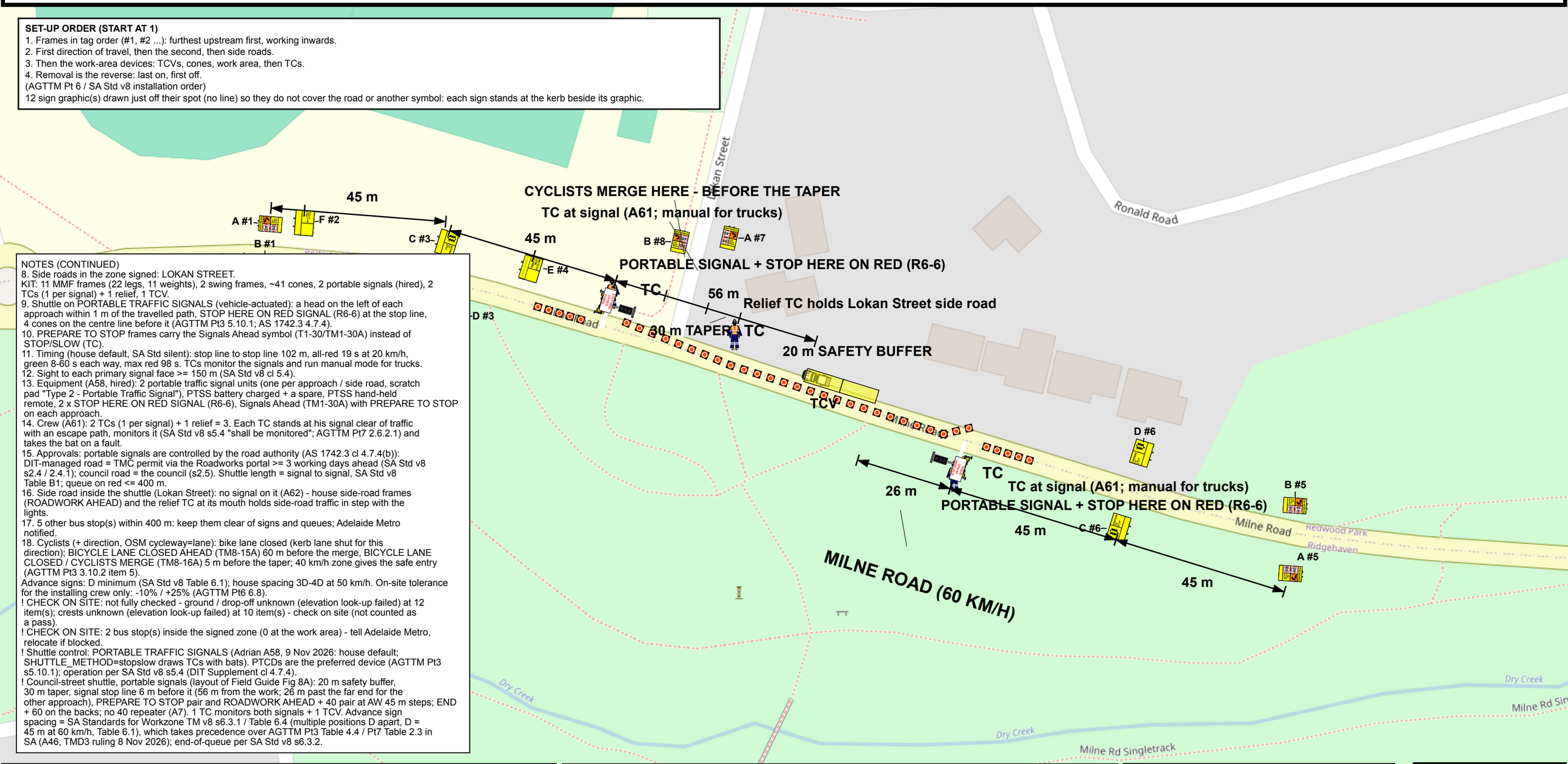
TB8-58 - MILNE ROAD - SHUTTLE - PORTABLE SIGNALS - AUTO DRAFT

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)
12 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)
8. Side roads in the zone signed: LOKAN STREET.
KIT: 11 MMF frames (22 legs, 11 weights), 2 swing frames, ~41 cones, 2 portable signals (hired), 2 TCs (1 per signal) + 1 relief, 1 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 102 m, all-red 19 s at 20 km/h, green 8-60 s each way, max red 98 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 (Lokan 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.
17. 5 other bus stop(s) within 400 m: keep them clear of signs and queues; Adelaide Metro notified.
18. Cyclists (+ direction, OSM cycleway=lane): bike lane closed (kerb lane shut for this direction); BICYCLE LANE CLOSED AHEAD (TM8-15A) 60 m before the merge, BICYCLE LANE CLOSED / CYCLISTS MERGE (TM8-16A) 5 m before the taper; 40 km/h zone gives the safe entry (AGTTM Pt3 3.10.2 item 5).
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 12 item(s); crests unknown (elevation look-up failed) at 10 item(s) - check on site (not counted as a pass).
! CHECK ON SITE: 2 bus stop(s) inside the signed zone (0 at the work area) - tell Adelaide Metro, relocate if blocked.
! Shuttle control: PORTABLE TRAFFIC SIGNALS (Adrian A58, 9 Nov 2026: house default; SHUTTLE_METHOD=stopslow draws TCs with bats). PTCDs are the preferred device (AGTTM Pt3 s5.10.1); operation per SA Std v8 s5.4 (DIT Supplement cl 4.7.4).
! Council-street shuttle, portable signals (layout of Field Guide Fig 8A): 20 m safety buffer, 30 m taper, signal stop line 6 m before it (56 m from the work; 26 m past the far end for the other approach), PREPARE TO STOP pair and ROADWORK AHEAD + 40 pair at AW 45 m steps; END + 60 on the backs; no 40 repeater (A7). 1 TC monitors both signals + 1 TCV. Advance sign spacing = SA Standards for Workzone TM v8 s6.3.1 / Table 6.4 (multiple positions D apart, D = 45 m at 60 km/h, Table 6.1), which takes precedence over AGTTM Pt3 Table 4.4 / Pt7 Table 2.3 in SA (A46, TMD3 ruling 8 Nov 2026); end-of-queue per SA Std v8 s6.3.2.



NOTES (AUTO DRAFT - CHECK BEFORE USE)
1. Council SUBA road, sealed, built-up - 60 km/h ASSUMED WORST CASE (could be 50; check on site) 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) (A whole lane). 40 km/h zone.
3. Frames both sides, mirrored, on the footpath/verge.
4. Shuttle, portable signals (Field Guide Fig 8A layout): work side - 20 m buffer, 30 m taper, TC 56 m from the work; other end - signal stop line 26 m past the work. Each approach: PREPARE TO STOP (Signals Ahead symbolic + PREPARE TO STOP 600) AW 45 m before the stop line, ROADWORK AHEAD + 40 AW 45 m before that, END + 60 on its back. No 40 repeater. Spacing D = 45 m (SA Std v8 s6.3.1 / Tables 6.1 + 6.4, over AGTTM in SA). Release before the queue passes the PREPARE TO STOP by more than 45 m (SA Std v8 s6.3.2 end of queue).
5. Crew (A61): 2 TCs (1 per signal) + 1 relief, 1 TCV. Equipment (hired): 2 portable signal units, PTSS battery (+ spare), PTSS remote, 2 x R6-6. Cover speed signs.
6. 2026-11-23 09:00-15:00, 1 day(s).
7. Map: OpenStreetMap. Signs on mapped footpaths: 0 placed on the OSM footpath line, rest estimated.
(NOTES CONTINUED IN THE BOX ON THIS SHEET)

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

SCHEME ID: TB8-58 | SHEET 1 OF 1 | SCALE 1:1000 AT A3
LOCATION: MILNE ROAD
CONTROLS: SHUTTLE
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 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 60 | END ROAD WORK / BLANK
B	x3 FRONT 40 | WORKER / ROADWORK AHEAD BACK END ROAD WORK | 60 / BLANK
C	x2 FRONT SIGNALS AHEAD | PREPARE TO STOP /..
D	x2 FRONT PREPARE TO STOP | SIGNALS AHEAD /..
E	x1 FRONT BICYCLE LANE CLOSED | BLANK / CYC..
F	x1 FRONT BICYCLE LANE CLOSED AHEAD | BLANK

COVER OTHER SIGNS ON SITE



Map © OpenStreetMap contributors