



(539) *CCZ/Ch...*

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/stretches 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 utilities for the road safety works can be included in the proposal itself with their cost not

PA to HoD
28/03/17
Handwritten signature

(521)
फिनाई
31/3
Net up of state
31/3

जी गोपाल
31/3/17

exceeding 10% of the cost of the civil works. Road Safety works suggested by Safety Council of the state shall be duly considered for taking them up within 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	

Handwritten signature or initials.

