

No.R.W./NH-34032/4/91-DO III

Dated, the 3rd April, 1998

To

Chief Engineers of State/UTs (dealing with National Highways &amp; Centrally Sponsored Schemes)

Subject : Passenger oriented Wayside Amenities along National Highways

Provision of passenger oriented wayside amenities along National Highway is essential since both the passengers and drivers need certain minimum wayside facilities to make their travel safe, comfortable and convenient in order to reduce fatigue in a long distance journey. For this purpose, the Ministry had launched schemes for provision of basic wayside facilities both by Government Sector financing and private sector financing in the past. Some complexes under this Scheme have already become operational and a few more are in various stages of progress.

2. Considering our vast road network, concerted efforts are required to develop such road side facilities along the National Highways. All the State PWDs have already been requested vide this Ministry's letter No. RW/NH-11052/3/97-DOI dated 31st December, 1997 that henceforth in all National Highway projects being funded through the aid from the multilateral agencies i.e. World Bank, ADB, OECF etc. or being developed through the private sector, provision must be made for passenger oriented wayside amenities at every 50 km of National Highways.

3. It has now been decided to extend this Scheme to all the National Highways where development is being done through normal budget. Under the Scheme, the following facilities are to be provided :

- Parking lots
- Snack bar/Restaurant
- Toilets
- Rest rooms for short stay
- First aid
- Telephone booths
- Petrol pump/minor repair shop (optional)
- Kiosks for sale of miscellaneous/sundry items
- Landscaping

4. Suitable sites for setting up of such wayside facilities are now required to be identified as per broad guidelines for selection of sites are enclosed in the *Annexure*. Thereafter action would require to be initiated for acquiring the necessary land for which necessary provision is being made in the Annual Plan 1998-99. This land thereafter would be offered on lease to the entrepreneurs who agree to provide the stipulated wayside amenities as per the drawings to be approved by the Ministry. The entrepreneurs would be required to enter into an agreement with the Government and sign the lease on agreed terms and conditions. The entrepreneur offering to pay highest amount of lease to the Government per annum subject to a minimum of 10 per cent of the land cost, could be given the land to develop wayside amenities. Details in this regard would be advertised in leading Newspapers in due course.

5. It is, therefore, requested that suitable sites for setting up of wayside amenities along National Highways in your State may be identified in association with this Ministry's Regional Officer and the State Tourism Department and detail sent to this Ministry by 31st May, 1998. The inter-se priority for development of these wayside amenities may also please be suggested.

[Enclosure to Ministry's Circular No.R.W./NH-34032/4/91 dated 3rd April, 1998]

Annexure

**BROAD GUIDELINES FOR SELECTION OF SITES  
FOR PASSENGER ORIENTED WAYSIDE AMENITIES**

- (i) Such facilities are to be provided along high traffic density corridors of National Highways where these do not exist at present or are lacking.
- (ii) Easy availability of the required land for infrastructure development should be kept in view. Approximate area required may be in the neighbourhood of 15,000 to 20,000 m<sup>2</sup>.
- (iii) Site should be away from urban influence and any other similar wayside complexes.
- (iv) Feasibility of locating the facility close to scenic/historic/tourist spots should be kept in view.
- (v) The intended location should have good potential for usage by road travellers/tourists.
- (vi) Desirably the site should be 200 to 250 metres away from a road junction.
- (vii) Preferably the location should be along a straight reach of the National Highway or on a gentle horizontal curve with adequate sight distance and good visibility. In no case must the facility be located on a sharp curve. Also it should be possible to widen the carriageway of the National Highway near the selected site to 4-lanes if so warranted from traffic considerations.
- (viii) The road alignment should preferably have easy gradients in the vicinity of the complex.
- (ix) Availability of infrastructural facilities like drinking water, electricity and drainage etc. near the site should be duly considered.
- (x) From environmental considerations, the facility should create minimum disturbance to the surroundings.
- (xi) Availability of any existing petrol/repair/spare parts facilities near the proposed location should also be kept in view.
- (xii) The type of facility should be commensurate with the expected passenger category e.g. at locations frequented by general category travellers, a self service snack bar/fast food stall may be better suited, while restaurant type facility might be preferable for passengers of personalised cars/delux buses.
- (xiii) The wayside amenity should be so planned as to allow phased development, subject to the minimum stipulated scale of facilities being provided in the first instance.