What We Heard

Complete Streets Standards Update

ADVISE

City of Edmonton
Integrated Infrastructure Services
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Edmonton

1. Project Overview

The Complete Streets Design and Construction Standards is a critical tool for planning and delivery of transportation infrastructure that contributes to the healthy growth of our city. Edmonton's transportation network plays a role in many of the ~250 directions and ~60 intentions outlined in the City Plan. These include but are not limited to:

- Support inviting and inclusive transportation options for Edmontonians of all ages, abilities and incomes;
- Ensure active transportation networks serve a variety of purposes including recreation, commuting, commerce and fun; and
- Ensure that the mobility system enables the efficient movement of people and goods within Edmonton and the Metropolitan Region.

The standards last underwent a minor update in 2021. To continue delivering the City Plan, the standards will be updated based on knowledge we have gained while using the document. Since the document's publication, the City has collected feedback from users that range from minor typos and inconsistencies, to obsolete sections and major modifications.

The purpose of this project is to deliver a more comprehensive update to the Complete Streets Design and Construction standards. This process will include involvement and input of our industry partners, including BILD Edmonton Metro (BILD), Utility Companies, Consulting Engineers of Alberta (CEA), and other key stakeholders.

2. How We Engaged

Work on identifying potential areas of update for the Complete Streets Design and Construction Standards (CSCDS) document is constantly ongoing. As Version 5 was being finalized and published, the City retained CIMA+ to begin work on the updates to Version 6.

The engagement completed included discussion forums with internal stakeholders and external stakeholders in form of meetings, workshops, brainstorming sessions, and comment and response exchanges.

Internal stakeholders comprised of subject matter experts or interest groups drawn from within the City of Edmonton departments that are regular end users of the standards or shape the planning work that later translates to CSDCS adherence requirements.

External stakeholders were groups that are not part of the City administration but apply the standards in course of the service they render to the City or the applications they submit for approval and also included interest groups that shape City's decision making in policy or city building matters.

Beginning with the update “wish list’ maintained by the City, engagement with internal and external stakeholders took many forms over the life of the update, including:

- In-person / hybrid scoping session with the extended City project team in September 2023
- Two half-day drop in sessions at Edmonton tower for internal City staff in October 2023
- On-line surveys / questionnaires for internal and external stakeholders in October / November 2023
- In-person / hybrid workshop with internal stakeholders to discuss collector and local street cross sections in January 2024
- In person half day workshop with external stakeholders to discuss collector street cross sections in February 2024
- In person half day workshop with external stakeholders to discuss local street cross sections in April 2024
- Initial virtual session with external advocacy groups in March 2024
- Follow-up virtual sessions with external advocacy groups in March 2025
- In person workshop with utility companies to discuss cross section conflicts and solutions in April 2025
- In person meeting with BILD (formerly UDI) to discuss new alley corner cut detail and cost implications of the updated standards in May 2025
- Ongoing meetings with BILD (formerly UDI) Transportation Committee to discuss concerns and project progress throughout the life of the project

- Ongoing meetings with EPCOR (One Water, D&T) to discuss utility conflicts and potential solutions throughout the life of the project
- In person workshop with utility companies and BILD to discuss local street utility placements in boulevards in July 2025

The initial scoping work resulted nearly 600 unique comments related to potential update areas, which were grouped into 137 themes. These themes were then scoped for priority by the core City project team to confirm the initial scope of the update according to the CSDCS scope of work.

Once draft documents were prepared, internal and external stakeholders were provided opportunities to review and provide feedback on the draft content, including the following:

- First draft standards internal stakeholder circulation, by chapter: March to July 2024
- First draft standard drawing internal stakeholder circulation: June to August 2024
- Second draft standards internal and external stakeholder circulation: October to November 2024
- Second draft standards drawing internal and external stakeholder circulation: November 2024 to January 2025
- Utility company circulation of the draft local street boulevard details: August to September 2025
- BILD and utility company circulation of the updated draft local street boulevard details: October to November 2025

The internal stakeholders included the representatives and contributors from across City departments, including Safe Mobility, City Operations, Transportation Planning and Design, Open Space Planning and Design, Subdivision and Development Coordination, Planning Coordination, Building Great Neighbourhoods, Engineering Services, Climate Resilience and Transportation Infrastructure Delivery.

In all, external stakeholders representing over 200 individuals and organizations were offered opportunities to be engaged in providing feedback to assist in developing and reviewing the updated CSDCS content.

3. Draft Circulations

3.1 First Draft – Internal Circulation

The first draft of the document was circulated internally to City departments to gather feedback on proposed changes and assist in refining update content. The standards, drawings, and specifications were circulated independently to reduce workload for reviewers, with these chapters further broken down into sections to make reviews easier.

3.1.1 Design Standards

The first draft of the standards text was circulated between March and August 2024. The circulation comprised of 17 sections of the standards document, covering each major chapter group.

In total, 872 comments were received across the content circulated.

3.1.2 Standard Drawings

The first draft of the proposed standard detail updates was circulated between July and August 2024. The circulation comprised of the series 1000, 2000, 3000, 4000, 5000, and 6000/7000 drawings, as well as proposed new local street, collector street, and alleyway cross sections.

In total, 172 comments were received across the content circulated.

3.2 Second Draft – Full Circulation

Following internal circulations, updates were made to all three components of the CSDCS document – design standards, standard drawings, and construction specifications. The updated documents were then circulated to internal and external stakeholders for review and comments.

3.2.1 Design Standards

The standards text was circulated between October and November 2024. The circulation comprised of all sections of the CSDCS standards text, excluding appendices.

In total, 799 comments were received across the content circulated.

3.2.2 Standard Drawings

The draft details were circulated between November 2024 and January 2025. The circulation comprised of all standard details within the CSDCS, including those that were not being proposed for modification.

In total, 940 comments were received across the content circulated, many related to specific missing or obscured notes, labels, dimensions, or other content.

3.2.3 Construction Specifications

Work on updates to the construction specifications is ongoing. A separate summary of engagement and revisions will be provided once engagement activities have concluded.

4. What Was Heard & Done (Key Themes)

4.1 Standards

Key themes from the standards circulations identified in Section 2 (in alphabetical order) included:

Theme	How It Was Addressed
Active Transportation Integration: Encourage use of protected bike lanes, bike boulevards, and shared-use paths where appropriate while avoiding relying solely on shared pathways.	Content around bike lanes has been expanded, while also restricting use of painted bike lanes. New facility selection process introduced to assist designers.
Alleys: Clarity on use of alleys for emergency response access, as well as alley lengths and corner cuts.	Revised alley content to clarify that alleys are not acceptable for emergency response access as well as lengths. Alley corner cut details are still under discussion as part of a separate update to Development Standards for Waste Collection.
Arterial Staging: Intersection curb geometry needs to be reviewed to account for bus and truck turning movements to/from first stage arterials.	The existing minimum radius table already includes guidance on use of two centered curves in these situations to address off-tracking.
Clear Zone Guidance: Add guidance on what constitutes a hazard, as well as tables correlating speed with offset requirements.	This content is available in the TAC Geometric Design Guide and ATEC Roadside Design Guide and has not been added.
Conflicts & Practicality: Realistic practicality of certain requirements in real-world context, such as shared pathways on narrow rights of ways, conflicts with front drives, and impacts on snow storage.	Additional guidance has been added on shared pathways, particularly along local streets.
Consistent Terminology: Ensure consistency throughout document	Terminology has been reviewed and adjusted throughout the document to improve consistency.
Cul-de-Sac: Confirmation of when cul-de-sacs can be used and whether they would need a design exception.	Per previous Council directions, use of cul-de-sacs is not desirable in new neighbourhoods, unless mitigating considerations exist. Where these mitigating considerations arise, a design exception form will need to be completed.
Cycling Infrastructure: Increase bike lane width where space allows. Push for protected bike lanes and clear design guidance for steep grades, intersections, and transitions.	Widths (minimum, maximum, target) for facilities have been reviewed and updated where necessary. Additional guidance on facility selection and design has been added.
Design Speeds: Ensure alignment of standards with new default posted speed limits throughout document.	Text and design guidance has been updated where necessary to align with the 30/40 km/h default posted speed limits.
Design Turning Radii: Validate the design vehicle for various classes of roadways and intersections, providing more guidance on swept path turning	Design vehicles for roadway classes have been reviewed and updated. Additional guidance has been provided on how swept path analysis

Theme	How It Was Addressed
movements (including clearance requirements) and ensure that movements can be made legally by appropriate design vehicles.	should be undertaken, including offsets to curbs and other features. Analysis has been completed for design vehicle turning movements at intersection curb extensions based on the new design standard drawing.
Design Vehicles: Aligning standards with latest City fleet vehicles.	Design vehicles have been updated to include current City bus and waste collection vehicles.
Designing Traffic Calming: Additional guidance is needed on where / how to apply traffic calming in design.	New Section 2.4 ("Designing New Neighbourhoods") has been developed to provide guidance on the desired implementation of traffic calming in new neighbourhood design, including guidance on turning movements and encroachment on opposing lanes.
Document Consolidation: Integrate some of the externally referenced documents into CSDCS (i.e., Fire Rescue Swept Path, Access Guidelines, Access Management Guidelines)	Where applicable, these external documents have been referenced, however, they have not been integrated into the CSDCS as part of this update. This may be considered with future updates. Published guidelines on entrance features placement within City of Edmonton Road ROW corner cuts to form part of CSDCS with reference being to the link on City's website.
Drainage Infrastructure: Consider impacts of traffic calming on drainage infrastructure and access.	By incorporating traffic calming as part of the design of new neighbourhoods, it is possible to reduce the amount of drainage infrastructure required when compared to retrofitting traffic calming at a later date as grading can be optimized to reduce drainage infrastructure.
Emergency Access and Transit Compatibility: Ensure that designs accommodate emergency access and transit where appropriate, including in design of horizontal and vertical traffic calming measures.	Standard details for horizontal and vertical measures have been incorporated into the standards which accommodate transit and emergency access requirements.
Exceptions and Flexibility: Need for flexibility in applying the standards in constrained areas, particularly around retrofit situations.	Where the standards cannot be met, flexibility is provided via the design exception process which is used to document how and why deviation form the CSDCS occurred.
Inclusive Language: Consistency in use of inclusive language in standards.	Language has been reviewed and updated throughout document.
Indexing & Navigation: Add document index with internal links for easier reference.	A clickable table of contents will be included in the updated document for the design standards and specifications.
Industrial Area Context: Recognition that not all industrial areas are the same. Some are more street-oriented, with schools, businesses, and	Text has been revised to acknowledge this variation in uses.

Theme	How It Was Addressed
institutions fronting them. Others are lower volume or mixed-use, which might allow for more on-street cycling.	
Low Impact Development: Use of consistent technology aligning with EPCOR standards and additional guidance on LID placement in road right of way.	Terminology in document has been updated to align with EPCOR standards. Discussions about LID use and placement in road right of way are ongoing and will be considered in future updates.
Mass Transit: Addition of standards for BRT	This may be considered in future updates once the type of BRT infrastructure being considered in the City has been clarified through the B1 and B2 concept planning work.
Modal Priority: A clear city-wide framework for modal priorities is missing, especially for greenfield developments.	This is dictated by context as well as planning documents for new neighbourhoods (i.e., ASP, NSP) and overarching City policy documents and City Plan.
Must vs. Should vs. Shall: Consistency in terminology for requirements.	Terminology has been reviewed for consistency throughout document. Different stakeholders have different expectations for implementation of infrastructure. The standards tried to take a balanced approach around infrastructure requirements
Noise Attenuation: Clarity on noise berm dimensions and alignment with other City standards.	Additional clarity and dimensions have been added to the standard details. Vinyl based noise attenuation fences analyzed and harmonized as an acceptable equivalent to wooden noise attenuation fences and included in the CSDCS.
On-Street Parking: In urban cross-sections, parking allowances can lead to excessively wide roadways with limited actual parking due to driveways. Should certain features be mandatory or optional, based on local context?	New cross sections have been developed, for both local and collector streets, that no longer require parking to be provided on both sides as the default.
Pathway and Sidewalk Widths: Provide adequate width for shared pathways for cyclists to pass and validate widths of sidewalks.	Widths (minimum, maximum, target) for facilities have been reviewed and updated where necessary.
Pathway Gradients: Confirmation of maximum grades for pathways accessing SWMF and review of consistency between grade table in the document.	Gradients have been increased for SWMF walkways between residential lots.
Pedestrian & Cyclist Safety: Raised crosswalks and protected intersections are strongly supported, with suggestions to make them default design treatments. Requests for continuous crossings at side streets and roundabouts.	Additional guidance has been added on neighbourhood design, including placement of raised features.

Theme	How It Was Addressed
Policy Alignment: Reference and align with latest City policy documents, as well as City Plan.	Revised, removed, or replaced references throughout document to align with City Plan and current City policy and guideline documents.
Road Designations: Address confusion and misalignment on the role of enhanced locals, particularly their use for transit. Reconcile traffic volume thresholds with other official documents (TIA, arterial guidelines).	Definitions for roadway have been updated and expanded, and volume thresholds have been aligned with TIA guidelines where appropriate, noting that updates to the TIA guidelines may be necessary.
Roundabout Aprons: Use of roundabouts aprons for transit under regular operations is not acceptable.	Through discussion with ETS, it has been confirmed that use of roundabout aprons to accommodate bus movements under normal conditions is not acceptable.
Roundabout Impacts: Consider implications of a "roundabout first" policy for intersections on cost, staging, and land impacts.	Roundabouts provide additional benefits and potential to reduce need for additional turning lanes, which can reduce land requirements. Operations and feasibility of roundabouts should be explored at the neighbourhood planning level.
Separation of Modes for Safety and Accessibility: Strong support for separating vulnerable road users (e.g., pedestrians and cyclists) from motor vehicle lanes, especially in industrial areas.	Industrial area details have been updated to favour boulevard walks and shared pathways.
Shared Street Design: Redefining shared streets for better pedestrian and cyclist safety and providing guidance on acceptable vehicle speeds, volumes, and levels of parking. Dedicated pedestrian spaces, with clear delineation for those with vision loss, need to be provided.	Additional guidance on shared street design has been added into the standards, including desirable thresholds for vehicle volumes, as well as dedicated pedestrian-only spaces. These should only be implemented in specific locations with an approved SNIC and O&M plan agreed upon by the City
Snow Clearing: Incorporate snow clearing / removal standards for bike infrastructure.	Locations for potential snow storage are shown on the standard details, however, the actual operational targets for snow clearing are separate from the CSDCS and covered under the Snow and Ice Control Policy C409K and associated operating procedures.
Street Classifications: Ensure consistency in terminology and classification.	Street classifications and nomenclature has been updated.
Traffic Calming Integration Costs: Review costs and feasibility of implementing traffic calming as part of default design for new neighbourhoods.	An assessment of costs associated with the new Section 2.4 ("Designing New Neighbourhoods") is being prepared separately to compare overall capital and operational costs of past and proposed design treatments.
Transit Integration: Clearer guidance on transit stop design adjacent to bike lanes.	New section on transit integration with bike lanes has been added. New standard details have also been developed.

Theme	How It Was Addressed
Issues around bus stop pad sizing, accessibility, and tactile elements. Suggestion to define both boarding platforms and mixing zones.	
Updates to Figures: Some figures throughout document are unclear or out of date. Additional figures can be added in some areas to help clarify intent of the text.	Figures have been updated, replaced, or added as necessary to align with the new content.
Utility Placement: Ensuring where utilities can be placed, horizontally and vertically, both practically and realistically while maintaining offsets.	Cross sections for locals and collectors have been recreated to show utility locations. Meetings have been held with utility providers to address conflicts where feasible. Accommodation of all utilities, particularly in front drive residential developments, requires the use of shallow utility easements and limitations on transformers/hydrants on flanking lots. Local street boulevard details have been developed to show placements of shallow utilities and above ground appurtenances that meet separation requirements for all utility providers.
Vision Loss Accessibility: Detectability of features and transitions for those with vision loss needs to be considered, with more guidance on detectable delineation and warning infrastructure.	Additional guidance has been added to delineation of parallel facilities – such as bike lanes/sidewalks and sidewalks/shared streets.

4.2 Drawings

Key themes from the drawing circulations (in alphabetical order) included:

Theme	How It Was Addressed
Accessibility: Appropriate naming should be used for different TWSIs based on context, with clear delineation of crossings and conflict areas between modes.	Naming has been updated and attention indicators have been added to some details.
Bike Accommodation: Review bike lane and shared pathway requirements along locals and collectors.	Removed previous bike lane cross sections, especially those with painted bike lanes, to align with direction in text. Updated default base collector now includes shared pathway on one side. Developed new local and collector cross sections adjacent to open space (parks, SWMF, natural areas, top of bank) to eliminate doubling of sidewalk + trail/pathways.
Bollards: Review bollard requirements along open space and utility corridors, and bollard types and placement adjacent to pathways/	Added requirements for bollard installations adjacent to roadways in open spaces to prevent unauthorized vehicle access. Revised bollard details for pathways and walkways to align with

Theme	How It Was Addressed
	current City practice, including use of T-bollards on either side of all walkway/pathway connections to prevent unauthorized vehicle access.
Cul-de-sac: Align cul-de-sac details with recent previous Council directions and design standards text.	Added requirements for sidewalk on both sides of culs-de-sac, added clarity on offsets of cul-de-sac islands to pedestrian crossings.
Curb Extensions: Review and confirm that City design vehicles are able to navigate curb extensions at intersections without encroachment into opposing traffic.	Curb bulb designs have been updated to eliminate encroachment into opposing traffic. Bus turning movements for corner curb extensions are included as part of the detail.
Dimensions: Some key dimensions are missing from various drawings. Some drawings should list minimum separations rather than a fixed value. How / why some dimensions were determined. Overall consistency in what is dimensioned and how.	Dimensions have been added where missing, particularly on cross sections, and minimums have been listed where they are less than the dimensions previously shown.
Landscaping References: Review and ensure consistency with Volume 5.	Notes related to specific landscape components were replaced with references to Landscape Standards (Volume 5) to avoid conflicting information and details.
Notes: Review and update notes on cross sections. Update notes related to utility placement to align with other sections and volumes.	Cross section notes have been revamped and those no longer applicable have been removed.
Overlaps: Some details include overlapping text and graphics that make them difficult to read.	Overlaps have been cleaned up where changes were being made.*
Terminology Consistency: Consistency in naming for labels and abbreviations.	Details were reviewed and terminology updated where changes were being made.*
Tree Planting: Desire for more tree planting on local streets.	Explored plan view opportunities for tree planting along locals. With front drive development and narrower lots, offset requirements and competing above ground utility placement effectively preclude tree planting along a block. With rear drive development, there is sufficient space for tree planting at regular intervals along the block.
Utility Conflicts: Concerns about conflicts between utilities on cross sections (as well as missing utilities). Cross sections should show placement for all utilities.	Cross sections for locals and collectors have been recreated to show utility locations. Meetings have been held with utility providers to address conflicts where feasible. Local street boulevard details have been developed to show placements of shallow utilities and above ground appurtenances that meet separation requirements for all utility providers.

Theme	How It Was Addressed
Waste Movements: Revise alley corner cut and turn around details to accommodate waste collection vehicle swept path movements.	Alley corner cut details have been updated to align with the Development Standards for Waste Collection.
Wick Drain vs. Underdrain: Explore alternative materials for wick drains and ensure consistency throughout standard details.	At this time, it was decided that wick drain material and nomenclature will remain. No changes made to drawings.

*Note: *Details which were not otherwise being changed as part of this update and have not been revised. The project team reviewed the details with no proposed to changes to ensure that the design intent behind them was still relevant.*

5. Revision Logs

A full list of revisions to the standards and drawings provided below.

5.1 Standards

Type of Change	Description
Spelling and Grammar	Spelling and grammatical corrections.
Format	Changes to placement or appearance of text and figures.
Typo	Corrections to typographic errors.
Minor Change	Changes to wording or additional text for clarification, context, and/or consistency, generally limited to a few sentences. Also includes replacement of figures and added details, such as dimensions or updating references.
Substantial Change	Substantial rewrites or additions to existing sections and tables.
New Section	Brand new section or subsection around a new topic, or whole replacements of existing sections.
Major Change	Addition or replacement of content across several paragraphs or within a subsection, or more extensive revisions to tables.

Section	Subsection or Drawing / Figure	Revision	Type of Change
Intro		Changed "engineers, planners, and the development industry" to "design professionals and City builders both private and public"	Minor Change
Whole Document		Changed "transportation network" to "mobility system"	Minor Change
Whole Document		Removed all references to "main street" and "main street guidelines". Replaced with "Nodes and Corridors" where applicable	Minor Change
Whole Document		Removed reference to Mature Neighbourhood Overlay (MNO)	Minor Change
Whole Document		Fixed typos and grammatical errors throughout document.	Spelling and Grammar
Whole Document		Removed reference to 2017 Fireseeds Report on Minimum Lane Widths for the City of Edmonton	Minor Change
Whole Document		Changed "Shared Use Paths (SUP's)" to "Shared Pathways (SP's)"	Minor Change
Whole Document		Changed "Manhole" to "Maintenance Hole" to align with EPCOR terminology.	Minor Change
Whole Document		Added reference to City Access Design Guide and Access Management Guidelines where applicable	Minor Change
Whole Document		Changed "Ancillary Zone" to "Curbside Zone" in Section 2.1.1 and throughout document	Minor Change
Whole Document		Changed "people cycling" to people "cycling, walking, and wheeling" throughout document as applicable	Minor Change

Section	Subsection or Drawing / Figure	Revision	Type of Change
1.1		Added reference to Big City Moves from City Plan and how they relate to design principles for complete streets	Minor Change
1.2		Revised Section 1.2 to reflect modal priority intertwined with pedestrian safety	Substantial Change
1.2	Figure 1.1	Replaced photo of Link & Place Concept (Place)	Minor Change
1.3		Refined Section 1.3 to incorporate Safe Mobility Strategy principles	Minor Change
1.7		Added consideration for future roadway renewal, material recyclability, and designating utility corridors to Section 1.7 - Designing with a Retrofit Lens	Minor Change
1.8		Added a new section for Designing with a Climate Resilience Lens. Included guidance on Low-Impact-Development.	New Section
1.9	1.9.1	Adjusted definitions for Commercial/Mixed Use and Industrial Streets	Minor Change
1.9	1.9.1	Added new types of roads to Functional Classifications: Expressway, Principal Roadway, Enhanced Local, and Shared Street/Alley. Adjusted titles and definitions for remaining types of roads.	Major Change
1.9	1.9.1	Added definitions for Bike Facility Classifications	Substantial Change
1.9	1.9.2	Refined Modal Priority section to clarify trade-offs and design selection, along with added references to new or updated guidance documents.	Major Change
1.9	1.9.2.1	Added new paragraphs and other wording in Modal Priority section to reflect the impact of modal priority selection on cross sections along with additional content under each modal priority.	Substantial Change
1.9	1.9.2.2	Refined definitions of modal priority corridors to align with City Plan. Consolidated with Section 1.9.2.3.	Major Change
2.1	2.1.1	Adjusted definitions of right-of-way and design zones for streets.	Minor Change
2.1	2.1.2	Added reference to City Greener as we Grow policy, District Plans, and Safe Mobility Strategy to street design process (Step 1: Establishing Initial Project Goals)	Minor Change
2.1	2.1.2	Added additional step to street design process: Step 5 - Identify LID opportunities	Minor Change
2.1	2.1.2	Adjusted wording in Step 8 - Make Trade-offs to reflect impacts to mobility system.	Minor Change
2.2		Added requirement for incorporating lifecycle cost analysis and APEGA-sanctioned authentication into design exceptions	Minor Change
2.3		Added consideration to lifecycle costs and impacts to surrounding land uses to Section 2.3 - Analysis Process to Evaluate Street Design	Minor Change
2.4		Added new Section titled "Designing Roads in Edmonton" as guidance on how to incorporate traffic calming into neighbourhood design to work towards Vision Zero	New Section
3.1	3.1.2	Added "future expectations" as a consideration for human factors (user expectation)	Minor Change

Section	Subsection or Drawing / Figure	Revision	Type of Change
3.1	3.1.3.1	Added additional definitions and dimensions to Design User section in accordance with CSA's Accessible Design for the Built Environment	Minor Change
3.1	3.1.3.2	Substantial changes to Section 3.1.3.2 Design Users & Vehicles for Cycling, including adding references to Edmonton Bike Plan, additional dimensions for cargo bikes and bikes with trailers, and discussion on e-bikes and e-scooters (micromobility)	Substantial Change
3.1	Figure 3.3	Replaced Figure for Cycle Operating Envelope and Bicycle Dimensions to add additional vehicles	Minor Change
3.1	Table 3.2	Adjusted dimensions on cycling operating envelopes and clearances and added guidance on design vehicle selection based on bike route type	Major Change
3.1	3.1.3.3	Adjusted definition of Passenger Cars	Minor Change
3.1	Table 3.3	Refined Table 3.3 to remove reference to Main Streets and Mature Neighbourhood Overlay, and to add additional notes on definitions and reference to swept path analysis requirements.	Minor Change
3.1	Figure 3.6A/B	Adjusted bus definition to "COE B12 City of Edmonton Modified Standard Single Unit Bus" and adjusted dimensions based on Xcelsior model	Minor Change
3.1	Figure 3.7, 3.8A, 3.8 B	Validated and adjusted dimensions of City of Edmonton waste collection vehicle (including addition of side load design vehicle) and fire apparatus.	Minor Change
3.2	3.2.1/3.2.2	Added discussion on the impact of design speed on road safety for all users (including biking, walking, and rolling), including referencing the implementation of 40 km/h default residential speed citywide, adding a definition for 85th percentile speed, and clarifying the definition of self-explaining roads	Minor Change
3.2	Table 3.4	Refined Table 3.4 to add Shared Alleys and clarify other definitions, and incorporate the 40 km/h posted design speed in the design domain and target values.	Major Change
3.2	Table 3.4	Added footnote "Where a road falls into more than one classification, the lowest recommended design and posted speed shall apply"	Minor Change
3.2	3.2.1.2	Adjusted Section 3.2.1.2 to incorporate a 30 km/h design speed for bike infrastructure.	Major Change
3.2	Table 3.5	Adjusted design domain and target value speeds within Table 3.5 and added additional clarification, including a line for "Approaching Intersections"	Minor Change
3.2		Changed E-Bike Section to "Micromobility" and revised section	Major Change
3.2	3.2.2.1	Clarified definition of "High Speed Roadways" as >60 km/h posted speed	Minor Change
3.2	3.2.3	Added reference to Bike Plan in Bike Facilities section, including bicycle route types (district connector and neighbourhood routes)	Minor Change

Section	Subsection or Drawing / Figure	Revision	Type of Change
3.2	3.2.3	Revised definitions of bicycle facility types and added reference to design guidance	Minor Change
3.2	3.2.3.1	Substantial rewrite of Section 3.2.3.1 - Selection of Suitable Bikeways. Added additional clarification and new subsections - Motor Vehicle Speed and Volumes, Operational Considerations, Bike Facility Selection Framework, and Unidirectional vs. Bidirectional Bikeways.	Substantial Change
3.2	3.2.3.1	Added Figure regarding Passing events between people cycling and motor vehicles	Minor Change
3.2	3.2.3.1	Replaced Table 3.7 Framework for Consideration of Bikeway Facilities with new selection table	Substantial Change
3.2	3.2.3.2	Substantial rewrite of Section 3.2.3.2 Bikeway Facility Design Domain to align with updated practices	Substantial Change
3.2	Table 3.8	Revised Table 3.8 with new design domain dimensions for bike facilities	Minor Change
3.2	Figure 3.14	Added definitions to Figure 3.14	Minor Change
3.2	3.2.3.2	Replaced and moved Subsection on Painted Bike Lanes with entirely new subsection with updated dimensions, selection criteria, and reference to contraflow lanes.	New Section
3.2	3.2.3.2	Added additional content to subsection on Shared Pathways and Bike Paths to reflect new dimensional and offset/buffer requirements for both district connectors and neighbourhood routes.	Major Change
3.2	3.2.3.2	Added additional content to subsection on Local Street Bikeways to update definition, selection criteria, and add design criteria.	Major Change
3.2	3.2.3.3	Replaced "Integration with Transit" section with new content and figures to reflect updated guidance on cycling facilities adjacent to bus stops.	New Section
3.2	3.2.4	Revised Section 3.2.4 to remove reference to bike related pavement markings and signage	Major Change
3.2	3.2.5	Added reference to Median Refuge Design section (3.6.4.2)	Minor Change
3.2	Table 3.12	Adjusted notes under Table 3.12 to include additional dimensional requirements, including a target width of 4.1 m for refuge areas.	Minor Change
3.2	3.2.6.2	Added minimum horizonal curve for arterial streets	Minor Change
3.2	3.2.6.3	Substantial content addition to Section 3.2.6.3 - Horizontal Alignment for Bicycle Facilities, including additional tables for minimum radii and tapers.	Substantial Change
3.2	3.2.7.2	Added target grade for cycling facilities of 3%	Minor Change
3.2	Table 3.15	Added grade design domain line for shared pathways	Minor Change
3.2	3.2.7.2	Added Grade Breaks as design consideration for cycling, along with desired k values for crest and sag curves	Minor Change
3.2	3.2.8.1	Added Bevelled curbs and design detail to Curb types	Major Change
3.2	3.2.8.1	Adjusted definition of straight face curb for raised bike lanes	Minor Change
3.2	3.2.8.1	Clarified typical use of roll face curbs on local roads	Minor Change
3.2	3.2.8.1	Added definition and figure for headers and verges	Major Change

Section	Subsection or Drawing / Figure	Revision	Type of Change
3.2	3.2.8.2	Refined definition and added figure/standard for catch basins and utility covers	Major Change
3.2	3.2.9	Refined section on Road Structural Design to update existing content and add new subsection of road cross fall requirements, including a new table.	Major Change
3.3	Figure 3.30	Replaced Figure 3.30 with plan view	Major Change
3.3	3.3.1	Updated Curbside Zone section to incorporate more uses into definition, including patios, bike corrals, food trucks, etc. in accordance with the City's Curbside Management Strategy (referenced).	Major Change
3.3	3.3.1.3/3.3.1.4	Refined parking requirements for the curbside zone to add requirements for connector walks on streets with boulevard walks, include additional content in the subsection for disabled parking, and add reference to the City's Access Design Guide.	Substantial Change
3.3	3.3.1.4	Replaced Figure 3.31 with a plan view from the Access Design Guide showing accessible parking design.	Minor Change
3.3	3.3.1.5	Clarified tangent dimension (6.0m) for curb extension and requirement for 300 mm header	Minor Change
3.3	3.3.1.6	Added preference for transit stop on curb extensions for transit routes along collector roadways	Minor Change
3.3	3.3.1.7 (old)	Removed Section 3.3.1.7 - Boardwalks	Major Change
3.3	3.3.1.8	Adjusted dimension of parklet and patios to 2.20 m from 2.25 m	Minor Change
3.3	3.3.1.9	Added reference to Edmonton City Owned and Maintained On-Street Bike Rack Installation Guidelines to Section 3.3.1.9 - Bicycle Parking Corrals.	Minor Change
3.3	3.3.1.9	Added additional context for cargo bicycle parking to Section 3.3.1.9 - Bicycle Parking Corrals.	Minor Change
3.3	3.3.3	Changed Section 3.3.3 from "Furnishing Zone" to "Furnishing and Planting Zone"	Minor Change
3.3	3.3.3.1	Added "Sidewalk patios and display space" to list of uses for furnishing zones on commercial/mixed use streets.	Minor Change
3.3	3.3.3.2	Added "Furnishing Zones that are hard-surfaced should consist of a different texture and colour than the Pedestrian Through Zone."	Minor Change
3.3	3.3.3.2	Added "low-maintenance" to planting and shrub requirements in furnishing zone.	Minor Change
3.3	3.3.3.4	Added reference to Edmonton City Owned and Maintained On-Street Bike Rack Installation Guidelines to Section 3.3.3.4 - Street Furniture	Minor Change
3.3	3.3.4.1	Added additional details to pedestrian-through-zone requirements, including emphasis on material uniformity and preference/selection criteria for different street types	Minor Change
3.3	3.3.4.2 / Table 3.19	Revised dimensions for pedestrian-through-zone widths	Minor Change
3.3	3.3.4.4	Clarified prohibited use of pavers and stamped concrete in pedestrian-through-zone	Minor Change

Section	Subsection or Drawing / Figure	Revision	Type of Change
3.3	3.3.4/3.3.5	Added considerations for pedestrians with vision loss to both the pedestrian-through-zone and frontage zone sections	Minor Change
3.3	Figure 3.40B	Changed dimension to 1.4m from 1.0m	Minor Change
3.3	3.3.5.2	Added text to design requirements for Frontage Zones regarding width and texture + colour.	Minor Change
3.3	3.3.6	Added definition to Berms and reference to Volume 5 - Landscaping standards	Minor Change
3.4	Figure 3.4.2	Added trees to figure	Minor Change
3.4	Table 3.21	Revised speed limit ranges and facility requirements in Table 3.21	Minor Change
3.5	3.5.1	Revised locational considerations for granular trail and concrete pathways	Minor Change
3.5	3.5.6	Added "Larger radii may be preferred for granular pathways to provide a more comfortable surface for people cycling." to Section 3.5.6	Minor Change
3.5	3.5.7	Added reference to TAC Geometric Design Guidelines	Minor Change
3.5	Table 3.22	Specified maximum 8% slope for walkways adjacent to Storm Water Management Facilities (SWMF's)	Minor Change
3.6		Reworded intersection design paragraph	Minor Change
3.6	3.6.1.2	Added "Protected Intersection" and "Roundabout" as intersection types	Minor Change
3.6	3.6.1.4	Changed "sight distance for all users of the intersection" to "sight distance for the control type present"	Minor Change
3.6	3.6.1.4	Added "intersection skew" to sight distance considerations	Minor Change
3.6	3.6.1.4	Adjusted values in Table 3.24 and Table 3.25 (including separate rows for 30 km/h and <20 km/h), with a note that design speed reflects design speed of the major street.	Minor Change
3.6	3.6.1.4	Added additional guidance on approach and departure sight triangles for bikeway facilities.	Minor Change
3.6	3.6.1.4	Provided additional context on sight triangles for yield controlled and signalized intersections.	Minor Change
3.6	3.6.1.4	Replaced subsection "Clear Sight Triangles for People Cycling" with "Clear Sight Triangles for Bikeways" and updated content.	Minor Change
3.6	3.6.1.4	Added new subsection "Approach Clear Space for Protected Bike Lanes and Shared Paths at Intersections", including a new Figure showing clear spaces for protected intersections.	Minor Change
3.6	3.6.2.1	Added "Street Function" to list of corner radii design influences	Minor Change
3.6	Table 3.26	Added new Table 3.26 - Vehicle Turning Speeds	Major Change
3.6	3.6.2.2	Extensively revised list of Design and Control Vehicle principles for corner radii, including guidance on swept path analysis and allowable encroachments on approaches and receiving lanes.	Substantial Change
3.6	Table 3.26/3.27	Increased various upper limit and target values within Table 3.26/3.27- Design Domain: Intersection Corner Radii/Industrial Areas (old version #'s)	Minor Change

Section	Subsection or Drawing / Figure	Revision	Type of Change
3.6	3.6.3	Added additional guidance on Tactile Direction Indicators	Minor Change
3.6	Table 3.28	Added absolute maximum grade for curb ramps to Table 3.28 (8.33%)	Minor Change
3.6	3.6.3	Added definition "Tactile Attention Indicators"	Minor Change
3.6	3.6.3	Added emphasis on bend out configurations or curb extensions to provide separated curb ramps where possible	Minor Change
3.6	3.6.3	Changed "parallel" curb ramps to "unidirectional" curb ramps	Minor Change
3.6	3.6.4.2	Changed Section 3.6.4.2 from "Crosswalk Enhancement Measures" to "Median Refuge Areas" with guidance on selection, dimensions, and materials and accessibility.	New Section
3.6	3.6.4.3	Revised definition for raised crosswalks	Minor Change
3.6	3.6.4.3	Added transit and spacing to application criteria for raised crossings	Minor Change
3.6	3.6.4.3	Added guidance on number of lanes for raised intersections	Minor Change
3.6	3.6.4.3	Added alleys/driveways, reverse housing alleys, and pedestrian only and shared spaces to list of functional classifications considered for raised crossings	Minor Change
3.6	3.6.4.3	Added Pedestrian Priority areas to list of modal priority considerations for raised crossings	Minor Change
3.6	3.6.4.3	Added context on using raised crossings at intersections for gateway treatments and along bike facilities, including revising the target setback in both cases to 5-6 m.	Minor Change
3.6	3.6.4.3	Added "residential area" as low speed zone in addition to playground zones.	Minor Change
3.6	3.6.4.3	Added clarification on material use for continuous crossings to emphasize material uniformity with pedestrian and/or cyclist facilities, along with a target setback of 5-6 m.	Minor Change
3.6	Table 3.29/3.30	Table 3.29 and 3.30 - Added "for vehicles" at end of title	Minor Change
3.6	3.6.4.3	Revised signage installation requirements for raising crossings under Pavement Marking and Signage subsection	Minor Change
3.6	3.6.4.3	Revised material requirements for raised crossings to prohibit use of stamped concrete and pavers.	Minor Change
3.6	3.6.4.4	Added new section 3.6.4.4 Two-Stage Crossings	New Section
3.6	3.6.5	Added design principles for crossings for people cycling	Minor Change
3.6	3.6.5	Added "Bicycle traffic turning into and out of bike facilities" to list of major conflict points between people driving and people cycling at intersections"	Minor Change
3.6	3.6.5	Added requirement for meeting minimum sight triangles for cyclists crossing intersections	Minor Change
3.6	3.6.5	Added subsection "Horizontal Offset - Bend-out and Queuing Area" to define requirements for offset distance between protected bike lanes and adjacent travel lanes.	New Section
3.6	3.6.5	Rewrote subsection on Protected Intersections, including adding content for design elements and design guidance.	Substantial Change

Section	Subsection or Drawing / Figure	Revision	Type of Change
3.6	3.6.5	Added additional figure showing plan view of protected intersection.	Minor Change
3.6	3.6.5.2	Removed most of Section 3.5.6.2 - "Painted Bike Lanes at Intersections" to prohibit use of painted bike lanes at intersections except for the approaches of Local Street Bikeways at intersections.	Substantial Change
3.6	3.6.6.1	Added additional clarification on bend-out vs bend-in options for intersection crossings of off-street path users.	Minor Change
3.6	3.6.6.2	Added additional content and figure for sight distances for mid block crossings	Major Change
3.6	3.6.7.1	Revised content on basic roundabout features	Minor Change
3.6	3.6.7.1	Added content on roundabout advantages and disadvantages (adapted from TAC Canadian Roundabout Design Guide)	Major Change
3.6	3.6.7.2	Removed and revised content on roundabout design principles	Minor Change
3.6	3.6.7.3	Updated definitions of roundabout categories (Mini, Single-Lane, Multi-Lane)	Major Change
3.6	3.6.7.3	Updated Neighbourhood Traffic Circles subsection to clarify selection criteria	Minor Change
3.6	Table 3.31	Extensively updated Table 3.31 - Roundabout Category Comparison	Major Change
3.6	3.6.7.3	Removed content on turbo roundabouts	Minor Change
3.6	3.6.7.4	Rewrote subsection on Roundabout Design Methodology and Guidelines, including new content on roundabouts in new developments and retrofit roundabouts	New Section
3.6	3.6.8.1	Added additional content on selection and design criteria for right turn lanes	Major Change
3.6	3.6.8.1	Added additional subsections on High Entry Angle and Low Entry Angle/Free Flow right turn lanes	New Section
3.6	3.6.8.2	Added additional design clarification for Left Turn Bays	Minor Change
3.6	3.6.9	Added additional references to TAC Bikeway Traffic Control Guidelines, TAC Traffic Signal Guidelines for Bicycles, City of Edmonton Decorative Crosswalk Guidelines, TAC Pedestrian Crossing Control Guide, and MUTCD-C for Pavement Markings, Signs and Signals at Intersections	Minor Change
3.6	3.6.9	Removed Sections 3.6.9.1 (Pavement Markings), 3.6.9.2 (Signs), and 3.6.9.3 (Signals)	Substantial Change
3.6	3.6.11	Added link to City of Edmonton Fire Rescue Swept Path Guidelines for subsection on emergency access	Minor Change
3.7		Offsets and Utility Alignment: Adjusted content on design domain for offsets to reference Volume 1: Table of Offsets	Minor Change
		Added minimum requirement of 1.15 m offset between underground utilities running parallel to the roadway and the face of curb.	Minor Change
3.7		Removed Tables 3.32, 3.33, and 3.34 - Design Domain: Offsets for Utilities, Poles, Cabinets, Trees, Sidewalks/shared pathway, and Face of Curb (in m)	Major Change

Section	Subsection or Drawing / Figure	Revision	Type of Change
3.7		Added additional points under utility requirement for street design regarding placement and depth.	Minor Change
3.8		Revised and updated introduction to Traffic Calming	Major Change
3.8	3.8.1	Revised existing and added new traffic calming principles	Major Change
3.8	3.8.2	Updated definitions of vertical deflection and horizontal deflection measures	Minor Change
3.8	3.8.2	Changed "Obstructions" to "Access Restrictions"	Minor Change
3.8	3.8.2	Added "Intersection Treatments" to Traffic Calming types	Minor Change
3.8	3.8.3	Adjusted content within General Design Considerations for traffic calming, including surface drainage, construction materials, and new construction vs. retrofit.	Minor Change
3.8	3.8.3	Removed Education and Enforcement as a General Design Consideration.	Minor Change
3.8	3.8.3	Replaced content within "Transit Services" as a user consideration for traffic calming to add and update design guidance on the use of traffic calming measures in conjunction with transit service.	Major Change
3.8	3.8.3	Revised and replaced content within "People Walking, Wheeling, and Cycling" as a user consideration for traffic calming.	Minor Change
3.8	3.8.4.1	Added new subsection with references to other parts of the CSDCS document for detailed design guidance on intersection and crossing treatments.	New Section
3.8	3.8.4.2	Added new subsection on selection and detailed design guidance for Vertical Deflection measures.	New Section
3.8	Table 3.35/3.36	Replaced Table 3.35 Traffic Calming Measures - Potential Benefits and Table 3.36 Traffic Calming Measures - Potential Disbenefits	Substantial Change
3.9	3.9.1	Clarified speed preferences for shared streets (minimum under 20 km/h, preferably 5 km/h).	Minor Change
3.9	3.9.1	Changed recommendation for 1.8m sidewalk to pedestrian only space	Minor Change
3.9	Figure 3.89	Replaced Figure 3.89 with plan view	Minor Change
3.10	3.10.1	Added to temporary circular turnaround requirement: "Where a street terminates at mid-block more than one lot from the nearest intersection"	Minor Change
3.10	3.10.2	Added new section "Road Staging" to clarify that collector and local roads (with adjacent sidewalks and shared pathways) cannot be staged (unlike arterials)	New Section
3.11		Added vehicle barrier types (Flexible, Semi-Rigid, and Rigid)	Minor Change
3.11	3.11.1	Added additional locational requirements for barrier posts	Minor Change
3.11	3.11.2	Added reference to ATEC specifications for Roadside and Median barriers on non-urban, high speed roadways	Minor Change
3.12		Replaced content within Section 3.12 - Cul-De-Sac to align with updated City direction on restricting the use of cul-de-sacs, along with updated design criteria for these exceptions.	Substantial Change

Section	Subsection or Drawing / Figure	Revision	Type of Change
3.13	3.13.2	Added additional content to justify multi-modal requirements for industrial roads	Minor Change
3.13	3.13.3	Revised text within section to reflect both street-oriented and non-street-oriented industrial areas, and how this impacts mode share	Minor Change
3.13	Table 3.37	Added separated bike facility as active transportation infrastructure option for Industrial Collector roads in Table 3.37	Minor Change
3.13	Table 3.37	Added footnote "Parking restrictions may be required for turning movements"	Minor Change
3.14		Added sentence: "Wherever feasible, the location of wildlife passages requiring curb drops should be coordinated and consolidated with adjacent marked crosswalks."	Minor Change

5.2 ***Drawings***

DWG #	DESCRIPTION	REVISIONS MADE
SECTION 1000: UTILITY CUT RESTORATION		
1000	PAVEMENT RESTORATION AFTER UTILITY CUT	Added driving lane restoration limits
1010	ROAD SURFACE RESTORATION AFTER UTILITY CUT	
1020	TRANSVERSE CUT RESTORATION ARTERIAL ROAD	Removed 3-year no cut
1021	TRANSVERSE CUT RESTORATION 14.5m COLLECTOR ROAD	Removed 3-year no cut
1022	TRANSVERSE CUT RESTORATION 11.5m COLLECTOR ROAD	Removed 3-year no cut
1023	TRANSVERSE CUT RESTORATION LOCAL INDUSTRIAL ROAD	Removed 3-year no cut
1024	TRANSVERSE CUT RESTORATION LOCAL RESIDENTIAL ROAD	Removed 3-year no cut
1025	TRANSVERSE CUT RESTORATION ALLEYS	Removed reference to 3-year no cut
1030	CURB AND GUTTER / MONOWALK REPLACEMENT SAWCUT DETAILS	Revised wick drain location and label to specify replacement of wick drain.
SECTION 2000: CROSS-SECTIONS		
2000	TYPICAL BERM SECTION	Added dimensions and additional clarifications
2020	STAGED ARTERIAL GRADING REQUIREMENTS	Revised topsoil requirements to reference Volume 5: Landscape
2030	RESIDENTIAL SERVICE ROAD	Revised minimum service road width and notes.
2031	INDUSTRIAL SERVICE ROAD	
2040	4.00m RESIDENTIAL ALLEY	Revised dimensioning for underground utilities.
2041	6.00m COMMERCIAL ALLEY	Revised text labels to remove overlap.
2042	RESIDENTIAL REVERSE HOUSING ALLEY - 7.50m ROW	Substantially updated to address utility placement and dimensions.
2043	REVERSE HOUSING ALLEY WITH PARKING - 9.50m ROW	Substantially updated to address utility placement and dimensions.
2044	REVERSE HOUSING ALLEY WITH PARKING AND WALK - 14.00m ROW	New drawing
2045	RESIDENTIAL SHARED ALLEY - 6.00m ROW	New drawing
2046	COMMERCIAL SHARED ALLEY - 8.00m - 10.00m ROW	New drawing
2050	9.00m RURAL LOCAL / COLLECTOR ROADWAY	Revised sideslopes and ditch bottom dimensions
2060	TEMPORARY ACCESS / DETOUR ROAD	
2120	8.00m URBAN LOCAL RESIDENTIAL (MONOWALK BOTH SIDES) - 16.00m ROW	Removed and replaced with new drawings 2220 and 2221
2125	8.00m STREET ORIENTED RESIDENTIAL LOCAL - 16.00m ROW	Removed and replaced with new drawings 2220 and 2221
2200	9.00m URBAN LOCAL RESIDENTIAL (MONOWALK) - 17.00m ROW	Removed and replaced with new drawings 2210 and 2211

DWG #	DESCRIPTION	REVISIONS MADE
2210	9.00m STREET ORIENTED RESIDENTIAL LOCAL - 17.00m ROW	Removed and replaced with new drawings 2210 and 2211
2210	9.00m LOCAL RESIDENTIAL (BOULEVARD WALK) - 17.00m ROW	New drawing
2211	9.00m LOCAL RESIDENTIAL (ALTERNATIVE BOULEVARDS) - 17.00m ROW	New drawing
2220	8.00m LOCAL RESIDENTIAL (BOULEVARD WALK) - 16.00m ROW	New drawing
2221	8.00m LOCAL RESIDENTIAL (ALTERNATIVE BOULEVARDS) - 16.00m ROW	New drawing
2230	8.00m LOCAL RESIDENTIAL (BOULEVARD WALK) - 17.00m ROW	New drawing
2231	8.00m LOCAL RESIDENTIAL (ALTERNATIVE BOULEVARDS) - 17.00m ROW	New drawing
2240	9.00m LOCAL RESIDENTIAL (BOULEVARD WALK) - 18.00m ROW	New drawing
2241	9.00m LOCAL RESIDENTIAL (ALTERNATIVE BOULEVARDS) - 18.00m ROW	New drawing
2250	9.00m OPEN SPACE LOCAL RESIDENTIAL (BOULEVARD WALK AND PATHWAY) - 17.00m ROW	New drawing
2255	9.00 ENHANCED LOCAL WITH PATHWAY (PARKING ONE OR BOTH SIDES) - 19.30m ROW	New drawing
2290A	LOCAL ROAD BOULEVARD DETAILS - 4.00m BLVD & 1.800m BLVD WALK/2.0m GAS EASEMENT	New drawing
2290B	LOCAL ROAD BOULEVARD DETAILS - 4.00m BLVD & 1.800m BLVD WALK/2.7m MULTI PARTY EASEMENT	New drawing
2291A	LOCAL ROAD BOULEVARD DETAILS - 4.00m BLVD & 2.100m MONO WALK/2.0m GAS EASEMENT	New drawing
2291B	LOCAL ROAD BOULEVARD DETAILS - 4.00m BLVD & 2.100m MONO WALK/2.7m MULTI PARTY EASEMENT	New drawing
2292A	LOCAL ROAD BOULEVARD DETAILS - 4.00m BLVD & 2.175m MONO WALK/2.0m GAS EASEMENT	New drawing
2292B	LOCAL ROAD BOULEVARD DETAILS - 4.00m BLVD & 2.175m MONO WALK/2.7m MULTI PARTY EASEMENT	New drawing
2293A	LOCAL ROAD BOULEVARD DETAILS - 4.15m BLVD & 1.800m BLVD WALK/2.0m GAS EASEMENT	New drawing
2293B	LOCAL ROAD BOULEVARD DETAILS - 4.15m BLVD & 1.800m BLVD WALK/2.7m MULTI PARTY EASEMENT	New drawing
2294A	LOCAL ROAD BOULEVARD DETAILS - 4.15m BLVD & 2.100m MONO WALK/2.0m GAS EASEMENT	New drawing
2294B	LOCAL ROAD BOULEVARD DETAILS - 4.15m BLVD & 2.100m MONO WALK/2.7m MULTI PARTY EASEMENT	New drawing
2295A	LOCAL ROAD BOULEVARD DETAILS - 4.15m BLVD & 2.175m MONO WALK/2.0m GAS EASEMENT	New drawing
2295B	LOCAL ROAD BOULEVARD DETAILS - 4.15m BLVD & 2.175m MONO WALK/2.7m MULTI PARTY EASEMENT	New drawing
2296A	LOCAL ROAD BOULEVARD DETAILS - 4.50m BLVD & 1.800m BLVD WALK/2.0m GAS EASEMENT	New drawing

DWG #	DESCRIPTION	REVISIONS MADE
2296B	LOCAL ROAD BOULEVARD DETAILS - 4.50m BLVD & 1.800m BLVD WALK/2.7m MULTI PARTY EASEMENT	New drawing
2297A	LOCAL ROAD BOULEVARD DETAILS - 4.50m BLVD & 2.175m MONO WALK/2.0m GAS EASEMENT	New drawing
2297B	LOCAL ROAD BOULEVARD DETAILS - 4.50m BLVD & 2.175m MONO WALK/2.7m MULTI PARTY EASEMENT	New drawing
2300	11.50m INDUSTRIAL LOCAL (MONOWALK) - 20.00m ROW	Revised notes.
2310	11.50m INDUSTRIAL LOCAL (BOULEVARD WALK) - 20.00 ROW	Revised notes. Revised streetlight / power offset.
2320	11.50m STREET ORIENTED RESIDENTIAL COLLECTOR (NOT ON BIKE NETWORK) - 20.00m ROW	Removed and replaced with new drawings: detail 2321 and 2327
2321	9.30m COLLECTOR (NOT ON BIKE NETWORK) - 18.00m ROW	Substantially updated
2322	10.70m NON-STREET ORIENTED RESIDENTIAL COLLECTOR (ON BIKE NETWORK) - 19.00m ROW	Drawing removed
2323	11.30m NON-STREET ORIENTED RESIDENTIAL OR COMMERCIAL/MIXED USE COLLECTOR (ON BIKE NETWORK) - 19.60m ROW	Drawing removed
2324	13.75m STREET ORIENTED RESIDENTIAL COLLECTOR (ON BIKE NETWORK) - 22.0m ROW	Drawing removed
2325	9.30m NON-STREET ORIENTED RESIDENTIAL OR COMMERCIAL / MIXED USE COLLECTOR (ON BIKE NETWORK) - 22.0m ROW	Added note regarding utility offsets to follow Volume 1. Revised streetlight / tree offset.
2326	12.00m STREET ORIENTED COMMERCIAL/MIXED USE COLLECTOR (NOT ON BIKE NETWORK) - 22.00m ROW	Drawing removed
2327	11.50m STREET ORIENTED RESIDENTIAL COLLECTOR (ON BIKE NETWORK) - 21.5m ROW	Substantially updated
2328	11.50m SCHOOL SITE COLLECTOR (NOT ON BIKE NETWORK) - 20.0m ROW	Removed and replaced with new drawings 2328A and 2328B
2330	9.30m BASE COLLECTOR - 20.00m ROW	New drawing
2331	ALTERNATE COLLECTOR BOULEVARDS A AND B	New drawing
2332	ALTERNATE COLLECTOR BOULEVARDS C AND D (SCHOOL SITE)	New drawing
2333	ALTERNATE COLLECTOR BOULEVARDS E (OPEN SPACE)	New drawing
2341	16.30m STREET ORIENTED RESIDENTIAL COLLECTOR (ON BIKE NETWORK) - 24.00m ROW	Drawing removed
2342	16.80m STREET ORIENTED COMMERCIAL MIXED-USE COLLECTOR (ON BIKE NETWORK) - 26.60m ROW	Drawing removed
2345	11.50m COLLECTOR WITH PATHWAY - 24.00m ROW	New drawing
2346	11.50m COLLECTOR WITH BIKE LANES - 27.70m ROW	New drawing
2410	13.70m FOUR LANE COLLECTOR - 25.0m ROW	Added shared pathway and updated ROW requirements. Drawing renamed to four lane collector.

DWG #	DESCRIPTION	REVISIONS MADE
2411	13.20m INDUSTRIAL COLLECTOR - 24.00m ROW	Added note regarding utility offsets to follow Volume 1.
2420	11.10m HYBRID INDUSTRIAL COLLECTOR (SHARED PATHWAY) - 30.55m ROW	Added note regarding utility offsets to follow Volume 1. Modified utility locations.
2421	9.50m HYBRID INDUSTRIAL LOCAL (BOULEVARD WALK) - 27.50m ROW	Drawing removed
2422	8.25m RETROFIT HYBRID INDUSTRIAL COLLECTOR (BOULEVARD WALK) - 20.00m ROW	New drawing
2430	9.00m RURAL INDUSTRIAL COLLECTOR - 42.90m ROW	Drawing removed
2431	9.00m RURAL INDUSTRIAL LOCAL - 38.60m ROW	Drawing removed
2500	5 LANE UNDIVIDED ARTERIAL - 37.00m ROW	Added note regarding utility offsets to follow Volume 1.
2510	FOUR LANE DIVIDED ARTERIAL - 37.00m ROW	Added note regarding noise attenuation. Added note referring to landscape standards for median treatments. Added note regarding utility offsets to follow Volume 1.
2510A	FOUR LANE NON-STREET ORIENTED RESIDENTIAL DIVIDED ARTERIAL - 37.00m ROW - B	Drawing removed
2515	FOUR LANE STREET ORIENTED RESIDENTIAL DIVIDED ARTERIAL - 40.00m ROW	Drawing removed
2520	6 LANE URBAN DIVIDED ARTERIAL - 44.00m ROW	Added note regarding noise attenuation. Added note referring to landscape standards for median treatments. Added note regarding utility offsets to follow Volume 1. Revised tree and streetlight locations to align with 2510.
2530	RURAL FIVE LANE INDUSTRIAL ARTERIAL (SHARED USE PATH) - 57.40m ROW	Drawing removed
2600	UTILITIES LOCATION PLAN WALKWAYS - 6.00m ROW	Added ROW dimension to drawing name.
2720	SLOPE REGULATION RESIDENTIAL PRIVATE DRIVEWAY/PARKADE RAMP MONOWALK	
2730	SLOPE REGULATIONS RESIDENTIAL PRIVATE DRIVEWAY/PARKADE RAMP BOULEVARD WALK	
2000	TYPICAL BERM SECTION	Added dimensions and additional clarifications
2020	STAGED ARTERIAL GRADING REQUIREMENTS	Revised topsoil requirements to reference Volume 5: Landscape
2030	RESIDENTIAL SERVICE ROAD	Revised minimum service road width and notes.
2031	INDUSTRIAL SERVICE ROAD	
2040	4.00m RESIDENTIAL ALLEY	Revised dimensioning for underground utilities.
2041	6.00m COMMERCIAL ALLEY	Revised text labels to remove overlap.
2042	RESIDENTIAL REVERSE HOUSING ALLEY - 7.50m ROW	Substantially updated to address utility placement and dimensions.

DWG #	DESCRIPTION	REVISIONS MADE
2043	REVERSE HOUSING ALLEY WITH PARKING - 9.50m ROW	Substantially updated to address utility placement and dimensions.
2044	REVERSE HOUSING ALLEY WITH PARKING AND WALK - 14.00m ROW	New drawing
2045	RESIDENTIAL SHARED ALLEY - 6.00m ROW	New drawing
2046	COMMERCIAL SHARED ALLEY - 8.00m - 10.00m ROW	New drawing
2050	9.00m RURAL LOCAL / COLLECTOR ROADWAY	Revised sideslopes and ditch bottom dimensions
2060	TEMPORARY ACCESS / DETOUR ROAD	
2120	8.00m URBAN LOCAL RESIDENTIAL (MONOWALK BOTH SIDES) - 16.00m ROW	Removed and replaced with new drawings 2220 and 2221
2125	8.00m STREET ORIENTED RESIDENTIAL LOCAL - 16.00m ROW	Removed and replaced with new drawings 2220 and 2221
2200	9.00m URBAN LOCAL RESIDENTIAL (MONOWALK) - 17.00m ROW	Removed and replaced with new drawings 2210 and 2211
2210	9.00m STREET ORIENTED RESIDENTIAL LOCAL - 17.00m ROW	Removed and replaced with new drawings 2210 and 2211
2210	9.00m LOCAL RESIDENTIAL (BOULEVARD WALK) - 17.00m ROW	New drawing
2211	9.00m LOCAL RESIDENTIAL (ALTERNATIVE BOULEVARDS) - 17.00m ROW	New drawing
2220	8.00m LOCAL RESIDENTIAL (BOULEVARD WALK) - 16.00m ROW	New drawing
2221	8.00m LOCAL RESIDENTIAL (ALTERNATIVE BOULEVARDS) - 16.00m ROW	New drawing
2230	8.00m LOCAL RESIDENTIAL (BOULEVARD WALK) - 17.00m ROW	New drawing
2231	8.00m LOCAL RESIDENTIAL (ALTERNATIVE BOULEVARDS) - 17.00m ROW	New drawing
2240	9.00m LOCAL RESIDENTIAL (BOULEVARD WALK) - 18.00m ROW	New drawing
2241	9.00m LOCAL RESIDENTIAL (ALTERNATIVE BOULEVARDS) - 18.00m ROW	New drawing
2250	9.00m OPEN SPACE LOCAL RESIDENTIAL (BOULEVARD WALK AND PATHWAY) - 17.00m ROW	New drawing
2255	9.00 ENHANCED LOCAL WITH PATHWAY (PARKING ONE OR BOTH SIDES) - 19.30m ROW	New drawing
2300	11.50m INDUSTRIAL LOCAL (MONOWALK) - 20.00m ROW	Revised notes.
2310	11.50m INDUSTRIAL LOCAL (BOULEVARD WALK) - 20.00 ROW	Revised notes. Revised streetlight / power offset.
2320	11.50m STREET ORIENTED RESIDENTIAL COLLECTOR (NOT ON BIKE NETWORK) - 20.00m ROW	Removed and replaced with new drawings: detail 2321 and 2327
2321	9.30m COLLECTOR (NOT ON BIKE NETWORK) - 18.00m ROW	Drawing removed

DWG #	DESCRIPTION	REVISIONS MADE
2322	10.70m NON-STREET ORIENTED RESIDENTIAL COLLECTOR (ON BIKE NETWORK) - 19.00m ROW	Drawing removed
2323	11.30m NON-STREET ORIENTED RESIDENTIAL OR COMMERCIAL/MIXED USE COLLECTOR (ON BIKE NETWORK) - 19.60m ROW	Drawing removed
2324	13.75m STREET ORIENTED RESIDENTIAL COLLECTOR (ON BIKE NETWORK) - 22.0m ROW	Drawing removed
2325	9.30m NON-STREET ORIENTED RESIDENTIAL OR COMMERCIAL / MIXED USE COLLECTOR (ON BIKE NETWORK) - 22.0m ROW	Added note regarding utility offsets to follow Volume 1. Revised streetlight / tree offset.
2326	12.00m STREET ORIENTED COMMERCIAL/MIXED USE COLLECTOR (NOT ON BIKE NETWORK) - 22.00m ROW	Drawing removed
2327	11.50m STREET ORIENTED RESIDENTIAL COLLECTOR (ON BIKE NETWORK) - 21.5m ROW	Drawing removed
2328	11.50m SCHOOL SITE COLLECTOR (NOT ON BIKE NETWORK) - 20.0m ROW	Removed and replaced with new drawings 2328A and 2328B
2330	9.30m BASE COLLECTOR - 20.00m ROW	New drawing
2331	ALTERNATE COLLECTOR BOULEVARDS A AND B	New drawing
2332	ALTERNATE COLLECTOR BOULEVARDS C AND D (SCHOOL SITE)	New drawing
2333	ALTERNATE COLLECTOR BOULEVARDS E (OPEN SPACE)	New drawing
2341	16.30m STREET ORIENTED RESIDENTIAL COLLECTOR (ON BIKE NETWORK) - 24.00m ROW	Drawing removed
2342	16.80m STREET ORIENTED COMMERCIAL MIXED-USE COLLECTOR (ON BIKE NETWORK) - 26.60m ROW	Drawing removed
2345	11.50m COLLECTOR WITH PATHWAY - 24.00m ROW	New drawing
2346	11.50m COLLECTOR WITH BIKE LANES - 27.70m ROW	New drawing
2410	13.70m FOUR LANE COLLECTOR - 25.0m ROW	Added shared pathway and updated ROW requirements. Drawing renamed to four lane collector.
2411	13.20m INDUSTRIAL COLLECTOR - 24.00m ROW	Added note regarding utility offsets to follow Volume 1.
2420	11.10m HYBRID INDUSTRIAL COLLECTOR (SHARED PATHWAY) - 30.55m ROW	Added note regarding utility offsets to follow Volume 1. Modified utility locations.
2421	9.50m HYBRID INDUSTRIAL LOCAL (BOULEVARD WALK) - 27.50m ROW	Drawing removed
2422	8.25m RETROFIT HYBRID INDUSTRIAL COLLECTOR (BOULEVARD WALK) - 20.00m ROW	New drawing
2430	9.00m RURAL INDUSTRIAL COLLECTOR - 42.90m ROW	Drawing removed
2431	9.00m RURAL INDUSTRIAL LOCAL - 38.60m ROW	Drawing removed
2500	5 LANE UNDIVIDED ARTERIAL - 37.00m ROW	Added note regarding utility offsets to follow Volume 1.

DWG #	DESCRIPTION	REVISIONS MADE
2510	FOUR LANE DIVIDED ARTERIAL - 37.00m ROW	Added note regarding noise attenuation. Added note referring to landscape standards for median treatments. Added note regarding utility offsets to follow Volume 1.
2510A	FOUR LANE NON-STREET ORIENTED RESIDENTIAL DIVIDED ARTERIAL - 37.00m ROW - B	Drawing removed
2515	FOUR LANE STREET ORIENTED RESIDENTIAL DIVIDED ARTERIAL - 40.00m ROW	Drawing removed
2520	6 LANE URBAN DIVIDED ARTERIAL - 44.00m ROW	Added note regarding noise attenuation. Added note referring to landscape standards for median treatments. Added note regarding utility offsets to follow Volume 1. Revised tree and streetlight locations to align with 2510.
2530	RURAL FIVE LANE INDUSTRIAL ARTERIAL (SHARED USE PATH) - 57.40m ROW	Drawing removed
2600	UTILITIES LOCATION PLAN WALKWAYS - 6.00m ROW	Added ROW dimension to drawing name.
2720	SLOPE REGULATION RESIDENTIAL PRIVATE DRIVEWAY/PARKADE RAMP MONOWALK	
2730	SLOPE REGULATIONS RESIDENTIAL PRIVATE DRIVEWAY/PARKADE RAMP BOULEVARD WALK	
SECTION 3000: DESIGN DETAILS		
3000	INDUSTRIAL SERVICE ROAD “BULB” ENTRANCE	
3010	MAJOR COMMERCIAL ACCESS TYPICAL CURB RETURN FORMAT	
3020	RURAL LOCAL ACCESS	Revised to add additional details on culvert installation, widths, surfacing structure.
3030	ALLEY WIDENING IN LIEU OF 3.00m X 3.00m CORNER CUT-OFF	Drawing removed
3031	ALLEY CORNER CUT (5.00m x 5.00m)	New drawing
3032	ALTERNATIVE ALLEY CORNER WIDENING IN LIEU OF 5.00m x 5.00m CORNER CUT	New drawing
3040	PUBLIC ALLEY TURN AROUND	Revised drawing name and contents
3041	PUBLIC ALLEY INTERSECTION	New drawing
3100	RIGHT TURN STANDARD ARTERIAL TO ARTERIAL CHANNELIZED HIGH ENTRY ANGLE (YIELD CONDITION)	
3110	RIGHT TURN STANDARD ARTERIAL TO ARTERIAL CHANNELIZED LOW EXIT ANGLE (FREE FLOW)	
3120	RIGHT TURN STANDARD ARTERIAL TO ARTERIAL UNCHANNELIZED SIMPLE CURVE (STOP CONDITION)	
3130	RIGHT TURN WITH MOUNTABLE CURB	
3200	RIGHT TURN BAY STANDARD ARTERIAL TO COLLECTOR	

DWG #	DESCRIPTION	REVISIONS MADE
3210	RIGHT TURN BAY STANDARD ARTERIAL TO ARTERIAL	
3300	LEFT TURN BAY STANDARD NARROW MEDIAN	
3310	LEFT TURN BAY STANDARD WIDE MEDIAN	
3320	LEFT TURN STANDARD CHANNELIZED SLOT	
3350	RIGHT AND LEFT TURN BAY STANDARD CURVED MAIN LINE	
3400	ISLAND LAYOUT FOR INTRODUCTION OF CHANNELIZATION	
3500	RESIDENTIAL CUL-DE-SAC (WITHOUT ISLAND)	Added requirement for sidewalks.
3510	RESIDENTIAL CUL-DE-SAC (CIRCULAR ISLAND)	Added offset from LOG to central island. Added requirement for sidewalks.
3520	RESIDENTIAL CUL-DE-SAC (CIRCULAR OFFSET ISLAND)	Added requirement for sidewalks.
3530	RESIDENTIAL CUL-DE-SAC (CIRCULAR ISLAND)	Revised drawing name and added requirement for sidewalks.
3540	SIDEWALK REQUIREMENTS CUL-DE-SAC	Revised notes to align with Cul-de-Sac memorandum and new standards content.
3700	NEIGHBOURHOOD TRAFFIC CIRCLE 9m URBAN LOCAL x 9m URBAN LOCAL	Removed and replaced with new drawings
3710	MINI ROUNDABOUT 11.5m URBAN COLLECTOR x 11.5m URBAN COLLECTOR WITH SHARED PATHWAY AND ON-STREET BIKE LANE	Removed and replaced with new drawings
3720	MULTILANE ROUNDABOUT 13.9m URBAN COLLECTOR x 13.9m URBAN COLLECTOR	Removed and replaced with new drawings
3700	NEIGHBOURHOOD TRAFFIC CIRCLE	New drawing
3710	MINI ROUNDABOUT (WITHIN RIGHT OF WAY)	New drawing
3711	MINI ROUNDABOUT (ADDITIONAL RIGHT OF WAY)	New drawing
3715	SINGLE LANE ROUNDABOUT	New drawing
3720	TWO LANE ROUNDABOUT	New drawing
3800	RAISED INTERSECTION CROSSING - ASPHALT	
3805	RAISED INTERSECTION CROSSING - CONCRETE	
3810	CONCRETE DETAILS - RAISED CROSSING	
3815	CONCRETE DETAILS - RAISED INTERSECTION	
3820	RAISED INTERSECTION - CONCRETE	
3821	RAISED INTERSECTION - CONCRETE JOINT DETAILS	
3822	RAISED INTERSECTION - CONCRETE JOINT SEALANT DETAILS	
3830	RAISED MID BLOCK CROSSING - ASPHALT	
3835	RAISED MID BLOCK CROSSING - CONCRETE	
3840	CONTINUOUS CROSSING	
3845	CONTINUOUS CROSSING ISOMETRIC DETAIL	
3850	3.00 - 4.00m ASPHALT SPEED TABLE	New drawing
3855	4.00m ASPHALT SPEED HUMP	New drawing
3860	2.5m ASPHALT SPEED HUMP	New drawing
3870	MID BLOCK COLLECTOR TWO STAGE CROSSING	New drawing
3871	MID BLOCK COLLECTOR CROSSING BULB	New drawing

DWG #	DESCRIPTION	REVISIONS MADE
3875	LOCAL STREET BIKEWAY MEDIAN DIVERTER	New drawing
3880	BEND OUT GATEWAY INTERSECTION TREATMENT (NO RIGHT TURN BAY)	New drawing
3881	BEND OUT GATEWAY INTERSECTION TREATMENT (WITH RIGHT TURN BAY)	New drawing
3890	COLLECTOR - COLLECTOR BULB	New drawing
3891	COLLECTOR - COLLECTOR BULB WITH BUS STOP	New drawing
3892	COLLECTOR - LOCAL BULB	New drawing
3893	COLLECTOR - COLLECTOR T-INTERSECTION BULB	New drawing
3894	COLLECTOR - LOCAL T-INTERSECTION BULB	New drawing
3895	LOCAL - COLLECTOR T-INTERSECTION BULB	New drawing
3900	BOULEVARD SIDEWALK TRANSITION AT TRANSFORMER	
3000	INDUSTRIAL SERVICE ROAD "BULB" ENTRANCE	
3010	MAJOR COMMERCIAL ACCESS TYPICAL CURB RETURN FORMAT	
3020	RURAL LOCAL ACCESS	Revised to add additional details on culvert installation, widths, surfacing structure.
3030	STANDARD ALLEY CORNER CUT (5.00m x 5.00m)	
3031	ALTERNATIVE STANDARD ALLEY CORNER CUT (5.00m x 5.00m)	New drawing for 5.00 x 5.00 corner cut alternate design
3035	ALTERNATIVE ALLEY CORNER WIDENING	New drawing
3036	PUBLIC ALLEY CUL-DE-SAC AND CORNER CUTS	New drawing
3040	PUBLIC ALLEY CUL-DE-SAC AND CORNER CUTS	Revised corner cut and added missing dimensions
3100	RIGHT TURN STANDARD ARTERIAL TO ARTERIAL CHANNELIZED HIGH ENTRY ANGLE (YIELD CONDITION)	
3110	RIGHT TURN STANDARD ARTERIAL TO ARTERIAL CHANNELIZED LOW EXIT ANGLE (FREE FLOW)	
3120	RIGHT TURN STANDARD ARTERIAL TO ARTERIAL UNCHANNELIZED SIMPLE CURVE (STOP CONDITION)	
3130	RIGHT TURN WITH MOUNTABLE CURB	
3200	RIGHT TURN BAY STANDARD ARTERIAL TO COLLECTOR	
3210	RIGHT TURN BAY STANDARD ARTERIAL TO ARTERIAL	
3300	LEFT TURN BAY STANDARD NARROW MEDIAN	
3310	LEFT TURN BAY STANDARD WIDE MEDIAN	
3320	LEFT TURN STANDARD CHANNELIZED SLOT	
3350	RIGHT AND LEFT TURN BAY STANDARD CURVED MAIN LINE	
3400	ISLAND LAYOUT FOR INTRODUCTION OF CHANNELIZATION	
3500	RESIDENTIAL CUL-DE-SAC (WITHOUT ISLAND)	Added requirement for sidewalks.

DWG #	DESCRIPTION	REVISIONS MADE
3510	RESIDENTIAL CUL-DE-SAC (CIRCULAR ISLAND)	Added offset from LOG to central island. Added requirement for sidewalks.
3520	RESIDENTIAL CUL-DE-SAC (CIRCULAR OFFSET ISLAND)	Added requirement for sidewalks.
3530	RESIDENTIAL CUL-DE-SAC (CIRCULAR ISLAND)	Revised drawing name and added requirement for sidewalks.
3540	SIDEWALK REQUIREMENTS CUL-DE-SAC	Revised notes to align with Cul-de-Sac memorandum and new standards content.
3700	NEIGHBOURHOOD TRAFFIC CIRCLE 9m URBAN LOCAL x 9m URBAN LOCAL	Removed and replaced with new drawings
3710	MINI ROUNDABOUT 11.5m URBAN COLLECTOR x 11.5m URBAN COLLECTOR WITH SHARED PATHWAY AND ON-STREET BIKE LANE	Removed and replaced with new drawings
3720	MULTILANE ROUNDABOUT 13.9m URBAN COLLECTOR x 13.9m URBAN COLLECTOR	Removed and replaced with new drawings
3700	NEIGHBOURHOOD TRAFFIC CIRCLE	New drawing
3710	MINI ROUNDABOUT (WITHIN RIGHT OF WAY)	New drawing
3711	MINI ROUNDABOUT (ADDITIONAL RIGHT OF WAY)	New drawing
3715	SINGLE LANE ROUNDABOUT	New drawing
3720	TWO LANE ROUNDABOUT	New drawing
3800	RAISED INTERSECTION CROSSING - ASPHALT	
3805	RAISED INTERSECTION CROSSING - CONCRETE	
3810	CONCRETE DETAILS - RAISED CROSSING	
3815	CONCRETE DETAILS - RAISED INTERSECTION	
3820	RAISED INTERSECTION - CONCRETE	
3821	RAISED INTERSECTION - CONCRETE JOINT DETAILS	
3822	RAISED INTERSECTION - CONCRETE JOINT SEALANT DETAILS	
3830	RAISED MID BLOCK CROSSING - ASPHALT	
3835	RAISED MID BLOCK CROSSING - CONCRETE	
3840	CONTINUOUS CROSSING	
3845	CONTINUOUS CROSSING ISOMETRIC DETAIL	
3850	3.00 - 4.00m ASPHALT SPEED TABLE	New drawing
3855	4.00m ASPHALT SPEED HUMP	New drawing
3860	2.5m ASPHALT SPEED HUMP	New drawing
3870	MID BLOCK COLLECTOR TWO STAGE CROSSING	New drawing
3871	MID BLOCK COLLECTOR CROSSING BULB	New drawing
3880	BEND OUT GATEWAY INTERSECTION TREATMENT (NO RIGHT TURN BAY)	New drawing
3881	BEND OUT GATEWAY INTERSECTION TREATMENT (WITH RIGHT TURN BAY)	New drawing
3890	COLLECTOR - COLLECTOR BULB	New drawing
3891	COLLECTOR - COLLECTOR BULB WITH BUS STOP	New drawing
3892	COLLECTOR - LOCAL BULB	New drawing
3893	COLLECTOR - COLLECTOR T-INTERSECTION BULB	New drawing
3894	COLLECTOR - LOCAL T-INTERSECTION BULB	New drawing

DWG #	DESCRIPTION	REVISIONS MADE
3895	LOCAL - COLLECTOR T-INTERSECTION BULB	New drawing
3900	BOULEVARD SIDEWALK TRANSITION AT TRANSFORMER	
SECTION 4000: TRANSIT DETAILS		
4000	LOCATION OF BUS STOP (UNCHANNELIZED INTERSECTION)	
4010	LOCATION OF BUS STOP (CHANNELIZED INTERSECTION)	
4100	BUS STOP AND AMENITIES PAD MONOWALK	
4110	BUS STOP AND AMENITIES PAD BOULEVARD WALK	
4200	BUS STOP AND AMENITIES PAD RURAL ROADWAY	
4250	CLASS 'A' CONCRETE BUS STOP PAD (RETROFIT)	
4300	TRANSIT TURNAROUND (OFFSET)	
4400	SAWTOOTH TRANSIT BAY TRANSIT TERMINAL SITE	
4500	BIKE LANE TRANSIT STOP	New drawing
SECTION 5000: CONSTRUCTION DETAILS		
5000	150mm CURB WITH 250mm GUTTER	
5001	150mm CURB WITH REVERSE 250mm GUTTER	
5010	150mm CURB AND 250mm GUTTER WITH MONO CONCRETE HEADER	
5011	150mm CURB AND 250mm REVERSE GUTTER WITH MONO CONCRETE HEADER	
5020	STRAIGHT FACE CONCRETE CURBLINE WALK/BUS STOP (RETROFIT)	
5021	ROLLED FACE CURBLINE WALK (RETROFIT)	
5022	150mm CURB AND 500mm GUTTER (RETROFIT)	
5023	125mm SEMI-MOUNTABLE CURB AND 250mm GUTTER	
5024	80mm ROLLED MOUNTABLE FACE CURB AND 250mm GUTTER	
5030	500mm/1000mm CONCRETE V-GUTTERS	
5035	BELVELLED CURB	New drawing
5040	CONCRETE BARRIER CURB	
5045	OVERBUILD DETAIL	New drawing
5046	CURB TRANSITIONS	New drawing
5051	TEMPORARY SLAB-ON CONCRETE CURB	
5052	TEMPORARY SLAB-ON ASPHALT CURB	
5060	DEPRESSED CURB AND GUTTER FOR CATCHBASIN	
5061	CATCHBASIN TREATMENT 50mm OVERLAY OF GUTTER	
5070	LAWN MOWER ACCESS TO MEDIAN	
5100	MONOLITHIC WALK WITH 150mm CURB AND 250mm GUTTER	
5110	MONOLITHIC WALK WITH 150mm CURB AND 500mm GUTTER (RETROFIT)	

DWG #	DESCRIPTION	REVISIONS MADE
5120	ROLLED FACE MONOLITHIC WALK AND GUTTER	
5125	CONCRETE MONOWALK PANEL REPLACEMENT - 1.80m	New drawing
5130	EMERGENCY ACCESS ROAD CONCRETE	
5140	CONCRETE WALKWAY - 1.80m	
5145	CONCRETE WALKWAY FOR REVERSE HOUSING - 1.80m IN 6.00m ROW	New drawing
5146	CONCRETE WALKWAY FOR REVERSE HOUSING - 1.80m IN 4.00m ROW	New drawing
5150	CONCRETE WALKWAY - GREATER THAN 1.80m	Added special treatment detail
5155	BREEZEWAY ASPHALT PATH CONNECTION	New drawing
5160	SHARED PATHWAY	Revised drawing name and pavement structure
5161	SHARED PATHWAY JOINT DETAIL	New drawing
5165	TOP OF BANK SHARED PATHWAY	Revised drawing name and pavement structure
5170	GRANULAR WALKWAY	Revised surfacing course designation and pavement structure
5180	SIDEWALK CONSTRUCTION AT TREE OPENING	
5185	1.00m CONNECTOR WALK	New drawing
5200	WOODEN WALK	Revised stringer requirements, widths, and handrail heights.
5201	WOODEN STAIRS AND SUPPORT STRUCTURE	Revised details to add clarity, revised bracing details and requirements.
5205	WOODEN NOISE ATTENUATION FENCE	
5210	PAVING BRICK INSTALLATION	Drawing removed
5215	PAVING BRICK CROSSWALK CONSTRUCTION	Revised drawing to focus on paving brick installation detail. Paving brick cross walks are no longer permitted.
5300	ALLEY CROSSING BOULEVARD WALK AND APRONS	
5310	ALLEY CROSSING MONOWALK AND APRONS	Revised to RF curb
5320	PRIVATE CROSSING SEPARATE WALK AND APRONS	
5330	PRIVATE CROSSING MONOWALK AND APRONS	Revised to RF curb
5340	PRIVATE CROSSING MONOWALK (RETROFIT)	Revised to RF curb
5341	PRIVATE CROSSING MONOLITHIC SHARED PATHWAY (RETROFIT)	New drawing
5400	COMMERCIAL CROSSING BOULEVARD WALK AND APRONS (BOULEVARD > 1.50m)	
5410	COMMERCIAL CROSSING MONOWALK AND BOULEVARD WALK (BOULEVARD < 1.50m)	Revised to RF curb
5500	CURB RAMP LOCATIONS	
5510	CURB RAMP	Changed max curb ramp slope to align with drawing details
5520	TACTILE WALKING SURFACE INDICATOR (TWSI) LAYOUT FOR SEPARATE WALK	Added separation distance from back of curb to TWSI
5521	TACTILE WARNING SURFACE INDICATOR (TWSI) LAYOUT FOR WALK	

DWG #	DESCRIPTION	REVISIONS MADE
5522	TACTILE WALKING SURFACE INDICATOR (TWSI) LAYOUT FOR MID-BLOCK CROSSING	Added separation distance from back of curb to TWSI. Revised slope guidance on ramp.
5523	TACTILE WALKING SURFACE INDICATOR (TWSI) ORIENTATION FOR OFFSET INTERSECTIONS	
5524	TACTILE WALKING SURFACE INDICATOR (TWSI) MEDIAN DETAIL	
5530	TYPE A RAMP TWSI OPTION 1	Drawing removed
5531	TYPE A RAMP TWSI OPTION 2	Drawing removed
5600	MID-BLOCK BIKEWAY SLIP RAMP	
5605	BIKE RAMP DETAIL	New drawing
5610	CENTRE MEDIAN END TREATMENT	
5620	WIDE MEDIAN END TREATMENT	
5630	CENTER MEDIAN REHABILITATION	
5700	MULTI-PARTY UTILITIES TRENCHING	
SECTION 6000 / 7000: MISCELLANEOUS		
6001	SINGLE SLOPE CONCRETE BARRIERS	New drawing
6010	SLIPFORMED CONCRETE BARRIER 5.50m MEDIAN	Drawing removed
6020	CONCRETE BARRIER ON PAVED MEDIAN	Drawing removed
6030	END TRANSITION CONCRETE BARRIER	Drawing removed
6050	LIFT OUT FOR CONCRETE BARRIER	Drawing removed
6060	830mm CONCRETE SLIP-FORMED PARAPET WITH 1.00m SWALE	Drawing removed
6085	HANDRAIL DETAILS	
6090	STANDARD TAPER AT BRIDGE PIERS CONCRETE BARRIER	Drawing removed
6100	PRE-CAST CONCRETE MINI-BARRIER	
6101	END TRANSITION PRE-CAST CONCRETE MINI-BARRIER	
6200	TYPICAL BOLLARD LAYOUT AND INSTALLATION FOR 1.80m CONCRETE WALKWAYS	
6210	TYPICAL BOLLARD LAYOUT AND INSTALLATION FOR 3.00m SHARED PATHWAY	Removed bollard in middle of pathway and added T-bollard
6220	TYPICAL BOLLARD WITH GALVANIZED STEEL W-SECTION	
6230	TYPICAL BOLLARD LAYOUT FOR 3.00m ASPHALT SHARED PATHWAY WITHIN PIPELINE/POWER ROW	Removed bollard in middle of pathway and added T-bollard
6240	EMERGENCY KNOCK-DOWN POST (RETROFIT)	Drawing removed
6250	T-BOLLARD IN EMERGENCY ACCESS	
6251	T-BOLLARD ASSEMBLY DETAIL	
6300	ASPHALT SPEED HUMP	Drawing removed - replaced with new drawing 3855 / 3860
6500	COST SHARE PROJECT SIGN	
6510	AUXILIARY PROJECT SIGN	
6520	ARTERIAL ROAD PROJECT SIGN DEVELOPER-BUILT PROJECTS	

DWG #	DESCRIPTION	REVISIONS MADE
6525	BRIDGE/CULVERT STANDARD IDENTIFICATION PLAQUES AND BENCHMARK TABLETS	
6530	TYPICAL A-FRAME SIGN	
6600	MAINTENANCE HOLE INSTALLATION FOR SURVEY CONTROL MARKERS DEPTHS BETWEEN 0.20m - 0.60m	
7976	CATCH BASINS IN WALKWAY RIGHT-OF-WAY	Added reference to Volume 3 treatments for CB
7980	BACKFILL DETAIL OF MAINTENANCE HOLE AND VALVE RAISED TO GRADE	Revised from "Manhole" to "Maintenance Hole"
7981	BACKFILL DETAIL OF MAINTENANCE HOLE AND VALVE RAISED TO GRADE (FILLCRETE OPTION)	Revised from "Manhole" to "Maintenance Hole"