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No. RW/NHVI-80 (1)/74

*Dated the 29th October, 1984*

To

All the Chief Engineers of State PWDs and Union Territory Administrations dealing with National Highways

Sub : Revision of traffic signs

Suitable instructions regarding the introduction of new road signs, in conformity with the Vienna Convention as amended in the Ninth Schedule of the Motor Vehicles Act, 1939 (copies of which have already been sent to all the State Governments and Union Territory Administrations), were communicated to you vide Ministry's letter of even number dated the 28th July, 1981. In order to achieve the stipulated target of installation of these signs before the 1st June, 1985, the suggested plan of action *inter alia* provided for the following measures :—

- (i) All new signs to be erected henceforth should be only as per the revised road signs.

- (ii) Existing damaged or worn out signs which require replacement or repainting should show only revised signs when replaced or repainted.
- (iii) The conversion of the remaining existing signs should be phased to be completed before the 1st June, 1985.

The above referred circular stipulated that works falling under categories (i) and (ii) above should be included in the first phase work and those under (iii) should be categorised as second phase works. While the works under category (i) were required to be covered by proper estimate sanctions as National Highway original works, those under (ii) and (iii) were required to be carried out under Maintenance and Repair grants.

Whereas the prescribed procedure for erection of new road signs covered under category (i) as National Highway original works still stands, the position regarding replacement of signs under categories (ii) and (iii) through Maintenance and Repair grants has since been reviewed. Considering the gross inadequacy of the Maintenance and Repair grants, even to cope up with the fast deteriorating condition of the National Highways, non-feasibility of meeting the extra cost of replacement of damaged/worn out or existing signs from these meagre grants has been voiced, from time to time, by all concerned. It has, therefore, been decided that henceforth the cost of replacement of road signs covered under categories (ii) and (iii) will also be treated as original works for which separate provision can be made in the Seventh Five Year Plan. Moreover, since the target date of 31st May, 1985 stipulated for installation of new signs cannot be adhered to in view of marginal progress so far achieved in this direction, the target date for complete switch-over to the new sign system has been extended to 1st June, 1987 so as to be on a realistic basis.

In view of the revised procedure and targets for introduction of new road signs, as indicated above, you are requested to identify the work requirements and make appropriate provision in the respective annual plans so as to complete the work of erection of new signs in a phased manner by 1st June, 1987. With this objective in view suitable proposals and work estimates sub-grouped into categories (i) to (iii) may please be furnished National Highways wise on the basis of Annual Plan provisions.

In order to facilitate framing of these proposals and procurement/fabrication of the new road signs, the newly created Traffic Engineering Cell in your State could be fruitfully utilised. For achieving uniformity and standardisation in introduction of new signs, you may like to consider going in for centralised procurement/fabrication of these signs.

With a view to ensure that the complete switchover to the new sign system is completed by the revised target date, close monitoring of the progress of the work in terms of sections of the National Highways in each State is deemed necessary. For this purpose, the Traffic Engineering Cell of the State Public Work Departments may please be associated and quarterly targets for various phases of the work drawn up and the Traffic and Transportation Cell of the Ministry kept posted with the quarterly progress achieved.

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