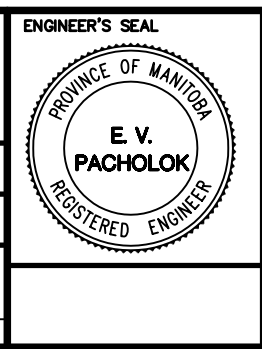


- NOTE:
- HOME RUN LEAD MUST EXIT DETECTOR LOOP FROM EITHER END OF MOST "CENTRE OF LANE" ANGLE CUT AND REMAIN IN CENTRE AREA OF LANE PARALLEL TO CURB UNTIL A 90° ENTRY CAN BE MADE TO THE LEAD-IN.
 - TRAFFIC SIGNALS STAFF SHALL MARK THE LOOP PERIMETER, MEASURE AND CONFIRM ADEQUATE WIRE SLOT DEPTH PRIOR TO INSTALL AND TEST THE LOOP WIRE.
 - EXISTING CORE LEAD-IN DIMENSION MAY VARY.
 - SAW THROUGH FULL DIAMETER OF CORE LEAD-IN PIPE TO ENSURE FULL DEPTH IS MAINTAINED AT LOWER ENTRY POINT.

NO.	REVISIONS	DATE	BY
1.	REVISED TO SIGNALS SPEC./CAD.FILE	01/03/26	

REFERENCE SPEC. NO.			
CW-3620			
DESIGNED BY	N.K.B. 01/03/09	CHECKED BY	B.C. 01/03/21
DRAWN BY	B.H. 01/03/14	SCALE	AS SHOWN
APPROVED BY			
		DATE	



ALL DIMENSIONS ARE IN MILLIMETRES

THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT
TRANSPORTATION DIVISION

SAW CUT SPECIFICATIONS
FOR TRAFFIC SIGNALS
VEHICLE DETECTOR LOOPS
IN CONCRETE

SHEET	OF
CAD FILE DRAWING NUMBER C:\SIGNALS\ST-DWG\ST-62	
CITY DRAWING NUMBER ST-62	