



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix I

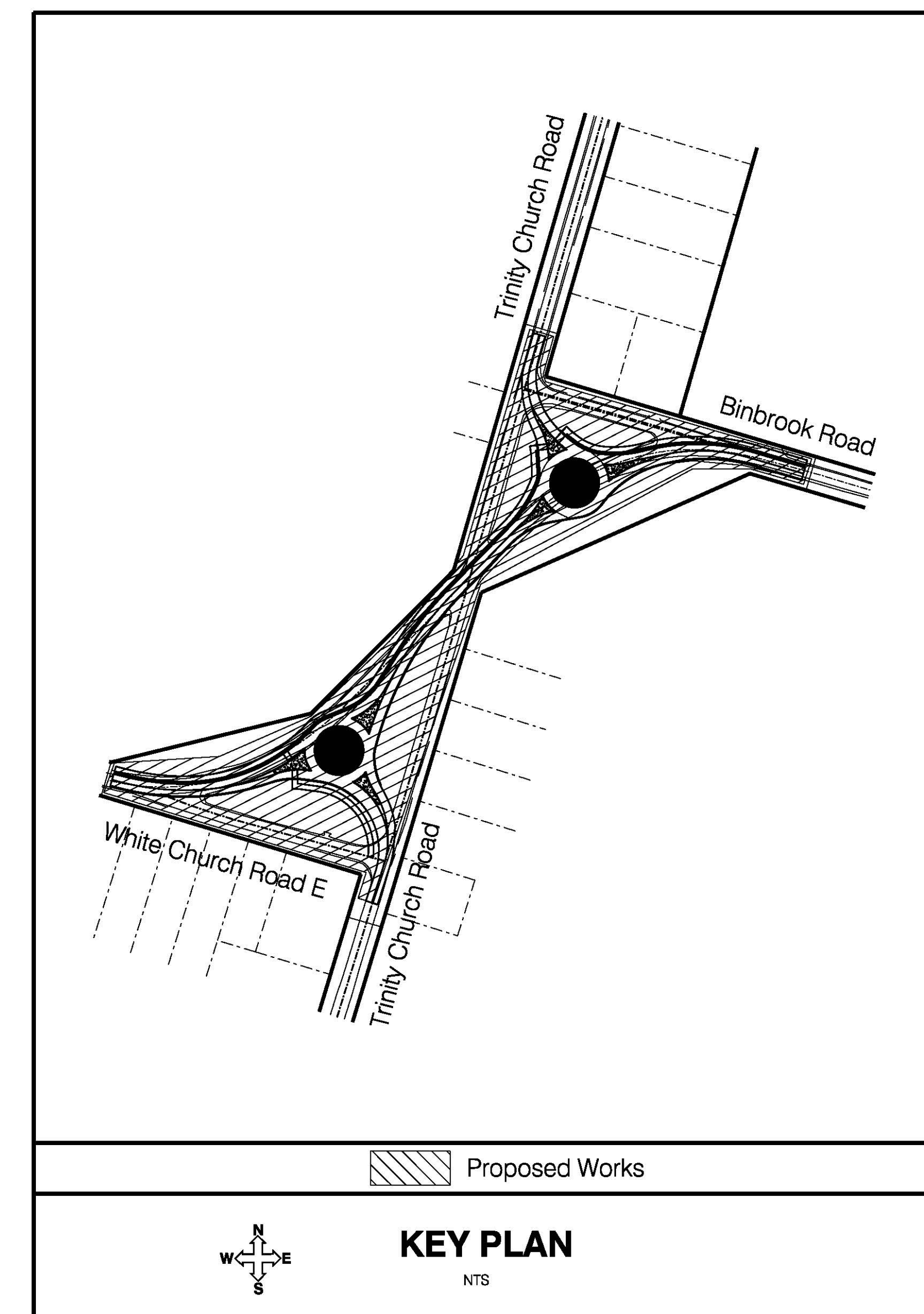
Drawings



PUBLIC WORKS DEPARTMENT
General Manager, Jackie Kennedy

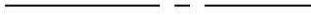
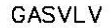
**BINBROOK ROAD - TRINITY CHURCH ROAD -
WHITE CHURCH ROAD E
INTERSECTION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

ROAD RECONSTRUCTION, ROUNDABOUTS AND ASSOCIATED WORKS



[illegible]

LEGEND

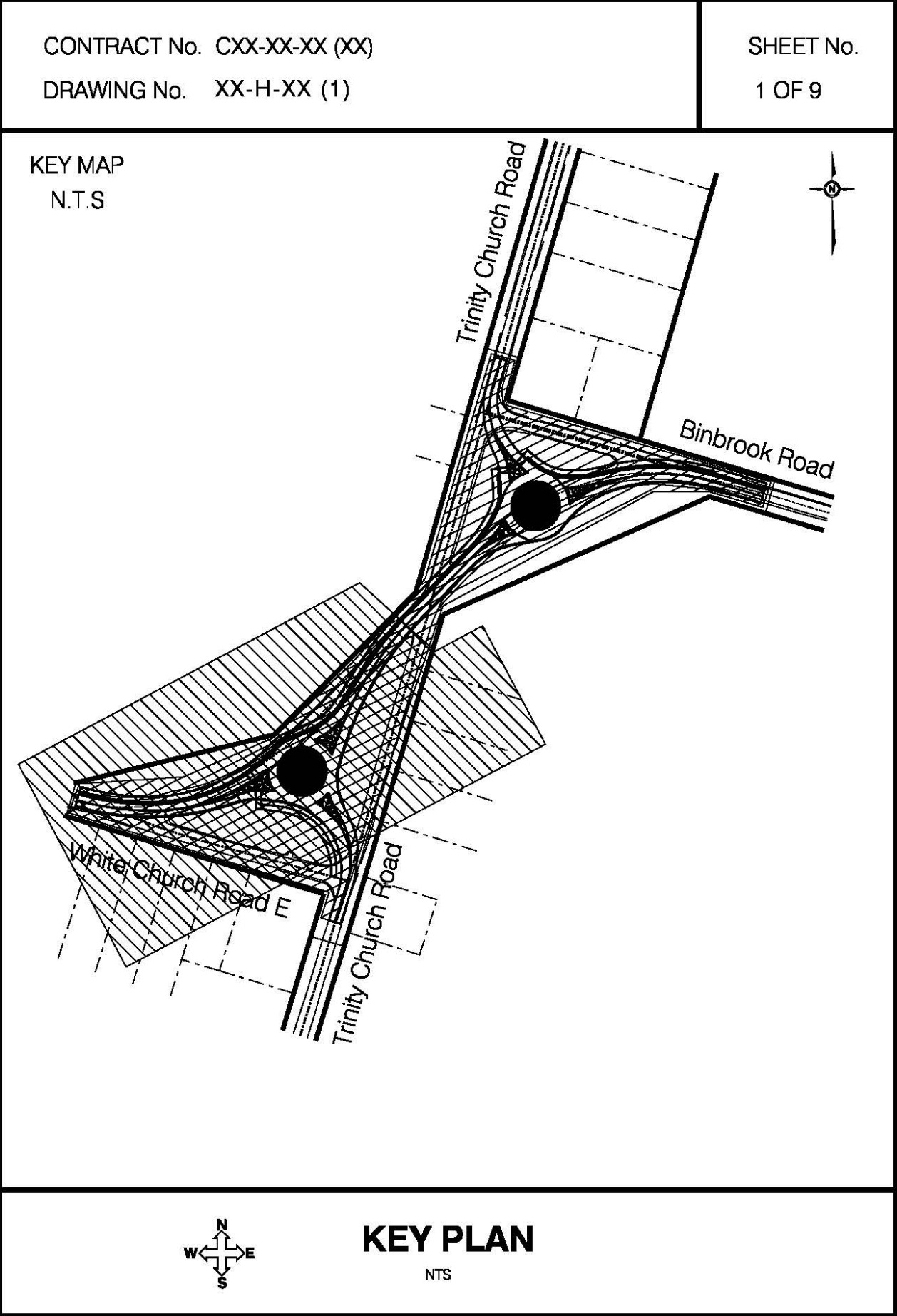
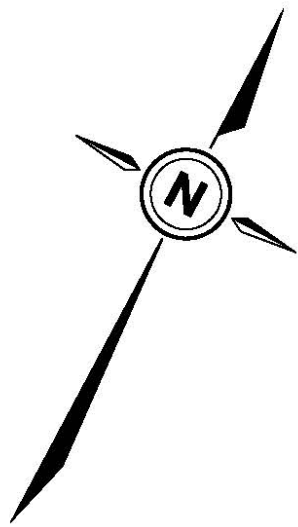
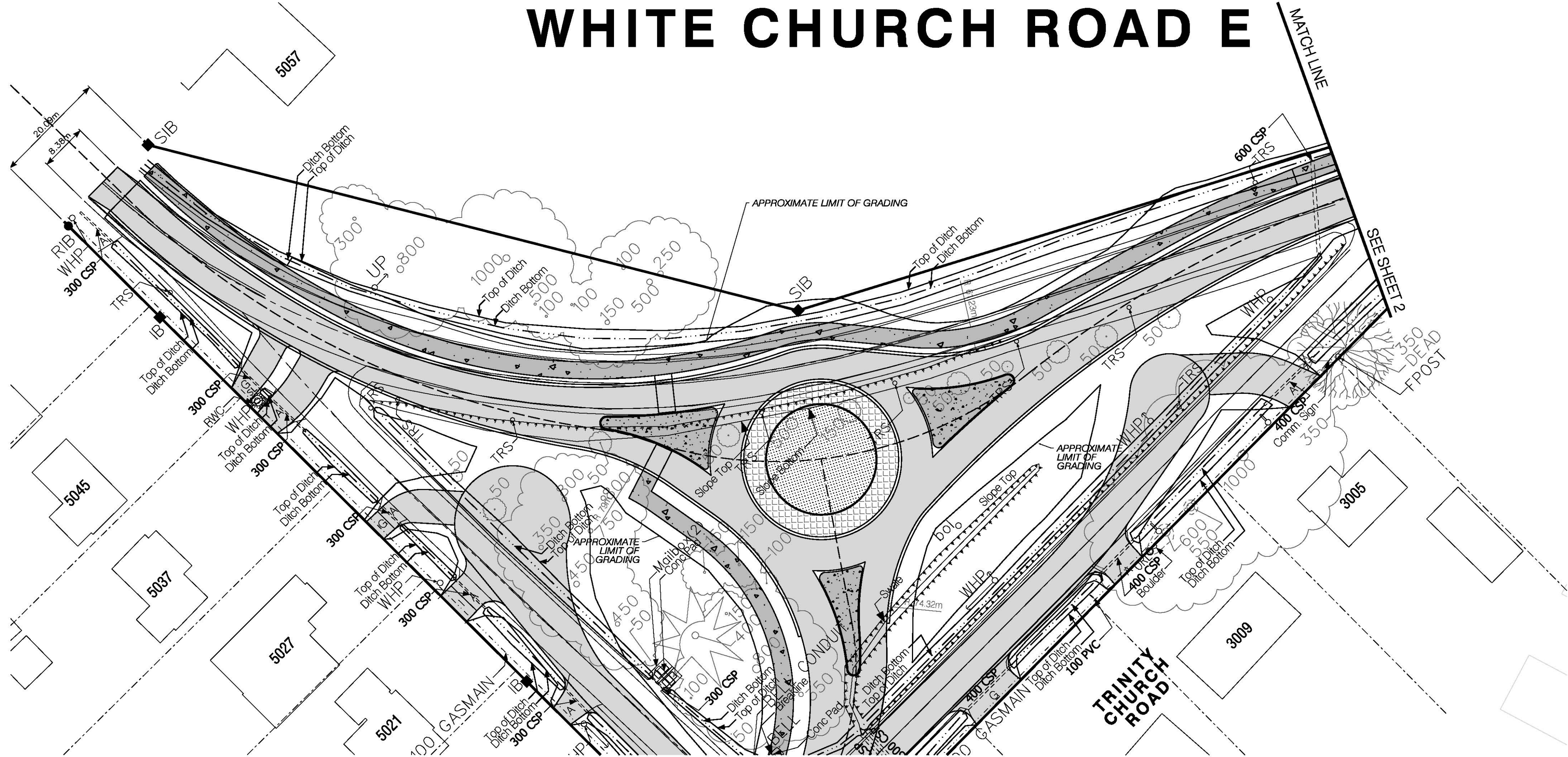
EXIST SEWER MANHOLE  SMH EXIST CATCH BASIN  CB EXIST DITCH INLET  DI EXIST DITCH OUTLET  DO EXIST DOUBLE CB  DCB EXIST STORM SEWER  EXIST SANITARY SEWER  EXIST COMBINED SEWER 	EXIST BELL MANHOLE  BMH EXIST BELL PHONE BOOTH  PHONE EXIST BELL PEDESTAL  PED EXIST BELL CONDUIT  EXIST HYDRO MANHOLE  HM-H EXIST HYDRO VAULT  HYV EXIST HYDRO CONDUIT  COAXIAL UTILITY 	QUALITY CONTROL IN ACCORDANCE WITH ASCE STANDARD 38-02 ALL UTILITIES DEPICTED ARE AT QUALITY LEVEL C UNLESS OTHERWISE NOTED. ① - QUALITY LEVEL D - information derived from existing records ② - QUALITY LEVEL C - information obtained from field survey combined with 'D' information ③ - QUALITY LEVEL B - information obtained in field and indicates horizontal position of subsurface utility ④ - QUALITY LEVEL A - precise horizontal and vertical location of utility obtained by exposure and measurement FULL SIDEWALK RECONSTRUCTION  SIDEWALK REPAIR ONLY  SIDEWALK TO REMAIN  RAMP, DEPRESSIONS, TACTILE TONAL AREAS AND DIRECTIONAL LINES PER RD-124.  LIMIT OF CONSTRUCTION 
EXIST FIRE HYDRANT  HYD EXIST WATER SERVICE VALVE  SV EXIST VALVE CHAMBER  V EXIST WATERMAIN 	ROAD SIGN  RDS POLES  BP  UP  CHP  ULS  WHP	RAILROAD CROSSING SIGN  R RAILROAD TRACKS 
TRAFFIC HANDHOLE  HH TRAFFIC JUNCTION BOX  JB TRAFFIC LIGHT  TL TRAFFIC MANHOLE  M TRAFFIC PARKING METER  PM TRAFFIC DOUBLE METER  DPM TRAFFIC DUCT 	PAVING STONE  PS CONCRETE  C ASPHALT  A GRAVEL  G CONCRETE CURB  CC WOOD TIES  WT COMBINED WALK & CURB  CW&C BOULEVARD  BLVD RETAINING WALL  RW	EXIST GAS VALVE  GASVLV EXIST GASMAIN 

 DENOTES REMOVE AND REPLACE CATCH BASIN & 250mm CATCH BASIN LEAD, UNLESS OTHERWISE NOTED.

CATCH BASINS (OPSD 705.010 & 705.020) MODIFIED WITH GOSS TRAP & STOPPER (SEW-304) FRAME & COVER (OPSD 400.100) INCLUDING 6m OF 100mm PERFORATED PIPE WITH FILTER 'SOCK' AND CLEAR STONE.

ABANDONED CATCH BASIN & VALVE CHAMBER LEADS TO BE REMOVED, CAPPED AND SEALED AT THE MAIN.

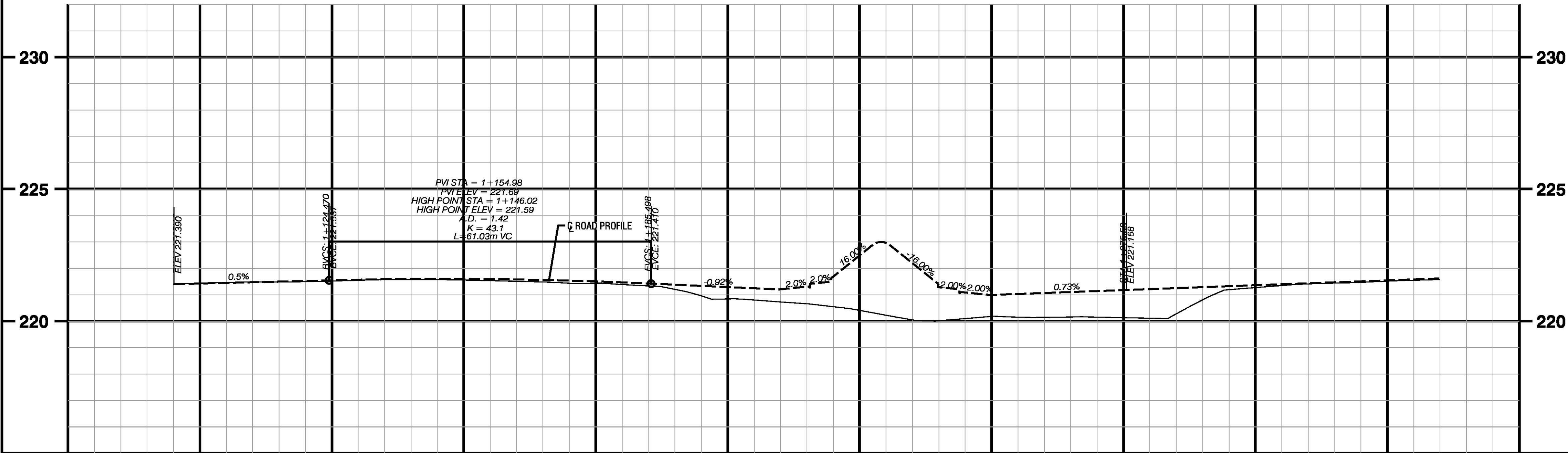
WHITE CHURCH ROAD E



LEGEND

PROPOSED ROAD RECONSTRUCTION
REFER TO PROPOSED ROAD STRUCTURE

NOTE:
ADDITIONAL TOPOGRAPHIC SURVEY TO BE UNDERTAKEN
IN DETAILED DESIGN STAGE

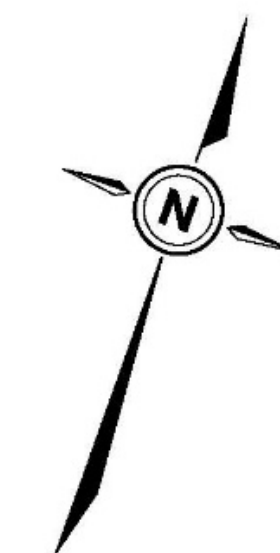
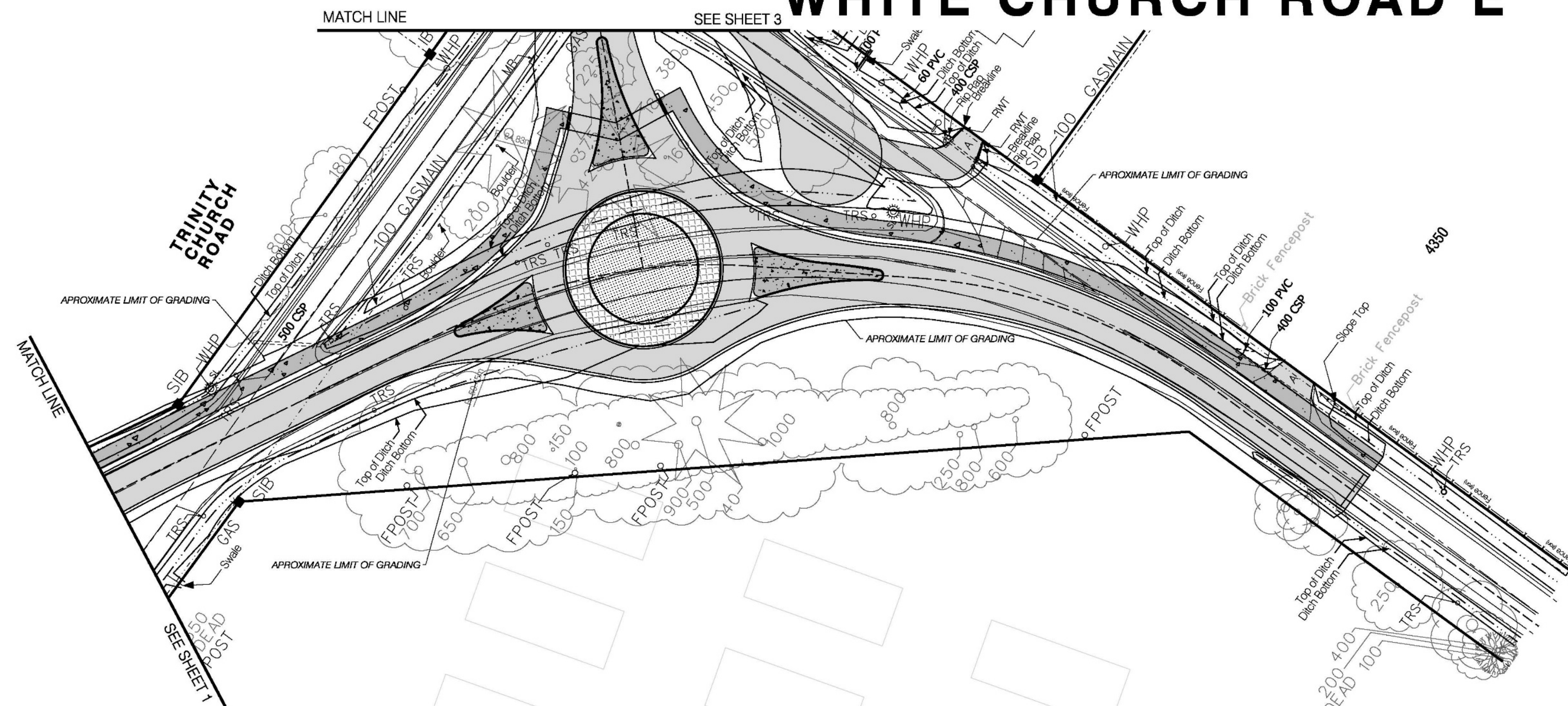


EXISTING C OF ROAD PROFILE ELEVATIONS	221.39		221.47	221.46	221.51	221.54	221.57	221.59	221.52	221.56	221.42	221.52	221.32	221.41	220.83	221.28	220.65	221.29	220.21	222.95	220.08	221.07	220.13	221.05	220.12	221.16	220.79	221.27	221.34	221.36	221.46	221.49	221.56	221.60	EXISTING C OF ROAD PROFILE ELEVATIONS
EXISTING C OF ROAD ALLOWANCE CHAINAGE	1+095		1+110		1+125		1+140		1+155		1+170		1+185		1+200		1+215		1+230		1+245		1+260		1+275		1+290		1+305		1+320		1+335		EXISTING C OF ROAD ALLOWANCE CHAINAGE

BINBROOK ROAD
TRINITY CHURCH ROAD
WHITE CHURCH ROAD E
ROAD RECONSTRUCTION, ROUNDABOUTS AND
ASSOCIATED

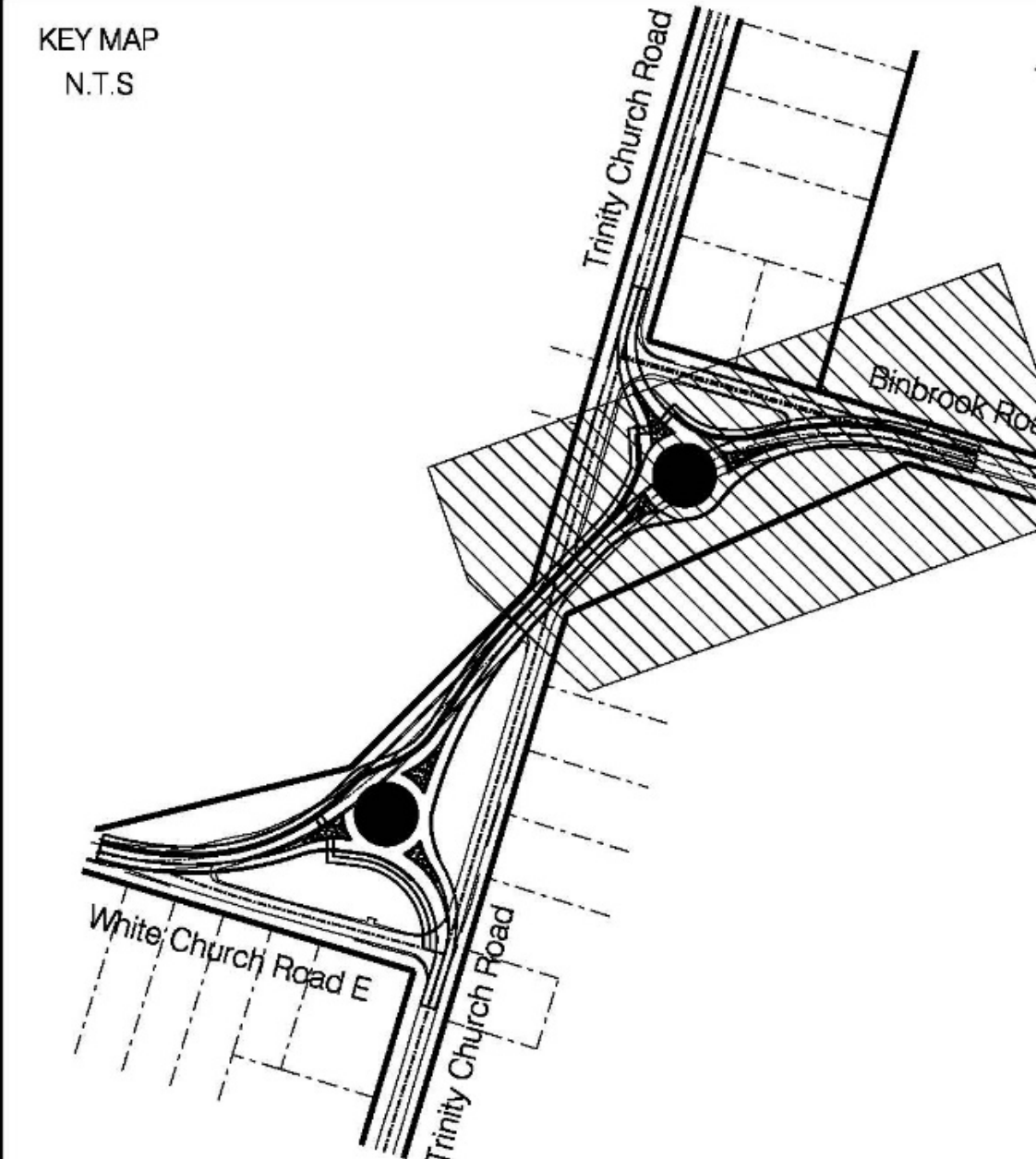
WHITE CHURCH ROAD E

WHITE CHURCH ROAD E



CONTRACT No. CXX-XX-XX (XX)
DRAWING No. XX-H-XX (2)

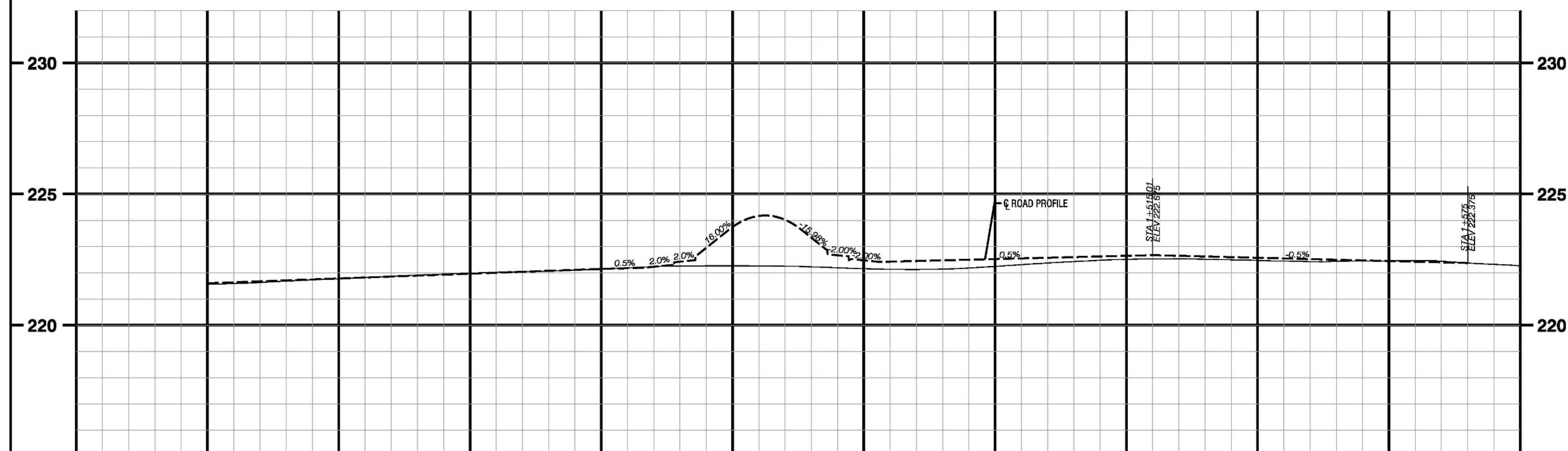
SHEET No.
2 OF 9



KEY PLAN
NTS

LEGEND

PROPOSED ROAD RECONSTRUCTION
REFER TO PROPOSED ROAD STRUCTURE



EXISTING C OF ROAD PROFILE ELEVATIONS	221.56 221.60		221.68 221.71	221.82 221.82		221.95 221.93	222.04 222.04		222.15 222.15	222.26 222.23		222.26 224.17		221.19 222.67		222.13 222.45	222.45 222.45		222.53 222.53		222.43 222.53		222.45 222.45		222.38 222.38		EXISTING C OF ROAD PROFILE ELEVATIONS						
EXISTING C OF ROAD ALLOWANCE CHAINAGE	1+385		1+390	1+395		1+390	1+395		1+410		1+425		1+440		1+455		1+470		1+485		1+500		1+515		1+530		1+545		1+560		1+575		EXISTING C OF ROAD ALLOWANCE CHAINAGE

**BINBROOK ROAD
TRINITY CHURCH ROAD
WHITE CHURCH ROAD E**
ROAD RECONSTRUCTION, ROUNDABOUTS AND
ASSOCIATED

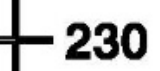
TRINITY CHURCH ROAD

SEE SHEET 1



KEY PLAN

 PROPOSED ROAD RECONSTRUCTION
REFER TO PROPOSED ROAD STRUCTURE

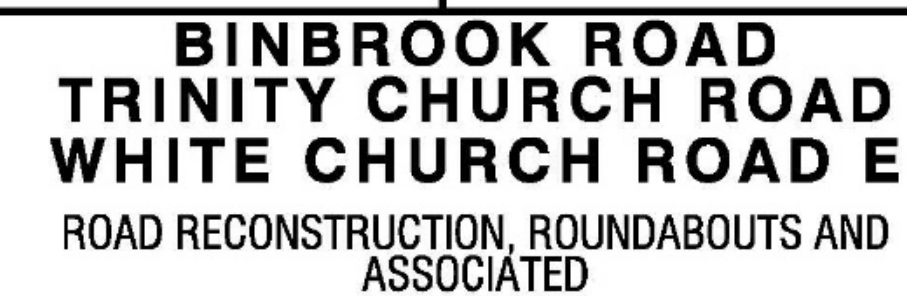
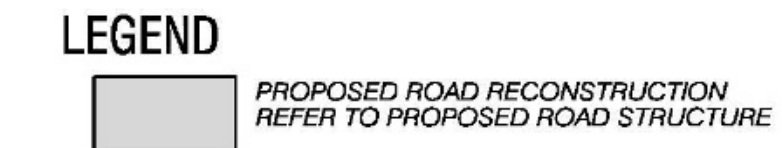
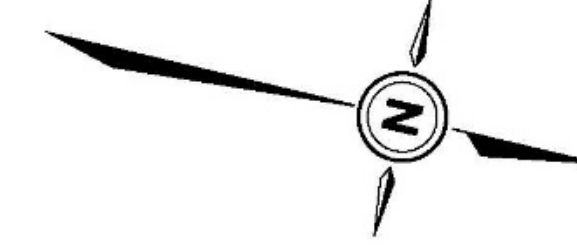


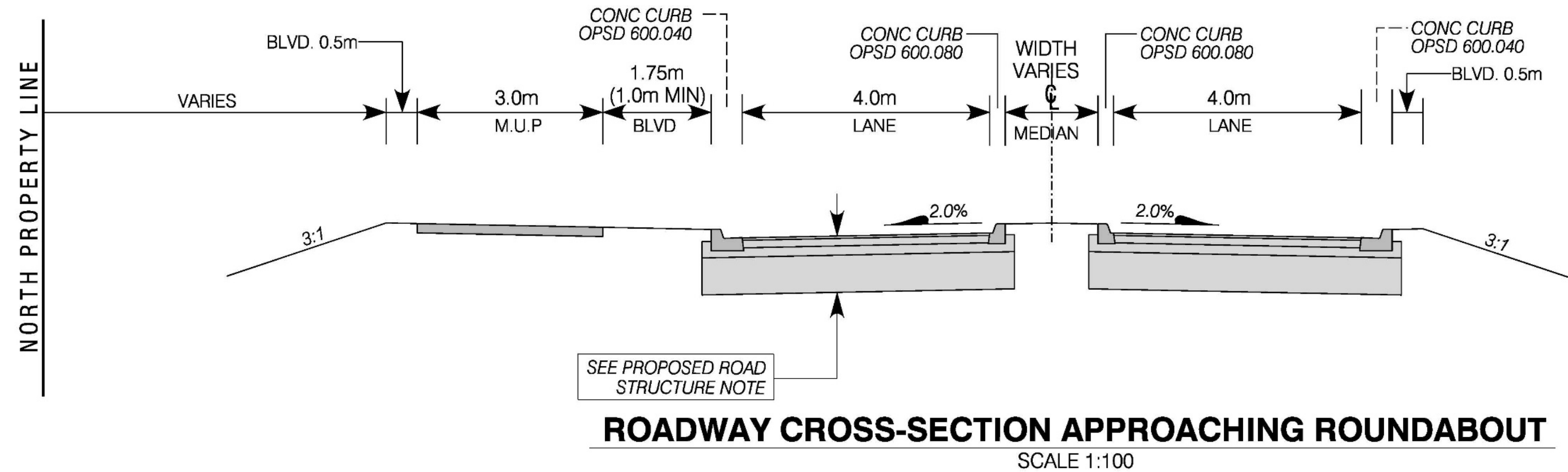
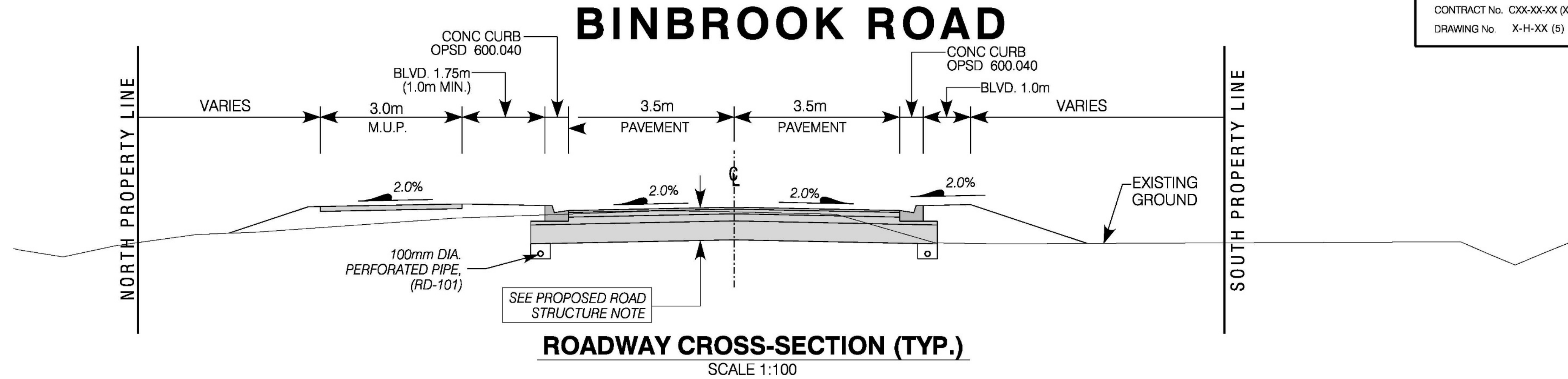
EXISTING ϕ OF ROAD
PROFILE ELEVATIONS

EXISTING C OF ROAD
ALLOWANCE CHAINAGE

**BINBROOK ROAD
TRINITY CHURCH ROAD
WHITE CHURCH ROAD E**
ROAD RECONSTRUCTION, ROUNDABOUTS AND
ASSOCIATED

TRINITY CHURCH ROAD





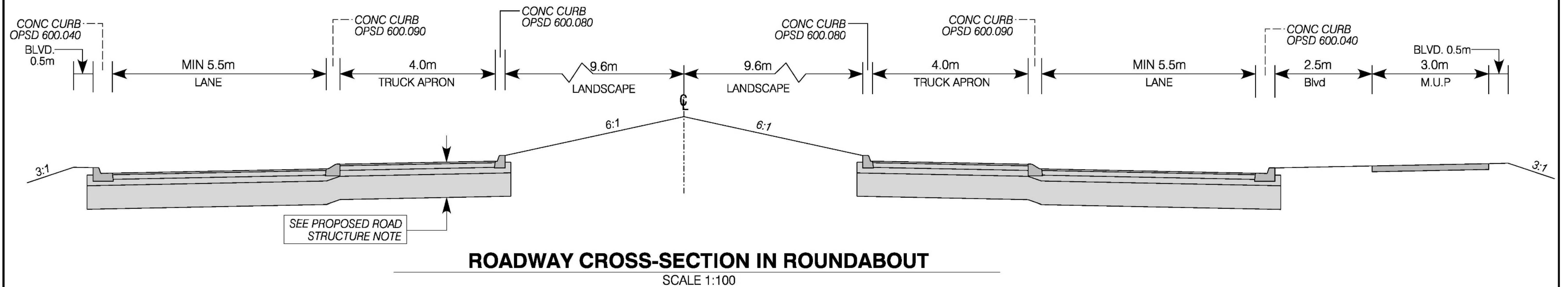
PROPOSED ROAD STRUCTURE (ASSUMED)

40mm SURFACE ASPHALT
120mm BINDER ASPHALT (2-LIFTS)
150mm GRANULAR "A"
600mm GRANULAR "B"

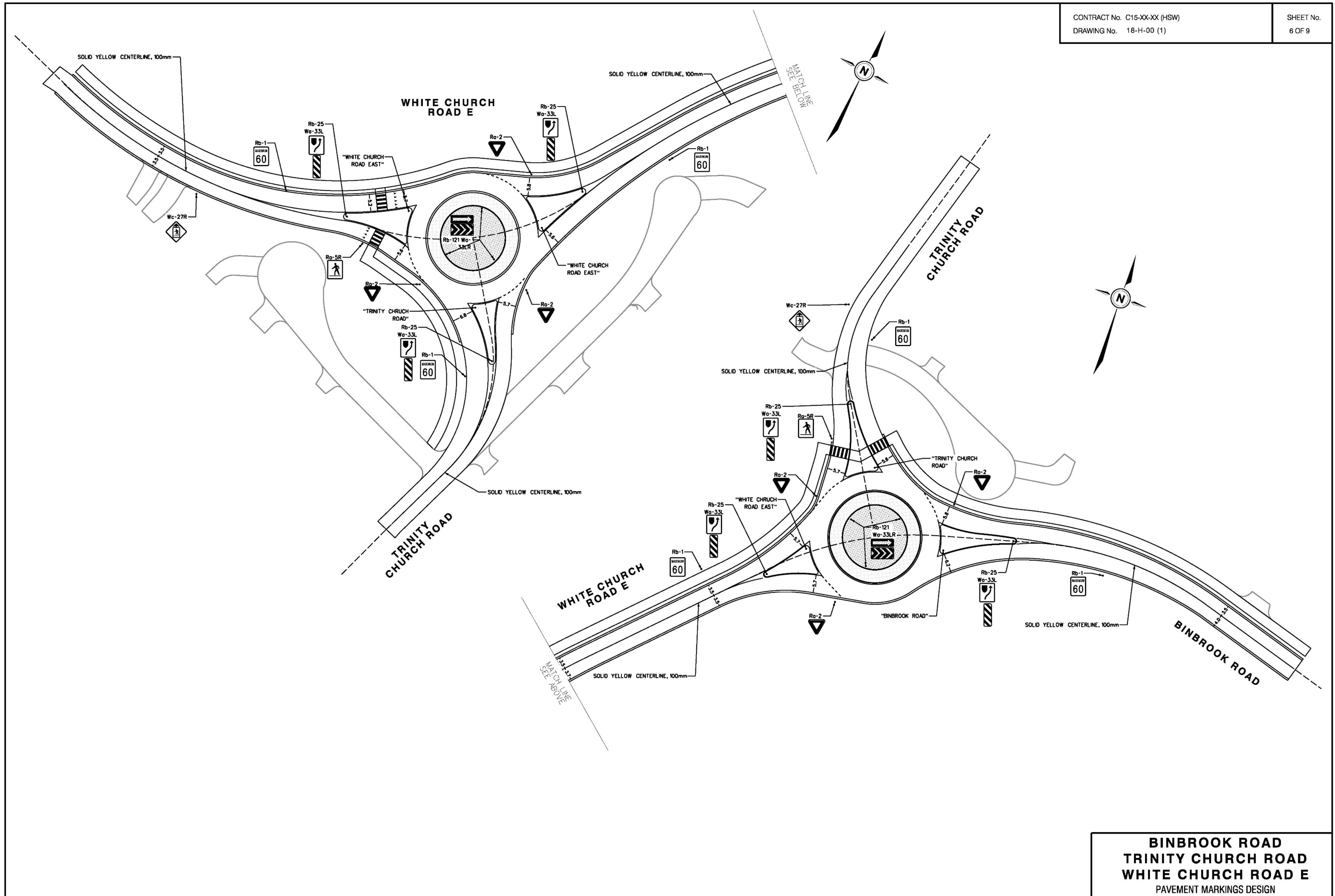
SURFACE COURSE = SP 12.5 SURFACE COURSE ASPHALT, CATEGORY "C", PG 58-28
BINDER COURSE = SP 19.0 BINDER COURSE ASPHALT, CATEGORY "C", PG 58-28

PROPOSED MUP STRUCTURE

75mm OF SP 12.5 PG Category "C" PG 58-28
300mm GRANULAR "A"



BINBROOK ROAD
TRINITY CHURCH ROAD
WHITE CHURCH ROAD E
TYPICAL CROSS SECTION

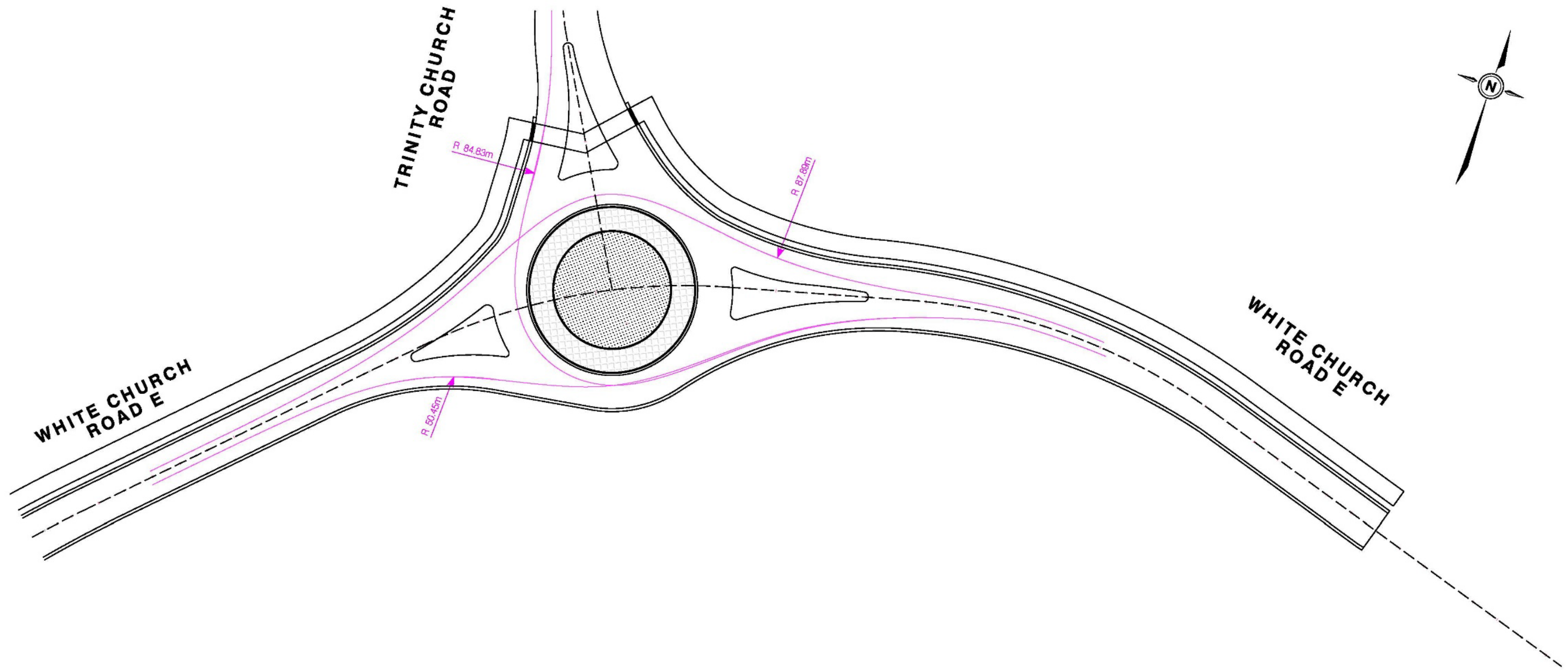
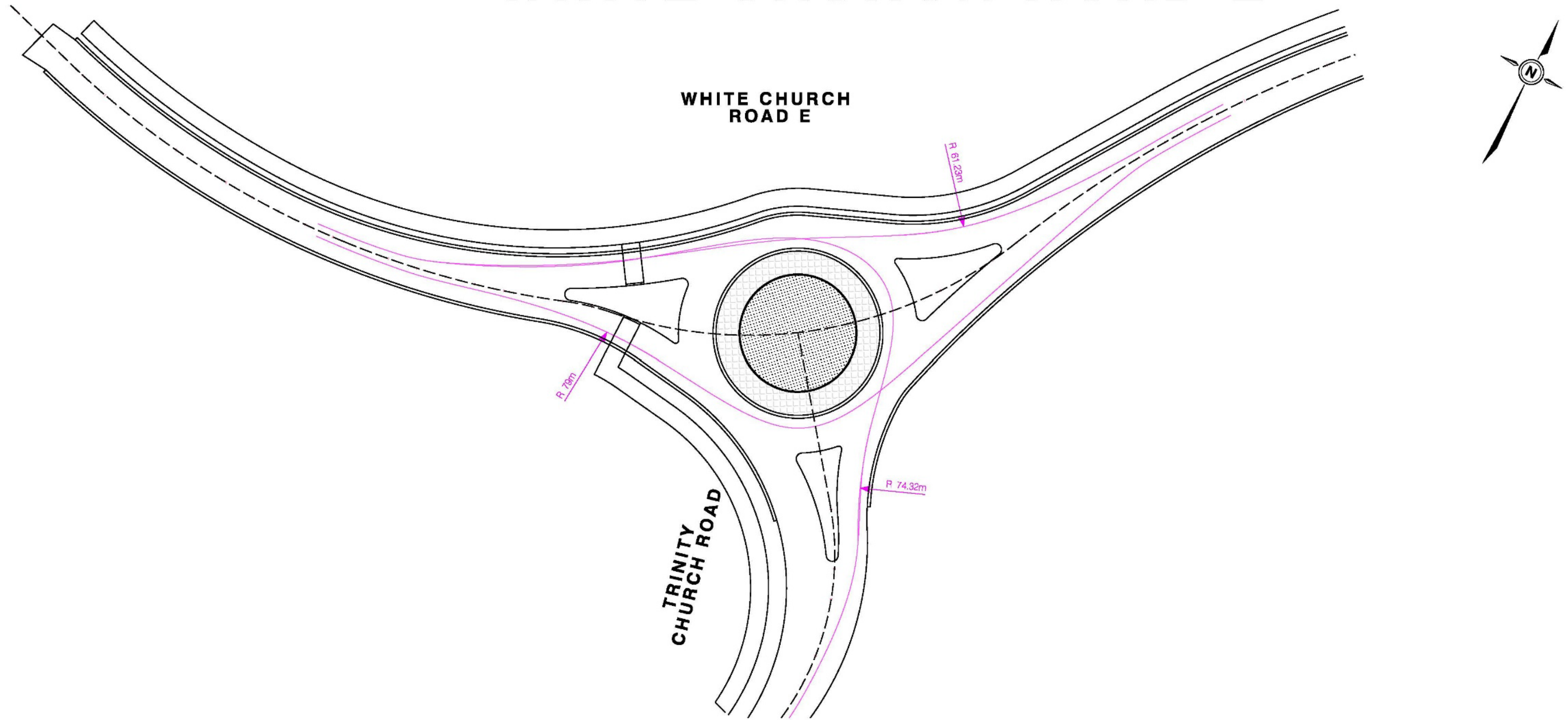


**BINBROOK ROAD
TRINITY CHURCH ROAD
WHITE CHURCH ROAD E**
PAVEMENT MARKINGS DESIGN

WHITE CHURCH ROAD E

CONTRACT No. C15-XX-XX (HSW)
DRAWING No. 18-H-00 (1)

SHEET No.
7 OF 9



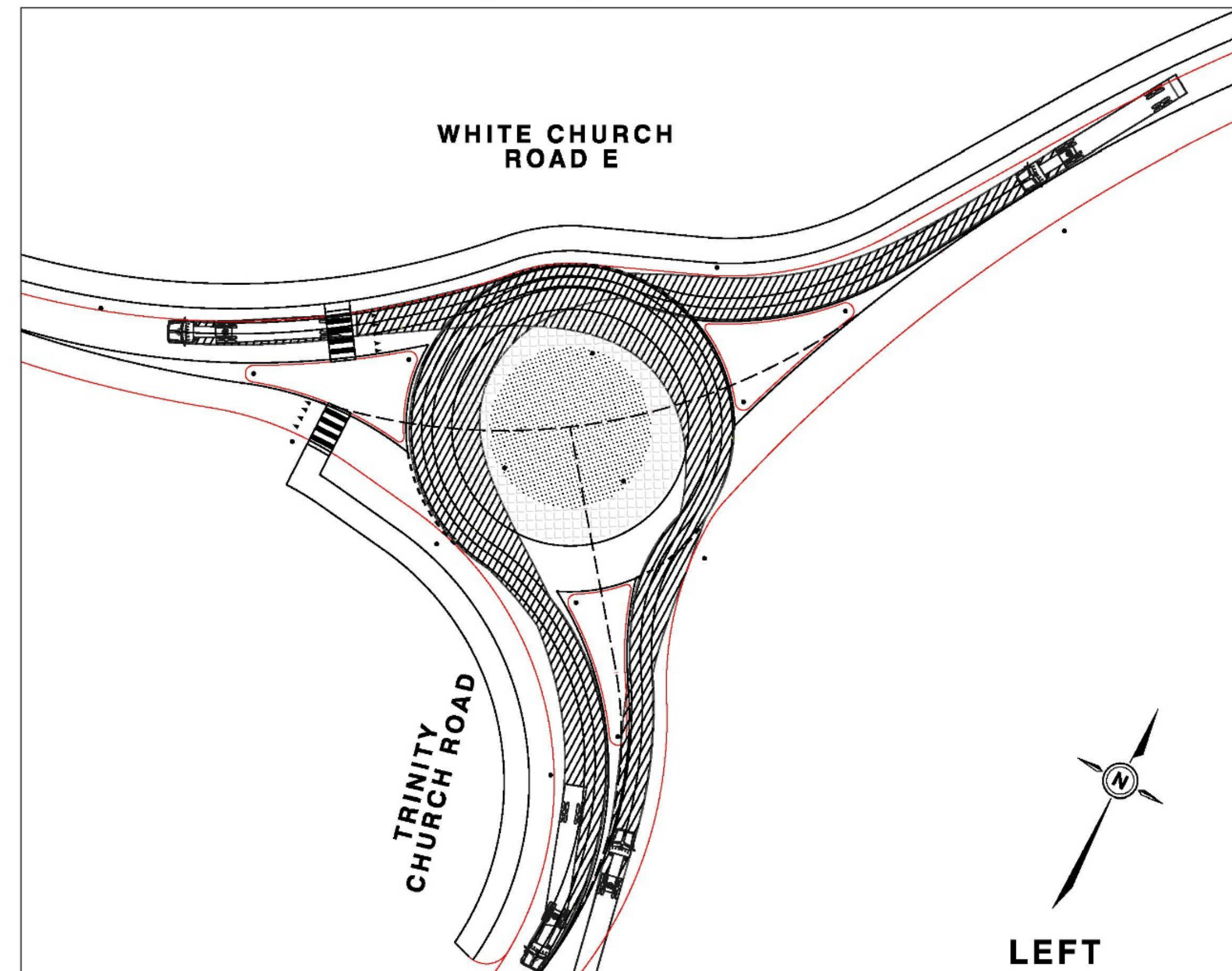
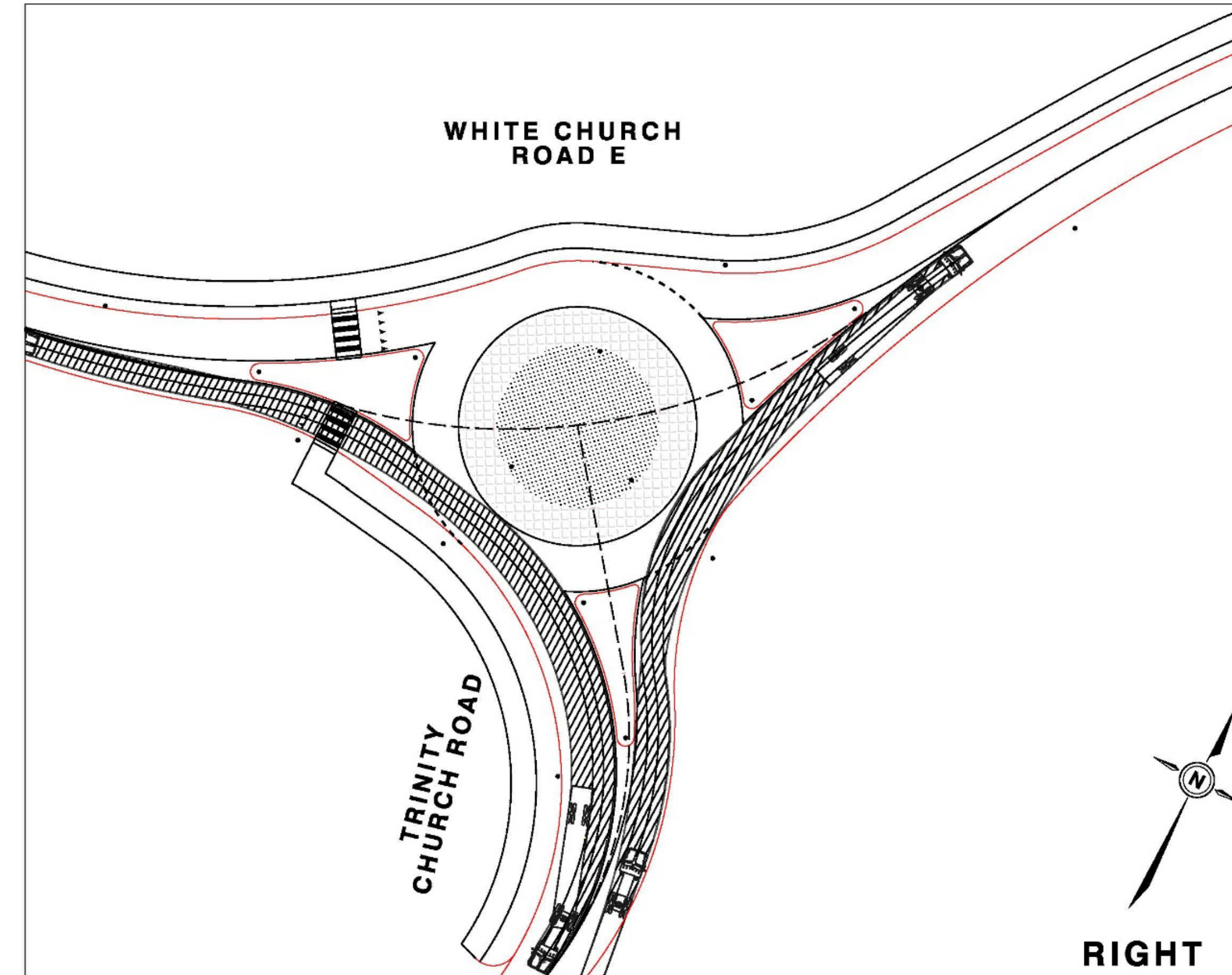
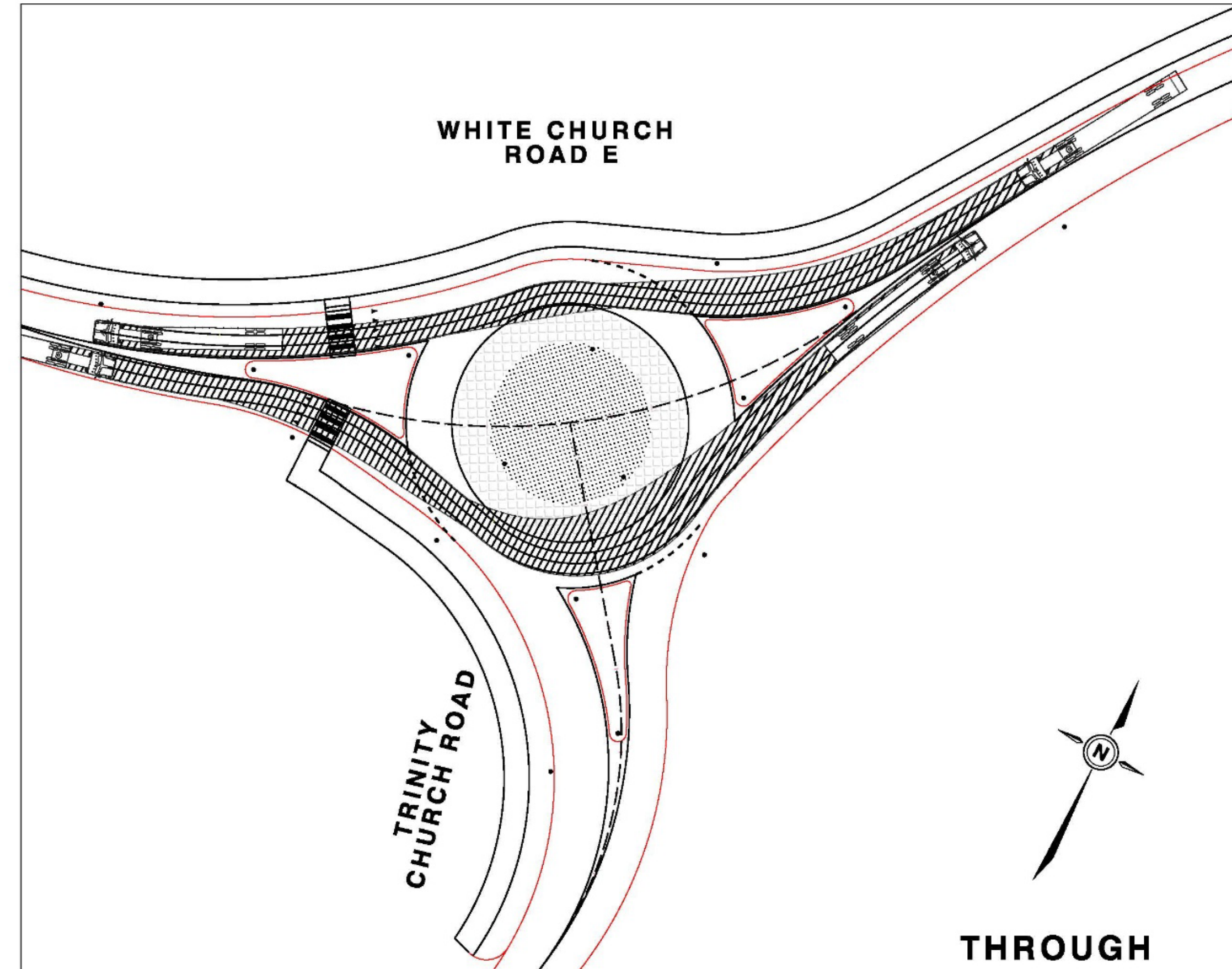
NOTE:
ROUNDBOUT LAYOUT AND FASTEST PATH
TO BE REFINED IN DETAILED DESIGN STAGE.

**BINBROOK ROAD
TRINITY CHURCH ROAD
WHITE CHURCH ROAD E**
FASTEST PATH

WHITE CHURCH ROAD E

CONTRACT No. C15-XX-XX (HSW)
DRAWING No. 18-H-00 (1)

SHEET No.
8 OF 9

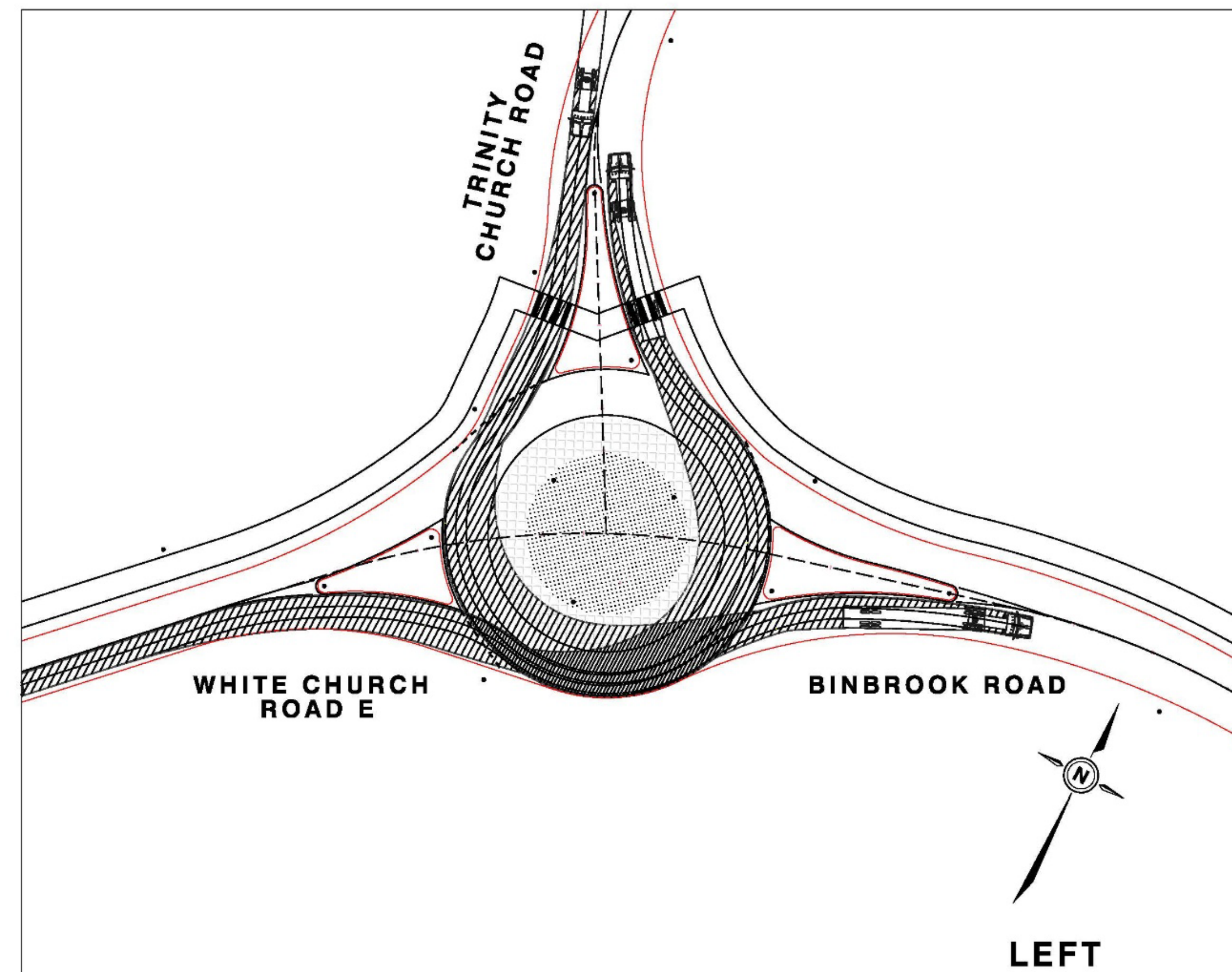
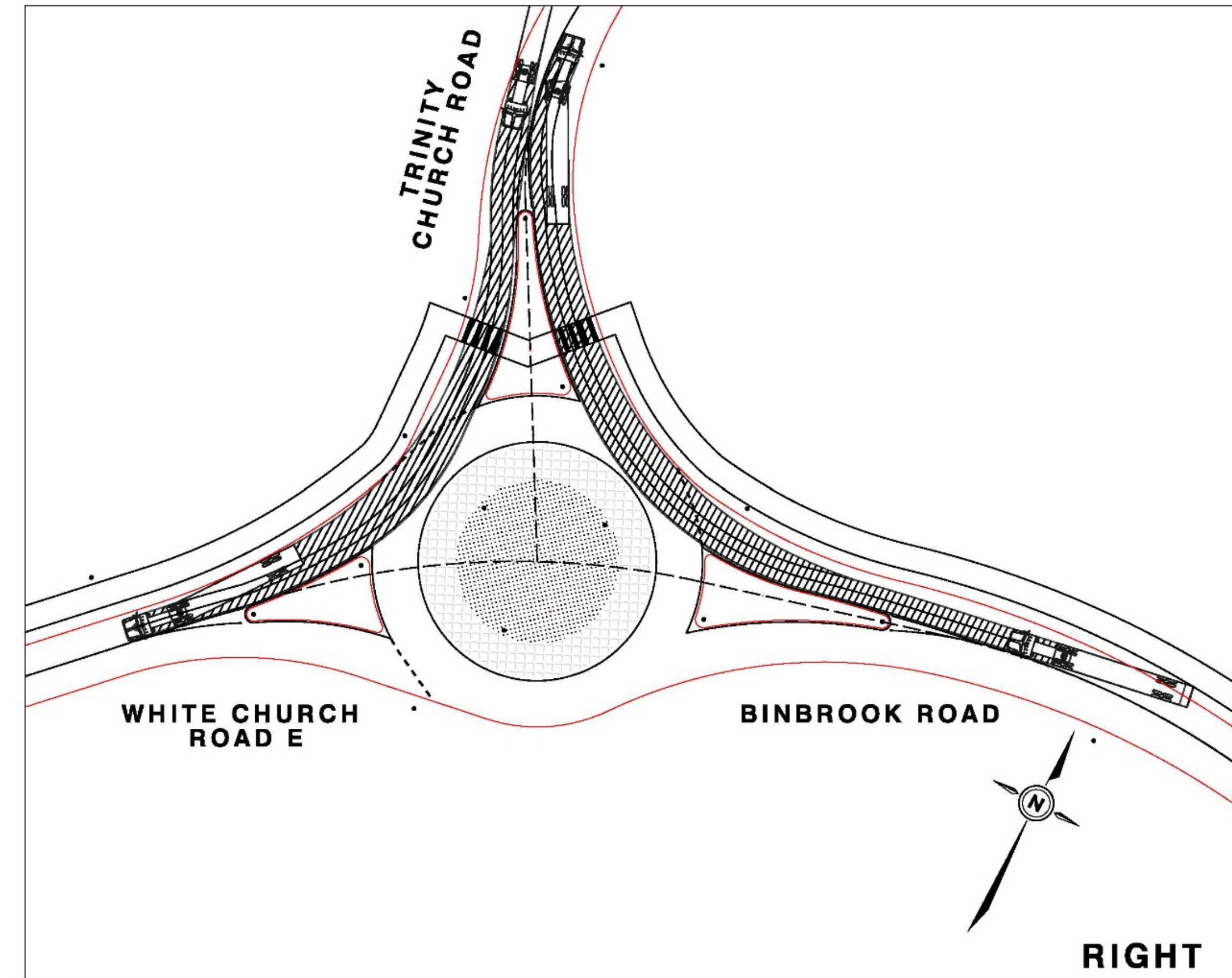
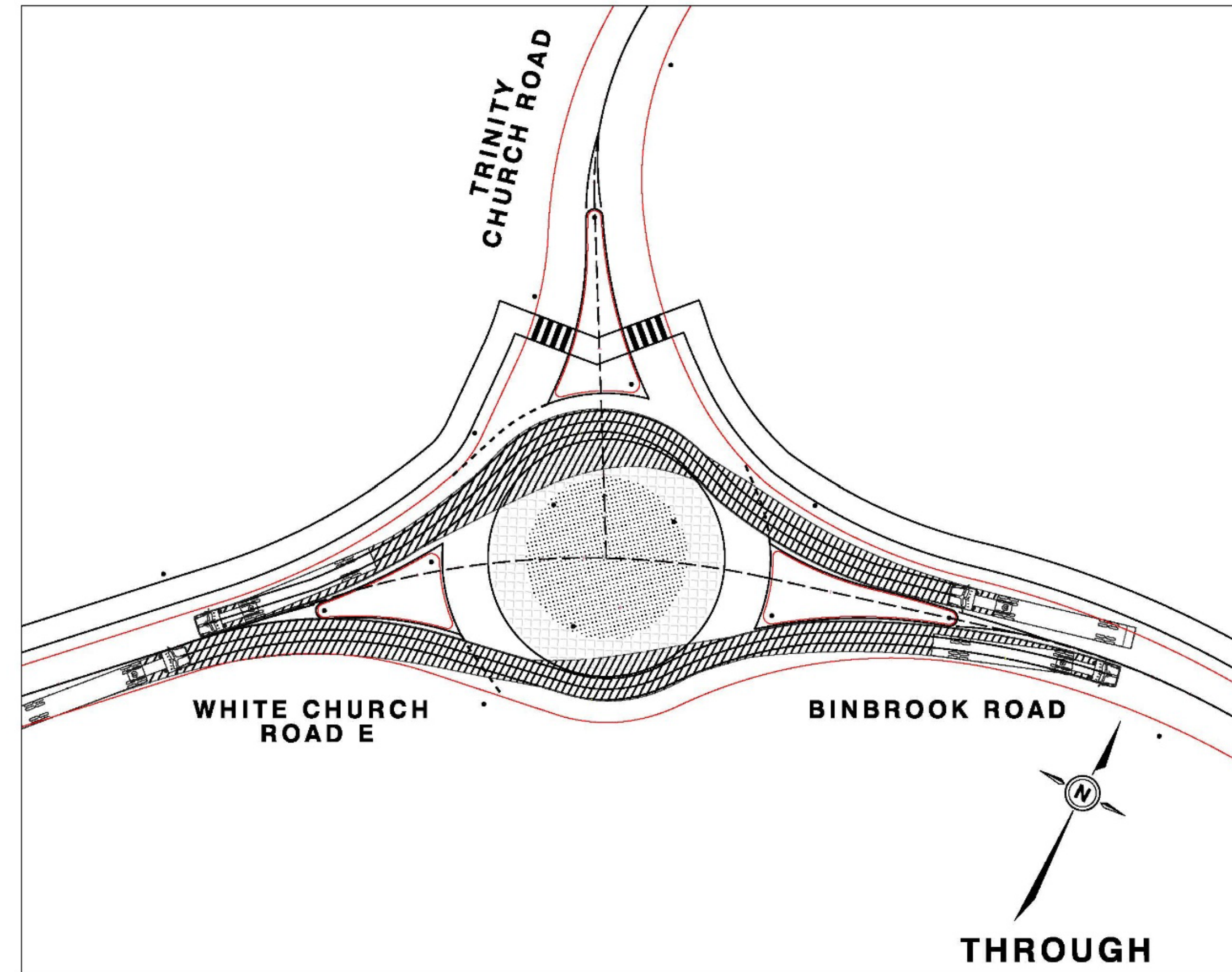


**BINBROOK ROAD
TRINITY CHURCH ROAD
WHITE CHURCH ROAD E**
TURNING MOVEMENTS

WHITE CHURCH ROAD E

CONTRACT No. C15-XX-XX (HSW)
DRAWING No. 18-H-00 (1)

SHEET No.
9 OF 9



**BINBROOK ROAD
TRINITY CHURCH ROAD
WHITE CHURCH ROAD E**
TURNING MOVEMENTS