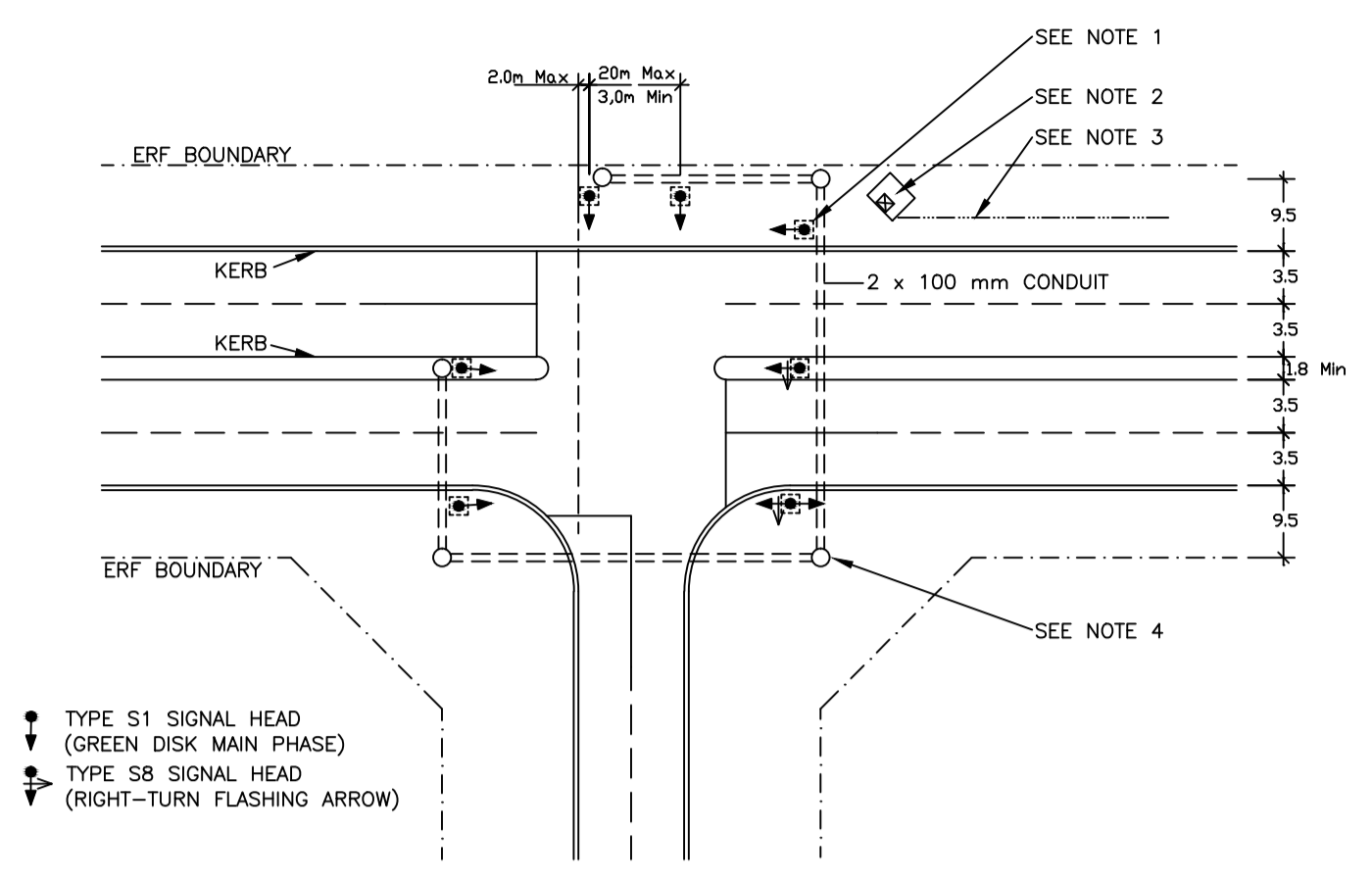
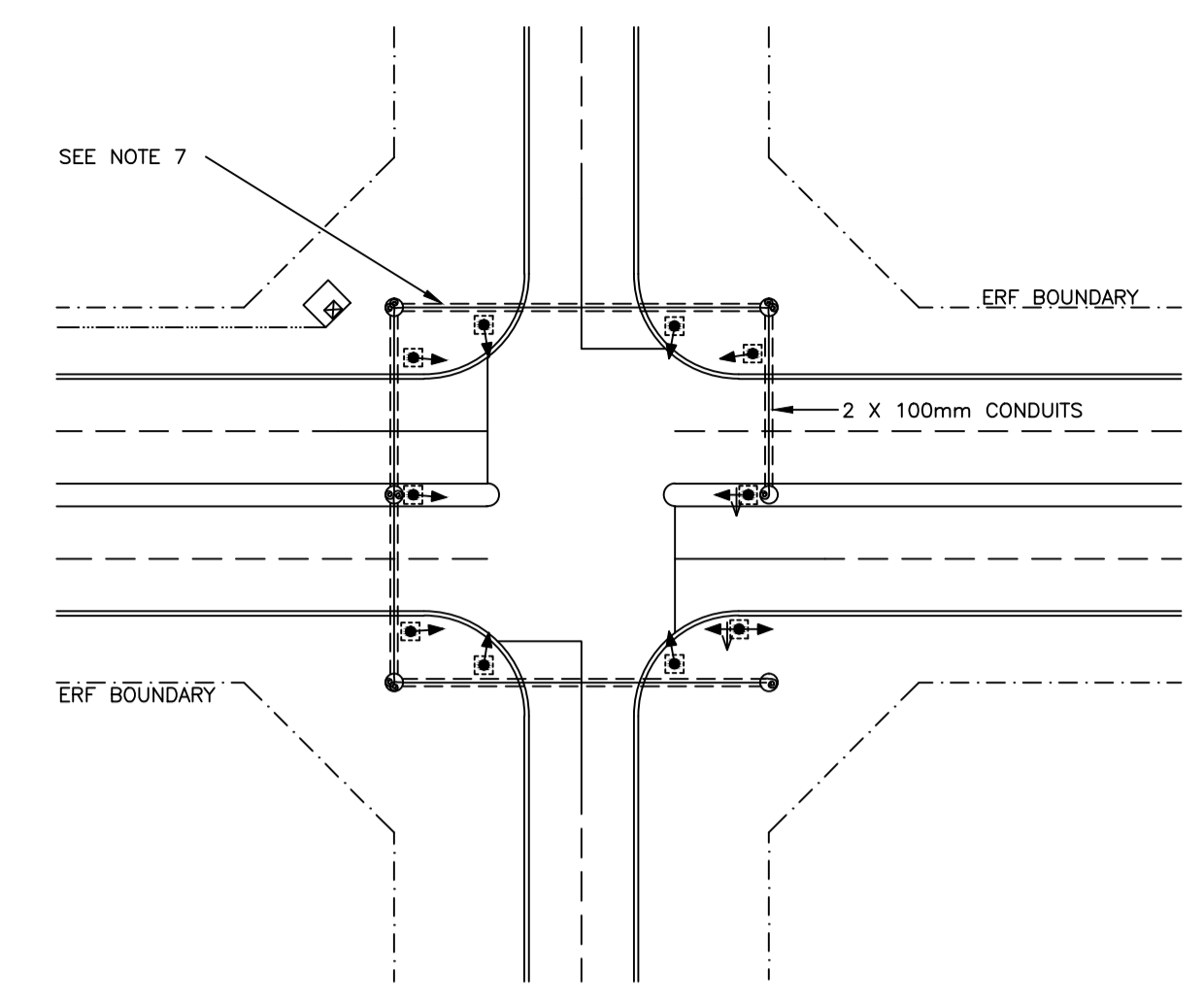


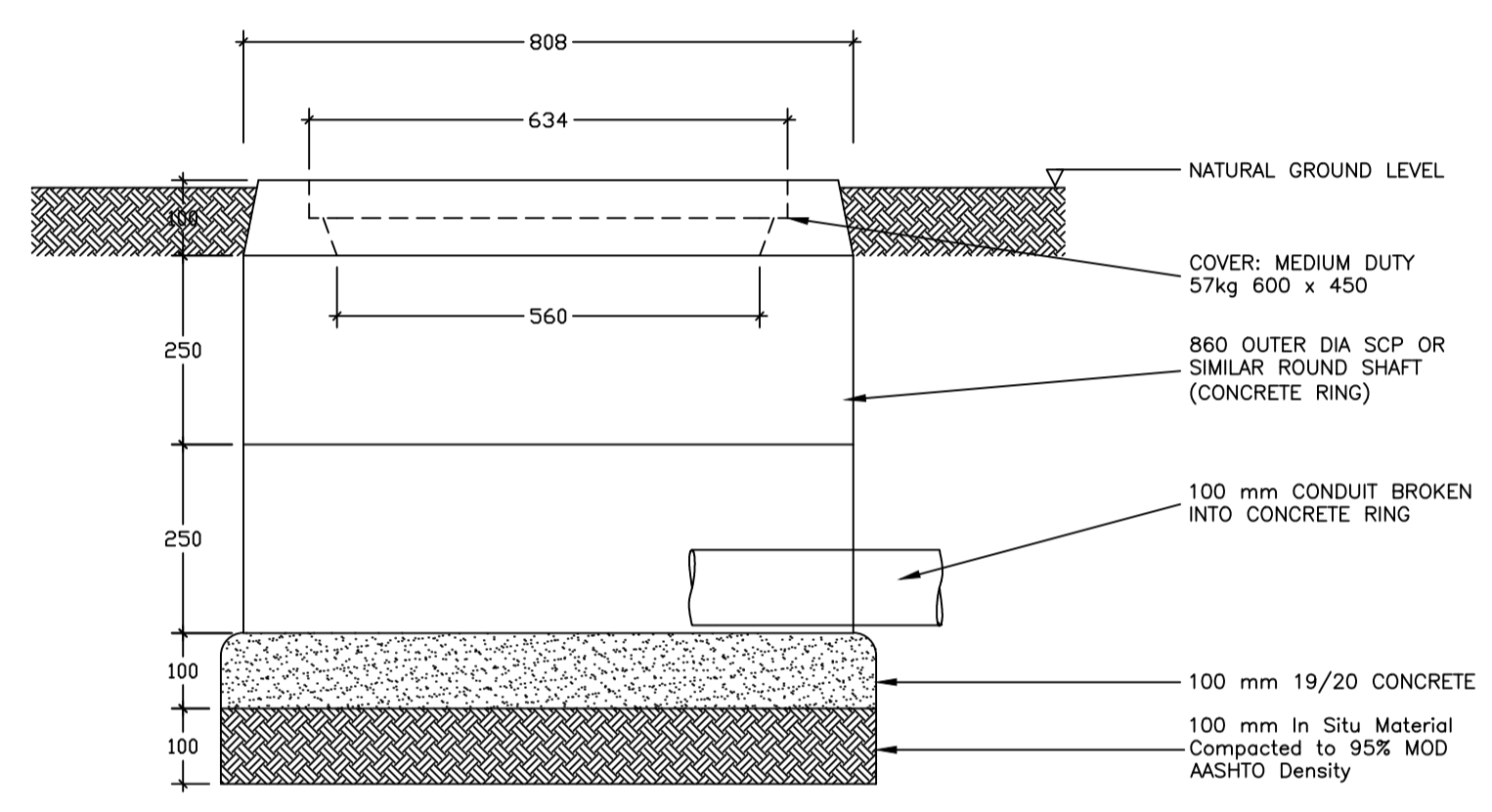
LAYOUT PLAN 1A: TYPICAL 4 LEGGED INTERSECTION WITH SLIP LANE
SCALE 1: 500



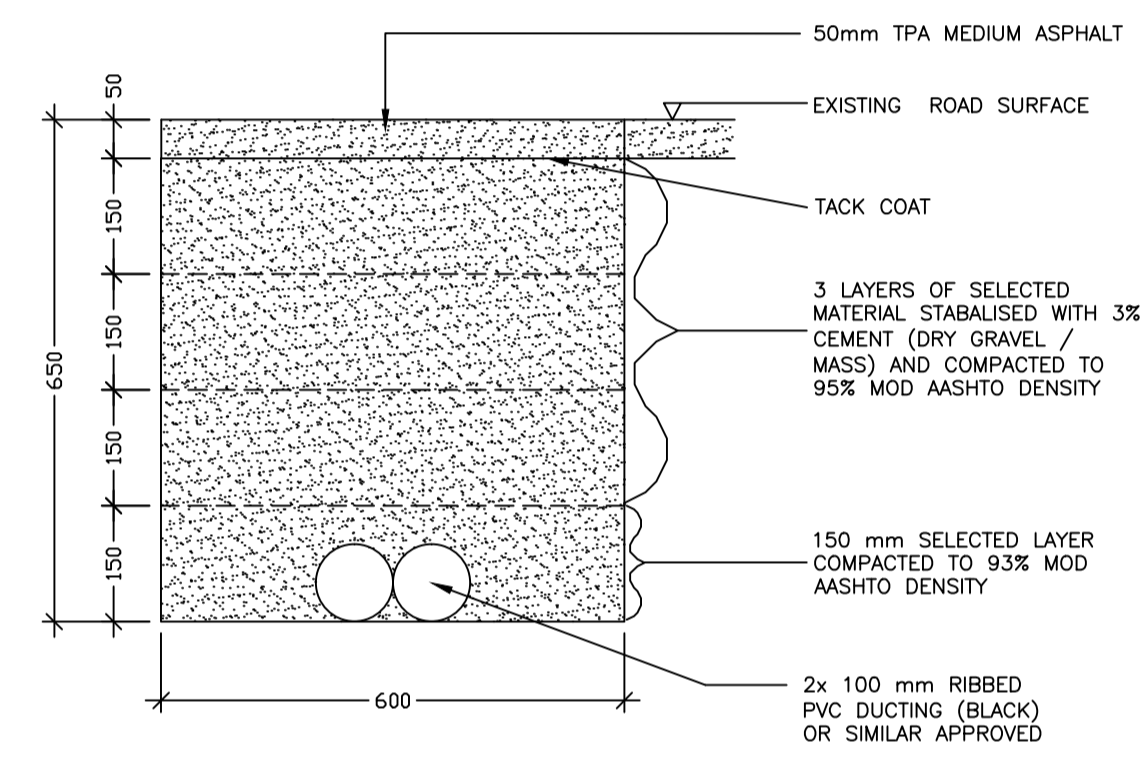
LAYOUT PLAN 1B: TYPICAL INTERSECTION
SCALE 1: 500



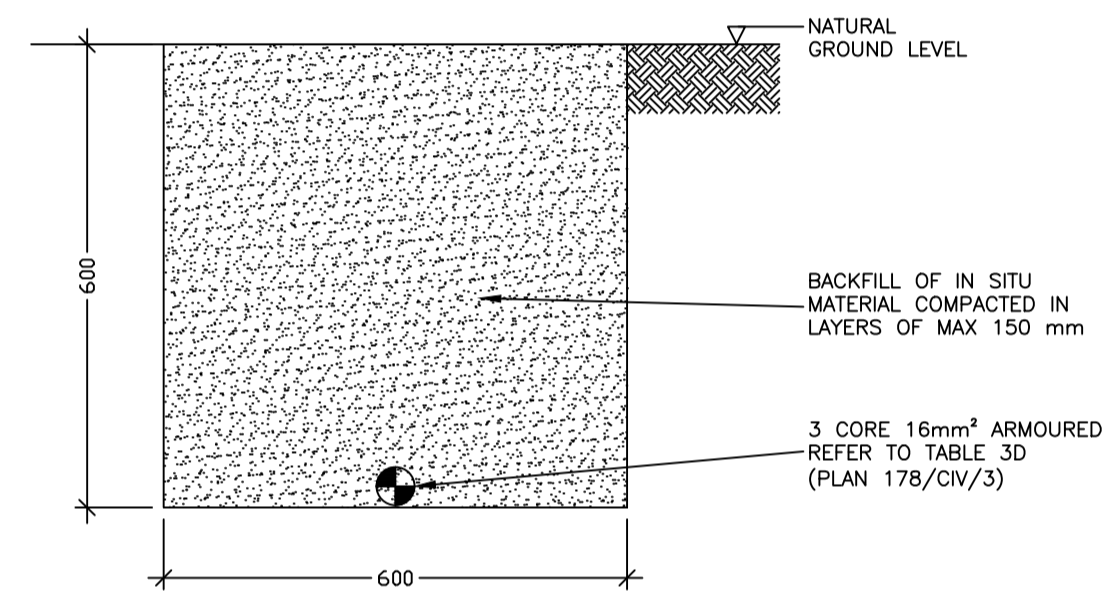
LAYOUT PLAN 1C: TYPICAL INTERSECTION SHOWING DRAW WIRES
SCALE 1: 500



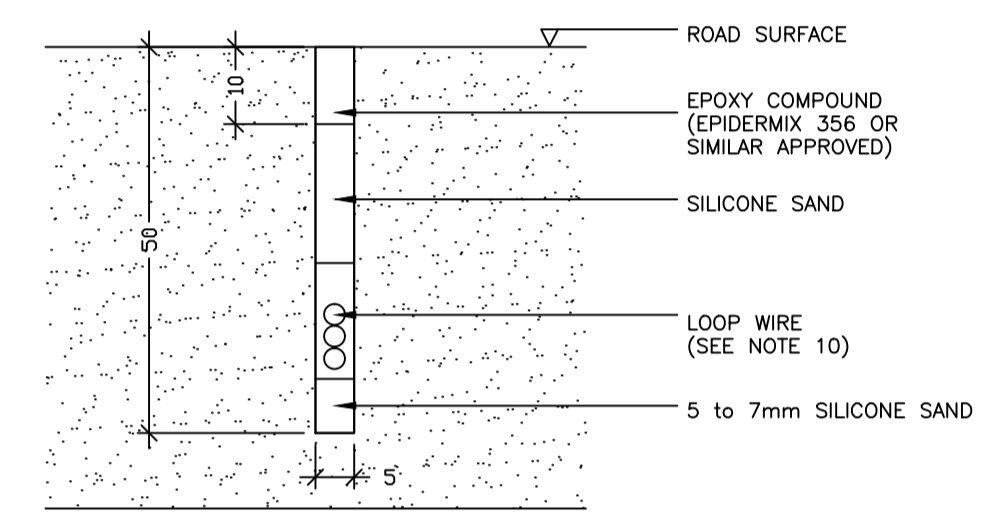
DETAIL 1H: TYPICAL DRAWBOX FOR CABLES
SCALE 1: 10



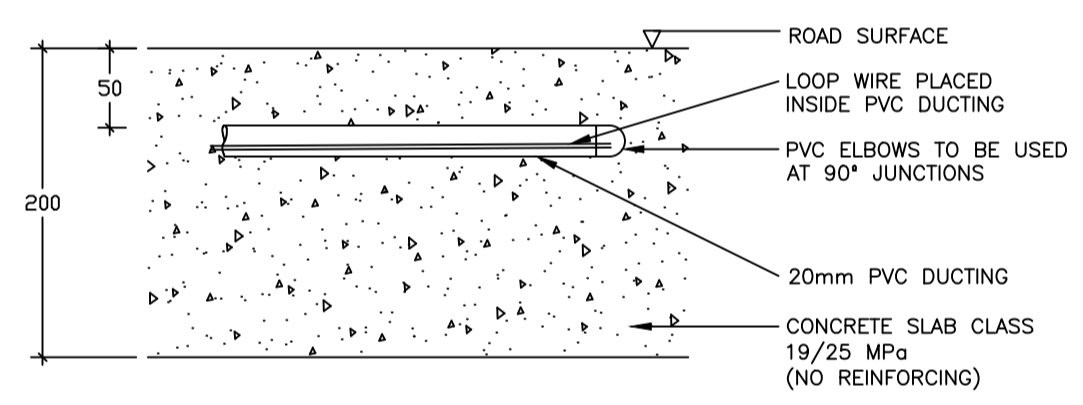
DETAIL 1J: BACKFILL FOR TYPICAL ROAD CROSSING
REFER TO CCP STANDARD SPECIFICATION P202-5
SCALE 1: 10



DETAIL 1K: TYPICAL CABLE TRENCH NEXT TO ROAD
SCALE 1: 10

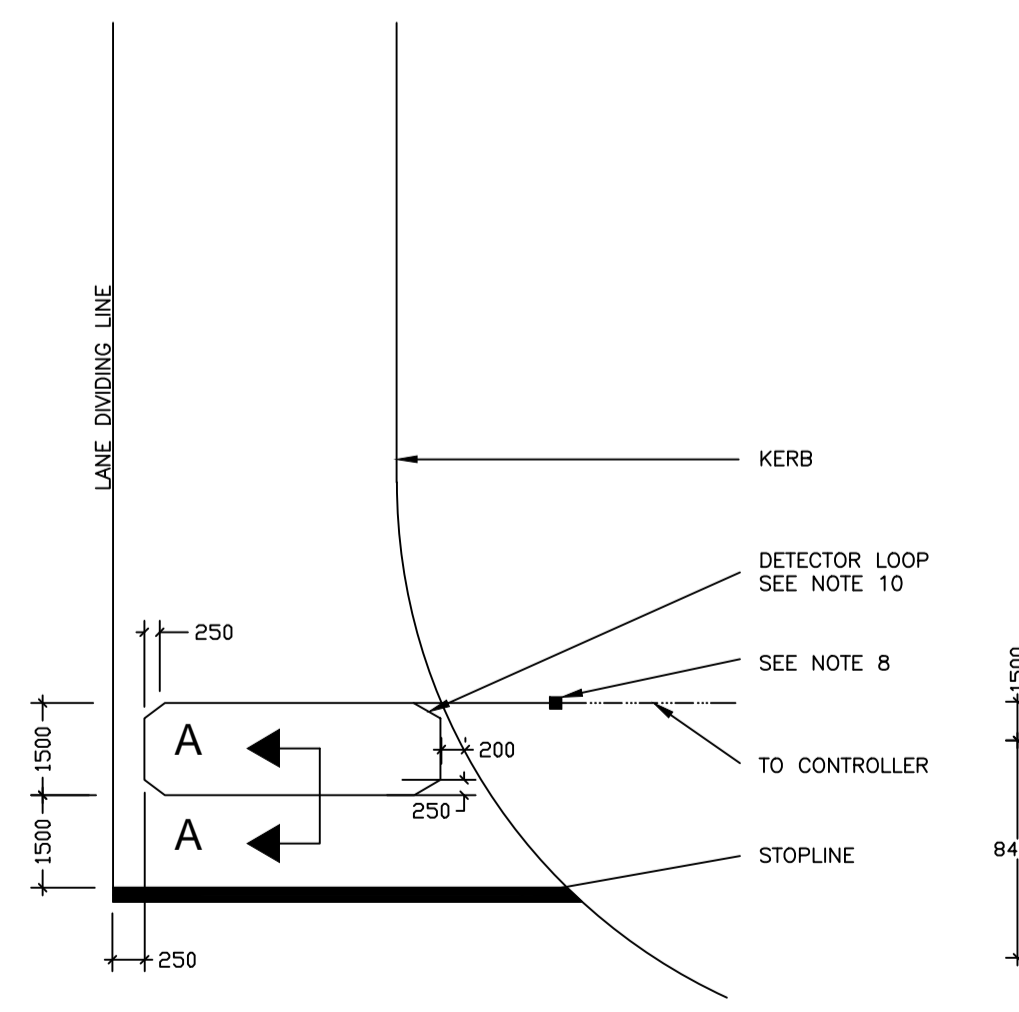


SECTION A-A: CUTTING AND RE-FILLING OF DETECTOR LOOP CHANNELING
SCALE 1: 1

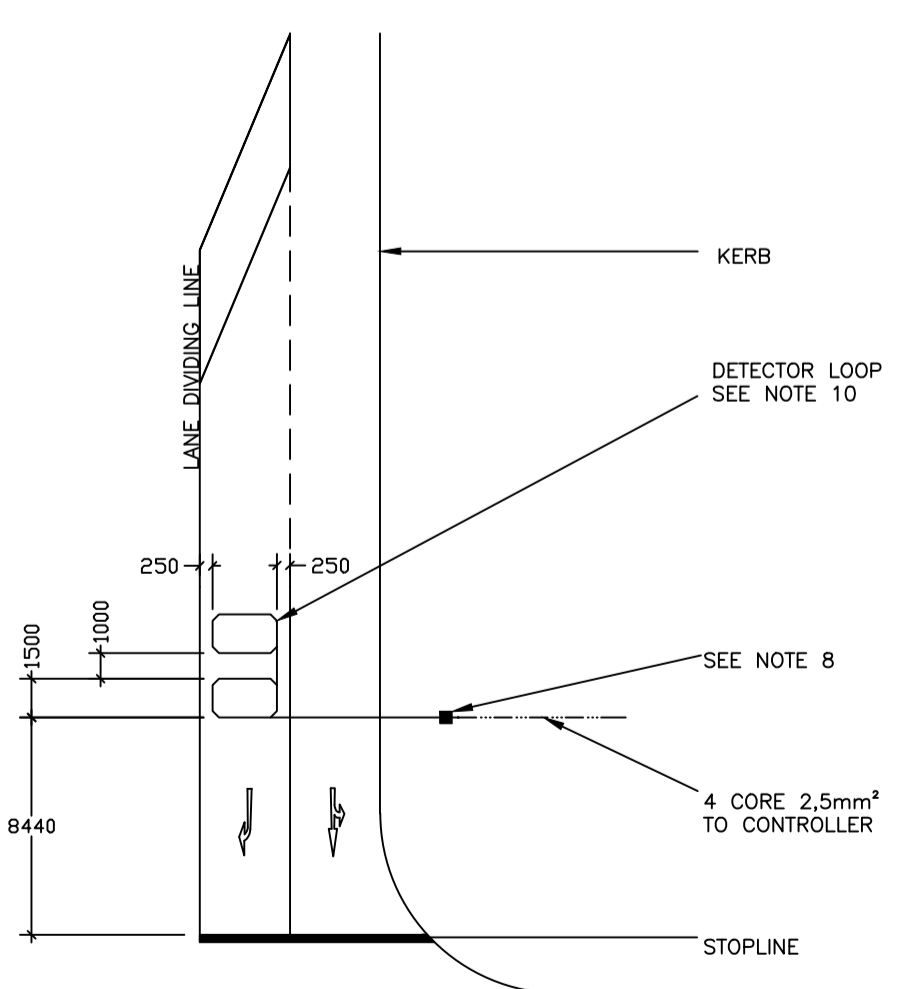


SECTION B-B: CUTTING AND RE-FILLING OF DETECTOR LOOP CHANNELING IN CONCRETE SLAB
SCALE 1: 2

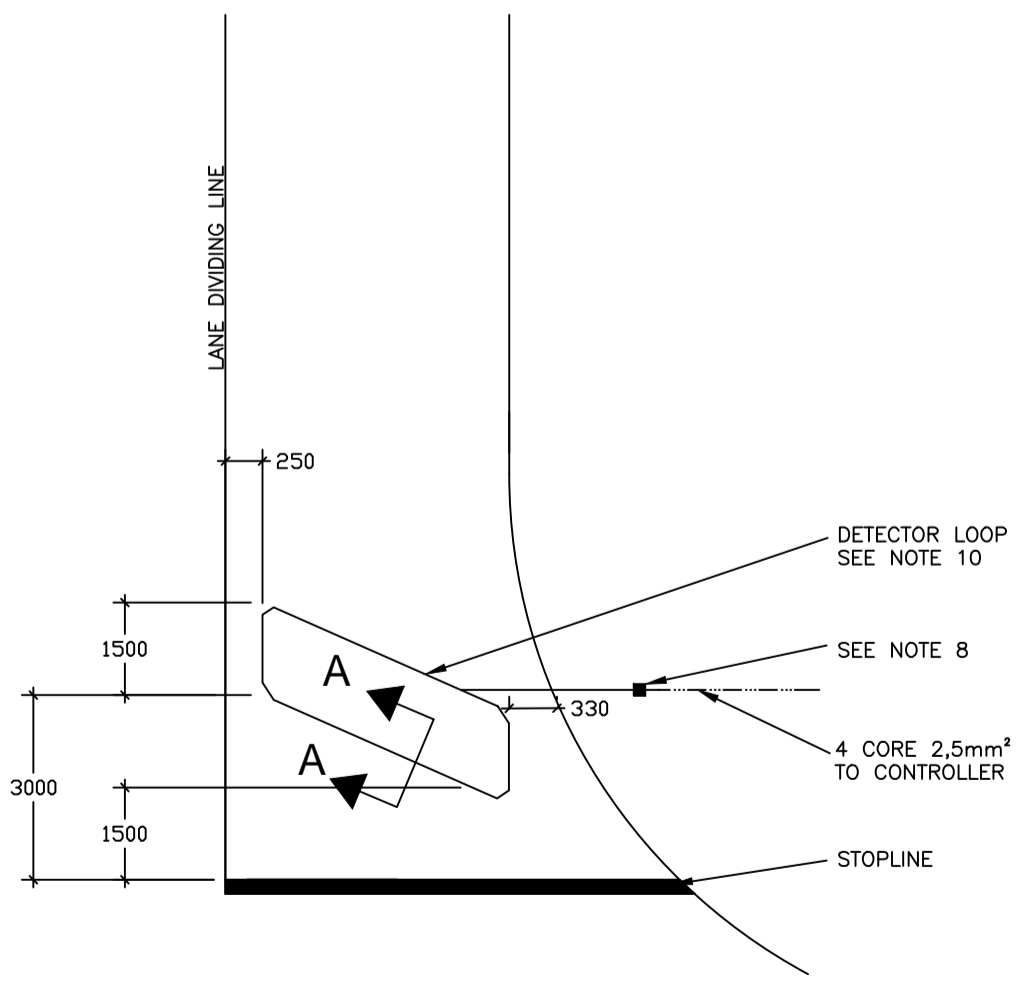
NOTE:
FOR DETAIL OF PRECAST MANHOLE COVER SEE STANDARD DETAIL DRAWING STD004 SHEET 6 OF 6



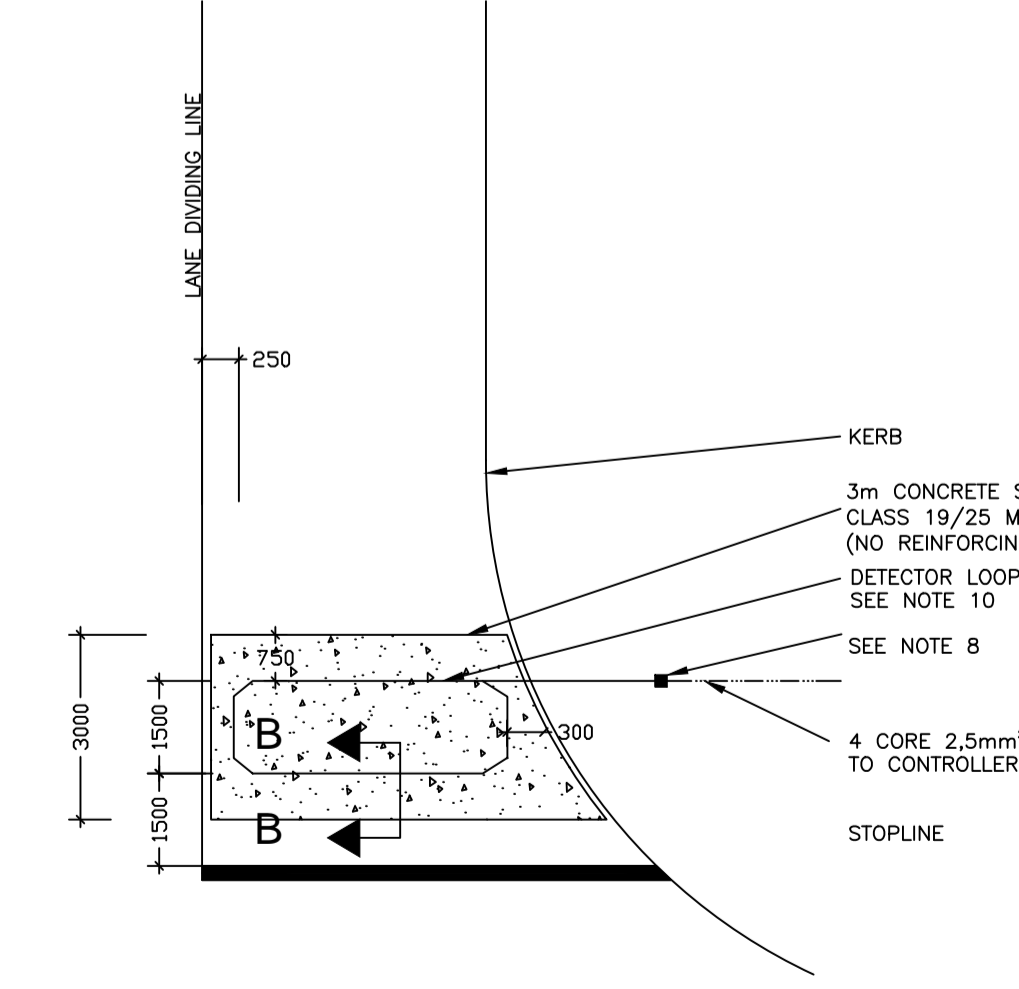
DETAIL 1D: TYPICAL DETECTOR LOOP: TYPE 1
SCALE 1: 125



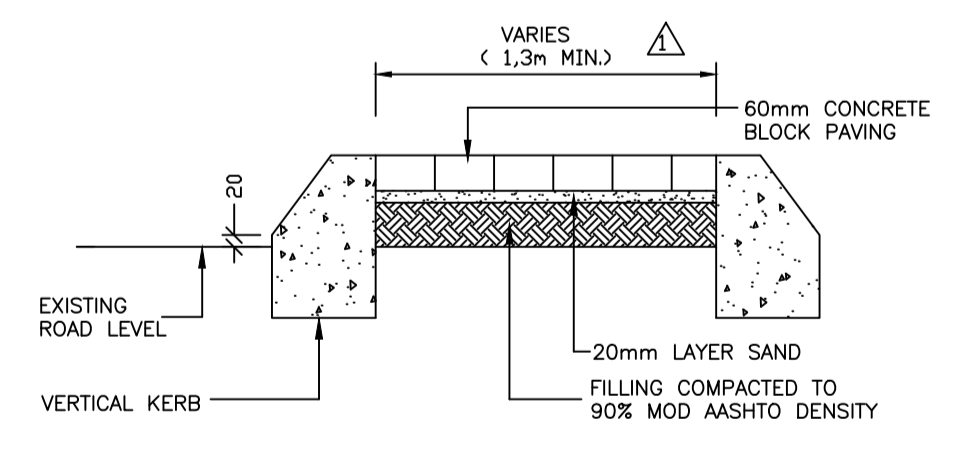
DETAIL 1E: TYPICAL DETECTOR LOOP: TYPE 2
(Queue Detection Loop In Right Turn Lanes Only)
SCALE 1: 300



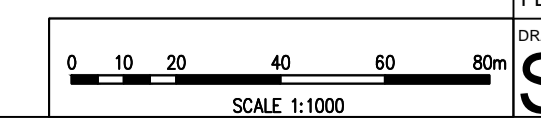
DETAIL 1F: TYPICAL DETECTOR LOOP: TYPE 3
(To Be Used Where Right-Turn Traffic Can Activate Loop)
SCALE 1: 125



DETAIL 1G: TYPICAL DETECTOR LOOP: TYPE 4
(To Be Used Where Brick Paving Blocks Or Poor Asphalt)
SCALE 1: 125



DETAIL 1L: KERBED ISLAND TYPE A
NOT TO SCALE



NOTES AND SPECIFICATIONS

- POSITION OF POLES VARY AND WILL BE INDICATED BY THE ENGINEER ON SITE OR ON A DETAIL PLAN.
- CONTROLLER BOX: ALWAYS TO BE INSTALLED WITH DOOR FACING SOUTH. EARTH SPIKE MIN 1.0 m LONG TO BE PLACED IN GROUND NEXT TO CONTROLLER.
- 1x100mm CONDUIT BETWEEN POWER SUPPLY AND CONTROLLER. REFER TO PLAN 435/CIV/03 TABLE 3D FOR CABLE SPECIFICATIONS. POWER SUPPLY WILL BE FROM NEAREST SUPPLY POINT ALLOCATED BY COUNCIL. MINI-SUB / LOW-VOLTAGE CONNECTION / FROM 11kv LINE TRANSFORMER / 240V OVERHEADS.
- WHERE POSSIBLE A DRAWBOX SHOULD ALWAYS BE PROVIDED WHERE A CONDUIT TERMINATES. THIS WILL BE CONFIRMED WITH DETAIL DESIGN PER INTERSECTION.
- THE MAXIMUM DISTANCE BETWEEN TWO PRIMARY SIGNAL FACES IS 20m. IF MORE, AN OVERHEAD SHOULD BE PROVIDED. IF THE DISTANCE IS BETWEEN 16m TO 20m, A SUPPLEMENTARY SIGNAL FACE SHOULD BE PROVIDED.
- IF THE DISTANCE BETWEEN THE STOPLINE AND THE PRIMARY SIGNAL FACES (DISTANCE 'A' ON LAYOUT PLAN 1A) EXCEEDS 16m, A SUPPLEMENTARY SIGNAL FACE SHOULD BE PROVIDED.
- INCLUDE Nr. 8 GAUGE GALVANISED DRAW WIRE THAT TERMINATES IN DRAWBOX WITH 1m SLACK.
- LOW TENSION CABLE SPlicing KIT VOLTAGE RATING 1.1kv 1.5 - 16mm² 4 CORE RATING OR SIMILAR APPROVED WITH COMPOUND CABLE JOINT.
- FEEDER CABLE TO CONTROLLER 4 x 2.5mm² (In 100mm Conduit).
- DETECTOR LOOP: 1.5 mm² SILICONE WIRE (MINIMUM TWO TURNS).
- SIGNAL HEADS TO AIM AT A POINT 60m BEHIND THE STOPLINE IN THE MIDDLE OF THE APPROACH ROAD.

AMENDMENTS			
NR.	DATE	APPROVED	DESCRIPTION

DESIGNED H. STRACHAN	DRAWN S. AUDIE
DESIGN CHECKED BY P. A. ODENDAAL Pr.Eng.	INFRASTRUCTURE TECHNICAL INFORMATION MANAGEMENT D.J. CHALMERS

CITY OF TSHWANE
ROADS AND TRANSPORT DEPARTMENT

GROUP HEAD
Mr. Letsofane P. (Pheko)

ACTING DIVISIONAL HEAD
Mr. Lebepe M.T. (Thabo)

P.O. BOX 1409
PRETORIA 0001

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DRAWING APPROVED BY ACTING EXECUTIVE DIRECTOR
Mr. Lebepe M.T. (Thabo)

TYPICAL STANDARD DETAILS

TRAFFIC SIGNALS

GENERAL LAYOUT, INDUCTIVE LOOPS AND TRENCHING

CONTRACT No.:	PROJECT No.:
DATE: FEBRUARY 2017	SCALE: AS SHOWN
DRAWING NO. STD019	SHEET NO. 1 OF 4