TB8-839 - HARDYS ROAD - HALF ROAD CLOSURE - ONE DIRECTION OPEN - 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)
TC symbols drawn beside a TCV have a leader line: the TC stands at the TCV.
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)
7. Map: OpenStreetMap. No footpaths mapped here - sign positions estimated from road width.
KIT: 9 MMF frames (18 legs, 9 weights), ~15 cones, 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).
DETOUR (route + signs on this sheet): HOWIE AVENUE > STEPHENS AVENUE > ASHLEY STREET > back onto HARDYS ROAD; ASHLEY STREET > STEPHENS AVENUE > HOWIE AVENUE > back onto H
! CHECK ON SITE: no clear spot within 16 m for 40 / ROADWORK AHEAD pair
! 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 7 item(s) - check on site (not counted as a pass).
! NOT READY TO ISSUE: CO-SIDEROAD x1
! Roundabout (Adrian A57 / A59 / A67): a stop/slow or signal shuttle here would queue back into the roundabout or onto the main road - drawn instead as a HALF ROAD CLOSURE (Field Guide Fig 1E): the work-side lane is closed, the other direction keeps flowing past the work, the closed direction is detoured. If the road is wide enough to keep BOTH directions moving (>= 6.5 m open beside the work), the TMD may use a lane closure with a lateral shift instead.

WORK AREA - NORTHBOUND LANE CLOSED (HALF ROAD CLOSURE)
TCV SOUTHBOUND OPEN - 40 km/h
TC
TC1 - NO ENTRY end: lets residents / trucks in and out
NORTHBOUND THROUGH TRAFFIC: DETOUR
HARDYS ROAD (60 KM/H)
DETOUR
A #2
B #2
C #4
D #4
E #1
G #5
G #7
H #6

FRAME SCHEDULE (CONTINUED) - ALL FRAME TYPES
A x1 FRONT WORKER | NO ENTRY / ROAD CLOSED
BACK 60 | END ROAD WORK / BLANK
B x1 FRONT NO ENTRY | WORKER / ROAD CLOSED
BACK END ROAD WORK | 60 / BLANK
C x1 FRONT WORKER | 40 / ROADWORK AHEAD
BACK 60 | END ROAD WORK / BLANK
D x1 FRONT 40 | WORKER / ROADWORK AHEAD
BACK END ROAD WORK | 60 / BLANK
E x1 FRONT DETOUR AHEAD | WORKER / BLANK
F x1 FRONT <-- | BLANK / DETOUR
G x2 FRONT <-- | BLANK / BLANK
H x1 FRONT --> | BLANK / BLANK

NOTES (AUTO DRAFT - CHECK BEFORE USE)
NOT READY TO ISSUE (check failures the engine could not design out): CO-SIDEROAD x1
1. Council road, 60 km/h from map data (OpenStreetMap: 60 at the site and within 300 m). Check on site..
2. Method: road closed at the work only - local traffic only (A20). No reduced speed zone: the posted 60 km/h stays.
3. Frames both sides, mirrored, on the footpath/verge.
4. Road closed at the work only (Adrian A20): ROAD CLOSED barrier boards + cones across the road at each end of the work, the TC at the work; LOCAL TRAFFIC ONLY / ROAD CLOSED pair about 45 m out (or just inside the nearer side street) so the two read separately (Adrian A26/A27); side roads joining the closed bit are closed at their mouths (A29). Through traffic follows the DETOUR (route + arrows + signs). No 40 zone - no traffic passes the workers. Approach speed (A23): Field Guide Fig 1A-1D / 1H draw NO 40 on the approach to a full closure - the advance warning is DETOUR AHEAD / ROAD CLOSED AHEAD + worker at AW; a 40 belongs to Fig 1E half closures, where traffic passes the work.
5. Crew: 1 TC, 1 TCV as drawn (the TC on site also looks after pedestrians). Cover speed signs.
6. 2026-11-23 09:00-15:00, 1 day(s).
(NOTES CONTINUED IN THE BOX ON THIS SHEET)

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

SCHEME ID: TB8-839 | SHEET 1 OF 1 | SCALE 1:2500 AT A3
LOCATION: HARDYS ROAD
CONTROLS: HALF ROAD CLOSURE
SPEED: posted 60 km/h, work zone 40 km/h
DATE / HOURS: 2026-11-23 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.

0 100 200 300 400 m
SCALE 1:2500 AT A3

LEGEND

TC	TRAFFIC CONTROLLER (TC)
TCV	TCV WITH ARROW BOARD
-	WORK AREA (yellow)
-	CONES (orange cone symbols)
	FRAMES (MMF 1200x900: 2 squares over 1 pla..
A	x1 FRONT WORKER | NO ENTRY / ROAD CLOSED BACK 60 | END ROAD WORK / BLANK
B	x1 FRONT NO ENTRY | WORKER / ROAD CLOSED BACK END ROAD WORK | 60 / BLANK
C	x1 FRONT WORKER | 40 / ROADWORK AHEAD BACK 60 | END ROAD WORK / BLANK
D	x1 FRONT 40 | WORKER / ROADWORK AHEAD BACK END ROAD WORK | 60 / BLANK
E	x1 FRONT DETOUR AHEAD | WORKER / BLANK
F	x1 FRONT <-- | BLANK / DETOUR

CONTINUED IN THE FRAME SCHEDULE BOX

COVER OTHER SIGNS ON SITE

COVER

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