EFile No.: DG(RD)&SS/04/2025 (Computer No.-258193)

Government of India

Ministry of Road Transport & Highways

(S&R (P&B/New Technology) Zone)

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

130.253

Dated: 06th April 2026

CIRCULAR

To

1. The Chief Secretaries of all the State Governments/ UTs.
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department/ Road Construction Department/ Highways Department (dealing with National Highways and other centrally sponsored schemes).
3. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
4. The Managing Director, NHIDCL, World Trade Centre, New Delhi-110029.
5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.
6. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs/ Road Construction Department/ Highways Departments (dealing with National Highways and other centrally sponsored schemes).
7. The Secretary General, Indian Roads Congress.
8. The Director, IAHE, Noida, UP.
9. All CE-ROs, ROs and ELOs of the Ministry.

Subject: Normative Construction Period of National Highways (NHs) Projects- Reg.

Ref: Ministry circular No. RW/NH-33044/18/2012-S&R(R) dated 16th July 2013

Madam/Sir,

Ministry vide circular dated 16th July 2013 cited under reference has issued policy regarding timelines for completion of various civil construction works on National Highways on EPC mode. The framework was primarily on project type such as periodic renewal, improvement in riding quality (IRQP), strengthening (with bituminous layer), widening & strengthening, standalone bridges and difficult areas such as North-east areas, hilly areas. Also, Standard EPC Contract document specifies timelines using the following benchmarks:

- ≤ 50 km length and ≤ 200 m major bridge → 18-24 months
- > 50 km length or > 200 m major bridge → 24-30 months

2. Existing MoRTH guidelines issued vide circular dated 16th July 2013 provide a valuable baseline, but they are derived from a legacy linear model that does not explicitly account for voluminous earthwork encountered into difficult terrain of Himalayas, North-East, Western Ghat, Structural critical paths and Technological lead-times (pre-casting yards, tunnelling) leading to unrealistic Construction Period resulting into additional cost such as escalation linked to EOTs, risk, increase potential of arbitration and erodes the confidence of stakeholders to achieve the completion in time. Prime Construction Period Drivers are controlled by True Critical Path Drivers such as longest major structure (tunnel

Bidur Kant Jha. Page 1 / 5

/ cable bridge / viaduct), Pre-cast yard setup, production techniques & cycles and non-parallel construction stages.

3. Therefore, a need was felt to revise the existing guidelines based on scientific analysis and understanding of completed projects and prescribe a realistic Construction Period for civil works at DPR and Bid Invitation Stage through a standard and scientific basis duly considering typical geographical variations in Indian conditions reflecting terrain, volume, structural complexity and expected constraints to improve predictability in completion of projects, reduce disputes, enhance the value and quality of National highway assets, for realistic and bankable bids, better quality outcomes, improved investor confidence and predictable reporting of completion time.

In view of above, following normative construction period for NHs projects executed under EPC/HAM/BOT has been prescribed. DPR Consultant shall also estimate the project specific construction period based on realistic project specific work programme, which shall be presented during projects appraisal before SFC.

3.1 **Base Construction Period**: Base Construction Period for NH Projects in Plain & Rolling Terrain should be on the basis of Total Civil Cost.

Total Civil Cost (₹ Cr)	Base Construction Period (Months)
Up to 300	12
301-500	18
501-1500	24
>1500	30

3.2 **Enhanced Base Construction Period**: Base Construction Period should be enhanced considering criticality of project.

Criticality of Project	Add (Months)
a. Multiple ROBs /flyover having viaduct length>60.0m excluding approaches and if their cost >=30% of the total civil cost **or** b. Elevated Structure Length>=10.0km **or** c. Tunnel length<=1.5km*	+6
Concrete Pavement throughout project length	+3

** For standalone tunnel projects, construction period should be as per tunnel criteria as per para 3.7 below.*

Bidur Kant Jha

For project specific other criticalities, DPR Consultant should recommend the additional months requirement duly substantiated with work plan subject to maximum of +6 months.

3.3 Enhanced Construction Period should be capped to 24 months for Project Total Civil Cost <=500.0 crore; 30 months for Project Total Civil Cost in between 501-1500.0 crore and 36 months for Project Total Civil Cost >1500.0 crore.

3.4 **Compensation Months for Terrain-difficulty:**

3.4.1 Additional 12 Months should be added to Enhanced Base Construction Period to compensate for Terrain-difficulty related formation cutting & slope stabilization. This will be applied for the NH projects in hilly/mountainous steep terrain of Himalayan/ North-Eastern states such as Himachal Pradesh, Uttarakhand, J&K other than Jammu, Ladakh, Sikkim, Darjeeling hills, Arunachal Pradesh, Nagaland, Manipur, Mizoram and Meghalaya.

3.4.2 NH projects in Western Ghats which fall in extended monsoon period, additional 03 months should be added to the enhanced base construction period.

3.4.3 NH projects in Andaman Nicobar Island, further additional 12 months i.e. total 24 months should be added to Enhanced Base Construction Period to compensate logistics/accessibility/availability of road building materials.

3.5 **Construction Period of Long/Special Bridges:**

Type of Long/Special Bridges across Major perennial River	**Construction Period (Months)**
Bridges across rivers like Brahmaputra, Ganga and other rivers where **length of bridges** are **6.0 km to 10.0 km** with deep scour levels requiring large diameter and 50m to 60m deep well foundations from bed level. Also, depth of water during working season is about 6m to 20m.By providing long spans of about 100m the number of well foundations are expected to be 80 to 90 Nos. for about 8 to 9Km long bridges.	72
For 2.5 km to 6.0 km length of bridges across rivers like Mahanadi River, Godavari River, Krishna River Where foundation depth may be 20m to 30m and may be possible to provide pile foundations with **cable stayed / extradosed bridge** proposal/**iconic bridges.**	60
For 2.5 km to 6.0 km length of bridges across rivers	48
Bridge Across River like Mahanadi River, Godavari River, Krishna River Where foundation depth may be 20m to 30m and may be possible to provide pile foundations with **cable stayed / extradosed bridge** proposal. Considering 100m cable stayed/Extradosed spans about 20 to	48

Bidur Kant Jha

Type of Long/Special Bridges across Major perennial River	Construction Period (Months)
30 nos. foundations are expected **for 1.5 to 2.5 km long bridges.**	
Bridge Across River like Mahanadi River, Godavari River, Krishna River Where foundation depth may be 20m to 30m and may be possible to provide **pile foundations** and span length may be 40m to 120m; **Length of Bridges 1.5-2.5 km**	36

3.6 **Standalone RoB**: Construction period of standalone RoB should be 18 months.

3.7 **Tunnel Projects**: Construction period for tunnel projects primarily depends on type of Geology i.e. Himalayas or Western Ghat, access to the portals, Tunneling Method such as New Australian Tunneling Method (NATM) or Tunnel Boring Machine (TBM), length of tunnel etc.

Length of Tunnel (km)	In Western Ghat	In Himalayas	Tunnel in Urban areas/ under Water using TBM
Up to 2.0 km	24 months	36* months	18 months
For every 1.0 km increase in length	+4 months	+6 months	+3 months
Additional Time required for approach road, if **approach to portal** is **more than 2.0km**	+3 months	+3 months	-

** For excavation support class ESC V/ESC VI exist for more than 50% of the tunnel length, this period should be multiplied by 1.25.*

4. This circular shall be applicable on the date of issue of this circular for all DPR consultancy works for NHs projects and EPC/HAM/BOT bids at the invitation stage for which Bid Due Date is 06.05.2026 and beyond.

5. All implementing agencies shall ensure that HQs and their field units/offices viz. ROs, PIUs, etc. are in compliance with these norms while preparing the project reports.

6. It is requested that the contents of the circular may be brought into the notice of all concerned for needful compliance.

7. This issues with the approval of the Competent Authority.

Bidur Kant Jha

Yours sincerely,
Bidur Kant Jha
06.04.2026
(Bidur Kant Jha)
Director
(New Technology for Highway development)
For DG (RD) & SS

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. All CE(NH) of PWD/R&B dealing with National Highways
4. Technical circular file of S&R (P&B) Section
5. NIC-for uploading on Ministry's website under "What's new" & "Comprehensive Compendium Circulars with CODE 130.253.

Copy for kind information to:

1. PS to Hon'ble Minister (RT&H)
2. PS to Hon'ble MOS (RT&H)
3. Sr. PPS to Secretary (RT&H)
4. Sr. PPS to DG (RD) & SS
5. Sr. PPS/ PPS to Addl. Secretary (Road Safety)/ Addl. Secretary (RT&H & LA)
6. Sr. PPS/ PPS to AS&FA
7. Sr. PPS/ PPS to all ADGs
8. Sr. PPS/ PPS to JS (RT&MVL)/ JS (EIC) / JS (Logistics)/ JS (NHIDCL)

File No. DG(RD)&SS/04/2025 (Computer No. 258193)
Generated from eOffice by KISHAN LAL MEENA, SO(S&R)KLM, SECTION OFFICER, MORTH on 06/04/2026 12:49 pm