

AMENDMENTS	
No.	DESCRIPTION
1	RESET DIMENSIONS FOR SIGNAL POSTS AND LOOP PITS ADDED.
2	LOOP CONNECTIONS TO PITS AMENDED.

APPROVED & DATE  
 D. LANBARK 23/7/08  
*M. Langford*

**NOTES**

- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH MAIN ROADS SPECIFICATION 712 AND TRAFFIC SIGNAL DESIGN GUIDELINES.
- CONDUITS SHOULD BE INSTALLED WHERE THEY CAN BE READILY ACCESSED FOR CABLING BY SIMPLE EXCAVATION WITHOUT THE NEED TO DISTURB ROAD PAVEMENT, CONCRETE PADS ETC.
- CONDUITS SHALL CROSS ROADS CONTINUOUS THROUGH MEDIANS AND IN STRAIGHT LINES, PREFERABLY PERPENDICULAR TO THE TRAFFIC LANES.
- CONDUITS SHALL NOT BE INSTALLED UNDER PEDESTRIAN RAMPS OR GAPS.
- CLEARANCE BETWEEN CONDUITS AND SIGNAL POSTS SHALL BE 200mm MINIMUM.
- EXCEPT WHERE INSTALLED BY BORING, ALL CONDUITS SHALL HAVE A MARKER TAPE IN ACCORDANCE WITH MAIN ROADS SPECIFICATION 712.
- WHERE CONDUITS ARE INSTALLED BY BORING THE INDIVIDUAL CONDUIT ENDS SHALL BE IDENTIFIED AND MARKED.
- ALL CONDUITS SHALL BE RUN THROUGH TERMINATING PITS AND CABLE DRAW PITS. LOOP FEEDER CONDUITS (ONLY) SHALL ALSO BE RUN THROUGH LOOP PITS.
- WHERE FUTURE EXPANSION IS ANTICIPATED, SUFFICIENT CONDUITS SHOULD BE ARRANGED TO ACCOMMODATE EXPECTED ADDITIONAL POSTS AND PITS.
- PITS SHALL NOT BE INSTALLED IN PEDESTRIAN RAMPS OR GAPS, OR WHERE THEY COULD BE SUBJECT TO FLOODING.
- CLEARANCE BETWEEN PITS AND SIGNAL POSTS SHOULD BE 1m MINIMUM WHERE POSSIBLE.
- CLEARANCE BETWEEN PITS AND TRAFFIC SHALL BE IN ACCORDANCE WITH MAIN ROADS TRAFFIC SIGNAL DESIGN GUIDELINES.
- BACKFILL AND REINSTATEMENT OF ROAD SURFACE SHALL BE IN ACCORDANCE WITH MAIN ROADS SPECIFICATION 712.

SCALE N.T.S.      MCR/FKA/DATE

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GUIDELINE DRAWING  
 TRAFFIC CONTROL SIGNALS

CONDUIT, PIT, POST & LOOP LAYOUT  
 TYPICAL 4-WAY INTERSECTION

LOCAL AUTHORITY  
 DRAWING NUMBER  
**200431-0135-2**

