

No. RW/NHIII/P/30/84

*Dated the 17th October, 1984*

To

All the State Chief Engineers dealing with National Highways

Subject : Guidelines for widening the carriageway of National Highways passing through urban areas

The work of improvement of National Highways and National Highway links passing through urban areas requires special attention for providing a properly designed highway facility with minimum hindrance to the public during and after implementation of the improvement works. This calls for adequate advance planning, proper design of various cross section elements, coordination with concerned utility agencies and timely implementation of improvement works. The guide-lines framed for adoption in such cases, by the State P.W.Ds/Highway Departments are described herunder.

## *2. Alignment Plan & Typical cross section*

The alignment plan showing details of the existing road with respect to the road-side developments giving inter alia, the right-of-way available, extra land required for widening, the position of avenue trees, utility lines etc. should be prepared. The proposed improvements may be shown in a typical cross section. The cross section should be designed, avoiding cutting of trees where feasible, ensuring adequate drainage with suitable side drains and proper outfalls and providing separate and fixed space for utility lines, electric poles, under-ground cables etc. At this stage, coordination with the concerned utility agencies is essential.

ial for ascertaining the magnitude of rehabilitation of existing service lines and for providing space in the road consistent with the future development of these services. The master plan of the urban area should also be taken into consideration while formulating road improvement proposals. The proposed alignment plan and typical cross section framed after complying with the above guidelines should be got approved by the Ministry. The work of widening the road may then be carried out in three phases as described hereinafter.

3. *Land acquisition — Phase I*

Wherever additional land is required for road improvements, estimate therefor may be framed, got approved by appropriate authority and then land acquisition completed.

4. *Execution of preliminary works — Phase II*

Once the land acquisition is completed, the work of shifting utility lines electric/telephone poles etc., construction of cross drainage works and ancillary work needs to be undertaken. The estimate for these items should be framed on realistic basis in consultation with other agencies and the work executed expeditiously by maintaining proper coordination

5. *Execution of pavement widening and other connected works — Phase III*

After carrying out the work mentioned in para 4 above, the estimate for the next stage work, namely, additional carriageway, median, footpaths, service roads, street lighting etc. may be prepared and got sanctioned by the appropriate authority and the work proceeded subsequently.

6. While forwarding estimates to this Ministry, only those relevant provisions which are legitimate charge to the NH authorities as contained in the Ministry's circular issued from time to time, need be made. It is requested that all proposals of widening of National Highways passing through urban areas be framed keeping the above guidelines in view and work implemented in phases as explained above.