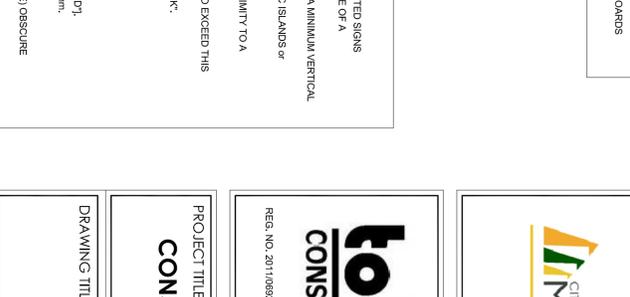
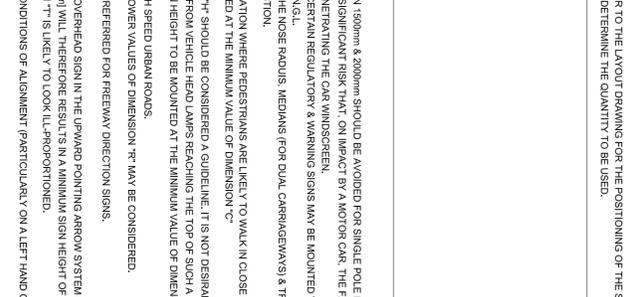
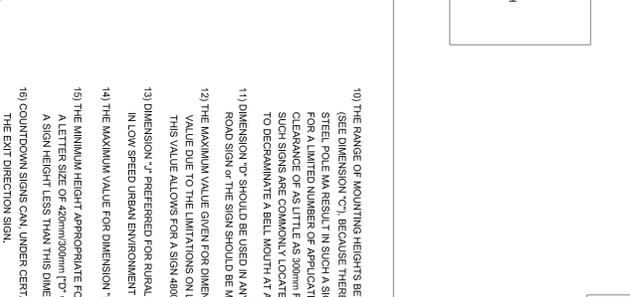
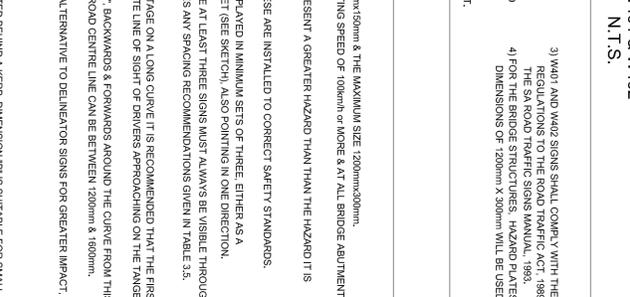
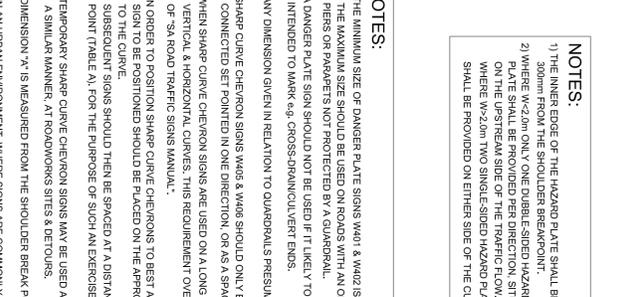
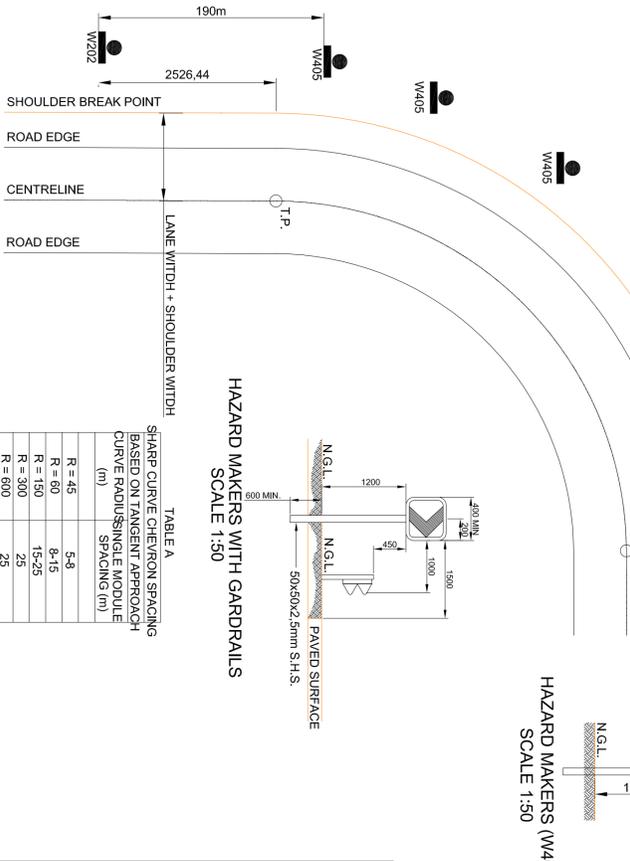
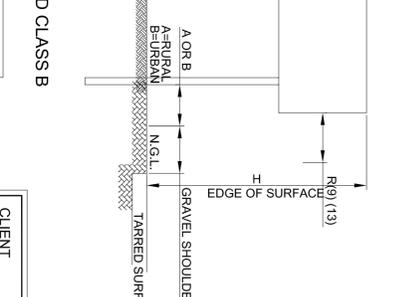
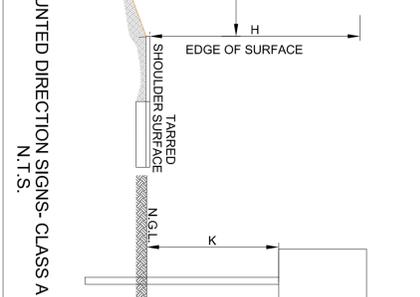
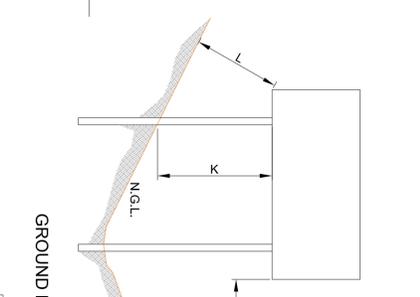
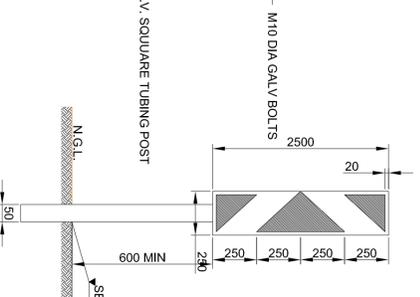
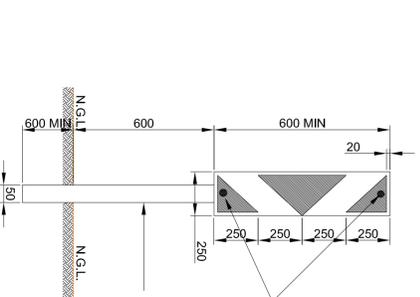
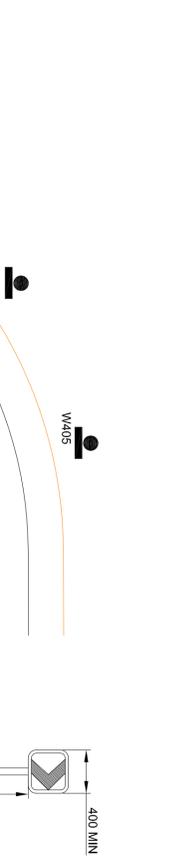
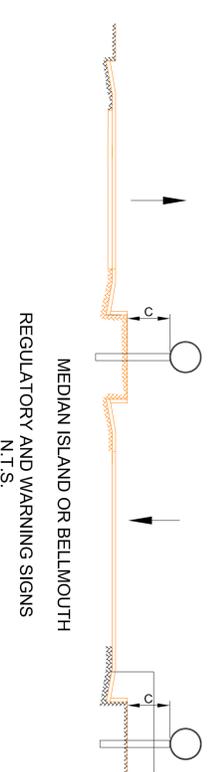


LATERAL & VERTICAL SIGN PLACEMENT DIMENSIONS		REMARKS
DIMENSION (mm)	REFERENCE	REMARKS
A	1200	SEE NOTE (8)
B	500	SEE NOTE (9)
C	600	SEE NOTE (10)
D	2100	SEE NOTE (11)
E	0	SEE CHAPTER 3
F	600	2000
G	800	1200
H	-	6000
J	2000	4000
K	1600	2000
L	750	5700
M	5200	5700
N	1000	1500
P	50	1000
R	600	1500
T	1800	4200



HAZARD MAKERS WITH GUARDRAILS
SCALE 1:50

HAZARD MAKERS (W405)
SCALE 1:50

HAZARD MAKERS (W401 & W402)
SCALE 1:50

GROUND MOUNTED DIRECTION SIGNS- CLASS A AND CLASS B
SCALE 1:50

GROUND MOUNTED DIRECTION SIGNS- CLASS A AND CLASS B
SCALE 1:50

TABLE A
SHARP CURVE CHEVRON SPACING
BASED ON TANGENT APPROACH
CURVE RADII SINGLE MODULE
SPACING (m)

R = (m)	5-8
R = 45	5-8
R = 60	8-15
R = 150	15-25
R = 300	25
R = 600	25

NOTES:

- 1) THE MINIMUM SIZE OF DANGER PLATE SIGNS W401 & W402 IS 600mm (24") & THE MAXIMUM SIZE 1200mm (48").
- 2) THE MAXIMUM SIZE SHOULD BE USED ON ROADS WITH AN OPERATING SPEED OF 100km/h OR MORE & AT ALL BRIDGE ADJUSTMENTS, PIERS OR PARAPETS NOT PROTECTED BY A GUARDRAIL.
- 3) ANY DANGER PLATE SIGN SHOULD NOT BE USED IF IT IS LIKELY TO REPRESENT A GREATER HAZARD THAN THAT THE HAZARD IT IS INTENDED TO MARK, e.g. CROSS-ROAD/OUTLET ENDS.
- 4) DIMENSION GIVEN IN RELATION TO QUADRAILS PRESUME THESE ARE INSTALLED TO CORRECT SAFETY STANDARDS.
- 5) SHARP CURVE CHEVRON SIGNS W405 & W406 SHOULD ONLY BE DISPLAYED IN MINIMUM SETS OF THREE, EITHER AS A CONNECTED SET POINTED IN ONE DIRECTION, OR AS A SPACED SET (SEE SKETCH). ALSO POINTING IN ONE DIRECTION.
- 6) WHEN SHARP CURVE CHEVRON SIGNS ARE USED ON A LONG CURVE AT LEAST THREE SIGNS MUST ALWAYS BE VISIBLE THROUGH VERTICAL & HORIZONTAL CURVES. THIS REQUIREMENT OVERRIDES ANY SPACING RECOMMENDATIONS GIVEN IN TABLE A5 OF 'SA ROAD TRAFFIC SIGNS MANUAL'.
- 7) IN ORDER TO POSITION SHARP CURVE CHEVRONS TO BEST ADVANTAGE ON A LONG CURVE IT IS RECOMMENDED THAT THE FIRST SIGN TO BE POSITIONED SHOULD BE PLACED ON THE APPROXIMATE LINE OF SIGHT OF DRIVERS APPROACHING ON THE TANGENT TO THE CURVE.
- 8) SUBSEQUENT SIGNS SHOULD THEN BE SPACED AT A DISTANCE 'S', BACKWARDS & FORWARDS AROUND THE CURVE FROM THIS POINT (TABLE A). FOR THE PURPOSE OF SUCH AN EXERCISE THE ROAD CENTRE LINE CAN BE BETWEEN 1200mm & 1600mm.
- 9) TEMPORARY SHARP CURVE CHEVRON SIGNS MAY BE USED AS AN ALTERNATIVE TO DELINEATOR SIGNS FOR GREATER IMPACT IN A SIMILAR MANNER AT ROADWORKS SITES & DETOURS.
- 10) DIMENSION 'A' IS MEASURED FROM THE SHOULDER BREAK POINT.
- 11) IN AN URBAN ENVIRONMENT, WHERE SIGNS ARE COMMONLY LOCATED BEHIND A KERB, DIMENSION 'B' IS SUITABLE FOR SMALL SIGNS. DIMENSION 'R' IS MORE APPROPRIATE FOR LARGER SIGNS SUCH AS DIRECTION SIGNS.
- 12) ON HIGHER SPEED URBAN OR PERI-URBAN ROADS DIMENSION 'W' MAY BE USED IN PREFERENCE TO 'R' OR 'B'.

NOTES:

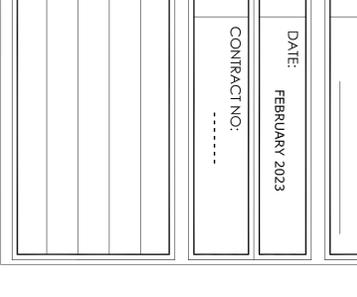
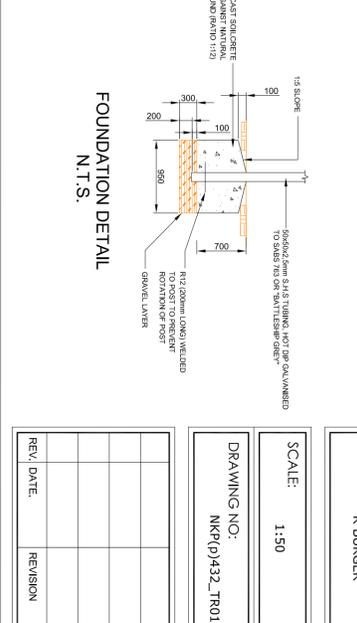
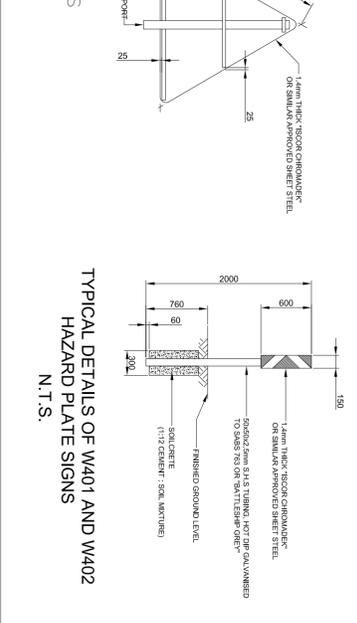
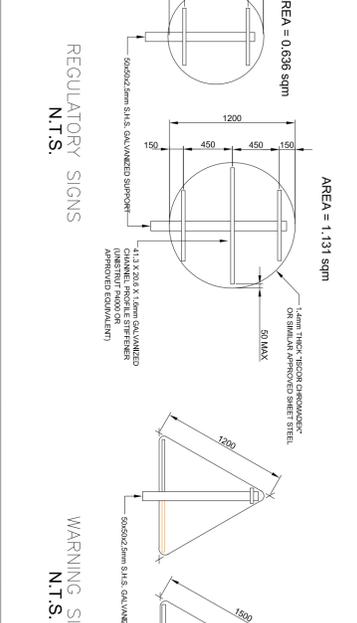
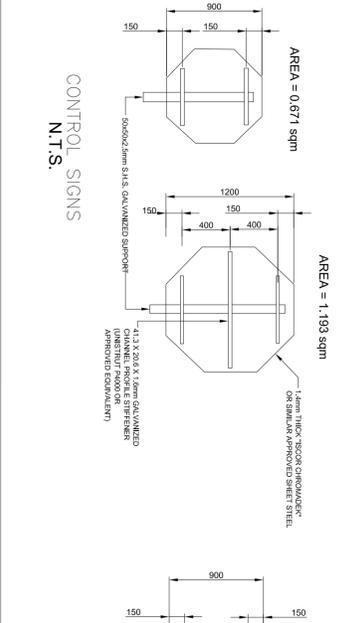
- 1) THE INNER EDGE OF THE HAZARD PLATE SHALL BE 300mm FROM THE SHOULDER BREAKPOINT.
- 2) WHERE W-2.0m ONLY ONE DOUBLE-SIDED HAZARD PLATE SHALL BE PROVIDED PER DIRECTION, SITUATED WHERE THE ROAD TRAFFIC SIGNS MANUAL, 1983, DIMENSIONS OF 1250mm x 500mm WILL BE USED.
- 3) W401 AND W402 SIGNS SHALL COMPLY WITH THE REGULATIONS TO THE ROAD TRAFFIC ACT, 1989 AND THE SA ROAD TRAFFIC SIGNS MANUAL, 1983.
- 4) FOR THE BRIDGE STRUCTURES, HAZARD PLATES WITH DIMENSIONS OF 1250mm x 500mm WILL BE USED.
- 5) ALL SIGNS SHALL BE PROVIDED ON EITHER SIDE OF THE CULVERT.

NOTES:

- 10) THE RANGE OF MOUNTING HEIGHTS BETWEEN 1900mm & 2000mm SHOULD BE AVOIDED FOR SINGLE POLE MOUNTED SIGNS (SEE DIMENSION 'C'), BECAUSE THERE IS A SIGNIFICANT RISK THAT ON IMPACT BY A MOTOR CAR, THE FAILURE OF A STEEL POLE WILL RESULT IN SUCH A SIGN PENETRATING THE CAR WINDSCREEN.
- 11) FOR A LIMITED NUMBER OF APPLICATIONS CERTAIN REGULATORY & WARNING SIGNS MAY BE MOUNTED WITH A MINIMUM VERTICAL CLEARANCE OF AS LITTLE AS 900mm FROM N.G.L.
- 12) SUCH SIGNS ARE COMMONLY LOCATED IN THE NOSE RADIIUS, MEDIANS (FOR DUAL CARRIAGEWAYS) & TRAFFIC ISLANDS OR TO DECAIMINATE A BELL MOUTH AT A JUNCTION.
- 13) DIMENSION 'T' SHOULD BE USED IN ANY SITUATION WHERE PROTESTORS ARE LIKELY TO WALK IN CLOSE PROXIMITY TO A ROAD SIGN OF THE SIGN SHOULD BE MOUNTED AT THE MINIMUM VALUE OF DIMENSION 'C'.
- 14) THE MAXIMUM VALUE GIVEN FOR DIMENSION 'H' SHOULD BE CONSIDERED A GUIDELINE. IT IS NOT DESIRABLE TO EXCEED THIS VALUE DUE TO THE LIMITATIONS ON LIGHT FROM VEHICLE HEAD LAMPS REACHING THE 'TOP' OF SUCH A SIGN.
- 15) THIS VALUE ALLOWS FOR A SIGN 400mm IN HEIGHT TO BE MOUNTED AT THE MINIMUM VALUE OF DIMENSION 'K'.
- 16) DIMENSION 'R' IS PREFERRED FOR RURAL & HIGH SPEED URBAN ROADS.
- 17) IN LOW SPEED URBAN ENVIRONMENT THE LOWER VALUES OF DIMENSION 'R' MAY BE CONSIDERED.
- 18) THE MAXIMUM VALUE FOR DIMENSION 'K' IS REFERRED FOR FREEWAY DIRECTION SIGNS.
- 19) THE MINIMUM HEIGHT APPROPRIATE FOR AN OVERHEAD SIGN IN THE UPWARD POINTING ARROW SYSTEM IS 3000mm.
- 20) A LETTER SIZE OF 420mm x 300mm ('D' = 60mm) WILL THEREFORE RESULT IN A MINIMUM SIGN HEIGHT OF 1800mm.
- 21) A SIGN HEIGHT LESS THAN THIS DIMENSION 'H' IS LIKELY TO LOOK ILLEGIBLE/PORTIONED.
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CONTROL SIGNS
SCALE 1:50

REGULATORY SIGNS
SCALE 1:50

WARNING SIGNS
SCALE 1:50

TYPICAL DETAILS OF W401 AND W402
HAZARD PLATE SIGNS
SCALE 1:50

FOUNDATION DETAIL
SCALE 1:50

DESIGNED:	MP TSHABALALA	CHECKED:	F BURGER
DRAWN:	R BURGER	PR. ENG:	200000204
SCALE:	1:50	DATE:	FEBRUARY 2023
DRAWING NO.:	NK7(1)432_T01	CONTRACT NO.:	-----
REV. DATE	REVISION		

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CLIENT: MOMBELA LOCAL MUNICIPALITY

PROJECT TITLE: CONSTRUCTION OF KAMADAKWA RING ROAD

DRAWING TITLE: TYPICAL CONSTRUCTION DETAILS FOR URBAN ROAD TRAFFIC SIGNAGE

ISSUED FOR TENDER