Road Safety Intervention Database

A minimum headroom of 2.1 m is required for signs above footpaths or pedestrian areas. For multi-lane highways, signs placed on medians for better visibility shall have a minimum clearance of 2.5 m (as per clauses 4.3, 4.4).
at the bottom (as per clause 17.1).
or message unrelated to traffic control (as per clause 2.3).
te background, and a black symbol. Its size depends on design speed: Up to 65 km/h (300 mm* diameter, 35 mm border and oblique bar, 75 mm font; or 600 mm diameter, 50 mm border and bar, 100 mm font), 66–80 km/h (750 mm diame
at the bottom (as per clause 17.1).

n border, 250 mm font).
, clear visibility distance as 90 m placed 180-245m from the hazard; 121-150 km/h, 1500mm side, 110mm border, clear visibility distance as 110 m placed 245-305m from the hazard (as per clause 15.2).
0 km/h (1500 mm diameter, 125 mm border, 250 mm font).
road user always has at least two signs in view, until the change in alignment eliminates the need for the sign. The signs shall be visible far enough in advance for drivers to react to the change in alignment.
creased retro-reflectivity. These factors help drivers detect the markings according to design speed of roadway.
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mm breadth, 500 mm gap in between and is painted in white.

y 50 mm setback is required for Flushed or Depressed Medians; 100 mm clearance is not applicable. If space is insufficient, studs can be placed adjacent to or directly on the edge line. Road Studs with Anchorages is preferable for edge lin
RC standards, is available between lane lines or the edge/center line. If sufficient width is not maintained, markings should be avoided to prevent side-swipe accidents. Broken traffic lanes can be crossed whereas continuous traffic lanes sh
450 mm. Warning lines on the pavement should be placed before the obstruction, followed by diagonal markings. Kerbs of raised channelizing islands, central islands and medians must have 500 mm wide black and white vertical stripes fo
A.2).
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clause 6.3).
le the driver to adequately distinguish between through traffic lanes and the deceleration lanes. The spacing of chevron markings shall be 2 m for markings for less than 10 m (HM01), 4 m for markings 10 to 22 m marking (HM02) and 6 m f
the middle for visibility. All objects within 2.4 m of the shoulder or kerb must be painted. Object markers, at least 1.2 m high, should be placed in front of such objects to improve visibility. Kerbs of all islands in traffic flow must have 500 mm

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departure of vehicles from shoulder on to side slope of embankment, rumble strip can be used on such a shoulder side also.
meters (as per clause 3.7).
meters.
5 km/h;at 45 km/h, the radius is 80 m, the chord length is 8.0 m, and the bus speed during passage is 30 km/h;at 50 km/h, the radius is 113 m, the chord length is 9.5 m, and the bus speed during passage is 35 km/h.
dius is 15 m, the chord length is 3.5 m, and the bus speed during passage is 10 km/h;at 30 km/h, the radius is 20 m, the chord length is 4.0 m, and the bus speed during passage is 15 km/h;at 35 km/h, the radius is 31 m, the chord length is
ers with a 5.0% decrease, and at 50 km/h, it reaches 2.5 meters, with a 4.0% reduction.
departure of vehicles from shoulder on to side slope of embankment, rumble strip can be used on such a shoulder side also.

meters (as per clause 3.7).

5 km/h;at 45 km/h, the radius is 80 m, the chord length is 8.0 m, and the bus speed during passage is 30 km/h;at 50 km/h, the radius is 113 m, the chord length is 9.5 m, and the bus speed during passage is 35 km/h.