



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
AN ISO 9001:2008 CERTIFIED MINISTRY
S&R(R) ZONE

IAHE Campus,
A-5, Sector-62,
Noida-201301.

F. No. RW/NH- 33037/01/2016/S&R (R)

Dated: the 29th August 2016

To,

1. The Chief Secretaries of all the State Governments/ UTs
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
3. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs dealing with National Highways, other centrally sponsored schemes.
4. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi- 110 010.
5. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
6. The Managing Director, NHIDCL, PTI Building, New Delhi-110001

Subject: Removal of Speed Breakers on National Highways

Please refer to the Ministry's circular no. RW/NH-33037/01/2016/S&R(R) dated 11-04-2016 reiterating the Ministry's policy that speed breakers should not be constructed on National Highways as these defeat the basic objective of providing an obstruction free high speed facility, apart from being a safety hazard. The circular recommended provision of properly designed rumble strips at places like approaches to sharp curves on level crossings, congested or accident prone locations etc. where control of speed on National Highways is unavoidable. It was also highlighted that rumble strips are being provided indiscriminately and thus directed that the location of such rumble strips shall be approved by Chief Engineer (National Highways)/appropriate authority in NHAI/NHIDCL who will satisfy himself of the requirement. A copy of such approval letters shall be endorsed to the respective Regional Officer of the Ministry. Further, it was requested that the position of removal of speed breakers and approval of location of rumble strips on National Highways should be intimated to the Ministry by 20th April, 2016.

2. However, it has been observed that performance reports by implementing agencies are not being received by the Ministry. It should be noted that the issue of speed breakers and road safety factor associated with it has been raised in several public grievances, RTIs, Parliament questions etc. It is of great concern and all the Project Zones and RO's and ELO's of the Ministry are hereby directed to coordinate with the implementing agencies and send consolidated reports on the position of removal of speed breakers and approval of location of rumble strips on National Highways without further delay.

3. This may be accorded the highest priority.

Yours Faithfully,


(Manoj Kumar)

Executive Engineer (S, R&T) (Roads)
For Director General (Road Development) & SS

Copy to:

1. All Chief Engineers in the Ministry of Road Transport & Highways
2. All ROs and ELOs of the Ministry
3. The Secretary General, Indian Roads Congress
4. The Director, IAHE
5. Technical circular file of S&R (R) Section
6. NIC-for uploading on Ministry's website under "What's new"

Manoj Kumar.
(Manoj Kumar)

**Executive Engineer (S, R&T) (Roads)
For Director General (Road Development) & SS**



(1)

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MINISTRY OF ROAD TRANSPORT & HIGHWAYS

IAHE Campus,
A-5, Sector-62
Noida-201301

F. No. RW/NH- 33037/01/2016/S&R (R)

Dated: the 11th April, 2016

To,

1. The Chief Secretaries of all the State Governments/ UTs
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
3. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs dealing with National Highways, other centrally sponsored schemes.
4. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.
5. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
6. The Managing Director, NHIDCL, PTI Building, New Delhi-110001

Subject: Removal of Speed Breakers on National Highways

It has come to the Ministry's notice that at many places on National Highways, local authorities are constructing road humps i.e. speed breakers, to check the speed of vehicles despite Ministry's policy of not providing speed breakers on National Highways. This is undesirable, as the function of National Highways is to facilitate movement of through traffic and not to hinder it. Speed breakers can be a source of serious hazards and accidents to the fast-moving vehicles.

2. Please refer to the Ministry's circular no. RW/NH-33037/9/2001/S&R(R) dated 28-06-1996, circular no. RW/NH-11064/1/91/DOI dated 13-05-1998, the DO no. RW/NH-11064/1/2000-US(D.I) dated 24-08-2000 from the Secretary (RT&H) to all the Chief Secretaries and a circular no. RW/NH-33037/9/2001-S&R(R) dated 11-12-2002 reiterating the Ministry's policy that speed breakers should not be constructed on National Highways as these defeat the basic objective of providing an obstruction free high speed facility, apart from being a safety hazard. The circular recommended provision of properly designed rumble strips at places like approaches to sharp curves on level crossings, congested or accident prone locations etc. where control of speed on National Highways is unavoidable.

3. It has been noted that such rumble strips are being provided indiscriminately. It has, therefore, been decided that the location of such rumble strips shall be approved by Chief

Contd. on p.2

Amjanshi

Engineer (National Highways)/appropriate authority in NHAI/NHIDCL who will satisfy himself of the requirement. A copy of such approval letters shall be endorsed to the respective Regional Officer of the Ministry. Further, possibility of providing Foot over bridge (FOB)/pedestrian underpass at the locations of crossing of National Highways by the pedestrians may be explored to prevent direct crossing/entry of pedestrian on National Highways to avoid accidents.

3. It is requested that the position of removal of speed breakers and approval of location of rumble strips on National Highways should be intimated to the Ministry by 20th April, 2016.
4. This issues with the approval of the Competent Authority.

Amiyanshu

(Amiyanshu)

Asst. Executive Engineer (S, R&T) (Roads)
For Director General (Road Development) & SS

Copy to:

1. All Technical Officers in the Ministry of Road Transport & Highways
2. All ROs and ELOs of the Ministry
3. The Secretary General, Indian Roads Congress
4. The Director, IAHE
5. Technical circular file of S&R (R) Section
6. NIC-for uploading on Ministry's website under "What's new"

be worked out before these guard rails are adopted. You are requested to examine this proposal and communicate your comments and suggestions within 15 days of the receipt of this letter before we finalise this proposal for adoption. You are also requested to send a report of the performance of any such structures adopted in your State.

604.3

No. PL-50 (8)/72

Dated the 4th June, 1976

To

The Secretaries to the State Public Works Departments, dealing with National Highways

Sub : Construction of speed breakers on National Highways

It has come to Ministry's notice that at many places on National Highways, local authorities are constructing road humps, i.e. speed breakers, to check the speed of vehicles. This is undesirable, as the function of National Highways is to facilitate movement of through traffic and not to hinder it. Speed breakers can be a source of serious hazards and accidents to the fast-moving vehicles. Generally the use of speed breakers is restricted to a residential localities or areas with a specialised land use such as university or hospital campuses. Their use on through roads is incorrect and needs to be deprecated.

2. After careful consideration, it has been decided that henceforth speed breakers should not be permitted on the National Highways. At particular locations where control on speed is regarded necessary for specific reasons, this may be ensured through speed limit signs and strict and rigorous enforcement. Alternatively, the provision of rumble strips or flashing signals may be considered to alert the drivers through audible/visual stimuli. A common application of rumble strips is the placement of intermittent, raised bituminous overlays across the roadway. Raised sections can be 15-25 mm high, 200-300 mm wide, and spaced about one metre centre to centre. A series of such strips, roughly 15-20 at one location, can caution the motorists sufficiently through combination of vibrations and rumbling noise. Since coarse-textured overlays are more effective, the raised sections should consist either of premixed carpet or bituminous surface dressing. As a rule, the decision about design and placement of flashing signals/rumble strips should be preceded by a careful examination of the circumstances obtaining in each case.

3. It is requested that these instructions may please be given wide publicity among the concerned officers in your department.

604.5

No. PL-50 (8)/72-NHVI

Dated the 25th April 1976

To

The Secretaries to the State Public Works Departments, dealing with National Highways

Sub : Construction of Speed Breakers on National Highways

I am directed to draw your attention to this Ministry's letter No. PL-50 (8)/72, dated the 4th June 1976 wherein it was brought out that the use of speed breakers on National Highways which are meant for through movement is incorrect and needs to be deprecated. The only exception where speed breakers may be permitted is in cases of approaches to the unmanned level crossings. There too, attempts should be made for gradually upgrading all such unmanned level crossings into manned level crossings to the proper standards.

2. Where control on speed was desired for certain specific reasons, the following alternatives are advocated :

- (a) Speed limit signs and strict enforcement
- (b) Provision of rumble strips or flashing signals to alert the drivers.

3. It is once again requested that the instructions contained in this Ministry's letter No. PL-50 (8)/72 dated the 4th June 1976 may please be given wide publicity among the concerned officers in your department and intimation to this Ministry.

4. You are also requested to let this Ministry know of the exact locations on National Highways where the alternatives suggested by the Ministry have been adopted together with the specific reasons leading to the same.

No.RW/NH-33022/4/96 DO.III

Dated, the 4th February, 1997

To

Chief Engineers of States and Union Territories (dealing with National Highways and the Centrally financed schemes); Director General (Works), Central Public Works Department; Director General Border Roads

Subject : Need for taking up specific Road Safety works in 9th Five Year Plan.

Road accident scenario in the country has been a matter of concern. Despite low rate of vehicle ownership in India has a very high accident rate. About 60,600 lives were lost and 2,88,600 persons injured in 2,86,000 accidents on Indian roads, in 1993. Even though Driver's error is observed to be the cause in many accidents, the behaviour of driver is also influenced to a large extent by the condition of the roads and environment. Thus many low cost improvements in the roads can have very profound effect in improving the road safety.

2. There is need to include road safety related works in the annual plans of the 9th Five Year Plan Works of the following nature could be considered under this category :

- (a) Geometric improvement of accident prone sections
- (b) Improvement of At-Grade Intersections and provision of Grade Separators
- (c) Provision of Guard rails/delineators at approaches to bridges/high embankments
- (d) Augmentation of traffic control devices such as signages, road markings etc.
- (e) Provision of Wayside Amenities and Truck Parking Laybys.

This matter was also highlighted by the Director General (Road Development) during the meeting of State Chief Engineers held at Nagpur on 16th January, 1997. It is requested that this requirement may kindly be kept in view while formulating proposals for works to be taken up under different Annual Plans of the 9th Five Year Plan.

604.20

No.RW/NH-11064/1/91-DO I

Dated, the 13th May, 1998

To

Secretaries of all States/Union Territories, Public Works Department (dealing with National Highways); Director General Border Roads; Director General (Works), Central Public Works Department; Chairman, National Highways Authority of India

Subject: Removal of Speed Breakers : Policy regarding

Please refer to this Ministry's circular of even No. dated 28.06.1996 to reiterating the Ministry's policy that speed breakers should not be constructed on National Highways as these defeat the basic objective of providing an obstruction-free high speed facility, apart from being a safety hazard. The circular recommended provision of properly designed rumble stripe at places like approaches to sharp curves or level crossings, congested or accident prone sections etc. where control of speed on National Highways is unavoidable.

It has come to the notice of the Ministry that speed breakers continue to be provided on National Highways despite contrary advice from the engineers and planners. These speed-breakers mostly of improper design being provided on National Highways have become a safety hazard.

The locations where speed breakers have been constructed should be reviewed and other safety measures such a removal of encroachments, provision of speed limit signs, construction of parallel service roads etc. may please be considered. The existing policy of providing only rumble strips at places where speed control is

unavoidable may be continued. However, proper care should be exercised to ensure that these strips conform to the design recommended by the Ministry.

4. It is requested that appropriate instructions may please be issued to the concerned field officers including Distt. Magistrates for immediate removal of speed breakers from the National Highways. This task should be completed by 31st July, 1998 and position reported to the Ministry immediately thereafter.

604.21

D.O.No. RW/NH-33044/11/97-S&R

Dated, the 4th Sept., 2000

To

Chief Engineers of States/Union Territories (dealing with National Highways and other Centrally Sponsored Schemes); Director General (Border Roads); Chairman, National Highways Authority of India

Subject : Installation of Traffic Safety Barriers - Wire Rope Safety Fencing System - regarding

Guidelines for installation of Safety Barriers along the Indian road network were issued by this Ministry vide letter no. RW/NH/33022/1/94 - DO III dated 24.06.94. These guidelines dealt with steel barriers and concrete safety barriers. The guidelines bring out the major factor to be considered for the selection of a particular barrier system viz. matching dynamic lateral deflection characteristics of the system to the space available at site so as to mitigate the severity of impact. They also indicate that enhancement of vehicular safety should be given weightage.

2. It has since been reported that at certain locations in our country in situations like high embankment reaches in approaches to bridges and fly-overs, sharp curves where ponds and canals are in close proximity to highways etc. the wire rope safety fencing has been tried and the performance found encouraging. The system has proved to be a very good anti-crash barrier when a vehicle strikes it in high speed. Owing to the capacity of the system to absorb the energy of impact there has been hardly any damages to the hitting vehicle and its occupants. Thus, it is expected that the major requirements of lateral deflection characteristics enhancement of vehicular safety and aesthetic are fulfilled by the system in addition to the other safety and structural requirements which can be evaluated only after the system has been tried on more locations.

3. The application areas of such wire rope fencing could be vulnerable locations involving high risk of traffic safety as stated in para 2 above and recurring accident spots especially in hilly terrain. As per information available, the approximate cost for supply and installation may work out to Rs.45 lakhs to 55 lakhs per km.

4. It is, therefore, suggested that necessary action may please be initiated to identify a few accident prone locations on NHs and to install the wire rope fencing system meeting the cost from plan provisions. Their performance may be kept under observation and this Ministry may be informed of the same alongwith details like cost, efficacy, durability and maintenance requirements and problems etc. in due course.

604.22

D.O.No. RW/NH-11064/1/2000-US(D.I)

Dated, the 24th August, 2000

Subject : Removal of Speed Breakers from National Highways

As you know, Govt. of India is making sizeable investments on the National Highways to ensure unhindered movement of vehicles at reasonably good speed for satisfying the objectives or reduced vehicle operation costs and savings in fuel consumption as well as ensuring safety to traffic. However, due to unregulated development along National Highways, there is an increase in the number of accidents leading to construction of several unauthorized speed breakers by the local people on the National Highways. These speed breakers hinder the

smooth flow of traffic on National Highways and cause inconvenience. They are also a serious safety hazard for the motor vehicles. As per the Ministry's policy, speed breakers are not permitted on National Highways. The Ministry has issued a number of instructions to the State Govts. for immediate removal of speed breakers from the National Highways. However, speed breakers still continue to be constructed on the National Highways. This aspect was also discussed during the second State PWD Ministers' Conference held on 12th June, 2000 at New Delhi wherein States supported replacement of speed breakers by rumble strips with proper signages and markings.

In view of the above, please look into the matter and issue appropriate instructions to the concerned field officers including District Magistrates for accomplishing the task of removal of all speed breakers from the National Highways by 30th Nov., 2000. I would request you to keep me informed about the action taken in the matter.

With kind regards,

To

Chief Secretaries of all States

No.RW/NH-33044/11/97-S&R

604.23

Dated, the 13th September, 2000

To

Chief Engineers of States/Union Territories (dealing with National Highways and other Centrally sponsored schemes); Director General Border Roads; Chairman, National Highways Authority of India

Subject : Installation of Traffic Safety Barriers - Wire Rope Safety Fencing System - regarding

This Ministry's Circular No.RW/NH-33044/11/97-S&R dated the 04.09.2000 on the above subject may please be treated as withdrawn.

No. RW/NH-33037/9/2001/S&R(R)

Dated the 11th December, 2002

To

The Secretaries of States / Union Territories, Public Works Department (dealing with National Highways), All Chief Engineer of States / Union Territories (dealing with National Highways), The Chairman, National Highways Authority of India, The Director General (Border Roads), All Regional Officers, Ministry of Road Transport & Highways.

Subject: Removal of Speed Breakers-Policy regarding

Please refer to this Ministry's Circular of even number dated 28th June, 1996 reiterating the Ministry's policy that speed breakers should not be constructed on National Highways as these defeat the basic objective of providing an obstruction free high speed facility, apart from being a safety hazard. The circular recommended provision of properly designed rumble strips at places like approaches to sharp curves on level crossings, congested or accident prone sections, etc. where control of speed on National Highways is unavoidable. The Ministry's policy has further been reiterated vide Circular dated 13th May, 1998 and in the D.O. letter dated 24th August, 2000 from the Secretary (RT&H).

2. It has been noted that such rumble strips are being provided indiscriminately. It has, therefore, been decided that the location of such rumble strips shall be approved by Chief Engineer (National Highway) who will satisfy himself of the requirement. A copy of such approval letters shall be enclosed to respective Regional Officer of the Ministry.
 3. It is requested that position of removal of speed breakers and approval of location of rumble strips on National Highways should be intimated to the Ministry by 31st December 2002.
 4. Receipt of the letter may please be acknowledged.
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