



**NH-24036/34/2023-H (Computer No. 237311)**  
**Government of India**  
**Ministry of Road Transport & Highways**  
**Transport Bhawan, 1, Parliament Street, New Delhi-110001**

Dated: 30<sup>th</sup> January, 2025

**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
8. The Director, IAHE, Noida, UP
9. All CE-ROs, ROs and ELOs of the Ministry.

**Subject: Guidelines on length of viaduct vis a vis RE Wall in flyovers/underpasses in urban/built up areas**

Madam/ Sir,

Some grade separators intersections have been built in urban/built up areas with approach sections having length of nearly 250 m on either side constructed with Reinforced Soil walls (RSW). There is consistent objection from public and public representatives to these approaches on embankments with RS walls which physically divide the town/built up areas into 2 parts. Hence, there is persistent demand for construction of viaduct in the entire length of the approaches.

2. The matter has been carefully deliberated in the Ministry and following guidelines are issued in super session of all the extant guidelines:-

2.1 All grade separator intersections in built up (urban/rural) areas are to be built with minimum opening of 15 m +30 m+ 15m or totalling 60m. Further, proper safety mechanism shall be incorporated to protect the viaduct portion from the encroachment.

2.2 For cities/towns having more than 50,000 population as per last available census, viaduct shall be provided in 5 spans of 30 m each (total length 150 m) or larger spans totalling length of 150m and thereafter approach road on embankment with RSW.

Besides one opening of size 7x3 m shall be provided on either approach to ensure movement of pedestrians & non-motorized traffic.

2.3 To reduce length of approaches with RSW, steeper gradients upto 3% may be provided.

2.4 Slip roads of 7.5 m/5.5 m width shall be provided on both sides preferably with rigid pavement to avoid frequent damages.

2.5 Appropriate types of superstructure configuration and materials shall be used for grade separator intersections to minimize finish road level.

2.6 Possibility of overpass with due consideration to drainage will also be explored.

3. It is requested that the contents of the circular may be brought to the notice of all concerned for immediate needful compliance.

4. For projects under implementation, the above guidelines may be adopted wherever necessary with the approval of ADG/Member/Director concerned of the Road Wings, NHAI or NHIDCL respectively

This has been issued with approval of Competent Authority.

Yours sincerely,



(Akil Ahmad)

Superintending Engineer, (S&R)

For Director General (Road Development) & Special Secretary

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. The Secretary General, Indian Roads Congress
4. Technical circular file of S&R (P&B) Section
5. NIC-for uploading on Ministry's website under "What's new"

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5. Sr. PPS/ PPS to AS&FA/Addl. Secretary (Road Safety)/  
ADG(SC)/ADG(BKS)/ADG(RS)/ADG(OPS)
6. Sr. PPS/ PPS to JS(Highways)/JS(EAP)/JS(Logistics)