



EXPERIENCE PERFECTION



CORPORATE

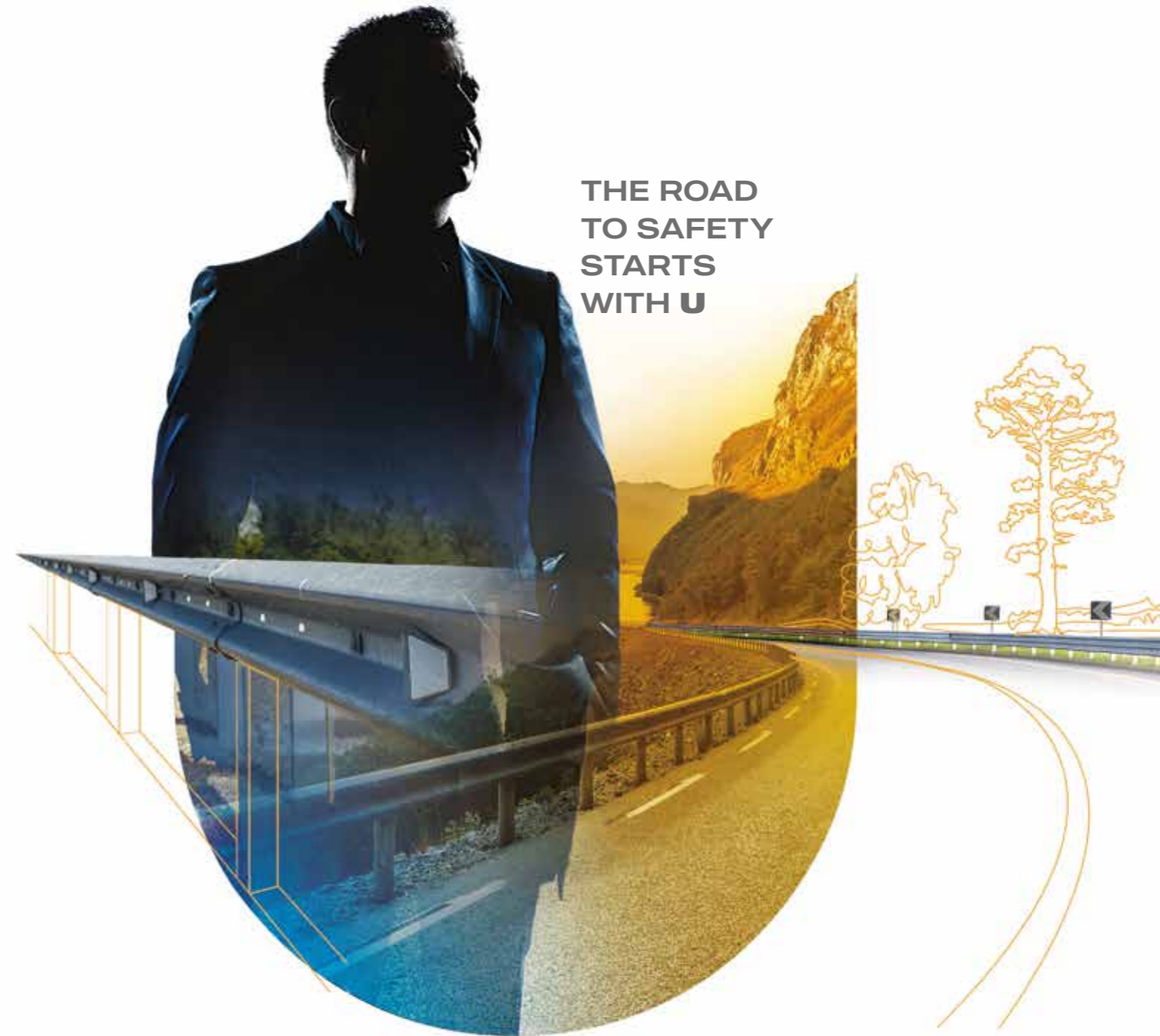
Arrjavv Square
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Kolkata 700 016, India
For Enquiry call: 033-4190-0001
Website: www.utkarshindia.in

PLANT 1

NH6, Vill-Jangalpur, P.O. Andul Mouri
Howrah 711 302, India

PLANT 2

NH2, Durgapur Expressway, P.O. Gurap
Hooghly 712 303, India



**THE ROAD
TO SAFETY
STARTS
WITH U**

**METAL BEAM
CRASH
BARRIERS**





U Are Our Commitment

'Utkarsh', or excellence, is more than just our name; it is the passion that powers all we do.

In every product and service, our commitment is to deliver the highest quality to the customer.

Our solutions are customized to best serve your specific requirements, and to meet global standards of quality, because the philosophy of 'customer is king' is the very foundation of our business. Which is why, you can always count on us to provide exactly what you need, on time, every time.

After all, Utkarsh always begins with U.

What We Do For U

We are an ISO 9001:2015 certified organisation with annual turnover of over 2000 crore; a core engineering enterprise with over 40 years of expertise and excellence in steel fabrication, galvanization, plastic extrusion and moulding. We offer trusted one-stop solutions for all need-based applications, from design, engineering, rolling, forming to fabrication and galvanizing. Located at Gurap and Jangalpur in West Bengal, our world-class infrastructure and manufacturing facilities are spread over 30 lakh sqft, making us the preferred infrastructural partner in both public and private sectors, catering extensively to global and Indian client requirements.

With a highly skilled permanent and contractual workforce of over 4000, all our products are crafted with heart and perfection. Combined with our wide network of vendors, logistics services, raw material suppliers and capital goods suppliers, together we constantly strive to deliver nothing but the best to our clients.

Our Promise To U

MISSION

To deliver world-class products and services at competitive prices, through leading-edge solutions in technology and processes. To provide opportunities for inclusive growth to our employees by nurturing human resources. To share the pride of success with all our partners.

VISION

To be the industry benchmark across all verticals, the preferred partner to our customers and stakeholders, by creating value and demonstrating high ethical standards.

Globally Local For U

Our world-class products and stringent quality control have made Utkarsh a global choice today. Responding to growing demands, we serve clients in Germany, Belgium, UK, Lithuania, Poland, Northern Ireland, Australia, New Zealand, Canada, UAE, Qatar, Kuwait, Iraq, Reunion Islands, Madagascar, Malawi and Sri Lanka.

Our Offerings For U

BUSINESS VERTICALS

- Metal Beam Crash Barriers
- Railway Electrification Structures
- Polygonal & Octagonal Poles
- Steel Tubular Poles
- High Mast Lighting Structures
- Mild Steel and Galvanized Steel Pipes
- Polymer Pipes, Fittings, and accessories
- Transmission Line Towers for electrification
- Telecom Towers for communication
- Water Tank Metal Structures
- Pre-Fabricated Building Structures

Why We're Right For U

Utkarsh India provides all infrastructural & manufacturing requirements under one roof.

- We have highly competent in-house design as well as research & development laboratories
- We host well-equipped, cutting-edge in-house testing facilities
- We have a sound financial standing to accomplish manufacturing target deadlines
- Our MOUs with leading National and International raw material manufacturers allow superior quality and easy procurement
- We are equipped with ample stock holding area for finished products as well as raw material storage
- Our manufacturing units are closely connected via seaports, national highways and railways
- We possess excellent vendor management skills with committed after-sales support

DIRECTORS' MESSAGE

From Us To U

Dear Friends,

Living by John Henry Newman's philosophy - "Growth is the only evidence of life", we have evolved into Utkarsh India Limited from Utkarsh Tubes and Pipes Ltd., by diversifying into infrastructural solutions. A nation's growth undoubtedly lies in its infrastructural development. This is but a humble step in that direction.

Expanding our horizons beyond national borders, we have been touching more lives by aiding infrastructural development across the globe, proudly contributing to the growth of foreign nations. A feat like this would have been impossible without the invaluable support of our esteemed suppliers, distributors and dealers. I extend my deepest gratitude to them.

Without an innovative, talented and passionate team of smart and far-sighted people, scaling the mountains of success over the last 40 years, would have been but a dream. A strong and experienced management ensures a smooth flow of the inner workings, much like our pipes. Utkarsh's adeptness stems from this seamless coordination among management, co-workers and our associates.

Sticking to our corporate ethos of 'U are our commitment', we bring the strong promise of consistency and reliability, ensuring optimum consumer satisfaction. 'Customer first' is the motto that drives us to bring you quality.

Regards

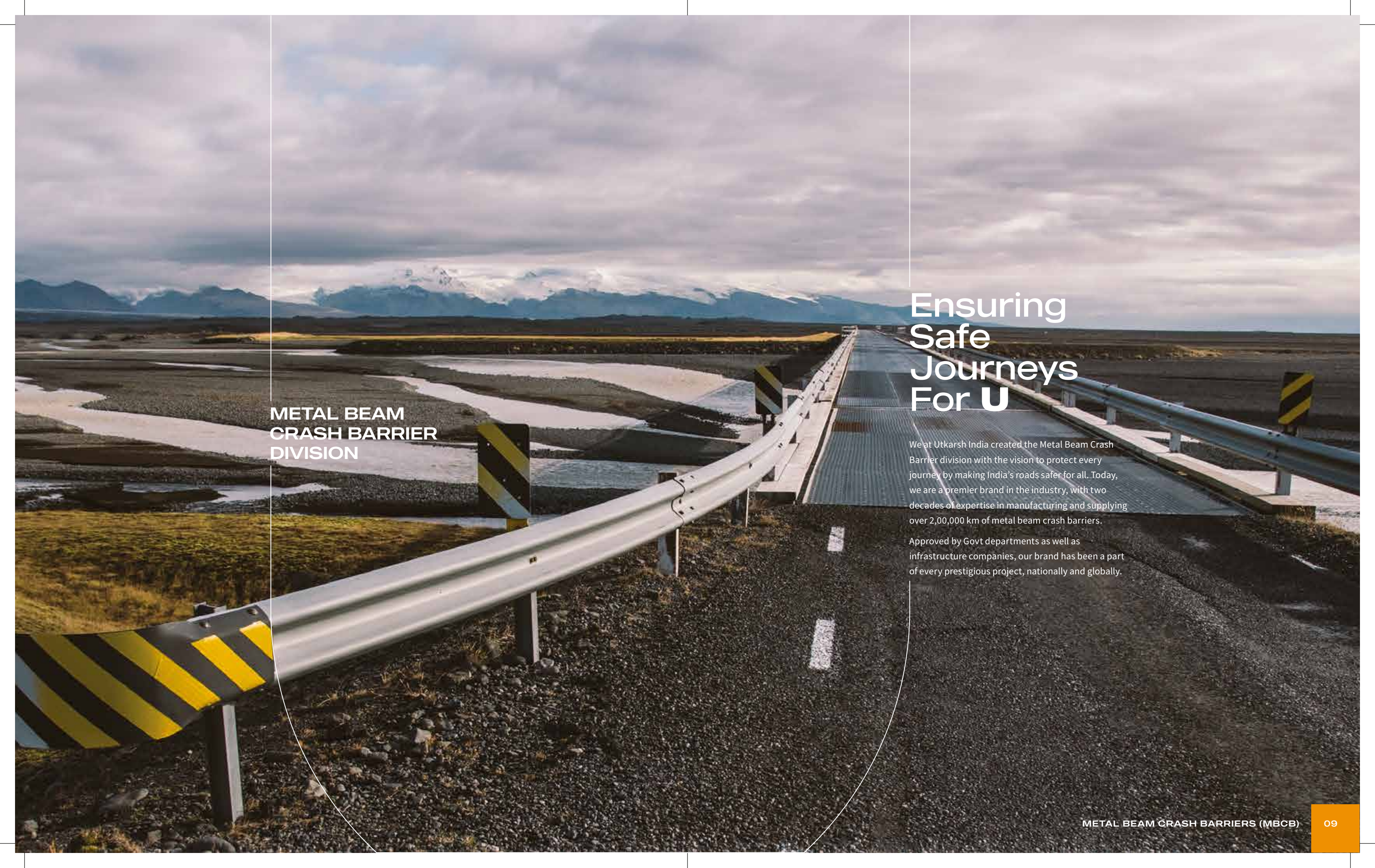
Sunil Bansal, CMD

We are committed to ensure a customer centric, service oriented approach across all our products and offerings.

Utkarsh Bansal

Director, Business Strategies





**METAL BEAM
CRASH BARRIER
DIVISION**

Ensuring Safe Journeys For U

We at Utkarsh India created the Metal Beam Crash Barrier division with the vision to protect every journey by making India's roads safer for all. Today, we are a premier brand in the industry, with two decades of expertise in manufacturing and supplying over 2,00,000 km of metal beam crash barriers.

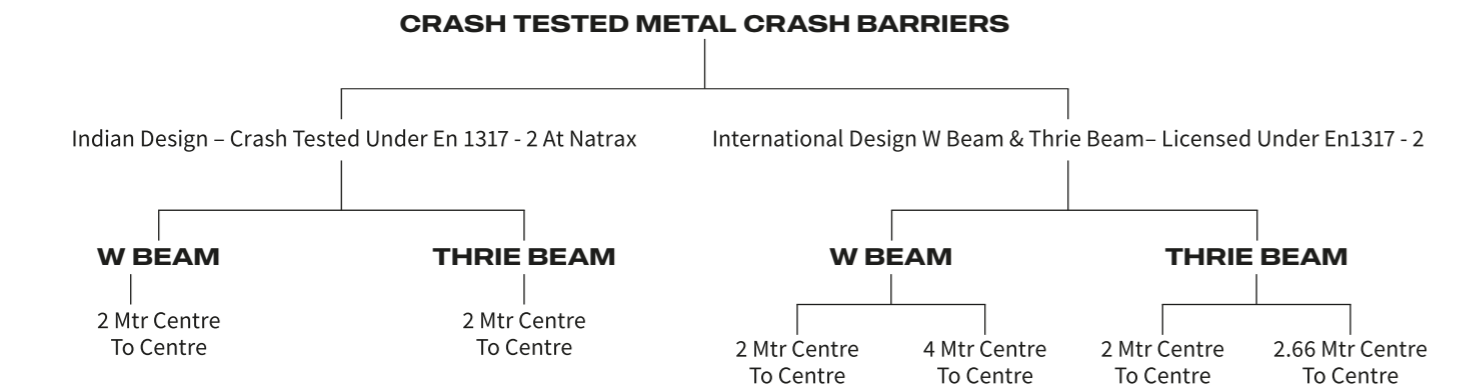
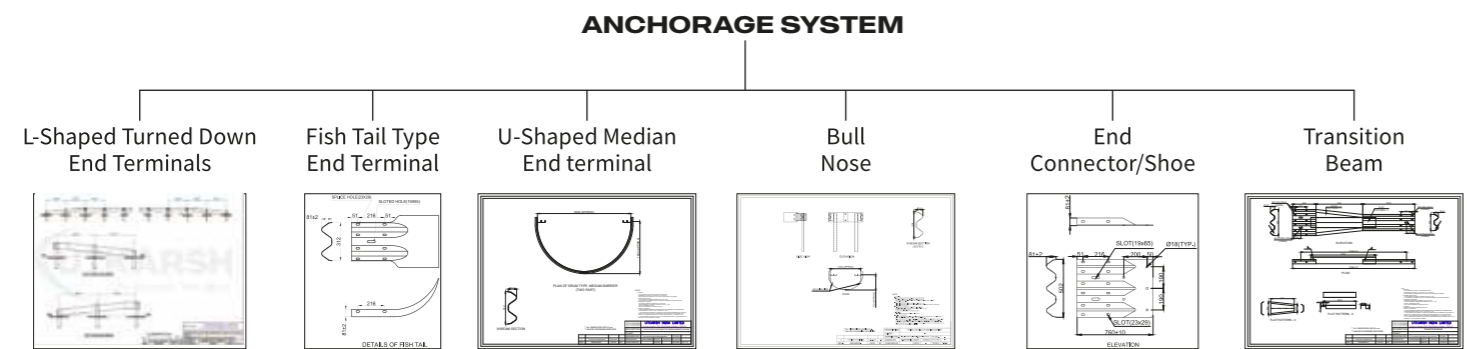
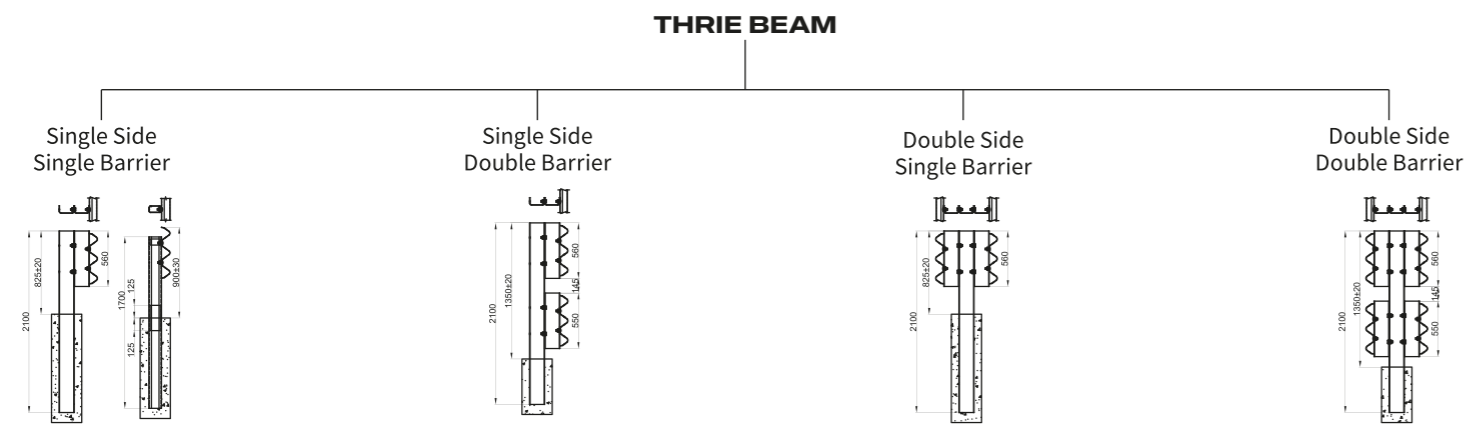
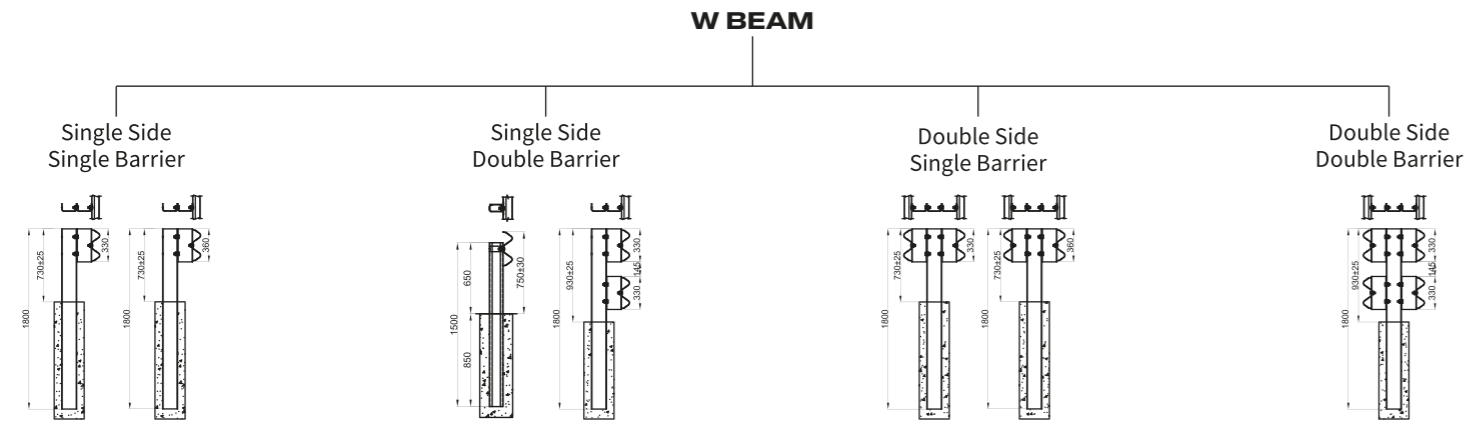
Approved by Govt departments as well as infrastructure companies, our brand has been a part of every prestigious project, nationally and globally.

THE UTKARSH ADVANTAGE

- We are among India's top manufacturers of certified crash-tested crash barriers.
- Our state-of-the-art production unit is located close to sea ports, rail routes and Indian national highway with an expert team for forwarding and logistics facilities.
- We have 5 in-house 12.5 metres long Hot Dip Galvanizing facilities, using only Special High Grade Zinc (99.995% purity) procured from Hindustan Zinc Limited.
- Our production capacity is 1,44,000 MT/6500 km per annum of crash barrier, both TYPE A W-BEAM and TYPE B THREE BEAM, as per MoRTH clause 810/IRC, with more than 5000 MT in ready stock for faster delivery.
- In-house well-equipped testing facilities with qualified quality engineers and advanced machinery to test the quality of raw materials, ongoing production and finished material.



Our Products



EUROPEAN STANDARDS EN 1317 ROAD RESTRAINT SYSTEMS NORMS AND SYSTEM SELECTOR

EN 1317: INSTRUCTION

- Part 1 Terminology and general criteria for test methods
- Part 2 Performance classes, impact test acceptance criteria and test methods for safety barriers including vehicle parapets
- Part 3 Performance classes, impact test acceptance criteria and test methods for crash cushions
- Part 4 Performance classes, impact test acceptance criteria and test methods for terminals and transitions of safety barriers
- Part 5 Product requirements and evaluation of conformity for vehicle restraint systems
- Part 6 Pedestrian restraint systems - Pedestrian parapets
- Part 7 Performance classes, impact test acceptance criteria and test methods for terminals of safety barriers
- Part 8 Motorcycle road restraints systems which reduce the impact of motorcyclist collisions with safety barriers

EN 1317: PART 2: NORMS FOR SAFETY BARRIERS

The norms stipulates that the safety barriers when tested in accordance with Criteria (Table A) defined below shall conform to the requirements of:

1. Containment levels (Table 1)
2. Classes of working width (Table 2)
3. Vehicle Intrusion (Table 3)
4. Impact Severity (Table 4)
5. Post Impact Vehicle Response (Table 5)

TABLE A: VEHICLE IMPACT TEST CRITERIA

| Test | Impact Speed km/h | Impact Angle ° | Total Mass kg | Type of Vehicle |
|-------|-------------------|----------------|---------------|-----------------|
| TB 11 | 100 | 20 | 900 | Car |
| TB 21 | 80 | 8 | 1300 | Car |
| TB 22 | 80 | 15 | 1300 | Car |
| TB 31 | 80 | 20 | 1500 | Car |
| TB 32 | 110 | 20 | 1500 | Car |
| TB 41 | 70 | 8 | 10000 | Rigid HGV |
| TB 42 | 70 | 15 | 10000 | Rigid HGV |
| TB 51 | 70 | 20 | 13000 | Bus |
| TB 61 | 80 | 20 | 16000 | Rigid HGV |
| TB 71 | 65 | 20 | 30000 | Rigid HGV |
| TB 81 | 65 | 20 | 38000 | Articulated HGV |

**CLASSES OF CONTAINMENT
(TABLE 1)**

| Containment Levels | Acceptance Test | |
|-------------------------|-----------------|---------------------------|
| Low angle containment | T 1 | TB 21 |
| | T 2 | TB 22 |
| | T 3 | TB 41 and TB 21 |
| Normal containment | N 1 | TB 31 |
| | N 2 | TB 32 and TB 11 |
| Higher containment | H 1 | TB 42 and TB 11 |
| | L 1 | TB 42 and TB 32 and TB 11 |
| | H 2 | TB 51 and TB 11 |
| | L 2 | TB 51 and TB 32 and TB 11 |
| | H 3 | TB 61 and TB 11 |
| | L 3 | TB 61 and TB 32 and TB 11 |
| Very Higher containment | H 4a | TB 71 and TB 11 |
| | H 4b | TB 81 and TB 11 |
| | L 4a | TB 71 and TB 32 and TB 11 |
| | L 4b | TB 81 and TB 32 and TB 11 |

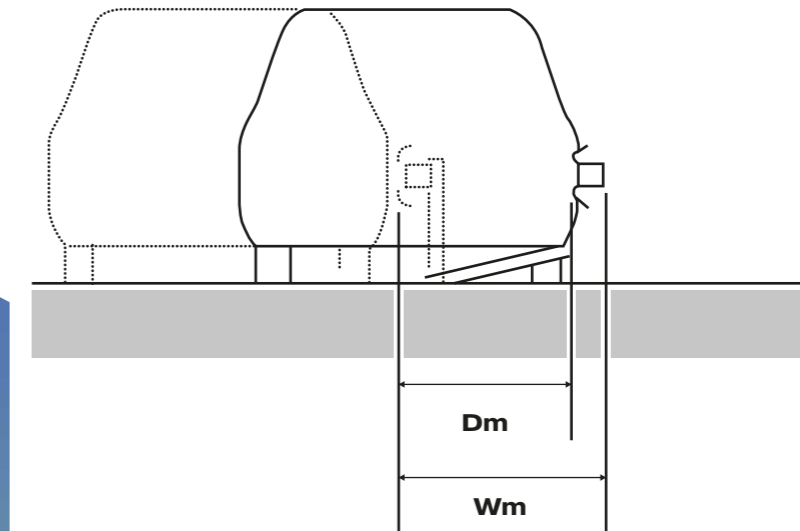
NOTE 1: Low angle containment levels are intended to be used only for temporary safety barriers. Temporary safety barriers can also be tested for higher levels of containment.

NOTE 2: A successfully tested barrier at a given containment level should be considered as having met the containment requirements of any lower level, except that N1 and N2 do not include T3, H-Levels do not include L-Levels and that H1,..., H4b do not include N2.

NOTE 3: Because testing and development for very high containment safety barriers in different countries has taken place using significantly different types of heavy vehicles, both test TB 71 and TB 81 are included in the standard at present. The two containment levels H4a and H4b should not be regarded as equivalent and no hierarchy is given between them. The same holds for the two containment levels L4a and L4b.

NOTE 4: The performance of Containment Classes L is enhanced in respect to the corresponding H classes by the addition of Test TB 32.

WORKING WIDTH (TABLE 2)



| Classes of Normalised Working Width Levels | Levels of Normalised Working Width m |
|--|--------------------------------------|
| W1 | $W_N \leq 0,6$ |
| W2 | $W_N \leq 0,8$ |
| W3 | $W_N \leq 1,0$ |
| W4 | $W_N \leq 1,3$ |
| W5 | $W_N \leq 1,7$ |
| W6 | $W_N \leq 2,1$ |
| W7 | $W_N \leq 2,5$ |
| W8 | $W_N \leq 3,5$ |

NOTE 1: In specific cases, a class of working width level less than W1 may be specified.

NOTE 2: The dynamic deflection, the working width and the vehicle intrusion allow determination of the conditions for installation of each safety barrier and also to define the distances to be provided in front of obstacles to permit the system to perform satisfactorily.

NOTE 3: The deformation depends on both the type of system and the impact test characteristics.



**VEHICLE INTRUSION
(TABLE 3)**

| Classes of Normalised Vehicle Intrusion Levels | Levels of Normalised Vehicle Intrusion m |
|--|--|
| V/1 | $VI_N \leq 0,6$ |
| V/2 | $VI_N \leq 0,8$ |
| V/3 | $VI_N \leq 1,0$ |
| V/4 | $VI_N \leq 1,3$ |
| V/5 | $VI_N \leq 1,7$ |
| V/6 | $VI_N \leq 2,1$ |
| V/7 | $VI_N \leq 2,5$ |
| V/8 | $VI_N \leq 3,5$ |
| V/9 | $VI_N > 3,5$ |

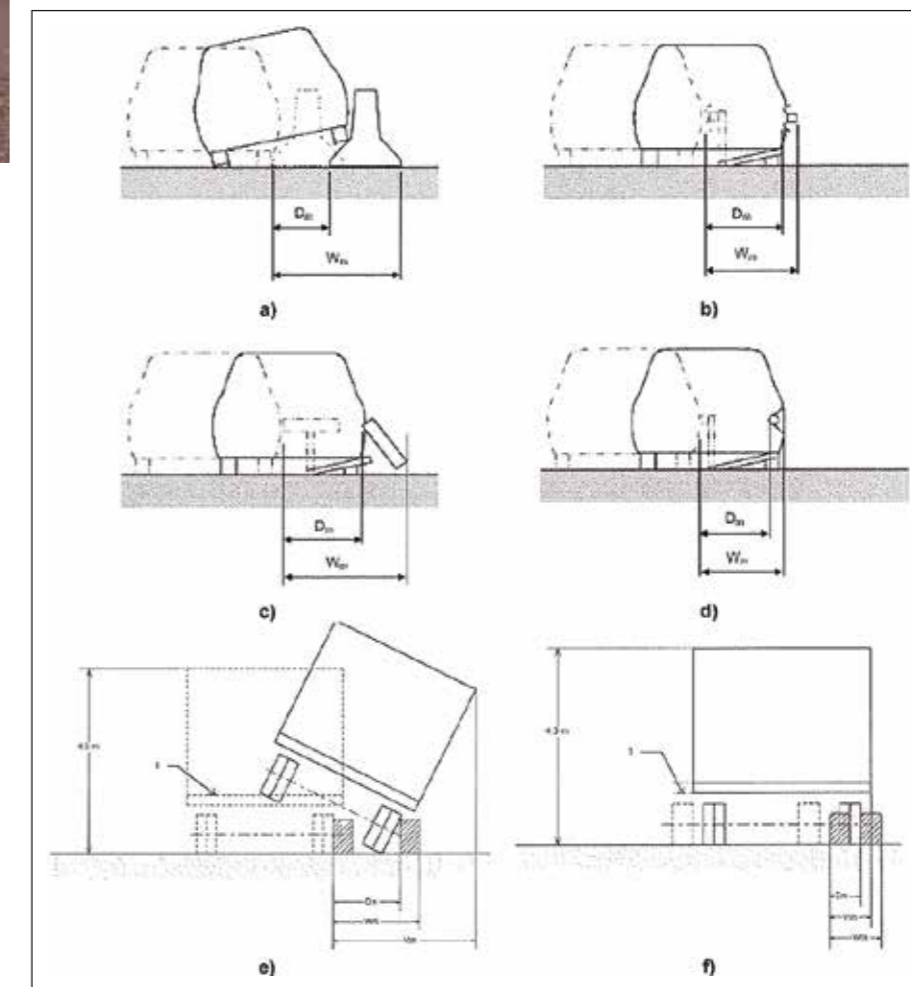
NOTE 1: In specific areas, a class of vehicle intrusion level less than V/1 may be specified.

NOTE 2: The dynamic deflection, the working width and the vehicle intrusion allow determination of the conditions for installation of each safety barrier and also to define the distances to be provided in front of obstacles.

**IMPACT SEVERITY LEVEL
(TABLE 4)**

| Impact Severity Level | Index Values | | |
|-----------------------|----------------|-----|-----------------------------|
| A | $ASI \leq 1,0$ | and | $THIV \leq 33 \text{ km/h}$ |
| B | $ASI \leq 1,4$ | | |
| C | $ASI \leq 1,9$ | | |

**POST IMPACT VEHICLE RESPONSE
(TABLE 5)**



LONGGITUDINAL BARRIERS (H2 CONTAINMENT LEVEL) AS PER EUROPEAN STANDARDS 1317, PART 2: H2W3, H2W4, H2W5 (THRIE BEAM)

Metal Beam Class Barrier/Safety barrier on ground conforming to Class H2W3, H2W4, H2W5, certified in accordance with:
European Standard EN 1317: Part 2
IRC 119 - 2015 Recommendations
Crash tested for: Bus of 13000 kgs and Car of 900 kgs

SYSTEM TYPE

| | |
|--------------------|-------------------------------------|
| Containment Type | Higher Containment |
| Containment Class | H2 |
| Dynamic Deflection | 1.2m |
| Working Width | W3 (<1.0 m) W4 (<1.3 m) W5 (<1.7 m) |
| Vehicle Intrusion | 1.5 m - VI 5 |
| ASI | A |

SYSTEM CHARACTERISTICS

| | |
|----------------------------|-----------|
| Containment Width (m) | 0.221 |
| Containment Height (m) | 0.95 |
| Distance Between Posts (m) | 2.00/2.66 |

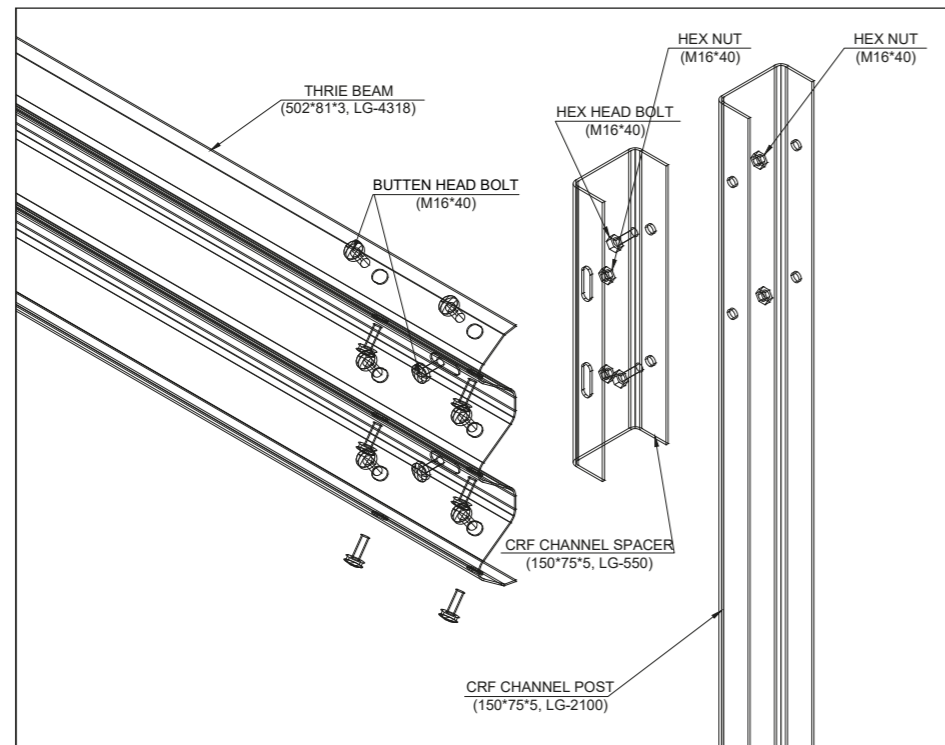


UTKARSH CRASH BARRIER

Model A: UTKARSH H2W4 FE03H2 2.00M (3n)

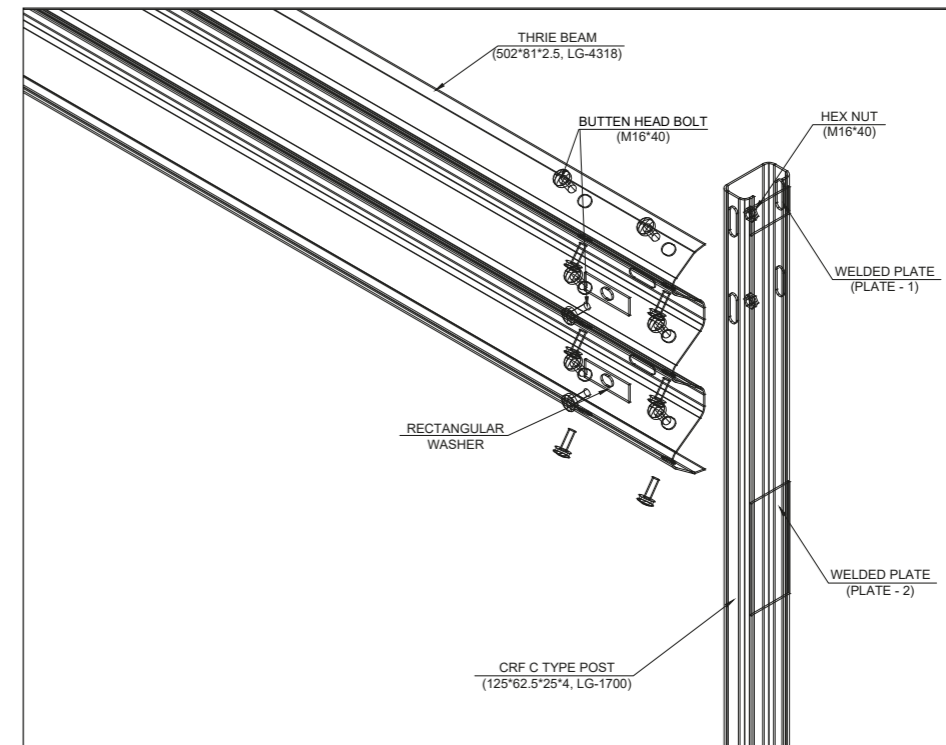
Model B: UTKARSH H2W4 FE03H2 2.66M (3n)

Model C: UTKARSH H2W5 TSSSB 2.00M (3n)



MATERIAL SPECIFICATIONS & STANDARDS

| | |
|---------------|---|
| Steel | IS2062 E350 & E410 or equivalent |
| | IS5986/10748 Fe - 410/360 or equivalent |
| Galvanization | EN 1461 |
| Screws | 4.6 Grade |
| Bolts | 4.6 Grade |



MATERIAL SPECIFICATIONS & STANDARDS

| | |
|---------------|-------------------------------------|
| Steel | EN 10025 S355JR/275JR or equivalent |
| Galvanization | EN 1461 |
| Screws | 4.6 Grade |
| Bolts | 4.6 Grade |



LONGGITUDINAL BARRIERS (H1 CONTAINMENT LEVEL) AS PER EUROPEAN STANDARDS 1317, PART 2: H1W3, H1W4, H1W5 (W BEAM)

Safety barrier on ground conforming to Class H1W3, H1W4, H1W5, certified in accordance with:
European Standard EN 1317: Part 2
IRC 119 - 2015 Recommendations
Crash tested for: TRUCK of 10000 kgs and Car of 900 kgs

SYSTEM TYPE

| | |
|--------------------|-------------------------------------|
| Containment Type | Higher Containment |
| Containment Class | H1 |
| Dynamic Deflection | 1.5m |
| Working Width | W3 (<1.0 m) W4 (<1.3 m) W5 (<1.7 m) |
| Vehicle Intrusion | 1.7 m - VI 5 |
| ASI | A |

SYSTEM CHARACTERISTICS

| | |
|----------------------------|-----------|
| Containment Width (m) | 0.221 |
| Containment Height (m) | 0.75 |
| Distance Between Posts (m) | 2.00/4.00 |

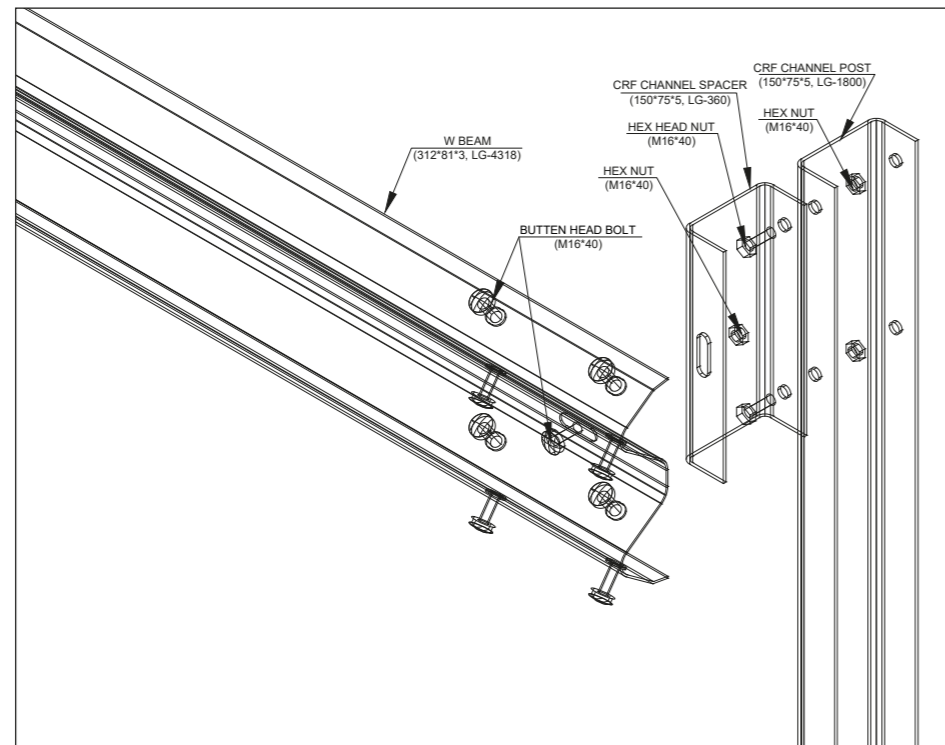


UTKARSH CRASH BARRIER

Model A: UTKARSH H1W4 AG02 2.00M (2n)

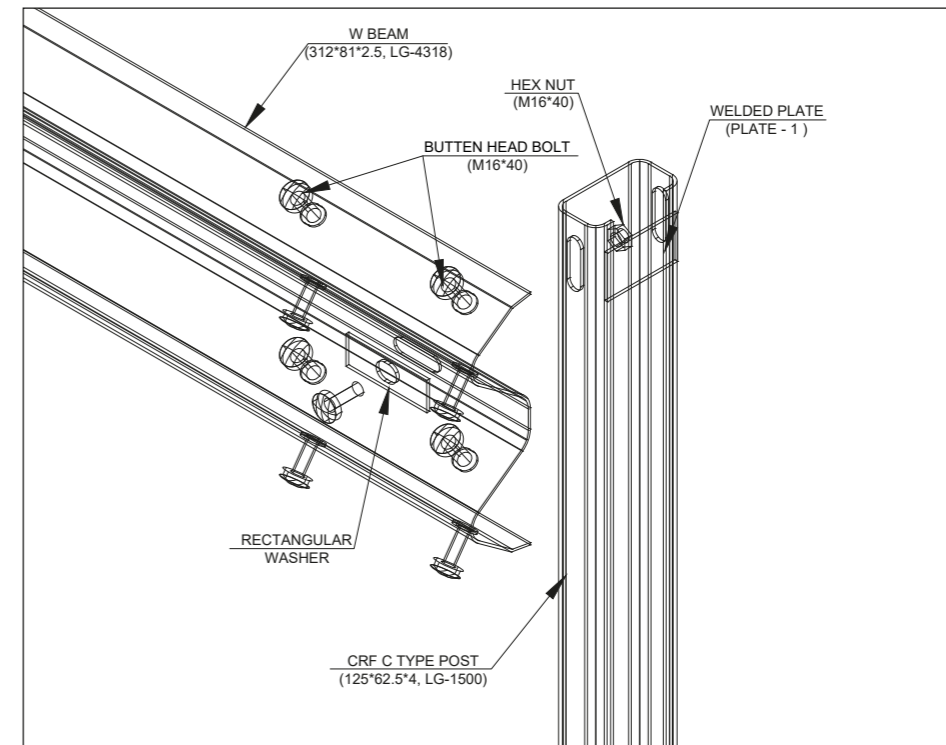
Model B: UTKARSH H1W4 AG04 4.00M (2n)

Model C: UTKARSH H1W4 WSSSB 2.00M (2n)



MATERIAL SPECIFICATIONS & STANDARDS

| | |
|---------------|---|
| Steel | IS2062 E350 & E410 or equivalent |
| | IS5986/10748 Fe - 410/360 or equivalent |
| Galvanization | EN 1461 |
| Screws | 4.6 Grade |
| Bolts | 4.6 Grade |



MATERIAL SPECIFICATIONS & STANDARDS

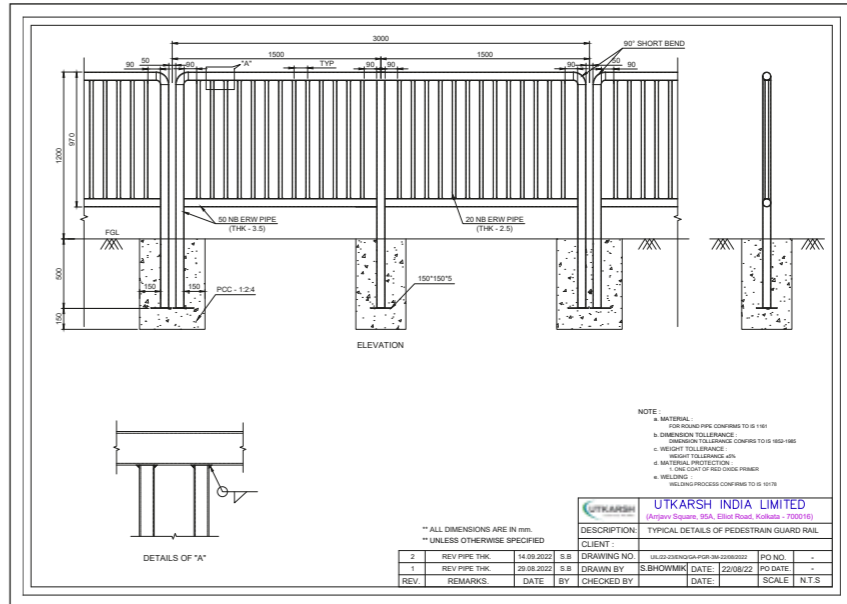
| | |
|---------------|-------------------------------------|
| Steel | EN 10025 S355JR/250JR or equivalent |
| Galvanization | EN 1461 |
| Screws | 4.6 Grade |
| Bolts | 4.6 Grade |



Material Specifications & Standards

AS PER CUSTOMER SPECIFICATION

PEDESTRIAN GUARD RAIL (PGR)





From Commitment To Fulfilment

SOME OF OUR CRASH BARRIERS PROJECTS

Providing Crash Barriers to Delhi-Mumbai Expressway project

At Utkarsh India, we understand the importance of safe travel and make it our top priority. With Phase-1 of the Delhi-Mumbai Expressway forbidding slow-moving vehicles and speeds reaching up to 120 km per hour, it's essential to implement advanced safety measures for high-speed travel. We take pride in providing our safety-assured crash barriers for this ambitious project, ensuring a safer mode of commute for all travellers. We are now covering 100 km out of 700 km with our world-class Crash Barriers in Phase I, thus, paving the way for the nation's progress.

Providing Crash Barriers to Indian Railways project

Utkarsh India is proud to contribute metal beam crash barriers for the cattle fencing project by the Indian Railways. "The fencing is very robust as it consists of two W-beams"- the Railways says. More than 600 km long fencing would be constructed along railway tracks over the next five or six months and the work is expected to be completed by May end. Precisely a stretch of 622 kilometers between Mumbai & Ahmedabad will be soon protected.

Providing W. Beam and Thrie Beam Crash Barriers to Bharatmala Pariyojna, North India & South India (India Garland Project)

Utkarsh India has contributed to Govt. of India's road development project by supplying almost 210 km of W.Beam and Thrie Beam crash barriers in its North India (150 km) and only W.Beam to South India territory (60 km). This project ensures the utmost road safety, reducing traffic jam and connecting remote areas and satellite cities of megacities together. Its our pleasure to be a part of Nation's development.

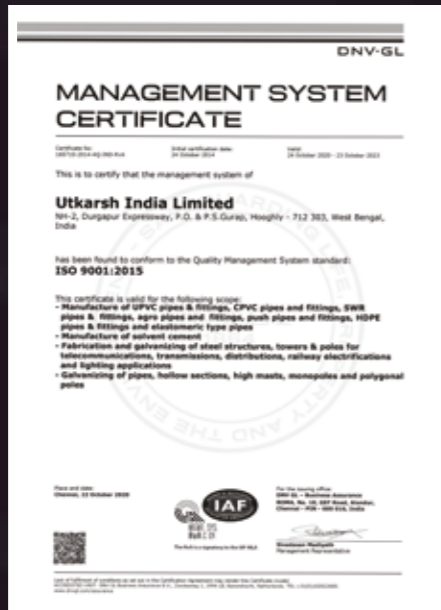
Supplied materials to Bundelkhand Expressway project

Utkarsh India has supplied over 100 km of crash barriers to Bundelkhand Expressway project. Prime Minister Narendra Modi laid down the foundation stone of Bundelkhand Expressway on 29 February 2020 . It is a 296 km-long (184 mi), four-lane wide access-controlled expressway in the state of Uttar Pradesh, India.^[2] It connects Gonda village on NH-35 in Chitrakoot district with Kudrail village on Agra-Lucknow Expressway in Etawah district.

Supplied materials to Purvanchal Expressway project

Utkarsh India has supplied over 250 km of W. Beam crash barriers to Purvanchal Expressway project. The project was announced and laid down by the then Chief Minister of Uttar Pradesh Akhilesh Yadav. It is a 340.8 km long, 6-lane wide (expandable to 8) access-controlled expressway in the state of Uttar Pradesh, India. The expressway connects Chand Saray village near Gosainganj in Lucknow district with Haydaria village on NH-31 in Ghazipur district. It is developed by the Uttar Pradesh Expressways Industrial Development Authority (UPEIDA).

Certifications





The World & U

As an Export House recognized by the Govt of India, we are proud to have earned the EEPC India Award for Export Excellence for 2 consecutive years.

Thanks to our legacy of world-class quality, Utkarsh is now a brand that's trusted around the world, including the following countries:

- Australia
- Canada
- Denmark
- Germany
- Greece
- Iraq
- Kuwait
- Lithuania
- Martinique
- Malawi
- Mozambique
- Nigeria
- Northern Ireland
- Qatar
- Reunion Islands
- Sierra Leone
- Spain
- Sri Lanka
- United Arab Emirates
- United Kingdom



CERTIFICATE

of Conformity of the
Factory Production Control

In compliance with Regulation (EU) No 305/2011 of the European Parliament and of the Council of 9 March 2011 (the Construction Products Regulation or CPR), this certificate applies to the construction product(s):

| | Durability | Durability |
|---------------------------------|---|---|
| Class (EXC) | EXC2 | EXC2 |
| Design | PPCS | PPCS |
| Declaration Method | 3a | 3a |
| Welding Procedures | UIL/WPS/22-23/MIG/01, UIL/WPS/22-23/SAW/01, UIL/WPS/22-23/MMAW/01 | UIL/WPS/22-23/MIG/01, UIL/WPS/22-23/SAW/01, UIL/WPS/22-23/MMAW/01 |
| Metallic Materials Group | 1.1 and 1.2 | 1.1 and 1.2 |
| Welding Coordinator | Lakshman Singha | Lakshman Singha |

placed on the market under the name or trade mark of:

Utkarsh India Limited
NH-2, Durgapur Expressway, P.O. & P.S. Gurap, Hooghly, West Bengal, Kolkata, 712303

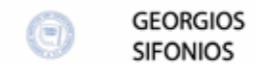
and produced in the manufacturing plant:
Utkarsh India Limited, NH-2, Durgapur Expressway, P.O. & P.S. Gurap, Hooghly, West Bengal, Kolkata, 712303

This Certificate attests that all provisions concerning the assessment and verification of constancy of performance described in Annex ZA of the Standard(s):
EN 1090-1:2009+A1:2011, EN 1090-2:2018

under system 2+ are applied and that the Factory Production Control is assessed to be in conformity with the applicable requirements.

This Certificate was first issued on **24/04/2023** and will remain valid until **23/04/2026** as long as neither the harmonised Standard, the construction product, the AVCP methods nor the manufacturing conditions in the plant are modified significantly, unless suspended or withdrawn by the Notified Factory Production Control Certification Body.

For the Notified Body
Sifonios George
Director of International Markets



Lack of fulfillment of the conditions set out in the contract No.06.000696.23, makes this Certificate invalid. Check the validity of the Certificate by scanning the QR code at right. The validity of this Certificate is subject to annual surveillances.



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Prestigious Projects



- NH 223 (New NH - 4) Project
- Andaman Trunk Road Project NH 4
- Border Road Organization Thumalacher - Guntur Road Project
- Diwancheruvu Road Project
- Kurnool Road Project
- Bharatmala Prayojna Gobuk - Sijhon Nallah SARDP-NE Project
- Border Road Organization (Tawang)
- Border Road Organization (Bhalukpong)
- Passighat Road Project
- Assam State Highway Project
- NH 54 Project
- NH 37 Project
- SH 81, Aarah
- Bangraghat Road, Muzaffarpur - BSRDC Project
- Motihari-Raxaul Road Project
- NH 28, Bihar
- Patna-Bakhtiyarpur NH-30
- Kotwa-Mujaffarpur
- Aarah-Bojhpur Project
- Raipur Ring Road Project
- CHRDC-World Bank Project
- Nawapara-Rajim Road Project
- Bijapur Road Project
- Dwarka Expressway
- Karaswada-Porvorim-Pnanaji - Bambolim NH - 17, Goa
- Falla - Kalavad Road Project (SH)
- Jasdan-Bhavnagar Road Project (SH)
- Chiloda-Gandhinagar Highway NH 147
- Gir-Somnath Road Project (SH)
- Valsad Road Project
- Sardar Sarovar Project (SH)
- Bhuj Airport-Khavada Road Project NH 341
- Morbi Road project
- Banashkatha Road Project
- Delhi-Mumbai-Vadodara Expressway
- Bhiwani-Mandal-Jind NH 709 A, Project, Haryana
- Trans-Haryana Expressway or Ambala-Narnaul Expressway (NH 152D)
- Nigulsari-Babanagar Road Project, Kinnaur, Himachal Pradesh
- Border Road Organization (Kinnaur)
- Border Road Organization (Kullu)
- Border Road Organization (Anantnag)
- Border Road Organization (Rajauri)
- Udampur Ramban Road Project
- Border Road Organization (Kargil)
- Hazaribag-Chatra Road Project
- Gawan-Satgaon Road Project
- Jamtara to Dumka Road Project Phase II
- Barhet to Sahebganj Road Project Phase IV
- Tundi Highway project
- Ranchi-Rargaon NHA1 Project, NH-33
- Barahi-Hazaribag NH 33 Project
- Giridih-Jamua-Sarwan
- Bijapur-Humnabad Road Project
- Hubli-Hospet NH 63 Project
- Bidar Road Project
- Haveri Road Project
- Nelamangala Devihalli Project
- NH 7 Pallakad
- Kozhikode Road Project
- Dharmasala-Thaliparambu-Kannur Road Project
- Gwalior Shivpuri Project
- Dewas Road Project, NH 3 Project
- Delhi-Vadodara-Mumbai Expressway
- Bhopal-Indore Highway
- Parbhani-Gangakhed Road Project NH 752
- Naigaon Bandi-Mangrulpir Road Project NH 161 A
- Medshi-Washim Road Project
- Washim-Pangare project
- Gomewadi-Gtpadi Road Project
- Sangli Road Project
- MSRDC Road Project Pkg 17, 18 & 29
- Karad-Vita Road Project
- Nashik Road Project
- Beed Road Project
- Delhi-Mumbai-Vadodara Expressway
- Manipur SH Project
- Meghalaya SH Project
- Rulkhail-Lawngtali Road Project
- Nengpuitlang-Lawngtali Road Project
- Merangkong-Tamlu-Mon Road Project
- Porba Road Project
- Rimuli-Koida NH 215 (New NH 520)
- Bamur-Kadalighar-Sarapali NH 135B Project
- Malgangiri Road Project
- Sambalpur-Rourkela Road Project
- Gopinathpur-Badeswar Project
- Talchar-Kamakhyanager Bypass Road Project
- Bahugram-Jagatpur Road Project
- Singhara-Bijabahal Road Project
- Bahragora-Singhara Road Project
- Ludhiyana-Loddawal Bypass
- Phagwara Elevated Highway
- Delhi-Amritsar-Katra Project
- Jaisalmer-Tanot-Longewala Khaba-Khuri-Munabao-Barmer Road Project
- Bharatmala Project NH 754
- Rajasthan Refinery Project
- Bhilwara Road Project
- Udaipur-Shamalaji Road Project
- Jhalaewar Road Project
- Bhopalghar-Jodhpur Project
- Balicha Bypass Project
- State Highway Project S H 22
- Border Road Organization (Chandmarii)
- Bharatmala Project NH 227
- Rajasthan Refinery Project
- Bhilwara Road Project
- Udaipur-Shamalaji Road Project
- Jhalaewar Road Project
- Bhopalghar-Jodhpur Project
- Balicha Bypass Project
- State Highway Project S H 22
- Border Road Organization (Chandmarii)
- Bharatmala Project NH 227
- Kanyakumari-Etturavattam
- Selam Road Project
- Kolachi Road Project
- Kanchipuram Road Project
- NH-365 Road Project
- Madugullapally Road Project
- NH 161, Ramsanpalle - Mangalore
- Rampur-Kathgodam Project
- Purwanchal Expressway
- Gorakhpur NHA1 Project, NH-87
- Eastern Peripheral Expressway NH-NE II
- Lucknow to Sultanpur Expressway
- Agra-Lucknow Expressway
- Bundelkhand Expressway
- Ayodhya-Gorakhpur Highway
- Meeruth-Bagpat Road
- Outer Ring-Road
- Rampur Kathgodam NH 87 Project
- Chandrapuri-Rudraprayag NH 109
- Kund Bypass Project
- Rudraprayag Bypass Road
- Lohaghat-Champawat Road Project
- Baharagora-Singhara NH 6 Project
- Ghoshpukur-Salsabari NH 31D Project
- Kharagpur-Balasore NH-6
- Kolkata-Santragachi Road Project
- Border Road Organization (Darjeeling)

Prestigious Clients

