

**DETAIL AT  
TRANSFORMER  
LOCATION**

NOTES:

1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
2. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
3. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
4. PAVEMENT STRUCTURE TO BE AS FOLLOWS:
  - 40mm HL3 ASPHALT
  - 65mm HL8 ASPHALT (80mm FOR ALL NEW SUBDIVISION ROADS)
  - 150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE
  - 300mm GRANULAR "B" OR 225 mm OF 50mm CRUSHER RUN LIMESTONE
5. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.



APPROVED:  
2013/10/17

MINOR LOCAL

ORIGINAL:  
8.0m PAVEMENT ON 17.0m R.O.W. 89/09/01

REV. 20

**200**

N.T.S





**BRAMPTON**  
Flower City

brampton.ca

10.0m PAVEMENT  
ON 23.0m R.O.W.

**MINOR COLLECTOR**

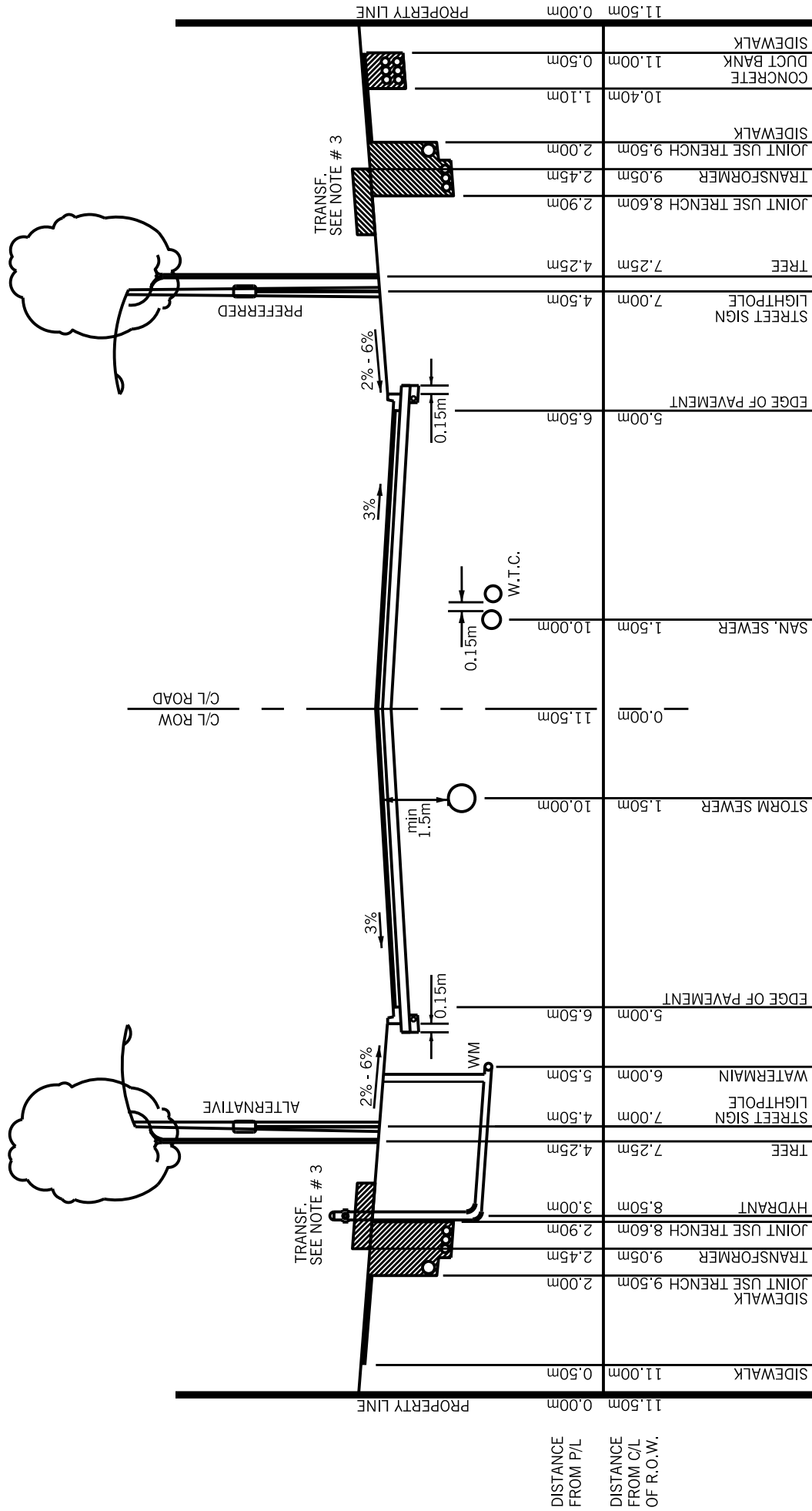
APPROVED:  
2014/05/13

ORIGINAL:  
1999/09/01

REV. 20

**202**

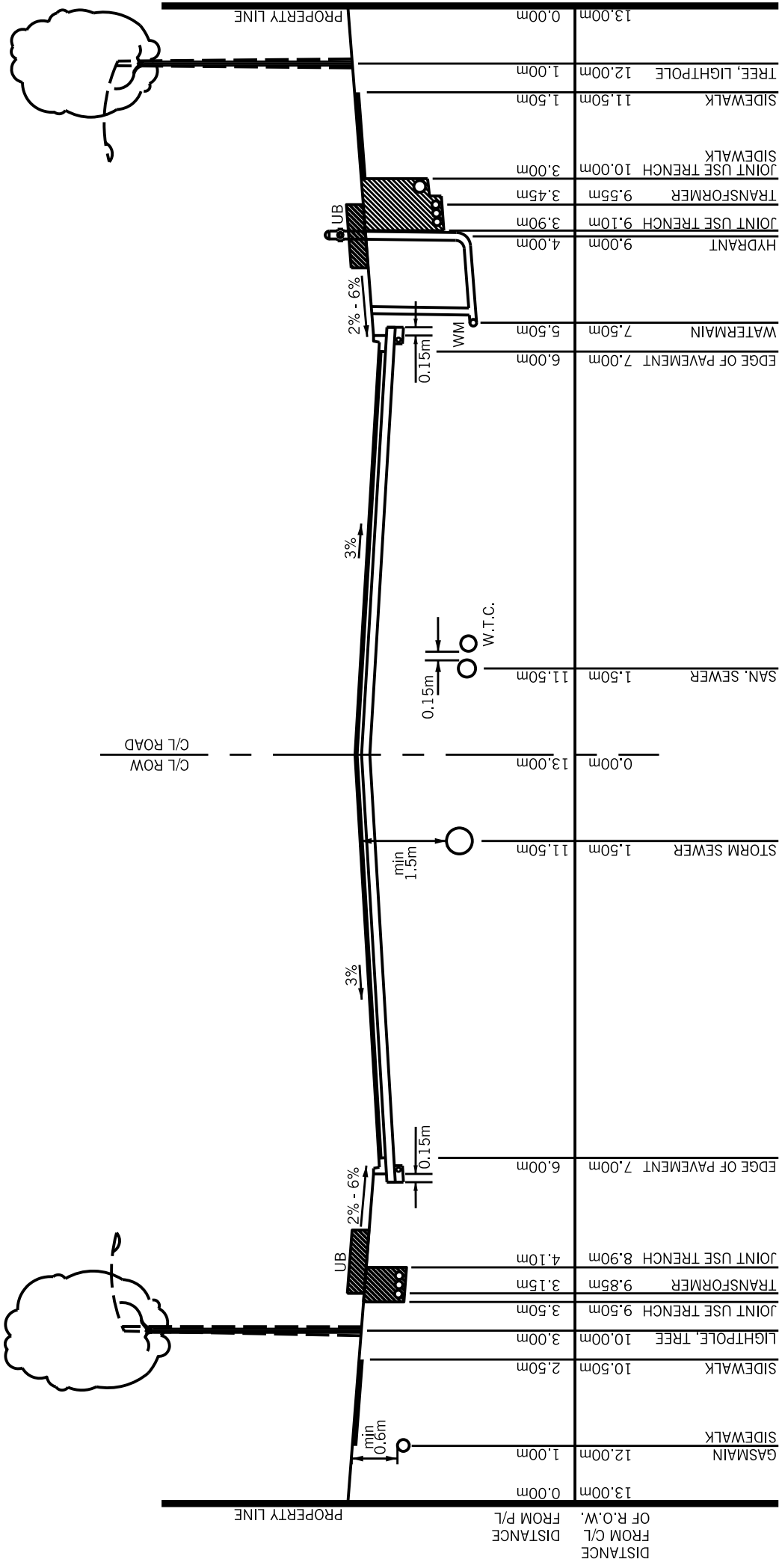
N.T.S



NOTES:

1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
3. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
4. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
5. PAVEMENT STRUCTURE TO BE AS FOLLOWS:
  - 40mm HL3 ASPHALT (High Stability or HL1)
  - 85mm HL8 ASPHALT (100mm FOR ALL NEW SUBDIVISION ROADS)
  - 150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE
  - 380mm GRANULAR "B" OR 300 mm OF 50mm CRUSHER RUN LIMESTONE
6. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.





- NOTES:
1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
  2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
  3. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
  4. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
  5. PAVEMENT STRUCTURE TO BE AS FOLLOWS:  
 40mm HL3 ASPHALT (High Stability or HL1)  
 85mm HL8 ASPHALT (100mm FOR ALL NEW SUBDIVISION ROADS)  
 150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE  
 450mm GRANULAR "B" OR 350mm OF 50mm CRUSHER RUN LIMESTONE
  6. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.



14.0m PAVEMNET  
ON 26.0m R.O.W.

APPROVED:  
2014/05/31

MAJOR COLLECTOR

ORIGINAL:  
1993/09/23

REV. 9

204

N.T.S



**BRAMPTON**  
Flower City

brampton.ca

**ARTERIAL ROAD**

15.0m PAVEMENT  
ON 36.0m R.O.W.

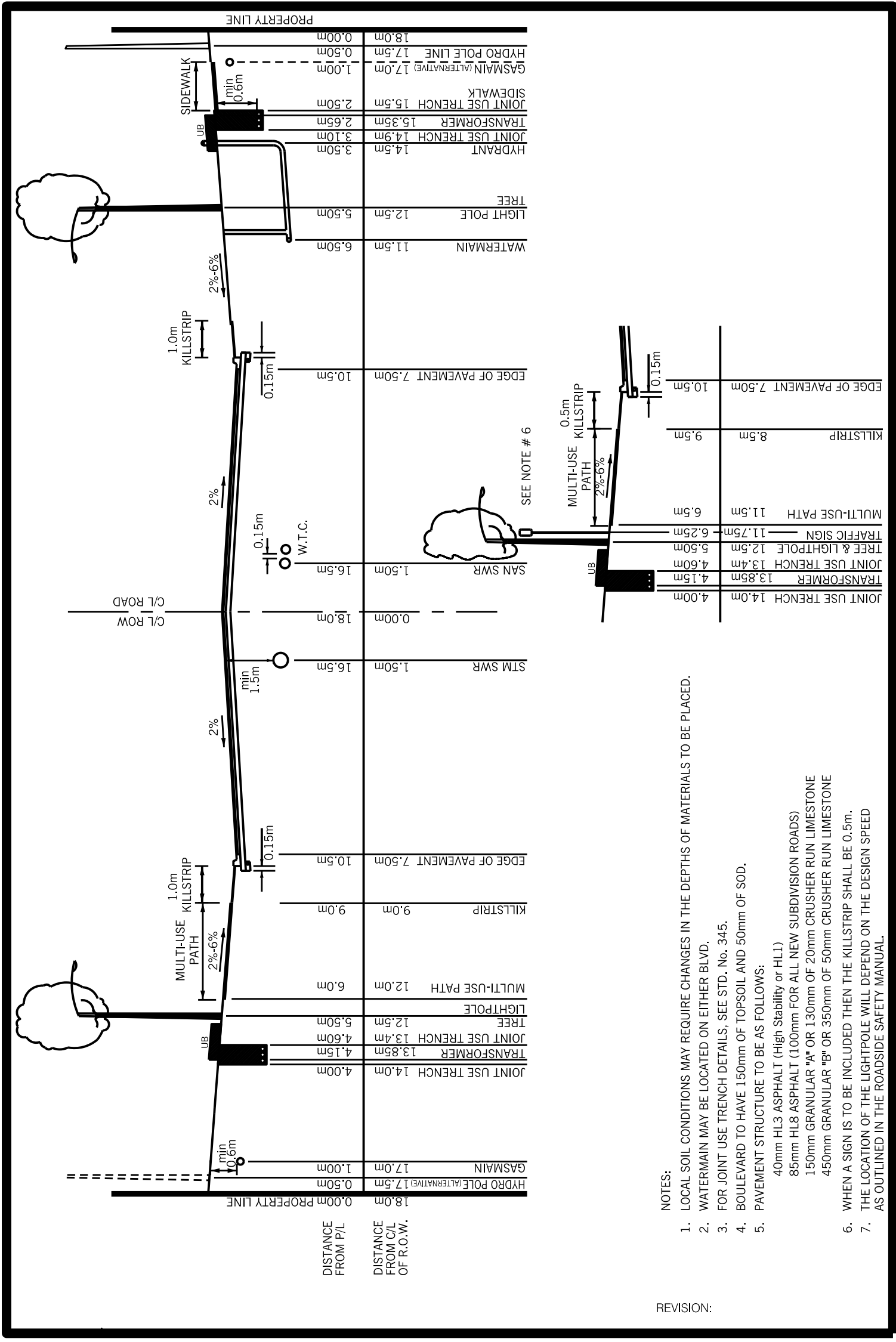
APPROVED:  
2014/05/13

ORIGINAL:  
1992/11/25

REV. 17

**205**

N.T.S



- NOTES:
1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
  2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
  3. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
  4. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
  5. PAVEMENT STRUCTURE TO BE AS FOLLOWS:  
 40mm HL3 ASPHALT (High Stability or HL1)  
 85mm HL8 ASPHALT (100mm FOR ALL NEW SUBDIVISION ROADS)  
 150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE  
 450mm GRANULAR "B" OR 350mm OF 50mm CRUSHER RUN LIMESTONE
  6. WHEN A SIGN IS TO BE INCLUDED THEN THE KILLSTRIP SHALL BE 0.5m.
  7. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.

REVISION:



**BRAMPTON**  
Flower City

brampton.ca

**PARKWAY**

2-8.0m PAVEMENT  
ON 36.0m R.O.W.

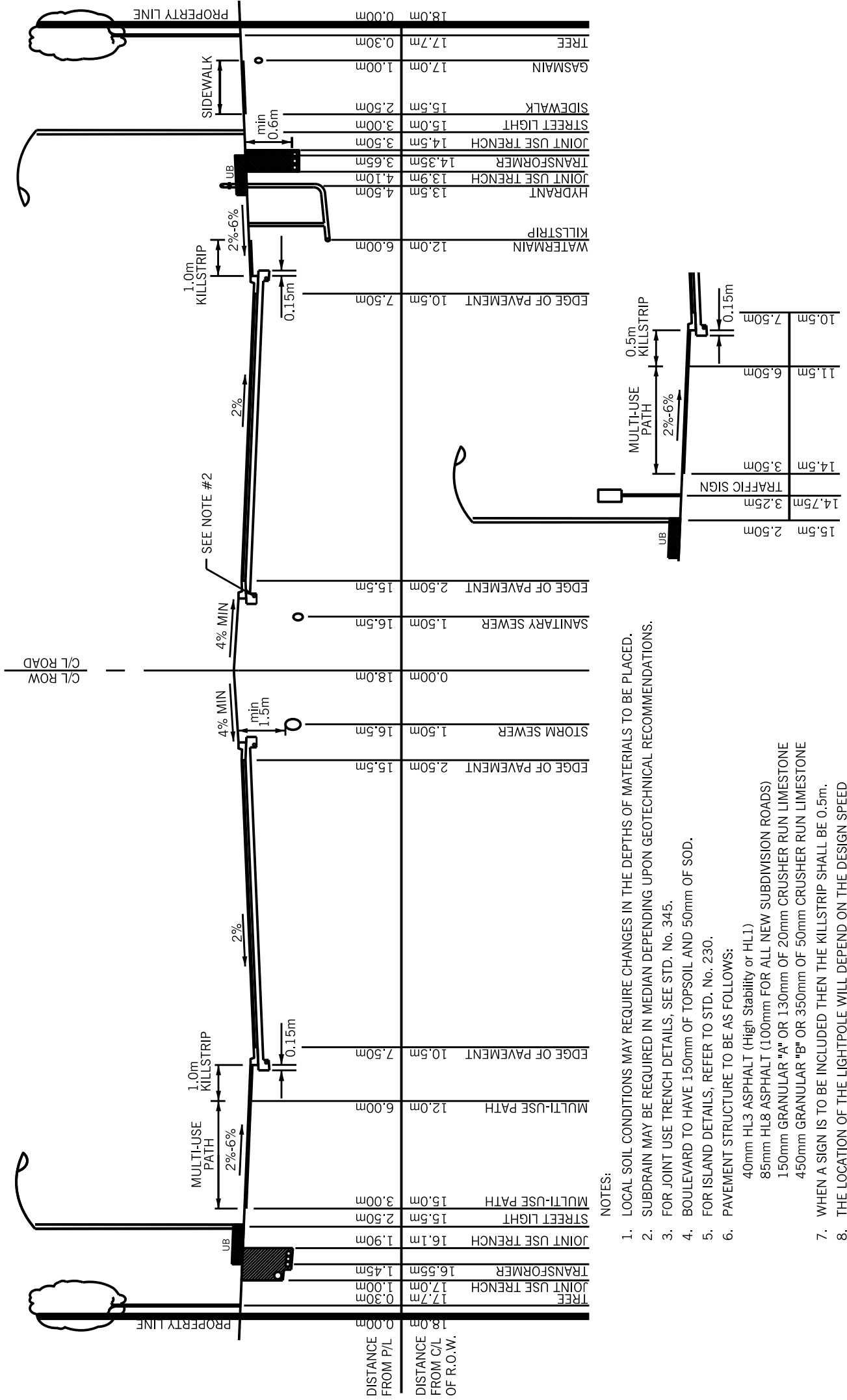
APPROVED:  
2014/05/13

ORIGINAL:  
1992/11/25

REV. 16

**206**

N.T.S



NOTES:

1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
2. SUBDRAIN MAY BE REQUIRED IN MEDIAN DEPENDING UPON GEOTECHNICAL RECOMMENDATIONS.
3. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
4. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
5. FOR ISLAND DETAILS, REFER TO STD. No. 230.
6. PAVEMENT STRUCTURE TO BE AS FOLLOWS:  
 40mm HL3 ASPHALT (High Stability or HL1)  
 85mm HL8 ASPHALT (100mm FOR ALL NEW SUBDIVISION ROADS)  
 150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE  
 450mm GRANULAR "B" OR 350mm OF 50mm CRUSHER RUN LIMESTONE
7. WHEN A SIGN IS TO BE INCLUDED THEN THE KILLSTRIP SHALL BE 0.5m.
8. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.

SEE NOTE # 7



**BRAMPTON**  
Flower City

brampton.ca

**RURAL RESIDENTIAL ROAD**

6.4m PAVEMNET WITH  
DITCHES ON 2.0m R.O.W.

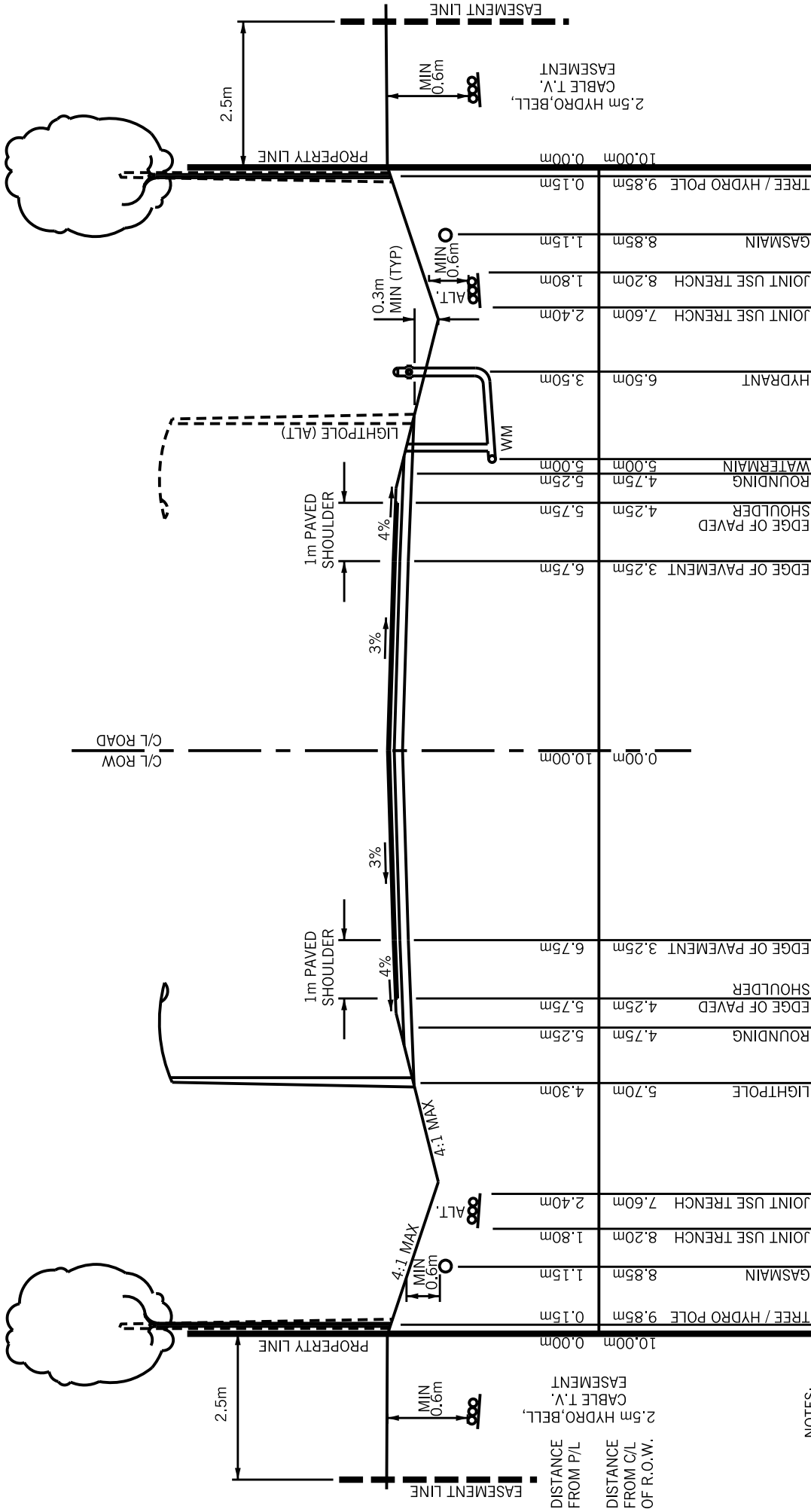
APPROVED:  
2014/05/13

ORIGINAL:  
1993/12/29

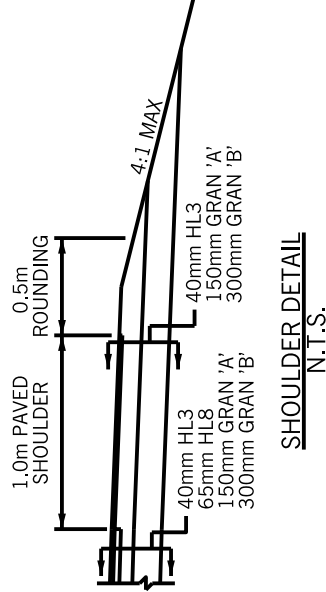
REV. 13

**207**

N.T.S

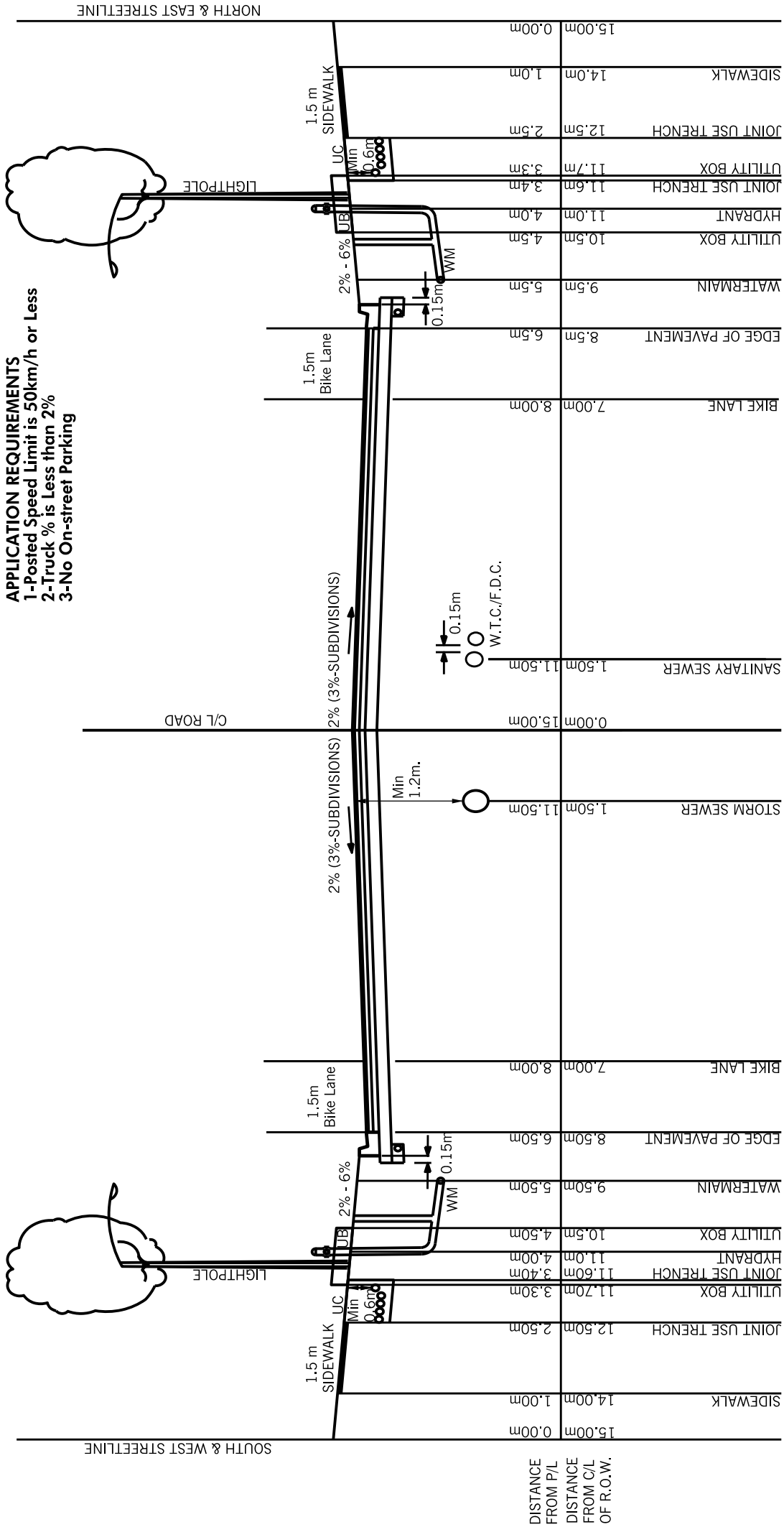


- NOTES:**
1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
  2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
  3. 375mm MIN. DIAMETER DRIVEWAY CULVERT INCLUDING C.S.P. END SECTIONS.
  4. ROAD CULVERTS TO BE 450mm MIN. INCLUDING C.S.P. END SECTIONS.
  5. MINIMUM LONGITUDINAL ROAD PROFILE TO BE 1%, MINIMUM DITCH GRADE TO BE 2%.
  6. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
  7. PAVEMENT STRUCTURE TO BE AS FOLLOWS:  
40mm HL3 ASPHALT  
65mm HL8 ASPHALT (80mm FOR ALL NEW SUBDIVISION ROADS)  
150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE  
300mm GRANULAR "B" OR 225 mm OF 50mm CRUSHER RUN LIMESTONE
  8. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED S OUTLINED IN THE ROADSIDE SAFETY MANUAL.









**APPLICATION REQUIREMENTS**  
 1-Posted Speed Limit is 50km/h or Less  
 2-Truck % is Less than 2%  
 3-No On-street Parking

- NOTES:
1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIAL TO BE PLACED.
  2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
  3. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
  4. BOULEVARD TO HAVE 150 mm OF TOPSOIL AND 50 mm OF SOD.
  5. MINIMUM PAVEMENT STRUCTURE TO BE AS FOLLOWS:  
 40 mm HL3 ASPHALT (High Stability or HLI)  
 85 mm HL8 ASPHALT (100 mm FOR ALL NEW SUBDIVISION ROADS)  
 150 mm GRANULAR "A" OR 130 mm OF 20 mm CRUSHER RUN LIMESTONE  
 450 mm GRANULAR "B" OR 350 mm OF 50 mm CRUSHER RUN LIMESTONE
  6. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.



**BRAMPTON**  
 Flower City

brampton.ca

APPROVED:  
 2014/05/13

**MAJOR COLLECTOR**

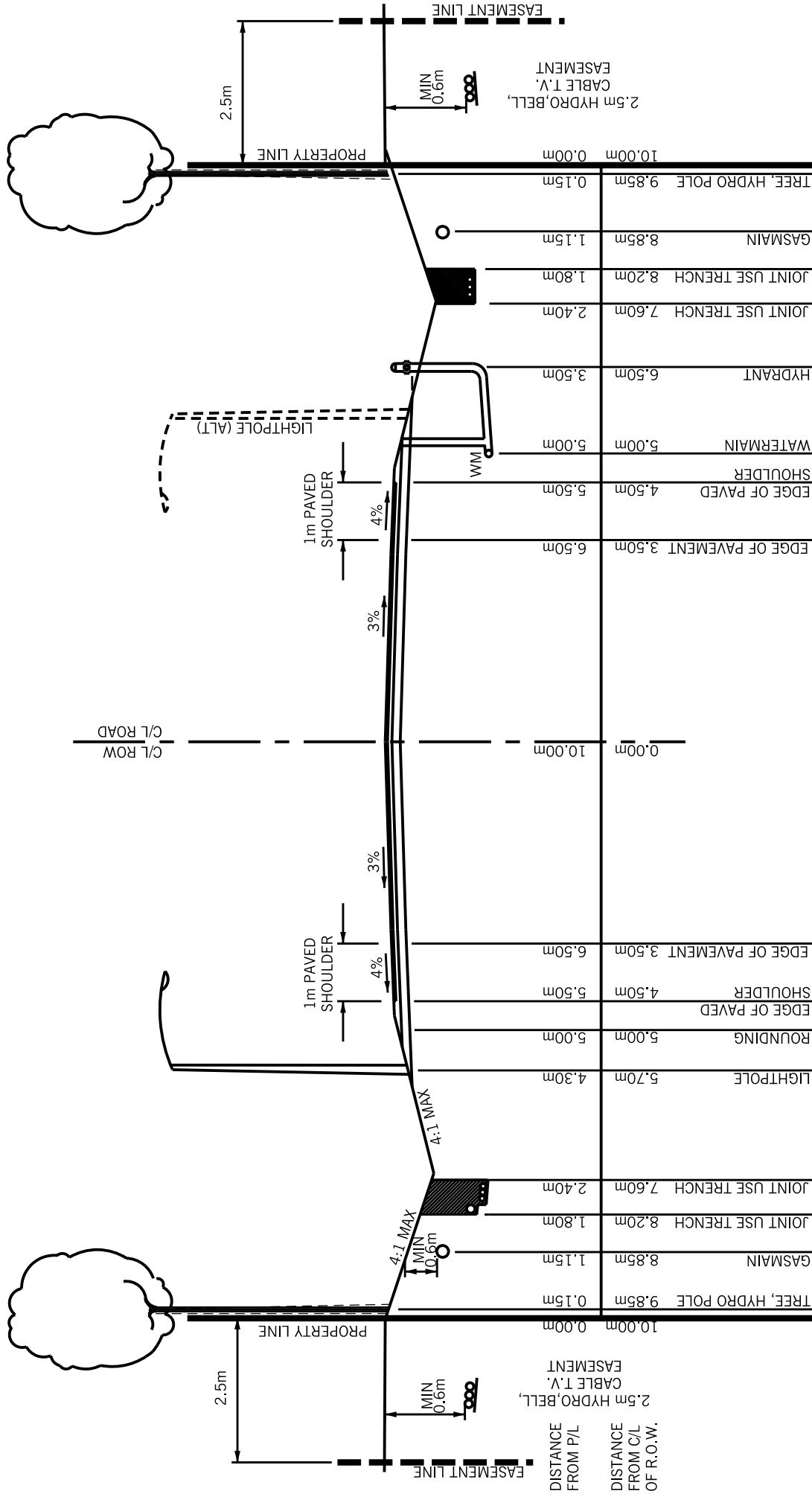
17.0m PAVEMENT ON  
 30.0m R.O.W. 4 LANE  
 WITH BIKE LANE

ORIGINAL:  
 2010/08/14

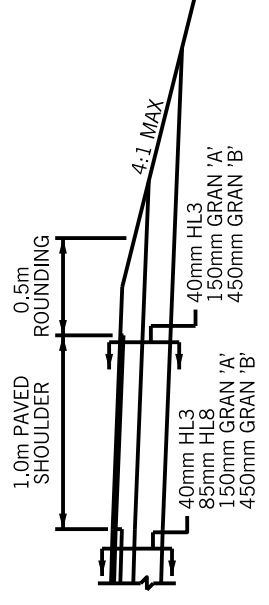
REV. 1

**209**

N.T.S



- NOTES:
1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
  2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
  3. 375mm MIN. DIAMETER DRIVEWAY CULVERT INCLUDING C.S.P. END SECTIONS.
  4. FOR JOINT USE TRENCH DETAILS; SEE STD. No. 345.
  5. ROAD CULVERTS TO BE 450mm MIN. INCLUDING C.S.P. END SECTIONS.
  6. MINIMUM LONGITUDINAL ROAD PROFILE TO BE 1%. MINIMUM DITCH GRADE TO BE 2%.
  7. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
  8. PAVEMENT STRUCTURE TO BE AS FOLLOWS:
    - 40mm HL3 ASPHALT
    - 65mm HL8 ASPHALT (80mm FOR ALL NEW SUBDIVISION ROADS)
    - 150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE
    - 300mm GRANULAR "B" OR 225 mm OF 50mm CRUSHER RUN LIMESTONE



SHOULDER DETAIL  
N.T.S.



RURAL ARTERIAL ROAD

7.0m PAVEMENT WITH  
DITCHES ON 20.0m R.O.W.

APPROVED:  
2014/05/13

ORIGINAL:  
1995/01/05

REV. 8

210

N.T.S.



**BRAMPTON**  
Flower City

**GRAIN SIZE DISTRIBUTION**

ORIGINAL:  
GRANULAR 'A', 'B' & 'B' MODIFIED 1993/11/01

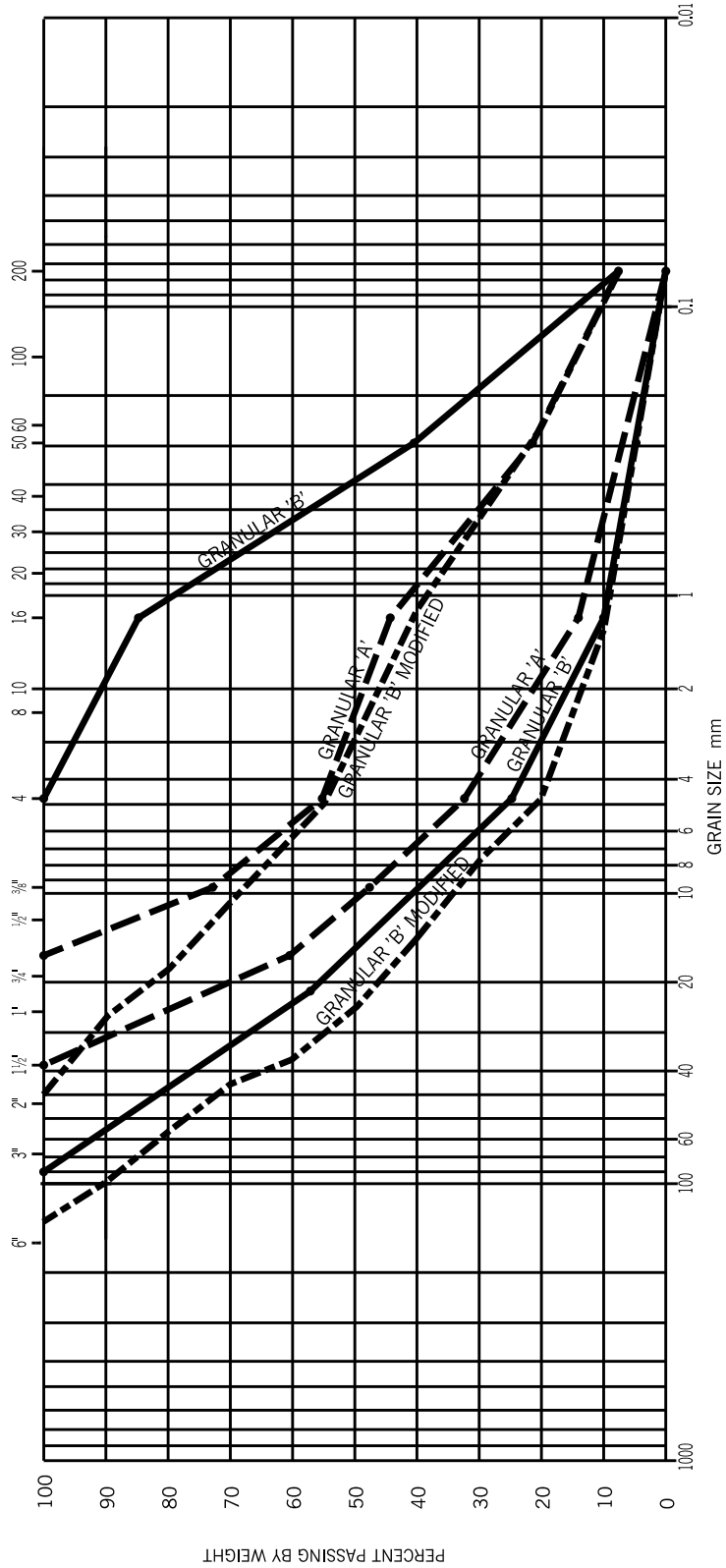
APPROVED:  
2014/05/13

REV. 1

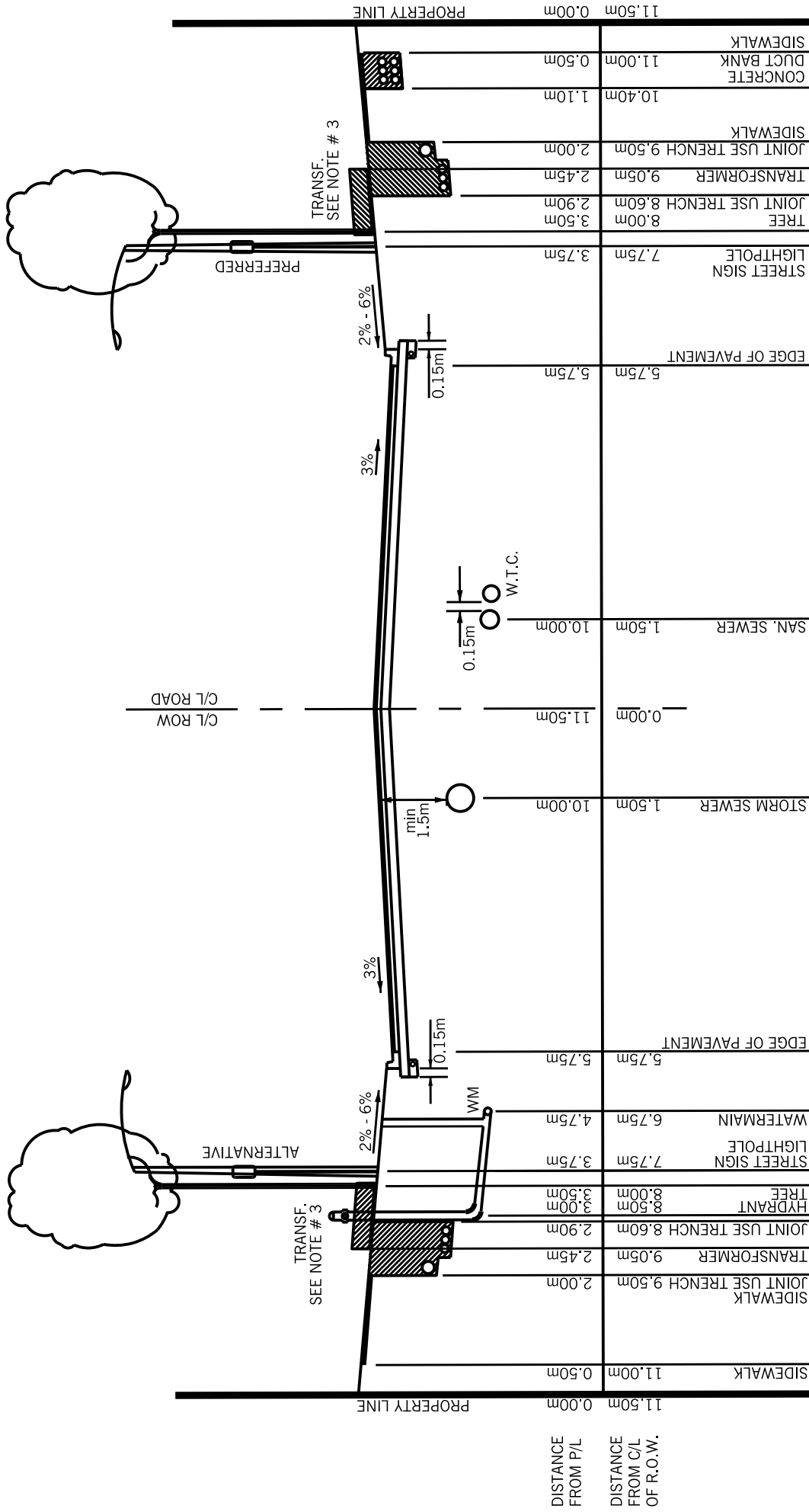
**211**

N.T.S

U.S. STANDARD SIEVE SIZES







- NOTES:
1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
  2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
  3. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
  4. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
  5. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.
  6. PAVEMENT STRUCTURE TO BE AS FOLLOWS:
    - 40mm HL3 ASPHALT (High Stability or HLI)
    - 85mm HL8 ASPHALT (100mm FOR ALL NEW SUBDIVISION ROADS)
    - 150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE
    - 380mm GRANULAR "B" OR 300 mm OF 50mm CRUSHER RUN LIMESTONE



**MINOR COLLECTOR**  
 (FOR SCHOOL FRONTAGES)  
 11.5m PAVEMENT  
 ON 23.0m R.O.W.

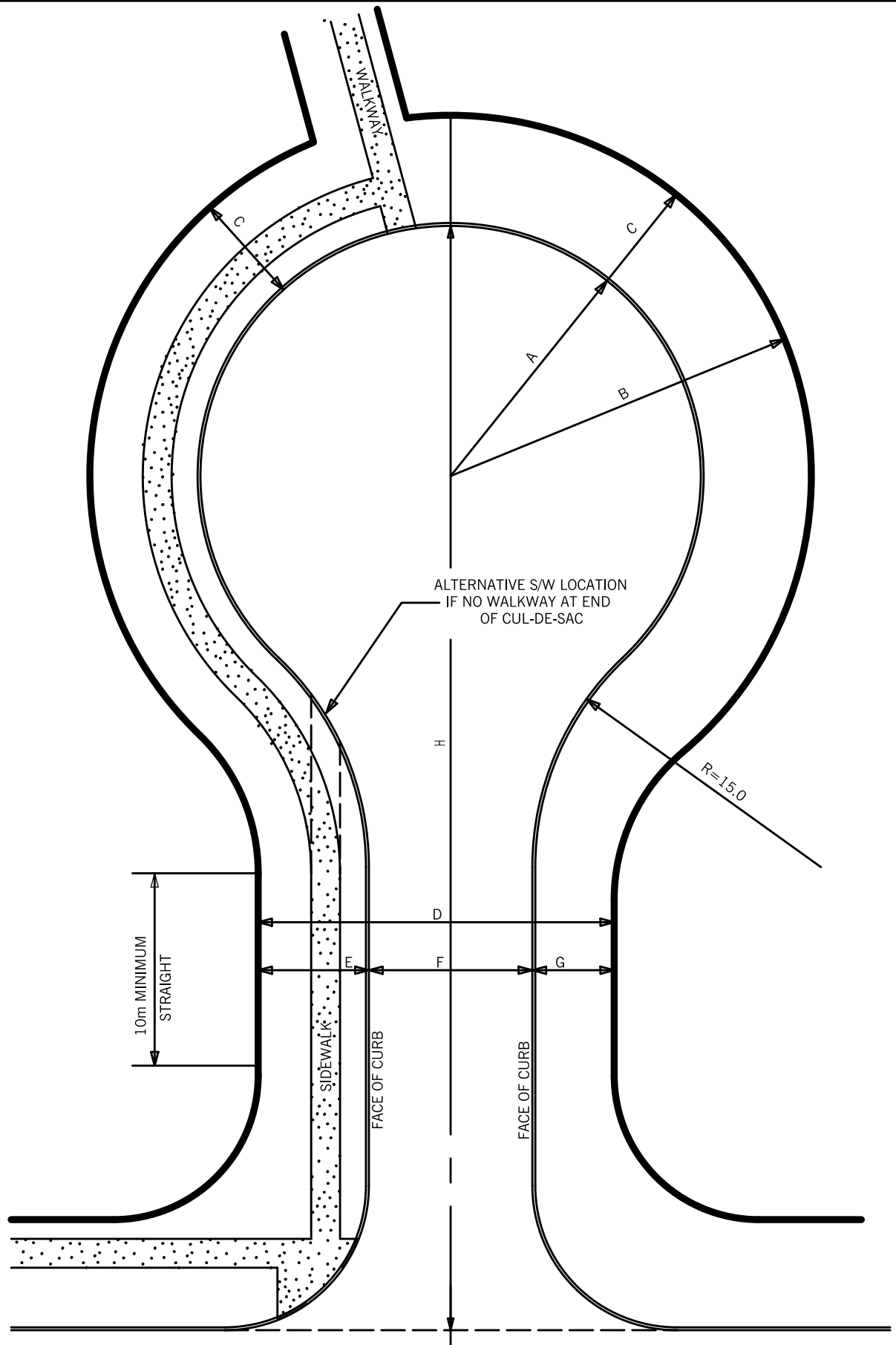
APPROVED:  
 2014/05/13

ORIGINAL:  
 2011/01/27

REV. 1

**213**

N.T.S



**NOTE:**

1 AT THE CURB, THERE SHALL BE A MIN. 0.6m BARRIER CURB BETWEEN EVERY SECOND DRIVEWAY AROUND THE BULB OF THE CUL-DE-SAC.

H	TYPE OF CUL-DE-SAC	A	B	C
<90	MINOR LOCAL	11.5	16	4.5
	INDUSTRIAL	15	19.5	4.5
>90	MINOR LOCAL	15	19.5	4.5
	INDUSTRIAL	15	19.5	4.5

CROSS SECTIONS	D	E	F	G
MINOR LOCAL	17	6	8	3
INDUSTRIAL	23	6.5	10	6.5



**BRAMPTON**  
Flower City

RESIDENTIAL / INDUSTRIAL  
CUL-DE-SAC

17.0m - 23.0m R.O.W.

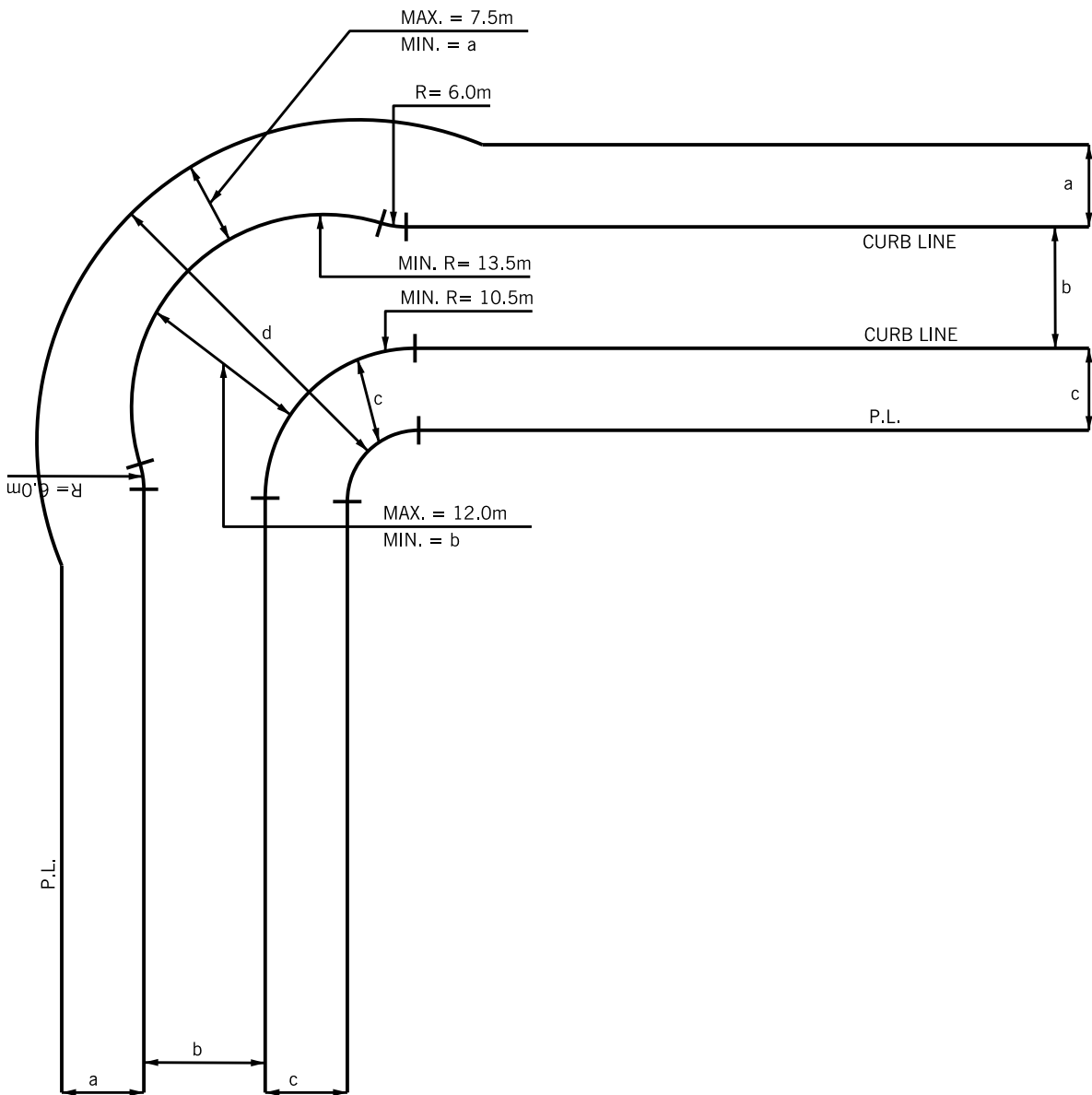
APPROVED:  
MARCH  
2016

ORIGINAL:  
1990/11/01

REV. 7

**214**

N.T.S



	MINOR LOCAL ROAD 17.0 m R.O.W.	LOCAL ROAD 20.0 m R.O.W.
a	5.75m	6.00m
b	7.25m	8.00m
c	3.25m	6.00m
d	22.75m MAX	23.50m MAX

### NOTES:

1. EACH LOT SHALL HAVE A MINIMUM OF 4.25m FRONTAGE AT THE CURB.
2. ADJACENT DRIVEWAYS SHALL HAVE A 0.60m MINIMUM SEPARATION AT THE CURB.
3. IF A SIDEWALK IS REQUIRED, IT SHALL FOLLOW THE CURB LINE.
4. THE MINIMUM CENTRE LINE GRADE SHALL BE 0.70% WITH A MINIMUM GUTTER GRADE OF 0.50%.



**BRAMPTON**  
Flower City

APPROVED:  
2014/05/13

ROAD 'ELBOW' DESIGN

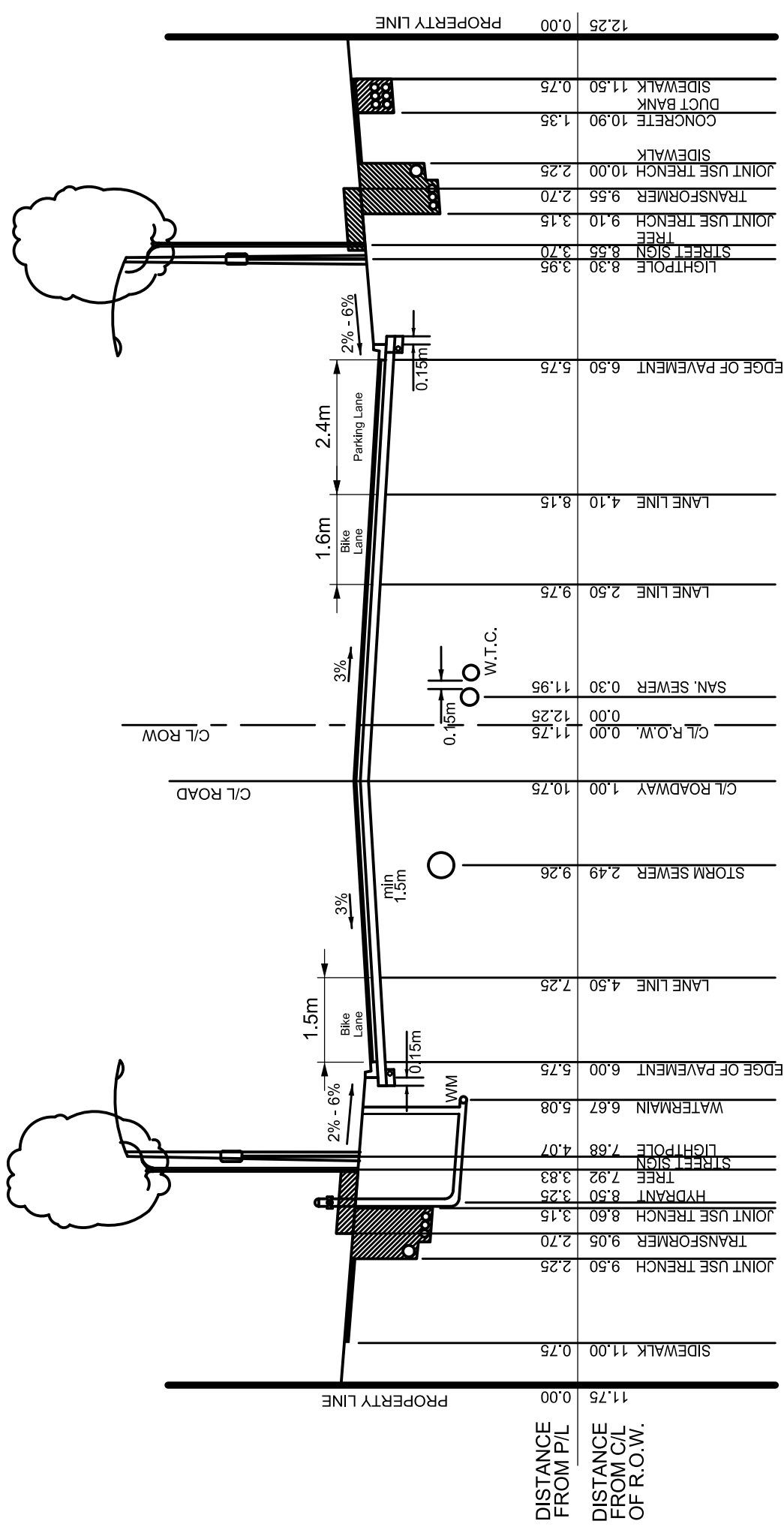
ORIGINAL:  
1984/01/01

REV. 5

**215**

N.T.S





**NOTES:**

1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
3. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
4. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
5. FOR INDUSTRIAL ROADS - SIDEWALK ON ONE SIDE ONLY
6. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.
7. PAVEMENT STRUCTURE TO BE AS FOLLOWS:
  - 40mm HL3 ASPHALT (High Stability or HL-1)
  - 85mm HL8 ASPHALT (100mm FOR ALL NEW SUBDIVISION ROADS)
  - 150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE
  - 380mm GRANULAR "B" OR 300 mm OF 50mm CRUSHER RUN LIMESTONE



**BRAMPTON**  
Flower City

**MINOR COLLECTOR**  
BIKE LANES  
& 2.4m PARKING LANE  
ON 24.0m R.O.W.

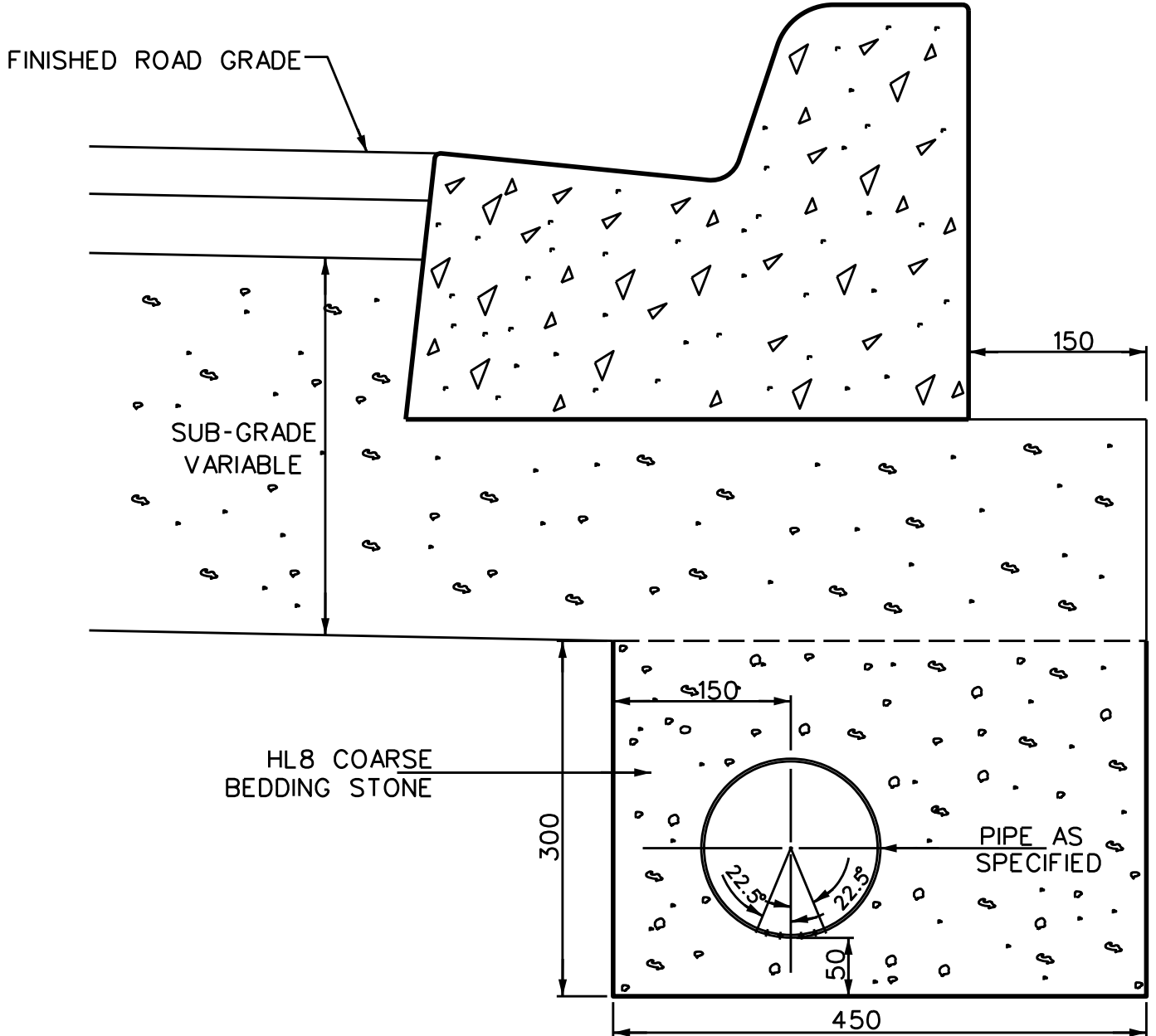
APPROVED:  
2014/05/14

ORIGINAL:  
2011/06/07

REV. 1

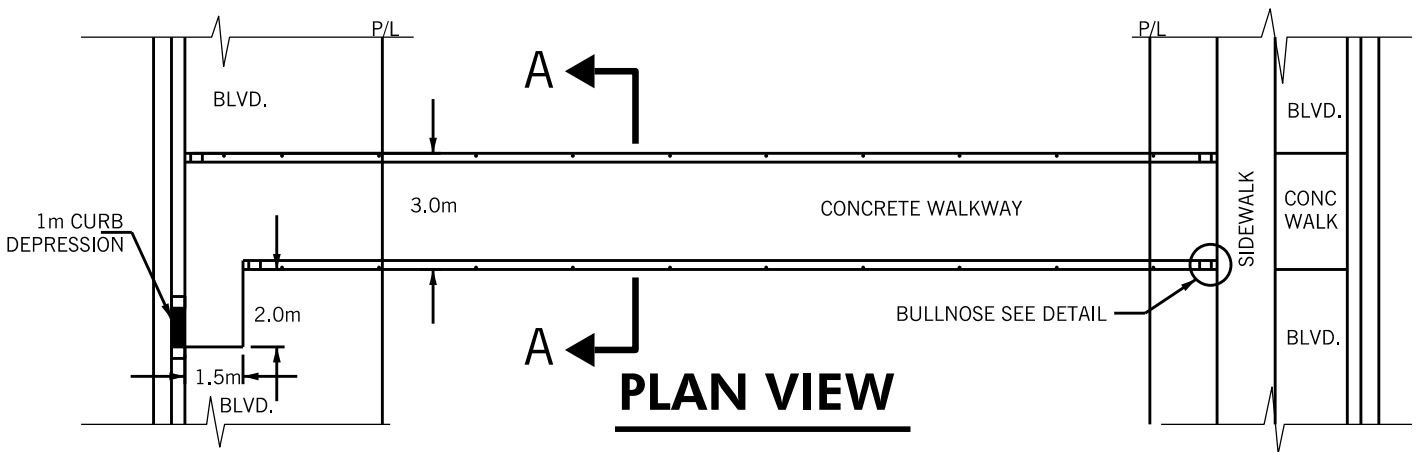
**216**

N.T.S

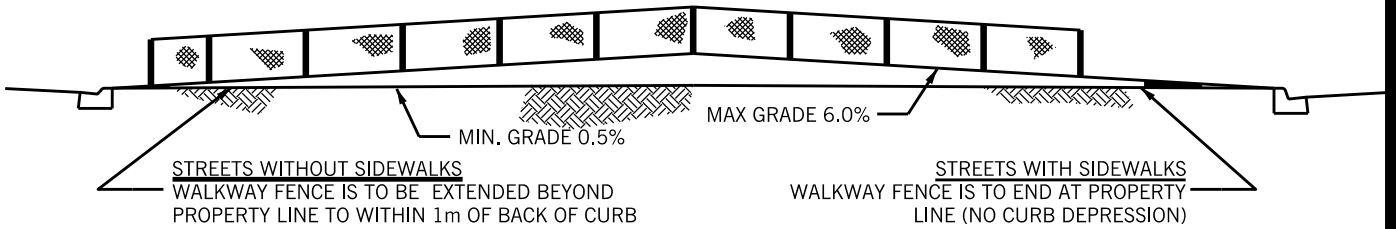


NOTES:

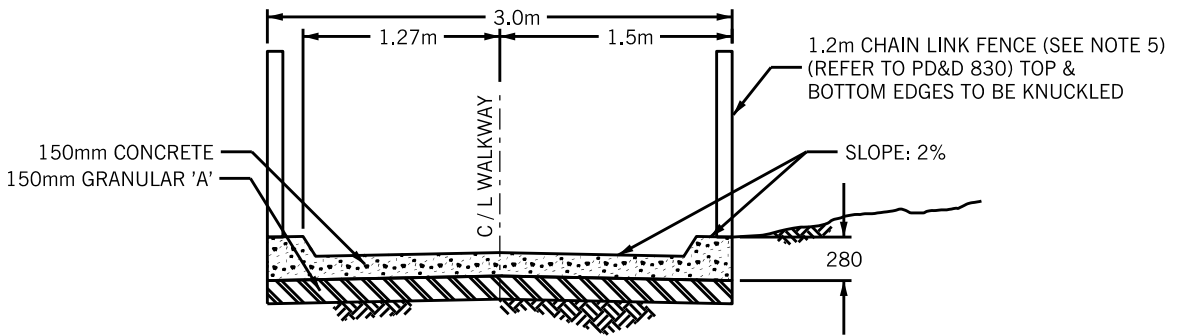
1. PIPE TO BE 150mm dia C.S.P. 1.2mm THICK PERFORATED AS SHOWN, OR 100mm dia PVC WITH GEOTEXTILE FABRIC COMPLY TO OPSS 1860.
2. FOR TREATMENT AT CB SEE O.P.S.D. # 216.021
3. FULL LENGTH UNDERDRAIN SHALL BE REQUIRED ON ALL STREETS AND IN ALL TYPES OF SUBBASE MATERIAL.



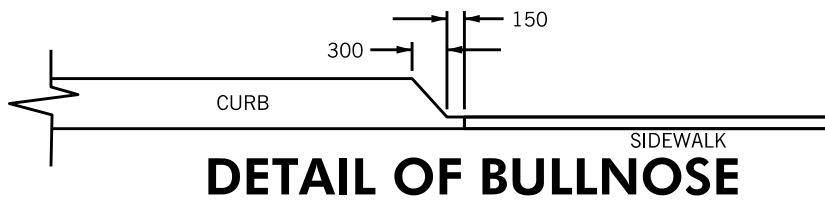
**PLAN VIEW**



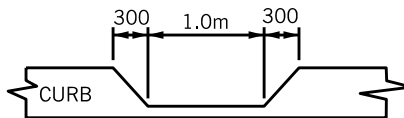
**TYPICAL ELEVATION**



**SECTION 'A'-'A'**



**DETAIL OF BULLNOSE**



**DETAIL OF CURB DEPRESSION**

NOTES:

1. ALL CONCRETE TO BE 30MPa
2. EXPANSION JOINTS OR 0.25 T TO BE PROVIDED EVERY 3m.
3. POST FOOTINGS TO BE SEPARATE FROM WALKWAY
4. 2m PROJECTION AND 1m CURB DEPRESSION MAY VARY WHERE WALKWAY IS ADJACENT TO DRIVEWAY
5. HEIGHT OF FENCE TO BE 1.8m WHEN WALKWAY IS ADJACENT TO A SCHOOL
6. BOTTOM RAIL TO BE INSTALLED AS PER PDD 830

DIMENSIONS IN mm UNLESS OTHERWISE NOTED



**BRAMPTON**  
Flower City

APPROVED:  
2010/12/01

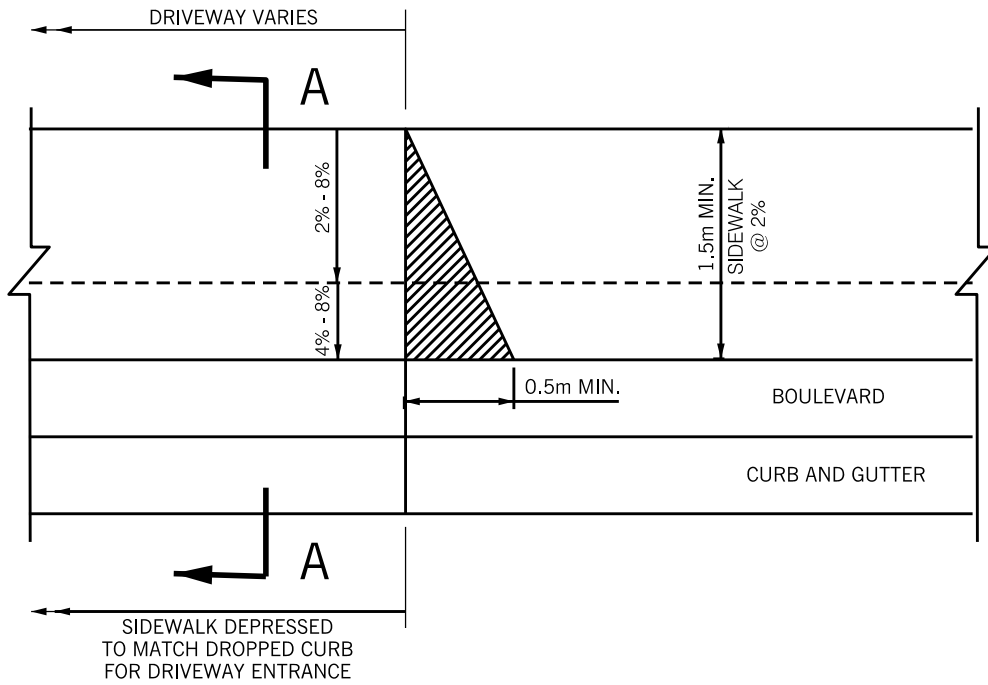
STANDARD  
CONCRETE WALKWAY

ORIGINAL:  
1993/11/10

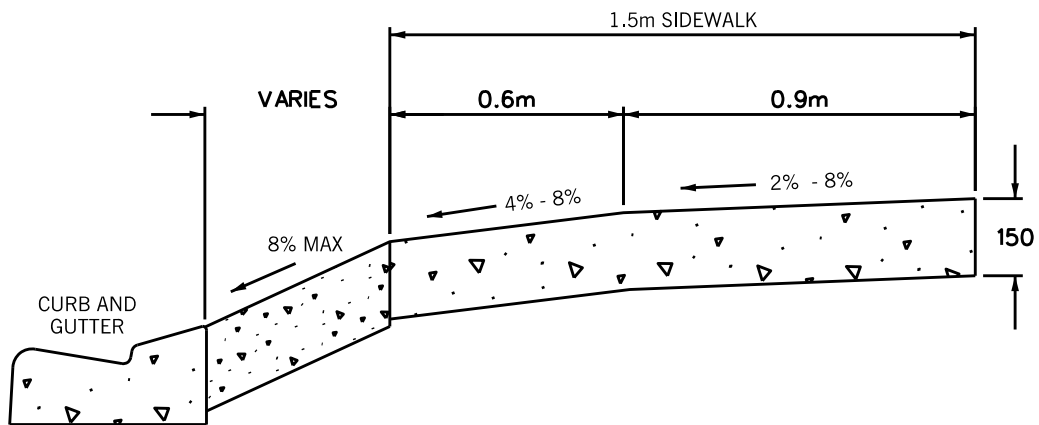
REV. 3

**227**

N.T.S



**PLAN**



**SECTION A-A**

NOTES:

- 1. AT COMMERCIAL AND INDUSTRIAL DRIVEWAYS, THE THICKNESS SHALL BE 200mm.

DIMENSIONS IN mm UNLESS OTHERWISE NOTED



**BRAMPTON**  
Flower City

APPROVED:  
2007/05/30

SIDEWALK DRIVEWAY  
ENTRANCE

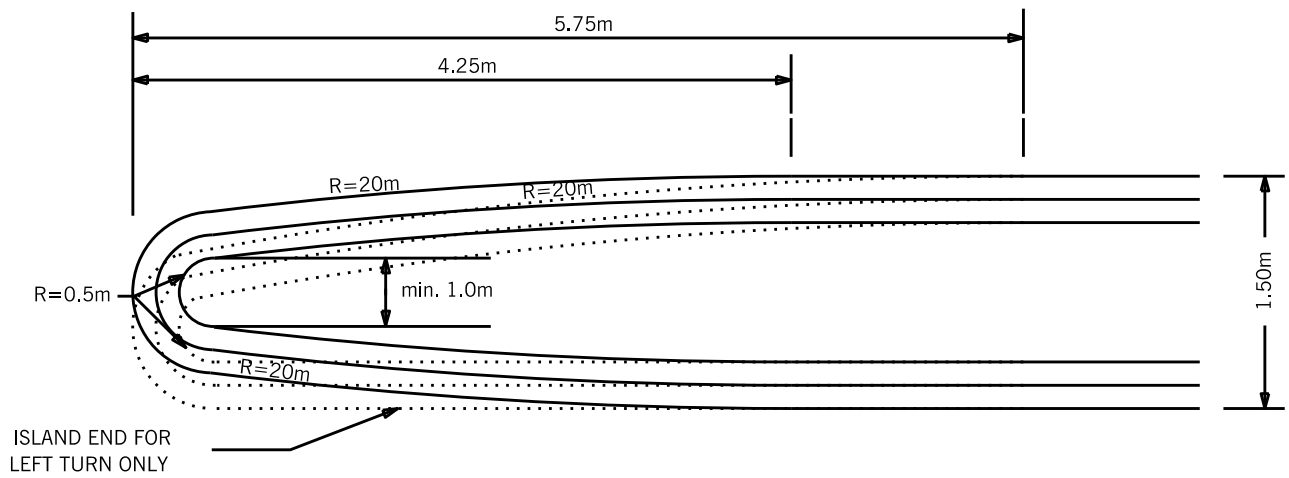
DETAILS

ORIGINAL:  
2007/05/30

REV. 0

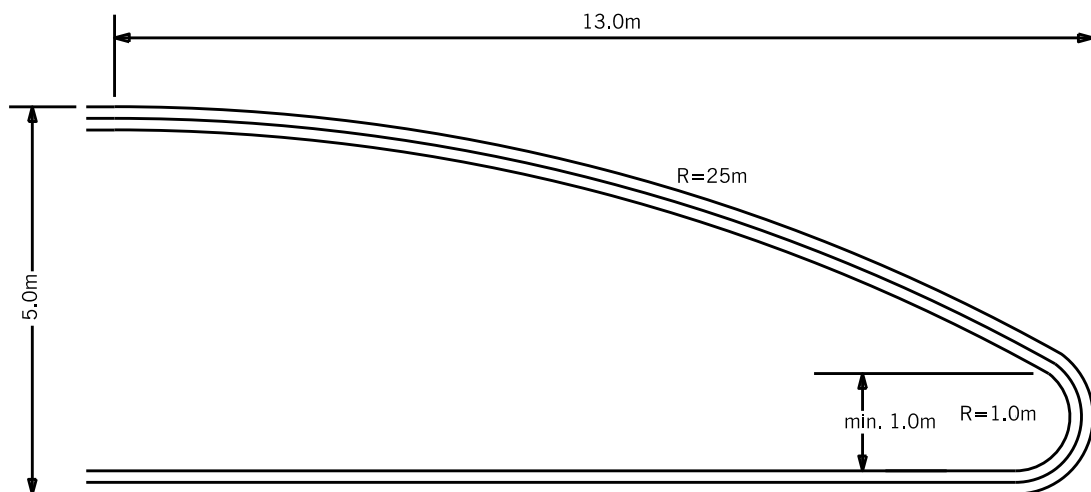
**229**

N.T.S



## NARROW BULL NOSE

SCALE: NTS



## FULL LANE BULL NOSE

SCALE: NTS

NOTE: ISLAND CURB TO BE OPSD 600.08  
(CONCRETE BARRIER CURB WITH NARROW GUTTER)



**BRAMPTON**  
Flower City

BULLNOSE DETAILS

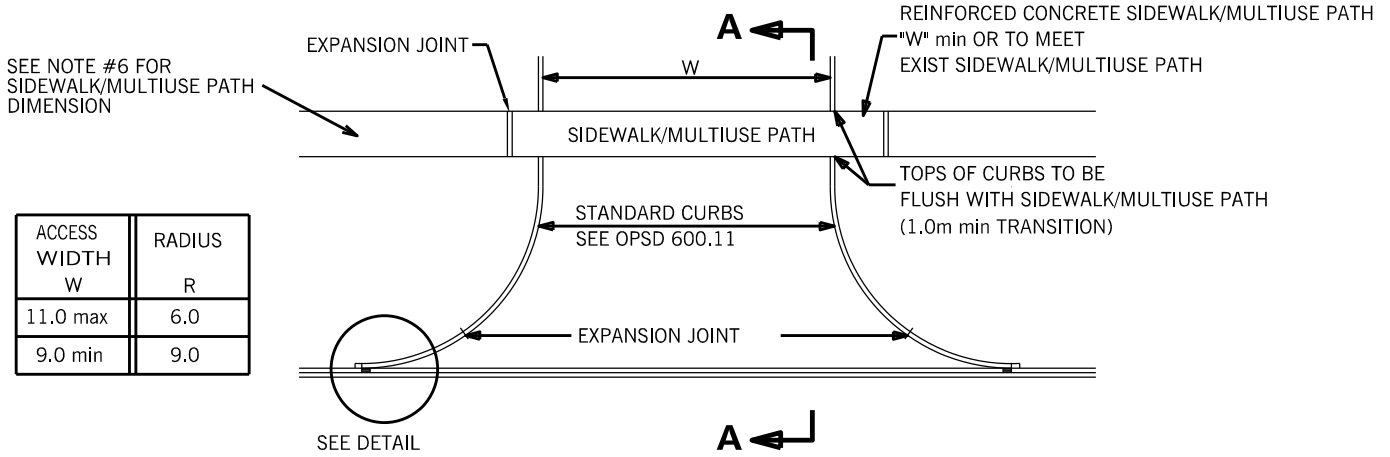
APPROVED:  
2010/11/01

ORIGINAL:  
2010/11/01

REV. 0

**230**

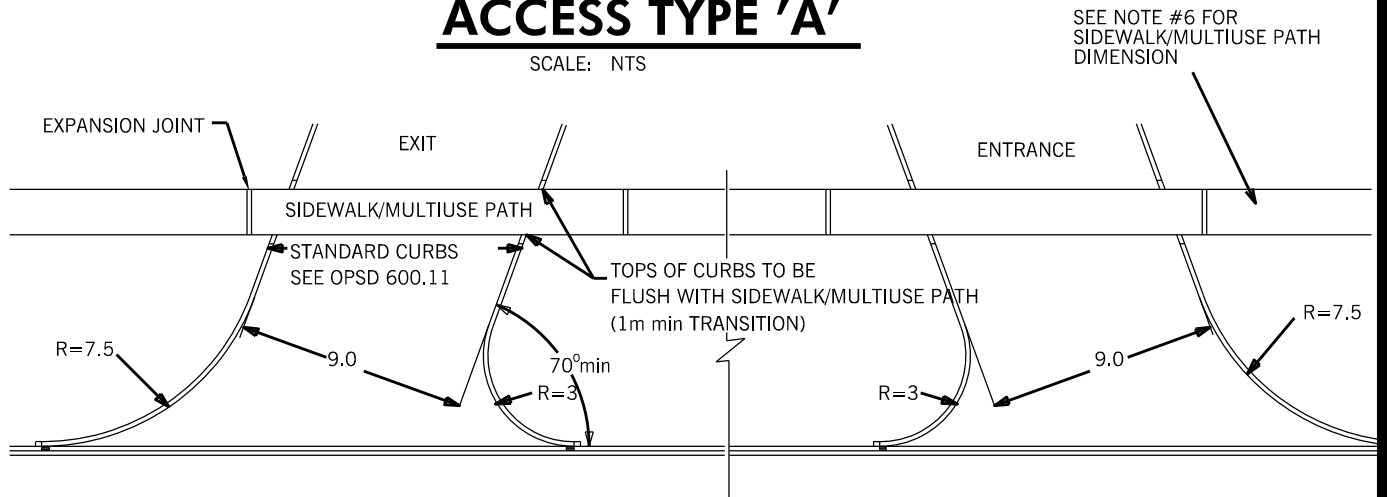
N.T.S



ACCESS WIDTH W	RADIUS R
11.0 max	6.0
9.0 min	9.0

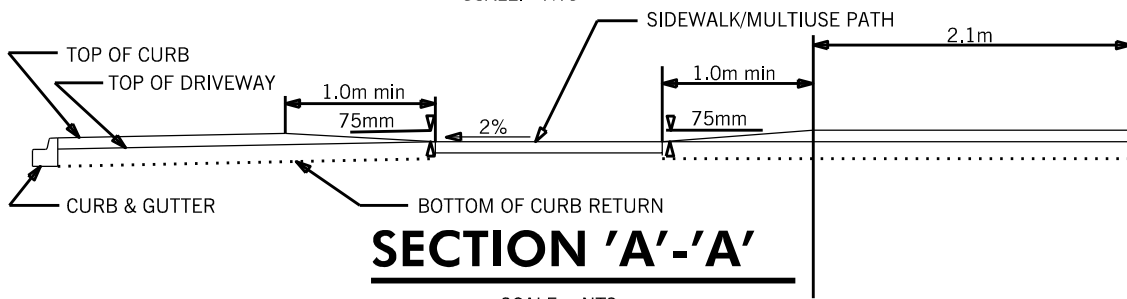
## ACCESS TYPE 'A'

SCALE: NTS



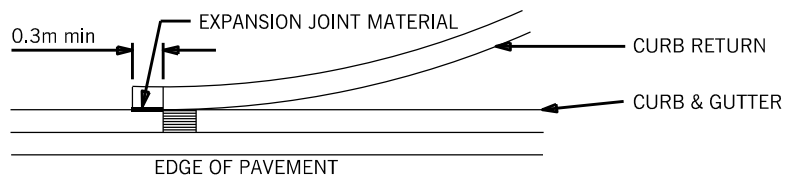
## ACCESS TYPE 'B'

SCALE: NTS

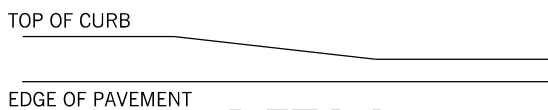


## SECTION 'A'-'A'

SCALE: NTS



PLAN



ELEVATION

## NOTES:

## DETAIL

SCALE: NTS

- DIMENSIONS AS SPECIFIED UNLESS SHOWN OTHERWISE ON APPROVED PLAN
- ENTRANCE TO BE PAVED WITH 40mm HL3 AND 50mm HL8. SUB BASE TO BE 150mm GRANULAR 'A' (OR 130mm OF 20mm CRUSHER RUN LIMESTONE) AND 300mm GRANULAR 'B' (OR 225mm OF 50mm CRUSHER RUN LIMESTONE) COMPACTED TO 100% STANDARD PROCTOR DENSITY.
- EXISTING SIDEWALK/MULTIUSE PATH TO BE REMOVED AND REPLACED TO OPSD 310.01. SIDEWALK/MULTIUSE PATH IS TO BE CONTINUOUS THROUGH ENTRANCE. SIDEWALK/MULTIUSE PATH TO BE 200mm THICK WITH WIRE MESH.
- MINIMUM CLEAR DISTANCE BETWEEN ANY UTILITY STRUCTURE AND THE EDGE OF THE DRIVEWAY IS 1.5m.
- MINIMUM CLEAR DISTANCE BETWEEN THE EXPANSION JOINT AND THE EDGE OF THE DRIVEWAY IS 1.2m MIN.
- SIDEWALK WIDTH TO BE A MINIMUM OF 1.5m AND MULTIUSE PATHWAY WIDTH TO BE A MINIMUM OF 3.0m



**BRAMPTON**  
Flower City

brampton.ca

APPROVED:  
2013/09/09

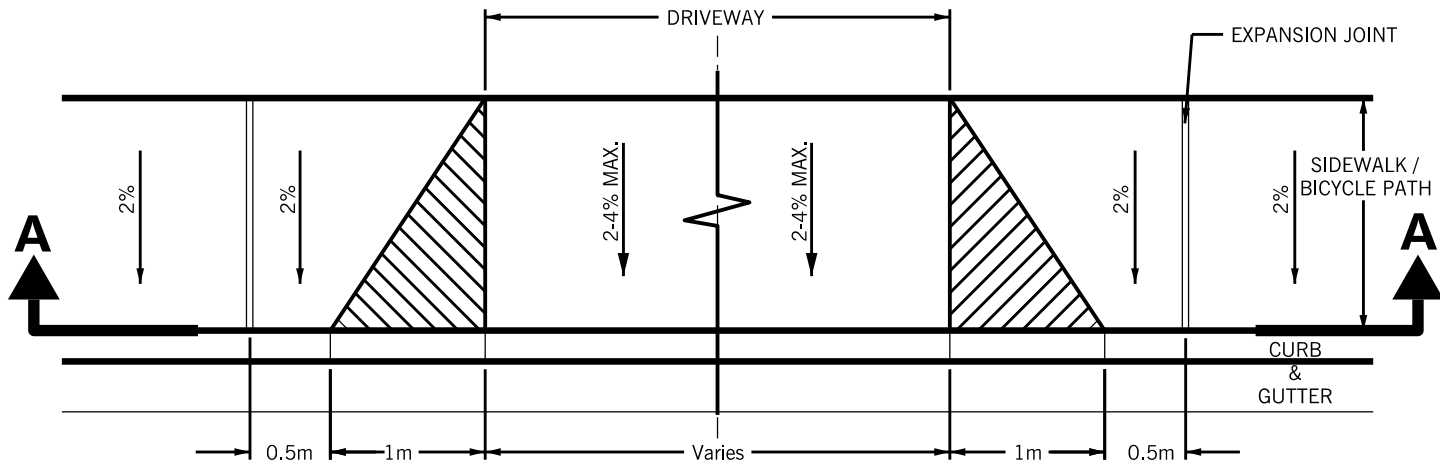
STANDARD  
VEHICULAR ACCESS

FOR INDUSTRIAL,  
COMMERCIAL & INSTITUTIONAL ORIGINAL:  
1990/11/01

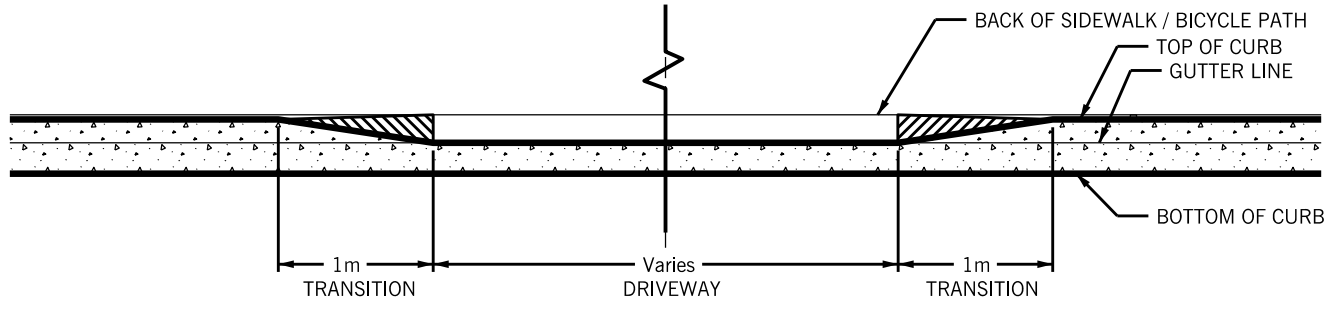
REV. 12

**237**

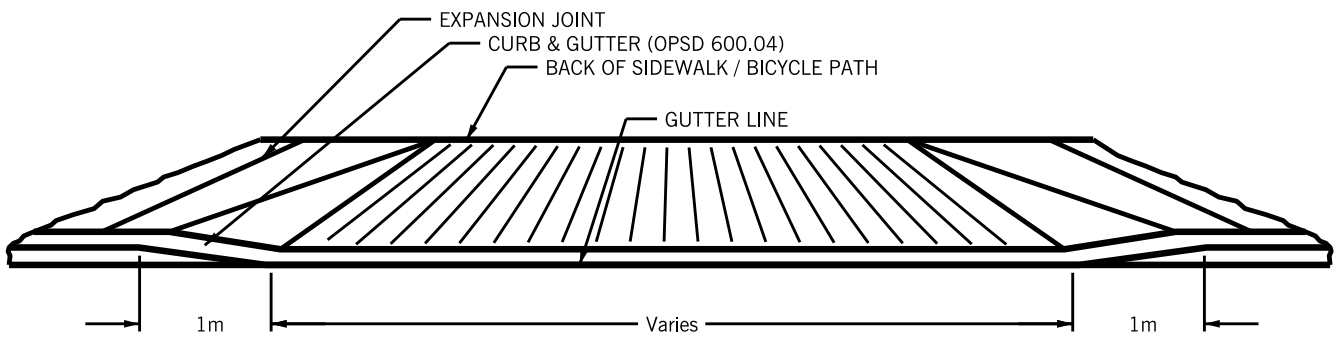
N.T.S



**PLAN VIEW**



**SECTION 'A'-'A'**



**RAMP ELEVATION**

NOTES:  
 1. GRADES BEYOND THE BACK OF SIDEWALK SHALL NOT EXCEED 8%

ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED



APPROVED:  
2010/12/23

URBAN ENTRANCE

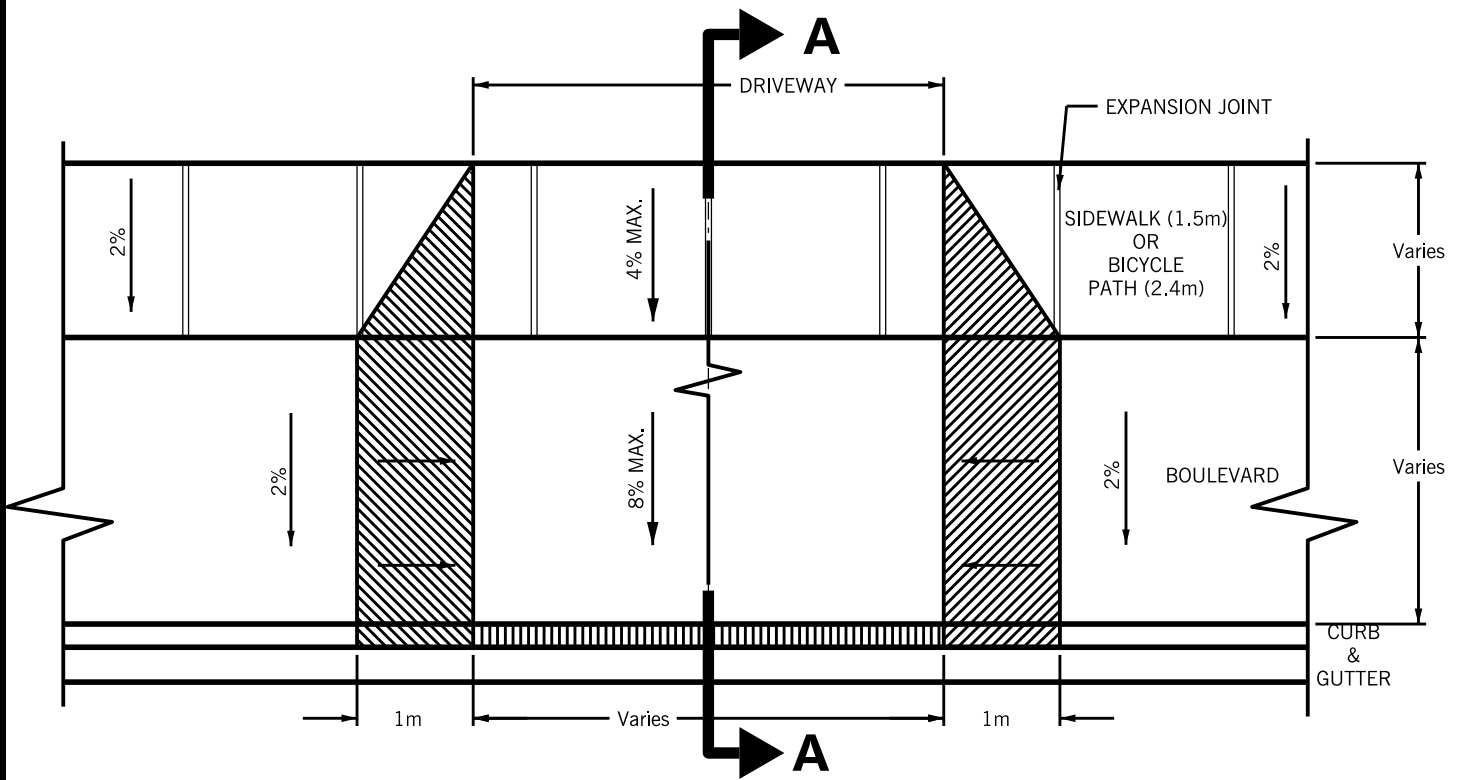
WITH CURB FACE SIDEWALK  
OR BICYCLE PATH

ORIGINAL:  
1995/01/09

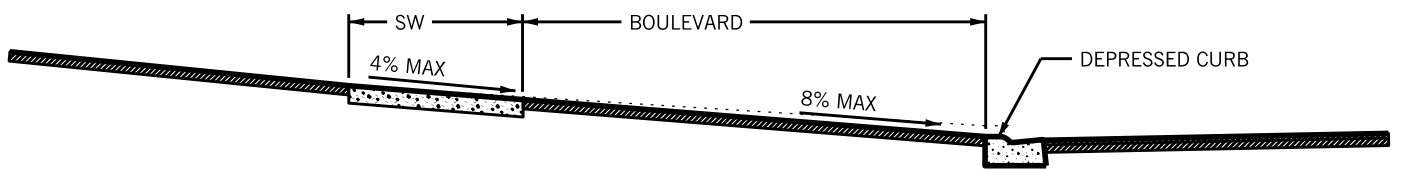
REV. 3

**238**

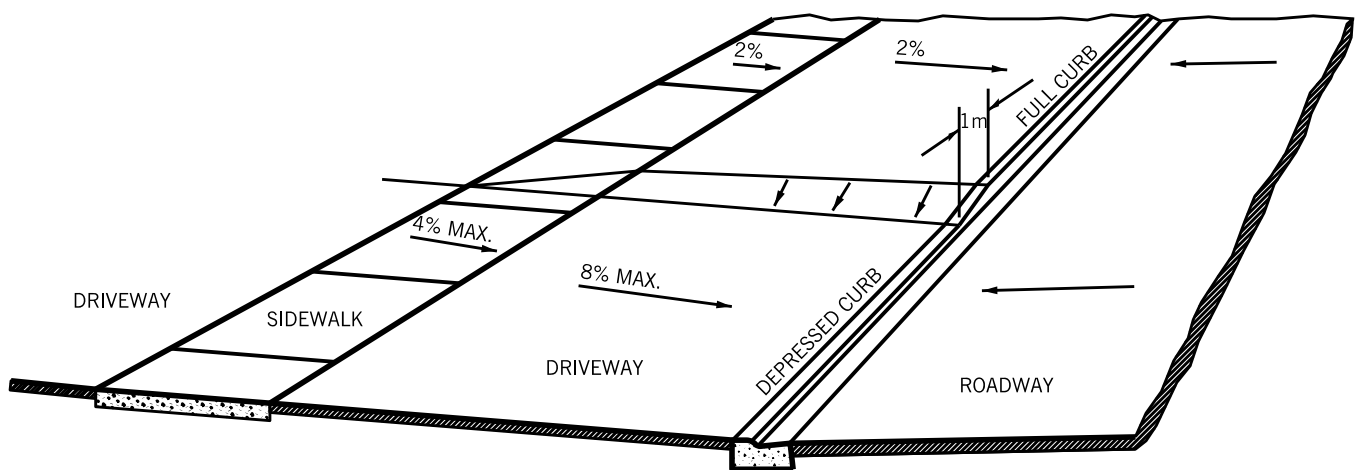
N.T.S



**PLAN VIEW**



**SECTION 'A'-'A'**



**ISOMETRIC VIEW**

ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED



**BRAMPTON**  
Flower City

URBAN ENTRANCE

WITH BOULEVARD

APPROVED:  
2010/12/23

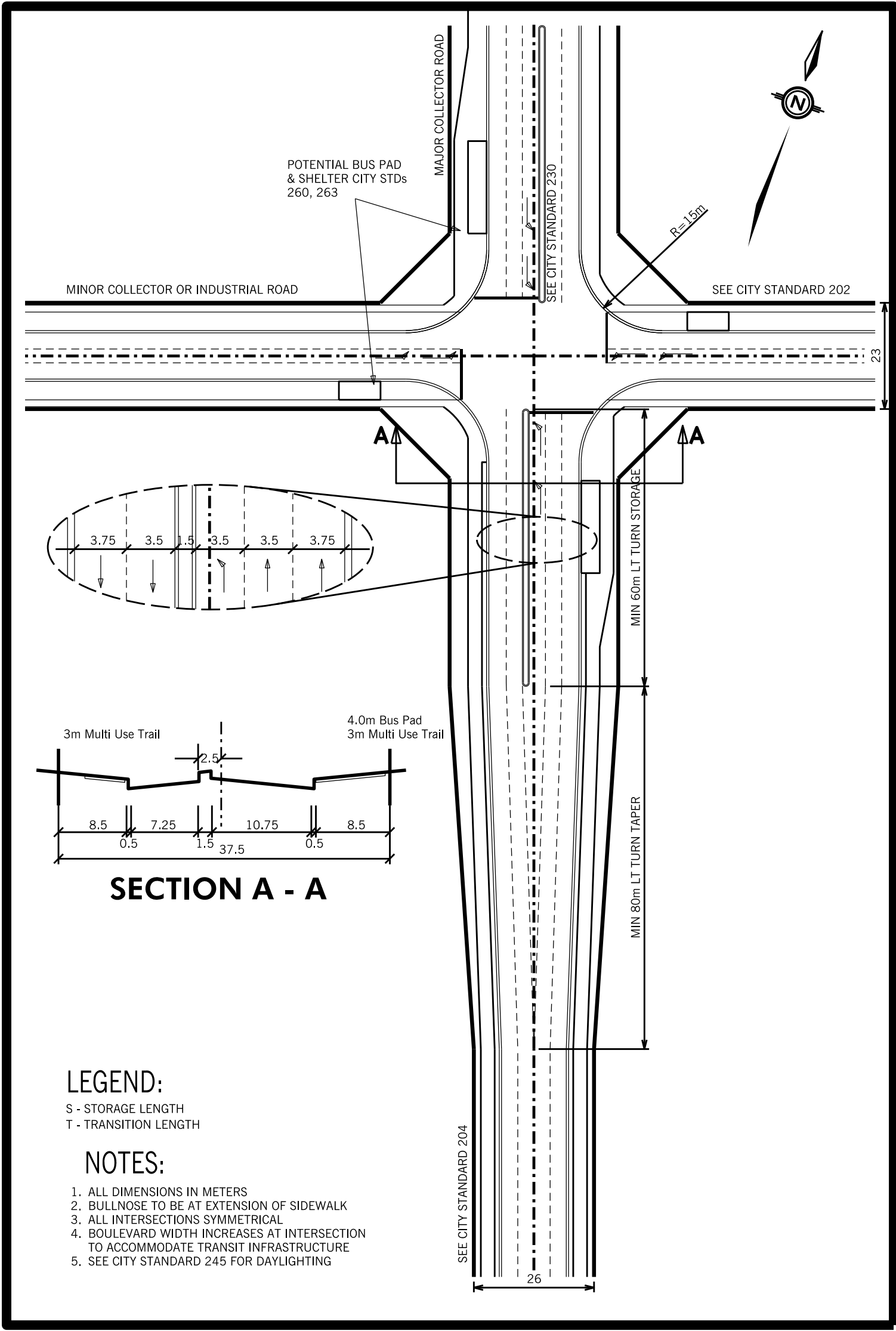
ORIGINAL:  
1995/01/25

REV. 3

**239**

N.T.S





**LEGEND:**

S - STORAGE LENGTH  
T - TRANSITION LENGTH

**NOTES:**

1. ALL DIMENSIONS IN METERS
2. BULLNOSE TO BE AT EXTENSION OF SIDEWALK
3. ALL INTERSECTIONS SYMMETRICAL
4. BOULEVARD WIDTH INCREASES AT INTERSECTION TO ACCOMMODATE TRANSIT INFRASTRUCTURE
5. SEE CITY STANDARD 245 FOR DAYLIGHTING



**BRAMPTON**  
Flower City

brampton.ca

APPROVED:  
2012/02/13

REV. 5

**STANDARD INTERSECTION**

**241**

MINOR COLLECTOR OR INDUSTRIAL ROAD WITH MAJOR COLLECTOR

ORIGINAL:  
1990/11/01

N.T.S



POTENTIAL BUS BAY,  
BUS PAD & SHELTER  
CITY STDs 260, 261, 263, 264

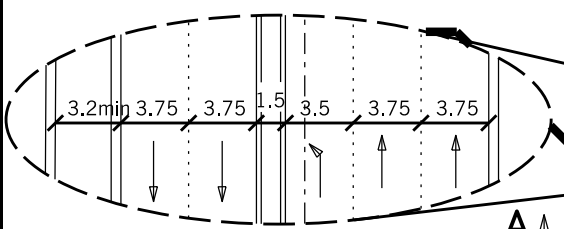
SEE CITY STANDARD 230

R=15.0

COLLECTOR ROAD

39.9

C/L

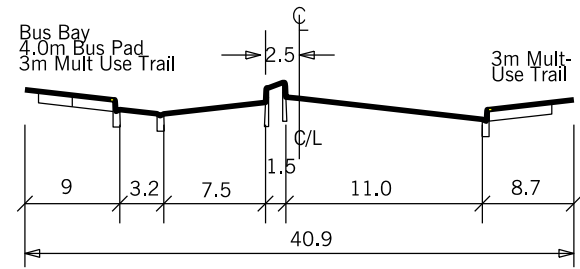


A

45M MIN LT TURN STORAGE

60M MIN LT TURN TAPER

COLLECTOR ROAD



**SECTION A - A**

**LEGEND:**

- S - STORAGE LENGTH
- T - TRANSITION LENGTH

**NOTES:**

1. ALL DIMENSIONS IN METERS
2. BULLNOSE TO BE EXTENSION OF SIDEWALK
3. SEE CITY STANDARD 245 FOR DAYLIGHTING

SEE CITY STANDARD 204

1  
26



**BRAMPTON**  
Flower City

APPROVED:  
2012/02/13

REV. 4

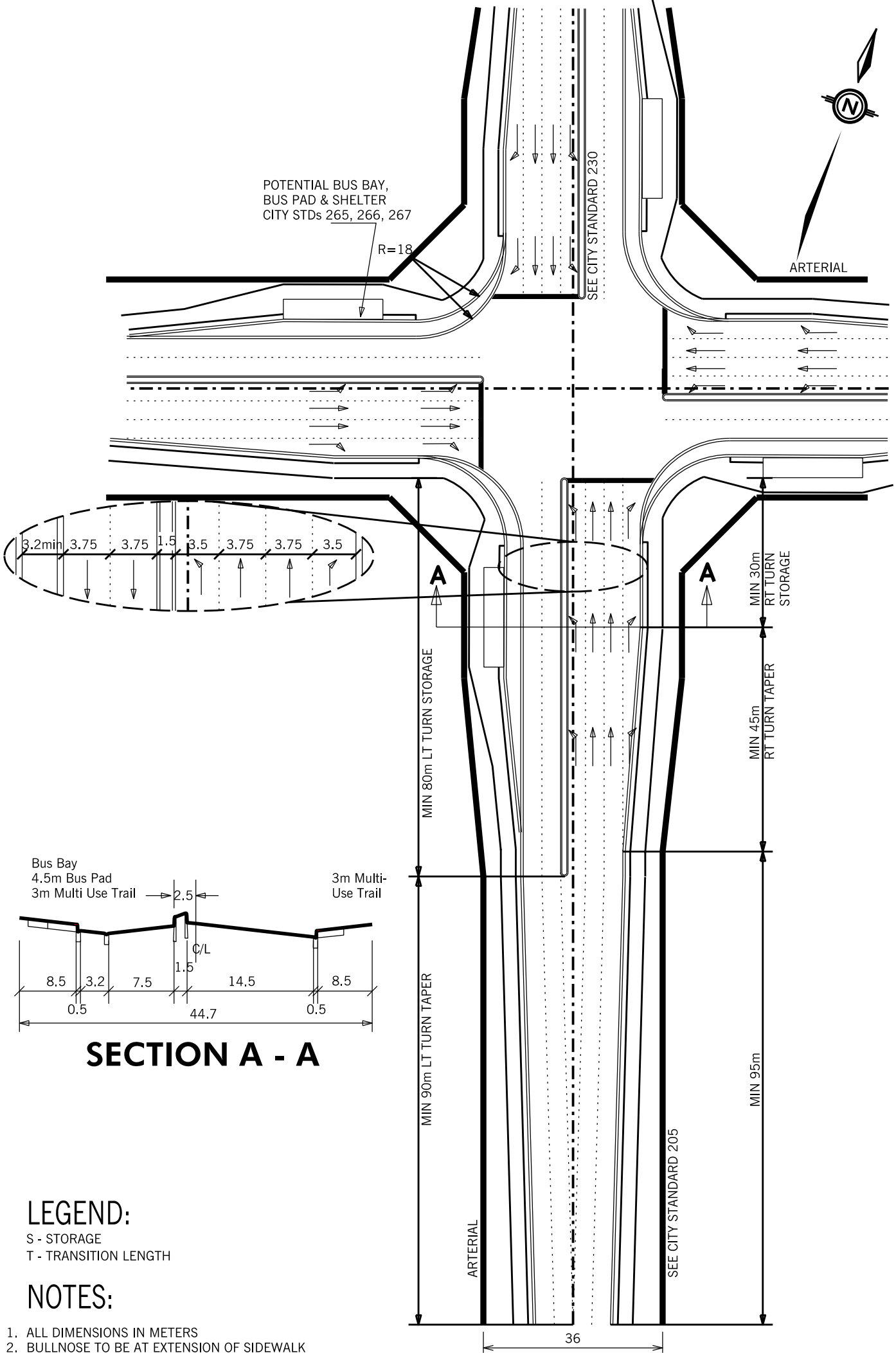
**STANDARD INTERSECTION**

**242**

COLLECTOR ROAD TO  
COLLECTOR ROAD

ORIGINAL:  
1990/11/01

N.T.S



**LEGEND:**

- S - STORAGE
- T - TRANSITION LENGTH

**NOTES:**

1. ALL DIMENSIONS IN METERS
2. BULLNOSE TO BE AT EXTENSION OF SIDEWALK
3. SEE CITY STANDARD 245 FOR DAYLIGHTING



**BRAMPTON**  
Flower City

brampton.ca

STANDARD INTERSECTION

ARTERIAL TO ARTERIAL

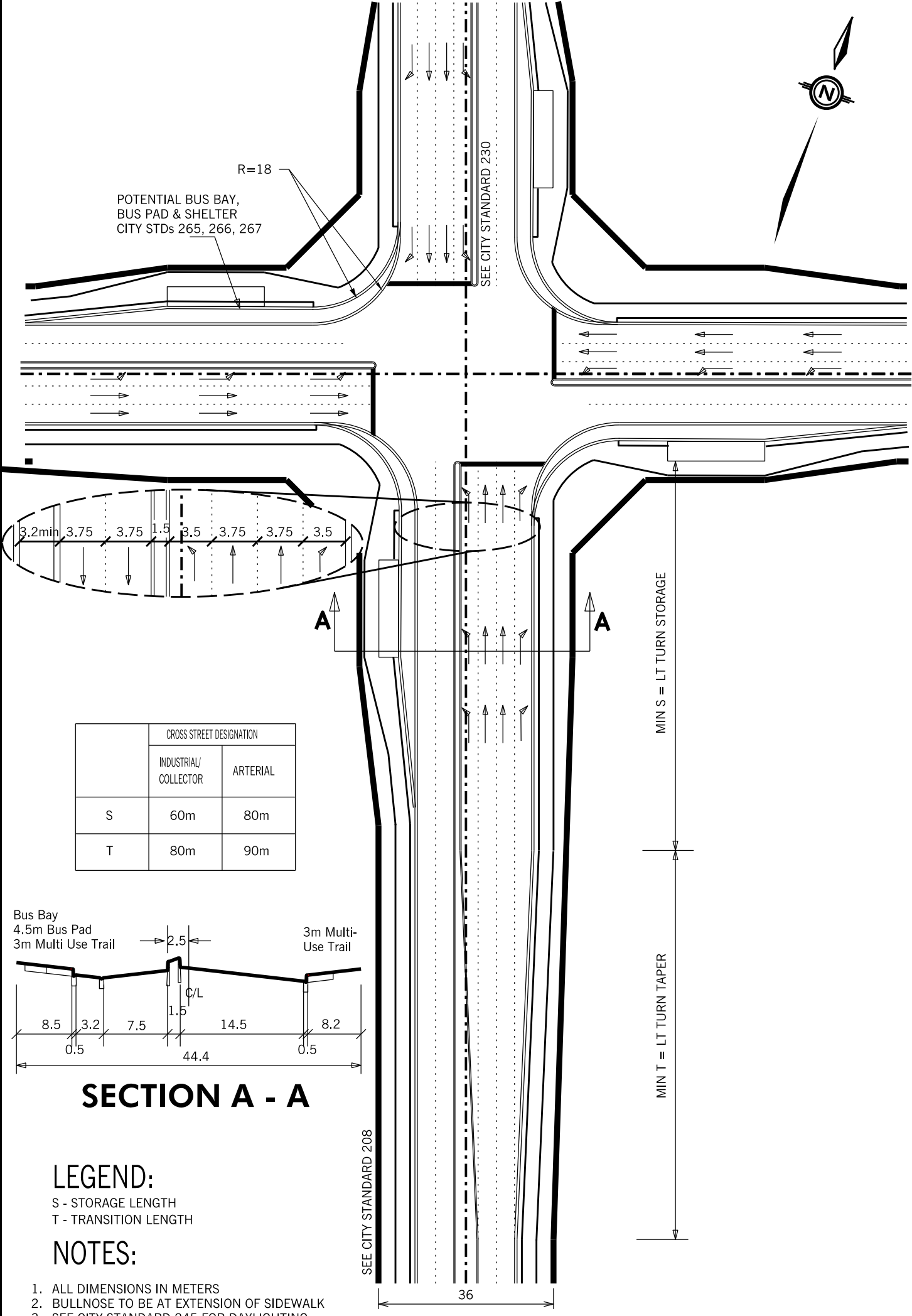
APPROVED:  
2012/02/13

ORIGINAL:  
1990/11/01

REV. 5

**243**

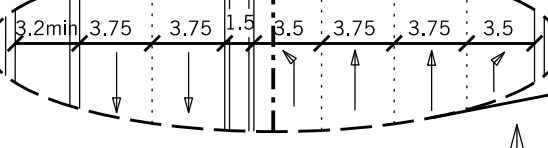
N.T.S



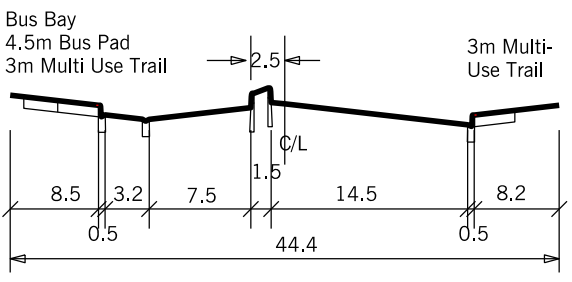
POTENTIAL BUS BAY,  
BUS PAD & SHELTER  
CITY STDs 265, 266, 267

R=18

SEE CITY STANDARD 230



	CROSS STREET DESIGNATION	
	INDUSTRIAL/ COLLECTOR	ARTERIAL
S	60m	80m
T	80m	90m



**SECTION A - A**

**LEGEND:**

S - STORAGE LENGTH  
T - TRANSITION LENGTH

**NOTES:**

1. ALL DIMENSIONS IN METERS
2. BULLNOSE TO BE AT EXTENSION OF SIDEWALK
3. SEE CITY STANDARD 245 FOR DAYLIGHTING

SEE CITY STANDARD 208

36

MIN S = LT TURN STORAGE

MIN T = LT TURN TAPER



**BRAMPTON**  
Flower City  
brampton.ca

APPROVED:  
2012//02/13

REV. 4

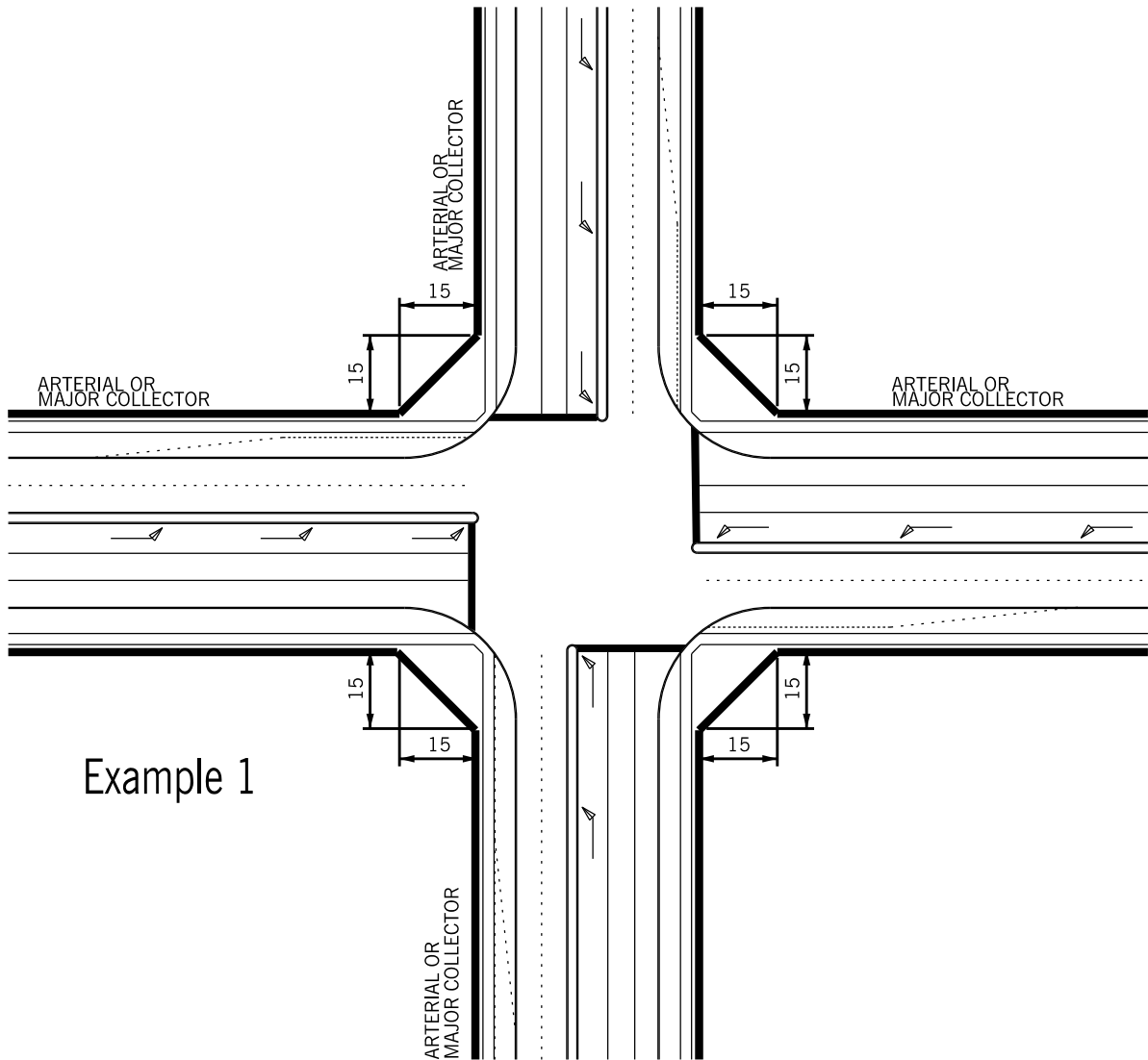
**STANDARD INTERSECTION**

**244**

4 LANE DIVIDED ARTERIAL TO  
INDUSTRIAL/COLLECTOR/  
ARTERIAL ROADWAYS

ORIGINAL:  
1990/11/01

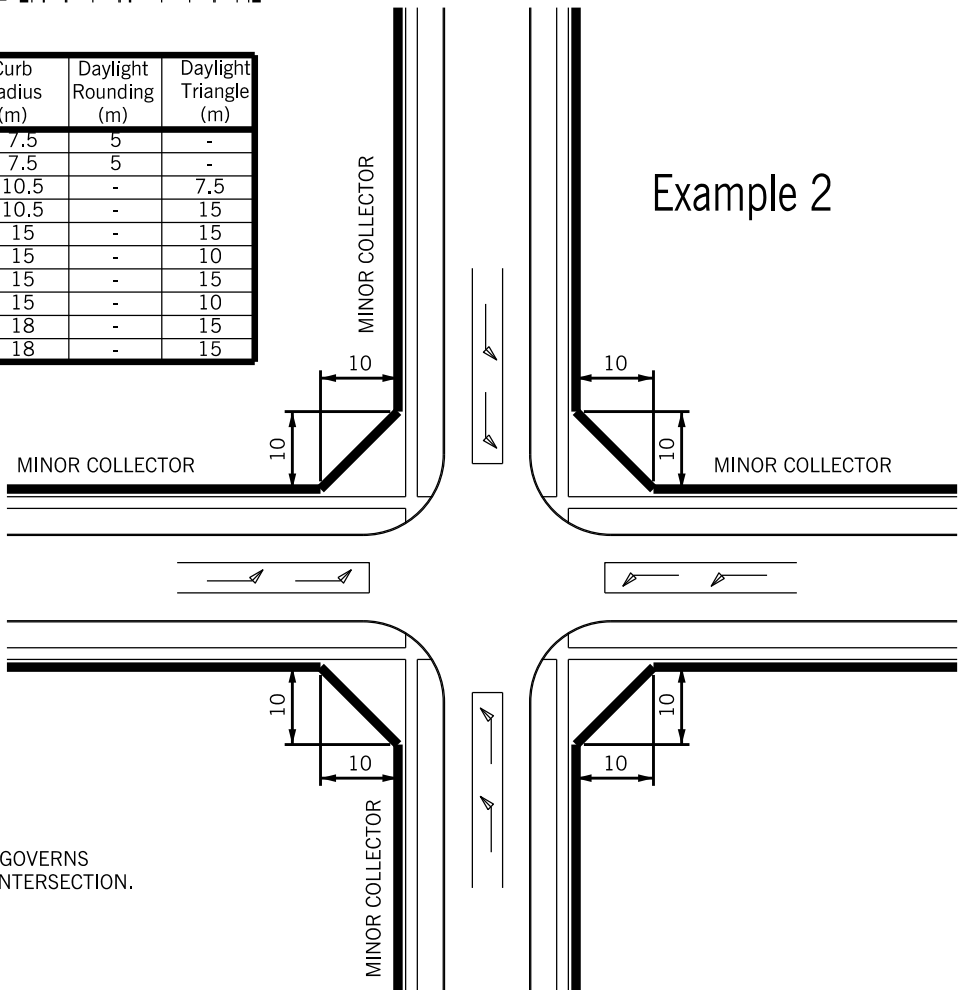
N.T.S



Example 1

Intersection Treatment Table

Street to Street	Curb Radius (m)	Daylight Rounding (m)	Daylight Triangle (m)
Minor Local to Minor Local	7.5	5	-
Local to Local	7.5	5	-
Minor Local/Local to Minor Collector	10.5	-	7.5
Minor Local/Local to Major Collector	10.5	-	15
Minor Local/Local to Arterial	15	-	15
Minor Collector to Minor Collector	15	-	10
Minor/Major Collector to Major Collector	15	-	15
Industrial Street to Industrial Street	15	-	10
Minor/Major/Industrial Collector to Arterial	18	-	15
Arterial to Arterial	18	-	15



Example 2

**NOTES:**

1. ALL DIMENSIONS IN METERS.
2. THE ROAD WITH THE LARGE RIGHT OF WAY GOVERNS THE DAYLIGHTING REQUIREMENTS AT THE INTERSECTION.



**BRAMPTON**  
Flower City

DAYLIGHT TRIANGLE  
DIMENSIONS

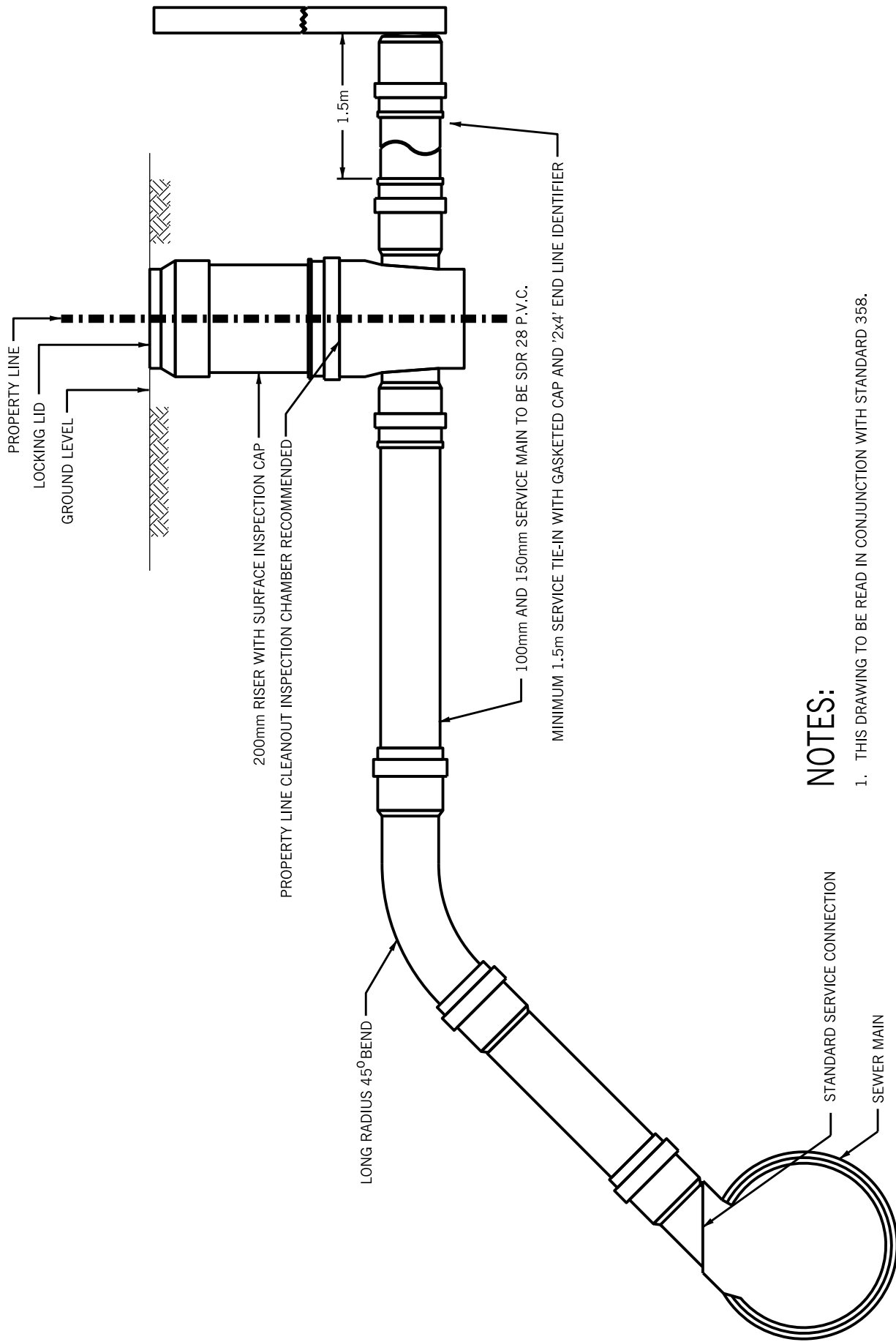
APPROVED:  
2012/02/13

ORIGINAL:  
2012/02/07

REV. 1

**245**

N.T.S



**NOTES:**

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH STANDARD 358.

ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED



**BRAMPTON**  
Flower City

RESIDENTIAL  
INSPECTION CHAMBER

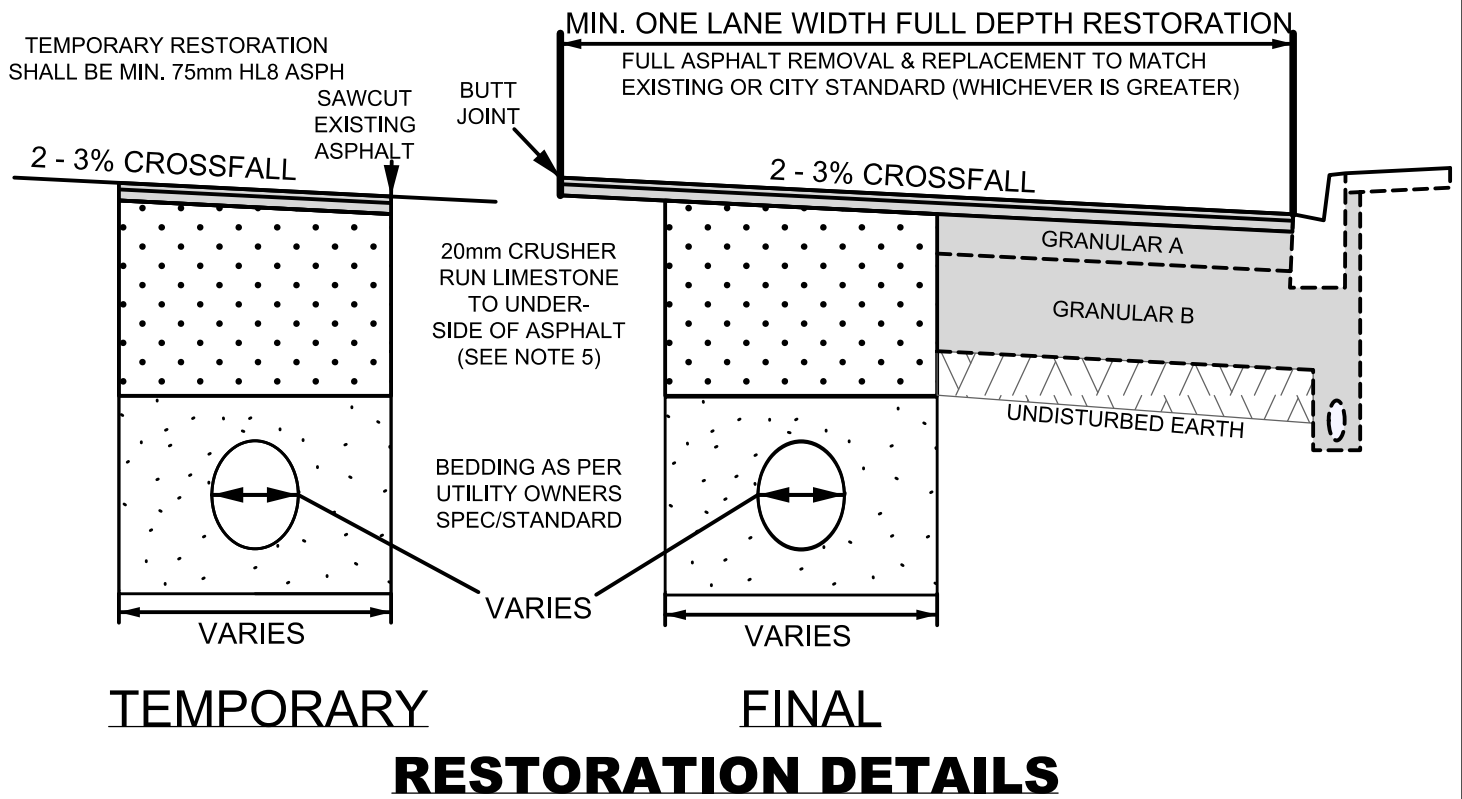
APPROVED:  
1995/03/09

ORIGINAL:  
1995/01/30

REV. 2

**251**

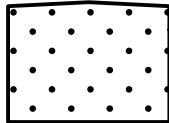
N.T.S



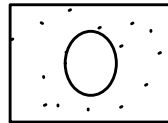
### LEGEND



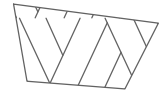
EXISTING INFRASTRUCTURE



20mm CRUSHER RUN LIMESTONE



BEDDING AS PER UTILITY OWNERS SPEC/STANDARD



UNDISTURBED EARTH

### GENERAL NOTES:

- 1- FULL REMOVAL AND ALL REPLACEMENT OF ASPHALT SHALL MATCH EXISTING OR CITY STANDARD (WHICHEVER IS GREATER). ALL ASPHALT RESTORATION SHALL BE IN COMPLIANCE WITH BSS 310.
- 2- THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL PERIPHERAL DAMAGE TO THE ROAD WHICH HAS BEEN CAUSED BY THE TRENCH AND UTILITY CUT ACTIVITY. THIS INCLUDES ALL DAMAGE TO THE SURROUNDING PAVING STRUCTURE WHICH HAS CAUSED THAT STRUCTURE TO CRACK OR DETERIORATE OR BECOME UNSTABLE VERSUS ITS CONDITION PRIOR TO THE TRENCH AND UTILITY CUT ACTIVITY. IN SUCH CASES, UNLESS THE CONTRACTOR CAN CLEARLY DEMONSTRATE SUCH DAMAGE WAS PRESENT BEFORE THE CUTTING OF THE ROAD, THE PERMIT APPLICANT IS RESPONSIBLE FOR, AND MUST ENSURE THAT, THE ENTIRE DAMAGED AREA OF PAVEMENT IS REPAIRED TO THE FULL APPLICABLE ROAD STANDARD.
- 3- EXISTING CRASH PROTECTION SYSTEMS AND REGULATORY SIGNAGE MUST NOT BE REMOVED OR TAMPERED WITH.

### RESTORATION NOTES:

- 4 - WHEN THE REMAINING ASPHALT, FROM THE CURB (GUTTER FACE) TO THE EDGE OF RESTORED SECTION IS 1000mm OR LESS, THE EXISTING ASPHALT WILL BE REMOVED FULL DEPTH AND WHEN TWO OR MORE ROAD CUTS ARE REQUIRED AT A GIVEN SITE AND THE CUTS ARE LESS THAN 2500mm APART, THE ENTIRE AREA MUST HAVE FULL DEPTH ASPHALT RESTORATION FROM THE OUTER LIMITS OF ALL REPAIRS.
- 5 - GRANULAR BACKFILL MATERIALS REQUIREMENTS SHOWN IN THE RESTORATION DETAILS SHALL CONFORM TO BSS 1010.
- 6 - AFTER BACKFILLING THE UTILITY TRENCH, A MIN 1000mm FULL DEPTH ASPHALT STRIP SHALL BE CUT BACK FROM ALL SIDES OF THE TRENCH INTO THE EXISTING PAVEMENT STRUCTURE. THE PAVEMENT STRUCTURE MATERIALS SHALL MATCH THE EXISTING PAVEMENT MATERIAL TYPES
- 7 - ALL HOT-MIX MATERIAL SHALL CONFORM TO BSS 1150.
- 8 - SIDEWALK RESTORATION SHALL BE A MINIMUM OF ONE FULL BAY INCLUDING EXPANSION JOINT MATERIAL. ALL CONCRETE SHALL BE AS PER BSS 1350. ALL SIDEWALKS AND INDUSTRIAL DRIVEWAYS SHALL CONFORM TO CITY OF BRAMPTON STANDARD DRAWING 237.
- 9 - MULTIUSE PATH RESTORATION REQUIRES A MIN 1000mm WIDE FULL DEPTH ASPHALT TO BE CUT BACK FROM ALL CUT SIDES OF THE TRENCH INTO THE EXISTING MULTI USE PATH. THE PAVEMENT STRUCTURE MATERIALS SHALL BE PLACED AS PER CITY OF BRAMPTON STANDARD DRAWING L 511 OR AT INDUSTRIAL DRIVEWAYS, SHALL CONFORM TO CITY OF BRAMPTON STANDARD DRAWING 237.
- 10 - SUB DRAINS UNDER THE CURB SHALL BE RESTORED TO ENSURE THEIR OPERATION AND SHALL BE PLACED AS PER CITY OF BRAMPTON STANDARD DRAWING 223.
- 11 - WHERE THE CURB HAS BEEN UNDERMINED TO FACILITATE UTILITY INSTALLATION, THE CURB SHALL BE REMOVED AND REPLACED. CURB RESTORATION SHALL BE A MINIMUM OF 2000mm OR SHALL EXTEND 500mm BEYOND THE OUTER TRENCH EDGES, WHICH EVER IS GREATER, ALL CONCRETE SHALL BE AS PER BSS 353. ASPHALT RESTORATION ALONG THE REPLACED CURB SHALL CONSIST OF A MIN OF 1000mm CUT BACK FULL DEPTH FROM THE GUTTER FACE.
- 12 - ALL GRASSED BOULEVARDS SHALL BE RE-INSTATED IN ACCORDANCE WITH BSS 802 AND BSS 803 (TOPSOIL AND SOD REQUIREMENTS).



**BRAMPTON**  
Flower City

GENERAL - SERIES 000

TRENCH  
RESTORATION  
NOTES

APPROVED:  
MAY 2015

ORIGINAL:  
JAN 2015

REV. 1

**252**

N.T.S



**BRAMPTON**  
Flower City

GENERAL - SERIES 000

TRENCH  
RESTORATION  
DETAILS

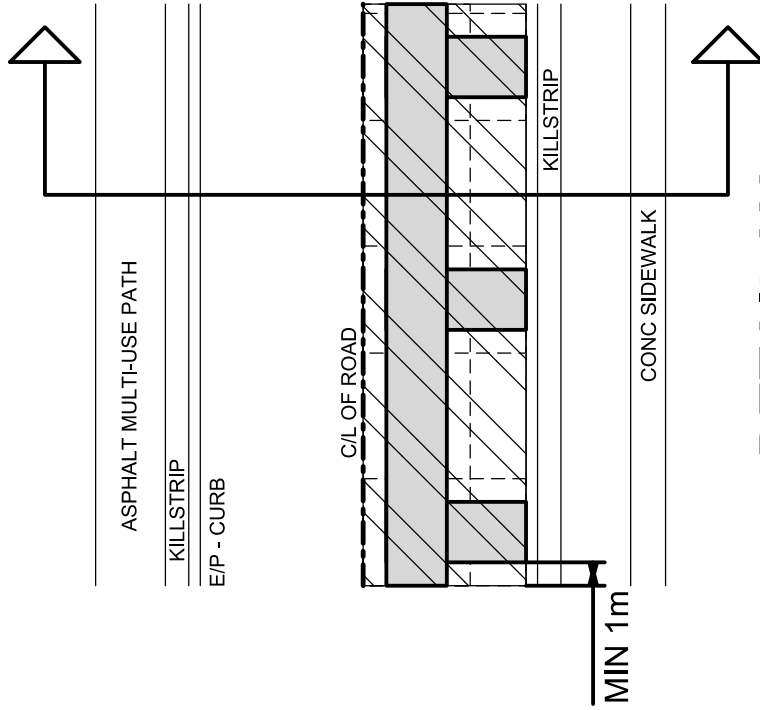
APPROVED:  
MAY 2015

ORIGINAL:  
JAN 2015

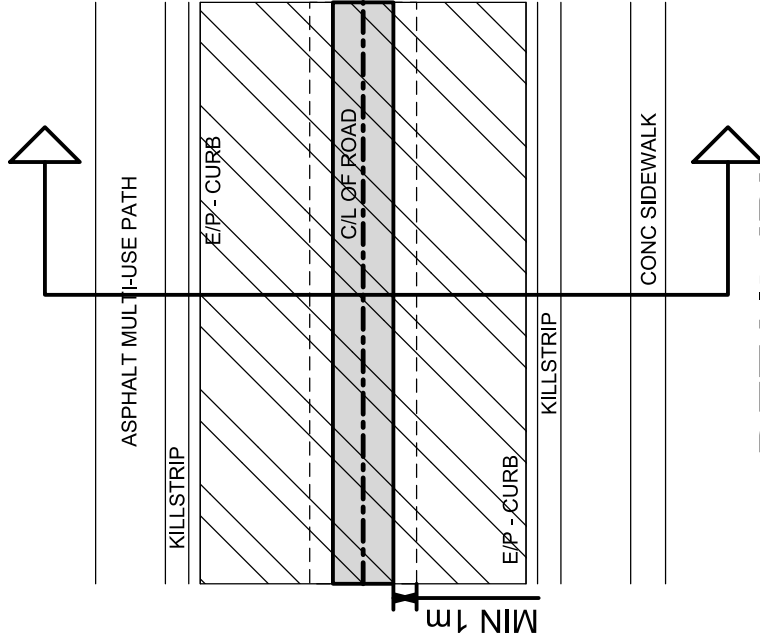
REV. 1

**253**

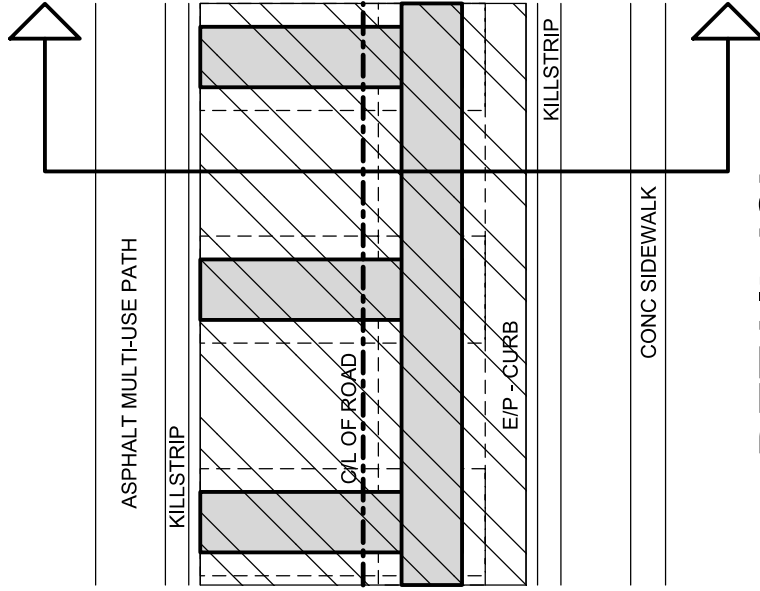
N.T.S



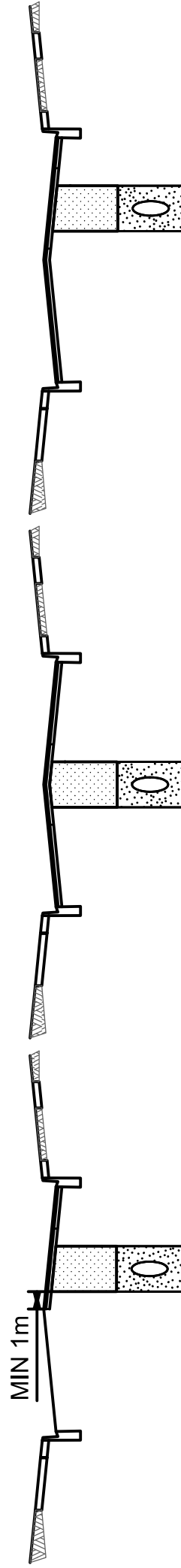
**DETAIL 'A'**  
(SEE NOTE 1)



**DETAIL 'B'**  
(SEE NOTE 2)



**DETAIL 'C'**  
(SEE NOTE 3)



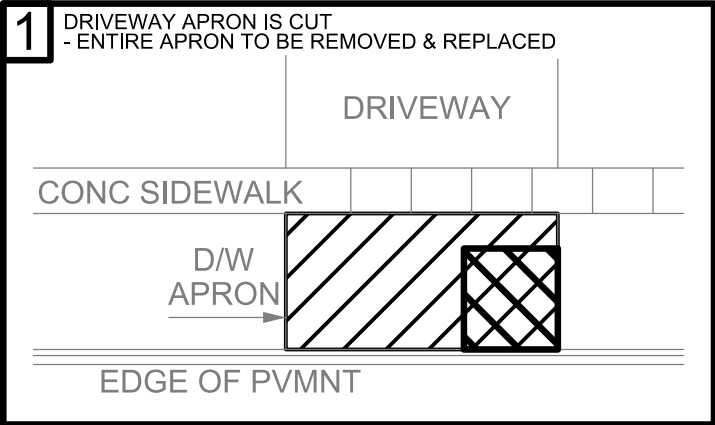
**NOTES:**

- 1 - **DETAIL 'A'**: ILLUSTRATES REPAIR LIMITS SHALL EXTEND TO A MINIMUM OF ONE LANE WIDTH. WHEN TRENCH ENCROACHES INTO SECOND LANE, BOTH LANES MUST BE FULLY RESTORED.
- 2 - **DETAIL 'B'**: ILLUSTRATES REPAIR LIMITS SHALL EXTEND A LANE WIDTH ON EACH SIDE OF THE TRENCH AND MUST BE FULLY RESTORED WHEN THE TRENCH IS IN THE MIDDLE OF THE ROAD.
- 3 - **DETAIL 'C'**: ILLUSTRATES REPAIR LIMITS SHALL EXTEND THE FULL WIDTH OF THE ROAD AND MUST BE FULLY RESTORED WITH ASPHALT (I.E. CURB TO CURB) WHEN SERVICE CONNECTIONS ARE DONE AND 60% OF THE ROAD SURFACE IS IMPACTED.
- 4 - RESTORATION LIMITS MUST BE DISCUSSED AND APPROVED BY CITY OF BRAMPTON STAFF.

**LEGEND**

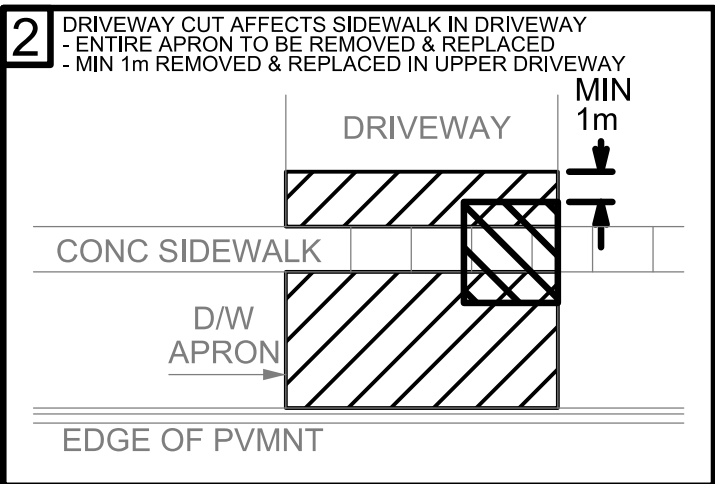
	UNDISTURBED EARTH		BEDDING AS PER UTILITY OWNERS SPEC/STANDARD
	RESTORATION AREA (SEE NOTE 4)		20mm CRUSHER RUN LIMESTONE
	TRENCH LOCATION W/ MIN 1000mm ASPH BEYOND TRENCH		TRENCH LOCATION W/ MIN 1000mm ASPH BEYOND TRENCH





**NOTES:**

- DRIVEWAY CROSSINGS ARE TO BE BORED
- OPEN CUTTING OF DRIVEWAY IS NOT PERMITTED UNLESS APPROVED, IN WRITING, BY THE HOMEOWNER
- REMOVALS TO BE COMPLETED AS SHOWN BELOW
- RESTORATION SHALL MATCH THE MINIMUM STANDARDS BELOW OR MATCH THE ORIGINAL DEPTHS (WHICHEVER IS GREATER)



**REMOVALS:**

- SAW CUT EXISTING DRIVEWAY, BOULEVARD, KILLSTRIP ETC.
- REMOVE AND DISPOSE OF MATERIALS
- SEE CITY STD 252 AND CITY STD 237 FOR SIDEWALK REMOVAL & RESTORATION REQUIREMENTS

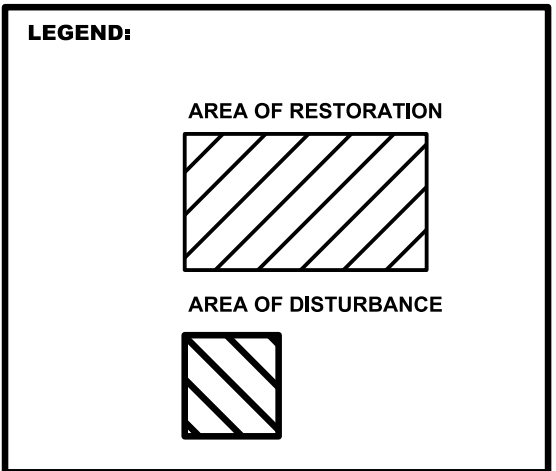
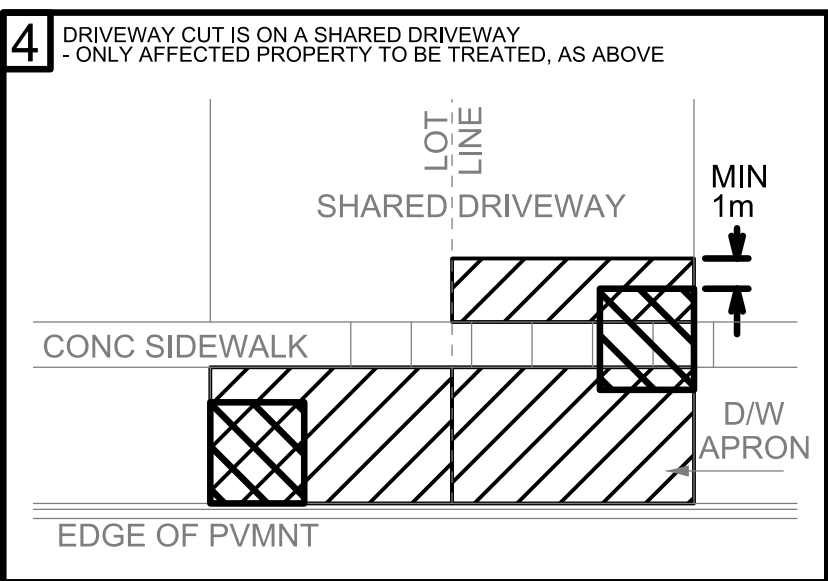
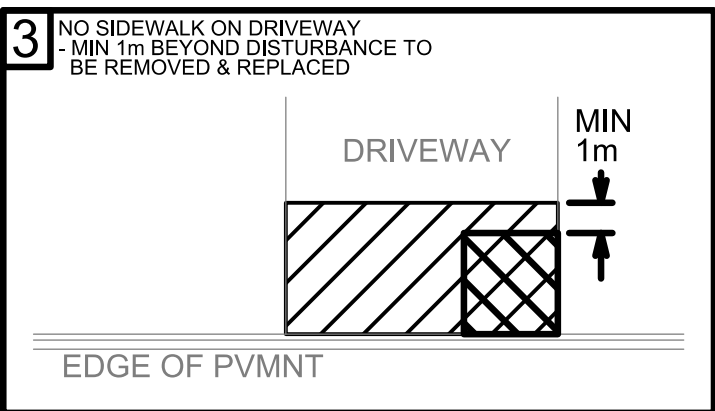
**RESTORATION:**

**RESIDENTIAL ACCESS**

- 150mm COMPACTED DEPTH 19mm CRUSHER RUN LIMESTONE
- PRIME ALL SURFACES WITH A FULL COAT OF RS-1 OR SS-1 TACK COAT
- SUPPLY, PLACE AND COMPACT 75mm OF HL-3F ASPHALT

**INDUSTRIAL / COMMERCIAL ACCESS**

- 200mm COMPACTED DEPTH 19mm CRUSHER RUN LIMESTONE
- PRIME ALL SURFACES WITH A FULL COAT OF RS-1 OR SS-1 TACK COAT
- SUPPLY, PLACE AND COMPACT 75mm OF HL-8 ASPHALT
- SUPPLY, PLACE AND COMPACT 35mm OF HL-3F ASPHALT



**BRAMPTON**  
Flower City

RESIDENTIAL,  
COMMERCIAL, INDUSTRIAL  
ACCESS RESTORATION

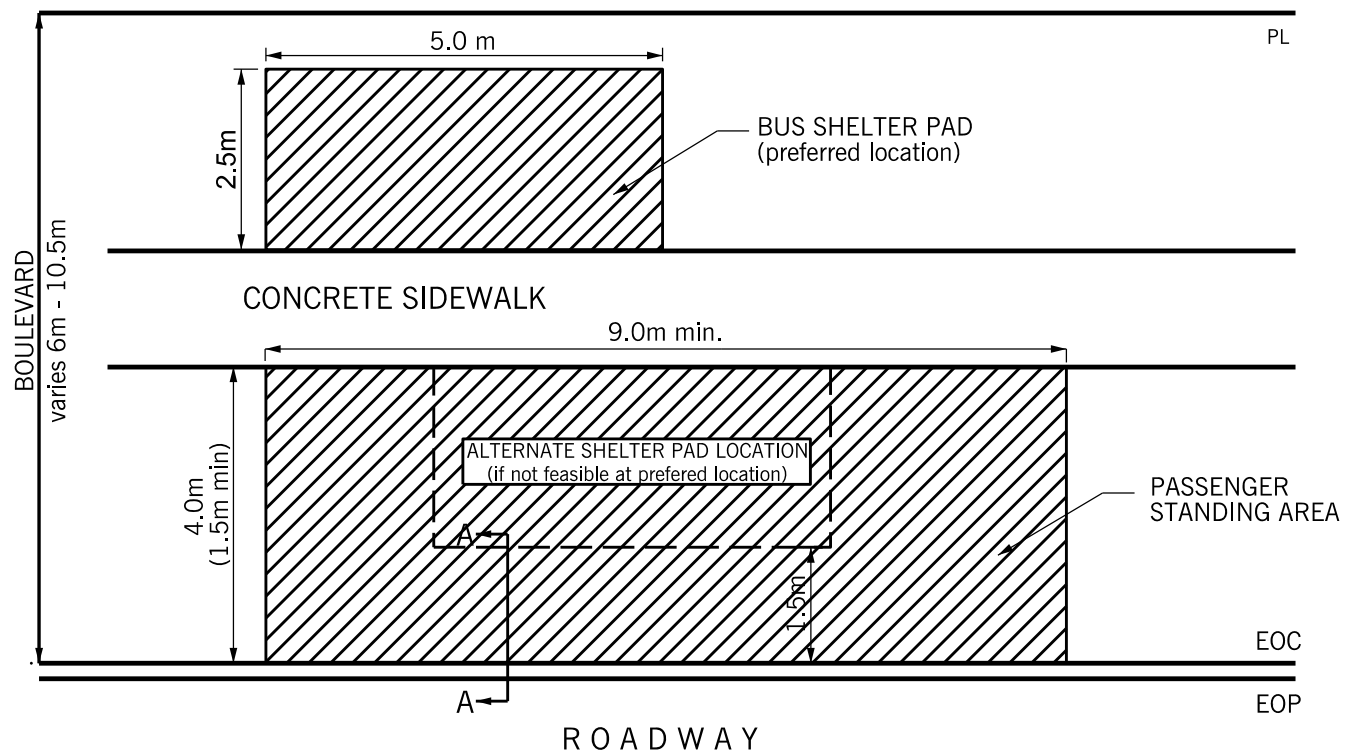
GENERAL - SERIES 200

APPROVED:  
MARCH 2016  
ORIGINAL:  
DECEMBER 2015

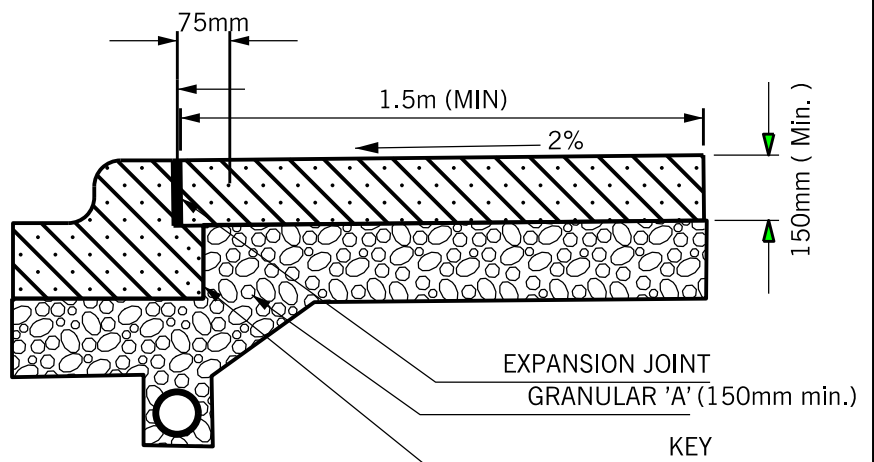
REV. 2

**254**

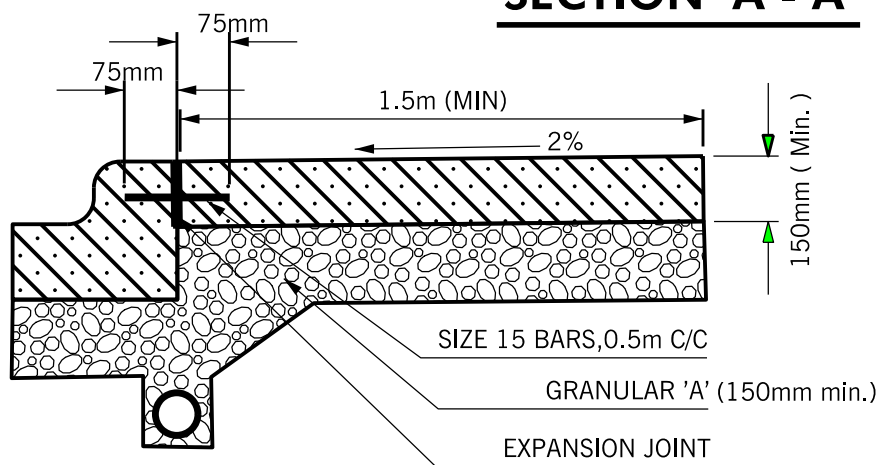
N.T.S



CONCRETE PAD		CONCRETE PAD DEPTH (mm)
LENGTH (m)	WIDTH (m)	
9.0	4.0	150
9.0	3.0	150
9.0	2.5	150
>9.0	>3.0	150
5.0	2.5	150
5.0	>2.5	200
>5.0	>2.5	200



**SECTION 'A'-A'**

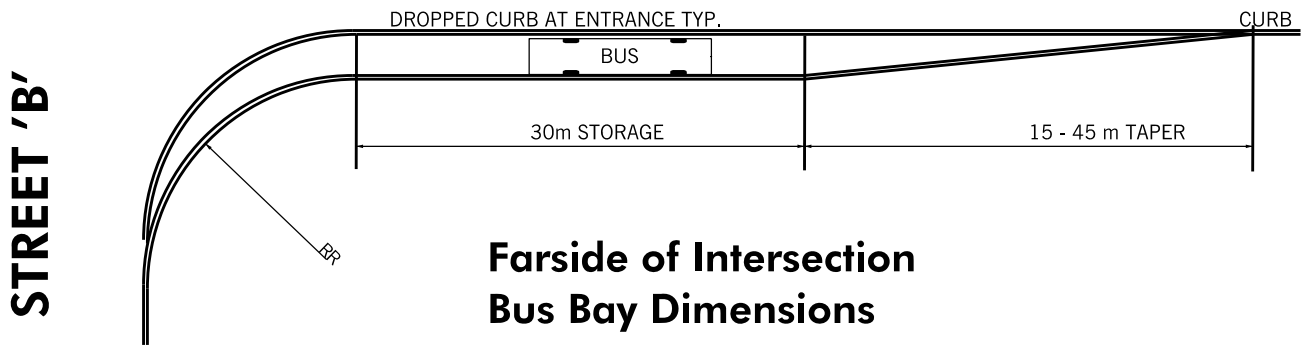


**SECTION 'A'-A' - ALTERNATIVE**

**NOTES:**

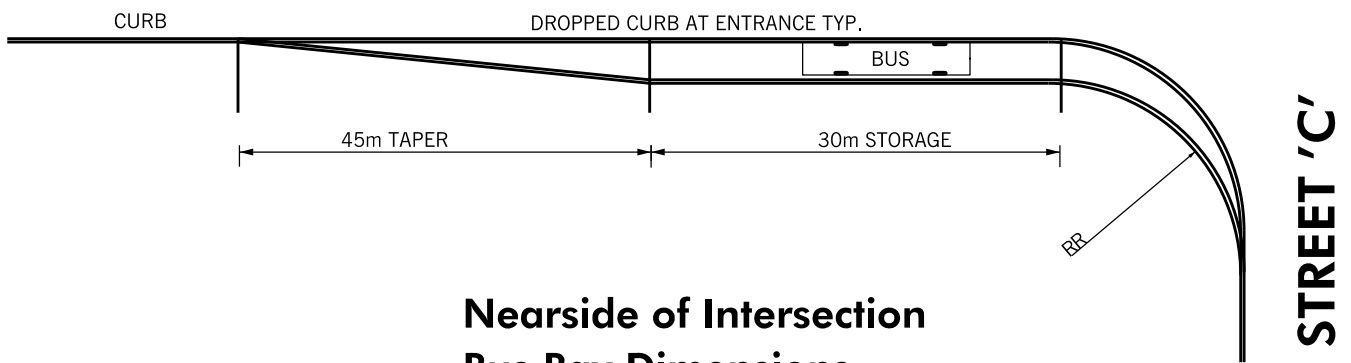
- PAD SLOPE TO 2% CROSS FALL.
- NEAR-SIDE STOPS TO BE LOCATED SUCH THAT BUS SHELTER DOES NOT OBSTRUCT INTERSECTION SIGHTLINES.
- PRIOR TO INSTALLATION CONTACT BRAMPTON TRANSIT PLANNING SECTION.
- CONTACT BRAMPTON TRANSIT FOR EXACT LOCATION OF ELECTRICAL CONDUIT BEFORE CONCRETE POUR. REFER TO STD DWG. NO. 263.
- ALTERNATIVE SHELTER LOCATION REQUIRES A MINIMUM PAD WIDTH OF 3.0m, IF LESS THAN 3.0m LOCATE AT PREFERRED LOCATION.

## STREET 'A'



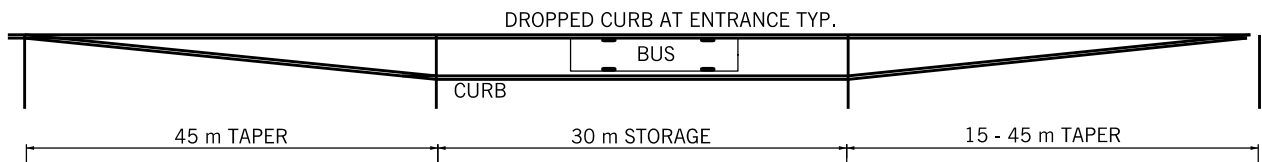
**Farside of Intersection  
Bus Bay Dimensions**

## STREET 'D'



**Nearside of Intersection  
Bus Bay Dimensions**

## STREET 'E'



**Midblock of Intersections  
Bus Bay Dimensions**

**NOTE:**

FOR BUS BAY LANE WIDTHS AND TYPICAL SECTION DETAILS, REFER TO STD. DWG 266



**BRAMPTON**  
Flower City

APPROVED:  
2014/06/16

**BUS BAY  
DIMENSIONS**

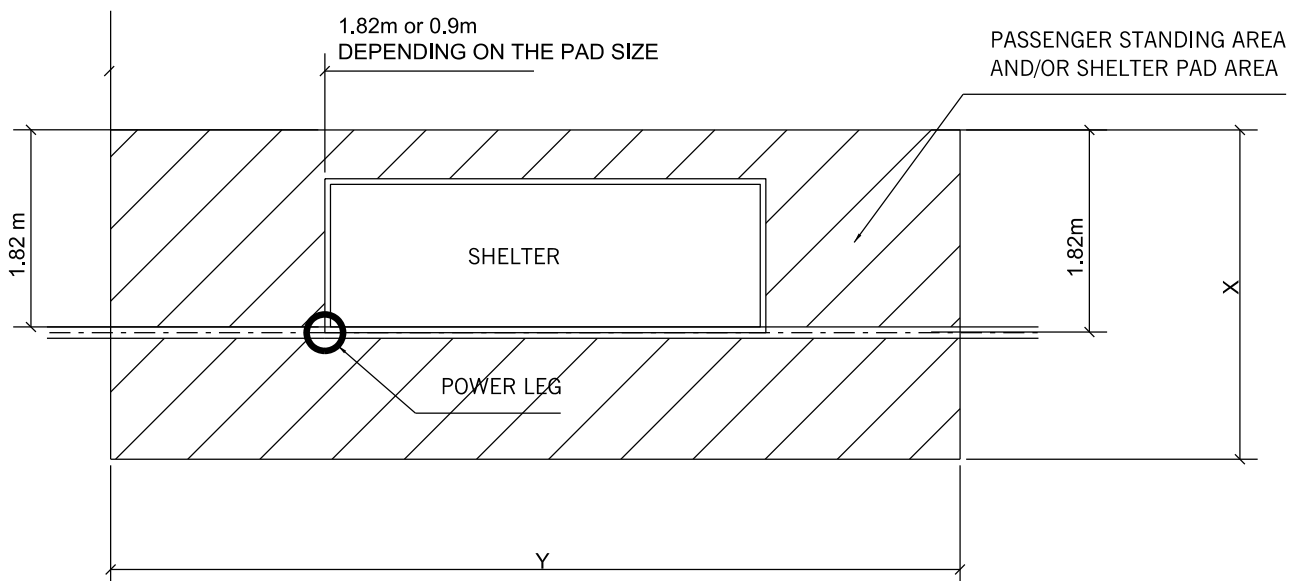
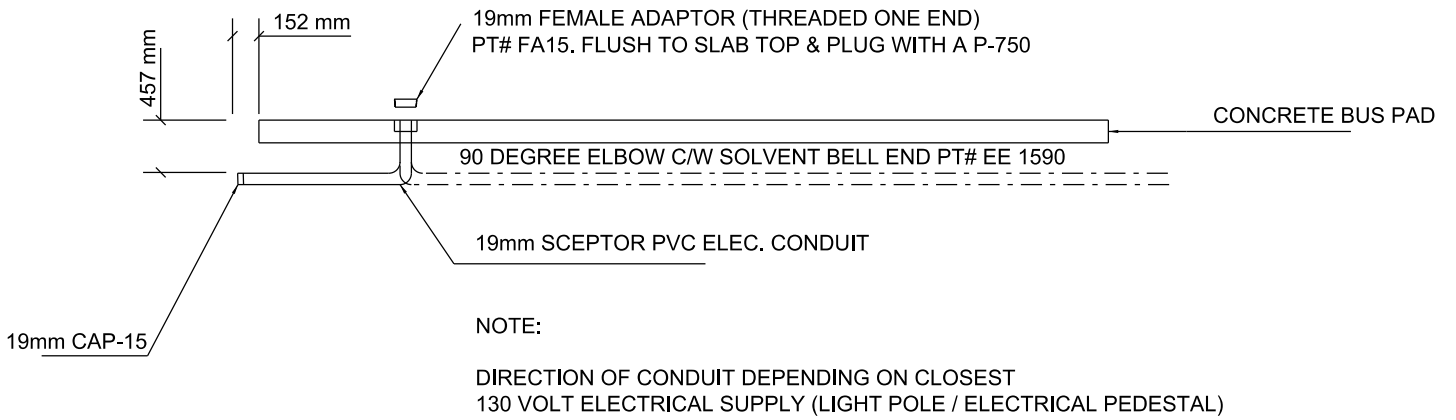
FOR STANDARD  
12.2m (40') BUS

ORIGINAL:  
1989/11/01

REV. 6

**261**

N.T.S



- NOTE:
1. LOCATION OF CONDUIT DUCTWORK DEPENDANT ON CONCRETE PAD SIZE AND SHELTER TYPE.
  2. ALL LOCATIONS TO BE APPROVED BY BRAMPTON TRANSIT.

ALL DIMENSIONS IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED



**BRAMPTON**  
Flower City

TRANSIT SHELTER PAD  
ELECTRICAL CONDUIT  
LAYOUT

APPROVED:  
2007/12/05

ORIGINAL:  
2007/05/30

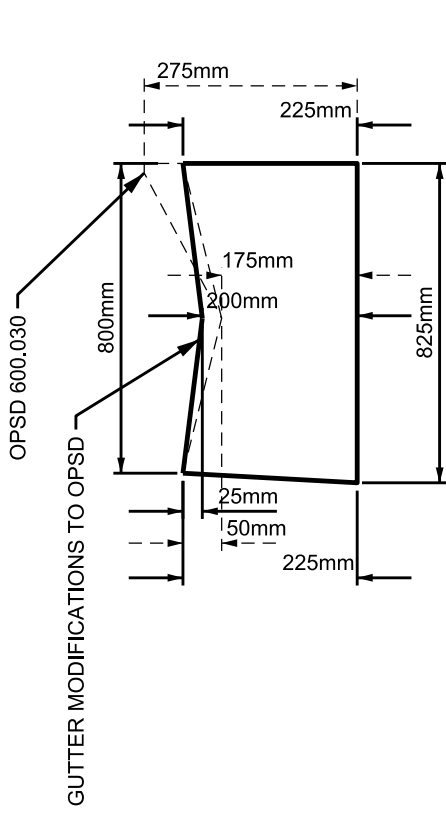
REV. 1

**263**

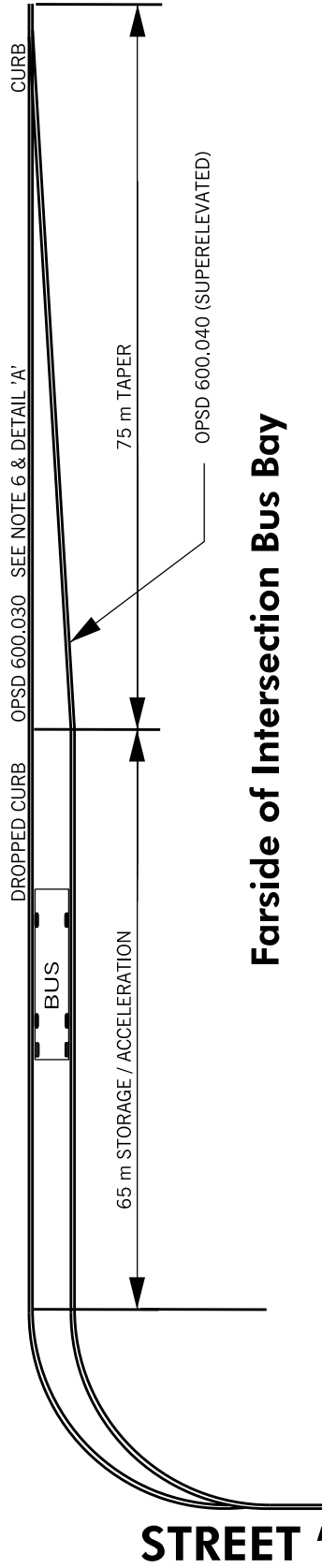
N.T.S

NOTES:

1. FOR BUS BAY WIDTHS AND TYPICAL SECTIONS, REFER TO STD. DWG 266
2. WHERE LOCAL CONDITIONS DO NOT ALLOW FOR STANDARD STORAGE/ACCELERATION AND TAPER LENGTHS, CONTACT BRAMPTON TRANSIT (ACCELERIDE) TO CONFIRM ALTERNATE DIMENSIONS.
3. FOR CONVENTIONAL BUS BAY DIMENSIONS, REFER TO STD. DWG 261
4. WHERE CHANNELIZED RIGHT TURN IS NOT PROVIDED, RIGHT TURN LANE MAY BE USED AS QUEUE JUMP LANE FOR BUS MOVEMENT ACROSS INTERSECTION TO ACCESS FARSIDE BUS BAY.
5. WHERE CATCHBASIN IS REQUIRED, THE CATCHBASIN FRAME AND COVER SHALL BE 'V' TYPE TO MATCH THE OPSD 600.030 CURB WITH A MINIMUM OF 1 METRE TRANSITION ON EACH SIDE OF THE PROPOSED CATCHBASIN.
6. OPSD 600.030 GUTTER DEPRESSION TO BE MODIFIED FROM 50mm TO 25mm AS PER DETAIL 'A'

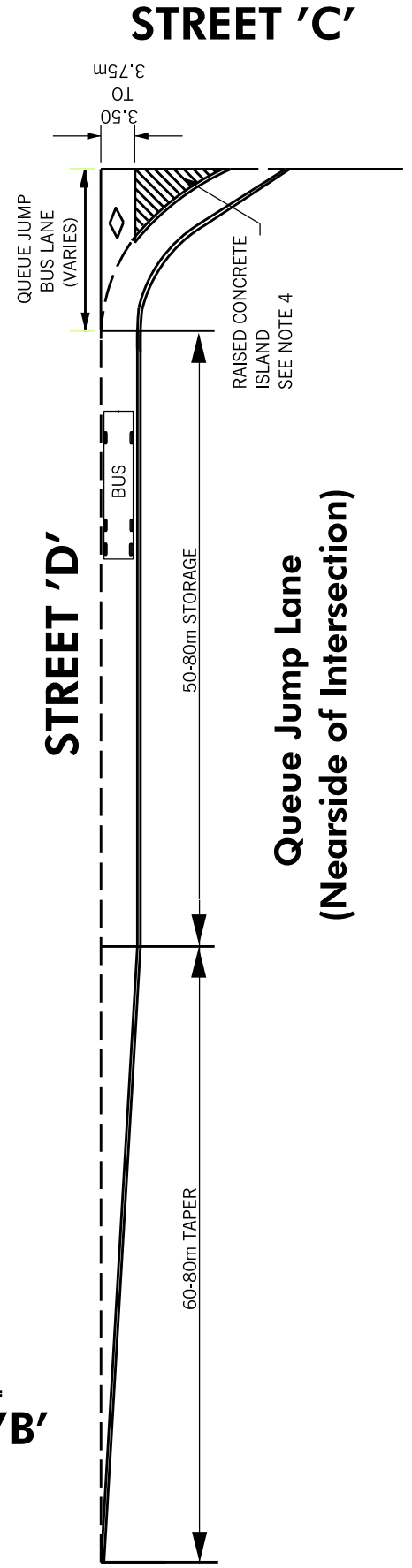


**STREET 'A'**



**Farside of Intersection Bus Bay**

**STREET 'D'**



**Queue Jump Lane  
(Nearside of Intersection)**



**BRAMPTON**  
Flower City

APPROVED:  
2012/10/31

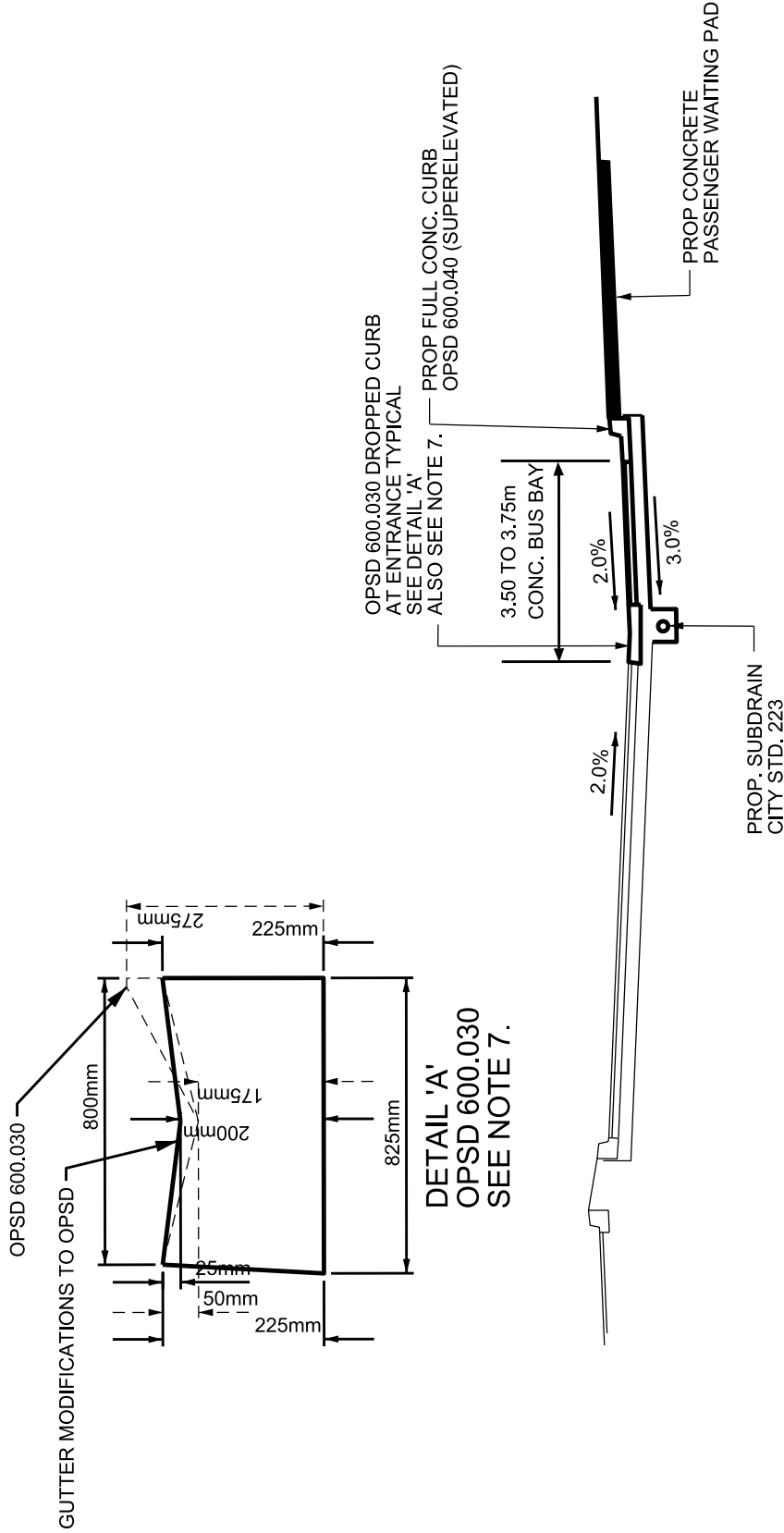
ACCELERIDE BUS  
QUEUE JUMP  
AND BAY DIMENSIONS

ORIGINAL:  
2008/08/20

REV. 2

**265**

N.T.S



- NOTES:
- BUS BAY STRUCTURE: 250mm REINFORCE CONCRETE PAVEMENT WIRE MESH 150mm GRANULAR 'A' OR 130mm CRUSHER LIMESTONE AS SPECIFIED 350mm (mm) GRANULAR 'B' MODIFIED (REFER TO CITY STD DWG 211) OR 300mm CRUSHER RUN LIMESTONE AS SPECIFIED
  - WIRE MESH SHALL BE 102mm X 102mm MW25.8 GALVANIZED WITH 450mm MESH OVERLAP AND 70mm COVER FROM TOP OF SURFACE. JOINT DETAILS AS PER OPSD 552.01 AND CURB INCLUDING KEY
  - GRANULAR MATERIAL OR CRUSHER RUN LIMESTONE DEPTHS FOR BUS BAY STRUCTURE SHALL BE CONFIRMED BY GEOTECHNICAL ENGINEER.
  - DOWELS, TIEBARS AND JOINT SEALING COMPOUND PER OPSD 552.010 AND 552.020 REQUIRED FOR BUS BAYS.
  - MINIMUM 30 MPA CONCRETE REQUIRED
  - UTILITY ISOLATION AND TRANSVERSE JOINTS AS PER OPSD 551.032
  - OPSD 600.030 GUTTER DEPRESSION TO BE MODIFIED FROM 50mm TO 25mm AS PER DETAIL 'A'

ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED



**BRAMPTON**  
Flower City

TYP ACCELERIDE  
CONCRETE BUS BAY  
AND PAD DETAIL SECTION

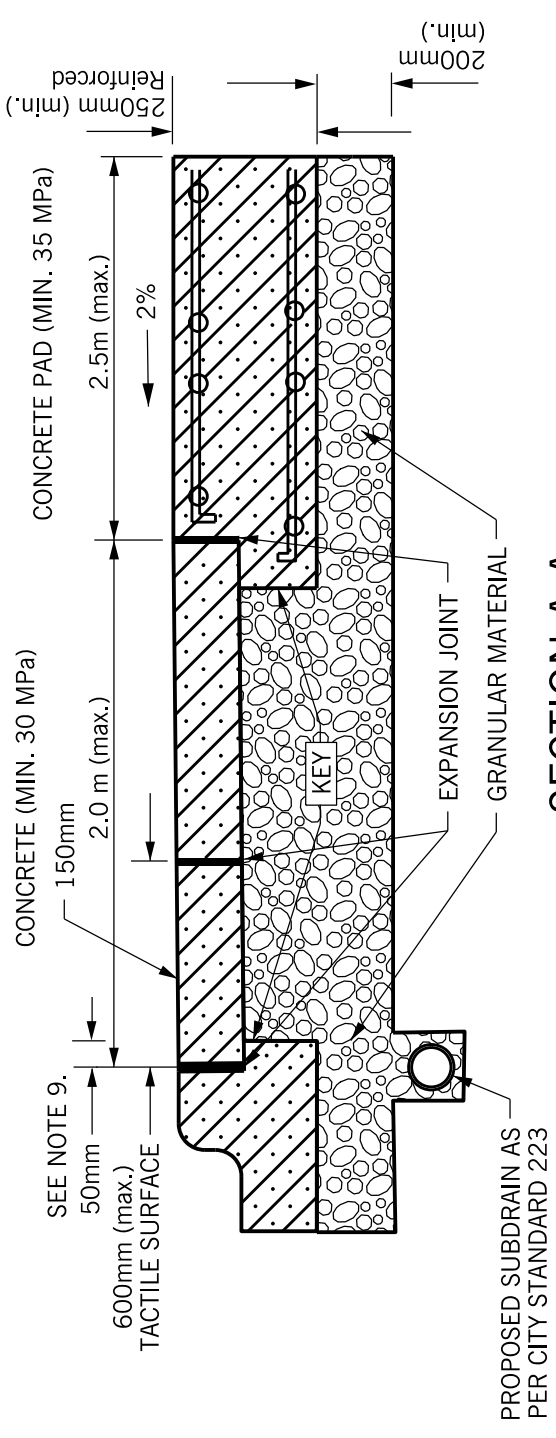
APPROVED:  
2012/10/31

ORIGINAL:  
2008/06/18

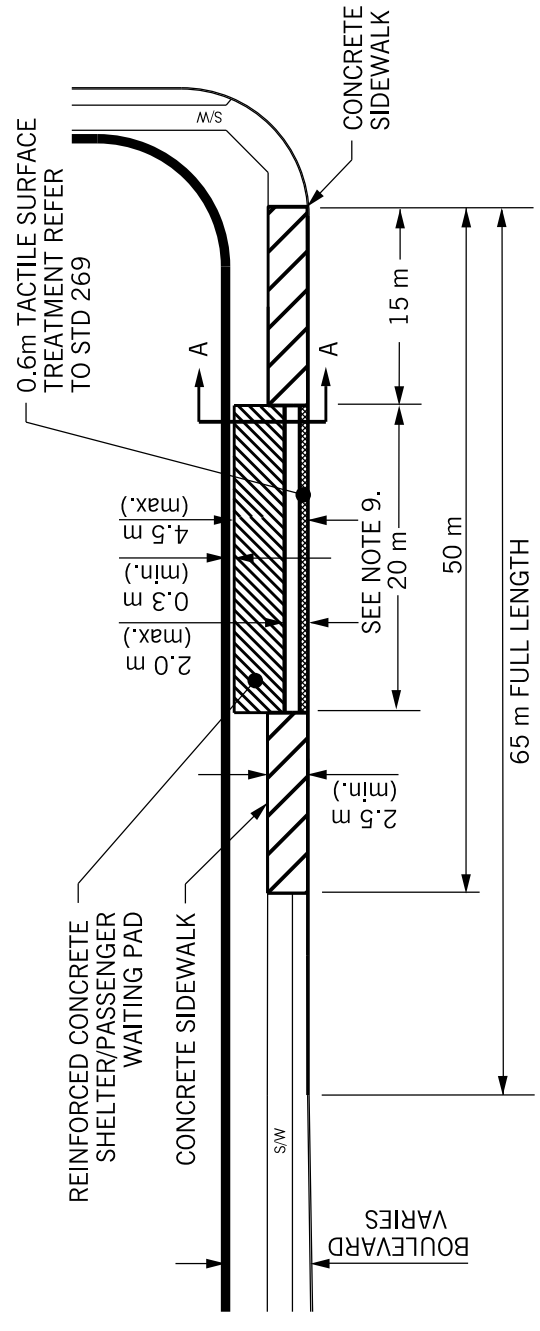
REV. 3

**266**

N.T.S



**SECTION A-A**



**BUS PASSENGER WAITING PAD**

- NOTES:**
1. PAD SLOPE TO 2% CROSS FALL.
  2. CONTACT BRAMPTON TRANSIT PRIOR TO SHELTER INSTALLATION TO CONFIRM EXACT LOCATION.
  3. CONTACT BRAMPTON TRANSIT FOR EXACT LOCATION AND SIZE OF ELECTRICAL CONDUIT BEFORE CONCRETE POUR.
  4. PASSENGER CONCRETE PAD DEPTH SHALL BE A MINIMUM OF 250mm REINFORCED CONCRETE.
  5. WIDTH OF CONCRETE PASSENGER PLATFORM BETWEEN SHELTER AND INTERSECTION CROSSING SHALL BE MAXIMIZED TO EXTENT POSSIBLE.
  6. REFER TO CITY STANDARD 211 FOR GRANULAR MATERIAL TYPES AND DEPTHS UNDER CONCRETE PAD. DEPTHS SHALL BE CONFIRMED BY GEOTECHNICAL ENGINEER.
  7. REFER TO STD 260 WHEN CONNECTING INTO EXISTING CURB.
  8. REFER TO STD 269 FOR REINFORCED CONCRETE DETAILS AND EXPANSION JOINT DETAILS.
  9. ALL DIMENSIONS MEASURED FROM BACK OF CURB.



**BRAMPTON**  
Flower City

APPROVED:  
2012/06/12

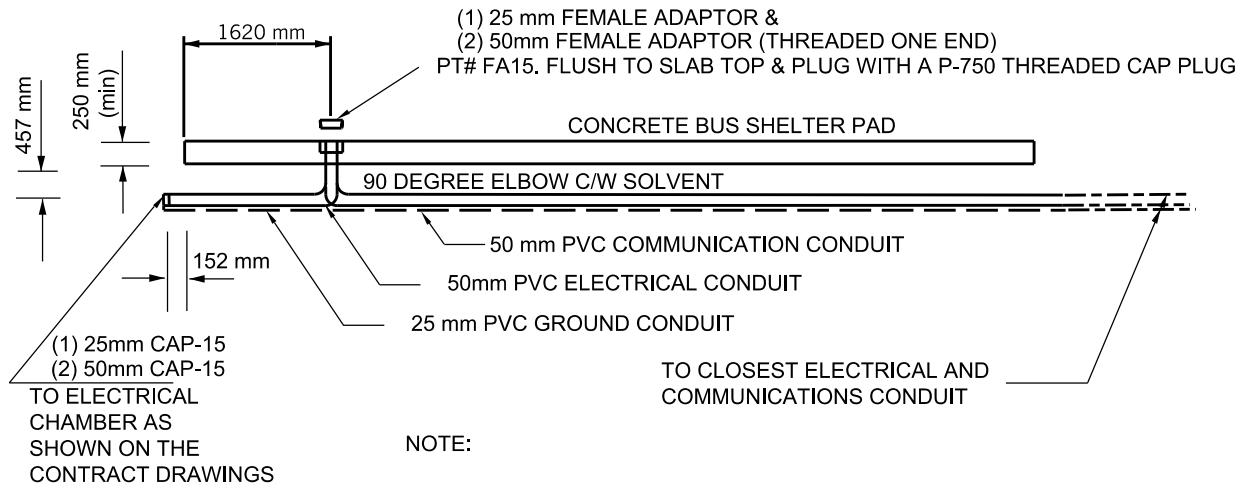
ACCELERIDE BUS  
PASSENGER WAITING PAD

ORIGINAL:  
2008/06/18

REV. 3

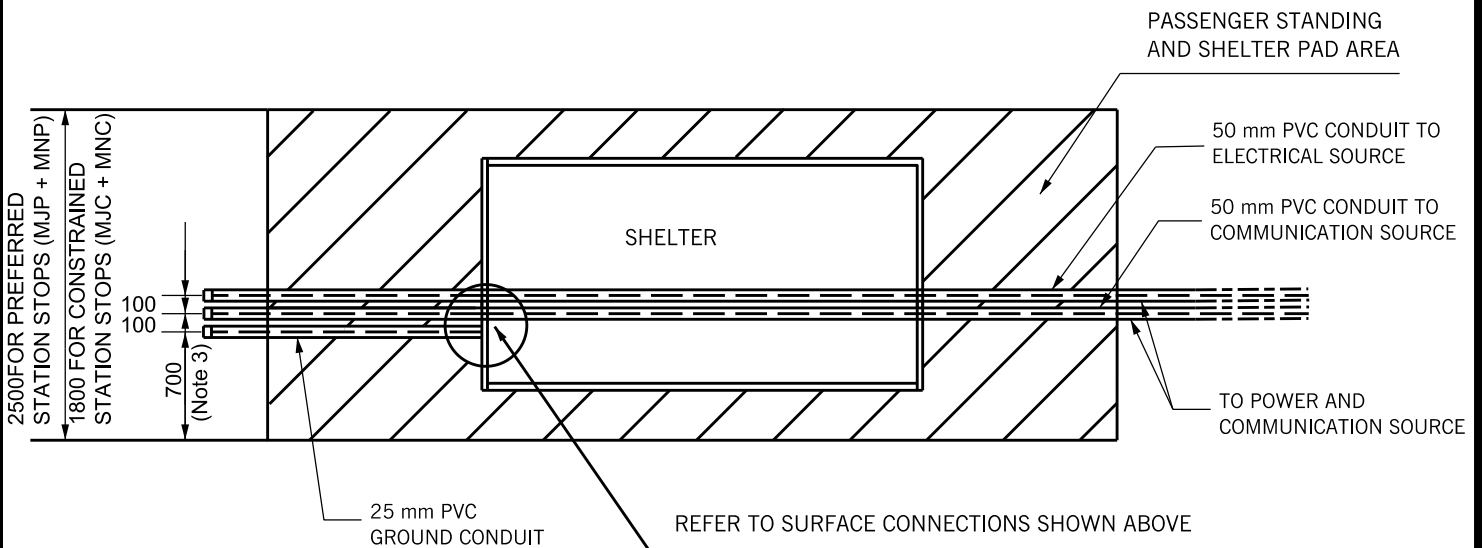
**267**

N.T.S



NOTE:  
 DIRECTION OF CONDUIT DEPENDING ON CLOSEST 120/240 VOLT ELECTRICAL CONNECTION TO HYDRO ONE BRAMPTON AND COMMUNICATIONS SOURCE

TYPICAL SECTION



TYPICAL LAYOUT PLAN

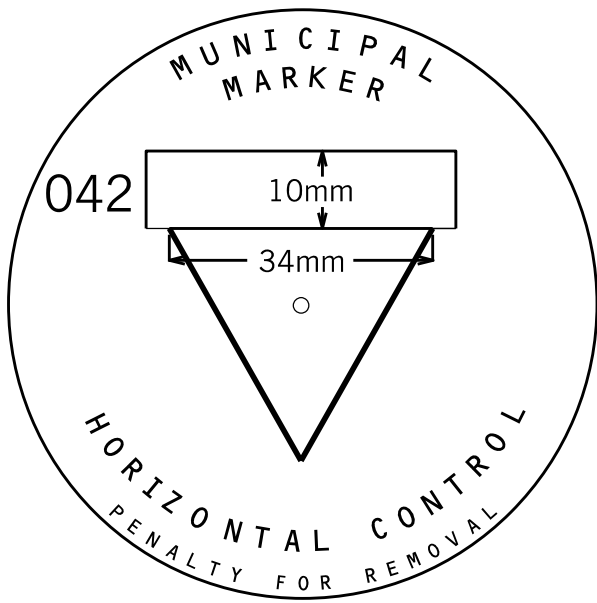
NOTES:

1. ORIENTATION, LOCATION AND NUMBER OF UNDERGROUND CONDUIT, POWER AND COMMUNICATION, SHALL BE AS SHOWN IN THE CONTRACT DRAWINGS AND WIRING DIAGRAMS. ALL LOCATIONS TO BE APPROVED BY BRAMPTON TRANSIT PRIOR TO CONCRETE POUR.
2. APPROVED POWER DISCONNECT SHALL BE INSTALLED WITHIN SHELTER.
3. DIMENSION REFERS TO DUCT TURNUP LOCATIONS WITHIN SHELTER PAD.

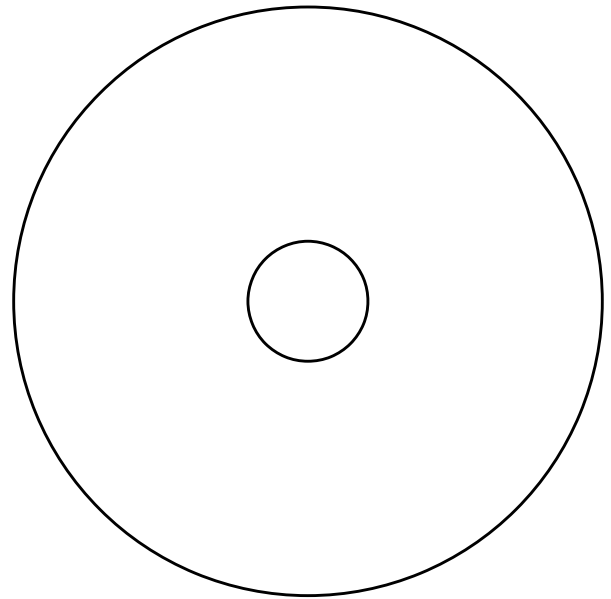
ALL DIMENSIONS IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED



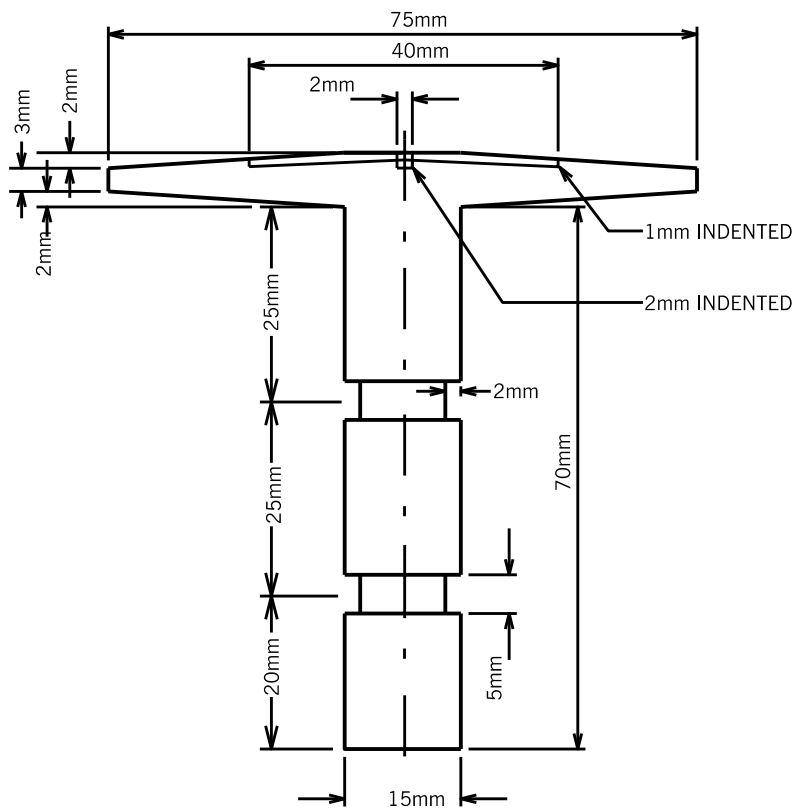




**TOP VIEW**



**BOTTOM VIEW**



**CROSS-SECTION VIEW**



**BRAMPTON**  
Flower City

APPROVED:  
1992/06/11

HORIZONTAL CONTROL  
BRASS CAP

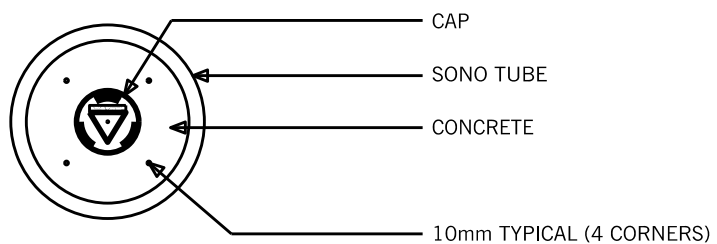
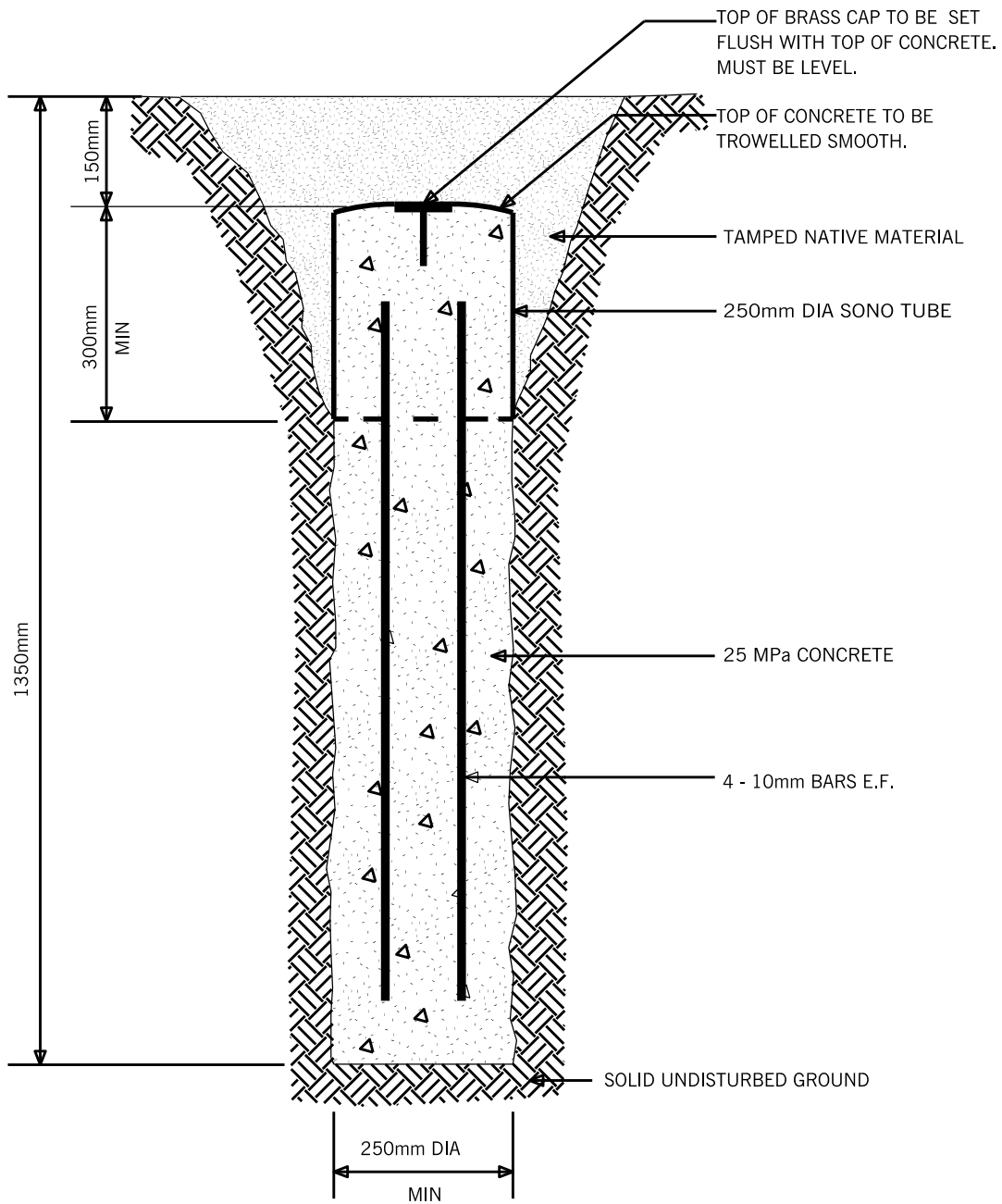
ORIGINAL:  
1990/11/01

GENERAL - SERIES 000

REV. 1

**270**

N.T.S



**BRAMPTON**  
Flower City

APPROVED:  
1992/06/11

HORIZONTAL CONTROL  
CONCRETE MONUMENT

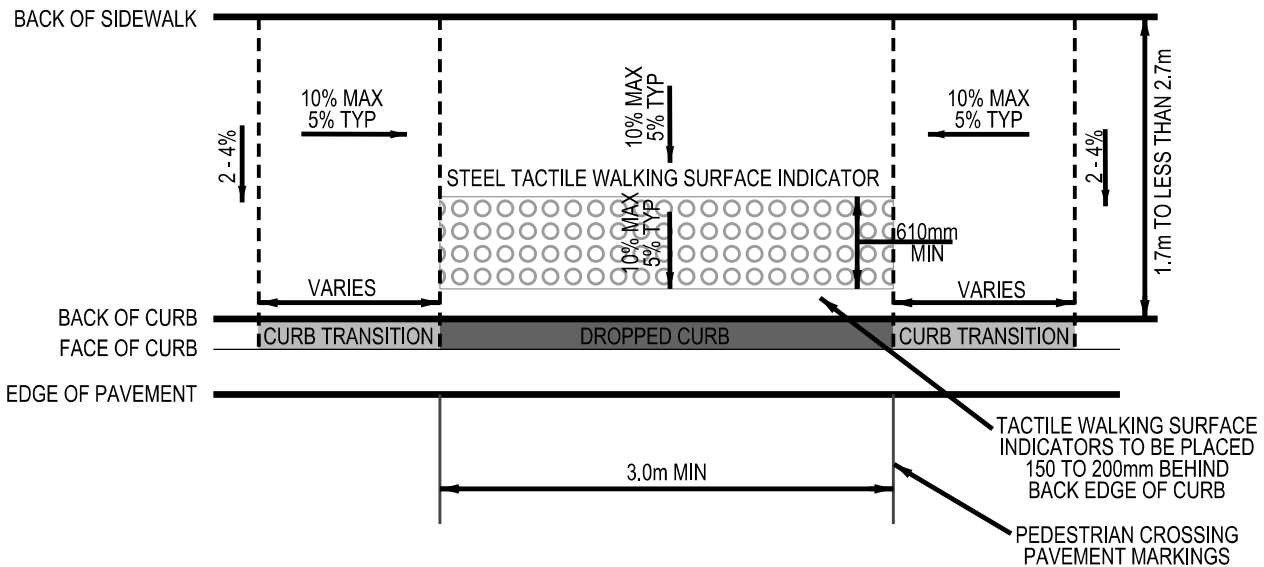
ORIGINAL:  
1990/11/01

REV. 2

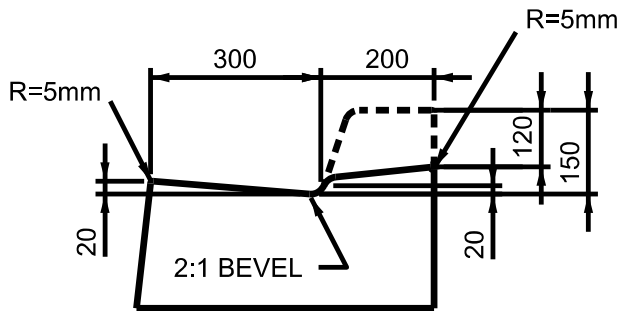
**271**

N.T.S

TACTILE WALKING SURFACE INDICATORS  
TO HAVE RAISED PROFILES AND  
HIGH TONAL CONTRAST TO THE ADJACENT GROUND SURFACE



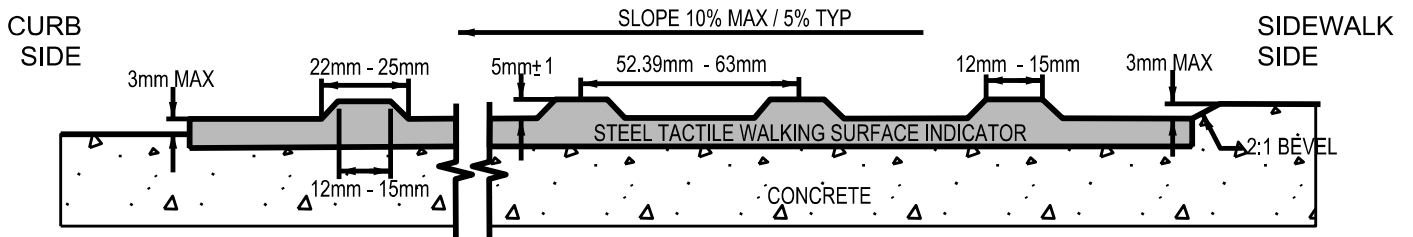
TACTILE WALKING SURFACE INDICATOR AND DEPRESSED CURB



DROPPED CURB

NOTES

1. REFER TO STANDARD 282 FOR INFORMATION REGARDING THE LOCATION OF DROPPED CURBS
2. THIS DETAIL SHALL BE READ IN CONJUNCTION WITH ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT, 2005 (ONTARIO REGULATION 413/12). FOR ANY DISCREPANCIES, AODA SHALL TAKE PRECEDENCE.



CROSS SECTION OF TACTILE WALKING SURFACE INDICATORS

All dimensions in millimeters unless otherwise shown



**BRAMPTON**  
Flower City

CURB RAMP DETAIL  
LESS THAN 2.7m  
WITH TACTILE WALKING  
SURFACE INDICATOR

APPROVED:  
JUL 24, 2015

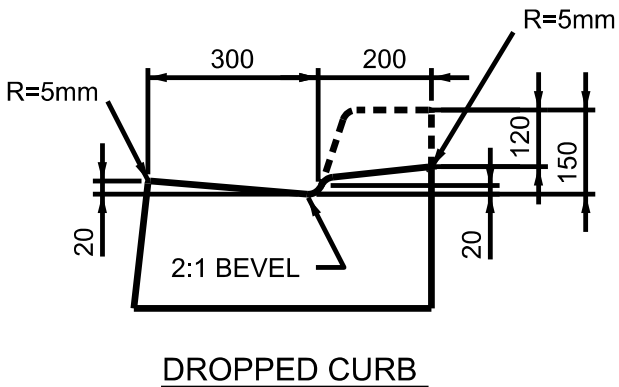
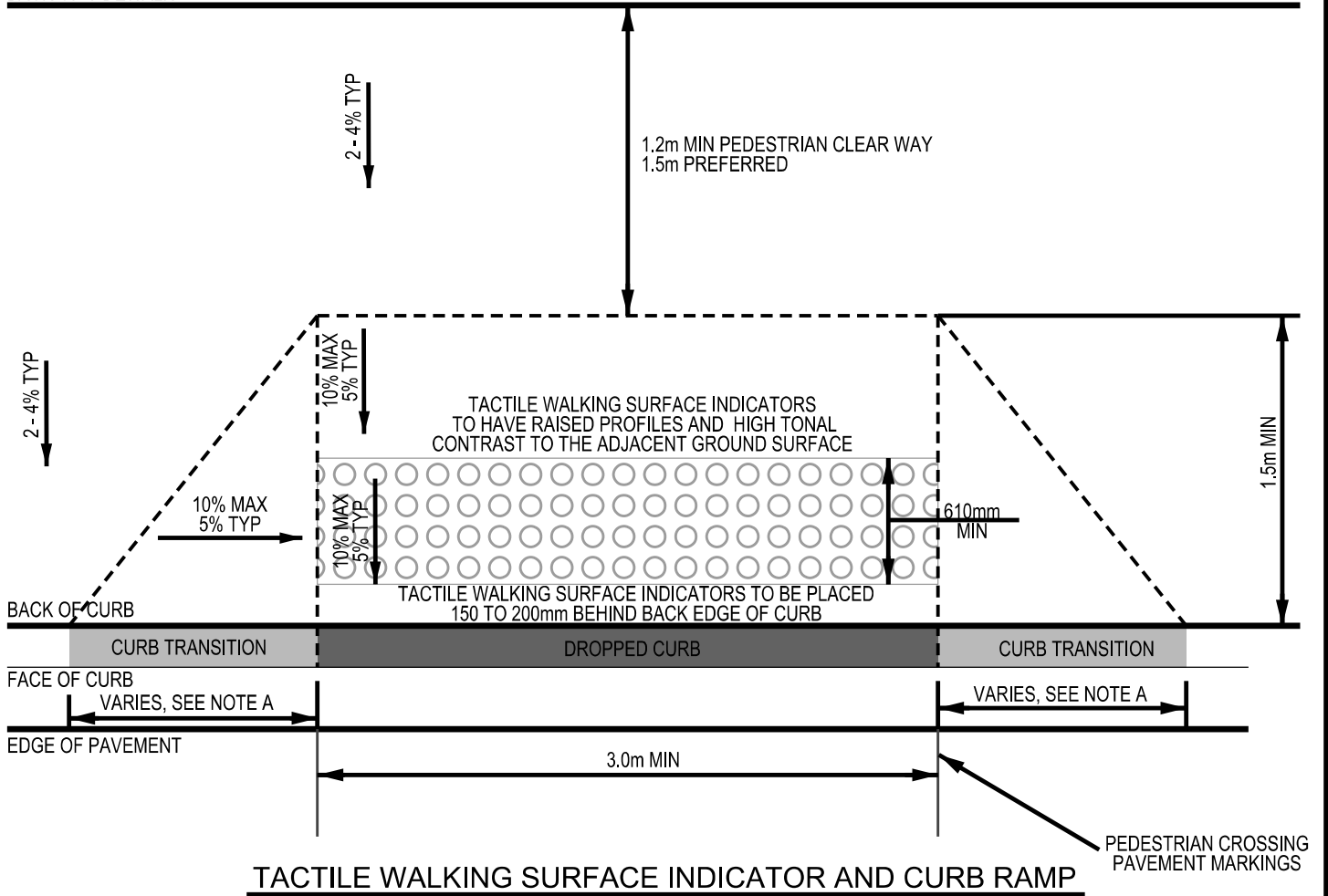
ORIGINAL:  
13/11/2014

REV. 1

**280**

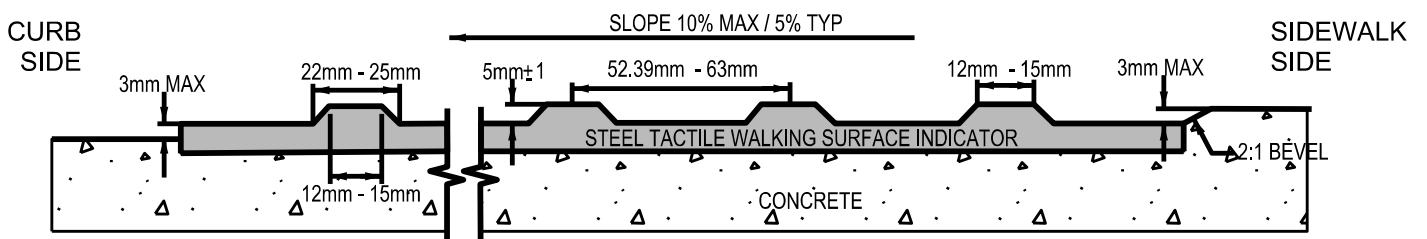
N.T.S

BACK OF SIDEWALK



NOTES

- A. 1.2m MINIMUM FOR TRANSITIONS BETWEEN FULL HEIGHT CURB AND 120mm DROPPED CURB, 0.45m MINIMUM FOR TRANSITIONS BETWEEN 120mm DROPPED CURB AND 75mm DROPPED CURB.
- REFER TO STANDARD 282 FOR INFORMATION REGARDING THE LOCATION OF DROPPED CURBS.
  - THIS DETAIL SHALL BE READ IN CONJUNCTION WITH ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT, 2005 (ONTARIO REGULATION 413/12) FOR ANY DISCREPANCIES, AODA SHALL TAKE PRECEDENCE.



**CROSS SECTION OF TACTILE WALKING SURFACE INDICATORS**

All dimensions in millimeters unless otherwise shown



**BRAMPTON**  
Flower City

CURB RAMP DETAIL  
GREATER THAN 2.7m  
WITH TACTILE WALKING  
SURFACE INDICATOR

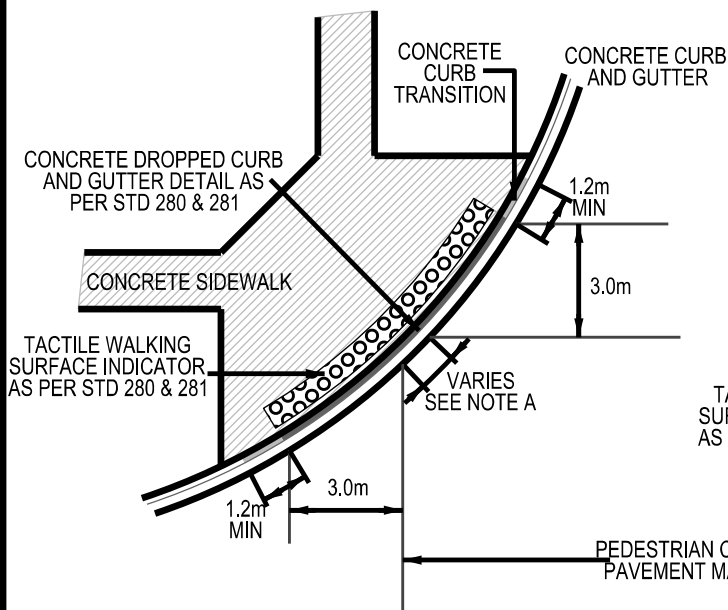
APPROVED:  
JUL 24, 2015

ORIGINAL:  
13/11/2014

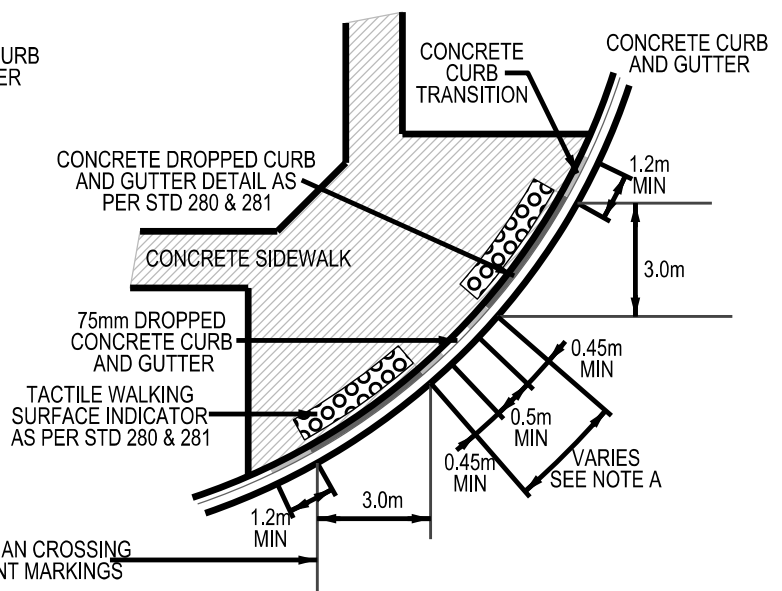
REV. 1

**281**

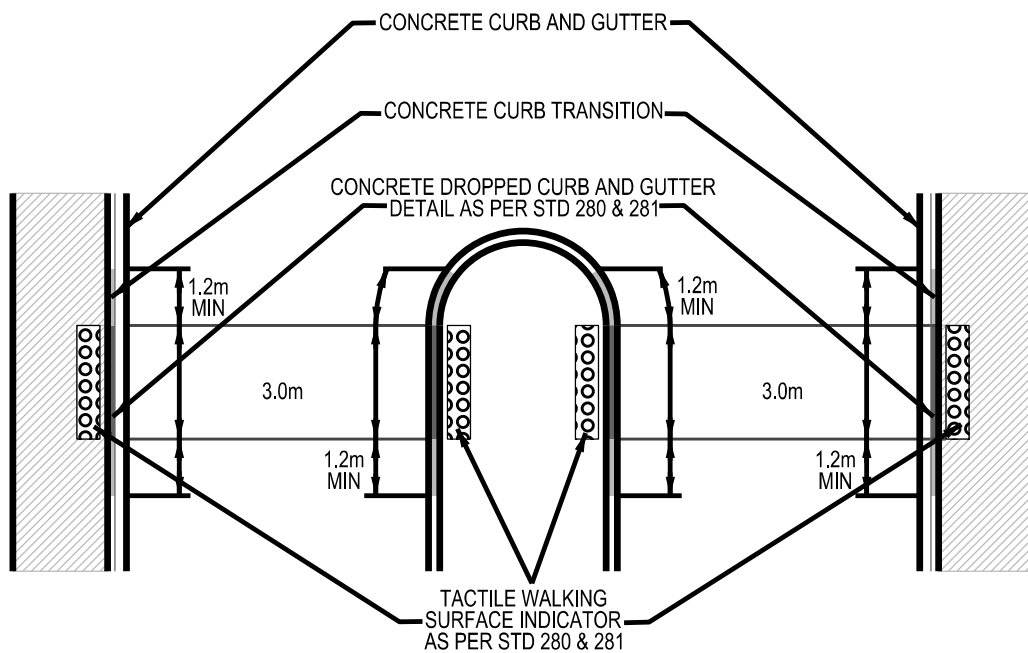
N.T.S



**CONTINUOUS DROPPED CURB AT INTERSECTION CORNER**



**TWO SEPARATED DROPPED CURBS AT INTERSECTION CORNER**



**DROPPED CURB AT PEDESTRIAN REFUGE ISLAND AND MID-BLOCK CROSSING WITH TWO STAGE PEDESTRIAN SIGNALS**

**NOTES**

- A. WHEN DISTANCE IS LESS THAN 1.4m USE CONTINUOUS DROPPED CURB AT INTERSECTION CORNER. WHEN DISTANCE IS GREATER THAN OR EQUAL TO 1.4m USE TWO SEPARATED DROPPED CURBS AT INTERSECTION CORNER.
1. DROPPED CURB TO BE PROVIDED FOR WIDTH OF ALL PEDESTRIAN CROSSINGS.
2. TACTILE WALKING SURFACE INDICATORS TO BE PROVIDED ONLY WITHIN WIDTH OF PEDESTRIAN CROSSING. TACTILE STRIPS SHALL NOT BE CONTINUOUS IF CROSSWALKS ARE SEPARATED.
3. TACTILE WALKING SURFACE INDICATORS ARE TO BE INSTALLED AT ALL PEDESTRIAN CROSSINGS IN CONJUNCTION WITH ALL ROAD AND SIDEWALK CONSTRUCTION AND RECONSTRUCTION AND RESURFACING PROJECTS.
4. EACH LOCATION IS SITE SPECIFIC AND CONSULTATION WITH THE CITY OF BRAMPTON SHALL BE REQUIRED FOR NON TYPICAL INTERSECTIONS AND PEDESTRIAN CROSSING LOCATIONS.
5. REFER TO STD. 284 FOR VARIOUS CONFIGURATIONS OF PEDESTRIAN CROSSINGS AT SIGNALIZED INTERSECTIONS AND STD. 283 FOR CONTROLLED NON SIGNALIZED INTERSECTIONS.

All dimensions in millimeters unless otherwise shown



**BRAMPTON**  
Flower City

APPROVED:  
JUL 24, 2015

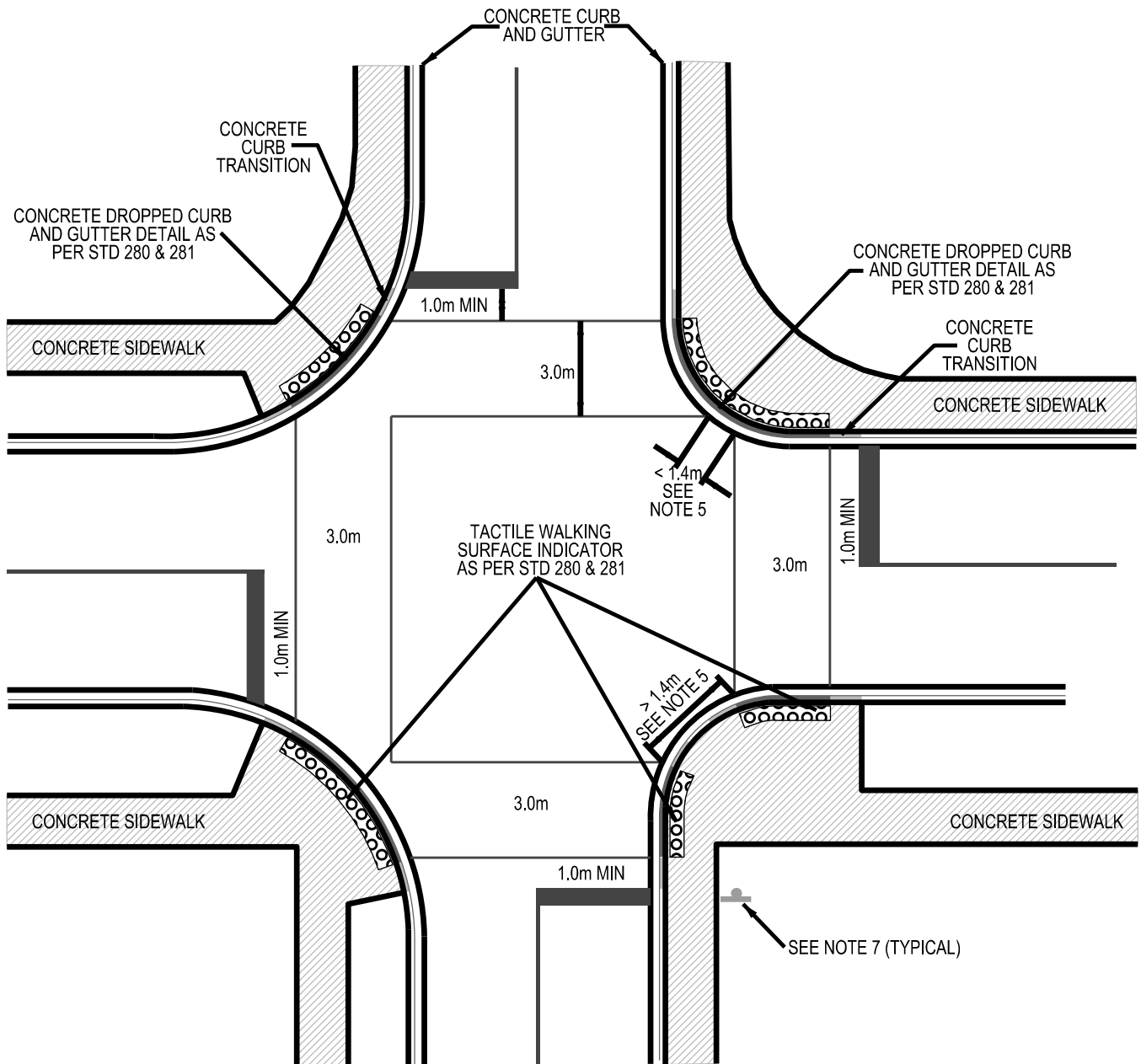
LOCATION OF DROPPED CURBS AT CONTROLLED INTERSECTIONS

ORIGINAL:  
13/11/2014

REV. 1

**282**

N.T.S



**NOTES**

1. DROPPED CURBS ARE TO BE PROVIDED FOR WIDTH OF ALL PEDESTRIAN CROSSING PAVEMENT MARKINGS.
2. DROPPED CURBS ARE TO BE PROVIDED FOR WIDTH OF SIDEWALK FOR CONTROLLED PEDESTRIAN CROSSINGS WHERE PAVEMENT MARKINGS ARE NOT USED.
3. TACTILE WALKING SURFACE INDICATORS ARE TO BE INSTALLED AT ALL PEDESTRIAN CROSSINGS IN CONJUNCTION WITH ALL ROAD AND SIDEWALK CONSTRUCTION, RECONSTRUCTION AND RESURFACING PROJECTS.
4. EACH LOCATION IS SITE SPECIFIC AND CONSULTATION WITH THE CITY OF BRAMPTON SHALL BE REQUIRED FOR NON TYPICAL INTERSECTIONS AND PEDESTRIAN CROSSING LOCATIONS.
5. REFER TO STD. 282 FOR DETAILS REGARDING THE LOCATION OF TACTILE WALKING SURFACE INDICATORS, CURB CUTS AND SIDEWALK RAMPS.
6. THIS DETAIL SHALL BE READ IN CONJUNCTION WITH ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT. 2005 (ONTARIO REGULATION 413/12) FOR ANY DISCREPANCIES, THE AODA SHALL TAKE PRECEDENCE.
7. ALL SIGNS SHALL BE LOCATED AS PER STANDARD 430

All dimensions in millimeters unless otherwise shown



**BRAMPTON**  
Flower City

APPROVED:  
JUL 24, 2015

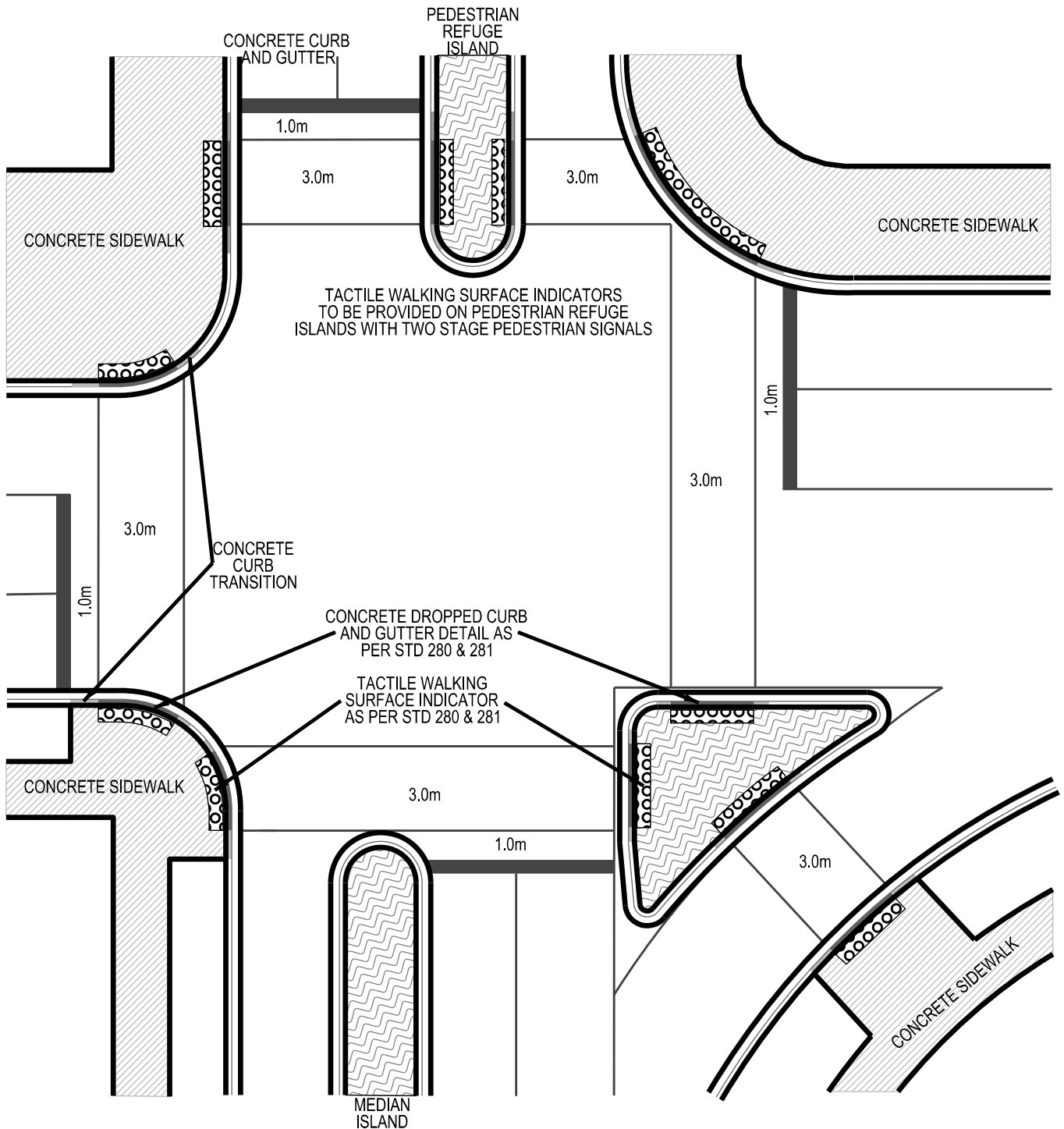
**CONTROLLED NON-SIGNALIZED INTERSECTION CONFIGURATION OF PEDESTRIAN CROSSINGS**

ORIGINAL:  
13/11/2014

REV. 1

**283**

N.T.S



**NOTES**

1. DROPPED CURBS ARE TO BE PROVIDED FOR WIDTH OF ALL PEDESTRIAN CROSSING PAVEMENT MARKINGS.
2. TACTILE WALKING SURFACE INDICATORS ARE TO BE INSTALLED AT ALL PEDESTRIAN CROSSINGS IN CONJUNCTION WITH ALL ROAD AND SIDEWALK CONSTRUCTION, RECONSTRUCTION AND RESURFACING PROJECTS.
3. EACH LOCATION IS SITE SPECIFIC AND CONSULTATION WITH THE CITY OF BRAMPTON SHALL BE REQUIRED FOR NON TYPICAL INTERSECTIONS AND PEDESTRIAN CROSSING LOCATIONS.
4. REFER TO STD. 282 FOR DETAILS REGARDING THE LOCATION OF TACTILE WALKING SURFACE INDICATORS, CURB CUTS AND SIDEWALK RAMPS.
5. THIS DETAIL SHALL BE READ IN CONJUNCTION WITH ACCESSABILITY FOR ONTARIANS WITH DISABILITIES ACT. 2005 (ONTARIO REGULATION 413/12) FOR ANY DISCREPANCIES, THE AODA SHALL TAKE PRECEDENCE.

All dimensions in millimeters unless otherwise shown



**BRAMPTON**  
Flower City

**SIGNALIZED INTERSECTION  
CONFIGURATION OF  
PEDESTRIAN CROSSINGS**

APPROVED:  
JUL 24, 2015

ORIGINAL:  
13/11/2014

REV. 1

**284**

N.T.S