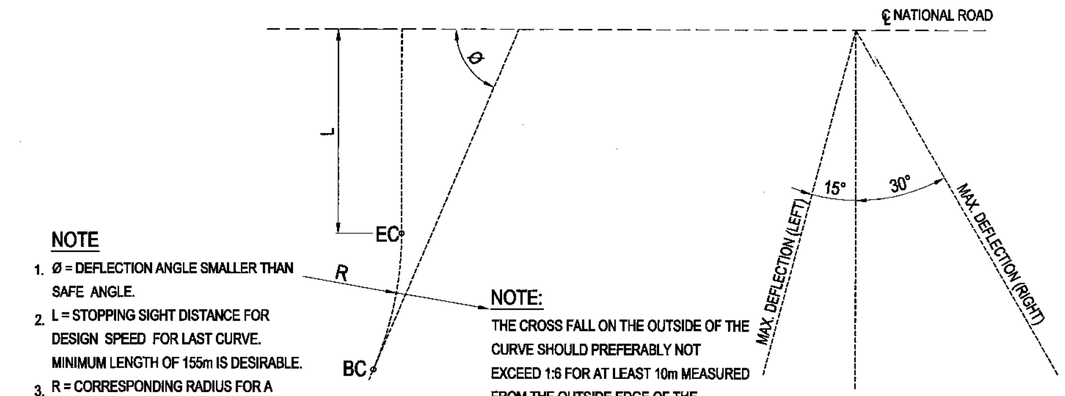


NOTE

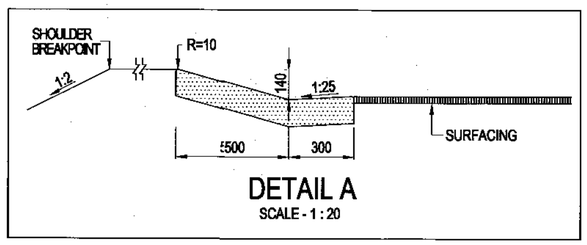
1. Ø = DEFLECTION ANGLE SMALLER THAN SAFE ANGLE.
2. L = STOPPING SIGHT DISTANCE FOR DESIGN SPEED FOR LAST CURVE. MINIMUM LENGTH OF 155m IS DESIRABLE.
3. R = CORRESPONDING RADIUS FOR A SPEED 15km/h LOWER THAN THE DESIGN SPEED FOR THE REST OF THE ROAD.

NOTE:

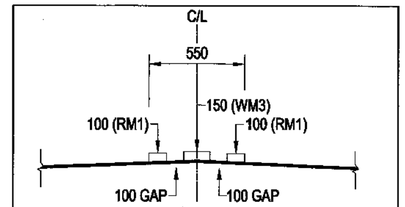
THE CROSS FALL ON THE OUTSIDE OF THE CURVE SHOULD PREFERABLY NOT EXCEED 1:6 FOR AT LEAST 10m MEASURED FROM THE OUTSIDE EDGE OF THE CARRIAGEWAY.

SAFE ANGLES AND STOPPING SIGHT DISTANCE AT T-JUNCTIONS

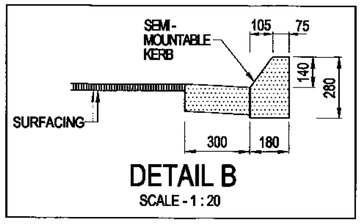
SCALE - N.T.S



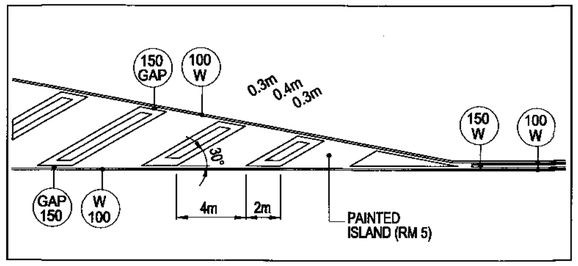
DETAIL A
SCALE - 1 : 20



DETAIL C
SCALE : NTS



DETAIL B
SCALE - 1 : 20



DETAIL OF ISLANDS

SCALE - 1 : 500

ROAD MARKING LEGEND:

RM 1 : NO OVERTAKING
RM 5 : PAINTED ISLAND
RM 4.1 : LEFT EDGE LINE
WM 2 : CONTINUITY LINE
WM 3 : DIVIDING LINE

TABLE 1
SHOULDER SIGHT DISTANCE FOR STOP CONDITIONS

DESIGN SPEED (THROUGH ROAD) (km/h)	SIGHT DISTANCE (D) (m)
50	150
60	180
70	210
80	240
90	270
100	300
110	330
120	360

NOTE :
RIGHT TURN REFUGE LANES AND TAPERS WILL GENERALLY BE REQUIRED WHERE THE RIGHT TURNING VOLUME IS > 30 VEHICLES / DAY.

NOTE:

1. GRADIENT ON BOTH ROADS SHOULD NOT EXCEED 3%, ESPECIALLY ON THE JUNCTION LEG.
2. TABLE 1 CAN BE USED AS A BASIC GUIDELINE ON CONDITION THAT THE GRADIENTS ON BOTH THE JUNCTION AND PRIMARY ROADS DO NOT EXCEED 2%. THE SIGHT DISTANCE MUST BE MEASURED FROM AN EYE LEVEL OF 1,05m FROM A POINT 2m BEFORE THE STOP LINE ON THE JUNCTION ROAD TO AN OBJECT HEIGHT ON THE CENTRE LINE OF THE NATIONAL ROAD OF 1,30m.
3. THE DESIRABLE MINIMUM SIGHT DISTANCE IS 300m.
4. FOR DETAIL OF ROAD MARKINGS REFER TO THE SADC ROAD TRAFFIC SIGNS MANUAL.
5. THIS PLAN SERVES AS A GUIDE LINE AND WELL MOTIVATED DEVIATIONS MAY BE CONSIDERED.
6. WHERE APPLICABLE CROSS-SECTION DIMENSIONS MUST BE ADJUSTED ACCORDING TO THE APPROVED TYPICAL CROSS-SECTION BEING USED.

FOR LATEST VERSION CHECK www.nra.co.za

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

SANRAL TYPICAL DRAWINGS

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TYPICAL DRAWINGS - ROADWORKS

T- JUNCTIONS & INTERSECTIONS
INTERSECTION WITH SHELTERED RIGHT TURN LANE ON CLASS 1 ROADS

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