



## **ABSTRACT**

Highways Department – Policy of allocation of 10% of Comprehensive Road Infrastructure Development Programme (CRIDP) Fund for Widening and Strengthening / Improvements of Roads in Corporations, Municipalities and Town Panchayats Areas (Urban Areas) – Approved - Orders - Issued.

### **Highways and Minor Ports (HF2) Department**

**G.O. (Ms) No. 102**

**Dated : 03.11.2021**

பிலவ - ஐப்பசி - 17, திருவள்ளூர் ஆண்டு 2052

**Read :**

From the Chief Engineer (Construction and Maintenance),  
Highways Department, Letter No. 10526 / Thittam / 2021,  
dated 14.09.2021.

### **ORDER :-**

The Hon'ble Minister for Public Works, Highways and Minor Ports has made the following announcement in the floor of the Assembly during the Budget Demand No.21 on 27.08.2021 :-

"மாநகராட்சி, நகராட்சி மற்றும் பேரூராட்சி பகுதிகளின் மையப்பகுதிகளில் பேருந்து நிலையம் மற்றும் வணிக வளாகங்கள் இருப்பதால், அப்பகுதியில் மக்கள் பயன்பாடு அதிகரிக்கிறது. எனவே, நகரப் பகுதிகளில் அமைந்துள்ள மாநில நெடுஞ்சாலை மற்றும் மாவட்ட முக்கிய சாலைகளில் தேவையான இடமிருப்பின் கடின புருவங்களுடன் கூடிய நான்கு வழித்தடமாக அகலப்படுத்தப்படும் மற்றும் இடவசதி இல்லாத பகுதிகளில், நெடுஞ்சாலை எல்லைக்குட்பட்ட பகுதி வரை சாலைகள் அகலப்படுத்தப்படும். மேலும் மழை நீர் தேங்குவதை தடுப்பதற்காக நடைபாதைகளுடன் கூடிய வடிகால்கள் கட்டப்படும். இத்திட்டத்திற்கு ஒருங்கிணைந்த சாலை உட்கட்டமைப்பு மேம்பாடு திட்டத்தில் 10 சதவிகிதம் நிதி, அதாவது சுமார் ரூ.400 கோடி ஒதுக்கப்படும்".

2. In the letter read above, the Chief Engineer (Construction and Maintenance), Highways Department has stated that the urban roads in Tamil Nadu have a heterogeneous mix of traffic. These include the pedestrians, parked vehicles in a haphazard manner, slow moving vehicles like bicycles, Auto rickshaws for freight movement and fast motorized vehicles like motorcycles, scooters, three wheelers, cars and

Public transport vehicles. There is a competition among various users to effectively use the available road space. The space occupied by each of these vehicles, accelerations and deceleration characteristics and possible maximum speeds by each user is variable. Therefore, space allocations to different vehicles are to be carefully ensured to achieve a smooth and safe flow of traffic. The type and character of each urban road needs to be carefully detailed to respond to the functions it performs, i.e., providing mobility or access or both. Safety of road users is a major concern now because the number of traffic accidents and fatalities on urban roads is in increasing trend in the past few years. Widening of roads are being proposed based on the vehicular traffic in the road i.e., particularly Passenger Car Unit (PCU) as per IRC guidelines. The traffic census is taken at an approved specific location and same is assumed for the influencing stretches. But, the traffic PCU in urban and suburb areas are higher than the rural areas. Therefore, application of appropriate treatments on urban roads is essential to ensure the safety to all road users. The road stretches of State Highways and Major District Roads inside the Corporations, Municipalities and Town Panchayats Limits.

3. The Chief Engineer (Construction and Maintenance) has also stated that to improve and widen the urban stretches of the roads according to the availability of Right of Way (RoW) of the road stretches irrespective of the traffic in the entire stretch of the road to optimally utilise the RoW for all the road users. The following suggestions are recommended while proposing widening and Strengthening / Improvements in Urban Areas Road stretches based on the availability of Right of Way.

- End to End widening with drain cum footpath is proposed for the road stretches having a RoW width of 8m to 16m wide. Motorable drain / drain cum footpath is proposed at the extreme end of the pavement.
- For the road stretches having a RoW width of 16m to 20m with land constraints, it is proposed to widen to four lanes with drain cum footpath including crash barrier type centre median.
- Four lanes with paved shoulders including Crash barrier type centre median, drain cum footpath is proposed for the road stretches having a RoW width more than 20m with land constraints.
- If the Right of Way width available is more than 20m and above without land constraints, it is proposed to widen End to End with Four lane with paved shoulders and paver block to the end including Crash barrier type centre median, drain cum footpath.
- Bus lay byes are to be proposed as per Geometric Design Standards for Urban Roads in Plains-1983, (Ref : CI 6.10.2).

- The starting and ending of the widening portion should be eased with 1:30 slope to merge with the existing / rural area road width.
- The crash barrier type of centre median is chosen where pedestrian movement is high and to be controlled. Necessary median opening at appropriate locations ensuring road safety.
- For Geometrical standards, Geometric Design Standards for Urban Roads in Plains-1983 shall be referred.
- Drains play a major role in flood water management and in safeguarding the pavement from stagnation of water. So it is essential to provide drain cum footpath in urban areas. Where there are land constraints, motorable drains may be preferred.
- Road Furniture are to be provided as per Code of Practice for Road Signs, IRC 67, 2012
- Lighting at junctions in urban areas plays an important role in enhancing road safety. Necessary action may be taken to ensure proper lighting in urban areas in co-ordination with urban local bodies.

4. The Chief Engineer (Construction and Maintenance), Highways Department has therefore requested the Government to issue approval for adopting the policy of allocating 10% of Comprehensive Road Infrastructure Development Programme (CRIDP) fund for Widening and Strengthening / Improvements of Roads in Corporations, Municipalities and Town Panchayats Areas (Urban Areas) since improvement of urban road shall be part of any scheme work and shall be dovetailed with works taken up under other Schemes as well such as Chennai Metropolitan Development Scheme, Central Road Fund Scheme, Etc.

5. The Government after careful examination, on the proposal of the Chief Engineer (Construction and Maintenance), Highways Department accord approval for adopting the policy of allocating 10% of Comprehensive Road Infrastructure Development Programme (CRIDP) fund for taking up the widening and strengthening / Improvements of roads in Corporations, Municipalities and Town Panchayats Areas (Urban Areas) following the criteria at para-3 above.

6. This order issues with the concurrence of Finance Department vide its U.O.No.42035/PW1/2021, dated : 20.10.2021.

(By Order of the Governor)

Dheeraj Kumar  
Principal Secretary to Government

To  
The Chief Engineer (Construction and Maintenance),  
Highways Department, Chennai-25.

The Director General, Highways Department, Chennai - 25.  
All Chief Engineers in Highways Department, Chennai.  
The Director, Highways Research Station, Chennai-25.  
The Accountant General, Chennai - 18.  
All District Treasury Officers.  
The Pay and Accounts Officer, Chennai / Madurai.

**Copy to:-**

The Special Personal Assistant to Hon'ble Minister,  
Public Works (Buildings, Highways and Minor ports) Department,  
Chennai - 9.  
The Private Secretary to Principal Secretary to Government,  
Highways and Minor Ports Department, Chennai - 9.  
The Finance (PW-I) Department, Chennai - 9.  
All Scheme Sections in Highways and Minor Ports Department,  
Chennai - 9.  
The National Informatics Centre (NIC), Chennai - 9.  
C.No.12270/HF2/2021  
SF / SC.

// Forwarded By Order //

*Bon. d. v. m.*

SECTION OFFICER