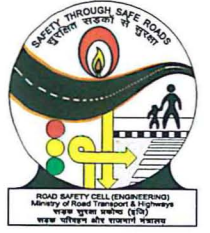




सत्यमेव जयते

भारत सरकार
Government of India
सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport & Highways
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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

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