

Standard Drawings for Roads

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

Title of Drawing	Date of Drawing	City of London Drawing Classification	Ontario Provincial Standard Drawings	Date Drawing Superseded or Deleted	Old Drawing Title (if applicable)
Concrete Sidewalk	11/1/2004	SR-1.0	310.01	2/15/1997	Concrete Sidewalk
Concrete Sidewalk Adjacent to Curb and Gutter	12/11/2017	SR-1.1	310.01	1/30/1999	Concrete Sidewalk Adjacent to Curb and Gutter
Concrete Sidewalk Ramps	8/26/2011	SR-1.2	310.01	1/17/2003	Concrete Sidewalk Ramps
Combination Curb Face Sidewalk	12/11/2017	SR-1.3	310.01	3/1/1998	Combination Curb Face Sidewalk
Combination Curb Face Sidewalk at Driveways	12/11/2017	SR-1.4	310.01	2/15/1997	Combination Curb Face Sidewalk at Driveways
Sidewalk Driveway Entrance Detail	12/5/2017	SR-1.5	310.01	3/15/1996	Sidewalk Driveway Entrance Detail
-	-	-	351.01	5/1/1992	Urban Residential Entrance with Boulevard
Single Family and Multi-Family Driveway Entrances with Boulevards	11/3/2016	SR-2.0	-	3/6/2007	Single, Double and Multi-Family Driveway Entrances with Boulevards
Concrete Curb Setbacks	10/3/2014	SR-3.0	-	3/1/1998	Concrete Curb Setbacks
Asphalt Bicycle Path	11/1/2004	SR-4.0	-	3/1/1998	Asphalt Bicycle Path
-	-	-	500.02	4/15/1991	Turning Basins for Terminated urban Roadways

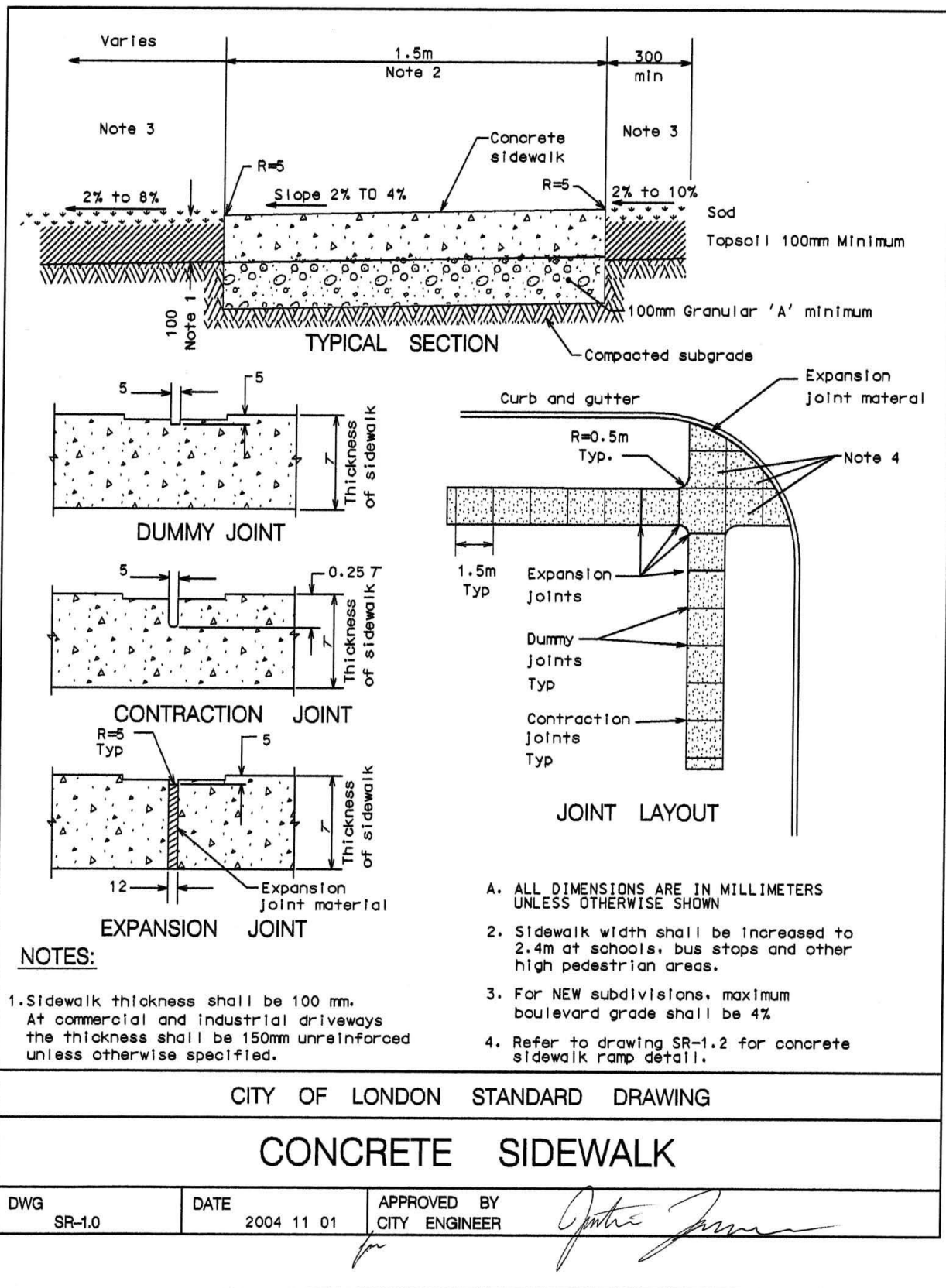
Supplemental Standards for Roads (SR)

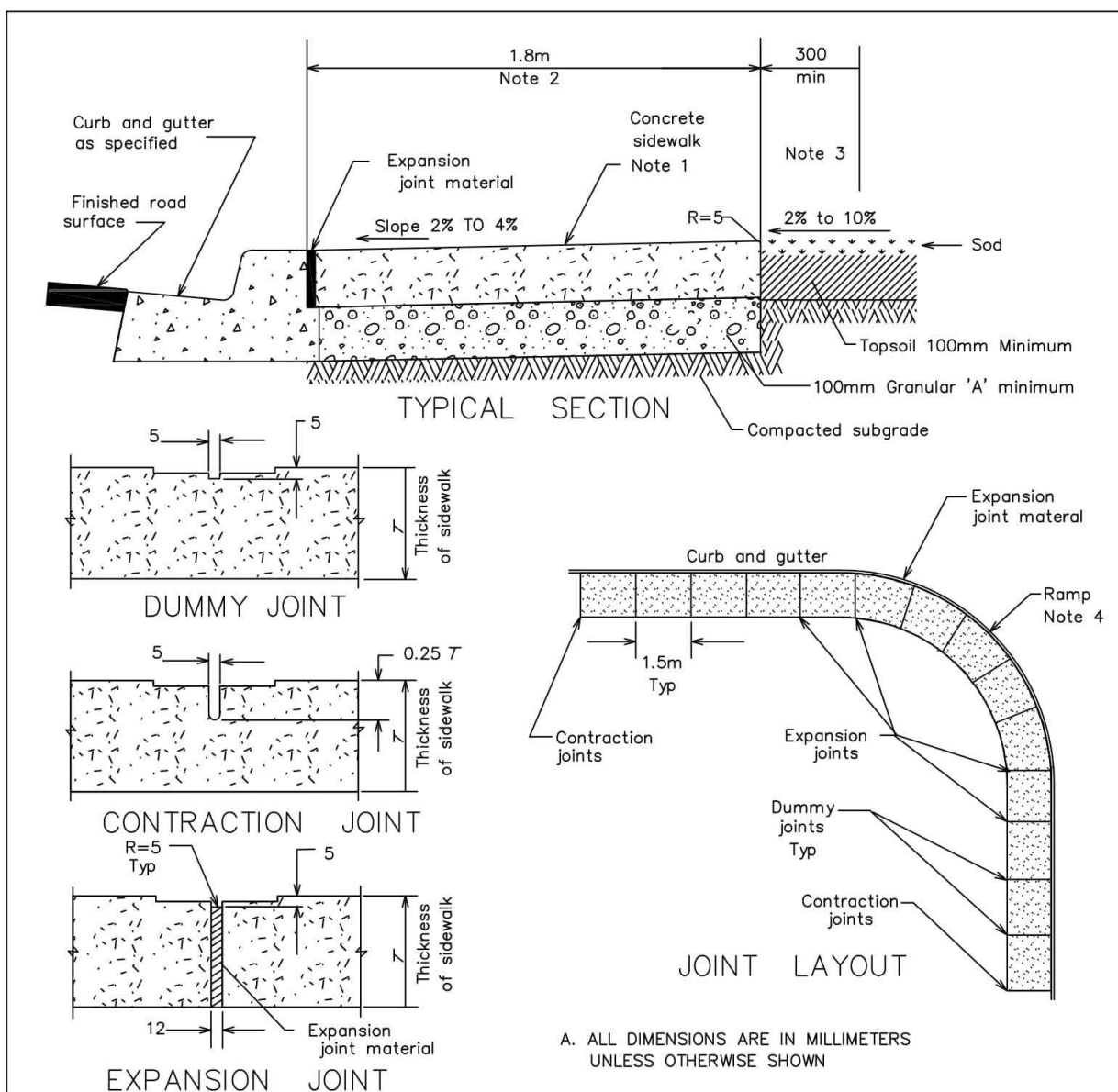
Title of Drawing	Date of Drawing	City of London Drawing Classification	Ontario Provincial Standard Drawings	Date Drawing Superseded or Deleted	Old Drawing Title (if applicable)
Standard For Circular Cul-de-Sac	1/17/2003	SR-5.0	-	3/20/2002	Standard For Circular Cul-de-Sac
Standard For Industrial Cul-de-Sac	9/22/2010	SR-5.1	-	1/17/2003	Standard For Industrial Cul-de-Sac
Temporary Turning Circle	3/20/2002	SR-5.2	-	3/15/1996	Temporary Turning Circle
Concrete Steps with Footings	11/6/2002	SR-6.0	512.02	3/15/1996	Concrete Steps with Footings
Concrete Steps without Footings	11/6/2002	SR-6.1	-	3/15/1996	Concrete Steps without Footings
Standard Pedestrian Walkway	1/17/2003	SR-7.0	-	3/20/2002	Standard Pedestrian Walkway
Removable post Detail	3/15/1996	SR-8.0	-	-	-
Steel Beam Guide Rail Assembly Detail	3/1/1998	SR-9.0	-	-	-
Steel Beam Guide Rail Post and Offset Block Detail	3/1/1998	SR-9.1	-	-	-
-	-	-	902.09	12/15/1992	Steel Beam Guide Rail Embedded Connection for New Structures
Steel Beam Guide Rail Embedded Connection for New Structures	2/29/2000	SR-10.0	-	1/30/1999	Steel Beam Guide Rail Embedded Connection for New Structures
Concrete Island Bullnose	8/26/2011	SR-11.0	-	2/29/2000	Concrete Island Bullnose
Existing Gravel Driveway Restoration	10/15/2013	SR-12.0	-	2/29/2000	Existing Gravel Driveway Restoration

Title of Drawing	Date of Drawing	City of London Drawing Classification	Ontario Provincial Standard Drawings	Date Drawing Superseded or Deleted	Old Drawing Title (if applicable)
-	-	-	-	11/14/2011 Deleted	Pavement Reinforcement Detail for Road Widening
Stepped Milled Joint Pavement Reinforcement Detail	10/15/2013	SR-13.1	-	1/26/2012	Stepped Milled Joint Pavement Reinforcement Detail
Pavement Cut Guidelines Matching New Construction to Existing Asphalt	9/22/2010	SR-14.0	-	10/26/2009	Pavement Cut Guidelines Matching New Construction to Existing Asphalt
Concrete Island Bullnose	12/3/2012	SR-19.0	-	-	-
Typical LI-Channel Post and Stabilizer Plate Detail	12/3/2012	SR-19.1	-	-	-
Typical 4"x4" Pressure Treated Wood Post and 2 3/8" Round Galvanized Steel Post Installation Detail	12/3/2012	SR-19.2	-	-	-
Typical Square Post and Anchor Post Installations Detail	12/3/2012	SR-19.3	-	-	-
Sign Sheeting and Post Requirements	12/3/2012	SR-19.4	-	-	-
Types of Pavement Markings	2/25/2015	SR-20.0A	-	8/22/2012	Types of Pavement Markings
Types of Pavement Markings	9/21/2015	SR-20.0B	-	-	-
Signalized Intersection Markings	9/25/2015	SR-20.1	-	9/6/2011	Signalized Intersection Markings
Zebra Pavement Marking Detail	9/21/2015	SR-20.2	-	2013	Zebra Pavement Marking Detail



Title of Drawing	Date of Drawing	City of London Drawing Classification	Ontario Provincial Standard Drawings	Date Drawing Superseded or Deleted	Old Drawing Title (if applicable)
Arrow and Pavement Marking for Bicycle Lanes	9/22/2015	SR-20.3	-	9/9/2011	Arrow and Pavement Marking for Bicycle Lanes
Bicycle Sharrow Pavement Markings	9/9/2011	SR-20.4	-	-	-





NOTES:

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

- A. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN
2. Sidewalk width may be increased to: 2.4m at schools, bus stops and other high pedestrian areas.
3. For NEW subdivisions, maximum boulevard grade shall be 4%.
4. Refer to drawing SR-1.2 for concrete sidewalk ramp detail.

CITY OF LONDON STANDARD DRAWING

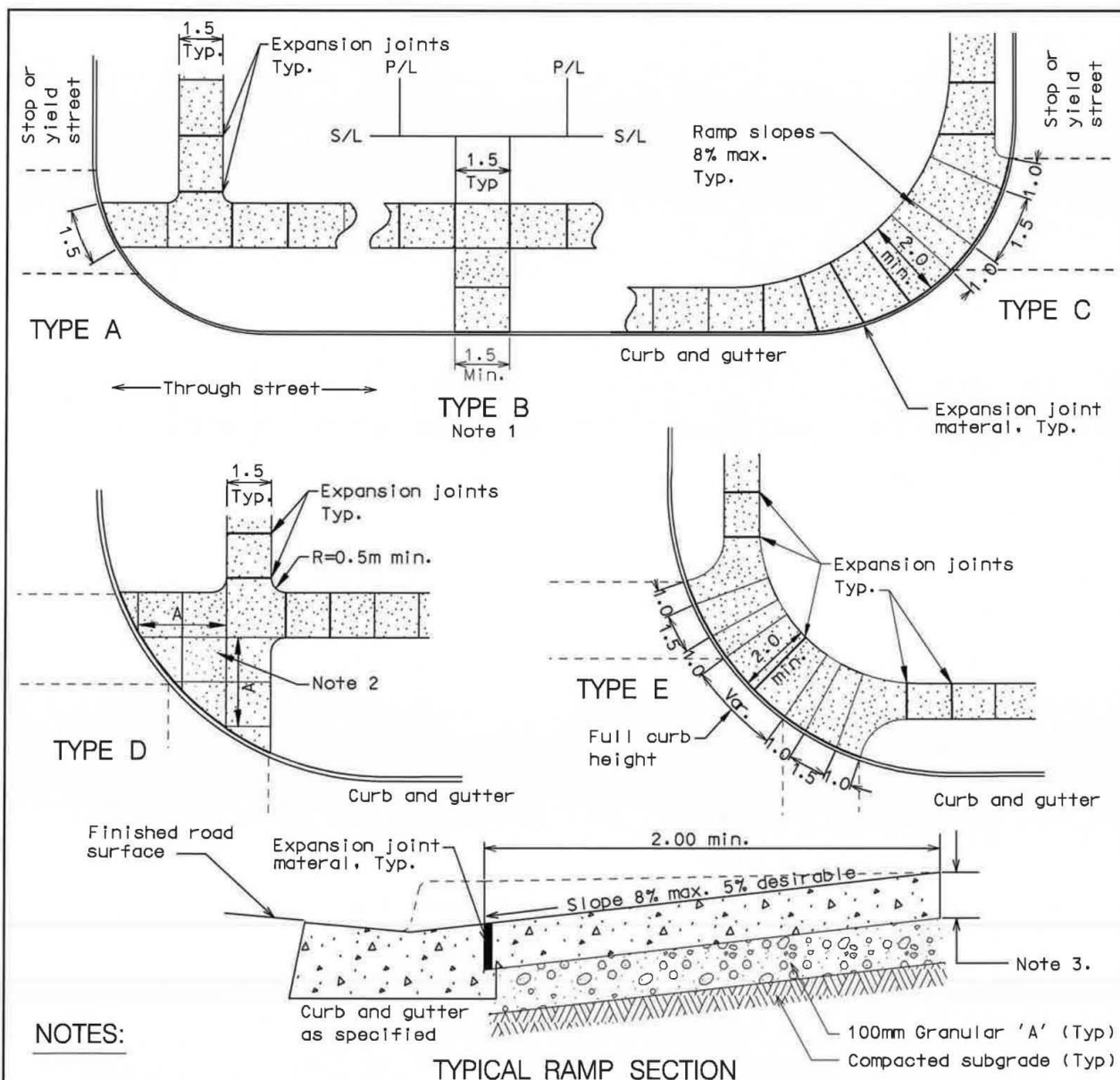
CONCRETE SIDEWALK
ABUTTING CURB AND GUTTER

DWG NO
SR-1.1

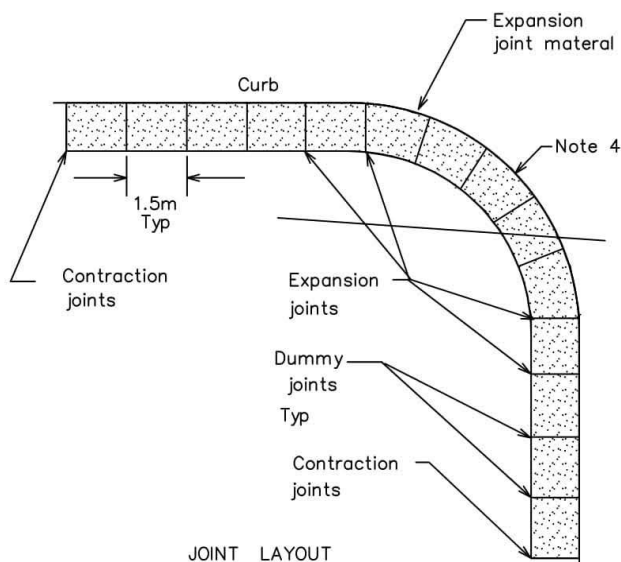
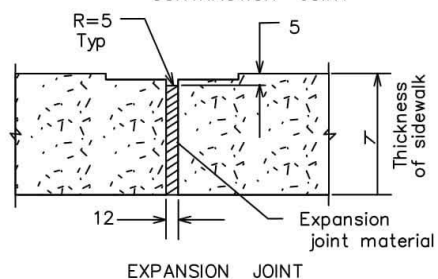
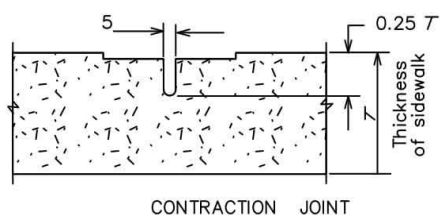
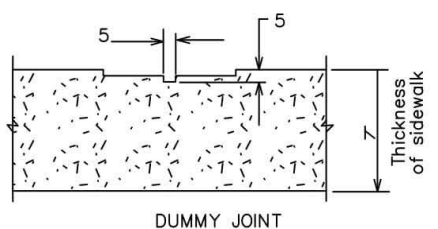
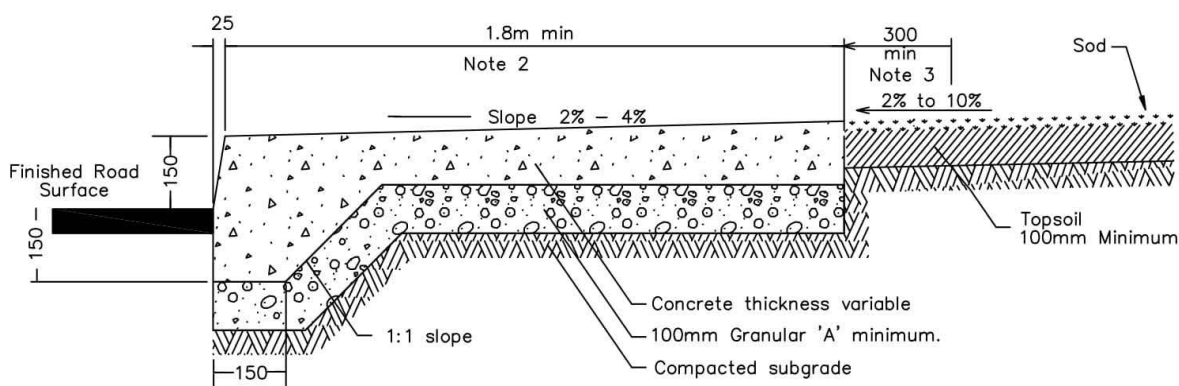
DATE
2017 12 11

APPROVED BY
CITY ENGINEER

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CITY OF LONDON STANDARD DRAWING		
CONCRETE SIDEWALK RAMPS		
DWG SR-1.2	DATE 2011 08 26	APPROVED BY CITY ENGINEER



NOTES:

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

- A. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN
2. Sidewalk width may be increased to: 2.4m at schools, bus stops and other high pedestrian areas.
3. For NEW subdivisions, maximum boulevard grade shall be 4%.
4. Refer to drawing SR-1.2 for sidewalk ramp details.

CITY OF LONDON STANDARD DRAWING

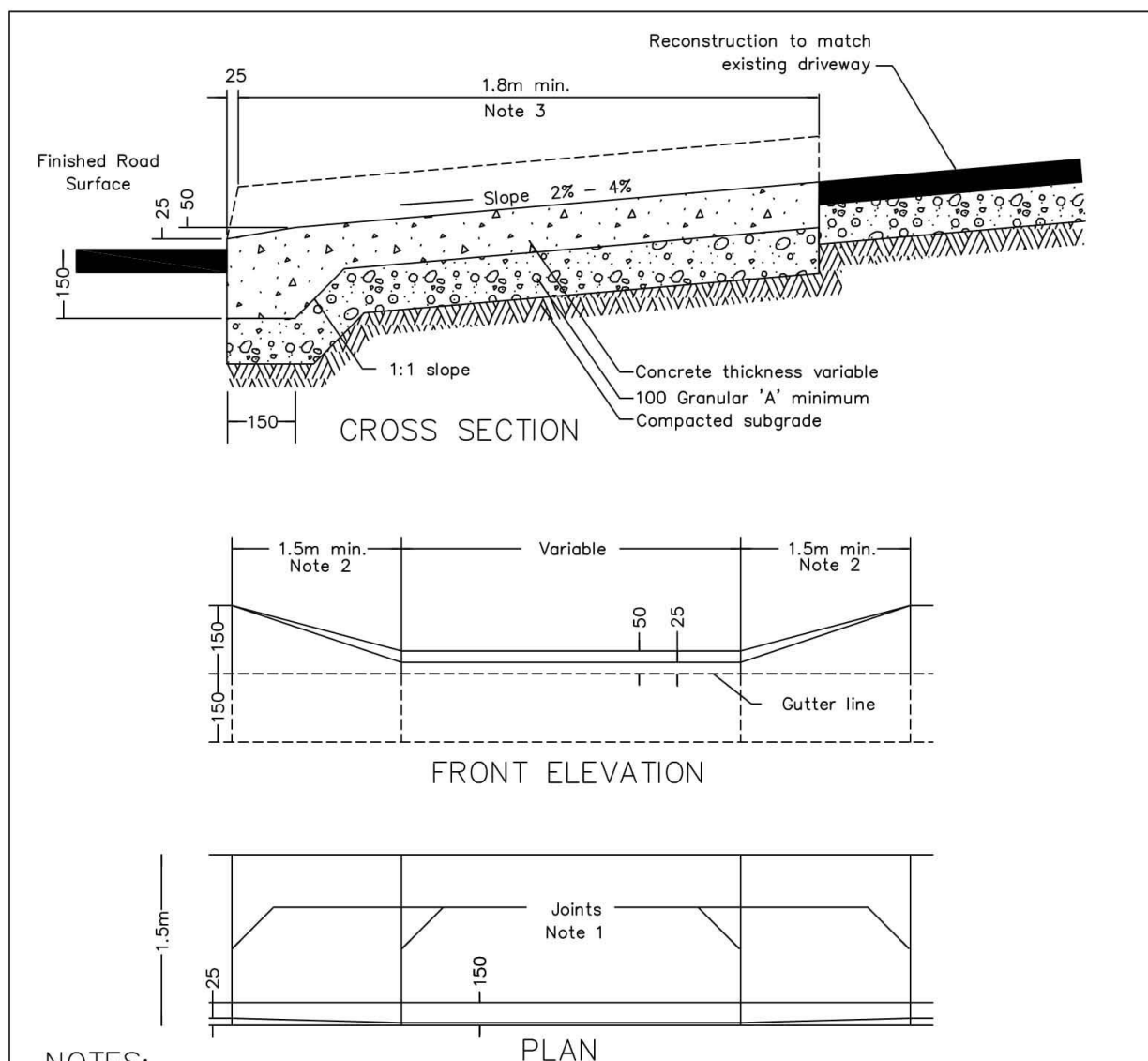
COMBINATION CURB-FACE SIDEWALK

DWG SR-1.3

DATE 2017 12 11

APPROVED BY
CITY ENGINEER

[Signature]



NOTES:

1. To be used in conjunction with detail on drawing SR-1.0
2. Length as required for a max. grade of 4% over 1.5 min.
3. Sidewalk width may be increased to: 2.4m at schools, bus stops and other high pedestrian areas.

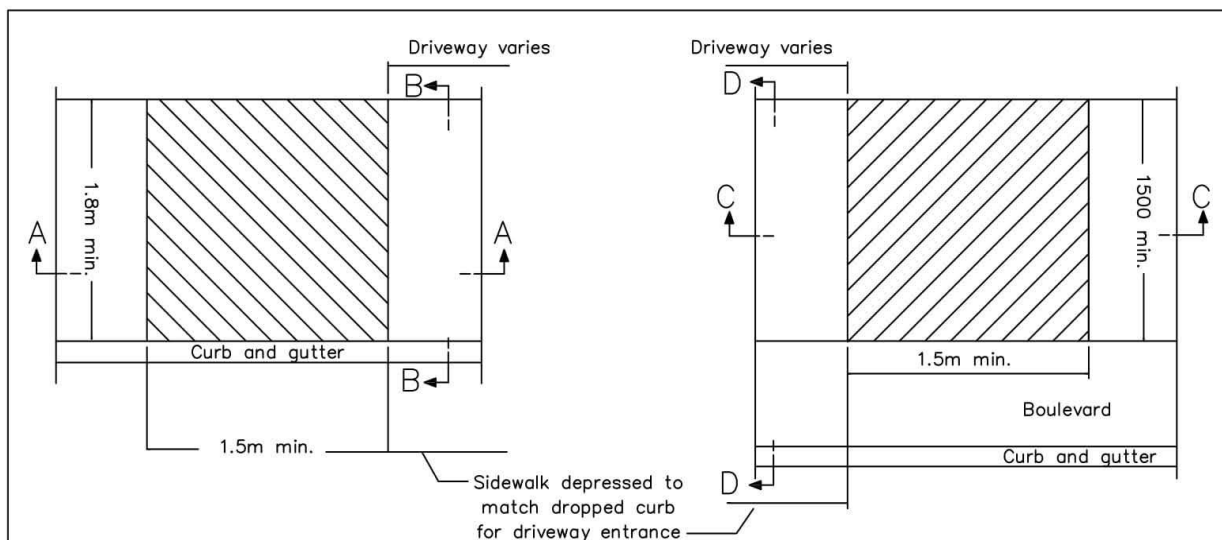
A. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

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

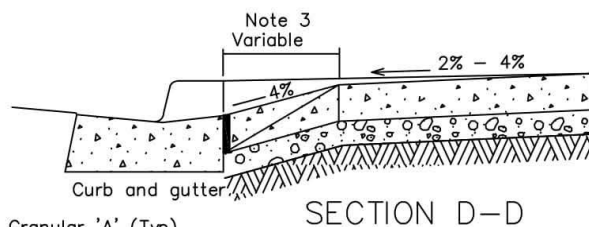
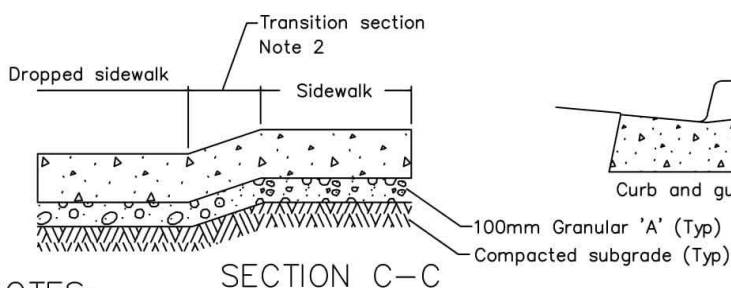
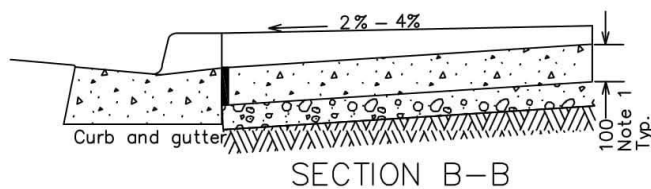
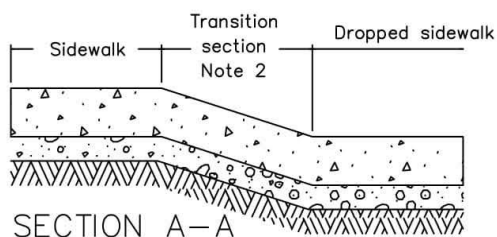
CITY OF LONDON STANDARD DRAWING

COMBINATION CURB-FACE SIDEWALK
AT DRIVEWAY ENTRANCES

DWG	SR-1.4	DATE	2017 12 11	APPROVED BY	CITY ENGINEER	<i>Scheu</i>
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SIDEWALK AT DRIVEWAY ENTRANCE—PLAN



NOTES:

1. At commercial and industrial driveways the sidewalk thickness shall be 150mm unreinforced unless otherwise specified.
2. Length as required for a maximum grade of 4%.

A. ALL DIMENSIONS ARE IN METERS
UNLESS OTHERWISE SHOWN

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

CITY OF LONDON STANDARD DRAWING

SIDEWALK DRIVEWAY ENTRANCE DETAILS

DWG

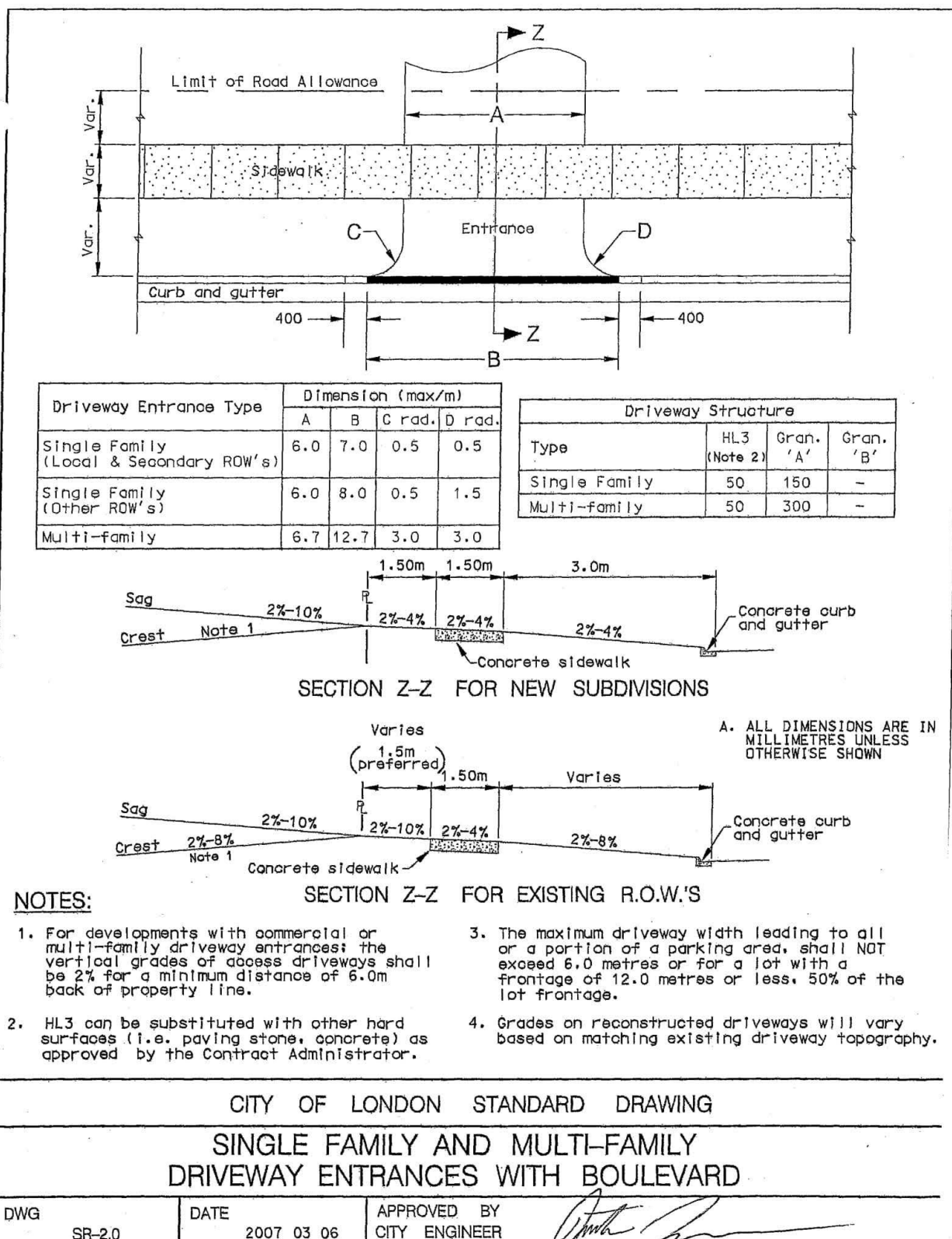
SR-1.5

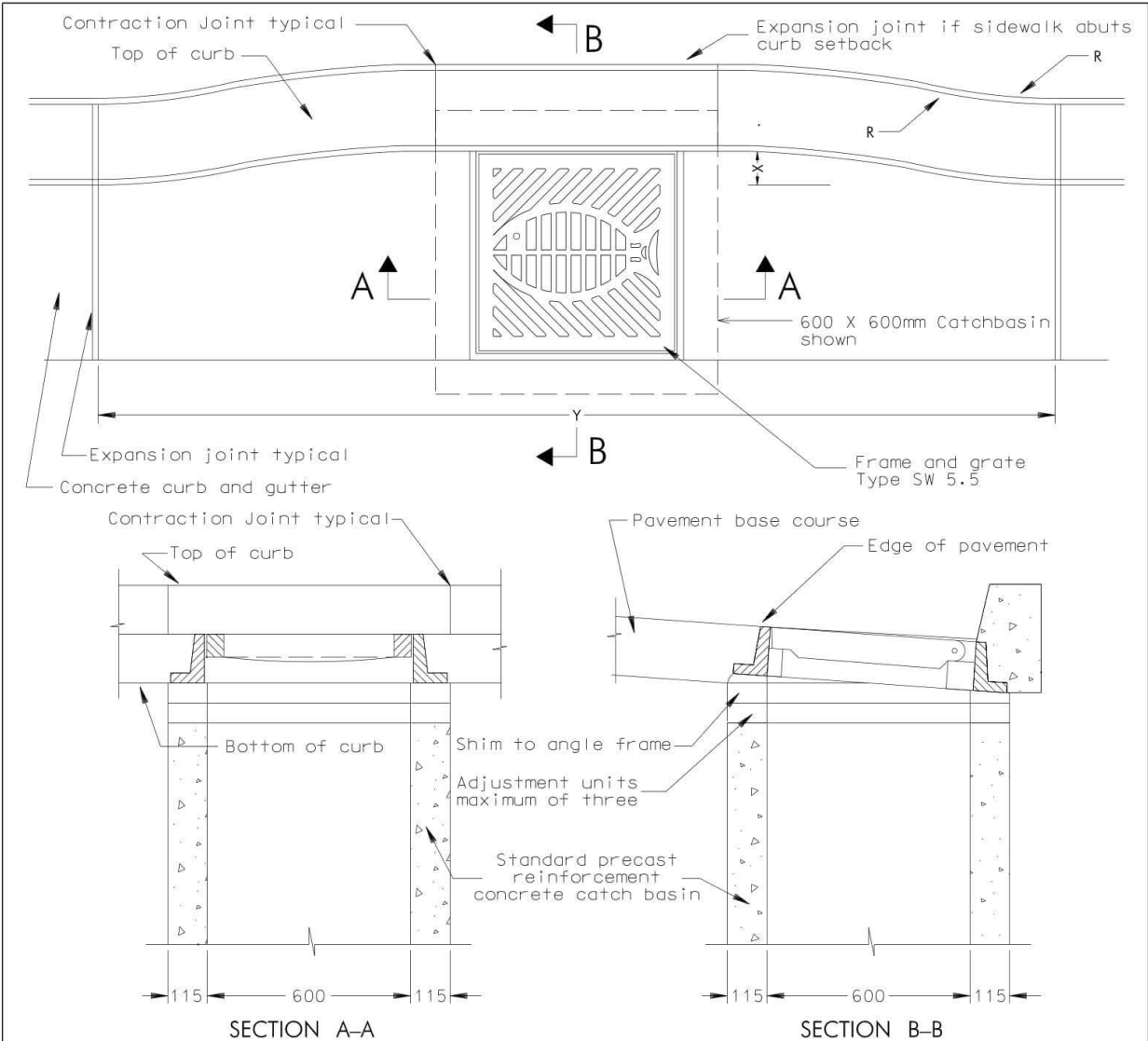
DATE

2017 12 05

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CITY ENGINEER

Scheu





- NOTES:**
- "X" - Represents the offset distance required to accommodate the various Ontario Provincial Standard Drawing curb types.

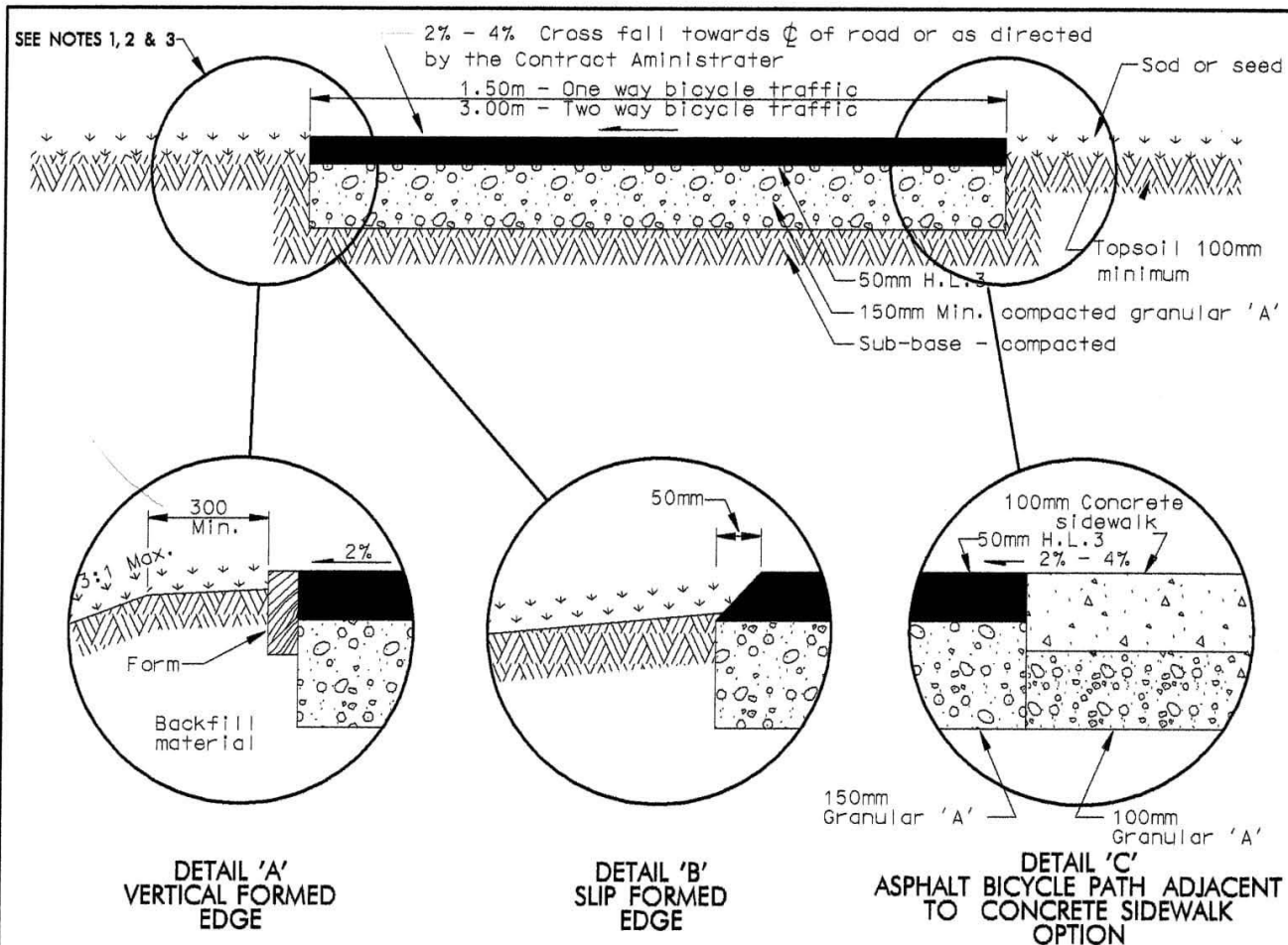
"Y" - Represents the length of the concrete curb setback required to accommodate the various Ontario Provincial Standard Drawing curb types.

D.P.S.D. No.	"X"	"Y"	"R"
600.01	200	2600	1500
600.04	300	3600	2000
600.06	325	3900	2000

A. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN
 - Concrete curb setbacks shall not be implemented when curb face sidewalk is specified

CITY OF LONDON STANDARD DRAWING			
CONCRETE CURB SETBACK			
DWG	SR - 3.0	DATE	2014 10 03
		APPROVED BY	CITY ENGINEER

Susan Lawrence
SUSAN LAWRENCE



A. ALL DIMENSIONS ARE IN MILLIMETERS
UNLESS OTHERWISE SHOWN

NOTES:

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

CITY OF LONDON STANDARD DRAWING

ASPHALT BICYCLE PATH

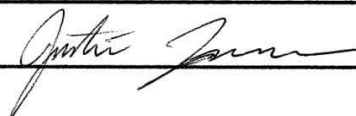
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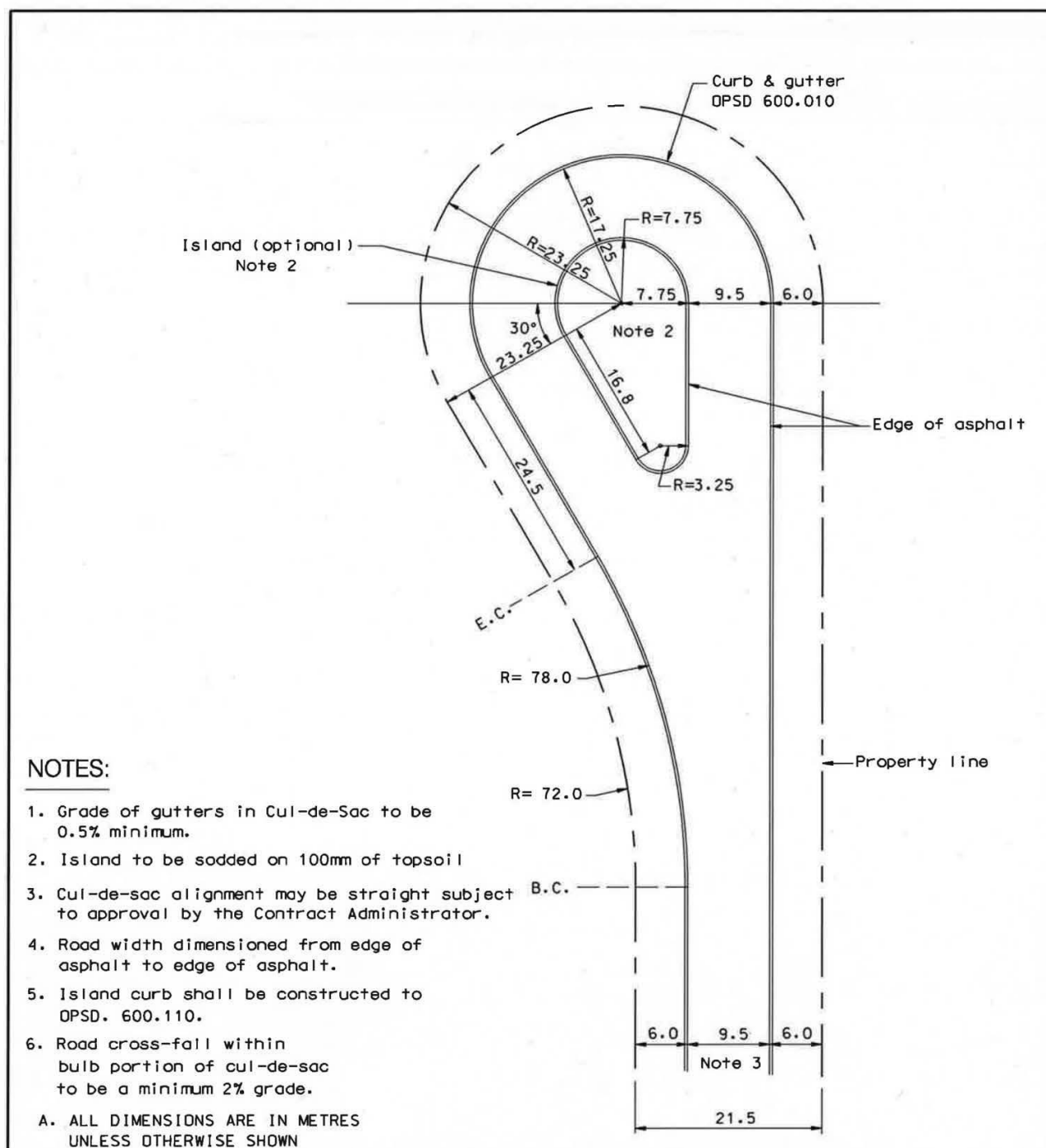
SR - 4.0

DATE

2004 11 01

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CITY ENGINEER





NOTES:

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

CITY OF LONDON STANDARD DRAWING

STANDARD FOR INDUSTRIAL CUL-DE-SAC

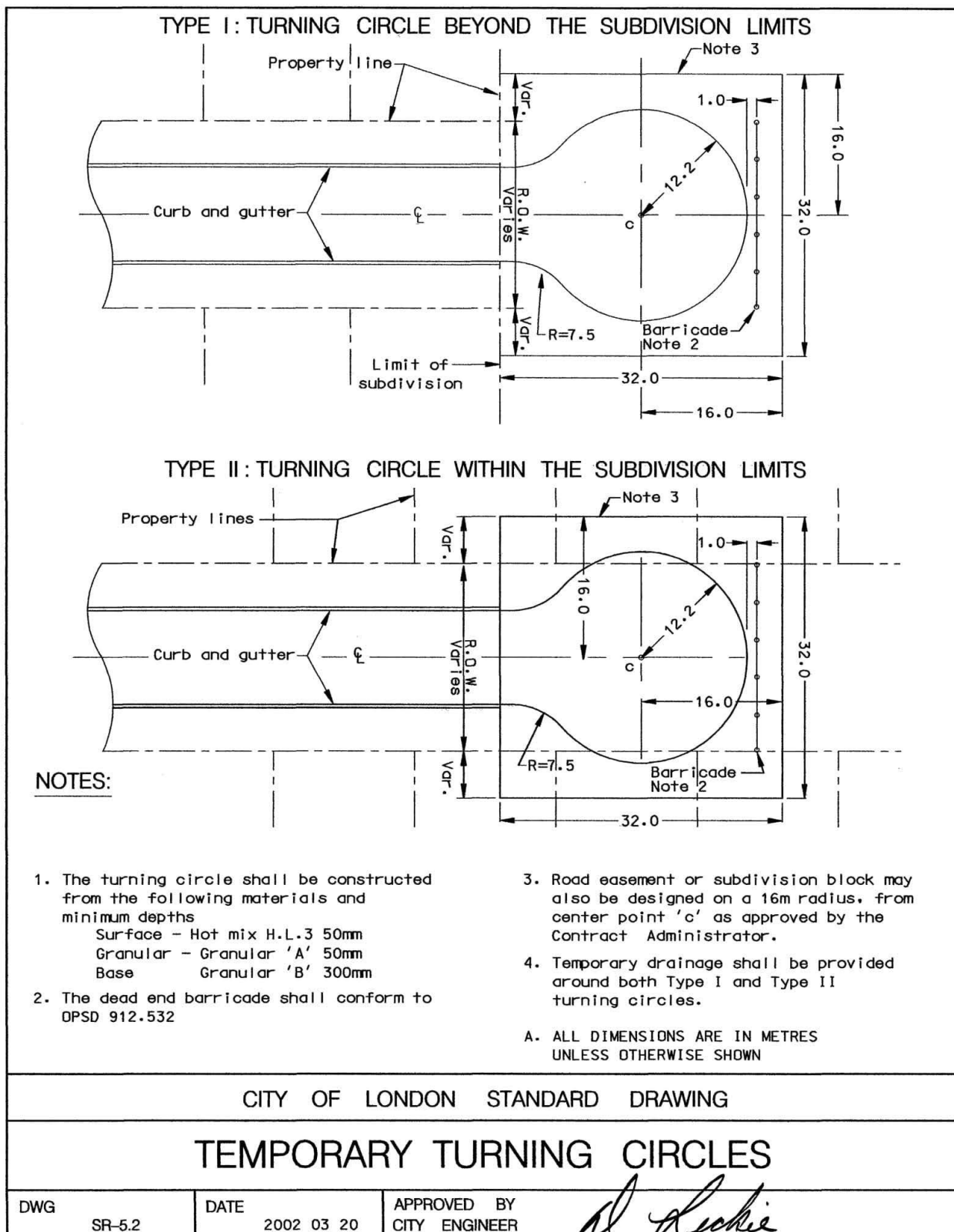
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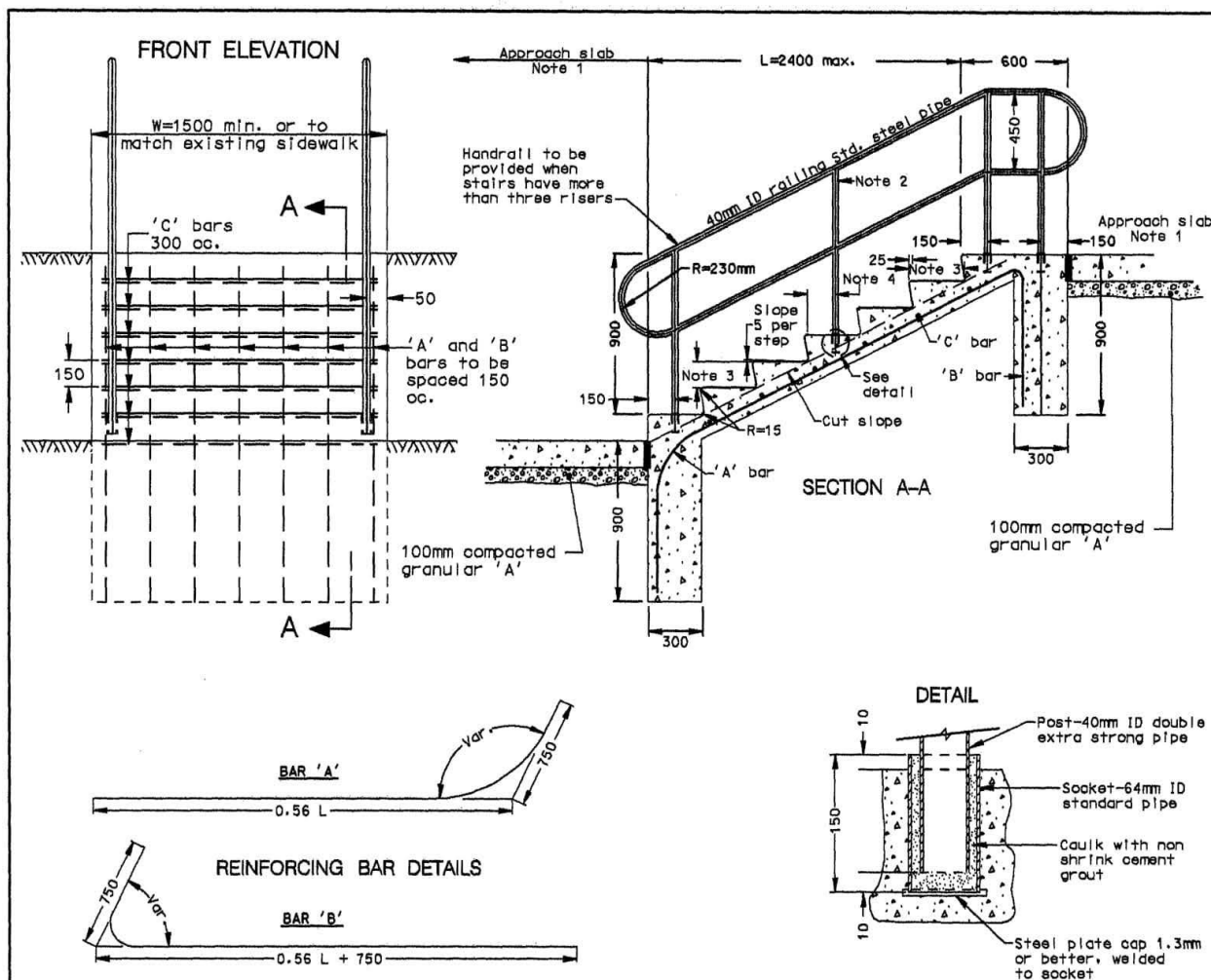
SR-5.1

DATE

2010 09 22

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CITY ENGINEER





A. ALL DIMENSIONS ARE IN MILLIMETRES
UNLESS OTHERWISE SHOWN

NOTES:

1. Expansion joint for approach slab as per drawing SR-1.0
2. Centre post not required for L less than 2.1m
3. Rise and run dimensions shall comply with the following:
Minimum rise - 125mm
Maximum rise - 200mm
Minimum run - 255mm
Maximum run - 380mm
4. Dimension equals $\frac{1}{2}$ width of run

5. Number of steps varies with location and will be determined by the Contract Administrator.
6. All reinforcement shall be size 15mm bars.
7. Reinforcing bars to have 40mm cover.
8. Class of concrete to be 20 MPA.
9. Hand rail to be hot dipped galvanized after fabrication in conformance with CSA G-164
10. For concrete steps constructed without approach slabs: the termination of handrail shall comply with detail 'H' on drawing SR-6.1

CITY OF LONDON STANDARD DRAWING

CONCRETE STEPS WITH FOOTINGS

DWG

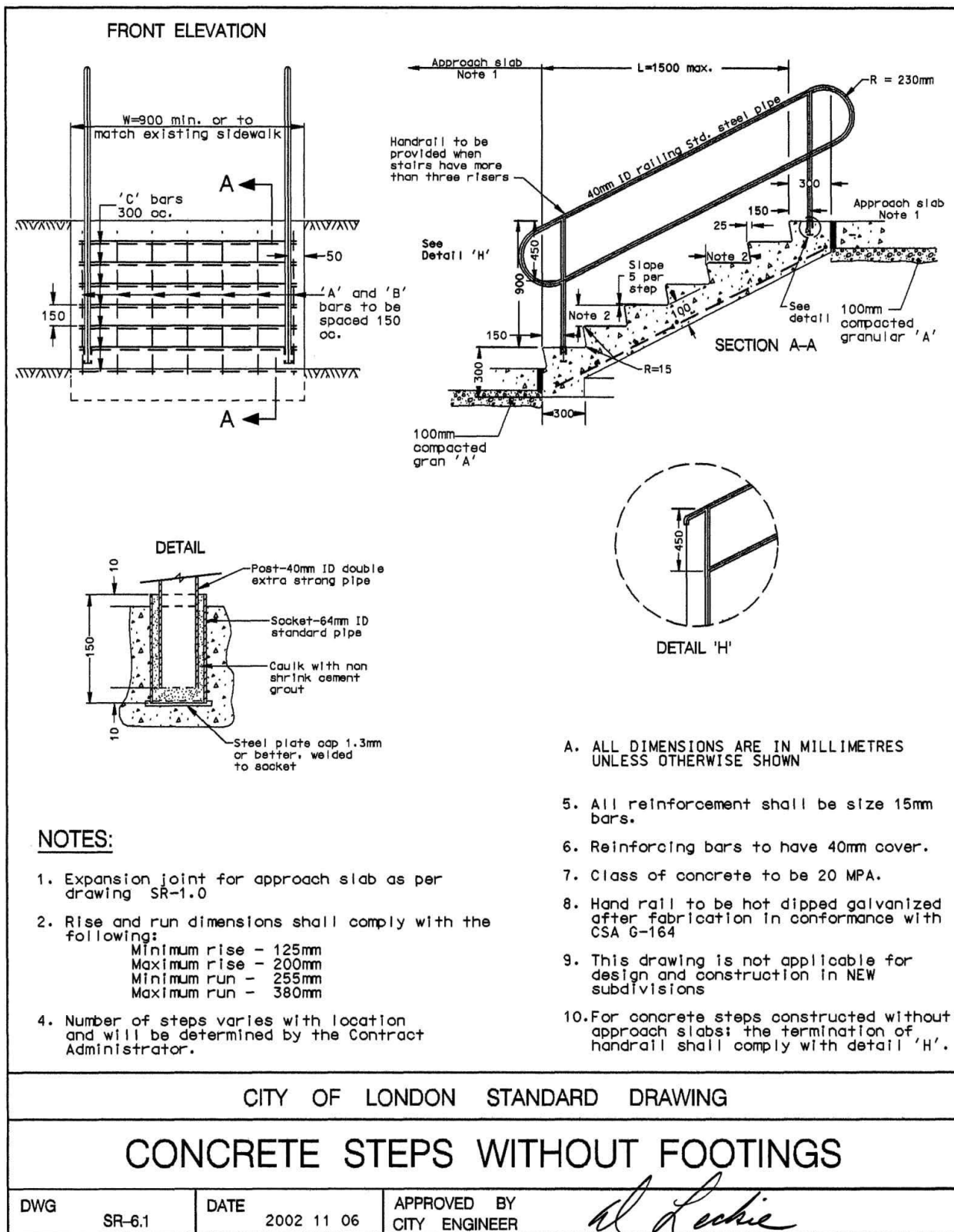
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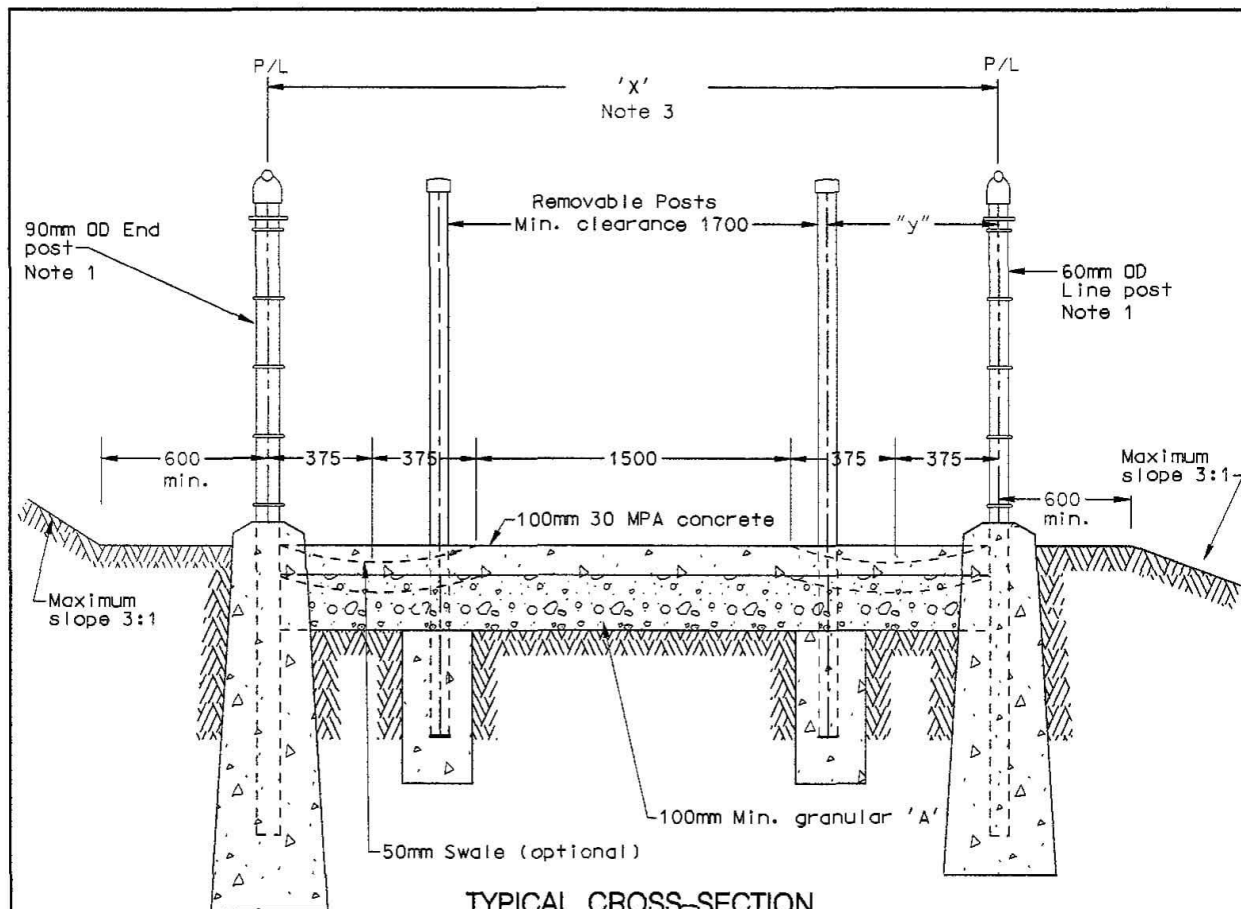
DATE

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CITY ENGINEER

Al Leckie





TYPICAL CROSS-SECTION

NOTES:

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

A. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN

2. In NEW subdivisions, where walkway grades exceed 10%, stairs are to be constructed in accordance with drawing SR-6.0.

Walkways constructed with grades between 8% and 10% require pedestrian handrails on one side of the walkway in line with the "Removable posts" with the approval of the Contract Administrator. The pedestrian handrail shall conform to OPSP 980.101

3. 'x' varies for 3m and 4.6m cross-sections
'y' = 620 for 3m cross-sections
'y' = 1420 for 4.6m cross-sections

4. A crossfall of 2% or alternative sswales.

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

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

CITY OF LONDON STANDARD DRAWING

STANDARD PEDESTRIAN WALKWAY

DWG

SR-7.0

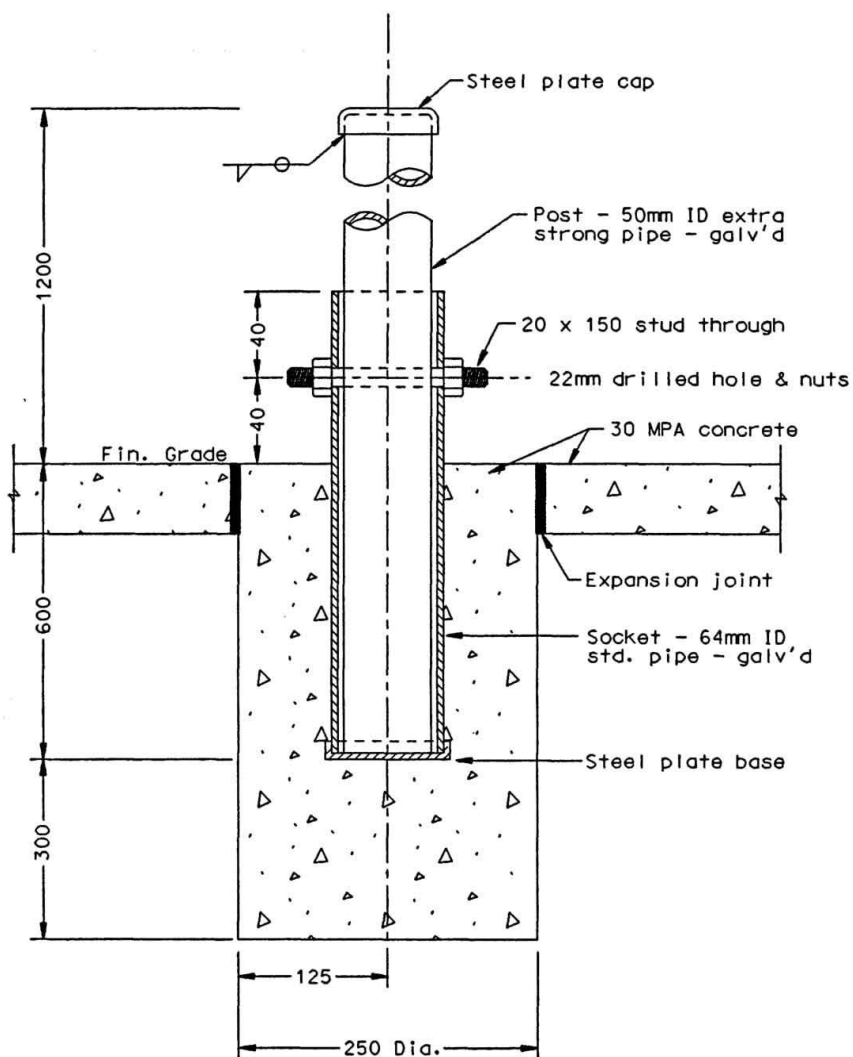
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2003 01 17

APPROVED BY
CITY ENGINEER

per

R. Reckie



DETAIL

NOTES:

A. ALL DIMENSIONS ARE IN MILLIMETERS
UNLESS OTHERWISE SHOWN

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

CITY OF LONDON STANDARD DRAWING

REMOVABLE POST DETAIL

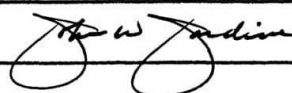
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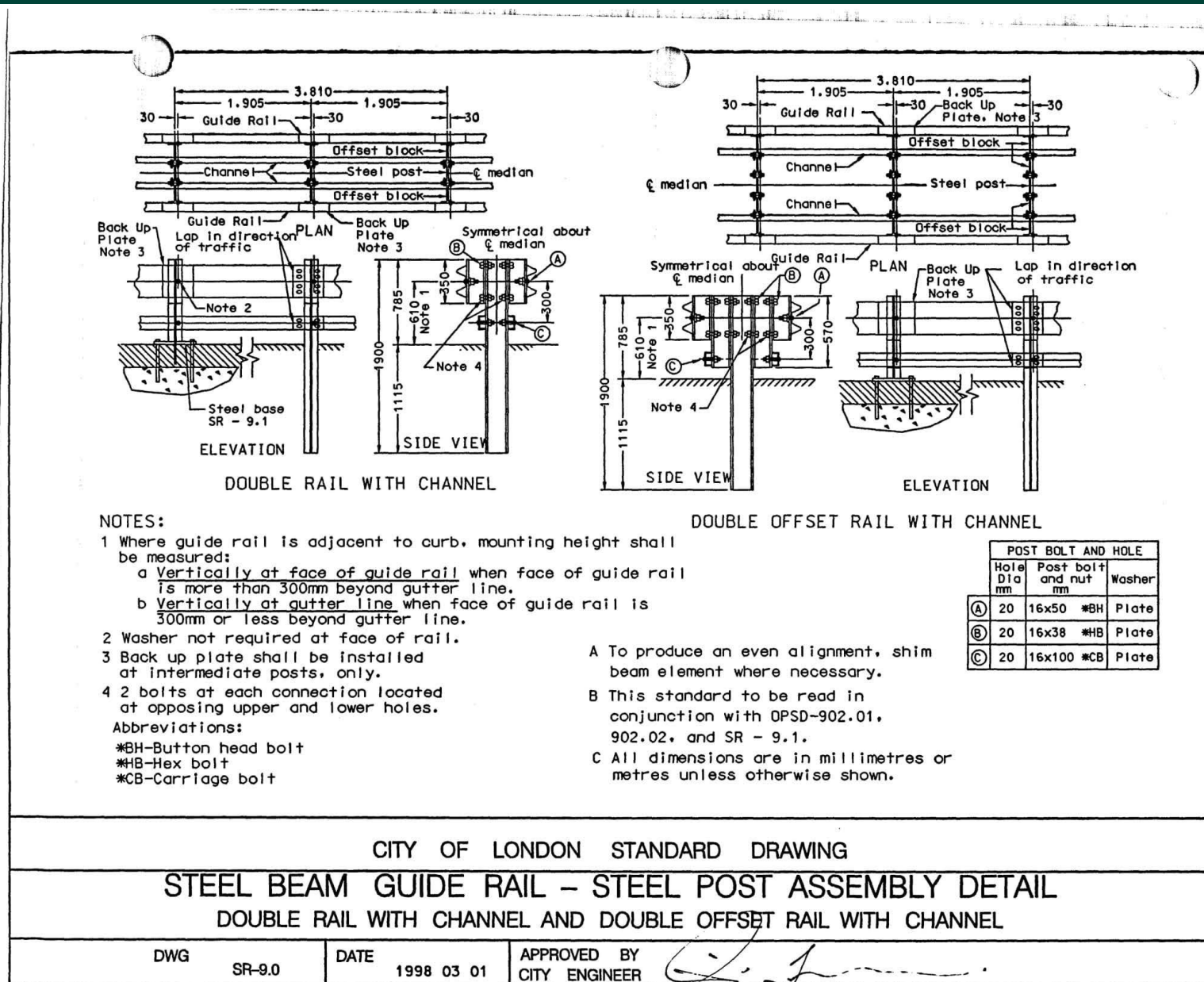
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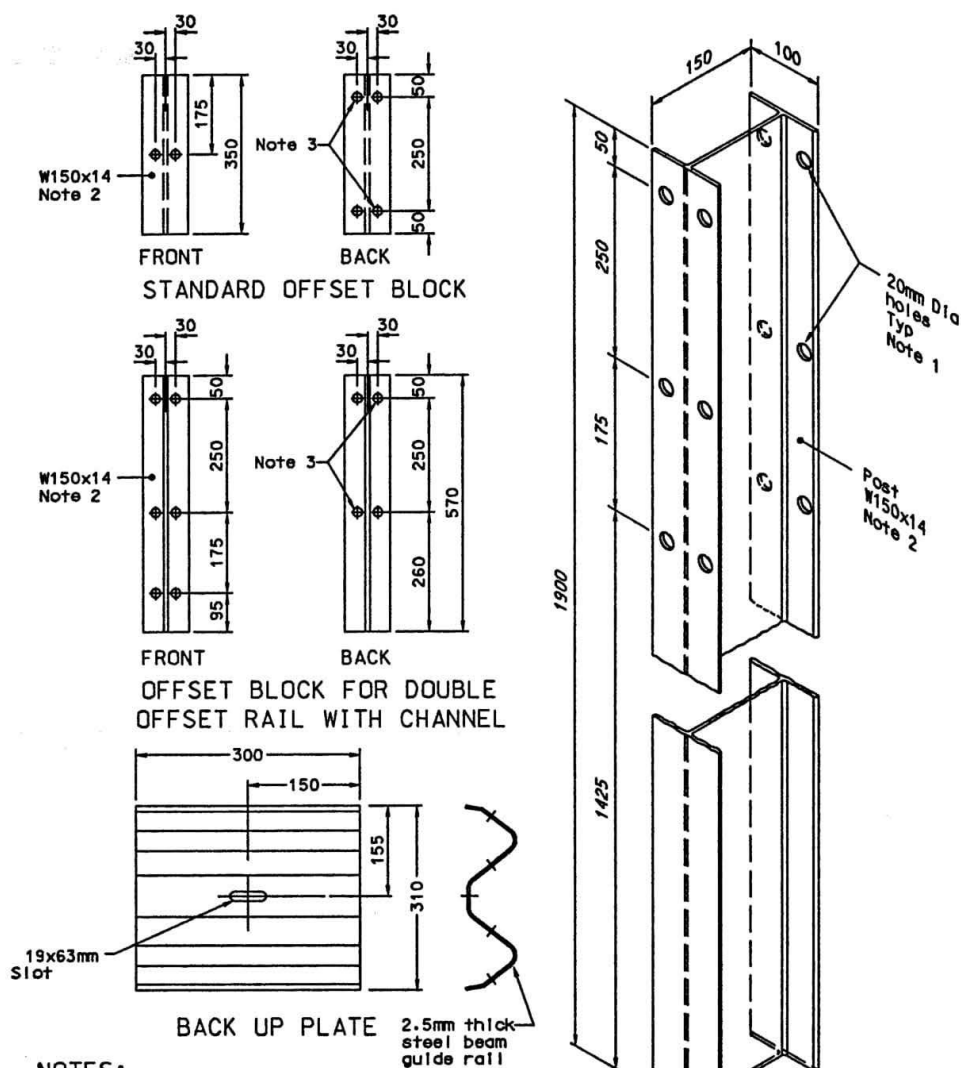
DATE

1996 03 15

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CITY ENGINEER







NOTES:

- 1 Holes on back of post are required for median guide rail installations, only.
 - 2 Imperial size steel sections W6x9 and W6x8.5 are acceptable.
 - 3 2 bolts located at opposing upper and lower holes shall be used for offset block connection.
- A All dimensions are in millimetres or metres unless otherwise shown.

CITY OF LONDON STANDARD DRAWING

STEEL BEAM GUIDE RAIL - STEEL POST
POST AND OFFSET BLOCK DETAILS
SHOULDER OR MEDIAN INSTALLATIONS

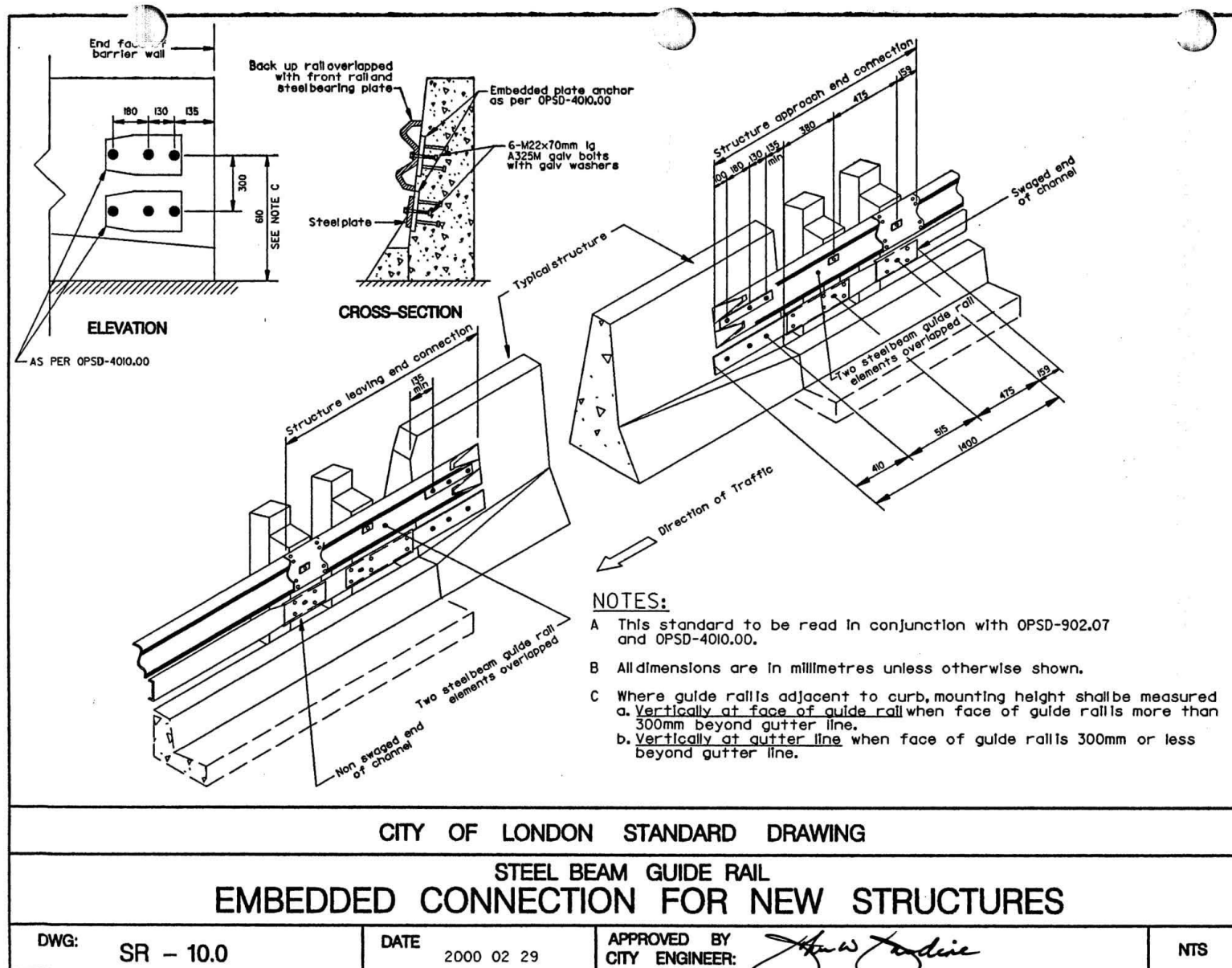
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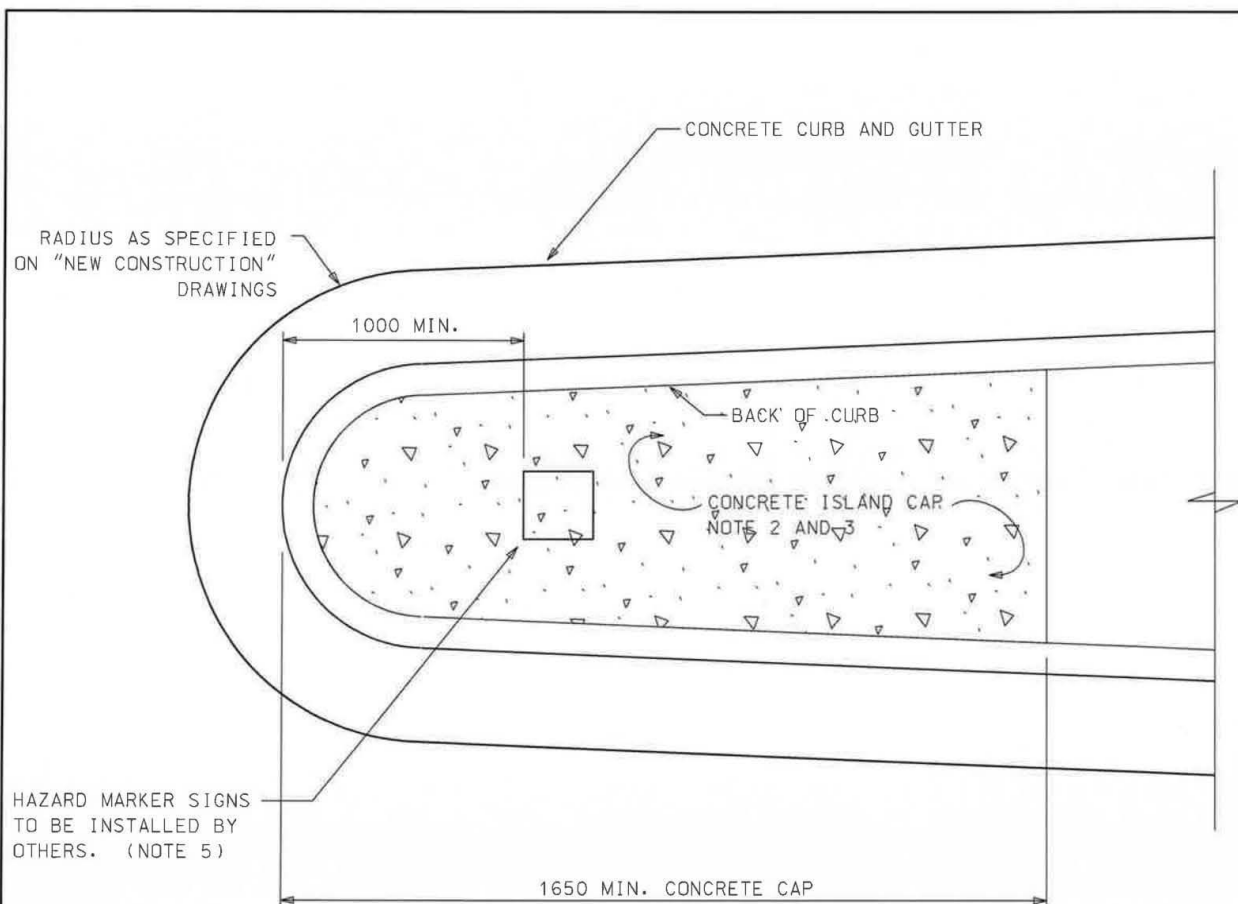
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DATE

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CITY ENGINEER





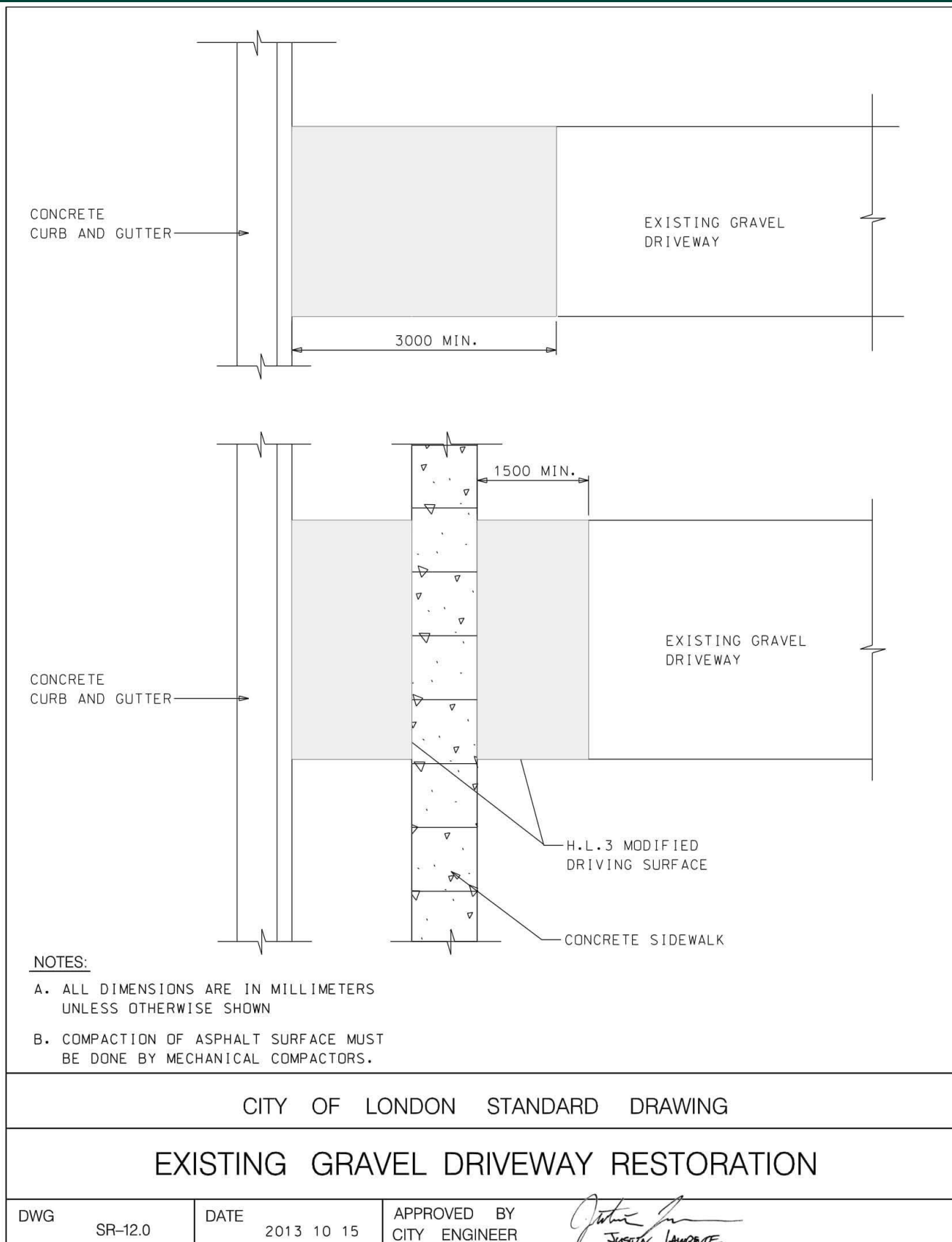
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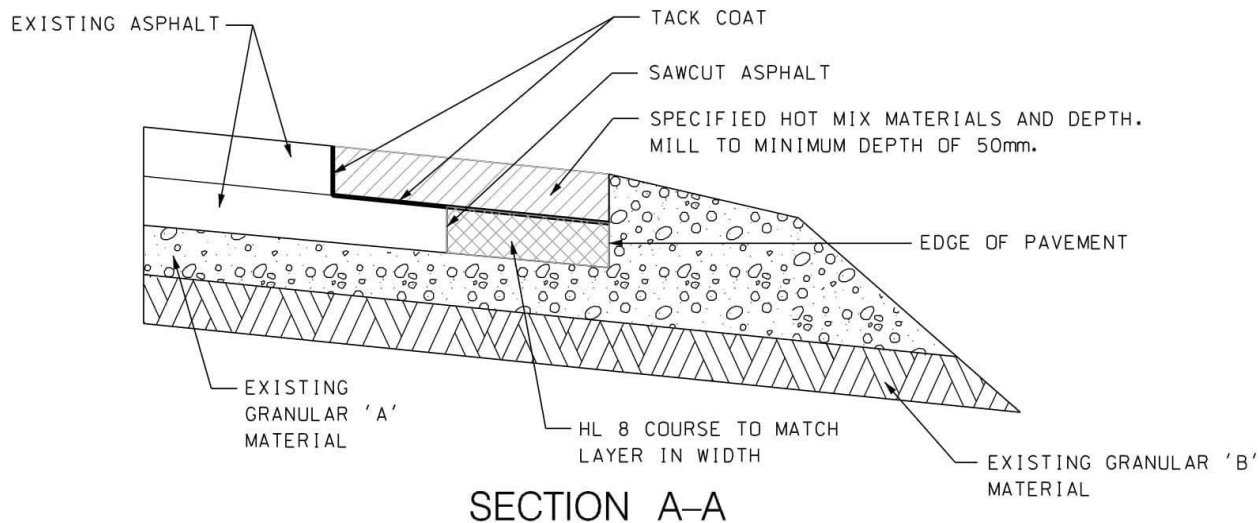
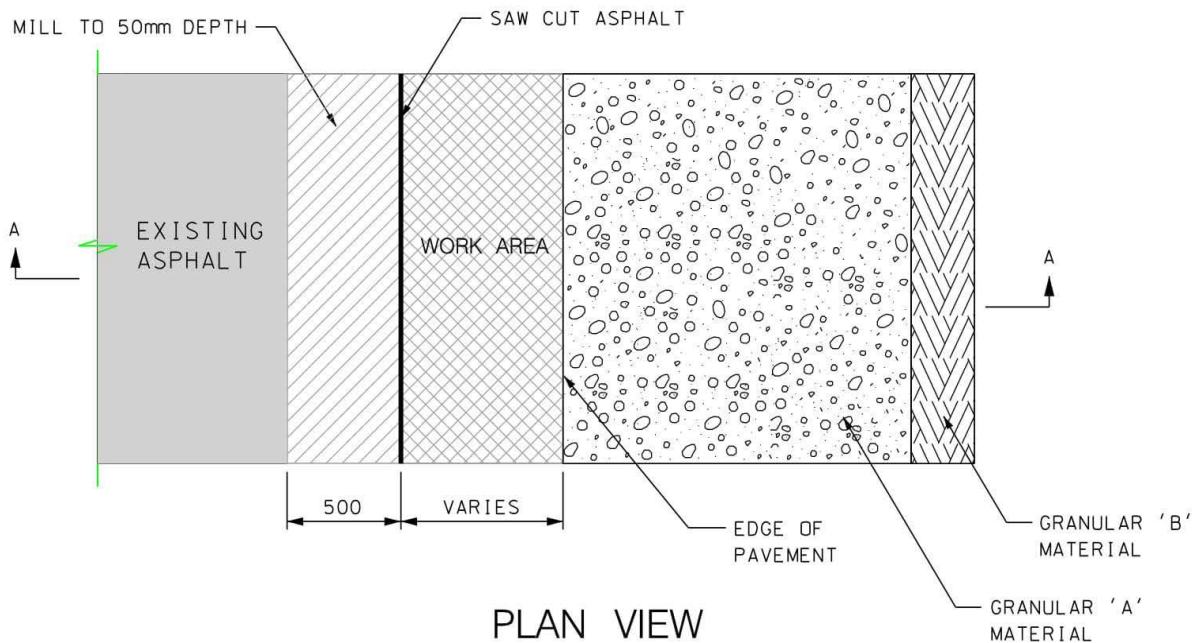
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2. CONCRETE ISLAND CAP TO COMPLY WITH THE REQUIREMENTS OF ONTARIO PROVINCIAL STANDARD SPECIFICATIONS (OPSS) 351.
3. THICKNESS OF CONCRETE ISLAND CAP SHALL BE A MINIMUM 100mm.
4. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
5. BOX FORMS (AVAILABLE FREE OF CHARGE FROM CITY OF LONDON OPERATIONS 519-661-2500 x4923) ARE TO BE PLACED WHERE FUTURE ROAD SIGNS OR HAZARD MARKERS ARE TO BE INSTALLED. THE BOX FORM IS TO BE LOCATED APPROXIMATELY 1000mm FROM THE END OF THE ISLAND AND CENTERED IN THE ISLAND AT THIS LOCATION.

CITY OF LONDON STANDARD DRAWING

CONCRETE ISLAND BULLNOSE

DWG	SR-11.0	DATE	2011 08 26	APPROVED BY	CITY ENGINEER
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NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN
2. MIN. DEPTH OF EXISTING ASPHALT MUST BE 90mm.
3. STEPPED JOINT MUST BE PROVIDED AROUND THE ENTIRE PERIMETER OF THE WORK AREA WHERE THE WORK ZONE IS EXPANDING TO THE MIDDLE OF THE ROAD.
4. SAME DETAIL APPLIES FOR THE URBAN CROSS-SECTION.

CITY OF LONDON STANDARD DRAWING

STEPPED MILLED JOINT PAVEMENT DETAIL

DWG

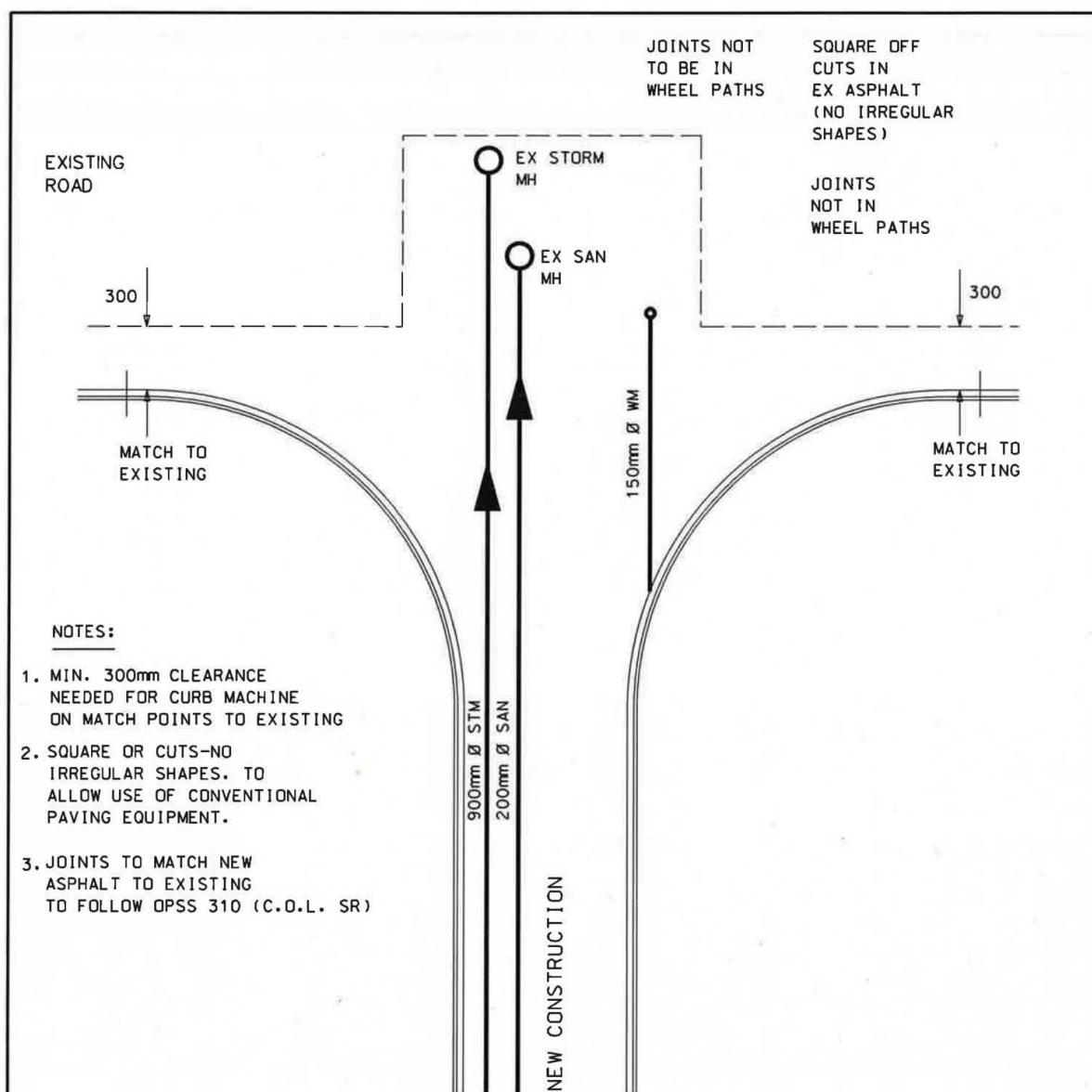
SR-13.1

DATE

2013 10 15

APPROVED BY
CITY ENGINEER

Justin Lawrence
JUSTIN LAWRENCE



CITY OF LONDON STANDARD DRAWING

PAVEMENT CUT GUIDELINES
MATCHING NEW CONSTRUCTION TO EXISTING ASPHALT

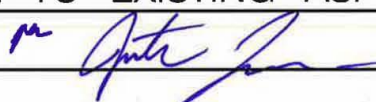
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SR-14

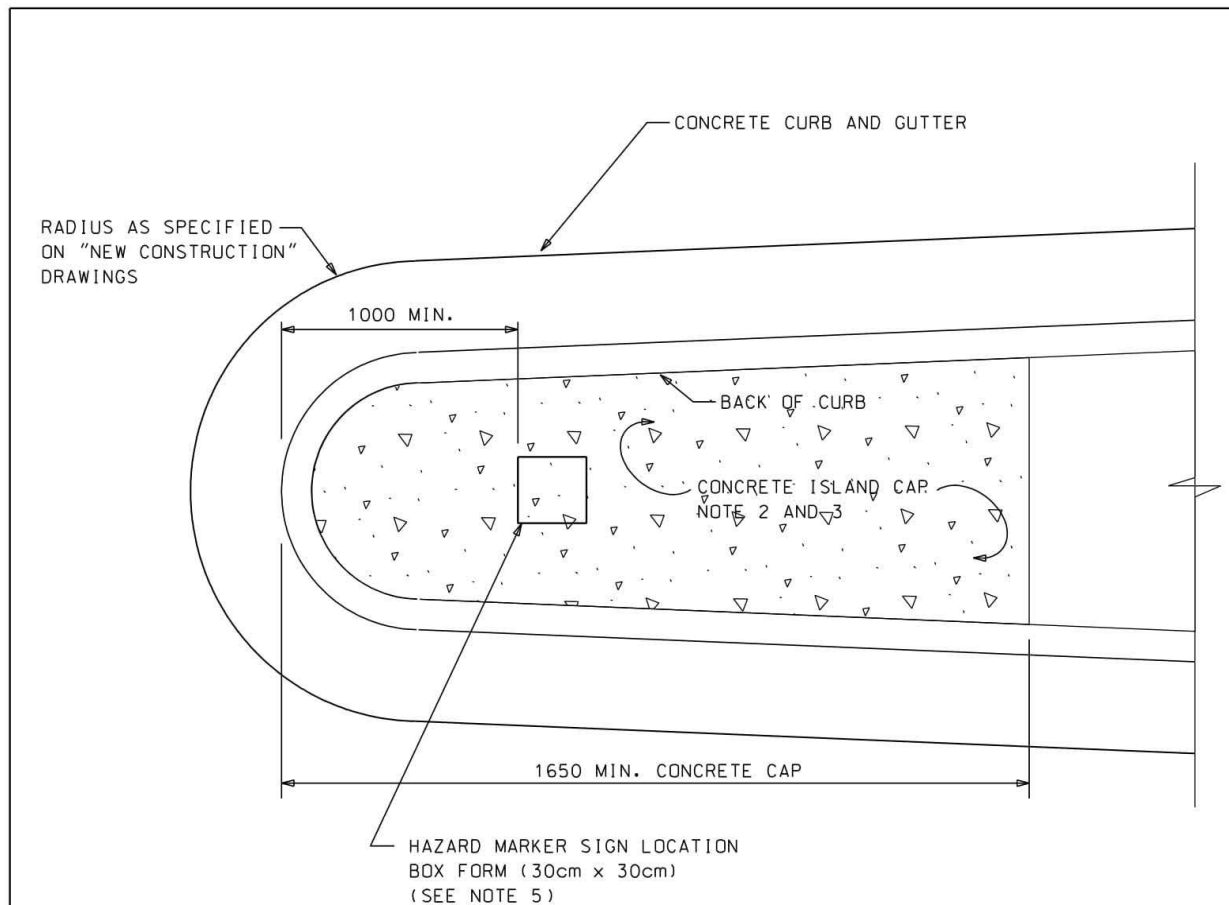
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APPROVED BY
CITY ENGINEER



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NOTES:

1. THIS DRAWING TO BE READ TOGETHER WITH THE APPLICABLE ONTARIO PROVINCIAL STANDARD DRAWING (OPSD) 606.02 THROUGH 607.02 INCLUSIVE.
2. CONCRETE ISLAND CAP TO COMPLY WITH THE REQUIREMENTS OF ONTARIO PROVINCIAL STANDARD SPECIFICATIONS (OPSS) 351.
3. THICKNESS OF CONCRETE ISLAND CAP SHALL BE A MINIMUM 100mm.
4. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
5. BOX FORMS (AVAILABLE FREE OF CHARGE FROM CITY OF LONDON OPERATIONS 519-661-2500 x4923) ARE TO BE PLACED WHERE FUTURE ROAD SIGNS OR HAZARD MARKERS ARE TO BE INSTALLED. WHERE CONTRACTOR IS REQUIRED TO INSTALL HAZARD MARKER SIGNS REFER TO SR 19.3. THE BOX FORM IS TO BE LOCATED APPROXIMATELY 1000mm FROM THE END OF THE ISLAND AND CENTERED IN THE ISLAND AT THIS LOCATION.

CITY OF LONDON STANDARD DRAWING

CONCRETE ISLAND BULLNOSE

DWG

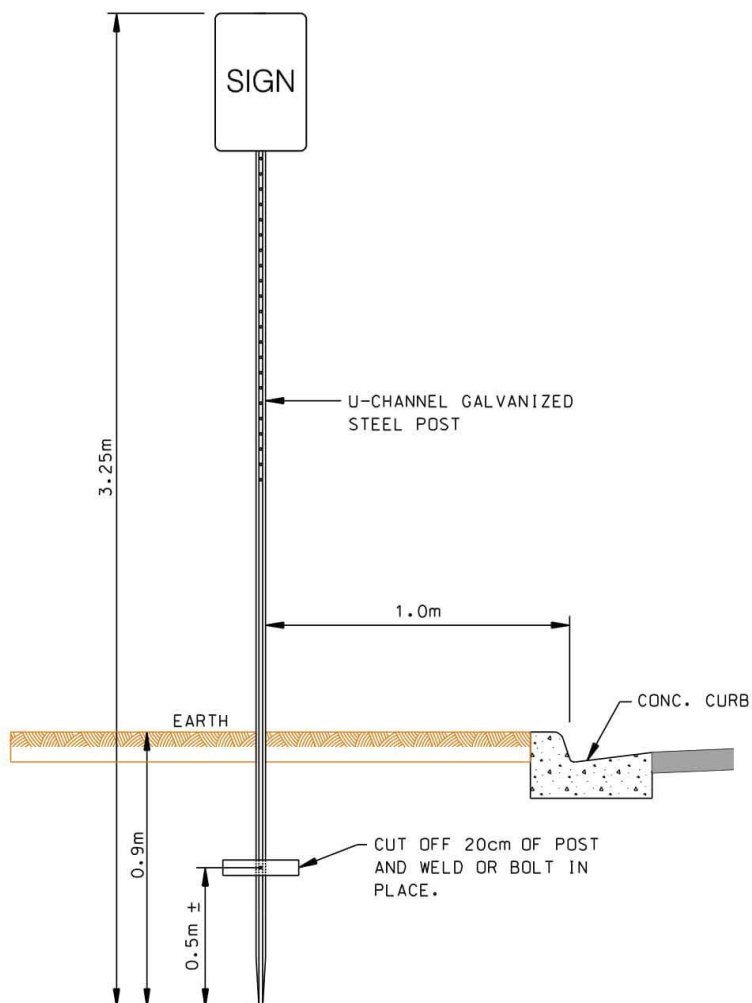
SR-19.0

DATE

2012 12 03

APPROVED BY
CITY ENGINEER

Justin Lawrence
JUSTIN LAWRENCE



U-CHANNEL POST DETAIL

NOTE:

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

CITY OF LONDON STANDARD DRAWING

TYPICAL U-CHANNEL POST AND
STABILIZER PLATE DETAIL

DWG

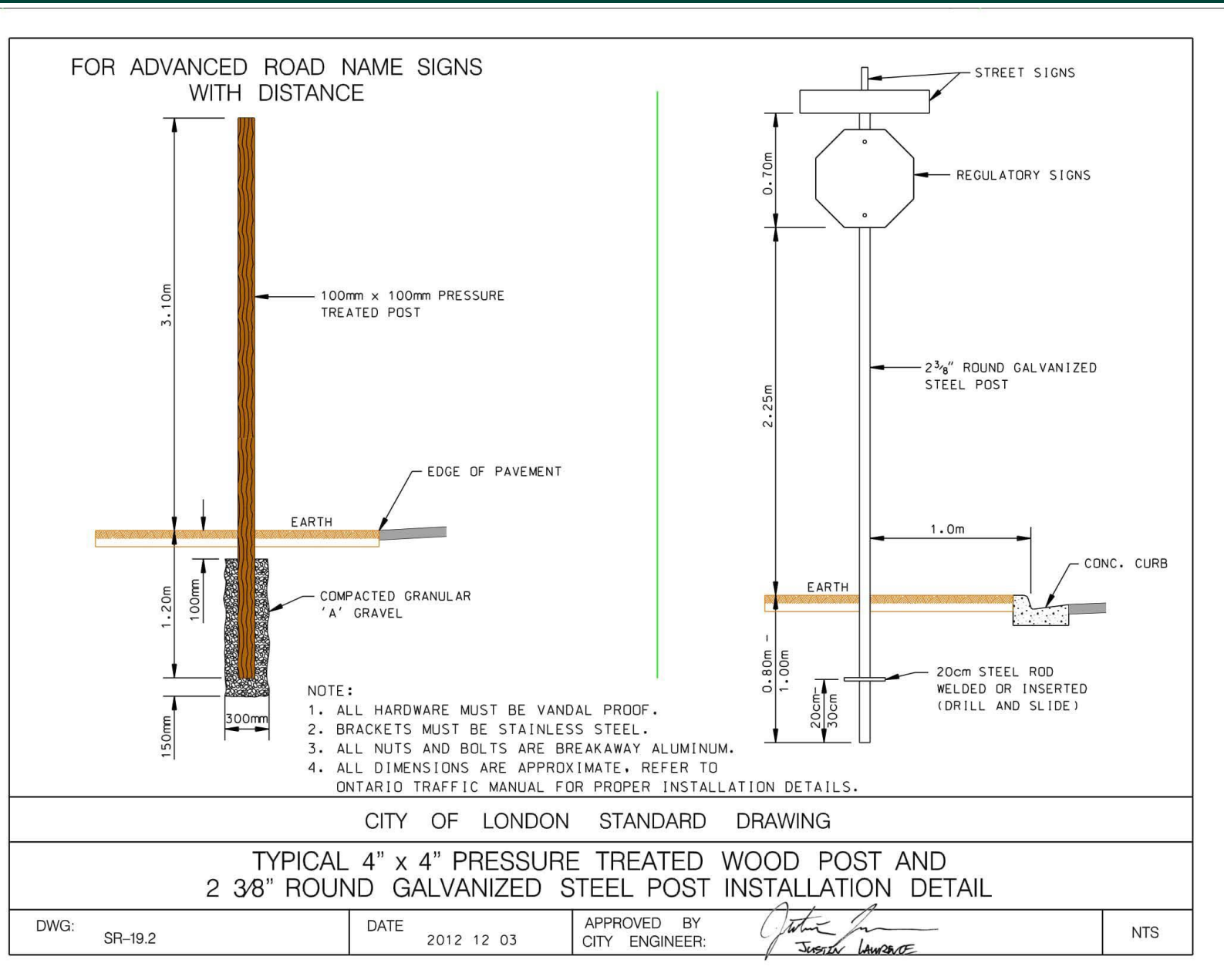
SR-19.1

DATE

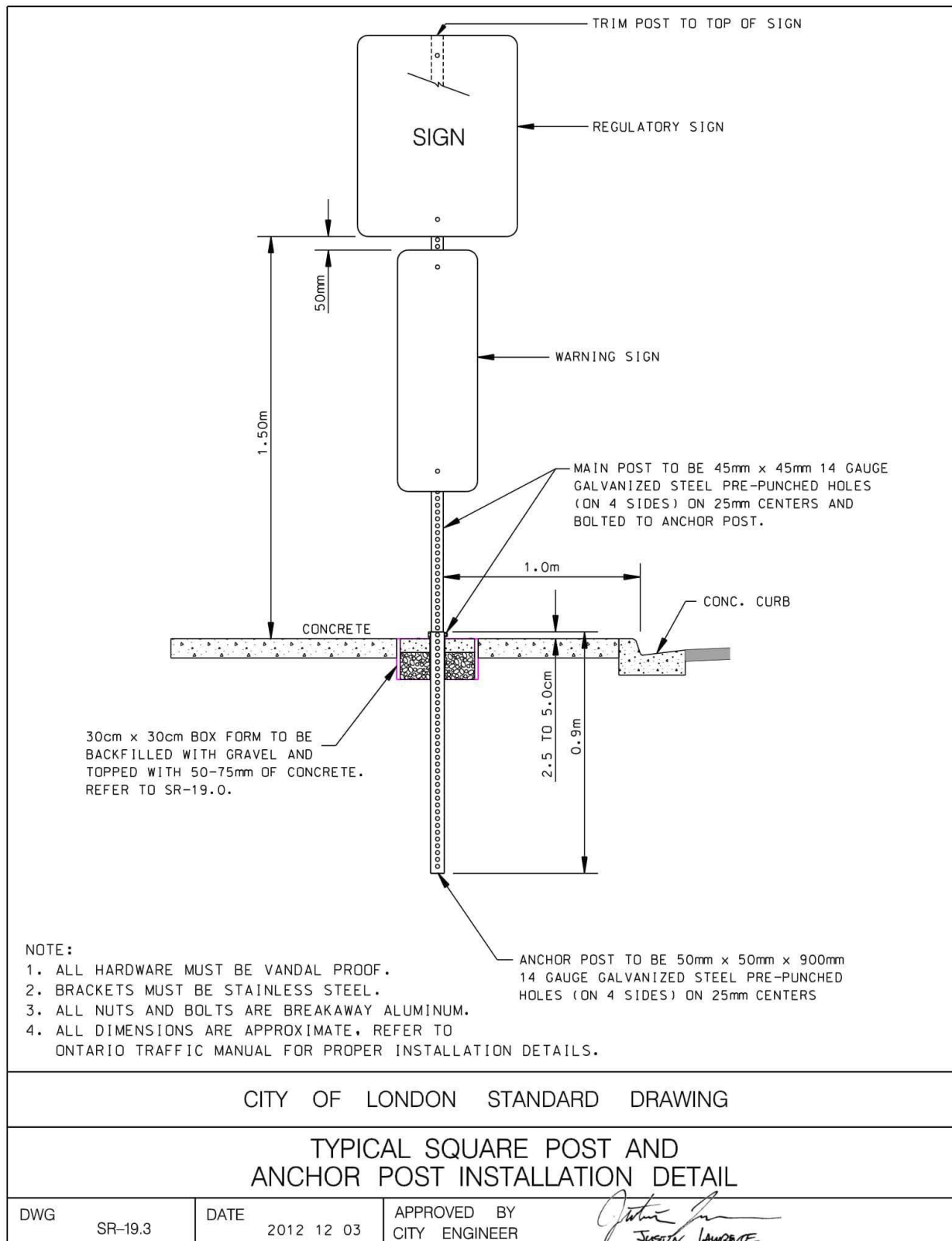
2012 12 03

APPROVED BY
CITY ENGINEER

Justin Lawrence
JUSTIN LAWRENCE



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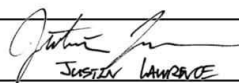
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Sign	Sheeting Requirement	Post Requirements
All-Way Tab	Diamond Grade	Round Post
Checkerboard	Diamond Grade	4x4 Wooden Post, Square Post or Round Post
Construction Arrow	Diamond Grade	"Portable" on 2x4 Skis
Daytime Hazard	Diamond Grade	Square Post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

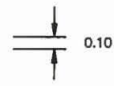
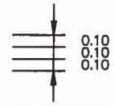
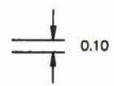
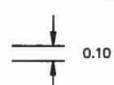
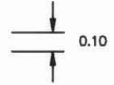
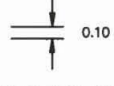
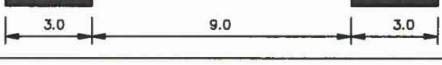
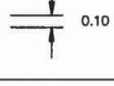
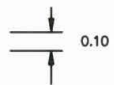
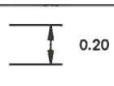
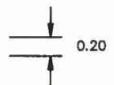
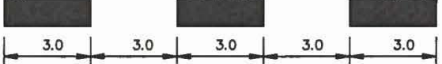
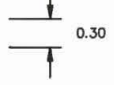
CITY OF LONDON STANDARD DRAWING

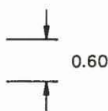
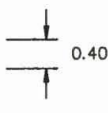
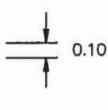
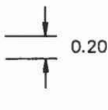
SIGN SHEETING AND POST REQUIREMENTS

DWG SR-19.4	DATE 2012 12 03	APPROVED BY CITY ENGINEER
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JUSTIN LAWRENCE

NAME OF LINE		DIMENSIONS (m)	SYMBOL	USE	
LONGITUDINAL	SOLID			1	EDGE, DIRECTIONAL DIVIDING LINES (YELLOW)
	DOUBLE SOLID			2	DIRECTIONAL DIVIDING LINES (YELLOW)
	BROKEN			3	DIRECTIONAL DIVIDING LINES (YELLOW)
	SOLID			5	EDGE, LANE LINE PROHIBITING LANE CHANGES (WHITE)
	BROKEN			6	URBAN LANE LINES, LOW SPEED (WHITE)
	BROKEN			7	URBAN LANE LINES, LOW SPEED (WHITE)
	BROKEN			8	LANE LINES HIGH SPEED HIGHWAY (WHITE)
	CONDENSED BROKEN			10	GUIDING LINES (E.G. INTERSECTION MOVEMENTS) (WHITE)
				10A	
	WIDE BROKEN			11	CONTINUITY LINES (WHITE)
			12		
CITY OF LONDON STANDARD DRAWING					
TYPES OF PAVEMENT MARKINGS					
DWG SR-20.0-A	DATE 2015 02 25	APPROVED BY CITY ENGINEER 			

NAME OF LINE		DIMENSIONS (m)	SYMBOL	USE
TRANSVERSE	LADDER	 	15	LADDER CROSSWALKS (WHITE)
	STOP	 	16	INTERSECTION STOP LINES (WHITE)
	CROSSWALK	 	17	CROSSWALKS (WHITE)
	CROSSWALK	 	18	CROSSWALKS (WHITE)
SYMBOLS			20	VARIOUS
LIMIT OF MARKINGS		] [		
NOTES: 1. Use ① to Denote PAVEMENT MARKING 2. Use ① to Denote PAVEMENT MARKING, TEMPORARY 3. Use ⚠ to Denote PAVEMENT MARKING, TEMPORARY-REMOVABLE 4. Use ① to Denote PAVEMENT MARKING, DURABLE				
CITY OF LONDON STANDARD DRAWING				
TYPES OF PAVEMENT MARKINGS				
DWG SR-20.0-B	DATE 2015 09 21	APPROVED BY CITY ENGINEER 