

*D.O.No.RW/NH-11064/1/91-DO I**Dated, the 10th February, 1993*

To

Secretaries, PWD of all State Governments/Union Territory Administration

Subject: Speed Breakers on National Highways

In the interest of unimpeded traffic flow and road safety, the need for expeditious removal of speed breakers on National Highways has been communicated to the State/UT Governments by this Ministry from time to time. The gravity of the situation in this regard has also been reiterated in the past by the Minister for Surface Transport in letters to Chief Ministers/Lt. Governors of State/UTs.

2. A review of the status of removal of speed breakers has been conducted in this Ministry recently. This has revealed that although many States have initiated action in this direction, speed breakers have not been removed at a number of locations either due to public resistance or due to the prevailing site conditions (e.g. near the railway crossing or on approach to weak/narrow bridges). In such situation, following alternative measures could be adopted in substitution of speed breakers.

- (i) On approaches to railway crossings or weak/narrow bridges, rumble strips should be provided instead of speed breakers. These are equally effective in controlling the approach speeds;
- (ii) In respect of speed breakers provided on NH sections passing through villages/towns, or near schools etc., safety can be ensured by other measures like provision of pedestrian guard railing on either side of the road, zebra crossing marked with reflective thermoplastic paint or retro-reflective tapes, pedestrian crossing signs, flashing signals or retro-reflective indicators. As an alternative, rumble strips could be used for controlling vehicular speeds. Through these measures, the safety of local residents can be ensured without hampering traffic flow on the National Highways.

3. As regards the layout designs for the rumble strips, these have been communicated to the State Chief Engineers vide this Ministry's letter No. RW/NH-II/P/31/84 dated 9-1-1987 (copy enclosed). Rumble strips, where provided, should be marked with thermoplastic paint and supplemented by warning/speed limit signs on the approaches.

4. I will be grateful, if necessary instructions in this regard are issued to the concerned Departments including Police Department and filed others of the PWD so that all the speed breakers are removed and instead the aforesaid alternative safety measures adopted under a time bound programme. I am also to request that the latest factual position together with the action being taken in the matter may be sent to this Ministry by 31st March, 1993.

Enclosure to Ministry's Circular D.O. No.RW/NH-11064/1/91-DO I dated 10th February, 1993

*No.RW/NH-III/P-131/84**Dated, the 9th January, 1987*

Subject: Provision of safety measures at approaches to Railway Level Crossings

Railway level crossings have been the scene of recurring accidents which has become a cause of serious concern. Since these accidents are caused mostly because of the negligence on the part of the road users, it is essential that suitable safety measures should be taken at the approaches to railway level crossings to forewarn the road users of the hazard ahead.

2. In this connection, this Ministry had issued instructions to Chief Engineers of all States/UT PWDs for providing safety measures at level crossings falling on National Highways, vide letter No. RW/NHIII/P/31/84 dated 20th November, 1984. The measures recommended therein are :

- (i) Installation of IRC Road Signs (specified in IRC:67-1977 "Code of Practice for Road Signs") whether the railway crossing is manned or unmanned.
- (ii) Imposition of speed limits for approaching traffic and installation of relevant road signs.
- (iii) Provision of rumble strips on both sides of the railway crossings. Speed breakers of hump type shall not, however, be permitted.

3. Specifications for rumble strips have been circulated among all State Governments vide this Ministry's letter No. PL-50(8)/72 dated 4th June, 1976. In brief, application of rumble strips is the placement of intermittent raised bituminous overlay across the roadway. Raised sections can be 15-25 mm high, 200-300 mm wide and spaced about 1 m centre to centre. A series of such strips roughly 15-20 at one location can caution the motorist sufficiently through combination of vibration and rumbling noise. Since coarse textured overlays are more effective, the raised section should consist either of pre-mixed carpet or bituminous surface dressing. Further, it is important that the rumble strips should be placed not nearer than 40 m and not farther away than 60 m from the nearest railway track.
4. It is requested that urgent instructions be issued to all concerned in your Department engaged in National Highways and other Centrally financed road works for implementing the above mentioned safety measures on priority and time-bound basis. The cost for this may be met from against the M&R Grants for National Highways placed with the respective State Governments.
5. It is also requested that from public safety angle, similar instructions may be issued for providing safety measures at approaches to level crossings falling State roads.
6. This Ministry may please be informed of the action taken in the matter.