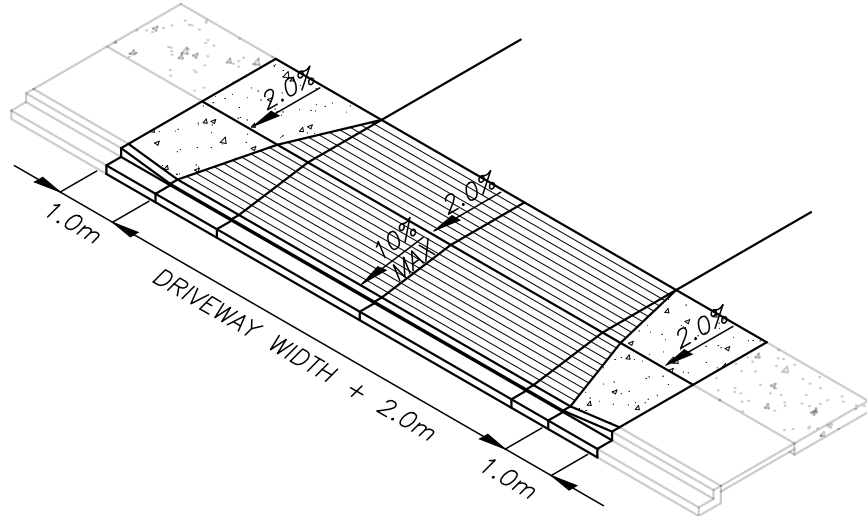
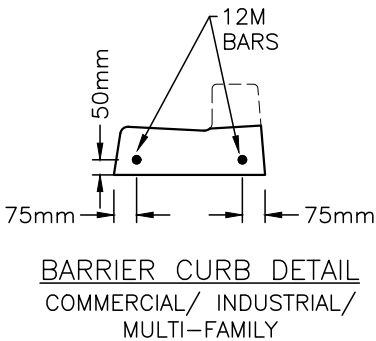
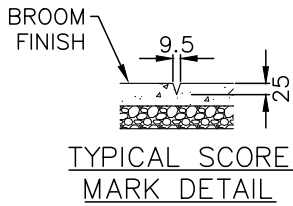
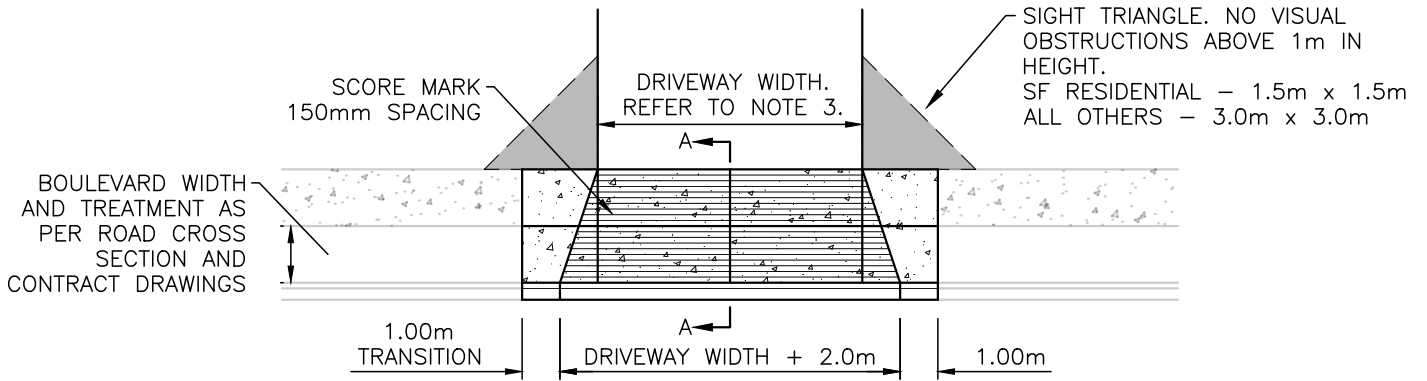
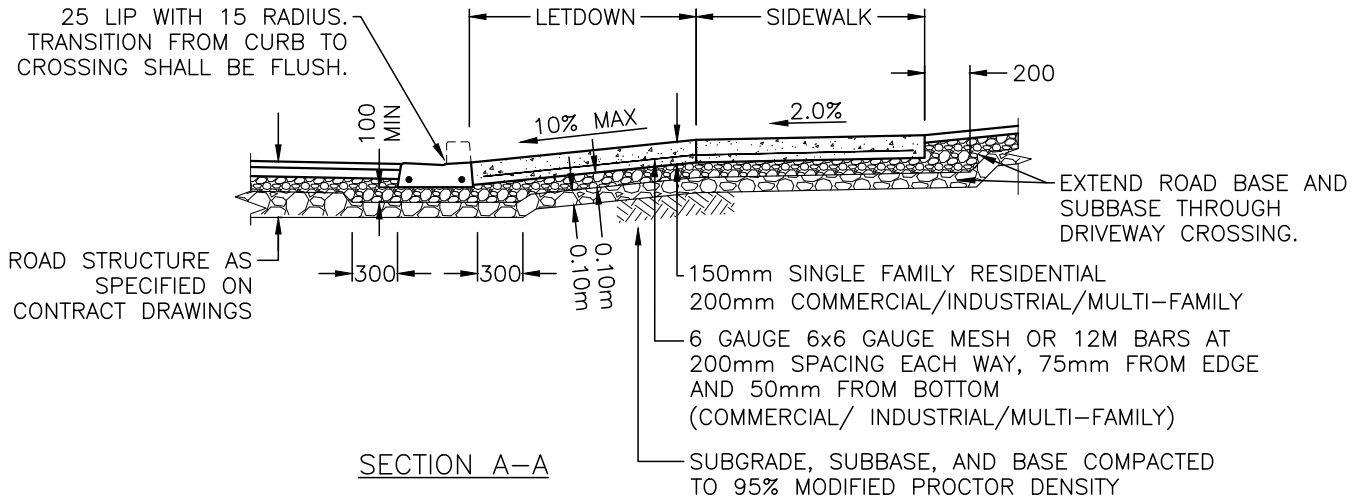


BYLAW NOTE



25 LIP WITH 15 RADIUS.
TRANSITION FROM CURB TO
CROSSING SHALL BE FLUSH.



NOTES:

1. DRIVEWAYS TO BE ORIENTATED AT 90° TO CURB, UNLESS OTHERWISE APPROVED.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
3. REFER TO BYLAW 7900 FOR DRIVEWAY WIDTHS. UPON DEMONSTRATED NEED (TURN PATH ANALYSIS OR CAPACITY ANALYSIS), A VARIANCE TO THESE STANDARDS MAY BE CONSIDERED BY CITY ENGINEER.

STANDARD
DETAIL
DRAWING

DATE:
SEPT 12/22

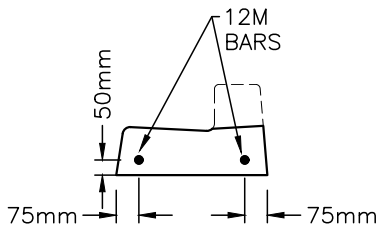
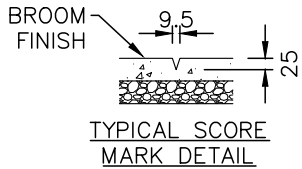
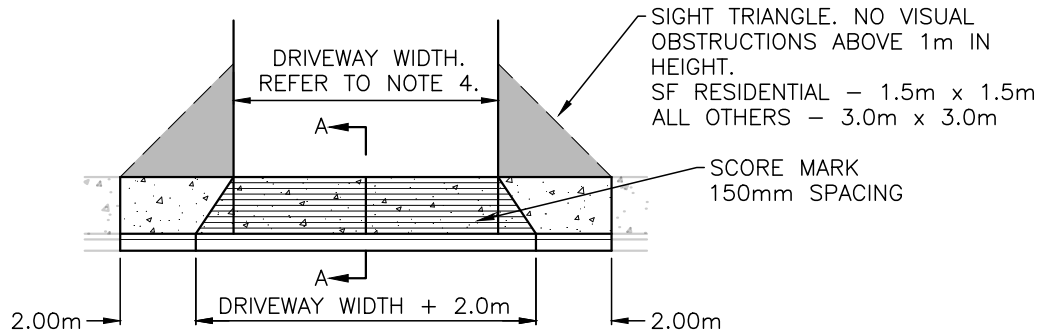
SCALE:
NTS

DRIVEWAY CROSSING FOR
BARRIER CURBS
SEPARATE SIDEWALK AND LETDOWN

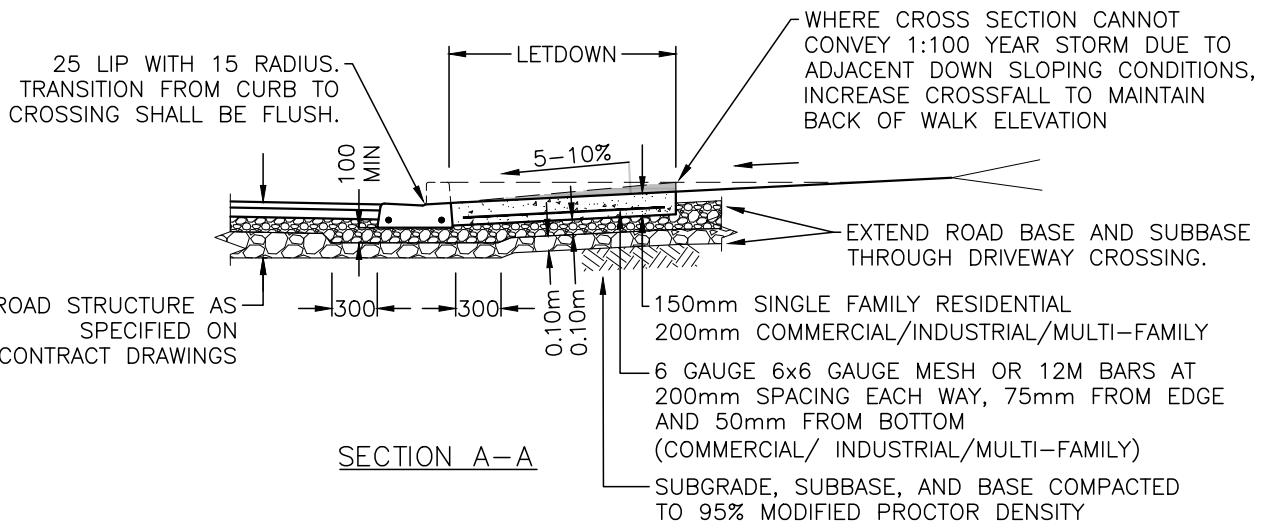
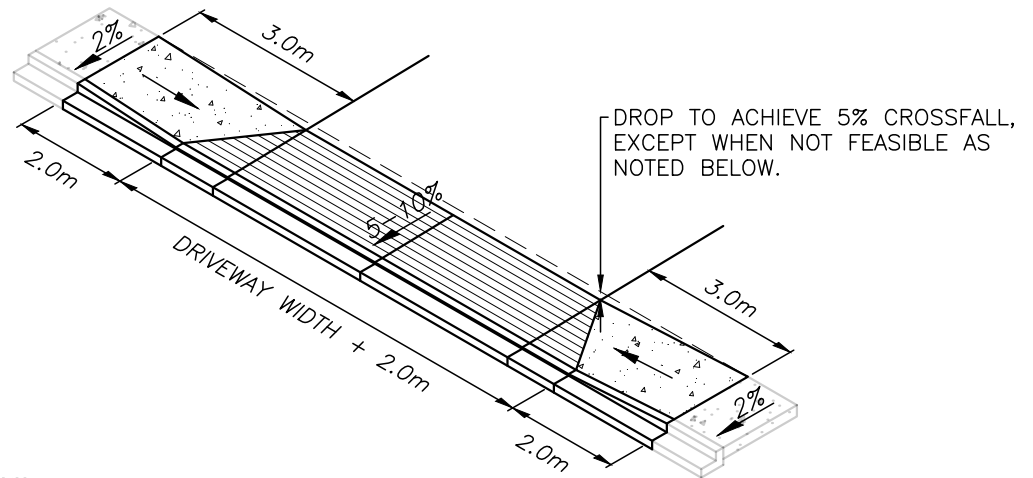
DWG. NO.

SS-C7a





BARRIER CURB DETAIL
COMMERCIAL/ INDUSTRIAL/
MULTI-FAMILY



NOTES:

1. THIS STANDARD IS TO BE USED WHERE SIDEWALK SEPARATION FROM CURB & GUTTER IS NOT POSSIBLE. SEE DRAWING SS-C7a FOR PREFERRED OPTION.
2. DRIVEWAYS TO BE ORIENTATED AT 90° TO CURB, UNLESS OTHERWISE APPROVED.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
4. REFER TO BYLAW 7900 FOR DRIVEWAY WIDTHS. UPON DEMONSTRATED NEED (TURN PATH ANALYSIS OR CAPACITY ANALYSIS), A VARIANCE TO THESE STANDARDS MAY BE CONSIDERED BY THE CITY ENGINEER.

STANDARD
DETAIL
DRAWING

DATE:
SEPT 12/22

SCALE:
NTS

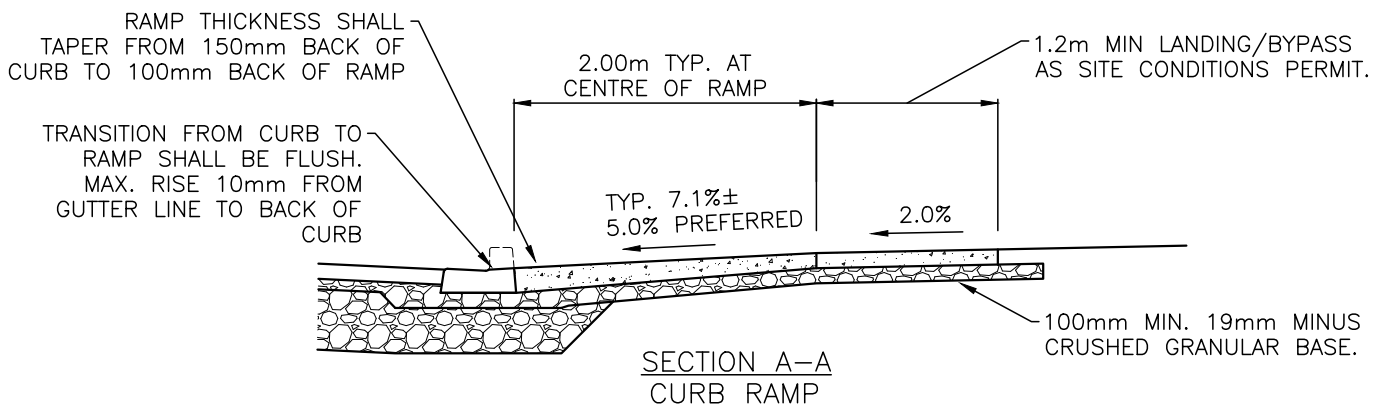
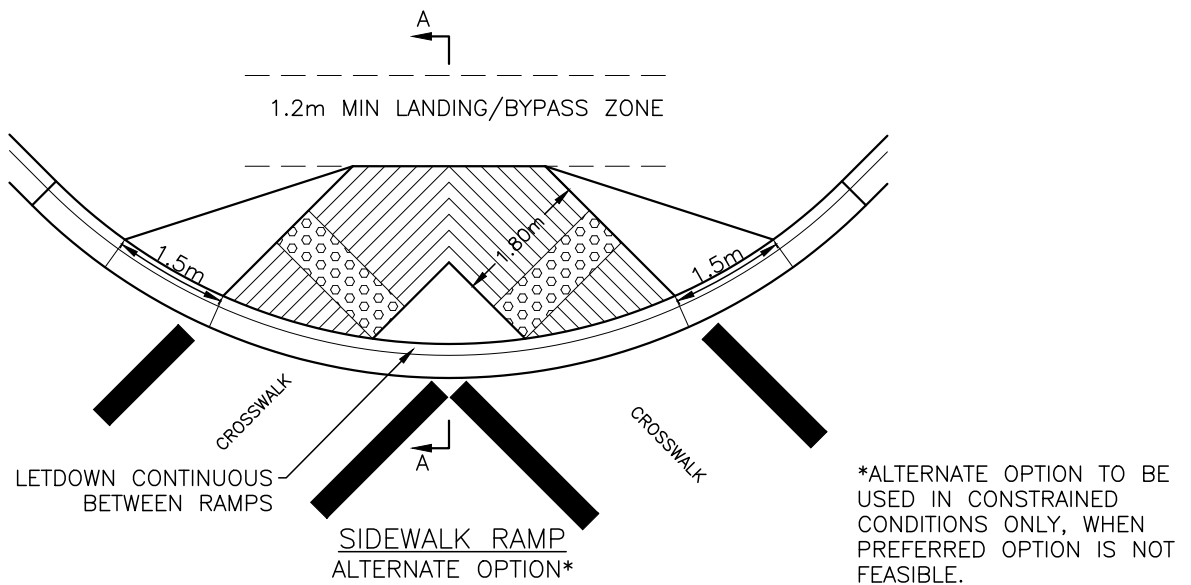
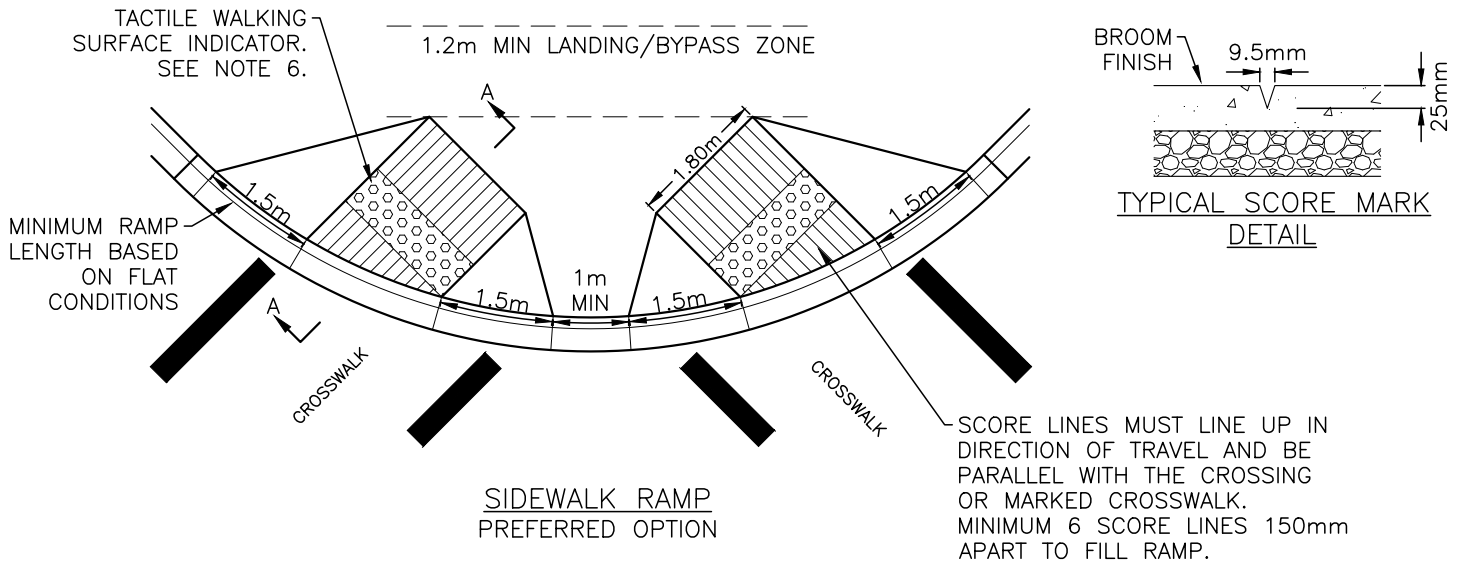
DRIVEWAY CROSSING FOR
BARRIER CURBS
COMBINED SIDEWALK AND LETDOWN

DWG. NO.

SS-C7b



BYLAW NOTE



NOTES:

1. STANDARD RAMP LENGTH : 2.0m TYP.(±) AT CENTRE OF RAMP.
2. STANDARD RAMP SLOPE: 7.1%(±) AT CENTRE OF RAMP.
3. PREFERRED RAMP SLOPE: 5% AT CENTRE OF RAMP WHERE VIABLE AND MAINTAINING THE LANDING/BYPASS ZONE.
4. MAX. SLOPE 8.3% (1:12) AT ANY POINT WHERE TOPOGRAPHY REQUIRES.
5. ADJUST LENGTH OF RAMP AS REQUIRED.
6. WHEN SITE CONDITIONS DO NOT PERMIT TYPICAL LAYOUT, CONTACT CITY ENGINEER FOR APPROVAL OF DESIGN.
7. REFER TO BYLAW 7900 FOR GUIDANCE AS TO WHEN TACTILE WALKING SURFACE INDICATORS ARE REQUIRED.

**STANDARD
DETAIL
DRAWING**

DATE:
JUNE 22/23

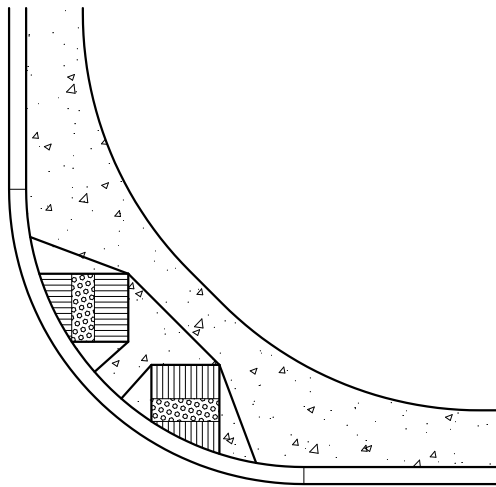
SCALE:
NTS

SIDEWALK RAMP DETAILS

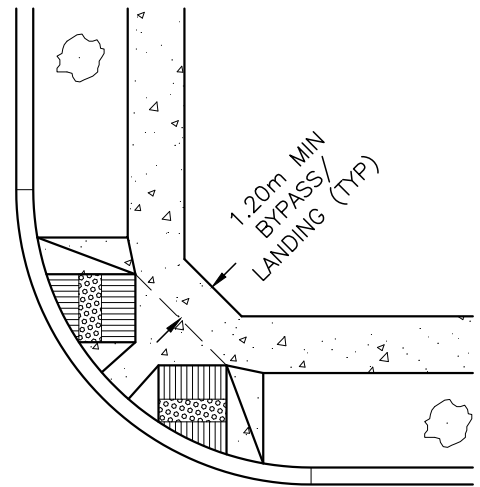
DWG. NO.

SS-C8

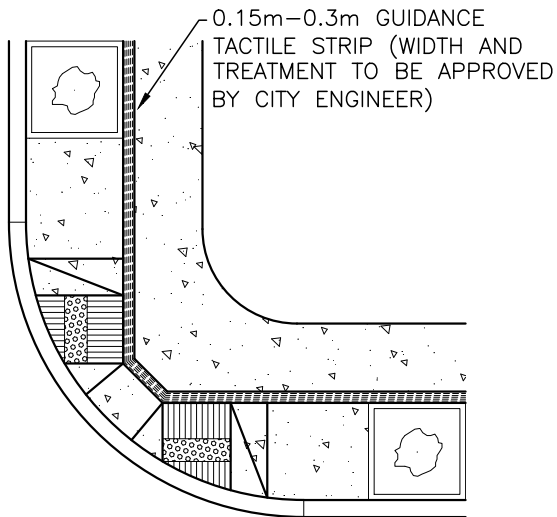




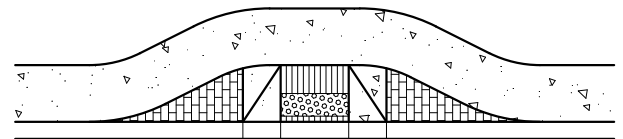
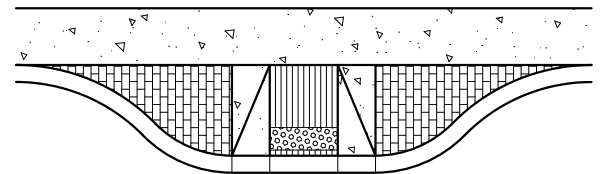
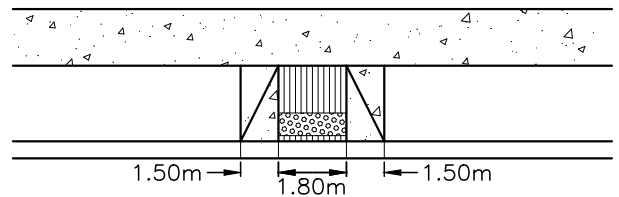
INTERSECTION
MONOLITHIC SIDEWALK



INTERSECTION
SEPARATED SIDEWALK



INTERSECTION
URBAN CENTRES WITH HARD
SURFACE BOULEVARD



MID-BLOCK / 'T' INTERSECTION
CROSSING OPTIONS

NOTES:

1. REFER TO DRAWING SS-C8 FOR SIDEWALK RAMP DETAILS
2. FOR THE DESIGN OF LOCAL AND COLLECTOR ROADS WITH ON-STREET PARKING, CURB EXTENSIONS SHALL BE INCLUDED BOTH AT INTERSECTIONS AND AT PEDESTRIAN CROSSINGS TO IMPROVE VISIBILITY. REFER TO DRAWINGS SS-R51, SS-R52, AND BYLAW 7900.
3. BOULEVARD TREATMENT AS PER LANDSCAPING SECTION 7.

**STANDARD
DETAIL
DRAWING**

DATE:
SEPT 12/22
SCALE:
NTS

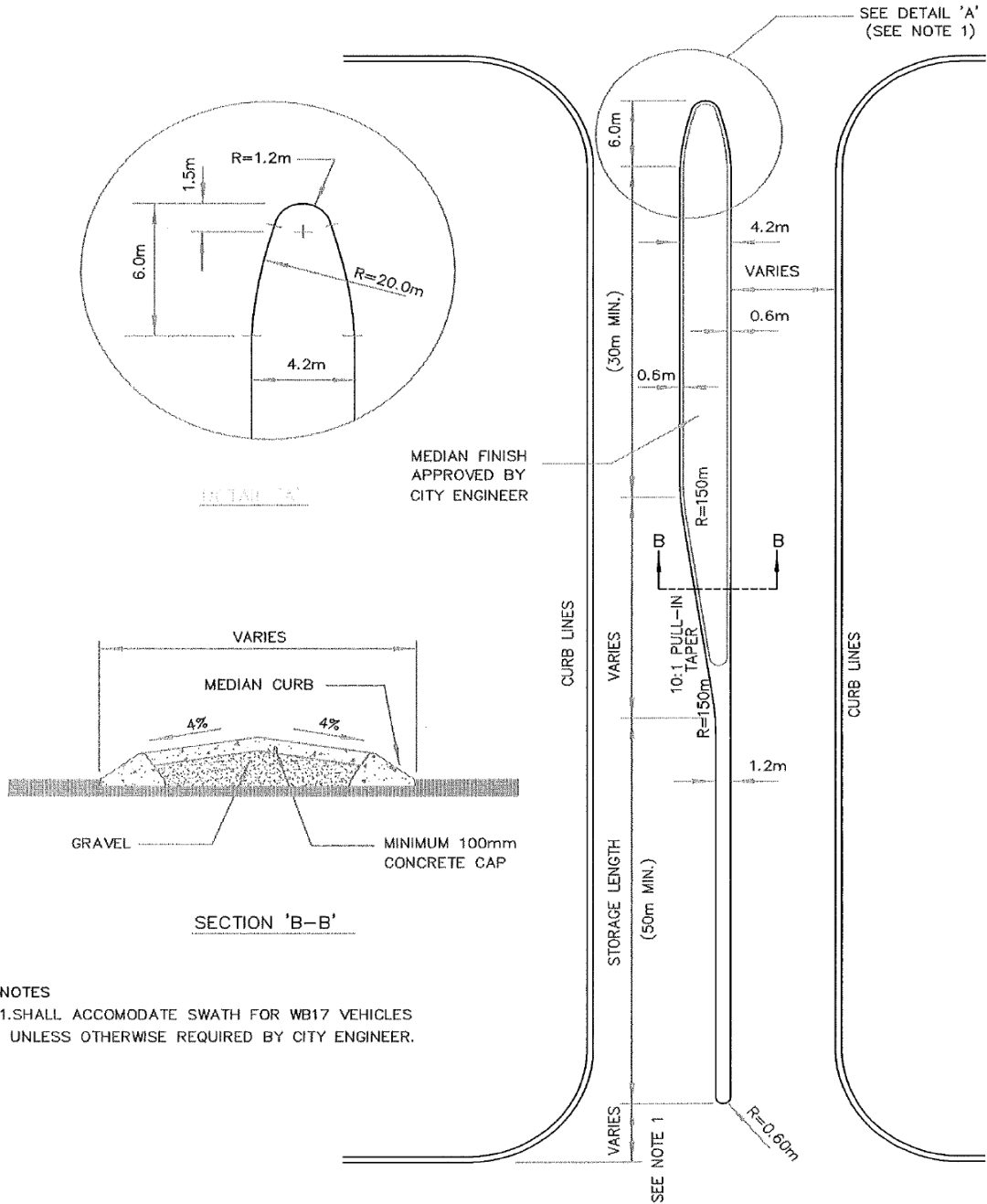
SIDEWALK RAMP LAYOUTS

DWG. NO.

SS-C9



STANDARD DETAIL DRAWINGS

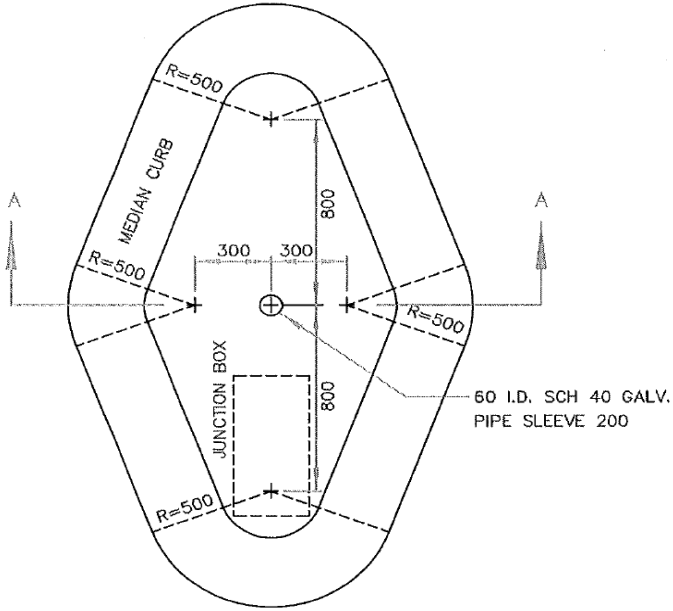


NOV. 2/98

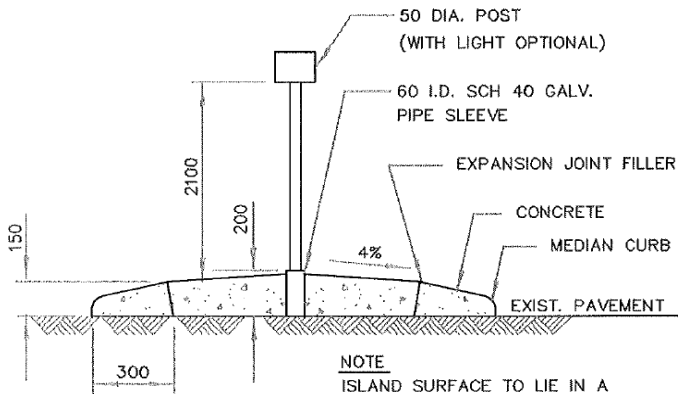
LEFT TURN LANE (RAISED MEDIAN)

SS-R20

STANDARD DETAIL DRAWINGS



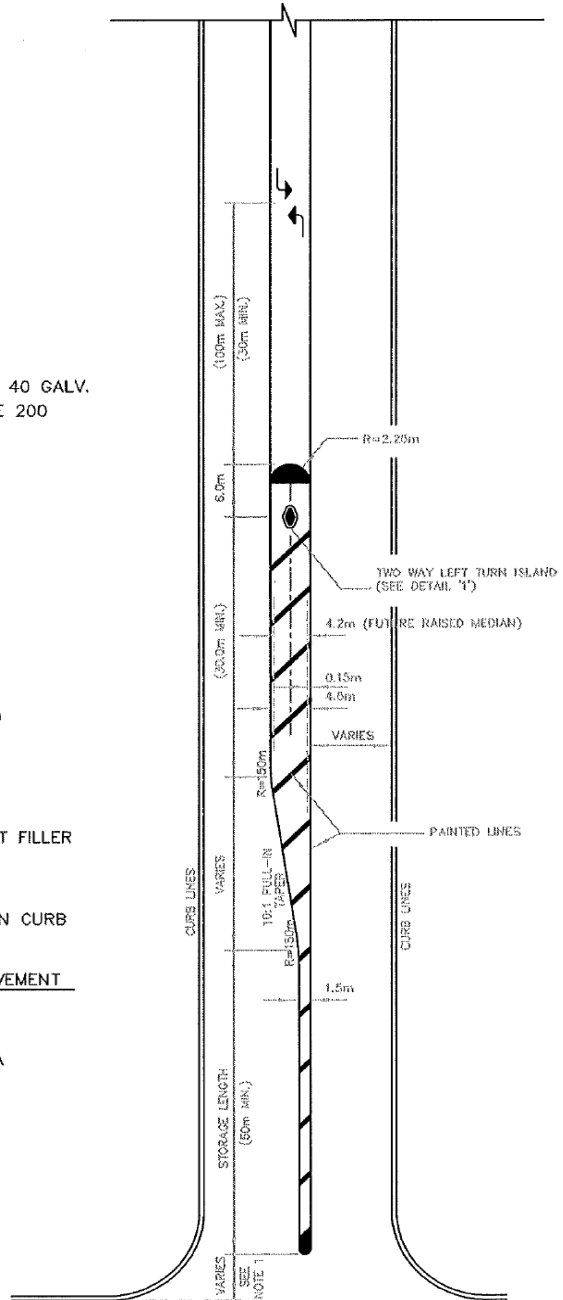
PLAN OF RAISED ISLAND
(DETAIL '1')



SECTION 'A-A'

NOTES

1. SHALL ACCOMMODATE SWATH FOR WB17 DESIGN VEHICLES UNLESS OTHERWISE REQUIRED BY CITY ENGINEER.

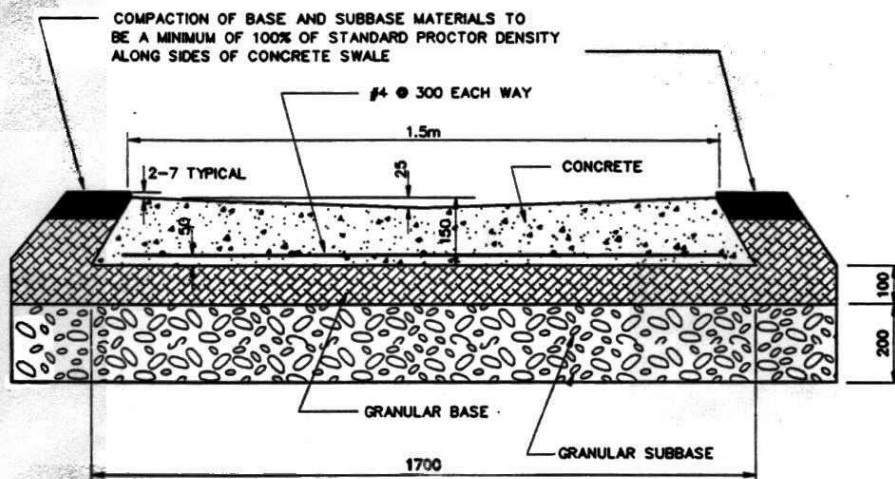


LEFT TURN LANE (PAINTED) AND
TWO-WAY LEFT TURN LANE

SS-R21

NOV. 2/98

STANDARD DETAIL DRAWINGS



SECTION

NOTES:

1. CONCRETE TO HAVE A 28 DAY COMPRESSIVE STRENGTH OF 30 MPa.
2. BRUSH FINISH.
3. MINOR VARIATION IN CROSS SECTION WILL BE CONSIDERED TO ACCOMMODATE EXTRUDING OR SLIPFORM MACHINES.
4. MINIMUM GRADE 1.0%.
5. EXPANSION JOINTS AT EACH END ONLY.
6. THIS STANDARD IS ONLY TO BE USED IF SPECIAL APPROVAL IS OBTAINED FROM THE CITY ENGINEER.

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NOV. 2/98

CONCRETE DRAINAGE SWALE
ACROSS ASPHALT

SS-R23