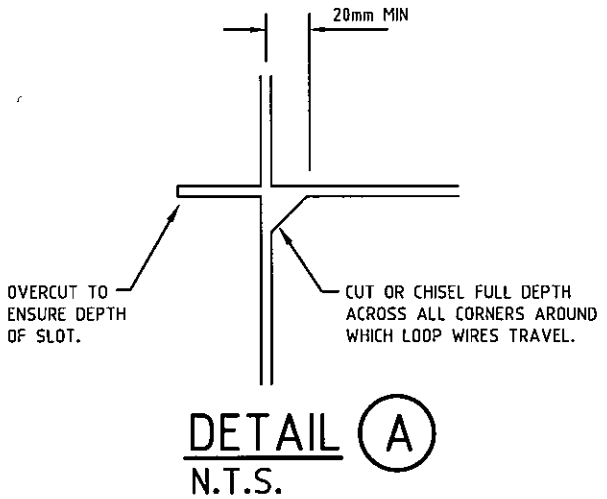
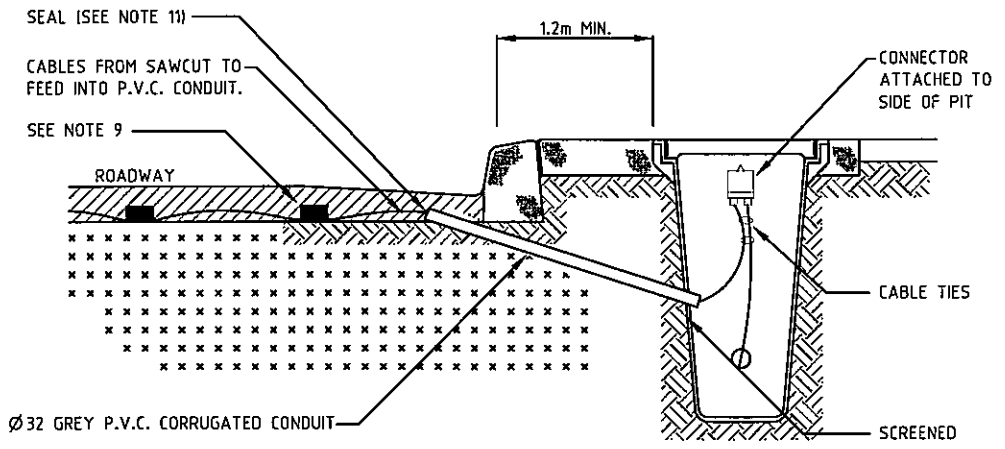
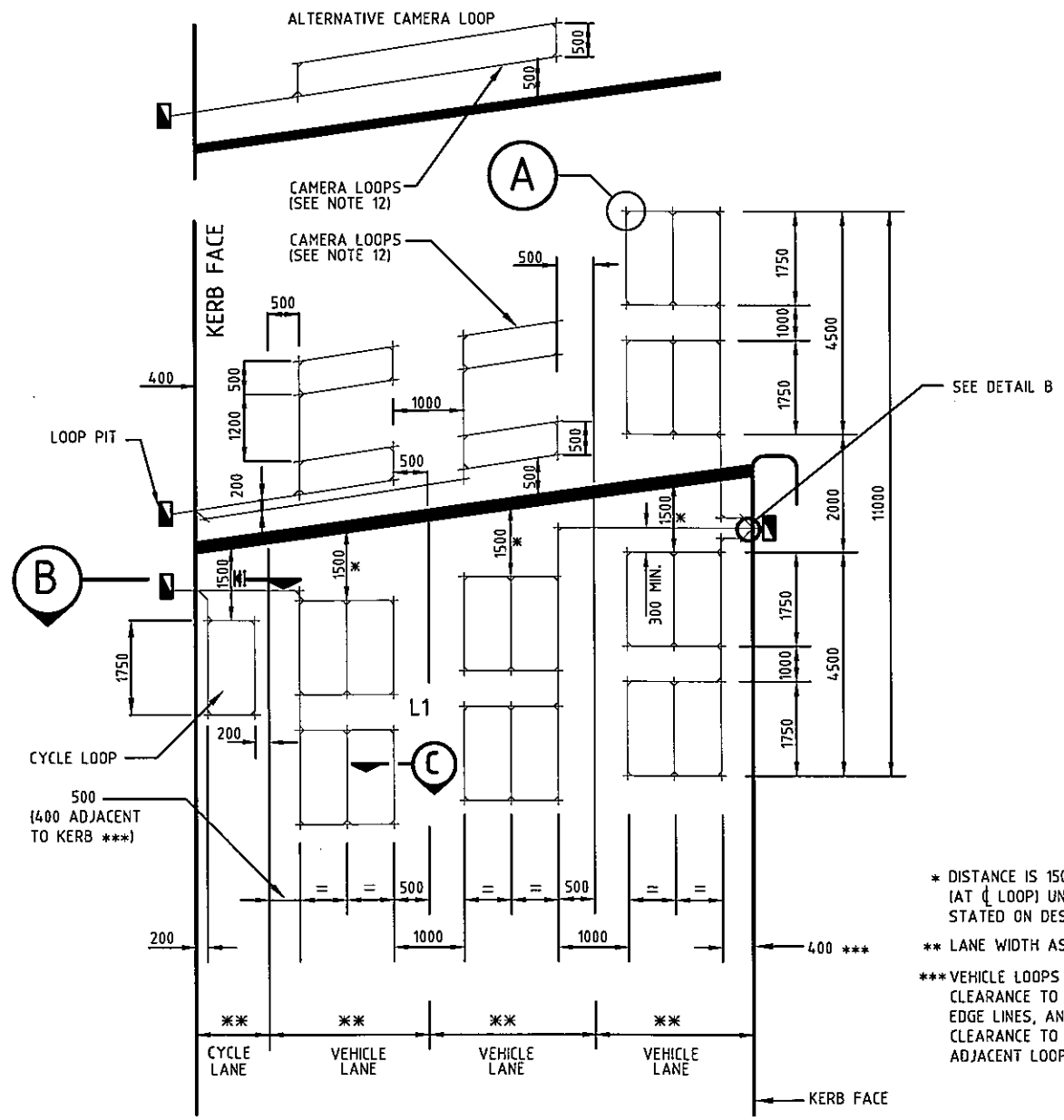


DETAIL (A)
N.T.S.

TYPICAL SAW CUT AT CORNER



SECTION (B)
N.T.S.

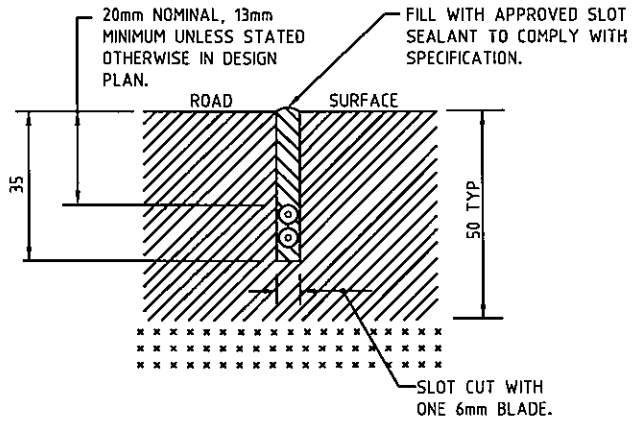


* DISTANCE IS 1500 FROM STOPLINE (AT ℄ LOOP) UNLESS OTHERWISE STATED ON DESIGN PLAN.

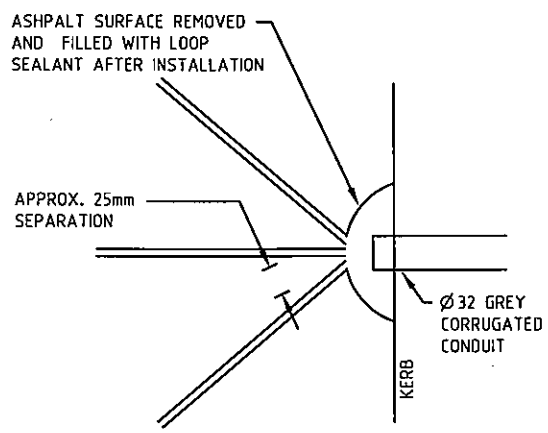
** LANE WIDTH AS PER DESIGN PLAN

*** VEHICLE LOOPS TO HAVE 400mm CLEARANCE TO ALL KERBS AND EDGE LINES, AND 500mm CLEARANCE TO LANE LINES WITH ADJACENT LOOPS.

TYPICAL INSTALLATION
N.T.S.



SECTION (C)
N.T.S.



DETAIL (B)
N.T.S.

AMENDMENTS

No.	DESCRIPTION	APPROVED & DATE
1	NOTE 14 ADDED.	01-04-10

NOTES

1. FOR LOOP WIRING GUIDE REFER TO DRG No. 200431-0168.
   FOR LOOP TESTING REFER TO DRG No. 200431-0169.
2. LOOP CABLE SHALL COMPLY WITH AS/NZS 2276.3.
3. LOOP FEEDER CABLES SHALL COMPLY WITH AS/NZS 2276.2.
4. THE LOOP CABLE SHALL BE CONTINUOUS. (ie: NO JOINTS ALLOWED) BETWEEN START & FINISH.
5. IF APPROVED BY THE SUPERINTENDANT, LOOPS MAY BE INSTALLED UP TO 5m FROM THE STOP LINE WHEN THE ROAD PAVEMENT IS UNSATISFACTORY OR TO AVOID OBSTRUCTING THE DRAINAGE STRUCTURE (EXCEPT FOR NON-LOCKING AND PRESENCE TIMED DETECTORS).
6. ALL LOOP CABLE LEADS SHALL RETURN TO A P.J. BOX IN THE FOOTPATH OR MEDIAN AS SHOWN IN THE DESIGN PLANS.
   THE LENGTH OF EXCESS CABLE SHALL BE 0.5mm MINIMUM.
7. ALL LOOP CABLE ENDS TO BE LABELED WITH 'BRADY' B500 WIREMARKERS, OR EQUIVALENT: START (S); FINISH (F); AND NUMBER (N) AS PER THE DESIGN PLANS, WITH FRONT (A) AND REAR (B).
8. ALL FEEDER CABLES TO BE LABELED WITH 'BRADY' B500 WIREMARKERS, OR EQUIVALENT AT EACH END WITH A LOOP NUMBER CORRESPONDING TO THE DESIGN PLAN.
9. FIT PLASTIC RETAINING WEDGES AT 300-400mm SPACINGS TO ENSURE LOOP CABLE DOES NOT MOVE WHILE THE SEALANT IS APPLIED.
10. A CLEARANCE HOLE IS TO BE DRILLED THROUGH THE ROAD SURFACE FROM THE EDGE OF THE KERB TO THE P.J. BOX TO ACCOMODATE THE PVC CONDUIT.
11. THE POINT WHERE THE CABLE ENTERS THE CONDUIT SHALL BE SEALED TO PREVENT THE ENTRY OF FOREIGN MATTER. THE SEALING MEDIUM SHALL NOT BE SUBJECT TO DECAY IN THE GROUND AND SHALL NOT IMPAIR THE QUALITIES OF THE CABLE OR THE CONDUIT. THE CONSISTENCY OF THE MATERIAL SHALL BE SUCH AS TO ENABLE IT TO BE REMOVED READILY WITHOUT CAUSING RISK OF DAMAGE TO THE CONDUIT. (eg: 'DENSO'400 MASTIC OR "CORROCOTE" PETROWAX MASTIC).
12. TO BE DETERMINED BY WA POLICE SERVICE. (LOOPS SHOWN ARE FOR ANALOG CAMERA).
13. LOOP CABLES SHALL ONLY BE INSTALLED IN THE TOP BITUMINOUS SURFACING OF A ROAD, NOT IN SUBGRADE OR BASECOURSE. WHERE THE TOP SURFACE COMPRISES BRICK PAVING, THE LOOP CABLES SHALL BE ENCASED IN A CONDUIT AND SEALED FIRMLY IN PLACE WITH A SUITABLE FIRM-DRYING SEALANT. THIS MAY BE ACHIEVED BY SPLITTING THE CONDUIT INTO TWO HALVES, LAYING THE CABLE AND SEALANT INTO ONE HALF AND THEN CLOSING THE TWO HALVES TOGETHER BEFORE INSTALLING UNDER THE BRICK PAVING.
14. FOR LOOP DETECTOR DETAILS FOR DIGITAL CAMERAS REFER TO DRAWING NO. 201031-0011.

Government of Western Australia
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SCALE: N.T.S.

MICROFILM DATE

A3

FILE NUMBER	67-08-4F
DESIGNED / DRAWN	F. WINKLER / K. GRENDA
VERIFIED	B. CHAREHJOO 6/11/06
APPROVED	R.GROVE 2/2/07

STANDARD DRAWING
TRAFFIC CONTROL SIGNALS

VEHICLE DETECTOR LOOPS
INSTALLATION DETAILS

LOCAL AUTHORITY

DRAWING TYPE	DRAWING NUMBER	AMEND.
	200431-0167-1	