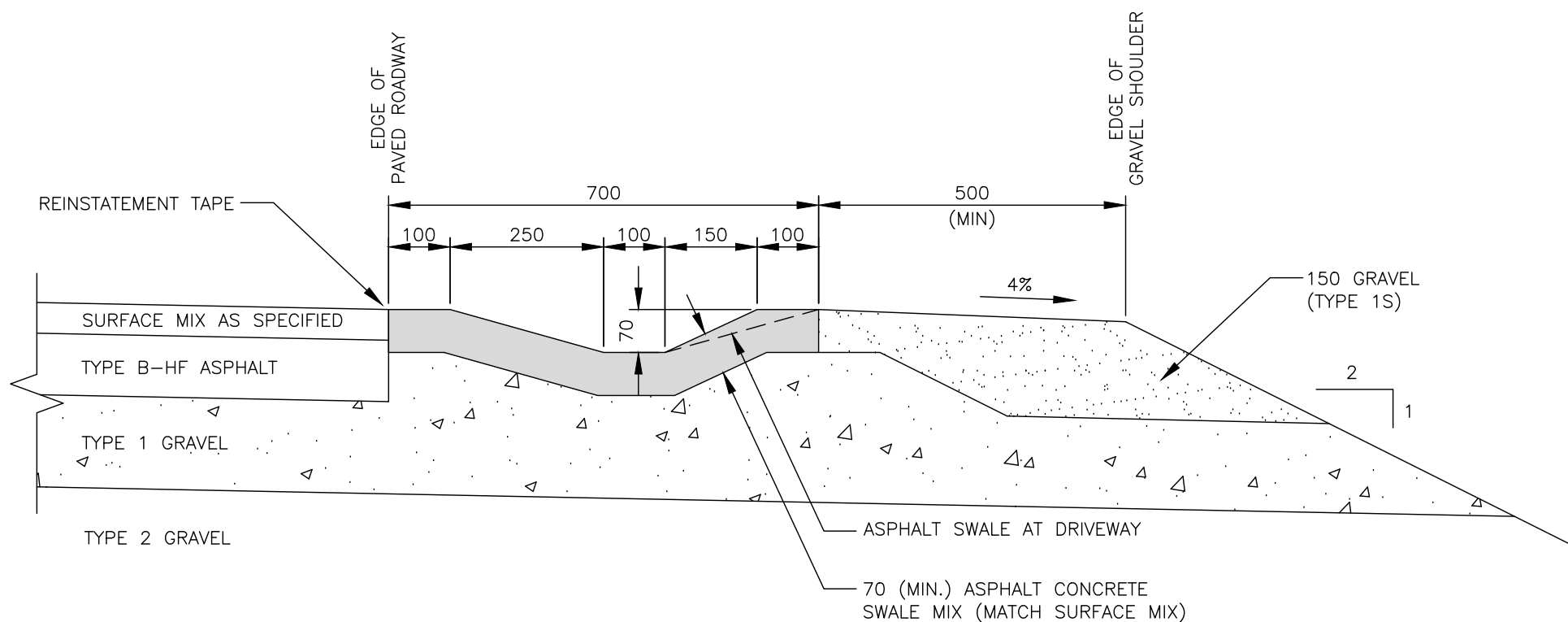




NOTE:

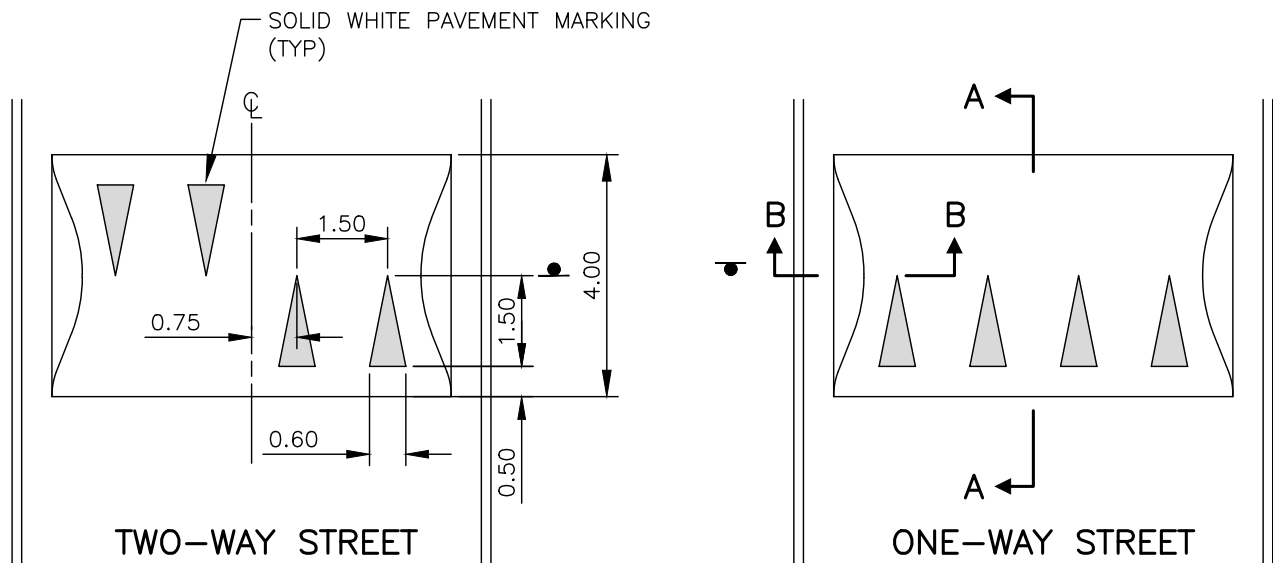
1. FOR ALL RURAL ROADS HAVING A GRADE EXCEEDING 7%, ASPHALT SWALES ARE REQUIRED ON EACH SIDE OF THE ROAD (ABUTTING THE ASPHALT TRAVELLED WAY) ASPHALT SWALE RUNOFF TO THE DITCH EVERY 30m OR UPSTREAM AT DRIVEWAYS.
2. ASPHALT SWALE SHALL EXTEND TO THE EDGE OF SHOULDER AND DOWN THE SLOPE BY 1m MINIMUM.
3. MATCH CROSSFALL OF SWALE TO EXISTING CROSSFALL OF ROAD
4. ASPHALT SWALE TO BE MACHINE PLACED.
5. 1m ASPHALT APRON REQUIRED AT GRAVEL DRIVEWAYS.

HALIFAX

STANDARD DETAIL

ASPHALT SWALE

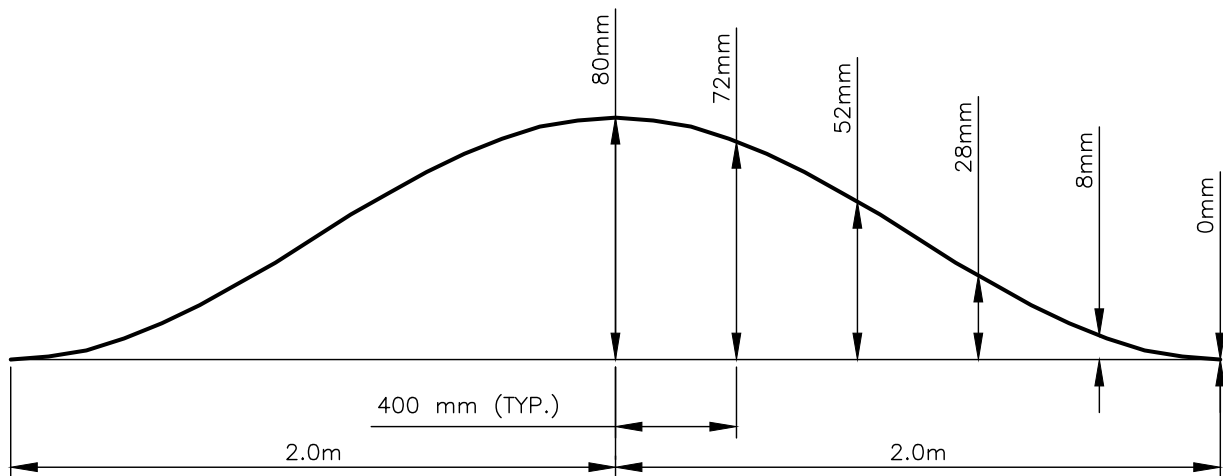
DATE: 2019	REFERENCE	APPROVED
SCALE: 1:10		FIG No.: HRM 30



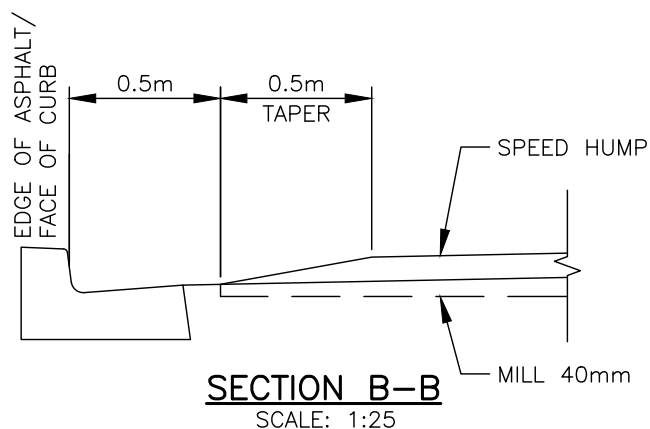
SPEED HUMPS
SCALE: 1:125

NOTES:

1. TOLERANCE FOR CONSTRUCTION IS $\pm 10\text{mm}$ RELATIVE TO THE CURVE.
2. THE EXISTING ASPHALT SURFACE TO BE MILLED TO A DEPTH OF 40mm WHEN RETROFITTING.



SECTION A-A
SCALE: Horz. 1:25
Vert. 1:2.5



SECTION B-B
SCALE: 1:25

HALIFAX

STANDARD DETAIL

SPEED HUMP

DATE: OCTOBER 2020

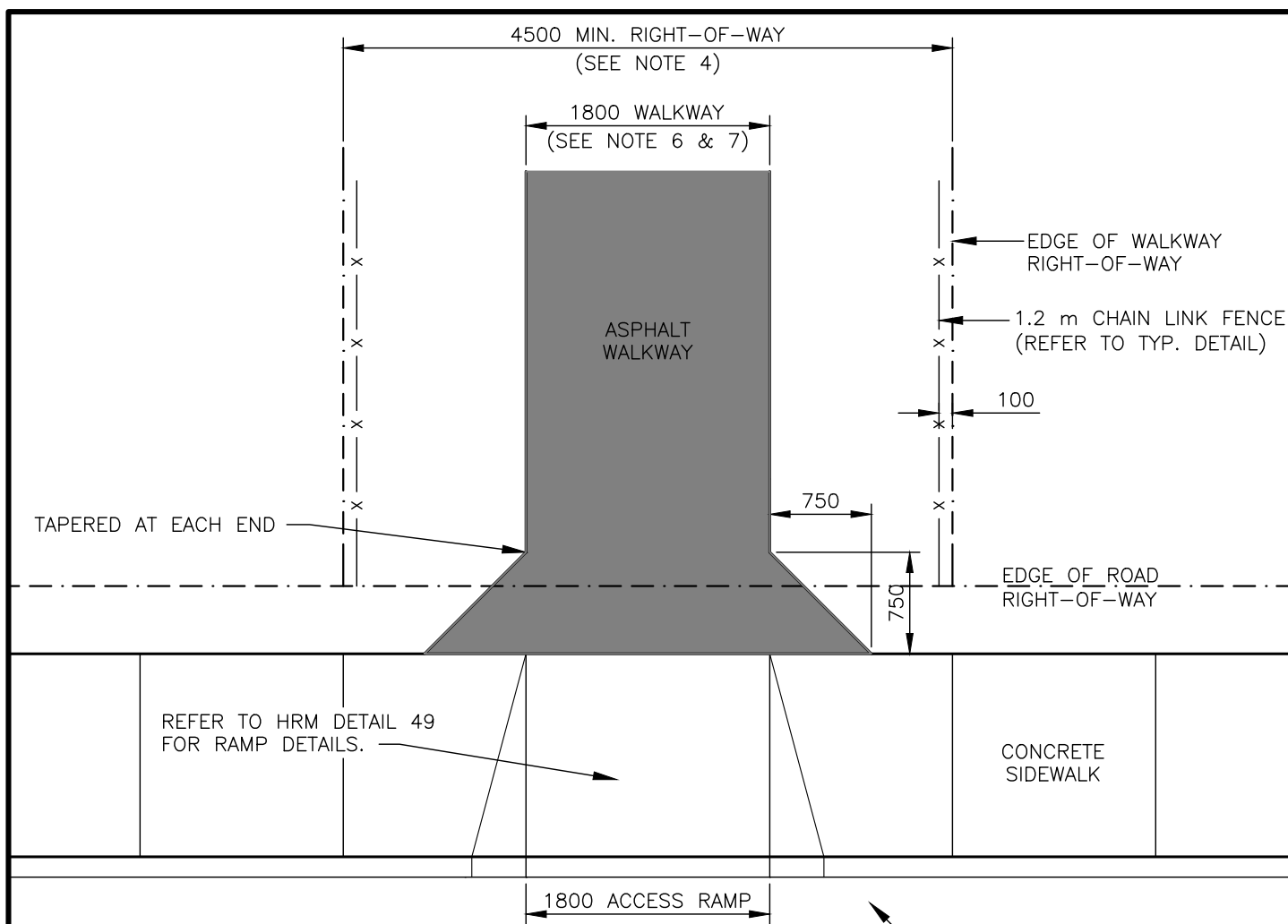
REFERENCE

APPROVED

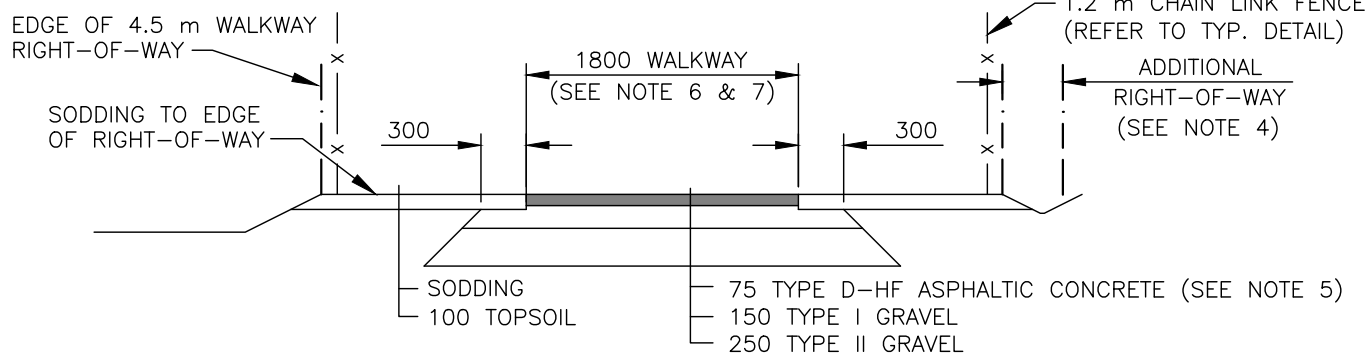
SCALE: AS NOTED

FIG No.:

HRM 31



PLAN



PROFILE

NOTES:

1. WALKWAY SHOULD HAVE MIN. LONGITUDINAL SLOPE OF 2.0% WHERE POSSIBLE.
2. THE ENGINEER MAY REQUIRE OR PERMIT USE OF LOW MAINTENANCE MATERIALS IN PLACE OF SODDING.
3. WHERE MUNICIPAL SERVICE SYSTEMS ARE REQUIRED THE MIN. R.O.W. IS TO BE INCREASED TO 6.0 m. THE CHAIN LINK FENCE SHALL BE LOCATED 100 FROM THE EDGE OF THE INCREASED 6.0 m R.O.W..
4. TO ACCOMMODATE SWALE OR CUT/FILL SLOPES ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED.
5. SURFACE MATERIAL TO BE ASPHALTIC CONCRETE UNLESS DIRECTED BY THE ENGINEER.
6. GRADE AS DIRECTED BY THE ENGINEER.
7. TO BE PLACED WITH SPREADER.

HALIFAX

STANDARD DETAIL

TYPICAL WALKWAY

DATE:
NOVEMBER 2019

REFERENCE

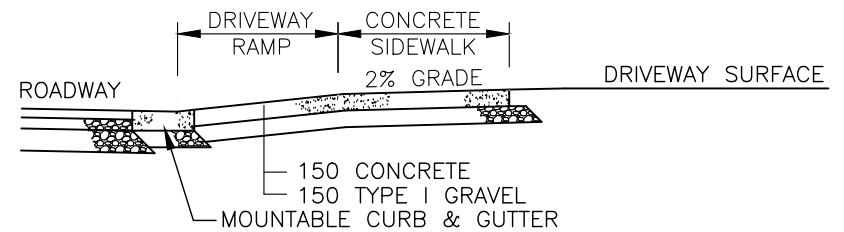
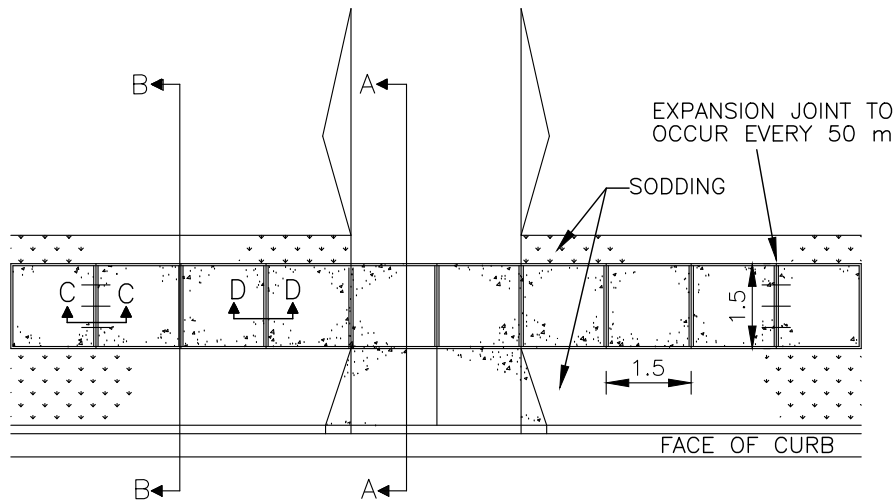
APPROVED

SCALE:

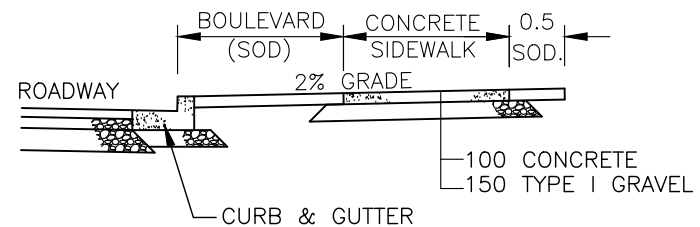
1:50

FIG No.:

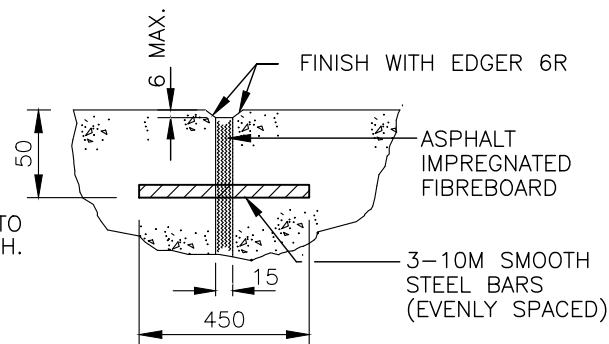
HRM 40



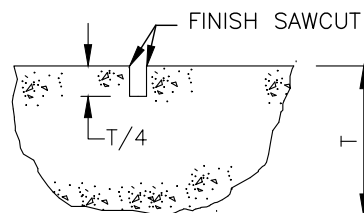
SECTION A-A
(DRIVEWAY CROSS-SECTION)



SECTION B-B
(SIDEWALK CROSS-SECTION)



SECTION C-C
(EXPANSION JOINT)



SECTION D-D
(CONTROL JOINT)

NOTES:

1. CONCRETE SIDEWALK AT COMMERCIAL DRIVEWAY TO BE 150 THICK WITH 150x150 WELDED WIRE MESH.
2. CRUSHED ROCK BASE TO EXTEND 150 BEYOND EDGE OF SIDEWALK STRUCTURE.
3. CONTROL JOINTS ARE TO BE SAW CUT.
4. SIDEWALK ABUTTING HIGH DENSITY AREAS SHALL HAVE FULL WIDTH (3 m) SIDEWALKS.
5. SIDEWALKS ABUTTING COMMERCIAL AREAS ARE TO BE FULL WIDTH (3 m) AND 150 mm THICKNESS.
6. EXPANSION JOINT BARS ARE TO BE GREASED ON ONE SIDE OF THE JOINT.
7. DURING CONSECUTIVE POURS, THE END OF EACH POUR IS TO OCCUR AT AN EXPANSION JOINT. WHERE THIS IS NOT FEASIBLE, AN ADDITIONAL EXPANSION JOINT IS TO BE INSTALLED.
8. INSTALL A 9 m LONG CONCRETE LANDING PAD AT ALL BUS STOP LOCATIONS. INCREASE THIS TO 14.5 m FOR ARTICULATED BUS ROUTES.
9. WHEN BOULEVARD IS LESS THAN 1.5 m OR WHEN THE SIDEWALK ABUTS THE CURB & GUTTER, REFER TO HRM 133

HALIFAX

STANDARD DETAIL

URBAN SIDEWALK

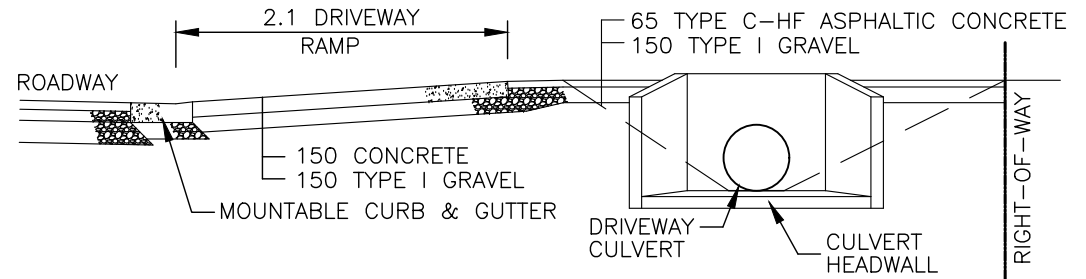
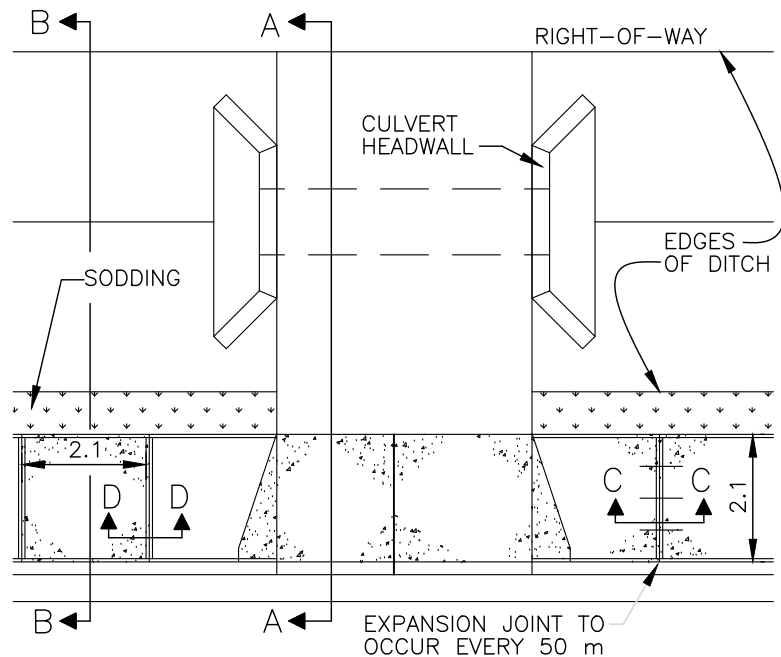
DATE:
OCTOBER 2020

REFERENCE

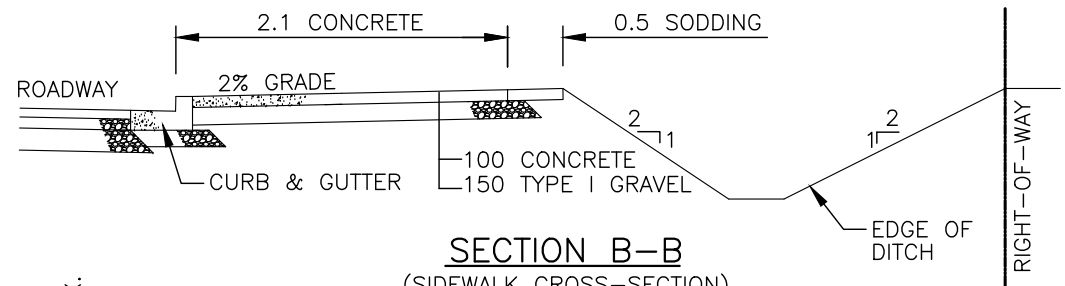
APPROVED

SCALE:
NTS

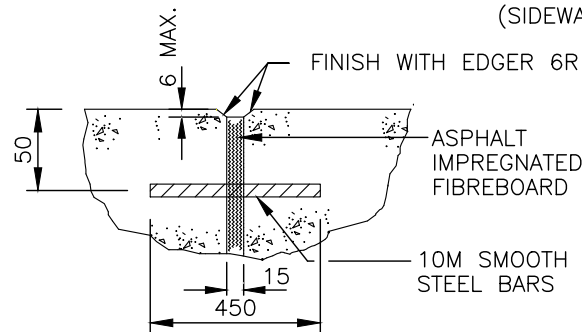
FIG No.:
HRM 44



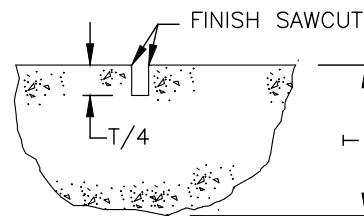
SECTION A-A
(DRIVEWAY CROSS-SECTION)



SECTION B-B
(SIDEWALK CROSS-SECTION)



SECTION C-C
(EXPANSION JOINT)



SECTION D-D
(CONTROL JOINT)

NOTES:

1. CONCRETE SIDEWALK AT COMMERCIAL DRIVEWAY TO BE 150 THICK WITH 150x150 WELDED WIRE MESH.
2. CRUSHED ROCK BASE TO EXTEND 150 BEYOND EDGE OF SIDEWALK STRUCTURE.
3. CONTROL JOINTS ARE TO BE SAW CUT.
4. SIDEWALKS ABUTTING COMMERCIAL AREAS ARE TO BE FULL WIDTH (3 m) AND 150 mm THICKNESS.
5. EXPANSION JOINT BARS ARE TO BE GREASED ON ONE SIDE OF THE JOINT.
6. DURING CONSECUTIVE POURS, THE END OF EACH POUR IS TO OCCUR AT AN EXPANSION JOINT. WHERE THIS IS NOT FEASIBLE, AN ADDITIONAL EXPANSION JOINT IS TO BE INSTALLED.
7. INSTALL A 9 m LONG CONCRETE LANDING PAD AT ALL BUS STOP LOCATIONS. INCREASE THIS TO 14.5 m FOR ARTICULATED BUS ROUTES.
8. WHEN BOULEVARD IS LESS THAN 1.5 m OR WHEN THE SIDEWALK ABUTS THE CURB & GUTTER, REFER TO HRM 133

HALIFAX

STANDARD DETAIL

**RURAL TYPE II
SIDEWALK**

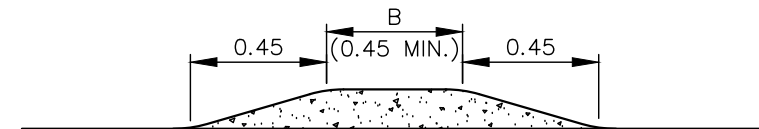
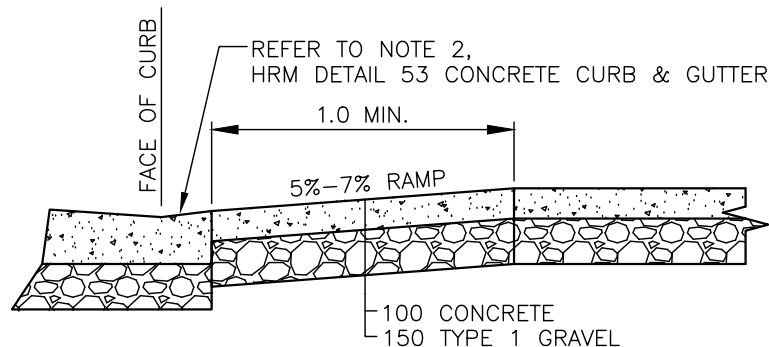
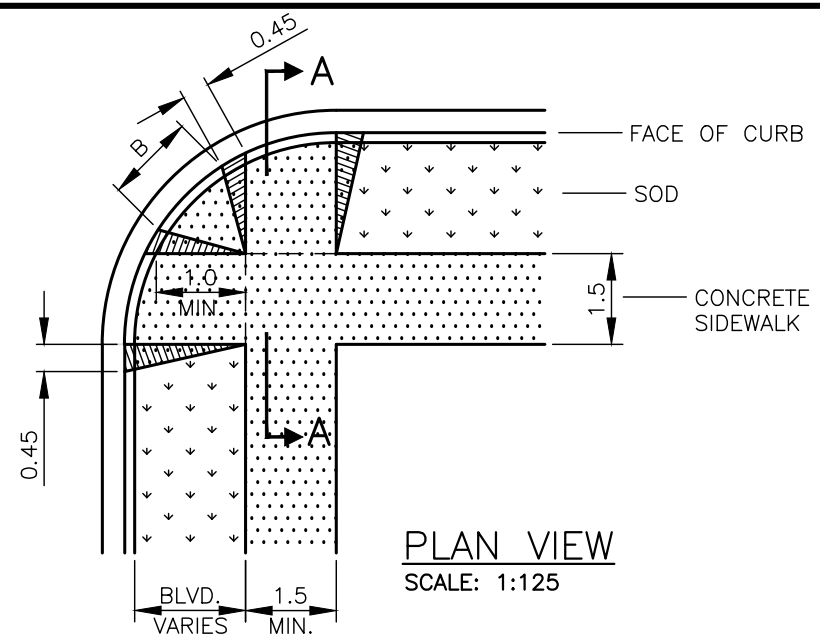
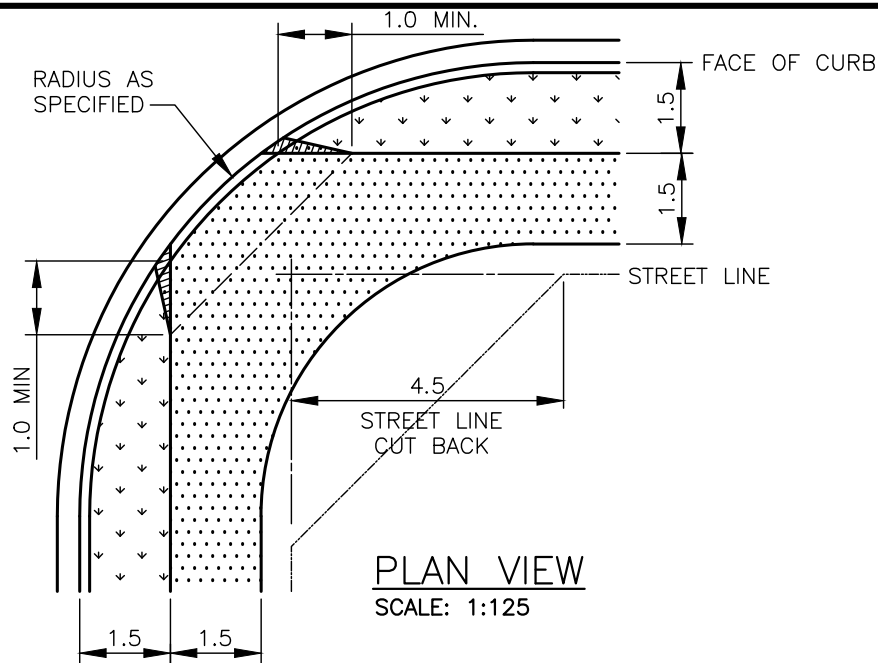
DATE:
OCTOBER 2020

REFERENCE

APPROVED

SCALE:
NTS

FIG No.:
HRM 46



NOTES:

1. PEDESTRIAN RAMPs SHALL BE ALIGNED WITH THE SIDEWALK INSIDE EDGE.
2. INSTALL RAMP DIVIDER ONLY WHEN (B) WILL BE GREATER THAN 450mm.
3. WHERE THE SIDEWALK ABUTS THE CURB A 1.3m TRANSITION TAPER IS REQUIRED
4. IF THE DISTANCE FROM BACK OF CURB TO BACK OF SIDEWALK IS LESS THAN 2m, SLOPE AT 5% FROM BACK OF CURB TO BACK OF SIDEWALK.
5. TACTILE WALKING SURFACE INDICATOR PLATES REQUIRED AT ALL NEW RAMPs AS PER HRM DETAIL 131.
6. FOR STREETS OF LESS THAN 8%, TRANSITION CURB AND SIDEWALK TO MAXIMUM GRADE OF 8%, OR TIE IN AT 3m. FOR SIDEWALK, 1.3m FOR CURB.
7. PEDESTRIAN RAMP OPENING TO BE 1.7m MINIMUM, MEASURED FROM 100mm BEYOND THE EXTENSION OF THE SIDEWALK TO THE CURB.

HALIFAX

STANDARD DETAIL

PEDESTRIAN RAMP ALIGNMENT

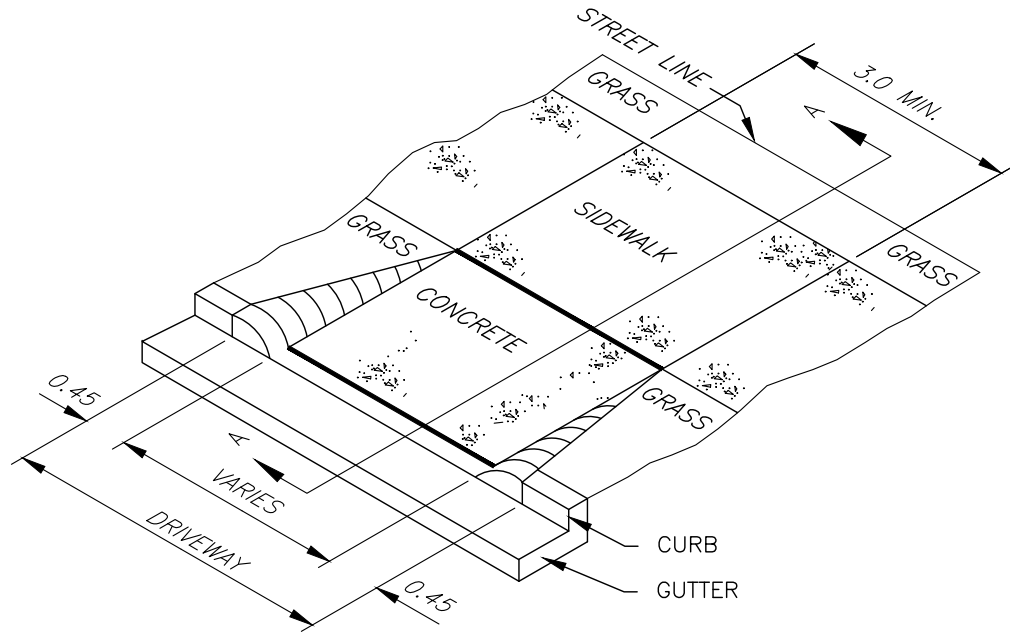
DATE:
OCTOBER 2020

REFERENCE

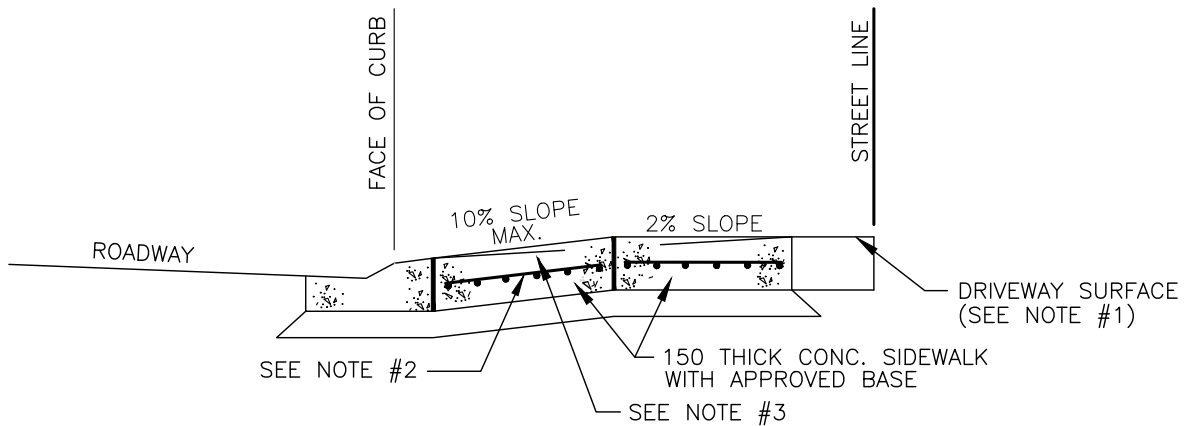
APPROVED

SCALE:
AS NOTED

FIG No.:
HRM 49



VIEW PLAN



SECTION A-A

NOTES:

1. GRAVEL DRIVEWAYS ARE TO BE PAVED TO THE STREETLINE, IF NO SIDEWALK OR CURB EXISTS, 1m ASPHALT PAVING IS REQUIRED.
2. FOR COMMERCIAL AND INDUSTRIAL DRIVEWAYS
PLACE 150 x 150 - M.W. 18.7 x M.W. 18.7
PLACED 50mm FROM BOTTOM OF CONCRETE RAMP
AND SIDEWALK.
3. WHEN BOULEVARD IS LESS THAN 1.5m OR WHEN
THE SIDEWALK ABUTS THE CURB & GUTTER,
REFER TO HRM 133.
4. MINIMUM DISTANCE BETWEEN CONTROL JOINTS IS 1200.
PROVIDE CONTROL JOINTS WITHIN 150 OF CHANGE
IN CROSS SECTION OF CURB.

HALIFAX

STANDARD DETAIL

DRIVEWAY RAMP

DATE:
OCTOBER 2020

REFERENCE

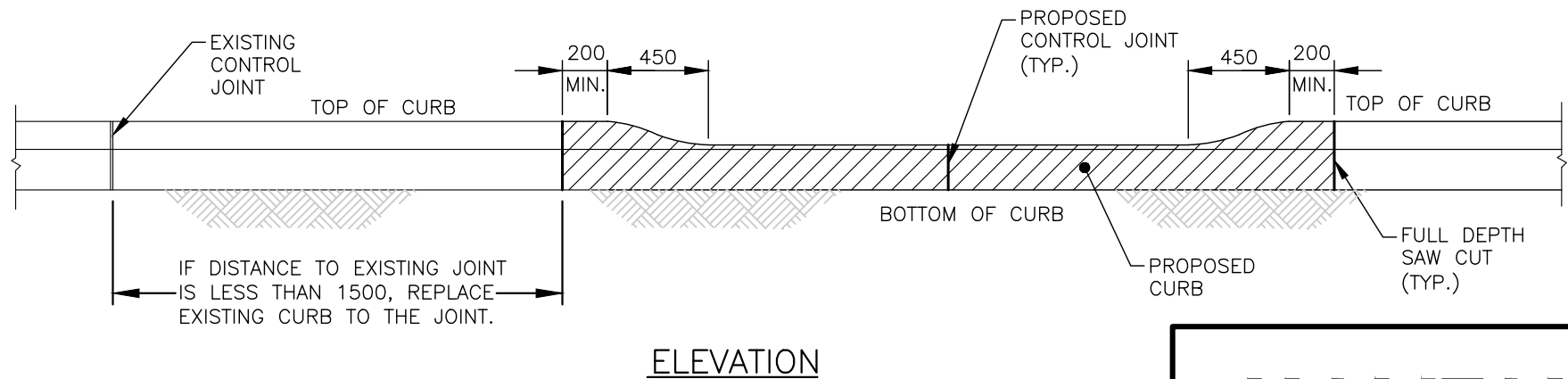
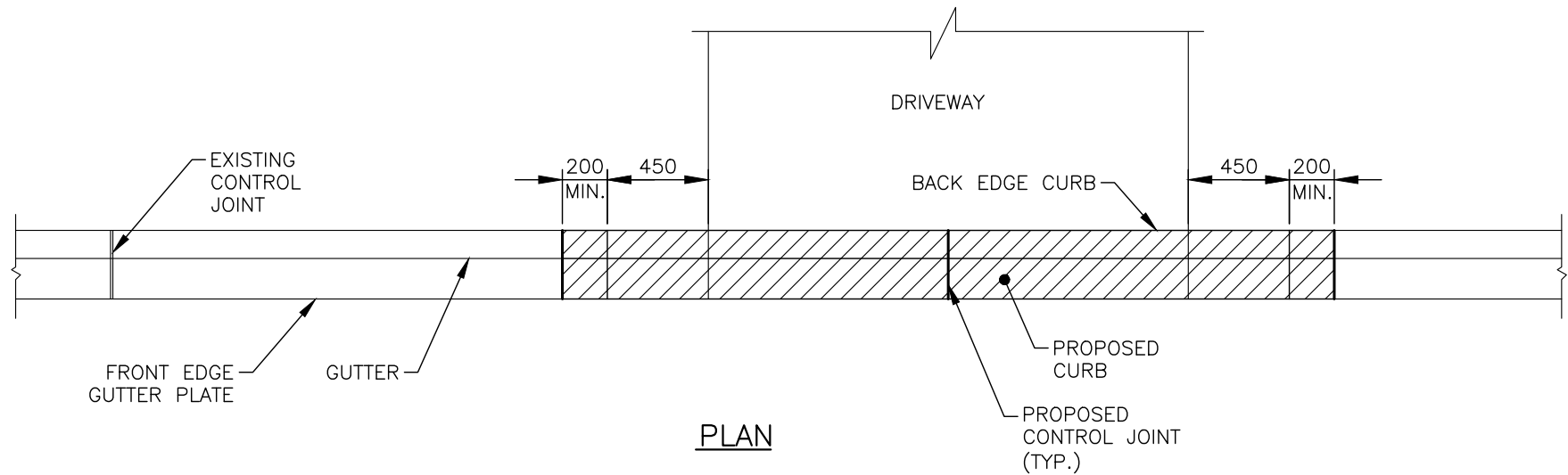
APPROVED

SCALE:

NTS

FIG No.:

HRM 50



NOTE:

1. MINIMUM DISTANCE BETWEEN CONTROL JOINTS IS 1200.
2. PROVIDE CONTROL JOINTS WITHIN 150 OF CHANGE IN CROSS SECTION OF CURB.

HALIFAX

STANDARD DETAIL

**DRIVEWAY ACCESS
IN EXISTING
FULL-DEPTH CURB**

DATE:
OCTOBER 2020

REFERENCE

APPROVED

SCALE:

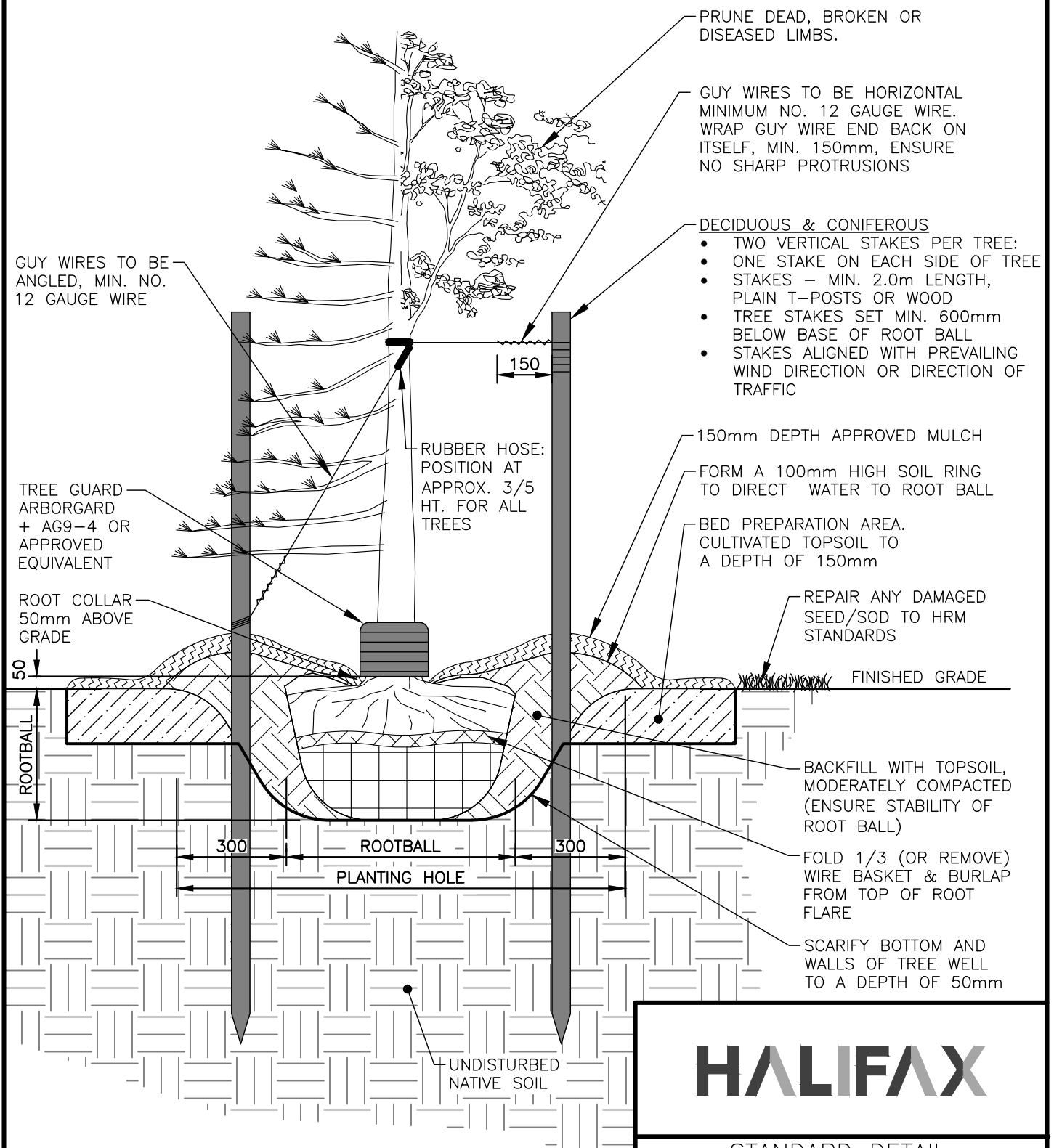
1:30

FIG No.:

HRM 51

CONIFEROUS
1.8–2m HEIGHT

DECIDUOUS
60mm CALIPER



NOTES:

1. SOAK THE ROOTBALL AND BACKFILL AREA WITH 40 LITRES OF WATER AFTER PLANTING
2. CUT AND REMOVE ALL WIRE, ROPE, BURLAP AND TWINE FROM THE TOP $\frac{1}{3}$ OF THE ROOTBALL
3. PRUNE AT PLANTING TO CAREFULLY REMOVE DEAD, BROKEN AND DAMAGED BRANCHES
4. ROOT BALL MIN. SIZE AS PER CNLA STANDARDS FOR NURSERY STOCK

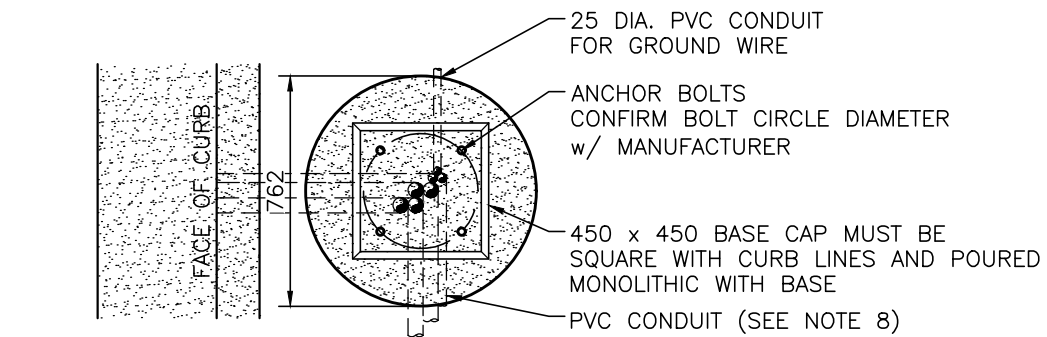
HALIFAX

STANDARD DETAIL

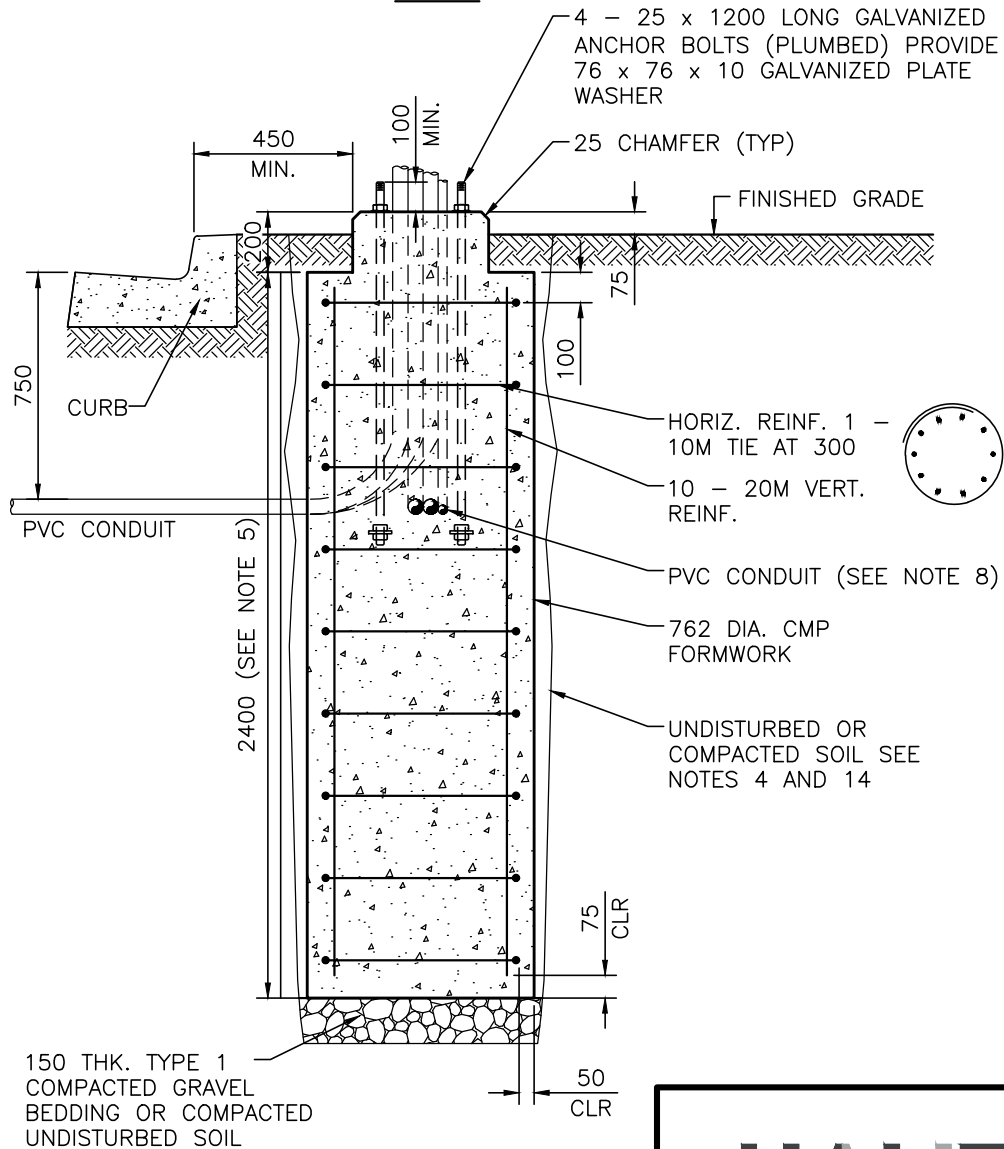
**TREE PLANTING
IN PARKS/OPEN SPACE**

DATE: 2020	REFERENCE	APPROVED
SCALE: 1:15	REV	FIG No.: HRM 66





PLAN



SECTION

HALIFAX

STANDARD DETAIL

**TRAFFIC SIGNAL BASE
FOR CONFIGURATIONS B, C, D AND E**

DATE:
MARCH 2020

REFERENCE

APPROVED

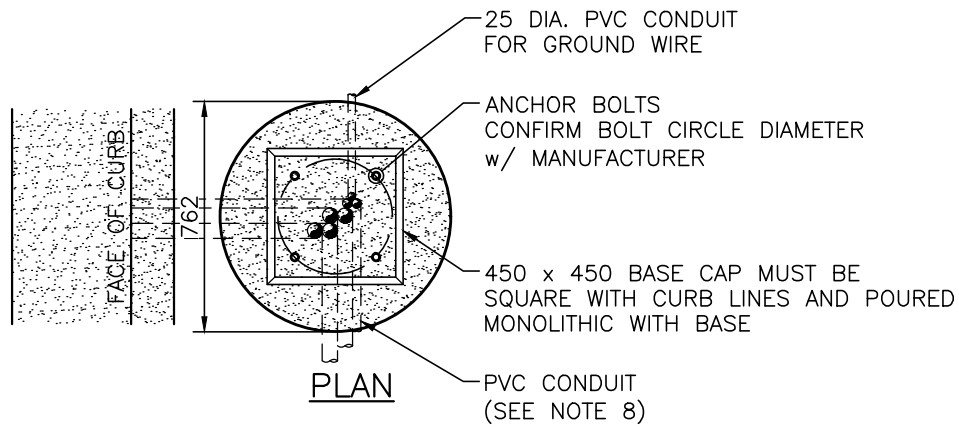
SCALE:
1:25

REV

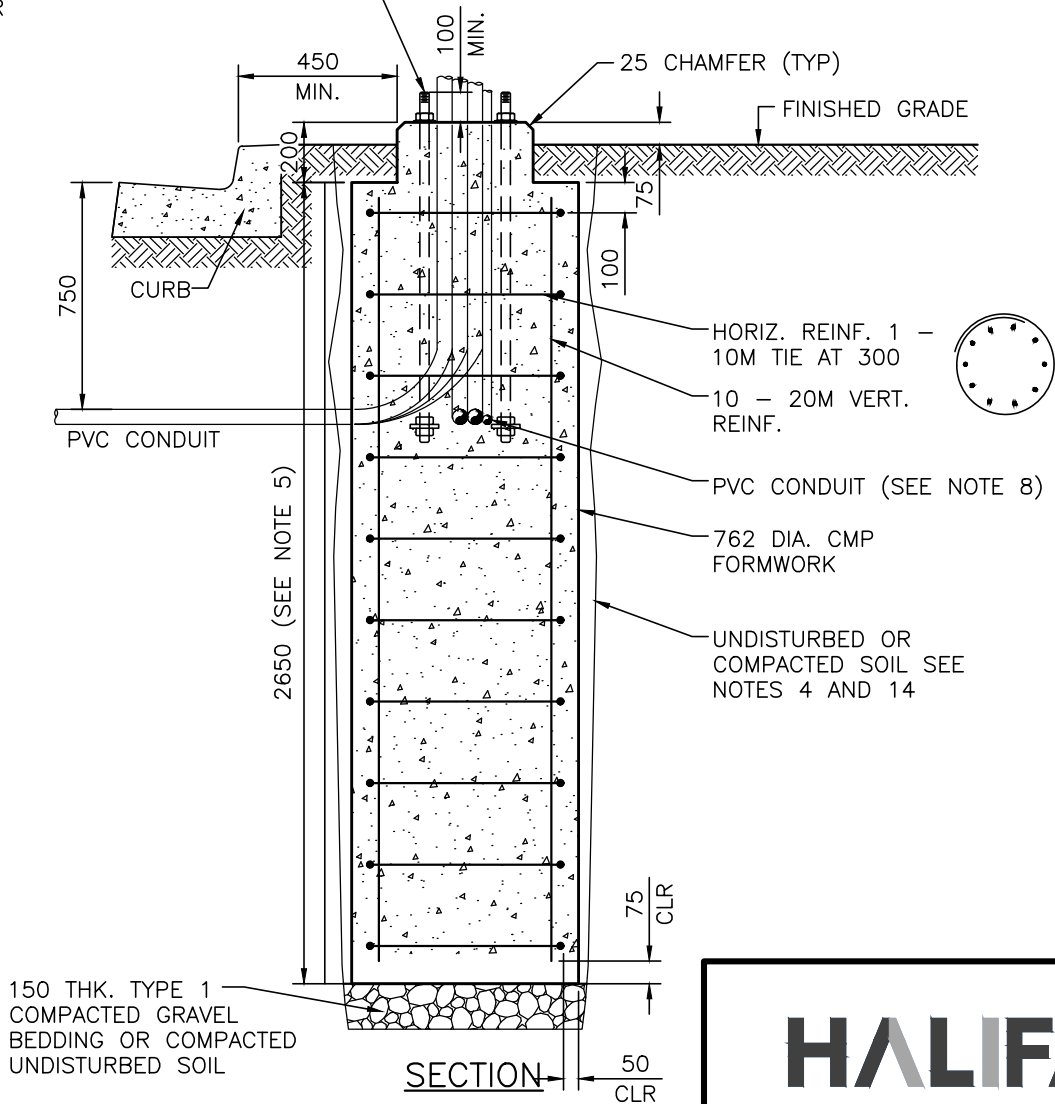
FIG No.:
HRM 69

SEE DWG. 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT

FOR NOTES REFER TO DWG 68N1



4 - 31 x 1000 LONG GALVANIZED ANCHOR BOLTS (PLUMBED) PROVIDE 76 x 76 x 10 GALVANIZED PLATE WASHER



SEE DWG. 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT

FOR NOTES REFER TO DWG 68N1

HALIFAX

STANDARD DETAIL

**TRAFFIC SIGNAL BASE
FOR CONFIGURATIONS F, G AND H**

DATE:
MARCH 2020

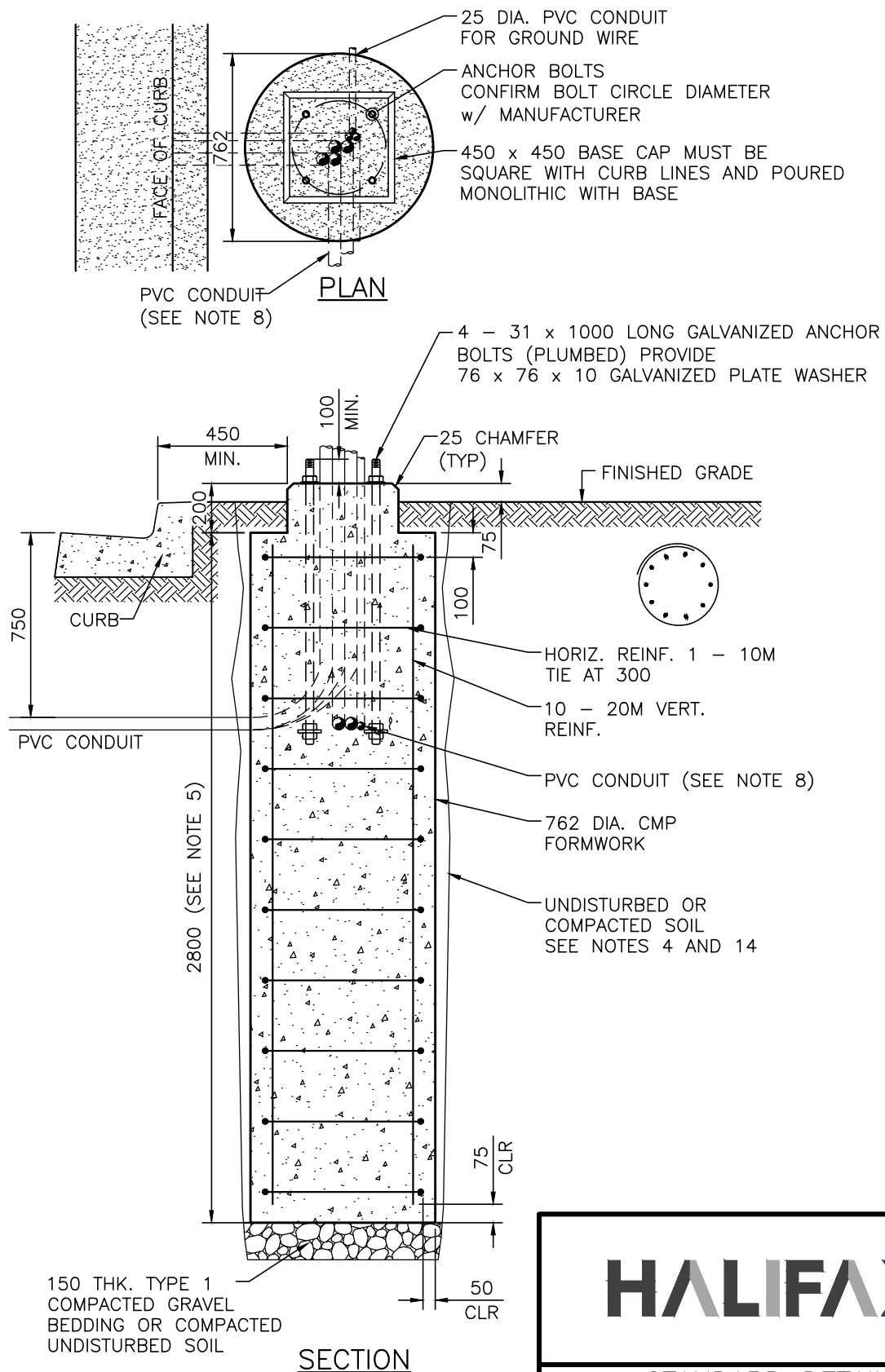
REFERENCE

APPROVED

SCALE:
1:25

REV

FIG No.:
HRM 70



SEE DWG. 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT

FOR NOTES REFER TO DWG 68N1

HALIFAX

STANDARD DETAIL

**TRAFFIC SIGNAL BASE
FOR CONFIGURATION I, J, K AND L**

DATE: MARCH 2020

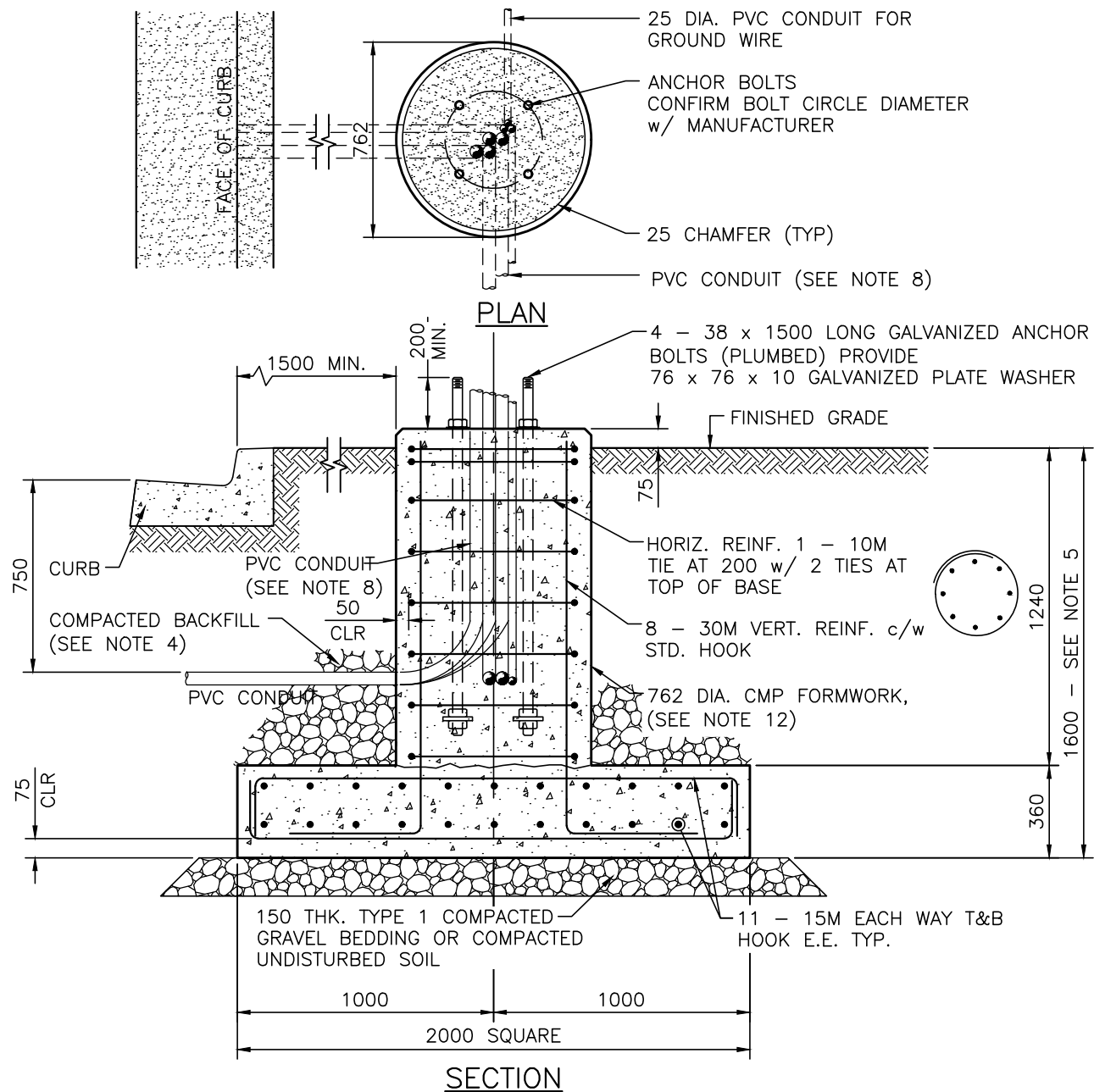
REFERENCE

APPROVED

SCALE: 1:25

REV

FIG No.: HRM 71



SEE DWG. 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT

FOR NOTES REFER TO DWG 68N2

HALIFAX

STANDARD DETAIL

**TRAFFIC SIGNAL BASE
FOR CONFIGURATION N, O AND P**

DATE:
MARCH 2020

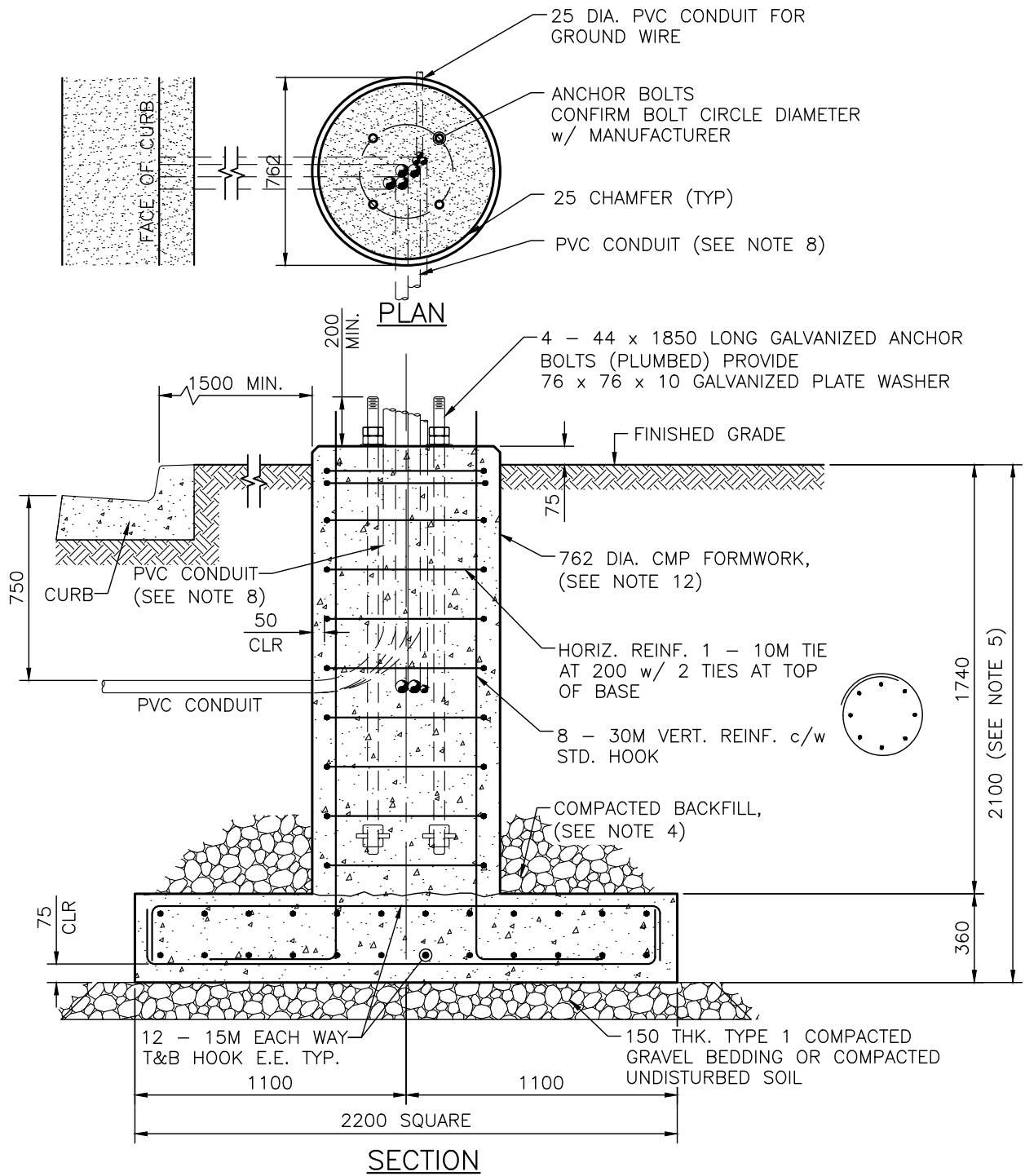
REFERENCE

APPROVED

SCALE:
1:25

REV

FIG No.:
HRM 72



SEE DWG. 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT

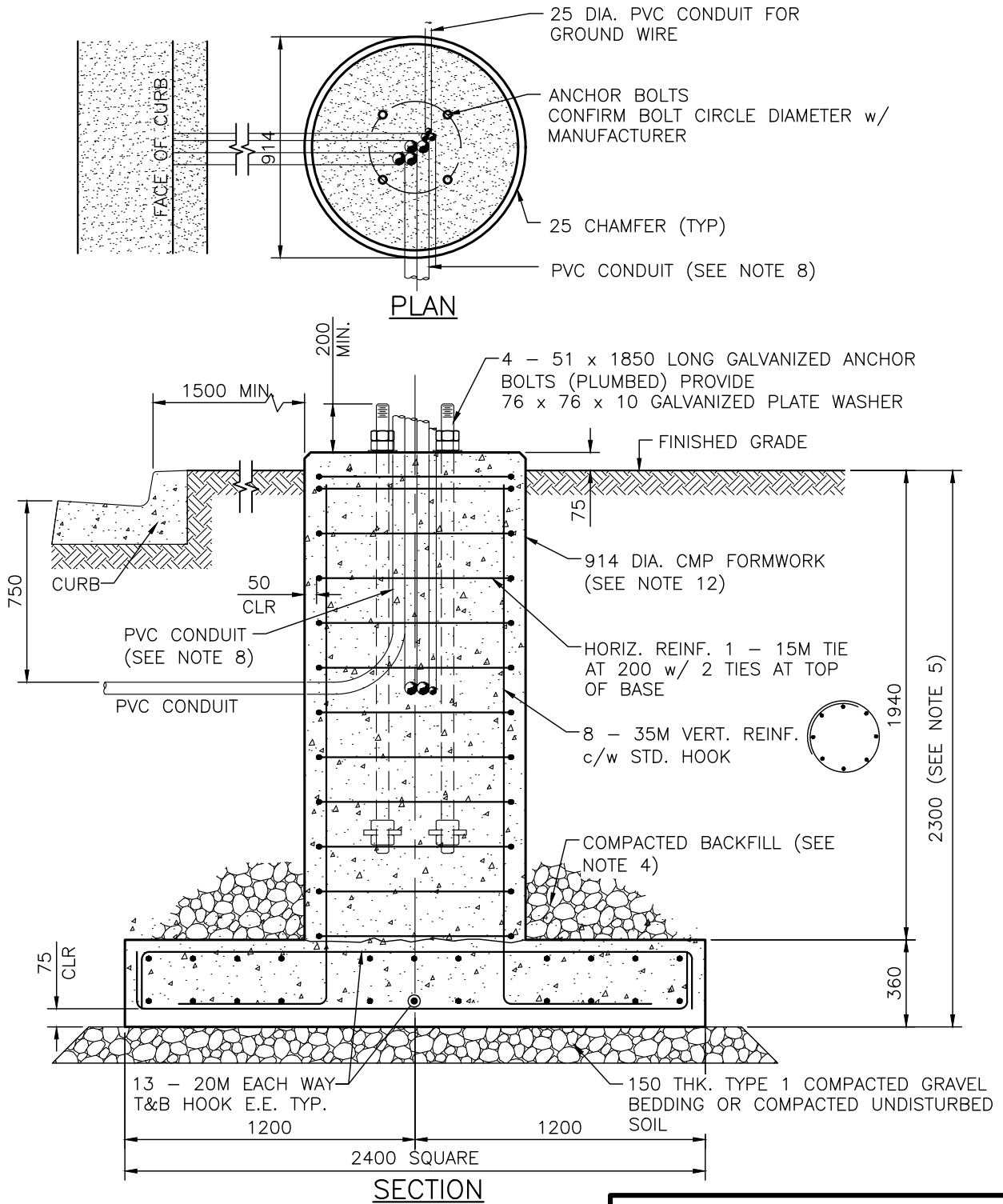
FOR NOTES REFER TO DWGS 68N2

HALIFAX

STANDARD DETAIL

TRAFFIC SIGNAL BASE
FOR CONFIGURATION T, U AND V

DATE: MARCH 2020	REFERENCE	APPROVED
SCALE: 1:25	NEW	FIG No.: HRM 73



SEE DWG. 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT

FOR NOTES REFER TO DWGS 68N2

HALIFAX

STANDARD DETAIL

**TRAFFIC SIGNAL BASE
FOR CONFIGURATION Z, AA AND AB**

DATE:
MARCH 2020

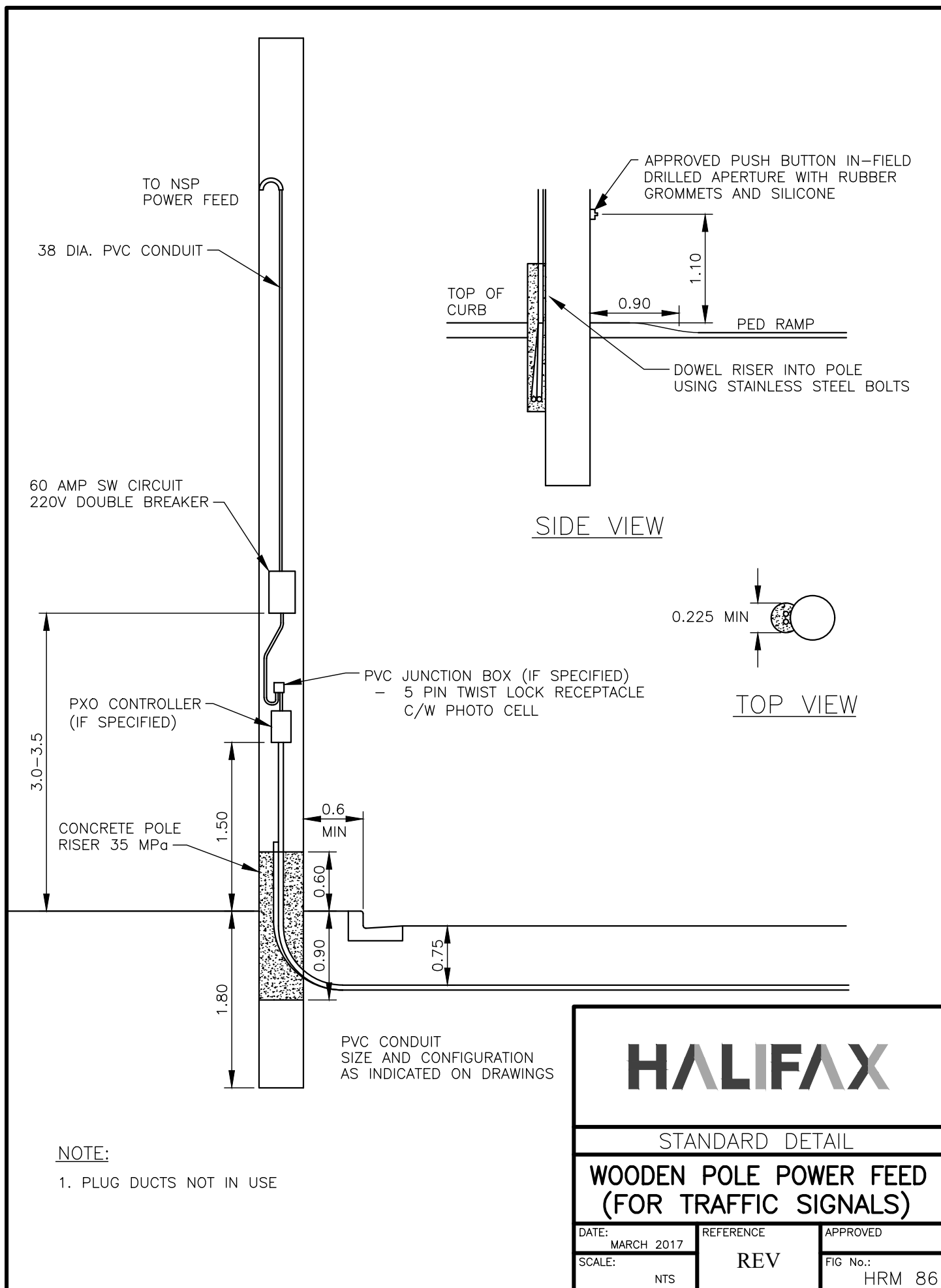
REFERENCE

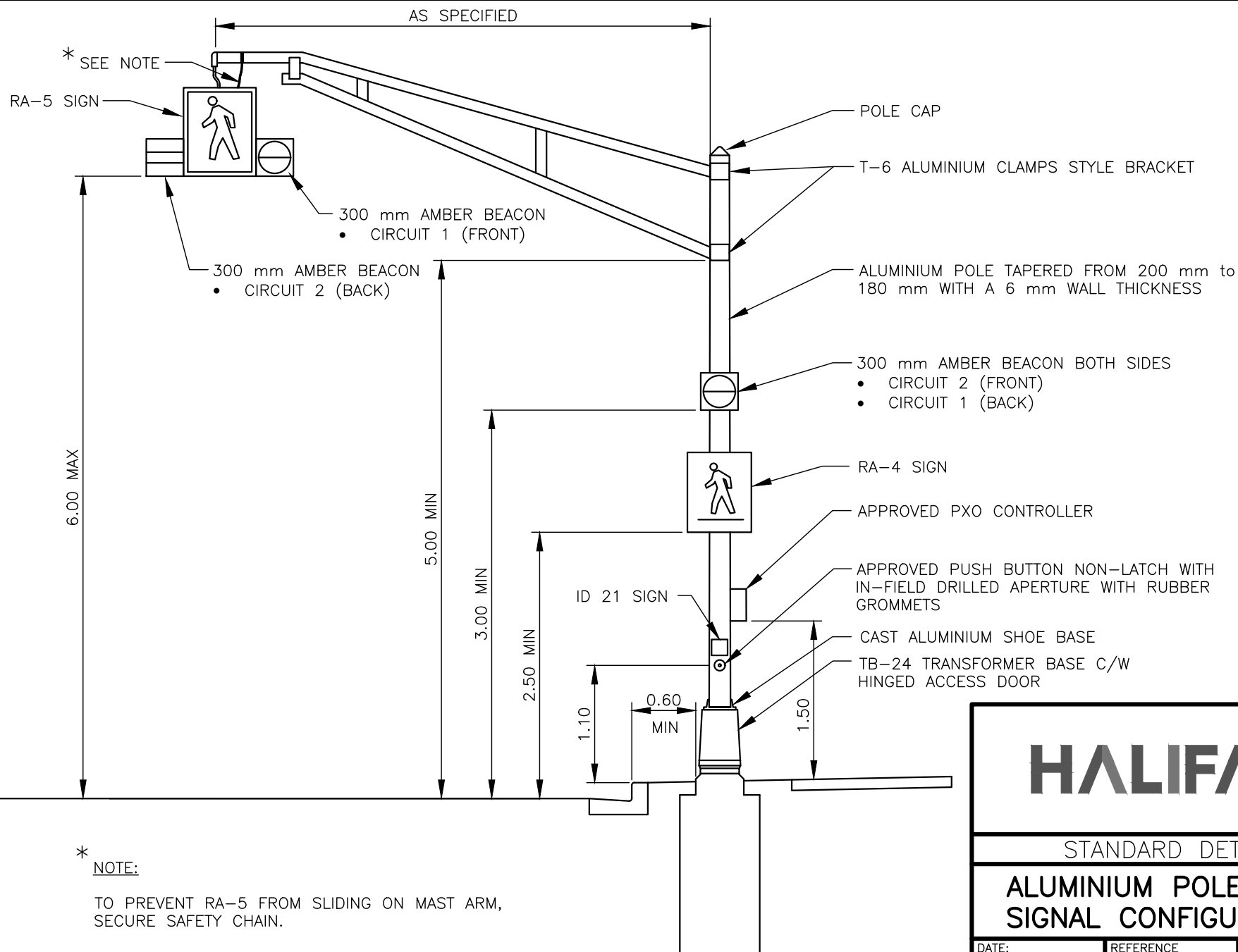
APPROVED

SCALE:
1:25

REV

FIG No.:
HRM 74





* NOTE:

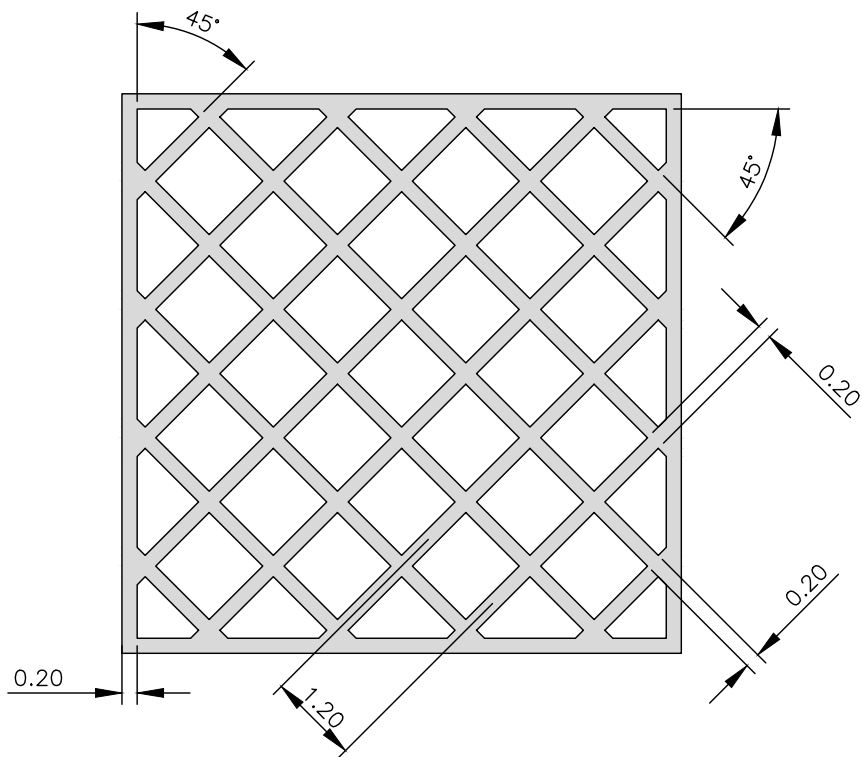
TO PREVENT RA-5 FROM SLIDING ON MAST ARM,
SECURE SAFETY CHAIN.

HALIFAX

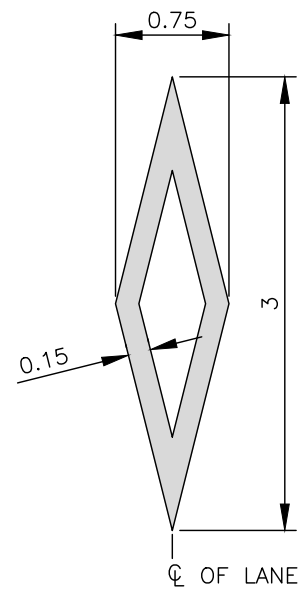
STANDARD DETAIL

ALUMINIUM POLE RA-5 SIGNAL CONFIGURATION

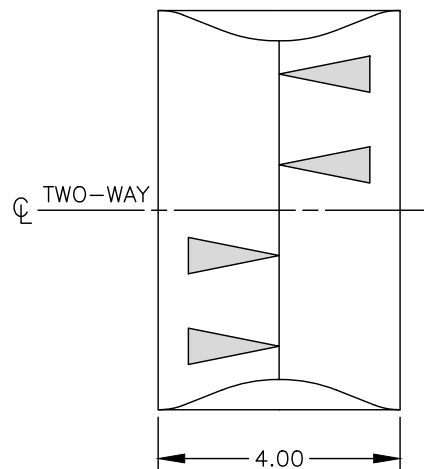
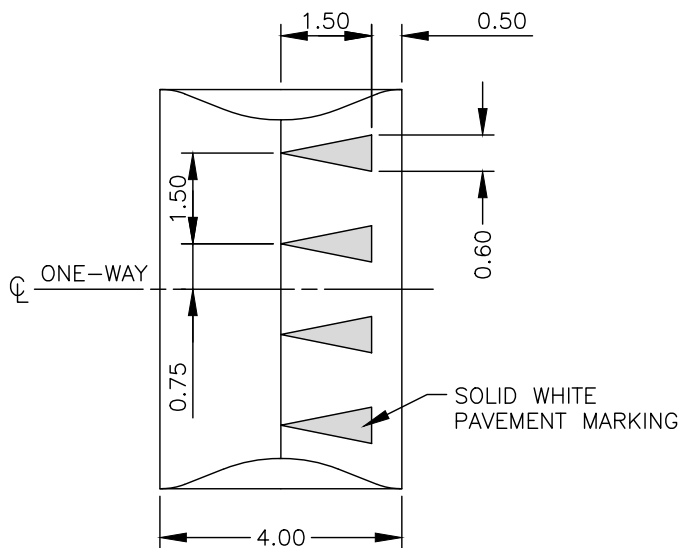
DATE:	2015	REFERENCE	APPROVED
SCALE:	NTS	REV	FIG No.: HRM 87



INTERSECTION BOX
SCALE: 1:100



RESERVED LANE
SCALE: 1:50



SPEED HUMPS
SCALE: 1:125

NOTE:
SEE "SPEED HUMP"
STANDARD DETAIL DRAWING

HALIFAX

STANDARD DETAIL

**SPECIAL
PAVEMENT MARKINGS**

DATE: JULY 2019

REFERENCE

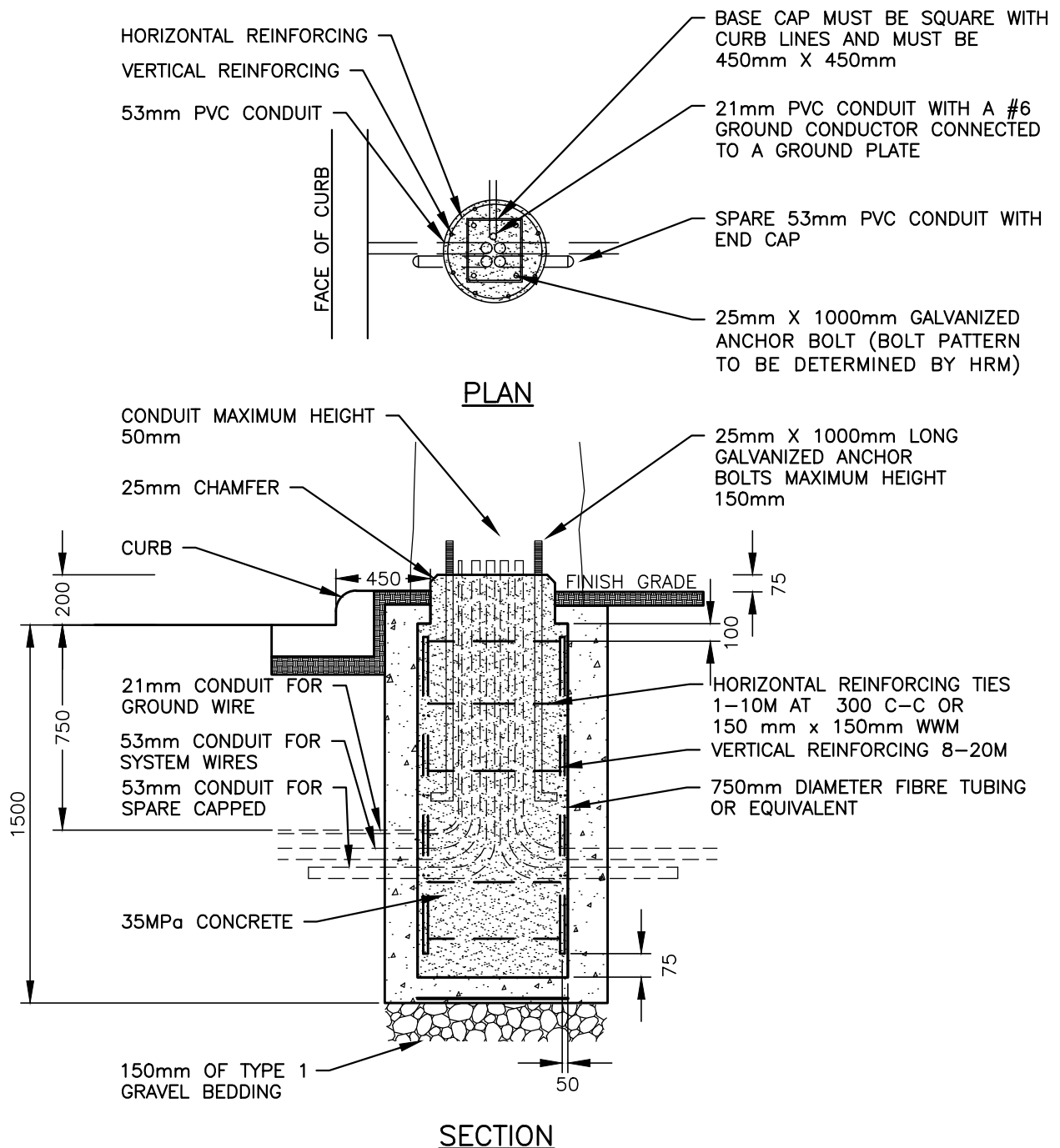
APPROVED

SCALE:

AS NOTED

FIG No.:

HRM 96



NOTES:

1. ALL WORK MUST BE IN COMPLIANCE WITH THE LATEST EDITION OF THE CANADIAN ELECTRICAL CODE.
2. ANY EXCAVATION WORK DONE THE CONTRACTOR MUST REQUEST LOCATES FROM THE UTILITIES IN QUESTION.
3. ALL CONCRETE MUST BE POURED IN ONE POUR.
4. THE THREADS OF THE LEG BOLTS MUST BE LEVEL WITH TOP ON THE CONCRETE BASE.
5. EACH CONCRETE BASE MUST HAVE ITS OWN GROUND PLATE.

HALIFAX

STANDARD DETAIL

**STANDARD ALUMINUM STREET
LIGHT BASE TYPE 2**

DATE:
APRIL 2020

REFERENCE

APPROVED

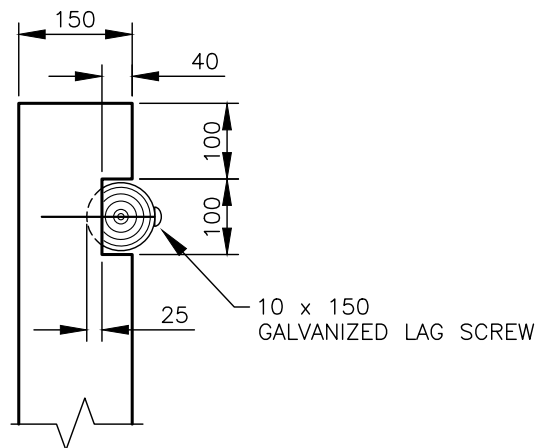
SCALE:
NTS

REV

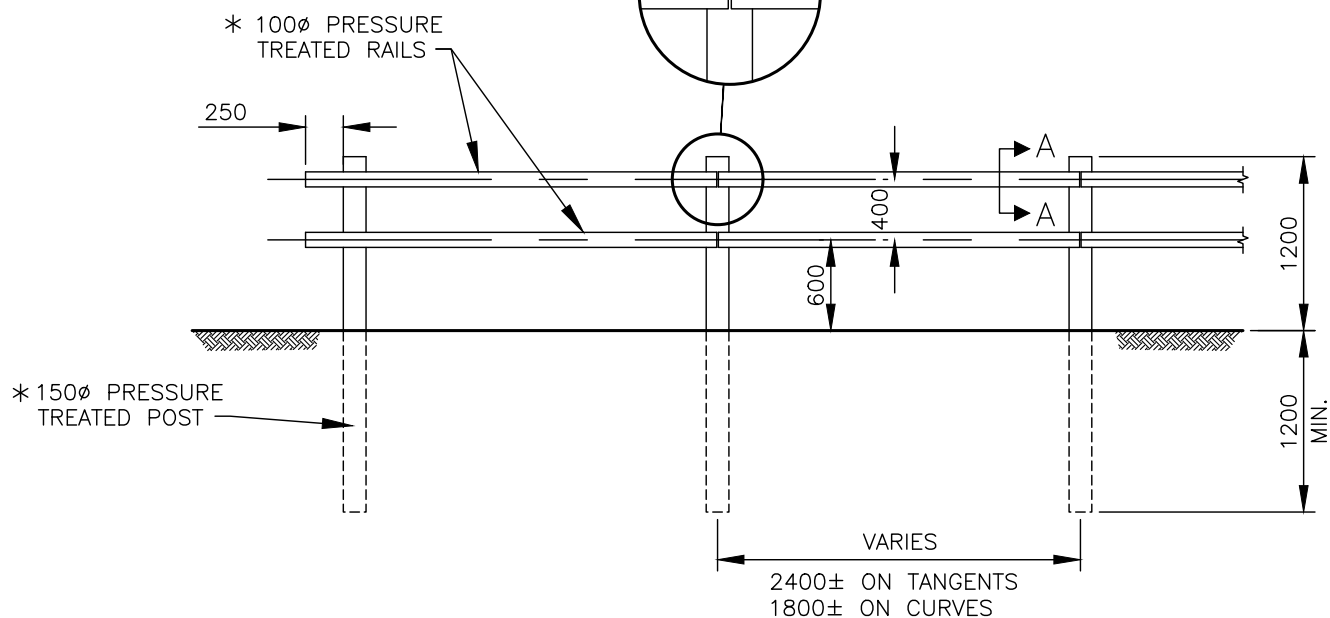
FIG No.:
HRM 117

* NOTE:
CEDAR POSTS
TO BE USED
PROTECTED

* NOTE:
CEDAR POSTS AND RAILS ARE
TO BE USED IN HALIFAX WATER
PROTECTED WATER SHEDS



ALL CUTS THAT EXPOSE UNTREATED WOOD ARE TO BE COATED WITH TWO COATS OF "END-CUT" PRESERVATIVE.



SCALE: 1:50

HALIFAX

STANDARD DETAIL

WOODEN FENCE

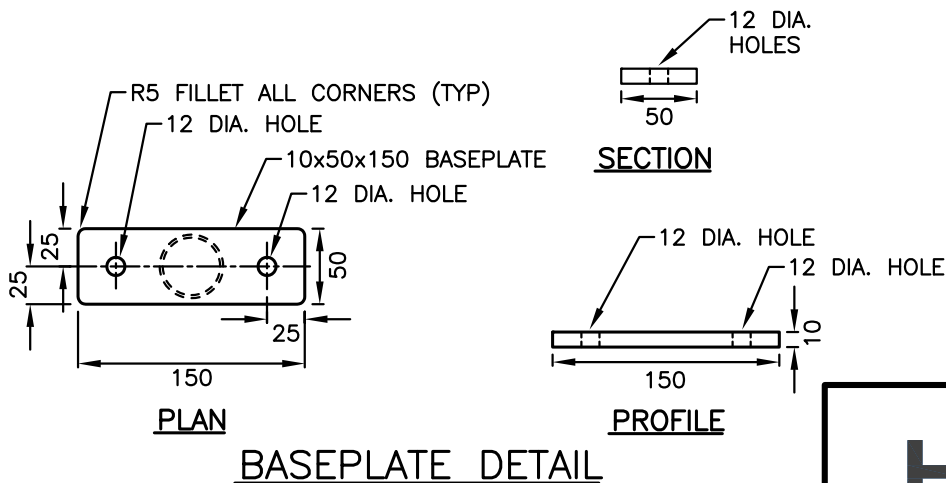
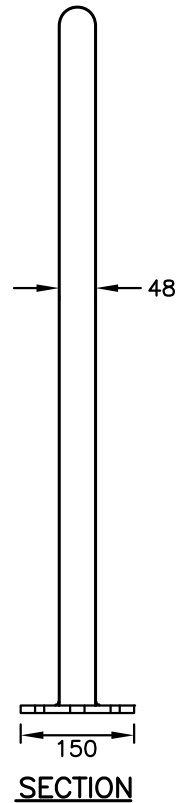
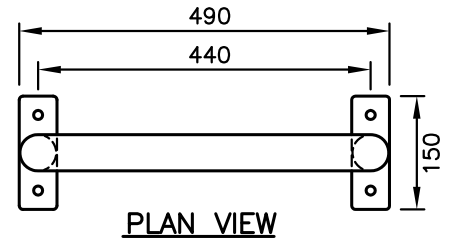
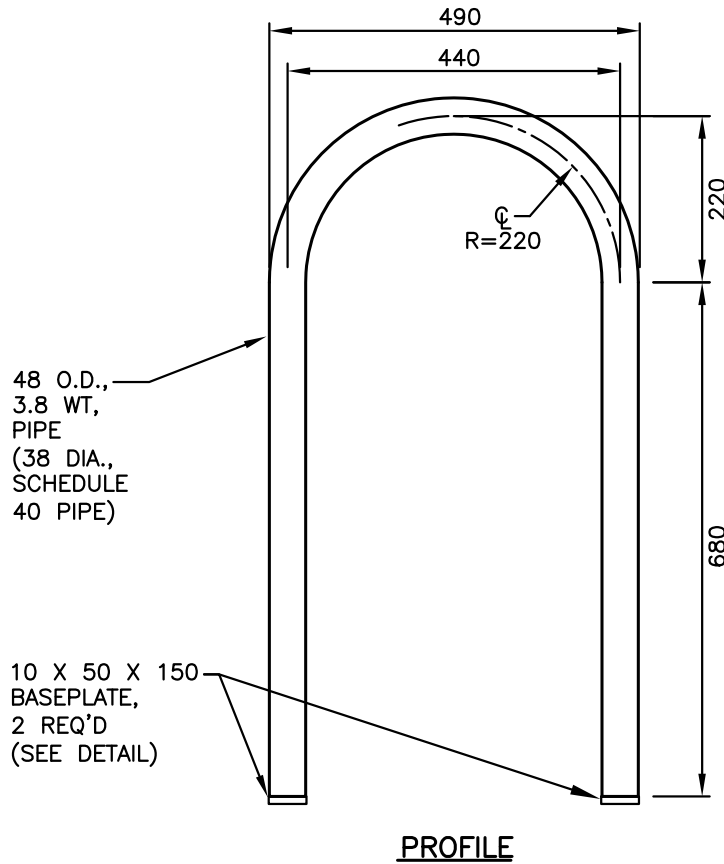
DATE: NOVEMBER 2019

SCALE: 1:50

APPROVED:

FIG NO.:
HRM 118

HOT-DIPPED GALVANIZED STEEL OR
HOT-DIPPED GALVANIZED STEEL WITH BLACK POWDER COAT



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. VARIATION OF THE DIMENSIONS PROVIDED ARE PERMITTED, BUT MUST BE SHOWN ON SUBMITTED DRAWINGS.
3. BIKE RACKS TO BE ANCHORED TO POURED IN PLACE CONCRETE SURFACE WITH 10mm ϕ X 125mm EPOXY EXPANSION BOLTS (100mm EMBEDMENT).

HALIFAX

STANDARD DETAIL

INVERTED U BIKE RACK

DATE:
SEPT 2020

SCALE:
N.T.S.

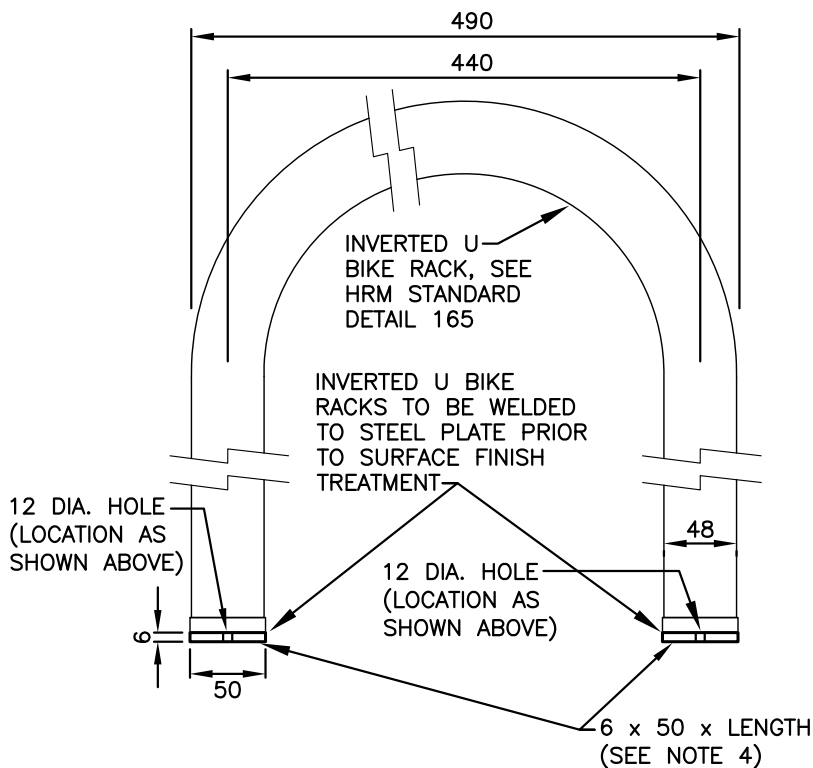
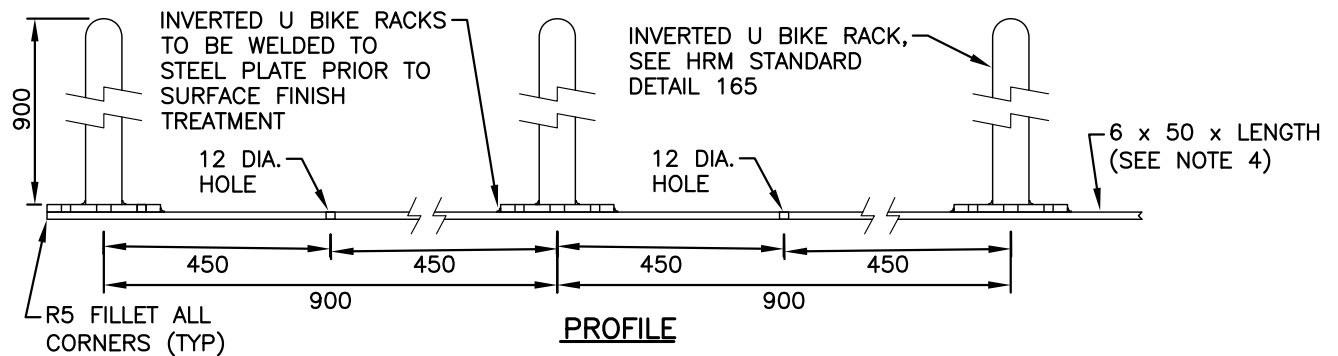
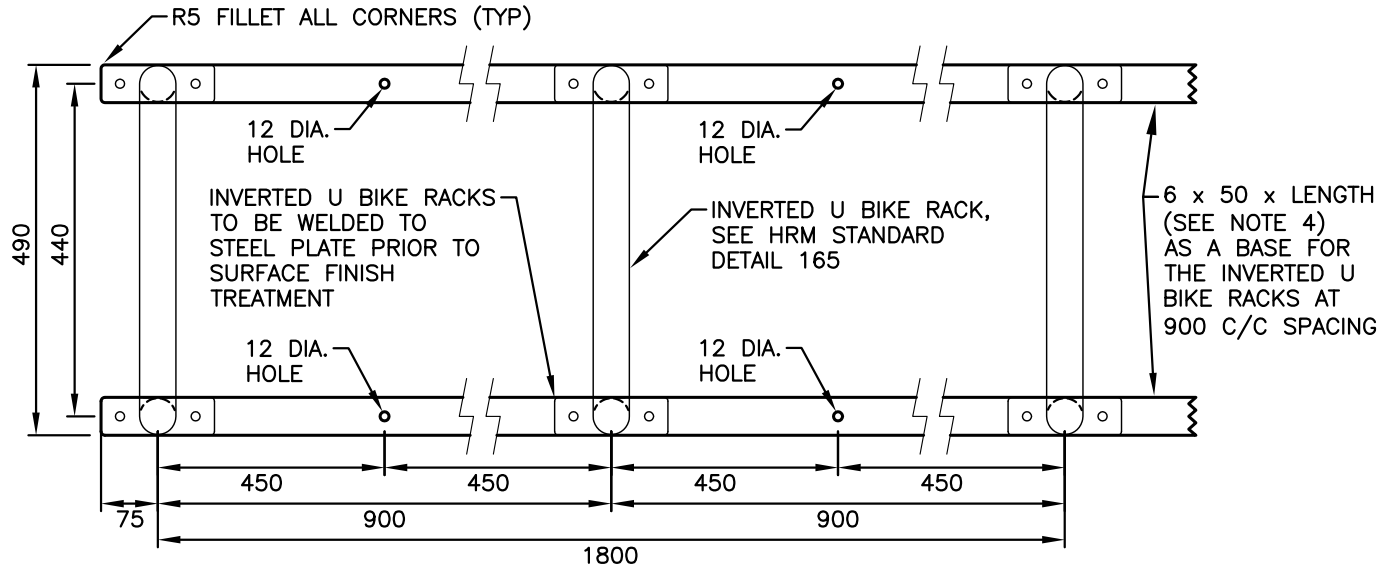
REFERENCE

NEW

APPROVED

FIG No.:
HRM 165

**HOT-DIPPED GALVANIZED STEEL OR
HOT-DIPPED GALVANIZED STEEL WITH BLACK POWDER COAT**



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. VARIATION OF THE DIMENSIONS PROVIDED ARE PERMITTED, BUT MUST BE SHOWN ON SUBMITTED DRAWINGS.
3. BIKE RACKS TO BE ANCHORED TO POURED IN PLACE CONCRETE SURFACE WITH 10mm $\varnothing$ X 125mm EPOXY EXPANSION BOLTS (100mm EMBEDMENT).
4. MULTI BIKE RACK LENGTH WILL VARY FOR SERIES OF 2 TO 5 INVERTED U BIKE RACKS (AS REQUIRED).

HALIFAX

STANDARD DETAIL

**MULTI
INVERTED U BIKE RACK**

DATE:
SEPT 2020

REFERENCE

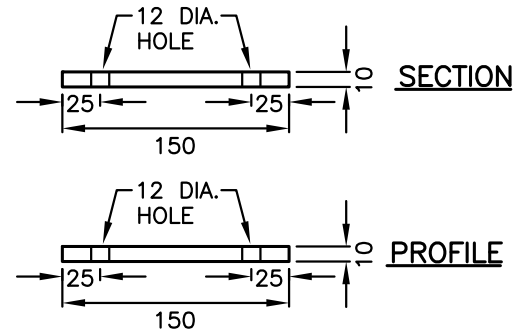
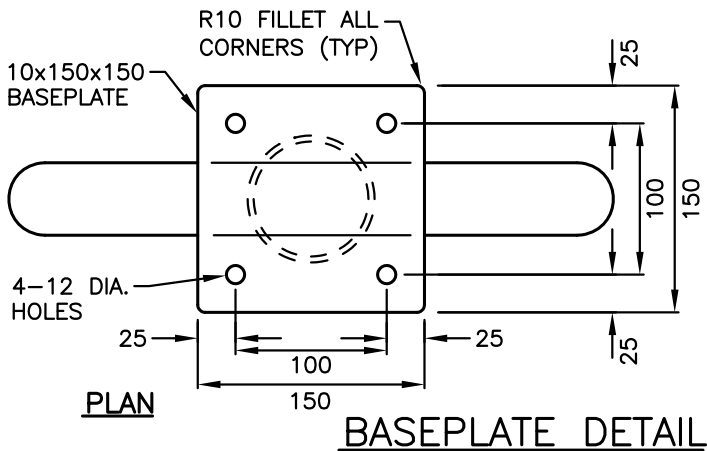
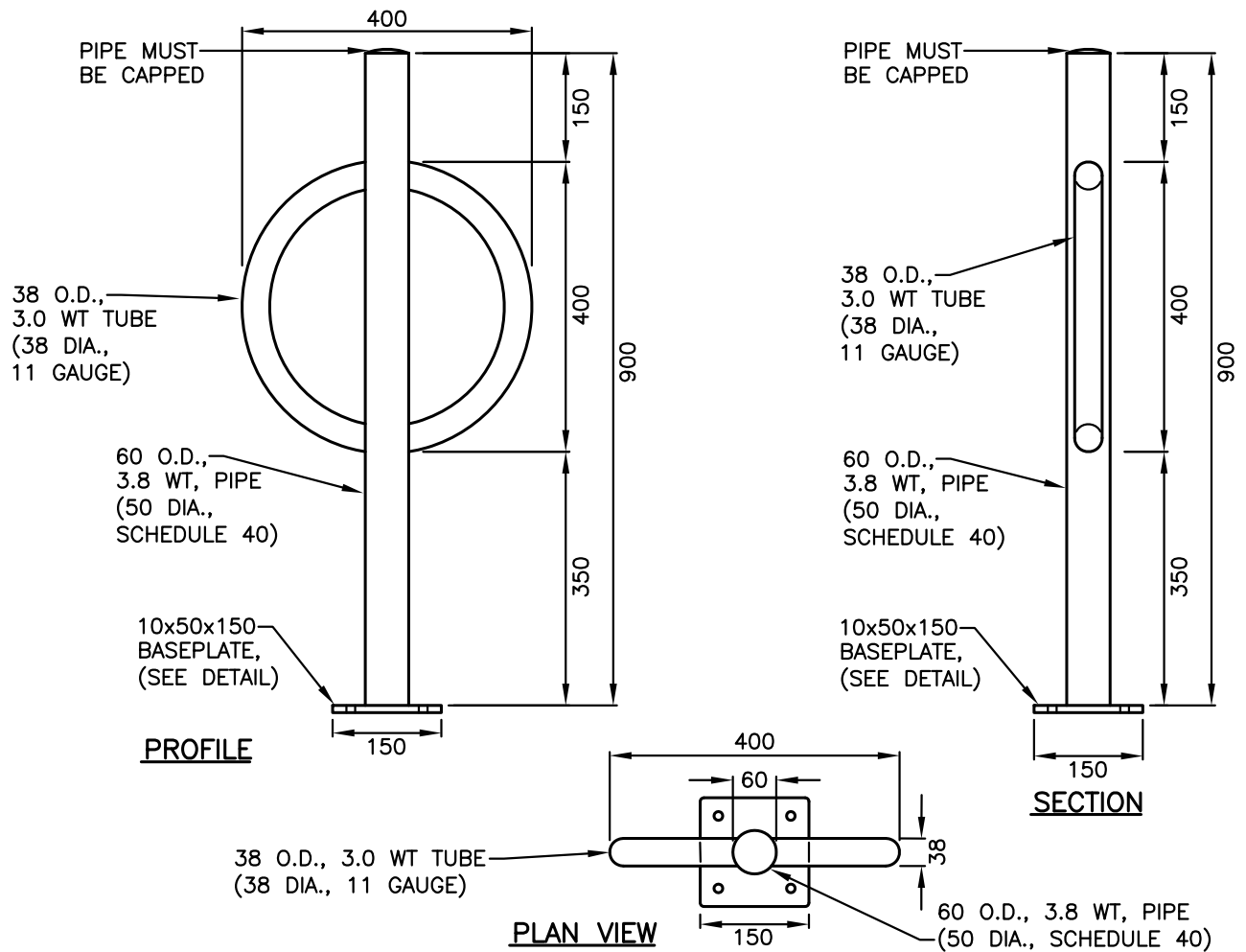
APPROVED

SCALE:
N.T.S.

NEW

FIG No.:
HRM 166

**HOT-DIPPED GALVANIZED STEEL OR
HOT-DIPPED GALVANIZED STEEL WITH BLACK POWDER COAT**



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. VARIATION OF THE DIMENSIONS PROVIDED ARE PERMITTED, BUT MUST BE SHOWN ON SUBMITTED DRAWINGS.
3. BIKE RACKS TO BE ANCHORED TO POURED IN PLACE CONCRETE SURFACE WITH 10mm ϕ X 125mm EPOXY EXPANSION BOLTS (100mm EMBEDMENT).

HALIFAX

STANDARD DETAIL

POST & RING BIKE RACK

DATE:
SEPT 2020

SCALE:
N.T.S.

REFERENCE

NEW

APPROVED

FIG No.:
HRM 167