KKR&KSR Institute of Technology and Sciences
Vinjanampadu, Guntur, Andhra Pradesh-522017

Approved by AICTE, New Delhi and Permanent Affiliation from JNTUK, Kakinada
Accredited with "A" Grade by NAAC & NBA Accreditation Status for 4 UG (CSE, ECE, EEE, ME) Programs

WEBINAR 2K20 REPORT

EVENT: Webinar

DATE: 2nd July, 2020,

TIME: Saturday 11.00 AM to 12:30 PM Afternoon, IST.

VENUE: Go to webinar **(ONLINE)**

TITLE: "WEBINAR ON BEST PRACTIVES FOR PLANNING AND DESIGN OF SAFER ROADS"

ORGANISED BY: Civil Engineering Department.

CONVENOR: K.RAVINDRA BABU , Asst Professor .

DETAILS OF RESOURCE PERSONS:

Dr. K.V.R. Ravi Shankar completed Ph.D. from IIT Bombay in the year 2011. He has ten years of teaching and research experience and presently working in Transportation Division, National Institute of Technology (NIT) Warangal, Telangana, India. Dr. Ravi Shankar guided 04 Ph.D. students and 03 more thesis works are in progress. He also guided 43 M.Tech. Thesis works. He has 30 journal publications to his credit and is recipient of DST Fast Track Project for Young Scientists by Science and Engineering Research Board, Govt. of India. He has worked for major consultancy projects related to Comprehensive traffic study plans, Road Safety Audits, Junction Improvement Plans, Traffic signs and markings strategy etc. He is a reviewer of several transportation related journals and delivered 15 invited lectures.

KEY POINTS:

- **To identification of potential safety hazards on new road projects.**
- **The identification of hazardous features of an existing road**
- **To ensure that the safety requirements of all road users are explicitly considered in**

the planning, design, construction and operation of road projects.

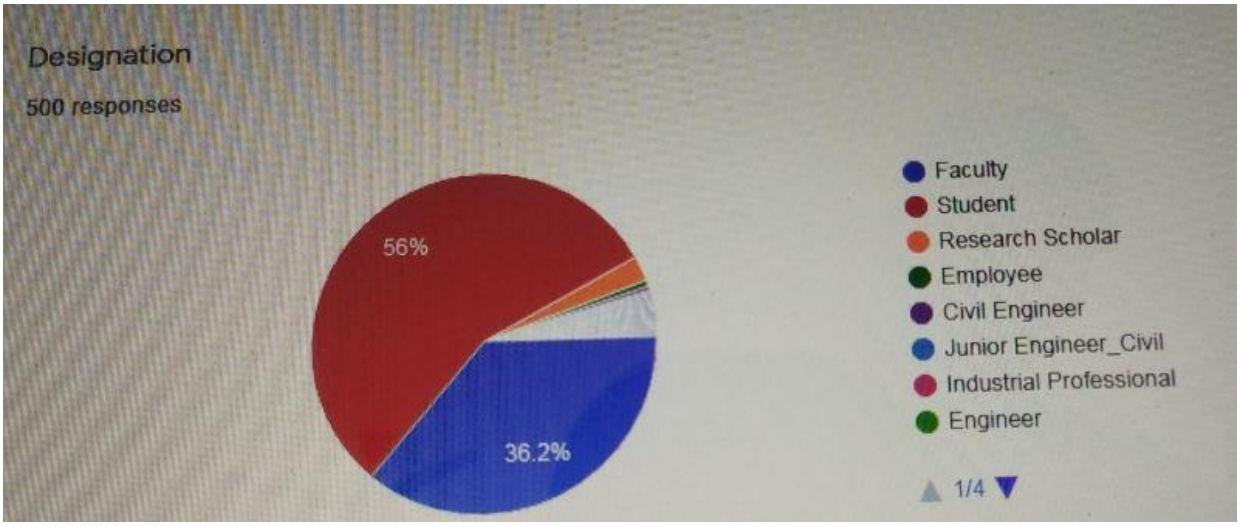
- **To reduce the overall through life costs of a road project to the community.**

EVENT DESCRIPTION:

- Skills and Experience are required - Usually people competent and experienced in the work associated with traffic accident investigations and countermeasures have most of the basic skills required for the road safety audit.
- Independence of Auditors - The credibility and effectiveness of RSA is greatly influenced by the degree of independence of the auditors from the planning, design or construction teams involved in the development of the project.
- Accreditation of auditors - The individual people undertaking a RSA must have an accreditation for this work and be identified in the Audit Report which this accreditation be based on an assessment of the person's knowledge of road safety principles, practices , training courses and general knowledge and experience in road and highway engineering.

- Arrangements for doing the audit - The arrangement for doing the project during the stages is involved three parties : The designer of the project (Contractor), The client (Road authority, represented by the Project manager) and The auditor (Consultant engaged by the client)

Number of responses: 500 responses.



- It's the earliest recognized stage and may not be applicable where this stage will identify safety problems associated with the overall concept for a project, road network safety implications, route options, intersection and interchanges types and locations.
- It is at this stage that many of the traffic engineering features of a project are established. Most of these, such as cross section elements, intersection/interchange layout, lane and carriageway layout, traffic control options and alignment standards.
- In carrying out detailed design, designers are continually making balances and judgments to the project. This stage will test the design decisions made against road safety objectives and also identify potential hazards resulting from adverse combinations of choosing a series of design criteria.

At the end of the session resource persons clarified the doubts questioned by the participants and vote of thanks was delivered by Kvr.kartikeyan Asst professor.