

THE BUS LAYBY TREATMENT ILLUSTRATES THAT A ROAD RESERVE WIDTH OF ±35m WOULD BE PREFERABLE FOR THE SERVICE REQUIREMENTS INDICATED.

INTRODUCTION OF A MID-BLOCK PEDESTRIAN CROSSING OF THIS TYPE WILL REQUIRE AT LEAST 70m BETWEEN PROPERTY ACCESSES. THIS WILL INCREASE TO 120m TO INCLUDE BUS LAYBYS

TYPICAL SIDEWALK RAMPING TO PEDESTRIAN CROSSING. SEED JRA-SD-RCS-072/073 FOR TACTILE PAVING AND TRAFFIC SIGNAL TREATMENTS. CENTRAL ISLAND REQUIRES TACTILE PAVING AND CAN ACCOMMODATE PASSING WHEELCHAIRS.

DETAIL 041-2

DETAIL 041-1

AMENDMENTS

No.	DATE	APPROVED	DESCRIPTION
1.	01-08-2017		Tactile Layout update

DESIGNED BY:

DRAWN BY:

STRUCTURAL DESIGN BY:

DRAWING CHECKED BY:

CHECKED BY:

DRAWING APPROVED BY:



CITY OF JOHANNESBURG

JOHANNESBURG ROADS AGENCY (PTY) LTD

Drawing Sub-set

ROADS: COMPLETE STREETS

RISFSA CLASS 4: INDUSTRIAL ROAD - TYPICAL DETAILS

SCALE AS SHOWN: NTS

DATE: 05/07/2017

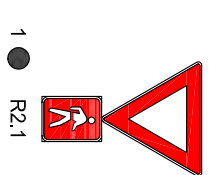
DRAWING NUMBER

EXTN.

JRA-SD

RCS-041

AMENDMENT NUMBER: 01



LEGEND
 RAMP DOWN AT 1 IN 15 IN DIRECTION OF ARROW.
 TACTILE PAVING

NOTES

- FOR NEW PLANNING, A TYPICAL MINIMUM ROAD RESERVE WIDTH SHOULD BE ±30m TO PROVIDE A HIGH STANDARD NMT CROSS SECTION.
- A 30m ROAD RESERVE CAN PROVIDE 4 LANES WITH NO PARKING OR 2 LANES WITH 90° PARKING/BUS LAYBYS.
- DETAIL 041-1 SHOWS LARGE INDUSTRIAL STANDS WITH ENTRANCE ROADS OF 15m AND 12m.
- DETAIL 041-1 SHOWS ENTRANCE SPLAYS AS PART OF A HIGH STAND AND AND ENTRANCE DESIGN, INCLUDING SET-BACK ACCESS CONTROL.
- NMT FACILITIES SHOULD BE ACCORDED FORMAL PRIORITY AND BE PROVIDED WITH TACTILE RAMPING FOR PEDESTRIANS.
- DETAIL 041-2 SHOWS A 4 LANE CROSS SECTION WITH MID BLOCK SIGNALISED PEDESTRIAN CROSSING, AND BUS LAYBYS.
- USE OF GM2 MARKING IS OPTIONAL - SUGGEST USE FOR TANGENT TO TANGENT OPENINGS >30m.
- TRAFFIC SIGNALISED ROADSIGNS OMITTED FOR CLARITY.