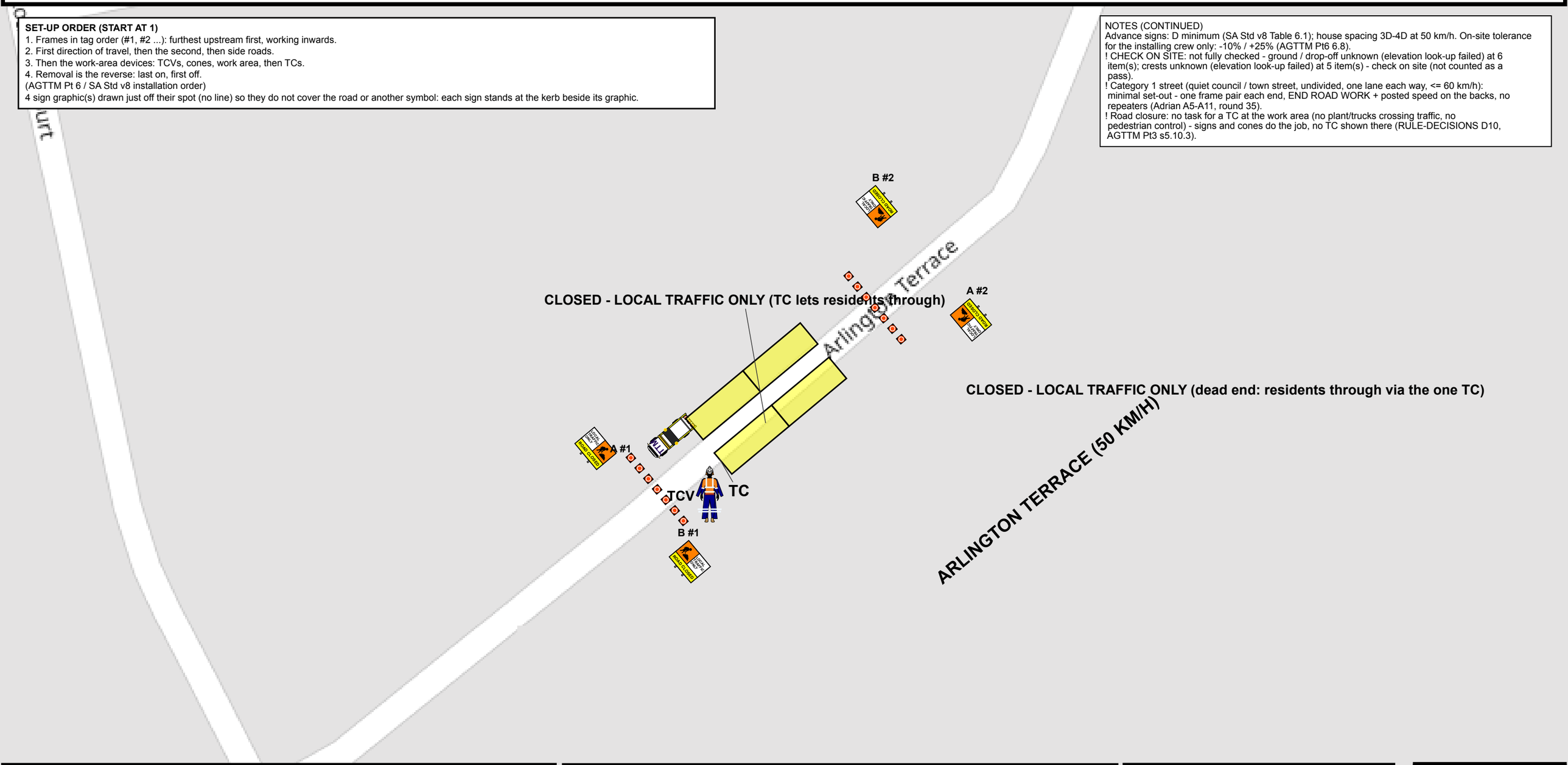
# TA1F-379 - ARLINGTON TERRACE - ROAD CLOSED - LOCAL TRAFFIC ONLY - AUTO DRAFT

**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)
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 6 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).
! Road closure: no task for a TC at the work area (no plant/trucks crossing traffic, no pedestrian control) - signs and cones do the job, no TC shown there (RULE-DECISIONS D10, AGTTM Pt3 s5.10.3).




**NOTES (AUTO DRAFT - CHECK BEFORE USE)**
1. Council road, sealed, built-up area - 50 km/h SA default ASSUMED (check on site) Map data (OpenStreetMap) agrees..
2. Method: road closed at the work only - local traffic only (A20). No reduced speed zone: the posted 50 km/h stays.
3. Frames both sides, mirrored, on the footpath/verge.
4. Road closed at the work only (Adrian A20: minimum closed length): ROAD CLOSED / LOCAL TRAFFIC ONLY pair 12 m from each end of the work with the TC beside it; the rest of the street stays open to the closure points; side roads joining the closed bit get SIDE ROAD CLOSED boards. 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. 2026-11-16 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), ~10 cones, 1 TC, 1 TCV.
(NOTES CONTINUED IN THE BOX ON THIS SHEET)

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

**SCHEME ID: TA1F-379 | SHEET 1 OF 1 | SCALE 1:500 AT A3**
LOCATION: ARLINGTON TERRACE
CONTROLS: ROAD CLOSED
SPEED: posted 50 km/h, no reduced speed zone (road closed at the work)
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.

**SCALE 1:500 AT A3**
0 10 20 30 40 metres

## 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 | x2 FRONT LOCAL TRAFFIC ONLY \| WORKER / ROA.. |
| B | x2 FRONT WORKER \| LOCAL TRAFFIC ONLY / ROA.. |

**COVER OTHER SIGNS ON SITE**




Map © OpenStreetMap contributors