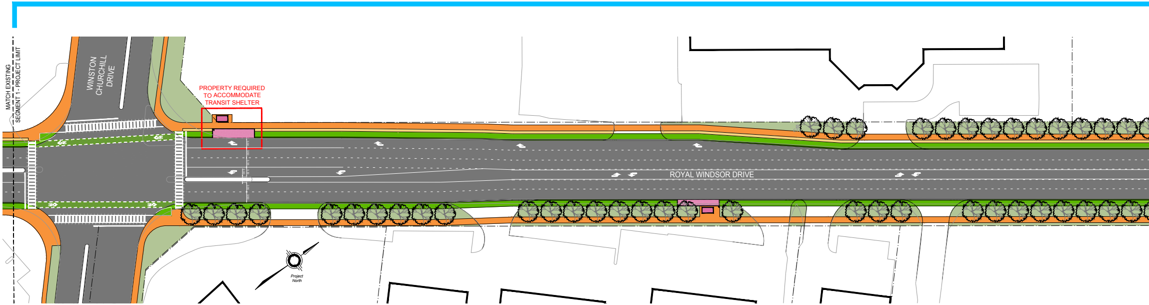
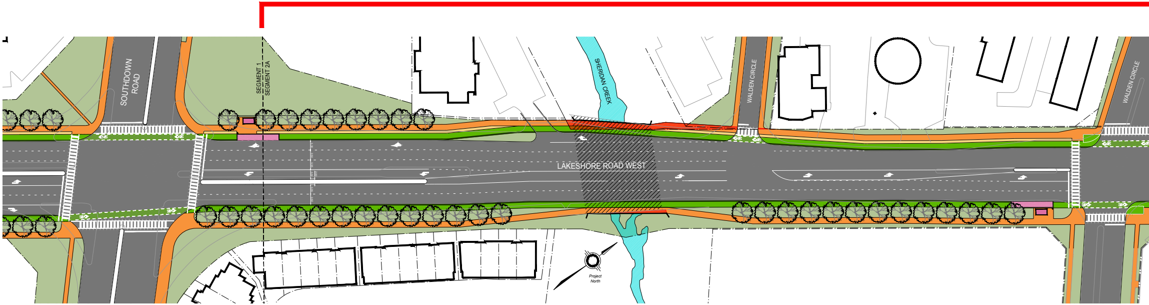
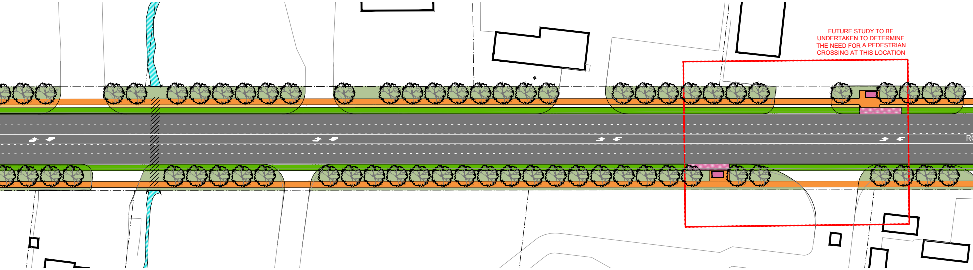

MATCH EXISTING
SEGMENT 1 - PROJECT LIMIT
WINSTON CHURCHILL DRIVE
PROPERTY REQUIRED TO ACCOMMODATE TRANSIT SHELTER
ROYAL WINDSOR DRIVE
Project North

SEGMENT 1: WINSTON CHURCHILL DRIVE TO SOUTHDOWN ROAD
1:500

SEGMENT 2A
(SOUTHDOWN ROAD TO CN RAIL BRIDGE)


SOUTHDOWN ROAD
SEGMENT 1
SEGMENT 2A
SHERIDAN CREEK
WALDEN CIRCLE
LAKESHORE ROAD WEST
WALDEN CIRCLE
Project North

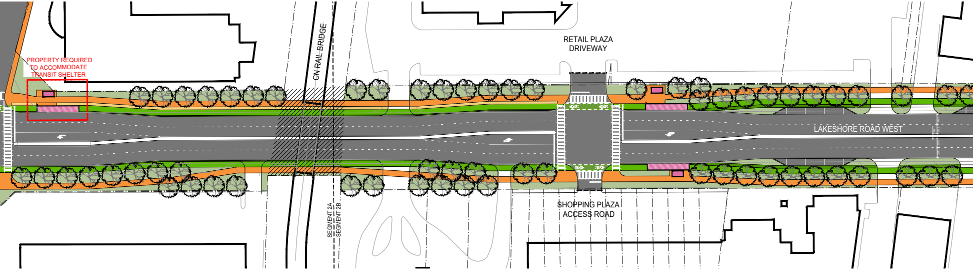
SEGMENT 2: SOUTHDOWN ROAD TO JOHNSON'S LANE
1:500



FUTURE STUDY TO BE UNDERTAKEN TO DETERMINE THE NEED FOR A PEDESTRIAN CROSSING AT THIS LOCATION

SEGMENT 2B

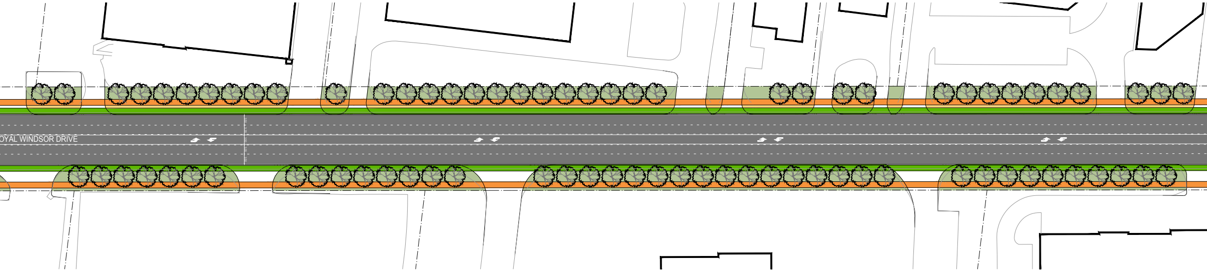
(CN RAIL BRIDGE TO CLARKSON ROAD SOUTH)


CN RAIL BRIDGE
RETAIL PLAZA DRIVEWAY
LAKESHORE ROAD WEST
SHOPPING PLAZA ACCESS ROAD
SEGMENT 2A
SEGMENT 2B

PROPERTY REQUIRED TO ACCOMMODATE TRANSIT SHELTER

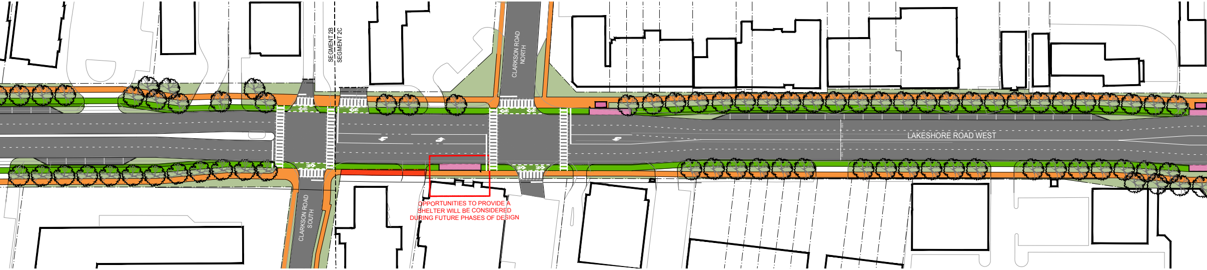
SEGMENT 1

(WINSTON CHURCHILL DRIVE TO SOUTHDOWN ROAD)

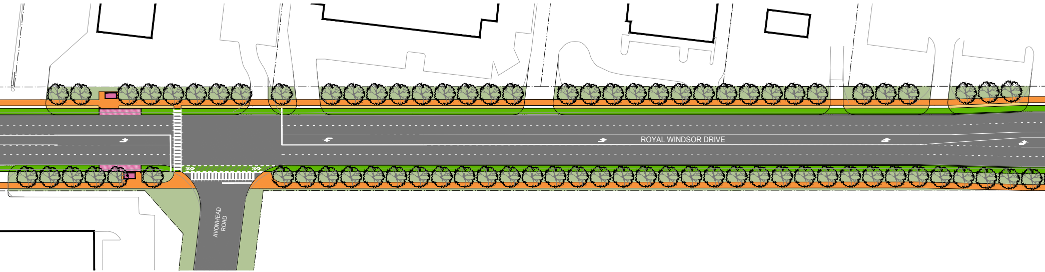

OYAL WINDSOR DRIVE

SEGMENT 2C

(CLARKSON ROAD SOUTH TO MEADOW WOOD ROAD)

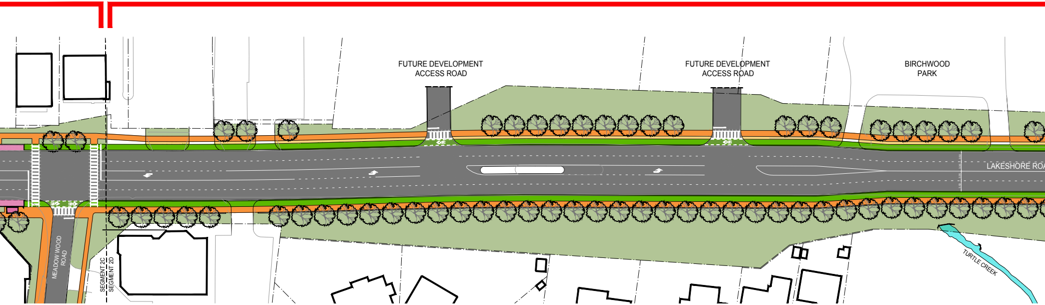

SEGMENT 2B
SEGMENT 2C
CLARKSON ROAD NORTH
CLARKSON ROAD SOUTH
LAKESHORE ROAD WEST

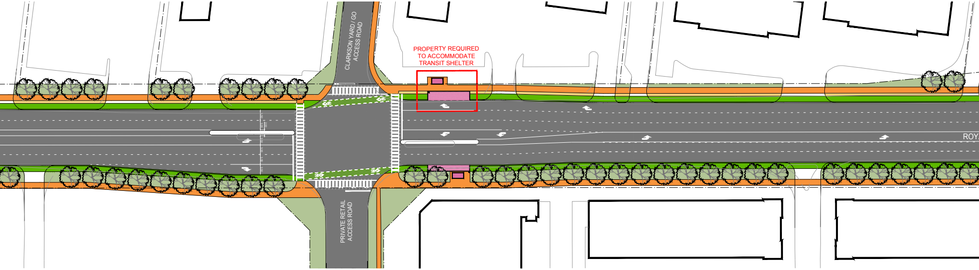
OPPORTUNITIES TO PROVIDE A SHELTER WILL BE CONSIDERED DURING FUTURE PHASES OF DESIGN

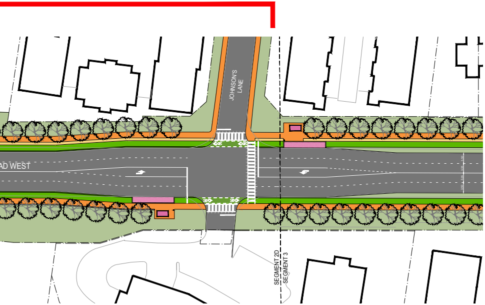

ROYAL WINDSOR DRIVE
AVONHEAD ROAD

SEGMENT 2D

(MEADOW WOOD ROAD TO JOHNSON'S LANE)


FUTURE DEVELOPMENT ACCESS ROAD
FUTURE DEVELOPMENT ACCESS ROAD
BIRCHWOOD PARK
LAKESHORE ROA
MEADOW WOOD ROAD
SEGMENT 2C
SEGMENT 2D
TURTLE CREEK

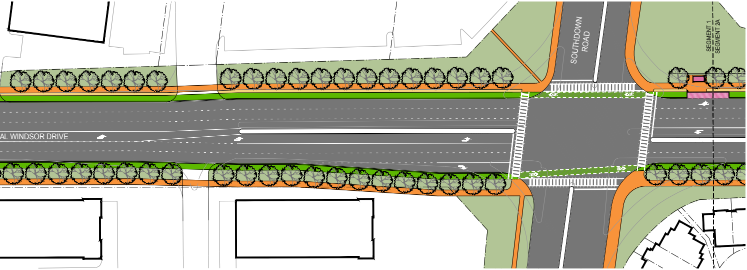

CLARKSON YARD / GO ACCESS ROAD
PROPERTY REQUIRED TO ACCOMMODATE TRANSIT SHELTER
ROY
PRIVATE RETAIL ACCESS ROAD

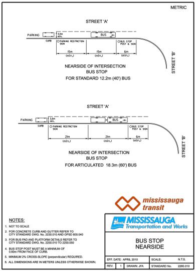

AD WEST
JOHNSON'S LANE
SEGMENT 2D
SEGMENT 3

LEGEND

▬	ROADWAY
🟩	PROTECTED BIKE LANE & BIKE CROSSING
🟧	SIDEWALK & UTILITY ZONE
🟩	PAVED / PLANTED FURNISHING ZONES
🟪	CURBSIDE TRANSIT STOPS & SHELTERS (WHERE SPACE PERMITS) *
▨	ADDITIONAL PROPERTY REQUIRED

* EXACT LOCATION OF STOPS AND SHELTERS ARE SUBJECT TO CHANGE. PROPERTY MAY BE REQUIRED TO ACCOMMODATE TRANSIT SHELTERS. TO BE CONFIRMED DURING DETAILED DESIGN.”


AL WINDSOR DRIVE
SOUTHDOWN ROAD
SEGMENT 1
SEGMENT 2A


METRIC
STREET 'A'
PARKING
3.5m min.
BUS
CURB
PARKING RESTRICTION SIGN
BUS STOP POST & SIGN
15m (min.)
15m (min.)
6m (min.)
STREET 'B'
STREET 'A'
PARKING
3.5m min.
BUS
CURB
PARKING RESTRICTION SIGN
BUS STOP POST & SIGN
21m (min.)
21m (min.)
6m (min.)
STREET 'B'
mississauga transit
MISSISSAUGA Transportation and Works

NEARSIDE OF INTERSECTION
BUS STOP
FOR STANDARD 12.2m (40') BUS

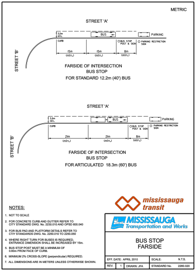
NEARSIDE OF INTERSECTION
BUS STOP
FOR ARTICULATED 18.3m (60') BUS

NOTES:

1. NOT TO SCALE
2. FOR CONCRETE CURB AND GUTTER REFER TO CITY STANDARD DWG. No. 2230.010 AND OPSD 600.040
3. FOR BUS PAD AND PLATFORM DETAILS REFER TO CITY STANDARD DWG. No. 2250.010 TO 2250.050
4. BUS STOP POST MUST BE A MINIMUM OF 0.60m FROM FACE OF CURB.
5. MINIMUM 2% CROSS-SLOPE (perpendicular) REQUIRED.
6. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

BUS STOP
NEARSIDE

EFF. DATE: APRIL 2010		SCALE:	N.T.S.
REV. 1	DRAWN: JFA	STANDARD No.	2260.010


METRIC
STREET 'A'
3.5m min.
BUS
PARKING
CURB
BUS STOP POST & SIGN
PARKING RESTRICTION SIGN
15m (min.)
15m (min.)
8m (min.)
STREET 'B'
STREET 'A'
3.5m min.
BUS
PARKING
CURB
BUS STOP POST & SIGN
PARKING RESTRICTION SIGN
21m (min.)
21m (min.)
8m (min.)
STREET 'B'
mississauga transit
MISSISSAUGA Transportation and Works

FARSIDE OF INTERSECTION
BUS STOP
FOR STANDARD 12.2m (40') BUS

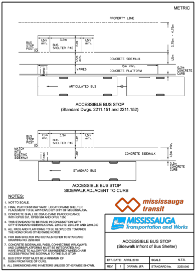
FARSIDE OF INTERSECTION
BUS STOP
FOR ARTICULATED 18.3m (60') BUS

NOTES:

1. NOT TO SCALE
2. FOR CONCRETE CURB AND GUTTER REFER TO CITY STANDARD DWG. No. 2230.010 AND OPSD 600.040
3. FOR BUS PAD AND PLATFORM DETAILS REFER TO CTIY STANDARDS DWG. No. 2250.010 TO 2250.050
4. WHERE RIGHT TURN FOR BUSES IS REQUIRED, ENTRANCE DIMENSION SHALL BE INCREASED BY 15m.
5. BUS STOP POST MUST BE A MINIMUM OF 0.60m FROM FACE OF CURB.
6. MINIMUM 2% CROSS-SLOPE (perpendicular) REQUIRED.
7. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

BUS STOP
FARSIDE

EFF. DATE: APRIL 2010		SCALE:	N.T.S.
REV. 1	DRAWN: JFA	STANDARD No.	2260.020


METRIC
PROPERTY LINE
BUS STOP POST
1.5m min.
3.9m
BUS SHELTER PAD
2.1m
1.5m min.
3.75m - 4.75m
1.5m min.
CONCRETE SIDEWALK
1.5m
Ramp
VARIES
15m min.
CONCRETE PLATFORM
0.2m CONCRETE CURB
ARTICULATED BUS
BUS STOP POST
1.5m min.
3.9m
BUS SHELTER PAD
2.1m
1.5m min.
MATCH INTO EXISTING SIDEWALK
Ramp
1.8m
CONCRETE SIDEWALK
1.8m min.
0.2m CONCRETE CURB
STANDARD BUS
mississauga transit
MISSISSAUGA Transportation and Works

ACCESSIBLE BUS STOP
(Standard Dwgs. 2211.151 and 2211.152)

ACCESSIBLE BUS STOP
SIDEWALK ADJACENT TO CURB

NOTES:

1. NOT TO SCALE.
2. FINAL PLATFORM MAY VARY. LOCATION AND SHELTER PLACEMENT TO BE APPROVED BY CITY OF MISSISSAUGA.
3. CONCRETE SHALL BE CSA C-2 AND IN ACCORDANCE WITH OPSS 351, OPSS 904 AND OPSS 1350
4. THIS STANDARD TO BE READ IN CONJUNCTION WITH CITY STANDARD SIDEWALK DWG. 2240.010, 2240.011 AND 2240.040
5. ALL PADS AND PLATFORMS TO BE SLOPED 2% TOWARDS THE ROAD OR AS OTHERWISE NOTED
6. FOR BUS SHELTER PAD DETAILS REFER TO STANDARD DRAWING NO. 2250.030
7. CONCRETE SIDEWALKS, PADS, CONNECTING WALKWAYS, AND CURBS/PLATFORMS MUST BE INTEGRATED AND HAVE SPACE TO ALLOW FOR UNHINDERED WHEELCHAIR ACCESS FROM THE SIDEWALK TO THE BUS STOP.
8. BUS STOP POST MUST BE A MINIMUM OF 0.60m FROM FACE OF CURB.
9. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

ACCESSIBLE BUS STOP
(Sidewalk infront of Bus Shelter)

EFF. DATE: APRIL 2010		SCALE	N.T.S.
REV. 1	DRAWN: JFA	STANDARD No.	2250.040