

No. RW/NH-33044/5/2003-S&R(R)

Dated the 13th August, 2003

To

The Secretaries of States/Union Territories, Public Works Department (dealing with National Highways), All Engineer-in-Chief/Chief Engineers of States/Union Territories (dealing with National Highways), Chairman, National Highways Authority of India, The Director General (Border Roads).

Subject: Identification of High Risk Locations/Spots in respect of National Highways needing Safety Barriers

While reviewing the Road safety scenario at highest level in the Ministry, it has been decided to take corrective measures to improve the road safety in a fixed time frame. Ministry is considering for installation of traffic safety barriers like crash barrier/wire rope fencing etc. at high risk situations like recurring accident spots in hilly terrain, high embankment reaches in approaches to bridges/flyovers, sharp curves, where ponds and canals are in close proximity to highways etc.

2. It is, therefore, requested that the high risk spots in respect of National Highways needing safety barriers may be got identified and forwarded to the Ministry in the enclosed proforma (Annexure) with a copy to RO. In case traffic safety devices like crash barriers, wire rope fencing etc. have already been tried in your State/organisation, the feedback on its performance alongwith relevant information on its availability, constructability, equipment requirement and economics etc. may please also be intimated to the Ministry.

3. The requisite information may please be forwarded to the Ministry preferably by speed post latest by 8th September, 2003 positively addressed to the undersigned Room No. 340, Transport Bhavan, 1, Parliament Street, New Delhi-110 001 for further necessary action.

(Enclosure to Ministry's letter No. RW/NH-33044/5/2003-S&R(R) dated 13th August, 2003)

ANNEXURE

STATE/NHAI/BRO _____

Identification of High Risk Locations/Spots in respect of National Highways needing safety barriers

NH No.	Location (kilometerage) and length in mts.	Indicate briefly the area of application in terms of black or recurring accident spot in hilly terrain/high embankment approach to bridge or flyover/sharp curve/blind spot/proximity with waterway
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