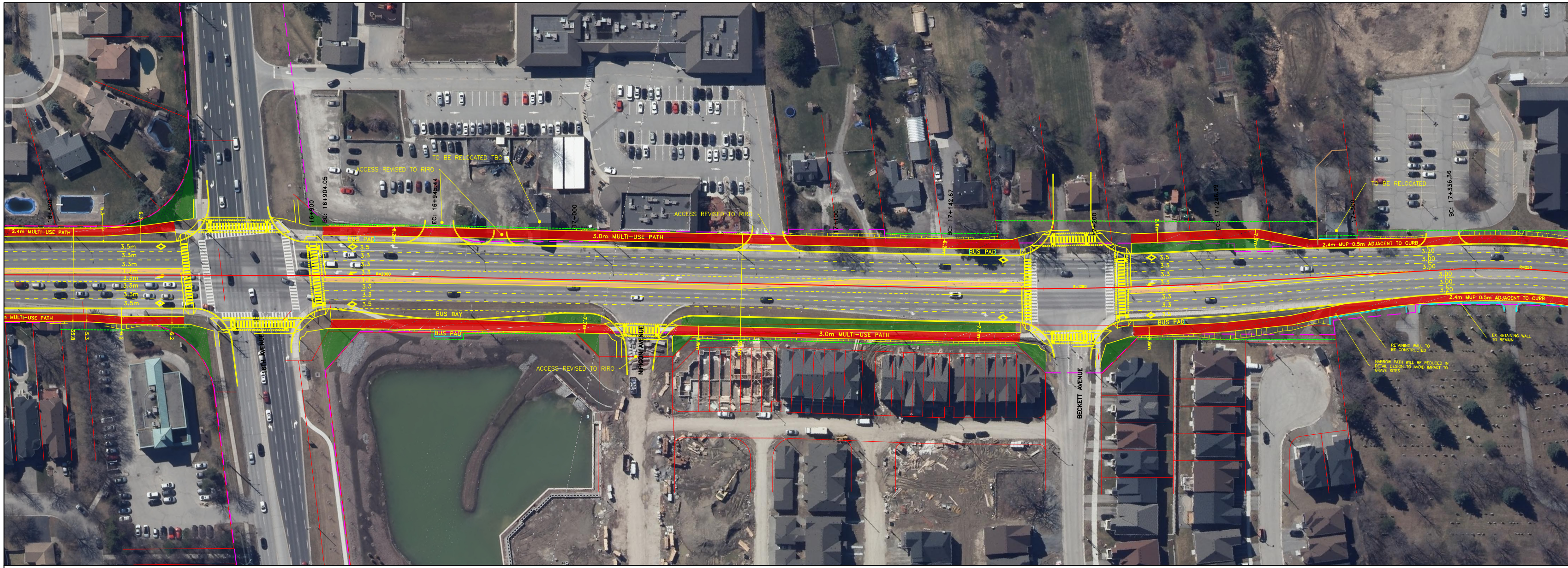
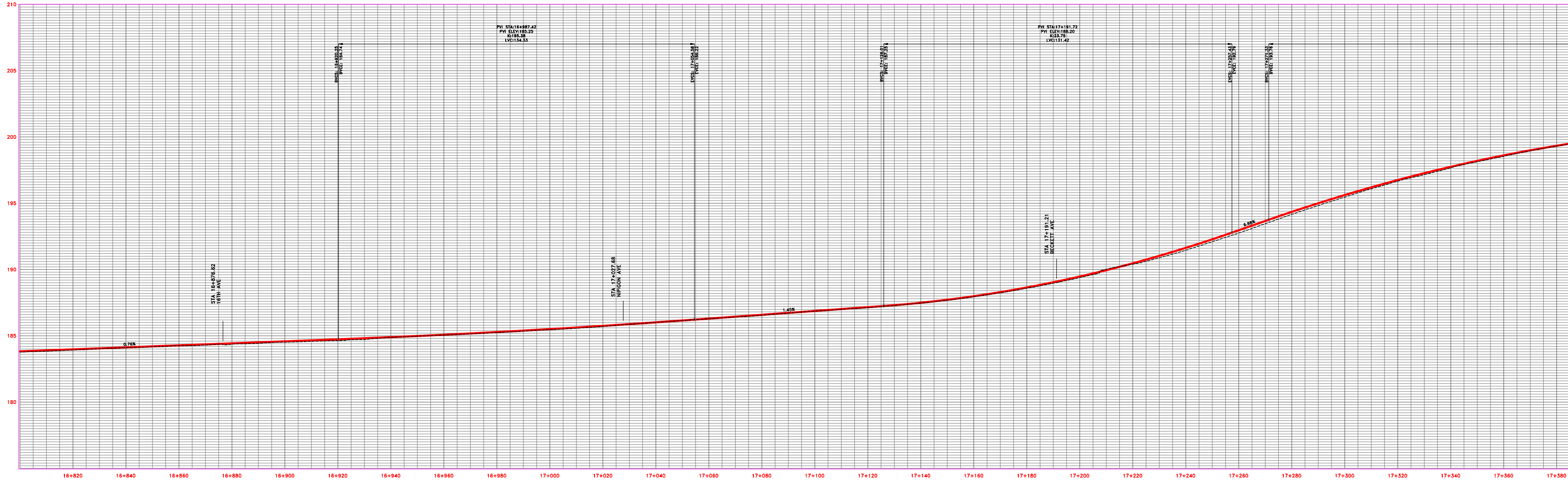

2.4m MULTI-USE PATH
MULTI-USE PATH
3.0m MULTI-USE PATH
2.4m MUP 0.5m ADJACENT TO CURB
ACCESS REVISED TO RIRO
TO BE RELOCATED TBC
TO BE RELOCATED
BUS PAD
BUS BAY
NIPIGON AVENUE
BECKETT AVENUE
16TH AVENUE
BC: 16+904.05
EC: 16+945.44
BC: 17+142.67
EC: 17+246.99
BC: 17+336.36
16+800
16+900
17+000
17+100
17+200
17+300
RETAINING WALL TO BE CONSTRUCTED
NARROW PATH WILL BE REDUCED IN DETAIL DESIGN TO AVOID IMPACT TO GRAVE SITES
EX RETAINING WALL TO REMAIN

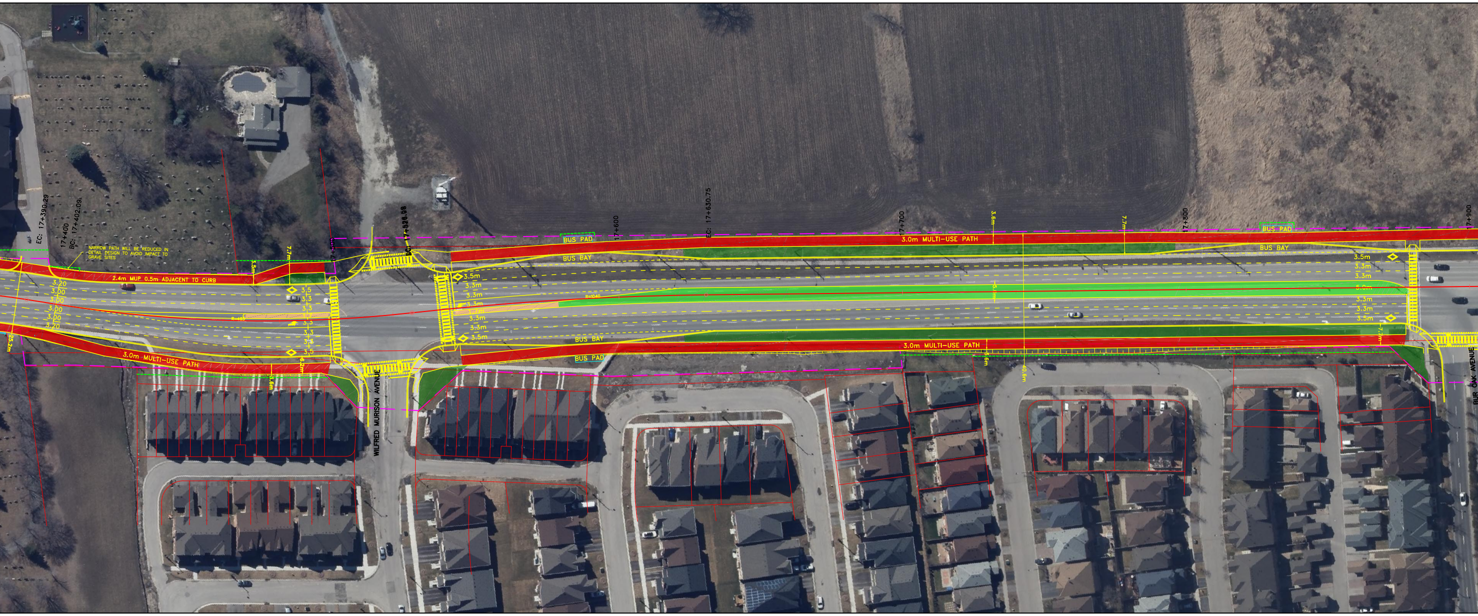


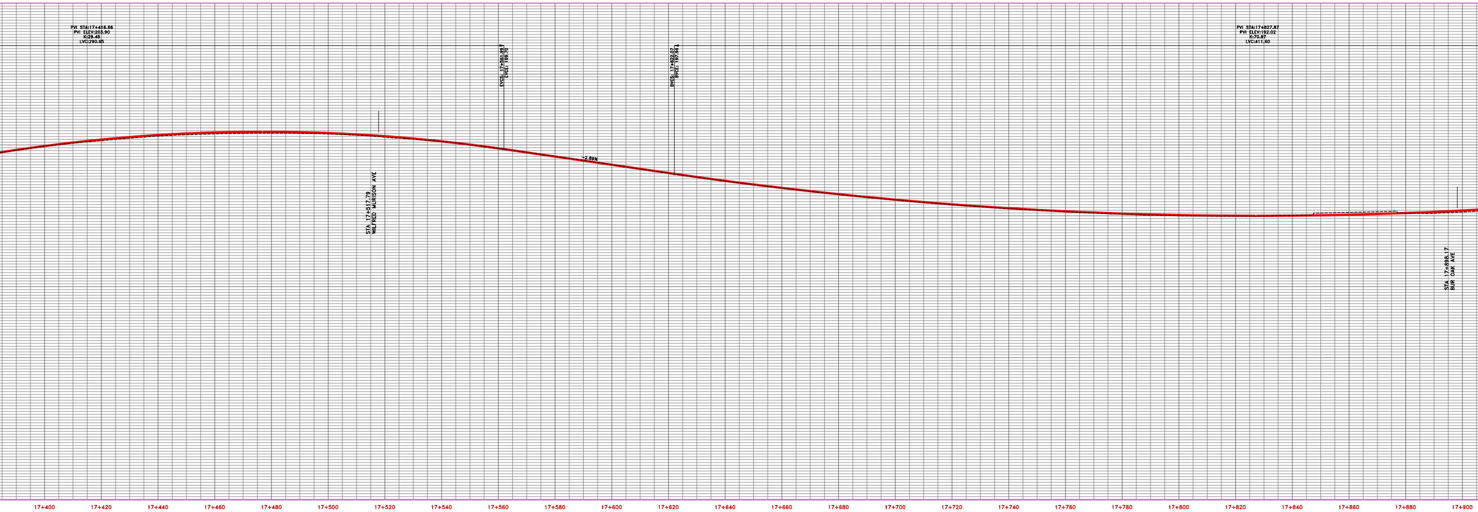
LEGEND

PROPOSED RIGHT-OF-WAY	CL PROPOSED ALIGNMENT/PROPOSED PROFILE
EXISTING RIGHT-OF-WAY	EXISTING PROFILE
🟥 MULTI-USE PATH	◇ TRANSIT/HOV LANE
🟩 PLANTING OPPORTUNITY	PROPOSED RETAINING WALL/STRUCTURE
🟩 STREETSCAPING OPPORTUNITY	GRADING LIMIT (FILL)
🟧 UNIT PAVING	GRADING LIMIT (CUT)

C:\pwworking\canada01\dms26517\10056259-C01-104-RP01.dwg 5000m, 11/14/2019 1:16:35 PM, JRODRIGUEZ

FILENAME: C:\pwworking\canada01\dms26517\10056259-C01-104-RP01.dwg
PLOTDATE: Nov 14, 2019 - 1:16pm
PLOTTED BY: JRODRIGUEZ


EC: 17+390.29
17+400
BC: 17+402.09
NARROW PATH WILL BE REDUCED IN DETAIL DESIGN TO AVOID IMPACT TO GRAVE SITES
2.4m MUP 0.5m ADJACENT TO CURB
3.5m
7.7m
17+500
BC: 17+526.58
3.20
3.00
3.00
3.00
3.00
3.20
25.2m
R=465
3.5
3.3
3.3
1.7
3.3
3.3
3.3
3.5
6.2m
3.6m
3.0m MULTI-USE PATH
WILFRED MURISON AVENUE
3.5m
3.3m
3.3m
3.3m
1.7m
3.3m
3.3m
3.5m
BUS PAD
BUS BAY
17+600
R=1040
EC: 17+630.75
BUS BAY
BUS PAD
17+700
3.0m MULTI-USE PATH
3.6m
5.0m
40.6m
3.0m MULTI-USE PATH
3.6m
7.7m
17+800
BUS PAD
BUS BAY
17+900
3.5m
3.3m
3.3m
5.0m
3.3m
3.3m
3.5m
7.7m
BUR OAK AVENUE


PVI STA:17+416.66
PVI ELEV:203.90
K:29.45
LVC:290.65
EVCS: 17+561.99
EVCE: 199.70
BVCS: 17+622.07
BVCE: 197.96
-2.89%
STA 17+517.79
WILFRED MURISON AVE
PVI STA:17+827.87
PVI ELEV:192.02
K:70.97
LVC:411.60
STA 17+898.17
BUR OAK AVE
17+400
17+420
17+440
17+460
17+480
17+500
17+520
17+540
17+560
17+580
17+600
17+620
17+640
17+660
17+680
17+700
17+720
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17+760
17+780
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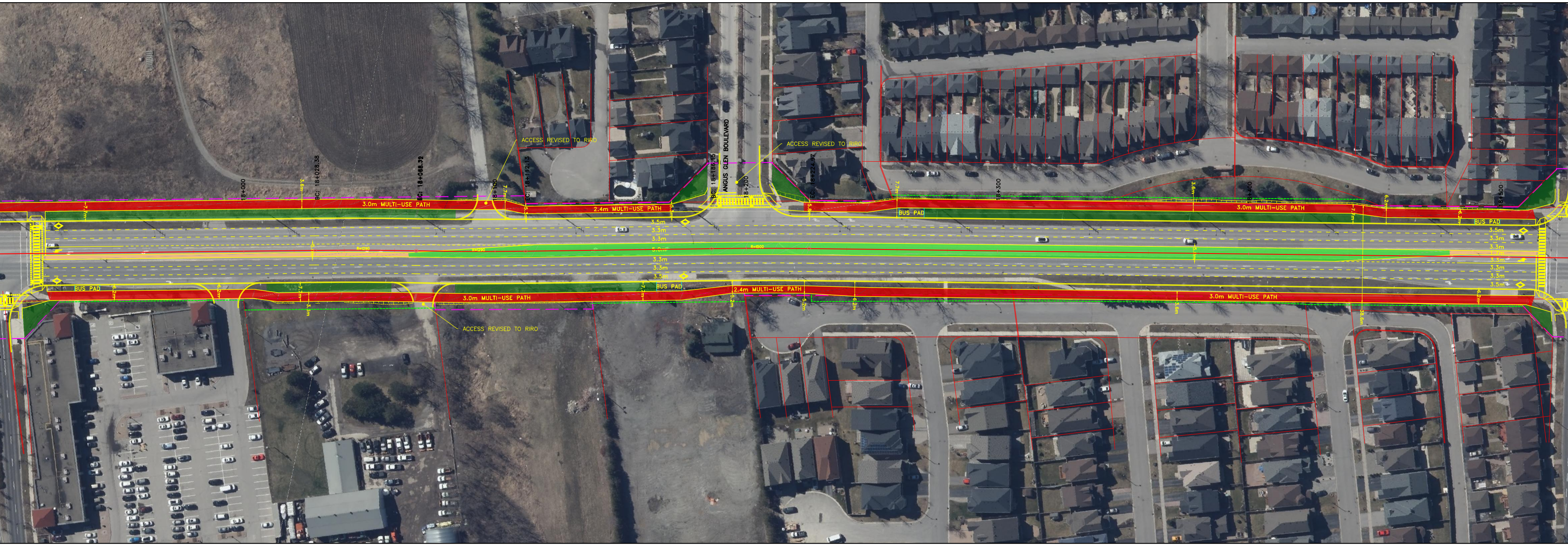
17+820
17+840
17+860
17+880
17+900


ACCESS REVISED TO RIRO
ACCESS REVISED TO RIRO
ACCESS REVISED TO RIRO
ANGUS GLEN BOULEVARD
18+000
BC: 18+028.38
BC: 18+088.32
18+100
EC: 18+112.13
BC: 18+186.15
18+200
EC: 18+224.97
18+300
18+400
18+500
3.0m MULTI-USE PATH
2.4m MULTI-USE PATH
3.0m MULTI-USE PATH
3.0m MULTI-USE PATH
2.4m MULTI-USE PATH
3.0m MULTI-USE PATH
BUS PAD
BUS PAD
BUS PAD
BUS PAD
3.5m
3.3m
3.3m
5.0m
3.3m
3.3m
3.5m
3.5m
3.3m
3.3m
1.7m
3.3m
3.3m
3.3m
3.5m
R=1290
R=1290
R=1500
7.7m
7.7m
7.7m
7.7m
7.7m
7.7m
7.7m
3.6m
3.6m
3.6m
3.6m
5.0m
5.1m
5.3m
5.3m
5.8m
5.2m
5.2m
6.2m
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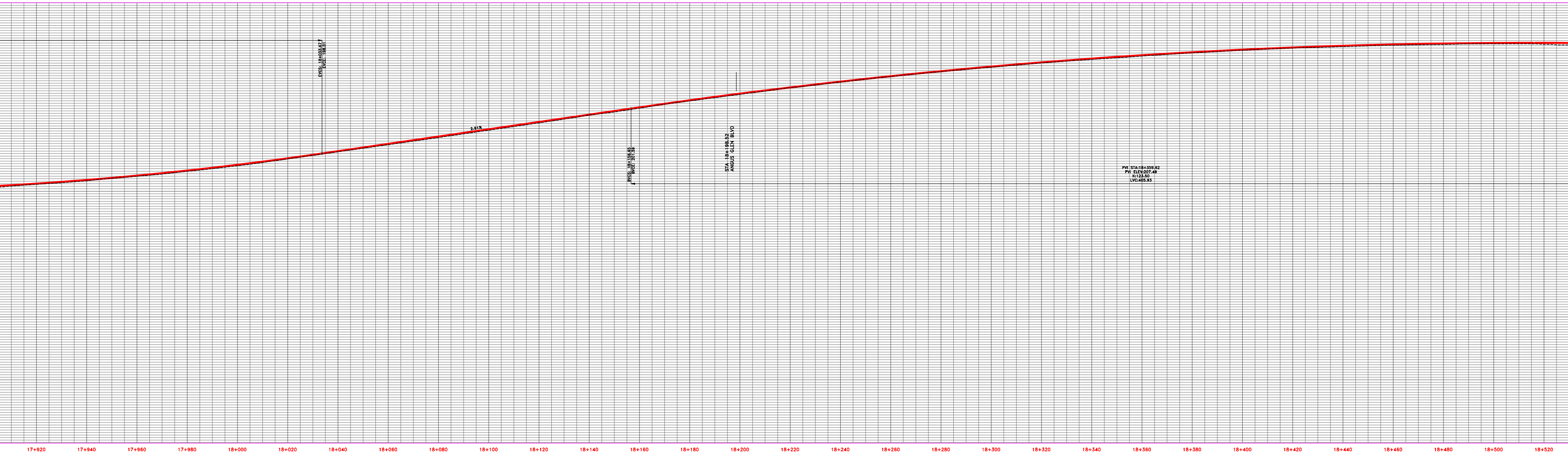
6.2m
6.2m
6.2m
38.6m


EVCS: 18+033.67
EVCE: 198.01
2.91%
BVCS: 18+156.65
BVCE: 201.59
STA 18+198.52
ANGUS GLEN BLVD
PVI STA:18+359.62
PVI ELEV:207.49
K:123.50
LVC:405.93
17+920
17+940
17+960
17+980
18+000
18+020
18+040
18+060
18+080
18+100
18+120
18+140
18+160
18+180
18+200
18+220
18+240
18+260
18+280
18+300
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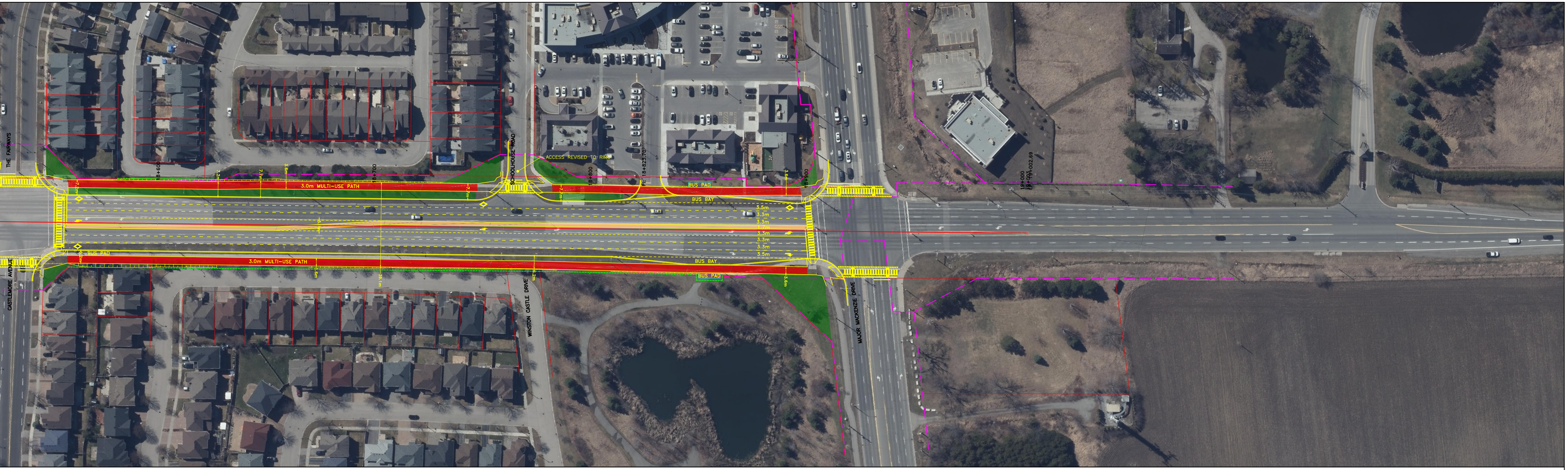
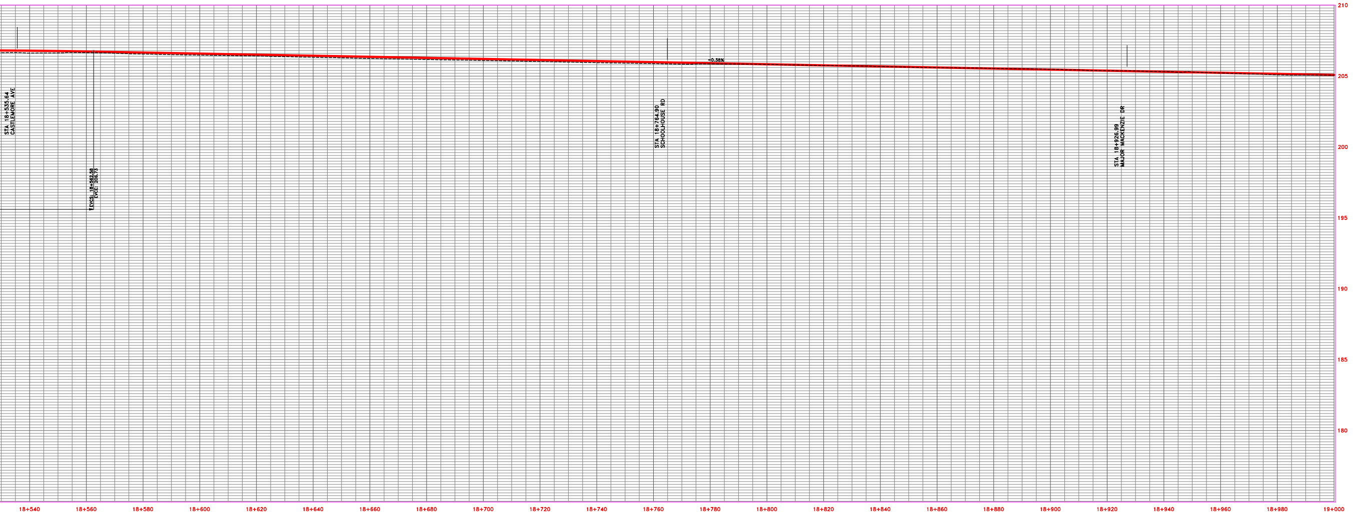
18+400
18+420
18+440
18+460
18+480
18+500
18+520


THE FAIRWAYS
CASTLEMORE AVENUE
SCHOOLHOUSE ROAD
ACCESS REVISED TO RIRO
WINSTON CASTLE DRIVE
MAJOR MACKENZIE DRIVE
18+600
18+700
18+800
PI: 18+823.70
18+900
19+000
19+003
EP: 19+002.69
3.0m MULTI-USE PATH
3.0m MULTI-USE PATH
BUS PAD
BUS PAD
BUS PAD
BUS BAY
BUS BAY
7.2m
7.7m
3.6m
39.1m
6.2m
3.5m
3.3m
3.3m
1.7m
3.3m
3.3m
3.3m
3.5m



FOR DISCUSSION ONLY

HDR

York Region Transportation Services

HORIZONTAL 1:500

VERTICAL 1:100

KENNEDY ROAD (R.R. 3)
ENVIRONMENTAL ASSESSMENT
16TH AVE TO MAJOR MACKENIZE DR.
PLAN/PROFILE

SHEET NO.
XX

DATE
NOVEMBER 2019