

D.O. No. RW/34032/1/86-NHVI

Dated the 7th August, 1986

This refers to my earlier DO No. NHVI-50(9)/83 dated the 6th June 1986, in regard to setting up of passenger-oriented wayside amenities along National Highways. In this context, I also enclose herewith a copy of the note on identification/location of such amenities which gives background of the scheme and broad guidelines to be kept in view during the site identification process. These guidelines are indicative only and may be supplemented/modified as per actual requirements. A copy of the potential National Highway corridors for location of such facilities is also enclosed for your information and reference.

2. A multidisciplinary team comprising representatives from the State PWD, Department of Surface Transport (Roads Wing), State Tourism Department/Corporation and Indian Oil Corporation has been constituted by this Ministry *vide* Memo No. RW/34032/1/86-NHVI dated the 6th Aug. 1986 for identification of suitable locations for such complexes. Since you have been nominated as Convenor of the team, I am to request you to kindly ensure the completion of the site identification process by the scheduled date of 2nd October, 1986.

ANNEXURE-I

NOTE ON IDENTIFICATION/LOCATION OF PASSENGER-ORIENTED WAYSIDE AMENITIES ALONG NATIONAL HIGHWAYS

1. For facilitating long distance movement on road and in the interest of safe and smooth travel, it is essential to plan for and provide some basic wayside amenities to the drivers and passengers of buses and personalised vehicles. For obvious reasons, these passenger-oriented facilities are intended to be distinct from the scheme of truck parking complexes. As a long term policy it is envisaged to have such amenities at about 100 km interval along the National Highways where the following services can be provided:

- (i) Parking lots
- (ii) Eating places/stalls/restaurants
- (iii) Toilet facilities
- (iv) Telephone booths
- (v) Drinking water
- (vi) First Aid
- (vii) Petrol pumps and minor repair/spare parts shops
- (viii) Rest rooms.

2. In order to discuss the modalities of the scheme, a meeting was taken by the DG(RD) and Additional Secretary, Department of Surface Transport on the 18th June, 1986. It has been decided to constitute multi-disciplinary teams comprising of representatives from the State/UT, Department of Tourism, Department of Surface Transport (Roads Wing), State PWD and Indian Oil Corporation to represent oil industry interest for identification of suitable locations of such rest areas along the National Highways. These teams may be set up for each State separately with State Chief Engineer as the head of the team. Where necessary, these may have a representative from the State Revenue Department, so that much time is not lost in the land acquisition process once the sites are identified. The ROs will represent the Ministry on these teams. Action for preparation of typical layout plans for these facilities and constitution of the State-level site identification teams is being taken separately. For accelerating the site-selection process, the State Chief Engineers and ROs have already been addressed *vide* this Ministry's DO No. VI-50(6)/83 dated the 6th June, 1986, for making preliminary site-identification and furnish details thereof.

3. For facilitating selection of suitable sites for the wayside amenities along the National Highways, the following broad guidelines need to be kept in view:

- (i) In the first instance, such complexes should be provided along high traffic-density corridors and where these do not exist or are lacking.
- (ii) Easy and economic availability of adequate land for infrastructure development should be kept in view. Approximate area required may be reckoned in the neighbourhood of 30,000m².
- (iii) Facility — location should be away from urban influence and any similar wayside complex.
- (iv) Feasibility of facility-location close to scenic beauty/historic/tourist spots should be explored.
- (v) The location should have potential of facility-usage by road travellers/tourists.
- (vi) The location should preferably be along a straight alignment with good geometrics and it should be possible to widen the carriageway to four lanes close to such a complex.
- (vii) Availability of infrastructural facilities like drinking water, electricity, drainage should be duly considered.
- (viii) From environmental considerations, it shall create minimum disturbance to nature.
- (ix) Existing availability of petrol/repair/spare parts facility near the proposed location may also be considered.
- (x) Feasibility of augmenting/expanding the existing petrol station to suitably provide for the other basic facilities i.e. drinking water, toilet, snacks, stalls, telephone, first-aid etc. could also be considered.

- (xi) The type of facility should be commensurate with the passenger category e.g. at locations frequented by general category travellers, a self-service snack bar/fast food stalls may be better suited while restaurant type facility may be extended to passengers of personalised cars, deluxe buses

ANNEXURE-II

LIST SHOWING STATEWISE POTENTIAL NH CORRIDORS FOR LOCATION OF PASSENGER-ORIENTED
WAYSIDE AMENITIES

State	NH No.	Route	Approx. No. of points
I. NORTH ZONE			
Punjab	1	Ambala-Jullundur	One
	1A	Jullundur-Pathankot	One
	15	Amritsar-Bhatinda	One
Jammu & Kashmir	1A	Jammu-Srinagar	One
Himachal Pradesh	21	Chandigarh-Bilaspur-Mandi-Manali	One or two
Uttar Pradesh	2	Agra-Kanpur	One
	2	Kanpur-Allahabad-Varanasi	One
	24	Delhi-Garhmukteshwar-Sitapur-Lucknow	Two
	28	Lucknow-Gorakhpur-Pipra	Two
	29	Gorakhpur-Varanasi	One
II SOUTH ZONE			
Goa	17	Sawantwadi-Panaji-Mangalore	One
Andhra Pradesh	7	Hyderabad-Nagpur	One
	7	Hyderabad-Bangalore	One or two
	9	Hyderabad-Suryapet-Vijayawada	One
	5	Vijayawada-Vishakhapatnam	One
	5	Vijayawada-Madras	One
Karnataka	4	Belgaum-Bangalore	Two
	13	Hospet-Bijapur	One
	48	Bangalore-Mangalore	One
	17	Banaji-Mangalore	One or two
Tamil Nadu	45	Madras-Dindigul	One
	7	Bangalore-Madurai	One
	7	Madurai-Kanyakumari	One
	46	Krishnagiri-Ranipet	One
	47	Salem-Coimbatore-Cochin	One
Kerala	47	Palghat-Cochin-Trivandrum	One or two
	17	Mangalore-Calicut-Cochin	Two
III EAST ZONE			
Bihar	2	Varanasi-Barhi-Asansol	Two
	31, 30	Barhi-Bakhtipur-Patna	One
	31	Barauni-Purnea-Vishanganj	One
	33	Barhi-Ranchi-Jamshedpur-Baharagora	One
	28, 28A	Barauni-Muzaffarpur-Raxaul	One or two
Orissa	5	Bhubaneswar-Bahrampur	One
	5	Bhubaneswar-Cuttack-Jharpokaria	One
	6	Jharpokaria-Sambalpur	One
	42	Cuttack-Sambalpur	One
	43	Jagdalpur-Jeypore-Vijayanagram	One
West Bengal	2	Calcutta-Asansol	One
	6	Calcutta-Kharagpur	One
	34, 31	Calcutta-Farakha-Delkohla-Siliguri	One
	31	Siliguri-Malbazar-Dalgaon-Baxirhat	One
Assam	37	Gauhati-Paikam-Dalu	One
	37	Gauhati-Joghat-Dibrugarh	One or two
	31	Gauhati-North Salmara-Baxirhat	One
	52	Gauhati-Tezpur	One
Meghalaya	37	Gauhati-Paikam-Dalu	One
	40	Gauhati-Shillong-Dauki	One
	44	Shillong-Jowai-Badarpur	One
Tripura	44	Jowai-Badarpur-Agartala	One

Mizoram	54	Silchar-Aizawl Thariat-Tuipung	One
Nagaland	39	Numaligarh-Kohima-Imphal	One or two
Manipur	39	Kohima-Imphal	One
Arunachal Pradesh	52A	Link to Itanagar	One
IV WEST ZONE			
Rajasthan	8	Jaipur-Udaipur-Ahmedabad	One
	12	Jaipur-Kota-Jhalwar	One
Madhya Pradesh	12	Bhopal-Jabalpur	One
	7	Varanasi-Jabalpur-Nagpur	One or two
	26	Near Sagar	One
	3	Agra-Gwalior-Dewas-Indore	Two or three
	6	Nagpur-Raipur-Sambalpur	One
Gujarat	8	Ahmedabad-Bombay	One or two
	8A	Ahmedabad-Bamanbore-Kandla	One or two
	8B	Rajkot-Porbunder	One
Maharashtra	8	Ahmedabad-Bombay	One
	3	Bombay-Nasik-Dhule	One
	4	Pune-Kolhapur-Belgaum	One or two
	6	Dhule-Nagpur	One or two
	7	Nagpur-Hyderabad	One
	17	Bombay-Panaji	Two
