

# **RECOMMENDED PRACTICE FOR NUMBERING BRIDGES AND CULVERTS**

**(First Revision)**



**THE INDIAN ROADS CONGRESS**



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*Published by*

**THE INDIAN ROADS CONGRESS  
Jamnagar House, Shahjahan Road,  
New Delhi-110011**

**1979**

Price Rs. 80/-

(Plus Packing & Postage)

IRC: 7-1971

First Published : December, 1959  
First Revision : December, 1971  
Reprinted : April, 1979  
Reprinted : April, 2001  
Reprinted : July, 2004  
Reprinted : February, 2007  
Reprinted : October, 2009

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Printed at Abhinav Prints, K-37, Udyog Nagar Ind. Area, Delhi-110041  
(500 copies)

## RECOMMENDED PRACTICE FOR NUMBERING BRIDGES AND CULVERTS

### 1. INTRODUCTION

1.1. All culverts and bridges on a highway should be assigned separate numbers. This is a means to their easy identification by the maintenance and inspecting personnel. A uniform system of numbering the cross-drainage structures being desirable, the Specifications and Standards Committee of the Indian Roads Congress has laid down this standard practice.

### 2. SCOPE

2.1. The recommended practice is meant for uniform adoption on all roads in the country.

### 3. METHOD OF NUMBERING

3.1. Cross-drainage works on a road shall be numbered in serial order, in each kilometre separately.

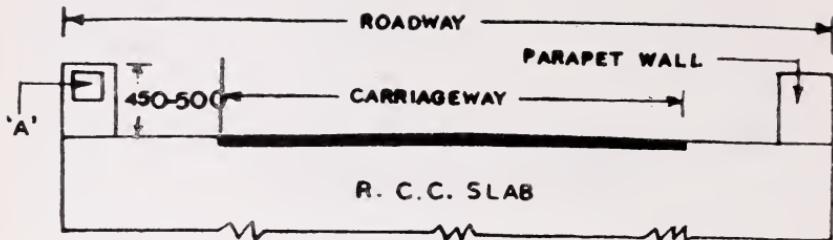
3.2. The number shall be in the form of a fraction, the numerator denoting the number of kilometre in which the structure is situated and the denominator the kilometre-wise serial number of the structure. For instance, the 5th cross-drainage structure in 4th kilometre (i.e. between kilometre stones 3 and 4) shall be designated

as  $\frac{4}{5}$ , and the 8th structure in 25th kilometre as  $\frac{25}{8}$ .

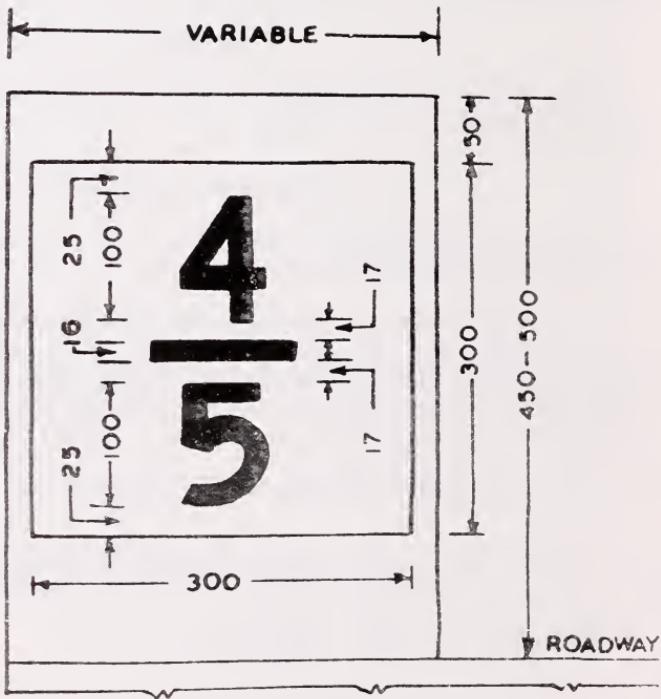
3.3. If any new culverts bridges are built subsequently, say between the 3rd and 4th structures in kilometre 375, the same shall be designated as  $\frac{375}{3/1}$ ,  $\frac{375}{3/2}$ , etc.

### 4. MANNER OF INSCRIPTION

4.1. The number of the structure shall be inscribed near the top of the left hand side parapet wall as seen by traffic in the end elevation when approaching the structure from each direction. Figs. 1 and 2 illustrate this.



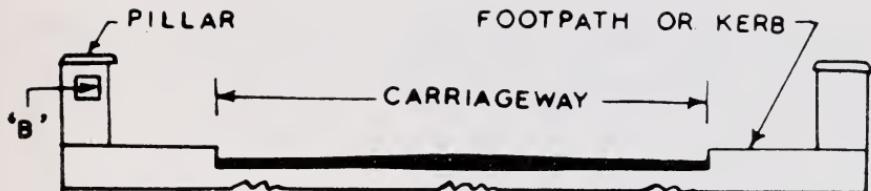
### END VIEW OF A CULVERT



All dimensions in mm

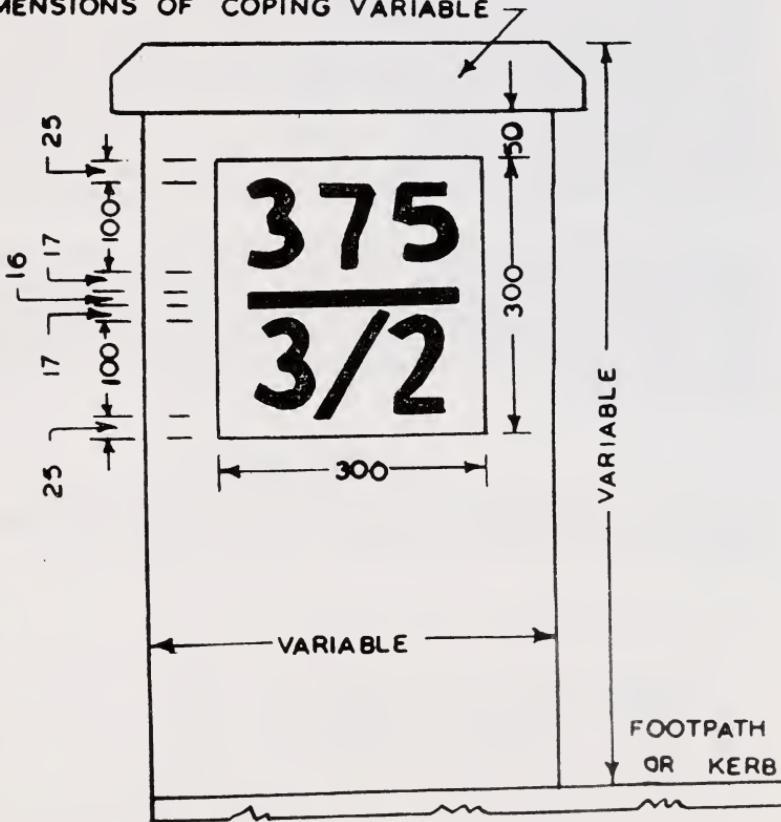
### DETAILS AT A

Fig. 1



### END VIEW OF A BRIDGE

DIMENSIONS OF COPING VARIABLE



All dimensions in mm

DETAILS AT 'B'

4.2. In situations where instead of parapet walls, the structure is provided with railings, but having no end supporting pillars on which the number could be inscribed, the number of the structure shall be indicated by means of a separate numbering plate of the size  $300 \times 300$  mm. There shall be two such numbering plates, one for each direction of travel. The plates shall be welded or fixed securely to the railing on the left hand side facing the carriageway as close to the entrance to the structure as possible.

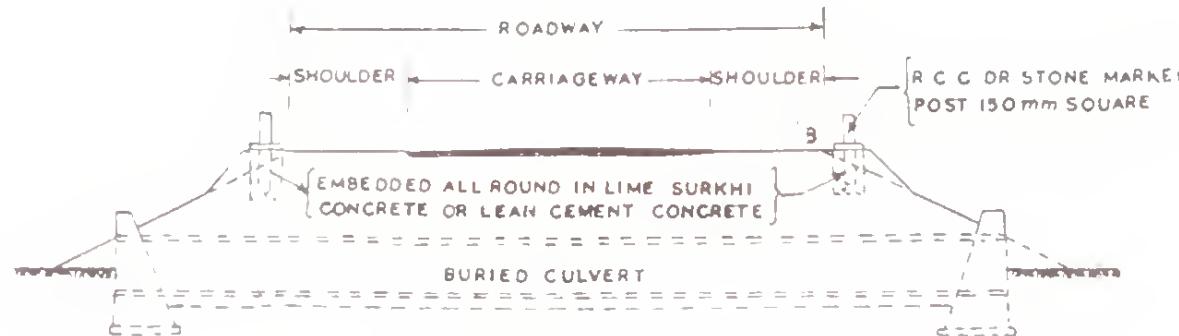
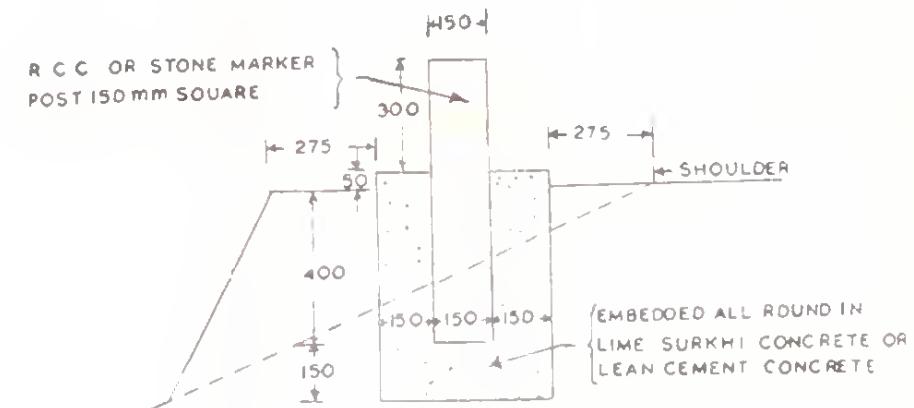
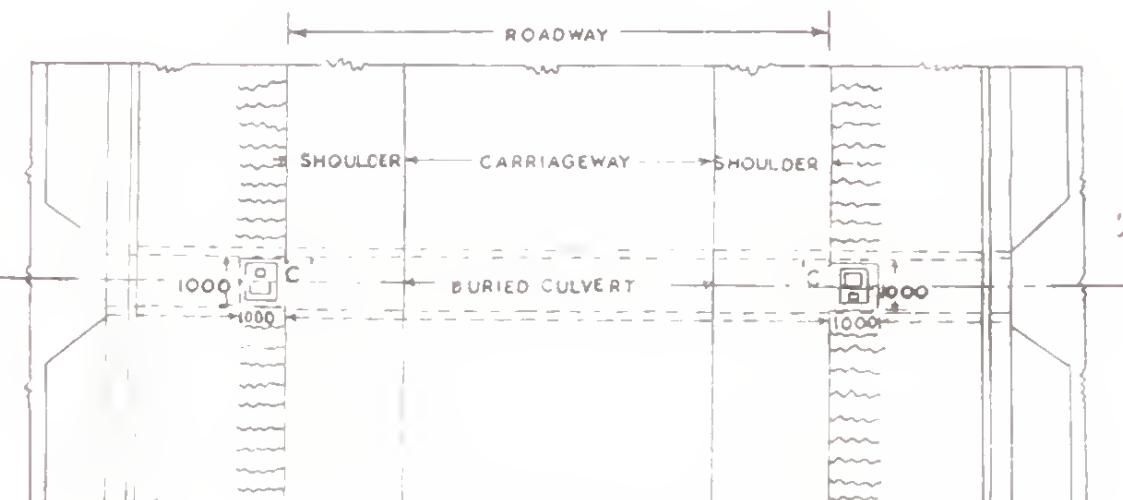
4.3. In the case of buried culverts, such as pipe culverts, where there are usually no parapet walls or railings at the roadway level, two stone or RCC posts, having a cross-section of  $150 \times 150$  mm and exposed height 300 mm, shall be set up, one on each side to mark the position of the culvert. Care shall be taken to locate the marker posts fully outside the prescribed roadway width. The culvert number shall not appear on the marker posts but be either engraved or painted at their base as shown in Plate I. In addition, the number might also be inscribed at a suitable location on the head wall of the structure above the highest water level.

4.4. The numerals used shall be 100 mm high and of international form conforming to the IRC : 30-1968 "Standard Letters and Numerals of Different Heights for Use on Highway Signs". These shall be painted in black on a smooth panel of  $300 \times 300$  mm size. The colour of the background shall be canary yellow, ISI Shade No. 309.

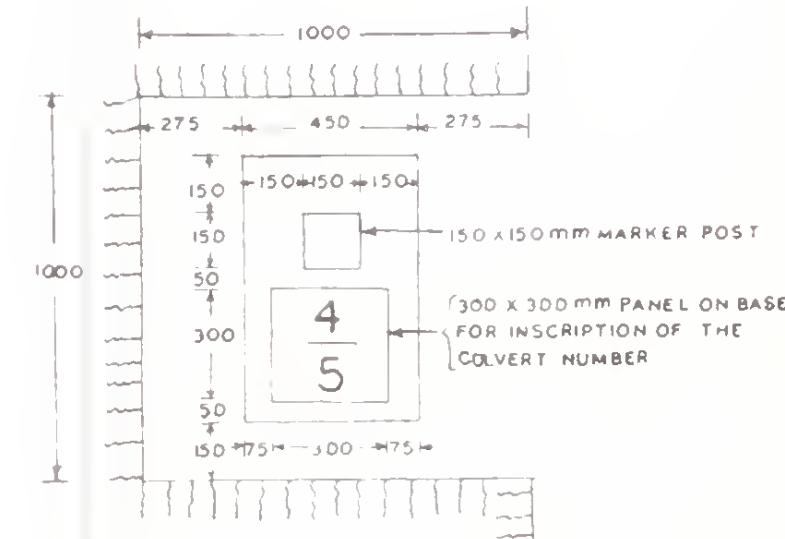
## 5. MAINTENANCE

5.1. The numbers on cross-drainage works shall be kept well-maintained and regularly painted.

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SECTION AT 'AA'DETAILS AT 'B'PLAN

All dimensions in mm

DETAILS AT 'C'

LOCATION OF MARKER POSTS FOR BURIED CULVERTS



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