

No. RW/NHIII/P/66/76

Dated the 11th May, 1982

To

**All State Governments and Union Territories
(Deptts. dealing with National Highways)**

Subejct : Accommodation of underground utility services like electric cables and pipelines for water/gas/petroleum products along and across National Highways

Consolidated instructions on accommodation of underground utility services mentioned in the subject above were circulated *vide* this Ministry's letter of even number dated 19th November, 1976 in which the conditions and manner in which these are to be laid, were conveyed for adoption in the field.

2. It has been observed that earlier laid down instructions are not being strictly followed in practice especially in respect of the installation of the utilities at site. As brought out in the earlier guidelines, the sides of the trenches, where trenching method is adopted, should be as nearly vertical as possible and should be at least 30 cm but not more than 60 cm wider than the diameter of the pipe. The bedding shall be to a depth not less than 30 cm and should be of granular materials free from lumps and clods. The back-fill should be completed in two stages, (i) side-fill to the level of the top of the pipe, and (ii) over-fill to the bottom of road crust. The side-fill and over-fill material should be laid in layers of 15 cm each and compacted to proper density. The road crust should be built to the same

strength as the existing crust on either side of the trench. Care should be taken to avoid formation of a dip or a hump at the trench. The work should be carried out in one lane while the other lane is kept open to traffic, or suitable diversion is provided in case of single lane roads. All safety measures like signs, barricades, flag-men and red lights during night hours should be provided.

Further, location of services without pre-planning prior consultations and approval of Highway authorities apart from disrupting the highway construction and maintenance works on hand, necessitates costly relocation and shifting of the services at a future date when developmental works of the highways are taken up. It is, therefore, reiterated that the contents of the enclosed letter should be strictly followed. Further, the field officers may be directed to remain in constant touch with the concerned authorities and ensure compliance of these instructions.
