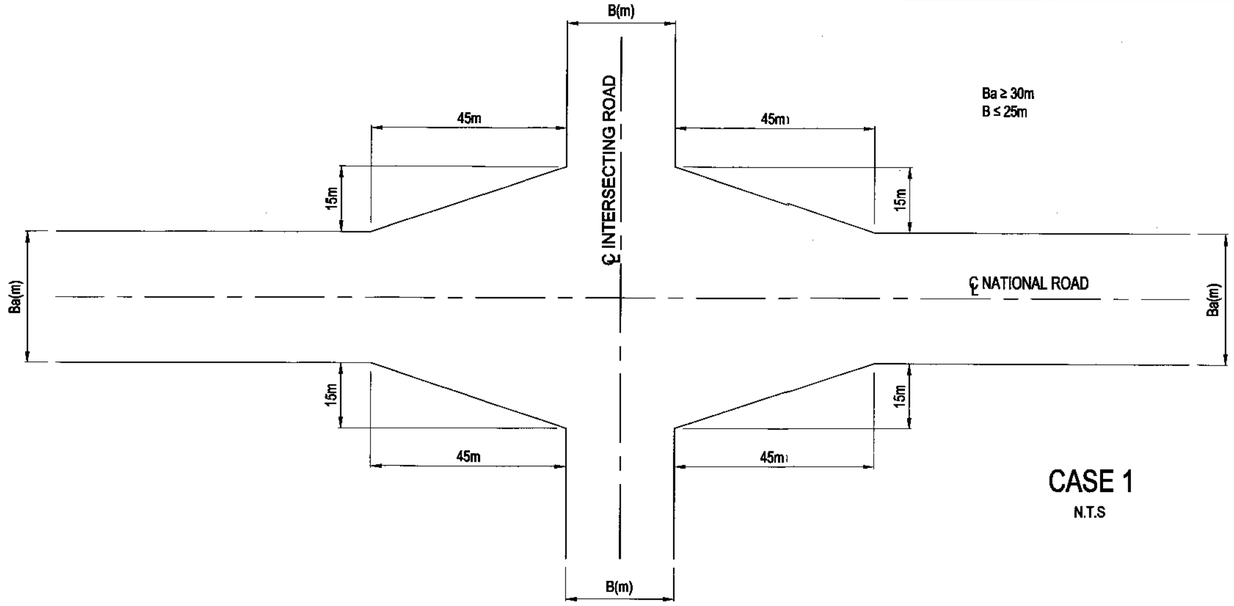
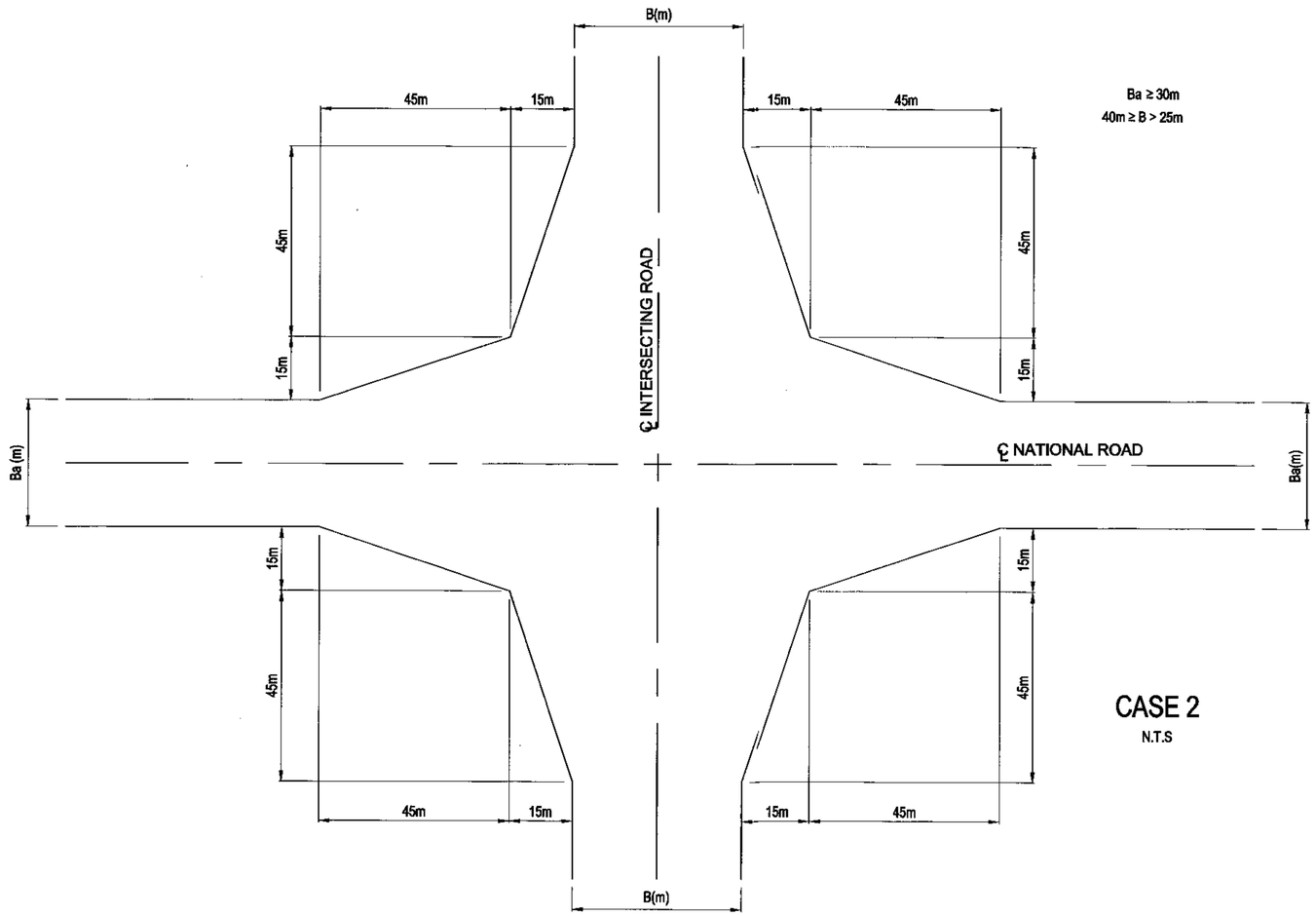


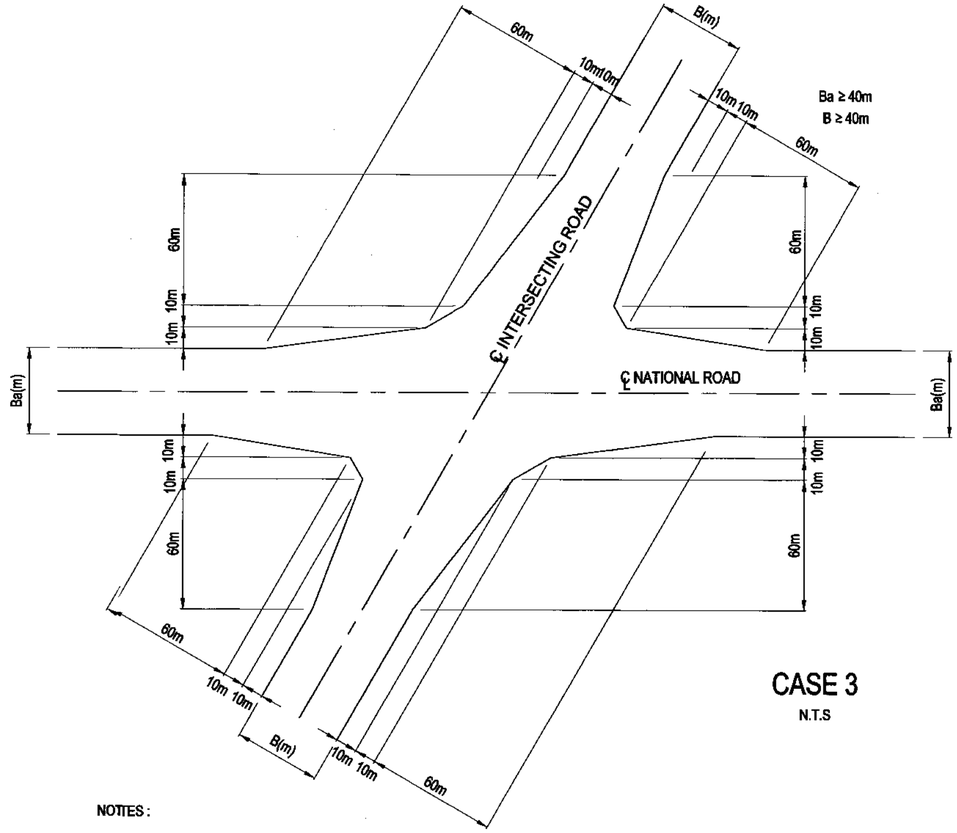
Ba ≥ 30m
B ≤ 25m

CASE 1
N.T.S



Ba ≥ 30m
40m ≥ B > 25m

CASE 2
N.T.S



Ba ≥ 40m
B ≥ 40m

CASE 3
N.T.S

NOTES :

1. THE DESIGN VEHICLE TO DETERMINE THE TURNING MOVEMENTS AT JUNCTIONS (EXCLUDING TO INDUSTRIAL AREAS) SHOULD BE A SU+T VEHICLE (R=14m) AND WHERE NECESSARY THE ROAD RESERVE MUST BE ADJUSTED ACCORDINGLY. FOR JUNCTIONS TO INDUSTRIAL AREAS A SU+2T VEHICLE MUST BE USED. IN ALL CASES THE REQUIRED SPACE MUST BE MAINTAINED BETWEEN THE TOE-LINE AND THE ROAD RESERVE BOUNDARY.

2. ROAD RESERVE SPLAYS MUST PROVIDE FOR ROAD SIGNS, ADDITIONAL LANES AND DRAINAGE AS REQUIRED.

APPLICATION OF DIFFERENT CASES

INTERSECTING ROAD (B) WITH ROAD RESERVE WIDTH	NATIONAL ROAD (Ba) MIN. ROAD RESERVE WIDTH (m)		
	MIN ROAD RESERVE WIDTH (m)	30m	≥ 40m
	6m	1	1
	16m	1	1
	25m	1	1
	30m	2	2
	≥ 40m	2	2 (3)*

* CASE 3 ONLY TO BE USED WHEN BOTH ROADS ARE DUAL CARRIAGEWAY ROADS.

FOR LATEST VERSION CHECK www.nra.co.za

No.	DATE	VERSION / REVISION	APPROVED
V1	SEPT 2014	ORIGINAL VERSION	

SANRAL TYPICAL DRAWINGS

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TYPICAL DRAWINGS - ROADWORKS

FENCING & RELATED ITEMS
STANDARDS OF ROAD RESERVE SPLAYS AT INTERSECTIONS

SANRAL DOC. No. (PDF): 1693728
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