



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Parivahan Bhavan,
1, Sansad Marg
New Delhi-110001

RW/NH-33023/19/99-DO-III

Dated: 25th August, 2014

To,

1. The Chief Secretaries of all States Governments/ U.Ts.
2. The Principal Secretaries/ Secretaries of all States/ U.Ts./ Public Works Department dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
3. The Engineers-in-Chief and Chief Engineers of Public Works Department of States/ U.Ts dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
4. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
5. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010

Subject: Guidelines/Norms for access permission to Fuel Stations, Private Properties, Rest Area Complexes and such other facilities along National Highways - Corrigendum.

Sir,

In continuation to Ministry's Circular of even no. dated 24.07.2013 on the subject captioned above, the following Corrigendum is issued:

S. No.	Existing	Amendment
1.	At the end of para 8 of Appendix-I and before para 1 of Appendix-II	<u>To be added</u> In this regard, all the State Governments are advised for leaving minimum set back distance as open space/ Green Belt alongside the National Highways beyond ROW in accordance with stipulations of IRC: 73 to deter ribbon development along the National Highways.
2.	Para 2 (iii) of Appendix-II	Deleted Modified Figure at Annex-IV is enclosed.
3.1	At the end of Para 9 of main circular.	<u>To be deleted</u> "If the deviations from Ministry's norms are non-rectifiable, such cases shall be dealt on case to case basis."

3.2	At the end of Para 7 of main circular.	<p><u>To be deleted</u></p> <p>“ in the meetings of the Relaxation Committee of the Ministry”</p> <p><u>To be added</u></p> <p>The cases involving deviation from Ministry's norms will not be entertained since the Relaxation Committee in the Ministry ceases to exist.</p>					
4	Before para 1 of Appendix-II	<p><u>To be added</u></p> <p>“In urban area, the spacing of access to National Highways should be restricted to 500m interval. If the National Highways is likely to be developed as Expressway, the spacing should be 1000m. In rural areas, the spacing of connections from parallel service roads and of intersections should not be closer than 750m. As far as possible, a number of property owners along the highway should be grouped together and parallel service roads (i.e. frontage roads) constructed to give access at selected points.”</p>					
4.1	Checklist (S. No.1, of Annex-I) to Appendix-II	<p><u>To be modified.</u></p> <table border="1" data-bbox="592 958 1480 1283"> <tr> <td data-bbox="592 958 898 1283">Minimum distance between merging point of a service road including acceleration and deceleration of 100 m and 70 m respectively</td> <td data-bbox="898 958 1212 1283">Minimum 500 m/ minimum 1000 m (in case of National Highways to be developed as Expressway)</td> <td data-bbox="1212 958 1480 1283">Minimum 750 m/ minimum 1000 m (in case of National Highways to be developed as Expressways)</td> </tr> </table>			Minimum distance between merging point of a service road including acceleration and deceleration of 100 m and 70 m respectively	Minimum 500 m/ minimum 1000 m (in case of National Highways to be developed as Expressway)	Minimum 750 m/ minimum 1000 m (in case of National Highways to be developed as Expressways)
Minimum distance between merging point of a service road including acceleration and deceleration of 100 m and 70 m respectively	Minimum 500 m/ minimum 1000 m (in case of National Highways to be developed as Expressway)	Minimum 750 m/ minimum 1000 m (in case of National Highways to be developed as Expressways)					
5.	Appendix-I Para 4.4(Last sentence)	<p><u>To be deleted</u></p> <p>“In urban areas with population more than 2 million, fuel stations will not be allowed to be set up within the municipal limits along the National Highways even though with service roads, as these can be located on side roads for local traffic”</p>					

2. The contents of this Circular may be brought to the notice of all concerned in your organization.

3. This Circular issues with the approval of Competent Authority.


(Gulshan)

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

Copy for information and necessary action to:

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

Copy for kind information to:

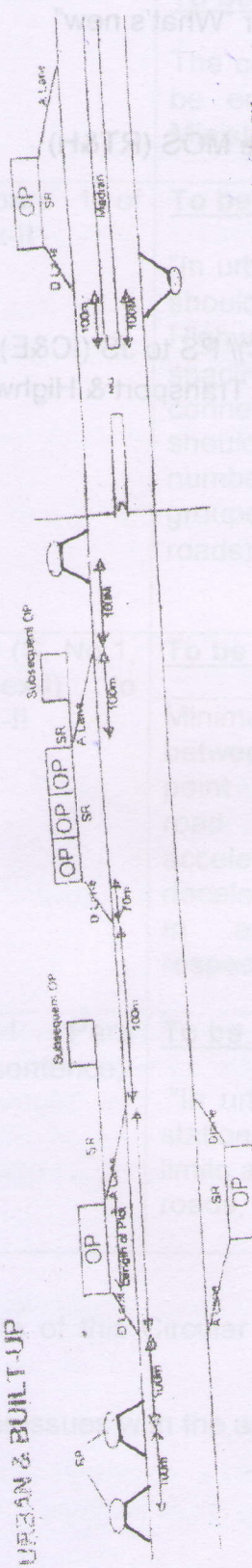
1. PS to Hon'ble Minister (RT&H)/ PS to Hon'ble MOS (RT&H)
2. Sr. PPS to Secretary (RT&H)
3. PPS to DG (RD) & SS
4. PPS to AS&FA
5. PPS to ADG-I/ ADG-II/ ADG-III
6. PPS to JS (T)/ PS to JS (H)/ PS to JS (LA&C)/ PS to JS (IC&E)
7. All Technical Officers in the Ministry of Road Transport & Highways



Modified Annex-IV

Enclosure to Ministry of Road Transport & Highways **Corrigendum No. RW/NH/32023/19/99-DO-III** dated **25th August 2014**

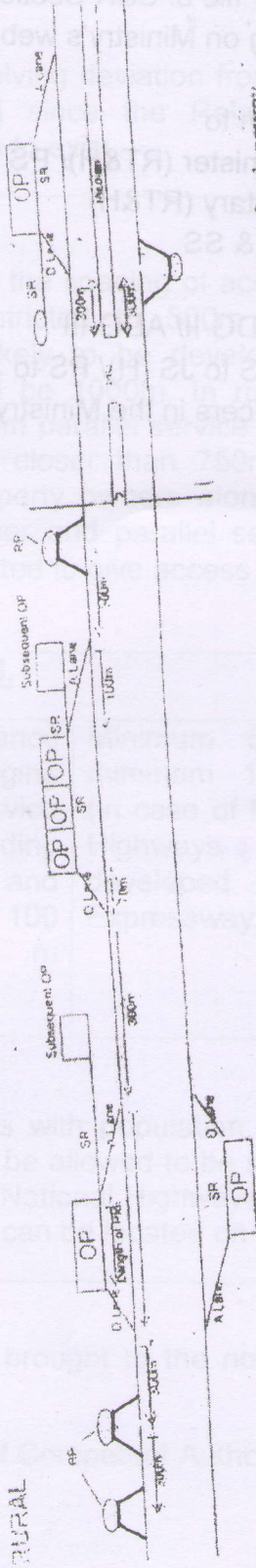
URBAN & BUILT-UP



Divided Carriageway

Undivided Carriageway

RURAL



Divided Carriageway

Undivided Carriageway

- Abbreviations
- RP Residential Property
 - OP Other property
 - A Lane Acceleration Lane
 - D Lane Deceleration Lane
 - MG Median Gap
 - SR Service Road

Not to Scale