

No. NH-11047/1/87-DO-I

Dated the 8th September, 1988

To

The Chief Engineers of all States/U.Ts dealing with National Highways.

**Subject:** Augmentation of Distance Informatory/Destination Signs on National Highways under a time-bound programme.

At present travellers are getting information about the distance to various destination places mainly through km. stones. To a certain extent they also get guidance about this through other informatory signs, like the Advance Direction Signs put up at major intersections. General feeling however is that not enough Destination Signs are being provided along the National Highways at present, and as a result the travelling public is often put to inconvenience. There is thus a need for increasing the frequency of distance informatory signs.

2. With the objective of augmenting the informatory signs on the National Highways, it has been decided accordingly that:

- (a) Additional Destination Signs will be put up at intervals of 25-50 kms in both directions. Detailed guidelines for this are enclosed,
- (b) Simultaneously, deficiencies of Advance Destination Signs at intersections, and Direction Signs for small towns/villages etc., will be removed vide recommendations contained in IRC Code of Practice for Road Signs.

3. The above task is to be completed as per the following time-bound action programme so as to achieve installation of the requisite additional signs latest by the end of June 1989:

Activity	Target
(i) Assessment of the need for such signs by State PWDs and furnishing of estimates by them to the Ministry.	30.10.88
(ii) Sanction of estimates by the Ministry.	31.12.88
(iii) Installation of signs.	30.6.89

4. The Destination Signs referred to above will generally be of maximum size 1.8 m (width) x 1.2 m (height). Preferably, these should be of reflectorised type. As per the Ministry's policy, such signs would need to be provided in English, Hindi and the local language where the same is not Hindi. Manner of achieving this is spelt out in detail in the guidelines enclosed.

5. The Minister of State for Surface Transport has desired that the matter be given top priority. It is requested as such that assessment of the requirements of such signs on National Highways in your State may please be made urgently, and necessary estimates for augmenting sign system furnished to this Ministry positively by 30th October, 1988.

*Enclosure to Ministry's Circular No. RW/NH-11047/1/87-DO-I, dt. 8.9.1988*

#### **GUIDELINES FOR INSTALLATION OF DISTANCE INFORMATORY/DESTINATION SIGNS ALONG THE NATIONAL HIGHWAYS**

(Total 4 pages plus Annexures I to V)

##### **General**

1. Informatory signs are used to guide road users about the route ahead, impart information to them about the direction and distance to different destinations, and provide other general information that will make the road travel easier, safe and pleasant. Detailed guidelines about application of such signs are available in IRC:67-1977 "Code of Practice for Road Signs".

2. Present range of informatory signs vide IRC:67-1977 is shown in Figs. 1 to 5 (see Annexure I). These include Advance Direction Signs put up at major intersections (Fig. 1 and 2) showing information about place names as well as the distance. The sign exclusively used for providing information about the distance is Re-assurance Sign shown in Fig. 3, which could also be termed as Destination Sign or Distance Informatory Sign. Other signs in this category are the Direction Signs (Fig. 4) and Place Identification Sign (Fig. 5).

##### **Existing Practice**

3. At present travellers are getting information about the distance to various destination places mainly through km. stones. To a certain extent they also get guidance about this through Advance Direction Signs at junctions. However, the current system is proving inadequate since distance informatory signs corresponding to Fig. 3 are not being put up in sufficient number.

##### **Augmentation of Destination Signs**

4. In order to achieve an adequate informatory sign system, it is necessary to increase the frequency of Destination Signs corresponding to Fig. 3. It has been decided accordingly that such Distance Signs should be provided at intervals of about 25-50 kms along the entire length of National Highways. Simultaneously, deficiencies of Advance Direction Signs at intersections, as well as Direction Signs for small towns/

villages etc., should be removed under a time bound action programme so as to achieve installation of the requisite additional signs by the end of June, 1989.

### Size and Shape

5. Destination Signs shall be in the form of horizontal rectangles. The size of the sign will depend on the extent of message and height of letters. Generally the size should be limited to maximum 1.8 m (width) x 1.2 m (height). Occasionally the width may have to be increased if the place names are too long. Both width and height can be reduced if less space will suffice.

### Application of Destination Signs

6. Destination Signs have to be erected on both sides of the National Highways, separately for each direction to travel. As such, planning of signs for each direction should be done independently. To avoid a cluttering effect, it will be desirable to stagger the signs for the two directions.

7. Destination Signs required at 25-50 km intervals should be fixed well away from major junctions. In addition, these might be put up 5-10 km beyond major towns in order to re-assure drivers about the route being taken by them.

### Colour Scheme and Language of Inscription

8. The signs shall have white background, black letters and numerals, and black border. Inscription shall be in English and other language(s) as necessary.

9. As per the Ministry's policy, information to the travellers through sign boards is required to be provided in Hindi, English, and also the local language if the same is not Hindi. Thus in States where Hindi is the official language, two destinations could be shown in one board of reasonable size in both English and Hindi. The nearer destination is shown at the top and the one further at the bottom (See Fig. 6, Annexure II). As an alternative, upto 3 or 4 destinations could be shown in one language (as depicted in Fig. 7, Annexure III) and the sign repeated in the second language within 1-2 kms. (as shown in Fig. 9, Annexure V). In States where signs are required in three languages, this could be done by having one sign in English and Hindi (as in Fig. 6) and repeating the same sign in local language within about 1-2 kms. (vide Fig. 8, Annexure IV). In no case should signs in different languages be fixed too close to one another, otherwise these will become difficult to read.

### Size of Letters/Border

10. The size and shape of letters and numerals used for Destination Signs should correspond to IRC: 30-1968 "Standard Letters and Numerals of Different Heights for use on Highway Signs".

11. Preferably, letters of 15 cm. height should be used for inscription of place names. However, where the message is too long and it is not possible to accommodate the same in a sign board of reasonable size (i.e. 1.8 m x 1.2 m), the size of the letters may be reduced to 12 cm. Letters of still smaller height are not recommended. On expressways bigger letters will be needed.

12. The width of black border should be between 18 and 22 mm, and it should be set in about 12 mm from the edge of the signboard. Borders should be rounded at corners. If possible, sign panels should be similarly rounded to fit the border.

### Word Spacing

13. Spacing between words, or a word and numeral in a line, should be approximately one to one and a half (1 to 1½) times the letter height used in that line.

14. Inter-line spacing may vary from one-third to one time (1/3 to 1) the letter height.

15. Spacing to the top and bottom borders, and lateral spacing to the vertical border, should be approximately equal to the letter height.

### Siting of Signs

16. Normally the Destination Signs shall be placed on left hand side of the road at right angles to line of travel of the approaching traffic. Exceptionally these might be fixed on other side of the carriageway if local conditions are such that the signs will not be properly visible, for instance on hill roads.

17. The signs should be so installed that extreme edge of the sign panel is clear of the road formation and there is no possibility of any part of the sign coming in the way of vehicular traffic.

18. Sign installation should be so planned that bottom edge of the sign board is not less than 1.50 metre above the crown of the National Highway pavement.

19. To ensure good visibility, Destination Signs should be fixed on straight reaches of the National Highways as far as possible.

### Materials/Fabrication of Signs

20. Preferably, Destination Signs shall be of reflectorised type, particularly on sections of National Highways having traffic intensity of about 10,000 PCUs per day or more. Such signs will be made of retro-reflective sheeting of encapsulated type satisfying Clause 801 of the Ministry's Specifications for Road and Bridge Works (1988 Edition). The background will consist of white sheeting, with the legend painted over in black.

21. To ensure right quality of sheeting, the fabricator of signs should be required to furnish guarantee/certificate from manufacturer of the sheeting about its performance characteristics, as stipulated in Clause 801.3.3 of Ministry's Specification. Fabrication and installation of the signs should be done as provided in Clause 801.

22. In other situations, for instance National Highways carrying low intensity of traffic, the Destination Signs may be made of luminous or ordinary paints, though preference should be given to reflectorised signs.

23. The signs should be erected at site with properly designed mountings and foundations. To ensure a sturdy sign assembly, it will be desirable that manufacture and erection of the signs at site should be awarded to the same party on a turnkey basis.