

**GOVERNMENT OF INDIA
ROAD TRANSPORT AND HIGHWAYS
LOK SABHA**

UNSTARRED QUESTION NO:634
ANSWERED ON:26.02.2015
BLACK TOPPED NATIONAL HIGHWAY ROADS
Hari Shri G.;Raghavan Shri M. K.

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the present life of black topped National Highway roads in the country, State-wise;
- (b) whether there is reduction in life span of the black topped road leading to unmotorable roads in the country;
- (c) if so, whether any research has been carried out to sustain the black topped roads of the national highway with longer life span and thus reducing the recurring costs of roads in the country, and if so, the details thereof; and
- (d) whether there is also any proposal to have rubberized roads for cost effective as well longevity of the roads and if so, the details thereof?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI PON. RADHAKRISHNAN)

- (a) & (b) The design life of black top, also known as the bituminous pavement, on National Highways depends upon various factors like traffic volume, rainfall, quality of materials used, quality control during construction, etc. However, as per the Code of Practice, IRC:37 Guidelines for the design of flexible pavements published by the Indian Roads Congress (IRC), the bituminous pavement is designed for a life of 15 years. There has been no reduction in the life span of National Highways than that prescribed in IRC:37.
- (c) The Central Road Research Institute have tested the use of modified bitumen in construction and maintenance of roads under Ministry's sponsored research scheme R-54. As per findings of the study, modified bitumen improves the durability of roads by reducing susceptibility towards temperature variations and improving the desirable properties of bitumen, thereby giving longevity and overall better performance.
- (d) It has been decided in the Ministry that the type of pavement to be adopted for National Highways projects should be determined on the basis of durability and life cycle cost. Considering the issues related to environment, longer service life, fuel consumption, resistance to extreme weather conditions, saving of natural resources and maintenance etc. the cement concrete pavement could be the default mode of construction on National Highways.