130.1.9

No. RW/NH-33044/24/2026-S&R(P&B) (Comp No 270993)
Government of India
Ministry of Road Transport & Highways
सत्यमेव जयते Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 28th October, 2026

CIRCULAR

To

1. The Chief Secretaries of all the State Governments/ UTs.
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department/ Road Construction Department/ Highways Department (dealing with National Highways and other centrally sponsored schemes).
3. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
4. The Managing Director, NHIDCL, World Trade Centre, New Delhi-110029.
5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi- 110 010.
6. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs/ Road Construction Department/ Highways Departments (dealing with National Highways and other centrally sponsored schemes).
7. The Secretary General, Indian Roads Congress (IRC).
8. The Director, IAHE, Noida, UP
9. All CE-ROs, ROs of the Ministry of Road Transport and Highways (MoRTH).

Subject: - Rating Framework for rating of National Highways Corridors-Reg.

Ref: Ministry Circular/OM No(i)No. NH-35014/22/2020-H dated 18.06.2020 (ii) F. No. H-11013/01/2020-S&R(P&B) (181466) dated (iii) No. RW/NH-33044/15/2021-S&R(P&B) dated 16.04.2021

In order to assess the overall performance of National Highway corridors, a Rating Framework for rating of National Highway has been developed. The rating of National Highways is intended to provide a comprehensive assessment of the highway corridor and facilitate identification of deficiencies and prioritization of measures for improvement.

2. Two separate rating criteria shall be adopted for (i)Access Controlled Expressways and Designated High-Speed Corridors; and (ii) Normal National Highways other than Access Controlled Expressways and Designated High-Speed Corridors.

3. The rating framework comprises three categories, namely Highway Efficiency, Highway Safety, and User Experience, with various parameters under each category. The detailed rating framework is enclosed **at Annexure-I.**

4. It has been decided that aforesaid Rating Framework for rating of National Highways Corridor shall be adopted by all the executing agencies of the MoRTH.

5. It is requested that the contents of the circular may be brought into the notice

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of the all concerned for needful compliance.

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

Yours' Faithfully,

Encl: Annexure-I

(Akil Ahmad)
Superintending Engineer
for DG(RD)&SS

Copy:

1. Technical circular file of S&R (P&B) Section Technical circular file of S&R (P&B) Section
2. NIC-for uploading on Ministry's website under "What's new" & "Comprehensive Compendium circulars"

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6. Sr. PPS to Addl. Secretary (Transport)/Joint Secretary (Parliament)
7. Sr. PPS/ PPS to AS&FA
8. Sr. PPS/ PPS to all ADGs/ CEs

Criteria for Highway Rating

Expressway & High Speed Corridors

Category	Sl. No.	Parameter	Max marks	Intermediate Scoring	Min marks	Weightage	Data Source	Procedure	Level of Applicability (Corridor/ 10 km segment)
Highway Efficiency	1	Peak Congestion	Full Marks if: - For 4L Divided Interurban Highways, Ratio<=1.67 - For 4L Divided Access Control NH and Inter Urban Expressways, Ratio<=1.4 - For 6L Divided InterUrban Highway<=1.66 - For other Divided 6L, 8L Highways, Ratio<=1.5	Give Proportionate marks for values in between	Zero Marks if: - For 2 L Roads,Ratio>2.22 - For 4L Divided Interurban Highways, Ratio>2.18 - For other Divided 4L, 6L and 8L, Ratio>2	12	Traffic Survey/ATCC/IHMCL at toll plazas	To be measured as the ratio of maximum of peak hour traffic over 5 consecutive days in EVUs (or PCUs) during peak season to hourly design capacity (AADT traffic in EVUs or PCUs). Where Hourly Design Capacity = K (Peak hour Proportion) x Traffic Service Volume (Capacity) for LOS B Where Design Service Volume shall be taken as the upper limit of Traffic Service Volume range (in EVU(PCU/day) for LOS B according to Indo HCM Standards, depending on the Lane configuration and type of corridor. K (Peak hour Proportion) ~= 10% (IRC : 64-1990).	10 km segment Notes - Tollable Traffic Counts shall be taken from Toll Plazas, then it shall be assumed that traffic across all 10 km segments or part thereof falling between two consecutive toll plazas is equal to the average of the traffic count at these toll plazas. - For 2L road PCU/day range for LOS B = 7,500 - 13,500 PCU/day range for LOS C = 13,500 - 17,500 PCU/day range for LOS F = > 30,000 Upper limit of LOS C/ Upper Limit of LOS B = 17,500 / 13,5000 = 1.3 Upper Limit of LOS F/ Upper Limit of LOS B = 30,000 / 13,500 = 2.22
	2	Level of Service (LOS)	LOS C or Better	50% marks at LOS D	LOS E or worse	10	Traffic Survey/ATCC/IHMCL at toll plazas	Procedure for assessing the parameter- (i)The Annual Average Daily Traffic (AADT) for the current financial year collected from ATCC/IHMCL of the concerned toll plaza shall be taken as Traffic Service Volume of the Highway. (ii) LOS shall be determined basis this Traffic Service Volume and Lane configuration using the Indo HCM standards.	10 km segment Notes - Tollable Traffic Counts shall be taken from Toll Plazas, then it shall be assumed that traffic across all 10 km segments or part thereof falling between two consecutive toll plazas is equal to the average of the traffic count at these toll plazas
	3	Pavement Condition Index	>= 90	Give proportionate marks for values between 90 and 60	<= 60	43	NSV	PCI index evaluated by NSV Cell under HO Division of NHAI (out of 100) shall be considered.	10 km segment
	4	Toll Plaza Rating	Proportionate score to be given out of the full marks from the Toll Plaza Rating. Further, for stretches with no tolling being done, if AADT is less than equal to 6000 PCU/day, then give full marks, while if it is greater than 6000 PCU/day, then give zero marks.			10	Toll plaza rating to be used (IHMCL developing the same)	Capture as is it from Toll Plaza rating	Corridor
	5	Uniformity of Paved Carriageway Width	Average width of entire carriageway is same as design width i.e. completely 4/6/8 lane throughout project length	No intermediate marks	Average width of road is less than design width (4L/6L)	3	RAMS/ DAMS	RAMS Cell asset inventory report/DAMS to be considered for lane width across project length. Any structure shall be considered only if its average width is less than the Design carriageway width.	10 km segment
	6	Presence of ATMS every 20 km	If ATMS Provided every 20 km or less across the Corridor	No intermediate marks	If ATMS not provided every 20 km across the corridor	2	PIUs/ Field units/IHMCL	Data on Provision of ATMS across the corridor to be collated from PIUs/Field units/ IHMCL and average length at which ATMS is provided shall be calculated.	Corridor
Highway Safety	1	Accidents(other than padestrian) per 10 km per annum	less than or equal to 2	Deduct proportionate marks for values between 2 and 5	More than or equal to 5	-8	eDAR/ Road Safety Unit	The data for the latest financial year available with Road Safety Cell or eDAR shall be used to note the accidents excluding pedestrians per 10 km per annum on the highway.	10 km segment
	2	Accident Severity Index*	Accident Severity is equal to or less than 30	Deduct proportionate marks for values between 30 and 40	Accident Severity is more than or equal to 40	-7	Road Safety Unit	Procedure for assessing the parameter- (i)The data for the latest financial year available with Road Safety Cell or eDAR shall be used to note the fatalities per 100 accidents on the influence length of the toll plaza. (iii)The value so obtained from the data shall be compared with the ranges tabulated here.	10 km segment
	3	No. of Fatalities	Nil (0 marks)	No intermediate marks	1 or more per 10 km (-7 marks)	-7	Road Safety Unit / eDAR	Procedure for assessing the parameter- (i)The data for the latest financial year available with Road Safety Cell or eDAR shall be used to note the fatalities per 10 km on the highway stretch of the project.	10 km segment
	4	Failures in projects leading to road closures/diversions	0 incidents per 10 km or part thereof (0 marks)	No intermediate marks	1 or more per 10 km (-20 marks)	-20	PIU/ Field units	No. of failures of RE Wall/Structures/Pavement leading to road closure and diversion since COD/PCOD/CC of the Project as per Division Record. Road Closures/Diversions for routine maintenance activities to not be counted in this category.	10 km segment

Criteria for Highway Rating

Expressway & High Speed Corridors

Category	Sl. No.	Parameter	Max marks	Intermediate Scoring	Min marks	Weightage	Data Source	Procedure	Level of Applicability (Corridor/ 10 km segment)
User Experience	1	Percentage Length of median plantation and avenue plantation	Greater than or equal to 80%	Proportionate marks if the value is between 50% and 80%	Less than or equal to 50%	10	DAMS/Dashcam	The % of ROW area under plantation along the stretch considering only the area available for plantation including medians (only 4.5 m wide medians) and avenue to be calculated using drone images.	10 km segment
	2	Availablity of Wayside Amenities (WSA) (for access controlled Highway only)	Distance between two WSA less than or equal to 50Km (0 marks)	No intermediate marks	Distance between two WSA greater than 50Km (-2 marks)	-2	NHLML	Number of WSAs provided on each side of highway stretch per 100 Km is to be counted	Corridor
	3	Number of Encroachments	0 per 10 km (0 marks)	No intermediate marks	Equal to or more than 1 per 10 km (-3 marks)	-3	DAMS, Complaints consolidated from 3 Sources: K Analytics Portal, 1033, Rajmargyatra App	The number of encroachments (including illegal hoardings) per 10 km shall be counted.	10 km segment
	4	User Rating	100%	Marks to be reduced proportionately for values between 100% and 0%	0%	10	Rajmargyatra App or any other app rating National Highways.	To be taken as the average of the Online Rating of the Corridor done by the road users on Rajmarg Yatra Mobile Application for compliant resolution (rating given out of 5)	Corridor
	5	User Complaints	Less than or equal to 1 per 10 km (0 marks)	Give proportionate marks for values between 1 and 3	Greater than or equal to 3 per 10 km (-2 marks)	-2	Complainls consolidated from 3 Sources: 1033, Rajmargyatra App, MoRTH media attenlion portal (K Analytics Portal)	The number of complaints from users received per year per 10 km of the highway shall be noted.	10 km segment

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Criteria for Highway Rating

Highways other than Expressway & High Speed Corridor

Category	Sl. No.	Parameter	Max marks	Intermediate Scoring	Min marks	Weightage	Data Source	Procedure	Level of Applicability (Corridor/ 10 km segment)
Highway Efficiency	1	Peak Congestion	Full Marks if - For 2 L Roads Ratio<=1.3 - For 4L Divided Interurban Highways, Ratio<=1.67 - For 4L Divided Access Control NH and Inter Urban Expressways, Ratio<=1.4 - For 6L Divided InterUrban Highway<=1.66 - For other Divided 6L, 8L Highways, Ratio<=1.5	Give Proportionate marks for values in between	Zero Marks if - For 2 L Roads Ratio>2.22 - For 4L Divided Interurban Highways, Ratio>2.18 - For other Divided 4L, 6L and 8L Ratio>2	12	Traffic Survey/ATCC/IHMCL at toll plazas	To be measured as the ratio of maximum of peak hour traffic over 5 consecutive days in EVUs (or PCUs) during peak season to hourly design capacity (AADT traffic in EVUs or PCUs). Where Hourly Design Capacity = K (Peak hour Proportion) x Traffic Service Volume (Capacity) for LOS B Where Design Service Volume shall be taken as the upper limit of Traffic Service Volume range (in EVU(PCU/day) for LOS B according to Indo HCM Standards, depending on the Lane configuration and type of corridor. K (Peak hour Proportion) ~= 10% (IRC : 64-1990).	10 km segment Notes - Tollable Traffic Counts shall be taken from Toll Plazas, then it shall be assumed that traffic across all 10 km segments or part thereof falling between two consecutive toll plazas is equal to the average of the traffic count at these toll plazas. - For 2L road PCU/day range for LOS B = 7,500 - 13,500 PCU/day range for LOS C = 13,500 - 17,500 PCU/day range for LOS F = > 30,000 Upper limit of LOS C/ Upper Limit of LOS B = 17,500 / 13,5000 = 1.3 Upper Limit of LOS F/ Upper Limit of LOS B = 30,000 / 13,500 = 2.22
	2	Level of Service (LOS)	LOS C or Better	50% marks at LOS D	LOS E or worse	10	Traffic Survey/ATCC/IHMCL at toll plazas	Procedure for assessing the parameter- (i)The Annual Average Daily Traffic (AADT) for the current financial year collected from ATCC/IHMCL of the concerned toll plaza shall be taken as Traffic Service Volume of the Highway (ii) LOS shall be determined basis this Traffic Service Volume and Lane configuration using the Indo HCM standards.	10 km segment Notes - Tollable Traffic Counts shall be taken from Toll Plazas, then it shall be assumed that traffic across all 10 km segments or part thereof falling between two consecutive toll plazas is equal to the average of the traffic count at these toll plazas
	3	Pavement Condition Index	>= 90	Give proportionate marks for values between 90 and 60	<= 60	38	NSV	PCI index evaluated by NSV Cell under HO Division of NHAI (out of 100) shall be considered	10 km segment
	4	Toll Plaza Rating	Proportionate score to be given out of the full marks from the Toll Plaza Rating. Further, for stretches with no tolling being done, if AADT is less than equal to 6000 PCU/day, then give full marks, while if it is greater than 6000 PCU/day, then give zero marks.			10	Toll plaza rating to be used (IHMCL developing the same)	Capture as is it from Toll Plaza rating.	Corridor
	5	Uniformity of Paved Carriageway Width	Average width of entire carriageway is same as design width i.e. completely 2/4/6/8 lane throughout project length	No intermediate marks	Average width of road is less than design width (2L/4L/6L)	3	RAMS/ DAMS	RAMS Cell asset inventory report/DAMS to be considered for lane width across project length. Any structure shall be considered only if its average width is less than the Design carriageway width.	10 km segment
	6	Presence of ATMS every 20 km	If ATMS Provided every 20 km or less across the Corridor	No intermediate marks	If ATMS not provided every 20 km across the corridor	2	PIUs/ Field units/IHMCL	Data on Provision of ATMS across the corridor to be collated from PIUs/Field units/ IHMCL and average length at which ATMS is provided shall be calculated.	Corridor

Criteria for Highway Rating

Highways other than Expressway & High Speed Corridor

Category	Sl. No.	Parameter	Max marks	Intermediate Scoring	Min marks	Weightage	Data Source	Procedure	Level of Applicability (Corridor/ 10 km segment)
Highway Safety	1	Accidents of Pedestrians per 10 km per annum	0 pedestrian accident per 10 km	No intermediate marks	1 or more pedestrian accidents per 10 km	-5	eDAR/ Road Safety Unit	Procedure for assessing the parameter- (i)The data for the latest financial year available with Road Safety Cell or eDAR shall be used to note the accident of pedestrians per 10 km per annum on the highway corridor.	10 km segment
	2	Other Accidents per 10 km per annum	less than or equal to 2	Deduct proportionate marks for values between 2 and 5	More than or equal to 5	-3	eDAR/ Road Safety Unit	The data for the latest financial year available with Road Safety Cell or eDAR shall be used to note the accidents excluding pedestrians per 10 km per annum on the highway.	10 km segment
	3	Accident Severity Index*	Accident Severity is equal to or less than 30	Deduct proportionate marks for values between 30 and 40	Accident Severity is more than or equal to 40	-7	Road Safety Unit	Procedure for assessing the parameter- (i)The data for the latest financial year available with Road Safety Cell or eDAR shall be used to note the fatalities per 100 accidents on the influence length of the toll plaza (iii)The value so obtained from the data shall be compared with the ranges tabulated here.	10 km segment
	4	No. of Fatalities	Nil (0 marks)	No intermediate marks	1 or more per 10 km (-7 marks)	-7	Road Safety Unit / eDAR	Procedure for assessing the parameter- (i)The data for the latest financial year available with Road Safety Cell or eDAR shall be used to note the fatalities per 10 km on the highway stretch of the project.	10 km segment
	5	Median Openings	If the average median openings interval is more than or equal to 5 km	Give proportionate marks for values between 5 km and 2 km	If the average median openings interval is less than or equal to 2 km	3	RAMS/ DAMS	(i)The number of median openings on the project highway shall be counted. (ii)The length of the highway considered shall be divided by number of median openings.	10 km segment
	6	Storage lane availability at median opening	100%	Give proportionate marks for values between 0% and 100%	0%	2	RAMS/ DAMS	Percentage of median openings with storage lane availability to be calculated for both LHS and RHS. Note: In case there are no median openings across the segment, give full marks.	10 km segment
	7	Failures in projects leading to road closures/diversions	0 incidents per 10 km or part thereof (0 marks)	No intermediate marks	1 or more per 10 km (-20 marks)	-20	PIU/ Field units	No. of failures of RE Wall/Structures/Pavement leading to road closure and diversion since COD/PCOD/CC of the Project as per Division Record. Road Closures/Diversions for routine maintenance activities to not be counted in this category.	10 km segment
User Experience	1	Percentage Length of median plantation and avenue plantation	Greater than or equal to 80%	Proportionate marks if the value is between 50% and 80%	Less than or equal to 50%	10	DAMS/Dashcam	The % of ROW area under plantation along the stretch considering only the area available for plantation including medians (only 4.5 m wide medians) and avenue to be calculated using drone images.	10 km segment
	2	Number of Encroachments	0 per 10 km (0 marks)	No intermediate marks	Equal to or more than 1 per 10 km (-3 marks)	-3	DAMS, Complaints consolidated from 3 Sources: K Analytics Portal, 1033, Rajmargyatra App	The number of encroachments (including illegal hoardings) per 10 km shall be counted.	10 km segment
	3	User Rating	100%	Marks to be reduced proportionately for values between 100% and 0%	0%	10	Rajmargyatra App or any other app rating National Highways.	To be taken as the average of the Online Rating of the Corridor done by the road users on Rajmarg Yatra Mobile Application for compliant resolution (rating given out of 5)	Corridor
	4	User Complaints	Less than or equal to 1 per 10 km (0 marks)	Give proportionate marks for values between 1 and 3	Greater than or equal to 3 per 10 km (-2 marks)	-2	Complaints consolidated from 3 Sources: 1033, Rajmargyatra App, MoRTH media attention portal (K Analytics Portal)	The number of complaints from users received per year per 10 km of the highway shall be noted.	10 km segment