

To,

Dated: May 10, 2018

1. The Chief Secretaries of all the State Governments/UTs
2. The Principal Secretaries/ Secretaries of all States/UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
3. All Engineers-in-Chief and Chief Engineers of Public Works Departments of States/UTs dealing with National Highways and other centrally sponsored schemes.
4. The Chairman, National Highways Authority of India, G-5&6, Sector-10, Dwarka, New Delhi-110075.
5. The Managing Director, NHIDCL, PTI Building, New Delhi-110001
6. All CE-ROs / ROs of the Ministry
6. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110010.

**Subject: Policy Guidelines for land acquisition, tree felling, utility shifting across the alignment therefor - approach reg.**

Sir,

The Ministry of Road Transport & Highways, along with its executing agencies, has taken up development of highway projects of various standards namely, two lane with paved shoulder (10 mtrs. carriageway), 4 lane, 6 lane and 8 lane, both as greenfield projects as well as brownfield projects. A majority of these National Highway projects are brownfield i.e. upgradation of the existing roads.

2. Upgradation project of any National Highway involves, (i) Acquisition of additional land, (ii) Shifting of utilities, (iii) Felling of trees, and (iv) Removal of existing structures which fall in the Right of Way (ROW) of the proposed expansion. Meeting these pre-requisites not only entails heavy cost but also involves a lot of time and effort. Further, the felling of grown-up trees leads to adverse effects on environment. It has been observed that shifting of utilities, felling of trees and structures can be considerably reduced (by about 50%) if the land for expansion of any highway is acquired on one side of an existing road, as against doing the same on both sides.

3. Accordingly, in continuation of the Circular of even number dated February 26, 2018 issued with regard to alignment of NHs, it has been decided that the project implementation agencies shall undertake additional land acquisition on one side of an existing road to the extent feasible for expansion of existing roads to next level of configurations. It may also be noted that the acquisition side shall be decided based on the





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**Ministry of Road Transport & Highways**  
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intensity of the existing utilities and trees (following overall cost savings principle) and such side may change from one stretch to another stretch depending upon the most optimal alignment. Following policy guidelines shall be followed henceforth to minimize the requirement of additional land acquisition, optimization of utility shifting and felling of trees:

- (i) For roads being developed as **Two-lane with paved shoulders** and where traffic is below 5,000 PCUs, the expansion shall be carried out within the existing ROW and land acquisition shall be limited to only re-alignments and bypasses. In cases where the ROW permits expansion through eccentric widening (expansion of 3 mtrs on one side), the same shall be adopted as it reduces the need for utility shifting and tree felling to one side of the ROW, thereby reducing costs and saves the environmental footprints.
- (ii) For roads being developed as **Two-lane with paved shoulders with traffic between 5,000 to 10,000 PCUs**, and where the projected traffic may go up to 40,000 PCUs in due course of about next 25-30 years, the additional Land shall be acquired for achieving a total ROW of 45 meters (existing + additional) in such a manner that the present construction (eccentric widening to two lane with paved shoulders) and future expansion (4 lane eccentric widening) would impact utility shifting and tree-felling only on one side of the Right of Way (RoW). In nutshell, the development of the 2-Lane with PS will be undertaken on one side of the ROW of 45 mtrs so that as & when it matures for 4-laning, the other part of the divided carriageway and the Median do not disturb the existing carriageway of 2-Lane +PS. The additional land acquisition in these cases shall be done only when no parallel alignment is proposed or cannot be developed in future to diversify traffic. In case of traffic diversification potential, the two-lane with paved shoulders shall be developed within the available ROW.
- (iii) For expansion of an existing two-lane or two lane with paved shoulders road to 4 lane with paved shoulder Highways, the following guidelines shall be followed for end-lane status and the stage development based on the present traffic (including the induced traffic:

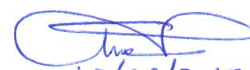
Present traffic including induced traffic (PCU)	Present Lane Status	End Lane Status	Stage development	ROW
Upto 20,000 PCUs	Upto 2L+PS	8 Lane	4 lane highway with 4 lane structures	70m

  
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Present traffic including induced traffic (PCU)	Present Lane Status	End Lane Status	Stage development	ROW
20,000 - 30,000 PCU	Upto 2L+PS	8 lane	6 lane highway with 8-lane structures	70m
30,000 – 40,000 PCU onwards	Upto 2L+PS	8 lane	8 lane highway with 8 lane structures	70m
40,000 PCU onwards	Upto 2L+PS	12 lane	8 lane highway with 8 lane structures	100 m
40,000 PCU onwards	4-Lane	8 Lane	<ul style="list-style-type: none"><li>• Option of Green-field alignment or 8 lane with 8 lane structures (where lifecycle cost is lower)</li><li>• 6 lane with 6 lane structures in cases, where portion of the corridor has been 6 laned or 6 lane structures have already been developed on 4 lane highway or Cost of land acquisition for brown-field expansion is very high.</li></ul>	70 m

4. The project executing agencies may suitably advise their DPR consultants to follow these guidelines in all such cases where Section 3 (A) notifications are yet to be issued.

  
10/05/2018

(Sudip Chaudhury)  
Chief Engineer (Planning)

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1. All CEs in MoRT&H
2. The Secretary General, Indian Roads Congress
3. Technical circular file of S&R(R) Section
4. NIC- for uploading on Ministry's website under "What's new"

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