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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Parivahan Bhavan,
1, Parliament Street,
New Delhi-110001

No. RW/NH-33044/13/2012-S&R(R)

Dated: 4th May, 2012

To,

1. The Chief Secretaries of all State Governments/Union Territories.
2. The Principal Secretaries /Secretaries of all States/U.Ts. Public Works Department dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
3. The Engineers-in-Chief and Chief Engineers of Public Works Departments of States/U.Ts dealing with National Highways, other Centrally Sponsored Schemes and State Schemes.
4. The Chairman, National Highways Authority of India (NHAI), G-5&6, Sector-10, Dwarka, New Delhi-110 075.
5. Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi-110 010.

Subject: Tentative Guidelines for Transverse Bar Markings at accident-prone spots on National Highways

In order to address the engineering related issues for road safety, the Ministry has been issuing instructions from time to time for ensuring long-term road safety on National Highways. These measures include provision of W-beam metal crash barriers, service roads, truck lay-byes, bus bays, cross over facilities in urbanized sections, appropriate road signages, rumble strips, traffic calming measures etc.

2. In continuation of these measures, it has been decided to provide transverse bar markings at identified accident-prone spots where the need for alerting the drivers/reduction in speed is desired. This is to be done by providing repeated bar markings on the carriageway, laid at right angles to the centre line of the carriageway, as shown in enclosed **Figure 1**. The bars shall be in hot-applied retro-reflective thermoplastic paint or cold-applied retro-reflective white paint (developed by MORT&H through CECRI) 300 mm wide, gradually reducing in spacing towards the approach to the identified black spot. The first bar shall be laid at a distance of 50 m, measured along the centre line of the carriageway, in advance of such locations. Successive bars are to be spaced in accordance with the running measurements given in **Annexure**. The transverse bars shall be provided in full width of the carriageway (excluding paved shoulders, if any) but terminating 150 mm from the edge as indicated in Figure 1. As per Clause 803.6.3 of Ministry's Specifications for Road & Bridge Works, the paint shall be applied in uniform thickness of at least 2.5 mm.

3. The transverse bar markings shall be in addition to other standard markings/signages as per existing guidelines/Circulars.
4. The contents of this Circular may please be brought to the notice of all concerned in your Organization. Feedback on these guidelines is solicited.
5. This issues with the approval of DG (RD) & SS.

Encl: As above

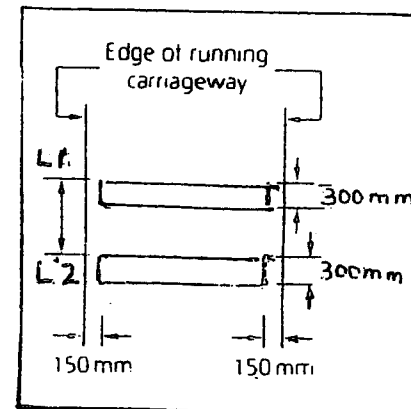
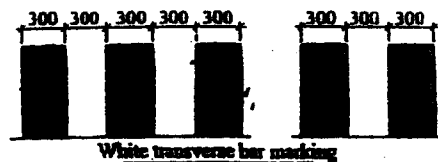
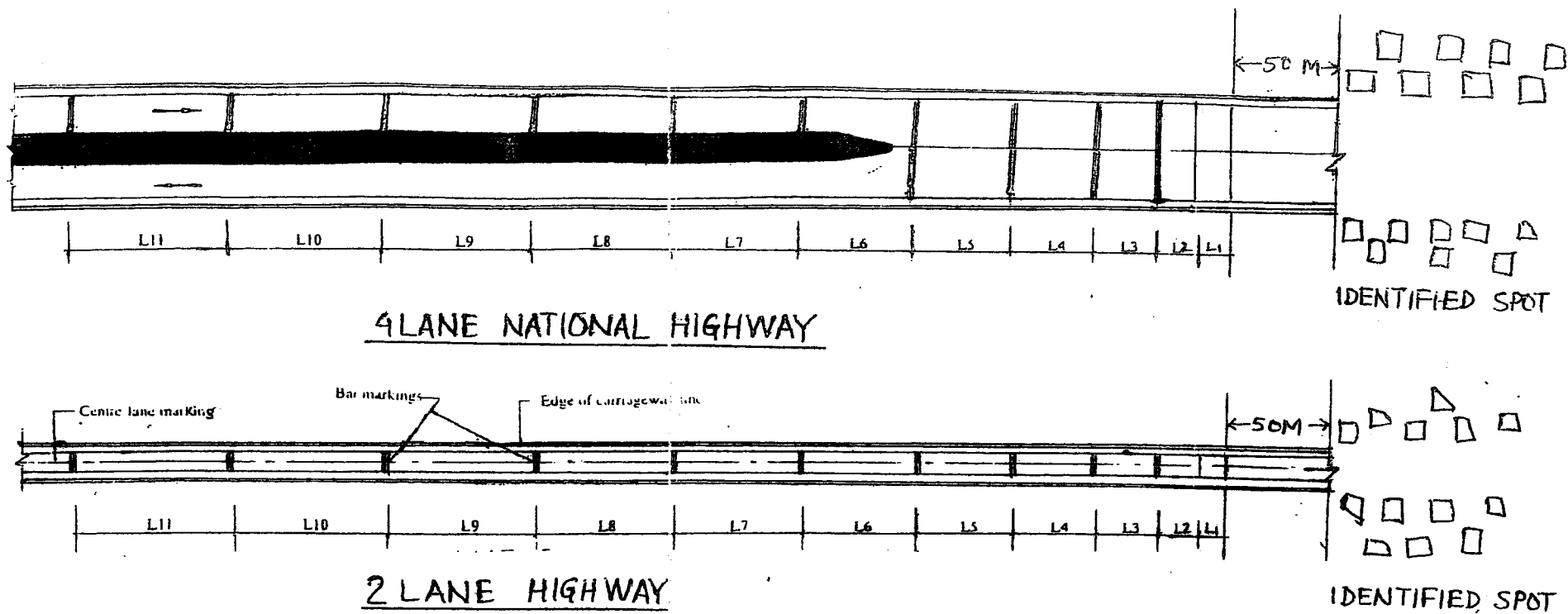
Yours faithfully,



(Sharad Varshney)
Superintending Engineer (S,R&T) (Roads)
For Director General (Road Development) & SS

Copy with enclosures for information and necessary action to:

1. All Technical officers in the Ministry of Road Transport & Highways
2. All ROs and ELOs
3. The Secretary General, Indian Roads Congress
4. The Director, IAHE
5. Technical Circular File of S&R Section



NOTE :-

1. ALL DIMENSIONS IN MM.
2. BAR MARKINGS SHALL BE ON LEFT CARRIAGEWAY IN CASE OF RAISED MEDIAN OTHERWISE IT SHALL EXTEND FOR FULL CARRIAGEWAY WIDTH IN THE ABSENCE OF RAISED MEDIAN.

FIGURE 1:- DETAILS OF SUGGESTIVE TRANSVERSE BAR MARKINGS (Not to scale)

Annexure

Bar No.	Distance from previous bar marking (m)	No. of bar markings
L1	5	1
L2	9	1
L3	13	2
L4	17	2
L5	20	2
L6	23	2
L7	26	3
L8	28	3
L9	30	3
L10	32	3
L11	32	3

Details of suggestive Transverse Bar Markings