

Dated, the 21st December, 2017

Office Memorandum

Subject: Investment Approval for Phase-I of 'Bharatmala Pariyojana' - reg.

The Ministry had issued Guidelines and SOP for implementation of Bharatmala Pariyojana vide OM No. NH-14012/27/204-P&M. Subsequently, based on the inputs received from various implementation agencies, and rationalisation of inconsistencies therein, a revised set of Guidelines and SOP has been prepared. The Revised Guidelines and SOP now attached substitutes the Guidelines and SOP issued on 3rd November 2017.


(Debjani Chakrabarti)
Director (Highways)
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Encl: Revised Guidelines and Standard Operating Procedures (SOP) for implementation of Bharatmala Pariyojana Program

To

1. Chairman, National Highways Authority of India (NHAI)
2. Managing Director, National Highways Infrastructure Development Corporation Ltd (NHIDCL)
3. Director General (Roads) & Special Secretary, MoRTH

Copy for kind information to the following:

1. Prime Minister's Office (Sh. A.K. Sharma, Addl. Secretary);
2. Office of Minister, RT&H
3. Office of Minister of State, RT&H
4. Cabinet Secretariat
5. Office of Secretary, RT&H
6. All Joint Secretaries of MoRT&H
7. All Chief Engineers (HQ), CE-ROs, SE-ROs of MoRTH (through email only)

Revised Guidelines and Standard Operating Procedure (SOP) for implementation of Bharatmala Pariyojana Program

Dated, the 2nd December 2017

The Cabinet Committee on Economic Affairs has approved the implementation of an umbrella programme for the National Highway Road Sector - "Bharatmala Pariyojana Phase-1", spanning over a period of 5 years (2017-2022) at an estimated outlay of Rs. 5,35,000 crore, as communicated by the Cabinet Secretariat vide its No. CCEA/26/2017(i) dated 26th October 2017. Ministry vide OM No. NH-14012/27/204-P&M had issued a SOP for implementation of Bharatmala Pariyojana. This Revised Guidelines and SOP substitutes the SOP issued on 3rd November 2017.

I - OVERVIEW OF THE PROGRAM

1 About the Program:

- 1.1 The objective of the program is to optimize the efficiency of freight and passenger movement across the country by bridging critical infrastructure gaps through **development of Economic Corridors, Inter Corridors and Feeder Routes, National Corridor Efficiency Improvement, Border and International connectivity roads, Coastal and Port connectivity roads and Green-field expressways.**
- 1.2 Identification of the project stretches under the components of the proposed program is based on detailed Origin-Destination (O-D) study, freight flow projections and verification of the identified infrastructure gaps through geo-mapping.
- 1.3 Construction of a total length of about 24,800 kms is being taken up under Phase-I of Bharatmala Pariyojana. In addition, Phase-I would also include about 10,000 kms of residual works of National Highway Development Project (NHDP).

2 Components of the program and fund allocation:

- 2.1 As per the CCEA approval, Phase-I of Bharatmala Pariyojana program is to be implemented over a period of five years i.e. FY 2017-18 to FY -2021-22. The summary of components identified under Phase-I and the approved outlay for the same are as follows:

| Sr. No. | Components | Length (in km) | Outlay - (Rs crore) |
|---------|--------------------------------|----------------|---------------------|
| A. | Bharatmala | | |
| 1 | Economic corridors development | 9,000 | 1,20,000 |
| 2 | Inter-corridor & feeder roads | 6,000 | 80,000 |

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| Sr. No. | Components | Length (in km) | Outlay – (Rs crore) |
|-----------|---------------------------------------------|----------------|---------------------|
| 3 | National Corridors Efficiency improvements: | 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 | 385,000 |
| B. | Balance road works under NHDP | | 1,50,000 |
| | Total | | 5,35,000 |

Details on the various components and the criteria for selection are given in **Annexure I(a) and Annexure I(b)**.

- 2.2 Minister (RT&H) has been authorized to substitute/ replace up to 15% length of 24,800 kms for Phase-I of the program by other suitable projects, if development of certain identified stretches under the program cannot be taken up on account of issues pertaining to alignment finalization, problems associated with land availability and other unforeseen factors.

3 Project allocation across Implementation Agencies:

- 3.1 Different components of the Bharatmala Pariyojana will be implemented by Ministry of Road Transport and Highways through various implementation agencies viz. the National Highways Authority of India (NHAI), National Highways and Infrastructure Development Corporation Limited (NHIDCL) and State Public Works Departments (PWDs)/ State Road Development Corporations (RDCs) through the Roads Wing of the Ministry.
- 3.2 NHAI shall be responsible for development/ upgradation and maintenance of Economic Corridors, Inter corridor and Feeder Routes, National Corridors (GQ, NS-EW) (including addressing choke points and congestion points), Border and International connectivity roads, Coastal and port connectivity roads and Greenfield expressways in the country except for projects implemented through the Roads Wing and the EAP Cell of Ministry [Refer Annexure II(a) – II(j)].
- 3.3 NHAI shall be responsible for development of logistics parks as in **Annexure II(k)**, for improving efficiency of the corridors, in line with the policy issued by the Department of Commerce, Ministry of Commerce and Industry. The NHAI Board (Authority) shall be competent to approve the concession agreement for the Logistics Parks. In the like manner, the NHAI shall be responsible for development of wayside amenities in the corridors.
- 3.4 NHAI shall complete the residual works of NHDP as in **Annexure III(a)**.
- 3.5 NHAI shall also develop other roads, entrusted to it [Annexure III(d)] which

- are not part of Bharatmala Pariyojana or NHDP through NH(O) and follow the extant appraisal and approval process for these roads.
- 3.6 NHIDCL shall be responsible for development/ upgradation and maintenance of the projects in the North-Eastern States of the country i.e. economic corridors, feeder routes, international connectivity routes, border roads, by passes for choke points and interventions to be planned in congestion points as per **Annexure III(b)**.
- 3.7 EAP Cell in the Ministry shall be responsible for development/ upgradation and maintenance of projects funded through any externally aided scheme including NHIIP scheme. The residual works to be undertaken, apart from those indicated under the Bharatmala corridors, are as per **Annexure III(c)**.
- 3.8 The Roads Wing of MoRTH shall be entrusted with the responsibility of development/ upgradation of other roads not entrusted to NHAI or NHIDCL or EAP Cell.
- 3.9 The Roads Wing of MoRTH and NHAI shall also be responsible for development of roads connecting Backward districts and Religious & Tourist centres (**Annexure III(e)**) through NH(O) and follow the extant appraisal and approval process for these roads.
- 3.10 NHAI is also authorised to develop roads entrusted to it through the State PWDs/ State RDCs for effective implementation. In such cases, an agency fee of a maximum of 1% of the Total Project Cost (which the NHAI gets) shall be paid by NHAI to the executing State PWD/ State RDC.

4 Grand Challenge mechanism

- 4.1 Within the Bharatmala Pariyojana, 10% funds will be kept earmarked to take up projects under the 'Grand Challenge' mechanism on reducing balance basis vis-à-vis annual fund allocation for the Bharatmala Pariyojana to take up projects on fast track basis where sufficient and timely land is made available by the State Governments as per norms of MoRTH.
- 4.2 The detailed process for the Grand Challenge mechanism is given in **Annexure IV**.
- 4.3 In case certain projects are proposed by the States or are otherwise considered necessary and expedient to build, including Ring Roads or Bypasses, which are not part of Bharatmala Pariyojana Phase-I, then such new project(s) shall be taken up for consideration only if the State/ Agency is ready to bear at least 50% cost of the land acquisition.

II - ONLINE SYSTEMS FOR MONITORING AND PROCESS AUTOMATION

5 Use of Online Systems for Monitoring and Process Automation

5.1 The Implementation Agencies shall ensure the use of online systems for monitoring and process automation of various activities involved in preparation and execution of the projects under Bharatmala Pariyojana:

- (i) **Project Monitoring Information System (PMIS)** shall be used for tracking of the status of all projects, preparation of reports and online upload of important project documents like DPRs and contract documents, etc.
- (ii) **Bhoomi Raashi** system shall be used for preparation and submission of Land Acquisition related notifications.
- (iii) **Bidder Information Management System (BIMS)** shall be used by all implementation agencies for maintenance of technical information of civil works of contractors/ concessionaires, and for online technical evaluation of civil works bids.
- (iv) **Performance Management System "Lakshya"** shall be used by NHAI for setting construction and award targets for all technical officers.
- (v) A **comprehensive ERP system** is being set up across MoRTH, NHAI and NHIDCL, to integrate all the individual systems/tools, to create a consolidated database of information, to digitize documents and records, and to enable electronic workflows. Once it is in place, the workflow shall entirely happen through that system.

III - PRE-PROJECT PREPARATION ACTIVITIES

6 DPR Preparation

6.1 Quality of a DPR has an important role in the execution time, cost and quality of the final project highway. Implementation agencies shall ensure that good quality DPRs are prepared for all projects under the Bharatmala Pariyojana program through the following interventions:

- (i) DPRs shall be prepared in two parts - first part relating to determination of alignment, land acquisition details and other pre-construction activities (utility shifting, forest & environment clearance etc.), while the second part shall deal with the designs, cost estimates etc., so as to ensure that work on the pre-construction activities is taken upfront without waiting for the second part.
- (ii) While finalising the alignment, the DPR consultant shall duly assess the

justification for widening of an existing road asset with straight alignment and geometry from its start-point to end-point to the extent possible vis-à-vis a Greenfield Road keeping in view the comparable costs and time involved in land acquisition, utility shifting and forest related compliances in both alternatives. Wherever a Greenfield alignment is found to be preferable, the same shall be adopted.

- (iii) In terms of grade separation through structures, structures shall preferably be proposed on crossroads (lower lane configuration) than on main-carriageway so as to reduce the project civil cost and economic cost due increased acceleration and deceleration in the main highway.
- (iv) Technology shall be used wherever possible in DPR preparation, to enable increased accuracy of surveying and project design, as detailed in **Annexure V(a)**.
- (v) Project preparation shall be monitored at the various sub-stages as per **Annexure V(b)**, using detailed quality checklists that have been prescribed in the RFP document.
- (vi) NHAI shall develop a detailed guidance document for DPR consultants to ensure quality design and quality preparation, including topics on use of technology in DPR, standard designs for structures, guidelines for access control.
- (vii) DPR consultants shall update the status of DPR preparation on the Project Monitoring Information System (PMIS) every 15 days. Further, copies of final reports corresponding to various sub-stages shall be uploaded on PMIS. PMIS certificate shall be presented by the DPR consultant when submitting invoices for payment.

7 Land Acquisition

- 7.1 Land Acquisition for National Highways will be governed by The National Highways Act, 1997 (Amended) in conjunction with The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013, and the process shall be followed as per the guidelines issued by the Ministry and other implementation agencies.
- 7.2 Land Acquisition shall be closely managed and monitored to ensure that there are no resultant delays on the project implementation schedule, through the interventions listed in **Annexure V(c)**.
- 7.3 Bhoomi Raashi system shall be used by all field offices and HQ for preparation, review and approval of land notifications.

8 Clearances

- 8.1 Various projects under the Program will require certain clearances, depending on the alignment of the highway, including, Railways, Utilities, Environment, Forest and Wildlife Clearances.
- 8.2 Each clearance shall be obtained by the respective implementing agencies as per the extant guidelines.
- 8.3 Timely approval of Utility estimates by the implementation agencies shall be ensured by suitable delegation of powers.
- 8.4 To ensure accelerated approval of Railway clearances, the DPR consultant shall be mandated to use standard GADs prescribed by RDSO. The DPR consultant shall recommend non-standard design only in case of exception, and shall provide a detailed justification for the same.

IV - PROJECT APPRAISAL, APPROVAL AND CONTRACTING

9 Appraisal and approval of projects under the Program

- 9.1 NHAI and other implementation agencies shall decide the modal mix of the projects under Bharatmala Phase-I in line with the investment plan approved by CCEA as in **Annexure VI(a)**.
- 9.2 **Project Appraisal and Approval by NHAI**
 - (i) The NHAI Board (Authority) shall approve the mechanism for mode selection of projects under its purview.
 - (ii) NHAI's Board (Authority) shall have the discretion to modify the project implementation mode for projects under its purview subject to availability of funds and other required conditions.
 - (iii) All EPC projects implemented by NHAI under this program are to be approved by NHAI Board (Authority) after proper appraisal within the budgeted financial resources approved under this program.
 - (iv) 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, shall be appraised and approved by the Board of NHAI (Authority).
 - (v) All PPP projects, which entail VGF grants from Government, are to be appraised and approved as per extant guidelines of DEA applicable for

VGF support.

- (vi) All PPP {BOT (Annuity) or BOT (HAM)} projects costing up to Rs. 2000 crore (TPC excluding land cost) are to be appraised by the SFC chaired by Secretary, MoRTH and approved by Minister (MoRTH).
- (vii) All PPP [BOT (Annuity) or BOT (HAM)] projects costing more than Rs. 2000 crore (TPC excluding land cost) are to be appraised by PPPAC chaired by Secretary, DEA and approved by the CCEA.
- (viii) The NHAI Board (Authority) is authorized to delegate its powers on appraisal and approval of projects within NHAI, as deemed appropriate, for categories of projects where NHAI Board (Authority) is empowered to appraise and approve projects.

9.3 Project Appraisal and Approval by NHIDCL and State PWDs, and for non-Bharatmala projects under NHAI

- (i) For EPC projects to be implemented by MoRTH through State PWDs or other agencies (including non-Bharatmala projects under NHAI), the extant guidelines will be followed i.e. all projects having civil cost (TPC excluding land cost) between Rs 100 crore to Rs 1,000 crore will be appraised by the SFC/EFC, chaired by Secretary (RT&H), and approved by the Minister (RT&H). Projects having civil costs beyond Rs 1000 crore (TPC excluding land cost) shall be appraised by the PIB chaired by Secretary, Expenditure (MoF) and approved by CCEA.
- (ii) For PPP projects to be implemented by MoRTH through State PWDs or other agencies (including non-Bharatmala projects under NHAI), the extant guidelines will be followed i.e. all projects having civil cost (TPC excluding land cost) between Rs 100 crore to Rs 1,000 crore will be appraised by the SFC/EFC, chaired by Secretary (RT&H), and approved by the Minister (RT&H). Projects having civil costs beyond Rs 1000 crore (TPC excluding land cost) shall be appraised by the PPPAC chaired by Secretary, DEA and approved by CCEA.
- (iii) For projects to be implemented in the North-East, the appraisal and approval mechanism will be the same as that applicable for projects under on-going SARDP-NE programs i.e. through the High Powered Committee (HPC) under the chairmanship of Secretary (RT&H).

9.4 All decisions regarding mode of execution will be taken by the Board of NHAI (Authority) or MoRTH, for their respective road projects subject to availability of funds and other required conditions.

9.5 Individual Projects under the program that involve Revised Cost Estimates shall

be considered and approved by the concerned Authority which has accorded approval to the project as per above guidelines, subject to the cumulative financial commitments of all such projects remaining within the allocation approved for this program.

- 9.6 All projects implemented, either by NHAI, NHIDCL or MoRTH, shall be technically, financially and economically appraised by an empowered and well-equipped Project Appraisal & Technical Scrutiny Committee to be setup in NHAI, NHIDCL and MoRTH. The Project Appraisal & Technical Scrutiny Committee for appraisal would comprise experts from NITI Aayog, Project and Finance Division and would be a dedicated unit, which would place its recommendations on appraisal of projects to NHAI Board or Secretary, MoRTH, as the case may be, for approval.
- (i) Composition of the Project Appraisal & Technical Scrutiny mechanism shall be decided and approved by the NHAI Board (Authority).
- (ii) Composition of the Project Appraisal & Technical Scrutiny Committee at MoRTH - existing PPP Cell under Highways Wing shall continue with reinforcement through addition of Financial Consultant and such other experts as may be required. As per extant mechanism, the PPP Cell solicits views/ comments of NITI Aayog on project proposals.
- 9.7 Guidelines for scrutiny of individual projects which may be followed by all implementing agencies are at **Annexure VI(b)**.
- 9.8 The final approval to any project under Bharatmala shall be subject to full DPR being provided to the bidders while floating the Project RFP in accordance with the extant guidelines.
- 10 Project award, contracting and appointment**
- 10.1 No project should be awarded without confirming availability of 80% of the Right of Way for PPP projects and 90% for EPC projects.
- 10.2 All implementation agencies shall be required to ensure that the conditions precedent regarding Right of Way are met prior to issuing the 'Appointed Date' for any project under their purview.
- 10.3 In order to ensure an efficient and transparent Bidding Process, the online Bidder Information Management System (BIMS) shall be used for management of bidder information and technical evaluation by all implementation agencies.

V - PROJECT IMPLEMENTATION

11 Monitoring of Projects

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- 11.1 Project progress for all projects shall be monitored electronically through the Project Monitoring Information System (PMIS). Reports on project progress shall be prepared on a monthly basis through the system and submitted to the Ministry of Road Transport & Highways.
- 11.2 To ensure that latest project information is available in PMIS, all officers are directed to ensure the following latest by **5th of every month** -
- (i) Completion of updation of all PMIS projects associated with the field office, and certification of the same.
 - (ii) Upload of associated monthly IE/ AE/ SC reports for the projects, as per standard format including the detailed strip plans.
 - (iii) Updation of the stage of the project, when a project is appraised and approved/ awarded/ appointed/ completed.
 - (iv) Addition of any new project, where DPR has been initiated, which was not previously in the PMIS.
- 11.3 Between the 5th and 10th of each month, all **ROs and CGMs shall validate and verify all data** fed into the PMIS by the respective PIUs.
- 11.4 **Reviews using PMIS:** Progress reviews shall be at regular pre-defined intervals using PMIS by the respective implementation agencies.

12 Supervision of projects

- 12.1 Bids for selection of the IE/ AE for Under Construction projects shall be floated along with the bids for civil works. The IE/ AE shall be appointed within 3 months of issue of Letter of Award (LOA) to the successful bidder for civil works.
- 12.2 IE/ AE shall use latest technology for carrying out completion tests, since completion certificate is issued on the basis of results of these tests. IE/ SC shall similarly use latest technology for carrying out half-yearly inspections. Technology shall include but not limited to using Network Survey Vehicle (NSV) including laser profilometer for roughness, Falling Weight Deflectometer (FWD) for pavement strength, and Retro reflectometer to test effectiveness of signages.
- 12.3 The IE/ SC shall upload half-yearly reports on the Road Asset Management System (RAMS) and Indian Bridge Management System (IBMS).
- 12.4 The IE/ AE/ SC shall upload monthly progress reports as per the standard format specified in the RFP. PMIS certificate shall be presented by the IE/ AE/ SC when submitting invoices for payment.

13 Financial management at NHAI and NHIDCL

- 13.1 Given the scale of investment and consequent asset base creation, prudence in accounting and financial planning/ management is essential to meet fund requirements of current and future projects to be undertaken by NHAI & NHIDCL.
- 13.2 The system of **project-based accounting** shall be put in place to ensure that all costs incurred at all times during the life-cycle of the project are accurately captured:
- (i) The costs include but are not limited to (a) Civil construction cost including expenses such as mobilization advance, delays and damages, retention money, (b) Land acquisition cost, (c) Utility shifting costs, (d) Operation and Maintenance costs, (e) Debt costs and other interest expenses.
 - (ii) Sources of revenue include but are not limited to (a) Toll fee collection – monthly, (b) Premium or negative grant, (c) Damages or penalty collected from the concessionaire.
- 13.3 The field offices shall ensure that all costs incurred and revenues received from any project are maintained as part of the Project based accounting system so as to assess the financials of any such project stretch. Profit-centres shall be defined and monitored at a project / stretch level, sub-corridor level, corridor level and network level.
- 13.4 A detailed twenty-year financial model shall be maintained by NHAI based on project-level accounting. The model shall calculate and project the funds generated from projects and fund requirements for projects over twenty years.
- 13.5 The model shall be updated every six months with the updated list of projects and revised assumptions for projecting future revenues and costs.

VI - ORGANIZATION

14 Staffing of field offices of NHAI

- 14.1 Since a majority of the program is to be implemented by NHAI, guidelines are being provided to ensure adequate staffing of field offices for proper project execution and management.
- 14.2 **Standard Organization Structure and Manpower Requirements at Project Implementation Unit (PIU):**

- (i) A PIU shall be headed by a Project Director (PD) of General Manager (GM) or Deputy General Manager (DGM) level officer;
- (ii) The number of Technical officers (apart from the PD) required at the PIU shall be assessed based on the total work-load handled by the PIU in terms of 'number of packages' and 'length of packages'.

14.3 Standard Organization Structure and Manpower Requirements at Project Implementation Unit (PIU):

- (i) Every State with 3 or more PIUs should have at least one Regional Office. Exceptions may be considered for reasons to be recorded. To maintain optimum span of control, a Regional Office may have no more than 9 PIUs under it and additional Regional Office may be setup in case there are more than 9 PIUs.
- (ii) Each Regional Office shall be headed by a Regional Officer of the level of Chief General Manager (CGM) or General Manager (GM).
- (iii) Apart from the Regional Officer, the number of Technical officers (GM/ DGM/ Manager/ Deputy Manager) at the Regional Office shall be determined by the number of PIUs handled.

15 Monitoring of annual targets for award and construction

- 15.1 NHAI, NHIDCL and various State PWDs involved in the implementation of Bharatmala Pariyojana program, shall be required to further divide the agency-wide annual award and construction targets into field office targets, so that each field officer at his respective field office shall have clarity about his annual and monthly award and construction targets. This exercise shall be completed within a period of 60 days of issue of these guidelines.


VII - EXTERNAL MONITORING AND AUDIT

16 Monitoring & Audit Mechanism

- 16.1 PIB will review the progress of this program once in six (6) months with a view to avoid cost and time overruns.
- 16.2 MoRTH, in consultation with NHAI and NHIDCL, will bring out a consolidated Progress Report for all sub-projects contained in the approved Bharatmala Phase-I before the PIB (every December and June).
- 16.3 The Progress Report will include details of the variation in the parameters of the sub-projects, which increase the overall cost of the sub-projects or their financing patterns.

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- 16.4 The Progress Report along with the Review Report of the PIB shall be placed before the CCEA for its information and guidance.
- 16.5 NHAI shall lay down outcome parameters like reduction in time of travel, fuel efficiency, accident reduction, riding comfort and user satisfaction, and periodically monitor the same for every corridor.
- 16.6 Audit of physical and technical parameters will be ensured for all such projects by MoRTH through appropriate independent agencies.
- 17 This issues with the approval of the Competent Authority.

Yours faithfully,

21/12/17
(Debjani Chakrabarti)
Director (Highways)

Components of Bharatmala Pariyojana Program

- (i) **Economic Corridors:** These are identified Highways Corridors of Economic importance, and are expected to carry 25% of freight in the coming years. Around 26,200 km of Economic corridors have been identified to be developed as Economic corridors, out of which **9,000 kms** are being taken up in Phase-I of the program.
- (ii) **Inter-corridor and feeder roads to National and Economic Corridors:** Around 8,000 km of inter-corridor and around 7,500 km of feeder routes have been identified, out of which **6,000 kms** are being taken up in Phase-I of the program.
- (iii) **National Corridors Efficiency Improvement:** The Golden-Quadrilateral and NS-EW, corridors carry 35% of India's freight and would be declared as National corridors. Lane expansion, and de-congestion of existing National Corridors through Ring Roads and bypasses/ elevated corridors will be undertaken. Around **5,000 kms** are being taken up under this category in Phase-I of the program.
- (iv) **Border and International connectivity roads:** Around 3,300 km of border roads have been identified to be built along the international border for their strategic importance. Around 2,000 km of roads are required for connecting India's major highway corridor to International trade points so as to facilitate Export-Import (EXIM) trade with neighbouring countries. Around **2,000 kms** are being taken up under this category in Phase-I of the program.
- (v) **Coastal and Port connectivity roads:** Around 2,100 km of coastal roads have been identified to be built along the coast of India, to boost both tourism and industrial development of the coastal region. Around 2,000 km of port connectivity roads have been identified to facilitate EXIM trade with an emphasis to improve connectivity to non-major ports. Around **2,000 kms** are being taken up under this category in Phase-I of the program.
- (vi) **Green-field Expressways:** Certain sections of National and economic corridors with traffic exceeding 50,000 PCUs have developed several choke points. Around 1,900 km of these stretches have been identified for development of green-field expressways. Around **800 kms** are being taken up under this category in Phase-I of the program.

Criteria for Selection of Stretches for Bharatmala Pariyojana Program

| Sr. No. | Components of Bharatmala Pariyojana | Inter-se priority determination criteria for selection of stretches |
|---------|----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Economic Corridor Development | <p>Economic corridor development program focuses on developing new corridors, in addition to existing Golden Quadrilateral (GQ) and North South-East West corridors (NS-EW).</p> <p>Criteria:</p> <ul style="list-style-type: none"> • Stretches with higher freight flow; • Stretches with overall higher traffic; • Stretches with ease of Land Acquisition and pre-construction activities and DPR preparation; • Capacity augmentation from 4 to 6 lane would be taken in 2nd phase. |
| 2 | Inter Corridor and feeder roads development | <p>Stretches of roads connecting more than 2 corridors are classified as inter-corridors routes, while other routes connecting to 1 or 2 corridors are termed as feeder routes.</p> <p>Criteria:</p> <ul style="list-style-type: none"> • Stretches with less than 4 lane infrastructure leading to infrastructure asymmetry on the corridor; • Higher traffic in terms of PCU; • Stretches with ease of Land Acquisition and pre-construction activities and DPR preparation. |
| 3 | National Corridors Efficiency Improvement | <p>National Corridor Efficiency Improvement program will focus on improving the efficiency of the existing corridors (GQ and NS-EW), by removing the congestion points through access control, uniform corridor tolling, bypasses, ring roads, etc.</p> <p>Criteria:</p> <ul style="list-style-type: none"> • Congestion records; • Road safety consideration • Higher traffic would be prioritized; • Focus on Ring roads; mobilization/acquisition of land by State Governments • Connectivity of Logistics Parks |
| 4 | Border and International connectivity roads | <p>Criteria:</p> <ul style="list-style-type: none"> • Synergy with development of Integrated check post, • Government priority, IMT/BIN/BIMSTEC MVAs • Stretches of ease of Land Acquisition and pre-construction activities and DPR preparation |
| 5 | Coastal and Port connectivity roads | <p>Criteria:</p> <ul style="list-style-type: none"> • Development status of Ports; • Equity participation by Stake holders; • Synchronization with other port development under Sagarmala; • Ease of Land Acquisition and pre-construction activities and DPR preparation. |
| 6. | Expressways | <p>Criteria:</p> <ul style="list-style-type: none"> • Constraint in capacity augmentation of important NHs where PCU > 50,000; • Higher traffic would be prioritized; • Synchronization with rapidly growing Industrial activities; • Stretches with ease of Land Acquisition and pre-construction activities and DPR preparation. |

List of Economic Corridors with designated Implementation Agency

| Sr. No. | Economic Corridor | Alignment | Length (km) | Implementation Agency |
|---------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------------------------------------|
| 1 | Mumbai-Kolkata | Mumbai (Thane) - Nashik - Aurangabad - Jalna - Karanja - Amravati - Nagpur - Raipur - Sambalpur - Deogarh - Kharagpur - Kolkata | 1,854 | NHAI |
| 2 | Mumbai-Kanyakumari | Mumbai (Panvel) - Mahad - Chiplun - Panjim - Karwar - Bhatkal - Udupi - Mangalore - Kannur - Kozhikode - Cochin - Alappazuha-Kollam - Thiruvananthapuram-Nagercoil-Kanyakumari | 1,619 | NHAI |
| 3 | Amritsar-Jamnagar | Amritsar - Faridkot - Bhatinda - Abohar - Sri Ganganagar - Bikaner - Nagaur - Jodhpur - Radhanpur - Samkhiyali - Jamnagar | 1,316 | NHAI |
| 4 | Kandla-Sagar | Kandla - Dhrangadhra - Ahmedabad - Godhra - Dahod - Indore - Dewas - Bhopal - Sagar | 1,038 | NHAI |
| 5 | Agra-Mumbai | Agra - Gwalior - Shivpuri - Guna - Biaora - Dewas - Indore - Sendhwa - Dhule - Malegaon - Nashik - Mumbai (Thane) | 964 | NHAI |
| 6 | Pune-Vijayawada | Pune - Solapur - Hyderabad - Vijaywada | 906 | NHAI |
| 7 | Raipur-Dhanbad | Raipur - Bilaspur - Gumla - Ranchi - Bokaro - Dhanbad | 707 | NHAI |
| 8 | Ludhiana - Ajmer | Ludhiana-Sangrur-Hisar-Sadulpur-Ajmer | 618 | NHAI |
| 9 | Surat-Nagpur | Surat - Bardoli - Dhule - Jalgaon - Khamgaon - Akola - Amravati - Nagpur | 593 | NHAI |
| 10 | Hyderabad-Panaji | Hyderabad - Mahbubnagar - Deosugur - Lingsugur - Bagalkot - Belagavi - Panjim | 593 | NHAI |
| 11 | Jaipur-Indore | Jaipur - Tonk - Bundi - Kota - Jhalawar - Ujjain - Indore | 574 | NHAI |
| 12 | Solapur - Nagpur | Solapur-Latur-Nanded-Yavatmal-Wardha-Nagpur | 563 | NHAI |
| 13 | Sagar-Varanasi | Sagar - Damoh - Katni - Rewa - Varanasi | 524 | NHAI |
| 14 | Kharagpur - Siliguri | Kharagpur - Ghatal - Arambagh - Burdwar - Nabadwib - Plassey - Behrampore - Farakka - Malda - Raiganj - Kishanganj - Islampur - Bagdogra | 516 | NHAI, EAP Wing, MoRTH ¹ |
| 15 | Raipur - Vishakhapatnam | Raipur-Kurud-Umerkote-Sunabeda-Salur-Vishakhapatnam | 506 | NHAI |
| 16 | Delhi - Lucknow | Delhi-Moradabad-Bareilly-Shahjahanpur-Hardoi-Lucknow | 494 | NHAI |
| 17 | Chennai - Kurnool | Chennai - Puttur - Kadappa - Nandyal - Kurnool | 482 | NHAI |

Ministry of Road Transport and Highways

| Sr. No. | Economic Corridor | Alignment | Length (km) | Implementation Agency |
|---------|---------------------------|-------------------------------------------------------------------------------------------------------|-------------|-----------------------|
| 18 | Indore-Nagpur | Indore - Harda - Betul - Nagpur | 464 | NHAI |
| 19 | Chennai - Madurai | Chennai - Tindivanam - Trichy - Madurai | 464 | NHAI |
| 20 | Mangalore-Raichur | Mangalore - Chitradurga - Bellari - Raichur | 461 | NHAI |
| 21 | Tuticorin - Cochin | Tuticorin - Aruppukottai - Madurai - Usilampatti - Theni - Bodi - Muvattupuzha - Cochin | 443 | NHAI |
| 22 | Solapur - Bellary - Gooty | Solapur - Bijapur - Kushtagi - Hospet - Bellary - Gooty | 434 | NHAI |
| 23 | Hyderabad - Aurangabad | Aurangabad-Jalna-Nanded-Degloor-Sangareddy-Hyderabad | 427 | NHAI |
| 24 | Delhi - Kanpur | Delhi - Ghaziabad - Aligarh - Kannauj - Kanpur | 424 | NHAI |
| 25 | Tharad-Phalodi | Phalodi - Balotra - Tharad | 394 | NHAI |
| 26 | Nagaur - Mandi Dabwali | Nagaur - Sujargarh - Ratangarh - Pallu - Rawatsar - Hanumangarh - Mandi Dabwali | 387 | NHAI |
| 27 | Sagar-Lucknow | Sagar - Banda - Chhatarpur - Mahoba - Kabrai - Hamirpur - Kanpur - Lucknow | 361 | NHAI |
| 28 | Sambalpur-Paradeep | Sambalpur - Angal - Dhenekal - Cuttack - Paradeep | 360 | NHAI |
| 29 | Amreli - Vadodra | Amreli - Bhavnagar - Tarapur - Borsad - Vadodara | 341 | NHAI |
| 30 | Godhra - Khargone | Godhra - Halol - Chote Udepur - Khargone | 337 | NHAI |
| 31 | Sambalpur-Ranchi | Sambalpur - Jharsuguda - Sundargarh - Rourkela - Simdega - Kalebira - Khunti - Ranchi | 329 | NHAI |
| 32 | Bangalore - Mallapuram | Bangalore - Mandya - Mysore - Nilgiri - Mallapuram | 323 | NHAI |
| 33 | Raisen - Pathariya | Raisen - Raisen - Udaipura - Shahpura - Jabalpur - Lakhnadaon - Pathariya | 320 | NHAI |
| 34 | Bangalore-Mangalore | Bangalore - Kunnigal - Hasan - Mangalore | 319 | NHAI |
| 35 | Chittaurgarh - Indore | Chittaurgarh-Pratapgarh-Ratlam-Indore | 303 | NHAI |
| 36 | Bilaspur - New Delhi | Bilaspur - Jagadhri - Yamunanagar - Saharanpur - Roorkhe - Muzzafarnagar - Meerut - Ghaziabad - Delhi | 302 | NHAI |
| 37 | Solapur - Mahabubnagar | Solapur-Akkalkot-Kalaburagi-Mahabubnagar | 290 | NHAI |
| 38 | Bangalore - Nellore | Bangalore-Kolar-Chittoor-Tirupati-Naidupeta-Nellore | 286 | NHAI |
| 39 | Ajmer - Udaipur | Ajmer - Beawar - Rajsamand - Udaipur | 286 | NHAI |
| 40 | Sirsa - Delhi | Sirsa - Hissar - Rohtak - Delhi | 278 | NHAI |
| 41 | Sirohi - Beawar | Sirohi - Sumerpur - Pali - Beawar | 255 | NHAI |

Ministry of Road Transport and Highways

| Sr. No. | Economic Corridor | Alignment | Length (km) | Implementation Agency |
|---------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------|
| 42 | Jaipur – Agra | Jaipur - Dausa - Bharatpur – Agra | 240 | NHAI |
| 43 | Pune - Aurangabad | Pune - Shirur - Ahmednagar - Shani Shignapur – Aurangabad | 222 | NHAI |
| 44 | North East Corridor | Bongaigaon – Guwahati – Nagaon – Tezpur – Dibrugarh – Margherita; Dudhnoi – William Nagar; Gohpur – Itanagar; Nagaon –Dimapur; Numaligarh – Dimapur – Kohima– Imphal; Kohima – Jessami – Ukhul – Imphal; Jorabat — Jowai – Silchar – Karimganj — Agartala; Manu – Simlung – Aizawl – Imphal; Silchar – Aizawl; Silchar – Jiribam – Imphal | 3,246 | NHIDCL |
| | TOTAL | | 26,163 | |

Notes:

1. Memar to Krishnanagar will be implemented under NHIIP, and the rest of the corridor will be under Bharatmala.
2. 9000 km of Economic Corridors (project length) would be implemented in Phase -1 of Bharatamala.

List of Inter-corridor routes and designated Implementation Agency

| Sr. No. | Inter Corridor Route | Length (km) | Implementation Agency |
|---------|-----------------------------------------------------------------|-------------|---------------------------------------|
| 1 | Sohela (on NH 53) – Khurda | 334 | NHAI |
| 2 | Mangalore – Huligundi | 271 | NHAI |
| 3 | Aurangabad-Darbhanga | 271 | NHAI, EAP Wing, MoRTH ¹ |
| 4 | Solapur – Aurangabad | 266 | NHAI |
| 5 | Chandigarh - Rajpura - Patiala - Sangrur – Bhatinda | 240 | NHAI |
| 6 | Coimbatore - Trichy – Tanjore | 235 | NHAI |
| 7 | Hyderabad-Ongole | 231 | NHAI |
| 8 | Madurai – Kollam | 227 | NHAI |
| 9 | Ranchi-Kharagpur | 218 | NHAI |
| 10 | Jalgaon (Mukthiarpur on NH 53) - Indore | 217 | NHAI |
| 11 | Nagpur – Narsinghpur | 212 | NHAI |
| 12 | Gurgaon – Sikar | 210 | NHAI |
| 13 | Nashik-Pune | 210 | NHAI |
| 14 | Kadappa – Nellore | 178 | NHAI |
| 15 | Daund - Ahmednagar - Shirdi | 177 | NHAI |
| 16 | Lucknow - Rae Bareilly - Allahabad | 168 | NHAI |
| 17 | Betul – Bhopal | 166 | NHAI |
| 18 | Sasaram (on NH 19) - Patna: Parallel to Aurangabad – Dharbhanga | 143 | NHAI |
| 19 | Vidisha – Mallthone | 142 | NHAI |
| 20 | Melur – Tanjore | 142 | NHAI |
| 21 | Rajkot – Viramgam | 140 | NHAI |
| 22 | Ahmedabad - Mehsana - Palanpur | 138 | NHAI |
| 23 | Keonjar – Chandikhol | 136 | NHAI |
| 24 | Hubli – Hospet | 134 | NHAI |
| 25 | Dhule – Aurangabad | 134 | NHAI |
| 26 | Hubli – Ankola | 132 | NHAI |
| 27 | Salem – Ulundurpet | 130 | NHAI |
| 28 | Nashik – Vaisad | 128 | NHAI |
| 29 | Wardha – Karanja | 122 | NHAI |
| 30 | Nanded - Nirmal (on NH 44) | 120 | NHAI |
| 31 | Limkheda - Amarholi - Ratlam | 120 | NHAI |
| 32 | Hingoli – Mehkar | 119 | NHAI |
| 33 | Kozhikode - Mallapuram - Palakkad | 114 | NHAI |
| 34 | Agra - Mumbai to Surat - Nagpur | 113 | NHAI |
| 35 | Jaipur – Sikar | 110 | NHAI |
| 36 | Amritsar - Gurdaspur - Pathankhot | 106 | NHAI |
| 37 | Banda (on NH 66) - Sankeshwar (on NH 48) | 104 | NHAI |
| 38 | Ajmer - Nasirabad – Deoli | 103 | NHAI |
| 39 | Dewas - Ujjain – Ratlam | 99 | NHAI |

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| Sr. No. | Inter Corridor Route | Length (km) | Implementation Agency |
|---------|------------------------------------------------------|--------------|-----------------------|
| 40 | Kedgaon – Satara | 96 | NHAI |
| 41 | Junapani (on NH 47 Near Jhabua) - Ratlam | 90 | NHAI |
| 42 | Jaipur - Agra Branch (Bharatpur - Alwar) | 86 | NHAI |
| 43 | Malegaon – Shirdi | 86 | NHAI |
| 44 | Jharsuguda – Tileibaini | 85 | NHAI |
| 45 | Jharphokaria – Balasore | 81 | NHAI |
| 46 | Rohtak – Rewari | 78 | NHAI |
| 47 | Jhalawar - Mandola (on NH 27) | 77 | NHAI |
| 48 | Amritsar – Jalandar | 73 | NHAI |
| 49 | Vellakoil - Muthur - Erode – Sankakiri | 71 | NHAI |
| 50 | Vadodara - Halol – Godhra | 66 | NHAI |
| 51 | Rohtak – Panipat | 56 | NHAI |
| 52 | Rajkot – Dhrol | 49 | NHAI |
| 53 | Patna - Hajipur – Muzzafarpur | 48 | NHAI |
| 54 | Chittoor – Ranipet | 47 | NHAI |
| 55 | Kannod (NH 47) – Ashta | 45 | NHAI |
| 56 | Tiruchi – Namakkal | 44 | NHAI |
| 57 | Branch to Vadodara - Halol – Godhra | 43 | NHAI |
| 58 | Tirunelveli – Tuticorin | 41 | NHAI |
| 59 | Sohela (on NH 53) - Khurda Branch to Phulbani | 36 | NHAI |
| 60 | Hubli - Hospet Branch to Koppala (on NH 50) | 25 | NHAI |
| 61 | Kathlal – Nadiad | 20 | NHAI |
| 62 | Melur - Tanjore (Branch to Karaikudi) | 20 | NHAI |
| 63 | Jaipur - Agra Branch (Kiraoli - Kagarol) | 15 | NHAI |
| 64 | Ajmer - Udaipur Branch - Gudliya - Desuri - Branch 2 | 15 | NHAI |
| 65 | Ajmer - Udaipur Branch - Gudliya - Desuri - Branch 1 | 11 | NHAI |
| | TOTAL | 7,964 | |

Note:

- (1) Hajipur-Mushrigharari will be implemented under NHIP and the rest of the corridor will be under Bharatmala.

List of Feeder routes and designated Implementation Agency

| Sr. No | Feeder Route | Length (km) | Implementation Agency |
|--------|---------------------------------------|-------------|-----------------------|
| 1 | Ludhiana – Bhuntar | 256 | NHAI |
| 2 | Umaria - Beohari – Rewa | 176 | NHAI |
| 3 | Betul – Kandwa | 168 | NHAI |
| 4 | Sikandra - Rewari - Branch 1 | 163 | NHAI |
| 5 | Solapur – Ahmednagar | 162 | NHAI |
| 6 | Armoor (on NH 44) – Ramagundam | 149 | NHAI |
| 7 | Chennai – Pondicherry | 137 | NHAI |
| 8 | Nagpur – Chandrapur | 134 | NHAI |
| 9 | Kashipur - Rudrapur – Philibit | 134 | NHAI |
| 10 | Karimnagar – Hyderabad | 131 | NHAI |
| 11 | Bhiwani – Narnaul | 130 | NHAI |
| 12 | Katni – Shahdol | 124 | NHAI |
| 13 | Angul – Kurda | 121 | NHAI |
| 14 | Godhra - Samalji – Ratanpur | 121 | NHAI |
| 15 | Raipura - Kalwari - Branch 1 | 120 | NHAI |
| 16 | Jagtial – Warrangal | 120 | NHAI |
| 17 | Jodhpur – Lambiya | 118 | NHAI |
| 18 | Muzzafarpur – Begusarai | 117 | NHAI |
| 19 | Hyderabad – Warangal | 116 | NHAI |
| 20 | Tiruppur – Dindigul | 116 | NHAI |
| 21 | Gandhidham – Bhuj | 113 | NHAI |
| 22 | Karnal – Meerut | 101 | NHAI |
| 23 | Ludhiana - Moga – Jaito | 99 | NHAI |
| 24 | Ahmednagar – Nashik | 97 | NHAI |
| 25 | Bhajanpur - Araira (on NH 27) | 95 | NHAI |
| 26 | Rajahmundry link road | 95 | NHAI |
| 27 | Saraipali – Raigarh | 94 | NHAI |
| 28 | Dugiphar (on NH 53) – Balaghat | 89 | NHAI |
| 29 | Degloor – Bidar | 88 | NHAI |
| 30 | Ranchi – Hazaribhag | 87 | NHAI |
| 31 | Patehra (on NH 30) - Satna – Majhgawa | 87 | NHAI |
| 32 | Kheda – Vadodra | 86 | NHAI |
| 33 | Varanasi – Ghazipur | 84 | NHAI |
| 34 | Firozepur - Malout - Branch 1 | 84 | NHAI |
| 35 | Jabalpur – Katni | 83 | NHAI |
| 36 | Parallel to Sangrur – Bhatinda | 82 | NHAI |
| 37 | Bhilwara – Rajsamad | 80 | NHAI |
| 38 | Jalandhar – Moga | 78 | NHAI |
| 39 | Sagar – Allahabad | 78 | NHAI |
| 40 | Sikandra - Rewari - Branch 2 | 76 | NHAI |
| 41 | Ambala - Zirakpur – Baddi | 76 | NHAI |

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| Sr. No | Feeder Route | Length (km) | Implementation Agency |
|--------|---------------------------------------------------------|-------------|-----------------------|
| 42 | Agra – Aligarh | 76 | NHAI |
| 43 | Ambala – Kaithal | 76 | NHAI |
| 44 | Ludhiana – Barnala | 72 | NHAI |
| 45 | Bongaigaon-Dhubri | 71 | NHIDCL |
| 46 | Sriganganagar – Hanumangarh | 71 | NHAI |
| 47 | Dimow Chairali-Sengajan | 69 | NHIDCL |
| 48 | Hatsinghimari-Dhubri | 66 | NHIDCL |
| 49 | Nagaur - Mandi Dabawli - Branch 3 | 65 | NHAI |
| 50 | Patna – Sahebganj | 65 | NHAI |
| 51 | Bilaspur - New Delhi : Branch to Rishikesh and Dehradun | 60 | NHAI |
| 52 | Patran - Kaithal + Branch 1 | 60 | NHAI |
| 53 | Panchkula - Shazadpur – Saha | 59 | NHAI |
| 54 | Gandhidham – Mundra | 59 | NHAI |
| 55 | Dharwad – Londa | 58 | NHAI |
| 56 | Rohtak – Jind | 58 | NHAI |
| 57 | Suryapet – Khammam | 56 | NHAI |
| 58 | Varanasi – Roberstganj | 55 | NHAI |
| 59 | Chapra – Patna | 55 | NHAI |
| 60 | Gurgaon - Pataudi – Rewari | 55 | NHAI |
| 61 | Firozpur - Malout - Branch 2 | 54 | NHAI |
| 62 | Amreli - Vadodra - Branch 5 | 50 | NHAI |
| 63 | Kolaghat – Haldia | 49 | NHAI |
| 64 | Ambala – Jagadhri | 49 | NHAI |
| 65 | Dibrugarh Ghat-Sengajan | 48 | NHIDCL |
| 66 | Vishakapatnam link road | 47 | NHAI |
| 67 | Raipura - Kalwari - Branch 4 | 45 | NHAI |
| 68 | Jambusar – Bharuch | 45 | NHAI |
| 69 | Tumkur – Kunnigal | 45 | NHAI |
| 70 | Patran - Kaithal + Branch 2 | 42 | NHAI |
| 71 | Karnal - Meerut : Branch to Muzzafarnagar | 40 | NHAI |
| 72 | Nagaur - Mandi Dabawli - Branch 4 | 40 | NHAI |
| 73 | Ambala – Chandigarh | 40 | NHAI |
| 74 | Bhatinda - Mandi Dabwali | 40 | NHAI |
| 75 | Purilia - Chas (Bokoro) | 39 | NHAI |
| 76 | Bilaspur - New Delhi - Branch 3 | 39 | NHAI |
| 77 | Firozpur - Malout - Branch 4 | 39 | NHAI |
| 78 | Tharad-Phalodi | 38 | NHAI |
| 79 | Madurai – Natham | 38 | NHAI |
| 80 | Patran - Kaithal + Branch 3 | 38 | NHAI |
| 81 | Nagaur - Mandi Dabawli - Branch 1 | 38 | NHAI |
| 82 | Delhi - Sirsa (Branch to Bhiwani) | 38 | NHAI |
| 83 | Firozpur - Malout - Branch 3 | 38 | NHAI |
| 84 | Gurgaon – Jhajjar | 38 | NHAI |
| 85 | Bareilly – Philibit | 35 | NHAI |
| 86 | Nagaur - Mandi Dabawli - Branch 2 | 31 | NHAI |

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| Sr. No | Feeder Route | Length (km) | Implementation Agency |
|--------|-----------------------------------------------------|--------------|-----------------------|
| 87 | Hoshiarpur – Pagwara | 30 | NHAI |
| 88 | Fulbari – Khoribari | 30 | NHAI |
| 89 | Dharuhera – Sohna | 28 | NHAI |
| 90 | Bilaspur - New Delhi - Branch 1 | 26 | NHAI |
| 91 | Surur – Panchgani | 26 | NHAI |
| 92 | Muzzafarpur –Sahebganj | 25 | NHAI |
| 93 | Jetpur – Junagadh | 25 | NHAI |
| 94 | Bhajanpur - Araira (on NH 27)- Branch to Kishanganj | 24 | NHAI |
| 95 | Raipura - Kalwari - Branch 2 | 24 | NHAI |
| 96 | Delhi - Sirsa (Branch to Jhajjar) | 23 | NHAI |
| 97 | Vadkal (on NH 66) – Alibag | 22 | NHAI |
| 98 | Barapada - Padeghar (JNPT) | 20 | NHAI |
| 99 | Amreli - Vadodra - Branch 1 | 19 | NHAI |
| 100 | Biswanath Chairali-Biswanath Ghat | 19 | NHIDCL |
| 101 | Raipura - Kalwari - Branch 3 | 18 | NHAI |
| 102 | Kamargaon-Dibrugarh Ghat | 15 | NHIDCL |
| 103 | Bilaspur - New Delhi - Branch 4 | 15 | NHAI |
| 104 | Amreli - Vadodra - Branch 4 | 14 | NHAI |
| 105 | Batera – Pathariya | 13 | NHAI |
| 106 | Angul - Kurda – Branch | 13 | NHAI |
| 107 | Amreli - Vadodra - Branch 2 | 11 | NHAI |
| 108 | Amreli - Vadodra - Branch 3 | 11 | NHAI |
| 109 | Jorhat-Neamati | 10 | NHIDCL |
| 110 | Amreli - Vadodra - Branch 6 | 10 | NHAI |
| 111 | Bilaspur - New Delhi - Branch 2 | 10 | NHAI |
| 115 | Naitoli-Silghat | 4 | NHIDCL |
| | TOTAL | 7,439 | |

Note: 6,000 km of Inter Corridor and Feeder Routes will be implemented in Phase I of Bharatmala Pariyojana.

List of National Corridors

| Sr. No. | National Corridor | Alignment | Length (km) | Implementation Agency |
|---------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------|
| 1 | Delhi-Mumbai | Delhi – Gurgaon – Jaipur – Udaipur – Ahmedabad – Vadodara – Surat – Mumbai | 1,421 | NHAI |
| 2 | Delhi-Kolkata | Delhi – Agra – Kanpur – Allahabad – Varanasi – Aurangabad (Bihar) – Raniganj – Dhankuni – Kolkata | 1,453 | NHAI |
| 3 | Mumbai-Chennai | Mumbai – Pune – Belgaum – Hubli Dharwad – Tumkur – Bangalore – Chennai | 1,290 | NHAI |
| 4 | Chennai-Kolkata | Chennai – Nellore – Guntur – Vijayawada – Vishakhapatnam – Bhubaneshwar – Cuttack – Kharagpur – Kolkata | 1,684 | NHAI |
| 5 | Srinagar-Kanyakumari | Srinagar – Jalandhar – Ludhiana – Ambala – Delhi – Gwalior – Jhansi – Nagpur – Hyderabad – Bangalore – Salem – Namakkal – Madurai – Kanyakumari; Salem – Coimbatore – Trishur – Angamali – Kochi | 3,810 | NHAI |
| 6 | Porbandar-Silchar | Porbandar – Rajkot – Samkhiali – Udaipur – Chittorgarh – Kota – Jhansi – Kanpur – Lucknow – Gorakhpur – Purnea – Dalkola – Siliguri – Silchar | 3,391 | NHAI |

List of Ring Roads, Choke Points and Congestion Points where interventions are required (ring roads, bypasses, etc.)

A) List of Ring Roads

| Sr. No. | Corridor |
|---------|---------------|
| 1 | Pune |
| 2 | Bangalore |
| 3 | Sambalpur |
| 4 | Madurai |
| 5 | Indore |
| 6 | Dhule |
| 7 | Raipur |
| 8 | Shivpuri |
| 9 | Delhi |
| 10 | Bhubaneshwar |
| 11 | Gurugram |
| 12 | Surat |
| 13 | Patna |
| 14 | Lucknow |
| 15 | Varanasi |
| 16 | Vijayawada |
| 17 | Chitradurga |
| 18 | Amravati (AP) |
| 19 | Sagar |
| 20 | Solapur |
| 21 | Jaipur |
| 22 | Belgaum |
| 23 | Nagpur |
| 24 | Agra |
| 25 | Kota |
| 26 | Dhanbad |
| 27 | Udaipur |
| 28 | Ranchi |

B) List of choke points and Interventions planned:

| Sr. No. | Corridor | Town | Intervention |
|---------|-----------------|----------|--------------|
| 1 | N - S | Ludhiana | Bypass |
| 2 | Kolkata - Delhi | Agra | Bypass |
| 3 | Kolkata - Delhi | Varanasi | Bypass |

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| Sr. No. | Corridor | Town | Intervention |
|---------|------------------------|----------------|--------------|
| 4 | Mumbai-Kolkata | Aurangabad | Bypass |
| 5 | Amritsar-Jamnagar | Amritsar | Bypass |
| 6 | Agra-Mumbai | Gwalior | Bypass |
| 7 | Pune-Vijayawada | Solapur | Bypass |
| 8 | Solapur - Nagpur | Solapur | Bypass |
| 9 | Solapur - Bellary | Solapur | Bypass |
| 10 | Solapur - Mahabubnagar | Solapur | Bypass |
| 11 | Solapur - Nagpur | Nanded | Bypass |
| 12 | Hyderabad - Aurangabad | Nanded | Bypass |
| 13 | N - S | Jalandhar | Bypass |
| 14 | Kolkata - Delhi | Firozabad | Bypass |
| 15 | E - W | Siliguri | Bypass |
| 16 | Surat-Nagpur | Jalgaon | Bypass |
| 17 | Mumbai-Cochin | Kozhikode | Bypass |
| 18 | Chennai - Kurnool | Kurnool | Bypass |
| 19 | Raipur-Dhanbad | Bokaro | Bypass |
| 20 | Solapur - Bellary | Bellary | Bypass |
| 21 | Surat-Nagpur | Dhule | Bypass |
| 22 | Raipur-Dhanbad | Bilaspur | Bypass |
| 23 | Kandla-Sagar | Dewas | Bypass |
| 24 | Agra-Mumbai | Dewas | Bypass |
| 25 | Mumbai-Kolkata | Jalna | Bypass |
| 26 | Kandla-Sagar | Sagar | Bypass |
| 27 | Sagar-Varanasi | Mirzapur | Bypass |
| 28 | Mangalore-Raichur | Raichur | Bypass |
| 29 | Amritsar-Jamnagar | Ganganagar | Bypass |
| 30 | Mangalore-Raichur | Hospet | Bypass |
| 31 | Chennai - Kolkata | Ongole | Bypass |
| 32 | E - W | Morvi | Bypass |
| 33 | Kolkata-Siliguri | Raiganj | Bypass |
| 34 | Mumbai - Chennai | Panvel | Bypass |
| 35 | Kandla-Sagar | Vidisha | Bypass |
| 36 | Kolkata - Delhi | Sasaram | Bypass |
| 37 | Sagar-Lucknow | Chhatarpur | Bypass |
| 38 | Hyderabad-Panaji | Bagalkot | Bypass |
| 39 | Kandla-Sagar | Sehore | Bypass |
| 40 | Aurangabad-Darbhanga | Jahanabad | Bypass |
| 41 | Amritsar-Jamnagar | Nagaur | Bypass |
| 42 | Chennai - Kolkata | Chilakaluripet | Bypass |
| 43 | Bangalore - Nellore | Renigunta | Bypass |
| 44 | Hyderabad - Aurangabad | Sangareddy | Bypass |
| 45 | NER | Imphal | Bypass |
| 46 | NER | Silchar | Bypass |
| 47 | NER | Shillong | Bypass |
| 48 | NER | Dibrugarh | Bypass |

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| Sr. No. | Corridor | Town | Intervention |
|---------|----------------------|----------------|--------------------------------|
| 49 | NER | Dimapur | Bypass |
| 50 | Delhi - Mumbai | Udaipur | Bypass / Ring Road |
| 51 | N - S | Hinganghat | Bypass + ROB |
| 52 | Mumbai - Chennai | Chitradurga | Bypass/ Ring Road |
| 53 | E - W | Guwahati | Flyover |
| 54 | N - S | Morena | Flyover |
| 55 | Mumbai - Chennai | Kancheepuram | Flyover |
| 56 | Kolkata - Delhi | Mughalsarai | Flyover + VUP |
| 57 | Mumbai - Chennai | Ambur | Flyover + VUP + PUP |
| 58 | Mumbai - Chennai | Pune | Flyovers |
| 59 | E - W | Porbandar | Flyovers |
| 60 | Kandla-Sagar | Bhopal | Lane Expansion |
| 61 | Nashik-Pune | Nasik | Lane Expansion |
| 62 | Jaipur-Indore | Ujjain | Lane Expansion |
| 63 | N - S | Thrissur | Lane Expansion |
| 64 | Aurangabad-Darbhanga | Hazipur | Lane Expansion |
| 65 | Sagar-Varanasi | Damoh | Lane Expansion |
| 66 | Chennai - Kolkata | Visakhapatnam | Lane Expansion + Flyover |
| 67 | Mumbai-Cochin | Kochi | Lane Expansion + Flyover |
| 68 | Tuticorin - Kochi | Kochi | Lane Expansion + Flyover |
| 69 | Kolkata - Delhi | Fatehpur | Lane Expansion + Flyover |
| 70 | Kolkata - Delhi | Shikohabad | Lane Expansion + Flyover |
| 71 | Delhi - Mumbai | Bharuch | Lane Expansion + Flyover |
| 72 | Kolkata - Delhi | Mathura | Lane Expansion + Flyover + VUP |
| 73 | Kolkata - Delhi | Kulti | Lane Expansion + Flyover + VUP |
| 74 | Kolkata - Delhi | Raniganj | Lane Expansion + Flyover + VUP |
| 75 | Delhi - Mumbai | Mumbai | Lane Expansion + Flyovers |
| 76 | Mumbai-Kolkata | Mumbai | Lane Expansion + Flyovers |
| 77 | Mumbai-Cochin | Mumbai | Lane Expansion + Flyovers |
| 78 | Agra-Mumbai | Mumbai | Lane Expansion + Flyovers |
| 79 | Agra-Mumbai | Thane | Lane Expansion + flyovers |
| 80 | Mumbai-Kolkata | Thane | Lane Expansion + flyovers |
| 81 | Agra-Mumbai | Bhiwandi | Lane Expansion + flyovers |
| 82 | Mumbai-Kolkata | Bhiwandi | Lane Expansion + flyovers |
| 83 | Sambalpur-Paradeep | Cuttack | Lane Expansion + flyovers |
| 84 | Sambalpur-Ranchi | Rourkela | Lane Expansion + flyovers |
| 85 | Sambalpur-Paradeep | Sambalpur | Lane Expansion + flyovers |
| 86 | Mumbai-Kolkata | Sambalpur | Lane Expansion + flyovers |
| 87 | Sambalpur-Ranchi | Sambalpur | Lane Expansion + flyovers |
| 88 | Delhi - Mumbai | Mira Bhayander | Lane Expansion + Trumpet |
| 89 | Kolkata - Delhi | Durgapur | Lane Expansion + VUP |
| 90 | Kolkata - Delhi | Asansol | Lane Expansion + VUP |
| 91 | Mumbai - Chennai | Tumkur | Lane Expansion + VUP |
| 92 | Chennai - Kolkata | Kharagpur | Lane Expansion + VUP + ROB |
| 93 | Ranchi-Kharagpur | Jamshedpur | Lane Expansion |

Ministry of Road Transport and Highways

| Sr. No. | Corridor | Town | Intervention |
|---------|----------------------|------------------|------------------------------------------|
| 94 | N - S | Delhi | Ring Road |
| 95 | Delhi - Mumbai | Delhi | Ring Road |
| 96 | Delhi - Mumbai | Surat | Ring Road |
| 97 | Sagar-Lucknow | Lucknow | Ring Road |
| 98 | N - S | Nagpur | Ring Road |
| 99 | Indore-Nagpur | Nagpur | Ring Road |
| 100 | Surat-Nagpur | Nagpur | Ring Road |
| 101 | Kandla-Sagar | Indore | Ring Road |
| 102 | Aurangabad-Darbhanga | Patna | Ring Road |
| 103 | N - S | Agra | Ring Road |
| 104 | N - S | Srinagar | Ring Road |
| 105 | Raipur-Dhanbad | Dhanbad | Ring Road |
| 106 | Raipur-Dhanbad | Ranchi | Ring Road |
| 107 | Pune-Vijayawada | Vijayawada | Ring Road |
| 108 | N - S | Madurai | Ring Road |
| 109 | Chennai - Madurai | Madurai | Ring Road |
| 110 | Tuticorin - Kochi | Madurai | Ring Road |
| 111 | E - W | Kota | Ring Road |
| 112 | Jaipur-Indore | Kota | Ring Road |
| 113 | Delhi - Mumbai | Gurgaon | Ring Road |
| 114 | Chennai - Kolkata | Bhubaneshwar | Ring Road |
| 115 | N - S | Noida | Ring Road |
| 116 | Chennai - Kolkata | Baleshwar | ROB |
| 117 | E - W | Shivpuri | Service Road + Access Control |
| 118 | Mumbai - Chennai | Hosur | Shifting of Inter State Border Checkpost |
| 119 | Nashik-Pune | Pimpri-Chinchwad | Study being done |
| 120 | Mumbai-Kolkata | Raipur | Study being done |
| 121 | Raipur-Dhanbad | Raipur | Study being done |
| 122 | Mumbai-Kolkata | Bhilai | Study being done |
| 123 | Mumbai-Kolkata | Durg | Study being done |
| 124 | Chennai - Kolkata | Uluberia | Vehicular Under Pass |
| 125 | Amritsar-Jamnagar | Deesa | Vehicular Under Pass |

C) List of congestion points where interventions are to be planned

| Sr. No. | Corridor | Town |
|---------|---------------------|-----------|
| 1 | N - S | Bangalore |
| 2 | Mumbai - Chennai | Bangalore |
| 3 | Bangalore-Mangalore | Bangalore |
| 4 | Kandla-Sagar | Ahmedabad |
| 5 | Mumbai - Chennai | Chennai |
| 6 | Chennai - Madurai | Chennai |
| 7 | Mumbai-Kolkata | Kolkata |

Ministry of Road Transport and Highways

| Sr. No. | Corridor | Town |
|---------|-------------------------------|---------------------------|
| 8 | Kolkata-Siliguri | Kolkata |
| 9 | Pune-Vijayawada | Pune |
| 10 | Nashik-Pune | Pune |
| 11 | Delhi – Mumbai | Jaipur |
| 12 | Jaipur-Indore | Jaipur |
| 13 | Sagar-Lucknow | Kanpur |
| 14 | Jaipur-Indore | Indore |
| 15 | Indore-Nagpur | Indore |
| 16 | Agra-Mumbai | Nasik |
| 17 | E – W | Rajkot |
| 18 | N – S | Coimbatore |
| 19 | Coimbatore-Dindigul | Coimbatore |
| 20 | Amritsar-Jamnagar | Jodhpur |
| 21 | Mumbai – Chennai | Hubli and Dharwad |
| 22 | Coimbatore - Trichy – Tanjore | Tiruchirapalli |
| 23 | N – S | Salem |
| 24 | Amritsar-Jamnagar | Bikaner |
| 25 | Mumbai – Chennai | Kolapur |
| 26 | Ludhiana – Ajmer | Ajmer |
| 27 | Mangalore-Raichur | Mangalore |
| 28 | Bangalore-Mangalore | Mangalore |
| 29 | Mumbai-Cochin | Mangalore |
| 30 | Hyderabad-Panaji | Belgaum |
| 31 | Agra-Mumbai | Dhule |
| 32 | Kolkata – Delhi | Barddhaman |
| 33 | Kolkata-Siliguri | Barddhaman |
| 34 | N – S | Panipat |
| 35 | NER | Aizawl |
| 36 | Amritsar-Jamnagar | Bhatinda |
| 37 | N – S | Sonipat |
| 38 | Delhi – Mumbai | Kotputli |
| 39 | Kandla-Sagar | Gandhidham |
| 40 | Coimbatore - Trichy – Tanjore | Karur |
| 41 | Amritsar-Jamnagar | Pali |
| 42 | E – W | Jorabat |
| 43 | Mumbai-Kolkata | Kharagpur |
| 44 | Coimbatore-Dindigul | Dindigul |
| 45 | Kolkata-Siliguri | English Bazar |
| 46 | Mumbai – Chennai | Navi Mumbai Panvel Raigad |
| 47 | E – W | Orai |
| 48 | Agra-Mumbai | Guna |
| 49 | Agra-Mumbai | Shivpuri |
| 50 | Delhi – Mumbai | Navsari |
| 51 | N – S | Kamptee-Kanhan |
| 52 | Hyderabad-Panaji | Mahabubnagar |
| 53 | N – S | Pathankot |

Ministry of Road Transport and Highways

| Sr. No. | Corridor | Town |
|---------|---------------------|--------------|
| 54 | Amritsar-Jamnagar | Abohar |
| 55 | Bangalore-Mangalore | Hassan |
| 56 | N – S | Palakkad |
| 57 | N – S | Khanna |
| 58 | N – S | Dhaulpur |
| 59 | Mumbai-Cochin | Udupi |
| 60 | Amritsar-Jamnagar | Palanpur |
| 61 | Mumbai – Chennai | Satara |
| 62 | Delhi – Mumbai | Chittaurgarh |
| 63 | Delhi – Mumbai | Valsad |
| 64 | Chennai – Kolkata | Bhadrak |
| 65 | Hyderabad-Ongole | Miryalaguda |
| 66 | N – S | Datia |

Note: 5000 km of National Corridor Efficiency Improvement (Project length) is to be implemented in Phase I of Bharatmala Pariyojana including 6 laning of national corridors, Congestion removal through Flyovers, Bypasses, Ringroads and Connectivity to Logistics Parks. NHIDCL shall be responsible for development / upgradation and maintenance of the projects stated under S.No. 45, 46, 47, 48, 49 in Part B and S.No 35 in Part C of Annex II (e). All other projects shall be implemented by NHA under National Corridor Efficiency Improvement.

List of Border roads and designated Implementation Agency

| Sr. No. | State | Project | Length (km) | Implementation Agency |
|---------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------------------------------|
| 1 | Rajasthan | Munnabao - Sundra - Lunar - Dhanna - Bhuvana - Nawatala - Shahgarh - Asutar - Ghotan - Tanot | 323 | EAP Wing, MoRTH ¹ |
| 2 | Rajasthan | Jaisalmer - Bhadasor - Ramgarh - Tanot | 125 | EAP Wing, MoRTH ¹ |
| 3 | Rajasthan | Kishangarh - Bhutewala - Sarjam Tala - Dadoorewala - Bharewala | 128 | NHAI |
| 4 | Rajasthan | Gagara - Baonkalam - Serwa - Satta - Gandhav | 190 | NHAI |
| 5 | Rajasthan | Jaisalmer - Myalijar | 99 | NHAI |
| 6 | Rajasthan | Jhaighat - Nedai Phata | 49 | Roads Wing, MoRTH |
| 7 | Rajasthan | Poogal - Dantor - Jaggasar - Tawarwala - Gokul - Godu - Rajatpura - Charanwala - Naukh - Bap | 185 | NHAI |
| 8 | Punjab | Khema Kara (Indo - Pak Border) - Bhikhiwind - Chabal Kalan - Amritsar - Ajnala - Ramdas - Dera Baba Nanak - Gurudaspur | 162 | NHAI |
| 9 | Punjab | Fazilka - Jalalabad - Mamdot - Firozpur | 85 | NHAI |
| 10 | Uttarakhand | Askot - Dharchula - Tawaghat - Sirkha - Malpa - Garbyang - Lipu Lekh Pass | 80 | NHIDCL |
| 11 | Uttarakhand | Simli - Narayanbagar - Kulsari Talwari - Gwaldan - Dangoli - Baijnath - Bageshwar - Balighat - Kapjot - Sama - Quti - Birthi - Girgaon - Ratapani - Munsiyari - Darkot - Madkot - Sheraghat - Mawani - Jolljivi | 306 | NHIDCL |
| 12 | Uttarakhand | Bhaironghati - Nelang - Naga - Angar - PDA - Medikay | 70 | NHIDCL |
| 13 | Uttarakhand | Mana - Mussapani - Gastoli - Rattakana - Manapass | 63 | NHIDCL |
| 14 | Uttarakhand | Joshimath - Malari | 62 | NHIDCL |
| 15 | Uttar Pradesh | Nangpara - Motipar - Sujauli - Katarnighat | 68 | NHAI |
| 16 | Uttar Pradesh | Naugarh - Geinsari - Tulsipur - Jarwa | 72 | Roads Wing, MoRTH |
| 17 | Bihar | Chakia - Baïrgania | 50 | EAP Wing, MoRTH ¹ |
| 18 | West Bengal | Jangipur - Katiamari - Sagarpara - Jalangi - Karimpur - Tehata - Krishnanagar - Bagula - Ganrapata - Bangaon - Swarup Nagar - Bashirhat | 275 | NHAI |

Ministry of Road Transport and Highways

| Sr. No. | State | Project | Length (km) | Implementation Agency |
|---------|-------------|-----------------------------------------------------------------------------------------------------------|--------------|-----------------------|
| 19 | West Bengal | Cooch Behar - Dinhata - Getaldah - Bangladesh Border | 40 | Roads Wing, MoRTH |
| 20 | West Bengal | Km 82.4 to km 99.5 and km 104.2 to km 106.6 on NH-512 to improve connectivity to Hili (Bangladesh Border) | 19 | Roads Wing, MoRTH |
| 21 | West Bengal | Km. 574 to Km 582 and Km. 569 to Km 574 of NH-31 to improve connectivity to Nepal and Bhutan Border | 13 | Roads Wing, MoRTH |
| 22 | Sikkim | Mangan - Kodyong - Chungtang - Lachung - Yumthang - Yume - Samdang - Border | 90 | NHIDCL |
| 23 | Sikkim | Chumtang - Lachen Monastery - Log Bridge - Pashi - Naku - Nakpolatok - Nakula | 75 | NHIDCL |
| 24 | Assam | Kochigain - Raimana - Jaigaon - Lamkapura - Birpara | 123 | NHIDCL |
| 25 | Meghalaya | Baghmara - Rongra - Mahadeo - Ranikor | 206 | NHIDCL |
| 26 | Manipur | Sangshak - Nampisha | 90 | NHIDCL |
| 27 | Tripura | Teliamar - Amarpur - Sabroom | 216 | NHIDCL |
| 28 | Tripura | Khowai - Agartala | 55 | NHIDCL |
| | | TOTAL | 3,319 | |

Note: (1) Border Roads No. 1, 2 and 17 shall be implemented under NHIIP (EAP Cell), but DPR is being prepared by NHAI.

List of International Connectivity roads and designated Implementation Agency

| Sr. No. | State | Project | Length (km) | Implementation Agency |
|---------|---------------|--------------------------|--------------|-----------------------|
| 1 | Bihar | Raxaul-Mehsi | 65 | NHAI |
| 2 | Bihar | Jogbani – Forbesganj | 15 | NHAI |
| 3 | Uttar Pradesh | Rupaidiha-Lucknow | 145 | NHAI |
| 4 | Uttar Pradesh | Sonauli-Gorakhpur | 94 | NHAI |
| 5 | West Bengal | Petrapole – Kolkata | 81 | NHAI |
| 6 | West Bengal | Mahadipur-Susthani More | 13 | NHAI |
| 7 | West Bengal | Hili-Gazole | 98 | NHAI |
| 8 | West Bengal | Changrabandha – Siliguri | 78 | NHAI |
| 9 | West Bengal | Jaigaon – Dhupguri | 66 | NHAI |
| 10 | West Bengal | Panitanki – Siliguri | 17 | NHAI |
| 11 | West Bengal | Hili-Purnea | 135 | NHAI |
| 12 | Nagaland | Avakhung-Jessami | 149 | NHIDCL |
| 13 | Assam | Darranga-Guwahati | 49 | Roads Wing, MoRTH |
| 14 | Meghalaya | Dawki-Shillong | 95 | NHIDCL |
| 15 | Manipur | Imphal-Moreh | 106 | NHIDCL |
| 16 | Mizoram | Zorinpui-Lunglei | 172 | NHIDCL |
| 17 | Mizoram | Kawarpuchia-Seling | 294 | NHIDCL |
| 18 | Tripura | Sabroom-Agartala | 133 | NHIDCL |
| 19 | Assam | Sutarkandi-Karimganj | 14 | NHIDCL |
| 20 | Mizoram | Zowkhathar-Kawlkulh | 92 | NHIDCL |
| | | TOTAL | 1,911 | |

Note: 2000km of Border and International Connectivity will be implemented in Phase I of Bharatmala Pariyojana

List of Coastal roads and designated Implementation Agency

| Sr. No. | State | Project | Length (km) | Implementation Agency |
|---------|----------------|--------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------------|
| 1 | Gujarat | Somnath – Dwarka | 237 | NHAI |
| 2 | Gujarat | Dwarka – Jamnagar | 132 | NHAI |
| 3 | Maharashtra | Dighi port - Dabhol - Guhaghar - Jaigad port - Deogad - Malwan -Vengurla and Arunda | 445 | NHAI |
| 4 | Tamil Nadu | Karungulam - Tiruchendur - Kayalpattinam - Tuticorin - Tondi - Mimisal - Manalmelkudi - Tagattur - Vedaranniyam - Nagappatinam | 427 | NHAI |
| 5 | Andhra Pradesh | Digamarru to Ongole | 270 | NHAI |
| 6 | Orissa | Chhatarpur – Satapada | 70 | NHAI |
| 7 | Orissa | Konark - Astarand - Naugong - Paradeep Port - Ratanpur - Dharma - Basudevpur - Chandaneshwar – Digha | 430 | NHAI |
| | | TOTAL | 2,011 | |

List of Port Connectivity roads and designated Implementation Agency

| Sr. No. | State | Project | Length (km) | Implementation Agency |
|---------|-------------|-----------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------|
| 1 | Gujarat | Providing alternative Road from Bhavnagar to Sosiya - Alang Ship Recycling Yard | 35 | NHAI |
| 2 | Gujarat | RoB on Kandla-Kutch Road | 5 | NHAI |
| 3 | Maharashtra | Karad-Chiplun-Jaigad port road enhancement SH-78: Karad- Chipun, SH-78:Chiplun-Modka Agar, SH - 4 Modka Agar to Jaigad Port | 150 | NHAI |
| 4 | Maharashtra | Connectivity to NH - 17 - Upgrading of SH 92, 96, 97 to connect NH17 to North and South banks of Dighi Port | 96 | NHAI |
| 5 | Maharashtra | JNPT - 6 to 8 laning of NH-4B, SH-54 and Amra Marg | 44 | NHAI |
| 6 | Maharashtra | Up gradation of SH 164 (Nivli to Jaigad) to connect Jaigad Port to NH 17 at Nivali | 42 | NHAI |
| 7 | Maharashtra | Sonurli (on NH 66) - Redi Port | 29 | NHAI |
| 8 | Maharashtra | Connectivity of Wadhavan to NH 8 through Tarapur-Boisar or Chinchani-Vangaon or Dahanu (25 km) | 25 | NHAI |
| 9 | Maharashtra | Linking of NH-4 & NH-8 by-passing Mumbra | 20 | NHAI |
| 10 | Maharashtra | 6 laning for NH-4 from Kalamvoli to Mumbra | 20 | NHAI |
| 11 | Maharashtra | Expansion of NH 4 from Chinchwad to JNPT | 10 | NHAI |
| 12 | Maharashtra | Evacuation road for proposed standalone Container Terminal (330m extension to DPW terminal) at JNPT | 5 | NHAI |
| 13 | Maharashtra | Flyover for GTI Entry/Exit Over the Rail Tracks at JNPT | 5 | NHAI |
| 14 | Maharashtra | Flyover at Y Junction for Decongestion of Traffic Flow at JNPT | 2 | NHAI |
| 15 | Goa | Road circulation plan for ease of movement of break bulk cargo at Mormugao | 3 | NHAI |
| 16 | Karnataka | SH-2:Haveri-Yekambi(54km),SH-69:Yekambi-Kumta/Belekere | 135 | NHAI |
| 17 | Kerala | Azhikkal Port - Proposed NH - Bypass and widening of 2 km. | 13 | NHAI |
| 18 | Kerala | Widening of road connecting from Kollam port to NH | 3 | NHAI |
| 19 | Kerala | Development of river side port road to Beypore port | 2 | NHAI |

Ministry of Road Transport and Highways

| Sr. No. | State | Project | Length (km) | Implementation Agency |
|---------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------|
| 20 | Tamil Nadu | Four lane road from Northern gate of port to Thachur, outer ring corridor - 6 laning with service roads | 30 | NHAI |
| 21 | Tamil Nadu | Connectivity to Katupalli through Ponnani | 20 | NHAI |
| 22 | Tamil Nadu | Development of Coastal road to the East of container Terminal II at Chennai Port | 10 | NHAI |
| 23 | Tamil Nadu | Development of roads connectivity to Cuddalore Port | 10 | NHAI |
| 24 | Tamil Nadu | Connectivity to Enayam through Nagarcoil | 10 | NHAI |
| 25 | Tamil Nadu | Development of Container Corridor through Highway for quick evacuation in Chennai | 8 | NHAI |
| 26 | Tamil Nadu | Southern port Access road for connectivity to Ennore port | 7 | NHAI |
| 27 | Tamil Nadu | Road Connectivity to Hare island (Tuticorin Port) | 5 | NHAI |
| 28 | Andhra Pradesh | Upgrading of NH 65 from Vijayawada to the Machilipatnam Port | 65 | NHAI |
| 29 | Andhra Pradesh | Four lane road connectivity from the existing two lane road from Kakinada port to NH 16 at Rajanagaram in Godavri District in AP | 55 | NHAI |
| 30 | Andhra Pradesh | Four laning of Kakinada Anchorage Port Uppada beach road connection upto NH-16 in East Godavari District of Andhra Pradesh state | 43 | NHAI |
| 31 | Andhra Pradesh | Four Lane green field road to Krishnapatnam Port from Naidupeta in the State of Andhra Pradesh | 37 | NHAI |
| 32 | Andhra Pradesh | Four lane road connectivity from the existing two lane road from Achampeta Junction to joining NH 16 at Kathipudi in East Godavri District in AP | 30 | NHAI |
| 33 | Andhra Pradesh | Four lane Beach Road of 30.00 Km connecting Gangavaram Port to the SEZ proposed at Atchuthapuram in Visakhapatnam District in the State of Andhra Pradesh | 30 | NHAI |
| 34 | Andhra Pradesh | Up grading of existing R&B road from Chilakaru cross (NH-16) to Power Plants | 26 | NHAI |
| 35 | Andhra Pradesh | Upgrading of existing dedicated port connectivity from Krishnapatnam Port to NH 5 in SPSR Nellore District of Andhra Pradesh State | 24 | NHAI |

Ministry of Road Transport and Highways

| Sr. No. | State | Project | Length (km) | Implementation Agency |
|---------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------|
| 36 | Andhra Pradesh | Up grading of 24 km road to a 4 lane, that connects Nellore city to the Krishnapatnam port to NH 5 in SPSR Nellore District of AP | 24 | NHAI |
| 37 | Andhra Pradesh | Development of Four lane green field road from Machilipatnam South Port to NH-9 in the State of Andhra Pradesh | 20 | NHAI |
| 38 | Andhra Pradesh | Development of adequate road connectivity from Vizag Port-connectivity from Sheela Nagar junction to Anakapalli-Sabbavaram/Pendurti - Anandapuram road i.e. NH-16 (Former NH-5) | 14 | NHAI |
| 39 | Andhra Pradesh | Development of Four Lane green field road from Machilipatnam North Port to NH-SH-46 in the State of Andhra Pradesh | 10 | NHAI |
| 40 | Andhra Pradesh | Upgrading of Manginapudi Beach Road to a 4 lane road to connect to cater to Machilipatnam | 10 | NHAI |
| 41 | Andhra Pradesh | Development of greenfield bypass road for better connectivity of Gangavaram port in Visakhapatnam District (Lanes to be specified) | 8 | NHAI |
| 42 | Andhra Pradesh | Development of 7.2Km green field road connecting NH 65 to Machilipatnam Port in the State of Andhra Pradesh. | 7 | NHAI |
| 43 | Andhra Pradesh | Formation of a New by pass parallel road west of NFCL and CFL in Kakinada Port (Kakinada), AP | 7 | NHAI |
| 44 | Andhra Pradesh | Upgrading of the existing four lane road connecting to NH16 at Gajuwaka to Gangavaram Port in to six lane road in the State of Andhra Pradesh | 5 | NHAI |
| 45 | Andhra Pradesh | Development of 5 km Greenfield road connecting north and south industrial cluster of Khandaleru Creek near Krishnapatnam port | 5 | NHAI |
| 46 | Andhra Pradesh | Road Connectivity From Outer Harbour To Port Connectivity Junction (B) at Vizag port | 5 | NHAI |
| 47 | Andhra Pradesh | Connectivity of Vizag port to NH-16 (Phase II) | 4 | NHAI |
| 48 | Andhra Pradesh | Upgrading existing B.T Road in to C.C. pavement from Burma Shell area to security gate near Sakthi Gas Plant at Kakinada Anchorage port, AP | 3 | NHAI |

Ministry of Road Transport and Highways

| Sr. No. | State | Project | Length (km) | Implementation Agency |
|---------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------------|
| 49 | Andhra Pradesh | Flyover/RoB over ADB road (Kakinada Deep water port from Kumbhabhishek Temple to fishing Harbour) at Kakinada to avoid 6-7 level crossing in a span on 1 km which causes huge congestion | 3 | NHAI |
| 50 | Andhra Pradesh | Formation of new road from L-Arm road Junction to Dummulapeta Beach Road at NCS storage system including construction of bridge on Dummulapeta Creek at Kakinada Anchorage Port | 3 | NHAI |
| 51 | Andhra Pradesh | Development of Fly over bridge from Sea-horses junction area to dock area at Vizag Port | 3 | NHAI |
| 52 | Andhra Pradesh | RoB at Dummalapeta and Old Port Area (Kakinada) | 2 | NHAI |
| 53 | Andhra Pradesh | Construction of grade separator from H-7 area to Port connectivity Road by passing Convent Junction - Vizag Port | 1 | NHAI |
| 54 | Odisha | Road Connectivity to Dhamra Port (Four laning of Jamujhadi-Dhamra road) | 58 | NHAI |
| 55 | Odisha | Road Connectivity from Gopalpur Port to NH-5 from Chhatrapur | 6 | NHAI |
| 56 | West Bengal | Road connectivity between proposed Port at Sagar Island and Muriganga bridge & between Muriganga bridge and proposed Rail yard at Kashinagar. | 24 | NHAI |
| 57 | West Bengal | Improvement of existing road connecting Kolkata Port Trust to NH6 and Kolkata Port Trust to nearby Industrial Clusters | 6 | NHAI |
| 58 | West Bengal | Construction of RoB cum Flyover at Ranichak level crossing at Kolkata Port | 5 | NHAI |
| 59 | West Bengal | Kona elevated Expressway from 0.557 km to 7.163 km of NH-117 | 7 | NHAI |
| | | TOTAL | 1,294 | |

Note: 2000 km of Coastal and Port Connectivity roads will be implemented in Phase I of Bharatmala Pariyojana

List of Expressways and designated Implementation Agency

| Sr. No. | Project | Length (km) | Implementation Agency |
|---------|----------------------------------------------------------------|--------------|-----------------------|
| 1 | Ahmedabad –Dholera | 110 | NHAI |
| 2 | Vadodara – Mumbai | 420 | NHAI |
| 3 | Delhi-Meerut Expressway (to be executed as part of NHDP-VI) | 96 | NHAI |
| 4 | Kanpur – Lucknow | 75 | NHAI |
| 5 | Chennai – Bangalore | 262 | NHAI |
| 6 | Delhi - Amritsar – Katra | 600 | NHAI |
| 7 | Delhi – Jaipur | 274 | NHAI |
| | TOTAL | 1,837 | |

Note: 800 Km of Expressways will be implemented in Phase I of Bharatmala Pariyojana

List of Logistics Parks

| Sr. No. | Location |
|---------|---------------------------------------------------------------------|
| 1 | Delhi – NCR (Delhi, Gurgaon, Ghaziabad, Faridabad, Noida) |
| 2 | Mumbai (Mumbai, Mumbai Suburbs, JNPT, Mumbai Port, Raigad District) |
| 3 | North Gujarat (Ahmedabad and Vadodara) |
| 4 | Hyderabad |
| 5 | South Gujarat (Surat and Bharuch) |
| 6 | South Punjab (Ludhiana, Sangrur, Patiala) |
| 7 | North Punjab (Amritsar, Jalandhar, Gurudaspur) |
| 8 | Jaipur |
| 9 | Bangalore |
| 10 | Pune |
| 11 | Vijayawada |
| 12 | Chennai |
| 13 | Nagpur |
| 14 | Indore |
| 15 | Patna |
| 16 | Kolkata |
| 17 | Ambala |
| 18 | Valsad |
| 19 | Coimbatore |
| 20 | Jagatsinghpur |
| 21 | Nasik |
| 22 | Guwahati |
| 23 | Kota |
| 24 | Panaji |
| 25 | Hisar |
| 26 | Visakhapatnam |
| 27 | Bhopal |
| 28 | Sundargarh |
| 29 | Bhatinda |
| 30 | Solan |
| 31 | Rajkot |
| 32 | Raipur |
| 33 | Jammu |
| 34 | Kandla |
| 35 | Cochin |

List of residual works to be implemented under NHDP

| Sr. No | Project | State | NHDP Phase | Implementation Agency |
|--------|----------------------------------------------------------------------|----------------------------------|------------|-----------------------|
| 1 | Gwalior-Jhansi | Madhya Pradesh/ Uttar Pradesh | NHDP-I | NHAI |
| 2 | Assam/ WB Border - Bijni | Assam | NHDP-II | NHAI |
| 3 | Brahmaputra River Bridge | Assam | NHDP-II | NHAI |
| 4 | Sonapur - Jagiroad | Assam | NHDP-II | NHAI |
| 5 | Dharamtul to Raha | Assam | NHDP-II | NHAI |
| 6 | Jagiroad - Dharamtul | Assam | NHDP-II | NHAI |
| 7 | Maibong-Lumding | Assam | NHDP-II | NHAI |
| 8 | Maibong-Nrimbanglo | Assam | NHDP-II | NHAI |
| 9 | Nalbari - Bijni | Assam | NHDP-II | NHAI |
| 10 | Nrimbanglo-Jatinga | Assam | NHDP-II | NHAI |
| 11 | Sonapur - Guwahati | Assam | NHDP-II | NHAI |
| 12 | Udali-Manderdisa | Assam | NHDP-II | NHAI |
| 13 | UP Border/Bathanakuti- Gopalganj | Bihar | NHDP-II | NHAI |
| 14 | Balance work of Muzaffarpur - Ayodhya stretch near Gandhak bridge | Bihar | NHDP-II | NHAI |
| 15 | Chenani-Nashri | Jammu and Kashmir | NHDP-II | NHAI |
| 16 | Jammu - Udhampur | Jammu and Kashmir | NHDP-II | NHAI |
| 17 | Quazigund - Banihal | Jammu and Kashmir | NHDP-II | NHAI |
| 18 | Ramban - Banihal | Jammu and Kashmir | NHDP-II | NHAI |
| 19 | Srinagar - Banihal section | Jammu and Kashmir | NHDP-II | NHAI |
| 20 | Udhampur - Chenani | Jammu and Kashmir | NHDP-II | NHAI |
| 21 | Nashri - Ramban | Jammu and Kashmir | NHDP-II | NHAI |
| 22 | Vadakkanchery - Thrissur | Kerala | NHDP-II | NHAI |
| 23 | Lakhnadon-Seoni | Madhya Pradesh | NHDP-II | NHAI |
| 24 | Hinghanghat ROB | Maharashtra | NHDP-II | NHAI |
| 25 | Kelapur - Pimpalkhatti | Maharashtra | NHDP-II | NHAI |
| 26 | MP/ MH Border - Nagpur | Maharashtra | NHDP-II | NHAI |
| 27 | Nagpur - Kamptee | Maharashtra | NHDP-II | NHAI |
| 28 | Wadner- Devdhari | Maharashtra | NHDP-II | NHAI |
| 29 | Jorabat-Barapani | Meghalaya | NHDP-II | NHAI |
| 30 | Bidhipur - Dhilwan | Punjab | NHDP-II | NHAI |
| 31 | Chmbal Bridge on Kota Bypass | Rajasthan | NHDP-II | NHAI |
| 32 | Chengapalli - Tamilnadu / Kerala border | Tamil Nadu | NHDP-II | NHAI |
| 33 | Ghoshpukur - Salsalabari | West Bengal | NHDP-II | NHAI |

Ministry of Road Transport and Highways

| Sr. No | Project | State | NHDP Phase | Implementation Agency |
|--------|-----------------------------------------------------------|------------------|------------|-----------------------|
| 34 | Islampur Bypass | West Bengal | NHDP-II | NHAI |
| 35 | Kadapa – Kurnool | Andhra Pradesh | NHDP-III | NHAI |
| 36 | Vijayawada – Machilipatnam | Andhra Pradesh | NHDP-III | NHAI |
| 37 | Aunta - Simaria | Bihar | NHDP-III | NHAI |
| 38 | Bakhtiyarpur - Mokama | Bihar | NHDP-III | NHAI |
| 39 | Bhojpur-Buxar | Bihar | NHDP-III | NHAI |
| 40 | Chhapra-Gopalganj | Bihar | NHDP-III | NHAI |
| 41 | Chhapra-Hajipur | Bihar | NHDP-III | NHAI |
| 42 | Forbesganj-Jogbani | Bihar | NHDP-III | NHAI |
| 43 | Hajipur-Muzaffarpur | Bihar | NHDP-III | NHAI |
| 44 | Khagaria-Purnea | Bihar | NHDP-III | NHAI |
| 45 | Koilwar-Bhojpur | Bihar | NHDP-III | NHAI |
| 46 | Mokama-Munger | Bihar | NHDP-III | NHAI |
| 47 | Muzaffarpur-Sonbarsa | Bihar | NHDP-III | NHAI |
| 48 | Narenpur - Purnea | Bihar | NHDP-III | NHAI |
| 49 | Patna-Bakhtiyarpur | Bihar | NHDP-III | NHAI |
| 50 | Patna-Gaya-Dobhi | Bihar | NHDP-III | NHAI |
| 51 | Patna-Koilwar | Bihar | NHDP-III | NHAI |
| 52 | Piprakothe-Raxaul | Bihar | NHDP-III | NHAI |
| 53 | Simaria – Khagaria | Bihar | NHDP-III | NHAI |
| 54 | Ahmedabad- Godhra | Gujarat | NHDP-III | NHAI |
| 55 | Gandhidham (Kandla) - Mundra | Gujarat | NHDP-III | NHAI |
| 56 | Gujarat/Maharashtra Border - Surat-Hazira Port | Gujarat | NHDP-III | NHAI |
| 57 | Ambala - Kaithal | Haryana | NHDP-III | NHAI |
| 58 | Yamunanagar - Panchkula | Haryana | NHDP-III | NHAI |
| 59 | Kiratpur-Ner Chowk Section | Himachal Pradesh | NHDP-III | NHAI |
| 60 | Parwanoo Solan | Himachal Pradesh | NHDP-III | NHAI |
| 61 | Shimla Bypass | Himachal Pradesh | NHDP-III | NHAI |
| 62 | Solan - Kaithlighat | Himachal Pradesh | NHDP-III | NHAI |
| 63 | Barhi-Hazaribag | Jharkhand | NHDP-III | NHAI |
| 64 | Mahulia-Baharagora | Jharkhand | NHDP-III | NHAI |
| 65 | Baharagora-JH/WB Border | Jharkhand | NHDP-III | NHAI |
| 66 | Ranchi-Mahulia | Jharkhand | NHDP-III | NHAI |
| 67 | Hospet-Chitradurga | Karnataka | NHDP-III | NHAI |
| 68 | Kundapur - Surathkal - Mangalore to Kerala Border Section | Karnataka | NHDP-III | NHAI |
| 69 | Belgaum-Khanapur - KN/Goa Border | Karnataka | NHDP-III | NHAI |
| 70 | Kazhakuttom – Mukkola Junction | Kerala | NHDP-III | NHAI |
| 71 | Mukkola - Kerala/Tamilnadu Border | Kerala | NHDP-III | NHAI |
| 72 | Bhopal - Sanchi | Madhya Pradesh | NHDP-III | NHAI |
| 73 | Churhat bypass | Madhya Pradesh | NHDP-III | NHAI |
| 74 | Hiran River - Sindoor River | Madhya Pradesh | NHDP-III | NHAI |
| 75 | Indore - MP/Guj. Border | Madhya Pradesh | NHDP-III | NHAI |

Ministry of Road Transport and Highways

| Sr. No | Project | State | NHDP Phase | Implementation Agency |
|--------|----------------------------------------------------|-------------------------------|------------|-----------------------|
| 76 | Jhansi-Khajuraho | Madhya Pradesh | NHDP-III | NHAI |
| 77 | Bareilly - Goharganj | Madhya Pradesh | NHDP-III | MoRTH |
| 78 | Sindoor River - Bareilly | Madhya Pradesh | NHDP-III | MoRTH |
| 79 | Solapur-Maharashtra / Karnataka Border | Maharashtra | NHDP-III | NHAI |
| 80 | Panvel - Indapur | Maharashtra | NHDP-III | NHAI |
| 81 | Jowai-Ratacherra | Meghalaya | NHDP-III | NHAI |
| 82 | Bhubaneswar-Puri | Orissa | NHDP-III | NHAI |
| 83 | Paniloili-Rimuli | Orissa | NHDP-III | NHAI |
| 84 | Rimoli - Roxy - Rajamunda | Orissa | NHDP-III | NHAI |
| 85 | Talcha - Duburi - Chandikhal | Orissa | NHDP-III | NHAI |
| 86 | Puri bypass | Orissa | NHDP-III | NHAI |
| 87 | Ludhiana - Talwandi | Punjab | NHDP-III | NHAI |
| 88 | Deoli - Kota | Rajasthan | NHDP-III | NHAI |
| 89 | Dindigul - Theni - Kumuli | Tamil Nadu | NHDP-III | NHAI |
| 90 | Madurai - Paramakudi & Paramakudi - Ramanathapuram | Tamil Nadu | NHDP-III | NHAI |
| 91 | Nagapattinam - Thanjavur | Tamil Nadu | NHDP-III | NHAI |
| 92 | Tindivanam - Krishnagiri | Tamil Nadu | NHDP-III | NHAI |
| 93 | Tirupathi - Chennai | Tamil Nadu | NHDP-III | NHAI |
| 94 | Trichy - Karaikudi | Tamil Nadu | NHDP-III | NHAI |
| 95 | Trichy - Karur | Tamil Nadu | NHDP-III | NHAI |
| 96 | Villukkuri - Kanyakumari | Tamil Nadu | NHDP-III | NHAI |
| 97 | Kerala / Tamil Nadu border - Villukkuri | Tamil Nadu | NHDP-III | NHAI |
| 98 | Kangayampalayam-Mettupalayam | Tamil Nadu | NHDP-III | NHAI |
| 99 | Bareilly-Sitapur | Uttar Pradesh | NHDP-III | NHAI |
| 100 | Moradabad - Bareilly | Uttar Pradesh | NHDP-III | NHAI |
| 101 | Muzaffarnagar-Haridwar | Uttar Pradesh/ Uttarakhand | NHDP-III | NHAI |
| 102 | Haridwar-Dehradun | Uttarakhand | NHDP-III | NHAI |
| 103 | Rampur-Rudrapur | Uttarakhand | NHDP-III | NHAI |
| 104 | Rudrapur-Kathgodam | Uttarakhand | NHDP-III | NHAI |
| 105 | Berhampore - Farakka | West Bengal | NHDP-III | NHAI |
| 106 | Chichira-Kharagpur | West Bengal | NHDP-III | NHAI |
| 107 | Farakka - Raiganj | West Bengal | NHDP-III | NHAI |
| 108 | Krishnanagar-Baharampur | West Bengal | NHDP-III | NHAI |
| 109 | Barasat-Krishnagar | West Bengal | NHDP-III | NHAI |
| 110 | Nalagampalli - AP/Karnataka Border | Andhra Pradesh | NHDP-IV | NHAI |
| 111 | Atmakur - Nellore | Andhra Pradesh | NHDP-IV | MoRTH |
| 112 | Dhindi - Digamaru | Andhra Pradesh | NHDP-IV | MoRTH |
| 113 | Eppurupalem - Ongole | Andhra Pradesh | NHDP-IV | MoRTH |
| 114 | Gurajanapalli - Polekeru | Andhra Pradesh | NHDP-IV | MoRTH |
| 115 | Karnataka/ AP Border - Gooty | Andhra Pradesh | NHDP-IV | MoRTH |
| 116 | Kathipudi - Kakinada bypass | Andhra Pradesh | NHDP-IV | MoRTH |

Ministry of Road Transport and Highways

| Sr. No | Project | State | NHDP Phase | Implementation Agency |
|--------|---------------------------------------------------|-----------------|------------|-----------------------|
| 117 | Losari - Machavaram | Andhra Pradesh | NHDP-IV | MoRTH |
| 118 | Macchilipatnam - Avanigadda | Andhra Pradesh | NHDP-IV | MoRTH |
| 119 | Nagarjunasagar Dam - Davulapally | Andhra Pradesh | NHDP-IV | MoRTH |
| 120 | Pasarlapudi - Dindi | Andhra Pradesh | NHDP-IV | MoRTH |
| 121 | Repalle - Eepurupalem | Andhra Pradesh | NHDP-IV | MoRTH |
| 122 | Timmapuram - Granapalli | Andhra Pradesh | NHDP-IV | MoRTH |
| 123 | Dornala T junction - Penchalakona | Andhra Pradesh | NHDP-IV | MoRTH |
| 124 | Devalapalle Reserve Forest | Andhra Pradesh | NHDP-IV | MoRTH |
| 125 | Biharsharif-Barbigha-Mokama | Bihar | NHDP-IV | NHAI |
| 126 | Chhapra-Rewaghat-Muzaffarpur | Bihar | NHDP-IV | NHAI |
| 127 | Maheshkhunt- Saharsa- Purnea (remaining packages) | Bihar | NHDP-IV | NHAI |
| 128 | Majhauri - Charout | Bihar | NHDP-IV | NHAI |
| 129 | Singhara-Binjabahal | Bihar | NHDP-IV | NHAI |
| 130 | Dhamtari - Kanker | Chhattisgarh | NHDP-IV | MoRTH |
| 131 | Kodebod - Dhamtari | Chhattisgarh | NHDP-IV | NHAI |
| 132 | Orissa/Chattisgarh Boarder - Aurang | Chhattisgarh | NHDP-IV | NHAI |
| 133 | Raipur - Kodebod | Chhattisgarh | NHDP-IV | NHAI |
| 134 | Raipur - Simga | Chhattisgarh | NHDP-IV | NHAI |
| 135 | Sargain - Bilaspur | Chhattisgarh | NHDP-IV | NHAI |
| 136 | Simga - Sargaon | Chhattisgarh | NHDP-IV | NHAI |
| 137 | Ambikapur - Pathalgaon | Chhattisgarh | NHDP-IV | MoRTH |
| 138 | Banari - Masaniakala | Chhattisgarh | NHDP-IV | MoRTH |
| 139 | Bedma - Dahikonda | Chhattisgarh | NHDP-IV | MoRTH |
| 140 | Bedma - Jagdalpur | Chhattisgarh | NHDP-IV | MoRTH |
| 141 | Chilpi - Kawardha | Chhattisgarh | NHDP-IV | MoRTH |
| 142 | Darrighat - Banari | Chhattisgarh | NHDP-IV | MoRTH |
| 143 | Kanker - Bedma | Chhattisgarh | NHDP-IV | MoRTH |
| 144 | Katghora - Shivnagar | Chhattisgarh | NHDP-IV | MoRTH |
| 145 | Kunkuri - CG/ JH Border | Chhattisgarh | NHDP-IV | MoRTH |
| 146 | Masaniakala - Rengapalli | Chhattisgarh | NHDP-IV | MoRTH |
| 147 | Pathalgaon - Kunkuri | Chhattisgarh | NHDP-IV | MoRTH |
| 148 | Raigarh - Saraipalli | Chhattisgarh | NHDP-IV | MoRTH |
| 149 | Shivnagar - Ambikapur | Chhattisgarh | NHDP-IV | MoRTH |
| 150 | Bilaspur-Katghora (Bilaspur-Ambikapur) | Chhattisgarh | NHDP-IV | MoRTH |
| 151 | Goa/ Karnataka Border - Kundapur Section | Goa / Karnataka | NHDP-IV | NHAI |
| 152 | Bhavanagar-Talaja | Gujarat | NHDP-IV | NHAI |
| 153 | Gadu-Porbandar | Gujarat | NHDP-IV | NHAI |
| 154 | Kagvadar - Una | Gujarat | NHDP-IV | NHAI |
| 155 | Kodinar - Veraval | Gujarat | NHDP-IV | NHAI |
| 156 | Mahuva - Kagavadar | Gujarat | NHDP-IV | NHAI |
| 157 | Talaja - Mahuva | Gujarat | NHDP-IV | NHAI |

Ministry of Road Transport and Highways

| Sr. No | Project | State | NHDP Phase | Implementation Agency |
|--------|--------------------------------------------------------|------------------|------------|-----------------------|
| 158 | Una - Kodinar | Gujarat | NHDP-IV | NHAI |
| 159 | Hisar - Dabwali | Haryana | NHDP-IV | NHAI |
| 160 | Kaithal - Haryana/Raj. Border section | Haryana | NHDP-IV | NHAI |
| 161 | Punjab / Haryana Border-Jind | Haryana | NHDP-IV | NHAI |
| 162 | Kullu Manali | Himachal Pradesh | NHDP-IV | NHAI |
| 163 | Ner Chowk - Pandoh | Himachal Pradesh | NHDP-IV | NHAI |
| 164 | Pandoh Takoli | Himachal Pradesh | NHDP-IV | NHAI |
| 165 | Takoli Kullu | Himachal Pradesh | NHDP-IV | NHAI |
| 166 | Barhi - Rajauli | Jharkhand | NHDP-IV | NHAI |
| 167 | Basukinath | Jharkhand | NHDP-IV | NHAI |
| 168 | Chas - Ramgarh | Jharkhand | NHDP-IV | NHAI |
| 169 | Ganga Bridge - Sahibganj | Jharkhand | NHDP-IV | NHAI |
| 170 | Kutchery Chowk Ranchi - Piska More- Biju Para | Jharkhand | NHDP-IV | NHAI |
| 171 | Rajganj-Maheshpur-Bhurangia-Chas to West Bengal Border | Jharkhand | NHDP-IV | NHAI |
| 172 | Addahole to Bantwal Cross | Karnataka | NHDP-IV | NHAI |
| 173 | Attagulipura - KA/TN border | Karnataka | NHDP-IV | NHAI |
| 174 | Bijapur - Gulbarga - Humnabd | Karnataka | NHDP-IV | NHAI |
| 175 | Hassan - Maranahally | Karnataka | NHDP-IV | NHAI |
| 176 | Hoskote - Dobbaspeth | Karnataka | NHDP-IV | NHAI |
| 177 | Hospeth - Bellary- Karnatka/ AP Border | Karnataka | NHDP-IV | NHAI |
| 178 | Hubli - Hospeth | Karnataka | NHDP-IV | NHAI |
| 179 | Sannur - Bikarnakatte | Karnataka | NHDP-IV | NHAI |
| 180 | Shimoga - Mangalore | Karnataka | NHDP-IV | NHAI |
| 181 | Tamilnadu/Karnataka border - Bengaluru | Karnataka | NHDP-IV | NHAI |
| 182 | Tumkur - Shimoga | Karnataka | NHDP-IV | NHAI |
| 183 | Chitradurga - Shimoga | Karnataka | NHDP-IV | MoRTH |
| 184 | Biaora -Dewas | Madhya Pradesh | NHDP-IV | NHAI |
| 185 | Guna - Biaora | Madhya Pradesh | NHDP-IV | NHAI |
| 186 | Gwalior-Shivpuri | Madhya Pradesh | NHDP-IV | NHAI |
| 187 | Jabalpur-Lakhnadon | Madhya Pradesh | NHDP-IV | NHAI |
| 188 | Rewa-Katni-Jabalpur | Madhya Pradesh | NHDP-IV | NHAI |
| 189 | Shivpuri-Guna | Madhya Pradesh | NHDP-IV | NHAI |
| 190 | Bareila - Mandla | Madhya Pradesh | NHDP-IV | MoRTH |
| 191 | Jabalpur - Bareila | Madhya Pradesh | NHDP-IV | MoRTH |
| 192 | Katni - Umria | Madhya Pradesh | NHDP-IV | MoRTH |
| 193 | Madla - Chipli | Madhya Pradesh | NHDP-IV | MoRTH |
| 194 | Shahdol - Anuppur - MP/ CG Border | Madhya Pradesh | NHDP-IV | MoRTH |
| 195 | Umria - Shahdol | Madhya Pradesh | NHDP-IV | MoRTH |
| 196 | Goharganj - bhopal including Obedulaganj bypass | Madhya Pradesh | NHDP-IV | MoRTH |
| 197 | Amravati - Chikali | Maharashtra | NHDP-IV | NHAI |

Ministry of Road Transport and Highways

| Sr. No | Project | State | NHDP Phase | Implementation Agency |
|--------|-----------------------------------------------------------------------------------------------|------------------------------|------------|-----------------------|
| 198 | Aurangabad - Yedshi | Maharashtra | NHDP-IV | NHAI |
| 199 | Bodhre - Dhule | Maharashtra | NHDP-IV | NHAI |
| 200 | Chikli - Tarsod | Maharashtra | NHDP-IV | NHAI |
| 201 | Fagne - Maharashtra / Gujarat Borde | Maharashtra | NHDP-IV | NHAI |
| 202 | Khed-Sinnar | Maharashtra | NHDP-IV | NHAI |
| 203 | Mahagaon-Yavatmal | Maharashtra | NHDP-IV | NHAI |
| 204 | Solapur-Yedshi | Maharashtra | NHDP-IV | NHAI |
| 205 | Tarso - Fagne | Maharashtra | NHDP-IV | NHAI |
| 206 | Tuljapur - Ausa | Maharashtra | NHDP-IV | NHAI |
| 207 | Waranga Phata-Mahagaon | Maharashtra | NHDP-IV | NHAI |
| 208 | Wardha-Butibori | Maharashtra | NHDP-IV | NHAI |
| 209 | Yavatmal-Wardha | Maharashtra | NHDP-IV | NHAI |
| 210 | Ahmednagar - Kharwandi | Maharashtra | NHDP-IV | MoRTH |
| 211 | Arawali - Kante | Maharashtra | NHDP-IV | MoRTH |
| 212 | Barasgaon - Rahate | Maharashtra | NHDP-IV | MoRTH |
| 213 | Bhogaon - Khurd | Maharashtra | NHDP-IV | MoRTH |
| 214 | Golavali - Rajapur (Construction of Major/ Minor Bridges) | Maharashtra | NHDP-IV | MoRTH |
| 215 | Indapur - Wadpale | Maharashtra | NHDP-IV | MoRTH |
| 216 | Kalmath - Zarap | Maharashtra | NHDP-IV | MoRTH |
| 217 | Kante - Wakad | Maharashtra | NHDP-IV | MoRTH |
| 218 | Kashedi - Parshuram Ghat | Maharashtra | NHDP-IV | MoRTH |
| 219 | Kashedi - Tural (Construction of Major/ Minor Bridges) | Maharashtra | NHDP-IV | MoRTH |
| 220 | Nasratpur - Barasgaon | Maharashtra | NHDP-IV | MoRTH |
| 221 | Parshuram Ghat - Arawali | Maharashtra | NHDP-IV | MoRTH |
| 222 | Section of NH-222 from junction with NH - 211 to Manwath(Tadborgaon) from km 342/00 to 444/00 | Maharashtra | NHDP-IV | MoRTH |
| 223 | Talgaon - Kamath | Maharashtra | NHDP-IV | MoRTH |
| 224 | Unhale - Zarap (Construction of Major/ Minor Bridges) | Maharashtra | NHDP-IV | MoRTH |
| 225 | Watul - Talgaon | Maharashtra | NHDP-IV | MoRTH |
| 226 | Kolha - Nasratpur | Maharashtra | NHDP-IV | MoRTH |
| 227 | Parbhani bypass | Maharashtra | NHDP-IV | MoRTH |
| 228 | Kalyan - Malshej ghat | Maharashtra | NHDP-IV | NHAI |
| 229 | Nagpur-Saoner-Betul | Maharashtra / Madhya Pradesh | NHDP-IV | NHAI |
| 230 | Baharagora-Singhara | Orissa | NHDP-IV | NHAI |
| 231 | Angul-Sambalpur | Orissa | NHDP-IV | NHAI |
| 232 | Baleswar-Baripada-Jharpokharia | Orissa | NHDP-IV | NHAI |
| 233 | Binjabahal-Teleibani | Orissa | NHDP-IV | NHAI |
| 234 | End of Brahmani Bypass - Rajamunda | Orissa | NHDP-IV | NHAI |
| 235 | Birmitrapur - Brahmani Bypass including bridge over River Brahmani | Orissa | NHDP-IV | NHAI |

Ministry of Road Transport and Highways

| Sr. No | Project | State | NHDP Phase | Implementation Agency |
|--------|------------------------------------------------------|------------|------------|-----------------------|
| 236 | Rajamunda - Barkote | Orissa | NHDP-IV | NHAI |
| 237 | Teleibani-Sambalpur | Orissa | NHDP-IV | NHAI |
| 238 | Kanaktora - Jharsuguda | Orissa | NHDP-IV | MoRTH |
| 239 | Pallahara - Pitiri | Orissa | NHDP-IV | MoRTH |
| 240 | Elevated Highway from Samrala Chowk | Punjab | NHDP-IV | NHAI |
| 241 | Amritsar - Tarn Taran | Punjab | NHDP-IV | MoRTH |
| 242 | Dogal Kalan - PB/ HR Border | Punjab | NHDP-IV | MoRTH |
| 243 | Faridkot - Kotkapura - Bathinda | Punjab | NHDP-IV | MoRTH |
| 244 | Harike - Zira - Faridkot | Punjab | NHDP-IV | MoRTH |
| 245 | Harike Bypass | Punjab | NHDP-IV | MoRTH |
| 246 | Jalandhar - Hoshiarpur | Punjab | NHDP-IV | MoRTH |
| 247 | Lambra - Shahkot | Punjab | NHDP-IV | MoRTH |
| 248 | Moga - Tallewal | Punjab | NHDP-IV | MoRTH |
| 249 | Shahkot - Moga | Punjab | NHDP-IV | MoRTH |
| 250 | Tallewal - Barnala | Punjab | NHDP-IV | MoRTH |
| 251 | Tapa - Bhatindi | Punjab | NHDP-IV | MoRTH |
| 252 | Zirakpur - Patiala | Punjab | NHDP-IV | MoRTH |
| 253 | Bar-Bilara-Jodhpur | Rajasthan | NHDP-IV | NHAI |
| 254 | Barmer-Sanchore-Gujrat Border | Rajasthan | NHDP-IV | NHAI |
| 255 | Bhilwara - Ladpura | Rajasthan | NHDP-IV | NHAI |
| 256 | Bikaner - Phalodi | Rajasthan | NHDP-IV | NHAI |
| 257 | Dausa-Lalsot-Kothoon | Rajasthan | NHDP-IV | NHAI |
| 258 | Gulabpura - Uniara | Rajasthan | NHDP-IV | NHAI |
| 259 | Jaisalmer-Barmer | Rajasthan | NHDP-IV | NHAI |
| 260 | Karauli - Dholpur | Rajasthan | NHDP-IV | NHAI |
| 261 | Manoharpur - Dausa | Rajasthan | NHDP-IV | NHAI |
| 262 | Padhi - Dahod | Rajasthan | NHDP-IV | NHAI |
| 263 | Phalodi -Jaisalmer | Rajasthan | NHDP-IV | NHAI |
| 264 | Raj./Har border - Fatepur - Salasar | Rajasthan | NHDP-IV | NHAI |
| 265 | Salasar - Nagaur | Rajasthan | NHDP-IV | NHAI |
| 266 | Tonk - Sawai Madhopur | Rajasthan | NHDP-IV | NHAI |
| 267 | Uncha Nagla - Dholpur | Rajasthan | NHDP-IV | NHAI |
| 268 | Udaipur - Nalwa Daiya - Idar | Rajasthan | NHDP-IV | NHAI |
| 269 | Dindigul - Coimbatore - Tamilnadu / Karnataka Border | Tamil Nadu | NHDP-IV | NHAI |
| 270 | Pollachi - Coimbatore | Tamil Nadu | NHDP-IV | NHAI |
| 271 | Trichy - Chidambaram | Tamil Nadu | NHDP-IV | NHAI |
| 272 | Villupuram - Nagapatinam | Tamil Nadu | NHDP-IV | NHAI |
| 273 | Oddanchatram Bypass | Tamil Nadu | NHDP-IV | NHAI |
| 274 | Yadagiri-Warangal | Telangana | NHDP-IV | NHAI |
| 275 | Haggari - Jadcherla | Telangana | NHDP-IV | MoRTH |
| 276 | Nakrekai - Nagarjunesagar Dam | Telangana | NHDP-IV | MoRTH |
| 277 | Nakrekai - Tanamcherla | Telangana | NHDP-IV | MoRTH |

Ministry of Road Transport and Highways

| Sr. No | Project | State | NHDP Phase | Implementation Agency |
|--------|--------------------------------------------------------|-------------------------------|------------|-----------------------|
| 278 | Vijayawada - Jagdalpur - Rudrampur | Telangana | NHDP-IV | MoRTH |
| 279 | Jamandapalle - Mangalwarpet | Telangana | NHDP-IV | MoRTH |
| 280 | Aligarh - Moradabad | Uttar Pradesh | NHDP-IV | NHAI |
| 281 | Gagalheri-Saharanpur-Yamunanagar (UP/Haryana border) | Uttar Pradesh | NHDP-IV | NHAI |
| 282 | Ghaghara Bridge - Varanasi | Uttar Pradesh | NHDP-IV | NHAI |
| 283 | Gorakhpur Bypass | Uttar Pradesh | NHDP-IV | NHAI |
| 284 | Lucknow - Sutanpur | Uttar Pradesh | NHDP-IV | NHAI |
| 285 | Meerut - Bulandshahar | Uttar Pradesh | NHDP-IV | NHAI |
| 286 | Raebareilly-Allahabad | Uttar Pradesh | NHDP-IV | NHAI |
| 287 | Sitarganj-Bareilly | Uttar Pradesh | NHDP-IV | NHAI |
| 288 | Unnao - Lalganj | Uttar Pradesh | NHDP-IV | NHAI |
| 289 | Varanasi - Gorakhpur | Uttar Pradesh | NHDP-IV | NHAI |
| 290 | Varanasi - Sultanpur | Uttar Pradesh | NHDP-IV | NHAI |
| 291 | Varanasi Bypass | Uttar Pradesh | NHDP-IV | NHAI |
| 292 | Varranuram - Hagaption | Uttar Pradesh | NHDP-IV | NHAI |
| 293 | Barabanki - Jarwal | Uttar Pradesh | NHDP-IV | MoRTH |
| 294 | Indo - Nepal Border/ Rudhauri | Uttar Pradesh | NHDP-IV | MoRTH |
| 295 | Rudhauri - Basti | Uttar Pradesh | NHDP-IV | MoRTH |
| 296 | Sonauli - Gorakhpur | Uttar Pradesh | NHDP-IV | MoRTH |
| 297 | UP/MP. Border Section of NH-27 From km 4.285 to 45.627 | Uttar Pradesh | NHDP-IV | MoRTH |
| 298 | Tanda-Raebareilly | Uttar Pradesh | NHDP-IV | NHAI |
| 299 | Raebareilly-Banda | Uttar Pradesh | NHDP-IV | NHAI |
| 300 | Bharatpur-Mathura-Hathras | Uttar Pradesh | NHDP-IV | NHAI |
| 301 | Meerut-Najibabad | Uttar Pradesh | NHDP-IV | NHAI |
| 302 | Haridwar-Nagina | Uttar Pradesh/ Uttarakhand | NHDP-IV | NHAI |
| 303 | Roorkee-Chutmulpur-Ganeshpur-Gagalheri | Uttar Pradesh/ Uttarakhand | NHDP-IV | NHAI |
| 304 | Kashipur-Sitarganj | Uttarakhand | NHDP-IV | NHAI |
| 305 | Sitarganj-Tanakpur | Uttarakhand | NHDP-IV | NHAI |
| 306 | Nagina-Kashipur | Uttarakhand | NHDP-IV | NHAI |
| 307 | JHR/WB Border -Purulia - Balarampur | West Bengal | NHDP-IV | NHAI |
| 308 | Pundibari - Baxirhat | West Bengal | NHDP-IV | MoRTH |
| 309 | Handia - Rajatalab | Uttar Pradesh | NHDP-IV/V | NHAI |
| 310 | Chilakaluripet - Nellore | Andhra Pradesh | NHDP-V | NHAI |
| 311 | Ranastharam-Anandapuram | Andhra Pradesh | NHDP-V | NHAI |
| 312 | Vijayawada - Gundugolanu | Andhra Pradesh | NHDP-V | NHAI |
| 313 | Ahmedabad-Vadodara | Gujarat | NHDP-V | NHAI |
| 314 | Kamrej - Chalthan | Gujarat | NHDP-V | NHAI |
| 315 | Kishangadh - Udaipur - Ahmedabad | Gujarat | NHDP-V | NHAI |
| 316 | Rajasthan /Gujarat Borer to Ahmedabad | Gujarat | NHDP-V | NHAI |

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| Sr. No | Project | State | NHDP Phase | Implementation Agency |
|--------|------------------------------------------------------------|-------------------------|------------|-----------------------|
| 317 | Samakhiali - Gandhidahm | Gujarat | NHDP-V | NHAI |
| 318 | Surat-Dahisar | Gujarat | NHDP-V | NHAI |
| 319 | Vadodara - Surat section extra dosed bridge across Narmada | Gujarat | NHDP-V | NHAI |
| 320 | Bridge across Varsova Creek | Gujarat | NHDP-V | NHAI |
| 321 | Gurgaon - Jaipur | Haryana / Rajasthan | NHDP-V | NHAI |
| 322 | Chitradurga - Davanagere | Karnataka | NHDP-V | NHAI |
| 323 | Dhavanagere to Haveri | Karnataka | NHDP-V | NHAI |
| 324 | Haveri - Hubli | Karnataka | NHDP-V | NHAI |
| 325 | Indore - Dewas | Madhya Pradesh | NHDP-V | NHAI |
| 326 | Pune - Satara | Maharashtra | NHDP-V | NHAI |
| 327 | Chandikhol-Jagatpur-Bhubaneshwar | Orissa | NHDP-V | NHAI |
| 328 | Chandigarh - Kharar | Punjab | NHDP-V | NHAI |
| 329 | Kharar-Ludhiana | Punjab | NHDP-V | NHAI |
| 330 | Panipat - Jalandhar | Punjab | NHDP-V | NHAI |
| 331 | Chittorgarh - Udaipur | Rajasthan | NHDP-V | NHAI |
| 332 | Gulabpura - Chittorgarh | Rajasthan | NHDP-V | NHAI |
| 333 | Kishangarh - Gulabpura | Rajasthan | NHDP-V | NHAI |
| 334 | Udaipur Bypass | Rajasthan | NHDP-V | NHAI |
| 335 | Udaipur-Dungarpur-Shamlaji | Rajasthan | NHDP-V | NHAI |
| 336 | Chennai - Tada | Tamil Nadu | NHDP-V | NHAI |
| 337 | Hosur - Krishnagiri | Tamil Nadu | NHDP-V | NHAI |
| 338 | Walajahpet - Ponnamalle | Tamil Nadu | NHDP-V | NHAI |
| 339 | Krishnagiri - Walajahpet | Tamil Nadu | NHDP-V | NHAI |
| 340 | Agra Etawah Bypass | Uttar Pradesh | NHDP-V | NHAI |
| 341 | Delhi - Agra | Uttar Pradesh | NHDP-V | NHAI |
| 342 | Varanasi-Aurangabad | Uttar Pradesh/ Bihar | NHDP-V | NHAI |
| 343 | Barwa-Adda-Panagarh | West Bengal | NHDP-V | NHAI |
| 344 | Dankuni - Kharagpur | West Bengal | NHDP-V | NHAI |
| 345 | Delhi - Meerut Expressway | Uttar Pradesh | NHDP-VI | NHAI |
| 346 | Eastern Peripheral Expressway | Uttar Pradesh | NHDP-VI | NHAI |
| 347 | Flyover and Underpass at Gurgaon Chowks | Haryana | NHDP-VII | NHAI |
| 348 | Ring Road in Jammu City | Jammu and Kashmir | NHDP-VII | NHAI |
| 349 | Nagpur Ring Road | Maharashtra | NHDP-VII | NHAI |
| 350 | Laddowal Bypass | Punjab | NHDP-VII | NHAI |
| 351 | Maduravoyal - Chennai Port | Tamil Nadu | NHDP-VII | NHAI |
| 352 | Lucknow Ring Road | Uttar Pradesh | NHDP-VII | NHAI |
| 353 | Rohtak - Jind | Haryana | NHDP-III | NHAI |

List of corridors where NHIDCL shall be responsible for development / upgradation

| Sr. No. | Corridor Type | Corridor / Road | Length (km) | Implementation Agency |
|---------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------|
| 1 | Economic Corridor | Bongaigaon – Guwahati – Nagaon – Tezpur – Dibrugarh – Margherita; Dudhnoi – William Nagar; Gohpur – Itanagar; Nagaon –Dimapur; Numaligarh – Dimapur – Kohima– Imphal; Kohima – Jessami – Ukhrul – Imphal; Jorabat – Jowai – Silchar – Karimganj – Agartala; Manu – Simlung – Aizawl – Imphal; Silchar – Aizawl; Silchar – Jiribam – Imphal | 3,246 | NHIDCL |
| 2 | Feeder Road | Bongaigaon-Dhubri | 71 | NHIDCL |
| 3 | Feeder Road | Dimow Chairali-Sengajan | 69 | NHIDCL |
| 4 | Feeder Road | Hatsinghimari-Dhubri | 66 | NHIDCL |
| 5 | Feeder Road | Dibrugarh Ghat-Sengajan | 48 | NHIDCL |
| 6 | Feeder Road | Biswanath Chairali-Biswanath Ghat | 19 | NHIDCL |
| 7 | Feeder Road | Kamargaon-Dibrugarh Ghat | 15 | NHIDCL |
| 8 | Feeder Road | Jorhat-Neamati | 10 | NHIDCL |
| 9 | Feeder Road | Naltoli-Silghat | 4 | NHIDCL |
| 10 | Border Road | Mangan - Kodyong - Chungtang - Lachung - Yumthang - Yume - Samdang - Border | 90 | NHIDCL |
| 11 | Border Road | Chumtang - Lachen Monastery - Log Bridge - Pashi - Naku - Nakpolatok - Nakula | 75 | NHIDCL |
| 12 | Border Road | Kochigain - Raimana - Jaigaon - Lamkapura - Birpara | 123 | NHIDCL |
| 13 | Border Road | Baghmara - Rongra - Mahadeo - Ranikor | 206 | NHIDCL |
| 14 | Border Road | Sangshak - Nampisha | 90 | NHIDCL |
| 15 | Border Road | Teliamar - Amarpur - Sabroom | 216 | NHIDCL |
| 16 | Border Road | Khowai - Agartala | 55 | NHIDCL |
| 17 | Border Road | Askot - Dharchula - Tawaghat - Sirkha - Malpa - Garbyang - Lipu Lekh Pass | 80 | NHIDCL |
| 18 | Border Road | Bhaironghati - Nelang - Naga - Angar - PDA - Medikay | 70 | NHIDCL |
| 19 | Border Road | Mana - Mussapani - Gastoli - Rattakana - Manapass | 63 | NHIDCL |
| 20 | Border Road | Joshimath - Malari | 62 | NHIDCL |
| 21 | Border Road | Simli - Narayanbagar - Kulsari Talwari - Gwaldan - Dangoli - Bajjnath - Bageshwar - Balighat - Kapjot - Sama - Quti - Birthi - Girgaon - Ratapani - Munsiyari - Darkot - Madkot - Sheraghat - Mawani - Jolljivi | 306 | NHIDCL |
| 22 | International Connectivity | Avakhung-Jessami | 149 | NHIDCL |
| 23 | International | Dawki-Shillong | 95 | NHIDCL |

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| Sr. No. | Corridor Type | Corridor / Road | Length (km) | Implementation Agency |
|---------|----------------------------|----------------------|-------------|-----------------------|
| | Connectivity | | | |
| 24 | International Connectivity | Imphal-Moreh | 106 | NHIDCL |
| 25 | International Connectivity | Zorinpui-Lunglei | 172 | NHIDCL |
| 26 | International Connectivity | Kawarpuchiah-Seling | 294 | NHIDCL |
| 27 | International Connectivity | Sabroom-Agartala | 133 | NHIDCL |
| 28 | International Connectivity | Sutarkandi-Karimganj | 14 | NHIDCL |
| 29 | International Connectivity | Zowkhathar-Kawlkulh | 92 | NHIDCL |
| 30 | Choke points | Imphal bypass | | NHIDCL |
| 31 | Choke points | Silchar bypass | | NHIDCL |
| 32 | Choke points | Shillong bypass | | NHIDCL |
| 33 | Choke points | Dibrugarh bypass | | NHIDCL |
| 34 | Choke points | Dimapur bypass | | NHIDCL |
| 35 | Congestion point | Aizwal | | NHIDCL |
| | | TOTAL | 6039 | |

List of residual projects to be implemented under NHIP

| Sr. No. | Corridor | State | NH No | Length | Implementation Agency |
|---------|----------------------------------------------------------|------------------|-------|------------|-----------------------|
| 1 | Barmer-Ramsar-Munabab | Rajasthan | 25E | 117 | EAP Wing, MORTH |
| 2 | Araria-Supaul (km 112 to km 194 except km 154 to km 166) | Bihar | 327 E | 70 | EAP Wing, MORTH |
| 3 | Rohru-Kotkai | Himachal Pradesh | 705 | 138 | EAP Wing, MORTH |
| 4 | Hamirpur-Mandi(km 141- km 265) | Himachal Pradesh | 70 | 124 | EAP Wing, MORTH |
| 5 | Purulia to Kulti | West Bengal | | 76 | EAP Wing, MORTH |
| | Total | | | 525 | |

Note: These residual works are additional to the works mentioned in the Bharatmala Pariyojana corridors list, where the Implementation Agency is EAP Wing, MoRTH

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Annexure III (d)

List of projects to be developed by NHAI under NH (O)

| S. No. | Project | State | Length (km) | Implementation Agency |
|--------|----------------------------------------------------------------------------------------------------------------------------|------------------|-------------|-----------------------|
| 1 | Palamaneru - Krishnagiri | Andhra Pradesh | 90 | NHAI |
| 2 | Anantpur - Guntur | Andhra Pradesh | 300 | NHAI |
| 3 | Kurnool - Dornala | Andhra Pradesh | 90 | NHAI |
| 4 | Madanpalli - Renigunta - Naidupeta of NH-71 and Pu (package 1&2) | Andhra Pradesh | 107 | NHAI |
| 5 | Kurnool-Dornala section | Andhra Pradesh | 125 | NHAI |
| 6 | Munger - Mirzachowki | Bihar | 125 | NHAI |
| 7 | Bakhtiarpur - Rajauli | Bihar | 107 | NHAI |
| 8 | Champa-Korba-chhuri-Katghora | Chhattisgarh | 78 | NHAI |
| 9 | Shevli - Nizampur, Chhadvel, Nandurbar, Taloda, Akkalkura in MH, Dediapada - Netrang in Gujarat | Gujarat | 58 | NHAI |
| 10 | Radhanpur Kamalpur Khakhal, Roda, Dunawada, Patan, Chanasama, Mahesana, Kherva, Gojariya, Sama, Churada, Kuvadara, Prantij | Gujarat | 55 | NHAI |
| 11 | Mahuva, Saverkumdia, Amreli, Bagasara Jetput | Gujarat | 20 | NHAI |
| 12 | Doraji, Jamkandorna, Kalavad Jamnagar | Gujarat | 41 | NHAI |
| 13 | Sanchore - Dhanera - Deesa & Tharad - Dhanera - Panthvada | Gujarat | 31 | NHAI |
| 14 | Limda/ Dhasa - Libmdi | Gujarat | 90 | NHAI |
| 15 | Bhiwadi - Palwal | Haryana | 52 | NHAI |
| 16 | Gurgaon - Sohna | Haryana | 23 | NHAI |
| 17 | UP/ Haryana Border - Sonipat - Jhajjar | Haryana | 80 | NHAI |
| 18 | Ambala - Himachal Border | Haryana | 46 | NHAI |
| 19 | Jagadhri - Himachal Border | Haryana | 46 | NHAI |
| 20 | Bhiwani - Rajasthan Border section | Haryana | 70 | NHAI |
| 21 | Jhajjar - Loharu | Haryana | 96 | NHAI |
| 22 | Punjab Border - Sirsa | Haryana | 19 | NHAI |
| 23 | Bhiwani - Jind - Karnal | Haryana | 150 | NHAI |
| 24 | Hansi - Barwala | Haryana | 29 | NHAI |
| 25 | Saha - Shahbad | Haryana | 18 | NHAI |
| 26 | Sohna - Rajasthan Border | Haryana | 71 | NHAI |
| 27 | Jind - Gohana - Sonapat | Haryana | 86 | NHAI |
| 28 | HP/PB border to Mandi (km 11-km 208) | Himachal Pradesh | 197 | NHAI |
| 29 | Shimla - Matur | Himachal Pradesh | 224 | NHAI |
| 30 | Baddi - Nalagarh | Himachal Pradesh | 12 | NHAI |

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| S. No. | Project | State | Length (km) | Implementation Agency |
|--------|---------------------------------------------------------------------------------------|----------------|-------------|-----------------------|
| 31 | Mirzachowki - Farakka | Jharkhand | 93 | NHAI |
| 32 | Kolebira/ Jamtola - Gumla | Jharkhand | 48 | NHAI |
| 33 | Kuru-Nagar Untari | Jharkhand | 204 | NHAI |
| 34 | Gundu - Jaintgarh | Jharkhand | 195 | NHAI |
| 35 | Rudwa - Hariharganj | Jharkhand | 53 | NHAI |
| 36 | Pirpanti - Hansdiha | Jharkhand | 85 | NHAI |
| 37 | 4 laning of Chatra-bagodar section of NH-100 | Jharkhand | 120 | NHAI |
| 38 | Piska More - Palma | Jharkhand | 22.6 | NHAI |
| 39 | Sarjapura - Hoskote | Karnataka | 42 | NHAI |
| 40 | Karnataka - Maharashtra border (Kamlanagar) to Naubad city | Karnataka | 54 | NHAI |
| 41 | Naubad city - Humnabad city | Karnataka | 47 | NHAI |
| 42 | Ravoor - Kenchargalli | Karnataka | 37 | NHAI |
| 43 | Kalaburgi - Ramasamudra | Karnataka | 90 | NHAI |
| 44 | Dhadasagur - Ballary | Karnataka | 52 | NHAI |
| 45 | Chunchinahalli - Hosamane Cross | Karnataka | 8 | NHAI |
| 46 | Kalaburgi - KNT/MH Border/ Balurgi | Karnataka | 74 | NHAI |
| 47 | Madikeri - Mysore | Karnataka | 120 | NHAI |
| 48 | Mysore - Kerala Border | Karnataka | 70 | NHAI |
| 49 | Punajaur state forest (KN/TN border) - Bevinathalapura | Karnataka | 21 | NHAI |
| 50 | Jevargi-Shahpur | Karnataka | 50 | NHAI |
| 51 | Hospet (NH-67) - Hampi - Gangawati - Sindhnu | Karnataka | 97 | NHAI |
| 52 | Kenchargalli - Kadechuhr | Karnataka | 47 | NHAI |
| 53 | Tinthani bridge - Tungabhadra bridge | Karnataka | 108 | NHAI |
| 54 | Bameetha - Khajurao | Madhya Pradesh | 10 | NHAI |
| 55 | Bhopal-Biaora | Madhya Pradesh | 106 | NHAI |
| 56 | Nagpur - Umred, Naghbir, Brahmapuri - Armori | Maharashtra | 140 | NHAI |
| 57 | Umred - Bhai - Chimur - Varora - Vani and Gondhkari - Kalmeshwar - Dhapaweda - Saoner | Maharashtra | 156 | NHAI |
| 58 | Malegaon/ Jahangir - Akhola | Maharashtra | 40 | NHAI |
| 59 | Akkalkot - Gulbarga | Maharashtra | 102 | NHAI |
| 60 | Shavli - Nizampur - Chhadvel - Nandurbar - Taloda - Akkalkura - Dedipada - Netrang | Maharashtra | 180 | NHAI |
| 61 | Alandi - Pune - Phaltan - Pandarpur | Maharashtra | 260 | NHAI |
| 62 | Ratnagiri - Kohlapur - Solapur | Maharashtra | 370 | NHAI |
| 63 | Patas - Vasunde - Baramati - Indapur - Akluj- Malkhambi - Bondle | Maharashtra | 134 | NHAI |
| 64 | Vasunde-Baramati to Phaltan | Maharashtra | 44 | NHAI |

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| | Project | State | Length (km) | Implementation Agency |
|----|----------------------------------------------------------------------------------------------------------|---------------|-------------|-----------------------|
| 65 | Talegaon-Chakan-Shikrapur-Navara-Choufulla | Maharashtra | 106 | NHAI |
| 66 | Chandrapur - Visapur, Ballarpur, Bamni, Rajura, Warur, Dewada, Lakkdhot - Maharashtra / Telangana border | Maharashtra | 33 | NHAI |
| 67 | Adilabad - Kopara, Vansado, Rajura, Gondpimpri - Ashti | Maharashtra | 57 | NHAI |
| 68 | Amgaon-Gondia | Maharashtra | 25 | NHAI |
| 69 | Taloda-Burhanpur | Maharashtra | 242 | NHAI |
| 70 | Ankleshwar-Netrang | Maharashtra | 44 | NHAI |
| 71 | Bargarh-Barpali (km0 to km20) | Orissa | 20 | NHAI |
| 72 | Barapal to Gondhibanda | Orissa | 16 | NHAI |
| 73 | Kalasantapur - Berhampur | Orissa | 40 | NHAI |
| 74 | Jeypore - Koraput | Orissa | 24 | NHAI |
| 75 | Talwandi-Ferozepur (Indo Pak Border) | Punjab | 43 | NHAI |
| 76 | Amritsar - Hosiyarpur - Una | Punjab | 135 | NHAI |
| 77 | Sriganganagar (NH-62 at Sadhuwali)- Gajsinghpur - Raisinghnagar - Sattasar - Pugal. | Rajasthan | 275 | NHAI |
| 78 | Thanjavur - Thiruvaiyaru - Naduvalur - Veepanthattai, terminating at Athoor bypass | Tamil Nadu | 126 | NHAI |
| 79 | Salem - Harur - Uthangarai - Vaniyambadi | Tamil Nadu | 135 | NHAI |
| 80 | Thoppur - Mettur - Ammapettai - Nerinchipettai - Chittar Bhavani, terminating at Erode road | Tamil Nadu | 135 | NHAI |
| 81 | Kottampatti - Tirupattur | Tamil Nadu | 33 | NHAI |
| 82 | Tambaram - Oragandam - Cheyyar - Tiruvanmalai - Harur | Tamil Nadu | 256 | NHAI |
| 83 | Kumbakonam - Mayiladuthurai - Sirkazhi | Tamil Nadu | 60 | NHAI |
| 84 | Jadcheralla - Kalwakurthy - Mallepalli | Telangana | 100 | NHAI |
| 85 | Kodad - Khammam | Telangana | 40 | NHAI |
| 86 | Mancherial (Junction of NH-63) to Chandrapur | Telangana | 95 | NHAI |
| 87 | Khammam - Ashwaraopet | Telangana | 117 | NHAI |
| 88 | Hyderabad-Maneguda | Telangana | 46 | NHAI |
| 89 | Warangal - Khammam | Telangana | 124 | NHAI |
| 90 | Ghazipur-Balia- UP Bihar border | Uttar Pradesh | 128 | NHAI |
| 91 | Allahabad bypass road junction to Allahabad city | Uttar Pradesh | 17 | NHAI |
| 92 | Jagdishpur - Faizabad | Uttar Pradesh | 61 | NHAI |
| 93 | Naini junction to Tikri | Uttar Pradesh | 50 | NHAI |
| 94 | Tikri road to Jangi road | Uttar Pradesh | 37 | NHAI |
| 95 | Paonta Saheb - Ballapur Chowk (Dehradun) | Uttarakhand | 52 | NHAI |
| 96 | Joka to Namkhana | West Bengal | 90 | NHAI |

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| S. No. | Project | State | Length (km) | Implementation Agency |
|--------|---------------------------------------------------|-------------|-------------|-----------------------|
| 97 | Mirhati – Naopara (km 26 to km 31.5 in Barasad) | West Bengal | 7 | NHAI |
| 98 | Kharagpur – Morgram | West Bengal | 307 | NHAI |
| 99 | Ghospukur to Sevoke Army Cantonment in Darjeeling | West Bengal | 25 | NHAI |
| | Total | | 8916.6 | |

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Annexure III (e)

List of roads for connectivity of Backward districts and Religious and Tourist Centres

| Sr. No. | Project | State | Length (km) | Implementation Agency |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|-------------|-----------------------|
| 1 | Malkangiri on NH 326- Chintapalle-Naripattanam-Waddai-Chodavaram-Sabbavaram-Gandigudam-NH-16 near Tallavalasa | Andhra Pradesh | 280 | Roads Wing, MoRTH |
| 2 | (i) Siwam – Madhubani – Sitamarhi – Indo/Nepal border. (ii) Rampur Khajuriya (NH-28) – Kesaria – end on NH-722 (iii) Siwan – Masrakh (iv) Kesariya – Areraj | Bihar | 335 | NHAI |
| 3 | Umagaon-Basopatti-Benipatti-Rahika-Madubani-Rampatti-Awam-Loufa-Bheja-Supaul-Saharsa | Bihar | 160 | Roads Wing, MoRTH |
| 4 | (i) Pathalgaon on NH-43-Dharmjaygarh-Sithra-Munund-Chhal on NH-49. (ii) Gondia on NH-753 – Balaghat – Lamta – Nainpur-Mandla on NH-30 | Chhattisgarh | 273 | Roads Wing, MoRTH |
| 5 | (i) Bodeli (NH-56) – Champaner Pavagadh Archeological Park - Halol. (ii) Abu Road (NH-27) – Mount Abu | Gujarat | 90 | Roads Wing, MoRTH |
| 6 | Hospet (NH-67) – Hampi – Kamlapu – Gangavathi | Karnataka | 95 | Roads Wing, MoRTH |
| 7 | (i) Satna – Kotar – Semaria – Sirmaur – Jawa – on NH 35 near Shankargarh. (ii) Chitrakoot (NH-35) - Rajapur – Manjhanpur – Palhana (NH-19) | Madhya Pradesh/ Uttar Pradesh | 205 | Roads Wing, MoRTH |
| 8 | (i) Poladpur (NH-66) – Mahabaleshwar – Panchgam – Wai – on NH-48. (ii) Saralgaon Near NH-61 – Bhimashankar – Wafda-Khed | Maharashtra | 145 | Roads Wing, MoRTH |
| 9 | Dharni-Khamla-Achalpur-Amravati-Yavatmal-Umri-Karnji on NH-44 | Madhya Pradesh/ Maharashtra | 268 | Roads Wing, MoRTH |
| 10 | (i) Anandpur on NH-20-Satkosia-Thakumunda-Kaplipada-Udala-Baripada on NH-18. (ii) Khordha (NH-57) – Chandka – Cuttack. (iii) Baleswar on NH-18 extend to Chandipur | Odisha | 189 | Roads Wing, MoRTH |
| 11 | Panposh on NH-143-Kumarkera-Bargaon-Sundargarh-Ujalpur-Sarapgarh-Tildega-Konpara-Bagbahar-Lundang on NH-43. | Odisha/ Chattisgarh | 200 | Roads Wing, MoRTH |
| 12 | (i) Chengalpattu near NH-32 – Mamallapuram. (ii) Kodaighat (NH-183) – Kodaikanal – Palani | Tamil Nadu | 120 | Roads Wing, MoRTH |

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| Sr. No. | Project | State | Length (km) | Implementation Agency |
|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------------|-----------------------|
| 13 | Junction of Manakpur-Gonda Rd. with NH-30 via Manakpur-Gonda Rd. & Bhabhan- (Manakpur Rd.- Swaminarayan Chhaaiya& terminating at Bhabhana Rly. Stn. – Haraya (NH-27). | Uttar Pradesh | 70 | Roads Wing, MoRTH |
| 14 | Kaanauj – Bilgram – Hardoi – Baghauli – Misrikh-Sitapur. | Uttar Pradesh | 110 | Roads Wing, MoRTH |
| 15 | Barabanki – Dewa Sharif – Fatehpur – Mahmudabad – Biswan – Laharpur – Lakhimpur | Uttar Pradesh | 139 | Roads Wing, MoRTH |
| 16 | (i) Varanasi – Sindhora – Jaunpur – Akbarpur – Ayodhya Road. (ii) Mirzapur (NH-35) – Aurai (NH-19) | Uttar Pradesh | 240 | Roads Wing, MoRTH |
| 17 | Ayodhya – Chhawani – Ghanghata – Barhalganj – Barhaj – Siwan | Uttar Pradesh | 255 | Roads Wing, MoRTH |
| 18 | (i) Bagdora-Simana-Lamahata- Kalimpong-Damlin (ii) Gitaldah-Dinhata-Alipurduar-BuxaDuar (iii) Kashinagar-Kuchuberia-Gangasagar | West Bengal | 281 | Roads Wing, MoRTH |
| 19 | (i) Nandgaon nearNH-66 to Devgarg. (ii) Kudal near NH-66 to Sindhudurg. (iii) Kudal near NH-66 to Malwan. (iv) Kankauli near NH-66 to Achara | Maharashtra | 148 | Roads Wing, MoRTH |
| 20 | Nashik – Jawahar – Kasakhurd (NH-48) – Dahanu – Bordi | Maharashtra | 110 | Roads Wing, MoRTH |
| 21 | Route Starting from Nh-565-Gotlagattu-Podile-Uppalapadu-Chimakurti-Ongloe on NH-16. | Andhra Pradesh | 75 | Roads Wing, MoRTH |
| 22 | Talaja (NH-8E) – Palitana – Sihor | Gujarat | 64 | Roads Wing, MoRTH |
| 23 | Sonbersa-Raxual | Bihar | 90 | Roads Wing, MoRTH |
| 24 | Ganganagar (NH-62)- Raisinghnagar- Rojhri - Awa – Poogal & Anupgarh – Surat Garh, Rajasthan | Rajasthan | 275 | NHAI |
| 25 | Pugal Aladin K Bera- Berivanwala, Rajasthan | Rajasthan | 75 | NHAI |
| 26 | Jaisalmer (NH-11) – Kanod- Ghantiali- Nachna-Chinnu-Naukh | Rajasthan | 165 | Roads Wing, MoRTH |
| 27 | Bhadasar – Sarkaritala – upto Pakistan Border, Rajasthan | Rajasthan | 80 | NHAI |
| 28 | Nachna-Balan (Babla) and Nachna- Bharewala, Rajasthan | Rajasthan | 87 | Roads Wing, MoRTH |
| 29 | 2(a) Bap-Kansar-Chinu | Rajasthan | 102.7 | NHAI |

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| Sr. No. | Project | State | Length (km) | Implementation Agency |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------------|-----------------------|
| | 2(b) Bap-Shekhasar-Ramdevra | | | |
| 30 | 3(a) Pokharan-Fassund-Undu/Kashmir-Nimbala on NH-15 3(b) Harsana-Phata to Uttarlai Aire base | Rajasthan | 150.6 | Roads Wing, MoRTH |
| 31 | Firozpur – Khema Karan (Indo-Pak Border) | Punjab | 23 | Roads Wing, MoRTH |
| 32 | 1(a)Aau-Bhojasar-Bhiyansar-Padiyal-Jamba-Bap 1(b) NH 15 Kansingh ki sid-Jamba-Saitan Singh Nagar-Lohawat-Dechu (Phalodi-Ramji ki Gol Megha Highway | Rajasthan | 166.7 | NHAI |
| | Total | | 5,067 | |

Grand Challenge Mechanism

- (i) Under the Grand Challenge Mechanism, a maximum of two stretches of roads not exceeding 100 kms will be allowed from any one State in a particular financial year.
- (ii) States will have to indicate their preference for a stretch from the final list of the roads included in the Bharatmala Pariyojana in the month of April every year.
- (iii) Once such an intention has been shown by a State, MoRTH will send a preliminary confirmation to the particular state and proceed to finalize the alignment and prepare the DPR.
- (iv) If a State has acquired 50% of the land by the time the DPR is ready, then such DPRs will be put on fast track mode and MoRTH will send secondary confirmation to State Government.
- (v) From amongst such DPRs/projects, those projects will be taken up for bidding where additional 30% of the land is acquired by the time of bidding of the projects.
- (vi) From such successful bids, those projects will be awarded where 90% land has already been acquired at the time of award of the project.
- (vii) If the above milestone is satisfied, the implementation of the said project in the said State will be taken on priority.
- (viii) If there are competing projects with the above credentials, then those projects which are connecting to Ports and/or Industrial or commercial hubs and other economically and strategically important locations will be given priority.
- (ix) In addition, if the concerned State Government provides at least 25% of the Land Acquisition cost for 'Ring Road or Bypass' projects, such projects will be taken up for construction by NHAI on priority basis.
- (x) After the award of the road project, if there is no progress in the said project for one year on account of RoW issues including availability of land, utility shifting/tree felling issues, encroachment issues etc, then the said allocation of funds for the said project will stand cancelled on the expiry of one year.

Technology to be used in DPR Preparation

Technology shall be used wherever possible in DPR preparation, to enable increased accuracy of surveying and project design, including but not limited to:

- (i) Topographic survey using mobile/ aerial LiDAR or equivalent or better technology.
- (ii) Sub-surface utility mapping using Ground Penetrating Radar (GPR), Induction Locator or better technologies.
- (iii) Traffic count survey using Automated Traffic Count and Classification (ATCC) systems.
- (iv) Digitization of cadastral maps relevant to the project alignment.
- (v) Digital elevation models, remote sensing land use maps and 3D engineered models for visualizing and reviewing alignment options and making alignment choices.
- (vi) Pavement condition testing using Network Survey Vehicle and laser profilometer and pavement strength testing using Falling Weight Deflectometer.
- (vii) In addition to the technologies mentioned, the implementation agencies may identify, from time to time, the additional aspects of DPR preparation where technology may be introduced.

Sub-stages in DPR Preparation

| Sr. No. | Stage | Key activities | Report/ deliverable submitted |
|----------------|-----------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| Part-I | | | |
| 1 | Inception | Project planning and mobilization | Inception report and QAP |
| 2 | Feasibility | Alignment finalization, preliminary surveys | Alignment options report and feasibility report |
| 3 | LA and clearances I | LA, utilities identification; creation of draft notifications and proposals | Strip plan, LA report (3a, 3A), clearances and utility shifting proposals |
| 4 | LA and clearances II | Land acquisition process, obtaining final utilities estimates and required clearances | JMS and 3D report, final project clearances and utilities report |
| Part-II | | | |
| 5 | LA III- award determination | Land acquisition award determination | 3G report |
| 6 | DPR | Detailed design of highway, preparation of detailed project report with drawings | Draft DPR report, Final DPR report, documents and drawings |
| 7 | Technical schedules | Preparation of bid documents and technical schedules | Civil works contract agreement and schedules |
| 8 | LA IV- possession | Obtaining possession of land | Land possession report |

Interventions to accelerate Land Acquisition

1. At least 1 Land Acquisition Support Officer shall be hired at an RO level on contract basis, per 10-15 CALA under the RO, to assist in coordination of Land Acquisition.
2. **Bhoomi Raashi** shall be used by all field offices and HQ for preparation, review and approval of land notifications.
3. The State Government shall be requested to propose appointment of an additional CALA in districts where the quantum of land acquisition exceeds 140 Ha, to ensure expeditious land acquisition.
4. Tight monitoring of the funds shall be ensured in the CALA accounts to ensure timely disbursement by the CALA. At NHAI, the centralized single CALA account shall be used to ensure optimal monitoring of disbursement and to prevent interest loss to money lying in savings and current accounts.
5. The services of DPR consultant shall be used by the implementation agency to assist in the Land Acquisition process till possession of land through preparation of draft LA notification, surveys and valuation, provision of manpower, resources required for land acquisition etc.
6. MoRTH shall appoint Arbitrators, serving officers or retired officers on full time basis, in consultation with the State Governments in districts with pendency of large number of references.

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Annexure VI(a)

| Projected Fund Requirement for Highway Sector including Bharatmala Phase I and ongoing schemes for next 5 years | | | | | | | |
|------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Sr. No. | Programmes | Financial Targets (Rs. Crore) | | | | | Grand Total |
| | | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | |
| | Bharatmala Phase I | | | | | | |
| I a | Economic corridors development | 1,06,148 | 84,979 | 91,101 | 1,18,575 | 1,34,197 | |
| B | Inter corridor and feeder roads development | | | | | | |
| C | National corridor efficiency improvements | | | | | | |
| D | Border and International connectivity roads | | | | | | |
| E | Coastal and Port connectivity roads | | | | | | |
| F | Expressways | | | | | | |
| G | Ongoing Projects of NHDP | | | | | | |
| | Sub Total Bharatmala Phase I [I(a) to I(g)] | 1,06,148 | 84,979 | 91,101 | 1,18,575 | 1,34,197 | 5,35,000 |
| | Other Schemes | | | | | | |
| II (a) | NH(O) | 24,390 | 31,113 | 36,576 | 31,600 | 33,645 | |
| (b) | SARDP-NE | | | | | | |
| (c) | LWE | | | | | | |
| (d) | VRC | | | | | | |
| (e) | EAP | | | | | | |
| | Sub Total Existing Schemes plan [II(a) to II(e)] | 24,390 | 31,113 | 36,576 | 31,600 | 33,645 | 1,57,324 |
| | Grand Total | 1,30,538 | 1,16,092 | 1,27,677 | 1,50,175 | 1,67,842 | 6,92,324 |

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| Financial Year | Fund Allocation | CRF earmarked for NH* | GBS (SARDP, EAP Counter Part etc.)# | Expected monetisation of NHs through TOT (Toll-NHAI)** | PBFF (Toll-NHAI)** | Market Borrowings | Private Investment (PPP) | Total (Bharatm Pariyojan Ph I + Existing) | Source of Funds | | |
|----------------|-------------------------|-----------------------|-------------------------------------|--------------------------------------------------------|--------------------|-------------------|--------------------------|-------------------------------------------|-------------------------|---------------|-----------|
| | | | | | | | | | Bharatm Pariyojana Ph I | Other Schemes | Sub Total |
| 2017-18 | Bharatm Pariyojana Ph I | 22,407 | | 1,000 | 8,462 | 59,279 | 15,000 | 1,06,14 | | | |
| | Other Schemes | 16,417 | 7,973 | | | | | 24,38 | | | |
| | Sub Total | 38,824 | 7,973 | 1,000 | 8,462 | 59,279 | 15,000 | 1,30,53 | | | |
| 2018-19 | Bharatm Pariyojana Ph I | 21,093 | | 3,000 | 8,885 | 35,000 | 17,000 | 84,97 | | | |
| | Other Schemes | 21,613 | 9,500 | | | | | 31,11 | | | |
| | Sub Total | 42,706 | 9,500 | 3,000 | 8,885 | 35,000 | 17,000 | 1,16,09 | | | |
| 2019-20 | Bharatm Pariyojana Ph I | 21,901 | | 5,000 | 9,200 | 35,000 | 20,000 | 91,10 | | | |
| | Other Schemes | 25,076 | 11,500 | | | | | 36,57 | | | |
| | Sub Total | 46,977 | 11,500 | 5,000 | 9,200 | 35,000 | 20,000 | 1,27,67 | | | |
| 2020-21 | Bharatm Pariyojana Ph I | 34,075 | | 10,000 | 9,500 | 40,000 | 25,000 | 1,18,57 | | | |
| | Other Schemes | 17,600 | 14,000 | | | | | 31,60 | | | |
| | Sub Total | 51,675 | 14,000 | 10,000 | 9,500 | 40,000 | 25,000 | 1,50,17 | | | |
| 2021-22 | Bharatm Pariyojana Ph I | 40,197 | | 15,000 | 10,000 | 40,000 | 29,000 | 1,34,19 | | | |
| | Other Schemes | 16,645 | 17,000 | | | | | 33,64 | | | |
| | Sub Total | 56,842 | 17,000 | 15,000 | 10,000 | 40,000 | 29,000 | 1,67,82 | | | |
| Total | Bharatm Pariyojana Ph I | 1,39,673 | | 34,000 | 46,048 | 2,09,279 | 1,06,000 | 1,57,324 | | | |
| | Other Schemes | 97,351 | 59,973 | | | | | 1,57,324 | | | |
| | Grand Total | 2,37,024 | 59,973 | 34,000 | 46,048 | 2,09,279 | 1,06,000 | 6,92,324 | | | |

Guidelines for scrutiny of Individual projects under Bharatmala Pariyojana

Following are the guidelines for scrutiny of individual projects under the programme Bharatmala Pariyojana posed before PIB on 16.6.2017:-

1. Status of Land Acquisition, Rehabilitation & Resettlement, shifting of Utilities and obtaining of Environmental Clearances, etc., should be stated upfront, together with the likely date of completion of these activities. No project is to be awarded without confirming availability of 80% of the land for PPP projects and 90% for EPC projects. Similarly, clear conditions precedent may be laid down for DPR preparation, inviting bids, award of project and declaring the appointed date. The officers/agencies responsible for these activities should be clearly identified and indicated in the proposal to the Competent Authority.
2. Nodal Officers responsible for the implementation of each project/package and names of officers and agencies responsible for site investigations, preparation of detailed designs for important activities (for example, construction of important bridges), preparation of BOQs, etc., need to be indicated, identified and trained before the start of the project/package.
3. Investment proposals should be based on the Detailed Project Reports and cost estimates should be based on the price level not beyond six months from the date of consideration of the proposal by the Concerned Authority.
4. Proposals should give separately details of the costs of 4/6 laning, ROBs and 'Major' bridges, along with the comparative costs of the latest approved/awarded projects on a like-to-like basis. In case of substantive variations/deviations in scope of work or rates, specific justification should be given in the DPR and approval by the Concerned Authority requires to be solicited.
5. The supervision consultancy, agency and other charges incurred by implementing agencies would be applicable as per extant guidelines and circulars of MoRTH and must not exceed the prescribed limits.
6. Supervision consultancy contracts should be based on specific items of work or man months requirement assessed on objective criteria rather than being based on the cost of the project or civil works.
7. Provision for physical contingencies should normally not exceed 2.8% of the cost of civil works.
8. EIRR and FIRR should be worked out on the lines of PAMD methodology, using discounted cash flows and without assuming annual/periodical escalation in revenues/savings in VOC's or time. Based on the EIRR/FIRR and other findings, each DPR shall also recommend the model suitable for that particular sub-project as BOT (Toll) or BOT (Annuity projects) or HAM or EPC.
9. Proposals to be brought before the concerned authority should have clearly identified milestones, time schedule based on resource based PERT chart to meet those milestones, persons/agencies responsible for achieving the milestones, and firm details of component –wise cost details.

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10. Mode of implementation and monitoring of the project by concerned authority needs to be indicated, clearly identifying the areas of responsibilities for concerned agencies/persons.
11. MoRTH and implementing agencies should evolve an internal mechanism for periodic review of the progress of projects/packages under Bharatmala, identification of the slippages, if any, suggesting under Bharatmala, identification of the slippages, if any, suggesting corrective interventions and for fixing responsibility. A comprehensive monitoring mechanism within NHAI shall be established for tracking and reviewing progress of projects under the programme, including problem solving, timely completion, quality of construction, O&M and timeliness in completion of the created /improved highway assets, safety aspects and commuters inconvenience. IT-enabled PMIS is already operational, for monitoring of NH projects on real time basis, shall be suitably used for projects under the programme. Further, for effective monitoring purposes independent agencies with adequate experience shall be engaged, wherever required.
12. BOT (Toll)/BOT (Annuity projects)/HAM projects should conform to the guidelines laid down by PPPAC/CCEA and the proposed concession agreements should be in accordance with the stipulated guidelines. For these projects, benchmarking of critical parameters should be done. If any deviations from the concession agreements /guidelines approved by the Competent Authority are needed, due institutional framework as approved by CCEA for amendments in MCA for Highway projects shall be followed.
13. Financing arrangements should be fully tied up. For every project MoRTH/NHAI should indicate commitments on existing ongoing projects, additional commitments already made and how additional commitments on the proposal under consideration and new projects in the pipeline are to be financed. Sources of funding including Internal Resources, Borrowings, etc. and cash flow statements for the next 5 years highlighting the debt servicing/cash flow problems faced by the implementing organizations shall be reviewed; and remedial action required to overcome the problems faced shall be taken promptly.
14. Each DPR should clearly indicate the details of expected revenue from toll and other sources including leases rentals, value capture, etc. cost of collection, arrangements for collection, etc. Variations, if any from the government approved toll norms, and the reasons for the same should be brought out.
15. During implementation of any project, if approval of revised cost estimates are necessitated due to time and cost overrun, proposal should be considered and approved by the concerned authority, and it would fix responsibility for time and cost overrun, wherever necessary.
16. Intelligent Transportation Systems (ITS) may be deployed in high density corridors to enable better revenues and road safety, subject to viability.