



## Gold Coast, Queensland

Two networked **Notifier** AFP-2800 fire indicator panels; one built into an IP66 stainless steel cabinet at the north end of the tunnel and the other in the Tunnel Control Centre at the south end of the tunnel control the fire detection system.

Detection is comprised of addressable photo-optical detectors, thermal detectors and linear heat detection cable.

Custom designed brushed alloy LED mimic panels have been provided for ease of location of an event for First Responders.

Addressable input/output modules monitor the sprinkler/deluge system and are interfaced with associated BMS/HVAC equipment.

A remote graphics package is located some kilometres away in the Nerang Traffic Control Centre, connected by an embedded Noti•Fire•Net Gateway mounted in one of the tunnels fire panels.

The EWIS system is an I-2000 network, comprising 2 panels, one at the north end of the tunnel mounted within a stainless steel IP66 cabinet with 3 amplified zones and 15 warden handsets. The second panel is located in the Tunnel Control Centre at the south end. Audible indication is provided by a series of IP65 rated horn speakers located throughout the tunnels and control centre.

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## Facts & Figures

The Tugun Bypass Tunnel is 334 metres long, 27 metres wide and eight metres high. The tunnel is built two metres below the existing ground level and has approach ramps up to 300 metres long at either end. The tunnel is constructed with four lanes, with the provision for six lanes in the future as traffic demand increases. The North and South bound carriageways are separated by a central wall.

The Tugun Bypass is a major road project for the Gold Coast and Tweed Heads region. The Queensland Government appointed Pacific Link Alliance, comprised of QLD & NSW Main Roads, Abigroup Contractors Pty Ltd and SMEC Australia Pty Ltd to design and construct the Tunnel. The Queensland Government committed \$423 M and the Federal Government committed \$120 M towards the cost of the project.

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