



सत्यमेव जयते

भारत सरकार
Government of India
सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport & Highways
परिवहन भवन, 1 संसद मार्ग, नई दिल्ली - 110001
Transport Bhawan, 1 Parliament Street, New Delhi- 110001



No. RW/NH-29013/1/2016/P&M (RSCE)pt

Dated: 13.02.2017

Office Memorandum

Sub: Guidelines for preparation and implementation of Road Safety Engineering works proposals on State Roads under Central Road Fund (CRF).

Increase in road accidents and fatalities on different categories of roads have become a serious concern in view of the economic losses and loss of precious lives they are causing to the nation. As a measure of supplementing the efforts of States / UTs for minimizing the accident potential at the identified locations/stretchers through engineering improvements to the state roads, Ministry of Road Transport & Highways had taken a decision to sanction road safety works on state roads (SHs, MDRs & ODRs) with an earmarked allocation of 10% of funds allocated to state roads under CRF. Guidelines for identification of road safety works, preparation of proposals, their sanction and implementation are as below:

2. Funding

The fund requirement would be met from the allocations of Central Road Fund for roads other than rural roads. The funds allocated for road safety works would be non-lapsable. Within the allocation of central road fund meant for development and maintenance of state roads (other than that meant for EI & ISC), an amount of 10% of the Fund (including the past unspent balance if any as on 01-04-2016) would be earmarked every year for Road Safety Engineering Works on State Roads viz., State Highways, Major District Roads and Other District Roads. CRF (State Roads) Rules 2014 have been accordingly amended through CRF (State Roads) amendment rules 2016 notified vide GSR 619(E) dated 23.06.2016. State / UT wise availability of funds would be communicated respectively for each financial year.

3. Identification of Road Safety works:

3.1 The Road Safety works can be proposed for rectification of the identified road accident black spots on state roads as per the definition of road accident black spots circulated by Transport Research Wing of the Ministry vide their letter No MR-17018/1/2015-TRW(pt) dated 30-12-2015 (copy enclosed for ready reference). The road safety works can also be identified for rectification of safety concerns based on the recommendations of the Road safety Audits carried out on the selected stretches. The road safety works can also be proposed based on the recommendations of the specialized bodies or expert committees constituted by the State Government for that purpose.

3.2 These works should be proposed on different categories of state roads according to the priorities specified in the above cited CRF amendment Rules.

3.3 While proposing the works, availability of land for improvements and the feasibility of removal of encroachments, if any, on the existing right of way should be duly considered. As far as possible, proposals which can be implemented in available land should be preferred. However, in cases where unavoidable, acquisition of land/shifting of

Page 1 of 4

utilities for the road safety works can be included in the proposal itself with their cost not exceeding 10% of the cost of the civil works. Road Safety works suggested by Road Safety Council of the state shall be duly considered for taking them up within the available resources

4. Preparation and furnishing of proposals:

4.1 Preparation of proposals for road safety works needs to be based on detailed survey investigations, indicating proposed improvements and the available land boundary etc., in order to achieve the objective of minimizing accidents, keeping in view the availability of funds under CRF for road safety works for the concerned state/UT. Short term measures based on operational audit of the stretches can also be proposed for immediate safety improvement of the selected stretch.

4.2 Broad break-up of the cost of different items of road safety improvements proposed need to be furnished in proposal. Copies of the proposal need to be furnished for consideration by Expert Committee on Road Safety. A copy of the format for furnishing these details is enclosed at **Annex-I**. Proposals may also be forwarded through internet for faster communication apart from sending them in hard copy for the perusal of the committee. ***The expert committee shall be constituted by Chief Secretary of the State/ UT. The committee shall be headed by Chief Engineer dealing with state roads with Chief Engineer (Road Safety) MORTH or his representative and Regional Officer of MORTH, Chief Engineer (NH) and Representative of the state nodal authority for Road Safety as ex-officio members. Not more than three Road safety experts from academicians of the IITs/NITs/Engineering colleges in the state or other experts working in the area of road safety engineering to be selected by Chief Secretary of the state would be other members.***

4.3 Towards the cost of preparation of proposals and/or the cost of the road safety audits etc., an amount of 1% of the cost of civil works may be provided in the cost estimates.

4.4 The proposals based on the recommendations of road safety audits of a particular stretch should be clubbed together for a comprehensive safety improvement of the stretch. Black spots falling in nearby locations on different state roads can also be clubbed together to avoid multiplicity of small works and to attract competent implementing agencies.

4.5 The proposals would be considered and recommended on merits by the State Level Expert Committee on Road Safety with or without conditions. The proposals recommended by the Committee would be sanctioned by Ministry as per the usual procedure followed for CRF works.

Example of the abstract of the road safety works is as follows:

		Rs in Crore
(i)	Estimated cost of civil works of the road safety Works (different works clubbed together wherever Feasible):	say 20.00 (A)
(ii)	Contingencies at the rate of 3% of (A)	0.60
(iii)	Total :	20.60(B)
(iv)	Cost of quality assurance and state level monitoring as per CRF Rules – 1% of (B) above	0.206



(v)	Cost of survey investigations including preparation of Proposals, road safety audits, etc. @ 1% of (B) above	0.206
(vi)	Cost of land acquisition and shifting of utilities etc., if unavoidable, upto 10% of (B) above	2.06
(vii)	Work charged establishment as per CRF Rules @ 0.5% of (B) above	0.103
Grand Total Sum of iii to vii		23.175

5. Coordination, facilitation and monitoring of road safety works:

5.1 Monitoring facilitation and review of the implementation of road safety works would be done by a District Level Monitoring Committee (DLMC) to be notified by the Chief Secretary of the state/UT. ***Chairperson of the DLMC shall be the Member of Parliament (Lok Sabha) elected from the concerned District and Member of Rajya Sabha would also be Co-chairperson in a district of their choice. Member Secretary shall be District Magistrate of the concerned district. Members of the State Legislative Assembly / Council belonging to the concerned district, Superintending Engineer of the concerned jurisdiction dealing with state roads, In-charge of the Road Safety Engineering Cell in the state/UT, SP, RO MORTH, CGM NHAI and an eminent person working in the area of Road Safety including the NGOs in the field of Road Safety nominated by the Chairperson subject to no adverse report in police verification(Police verification shall be got conducted by Member Secretary) shall be other members.***

6. Improvements under Road Safety works:

6.1 Improvements should be proposed in road safety works after investigating the probable reasons for repeated accidents and other site conditions. Improvements like improvement of junctions, improvement of geometry, provision of service roads, pedestrian facilities, vehicular/pedestrian underpasses/overpasses, medians, Channelizers, road signs, pavement markings etc., can be included in the road safety works for comprehensive improvement of safety at the selected location/stretch.

7. Monitoring

7.1 Overall monitoring would be done by Road Safety Cell (Engineering) in the Ministry of Road Transport & Highways. A Road Safety Cell Engineering to be manned by two or three Engineering Officers would be established by the states/ UTs within the National Highway Directorates of PWDs of respective states / UTs for monitoring the road safety works on National Highways, coordinating the sanction/ implementation of the road safety works on state roads and coordinating road accident data collection/dissemination. This Cell in the states / UTs would be monitoring the accidents and fatalities post implementation of the safety works in consultation with state police authorities for a period of 3 years to ensure that the safety works implemented are effective for the reduction of accidents and fatalities. Release of funds for road safety works shall be incumbent upon creation of the Road Safety Cell Engineering in the NH Directorates and constitution of the District Level Monitoring Committee (DLMC).

7.2 Road Safety council of the State shall be regularly apprised of the Road safety works being taken up on state roads under this scheme by road safety Cell Engineering of the state established under National Highway directorate. The road safety works

suggested by road safety council of the state shall be duly considered within the above guidelines for taking them up appropriately subject to availability of resources.

8. Submission of proposals and implementation:

8.1 Proposals prepared as per guidelines shall be submitted as and when ready at the earliest in the financial year. The works shall be implemented within one year of sanction in case no land acquisition is involved and two years in case land acquisition is involved. The occurrence of accidents/fatalities at the improved locations or on the improved stretches shall be monitored for three continuous calendar years after implementation of road safety works through consultants as appropriate and the feedback should be furnished through Road Safety Cell Engineering in the State to Road Safety Cell Engineering in the Ministry with a copy to DLMC.

8.2 Latest Indian Roads Congress Codes/Standards and Ministry's Specifications and Guidelines shall be followed in the preparation and implementation of the Road Safety Works.

8.3 Other aspects like submission of utilization certificate, excess in expenditure beyond the sanctioned cost etc. shall be governed by extant Central Road Fund Rules.

8.4 Earmarked notional allocations for Road Safety Engineering works for the year 2017-18 would be communicated separately. Preparatory actions in the light of the above may be taken immediately, so that road safety engineering works could be sanctioned early after due review as per above guidelines.

Enclosure: As above



(Ravi Prasad)

Chief Engineer (Road Safety)

To

1. The Principal Secretaries/secretaries of PWDs of all states/UTs (dealing with National Highways and other centrally financed schemes).

Copy to: 1 Chief Secretaries of all states / UTs 2. Chief Engineers dealing with state Roads of all states / UTs 3. Chief Engineers (NH) of the All States/UTs 4. Chief Engineers of MORTH 5. Regional Officers, MoRTH 6. Secretary General, Indian Roads Congress 7. Director IAHE 8. Senior Advisor (TRW).

Copy for information to:

PS to Honourable Minister(RTH & S)/ PS to Honourable Minister of State (RTH&S) [PR] / PS to Honourable Minister of State (RTH&S) [MM] / PPS to Secretary (RTH)/PS to DGBR/ PS to Chairman NHAI / PS to Managing Director NHIDCL /PPS to DGRD & SS/ PS to Additional Director General /PPS to AA & FS/PPS to JS(T)/Sr. Technical Director(NIC) for placing on MoRTH Website.

Annex-I

Format for furnishing the brief details of the Road Safety works proposed on state roads under CRF

State:

Year:

Name of the proposal:

Location of the proposed stretch (Name & Number of road, Category of road, From Km, To Km:

Reasons for the repeated accidents at proposed stretch:

Improvements proposed:

Availability of land for the proposed improvements:

Break - up of the Civil works cost:

Indicative Example:

(i) Cost of widening of pavement at junctions, geometric improvements or other locations:

(ii) Cost of Median / Channelizer island including kerbs etc:

(iii) Cost of footpaths/footpath cum drain etc:

(iv) Cost of structures like VUP/PUP/ flyover, Culverts etc., if any:

(v) Cost of service roads if any:

(vi) Cost of parking areas if any:

(vii) Cost of Road signs:

(viii) Cost of Pavement markings:

(ix) Cost of Other road furniture like Crash barriers, studs, railings, etc:

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Total cost of civil works:

Abstract of cost as specified in the guidelines:

Layouts & drawings (only broad layouts. Detailed construction drawings not required):

Layout of the road safety improvements proposed superimposing them on the base plan of existing site indicating the existing ROW, other features in the road environment with dimensions, radii of curves and other details in a readable form required to appreciate the proposal.

