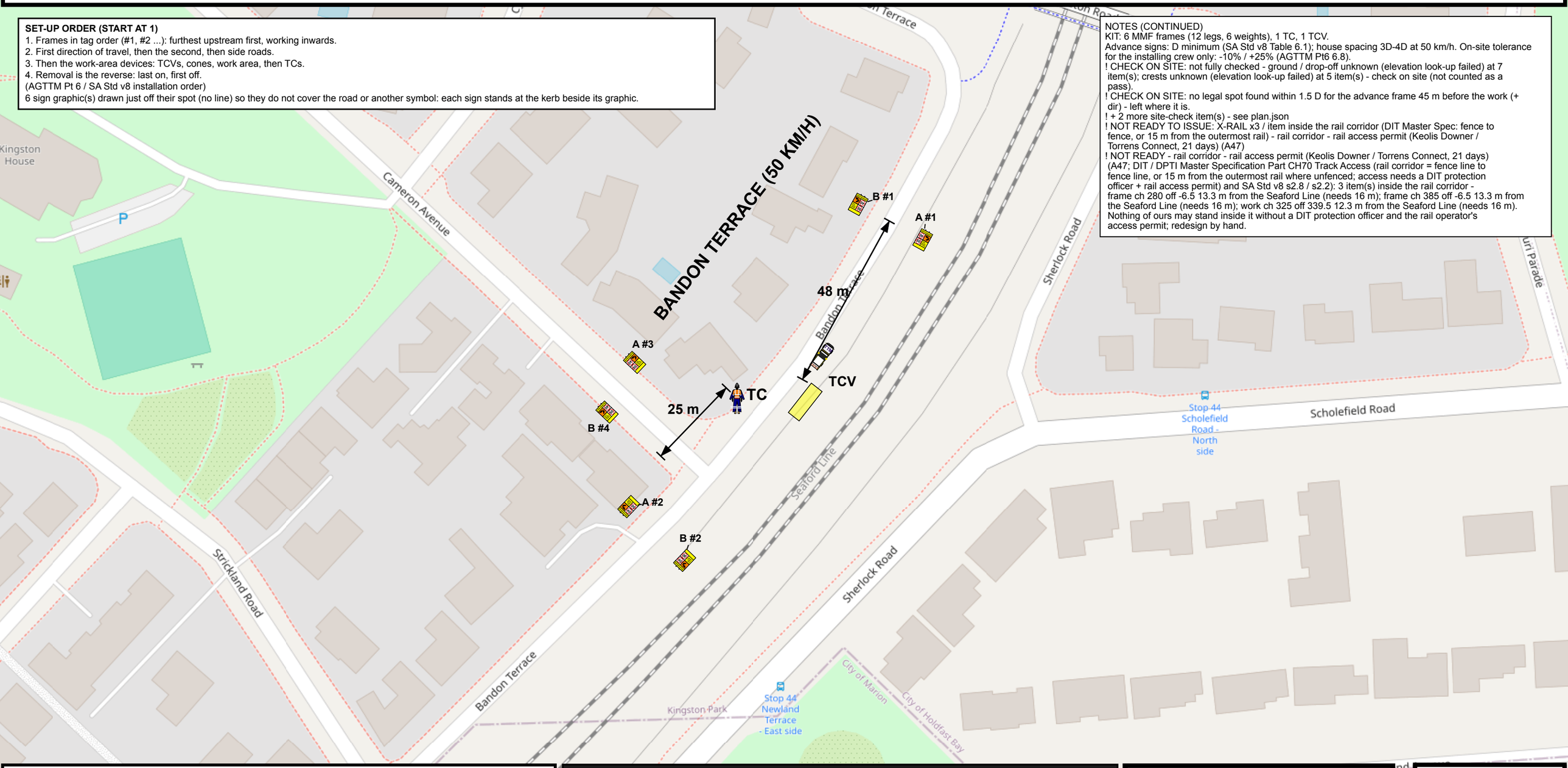
TA2A-123 - BANDON TERRACE - WORKING CLEAR - AUTO DRAFT - NOT READY TO ISSUE

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)
6 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)
KIT: 6 MMF frames (12 legs, 6 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: not fully checked - ground / drop-off unknown (elevation look-up failed) at 7 item(s); crests unknown (elevation look-up failed) at 5 item(s) - check on site (not counted as a pass).
! CHECK ON SITE: no legal spot found within 1.5 D for the advance frame 45 m before the work (+ dir) - left where it is.
! + 2 more site-check item(s) - see plan.json
! NOT READY TO ISSUE: X-RAIL x3 / item inside the rail corridor (DIT Master Spec: fence to fence, or 15 m from the outermost rail) - rail corridor - rail access permit (Keolis Downer / Torrens Connect, 21 days) (A47)
! NOT READY - rail corridor - rail access permit (Keolis Downer / Torrens Connect, 21 days) (A47; DIT / DPTI Master Specification Part CH70 Track Access (rail corridor = fence line to fence line, or 15 m from the outermost rail where unfenced; access needs a DIT protection officer + rail access permit) and SA Std v8 s2.8 / s2.2): 3 item(s) inside the rail corridor - frame ch 280 off -6.5 13.3 m from the Seaford Line (needs 16 m); frame ch 385 off -6.5 13.3 m from the Seaford Line (needs 16 m); work ch 325 off 339.5 12.3 m from the Seaford Line (needs 16 m). Nothing of ours may stand inside it without a DIT protection officer and the rail operator's access permit; redesign by hand.



NOTES (AUTO DRAFT - CHECK BEFORE USE)
NOT READY TO ISSUE (check failures the engine could not design out): X-RAIL x3 / item inside the rail corridor (DIT Master Spec: fence to fence, or 15 m from the outermost rail) - rail corridor - rail access permit (Keo
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, Ocean Bvd, is a different road) Map data (OpenStreetMap) agrees..
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, 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. 2026-11-16 09:00-15:00, 1 day(s).
7. Map: OpenStreetMap. No footpaths mapped here - sign positions estimated from road width.
8. Side roads in the zone signed: CAMERON AVENUE.
(NOTES CONTINUED IN THE BOX ON THIS SHEET)

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

SCHEME ID: TA2A-123 | SHEET 1 OF 1 | SCALE 1:1000 AT A3
LOCATION: BANDON TERRACE
CONTROLS: WORKING CLEAR
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 2026-11-12 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 20 40 60 80 m
SCALE 1:1000 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	x3 FRONT WORKER | 40 / ROADWORK AHEAD BACK 50 | END ROAD WORK / BLANK
B	x3 FRONT 40 | WORKER / ROADWORK AHEAD BACK END ROAD WORK | 50 / BLANK

COVER OTHER SIGNS ON SITE



Map © OpenStreetMap contributors