PWD Uttarakhand

कार्यालय प्रमुख अभियन्ता एवं विभागाध्यक्ष,लो0नि0वि0
उत्तराखण्ड़ देहरादून

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पत्रांकः-1167/453/EP/2014 दिनांक 02/09/2014

कार्यालय ज्ञाप

लोक निर्माण विभाग द्वारा विभिन्न मार्गों पर बनाए जा रहे Speed Breakers तथा Rumble Strips विशिष्टियों के अनुरूप नहीं हैं, जिससे दुर्घटना का खतरा बना रहता है। सड़क परिवहन एंव राष्ट्रीय राजमार्ग मन्त्रालय, भारत सरकार के पत्रांक 11064/1/91 DO-1 दिनांक 28/06/2006 द्वारा राष्ट्रीय राजमार्गों पर Speed Breakers को प्रतिबन्धित किया गया है। इस कार्यालय के पत्रांक 102/45 अधि0प्राप्ति0 प्रकीर्ण 30/2012 दिनाक 12.02.13 द्वारा भी Speed Breakers के संबंध में दिशानिर्देश जारी किए गए थे। एक बार पुनः IRC:99 (Tentative Guidelines on the Provision of Speed Breakers for Control of Vehicular Speeds on Minor Roads) के आधार पर Speed Breakers तथा Ministry of Road Transport and Highways के उपरोक्त पत्र के आधार पर Rumble Strips तथा Transverse Bar Markings at Accident Prone Spots के संबंध में निम्न दिशानिर्देश जारी किए जाते हैं, जिनका शत-प्रतिशत अनुपालन सुनिश्चित किया जाए :

I) SPEED BREAKERS :

1. Speed Breakers shall be made mainly on minor/secondary/tertiary roads and on residential streets in urban and builtup areas. Their use on major intercity roads outside urban areas is not recommended.
2. Circumstances where use of speed breakers is justified are :
   a) T-intersections of minor roads with major roads, characterized by relatively low traffic volumes on minor road but very high average operating speed and poor sight distances. Such locations have a high record of fatal accidents and as such a speed breaker on the minor road is recommended.
   b) Selected local streets in residential areas, schools, colleges or university campuses, hospitals etc.
   c) Any situation where there is a constant record of accidents primarily attributed to the speed of vehicles e.g., when hazardous sections follow a long tangent approach.

d) Places of ribbon development, where road passes through builtup areas and vehicles travelling at high speeds are a source of imminent danger to pedestrians.

Design Of Speed Breakers :

1. Speed breakers are formed basically by providing a rounded (of 17 metres radius) hump of 3.7 metre width and 0.10 metre height as shown in Drawing No. 01/SB/2014 and 02/SB/2014, for the preferred advisory crossing speed of 25 km/h for general traffic.
2. In certain locations speed breakers may have to be repeated over a section to keep speeds low throughout. More humps may be constructed at regular intervals depending on desired speed and acceleration/deceleration characteristics of vehicles
3. The distance between one hump to another can vary from 100 to 120 metres centre to centre as shown in Drawing No. 02/SB/2014 and 03/SB/2014.

Placement Of Speed Breakers :

1. At T-intersections, speed breakers should be installed on minor roads or perpendicular arms about 10 metres away from the inner edges of major roads.
2. To check the tendencies of drivers to avoid speed breakers and using shoulders, it is recommended that the speed breakers should be extended through the entire width of shoulder supported on a proper base.
3. For undivided carriageways, speed breakers should invariably be extended over the entire carriageway width including shoulders.

Sign Posting And Marking :

1. Drivers should be warned of the presence of speed breakers by posting suitable advance warning signs as shown in Drawing No. 04/SB/2014. These signs should be located 40 metres in advance of the first speed breaker.
2. Speed breakers should be painted with alternate black and white bands as shown in Drawing No. 02/SB/2014, to give additional visual warning. For better night visibility, it is desirable that the markings are in luminous paint/luminous strips. Embedded cateyes can also be used to enhance night visibility.

II) RUMBLE STRIPS :

1. Where control of speed on major roads is unavoidable at places like approaches to sharp curves, level crossings, or congested or accident prone sections, provision of properly designed rumble strips as shown in Drawing No. 05/RS/2014, should be made.

2. Precast concrete rumble strips or strips covered with premix bitumen carpet (coarse textured treatment) may be provided across the entire width of the carriageway and paved shoulders. The raised section should be 15-25 mm high, 200-300mm wide and spaced about one metre centre to centre in a series of roughly 15 to 20 at one location which should not be reduced.

III) TRANSVERSE BAR MARKINGS AT ACCIDENT PRONE SPOTS :

1. Transverse bar markings as shown in Drawing No. 06/TBM/2014, shall be provided 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 the figure enclosed.
2. The bars shall be in hot applied retro-reflective thermoplastic paint or cold applied retroreflective paint applied in uniform thickness of atleast 2.5 mm.
3. The bars shall be 300 mm wide and the spacing between them shall be gradually reducing towards the approach to the identified black spot.
4. The first bar shall be laid at a distance of 50 metres 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 1.**
5. 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.
6. The transverse bar markings shall be in addition to other standard markings/signages as per existing guidelines.

संलग्नः– ड्राईंग्स 6 नं0
Annexure 1 No.

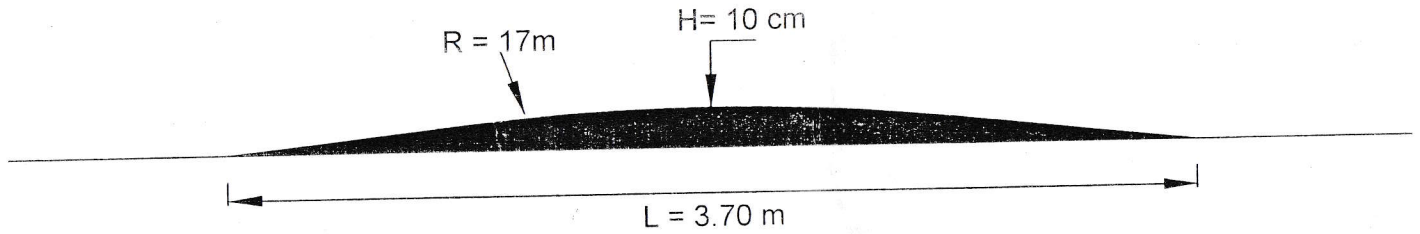
प्रमुख अभियन्ता
लो0नि0वि0

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित :

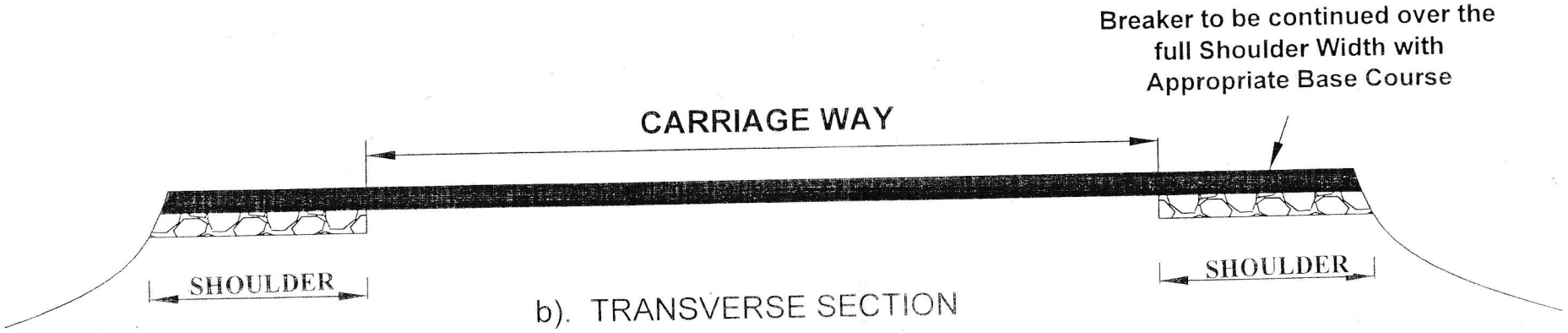
1. प्रमुख सचिव, लोक निर्माण विभाग उत्तराखण्ड शासन।
2. तकनीकी सलाहकार, प्रमुख संचिव, लोक निर्माण विभाग उत्तराखण्ड शासन।
3. क्षेत्रीय मुख्य अभियन्ता लो0नि0वि0, पौडी / देहरादून / अल्मोड़ा / हलद्वानी।
4. मुख्य अभियन्ता, मुख्यालय, विभागाध्यक्ष कार्यालय / मुख्य अभियन्ता ए0डी0बी0 / आई0टी0 / रा0मा0 / पी0एम0जी0एस0वाई0 लो0नि0वि0 देहरादून / अल्मोडा।
5. समस्त अधीक्षण अभियन्ता, सिविल लोक निर्माण विभाग उत्तराखण्ड। अधीक्षण अभियन्ता अपने स्तर से अधिशासी अभियन्ताओं को उपलब्ध कराना सुनिश्चित करें।
6. अधिशासी अभियन्ता टी0ए0सी0 वित्त विभाग, उत्तराखण्ड शासन।
7. वरिष्ठ स्टाफ आफिसर I, II / समस्त अधिशासी अभियन्ता कार्यालय प्रमुख अभियन्ता लो0नि0वि0 देहरादून।
8. कनिष्ठ अभियन्ता (प्रा0), कार्यालय विभागाध्यक्ष, लोक निर्माण विभाग, देहरादून।

संलग्नः— ड्राईंग्स 6 नं0
Annexure 1 No.

प्रमुख अभियन्ता
लो0नि0वि0



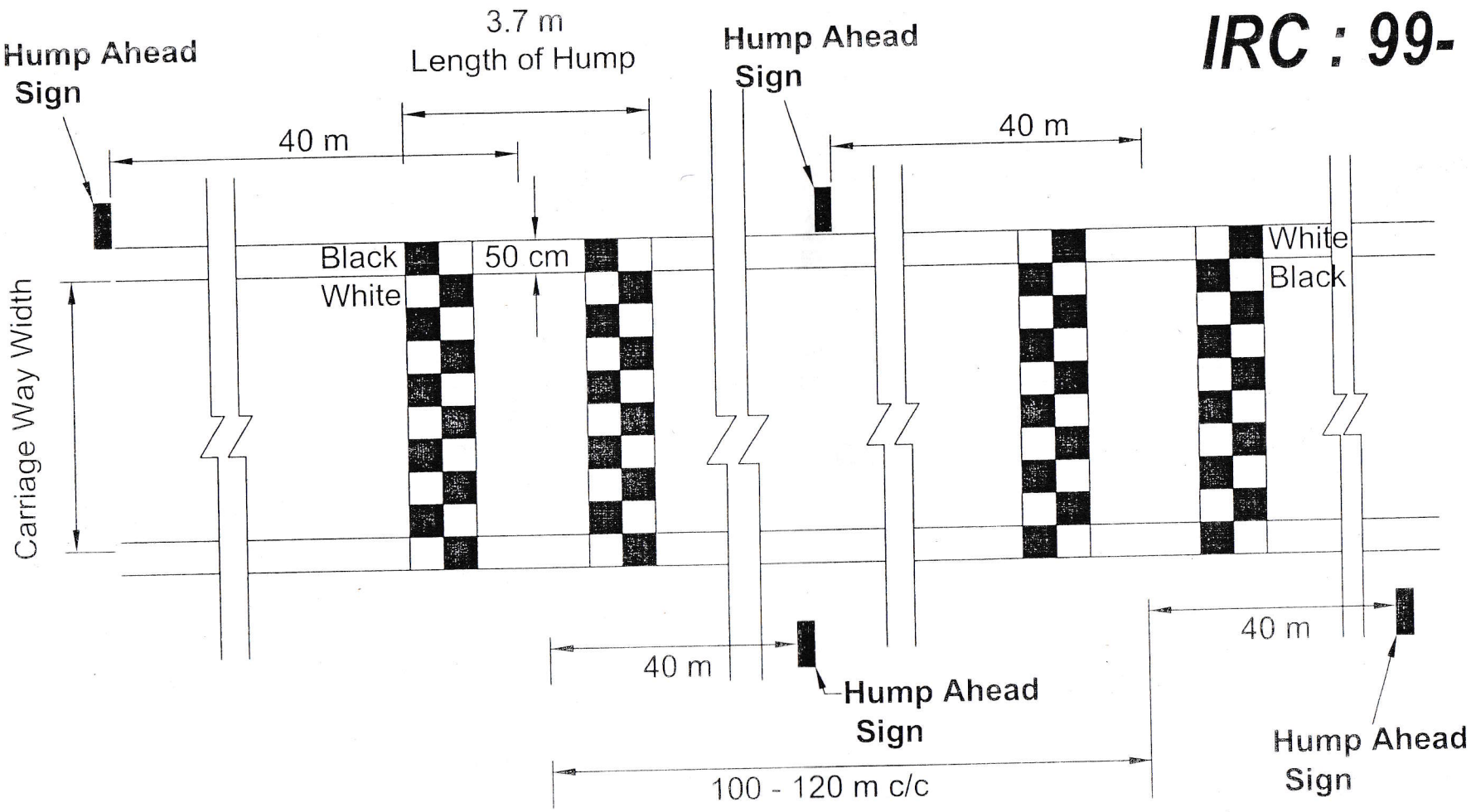
a). LONGITUDINAL SECTION



b). TRANSVERSE SECTION

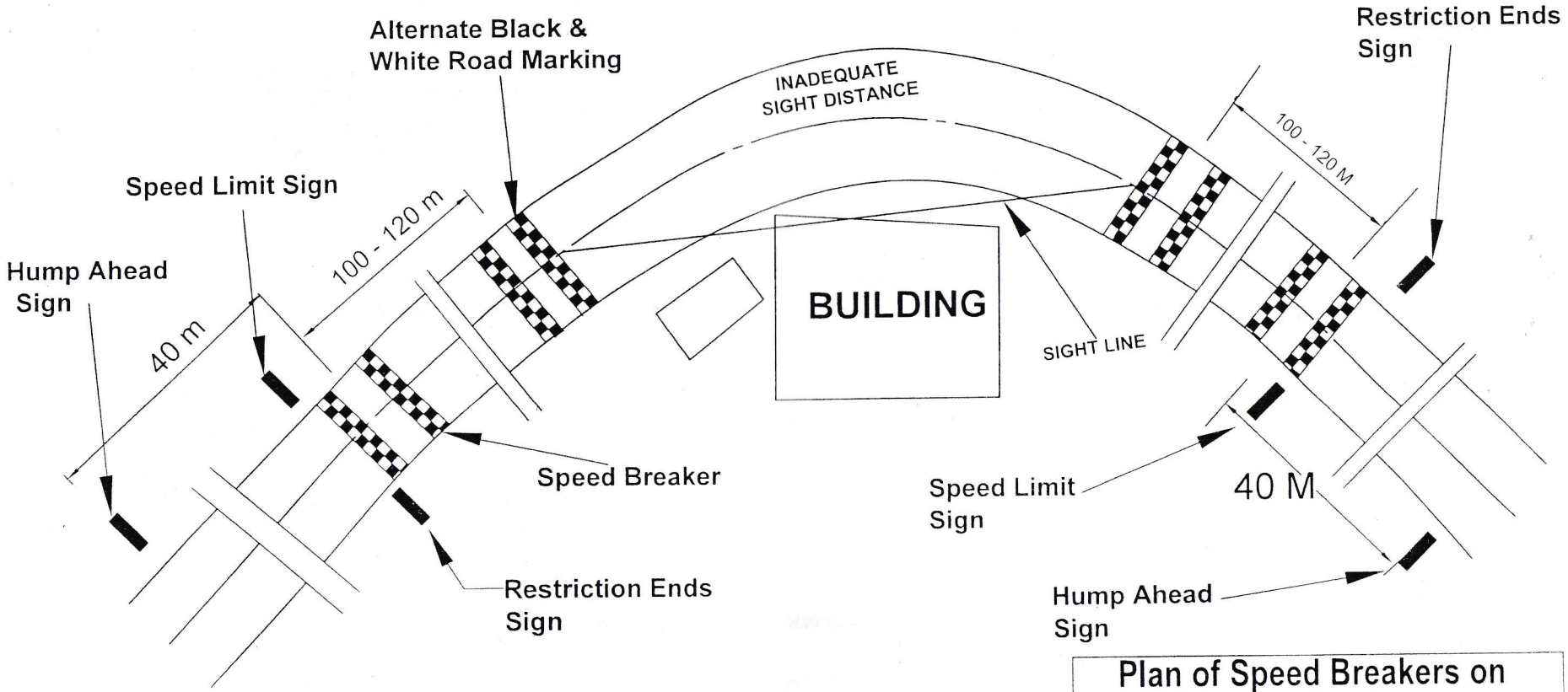
FOR GENERAL TRAFFIC AT PREFERRED CROSSING SPEED
25 KM/H

RECOMMENDED SPECIFICATION FOR ROUNDED HUMP TYPE OF SPEED BREAKER	
Drg. no. 01/SB/2014	Scale :- N.T.S.



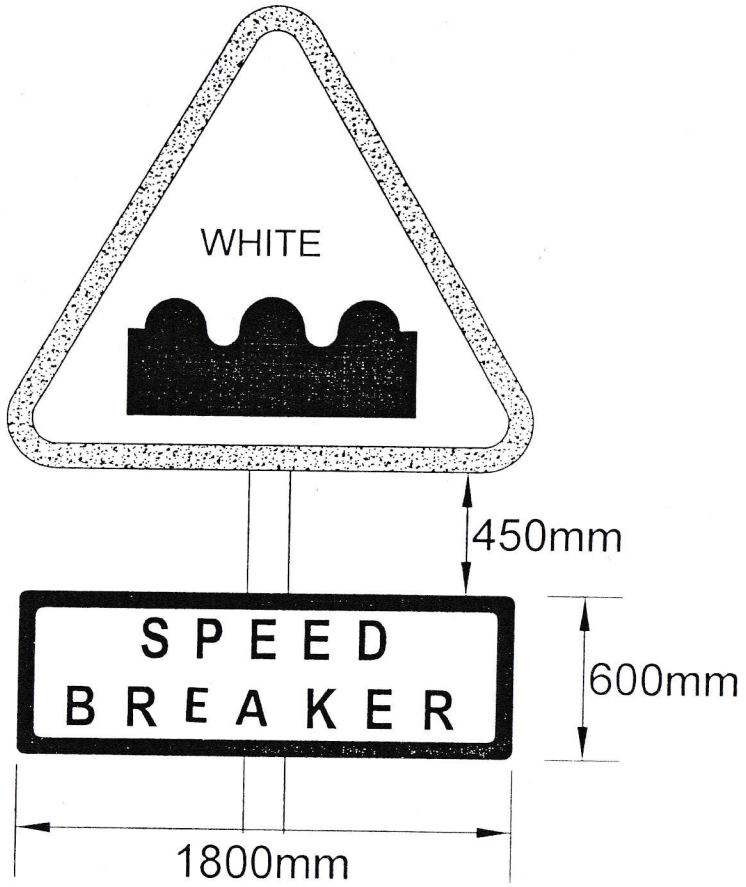
Drawing No - 02/SB/2014

Recommended Placement of Hump/ Humps , Hump marking in chequered pattern and sign board locations



Plan of Speed Breakers on Approach to A Sharp Curve

Drg. no. 03/SB/2014	Scale :- N.T.S.



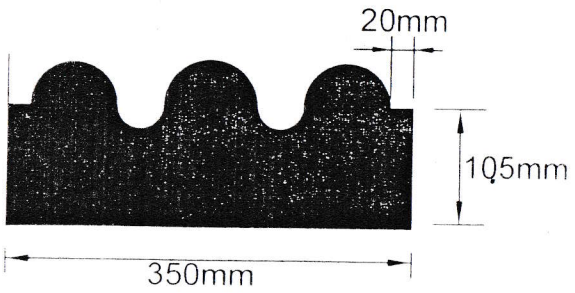
SIGN DETAILS :

Lateral Placement Left
- 0.60 m on kerbed roads
- 2.30 m on unkerbed roads

Mounting Height
- 2.0 m on kerbed roads
- 1.5 m on unkerbed roads

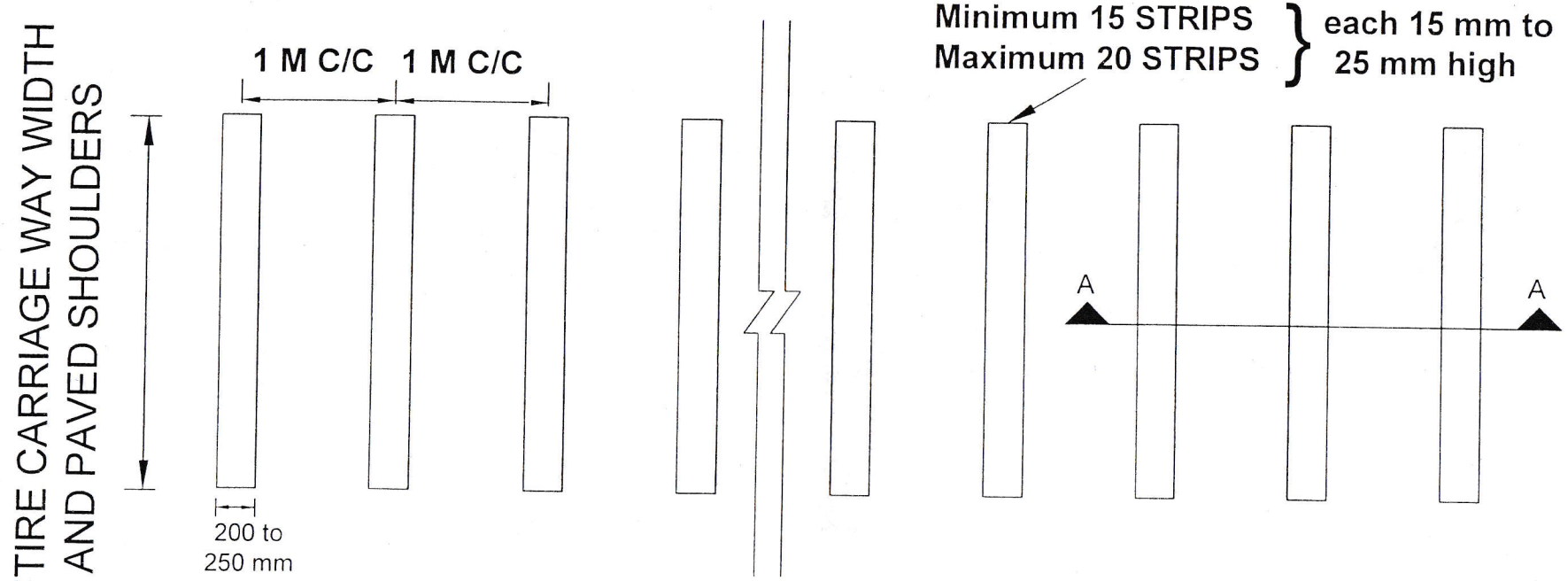
Use reflective paint or strip
Size of Triangle 60 cm or 90 cm (Standard)
Red Strip width 4.5 cm or 7.0cm
Post (8 cm x 8cm x 0.8cm)
T-Iron to be painted white & black in alternate 25 cm bands

All Dim. in mm

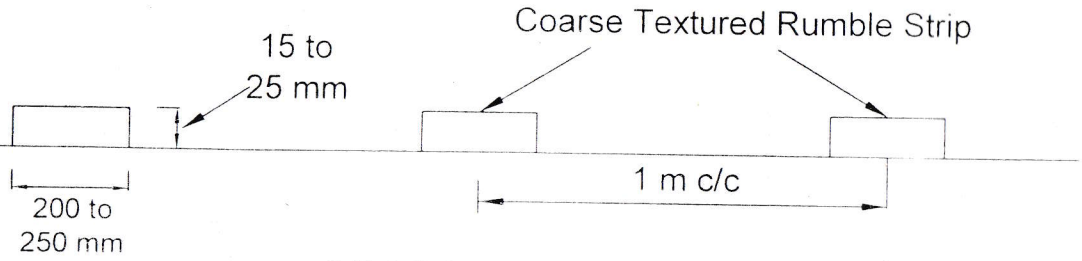


गति अवरोधक

Recommended Hump Warning Sign with Definition plate	
Drg. no. 04/SB/2014	Scale :- N.T.S.

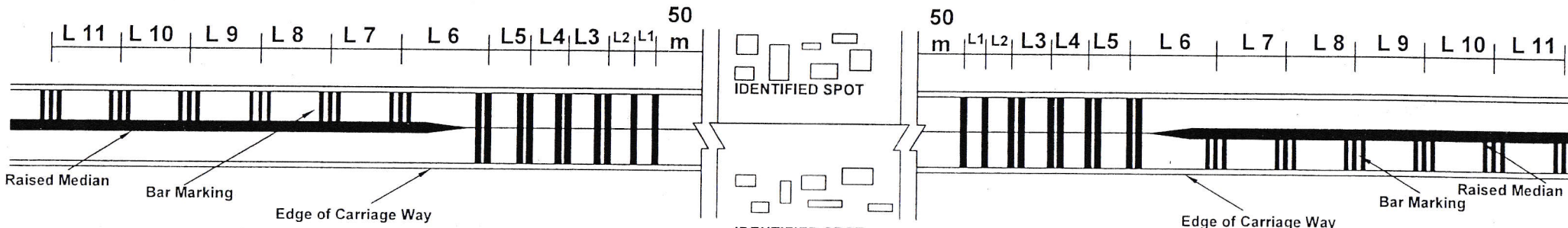


RUMBLE STRIP PLAN

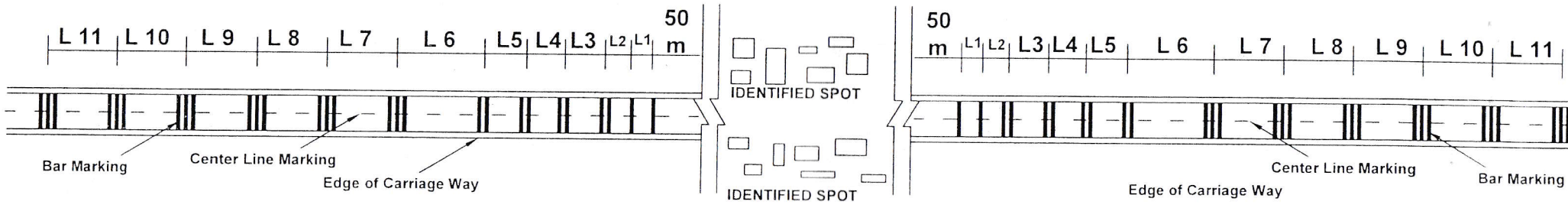


CROSS SECTION AT A-A

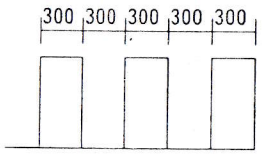
RUMBLE STRIP	
Drg. no. 05/RS/2014	Scale :- N.T.S.



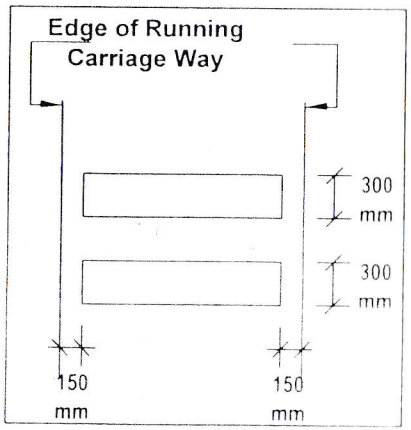
FOUR LANE Road With RAISED MEDIAN



SINGLE/ TWO LANE ROAD



White Transverse Bar Marking



Note :-

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

All Dim. in mm

Suggestive Transverse Bar Markings at Accident Prone Spots	
Drg. no. 06/TBM/2014	Scale :- N.T.S.

ANNEXURE 1

SPACING BETWEEN TRANSVERSE BAR MARKINGS

Bar Number	Distance from Previous Bar Marking (m)	Number of Bar Markings
1	2	3
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