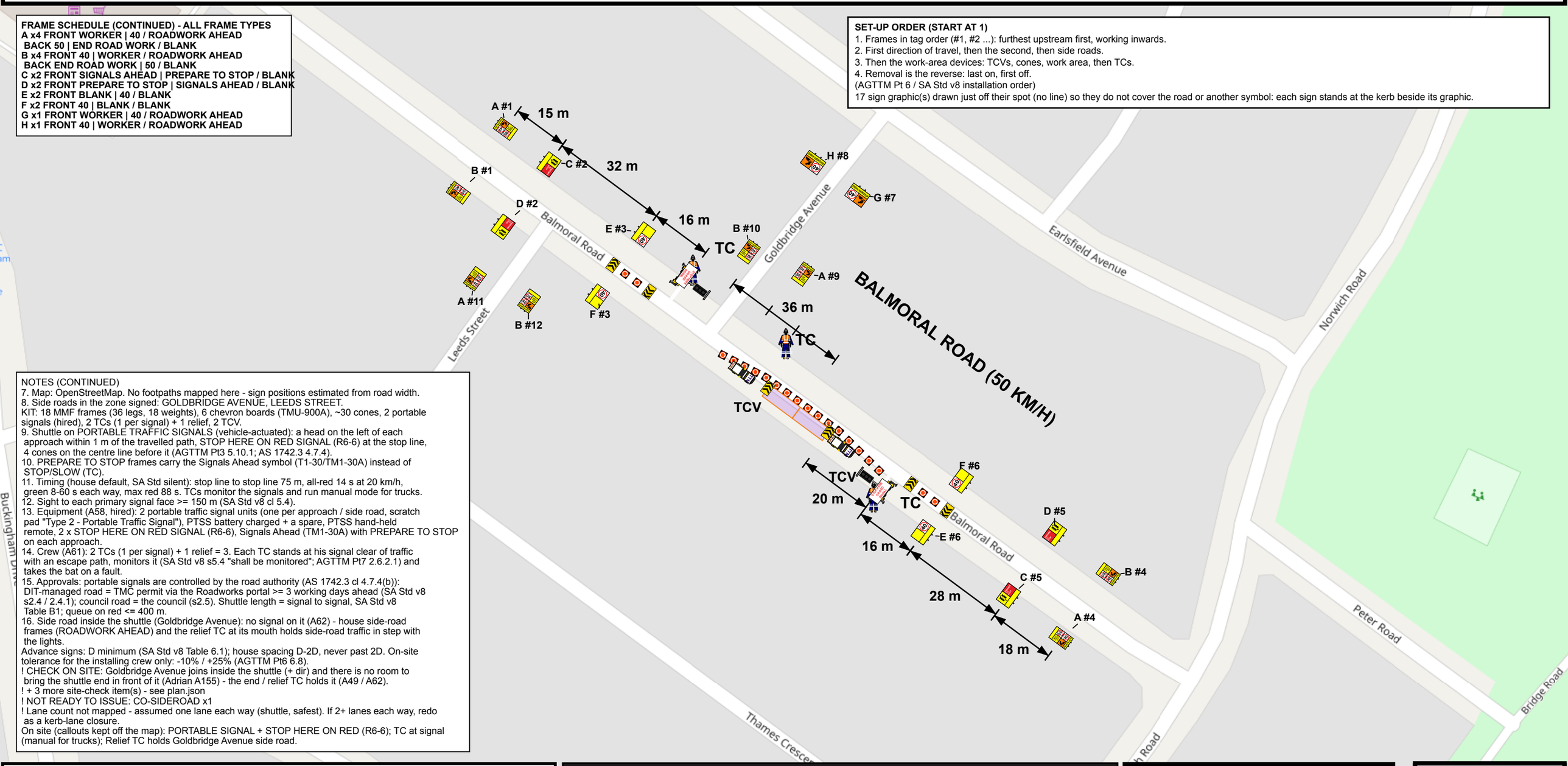
TA2B-3004 - BALMORAL ROAD - SHUTTLE - PORTABLE SIGNALS - AUTO DRAFT - NOT READY TO ISSUE

FRAME SCHEDULE (CONTINUED) - ALL FRAME TYPES
A x4 FRONT WORKER | 40 / ROADWORK AHEAD
BACK 50 | END ROAD WORK / BLANK
B x4 FRONT 40 | WORKER / ROADWORK AHEAD
BACK END ROAD WORK | 50 / BLANK
C x2 FRONT SIGNALS AHEAD | PREPARE TO STOP / BLANK
D x2 FRONT PREPARE TO STOP | SIGNALS AHEAD / BLANK
E x2 FRONT BLANK | 40 / BLANK
F x2 FRONT 40 | BLANK / BLANK
G x1 FRONT WORKER | 40 / ROADWORK AHEAD
H x1 FRONT 40 | WORKER / ROADWORK AHEAD

SET-UP ORDER (START AT 1)
1. Frames in tag order (#1, #2 ...): furthest upstream first, working inwards.
2. First direction of travel, then the second, then side roads.
3. Then the work-area devices: TCVs, cones, work area, then TCs.
4. Removal is the reverse: last on, first off.
(AGTTM Pt 6 / SA Std v8 installation order)
17 sign graphic(s) drawn just off their spot (no line) so they do not cover the road or another symbol: each sign stands at the kerb beside its graphic.



NOTES (CONTINUED)
7. Map: OpenStreetMap. No footpaths mapped here - sign positions estimated from road width.
8. Side roads in the zone signed: GOLDBRIDGE AVENUE, LEEDS STREET.
KIT: 18 MMF frames (36 legs, 18 weights), 6 chevron boards (TMU-900A), ~30 cones, 2 portable signals (hired), 2 TCs (1 per signal) + 1 relief, 2 TCV.
9. Shuttle on PORTABLE TRAFFIC SIGNALS (vehicle-actuated): a head on the left of each approach within 1 m of the travelled path, STOP HERE ON RED SIGNAL (R6-6) at the stop line, 4 cones on the centre line before it (AGTTM Pt3 5.10.1; AS 1742.3 4.7.4).
10. PREPARE TO STOP frames carry the Signals Ahead symbol (T1-30/TM1-30A) instead of STOP/SLOW (TC).
11. Timing (house default, SA Std silent): stop line to stop line 75 m, all-red 14 s at 20 km/h, green 8-60 s each way, max red 88 s. TCs monitor the signals and run manual mode for trucks.
12. Sight to each primary signal face >= 150 m (SA Std v8 cl 5.4).
13. Equipment (A58, hired): 2 portable traffic signal units (one per approach / side road, scratch pad "Type 2 - Portable Traffic Signal"), PTSS battery charged + a spare, PTSS hand-held remote, 2 x STOP HERE ON RED SIGNAL (R6-6), Signals Ahead (TM1-30A) with PREPARE TO STOP on each approach.
14. Crew (A61): 2 TCs (1 per signal) + 1 relief = 3. Each TC stands at his signal clear of traffic with an escape path, monitors it (SA Std v8 s5.4 "shall be monitored"; AGTTM Pt7 2.6.2.1) and takes the bat on a fault.
15. Approvals: portable signals are controlled by the road authority (AS 1742.3 cl 4.7.4(b)): DIT-managed road = TMC permit via the Roadworks portal >= 3 working days ahead (SA Std v8 s2.4 / 2.4.1); council road = the council (s2.5). Shuttle length = signal to signal, SA Std v8 Table B1; queue on red <= 400 m.
16. Side road inside the shuttle (Goldbridge Avenue): no signal on it (A62) - house side-road frames (ROADWORK AHEAD) and the relief TC at its mouth holds side-road traffic in step with the lights.
Advance signs: D minimum (SA Std v8 Table 6.1); house spacing D-2D, never past 2D. On-site tolerance for the installing crew only: -10% / +25% (AGTTM Pt6 6.8).
! CHECK ON SITE: Goldbridge Avenue joins inside the shuttle (+ dir) and there is no room to bring the shuttle end in front of it (Adrian A155) - the end / relief TC holds it (A49 / A62).
! + 3 more site-check item(s) - see plan.json
! NOT READY TO ISSUE: CO-SIDEROAD x1
! Lane count not mapped - assumed one lane each way (shuttle, safest). If 2+ lanes each way, redo as a kerb-lane closure.
On site (callouts kept off the map): PORTABLE SIGNAL + STOP HERE ON RED (R6-6); TC at signal (manual for trucks); Relief TC holds Goldbridge Avenue side road.

NOTES (AUTO DRAFT - CHECK BEFORE USE)
NOT READY TO ISSUE (check failures the engine could not design out): CO-SIDEROAD x1
1. Council road, sealed, built-up / township (housing-estate streets within 400 m (BARWON COURT, BRISTOL WAY, CHELTENHAM CRESCENT); BRIDGE RD drops to 60 km/h 405 m away (township on the state road); 30 named roads within 400 m) - 50 km/h township default ASSUMED, not the 80 km/h of BRIDGE RD nearby (check on site) Map data (OpenStreetMap) agrees..
2. Method: one lane shut on a two-lane road - shuttle, traffic takes turns past the work (portable traffic signals each end) (A whole lane). 40 km/h zone.
3. Frames both sides, mirrored, on the footpath/verge.
4. Each approach: portable signal + STOP HERE ON RED (R6-6) at the stop line 20 m before the work area, 40 repeater pair, PREPARE TO STOP pair and ROADWORK AHEAD pair each D = 15 m further out (SA Std v8 s6.3.1 / Tables 6.1 + 6.4, over AGTTM in SA); end-of-queue protection if the queue passes the PREPARE TO STOP by more than D (SA Std v8 s6.3.2). Centreline cones through the work.
5. Crew (A61): 2 TCs (1 per signal) + 1 relief, 2 TCV. Equipment (hired): 2 portable signal units, PTSS battery (+ spare), PTSS remote, 2 x R6-6. Cover speed signs.
6. 2026-11-16 09:00-15:00, 1 day(s).
(NOTES CONTINUED IN THE BOX ON THIS SHEET)

TRAFFIC GUIDANCE SCHEME - AUTO DRAFT - NOT FOR USE UNTIL REVIEWED BY A TMD

SCHEME ID: TA2B-3004 | SHEET 1 OF 1 | SCALE 1:1000 AT A3
LOCATION: BALMORAL ROAD
CONTROLS: SHUTTLE
SPEED: posted 50 km/h, work zone 40 km/h
DATE / HOURS: 2026-11-16 09:00-15:00 (1 day(s))
AUTHORITY: COUNCIL | STATE MANAGED ROAD: N | BUS ROUTE: CHECK
PERMIT NO: _____ | DRAWING EXPIRY: _____
REV A 2026-11-15 AUTO DRAFT | DESIGNER: _____ | APPROVER: _____
REFERENCES: SA Standards for Workzone TM v8, DIT Supplement to AS 1742.3, AS 1742.3:2019, AGTTM
SAPOL 131 444 | TRAFFIC MANAGEMENT CENTRE 1800 018 313
INSTAQUIPT PTY LTD ABN 75 692 414 412 | 0424 325 115 | adrian@instaquipt.com.au
STATEMENT OF COMPLIANCE: This TGS shall only be installed by a certified traffic management operator. Changes beyond allowable tolerances are a hold point needing approval from a certified Traffic Management Planner. Devices to the SA Workzone Traffic Management Standard and AS 1742.3:2019. Review if site conditions differ from the assumptions.

0 20 40 60 80 m
SCALE 1:1000 AT A3

LEGEND

- **TRAFFIC CONTROLLER (TC)**
- **TCV WITH ARROW BOARD**
- **WORK AREA (purple box)**
- **CONES (orange cone symbols)**
- **-** **STANDARD SIGN (80 km/h)**
- **-** **CHEVRON BOARD (TMU-900A, points to the ope..**
- **-** **DIMENSION LINE (arrows: distance between d..**
  FRAMES (MMF 1200x900: 2 squares over 1 pla..
- **A** **x4 FRONT WORKER | 40 / ROADWORK AHEAD**
  BACK 50 | END ROAD WORK / BLANK
- **B** **x4 FRONT 40 | WORKER / ROADWORK AHEAD**
  BACK END ROAD WORK | 50 / BLANK
- **C** **x2 FRONT SIGNALS AHEAD | PREPARE TO STOP /..**
- **D** **x2 FRONT PREPARE TO STOP | SIGNALS AHEAD /..**
- **E** **x2 FRONT BLANK | 40 / BLANK**
  CONTINUED IN THE FRAME SCHEDULE BOX

COVER OTHER SIGNS ON SITE



Map © OpenStreetMap contributors