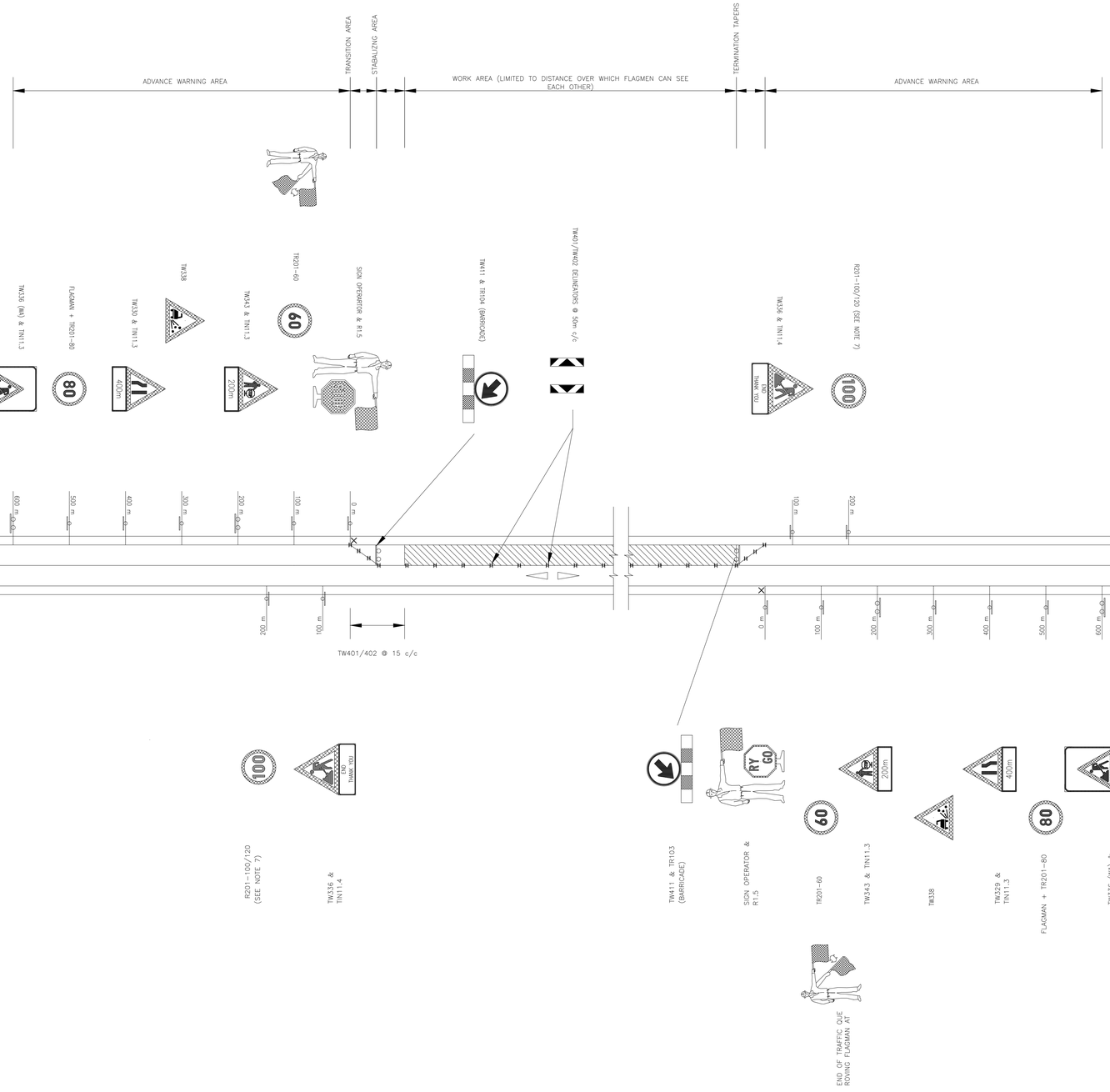

TABLE 1	
ADVANCE WARNING AREA	
APPROACH SPEED	LENGTH
PRIMARY ADVANCE WARNING AREA (1)	
100–120km/h 60–80km/h URBAN	1000m 600m 150–300m
SECONDARY ADVANCE WARNING AREA (2)	
60–80km/h < 60km/h	400–600m 200–400m

NOTES:
1.APPLICABLE TO THE ONLY OR THE FIRST OF A SERIES OF ROADWORKS AREAS AND IS INTENDED TO ADVISE THE MOTORIST OF CONDITIONS AHEAD REQUIRING PARTICULAR CARE.
2.APPLICABLE TO SUBSEQUENT ROADWORKS AREAS OR TRANSITIONS WITHIN A CONSTRUCTION ZONE REQUIRING EXTRA CARE

TABLE 2			
TRANSITION AREA			
APPROACH SPEED	TAPER RATE	TAPER LENGTH	DELINEATOR SPACING
TRANSITION TAPERS			
120km/h 80km/h 60km/h 40km/h < 40km/h	1 in 50 1 in 40 1 in 30 1 in 20 1 in 10	200m 160m 120m 80m 40m	15m 15m 10m 5m 5m
TERMINATION TAPERS			
RURAL URBAN	1 in 10 1 in 5	40m–50m 20m	15m 5m

NOTES: 1.TAPER LENGTH DEPENDS ON THE AMOUNT OF SHIFT IN THE ALIGNMENT; LENGTHS SHOWN HERE APPLY TO A SHIFT OF 4m.

TABLE 3	
LENGTH OF STABILIZING AREA	
DESIRABLE	150m – 200m
ABSOLUTE MINIMUM	50m

NOTES :

1. TEMPORARY ROAD SIGN LAYOUTS SHOWN HERE DEPICTS THE ACCOMMODATION OF TRAFFIC ON THE TYPICAL SECTION OF SINGLE CARRIAGEWAY ROADS UNDER HALF WIDTH CONSTRUCTION CONDITIONS.
2. ACTUAL ACCOMMODATION OF TRAFFIC PROPOSALS TO BE USED ON THE WORKS SHALL BE SUBMITTED TIMEOUSLY FOR THE ENGINEER'S APPROVAL. SUCH PROPOSALS SHALL TAKE DUE CONSIDERATION OF ACTUAL CONDITIONS ON THE ROAD. PARTICULAR ATTENTION SHALL BE GIVEN TO ACCESSES AND INTERSECTING ROADS.
3. ALL TEMPORARY ROAD SIGNS SHALL COMPLY WITH THE SADC–RTSM LATEST EDITION. ALL ACCOMMODATION OF TRAFFIC PROPOSALS SHALL BE PREPARED TO THE GUIDELINES SET IN CHAPTER 13 OF THE SARTSM.
4. ALL ROAD WORK DELINEATOR SIGNS (TW401 AND TW402) SHALL BE MANUFACTURED FROM A FLEXIBLE MATERIAL AND SHOULD COMPLY WITH SABS 1555 AND BE OF A 200mm x 800mm NOMINAL SIZE WITH CLASS I RETROREFLECTIVE MATERIAL ON THE BLADE FACING THE ONCOMING TRAFFIC.
5. MINIMUM SIZES OF SIGNS : TRIANGULAR : 1500mm SIDE LENGTH CIRCULAR : 1200mm DIAMETER RECTANGULAR : HIGH VISIBILITY BACKGROUND : 1800mm x 2400mm. TIN11.X : 400mm HIGH, LENGTH TO FIT PRIMARY SIGN. TW411 : 400mm x 2400mm.
6. ROADWORK DELINEATOR SIGNS (TW401 AND TW402) SHOULD BE SO POSITIONED THAT ENCROACHMENT ON THE ADJACENT RUNNING LANE IS AVOIDED AS FAR AS POSSIBLE.
7. THE R201 SIGNS BEYOND THE WORK AREA SHALL AGREE WITH THE SPEED LIMIT ON THE SUBSEQUENT SECTION OF ROAD.
8. THE SPEED LIMIT IN THE WORK AREA SHALL BE SET AT A REALISTIC LEVEL. IN AREAS WHERE TRANSITION TAKES PLACE THE SPEED LIMIT COULD BE REDUCED LOCALLY, TO BE REVISED WHERE TRAFFIC FLOW CONDITIONS STABILIZED AT MORE UNIFORM LEVELS. 9. ROVING FLAGMEN 100m IN ADVANCE OF END OF VEHICLE QUEUE. 10. THIS MEANS OF TRAFFIC CONTROL SHOULD ONLY BE USED AT NIGHT WHEN APPROVED BY AN ENGINEER OR AND TRAFFIC OFFICIALS

FOR TENDER

REVISIONS

NO	DATE	DESCRIPTION	EXAM	APP
			S.M	
00	AUGUST 2025	ISSUED FOR TENDER	S.M	

DESIGNED BY		
DRAWN BY	M. VILJOEN	JAN 2024
CHECKED BY	W.KRIEL	JAN 2024
APPROVED BY	S MOHAMED	JAN 2024
CORR FILE	CORR FILE	EST. No

H. SCHOLTZ
DIRECTOR:
ROADS INFRASTRUCTURE MANAGEMENT

D. CAMPBELL
EXECUTIVE DIRECTOR:
URBAN MOBILITY

S. MOHAMED
HEAD: STRUCTURES
ROADS INFRASTRUCTURE MANAGEMENT

CITY OF CAPE TOWN
ROADS INFRASTRUCTURE MANAGEMENT

CONTRACT NO. 6Q/2025/26
STRUCTURES TERM TENDER

TYPICAL TRAFFIC ACCOMMODATION
ACCOMMODATION OF TRAFFIC: SINGLE CARRIAGEWAY ROAD STOP/GO CONTROL

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD
Making progress possible. Together.

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CoCT PROJECT NO.		S5023
CoCT DRAWING NO.		5011
REVISIONS NO.		00