Volume 3 of the Ontario Provincial Standard Drawings (OPSD), and the current City of London Standard Contract Drawings are amended as follows:

<table>
<thead>
<tr>
<th>SUPERSEDED/DELETED (REMOVE)</th>
<th>AMENDED/NEW/CURRENT (INSERT)</th>
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<td>- SR-2.0 2007-03-06</td>
<td>Single, Double and Multi-Family Driveway Entrances with Boulevards</td>
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<td>500.020 - 1991-04-15</td>
<td>Turning Basins for Terminated urban Roadways</td>
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<tr>
<td>- SR-5.0 2002-03-20</td>
<td>Standard For Circular Cul-de-Sac</td>
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<td>- SR-6.1 1996-03-15</td>
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<td>Arrow and Pavement Marking for Bicycle Lanes</td>
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### Amended/New/Current (Insert)
NOTES:

1. Sidewalk thickness shall be 100 mm. At commercial and industrial driveways the thickness shall be 150 mm unreinforced unless otherwise specified.

2. Sidewalk width shall be increased to 2.4 m at schools, bus stops and other high pedestrian areas.

3. For NEW subdivisions, maximum boulevard grade shall be 4%.

4. Refer to drawing SR-1.2 for concrete sidewalk ramp detail.
NOTES:

1. Sidewalk thickness at residential driveways and adjacent to curb shall be 100 mm. At commercial and industrial driveways the thickness shall be 150mm unreinforced unless otherwise specified.

2. Sidewalk width may be increased to: 2.4m at schools, bus stops and other high pedestrian areas.

3. For NEW subdivisions, maximum boulevard grade shall be 4%.

4. Refer to drawing SR-1.2 for concrete sidewalk ramp detail.

CITY OF LONDON STANDARD DRAWING

CONCRETE SIDEWALK
ABUTTING CURB AND GUTTER

DWG NO SR-1.1 DATE 2017 12 11 APPROVED BY CITY ENGINEER

Scheu
NOTES:

A. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN

1. To be constructed for use at Tee intersections and walkways.
2. When the area noted exceeds 3m X 3m, topsoil and sod can be used as a substitute.

3. All ramps at radii to be constructed using 150mm concrete, except Type B will be constructed using 100mm min. concrete.
4. For pavement marking requirements at crosswalk ramps see Dwg's SR-20.0 to SR-20.2 and for ALL signalized intersections see Dwg's STS-11.01 to STS-11.05 for related design / construction requirements.

CITY OF LONDON STANDARD DRAWING

CONCRETE SIDEWALK RAMPS

DWG: SR-12  DATE: 2011 08 26  APPROVED BY: CITY ENGINEER

...\CONST\CONS-STD.DSN  2011-10-12 10:59:13 AM
NOTES:

1. Sidewalk thickness at residential driveways and adjacent to curb, shall be 100mm. At commercial and industrial driveways the thickness shall be 150mm unreinforced unless otherwise specified.

2. Sidewalk width may be increased to: 2.4m at schools, bus stops and other high pedestrian areas.

3. For NEW subdivisions, maximum boulevard grade shall be 4%.

4. Refer to drawing SR-1.2 for sidewalk ramp details.

CITY OF LONDON STANDARD DRAWING

COMBINATION CURB–FACE SIDEWALK

DWG: SR-1.3  DATE: 2017 12 11  APPROVED BY: CITY ENGINEER
NOTES:

1. To be used in conjunction with detail on drawing SR-1.0

2. Length as required for a max. grade of 4% over 1.5 min.

3. Sidewalk width may be increased to: 2.4m at schools, bus stops and other high pedestrian areas.

4. Max. sidewalk gradient 4% or as directed by Contract Administrator

A. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN
NOTES:

1. At commercial and industrial driveways the sidewalk thickness shall be 150mm unreinforced unless otherwise specified.

2. Length as required for a maximum grade of 4%.

3. For NEW subdivisions, maximum upgrade shall be 4%.

A. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.
### Driveway Entrance Type

<table>
<thead>
<tr>
<th>Driveway Entrance Type</th>
<th>Dimension (max/m)</th>
<th>A</th>
<th>B</th>
<th>C rad.</th>
<th>D rad.</th>
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<td>6.0</td>
<td>7.0</td>
<td>0.5</td>
<td>0.5</td>
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<tr>
<td>(Local &amp; Secondary ROW's)</td>
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<td>6.0</td>
<td>8.0</td>
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<tr>
<td>Multi-family</td>
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<td>12.7</td>
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### Driveway Structure

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<tr>
<th>Type</th>
<th>HL3 (Note 2)</th>
<th>Gran. 'A'</th>
<th>Gran. 'B'</th>
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<tr>
<td>Single Family</td>
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<td>-</td>
</tr>
<tr>
<td>Multi-family</td>
<td>50</td>
<td>300</td>
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</table>

### Notes:

1. For developments with commercial or multi-family driveway entrances, the vertical grades of access driveways shall be 2% for a minimum distance of 6.0m back of property line.

2. HL3 can be substituted with other hard surfaces (i.e. paving stone, concrete) as approved by the Contract Administrator.

3. The maximum driveway width leading to all or a portion of a parking area, shall NOT exceed 6.0 metres or for a lot with a frontage of 12.0 metres or less, 50% of the lot frontage.

4. Grades on reconstructed driveways will vary based on matching existing driveway topography.

---

**CITY OF LONDON STANDARD DRAWING**

**SINGLE FAMILY AND MULTI-FAMILY DRIVEWAY ENTRANCES WITH BOULEVARD**

**DWG**

SR-2.0

**DATE**

2007 03 06

**APPROVED BY**

CITY ENGINEER
NOTES:
1. "X" - Represents the offset distance required to accommodate the various Ontario Provincial Standard Drawing curb types.
   "Y" - Represents the length of the concrete curb setback required to accommodate the various Ontario Provincial Standard Drawing curb types.

<table>
<thead>
<tr>
<th>D.P.S.D No.</th>
<th>&quot;X&quot;</th>
<th>&quot;Y&quot;</th>
<th>&quot;R&quot;</th>
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<td>2000</td>
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<tr>
<td>600.06</td>
<td>325</td>
<td>3900</td>
<td>2000</td>
</tr>
</tbody>
</table>

A. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

2. Concrete curb setbacks shall not be implemented when curb face sidewalk is specified
SEE NOTES 1,2 & 3

1. Vertical edge of asphalt sidewalk to be constructed using forms.
2. Slip forming may be permitted if approved by the Contract Administrator.
3. Backfill material adjacent to the asphalt edge shall be well compacted.
4. Landscaping to blend with contour of existing ground.
5. In a fill condition, asphalt bicycle path must be constructed using forms. Forms shall be supported by well compacted backfill material, as shown in detail 'A'.
6. Depths of asphalt & granular base may be modified at the discretion of the Contract Administrator.

NOTES 1,2 & 3

- 2% - 4% Cross fall towards C of road or as directed by the Contract Administrator.
- 1.50m - One way bicycle traffic
- 3.00m - Two way bicycle traffic
- Sod or seed
- Granular 'A'
- Detail 'A', 'B', 'C'
- Vertical formed slip formed asphalt
- Concrete edging
- Edge to concrete sidewalk
- Option A
- All dimensions are in millimeters unless otherwise shown.

CITY OF LONDON STANDARD DRAWING

ASPHALT BICYCLE PATH

DWG: SR - 4.0
DATE: 2004 11 01
APPROVED BY:
CITY ENGINEER
NOTES:

1. Grade of gutters in cul-de-sac to be 0.5% minimum.

2. Island to be sodded on 100mm of topsoil.

3. Cul-de-sac alignment may be skewed subject to approval by the Contract Administrator.

4. Road width dimensioned from edge of asphalt to edge of asphalt.

5. Island curb shall be constructed to OPSD 600.110.

A. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.

6. A curved property line with a minimum radius of 11.0 metres may be used as an alternative to the straight line transition from the cul-de-sac to standard right-of-way.

7. Road cross-fall within bulb portion of cul-de-sac to be a minimum 2% grade.

CITY OF LONDON STANDARD DRAWING

STANDARD FOR CIRCULAR CUL-DE-SAC
NOTES:
1. Grade of gutters in Cul-de-Sac to be 0.5% minimum.
2. Island to be sodded on 100mm of topsoil.
3. Cul-de-sac alignment may be straight subject to approval by the Contract Administrator.
4. Road width dimensioned from edge of asphalt to edge of asphalt.
5. Island curb shall be constructed to OPSD. 600.110.
6. Road cross-fall within bulb portion of cul-de-sac to be a minimum 2% grade.
A. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.

CITY OF LONDON STANDARD DRAWING

STANDARD FOR INDUSTRIAL CUL-DE-SAC

DWG SR-5.1 DATE 2010 09 22 APPROVED BY CITY ENGINEER

...\CONST'N\CONS-STD.DGN 2010-10-19 2:25:12 PM
1. The turning circle shall be constructed from the following materials and minimum depths:
   - Surface: Hot mix H.L.3 50mm
   - Granular: Granular 'A' 50mm
   - Base: Granular 'B' 300mm

2. The dead end barricade shall conform to OPSD 912.532

3. Road easement or subdivision block may also be designed on a 16m radius, from center point 'c' as approved by the Contract Administrator.

4. Temporary drainage shall be provided around both Type I and Type II turning circles.

A. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN

CITY OF LONDON
STANDARD DRAWING
TEMPORARY TURNING CIRCLES

DWG SR-5.2
DATE 2002 03 20
APPROVED BY CITY ENGINEER

[Signature]

[Copyright]
FRONT ELEVATION

'c' bars
300 oc.

100mm compacted
granular 'a'

A

50

150

SECTION A-A

100mm compacted
granular 'a'

A

NOTES:
A. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN

1. Expansion joint for approach slab as per drawing SR-1.0

2. Centre post not required for L less than 2.1m

3. Rise and run dimensions shall comply with the following:
   Minimum rise - 125mm
   Maximum rise - 200mm
   Minimum run - 255mm
   Maximum run - 380mm

4. Dimension equals 1/2 width of run

5. Number of steps varies with location and will be determined by the Contract Administrator.

6. All reinforcement shall be size 15mm bars.

7. Reinforcing bars to have 40mm cover.

8. Class of concrete to be 20 MPA.

9. Hand rail to be hot dipped galvanized after fabrication in conformance with CSA G-164

10. For concrete steps constructed without approach slabs the termination of handrail shall comply with detail 'H' on drawing SR-6.1

CITY OF LONDON STANDARD DRAWING

CONCRETE STEPS WITH FOOTINGS

DWG
SR-6.0

DATE
2002 11 06

APPROVED BY
CITY ENGINEER

M. Fricke
NOTES:

1. Expansion joint for approach slab as per drawing SR-1.0.

2. Rise and run dimensions shall comply with the following:
   - Minimum rise: 125mm
   - Maximum rise: 200mm
   - Minimum run: 255mm
   - Maximum run: 380mm

3. Number of steps varies with location and will be determined by the Contract Administrator.

4. Handrail to be provided when stairs have more than three risers.

5. All reinforcement shall be size 15mm bars.

6. Reinforcing bars to have 40mm cover.

7. Class of concrete to be 20 MPa.

8. Handrail to be hot dipped galvanized after fabrication in conformance with CSA G-164.

9. This drawing is not applicable for design and construction in NEW subdivisions.

10. For concrete steps constructed without approach slabs; the termination of handrail shall comply with detail 'H'.

A. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

CITY OF LONDON STANDARD DRAWING

CONCRETE STEPS WITHOUT FOOTINGS

DWG: SR-6.1  DATE: 2002 11 06  APPROVED BY: CITY ENGINEER

[Signature]
NOTES:

1. Chain link fence detail shall comply with the requirements of OPSS-541 and OPSS 972.130 except for the following amendments. The height of the fence shall read 1.2m and the footing detail part 'a: in earth' is amended to read 'a: in concrete'. In lieu of a chain link fence, an approved wooden fence in accordance with Fencing By-Laws PS-1 & PS-1A and Swimming Pool (as applicable) By-Law PS-2 can be constructed adjacent to the walkway/access entirely on private property. The wooden fence is to terminate 6.0m from the street line and continue with a 1.2m wooden fence or a 1.2m chain link fence to the street line. All wooden fence details are to be reviewed and/or approved by Environmental Services Department.

2. In NEW subdivisions, where walkway grades exceed 10%, stairs are to be constructed in accordance with drawing SR-6.0. Walkways constructed with grades between 8% and 10% require pedestrian handrails on one side of the walkway in line with the "Removable posts" with the approval of the Contract Administrator. The pedestrian handrail shall conform to OPSS 980.101.

3. 'x' varies for 3m and 4.6m cross-sections

4. A crossfall of 2% or alternative swales.

5. Removable posts to be installed in locations indicated on approved drawings. Refer to drawing SR-8 for removable post and footing detail.

6. Walkway Lighting to be in accordance with current City of London regulations.

A. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
Steel plate cap

Post - 50mm ID extra strong pipe - galv'd

20 x 150 stud through

22mm drilled hole & nuts

30 MPA concrete

Expansion joint

Socket - 64mm ID std. pipe - galv'd

Steel plate base

DETAIL

NOTES:
A. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

1. Removable post shall be of galvanized steel pipe and shall conform to CAN2-138.2-M

CITY OF LONDON STANDARD DRAWING

REMOVABLE POST DETAIL

DWG SR-8.0
DATE 1996 03 15
APPROVED BY CITY ENGINEER
NOTES:
1 Where guide rail is adjacent to curb, mounting height shall be measured:
   a Vertically at face of guide rail when face of guide rail is more than 300mm beyond gutter line.
   b Vertically at gutter line when face of guide rail is 300mm or less beyond gutter line.
2 Washer not required at face of rail.
3 Back up plate shall be installed at intermediate posts, only.
4 2 bolts at each connection located at opposing upper and lower holes.

Abbreviations:
*BH-Button head bolt
*HB-Hex bolt
*CB-Carriage bolt

A To produce an even alignment, shim beam element where necessary.
B This standard to be read in conjunction with OPSD-902.04, 902.02, and SR-9.1.
C All dimensions are in millimetres or metres unless otherwise shown.
NOTES:

1 Holes on back of post are required for median guide rail installations, only.
2 Imperial size steel sections W6x9 and W6x8.5 are acceptable.
3 2 bolts located at opposing upper and lower holes shall be used for offset block connection.

A All dimensions are in millimetres or metres unless otherwise shown.
NOTES:
A This standard to be read in conjunction with OPSD-902.07 and OPSD-4010.00.
B All dimensions are in millimetres unless otherwise shown.
C Where guide rails adjacent to curb, mounting height shall be measured
  a. Vertically at face of guide rail when face of guide rails more than
     300mm beyond gutter line.
  b. Vertically at gutter line when face of guide rails 300mm or less
     beyond gutter line.
CONCRETE ISLAND CAP TO COMPLY WITH THE REQUIREMENTS OF ONTARIO PROVINCIAL STANDARD SPECIFICATIONS (OPSS) 351.

3. THICKNESS OF CONCRETE ISLAND CAP SHALL BE A MINIMUM 100mm.

4. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

5. BOX FORMS (AVAILABLE FREE OF CHARGE FROM CITY OF LONDON OPERATIONS 519-661-2500 x4923) ARE TO BE PLACED WHERE FUTURE ROAD SIGNS OR HAZARD MARKERS ARE TO BE INSTALLED. THE BOX FORM IS TO BE LOCATED APPROXIMATELY 1000mm FROM THE END OF THE ISLAND AND CENTERED IN THE ISLAND AT THIS LOCATION.
NOTES:
A. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN
B. COMPACTION OF ASPHALT SURFACE MUST BE DONE BY MECHANICAL COMPACTORS.
MILL TO SPECIFIED DEPTH

1500 CONTINUOUS STRIP OF 8502 GLASGRID OR EQUIVALENT (SHADED AREA)

PLAN VIEW

MILL TO MINIMUM DEPTH OF 90mm

50mm MIN. SPECIFIED HOT MIX MATERIAL

40 mm H.L.8 COURSE TO MATCH LAYER IN WIDENING

8502 GLASGRID OR APPROVED EQUAL

EXISTING GRANULAR BEDDING

SPECIFIED HOT MIX MATERIALS AND DEPTHS

SPECIFIED GRANULAR TYPES AND DEPTHS

SECTION A-A

NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES
2. MIN. DEPTH OF EXISTING ASPHALT MUST BE 150mm

CITY OF LONDON STANDARD DRAWING

PAVEMENT REINFORCEMENT DETAIL FOR ROAD WIDENING

DWG SR-13 DATE 2003-10-17
APPROVED BY CITY ENGINEER
NOTES:

1. All dimensions are in millimetres unless otherwise shown.

2. Min. depth of existing asphalt must be 90mm.

3. Stepped joint must be provided around the entire perimeter of the work area where the work zone is expanding to the middle of the road.

4. Same detail applies for the urban cross-section.

City of London Standard Drawing

Stepped Milled Joint Pavement Detail

Dwg Sr-13.1 Date 2013 10 15 Approved By City Engineer
EXISTING ROAD

NOTES:

1. MIN. 300mm CLEARANCE
   NEEDED FOR CURB MACHINE
   ON MATCH POINTS TO EXISTING

2. SQUARE OR CUTS—NO
   IRREGULAR SHAPES. TO
   ALLOW USE OF CONVENTIONAL
   PAVING EQUIPMENT.

3. JOINTS TO MATCH NEW
   ASPHALT TO EXISTING
   TO FOLLOW OPSS 310 (C.O.L. SR)

CITY OF LONDON STANDARD DRAWING

PAVEMENT CUT GUIDELINES
MATCHING NEW CONSTRUCTION TO EXISTING ASPHALT

DWG   SR-14    DATE  2010 09 22 APPROVED BY CITY ENGINEER
NOTES:

1. THIS DRAWING TO BE READ TOGETHER WITH THE APPLICABLE ONTARIO PROVINCIAL STANDARD DRAWING (OPSD) 606.02 THROUGH 607.02 INCLUSIVE.

2. CONCRETE ISLAND CAP TO COMPLY WITH THE REQUIREMENTS OF ONTARIO PROVINCIAL STANDARD SPECIFICATIONS (OPSS) 351.

3. THICKNESS OF CONCRETE ISLAND CAP SHALL BE A MINIMUM 100mm.

4. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

5. BOX FORMS (AVAILABLE FREE OF CHARGE FROM CITY OF LONDON OPERATIONS 519-661-2500 x4923) ARE TO BE PLACED WHERE FUTURE ROAD SIGNS OR HAZARD MARKERS ARE TO BE INSTALLED. WHERE CONTRACTOR IS REQUIRED TO INSTALL HAZARD MARKER SIGNS REFER TO SR 19.3. THE BOX FORM IS TO BE LOCATED APPROXIMATELY 1000mm FROM THE END OF THE ISLAND AND CENTERED IN THE ISLAND AT THIS LOCATION.
U-CHANNEL POST DETAIL

NOTE:
1. ALL HARDWARE MUST BE VANDAL PROOF.
2. BRACKETS MUST BE STAINLESS STEEL.
3. ALL NUTS AND BOLTS ARE BREAKAWAY ALUMINUM.
4. ALL DIMENSIONS ARE APPROXIMATE. REFER TO ONTARIO TRAFFIC MANUAL FOR PROPER INSTALLATION DETAILS.
FOR ADVANCED ROAD NAME SIGNS
WITH DISTANCE

100mm x 100mm PRESSURE TREATED POST

EDGE OF PAVEMENT

COMPACTED GRANULAR 'A' GRAVEL

NOTE:
1. ALL HARDWARE MUST BE VANDAL PROOF.
2. BRACKETS MUST BE STAINLESS STEEL.
3. ALL NUTS AND BOLTS ARE BREAKAWAY ALUMINUM.
4. ALL DIMENSIONS ARE APPROXIMATE. REFER TO ONTARIO TRAFFIC MANUAL FOR PROPER INSTALLATION DETAILS.

CITY OF LONDON STANDARD DRAWING

TYPICAL 4" x 4" PRESSURE TREATED WOOD POST AND 2 3/8" ROUND GALVANIZED STEEL POST INSTALLATION DETAIL

DWG: SR-18.2
DATE 2012 12 03
APPROVED BY CITY ENGINEER:
NOTE:
1. ALL HARDWARE MUST BE VANDAL PROOF.
2. BRACKETS MUST BE STAINLESS STEEL.
3. ALL NUTS AND BOLTS ARE BREAKAWAY ALUMINUM.
4. ALL DIMENSIONS ARE APPROXIMATE, REFER TO ONTARIO TRAFFIC MANUAL FOR PROPER INSTALLATION DETAILS.

CITY OF LONDON STANDARD DRAWING
TYPICAL SQUARE POST AND ANCHOR POST INSTALLATION DETAIL

DWG: SR-19.3   DATE: 2012 12 03   APPROVED BY: [Signature]

Justin Lawrence
<table>
<thead>
<tr>
<th>Sign</th>
<th>Sheetding Requirement</th>
<th>Post Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>All-Way Tab</td>
<td>Diamond Grade</td>
<td>Round Post</td>
</tr>
<tr>
<td>Checkerboard</td>
<td>Diamond Grade</td>
<td>4x4 Wooden Post, Square Post or Round Post</td>
</tr>
<tr>
<td>Construction Arrow</td>
<td>Diamond Grade</td>
<td>&quot;Portable&quot; on 2x4 Skis</td>
</tr>
<tr>
<td>Daytime Hazard</td>
<td>Diamond Grade</td>
<td>Square Post with Anchor Post</td>
</tr>
<tr>
<td>Do Not Enter</td>
<td>Diamond Grade</td>
<td>Barricade Board, Hydro Poles</td>
</tr>
<tr>
<td>No Right Turn</td>
<td>Diamond Grade</td>
<td>Hydro Poles, Street Light Poles, Round Posts</td>
</tr>
<tr>
<td>One Way Arrow</td>
<td>Diamond Grade</td>
<td>Hydro Poles, Street Light Poles, Round Posts</td>
</tr>
<tr>
<td>2-Way Traffic</td>
<td>Diamond Grade</td>
<td>&quot;Portable&quot; on 2x4 Skis</td>
</tr>
<tr>
<td>School Area</td>
<td>Diamond Grade</td>
<td>U-Channel or Mounted on Hydro-Street Light Pole</td>
</tr>
<tr>
<td>School Crossing</td>
<td>Diamond Grade</td>
<td>U-Channel or Mounted on Hydro-Street Light Pole</td>
</tr>
<tr>
<td>School Crossing Ahead</td>
<td>Diamond Grade</td>
<td>Square Post with Anchor Post</td>
</tr>
<tr>
<td>Stop Sign</td>
<td>Diamond Grade</td>
<td>Round Post</td>
</tr>
<tr>
<td>Yield Sign</td>
<td>Diamond Grade</td>
<td>Round Post</td>
</tr>
<tr>
<td>Chevrons</td>
<td>Florescent Diamond Grade</td>
<td>Guard Rails, 4x4 Wooden Posts or Square Posts</td>
</tr>
<tr>
<td>Chevron Alignment</td>
<td>Florescent Diamond Grade</td>
<td>Guard Rails, 4x4 Wooden Posts or Square Posts</td>
</tr>
<tr>
<td>Island Marker</td>
<td>Florescent Diamond Grade</td>
<td>Square Post with Anchor Post</td>
</tr>
<tr>
<td>Hazard Marker</td>
<td>Florescent Diamond Grade</td>
<td>Square Post with Anchor Post</td>
</tr>
<tr>
<td>Begins Tab</td>
<td>High Intensity Prismatic</td>
<td>U-Channel, Utility Poles</td>
</tr>
<tr>
<td>Bike Lane</td>
<td>High Intensity Prismatic</td>
<td>U-Channel, Utility Poles</td>
</tr>
<tr>
<td>Caution Playground</td>
<td>High Intensity Prismatic</td>
<td>U-Channel, Utility Poles</td>
</tr>
<tr>
<td>Curve</td>
<td>High Intensity Prismatic</td>
<td>U-Channel, Utility Poles</td>
</tr>
<tr>
<td>Hospital &quot;H&quot;</td>
<td>High Intensity Prismatic</td>
<td>U-Channel, Utility Poles</td>
</tr>
<tr>
<td>No Exit</td>
<td>High Intensity Prismatic</td>
<td>U-Channel, Utility Poles</td>
</tr>
<tr>
<td>No Right Turn On Red</td>
<td>High Intensity Prismatic</td>
<td>Traffic Signal Arm or Mast Pole</td>
</tr>
<tr>
<td>No Truck Route</td>
<td>High Intensity Prismatic</td>
<td>U-Channel, Utility Poles</td>
</tr>
<tr>
<td>Pedestrian Crossing</td>
<td>High Intensity Prismatic</td>
<td>U-Channel, Utility Poles</td>
</tr>
<tr>
<td>Right Lane Ends/Through Lane</td>
<td>High Intensity Prismatic</td>
<td>U-Channel or Wooden Posts</td>
</tr>
<tr>
<td>Railroad Crossing</td>
<td>High Intensity Prismatic</td>
<td>U-Channel, Utility Poles</td>
</tr>
<tr>
<td>Street Name/Advanced</td>
<td>High Intensity Prismatic</td>
<td>U-Channel or Wooden Posts</td>
</tr>
<tr>
<td>Signals Ahead</td>
<td>High Intensity Prismatic</td>
<td>U-Channel or Wooden Posts</td>
</tr>
<tr>
<td>Speed Limit Signs</td>
<td>High Intensity Prismatic</td>
<td>U-Channel or Wooden Posts</td>
</tr>
<tr>
<td>Stop Ahead</td>
<td>High Intensity Prismatic</td>
<td>U-Channel or Wooden Posts</td>
</tr>
<tr>
<td>Through Traffic Left</td>
<td>High Intensity Prismatic</td>
<td>U-Channel or Wooden Posts</td>
</tr>
<tr>
<td>Tourism Signs</td>
<td>High Intensity Prismatic</td>
<td>U-Channel or Wooden Posts</td>
</tr>
<tr>
<td>Truck Route</td>
<td>High Intensity Prismatic</td>
<td>U-Channel or Wooden Posts</td>
</tr>
<tr>
<td>No Dumping</td>
<td>Engineers Grade</td>
<td>U-Channel</td>
</tr>
<tr>
<td>Loading Zone</td>
<td>Engineers Grade</td>
<td>U-Channel</td>
</tr>
<tr>
<td>No Parking</td>
<td>Engineers Grade</td>
<td>U-Channel</td>
</tr>
<tr>
<td>No Parking WheelChairs Only</td>
<td>Engineers Grade</td>
<td>U-Channel</td>
</tr>
<tr>
<td>No Stopping</td>
<td>Engineers Grade</td>
<td>U-Channel</td>
</tr>
<tr>
<td>Parking</td>
<td>Engineers Grade</td>
<td>U-Channel</td>
</tr>
<tr>
<td>School Bus Loading Zone</td>
<td>Engineers Grade</td>
<td>U-Channel, Round Post or Street Light Poles</td>
</tr>
<tr>
<td>No Parking Bus Stop</td>
<td>Engineers Grade</td>
<td>U-Channel</td>
</tr>
</tbody>
</table>

CITY OF LONDON STANDARD DRAWING

SIGN SHEETING AND POST REQUIREMENTS

__Dwg__ SR-18.4  __Date__ 2012 12 03  __Approved By__

...\CONST\N\CONS-STD.DGN 12/14/2012 3:39:40 PM
<table>
<thead>
<tr>
<th>NAME OF LINE</th>
<th>DIMENSIONS (m)</th>
<th>SYMBOL</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOLID</td>
<td>0.10</td>
<td>1</td>
<td>EDGE, DIRECTIONAL DIVIDING LINES (YELLOW)</td>
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<tr>
<td>DOUBLE SOLID</td>
<td>0.18 0.18</td>
<td>2</td>
<td>DIRECTIONAL DIVIDING LINES (YELLOW)</td>
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<tr>
<td>BROKEN</td>
<td>0.10</td>
<td>3</td>
<td>DIRECTIONAL DIVIDING LINES (YELLOW)</td>
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<tr>
<td>SOLID</td>
<td>0.10</td>
<td>5</td>
<td>EDGE, LANE LINE PROHIBITING LANE CHANGES (WHITE)</td>
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<tr>
<td>BROKEN</td>
<td>0.10</td>
<td>6</td>
<td>URBAN LANE LINES, LOW SPEED (WHITE)</td>
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<tr>
<td>BROKEN</td>
<td>0.10</td>
<td>7</td>
<td>URBAN LANE LINES, LOW SPEED (WHITE)</td>
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<tr>
<td>BROKEN</td>
<td>0.10</td>
<td>8</td>
<td>LANE LINES, HIGH SPEED HIGHWAY (WHITE)</td>
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<tr>
<td>CONDENSED BROKEN</td>
<td>0.10</td>
<td>10</td>
<td>GUIDING LINES (E.G. INTERSECTION MOVEMENTS) (WHITE)</td>
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<tr>
<td>WIDE BROKEN</td>
<td>0.20 0.30</td>
<td>11</td>
<td>CONTINUITY LINES (WHITE)</td>
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<td></td>
<td>0.30</td>
<td>12</td>
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CITY OF LONDON STANDARD DRAWING

TYPES OF PAVEMENT MARKINGS

DWG SR-20.0-A      DATE 2015 02 25      APPROVED BY CITY ENGINEER
<table>
<thead>
<tr>
<th>NAME OF LINE</th>
<th>DIMENSIONS (m)</th>
<th>SYMBOL</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>LADDER</td>
<td>0.60</td>
<td>15</td>
<td>LADDER CROSSWALKS (WHITE)</td>
</tr>
<tr>
<td>STOP</td>
<td>0.40</td>
<td>16</td>
<td>INTERSECTION STOP LINES (WHITE)</td>
</tr>
<tr>
<td>CROSSWALK</td>
<td>0.10</td>
<td>17</td>
<td>CROSSWALKS (WHITE)</td>
</tr>
<tr>
<td>CROSSWALK</td>
<td>0.20</td>
<td>18</td>
<td>CROSSWALKS (WHITE)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SYMBOLS</th>
<th>20</th>
<th>VARIOUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIMIT OF MARKINGS</td>
<td>] [</td>
<td></td>
</tr>
</tbody>
</table>

NOTES:
1. Use ① to Denote PAVEMENT MARKING
2. Use ① to Denote PAVEMENT MARKING, TEMPORARY
3. Use △ to Denote PAVEMENT MARKING, TEMPORARY—REMOVABLE
4. Use ① to Denote PAVEMENT MARKING, DURABLE

CITY OF LONDON STANDARD DRAWING

TYPES OF PAVEMENT MARKINGS
SINGLE BARRIER LINE MAY BE USED WHERE PARKING IS PERMITTED OR WHEN SPEED LIMIT IS LESS THAN 70km/h

PAVEMENT MARKING LEGEND

1
7
16
17

(REFER TO SR-20.0)

CITY OF LONDON STANDARD DRAWING

SIGNALIZED INTERSECTION MARKINGS

DWG SR-20.1 DATE 2015 02 25 APPROVED BY CITY ENGINEER
NOTES:
1. MINIMUM WIDTH OF LADDER MARKINGS IS 2.5m
MAXIMUM WIDTH OF LADDER MARKINGS IS 3.5m
2. LENGTH OF CENTRE LINE IS SITE SPECIFIC (20.0m MIN.
FOR UNSIGNALIZED AND 60.0m MIN. FOR SIGNALIZED)
* LADDER PAVEMENT MARKINGS MAY ALSO BE CALLED ZEBRA MARKINGS

PAVEMENT MARKING LEGEND
1
15
16
18

(REFER TO SR–20.0)
CITY OF LONDON STANDARD DRAWING

ARROW AND PAVEMENT MARKING FOR BICYCLE LANES

DWG SR-20.3 DATE 2015 09 22 APPROVED BY CITY ENGINEER
1.0m EDGE OF PAVEMENT OFFSET IF LANE IS ≥ 4.0m
OR CENTRE OF LANE IF LANE IS ≤ 4.0m

BICYCLE SHARROW PAVEMENT MARKING

CITY OF LONDON STANDARD DRAWING

DWG: SR-20.4
DATE: 2011 09 09
APPROVED BY: CITY ENGINEER