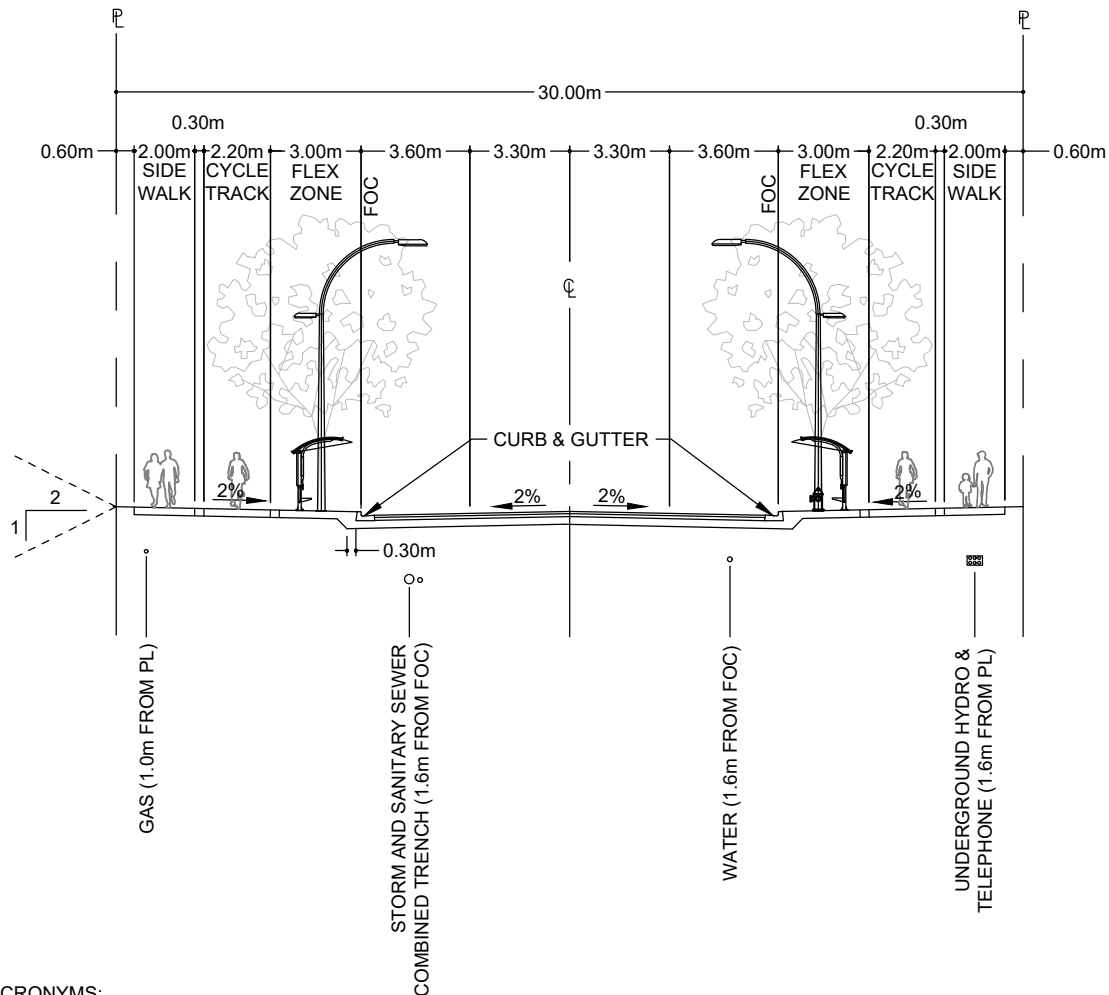
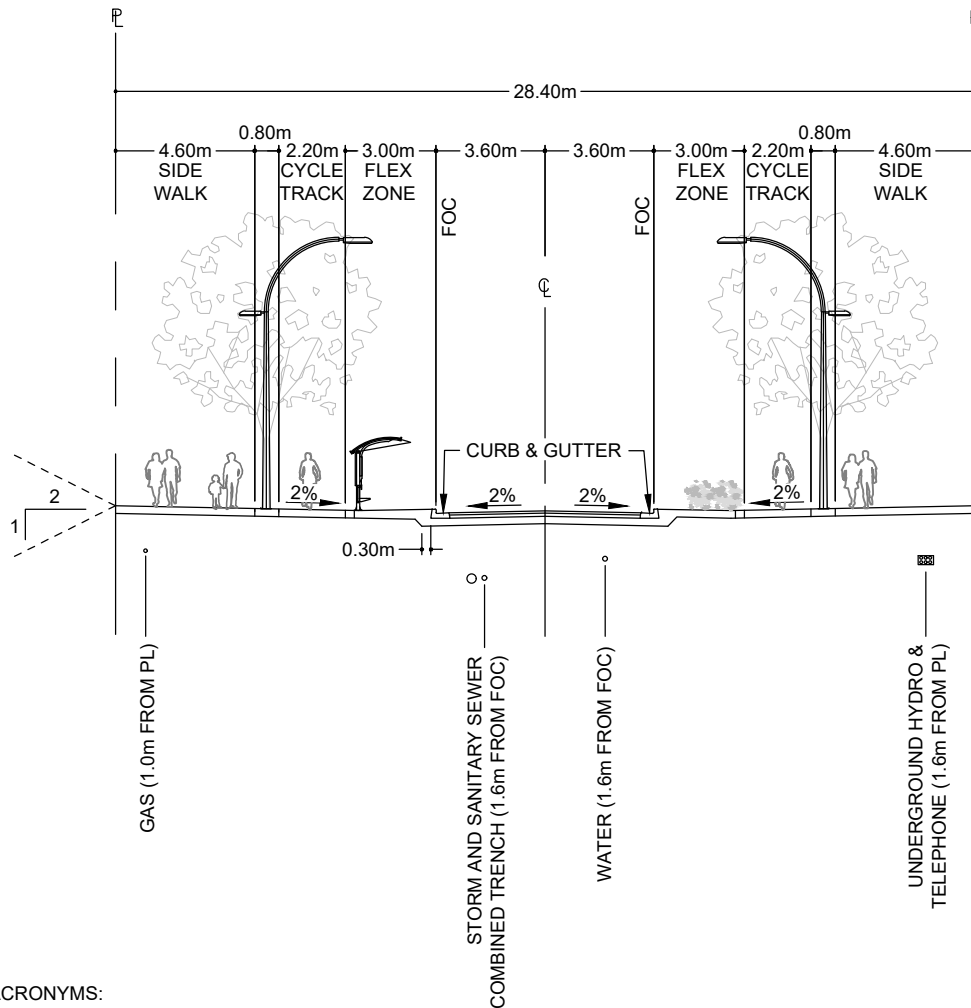




ACRONYMS:
 PL IS PROPERTY LINE
 FOC IS FACE OF CURB
 CL IS CENTER LINE

NOTES:

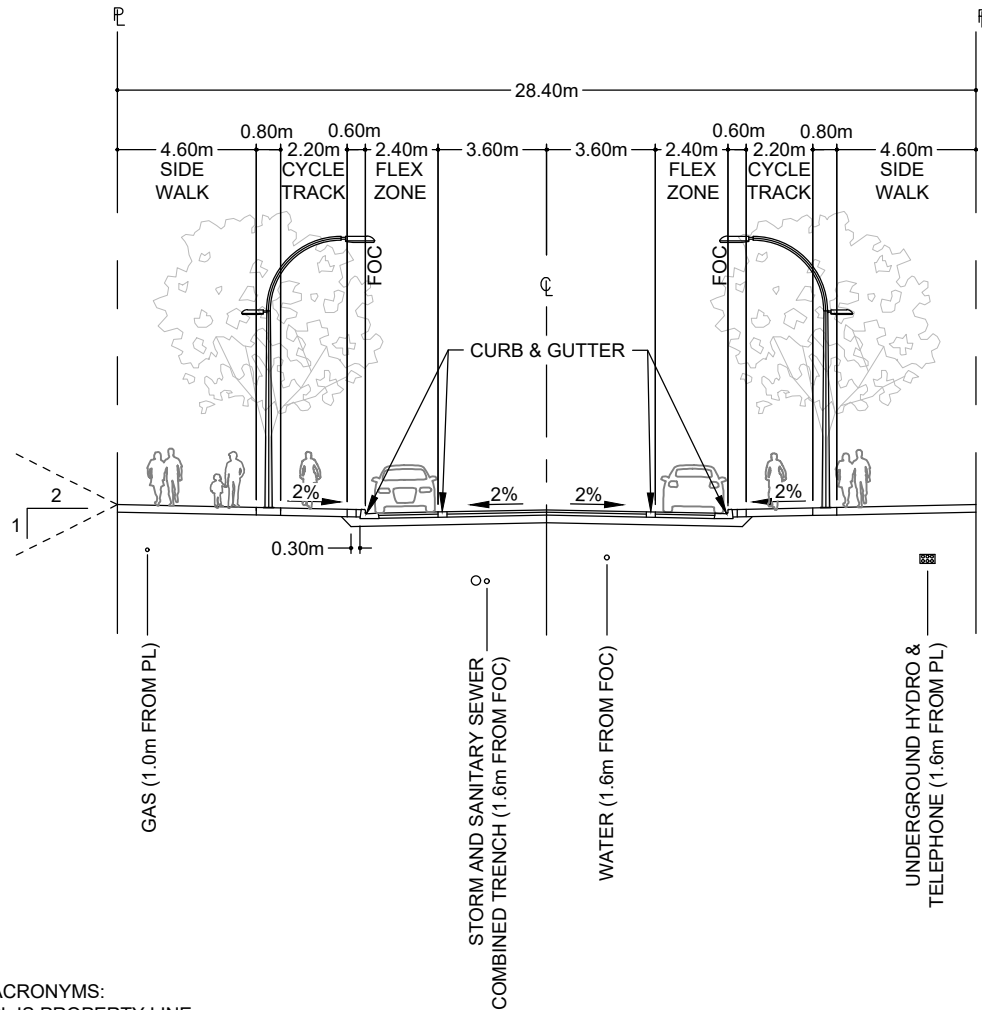
- PAVED SURFACE - 125mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0 AND SECTION 12.0.
- BASE - 200mm AS PER SECTION 9.0.
- SUB-BASE - 250mm AS PER SECTION 9.0.
- BARRIER CURB AND GUTTER AS PER STANDARD DRAWING CS-1.
- CENTER MEDIANS AS PER STANDARD DRAWING CS-7.
- DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM.
- FLEX ZONE TO BE UTILIZED FOR: LANDSCAPING, STREET TREES, TRANSIT STOPS, BUS SHELTERS, BIKE PARKING, FURNITURE, UTILITY BOXES/CABINETS, HYDRANTS, POWER POLES, STREETLIGHTS, STORMWATER MANAGEMENT, OR WASTE RECEPTACLES.
- BANDING/BUFFER ON EITHER SIDE OF THE CYCLE TRACK IS 0.3m STAMPED CONCRETE AS PER SECTION 13.0. WHERE VERTICAL SEPARATION IS PREFERRED, A CUSTOM MOUNTABLE MONOLITHIC CURB MAY BE PROPOSED. ALTERNATIVE TREATMENTS TO BE APPROVED BY THE CITY ENGINEER.
- STREET HAS CONTROLLED ACCESS. DRIVEWAY ACCESS UNDER APPROVAL FROM CITY ENGINEER.
- CROSS-SECTIONS TO BE USED IN CONJUNCTION WITH CITY'S COMPLETE STREET DESIGN GUIDE.
- STREETLIGHTS ARE DIAGNOSTIC. LIGHTING LEVELS AS PER SECTION 10.0.
- LANDSCAPING AS PER SECTION 14.0.



ACRONYMS:
PL IS PROPERTY LINE
FOC IS FACE OF CURB
CL IS CENTER LINE

NOTES:

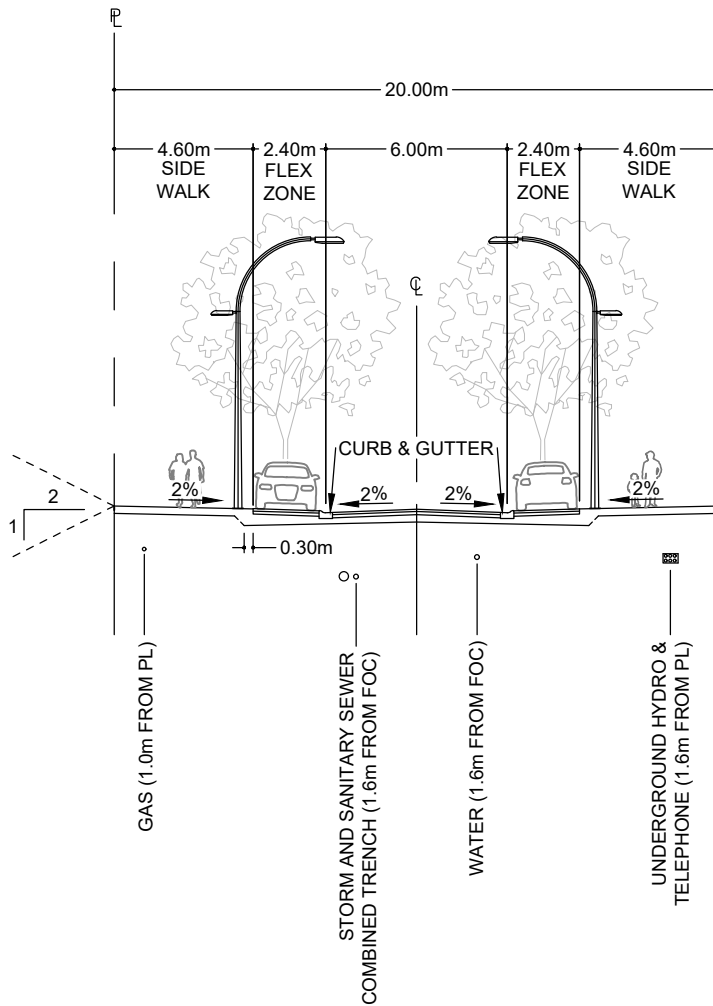
1. PAVED SURFACE - 125mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0 AND SECTION 12.0.
2. BASE - 200mm AS PER SECTION 9.0.
3. SUB-BASE - 250mm AS PER SECTION 9.0.
4. BARRIER CURB AND GUTTER AS PER STANDARD DRAWING CS-1.
5. CENTER MEDIANS AS PER STANDARD DRAWING CS-7.
6. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM.
7. FLEX ZONE TO BE UTILIZED FOR: LANDSCAPING, STREET TREES, TRANSIT STOPS, BUS SHELTERS, BIKE PARKING, FURNITURE, UTILITY BOXES/CABINETS, HYDRANTS, POWER POLES, STREETLIGHTS, STORMWATER MANAGEMENT, OR WASTE RECEPTACLES.
8. SIDEWALK TO INTEGRATE WITH BUILDING FRONTAGE.
9. BANDING/BUFFER ON EITHER SIDE OF THE CYCLE TRACK IS 0.3m STAMPED CONCRETE AS PER SECTION 13.0. WHERE VERTICAL SEPARATION IS PREFERRED, A CUSTOM MOUNTABLE MONOLITHIC CURB MAY BE PROPOSED. ALTERNATIVE TREATMENTS TO BE APPROVED BY THE CITY ENGINEER.
10. POCKET PARKING DOOR ZONES OR OTHER HARD SURFACES TO USE COLOURED AND/OR STAMPED CONCRETE AS PER SECTION 13.0.
11. STREET HAS CONTROLLED ACCESS. DRIVEWAY ACCESS UNDER APPROVAL FROM CITY ENGINEER.
12. CROSS-SECTIONS TO BE USED IN CONJUNCTION WITH CITY'S COMPLETE STREET DESIGN GUIDE.
13. STREETLIGHTS ARE DIAGNOSTIC. LIGHTING LEVELS AS PER SECTION 10.0.
14. STREET TREES TO BE DESIGNED USING SOIL VOLUMES OR SILVA CELLS AS PER SECTION 14.0.



ACRONYMS:
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NOTES:

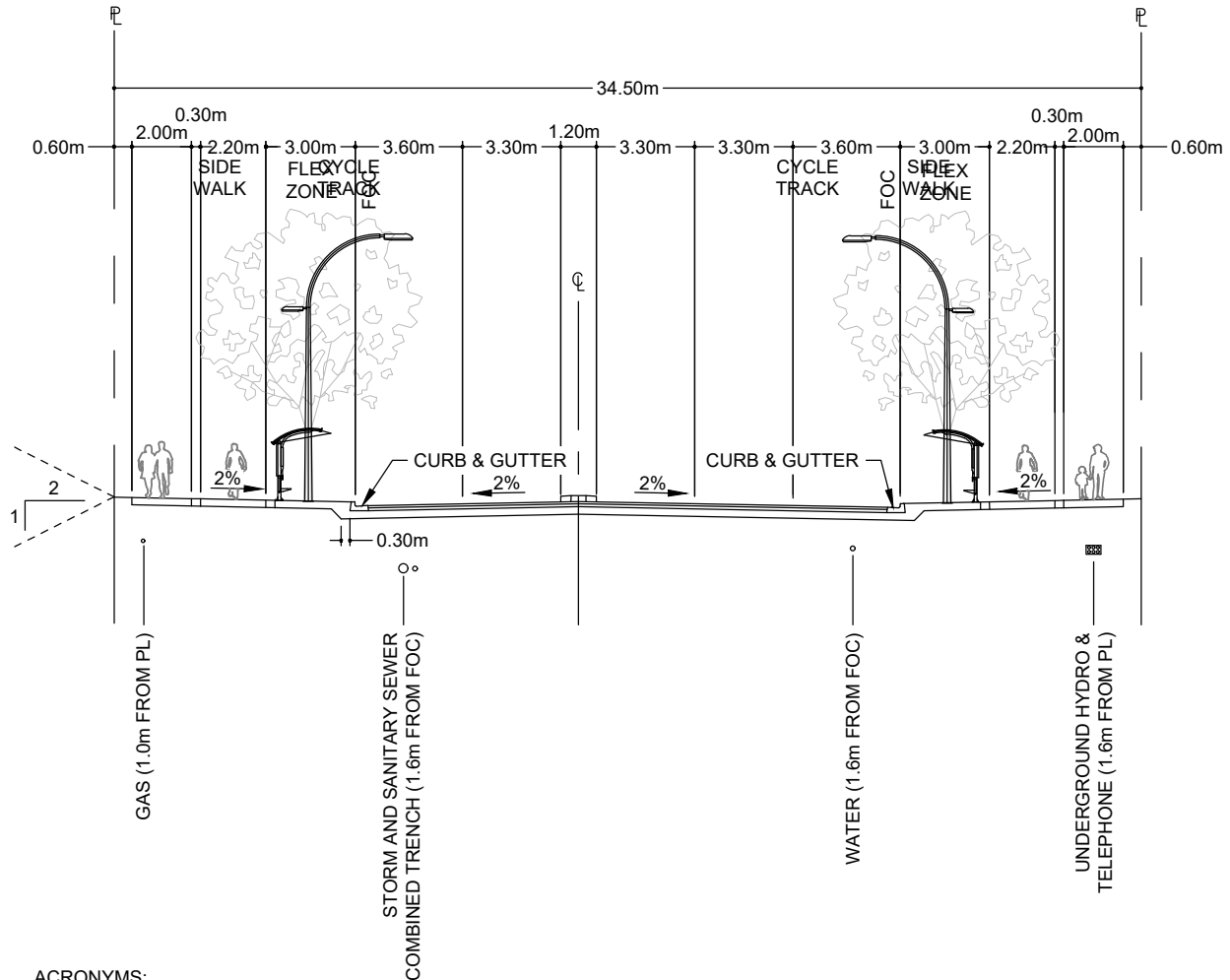
1. PAVED SURFACE - 125mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0 AND SECTION 12.0.
2. BASE - 200mm AS PER SECTION 9.0.
3. SUB-BASE - 250mm AS PER SECTION 9.0.
4. BARRIER CURB AND GUTTER AS PER STANDARD DRAWING CS-1.
5. CENTER MEDIANS AS PER STANDARD DRAWING CS-7.
6. POCKET PARKING DELINEATION CURB TO BE OPTIONAL UNLESS PARKING HAS BEEN DESIGNED WITH A REVERSE CROSSFALL. MOUNTABLE ROLLOVER OR VALLEY CURB TO BE USED AS GRADE BREAK FOR DRAINAGE PURPOSES.
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11. POCKET PARKING DOOR ZONES OR OTHER HARD SURFACES TO USE COLOURED AND/OR STAMPED CONCRETE AS PER SECTION 13.0.
12. STREET HAS CONTROLLED ACCESS. DRIVEWAY ACCESS UNDER APPROVAL FROM CITY ENGINEER.
13. CROSS-SECTIONS TO BE USED IN CONJUNCTION WITH CITY'S COMPLETE STREET DESIGN GUIDE.
14. STREETLIGHTS ARE DIAGRAPHIC. LIGHTING LEVELS AS PER SECTION 10.0.
15. STREET TREES TO BE DESIGNED USING SOIL VOLUMES OR SILVA CELLS AS PER SECTION 14.0.



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NOTES:

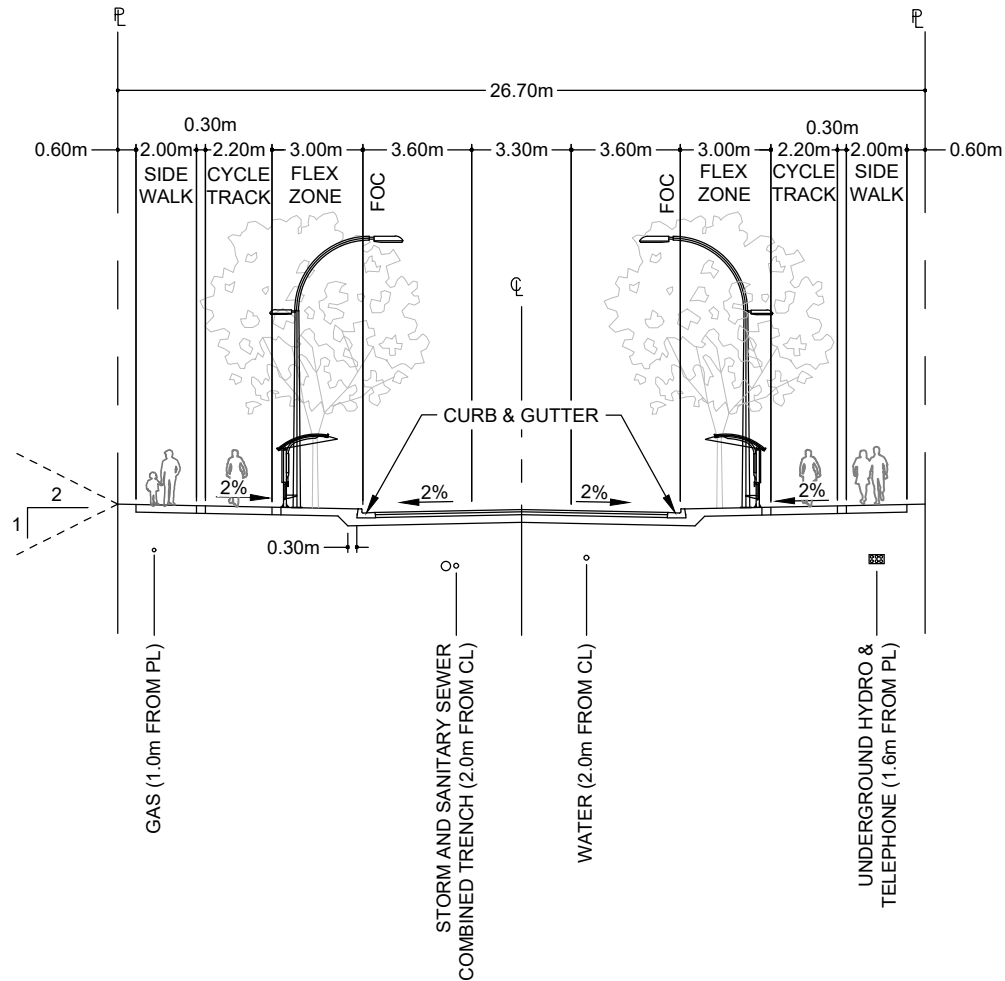
1. PAVED SURFACE - 75mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0 AND SECTION 12.0.
2. BASE - 100mm AS PER SECTION 9.0.
3. SUB-BASE - 250mm AS PER SECTION 9.0.
4. MOUNTABLE ROLLOVER CURB AND GUTTER AS PER STANDARD DRAWING CS-3. FLAT OR VALLEY CURB AND GUTTER PER STANDARD DRAWING CS-4.
5. POCKET PARKING DELINEATION CURB TO BE OPTIONAL UNLESS PARKING HAS BEEN DESIGNED WITH A REVERSE CROSSFALL. MOUNTABLE ROLLOVER OR VALLEY CURB TO BE USED AS GRADE BREAK FOR DRAINAGE PURPOSES.
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8. SIDEWALK TO INTEGRATE WITH BUILDING FRONTAGE.
9. BANDING, BUFFERS, POCKET PARKING DOOR ZONES, OR OTHER HARD SURFACES TO USE COLOURED AND/OR STAMPED CONCRETE AS PER SECTION 13.0.
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12. STREET TREES TO BE DESIGNED USING SOIL VOLUMES OR SILVA CELLS AS PER SECTION 14.0.



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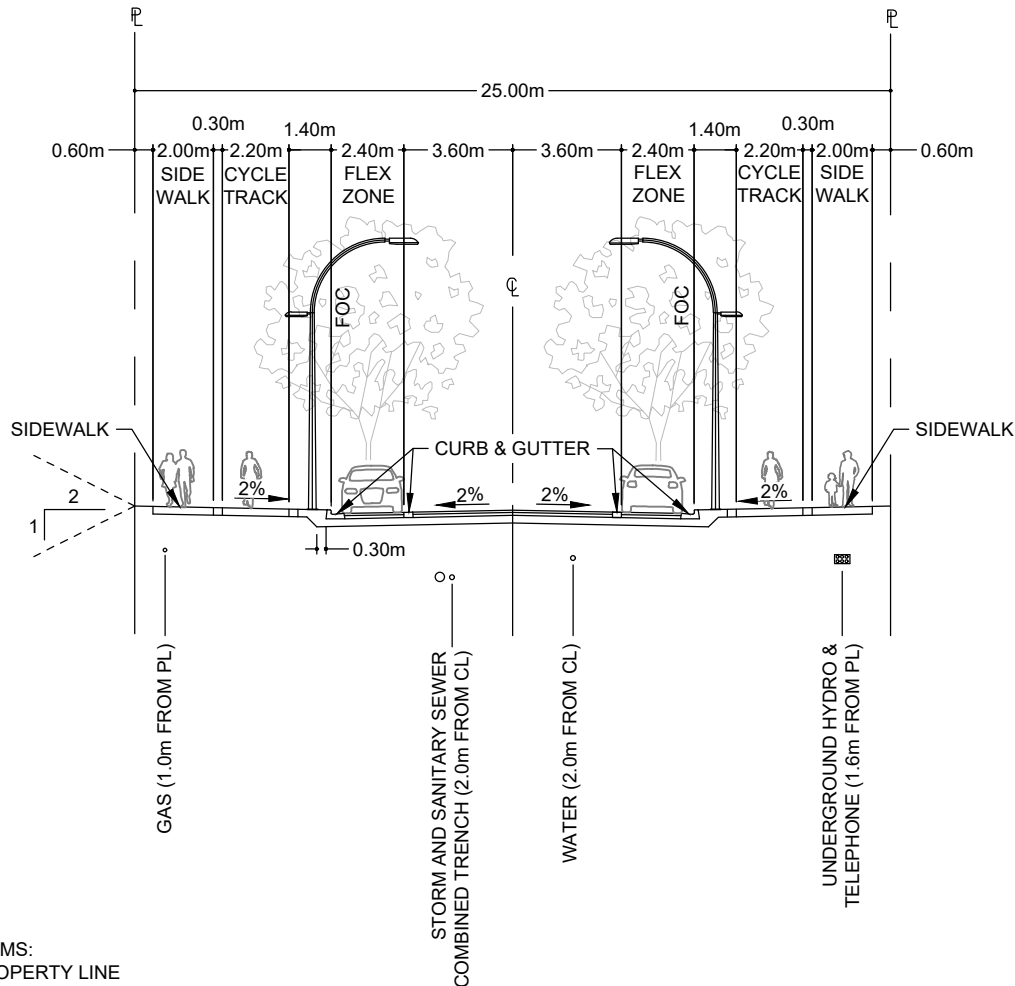
1. PAVED SURFACE - 125mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0 AND 12.0.
2. BASE - 200mm AS PER SECTION 9.0.
3. SUB-BASE - 250mm AS PER SECTION 9.0.
4. BARRIER CURB AND GUTTER AS PER STANDARD DRAWING CS-1. MOUNTABLE CURB AND GUTTER AS PER STANDARD DRAWING CS-3.
5. CENTER MEDIANS AS PER STANDARD DRAWING CS-7.
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8. BANDING/BUFFER ON EITHER SIDE OF THE CYCLE TRACK IS 0.3m STAMPED CONCRETE AS PER SECTION 13.0. WHERE VERTICAL SEPARATION IS PREFERRED, A CUSTOM MOUNTABLE MONOLITHIC CURB MAY BE PROPOSED. ALTERNATIVE TREATMENTS TO BE APPROVED BY THE CITY ENGINEER.
9. STREET HAS CONTROLLED ACCESS. DRIVEWAY ACCESS UNDER APPROVAL FROM CITY ENGINEER.
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11. STREETLIGHTS ARE DIAGRAPHIC. LIGHTING LEVELS AS PER SECTION 10.0.
12. LANDSCAPING AS PER SECTION 14.0.



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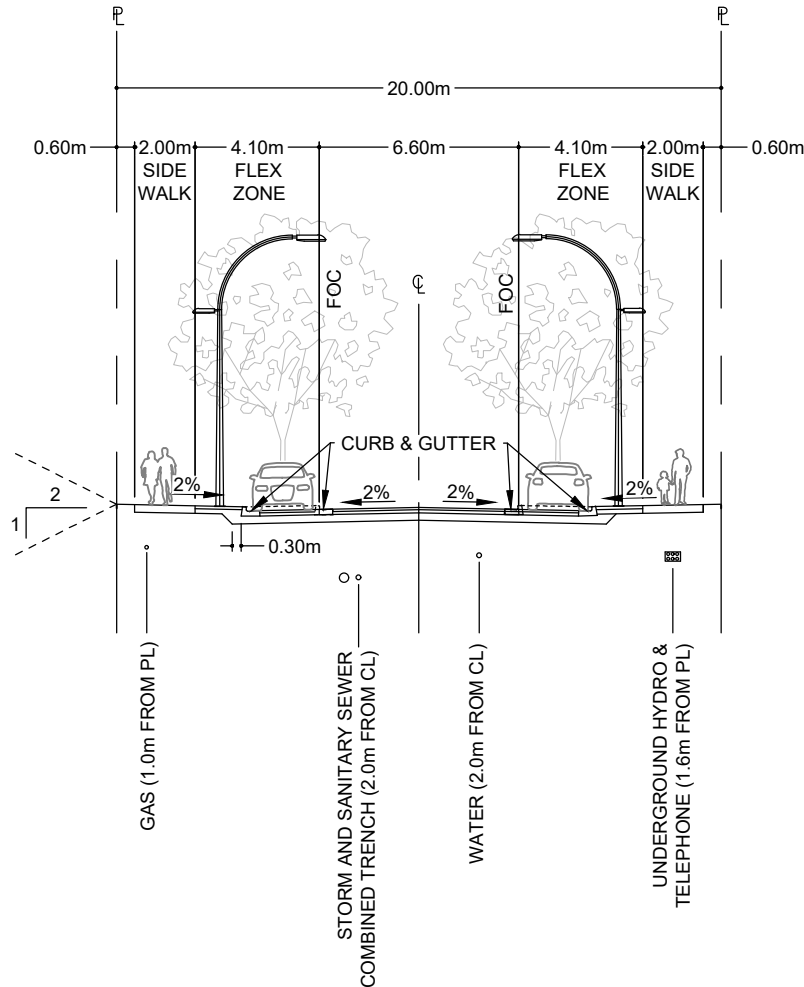
1. PAVED SURFACE - 100mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0 AND SECTION 12.0.
2. BASE - 150mm AS PER SECTION 9.0.
3. SUB-BASE - 250mm AS PER SECTION 9.0.
4. BARRIER CURB AND GUTTER AS PER STANDARD DRAWING CS-1.
5. CENTER MEDIANS AS PER STANDARD DRAWING CS-7.
6. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM.
7. FLEX ZONE TO BE UTILIZED FOR: LANDSCAPING, STREET TREES, POCKET PARKING, TRANSIT STOPS, BUS SHELTERS, BIKE PARKING, FURNITURE, UTILITY BOXES/CABINETS, HYDRANTS, POWER POLES, STREETLIGHTS, STORMWATER MANAGEMENT, OR WASTE RECEPTACLES.
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12. STREETLIGHTS ARE DIAGRAPHIC. LIGHTING LEVELS AS PER SECTION 10.0.
13. LANDSCAPING AS PER SECTION 14.0.



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NOTES:

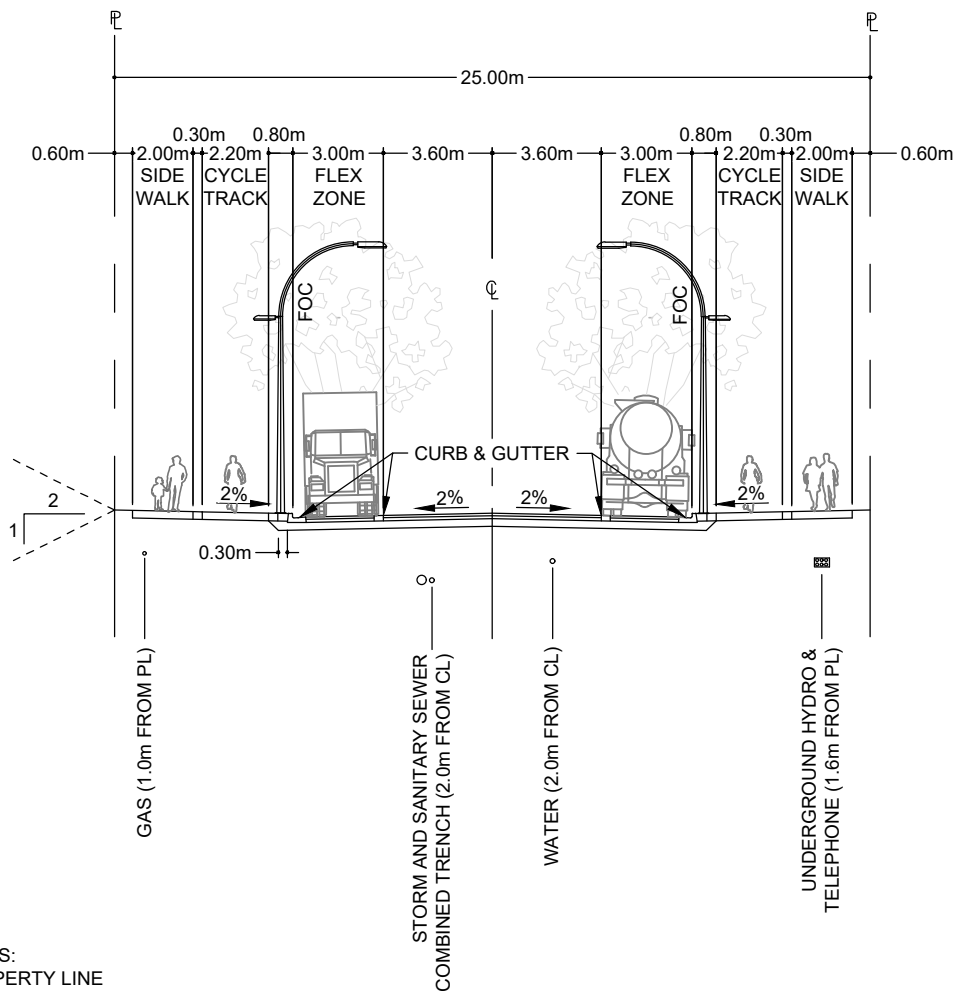
1. PAVED SURFACE - 100mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0. AND SECTION 12.0.
2. BASE - 150mm AS PER SECTION 9.0.
3. SUB-BASE - 250mm AS PER SECTION 9.0.
4. BARRIER CURB AND GUTTER AS PER STANDARD DRAWING CS-1. FLAT AND VALLEY CURB AND GUTTER PER STANDARD CS-4.
5. POCKET PARKING DELINEATION CURB TO BE OPTIONAL UNLESS PARKING HAS BEEN DESIGNED WITH A REVERSE CROSSFALL. MOUNTABLE ROLLOVER OR VALLEY CURB TO BE USED AS GRADE BREAK FOR DRAINAGE PURPOSES.
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11. CROSS-SECTIONS TO BE USED IN CONJUNCTION WITH CITY'S COMPLETE STREET DESIGN GUIDE.
12. STREETLIGHTS ARE DIAGRAPHIC. LIGHTING LEVELS AS PER SECTION 10.0.
13. LANDSCAPING AS PER SECTION 14.0.



ACRONYMS:
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 CL IS CENTER LINE

NOTES:

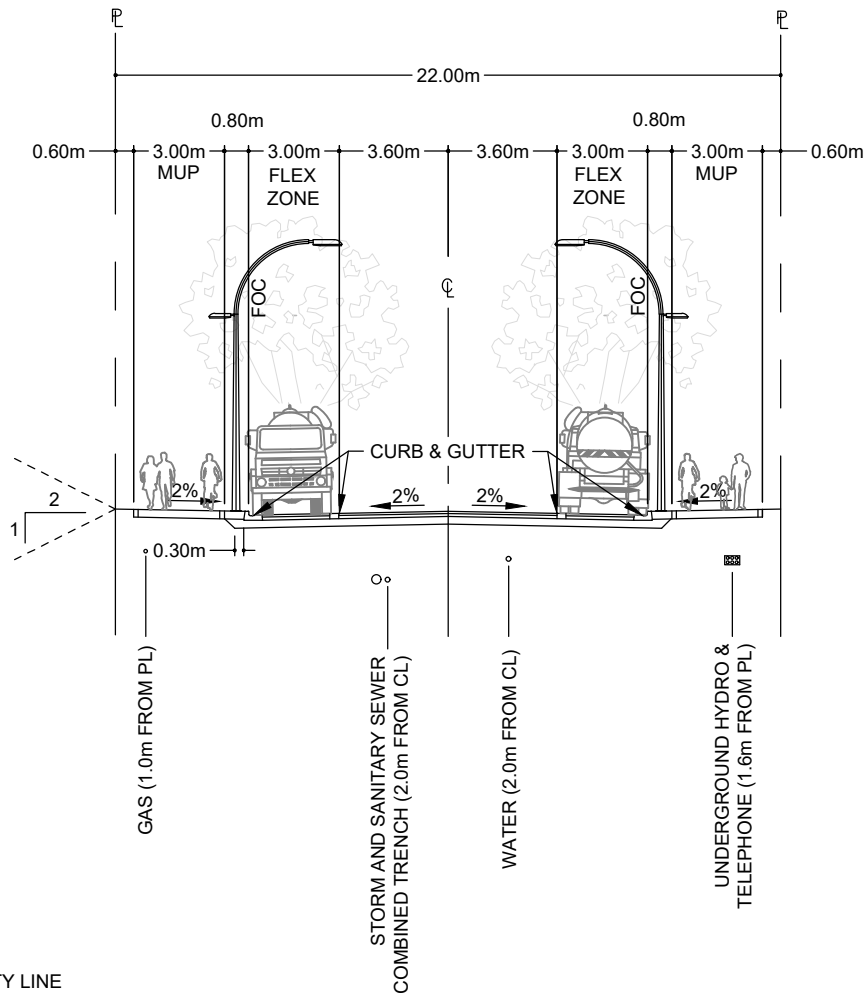
1. PAVED SURFACE - 75mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0 AND SECTION 12.0.
2. BASE - 100mm AS PER SECTION 9.0.
3. SUB-BASE - 250mm AS PER SECTION 9.0.
4. BARRIER CURB AND GUTTER AS PER DRAWING CS-1. MOUNTABLE CURB AND GUTTER AS PER STANDARD DRAWING CS-3. FLAT AND VALLEY CURB AND GUTTER PER STANDARD DRAWING CS-4.
5. POCKET PARKING DELINEATION CURB TO BE OPTIONAL UNLESS PARKING HAS BEEN DESIGNED WITH A REVERSE CROSSFALL. MOUNTABLE ROLLOVER OR VALLEY CURB TO BE USED AS GRADE BREAK FOR DRAINAGE PURPOSES.
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8. BANDING, BUFFERS, POCKET PARKING DOOR ZONES, OR OTHER HARD SURFACES TO USE COLOURED AND/OR STAMPED CONCRETE AS PER SECTION 13.0.
9. CROSS-SECTIONS TO BE USED IN CONJUNCTION WITH CITY'S COMPLETE STREET DESIGN GUIDE.
10. STREETLIGHTS ARE DIAGNAPHIC. LIGHTING LEVELS AS PER SECTION 10.0.
11. LANDSCAPING AS PER SECTION 14.0.



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 FOC IS FACE OF CURB
 CL IS CENTER LINE

NOTES:

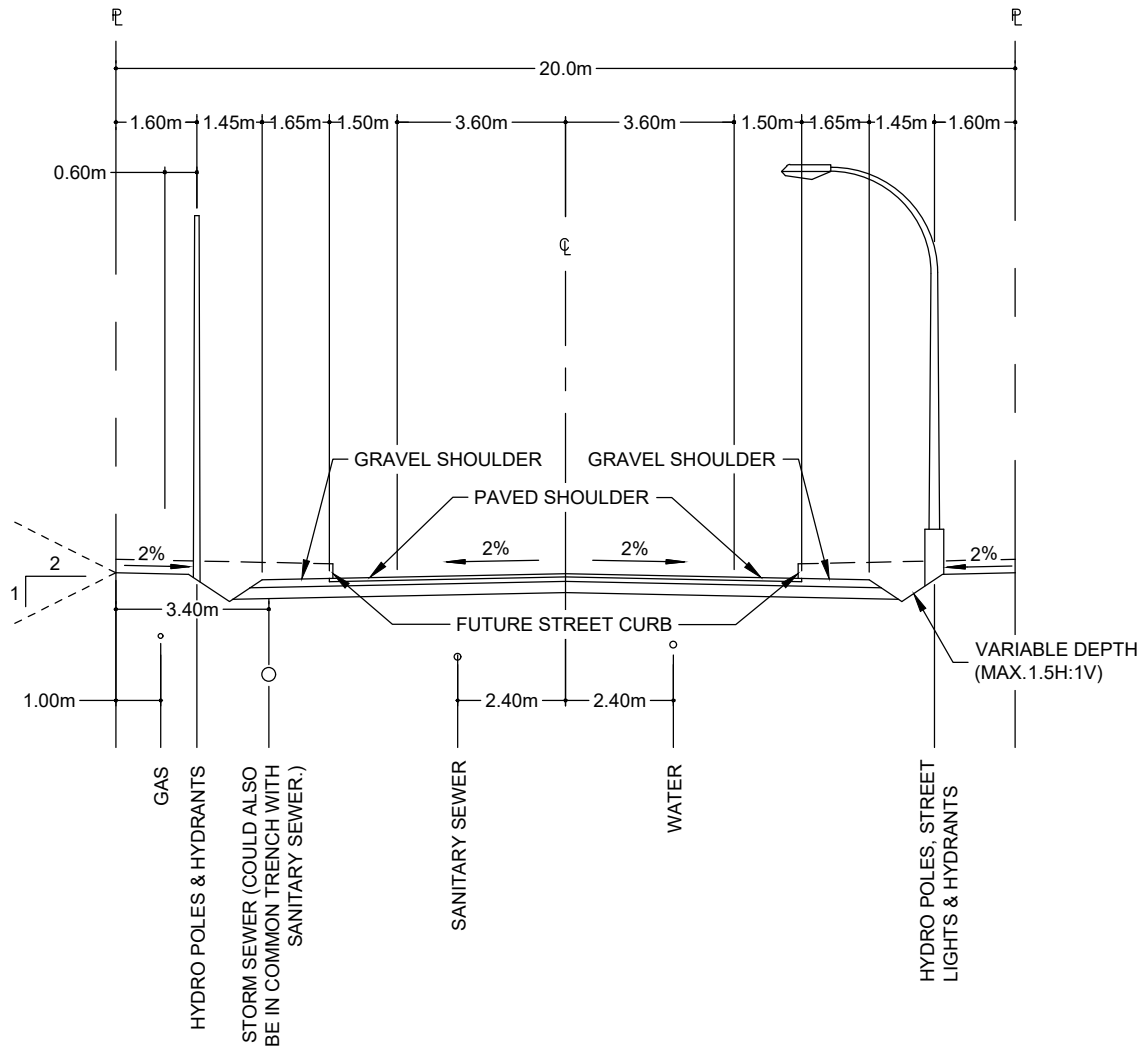
1. PAVED SURFACE - 100mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0 AND SECTION 12.0.
2. BASE - 200mm AS PER SECTION 9.0.
3. SUB-BASE - 250mm AS PER SECTION 9.0.
4. BARRIER CURB AND GUTTER AS PER STANDARD DRAWING CS-1. FLAT AND VALLEY CURB AND GUTTER PER STANDARD DRAWING CS-4.
5. POCKET PARKING DELINEATION CURB TO BE OPTIONAL UNLESS PARKING HAS BEEN DESIGNED WITH A REVERSE CROSSFALL. MOUNTABLE ROLLOVER OR VALLEY CURB TO BE USED AS GRADE BREAK FOR DRAINAGE PURPOSES.
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9. POCKET PARKING DOOR ZONES, OR OTHER HARD SURFACES TO USE COLOURED AND/OR STAMPED CONCRETE AS PER SECTION 13.0.
10. STREET HAS CONTROLLED ACCESS. DRIVEWAY ACCESS UNDER APPROVAL FROM CITY ENGINEER.
11. CROSS-SECTIONS TO BE USED IN CONJUNCTION WITH CITY'S COMPLETE STREET DESIGN GUIDE.
12. STREETLIGHTS ARE DIAGNAPHTIC. LIGHTING LEVELS AS PER 10.0.
13. LANDSCAPING AS PER SECTION 14.0.



ACRONYMS:
 PL IS PROPERTY LINE
 FOC IS FACE OF CURB
 CL IS CENTER LINE
 MUP IS MULTI-USE PATH

NOTES:

1. PAVED SURFACE - 100mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0 AND SECTION 12.0.
2. BASE - 200mm AS PER SECTION 9.0.
3. SUB-BASE - 250mm AS PER SECTION 9.0.
4. BARRIER CURB AND GUTTER AS PER STANDARD DRAWING CS-1. MOUNTABLE CURB AND GUTTER AS PER STANDARD DRAWING CS-3. FLAT AND VALLEY CURB AND GUTTER PER STANDARD DRAWING CS-4.
5. POCKET PARKING DELINEATION CURB TO BE OPTIONAL UNLESS PARKING HAS BEEN DESIGNED WITH A REVERSE CROSSFALL. MOUNTABLE ROLLOVER OR VALLEY CURB TO BE USED AS GRADE BREAK FOR DRAINAGE PURPOSES.
6. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM.
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9. CROSS-SECTIONS TO BE USED IN CONJUNCTION WITH CITY'S COMPLETE STREET DESIGN GUIDE.
10. STREETLIGHTS ARE DIAGNAPHIC. LIGHTING LEVELS AS PER SECTION 10.0.
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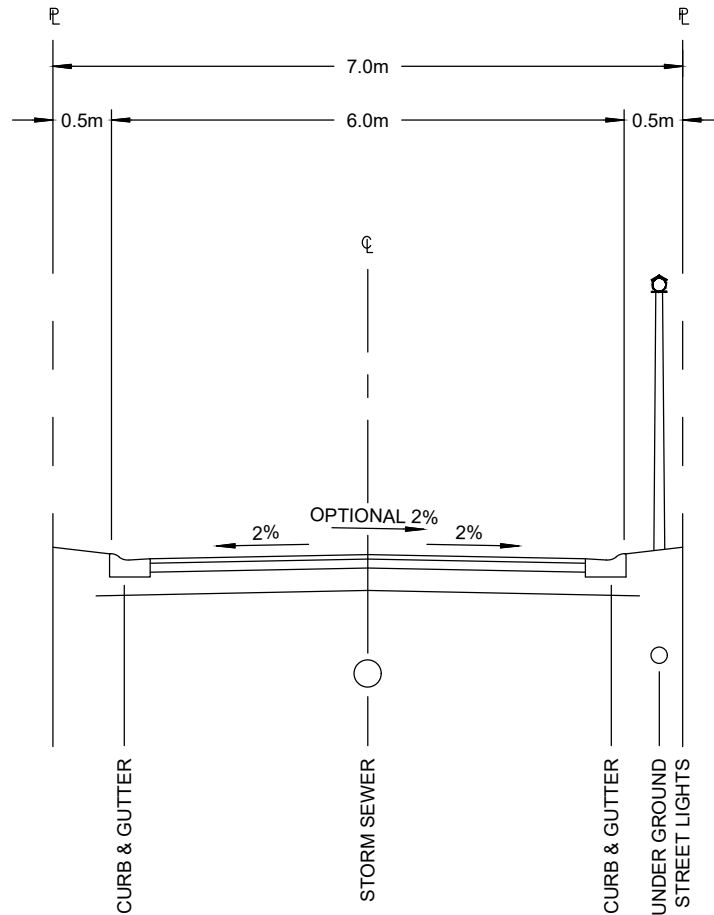
NOTES:

1. PAVED SURFACE - 75mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0 AND SECTION 12.0.
2. BASE - 100mm AS PER SECTION 9.0.
3. SUB-BASE - 250mm AS PER SECTION 9.0.
4. SHOULDER - CRUSHED GRAVEL AS PER SECTION 9.0.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM.
6. STREETLIGHTS ARE DIAGNOSTIC, LIGHTING LEVELS AS PER SECTION 10.0.
7. ACTIVE TRANSPORTATION REQUIREMENTS TO BE DETERMINED BY THE CITY ENGINEER.



STREET TYPES & CROSS SECTIONS
RURAL LOCAL

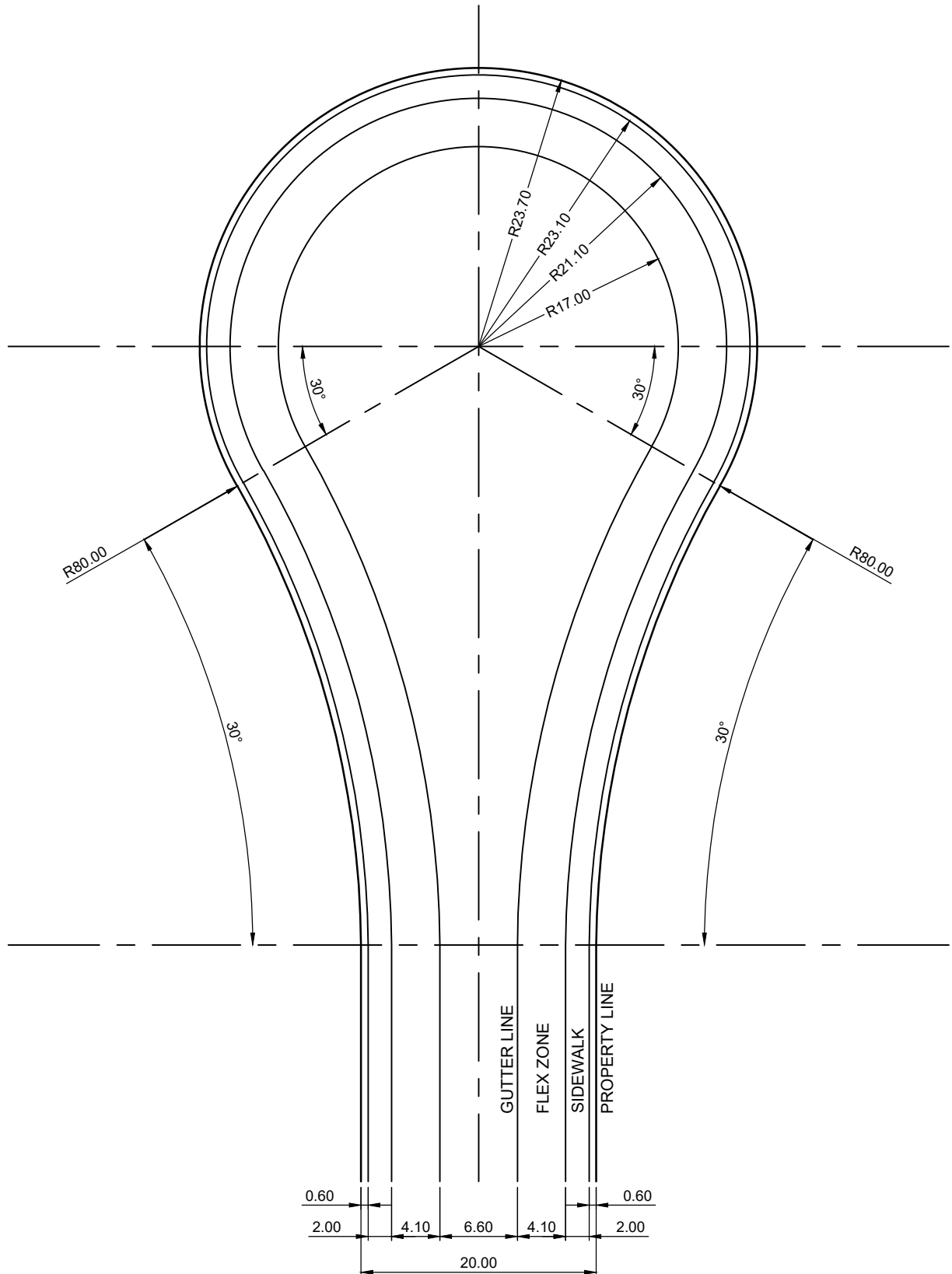
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Rev Date:	JUNE 2026
Dwg No:	RL-XS1



ACRONYMS:
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CL IS CENTER LINE

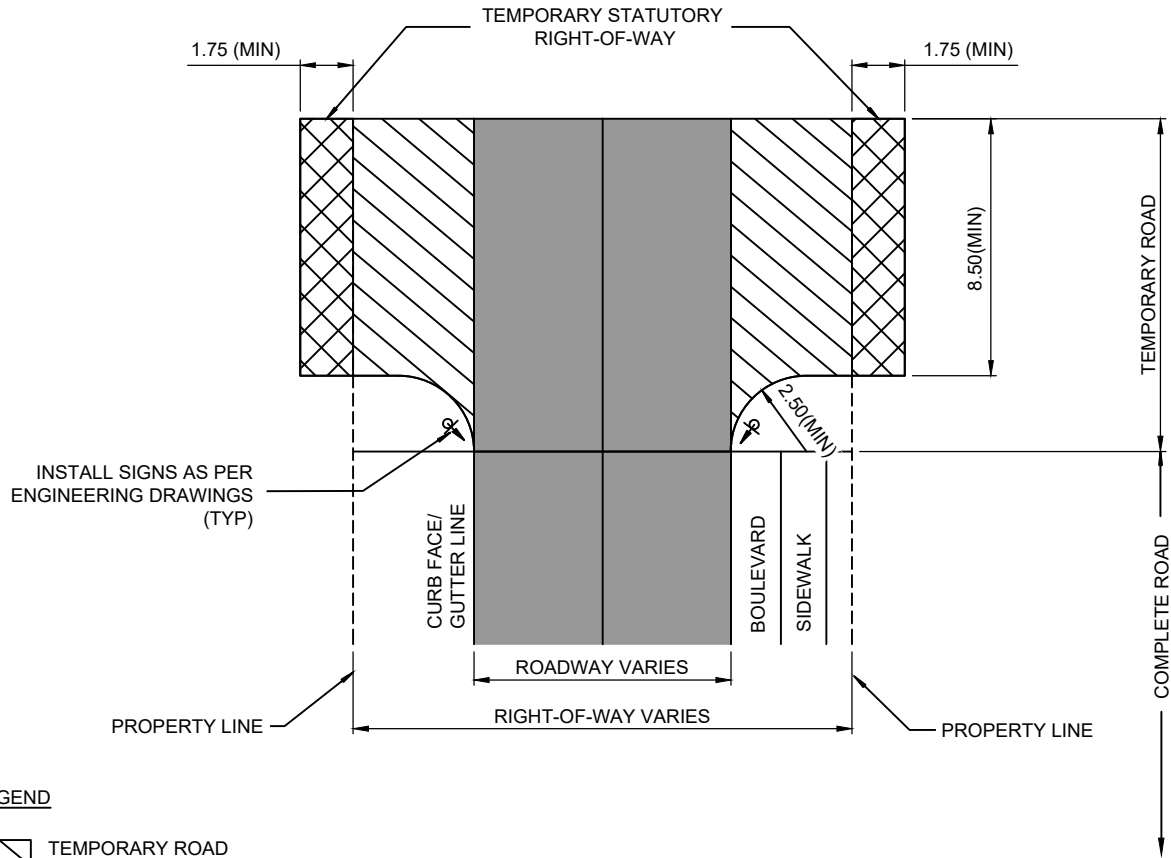
NOTES:

1. PAVED SURFACE - 75mm ASPHALT (COMPACTED THICKNESS) AS PER SECTION 9.0 AND SECTION 12.0.
2. BASE - 100mm AS PER SECTION 9.0.
3. SUB-BASE - 250mm AS PER SECTION 9.0.
4. BARRIER CURB AND GUTTER AS PER STANDARD DRAWING CS-1. MOUNTABLE CURB AND GUTTER AS PER STANDARD DRAWING CS-3.
5. DEPTHS OF SURFACING AND BASE GRAVELS ARE MINIMUM.
6. STREETLIGHTS ARE DIAGRAPHIC. LIGHTING LEVELS AS PER SECTION 10.0.



NOTE:

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE SHOWN.
3. APPLIES TO NEW CUL-DE-SACS.



LEGEND



TEMPORARY ROAD
WITH FULL DEPTH
ROAD STRUCTURE



COMPLETE ROAD



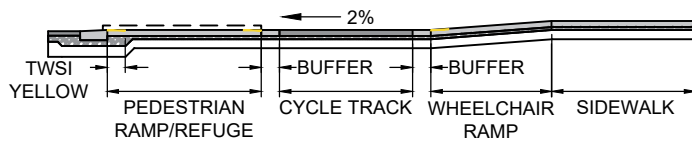
TEMPORARY STATUTORY
RIGHT-OF-WAY OR TEMPORARY
ROAD DEDICATION, WILL BE
RELEASED WHEN ROAD IS
CONNECTED.

TEMPORARY TURNABOUT

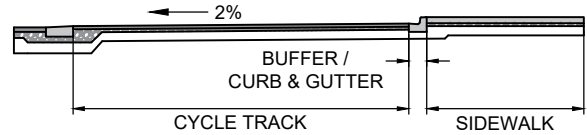
NOTES:

1. STANDARD TEMPORARY TURNAROUND SHALL BE USED FOR LOCAL LOW VOLUME ROADS AND A TEMPORARY STATUTORY RIGHT-OF-WAY SHALL BE APPLIED UNTIL THE STREET IS CONNECTED. A TEMPORARY ROAD DEDICATION SHALL BE APPLIED UNTIL THE STREET IS CONNECTED WHEN SUITABLE.
2. PARKING IS NOT PERMITTED WITHIN THE TEMPORARY TURNAROUND, REGULATORY SIGNAGE SHALL BE INSTALLED.
3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE SHOWN.
4. IF PROPERTY DOES NOT HAVE SUFFICIENT FIRE TRUCK ACCESS ON-SITE, THE DESIGN WILL REQUIRE FIRE DEPARTMENT APPROVAL.

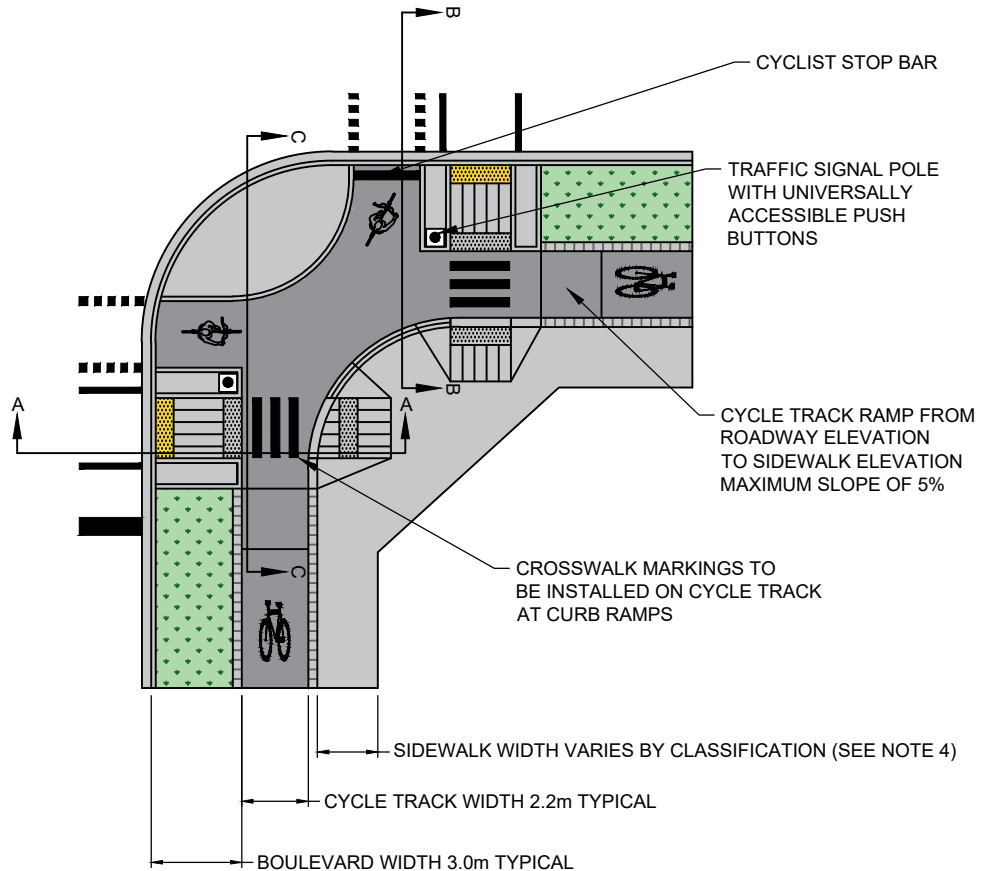
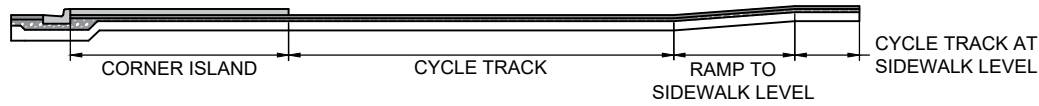
SECTION A-A



SECTION B-B

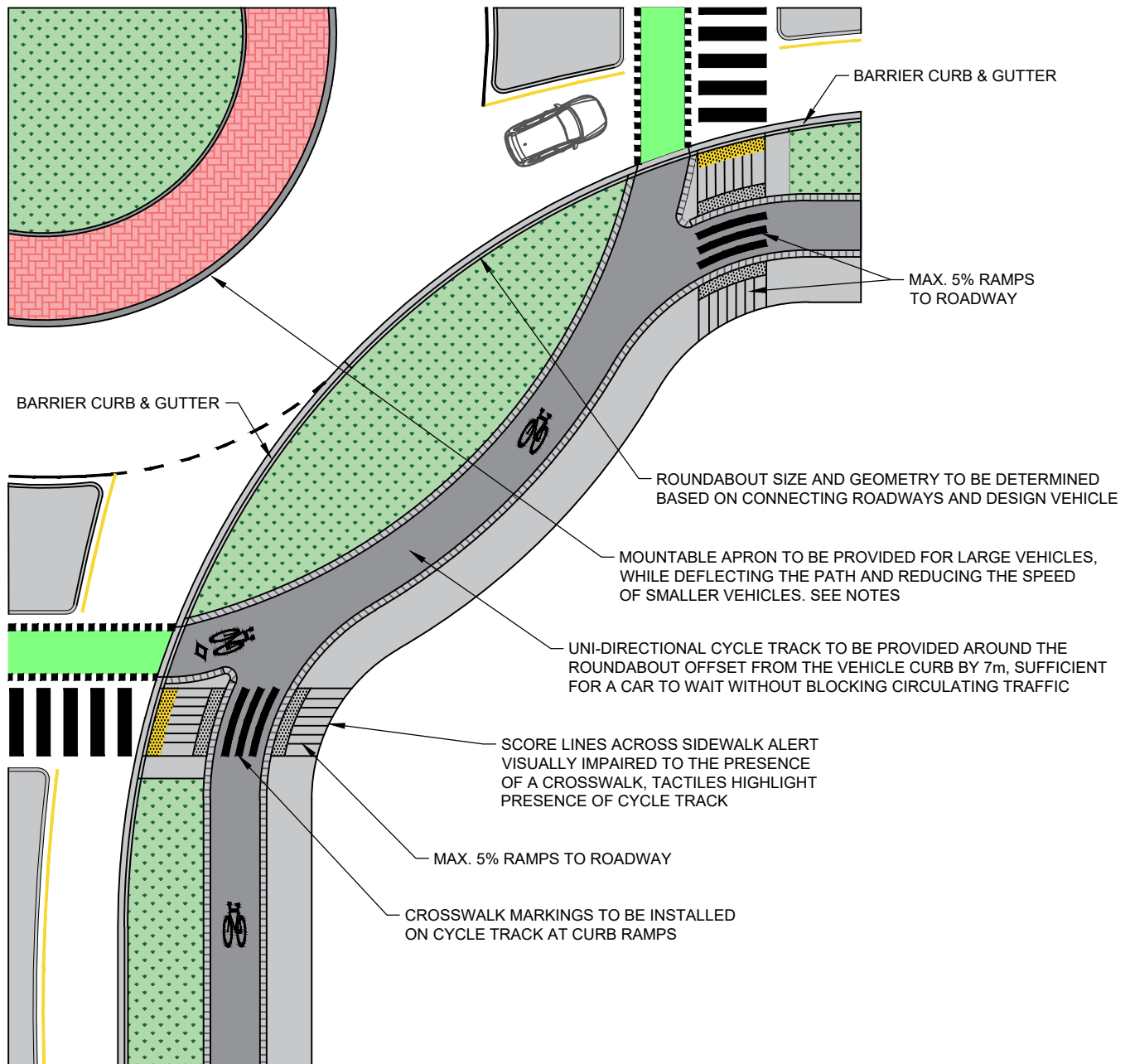


SECTION C-C



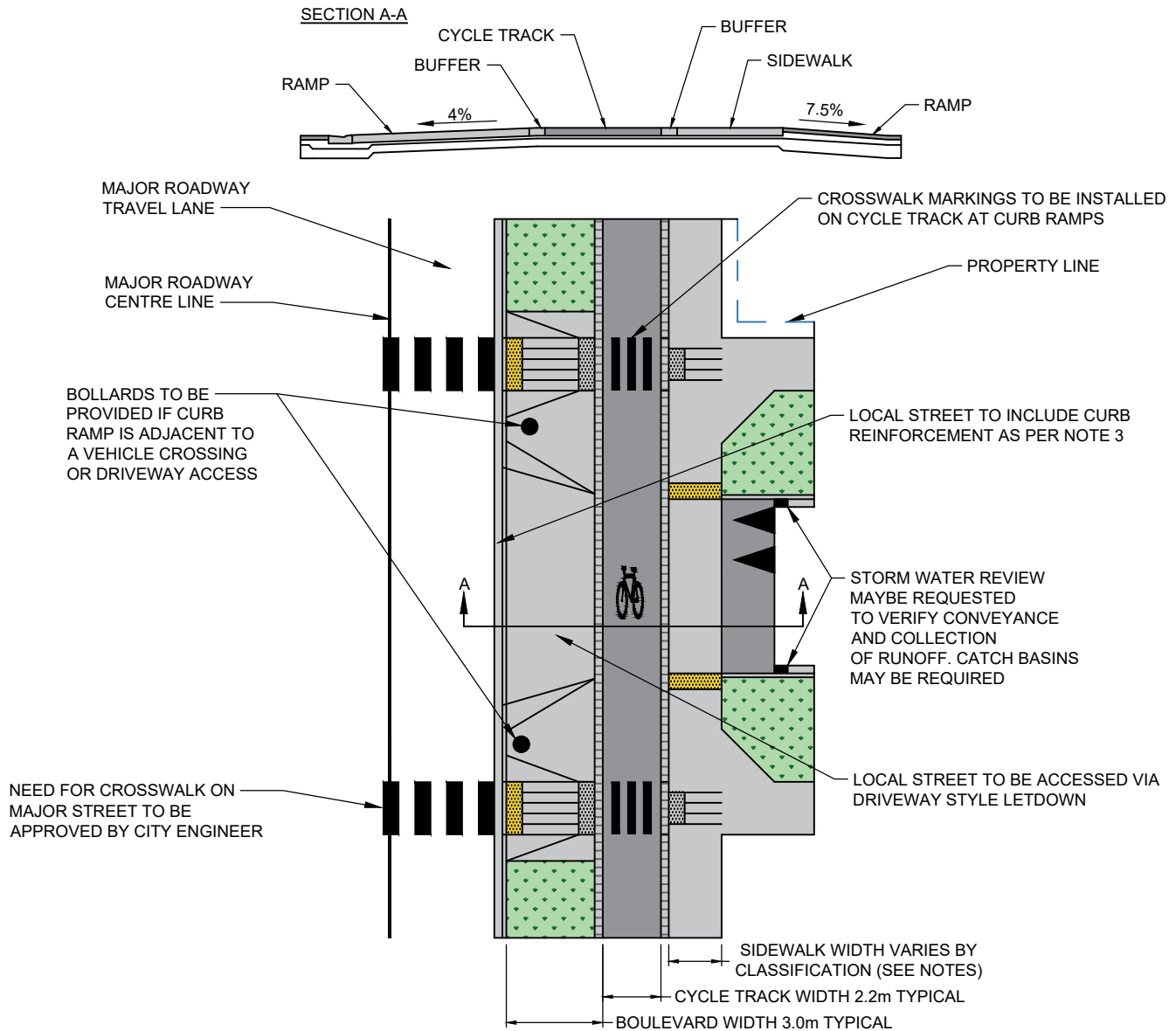
NOTES:

1. PROTECTED INTERSECTIONS REQUIRED AT ALL COLLECTOR AND ARTERIAL INTERSECTIONS WITH CYCLE TRACKS.
2. ON APPROACHES TO THE INTERSECTION, THE BOULEVARD IS 3.0m WHERE BUS STOPS OR PARKING POCKETS ARE PRESENT; NO LESS THAN 1.5m WHERE DRIVEWAYS ARE PRESENT; AND WHERE PARKING POCKETS ARE PRESENT, DISTANCE BETWEEN FACE OF CURB AND CYCLE TRACK MUST BE NO LESS THAN 0.6m TO PROVIDE A DOOR ZONE.
3. BANDING/BUFFER ON EITHER SIDE OF THE CYCLE TRACK SHALL BE 0.3m STAMPED CONCRETE WITH TRANSVERSE SCORE LINES AT 0.3m INTERVALS. WHERE PAVERS MAY BE PREFERRED FOR AESTHETIC REASONS, THEY SHALL BE SET IN CONCRETE TO AVOID MOVEMENT AS PER SECTION 13.0. WHERE VERTICAL SEPARATION IS PREFERRED, A CUSTOM MOUNTABLE MONOLITHIC CURB MAY BE PROPOSED. ALTERNATIVE TREATMENTS TO BE APPROVED BY THE CITY ENGINEER.
4. SIDEWALK WIDTH VARIES BY CLASSIFICATION, 2.0m MIN. FOR URBAN OR INDUSTRIAL STREETS, 4.0m MIN. FOR MOBILITY STREETS.
5. SCORE LINES AND TWSIs TO BE INSTALLED WHERE PEDESTRIANS WILL BE CROSSING PATHS WITH VEHICLES, AS PER SECTION 8.0.
6. PLACEMENT OF PUBLIC REALM AMENITIES MUST NOT IMPEDE SIGHT LINES.
7. INTERSECTION QUADRANTS ARE SCHEMATIC AND ARE TO BE USED IN CONJUNCTION WITH CITY'S COMPLETE STREET DESIGN GUIDE.



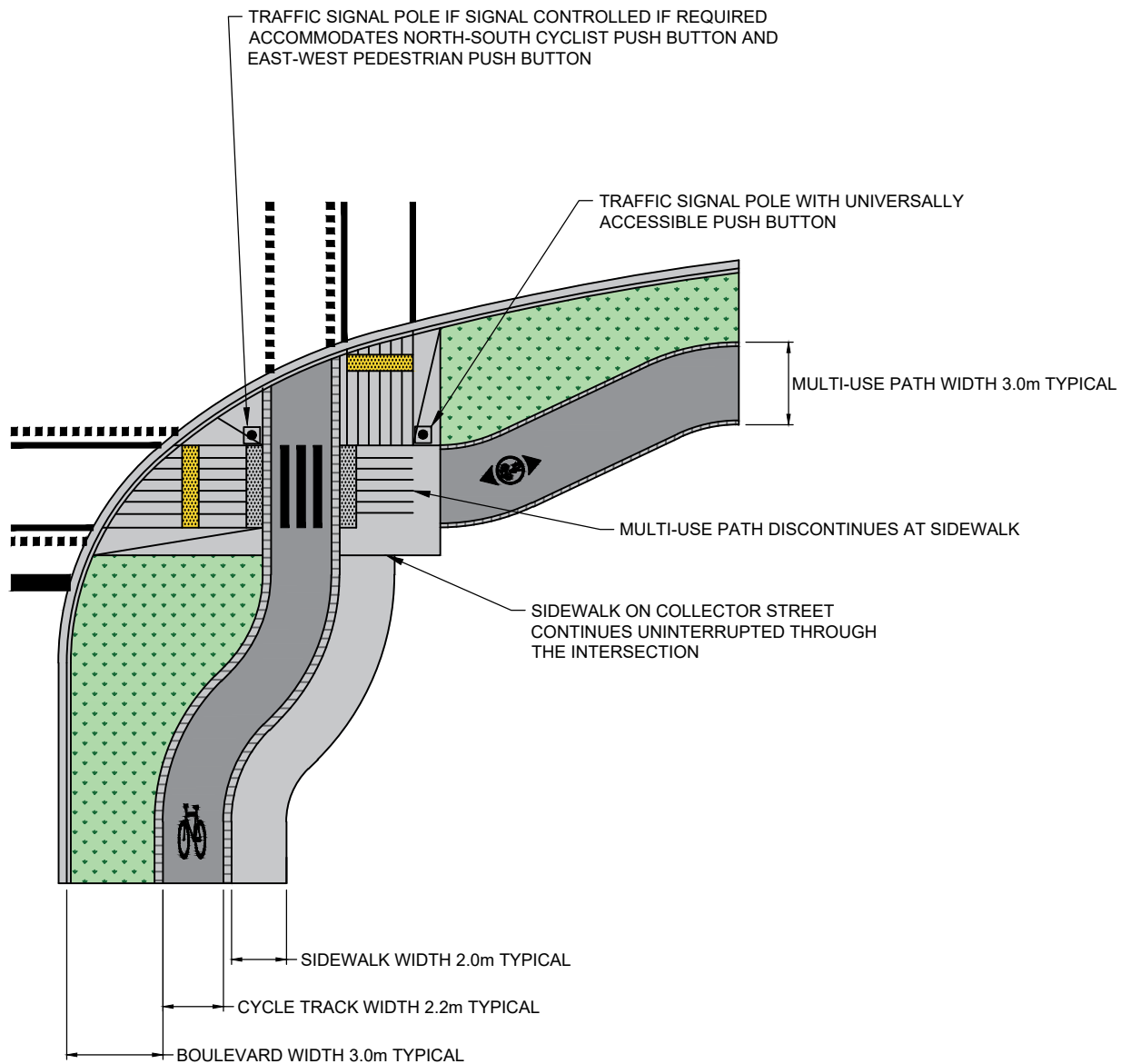
NOTES:

1. ROUNDABOUT MAY BE USED IN PLACE OF A PROTECTED SIGNALIZED INTERSECTION WHERE SPACE PERMITS AND ITS DETERMINED TO OFFER BENEFITS OVER A SIGNALIZED INTERSECTION.
2. ON APPROACHES TO THE INTERSECTION, THE BOULEVARD IS 3.0m WHERE BUS STOPS OR PARKING POCKETS ARE PRESENT; NO LESS THAN 1.5m WHERE DRIVEWAYS ARE PRESENT; AND WHERE PARKING POCKETS ARE PRESENT, THE DISTANCE BETWEEN FACE OF CURB AND CYCLE TRACK MUST BE NO LESS THAN 0.6m TO PROVIDE A DOOR ZONE.
3. BANDING/BUFFER ON EITHER SIDE OF THE CYCLE TRACK WIDTH IS 0.3m STAMPED CONCRETE AS PER SECTION 13.0. WHERE PAVERS MAY BE PREFERRED FOR AESTHETIC REASONS, THEY SHALL BE SET IN CONCRETE TO AVOID MOVEMENT. WHERE VERTICAL SEPARATION IS PREFERRED, A CUSTOM MOUNTABLE MONOLITHIC CURB MAY BE PROPOSED. ALTERNATIVE TREATMENTS TO BE APPROVED BY THE CITY ENGINEER.
4. SCORE LINES AND TWSIs TO BE INSTALLED WHERE PEDESTRIANS WILL BE CROSSING PATHS WITH VEHICLES, AS PER SECTION 8.
5. PLACEMENT OF PUBLIC REALM AMENITIES MUST NOT IMPEDE SIGHT LINES.
6. INTERSECTION QUADRANTS ARE SCHEMATIC AND ARE TO BE USED IN CONJUNCTION WITH CITY'S COMPLETE STREET DESIGN GUIDE.
7. MOUNTABLE APRON CONCRETE THICKNESS AND SPECIFICATIONS TO BE SUBJECT TO TRAFFIC LOADING REQUIREMENTS AND DESIGNED BY A PROFESSIONAL OF RECORD. MOUNTABLE CURB AND GUTTER AS PER STANDARD DRAWING CS-3. CONCRETE AND REINFORCEMENT AS PER SECTION 11.0. THE COLOURED AND STAMPED CONCRETE AS PER SECTION 13.0.



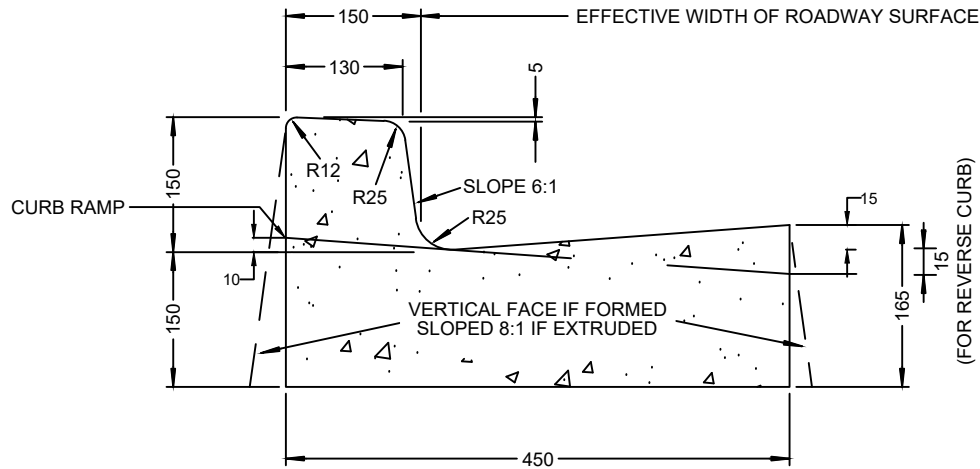
NOTES:

1. CYCLE TRACK AND SIDEWALK TO REMAIN AT LEVEL GRADE THROUGH INTERSECTION.
2. CONCRETE SURFACES TO BE A MINIMUM THICKNESS OF 100mm AND 150mm WHERE VEHICLE TRAFFIC IS ANTICIPATED. CONCRETE REQUIREMENT AS PER SECTION 11.0.
3. CONCRETE DROP CURB AND GUTTER TO HAVE REINFORCING BARS OR CONCRETE FOOTING AS PER STANDARD DRAWING CS-2.
4. WHERE LOCAL STREET IS ONLY PRESENT ON ONE SIDE OF THE STREET AND MAJOR STREET HAS CYCLE TRACK, PROVIDE CURB RAMP OPPOSITE LOCAL STREET TO PROVIDE ACCESS FROM THE LOCAL STREET TO THE OPPOSITE CYCLE TRACK.
5. BOULEVARD SHALL BE 3.0m WHERE BUS STOPS OR PARKING POCKETS ARE PRESENT. BOULEVARD SHALL BE NO LESS THAN 1.5m WHERE DRIVEWAYS ARE PRESENT.
6. WHERE PARKING POCKETS ARE PRESENT, DISTANCE BETWEEN FACE OF CURB AND BIKE PATH MUST BE NO LESS THAN 0.6m TO PROVIDE A DOOR ZONE.
7. BANDING/BUFFER ON EITHER SIDE OF THE CYCLE TRACK SHALL BE 0.3m STAMPED CONCRETE AS PER SECTION 13.0. WHERE PAVERS MAY BE PREFERRED FOR AESTHETIC REASONS, THEY SHALL BE SET IN CONCRETE TO AVOID MOVEMENT. WHERE VERTICAL SEPARATION IS PREFERRED, A CUSTOM MOUNTABLE MONOLITHIC CURB MAY BE PROPOSED. ALTERNATIVE TREATMENTS TO BE APPROVED BY THE CITY ENGINEER.
8. SIDEWALK WIDTH VARIES BY CLASSIFICATION, 2.0m MIN. FOR URBAN OR INDUSTRIAL STREETS, 4.0m MIN. FOR MOBILITY STREETS.
9. SCORE LINES AND TWSIs TO BE INSTALLED WHERE PEDESTRIANS WILL BE CROSSING PATHS WITH VEHICLES OR CYCLISTS.
10. PLACEMENT OF PUBLIC REALM AMENITIES MUST NOT IMPEDE SIGHT LINES.
11. INTERSECTION QUADRANTS TO BE USED IN CONJUNCTION WITH CITY'S COMPLETE STREET DESIGN GUIDE.



NOTES:

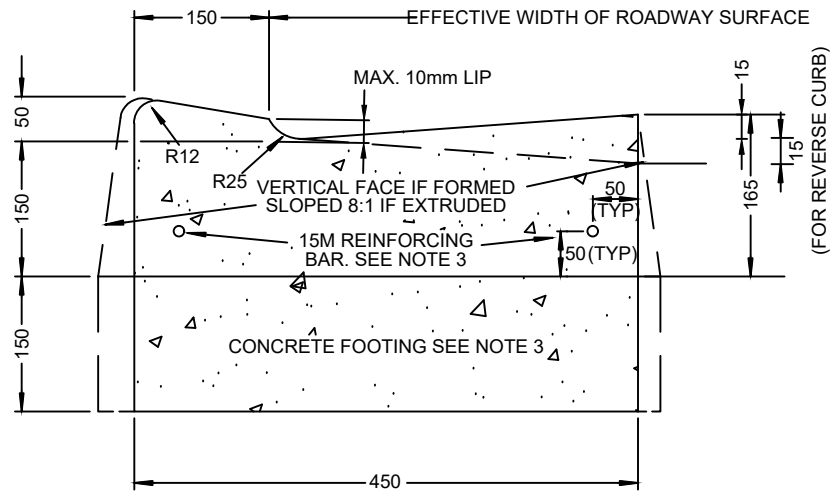
1. ON APPROACHES TO THE INTERSECTION, THE BOULEVARD IS 3.0m WHERE BUS STOPS OR PARKING POCKETS ARE PRESENT; NO LESS THAN 1.5m WHERE DRIVEWAYS ARE PRESENT; AND WHERE PARKING POCKETS ARE PRESENT, THE DISTANCE BETWEEN FACE OF CURB AND CYCLE TRACK MUST BE NO LESS THAN 0.6m TO PROVIDE A DOOR ZONE.
2. BANDING/BUFFER ON EITHER SIDE OF THE CYCLE TRACK SHALL BE 0.3m STAMPED CONCRETE AS PER SECTION 13.0. WHERE PAVERS MAY BE PREFERRED FOR AESTHETIC REASONS, THEY SHALL BE SET IN CONCRETE TO AVOID MOVEMENT. WHERE VERTICAL SEPARATION IS PREFERRED, A CUSTOM MOUNTABLE MONOLITHIC CURB MAY BE PROPOSED. ALTERNATIVE TREATMENTS TO BE APPROVED BY THE CITY ENGINEER.
3. MULTI-USE PATH ON INDUSTRIAL LOCAL STREET WILL FEATURE 0.3m STAMPED CONCRETE EDGES AS PER SECTION 13.0.
4. SCORE LINES AND TWSIs TO BE INSTALLED WHERE PEDESTRIANS WILL BE CROSSING PATHS WITH VEHICLES, AS PER SECTION 8.
5. PLACEMENT OF PUBLIC REALM AMENITIES MUST NOT IMPEDE SIGHT LINES.
6. INTERSECTION QUADRANTS TO BE USED IN CONJUNCTION WITH CITY'S COMPLETE STREET DESIGN GUIDE.



BARRIER CURB AND GUTTER

NOTES:

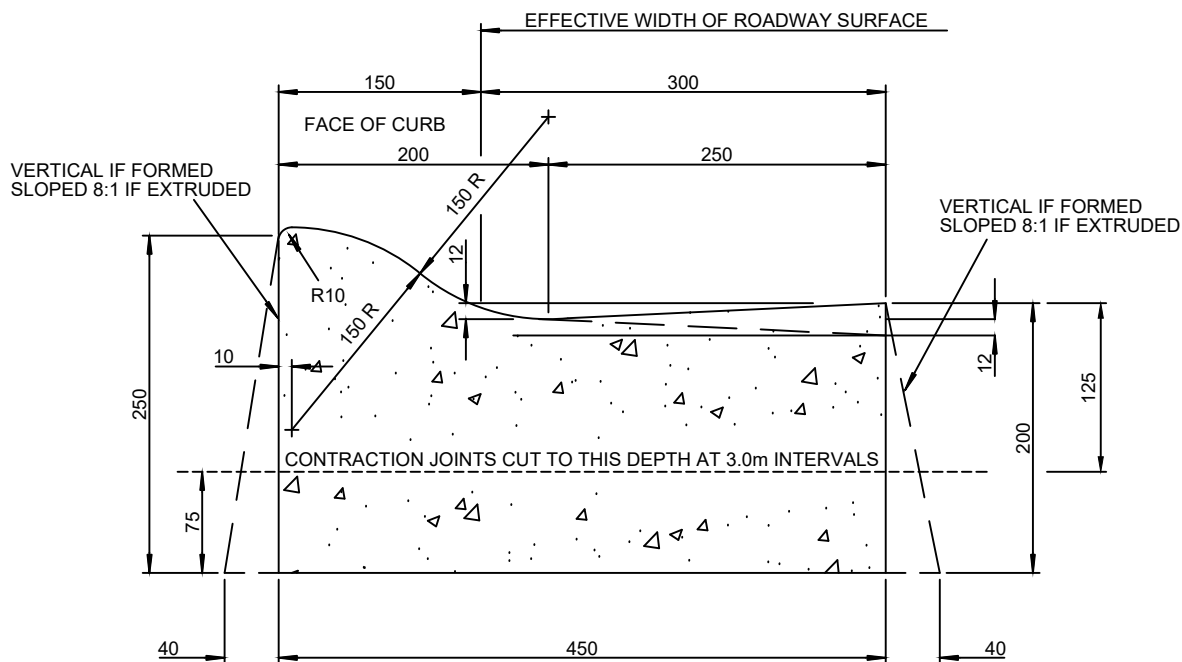
1. BASE AND SUB-BASE REQUIREMENTS AS PER SECTION 9.0.
2. FOR CONCRETE REQUIREMENTS AS PER SECTION 11.0.
3. THE LENGTH OF TRANSITION FROM ONE TYPE OF CURB TO ANOTHER SHALL BE THE GREATEST OF:
 - a) 50 x DIFFERENCE IN OVERALL CURB HEIGHTS.
 - b) 25 x DIFFERENCE IN GUTTER WIDTHS.
 - c) 2.0 METRES.
4. REVERSE CURB SHALL BE APPROVED BY CITY ENGINEER.
5. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.
6. LANDSCAPING AS PER SECTION 14.0.
7. PAVED ROADWAY SURFACE STRUCTURE AS PER SECTION 9.0 BASED ON STREET CLASSIFICATION.



DROP CURB AND GUTTER

NOTES:

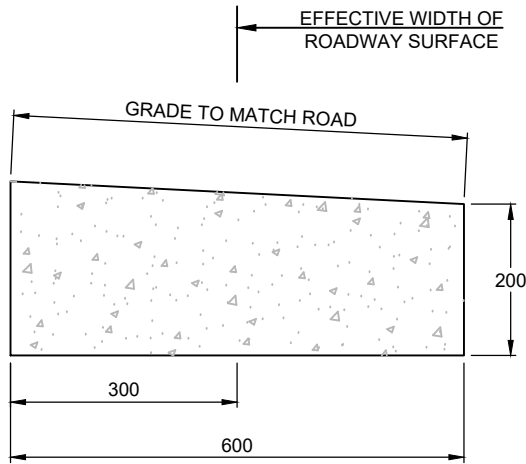
1. BASE AND SUB-BASE REQUIREMENTS AS PER SECTION 9.0.
2. CONCRETE REQUIREMENTS AS PER SECTION 11.0.
3. REINFORCING BARS OR CONCRETE FOOTING REQUIRED FOR ACCESSES TO LOCAL STREET, LANES, AND DRIVEWAYS FOR COMMERCIAL AND INDUSTRIAL.
4. REVERSE CURB SHALL BE APPROVED BY CITY ENGINEER.
5. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.



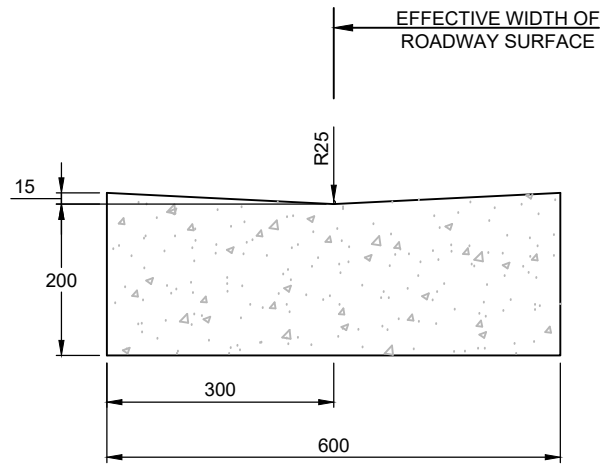
MOUNTABLE ROLLOVER CURB AND GUTTER

NOTES:

1. MOUNTABLE ROLLOVER CONCRETE CURBS SHALL BE USED WITHIN CUL-DE-SACS, POCKET PARKING, OR WHERE APPROVED BY CITY ENGINEER.
2. FOR BASE AND SUB-BASE REQUIREMENTS AS PER SECTION 9.0.
3. FOR CONCRETE REQUIREMENTS AS PER SECTION 11.0.
4. THE LENGTH OF TRANSITION FROM ONE TYPE OF CURB TO ANOTHER SHALL BE THE GREATEST OF:
 - a) 50 x DIFFERENCE IN OVERALL CURB HEIGHTS.
 - b) 25 x DIFFERENCE IN GUTTER WIDTHS.
 - c) 2.0 METRES.
5. REVERSE CURB SHALL BE APPROVED BY CITY ENGINEER.
6. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.



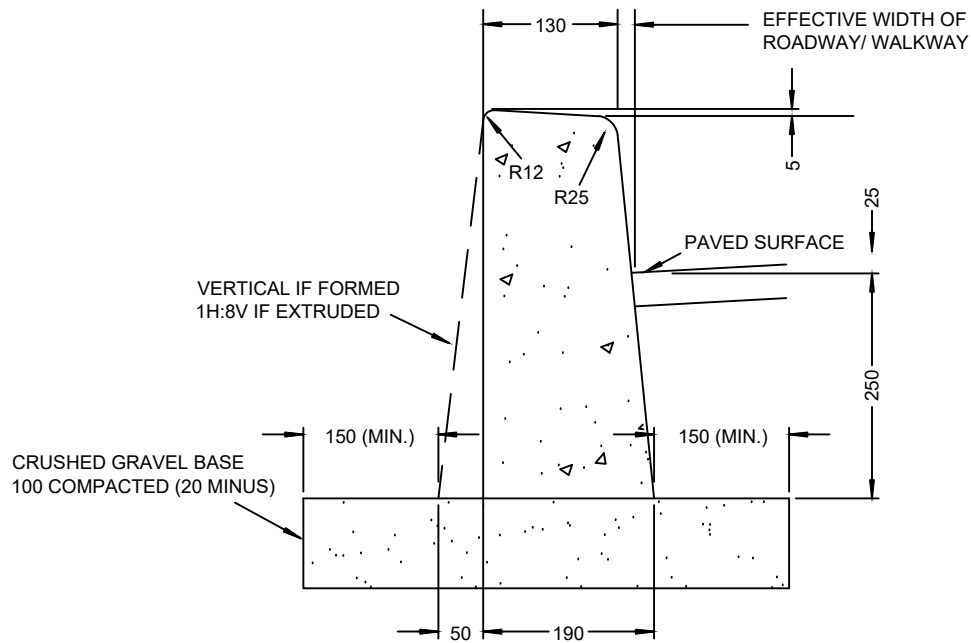
FLAT GUTTER



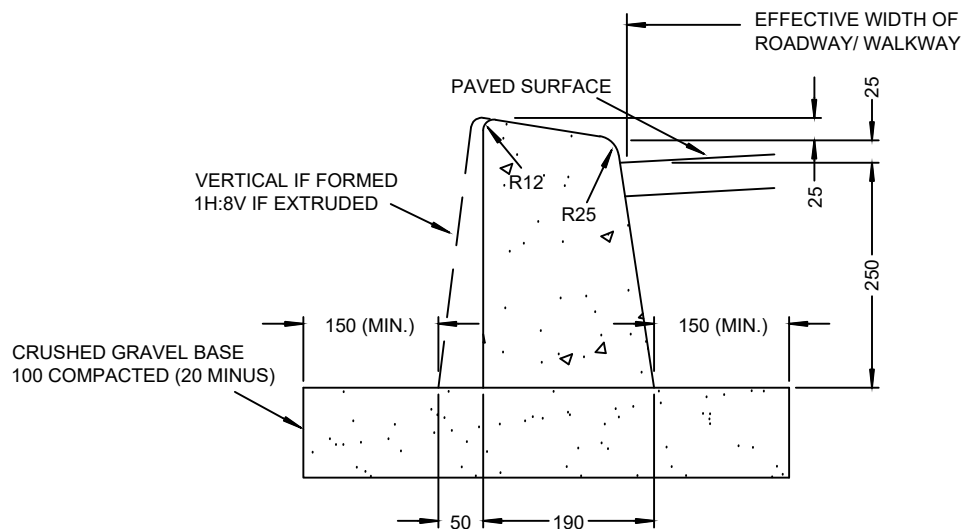
VALLEY GUTTER

NOTES:

1. BASE AND SUB-BASE REQUIREMENTS AS PER SECTION 9.0.
2. CONCRETE REQUIREMENTS AS PER SECTION 11.0.
3. AT LOCATIONS OTHER THAN PEDESTRIAN CURB RAMPS, THE LENGTH OF TRANSITION FROM ONE TYPE OF CURB TO ANOTHER SHALL BE THE GREATEST OF:
 - a) 50 x DIFFERENCE IN OVERALL CURB HEIGHTS.
 - b) 25 x DIFFERENCE IN GUTTER WIDTHS.
 - c) 2.0 METRES.
4. MIDPOINT OF CURB SHALL ALIGN WITH THE UPSTREAM AND DOWN STREAM CURB FACES.
5. REINFORCEMENT BARS OR CONCRETE FOOTING REQUIRED FOR COMMERCIAL AND INDUSTRIAL APPLICATIONS.
6. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.



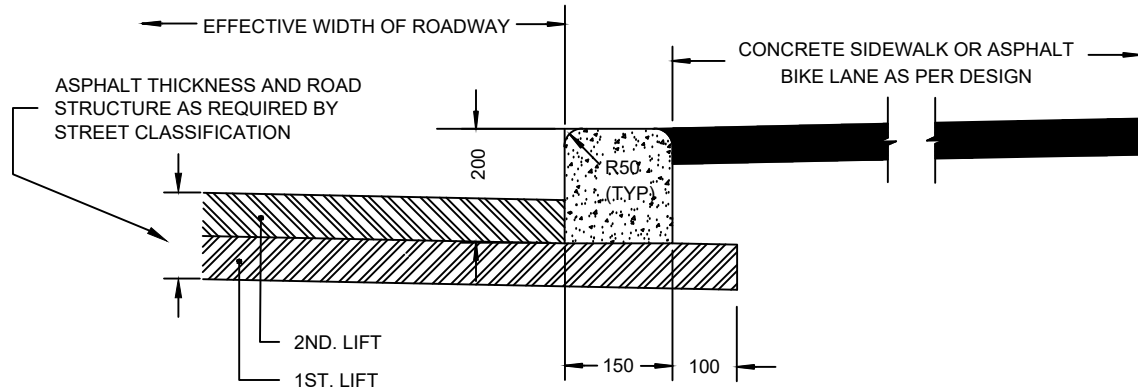
TEMPORARY CURB - TYPE 1 - BARRIER HEIGHT



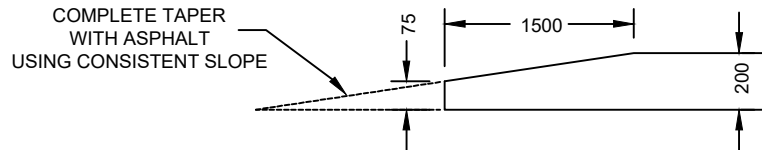
TEMPORARY CURB - TYPE 1 - DROP SECTION

NOTES:

1. BASE AND SUB-BASE REQUIREMENTS AS PER SECTION 9.0.
2. FOR CONCRETE REQUIREMENTS AS PER SECTION 11.0.
3. THE LENGTH OF TRANSITION FROM ONE TYPE OF CURB TO ANOTHER SHALL BE THE GREATEST OF:
 - a) 50 x DIFFERENCE IN OVERALL CURB HEIGHTS.
 - b) 25 x DIFFERENCE IN GUTTER WIDTHS.
 - c) 2.0 METRES.
4. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.
5. APPLICATION OF THIS STANDARD AT THE DISCRETION OF THE CITY ENGINEER.



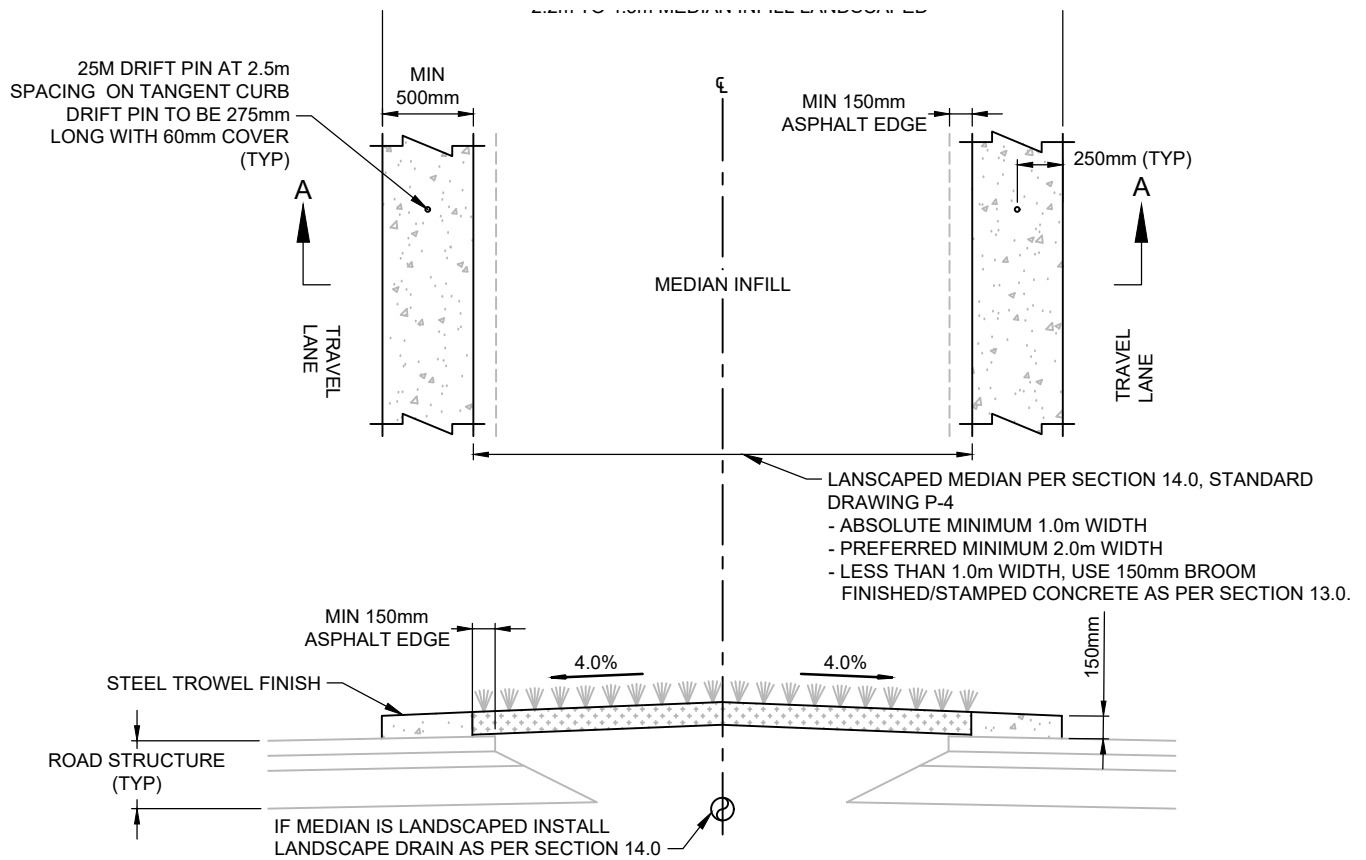
TEMPORARY CURB - TYPE 2



CURB RAMP DETAIL

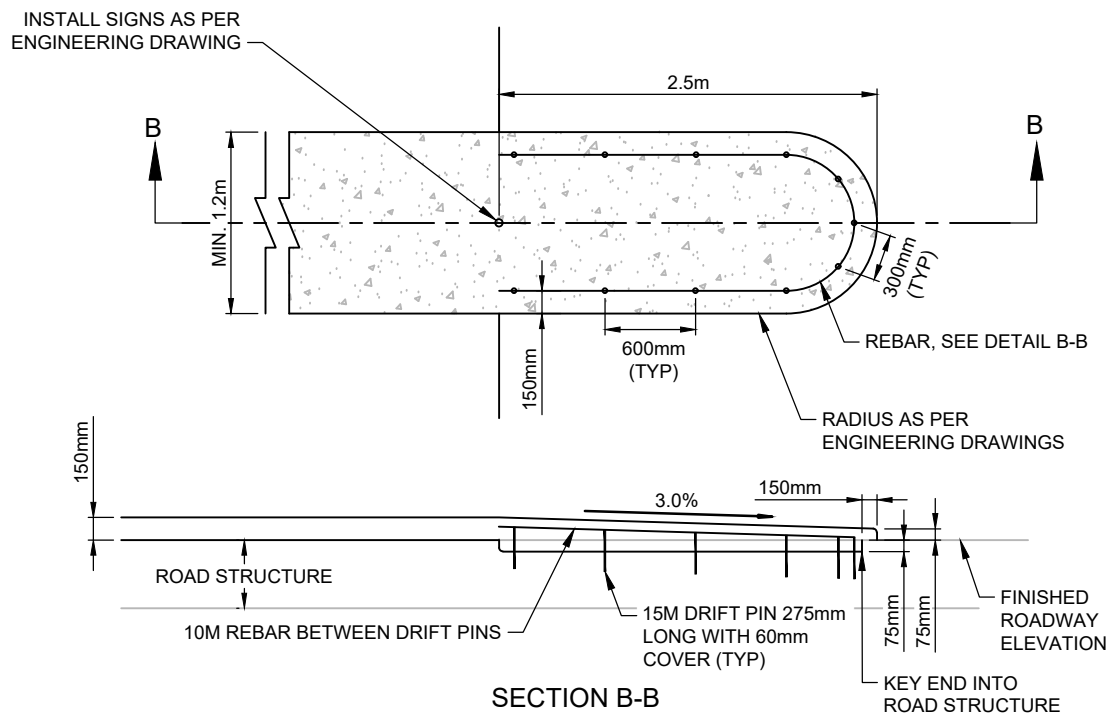
NOTES:

1. APPLICATION OF THIS STANDARD AT THE DISCRETION OF THE CITY ENGINEER.
2. PROVIDE 1500mm TAPER TO ZERO HEIGHT AT DROP LOCATIONS.
3. CURB HEIGHT 150mm IF INSTALLED ON FINAL LIFT AND 200mm IF INSTALLED ON BOTTOM LIFT.
4. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.



SECTION A-A

TYPICAL MEDIAN DETAILS



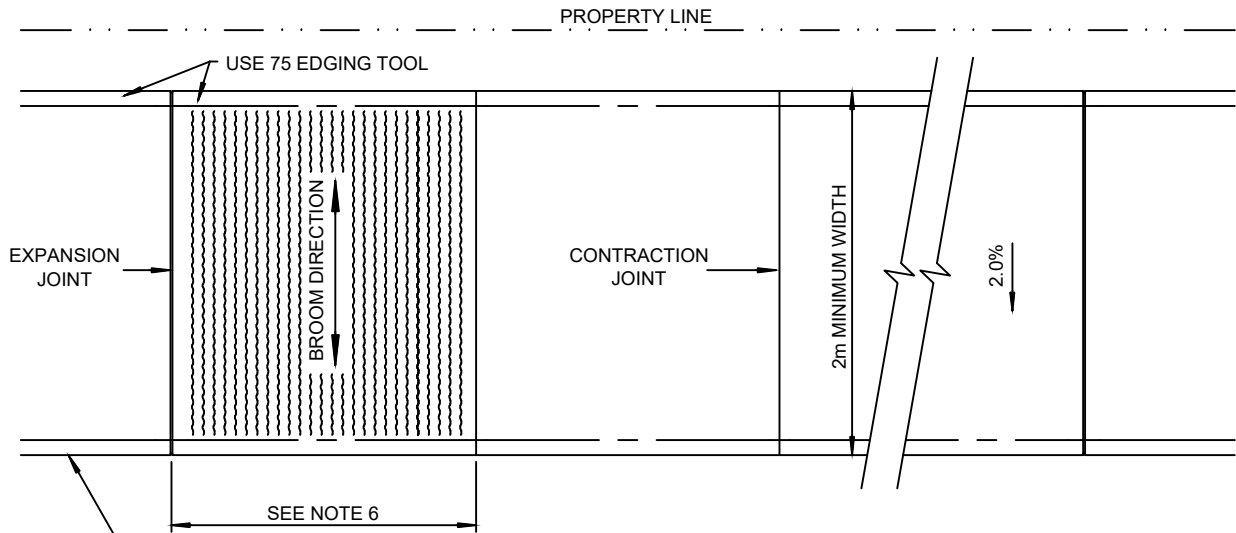
SECTION B-B

TYPICAL MEDIAN END TREATMENT DETAILS

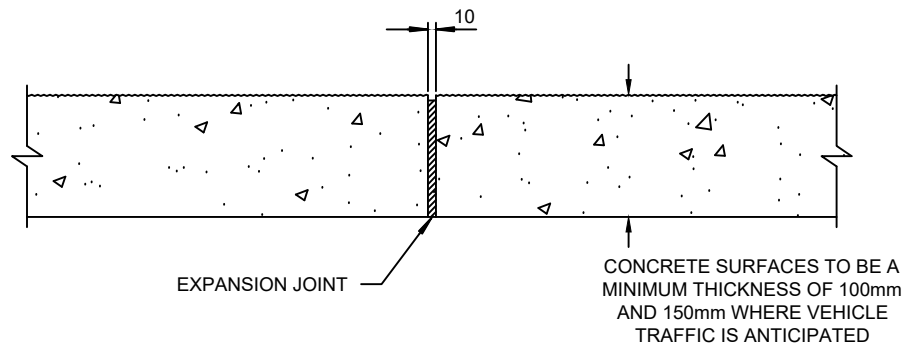


MEDIANS AND ISLANDS
RAISED CENTRE MEDIAN

Scale: NTS
Created: OCT 2019
Rev Date: JUNE 2026
Dwg No: CS-7

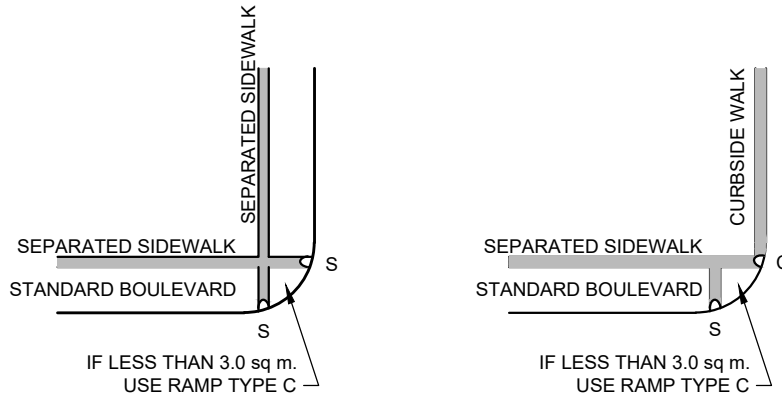


CONTRACTION JOINT IF SIDEWALK IS POURED
INTEGRALLY TO CURB. ISOLATION JOINT IF
SIDEWALK IS POURED ADJACENT TO CURB.
BOND BREAK COMPOUND MAY BE USED WHERE
APPROVED BY THE PROFESSIONAL OF RECORD

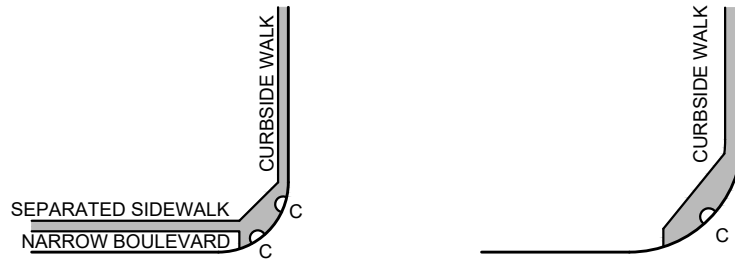


NOTES:

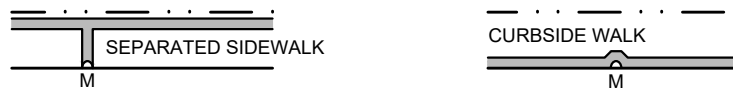
1. DRIVEWAY CROSSING DETAIL AS PER STANDARD DRAWINGS CS-24, CS-25, & CS-26.
2. SIDEWALKS SHALL HAVE BROOMED FINISH.
3. CONCRETE DETAILS AS PER SECTION 11.0.
4. FOR BASE AND SUB-BASE REQUIREMENTS AS PER SECTION 9.0.
5. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.
6. JOINTS SHOULD BE OF EQUAL SPACING ALONG SIDEWALK TO BE AS CLOSE TO SQUARE AS POSSIBLE.



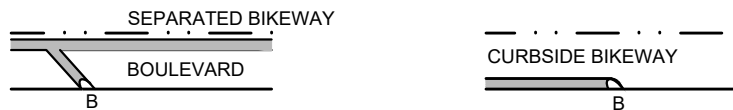
TYPE S - SEPARATED



TYPE C - CONSTRAINED



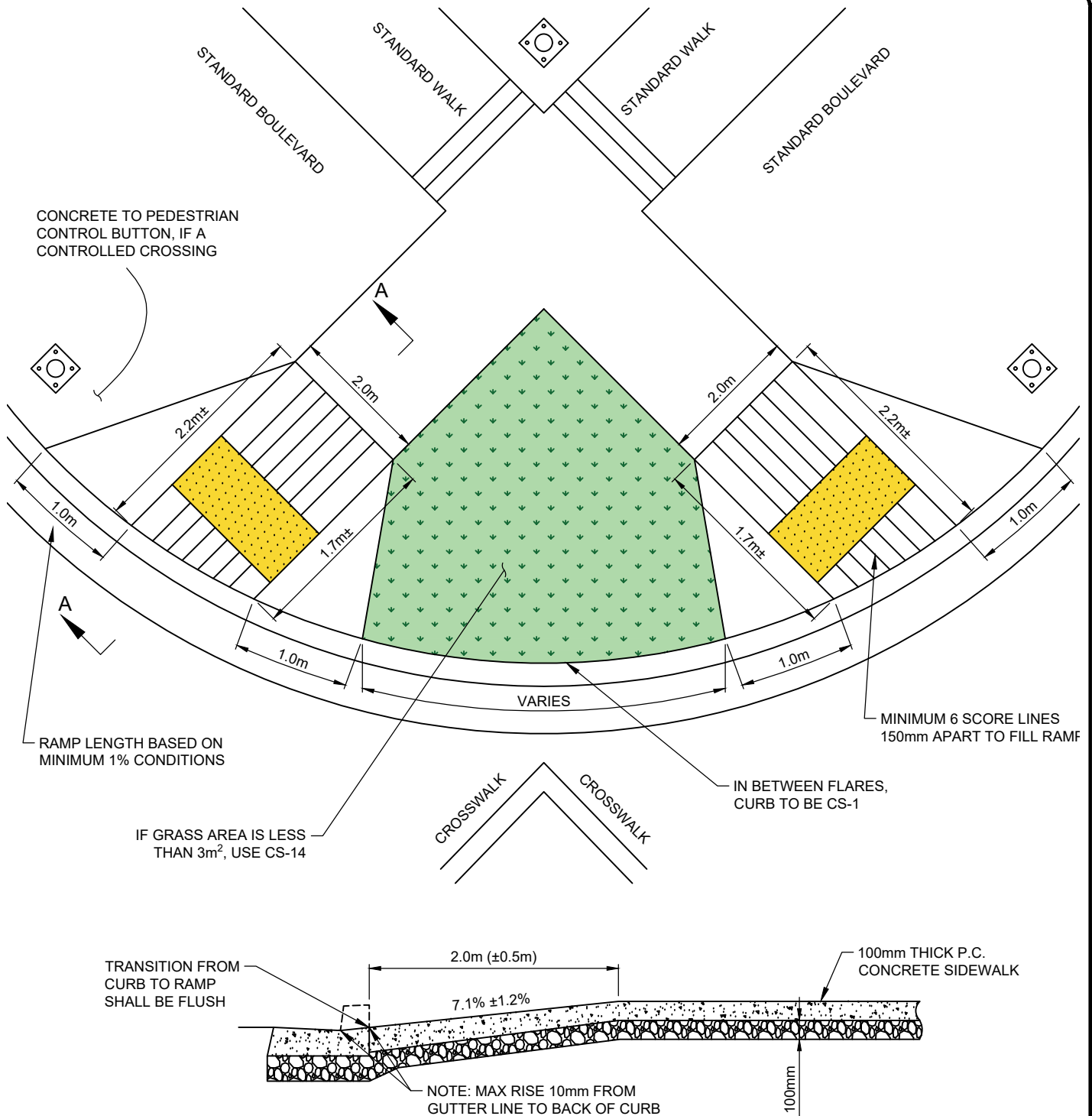
TYPE M - MID-BLOCK



TYPE B - BIKEWAY

NOTES:

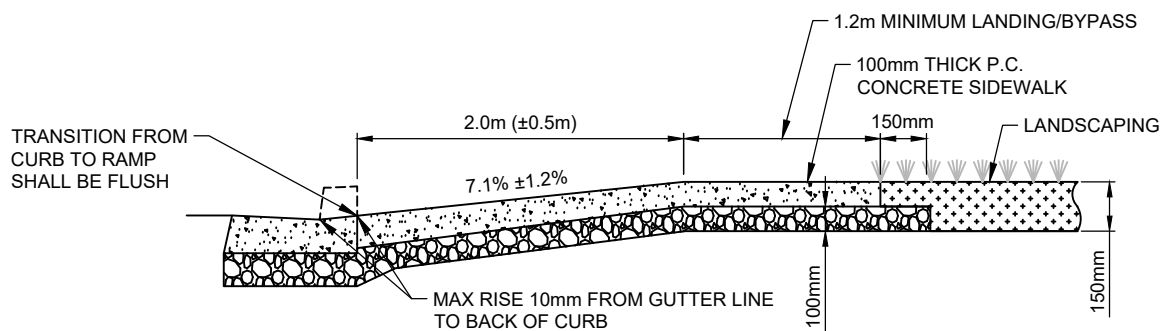
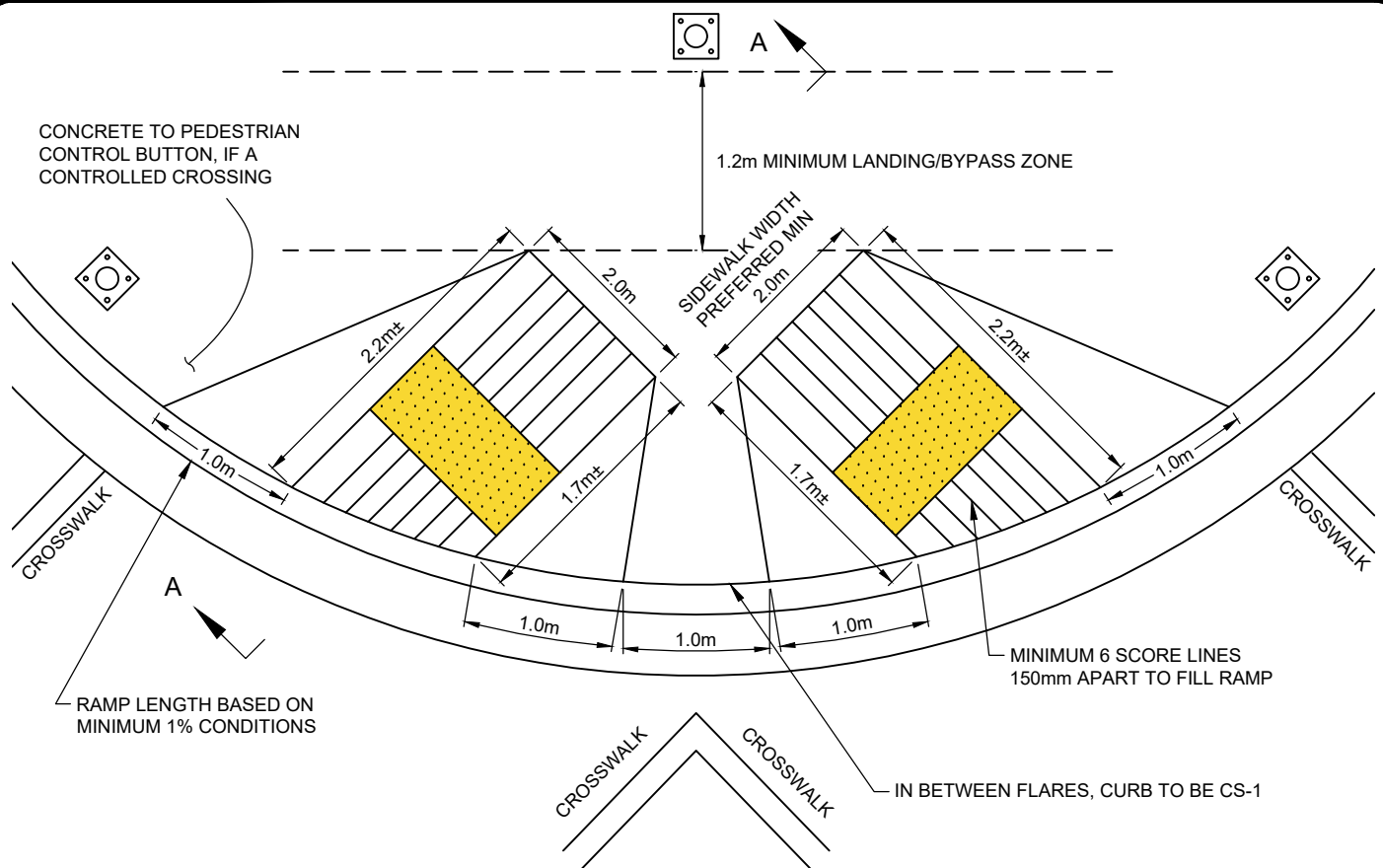
1. CORNER CUT REQUIREMENTS DEPENDENT ON GEOMETRIC DESIGN AND SIGHT LINE REQUIREMENTS



SECTION A-A

NOTES:

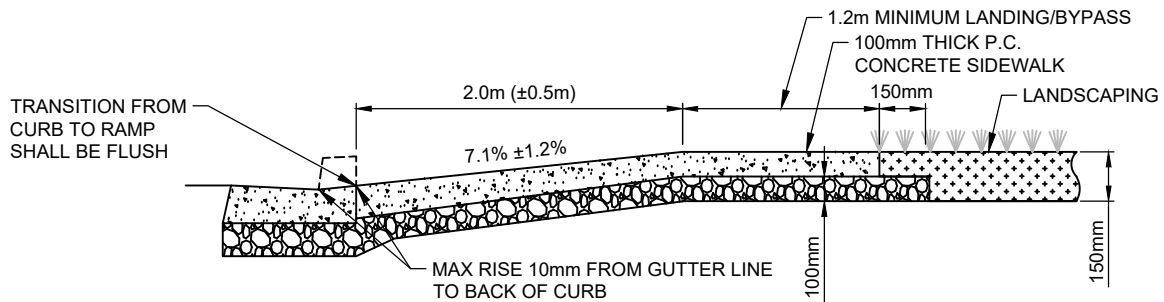
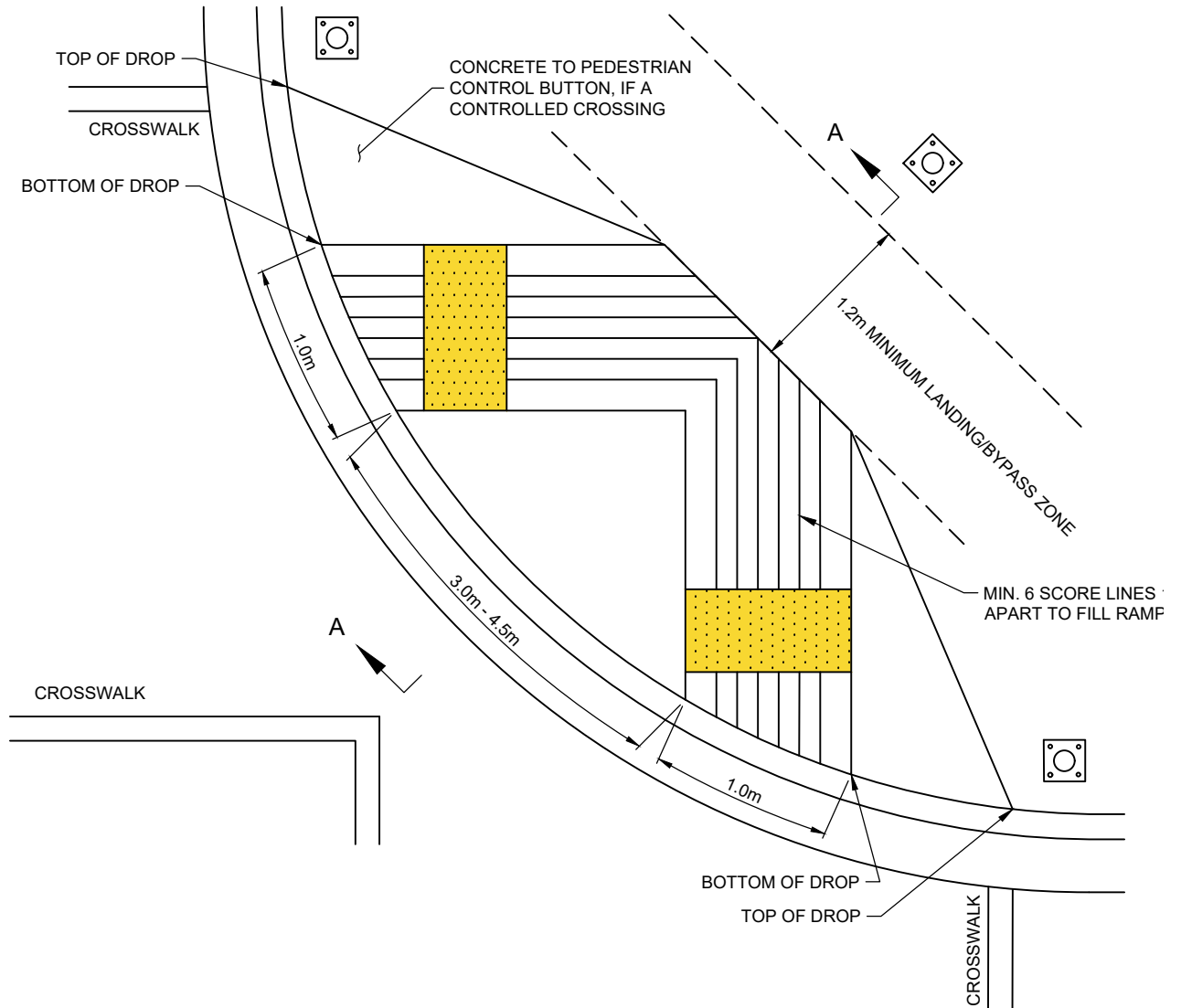
1. PEDESTRIAN SIDEWALK RAMP AND CURB RETURN AS PER DESIGN BY PROFESSIONAL OF RECORD.
2. TOOLED LINES ARE CENTERED IN THE CROSSWALK AND POINT IN DIRECTION OF THE RECEIVING CURB RAMP.
3. INTERCEPT DRAINAGE UPSTREAM OF CROSSWALK. CATCH BASINS ARE NOT PERMITTED IN CROSSWALK.
4. ALL TWSIs TO BE DESIGNED AND INSTALLED AS PER SECTION 8.0.
5. POLE LOCATIONS ARE DIAGRAPHIC. PEDESTRIAN SIGNALS AS PER SECTION 10.0. EXACT LOCATIONS TO BE DETERMINED BY PROFESSIONAL OF RECORD.
6. CONCRETE AS PER SECTION 11.0.
7. LANDSCAPING AS PER SECTION 14.0.



SECTION A-A

NOTES:

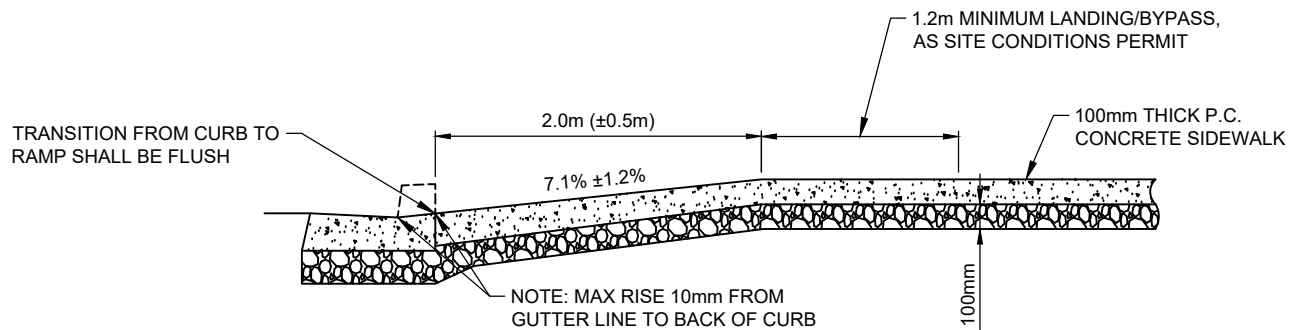
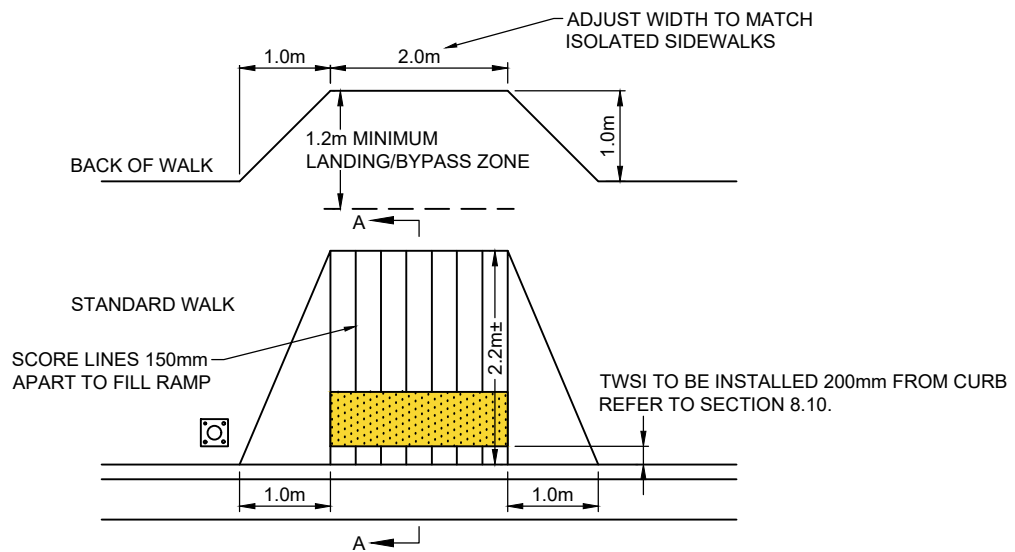
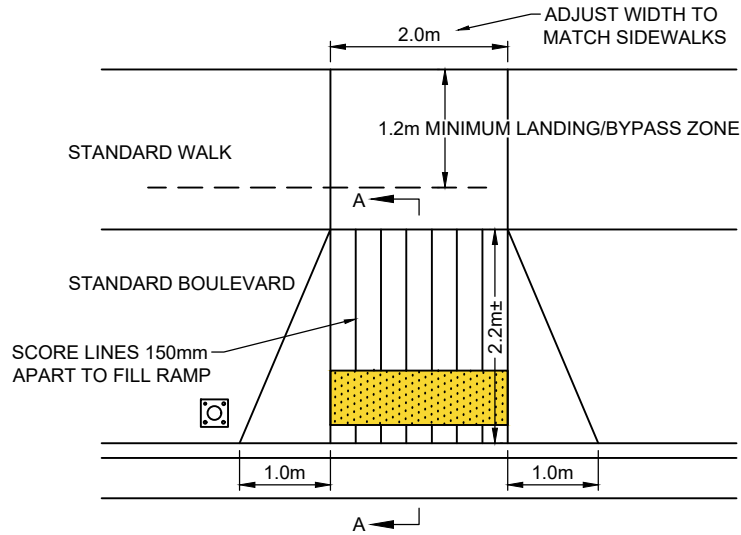
1. PEDESTRIAN SIDEWALK RAMP AND CURB RETURN AS PER DESIGN BY PROFESSIONAL OF RECORD.
2. TOOLED LINES ARE CENTERED IN THE CROSSWALK AND POINT IN DIRECTION OF THE RECEIVING CURB RAMP.
3. INTERCEPT DRAINAGE UPSTREAM OF CROSSWALK. CATCH BASINS ARE NOT PERMITTED IN CROSSWALK.
4. ALL TWSIs TO BE DESIGNED AND INSTALLED AS PER SECTION 8.0.
5. POLE LOCATIONS ARE DIAGRAPHIC. PEDESTRIAN SIGNALS AS PER SECTION 10.0. EXACT LOCATIONS TO BE DETERMINED BY PROFESSIONAL OF RECORD.
6. CONCRETE AS PER SECTION 11.0.
7. LANDSCAPING AS PER SECTION 14.0.



SECTION A-A

NOTES:

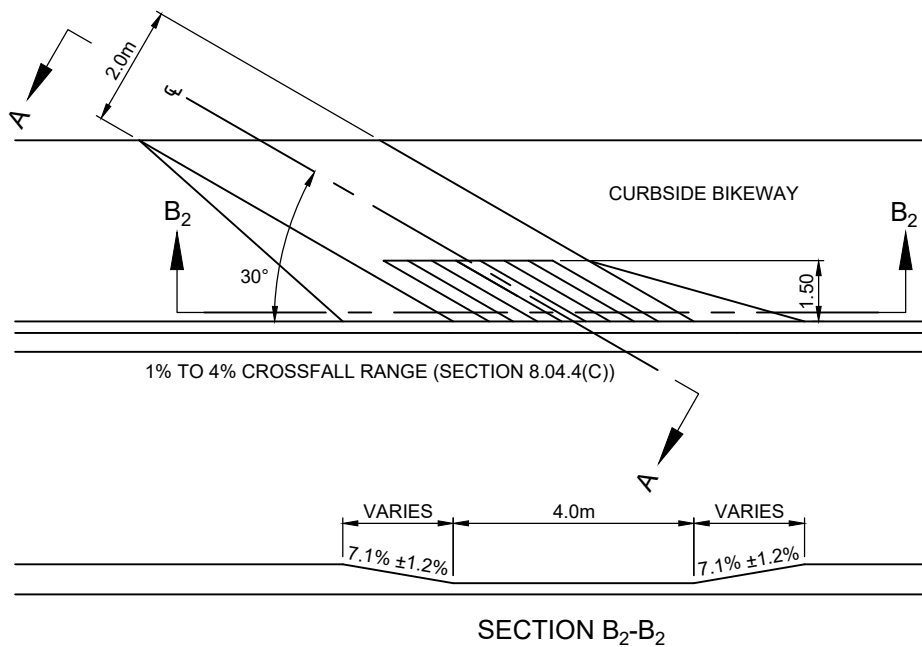
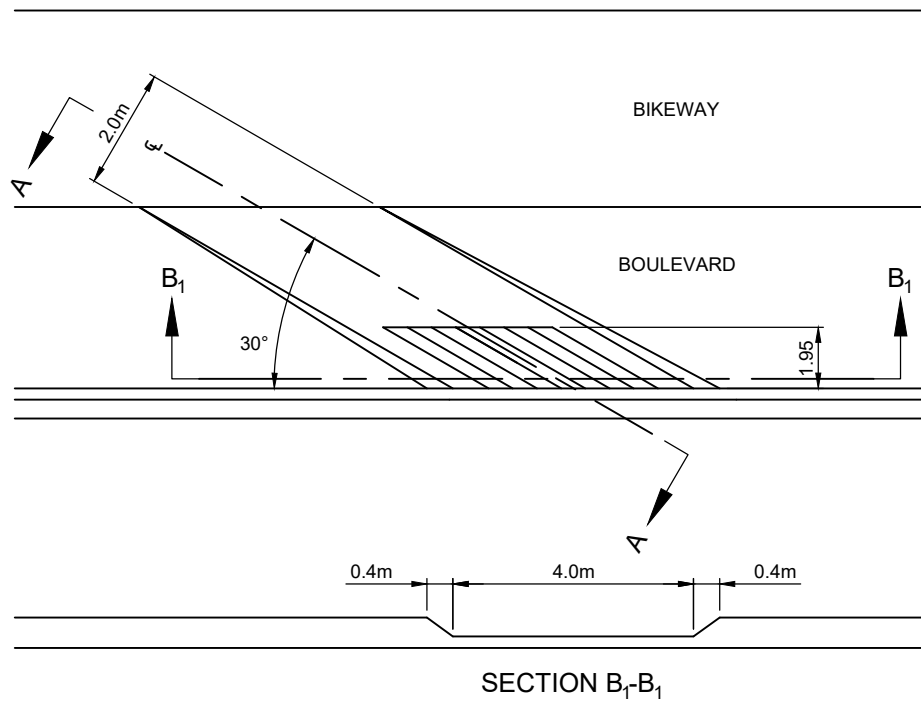
1. PEDESTRIAN SIDEWALK RAMP AND CURB RETURN AS PER DESIGN BY PROFESSIONAL OF RECORD.
2. TOOLED LINES ARE CENTERED IN THE CROSSWALK AND POINT IN DIRECTION OF THE RECEIVING CURB RAMP.
3. INTERCEPT DRAINAGE UPSTREAM OF CROSSWALK. CATCH BASINS ARE NOT PERMITTED IN CROSSWALK.
4. ALL TWSIs TO BE DESIGNED AND INSTALLED AS PER SECTION 8.0.
5. POLE LOCATIONS ARE DIAGRAPHIC. PEDESTRIAN SIGNALS AS PER SECTION 10.0. EXACT LOCATIONS TO BE DETERMINED BY PROFESSIONAL OF RECORD.
6. CONCRETE AS PER SECTION 11.0.
7. LANDSCAPING AS PER SECTION 14.0.



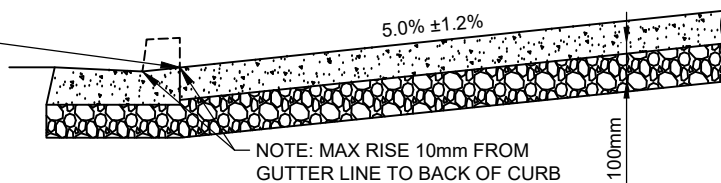
SECTION A-A

NOTES:

1. PEDESTRIAN SIDEWALK RAMP DIMENSIONS AS PER DESIGN BY PROFESSIONAL OF RECORD.
2. TOOLED LINES ARE CENTERED IN THE CROSSWALK AND POINT IN DIRECTION OF THE RECEIVING CURB RAMP.
3. INTERCEPT DRAINAGE UPSTREAM OF CROSSWALK. CATCH BASINS ARE NOT PERMITTED IN CROSSWALK.
4. ALL TWSIs TO BE DESIGNED AND INSTALLED AS PER SECTION 8.0.
5. POLE LOCATIONS ARE DIAGRAPHIC. PEDESTRIAN SIGNALS AS PER SECTION 10.0. EXACT LOCATIONS TO BE DETERMINED BY PROFESSIONAL OF RECORD.

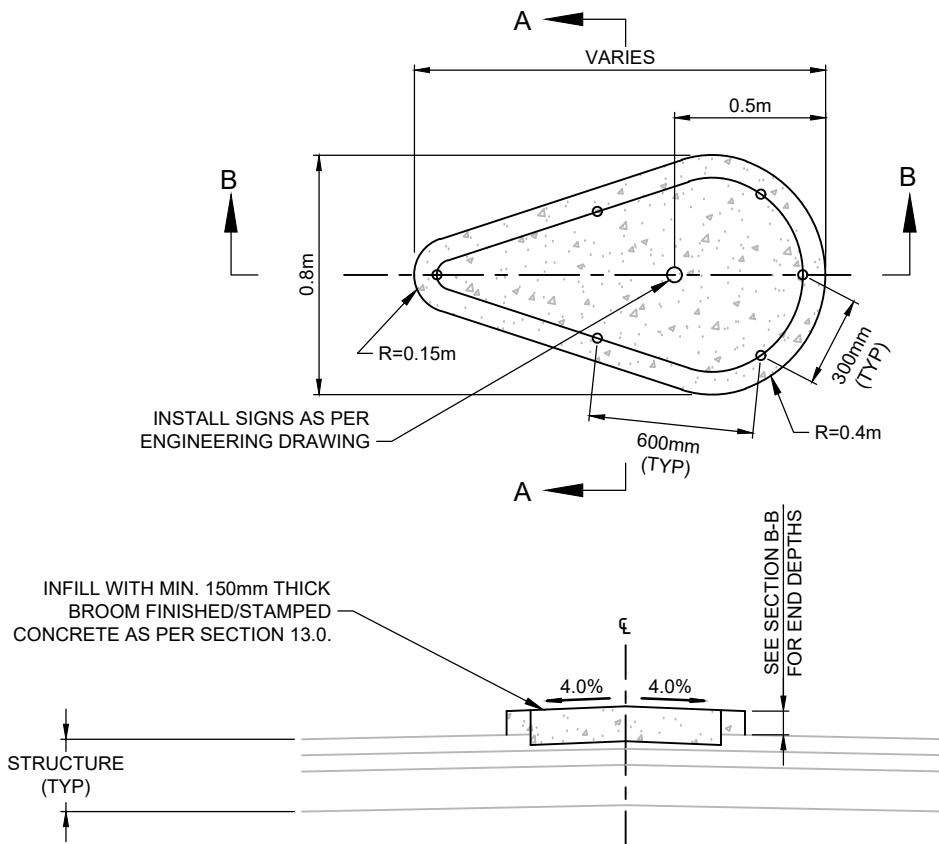


TRANSITION FROM CURB
TO RAMP SHALL BE FLUSH

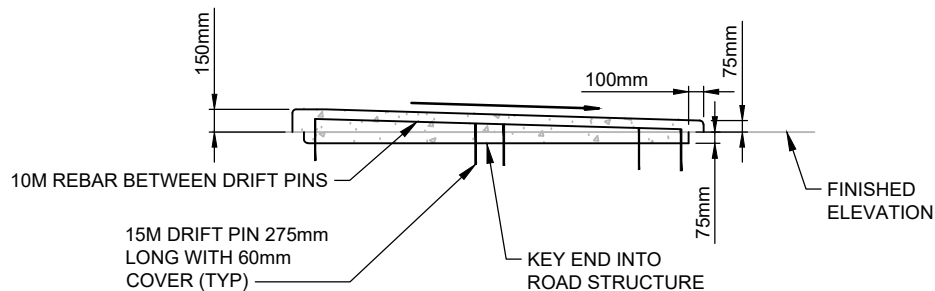


NOTES:

1. BIKEWAY SLIP RAMP DIMENSIONS SHALL BE DETERMINED BY THE PROFESSIONAL OF RECORD.
2. INTERCEPT DRAINAGE UPSTREAM OF CROSSWALK. CATCH BASINS ARE NOT PERMITTED IN CROSSWALK.



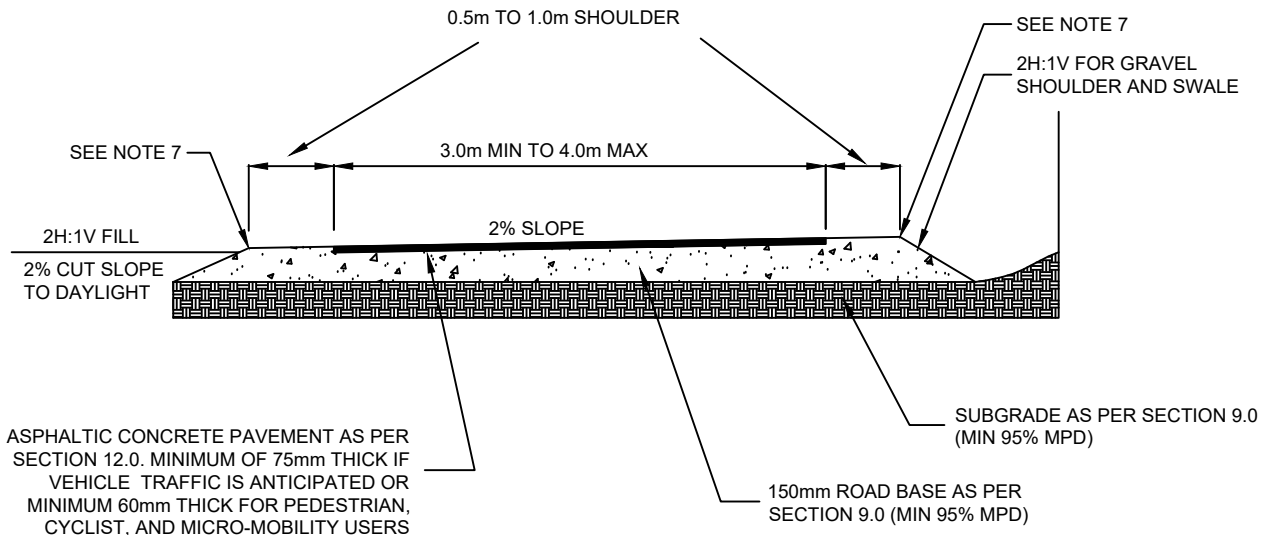
SECTION A-A
SPLITTER ISLAND DETAILS



SECTION B-B
SPLITTER ISLAND END TREATMENT DETAILS

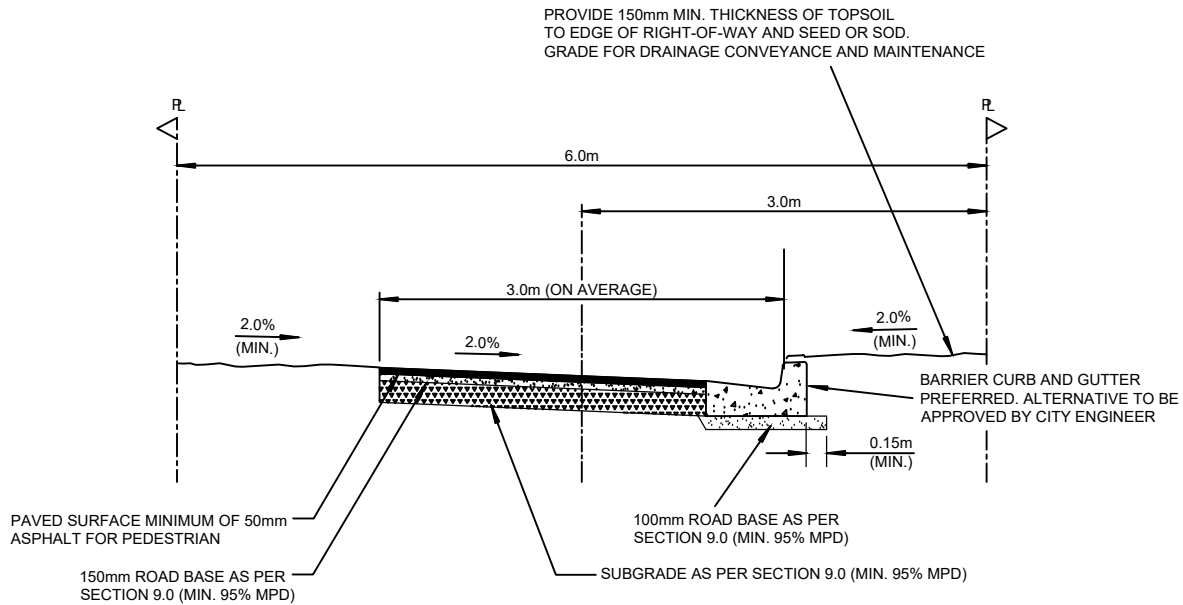
NOTES:

1. CONCRETE AND REINFORCEMENT REQUIREMENTS AS PER SECTION 11.0.
2. CONCRETE SURFACE TREATMENT AS PER SECTION 13.0.
3. PAVED ROADWAY SURFACE PER SECTION 9.0 BASED ON STREET CLASSIFICATION. IN EXISTING CONDITIONS, THE DEPTHS NEED TO BE VERIFIED.
4. LENGTH MAY VARY DEPENDING ON LANE WIDTH, LANE ALIGNMENT AND OPERATING SPEEDS. TYPICALLY, THE TAPER LENGTH IS BETWEEN 10:1 TO 15:1.
5. THIS STANDARD MAY BE USED IN THE ROADWAY FOR TRAFFIC CALMING PURPOSE AT DIRECTIONS OF CITY ENGINEER. REFER TO ENGINEERING DRAWING FOR DIMENSIONS AND SITE SITE-SPECIFIC INSTALLATIONS.



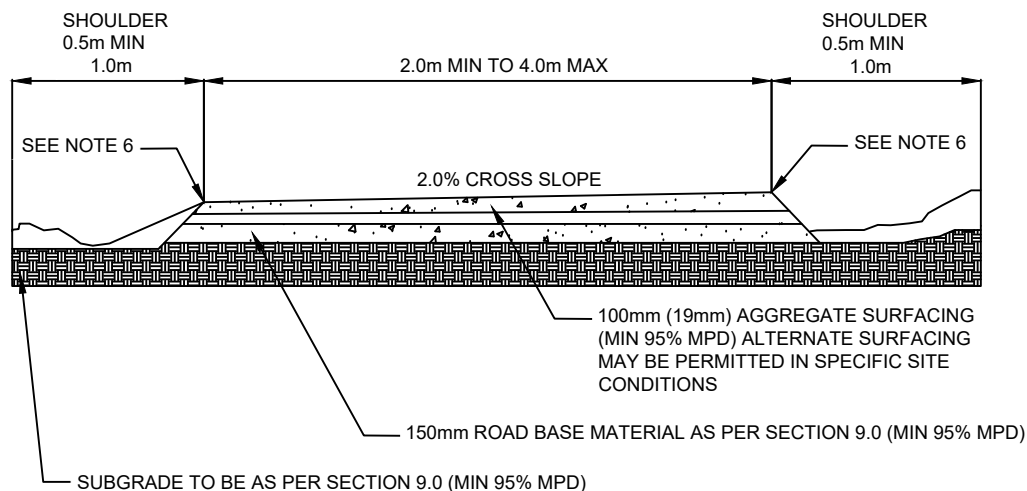
NOTES:

1. VEGETATION CLEARANCE IS A MINIMUM VERTICAL CLEARANCE OF 3.0m AND A MINIMUM 1.0m HORIZONTAL CLEARANCE.
2. MAXIMUM LONGITUDINAL GRADES:
 - 3% SUSTAINED GRADE
 - 5% GRADE FOR DISTANCES 30m OR LESS
 - 10% GRADE FOR DISTANCES 15m OR LESS
 - STAIRS PERMITTED ONLY WITH APPROVAL FROM CITY ENGINEER.
3. MINIMIZE HORIZONTAL CURVES AND ENSURE ADEQUATE SITE LINES ON CORNERS FOR CYCLIST.
4. RESIDENTIAL BUFFER IS A MINIMUM OF 2.0m.
5. LIGHTING AS PER SECTION 10.0. LIGHTING REQUIREMENTS ARE TO BE DETERMINED BY A PROFESSIONAL OF RECORD.
6. HANDRAILS OR FENCING MAY BE NEEDED AS PER SECTION 8.0.
7. STORMWATER REVIEW MAYBE REQUESTED TO VERIFY CONVEYANCE AND COLLECTION OF RUNOFF. DESIGN AS PER SECTION 7.0.



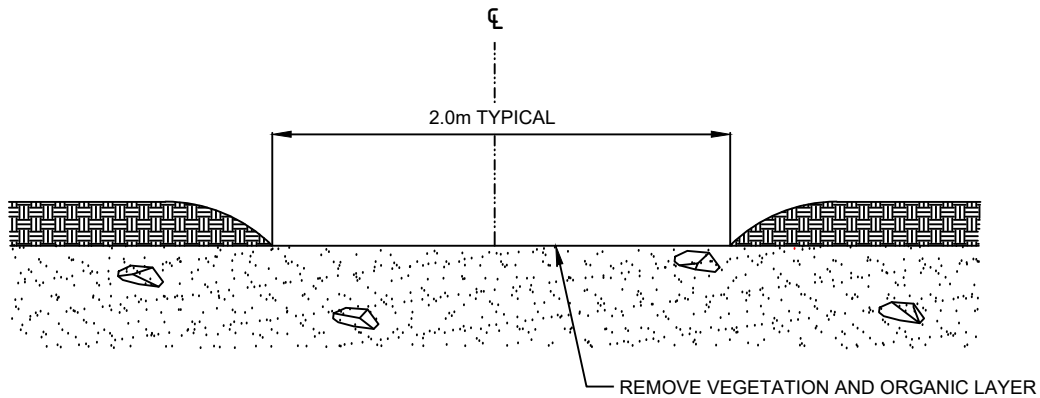
NOTES:

1. WALKWAY SURFACE TREATMENT - TO MATCH PARK AND NEARBY TRAILS. TYPICALLY ASPHALT PAVED SURFACE.
2. WALKWAY SURFACE WIDTH IS 3.0m ON AVERAGE IN 6.0m RIGHT-OF-WAY.
3. WALKWAY SURFACE CROSS SLOPE OF 2%.
4. BARRIER CURB IS PREFERRED. THE OPTION FOR 2:1 CUT/FILL SLOPE FOR GRAVEL SHOULDERS AND SWALE, IS TO BE APPROVED BY CITY ENGINEER.
5. SHOULDERS/CLEAR ZONES IS A MINIMUM 0.5m WIDE TO A MAXIMUM 0.75m WIDE WITH LANDSCAPE OR BUFFER ZONE OF 1.25m.
6. VEGETATION CLEARANCE IS A MINIMUM VERTICAL CLEARANCE OF 2.5m AND A MINIMUM 0.5m HORIZONTAL CLEARANCE.
7. MAXIMUM LONGITUDINAL GRADES:
 - a) 3% SUSTAINED GRADE.
 - b) 5% GRADE FOR DISTANCES 30m OR LESS.
 - c) 10% GRADE FOR DISTANCE 15m OR LESS.
8. ENSURE ADEQUATE SITE LINES ON CORNERS.
9. RESIDENTIAL BUFFER IS THE 1.25m LANDSCAPE/BUFFER ZONE.
10. CONCRETE AS PER SECTION 11.0.
11. LANDSCAPING AS PER SECTION 14.0.
12. ASPHALT CONCRETE PAVEMENT AS PER SECTION 12.0.
13. BARRIER CURB AND GUTTER AS PER STANDARD DRAWING CS-1.
14. HANDRAILS OR FENCING MAY BE NEEDED AS PER SECTION 8.0.
15. STORMWATER REVIEW MAYBE REQUESTED TO VERIFY CONVEYANCE AND COLLECTION OF RUNOFF. CATCH BASIN MAY BE REQUIRED.



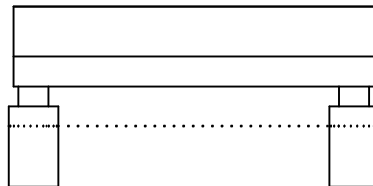
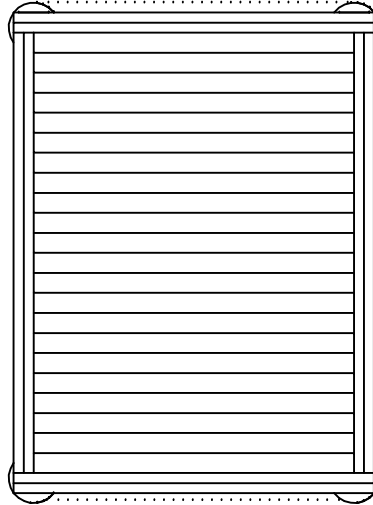
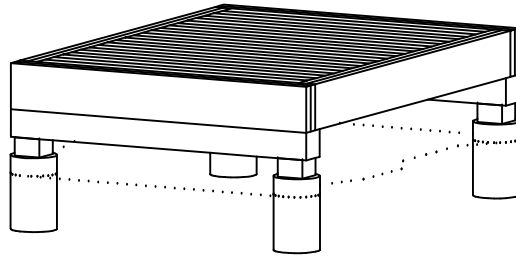
NOTES:

1. VEGETATION CLEARANCE SHALL BE A MINIMUM VERTICAL CLEARANCE OF 2.5m AND A MINIMUM 0.5m HORIZONTAL CLEARANCE.
2. MAXIMUM LONGITUDINAL GRADES:
 - 3% SUSTAINED GRADE
 - 5% GRADE FOR DISTANCES 30m OR LESS
 - 10% GRADE FOR DISTANCES 15m OR LESS
 - SOME STAIRS ALLOWED
3. ENSURE ADEQUATE SITE LINES ON CORNERS FOR CYCLIST.
4. RESIDENTIAL BUFFER IS A MINIMUM OF 2.0m.
5. LIGHTING AS PER SECTION 10.0 LIGHTING REQUIREMENTS ARE TO BE DETERMINED BY A PROFESSIONAL OF RECORD.
6. HANDRAILS OR FENCING MAY BE NEEDED AS PER SECTION 8.0.
7. STORMWATER REVIEW MAYBE REQUESTED TO VERIFY CONVEYANCE AND COLLECTION OF RUNOFF. DESIGN AS PER SECTION 7.0.



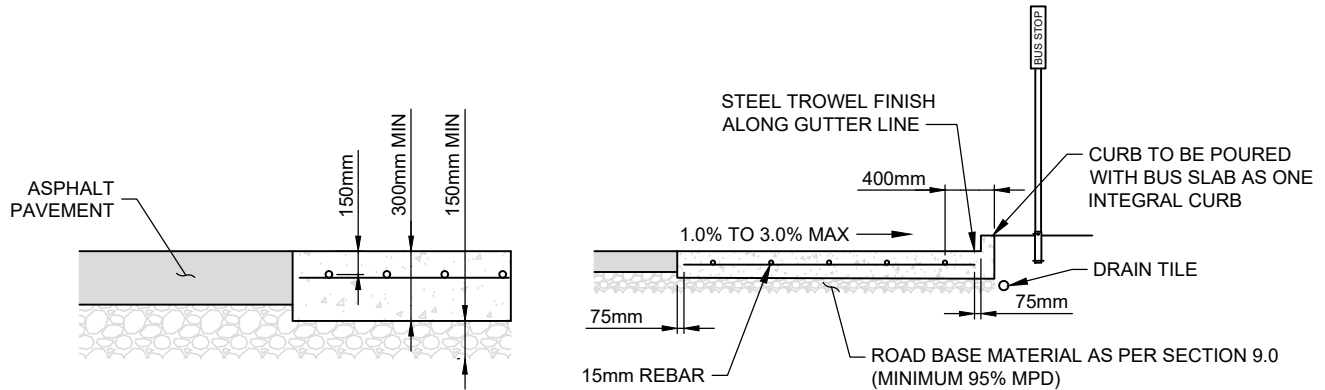
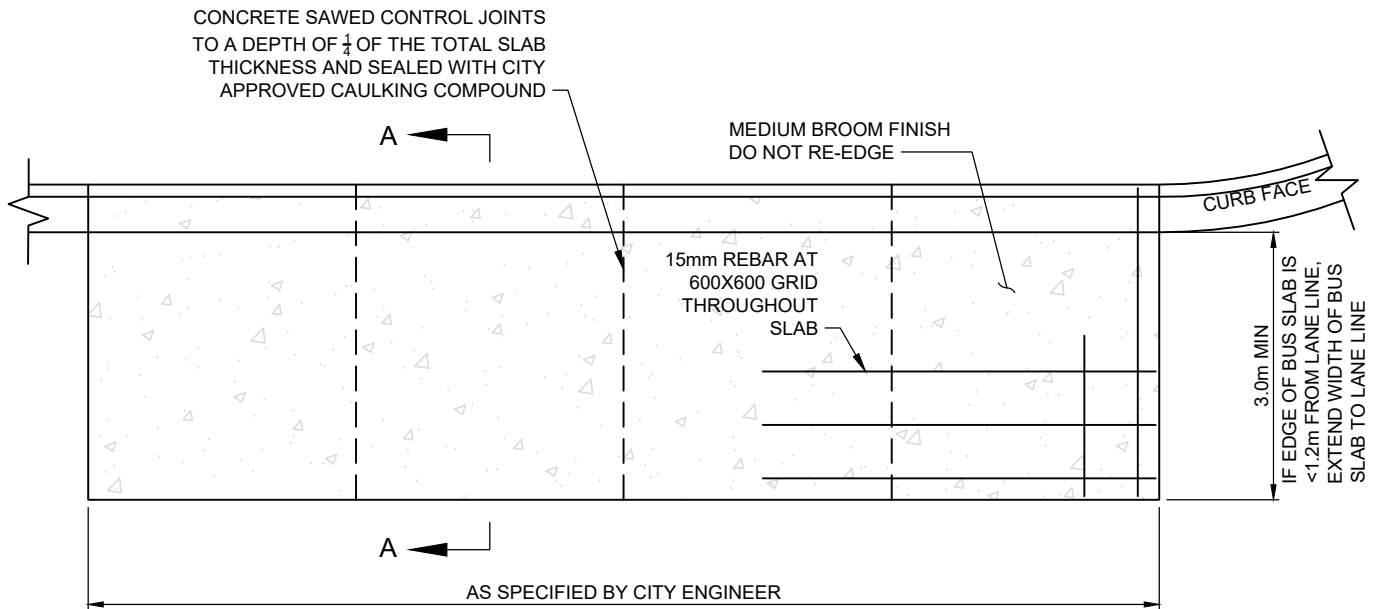
NOTES:

1. USE OF THE STANDARD IS SITE SPECIFIC AND REQUIRES APPROVAL BY THE CITY. IT IS A LOW IMPACT STANDARD FOR SPECIFIC LOCATIONS WHERE DIFFICULT TERRAIN AND/OR SENSITIVE FEATURES ARE PRESENT.
2. SURFACE IS NATIVE SOIL MIXED WITH CRUSH. MIX IS SITE SPECIFIC AND DESIGN MAY BE REQUESTED BY CITY ENGINEER.
3. VEGETATION CLEARANCE SHALL BE A MINIMUM VERTICAL CLEARANCE OF 2.5m AND A MINIMUM 0.5m HORIZONTAL CLEARANCE.
4. TRAIL LONGITUDINAL GRADES TO SUIT TERRAIN UP TO MAXIMUM 30% SLOPE. SOME STAIRS ALLOWED. BOARDWALK MAY BE REQUIRED IN SELECT AREAS.
5. ENSURE ADEQUATE SITE LINES ON CORNERS.
6. RESIDENTIAL BUFFER IS A MINIMUM OF 10.0m.
7. LIGHTING AS PER SECTION 10.0. LIGHTING REQUIREMENTS ARE TO BE DETERMINED BY A PROFESSIONAL OF RECORD.
8. HANDRAILS OR FENCING MAY BE NEEDED AS PER SECTION 8.0.
9. STORM WATER REVIEW MAYBE REQUESTED TO VERIFY CONVEYANCE AND COLLECTION OF RUNOFF. DESIGN AS PER SECTION 7.0.



NOTES:

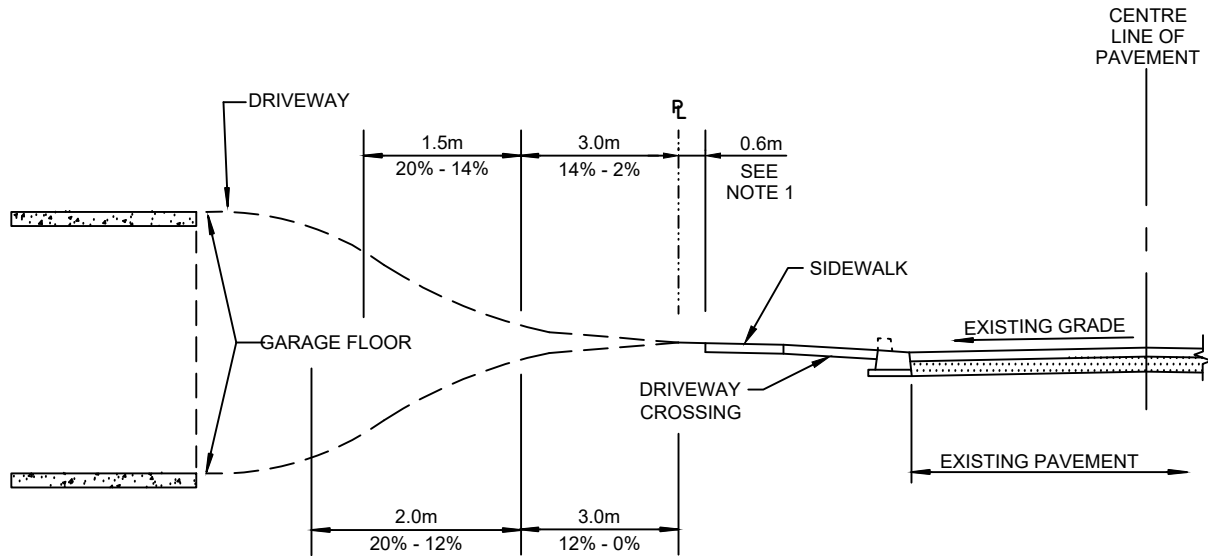
1. USE OF THE STANDARD IS SITE SPECIFIC AND REQUIRES APPROVAL BY THE CITY PARKS RECREATION AND CULTURE. IT IS A LOW IMPACT STANDARD FOR SPECIFIC LOCATIONS WHERE DIFFICULT TERRAIN AND/OR SENSITIVE FEATURES ARE PRESENT. STRUCTURE TO BE KEPT AS LOW TO THE GROUND AS POSSIBLE.
2. CONCRETE COLUMNS ARE 250 mm (10 in) DIAMETER EXTENDING 300 mm (12 in) INTO NATIVE GROUND, OR LEVELED AND SECURED PIER BLOCKS. GALVANIZED SADDLE EMBEDDED INTO CONCRETE AT BASE OF EACH POST OR SET INTO CONCRETE PIER BLOCKS.
3. POSTS ARE 150 x 150 mm (6 x 6 in) PRESSURE TREATED YELLOW CEDAR.
4. BEAMS ARE MINIMUM 150 x 150 mm (6 x 6 in) PRESSURE TREATED DIMENSION LUMBER. TYPICAL LENGTH IS 1800 mm (6 ft). LONGER SPANS MAY REQUIRE LARGER DIMENSIONAL LUMBER.
5. JOISTS ARE MINIMUM 50 x 200 mm (2 x 8 in) PRESSURE TREATED DIMENSION LUMBER. SPACED AT MINIMUM 400 mm (16 in) ON CENTER. TYPICAL LENGTH IS 2435mm (8 ft). LONGER SPANS MAY REQUIRE DIMENSIONAL LUMBER. CROSS BRACING MAYBE REQUIRED.
6. HEADERS ARE DOUBLE 50 mm x 250 mm (2 x 10 in) PRESSURE TREATED DIMENSION LUMBER.
7. DECKING IS PRESSURE TREATED DIMENSION LUMBER.
8. NO NAILS USE 75 mm (3 in) EXTERIOR SCREWS.
9. RAILINGS ARE REQUIRED WHEN ELEVATION DIFFERENCE FROM GROUND TO DECK HEIGHT ABOVE 0.6 m (2 ft).
10. FIBERGLASS OR METAL MATERIALS MAY BE CONSIDERED AS SUBSTITUTIONS IN CERTAIN LOCATIONS AND CONDITIONS.



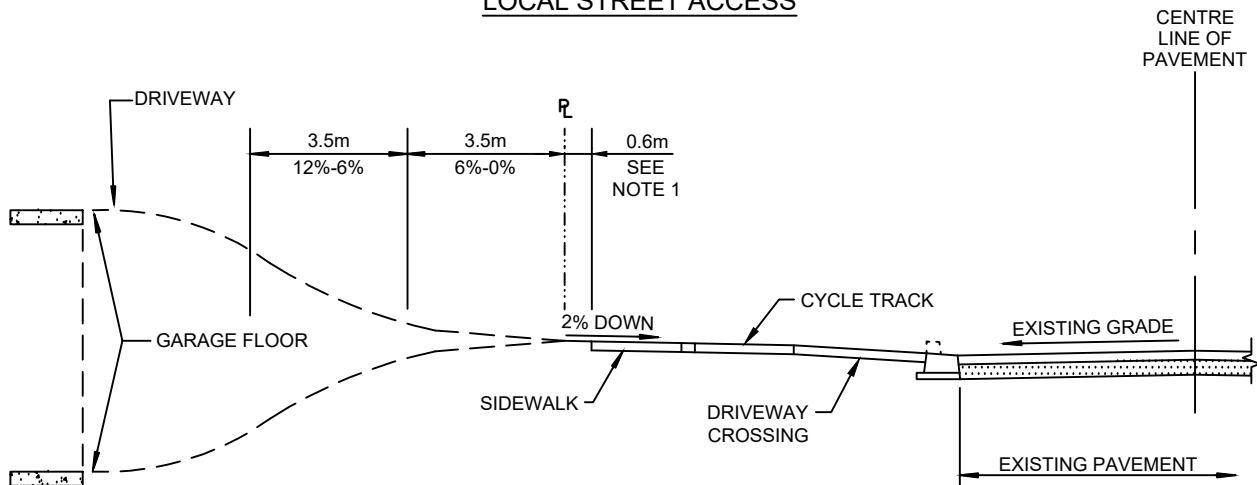
SECTION A-A

NOTES:

1. THE BUS SLAB SHOULD BE INSTALLED AS A CONTINUOUS POUR. IF THE BUS SLAB IS INSTALLED IN MORE THAN ONE, THEN THE EDGE OF THE POUR MUST BE KEYED OR REBAR INSERTS USED TO TIE BOTH PADS TOGETHER.
2. USE 15mm REBAR WITH MINIMUM 75mm COVER.
3. PLACE REBAR MAT AT 150mm BELOW TOP OF CONCRETE.
4. MILL AND RE-CONTOUR ASPHALT TO MATCH CONCRETE BUS SLAB CROSS FALL.



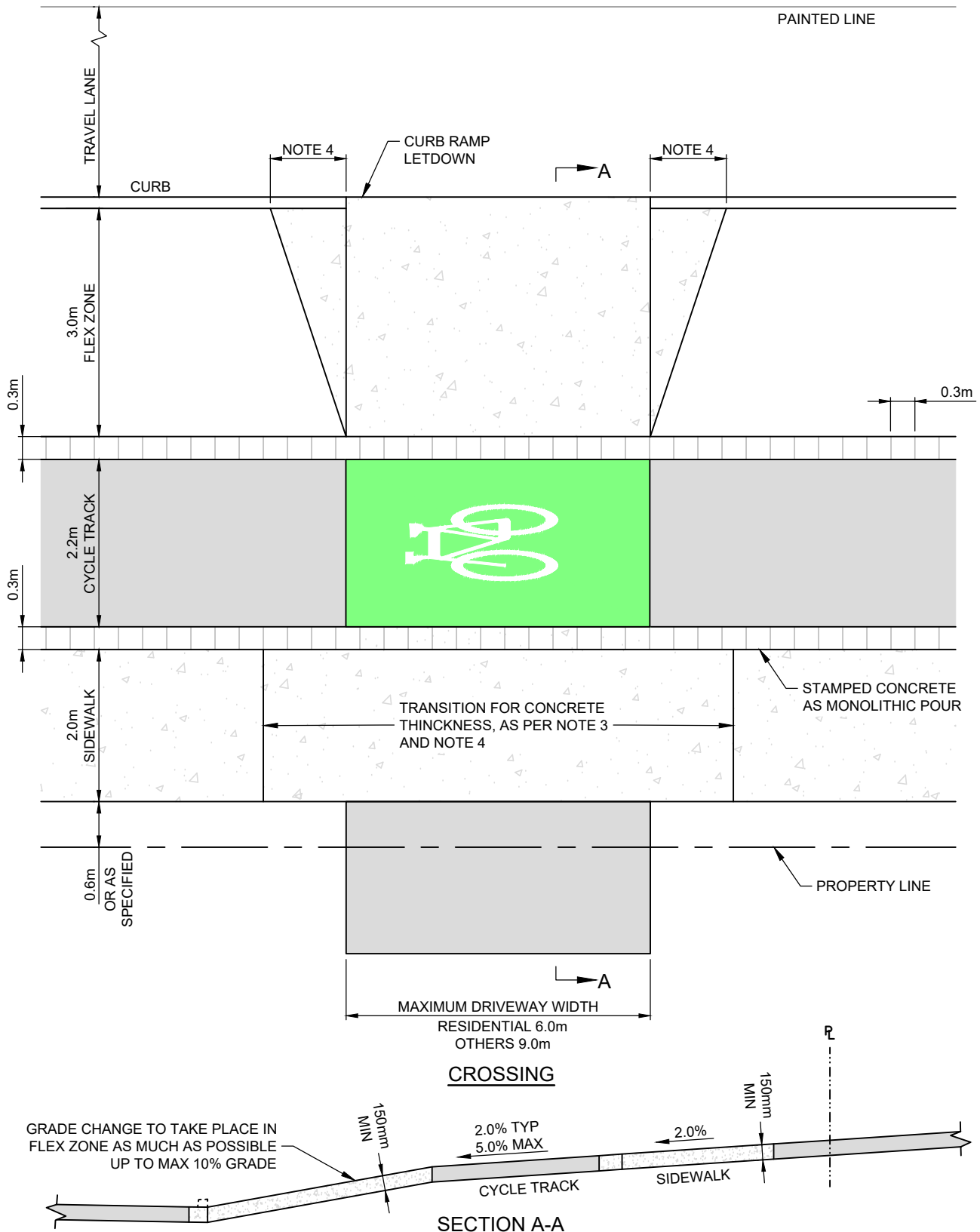
LOCAL STREET ACCESS



COLLECTOR OR ARTERIAL STREET ACCESS

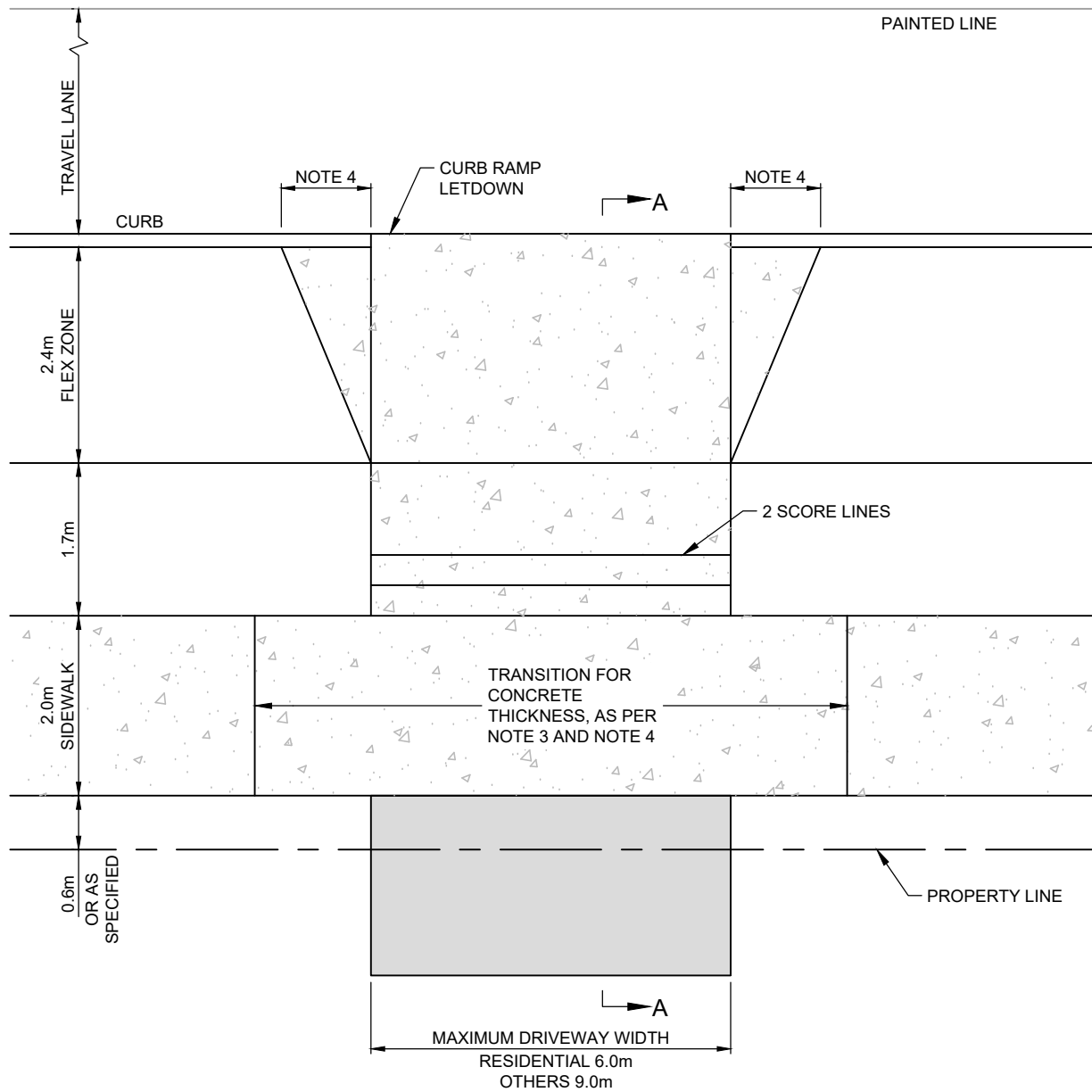
NOTES:

1. THE RISE OR FALL OF THE DRIVEWAY SHALL BEGIN BEHIND THE SIDEWALK TOWARDS THE PROPERTY.
2. SEE SECTION 8.04.4A FOR MAXIMUM SLOPES FOR DRIVEWAY EDGES AS PER SECTION 8.04.4A.
3. IN THE CASE OF SUBDIVISION WHERE A DRIVEWAY WILL PROVIDE ACCESS TO THREE OR MORE PARCELS, THE DRIVEWAY SHALL BE DESIGNED BY A PROFESSIONAL OF RECORD AS PER CITY OF NANAIMO GUIDELINES FOR THE APPROVAL, THE DESIGN AND THE CONSTRUCTION OF PRIVATELY OWNED COMMON ACCESS DRIVEWAYS.
4. PROPERTIES FRONTING ON COLLECTOR OR ARTERIAL STREETS SHOULD PROVIDE ACCESS ON THE LOWEST CLASSIFICATION OF STREET AVAILABLE.

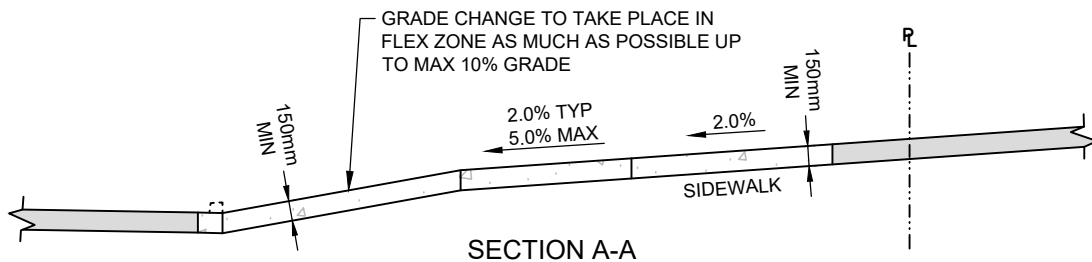


NOTES:

1. USE OF TWI's TO BE DETERMINED BY PROFESSIONAL OF RECORD.
2. CONCRETE FINISHING DETAILS AS PER STANDARD DRAWING CS-8.
3. CONCRETE SURFACES TO BE A MINIMUM THICKNESS OF 100mm AND 150mm WHERE VEHICLE TRAFFIC IS ANTICIPATED.
4. FLARE WIDTH IS TYPICALLY 1m AND INCREASED TO 2m WHEN FLEX ZONE IS LESS THAN 1m.

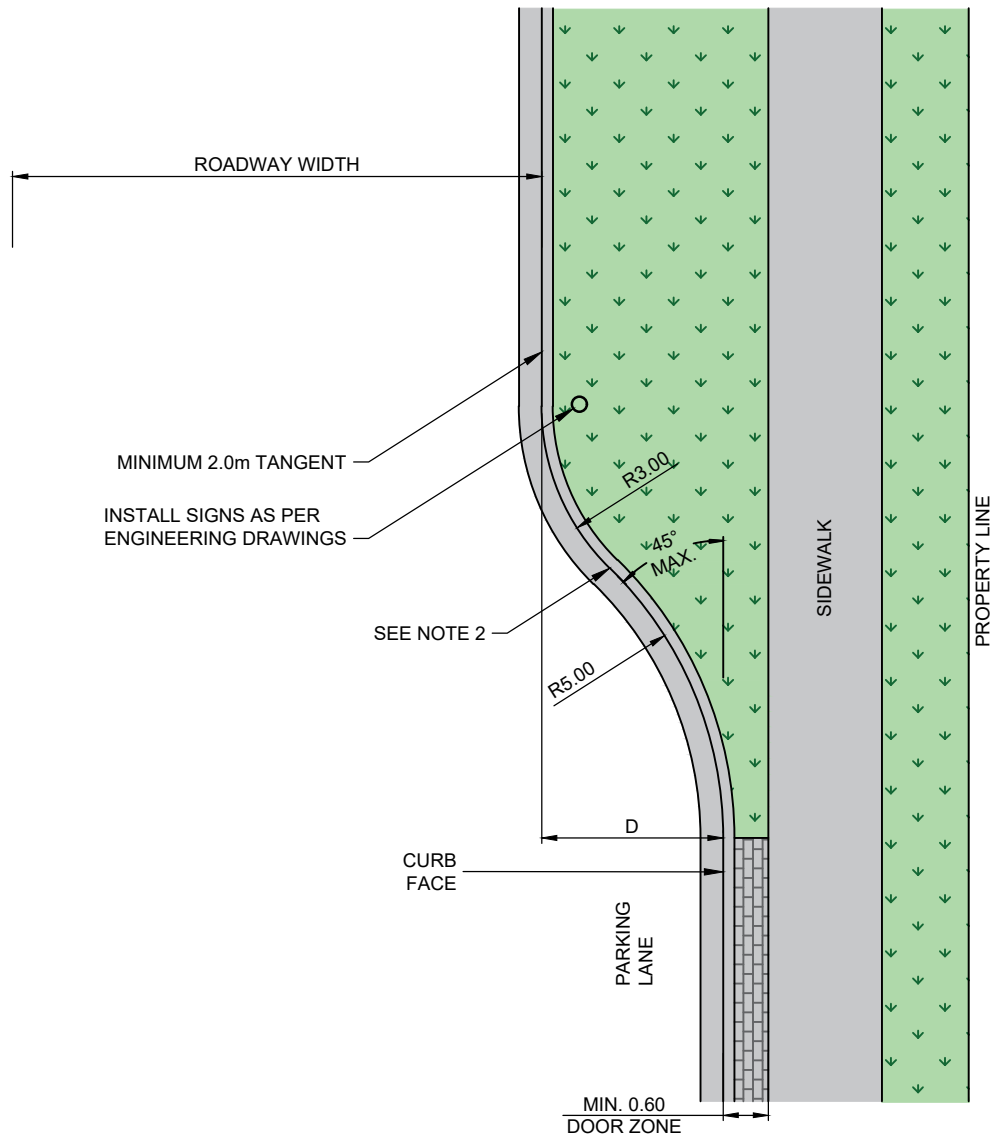


CROSSING



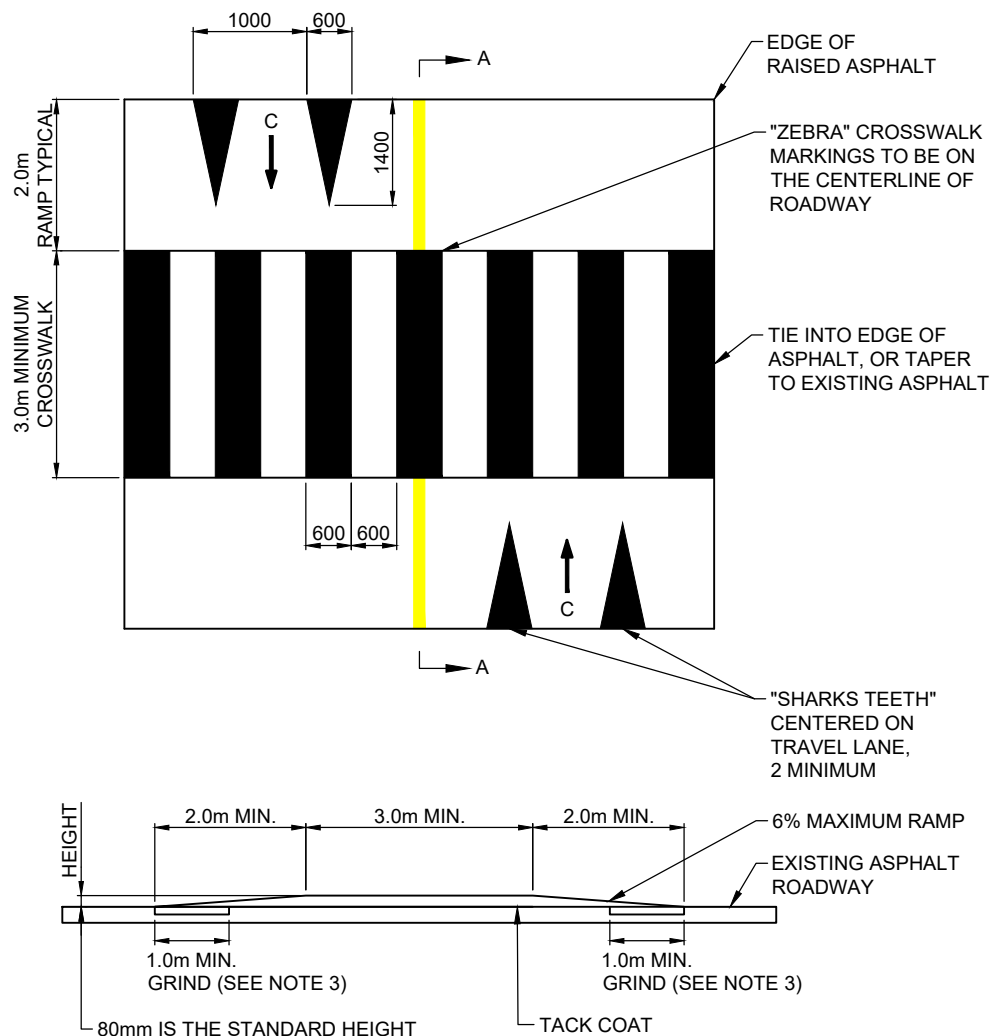
NOTES:

1. USE OF TWSI's TO BE DETERMINED BY PROFESSIONAL OF RECORD.
2. CONCRETE FINISHING DETAILS AS PER STANDARD DRAWING CS-8.
3. CONCRETE SURFACES TO BE A MINIMUM THICKNESS OF 100mm AND 150mm WHERE VEHICLE TRAFFIC IS ANTICIPATED.
4. FLARE WIDTH IS TYPICALLY 1m AND INCREASED TO 2m WHEN FLEX ZONE IS LESS THAN 1m.



NOTES:

1. "D"=DEPTH OF CURB EXTENSION SHOULD BE SIMILAR TO THE WIDTH OF THE PARKING LANE (TYPICALLY 2.4m RESIDENTIAL OR 3.0m INDUSTRIAL)
2. INCLUDE A TANGENT AT 45° TO THE CURB FACE BETWEEN RADII WHERE "D" IS GREATER THAN 2.4m.
3. BANDING, BUFFERS, OR POCKET PARKING DOOR ZONES TO USE COLOURED AND/OR STAMPED CONCRETE PER SECTION 13.0
4. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.



SECTION A-A

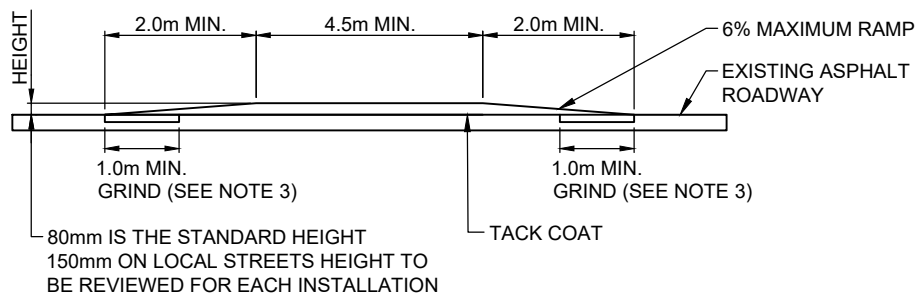
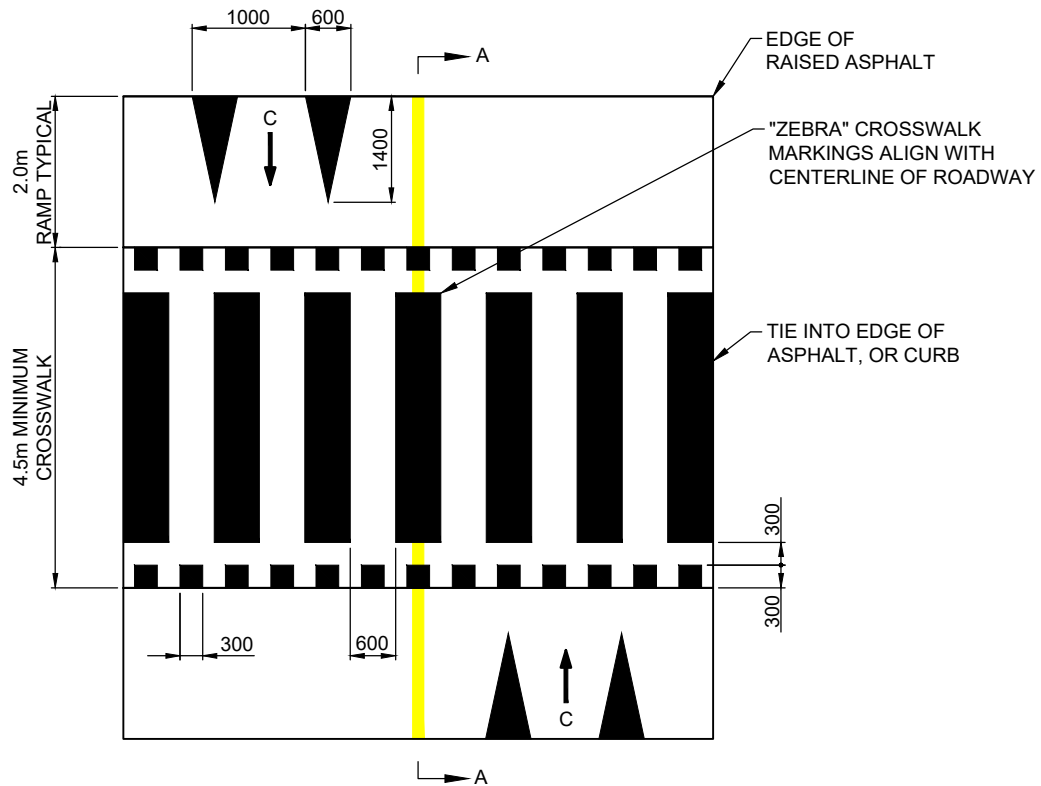
NOTE:

1. ASPHALTIC CONCRETE PAVEMENT AS PER SECTION 12.0.
2. PAVEMENT MARKINGS AS PER SECTION 8.0. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC AS PER SECTION 8.0.
3. GRIND ASPHALT 40mm IF EXISTING ASPHALT THICKNESS IS 75mm OR GREATER, OTHERWISE SAW-CUT AND REMOVE EXISTING ASPHALT. GRIND FULL WIDTH OF ROADWAY.
4. WHERE SIDEWALKS DON'T EXIST, TAPER CROSSWALK ENDS TO WALKWAY GRADE AT MAX. 5% SLOPE.
5. STORMWATER REVIEW MAYBE REQUESTED TO VERIFY CONVEYANCE AND COLLECTION OF RUNOFF. CATCH BASINS MAY BE REQUIRED.

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Dwg No: CS-28A



DRIVEWAYS AND CROSSINGS RAISED
ASPHALT CROSSWALK PEDESTRIANS



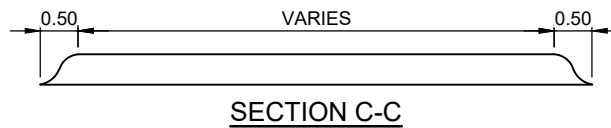
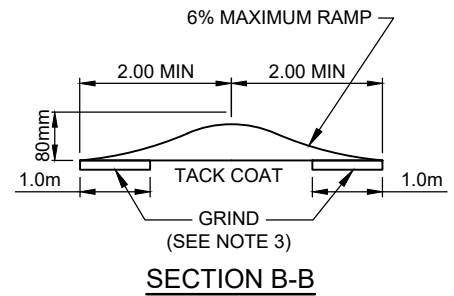
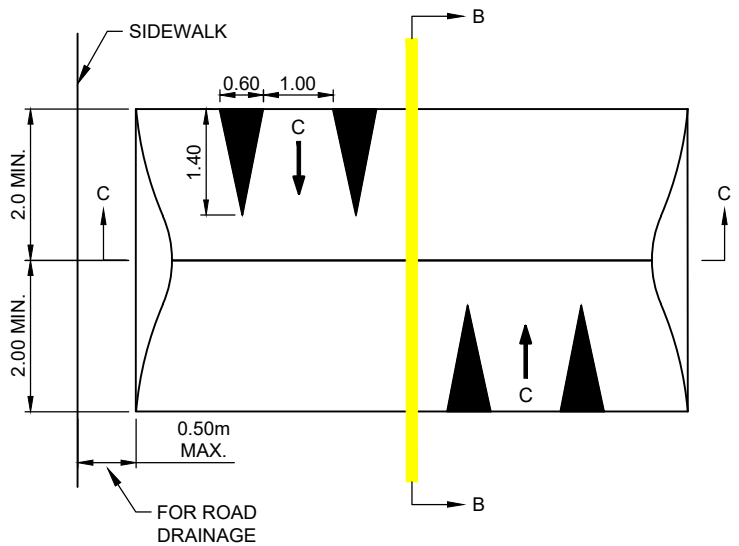
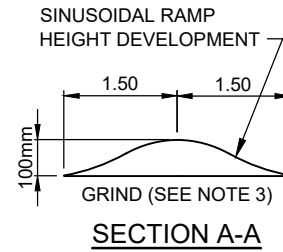
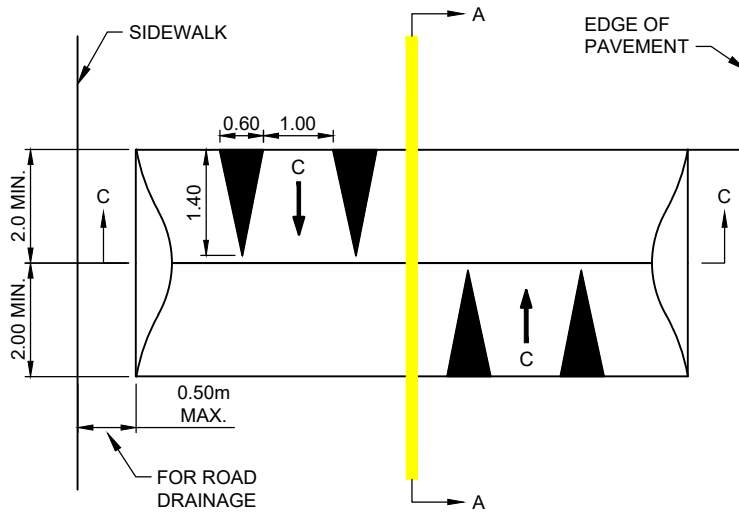
SECTION A-A

NOTE:

1. ASPHALTIC CONCRETE PAVEMENT AS PER SECTION 12.0.
2. PAVEMENT MARKINGS AS PER SECTION 8.0. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC AS PER SECTION 8.0.
3. GRIND ASPHALT 40mm IF EXISTING ASPHALT THICKNESS IS 75mm OR GREATER, OTHERWISE SAW-CUT AND REMOVE EXISTING ASPHALT. GRIND FULL WIDTH OF ROADWAY.
4. WHERE SIDEWALKS DON'T EXIST, TAPER CROSSWALK ENDS TO WALKWAY GRADE AT MAX. 5% SLOPE.
5. STORMWATER REVIEW MAYBE REQUESTED TO VERIFY CONVEYANCE AND COLLECTION OF RUNOFF. CATCH BASINS MAY BE REQUIRED.

Scale: NTS
Created: NOV 2023
Rev Date: JUNE 2026
Dwg No: CS-28B

RAISED ASPHALT MULTI-USE CROSSWALK

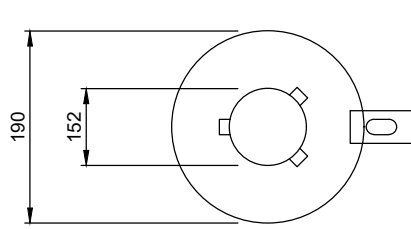


NOTES:

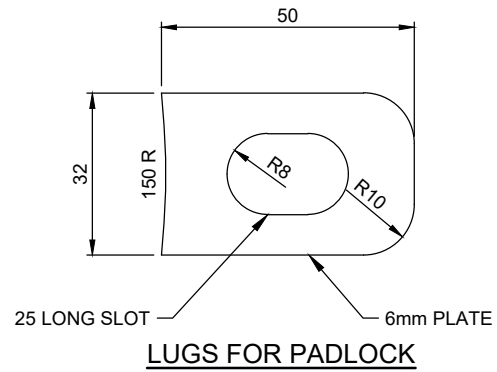
1. ASPHALT CONCRETE PAVEMENT AS PER SECTION 12.0.
2. PAVEMENT MARKINGS AS PER SECTION 8.0. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC AS PER SECTION 8.0.
3. GRIND ASPHALT 40mm IF EXISTING ASPHALT THICKNESS IS 75mm OR GREATER, OTHERWISE SAW-CUT AND REMOVE EXISTING ASPHALT. GRIND FULL WIDTH OF ROADWAY.

Scale:	NTS
Created:	AUG 2022
Rev Date:	JUNE 2026
Dwg No:	CS-29

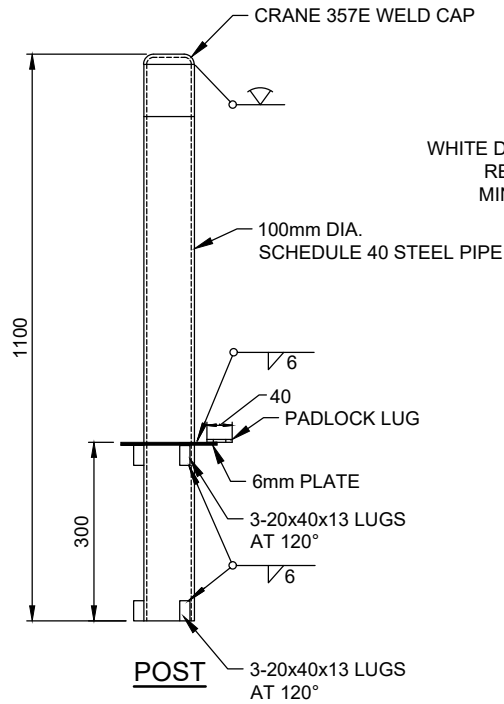
DRIVEWAYS AND CROSSINGS
SPEED HUMP AND SPEED BUMP DETAIL



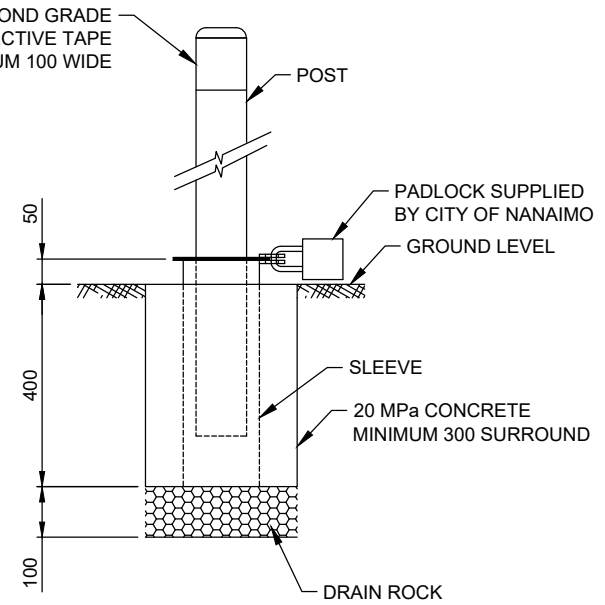
PLAN



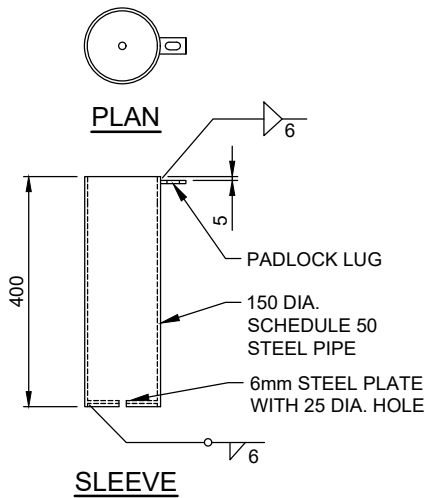
LUGS FOR PADLOCK



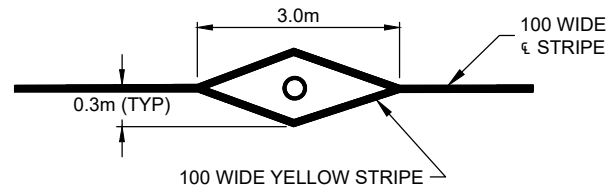
POST



ASSEMBLY



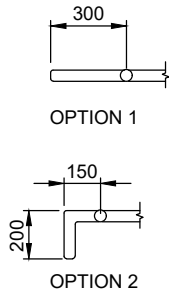
SLEEVE



**CENTRE BARRIER POST
PAVEMENT MARKING**

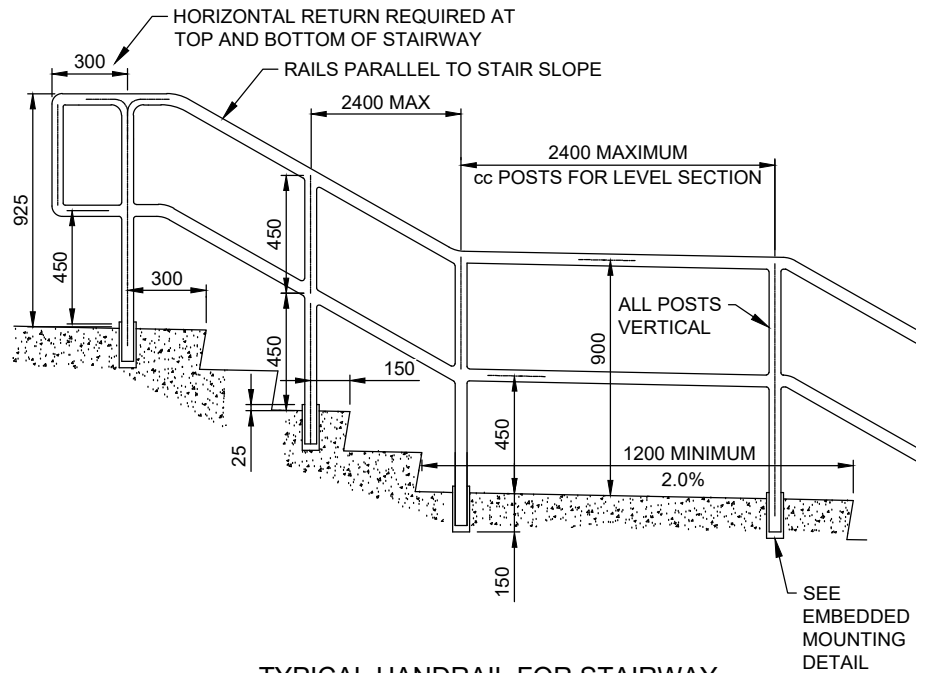
NOTES:

1. FOR USE ON MULTI-USE PATHWAYS, AND MULTI-USE TRAILS OR WHEN NECESSARY TO PREVENT VEHICLE ACCESS.
2. ALL STEEL TO BE BLACK POWDER COATED TO ASTM D7803.
3. PADLOCK TO BE INSTALLED IN THE DIRECTION OF THE TRAVEL AND NOT ON THE SIDE BLOCKING THE THROUGH ZONE.
4. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

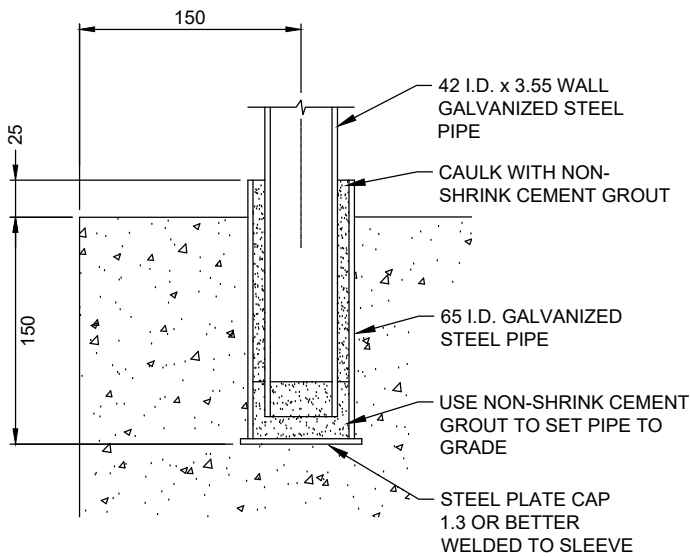


NOTE:
OPTION 2 TO BE USED
WHEN OPTION 1 CANNOT
BE INSTALLED WITHOUT
ENCROACHING ON
PEDESTRIAN SIDEWALK
OR WALKWAY.

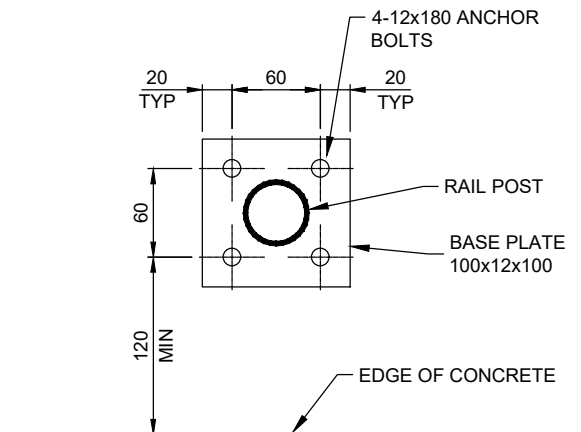
HANDRAIL END PLAN VIEW OPTIONS 1 & 2



TYPICAL HANDRAIL FOR STAIRWAY



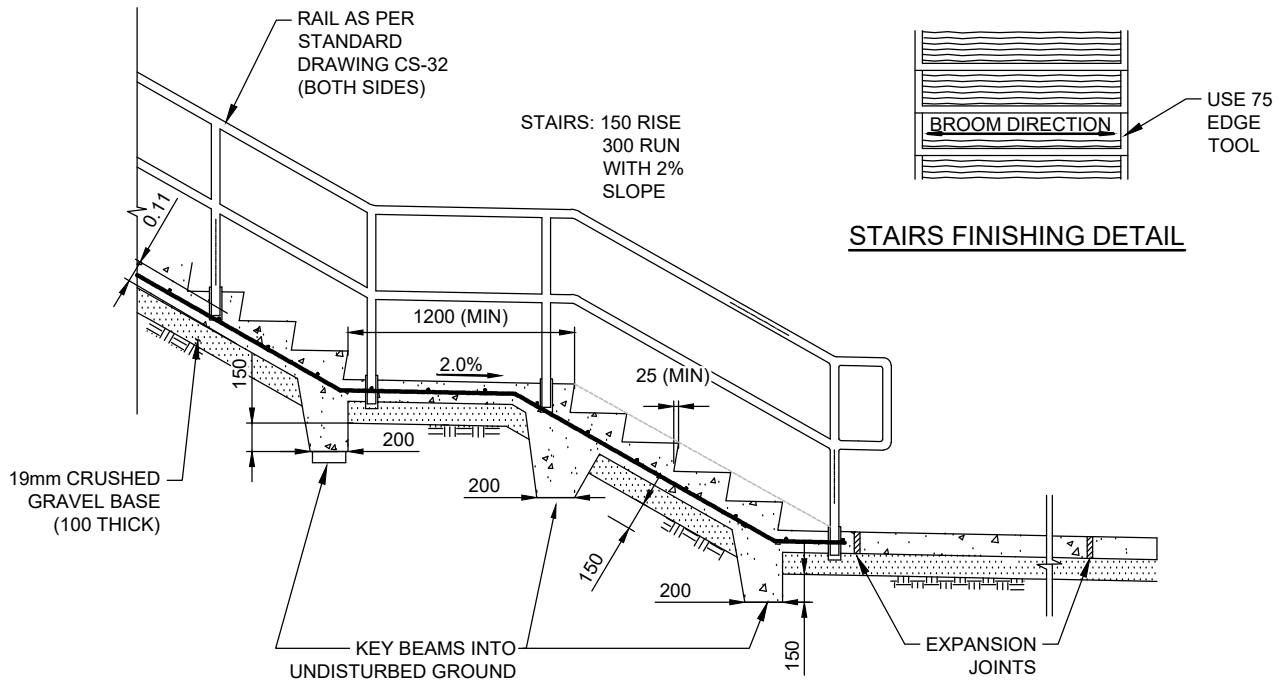
EMBEDDED MOUNTING



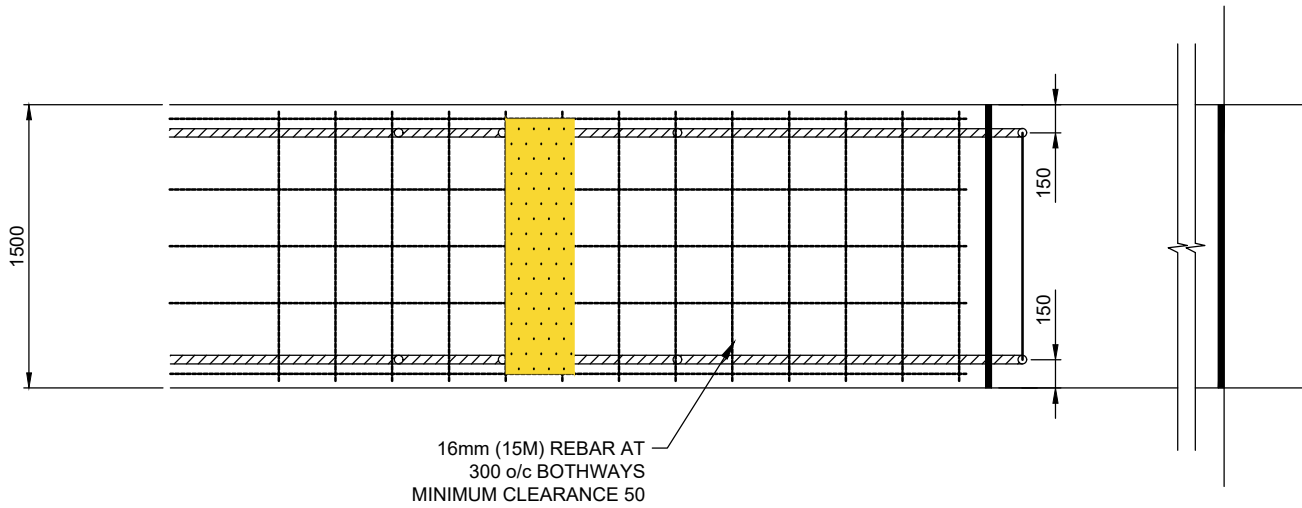
ATTACHED MOUNTING

NOTES:

1. ALL HANDRAILS SHALL BE FABRICATED FROM 42 I.D. x 3.55 WALL STEEL PIPE.
2. ALL JOINTS SHALL BE MITRED, WELDED ALL AROUND AND FILED SMOOTH.
3. ALL BENDS SHALL BE SMOOTH CIRCULAR CURVES.
4. ALL COMPONENTS SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION TO CSA - 6164.
5. ALL STEEL TO BE BLACK POWER COATED TO ASTM D7803.
6. HANDRAILS REQUIRED ON BOTH SIDES OF STAIRWAY.
7. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.
8. SHOP DRAWINGS TO BE APPROVED BY THE PROFESSIONAL OF RECORD.

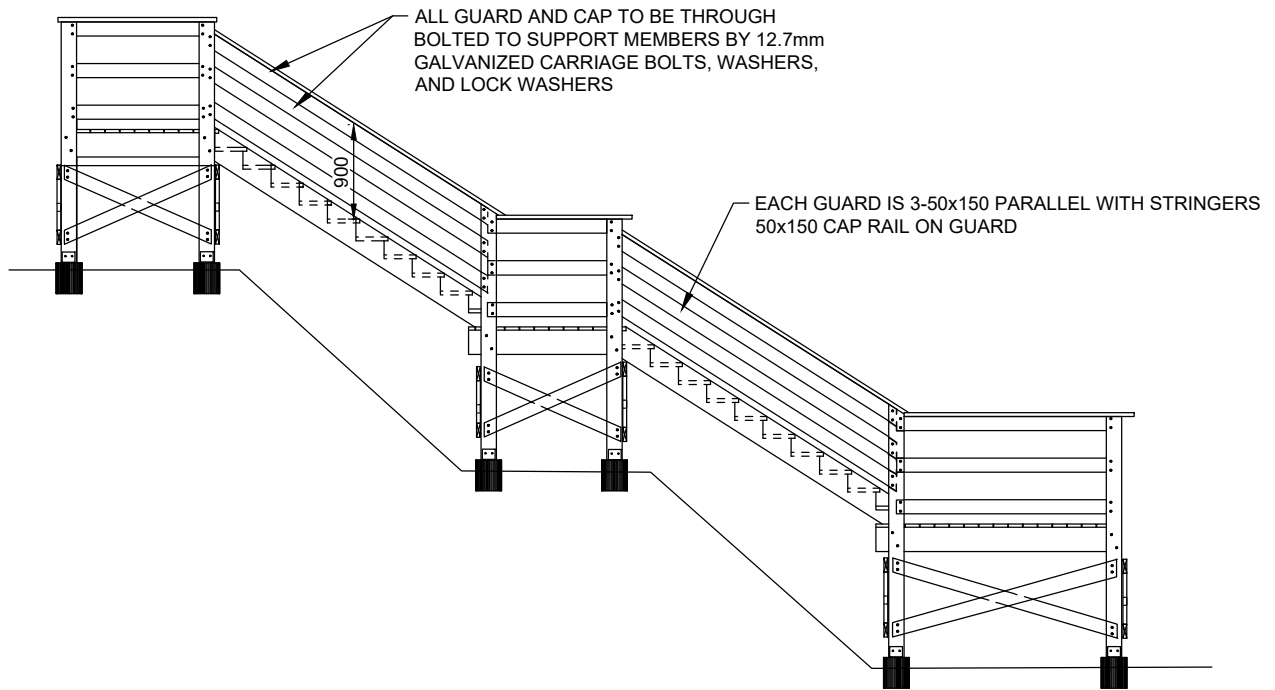


CONCRETE STAIRWAY ELEVATION

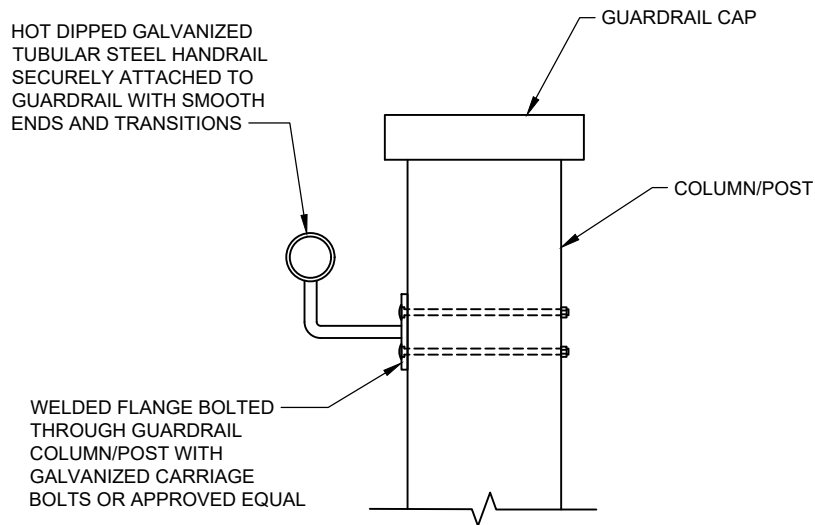


NOTES:

1. DESIGN CRITERIA AS PER SECTION 8.16.
2. CONCRETE MIX DESIGN CRITERIA AS PER SECTION 11.0.
3. REINFORCING BARS TO CSA G30.18 GRADE 400.
4. HANDRAIL DETAILS AS PER STANDARD DRAWING CS-32.
5. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.
6. TWSIs TO BE INSTALLED AT EVERY STAIR LANDING AS PER SECTION 8.0.
7. LIGHTING LEVELS AS PER SECTION 10.0.
8. DESIGN DRAWINGS TO SUIT SITE CONDITIONS ARE BY PROFESSIONAL OF RECORD.



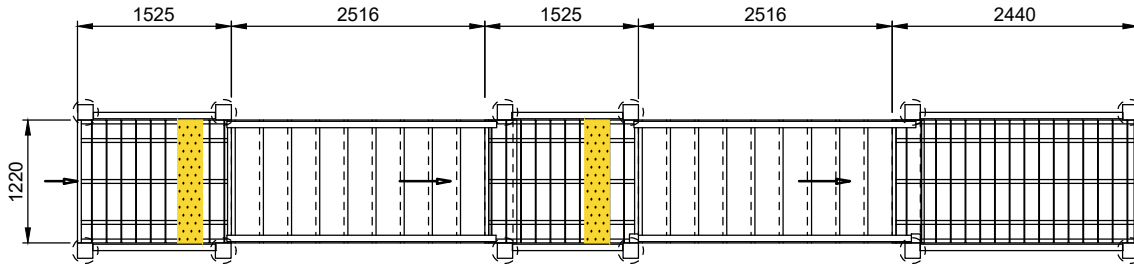
WOODEN STAIRWAY ELEVATION



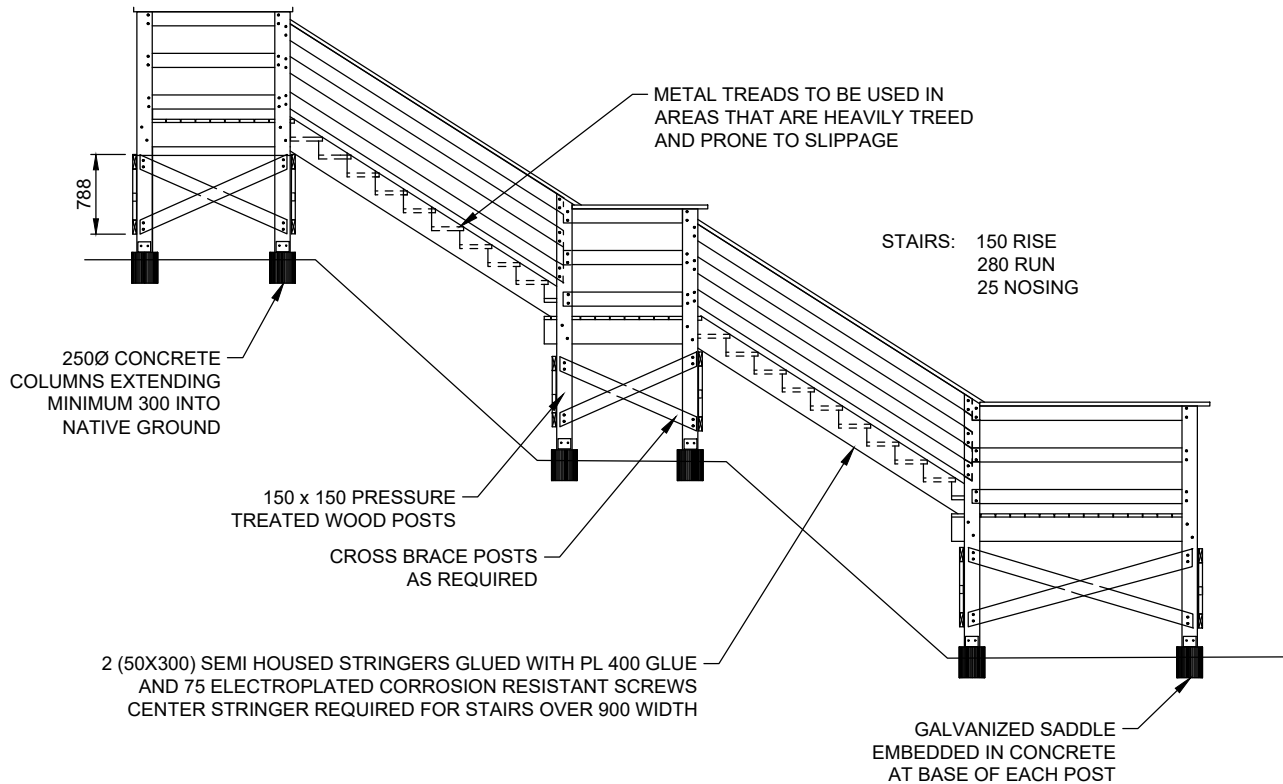
TYPICAL HANDRAIL SECTION

NOTES:

1. ALL TIMBER TO BE PRESSURE TREATED OR APPROVED EQUAL.
2. ALL GUARDRAILS TO BE CONSTRUCTED AS SHOWN.
3. GUARDRAILS REQUIRED ON BOTH SIDES OF STAIRWAY.
4. NO NAILS ON EXTERIOR DECK. SCREWS ONLY FOR ATTACHING CAP RAIL AND POSTS.
5. HANDRAILS TO BE INSTALLED ON STAIRS WITH MORE THAN THREE RISERS.
6. HANDRAILS MUST BE GRASPABLE 864mm (34 in) MIN - 1067mm (42 in) MAX. MEASURED VERTICALLY FROM STAIR NOSING LINE.
7. HANDRAILS TO BE HOT DIPPED GALVANIZED STEEL TUBULAR SECTION 48mm DIA x 3.55mm WALL OR APPROVED EQUAL.
8. STAIRWAY DETAILS AS PER STANDARD DRAWING CS-35.
9. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.
10. DESIGN DRAWINGS FOR SITE CONDITIONS ARE BY PROFESSIONAL OF RECORD.



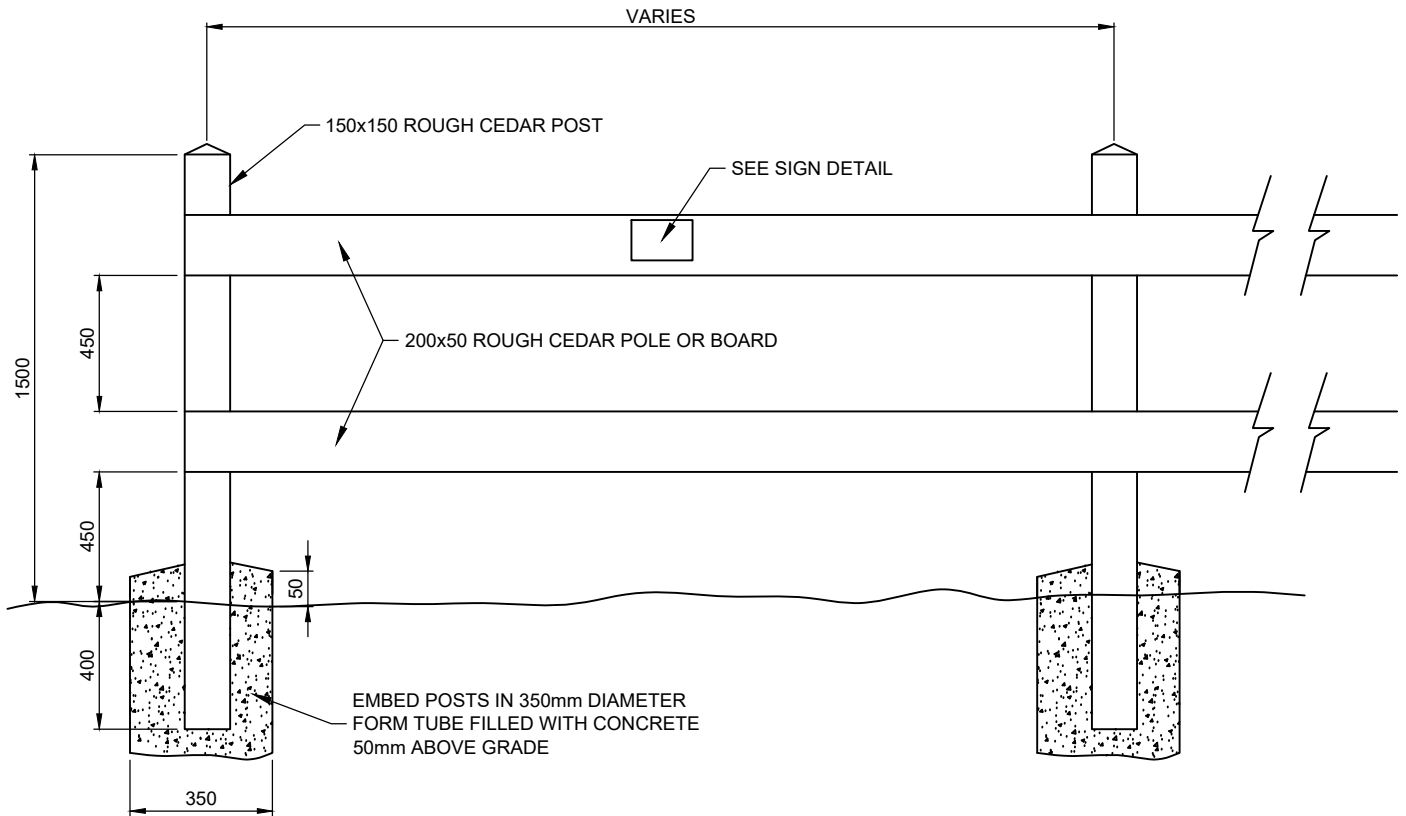
WOODEN STAIRWAY PLAN



WOODEN STAIRWAY ELEVATION

NOTES:

1. ALL TIMBER TO BE PRESSURE TREATED OR APPROVED EQUAL.
2. VEGETATION CLEARANCE TO BE 0.5m MINIMUM HORIZONTAL AND 2.0m VERTICAL.
3. ENSURE ADEQUATE SIGHTLINES ON CORNERS.
4. RESIDENTIAL BUFFER TO BE 5.0m.
5. GUARDRAIL AND HANDRAIL DETAILS AS PER STANDARD DRAWING CS-34.
6. STRUCTURAL CERTIFICATION REQUIRED WITH STAIR DESIGN SUBMISSION AUTHENTICATED BY PROFESSIONAL OF RECORD.
7. TWSIs TO BE INSTALLED AS PER SECTION 8.
8. ENGINEERED ALTERNATIVES FOR STAIR FOOTINGS MAY BE APPROVED.
9. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
10. DESIGN DRAWINGS FOR SITE CONDITIONS ARE BY PROFESSIONAL OF RECORD.



NOTES:

1. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. TO BE INSTALLED AT EDGE OF SLOPE, OFFSET 0.5m FROM EDGE OF PATHWAY
3. WHEN INSTALLED AS AN AQUATIC SETBACK FENCE, THE FOLLOWING MUST BE COMPLETED:
 - a) TO BE INSTALLED AT THE EDGE OF ALL AQUATIC SETBACK BOUNDARIES TO ENSURE THE SETBACK IS DELINEATED.
 - b) SIGN TO BE MOUNTED TO FENCE TO ENSURE THE SETBACK AREA IS PROTECTED.
 - c) SIGN TO BE INSTALL AT THE REAR OF EVERY LOT BACKING ONTO THE SETBACK AREA OR AT A 30m SPACING.

**Environmentally
Protected Area**

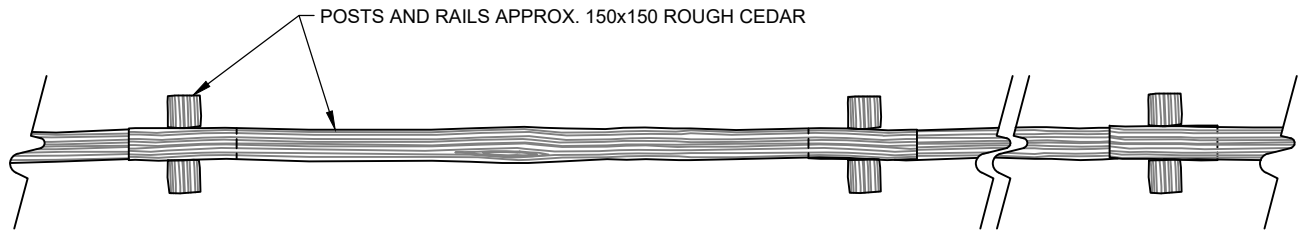


ENVIRONMENTALLY PROTECTED AREA SIGN

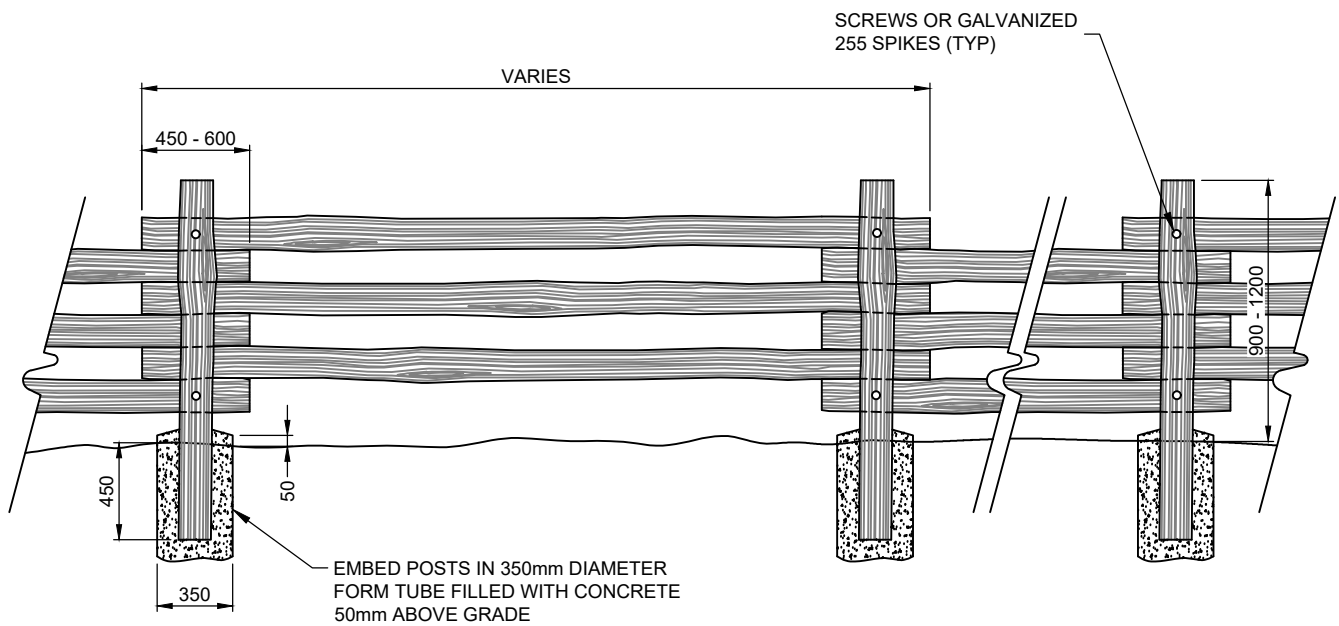


**FENCES AND GATES
WOOD RAIL**

Scale: NTS
Created: NOV 2012
Rev Date: JUNE 2026
Dwg No: CS-36



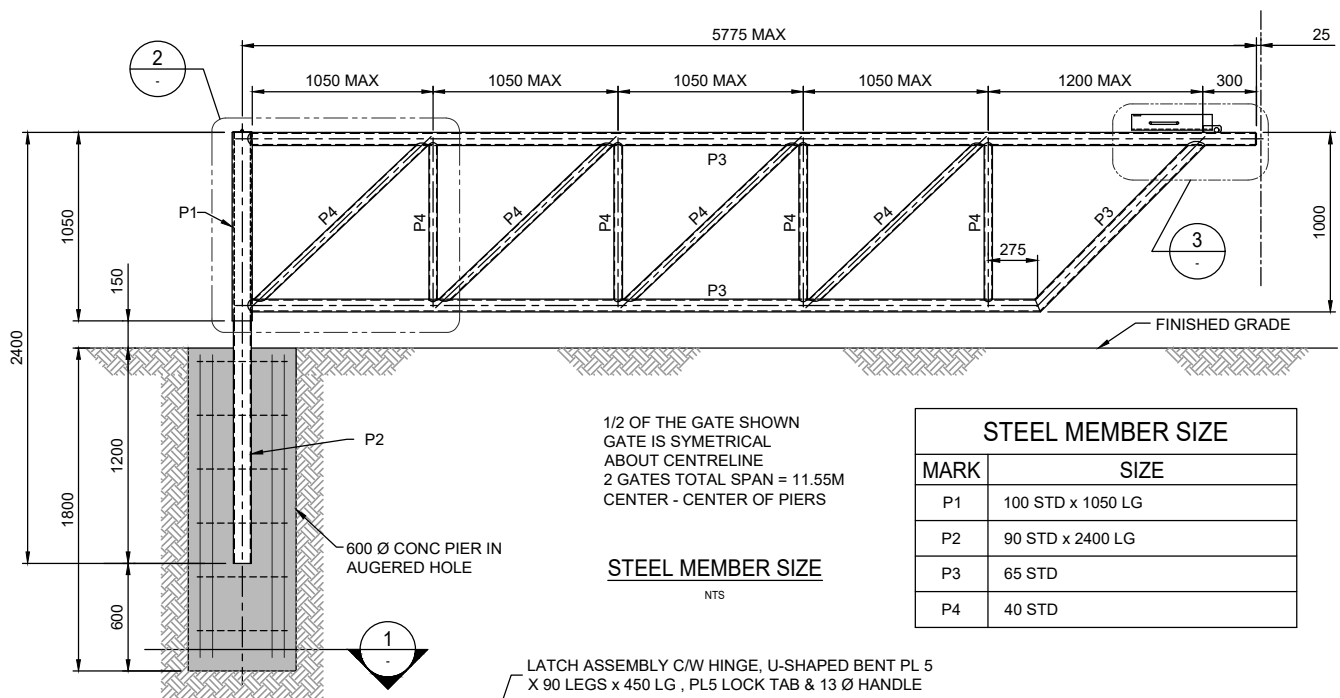
SPLIT RAIL FENCE PLAN



SPLIT RAIL FENCE ELEVATION

NOTES:

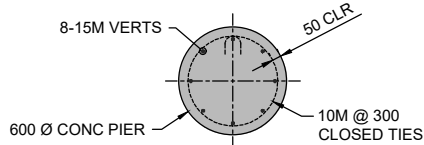
1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED.
2. TOP OF POSTS TO BE SECURED TOGETHER WITH WIRE.
3. CONCRETE AS PER SECTION 11.0.



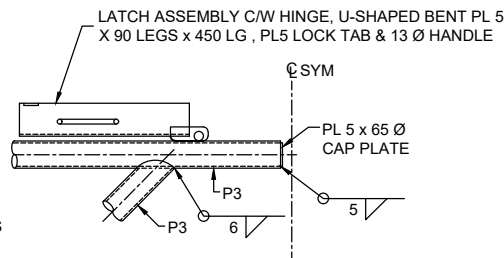
STEEL MEMBER SIZE	
MARK	SIZE
P1	100 STD x 1050 LG
P2	90 STD x 2400 LG
P3	65 STD
P4	40 STD

STEEL MEMBER SIZE

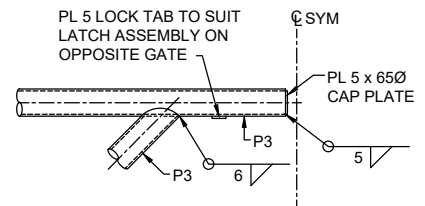
NTS



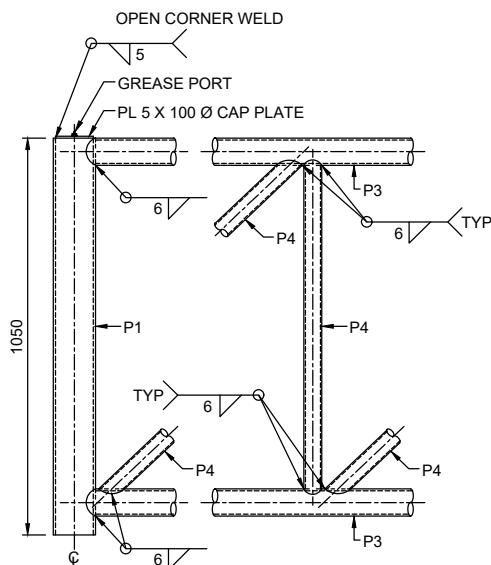
1 SECTION
NTS



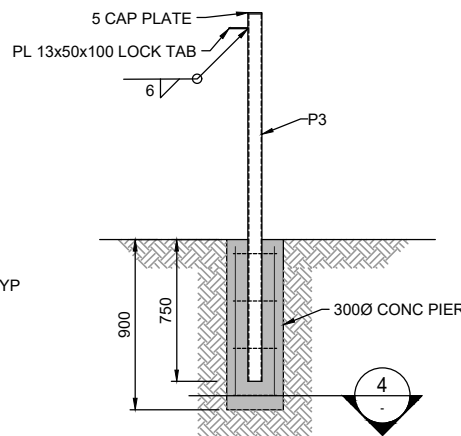
3a LATCH GATE DETAIL
NTS



3b NON-LATCH GATE DETAIL
NTS

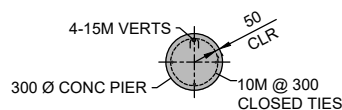


2 GATE DETAIL
NTS



GATE CATCH POST ELEVATION

NTS



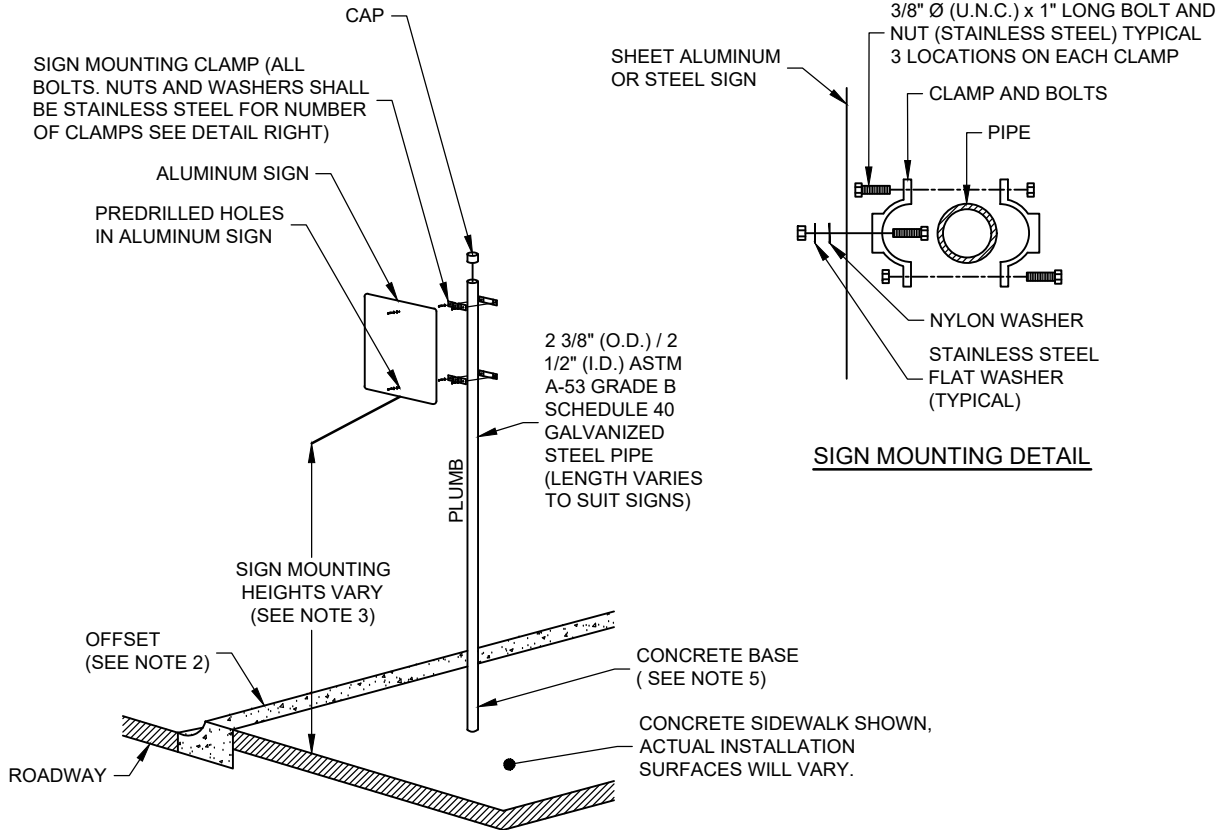
4 SECTION
NTS

NOTES:

- ALL DIMENSION IN MILLIMETERS UNLESS OTHERWISE NOTED.
- DESIGN AND REVIEW BY A PROFESSIONAL OF RECORD.
- CONCRETE PIER IS CLASS F-1, PER SECTION 11.0.
- STEEL PIPE TO ASTM-A53, GRADE B, STANDARD WEIGHT, SEAMLESS, BLACK.
- STEEL PLATE TO CAN/CSA-G40.21 GRADE 300W.
- STEEL SURFACES SHALL BE BLAST CLEANED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS PRIOR TO PAINTING.
- EXPOSED STEEL SURFACES SHALL BE PAINTED WITH A BASE COAT OF BRIGHT YELLOW ENAMEL RUST PAINT. GATE IS SHOWN WITH MAXIMUM SPAN. ADJUST DIMENSIONS TO SUIT SITE CONDITIONS BUT DO NOT EXCEED MAXIMUM MEMBER SPACING INDICATED ON THE ELEVATION.
-

Scale: NTS
Created: MAY 2025
Rev Date: JUNE 2026
Dwg No: CS-38

FENCES AND GATES PARK GATE

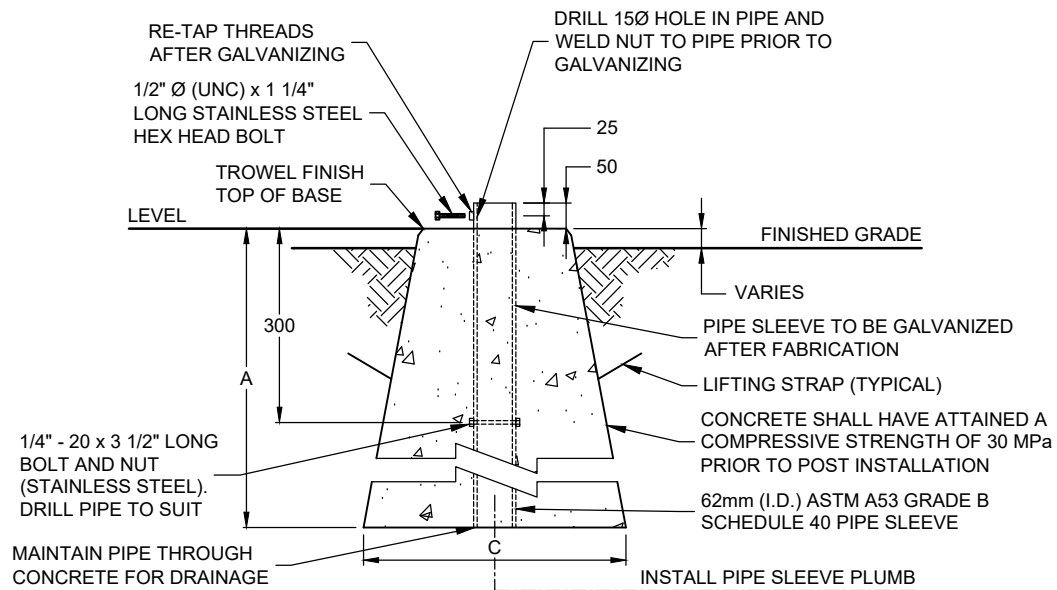
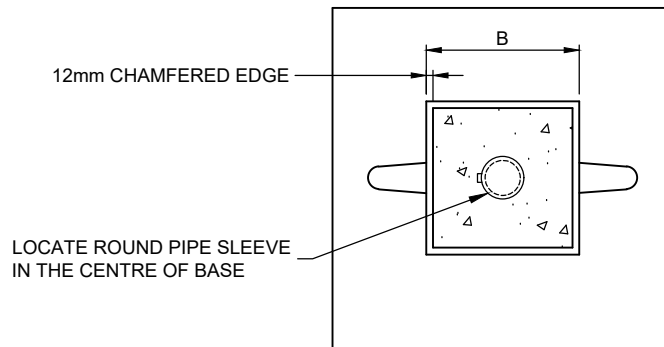


SIGN HEIGHT	NUMBER OF CLAMPS
UP TO 750 HIGH	2
751 TO 1250 HIGH	3

MAXIMUM SIGN WIDTH
915

NOTES:

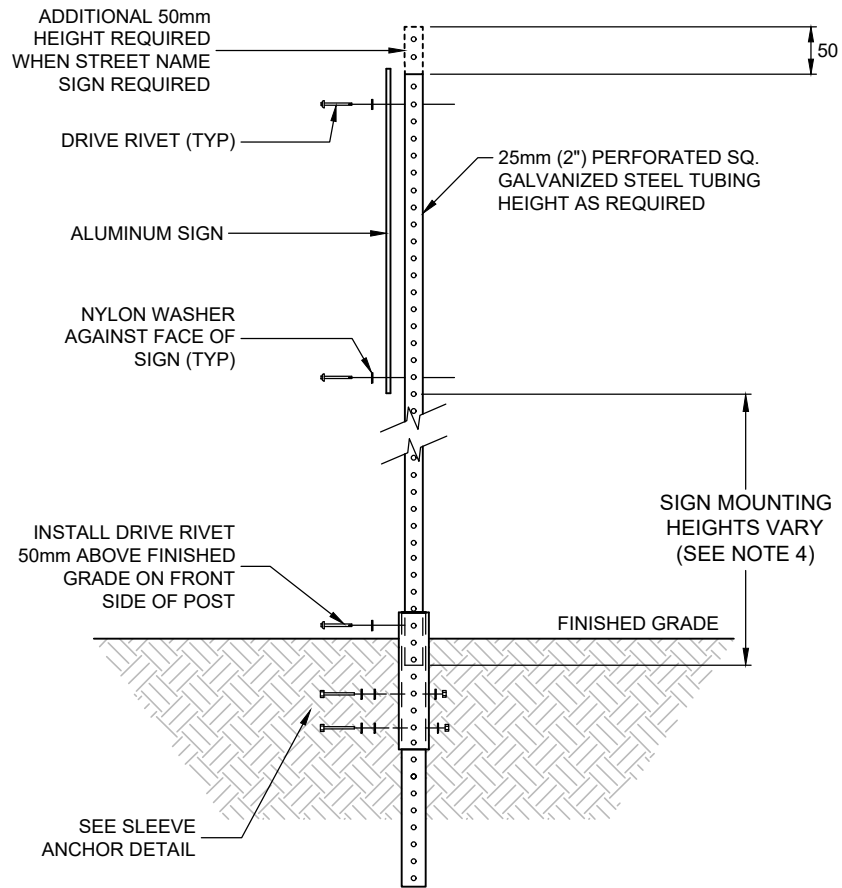
- SIGN POSTS ARE TO BE ABSOLUTELY PLUMB.
- SIGN TO BE INSTALLED SO THAT A MINIMUM OF 300mm CLEARANCE IS PROVIDED BETWEEN THE SIGN EDGE AND THE FACE OF CURB.
- THE BOTTOM OF SIGN HEIGHT OF THE LOWEST SIGN SHALL BE AS FOLLOWS:
 - 2.0m ABOVE THE FINISHED SURFACE, OR
 - 2.1m ABOVE THE SIDEWALK OR WALKING SURFACE WHERE PEDESTRIAN TRAFFIC IS LIKELY, OR
 - 2.5m ABOVE THE CYCLE PATH OR WALKING SURFACE WHERE CYCLING TRAFFIC IS LIKELY.
 - EXCEPT FOR OBJECT MARKER SIGNS WHICH SHALL BE INSTALLED WITH THE BOTTOM OF SIGN 0.45m ABOVE THE FINISHED SURFACE.
- ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.
- REFER TO STANDARD DRAWING CS-40B FOR CONCRETE BASE DETAILS. THE SPECIFICATIONS WILL DEPEND ON THE APPLICATION.



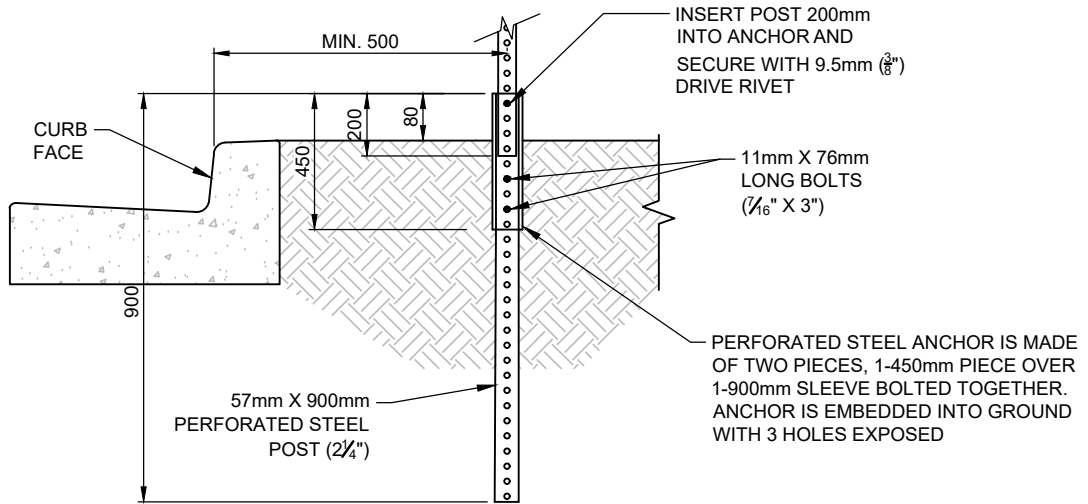
BASE TYPE	APPLICATION	APPLICATION MASS	VOLUME OF CONCRETE	A	B	C
a	SINGLE POST SIGNS IN PAVED ISLANDS OR CONCRETE SIDEWALKS	34 kg	0.015 m³	400	160	230
b	SINGLE OR TWO POST SIGNS IN GRAVEL SHOULDER UP TO 1.0 x 1.2m	166 kg	0.068 m³	470	300	460
c	TWO POST SIGNS IN GRAVEL SHOULDER UP TO 1.0 x 1.2m <= 1.2 x 2.4m	390 kg	0.16 m³	750	330	600

NOTES:

1. CAUTION MUST BE TAKEN TO ENSURE THAT NO CONCRETE OR DEBRIS GET INSIDE THE SLEEVE.
2. THE SLEEVE IS TO BE ABSOLUTELY PLUMB.
3. CYLINDRICAL BASES MAY BE USED WITH PRIOR WRITTEN PERMISSION FROM THE CITY AND MUST MEET MASS AND VOLUME REQUIREMENT SHOWN ABOVE.
4. FOR CAST IN PLACE CONCRETE AS PER SECTION 11.0.
5. REFER TO STANDARD DRAWING CS-40A FOR MINIMUM OFFSETS.
6. BASE SHALL BE INSTALLED 25mm ABOVE FINISHED GRADE EXCEPT WHEN INSTALLED IN SIDEWALK IT SHALL BE FLUSH WITH TOP OF SIDEWALK WITH NO CHAMFERED EDGE.
7. LANDSCAPING AS PER SECTION 14.0.



PERFORATED STEEL SIGN POST



SLEEVE ANCHOR DETAIL

NOTES:

1. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. SIGN POSTS ARE TO BE ABSOLUTELY PLUMB.
3. SIGN POSTS TO BE INSTALLED MINIMUM 500mm FROM FACE OF CURB.
4. FOR TRAFFIC SIGN REQUIREMENTS, REFER TO CS-40A.
5. USE OF PERFORATED STEEL SIGN POST REQUIRES APPROVAL BY THE CITY ENGINEER.

DRILL AND TAP POLE TO
SUIT. COAT HOLES WITH
COLD GALVANIZING
COMPOUND. (TYPICAL)

SHEET ALUMINUM SIGN

NYLON WASHER
AGAINST SIGN FACE
(TYPICAL)

STAINLESS STEEL
WASHER (TYPICAL)

3/8"Ø (U.N.C.) x 1" LONG
STAINLESS STEEL HEX
HEAD BOLT. (TYPICAL)
SEE TABLE ABOVE

MAXIMUM 1-750W x
900H SIGN PER POLE
(0.675m² OF SIGN AREA)

50

OPTIONAL TAB.
MAXIMUM 1-750W x 300H
SIGN PER POLE
(0.225m² OF SIGN AREA)



**SIGN MOUNTING
BY BOLTING**

STAINLESS STEEL BUCKLE
(BAND-IT NO. C255) TYPICAL

5/8" STAINLESS STEEL BANDING
(BAND-IT NO. C205) TYPICAL

STAINLESS STEEL SIGN MOUNTING
BRACKET C/W BOLT AND WASHER
(BAND-IT NO. D021) TYPICAL

NYLON WASHER
AGAINST SIGN FACE
(TYPICAL)

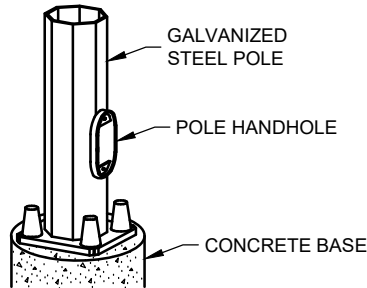
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GALVANIZED
STEEL POLE

**SIGN MOUNTING
BY BANDING**

INSTALL BANDING
WITH BAND-IT TOOL

SIGN MOUNTING
HEIGHTS VARY
(SEE NOTE 3)



ELEVATION

ROADWAY

SIGN MOUNTING DETAIL

SIGN HEIGHT	NUMBER OF BOLTS
UP TO 750 HIGH	2
751 TO 1250 HIGH	3

MAXIMUM SIGN WIDTH
915

NOTES:

- SEE STANDARD DRAWINGS IN SECTION 10.0 FOR SIGNAL POLE OR LUMINAIRE POLE DETAILS.
- THE BOTTOM OF SIGN HEIGHT OF THE LOWEST SIGN SHALL BE AS FOLLOWS:
 - 2.0m ABOVE THE FINISHED SURFACE, OR
 - 2.1m ABOVE THE SIDEWALK OR WALKING SURFACE WHERE PEDESTRIAN TRAFFIC IS LIKELY, OR
 - 2.5m ABOVE THE CYCLE PATH OR WALKING SURFACE WHERE CYCLING TRAFFIC IS LIKELY.
 - EXCEPT FOR OBJECT MARKER SIGNS WHICH SHALL BE INSTALLED WITH THE BOTTOM OF SIGN 0.45m ABOVE THE FINISHED SURFACE.
- ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.