

Annexure 1
(Referred to in para 2.4.1)

Details of time overrun

Sl. No.	Name of the project	Project cost (including grant) (Rs. in crore)	Grant (Rs. in crore)	Date of Commencement	Scheduled date of completion*	Date of Completion	Time overrun in months (up to December 2007)*
1	Delhi-Gurgaon	710.00	(-) 61.06 [†]	April 2002	June 2004	January 2008	42
2	Jaipur-Kishangarh	644.00	211.00	April 2003	June 2004	March 2005	8
3	Vivekananda Bridge	641.00	120.00	September 2002	June 2004	June 2007	35
4	Nellore-Tada	621.35	127.30	August 2001	June 2004	February 2004	Nil
5	Satara-Kagal	600.00	240.00	February 2002	June 2004	May 2006	22
6	Tumkur - Neelamangla	155.00	24.83	June 2002	June 2004	December 2003	Nil
7	Nandigama-Vijayawada	138.65	40.20	August 2001	June 2004	June 2004	Nil
8	Durg bypass	70.00		March 1999	June 2004	January 2001	Nil
9	ROB Kishangarh	18.00	16.66	March 1998	June 2004	February 2000	Nil
	Total (A)	3598.00	718.93				
10	Palsit-Dankuni	432.40	0	October 2002	June 2004	July 2005	12
11	Tambaram-Tindivanam	375.00	0	May 2002	June 2004	October 2004	3
12	Panagarh - Palsit	350.00	0	June 2002	June 2004	June 2005	11
13	Maharashtra Border-Belgam	332.00	0	June 2002	June 2004	October 2004	3
14	Anakapalli-Tuni	283.20	0	May 2002	June 2004	January 2005	6
15	Tuni-Dharmavaram	231.90	0	May 2002	June 2004	August 2005	13
16	Dharmavaram-Rajahmundry	206.00	0	May 2002	June 2004	March 2005	8
17	Nellore bypass	143.20		October 2002	June 2004	September 2004	2
	Total (B)	2,353.70					
	Grand Total (A+B)	5,951.70	718.93				

* Scheduled date of completion has been reckoned as per the target date fixed by the Government while approving NHDP Phase-I

† Excluding the scheduled and actual month of completion.

‡ The amount has been paid by the Concessionaire to the Authority.

Annexure 2
(Referred to in para 3.6)

Results of visual inspection

Sl. No.	Name of the project	Results of visual inspection
1	Tambaram-Tindivanam	Pavement surface condition varied considerably between various sub-stretches. The surface condition of some of the sub-stretches was satisfactory whereas severe bleeding, rutting and displacement of pavement markings were noticed on some of the sub-stretches. On few sub-stretches, alligator type fine cracks have developed on the pavement surface.
2	Panagarh-Palsit	Cracks and patch repairs were found to be less than 5 <i>per cent</i> implying good maintenance. Most of the project road in the direction of Panagarh to Palsit had rutting in the range of 3 mm to 9 mm due to heavy loading.
3.	Tuni-Anakapalli	Surface was in satisfactory condition at some locations while distresses like shoving, bleeding and heaving were observed at many locations besides cracks and rutting at some locations. There were no potholes on the entire stretch of road project. The pavement surface condition can be rated as average. In case of rigid pavement stretches, there were different forms of cracks.
4	Jaipur-Kishangarh	Surface was in satisfactory condition throughout except at some locations where rutting, shoving and cracks were seen. Pavement has deficient camber resulting in drainage problem.
5	Satara-Kagal	Surface was in satisfactory condition at some locations while distresses like cracking, raveling, shoving and bleeding were observed at many locations. In rigid pavement transverse, longitudinal, corner and settlement cracks were seen.
6	Delhi-Gurgaon	Pavement surface was rated as good to very good. No rut has been observed. Pavement distresses such as potholes, raveling and depression were not found.

Annexure 3
(Referred to in para 3.7)
Results of roughness test

Sl.No.	Name of the project (Direction)	No. of locations tested	Riding quality	
			Desirable	Acceptable
1	Tambaram-Tindivanam	93	-	93
	Tindivanam-Tambaram	92	-	92
2	Panagarh-Palsit	66	1	65
	Palsit-Panagarh	66	-	66
3	Tuni-Anakapalli	60	-	60
	Anakapalli -Tuni	60	-	60
4	Jaipur-Kishangarh	90	84	6
	Kishangarh-Jaipur	90	84	6
5	Satara-Kagal	133	76	57
	Kagal -Satara	133	88	45
6	Delhi-Gurgaon	25	7	18
	Gurgaon-Delhi	24	8	16
Total		932	348	584

Annexure 4
(Referred to in para 4.5.1)

Delay in commencement of toll collection

Sl. No.	Name of the project	Period of delay	No. of days of delay	Loss of toll revenue (Rs. in crore)	Audit observation
1.	Tambaram-Tindivanam	11.10.2004 to 2.2.2005	115	6.14	The project was completed and the provisional completion certificate was issued on 11.10.2004. But the Concessionaire completed the punch-list items on 7.1.2005 and publication of notification was obtained on 2.2.2005. Thus failure of NHAI to initiate timely action for getting gazette notification immediately after issue of provisional completion certificate led to delay.
2.	Tuni-Ankapalli	25.12.2004 to 6.5.2005	133	9.61	As per Hqrs. Circular dated 21.4.2003, the PIU-Vishakhapatnam should have prepared draft gazette notification and forwarded the same to Hqrs. Office of NHAI before June 2004 considering 8.11.2004 as anticipated date of completion of project but the PIU forwarded the draft notification in October 2004. Further, the PIU initiated action for appointment of toll collection agency in December 2004 only. Thus the toll collection got delayed due to late initiation by the PIU.
3.	Palsit-Dankuni	21.6.2005 to 30.9.2005	102	5.23	The project was completed on 20.6.2005 and the gazette notification was also obtained on 17.6.2005. But the toll notification was published in local news papers on 28.9.2005. The toll collection started on 1.10.2005. This was due to subsequent inclusion of a small stretch of 2.899 Km. at the end point of Palsit-Dankuni stretch. Thus lack of planning and synchronising the completion of improvement work of a small stretch along with the main project had resulted in loss of toll revenue.
4.	Panagarh-Palsit	10.6.2005 to 29.7.2005	50	2.91	The completion of the project was scheduled in December 2004 but actually completed on 9 June 2005. The Authority did not initiate action for toll notification in advance as per its guidelines. But it sent the draft notification to the Ministry only on 28.3.2005, which was issued on 29.7.2005.
Total				23.89	