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No.RW/NH-33044/10/2000-S&R

Dated, the 25th October, 2000

To

The Secretaries of all States/UTs (in-charge of PWD); Engineer-in-Chief Engineers of State PWDs and U.Ts (dealing with National Highways); Director General Border Roads, Chairman, National Highways Authority of India

Subject : Guidelines for selection of National Highways stretches for improvement to Riding Quality Programme (IRQP) and Periodic Renewal (PR)

As you are aware, the Ministry launched an intensive Programme of Improving Riding Quality (IRQP) under plan funds and Special Repair Programme (SRP) under maintenance and repair funds during 1999-2000 with a view to create perceptible impact on the road users. These programmes have yielded good results in the form of

improvement of riding comfort and consequent appreciation from the NH users. Encouraged by the results of last year's experience, Ministry has continued with the IRQP both under Plan and Non-plan heads and it is envisaged to cover about 5200 km under this programme. However, based on the past experience, there is need to fine-tune the programme to obtain the best results by undertaking IRQP under Plan funds and periodic renewals under Non-plan funds. With this in view, the following guidelines are suggested for identifying the National Highway stretches for improvement of riding quality and periodic renewal.

2. Selection of stretches for IRQP :

- (i) Stretches of NHs having adequate crust thickness for providing bituminous macadam courses but having uneven and cracked surface requiring profile correction.
- (ii) Two-lane roads carrying about 2500 CVD or more.
- (iii) Single lane sections having proper geometrics and carrying traffic more than 1000 CVD.
- (iv) Stretches strengthened more than 5 years ago but have not received renewal treatment and showing signs of distress due to growing traffic.
- (v) Length of stretch should generally be more than 10 km and preferably 15 km and be in continuation of stretches included in earlier IRQP/strengthened reach.
- (vi) The specifications for IRQP may be 50/70 mm BM with 25 mm SDBC based on pavement condition and traffic requirements. Use of DBM/BC may be considered based on the road condition and the existing specifications.

3. Selection of stretches for periodical renewal:

- (i) Road sections carrying light traffic (450 to 1500 CVD) and having minor distress and warranting resurfacing only.
- (ii) Road sections having adequate crust thickness/strengthened under earlier programme where the surface condition is in reasonably fair condition but requires surface renewal.
- (iii) Newly declared National Highways carrying light traffic and requiring improvement of riding quality.
- (iv) The reaches where renewal is expected to last for normal life cycle of 4 to 5 years but in no case not less than 3 years.
- (v) As far as possible, the stretches for periodic renewal should also be for a continuous length of about 5 to 10 km or aggregated to about 10 km for the purpose of estimate and tender and in continuation of reaches improved/renewed earlier.
- (vi) The specifications for renewal may be :
 - (a) 20 mm MSS/20 mm PC with seal coat for low traffic roads (<1500 CVD).
 - (b) 25 mm SDBC/25 mm BC for high traffic roads (>1500 CVD).
 - (c) Extra quantity for patching/rectification of potholes/undulation may be provided where required as per site conditions in consultation with Regional Officer.

4. The reaches under IRQP and PR programme may be identified in consultation with R.O. of this Ministry during the month of October/November and estimates for the same got approved by the Ministry before December every year. The work should be awarded expeditiously so as to ensure commencement by April of next year and funds utilised during the financial year.

5. The proposal for IRQP as well as periodical renewal shall be accompanied by a bar chart showing the IRQP/strengthening/renewal carried out during last 5 years.

6. The present traffic volume in some reaches of the existing NH network may need paved shoulders for capacity of augmentation. It is suggested that wherever such need is felt, the same may concurrently be taken up with IRQP. However, the provision of paved shoulders may be considered where the existing traffic is to the tune of 20,000 PCUs and above. For construction of paved shoulders, the Ministry's guidelines circulated under letter No. RW/NH-33054/20/88-D.II dated 10.5.1989 may please be followed.

7. The proposal of IRQP and periodical renewal should be comprehensive to include road marking, traffic signs, shoulders, drainage, etc. and shall be awarded as a composite work job-wise and shall not be split. The estimates for both IRQP and periodical renewal should be got approved from the Ministry.