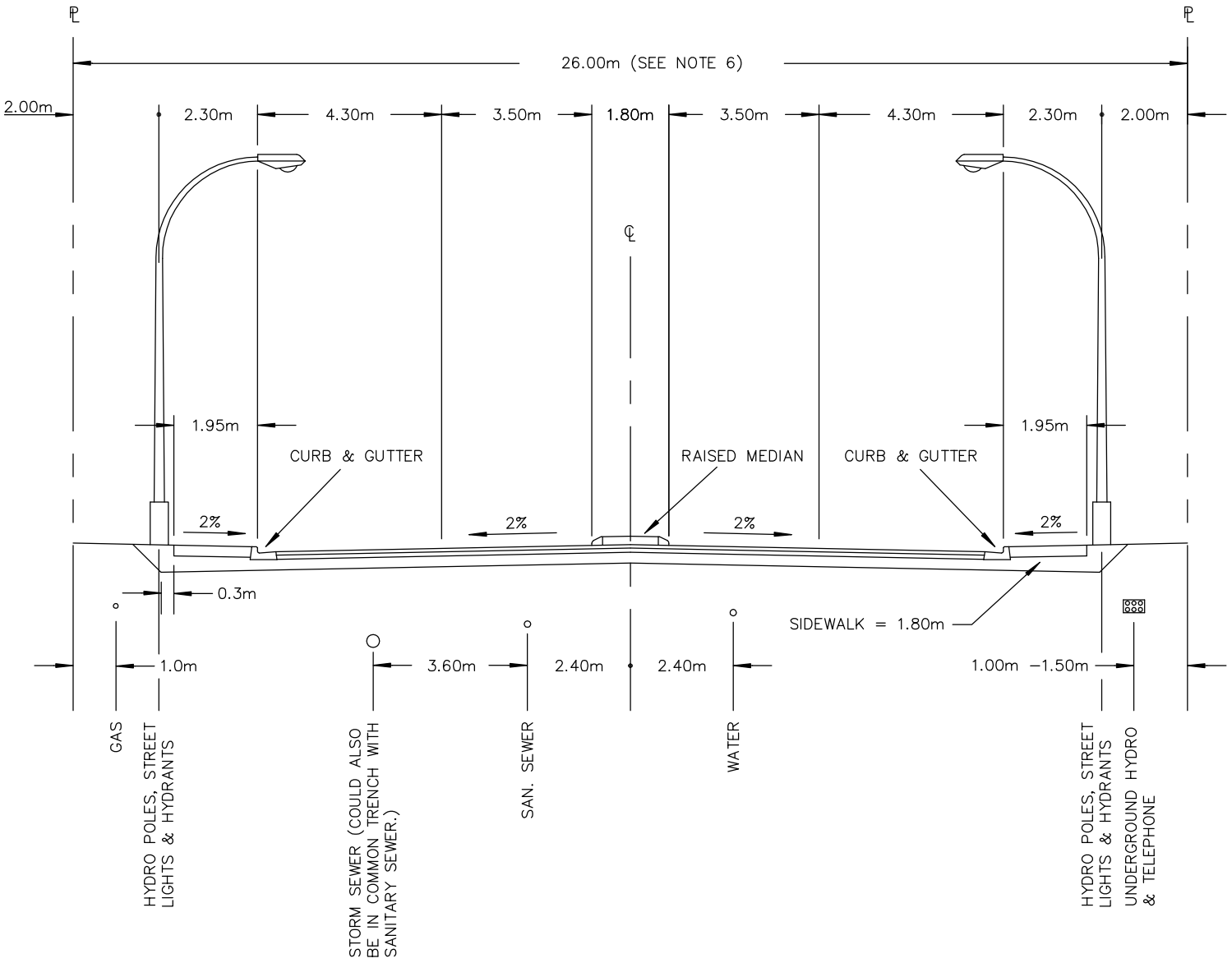


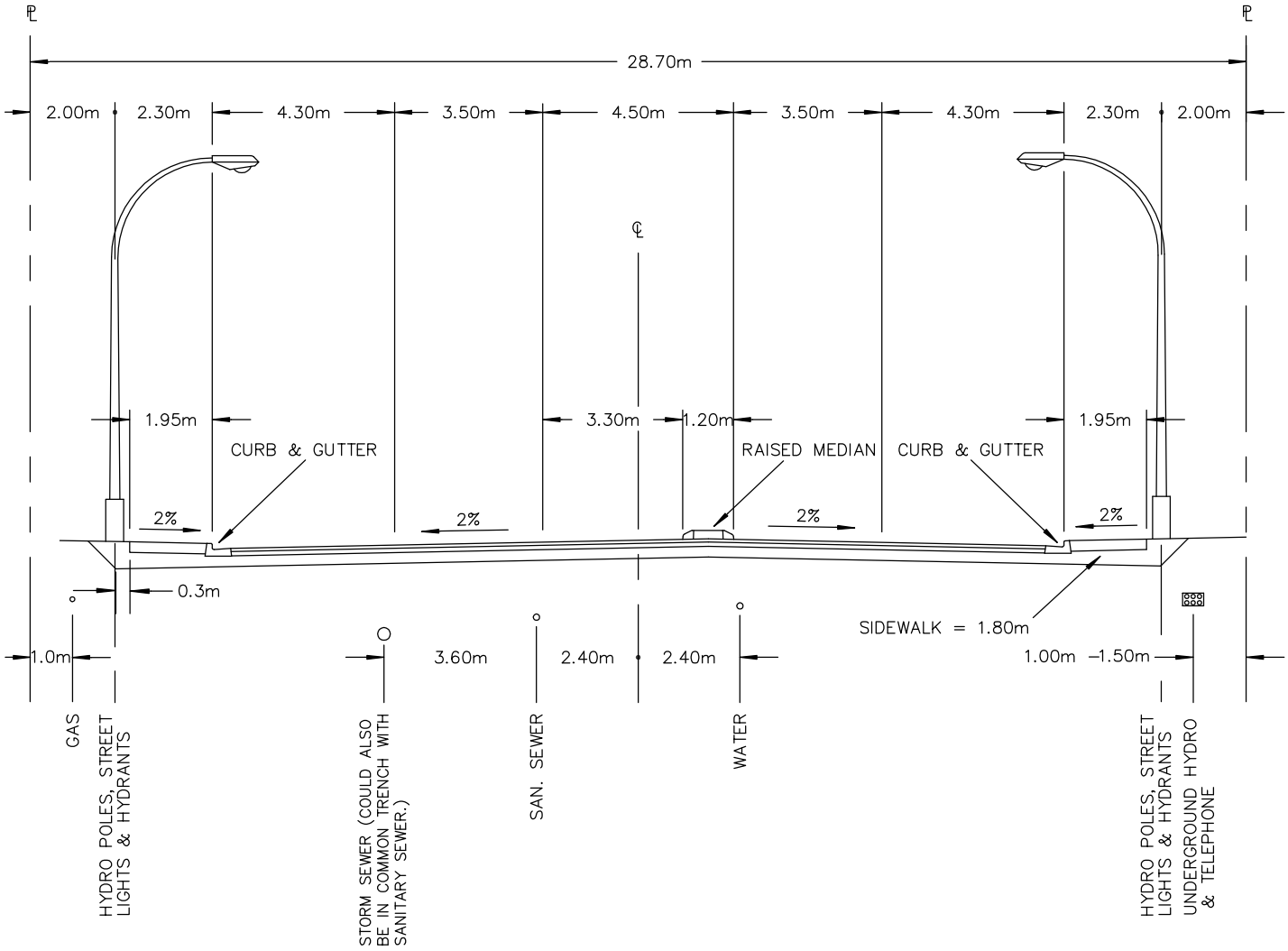
NOTES:

1. PAVED SURFACE – 75mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. NON–MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–1.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.
6. HIGH VOLUME URBAN ARTERIALS SHALL HAVE A MINIMUM RIGHTS–OF–WAY WIDTH OF 28.7m TO ACCOMMODATE TURNING LANES AT MAJOR INTERSECTIONS IN ACCORDANCE WITH STANDARD DWG. R1–XS2 URBAN ARTERIAL (FIVE LANES)

CITY OF NANAIMO
THE HARBOUR CITY

URBAN ARTERIAL
(FOUR LANES)

Scale	N.T.S.
Drawn	A.R.D.
Rev. Date:	NOV 2009
Dwg. No.	R1–XS1



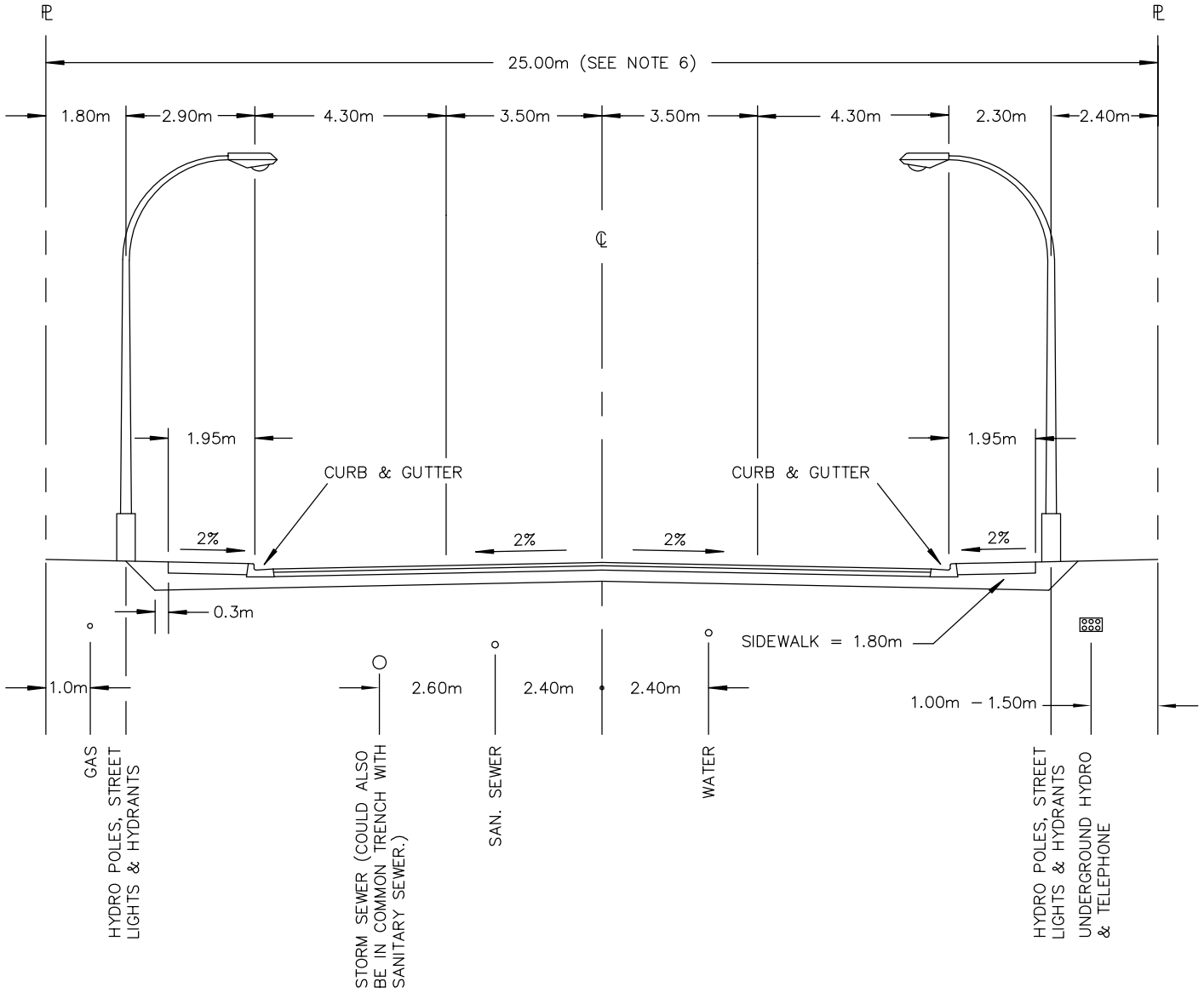
NOTES:

1. PAVED SURFACE – 75mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. NON–MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–1.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.

CITY OF NANAIMO
THE HARBOUR CITY

URBAN ARTERIAL (FIVE LANES)

Scale	N.T.S.
Drawn	D.M.
Rev. Date:	NOV 2009
Dwg. No.	R1–XS2



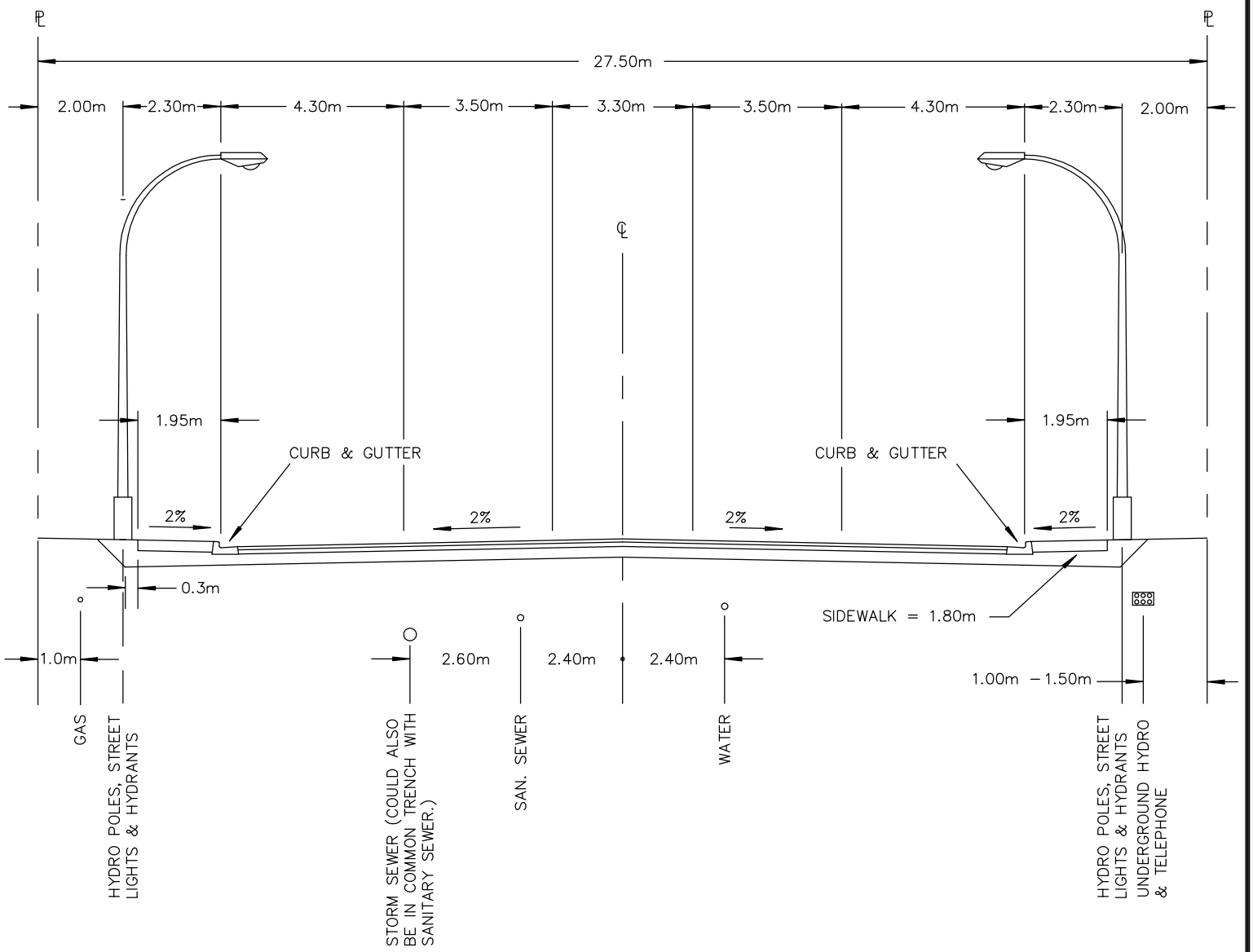
NOTES:

1. PAVED SURFACE – 75mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. NON–MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–1.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.
6. HIGH VOLUME URBAN COLLECTORS SHALL HAVE A MINIMUM RIGHT–OF–WAY WIDTH OF 27.5m TO ACCOMMODATE TURNING LANES AT MAJOR INTERSECTIONS. AS PER R2–XS2 MAJOR COLLECTOR (5 LANES)

CITY OF NANAIMO
THE HARBOUR CITY

MAJOR COLLECTOR
(FOUR LANES)

Scale	N.T.S.
Drawn	ARD
Rev. Date:	NOV 2009
Dwg. No.	R2–XS1



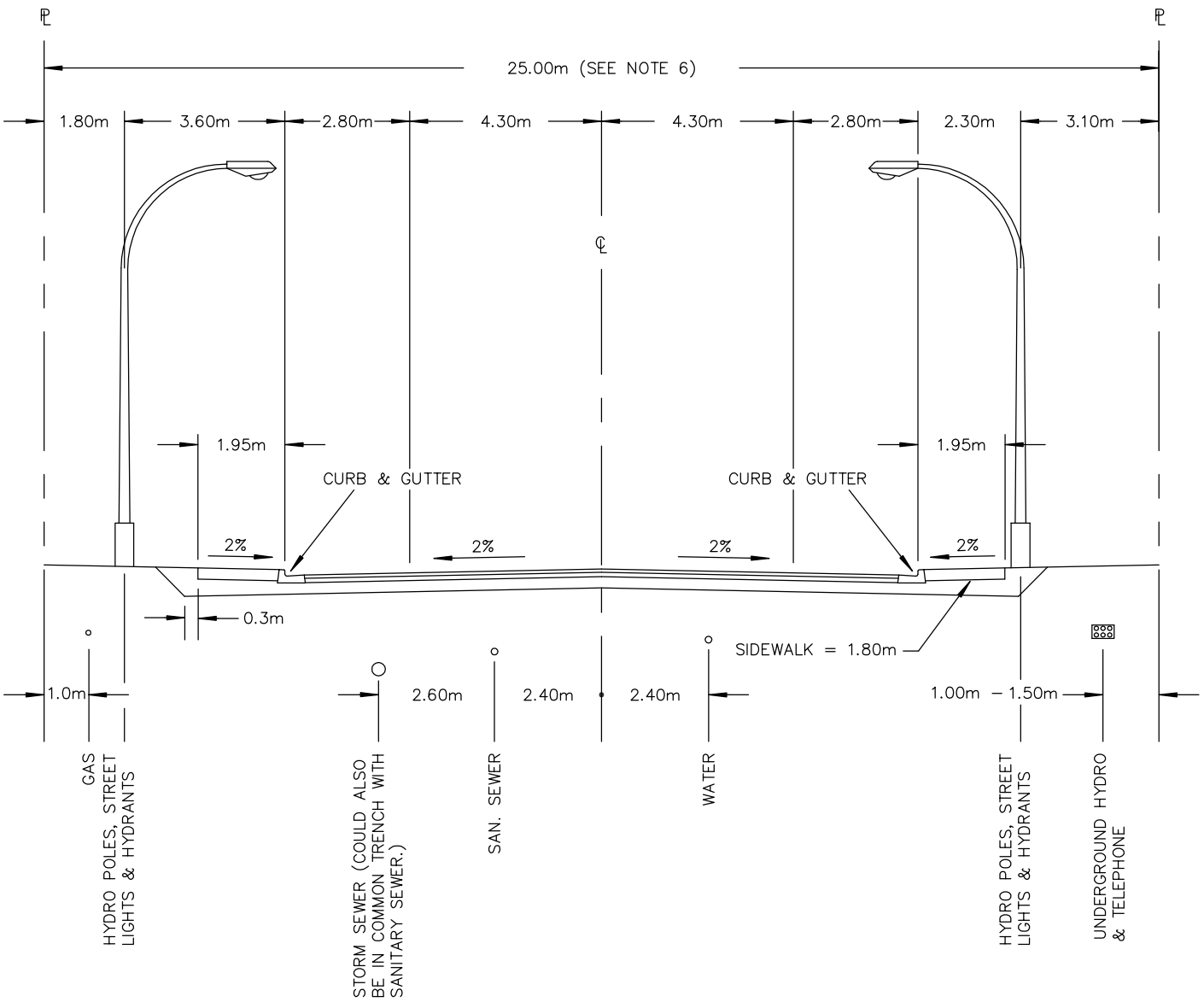
NOTES:

1. PAVED SURFACE – 75mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. NON–MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–1.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.

CITY OF NANAIMO
THE HARBOUR CITY

MAJOR COLLECTOR (FIVE LANES)

Scale	N.T.S.
Drawn	ARD
Rev. Date:	NOV 2009
Dwg. No.	R2–XS2



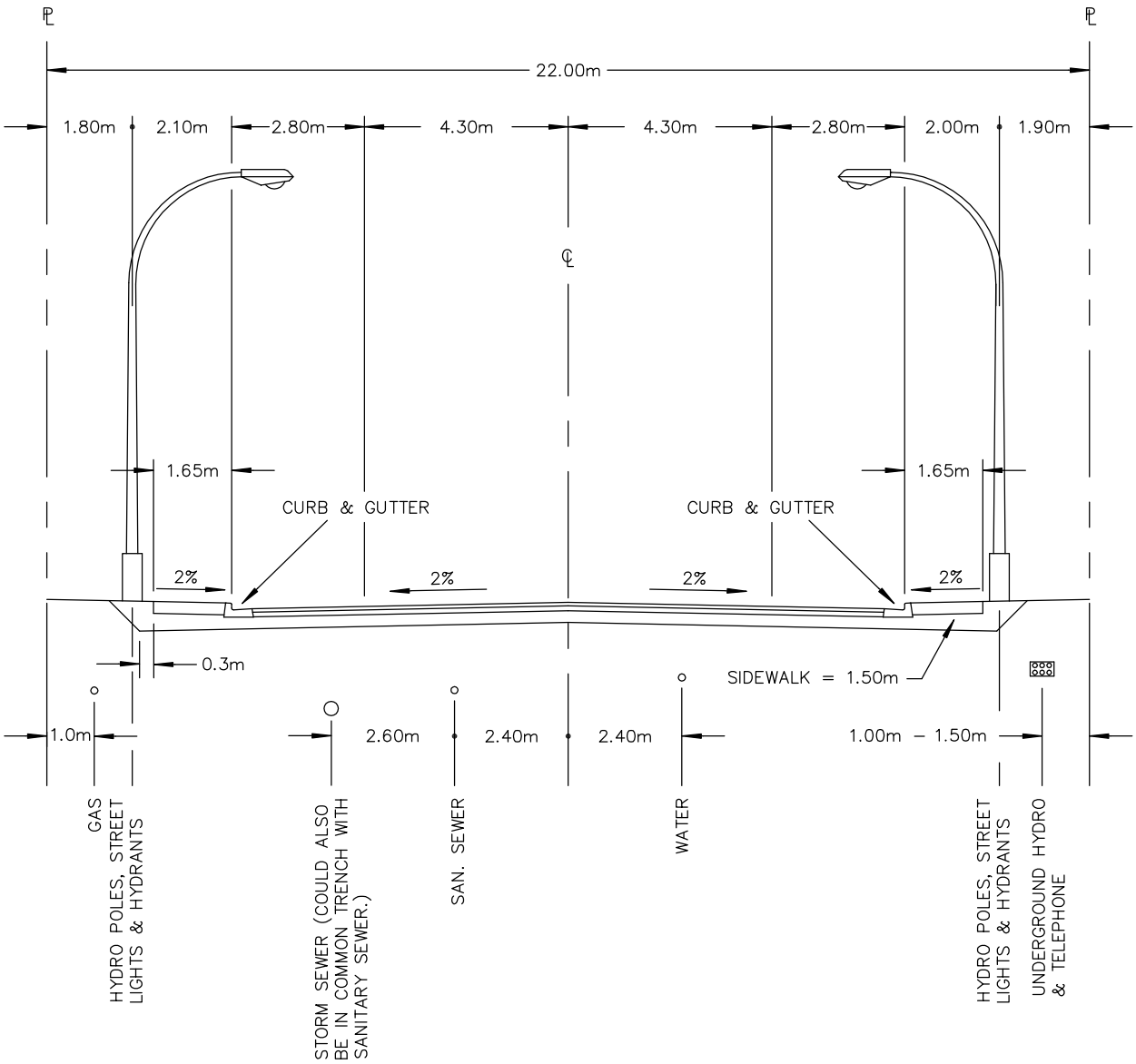
NOTES:

1. PAVED SURFACE – 75mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. NON–MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–1.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.
6. HIGH VOLUME URBAN COLLECTORS SHALL BE IN ACCORDANCE WITH STANDARD DWG. R2–XS1 MAJOR COLLECTOR (FOUR LANES)

CITY OF NANAIMO
THE HARBOUR CITY

MINOR COLLECTOR (TWO LANES)

Scale	N.T.S.
Drawn	G.C.
Rev. Date:	NOV 2009
Dwg. No.	R3–XS1



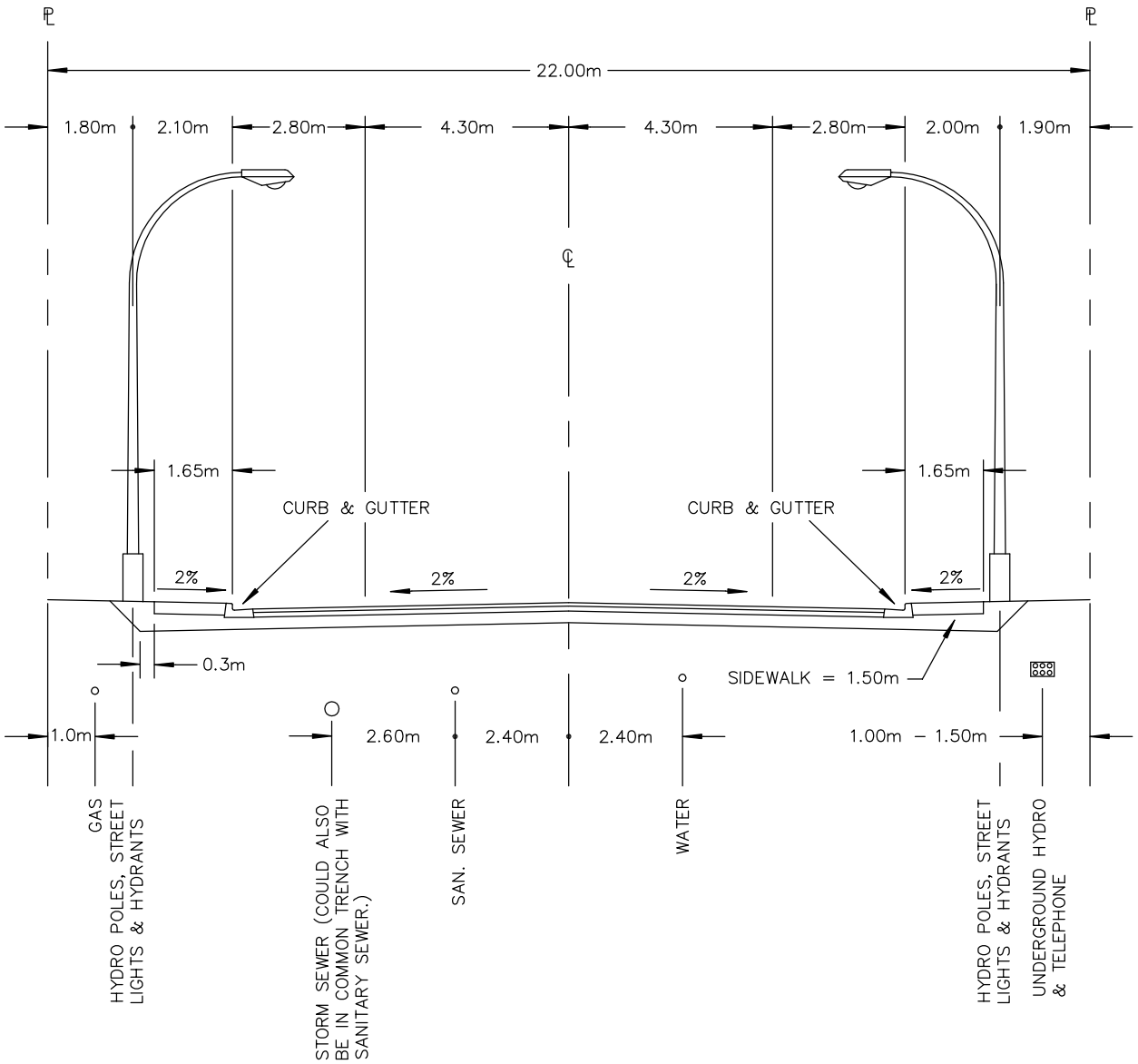
NOTES:

1. PAVED SURFACE – 75mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–1.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.

CITY OF NANAIMO
THE HARBOUR CITY

COMMERCIAL
(TWO LANES + PARKING)

Scale	N.T.S.
Drawn	G.C.
Rev. Date:	NOV 2009
Dwg. No.	R4–XS1



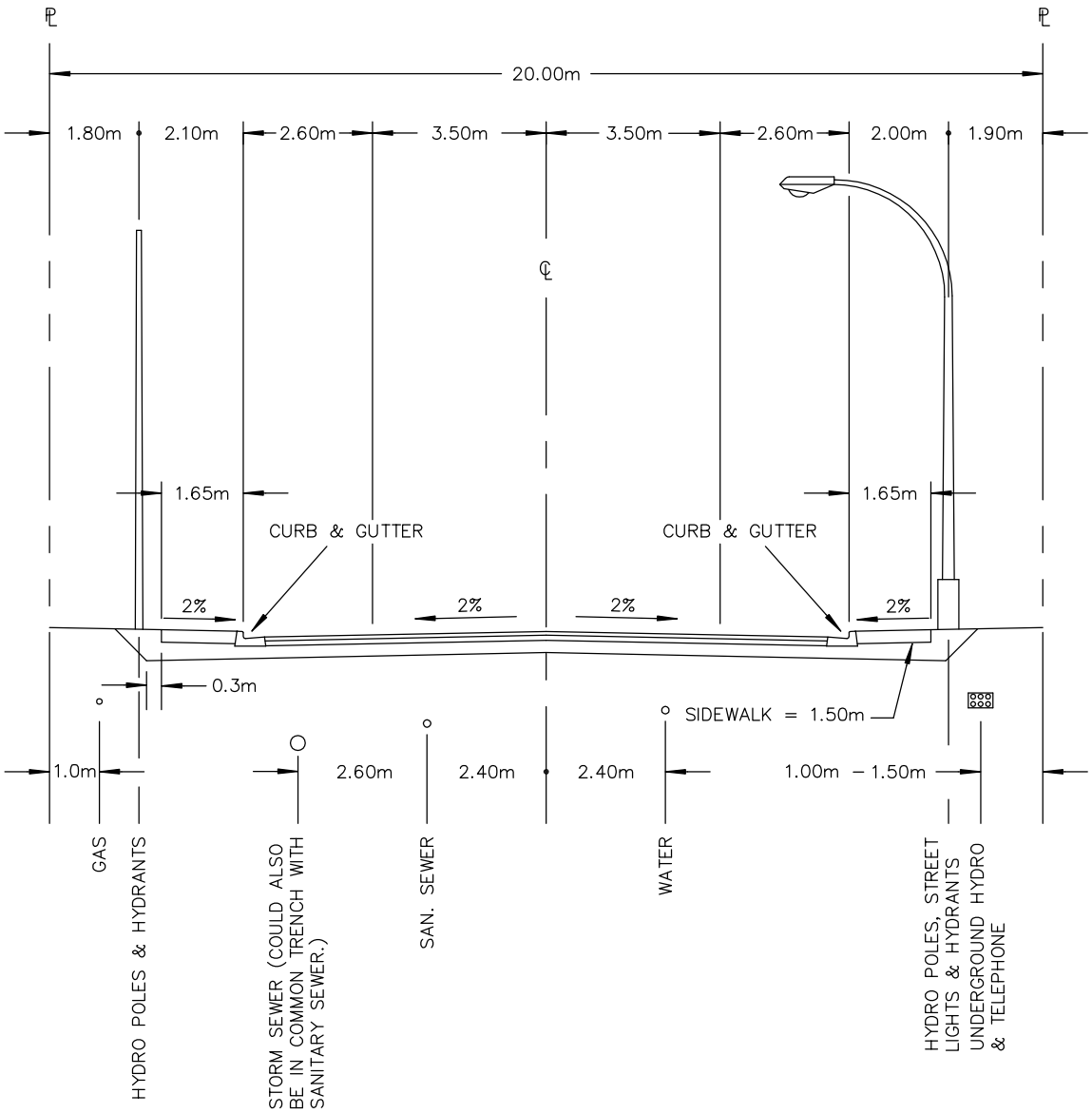
NOTES:

1 PAVED SURFACE – 75mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–1.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.

CITY OF NANAIMO
THE HARBOUR CITY

INDUSTRIAL
(TWO LANES + PARKING)

Scale	N.T.S.
Drawn	G.C.
Rev. Date:	NOV 2009
Dwg. No.	R5–XS1



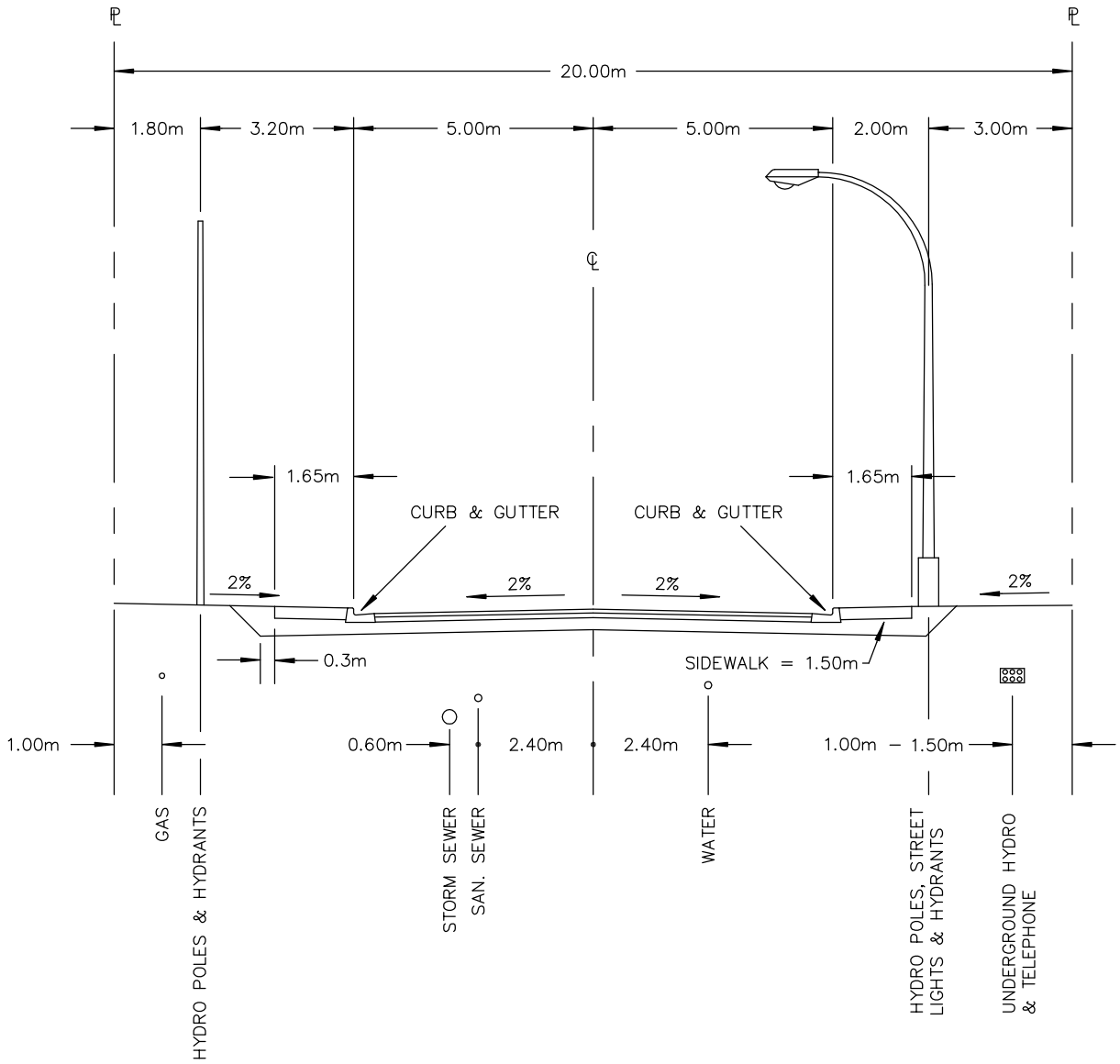
NOTES:

1. PAVED SURFACE – 75mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–4.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.

CITY OF NANAIMO
THE HARBOUR CITY

NEIGHBOURHOOD COLLECTOR (TWO LANES + PARKING)

Scale	N.T.S.
Drawn	D.M.
Rev. Date:	NOV 2009
Dwg. No.	R6–XS1



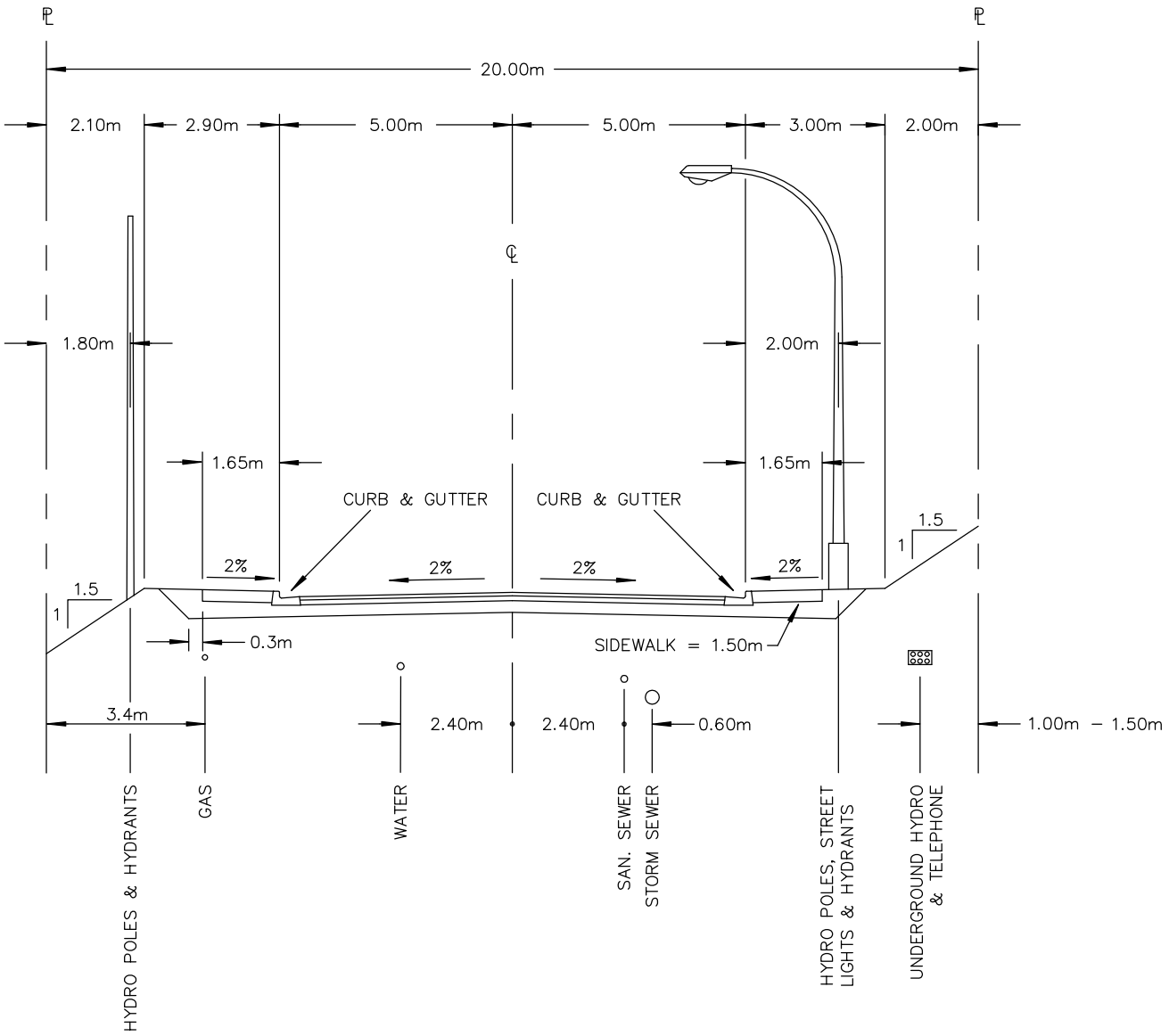
NOTES:

1 PAVED SURFACE – 50mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–4 OR STANDARD DRAWING CS–1 FOR LOCAL IMPROVEMENTS.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.

CITY OF NANAIMO
THE HARBOUR CITY

URBAN LOCAL

Scale	1:150
Drawn	G.C.
Rev. Date:	NOV 2009
Dwg. No.	R7–XS1



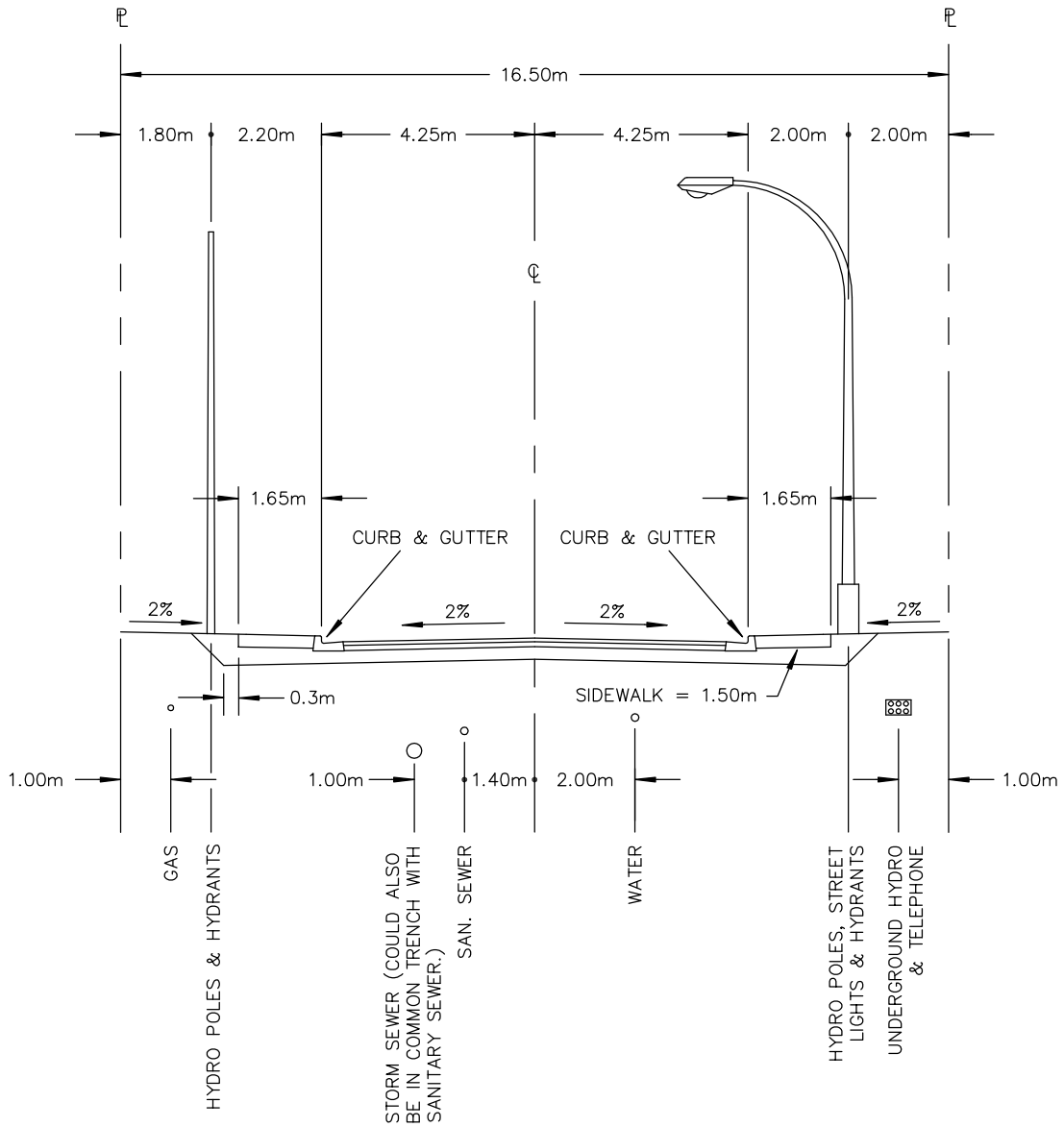
NOTES:

1 PAVED SURFACE – 50mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–4 OR STANDARD DRAWING CS–1 FOR LOCAL IMPROVEMENTS.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.

CITY OF NANAIMO
THE HARBOUR CITY

URBAN LOCAL
(HILLSIDE CROSS–SECTION)

Scale	N.T.S.
Drawn	A.R.D.
Rev. Date:	NOV 2009
Dwg. No.	R7–XS2



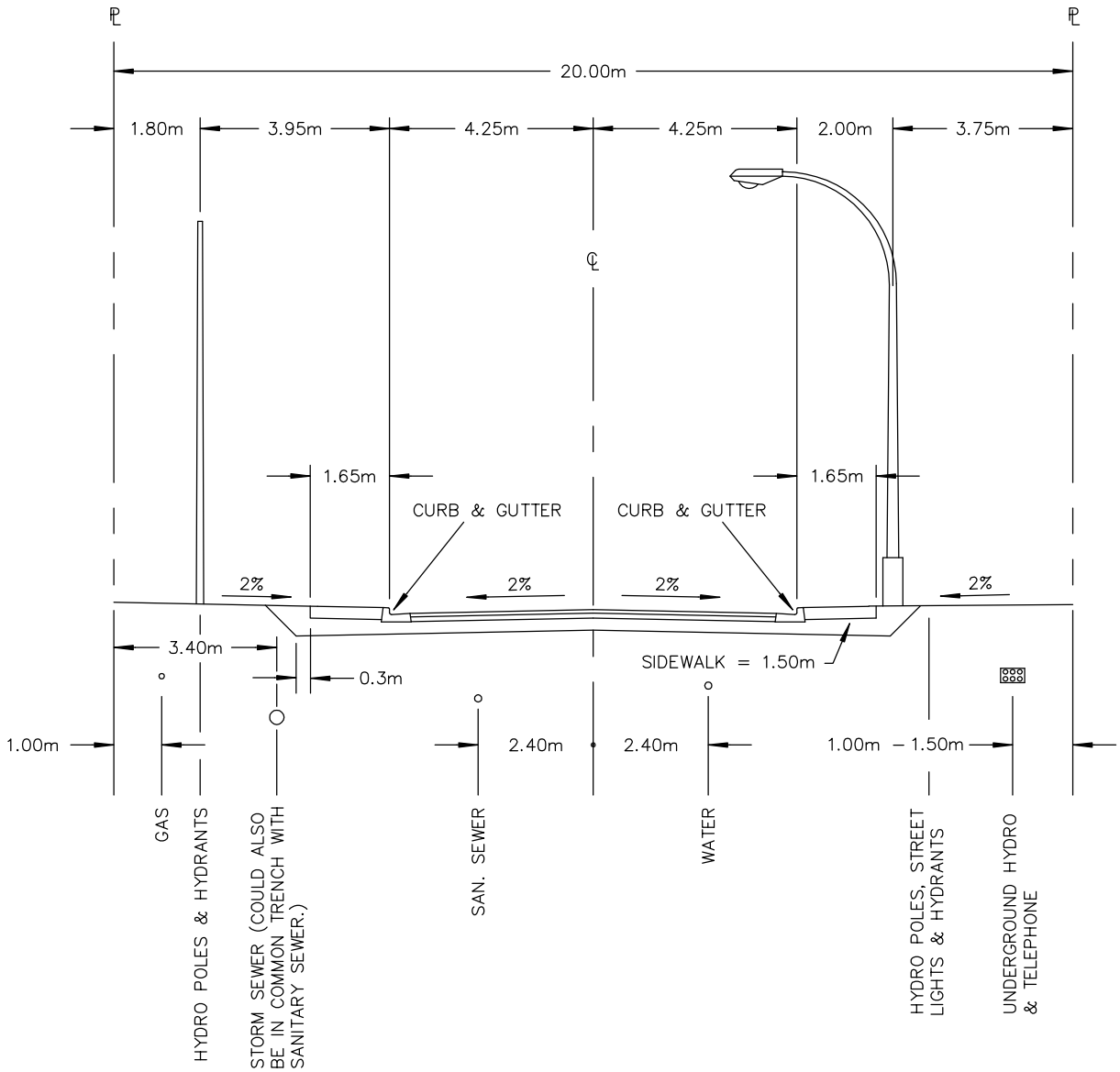
NOTES:

1. PAVED SURFACE – 50mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–4 OR STANDARD DRAWING CS–1 FOR LOCAL IMPROVEMENTS.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.

CITY OF NANAIMO
THE HARBOUR CITY

URBAN LOCAL (LOW VOLUME)

Scale	N.T.S.
Drawn	A.R.D.
Rev. Date:	NOV 2009
Dwg. No.	R7–XS3



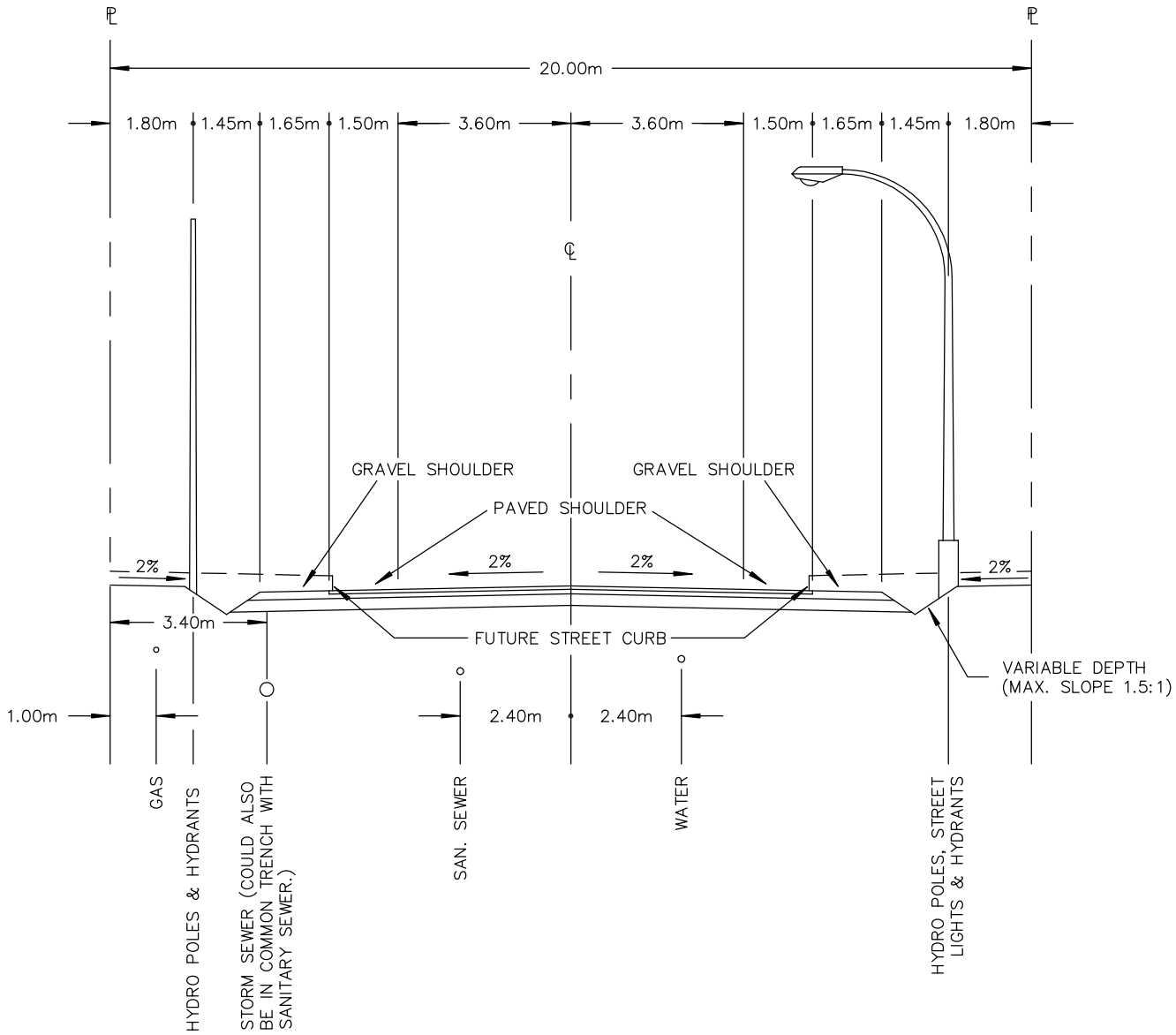
NOTES:

1. PAVED SURFACE – 50mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–4.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.
6. THIS STANDARD APPLIES TO URBAN LOCAL (LOW VOLUME) ROADS CONSTRUCTED IN EXISTING 20.0m RIGHTS–OF–WAYS OR IN HILLSIDE SITUATIONS WHERE ADDITIONAL RIGHTS–OF–WAY WIDTH IS REQUIRED TO ACCOMODATE CUTS AND FILLS.

CITY OF NANAIMO
THE HARBOUR CITY

URBAN LOCAL (LOW VOLUME IN EXISTING 20.0m R/W)

Scale	N.T.S.
Drawn	G.C.
Rev. Date:	NOV 2009
Dwg. No.	R7–XS4



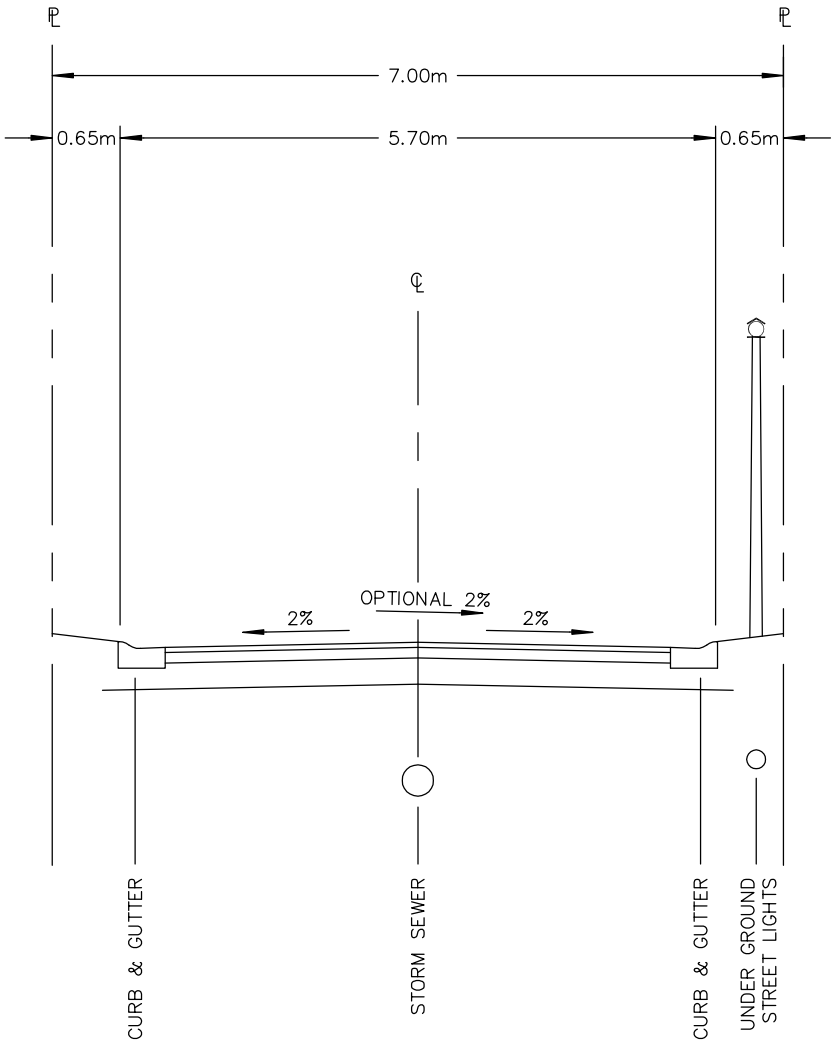
NOTES:

1. PAVED SURFACE – 50mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. SHOULDER – CRUSHED GRAVEL (20mm MINUS)
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.

CITY OF NANAIMO
THE HARBOUR CITY

RURAL LOCAL

Scale	N.T.S.
Drawn	A.R.D.
Rev. Date:	NOV 2009
Dwg. No.	R7–XS5



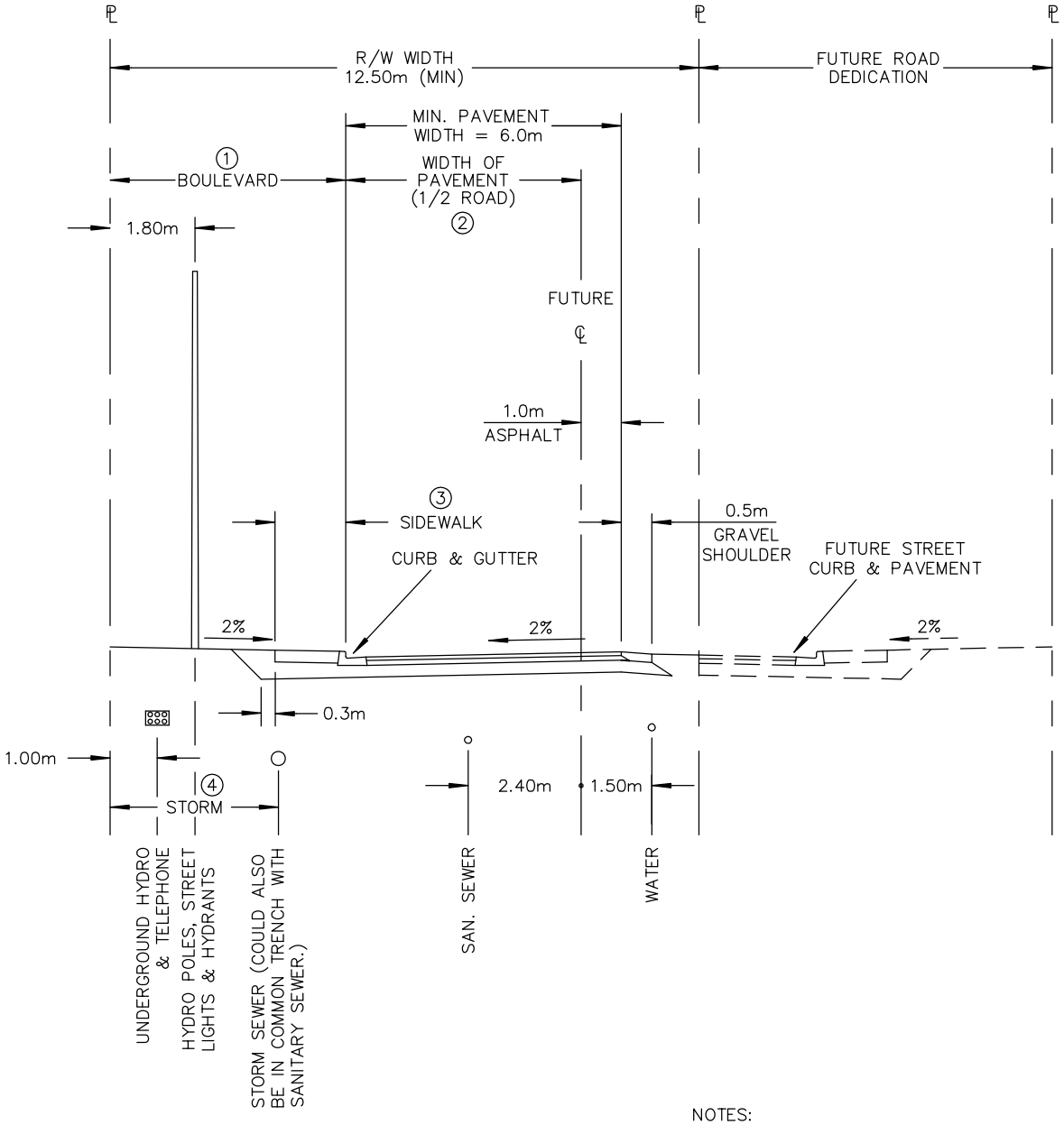
NOTES:

1 PAVED SURFACE – 50mm ASPHALT (COMPACTED THICKNESS)
2. BASE – 100mm CRUSHED GRAVEL (20mm MINUS)
3. SUB–BASE – 250mm PIT RUN GRAVEL (75mm MINUS)
4. MOUNTABLE MONOLITHIC CURB AND GUTTER IN ACCORDANCE WITH STANDARD DRAWING CS–4.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM AND IN SOME CASES WILL HAVE TO BE INCREASED TO MEET MAXIMUM ALLOWABLE BENKELMAN BEAM DEFLECTION.

CITY OF NANAIMO
THE HARBOUR CITY

LANE

Scale	N.T.S.
Drawn	D.M.
Rev. Date:	NOV 2009
Dwg. No.	R8–XS1



ROAD CLASS	① BOULEVARD	② PAVEMENT	③ SIDEWALK	④ STORM
MINOR ARTERIAL	VARIES	VARIES	1.80m	6.50m
MINOR COLLECTOR	VARIES	VARIES	1.80m	7.50m
NEIGHBORHOOD COLLECTOR	3.90m	6.10m	1.50m	5.00m
URBAN LOCAL	5.00m	5.00m	1.50m	7.00m
URBAN LOCAL (LOW VOLUME)	4.00m	4.25m	1.50m	5.25m
RURAL LOCAL	4.90m	5.10m	N/A	3.40m
COMMERICAL/INDUSTRIAL	3.90m	7.10m	1.50m	6.00m

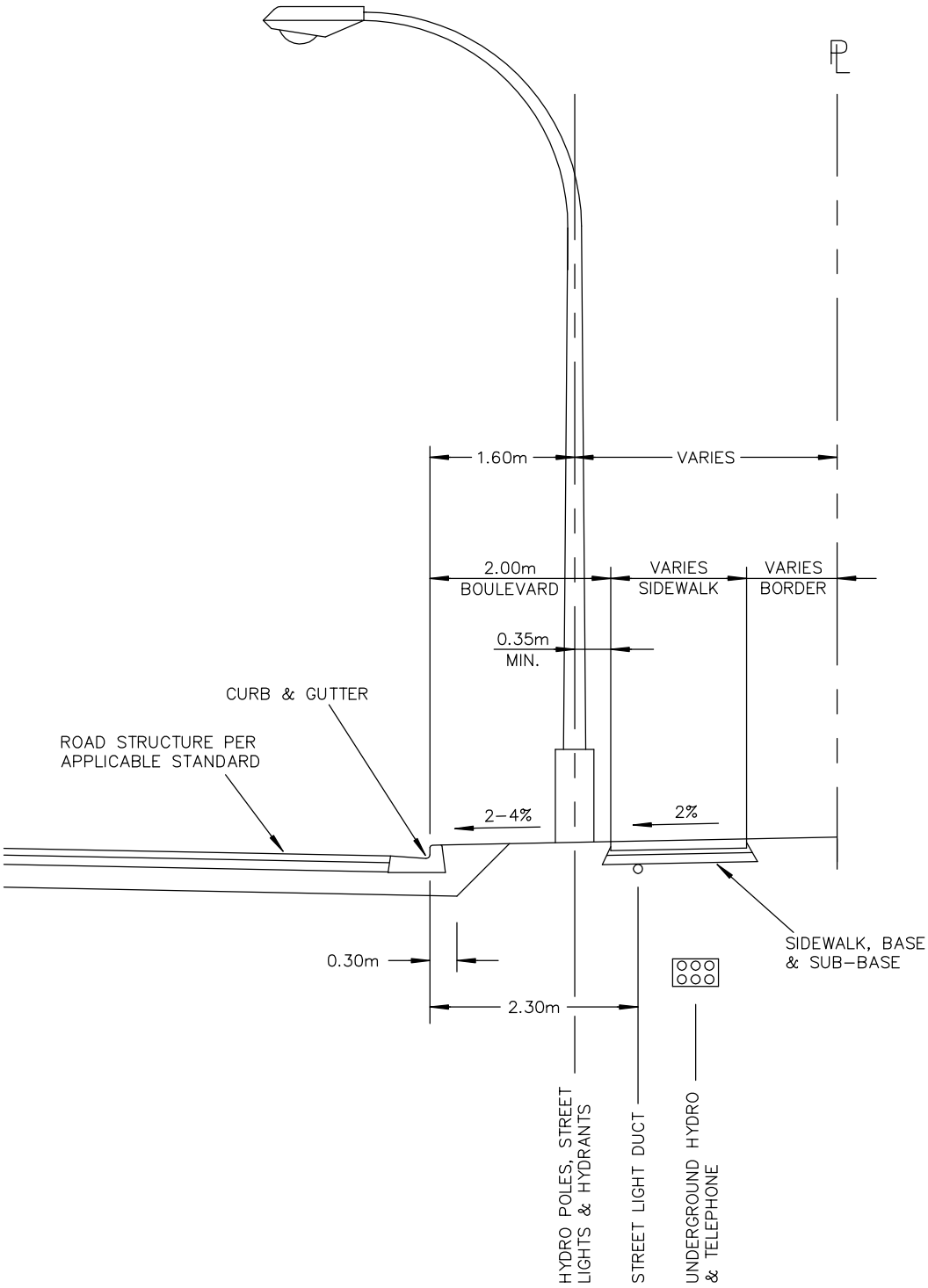
NOTES:

1. REFER TO APPROPRIATE ROAD CLASS STANDARD DRAWING FOR REQUIRED ROAD STRUCTURE.
2. MINIMUM RIGHTS-OF-WAY WIDTH SHALL BE 12.5m AND MINIMUM PAVEMENT WIDTH SHALL BE 6.0m. WIDER RIGHTS-OF-WAY AND PAVEMENT MAY BE REQUIRED TO ACCOMODATE TRAFFIC FLOWS AND UNDERGROUND UTILITIES.
3. THIS STANDARD SHALL BE LIMITED TO SITUATIONS WHERE FUTURE DEVELOPMENT OF SURROUNDING PROPERTIES WILL ALLOW ACQUISITION OF A FULL ROAD RIGHTS-OF-WAY AS REQUIRED.

CITY OF NANAIMO
THE HARBOUR CITY

HALF ROAD SECTION

Scale	N.T.S.
Drawn	A.R.D.
Rev. Date:	NOV 2009
Dwg. No.	R9-XS1



NOTES:

1 THIS STANDARD SHALL BE USED IN CONJUNCTION WITH OVERALL APPROVED LANDSCAPING SCHEME.

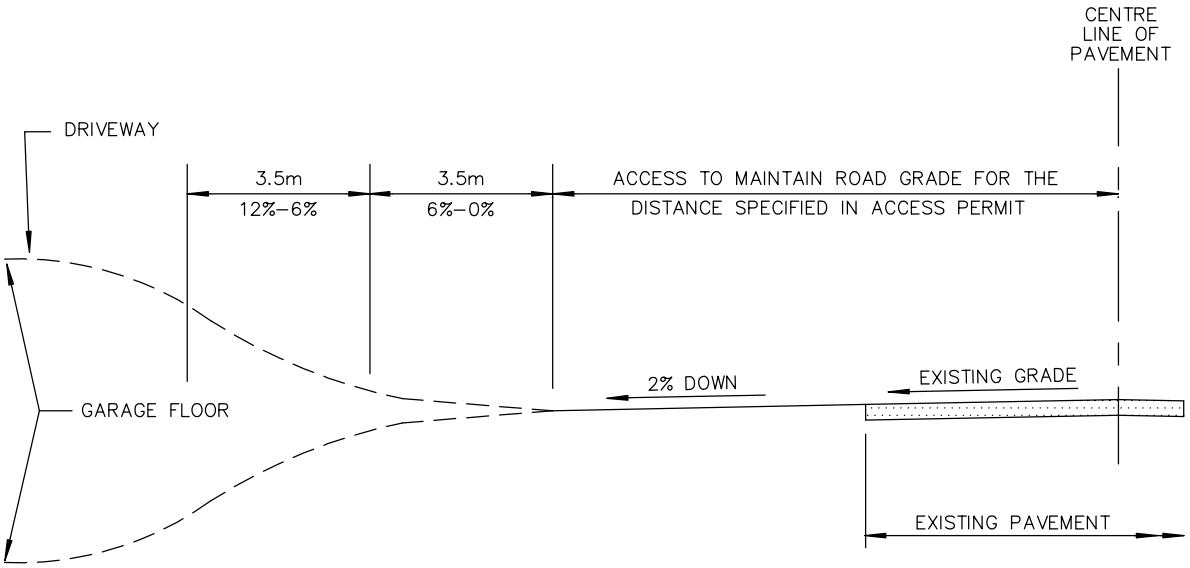
2. APPLICATION OF THIS STANDARD AT THE DISCRETION OF THE CITY ENGINEER.

3. DEPTHS OF SURFACING, BASE GRAVELS AND PAVEMENT WIDTHS AS PER APPLICABLE STANDARD FOR ROAD SECTION.

CITY OF NANAIMO
THE HARBOUR CITY

ALTERNATE SIDEWALK LOCATION
WITH BOULEVARD

Scale	N.T.S.
Drawn	D.M.
Rev. Date:	NOV 2009
Dwg. No.	R10–XS1



NOTES:

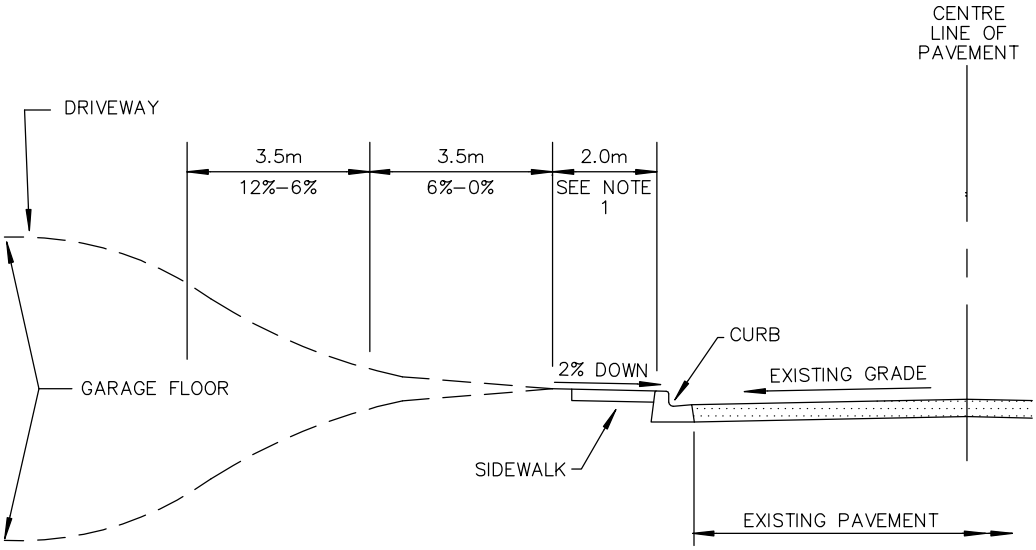
1. FOR ACCESS DRIVEWAYS FRONTING ARTERIAL AND COLLECTOR ROADS WITHOUT CONCRETE CURBS.
2. TO ALLOW FOR FUTURE ROAD WIDENING AND SIDEWALK CONSTRUCTION, THE DRIVEWAY AND FINISHED BOULEVARD MUST FOLLOW THE SAME GRADE AS THE EXISTING PAVEMENT, MEASURED FROM THE PAVEMENT CENTRE LINE, FOR DISTANCE SPECIFIED IN THE ACCESS PERMIT.

   IN GENERAL, THESE DISTANCES ARE AS FOLLOWS:
   (a) COLLECTOR ROADS – 9.0m
   (b) ARTERIAL ROADS – 12.0m
3. WHERE THE CENTRE OF THE EXISTING PAVEMENT IS MORE THAN 1.5m OFF THE CENTRE OF THE ROAD RIGHT–OF–WAY, THE HORIZONTAL DISTANCE AS SPECIFIED IN THE ACCESS PERMIT SHALL BE MEASURED FROM THE CENTRE OF THE ROAD RIGHT–OF–WAY.
4. THE MAXIMUM GRADE OF THE DRIVEWAY SHALL BE 20% WITH A CHANGE IN RISE OR FALL NOT EXCEEDING 6% FOR EACH HORIZONTAL 3.5m.
5. THE SLOPE OF THE EDGES OF THE DRIVEWAY IN CUT AND FILL SHALL BE A MAXIMUM OF 1 VERTICAL TO 1.5 HORIZONTAL. ROCK SLOPES SHALL BE CUT WITH A MAXIMUM OF 4 VERTICAL TO 1 HORIZONTAL.
6. IN THE CASE OF SUBDIVISION WHERE A DRIVEWAY WILL PROVIDE ACCESS TO THREE OR MORE PARCELS, THE DRIVEWAY SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER; AS PER CITY OF NANAIMO GUIDELINES FOR THE APPROVAL, THE DESIGN AND THE CONSTRUCTION OF PRIVATELY OWNED COMMON ACCESS DRIVEWAYS.

CITY OF NANAIMO
THE HARBOUR CITY

ACCESSES FRONTING ROADS
WITHOUT CONCRETE CURBS
TYPE 1

Scale	N.T.S.
Drawn	ARD
Rev. Date:	NOV 2009
Dwg. No.	R11–DW1



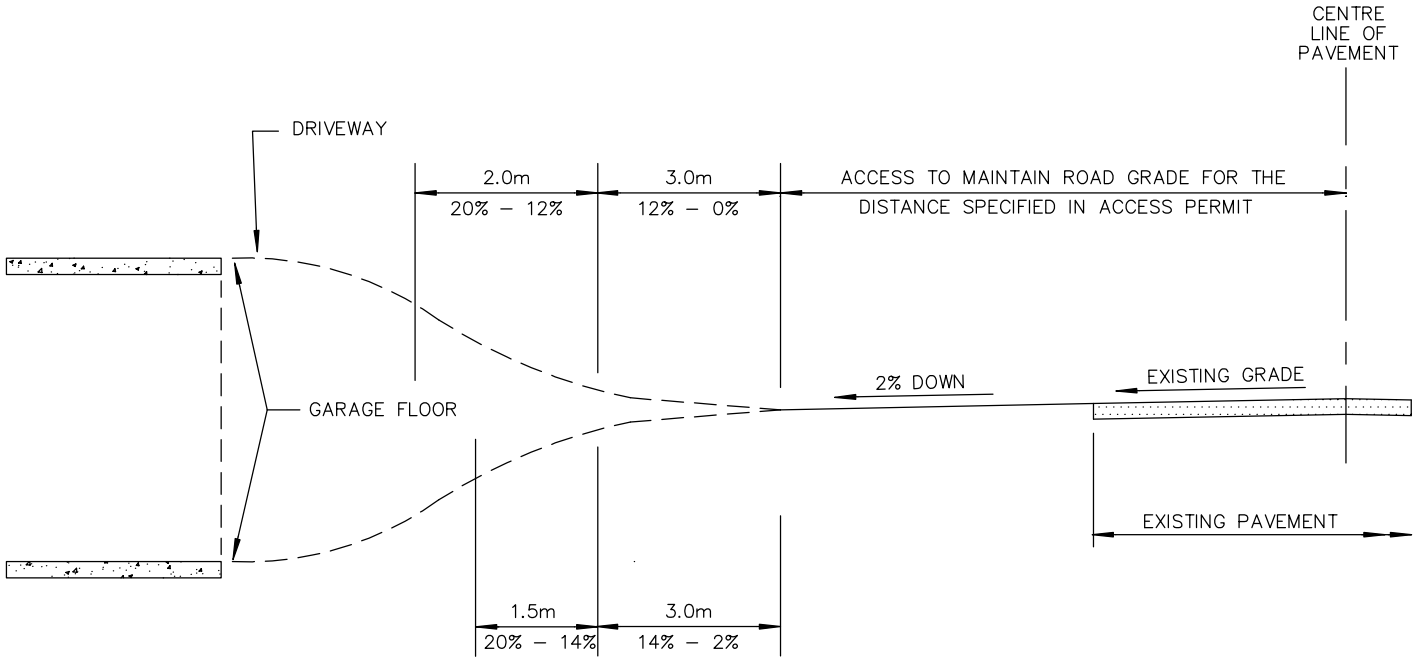
NOTES:

1. FOR ACCESS DRIVEWAYS FRONTING ARTERIAL AND COLLECTOR ROADS WITH CONCRETE CURBS.
2. THE MAXIMUM GRADE OF THE DRIVEWAY SHALL BE 20% WITH A CHANGE IN RISE OR FALL NOT EXCEEDING 6% FOR EACH HORIZONTAL 3.5m. THE RISE OR FALL OF THE DRIVEWAY SHALL BEGIN 2.0m BEHIND THE CURB TOWARDS THE PROPERTY.
3. THE SLOPE OF THE EDGES OF THE DRIVEWAY OR FILL SHALL BE A MAXIMUM OF 1 VERTICAL TO 1.5 HORIZONTAL ROCK SLOPES AND CUTS SHALL BE A MAXIMUM OF 4 VERTICAL TO 1 HORIZONTAL.
4. IN THE CASE OF SUBDIVISION WHERE A DRIVEWAY WILL PROVIDE ACCESS TO THREE OR MORE PARCELS, THE DRIVEWAYS SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER; AS PER CITY OF NANAIMO GUIDELINES FOR THE APPROVAL, THE DESIGN AND OF THE CONSTRUCTION OF PRIVATELY OWNED COMMON ACCESS DRIVEWAYS.

CITY OF NANAIMO
THE HARBOUR CITY

ACCESSES FRONTING ROADS
WITH CONCRETE CURBS
TYPE 1

Scale	N.T.S.
Drawn	ARD
Date:	NOV 2009
Dwg. No.	R11–DW2



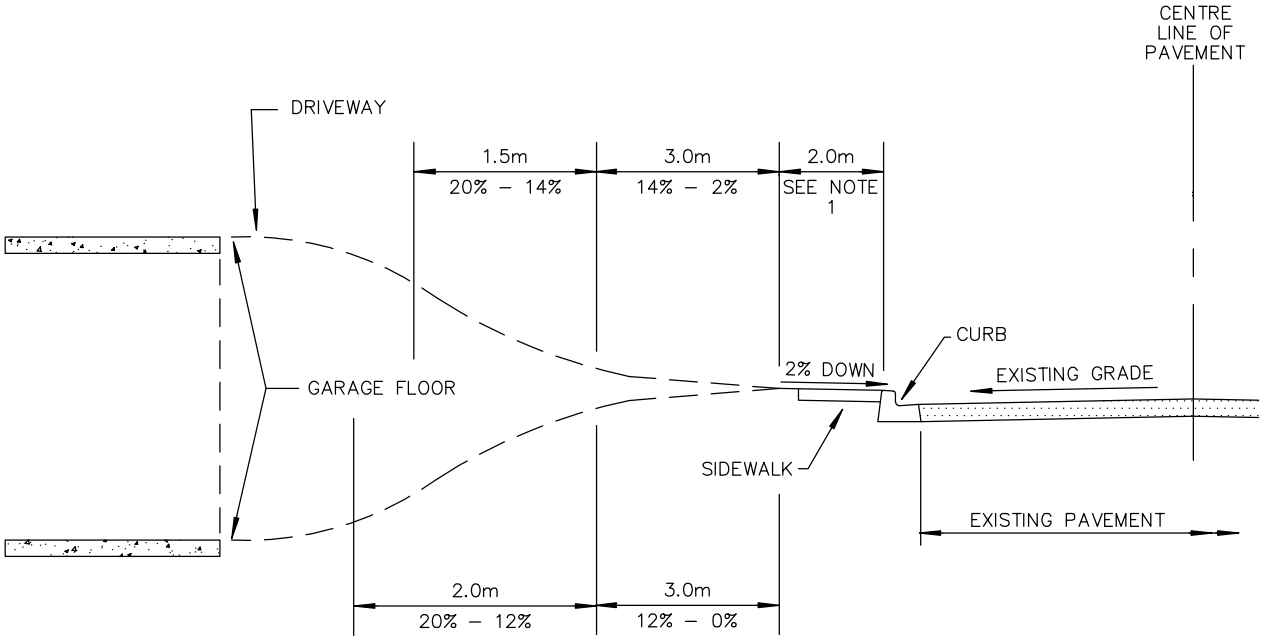
NOTES:

1. FOR ACCESS DRIVEWAYS FRONTING URBAN LOCAL AND RURAL LOCAL ROADS WITHOUT CONCRETE CURBS.
2. TO ALLOW FOR FUTURE ROAD WIDENING AND SIDEWALK CONSTRUCTION, THE DRIVEWAY AND FINISHED BOULEVARD MUST FOLLOW THE SAME GRADE AS THE EXISTING PAVEMENT, MEASURED FROM THE PAVEMENT CENTRE LINE, FOR DISTANCE SPECIFIED IN THE ACCESS PERMIT. IN GENERAL, THE DISTANCE FOR LOCAL ROADS IS 6.7m.
3. WHERE THE CENTRE OF THE EXISTING PAVEMENT IS MORE THAN 1.5m OFF THE CENTRE OF THE ROAD RIGHT–OF–WAY, THE HORIZONTAL DISTANCE AS SPECIFIED IN THE ACCESS PERMIT SHALL BE MEASURED FROM THE CENTRE OF THE ROAD RIGHT–OF–WAY.
4. THE CHANGE IN GRADE, RISE OR FALL, SHALL NOT EXCEED 12% FOR EACH HORIZONTAL 3.0m DISTANCE, TO A MAXIMUM GRADE OF 20%.
5. THE SLOPE OF THE EDGES OF THE DRIVEWAY IN CUT AND FILL SHALL BE A MAXIMUM OF 1 VERTICAL TO 1.5 HORIZONTAL. ROCK SLOPES SHALL BE CUT WITH A MAXIMUM OF 4 VERTICAL TO 1 HORIZONTAL.
6. IN THE CASE OF SUBDIVISION WHERE A DRIVEWAY WILL PROVIDE ACCESS TO THREE OR MORE PARCELS, THE DRIVEWAY SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER; AS PER CITY OF NANAIMO GUIDELINES FOR THE APPROVAL, THE DESIGN AND THE CONSTRUCTION OF PRIVATELY OWNED COMMON ACCESS DRIVEWAYS.

CITY OF NANAIMO
THE HARBOUR CITY

ACCESSES FRONTING ROADS WITHOUT CONCRETE CURBS TYPE 2

Scale	N.T.S.
Drawn	ARD
Rev. Date:	NOV 2009
Dwg. No.	R11–DW3



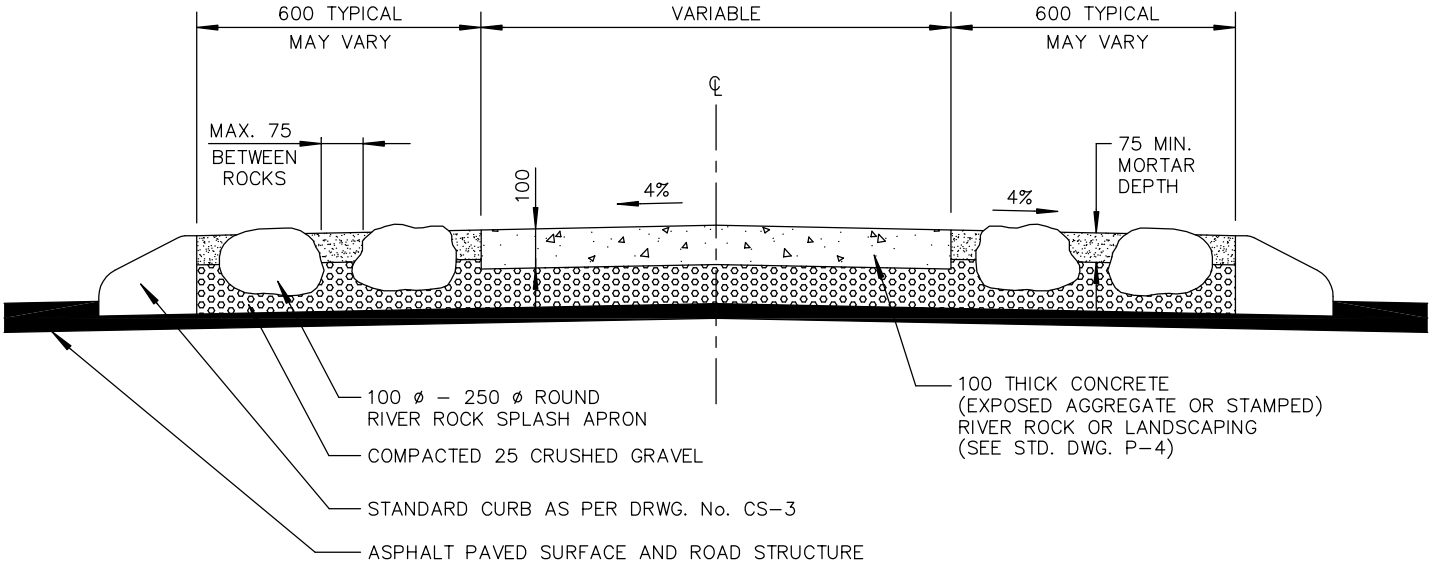
NOTES:

1. FOR ACCESS DRIVEWAYS FRONTING URBAN LOCAL AND RURAL LOCAL ROADS WITH CONCRETE CURBS.
2. THE CHANGE IN GRADE, RISE OR FALL, SHALL NOT EXCEED 12% FOR EACH HORIZONTAL 3.0m DISTANCE, TO A MAXIMUM GRADE OF 20%.
3. THE SLOPE OF THE EDGES OF THE DRIVEWAY OR FILL SHALL BE A MAXIMUM OF 1 VERTICAL TO 1.5 HORIZONTAL ROCK SLOPES AND CUTS SHALL BE A MAXIMUM OF 4 VERTICAL TO 1 HORIZONTAL.
4. IN THE CASE OF SUBDIVISION WHERE A DRIVEWAY WILL PROVIDE ACCESS TO THREE OR MORE PARCELS, THE DRIVEWAYS SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER; AS PER CITY OF NANAIMO GUIDELINES FOR THE APPROVAL, THE DESIGN AND OF THE CONSTRUCTION OF PRIVATELY OWNED COMMON ACCESS DRIVEWAYS.

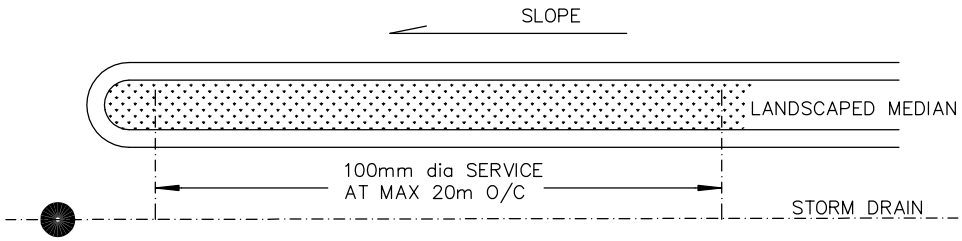
CITY OF NANAIMO
THE HARBOUR CITY

ACCESSES FRONTING ROADS
WITH CONCRETE CURBS
TYPE 2

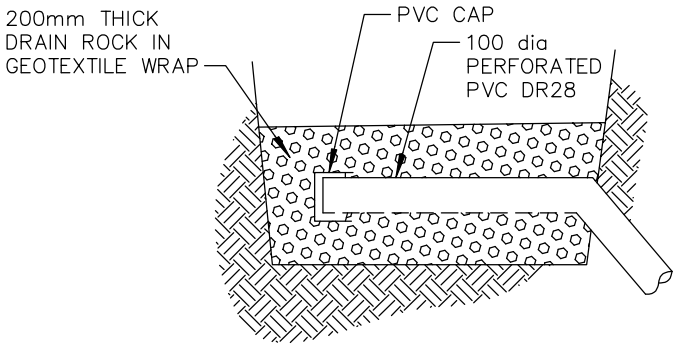
Scale	N.T.S.
Drawn	ARD
Rev. Date:	NOV 2009
Dwg. No.	R11–DW4



SECTION



SERVICE LOCATION PLAN – SCHEMATIC



STORM SERVICE

TERMINATION DETAIL

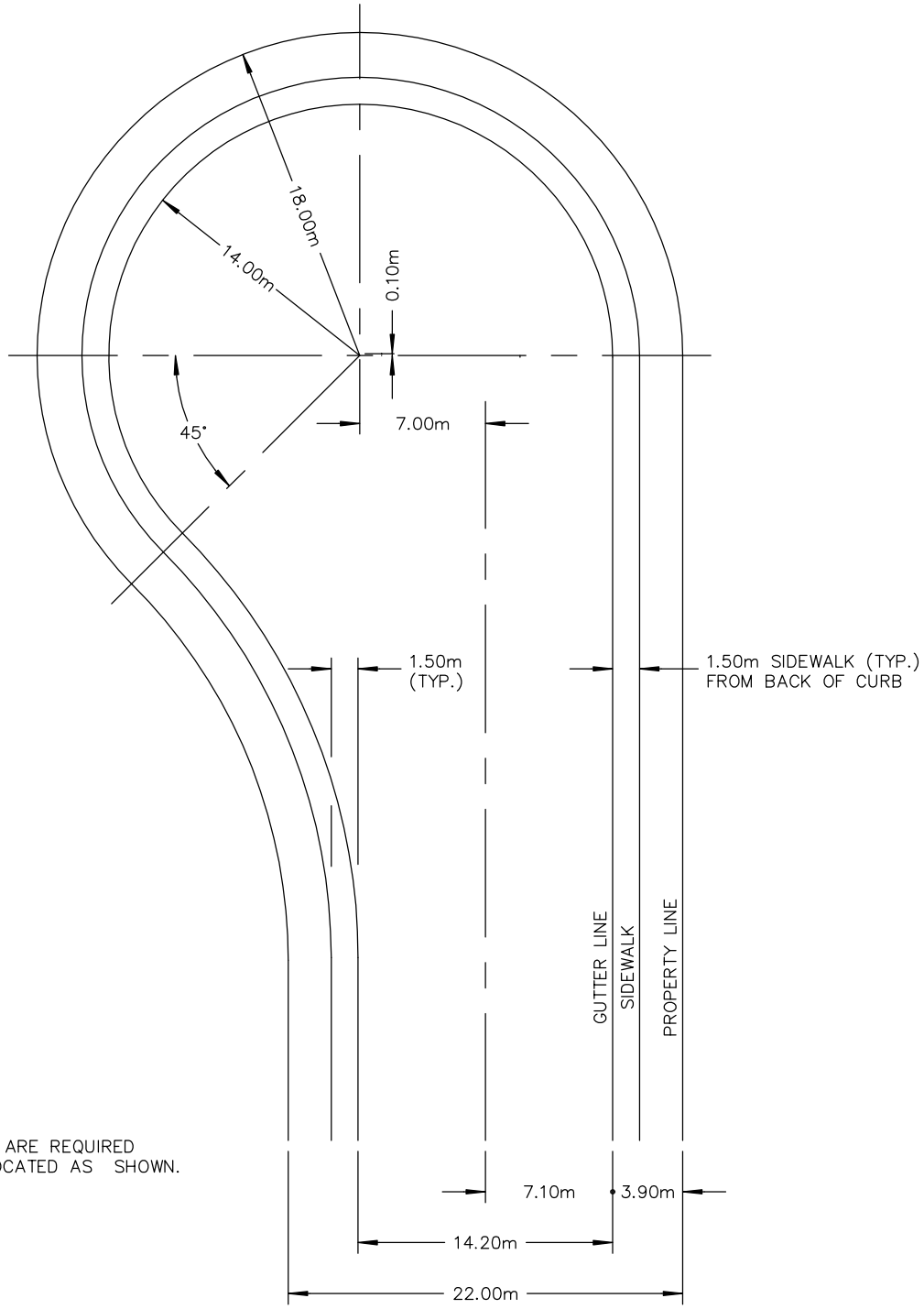
NOTES:

1. PROVIDE STORM DRAIN CONNECTION AT LOW END OF ISLAND.
2. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.
3. FOR CONCRETE DETAILS SEE SECTION 8 – CURBS & SIDEWALKS.
4. FOR LANDSCAPE DETAILS SEE SECTION 14 – LANDSCAPE.

CITY OF NANAIMO
THE HARBOUR CITY

RAISED CENTER MEDIAN
(RIVER ROCK)

Scale	N.T.S.
Drawn	D.M.
Rev. Date:	NOV 2009
Dwg. No.	R12–ME1

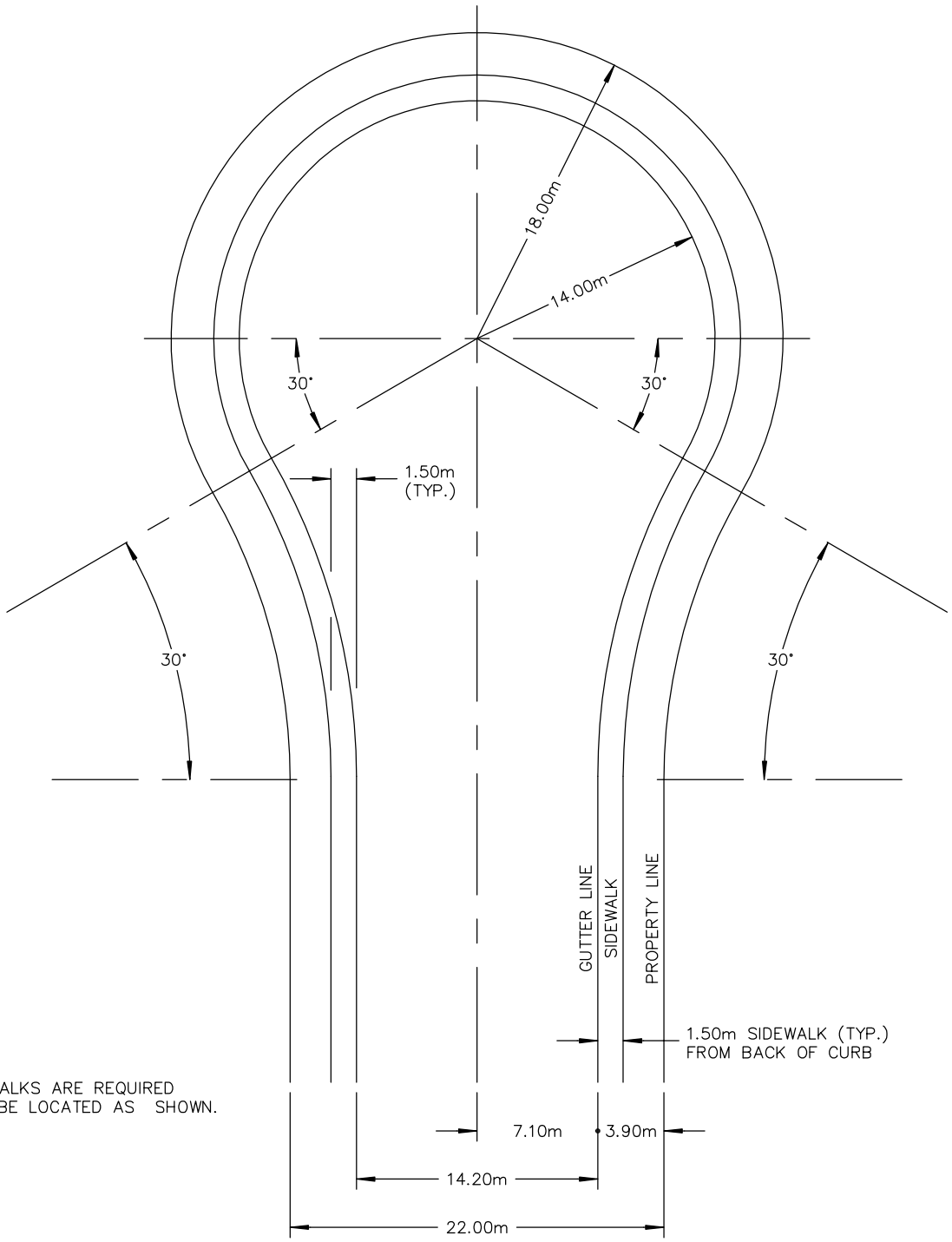


NOTE
1. WHERE SIDEWALKS ARE REQUIRED
   THEY SHALL BE LOCATED AS SHOWN.

CITY OF NANAIMO
THE HARBOUR CITY

COMMERCIAL OFFSET
CUL–DE–SAC

Scale	N.T.S.
Drawn	A.R.D.
Rev. Date:	NOV 2009
Dwg. No.	R4–CU1

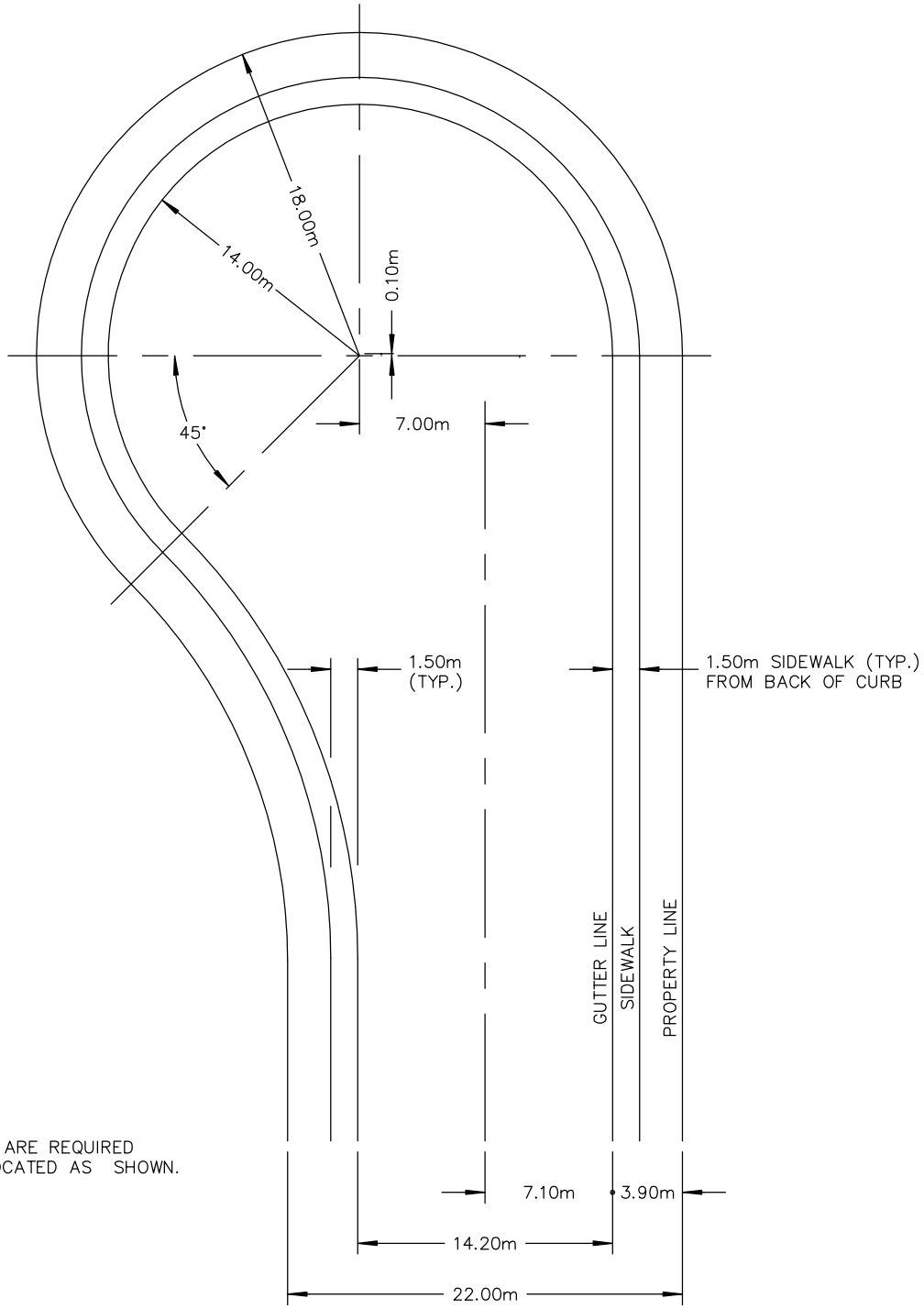


NOTE
1. WHERE SIDEWALKS ARE REQUIRED THEY SHALL BE LOCATED AS SHOWN.

CITY OF NANAIMO
THE HARBOUR CITY

COMMERCIAL STANDARD
CUL–DE–SAC

Scale	N.T.S.
Drawn	ARD
Rev. Date:	NOV 2009
Dwg. No.	R4–CU2

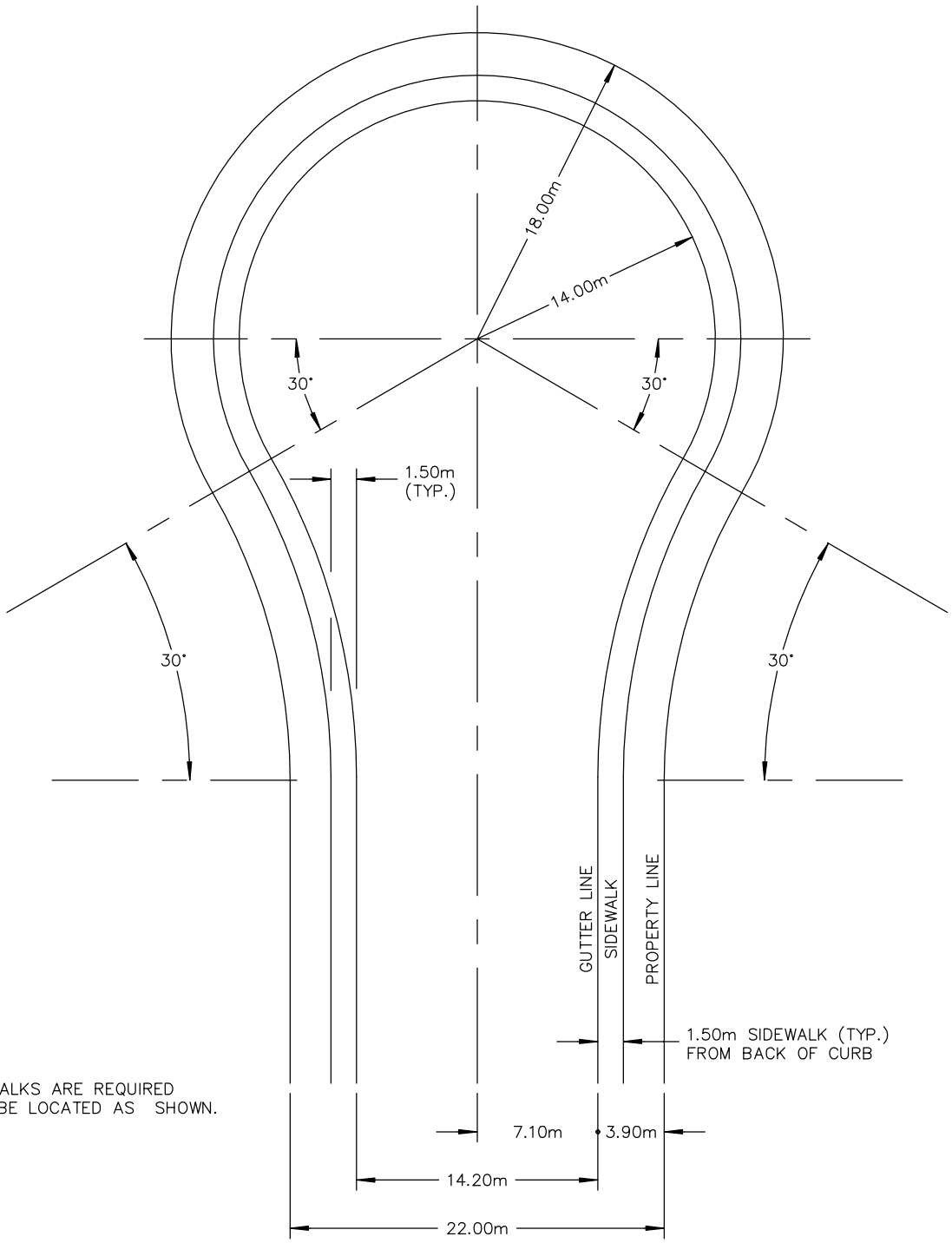


NOTE
1. WHERE SIDEWALKS ARE REQUIRED THEY SHALL BE LOCATED AS SHOWN.

CITY OF NANAIMO
THE HARBOUR CITY

INDUSTRIAL
OFFSET CUL-DE-SAC

Scale	N.T.S.
Drawn	A.R.D.
Rev. Date:	NOV 2009
Dwg. No.	R5-CU1

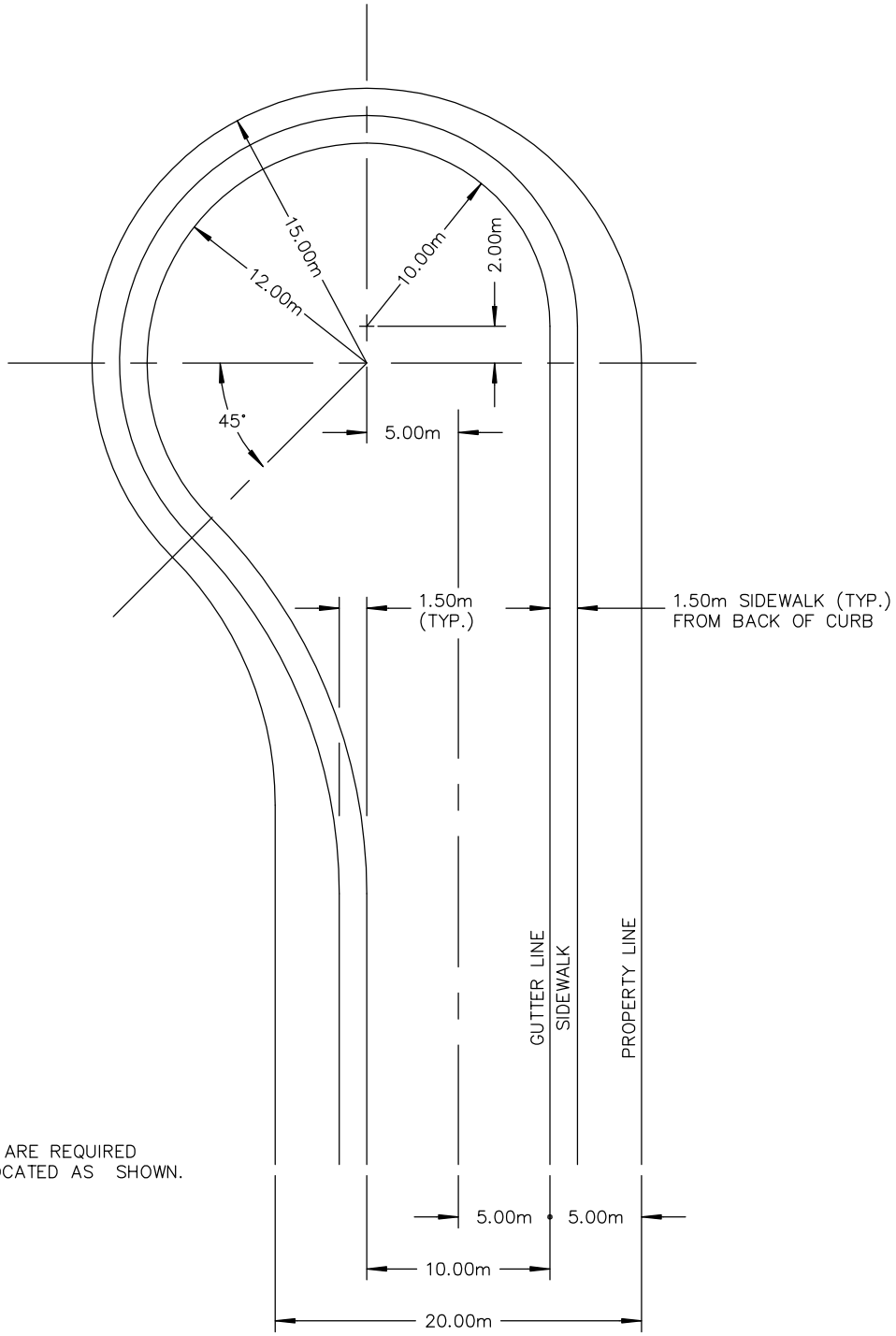


NOTE
1. WHERE SIDEWALKS ARE REQUIRED THEY SHALL BE LOCATED AS SHOWN.

CITY OF NANAIMO
THE HARBOUR CITY

INDUSTRIAL
STANDARD CUL-DE-SAC

Scale	N.T.S.
Drawn	ARD
Rev. Date:	NOV 2009
Dwg. No.	R5-CU2

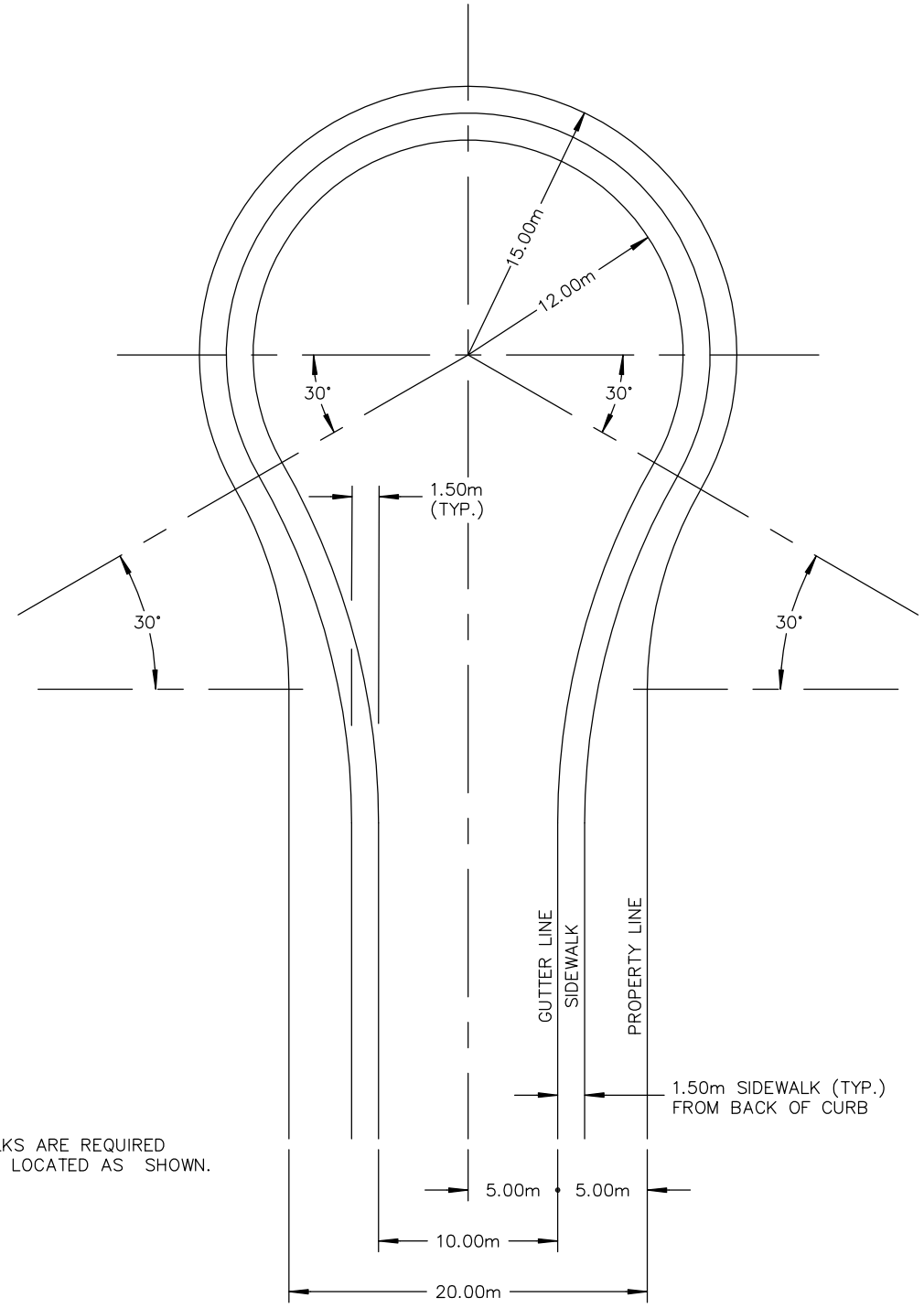


NOTE
1. WHERE SIDEWALKS ARE REQUIRED THEY SHALL BE LOCATED AS SHOWN.

CITY OF NANAIMO
THE HARBOUR CITY

URBAN LOCAL
OFFSET CUL-DE-SAC

Scale	N.T.S.
Drawn	ARD
Rev. Date:	NOV 2009
Dwg. No.	R7-CU1

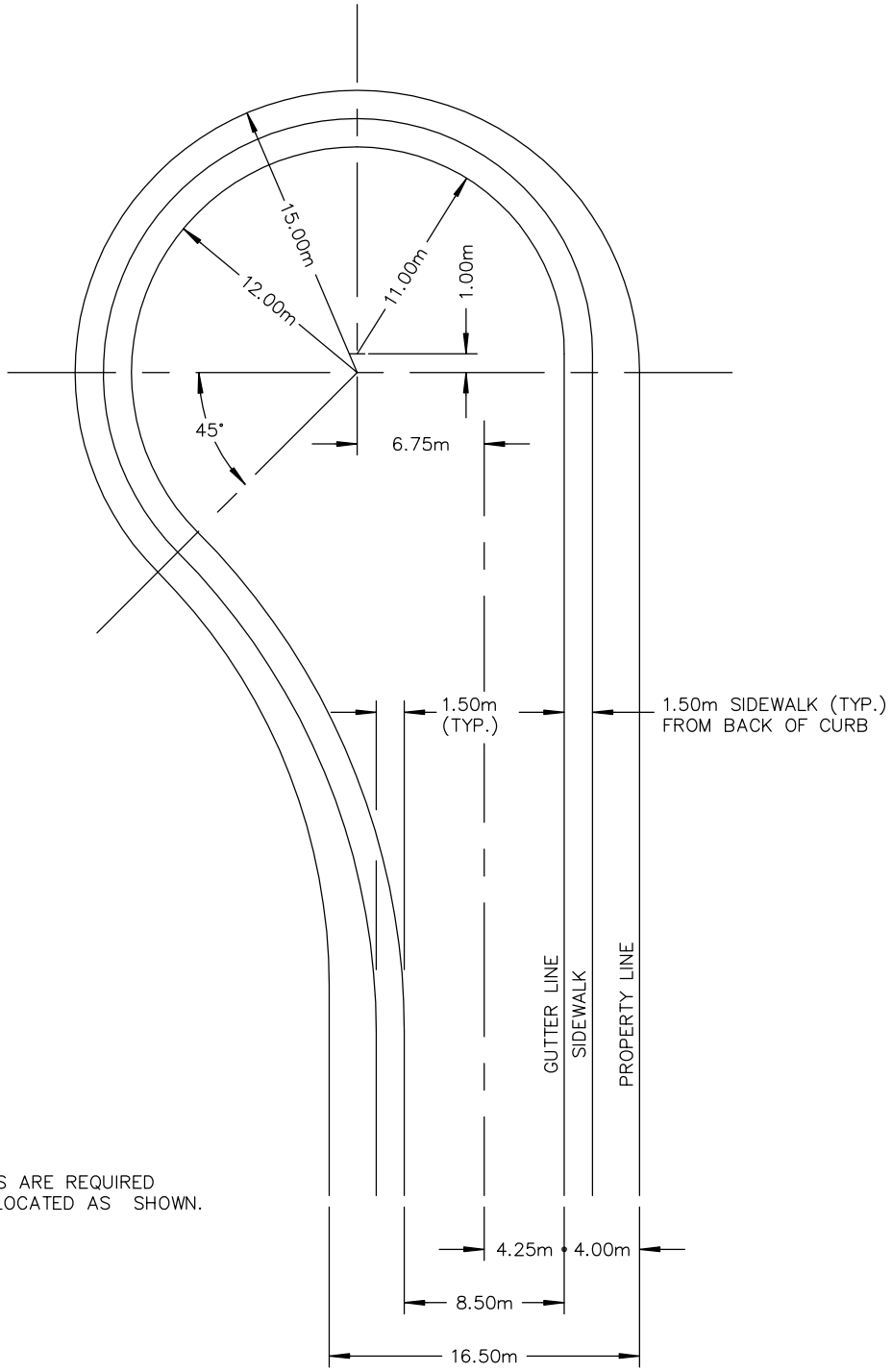


NOTE
1. WHERE SIDEWALKS ARE REQUIRED THEY SHALL BE LOCATED AS SHOWN.

CITY OF NANAIMO
THE HARBOUR CITY

URBAN LOCAL
STANDARD CUL–DE–SAC

Scale	N.T.S.
Drawn	A.R.D.
Rev. Date:	NOV 2009
Dwg. No.	R7–CU2

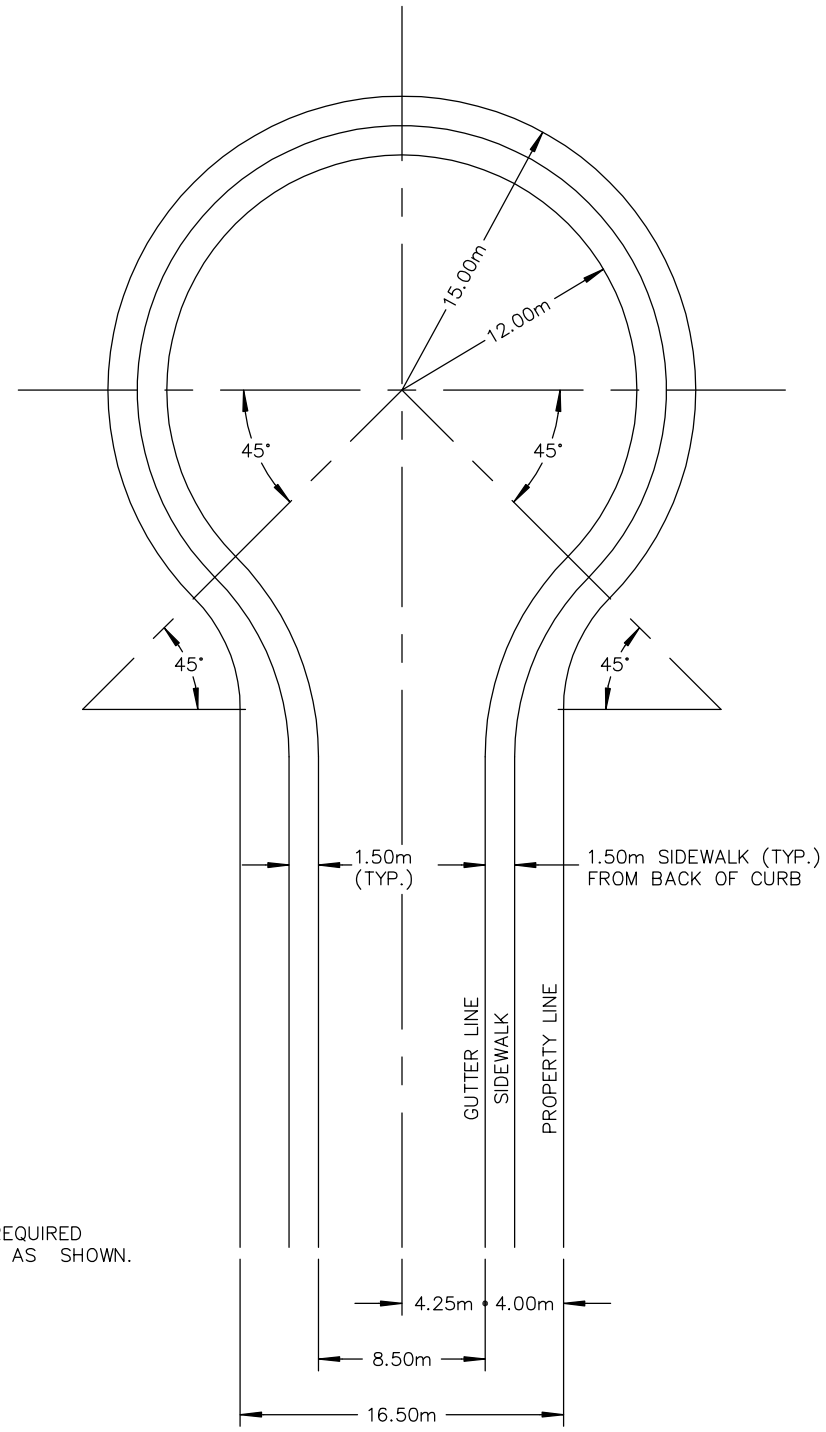


NOTE
1. WHERE SIDEWALKS ARE REQUIRED THEY SHALL BE LOCATED AS SHOWN.

CITY OF NANAIMO
THE HARBOUR CITY

URBAN LOCAL (LOW VOLUME)
OFFSET CUL-DE-SAC

Scale	N.T.S.
Drawn	G.C.
Rev. Date:	NOV 2009
Dwg. No.	R7-CU3



NOTE
1. WHERE SIDEWALKS ARE REQUIRED
   THEY SHALL BE LOCATED AS SHOWN.

CITY OF NANAIMO
THE HARBOUR CITY

URBAN LOCAL (LOW VOLUME)
STANDARD CUL-DE-SAC

Scale	N.T.S.
Drawn	G.C.
Rev. Date:	NOV 2009
Dwg. No.	R7-CU4