

GOVERNMENT OF INDIA
Ministry of Road Transport & Highways

Transport Bhawan,
1, Parliament Street,
New Delhi-110001

No. NH-14019/6/2012-P&M

Dated, the 5th October, 2012

To,

1. The Director General, Border Roads Organisation
2. The Chief Secretary of all the States
3. The Principle Secretaries / Secretaries of States / Union Territories, Public Works Department (dealing with National Highways, other Centrally Sponsored Schemes and State Schemes)
4. The Engineer-in-Chief and Chief Engineers of Public Works Department of State / Union Territories (dealing with National Highways, other Centrally Sponsored Schemes and State Schemes)
5. The Chairman, National Highways Authority of India

Sub: Capacity building and lane width of National Highways – reg.

Sir,

I am directed to inform that Ministry intends to take up development of such National Highways having carriageway width less than the two lane width. These roads are to be developed to a minimum level.

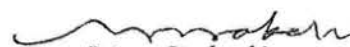
2. Generally, the carriageway width is dictated by the expected traffic. National Highways which are the primary route have higher expectation from the consideration of level of service as well as from safety consideration. This aspect was deliberated in the Ministry, and observed that the NHs are serving the mixed traffic. Besides, India has the dubious distinction in terms of fatalities on roads and there is need to segregate slow moving traffic from fast moving traffic.

3. In the above back ground to ensure safe and smooth traffic on NHs, it has been decided that efforts be made to convert all the NHs to a minimum level of two lane with paved shoulders. Towards implementation of this, henceforth whenever new projects of widening/ bypass/ realignment are taken up, the width of the carriageway shall be at least two lane with paved shoulders irrespective of the traffic thereon.

4. This issues with the approval of Minister, Road Transport & Highways.

5. It is requested that the contents of this letter may be brought to the notice of all concerned for needful compliance.

Yours faithfully,


(Maya Prakash)

Deputy Secretary to the Government of India

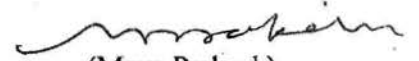
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Copy for information and necessary action to:-

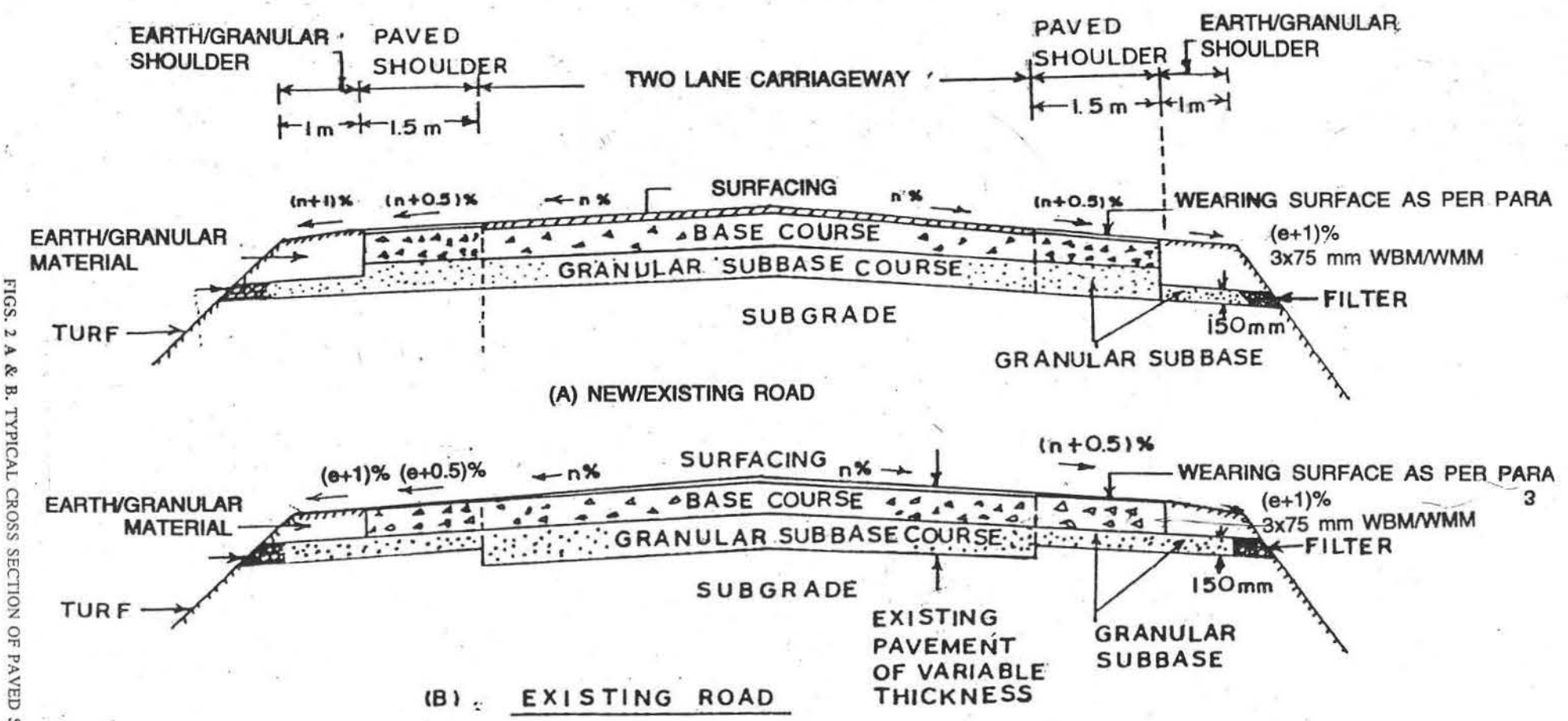
1. The Secretary General, Indian Road Congress, R.K.Puram, New Delhi
2. All Chief Engineers of the Ministry
3. All Technical Officers of the Ministry
4. All ROs / ELOs of the Ministry
5. PPS to Secretary (RT&H)
6. PPS to DG(RD)&SS
7. PS to ADG
8. PS to JS (H)
9. PS to JS&FA



(Maya Prakash)

Deputy Secretary to the Government of India

RW/AH-33054/20/88-211
 dt. 10/5/89



FIGS. 2 A & B. TYPICAL CROSS SECTION OF PAVED SHOULDERS

NOTATION

- e = CROSS FALL (CAMBER) OF PAVEMENT.
- WBM = WATER BOUND MACADAM.
- WMM = WET MIX MACADAM.

NOTES:

1. (e+1)% CROSSFALL SHALL NOT BE LESS THAN 2.5 TO 3% ON GRANULAR SHOULDER AND 3 TO 4% ON EARTH SHOULDER – STEAPER VALUES SHALL BE USED FOR RAINFALL EXCEEDING 150 CM PER YEAR.
2. ON SUPERELEVATED SECTIONS THE SHOULDER SHOULD HAVE SAME CROSSFALL AS THE PAVEMENT.

FIG. TYPICAL CROSS SECTION OF PAVED SHOULDERS