pkg-II	UP & UK	657.00	IndusInd Bank	315.36		0.00	39.6	Aug-20
20	Four Laning of Kagavadar - Una section of NH-8E (Package-IV) on Hybrid Annuity Mode	Gujarat	555.00	UBI	266.46		0.00	70.01	Sep-20
21	4/6 Laning of Kharar to Ludhiana Section of NH-95	Punjab	1600.00	HDFC Bank	150.00	United Bank Union Bank of India Bank of India	450.00	88.5	Mar-20
22	2-laning with paved shoulders of Salasar-NaGur section of NH-65	Rajasthan	480.00	KOTAK Mahindra Bank	170.00		0.00		Completed
23	4 Laning of Lucknow-Sultanpur of NH-56	UP	2016.00	Bank of Baroda	925.00		0.00		Completed
24	4 laning of Phagwara to Roop Nagar Section NH-344-A	Punjab	1367.00	HDFC	540.00		0.00	82	Apr-20

25	4 Laning of Dausa-Lalsot-Kouthun Section of NH-11A	Rajasthan	881.00	Central Bank of India	370.98		0.00	96.53	Jan-20
26	Four laning of Talaja – Mahuva Section of NH – 8E (Package – II) on Hybrid Annuity mode	Gujarat	643.05	IIFCL	643.05		0.00	21	Oct-20
27	Delhi Meerut Expressway Pkg-II	UP	1989.00	UBI	250.00	Andhra Bank OBC	450.00	62.6	May-20
28	Four laning of Bhavnagar-Talaja Section of NH-8E (Package –I) on Hybrid Annuity Mode	Gujarat	819.00	ICICI Bank	393.12		0.00	70.34	Aug-20
29	Four Laning of Una to Kodinar of NH-8E (Package-V) on Hybrid Annuity Mode	Gujarat	623.00	ICICI Bank	299.04		0.00	58.38	Aug-20
30	Davanagere-Haveri section of NH-48 (Old NH-4)	Karnataka	1177.00	IRCON International Ltd.	502.75		0.00	55.33	Jul-20
31	Gagalheri – Saharanpur-Yamunanagar Section of NH 73 in the State of Uttarakhand	Uttarakhand	1184.00	L&T Infrastructure Finance Co. Ltd.	262.20	L&T Financial Ltd. Aditya Birla Finance	306.12	85.6	Feb-20
32	Chutmalpur – Ganeshpur Section in the State of Uttar Pradesh and Uttarakhand	UP &UK	942.00	L&T Infrastructure Finance Co. Ltd.	452.16		0.00	84.2	Feb-20
33	4 laning of Jhansi-Khajuraho section (Pkg –I) of NH-75/76	UP	1410.00	Axis Bank	204.00	Allahabad Bank IIFCL	400.00	47.98	Nov-20

34	4 laning of Jhansi-Khajuraho section (Pkg –II) of NH-75/76	UP	1310.00	Punjab National Bank	589.93		0.00	55.77	Aug-20
35	Porbandar – Dwarka section in Gujarat	Gujarat	1600.00	IndusInd Bank	336.00	Bank of India	336.00	88.4	Feb-21
36	Mahagaon-Yavatmal - Pkg.- II section in Maharashtra	Maharashtra	1160.64	L&T Infrastructure Finance Co. Ltd.	210.90	PTC India Finance	210.89	91.35	Aug-20
37	Pandoh Bypass to Takoli in the State of Himachal Pradesh	HP	2604.00	PNB	1391.90		0.00	29.36	Sep-21
38	Yavatmal to Wardha (Package –III) section of Nh-361 in the State of Maharashtra	Maharashtra	1043.28	Union Bank	308.25		0.00	99.24	Aug-20
39	Singhara to Binjabahal in State of Odisha	Odisha	1420.00	HDFC Bank	530.00		0.00	44.46	Mar-21
40	Hubli – Haveri section of NH 48 (Old NH4) in the state of Karnataka	Karnataka	1200.00	Standard Chartered Bank	422.75		0.00	51.2	Feb-20
41	Shimla Bypass of NH-22 in state of HP	HP	1480.00	IIFCL	295.00	Andhra Bank Dena Bank Tata Clean UCO Bank	401.00	45	Sep-20
42	Aunta-Simaria section of NH-31 in the State of Bihar	Bihar	1161.00	Union Bank	557.28		0.00	11.15	Feb-22

43	Waranga to Mahagaon Section of NH-361 (Pkg.-I) in the State of Maharashtra	Maharashtra	1071.00	Axis Bank	514.00		0.00	57.01	Nov-20
44	Cholopuram - Thanjavur section of NH - 45	Tamilnadu	1345.60	PNB	645.89		0.00	10.61	Sep-20
45	Sethiyahapu Cholopuram section in the State of Tamilnadu	Tamilnadu	1461.00	PNB	701.28		0.00	20.24	Aug-20
46	Darah-Jhalawar-Teendhar section in the State of Rajasthan	Rajasthan	1123.63	RBL Bank	354.34	Tata Clean IIFCL	185.00	37.15	Nov-20
47	Gundugolanu Devarapalli Kovvuru section of NH-16	AP	1827.00	IndusInd Bank	788.00		0.00	25.1	Apr-21
48	Chandikhole-Bhadrak section of NH-5 (New NH-16)	Odisha	1522.00	SREI Infra Finance	485.00		0.00	31.5	Jun-21
49	Rohna/Hassangarh to Jhajjar section of NH-334B	Haryana	718.00	HDFC	269.00		0.00	93.66	Mar-20
50	Akkalkot to Solapur section of Nh-150E	Maharashtra	807.00	HDFC	334.00		0.00	43.5	Dec-20
51	Sangli Solapur (Package - III: Watambare to Mangal Wedha) section of NH-166	Maharashtra	957.00	HDFC	396.00		0.00	32.51	May-21

52	Dangiwas to Jajiwad of NH-65 Nagaur Road) section Pkg.I of Jodhpur Ring Road	Rajasthan	1161.00	RBL Bank	530.88		0.00	16.05	Dec-20
53	Khairatunda-Barwa Adda Section of NH-2	Jharkhand	860.10	HDFC	270.00		0.00	0	Jan-21
54	Byrapura to Challakere (Pkg.II) section of NH-150A under Bharatmala Pariyojana	Karnataka	841.70	L&T Infrastructure Finance Co. Ltd.	257.10		0.00	58.16	Dec-20
55	Gurgaon - Sohna (Rajiv Chowk to Gurugram) (Pkg.I)	Haryana	707.00	IndusInd Bank	337.50		0.00	0	Jul-21
56	Aligarh Kanpur (Pkg.II) section of NH-91	UP	1197.00	Axis Bank	500.00		0.00		Feb-21
57	Ankleshwar to Manubar section of Vadodara Mumbai Expressway	Gujarat	1687.00	Axis Bank	600.00		0.00		Jun-21
58	Villupuram-Puducherry section of NH-45A (New NH-332)	Tamilnadu	962.20	L&T Infrastructure Finance Co. Ltd.	436.00		0.00		Terminated
59	Churhat Bypass including Tunnel on Rewa Sidhi Section of NH-75E	MP	1004.00	Canara Bank	285.00		0.00	30.12	Dec-22
60	Padra to Vadodara	Guj. Exp	2043.00	Aditya Birla Finance	681.00	PNB	300.00		Jan-21

61	Munabao -Tanot	RAJ.	1438.29	IndusInd Bank	540.02		0.00	65.91	Jun-21
62	Sanpa to Padra	Guj. Exp	1865.00	M/s. IRCON International Ltd.	769.38		0.00		Jan-21
63	Shamlaji to Motachiloda section of NH-8	Gujarat	1361.00	YES Bank	650.00		0.00	32.26	Jan-21
64	Kallagam to Meensurutti	T.N - NH-227	1071.00	IndusInd Bank	455.60		0.00	0	Apr-21
65	Poondiyankuppam to Sattanathapuram	T.N - NH-45A	1391.00	L&T Infrastructure Finance Co. Ltd.	1028.90		0.00		Terminated
66	Challakere to Hariyur	Karnataka	1157.00	Axis Bank	440.00		0.00	0	Appointed date yet to be fixed
67	Meensurutti to Chidambaram	T.N -(NH-227)	482.04	HDFC	182.00		0.00		Terminated
68	Chittor to Mallavaram section of NH-140	AP	1730.07	HDFC	573.00		0.00	41.81	Jul-21
69	Narasannapeta-Ranastalam section of NH-16 (Old NH-5)	AP	1323.15	Union Bank	640.00		0.00	26.5	Jul-21

70	Fagne-Tarsod	Maharashtra	1021.00	IIFCL	306.85		0.00	10.54	Jul-21
71	Ramsanpalle to Mangloor	TEL	1234.00	Axis Bank	266.90	IIFCL	150.00	26.705	May-21
72	Giddalur-Vinukonda	AP	678.69	L&T Infrastructure Finance Co. Ltd.	138.50	Tata Cleantech	138.50	33.4	Feb-21
73	Tumkur-Shivmogga (Pkg.-II)	KNT	1218.50	HDFC	385.00		0.00	0	Oct-21
74	Anandapuram Anakapalli	AP	2013.00	L&T Infrastructure Finance Co. Ltd.	758.42		0.00	34.92	Jul-21
75	Chikhli - Tarsod	MAH	948.25	IndusInd Bank	403.09	PTC India Finance	100.00	45.53	Jul-21
76	Vadape to Thane	MAH	1182.87	YES Bank	567.78		0.00	0	Jul-21
77	Trichy to Kallagam	TN	1020.60	Axis Bank	382.00		0.00	0	Feb-21
78	Bhadrak Baleshwar	Odisha	999.00	Sonal Mercantile Ltd.	434.66		0.00	1.11	Mar-22

79	Gurgaon - Sohna Pkg II	Haryana	606.00	PNB Investment Services Ltd.	287.86		0.00		Jul-21
80	Puducherry – Poondiyanakuppam	TN	1296.00	L&T Infrastructure Finance Co. Ltd.	616.80		0.00		Terminated
81	Manubar to Sanpa Section Pkg III	Gujarat	1712.00	YES Bank	821.00		0.00	25.38	Mar-21
82	Tumkur-Shivmogga (Pkg-I)	Karnataka	917.00	Aditya Birla Finance	275.00		0.00	0	Oct-21
83	Chakeri Allahabad	UP (NH-2)	2159.00	HDFC	873.00		0.00		Jul-21
84	Pipli-Bhavnagar (Pkg.I)	Gujarat	820.00	PNB	190.00	Bank of India	179.00	26.69	Aug-21
85	Aligarh Kanpur (Pkg.II) section of NH-91	UP	1065.70	PNB Investment Services Ltd.	379.13		0.00		Feb-21
86	Bhimsar Junction to Anjar Bhuj section of NH-41 & 341	Maharashtra	1152.00	L&T Infrastructure Finance Company Ltd.	484.60		0.00		Terminated
87	Bilaspur - Pathrapali section of NH-130 & 111	Chattisgarh	1140.00	YES Bank	245.65	L&T Financial Ltd.	245.65	29.55	Mar-21

88	Sangli - Solapur (Package-I: Sangli to Borgaon) section of NH-166	Maharashtra	1102.40	IIFCL	175.00	Punjab National Bank	155.65	13.64	May-21
89	Ausa Chakur	Maharashtra	848.63	YES Bank	407.34		0.00	0	Mar-21
90	Chakur Loha	Maharashtra	1000.10	YES Bank	480.05		0.00	0	Mar-21
91	Loha Waranga	Maharashtra	1073.10	YES Bank	515.09		0.00	0	Mar-21
92	Khajuwala Poogal	Rajasthan	895.00	IndusInd Bank	281.53		0.00	16.19	May-21
93	Sangli - Solapur (Pkg II) [Boregaon-Watambare]	Maharashtra	1029.40	IIFCL	163.00	Punjab National Bank	146.48	35.47	Apr-21
94	Mangloor to Telangana Maharashtra Border	Telangana	936.00	Union Bank of India	263.00		0.00	22.55	Apr-21
95	Bangalore-Nidagatta (Pkg. I)	Karnataka	2190.00	State Bank of India	752.00		0.00	31	Nov-21
96	Nidagatta-Mysore (Pkg II)	Karnataka	2283.50	State Bank of India	786.00		0.00	0	Jun-22

97	Aligarh-Kanpur (Pkg III) [Kalyanpur - Naviganj]	UP	1332.00	PNB	250.00	Union Bank IIFCL	402.68		Jun-21
98	Bellary Byrapura	Karnataka	1313.90	PTC India Financial Services Ltd.	471.90		0.00	10.29	Oct-21
99	Sangli - Solapur (Pkg IV) [Mangalwedha-Solapur	Maharashtra	1141.00	IIFCL	179.53	Punjab National Bank	159.42	25.24	May-21
100	Belgaum-Khanapur	Karnataka	856.20	ICICI Bank	295.00		0.00	13.63	Sep-21
101	Kim to Ankleshwar Section (Pkg V)	Exp. (Vad.- Mumbai)	1404.00	SBI	729.00		0.00		Nov-21
102	Sattanathapuram to Nagapattinam	Tamilnadu	2004.51	SBI	575.00	YES Bank	447.15		Appointed date yet to be fixed
103	Gorhar to Khairatunda Section of NH-2 (Pkg I)	Jharkhand	917.00	PNB	195.00	Punjab & Sindh Bank	100.00	0	Jul-21
104	Narnaul Bypass Crossing to Paniyala Mor Pkg.-I	Haryana	1137.00	Axis Bank	427.00		0.00	0	Mar-22
105	Dwarka Khambaliya- Devariya (Pkg.-I)	Gujarat	1101.00	PNB	458.00		0.00		Appointed date yet to be fixed
	Total		123001.66		44216.75		7270.28		

Answer to Point 16 ~~Answer to Point 16~~ 16
 GOT
 GOT

2. INSTRUCTIONS TO APPLICANTS

2. GENERAL

2.1 Scope of Application

2.1.1 The Authority wishes to receive Applications for Annual Pre-qualification in order to pre-qualify experienced and capable Applicants for the Qualification and Bidding Stages of Individual Project(s) in accordance with OBE specified in paragraph 1.1.3 of this RFAQ.

2.1.2 Pre-qualified Applicants shall be eligible to participate in the Qualification Stage of all or any of the Project(s).

2.2 Eligibility of Applicants

2.2.1 For determining the eligibility of Applicants for their pre-qualification hereunder, the following shall apply:

(a) The Applicant for pre-qualification may be a single entity or a group of entities (the "Consortium"). The term Applicant used herein would apply to both a single entity and a Consortium.

(b) An Applicant may be a natural person, private entity, or government owned entity, or any combination of these with a formal team to enter into an agreement or under an existing agreement to form a Consortium. A Consortium shall be eligible for consideration subject to the conditions set out in Clause 2.2.4 below.

2.2.2 To be eligible for pre-qualification and short-listing, an Applicant must fulfil the following conditions of eligibility:

(A) **Technical Capacity:** For demonstrating technical capacity and experience (the "Technical Capacity"), the Applicant shall, over the past 5 (five) financial years preceding the Application Due Date, have:

(i) paid for, or received payments for, construction of Eligible Project(s); and/or

(ii) paid for development of Eligible Project(s) in Category 1 under Category 2 specified in Clause 2.2.1; and/or

- (ii) collected and appropriated revenues from Eligible Project(s) in Category 1 and/or Category 2 (specified in Clause 1.2.1), such that the sum total of the above, as further adjusted in accordance with clause 1.2.6, is more than (Rs.100 crore OR two hundred crore) (the "Threshold Technical Capability").²

Provided that at least one fourth of the Threshold Technical Capability shall be from the Eligible Project(s) in Category 1 and/or Category 2 specified in Clause 1.2.1.

- (D) **Financial Capacity:** in the immediately preceding financial year, the Applicant shall demonstrate,

- (i) For Estimated Project Cost value of less than Rs. 2000 crore - a (combined) minimum net-worth requirement of 25% of the Estimated Project Cost value.
- (ii) For Estimated Project Cost value of Rs. 2000 crore or more but less than Rs. 3000 crore - a (combined) minimum Net Worth requirement of Rs. 100 crore plus 50% of the amount by which the Estimated Project Cost value exceeds Rs. 2000 crore.
- (iii) For Estimated Project Cost value of Rs. 3000 crore or more - a (combined) minimum Net-worth requirement of Rs. 1000 crore plus 100% of the amount by which the Estimated Project Cost value exceeds Rs. 3000 crore.

In case of a Corporation, the combined technical capability and net worth of those Members, who have and shall continue to have an equity share of at least 50% (twenty six per cent) each in the XPV, should satisfy the above conditions of eligibility; provided that each such Member shall, for a period of 2 (two) years from the date of commercial operation of the Project, hold equity share capital not less than: (i) 25% (twenty six per cent) of the subscribed and paid up equity of the

² This amount should be equivalent to the estimated Project Cost of the Project for which Applicant will be participating.

NPV: and (ii) 5% (five per cent) of the total project cost specified in the Construction Agreement⁴.

Provided further that each member of the Consortium shall have a minimum net worth of 12.5% of Estimated Project Cost in the immediately preceding financial year⁵.

2.2.3 The Applicant shall include with its application, to be submitted as per the format in Appendix-I, complete with its Annexes, the following:

- (i) Certificate(s) from its statutory auditor⁶ or its chartered accountant stating the payments made received or works accomplished, as the case may be, during the past 3 years in respect of the projects specified in paragraph 2.2.2 (A) above. In case a particular job/contract has been jointly undertaken by the Applicant (as part of a consortium), it should further specify its claim for the share in work done for that particular job/contract by procuring a certificate from its statutory auditor or the client; and
- (ii) Certificate(s) from its statutory auditor specifying the net worth of the Applicant, as at the close of the preceding financial year, and also specifying the methodology adopted for calculating such net worth conforming to the provisions of this Clause 2.2.3 (d). For the purpose of this RFAQ, net worth (the "Net Worth") shall mean the sum of subscribed and paid up equity and reserve fund which shall be deducted the sum of provision reserves, miscellaneous expenditures not written off and reserves not available for distribution to equity share holders.

2.2.4 The Applicant should submit a Power of Attorney as per the format in Appendix-II, authorizing the signatory of the Application to commit the Applicant. In the case of a Consortium, the Members should submit a Power of Attorney in favour of the Lead Member as per format in Appendix-III.

⁴ The authority may, in its discretion, impose further obligations in the Construction Agreement, but such obligations should provide sufficient margin for partial completion of work without compromising the interests of the Project.

⁵ In case an Applicant has raised any loan from Equity Capital during the period financial year, the same shall be permitted to be added to the Applicant's Net Worth subject to the Statutory Auditor of the Applicant certifying to the effect.

⁶ In case duly decided method of audit procedure involving explicitly for stipulated firms are provided, a separate certification by statutory auditor would not be necessary in respect of Clause 2.2.3 (i).

3.2.5 Where the Applicant is a single entity, it may be required to form an appropriate Special Purpose Vehicle, incorporated under the Indian Companies Act 1956 (the "SPV"), to execute the Concession Agreement and implement the Project. In case the Applicant is a Consortium, it shall, in addition to forming an SPV, comply with the following additional requirements:

- (a) Number of members in a consortium shall not exceed 4 (Four), the information sought in the Application may be restricted to 4 (Four) members in the order of their equity contribution;
- (b) Subject to the provisions of clause (a) above, the Application should contain the information required for each member of the Consortium;
- (c) Members of the Consortium shall nominate one member as the lead member (the "Lead Member"), who shall have an equity share holding of at least 20% (twenty per cent) of the paid up and subscribed equity of the SPV. The nomination(s) shall be supported by a power of attorney, as per the format at Appendix-III, signed by all the other members of the Consortium;
- (d) The Application should include a brief description of the roles and responsibilities of individual members, particularly with reference to financial and technical obligations;
- (e) The members of a Consortium shall form an appropriate SPV to execute the Project, if awarded to the Consortium;
- (f) members of the Consortium shall enter into a binding Joint Bidding Agreement, substantially in the form specified at Appendix-IV (the "Joint Bidding Agreement"), for the purpose of making the Application. The Joint Bidding Agreement, to be submitted along with the Application, shall, inter alia:
 - (i) clearly define the proposed roles and responsibilities, if any, of each member;
 - (ii) contain the minimum equity stake to be held by each member;

In addition to the above, the firm of auditors which audits the annual accounts of the Applicant may provide the confidence capital under this BIAQ.

- (iii) consent that each of the members, whose experience will be evaluated for the purposes of this RFAQ, shall subscribe to 25% (twenty five per cent) or more of the paid up and subscribed equity of the SPV and shall further consent that each such member shall, for a period of 3 (three) years from the date of commercial operation of the Project, hold equity share capital not less than: (i) 25% (twenty five per cent) of the subscribed and paid up equity share capital of the SPV; and (ii) 1% (one per cent) of the Total Project Cost specified in the Concession Agreement;
 - (iv) members of the Consortium undertake that they shall collectively hold at least 51% (fifty one per cent) of the subscribed and paid up equity of the SPV at all times until the second anniversary of the commercial operation date of the Project; and
 - (v) include a provision to the effect that all members of the Consortium shall be liable jointly and severally for all obligations of the Consortium in relation to the Project until the Financial Close of the Project is achieved in accordance with the Concession Agreement; and
- (d) except as provided under this RFAQ, there shall not be any amendment to the Bidding Agreement without the prior written consent of the Authority.

2.2.6 Any entity which has been barred by the Central Bank Government, or any entity controlled by it, from participating in any project (BOT or otherwise), and the bar subsists as on the date of Application, would not be eligible to submit an Application, either individually or as member of a Consortium.

2.2.7 An Applicant including any Consortium member or Associate should, in the last 3 (three) years, have neither failed to perform on any contract, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitration award against the Applicant, Consortium Member or Associate, in the case may be, nor the same awarded from any project or contract by any public entity nor have had any contract terminated by public entity for breach by such Applicant, Consortium member or Associate.

2.2.8 In computing the Technical Capacity and Net Worth of the Applicants/Consortium Members under Clauses 2.2.2, 2.2.3 and 2.2, the Technical Capacity and Net Worth of their respective Associates would also be eligible hereunder.

For purposes of this RFAQ, Associate means, in relation to the Applicants/Consortium Member, a person who controls, is controlled by, or is under the common control with such Applicants/ Consortium Member (the "Associate"). As used in this definition, the expression "control" means, with respect to a person which is a company or corporation, the ownership, directly or indirectly, of more than 50% (fifty per cent) of the voting shares of such person, and with respect to a person which is not a company or corporation, the power to direct the management and policies of such person by operation of law.

It is certified that a certificate from a qualified external auditor who audits the books of accounts of the Applicant or the Consortium shall be provided to demonstrate that a person is an Associate of the Applicant or the Consortium as the case may be.

2.2.9 The following conditions shall be adhered to while submitting an Application:

(a) Cost of Application

The Applicants shall be responsible for all of the costs associated with the preparation of their Application and their participation in the RFAQ Process. The Authority will not be responsible or in any way liable for such costs, regardless of the conduct or outcome of the RFAQ Process.

(b) Applicants should attach clearly marked and referenced cover sheets in the event that the space provided in the prescribed forms in the Appendix is insufficient. Alternatively, Applicants may format the prescribed forms making due provision for incorporation of the requested information;

(c) Information supplied by an Applicant (or other constituent Member of the Applicant or Consortium) must apply to the Applicant, Member or Associate named in the Application and not, unless specifically requested, to other associated companies or firms. Invitation to submit Bids will be issued only to the applicants whose identity and/or composition is identical to that at the Qualification Stage;

- (d) In responding to the pre-qualification submissions, Applicants should specify the Estimated Project Cost for which they wish to be pre-qualified in Appendix I and demonstrate their capabilities in accordance with Clause 3.1 below; and
- (e) If ~~not~~ the Applicant is a Corporation, each Director should substantively satisfy the pre-qualification requirements to the extent specified herein.

2.3.10 Where Qualification is open to persons from any country, the following provisions shall apply:

- (a) Where, on the date of the Application, not less than 15% (fifteen percent) of the aggregate issued, subscribed and paid up equity share capital in the Applicant or its Member is held by persons resident outside India or where the Applicant or its Member is controlled by persons resident outside India; or
- (b) If at any subsequent stage after the date of the Application, there is an acquisition of not less than 15% (fifteen percent) of the aggregate issued, subscribed and paid up equity share capital or control, by persons resident outside India, in or of the Applicant or its Member;

then the Qualification of such Applicant or in the event described in sub-clause (b) above, the continued Qualification of the Applicant shall be subject to approval of the Authority from national security and public interest perspective. The decision of the Authority in this regard shall be final and conclusive and binding on the Applicant.

The holding or acquisition of equity or control, as above, shall include direct or indirect holding/ acquisition, including by transfer, of the direct or indirect legal or beneficial ownership or control, by persons acting for themselves or in concert and in determining such holding or acquisition, the Authority shall be guided by the principles, provisions and definitions contained in the Securities and Exchange Board of India (Substantial Acquisition of Shares and Takeovers) Regulations, 1997, or any subsequent thereof, as in force on the date of such acquisition.

The Applicant shall promptly inform the Authority of any change in the thresholding, as above, and failure to do so shall render the Applicant liable for disqualification from the RFAQ Process.

2.3.11 Notwithstanding anything to the contrary contained herein, in the event that the Applicant's Due Date falls within three months of the closing of the latest financial year of an Applicant, it shall ignore such financial year for the purposes of its Application and furnish all its information and verification with reference to the 3 (three) years or 1 (one) year, as the case may be, preceding its latest financial year. For the avoidance of doubt, financial year shall, for the purposes of an Application hereunder, mean the accounting year followed by the Applicant in the course of its normal business.

2.3 Acknowledgement by Applicant

2.3.1 It shall be deemed that by submitting the Application, the Applicant has:

- (a) made a complete and careful examination of the RFAQ;
- (b) PROVIDED ALL RELEVANT INFORMATION REQUIRED FROM THE AUTHORITY;
- (c) accepted the risk of inaccuracy, error or mistake in the information provided in the RFAQ or furnished by or on behalf of the Authority relating to any of the matters referred to in this RFAQ; and
- (d) agreed to be bound by the undertakings provided by it under and in this behalf.

2.3.2 The Authority shall not be liable for any omission, mistake or error in respect of any of the above or in respect of any matter or thing arising out of or concerning or relating to the RFAQ, including any error or mistake therein or in any information or data given by the Authority.

2.4 Right to accept or reject any or all Applications

2.4.1 Notwithstanding anything contained in this RFAQ, the Authority reserves the right to accept or reject any Application and to annul the RFAQ Process and reject all Applications, at any time without any liability or any obligation for such acceptance, rejection or annulment, and without assigning any reasons therefore.

SECTION 2
INSTRUCTIONS TO BIDDERS

Handwritten notes: "H/172" and "19/05/05"

A GENERAL

2.1 General terms of bidding

- 2.1.1 No Bidder shall submit more than one bid for the Project. A Bidder bidding individually or as a member of a Consortium shall not be entitled to submit another BID either individually or as a member of any Consortium, as the case may be.
- 2.1.2 An international Bidder bidding individually or as a member of a Consortium shall ensure that Power of Attorney is legalized/apostilled by appropriate authority notarised in the jurisdiction where the Power of Attorney is being issued and requirement of Indian Stamp Act is duly fulfilled.
- 2.1.3 The Feasibility Report / Detailed Project Report of the Project is being provided only as a preliminary reference document by way of assistance to the Bidders who are expected to carry out their own surveys, investigations and other detailed examination of the project before submitting their Bids. Nothing contained in the Feasibility Report/Detailed Project Report shall be binding on the Authority nor confer any right on the Bidders, and the Authority shall have no liability whatsoever in relation to or arising out of any or all contents of the Feasibility Report/Detailed Project Report.
- 2.1.4 Notwithstanding anything to the contrary contained in this RFP, the detailed terms specified in the draft concession agreement shall have overriding effect provided, however, that any conditions or obligations imposed on the Bidder hereunder shall continue to have effect in addition to its obligations under the Concession Agreement.
- 2.1.5 The bid shall be furnished in the format exactly as per Appendix I i.e. Technical Bid as per Appendix IA and Financial Bid as per Appendix IB. Bid amounts shall be indicated clearly in both figures and words, in Indian Rupees, in prescribed forms of Financial Bid and shall be signed by the Bidder's authorized signatory. In the event of any difference between figures and words, the amount indicated in words shall be taken into account.

Four Lanes of Airport - Konyakurki, Item 104 185.000 (Road charge 105.933 & 1m 270.000 (Design charge 140.897) Item 105 - Konyakurki - Konyakurki of NH-31 in the State of Andhra Pradesh under NHDD-3000 (V on Hybrid Annuity Model)



2.1.6 The Bidder shall deposit a Bid Security of Rs. 9.25 Crores (Rupees nine crores and twenty five lakhs only) in accordance with the provisions of this RFP. The Bidder has the option to provide the Bid Security either as a Demand Draft or in the form of a Bank Guarantee acceptable to the Authority, as per format at Appendix-II. The Bidder shall also submit a DD (Demand Draft) receipt of cost of bid documents of Rs. 2,00,000/- (Rupees one lakh only) in favour of "National Highways Authority of India".

2.1.7 The validity period of the Bank Guarantee or Demand Draft, as the case may be, shall not be less than 120 (one hundred and twenty) days from the Bid Due Date with a claim period of 60 (Sixty) days, and may be extended as may be mutually agreed between the Authority and the Bidder. The Bid shall be summarily rejected if it is not accompanied by the Bid Security. The Bid Security shall be refundable no later than 90 (ninety) days from the Bid Due Date except in the case of the Selected Bidder whose Bid Security shall be retained till it has provided a Performance Security under the Agreement.

2.1.8 The bidder should submit a Power of Attorney as per the format at Appendix-III authorising the signatory of the Bid to commit the Bidder.

2.1.9 In case the Bidder is a Consortium, the Members thereof should furnish a Power of Attorney in favour of any Member, which Member shall thereafter be identified as the Lead Member, in the format at Appendix IV. In case the Bidder is a Consortium, Joint Bidding Agreements in the format at Appendix V shall be submitted by the Bidder.

2.1.10 Any condition or qualification or any other stipulation contained in the Bid shall render the Bid liable to rejection as a non-responsive Bid.

2.1.11 The Bid and all communications in relation to or concerning the Bidding Documents and the Bid shall be in English language.

2.1.12 The Bidding documents including this RFP and all enclosed documents, provided by the Authority are and shall remain or become the property of the Authority and are transmitted to the Bidders solely for the purpose of preparation and the submission of a Bid in accordance herewith. Bidders are to treat all information as strictly confidential and shall not use it for any purpose

In case of a Consortium, the Members should submit a Power of Attorney in favour of the one Member as per the format at Appendix-IV, such Power of Attorney to be submitted on the Lead Member. The Lead Member should submit a Power of Attorney as per the format at Appendix-IV, authorising the signatory of the Application. Members of the Consortium of individual bidders should submit a Power of Attorney as per the format at Appendix-III authorising the signatory of the Application.

Four Copies of Agents - Design charges Rs. 1,00,000 (Design charges 195,733) to Rs. 2,00,000 (Design charges 1,00,000) per lot. If more tenders - Rs. 1,00,000 (Design charges 195,733) at Rs. 50,000 under NHTD (Part-V) on NHTD Authority's Head.



other than for preparation and submission of their Bid. The provisions of this Clause 2.1.12 shall also apply mutatis mutandis to bids and all other documents submitted by the Bidders, and the Authority will not return to the Bidders any Bid, document or any information provided along therewith.

2.1.13 This RFP is not transferable.

2.1.14 Any award of Project pursuant to this RFP shall be subject to the terms of Bidding Documents.

2.1.15 Where the Bidder is a single entity, it shall be required to form an appropriate Special Purpose Vehicle, incorporated under the Indian Companies Act 1956/2013 (the "SPV"), to execute the Concession Agreement and implement the Project. In case the Bidder is a Consortium, it shall, in addition to forming an SPV, comply with the following additional requirements:

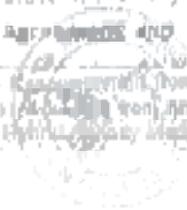
- (a) Number of members in a Consortium shall not exceed 6 (six). However, none of the members in a Consortium should be under any sort of ineligibility under the Bid documents but information sought in the Bid may be restricted to 4 (four) members in the order of their equity contribution;
- (b) subject to the provisions of clause (a) above, the Bid should contain the information required for each member of the Consortium;
- (c) members of the Consortium shall nominate one member as the lead member (the "Lead Member"), who shall have an equity share holding of at least 26% (twenty six per cent) of the paid up and subscribed equity of the SPV. The nomination(s) shall be supported by a Power of Attorney, as per the format at Appendix-II, signed by all the other members of the Consortium;
- (d) the Bid should include a brief description of the roles and responsibilities of individual members, particularly with reference to financial, technical and claim obligations;
- (e) an individual bidder cannot at the same time be member of a Consortium applying RFP. Further, a member of a particular Bidder Consortium cannot be member of any other Bidder Consortium applying for RFP.

Four Lanes of Ashpuri - Kangerwehar Road NH 186/000 (Design package 193.733) to km 329.000 (Design package 240.897) (package II Item 06-0700 - Kangerwehar) of NH-91 in the State of Uttar Pradesh under NHDP Phase-IV on Hybrid Annuity Mode



- (f) the members of a Consortium shall form an appropriate SPV to execute the Project, forwarded to the Consortium;
- (g) members of the Consortium shall enter into a binding Joint Bidding Agreement, substantially in the form specified at Appendix-V (the "Joint Bidding Agreement"), for the purpose of submitting a Bid. The Joint Bidding Agreement, to be submitted along with the Application, shall, inter alia:
- (i) convey the intent to form an SPV, solely for the purpose of executing the Project and no other purpose, with shareholding/ ownership equity commitments; in accordance with this RFP, which would enter into the Concession Agreement and subsequently perform all the obligations of the Concessionaire in terms of the Concession Agreement, in case the Concession to undertake the Project is awarded to the Consortium;
 - (ii) clearly outline the proposed roles and responsibilities, if any, of each member;
 - (iii) commit the minimum equity stake to be held by each member;
 - (iv) commit that each of the members, whose experience will be evaluated for the purposes of this RFP, shall subscribe to 26% (twenty six per cent) or more of the paid up and subscribed equity of the SPV and shall further stipulate that each such member shall, for a period of 2 (two) years from the date of commercial operation of the Project, hold equity share capital not less than: (i) 26% (twenty six per cent) of the subscribed and paid up equity share capital of the SPV, and (ii) 5% (five per cent) of the Total Project Cost specified in the Concession Agreement;
 - (v) members of the Consortium undertake that they shall collectively hold at least 51% (fifty one per cent) of the subscribed and paid up equity of the SPV at all times until the second anniversary of the commercial operation date of the Project; and
 - (vi) include a statement to the effect that all members of the Consortium shall be liable jointly and severally for all obligations of the Concessionaire in relation to the Project until the Financial Close of the Project is achieved in accordance with the Concession Agreement; and

Four Lanes of All-India - Katynpur (NH-66) from KM 186.000 (Design change 195.743) to km 229.000 (Design change 349.897) (A-100) (Iron) Madhya - Katynpur (of NH-66) in the State of Uttar Pradesh under NIPFP Phase-IV on Hybrid Annuity Model.



(h) except as provided under this RFP and the Bidding Documents, there shall not be any amendment to the Bidding Agreement without the prior written consent of the Authority.

2.1.16 Any entity which has been invited by the Central/ State Government, or any entity controlled by it, from participating in any project (BOT or otherwise), and the Bidder submits as on the date of Bid, would not be eligible to submit a Bid, either individually or as member of a Consortium.

2.1.17 A Bidder including any Consortium Member or Associate should, in the last 3 (three) years, have neither failed to perform on any contract, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitration award against the Bidder, Consortium Member or Associate, as the case may be, nor has been expelled from any project or contract by any public entity nor have had any contract terminated any public entity for breach by such Bidder, Consortium Member or Associate.

Authority would place sole reliance on the certification provided by the Bidder in this regard in its letter comprising the Technical Bid.

2.1.18 In computing the Technical Capacity and Net Worth of the Bidder/ Consortium Members under Clauses 2.2.2, 2.2.4 and 2.4, the Technical Capacity and Net Worth of their respective Associates would also be eligible hereunder.

For purposes of this RFP, Associate means, in relation to the Bidder/ Consortium Member, a person who controls, is controlled by, or is under the common control with such Bidder/ Consortium Member (the "Associate"). As used in this definition, the expression "control" means, with respect to a person which is a company or corporation, the ownership, directly or indirectly, of more than 50% (fifty per cent) of the voting shares of such person, and with respect to a person which is not a company or corporation, the power to direct the management and policies of such person by operation of law.

It is clarified that a certificate from a qualified external auditor who audits the book of accounts of the Bidder or the Consortium Member shall be provided to demonstrate that a person is an Associate of the Bidder or the Consortium as the case may be.

2.1.19 The following conditions shall be required to while submitting a bid:

Price Limiting of Bidder - Karve (Design charge) Rs. 25,000 (Design charge) (RS. 255) to Rs. 229,000 (Design charge) (RS. 229) (package) (Design charge) (RS. 229) of NH-01 in the State of Uttar Pradesh under NHDP Phase-IV on Hybrid Annuity mode.



- (a) Bidders should detach clearly marked and referenced continuation sheets in the event that the space provided in the prescribed forms in the Appendix is insufficient. Alternatively, Bidders may format the prescribed forms making due provision for incorporation of the requested information;
- (b) Information supplied by a Bidder (or other constituent Member if the Bidder is a Consortium) must apply to the Bidder, Member or Associate named in the Bid and not, unless specifically requested, to other associated companies or firms;
- (c) In responding to the RFP submissions, Bidders should demonstrate their capabilities in accordance with Clause 3.1 below, and
- (d) In case the Bidder is a Consortium, each Member should essentially satisfy the RFP requirements to the extent specified herein.

2.3.20 Where Eligibility is open to persons from any country, the following provisions shall apply:

- (a) Where, on the date of the Bid, not less than 50% (fifty percents) of the aggregate issued, subscribed and paid up equity share capital in a Bidder or its Member is held by persons resident outside India or where the Bidder or its Member is controlled by persons resident outside India, or
- (b) if at any subsequent stage after the date of the Bid, there is an acquisition of not less than 50% (fifty percent) of the aggregate issued, subscribed and paid up equity share capital or control, by persons resident outside India, in or of the Bidder or its Member;

then the Eligibility and / or opening of Financial Bid and or award of the Project such Bidder shall be subject to approval of the Authority from national security and public interest perspective. The decision of the Authority in this behalf shall be final and conclusive and binding on the Bidder.

The holding or acquisition of equity or control, as above, shall include direct or indirect holding/ acquisition, including by transfer, of the direct or indirect legal or beneficial ownership or control, by persons acting for themselves or in concert and in determining such holding or acquisition, the Authority shall be guided by the principles, precedents and definitions contained in the Securities and Exchange Board of India (Substantial Acquisition of Shares and Takeovers)

For Listing of Eligible Bidders, Section from 234 to 240 (Design charge 195.753) to 240.000 (Design charge 240.000) (Section 234 to 240) of NHA-1 in the State of Uttar Pradesh under NHDP Phase-IV on KGF&A Road, Muz



Regulations, 2011, or any substitute thereof, as in force on the date of such acquisition.

The Bidder shall promptly inform the Authority of any change in the shareholding, as above, and failure to do so shall render the Bidder liable for disqualification from the Bidding Process.

2.1.21 Notwithstanding anything to the contrary contained herein, in the event that the Bid Due Date falls within three months of the closing of the latest financial year of a Bidder, it shall ignore such financial year for the purposes of its Application and furnish all its information and certification with reference to the 5 (Five) years or 1 (one) year, as the case may be, preceding its latest financial year. For the avoidance of doubt, financial year shall, for the purposes of an Application hereunder, mean the accounting year followed by the Applicant in the course of its normal business.

2.1.22 During the period from the date of the Concession Agreement until the Appointed Date (the "Development PERIOD"), the Concessionaire shall maintain the existing Project road, in such a manner so as to ensure that the road is in pothole free condition and also to ensure that the quality of service and safety are maintained and in the event of any material deterioration or damage other than normal wear and tear, the Concessionaire shall undertake repair thereof. The Concessionaire shall make necessary provisions for inclusion of costs related to maintenance during the Development Period in its Bid.

2.2 Eligibility and qualification requirements of bidder

2.2.1 For determining the eligibility of bidder the following shall apply.

- (a) The Bidder may be a single entity or a group of entities (the "Consortium"), coming together to implement the Project. However, no Bidder applying individually or as a member of a Consortium, as the case may be, can be member of another Bidder. The term Bidder used herein would apply to both a single entity and a Consortium.
- (b) Bidder may be a natural person, private entity, or any combination of them with a formal intent to enter into a joint bidding agreement or under an existing agreement to form a Consortium. A Consortium shall be eligible for consideration subject to the conditions set out in Clause 2.1.15.

For Linking of A/c with - Kapor road, NH-91 (Design charge: 145 733) to lot 129 000 (Design charge: 240 000) (package II) under NHDP Phase-IV in Hymat Area, Nashua.



- (c) A Bidder shall not have a conflict of interest (the "Conflict of Interest") that affects the Bidding Process. Any Bidder found to have a Conflict of Interest shall be disqualified. In the event of disqualification, the Authority shall be entitled to forfeit and appropriate 5% of the value of the Bid Security or equivalent amount from the performance security, as the case may be, as mutually agreed genuine pre-estimated loss and damage likely to be suffered and incurred by the Authority and not by way of penalty for, inter alia, the time, cost and effort of the Authority, including consideration of such Bidder's proposal (the "Damages"), without prejudice to any other right or remedy that may be available to the Authority under the Bidding Documents and/or the Concession Agreement or otherwise. Without limiting the generality of the above, a Bidder shall be deemed to have a Conflict of Interest affecting the bidding process, if:
- (i) The Bidder, its Member or Associate (or any constituent thereof) and any other Bidder, its Member or any Associate thereof (or any constituent thereof) have common controlling shareholders or other ownership interests; provided that this disqualification shall not apply in cases where the director in direct shareholding of a Bidder, its Member or an Associate thereof (or any shareholder thereof having a shareholding of not more than 25% (twenty five percent) of the paid up and subscribed capital; of such Bidder, Member or Associate, as the case may be) in the other Bidder, its Member or Associate, is not more than 25% (Twenty five percent) of the subscribed and paid up equity share capital thereof; provided further that this disqualification shall not apply to any ownership by a bank, insurance company, pension fund or a public financial institution referred to in the Companies Act, 1956/2013. For the purposes of this Clause 2.2.1(c), indirect shareholding held through one or more intermediate persons shall be computed as follows: (aa) where any intermediary is controlled by a person through management control or otherwise, the entire shareholding held by such controlled intermediary in any other person (the "Subject Person") shall be taken into account for computing the shareholding of such controlling person in the Subject Person, and (bb) subject always to sub-clause (aa) above, where a person does not exercise control over an intermediary, which has shareholding in the Subject Person, the computation of indirect shareholding of such person in the Subject Person shall be undertaken on a proportionate basis, provided, however, that no such shareholding shall be reckoned under this sub-clause (bb) if the shareholding of

For Listing of Assets - ~~Value of Bid~~ from RM 185,000 (Design category 1A1.753) to RM 219,000 (Design category 2A0.297) [Contract form No. 99 - Kalyanpur] of NH-91 in the State of Uttar Pradesh under NHDP Phase-IV on Hybrid Annuity Mode



such person in the Intermediary is less than 25% of the subscribed and paid up equity shareholding of such Intermediary, or

(ii) a constituent of such Bidder is also a constituent of another Bidder; or

(iii) such Bidder, its Member or any Associate thereof receives or has received any direct or indirect subsidy, grant, concessional loan or subordinated debt from any other Bidder, its Member or Associate, or has provided any such subsidy, grant, concessional loan or subordinated debt to any other Bidder, its Member or any Associate thereof, or

(iv) such Bidder has the same legal representative for purposes of this Bid as any other Bidder; or

(v) such Bidder, or any Associate thereof, has a relationship with another Bidder, or any Associate thereof, directly or through common third party/ parties, that puts either or both of them in a position to have access to each others' information about, or to influence the bid of either or each other; or

(vi) such Bidder or any Associate thereof has participated as a consultant to the Authority in the preparation of any documents, design or technical specifications of the Project.

(vii) Such Bidder or any Associate thereof has appointed any official of the Authority, Ministry of Road Transport & Highways, Technical Advisors of Authority for the Project, Legal Advisors of Authority for the Project, Financial Advisors of Authority for the Project, dealing with the Project, within a period of 1 years from the date of award of the Project to that Bidder.

Explanation.

In case a Bidder is a Consortium, then the term Bidder as used in this Clause 2.1.12, shall include each member of such Consortium.

For purposes of this RFP, Associate means, in relation to the Bidder/Consortium Member, a person who controls, is controlled by, or is under the common control with such Bidder/Consortium Member (the "Associate"). As used in this definition, the expression "control" means, with respect to a person which is a

For (Leasing of Aligarh - Kapurthala) Road - 115.000 (Design charge (93.733) to km 229.000 (Design charge 240.297) (package II) (Kapurthala - Kalyanpur) of NH-91 in the form of JtB Project under NHDP Phase-IV on Hybrid Annuity Mode.



company or corporation, the acceptance of the sole or sole agency of more than fifty (50) persons of the same class of a district and with respect to a person which is not a company or corporation, the person to whom the provisions and policies of such person by operation of law.

- (d) A Bidder shall be liable for disqualification and forfeiture of Bid Security if any legal, financial or technical adviser of the Authority in relation to the Project is engaged by the Bidder, its Members or any Associate thereof, as the case may be, in any manner for matters related in or incidental to such Project during the Bidding Process or subsequent to the (i) issue of the LOA or (ii) execution of the Consensus Agreement. In the event any such adviser is engaged by the selected Bidder or Concessionaire, as the case may be, after issue of the LOA or execution of the Consensus Agreement for matters related or incidental to the Project, then notwithstanding anything to the contrary contained herein or in the LOA or the Consensus Agreement and without prejudice to any other right or remedy of the Authority, including the forfeiture and appropriation of the Bid Security or Performance Security, as the case may be, within the Authority may have thereunder or otherwise, the LOA or the Consensus Agreement, as the case may be, shall be liable to be terminated without the Authority being liable in any manner whatsoever to the selected Bidder or Concessionaire for its share. For the avoidance of doubt, this disqualification shall not apply where such adviser was engaged by the Bidder, its Member or Associate in the past but its assignment expired or was terminated 6 (six) months prior to the date of issue of RFP for the Project. For all this disqualification apply where such adviser is engaged after a period of 3 (three) years from the date of commercial operation of the Project.

Notwithstanding anything to the contrary contained in sub-clause (c) (i) of Clause 2.2.1, an Bidder may, within 10 (ten) days after the Application Due Date remove from its Consortium any Member who suffers from a Conflict of Interest, and such removal shall be deemed to cure the Conflict of Interest arising in respect thereof. However his financial bid shall not be opened.

Provided further, in case the Authority seeks information / clarification from a Bidders related to occurrence / non-occurrence of Conflict of Interest and the Bidder fails to provide such information within a reasonable time, the Authority shall disqualify the Bidder, encash its Bid Security as per provision of Clause 2.70.7 (a) and further debar it from participation in any future procurements process for a minimum period of 2 year.

Ban Linking of Nalgonda - Kalyansingpur Dam KM 145.000 (Design Number 195.733) to km 229.000 (Design Number 240.897) (Bidding Lot - Bidder - Kalyansingpur - Kalyansingpur) of NH-91 in the State of Uttar Pradesh under NHDP Phase-IV on www.nha.org.in



2.2.2 To be eligible for this RFP a Bidder shall fulfil the following conditions of eligibility:

(A) **Technical Capacity:** For demonstrating technical capacity and experience (the "Technical Capacity"), the Bidder shall, over the past 5 (five) financial years preceding the Bid Due Date, have:

- (i) paid for, or received payments for, construction of Eligible Project(s), and/or
- (ii) paid for development of Eligible Project(s) in Category 1 and/or Category 2 specified in Clause 3.4.1; and/or
- (iii) collected and appropriated revenues from Eligible Project(s) in Category 1 and/or Category 2 specified in Clause 3.4.1, such that the sum total of the above, as further adjusted in accordance with clause 3.4.6, is more than Rs. 925.40 (Rupees nine hundred twenty five crores and forty lakhs only) (the "Threshold Technical Capability").

Provided that at least one fourth of the Threshold Technical Capability shall be from the Eligible Projects in Category 1 and/or Category 2 specified in Clause 3.4.1.

(B) **Financial Capacity:** The Bidder shall have a minimum Net Worth (the "Financial Capacity") of Rs. 231.35 crores (Rupees two hundred thirty one crores and thirty five lakhs only) at the close of the preceding financial year⁶.

In case of a Consortium, the combined technical capability and net worth of those Members, who have and shall continue to have an equity share of at least 26% (twenty six per cent) each in the SPV, should satisfy the above conditions of eligibility; provided that each such member shall, for a period of 2 (two) years from the date of commercial operation of the Project, hold equity share capital not less than: (i) 26% (twenty six per cent) of the subscribed and paid up equity of the SPV; and (ii) 5% (five per cent) of the Total Project Cost specified in the Concession Agreement⁷.

⁶ In case a Bidder has issued any Fresh Equity Capital during the current financial year, the same shall be permitted to be added to the Bidder's Net Worth subject to the Statutory Auditor of the Bidder certifying to this effect.

⁷ The Authority may, at its discretion, impose further obligations to the Concession Agreement, but such obligations should provide sufficient mobility for partial divestment of equity without compromising the success of the Project.

Four Lanes of Aligarh - Kanpur Expressway (KM) 186.000 (Design change (91,733) to km 229,000 (Design change 340,867) from Delhi - Dehra Dun Expressway - Kalyanpur) of NH-01 in the State of Uttar Pradesh under NHSP Phase-V on Hybrid Annuity Model.



Provided further that each member of the Consortium shall have a minimum Net Worth of 12.5% of Estimated Project Cost in the immediately preceding financial year²¹.

2.2.3 **Q&A Experience** The Bidder shall engage an experienced Q&A contractor or hire qualified and trained personnel for operation and maintenance of the Project in conformity with the provisions of the concession agreement.

2.2.4 The Bidder shall engage with its D-0, to be submitted as per the format at Appendix-A, comprising with its Annexes, the following:

- (i) Certificate(s) from its statutory auditor²² or the concerned client(s) testing the payments made/ received or works commissioned, as the case may be, during the past 5 years in respect of the projects specified in paragraph 2.2.2 (A) above. In case a particular job/ contract has been jointly executed by the Bidder (as part of a Consortium), it should further support its claim for the share in work done for that particular job/ contract by producing a certificate from its statutory auditor or the client; and
- (ii) Certificate(s) from its statutory auditors specifying the net worth of the Bidder, as at the close of the preceding financial year, and also specifying that the methodology adopted for calculating such net worth conforms to the provisions of this Clause 2.2.4 (ii). For the purposes of this RFP, net worth (the "Net Worth") shall mean the aggregate value of the paid-up share capital and all reserves created out of the profits and securities premium account, after deducting the aggregate value of the accumulated losses, deferred expenditure and miscellaneous expenditure not written off, as per the audited balance sheet, but does not include reserves created out of revaluation of assets, write back of depreciation and amalgamation.

2.3 Proprietary data

All documents and other information supplied by the Authority or submitted by a

²¹ In case duly certified audited annual financial statements comprising explicitly the requisite details are provided, a separate certification by statutory auditors would not be necessary in respect of Clause 2.2.4 (ii). In jurisdictions that do not have statutory auditors, the firms of members which audit the annual accounts of the Bidder may provide the certificate required under this RFP.

Four Copies of A-0001 (Kapur section from KM 280.000 (Design change 103 TSS) to km 229.000 (Design change 240.997) (proposed)) file to Shadava - Ralyangar] of NH-01 in the State of Uttar Pradesh under M&O Phase-IV of NH&M Annexure II/2016



EPL

EPL

- (i) The Bidder, its Joint Venture Member (or any constituent thereof) and any other Bidder, its Member or any Member of its Joint Venture thereof (or any constituent thereof) have common controlling shareholders or other ownership interest; provided that this disqualification shall not apply in cases where the direct or indirect shareholding of a Bidder, or its Joint Venture Member thereof (or any shareholder thereof having a shareholding of more than 5% (five percent) of the paid up and subscribed share capital of such Bidder, or its Joint Venture Member, as the case may be), in the other Bidder, its Joint Venture Member is less than 5% (five percent) of the subscribed and paid up equity share capital thereof; provided further that this disqualification shall not apply in any ownership by a bank, insurance company, pension fund or a public financial institution referred to in section 4A of the Companies Act 1956. For the purposes of this Clause 2.2 (c), indirect shareholding held through one or more intermediate persons shall be computed as follows: (aa) where any intermediary is controlled by a person through management control or otherwise, the entire shareholding held by such controlled intermediary in any other person (the "Subject Person") shall be taken into account for computing the shareholding of such controlling person in the Subject Person; and (bb) subject always to sub-clause (aa) above, where a person does not exercise control over an intermediary, which has shareholding in the Subject Person, the computation of indirect shareholding of such person in the Subject Person shall be undertaken on a proportionate basis, provided, however, that no such shareholding shall be reckoned under this sub-clause (bb) if the shareholding of such person in the intermediary is less than 20% of the subscribed and paid up equity shareholding of such intermediary; or
- (ii) a constituent of such Bidder is also a constituent of another Bidder; or
- (iii) such Bidder, or any of its Joint Venture Member thereof receives or has received any direct or indirect subsidy, grant, concessional loan or subordinated debt from any other Bidder, or any of its Joint Venture Member thereof or has provided any such subsidy, grant, concessional loan or subordinated debt to any other Bidder, its Member or any of its Joint Venture Member thereof; or
- (iv) such Bidder has the same legal representative for purposes of this Application as any other Bidder; or
- (v) such Bidder, or any of its Joint Venture member thereof has a relationship with another Bidder, or any of its Joint Venture Member thereof, directly or through common third party parties, that puts either or both of them in a position to have access to each others' information about, or to influence the Application of either or each other; or
- (vi) such Bidder, or any of its Joint Venture Member thereof has participated as a consultant to the Authority in the preparation of any documents, design or technical specifications of the Project

2.2.2 Qualification requirements of Bidders

2.2.2.1 Bid Capacity

Bidders who meet the above minimum qualification criteria will be qualified only if their available Bid capacity is more than the total BID value (value as per

Invitation) and appreciation of NH 334B from Madhya to Haryana Border via Bhopal (CH. 02/03) km of Toll link in the State of Madhya Pradesh.

[Handwritten signature]

Clause 1.1.1): The available BID capacity will be calculated as per following, based on information mentioned at Annexure-VI of Appendix-IA:

Available Available BID capacity = $(A * N * 2.5 - B) + C$, Where

- N= Number of years prescribed for completion of work for which bid is invited.
- A = Maximum value of civil engineering works excluding the amount of bonus received, if any, in respect of EPC Projects allocated in any one year during the last five years (updated to the price level of the year indicated in table at Note-3 below) making their account the completed as well as works in progress. The EPC contracts include turnkey projects from contract Construction works.
- B = Value (updated to the price level of the year indicated in table at Note-3 below) of existing commitments, works for which Appointed Date/ Commencement Date has been declared or on-going works to be completed during the period of completion of the works for which BID is invited. For the sake of clarification, it is mentioned that works for which LOA has been issued but Appointed Date/ Commencement Date not declared as on bid Due Date shall not be considered while calculating value of B.
- C = The amount of bonus received, if any, in EPC Projects during the last 5 years (updated to the price level of the year indicated in table at Note-3 below).

Note:

- The Statement showing the value of all existing commitments, works for which Appointed Date/ Commencement Date has been declared and ongoing works as well as the stipulated period of completion remaining for each of the works listed should be countersigned by the Client or its Engineer-in-charge not below the rank of Executive Engineer or equivalent in respect of EPC Projects or Commissioner / Authorized Signatory of SPV in respect of BOT Projects and verified by Statutory Auditor.
- The amount of bonus received, if any, in EPC Projects should be countersigned by the Client or its Engineer-in-charge not below the rank of Executive Engineer or equivalent in respect of EPC Projects.
- The index for the year for updation to the price level is indicated as under:

Year	Year-1	Year-2	Year-3	Year-4	Year-5
Updation factor	1.00	1.05	1.10	1.15	1.20

1.2.2.2 Technical Capacity

- (i) For demonstrating technical capacity and experience (the "Technical Capacity"), the Bidder shall, over the past 5 (five) financial years preceding the Bid Due Date, have received payments for construction of Eligible Project(s), or has undertaken construction works by itself in a PPP project, such that the sum total thereof, as further adjusted in accordance with clause

Impression and updation of NH-394R from Meerut to Haridwar Border via Rughyat (Ch. 0.000 km to 39.260 km) in the State of Uttar Pradesh

Signature

2.2.2.3 (i) & (ii), is more than Rs. 457.65 Crore (Rupees Four Hundred Fifty Seven Crore and Sixty Five Lakh Only) (the "Threshold Technical Capacity")

- (ii) Provided that at least one similar work of 25% of Estimated Project Cost Rs. 74.17 Crore (Rupees Seventy Six Crore and Twenty Seven Lakh Only) shall have been completed from the Eligible Projects in Category 1 under Category 3 specified in Clause 2.2.2.5. For this purpose, a project shall be considered to be completed, if more than 70% of the value of work has been completed and such completed value of work is equal to or more than 25% of the estimated project cost.

If any Major Bridge/ROB/Flyover/Tunnel is (are) part of the project, then the sole Bidder or in case the Bidder being a Joint Venture, any member of Joint Venture shall necessarily demonstrate additional experience in construction of Major Bridge/ROB/Flyover/Tunnel in the last 5 (Five) financial years preceding the Bid Due Date i.e. shall have completed atleast one similar Major Bridge/ROB/Flyover having span equal to or greater than 50% of the longest span of the structure proposed in this project and in case of Tunnel, if any, shall have completed construction of atleast one tunnel consisting of single or twin tubes (including tunnel(s) for roads/Railway/Metro rail/Irrigation/Hydro-electric projects etc.) having atleast 50% of the cross-sectional area and 25% length of the tunnel to be constructed in this project.

(iii) Deleted

- (iv) The update factor to update the price of the eligible projects for the year indicated in table below:

Year	Year-1	Year-2	Year-3	Year-4	Year-5
Update factor	1.00	1.05	1.10	1.15	1.20

2.2.2.3 Financial Capacity:

(i) The Bidder shall have a minimum Net Worth (the "Financial Capacity") of Rs. 15.28 Crore (Rupees Fifteen Crore and Twenty Eight Lakh Only) at the close of the preceding financial year.

(ii) The Bidder shall have a minimum Average Annual Turnover (updated to the price level of the year based on factors indicated in table below) of Rs. 41.02 Crore (Rupees Forty One Crore and Two Lakh Only) for the last 5 (five) financial years.

Year	Year-1	Year-2	Year-3	Year-4	Year-5
Update factor	1.00	1.03	1.10	1.15	1.20

2.2.2.4 In case of a JOINT VENTURE:

- (i) The Bid Capacity, Technical Capacity and Financial Capacity of all the Members of Joint Venture would be taken into account for satisfying the above conditions of eligibility. Further, Lead Member shall meet at least 60%

1400000000 and upgradation of NH-314B from Meerut to Haridwar Road in Bagpat (CB-0100 km to 48.200 km) in the State of Uttar Pradesh.

[Handwritten signature]

requirement of Bid Capacity, Technical and Financial Capacity as per Clause 2.2.2.1, 2.2.2.2(i) and 2.2.2.3 and each of other JV members shall meet at least 20% requirement of Bid Capacity, Technical and Financial Capacity individually as per Clause 2.2.2.1, 2.2.2.2(i) and 2.2.2.3. For avoidance of doubt it is further clarified that the Joint Venture must collectively and individually satisfy the above qualification criteria. JV shall cumulatively/collectively fulfil the 100% requirement.

- (ii) For requirement of 2.2.2.2 (ii), one similar work of 15% of Estimated Project Cost should have been completed from the Eligible Projects in Category 1 and/or Category 3 specified in Clause 2.2.2.5 individually by any of the JV members as a single work.

2.2.2.3 Categories and factors for evaluation of Technical Capacity:

- (i) Subject to the provision of Clause 2.2.2 the following categories of experience would qualify as Technical Capacity and eligible experience (the "Eligible Experience") in relation to eligible projects as stipulated in Clause 2.2.2.6 (i) & (ii) (the "Eligible Projects"). In case the Bidder has experience across different categories, the experience for each category would be computed as per weight of following factors to arrive at its aggregated Eligible Experience:

Category	Project / Construction experience on Eligible Projects	Factors
1	Project in highways sector that qualify under Clause 2.2.2.6 (i)	1
2	Project in auto sector that qualify under Clause 2.2.2.6 (ii)	0.70
3	Construction in highways sector that qualify under Clause 2.2.2.4 (ii)	1
4	Construction in core sector that qualify under Clause 2.2.2.5 (ii)	0.70

- (ii) The Technical capacity in respect of an eligible Project situated in a developed country which is a member of OECD shall be further multiplied by a factor of 0.5 (zero point five) and the product thereof shall be the Experience Score for such Eligible Project.
- (iii) For the purpose of this RFP:
- highways sector would be deemed to include highways, expressways, bridges, tunnels, runways, railways (construction/re-construction of railway tracks, yards for keeping coaches etc.) metro rail and ports (including construction/re-construction cost of berths, any other linear infrastructure including bridges etc.); and
 - core sector would be deemed to include civil construction cost of power sector, commercial estate (SEZs etc.), airports, industrial parks/ estates, logistic parks, pipelines, irrigation, water supply, sewerage and real estate development.

W/17498

- (I) In case of projects executed by applicant under category 3 and 4 as a member of Joint Venture, the project cost should be restricted to the share of the applicant in the joint venture for determining eligibility as per provision under clause 2.2.2.2 (i). In case Statutory Auditor certifies that, the work of other member(s) is also executed by the applicant, then the total share executed by applicant can be considered for determining eligibility as per provision under clause 2.2.2.2 (ii).
- (II) Maintenance works are not considered as eligible project for evaluation as per Instruction No.3 to Annex-IV. As such works with nomenclatures like PR, OR, FDR, S&A, site/micro grading, surface renewal, resurfacing work, Tarring, B.T. surface work, temporary illumination, urgent works, periodic maintenance, repair & rehabilitation, one time maintenance, permanent protection work of bank, external pvc stripping, repair of circular hinges, street lights O&M contract of NHAI, any type of work related to border fencing, work of earthwork alone, construction of buildings houses/hospitals, etc. or not specified, shall not be considered.
- (III) The works such as Improvement in Riding Quality work (IRQP/RQ), shall be considered for Technical Capacity 2.2.2.2 (i) but not for single completed works 2.2.2.2 (ii)
- (IV) Project in Highway sector shall comprise the following for the purpose of consideration under category 1 or 3 as applicable, if:
- Widening / reconstruction / up-gradation works on NH / SH or on any category of road taken up under CRF, ISC/ E, SARDP, LWE
 - Widening or reconstruction/gradation works on MDRs with loan assistance from multilateral agencies or on BOT basis,
 - Widening/ reconstruction / up-gradation work of roads in Municipal corporation limits, construction of Bypasses.
 - Construction of stand-alone bridges, ADBs, tunnels w.r.t roads.
 - Long term O&M works of NHAI
- (V) The projects with the title of RIDF, PMGSY road, link road, city roads, rural road, sector municipality road, bridges for railway line, work of water falls (bridges under), rural mode projects which demonstrate road development/construction bridges or culverts may be considered under category - 4.
- (VI) In case both the estimated cost of project and revised cost of project are provided, the revised cost of project shall be considered for evaluation.

2.2.2.6 Eligible Experience on Eligible Projects in respect of each category:

- (i) For a project to qualify as an Eligible project under Categories 1 and 2

Improvement and upgradation of NH-348 from Meerut to Haryana Border via Bighpur (CN, 0.000 km to 48.201 km) in the State of (NH), Pradesh.

(Handwritten signature)

(Handwritten mark)

Annexure - 4

Schedule of Fees payable to Law Firm/ Advocate/ Techno Legal Expert/ Sr. Advocate

Sr No.	Legal Subject	Schedule of Fees
1	Before the Supreme Court (In Writs, Civil or Criminal Revisions/ Appeals/ Arbitra. Matters etc).	
(i)	Appearance	Rs. 1.50 lakh per hearing for a designated Senior Advocate if engaged Rs. 15,000/- per hearing in all other categories
(ii)	Drafting of Documents viz. Special Leave Petition/ Writ/ Counter Affidavit/ Rejoinder/ Answer/ Interim Application/ Reply to Interim Application/ Affidavit/ Rejoinder to the application etc.	Rs. 300/- per page of main text drafted (including the text reproduced from other documents and Annexures) subject to a maximum of Rs. 1.00 Lakh. The page margins, spacing, indents, etc shall be as per the court norms. Minimum charges Rs. 10,000/- (lump-sum) per document, irrespective of number of pages in the document.
(iii)	Filing of Caveat	Rs. 10,000/- per caveat
(iv)	Fee payable to Advocate or Barrister	Rs. 15,000/- per case
2.	Before the High Court / National Green Tribunal (In Writs, Civil Suit/ Counter Claims or Civil or Criminal Revisions/ Appeals/ Petitions/ Arbitral Matters/ any other Petition etc.)	
(i)	Appearance	Rs. 1.25 lakh per hearing for a designated Senior Advocate, if engaged. Rs. 12,000/- per hearing in all other categories
(ii)	Drafting of Documents viz. Writ/ Counter Affidavit/ Rejoinder/ Written Statement/ Replication or Civil or Criminal Revisions/ Answer/ Petition/ Reply/ Appeal/ Interim Application/ Reply to Interim Application/ Affidavit/ Rejoinder to the Application/ any other Petition etc.	Rs. 250/- per page of main text drafted (including the text reproduced from other documents and Annexures) subject to a maximum of Rs. 75,000/- The page margins, spacing, indents, etc shall be as per the court norms. Minimum charges Rs. 10,000/- (lump-sum) per document, irrespective of number of pages in the document.
(iii)	Filing of Caveat	Rs. 7,000/- per caveat
3.	Before the District Courts	
(i)	Appearance before District Court/City Civil Court/ Consumer Court/Small Causes Court/Appellate Tribunal.	Rs. 7,000/- per hearing
(ii)	Drafting of Documents viz. Civil Suit/Written Statement/ Replication or Civil or Criminal Revisions/ Answer/ Petition/ Reply or any other Reply/ Appeal/ Interim Application/ Reply to Interim Application/ Affidavit/ Rejoinder to the Application etc.	Rs. 200/- per page of main text drafted (including the text reproduced from other documents and Annexures) subject to a maximum of Rs.30,000/- The page margins, spacing, indents, etc shall be as per the court norms. Minimum charges Rs. 7,000/- (lump-sum) per document, irrespective of number of pages in the document.
4	Before other Authorities/ Tribunals/ Commission/ Forum/ EO/ Labour Court/ CIC etc.	
(i)	Appearance	Rs. 7,000/- per hearing
(ii)	Drafting of Documents viz. Petition/ Reply/ Rejoinder/ Appeal/ Interim Application/ Reply to Interim Application/ Affidavit/ Rejoinder to the Application etc.	Same as at 3(i) above.

Sr. No.	Legal Subject	Schedule of Fees
5. Before Arbitral Tribunal (Civil Engineering Contracts)		
(i)	Fee per Appearance	<p>(i) Rs. 15,000/- per hearing where total sum of all claims or counter claims in the case before AT is up to Rs.100 Crore (i) Techno Legal Expert or Sr. Advocate is also engaged by NHAI, Rs.15,000/- will be reduced to Rs.10,000/-, 10% extra fee in case of fast track arbitration as per Section 29(B) of ASC. And order if award is published within 6 months from date of entering the reference to AT.</p> <p>(ii) Rs. 30,000/- per hearing where total sum of all claims or counter claims in the case before AT is above Rs.100 Crore and up to Rs. 300 Crore (i) Techno Legal Expert or Sr. Advocate is also engaged by NHAI, Rs.20,000/- will be reduced to Rs.15,000/-, 10% extra fee if award is published within 6 months by A.</p> <p>(iii) Rs. 35,000/- per hearing where total sum of all claims or counter claims in the case before AT is above Rs. 300 Crore (i) Techno Legal Expert or Sr. Advocate is also engaged by NHAI, Rs.25,000/- will be reduced to Rs. 20,000/-, 10% extra fee if award is published within 6 months by A.</p>
(ii)	Drafting of Documents, viz Statement of Claim/ Statement of Defence/ Reply to Claim Application/ Reply to Defence Application/ Affidavit/ Reply to the Application etc.	Rs. 250/- per page of main text drafted (excluding the text reproduced from other documents and Annexures) subject to a maximum of Rs. 50,000/-. The page margins, spacing, indents, etc. shall be as per the court norms. Minimum charges Rs. 10,000/- (lump-sum) per document, irrespective of number of pages in the document.
(iii)	Written synopsis	Rs. 250/- per page of main text drafted (excluding the text reproduced from other documents and Annexures) subject to a maximum of Rs. 25,000/-. The page margins, spacing, indents, etc. shall be as per the court norms. Minimum charges Rs. 10,000/- (lump-sum) per document, irrespective of number of pages in the document.
6. Techno Legal Expert (Before Arbitral Tribunal)		
(i)	Fee per Appearance	<p>(i) Rs. 15,000/- per hearing where total sum of all claims or counter claims in the case before AT is up to Rs.100Crore (i) Advocate is also engaged by NHAI, Rs.15,000/- will be reduced to Rs.10,000/-, 10% extra fee in case of fast track arbitration as per Section 29(B) of ASC. And order if award is published within 6 months from date of entering the reference by AT.</p> <p>(ii) Rs. 20,000/- per hearing where total sum of all claims or counter claims in the case before AT is above Rs.100Crore and up to Rs.500 Crore (i) Advocate is also engaged by NHAI, Rs. 20,000/- will be reduced to Rs. 15,000/-, 10% extra fee if award is published within 6 months by A.</p> <p>(iii) Rs. 25,000/- per hearing where total sum of all claims or counter claims in the case before AT is above Rs. 500 Crore (i) Advocate is also engaged by NHAI, Rs. 25,000/- will be reduced to Rs. 20,000/-, 10% extra fee if award is published within 6 months by A.</p>

Sr. No.	Legal Subject	Schedule of Fees
(1)	Drafting of Documents viz. Claims/Counter Claims/Revised Statement of Defences/ Interim Application/ Reply to Interim Application/ Affidavit/ Reply to Affidavit and Agreement etc. including study of all relevant documents.	Rs. 250/- per page of main text drafted (excluding the text reproduced from other documents and Annexes) subject to a maximum of Rs. 50,000/- The page margins, spacing, indents etc. shall be as per the court norms. Minimum charges Rs. 10,000/- (lump-sum) per document irrespective of number of pages in the document.
(1)	Conference with Client's Representative(s)/ Legal Counsel	Rs. 5,000/- (lump-sum irrespective of number of hours) prior to date of hearing.
(1e)	Clerical charges	10% of appearance fee
(1e)	Service Tax	As applicable
(1e)	Visc. Expenses such as photocopy, power, home, residential etc.	As per actuals
7	Other Legal Works	
(i)	Drafting of documents/Conveyance Deed/ any other Agreement/Deed etc.	Rs. 200/- per page of main text drafted (excluding the text reproduced from other documents and Annexes) subject to a maximum of Rs. 50,000/- The page margins, spacing, indents etc. shall be as per the court norms. Minimum charges Rs. 10,000/- (lump-sum) per document irrespective of number of pages in the document.
(ii)	Drafting of Legal Opinion/Brief for Legal Opinion/ Notices/Reply to Notice.	Same as at (i) above.
8.	Consultation/ Conferences	
(i)	Conference Fee of the Sr. Advocate (Supreme Court)	Rs. 25,000/- per hour
(ii)	Conference Fee of the Sr. Advocate (High Court)	Rs. 20,000/- per hour
(iii)	In the office of Counsel with Client's Representatives	Rs. 2,500/- per hour
(iv)	Any other place	Rs. 5,000/- per hour (plus conveyance allowance Rs. 1,000/- lump-sum)
(v)	Site Inspection (time spent also to include travel time)	Rs. 10,000/- per inspection (plus conveyance allowance Rs. 2,000/- lump-sum)
(vi)	Fee for the drafting/junior counsel for briefing the Senior Counsel for the case	
	1) Before Supreme Court	Rs. 4,000/- per hour
	2) Before High Court	Rs. 3,000/- per hour
	3) Before District Court	Rs. 2,500/- per hour
	3a) Before any other Authorities/Tribunals/Commission/Forum/Equation Court/CIC etc.	Rs. 2,500/- per hour
	3b) Before Arbitral Tribunal (Civil/Engineering/Contracts)	Rs. 3,000/- per hour

Notes:

- If an Advocate is required to undertake an outstation journey in connection with any matter of NHAA, he shall be entitled to a sum of Rs. 15,000/- per day for Sr. Advocate (designated by Hon'ble Supreme Court & High Courts only) and Rs. 5,000/- per day for Junior Advocate over and above the

fee payable to him. If a Techno Legal Expert is required to undertake an outstation journey in connection with any Arbitral matter of NHAI, he shall be entitled to a sum of Rs. 5,000/- per day over and above the fee payable to him. Lodging, boarding, traveling and local travel expenses will be allowed only for those Counsel who are 100 kms. away from their HQ to the place of meeting.

2. The charges admissible during outstation journey, for Techno-Legal Experts and Legal Counsels, will be as per schedule given below:

Travelling Expenses	Economy class (By Air); First Class AC (By Train); and AC Car (By Road)
Lodging and Boarding	Rs 12,000/- per day (in Metro cities); Rs 8,000/- per day (in other cities); Rs 5,000/- per day, if any Advocate/ Techno Legal Expert makes his own arrangements
Local Conveyance	Rs 2,000/- per day

Note: All charges mentioned above shall be reimbursable on submission of bills.

3. Whenever a Senior Advocate is to be engaged, his charges shall be payable separately, including for conference, drafting, appearance, etc. directly to the Sr. Advocate. Specific approval in writing of the Competent Authority for engagement of the Senior Advocate shall be required.
4. Where similar cases/ cases of same contract are filed before the same Court or Authority and the matters are heard together in one hearing of the Court or Authority, then only one fee per appearance will be paid to each such hearing, irrespective of number of cases covered/ clubbed as the hearing is one.
5. Charges for photocopying, typing, binding, courier/ postage charges, local conveyance charges etc. shall be paid as per actuals.
6. All out of pocket expenses as per actuals and service tax at applicable rates shall be payable in addition to the above rates.
7. The appearance charges/ fee shall be payable @ 50% of the appearance fee or y. Such 50% fee shall also be applicable when the Court does not sit and also in case of non-effective hearings, however, no fee would be admissible, if the adjournment has been declared prior to the day of hearing.

10/11/20

**MINUTES OF THE SECOND SITTING OF THE COMMITTEE ON ESTIMATES
(2019-20)**

The Committee sat on Wednesday, the 21st August, 2019 from 1130 hrs. to 1415 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

Shri Girish Bhalchandra Bapat – Chairperson

Members

2. Kunwar Danish Ali
3. Shri Kalyan Banerjee
4. Shri Pradan Baruah
5. Shri Nand Kumar Singh Chauhan
6. Shri P.P. Choudhary
7. Shri P.C. Gaddigoudar
8. Dr. Sanjay Jaiswal
9. Shri Dharmendra Kumar Kashyap
10. Shri Dayanidhi Maran
11. Shri K. Muraleedharan
12. Shri S.S. Palanimanickam
13. Shri Kamlesh Paswan
14. Dr. K.C. Patel
15. Col. Rajyavardhan Singh Rathore
16. Shri Vinayak Bhaurao Raut
17. Shri Ashok Kumar Rawat
18. Shri Rajiv Pratap Rudy
19. Shri Francisco Sardinha

20. Shri Jugal Kishore Sharma
21. Shri Prathap Simha
22. Shri Dharambir Singh
23. Shri Kesineni Srinivas
24. Shri Sunil Dattatray Tatkare
25. Shri Parvesh Sahib Singh Verma

SECRETARIAT

- | | | | |
|----|-----------------------|---|------------------|
| 1. | Dr. Preeti Srivastava | - | Joint Secretary |
| 2. | Shri Vipin Kumar | - | Director |
| 3. | Shri R.S. Negi | - | Deputy Secretary |

WITNESSES

REPRESENTATIVES OF THE MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Sl. No.	Name	Designation
1.	Sh. Sanjeev Ranjan	Secretary (RT&H)
2.	Sh. I. K. Pandey	DG(RD)&SS
3.	Sh. S.S. Nahar	ADG
4.	Sh. Y. Balakrishna	ADG
5.	Sh. Amit Kumar Ghosh	Joint Secretary(Highways)
6.	Sh. Abhay Damle	Joint Secretary(Transport)
7.	Sh. Kamlesh Chaturvedi	Joint Secretary(Parliament)
8.	Sh. O.P. Shrivastava	Chief Engineer
9.	Sh. Sanjeev Kumar	Chief Engineer
10.	Sh. P. R. Meena	Chief Engineer
11.	Sh. S. C. Mondal	Chief Engineer
12.	Sh. Khushal Chand	Chief Engineer

13.	Sh. U.C. Katara	Chief Engineer
14.	Sh. Sudip Chaudhary	Chief Engineer

REPRESENTATIVES OF NHAI/NHIDCL

15.	Sh. Nagendra Nath Sinha	Chairman, NHAI/MD, NHIDCL
16.	Sh. Asheesh Sharma	Member(Finance)
17.	Sh. R.K. Pandey	Member(Project)
18.	Sh. Manoj Kumar	CGM(Tech)
19.	Sh. Siba Narayan Nayak	CGM(Finance)
20.	Sh. Madhup Kumar	CGM(Finance)

2. At the outset, the Chairperson briefed the Members about the subject to be discussed with the representatives of Ministry of Road Transport & Highways and NHAI/NHIDCL. After a brief discussion, the representatives of Ministry of Road Transport & Highways and NHAI/NHIDCL were called in to depose before the Committee.

3. The Chairperson welcomed the witnesses and requested the Secretary (RT&H) to give a brief overview of the National Highways (NH) scenario in the country and drew the attention of the witnesses to Direction 55(1) of 'Directions by the Speaker, Lok Sabha' about the confidentiality of the proceedings of the Committee and requested to introduce themselves to the Committee before deposition.

4. The Secretary, Ministry of Road Transport & Highways made a comprehensive power-point presentation, giving details of Road network in the country, Central Road Sector Schemes, Mode of implementation of Road Projects, mechanism for estimation of NH works, sources of funding for Road Development Scheme, status of appraisal and approval of the Schemes/Projects of NH including Bharatmala Projects, externally aided projects, etc.

5. The Members raised several queries regarding NH projects being undertaken/planned to be undertaken in different States. They desired to have a State-wise statement of NH projects undertaken with relevant details like estimated/actual costs, scheduled date of completion/present status/actual date of completion, reasons for delay and action taken in case of delayed projects, cost escalation details, etc. Details on other important aspects such as land acquisition, litigations relating to Awards, compensation and rehabilitation of landowners, impact of current economic slowdown on NH projects, FDI in NH projects, measures to prevent accidents on Highways, congestion at toll plaza, decision making mechanism for finalising maps and alignments of NH projects, etc were also sought by them. On some of the queries of the Members, the witnesses duly responded. The Chairperson then asked the witnesses to furnish detailed written replies on points to which they could not readily respond within a fortnight.

6. The verbatim proceedings were kept on record.

The Committee then adjourned.

**MINUTES OF THE SIXTH SITTING OF THE COMMITTEE ON ESTIMATES
(2019-20)**

The Committee sat on Thursday, the 7th November, 2019 from 1130 hrs. to 1405 hrs. in Room No. '53', Parliament House, New Delhi.

PRESENT

Shri Girish Bhalchandra Bapat – Chairperson

Members

2. Kunwar Danish Ali
3. Shri Pradan Baruah
4. Shri Sudarshan Bhagat
5. Shri P.P. Choudhary
6. Shri P.C. Gaddigoudar
7. Shri Dilip Ghosh
8. Shri Dharmendra Kumar Kashyap
9. Shri Dayanidhi Maran
10. Shri K. Muraleedharan
11. Shri S.S. Palanimanickam
12. Shri Kamlesh Paswan
13. Dr. K.C. Patel
14. Shri Vinayak Bhaurao Raut
15. Shri Ashok Kumar Rawat
16. Shri Magunta Srinivasulu Reddy
17. Shri Rajiv Pratap Rudy
18. Shri Francisco Sardinha
19. Shri Prathap Simha
20. Shri Dharambir Singh

21. Smt. Sangeeta Kumari Singh Deo
22. Shri Sunil Dattatray Tatkare

SECRETARIAT

1. Dr. Preeti Srivastava - Joint Secretary
2. Shri Vipin Kumar - Director
3. Shri R.S. Negi - Deputy Secretary

WITNESSES

**REPRESENTATIVES OF THE MINISTRY OF ROAD
TRANSPORT & HIGHWAYS**

Sl. No.	Name	Designation
1.	Shri Sanjeev Ranjan	Secretary (RT&H)
2.	Shri I. K. Pandey	DG(RD)&SS
3.	Shri Y. Balakrishna	ADG
4.	Ms. Krishna Tyagi	Pr. CCA
5.	Shri Amit Kumar Ghosh	Joint Secretary
6.	Shri Abhay Damle	Joint Secretary
7.	Shri Kamlesh Chaturvedi	Joint Secretary
8.	Shri Priyank Bharti	Joint Secretary
9.	Ms. Babni Lal	Economic Adviser
10.	Shri Sudip Chaudhary	Chief Engineer
11.	Shri U.C. Katara	Chief Engineer
12.	Shri S. C. Mondal	Chief Engineer
13.	Shri Sanjeev Kumar	Chief Engineer
14.	Shri O.P Srivastava	Chief Engineer

REPRESENTATIVES OF NHAI/NHIDCL

15.	Shri Sukhbir S. Sandhu	Chairman, NHAI
16.	Shri Ashish Sharma	Member, NHAI
17.	Shri R.K. Pandey	Member, NHAI
18.	Shri Alok Deepankar	CGM, NHAI
19.	Shri Ajmer Singh	CGM, NHAI
20.	Shri L.P. Padhy	CGM, NHAI
21.	Shri Maneesh Rastogi	CGM, NHAI
22.	Shri Navin Kumar	CGM, NHAI
23.	Shri Sushil Kumar Mishra	CGM, NHAI
24.	Shri Manoj Kumar	CGM, NHAI
25.	Shri V.K. Sharma	CGM, NHAI
26.	Shri Madhup Kumar	CGM, NHAI
27.	Shri Narayan Nayak Siba	CGM, NHAI
28.	Shri Keshav Kr. Pathak	MD, NHIDCL
29.	Shri V.K. Rajawat	Director, NHIDCL
30.	Shri W. Blah	Exe. Director, NHIDCL

2. At the outset, the Chairperson briefed the Members about the subject to be discussed with the representatives of Ministry of Road Transport & Highways and NHAI/NHIDCL. After a brief discussion, the representatives of Ministry of Road Transport & Highways and NHAI/NHIDCL were called in to depose before the Committee.

3. The Chairperson welcomed the witnesses and drew their attention to Direction 55(1) of 'Directions by the Speaker, Lok Sabha' about the confidentiality of the proceedings of the Committee and requested to introduce themselves to the Committee before deposition.

4. The Ministry of Road Transport & Highways made a detailed power-point presentation on the queries raised by the Members during the previous sitting regarding various NH projects which are being taken up or going to be taken in their respective constituencies/States. The Committee also discussed various other issues regarding NH projects which interalia include ensuring NHAI representatives to attend DISHA Committee meetings and consultation of local MPs/public representatives before deciding on any NH projects in their constituencies, modality of awarding contract for project DPRs and accountability, cost-effectiveness of Green field projects over brown field projects, streamlining of Land Acquisition process, Environmental clearance of NH Projects, status of implementation, cost of projects and time-frame for completion of NH projects involving investment by Banks/PSUs, mechanism of assessment of financial health of contractors, early disposal and timely review of court cases, facilitating local people living in the vicinity who have to use/cross toll roads frequently, etc.

5. The Members raised several queries regarding the subject. On some of the queries of the Members, the witnesses duly responded. The Chairperson then asked the witnesses to furnish detailed written replies on points to which they could not readily respond within a fortnight.

6. The verbatim proceedings were kept on record.

The Committee then adjourned.

MINUTES OF THE NINTH SITTING OF THE COMMITTEE ON ESTIMATES

(2019-20)

The Committee sat on Wednesday, the 5th February, 2020 from 1500 hrs. to 1730 hrs. in Room No. '62', Parliament House, New Delhi.

PRESENT

Shri Girish Bhalchandra Bapat – Chairperson

Members

2. Kunwar Danish Ali
3. Shri Pradan Baruah
4. Shri Sudarshan Bhagat
5. Shri Nand Kumar Singh Chouhan
6. Shri P.P. Choudhary
7. Shri P.C. Gaddigoudar
8. Shri Dilip Ghosh
9. Dr. Sanjay Jaiswal
10. Shri Mohanbhai Kalyanji Kundariya
11. Shri Dayanidhi Maran
12. Shri K. Muraleedharan
13. Shri Vinayak Bhaurao Raut
14. Col. Rajyavardhan Singh Rathore
15. Shri Magunta Srinivasulu Reddy
16. Shri Rajiv Pratap Rudy
17. Shri Francisco Sardinha
18. Shri Prathap Simha
19. Shri Dharambir Singh
20. Smt. Sangeeta Kumari Singh Deo
21. Shri Kesineni Srinivas
22. Shri Sunil Dattatray Tatkare

SECRETARIAT

- | | | | |
|----|-----------------------|---|---------------------|
| 1. | Dr. Preeti Srivastava | - | Joint Secretary |
| 2. | Smt. A. Jyothirmayi | - | Additional Director |
| 3. | Shri R.S. Negi | - | Deputy Secretary |

WITNESSES

**REPRESENTATIVES OF THE MINISTRY OF ROAD
TRANSPORT & HIGHWAYS**

Sl. No.	Name	Designation
1.	Shri Sanjeev Ranjan	Secretary (RT&H)
2.	Ms. Leena Nandan	Special Secretary
3.	Shri Sanjay Kumar	AS & FA
4.	Shri Y. Balakrishna	ADG
5.	Ms. Krishna Tyagi	Pr. CCA
6.	Shri Amit Kumar Ghosh	Joint Secretary
7.	Shri S.P. Singh	Joint Secretary
8.	Shri Kamlesh Chaturvedi	Joint Secretary
9.	Shri Priyank Bharti	Joint Secretary
10.	Ms. Babni Lal	Economic Adviser
11.	Shri Sudip Chaudhary	Chief Engineer
12.	Shri U.C. Katara	Chief Engineer
13.	Shri T.T. Negi	Chief Engineer
14.	Shri Khushal Chand	Chief Engineer
15.	Shri Sanjeev Kumar	Chief Engineer
16.	Shri O.P. Srivastava	Chief Engineer
17.	Shri Rahul Gupta	Chief Engineer
18.	Shri Anshumali Shrivastava	Chief Engineer
19.	Shri Rajesh Kumar	Supdt. Engineer
20.	Shri S.K. Kushwaha	Supdt. Engineer
21.	Shri Pankaj Agarwal	Supdt. Engineer

REPRESENTATIVES OF NHAI/NHIDCL

22.	Shri Ashish Sharma	Member, NHAI
23.	Shri R.K. Pandey	Member, NHAI
24.	Shri Alok	Member, NHAI
25.	Shri Alok Deepankar	CGM, NHAI
26.	Shri L.P. Padhy	CGM, NHAI
27.	Shri Maneesh Rastogi	CGM, NHAI
28.	Shri Aditya Prakash	CGM, NHAI
29.	Shri Sushil Kumar Mishra	CGM, NHAI
30.	Shri Manoj Kumar	CGM, NHAI
31.	Shri V.K. Sharma	CGM, NHAI
32.	Amrendra Kumar	CGM, NHAI
33.	Shri Madhup Kumar	CGM, NHAI
34.	Shri Narayan Nayak Siba	CGM, NHAI
35.	Shri Keshav Kr. Pathak	MD, NHIDCL
36.	Shri W. Blah	Exe. Director, NHIDCL

2. At the outset, the Chairperson briefed the Members about the subject to be discussed with the representatives of Ministry of Road Transport & Highways and NHAI/NHIDCL. After a brief discussion, the representatives of Ministry of Road Transport & Highways and NHAI/NHIDCL were called in to depose before the Committee.

3. The Chairperson welcomed the witnesses and drew their attention to Direction 55(1) of 'Directions by the Speaker, Lok Sabha' about the confidentiality of the proceedings of the Committee and requested the representatives to introduce themselves to the Committee before deposition.

4. The Ministry of Road Transport & Highways made a detailed power-point presentation on current status of National Highway construction schemes that were undertaken across the country by different agencies and their overall financial and physical progress. The Committee deliberated upon various issues regarding NH projects which interalia included delay in completion of projects, land acquisition and compensation issue, lack of adequate Road Over Bridges (ROBs)/Road Under Bridges (RUBs) on many of NHs, poor quality or defective construction, work on the ground not consistent with the original tender, improper implementation of FASTag at Toll plazas, issues related data privacy issue and black spots/accident prone areas in NH stretches. The Committee also deliberated upon Public Sector Banks' investments in NH projects becoming NPA, and sought information about the issue about norms for declaring NPA by banks, issue of coordination between NHAI and State PWDs, functioning and responsibility of ROs of the Ministry posted in State PWDs, etc.

5. The Members raised several queries during the examination of the subject. To some of the queries of the Members, the witnesses duly responded. Regarding the rest, they assured the Committee to furnish detailed written replies within a fortnight.

6. The verbatim proceedings were kept on record.

The Committee then adjourned.

**MINUTES OF THE FOURTEENTH SITTING OF THE COMMITTEE ON
ESTIMATES (2020-2021)**

The Committee sat on Thursday, the 4th February, 2021 from 1100 hrs. to 1135 hrs. in Committee Room No. 3, Block-A, First Floor, Parliament House Annexe Extension Building, New Delhi.

PRESENT

Shri Girish Bhalchandra Bapat - **Chairperson**

Members

2. Shri Sudharshan Bhagat
3. Shri P.P. Chaudhary
4. Shri Parvatagouda Chandanagouda Gaddigoudar
5. Shri Nihal Chand Chauhan
6. Dr. Sanjay Jaiswal
7. Shri Dayanidhi Maran
8. Shri S.S. Palanimanickam
9. Col. Rajyavardhan Singh Rathore
10. Shri Vinayak Bhaurao Raut
11. Shri Magunta Srinivasulu Reddy
12. Shri Francisco Sardinha
13. Shri Jugal Kishore Sharma
14. Shri Prathap Simha
15. Smt. Sangeeta Kumari Singh Deo

SECRETARIAT

1. Smt. B. Visala - Director
2. Smt. A. Jyothirmayi - Additional Director

3. Shri R. S. Negi - Deputy Secretary

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. The Committee then took up for consideration and adoption of the following draft Reports:

(i) *** **

(ii) Report on the subject "Estimates and Functioning of National Highway Projects including Bharatmala Projects" pertaining to the Ministry of Road Transport & Highways; and

(iii) *** **

3. *** In respect of Draft Report on the subject "Estimates and Functioning of National Highway Projects including Bharatmala Projects" some Members gave suggestions which were agreed to by the Committee. The Committee authorised the Chairperson to make any consequential changes and finalize the draft Report(s) on the basis of factual verification by the concerned Ministry and present the same to Lok Sabha.

4. ***.

The Committee, then, adjourned.