NOTES - LANE CLOSURE - RIGHT LANE LONG TERM
(13.11.4 - SARTSM VOLUME 2 / CHAPTER 13)

1. The signing application illustrated in Figure 13.67 achieves the same purpose as that in Detail 13.66.2 but the signing in the ADVANCE WARNING AREA is significantly more extensive to allow for long term use.
2. All tapers and the WORK AREA shall be delineated by DELINEATOR PLATE signs TW401 and TW402. If the depth of excavation exceeds 600 mm, serious consideration should be given to the provision of a temporary barrier. Such a barrier shall be made adequately visible by means of DELINEATOR PLATE signs mounted on top of the barrier (although the effectiveness of this is limited due to the right side profile of dipped headlamps), or by GUARDRAIL DELINEATORS TD1 (see Volume 1, Chapter 7). The end treatment of any such barrier must be carefully detailed (see Figure 13.28).
3. For full details of the signing treatment of the TRANSITION AREA and TERMINATION AREA see Figures 13.77 and 13.78. The inventories required for these details must be added to that given with this subsection.
4. Designers preparing specifications and drawings for this type of long term roadworks signing application should familiarize themselves with Section 13.3 - "Traffic Management", in particular the details on BUFFER ZONES (see Figure 13.20), with Section 13.4 - "Setting of Speed Limits at Roadwork's", and with Section 13.5 - "Temporary Delineation". If one or more interchanges fall within the section of road under construction, see Figure 13.74.

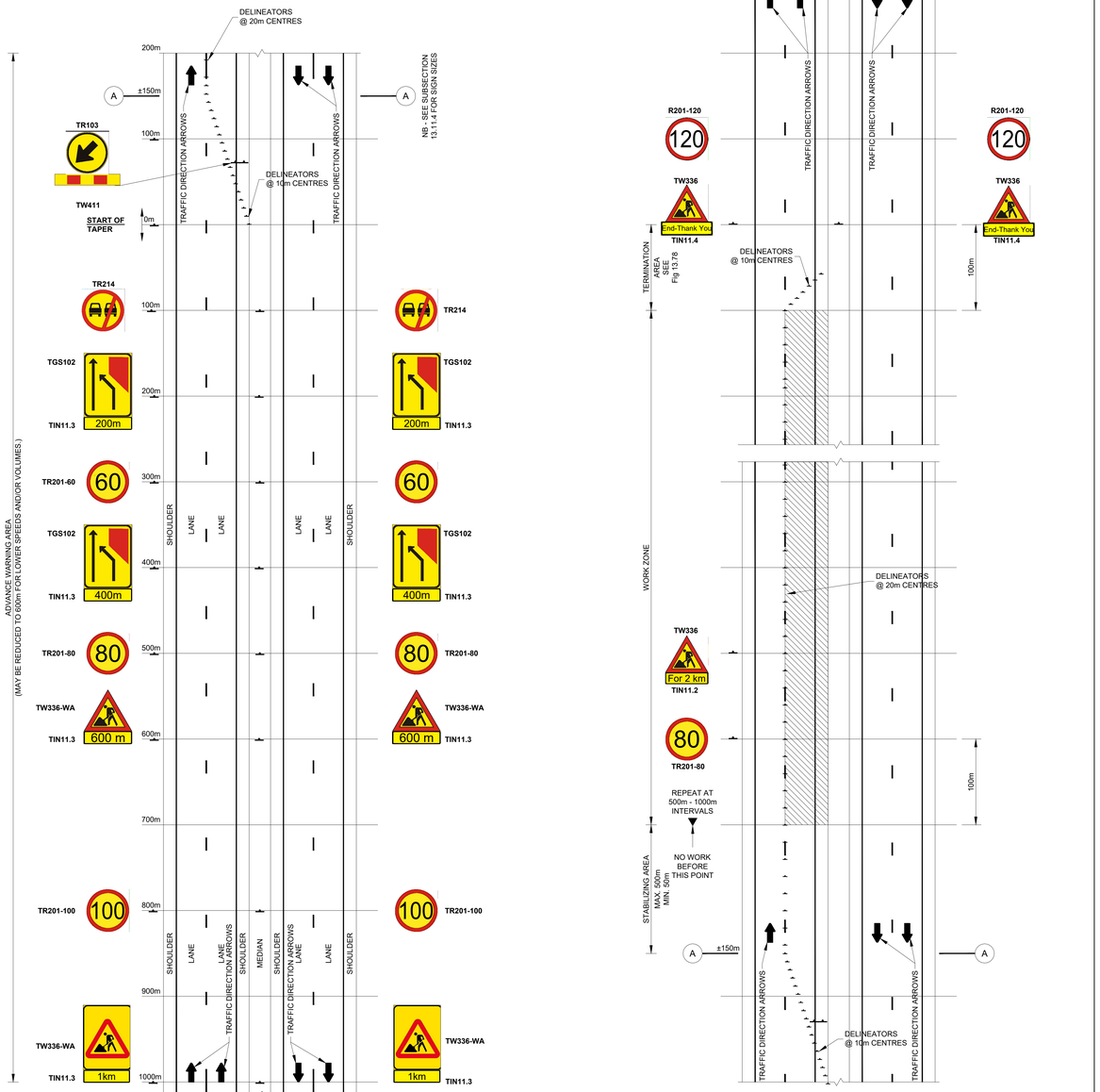
Checklist
- Can the ADVANCE WARNING AREA safely be shortened?
- Should a public relations message be placed ahead of the first sign (see Figure 13.18)?
- Is there more than one TRANSITION AREA?
- Have all required sign inventories been added together?
- Are there any interchanges within the WORK AREA?

INSTALLATION INVENTORY

SIGN	NO	SIZE (mm)	QUANTITY	CLASS
	TW336-WA	1200 x 1600	2	III
80	TR201-60 TR201-80 TR201-100	1200	2 3 Min (1) 2	III
	TW411	1800 x 300	3	III
120	R201-120	1200	2	III
	TGS102	1200x1600	4	III
	TR214	1200	2	III
	TR104	1200	1	III
	TR103	1200	2	III
	TW336	1500	5 Min (1)	III
600m	TIN11.3	1200 1500	6 2	III
For 2km	TIN11.2	1500	1 Min. (1)	III
Schools	TIN11.4	1500	2	III
Taxis	TIN11.3	1200	2	III

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

NOTES :
1. TEMPORARY ROAD SIGN LAYOUTS SHOWN HERE DEPICT THE ACCOMMODATION OF TRAFFIC ON TYPICAL SECTIONS OF DUAL CARRAIGEWAY 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 AREAS WHERE OFF RAMP AND ON RAMP TRAFFIC DIVERGE FROM OR MERGE WITH MAINLINE TRAFFIC.
3. ALL TEMPORARY ROAD SIGNS SHALL COMPLY WITH THE REGULATIONS OF THE ROAD TRAFFIC ACT, 1989 AND THE SADC ROAD TRAFFIC SIGNS MANUAL,1997. ALL ACCOMMODATION OF TRAFFIC PROPOSALS SHALL BE PREPARED TO THE GUIDELINES SET IN VOL 2, CHAPTER 13 OF THE SA ROAD TRAFFIC SIGNS MANUAL.
4. ALL ROADWORK DELINEATOR SIGNS (TW401 AND TW402) SHALL BE MANUFACTURED FROM A FLEXIBLE MATERIAL AND SHOULD COMPLY WITH SABS 1555 AND BE OF A 250mm x 1000mm 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.



ACCOMMODATION OF TRAFFIC: LANE CLOSURE - RIGHT LANE (LONG TERM) FREEWAYS / DUAL CARRIAGEWAY ROADS

FIG. 13.67 SARTSM - VOL2 CHAPTER 13

NOTES - LANE CLOSURE - LEFT LANE LONG TERM
(13.11.5 - SARTSM VOLUME 2 / CHAPTER 13)

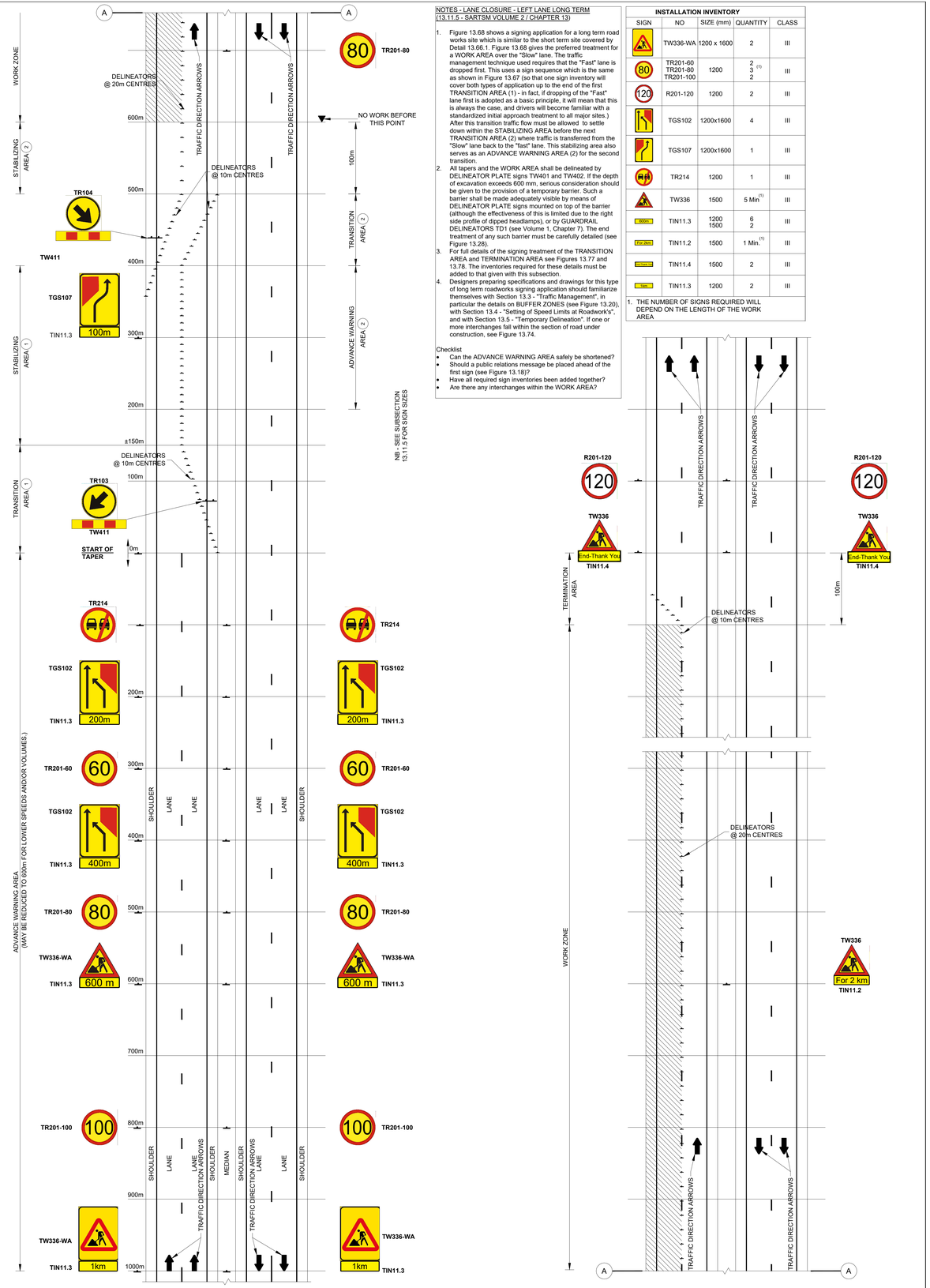
1. Figure 13.68 shows a signing application for a long term road works site which is similar to the short term site covered by Detail 13.66.1. Figure 13.68 gives the preferred treatment for a WORK AREA over the "Slow" lane. The traffic management technique used requires that the "Fast" lane is dropped first. This uses a sign sequence which is the same as shown in Figure 13.67 (so that one sign inventory will cover both types of application up to the end of the first TRANSITION AREA (1) - in fact, if dropping of the "Fast" lane first is adopted as a basic principle, it will mean that this is always the case, and drivers will become familiar with a standardized initial approach treatment to all major sites.) After this transition traffic flow must be allowed to settle down within the STABILIZING AREA before the next TRANSITION AREA (2) where traffic is transferred from the "Slow" lane back to the "fast" lane. This stabilizing area also serves as an ADVANCE WARNING AREA (2) for the second transition.
2. All tapers and the WORK AREA shall be delineated by DELINEATOR PLATE signs TW401 and TW402. If the depth of excavation exceeds 600 mm, serious consideration should be given to the provision of a temporary barrier. Such a barrier shall be made adequately visible by means of DELINEATOR PLATE signs mounted on top of the barrier (although the effectiveness of this is limited due to the right side profile of dipped headlamps), or by GUARDRAIL DELINEATORS TD1 (see Volume 1, Chapter 7). The end treatment of any such barrier must be carefully detailed (see Figure 13.28).
3. For full details of the signing treatment of the TRANSITION AREA and TERMINATION AREA see Figures 13.77 and 13.78. The inventories required for these details must be added to that given with this subsection.
4. Designers preparing specifications and drawings for this type of long term roadworks signing application should familiarize themselves with Section 13.3 - "Traffic Management", in particular the details on BUFFER ZONES (see Figure 13.20), with Section 13.4 - "Setting of Speed Limits at Roadwork's", and with Section 13.5 - "Temporary Delineation". If one or more interchanges fall within the section of road under construction, see Figure 13.74.

Checklist
- Can the ADVANCE WARNING AREA safely be shortened?
- Should a public relations message be placed ahead of the first sign (see Figure 13.18)?
- Have all required sign inventories been added together?
- Are there any interchanges within the WORK AREA?

INSTALLATION INVENTORY

SIGN	NO	SIZE (mm)	QUANTITY	CLASS
	TW336-WA	1200 x 1600	2	III
80	TR201-60 TR201-80 TR201-100	1200	2 3 (1) 2	III
120	R201-120	1200	2	III
	TGS102	1200x1600	4	III
	TGS107	1200x1600	1	III
	TR214	1200	1	III
	TW336	1500	5 Min (1)	III
600m	TIN11.3	1200 1500	6 2	III
For 2km	TIN11.2	1500	1 Min. (1)	III
Schools	TIN11.4	1500	2	III
Taxis	TIN11.3	1200	2	III

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



ACCOMMODATION OF TRAFFIC: LANE CLOSURE - LEFT LANE (LONG TERM) FREEWAYS / DUAL CARRIAGEWAY ROADS

FIG. 13.68 SARTSM - VOL2 CHAPTER 13

(REF FOLDER: X:\02 PROJECTS\3000\3200 - 3299\N3231EN - SANRAL REPAIR AND RESURF PETROPORT TO OGIES\1 DESIGN PHASE\F DRAWINGS\4 TENDER\B ROADS\N3231R9002 R1.DWG)

NO.	DATE	REVISION	CONSULT. ENG.
V1	29/07/2022		V1

CONSTRUCTION RECORD
WORKS CONTRACT ENGINEER
NAME
PROF. REG. NO.
DATE
SANRAL PROJECT MANAGER
NAME
PROF. REG. NO.
DATE

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ENDECON UBUNTU MPUMALANGA (PTY) LTD
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for CEO: SA NATIONAL ROADS AGENCY SOC LTD.
DATE:

PROJECT DESCRIPTION
SANRAL REPAIR AND RESURFACE PETROPORT TO OGIES

DRAWING NAME
ROADS - ACCOMMODATION OF TRAFFIC: LEFT-AND RIGHT LANE CLOSURE (LONG TERM) FREEWAYS / DUAL CARRIAGE WAY ROADS

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/9/002 VER
SANRAL DOCUMENT #	18573031	V1

FOR TENDER PURPOSES

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