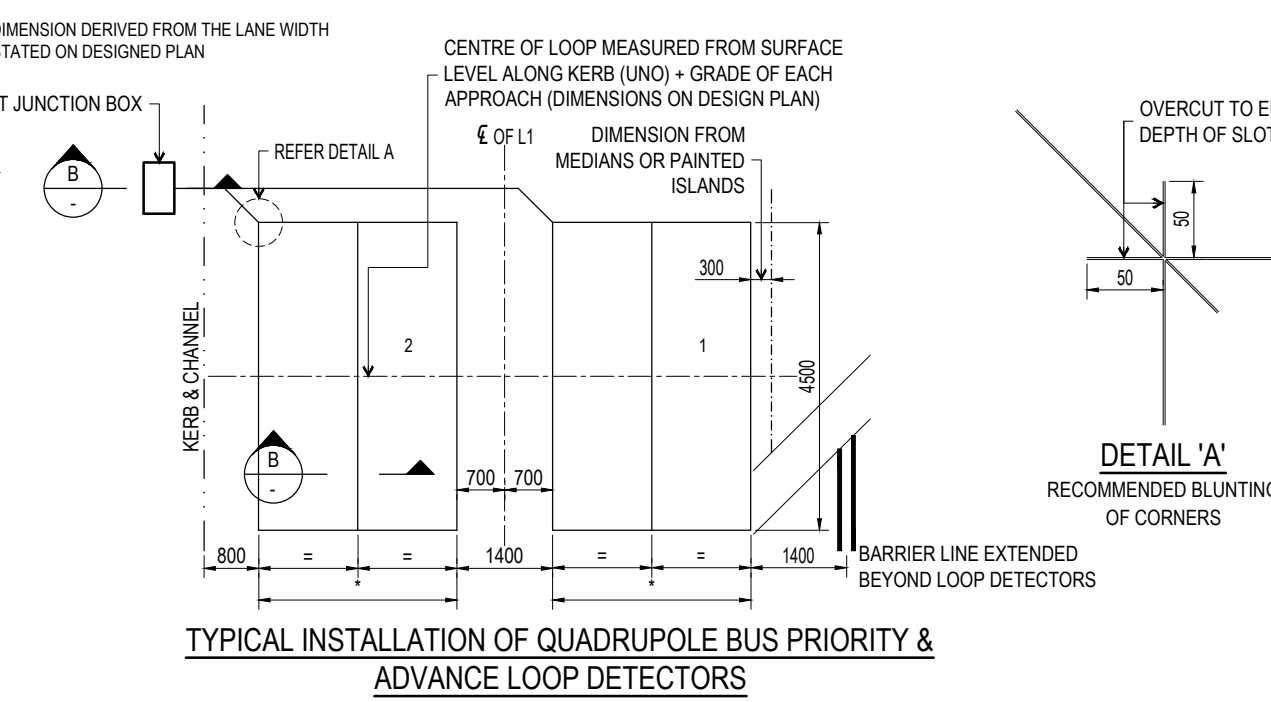
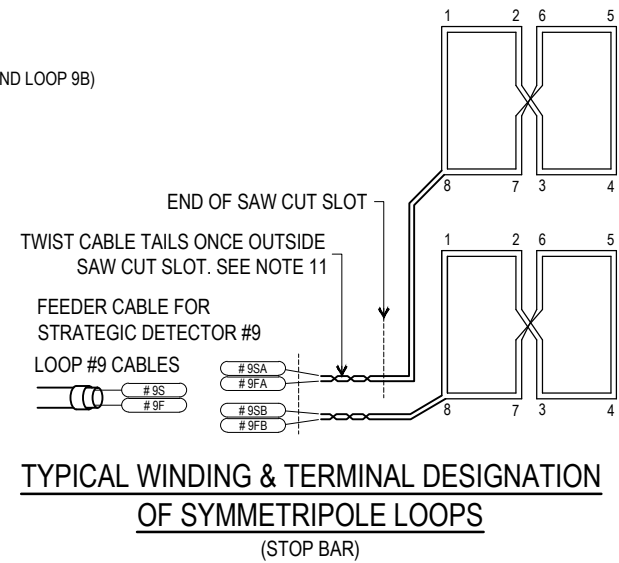


TYPICAL INSTALLATION OF SYMMETRIPOLE STOP LINE DETECTORS

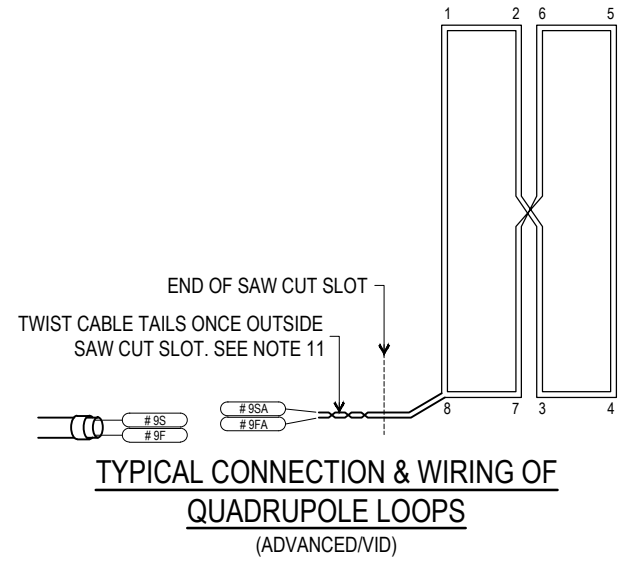


TYPICAL INSTALLATION OF QUADRUPOLE BUS PRIORITY & ADVANCE LOOP DETECTORS

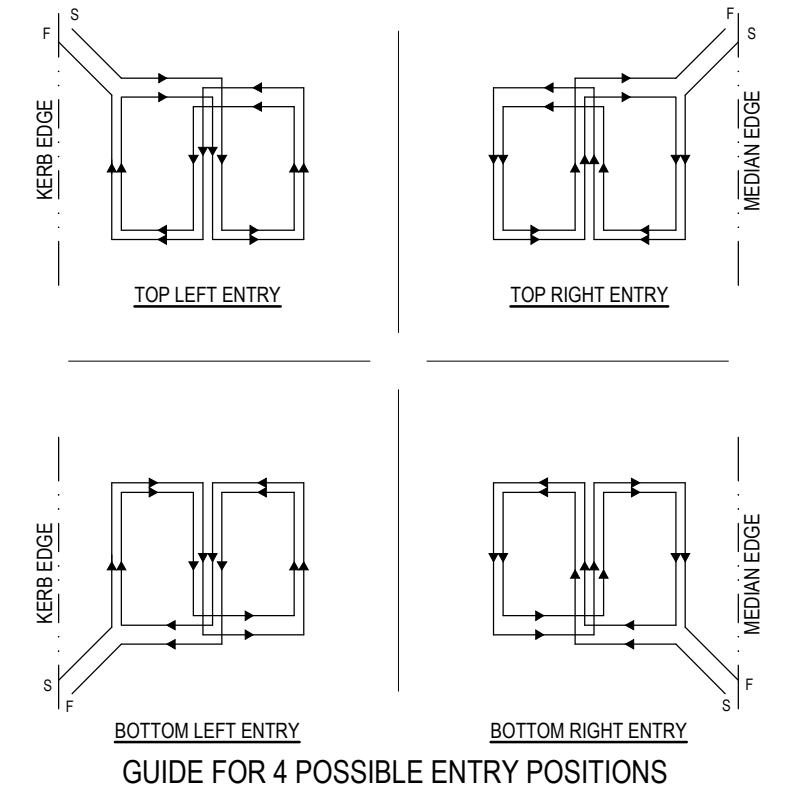
- LOOP FUNCTION**
- STRATEGIC LOOP (USING LOOP 9A AND LOOP 9B)
 - #9S TO #9SA
 - #9FA TO #9FB
 - #9SB TO #9F



TYPICAL WINDING & TERMINAL DESIGNATION OF SYMMETRIPOLE LOOPS (STOP BAR)

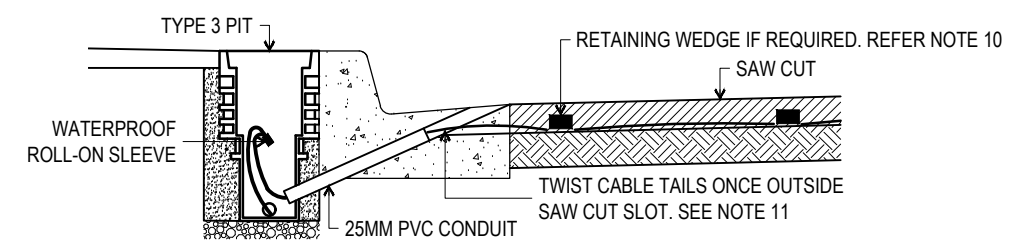


TYPICAL CONNECTION & WIRING OF QUADRUPOLE LOOPS (ADVANCED/VID)

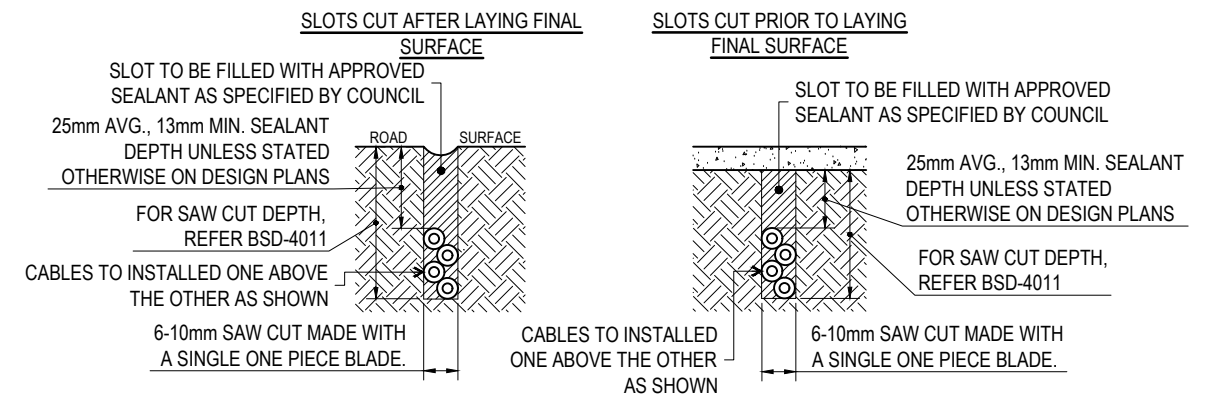


GUIDE FOR 4 POSSIBLE ENTRY POSITIONS

- WIRING RULES:**
- MARK START AT END OF CABLE;
 - ALWAYS START OFF IN CLOCKWISE DIRECTION ON ENTRY FROM KERB OR MEDIAN.
 - ALWAYS CHANGE DIRECTION AT THE CENTRE (LONGITUDINAL) CUT TO MAKE A 'FIGURE 8' PATTERN.
 - ALWAYS FORM TWO 'FIGURE 8' PATTERNS FOR EACH LOOP SECTION.



SECTION B-B



SECTION C-C

NOTES:

- LOOP DETECTOR CABLE & FEEDER TO BE JOINTED USING A WATERPROOF BUTT END CONNECTOR IN ASSIGNED PITS. EACH JOINT MUST BE SEPARATELY INSULATED. ALL JOINTS TO BE SEALED USING A WATERPROOF INSULATING SPLICE COVER (TYCO RVC-1V-[B5] OR APPROVED EQUIVALENT) TO PREVENT THE INGRESS OF MOISTURE.
- LOOP CABLE SHALL COMPLY WITH AS2276 PART 3.
- LOOP FEEDER CABLE SHALL COMPLY WITH AS2276 PART 2.
- WIDTH OF LOOP NOT TO EXCEED 3000mm. DIMENSION DERIVED FROM THE LANE WIDTH STATED ON DESIGNED PLAN.
- ALL LOOPS MAY BE INSTALLED UP TO 5m FROM THE STOPLINE IF ROAD PAVEMENT IS UNSATISFACTORY (EXCEPT FOR NON-LOCK AND PRESENCE TIMED DETECTORS).
- ALL LOOP CABLE ENDS TO BE LABELLED WITH HELAGRIP MARKERS (HG2-5) OR EQUIVALENT, START (S), FINISH (F) AND NUMBERED AS PER THE TYPICAL INSTALLATION ie. FROM FRONT TO REAR, LEFT TO RIGHT IN NUMERICAL ORDER REGARDLESS THE PHASE OR P.J. BOX POSITION.
- ALL FEEDERS CABLES TO BE CONTINUOUS AND LABELLED (HELAGRIP HG4-9 OR EQUIVALENT) AT EACH END TO SHOW THE DETECTOR NUMBER AS PER DESIGN PLAN (eg. 1, etc)
- THE LOOP CABLE SHALL BE CONTINUOUS (i.e. NO JOINTS PERMITTED) BETWEEN S AND F.
- ALL LOOP CABLE LEADS SHALL RETURN TO A P.J.BOX IN THE FOOTPATH (OR MEDIAN IF A MIN 2.0m WIDE) EXCEPT THAT SEPARATION SHALL BE USED FOR ALL 11.0m LONG RIGHT TURN LOOPS OR THE 4.5m LONG LOOPS IN THE 2 LANES CLOSEST TO THE MEDIAN IN A FOUR (OR MORE) LANE APPROACH BY RETURNING TO A P.J. BOX IN THE MEDIAN (IF A MEDIAN POST IS REQUIRED).
- IF REQUIRED, FIT RETAINING WEDGES AT 300-400mm SPACING TO ENSURE LOOP CABLE DOES NOT MOVE WHILE SEALANT IS APPLIED. THE WEDGE MATERIAL TO BE RESILIENT AND IMPERVIOUS TO WATER AT THE INSTALLATION TECHNICIANS DISCRETION.
- LOOP TAILS (S AND F) TO EACH LOOP TO BE TWISTED TOGETHER (1 TURN PER 100mm) ONCE CABLE LEAVE SAW CUT SLOT.
- ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).



BRISBANE CITY COUNCIL STANDARD DRAWING

VEHICLE DETECTOR LOOP INSTALLATION DETAILS

PUBLISH DATE		SEP 2024
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-4012
ORIGINAL SIZE	REVISION	
A3	C	