

Transport Bhawan
1, Parliament Street,
New Delhi- 110 001

No. NH-20013/1/2009-P&M

Dated the 3rd January, 2011

To

1. The Principal Secretaries / Secretaries of States/Union Territories, Public Works Departments (Dealing with National Highways, other Centrally sponsored schemes and State Schemes).
2. The Engineers-in-Chief and Chief Engineers of Public Works Departments of State/Union Territories (Dealing with National Highways, other Centrally sponsored schemes and State Schemes)

Sub: Development of stretches under IRQP following Corridor Development Approach—reg.

Sir,

The Ministry from time to time has been laying emphasis for development of NHs following Corridor Development Approach for taking up development of long continuous stretches of NHs so that these, in conjunction with the stretches included under various other approved programmes such as NHDP etc., enables a visible impact of the post development initiatives.

2. The particular issue of development of stretches under IRQP needs emphasis in this context as IRQP is essentially an interim measure for keeping the roads in traffic worthy conditions wherever either complete strengthening may not be desirable as the same is programmed to be taken up under other major initiatives, or due to fund constraints, or wherever the strengthening can be deferred for a reasonable period with such intermediate type of improvement measures by improving the riding quality. In some of the cases IRQP may also suffice as the pavement is otherwise structurally sound of as per the design requirements and no strengthening may be required. Therefore, under such situations development of stretches under IRQP following Corridor Development Approach would enable allowing continuous stretches of developed NHs and it will enable a visible impact of the development and provide an appreciable comfort to the users. In view of the above, the following suggestions are made for taking up development of NHs under IRQP:-

- (i) Development of NHs under IRQP may be taken up in continuous stretches of NHs generally not less than about 25 km length, unless the adjacent stretches at both the ends of the stretch under consideration have already been developed.

contd..2/-

No. NH-20013/1/2009-P&M

Dated the 3rd January, 2011

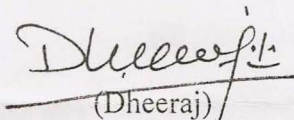
-2-

(ii) Wherever isolated intermediate stretches of NHs (within the identified 25 km length of continuous NH stretches to be taken up under IRQP) having smaller lengths (e.g. about 1-2 km length) have been improved in recent past under Periodical Renewal (PR) programme and next renewal is not immediately due in such stretches, IRQP may be taken up even in such stretches for the sake of continuity and qualitative improvement of the pavement.

3. It is requested that the contents of the letter may be brought to the notice of all concerned for information and necessary action.

4. This issues with the concurrence of Internal Finance Wing vide U.O. No. 2003/TF-II/10, dated 27.12.2010.

Yours faithfully



(Dheeraj)

Executive Engineer (Planning)
For Director General (Road Development) &
Special Secretary

Copy for information and necessary action to:

1. All Project Zone CEs of the Ministry
2. All ROs / ELOs of the Ministry
3. All Technical Officers of RW
4. PPS to Secretary (RT&H)
5. Sr. PPS to ADG
6. PS to AS&FA