

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2973
ANSWERED ON 8TH AUGUST, 2024**

SURVEY OF ROAD DESIGN IN MADHYA PRADESH

2973. SHRI VISHNU DATT SHARMA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) whether the Government has done any survey/study regarding sharp curves, potholes, steep grade, narrow lanes, single lanes or other accident prone points and requirements of service roads, overbridges and underpasses on the National Highways (NHs) in Madhya Pradesh, especially in Panna, Katni and Chhatarpur districts of Khajuraho Lok Sabha Constituency and if so, the details thereof;

(b) whether the Government has proposed/started the corrective measures therefor; and

(c) if so, the details thereof and if not, the reasons therefor?

ANSWER

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS
(SHRI NITIN JAIRAM GADKARI)**

(a) to (c) Design, construction and maintenance of National Highways (NHs) are carried out as per Indian Roads Congress (IRC)

standards/guidelines, directions issued by Ministry of Road Transport & Highways (MoRTH), relevant international standards and good industry practices. Road safety audit is conducted at various stages of project implementation like project preparation, construction and operation following IRC Codes/ guidelines in respect of Road Safety and Road Safety Audits which continuously evolve based on experience gained in the implementation of past guidelines and technological developments in these areas. Road side environment and traffic conditions also change over a period due to regional socio-economic developments necessitating further corrective measures.

During project preparation and further during road safety audit, deficiencies such as sharp turns, potholes, steep gradients, narrow lanes, single lanes, accident prone points and upgradation requirements such as service roads, over bridges and underpasses impacting safety of road users are identified and necessary corrective measures are taken. Ministry and its executing agencies follow standard bidding documents such as (i) Engineering Procurement Contract (EPC) (ii) Hybrid Annuity Mode Concession Agreement and (iii) BOT (Toll/Annuity) Concession Agreement. Such contract/concession agreements have provisions making safety audit at design stage, during construction, before opening to traffic and during operations obligatory on the part of contractors/concessionaires followed by necessary corrective measures which are followed in all NH projects. Standalone road safety works are also undertaken during operation stage of a NH section as per requirements. Apart from this, regular repair and maintenance activities are carried out to keep the NHs pothole free and in traffic worthy condition.

Details of corrective measures taken up during last 5 years in Panaa, Katni and Chhatarpur districts of Khajuraho Lok Sabha Constituency in Madhya Pradesh for road safety improvement as part of the widening/ upgradation works and on standalone basis are given below:

District	NH Stretch	Status
MADHYA PRADESH		
Panna	Gulganj-Amanganj-Pawai-Katni road NH-43 Extn.	Work Completed
	Pawai Salesh Jasso Nagod Road NH-943	Work Completed
	Ken river near Amanganj to start of Pawai bypass NH-43 Extn	Work Completed
	Start of Pawai Bypass to End of Chandia Ghat realignment of NH-43Extn.	Under implementation
Panna & Chhatarpur	Barna River to ken river of NH43 Extn.	Not Appointed
Katni	Rewa-Katni-Jabalpur section of NH-30	Work Completed
	Katni Bypass section of NH- 30	Under implementation
Chhatarpur	Jhansi-Mauranipur- Devari Ghat- Chhatipahadi- Chhatarpur-Bamitha section of NH-39	Work Completed
	Bamitha Khajuraho Road of NH – 339B	Completed
	Harpalpur bypass on NH-339 (old NH-76)	Under implementation
	Gulganj bypass to Barna River of NH43 Extn.	Not Appointed
