



Subdivision, Development & Servicing Bylaw 7900 Transportation Update

The Subdivision, Development & Servicing Bylaw 7900 regulates infrastructure standards for development within Kelowna. It provides guidelines and **design standards** for consultants, contractors, and City staff involved with the delivery of municipal infrastructure. Through this role the Bylaw helps implement the community vision set out in Imagine Kelowna as well as the goals and objectives of the [Official Community Plan](#).

This update focuses on transportation and draws additional guidance from the [Transportation Master Plan](#) as well as other provincial and national guidelines.

Bylaw 7900, Schedule 5, Standard Details

This document is the City of Kelowna Supplement to the Master Municipal Specifications. This section outlines the construction standards for municipal infrastructure and identifies standard drawings including Cross Section Standards. Updates include improves clarity typical details new details to provide clarity for items such as Curb extensions, Driveways, transit stops and trail standards.

Concrete and Miscellaneous Details

1. SS-C7a – Driveway Crossing for Barrier Curbs – Separated Sidewalk and Letdown
2. SS-C7b - Driveway Crossing for Barrier Curbs - Combined Sidewalk and Letdown
3. SS-C8 – Sidewalk Ramp Details
4. SS-C9 – Sidewalk Ramp Layouts

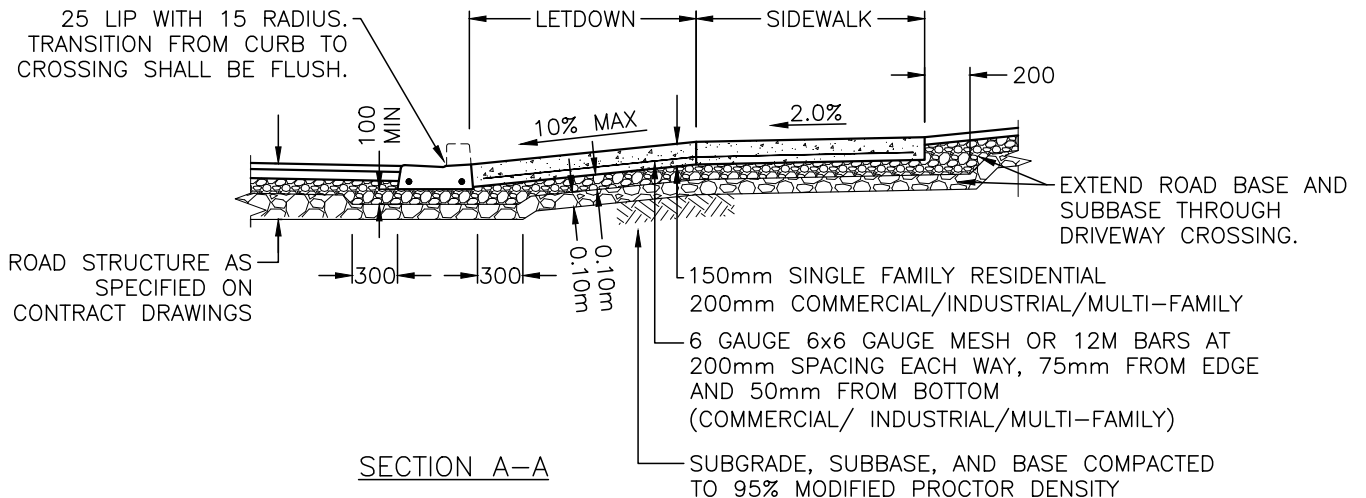
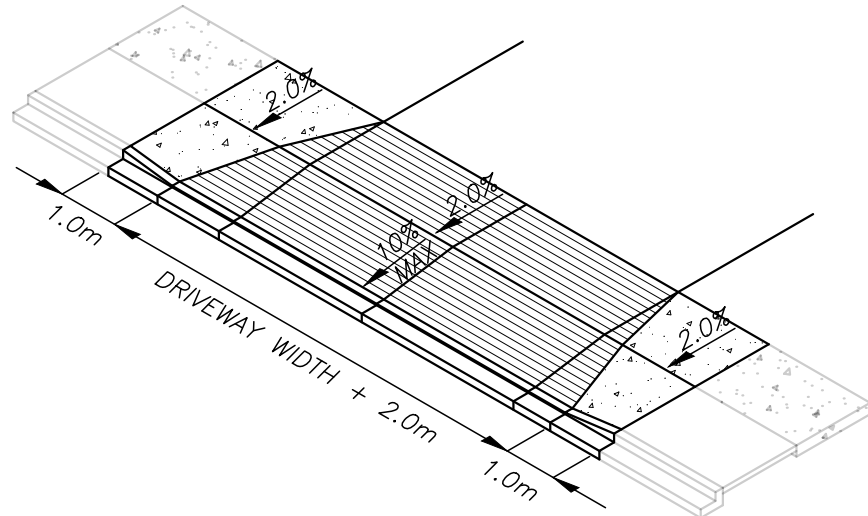
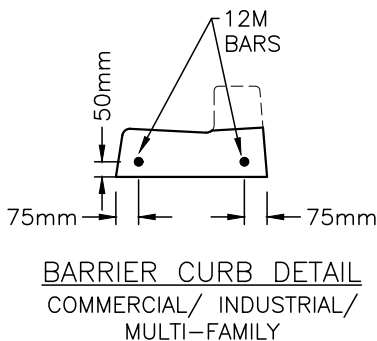
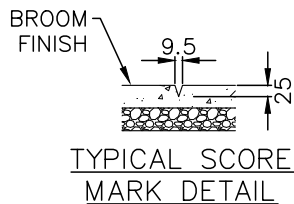
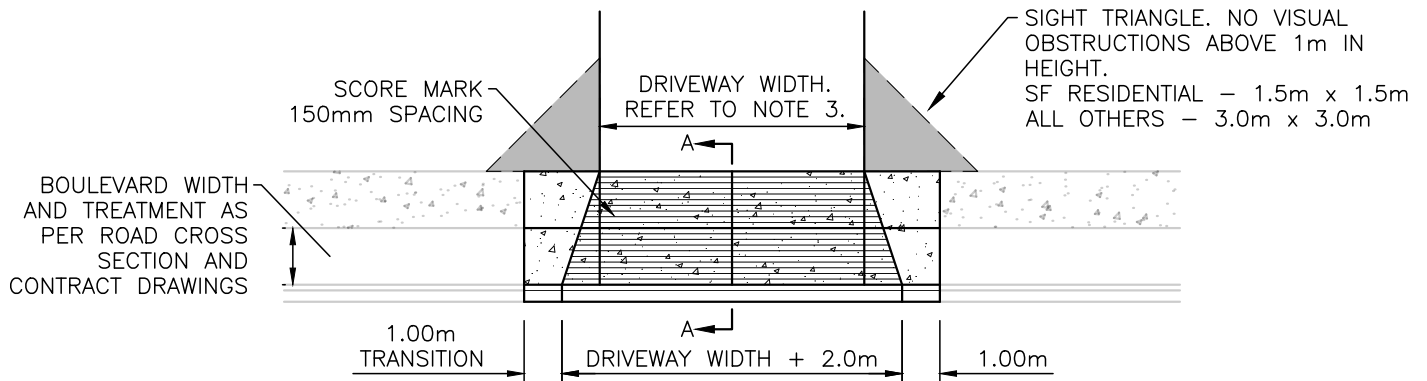
Road Works

5. SS-R50 – Smart Channel Right Turn
6. SS-R51 – Intersection Curb Extensions (higher class road without parking)
7. SS-R52 – Intersection Curb Extensions (higher class road with parking)
8. SS-R53 – Cul-De-Sac Turnaround
9. SS-R54 – Hammerhead Turnaround
10. SS-R55 – Standard Ditch Section

11. SS-R56 – Utility Access and Location at Ditch
12. SS-R57 - Rock Cut Section
13. SS-R58 – Driveway Grades
14. SS-R59 – Urban Transit Stop Layout
15. SS-R60 – Urban Transit Stop Details
16. SS-R61 – Post Mounted Sign
17. SS-R62 – Street Name Blades

Linear Park Trail Standards

18. SS-T01 Class 1 – Major Urban Promenade
19. SS-T02 Class 2 – Major Multi-Use Urban
20. SS-T03 Class 3 – Major Multi-Use Rural
21. SS-T04 Class 4 – Standard Multi-Use Rural
22. SS-T05 Class 5 – Narrow Multi-Use Rural
23. SS-T06 Class 6 – Nature Trail Rural



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

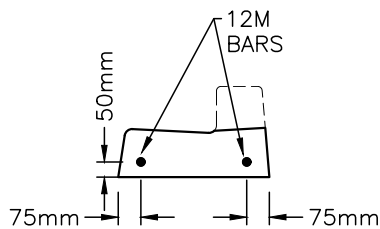
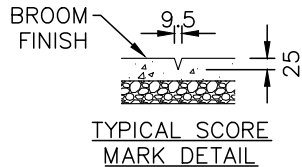
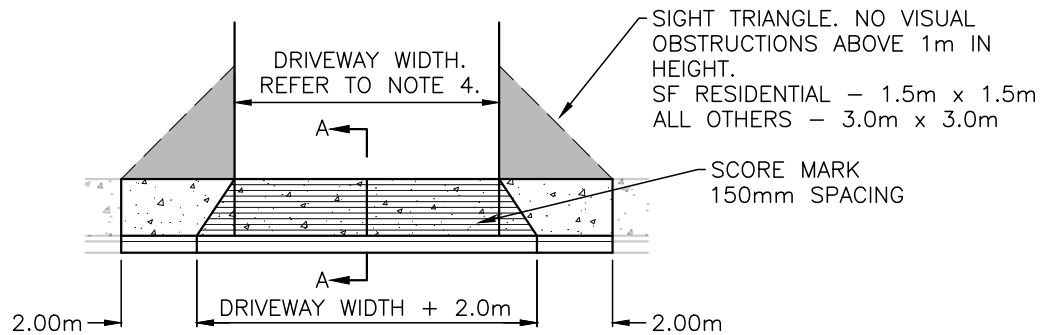
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DRIVEWAY CROSSING FOR
BARRIER CURBS
SEPARATE SIDEWALK AND LETDOWN

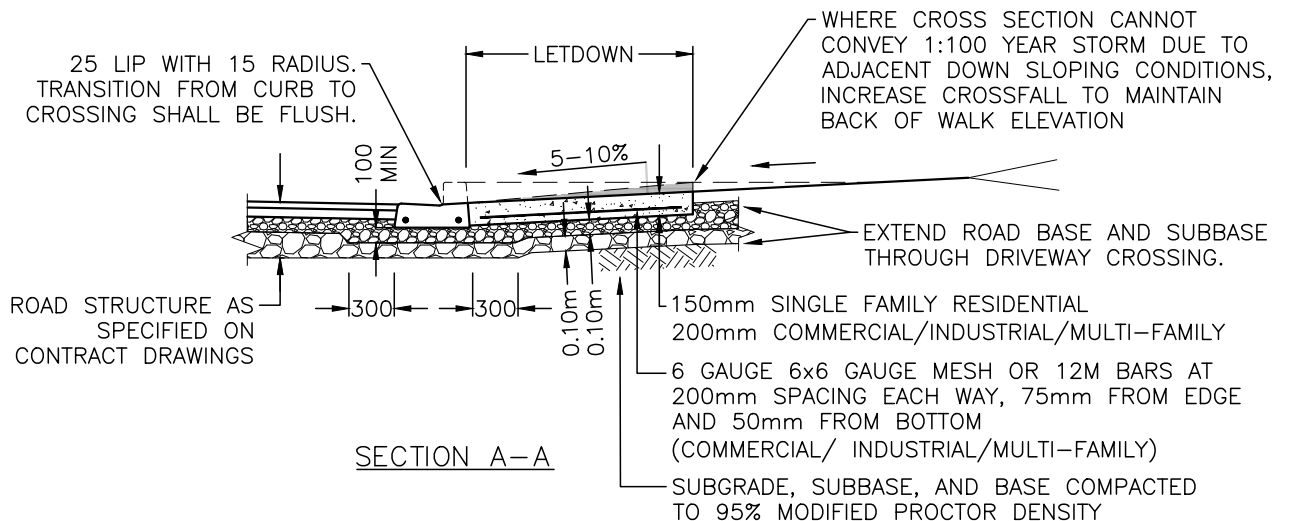
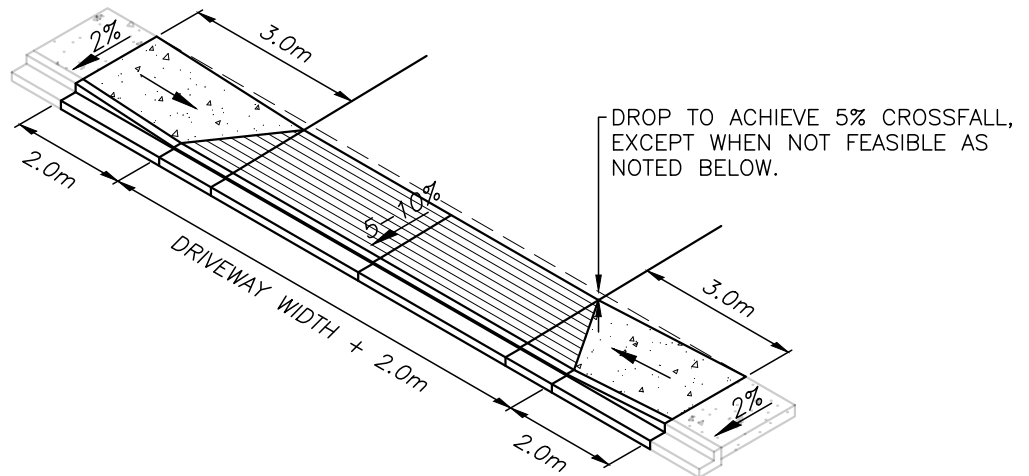
DWG. NO.

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

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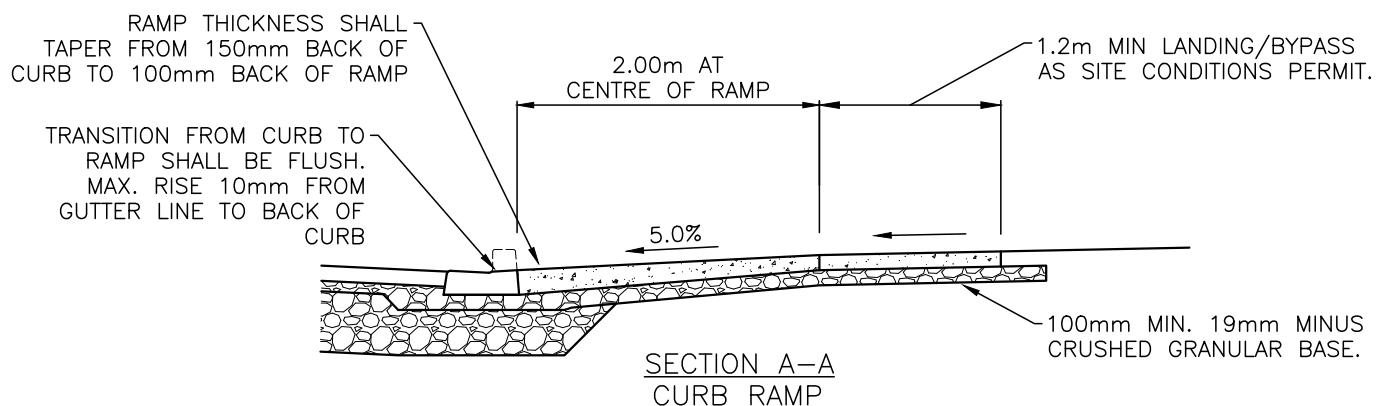
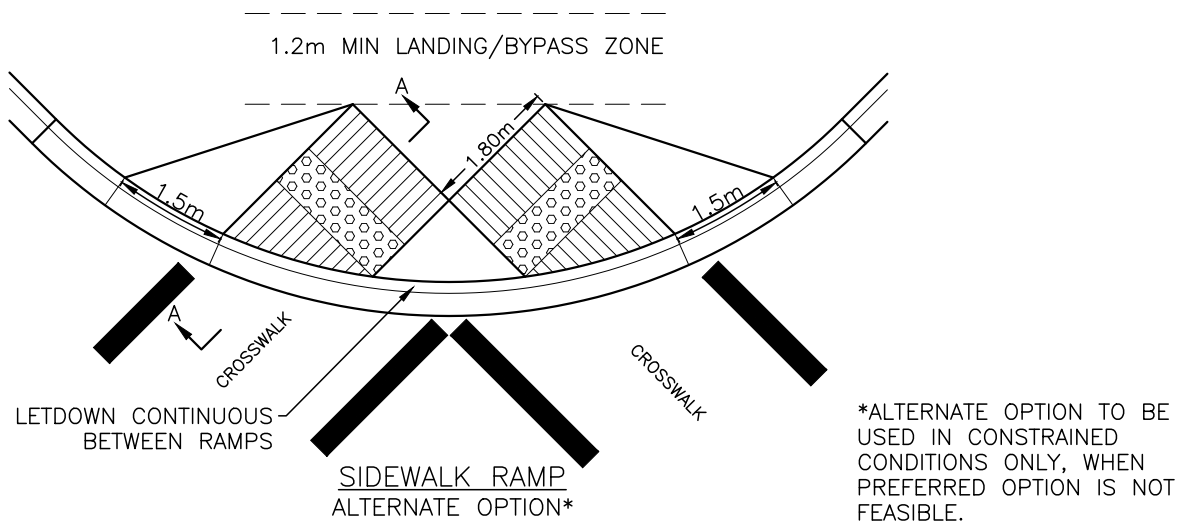
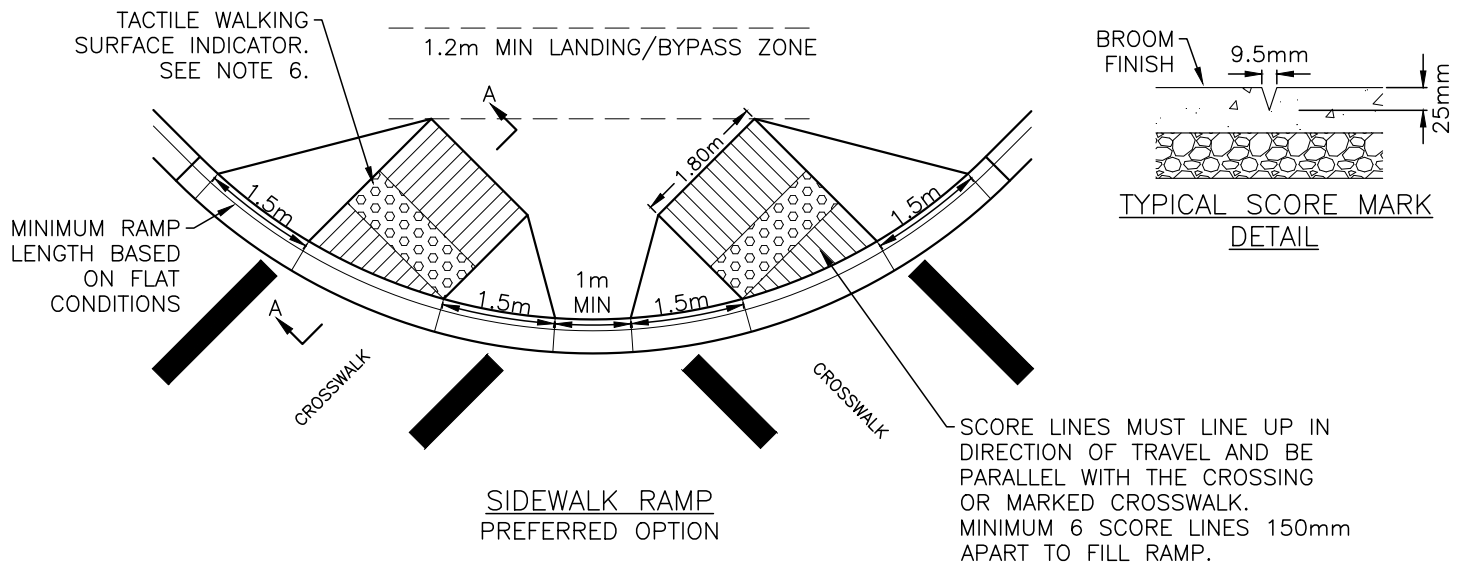
**DRIVEWAY CROSSING FOR
BARRIER CURBS**
COMBINED SIDEWALK AND LETDOWN

DWG. NO.

SS-C7b



BYLAW NOTE



NOTES:

1. STANDARD RAMP LENGTH : 2.0m TYP.(±) AT CENTRE OF RAMP.
2. RECOMMENDED RAMP SLOPE: MAX 5.0% AT CENTRE OF RAMP.
3. MAX. SLOPE 8.3% (1:12) AT ANY POINT WHERE TOPOGRAPHY REQUIRES.
4. ADJUST LENGTH OF RAMP AS REQUIRED.
5. WHEN SITE CONDITIONS DO NOT PERMIT TYPICAL LAYOUT, CONTACT CITY ENGINEER FOR APPROVAL OF DESIGN.
6. REFER TO BYLAW 7900 FOR GUIDANCE AS TO WHEN TACTILE WALKING SURFACE INDICATORS ARE REQUIRED.

**STANDARD
DETAIL
DRAWING**

DATE:
SEPT 12/22

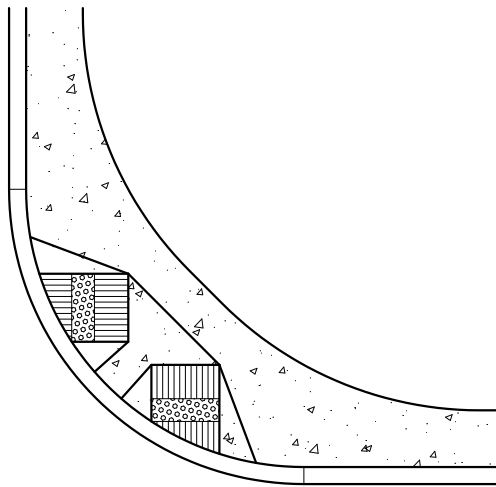
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SIDEWALK RAMP DETAILS

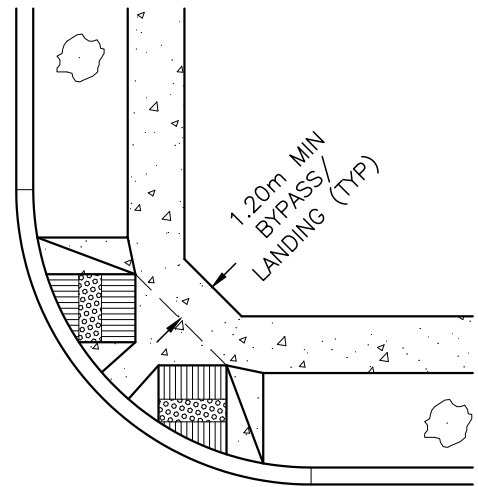
DWG. NO.

SS-C8

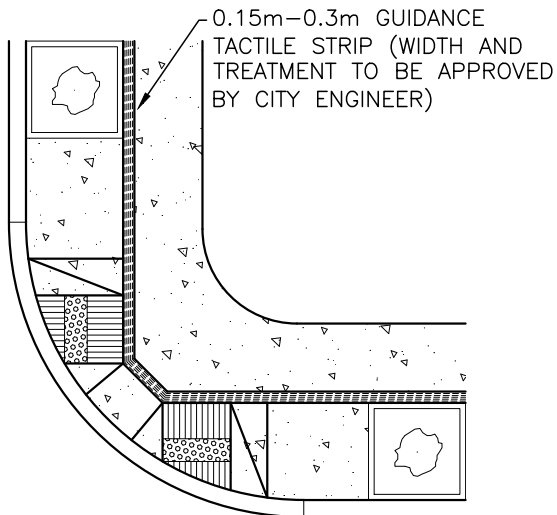




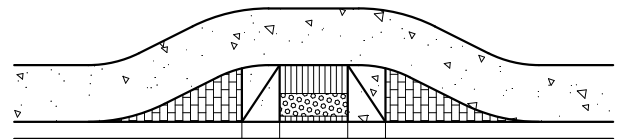
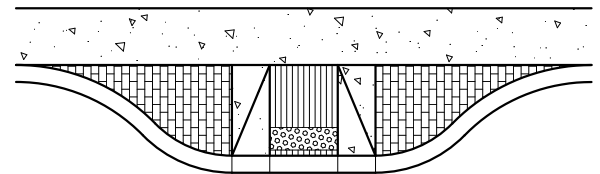
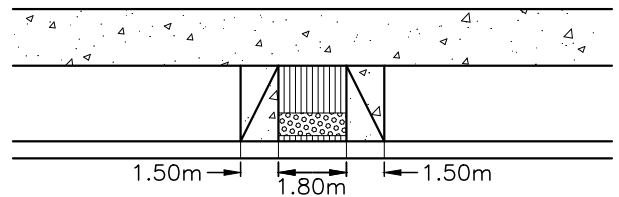
INTERSECTION
MONOLITHIC SIDEWALK



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**

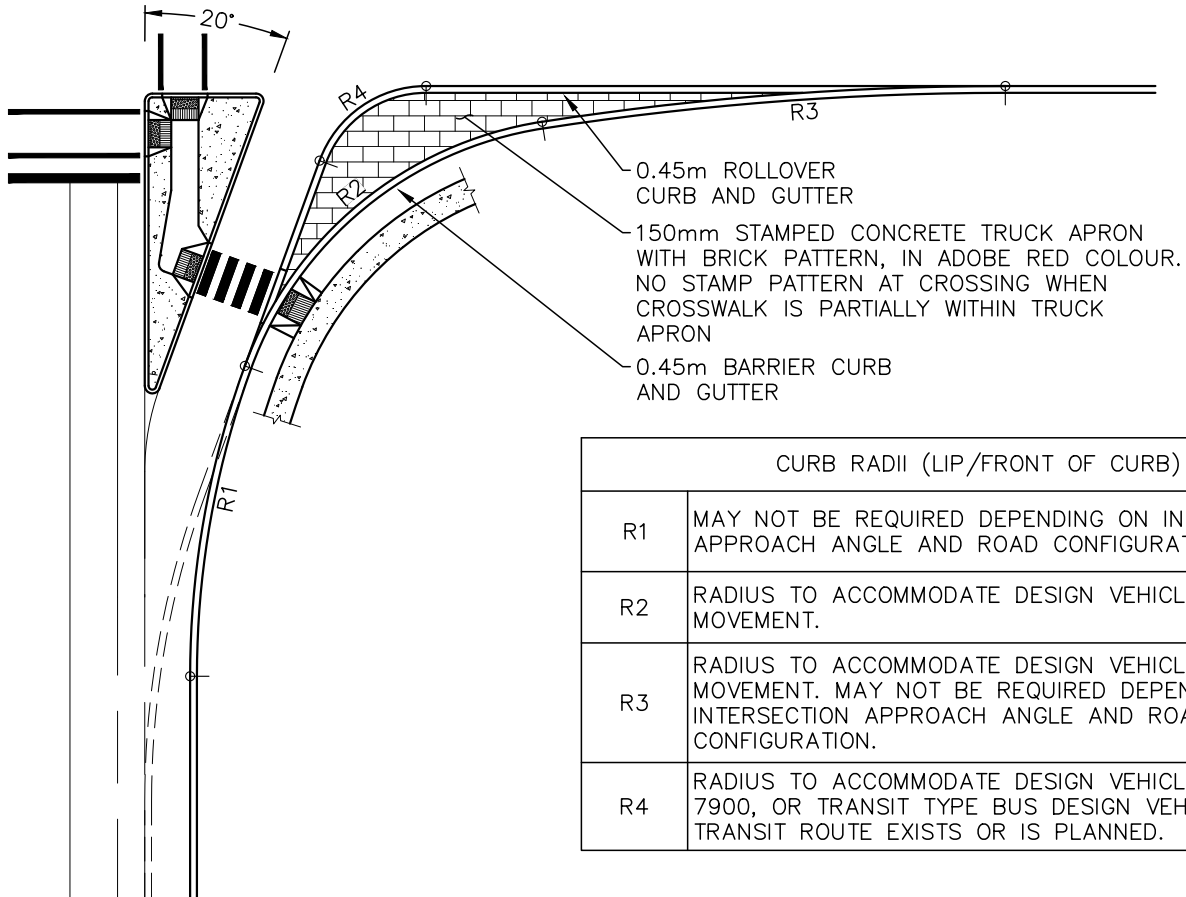
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SIDEWALK RAMP LAYOUTS

DWG. NO.

SS-C9

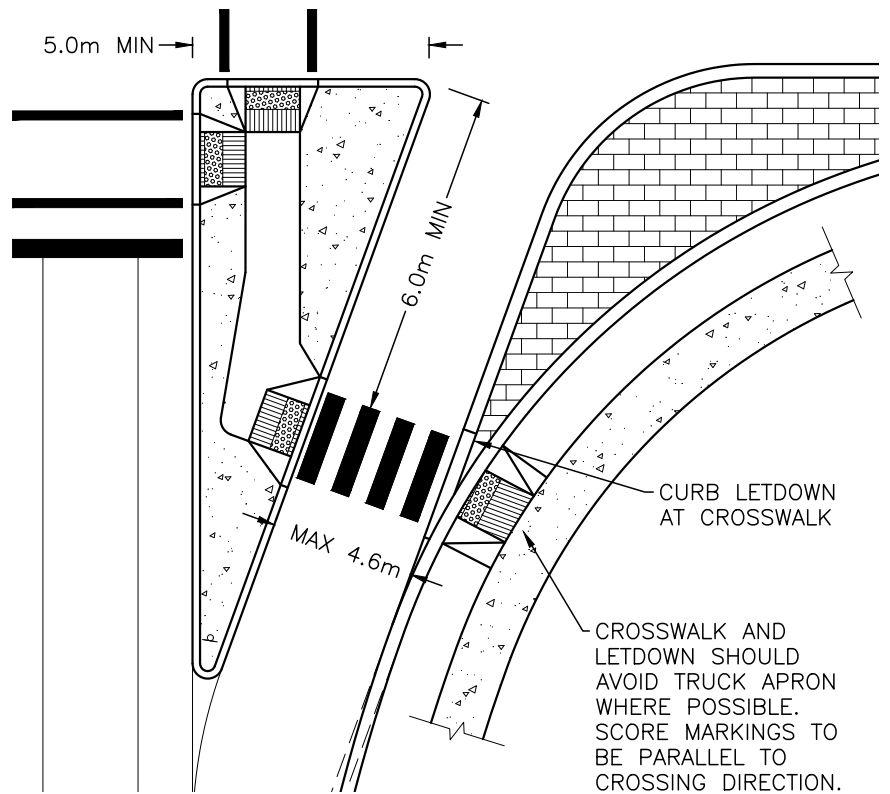




CURB RADII (LIP/FRONT OF CURB)	
R1	MAY NOT BE REQUIRED DEPENDING ON INTERSECTION APPROACH ANGLE AND ROAD CONFIGURATION.
R2	RADIUS TO ACCOMMODATE DESIGN VEHICLE TURNING MOVEMENT.
R3	RADIUS TO ACCOMMODATE DESIGN VEHICLE TURNING MOVEMENT. MAY NOT BE REQUIRED DEPENDING ON INTERSECTION APPROACH ANGLE AND ROAD CONFIGURATION.
R4	RADIUS TO ACCOMMODATE DESIGN VEHICLE PER BYLAW 7900, OR TRANSIT TYPE BUS DESIGN VEHICLE IF TRANSIT ROUTE EXISTS OR IS PLANNED.

NOTES:

1. THIS DRAWING IS INTENDED TO BE USED AS A GENERAL DESIGN GUIDANCE. TURN PATH ANALYSIS AND SITE SPECIFIC DESIGN IS REQUIRED. DESIGNS TO BE APPROVED BY CITY ENGINEER.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. REFER TO DRAWINGS SS-C8 AND SS-C9 FOR SIDEWALK RAMP DETAILS.
4. CURB TRANSITIONS AT SIDEWALK RAMPS TO BE FLUSH, TYPICAL FOR ALL CURB TYPES.



ISLAND DETAIL

**STANDARD
DETAIL
DRAWING**

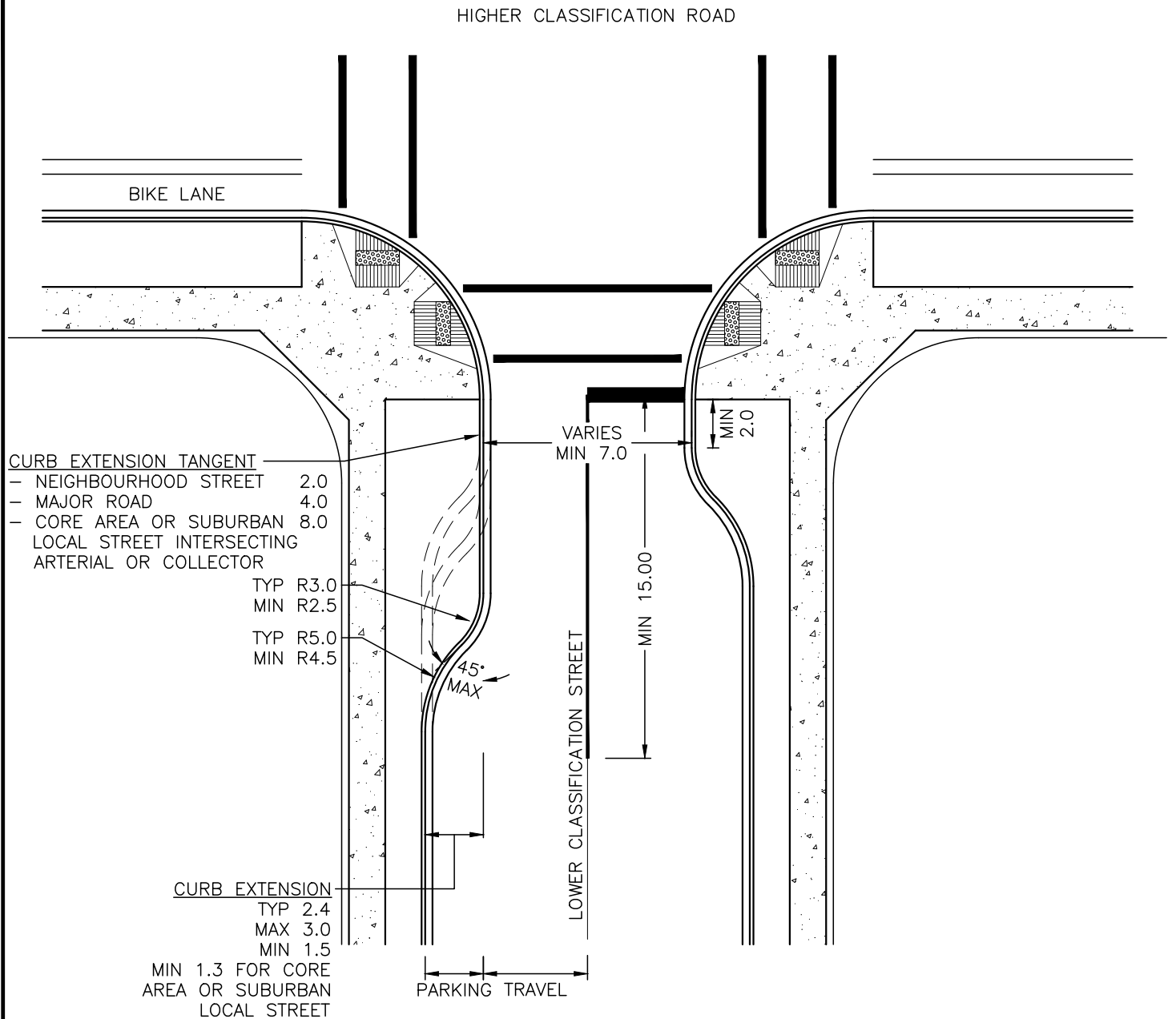
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SEPT 12/22
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**SMART CHANNEL
RIGHT TURN**

DWG. NO.

SS-R50





NOTES:

1. THIS DRAWING IS INTENDED TO BE USED AS A GENERAL DESIGN GUIDANCE. TURN PATH ANALYSIS AND SITE SPECIFIC DESIGN IS REQUIRED.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. CURB DIMENSIONS ARE TO THE FACE OF CURB (150mm FROM BACK OF CURB).
4. SEE DRAWING SS-C8 AND SS-C9 FOR SIDEWALK RAMP DETAILS.

**STANDARD
DETAIL
DRAWING**

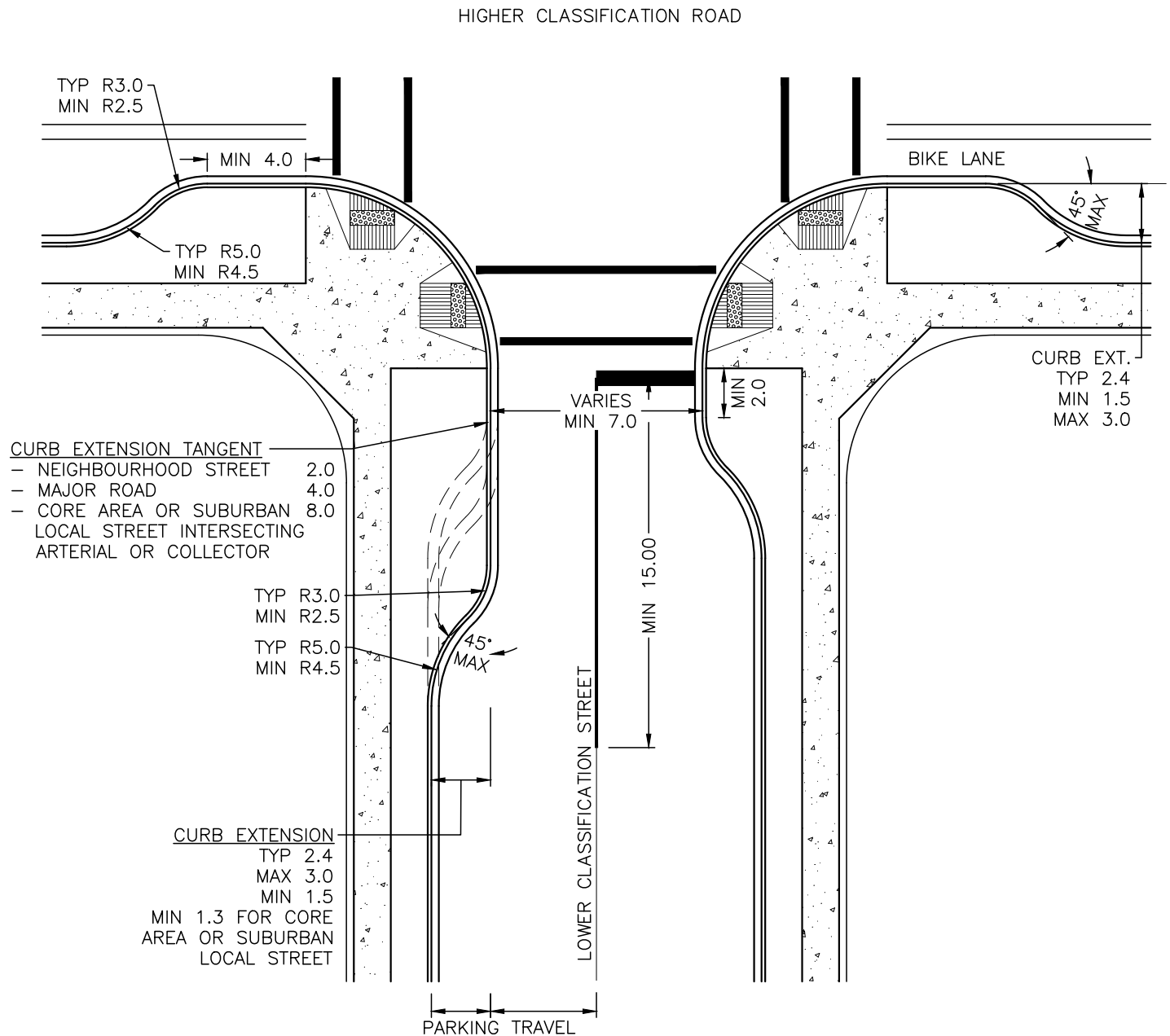
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SEPT 22/22
SCALE:
NTS

**INTERSECTION CURB
EXTENSIONS**
HIGHER CLASS ROAD NO PARKING

DWG. NO.

SS-R51





NOTES:

1. THIS DRAWING IS INTENDED TO BE USED AS A GENERAL DESIGN GUIDANCE. TURN PATH ANALYSIS AND SITE SPECIFIC DESIGN IS REQUIRED.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. CURB DIMENSIONS ARE TO THE FACE OF CURB (150mm FROM BACK OF CURB).
4. SEE DRAWING SS-C8 AND SS-C9 FOR SIDEWALK RAMP DETAILS.

**STANDARD
DETAIL
DRAWING**

DATE:
SEPT 22/22

SCALE:
NTS

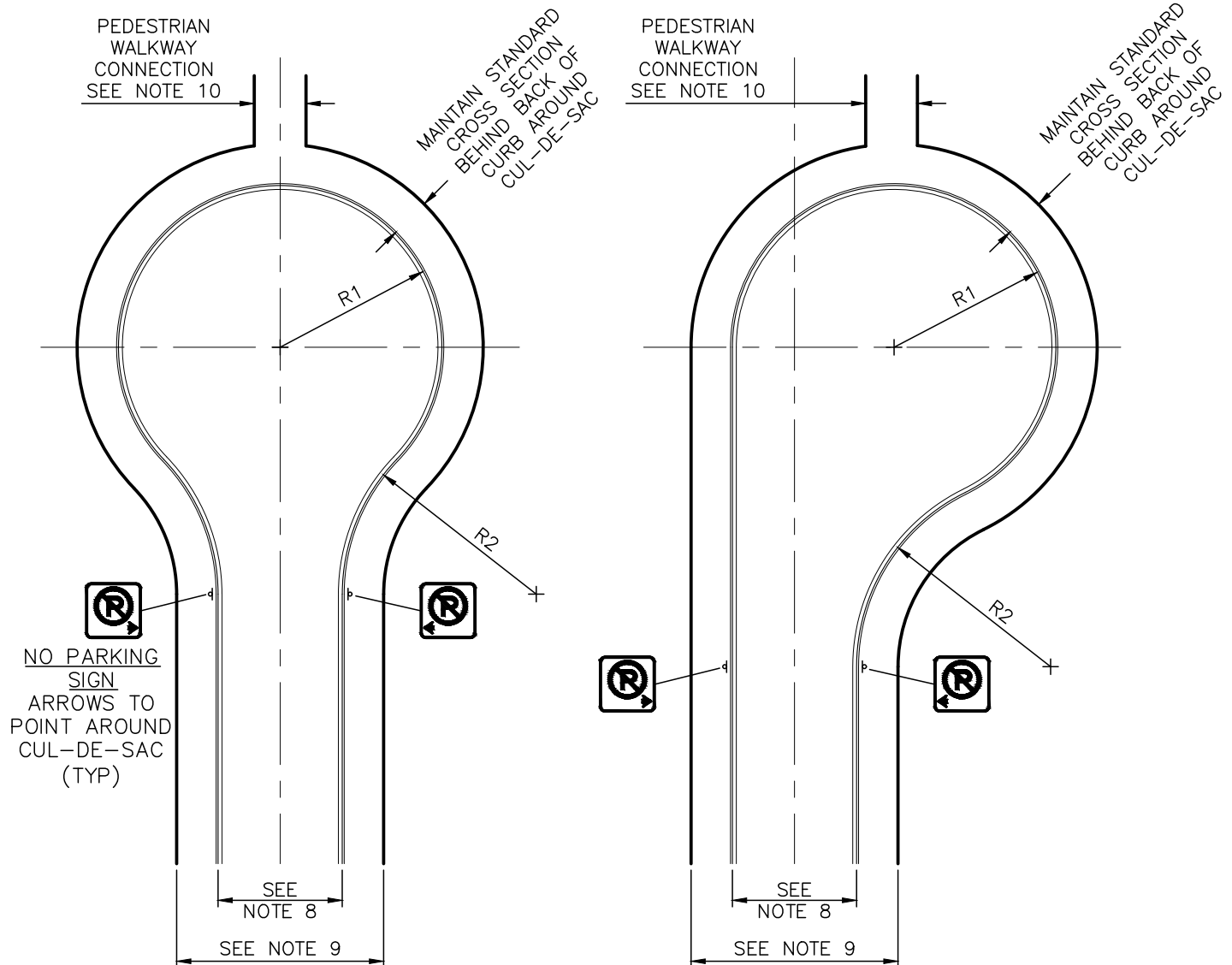
**INTERSECTION CURB
EXTENSIONS**

HIGHER CLASS ROAD WITH PARKING

DWG. NO.

SS-R52





CLASS	R1 (MIN)	R2 (MIN)
LOCAL RURAL	12.5m	15.0m
LOCAL SUBURBAN	12.5m	15.0m
LOCAL CORE AREA	12.5m	15.0m
LOCAL HILLSIDE	12.5m	15.0m
LOCAL INDUSTRIAL	15.0m	15.0m

NOTES:

- CUL-DE-SAC TURNAROUNDS ARE ONLY IMPLEMENTED ON LOCAL STREETS.
- CUL-DE-SAC IMPLEMENTATION TO MEET BYLAW LENGTH AND NETWORK CONNECTION REQUIREMENT.
- NEW CUL-DE-SACS ARE NOT SUPPORTED IN URBAN CENTRES
- NO PARKING WITHIN CUL-DE-SAC.
- SPECIAL PROVISIONS FOR CUT AND FILL SLOPES MAY BE REQUIRED BY CITY ENGINEER.
- CUL-DE-SAC TO HAVE MINIMUM LONGITUDINAL DRAINAGE OF 0.5%.
- RADIUS DIMENSIONS SHOWN ARE TO FACE OF CURB (150mm FROM BACK OF CURB)
- PAVEMENT WIDTH, SIDEWALK, AND BOULEVARD AS PER ROAD CROSS SECTION.
- ROAD DEDICATION AS PER ROAD CROSS SECTION.
- A PEDESTRIAN WALKWAY SHALL BE PROVIDED IN EACH CUL-DE-SAC TO PROVIDE ACTIVE TRANSPORTATION ACCESS THROUGH THE NEIGHBOURHOOD. THE WALKWAY SHALL CONFORM TO THE URBAN PAVED TRAIL STANDARDS LISTED IN THE BYLAW. LOCATION WITHIN CUL-DE-SAC TO BE BASED ON SITE SPECIFIC REQUIREMENTS

**STANDARD
DETAIL
DRAWING**

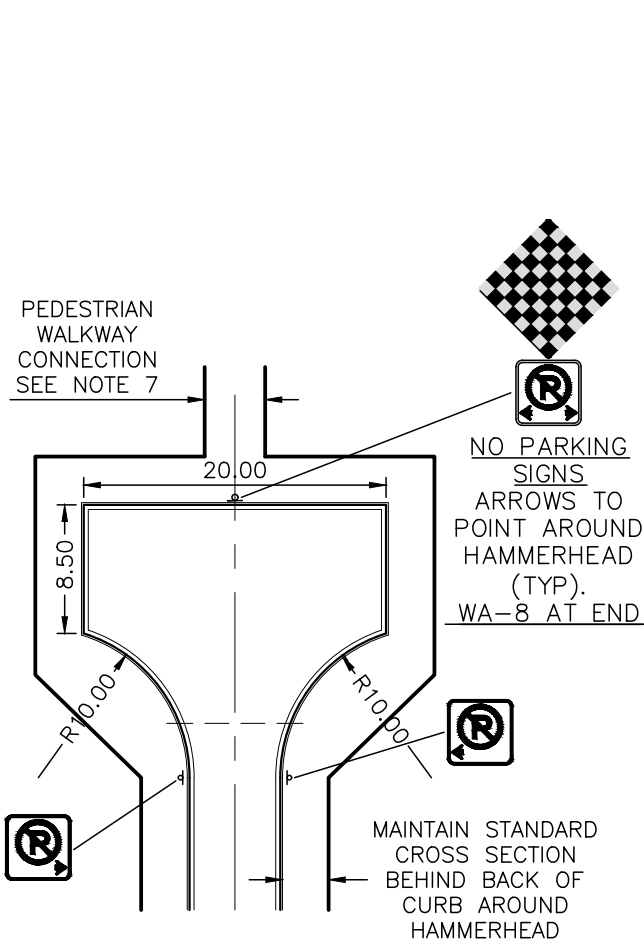
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CUL-DE-SAC TURNAROUND

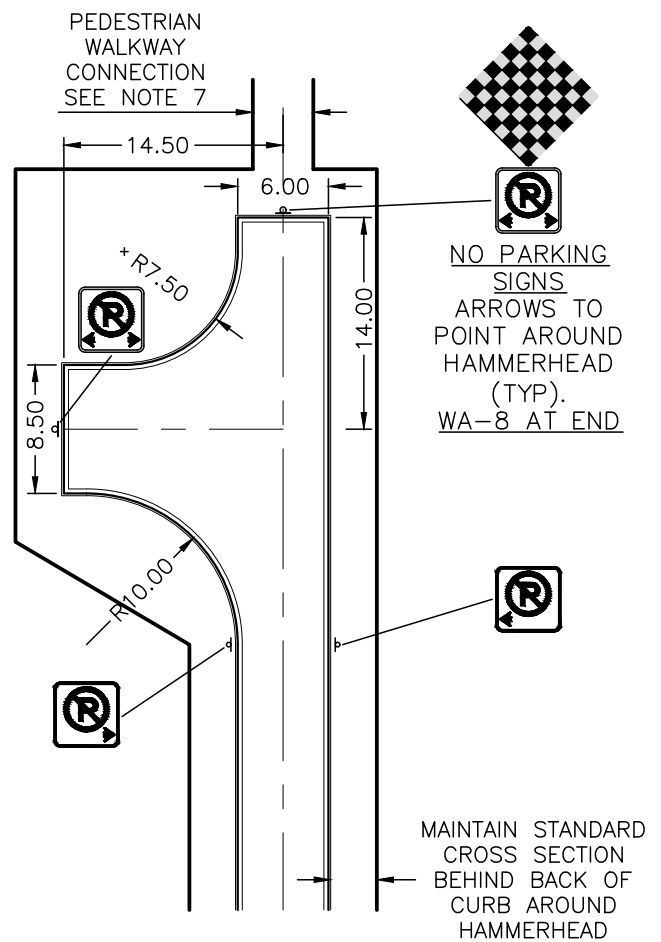
DWG. NO.

SS-R53





HAMMERHEAD



MODIFIED HAMMERHEAD

NOTES:

1. CITY PREFERENCE IS FOR CUL-DE-SAC. HAMMERHEAD TURNAROUND IS ONLY TO BE USED IN HILLSIDE ZONES UPON DEMONSTRATED NEED WHERE TOPOGRAPHICAL CONSTRAINTS ARE PRESENT AND AS APPROVED BY THE CITY ENGINEER.
2. DRIVEWAY ACCESS IS NOT PERMITTED WITHIN A HAMMERHEAD TURNAROUND.
3. PAVEMENT WIDTH AS PER ROAD CROSS SECTION.
4. ROAD DEDICATION AND FRONTAGE IMPROVEMENTS AS PER ROAD CROSS SECTION.
5. DIMENSIONS ARE ALL IN METRES UNLESS OTHERWISE NOTED.
6. DIMENSIONS ARE TO FACE OF CURB (150mm FROM BACK OF CURB).
7. A PEDESTRIAN WALKWAY SHALL BE PROVIDED IN TURNAROUND TO PROVIDE ACTIVE TRANSPORTATION ACCESS THROUGH THE NEIGHBOURHOOD. THE WALKWAY SHALL CONFORM TO THE URBAN PAVED TRAIL STANDARDS LISTED IN THE BYLAW. LOCATION WITHIN TURNAROUND TO BE BASED ON SITE SPECIFIC REQUIREMENTS

**STANDARD
DETAIL
DRAWING**

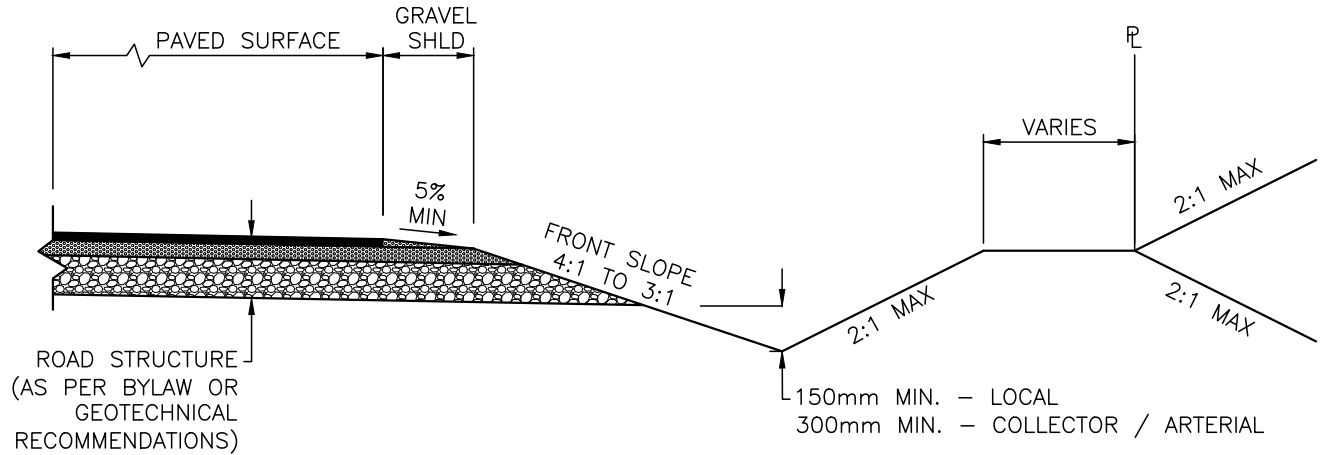
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HAMMERHEAD TURNAROUND

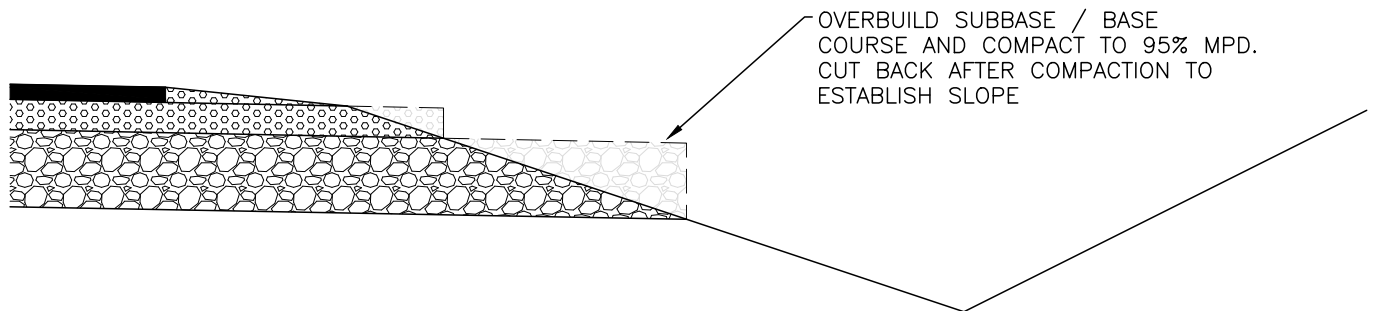
DWG. NO.

SS-R54





TYPICAL DITCH SECTION



OVERBUILD DETAIL

NOTES:

1. WHERE THE CROSS SLOPE IS STEEPER THAN 4:1, ENGINEERING ANALYSIS IS REQUIRED WITH CONSIDERATION OF TAC GEOMETRIC DESIGN GUIDE FOR CANADIAN ROAD CHAPTER 7 AND MOTI BC SUPPLEMENT.
2. 2:1 SLOPES CAN BE CONSIDERED ON LOW VOLUME ROAD UPON DEMONSTRATED NEED AS PER TAC CHAPTER 7, IF APPROVED BY THE CITY ENGINEER

**STANDARD
DETAIL
DRAWING**

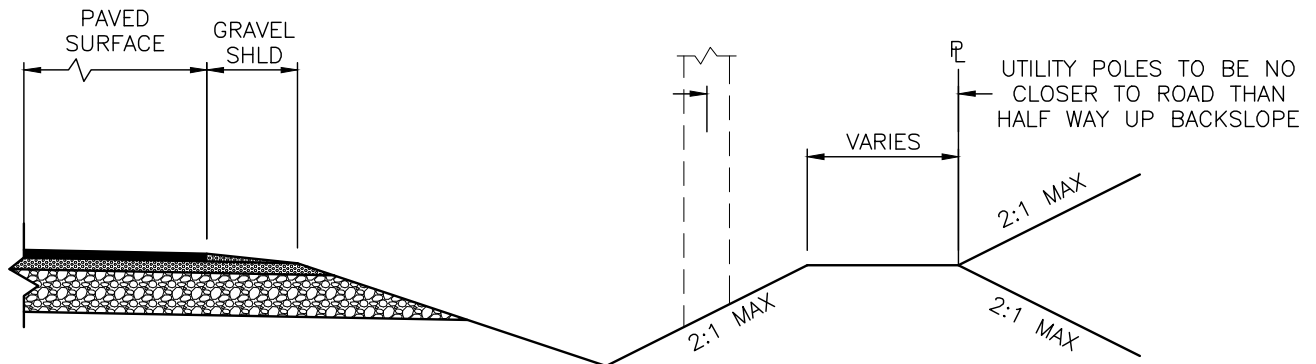
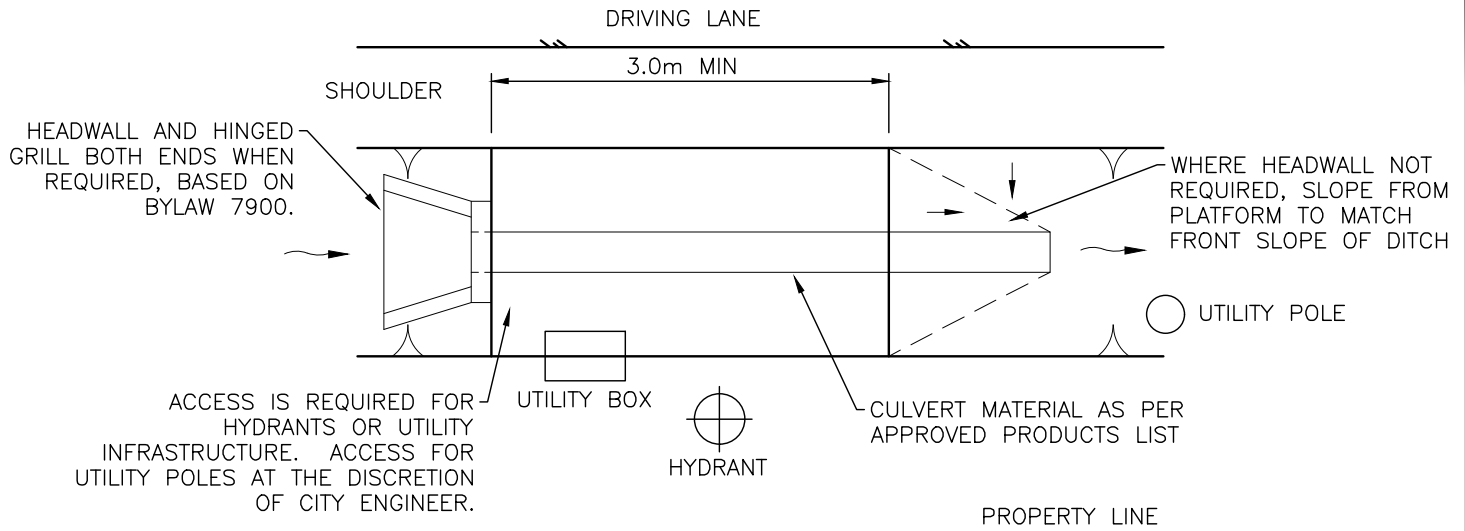
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SEPT 23/22
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STANDARD DITCH SECTION

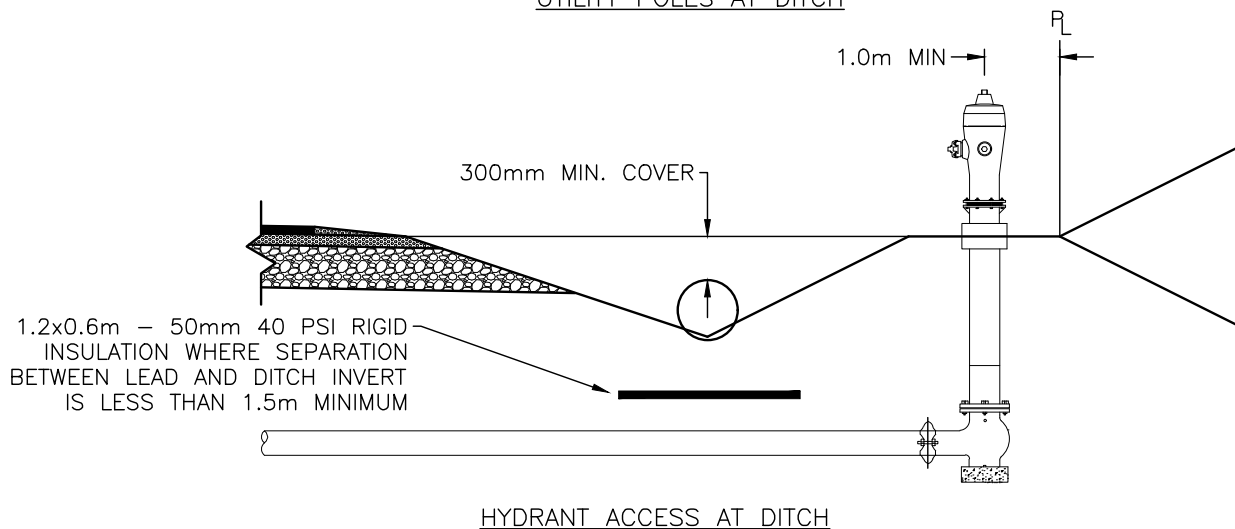
DWG. NO.

SS-R55





UTILITY POLES AT DITCH



NOTES:

1. REFER TO DRAWING SS-R55 FOR TYPICAL DITCH SECTION DETAILS.

**STANDARD
DETAIL
DRAWING**

DATE:
SEPT 23 /22

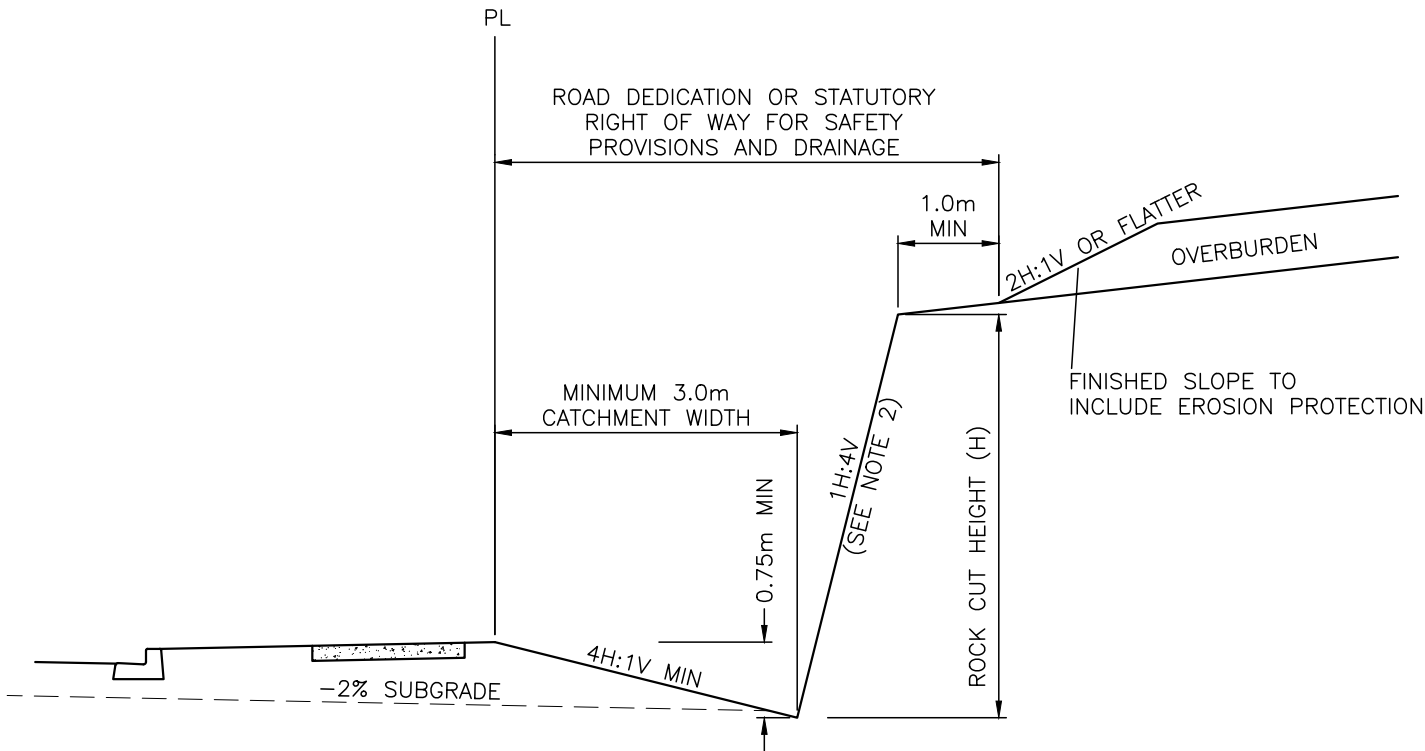
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**UTILITY ACCESS AND
LOCATION AT DITCH**

DWG. NO.

SS-R56

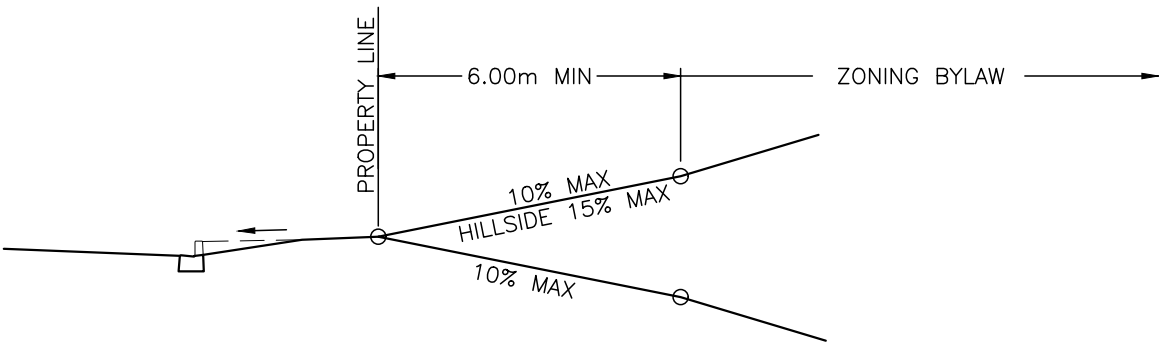




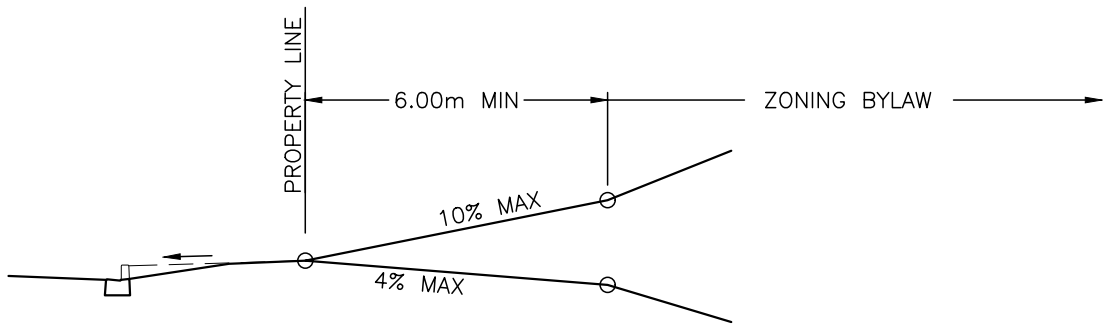
NOTES:

1. SITE SPECIFIC GEOTECHNICAL DESIGN REQUIRED FOR ALL ROCK CUT HEIGHTS GREATER THAN 4m AND WHERE GEOHAZARDS EXIST. DIMENSIONS ABOVE ARE MINIMUMS AND WILL NOT BE REDUCED WITH GEOTECHNICAL DESIGN.
2. A VERTICAL BACKSLOPE MAY BE USED IF APPROVED BY THE GEOTECHNICAL DESIGN. MINIMUM CATCHMENT WIDTH WOULD THEN BE INCREASED BASED ON THE ROCK CUT HEIGHT (I.E. 3.0m + 25% OF ROCK CUT HEIGHT (H)), OR AS DIRECTED BY GEOTECHNICAL DESIGN.
3. DRAINAGE COLLECTION PROVISIONS TO BE ADDRESSED FOR CATCHMENT AREA.
4. GROUNDWATER SEEPAGE WITHIN OVERBURDEN, IF ANY, MUST BE ADDRESSED BY GEOTECHNICAL ENGINEERING DESIGN

STANDARD DETAIL DRAWING	DATE: JUNE 21/22	ROCK CUT CROSS SECTION	DWG. NO. SS-R57	 City of Kelowna
	SCALE: NTS			



GROUND-ORIENTED
INFILL HOUSING / SINGLE & TWO DWELLING

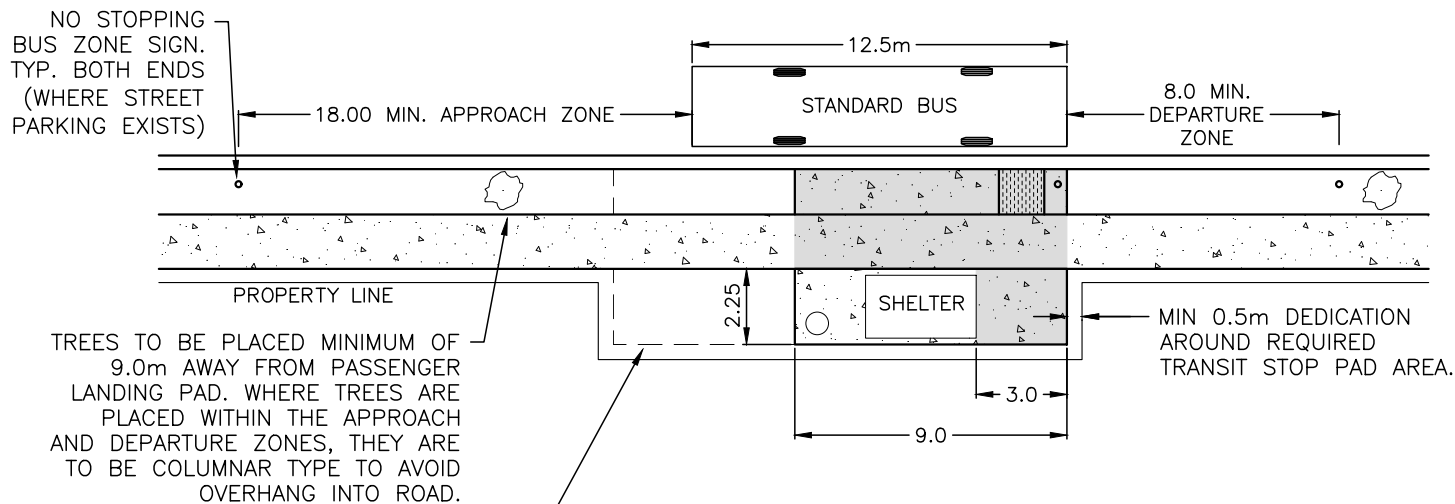


COMMERCIAL / MULTI-DWELLING

NOTES:

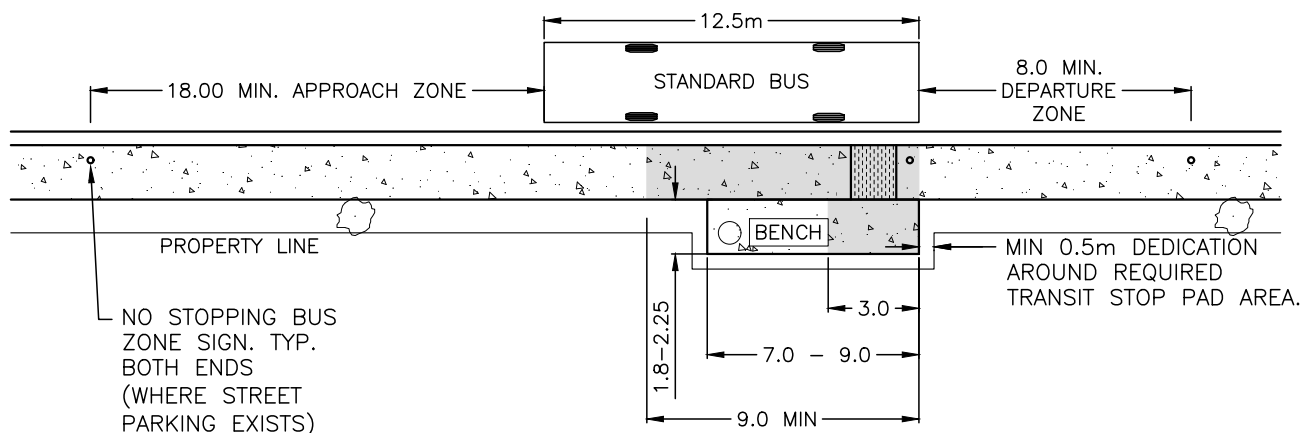
1. MAXIMUM GRADE CHANGE AT ANY TRANSITION POINT 12% OR AS PER K-VALUE IN TABLE 4.4.1 SCHEDULE 4 SECTION 4.

STANDARD DETAIL DRAWING	DATE: SEPT 23 /22	DRIVEWAY GRADES	DWG. NO. SS-R58	 City of Kelowna
	SCALE: NTS			



SHELTER GENERAL LAYOUT

WHERE ARTICULATED BUSES ARE USED OR PLANNED FOR USE ON TRANSIT ROUTE, PASSENGER LANDING PAD TO BE INCREASED TO 15m AND SHELTER PAD TO BE INCREASED TO MIN. 10m MAX. 15m



BENCH GENERAL LAYOUT

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
2. THIS DRAWING IS INTENDED TO BE USED AS A GENERAL DESIGN GUIDANCE, SITE SPECIFIC DESIGN IS REQUIRED.
3. REFER TO ADDITIONAL DETAILS AND INFORMATION IN THE BC TRANSIT INFRASTRUCTURE DESIGN SUMMARY AND CONSULT CITY ENGINEER.
4. BOULEVARD AND SIDEWALK AS PER STANDARD CROSS SECTIONS.
5. IN RURAL AREAS, AS REQUIRED BY CITY ENGINEER, STOP REQUIREMENTS AS PER BC TRANSIT GUIDANCE FOR RURAL BUS STOP PADS.
6. ON ARTERIAL AND COLLECTOR ROADS WHERE BOULEVARD IS >3.5m, SHELTER PAD COULD BE ACCOMMODATED IN BOULEVARD IF IT DOES NOT BLOCK PEDESTRIAN FACILITY
7. IF NO SHELTER AND BENCH WARRANTED AS PER TABLE 4.13.2 SCHEDULE 4 SECTION 4, CONSTRUCT STOP AS PER GENERAL BENCH LAYOUT WITHOUT BENCH.

CLEAR ZONE FREE OF OBSTRUCTIONS

STANDARD
DETAIL
DRAWING

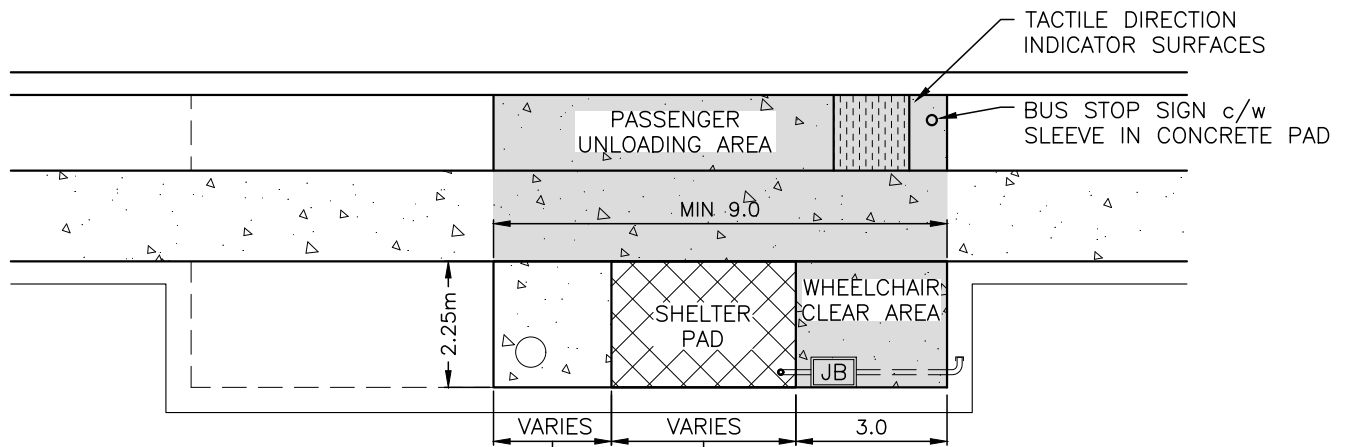
DATE:
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URBAN TRANSIT
STOP LAYOUT

DWG. NO.

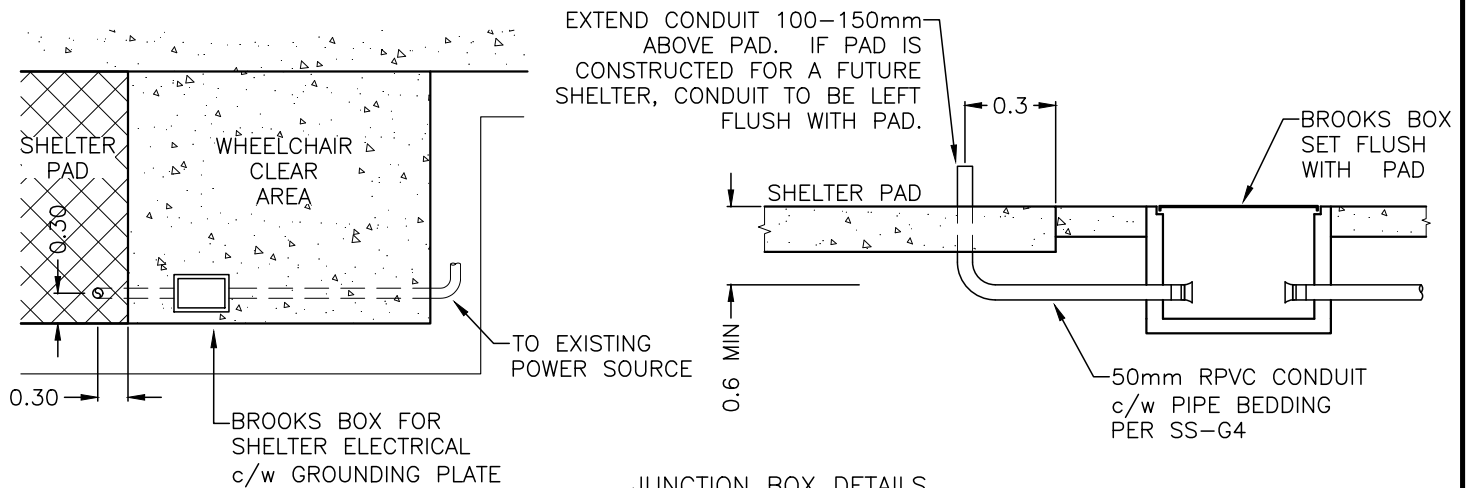
SS-R59



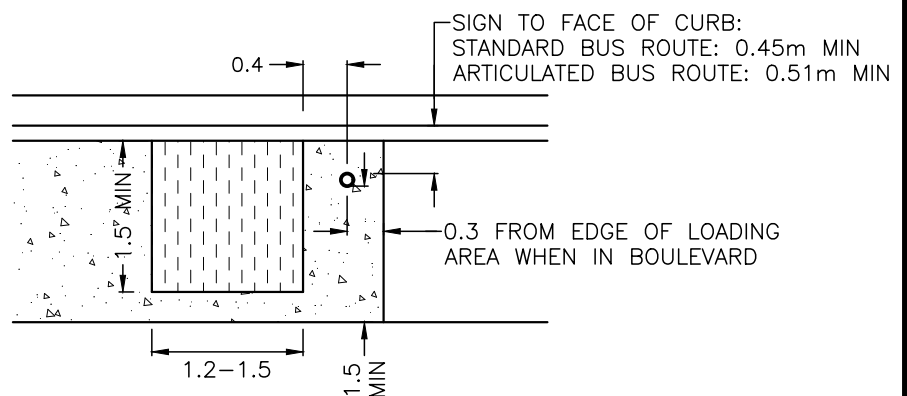


AREA FOR STREET FURNITURE
(GARBAGE BIN, ETC.)

REINFORCED CONCRETE PAD FOR SHELTER.
MODEL SPECIFIC FOUNDATION DESIGN IS
REQUIRED. CONSULT WITH CITY ENGINEER.



JUNCTION BOX DETAILS



TACTILE SURFACE INDICATOR/TRANSIT SIGN LOCATION

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
2. THIS DRAWING IS INTENDED TO BE USED AS A GENERAL DESIGN GUIDANCE, SITE SPECIFIC DESIGN IS REQUIRED.

**STANDARD
DETAIL
DRAWING**

DATE:
SEPT 23/22
SCALE:
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**URBAN TRANSIT STOP
SHELTER PAD DETAILS**

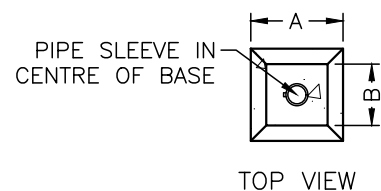
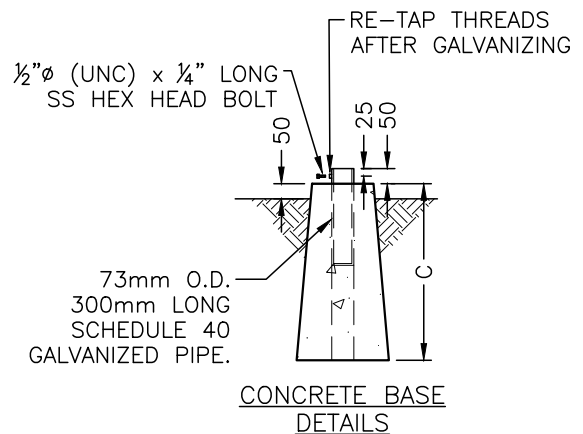
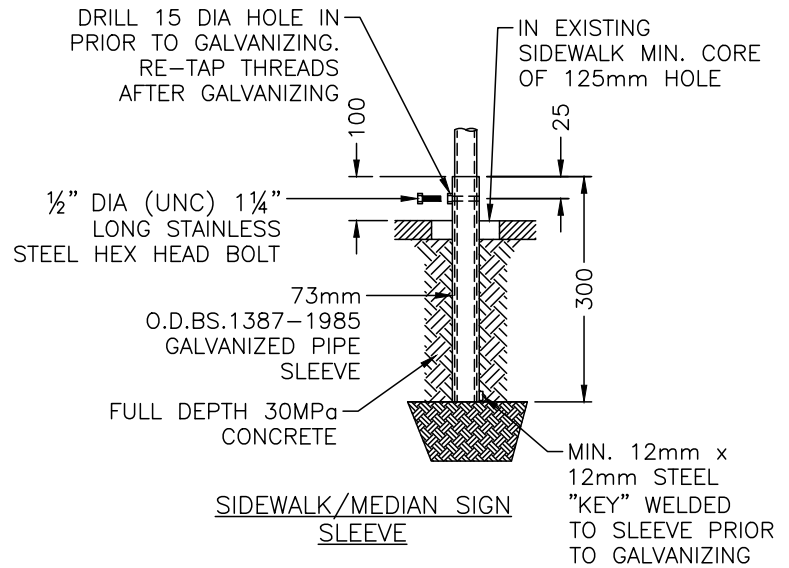
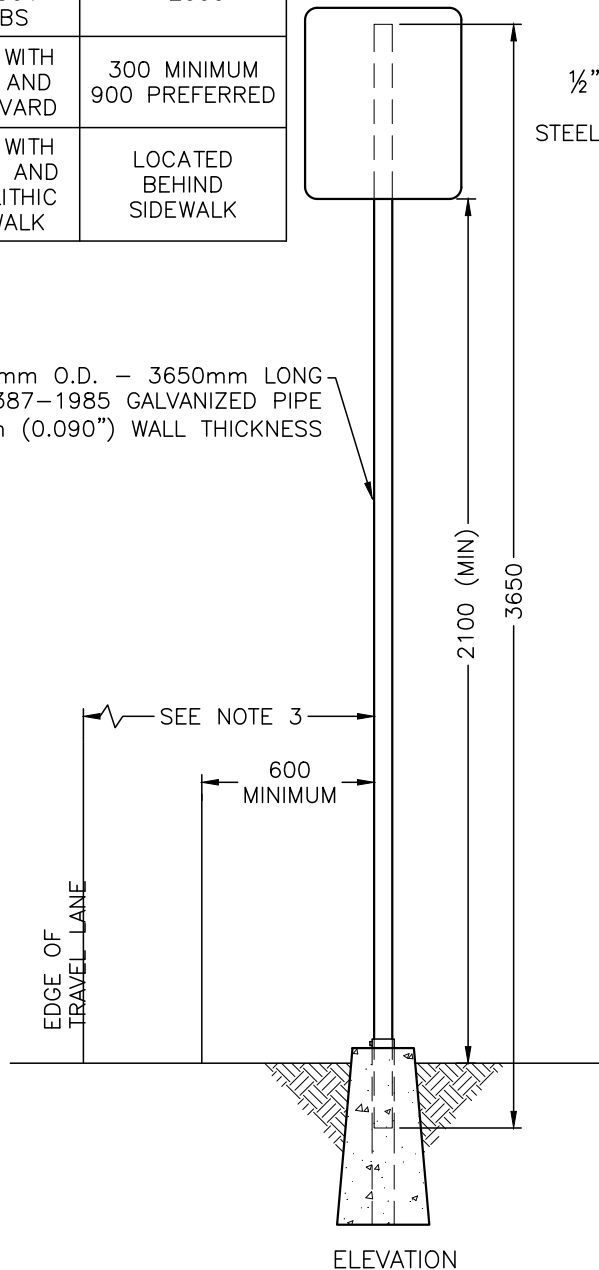
DWG. NO.

SS-R60



HORIZONTAL CLEARANCE TO SIGN	
	X mm
ROAD WITHOUT CURBS	≥ 2000
ROAD WITH CURB AND BOULEVARD	300 MINIMUM 900 PREFERRED
ROAD WITH CURBS AND MONOLITHIC SIDEWALK	LOCATED BEHIND SIDEWALK

60mm O.D. – 3650mm LONG
BS1387–1985 GALVANIZED PIPE
(2.3mm (0.090") WALL THICKNESS



NOTES:

1. DETAIL IS FOR SINGLE POST SIGNS.
2. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED.
3. HORIZONTAL CLEARANCES BASED ON DESIGN SPEEDS UP TO 60 km/h AS PER SECTION 4.15 IN BYLAW 7900. FOR HIGHER SPEED ROADS REFER TO TAC TRANSPORTATION ASSOCIATION OF CANADA ROADSIDE DESIGN.
4. SIGN SLEEVE TO BE PLACED PRIOR TO SIDEWALK POUR, OR TO BE CORED IN AFTER. FOR EXISTING SIDEWALK CORE MINIMUM 125mm HOLE IN SIDEWALK, SUB-EXCAVATE AND FILL WITH CONCRETE AROUND SLEEVE.

CONCRETE BASE					
APPLICATION	A mm	B mm	C mm	APPROX. MASS	VOLUME OF CONCRETE
GRAVEL SHOULDER OR HIGHWAY	30 5	20 3	58 4	85 kg	0.05m ³
PAVED SHOULDER OR LANDSCAPE	229	152	45 7	37 kg	0.02m ³

**STANDARD
DETAIL
DRAWING**

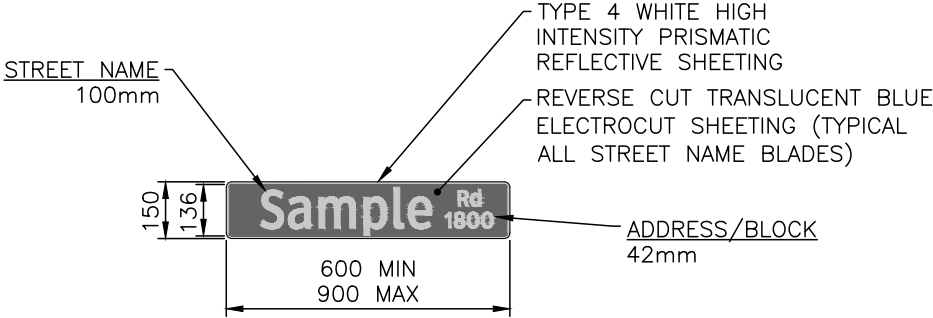
DATE:
SEPT 29/22
SCALE:
NTS

POST MOUNTED SIGN

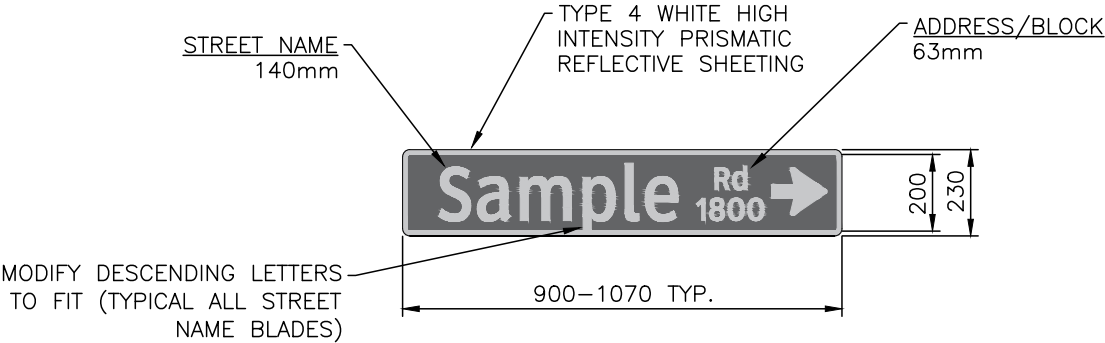
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SS-R61

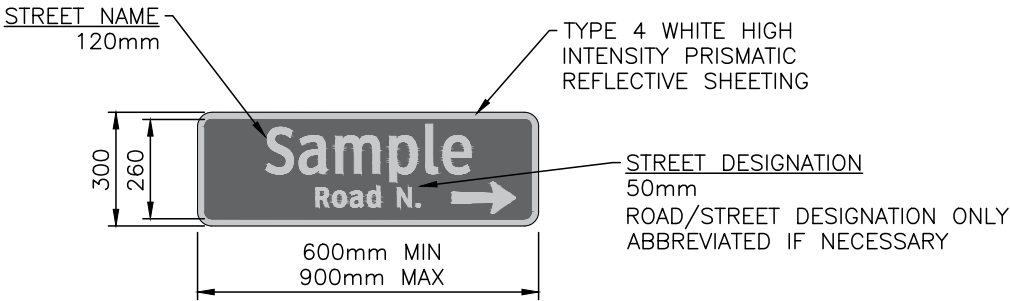




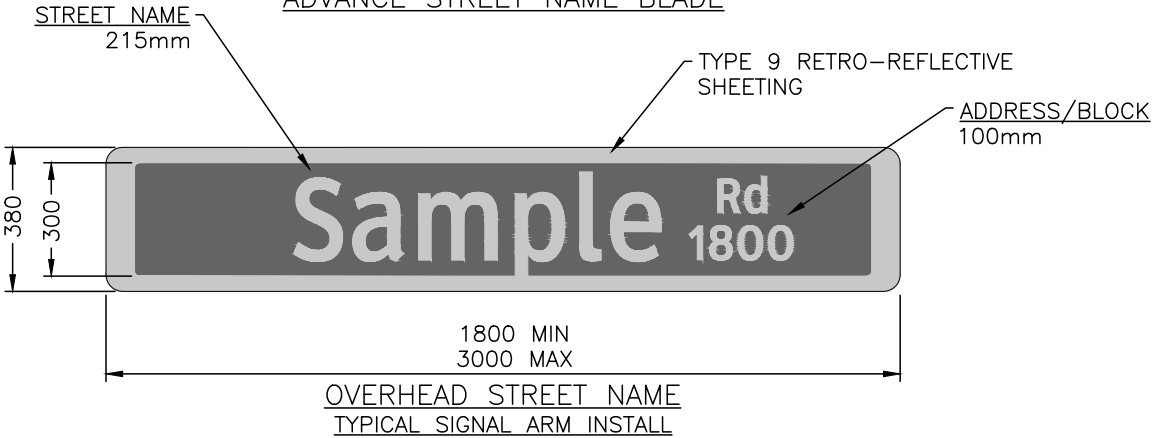
STANDARD STREET NAME BLADE



OVERSIZE STREET NAME BLADE
HIGH SPEED/VOLUME MULTI LANE ROUTES



ADVANCE STREET NAME BLADE



OVERHEAD STREET NAME
TYPICAL SIGNAL ARM INSTALL

STANDARD
DETAIL
DRAWING

DATE:
JULY 11/22
SCALE:
NTS

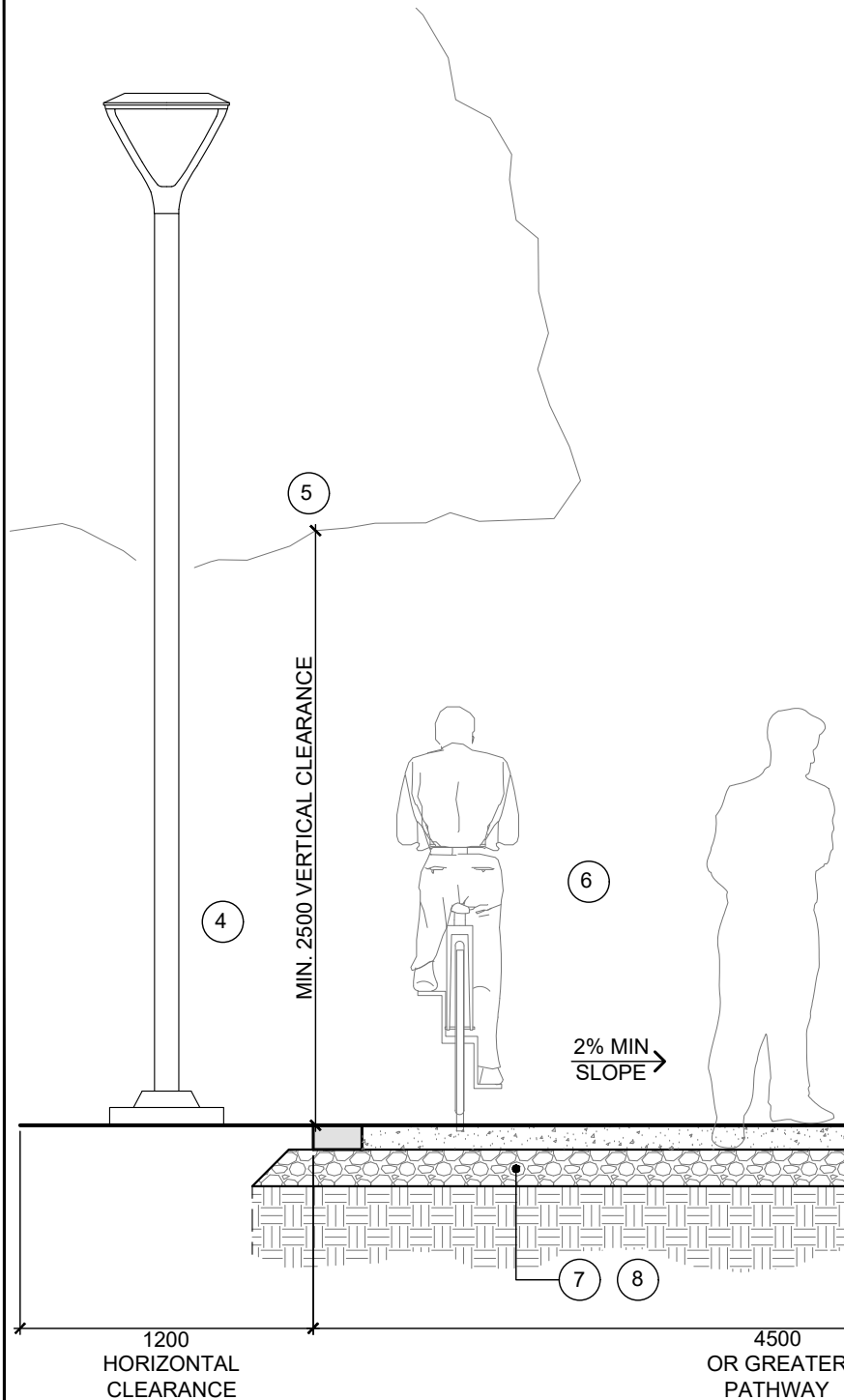
STREET NAME BLADE DETAILS

DWG. NO.

SS-R62

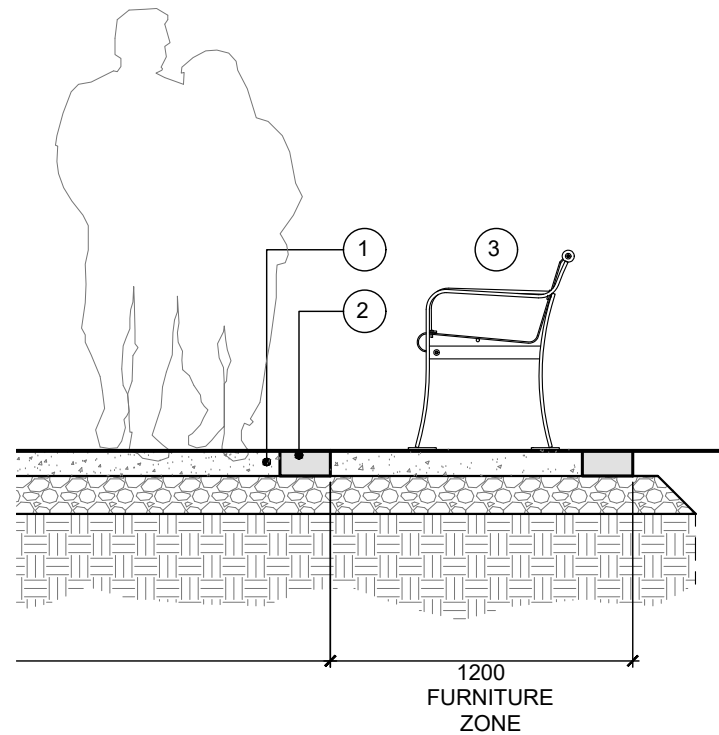


STANDARD DETAIL DRAWING

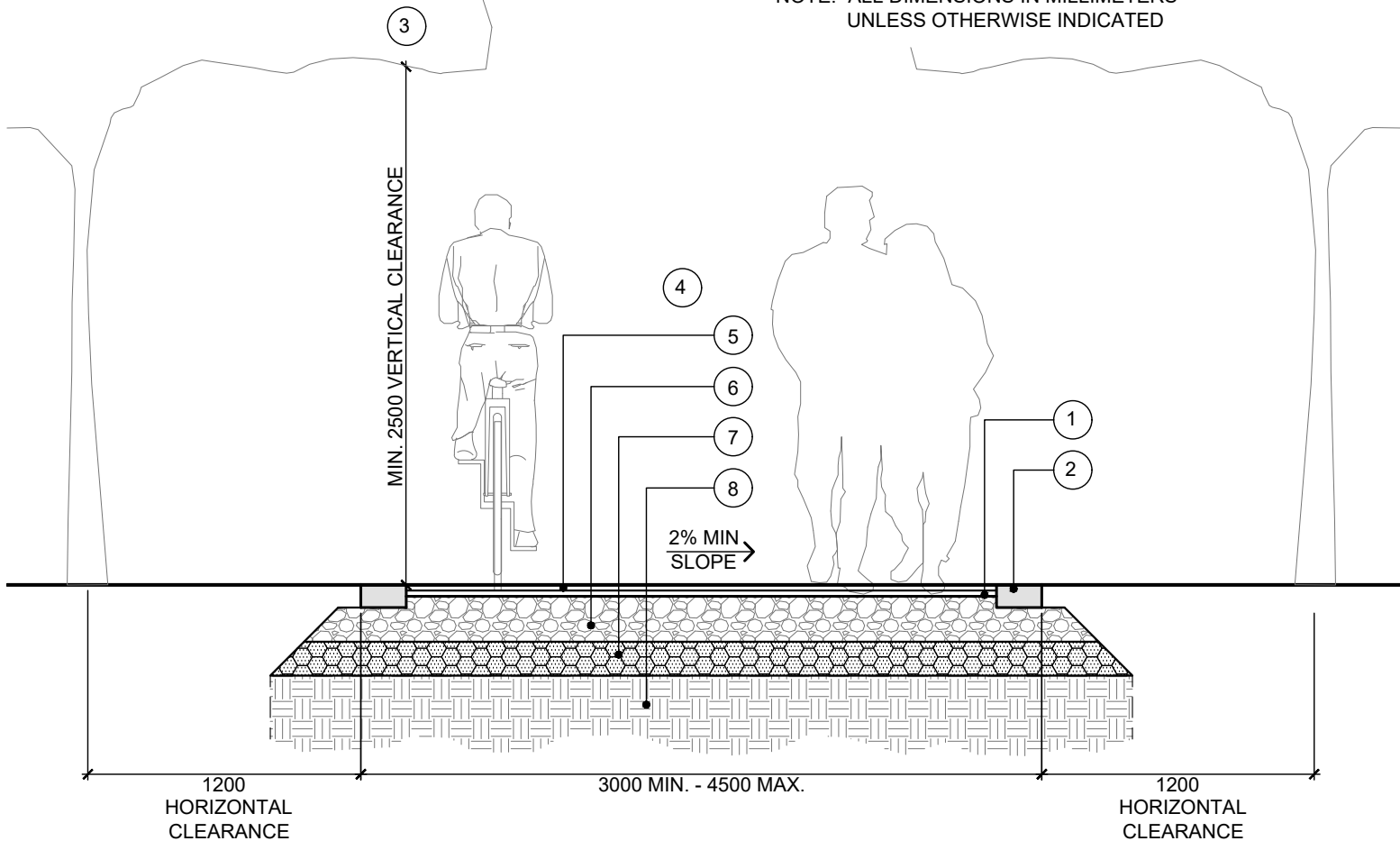


1. HARD SURFACE (E.G. PAVERS, CONCRETE, SPECIAL PAVING, ETC.) c/w SAW-CUT OR BROOM-OVER FINISHED CONTROL JOINTS
2. ACCENT PAVING EDGE, URBAN BRAILLE OPPORTUNITY
3. COMFORT AMENITY ZONE (BENCH, BIKE RACK, WASTE RECEPTACLES, WAYFINDING SIGNAGE, KIOSKS, ETC.)
4. PEDESTRIAN LIGHTING c/w SHARP-ANGLE CUT-OFF FIXTURE & PAGEANTRY / BANNER OPPORTUNITY
5. TREE PLANTING SPACED EQUALLY BETWEEN LIGHTING c/w APPROVED GROWING MEDIUM AND VOLUME PER CITY STANDARDS
6. SHARED PATHWAY TO BARRIER FREE & UNIVERSAL ACCESSIBILITY STANDARDS.
7. 19mm MINUS COMPACTED GRANULAR BASE (95% MPD)
OPTIONAL: SAND LEVELING BED FOR UNIT PAVER SURFACING - REFER TO TRAIL GUIDELINES CHART FOR MAXIMUM SLOPES, MATERIAL DEPTHS AND SPECIFICATIONS
8. REMOVE ALL ORGANIC MATERIAL, LARGE STONES AND COMPACTED NATIVE SUBGRADE (95% MPD)

NOTE: ALL DIMENSIONS IN MILLIMETERS
UNLESS OTHERWISE INDICATED



STANDARD DETAIL DRAWING



1. ASPHALT OR ASPHALT MILLINGS PAVING
2. ACCENT PAVING / EDGE RESTRAINT
3. TREE PLANTING SPACED EQUALLY BETWEEN LIGHTING c/w APPROVED GROWING MEDIUM AND VOLUME PER CITY STANDARDS
4. SHARED PATHWAY TO BARRIER FREE & UNIVERSAL ACCESSIBILITY STANDARDS
5. 50mmD ASPHALT SURFACE. REFER TO BYLAW 7900 FOR STANDARD PAVEMENT STRUCTURE DEPTHS.
6. 19mm MINUS COMPACTED GRANULAR BASE (95% MPD) - REFER TO TRAIL GUIDELINES CHART FOR MAXIMUM SLOPES, MATERIAL DEPTHS AND SPECIFICATIONS
7. 75mm MINUS COMPACTED SUB-BASE (95% MPD) - REFER TO TRAIL GUIDELINES CHART - SEE ABOVE
8. REMOVE ALL ORGANIC MATERIAL, LARGE STONES AND COMPACTED NATIVE SUBGRADE (95% MPD)

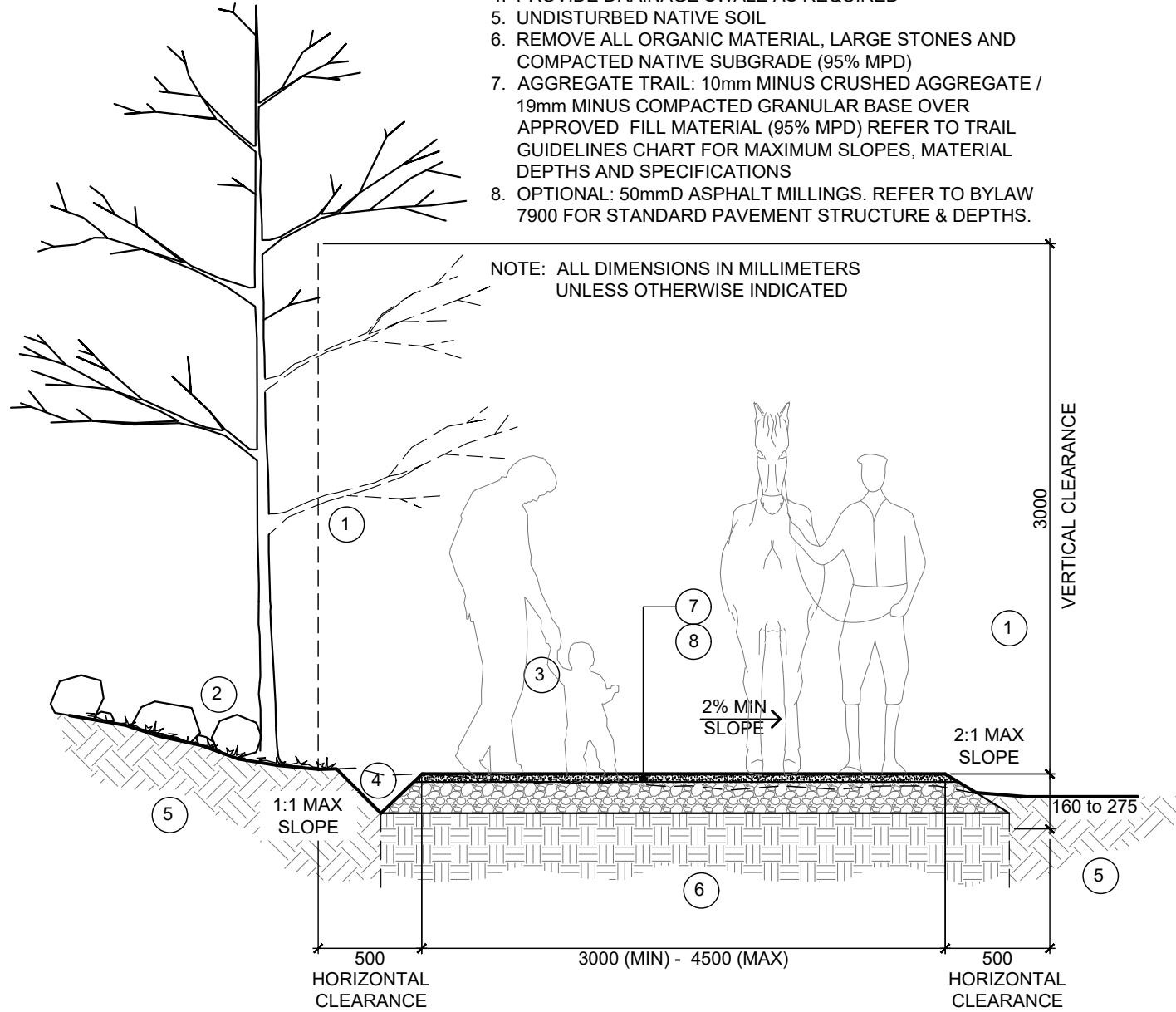
NOTE: ALL DIMENSIONS IN MILLIMETERS
UNLESS OTHERWISE INDICATED

DETAIL No. :

SS-T02

**CLASS 2 - MAJOR MULTI-USE
URBAN**

STANDARD DETAIL DRAWING



DETAIL No. :

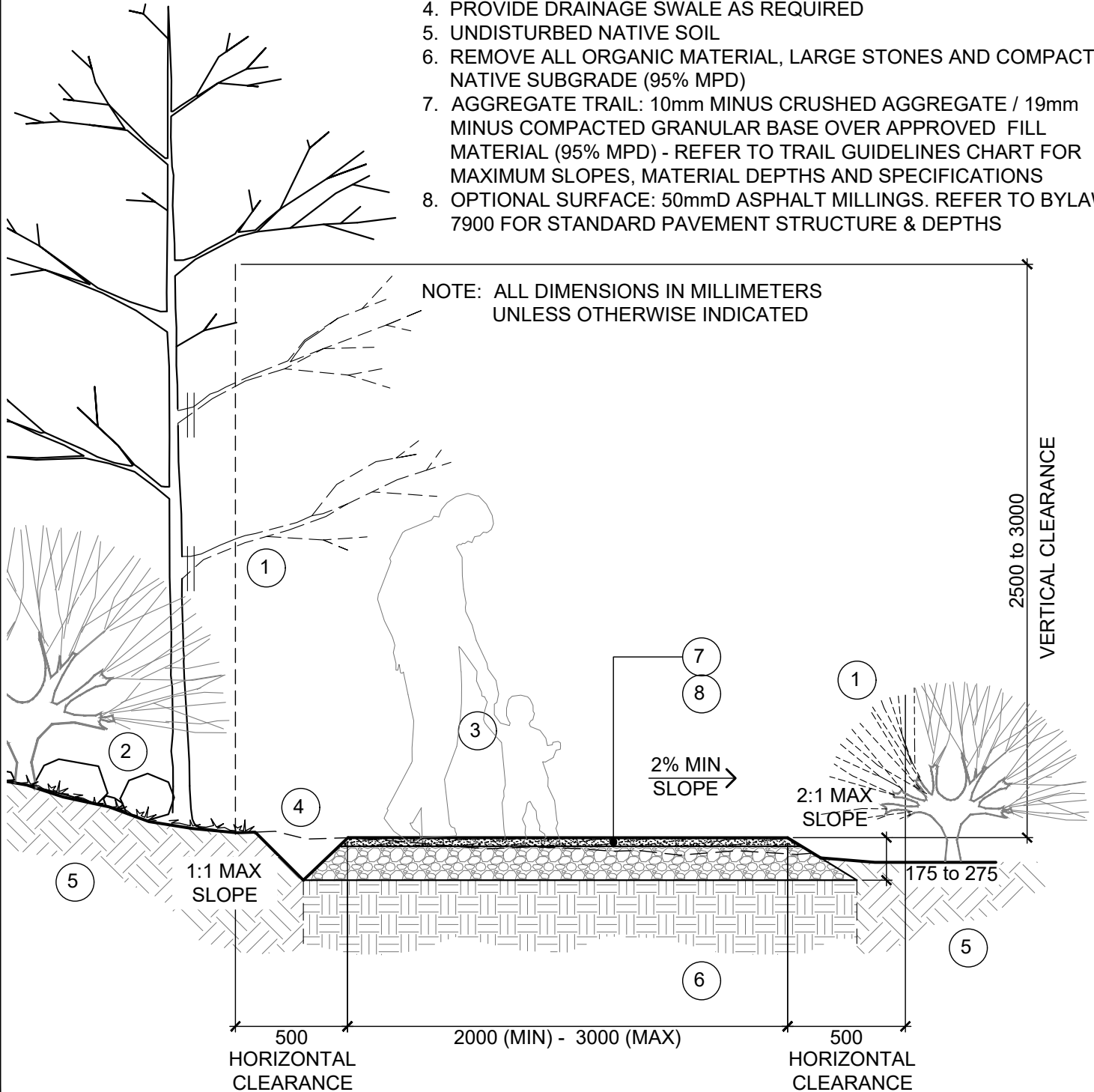
SS-T03

CLASS 3 - MAJOR MULTI-USE
RURAL

STANDARD DETAIL DRAWING

1. PRUNE BRANCHES BACK TO TRUNK OR LIMB
2. REMOVE LOOSE ROCK & DEBRIS FROM ABOVE TRAIL
3. CLEAR & GRUB SHRUBS & TREES FOR TRAIL EXCEPT THOSE DESIGNATED TO STAY
4. PROVIDE DRAINAGE SWALE AS REQUIRED
5. UNDISTURBED NATIVE SOIL
6. REMOVE ALL ORGANIC MATERIAL, LARGE STONES AND COMPACTED NATIVE SUBGRADE (95% MPD)
7. AGGREGATE TRAIL: 10mm MINUS CRUSHED AGGREGATE / 19mm MINUS COMPACTED GRANULAR BASE OVER APPROVED FILL MATERIAL (95% MPD) - REFER TO TRAIL GUIDELINES CHART FOR MAXIMUM SLOPES, MATERIAL DEPTHS AND SPECIFICATIONS
8. OPTIONAL SURFACE: 50mmD ASPHALT MILLINGS. REFER TO BYLAW 7900 FOR STANDARD PAVEMENT STRUCTURE & DEPTHS

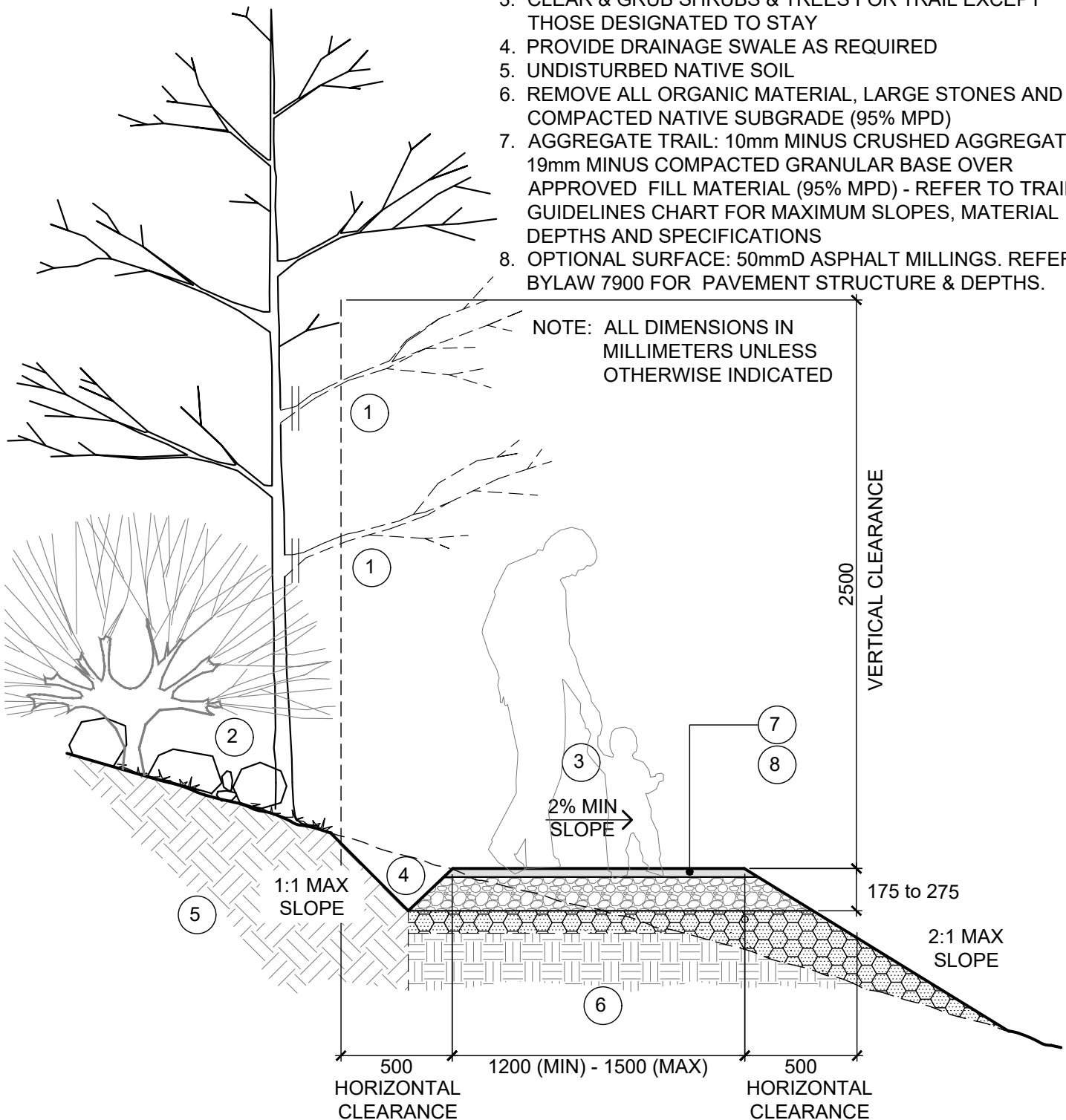
NOTE: ALL DIMENSIONS IN MILLIMETERS
UNLESS OTHERWISE INDICATED



STANDARD DETAIL DRAWING

1. PRUNE BRANCHES BACK TO TRUNK OR LIMB
2. REMOVE LOOSE ROCK & DEBRIS FROM ABOVE TRAIL
3. CLEAR & GRUB SHRUBS & TREES FOR TRAIL EXCEPT THOSE DESIGNATED TO STAY
4. PROVIDE DRAINAGE SWALE AS REQUIRED
5. UNDISTURBED NATIVE SOIL
6. REMOVE ALL ORGANIC MATERIAL, LARGE STONES AND COMPACTED NATIVE SUBGRADE (95% MPD)
7. AGGREGATE TRAIL: 10mm MINUS CRUSHED AGGREGATE / 19mm MINUS COMPACTED GRANULAR BASE OVER APPROVED FILL MATERIAL (95% MPD) - REFER TO TRAIL GUIDELINES CHART FOR MAXIMUM SLOPES, MATERIAL DEPTHS AND SPECIFICATIONS
8. OPTIONAL SURFACE: 50mmD ASPHALT MILLINGS. REFER TO BYLAW 7900 FOR PAVEMENT STRUCTURE & DEPTHS.

NOTE: ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE INDICATED



STANDARD DETAIL DRAWING

1. PRUNE BRANCHES BACK TO TRUNK OR LIMB
2. REMOVE LOOSE ROCK & DEBRIS FROM ABOVE TRAIL
3. CLEAR & GRUB SHRUBS & TREES FOR TRAIL EXCEPT THOSE DESIGNATED TO STAY
4. PROVIDE DRAINAGE SWALE AS REQUIRED
5. UNDISTURBED NATIVE SOIL
6. REMOVE ALL ORGANIC MATERIAL, LARGE STONES AND COMPACTED NATIVE SUBGRADE (95% MPD)
7. APPROVED FILL MATERIAL / NATURAL TRAIL
8. REFER TO TRAIL GUIDELINES CHART FOR MAXIMUM SLOPES AND SPECIFICATIONS
9. OPTIONAL SURFACE: 10mm MINUS CRUSHED AGGREGATE OVER 19mm MINUS COMPACTED GRANULAR BASE (95% MPD)

NOTE: ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE INDICATED

