NH-14012/27/2014-P&M (Vol-IV)
Government of India
Ministry of Road Transport & Highways
(Highways Division)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 20.09.2024

OFFICE MEMORANDUM

Subject: SoP and Checklist for submission of Alignment approval proposal for Greenfield Corridor - reg.

The undersigned is directed to refer to Office Memorandum no. NH-14012/27/2014-P&M (Vol-IV) dated 20.09.2024 regarding Guidelines for approval of route alignment of all National Highway/ Expressway projects.

2. In this regard, the SoP and Checklist for submission of Alignment approval proposals for Greenfield Corridor for the above is enclosed as Annexure I and Annexure II for necessary compliance.

(Mayank Tyagi)
Deputy Secretary (Highways)

To,

1. The Director General (RD) and Special Secretary , Government of India,
2. The Principal Secretaries / Secretaries of all states /UTs Public Works Department
3. The Director General (Border Roads), Seema Sadak Bhawan, New Delhi.
4. The Chairman, National Highway Authority of India
5. The Managing Director, NHIDCL

Copy to:

- The Chief Secretaries of all the State Governments/UTs
- All the Engineering Chief and Chief Engineer of Public Works Department of state/UTs dealing with the National Highways and other centrally sponsored schemes
- All Technical Officers of the Roads Wing, MoRT&H.
- All Directors/Deputy Secretaries, MoRT&H.

- PS to Hon'ble Minister (RT&H).
- PS to Hon'ble Minister of State (RT&H).
- PPS to Secretary (RT&H)/PPS to DG(RD) & SS/PPS to AS&FA
- PS to ADG-I/1I//III/IV, Chief Engineers/Joint Secretaries, MoRT&H.

ANNEXURE-I

In continuation to the Ministry's policy circular regarding alignment approval of green field corridor, the compliance w.r.t following points shall be ensured by the executing agencies prior to sending such proposals to Alignment Approval Committee:

i. The details of existing Highway corridor/bypassed section including the history of the development, existing and projected traffic, projected traffic saturation period, details of last treatment, and details of DLP/concession period shall be presented before the Committee.

ii. The alignment study shall strictly be done by examining the individual alignment options as per Appendix-8 of IRC SP: 19:2020 and the analysis report of the same shall be presented before the Alignment approval Committee.

iii. Various Alignment options shall be presented on NMP map/Portal showing all the layers of existing infrastructure, topographic features and integration with other modes of transportation by optimizing the utility shifting work, forest/environmental clearance and other applicable statutory clearances.

iv. In case of bypass/ring road, the details of town/country planning scheme (TPS) being developed by the State Government shall be superimposed on the alignment maps to analyze/examine the potential conflicting/complementary infrastructural development due to town planning scheme of the Government.

v. The hard copy of the alignment report and alignment plan shall be submitted to all members of alignment approval Committee well in advance i.e. 3 days prior to date of meeting.

vi. At the time of approval of alignment the some of the parameters such as number of packages, mode of executions, project funding structure, project funding scheme etc. shall also be presented before the Alignment approval Committee.

vii. The alignment of the proposed green field corridor shall be presented on the geo-spatial software platform supporting .kmz/.kml file by superimposing the same on satellite based imageries and NMP portal. All such base plan for preparing the Preliminary Alignment Plan shall be 'orthographically projected' (i.e. in the normal map projection mode) satellite images in 1:50000 scale, having 'swathe' (i.e., the width of the ground covered by the image) of 70 km and horizontal 'resolution' of 1 m.

viii. In case of new green field Access controlled Expressway/ High-speed Corridors compliance w.r.t following points shall be ensured while submitting the proposal:

   A. The DPR consultant shall offer the choice/options near -perfect (crow-flight) road geometry, with reduced distance and savings on travel time and fuel cost.

   B. The lane configuration based on traffic and other considerations (e.g., initial over-design to rule out any capacity augmentation need during the service life, which may extend beyond the usual design life of 30 years, or conversely, initial under-design to target a service life lower than the usual design life of 30 years) Design life shall be 30 years and service life shall be the number of years from the base year when the design service volume exceeds the limit of LOS 'C'.

   C. Traffic Modelling: Since no historical traffic data would be available for a green field Expressway, traffic modelling shall be done using an appropriate Land use and Transport Planning Model (LUTP), which shall be capable of modelling trip rates, trip generation and attraction, trip assignment, disaggregating the trips into vehicular flows, loading the

flows on to the network and estimating the link volumes and their capacities.

D. The interchanges shall be provided based on turning motion studies only. The interchanges such as full clover leaf, double/single trumpet, diamond interchange, roatary interchange etc. shall be proposed judiciously based on LA& RR Cost, construction cost of interchange, type of Highay and corssing road (system/service interchange), proximity to urban centre, major utility shifting etc.

ix. The concerned DPR consultant shall also be asked to join the meeting through VC.

x. The detailed checklist is attached at **Annexure-II.**

Annexure-II

A. Details of Highway Corridor		
1.	Name of Highway Corridor	
2.	Whether the Highway Corridor is notified as NH	(Yes/No) If Yes: NH No. .....Date of NH declaration If No: (Status of NH Declaration may be provided)
3.	Name of project proponent Agency of MoRTH	
4.	District and state through which the project alignment is passing	State 1: Districts in state 1: State 2: Districts in state 2:
5.	Name of Scheme under which the project is proposed	
6.	Public funded scheme/PPP	
7.	Justification in Brief for NH realignment/ bypass	
8.	Details of adjoining NH Corridors and status thereof	
9.	Whether the proposed corridor is part of already approved scheme such as NHDP/Bharatmala/SARDP/LWE etc,	(Yes/No) If Yes, Name and Details of Scheme
10.	Whether NH is entrusted to project proponent agency	(Yes/No) Yes: Entrustment Notification details No: Status of entrustment
11.	Whether public consultation was done for proposed alignment	(Yes/No) Details may be given
B. Details of Existing Highway Corridor		
1.	Existing length and lane Configuration	**Carriageway configuration** / **Length in km** SL IL 2L 2L+PS 4L 6L and above **Total**
2.	Traffic in PCU	
3.	Traffic in EVU (on existing highway)	

4.	In case of new bypass, when the existing alignment/bypass exhausted its capacity	
5.	Estimated Traffic in PCU on proposed new alignment	
6.	Estimated Traffic in EVU on proposed new alignment	
7.	Year of last up gradation/widening work And corresponding traffic	
8.	Details of last treatment and year of treatment	
9.	Details of DLP/Concession period of existing highway corridor	
10	Whether there will be any cost implication/contractual implication on account of proposed new alignment	(Yes/No) If Yes, Details may be given along with Remedy measures
11	Details of cost sharing (If any) by state Government/Local Municipal body/ Private Party for proposed new alignment	
C. Alignment Preparation		
1.	Number of Proposed bypasses	
2.	Number of proposed Realignment	
3.	Whether individual alignment options for each bypass/major realignment examined as per Appendix-8 of IRC SP: 19:2020	(Yes/No) The details may be annexed.
4.	Whether alignment is validated on NMP platform and analyzed by considering all layers of existing Infrastructure, utilities, forest, wild life etc.	
5.	The NMP Map are attached with the proposal	(Yes/No) The details may be annexed.
6.	Number of trees falling in the proposed alignment	
7	Area of forest land required	
8.	Number of structure required to be demolish on account of proposed alignment	
9.	Number of Railway crossing necessitating construction of new structures	

10.	Number of Canal crossing necessitating construction of new major structures	
11.	Number of water bodies/streams necessitating construction of new major structures	
12.	Number of new interchanges proposed	
13	Whether project alignment is passing through following restricted areas: i. Defense/ military establishment ii. Religious establishment/structure iii. Graveyards iv. Institutional area v. Sensitive Zone/ Buffer Zone/ Core Zone of wild life vi. CRZ	If Yes, Details may be specified.
14	Any other Factor influencing the Project alignment	If Yes, Details may be specified.
D. Additional points for new greenfield Expressway and High-speed Corridor		
1.	Air Crew Distance	
2.	Length of Expressway	
3.	Whether traffic modelling is done using an appropriate Land use and Transport Planning Model (LUTP)	(Yes/No) Details an findings of Model:
4.	Details of existing parallel Highway facility	
5.		
E. Prioritization Parameters		
1	Number of proposed Packages	
2	Mode of Execution.	
3	Project funding structure	
F. Checklist for Submissions		
1	Whether DPR is available	(Yes/No) If Yes: (In house/ Through DPR Consultant)
2	Name of Consultant/ Name of PIU (in case of in house preparation)	
3	Whether alignment report is prepared	(Yes/No)
4	Whether alignment report and alignment plan (in scale of 1:50000) is submitted in advance to all member of the committee	(Yes/No)