



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)

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### NHAI/ Policy Guidelines/Standard Documents/ 2025

#### Policy Circular No. 11.77/2025 dated 07<sup>th</sup> November, 2025

{Decision taken on E-Office File No. RMDIV-22/64/2025-RMD Division (Comp. No.297826)}

**Sub: Standard Operating Procedure (SOP) for One Time Improvement (OTI) of the Bypassed Section of National Highways and handing it over to the State Government - Reg.**

As per the extant Policy, the section of the National Highway which has been bypassed would cease to be the part of National Highway network and would no longer vest in the Government of India. The responsibility of its future improvement and maintenance lies with the respective State Government.

2. Now, MoRTH has issued Standard Operating Procedure for One Time Improvement (OTI) of the Bypassed Section and handing it over to State Government vide letter F. No. NH-14013/9/2020-P&M dated 08.09.2025 (Copy enclosed).

3. The copy of the same is enclosed herewith for implementation and ensuring the Handing Over of the bypassed Section of existing National Highway as per above SOP.

4. This issues with the approval of Competent Authority.

Encl: As stated above.

(Sanjay Kumar Patel)

I/c Chief General Manager (Coord.)

To,

All Officers of NHAI HQ/ ROs/ PIUs/ CMUs/ Site Offices.

Copy to:

1. Hindi Division for translation in Hindi.
2. Library for hosting the circular on library site.
3. Web Admin for circulation.
4. PPS to Secretary, MoRTH for kind information.

F. No. NH-14013/9/2020-P&M  
Government of India  
Ministry of Road Transport & Highways  
(P&M Section)

Transport Bhawan, 1, Parliament Street New Delhi-110001

Dated: 8<sup>th</sup> September, 2025

To

1. The Principal Secretaries/ Secretaries of all States/UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
2. The Chairman, National Highways Authority of India, G-586, Sector-10, Dwarka, New Delhi-110075.
3. The Managing Director, NHIDCL.
4. All Engineers-in-Chief and Chief Engineers of Public Works Departments of States/ UTs dealing with National Highways and other centrally sponsored schemes.
5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi- 110010.

**Subject: Standard Operating Procedure (SOP) for One Time Improvement (OTI) of the Bypassed section and handing it over to State Government - Reg.**

Sir/ Madam,

As per the extant policy of the Ministry on the subject cited above issued vide Circular nos. NH III/P/9/77 dated 30th November 1977 and 12th April 1982 the section of the National Highway which has been bypassed would cease to be the part of National Highway network and would no longer vest in the Government of India. The responsibility of its future improvement and maintenance lies with the respective State Government.

2. Further, Ministry has adopted the policy of doing one time improvement of the Bypassed Section before its handing over to State Government vide O.M. NO. RW/NH-33044/117/2015/S, R&T (R) dated 23.04.2015.
3. However, it has come to the notice of Ministry that even after construction of Bypass on the National Highways, the bypassed sections are not handed over to the State Government by taking one time improvement work on such section.
4. It has accordingly been decided to adopt the following approaches with immediate effect and until further orders:-

**Approval and Execution of One Time Improvement (OTI) work:**

**A. For New Projects:**

- (i) When a decision for construction of bypass or ring road on a NH is taken, provision of One Time Improvement of the NH section which has been bypassed shall be taken up for consideration when the main project is

taken up for appraisal and approval. One Time Improvement work shall invariably include:-

- o *Provision for construction of ROB over the existing Railway Level Crossing on the bypassed section so as to eliminate a level crossing, if any.*
- o The existing road be upgraded/ widened subject to the availability of sufficient Right of Way (RoW) without any land acquisition requirement or removal of encroachment.
- o White topping may be considered where site conditions so require.
- o Provision for proper drainage, street lighting, and widening or reconstruction of cross-drainage (CD) works shall be included, taking into account the local needs, site conditions and safety requirements.
- o *Provision for replacing the existing signboards/km-stones in the name of NHs which have been bypassed with those of SHs or MDRs as the case may be (as the left out bypassed section may be part of urban road, SH or MDR after ceasing to be the part of the NH).*

(ii) Scope, construction period, defect liability period and payment schedule w.r.t One Time Improvement work shall clearly and separately be mentioned in the respective schedules of the Contract/Concession Agreement. PCOD of the bypass section shall be the start date of the One Time Improvement work. Further maintenance of the bypassed section during the period of development of bypass shall be done by the respective Contractor / Concessionaire of the bypasses. After completion of the improvement work, the bypass section may be handed over to the concerned State entity for maintenance during the Defect Liability Period (DLP). In case of ROB, the DLP may be kept as 5 years and in every other case, DLP may be kept at 2 years. One Time Improvement work shall be executed as per the defined scope for this work and as per provision of the Contract/Concession Agreement and such provision should be clearly mentioned in the scope of work / Schedule B&C of the contract. The payment during the DLP period shall be released only after submission of satisfactory maintenance report of the State PWD/RCD to the Regional Officer concerned.

#### **B. For Ongoing/Sanctioned Project:**

- (i) In case of ongoing/sanctioned projects, proposal of One Time Improvement (OTI) work for the bypassed stretches may be initiated well before the scheduled completion of the main work or construction of the bypass so that the sanction and tendering process may be completed and Contract Agreement for OTI work may be signed before the completion of the construction period of main project work. One Time Improvement work shall invariably include-
- i. *Provision for construction of ROB over the existing Railway Level crossing on the bypassed section so as to eliminate a level crossing, if any.*

- ii. The existing road be upgraded/ widened subject to the availability of sufficient Right of Way (RoW) without any land acquisition requirement or removal of encroachment.
          - iii. White topping may be considered where site conditions so require.
          - iv. Provision for proper drainage, street lighting, and widening or reconstruction of cross-drainage (CD) works shall be included, taking into account the local needs, site conditions and safety requirements.
          - v. *Provision for replacing the existing signboards/km-stones in the name of NHs which have been bypassed with those of SHs or MDRs as the case may be (as the left out bypassed section may be part of urban road, SH or MDR after ceasing to be the part of the NH).*
  - ii. As the maintenance of the existing stretches during construction period of main project work is responsibility of the main concessionaire/contractor therefore, start date for One Time Improvement work shall be PCOD of the Bypass. The One Time Improvement work shall be executed as per provision of the contract signed for this work.
5. All Agencies are requested to ensure that all bypassed section till date are invariably handed over to the State Government immediately after completing one time improvement work and detailed report of the handing over process may be uploaded on the Datalake portal. In case there is a delay in the formal handing over of the project, the Member concerned in case of NHAI, the Zonal head concerned in case of MoRTH and Director concerned in case of NHIDCL shall write a letter to the ACS/Principal Secretary of the State PWD and such letter shall be considered as the handing over document.
6. **Notification for realignment of NH due to construction of Bypass:**
  - (i) Concerned agency in such cases shall inform the Ministry that the bypasses are being developed in lieu of existing NHs and proposal for notification due to realignment shall be submitted to Ministry when progress of the project will be around 90%, but at least 3 months before PCOD/COD.
  - (ii) Provision shall be made in the Datalake to indicate whether an existing section is being bypassed at the time of first entry of a main project work in the Datalake so that the issue of notification can be monitored and tracked on the basis of percentage of physical completion.
  - (iii) The bypasses shall be assigned the existing NH number after completion of the work and change in description of NH due to realignment will be re-notified by the Ministry, if required.
  - (iv) Ministry will notify change in description of existing NHs, in accordance with its realignment ensuring that existing stretches which have been bypassed get de-notified if required.

- (v) All such left out existing stretches which have been bypassed shall no longer vest in the Government of India.

**7. Handing over the bypassed left out stretches to State Government:**

- (i) Bypassed sections of NHs will be handed over to the State PWD/RCD/R&B by the agency concerned immediately after One Time Improvement work but certainly not later than three months of completion with maintenance to be monitored by the concerned agency of the State Government. Completion date of the One-Time improvement work should be the transfer date of the bypassed section.
- (ii) The State PWD/RCD/R&B are to be informed through an appropriate letter to be written by the Regional Officer concerned about the date of completion of the One Time Improvement work for handing over of left out bypassed section and proper handing over/taking over may be ensured by respective agencies. For monitoring during DLP, the tripartite agreement may be signed with the State Government, Contractor / Concessionaire and Executing Agency.

8. This issues with the approval of Competent Authority.
9. It is requested that the contents of this letter may be brought into the notice of all concerned for needful compliance.



(Shoba Basil)

Under Secretary to Govt of India  
[planningmorth@gmail.com](mailto:planningmorth@gmail.com)

**Copy to:**

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. The Secretary General, Indian Roads Congress
4. Technical circular file of S&R (P&B) Section
5. NIC-for uploading on Ministry's website under "What's new"

**Copy for information and necessary action to:**

1. PS to Hon'ble Minister (RT&H)
2. PS to Hon'ble MOS (RT&H)
3. Sr. PPS to Secretary (RT&H)
4. Sr. PPS to DG (RD) & SS
5. Sr. PPS to AS&FA
6. Sr. PPS to Pr. CCA, MoRT&H
7. Sr. PPS / PPS / PS to ADG-I/II/III/IV/V
8. Sr. PPS / PPS / PS to AS (H)/ AS (NHIDCL)/ JS (Toll) / JS (LA&C)

