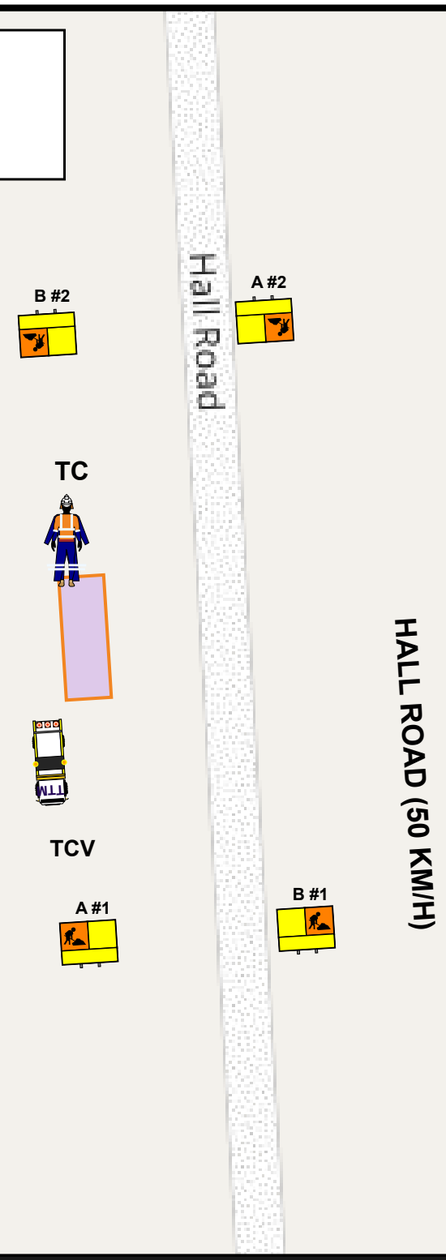
TF1059 - HALL ROAD - WORK OFF THE ROAD - WORKER SIGNS ONLY - AUTO DRAFT

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)
4 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)
! CHECK ON SITE: not fully checked - ground / drop-off unknown (elevation look-up failed) at 5 item(s); crests unknown (elevation look-up failed) at 3 item(s); sight distance unknown (road data ends, no continuing road found) at 2 item(s) - check on site (not counted as a pass).
! Pedestrians (A129): 1 pedestrian item(s) left off this TGS - pedestrian management goes on the separate pedestrian plan.
! FULLY OFF THE ROAD (work 3.6 m behind the kerb, vehicle off the road, no plant or deliveries crossing the road): a mirrored pair of WORKER symbol signs (600 x 900, swing frame), one each side of the road, 20 m from the work facing each approach (Adrian A38) - no speed reduction, no other traffic signs (Adrian A31, 8 Nov; Field Guide Fig 10A / A17). 1 TC at the work looks after pedestrians; footpath kept open behind a mesh fence. If anything has to use the road, this plan does not apply.

NOTES (AUTO DRAFT - CHECK BEFORE USE)
1. Council road, sealed, built-up - posted 50 km/h (SA urban default, ASSUMED for this street: check the posted sign on site; the nearest DIT road, Main Rd, is a different road).
2. Method: work fully off the road (3.6 m behind the kerb), vehicle off the road - WORKER symbol signs only, a mirrored pair at each approach, no speed zone (Adrian A31 / A38, Field Guide Fig 10A / 12A); the posted 50 km/h stays.
3. Traffic signs: 600 x 900 WORKER symbols in swing frames, one each side of the road at each approach (4), facing the approach, nothing else. Footpath kept open beside the work behind a mesh fence, 1.8 m left (AGTTM Pt3 3.10.1 b).
4. If the ute, a truck or any plant has to stand on or cross the road, this plan does not apply - use the working-clear layout (one frame pair each approach, END + posted on the backs).
5. Crew: 1 TC at the work (also looks after pedestrians); the ute stays parked off the road.
6. 2026-11-17 09:00-15:00, 1 day(s).
7. Map: OpenStreetMap. No footpaths mapped here - sign positions estimated from road width.
KIT: 4 MMF frames (8 legs, 4 weights), 1 TC, 1 TCV.
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).
(NOTES CONTINUED IN THE BOX ON THIS SHEET)

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

SCHEME ID: TF1059 | SHEET 1 OF 1 | SCALE 1:500 AT A3
LOCATION: HALL ROAD
CONTROLS: WORK OFF THE ROAD
SPEED: posted 50 km/h, no reduced speed zone (work off the road)
DATE / HOURS: 2026-11-17 09:00-15:00 (1 day(s))
AUTHORITY: COUNCIL | STATE MANAGED ROAD: N | BUS ROUTE: CHECK
PERMIT NO: _____ | DRAWING EXPIRY: _____
REV A 2026-11-14 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 10 20 30 40 m
SCALE 1:500 AT A3

LEGEND

TRAFFIC CONTROLLER (TC)
TCV WITH ARROW BOARD
WORK AREA (purple box)
FRAMES (MMF 1200x900: 2 squares over 1 pla..
A x2 FRONT WORKER | BLANK / BLANK
B x2 FRONT BLANK | WORKER / BLANK

COVER OTHER SIGNS ON SITE



Map © OpenStreetMap contributors