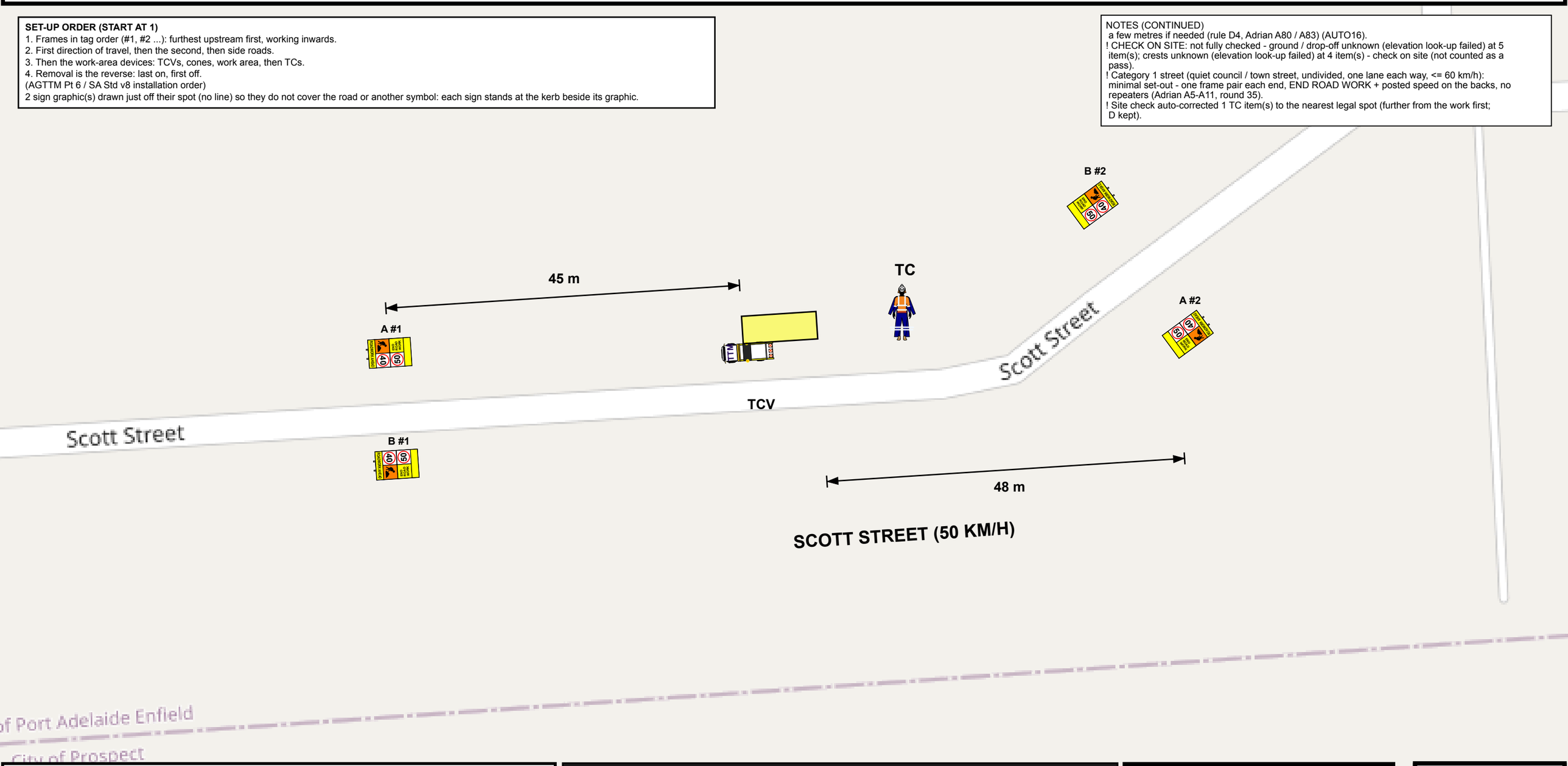
TF411 - SCOTT STREET - WORKING CLEAR - AUTO DRAFT

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)
2 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)
a few metres if needed (rule D4, Adrian A80 / A83) (AUTO16).
! 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 4 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).
! Site check auto-corrected 1 TC item(s) to the nearest legal spot (further from the work first; D kept).



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, Regency Rd, is a different road).
2. Method: working clear of traffic (Footpath). 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, 45 m (or more, clear of junctions) before the work - ROADWORK AHEAD + 40 on the front, END ROAD WORK + 50 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. 2026-11-17 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 3D-4D at 50 km/h. On-site tolerance for the installing crew only: -10% / +25% (AGTTM Pt6 6.8).
! CHECK ON SITE: advance signs (- dir) kept at 45 m (designed 45 m) instead of 75 m: the map shows a bend shortening the sight distance to the sign - crew to confirm drivers see it and shift it
(NOTES CONTINUED IN THE BOX ON THIS SHEET)

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

SCHEME ID: TF411 | SHEET 1 OF 1 | SCALE 1:500 AT A3
LOCATION: SCOTT STREET
CONTROLS: WORKING CLEAR
SPEED: posted 50 km/h, work zone 40 km/h
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 2026-11-12 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

TC	TRAFFIC CONTROLLER (TC)
TCV	TCV WITH ARROW BOARD
-	WORK AREA (yellow)
-	DIMENSION LINE (arrows: distance between d.. FRAMES (MMF 1200x900: 2 squares over 1 pla..
A	x2 FRONT WORKER | 40 / ROADWORK AHEAD BACK 50 | END ROAD WORK / BLANK
B	x2 FRONT 40 | WORKER / ROADWORK AHEAD BACK END ROAD WORK | 50 / BLANK

COVER OTHER SIGNS ON SITE



Map © OpenStreetMap contributors