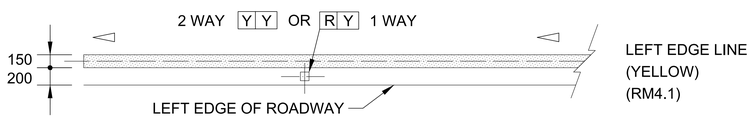


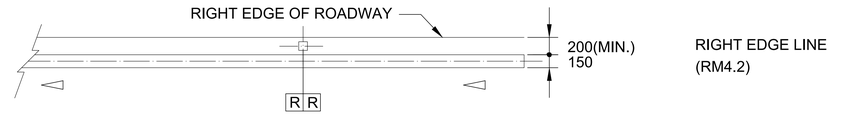
PAINTED ISLAND
(RM5)



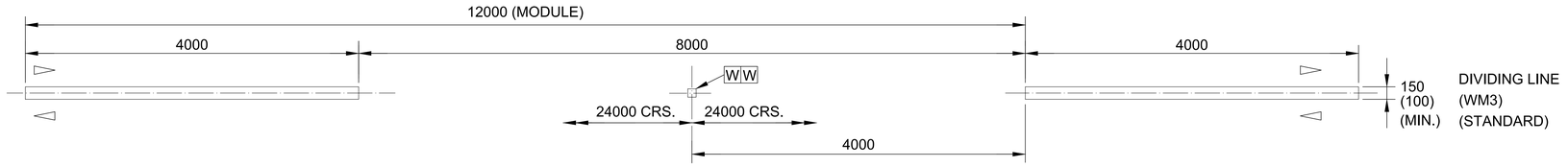
NO OVERTAKING LINE
(RM1)



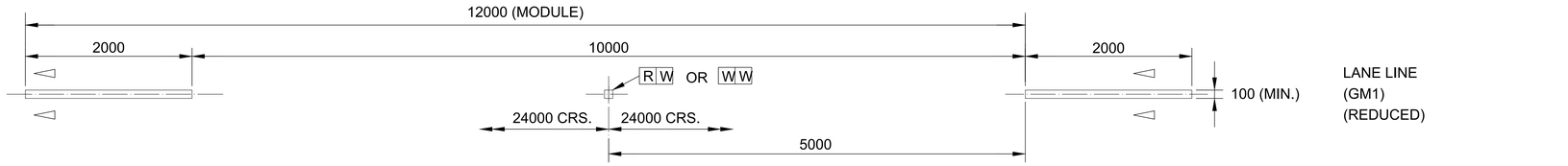
LEFT EDGE LINE
(YELLOW)
(RM4.1)



RIGHT EDGE LINE
(RM4.2)



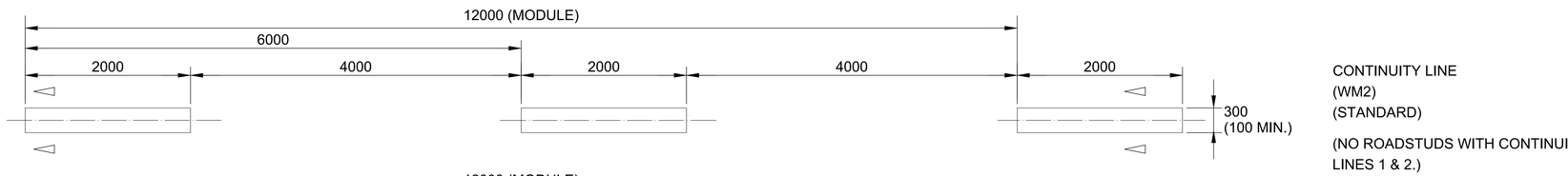
DIVIDING LINE
(WM3)
(STANDARD)



LANE LINE
(GM1)
(REDUCED)

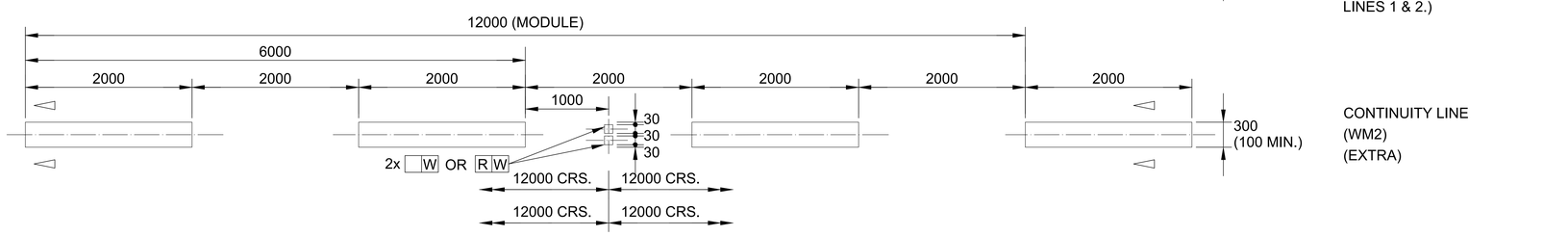


CONTINUITY LINE
(WM2)
(REDUCED)



CONTINUITY LINE
(WM2)
(STANDARD)

(NO ROADSTUDS WITH CONTINUITY LINES 1 & 2.)



CONTINUITY LINE
(WM2)
(EXTRA)



CHANNELISING LINE
(RM3)

RURAL LONGITUDINAL LINE TYPES

SCALE 1 : 25

NOTES:

1. DIRECTION OF TRAFFIC MOVEMENT WITH RESPECT TO LINE MARKING INDICATED THUS ⊳ OR ⊲.
2. PAINTED ISLAND MARKINGS SHALL BE USED AS A STANDARD DIVIDING MARKING ON ALL 4-LANE 2-WAY ROADWAYS. (SEE URBAN LONGITUDINAL LINE TYPES)
3. A NO OVERTAKING LINE MAY BE USED TO REPLACE A DIVIDING LINE MARKING ON MINOR ROADS OR TO MATCH PROVINCIAL ROAD MARKING POLICY ON AN INTERSECTING ROADWAY AS APPROPRIATE. A NO OVERTAKING LINE MAY BE USED IN COMBINATION WITH A LANE LINE (NORMALLY ON A FREEWAY CARRIAGEWAY).
4. A LEFT EDGE LINE MARKING SHALL NOT EXTEND ACROSS THE POINT OF DEPATURE FROM A THROUGH PORTION OF ROADWAY.
5. A RIGHT EDGE LINE MARKING IS ONLY REQUIRED TO DEMARCATE AN UNKERBED MEDIAN (A MEDIAN GUARDRAIL OR CONCRETE SEPARATOR BARRIER DOES NOT CONSTITUTE A KERBED MEDIAN).
6. THE DIVIDING LINE MARKING REPLACES THE PREVIOUS "CENTRE LINE" MARKING AND SHALL ONLY BE USED BETWEEN LANES CARRYING OPPOSING TRAFFIC FLOWS WHERE OVERTAKING IS PERMITTED.
7. A CONTINUITY LINE MAY BE SPECIFIED IN ONE OF THREE DENSITIES - 1. REDUCED, 2. STANDARD OR 3. EXTRA. A CONTINUITY LINE MAY BE USED TO DEFINE THE LIMIT OF THE THROUGH PORTION OF A ROADWAY, EITHER AT A HIGH SPEED EXIT (OFF-RAMP OR SLIP ROAD), A DEDICATED EXIT LANE ON A FREEWAY, OR AT-GRADE ROAD (RIGHT OR LEFT TURN).
8. A CHANNELIZING LINE MAY BE USED AS AN EXTENSION OF A CONTINUITY LINE FOR CERTAIN APPLICATIONS ON THE APPROACH TO AN AT-GRADE SLIP ROAD GORE AREA.
9. A LANE LINE, CONTINUITY LINE OR CHANNELIZING LINE SHALL NOT BE USED BETWEEN OPPOSING TRAFFIC MOVEMENTS.
10. THE WIDTHS OF LINES SHOWN ARE RECOMMENDATIONS ONLY. (SEE LONGITUDINAL LINE COMBINATIONS.)

LEGEND:

R = RED

W = WHITE

Y = YELLOW

No.	DATE	REVISION	
V1	08/03/2024	ORIGINAL VERSION	

HEAD OFFICE
48 Tambotie Avenue
Val de Grace
Pretoria
0184

PO Box 415
Pretoria 0001
South Africa

Tel: (012) 844 8000

SANRAL
SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LTD
BUILDING SOUTH AFRICA THROUGH BETTER ROADS

WESTERN REGION
1 Havenga Street
Oakdale
Bellville
7530

Private Bag X19
Bellville
7535

Tel: (021) 957 4600

ACCEPTANCE

THIS ACCEPTANCE IS FOR PROCEDURAL AND ADMINISTRATIVE REVIEW PURPOSES ONLY AND DOES NOT ATTRACT LEGAL LIABILITY OR LIABILITY OF ANY KIND FROM WHATSOEVER CAUSE OR HOWEVER ARISING

for the SA NATIONAL ROADS AGENCY SOC LTD.
Date:

PROJECT DESCRIPTION
THE CAPACITY IMPROVEMENT OF NATIONAL ROUTE 1 SECTION 1 FROM OLD OAK INTERCHANGE (KM 18.90) TO KOELENHOF INTERCHANGE (KM 33.00)

ROAD MARKINGS
RURAL LONGITUDINAL LINE TYPES

SCALE @ A0: AS SHOWN | SHEET 1 OF 1

PROJECT NUMBER	N001-010-2021/1		
DRAWING LOCATION DATA	START	END	
ROUTE	N01	N01	
SECTION	01	01	
DRAWING km DISTANCE	18.900	33.000	
DRAWING TYPE	ROADS - ROAD MARKINGS		
BRIDGE/STRUCTURE No.	N/A		
CONSULTANT DRAWING No.	312-00827-01-TD13		VER
SANRAL DOCUMENT #	XXXXXX		V1

312-00827-01-TD13