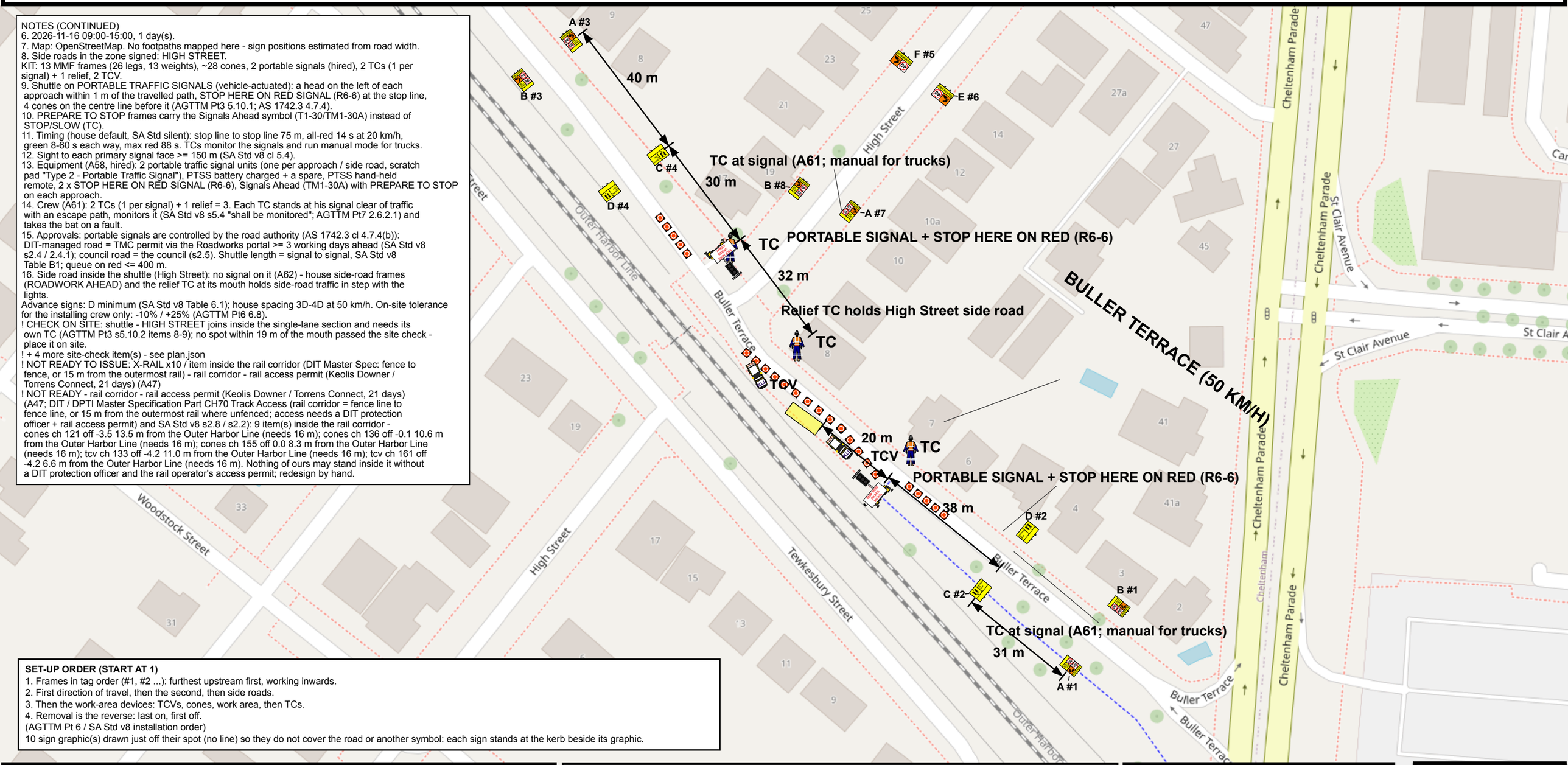
TA2C-1305 - BULLER TERRACE - SHUTTLE - PORTABLE SIGNALS - AUTO DRAFT - NOT READY TO ISSUE

NOTES (CONTINUED)
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: HIGH STREET.
KIT: 13 MMF frames (26 legs, 13 weights), ~28 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 (High Street): 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 3D-4D at 50 km/h. On-site tolerance for the installing crew only: -10% / +25% (AGTTM Pt6 6.8).
! CHECK ON SITE: shuttle - HIGH STREET joins inside the single-lane section and needs its own TC (AGTTM Pt3 s5.10.2 items 8-9); no spot within 19 m of the mouth passed the site check - place it on site.
! + 4 more site-check item(s) - see plan.json
! NOT READY TO ISSUE: X-RAIL x10 / 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): 9 item(s) inside the rail corridor - cones ch 121 off -3.5 13.5 m from the Outer Harbor Line (needs 16 m); cones ch 136 off -0.1 10.6 m from the Outer Harbor Line (needs 16 m); cones ch 155 off 0.0 8.3 m from the Outer Harbor Line (needs 16 m); tcv ch 133 off -4.2 11.0 m from the Outer Harbor Line (needs 16 m); tcv ch 161 off -4.2 6.6 m from the Outer Harbor 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.



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)
10 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 (AUTO DRAFT - CHECK BEFORE USE)
NOT READY TO ISSUE (check failures the engine could not design out): X-RAIL x10 / item inside the rail corridor (DIT Master Spec: fence to fence, or 15 m from the outermost rail) - rail corridor - rail access permit (Ke
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, Cheltenham Pde, is a different road) 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) (Part of a lane / the shoulder). 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.
(NOTES CONTINUED IN THE BOX ON THIS SHEET)

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

SCHEME ID: TA2C-1305 | SHEET 1 OF 1 | SCALE 1:1000 AT A3
LOCATION: BULLER TERRACE
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 2026-11-12 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)
-	CONES (orange cone symbols)
-	STANDARD SIGN (80 km/h)
-	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
C	x2 FRONT SIGNALS AHEAD | PREPARE TO STOP /..
D	x2 FRONT PREPARE TO STOP | SIGNALS AHEAD /..
E	x1 FRONT WORKER | 40 / ROADWORK AHEAD
F	x1 FRONT 40 | WORKER / ROADWORK AHEAD

COVER OTHER SIGNS ON SITE



Map © OpenStreetMap contributors