

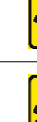














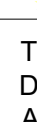








NOTES: **Resurfacing – Freeway Interchange Ramps – Diamond**
13.11.12 – SARISUM VOLUME 2 / CHAPTER 13)

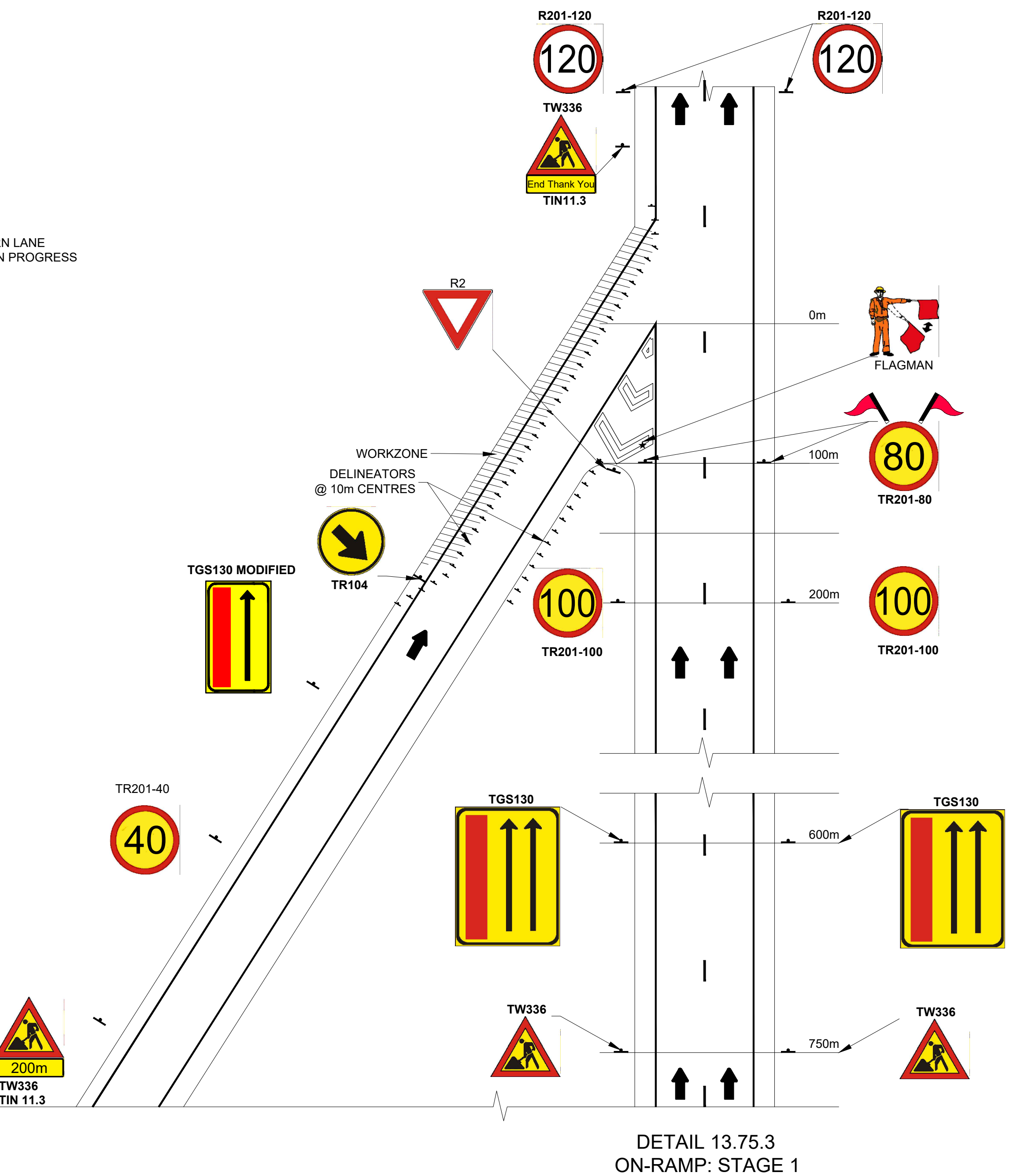
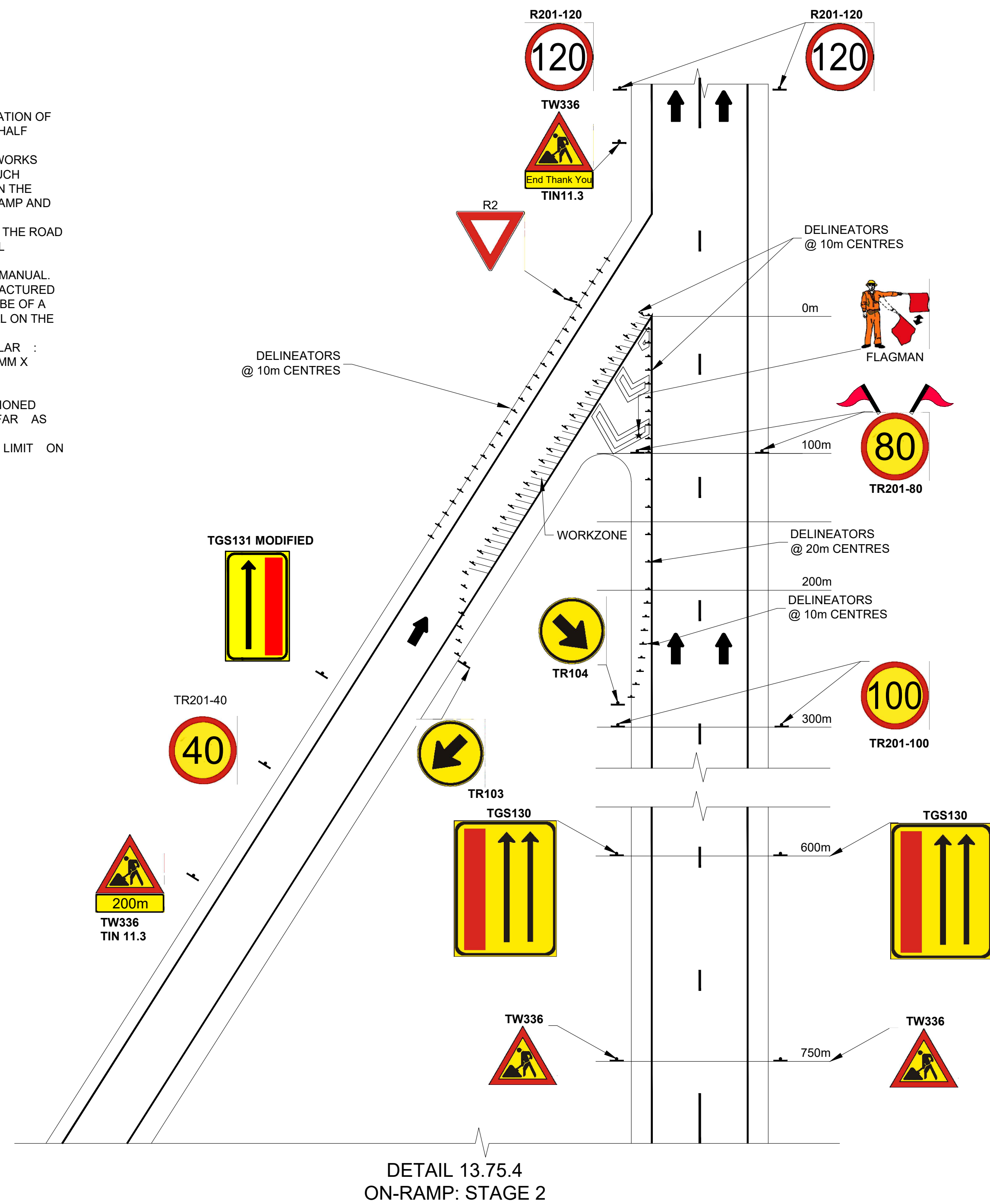
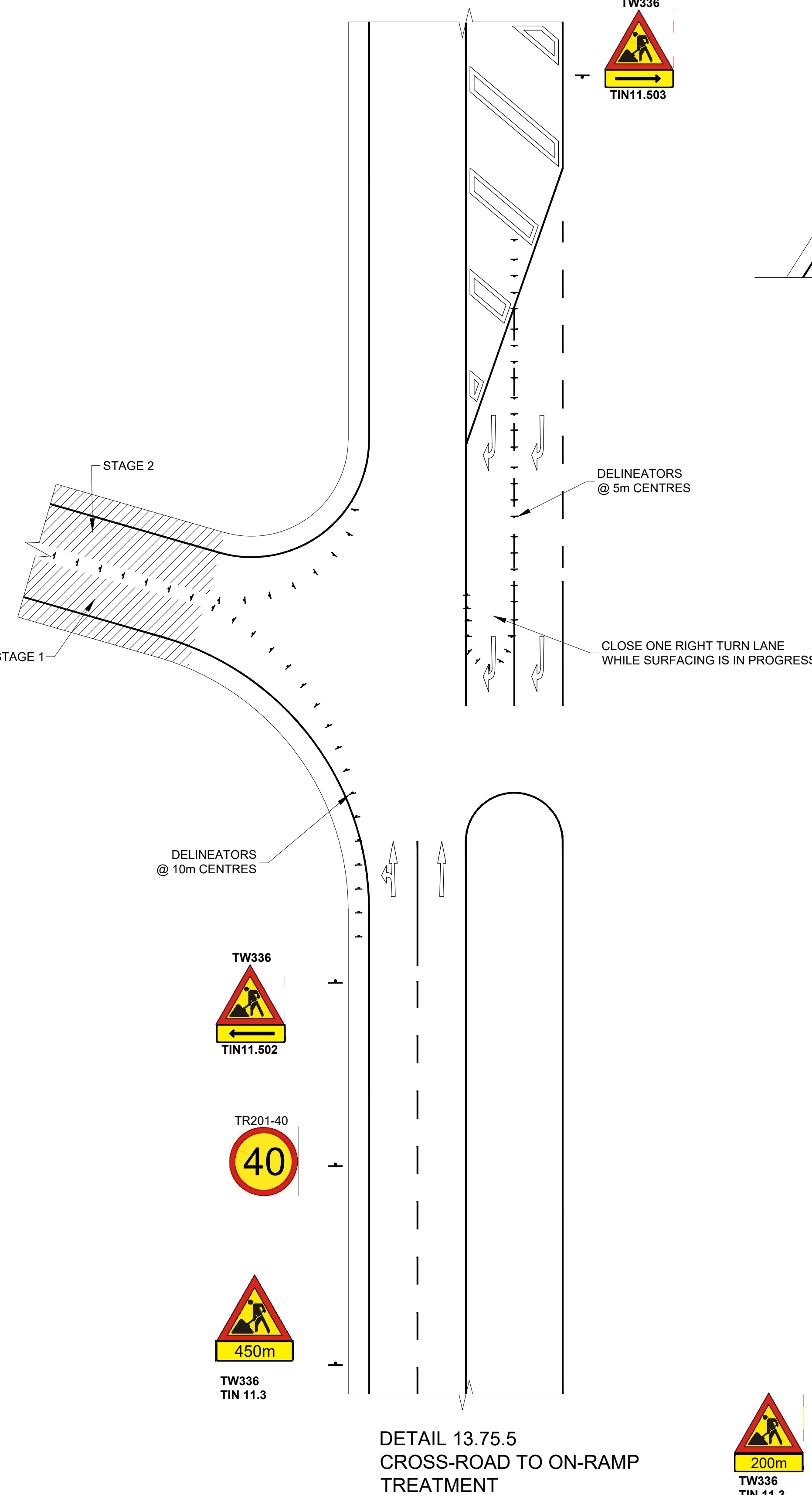
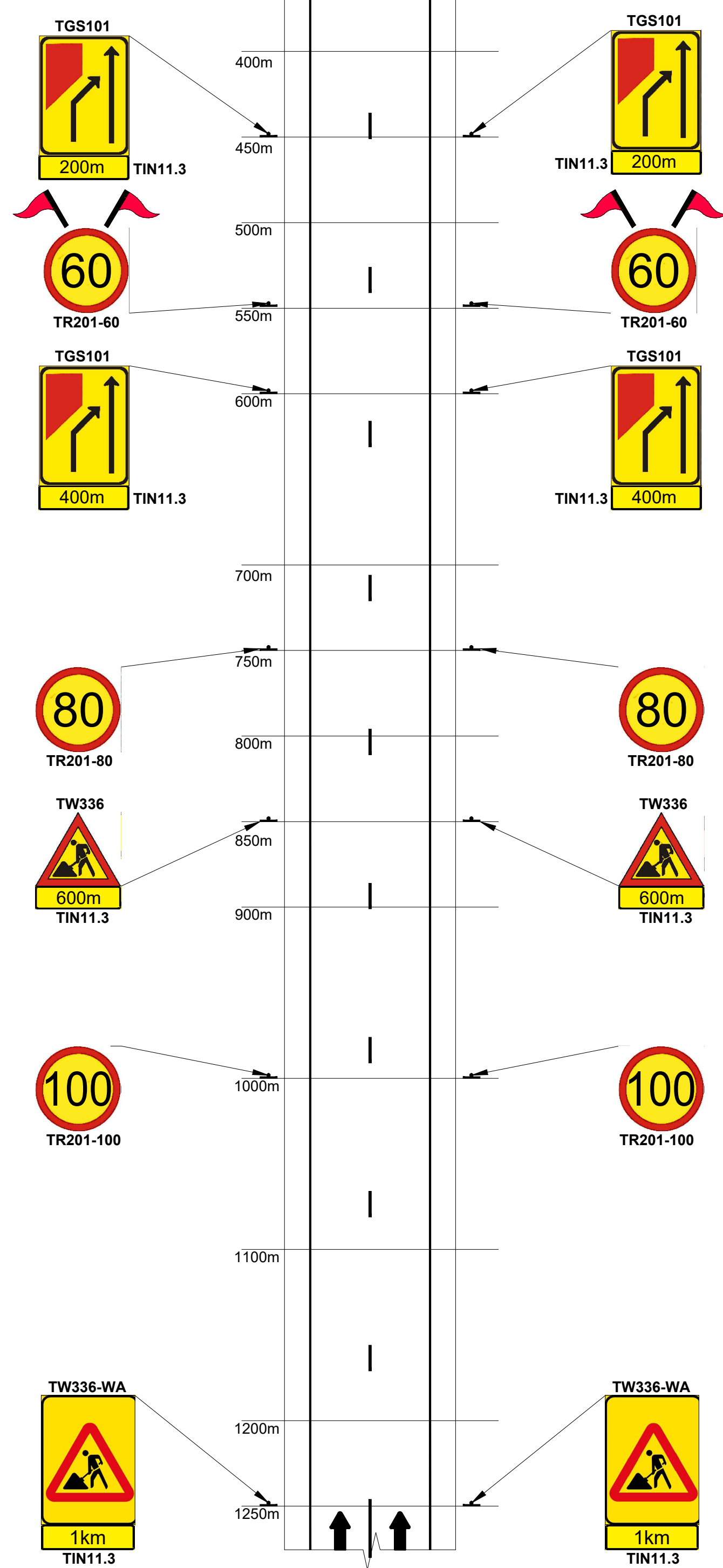
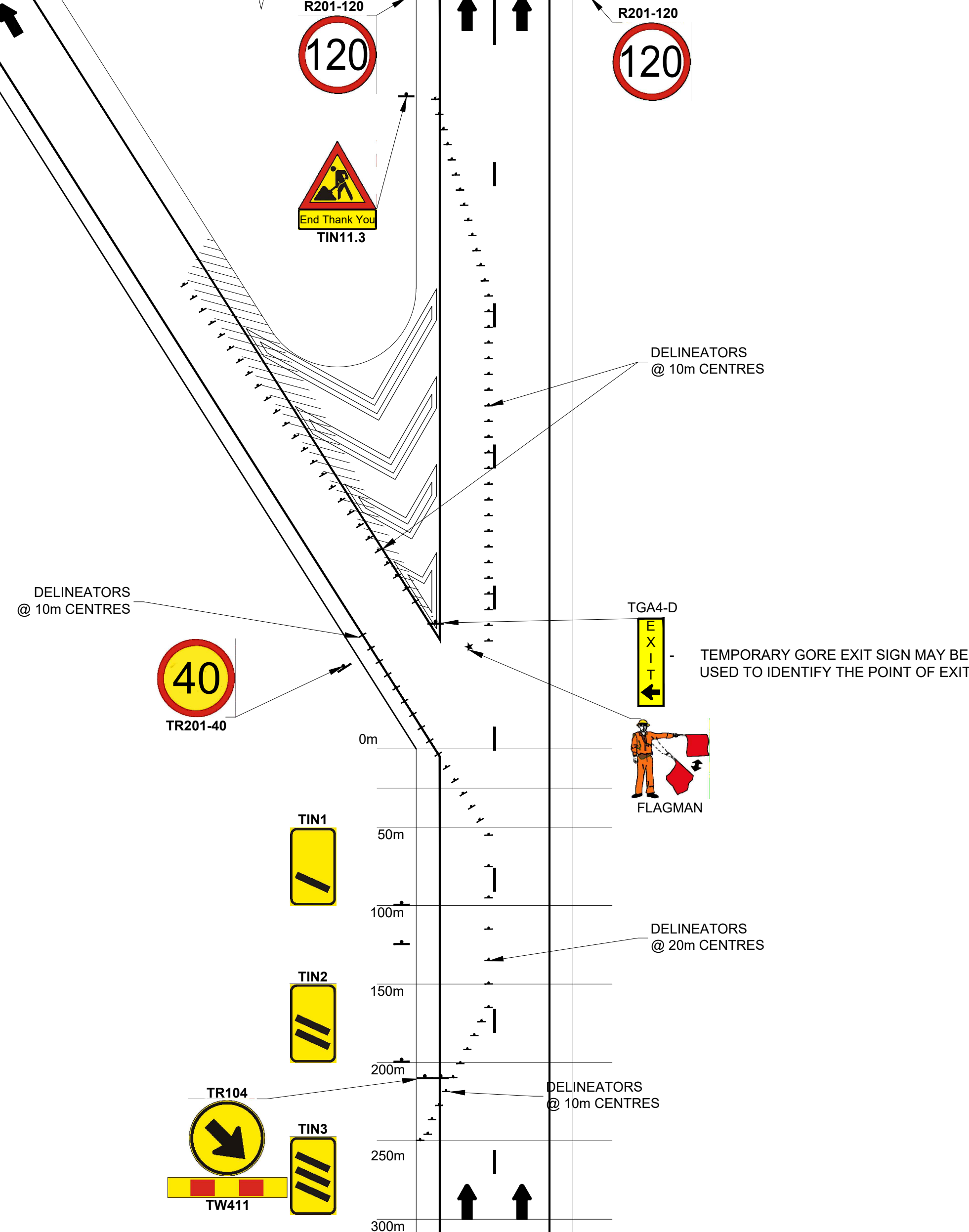
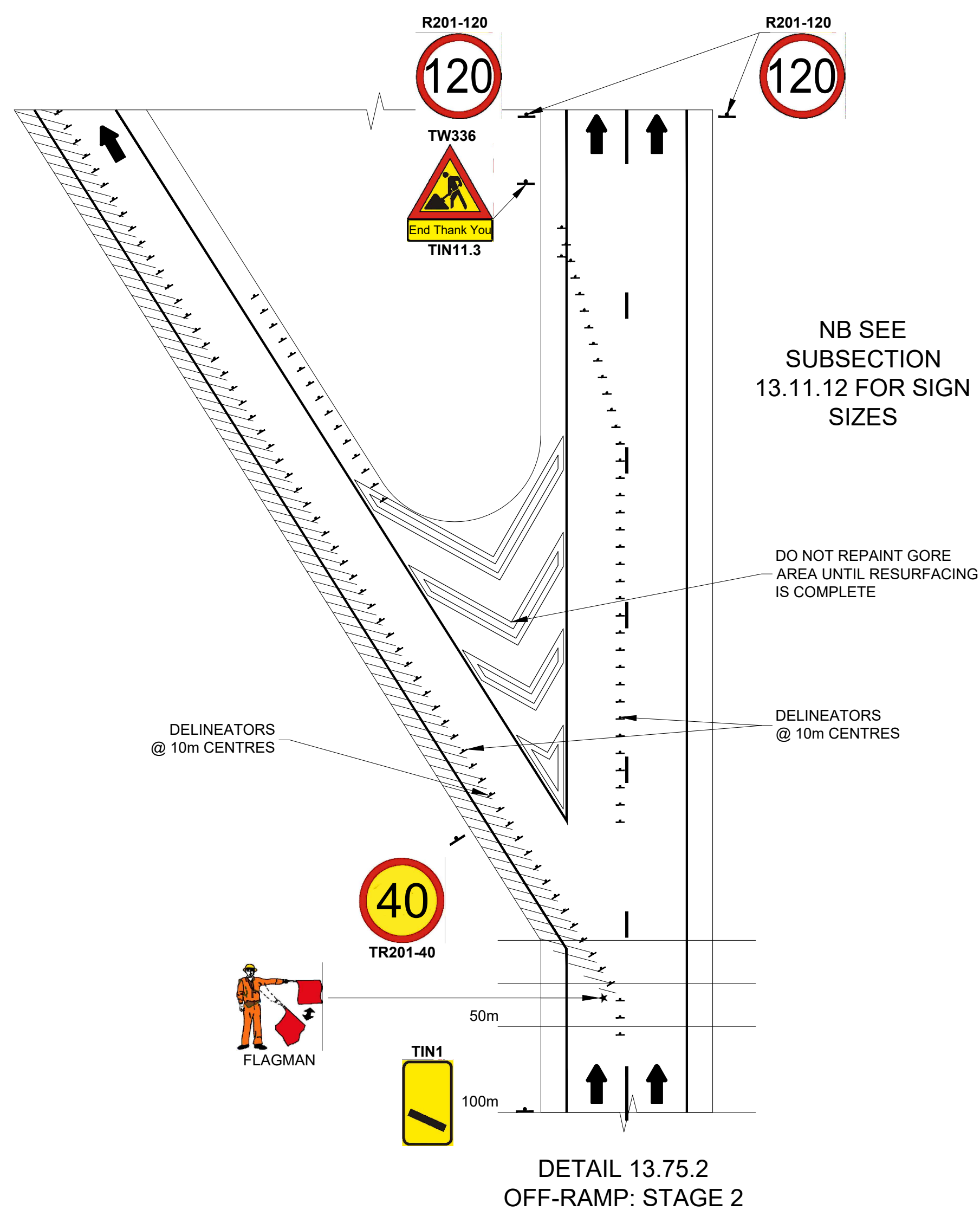
1. Due to the limited width of many off-ramps and on-ramps, resurfacing or reconstruction operations may not be completely feasible. In some cases, of time, or that the work be undertaken in half widths of the ramp. Figure 13.75 shows a variety of details as to how this may be achieved.
2. Details 13.75.1 and 13.75.2 indicate a two stage approach to the extent of an off-ramp. Construction can be continued for the full length of the ramp in this manner. Due to the restricted width on the ramp and the need for treatment of the existing pavement, the use of a flag man to warn drivers at this point is recommended.
3. Details 13.75.3 and 13.75.4 show a similar arrangement in respect of an on-ramp. In this case, the function of a flag man can be to warn straight through traffic of entering traffic at slower speeds than normal due to the ramp configuration with the main carriageway. If necessary, STOP or YIELD control may be implemented at the on-ramp junction with the main carriageway. If this is accepted, however, that such control will result in delays to both entering traffic and to main carriageway traffic.
4. Construction of the sort shown in Figures 13.75 and 13.76 may require signs to be operated in the confined space available. In each of the cases illustrated, the inventory of signs should be added to the need for the full work site. Careful planning should result in the inventory for one ramp only being required.

Checklist

- ☐ can the ramps be worked on in half sections?
- ☐ can work on ramps be organized to minimize the effects of traffic without serious cost implications?
- ☐ is suitable space available for the limited space?
- ☐ if the ramps have to be closed can traffic be accommodated at adjacent ramps?

INSTALLATION INVENTORY				
SIGN	NO	SIZE (mm)	QUANTITY	CLASS
	TR201-40 TR201-60 TR201-80 TR201-100	1200	3 2 3 4	III
	TR104	1200	2	III
	TR103	1200	1	III
	R201-120	1200	4	III
	TIN 1	1200 X 700	1	III
	TIN 2	1200 X 700	1	III
	TIN 3	1200 X 700	1	III
	TIN 11.3	1200 X 700	3	III
	TIN 11.3	1200 X 700	2	III
	TIN 11.4	1200 X 700	3	III
	TIN11.3	1200	2	III
	TIN11.502	1200 X 700	1	III
	TIN11.503	1200 X 700	1	III
	TGS130 MODIFIED	1400 x 2400	1	
	TGS131 MODIFIED	1400 x 2400	1	III
	TW411	1800 x 300	1	III
	TGS130	1400 x 2400	4	III
	TGS101	1400 x 2400	4	III
	TW336-WA	1200 x 1600	2	III
	TW336	1500	11	III
	R2	1500	2	III
	TW401 TW402	800 x 200	40-50 PER RAMP	III
	FLAGS	450 x 450	4	
	TGA4-D	800 x 1280	1	III

1. THE NUMBER OF SIGNS REQUIRED WILL DEPEND ON THE LENGTH OF THE WORK AREA



NOTES:


1. IT IS ASSUMED THAT RAMPS ARE WIDE ENOUGH TO BE SURFACED IN TWO PARTS WHILE MAINTAINING TRAFFIC FLOW.
2. IT IS RECOMMENDED THAT GORE AREAS BE RESURFACED FIRST TO ELIMINATE ROAD MARKINGS WHICH WILL ASSIST STAGE 2 TRAFFIC MANAGEMENT.
3. WHEN THE GORE AREAS ARE BEING RESURFACED IT MAY BE NECESSARY TO CLOSE THE ADJACENT THROUGH LANE. SEE FIGURE 13.77

ACCOMMODATION OF TRAFFIC: LANE CLOSURE - RESURFACING - FREEWAY INTERCHANGE DIAMOND RAMPS

FIG. 13.75 SARTSM - VOL2 CHAPTER 13

							CONSTRUCTION RECORD
							WORKS CONTRACT ENGINEER
							NAME _____
							PROF. REG. NO. : _____
							DATE _____
							SANRAL PROJECT MANAGER
V1	29/07/2022					V1	NAME _____
NO.	DATE		REVISION		CONSULT. ENG.		PROF. REG. NO. : _____
							DATE _____

CONSULTANT



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MPUMALANGA

DESIGNED BY		CONSULTANT APPROVAL
NAME	C.F. SMIT	
PROF. REG. NO.	200470003	
CHECKED BY		
NAME	J.L. VENTER	NAME : J.L. VENTER PROF. REG. NO. : 20010154 DATE : 29/07/2022
PROF. REG. NO.	20010154	
DRAWN BY		
NAME	R. HATTINGH	

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ACCEPTNCE

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: CEO SA NATIONAL ROADS AGENCY SOC LTD

DATE:

<p align="center"><u>PROJECT DESCRIPTION</u></p> <p align="center">SANRAL REPAIR AND RESURFACE PETROPORT TO OGIES</p>			
<p align="center"><u>DRAWING NAME</u></p> <p align="center">ROADS - ACCOMMODATION OF TRAFFIC:LANE CLOSURE RESURFACING - FREEWAY INTERCHANGE DIAMOND RAMPS</p>			
SCALE:	NTS	SHEET	1 OF 1

PROJECT NUMBER	-		
DRAWING LOCATION DATA	START	END	
ROUTE	-	-	
SECTION	-	-	
DRAWING KM DISTANCE	0+000	0+000	
DRAWING TYPE	ROADS		
BRIDGE/STRUCTURE No.	-		
CONSULTANT DRAWING No.	PD	EN/3231/R/9/003	VER V1
SANRAL DOCUMENT #	18573032		