



1

302.24

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
SR&T(Roads)

Indian Academy of Highway Engineers Campus,
A-5, Institutional Area, Sector -62,
NH-24 Bypass, Noida-201301.

F. No. RW/NH-33044/37/2015/S&R(R)

Dated: the 26th May 2016

To,

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 Department of States/ UTs dealing with National Highways, other centrally sponsored schemes.
4. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.
5. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
6. The Managing Director, NHIDCL, PTI Building, New Delhi-110001

Subject: Capacity augmentation of National Highways from two lane to four lane.

Capacity analysis is fundamental to the planning, design and operation of National Highways and provides among other things, the basis for determining the carriageway width to be provided at any point of time with respect to the volume and composition of traffic. Moreover, it is an important tool for evaluation of the investments needed for future construction and improvements and for working out priorities of road projects.

2. Ministry, vide circular No. NH-14019/6/2012-P&M dated 5th October 2012 had decided that, "henceforth, whenever new projects of widening/bypass/re-alignment are taken up, the width of carriageway shall be at least two lane with paved shoulders, irrespective of the traffic thereon."
3. Further, Ministry decided that the planning for upgradation of the existing two lane highways with paved shoulders shall be started before the end of the design life so that by the time the threshold capacity of the road is reached, the four lane highway will already be constructed. Accordingly, Ministry vide circular No. RW/NH-33044/28/2015/S&R(R) dated 29th June 2015 had decided the traffic at which the upgradation from two lane with paved shoulder to four lane will trigger, as indicated in the table below:

Ami yashu

Nature of Terrain	Traffic at which upgradation to four lane will trigger (in PCUs per day).
Plain	15,000
Rolling	11,000
Mountainous/Steep	8,000

4. In light of changing socio-economic conditions in the country and in order to ensure safe and comfortable mobility of road users and reduction in road accidents, widening of road and decongestion of traffic is required. Accordingly, Ministry has revised the traffic at which the upgradation from two lane to four lane will trigger, as indicated in the table below:

Nature of Terrain	Traffic at which upgradation to four lane will trigger (in PCUs per day).
Plain	10,000
Rolling	8,500
Mountainous/Steep*	6,000

*For Roads in Hill section, preference would be three laning of existing two lane or construction of twin two lane National Highways rather than construction of four lane National Highways.

5. Contents of this circular may be brought to the notice of all concerned in your organization.
6. This issues with the approval of Competent Authority.

Amiyanshu
(Amiyanshu)

Assistant Executive Engineer (S,R&T) (Roads)
For Director General (Road Development) & SS

Copy to:

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

Amiyanshu

Copy for kind information to:

1. PS to Hon'ble Minister (RTH&S)
2. PS to Hon'ble MOS (RTH&S)
3. PPS to Secretary (RT&H)
4. PPS to DG (RD) & SS
5. PPS to SS&FA
6. PS to ADG-I/ ADG-II
7. PS to JS (T)/ JS (H)/ JS (LA&C)/ JS (EIC)

Anjasha