

NGT, Principal Bench, New Delhi

Application No. 238/2024

Directions for Ministry of Road Transport & Highways contained in Para 10 & 11 of the order in the above application in respect of hearing on 24.05.2024 are as under.

“Criteria which is adopted for classification of a road as National Highway / State Highway / District Road / Village Road”

Draft reply

- Indian Roads Congress (IRC) publishes Codes & Guidelines related to planning, design, construction, maintenance etc. of roads. These codes are followed in Central and State Government road & bridge projects.
- IRC:73-2023 (First Revision) deals with “Geometric Design Standards for Non-Urban Roads”.
- Chapter 2 deals with Classification of Non-Urban Roads i.e. Primary System (Expressway & National Highway), Secondary system (State Highway & Major District Road) and Tertiary system (Rural Road) which includes Other District Road (ODR) / Village Road (VR).
- Chapter 4 deals with Cross-Sectional Elements of these type roads which include overall land width required for the road i.e. Right of Way and Carriageway Width on which vehicle travels. Page 12, Table 4.3 deals with recommended Right of Way for Major District Road / Other District Road / Village Road in Plain, Rolling and Mountainous terrain
- Relevant Extract of the Chapter 2 and Chapter 4 (upto para 4.2) of IRC:73-2023 (First Revision) is attached for kind perusal and ready reference.
- Ministry of Road Transport & Highways is primarily responsible for development and maintenance of National Highway.



- Development and Maintenance of National Highways are carried out in accordance with provisions of the National Highway Act, 1956 amended from time to time.
- Ministry declares certain highways as National Highways in accordance with section 2 of NH Act, 1956.
 - State roads, are notified as National Highways (NHs) from time to time on the basis of well-established principles of Equity, Efficiency and Effectiveness. Decisions are taken based on the fulfilment of the broad principles, requirement of connectivity, inter-se priority and availability of funds. Broad Principles are as under
 - i. Roads running through length / breadth of the country.
 - ii. Connecting adjacent countries, National Capitals with State Capitals / mutually the State Capitals, major ports, non-major ports, large industrial centers or tourist centers.
 - iii. Roads having important strategic requirement in hilly and isolated area.
 - iv. Arterial roads which enable sizeable reduction in travel distance and achieve substantial economic growth.
 - v. Roads which help in opening up large tracts of backward area and hilly region.
 - vi. Roads contributing towards achievement of National Highways grid of 100 km.
 - vii. Synergy with PM GatiShakti National Master Plan (NMP).
 - Copy of National Highways Act, 1956 is attached for kind perusal and ready reference.
- Development and maintenance of other categories of roads i.e. (State Highway / Major District Road / Other District Road / Village Road) is the responsibility of the respective state government.



155

IRC:73-2023

3

GEOMETRIC DESIGN STANDARDS FOR NON-URBAN ROADS

(First Revision)



INDIAN ROADS CONGRESS
2023

The following standards are not applicable in context of urban roads or city streets. Geometric design elements of road intersections are not considered in these guidelines either.

Geometric deficiencies are costly and sometimes impossible to rectify later on due to the subsequent roadside ribbon development. Therefore, it is essential that geometric requirements should be kept in view right in the beginning.

1.4 Overview of the Guideline

Section 2 provides with details of classification of roads based on the function of roads in terms of accessibility and mobility.

Section 3 includes the necessary major and minor factors to be considered before the start of geometric design of non-urban roads.

Section 4 provides details about the recommended standards for various cross sectional elements of rural roads such as right of way, roadway width, shoulders, median, camber, cross-drainage requirements, etc.

Section 5 includes detailed design information on one of the most important geometric design feature, i.e. sight distance. The section provides details on sight distance in various situations on non-urban roads, horizontal curves and vertical curves, intersections, etc.

Section 6 includes standards for radius of circular curves, super-elevation, extra widening, and transition on horizontal curves of rural roads. Concepts of compound curves, reverse curves and hair pin bends have also been discussed in this section.

Section 7 provides details on gradients, deviation angle, types of vertical curves, summit curves, valley curves and design of vertical curves.

Section 8 discusses the elements of horizontal and vertical coordination together in detail. It includes concepts on three dimensional co-ordination and other considerations for coordination of design elements.

Section 9 compiles lateral and vertical clearances for underpasses, overpasses, electric power and telecommunication lines applicable to single lane roads, intermediate lane roads, two lane roads, multilane roads and expressways. The section also covers standards related to overhead electric power and telecommunication lines erected within the road land.

Section 10 deals in brief with control of access on rural roads. The relevant recommendations regarding access to residential properties, grade separations across roads and access to fuel stations are provided in this section.

2. CLASSIFICATION OF NON-URBAN ROADS

2.1 General

Road classification is an essential tool for rational assessment and assignment of responsibilities in the road sector. It is important to have a well-defined road classification for various reasons, including transferability of benchmarks and comparison of performance indicators. The classification of roads can be based on the various factors, such as, material type, traffic volume, rigidity, surface condition, topography, and location and function.

Primarily, roads can be classified as urban and non-urban roads. Urban roads can be defined as roads located within the boundaries of built-up area or within towns and urban cities. Non-urban roads can be defined as long stretches of roads passing through rural areas and located in open country regions outside the built-up area. The roads can be classified as earthen roads, bituminous roads, concrete roads, gravel roads, etc. based on material type. Based on daily traffic volume, roads can be classified as light, medium and heavy traffic volume roads. Based on rigidity, road pavements can be classified as flexible, semi-rigid and rigid pavements. Further, on the basis of surface condition, roads can also be classified as paved or unpaved roads. Based on topography, roads can be classified as plain area or hilly area roads. The location and functional classification of roads is of significant importance for geometric design of roads.

Functional classification refers to the grouping of roads by the character of service the road provides. The two major considerations taken into account for functional classification of road networks are accessibility and mobility. While mobility refers to the smooth and efficient movement of people and goods, accessibility is the ability to reach opportunities. The functional classification is based on combination of different levels of accessibility and mobility. Fig. 2.1 shows the functional classification of non-urban roads.

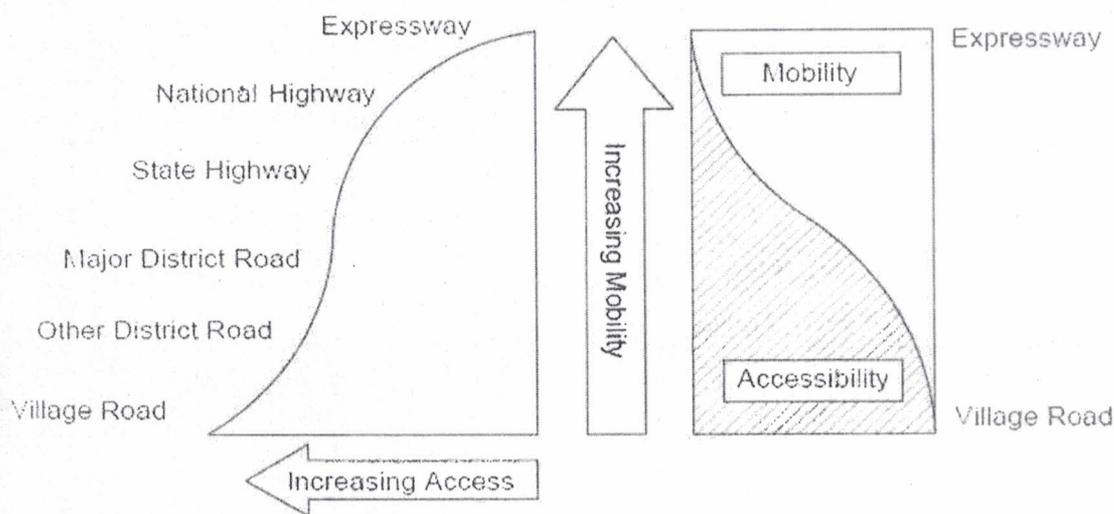


Fig. 2.1 Functional Classification of Non-Urban Roads

2.2 Functional Classification of Non-Urban Roads

Non-urban roads in India are classified into following five categories based on location and function according to Nagpur road plan:

- (i) National Highway (NH)
- (ii) State Highway (SH)
- (iii) Major District Road (MDR)
- (iv) Other District Road (ODR)
- (v) Village Road (VR)

The present system follows a modified classification system as per third 20-year road development plan. The roads are now classified into following three classes, for the purpose of transport planning, functional identification, earmarking administrative jurisdictions and assigning priorities on a road network:

- (i) Primary system
 - a. Expressway (EW)
 - b. National Highway (NH)
- (ii) Secondary system
 - a. State Highway (SH)
 - b. Major District Road (MDR)
- (iii) Tertiary system (Rural Road)
 - a. Other District Road (ODR)
 - b. Village Road (VR)

The extent and degree of control defines the functional categorization of a road or a highway. The expressways and national highways, having limited access, serve the primary function of mobility, while the function of other district roads and village roads is to provide accessibility instead of mobility. State highways and major district roads play a dual role and are aimed to serve moderate levels of both accessibility and mobility.

Rural roads in India further include single lane roads, intermediate lane roads, two lane roads, and multi-lane highways. Single lane, intermediate lane and two lane roads are undivided roads that facilitate the two-way movement of traffic, whereas multi-lane highways have divided carriageways with two or more lanes in each direction. An undivided road is one which permits traffic flow in both directions without physically segregating the directional movements. A divided road, on the other hand, is the one where the traffic in two directions moves in segregated lanes because of the presence of a physical segregation, such as central verge or median. Traffic operations on two lane or intermediate lane roads are unique in nature. Lane changing and overtaking manoeuvres are possible only in the face of oncoming traffic in the opposing lane. As the traffic volume increases, the overtaking demand increases, while the passing opportunities decline rapidly. Therefore, flow in one direction influences the flow in the other direction. This problem is more acute in the case of mixed traffic where speed differential amongst different vehicle types is significant. It increases the desire for overtaking manoeuvres considerably whereas number of opportunities to overtake is limited. Traffic operations on single lane roads are very much influenced by the condition and width of the shoulders as vehicles are forced to use them during passing or overtaking operations.

2.3 Definitions

This section provides with definitions and additional details on the different classes of non-urban roads.

Expressway

Expressway is a class of highway with superior facilities and design standards, and is meant

as through route catering to a high volume of traffic. Expressway is designed with divided carriageways for high speed travel, with full control of access and provided with grade separators at intersection locations. Generally, only fast-moving vehicles are allowed on expressway. Pedestrians and slow-moving vehicles such as two-wheelers, three-wheelers, bullock carts and tractors are not permitted to ply on expressway. IRC:SP:99 lays down the standards for geometric design and general features for expressways.

National Highway

National highway is the important highway running through the length and breadth of the country connecting major ports, foreign highways, state capitals, large industrial and tourist centres, etc. including roads required for strategic movements for the defence of India. The national highway should be the frame on which the entire road communication should be based. All national highways within India are assigned respective numbers. For example, say NH-16, runs from Chennai to Dankuni near Kolkata covering a distance of 1711 km.

State Highway

State highway is an arterial route of a state linking district headquarters and important cities within the state and connecting them with National Highway or highways of the neighbouring states. This highway serves as the main artery for traffic to and from district roads. At times, a state highway may carry heavier traffic than a national highway. The NH and SH have the same design speed and geometric design specifications. A typical example of state highway, say, SH-1 of West Bengal starts from Bangaon and passes through Chakdaha, Madanpur, Kalyani, Halisahar, Naihati, Ichapore, Barrackpore, Kolkata, Garia, Rajpur, Baruipur, Jaynagar and ends at Kulpi covering a total length of around 151 km.

Major District Road

Major district road is an important road within a district, serving areas of production and markets, and connecting these with each other or with the main highways. The MDR has lower speed and geometric design specifications as compared to highways.

Other District Road

Other district road is a road serving rural areas of production and providing them with outlet to market centres, taluka/tehsil headquarters, block development headquarters, or other main roads.

Village Road

Village road is a road connecting villages or groups of villages with each other and to the nearest road of a higher category.

3. CONTROL FACTORS OF GEOMETRIC DESIGN

3.1 Topography

The geometric design of a roadway is influenced significantly by terrain conditions. Economy dictates choice of different standards for different types of terrain. Terrain is classified by the general slope of the country across the roadway alignment, for which the criteria given in **Table 3.1** should be followed.

distance of an object stereoscopically and its speed are important to the road user. Older drivers have special needs that should be considered in roadway design and traffic control.

Hearing is an aid to the road user which can at times be very vital. The sound of a horn or the sound of the nearby vehicle itself can alert a pedestrian to safely cross or doing other manoeuvre. Elderly persons with poor eyesight can perceive better through hearing than through seeing.

The important psychological characteristics of road user include perception, intellection, emotion and volition, abbreviated as PIEV and the time taken for these processes is known as PIEV time. **Perception** is the process of perceiving the sensations received through the eyes, ears, nervous system and brain. **Intellection** is the identification of the stimuli by the development of new thoughts and ideas. **Emotion** is the personal trait of the individual that governs his decision-making process, after the perception and intellection of the stimuli. **Volition** is the will to react to a situation. This PIEV time is used in the calculation of sight distance. According to AASHTO Green book, average PIEV time ranges from 0.6 seconds to 2 seconds when an event is expected, and it increases by 35 percent in case of unexpected events. Thus, for a simple, unexpected decision and action, some drivers may take as long as 2.7 seconds to respond. A complex decision with several alternatives may take several seconds longer than a simple decision. In India, a design value of 2.5 seconds is taken for calculating the required stopping sight distance and 2.0 seconds for calculating the required overtaking sight distance.

3.3.4 Traffic

The volume and characteristics of traffic should be considered for the design of a roadway. Traffic volumes for an interval of time shorter than a day more appropriately reflect the operating conditions that should be used for the design and mostly, in all the cases, adequate time period is considered to be one hour. Due to the changing traffic pattern during the various hours of the day, a key decision is involved in determining the appropriate hourly volumes for design. It would be uneconomical if maximum peak-hour traffic during a year is used for design and if average hourly traffic is used, it would lead to inadequacy. So, always a reasonable value of traffic is considered for the geometric design. The traffic characteristics include directional distribution, composition and speed of traffic which are necessary to be considered for the geometric design.

3.3.5 Environment and Economy

The term environment includes human, animal, and plant communities and the forces acting on all the three. The roadway design should be in such a way that it would not affect the sustenance and quality of human life. The design developed considering all the above factors should be economical and must be within the allocated budget for the construction and maintenance of roadways.

The roadway geometric design should be in such a way that the overall aesthetics of the environment is not affected.

4. CROSS-SECTIONAL ELEMENTS

4.1 Right-of-Way

Road land width (also termed the Right-of-Way) is the land acquired for road construction purposes and provision of utilities along the length of road. However, additional land, if required

for accommodating cross sections, improvement of geometrics, realignment, junctions, bypasses etc., should be acquired by the authority. A minimum ROW to be available for development of highways is given in **Table 4.1**. Desirable land widths for other classes of roads are indicated in **Table 4.2**.

Table 4.1 Recommended Right-of-Way for Highways and Expressways

S. No.	Road Classification	Minimum Right of Way
1	2- lane Highways	30 m
2	4- lane Highways	45 m
3	6- lane Highways	60 m
4	8- lane Highways	120 m
5	Expressways	90-120 m
6	2- lane Highways with Bypasses	45-60 m
7	2- lane Highways in Open Areas** (Mountainous and steep terrain)	24 m 18 m (Exceptional)
8	2- lane Highways in Built-up Areas** (Mountainous and steep terrain)	20 m 18 m (Exceptional)

Note: The ROW width must include the 2 m wide strip on either side reserved for placement of utilities outside the fencing.

Table 4.2 Recommended Right-of-Way for Other Classes of Roads (in m)

S. No.	Road Classification	Plain and Rolling Terrain				Mountainous and Steep Terrain			
		Open Areas		Built-up Areas		Open Areas**		Built-up Areas**	
		Normal	Range	Normal	Range	Normal	Exceptional	Normal	Exceptional
1	Major District Roads	25	25-30	20	15-25	18	15	15	12
2	Other District Roads	15	15-25	15	15-20	15	12	12	9
3	Village Roads	12	12-18	10	10-15	9	9	9	9

In order to ensure proper sight distance and for the circumstances given below in notes, it will be necessary to acquire additional right of way over that indicated in **Table 4.1 and **Table 4.2**

Notes:

1. Right of way shall be enough to ensure minimum setback of 5 m for building line from edge of road land boundary.
2. Additional land is required at locations involving deep cuts to maintain stability of slopes, high fills and unstable/land slide area.
3. If the road is planned to be upgraded in the future, land width shall correspond to higher class of road.
4. Keeping in view the fast pace of ribbon development of habitation along the roads in hilly/ mountainous region, encumbrance free future expansion and safety of road users, minimum two-lane carriage way road as per national highway standard shall be planned and the land width shall be planned accordingly.
5. In case of village roads where initially it is decided to construct single lane carriage way due to low volume of traffic, the width of the land to be acquired shall be planned for two lane road as per national highway standards in the beginning for safety of road users and to take care of encumbrance free future expansion on account of ribbon development along right of way.

6. Strategic road/ border roads for military/paramilitary/security forces shall be planned for not less than two lane carriage way as per national highway standards and accordingly the land width is to be planned.

7. Wherever, divider/median is required to be provided for the cases of divided highway of all categories on National/ State/District roads, the minimum 1.50-meter-wide divider/median shall be provided and accordingly the land width is to be planned.

The need for a wider right-of-way at important road intersections should be kept in view. **Figs. 4.1 to 4.13** (appended at the end) show the ROW and the typical cross-sections of 2-lane, 4-lane, 6-lane, 8-lane highways, and 6-lane, 8-lane expressways under different circumstances.

If a road is expected to be upgraded to a higher classification in the foreseeable future, the land width to be acquired should correspond to the latter. Upgradation of any highway involves, (i) Acquisition of additional land, (ii) Shifting of utilities, (iii) Felling of trees, and (iv) Removal of existing structures which fall in the Right of Way (ROW) of the proposed expansion. Meeting these prerequisites not only entails heavy cost but also involves a lot of time and effort. Further, the felling of grown-up trees leads to adverse effects on environment. Therefore, for upgradation of any national highway, the land for expansion should be acquired on one side of the existing highway. Side of the land acquisition may change from one stretch to another depending upon most optimal alignment. For more details on the expansion of existing highways, refer to "A Manual of Guidelines on Land Acquisition for National Highways under The National Highway Act, 1956".

4.2 Width of Carriageway

The standard width of carriageway for rural highways shall be as indicated in **Table 4.3**. The total width should be determined in relation to the design traffic and capacity of the roadway.

Table 4.3 Width of Carriageway

Type of Facility	Single lane	Multi-lane pavements on Highways, MDR, ODR and VR, width per lane	Multi-lane pavements on Expressways, width per lane
Width (m)	3.75	3.5	3.75

Notes:

1. Except on the important trunk routes, an intermediate carriageway width of 5.5 m may also be adopted instead of regular two lanes if the same is considered advantageous.
2. Expressways should be developed as per six-lane configuration and all the facility planning should be done accordingly. In case, the Authority concludes that a six-lane expressway would be grossly over or under design, the lane configuration could be changed to four or eight-lane respectively in the initial stage only.
3. Where the carriageway width changes, e.g. from single lane to two lanes or two lanes to four lanes or vice-versa, the transition should be affected through a taper of 1 in 15 when it is from narrower to wider and it shall be 1 in 20 when it is from wider to narrower.
4. Where the carriageway width changes from four lanes to six lanes or six lanes to eight lanes or vice-versa, the transition should be affected through a taper of 1 in 50.
5. In hilly areas, minimum two-lane carriageway is recommended and for all types of terrains and all highway classifications, carriageway width in hilly areas for a two-lane road is to be kept as 7.0 m.

THE NATIONAL HIGHWAYS ACT, 1956

INTRODUCTION

Certain highways passing through various States were being maintained by the respective States within which the particular highway was situated. Some of the States were maintaining the portions of the highway which criss-crossed within their respective jurisdictions in a proper manner but some of the States, due to one reason or the other, were found deficient in their maintenance, with the result that highways were not being maintained to the desired level. With the increase of movement of traffic on account of industrial advancement and increased tourist traffic it was found necessary that important highways of the country be developed and maintained by the Central Government. To achieve this objective The National Highways Bill, 1956 was introduced in the Parliament.

ACT 48 OF 1956

The National Highways Bill, 1956 having been passed by both the Houses of Parliament received the assent of the President on 11th September, 1956. It came into force on 15th day of April, 1957 as THE NATIONAL HIGHWAYS ACT, 1956 (48 of 1956).

LIST OF AMENDING ACTS

1. The National Highways (Amendment) Act, 1977 (30 of 1977).
2. The National Highways (Amendment) Act, 1992 (1 of 1993).
3. The National Highways (Amendment) Act, 1995 (26 of 1995).
4. The National Highways Laws (Amendment) Act, 1997 (16 of 1997).

THE NATIONAL HIGHWAYS ACT, 1956

(48 of 1956)

[11th September, 1956]

An Act to provide for the declaration of certain highways to be national highways and for matters connected therewith.

Be it enacted by Parliament in the Seventh Year of the Republic of India as follows:—

1. Short title, extent and commencement.—(1) This Act may be called the National Highways Act, 1956.

(2) It extends to the whole of India.

(3) It shall come into force on such date¹ as the Central Government may, by notification in the Official Gazette, appoint.

2. Declaration of certain highways to be national highways.—(1) Each of the highways specified in the Schedule ²[***] is hereby declared to be a national highway.

(2) The Central Government may, by notification in the Official Gazette, declare any other highway to be a national highway and on the publication of such notification such highway shall be deemed to be specified in the Schedule.

(3) The Central Government may, by like notification, omit any highway from the Schedule and on the publication of such notification, the highway so omitted shall cease to be a national highway.

COMMENTS

Highways enumerated in the Schedule of the Act have been declared to be national highways. The Central Government has been empowered to declare any other highway to be a national highway and to omit any highway from the Schedule.

³[3. **Definitions.**—In this Act, unless the context otherwise requires,—

(a) “competent authority” means any person or authority authorised by the Central Government, by notification in the Official Gazette, to perform the functions of the competent authority for such area as may be specified in the notification;

(b) “land” includes benefits to arise out of land and things attached to the earth or permanently fastened to anything attached to the earth.

3A. Power to acquire land, etc.—(1) Where the Central Government is satisfied that for a public purpose any land is required for the building, maintenance, management or operation of a national highway or part thereof, it may, by notification in the Official Gazette, declare its intention to acquire such land.

(2) Every notification under sub-section (1) shall give a brief description of the land.

1. Came into force on 15th April, 1957, *Vide* S.R.O. 1180, dated 4th April, 1957, published in the Gazette of India, 1957, Pt. II, Sec. 3, p. 730.

2. The words “except such parts thereof as are situated within any municipal area” omitted by Act 16 of 1997, sec. 2 (w.e.f. 24-1-1997).

3. Subs. by Act 16 of 1997, sec. 3, for section 3 (w.e.f. 24-1-1997).

12

(3) The competent authority shall cause the substance of the notification to be published in two local newspapers, one of which will be in a vernacular language.

3B. Power to enter for survey, etc.—On the issue of a notification under sub-section (1) of section 3A, it shall be lawful for any person, authorised by the Central Government in this behalf, to—

- (a) make any inspection, survey, measurement, valuation or enquiry;
- (b) take levels;
- (c) dig or bore into sub-soil;
- (d) set out boundaries and intended lines of work;
- (e) mark such levels, boundaries and lines placing marks and cutting trenches; or
- (f) do such other acts or things as may be laid down by rules made in this behalf by that Government.

3C. Hearing of objections.—(1) Any person interested in the land may, within twenty-one days from the date of publication of the notification under sub-section (1) of section 3A, object to the use of the land for the purpose or purposes mentioned in that sub-section.

(2) Every objection under sub-section (1) shall be made to the competent authority in writing and shall set out the grounds thereof and the competent authority shall give the objector an opportunity of being heard, either in person or by a legal practitioner, and may, after hearing all such objections and after making such further enquiry, if any, as the competent authority thinks necessary, by order, either allow or disallow the objections.

Explanation.—For the purposes of this sub-section, “legal practitioner” has the same meaning as in clause (i) of sub-section (1) of section 2 of the Advocates Act, 1961 (25 of 1961).

(3) Any order made by the competent authority under sub-section (2) shall be final.

3D. Declaration of acquisition.—(1) Where no objection under sub-section (1) of section 3C has been made to the competent authority within the period specified therein or where the competent authority has disallowed the objection under sub-section (2) of that section, the competent authority shall, as soon as may be, submit a report accordingly to the Central Government and on receipt of such report, the Central Government shall declare, by notification in the Official Gazette, that the land should be acquired for the purpose or purposes mentioned in sub-section (1) of section 3A.

(2) On the publication of the declaration under sub-section (1), the land shall vest absolutely in the Central Government free from all encumbrances.

(3) Where in respect of any land, a notification has been published under sub-section (1) of section 3A for its acquisition but no declaration under sub-section (1) has been published within a period of one year from the date of publication of that notification, the said notification shall cease to have any effect:

Provided that in computing the said period of one year, the period or periods during which any action or proceedings to be taken in pursuance of the notification issued under sub-section (1) of section 3A is stayed by an order of a court shall be excluded.

(4) A declaration made by the Central Government under sub-section (1) shall not be called in question in any court or by any other authority.

3E. Power to take possession.—(1) Where any land has vested in the Central Government under sub-section (2) of section 3D, and the amount determined by the competent authority under section 3G with respect to such land has been deposited under sub-section (1) of section 3H, with the competent authority by the Central Government, the competent authority may by notice in writing direct the owner as well as any other person who may be in possession of such land to surrender or deliver possession thereof to the competent authority or any person duly authorised by it in this behalf within sixty days of the service of the notice.

(2) If any person refuses or fails to comply with any direction made under sub-section (1), the competent authority shall apply—

- (a) in the case of any land situated in any area falling within the metropolitan area, to the Commissioner of Police;
- (b) in case of any land situated in any area other than the area referred to in clause (a), to the Collector of a District,

and such Commissioner or Collector, as the case may be, shall enforce the surrender of the land, to the competent authority or to the person duly authorised by it.

3F. Right to enter into the land where land has vested in the Central Government.—Where the land has vested in the Central Government under section 3D, it shall be lawful for any person authorised by the Central Government in this behalf, to enter and do other act necessary upon the land for carrying out the building, maintenance, management or operation of a national highway or a part thereof, or any other work connected therewith.

3G. Determination of amount payable as compensation.—(1) Where any land is acquired under this Act, there shall be paid an amount which shall be determined by an order of the competent authority.

(2) Where the right of user or any right in the nature of an easement on, any land is acquired under this Act, there shall be paid an amount to the owner and any other person whose right of enjoyment in that land has been affected in any manner whatsoever by reason of such acquisition an amount calculated at ten per cent. of the amount determined under sub-section (1), for that land.

(3) Before proceeding to determine the amount under sub-section (1) or sub-section (2), the competent authority shall give a public notice published in two local newspapers, one of which will be in a vernacular language inviting claims from all persons interested in the land to be acquired.

(4) Such notice shall state the particulars of the land and shall require all persons interested in such land to appear in person or by an agent or by a legal practitioner referred to in sub-section (2) of section 3C, before the competent authority, at a time and place and to state the nature of their respective interest in such land.

(5) If the amount determined by the competent authority under sub-section (1) or sub-section (2) is not acceptable to either of the parties, the amount shall, on an application by either of the parties, be determined by the arbitrator to be appointed by the Central Government.

(6) Subject to the provisions of this Act, the provisions of the Arbitration and Conciliation Act, 1996 (26 of 1996) shall apply to every arbitration under this Act.

(7) The competent authority or the arbitrator while determining the amount under sub-section (1) or sub-section (5), as the case may be, shall take into consideration—

- (a) the market value of the land on the date of publication of the notification under section 3A;
- (b) the damage, if any, sustained by the person interested at the time of taking possession of the land, by reason of the severing of such land from other land;
- (c) the damage, if any, sustained by the person interested at the time of taking possession of the land, by reason of the acquisition injuriously affecting his other immovable property in any manner, or his earnings;
- (d) if, in consequences of the acquisition of the land, the person interested is compelled to change his residence or place of business, the reasonable expenses, if any, incidental to such change.

3H. Deposit and payment of amount.—(1) The amount determined under section 3G shall be deposited by the Central Government in such manner as may be laid down by rules made in this behalf by that Government, with the competent authority before taking possession of the land.

(2) As soon as may be after the amount has been deposited under sub-section (1), the competent authority shall on behalf of the Central Government pay the amount to the person or persons entitled thereto.

(3) Where several persons claim to be interested in the amount deposited under sub-section (1), the competent authority shall determine the persons who in its opinion are entitled to receive the amount payable to each of them.

(4) If any dispute arises as to the apportionment of the amount or any part thereof or to any person to whom the same or any part thereof is payable, the competent authority shall refer the dispute to the decision of the principal civil court of original jurisdiction within the limits of whose jurisdiction the land is situated.

(5) Where the amount determined under section 3G by the arbitrator is in excess of the amount determined by the competent authority, the arbitrator may award interest at nine per cent. per annum on such excess amount from the date of taking possession under section 3D till the date of the actual deposit thereof.

(6) Where the amount determined by the arbitrator is in excess of the amount determined by the competent authority, the excess amount together with interest, if any, awarded under sub-section (5) shall be deposited by the Central Government in such manner as may be laid down by rules made in this behalf by that Government, with the competent authority and the provisions of sub-sections (2) to (4) shall apply to such deposit.

3-I. Competent authority to have certain powers of civil court.—The competent authority shall have, for the purposes of this Act, all the powers of a civil court while trying a suit under the Code of Civil Procedure, 1908 (5 of 1908), in respect of the following matters, namely:—

- (a) summoning and enforcing the attendance of any person and examining him on oath;
- (b) requiring the discovery and production of any document;
- (c) reception of evidence on affidavits;
- (d) requisitioning any public record from any court or office;
- (e) issuing commission for examination of witnesses.

3J. **Land Acquisition Act 1 of 1894 not to apply.**—Nothing in the Land Acquisition Act, 1894 shall apply to an acquisition under this Act.]

COMMENTS

If any land is acquired under the provisions of this Act then nothing in the Land Acquisition Act, 1894 (1 of 1894) shall apply.

4. **National highways to vest in the Union.**—All national highways shall vest in the Union, and for the purposes of this Act "highways" include—

- (i) all lands appurtenant thereto, whether demarcated or not;
- (ii) all bridges, culverts, tunnels, causeways, carriageways and other structures constructed on or across such highways; and
- (iii) all fences, trees, posts and boundary, furlong and milestones of such highways or any land appurtenant to such highways.

5. **Responsibility for development and maintenance of national highways.**—It shall be the responsibility of the Central Government to develop and maintain in proper repair all national highways; but the Central Government may, by notification in the Official Gazette, direct that any function in relation to the development or maintenance of any national highway shall, subject to such conditions, if any, as may be specified in the notification, also be exercisable by the Government of the State within which the national highway is situated or by any officer or authority subordinate to the Central Government or to the State Government.

COMMENTS

The Central Government is responsible for the development and maintenance of all the national highways but by notification in the Official Gazette it may direct that any function regarding development and maintenance of any national highway shall also be exercisable by the Government of the State within which the national highway is situated.

6. **Power to issue directions.**—The Central Government may give directions to the Government of any State as to the carrying out in the State of any of the provisions of this Act or of any rule, notification or order made thereunder.

7. **Fees for services or benefits rendered on national highways.**—(1) The Central Government may, by notification in the Official Gazette, levy fees at such rates as may be laid down by rules made in this behalf for services or benefits rendered in relation to the use of ferries, ¹[permanent bridges the cost of construction of each of which is more than rupees twenty-five lakhs and which are opened to traffic on or after the 1st day of April, 1976,] temporary bridges and tunnels on national highways ²[and the use of sections of national highways].

1. Ins. by Act 30 of 1977, sec. 2 (w.e.f. 12-8-1977)

2. Ins. by Act 1 of 1993, sec. 2 (w.r.e.f. 23-10-1992).

(2) Such fees when so levied shall be collected in accordance with the rules made under this Act.

(3) Any fee leviable immediately before the commencement of this Act for services or benefits rendered in relation to the use of ferries, temporary bridges and tunnels on any highway specified in the Schedule shall continue to be leviable under this Act unless and until it is altered in exercise of the powers conferred by sub-section (1):

¹[Provided that if the Central Government is of opinion that it is necessary in the public interest so to do, it may, by like notification, specify any bridge in relation to the use of which fees shall not be leviable under this sub-section.]

COMMENTS

The Central Government is empowered to levy fees for services or benefits rendered in relation to the use of ferries, temporary bridges and tunnels on national highways and the use of sections of national highways.

²[***]

³[8A. Power of Central Government to enter into agreements for development and maintenance of national highways.—(1) Notwithstanding anything contained in this Act, the Central Government may enter into an agreement with any person in relation to the development and maintenance of the whole or any part of a national highway.

(2) Notwithstanding anything contained in section 7, the person referred to in sub-section (1) is entitled to collect and retain fees at such rate, for services or benefits rendered by him as the Central Government may, by notification in the Official Gazette, specify having regard to the expenditure involved in building, maintenance, management and operation of the whole or part of such national highway, interest on the capital invested, reasonable return, the volume of traffic and the period of such agreement.

(3) A person referred to in sub-section (1) shall have powers to regulate and control the traffic in accordance with the provisions contained in Chapter VIII of the Motor Vehicles Act, 1988 (59 of 1988) on the national highway forming subject-matter of such agreement, for proper management thereof.

8B. Punishment for mischief by injury to national highway.—Whoever commits mischief by doing any act which renders or which he knows to be likely to render any national highway referred to in sub-section (1) of section 8A impassable or less safe for travelling or conveying property, shall be punished with imprisonment of either description for a term which may extend to five years, or with a fine, or with both.]

9. Power to make rules.—(1) The Central Government may, by notification in the Official Gazette, make rules for carrying out the purposes of this Act.

(2) In particular and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:—

(a) the manner in which, and the conditions subject to which, any function in relation to the development or maintenance of a national

1. Ins. by Act 1 of 1993, sec. 2 (w.r.e.f. 23-10-1992).

2. Section 8 omitted by Act 16 of 1997, sec. 4 (w.e.f. 24-1-1997).

3. Ins. by Act 26 of 1995, sec. 2 (w.e.f. 16-6-1995).

highway or any part thereof may be exercised by the State Government or any officer or authority subordinate to the Central Government or the State Government;

- ¹[(aa) the manner in which the amount shall be deposited with the competent authority under sub-sections (1) and (6) of section 3H;]
- ²[(b) the rates at which fees for services rendered in relation to the use of ferries, permanent bridges, temporary bridges and tunnels on any national highway ³[and the use of sections of any national highway] may be levied, and the manner in which such fees shall be collected, under section 7;]
- (c) the periodical inspection of national highways and the submission of inspection reports to the Central Government;
- (d) the reports on works carried out on national highways;
- (e) any other matter for which provision should be made under this Act.

⁴[(3) Every rule made under this section shall be laid, as soon as may be after it is made, before each House of Parliament, while it is in session, for a total period of thirty days which may be comprised in one session or in two or more successive sessions and if, before the expiry of the session immediately following the session or the successive sessions aforesaid, both Houses agree in making any modification in the rule or both Houses agree that the rule should not be made, the rule shall thereafter have effect only in such modified form or be of no effect, as the case may be; so, however, that any such modification or annulment shall be without prejudice to the validity of anything previously done under that rule.]

10. Laying of notifications, rules, etc., before Parliament.—All notifications or agreements issued or entered into under this Act shall be laid before both Houses of Parliament as soon as may be after they are issued or entered into ⁵[***].

1. Ins. by Act 16 of 1997, sec. 5 (w.e.f. 21-1-1997).
2. Subs by Act 30 of 1977, sec. 3, for clause (b) (w.e.f. 12-8-1977).
3. Ins. by Act 1 of 1993, sec. 3 (w.r.e.f. 23-10-1992).
4. Ins. by Act 30 of 1977, sec. 3 (w.e.f. 12-8-1977).
5. Certain words omitted by Act 30 of 1977, sec. 4 (w.e.f. 12-8-1977).

THE SCHEDULE
[See section 2]
NATIONAL HIGHWAYS

Serial No.	National Highway No.	Description of National Highways
1	2	3
1	1	The highway connecting Delhi, Ambala, Jullundur and Amritsar and proceeding to the border between India and Pakistan.
2	1A	The highway connecting Jullundur, Madhopur, Jammu, Banihal, Srinagar, Baramula and Uri.
[2AA	Extension of NH No. 1B	The highway starting from its junction with National Highway No. 1B near Kishtwar and connecting Chhatree, Symthan Maidan and terminating at Symthan pass in Jammu and Kashmir.]
[2AAA	1C	The highway starting from its junction with National Highway No. 1A near Domel and terminating at Katra in Jammu and Kashmir.]
3	2	² [The highway connecting Delhi, Mathura, Agra, Kanpur, Allahabad, Banaras, Mohania, Barhi Palsit, Baidyabati, Bara, Calcutta.]
	*2A	Sikandra - Bhognipur
4	3	The highway connecting Agra, Gwalior, Shivpuri, Indore, Dhulia, Nasik, Thana and Bombay.
5	4	The highway starting from its junction near Thana with the highway specified in serial No. 4 and connecting Poona, Belgaum, Hubli-Bangalore, Ranipet and Madras.
[5A	4A	The highway connecting Belgaum, Anmod, Panda and Panaji.]
[5B	4B	The highway starting from its junction with Panvel-Uran State Highway near Nhava-Sheva Port Complex and proceeding further with one arm terminating of Kalamboli on National Highway No. 4 and another arm crossing National Highway No. 17 near Palaspe and proceeding further to terminate on National Highway No. 4.]
6	5	The highway starting from its junction near Baharagora with the highway specified in serial No. 7 and connecting Cuttack, Bhubaneswar, Visakhapatnam, Vijayawada and Madras.

1. Ins. by S.O. 7 (E), dated 6th January, 1999.
2. Subs. by S.O. 380 (E), dated 25th July, 1975.
3. Ins. by S.O. 3344, dated 21st July, 1971.
4. Ins. by S.O. 865 (E), dated 20th November, 1984.
- * For details contact concerned Department, Ed.

1	2	3
¹ [6A	5A	The highway starting from its junction near Haridaspur with National Highway No. 5 and terminating at the Paradip Port.]
7	6	The highway starting from its junction near Dhulia with the highway specified in serial No. 4 and connecting Nagpur, Raipur, Sambalpur, Baharagora and Calcutta.
² [7AA	Extension of NH No. 6	The highway starting from its junction near Surat on National Highway No. 6 and terminating at Hajira in Gujarat.]
8	7	The highway starting from its junction near Banaras with the highway specified in serial No. 3 and connecting Mangawan, Rewa, Jabalpur, Lakhnadon, Nagpur, Hyderabad, Kurnool, Bangalore, Krishnagiri, Salem, Dindigul, Madurai and Cape Comorin.
² [8A	7A	The highway connecting Palayankottai on National Highway No. 7 with the Tuticorin Port.]
9	8	The highway connecting Delhi, Jaipur, Ajmer, Udaipur, Ahmedabad, Baroda and Bombay.
10	8A	The highway connecting Ahmedabad, Limbdi, Morvi and Kandla.
³ [10A	Extension of NH No. 8A	The highway starting from its junction near Kandla on National Highway No. 8A connecting Mundra and terminating at Mandvi in Gujarat.]
11	8B	The highway starting from its junction near Bamanbhore with the highway specified in serial No. 10 and connecting Rajkot and Porbandar.
⁴ [11A	8C	The highway connecting Chiloda on National Highway No. 8, in Gujarat, Gandhinagar and terminating at Sarkej on National Highway No. 8A.]
³ [11AA	8D	The highway starting from its junction near Jetpur on National Highway No. 8B and connecting Junagarh, Keshod and terminating at Somnath in Gujarat.]
	*8E	Somnath - Bhavnagar
12	9	The highway connecting Poona, Sholapur, Hyderabad and Vijayawada.
³ [12A	Extension of NH No. 9	The highway starting from its junction near Vijayawada on National Highway No. 5 connecting Vuyyuru, Pammari and terminating at Machilipatnam in Andhra Pradesh.]
13	10	The highway connecting Delhi and Fazilka and proceeding to the border between India and Pakistan.

1. Ins. by S.O. 3344, dated 21st July, 1971.

2. Ins. by S.O. 179(E), dated 8th March, 1972.

3. Ins. by S.O. 7(E), dated 6th January, 1999.

4. Ins. by S.O. 3114, dated 28th October, 1978.

*. For details contact concerned Department, Ed.

1	2	3
1 ¹ [13A	11	The highway connecting Agra, Jaipur and Bikaner.
	*11A	Dausa - Manoharpur
13B	12	The highway connecting Jabalpur, Bhopal and Bhaora.
	*12A	Jabalpur - Mandla - Chilpi - Simga
13C	13	The highway connecting Sholapur and Chitradurga.]
2 ² [13CC	Extension of NH No. 13	The highway starting from its junction near Mangalore on National Highway No. 48 and connecting Tirthahalli, Shimoga and terminating at its junction with National Highway No. 4 near Chitradurga in Karnataka.]
	*14	Beawar - Sirohi - Radhapur
3 ³ [13D	21	The highway starting from its junction near Chandigarh with National Highway No. 22 and connecting Ropar, Bilaspur, Mandi, Kulu and Manali.]
4 ⁴ [13DD	21A	The highway starting from its junction near Pinjore on National Highway No. 22 in Haryana connecting Baddi, Nalagarh and terminating at its junction with National Highway No. 21 near Swarghat in Himachal Pradesh.]
5 ⁵ [13E	15	The highway connecting Pathankot-Amritsar, Bhatinda, Ganganagar, Bikaner, Jaisalmer, Barmer to its junction with National Highway No. 8A near Samakhiali (near Kandla).]
	*16	Nizamabad - Mancheral - Jagdalpur
6 ⁶ [13F	17	The highway connecting Panvel on National Highway No. 4 Mahad, Panaji, Karwar, Mangalore, Cannanore, Calicut (Kozhikode), Feroke, Kuttipuram, Pudu Ponnani, Chowghat Cranganpur to junction with National Highway No. 47 near Edappally.
13G	17A	The highway starting from its junction near Cortalim with National Highway No. 17 and terminating at the Marmugao Port.]
	*17B	Ponda - Verna - Vasco
	*18	Junction with National Highway No. 7 near Kurnool - Nandyal - Cuddapah Junction with National Highway No. 4 Near Chittoor
	*19	Gazipur - Ballia - Patna
	*20	Pathankot - Mandi
7 ⁷ [14	22	The highway connecting Ambala, Kalka, Simla, Narkanda, Rampur and Chini and proceeding to the border between India and Tibet near Shipki-La.

1. Ins. by S.O. 1119, dated 4th May, 1960.
2. Ins. by S.O. 7 (E), dated 6th January, 1999.
3. Ins. by S.O. 3344, dated 21st July, 1971.
4. Ins. by S.O. 179 (E), dated 8th March, 1972.
5. Ins. by S.O. 442 (E), dated 17th July, 1974.
- * For details contact concerned Department.

1	2	3
¹ [14A	23	The highway connecting Chas, Ranchi, Rourkela, Talcher and terminating at National Highway No. 42.]
15	24	The highway connecting Delhi, Bareilly and Lucknow.
16	25	The highway connecting Lucknow, Kanpur, Jhansi and Shivpuri.
² [16A	25A	The highway starting from its junction with National Highway No. 25 at Km 19 and terminating at Bakshi ka Talab in National Highway No. 24 in Uttar Pradesh.]
17	26	The highway connecting Jhansi and Lakhnadon.
18	27	The highway connecting Allahabad with the highway specified in serial No. 8 near Mangawan.
19	28	The highway starting from its junction near Barauni with the highway specified in serial No. 23 and connecting Muzaffarpur, Pipra, Gorakhpur and Lucknow.
20	28A	The highway starting from its junction near Pipra with the highway specified in serial No. 19 and connecting Sagauli and Raxaul and proceeding to the border between India and Nepal.
21	29	The highway connecting Gorakhpur, Ghazipur and Banaras.
22	30	The highway starting from its junction near Mohania with the highway specified in serial No. 3 and connecting Patna and Bakhtiyarpur.
² [22A	30A	The highway starting from its junction near Phatuha on National Highway No. 30 and connecting Chandī Harnaut National Highway No. 31, Saksohara and terminating in its junction on National Highway No. 31 near Barh in Bihar.]
23	31	³ [The highway starting from its junction near Barhi with the highway specified in serial No. 3 and connecting Bakhtiyarpur, Mokameh, Purnea, Dalkhola, Siliguri, Sivok, and Cooch-Bihar, North Salmara and proceeding generally <i>via</i> Nalbari, Charali and Amingaon to its junction with the highway specified in serial No. 28 near Pandu.]
24	31A	The highway connecting Sivok and Gangtok.
⁴ [24A	32	The highway starting from its junction near Govindpur with National Highway No. 2 and connecting Dhanbad with Jamshedpur.]
³ [24AA	31B	The highway starting from near North Salmara to its junction with National Highway No. 37 near Goalpara.]

1. Ins. by S.O. 179 (E), dated 8th March, 1972.

2. Ins. by S.O. 7 (E), dated 6 January, 1999.

3. Subs. by S.O. 513, dated 12th February, 1963.

4. Ins. by S.O. 568, dated 10th April, 1958.

*. For details contact concerned Department, Ed.

1	2	3
¹ [24AAA	31C	The highway starting from near Galgalia, connecting Baghdogra, Chalsa, Nagrakata, Goyerkata.]
25	33	The highway starting from its junction near Barhi with the highway specified in serial No. 3 and connecting Ranchi and Tatanagar and proceeding to its junction with the highway specified in serial No. 7 near Baharagora.
26	34	The highway starting from its junction near Dalkhola with the highway specified in serial No. 23 and connecting Berhampore, Barasat and Calcutta.
27	35	The highway connecting Barasat and Bangaon and proceeding to the border between India and Pakistan.
² [27A	36	The highway connecting Nowgong, Dabaka, and Dimapur (Manipur Road).]
28	37	The highway starting from its junction near Goalpara with the highway specified in serial No. 23 and connecting Gauhati, Jorabat, Kamargaon, Makum and Saikhoa Ghat.
	*37A	Kuarital - Junction with National Highway No. 52 Near Tezpur
29	38	The highway connecting Makum, Ledo and Lekhapani.
30	39	The highway connecting Kamargaon, Imphal and Palel and proceeding to the border between India and Burma.
31	40	The highway connecting Jorabat and Shillong and proceeding to the border between India and Pakistan near Dawki.
³ [31A	Extension of NH No. 40	The highway starting from its junction with National Highway No. 44 near Jowai connecting Amlarem and terminating at its junction with National Highway No. 40 near Dawki in Meghalaya.]
32	42	The highway starting from its junction near Sambalpur with the highway specified in serial No. 7 and proceeding <i>via</i> Angul to its junction with the highway specified in serial No. 6 near Cuttack.
33	43	The highway connecting Rajpur and Vizianagaram and proceeding to its junction with the highway specified in serial No. 6 near Vizianagaram.
² [33A	44	The highway connecting Shillong, Passi, Baderpur and Agartala.]
³ [33AA	44A	The highway starting from its junction with National Highway No. 54 near Aizawl in Mizoram and connecting Sairang, Lengpui, Mamit and terminating at Manu in Tripura.]

1. Ins. by S.O. 698 (E), dated 1st September, 1980.

2. Ins. by S.O. 3344, dated 21st July, 1971.

3. Ins. by S.O. 7 (E), dated 6th January, 1999.

*. For details contact concerned Department, Ed.

1	2	3
34	45	The highway connecting Madras, Tiruchirappalli and Dindigul.
¹ [34AA	Extension of NH No. 45A	The highway starting from its junction with National Highway No. 45A near Pondy in Pondicherry and connecting Cuddalore-Chidambaram and terminating at its junction with National Highway No. 67 near Nagapattinam in Tamil Nadu.]
[34AAA	45B	The highway starting from its junction with National Highway No. 45 near Trichy and connecting Viralimalai, Tovarankuruchi, Melur, Madurai (National Highway No. 7), Aruppakottai and terminating at its junction with National Highway No. 7A near Tuticorin in Tamil Nadu.]
35	46	The highway connecting Krishnagiri and Ranipet.
36	47	The highway connecting Salem, Coimbatore, Trichur, Ernakulam, Trivandrum and Cape Comorin.
	*47A	Junction with National Highway No. 47 Wellington Island.
² [36A	41	The highway between its junction (near Kolaghat) with National Highway No. 6 and the point where it touches Haldia port.]
³ [***]		
⁴ [37A	48	The highway connecting Bangalore, Hassan and Mangalore.]
38	49	The highway connecting Madurai and Dhanushkodi.
39	50	The highway connecting Nasik with the highway specified in serial No. 5 near Poona.
⁵ [40	51	The highway starting from its junction at Baihata Charali on National Highway No. 37, in Assam, connecting Tura and terminating at Dalu in Meghalaya.]
⁵ [41	52	The highway starting from its junction at Baihata Charali on National Highway No. 31, in Assam, connecting Tejpur, Bander Dewa, Northlakhimpur, Pasighat, Tezu, Sitapani and terminating near Saikhoaghat on National Highway No. 37.]
⁵ [42	52A	The highway starting from its junction at Bander Dewa on National Highway No. 52 in Assam and terminating at Hanagar in Arunachal Pradesh.]
⁶ [42A	Extension of NH 52A	The highway starting from its junctions near Itanagar on National Highway No. 52A in Arunachal Pradesh and terminating at its junction with National Highway No. 52 near Gohpur in Assam.]

1. Ins. by S.O. 7 (E), dated 6th January, 1999.
 2. Ins. by S.O. 39, dated 18th December, 1968.
 3. Serial No. 37 omitted by S.O. 178 (E), dated 6th March, 1972.
 4. Ins. by S.O. 179 (E), dated 8th March, 1972.
 5. Ins. by S.O. 698 (E), dated 1st September, 1980.
 6. Ins. by S.O. 116 (E), dated 9th February, 1998.
- * For details contact concerned Department, Ed.

1	2	3
¹ [43]	53	The highway starting from its junction near Badarpur on National Highway No. 44, in Assam connecting Silchar, Jirighat and terminating near Imphal on National Highway No. 39.]
² [44]	54	The highway starting from its junction at Silchar in Assam or National Highway No. 53 connecting Aizawl and terminating at Taipang in Mizoram.]
² [44A]	54A	The highway starting from its junction at Theriat in Mizoram on National Highway No. 54 and terminating at Lungli in Mizoram.]
³ [44AA]	Extension of NH No. 54	The highway starting from its junction near Daboka on National Highway No. 36 and connecting Lumding, Langdin, Haflong and terminating at its junction with National Highway No. 54 near Silchar in Assam.]
² [44B]	54B	The highway starting from its junction at "Venas Saddle" in Mizoram on National Highway No. 54 and terminating at Saiha in Mizoram.]
⁴ [44D]	55	The highway starting from Siliguri on National Highway No. 31 passing through Kurseong and terminating at Darjeeling.]
⁵ [45]	56	The highway starting from Lucknow and connecting Jagdishpur, Sultanpur and Jaunpur and terminating near Varanasi.]
	*56A	Chenhat (NH 28) - KM 16 (NH 56).
³ [45AA]	56B	The highway starting from its junction with National Highway No. 56 near Km 16 and terminating at Km 19 of National Highway No. 25 in Uttar Pradesh.]
	*NEI	Ahmedabad - Vadodara Expressway (under construction)
	*57	Muzaffarpur - Darbhanga - Fobesganj - Purnea
	*58	Ghaziabad - Meerut - Haridwar - Badrinath - Manna Pass
	*59	Ahmedabad - Godhre - Dhar - Indore.
	*59A	Indore - Betul
	*60	Balasore - Kharagpur - Asansol
⁶ [47]	61	The highway starting from its junction near Kohima on National Highway No. 39 in Nagaland and connecting Workha-Moko-Kchung-Amguri and terminating at its junctions with National Highway No. 37 near Jhanji in Assam.]

1. Ins. by S.O. 698 (E), dated 1st September, 1980.
2. Ins. by S.O. 458 (E), dated 4th August, 1986.
3. Ins. by S.O. 7 (E), dated 6th January, 1999.
4. Ins. by S.O. 845 (E), dated 6th November, 1990.
5. Ins. by S.O. 868 (E), dated 20th November, 1984.
6. Ins. by S.O. 116 (E), dated 9th February, 1998.

1	2	3
¹ [48	52B	The highway starting from its junctions on National Highway 52 near Kuljan and terminating at its junction with National Highway 37 in Assam.]
¹ [49	62	The highway starting from its junction on National Highway 37 near Damra in Assam and terminating at Bhaghmara in Meghalaya.]
² [49A	Extension of NH No. 62	The highway starting from its junction with National Highway No. 62 near Bhaghmara and terminating at its junction with National Highway No. 51 near Dalu in Meghalaya.]
¹ [50	63	The highway starting from its junction with National Highway No. 17 near Ankola-Hospet and terminating at its junction with National Highway No. 7 near Gooty in Andhra Pradesh.]
¹ [51	64	The highway starting from its junction on National Highway No. 22 near Chandigarh and connecting Rajpura-Patiala-Sangrur and terminating at its junction with National Highway No. 15 near Bhatinda in Punjab.]
² [51A	Extension of NH No. 64	The highway starting from its junction with National Highway No. 15 near Bhatinda in Punjab and terminating at its junction with National Highway No. 10 near Dabwali in Haryana.]
¹ [52	65	The highway starting from its junction with National Highway No. 1 near Ambala in Haryana and connecting Kaithal-Hisar and terminating at its junction with National Highway No. 1 near Fatehpur in Rajasthan.]
² [52A	Extension of NH No. 65	The highway starting from its junction with National Highway No. 11 near Fatehpur and connecting Nagaur, Jodhpur and terminating at its junction with National Highway No. 14 near Pali in Rajasthan.]
¹ [53	66	The highway starting from its junction with National Highway No. 45A in Pondicherry and connecting Tindivanam-Gingee-Thiruvannamalai and terminating at its junction with National Highway No. 7 near Krishnagiri in Tamil Nadu.]
¹ [54	67	The highway starting from Nagapattinam and connecting Trichy and terminating at its junction on National Highway No. 7 near Karur in Tamil Nadu.]
² [54A	Extension of NH No. 67	The highway starting from its junction with National Highway No. 7 near Karur and connecting Palladam and terminating at its junction with National Highway No. 47 near Coimbatore in Tamil Nadu.]

1. Ins. by S.O. 116 (E), dated 9th February, 1998.
2. Ins. by S.O. 7 (E), dated 6th January, 1999.

1	2	3
¹ [55]	68	The highway starting from its junction on National Highway No. 45 near Ulundrupet and terminating at its junction with National Highway No. 7 near Salem in Tamil Nadu.]
¹ [56]	69	The highway starting from its junction with National Highway No. 6 near Nagpur in Maharashtra and terminating at its junction with National Highway No. 12 near Obaidullaganj in Madhya Pradesh.]
² [57]	70	The highway starting from its junction near Jalandhar on National Highway No. 1 in Punjab and connecting Hoshiarpur, Hamirpur, Toni Devi, Ahwa Devi, Dharampur and terminating at its junction with National Highway No. 21 near Mandi in Himachal Pradesh.]
² [58]	71	The highway starting from its junction near Jalandhar on National Highway No. 1 in Punjab and connecting, Moga, Barnala, Sangrur, Narwana, Rohtak, Jhajjar and terminating at its junction with National Highway No. 8 near Bawal in Haryana.]
² [59]	71A	The highway starting from its junction near Rohtak on National Highway No. 10 and connecting Gohana and terminating at its junction with National Highway No. 1 near Panipat in Haryana.]
² [59A]	24A	The highway starting from its junction with National Highway No. 24 near Bakshi Ka Talab and terminating near Chenhat on National Highway No. 28 in Uttar Pradesh.]
² [60]	72	The highway starting from its junction near Ambala on National Highway No. 1 and connecting Nahan, Paonta Sahib, Dehradun and terminating at its junction with National Highway No. 58 near Rishikesh (Haridwar) in Uttar Pradesh.]
² [61]	73	The highway starting from its junction near Roorkee on National Highway No. 58 in Uttar Pradesh and connecting Saharanpur, Yamunanagar, Saha and terminating at its junction with National Highway No. 22 near Panchkula in Haryana.]
² [62]	74	The highway starting from its junction with National Highway No. 58 near Haridwar and connecting Najibabad, Nagina, Afzalgarh, Kashipur, Kichha, Jehanabad, Pilibhit and terminating at its junction with National Highway No. 24 near Bareilly in Uttar Pradesh.]
³ [63]	75	The highway starting from its junction with National Highway No. 3 near Gwalior in Madhya Pradesh and connecting Jhansi (Uttar Pradesh), Khajuraho,

1. Ins. by S.O. 116 (E), dated 9th February, 1998.

2. Ins. by S.O. 7 (E), dated 6th January, 1999.

The National Highways Act, 1956

1	2	3
		Chhatarpur, Panna, Satna and terminating at its junction with National Highway No. 7 near Rewa in Madhya Pradesh.]
¹ [64	76	The highway starting from its junction with National Highway No. 14 near Pindwara in Rajasthan and connecting Udaipur, Mangarwar, Chittaurgarh, Kota (National Highway No. 12), Shivpuri (National Highway No. 3), Jhansi (National Highway No. 25), Mahoba, Banda, Karwi, Mau and terminating at its junction with National Highway No. 27 near Allahabad in Uttar Pradesh.]
¹ [65	77	The highway starting from its junction near Hajipur on National Highway No. 19 and connecting Muzaffarpur (National Highway No. 28), Sitamarhi and Sonbarsa in Bihar.]
¹ [66	78	The highway starting from its junction near Katni on National Highway No. 7 in Madhya Pradesh connecting, Shahdol, Nagar, Ambikapur-Jashpurnagar and terminating at its junction with National Highway No. 23 near Gumla in Bihar.]
¹ [67	79	The highway starting from its junction with National Highway No. 8 near Ajmer in Rajasthan and connecting Nasirabad, Bhilwara, Chittaurgarh, Nayagaon, Nimach, Ratlam and terminating at its junction with National Highway No. 59 near Ghatbilod (Indore) in Madhya Pradesh.]
¹ [68	80	The highway starting from its junction near Mokama on National Highway No. 31 in Bihar and connecting Munger, Bhagalpur, Sahebganj, Rajmahal and terminating at its junction with National Highway No. 34 near Farakka in West Bengal.]
² [68A	81	The highway starting from its junction with National Highway No. 31 near Kora in Bihar and connecting Katihar and terminating at its junction with National Highway No. 34 near Maldah in West Bengal.]
² [68B	82	The highway starting from its junction near Gaya on National Highway No. 83 and connecting Rajgir, Bihar Sharif and terminating at its junction with National Highway No. 31 near Mokama in Bihar.]
² [68C	83	The highway starting from its junction with National Highway No. 30 near Patna and connecting Purnpun, Gaya, Bodh Gaya and terminating at its junction with National Highway No. 2 near Dobhi in Bihar.]
² [68D	84	The highway starting from its junction with National Highway No. 30 near Arrah and connecting Bhojpur and terminating on National Highway No. 19 near Buxar in Bihar.]

1. Ins. by S.O. 7 (E), dated 6th January, 1999.

2. Ins. by S.O. 561 (E), dated 7th July, 1999.

The National Highways Act, 1956

19

1	2	3
¹ [68E	85	The highway starting from its junction with National Highway No. 19 near Chhapra and connecting Siwan and terminating at its junction with National Highway No. 28 near Gopalganj in Bihar.]
¹ [68F	86	The highway starting from its junction with National Highway No. 2 near Kanpur in Uttar Pradesh and connecting Chhatarpur and terminating at its junction with National Highway No. 26 near Sagar in Madhya Pradesh.]
¹ [68G	87	The highway starting from its junction with National Highway No. 24 near Rampur and connecting Bilaspur, Pantnagar, Haldwani and terminating at Nainital in Uttar Pradesh.]
¹ [68H	88	The highway starting from its junction with National Highway No. 22 near Simla and connecting Bilaspur, Hamirpur, Nadaun, Ranital, Kangra and terminating near Bhawan on National Highway No. 20 in Himachal Pradesh.]
¹ [68-I	89	The highway starting from its junction with National Highway No. 8 near Ajmer and connecting Nagaur, and terminating at its junction with National Highway No. 11 near Bikaner in Rajasthan.]
	*90	Baran - Aklera
	*91	Ghaziabad - Aligarh - Eta - Kannauj - Kanpur
	*92	Bhongaon - Etawah - Gwalior
	*93	Agra - Aligarh - Babrala - Chandausi - Moradabad
	*94	Rishikesh - Ampata - Tehri - Dharasu - Kuthnaur - Yamnotri
	*95	Kharar (Chandigarh) - Ludhiana - Jagaron - Ferozepur
	*96	Faizabad - Sultanpur - Pratapgarh - Allahabad
	*97	Ghazipur - Zamania - Saiyedraja
	*98	Patna - Aurangabad - Rajhara
	*99	Dobhi - Chatra - Chandwa
	*100	Chatra - Hazaribagh - Bogoda
	*101	Chhapra - Baniapur - Maharajganj - Barauli
	*102	Chhapra - Rewaghat - Muzaffarpur
	*103	Hazipur - Musahrigharari
	² [104	The highway starting from its junction near Chakia on National Highway No. 28 connecting Narhar-Pakri Bridge-Madhuban-Shivhar-Sitamarhi-Harlakhi-

1. Ins. by S.O. 561 (E), dated 7th July, 1999.

2. Subs. by S.O. 251 (E), dated 27th February, 2002.

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1	2	3
		Umagaon-Jayanagar-Lakoush-Laukahi and terminating at its junction near Narahia on National Highway No. 57 in the State of Bihar.]
	*105	Darbhanga - Aunsi - Jaynagar
	*106	Birpur - Madhepura - Bihpur
	*107	Maheshkhunt - Sonbar Saraj - Simri Bakhtiarpur - Bariahi - Saharsa - Madhepura - Purnea
¹ [69	150	The highway starting from its junction with National Highway No. 54 near Aizawl in Mizoram and connecting Ipaimukh, Churachandpur, Imphal, Ukhrul, Jessami and terminating at its junction with National Highway No. 39 near Kohima in Nagaland.]
	*151	Karimganj - Bangladesh Border
¹ [69A	Extension of NH No. 60	The highway starting from its junction with National Highway No. 6 near Kharagpur and connecting Bishnupur, Bankura and terminating at its junction with National Highway No. 2 near Asansol in West Bengal.]
² [69B	152	The highway starting from its junction near Patacharkuchi on National Highway No. 31C, connecting Hajua and terminating at Indo-Bhutan border.]
	*153	Ledo - Lekhapani - Indo/Mynamar Border
	*154	Dhaleswar - Bhairabi - Kanpui
¹ [70	200	The highway starting from its junction with National Highway No. 6 near Raipur in Madhya Pradesh and connecting Bilaspur, Sarangarh, Raigarh, Kanaktura, Jharsuguda, Kochinda, Pravasuni, Deogarh, Talcher, and terminating at its junction with National Highway No. 5 near Chandikhol in Orissa.]
¹ [71	201	The highway starting from its junction with National Highway No. 43 near Boriguma and connecting Bhawanipatna, Bolangir, Barapali and terminating at its junction with National Highway No. 6 near Bargarh in Orissa.]
¹ [72	202	The highway starting from its junction near Hyderabad on National Highway No. 7 in Andhra Pradesh and connecting Warangal, Venkatapuram and terminating at its junction near Bhopalpatnam on National Highway No. 16 in Madhya Pradesh.]
¹ [73	203	The highway starting from its junction with National Highway No. 5 near Bhubaneswar and terminating at Puri in Orissa.]

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2. Ins. by S.O. 561 (E), dated 7th July, 1999.

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1	2	3
¹ [74]	204	The highway starting from Ratnagiri and connecting Hathkamba (National Highway No. 17), Pali (National Highway No. 17), Sakharpa, Malkapur, and terminating at its junction with National Highway No. 4 near Kolhapur in Maharashtra.]
¹ [75]	205	The highway starting from its junction near Ananthapur on National Highway No. 7 in Andhra Pradesh and connecting Kadiri, Tirupati, Renigunta, Tiruttani and terminating at its junction with National Highway No. 5 near Chennai in Tamil Nadu.]
¹ [76]	206	The highway starting from its junction near Tumkur on National Highway No. 4 and connecting Shimoga and terminating at its junction with National Highway No. 17 near Honnavar in Karnataka.]
¹ [77]	207	The highway starting from its junction near Hosur on National Highway No. 7 in Tamil Nadu connecting Sarjapur, Devenhalli (on National Highway No. 7), Doda Ballapur and terminating at its junction with National Highway No. 4 near Nelamangala in Karnataka.]
¹ [78]	208	The highway starting from its junction near Kollam on National Highway No. 47 in Kerala and connecting Punalur, Tenkasi, Rajapalayam, Srivilliputtur and terminating at its junction with National Highway No. 7 near Tirumangalam in Tamil Nadu.]
¹ [79]	209	The highway starting from its junction near Dindigul on National Highway No. 7 in Tamil Nadu and connecting Pollachi, Coimbatore, Annur, Satyamanglam, Chamrajnagar, Kollegal and terminating at its junction with National Highway No. 7 near Bangalore in Karnataka.]
¹ [80]	210	The highway starting from its junction with National Highway No. 45 near Trichy and connecting Pudukottai, Devakottai and terminating at its junction with National Highway No. 49 near Ramanathpuram in Tamil Nadu.]
¹ [81]	211	The highway starting from its junction with National Highway No. 9 near Solapur and connecting Osmanabad, Aurangabad and terminating at its junction with National Highway No. 3 near Dhule in Maharashtra.]
² [82]	212	The highway starting from its junction with National Highway No. 17 near Kozhikode in Kerala connecting Mysore, and terminating at its junction with National Highway No. 209 near Kollegal in Karnataka.]

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2. Ins. by S.O. 561 (E), dated 7th July, 1999.

1	2	3
¹ [83	213	The highway starting from its junction with National Highway No. 47 near Palghat and terminating at its junction with National Highway No. 17 near Kozhikode in Kerala.]
¹ [84	214	The highway starting from its junction with National Highway No. 5 near Kathipudi and connecting Kakinada, and terminating at its junction with National Highway No. 9 near Pamarru in Andhra Pradesh.]
¹ [85	215	The highway starting from its junction with National Highway No. 5 near Panikoli and connecting Keonjhar, and terminating at its junction with National Highway No. 23 near Rajamunda in Orissa.]
	*216	Raigarh - Sarangarh - Saraipalli
	*217	Raipur - Gopalpur
	*218	Bijapur - Hubli
	*219	Madnapalli - Kuppam - Krishnagiri
	*220	Kollam (Quilon) - Teni.

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