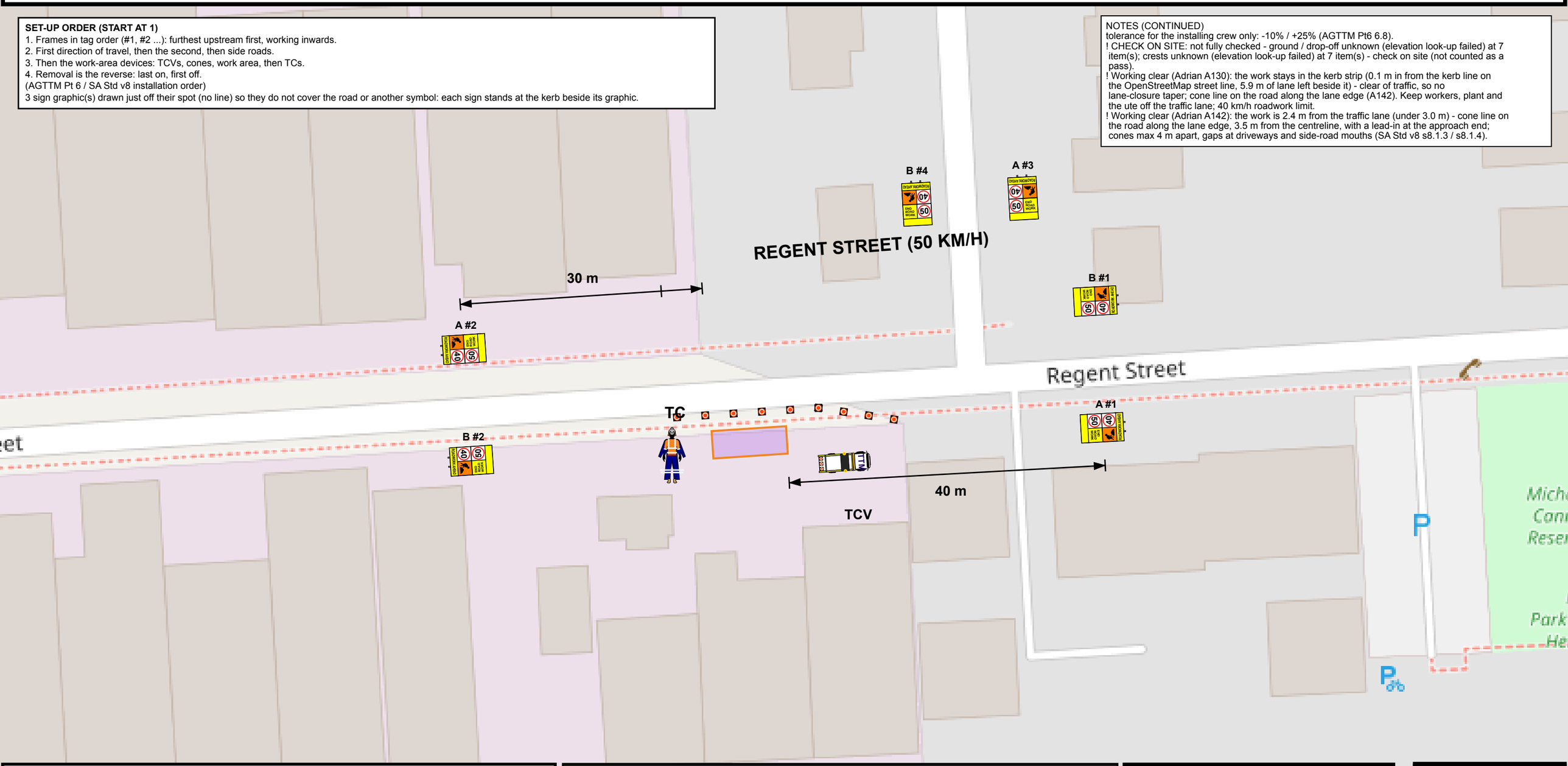
TA2B-3025 - REGENT STREET - WORKING CLEAR - AUTO DRAFT

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)
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)
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 7 item(s); crests unknown (elevation look-up failed) at 7 item(s) - check on site (not counted as a pass).
! Working clear (Adrian A130): the work stays in the kerb strip (0.1 m in from the kerb line on the OpenStreetMap street line, 5.9 m of lane left beside it) - clear of traffic, so no lane-closure taper; cone line on the road along the lane edge (A142). Keep workers, plant and the ute off the traffic lane; 40 km/h roadwork limit.
! Working clear (Adrian A142): the work is 2.4 m from the traffic lane (under 3.0 m) - cone line on the road along the lane edge, 3.5 m from the centreline, with a lead-in at the approach end; cones max 4 m apart, gaps at driveways and side-road mouths (SA Std v8 s8.1.3 / s8.1.4).



NOTES (AUTO DRAFT - CHECK BEFORE USE)
1. Council road, sealed, built-up - posted 50 km/h (SA urban default, ASSUMED for this street: check the posted sign on site; the nearest DIT road, South Rd, is a different road) Map data (OpenStreetMap) agrees..
2. Method: working clear of traffic (Verge or private land only). 40 km/h zone.
3. Frames both sides, mirrored, on the footpath/verge.
4. Category 1 street (Field Guide Fig 2A + placement rulebook): ONE frame pair each approach, 30 m (or more, clear of junctions) before the work - ROADWORK AHEAD + 40 on the front, END ROAD WORK + 50 on the back for the other direction. No repeaters (AW = AGTTM Pt3 T2.2 / SA Std v8 T6.1). TC stands at 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. Signs on mapped footpaths: 0 placed on the OSM footpath line, rest estimated.
8. Side roads in the zone signed: BRETT STREET.

KIT: 6 MMF frames (12 legs, 6 weights), ~12 cones, 1 TC, 1 TCV.
Advance signs: D minimum (SA Std v8 Table 6.1); house spacing D-2D, never past 2D. On-site
(NOTES CONTINUED IN THE BOX ON THIS SHEET)

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

SCHEME ID: TA2B-3025 | SHEET 1 OF 1 | SCALE 1:500 AT A3
LOCATION: REGENT STREET
CONTROLS: WORKING CLEAR
SPEED: posted 50 km/h, work zone 40 km/h
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 2026-11-16 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

- **TRAFFIC CONTROLLER (TC)**
- **TCV WITH ARROW BOARD**
- **WORK AREA (purple box)**
- **CONES (orange cone symbols)**
- \- **DIMENSION LINE (arrows: distance between d..**
- **FRAMES (MMF 1200x900: 2 squares over 1 pla..**
- A **x3 FRONT WORKER | 40 / ROADWORK AHEAD**
  BACK 50 | END ROAD WORK / BLANK
- B **x3 FRONT 40 | WORKER / ROADWORK AHEAD**
  BACK END ROAD WORK | 50 / BLANK

COVER OTHER SIGNS ON SITE



Map © OpenStreetMap contributors