TB8-917 - HARDYS 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)
8 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.

B #3
A #3
45 m
C #4
D #4
B #5
49 m
TC at signal (A61; manual for trucks)
PORTABLE SIGNAL + STOP HERE ON RED (R6-6)
TC
31 m
20 m SAFETY BUFFER
TCV
B #6
61 m
TC
30 m TAPER
Relief TC holds Howie Avenue side road
TC
PORTABLE SIGNAL + STOP HERE ON RED (R6-6)
45 m
TC at signal (A61; manual for trucks)
C #2
D #2
45 m
A #1
B #1
HARDYS ROAD (60 KM/H)
Hardys Road
Torrensville
Underdale
Ashwin Parade
Howie Avenue
Stephens Avenue
Sheriff Street
Wycombe Street
Cranbrook Avenue
Chatswood Grove
Vintage Road
Armour Avenue
Flinders Park
City of Charles Sturt
City of West Torrens
River Torrens
Diamond Tyres

NOTES (CONTINUED)
8. Side roads in the zone signed: ASHWIN PARADE, HOWIE AVENUE.
KIT: 11 MMF frames (22 legs, 11 weights), ~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 (Howie Avenue): 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: not fully checked - ground / drop-off unknown (elevation look-up failed) at 14 item(s); crests unknown (elevation look-up failed) at 12 item(s); sight distance unknown (road data ends, no continuing road found) at 2 item(s) - check on site (not counted as a pass).
! 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 road, 60 km/h from map data (OpenStreetMap: 60 at the site and within 300 m). Check on site..
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: 2 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: TB8-917 | SHEET 1 OF 1 | SCALE 1:2000 AT A3
LOCATION: HARDYS 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 2026-11-13 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 50 100 150 200 m
SCALE 1:2000 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	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
C	x2 FRONT SIGNALS AHEAD | PREPARE TO STOP /..
D	x2 FRONT PREPARE TO STOP | SIGNALS AHEAD /..

COVER OTHER SIGNS ON SITE

COVER

Map © OpenStreetMap contributors