






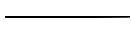

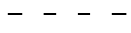
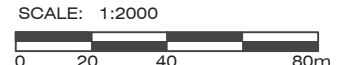


**CITY OF HAMILTON**  
CLAREMONT CYCLING ACCESS

**CLAREMONT ACCESS**  
PLAN VIEW - 1  
FIGURE #1

**LEGEND**

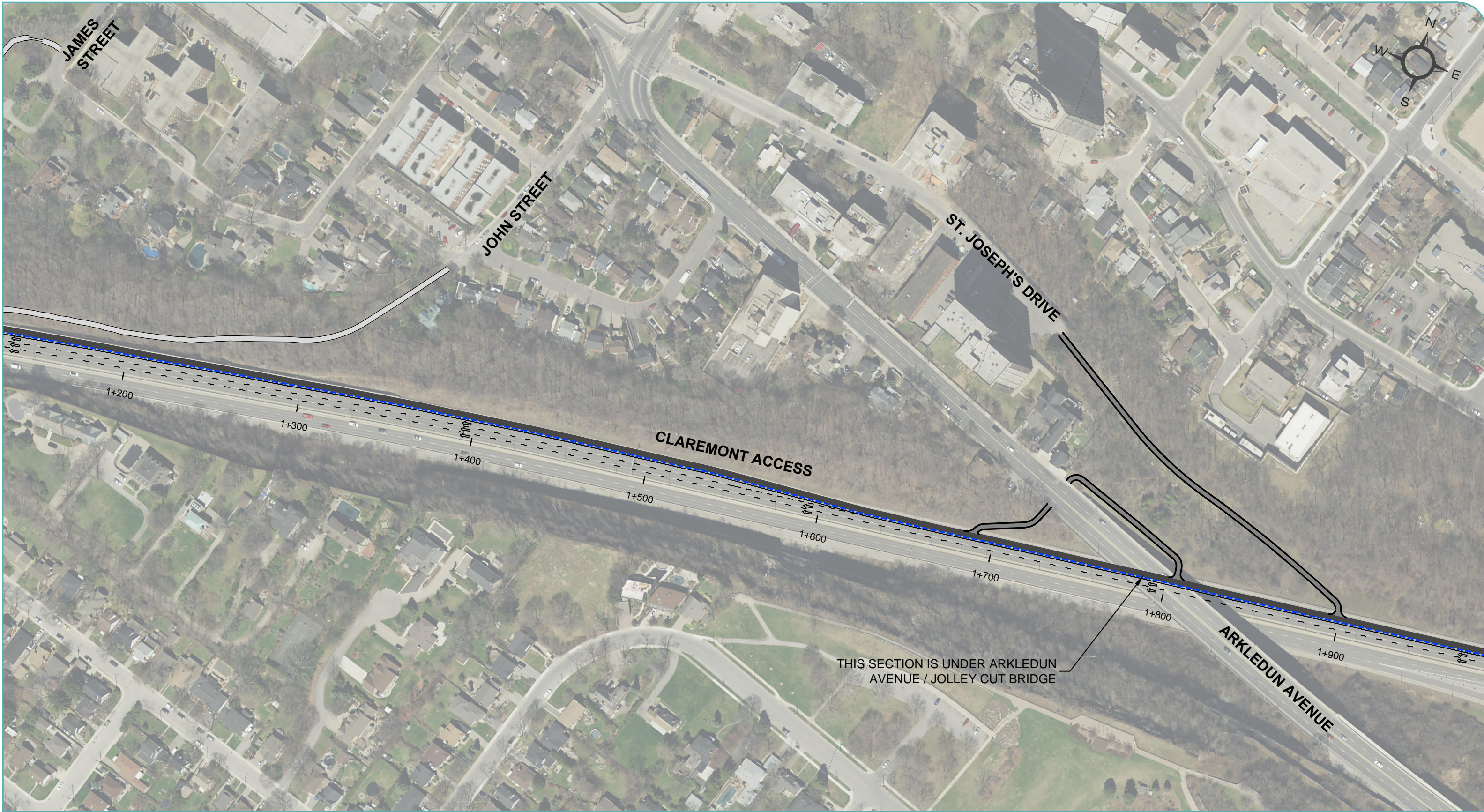
	EXISTING TRAIL		EXISTING STAIRS		PROPOSED CONCRETE SIDEWALK
	PROPOSED MAINLINE MULTI-USE PATH		VEHICLE TRAVEL LANE		PLANNED CROSSING LOCATION
	PROPOSED MULTI-USE PATH CONNECTIONS		SOLID WHITE LINE PAINTING		
	PROPOSED CONCRETE BARRIER		DASHED WHITE LINE PAINTING		



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MAP/DRAWING INFORMATION  
BASE MAPPING AND AERIALS PROVIDED BY THE CITY OF HAMILTON, JUNE 2016

PROJECT: 16-4084  
STATUS: DRAFT  
DATE: 2016/08/15






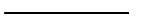

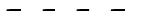


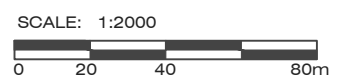
THIS SECTION IS UNDER ARKLEDUN AVENUE / JOLLEY CUT BRIDGE



**CITY OF HAMILTON**  
CLAREMONT CYCLING ACCESS  
  
**CLAREMONT ACCESS**  
PLAN VIEW - 2  
FIGURE #2

**LEGEND**

- |   |                                     |   |                            |
|---|-------------------------------------|---|----------------------------|
|  | EXISTING TRAIL                      |  | EXISTING STAIRS            |
|  | PROPOSED MAINLINE MULTI-USE PATH    |  | VEHICLE TRAVEL LANE        |
|  | PROPOSED MULTI-USE PATH CONNECTIONS |  | SOLID WHITE LINE PAINTING  |
|  | PROPOSED CONCRETE BARRIER           |  | DASHED WHITE LINE PAINTING |



MAP/DRAWING INFORMATION  
BASE MAPPING AND AERIALS PROVIDED BY THE CITY OF HAMILTON, JUNE 2016



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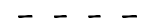



**CITY OF HAMILTON**  
CLAREMONT CYCLING ACCESS

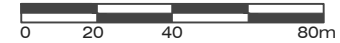
**CLAREMONT ACCESS**  
PLAN VIEW - 3  
FIGURE #3

**LEGEND**

-  PROPOSED MAINLINE MULTI-USE PATH
-  PROPOSED MULTI-USE PATH CONNECTIONS
-  PROPOSED CONCRETE BARRIER
-  VEHICLE TRAVEL LANE

-  SOLID WHITE LINE PAINTING
-  DASHED WHITE LINE PAINTING
-  GREEN THERMOPLASTIC PAVEMENT MARKING

SCALE: 1:2000



MAP/DRAWING INFORMATION  
BASE MAPPING AND AERIALS PROVIDED BY THE  
CITY OF HAMILTON, JUNE 2016



PROJECT: 16-4084  
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DATE: 2016/08/15

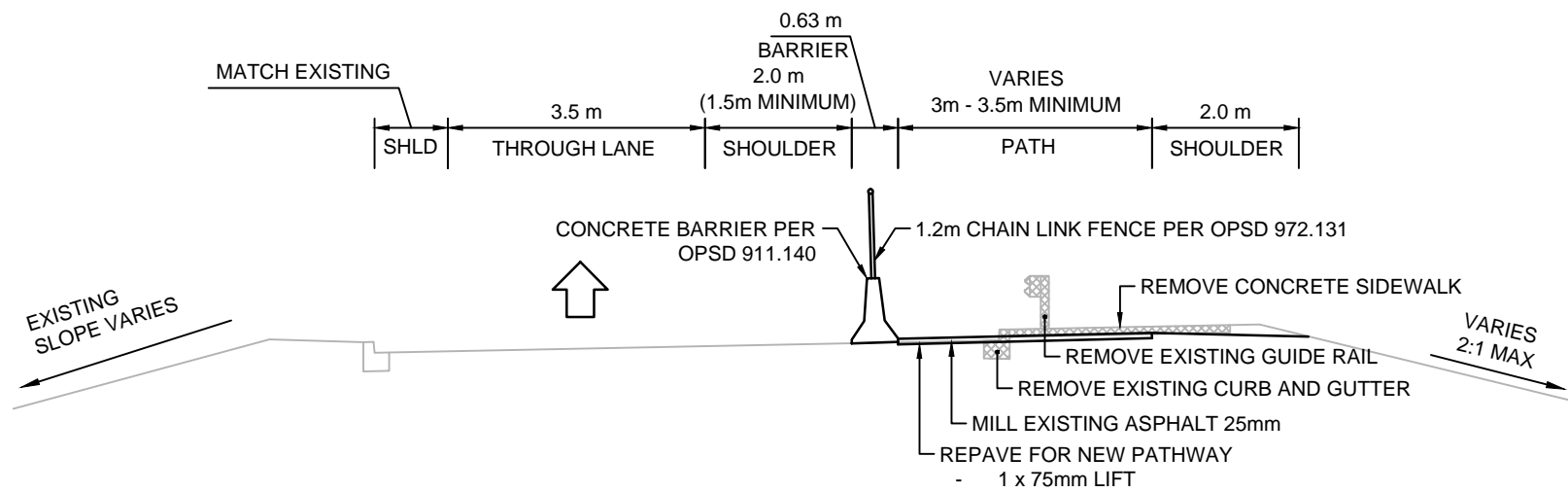
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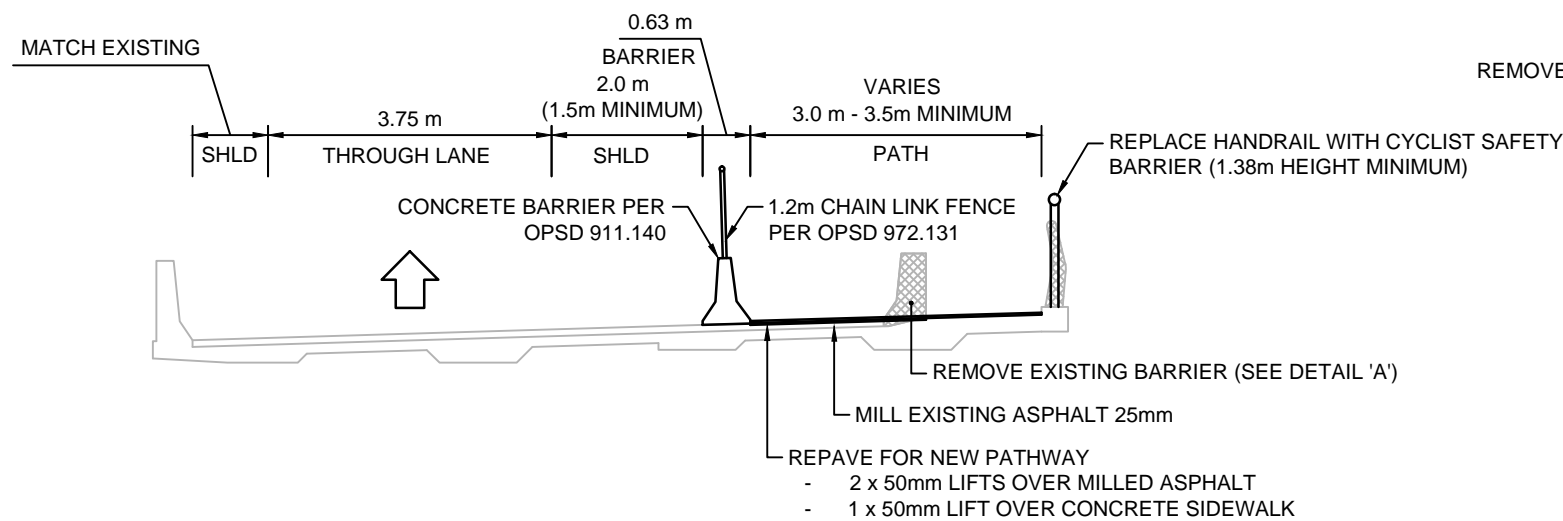
Hamilton

CITY OF HAMILTON  
CLAREMONT CYCLING ACCESS

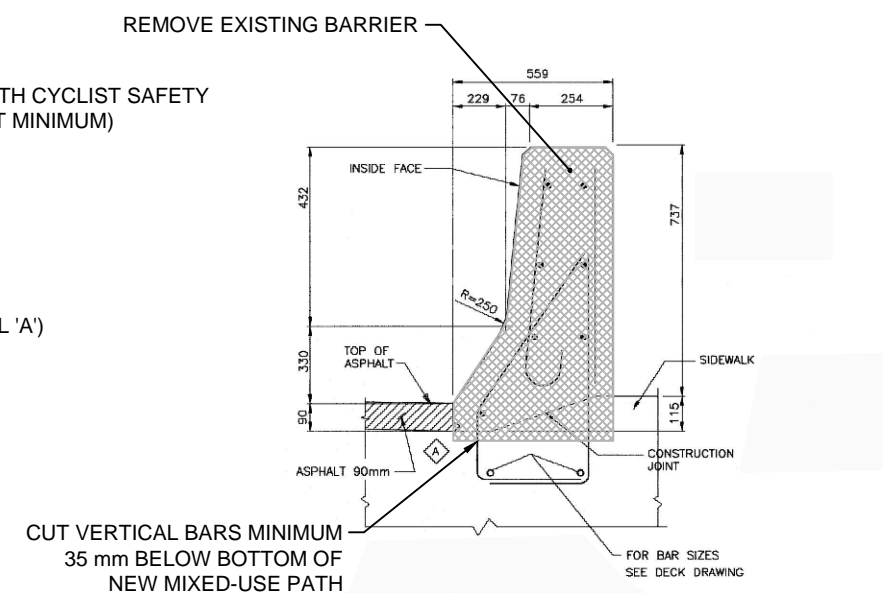
WEST FIFTH RAMP / STREET  
CONCEPTUAL  
TYPICAL SECTIONS  
FIGURE #4



WEST FIFTH STREET - STA. 10+315 TO STA. 10+385  
TYPICAL SECTION LOOKING WESTBOUND / SOUTHBOUND

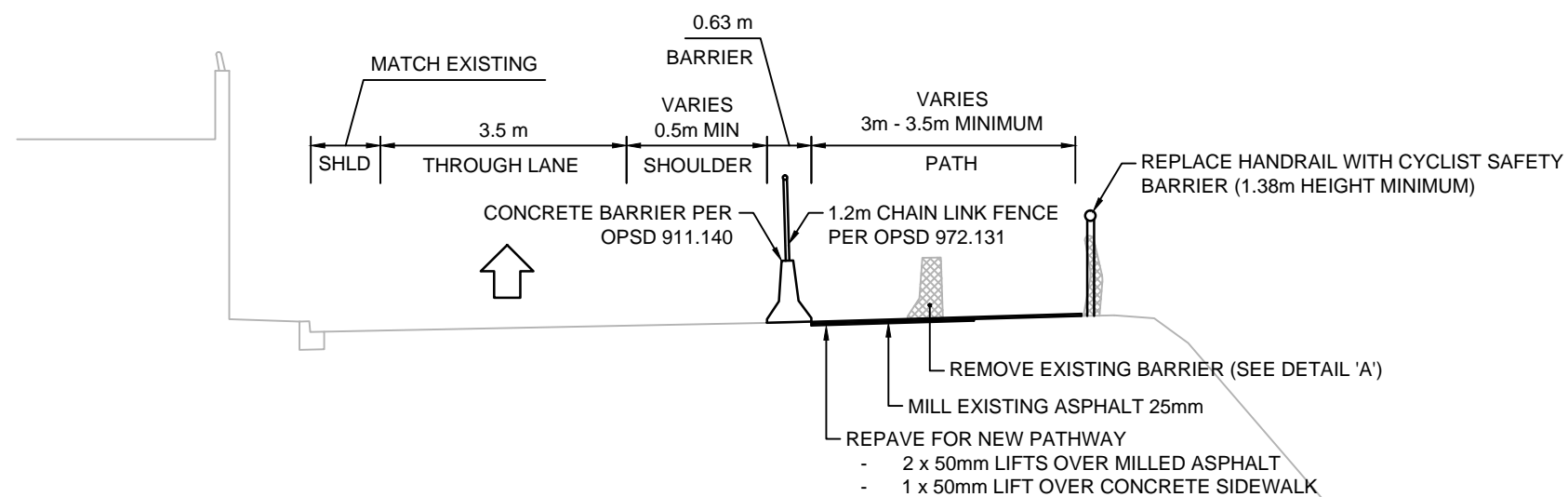


WEST FIFTH RAMP BRIDGE - STA. 10+385 TO STA. 10+545  
TYPICAL SECTION LOOKING WESTBOUND



DETAIL 'A'  
EXISTING BARRIER REMOVAL  
NOT TO SCALE

IMAGE FROM CONTRACT PW-04-04 (BR), DRAWING NO. 03-M-13, SHEET NO. 14.  
HATCHING AND NOTES ADDED FOR ILLUSTRATIVE PURPOSES



WEST FIFTH RAMP - STA. 10+545 TO STA. 10+890  
TYPICAL SECTION LOOKING WESTBOUND

SCALE: N.T.S.

- MAP/DRAWING INFORMATION  
TYPICAL SECTION DIMENSIONS BASED ON INFORMATION PROVIDED BY THE CITY OF HAMILTON INCLUDING:
- SHEET 1 OF 19, DRAWING NO. 03-M-13 FROM CONTRACT NO. PW-04-04 (BR)
  - CLAREMONT ACCESS DT: 2008B01 OCTOBER 2003 DRAWING
  - CLAREMONT ACCESS RAMP, WEST 5TH STREET TO 400m EAST, DRAWING NO. DT:2008A04, JUNE 2003

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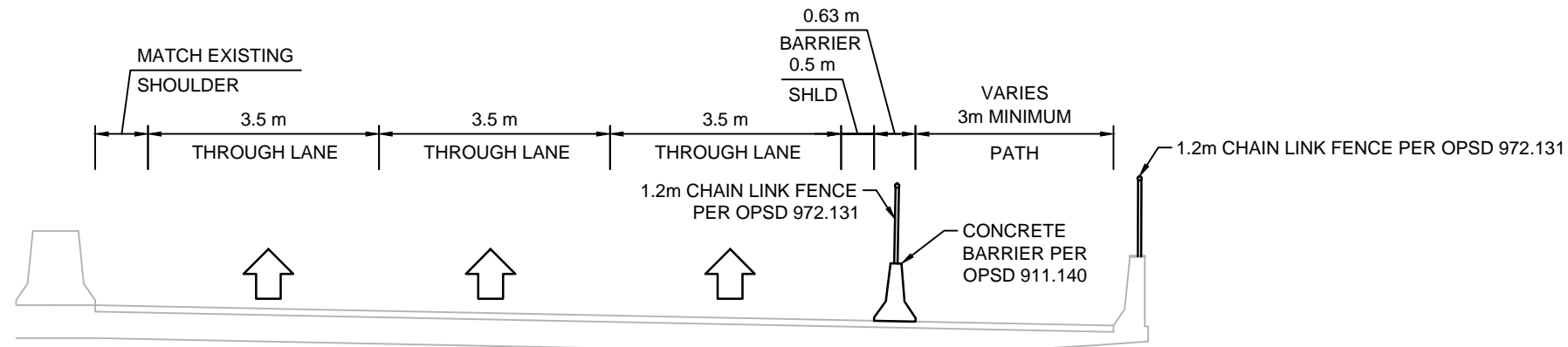
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DATE: 2016/08/15



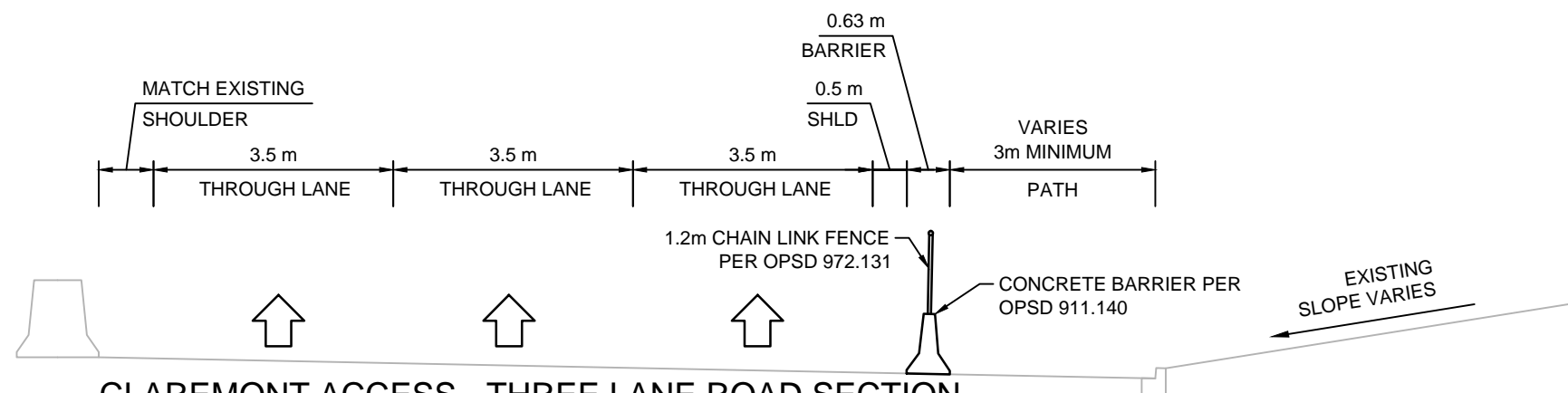
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CLAREMONT CYCLING ACCESS

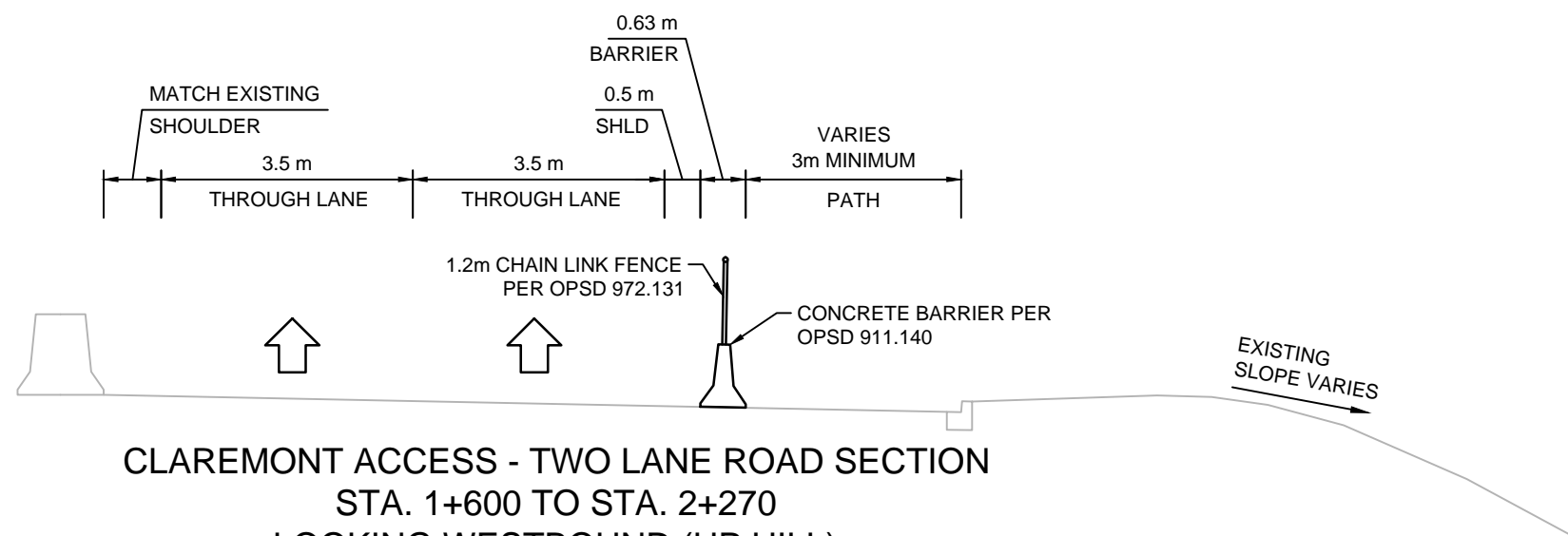
CLAREMONT ACCESS  
CONCEPTUAL  
TYPICAL SECTIONS - 1  
FIGURE #5



CLAREMONT ACCESS - THREE LANE BRIDGE SECTION  
STA. 1+035 TO STA. 1+350  
LOOKING WESTBOUND (UP HILL)



CLAREMONT ACCESS - THREE LANE ROAD SECTION  
STA. 1+350 TO STA. 1+600  
LOOKING WESTBOUND (UP HILL)



CLAREMONT ACCESS - TWO LANE ROAD SECTION  
STA. 1+600 TO STA. 2+270  
LOOKING WESTBOUND (UP HILL)

SCALE: N.T.S.

MAP/DRAWING INFORMATION  
TYPICAL SECTION DIMENSIONS BASED ON INFORMATION PROVIDED BY THE CITY OF HAMILTON INCLUDING:  
• CLAREMONT ACCESS DT2008B01 OCTOBER 2003 DRAWING  
• CLAREMONT ACCESS DT2008A03, JULY 1987  
• CLAREMONT ACCESS DT2008A02, JULY 1987

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August, 09, 2016 12:31 PM



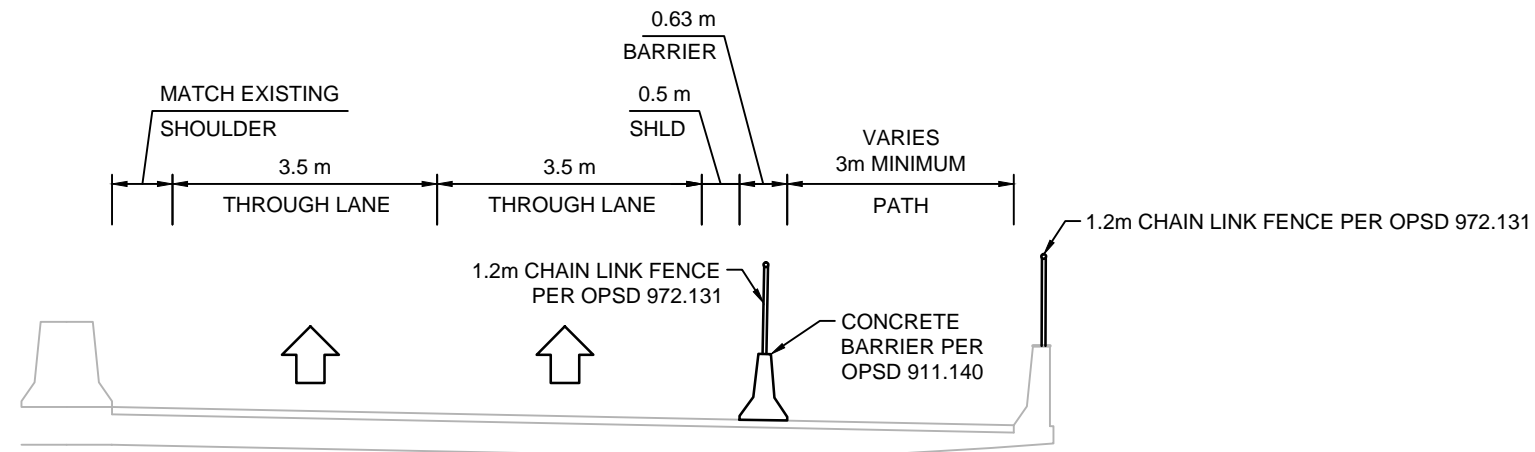
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STATUS: DRAFT  
DATE: 2016/08/09



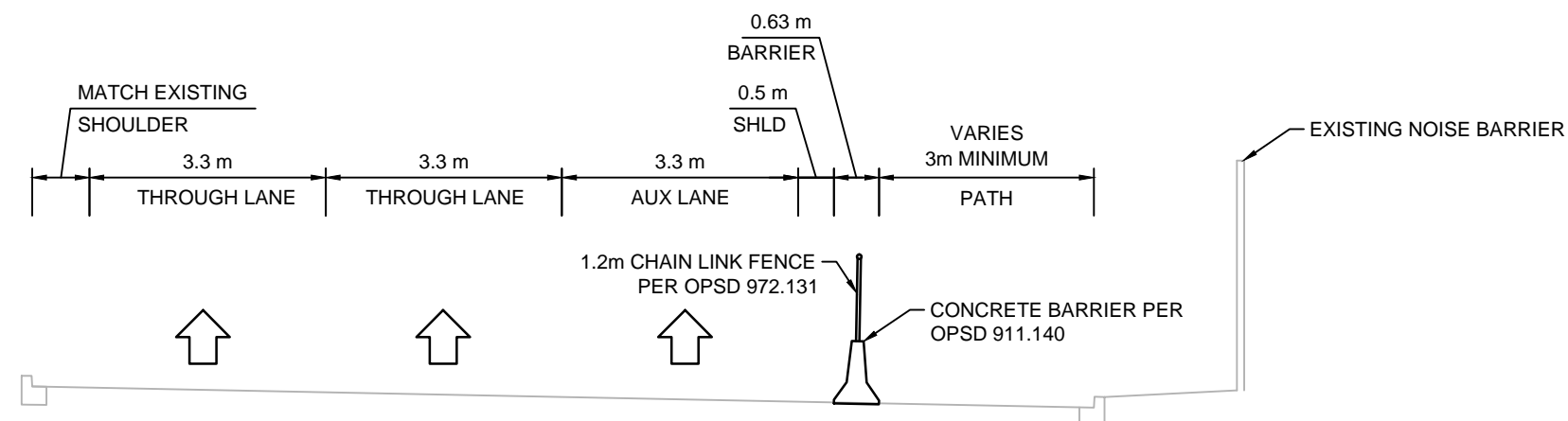
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CITY OF HAMILTON  
CLAREMONT CYCLING ACCESS

CLAREMONT ACCESS  
CONCEPTUAL  
TYPICAL SECTIONS - 2  
FIGURE #6



CLAREMONT ACCESS - TWO LANE BRIDGE SECTION  
STA. 2+270 TO STA. 2+500  
LOOKING WESTBOUND (UP HILL)



CLAREMONT ACCESS - TWO + ONE AUXILIARY LANE ROAD SECTION  
STA. 2+530 TO STA. 2+675  
LOOKING WESTBOUND (UP HILL)

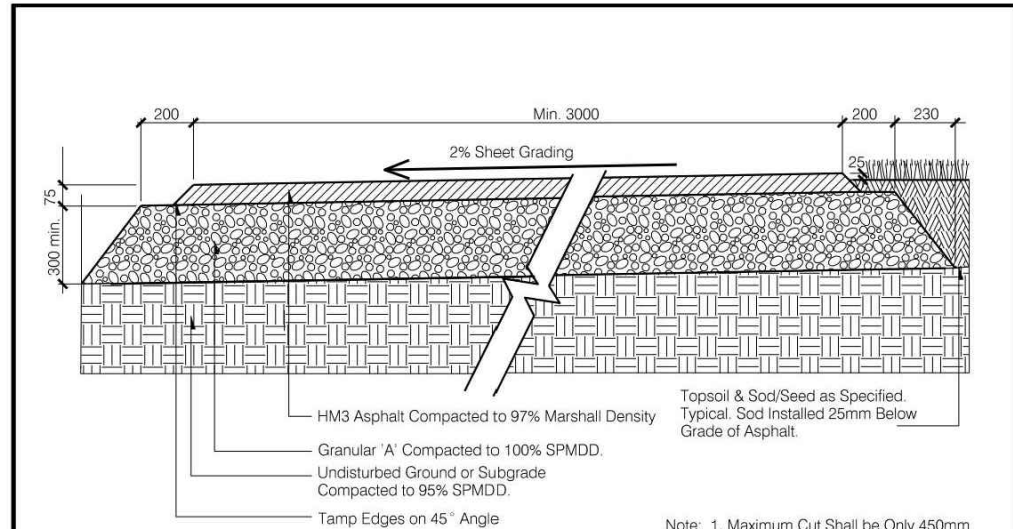
SCALE: N.T.S.

MAP/DRAWING INFORMATION  
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PROVIDED BY THE CITY OF HAMILTON INCLUDING:  
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• CLAREMONT ACCESS DT2008A03, JULY 1987  
• CLAREMONT ACCESS DT2008A02, JULY 1987

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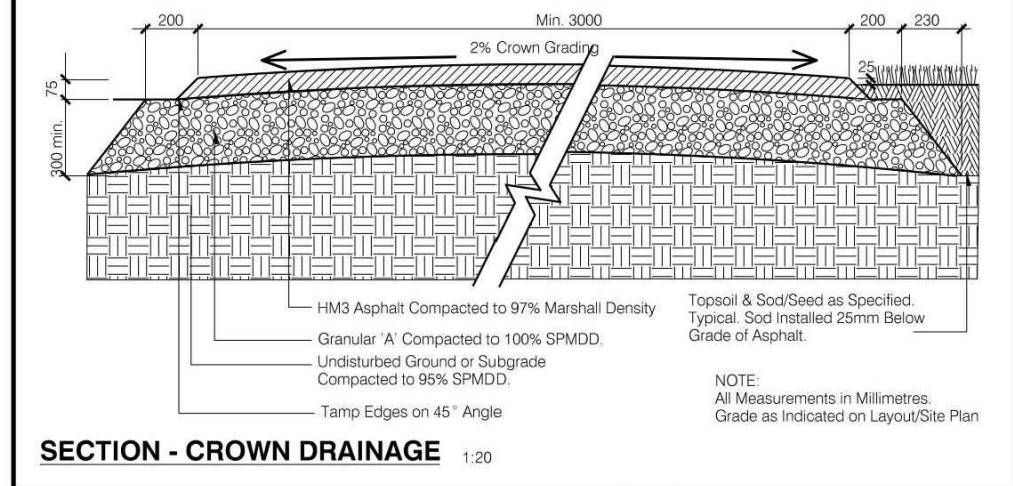


PROJECT: 16-4084  
STATUS: DRAFT  
DATE: 2016/08/05



**SECTION - SHEET DRAINAGE** 1:20

Note: 1. Maximum Cut Shall be Only 450mm Beyond Each Side of Walkway.  
2. Topsoil Shall be Blended to Meet Existing Grade. Transitional Slope Not to Exceed 5:1.



**SECTION - CROWN DRAINAGE** 1:20

NOTE: All Measurements in Millimetres. Grade as Indicated on Layout/Site Plan

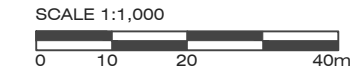
	City of Hamilton Public Works Department		
	<b>ASPHALT WALKWAY STANDARD 'A'</b>		
DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS OTHERWISE NOTED (N.T.S.)	DATE July 2014	REV No 0	FORMERLY: N/A
		HAMILTON STD No	PK-0700.10

**WEST FIFTH STREET PATHWAY**  
FIGURE #7

**LEGEND**

	PROPERTY LINE
	GRADING AREA
	MAJOR CONTOUR (4m INTERVALS)
	MINOR CONTOUR (1m INTERVALS)
	PROPOSED MULTI-USE PATH

- GENERAL NOTES:**
1. PATH SIDE SLOPES TO BE 2:1 MAXIMUM.
  2. 2m CLEAR SHOULDER TO BE PROVIDED WHERE VERTICAL DROP IS GREATER THAN 0.6m.
  3. WHERE SIDE SLOPES ARE GREATER THAN 2:1, OR WHERE 2m CLEAR SHOULDER CANNOT BE PROVIDED ADJACENT TO MULTI-USE PATH, BARRIER / FENCE MAY BE REQUIRED.



MAP/DRAWING INFORMATION  
Aerial Images and Base Mapping received June 2016

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August, 09, 2016 9:44 AM



PROJECT: 16-4084  
STATUS: DRAFT  
DATE: 2016/08/09

BRUCE TRAIL

JAMES MOUNTAIN ROAD



LANE CONFIGURATION PER WEST FIFTH RAMP TYPICAL SECTION STA 10+315 TO 10+385

MULTI-USE PATH TERMINATION TO BE DETERMINED BASED ON FUTURE PLANNING WORK

PROVIDE SMOOTH TRANSITION FROM ASPHALT TO EXISTING SIDEWALK FOR PEDESTRIANS

NEW CONCRETE SIDEWALK

EXISTING SIDEWALK TO REMAIN

WEST FIFTH STREET

MATCH EXISTING PAVEMENT MARKINGS



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CLAREMONT CYCLING ACCESS

**BRUCE TRAIL CONNECTION**  
FIGURE #8

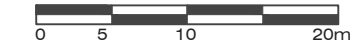
**LEGEND**

	PROPERTY LINE
	GRADING AREA
	MAJOR CONTOUR (4m INTERVALS)
	MINOR CONTOUR (1m INTERVALS)
	PROPOSED MULTI-USE PATH
	PROPOSED CONCRETE BARRIER
	VEHICLE TRAVEL LANE
	NEW CONCRETE SIDEWALK

**GENERAL NOTES:**

1. PATH SIDE SLOPES TO BE 2:1 MAXIMUM.
2. 2m CLEAR SHOULDER TO BE PROVIDED WHERE VERTICAL DROP IS GREATER THAN 0.6m.
3. WHERE SIDE SLOPES ARE GREATER THAN 2:1, OR WHERE 2m CLEAR SHOULDER CANNOT BE PROVIDED ADJACENT TO MULTI-USE PATH, BARRIER / FENCE MAY BE REQUIRED.

SCALE 1:500



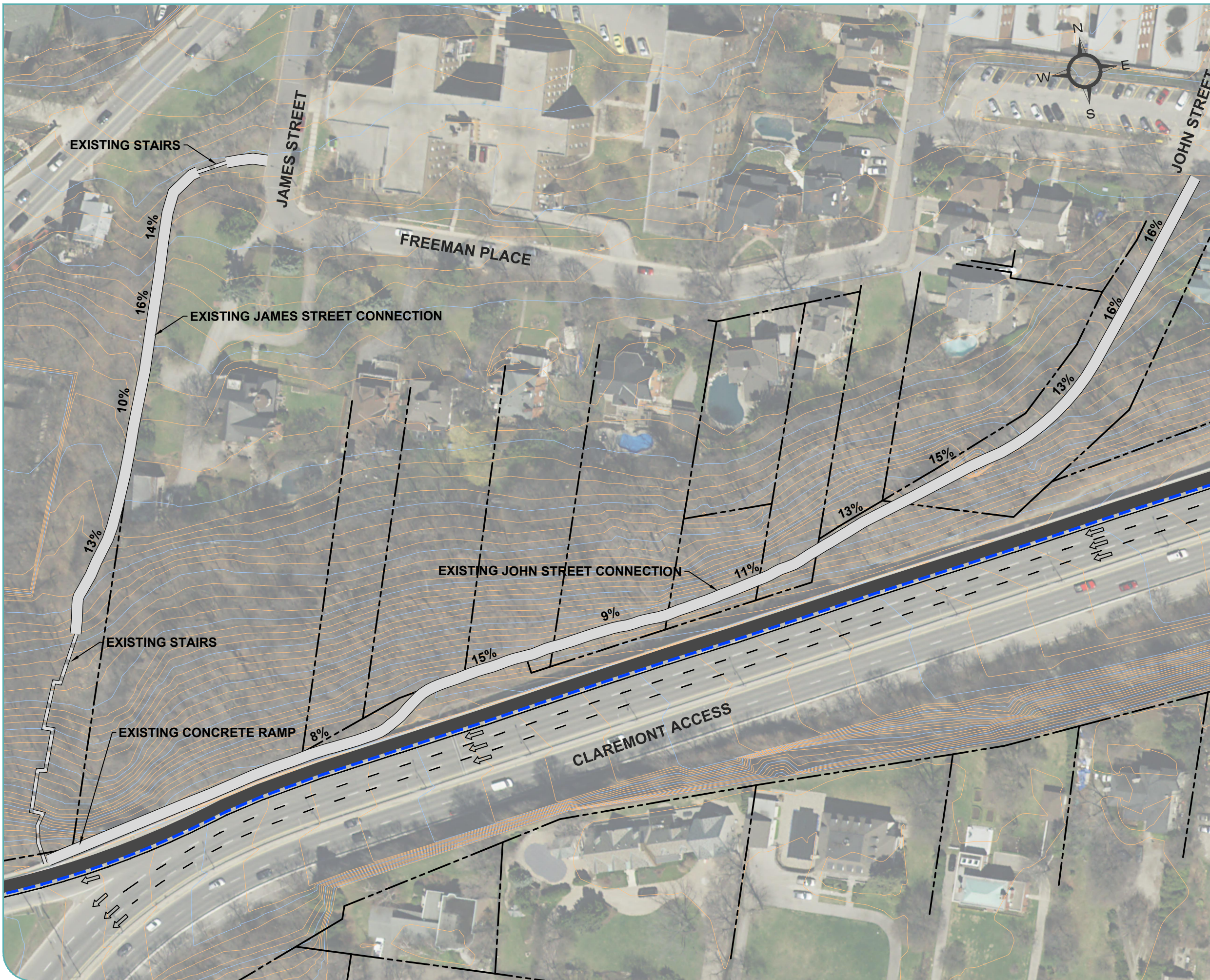
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DATE: 2016/08/09





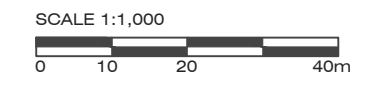
**Hamilton**  
**CITY OF HAMILTON**  
 CLAREMONT CYCLING ACCESS

**JAMES STREET AND JOHN STREET CONNECTIONS**  
 FIGURE #9

**LEGEND**

	PROPERTY LINE
	AREA OF GRADING
	MAJOR CONTOUR (4m INTERVALS)
	MINOR CONTOUR (1m INTERVALS)
	PROPOSED MULTI-USE PATH
	PROPOSED CONCRETE BARRIER
	VEHICLE TRAVEL LANE
	EXISTING TRAIL
	EXISTING STAIRS

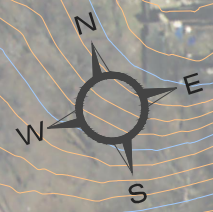
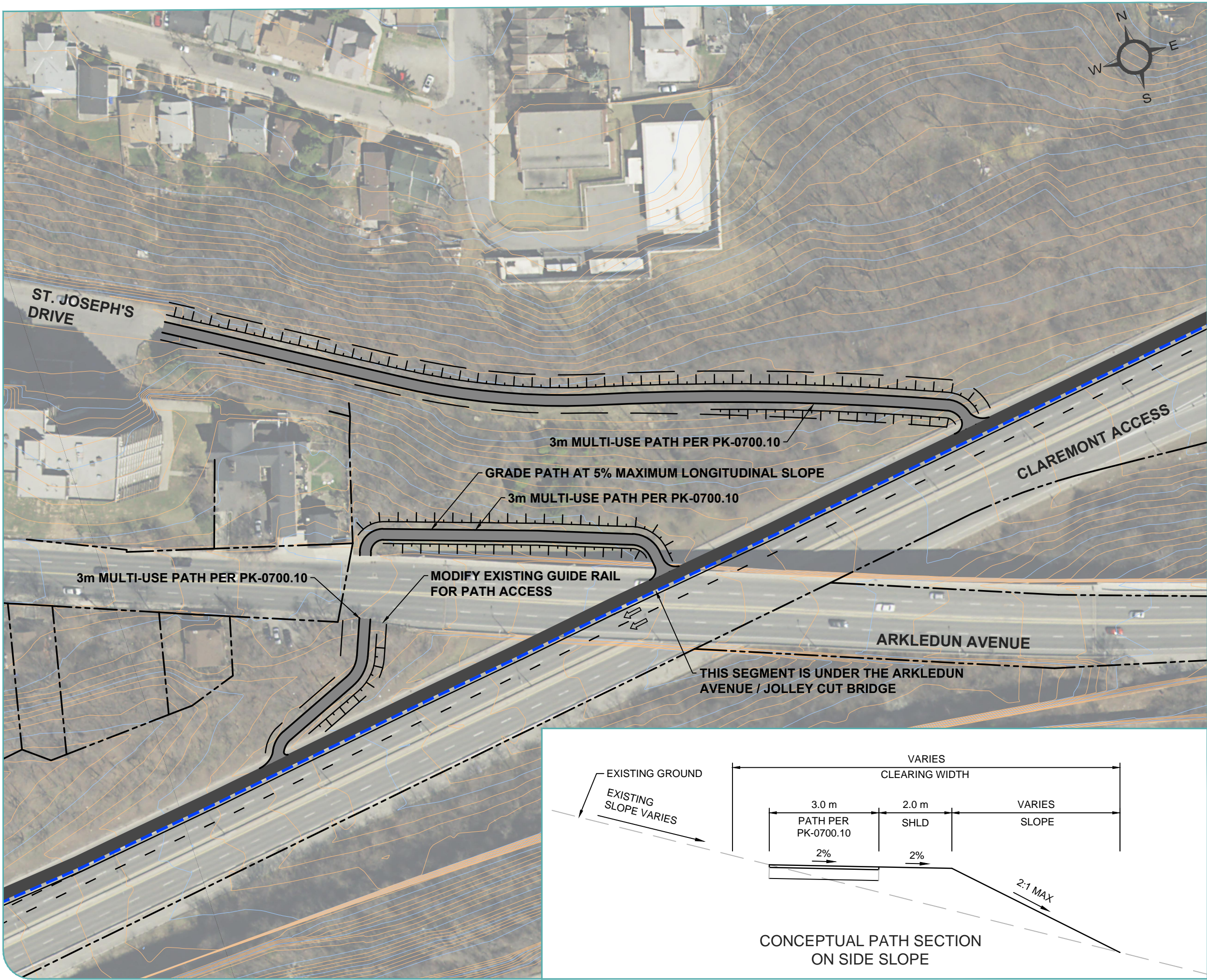
**GENERAL NOTES:**  
 1. GRADES SHOWN ARE APPROXIMATE AND BASED ON EXISTING CONTOUR DATA



MAP/DRAWING INFORMATION  
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 DATE: 2016/08/15



**Hamilton**

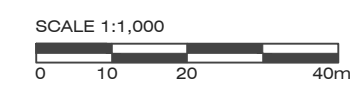
**CITY OF HAMILTON**  
CLAREMONT CYCLING ACCESS

**ARKLEDUN AVENUE AND ST. JOSEPH'S DRIVE CONNECTIONS**  
FIGURE #10

**LEGEND**

	PROPERTY LINE
	GRADING AREA
	MAJOR CONTOUR (4m INTERVALS)
	MINOR CONTOUR (1m INTERVALS)
	PROPOSED MAINLINE MULTI-USE PATH
	PROPOSED MULTI-USE PATH CONNECTIONS
	PROPOSED CONCRETE BARRIER
	VEHICLE TRAVEL LANE
	APPROXIMATE CLEARING LIMITS

- GENERAL NOTES:**
1. PATH SIDE SLOPES TO BE 2:1 MAXIMUM.
  2. 2m CLEAR SHOULDER TO BE PROVIDED WHERE VERTICAL DROP IS GREATER THAN 0.6m.
  3. WHERE SIDE SLOPES ARE GREATER THAN 2:1, OR WHERE 2m CLEAR SHOULDER CANNOT BE PROVIDED ADJACENT TO MULTI-USE PATH, BARRIER / FENCE MAY BE REQUIRED.
  4. CLEARING LIMITS SHOWN ARE APPROXIMATE AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL CLEARING LIMITS TO BE DETERMINED DURING DETAILED DESIGN.

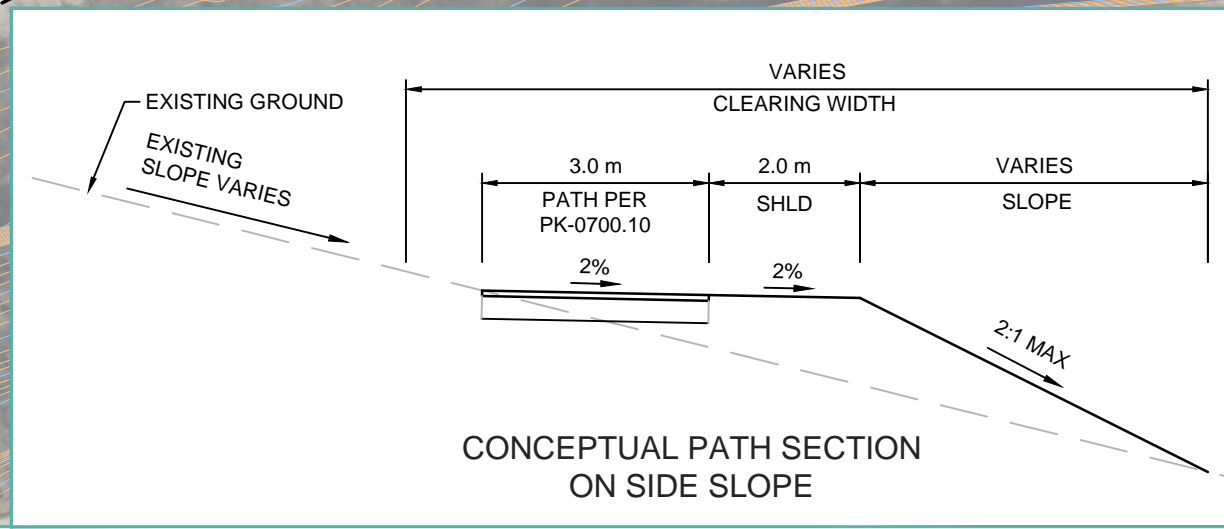


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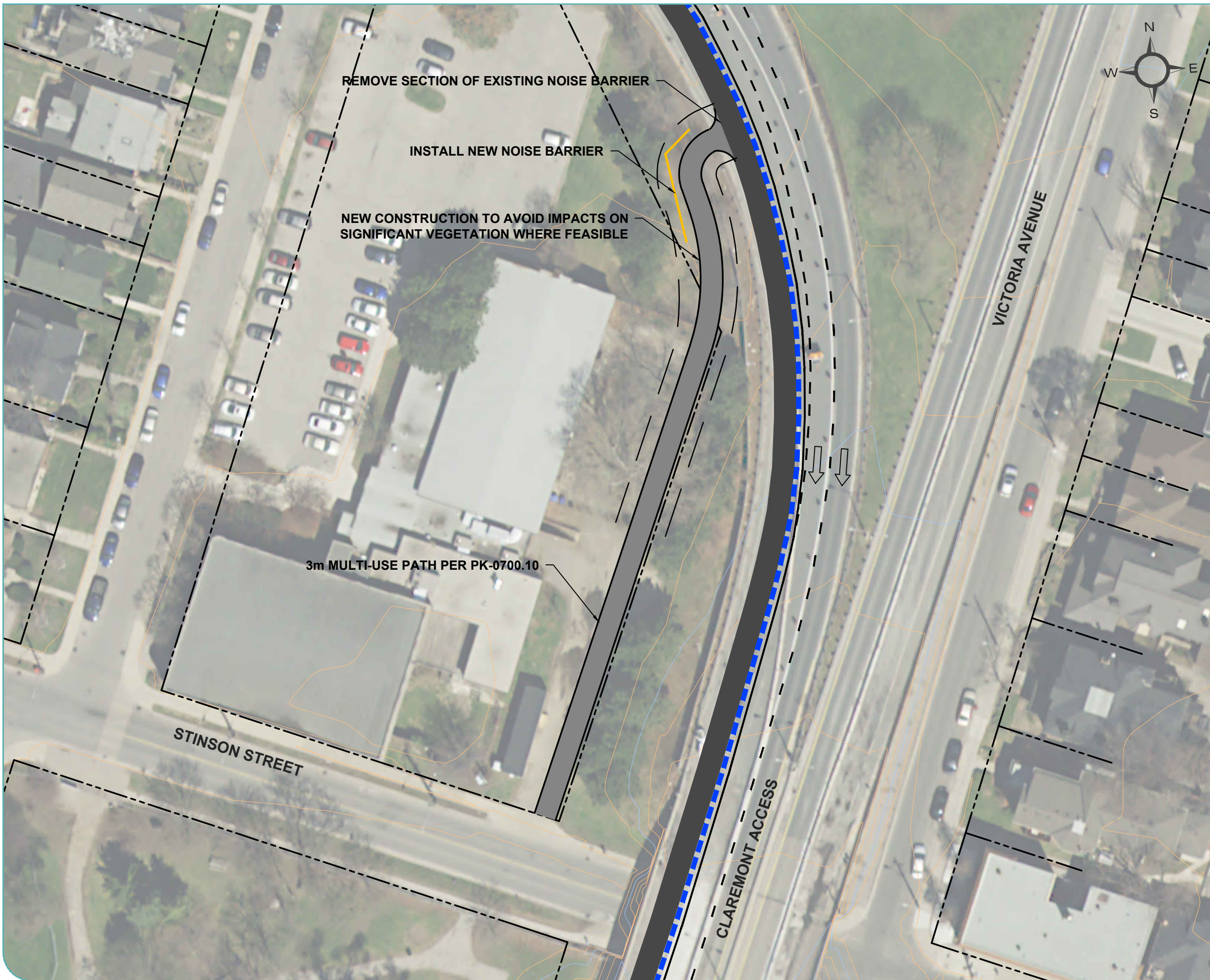
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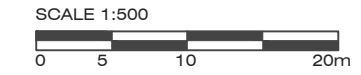
**Hamilton**  
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 CLAREMONT CYCLING ACCESS

**STINSON STREET CONNECTION**  
 FIGURE #12

**LEGEND**

	PROPERTY LINE
	TOP OF SLOPE
	MAJOR CONTOUR (4m INTERVALS)
	MINOR CONTOUR (1m INTERVALS)
	PROPOSED MAINLINE MULTI-USE PATH
	PROPOSED MULTI-USE PATH CONNECTIONS
	PROPOSED CONCRETE BARRIER
	VEHICLE TRAVEL LANE
	APPROXIMATE CLEARING LIMITS
	NEW NOISE BARRIER

- GENERAL NOTES:**
1. PATH SIDE SLOPES TO BE 2:1 MAXIMUM.
  2. 2m CLEAR SHOULDER TO BE PROVIDED WHERE VERTICAL DROP IS GREATER THAN 0.6m.
  3. WHERE SIDE SLOPES ARE GREATER THAN 2:1, OR WHERE 2m CLEAR SHOULDER CANNOT BE PROVIDED ADJACENT TO MULTI-USE PATH, BARRIER MAY BE REQUIRED.
  4. NOISE BARRIER LIMITS TO BE DETERMINED DURING DETAILED DESIGN.
  5. CLEARING LIMITS SHOWN ARE APPROXIMATE AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL CLEARING LIMITS TO BE DETERMINED DURING DETAILED DESIGN.



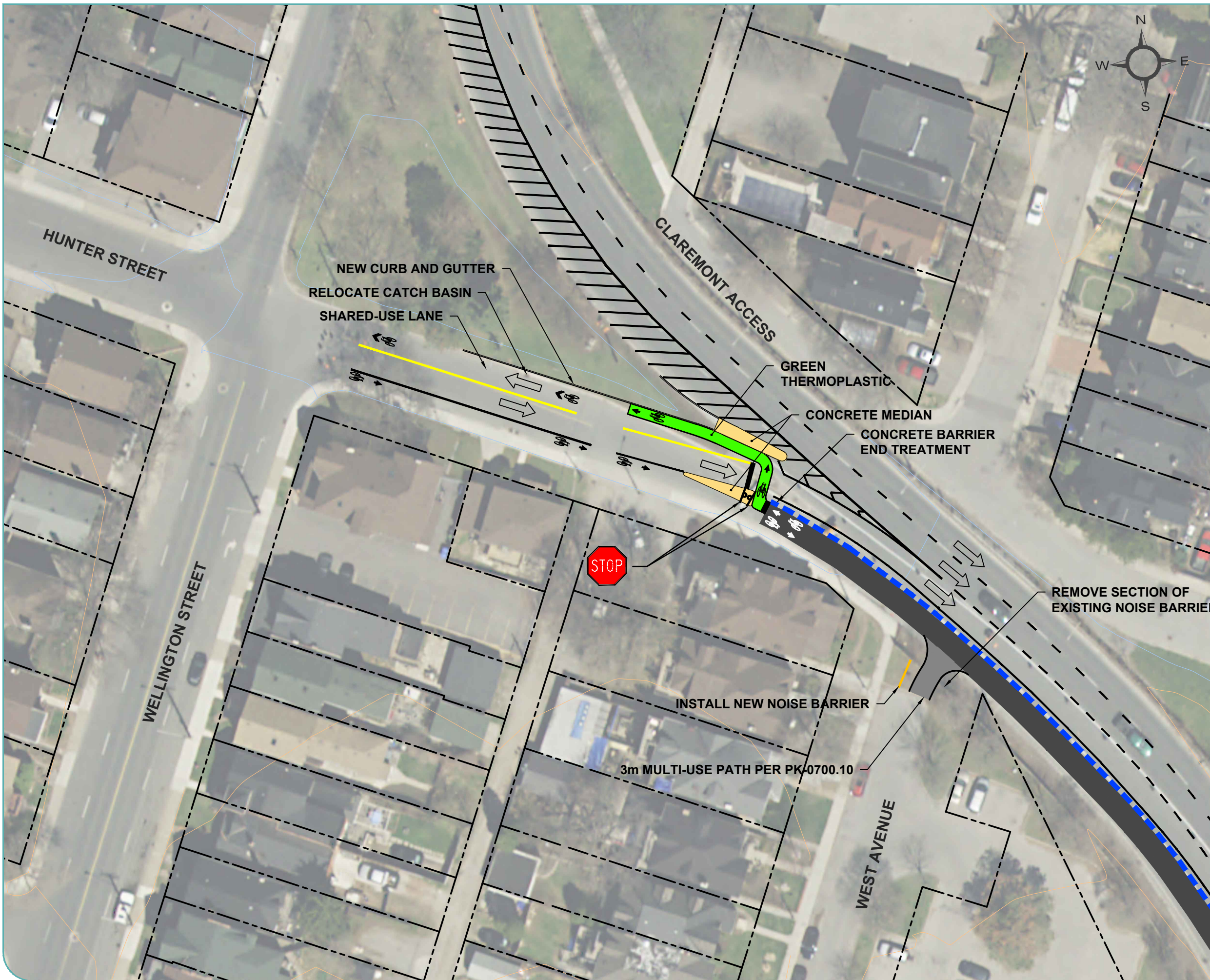
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 CHECKED BY:  
 DESIGNED BY:

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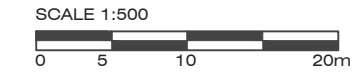
**Hamilton**  
**CITY OF HAMILTON**  
 CLAREMONT CYCLING ACCESS

**HUNTER STREET AND WEST AVENUE CONNECTION**  
 FIGURE #13

**LEGEND**

	PROPERTY LINE
	TOP OF SLOPE
	MAJOR CONTOUR (4m INTERVALS)
	MINOR CONTOUR (1m INTERVALS)
	PROPOSED MULTI-USE PATH
	PROPOSED CONCRETE BARRIER
	VEHICLE TRAVEL LANE
	NEW NOISE BARRIER
	NEW CONCRETE MEDIAN
	GREEN THERMOPLASTIC PAVEMENT MARKING

- GENERAL NOTES:**
1. PATH SIDE SLOPES TO BE 2:1 MAXIMUM.
  2. 2m CLEAR SHOULDER TO BE PROVIDED WHERE VERTICAL DROP IS GREATER THAN 0.6m.
  3. WHERE SIDE SLOPES ARE GREATER THAN 2:1, OR WHERE 2m CLEAR SHOULDER CANNOT BE PROVIDED ADJACENT TO MULTI-USE PATH, BARRIER MAY BE REQUIRED.
  4. NOISE BARRIER LIMITS TO BE DETERMINED DURING DETAILED DESIGN



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 Aerial Images and Base Mapping received June 2016

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