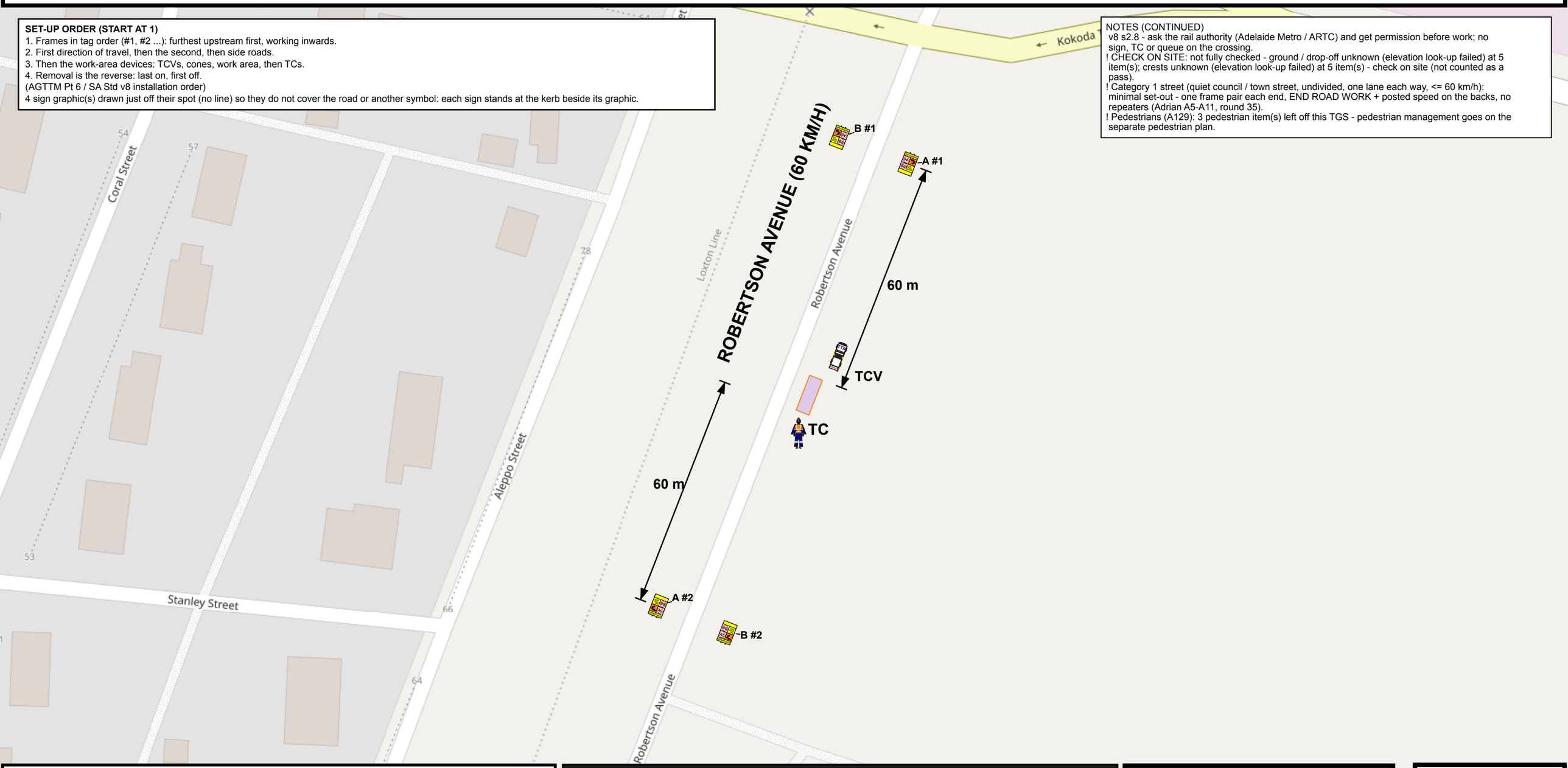
TA2A-541 - ROBERTSON AVENUE - WORKING CLEAR - AUTO DRAFT

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)
v8 s2.8 - ask the rail authority (Adelaide Metro / ARTC) and get permission before work; no sign, TC or queue on the crossing.
! 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 5 item(s) - check on site (not counted as a pass).
! Category 1 street (quiet council / town street, undivided, one lane each way, <= 60 km/h): minimal set-out - one frame pair each end, END ROAD WORK + posted speed on the backs, no repeaters (Adrian A5-A11, round 35).
! Pedestrians (A129): 3 pedestrian item(s) left off this TGS - pedestrian management goes on the separate pedestrian plan.



NOTES (AUTO DRAFT - CHECK BEFORE USE)
1. Council road, 60 km/h from map data (OpenStreetMap: 60 at the site and within 300 m). Check on site..
2. Method: working clear of traffic (Verge or private land only). 40 km/h zone.
3. Frames both sides, mirrored, on the footpath/verge.
4. Category 1 street (Field Guide Fig 2A + placement rulebook): ONE frame pair each approach, 60 m (or more, clear of junctions) before the work - ROADWORK AHEAD + 40 on the front, END ROAD WORK + 60 on the back for the other direction. No repeaters (AW = AGTTM Pt3 T2.2 / SA Std v8 T6.1). TC stands at the work.
5. Crew: 1 TC, 1 TCV as drawn (the TC on site also looks after pedestrians). Cover speed signs.
6. 2026-11-16 09:00-15:00, 1 day(s).
7. Map: OpenStreetMap. Signs on mapped footpaths: 0 placed on the OSM footpath line, rest estimated.

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).
! CHECK ON SITE: LEVEL CROSSING 88 m from the work (inside / next to the signed zone): SA Std (NOTES CONTINUED IN THE BOX ON THIS SHEET)

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

SCHEME ID: TA2A-541 | SHEET 1 OF 1 | SCALE 1:1000 AT A3
LOCATION: ROBERTSON AVENUE
CONTROLS: WORKING CLEAR
SPEED: posted 60 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 2026-11-14 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 20 40 60 80 m **SCALE 1:1000 AT A3**

LEGEND

- TRAFFIC CONTROLLER (TC)
- TCV WITH ARROW BOARD
- WORK AREA (purple box)
- \- DIMENSION LINE (arrows: distance between d..
- FRAMES (MMF 1200x900: 2 squares over 1 pla..
- A x2 FRONT WORKER | 40 / ROADWORK AHEAD
  BACK 60 | END ROAD WORK / BLANK
- B x2 FRONT 40 | WORKER / ROADWORK AHEAD
  BACK END ROAD WORK | 60 / BLANK

COVER OTHER SIGNS ON SITE



Map © OpenStreetMap contributors