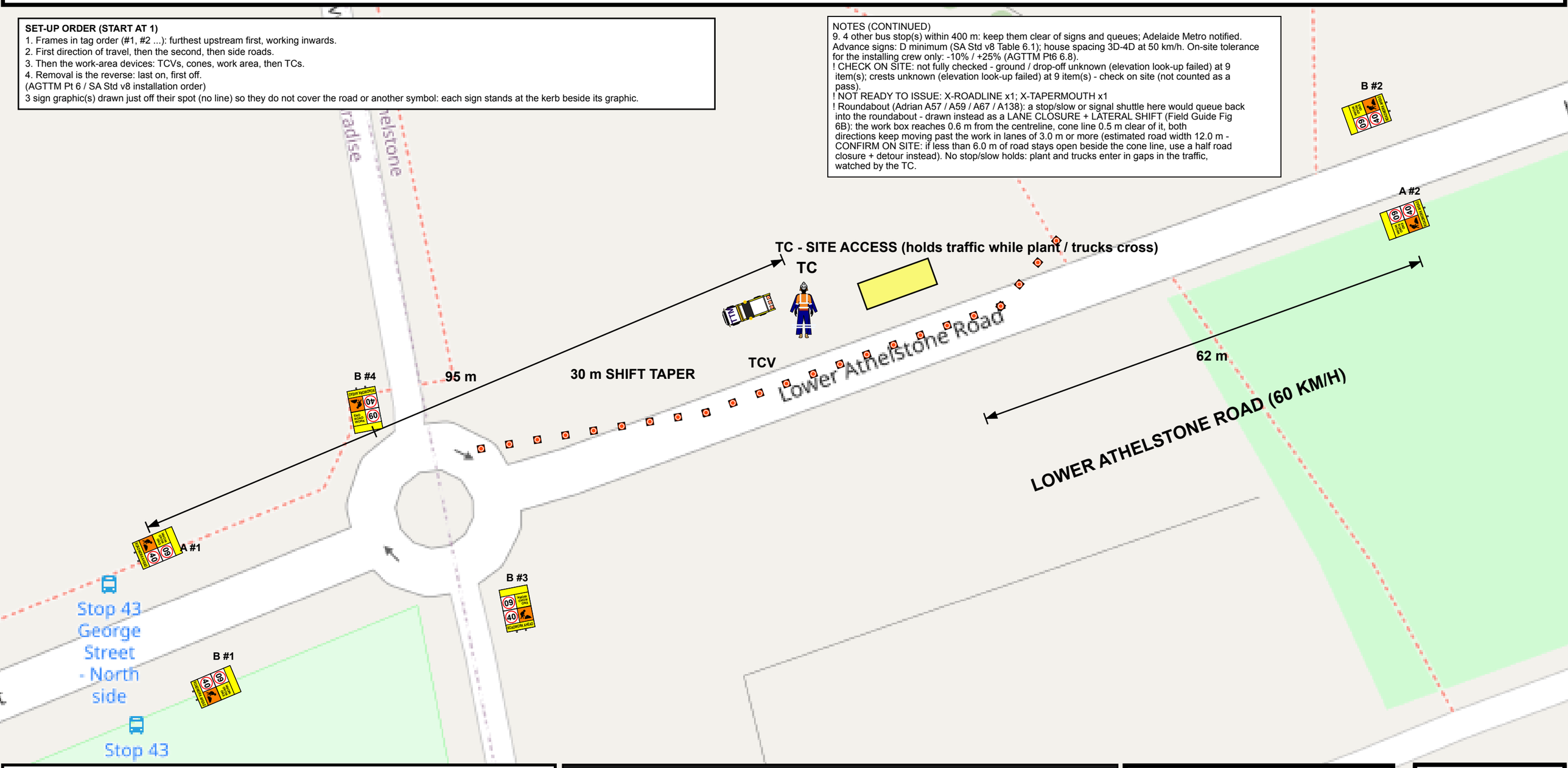
TB8-32 - LOWER ATHELSTONE ROAD - WORKING CLEAR - AUTO DRAFT - NOT READY TO ISSUE

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)
3 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)
9. 4 other bus stop(s) within 400 m: keep them clear of signs and queues; Adelaide Metro notified.
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 9 item(s); crests unknown (elevation look-up failed) at 9 item(s) - check on site (not counted as a pass).
! NOT READY TO ISSUE: X-ROADLINE x1; X-TAPERMOUTH x1
! Roundabout (Adrian A57 / A59 / A67 / A138): a stop/slow or signal shuttle here would queue back into the roundabout - drawn instead as a LANE CLOSURE + LATERAL SHIFT (Field Guide Fig 6B): the work box reaches 0.6 m from the centreline, cone line 0.5 m clear of it, both directions keep moving past the work in lanes of 3.0 m or more (estimated road width 12.0 m - CONFIRM ON SITE: if less than 6.0 m of road stays open beside the cone line, use a half road closure + detour instead). No stop/slow holds: plant and trucks enter in gaps in the traffic, watched by the TC.



NOTES (AUTO DRAFT - CHECK BEFORE USE)
NOT READY TO ISSUE (check failures the engine could not design out): X-ROADLINE x1; X-TAPERMOUTH x1
1. Council road, 60 km/h from map data (OpenStreetMap: 60 at the site and within 300 m). Check on site..
2. Method: working clear of traffic (A whole lane). 40 km/h zone.
3. Frames both sides, mirrored, on the footpath/verge.
4. Lateral shift (Field Guide Fig 6B): one ROADWORK AHEAD + 40 pair each approach 95 m from the work, END + 60 on the backs; 30 m shift taper ending 20 m before the work; cone line keeps a 3.5 m lane. No repeaters.
5. Crew: 1 TC (spotter at the work), 1 TCV in the coned strip. Cover permanent speed signs in the 40.
6. 2026-11-23 09:00-15:00, 1 day(s).
7. Map: OpenStreetMap. Signs on mapped footpaths: 1 placed on the OSM footpath line, rest estimated.
8. Side roads in the zone signed: RIVER DRIVE, SCHULZE ROAD.
KIT: 7 MMF frames (14 legs, 7 weights), ~28 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: TB8-32 | SHEET 1 OF 1 | SCALE 1:500 AT A3
LOCATION: LOWER ATHELSTONE ROAD
CONTROLS: WORKING CLEAR
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 2026-11-13 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 10 20 30 40 m
SCALE 1:500 AT A3

LEGEND

TC	**TRAFFIC CONTROLLER (TC)**
TCV	**TCV WITH ARROW BOARD**
-	**WORK AREA (yellow)**
-	**CONES (orange cone symbols)**
-	**DIMENSION LINE (arrows: distance between d.. FRAMES (MMF 1200x900: 2 squares over 1 pla..**
A	**x2 FRONT WORKER | 40 / ROADWORK AHEAD** BACK 60 | END ROAD WORK / BLANK
B	**x4 FRONT 40 | WORKER / ROADWORK AHEAD** BACK END ROAD WORK | 60 / BLANK

COVER OTHER SIGNS ON SITE



Map © OpenStreetMap contributors