

F.No.2/16/2025-PIU
Government of India
Ministry of Finance
Department of Economic Affairs
Infrastructure Finance Secretariat
ISD Division
(PIU)

4th Floor, STCs Building,
Janpath New Delhi
Dated: 22nd October 2025

Record of Discussion

Subject: Record of Discussion of the 135th meeting of the PPPAC for considering two road project proposal of the Ministry of Road, Transport & Highways (MoRTH) on PPP mode.

Reference: 135th meeting of the PPPAC held on 17th September 2025.

Sir/Madam,

The undersigned is directed to forward the Record of Discussion of the 135th meeting of the PPPAC held on 17th September 2025 under the chairmanship of Secretary (EA) for information and necessary action.

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



(Arya Balan Kumari)
Joint Director (PIU)
011-2370 1219

To,

1. **Secretary, Department of Expenditure, North block, New Delhi-01**
2. **CEO, NITI Aayog, Yojana Bhawan, New Delhi-01**
3. **Secretary, Ministry of Road, Transport & Highways, Transport Bhawan, New Delhi.**
4. **Secretary, Department of Legal Affairs, Shastri Bhawan, New Delhi.**

Copy to:

1. **Sr. PPS to Secretary (EA)**
2. **PSO to JS (ISD)**

Subject: Record of Discussion of the 135th meeting of the PPPAC for considering the following project proposals: -

(i) Widening from intermediate/two lane to 2-lane with paved shoulder from Hiwarkhedi (design km 0.000) to Roshni (design 90.010) section and Ashapur Village (design 114.000) to near Rudhy village (149.000) section of NH-347B of Betul - Khandwa corridor (Design length-125.010 km), and Up-gradation of existing 2 lane to 4 lane with paved shoulder from Deshgaon (design 0.000) to Julwaniya (design 108.643) section of NH-347B in the State of Madhya Pradesh on HAM under NH (0).

(ii) Construction of Greenfield Connectivity to Jewar International Airport from DND- Faridabad- Ballabgarh Bypass KMP Link -Spur to Delhi Mumbai Expressway on Hybrid Annuity Mode under Bharatmala Pariyojana in the state of Uttar Pradesh & Haryana. (Design Length 31.425 Km - Access Controlled Highway).

1. The 135th meeting of the PPPAC was held on 17th September 2025 at 15:00 hours to consider the above proposals of MoRTH.
2. The Record of Discussion of the project mentioned at Sl. No. (ii) above will be issued upon receipt of clarification from DoE on their OM dated 5th August, 2016.
3. List of attendees is placed at **Annexure-I**.
4. With the permission of Secretary (EA), Joint Secretary (ISD) welcomed all the attendees to the meeting. NHA made a detailed presentation on the proposed road projects.

(i) Widening from intermediate/two lane to 2-lane with paved shoulder from Hiwarkhedi (design km 0.000) to Roshni (design 90.010) section and Ashapur Village (design 114.000) to near Rudhy village (149.000) section of NH-347B of Betul - Khandwa corridor (Design length-125.010 km), and Up-gradation of existing 2 lane to 4 lane with paved shoulder from Deshgaon (design 0.000) to Julwaniya (design 108.643) section of NH-347B in the State of Madhya Pradesh on HAM under NH.

1. The details of the project are given in the table below:

Table-1: Details of the project

Project Description	<p>i. Construction of 2 lane with paved shoulder from Hiwarkhedi to Roshni section of NH-347B from design km 0.000 to design km 90.010 and 2/4 Lane with Paved Shoulder from design km 114.000 near Ashapur Village to design km 149.000 near Rudhy village section of NH-347B of Betul - Khandwa corridor (Design length-125.010 km) in the State of Madhya Pradesh on Hybrid Annuity Mode under NH (O) and</p> <p>ii. Up-gradation of existing 2 lane to 4 lane with paved shoulder from Deshgaon to Julwaniya section of NH-347B from design km 0.000 (Existing km 99.924 on NH-347BG) to design km 108.643 (Ex km 129.900 on NH-52) under NH(O) in the State of Madhya Pradesh on Hybrid Annuity Mode.</p>			
PPP Model	Hybrid Annuity Mode			
Sponsoring Authority	Ministry of Road Transport and Highways, Government of India			
Implementing Agency	National Highways Authority of India (NHAI)			
Location	State: Madhya Pradesh District: Betul, Khandwa, Khargone, Barwani			
Type of Pavement	Flexible			
Lane configuration	2-lane with Paved Shoulder & 4-lane			
Details of Structures	S. No.	Description	Betul-Khandwa	Deshgaon-Julwaniya
	1	Length of Project Highway	125.01	108.643
	2	Length of Eccentric Widening	54.62	42.28
	3	Length of Forest Section	53.138	4.7
	4	Lane Configuration	2-lane+PS	4 lane
	5	Width of Road – Green Field	12/13 m	2 x 9.0
	6	Width of Structure	13.0 m	2 x 10.0
	7	Proposed RoW	45m in Revenue & 30m in Forest	45m
	8	Bypass Length	44.99	47.393
	9	Realignment Length	25.4	6.88
	10	Major Bridges	10(75-225m)	07(63-352m)
	11	Grade Separated Structures	4(3 LVUP, 1 VUP)	34(11-VUP, 13-LVUP, 6-SVUP, 1 VOP, 3 Flyovers)
	12	Animal Underpasses	7 (300x4, 200, 350, 125)	Nil
	13	Minor Bridges	57	46
	14	Box Culverts	305	228
15	Cross Road Box Culverts/ Pipe	32	146	
Concession Period	17 years (including 2 years for construction)			
Estimated Capital Cost with Break-up under major heads of expenditure	S. N	Description of work	Betul - Khandwa	Deshgaon - Julwaniya
	1.	Civil construction cost (crore)	1,062.78	1,485.54
	2.	Utility shifting cost (crore)	108.67	53.08

	3.	Total Estimated Civil Cost including utility shifting	1,171.45	1,538.62	
	4.	IC & Pre-Operative Exp @ 1%	11.715	15.39	
	5.	Financing Cost	5.096	6.69	
	6.	Interest During Construction	48.805	62.81	
	7.	Estimated project cost Excluding GST (crore)	1237.07	1623.51	
	8.	GST @ 18% on Civil Construction cost	210.86	276.95	
	9.	Estimated project cost (incl. GST)	1447.93	1900.46	
	10.	Escalation during construction (@5% per 2 nd year)	58.57	76.93	
	11.	O & M Cost for 15 Years	159.31	208.90	
	12.	GST on O&M cost	28.68	37.60	
	13.	Land acquisition & other pre-construction cost	92.48	340.29	
	14.	Contingencies @ 1% of Civil Cost	11.71	15.39	
	15.	Total Capital Cost	1798.68	2579.57	
	Land Acquisition Status	S N	Description	Betul -Khandwa	Deshgaon - Julwaniya
		1.	Total Land Required (in Ha.)	517.891	579.211
2.		Land already in Possession (In Ha.)	77.99	167.8	
3.		Additional Land Acquisition required (in Ha.)	436.321	411.41	
4.		Forest Area (in Ha.)	166.959	3.28	
5.		Govt. Land (in Ha.)	30.04	72.36	
6.		Private Land (in Ha.)	242.282	336.15	
7.		3(A)	100% Completed	100% completed	
8.		3(D)	100% Completed (74.63% - Publication on hold, 25.37% - Published)	95% completed (Publication on hold)	
9.		3(G)	127 Ha Published (24.56%- Completed)	-	
Financial Viability	Particulars	Betul -Khandwa	Deshgaon - Julwaniya		
	PIRR	12.67%	12.12%		
	EIRR	15%	15%		
Concession Agreement	The project is proposed to be implemented as per Model Concession Agreement dated 09.12.2016 and its subsequent amendments uploaded on MoRTH web site.				
Bidding parameter	Lowest Bid Project Cost				
Bidding process	Single Stage Two-part system of bidding				

2. The proposed project is part of Betul-Khandwa-Deshgaon-Julwaniya section of NH-347B corridor and serves as a strategic route to East-West economic corridor linking NH-52 (Punjab-Karnataka) and NH-47 (Nagpur-Indore). The corridor was envisioned under the Bharatmala Pariyojana and significantly improves access to major rail freight nodes at Itarsi and Khandwa and to logistics parks in Indore and Jalgaon. It also supports high-volume agricultural freight movement to the processing hubs in Indore and Nagpur. The project complements the Aspirational Districts Program for Khandwa and Barwani and strengthens access to energy corridors including NTPC Khargone (1320 MW), Satpura Thermal Plant, and solar zones in Barwani-Burhanpur. The project also connects tourist and pilgrimage spots along the Narmada River, improving access to destinations such as Omkareshwar Jyotirlinga, Satpura Forest Eco-tourism, Hanuwantiya Island, and the Statue of Unity and also passes through the tribal regions of Betul, Khandwa, Khargone, and Barwani districts.
3. The proposal involves i) Two lane + Paved Shoulder of Betul Khandwa, and ii) Four-laning of Deshgaon-Julwaniya section which has been declared as NH-347B and traverses through the districts of Betul & Khandwa under NH(O) on Hybrid Annuity Mode (HAM). In the Betul-Khandwa section, the section-1 starts from Hiwarkhedi to Roshini for 90 km and the second section is from Ashapur to Rudhy for 35 km. The rest two sections in the Betul-Khandwa corridor is already awarded and is under construction.
4. The traffic on the proposed sections for the year 2025 is 6,092 PCU/day for Betul to Khandwa and 9,581 PCU/day (touching the trigger point of 10000 PCU/day for 4 laning) for Deshgaon to Julwaniya section. By 2047 the traffic is expected to cross 19,647 PCU/day for Betul to Khandwa and 30,900 PCU/day for Deshgaon to Julwaniya section. The proposed project significantly reduces truck travel time by 35-40% along the corridor, enhancing freight efficiency and lowering logistics costs.
5. The project will be executed under the HAM model with an estimated project cost for the Betul-Khandwa section is Rs. 1447.93 crore and for the Deshgaon-Julwaniya section is Rs. 1900.46 crore. The Total Capital Cost for the Betul-Khandwa section is Rs. 1798.68 crore and for the Deshgaon-Julwaniya section is Rs. 2579.57 crore. The financial assessment indicates the project IRR is higher than 12% and the equity IRR is 15% for both the sections.
6. After the detailed presentation, the Chair asked the PPPAC members for their observations. DoLA supported the proposal and stated that no further comments to offer.
7. Director, DoE raised the following observations:

- a) The estimated per-kilometre civil construction cost of the Betul–Khandwa section is higher than that of comparable projects in the region. What is the justification for the high per km cost?
8. PD, NITI Aayog raised the following observations:
- a) Whether the utility shifting costs of the EHT (Extra High Tension) line, including shutdown charges, have been appropriately accounted for in the project cost estimates? Additionally, what is the shifting procedure for 01 no. of 765 KV line present in the Deshgaon to Julwaniya section?
- b) Whether the current traffic estimates include the diverted traffic—especially from Nagpur to Vadodara? To accurately assess corridor demand, a traffic survey may be conducted at Nagpur to capture such through traffic.
- c) The Betul-Khandwa Corridor is proposed with varying RoW of 45m and 30m. The justification for difference in the RoW to be provided.
- d) As per the proposal, the application for the wildlife clearance (of 6.5 km length & area -17.4 Ha) is submitted to the State Government for the approval of State Wildlife Board. MoRTH to ensure that the approval is in place before awarding the contract.
- e) Noise barriers are proposed for a length of 4 km. However, the responsibility of designing the same and submission to IE for approval has been indicated in Schedule-B as concessionaire's responsibility. The same to be reviewed considering that the design standards shall be as per the IRC and the same would be done in DPR stage.
9. JS(ISD) highlighted the following observations:
- a) The traffic indicated for the year 2025 is 6,092 PCU/day for Betul to Khandwa and 9,186 PCU/day for Deshgaon to Julwaniya. However as per the LOS criteria, the traffic is well below the triggering point of 13,500. The Justification for upgrading to 2-lane paved shoulder/ 4-lane to be provided.
- b) It is observed that there are high number of major and minor bridges proposed along the corridor. What is the rationale for proposing such a high number of structures?
- c) Whether the tolling system proposed for the project corridor is open tolling or closed tolling?

- d) The cost of Debt considered in the proposal is on higher side. MoRTH may consider the cost of debt as per the prevailing market rates.
- e) A construction period of only 2 years is considered for both the proposed project sections of 125 km and 108 km each. However, in the recently appraised PPP proposal from Mokama to Munger, for a length of 82.4 km, a construction period of 2.5 years was considered. Whether the construction period of two years shall be sufficient?
- f) Currently, the project is divided into two packages. MoRTH may reassess the option of combining it into a single package.
- g) What is the reason for the increase in the cost of the instant proposal as compared to the PIB project?
- h) As per the PPPAC memo and the DPR, one of the proposed sections is Betul to Khandwa. However, the PPPAC proposal title is submitted for Hiwarkhedi to Roshni section and Ashapur Village to Rudhy village section. MoRTH may revise the title of the project without any ambiguity.
- i) In the Betul to Khandwa section, the cost for wayside amenities (WSA) and PIU office is considered in the Estimated Project Cost. The justification for considering the same to be provided.

10. The Chair made the following observations:

- a) Is the proposed corridor a greenfield or a brownfield project?
- b) What is the current status of land acquisition for the proposed project? Additionally, the land acquisition cost estimated appears to be significantly low. Whether the land acquisition cost is reasonably estimated?
- c) What is the lane configuration of the entire corridor from Betul to Julwaniya?

11. MoRTH submitted the following to the queries raised by the PPPAC Members: -

- a) The proposed project alignment traverses through the ecologically sensitive Satpura–Melghat Tiger Reserve area. To minimize impacts on biodiversity, appropriate mitigation structures such as wildlife crossings, underpasses, and related ecological safeguards have been incorporated into the design. The inclusion of these

specialized measures has led to an increase in the overall per km civil construction cost of the project.

- b) The cost of shifting EHT line including shutdown charges has been included in the Estimated Project Cost. In the Deshgaon to Julwaniya section, 01 No. of 765 KV line is present with sufficient vertical clearance and need not be raised or shifted.
- c) The traffic estimates currently account for existing traffic only, and diverted traffic has not been considered. Since the proposed corridor caters to local traffic, diverted traffic from Nagur is not accounted for.
- d) The RoW of 45 m is proposed in the revenue area, while a RoW of 30 m is proposed in the forest area.
- e) The approval from the State Wildlife Board will be obtained before awarding the contract.
- f) The noise barriers are proposed at Animal Underpass locations as desired by the Wildlife department as per their Guidelines and same has been provisioned by the DPR consultant in consultation with Forest/Wildlife Department. However, Concessionaire is free to design the noise barrier according to IRC standards.
- g) Betul-Khandwa section is upgraded as per MoRTH Circular (NH-14019/6/2012-P&M dated 05.10.2012) which mandates that all new widening or realignment projects must be upgraded to at least 2-lane with paved shoulders (2L+PS), regardless of current traffic. Deshgaon-Julwaniya section lies in rolling terrain where the design service volume for a 2-lane road is 8,500 PCU/day only per IRC: SP:73-2018 & MoRTH Circular dated 26.05.2016. With current traffic at 9,186 PCU/day, the threshold is already exceeded, warranting upgradation to 4-lane configuration.
- h) The high number of structures is necessitated by the nature of the project being a brownfield development, where the existing alignment is largely retained. The proposed bridges are based on hydrological assessments at stream and river crossings to ensure adequate cross-drainage and stormwater management. These structures are critical in maintaining the functional integrity and safety of the corridor, especially during monsoon seasons, and are aligned with site-specific topographical and drainage requirements.
- i) The proposed corridor is planned to be tolled under an open tolling system.

- j) The cost of Debt shall be standardized as per the prevailing lending rates and accordingly a circular shall be published by MoRTH.
- k) Betul to Khandwa section is proposed to be developed as a 2-lane with paved shoulders, therefore the construction period of 2 years is sufficient. However, the Deshgaon to Julwaniya section is proposed to be developed as a 4-lane corridor for which a construction period of 2 years was considered initially, however the same is now proposed to 2.5 years. The details of updated cost of the project section are placed at **Annexure-II**.
- l) The combined length of Betul–Khandwa (125.01 km) section and Deshgaon–Julwaniya (108.643 km) section is 233.653 km, which is a large and a non-contiguous corridor. Due to its non-contiguous nature and operational considerations, the project has been appropriately divided into two separate packages.
- m) The increase in the project cost compared to the PIB-approved estimate is due to multiple factors. The civil cost in the PIB was based on 2022 rates using SOR 2018, which does not reflect the escalation in material and fuel prices. Additionally, the project scope has been revised, while the PIB considered the terrain as plain/rolling, a significant portion of the Betul–Khandwa stretch passes through forest and tiger corridors, necessitating additional structures, bypasses, and higher embankments. The GST rate has also increased from 12% (as considered in PIB) to 18%, contributing further to the cost. Lastly, revisions in pre-construction expenditure have added to the overall escalation. Additionally, when the proposal was submitted to the PIB, the project DPR was not prepared and the cost submitted were based on estimates.
- n) The project name shall be revised to Betul – Khandwa – Julwaniya section.
- o) The provision for wayside amenities (WSA) and PIU office shall be deleted from the scope of work and the project cost shall be updated accordingly.
- p) The proposed corridor is a brownfield project.
- q) The Betul–Khandwa requires a total of 517.891 hectares, of which 77.99 hectares are already in possession, while Deshgaon–Julwaniya requires 579.211 hectares, with 167.8 hectares acquired. 3(A) is 100% completed for both sections. For Betul–Khandwa section, 3(D) and 3(G) are 100% and 24.56% completed, respectively. For Deshgaon–Julwaniya section, 3(D) is currently on hold. Additionally, the LA cost is on the lower side because the multiplication factor is not applicable as per the State Government Rules under Land Acquisition, Rehabilitation and Resettlement Act,

2013. However, in the regions which are nearer to the city the Land Acquisition cost is higher.

- r) The lane configuration of the entire corridor from Betul to Julwaniya includes both 2-lane and 4-lane stretches, implemented under both HAM and EPC modes. The Betul to Khandwa section (km 0+000 to km 90+010) and the Ashapur to Rudhy stretch (km 114+000 to km 149+000), of a total 125.010 km (Instant Proposal), are proposed as 2-lane with paved shoulders (2L+PS) under HAM mode. The Roshni to Ashapur section (km 90+010 to km 114+000), of length 24.100 km, is also 2L+PS under EPC mode and is currently 40% completed. The Rudhy to Deshgaon section (km 149+000 to km 177+680), of length 28.680 km, is being developed as a 4-lane road under EPC mode and is 50% completed. The final section, Deshgaon to Julwaniya (km 0+000 to km 108+643) is a 4-lane corridor (Instant Proposal) under HAM mode.

Recommendations

12. After detailed deliberations, the PPPAC unanimously recommended the proposal for “Widening from intermediate/two lane to 2-lane with paved shoulder from Hiwarkhedi (design km 0.000) to Roshni (design 90.010) section and Ashapur Village (design 114.000) to near Rudhy village (149.000) section of NH-347B of Betul - Khandwa corridor (Design length-125.010 km), and Up-gradation of existing 2 lane to 4 lane with paved shoulder from Deshgaon (design 0.000) to Julwaniya (design 108.643) section of NH-347B in the State of Madhya Pradesh on HAM under NH (O)” subject to following recommendations, for consideration of the competent authority for giving administrative approval.

- a) The combined appraised Total Capital Cost for Betul-Khandwa and Deshgaon-Julwaniya section is Rs. 4415.60 crore (i.e. Rs. 1791.42 crore for Betul-Khandwa section and Rs. 2624.18 crore for the Deshgaon-Julwaniya section). The combined total project cost (incl. GST) is Rs. 3344.78 crore (i.e. Rs. 1441.74 crore for Betul-Khandwa section and Rs. 1903.04 crore for the Deshgaon-Julwaniya section).
- b) The project should be taken up on HAM mode under the NH(O) scheme.
- c) The cost of debt to be considered as per the prevailing lending rates and not at the higher side. Under HAM, rather than applying a uniform rate for the entire concession period, appropriate rate shall be used for the pre-CoD and post-CoD phases. Additionally, MoRTH shall also standardized the Debt-to-Equity ratio for all future projects.

- d) The construction period for Deshgaon to Julwaniya section which was initially proposed as 2 years is revised to 2.5 years considering the upgradation to a 4-lane corridor with a total length of 108.643 km.
- e) The project name shall be revised to Betul – Khandwa – Julwaniya section.

13. Revalidation of its recommendation by the PPPAC is not required for following post recommendation changes in the project costs/bid documents: -

- a) Any change in the date/time period for any time-bound actions like appointed date, financial close, construction period etc.
- b) Non-substantial change in risk-allocation.
- c) Any other changes/modification in the project proposal with the overall objective of making project successful.
- d) Further, MoRTH/NHAI may decide whether the changes proposed post recommendations of the project proposal by the PPPAC fall within the threshold criteria as stated above. All such changes falling within the threshold criteria shall be appraised at the level of Secretary (RTH)/BoD of NHAI as the case may be, without any further need of revalidation by the PPPAC and shall proceed with the approval process accordingly.

Annexure-I

List of the participants of the 135th meeting of the PPPAC

a) Department of Economic Affairs, Ministry of Finance

1. Ms. Anuradha Thakur, Secretary, EA- In Chair
2. Shri Baldeo Purushartha, Joint Secretary (ISD)
3. Ms. Arya Balan Kumari, Joint Director (PIU)
4. Shri Rajender Singh, SO (PIU)

b) Department of Expenditure

1. Shri Ranganath Audam, Deputy Director

c) NITI Aayog

1. Shri. Partha Reddy, Programme Director

d) Department of Legal Affairs

1. Shri Jagat Prakash, Assistant Legal Adviser

e) Ministry of Road Transport and Highways

1. Shri V Umashankar, Secretary (RTH)
2. Shri Vinay Kumar, AS(H)
3. Shri Puneet Agarwal AS&FA
4. Shri Manoj Kumar, CE

f) National Highway Authority of India (NHAI)

1. Shri Santosh Kumar Yadav, Chairman
2. Shri Alok Deepankar, Member (Technical)
3. Shri Navin Kumar, CGM (T)-MP
4. Shri Mohammad Safi, CGM (T)- Delhi
5. Shri Sharwan Kumar Singh, RO- Bhopal
6. Shri Rahul Singh, GM (T)-MP
7. Shri Krishnendra Dwivedi, Manager (T)-MP
8. Shri Dhruv Gupta, Manager (T)

Annexure-II

Compliance to the observation by PPPAC



सत्यमेव जयते

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)

National Highways Authority of India

(Ministry of Road Transport and Highways, Government of India)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली - 110 075 • G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष/Phone : 01-11-25074100 / 25074200



MPDIV-21017/37/2025-MP Division (287624)

26th September, 2025

To,

The Additional Secretary (Highways)
Ministry of Road Transport & Highways,
Transport Bhawan, 1, Parliament Street
New Delhi - 110 001

(Kind Attention: Sh. Shashi Bhushan, SE - BPBSP)

Sub: Compliance to the observations of PPPAC:

- Construction of 2 lane with paved shoulder from Hiwarkheddi to Roshni section of NH-347B from design km 0.000 to design km 90.010 and 2/4 Lane with Paved Shoulder from design km 114.000 near Ashapur Village to design km 149.000 near Rudhy village section of NH-347B of Betul - Khandwa corridor (Design length- 125.010 km) in the State of Madhya Pradesh on Hybrid Annuity Mode under NH (O)

&

- Up-gradation of existing 2 lane to 4 lane with paved shoulder from Deshgaon to Julwanya section of NH-347B from design km 0.000 (Existing km 99.924 on NH-347BG) to design km 108.643 (Ex km 129.900 on NH-52) under NH(O) in the State of Madhya Pradesh on Hybrid Annuity Mode - reg.

Ref.: Meeting of PPPAC held on 17.09.2025 under the Chairmanship of the Secretary (Economic Affairs) in North Block

Sir,

Please refer to the PPPAC meeting of the subject proposals held on 17.09.2025 under the Chairmanship of the Secretary (Economic Affairs) in North Block wherein the subject proposal was "in-principally" agreed, subject to following compliances:

S. No.	2L+ PS of Balance sections of Betul - Khandwa	4L + PS of Deshgaon to Julwanya
2.1	Provision of WSA Rest Area to be deleted The provision of WSA Rest Area has been deleted and the cost estimate has been modified accordingly.	No provision for WSA has been made in the cost estimate, hence, no change.
2.2	Provision of NHA PIU building to be deleted The provision of NHA PIU building has been deleted from the scope of work and the cost estimate has been modified accordingly.	No provision for NHA PIU building has been made in the cost estimate, hence, no change.
2.3	Name of the project is to be clearly mentioned Construction of 2 lane with paved shoulder from Hiwarkheddi to Roshni section of NH-347B from	Up-gradation of existing 2 lane to 4 lane with paved shoulder from Deshgaon to Julwanya

(1/3) 4

	design km 0.000 to design km 90.010 and 2/4 Lane with Paved Shoulder from design km 114.000 near Ashapur Village to design km 149.000 near Rudhy village section of NH-347B of Betul - Khandwa corridor (Design length-125.010 km) in the State of Madhya Pradesh on Hybrid Annuity Mode under NH(O)	section of NH-347B from design km 0.000 (Existing km 99.924 on NH-347BG) to design km 108.643 (Ex km 129.900 on NH-52) under NH(O) in the State of Madhya Pradesh on Hybrid Annuity Mode
2.4	The provision of Bonus shall be deleted from RFP	
	Noted for compliance.	Noted for compliance.
2.5	The construction period of 4L + PS of Deshgaon to Julwaniya shall be increased to 2.5 years from 2 years.	
	Not Applicable	The costing details and financial parameters for taking up the project with construction period of 2.5 years were also presented before committee, accordingly, same has been taken.
2.6	Shutdown charges shall be included in the EHT lines estimates obtained from Utility owning Agencies. Further, it was also enquired about the shifting procedure of 01 no. of 765 KV line.	
	The utility shifting estimates are inclusive of Shutdown charges for EHT lines. No. 765 KV line is in this section. The detailed EHT plan has been also enclosed.	The utility shifting estimates are inclusive of Shutdown charges for EHT lines. 01 No. 765 KV line in this section has sufficient vertical clearance and need not be raised/shifted. The detailed EHT plan has been also enclosed


2. The revised abstract of cost estimates (modified for Balance sections of Betul - Khandwa only) along with financial parameters are as below:

S. No.	Description	Remarks	
		2L+PS of Balance sections of Betul - Khandwa (Construction Period - 2 Years)	4L + PS of Deshgaon to Julwaniya (Construction Period - 2.5 Years)
1.	Civil construction cost (Cr)	1,057.79	1,485.54
2.	Utility shifting cost (Cr)	108.67	53.06
3.	Total Estimated Civil Cost including utility shifting	1,166.46	1,538.62
4.	C & Pre-Operative Exp @ 1%	11.665	15.39
5.	Financing Cost	5.073	6.62
6.	Interest During Construction	48.586	65.47
7.	Estimated project cost Excluding GST (Cr.)	1231.78	1626.99
8.	Estimated Bid Project Cost	1525.61	2037.73
9.	GST @ 18% on Civil Construction cost	209.96	276.95
10.	Estimated project cost (incl. GST)	1441.74	1903.04

($\frac{2}{3}$)

11.	Escalation during construction (@5% per year) for 2 nd years & half 3 rd year	58.32	115.40
12.	O & M Cost for 15 Years	158.66	211.92
13.	GST on O & M Cost	28.56	38.15
14.	Land acquisition & other pre-construction cost	924.8	340.29
15.	Contingencies @ 1% of Civil Cost	11.66	15.39
16.	Total Capital Cost	1791.42	2624.18

Encl.: As above.


 (Rahul SI)
 General Manager (T)
 Madhya Pradesh Division, NHAI-HQ

(3/13)