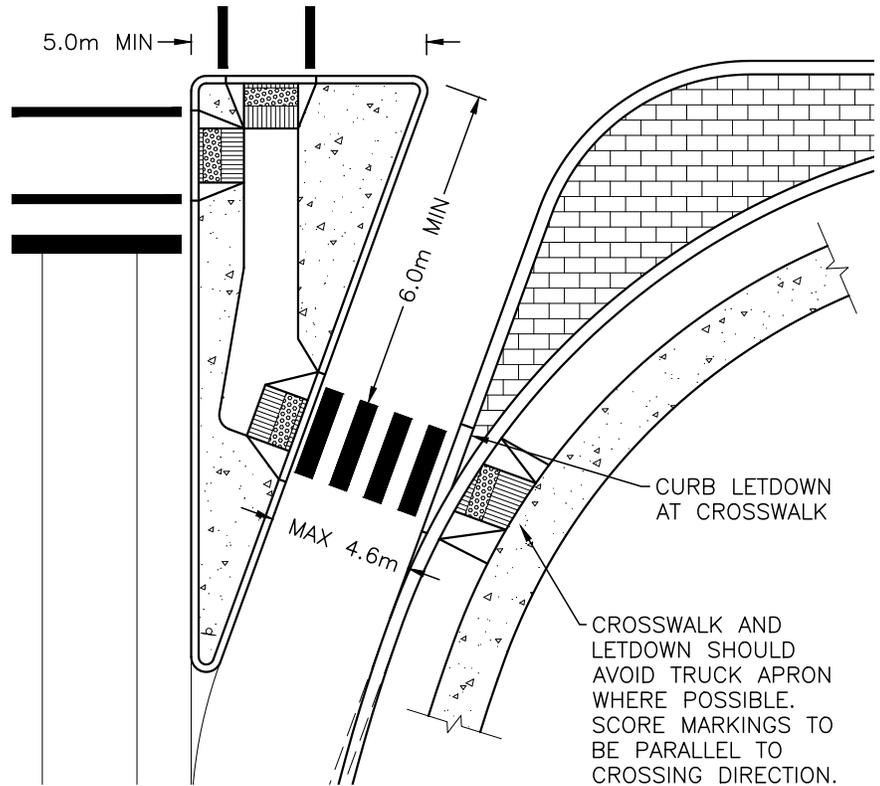


CURB RADII (LIP/FRONT OF CURB)	
R1	MAY NOT BE REQUIRED DEPENDING ON INTERSECTION APPROACH ANGLE AND ROAD CONFIGURATION.
R2	RADIUS TO ACCOMMODATE DESIGN VEHICLE TURNING MOVEMENT.
R3	RADIUS TO ACCOMMODATE DESIGN VEHICLE TURNING MOVEMENT. MAY NOT BE REQUIRED DEPENDING ON INTERSECTION APPROACH ANGLE AND ROAD CONFIGURATION.
R4	RADIUS TO ACCOMMODATE DESIGN VEHICLE PER BYLAW 7900, OR TRANSIT TYPE BUS DESIGN VEHICLE IF TRANSIT ROUTE EXISTS OR IS PLANNED.

NOTES:

1. THIS DRAWING IS INTENDED TO BE USED AS A GENERAL DESIGN GUIDANCE. TURN PATH ANALYSIS AND SITE SPECIFIC DESIGN IS REQUIRED. DESIGNS TO BE APPROVED BY CITY ENGINEER.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. REFER TO DRAWINGS SS-C8 AND SS-C9 FOR SIDEWALK RAMP DETAILS.
4. CURB TRANSITIONS AT SIDEWALK RAMP TO BE FLUSH, TYPICAL FOR ALL CURB TYPES.



ISLAND DETAIL

**STANDARD
DETAIL
DRAWING**

DATE:
OCT 31/22
SCALE:
NTS

**SMART CHANNEL
RIGHT TURN**

DWG. NO.

SS-R50

