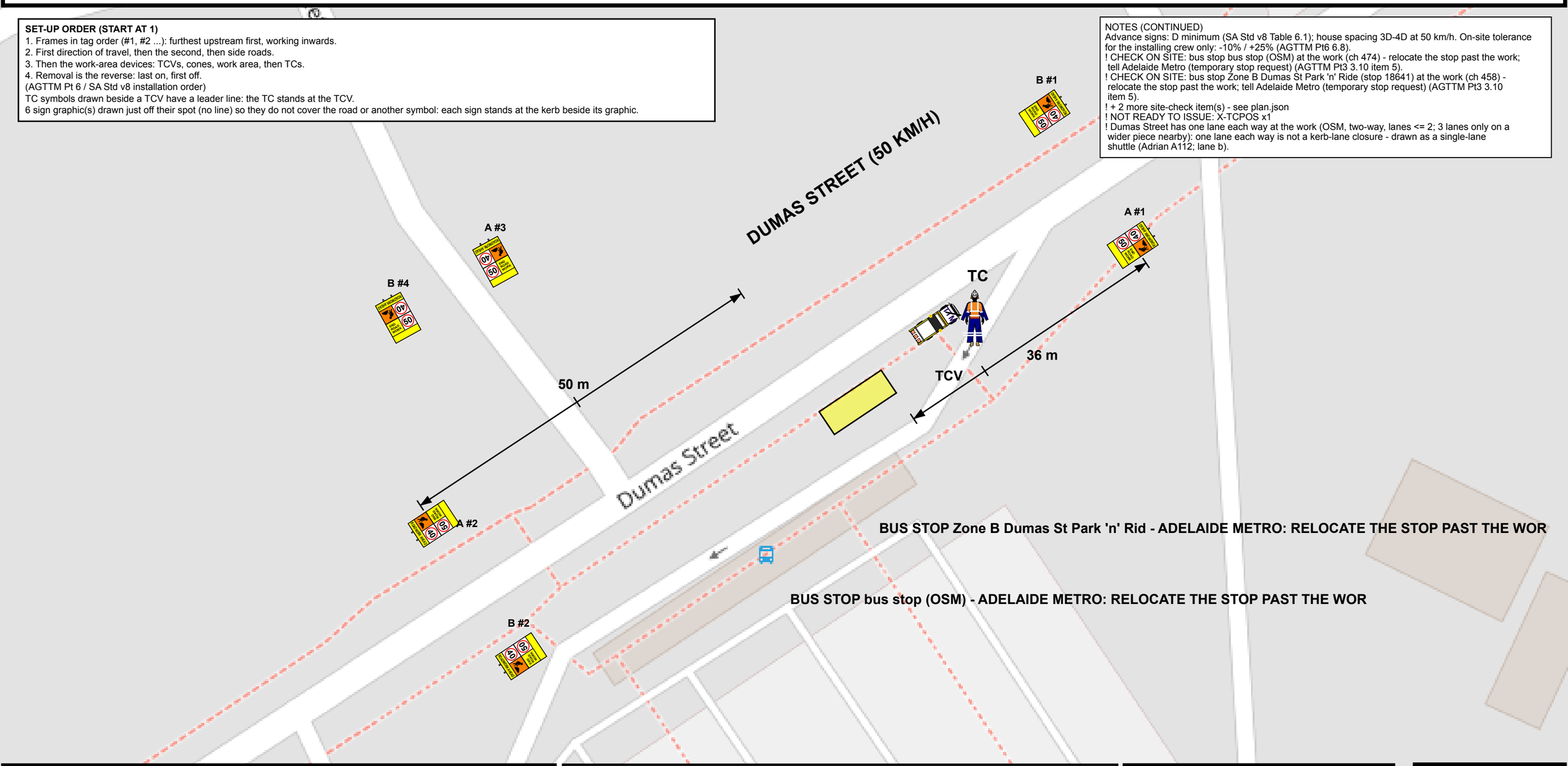
TF566 - DUMAS STREET - WORKING CLEAR - AUTO DRAFT - NOT READY TO ISSUE

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)
TC symbols drawn beside a TCV have a leader line: the TC stands at the TCV.
6 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: bus stop bus stop (OSM) at the work (ch 474) - relocate the stop past the work; tell Adelaide Metro (temporary stop request) (AGTTM Pt3 3.10 item 5).
! CHECK ON SITE: bus stop Zone B Dumas St Park 'n' Ride (stop 18641) at the work (ch 458) - relocate the stop past the work; tell Adelaide Metro (temporary stop request) (AGTTM Pt3 3.10 item 5).
! + 2 more site-check item(s) - see plan.json
! NOT READY TO ISSUE: X-TCPOS x1
! Dumas Street has one lane each way at the work (OSM, two-way, lanes <= 2; 3 lanes only on a wider piece nearby): one lane each way is not a kerb-lane closure - drawn as a single-lane shuttle (Adrian A112; lane b).



NOTES (AUTO DRAFT - CHECK BEFORE USE)
NOT READY TO ISSUE (check failures the engine could not design out): X-TCPOS x1
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, Adelaide Rd, is a different road).
2. Method: working clear of traffic (Footpath). 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, 45 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. 2026-11-17 09:00-15:00, 1 day(s).
7. Map: OpenStreetMap. Signs on mapped footpaths: 2 placed on the OSM footpath line, rest estimated.
8. Side roads in the zone signed: ALDRIN STREET.
KIT: 6 MMF frames (12 legs, 6 weights), 1 TC, 1 TCV.
9. 4 other bus stop(s) within 400 m: keep them clear of signs and queues; Adelaide Metro notified.
(NOTES CONTINUED IN THE BOX ON THIS SHEET)

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

SCHEME ID: TF566 | SHEET 1 OF 1 | SCALE 1:500 AT A3
LOCATION: DUMAS STREET
CONTROLS: WORKING CLEAR
SPEED: posted 50 km/h, work zone 40 km/h
DATE / HOURS: 2026-11-17 09:00-15:00 (1 day(s))
AUTHORITY: COUNCIL | STATE MANAGED ROAD: N | BUS ROUTE: Y
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 10 20 30 40 m
SCALE 1:500 AT A3

LEGEND

TC	**TRAFFIC CONTROLLER (TC)**
TCV	**TCV WITH ARROW BOARD**
-	**WORK AREA (yellow)**
-	**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