

6/28/2009

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Nitin Jhanwar <rmail1969@gmail.com>

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1 message

Nitin Jhanwar <jhanwar.nitin@gmail.com>

Sat, Jun 20, 2009 at 2:01 PM

To: rmail1969@gmail.com, ieesd@live.com, nitin.jhanwar@rediffmail.com

----- Forwarded message -----

From: Nitin Jhanwar <jhanwar.nitin@gmail.com>

Date: Sat, Jun 20, 2009 at 1:58 PM

Subject:

To: Dwaipayan Bose <d_bose@dnaindia.net>

Cc: whabibullah@nic.in, an.tiwari@nic.in, chairman@nhai.org, skpuri@nhai.org, atulkumar@nhai.org, secy-road@nic.in, adt@irc.org.in

To,

The Editor,

DNA

Jaipur

Subject : Lane discipline on Highways

Reference : DNA,Jaipur dated 20,June 2009 (Attached for ready reference)

Sir,

With reference to the above subject the first reaction of a Layman Logic is :

1.0 Understanding and Knowledge by the drivers a major cause of Lane Indiscipline.

2.0 If a road is empty why should the truck driver drive in the left side?

Its like you cannot be taught A for apple after one has graduated or is at least legible.

Technical Reasons:

1.0 Lack of proper road furniture in terms of sign boards and pavement markings.

2.0 The workshops and seminars for this topic do not filter down to

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the Driver.

3.0 It's a case of not nipping in the bud. The nodal department should be the authority who issues license to the drivers.

4.0 The dual carriageway lanes are for multispeed vehicle movements which indirectly benefit the environment and consumption of fuel. Only feasible solution is awareness and enforcement, in the present highway designs.

5.0 The wearing surface of the road should be of the type that has maximum skid resistance within the specifications. Proff Khandel, who is a highly acclaimed and has an international exposure personality is the appropriate personality to give this advice. He has been very proactive and his advice is heeded in the relevant quarters, including the manufacturing, consulting, contracting and policy departments. Mr Mishra of CIC, himself a qualified personality in non science subjects has taken heed of his appeal to the CIC.

Possible Solution:

1.0 To develop a comprehensive uninterrupted traffic simulation model for each road section which not only has the major parameter of driver driving knowledge but also that of the type of vehicle, road design in terms of geometrics and of course enforcement of the Traffic Rules.

2.0 To arrive at a new methodology for the PCU (Passenger Car Unit) which will relate to the pavement width for the same mean speed taking into account the new technology vehicles.

With Best Regards,

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Mobile :+91-9314624195
Dated :20,June 2009

cc : CIC, NHA and Indian Roads Congress for information only
bcc : njhanwar@live.com for my records.

Disclaimer: None

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