

**GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2456  
ANSWERED ON 03<sup>RD</sup> AUGUST, 2023**

**DELAY IN PROJECTS**

**2456. SHRI PRADYUT BORDOLOI:**

**Will the Minister of ROAD TRANSPORT AND HIGHWAYS**

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) the details of ongoing projects and original targeted dates of completion in the North-Eastern Region under the NHIDCL;**
- (b) whether there has been a delay in completion of any of the said ongoing projects and if so, the reasons therefor; and**
- (c) the revised target/dates of completion and cost overruns thereof?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) to (c) Details are mentioned in Annexure.**

**ANNEXURE****ANNEXURE REFERRED TO PART (a) to (c) OF LOK SABHA UNSTARRED QUESTION NO. 2456 ANSWERED ON 03.08.2023 ASKED BY SHRI PRADYUT BORDOLOI REGARDING DELAY IN PROJECTS**

| SL. No. | State/UT (RO) | Name of Project   | NH No. (Old/New) | Length (Km) | Sanctioned Cost/TPC Rs. in crore | Date of Award | Date of Start/Appointed Date | Cumulative Physical progress % | Cumulative Financial progress % | Original Schedule Completion Date | Likely date of Completion | Reason for Delay, if any (LA/FC/US/Contractor Issue/Authority issue/Covid/Local issue/ any other issue pls mention etc.)  | Cost overrun due to delay in completion of project, if any (Amount in Cr) |
|---------|---------------|---|------------------|-------------|----------------------------------|---------------|------------------------------|--------------------------------|---------------------------------|-----------------------------------|---------------------------|---|---|
| 1       | Meghalaya     | 2- laning of Ranikor-Nonghyllam-Maheshkola-Baghmara (from design Ch. 0.000 to Ch. 129.385) Package-I: Existing Ch. 0.000 to Ch.31.700 (Pkg-1) | SH 04            | 33.25       | 306.28                           | 09-03-19      | 30-09-19                     | 94.53%                         | 88.41%                          | 30-03-22                          | 31.08.2023                | 1. Contractor's Issue (Contractor's Issue: Insufficient technical manpower, inadequate resources, Poor planning & mobilisation etc.)<br>2. Local issue<br>3. COVID-19 | Nil   |

|   |           |  |       |       |        |          |          |        |        |          |            |   |   |
|---|-----------|--|-------|-------|--------|----------|----------|--------|--------|----------|------------|---|---|
| 2 | Meghalaya | Improvement/widening to 2-laning with earthen shoulder of Nongjri (Design Ch. 30.00km) to Maheshkola (Design Ch. 55.525km)[R-M-B Package 2 on SH-4 section of Ranikor-Maheshkhola-Baghmara Project in the state of Meghalaya under NH (O)-NE (Pkg-2) | SH 04 | 25.53 | 283.50 | 07-03-22 | 19-12-22 | 14.81% | 10.76% | 19-06-24 | 19.06.2024 | 1. Contractor's Issue<br>(Contractor's Issue: Insufficient technical manpower, inadequate resources, Poor planning & mobilisation etc.<br>2. Local issue<br>3. COVID-19 | Nil   |
| 3 | Meghalaya | Improvement/widening to 2-laning with earthen shoulder from Maheshkola to kanai existing chainage from Ch. 59.270 to Ch. 85.970 (Design Ch. 55.525 to Ch. 79.680) on SH-4 Ranikor-Baghmara Project (Package-3)                                       | 0.00  | 25.00 | 260.21 | 27-03-21 | 28-06-21 | 61.87% | 58.54% | 28-12-22 | 27.11.2023 | 1. LA Issue<br>2. Forest Clearance Issue<br>3. Local issue<br>4. COVID-19   | Yes<br>(In Price escalation, approx. 8.4 Cr. beyond schedule date of completion ) |

|   |           |  |       |       |        |          |          |        |        |          |   |   |   |
|---|-----------|--|-------|-------|--------|----------|----------|--------|--------|----------|---|---|---|
| 4 | Meghalaya | Improvement/widening to 2-lane with Earthen shoulder of Ranikor-Maheshkhola-Baghmara road section from Kanai to Rongara, existing Ch. From Km 85.970 to Km 102.345 (Design Ch. From Km 81.100 to Km 96.000) Design length-14.763 km on EPC (Pkg-4) | SH 04 | 14.76 | 157.86 | 30-09-20 | 24-10-20 | 66.18% | 57.47% | 24-04-22 | 05.01.2024  | 1. LA Issue<br>2. Contractor's Issue<br>(Contractor's Issue: Insufficient technical manpower, inadequate resources, Poor planning & mobilisation etc.)<br>3. Local issue<br>4. COVID-19<br>5. Others- force majeure event | Yes<br>(In Price escalation, approx. 5.25 Cr. beyond schedule date of completion) |
| 5 | Meghalaya | Improvement/widening to 2-lane with Earthen shoulder of Ranikor-Maheshkhola-Baghmara road section from Rongara to Panda, existing Ch. From Km 102.345 to Km 119.810 (design Ch. From Km 96.00 to Km 112.300) design length-16.30 km on EPC (Pkg-5) | SH 04 | 16.30 | 146.88 | 30-09-20 | 24-10-20 | 83.96% | 75.27% | 24-04-22 | 31.12.2023<br>(however, EOT approved upto 19.08.2023) | 1. Contractor's Issue<br>(Contractor's Issue: Insufficient technical manpower, inadequate resources, Poor planning & mobilisation etc. )<br>2. Local issue<br>3. COVID-19<br>4. Others- force majeure event               | Yes<br>(In Price escalation, approx. 5.5 Cr. beyond schedule date of completion)  |

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|---|-----------|--|-------|-------|------------|--------------|--------------|--------|--------|--------------|--|---|-----|
| 6 | Meghalaya | Improvement/<br>widening to 2-laning<br>with earthen shoulder<br>of Panda (Design Ch.<br>112.300 km) to<br>Baghmara (Design<br>Ch. 129.385 km ) [R-<br>M-B Package-VI] on<br>SH-4 section of<br>Ranikor-<br>Maheshkhola-<br>Baghmara Project in<br>the state of<br>Meghalaya under<br>NH(O)-NE (Pkg-6) | SH 04 | 17.09 | 144.9<br>9 | 27-01-<br>22 | 30-09-<br>22 | 37.65% | 27.61% | 31-03-<br>24 | 31.03.2<br>024   | 1. Contractor's<br>Issue<br>(Contractor's Issue:<br>Insufficient<br>technical<br>manpower,<br>indeaquate<br>resources, Poor<br>planning &<br>mobilisation, delay<br>in preparation of<br>design and<br>drawings etc. )<br>2.Local issue | Nil |
| 7 | Meghalaya | Rehabitation and up<br>gradation of<br>Nongstoin-Rambrai-<br>Kyrshai road up to<br>Meghalaya-Assam<br>border from Km<br>0.335 to km 34.039<br>to 2-Lane under<br>NH(o) - NE in the<br>State of Meghalaya<br>(Package-1)  | -     | 33.70 | 359.8<br>6 | 27-01-<br>22 | 27-05-<br>22 | 55.00% | 51.83% | 25-05-<br>24 | 25.05.2<br>024   | 1. LA Issue<br>2. Local issue   | Nil |
| 8 | Meghalaya | Widening to 2- lane<br>with Geometric<br>improvement of<br>Tura-Dalu Road<br>from Km 85.000 to<br>Km 95.000 & Km<br>101.000 to km<br>145.000 to 2-lanes<br>with paved shoulder<br>of Tura- Dalu section  | 51.00 | 51.53 | 553.4<br>1 | 28-03-<br>18 | 15-09-<br>18 | 56.92% | 56.25% | 14-09-<br>21 | 31.12.2<br>023<br>(howev<br>er, EOT<br>approve<br>d upto<br>11.07.2<br>023 has<br>already<br>lapsed) | 1. Land<br>Acquisition2.<br>Utility Shifting3.<br>Contractor's Issue<br>(Contractor's Issue:<br>Insufficient<br>technical<br>manpower,<br>indeaquate<br>resources, Poor<br>planning &<br>mobilisation etc.)<br>4. COVID-19              | Nil |

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|----|-----------|---|-------|-------|--------|----------|----------|--------|--------|----------|---|---|-------|
| 9  | Meghalaya | Improvement/Widening to 2-Lane with Paved Shoulder from (design Km 45.760 to Km 63.530) between Shillong-Dawki (Pkg-4)  | 40.00 | 17.77 | 445.51 | 02-11-20 | 14-12-20 | 25.40% | 21.14% | 14-12-22 | Project under Termination stage (however, EOT was approved upto 30.07.2023) | 1. Land Acquisition<br>2. Contractor's Issue (Contractor's Issue: Insufficient technical manpower, inadequate resources, Poor planning & mobilisation, delay in preparation of design and drawings etc.)<br>3. COVID-19 | Nil   |
| 10 | Mizoram   | Rehabilitation and Up-gradation to 2 lane with paved shoulders of Economic Corridor of NH-6 from Design Chainage Km 00+000 to Km 13+510 (Selling-Dulte - I)   | 6.00  | 13.51 | 206.90 | 31-03-20 | 01-07-20 | 0.80   | 0.75   | 30-06-22 | 31-12-23  | Land Acquisition/Forest Clearance/Utility Shifting/Covid/Local Issues   | 12.43 |
| 11 | Mizoram   | Rehabilitation and Up-gradation to 2-lane with paved shoulders of Economic Corridor of NH-6 from Design Chainage km 27+400 to km 45+040 (Selling-Dulte - III) | 6.00  | 17.64 | 292.23 | 31-03-20 | 01-07-20 | 0.75   | 0.69   | 30-06-22 | 28-02-24  | Land Acquisition/Forest Clearance/Utility Shifting/Covid/Local Issues   | 38.94 |

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|----|---------|--|------|-------|--------|----------|----------|------|------|----------|----------|--|-----|
| 12 | Mizoram | Rehabilitation and Up-gradation to 2-lane with pave shoulders of Economic Corridor of NH-6 from Design Chainage Km 45+040 to Km 62+200 (Selling-Dulte - IV)                        | 6.00 | 17.16 | 281.77 | 31-03-20 | 01-07-20 | 0.96 | 0.93 | 30-06-22 | 31-12-23 | Land Acquisition/Forest Clearance/Utility Shifting/Covid | Nil |
| 13 | Mizoram | Up-gradation to 2 lane with paved shoulders of Dulte-Kwalkulh road (International Corridor) of NH-6 from Design Chainage Km 54.400 to Km 72.350 (Package-I)                        | 6.00 | 17.95 | 374.39 | 31-03-21 | 25-06-21 | 0.95 | 0.91 | 25-12-22 | 31-12-23 | Land Acquisition/Utility Shifting/Local Issues           | Nil |
| 14 | Mizoram | Rehabilitation and Up-gradation to 2 lane with paved shoulders of Kwalkuth-Khawzawl road (International Corridor) of NH-6 from Design Chainage Km 72.350 to Km 84.800 (Package-II) | 6.00 | 12.45 | 233.25 | 31-03-21 | 25-06-21 | 0.84 | 0.82 | 25-12-22 | 31-01-24 | Land Acquisition/Utility Shifting                        | Nil |

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|----|---------|---|--------|-------|---------|----------|----------|-------|-------|----------|----------|---|--------|
| 15 | Mizoram | Up-gradation to 2 lane with paved shoulders of Khawzawl-Champhai road (International Corridor) of NH-6 from Design Chainage Km 84.800 to Km 111.580 (Package-III) | 6.00   | 26.80 | 674.71  | 31-03-21 | 25-06-21 | 0.89  | 0.86  | 25-06-23 | 31-01-24 | Land Acquisition/Utility Shifting/Local Issues                      | Nil    |
| 16 | Mizoram | Construction of 2-laning with hard shoulder configuration of Lunglei to Chhumkhum from Design Chainage Km 0.000 to Km 37.420 of NH-302 [Pkg-A]                    | 302.00 | 37.42 | 698.45  | 30-03-21 | 30-06-21 | 0.15  | 0.11  | 30-12-22 | 31-12-24 | Land Acquisition/Forest Clearance/Utility Shifting/Contractor Issue | Nil    |
| 17 | Mizoram | Construction of 2-laning with hard shoulder configuration of Chhumkhum to Tlabung from Design Chainage Km 37.420 to Km 74.950 of NH-302 [Pkg-B]                   | 302.00 | 37.53 | 740.58  | 31-03-21 | 10-07-21 | 0.14  | 0.08  | 09-01-23 | 31-12-24 | Land Acquisition/Forest Clearance/Utility Shifting/Contractor Issue | Nil    |
| 18 | Mizoram | Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 8.00 to km 65.00 (Package-1) on Aizawl-Tuipang section   | 54.00  | 57.00 | 1099.95 | 25-11-19 | 24-01-20 | 76.04 | 72.55 | 25-07-23 | 28-02-24 | Land Acquisition/Utility Shifting/Covid/Local Issues                | 143.84 |



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|----|---------|--|-------|-------|---------|----------|----------|-------|-------|----------|----------|--|--------|
| 19 | Mizoram | Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 65.00 to km 125.00 (Package-2) on Aizawl-Tuipang section  | 54.00 | 50.94 | 1027.83 | 08-03-19 | 23-12-19 | 74.98 | 69.49 | 23-06-23 | 28-02-24 | Land Acquisition/Utility Shifting/Covid/Local Issues | 213.29 |
| 20 | Mizoram | Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 125.00 to km 166.00 (Package-3) on Aizawl-Tuipang section | 54.00 | 39.99 | 867.09  | 13-02-19 | 25-10-19 | 71.10 | 69.92 | 25-04-23 | 28-02-24 | Land Acquisition/Utility Shifting/Covid/Local Issues | 8.36   |
| 21 | Mizoram | Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 166.00 to km 208.00 (Package-4) on Aizawl-Tuipang section | 54.00 | 42.83 | 899.45  | 13-02-19 | 25-10-19 | 72.41 | 68.20 | 24-04-23 | 15-03-24 | Land Acquisition/Utility Shifting/Covid/Local Issues | 8.85   |
| 22 | Mizoram | Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 208.00 to km 250.00 (Package-5) on Aizawl-Tuipang section | 54.00 | 34.58 | 752.89  | 13-02-19 | 25-10-19 | 74.35 | 73.01 | 25-04-23 | 15-03-24 | Land Acquisition/Utility Shifting/Covid/Local Issues | 7.19   |

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|----|---------|--|-------|-------|--------|----------|----------|-------|-------|----------|----------|--|--------|
| 23 | Mizoram | Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 250.00 to km 298.00 (Package-6) on Aizawl-Tuipang section | 54.00 | 45.46 | 811.54 | 08-03-19 | 16-12-19 | 69.11 | 64.05 | 16-06-23 | 15-04-24 | Land Acquisition/Utility Shifting/Covid/Local Issues | 174.95 |
| 24 | Mizoram | Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 298.00 to km 339.00 (Package-7) on Aizawl-Tuipang section | 54.00 | 39.12 | 719.57 | 21-09-20 | 01-10-20 | 61.19 | 57.00 | 01-04-24 | 31-07-24 | Land Acquisition/Utility Shifting/Covid/Local Issues | 78.40  |
| 25 | Mizoram | Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 339.00 to km 380.00 (Package-8) on Aizawl-Tuipang section | 54.00 | 39.94 | 713.44 | 13-02-19 | 16-03-20 | 65.01 | 60.14 | 15-09-23 | 31-05-24 | Land Acquisition/Utility Shifting/Covid/Local Issues | 138.56 |
| 26 | Mizoram | Construction of 2-L Chhiathlang - Serchhip Bypass (Pkg-1) on Aizawl-Tuipang section of NH-54   | 54.00 | 14.40 | 275.02 | 30-09-20 | 15-10-20 | 68.75 | 62.05 | 15-10-22 | 31-03-24 | Land Acquisition/Utility Shifting/Covid/Local Issues | Nil    |
| 27 | Mizoram | Construction of 2-L Hnathial Bypass (Pkg-2) on Aizawl-Tuipang section of NH-54   | 54.00 | 7.00  | 113.58 | 31-07-20 | 01-10-20 | 48.05 | 45.24 | 03-04-22 | 31-12-23 | Land Acquisition/Utility Shifting/Covid/Local Issues | 11.03  |

|    |                   |  |        |       |        |          |          |         |        |          |                         |  |     |
|----|-------------------|--|--------|-------|--------|----------|----------|---------|--------|----------|-------------------------|--|-----|
| 28 | Mizoram           | Construction of 2-L Lawngtlai Bypass (Pkg-3) on Aizawl-Tuipang section of NH-54  | 54.00  | 2.73  | 58.85  | 29-10-20 | 20-11-20 | 71.31   | 66.26  | 23-05-22 | 31-12-23                | Land Acquisition/Utility Shifting/Covid/Local Issues         | Nil |
| 29 | Mizoram           | Up-gradation to 2-lane with paved shoulders of Khawkawn (from Bridge across River Tuivai) - Ngopa section of NH-102B of Aizawl - Imphal Economic Corridor from Existing Chainage km 0.000 to km 32.796 [Design Chainage km 0.000 to km 31.280] (Package-1) | 102B   | 31.28 | 492.94 | 02-09-21 | 26-11-21 | 0.51    | 0.46   | 20-05-23 | 31-05-24                | Land Acquisition/Forest Clearance/Utility Shifting           | Nil |
| 30 | Arunachal Pradesh | 2 langing of Hayuliang – Hawaii Road on EPC basis from design Km. 17.000 (Khupa) to Km. 34.000 [Existing Km 16.950 to Km 34.310 (Hayuliang – Hawaii Road)] - II  | NH-313 | 17.00 | 252.79 | 23-03-17 | 10-11-17 | 100.00% | 99.75% | 09-11-20 | Completed on 31.01.2023 | LA / FC / US / EPC Contractor Issues / Covid & Local Issues. | Nil |
| 31 | Arunachal Pradesh | 2 langing of Hayuliang – Hawaii Road on EPC basis from Design Km. 34.000 to Km. 51.825 [Existing Km 26.625 to Km 45.050 (Hayuliang – Hawaii Road)]- III  | NH-313 | 17.83 | 263.31 | 23-03-17 | 10-11-17 | 100.00% | 96.18% | 09-11-20 | Completed on 27.06.2023 | LA / FC / US / EPC Contractor Issues / Covid & Local Issues  | Nil |

|    |                   |  |            |       |         |          |          |         |         |          |                         |   |     |
|----|-------------------|--|------------|-------|---------|----------|----------|---------|---------|----------|-------------------------|---|-----|
| 32 | Arunachal Pradesh | Construction of 2-lane of Hunli-Anini road from km. 120.0 to Km. 130.30 - VI   | NH-313     | 10.30 | 145.17  | 16-03-18 | 15-06-18 | 100.00% | 98.69%  | 14-06-21 | Completed on 26.07.2022 | Bailey Bridge on the Road Collapsed due to Heavy Vehicle Load. Girder of Permanent Bridge under construction damaged during launching, Refabrication and Launching got delayed. | Nil |
| 33 | Arunachal Pradesh | Construction of 2-lane road from Km. 65.810 to Km. 99.00 (Design Length=26.118 km) of Akajan-Likabali-Bame road (Pkg-3)  | State Road | 26.12 | 323.49  | 31-03-17 | 21-03-18 | 100.00% | 100.00% | 19-03-21 | Completed on 23.12.2022 | LA / FC / US / EPC Contractor Issues / Covid & Local Issues. Washing away of existing permanent bridge on Ego River due to cloud burst.   | Nil |
| 34 | Arunachal Pradesh | 2 laning of Balance work of Hayuliang-Hawai bypass Road on EPC basis from design Km. 51.825 to Km. 63.131 Existing Km 45.050 of Hayuliang – Hawai road to Hawai Town - IV    | NH-313     | 11.30 | 256.66  | 31-03-21 | 03-05-21 | 65.10%  | 61.08%  | 02-05-23 | 01-05-24                | LA / FC / US / EPC Contractor Issues / Covid & Local Issues.  | Nil |
| 35 | Arunachal Pradesh | Construction of 2-lane road from km. 0.00 (Existing km. 16.00 of Roing - Hunli Road) to Km. 74.00 (Ithun Bridge near existing km. 21.50 of Anini Road)-Green Field alignment | NH-313     | 74.86 | 1718.59 | 24-03-17 | 05-03-18 | 60.49%  | 58.27%  | 04-03-22 | 01-03-25                | LA / FC / US / EPC Contractor Issues / AE / Covid & Local Issues.   | Nil |

|    |                   |   |            |       |        |          |          |        |        |          |                         |  |  |
|----|-------------------|---|------------|-------|--------|----------|----------|--------|--------|----------|-------------------------|--|--|
| 36 | Arunachal Pradesh | Construction of 2 Major bridges at Existing Ch. 23+650 (Design Ch. 23+550) and Ch. 28+200 (Design Ch. 28+200) of bridge span 160 m along the Existing Hunli-Anini Road (Pkg.1) from Km 21.500 to Km 37.500 (CoS work) | NH-313     | 0.32  | 70.80  | 28-09-21 | 17-12-21 | 35.00% | 35.00% | 19-06-23 | 01-03-25                | Due to Technical Issue, Work Descope and Awarded.            | COST OVERRUN EFFECT WILL BE WORKED OUT AFTER REAWARD OF PROJECT. |
| 37 | Arunachal Pradesh | Construction of 2-lane Hunli-Anini road from km. 53.500 to km. 92.500 - III   | NH-313     | 39.00 | 568.92 | 12-09-16 | 16-12-16 | 98.35% | 97.28% | 15-12-19 | 01-09-23                | LA / FC / US / EPC Contractor Issues / Covid & Local Issues. | Nil  |
| 38 | Arunachal Pradesh | Construction of 2-lane of Hunli-Anini road from km. 106.20 to Km. 120.00 - V  | NH-313     | 13.80 | 200.44 | 14-12-16 | 19-01-17 | 99.11% | 96.86% | 18-01-20 | Completed on 15.10.2023 | LA / FC / US / EPC Contractor Issues / Covid & Local Issues. | Nil  |
| 39 | Arunachal Pradesh | Construction of Balance work of 2 - Laning of existing Akajan-Likabali-Bame Road on EPC basis from design Km 33.00 to Km 65.810 (Existing km 36.00 to km 71.00) in the state of Arunachal Pradesh under - (Pkg-2)     | State Road | 32.81 | 118.00 | 30-06-21 | 01-09-21 | 91.98% | 91.39% | 03-03-23 | 01-09-23                | LA / FC / US / EPC Contractor Issues / Covid & Local Issues. | Nil  |

|    |                   |   |        |       |        |          |          |        |        |          |          |  |     |
|----|-------------------|---|--------|-------|--------|----------|----------|--------|--------|----------|----------|--|-----|
| 40 | Arunachal Pradesh | Construction of Balance work of 2-Lane with P S of Joram – Koloriang Road (NH-713) from existing Km 50.050 to Km 70.00 [Design Km. 44+989 to Km. 61.547 (Pkg-III) | NH-713 | 16.56 | 228.71 | 10-08-20 | 01-10-20 | 89.95% | 89.14% | 02-04-22 | 01-12-23 | LA / FC / US / EPC Contractor Issues / Covid & Local Issues. | Nil |
| 41 | Arunachal Pradesh | Construction of Balance work of 2-Lane with P S of Joram – Koloriang Road (NH-713) from existing Km 70.00 to Km 88.700 [Design Km61.547 to Km78.724] (Pkg-IV)     | NH-713 | 17.17 | 294.04 | 11-08-20 | 01-10-20 | 87.94% | 86.67% | 02-04-22 | 01-12-23 | LA / FC / US / EPC Contractor Issues / Covid & Local Issues. | Nil |
| 42 | Arunachal Pradesh | Construction of Balance work of 2-Lane with P S of Joram – Koloriang Road from existing Km88.700 to Km 104.850 [Design km 78.724 to Km 93.724] (Pkg-V)            | NH-713 | 15.00 | 229.70 | 14-08-20 | 01-10-20 | 94.61% | 92.68% | 02-04-22 | 01-12-23 | LA / FC / US / EPC Contractor Issues / Covid & Local Issues. | Nil |
| 43 | Arunachal Pradesh | Construction of Balance work of 2-Lane with P S of Joram – Koloriang Road (NH-713) from existing Km104.850 to km 122.600 [Design km92.724 to km108.724] ((Pkg-VI) | NH-713 | 15.00 | 199.03 | 17-08-20 | 01-10-20 | 97.77% | 95.16% | 02-04-22 | 01-12-23 | LA / FC / US / EPC Contractor Issues / Covid & Local Issues. | Nil |

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|----|-------------------|--|--------|-------|--------|----------|----------|--------|--------|----------|----------|---|-----|
| 44 | Arunachal Pradesh | Construction of Balance work of 2-Lane with P S of Joram – Koloriang Road from existing Km122.600 to km138.00 [Design Km108.724 to Km123.714] (Design length= 14.99km) (Pkg-VII)   | NH-713 | 14.99 | 184.88 | 07-08-20 | 01-10-20 | 70.51% | 68.64% | 02-04-22 | 01-12-23 | LA / FC / US / EPC Contractor Issues / Covid & Local Issues.  | Nil |
| 45 | Arunachal Pradesh | Construction of Balance Work of 2 lane with Paved shoulder of Joram-Koloriang Road (NH-713) on EPC basis from existing Km 138.000 to Km 158.00 [Design Km 122+353 to Km 138+389] (Package 8) [design length - 16.035 km] under - | NH-713 | 16.03 | 244.10 | 07-03-22 | 07-05-22 | 26.41% | 23.42% | 06-11-23 | 01-05-24 | LA / FC / US / EPC Contractor Issues / Covid & Local Issues.  | Nil |
| 46 | Arunachal Pradesh | Construction of 2-Laning with hard shoulders of Arrows-Khupa-Hayuliang section of NH-113 from Ch.68.550 to Ch.91.633 under - NH(O)-NE  | 113.00 | 23.08 | 301.06 | 31-08-20 | 25-10-20 | 36.78% | 29.25% | 27-04-22 | 01-05-24 | LA / FC / US / EPC Contractor Issues / Covid & Local Issues. Due to Land Compensation Issue.                    | Nil |
| 47 | Arunachal Pradesh | Construction of 2-Laning with hard shoulders of Demwe-Brahmakund section of NH-13 from Ch.0.00 km to 18.464km on EPC under - NH(O)-NE  | 13.00  | 18.46 | 353.90 | 29-09-20 | 05-11-20 | 25.38% | 16.86% | 08-05-22 | 01-12-25 | EPC Contractor went in INSOLVENCY and was unable to execute works, Project Terminated, Fresh Bids being invited | Nil |

|    |       |  |         |       |         |          |          |        |        |          |          |                              |       |
|----|-------|--|---------|-------|---------|----------|----------|--------|--------|----------|----------|------------------------------|-------|
| 48 | Assam | 4-Laning from Rangagara to Kaliabor Tinali from km 297.00 to km 315.315 of NH-37 on EPC basis.   | 37.00   | 18.32 | 289.99  | 16-01-17 | 23-10-17 | 86.53% | 83.75% | 21-04-20 | 01-11-23 | LA Issues, Contractor Issues | 5.21  |
| 49 | Assam | 4-Laning from Kaliabor Tinali to Dolabari section from Km 0.0 to Km 17.3 of NH 37-A including construction of new Brahmaputra bridge                       | 37A     | 14.01 | 811.28  | 31-10-14 | 29-11-14 | 99.49% | 99.34% | 28-11-18 | 15-08-23 | Contractor Issues            | Nil   |
| 50 | Assam | 4-Lane highway connecting km 17.3 of NH 37A and km 182 of NH 52 between Dolabari and Jamuguri on EPC basis   | 37A &52 | 16.86 | 1049.51 | 05-11-21 | 07-02-22 | 82.12% | 79.67% | 09-08-23 | 30-09-23 | LA Issues                    | 1.98  |
| 51 | Assam | Construction of Jia Bharali Bridge (1.2Km) along with its approaches and River Training Work from km 25.552 to km 27.500 of NH-37A (New NH-715) (CoS work) | 37A/715 | 1.94  | 0.00    | 21-12-20 | 17-02-21 | 90.76% | 90.51% | 05-08-23 | 30-09-23 | LA Issues                    | 32.76 |
| 52 | Assam | 4-Laning from Jamuguri to Biswanath Chariali from km 182 to km 208 of NH-52  | 52.00   | 26.00 | 520.01  | 13-10-16 | 19-12-16 | 81.73% | 80.65% | 19-06-19 | 31-08-23 | Contractor Issues            | Nil   |



|    |       |  |       |       |         |          |          |        |        |          |          |                              |     |
|----|-------|--|-------|-------|---------|----------|----------|--------|--------|----------|----------|------------------------------|-----|
| 53 | Assam | 4-Laning from Biswanath Chariali by-pass Km 208.00 to Gohpur Km 265.50 (Total length 57.50) in the state of Assam on EPC basis Under SARDP-NE            | 52.00 | 57.50 | 1099.35 | 18-10-21 | 11-12-21 | 81.15% | 76.48% | 10-06-23 | 22-12-23 | LA Issues                    | Nil |
| 54 | Assam | 4-Laning of Numaligarh to Jorhat section from Km. 402.500 to Km. 453.000 (Design Km 403.200 to Km 454.240) except Dergaon bypass (with Toll Plaza)       | 37.00 | 39.72 | 1655.44 | 31-10-14 | 23-05-15 | 92.39% | 88.66% | 21-05-18 | 15-08-23 | LA Issues, Contractor Issues | Nil |
| 55 | Assam | 4-Laning of Jorhat to Jhanji section from Km. 453.00 to Km. 491.08   | 37.00 | 37.80 | 738.15  | 05-11-21 | 09-02-22 | 35.48% | 33.51% | 08-08-23 | 15-11-23 | LA Issues, Contractor Issues | Nil |
| 56 | Assam | 4-Laning of Jhanjhi Jn to Demow section from Km. 491.050 to Km. 535.250 (Design Km 490.800 to Km 534.800) (with Toll Plaza)                              | 37.00 | 44.08 | 1369.02 | 25-07-22 | 21-09-22 | 22.38% | 21.42% | 21-03-24 | 22-03-24 | LA Issues, Contractor Issues | Nil |
| 57 | Assam | 4-Laning of NH-37 Section between Demow to End of Moran Bypass (From Km. 534.800 to Km. 561.700) including Emergency Landing Facility (ELF) on EPC Mode. | 37.00 | 26.90 | 385.57  | 14-10-22 | 20-01-23 | 5.57%  | 0.00%  | 21-07-24 | 21-07-24 | LA Issues, Contractor Issues | Nil |

|    |       |  |          |       |        |          |          |        |        |          |          |                   |      |
|----|-------|--|----------|-------|--------|----------|----------|--------|--------|----------|----------|-------------------|------|
| 58 | Assam | 4-Laning of NH-37 Section between End of Moran Bypass to Bogibeel junction near Lapetketa ((Km. 561.700-Km. 580.778) on EPC Mode.  | 37.00    | 19.18 | 330.30 | 31-01-19 | 07-06-19 | 65.29% | 63.15% | 04-12-21 | 31-08-23 | Contractor Issues | Nil  |
| 59 | Assam | 4-Laning of Balachera-Harangjao section of NH-54 (ext.) from km 275.00 to km 244.00 in the state of Assam under east west corridor project.  | 54 Ext.  | 25.25 | 887.68 | 31-10-17 | 26-12-17 | 69.14% | 67.75% | 24-06-20 | 31-12-23 | FC Issues         | 8.45 |
| 60 | Assam | Construction and up gradation to 4-Lane of existing two lane with paved shoulder from Hapachara to Tulungia road of NH-117 of existing Km 0.00 to km 14.050 and (Design Km 0.000 to km 14.660), (Design length- 14.660 km) under BMP | 102B/117 | 14.00 | 224.85 | 26-03-20 | 26-06-20 | 75.40% | 71.08% | 26-12-22 | 12-08-23 | LA Issues         | 1.98 |

|    |       |  |       |       |        |          |          |        |        |          |          |                      |       |
|----|-------|--|-------|-------|--------|----------|----------|--------|--------|----------|----------|----------------------|-------|
| 61 | Assam | Widening/Improvement to 4-Lane with Paved Shoulder from Ch. 52.470km to Ch.71.500 km (Design Ch.48.655km to Ch.67.556km) of Tulungia Jogighopa Bridge Approach Section (Package-5) of Bilasipura-Guwahati road (NH 17)                                       | 17.00 | 18.90 | 691.53 | 22-03-21 | 09-07-21 | 79.66% | 73.67% | 10-01-23 | 06-09-23 | LA Issues            | 28.44 |
| 62 | Assam | Construction of New 2-Lane Bridge with its approaches from km 0+000 to Km 4+385 across River Brahmaputra on NH-17 at Jogighopa   | 17.00 | 4.38  | 746.76 | 10-08-21 | 12-11-21 | 28.05% | 26.89% | 10-11-24 | 10-11-24 | Contractor Issues    | Nil   |
| 63 | Assam | Widening/Improvement to 4-Lane with paved shoulder from Ch.75.330Km to Ch.88.00km (Design Ch.71.800 to 84.100 km) of Jogighopa Bridge Approach (Near Pancharatna)-Agia (near Nichinta) section (Pkg. 6) of Bilasipura-Guwahati road (NH-17) on EPC under BMP | NH-17 | 12.30 | 208.84 | 25-08-20 | 26-10-20 | 49.15% | 46.33% | 19-04-22 | 30-11-23 | LA Issues, FC Issues | 4.63  |

|    |       |  |       |       |        |          |          |        |        |          |          |                      |       |
|----|-------|--|-------|-------|--------|----------|----------|--------|--------|----------|----------|----------------------|-------|
| 64 | Assam | Widening/Improvement to 4-Lane with paved shoulders from Km. 51+246 to Km. 66+000 (Design Chainage 50+710 Km to 65+923 Km) of Parokhuwa-Dokmoka section (Package-2)                    | 36/29 | 15.21 | 335.88 | 26-03-21 | 12-07-21 | 89.00% | 87.83% | 03-01-23 | 31-03-23 | LA Issues, FC Issues | 12.42 |
| 65 | Assam | Widening/Improvement to 4-Lane with Paved Shoulder from km 81+000 to km 95+400 (Design Chainage 80+930 to 96+400) of Loring Thepi - Ganapath Gaur Gaon Section - (Package-4)           | 36/29 | 15.47 | 260.07 | 03-02-21 | 25-06-21 | 94.83% | 94.60% | 17-12-22 | 29-03-23 | LA Issues            | 14.73 |
| 66 | Assam | Widening/Improvement to 4-Lane of Daboka Dimapur Stretch from Km 95+400 to Km 113+830 (Design Chainage 96+400 Km to 113+830 Km) of Ganpath Gaur Gaon- Kwaram Taro Vitlage- (Package-5) | 36/29 | 17.43 | 288.85 | 31-03-21 | 12-07-21 | 33.66% | 30.69% | 12-01-23 | 31-12-23 | LA Issues, FC Issues | 0.48  |
| 67 | Assam | Widening/Improvement to 4-Lane with Paved Shoulder from KM 113+300 to Km 146+230 (Design Chainage 113+830 to 145+712) of Kwaram Taro Village - Dillai Section (Package-6)              | 36/29 | 31.88 | 625.64 | 10-09-21 | 14-07-22 | 27.20% | 21.43% | 13-07-24 | 13-07-24 | LA Issues            | Nil   |

|    |       |  |       |       |         |          |          |        |        |          |          |           |     |
|----|-------|--|-------|-------|---------|----------|----------|--------|--------|----------|----------|-----------|-----|
| 68 | Assam | Widening/Improvement to 4-Lane with Paved Shoulder from Dillai at Km 146+230 to Lahorijan at Km 157+460 (Design Chainage 145+712 to 156+502) of Dillai - Lahorijan (Package - 7) | 36/29 | 10.79 | 204.10  | 02-09-22 | 20-01-23 | 7.65%  | 6.29%  | 20-07-24 | 20-07-24 | LA Issues | Nil |
| 69 | Assam | 4-Lane Bridge including approaches over River Brahmaputra between Dhubri (on North Bank, Assam) and Phulbari (on south Bank, Meghalaya) on NH-127B                               | 127B  | 19.28 | 4997.04 | 24-11-20 | 15-12-20 | 34.59% | 33.87% | 12-09-28 | 12-09-28 | COVID-19  | Nil |

|    |       |  |      |       |        |          |          |       |       |          |          |           |     |
|----|-------|--|------|-------|--------|----------|----------|-------|-------|----------|----------|-----------|-----|
| 70 | Assam | Widening / Improvement to 4-Lane with Paved Shoulder configuration of existing single lane road from Srirampur (near Bhairiguri Village) to Kachukhana Harichara Paglagaunj (Package-I) of Srirampur - Dhubri Section of NH-127B from existing Km 0.000 to Km 28.050 (Design Km 0.000 to Km 27.650), (Design Length=27.650 Km) under JICA ODA Loan assistance (Phase-V) [Srirampur - Dhubri Pkg-1] | 127B | 27.65 | 613.89 | 12-09-22 | 15-02-23 | 3.30% | 0.00% | 14-02-25 | 14-02-25 | LA Issues | Nil |
|----|-------|--|------|-------|--------|----------|----------|-------|-------|----------|----------|-----------|-----|

|    |       |   |          |       |        |          |          |        |        |          |          |           |      |
|----|-------|---|----------|-------|--------|----------|----------|--------|--------|----------|----------|-----------|------|
| 71 | Assam | Widening / Improvement to 4-Lane with Paved Shoulder configuration of existing single lane road from Kachukhana Harichara Paglagaunj to Dhubri - Phulbari Bridge approach (Package-II) of Srirampur - Dhubri Section of NH-127B from existing Km 28.050 to Km 55.060 (Design Km 27.650 to Km 54.154), (Design Length=26.504 Km) under JICA ODA Loan assistance (Phase-V) [Srirampur - Dhubri Pkg-2] | 127B     | 26.50 | 909.02 | 04-08-22 | 02-01-23 | 15.35% | 13.17% | 01-01-25 | 01-01-25 | LA Issues | Nil  |
| 72 | Assam | Rehabilitation & upgradation to 4-Lane with Paved shoulder of Dergaon Town section from Km 426.800 to Km 437.800 (Total length-11.00 km) on NH 37 on EPC basis  | 2/ NH-37 | 11.00 | 287.63 | 19-03-20 | 30-06-20 | 90.54% | 87.80% | 19-06-22 | 15-08-23 | LA Issues | 8.55 |

|    |       |  |       |       |        |          |          |        |        |          |          |                   |     |
|----|-------|--|-------|-------|--------|----------|----------|--------|--------|----------|----------|-------------------|-----|
| 73 | Assam | Widening/improvement to 4-Lane with paved shoulder from km. 581+700 to km 606+300 of NH-37 on existing Dibrugarh-Lahoal-Chabua Bypass i.e. from Lepetketa to Kandulibari Grant Gaon section under NH(O) - NE [Pkg.1] | 37.00 | 24.60 | 215.27 | 31-03-22 | 25-07-22 | 35.06% | 29.15% | 24-07-24 | 24-07-24 | Contractor Issues | Nil |
| 74 | Assam | Widening/improvement to 4-Lane with paved shoulder from km. 606+300 to km 626+030 of NH-37 on existing Lahoal-Chabua Bypass i.e. Kandulibari Grant Gaon to Nalanihulla section under NH(0) - NE [Pkg.2]              | 37/15 | 19.73 | 170.95 | 05-04-22 | 25-07-22 | 22.04% | 18.89% | 24-07-24 | 24-07-24 | Contractor Issues | Nil |



|    |         |  |                |       |        |          |          |         |        |          |            |                            |     |
|----|---------|--|----------------|-------|--------|----------|----------|---------|--------|----------|------------|----------------------------|-----|
| 75 | Assam   | Widening/Improvement to 4-Lane with Paved Shoulder from km 626+030 (Nalanihulla Gaon) to km 650+450 (Chotahapjan) on existing Tinsukhia - Makum Bypass of NH-15 (OLD NH-37) and Strengthening of existing NH-315 (OLD NH-38) from Km 0+000 (Chotahapjan) to Km 16+900 (Bogapani section) (2-Lane +PS) under NH(0) - NE (Pkg-3) | 37/15 & 38/315 | 41.32 | 458.59 | 03-02-23 | 19-05-23 | 0.00%   | 0.00%  | 17-05-25 | 17-05-25   | On Track                   | Nil |
| 76 | Manipur | Construction of :(i) 154m span steel superstructure Bridge at km 145.090 over river Barak & (ii) 122m span steel superstructure Bridge at km 189.800 over river Makru and Approaches of both the Bridges to be constructed is 1595m.   | 53.00          | 2.00  | 141.14 | 02-12-16 | 27-04-17 | 100.00% | 83.18% | 24-04-20 | 27.04.2022 | Law & Order , Covid, Bandh | Nil |
| 77 | Manipur | Improvement/Strengthening to 2-lane with hard shoulder of Pallel-Chandel section of NH-102C (Km 0.000 to Km 18.292) on EPC basis   | 102C           | 18.29 | 107.72 | 27-03-20 | 01-07-20 | 100.00% | 96.84% | 30-06-22 | 15.05.2022 | NA                         | Nil |

|    |         |   |        |       |        |          |          |         |        |          |            |                            |      |
|----|---------|---|--------|-------|--------|----------|----------|---------|--------|----------|------------|----------------------------|------|
| 78 | Manipur | Improvement of existing road to 2 laning with Hard Shoulders of Maram-Peren section (Package-2A, length-16.840 Km) from Design Chainage 40.000 km to 56.840 km on NH-129A | 129A   | 16.84 | 204.58 | 07-07-21 | 15-09-21 | 100.00% | 97.30% | 18-03-23 | 12.02.2023 | NA                         | Nil  |
| 79 | Manipur | Widening to 2-lane with Hard shoulder of Churachandpur to Tuivai Section from km0.00 to km13.747 (Pkg- I A)   | 102B   | 13.75 | 167.95 | 31-03-20 | 01-07-20 | 100.00% | 83.71% | 30-06-22 | 15.05.2023 | NA                         | Nil  |
| 80 | Manipur | 4- Laning of Imphal – Moreh Section of NH 39 from Km 330.000 to Km 350.000 (Contract Package I)   | 39/ 02 | 20.00 | 761.54 | 05-09-19 | 01-06-20 | 100.00% | 94.17% | 31-05-23 | 30.04.2023 | NA                         | Nil  |
| 81 | Manipur | Improvement/widening to 2 laning of stretch from Khongsang to Tamenglong of NH-137  | 137.00 | 37.97 | 471.04 | 08-03-19 | 01-08-19 | 100.00% | 97.50% | 31-07-22 | 08.04.2023 | Law & Order , Covid, Bandh | Nil  |
| 82 | Manipur | Construction of 4-Lane Bridge over Irang River on Imphal-Jiribam road section (95.50 Km)  | 53/ 37 | 0.13  | 49.31  | 27-11-20 | 04-01-21 | 69.67%  | 63.14% | 16-10-22 | 23.09.2023 | Law & Order , Covid, Bandh | 2.06 |

|    |         |   |        |       |        |          |          |        |        |          |            |                          |      |
|----|---------|---|--------|-------|--------|----------|----------|--------|--------|----------|------------|--------------------------|------|
| 83 | Manipur | Widening to 2 -Lane with Paved shoulder of Imphal to Jiribam section of NH-37 from Design Chainage 3.275 km to 15.940 Km (Total length=12.665 Km) (PKG-1)   | 53/ 37 | 12.67 | 139.38 | 30-03-21 | 01-07-21 | 40.50% | 40.22% | 02-01-23 | 31.12.2023 | LA, Law & Order , Bandh, | Nil  |
| 84 | Manipur | Widening to 2 -Lane with Paved shoulder of Imphal to Jiribam section of NH-37 from Design Chainage 15.940 km to 33.120 Km (Existing Chainage Km 15.946 to Km 33.395) (Total length=17.180 Km) (PKG-2) | 53/ 37 | 17.18 | 195.14 | 26-03-21 | 11-06-21 | 38.34% | 34.39% | 13-12-22 | 11.11.2023 | LA, Law & Order , Bandh, | Nil  |
| 85 | Manipur | Widening to 2 -Lane with Paved shoulder of Imphal to Jiribam section of NH-37 from Design Chainage 33.000 km to 66.390 Km (Existing Chainage from km 33.395 to km 67.496) (PKG-3)                     | 53/ 37 | 33.16 | 467.00 | 15-07-21 | 15-09-21 | 57.85% | 53.65% | 19-03-23 | 12.02.2024 | LA, Law & Order , Bandh, | 3.77 |
| 86 | Manipur | Widening to 2 -Lane with Paved shoulder of Imphal to Jiribam section of NH-37 from Design Chainage 66.110 km to 101.280 Km (Existing Chainage km 67.496 to km 103.557) (PKG-4)                        | 53/ 37 | 35.17 | 579.63 | 23-08-21 | 27-06-22 | 25.09% | 23.87% | 29-12-23 | 29.12.2023 | LA                       | Nil  |

|    |         |   |        |       |        |          |          |        |        |          |            |               |      |
|----|---------|---|--------|-------|--------|----------|----------|--------|--------|----------|------------|---------------|------|
| 87 | Manipur | Widening to 2 Lane with Paved shoulder of Imphal to Jiribam section of NH-37 from Design Ch. from Km 101+280 Near Khongsang Village to Km 131+280 near Puilon (Kambiron) Village (PKG-5)                | 53/ 37 | 30.00 | 410.68 | 25-03-22 | 09-11-22 | 20.20% | 17.16% | 12-05-24 | 12.05.2024 | LA            | Nil  |
| 88 | Manipur | Widening to 2 Lane with Paved shoulder of Imphal to Jiribam section of NH-37 from Design Ch. from km 131.280 to km 169.570 (PKG-6)  | 53/ 37 | 38.29 | 504.76 | 31-03-22 | 07-02-23 | 7.10%  | 6.55%  | 06-02-25 | 06.02.2025 | LA            | Nil  |
| 89 | Manipur | Construction of 2 - Lane with paved shoulders road from Tamenglong to Mahur in the state of Manipur from km 0.000 at Tamenglong to km 10.000 near Dialong (Package-1)                                   | 137.00 | 10.00 | 185.80 | 19-07-21 | 15-09-21 | 44.85% | 43.71% | 16-03-23 | 27.10.2023 | Force Majeure | 1.07 |
| 90 | Manipur | Construction of of 2 - Lane with paved shoulders road from Tamenglong-Tousem-Lisang-Mahur Road (NH-137) starting near Dialong Village at km 10.000 and ending near Barak River at km 31.430 (Package-2) | 137.00 | 21.43 | 483.87 | 20-07-21 | 15-09-21 | 65.52% | 62.21% | 16-03-23 | 15.09.2023 | Force Majeure | 7.94 |

|    |         |  |        |       |        |          |          |        |        |          |            |  |       |
|----|---------|--|--------|-------|--------|----------|----------|--------|--------|----------|------------|--|-------|
| 91 | Manipur | Construction of 2 - Lane with paved shoulders road from Tamenglong to Mahur in the state of Manipur from Km 20.500 at old Tamenglong to Km 30.800 near Phelong (Package-3) | 137.00 | 12.05 | 234.08 | 26-03-21 | 21-06-21 | 68.55% | 67.22% | 20-12-22 | 08.09.2023 | Force Majeure, non-connectivity due to green filed alignment | 7.08  |
| 92 | Manipur | Construction of 2 - Lane with paved shoulders road from Tamenglong to Mahur in the state of Manipur from km 34+000 at Phelong to km 44+700 near Azuram (Package-4)         | 137.00 | 10.70 | 198.77 | 19-07-21 | 15-09-21 | 44.65% | 41.42% | 16-03-23 | 15.09.2023 | Force Majeure, non-connectivity due to green filed alignment | 0.885 |
| 93 | Manipur | Construction of 2 - Lane with paved shoulders road from Tamenglong to Mahur (NH-137) in Manipur starting from km 54.180 near Azuram to km 80.630 near Mandeu (Package 5)   | 137.00 | 26.45 | 477.86 | 23-08-21 | 18-11-21 | 22.92% | 22.30% | 19-05-23 | 02.12.2023 | Force Majeure, non-connectivity due to green filed alignment | Nil   |
| 94 | Manipur | Construction of 2 - Lane with paved shoulders road from Tamenglong to Mahur (NH-137) starting from km 80.630 near Mandeu to km 96.870 near Jiri River (Package-6)          | 137.00 | 16.24 | 311.18 | 10-09-21 | 19-11-21 | 38.93% | 37.95% | 20-05-23 | 27.10.2023 | Force Majeure, non-connectivity due to green filed alignment | 4.06  |

|    |         |   |        |       |        |          |          |        |        |          |            |                          |     |
|----|---------|---|--------|-------|--------|----------|----------|--------|--------|----------|------------|--------------------------|-----|
| 95 | Manipur | Widening/Improvement to 2-lane with Paved shoulder of Yaingangpokpi - Finch corner road section of NH-202 from Km 0.000 to Km 16.900 (part of contract Package -I) on EPC         | 202.00 | 16.90 | 478.81 | 28-03-20 | 01-07-20 | 52.34% | 52.03% | 30-06-22 | 01.03.2024 | LA, FC, Law & Order      | Nil |
| 96 | Manipur | Widening/Improvement to 2-lane with Paved shoulder of Yaingangpokpi - Finch corner road section of NH-202 from Km 16.900 to Km 30.970 (part of contract Package -II) on EPC basis | 202.00 | 14.07 | 0.00   | 28-03-20 | 01-07-20 | 52.79% | 36.62% | 30-06-22 | 27.05.2024 | LA, FC, Law & Order      | Nil |
| 97 | Manipur | Construction of 2-laning with Hard shoulder road of Ukhrul - Tolo - Tadubi section of NH-102A from Design Chainage 81.870 km to 105.825 km (Package -4)                           | 102A   | 23.96 | 310.76 | 27-08-21 | 27-08-22 | 33.50% | 31.52% | 28-02-24 | 28.02.2024 | LA                       | Nil |
| 98 | Manipur | Widening to 2-lane with Hard shoulder of Churachandpur to Tuivai Section from km13.747 to km32.835 (Pkg- I B)   | 102B   | 19.09 | 241.52 | 31-03-20 | 01-07-20 | 77.19% | 70.51% | 30-06-22 | 24.12.2023 | LA, Law & Order , Bandh, | Nil |

|     |         |  |      |       |            |              |              |        |        |              |                |                             |     |
|-----|---------|--|------|-------|------------|--------------|--------------|--------|--------|--------------|----------------|-----------------------------|-----|
| 99  | Manipur | Widening to 2-lane with Hard shoulder of Churachandpur to Tuivai Section from km32.835 to km48.587 (Pkg- IIA)                            | 102B | 15.75 | 232.9<br>9 | 31-03-<br>20 | 01-07-<br>20 | 84.48% | 79.82% | 30-06-<br>22 | 18.12.2<br>023 | LA, Law & Order ,<br>Bandh, | Nil |
| 100 | Manipur | Widening to 2-lane with Hard shoulder of Churachandpur to Tuivai Section from Km 48.587 to Km 69.875 (Package-II B)                      | 102B | 21.88 | 365.5<br>3 | 30-06-<br>20 | 05-08-<br>20 | 77.36% | 73.36% | 04-08-<br>22 | 22.11.2<br>023 | LA, Law & Order ,<br>Bandh, | Nil |
| 101 | Manipur | Widening to 2-lane with Hard shoulder of Churachandpur to Tuivai Section of NH-102B from Design Chainage 69.875 Km to 121.769 Km (Pkg-3) | 102B | 51.89 | 673.2<br>7 | 14-07-<br>21 | 25-08-<br>21 | 54.79% | 50.13% | 24-08-<br>23 | 26.02.2<br>024 | LA, Law & Order ,<br>Bandh, | Nil |
| 102 | Manipur | Widening to 2-lane with Hard shoulder of Churachandpur to Tuivai Section from Km118.850 to km130.00 (Pkg- IVA)                           | 102B | 11.15 | 204.1<br>2 | 31-03-<br>20 | 01-07-<br>20 | 69.89% | 68.68% | 30-06-<br>22 | 23.10.2<br>023 | LA, Law & Order ,<br>Bandh, | Nil |
| 103 | Manipur | Widening to 2-lane with Hard shoulder of Churachandpur to Tuivai Section from Km130.00 to km 141.029 (Pkg- IVB)                          | 102B | 11.03 | 177.7<br>6 | 01-07-<br>20 | 05-08-<br>20 | 80.53% | 71.42% | 04-08-<br>22 | 26.10.2<br>023 | LA, Law & Order ,<br>Bandh, | Nil |

|     |         |   |      |       |            |          |          |        |        |          |                |                             |      |
|-----|---------|---|------|-------|------------|----------|----------|--------|--------|----------|----------------|-----------------------------|------|
| 104 | Manipur | Improvement of existing road to 2 laning with Hard Shoulders of Maram-Peren section (Package-1A, length-22.340Km) from Design Chainage 0.000 km to 22.340 km on NH-129A       | 129A | 22.34 | 226.3<br>2 | 05-02-21 | 21-06-21 | 30.27% | 27.98% | 22-12-22 | 14.10.2<br>023 | LA, Law & Order ,<br>Bandh, | 0.81 |
| 105 | Manipur | Improvement of existing road to 2 laning with Hard Shoulders of Maram-Peren section (Package-1B, length-17.660 km) from Design Chainage 22.340 km to 40.000 km                | 129A | 17.66 | 188.3<br>6 | 05-02-21 | 21-06-21 | 68.57% | 66.53% | 22-12-22 | 25.12.2<br>023 | LA, Law & Order ,<br>Bandh, | 4.43 |
| 106 | Manipur | Improvement of existing road to 2 laning with Hard Shoulders of Maram-Peren section (Package-2B, length-18.160 Km) from Design Chainage 56.840 km to km 75.000 on NH-129A     | 129A | 18.16 | 232.6<br>3 | 12-02-21 | 21-06-21 | 93.04% | 90.03% | 22-12-22 | 08.01.2<br>024 | LA, Law & Order ,<br>Bandh, | 5.15 |
| 107 | Manipur | Improvement of existing road to 2 laning with Hard Shoulders of Maram-Peren section (Package-III, length - 34.494 km) from Design Chainage km 75+000 to 109+494 km on NH-129A | 129A | 34.49 | 467.4<br>1 | 27-08-21 | 26-11-21 | 48.10% | 43.95% | 25-11-23 | 31.05.2<br>024 | LA, Law & Order ,<br>Bandh, | Nil  |



|     |         |  |        |       |        |          |          |        |        |          |            |                          |     |
|-----|---------|--|--------|-------|--------|----------|----------|--------|--------|----------|------------|--------------------------|-----|
| 108 | Manipur | Improvement/Upgradation of existing 2-lane to 4-Lane Divided Highway from Taphou Kuki to Daili section of Imphal-Kohima Road (Design Ch.: km 262.175 to 274.610) (Pkg-4A)                          | 39/ 02 | 12.44 | 379.39 | 31-08-20 | 15-10-20 | 43.68% | 41.60% | 18-04-22 | 31.03.2024 | LA, Law & Order , Bandh, | Nil |
| 109 | Manipur | Improvement/ Upgradation of existing 2-Lane road to 4-Lane Divided Highway from Sekmai to Nilkuthi section of Imphal-Kohima Road (Design Chainage from Km 297+700 to Km 308+729) of NH-39 (Pkg-5B) | 39/ 02 | 11.02 | 211.70 | 27-03-21 | 20-07-21 | 7.50%  | 1.29%  | 21-01-23 | 06.05.2024 | LA, Law & Order , Bandh, | Nil |
| 110 | Manipur | Widening and Improvement to 2-Lane with paved shoulders of Imphal-Moreh section of NH-39 from Km 395.680 to Km 406.000 (Package-III)   | 39/ 02 | 10.32 | 259.31 | 22-03-21 | 21-06-21 | 94.12% | 90.38% | 20-12-22 | 31.03.2024 | LA, Law & Order , Bandh, | Nil |
| 111 | Manipur | Widening and Improvement to 2-Lane with paved shoulders of Imphal-Moreh section of NH-39 from km 406.000 to Km 425.411 (Package-IV)  | 39/ 02 | 19.41 | 277.99 | 22-03-21 | 20-07-21 | 84.03% | 80.59% | 19-01-23 | 31.03.2024 | LA, Law & Order , Bandh, | Nil |

|     |         |   |        |       |        |          |          |        |        |          |            |   |   |
|-----|---------|---|--------|-------|--------|----------|----------|--------|--------|----------|------------|---|---|
| 112 | Manipur | Construction of Moreh Bypass to 2-lane with Paved shoulder from km421.950 to 425.411 of NH-39 (Length= 2.52 km) near Indo-Myanmar border on EPC                     | 39/ 02 | 2.52  | 68.14  | 27-03-20 | 01-07-20 | 74.25% | 70.02% | 31-12-21 | 31.12.2024 | LA, Law & Order , Bandh,  | Nil   |
| 113 | Manipur | Construction of 2 laning with hard shoulder road of Akash bridge - Jessami section of NH-202 in Nagaland- Manipur from design Ch. 325.440 km to 340.160 km (Pkg-II) | 202.00 | 14.72 | 152.11 | 21-06-22 | 20-02-23 | 7.48%  | 0.00%  | 19-02-25 | 19.02.2025 | NA  | Nil   |
| 114 | Sikkim  | Construction / Upgrade existing road to 2 lane with paved shoulder from Km 0.000 to 16.000 Singtam - Tarku NH-510   | 510.00 | 16.00 | 375.80 | 26-02-19 | 05-10-19 | 84.11% | 80.47% | 05-04-22 | 31.12.2023 | Covid ,Non handling over of encumbrance free RoW, Delay in tree cutting | No cost overrun w.r.t originally sanctioned TPC |
| 115 | Sikkim  | Construction / Upgrade existing road to 2 lane with paved shoulder from Km 16.000 to 32.500 Tarku - Ravangla NH-510 .   | 510.00 | 16.50 | 290.05 | 31-03-17 | 01-11-17 | 94.64% | 90.96% | 31-10-20 | 31.08.2024 | Covid ,Non handling over of encumbrance free RoW, Delay in tree cutting | No cost overrun w.r.t originally sanctioned TPC |

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|-----|--------|--|-------|-------|--------|----------|----------|--------|--------|----------|------------|---|--|
| 116 | Sikkim | Realignment of NH717A from Design CH: 0.00 (Km 77.800 of NH-10) to Design CH:2.00 (Km 3.100 of NH-717A) with 2-lane paved shoulder including Major Bridge (viaduct) of 680 m   | 717A  | 2.00  | 380.94 | 04-02-21 | 10-04-21 | 43.70% | 35.22% | 10-04-23 | 29.02.2024 | Covid Non handling over of encumbrance free RoW, Ban on Hill cutting, Delay in Tree cutting | Rs 105.68 cr (difference between original AA&FS and revised AA&FS) |
| 117 | Sikkim | Construction/Upgradation of Existing road to 2 lane with paved shoulder including Geometric Improvement from Ranipool to Pakyong from km 2.000 to km 16.167 (Balance Work) under SARDP-NE 'A'”   | 717A  | 14.17 |        | 02-11-22 | 05-01-23 | 13.60% | 12.70% | 06-07-24 | 20.08.2024 |   |  |
| 118 | Sikkim | Construction and upgradation of existing road to 2-lane with Paved shoulder from km. 20.340 (Rongli Bazaar) to km. 26.588 (Rongli Bypass End) and upgradation of existing road at km 20.600 & km 26.400 for length of 0.520 km & 0.554 km of Rhenok - Menla spur NH-717B (Pkg-II A) under SARDP-NE | 717 B | 7.32  | 332.28 | 15-01-21 | 10-03-21 | 27.08% | 21.16% | 08-09-23 | 30.10.2024 | Covid Non handling over of encumbrance free RoW, Ban on Hill cutting,                       | No cost overrun w.r.t originally sanctioned TPC                    |

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|-----|--------|---|-------|-------|--------|----------|----------|--------|--------|----------|------------|--|---|
| 119 | Sikkim | Construction & Upgradation of existing road to 2-lane with paved shoulder from km27.200 (End of Rongli bypass) to km37.600(New Rolep Bridge) of Rhenok-Menla spur (Pkg-II B)                            | 717 B | 10.40 | 244.91 | 31-08-20 | 15-10-20 | 70.19% | 70.04% | 15-04-23 | 31.03.2024 | Covid Non handling over of encumbrance free RoW, Ban on Hill cutting, Delay in Tree cutting  | Rs 14.46 cr (difference between original AA&FS and revised AA&FS) |
| 120 | Sikkim | Construction & Upgradation of existing road to 2-lane with paved shoulder from New Rolep Bridge at km 37.600 to Chochenpheri at km 52.00 in the section of Rongli to Chochenpheri of NH 717B (Pkg-II C) | 717 B | 14.40 | 479.79 | 16-03-21 | 25-05-21 | 25.64% | 24.37% | 23-05-24 | 31.01.2025 | Covid ,Non handling over of encumbrance free RoW, Delay in tree cutting, Ban on Hill cutting | No cost overrun w.r.t originally sanctioned TPC                   |
| 121 | Sikkim | Construction of 2-lane with paved shoulder of new green field alignment from Chochenpheri at km 52.000 to Helipad near Menla at km82.00 of Rhenok-Menla spur of NH-717B (Pkg-III A)                     | 717 B | 30.00 | 786.60 | 28-10-20 | 10-12-20 | 25.16% | 21.46% | 09-12-23 | 05.09.2024 | Covid ,Non handling over of encumbrance free RoW, Delay in tree cutting                      | No cost overrun w.r.t originally sanctioned TPC                   |

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|-----|--------|---|--------|-------|--------|----------|----------|--------|--------|----------|------------|--|---|
| 122 | Sikkim | Construction of 2-lane with paved shoulder of new green field alignment from Helipad at Menla at km 82.00 to Menla at Km 94.030 of Rhenok-Menla spur of NH-717B (Pkg-III B)   | 717 B  | 12.03 | 379.30 | 28-12-20 | 25-02-21 | 28.89% | 27.76% | 24-02-24 | 24.02.2024 | Covid ,Non handling over of encumbrance free RoW, Delay in tree cutting                        | No cost overrun w.r.t originally sanctioned TPC                   |
| 123 | Sikkim | Construction of 2-lane specification road with paved shoulder including Tunnel (300m) at Rabangla (Singtam-Tarku-Rabangla-Legship-Gyalshing) Pkg-III (Design Ch.: 32.500 km to 33.600 km) under SARDP-NE (Pkg- III) | 510.00 | 1.10  | 79.21  | 22-09-20 | 15-10-20 | 48.18% | 44.68% | 15-10-22 | 31.12.2023 | LA,Covid Non handling over of encumbrance free RoW, Ban on Hill cutting, Delay in Tree cutting | No cost overrun w.r.t originally sanctioned TPC                   |
| 124 | Sikkim | Rehabilitation & Upgradation of existing road to 2-lane with paved shoulder including geometric improvement of section from start of Rabangla km33.600 to km58.840 (Pkg-IV)   | 510.00 | 25.24 | 292.80 | 31-08-20 | 31-10-20 | 26.30% | 24.79% | 01-05-22 | 30.11.2024 |  | Rs 44.02 cr (difference between original AA&FS and revised AA&FS) |

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|-----|--------|--|--------|-------|--------|----------|----------|--------|--------|----------|------------|--|---|
| 125 | Sikkim | Construction of 2-lane specification road with paved shoulder as realignment (Greenfield alignment) of existing stretch between Legship - Gyalshing from km58.840 to km75.00 (Pkg- V)  | 510.00 | 16.16 | 414.20 | 14-09-20 | 10-11-20 | 25.92% | 23.03% | 09-05-23 | 23.08.2024 |  | Rs 151.363 cr (difference between original AA&FS and revised AA&FS) |
| 126 | Sikkim | Construction of 2-lane road with paved shoulder (Greenfield alignment) of existing stretch between Legship - Gyalshing from km75.00 to km 90.210 (Pkg- VI)   | 510.00 | 15.21 | 439.56 | 14-09-20 | 10-11-20 | 14.93% | 12.33% | 10-05-22 | 30.03.2024 |  | Rs 256.85 cr (difference between original AA&FS and revised AA&FS)  |
| 127 | Sikkim | Special protection work on rehabilitation and restoration of sliding/sinking zone from Km 70+900to Km 71+100 and Km 71+550 to Km 71+850 with JICA Technical Assistance including widening of narrow zone from Km 53+775 to Km 54+100 and fom Km 63+045 to Km 63+470 on NH-10 (Rangpo to Ranipool section) on Item Rate Basis | 10.00  | 1.25  | 33.84  | 28-02-20 | 11-06-20 | 71.74% | 68.87% | 10-06-22 | 31.07.2023 | Covid, Rise in Teesta water level, ban on hill cutting | No cost overrun w.r.t originally sanctioned TPC                     |

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|-----|----------|---|-------|-------|------------|----------|----------|--------|--------|----------|----------|--|-----|
| 128 | Nagaland | 4 Laning of Dimapur Kohima Road from Design Km 123.840 to Km 138.775 in the state of Nagaland under SARDP-NE on EPC basis (Package - I).  | 39/29 | 14.94 | 534.4<br>1 | 31-03-16 | 16-09-16 | 99.81% | 97.66% | 15-09-19 | 31-08-23 | Work is being carrying out at a slow pace due to Contractor's default, Improper Planning, Inadeqaute Manpower, Non-adoption of good industrial practice for execution of work, and COVID- 19 pandemic. | Nil |
| 129 | Nagaland | 4 Laning of Dimapur Kohima Road from Design Km 138.775 to Km 152.490 in the state of Nagaland under SARDP-NE on EPC basis (Package - II). | 39/29 | 13.71 | 486.1<br>9 | 31-03-16 | 03-08-16 | 99.81% | 97.34% | 02-08-19 | 31-08-23 | Work is being carrying out at a slow pace due to Contractor's default, Improper Planning, Inadeqaute Manpower, Non-adoption of good industrial practice for execution of work, and COVID- 19 pandemic. | Nil |

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|-----|----------|--|---------------------------|-------|--------|----------|----------|----------------------------|----------------------------|----------|----------|--|-----|
| 130 | Nagaland | Construction of 4/6 Laning from Km 132.375 to Km 153.058 (Total New Alignment length of 20.683 Km ) of Daboka Dimapur Section (Dimapur Bypass) of NH-36 & 39 in the State of Nagaland on EPC basis.  | Connecti ng NH-39 & NH-36 | 20.68 | 688.12 | 28-03-17 | 05-09-17 | 99.38% (98.48% After COS ) | 99.19% (98.32% After COS ) | 04-09-20 | 31-08-23 | Work is being carrying out at a slow pace due to Contractor's default, Improper Planning, Inadeqaute Manpower, Non-adoption of good industrial practice for execution of work, and COVID- 19 pandemic. | Nil |
| 131 | Nagaland | Construction of Dimapur Bypass (Assam Portion) of 4/6 Lane pavement on EPC basis from existing Km 159.400 of NH-36 to existing Km 102.500 of NH-39 and upto end point of Assam portion [Design Km 118.050 to design Km 132.375] (length 14.325 Km) | Connecti ng NH-39 & NH-36 | 14.33 | 698.81 | 19-03-18 | 26-11-19 | 83.83% (77.64% After COS ) | 80.29% (71.98% After COS ) | 25-11-22 | 31-08-23 | Due to change of scope, work progress is slow and COVID- 19 pandemic.  | Nil |
| 132 | Nagaland | Construction of 2-Lane with Hard shoulders of Chakabama-Zunheboto (C-Z) road on EPC [Design Km 50 -75] PKG-III   | 702A                      | 25.00 | 285.68 | 23-03-18 | 05-09-19 | 85.44%                     | 80.34%                     | 03-09-22 | 31-10-23 | LA, Local issue & Covid-19   |     |



|     |          |  |      |       |        |          |          |        |        |          |  |                            |  |
|-----|----------|--|------|-------|--------|----------|----------|--------|--------|----------|--|----------------------------|--|
| 133 | Nagaland | Construction of 2-Lane with hard shoulders of Chakabama-Zunheboto (C-Z) road Km 75-95 PKG-IV | 702A | 20.00 | 315.03 | 28-03-18 | 13-12-18 | 99.79% | 99.79% | 12-12-21 | Substantially Completed on 18-03-2023. Likely Completion on 31-08-2023 after the rejection of negative change of scope by the Competent Authority. | LA, Local issue & Covid-19 |  |
|-----|----------|--|------|-------|--------|----------|----------|--------|--------|----------|--|----------------------------|--|

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| 134 | Nagaland | Construction of 2-Lane with Hard shoulders of Chakabama-Zunheboto (C-Z) road Km 95-115.534 PKG-V | 702A | 20.53 | 255.58 | 28-03-18 | 20-12-18 | 97.76% | 91.64% | 19-12-21 | Substantially Completed on 30-04-2023. Likely Completion on 31-08-2023 after the rejection of negative change of scope by the Competent Authority. | LA, Local issue & Covid-19          | 14.94 |
| 135 | Nagaland | Construction of 2-Lane with hard shoulders of Merangkong-Tamlu-Mon (MTM) Road Km 40-59 PKG-III   | -    | 19.00 | 272.89 | 28-03-18 | 24-10-19 | 85.27% | 77.80% | 22-10-22 | 30.10.2023   | Covid and adverse weather condition | Nil   |

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|-----|----------|--|---|-------|--------|----------|----------|---------|--------|----------|------------|---|-----|
| 136 | Nagaland | Construction of 2-lane with hard shoulder of Changtongya - Longleng Road on EPC basis from existing Km0.00 to Km16.592 [Design Km 0.00 to Km.18.779 ] (Design Length-18.779km) (Pkg-1)   | 702.00                                    | 18.78 | 278.95 | 02-03-20 | 01-07-20 | 100.00% | 96.30% | 30-06-22 | 22.07.2023 | Covid and adverse weather condition           | Nil |
| 137 | Nagaland | Construction of 2-Lane with paved shoulder of Kohima-Bypass Road connecting NH-39(New NH-02), NH-150(New NH-02), NH-61(New NH-29) and NH-39(New NH-02) from design Km10.500 to 21.00Km [Design Length- 10.500 km] (Pkg.- 2) incl. (TUNNEL of 0.500 Km) | Connecting NH 39/02, 150/02, 61/29, 39/02 | 10.50 | 277.44 | 25-09-20 | 15-10-20 | 52.76%  | 51.23% | 15-10-22 | 24-04-24   | Delay in Land Acquisition and Local Hindrance | Nil |
| 138 | Nagaland | Construction of 2-lane with Paved shoulder of Kohima-Bypass Road connecting NH-2, 29 from Dsign km32.0 to km43.454 [Design length=11.454] (Pkg.- 4)  | 39/02, 150/02, 61/29, 39/02               | 11.45 | 202.36 | 14-08-20 | 15-10-20 | 22.91%  | 19.92% | 17-04-22 | 31-03-24   | Delay in Land Acquisition and Local Hindrance | Nil |

|     |          |   |          |       |        |          |          |        |        |          |          |   |      |
|-----|----------|---|----------|-------|--------|----------|----------|--------|--------|----------|----------|---|------|
| 139 | Nagaland | Construction of 2-lane with hard shoulder of Kohima-Jessami Road on NH-29 (Old NH-150) from existing Km 7.880 (near chedama Junction) to existing km 30.474 (Near Chakahabama) (Design km 7.88 to km 29.60) (Design length - 21.72 km) on EPC Mode (Package -I)                         | 150 / 29 | 21.72 | 320.97 | 17-03-20 | 01-07-20 | 92.00% | 86.93% | 30-06-22 | 31-08-23 | LA, Local issue & Covid-19  | Nil  |
| 140 | Nagaland | Construction of 2-lane with hard shoulder of Kohima - Jessami road on NH-29 (Old NH-150) from existing Km53.220 (Near Kikruma Village) to existing Km 76.320 (Near Mesulumi Village) (Design Km51.50 to Km74.20) (Design length-22.70 Km) on EPC mode (Package III) under NH(O) 2019-20 | 150 / 29 | 22.70 | 365.42 | 23-03-20 | 01-07-20 | 59.52% | 54.57% | 30-06-22 | 31-12-23 | LA, Local issue & Covid-19<br>Due to increase in pre-construction activities (LA and utility) and impact of GST (change in law) | 3.89 |

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|-----|----------|--|----------|-------|--------|----------|----------|--------|--------|----------|--|----------------------------|-----|
| 141 | Nagaland | Construction of 2-lane with hard shoulder of Kohima - Jessami road on NH 29 (old NH 150) from existing km 76.320 (near Mesulumi Vill.) to existing Km98.380 (near Chizami Vill.) [Design Length= 21.50 km] on EPC (Package IV) | 150 / 29 | 21.50 | 330.78 | 30-03-20 | 01-07-20 | 99.51% | 96.96% | 31-12-21 | Substantially Completed on 19-03-2023. Likely Completion on 31-08-2023 after the rejection of negative change of scope by the Competent Authority. | LA, Local issue & Covid-19 | Nil |
| 142 | Nagaland | Upgradation of existing road to 2-lane with paved shoulder from Kohima to Mao from km 185.540 to km 211.709 under Bharatmala- NH(O)-TSP  | 39/ 02   | 26.25 | 315.63 | 30-09-20 | 20-10-20 | 41.21% | 33.16% | 22-04-22 | 30-11-23   | Delay in Land Acquisition  | Nil |

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|-----|----------|---|--------|-------|--------|----------|----------|------------------------------|---|----------|----------|--|-----|
| 143 | Nagaland | Construction of 2-lane with hard shoulder of Peren-Dimapur section on NH129A from design Km109.494 to Km126.775 (Length=17.281) (Pkg-1)   | 129A   | 17.28 | 257.15 | 10-09-20 | 20-10-20 | 87.14% (99.01% after D-link) | 84.08% (97.52% after D-link) Reconcile of Financial Progress after SPS-31 | 22-04-22 | 15-07-23 | Work is being carrying out at a slow pace due to Contractor's default, Improper Planning, Inadequate Manpower, Non-adoption of good industrial practice for execution of work, and COVID- 19 pandemic. | Nil |
| 144 | Nagaland | Construction of 2 laning with Hard shoulder of Peren-Dimapur section on NH 129A from Design Km 146.208 to Km 163.592 (Length- 17.384 km) under NH(O)-TSP (Pkg - 3)                            | 129A   | 17.38 | 199.02 | 20-03-23 | 07-06-23 | 0.00%                        | -   | 06-06-25 | 06-06-25 | -  | Nil |
| 145 | Nagaland | Construction of 2 lane with Hard shoulder from Design Chainage Km 283.000 to Km 325.440 (5- legged junction at Old Akhegwo) to (Akash Bridge) of Akegwo-Jessami section of NH-202 (Package-I) | 202.00 | 42.44 | 605.36 | 30-03-22 | 23-06-22 | 34.76%                       | 30.01%  | 20-12-24 | 20-12-24 | -  | Nil |

|     |         |  |                  |       |        |          |          |         |         |          |                         |   |         |
|-----|---------|--|------------------|-------|--------|----------|----------|---------|---------|----------|-------------------------|---|---------|
| 146 | Tripura | Rehabilitation and up-gradation of road from design km 6.500 to km 19.300 (Total lengh: 12.800 Km) of Agartala - Khowai section on NH-108B to 2- lane with paved shoulder (Package-I)            | 208A/<br>NH-108B | 12.80 | 210.54 | 30-03-20 | 15-07-20 | 100.00% | 98.33%  | 15-07-22 | Completed on 22-04-2023 | LA & Covid.   | 10.1057 |
| 147 | Tripura | Rehabilitation & Upgradation of Road from Km 0.00 to Km 18.600 (Total length- 18.600 km) of Kumarghat- Kailashahar section on NH-208 to 2-lane with Paved shoulder on EPC bais                   | 208.00           | 18.60 | 277.50 | 03-06-20 | 15-07-20 | 73.40%  | 71.48%  | 13-01-22 | 08-01-24                | LA,US & Covid-19  | 12.18   |
| 148 | Tripura | Improvement and Widening to 2 lanes with paved shoulders of Jolaibari - Belonia (from km 0.000 to km 21.412) section of NH-108A  | 108A             | 21.41 | 272.11 | 03-06-20 | 15-07-20 | 71.212% | 65.435% | 06-01-22 | 31.12.2023              | Land Acquisition issues & contractor issues like poor mobilisation of resources etc | 14.29   |
| 149 | Tripura | Rehabilitation & Upgradation of Road from design Km 0.00 to Km 11.800 (Total length-11.800 km) of Kailashahar-Kurti Bridge section on NH-208A to 2-lane with Paved shoulder on EPC bais(PKG- I ) | 208A             | 11.80 | 154.51 | 20-03-20 | 15-07-20 | 91.66%  | 90.03%  | 14-07-22 | 15-08-23                | LA & Covid-19   | 3.76    |

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|-----|---------|---|------------------|-------|--------|----------|----------|--------|--------|----------|--------------|-------------------------------------|------|
| 150 | Tripura | Rehabilitation and up-gradation of road from design km 11.800 to km 25.250 (Total length: 13.450km) of Kailashahar-Kurti Bridge section on NH-208A to 2- lane with paved shoulder on EPC basis (Package-II) | 208A             | 13.45 | 178.43 | 30-03-20 | 15-07-20 | 89.00% | 87.61% | 14-07-22 | August' 2023 | Land Acquisition                    | 6.33 |
| 151 | Tripura | Rehabilitation and up-gradation of road from design km 25.250 to km 36.460 (Total length: 11.210 km) of Kailashahar-Kurti Bridge section on NH-208A to 2- lane with paved shoulder (Package-III)            | 208A             | 11.21 | 140.55 | 03-06-20 | 03-08-20 | 20.93% | 18.67% | 02-02-22 | Terminated   | Land Acquisition                    | 6.3  |
| 152 | Tripura | Rehabilitation and up-gradation of road from km 19.300 to km 31.300 (Total length: 12.000km) of Agartala-Khowai section on NH-108B to 2- lane with paved shoulder on EPC basis (Package-II)                 | 208A/<br>NH-108B | 12.00 | 141.48 | 08-02-21 | 08-06-21 | 17.00% | 5.90%  | 17-12-22 | Terminated   | Land Acquisition, Contractor issues | 0.35 |



|     |         |   |                  |       |        |          |          |        |        |          |               |                   |       |
|-----|---------|---|------------------|-------|--------|----------|----------|--------|--------|----------|---------------|-------------------|-------|
| 153 | Tripura | Rehabilitation and up-gradation of road from design km 31.300 to km 45.300 (Total length: 14.000km) of Agartala-Khowai section on NH-108B to 2- lane with paved shoulder on EPC basis (Package-III) | 208A/<br>NH-108B | 14.00 | 173.17 | 21-09-20 | 22-10-20 | 75.10% | 66.73% | 15-04-22 | 16-08-23      | Contractor issues | 9.04  |
| 154 | Tripura | Rehabilitation and up-gradation of road from km 0.000 to km 16.29 (Total Length: 16.29 km) of Manu-Lalchara Section on Nh-44A to 2- lane with paved shoulder on EPC Mode (Manu-Simlung -I)          | 108 /<br>44A     | 16.08 | 247.76 | 30-03-20 | 15-07-20 | 87.20% | 82.39% | 14-01-22 | 27-08-23      | LA Issues/Covid   | 11.19 |
| 155 | Tripura | Rehabilitation and up-gradation of road from km 16.077 to km 43.935 (total length 27.858 km) of Lalchara-Kanchanpur section on NH-44A to 2 lane with paved shoulder (Manu-Simlung -II)              | 108 /<br>44A     | 27.86 | 456.88 | 23-03-22 | 10-01-23 | 6.14%  | 4.16%  | 08-01-25 | January '2025 | -                 | -     |

|     |         |  |           |       |        |          |          |         |        |          |               |                  |       |
|-----|---------|--|-----------|-------|--------|----------|----------|---------|--------|----------|---------------|------------------|-------|
| 156 | Tripura | Rehabilitation & Upgradation of Road from Km 46.597 to Km 66.845 (Total length= 20.248 km) of Kanchanpur-Vaghmun section(PKG- III) on NH-44A to 2 -lane with Paved shoulder (Manu-Simlung-III) | 108 / 44A | 20.25 | 347.36 | 03-06-20 | 20-07-20 | 100.00% | 99.39% | 19-01-22 | Completed     | Land Acquisition | 27.73 |
| 157 | Tripura | Rehabilitation and up-gradation of road from Km 66.845 to 85.125 (Total length: 18.280 Km) of Vaghmun-simlung section on NH-44A (Package-IV) to 2-lane with paved shoulder (Manu-Simlung-IV)   | 108 / 44A | 18.28 | 354.79 | 27-03-21 | 25-06-21 | 17.20%  | 15.06% | 24-12-22 | November'2023 | Land Acquisition | 0.54  |
| 158 | Tripura | Improvement & widening to 2-lane with paved shoulder of road Kailashahar - Fultali section from Km 21.100 to Km 29.200 (Pkg-1)   | 208.00    | 8.10  | 99.48  | 24-11-20 | 29-12-20 | 75.95%  | 74.12% | 30-06-22 | 07-11-23      | LA & Covid-19    | 3.23  |
| 159 | Tripura | Improvement & widening to 2-lane with paved shoulder of road Jurichhara - Bamanchara section from Km 49.200 to Km 63.700 (Pkg-3)   | 208.00    | 14.50 | 296.48 | 24-11-20 | 01-01-21 | 97.57%  | 96.89% | 02-07-22 | 28-05-23      | LA Issues/Covid  | 7.44  |

|     |         |   |        |       |        |          |          |        |        |          |                         |  |         |
|-----|---------|---|--------|-------|--------|----------|----------|--------|--------|----------|-------------------------|--|---------|
| 160 | Tripura | Improvement & widening to 2-lane with paved shoulder of road Bamanchara - Srirampur section from Km 63.700 to Km 75.700 (Pkg-4)   | 208.00 | 12.00 | 159.13 | 24-11-20 | 29-12-20 | 81.10% | 70.92% | 30-06-22 | 22-10-23                | LA Issues/Covid  | 7.86    |
| 161 | Tripura | Improvement & widening to 2-lane with paved shoulder of road Srirampur - Khowai section from Km 75.700 to Km 101.300 (Pkg-5)  | 208.00 | 25.60 | 332.14 | 24-11-20 | 30-12-20 | 99.08% | 98.77% | 01-07-22 | Completed on 18-04-2023 | Delays due to: LA, US & Covid.   | 17.9022 |
| 162 | Tripura | Improvement and Widening to 2-lane with earthen/paved shoulder from Km 23 to Km 34.500 (11.5 Km) and overlay from Km 20.30 to Km 22.00 (1.7 Km) (Total Length = 13.2 Km) on Udaipur to Srimantapur section on NH-08 on EPC basis under NH(O)-NE | 8      | 13.20 | 195.95 | 03-03-23 | 29-05-23 | 0.00%  | 0.00%  | 27-11-24 | -                       | -  | -       |
| 163 | Tripura | Construction of 2 RCC Bridges on river Gomati and Muhuri  | 8      | 1.80  | 86.54  | 13-08-20 | 23-09-20 | 44.87% | 39.50% | 25-03-22 | 28-02-24                | Contractor Issue, Poor Mobilization of Manpower and Machinery by the EPC contractor. | 0.77    |

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