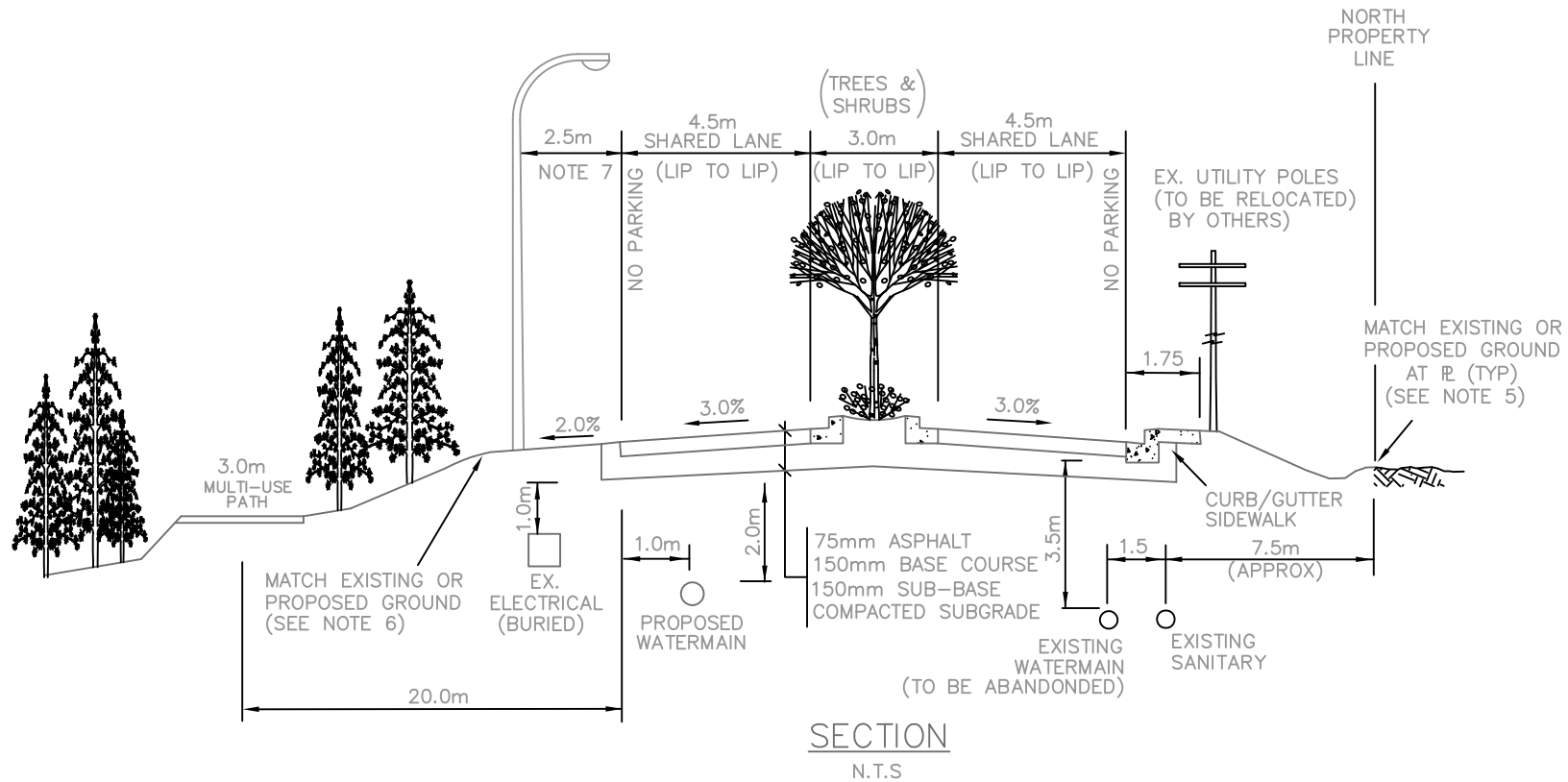


**4.5h - OPTION A -PROPOSED RESIDENTIAL STREET SECTION (BUS ROUTE & SHARED BIKE ROUTES)
HILLCREST DR. (E) WITH A SEPARATED MULTI-USE PATH
SUMMIT ROAD to DALTON TRAIL**

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.
2. MINIMUM ROAD STRUCTURE. ROADWAY TO BE DESIGNED BASED ON SITE SPECIFIC SOIL CONDITIONS AND TRAFFIC LOADING.
3. RTAC CLASSIFICATION ULU-40.
4. BIKE LANES SHARED WITH TRAFFIC LANE MARKED WITH CHEVRONS & BIKE LOGO
5. 600Ø CULVERT INSTALLED TO DRAIN EXISTING LOW LYING AREAS ON NORTH SIDE OF PROPERTIES



**4.5h - OPTION B -PROPOSED RESIDENTIAL STREET SECTION (BUS ROUTE & SHARED BIKE ROUTES)
HILLCREST DR. (E) WITH A SEPARATED MULTI-USE PATH
SUMMIT ROAD to DALTON TRAIL**

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.
2. MINIMUM ROAD STRUCTURE. ROADWAY TO BE DESIGNED BASED ON SITE SPECIFIC SOIL CONDITIONS AND TRAFFIC LOADING.
3. RTAC CLASSIFICATION ULU-40.
4. BIKE LANES SHARED WITH TRAFFIC LANE MARKED WITH CHEVRONS & BIKE LOGO
5. 600Ø CULVERT INSTALLED TO DRAIN EXISTING LOW LYING AREAS ON NORTH SIDE OF PROPERTIES
6. RE-LANDSCAPE; PROVIDE 3.0M PAVED PATH CONNECTION AT HILLCREST DRIVE (5% SLOPE)
7. WIDEN PAVEMENT AT BUS STOP