



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
SR&T(Roads)

Indian Academy of Highway Engineers Campus,
A-5, Institutional Area, Sector -62,
NH-24 Bypass, Noida-201301.

F. No. RW/NH-33044/37/2015/S&R(R)

Dated: the 26th May 2016

To,

1. The Chief Secretaries of all the State Governments/ UTs
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
3. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs dealing with National Highways, other centrally sponsored schemes.
4. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.
5. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
6. The Managing Director, NHIDCL, PTI Building, New Delhi-110001

Subject: Capacity augmentation of National Highways from two lane to four lane.

Capacity analysis is fundamental to the planning, design and operation of National Highways and provides among other things, the basis for determining the carriageway width to be provided at any point of time with respect to the volume and composition of traffic. Moreover, it is an important tool for evaluation of the investments needed for future construction and improvements and for working out priorities of road projects.

2. Ministry, vide circular No. NH-14019/6/2012-P&M dated 5th October 2012 had decided that, "henceforth, whenever new projects of widening/bypass/re-alignment are taken up, the width of carriageway shall be at least two lane with paved shoulders, irrespective of the traffic thereon."
3. Further, Ministry decided that the planning for upgradation of the existing two lane highways with paved shoulders shall be started before the end of the design life so that by the time the threshold capacity of the road is reached, the four lane highway will already be constructed. Accordingly, Ministry vide circular No. RW/NH-33044/28/2015/S&R(R) dated 29th June 2015 had decided the traffic at which the upgradation from two lane with paved shoulder to four lane will trigger, as indicated in the table below:

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Nature of Terrain	Traffic at which upgradation to four lane will trigger (in PCUs per day).
Plain	15,000
Rolling	11,000
Mountainous/Steep	8,000

4. In light of changing socio-economic conditions in the country and in order to ensure safe and comfortable mobility of road users and reduction in road accidents, widening of road and decongestion of traffic is required. Accordingly, Ministry has revised the traffic at which the upgradation from two lane to four lane will trigger, as indicated in the table below:

Nature of Terrain	Traffic at which upgradation to four lane will trigger (in PCUs per day).
Plain	10,000
Rolling	8,500
Mountainous/Steep*	6,000

*For Roads in Hill section, preference would be three laning of existing two lane or construction of twin two lane National Highways rather than construction of four lane National Highways.

5. Contents of this circular may be brought to the notice of all concerned in your organization.
6. This issues with the approval of Competent Authority.

Amiyanshu
(Amiyanshu)
Assisstant Executive Engineer (S,R&T) (Roads)
For Director General (Road Development) & SS

Copy to:

1. All Technical Officers in the Ministry of Road Transport & Highways
2. All ROs and ELOs of the Ministry
3. The Secretary General, Indian Roads Congress
4. The Director, IAHE
5. Technical circular file of S&R (R) Section
6. NIC-for uploading on Ministry's website under "What's new"

Amiyanshu

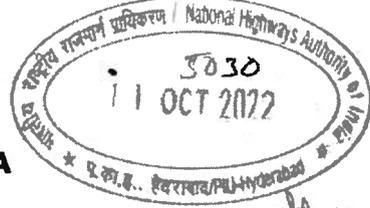
Copy for kind information to:

1. PS to Hon'ble Minister (RTH&S)
2. PS to Hon'ble MOS (RTH&S)
3. PPS to Secretary (RT&H)
4. PPS to DG (RD) & SS
5. PPS to SS&FA
6. PS to ADG-I/ ADG-II
7. PS to JS (T)/ JS (H)/ JS (LA&C)/ JS (EIC)

Anjashu



**GOVERNMENT OF TELANGANA
POLICE DEPARTMENT**



From
Dy. Commissioner of Police,
Traffic, Cyberabad.
O/o. Cyberabad Police Commissionerate,
Hyderabad, Telangana,
Pin Code-500032,
Email-dcp.trfcyb@gmail.com
Tel. No. 040-27853422.

To
Sri. P. Nageswara Rao,
General Manager (T) & Project Director,
NHAI, Govt. of India,
Project Implementation Unit,
ASCI College Campus, Qtr.No.25A,
Road No.3, Banjara hills,
Hyderabad - 500034

le
nt/10/22
Dy. Commissioner
SE-Senior

No. 203/T2/DCP-Tr/CYB/2022, Date: 04-10-2022.

Sir,

- Sub: Furnishing of accident data for the years 2018 to 2022 and also Black spot locations from Appa Junction to Manneguda on the same stretch on NH-163. – Reg.
- Ref: NHAI/PIU-HYD/HYD-MNG/NH-163/Road Safety/2022/1418,
Dated: 27.09.2022 of NHAI, Government of India: .

Through the above subject, it is to inform that a letter has been received to this office vide reference above, with a request to furnish the accident data of the past 10 years (i.e., from 2012 to 2022) and also Black spot locations from Appa Junction to Manneguda on the same stretch on NH-163, so as to propose safety measures in view of the safety of the road users.

In this regard, I am herewith furnishing the accident data from the available records for the years 2018 to 2022 and also Black spot locations (from 2016 to 2019) from Appa Junction to Manneguda on the same stretch on NH-163 as desired by the officers. The above data is enclosed in a separate sheet for information and necessary action.

Yours faithfully,

Tsh
**Dy. Commissioner of Police,
Traffic, Cyberabad.**

Dy. Commissioner of Police
Traffic, Cyberabad

Encl: As above.

Copy:

The Commissioner of Police, Cyberabad for favour of information.

121

Accidents data occurred on NH- 163 Chevella in the limits of Cyberabad Commissionerate						
S.No.	Road	No. of accidents	Fatal accidents	Deaths	Non-Fatal accidents	injured
1	2018	140	38	102	41	151
2	2019	130	35	95	38	129
3	2020	141	35	44	106	162
4	2021	240	38	46	202	239
5	2022 (August)	151	30	34	121	151

BLACKSPOTS DETAILS OF CYBERABAD (Based on the 2016, 2017, 2018 data)															
Sl. No	Unit	Name of Jurisdiction Police station	NH.No./SH.No./MDR/Other roads	Name of the Location/Place	Limits of High Accident Prone Location		Number of Accidents				Number of Fatalities			Stake Holder	
					Starting KM	Ending KM	2016	2017	2018	Total of all three years	2016	2017	2018		Total of all three years
1	Cyberabad	Moinabad	NH-163	Sun paper board industry on NH-163 to kethireddy pally gate	31	30.5	3	0	2	5	3	0	1	4	NHAI
2	Cyberabad	Moinabad	NH-163	Gayathri mata Temple, / Sujatha school, Moinabad to MAC college, Moinabad	22	21.5	4	2	1	7	3	2	0	5	NHAI
3	Cyberabad	Moinabad	NH-163	Masjid, Aziznagar on NH-163 to Sunshine Dhaba, Aziznagar	19	18.5	1	5	2	8	1	5	1	7	NHAI
4	Cyberabad	Moinabad	NH-163	Moolikavanam, Aziznagar road to Mrugavani park	16	15.5	1	3	2	6	0	3	1	4	NHAI

BLACK SPOTS IDENTIFIED FOR THE CALENDER YEARS 2017-2018-2019

4. NH-163 (KM STONE TOWARDS HYDERABAD)

Sl. No	Unit	Name of Jurisdiction Police station	NH.No./ SH.No./ MDR/ Other roads	Name of the Location/Place	Limits of High Accident Prone Location		Number of Accidents			Number of Fatalities			Stake Holder		
					Starting KM	Ending KM	2017	2018	2019	Total of all three years	2017	2018		2019	Total of all three years
1	Cyberabad	Chevella	NH-163	Nyalata (17.322479, 78.105592) /Emcor packoings pvt. ltd on NH-163 to All Habeeb Engineering College	45 KM	44.5 KM	1	2	3	6	0	1	3	4	NHAI
2	Cyberabad	Moinabad	NH-163	Golkonda cricket club on NH-163 to Shapur village gate on NH-163	29 KM	28.5 KM	2	1	2	5	2	1	1	4	NHAI
3	Cyberabad	Moinabad	NH-163	Syndicate bank Y Junction / JB Engineering collage on NH-163 to Gayathri temple x road on NH-163	22 KM	21.5 KM	2	2	1	5	2	1	1	4	NHAI
4	Cyberabad	Moinabad	NH-163	Aziznagar road - Opp. SSR Cricket Ground to Chai chaska / New Star Hotle on NH-163	19 KM	18.5 KM	5	2	5	12	4	2	3	9	NHAI
5	Cyberabad	Moinabad	NH-163	Moolikavanam -X road on NH-163 to Hyderabad Polo and Riding club on NH-163	17 KM	16.5 KM	3	2	0	5	3	1	0	4	NHAI

5

BLACK SPOTS IDENTIFIED FOR THE CALENDER YEARS 2018-2019-2020 (As per MoRTH Definition)

NH-163 (KM STONE TOWARDS HYDERABAD) (NHAI)

Sl. No	Unit	Name of Jurisdiction Police station	NH.No./SH.No./MDR/Other roads	Name of the Location/Place	Limits of High Accident Prone Location		Number of Accidents				Number of Fatalities			Stake Holder		
					Starting KM	Ending KM	2018	2019	2020	Total of all three years	2018	2019	2020		Total of all three years	
1	Cyberabad	Moinabad	NH-163	Swami Narayana Gurukul school to Holy spirit center , church	20.4 KM	19.9 KM	0	4	1		5	0	2	0	2	NHAI
2	Cyberabad	Moinabad	NH-163	Chandini Garden Function hall to New Manasa family Dhaba	18.8 KM	18.3 KM	2	4	1		7	2	0	0	2	NHAI

BLACK SPOTS IDENTIFIED FOR THE CALENDER YEARS 2019-2020-2021 (As per MoRTH Definition)

NH-163 (KM STONE TOWARDS HYDERABAD) (NHAI)

1	Cyberabad	Moinabad	NH-163	(Chevella Himayath sagar road) New star hotel (Frozen bites Ice cream) To SSA Bakery	18.9	18.4	4	3	0		7	1	0	0	1	NHAI
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- **Optimal value-for-money methods of delivery.**

Phase 2: Procurement: On the basis of the feasibility study, a solution is decided on, and if the Client requires it, the Transaction advisor will be required to provide the necessary Technical, Legal and financial advisory support for the procurement of private parties. This must be in compliance with all relevant National and State regulation policies, and will include training of staff of the Client on contract administration / management.

- To prepare bid documents for tendering purposes suitable to meet requirements of international standards;
- Preparation of Bid documents on the viability of the project to suit for various types of construction and
- Advisory services in finalization of contract and providing services in sanction of VGF from Government of India etc.

Further as per revised scope conveyed vide letter no. NHA/Tech/Hyd-man/TS/2017/96557 dated 15.03.2017. The following documents are required to be prepared as per rearrangement of payment schedules within contract price:

<i>Stage I&II</i>	<i>Signing of Agreement and Mobilization of Techno Economic Feasibility Report.</i>
<i>Stage III</i>	<i>Preparation of revised Technical Feasibility Report as per prevailing NHA Guidelines.</i>
<i>Stage IV</i>	<i>Preparation of Technical Schedules and Bid Documents.</i>
<i>Stage V</i>	<i>Preparation of Land Plan Schedules</i>
	<i>Preparation of 3(a) and 3 (A) notifications</i>
	<i>Preparation of 3 (D) notifications including FBMs and Sub-Division plan etc. along with any other LA documents as per requirements of NHA/CALA, peg marking at site and Utility Relocation.</i>

The present report forms a part of Phase – III (Revised Technical Feasibility Report).

0.4 PROJECT DESCRIPTION

The Project stretch starts at Existing km 14.000 Hyderabad (Outer Ring Road) and ends at Existing km 59/500 before Manneguda town. The total existing Length of the project stretch is 45.500 km. The project stretch passes through Rangareddy and Vikarabad Districts and mainly passes through Aziz nagar, Himayat nagar, Moinabad, Appa reddy gudda, Chevella, Indra reddy nagar. Many Schools, Religious Structures are situated along the project road.

The existing project road is a predominantly 2-lane carriageway with average width of 7m and 4-Lane exists from existing km 14/000 to km 25/470, and km 40/100 to km 43/100 with median width of 0.5m. The existing pavement is predominantly flexible pavement throughout the stretch. The existing pavement for the entire project stretch is flexible pavement. The condition of the pavement varies from Good to Poor. Earthen Shoulder is existing throughout the stretch varies from 1.0 to 2.0m. Pavement condition of the earthen shoulders is fair to poor. Many substandard horizontal curves and vertical curves exist along the alignment. Among these, some curves are observed to have insufficient sight distance. Heavy vehicular traffic movement is leading to traffic congestion and mishaps. Due to the narrow roads the congestion will hinder free flow of vehicular traffic. To overcome these

problems, it is essential to have bypass at Moinabad town and Chevella town. Mrugavani National Park exists on right side of the project road from Km 15/000 to Km 17/000. Project road traverses through Reserve Forest locations and the total existing length of forest area along the project road is about 6.730 Km.

0.5 SOCIO-ECONOMIC PROFILE

Social indicators are a set of indicators that measure progress of the project influence area towards the policy objectives. Demographic Indicators are a scientific measure of human population dynamics. Economic indicators allow analysis of past economic performance and predictions of future performance.

A list of Socio – Economic Indicators considered in the preparation of the Socio – Economic Profile is given below:

- Population
- Male / Female Ratio
- Health
- Household
- Literacy
- Poverty
- Employment
- Gross Domestic Product (GDP)
- Net State Domestic Product (NSDP)
- Per Capita Income
- Agriculture & Irrigation
- Industry
- Transportation

0.6 TRAFFIC SURVEYS, ANALYSES AND FORECAST

0.6.1 Traffic Surveys and Analyses

Various traffic surveys and analysis have been carried out for addressing the objectives and issues pertaining to widening and strengthening of the project stretch. The surveys conducted include 7-day volume count, Turning movement survey, origin & destination survey, speed and delay survey, pedestrian count survey, willingness to pay survey etc. The study aims at obtaining the existing traffic and travel characteristics on the project corridor and forecasting the same for the project horizon year considering various constituent streams and various scenarios. The results of this analysis will form inputs for developing capacity augmentation proposals, designing the pavement, design of intersections, decisions regarding grade separators, pedestrian facilities, designing the toll plaza, wayside amenities, planning the tolling strategy and carrying out economic and financial analysis.

The project stretch, which is having a length of 45.500 km, is divided into three homogeneous road sections on the basis of traffic generation and dispersal nodes located along the project road. The important dispersal / generation location identified along the project road include:

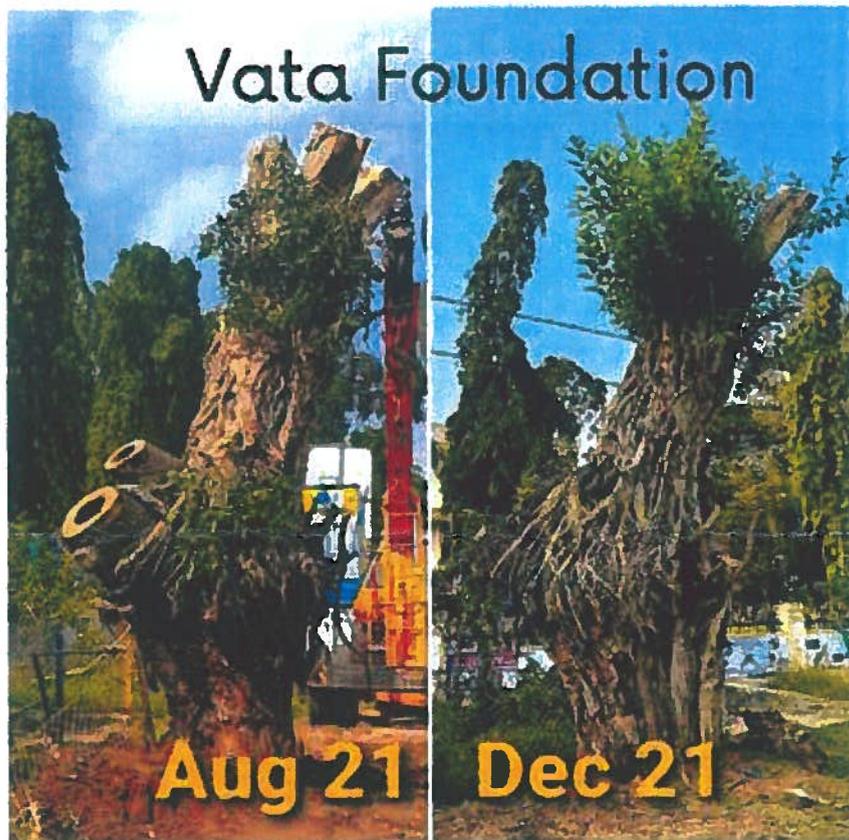
- Outer ring road at km 14.000 is the starting point of project stretch.
- Moinabad at km 23.600 is a major settlement and having four lane from ORR.







(Condition of Translocated
Banyan Trees).



Annexure-6. 23
(Condition of Translocated
Banyan trees).

