



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)

National Highways Authority of India

(Ministry of Road Transport and Highways, Government of India)

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भाराराप्रा/ नीति दिशानिर्देश/ मानक दस्तावेज /2026

नीति परिपत्र सं. 11.105/ 2026 दिनांक 11th अगस्त, 2026

{(ई-ऑफिस फाइल सं. DPR-17077(771)/3/2025-IT Division (कम्प्यूटर सं. 295276 पर लिया गया निर्णय)}

NHAI/ Policy Guidelines/ Standard Documents/2026

Policy Circular No. 11.105/ 2026 dated 11th August, 2026

{(Decision taken on E-Office File No. DPR-17077(771)/3/2025-IT Division(Comp No. 295276)}

विषय: सड़क परिवहन और राजमार्ग मंत्रालय के दिनांक 04.06.2024 के परिपत्र का अनुपालन एवं कार्यान्वयन - राष्ट्रीय राजमार्गों के लिए शोल्डर (पक्के और मिट्टी के) की चौड़ाई के नए मानकों के निर्धारण संबंधी।

Sub: Endorsement and Implementation of MoRT&H Circular dated 04.06.2024 - Policy Guidelines on Width of Shoulder (Paved & Earthen) for National Highways. reg:-

संदर्भ: सड़क परिवहन और राजमार्ग मंत्रालय का परिपत्र सं. ई फाइल संख्या.आरडबल्यू / एनएच-33044/22/2020-एसएंडआर (पीएंडबी) (कम्प्यूटर सं. 186381) दिनांक 04.06.2024

Ref: MoRT&H Circular no. E-File No.RW/NH-33044/22/2020-S&R (P&B) (Computer No. 186381) dated 04.06.2024.

सड़क परिवहन और राजमार्ग मंत्रालय ने दिनांक 04.06.2024 के परिपत्र के माध्यम से मैदानी, रोलिंग (ऊबड़-खाबड़) और पहाड़ी क्षेत्रों में 2/4/6/8 लेन वाले राष्ट्रीय राजमार्गों (पहुँच नियंत्रित राजमार्गों सहित, एक्सप्रेसवे को छोड़कर) पर पक्के और मिट्टी के शोल्डर की चौड़ाई के लिए संशोधित विन्यास निर्धारित किए हैं। यह निर्णय सड़क की सतह को पार्श्व मजबूती प्रदान करता है, किनारों को टूटने से रोकता है और खराब वाहनों के लिए पार्किंग सुरक्षा लागत-प्रभावी तरीके से सुनिश्चित करता है। निर्देश के अनुसार पुलिया, पुलों और मार्ग के किनारों (आरओबी) की चौड़ाई, सुरक्षा और निरंतरता बनाए रखने के लिए प्रवेश मार्गों की कुल सड़क चौड़ाई के बराबर होनी चाहिए, और यह उन सभी नई परियोजनाओं पर सख्ती से लागू होगा जिनके लिए परिपत्र जारी होने की तिथि से 60 दिनों के बाद निविदाएं प्राप्त होती हैं।

The Ministry of Road Transport & Highways, vide Circular dated 04.06.2024, has laid down revised configurations for the width of paved and earthen shoulders across 2/4/6/8 lane National Highways (applicable also to Access-controlled Highways but excluding Expressways) in plain, rolling, and mountainous terrains. The decision ensures lateral support to the pavement, prevents edge breaking and provides parking safety for breakdown Vehicles in a cost-effective manner. The mandate dictates that the clear width of culverts, bridges, and RoBs must equal the overall roadway width of the approaches to maintain safety and continuity and apply strictly to all new Projects for which Bids are received 60 days after the Circular's issuance date.

2. तदनुसार, उपरोक्त सड़क परिवहन और राजमार्ग मंत्रालय के परिपत्र की एक प्रति तथा भू-आकृति विन्यासों का विस्तृत परिशिष्ट, सभी तकनीकी प्रकोष्ठ, क्षेत्रीय कार्यालयों और परियोजना कार्यान्वयन इकाइयों में सूचना, सख्त मार्गदर्शन और पूर्ण अनुपालन हेतु संलग्न किया जाता है।

Accordingly, a copy of the aforesaid MoRT&H Circular along with its detailed Annexure mapping terrain configurations is enclosed herewith for information, strict guidance and absolute compliance across all Technical Cells, ROs, and PIUs.

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3. यह सक्षम प्राधिकारी के अनुमोदन से जारी किया जाता है।
This issues with the approval of Competent Authority.

संलग्नक: यथोपरी।

Encl.: As stated above.


11/08/26

(सीएस. संजय कुमार पटेल/ CS. Sanjay Kumar Patel)
प्रभारी मुख्य महाप्रबंधक(समन्वय) (i/c) Chief General Manager (Coord.)

प्रति/ To:

भाराराप्रा मुख्यालय/आरओ/पीआईयू/सीएमयू/साइट कार्यालयों के सभी अधिकारी।
All Officers of NHAI HQ/ ROs/ PIUs/ CMUs/ Site Offices.

प्रतिलिपि/ Copy to:

1. पुस्तकालय की साइट पर प्रकाशन के लिए पुस्तकालय को।
Library for hosting the Circular on Library site.
2. परिचालन के लिए वेब एडमिन को।
Web Admin for Circulation.
3. सचिव, सड़क परिवहन और राजमार्ग मंत्रालय के प्रधान निजी सचिव को सूचनार्थ।
PPS to Secretary, MoRT&H for Kind Information.

Government of India
Ministry of Road Transport & Highways
(S&R (P&B/New Technology) Zone)

Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 4th June, 2024

CIRCULAR

To

1. The Chief Secretaries of all the State Governments/ UTs.
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department/ Road Construction Department/ Highways Department (dealing with National Highways and other centrally sponsored schemes).
3. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
4. The Managing Director, NHIDCL, PTI Building, New Delhi-110001.
5. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.
6. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs/ Road Construction Department/ Highways Departments (dealing with National Highways and other centrally sponsored schemes).
7. The Secretary General, Indian Roads Congress
8. The Director, IAHE, Noida, UP
9. All CE-ROs, ROs and ELOs of the Ministry.

Subject: - Width of Shoulder (Paved & Earthen) for National Highways- Reg.

Reference: i) Ministry's Circular No. even dated 17.07.2020

ii) Ministry's Circular No: EFile /RW/NH-33044/10/2021-S&R (P&B) (Computer No.-192344) dated 06.02.2023

Madam/Sir,

Manual of Standards and Specifications for two/four/six laning (IRC:SP:73-2018/ IRC:SP:84-2019 / IRC:SP:87-2019) specifies 2.5 m wide paved shoulder and 1.5 m wide earthen shoulder for two/four/six lane Highways in open country with isolated built-up area in plain & rolling terrain. However, Ministry vide circular no. Efile/ RW/NH-33044/22/2020-S&R (P&B) dt. 17.07.2020 specified that for two lane National Highways, width of paved shoulder and earthen shoulder in open country and isolated built-up area in plain and rolling terrain should be 1.5 m and 1.0 m respectively.

2.0 IRC: 73-2023 "Geometric Design Standards for Non-Urban Roads" specifies 1.5 m wide paved shoulder and 1.0 m wide earthen shoulder for 2 lane highways in open country and isolated built-up areas in plain and hilly terrain whereas for 4/6/8 lane highways 2.0 m wide paved shoulder and 1.5 m wide earthen shoulder is specified.

3.0 It is highly desirable that the width of shoulder should be sufficient enough to provide lateral support for pavement and thereby prevent pavement edge break, storage space for errant/broken down vehicles, desirable offset for placing of safety barrier etc. To serve all the intended functions mentioned above in cost-effective manner, it has been decided that in two/four/six/eight laning of National Highways, width of paved shoulder

Bidur Kant Jla

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and earthen shoulder shall be as detailed in **Annexure**. The width of paved and earthen shoulder mentioned therein shall be applicable also for access controlled National Highways but not for Expressways.

4.0 Clear width of Culverts (measured from inside of Head Wall to inside of Head Wall) should be equal to the overall roadway width of its approach (width of carriageway+ width of paved shoulder+ width of earthen shoulder+ width of median including shyness strip towards median as applicable).

5.0 It is utmost important to have continuity & uniformity of approach roadway width (carriageway width+ paved shoulder width+ earthen shoulder width + width of median including shyness for raised median /depressed median as applicable) on the deck of bridges/grade separated structures/RoBs to avoid vehicles crashes with parapets/crash barrier. Hence, clear deck width of bridges/grade separated structures/RoBs (measured from inside to inside of crash barrier) shall be equal to the roadway width (carriageway width+ paved shoulder width+ earthen shoulder width+ width of median including shyness for raised median /depressed median as applicable) in their approaches. Wherever footpath is provided on bridge/RoB, RCC crash barrier should be provided between footpath and carriageway and pedestrian guard rail at outer edges of the bridge/RoB. In case of footpath on bridge/RoB, the width of earthen shoulder shall be tapered at the rate of 1:15 so that the metal beam barrier in approaches remains in line with pedestrian guard rail on the bridge/RoB.

6.0 The above provisions shall be applicable in case of all new projects for which bids are received 60days after the date of issue of this circular. The contents of the circular may be brought into the notice of all concerned for needful compliance.

7.0 This issues with the approval of Competent Authority in supersession of earlier Guidelines of Ministry / IRC Manuals/IRC: 73:2023.

Yours sincerely,
Bidur Kant Jha
04/06/2024
(Bidur Kant Jha)
Director

(New Technology for Highway Development)
For Director General (Road Development) & Special Secretary

Copy to:

1. All CEs in the Ministry of Road Transport & Highways
2. All ROs of the Ministry of Road Transport & Highways
3. The Secretary General, Indian Roads Congress
4. Technical circular file of S&R (P&B) 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, MS&ME)
2. PS to Hon'ble MOS (RT&H)
3. Sr. PPS to Secretary (RT&H)
4. PPS to DG (RD) & SS
5. Sr. PPS/ PPS to Addl. Secretary (Road Safety)/ Addl. Secretary (RT&H & LA)
6. Sr. PPS/ PPS to AS&FA
7. Sr. PPS/ PPS to ADG (SKN) / ADG (RP)/ ADG(DS)
8. Sr. PPS/ PPS to JS (RT&MVL)/ JS (EIC) / JS (Logistics)/ JS (NHIDCL)



Annexure

Width of Shoulders in Plain and Rolling Terrain (2/4/6/8 Lane Highways)

Type of Section	Width of Shoulder (m)			Extra Earthen Width(m)
	Paved	Earthen	Total	
Open country with isolated built up area	1.5	1.0	2.5	1.0*
Built up area**	2.5	-	2.5	-
Approaches to grade separated structures/bridges/RoB with full height RS Wall/Retaining Wall**	2.5	-	2.5	-
Approaches to bridges/grade separated structures/RoB with free slope	1.5	1.0	2.5	1.0*

Width of Shoulders in Mountainous and Steep Terrain (Hilly Area)

Type of Section	Side	Width of Shoulder (m)			Extra Earthen Width(m)
		Paved	Earthen	Total	
Open country with isolated built up area	Hill Side	1.0	-	1.0	-
	Valley Side	1.0	0.5	1.5	1.0*
Built up area**	Hill Side	1.0	-	1.0	-
	Valley Side	1.0	-	1.0	-
Approaches to grade separated structures/bridges/RoB with full height RS Wall/Retaining Wall **	Hill Side	1.0	-	1.0	-
	Valley Side	1.0	-	1.0	-
Approaches to bridges/grade separated structures/RoB with free slope	Hill Side	1.0	-	1.0	-
	Valley Side	1.0	0.5	1.5	1.0*

Note 1:

* To have desirable offset for installation of W-Beam/Thrie Beam barrier along free slope stretches, placement of road signs on outer side of the crash barrier and provision of kerb and channel drain for chute drain on high embankment slope as per site requirement, additional 1.0m earthen width in all terrains shall be constructed. This additional earthen width is not to be considered for the calculation as specified in para 4.0 and 5.0 of the circular.

**Inclusive of 0.5m shyness width required for RCC crash barrier/parapet/drain side (in case of built-up area).

Note 2: Wherever, there is a change in width of paved shoulder, it shall be achieved with tapering of paved shoulder in 1:15.

Bidur Kant Jha.

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