



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय)

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(Ministry of Road Transport and Highways)

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NHAI/Policy Guidelines/Preparations of DPRs/2019

No.10.1.18/2019 dated the 30th April, 2019

Subject: Project Proposals in DPR Stage- Provision of Vehicular Underpass/Flyover/ Overpass.

In access controlled/ partially access controlled project highways, VUPs/ Flyovers/ Overpasses along with Entry Exit Ramps/ Slips Roads/ Service Roads are being proposed to cater for the traffic on the crossroads. These structures will also be used by the traffic crossing over from one side to the other side of the project highway. It has been observed that when such crossover traffic is high, in particular, traffic taking U-turn at the structure, there is a need to provide additional spans for VUP/ Flyover/ Overpass to cater for traffic taking U-turn. These additional spans have already been prescribed in the Manuals of IRC (Ref. fig 3.12 in SP-84 & Fig. 3.5 in SP-87).

2. In view of above, it has been decided that in future projects, whenever a flyover/ overpass is proposed with a service road of 10 m (7m black top + 2x1.5m shoulders), a minimum of 3 spans for such flyover/ overpass should be provided with a minimum lateral clearance of 25m for main span and 15m for viaduct span on either side (Total= 55m) so as to facilitate 'U' turn of traffic. The vertical clearance of viaduct span may be kept in longitudinal slope/ gradient of approaches.

3. The approaches to structures viz PUP, VUP, Flyover, Overpass, Bridges, ROBs etc. should be on earthen embankment wherever RoW is available or land is not costly to acquire. In case of restricted RoW/ Costly lands and in order to accommodate entry-exit ramp/ slip road/ service road within the available Row, first the option of earthen embankment with RCC toe wall and slope protection may be explored. If it is not feasible, then only approaches with RCC Retaining Wall (upto 2.5m height w.r.t floor height of structure, as it is cheaper to RE wall for low heights) and RE Wall (for heights more than 2.5m) may be used. If further RoW is not to be acquired for approaches due to high land cost, the same should be justified by comparing the cost of land with cost of RCC toe or retaining wall/RE wall.

4. The service road level shall be kept same as adjoining fields/ ground level in order to maintain its accessibility and deck levels of cross drainage works/ bridges on service road shall also be kept at same level.

5. The project highway shall be carried at the existing level in the rural areas, where there is no habitation and the cross road will be either underpass or overpass. However, in urban/ habitation areas, the cross road shall be carried at the existing level. The decision whether the cross road or the project highway is to be carried at the existing level shall be taken based on considerations of land

acquisition, provision of ramps for the grade separated facility, height of embankment, drainage, project economy, etc.

6. These guidelines are for incorporation only in the projects where appraisal/ approval is pending.



(V.K. Sharma)
CGM (Coord& Parl.)

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