



Public Works & Engineering

Capital Works

PRELIMINARY DESIGN WILLIAMS PARKWAY

From Dixie Road to Torbram Road

BID CALL No.:
FILE No.:



CONSTRUCTION SITE

PRELIMINARY DESIGN



Public Works & Engineering

Capital Works

PRELIMINARY DESIGN WILLIAMS PARKWAY

From Dixie Road to Torbram Road

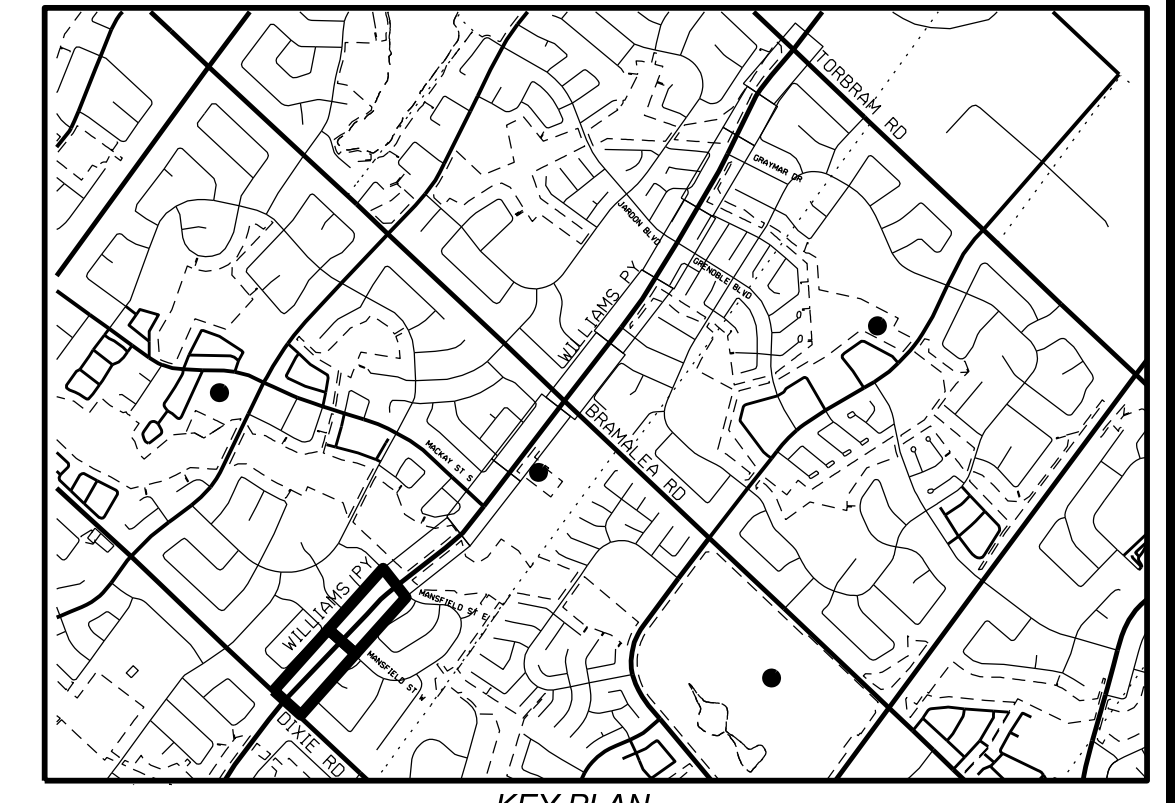
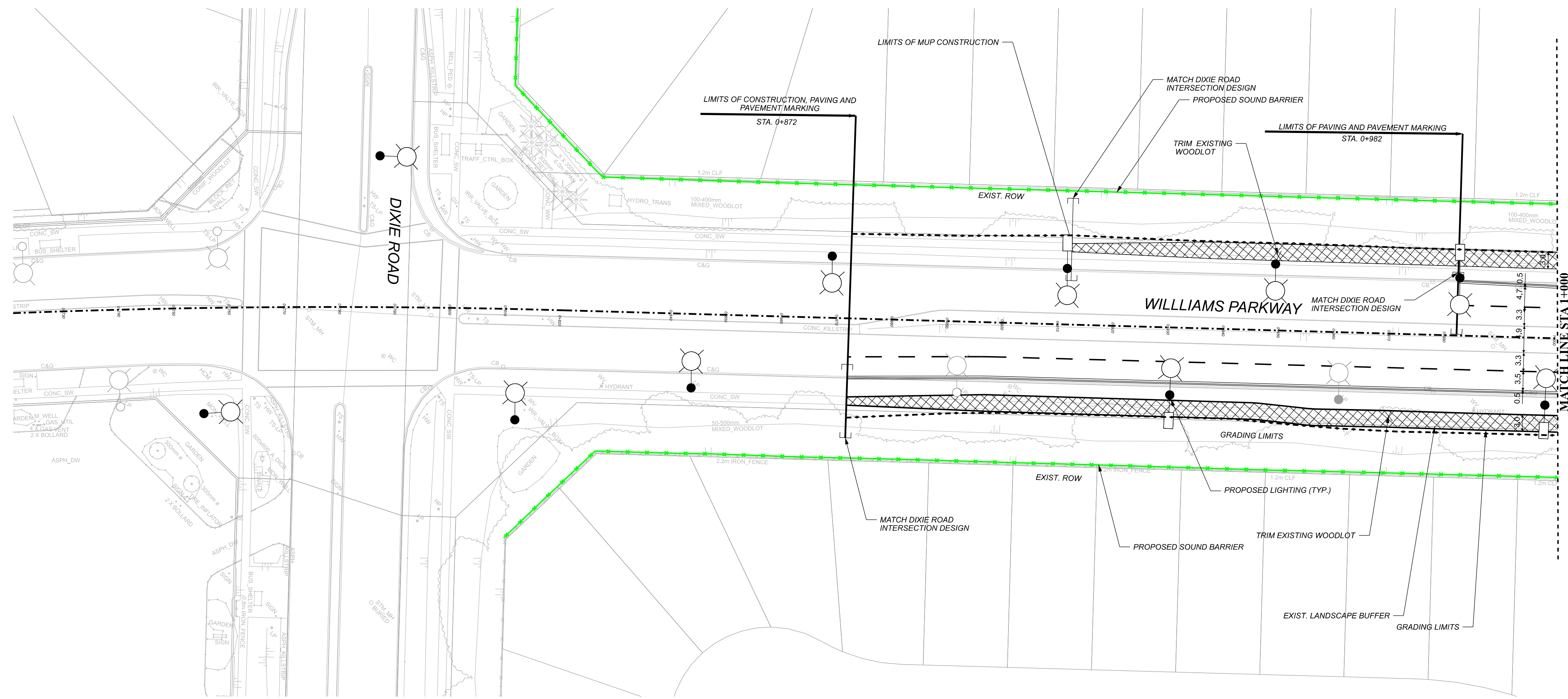
BID CALL No.:

FILE No.:

LIST OF DRAWINGS

DESCRIPTION	STATION	DRAWING	SHEET
<i>NEW CONSTRUCTION PLAN</i>			
WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD	STA. 0+872 TO STA. 1+264	XX-X-XXX	1
WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD	STA. 1+264 TO STA. 1+811	XX-X-XXX	2
WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD	STA. 1+811 TO STA. 2+370	XX-X-XXX	3
WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD	STA. 2+370 TO STA. 2+924	XX-X-XXX	4
WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD	STA. 2+924 TO STA. 3+363	XX-X-XXX	5
WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD	STA. 3+363 TO SSTA. 3+597	XX-X-XXX	6
<i>TYPICAL SECTIONS</i>			
WILLIAMS PARKWAY	-	XX-X-XXX	7
WILLIAMS PARKWAY	-	XX-X-XXX	8
<i>STRUCTURE PROPOSED REHABILITATION</i>			
WILLIAMS PARKWAY	-	XX-X-XXX	9
<i>DESIGN CROSS SECTIONS</i>			
WILLIAMS PARKWAY	STA. 8+10.000 TO STA. 09+90.000	XX-X-XXX	10
WILLIAMS PARKWAY	STA. 10+00.000 TO STA. 11+90.000	XX-X-XXX	11
WILLIAMS PARKWAY	STA. 12+00.000 TO STA. 14+00.000	XX-X-XXX	12
WILLIAMS PARKWAY	STA. 14+10.000 TO STA. 15+90.000	XX-X-XXX	13
WILLIAMS PARKWAY	STA. 16+00.000 TO STA. 17+80.000	XX-X-XXX	14
WILLIAMS PARKWAY	STA. 17+90.000 TO STA. 19+70.000	XX-X-XXX	15
WILLIAMS PARKWAY	STA. 19+80.000 TO STA. 22+00.000	XX-X-XXX	16
WILLIAMS PARKWAY	STA. 22+10.000 TO STA. 23+70.000	XX-X-XXX	17
WILLIAMS PARKWAY	STA. 23+80.000 TO STA. 25+70.000	XX-X-XXX	18
WILLIAMS PARKWAY	STA. 25+80.000 TO STA. 27+50.000	XX-X-XXX	19
WILLIAMS PARKWAY	STA. 27+60.000 TO STA. 29+70.000	XX-X-XXX	20
WILLIAMS PARKWAY	STA. 29+80.000 TO STA. 31+90.000	XX-X-XXX	21
WILLIAMS PARKWAY	STA. 32+00.000 TO STA. 33+40.000	XX-X-XXX	22
WILLIAMS PARKWAY	STA. 33+50.000 TO STA. 35+10.000	XX-X-XXX	23

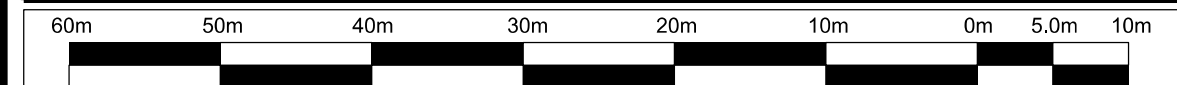
PRELIMINARY DESIGN



LEGEND:

- PROPOSED REINFORCED CONC BUS PAD
- PROPOSED PEDESTRIAN CONC SIDEWALK
- PROPOSED TACTILE WALKING STRIP INDICATOR (0.61m)
- PROP ASPH MULTI USE TRAIL
- GRADING LIMITS
- PROP SINGLE LUMINAIRE 102W
- PROP PEDESTRIAN LUMINAIRE 59W
- EXISTING SINGLE LUMINAIRE 102W

- NOTES:**
1. ALL WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT CITY OF BRAMPTON AND OPSD STANDARD DRAWINGS AND OPSD SPECIFICATIONS.
 2. RESTORATION LIMITS AS SHOWN ARE APPROXIMATE. ACTUAL LIMITS MAY VARY BASED ON THE DIRECTION PROVIDED BY THE CITY'S CONTRACT ADMINISTRATOR.
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 4. PROPOSED CONCRETE KILLSTRIP/MEDIAN SHALL BE 150mm 32MPa CONCRETE AND 200mm CRUSHER RUN LIMESTONE (20mm).
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 12. REFER TO LEGEND FOR QUALITY LEVEL OF UTILITIES. ALL DEPTHS SHOWN ARE IN REFERENCE TO EXISTING GROUND AT THE LOCATIONS SHOWN ON PLAN.



NO.	BY	DATE	REVISIONS	CHECKED
1	P. Jin	06/19/24	30% DESIGN SUBMISSION	C. KHO

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 Capital Works

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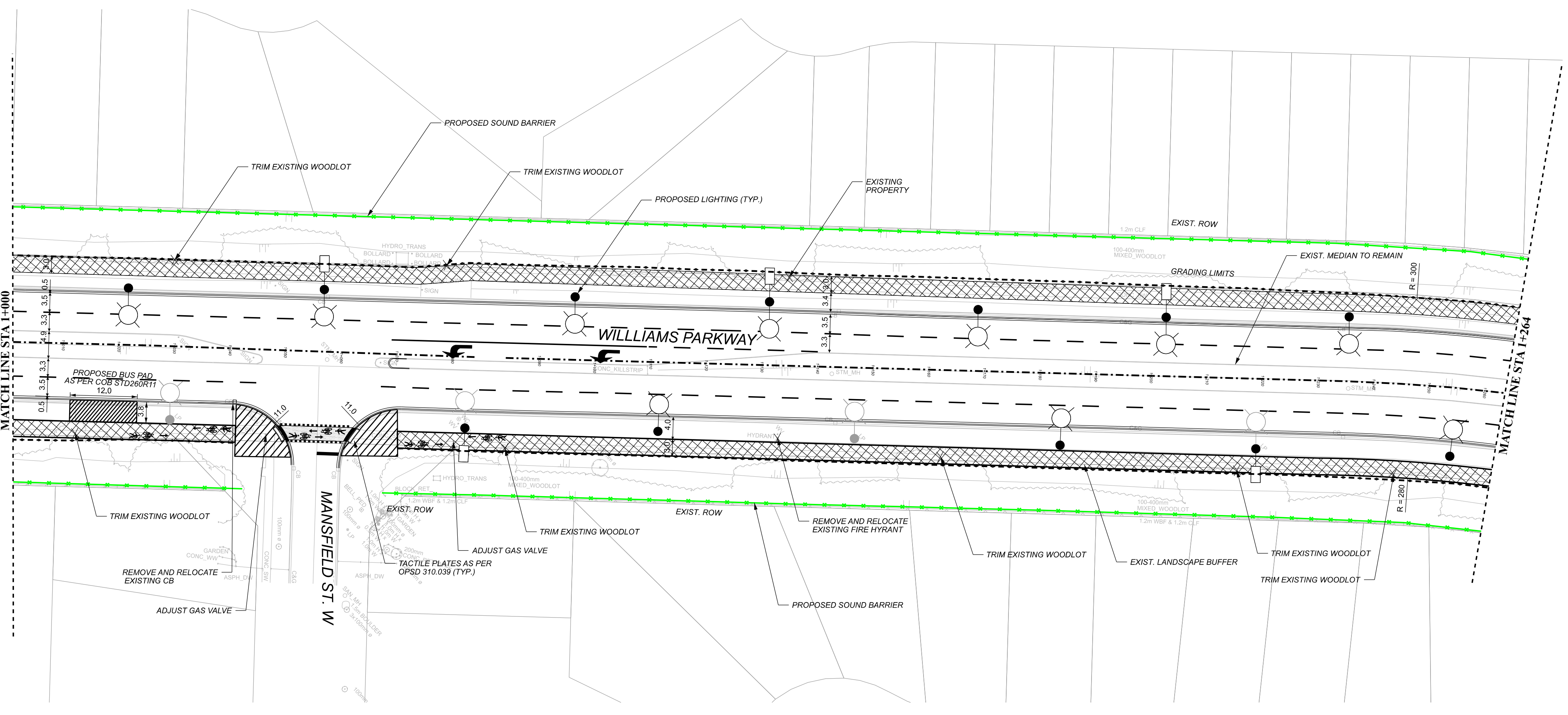
PROJECT	DWG. NO.
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WILLIAMS PARKWAY

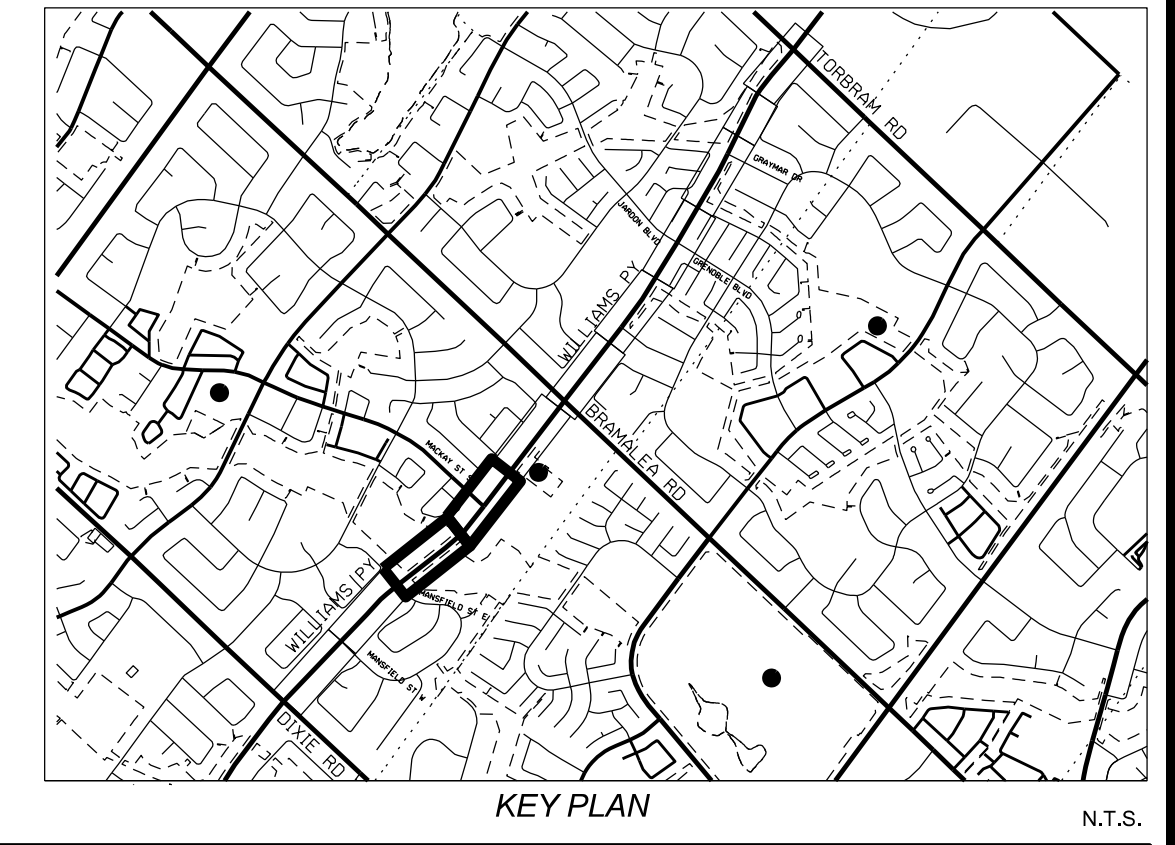
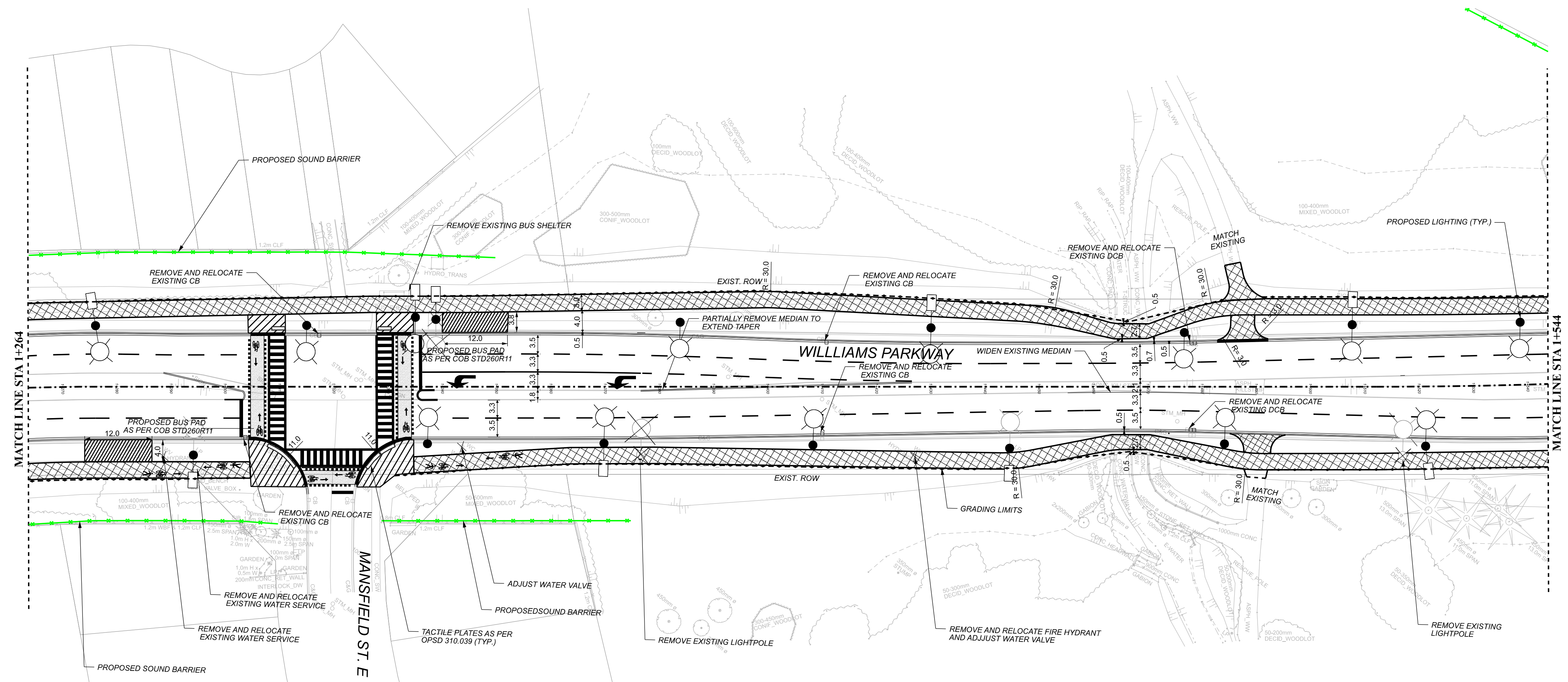
STA. 0+872 TO STA. 1+264

WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD

SURVEYED BY:	DATE:	FILE NO.:
DRAWN BY: P. JIN	CHECKED BY: C. KHO	DRAWING NO.:
DESIGNED BY: P. JIN	CHECKED BY: G. GHADIYALI	SHEET NO.:
SCALE: h 1:500	DATE: NOVEMBER 11, 2024	1

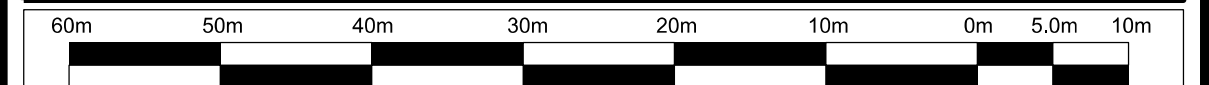


LAST UPDATED 24 JUN 19 - PMZ

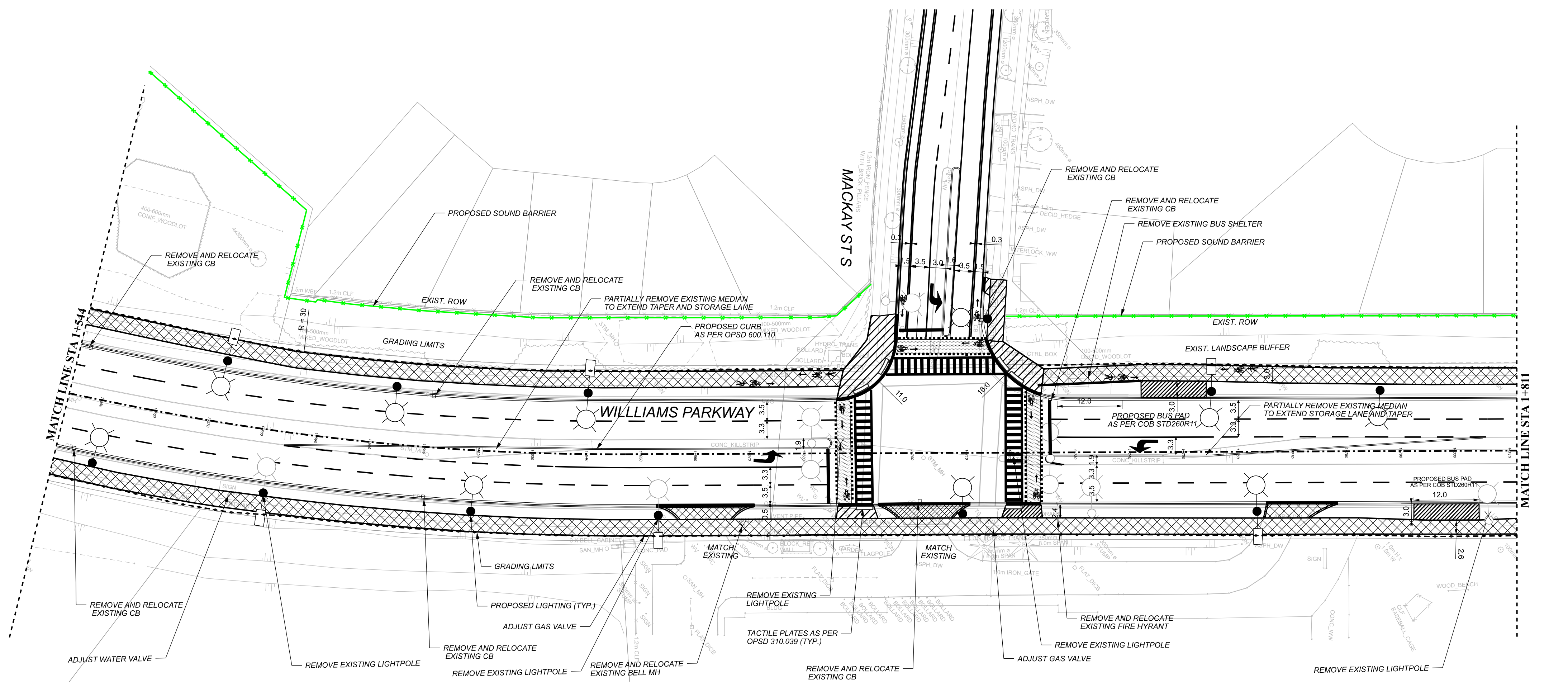


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- PROPOSED REINFORCED CONC BUS PAD
 - PROPOSED PEDESTRIAN CONC ISLAND
 - PROPOSED TACTILE WALKING STRIP INDICATOR (0.61m)
 - PROP ASPH MULTI USE TRAIL
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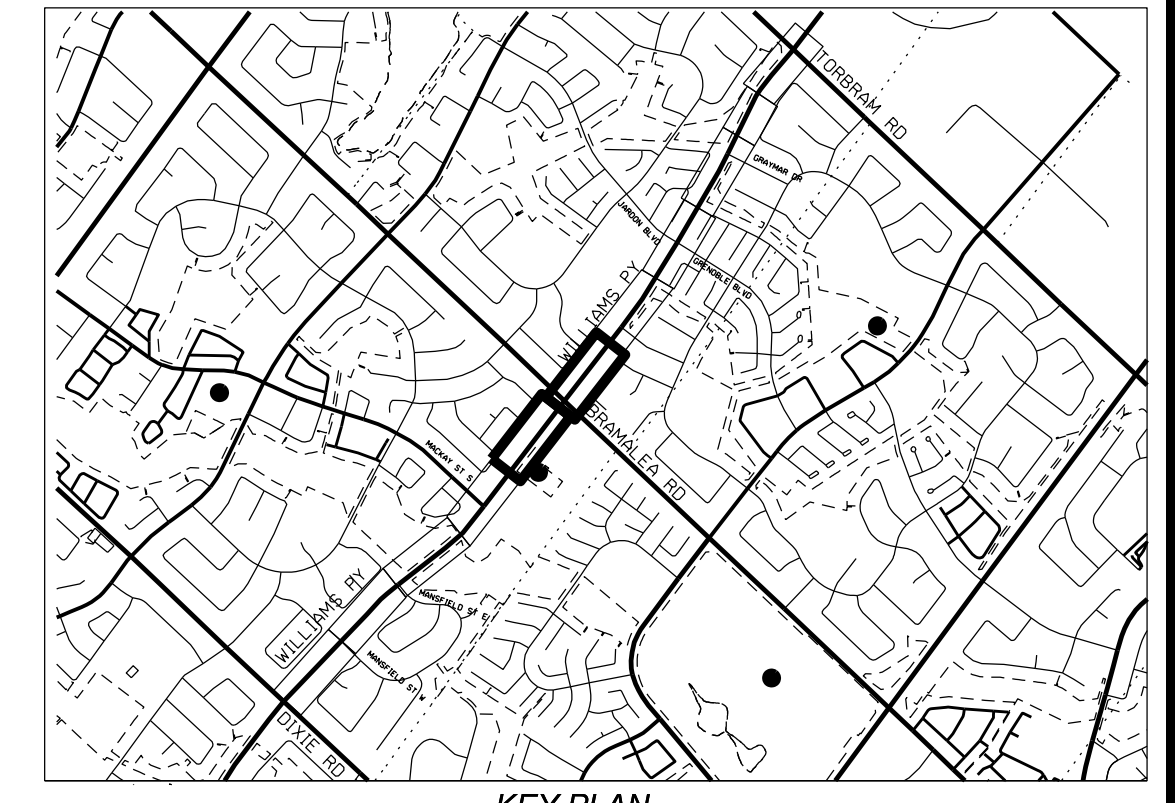
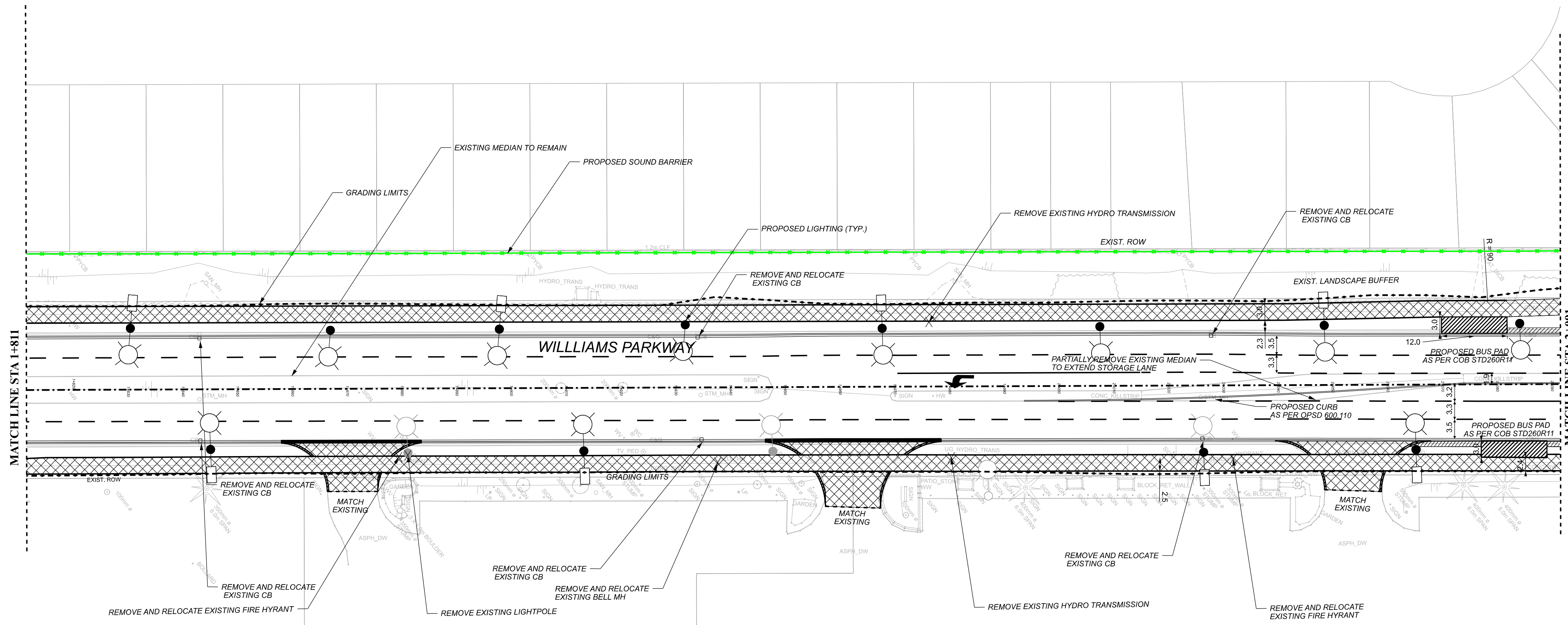
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WILLIAMS PARKWAY

STA. 1+264 TO STA. 1+811

WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD

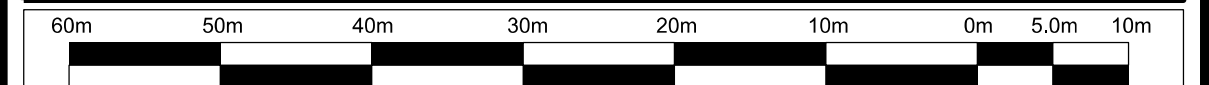
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DESIGNED BY: P. JIN	CHECKED BY: G. GHADIYALI	SHEET NO.:
SCALE: h 1:500	DATE: NOVEMBER 11, 2024	2



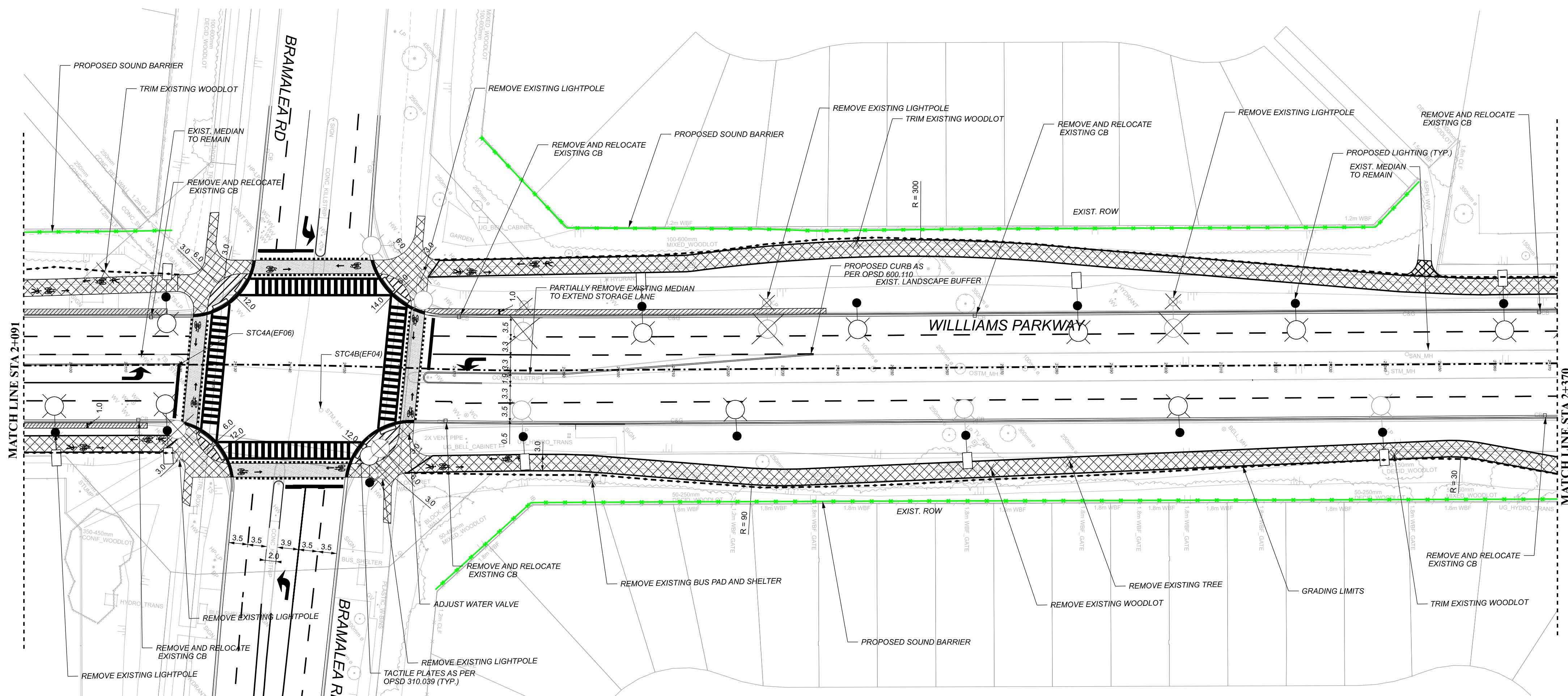
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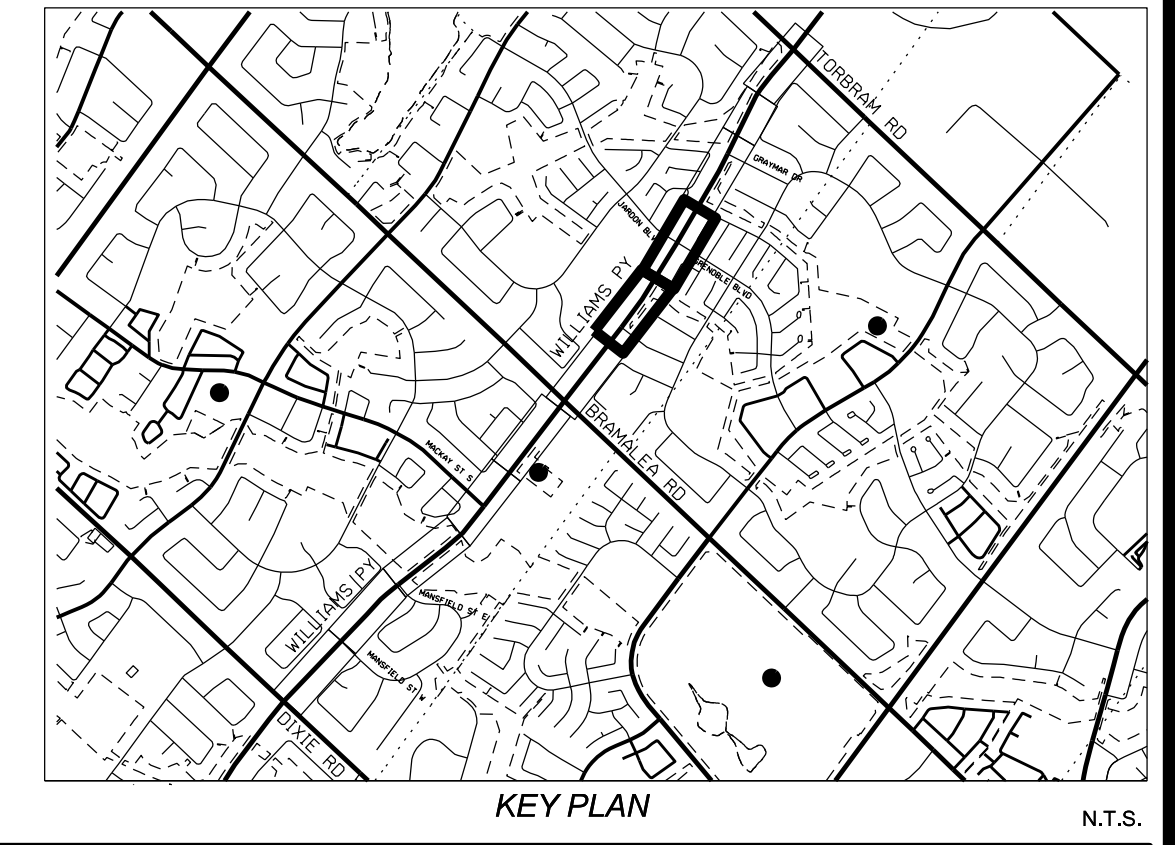
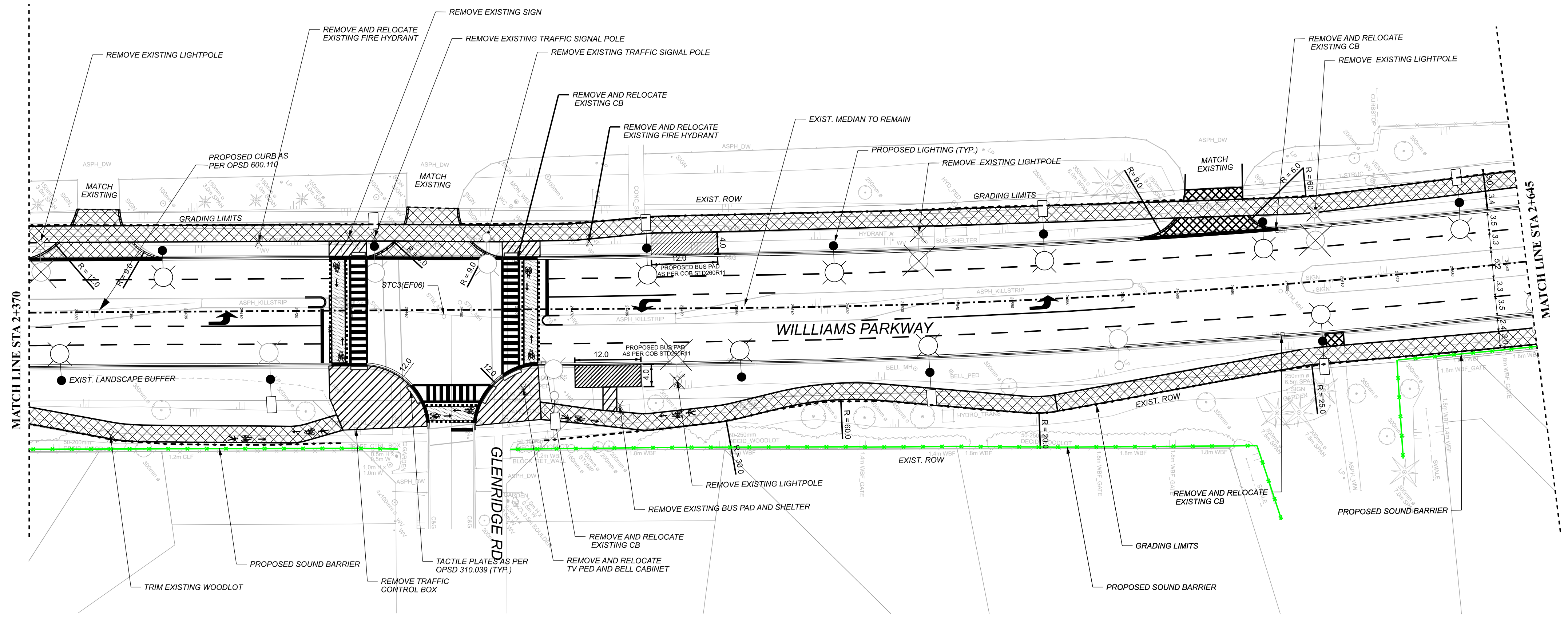
PROJECT	DWG. NO.		
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WILLIAMS PARKWAY
STA. 1+811 TO STA. 2+370

WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD

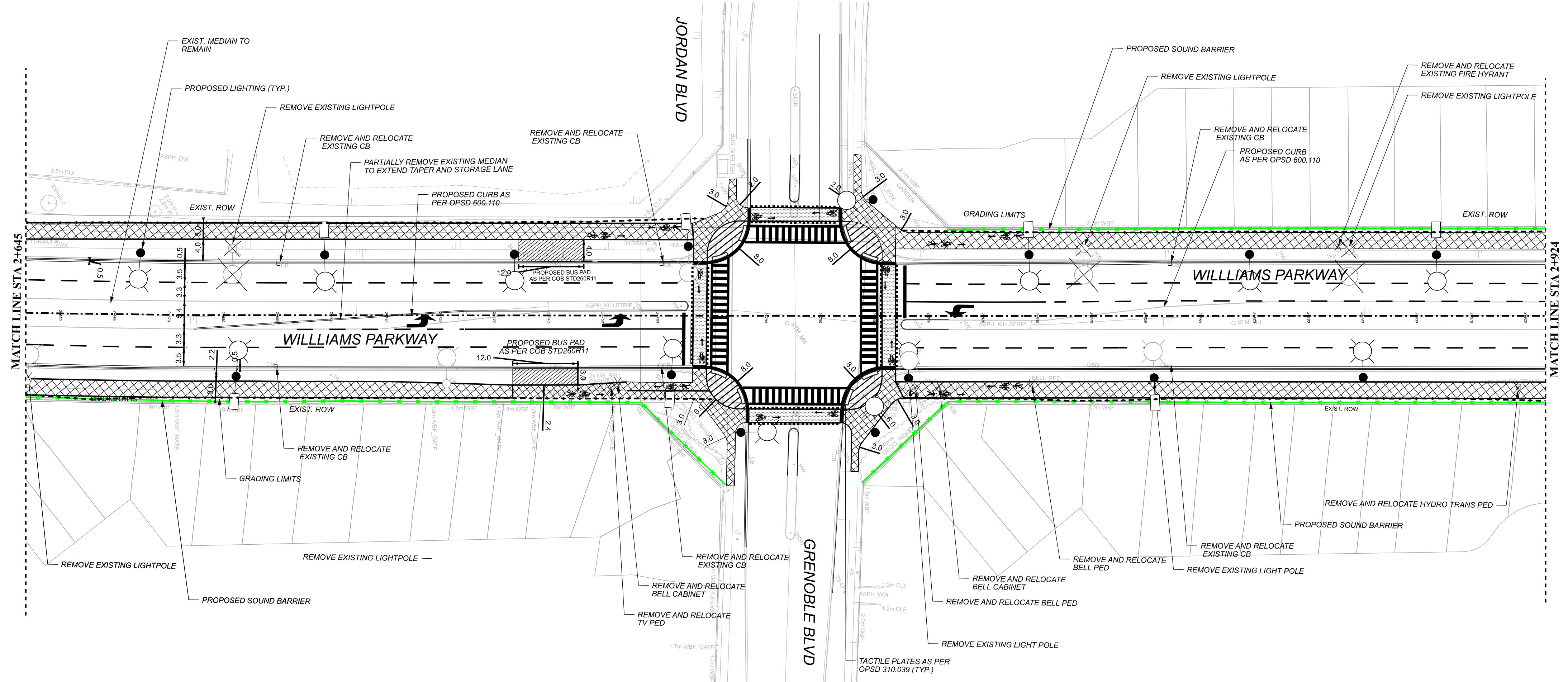
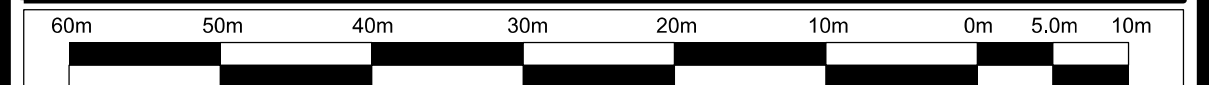
SURVEYED BY:	DATE:	FILE NO.
DRAWN BY: P. JIN	CHECKED BY: C. KHO	DRAWING NO.
DESIGNED BY: P. JIN	CHECKED BY: G. GHADIYALI	SHEET NO. 3
SCALE: 1:500	DATE: NOVEMBER 11, 2024	

LAST UPDATED 16 NOV 16 - PJZ



- LEGEND:**
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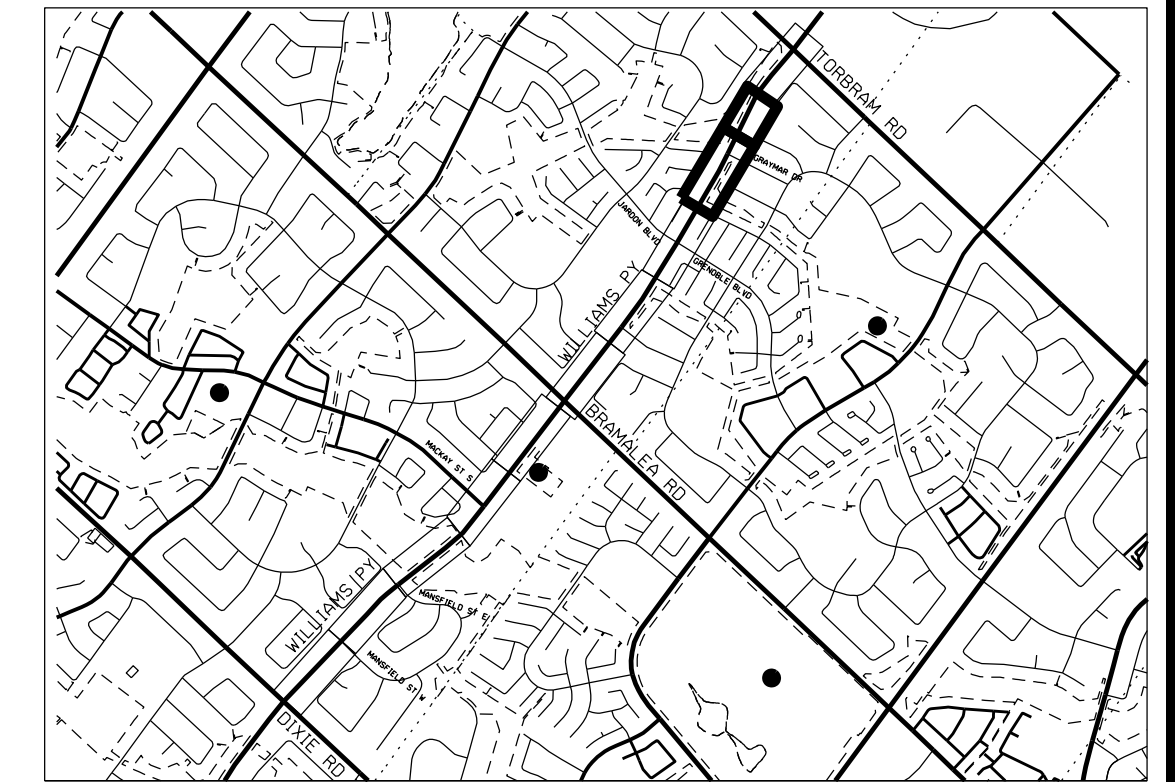
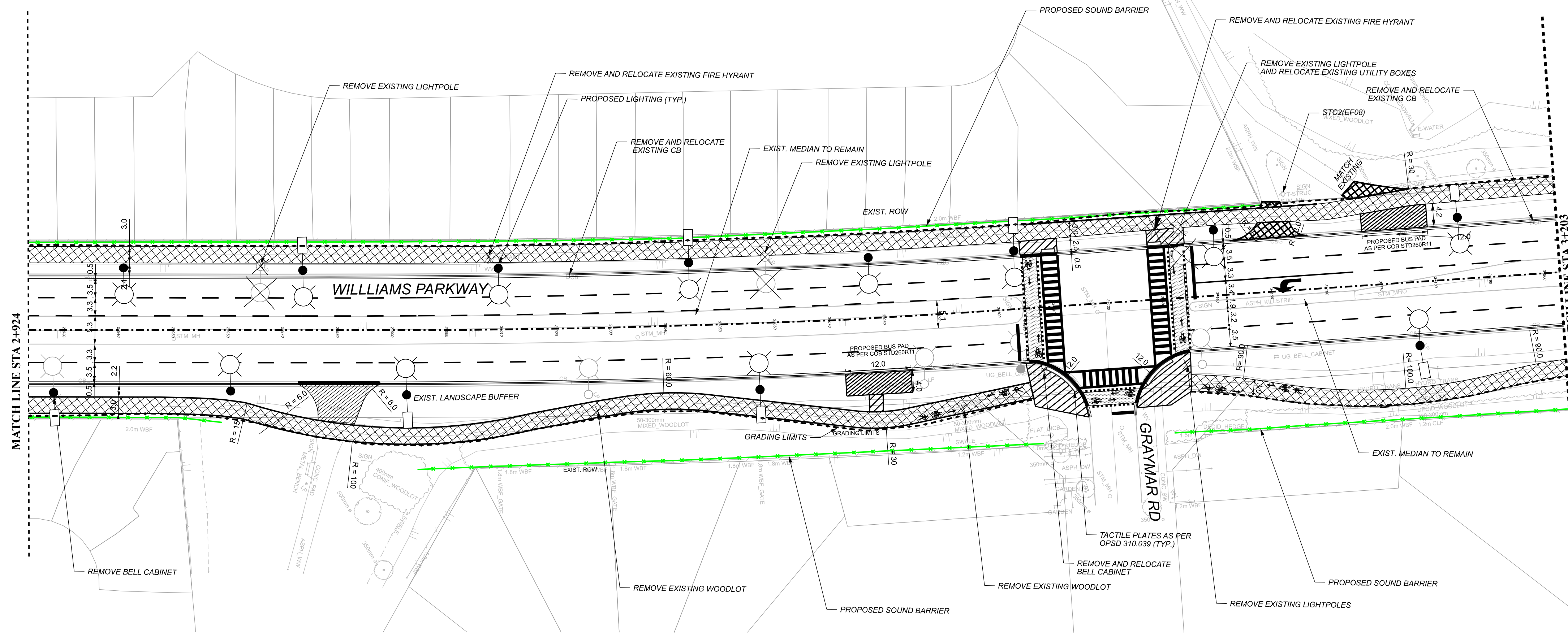
WILLIAMS PARKWAY

STA. 2+370 TO STA. 2+924

WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD

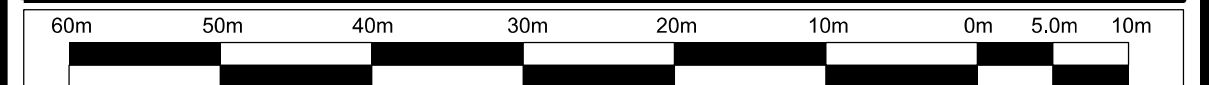
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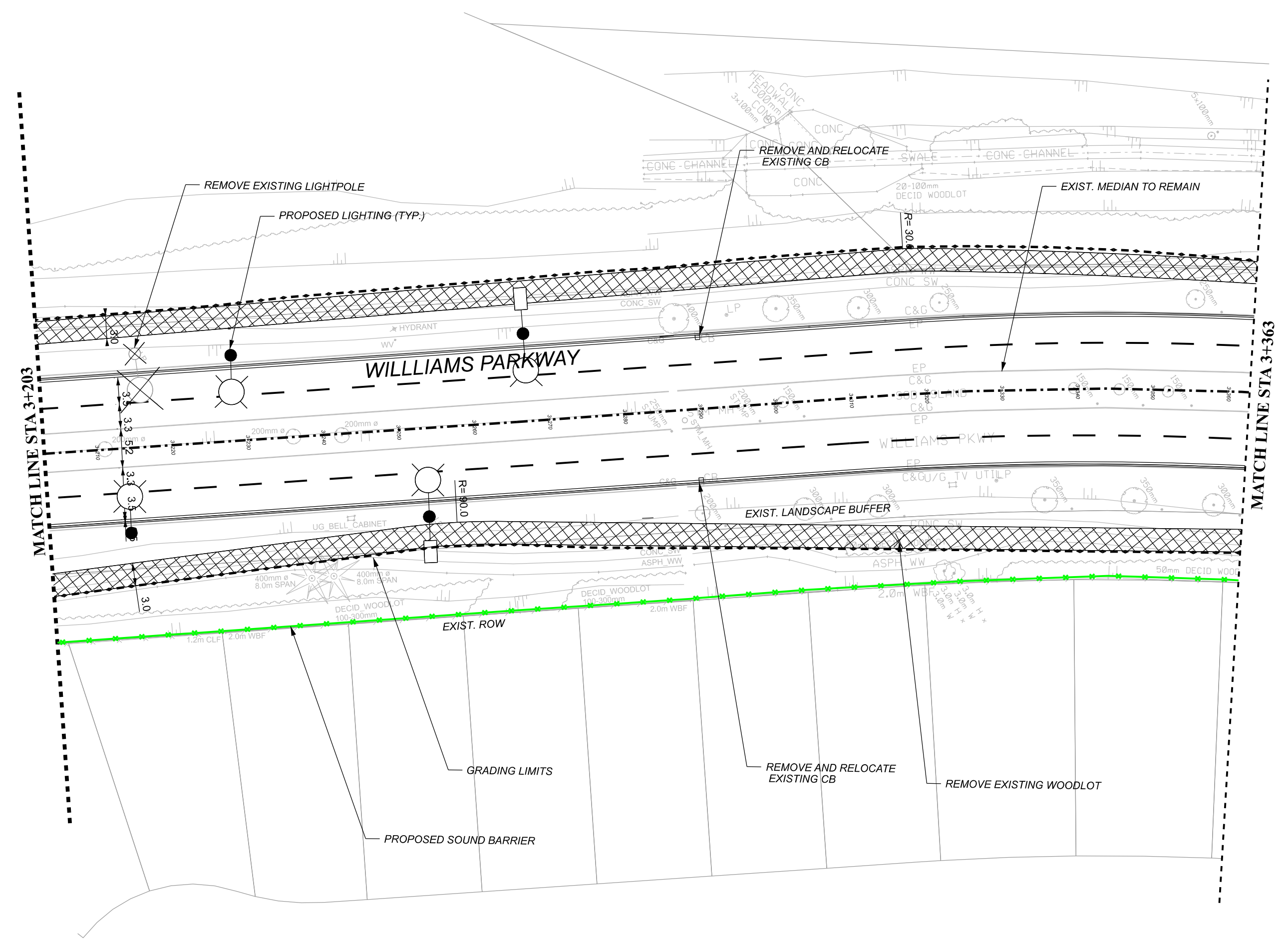
PARSONS

PROJECT	DWG. NO.	
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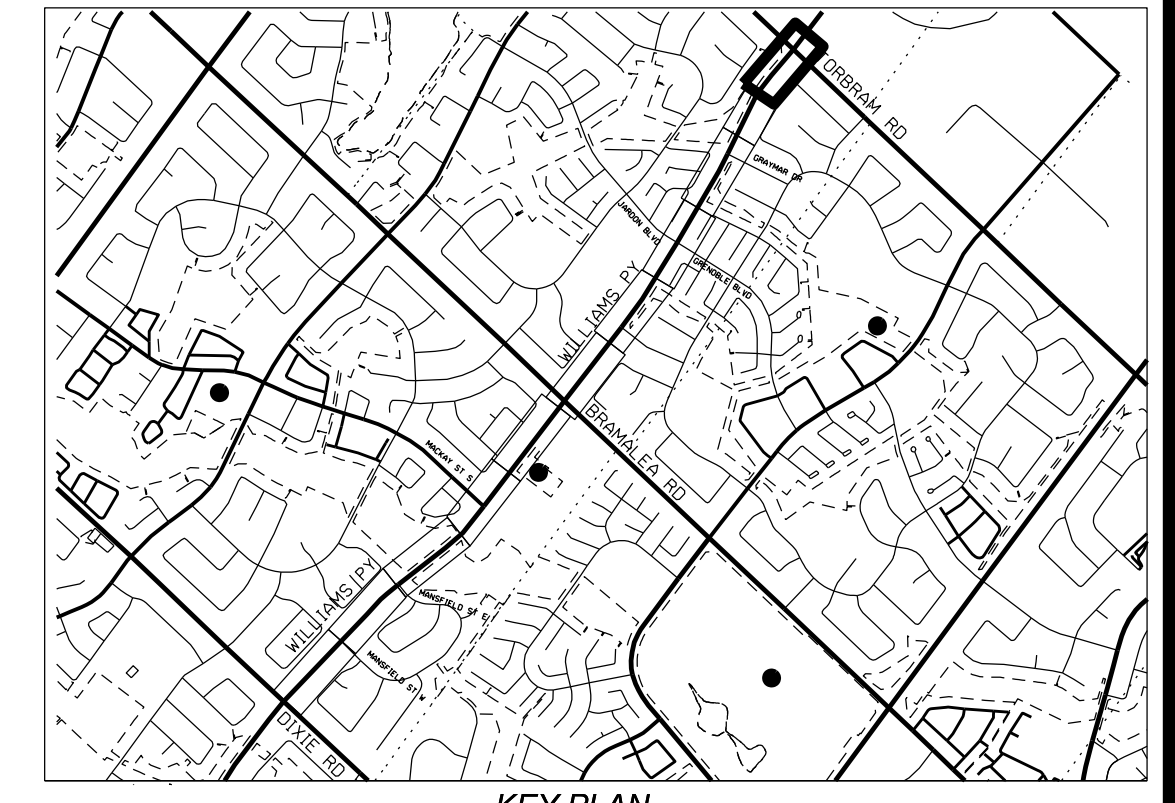
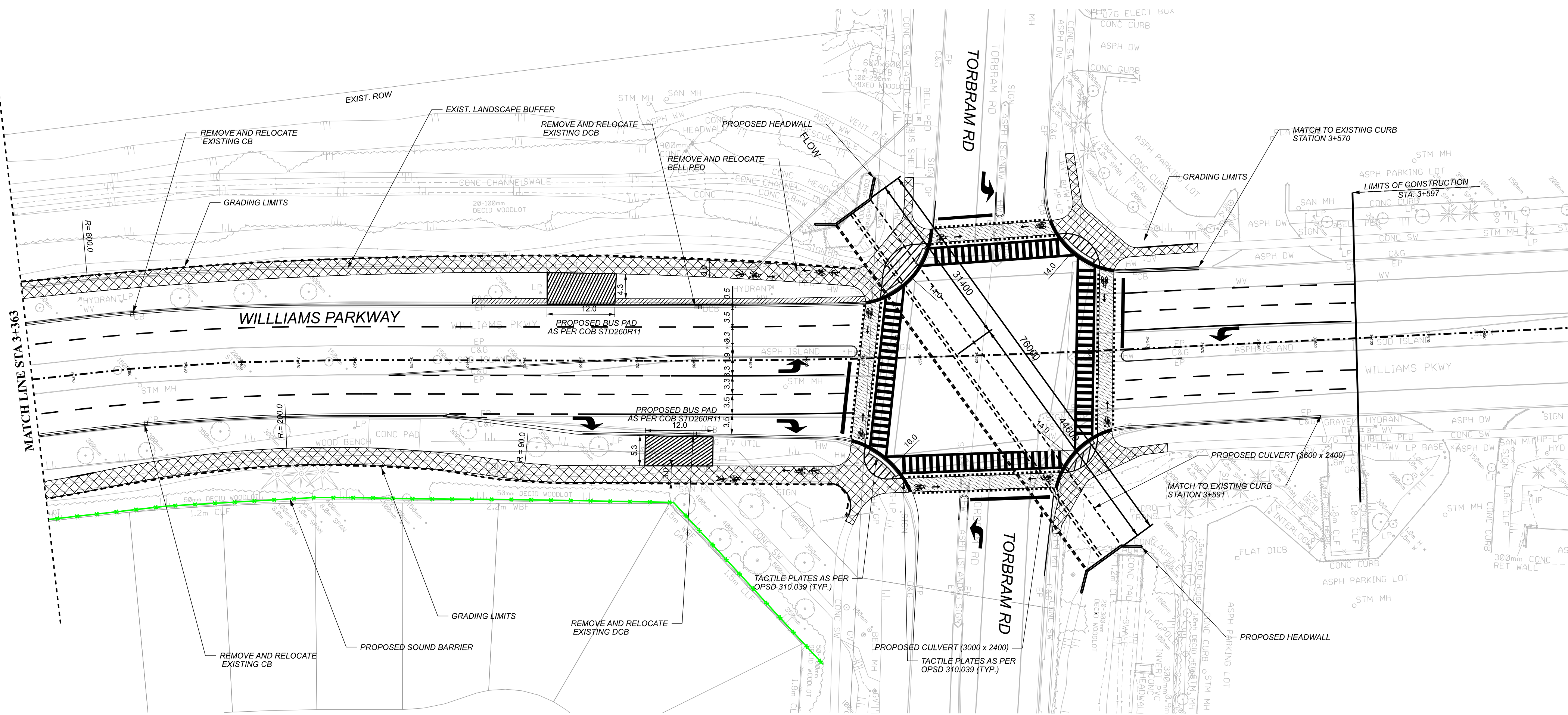
WILLIAMS PARKWAY

STA. 2+924 TO STA. 3+363

WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD	
SURVEYED BY:	DATE:
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SCALE:	DATE:



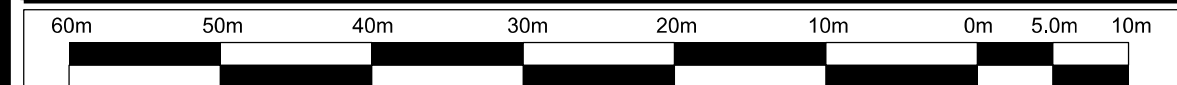
LAST UPDATED 18 NOV 16 - PHZ



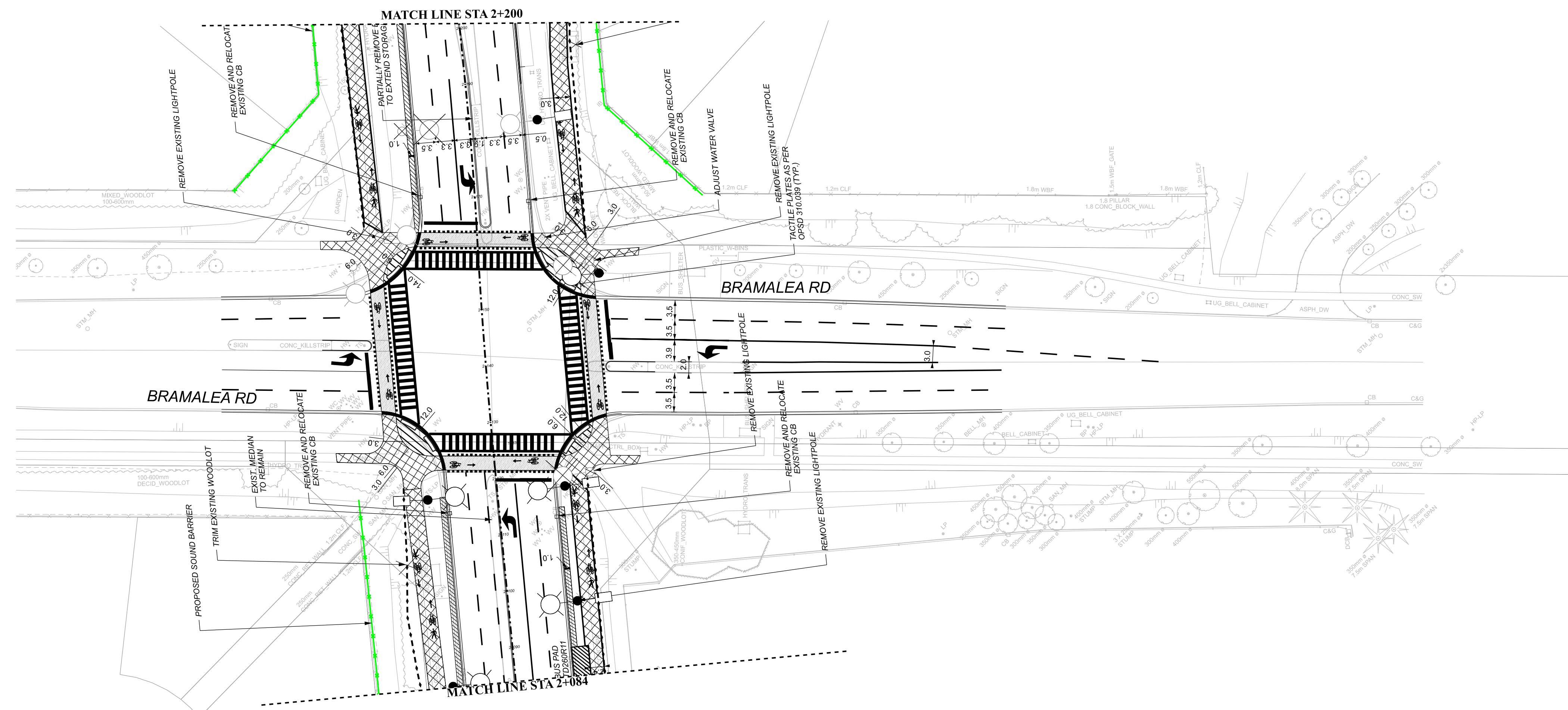
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 10. PAID DUTY POLICE MUST BE USED WHEN PERFORMING WORK WITHIN 30m OF A SIGNALIZED INTERSECTION.
 11. FILTER FABRIC TO BE USED ON ALL C&B AND CBMHS WITHIN 50m OF CONSTRUCTION LIMITS DURING CONSTRUCTION.
 12. REFER TO LEGEND FOR QUALITY LEVEL OF UTILITIES. ALL DEPTHS SHOWN ARE IN REFERENCE TO EXISTING GROUND AT THE LOCATIONS SHOWN ON PLAN.



NO.	BY	DATE	REVISIONS	CHECKED
1	P. Jin	06/18/24	30% DESIGN SUBMISSION	C. KHO



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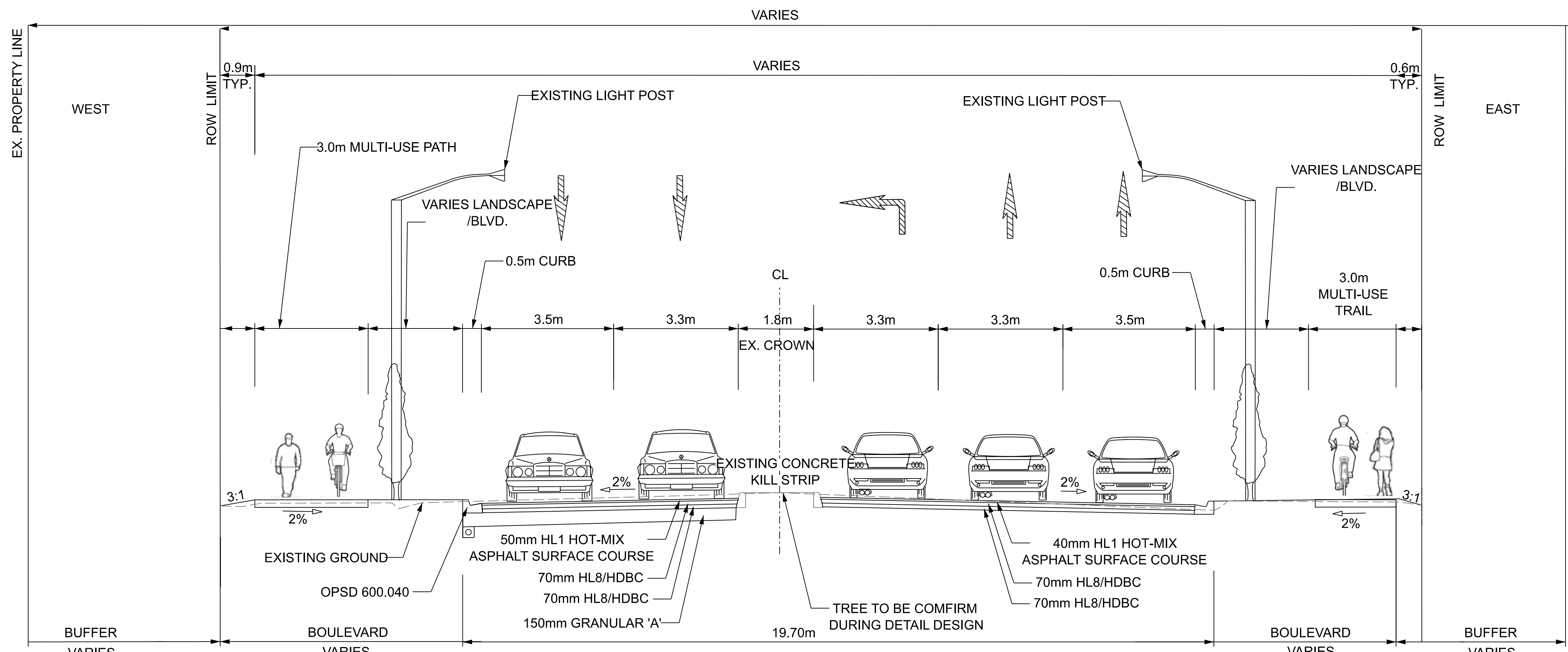
PARSONS

WILLIAMS PARKWAY
STA. 3+363 TO STA. 3+597

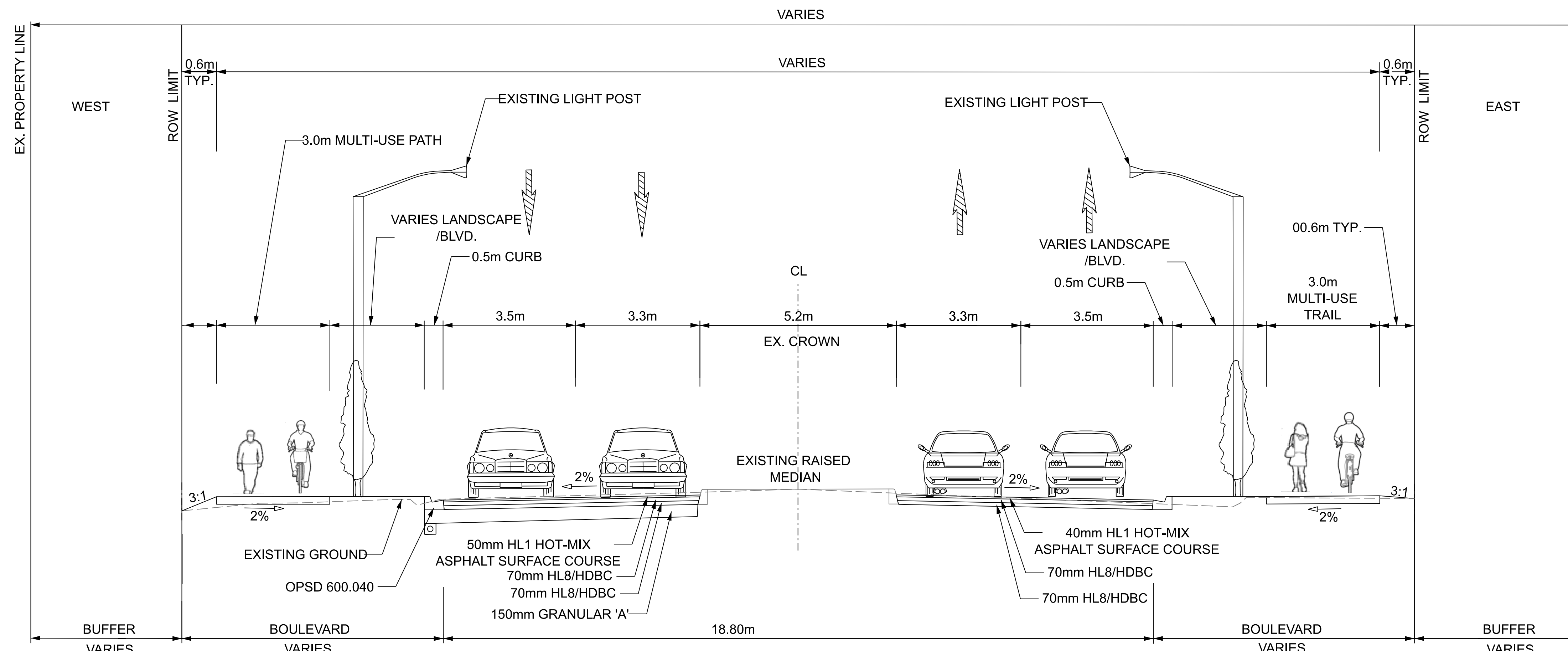
WILLIAMS PARKWAY PRELIMINARY DESIGN FROM DIXIE ROAD TO TORBRAM ROAD

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DRAWN BY: P. JIN	CHECKED BY: C. KHO	DRAWING NO.:
DESIGNED BY: P. JIN	CHECKED BY: G. GHADIYALI	SHEET NO.:
SCALE: h 1:500	DATE: NOVEMBER 11, 2024	6

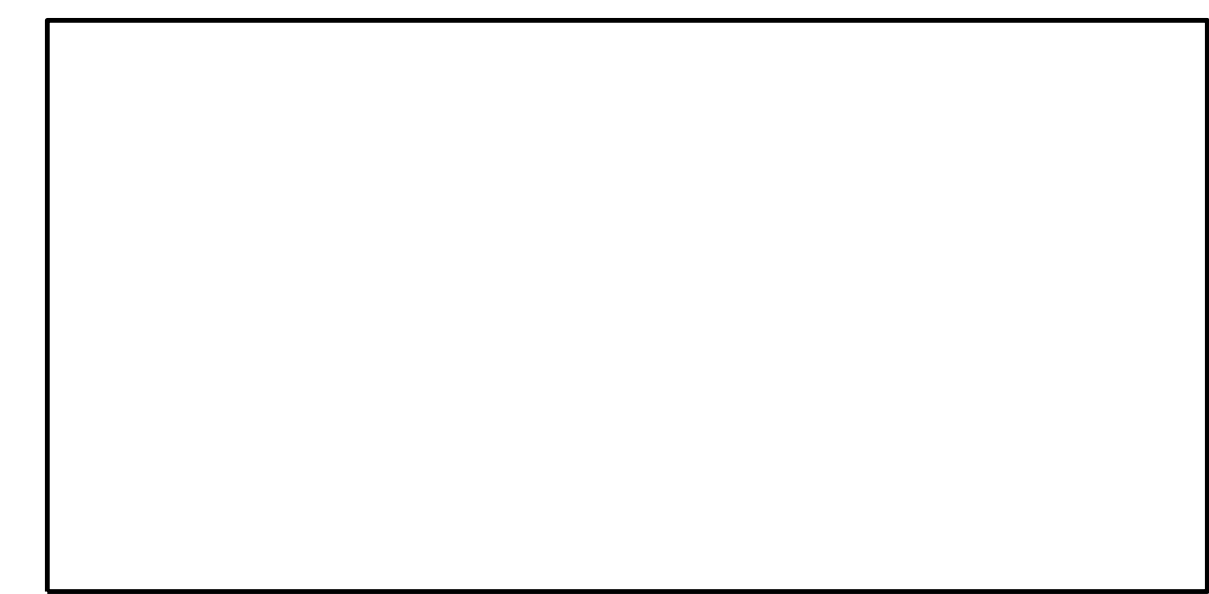
LAST UPDATED 16 NOV 16 - PJZ



MULTI-USE PATH TYPICAL CROSS SECTION WITH LEFT TURN LANE
WILLIAMS PARKWAY FROM DIXIE ROAD TO BRAMALEA ROAD



MULTI-USE PATH TYPICAL CROSS SECTION
WILLIAMS PARKWAY FROM DIXIE ROAD TO BRAMALEA ROAD



60m 50m 40m 30m 20m 10m 0m 5m 10m				
NO.	BY	DATE	REVISIONS	CHECKED

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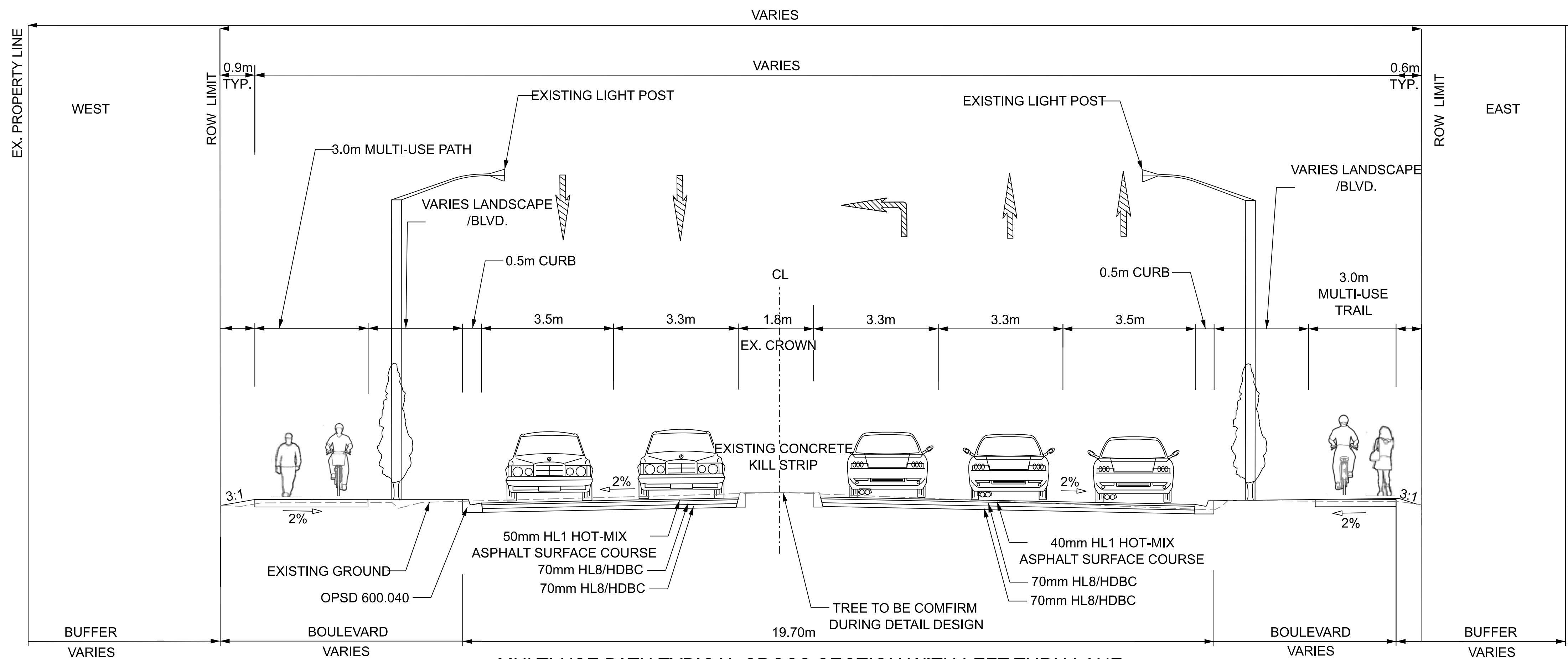
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WILLIAMS PARKWAY

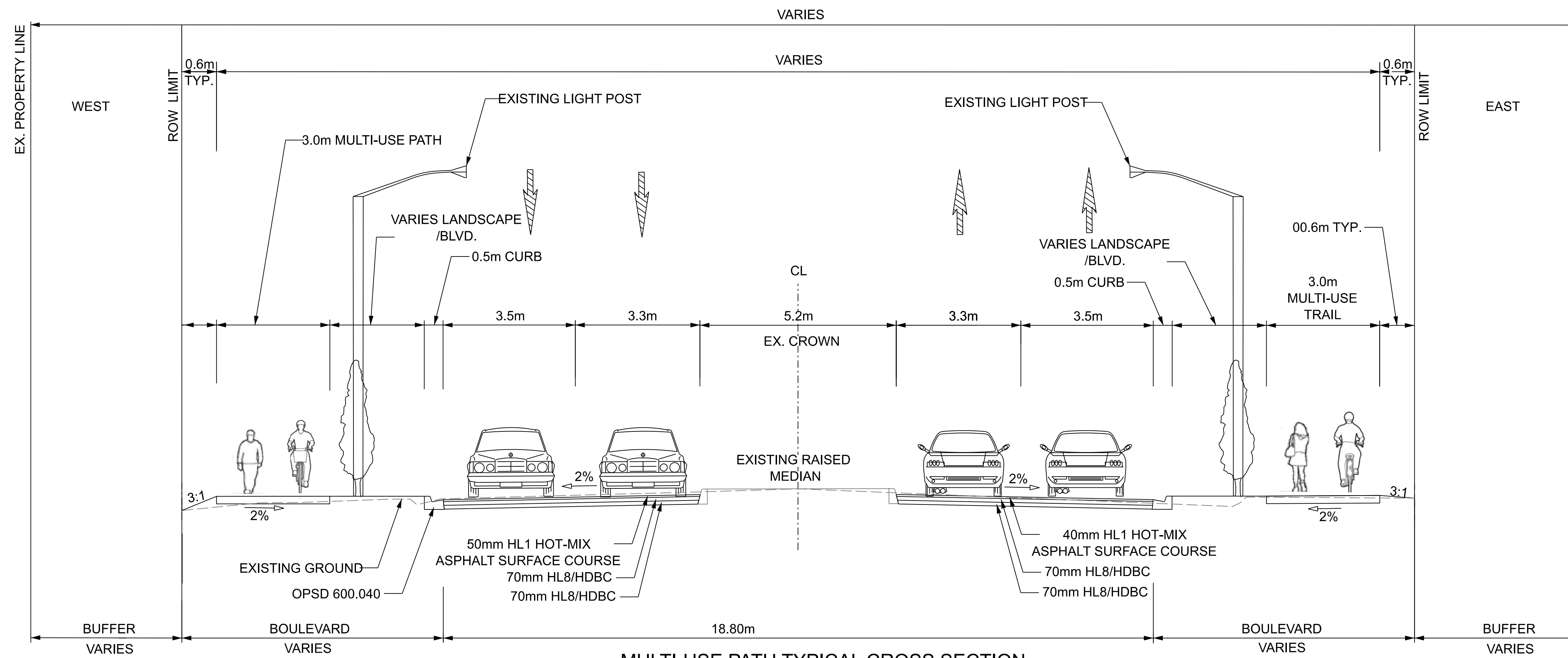
DETAILS and TYPICAL SECTIONS

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DRAWN BY: P.JIN	CHECKED BY: C.KHO	DRAWING NO. xxxxxx
DESIGNED BY: S.ISHTIAQ	CHECKED BY: xxxxxx	SHEET NO. 7
SCALE: AS NOTED	DATE: APRIL, 2023	xx-8-xx

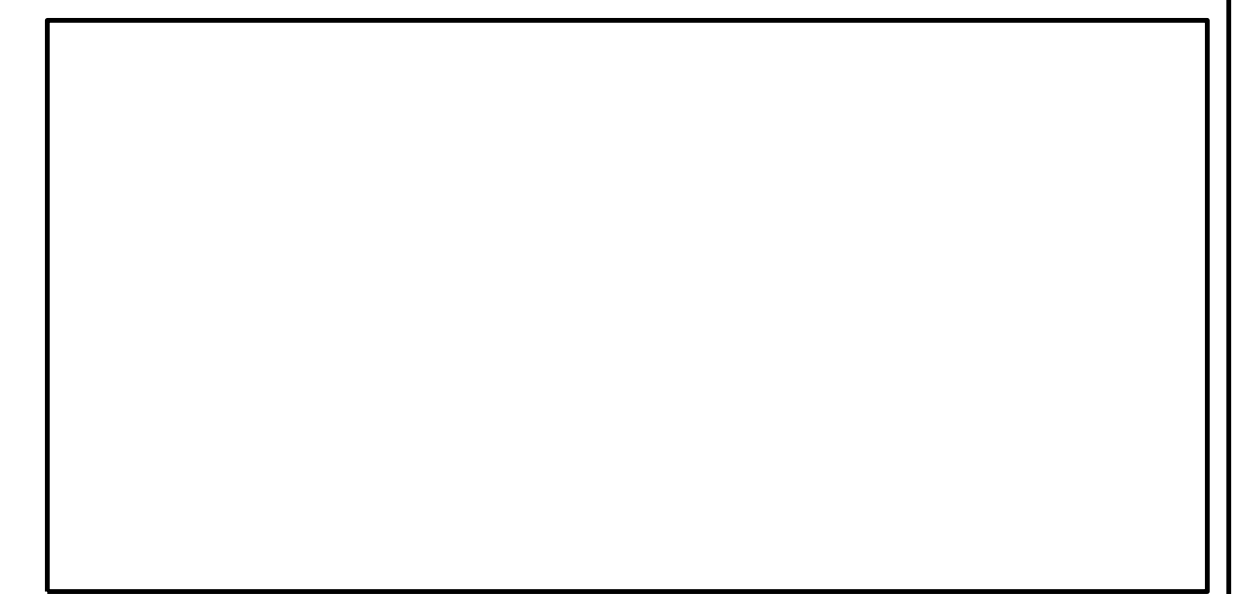
LAST UPDATED 23 JAN 17 - RAZ



MULTI-USE PATH TYPICAL CROSS SECTION WITH LEFT TURN LANE
WILLIAMS PARKWAY FROM BRAMALEA ROAD TO TORBRAM ROAD



MULTI-USE PATH TYPICAL CROSS SECTION
WILLIAMS PARKWAY FROM BRAMALEA ROAD TO TORBRAM ROAD



60m 50m 40m 30m 20m 10m 0m 5m 10m				
NO.	BY	DATE	REVISIONS	CHECKED

BRAMPTON
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Capital Works

PROJECT	DWG. NO.		
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WILLIAMS PARKWAY

DETAILS and TYPICAL SECTIONS

SURVEYED BY: xxxxxx	DATE: APRIL, 2023	FILE NO. xxxxxx
DRAWN BY: P.JIN	CHECKED BY: C.KHO	DRAWING NO. xxxxxx
DESIGNED BY: S.ISHTIAQ	CHECKED BY: xxxxxx	SHEET NO. 8
SCALE: AS NOTED	DATE: APRIL, 2023	xx-8-xx

LAST UPDATED 23 JAN 17 - RAZ

NOTES

CLASS OF CONCRETE:
ALL 30MPa

CLEAR COVER TO REINFORCING STEEL:
OUTSIDE FACE 50 ± 10
REMAINDER UNLESS NOTED OTHERWISE 70 ± 20

- REINFORCING STEEL:
- REINFORCING STEEL SHALL BE GRADE 500W.
 - BARS MARKED WITH PREFIX 'S' DENOTE STAINLESS STEEL BARS.
 - STAINLESS REINFORCING STEEL SHALL BE TYPE 316LN OR DUPLEX 2205 AND HAVE MINIMUM YIELD STRENGTH OF 500MPa, UNLESS OTHERWISE SPECIFIED.
 - UNLESS SHOWN OTHERWISE, TENSION LAP SPLICES FOR REINFORCING STEEL SHALL BE CLASS 'B'.
 - BAR HOOKS SHALL HAVE STANDARD HOOK DIMENSIONS USING MINIMUM BEND DIAMETERS. WHILE STIRRUPS AND TIES SHALL HAVE MINIMUM HOOK DIMENSIONS. ALL HOOKS SHALL BE IN ACCORDANCE WITH THE STRUCTURAL STANDARD DRAWINGS SS12-1, UNLESS INDICATED OTHERWISE.

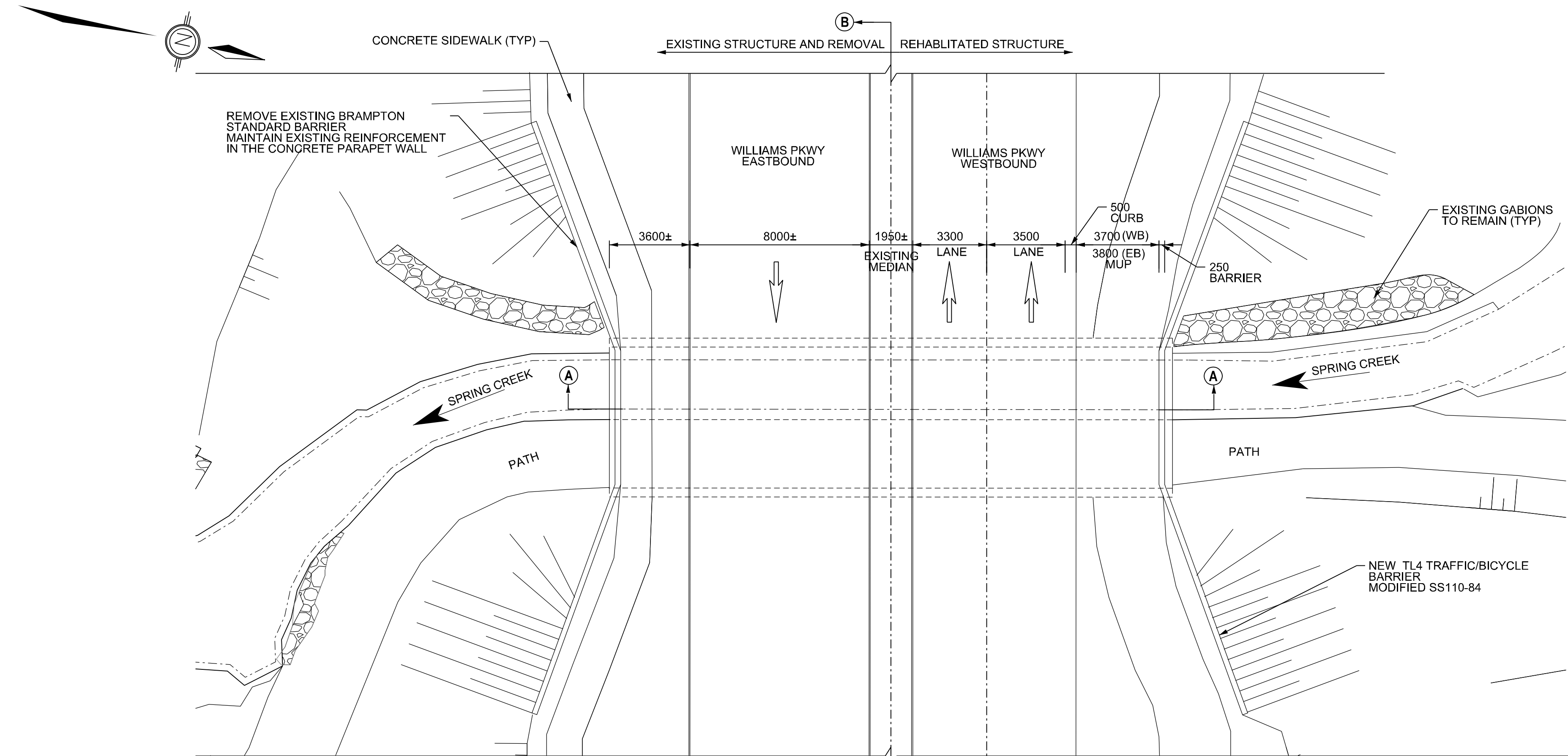
APPLICABLE STANDARD DRAWINGS

SS110-84 PARAPET WALL FOR COMBINATION TRAFFIC/
BICYCLE RAIL, TL-4 (GFRP REBAR WITH ANCHOR HEAD)

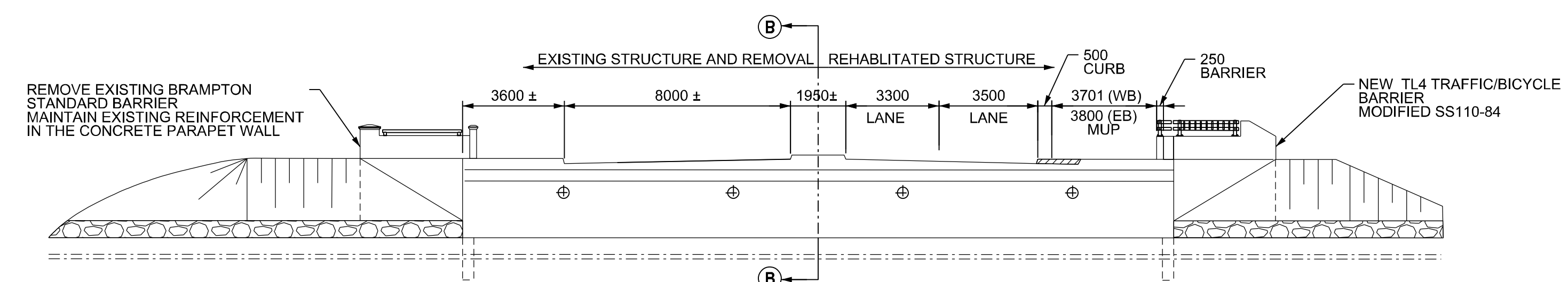
BRAMPTON
STD 417 DOUBLE RAILING FOR BARRIER WALL

LEGEND

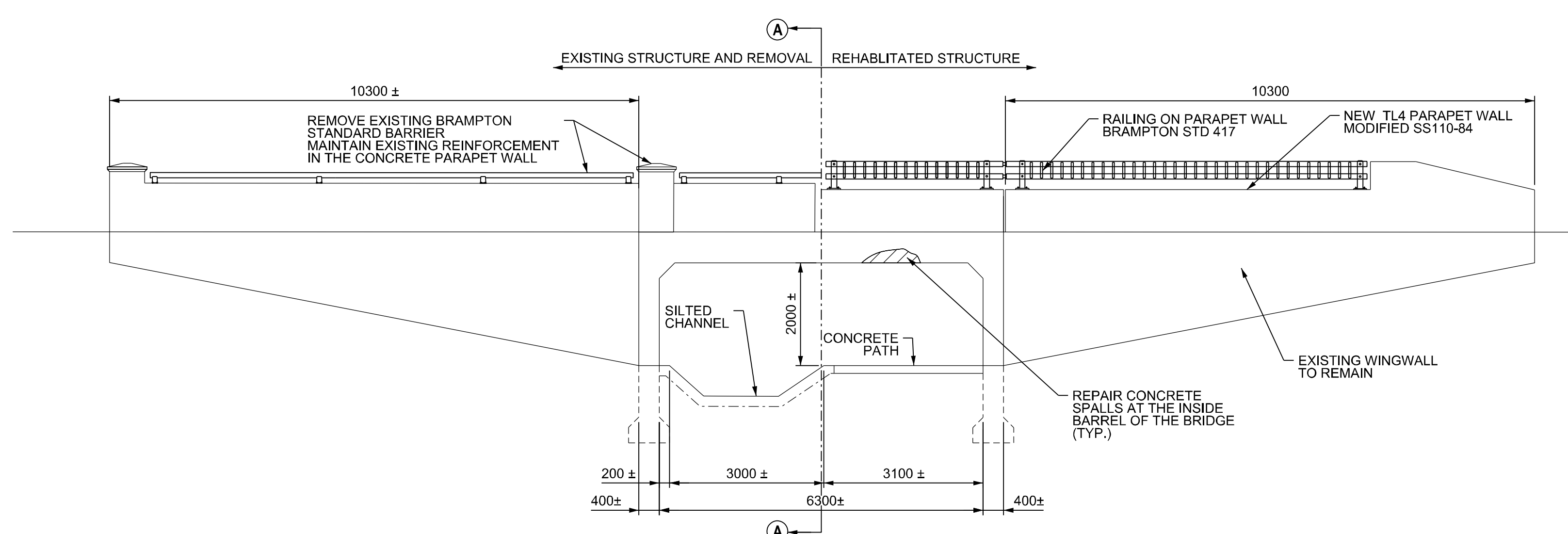
WB DENOTES WESTBOUND
EB DENOTES EASTBOUND



PLAN
1:150



ELEVATION A-A
1:150



SECTION B-B
1:100

1	E. LYAPIN	02/09/24	PROPOSED REHABILITATION	C. KHO
NO.	BY	DATE	REVISIONS	CHECKED

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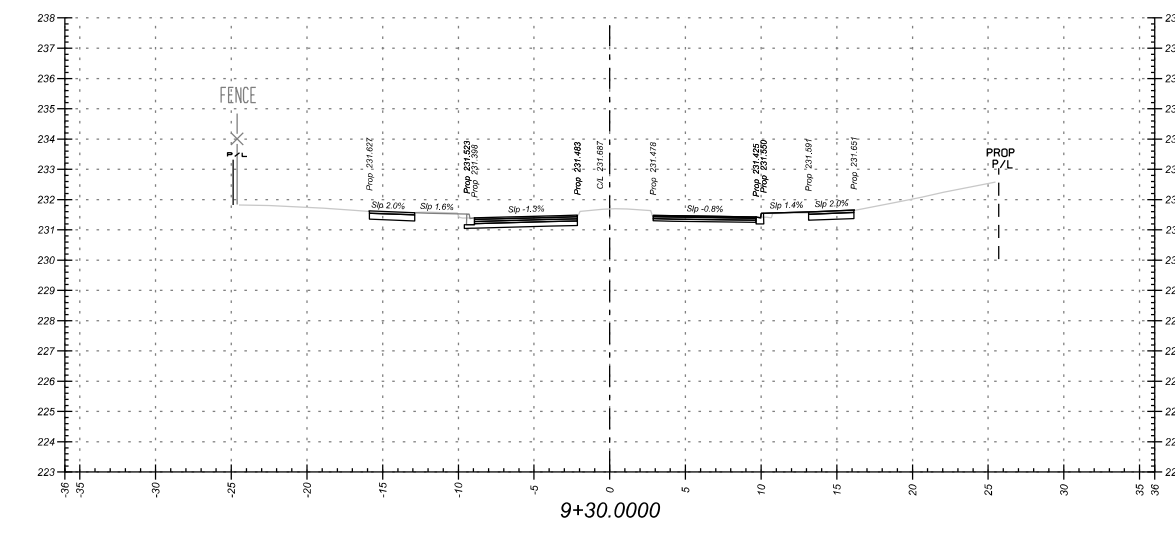
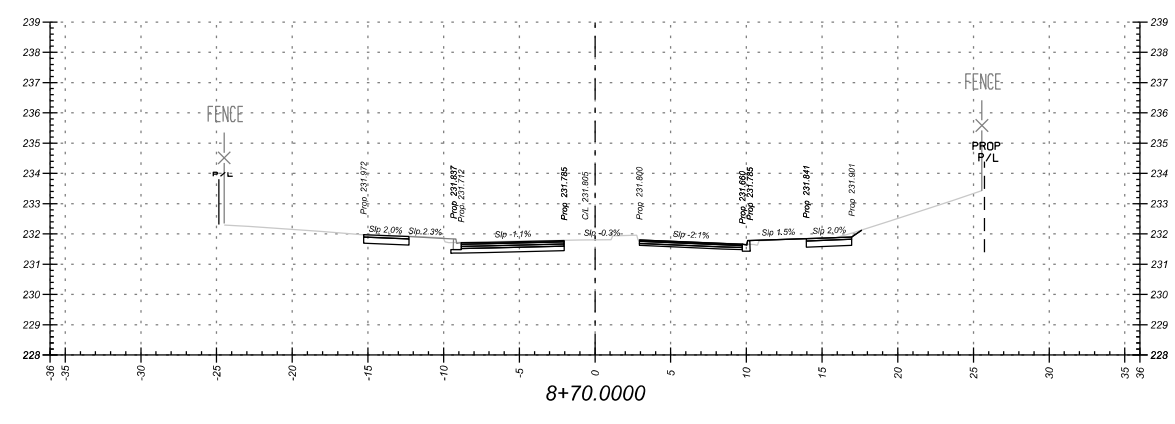
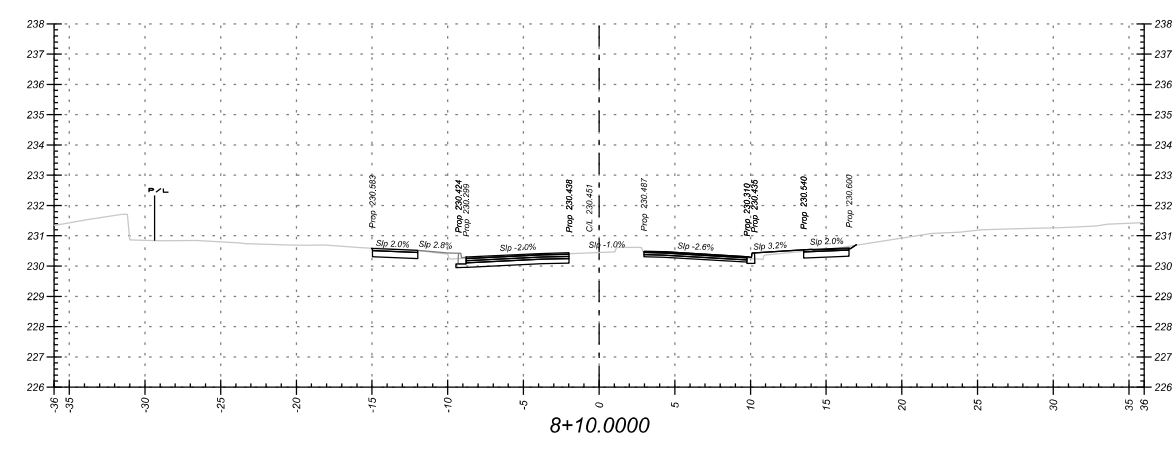
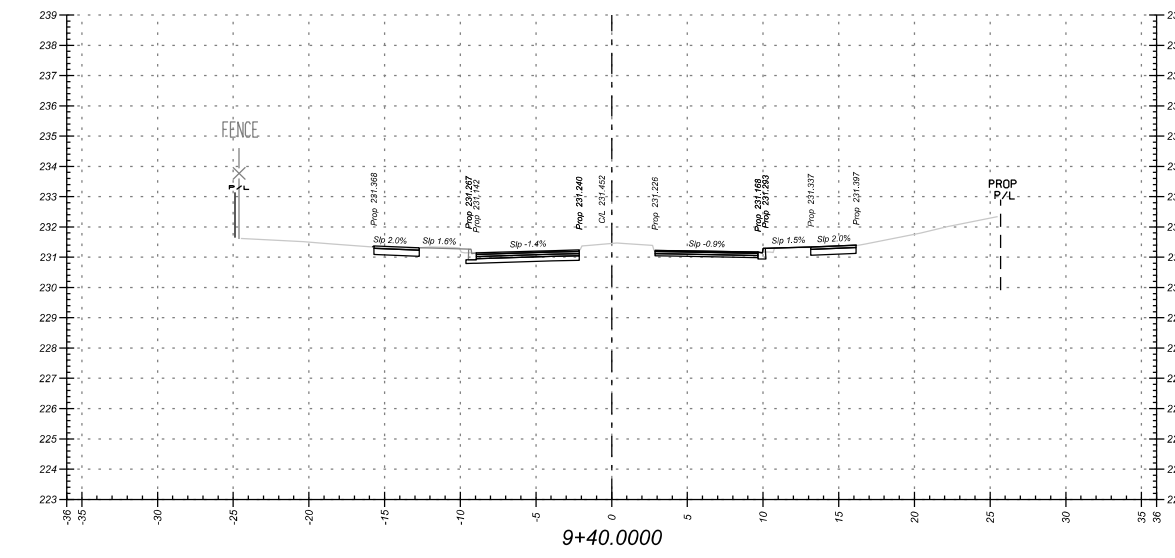
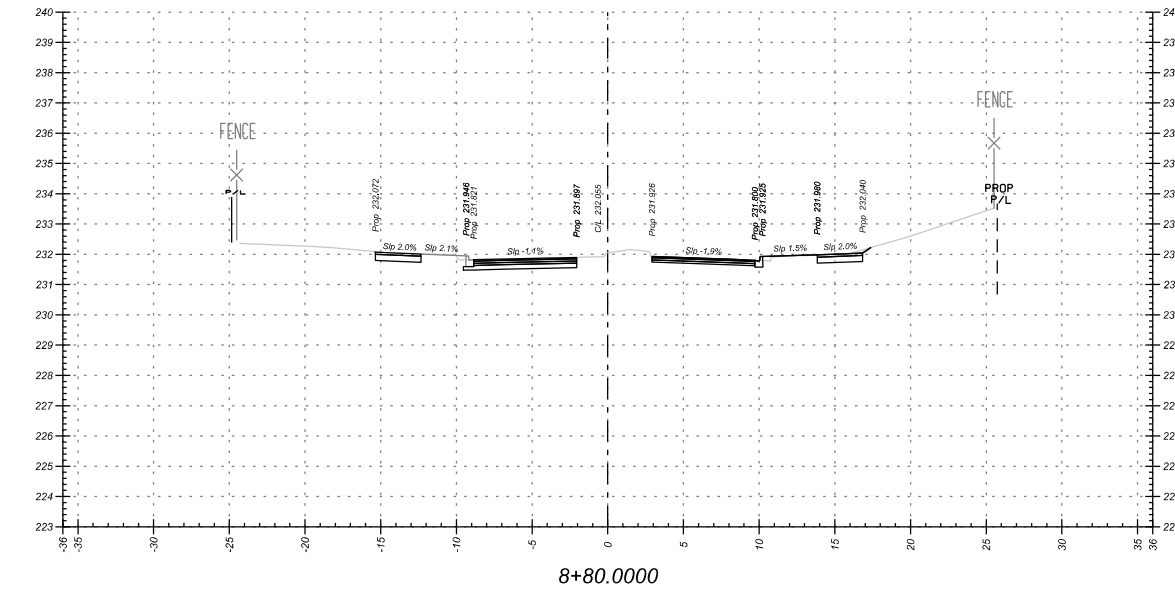
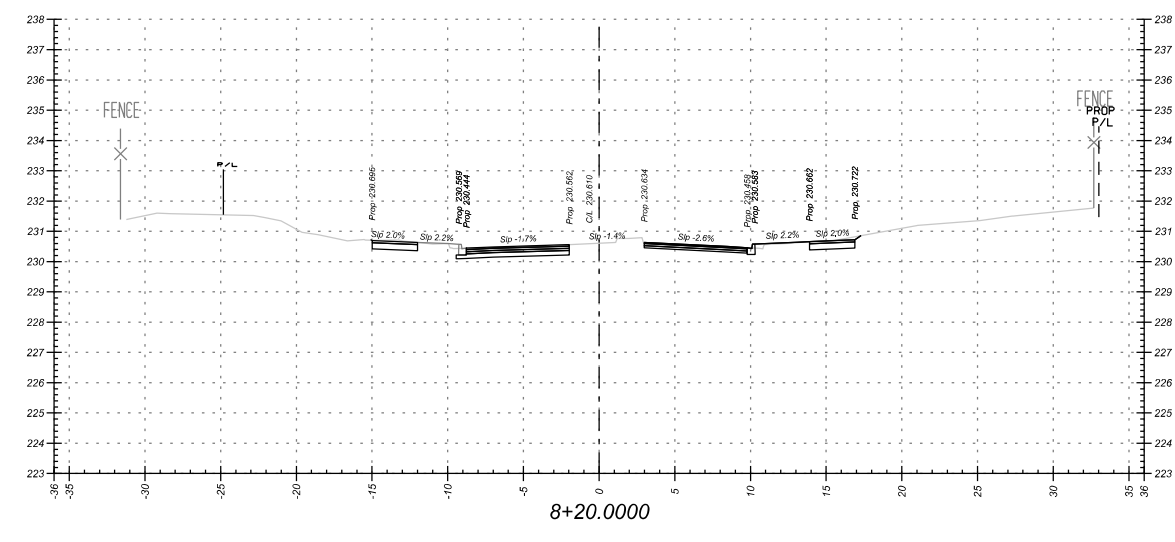
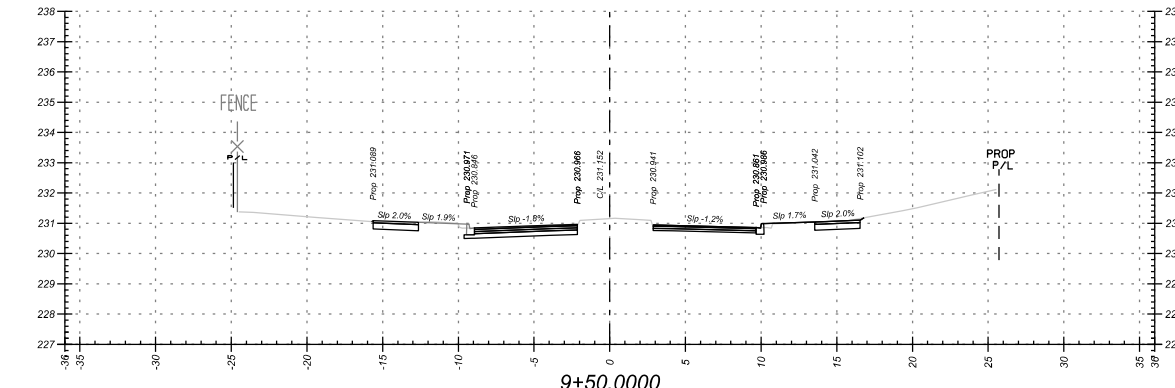
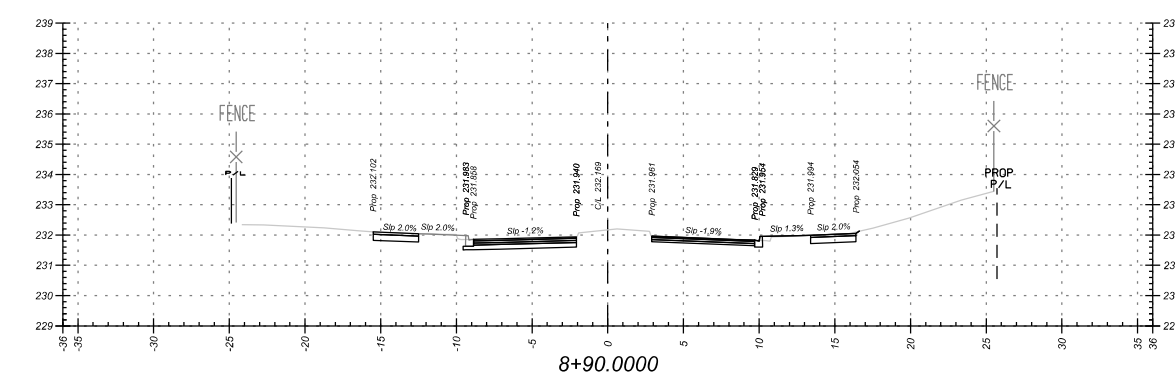
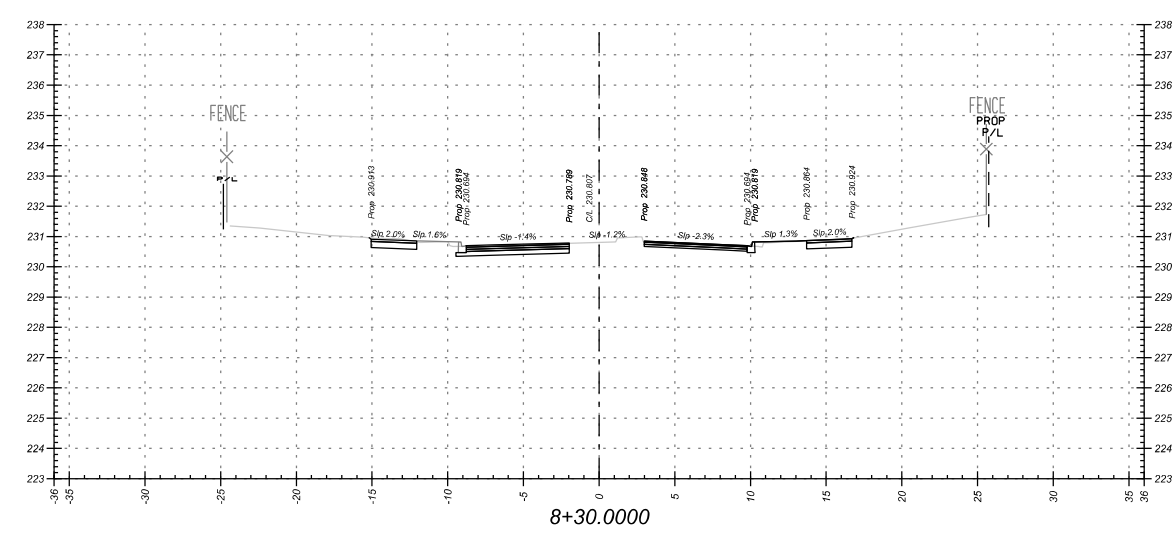
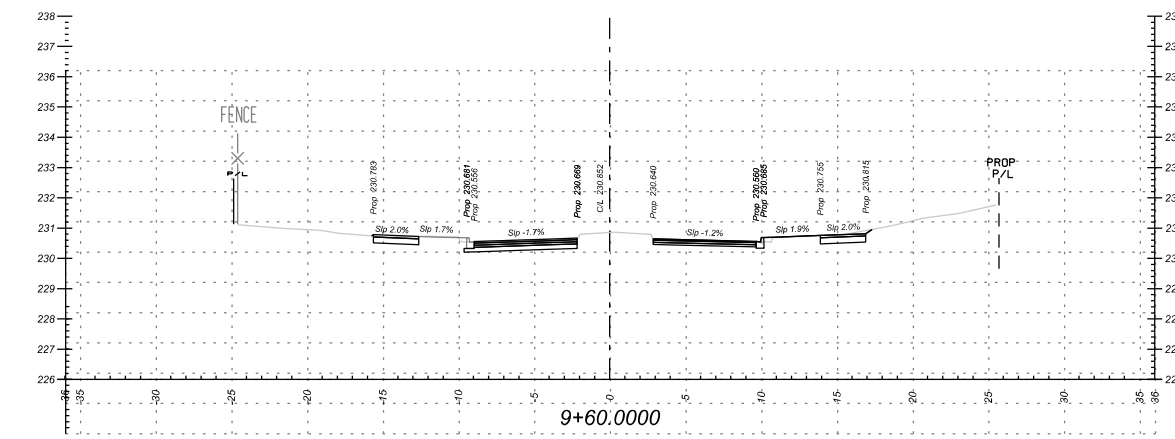
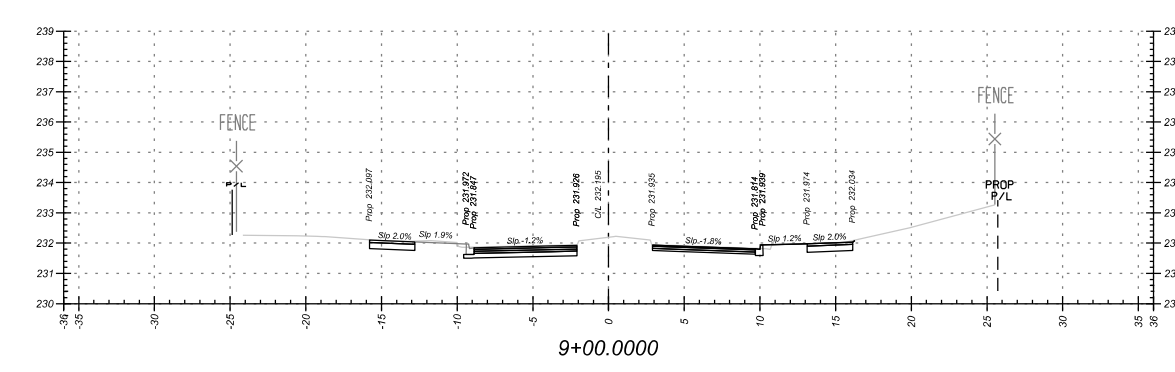
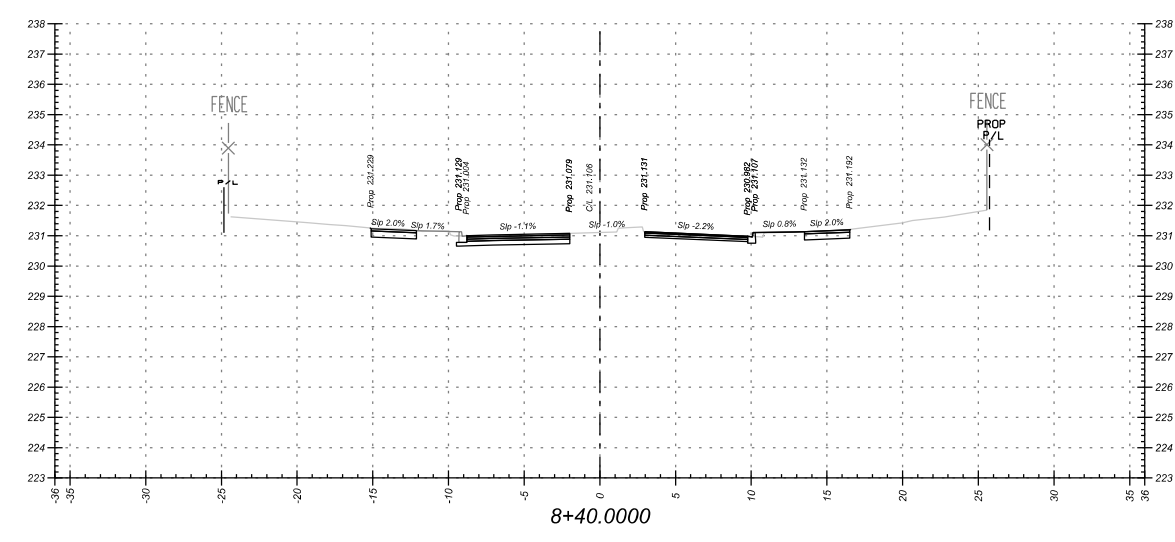
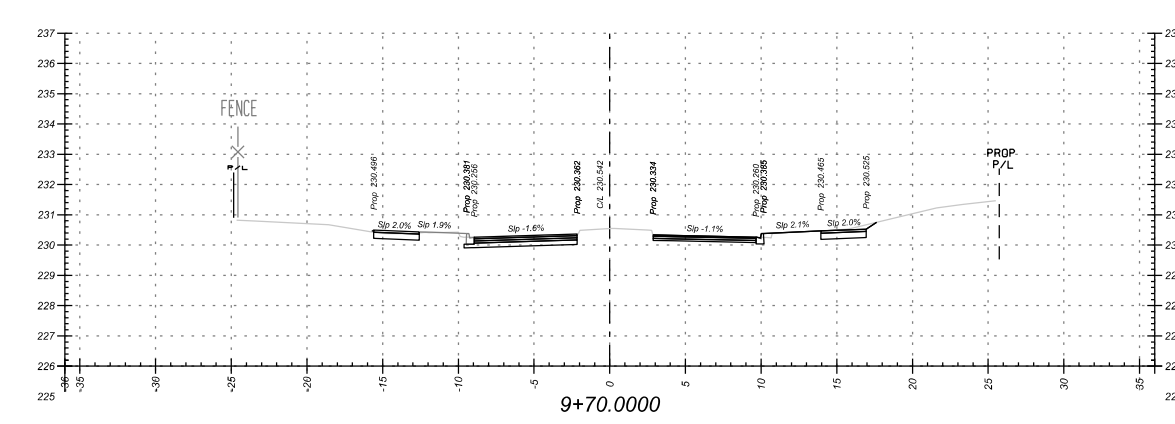
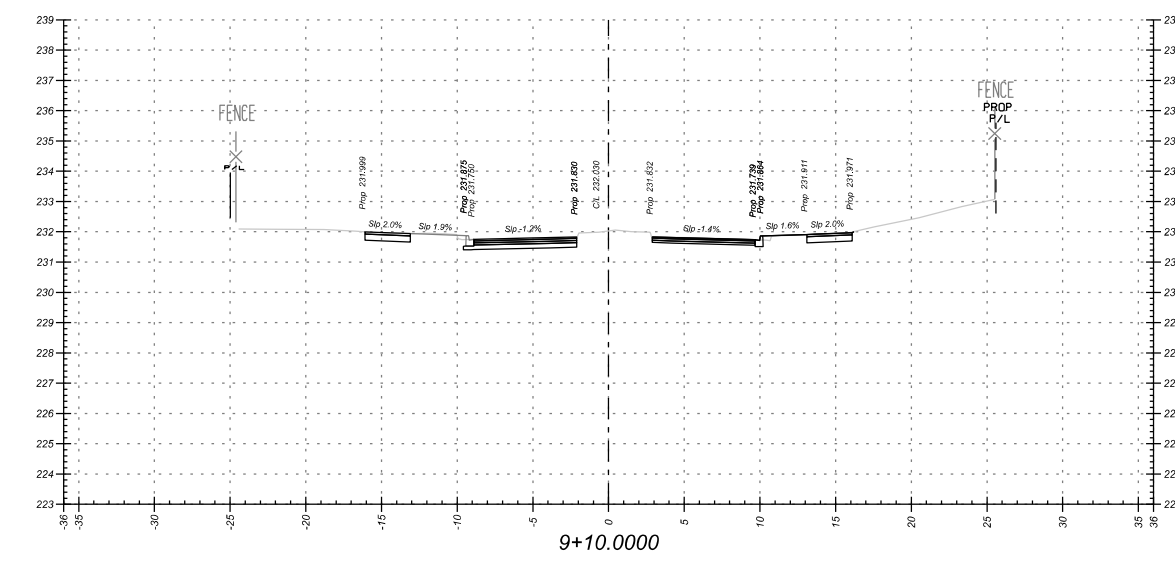
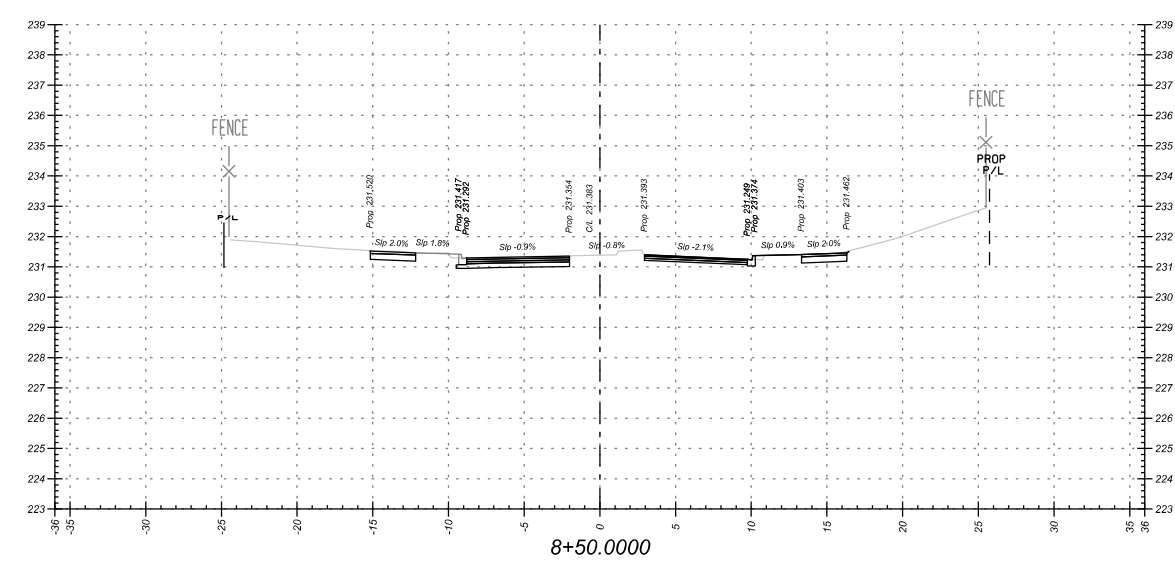
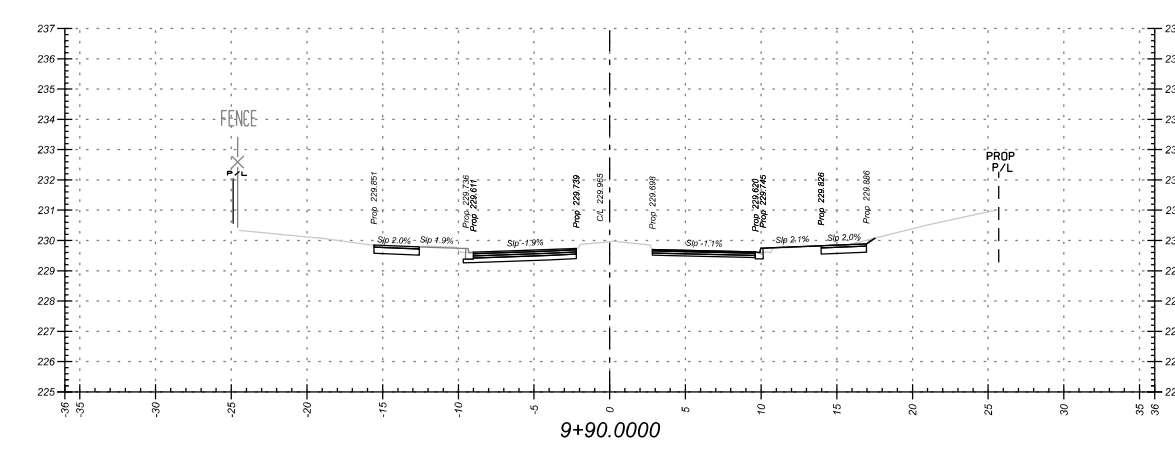
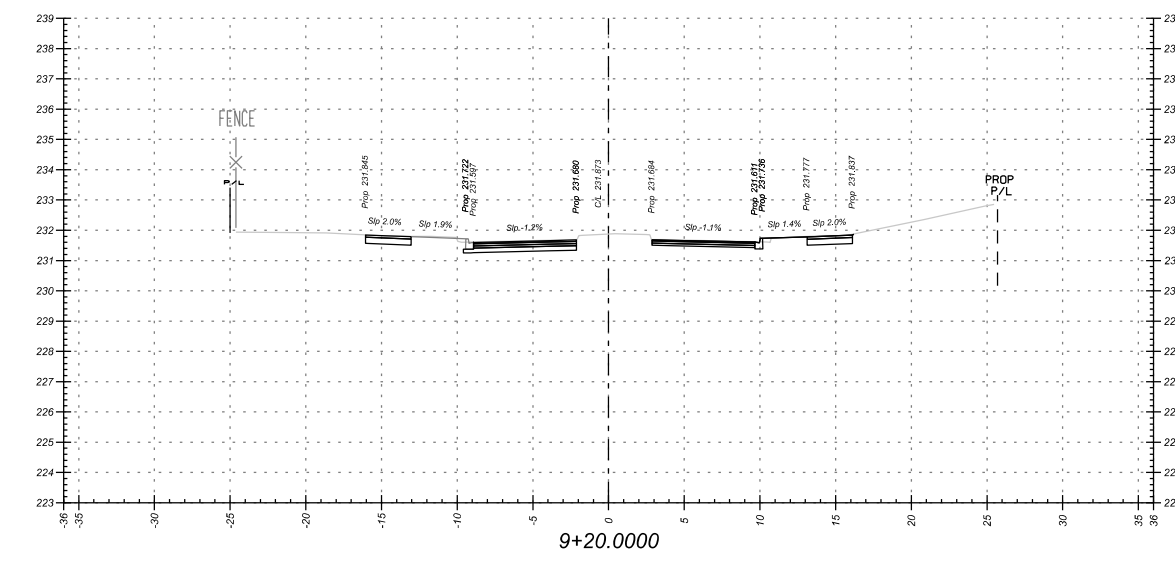
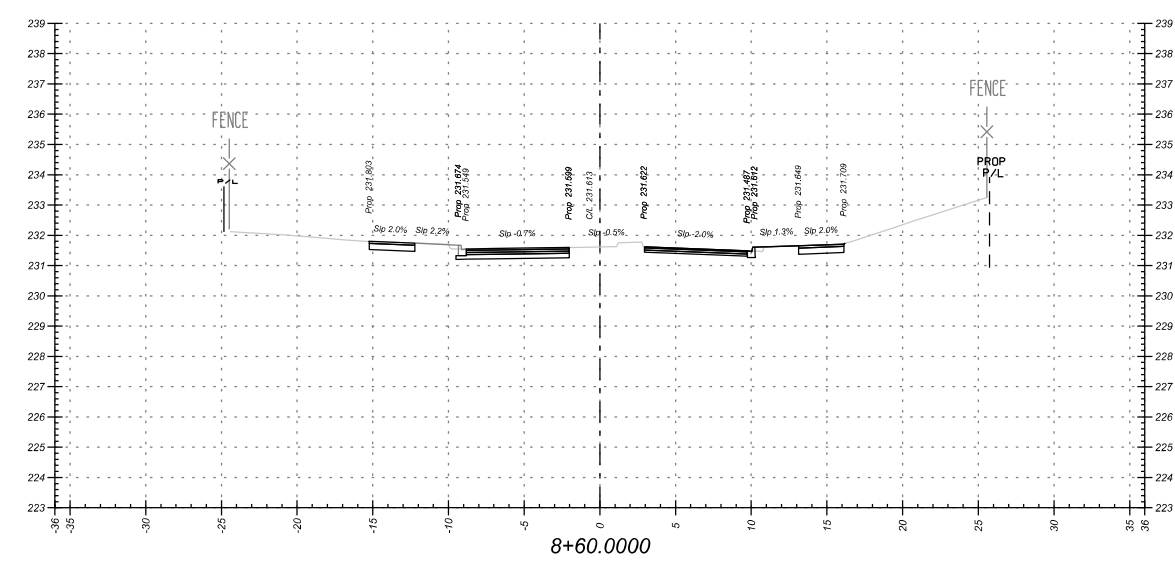
PARSONS

PROJECT	DWG. NO.
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WILLIAMS PKWY BRIDGE
OVER SPRING CREEK
STRUCTURAL NO. 390143/ 0.2km WEST OF MACKAY STREET

PROPOSED REHABILITATION			
GENERAL ARRANGEMENT			
SURVEYED BY:	DATE: FEBRUARY 2024	FILE NO.	XX-XXX-XXX
DRAWN BY: E. LYAPIN	CHECKED BY: R. GABR	DRAWING NO.	SHEET NO.
DESIGNED BY: W. GAN	CHECKED BY: C. KHO		9
SCALE: AS NOTED	DATE: FEBRUARY 2024		

LAST UPDATED 21 SEP 16 - PAZ



NOTES:
 1. ALL TIE IN SLOPES ARE 3:1, UNLESS OTHERWISE NOTED.
 2. ALL MUP CROSSFALLS ARE 2%, UNLESS OTHERWISE NOTED.

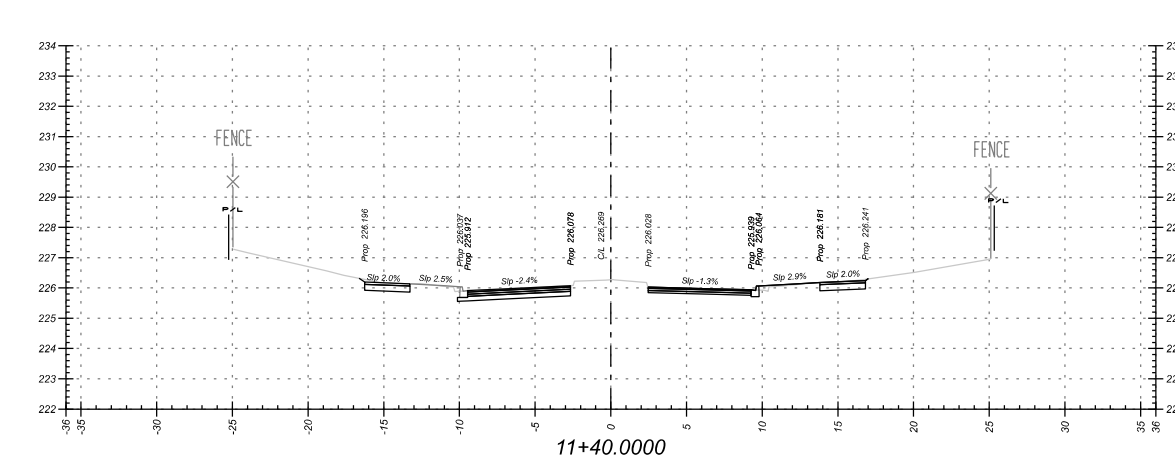
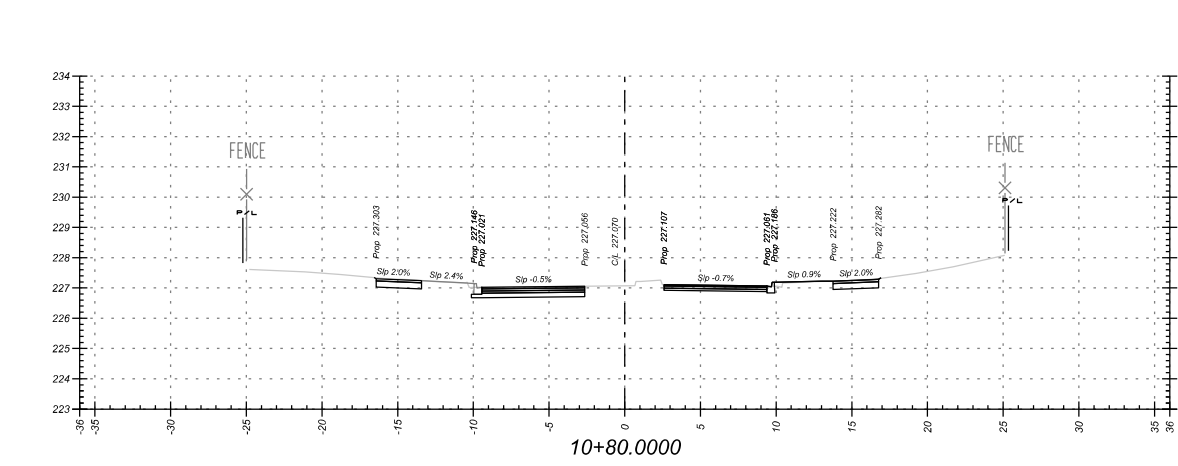
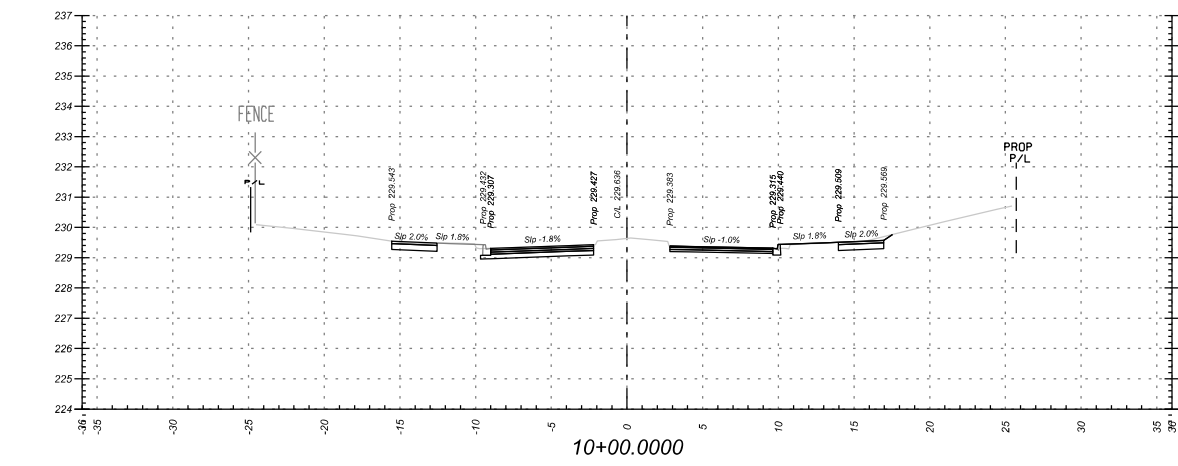
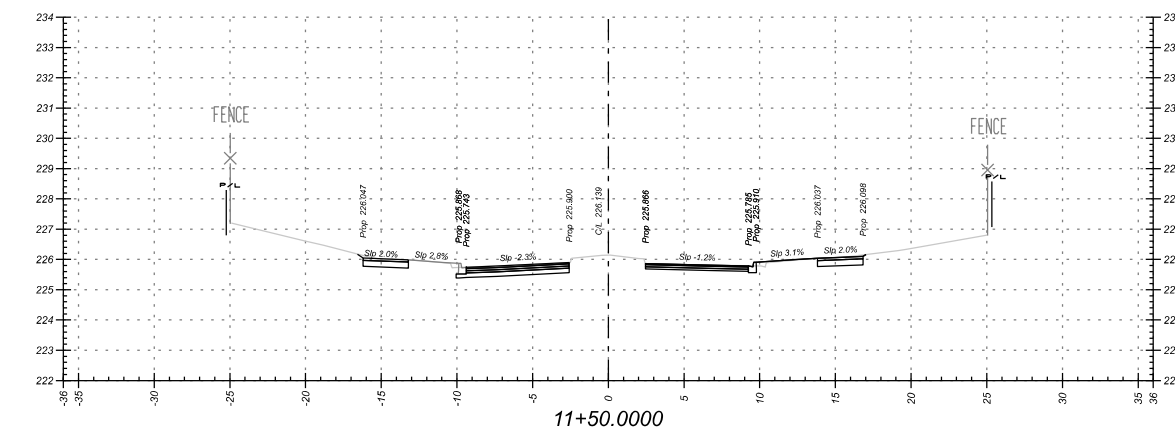
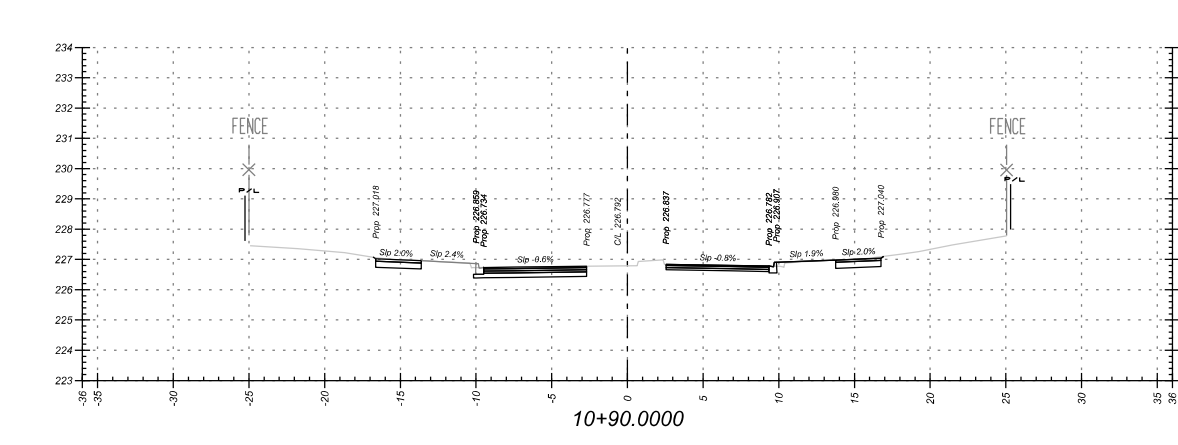
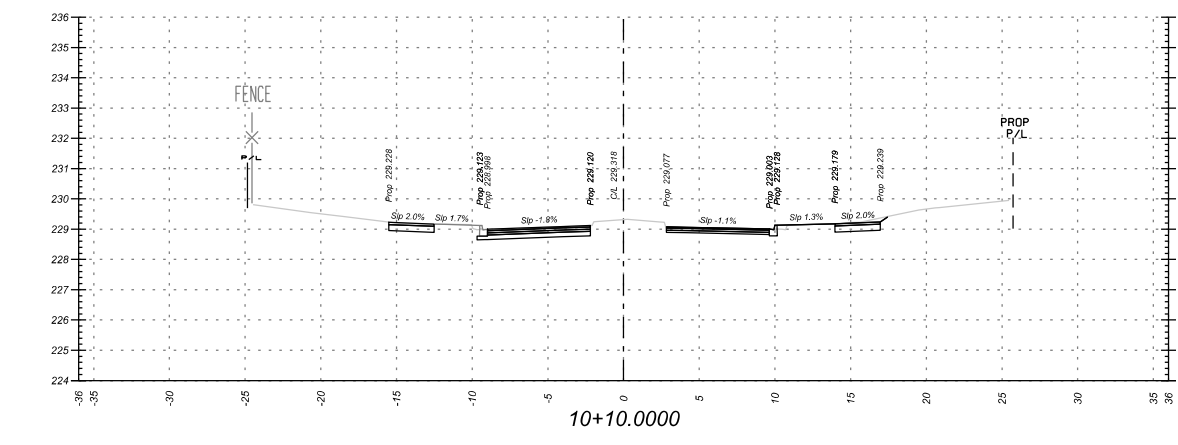
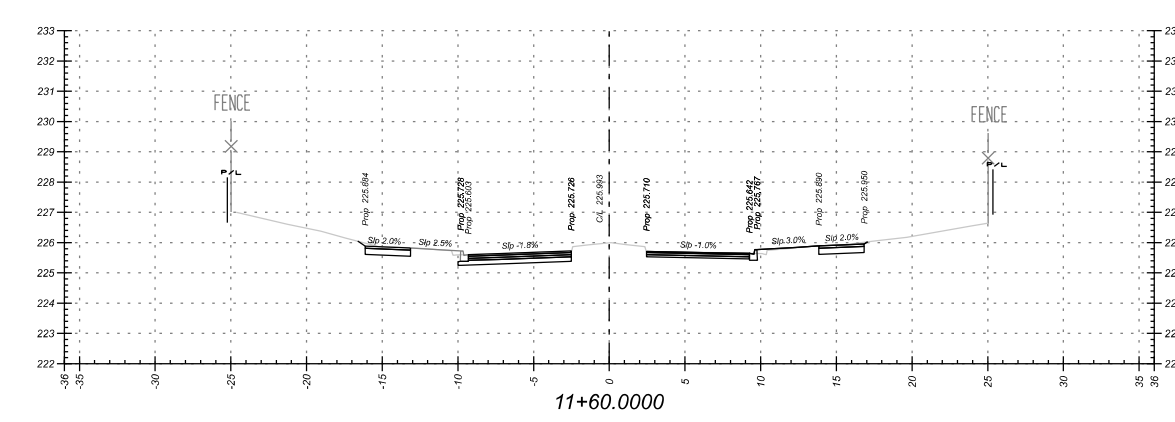
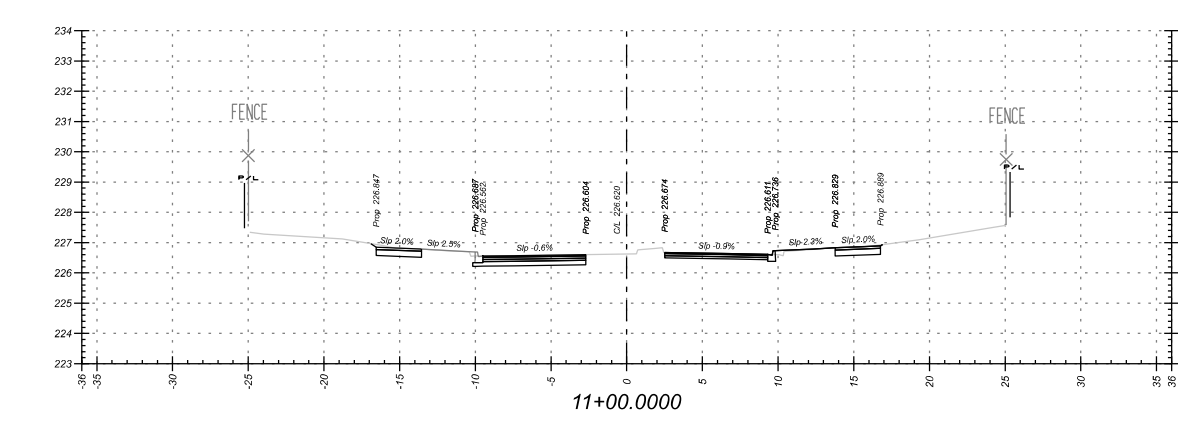
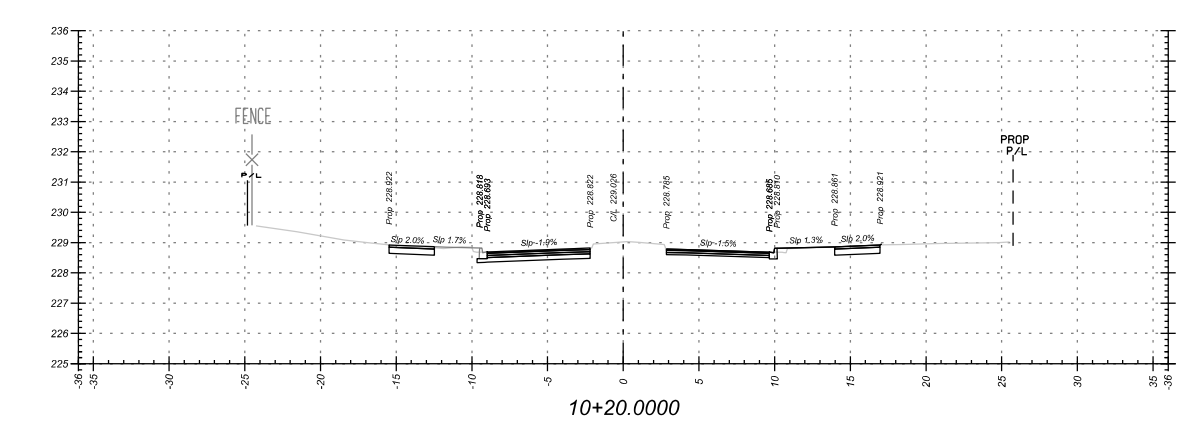
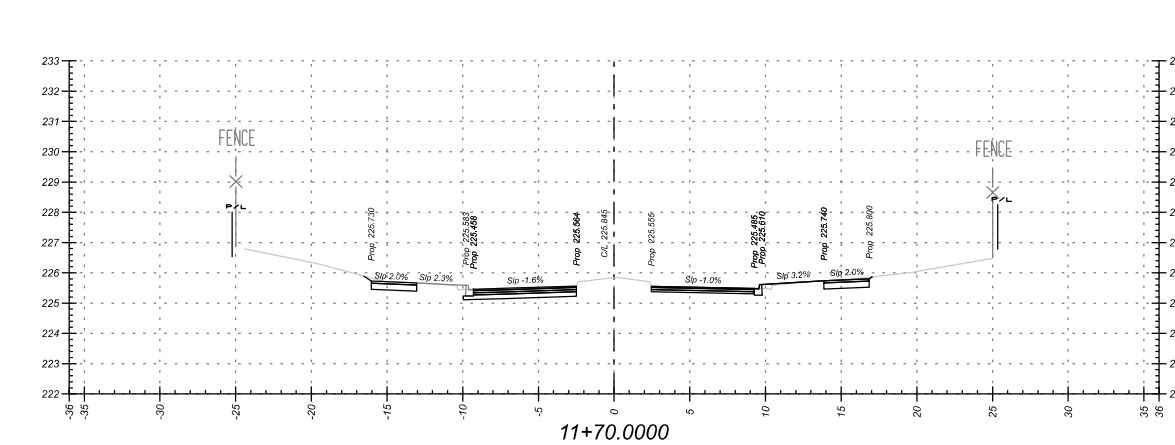
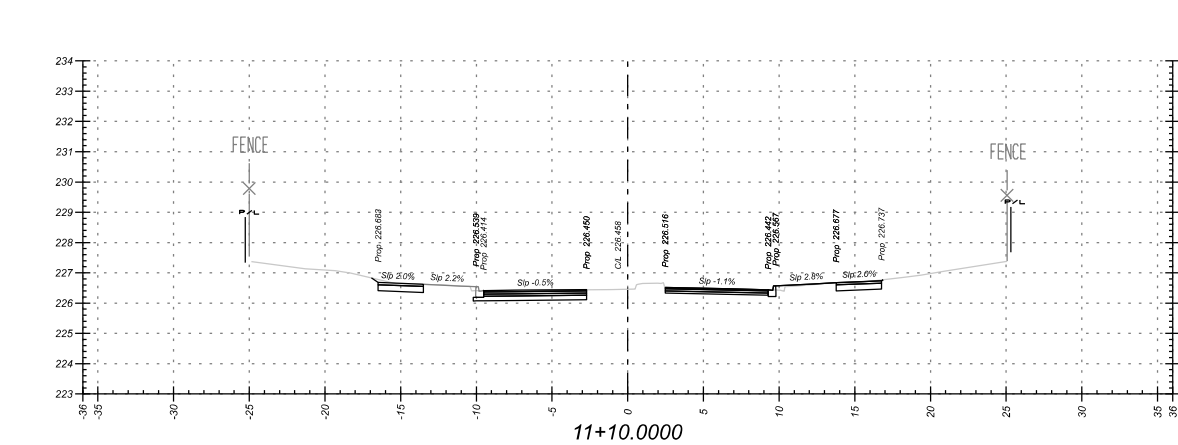
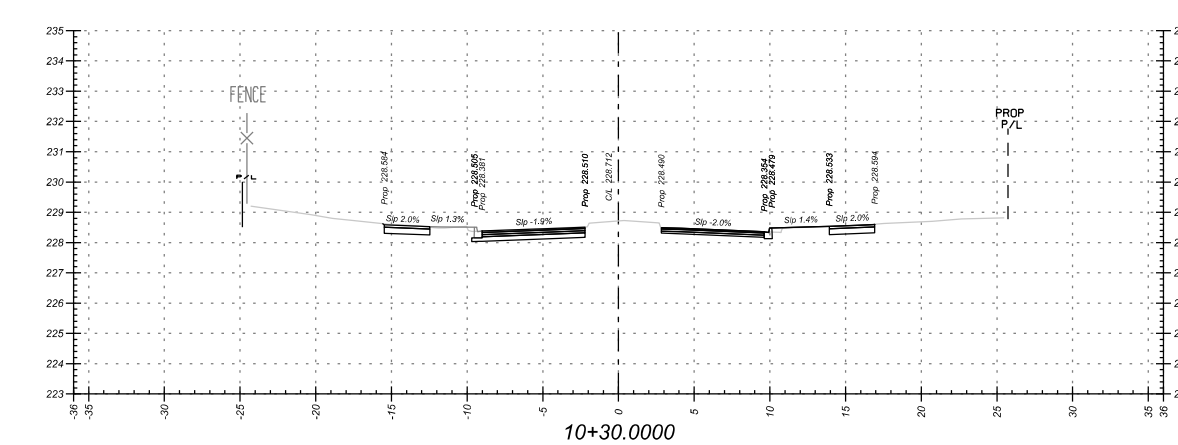
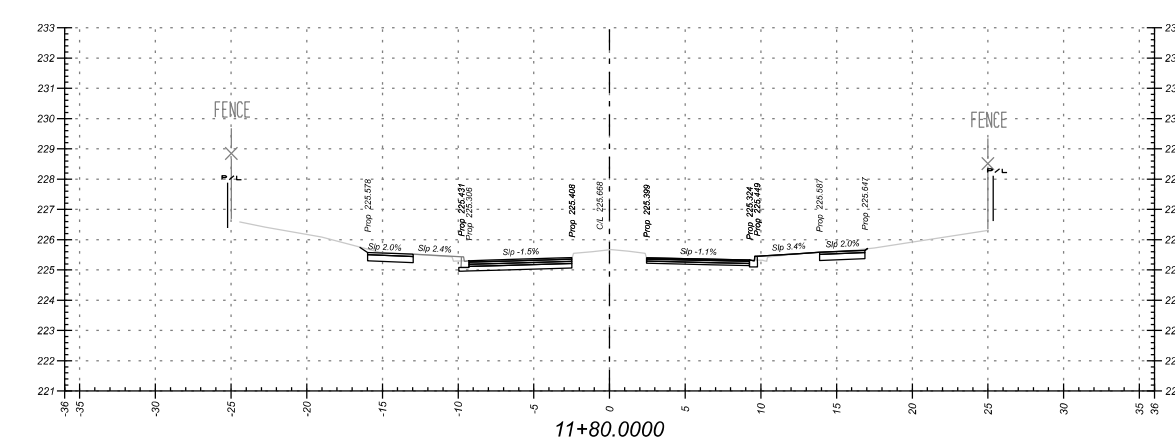
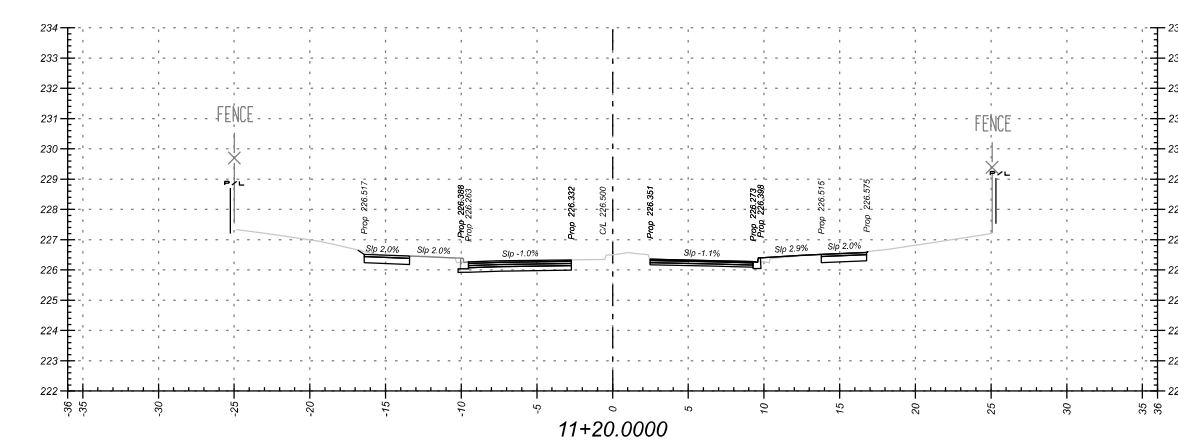
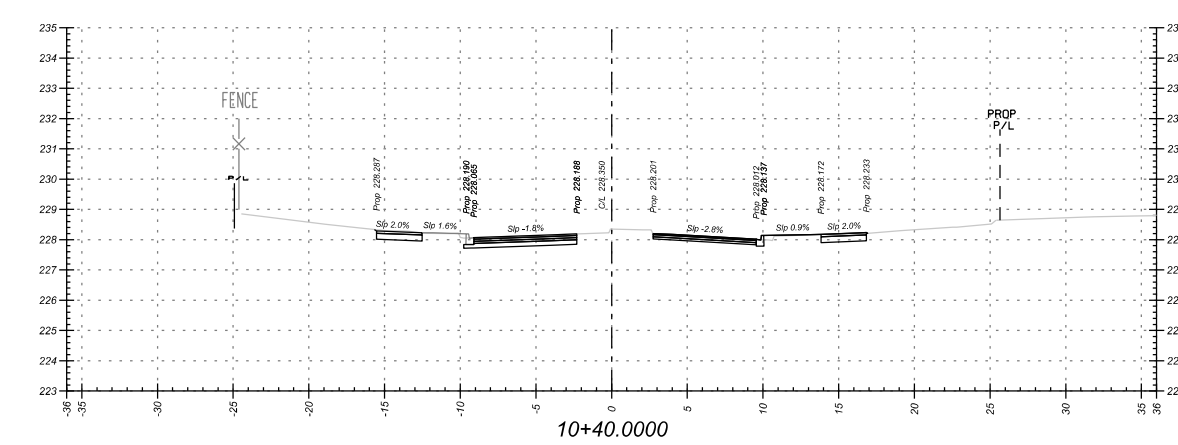
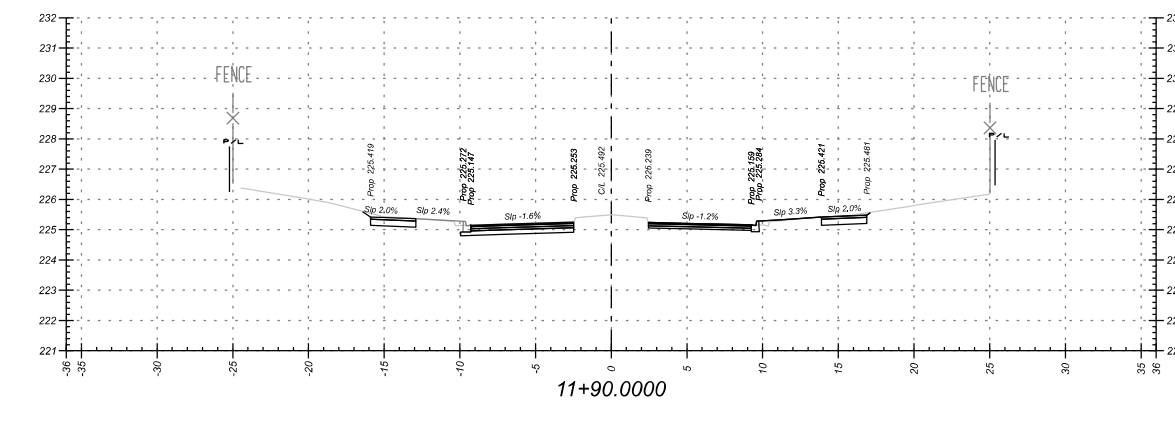
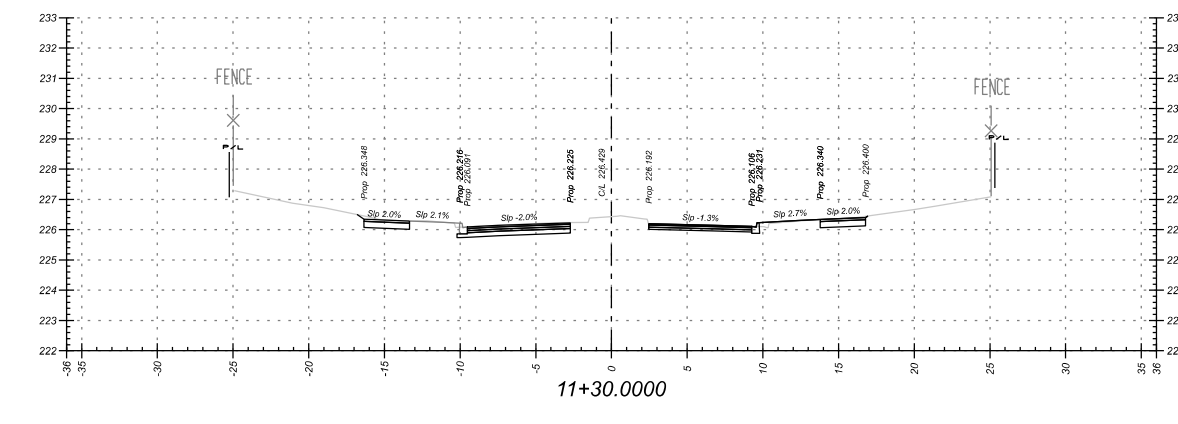
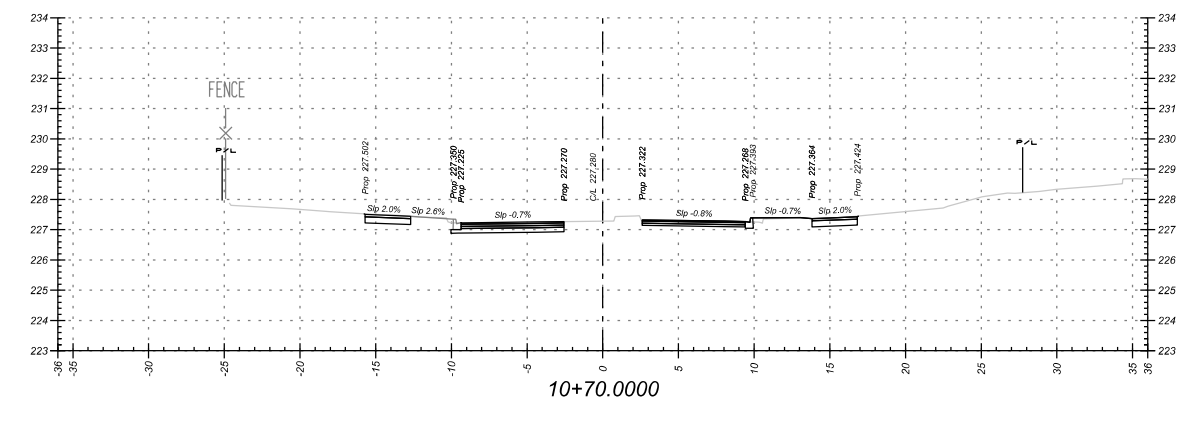


S. ISHTIAQ			REVISIONS		CHECKED
NO.	BY	DATE			

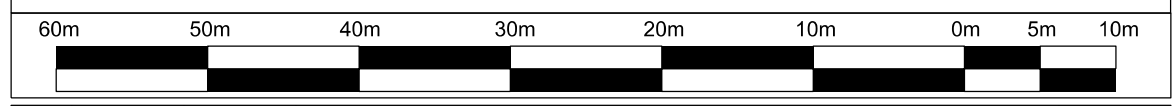
BRAMPTON
 Flower City
 Public Works & Engineering
 Capital Works

WILLIAMS PARKWAY
 STA. 8+10.000 TO STA. 9+90.000

DESIGN CROSS SECTIONS		PROJECT	DWG. NO.
SURVEYED BY: xxxxxx	DATE:	FILE NO.	xxxxx
DRAWN BY: S. ISHTIAQ	CHECKED BY: C. KHO	DRAWING NO.	SHEET NO.
DESIGNED BY: S. ISHTIAQ	CHECKED BY: C. KHO	xx-8-xx	10
SCALE: 1:1200	DATE:		



NOTES:
 1. ALL TIE IN SLOPES ARE 3:1, UNLESS OTHERWISE NOTED.
 2. ALL MUP CROSSFALLS ARE 2%, UNLESS OTHERWISE NOTED.



S. ISHTIAQ			REVISIONS		CHECKED
NO.	BY	DATE			

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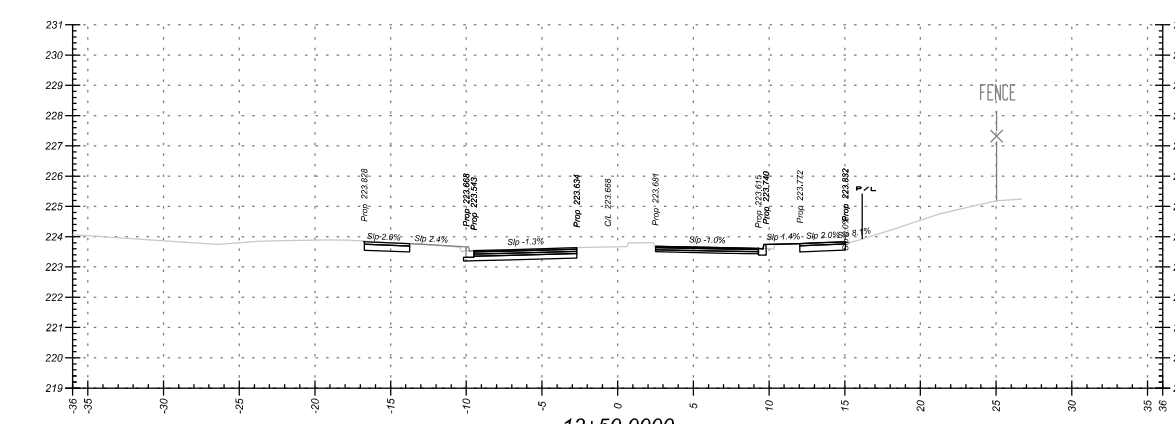
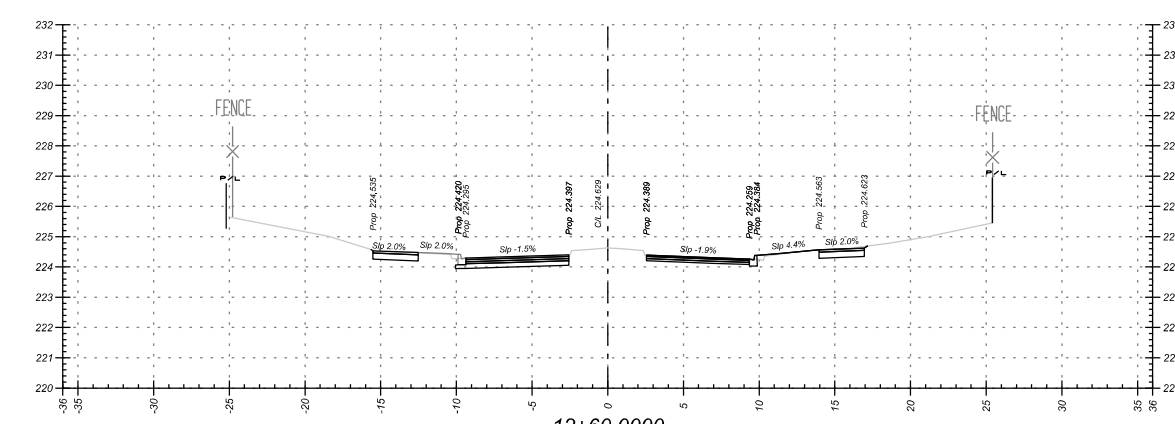
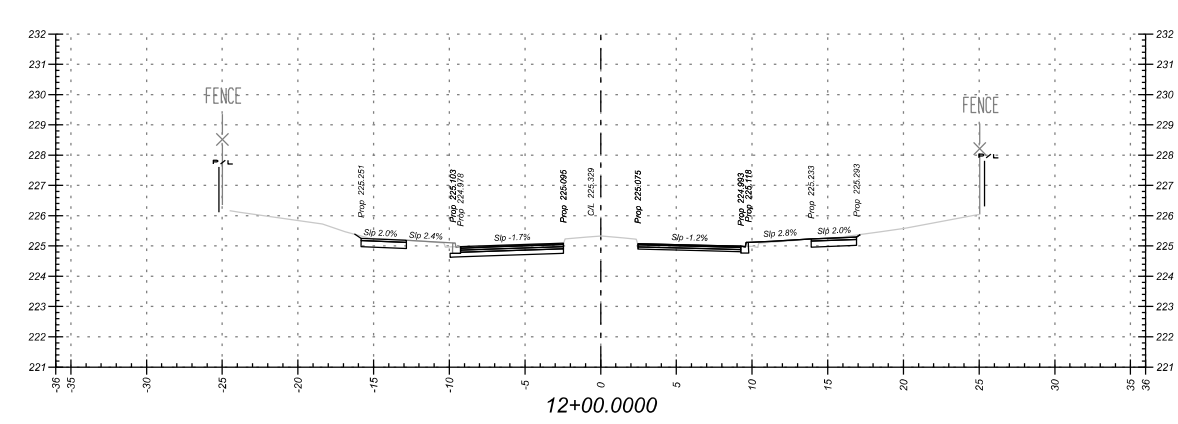
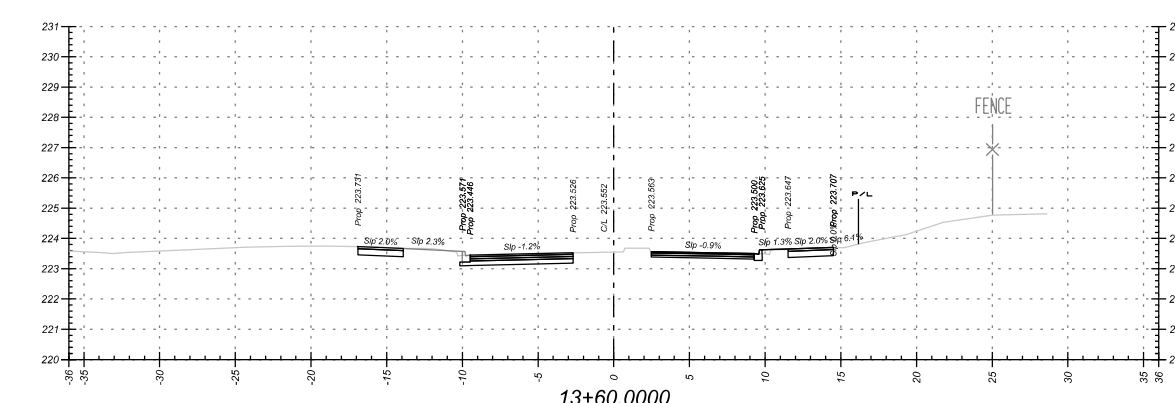
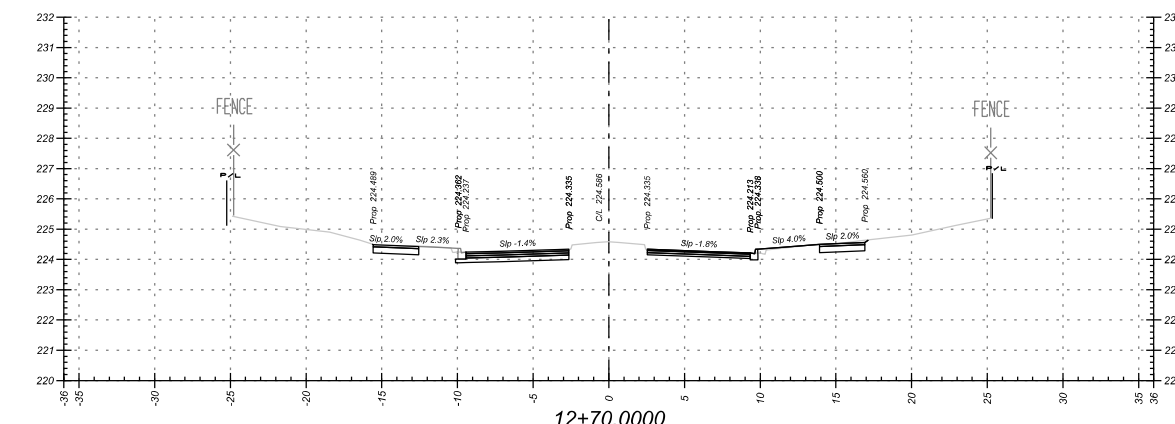
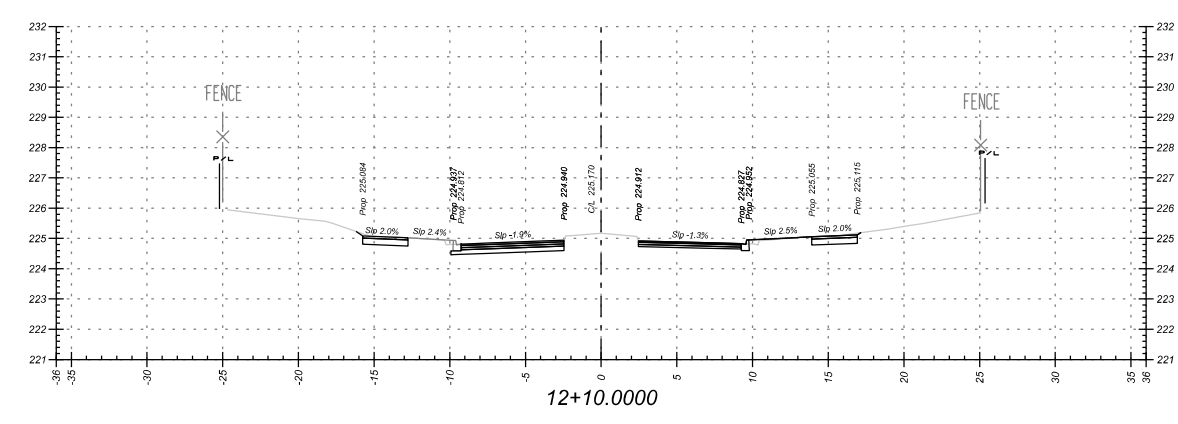
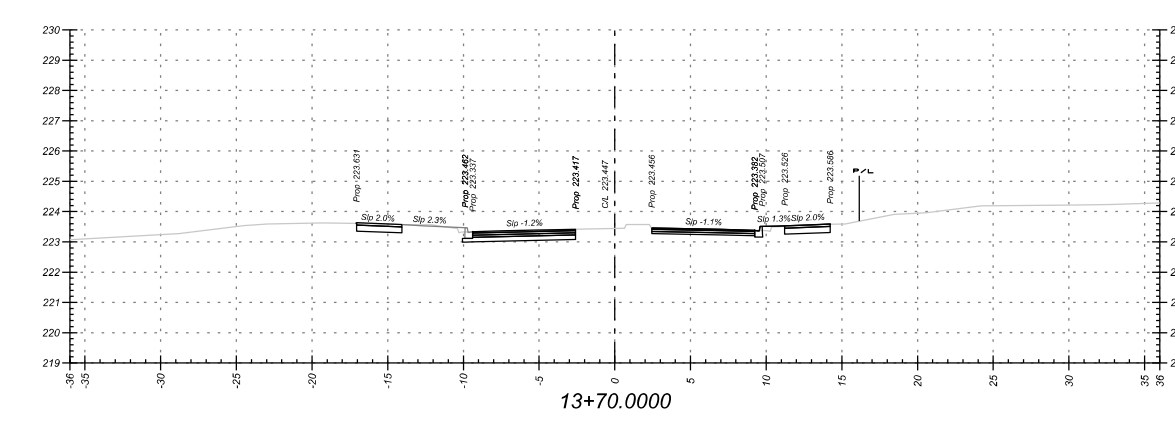
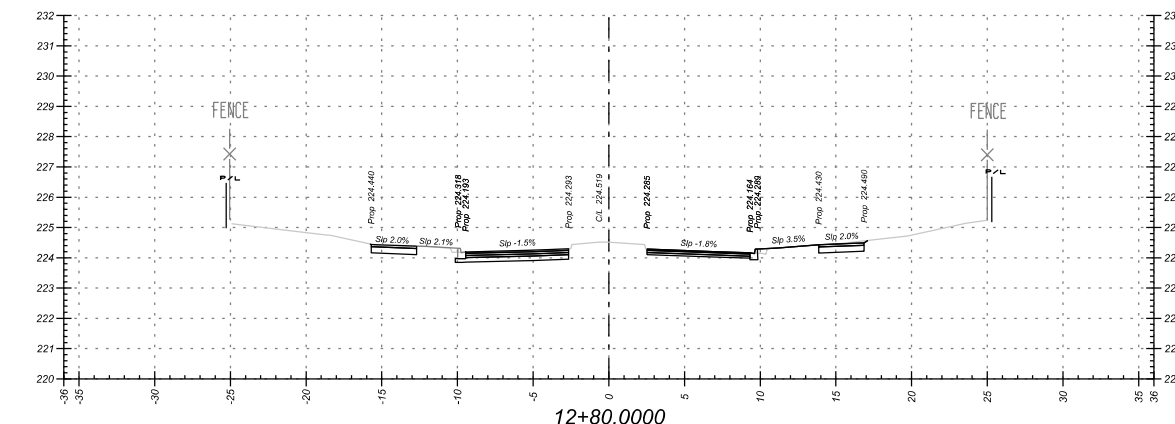
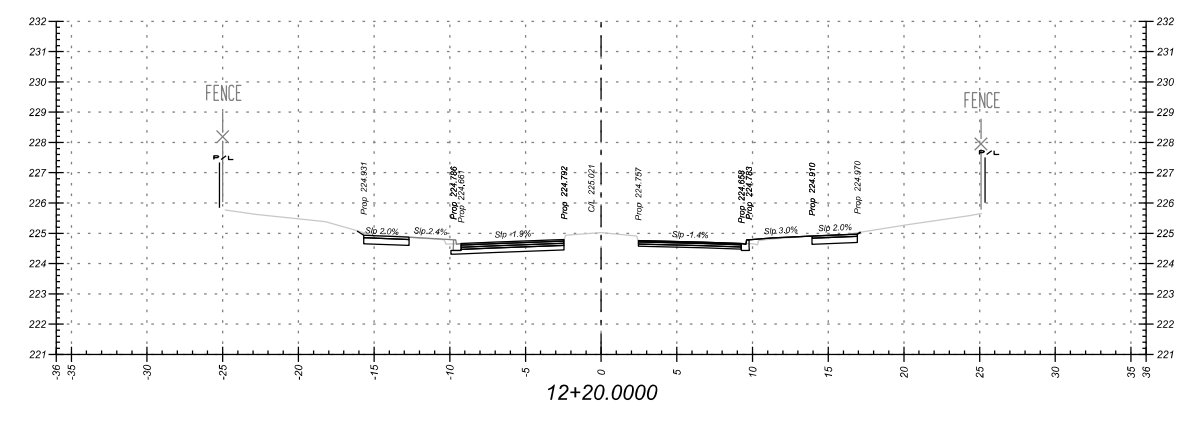
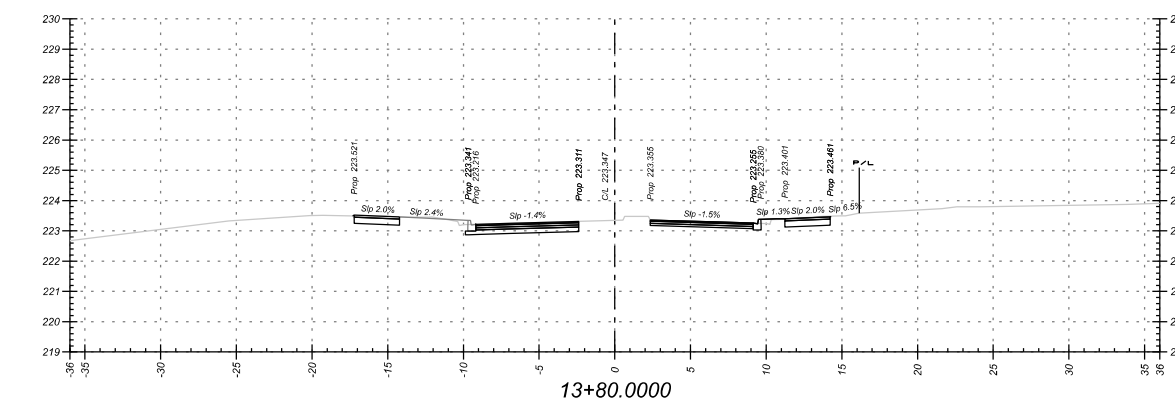
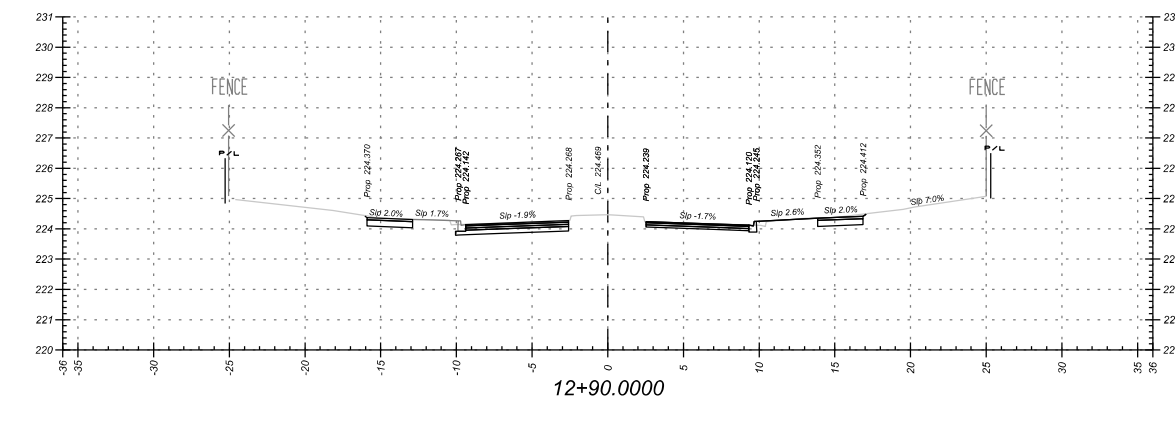
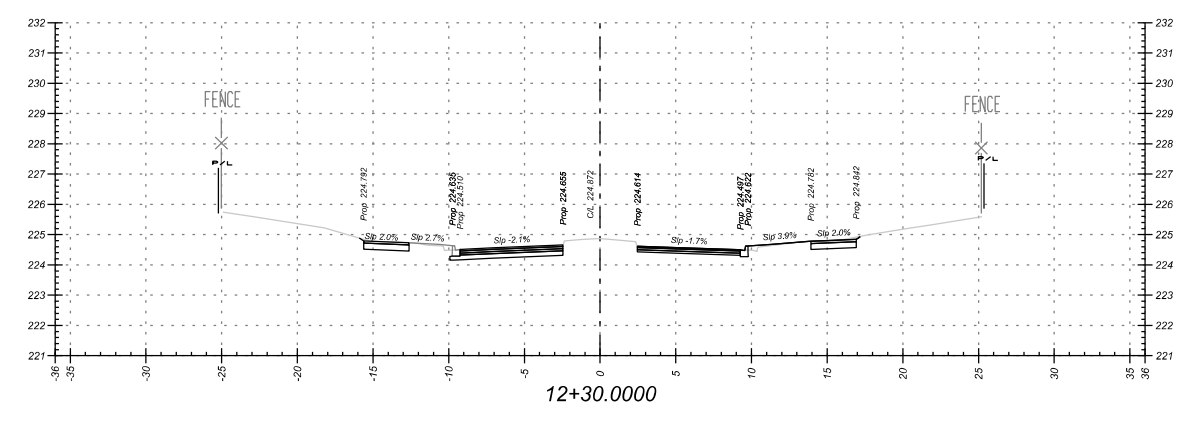
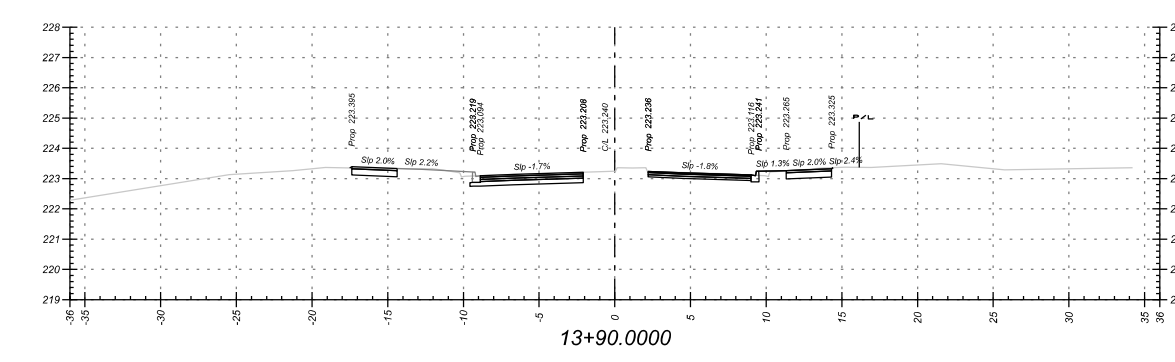
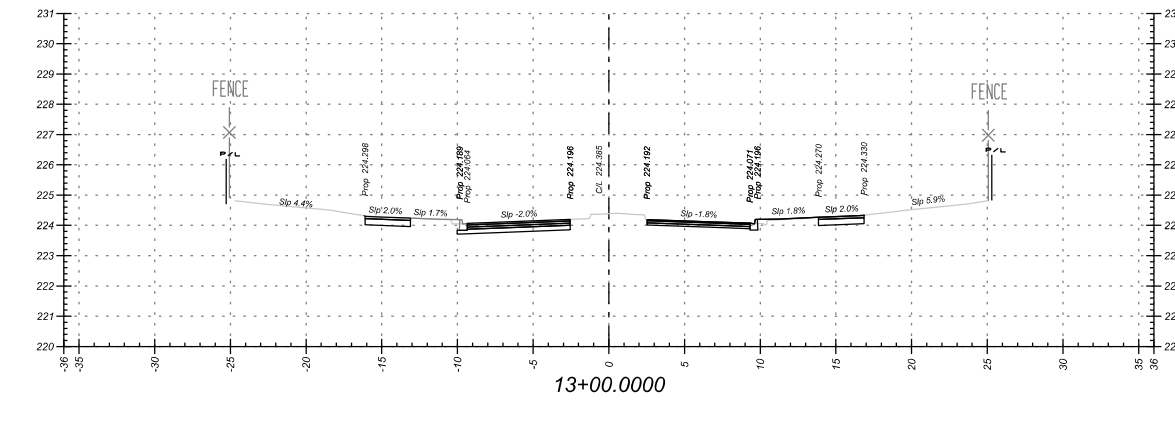
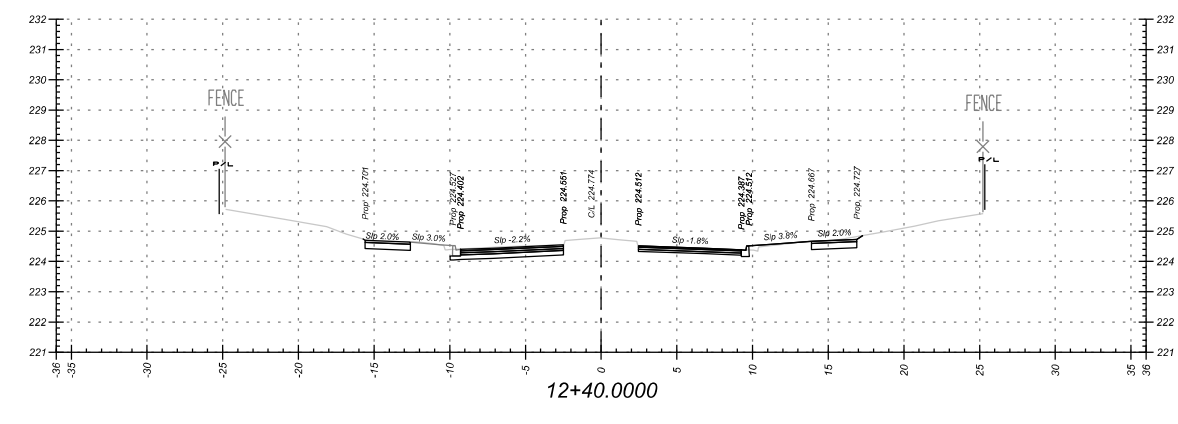
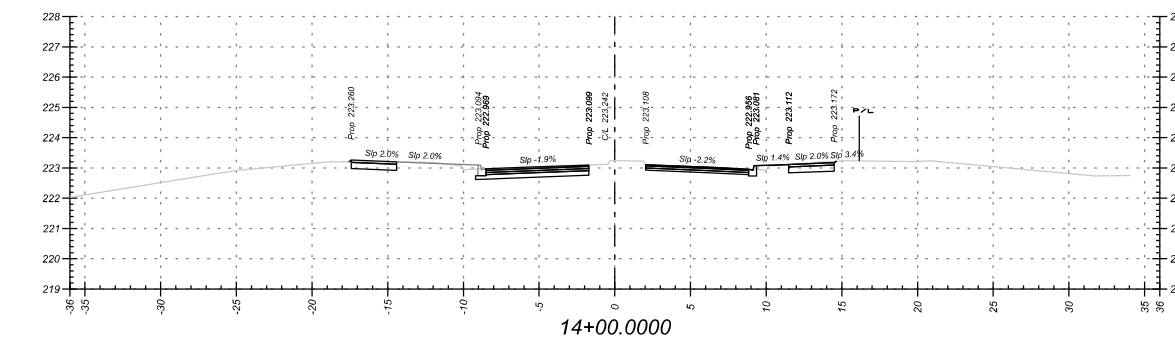
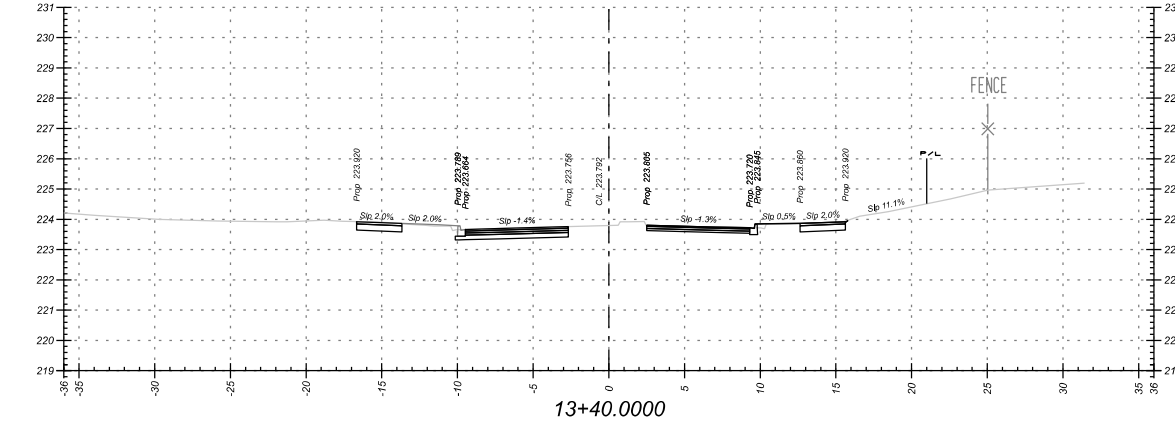
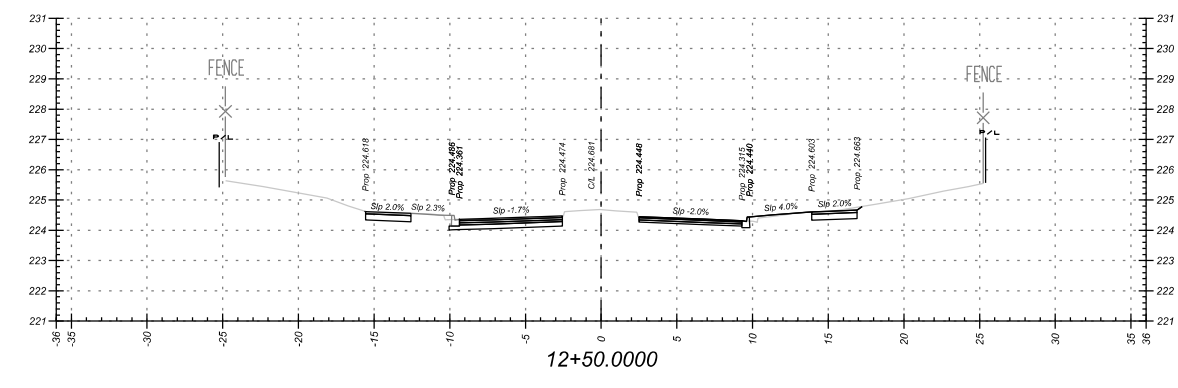
Public Works & Engineering
Capital Works

PROJECT	DWG. NO.
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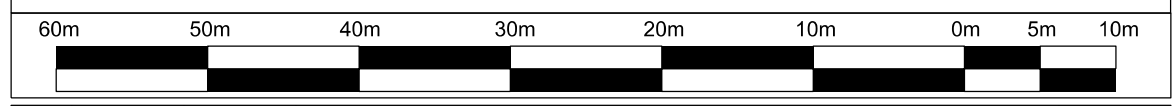
WILLIAMS PARKWAY
 STA. 10+00.000 TO STA. 11+90.000

DESIGN CROSS SECTIONS

SURVEYED BY: xxxxxx	DATE:	FILE NO.	xxxxxx
DRAWN BY: S. ISHTIAQ	CHECKED BY: C. KHO	DRAWING NO.	SHEET NO.
DESIGNED BY: S. ISHTIAQ	CHECKED BY:	xx-8-xx	11
SCALE: 1:200	DATE:		



- NOTES:**
 1. ALL TIE IN SLOPES ARE 3:1, UNLESS OTHERWISE NOTED.
 2. ALL M/P CROSSFALLS ARE 2%, UNLESS OTHERWISE NOTED.



NO.	BY	DATE	REVISIONS	CHECKED

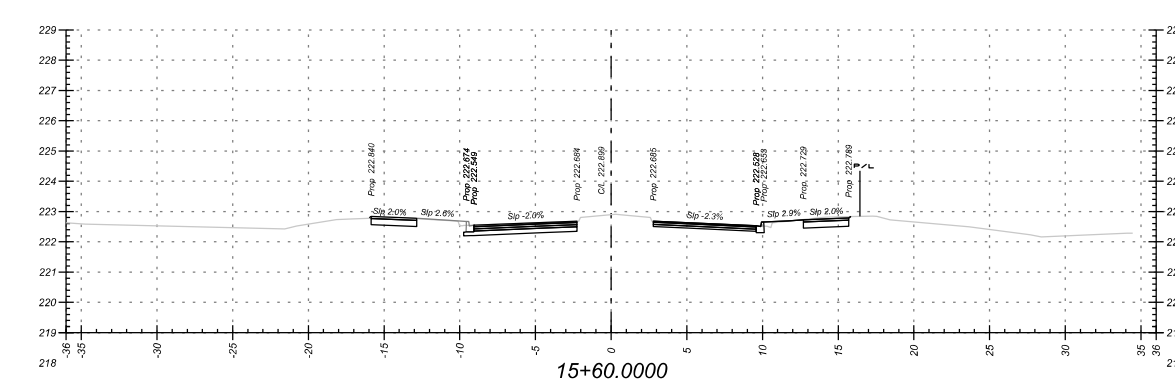
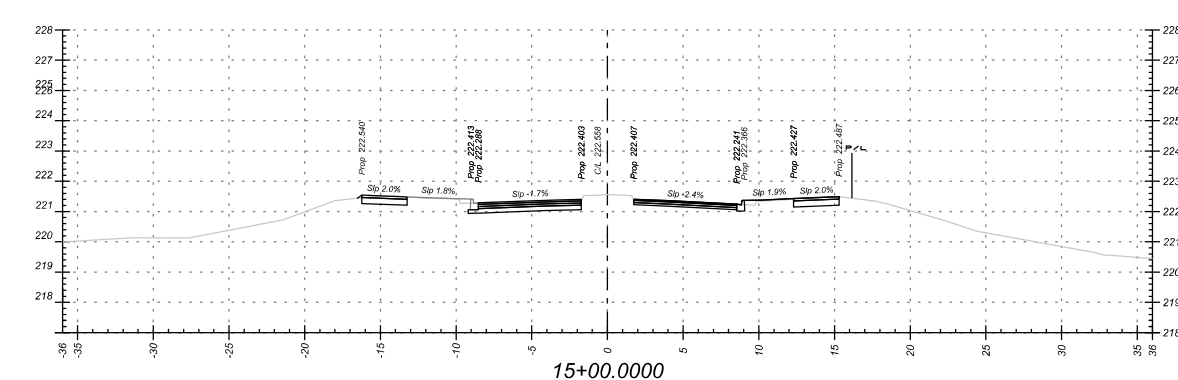
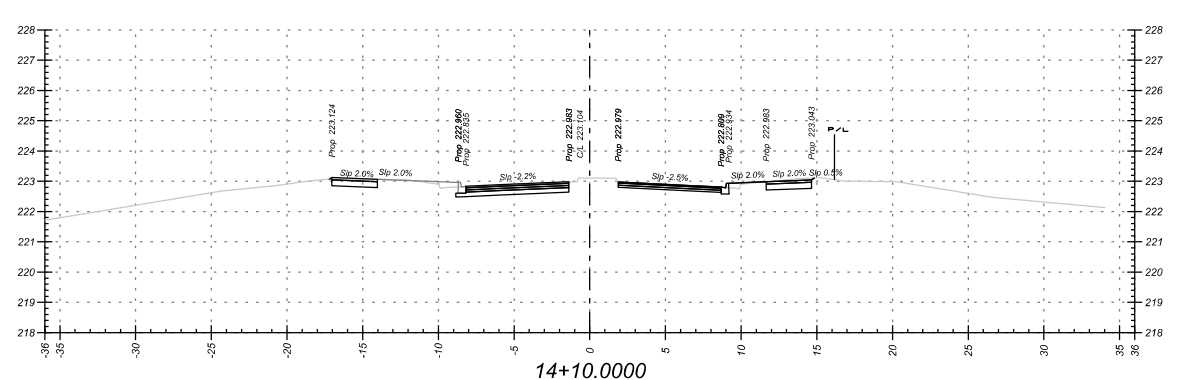
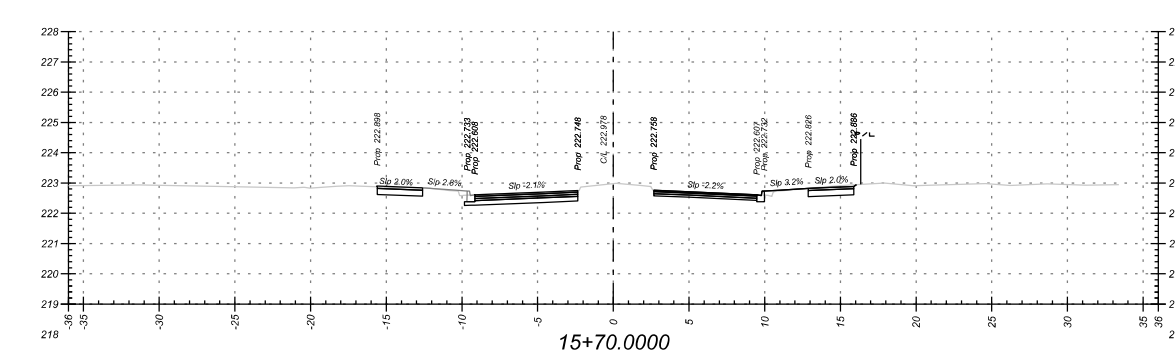
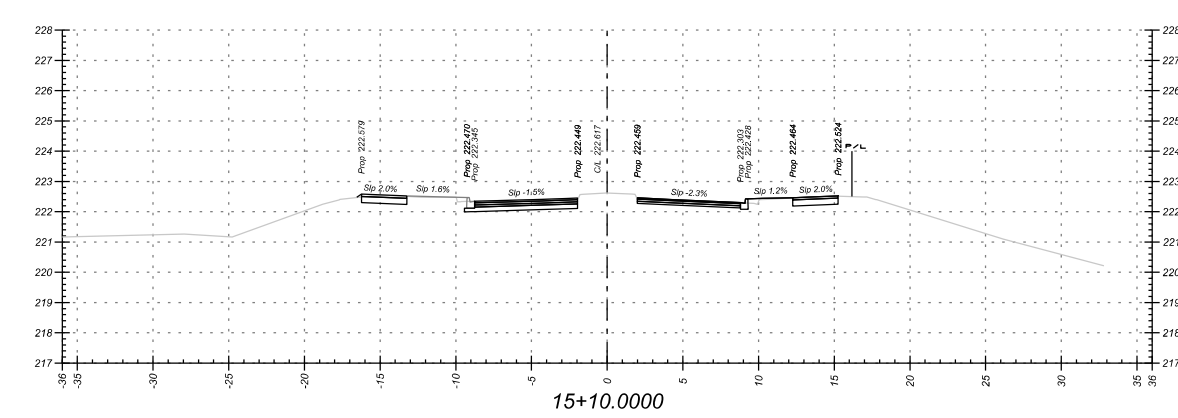
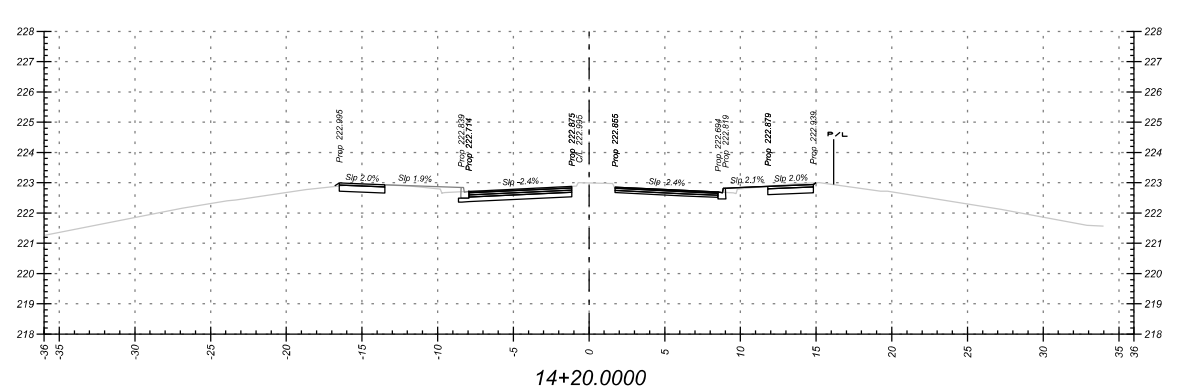
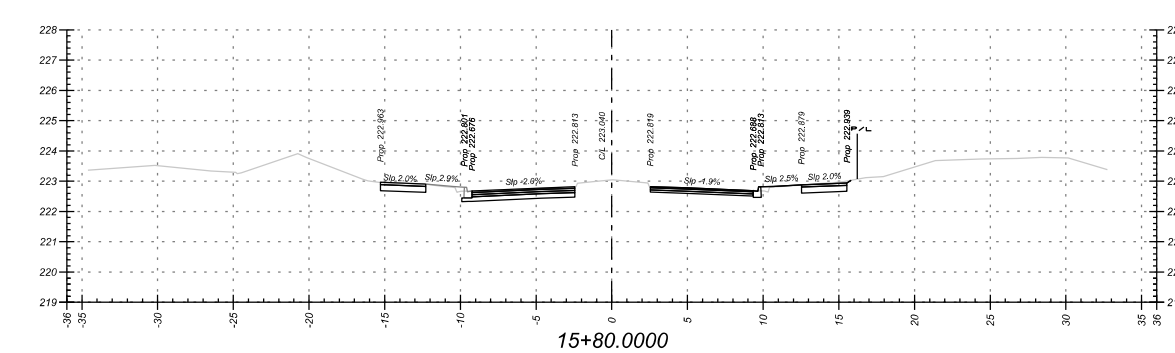
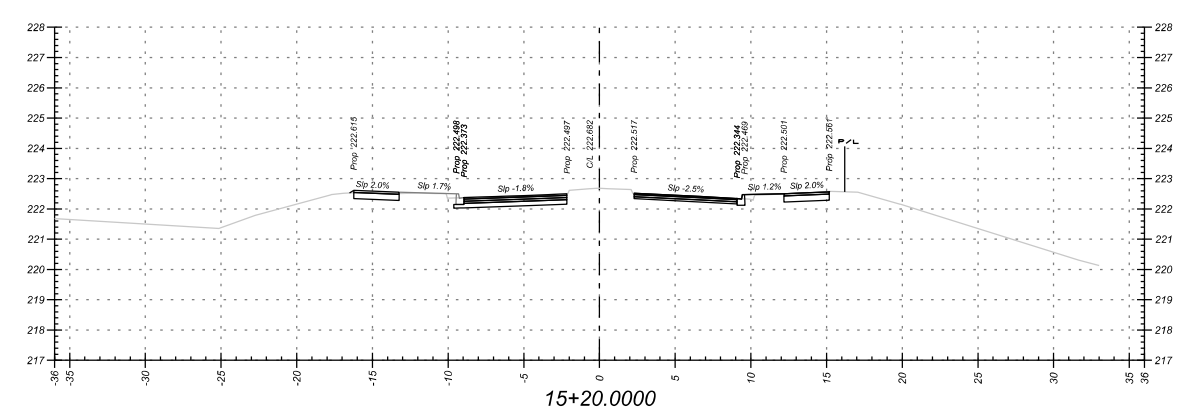
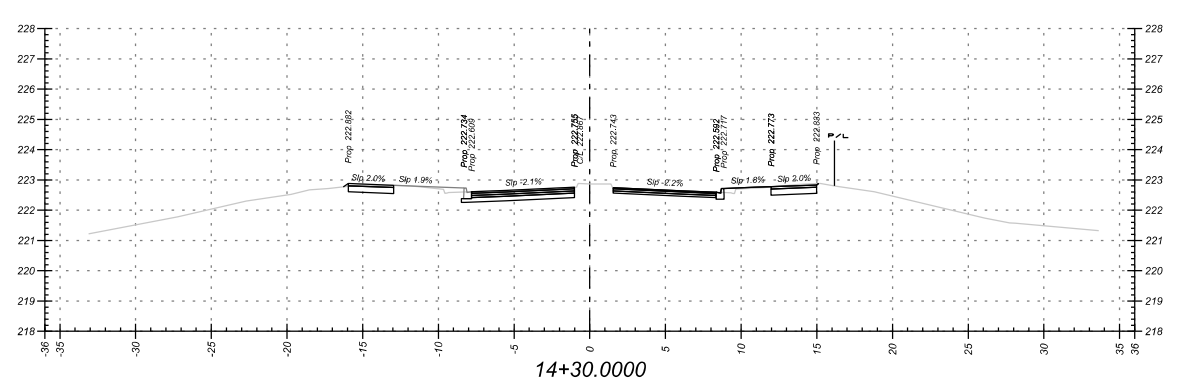
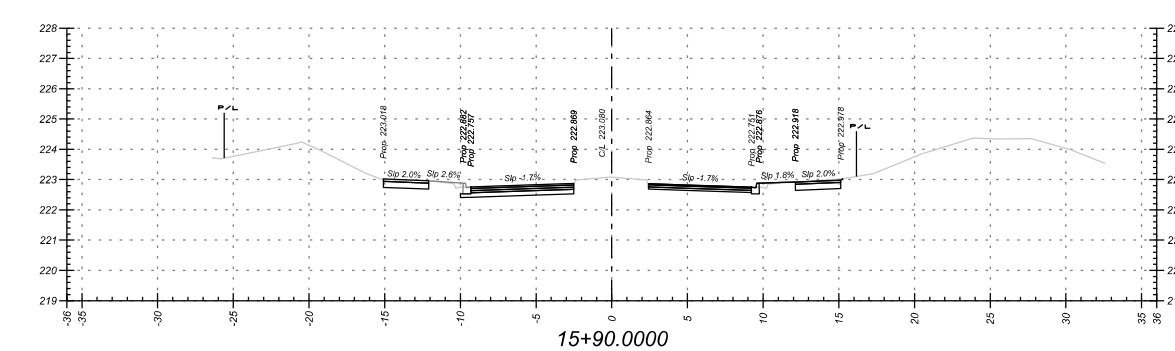
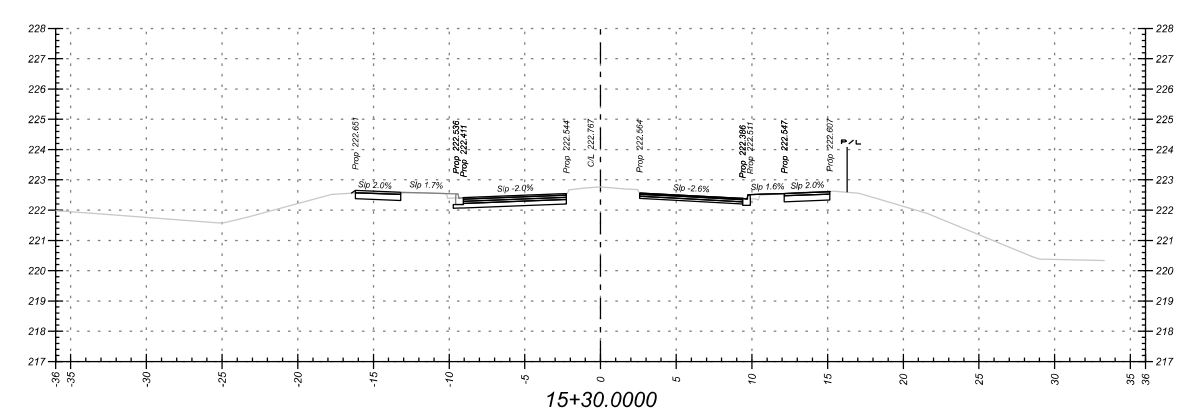
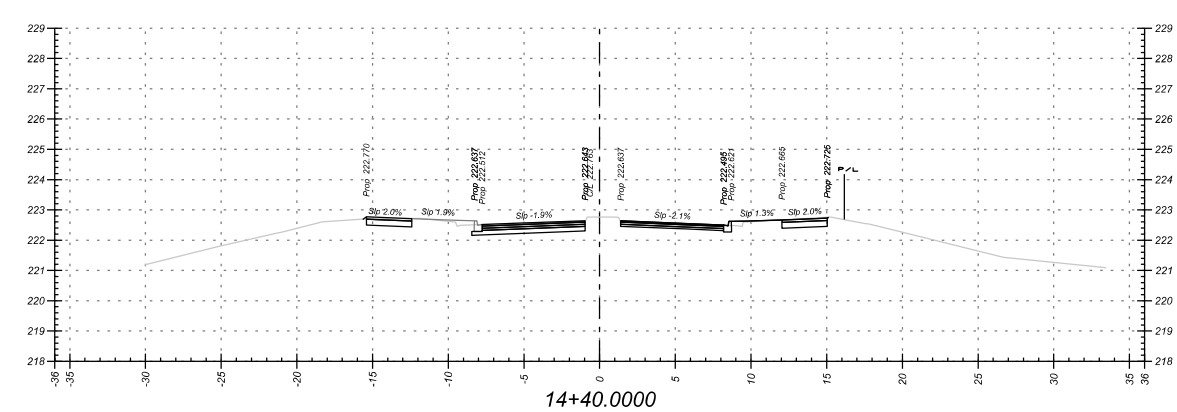
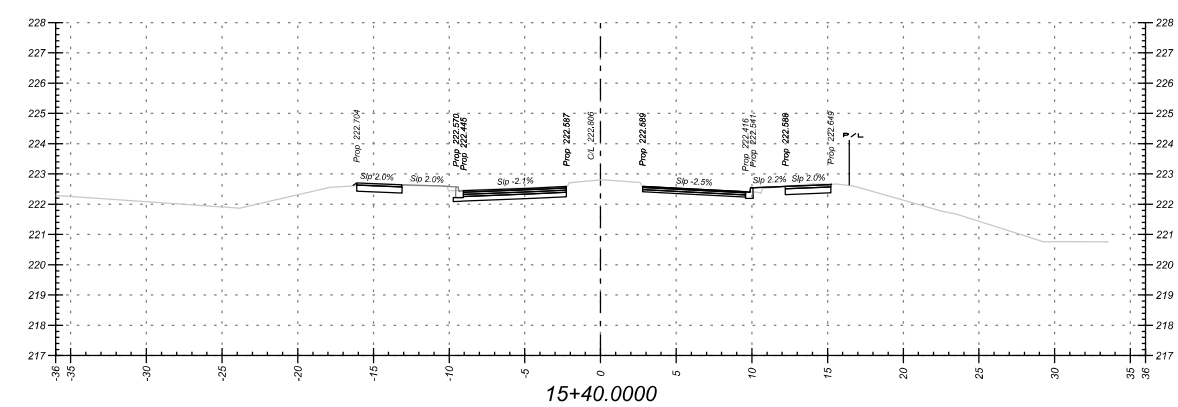
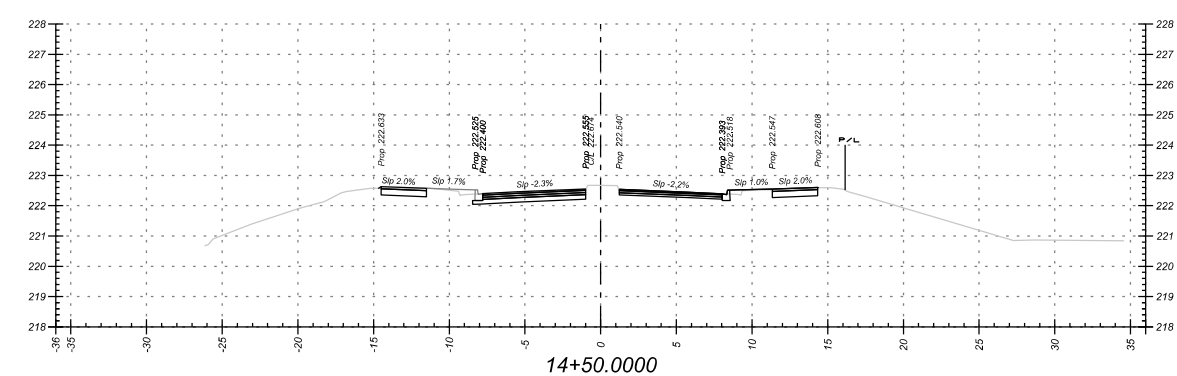
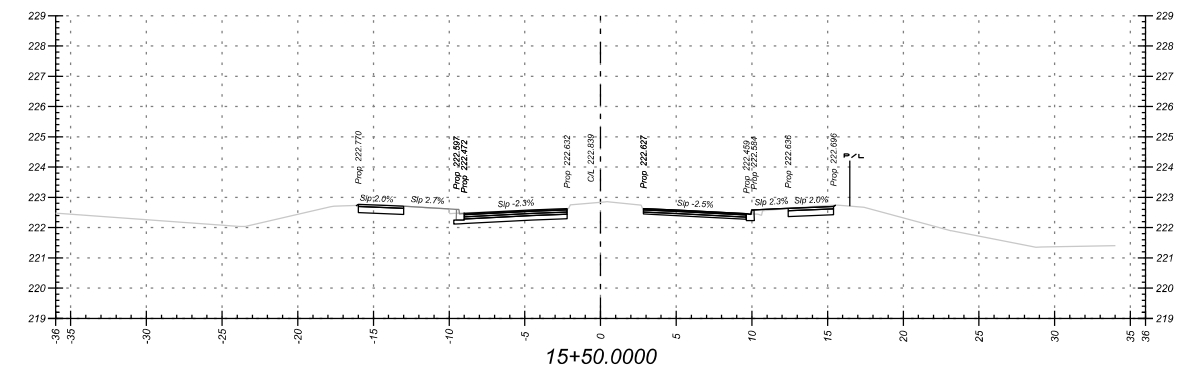
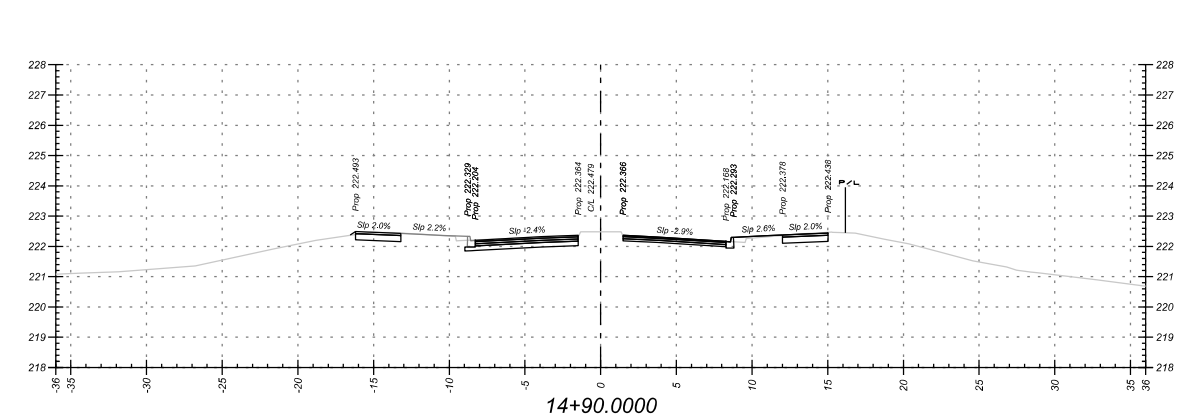


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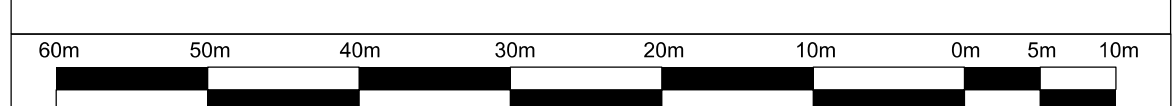
WILLIAMS PARKWAY
 STA. 12+00.000 TO STA. 14+00.000

DESIGN CROSS SECTIONS

SURVEYED BY: xxxxxx	DATE: xxxxxx	FILE NO. xxxxxx
DRAWN BY: S. ISHTIAQ	CHECKED BY: C. KHO	DRAWING NO. xx-8-xx
DESIGNED BY: S. ISHTIAQ	CHECKED BY:	SHEET NO. 12
SCALE: 1:1200	DATE:	



NOTES:
 1. ALL TIE IN SLOPES ARE 3:1, UNLESS OTHERWISE NOTED.
 2. ALL MUP CROSSFALLS ARE 2%, UNLESS OTHERWISE NOTED.



S. ISHTIAQ					
NO.	BY	DATE	REVISIONS	CHECKED	

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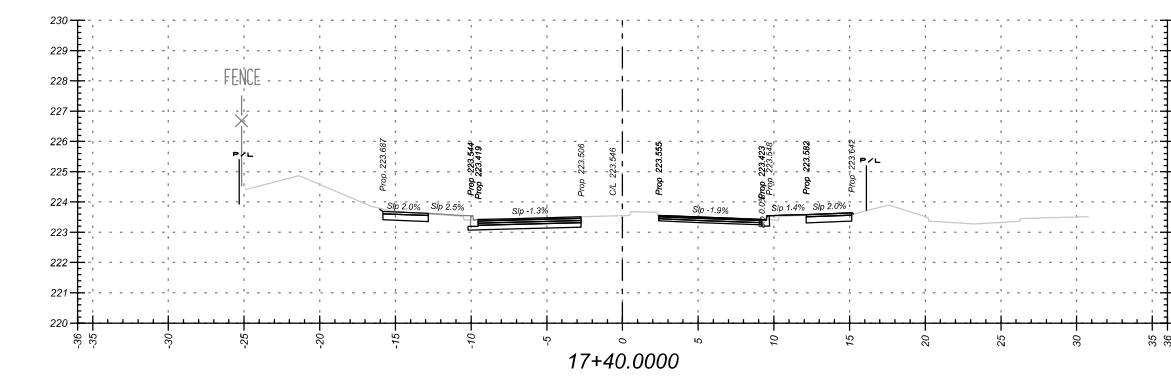
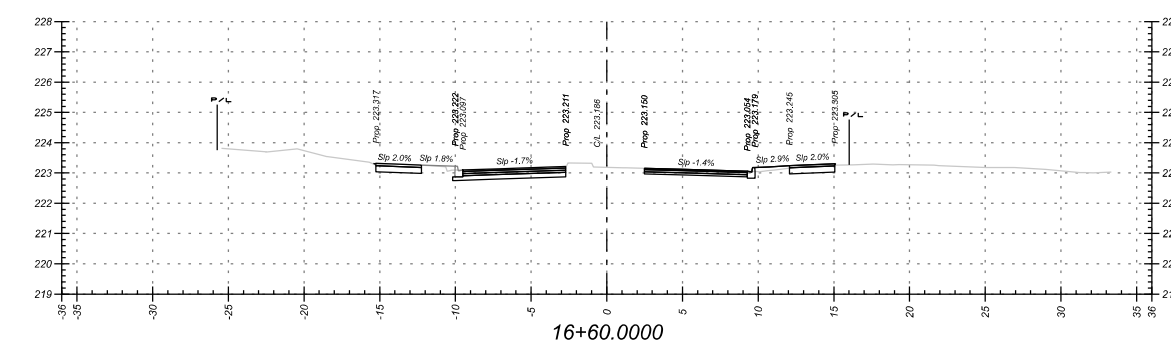
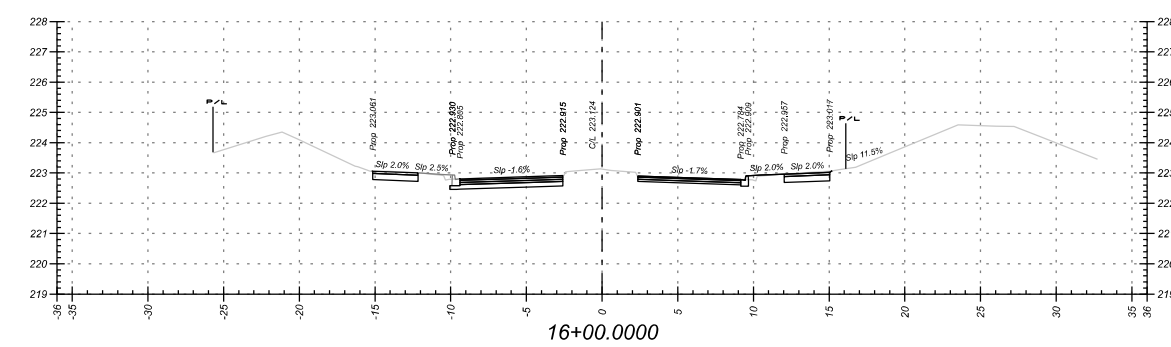
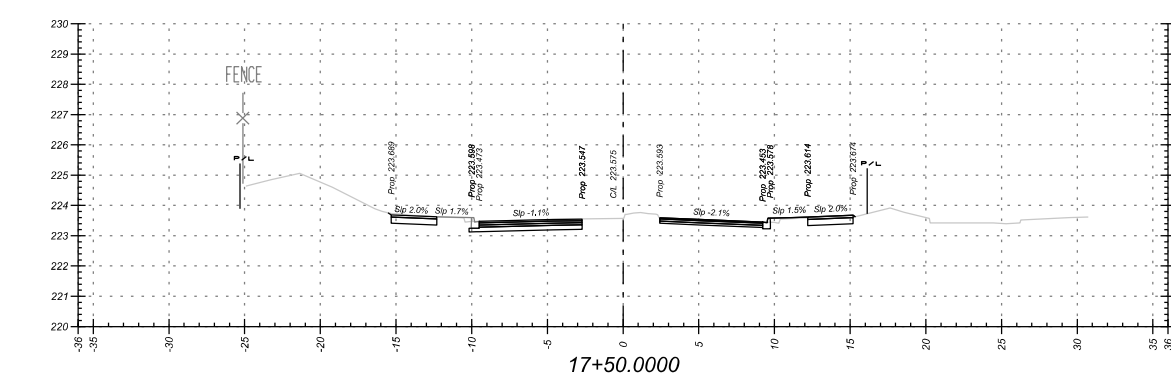
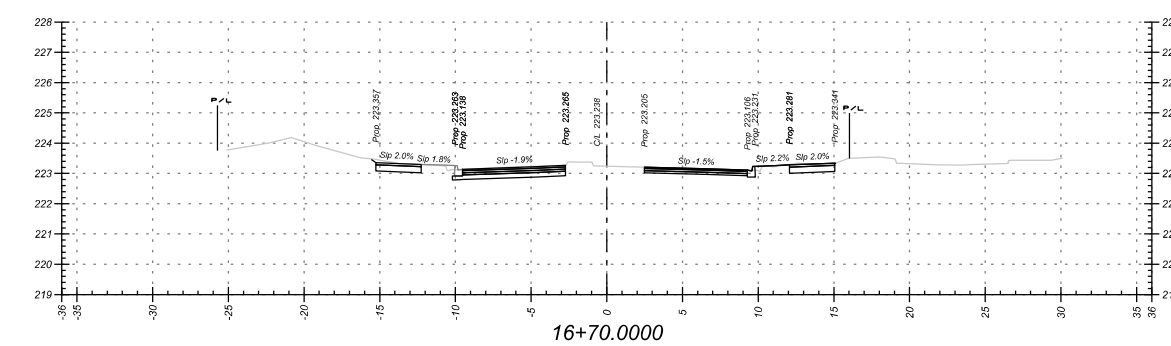
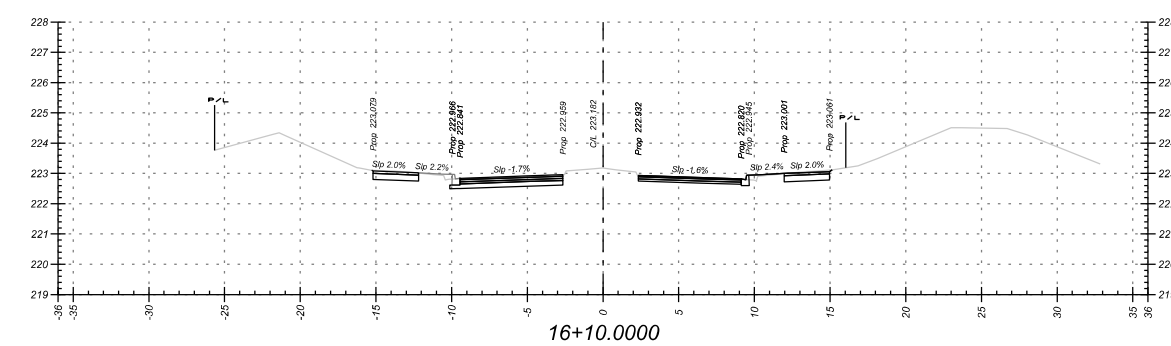
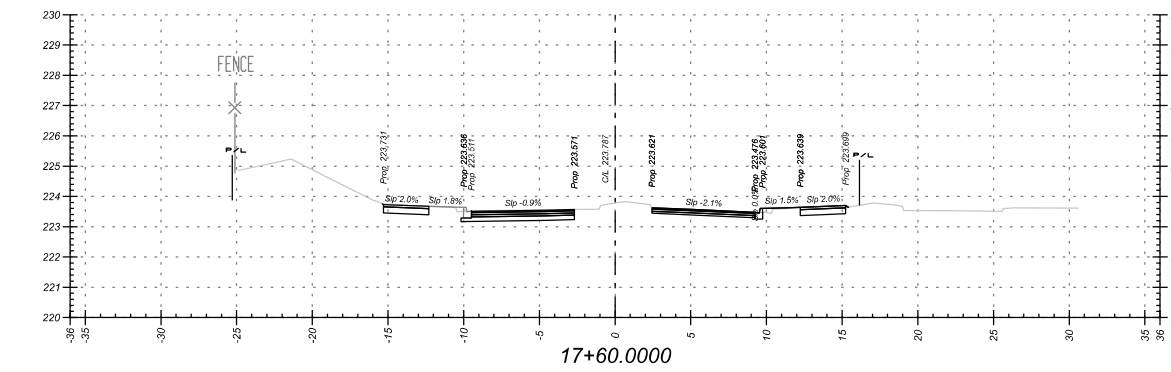
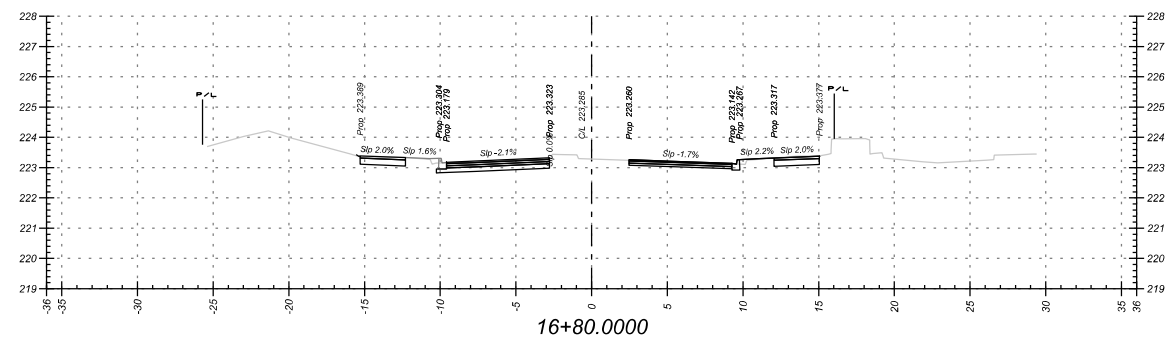
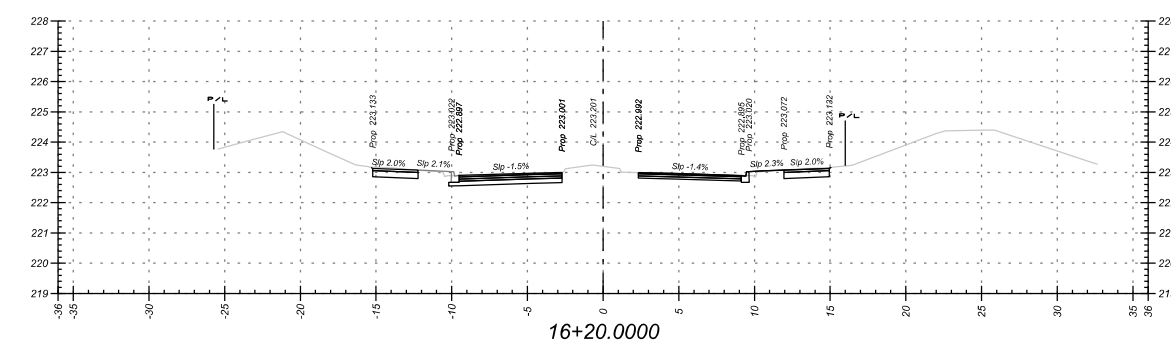
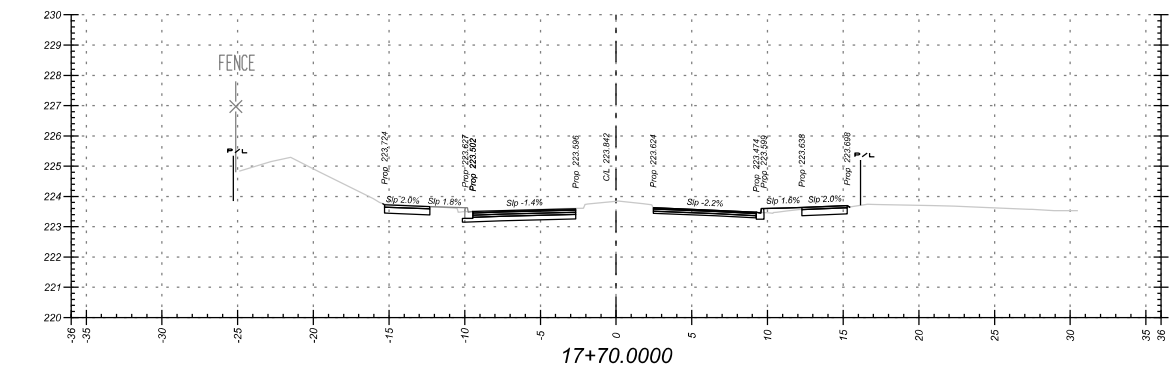
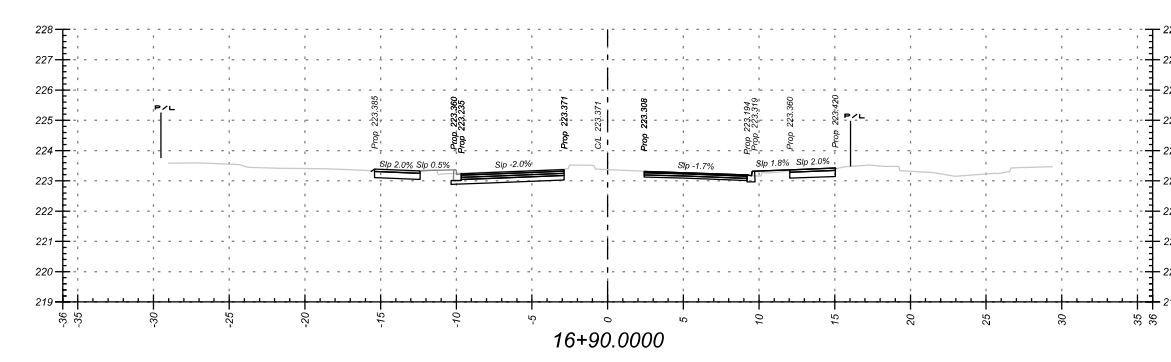
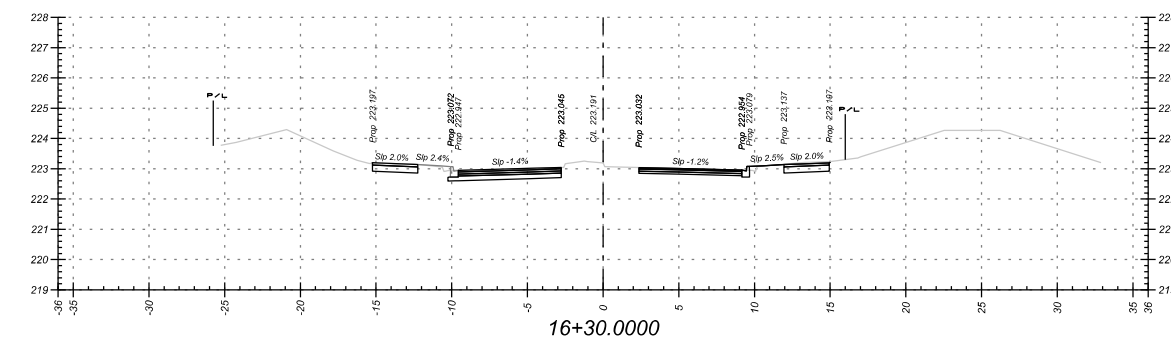
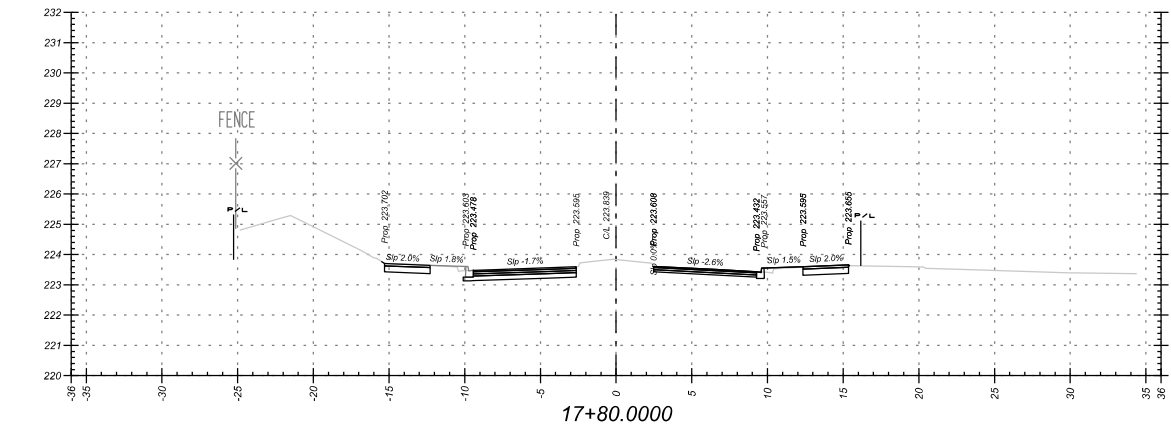
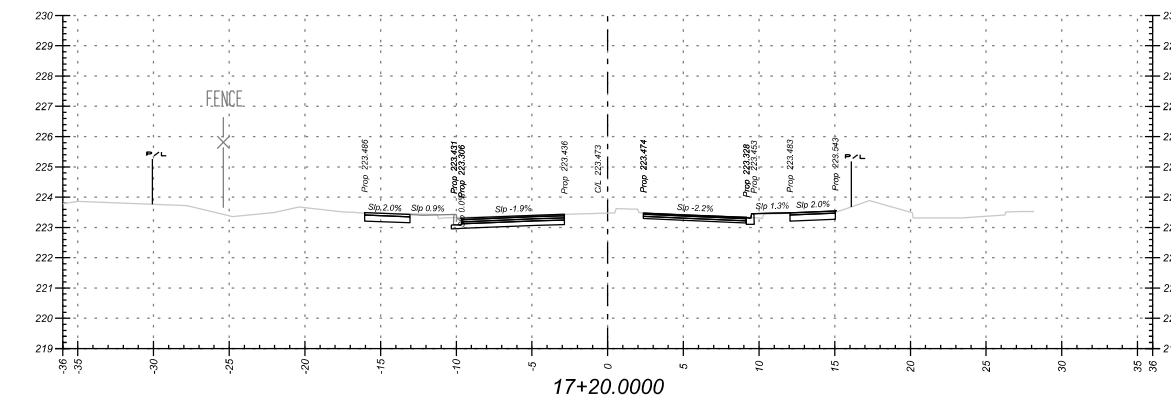
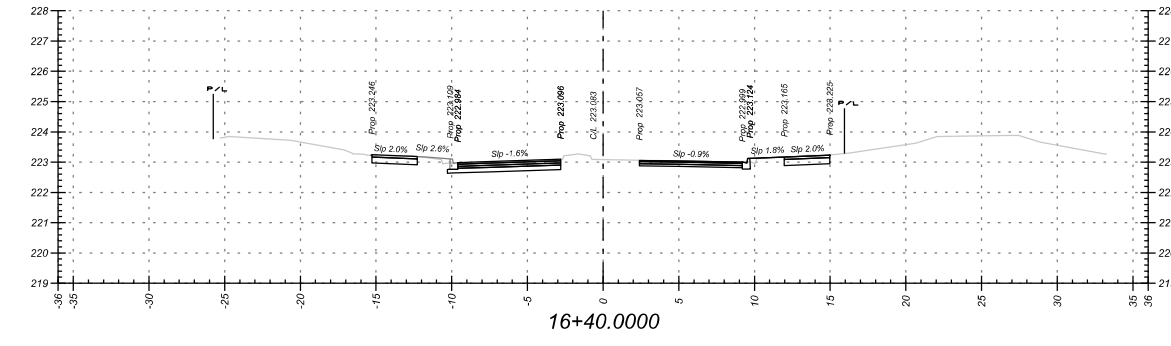
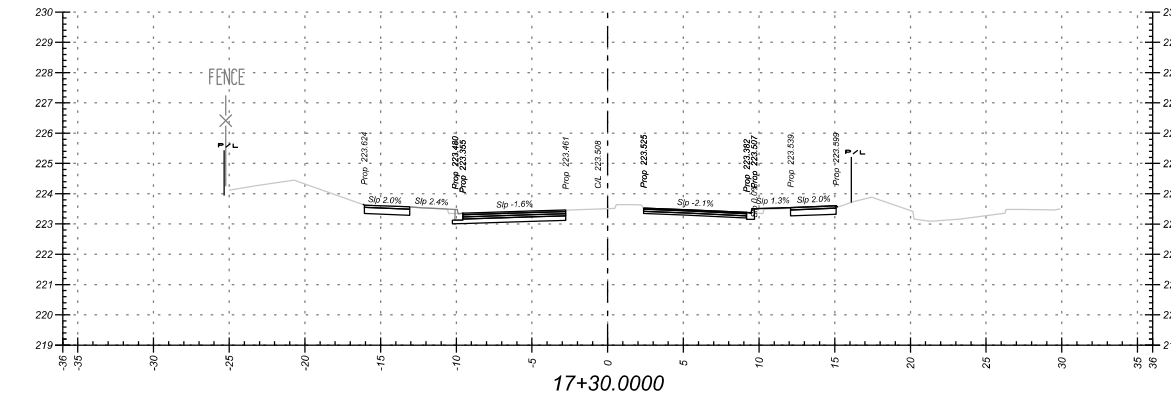
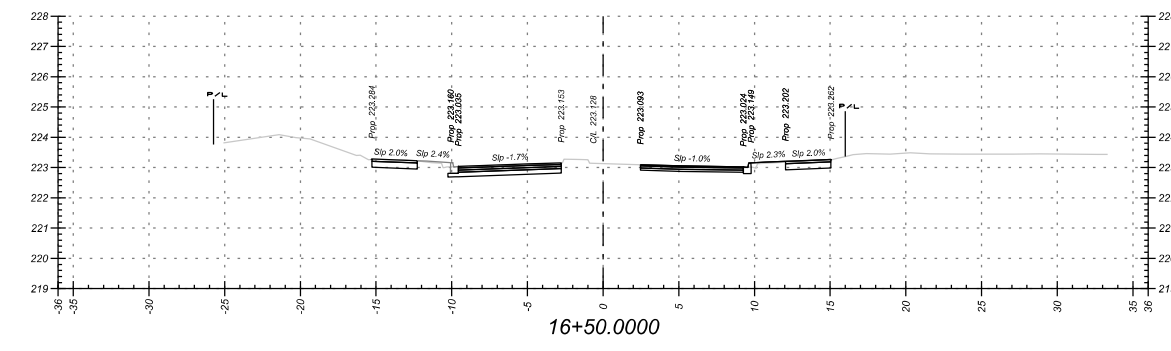
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PROJECT	DWG. NO.

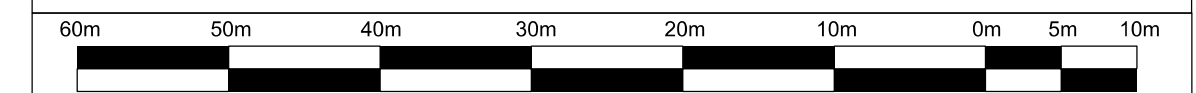
WILLIAMS PARKWAY
 STA. 14+10.000 TO STA. 15+90.000

DESIGN CROSS SECTIONS

SURVEYED BY: xxxxxx	DATE:	FILE NO.	xxxxxx
DRAWN BY: S. ISHTIAQ	CHECKED BY: C. KHO	DRAWING NO.	SHEET NO.
DESIGNED BY: S. ISHTIAQ	CHECKED BY:	xx-8-xx	13
SCALE: 1:200	DATE:		



- NOTES:**
 1. ALL T/E IN SLOPES ARE 3:1 UNLESS OTHERWISE NOTED.
 2. ALL M/P CROSSFALLS ARE 2% UNLESS OTHERWISE NOTED.



NO.	BY	DATE	REVISIONS	CHECKED

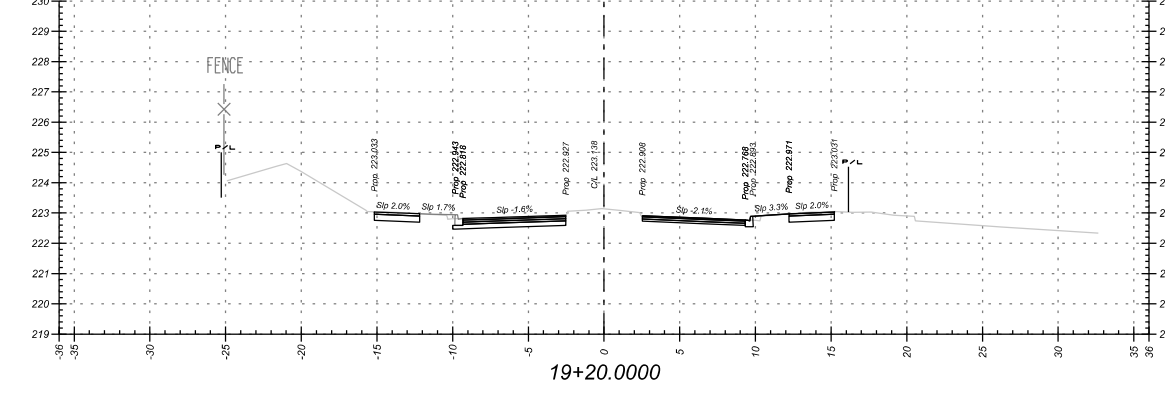
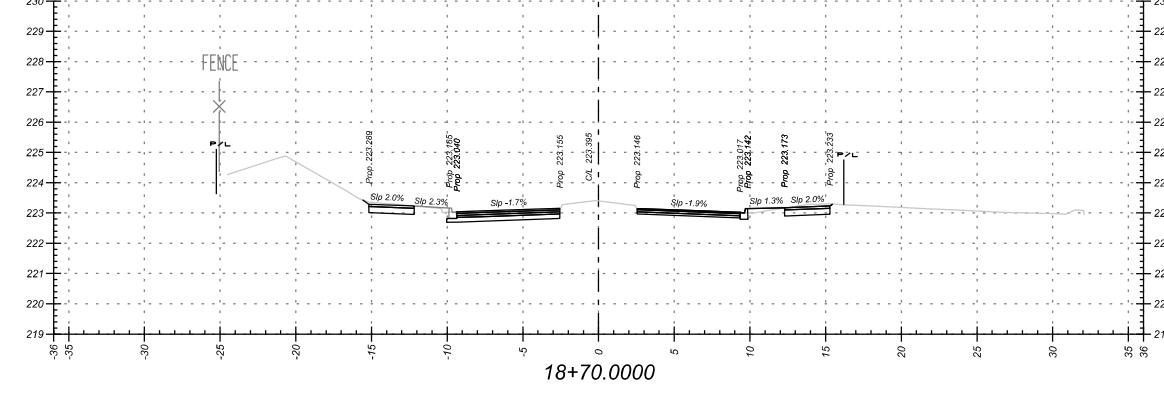
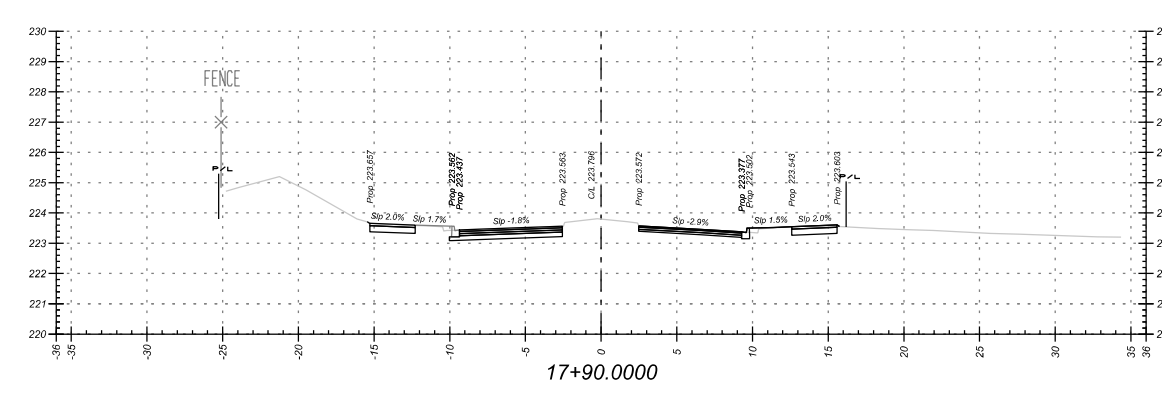
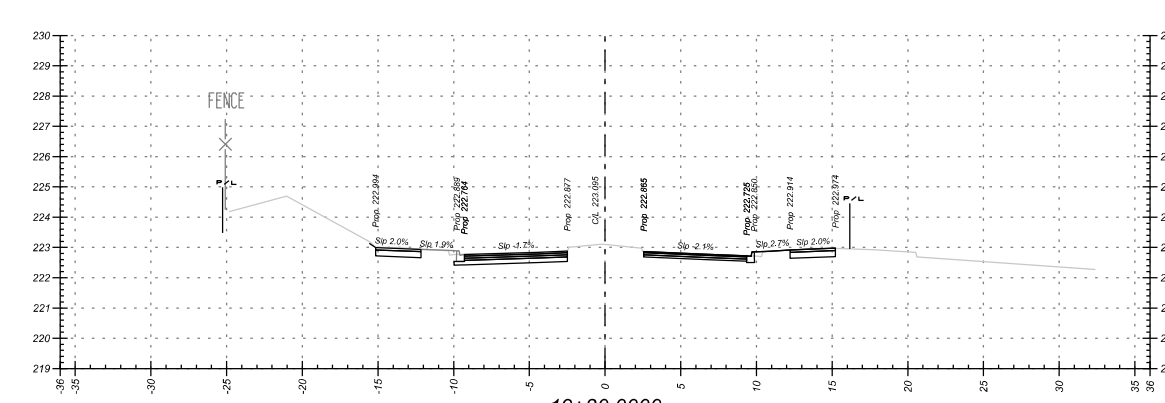
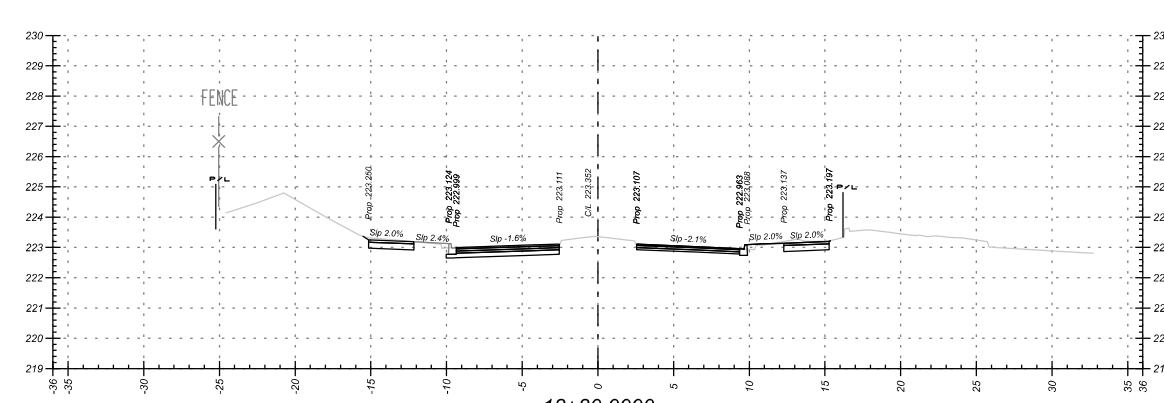
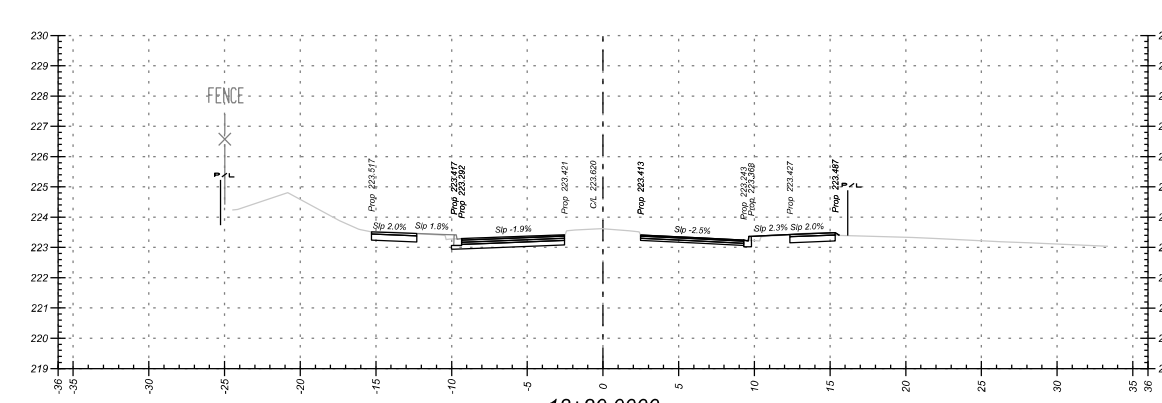
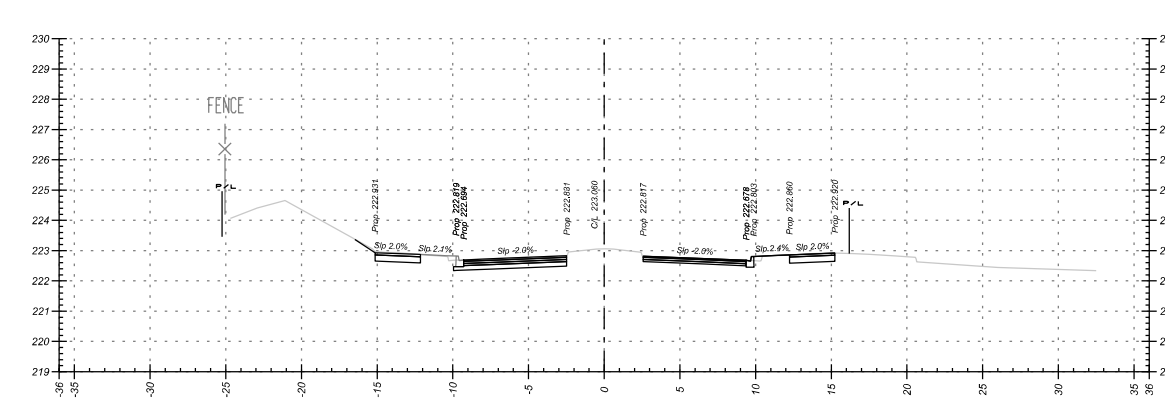
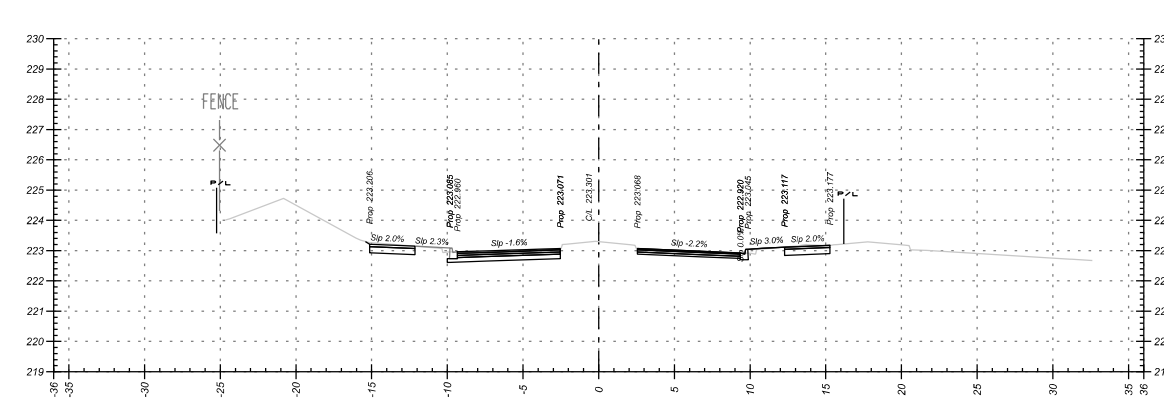
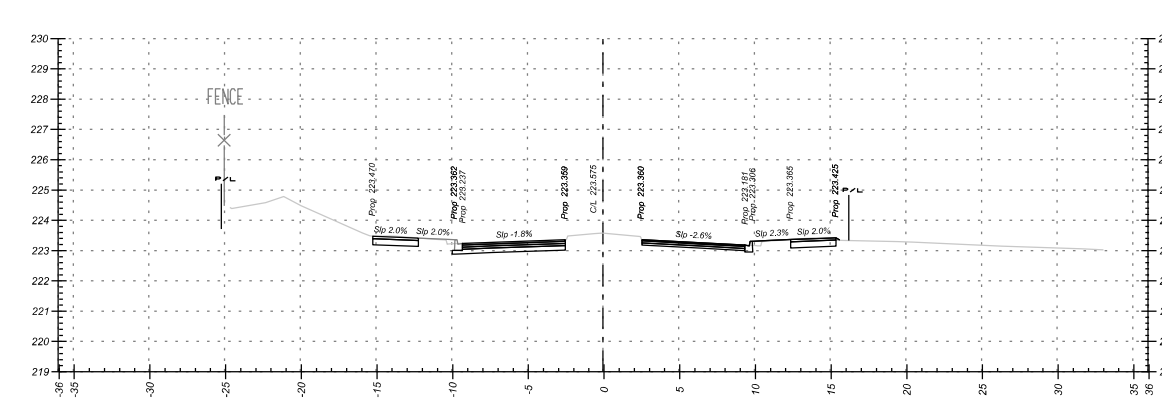
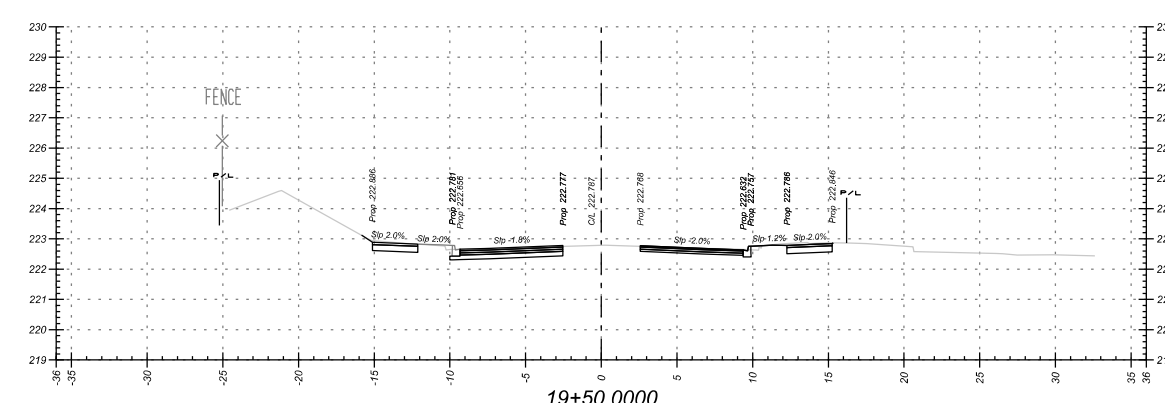
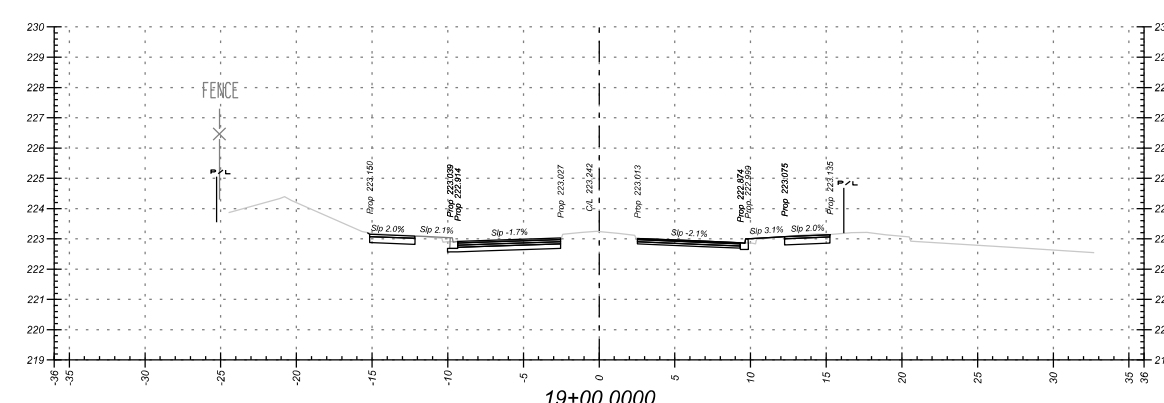
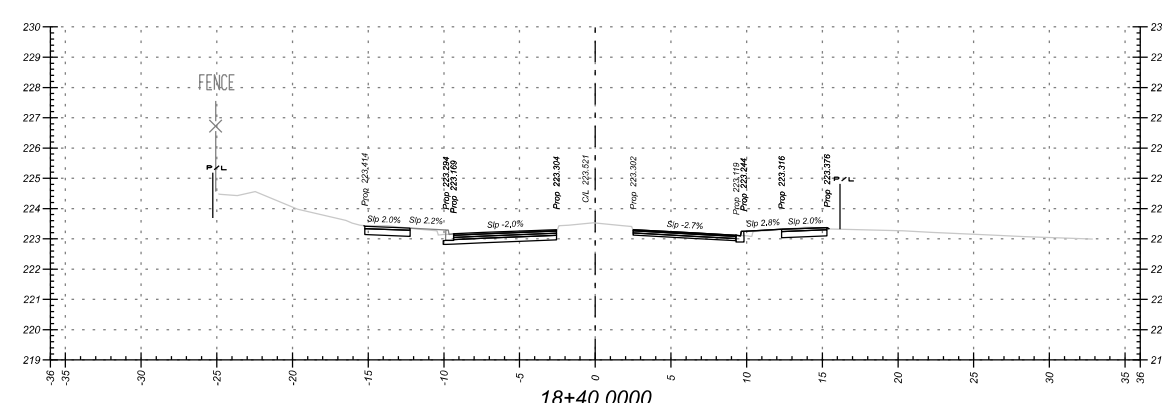
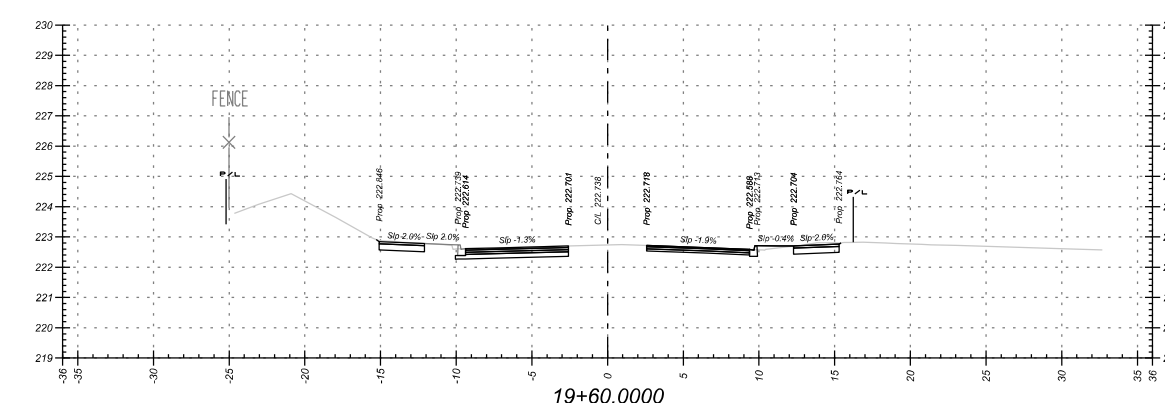
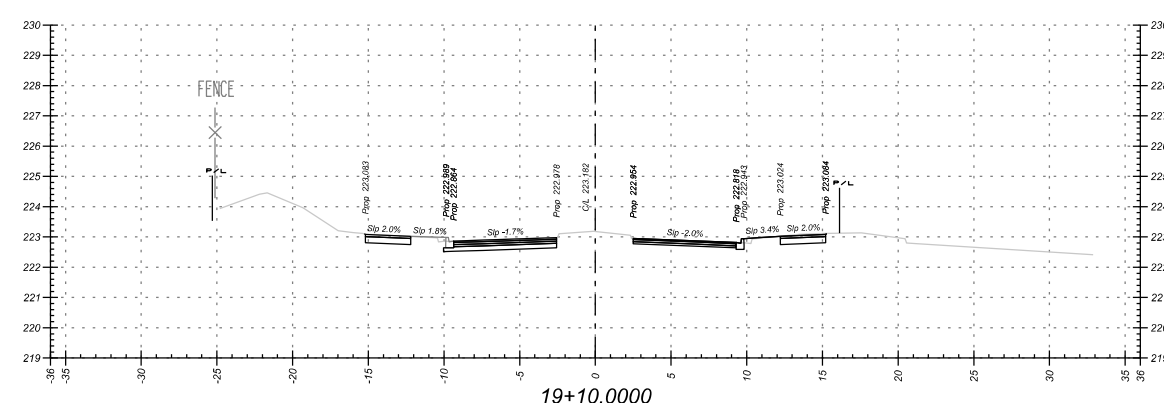
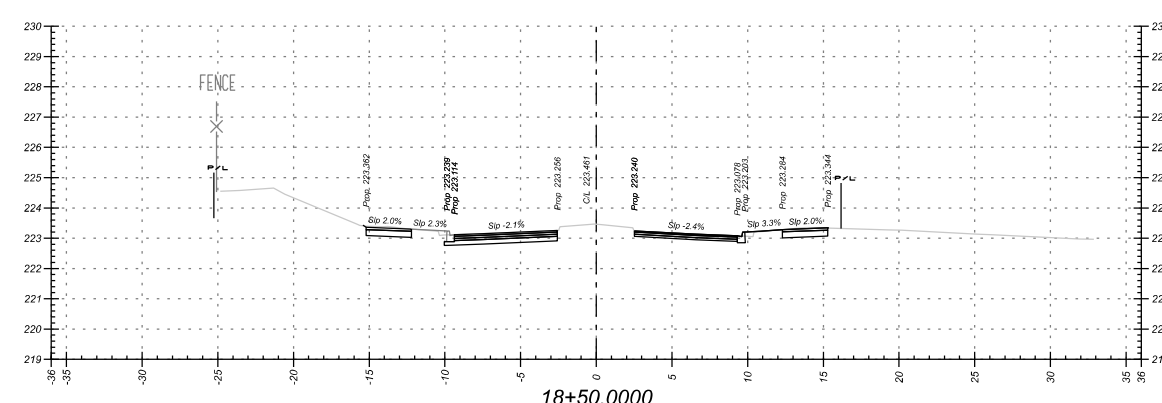
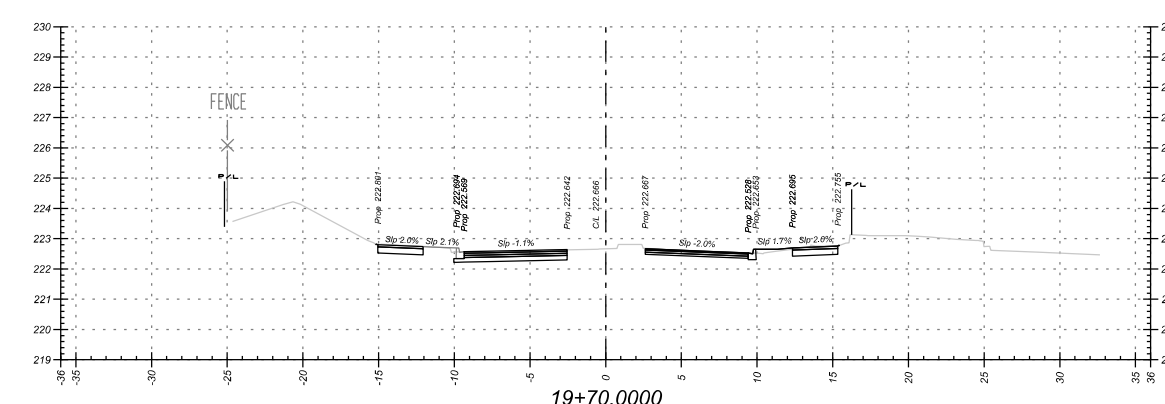
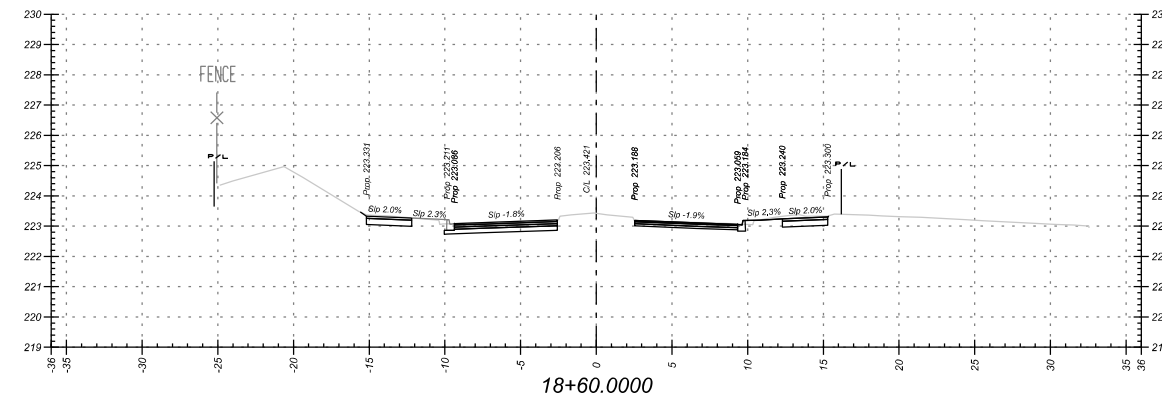
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 Flower City
 Public Works & Engineering
 Capital Works

PROJECT _____ DWG. NO. _____

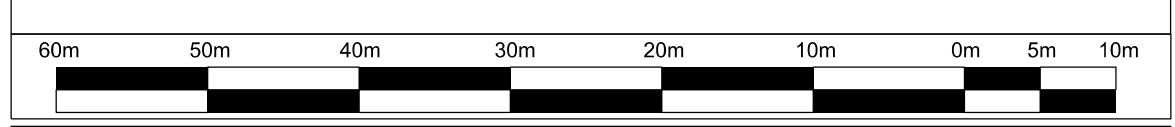
WILLIAMS PARKWAY
 STA. 16+00.000 TO STA. 17+80.000

DESIGN CROSS SECTIONS

SURVEYED BY: xxxxxx	DATE: _____	FILE NO. _____	xxxxxx
DRAWN BY: S. ISHTIAQ	CHECKED BY: C. KHO	DRAWING NO. xx-8-xx	SHEET NO. 14
DESIGNED BY: S. ISHTIAQ	CHECKED BY: _____		
SCALE: h: 1:200	DATE: _____		



NOTES:
 1. ALL TIE IN SLOPES ARE 3:1 UNLESS OTHERWISE NOTED.
 2. ALL MUP CROSSFALLS ARE 2% UNLESS OTHERWISE NOTED.



NO.	BY	DATE	REVISIONS	CHECKED

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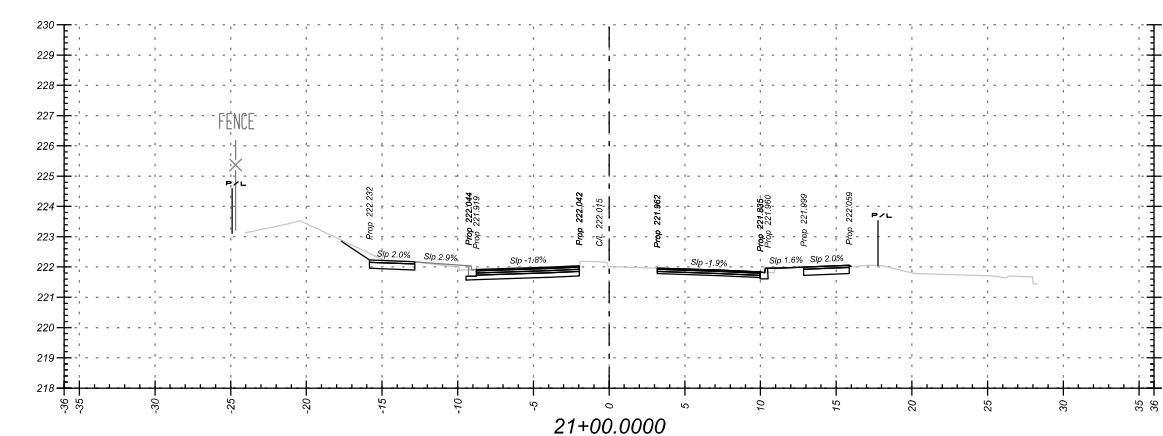
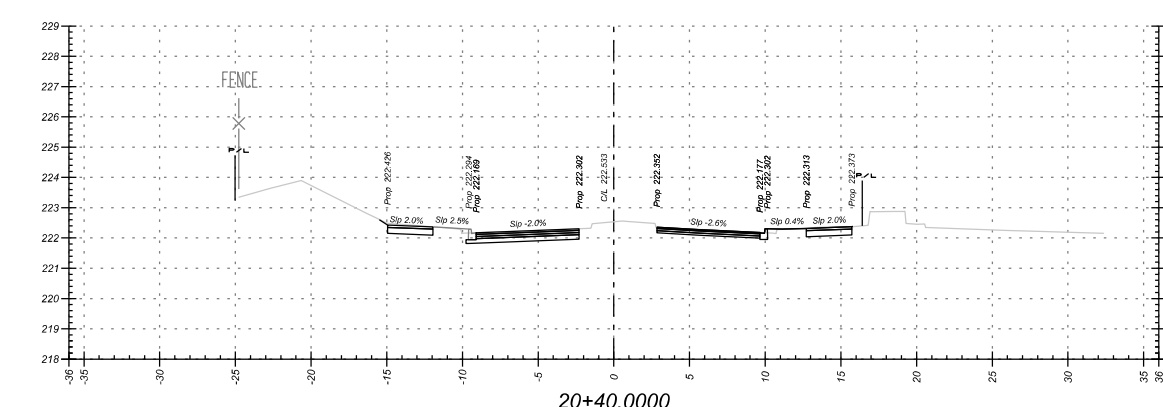
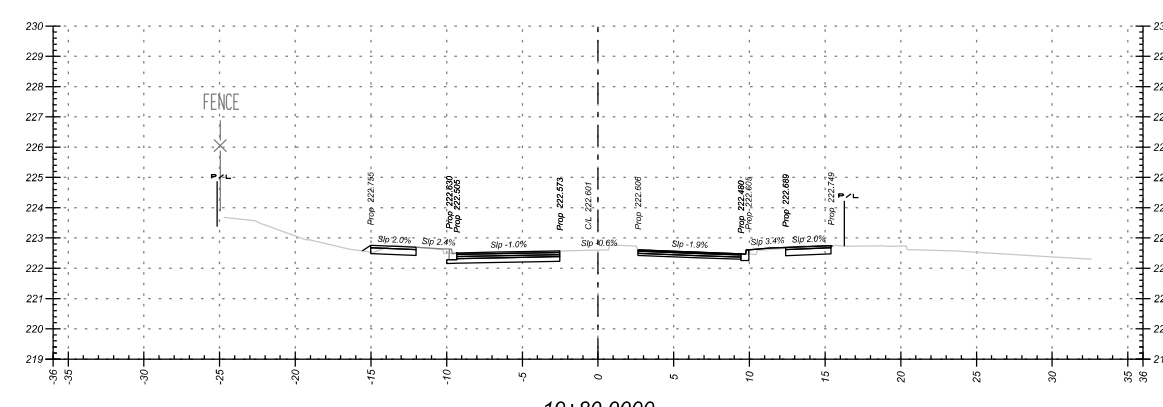
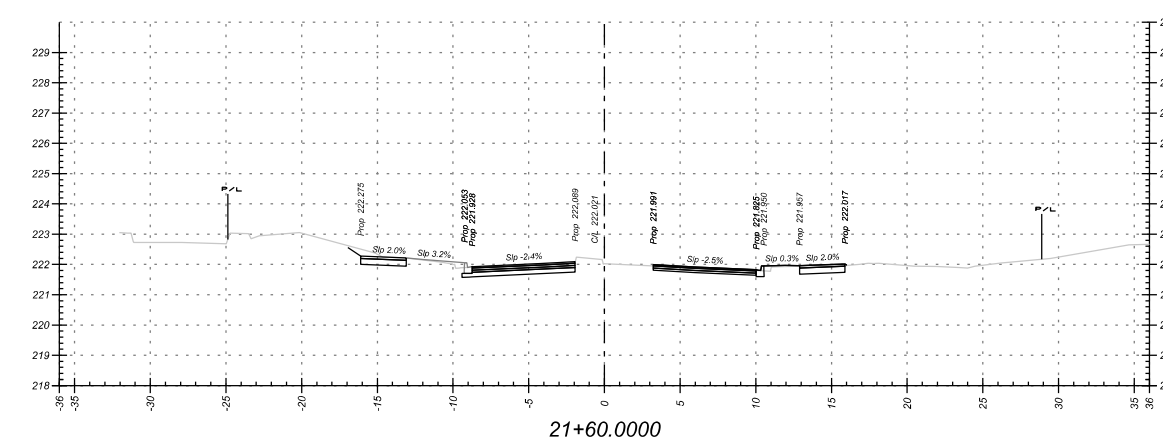
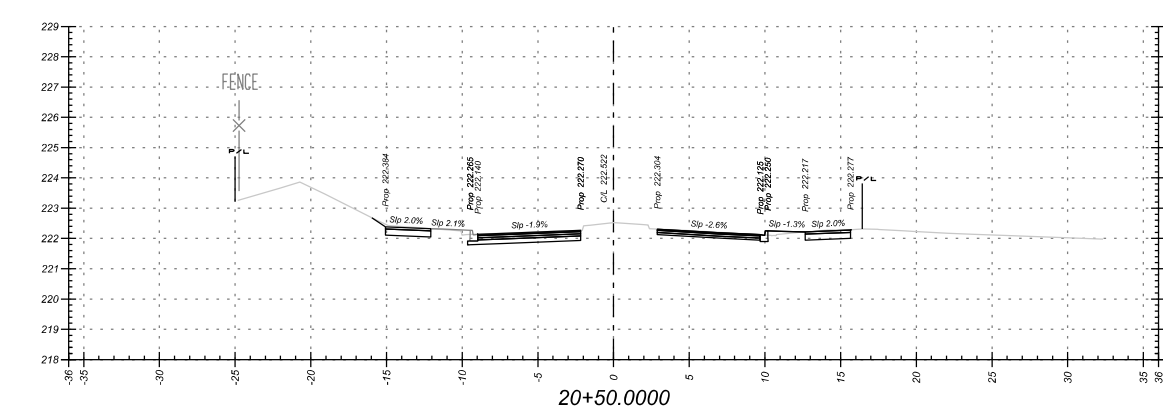
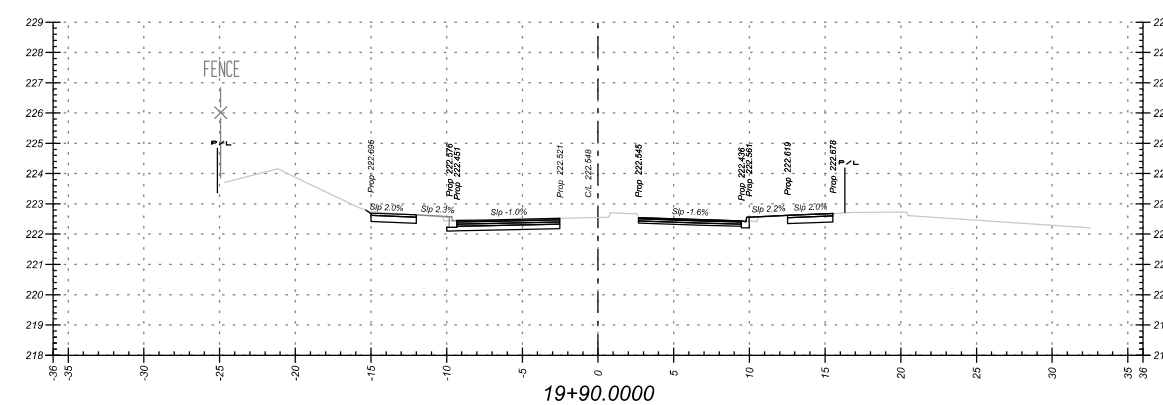
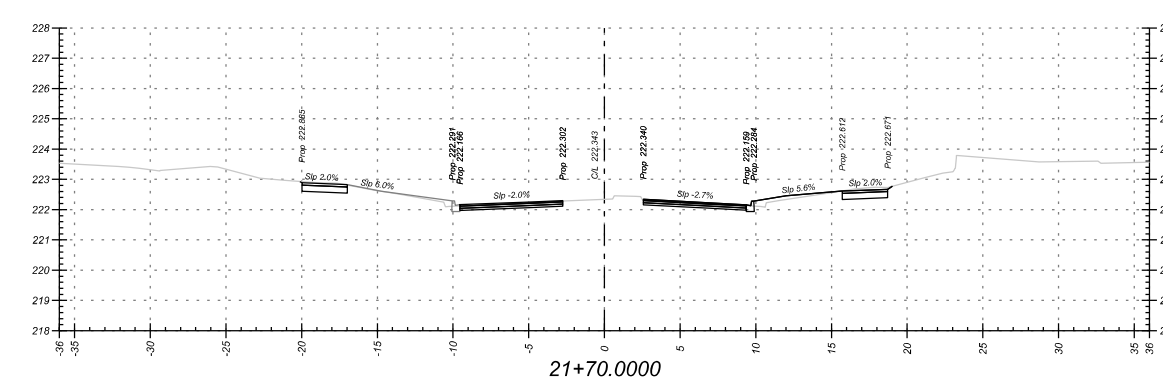
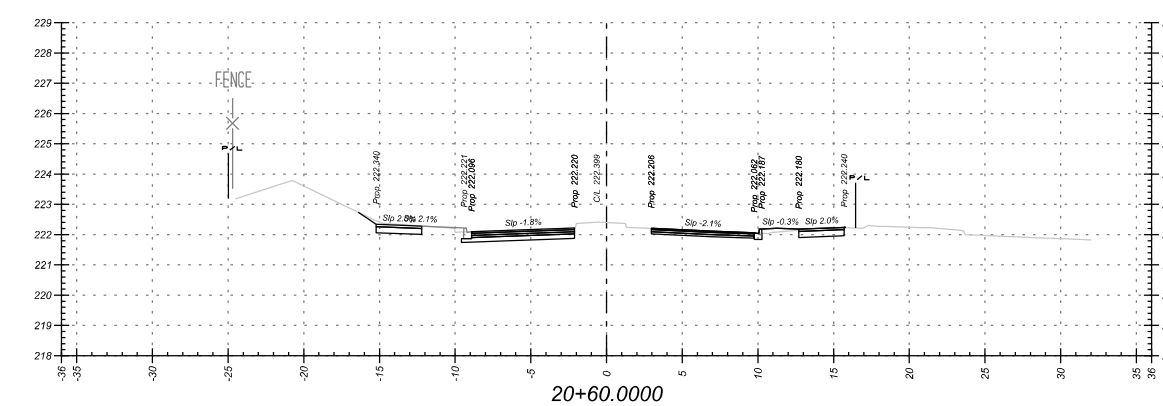
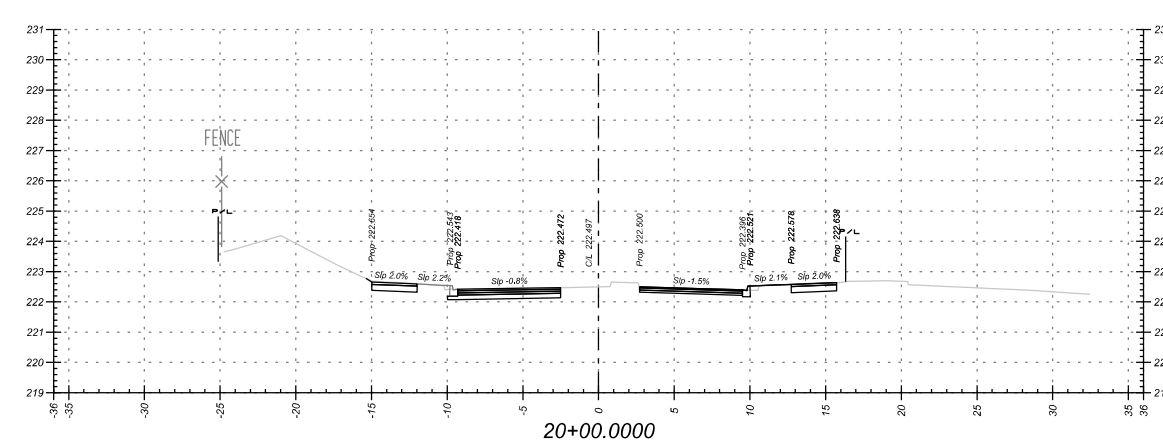
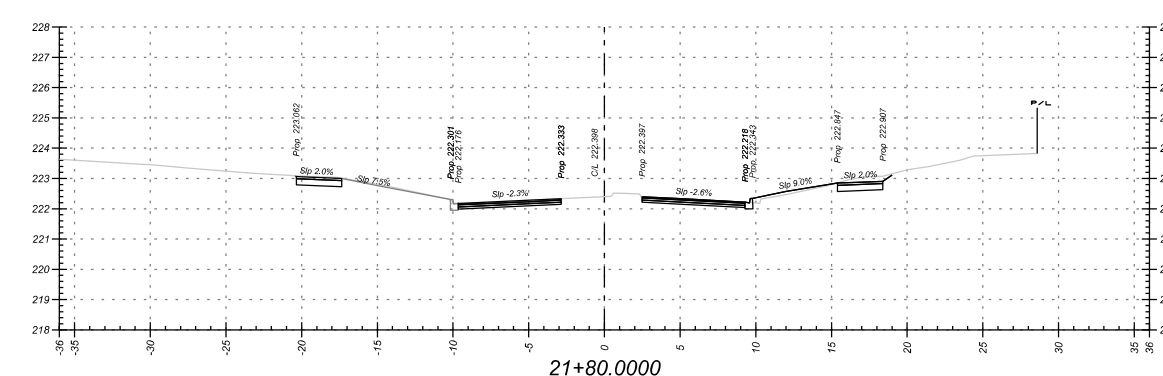
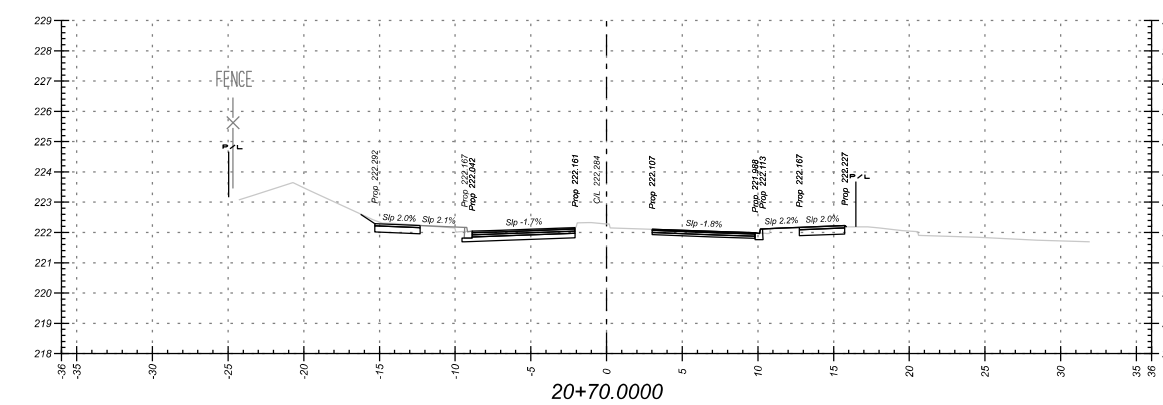
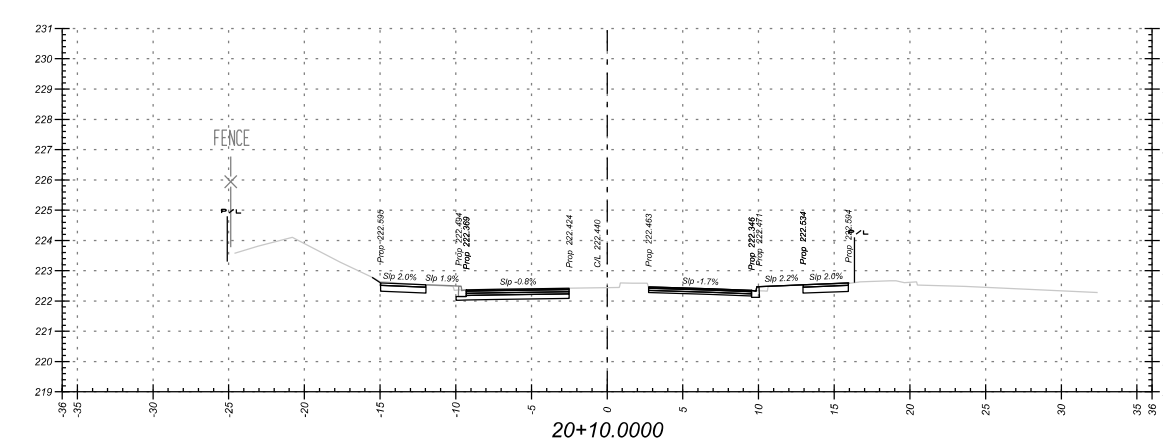
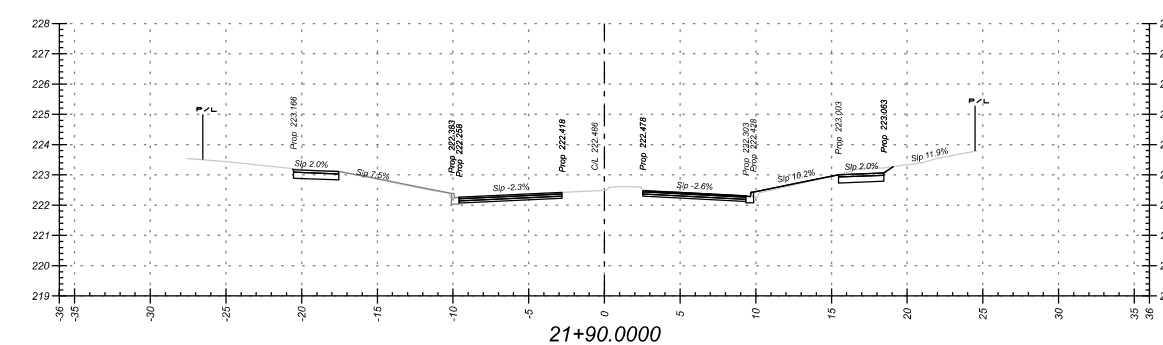
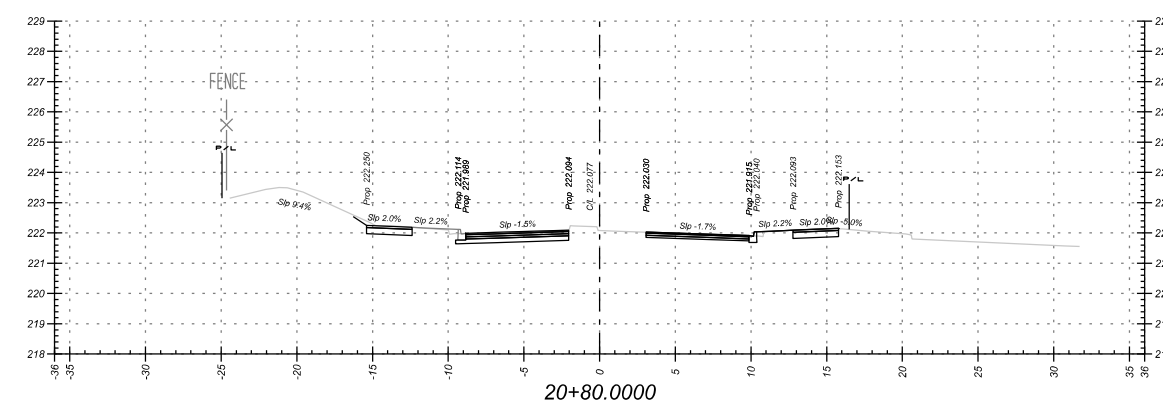
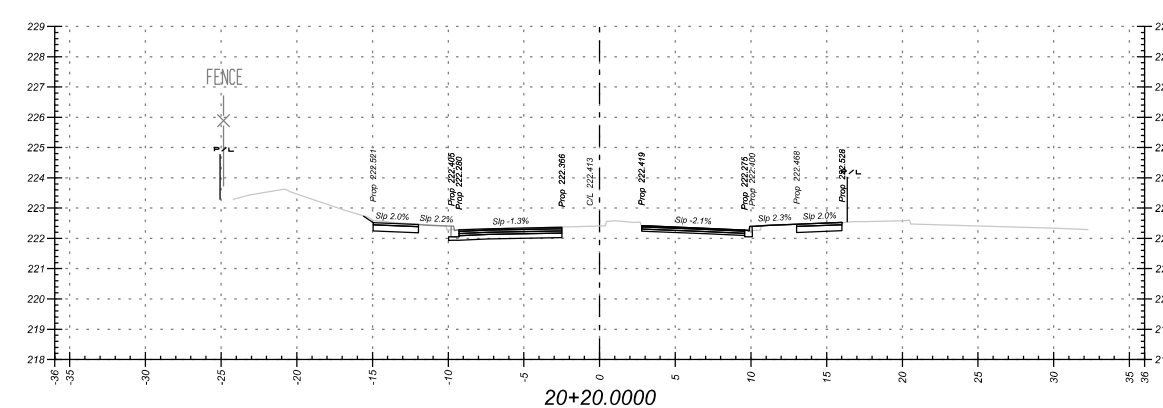
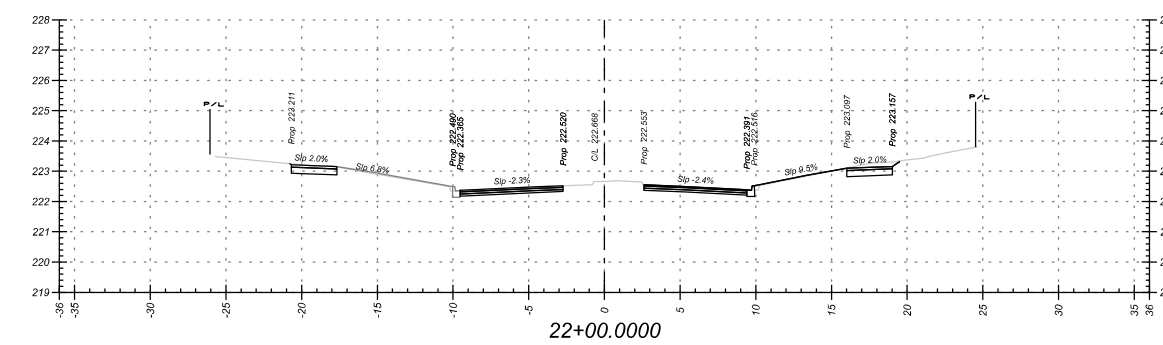
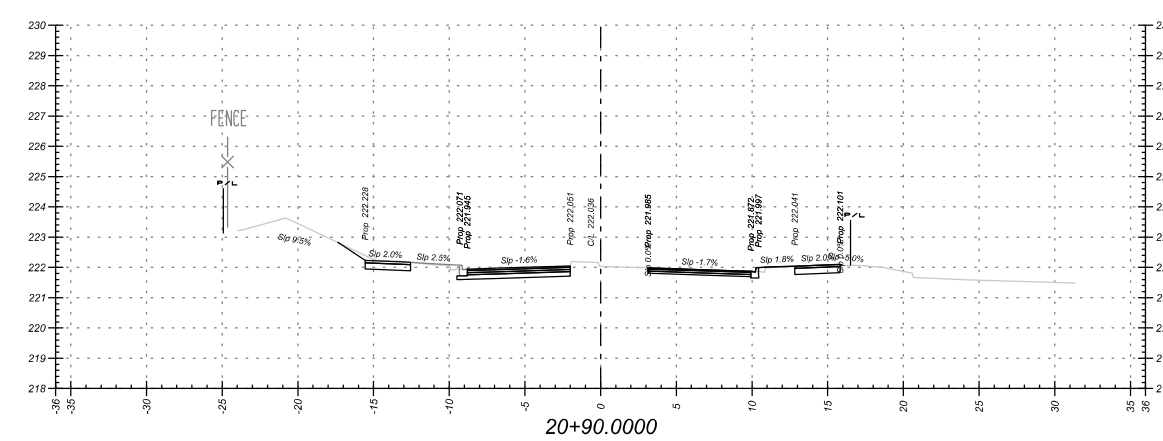
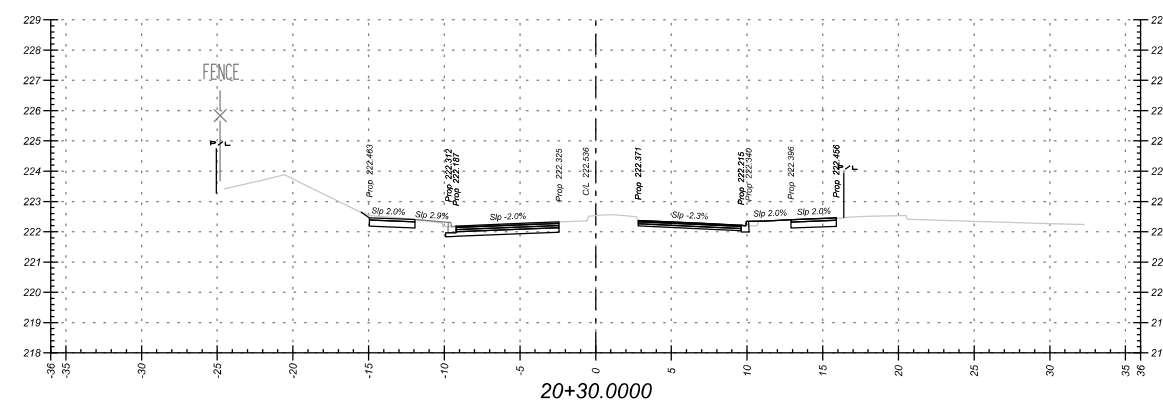
Public Works & Engineering
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PROJECT	DWG. NO.
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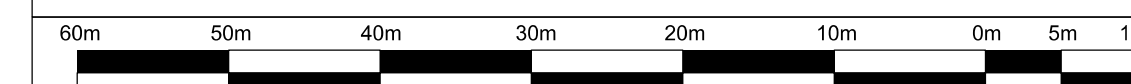
WILLIAMS PARKWAY
 STA. 17+90.000 TO STA. 19+70.000

DESIGN CROSS SECTIONS

SURVEYED BY: xxxxxx	DATE:	FILE NO.	xxxxxx
DRAWN BY: S. ISHTIAQ	CHECKED BY: C. KHO	DRAWING NO.	SHEET NO.
DESIGNED BY: S. ISHTIAQ	CHECKED BY:	xx-8-xx	15
SCALE: 1:1200	DATE:		



- NOTES:**
 1. ALL TIE IN SLOPES ARE 3:1 UNLESS OTHERWISE NOTED.
 2. ALL MGP CROSSFALLS ARE 2% UNLESS OTHERWISE NOTED.



NO.	BY	DATE	REVISIONS	CHECKED



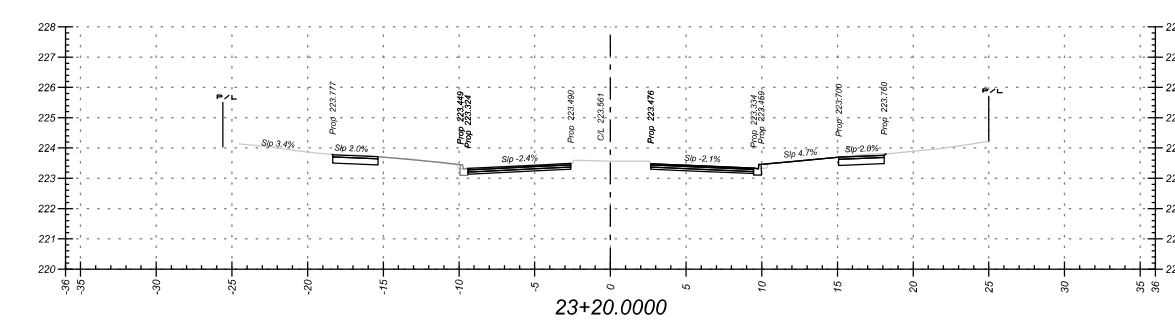
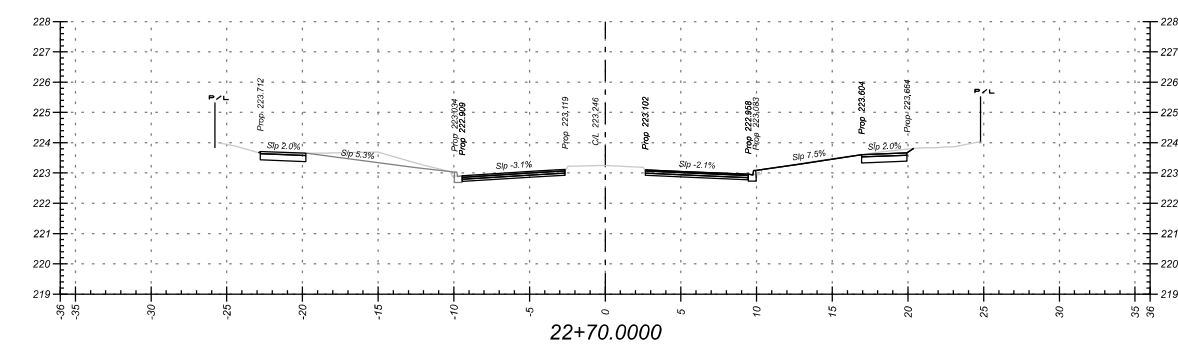
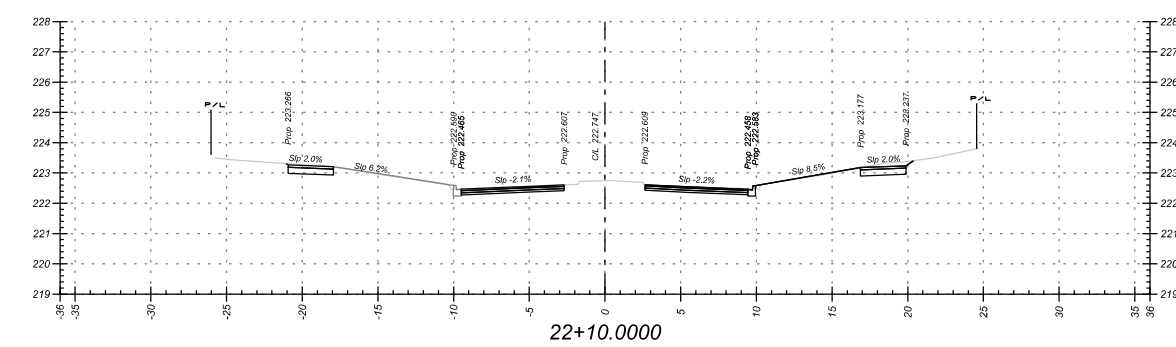
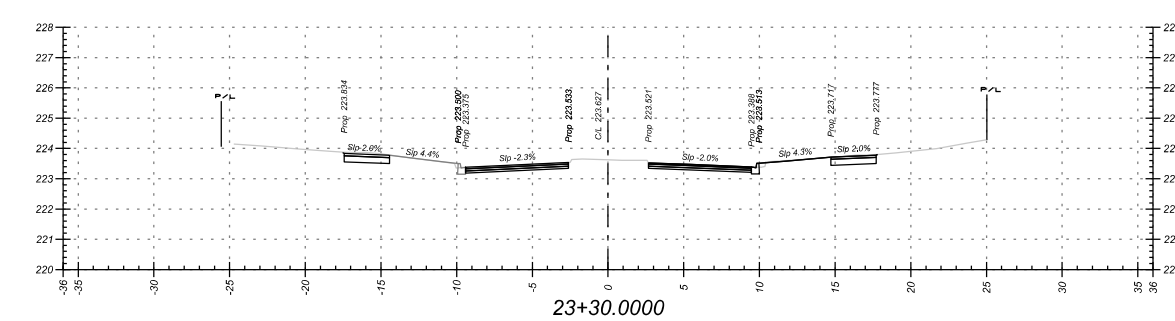
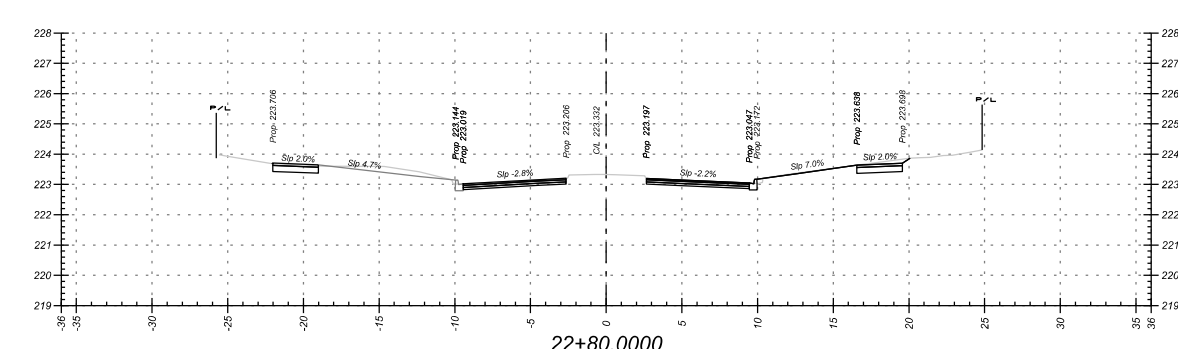
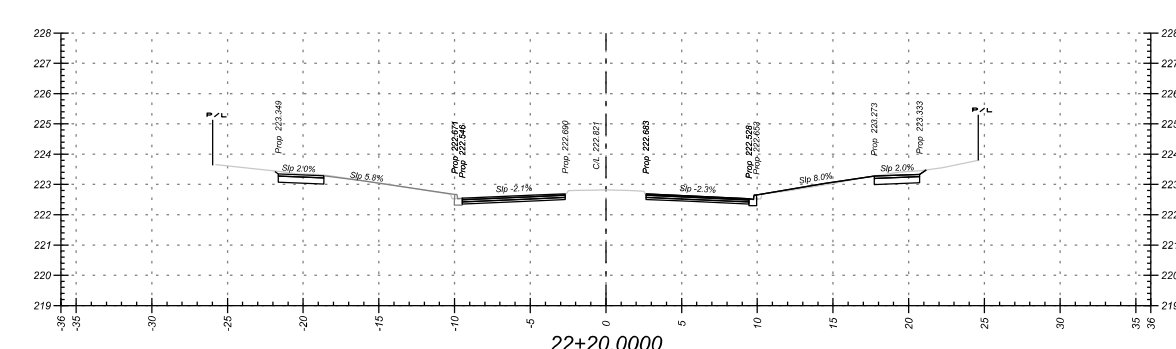
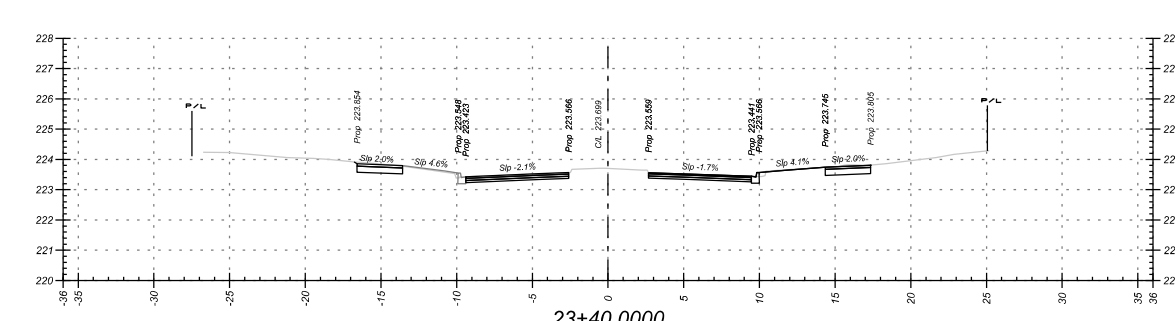
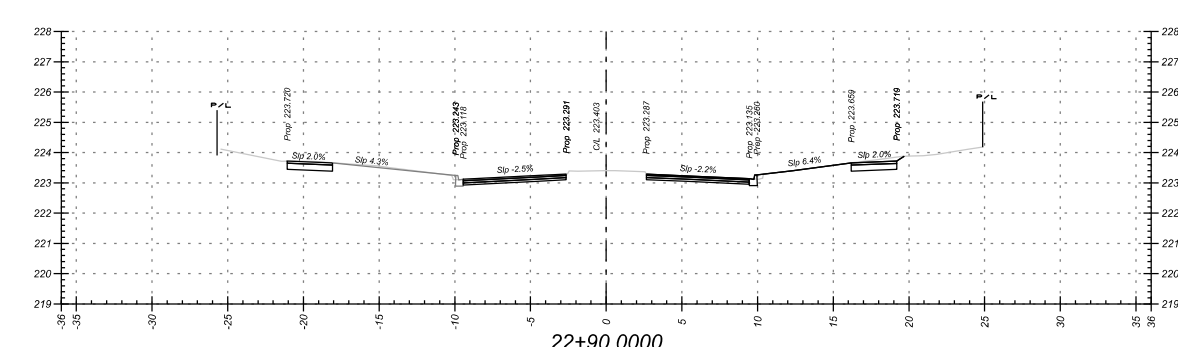
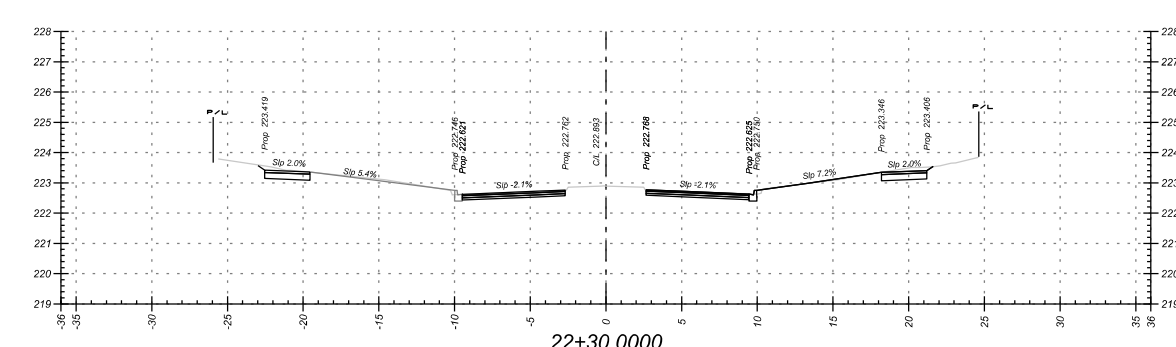
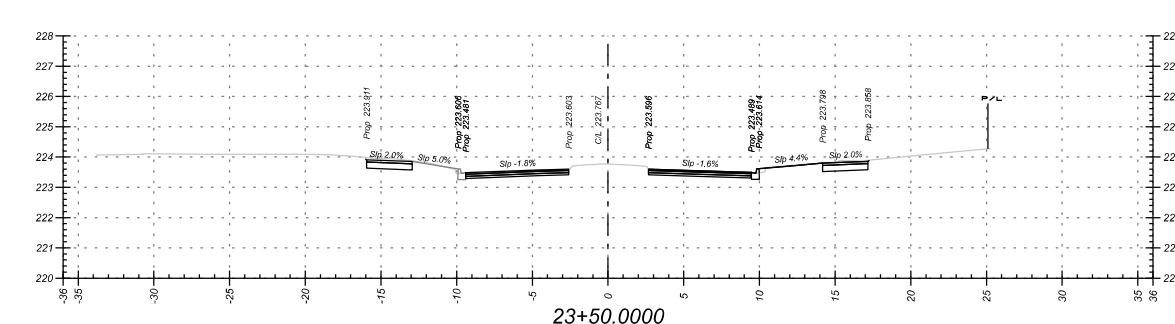
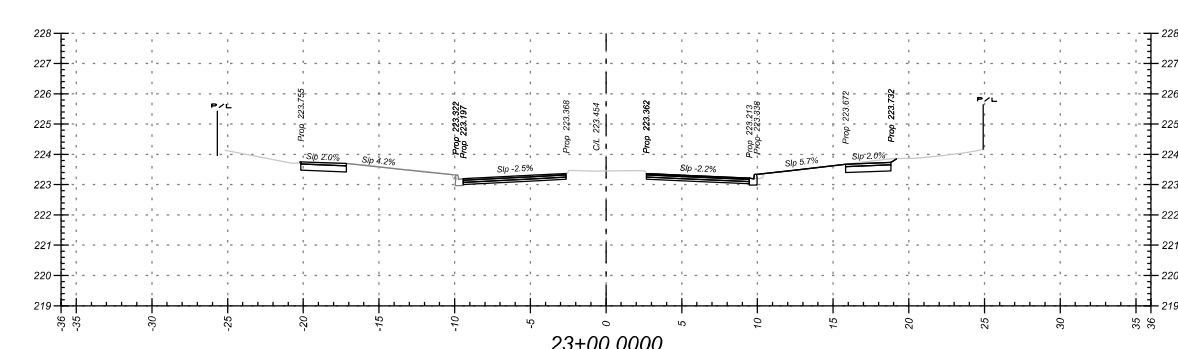
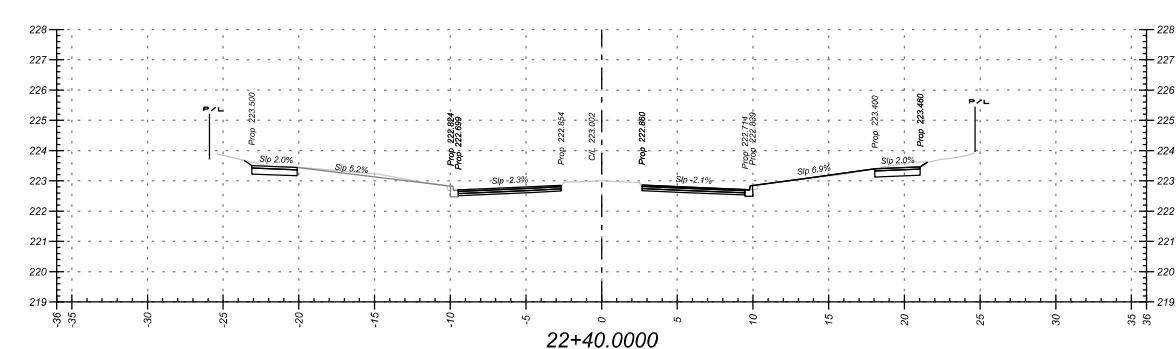
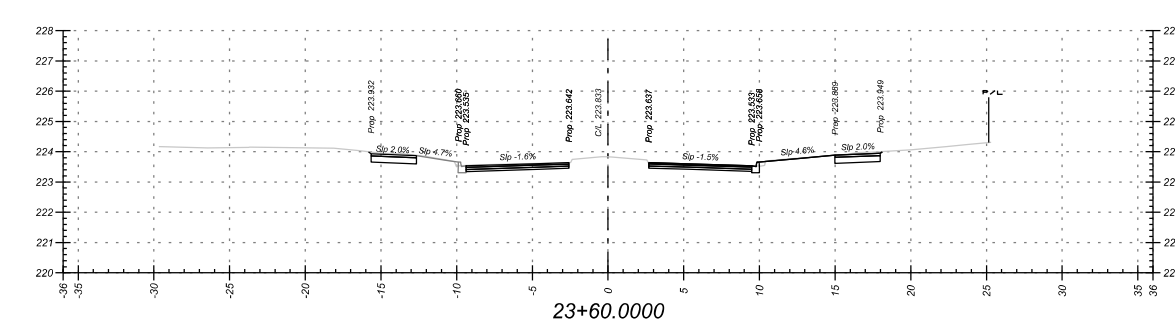
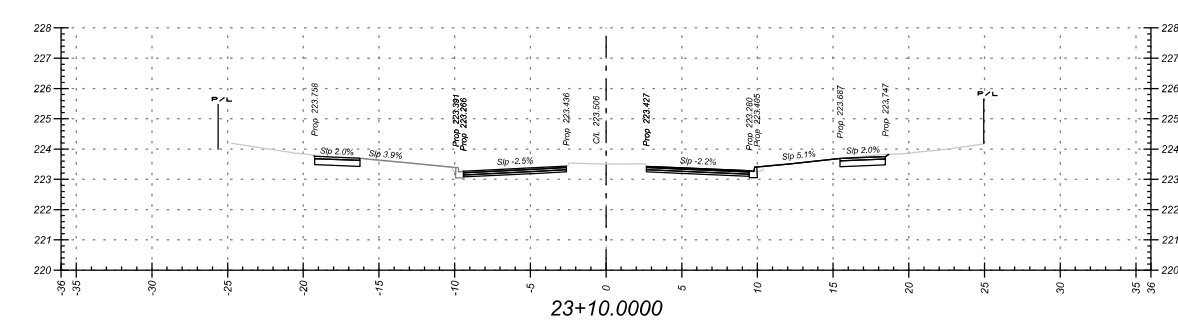
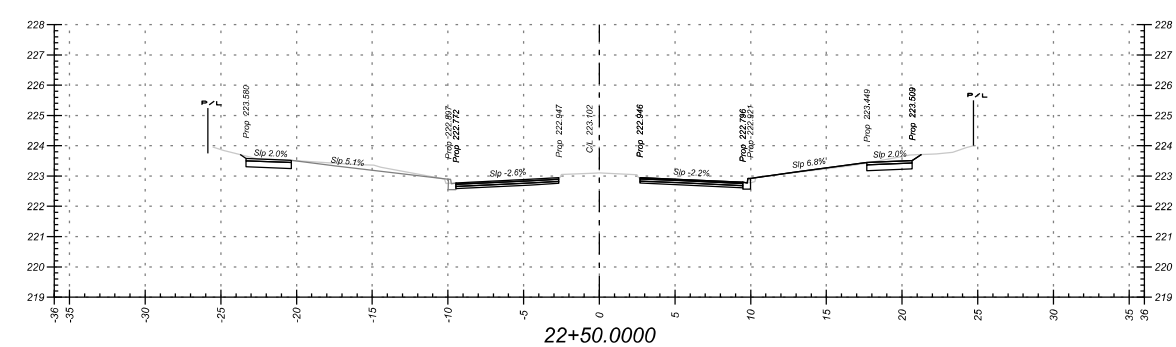
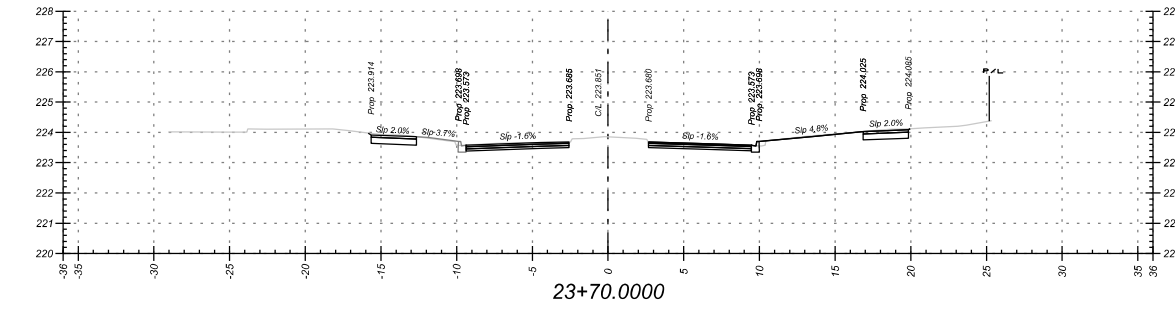
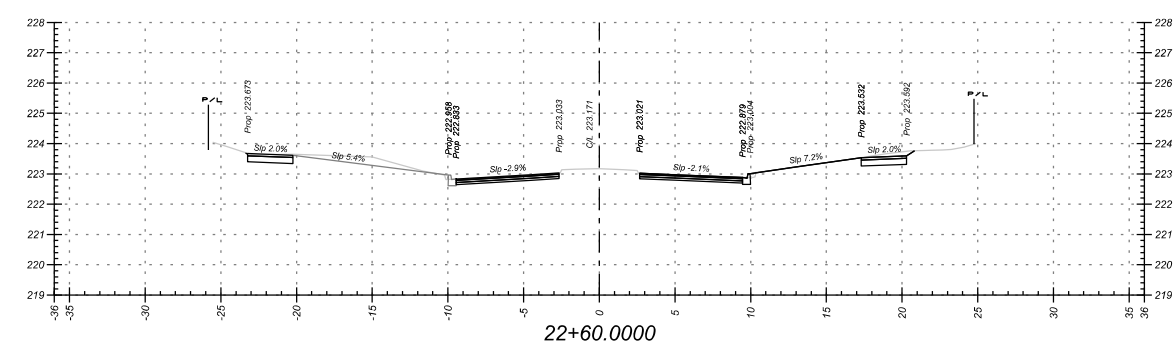
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PROJECT _____ DWG. NO. _____

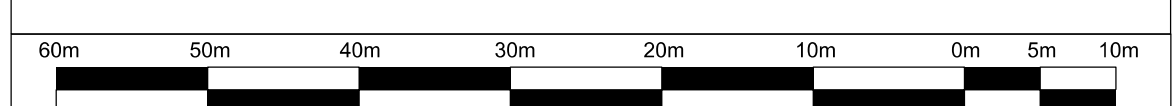
WILLIAMS PARKWAY
 STA. 19+80.000 TO STA. 22+00.000

DESIGN CROSS SECTIONS

SURVEYED BY: xxxxxx	DATE: _____	FILE NO. _____	xxxxxx
DRAWN BY: S. ISHTIAQ	CHECKED BY: C. KHO	DRAWING NO. xx-8-xx	SHEET NO. 16
DESIGNED BY: S. ISHTIAQ	CHECKED BY: _____		
SCALE: 1:1200	DATE: _____		



NOTES:
 1. ALL TIE IN SLOPES ARE 3:1 UNLESS OTHERWISE NOTED.
 2. ALL MUP CROSSFALLS ARE 2% UNLESS OTHERWISE NOTED.



S. ISHTIAQ			REVISIONS		CHECKED
NO.	BY	DATE			

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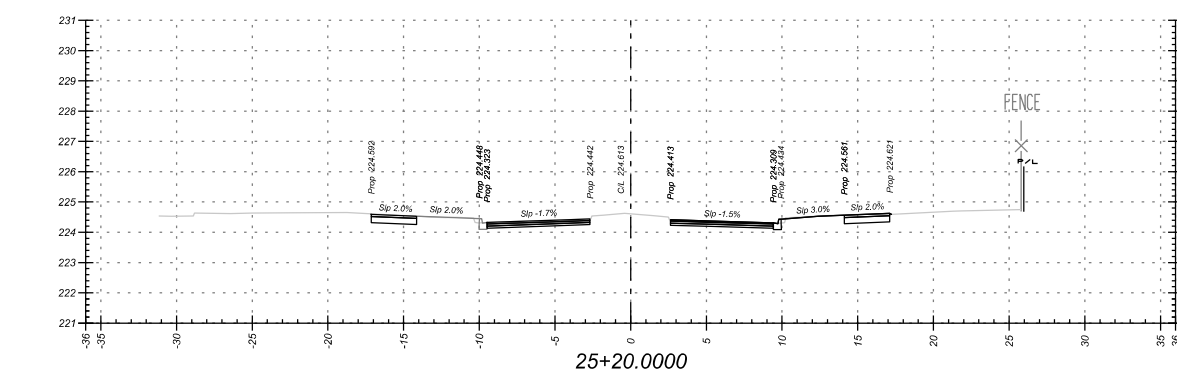
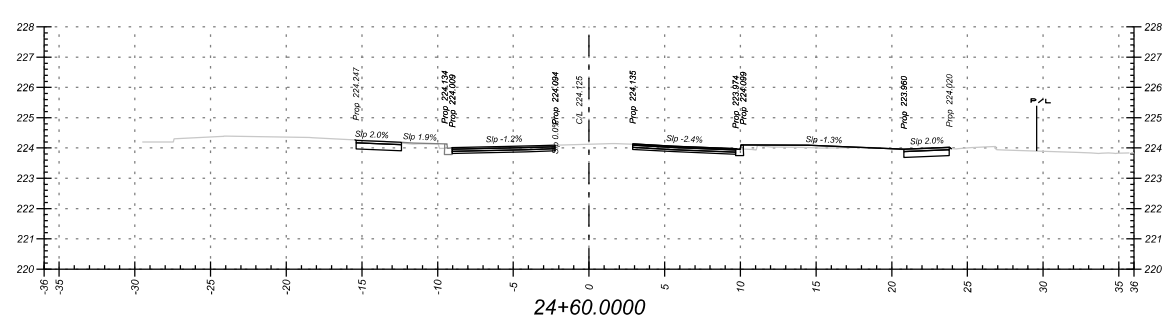
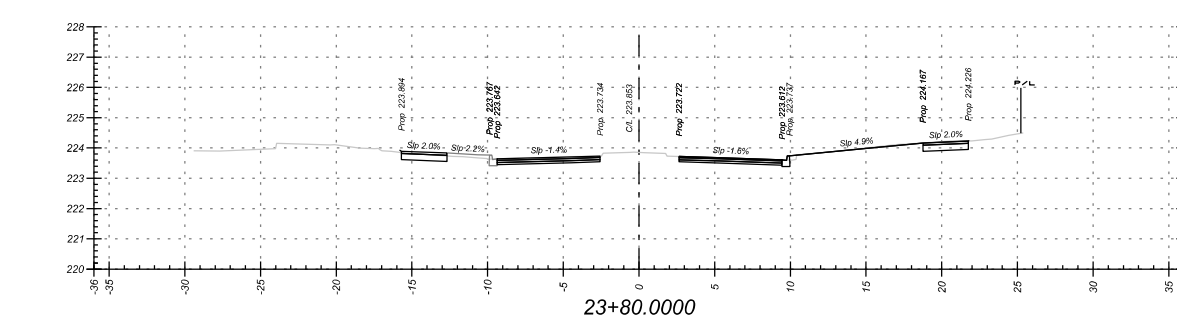
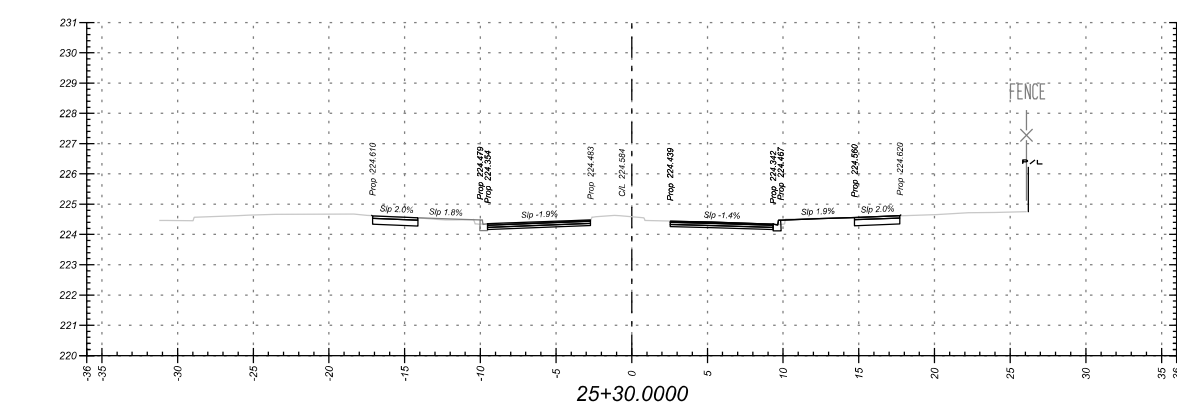
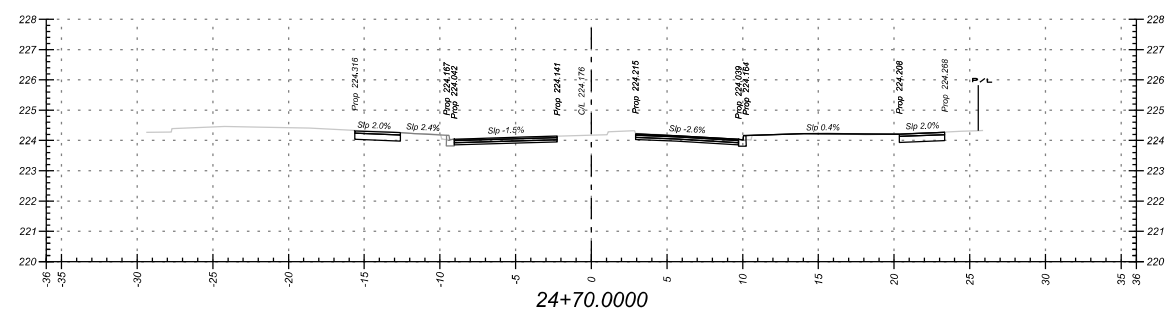
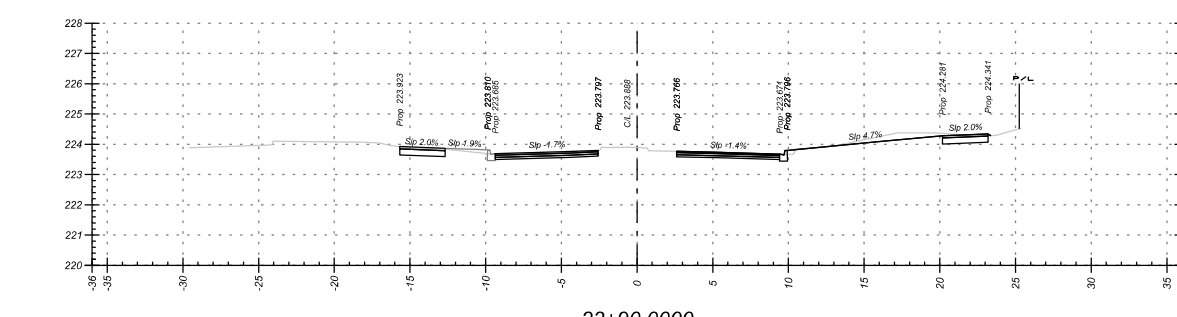
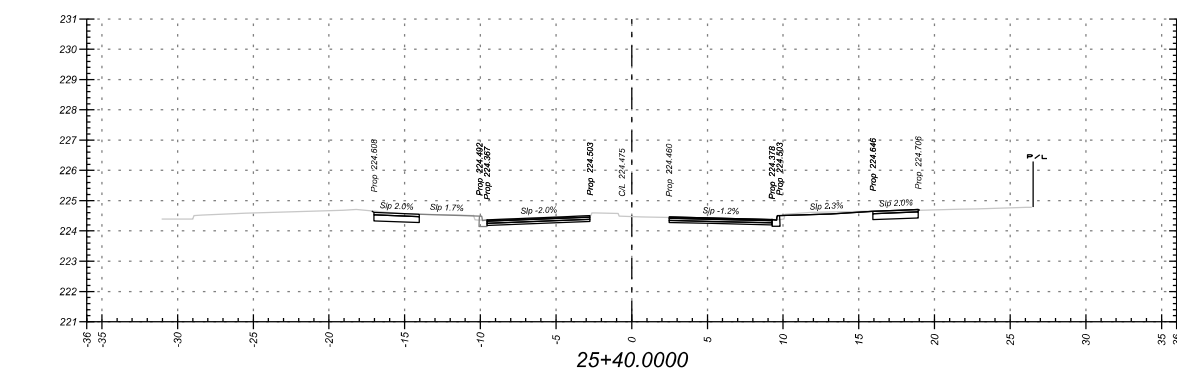
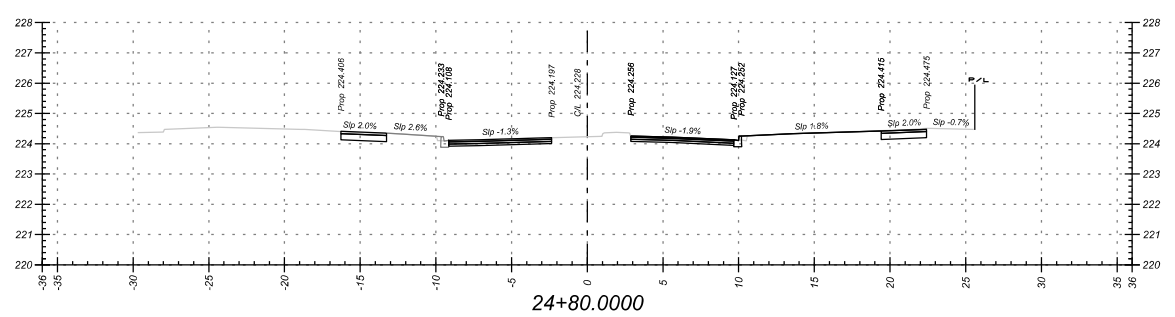
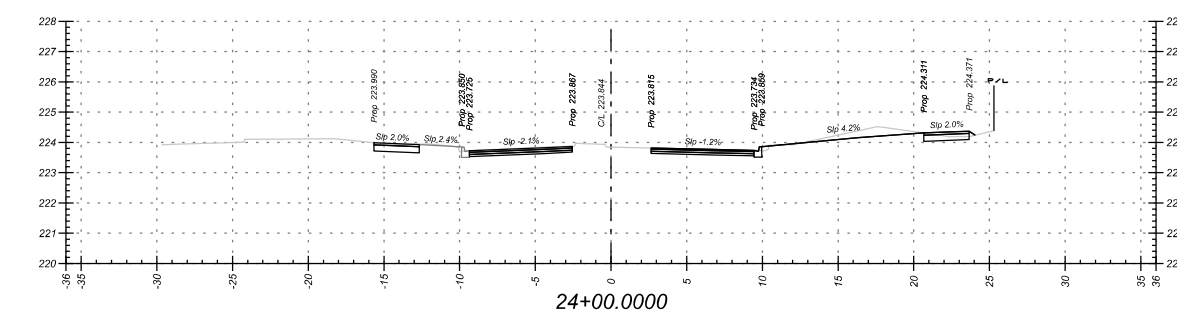
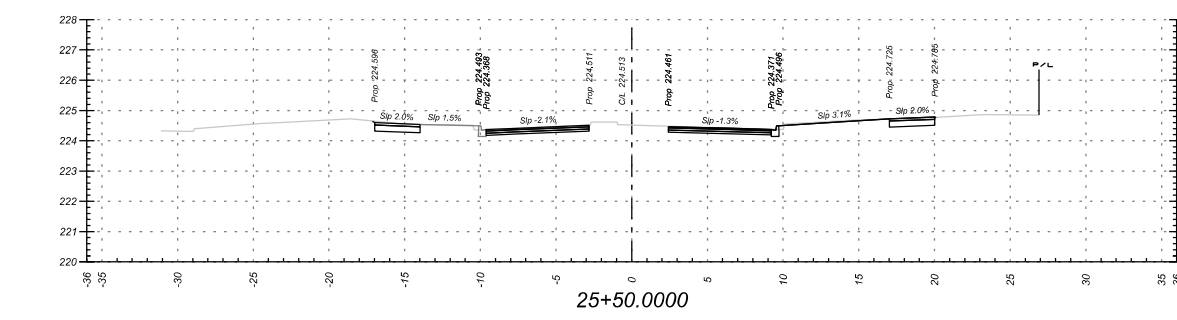
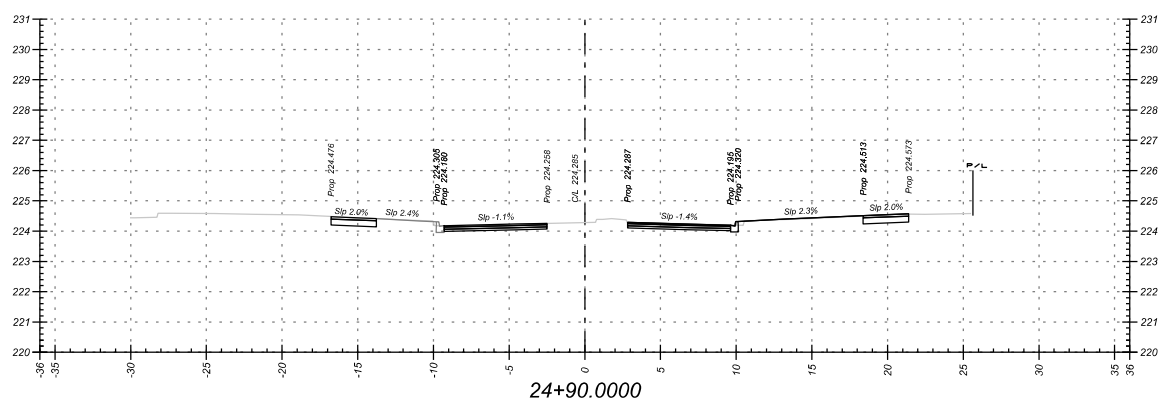
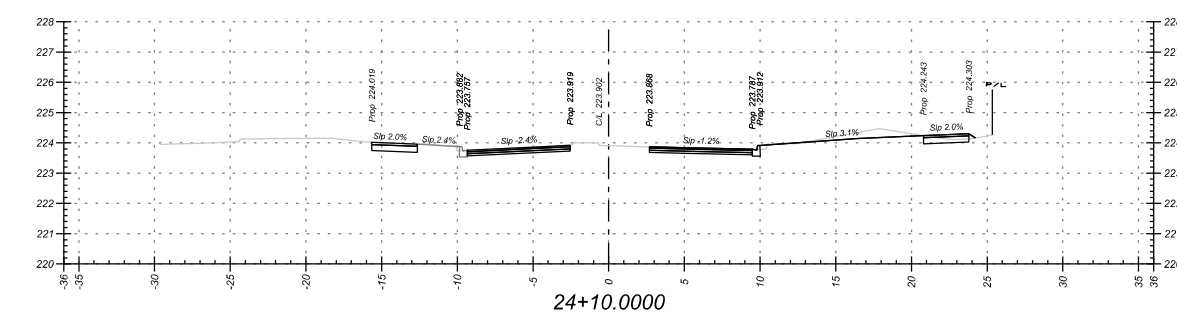
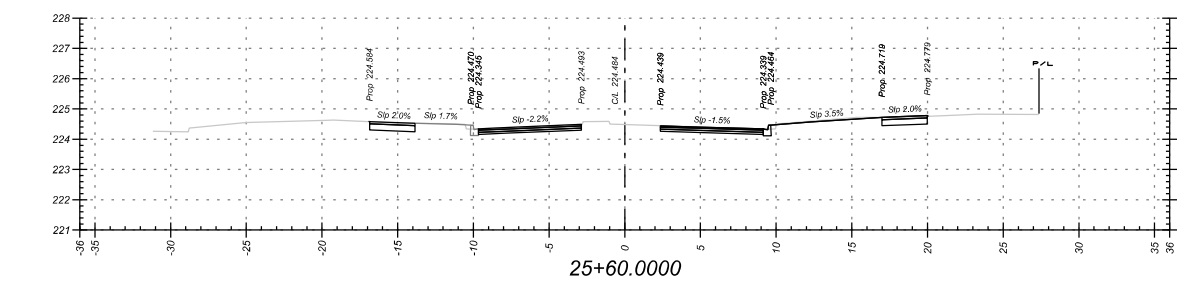
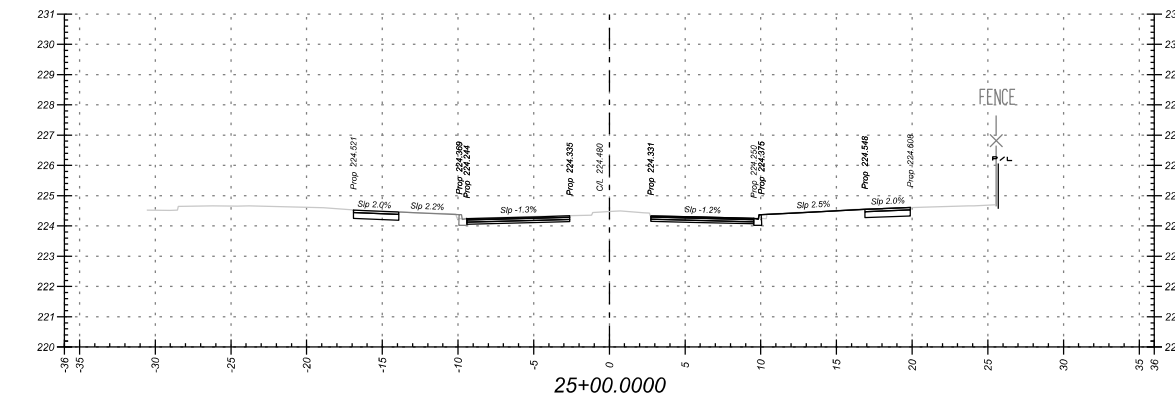
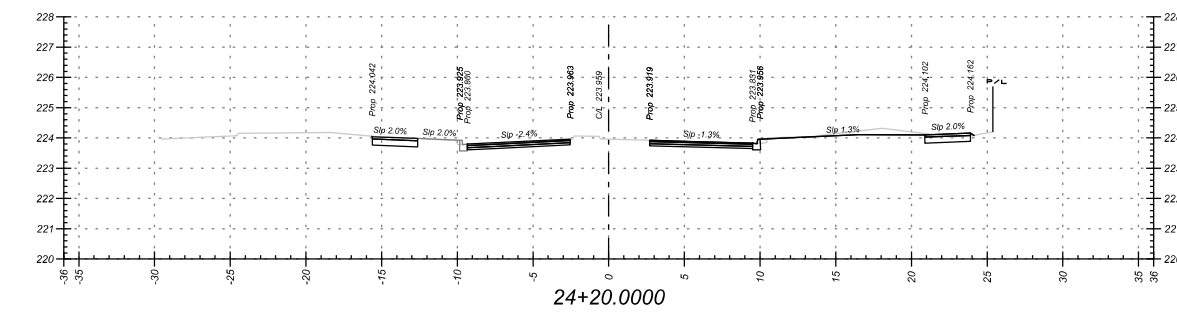
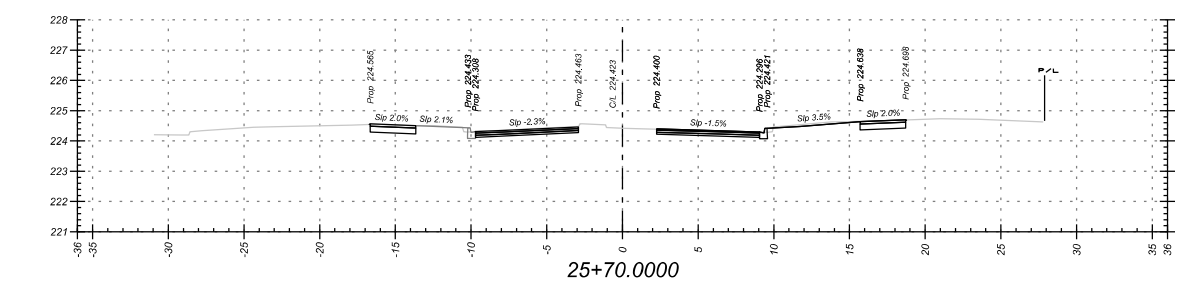
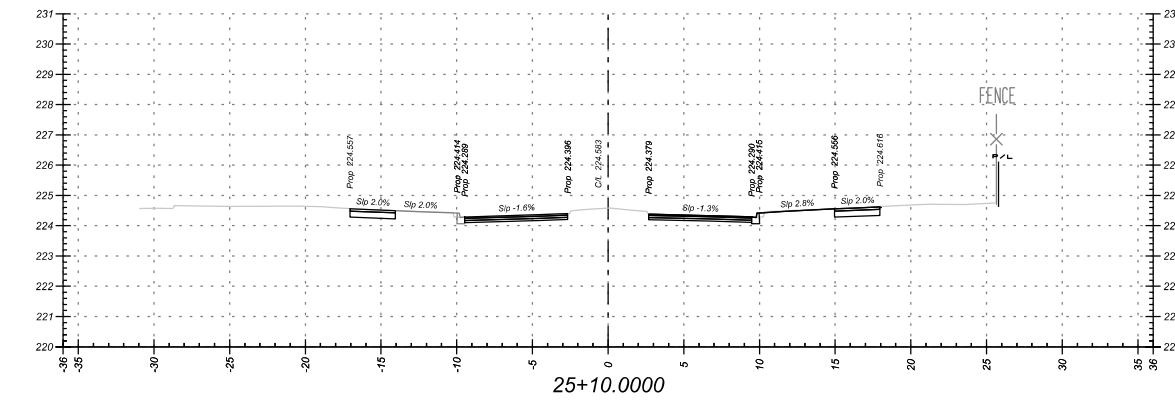
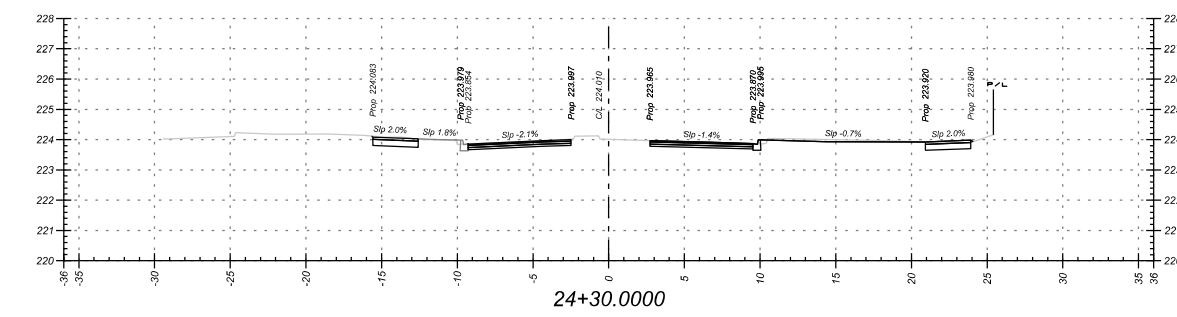
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PROJECT	DWG. NO.		
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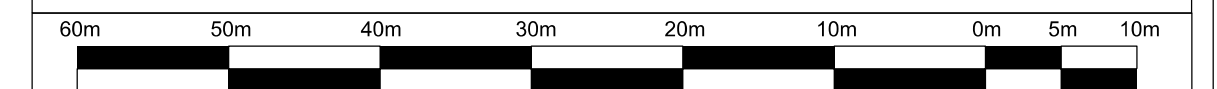
WILLIAMS PARKWAY
 STA. 22+10.000 TO STA. 23+70.000

DESIGN CROSS SECTIONS

SURVEYED BY: xxxxxx	DATE:	FILE NO.	xxxxxx
DRAWN BY: S. ISHTIAQ	CHECKED BY: C. KHO	DRAWING NO.	SHEET NO.
DESIGNED BY: S. ISHTIAQ	CHECKED BY:	xx-8-xx	17
SCALE: 1:1200	DATE:		



- NOTES:**
 1. ALL TIE IN SLOPES ARE 3:1, UNLESS OTHERWISE NOTED.
 2. ALL M/P CROSSFALLS ARE 2%, UNLESS OTHERWISE NOTED.



NO.	BY	DATE	REVISIONS	CHECKED



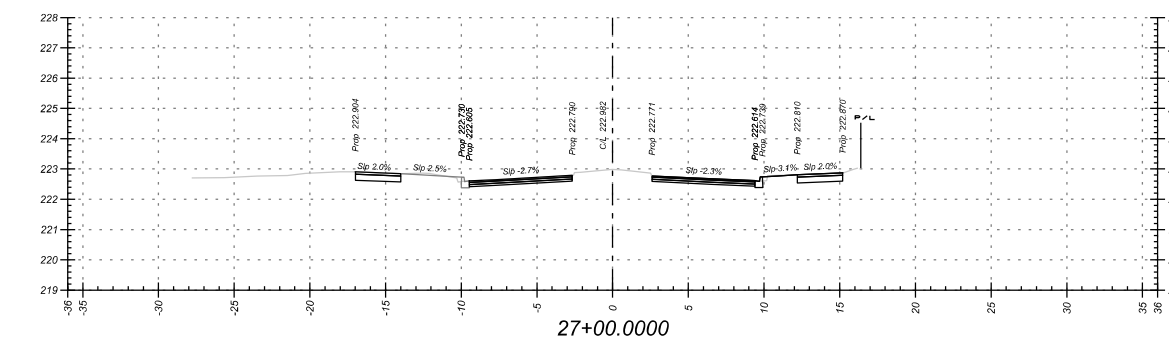
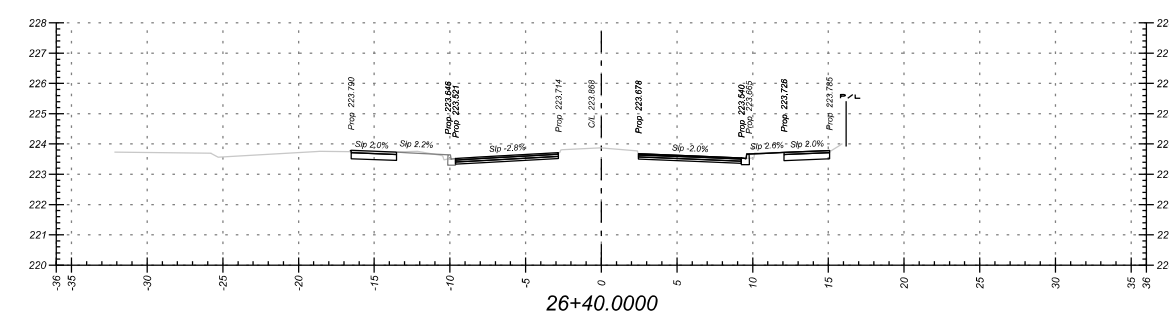
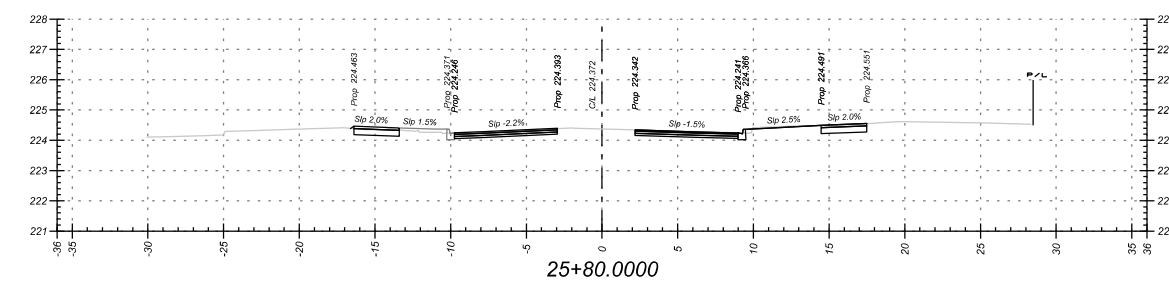
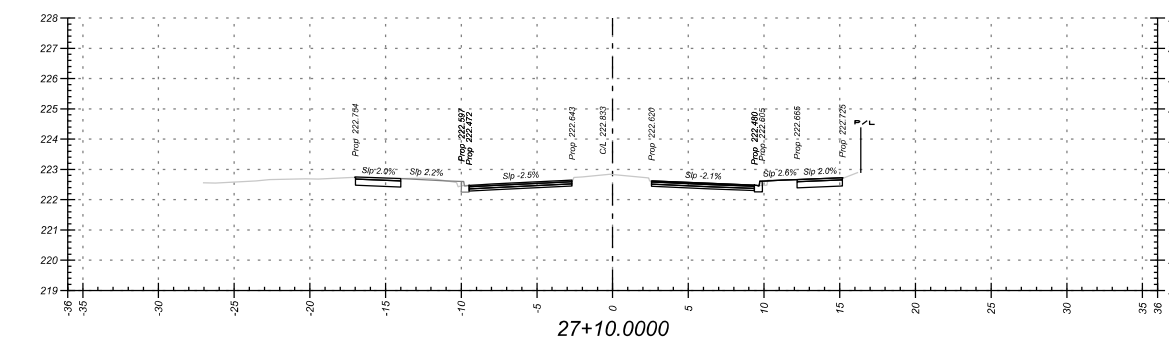
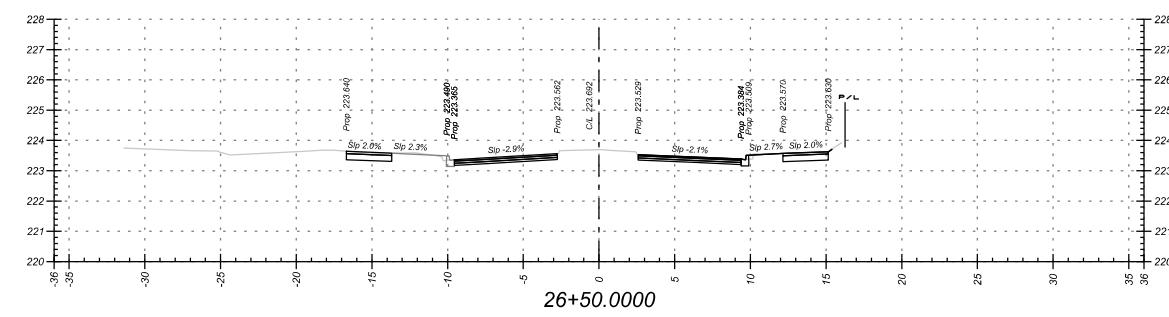
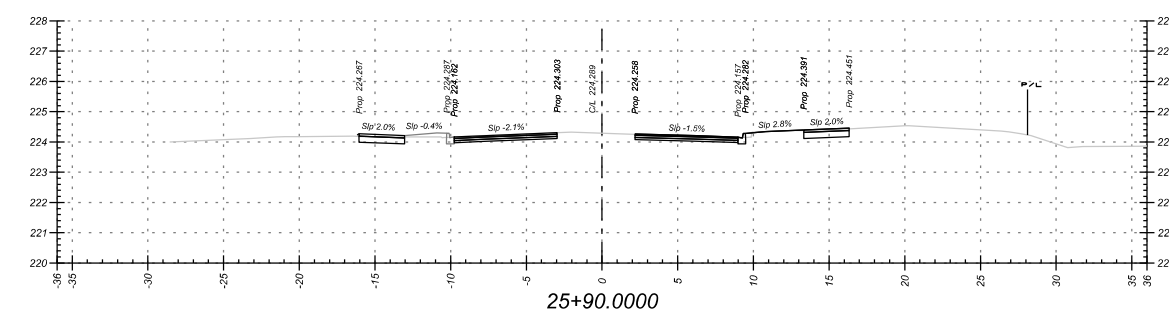
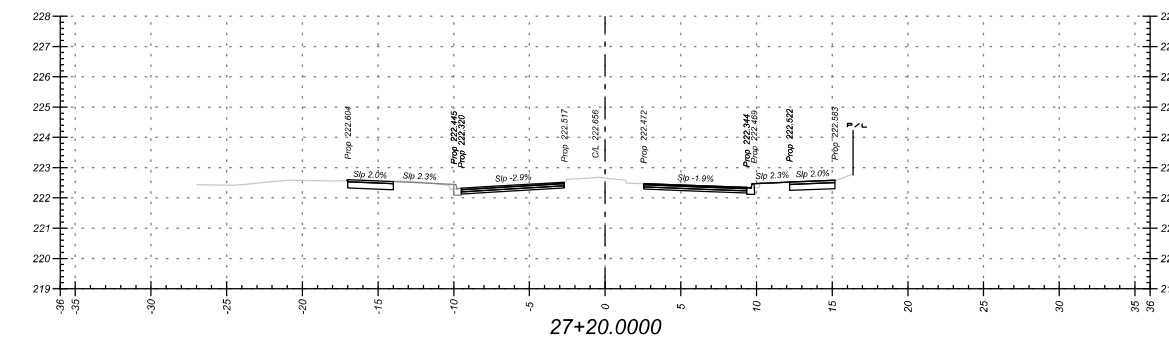
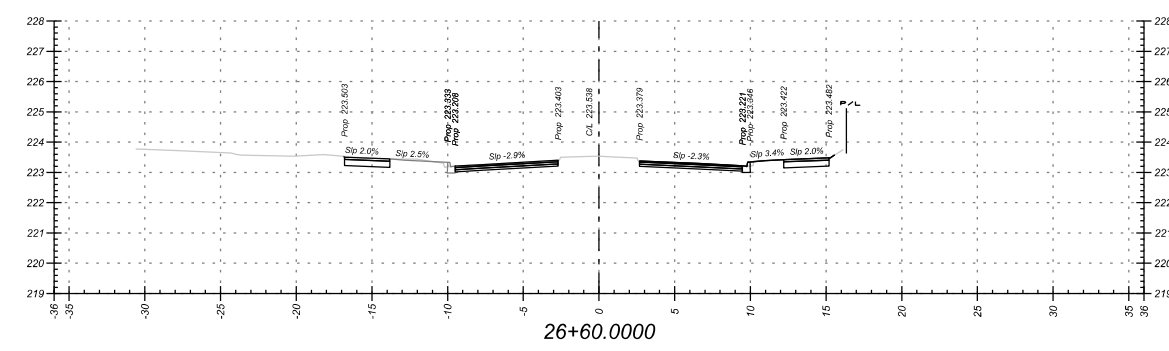
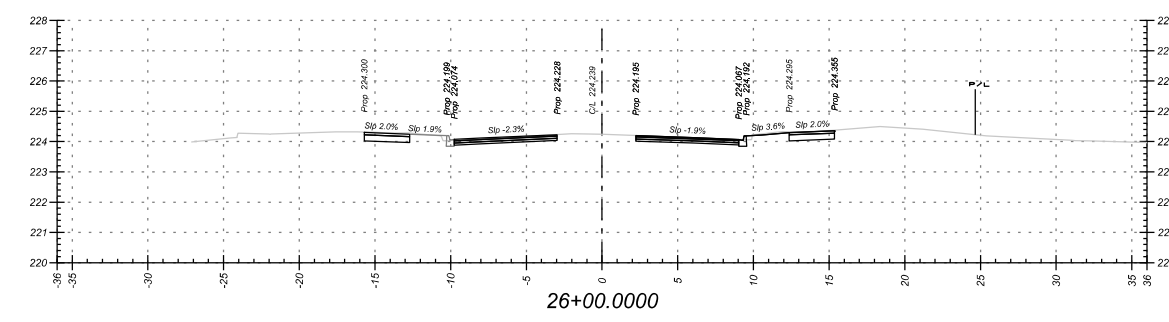
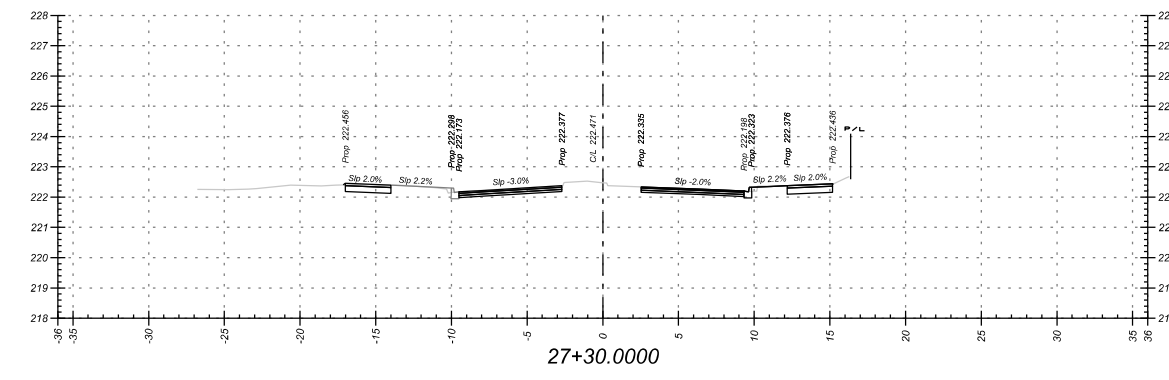
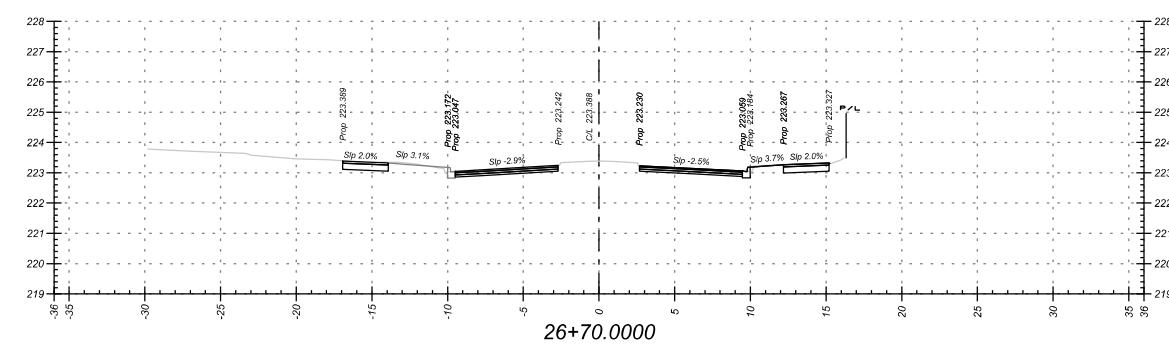
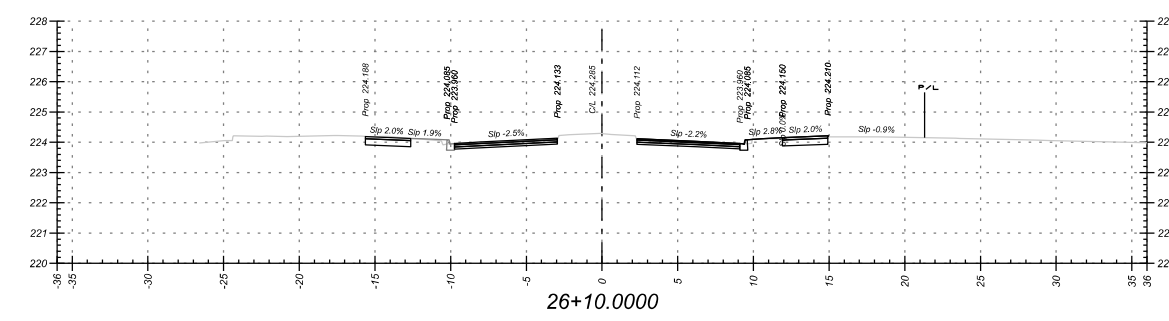
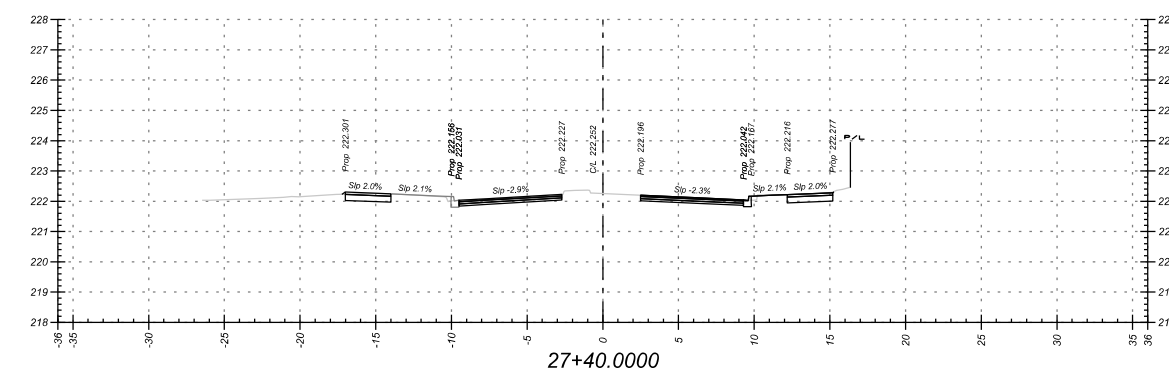
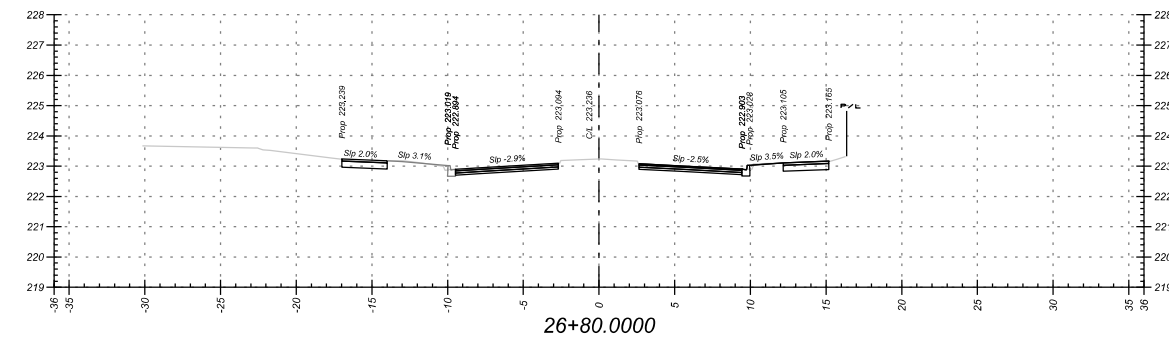
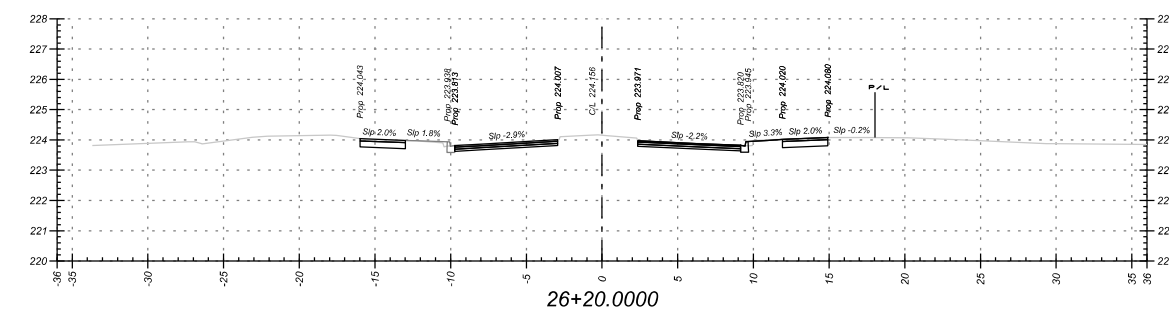
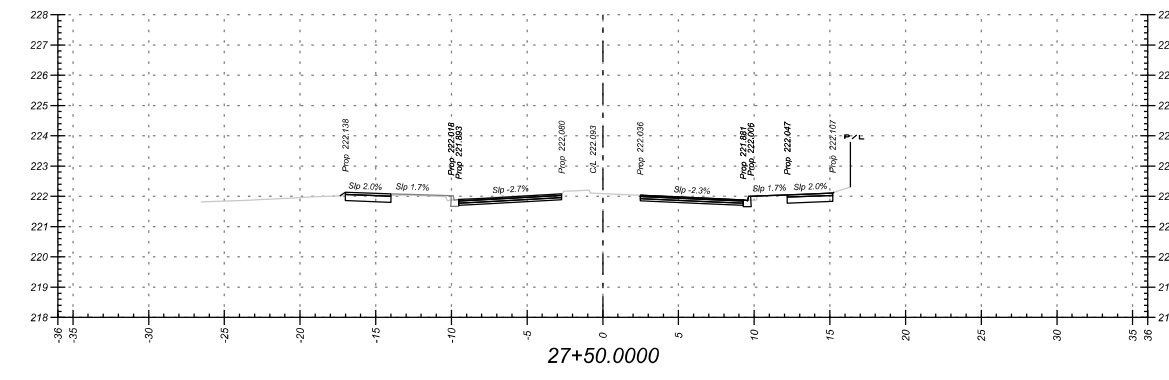
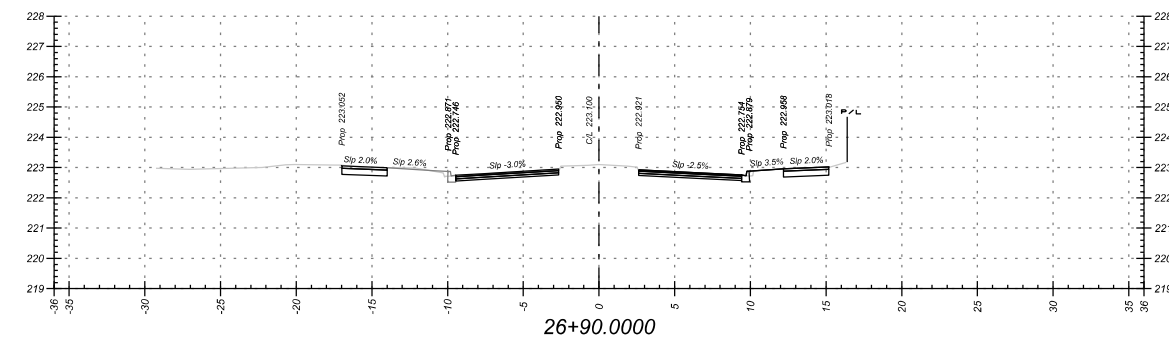
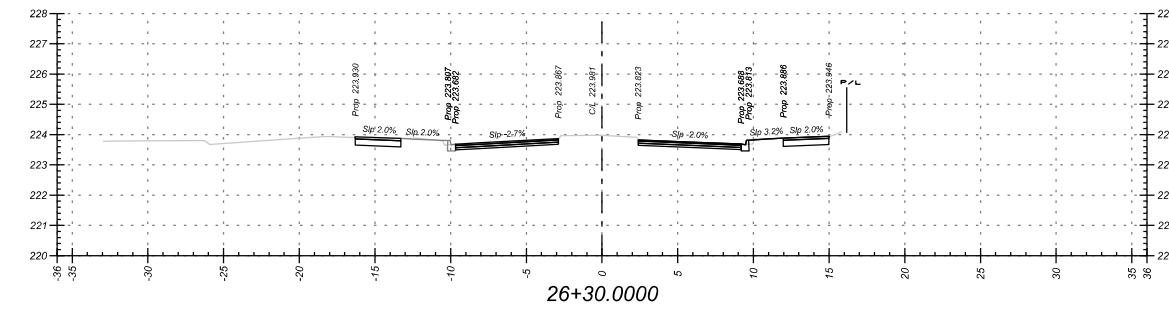
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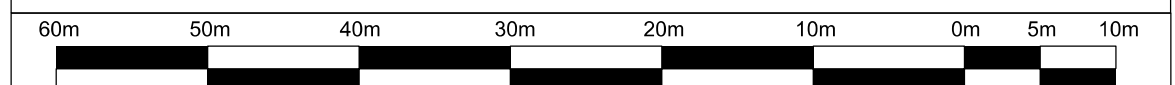
WILLIAMS PARKWAY
 STA. 23+80.000 TO STA. 25+70.000

DESIGN CROSS SECTIONS

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DRAWN BY: S. ISHTIAQ	CHECKED BY: C. KHO	DRAWING NO. xx-8-xx	SHEET NO. 18
DESIGNED BY: S. ISHTIAQ	CHECKED BY: _____		
SCALE: 1:1200	DATE: _____		



- NOTES:**
1. ALL TIE IN SLOPES ARE 3:1, UNLESS OTHERWISE NOTED.
 2. ALL MUP CROSSFALLS ARE 2%, UNLESS OTHERWISE NOTED.



NO.	BY	DATE	REVISIONS	CHECKED

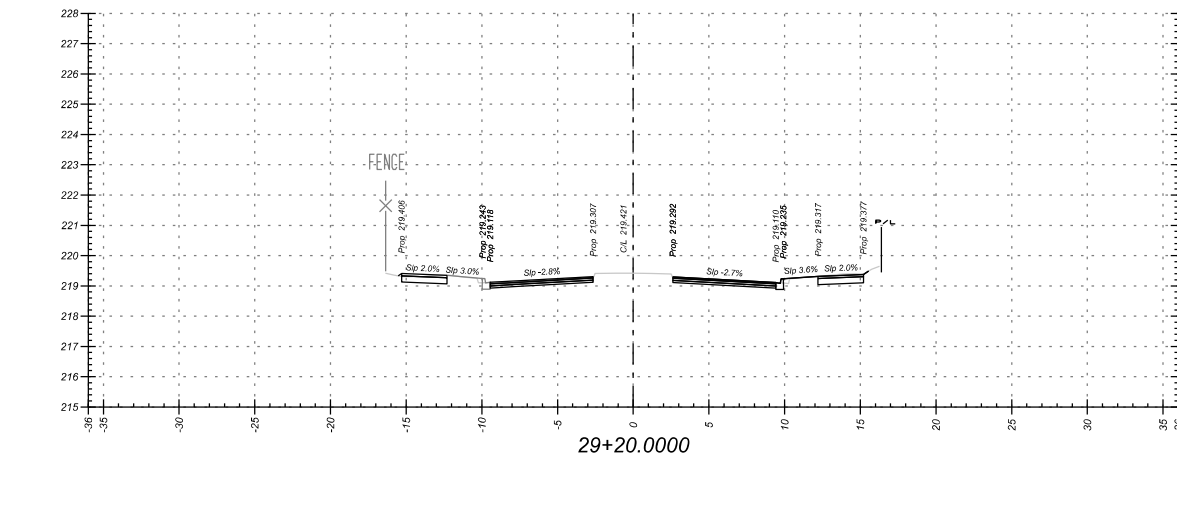
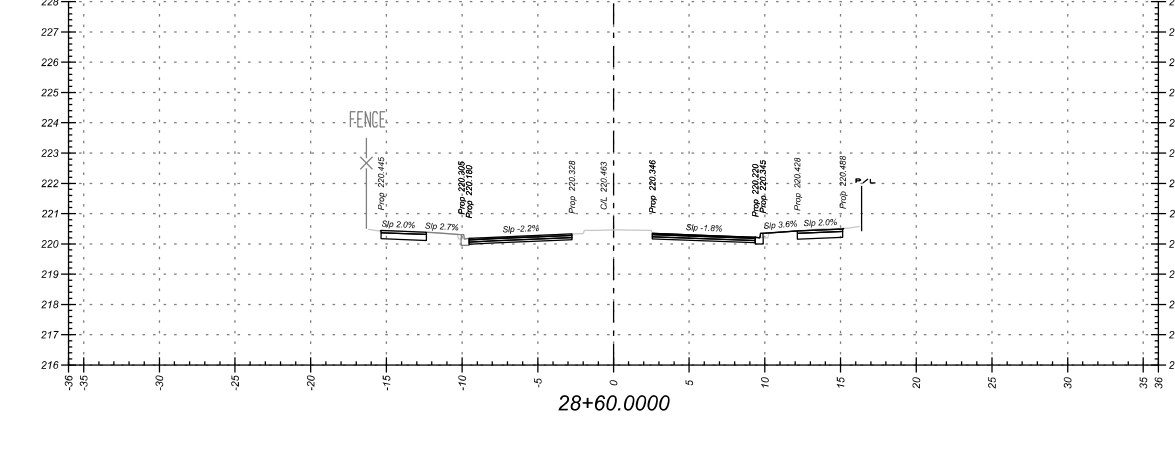
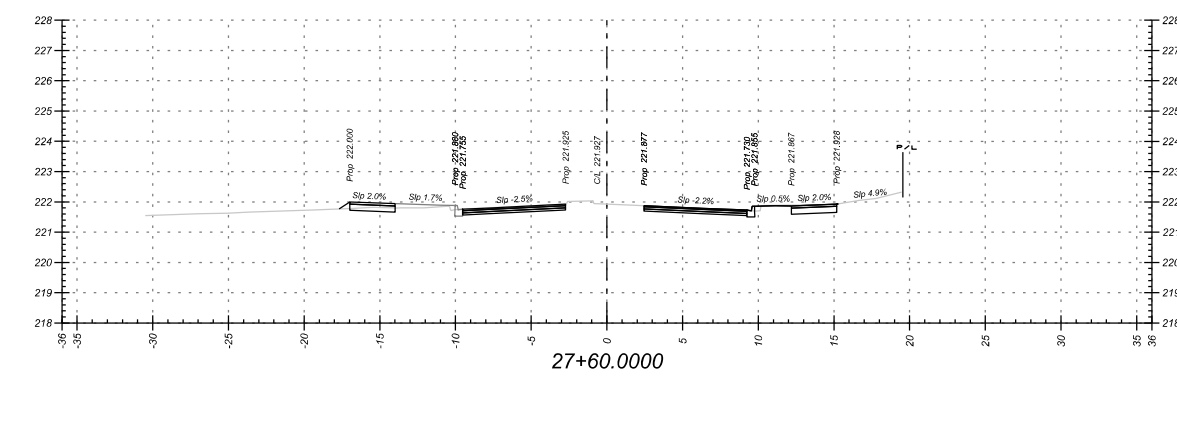
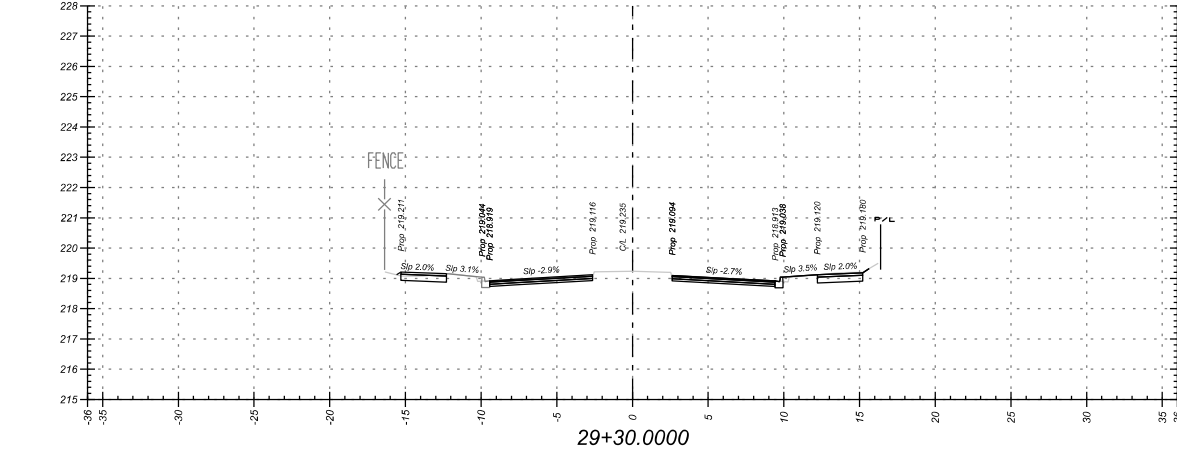
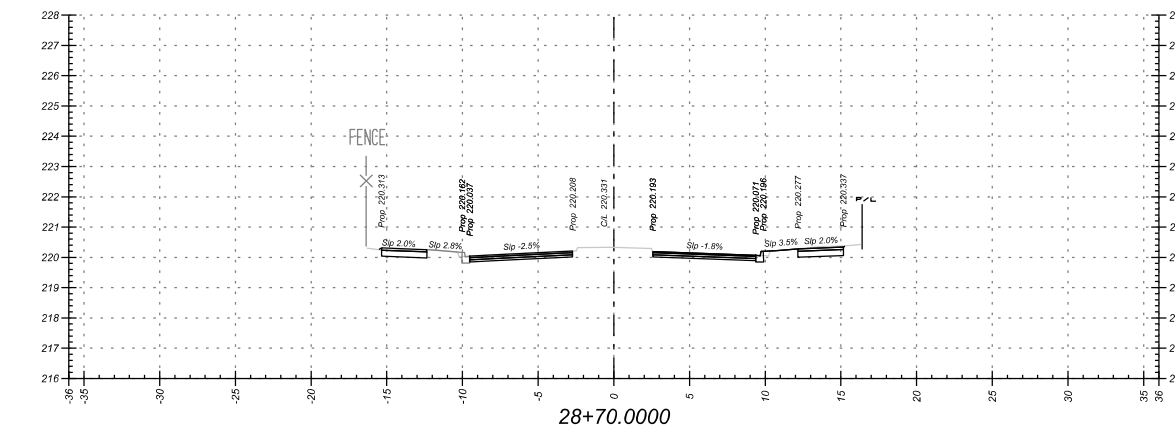
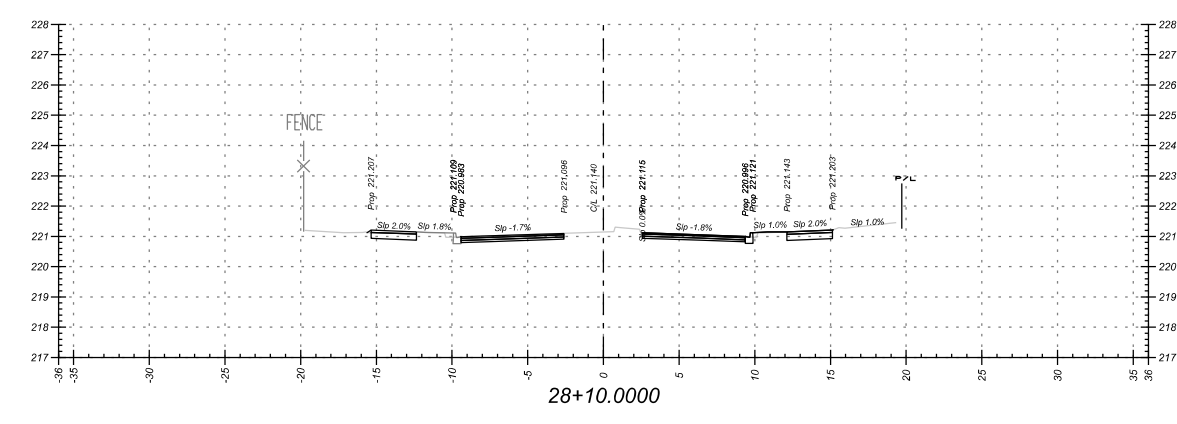
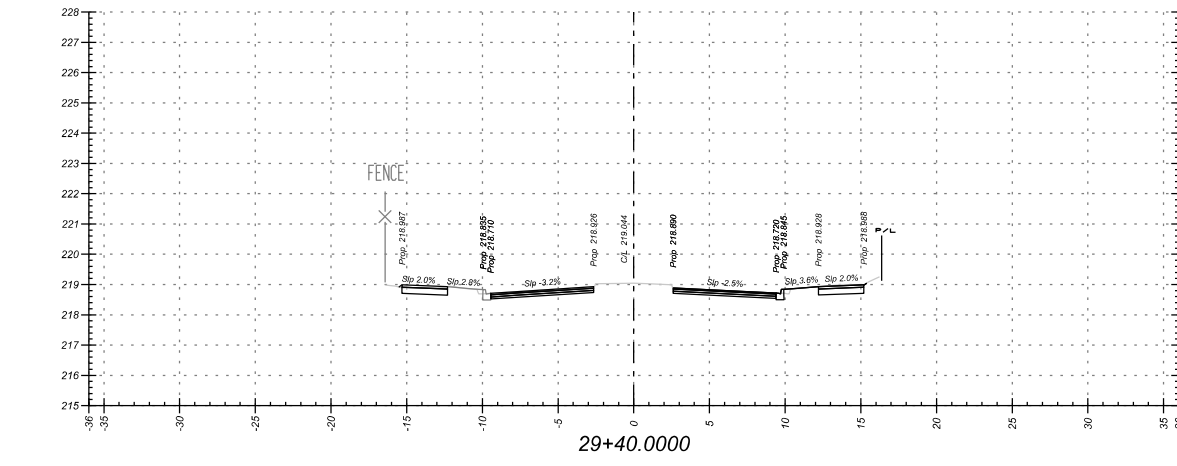
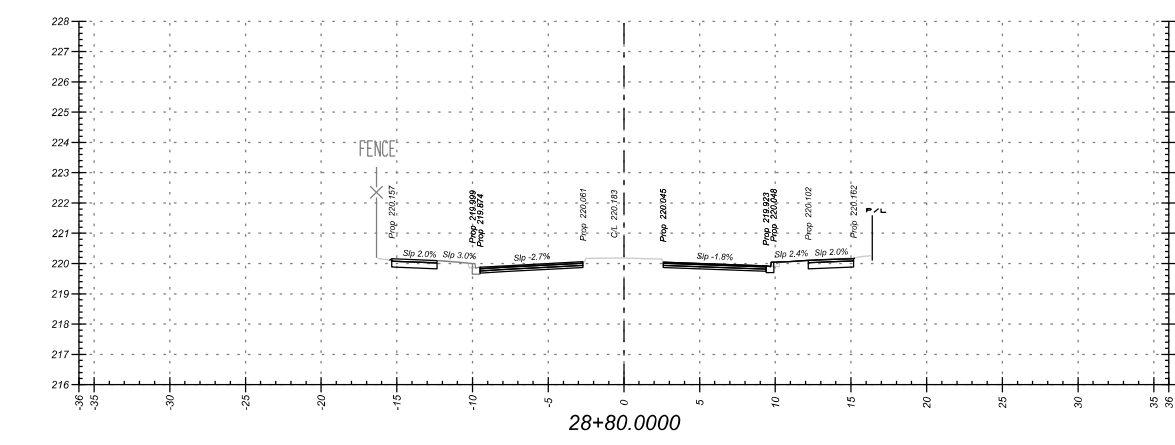
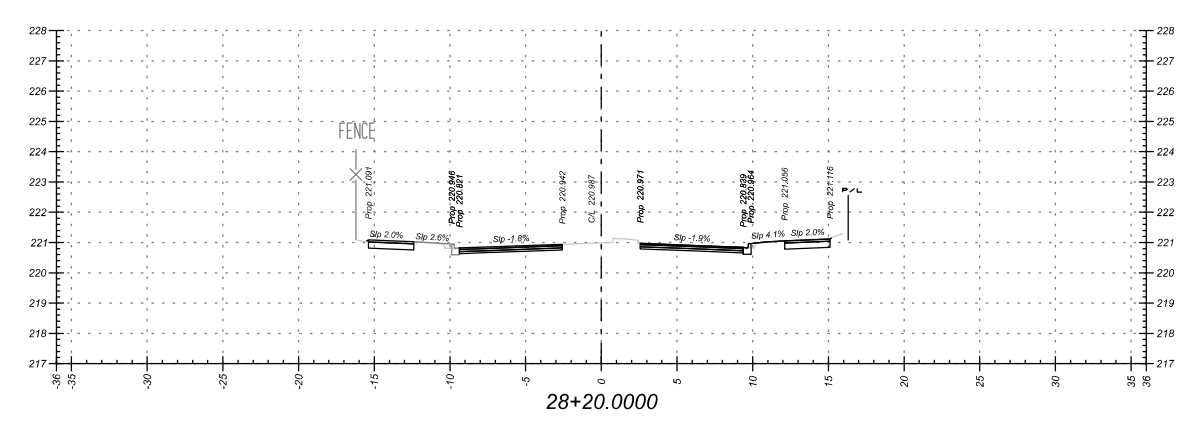
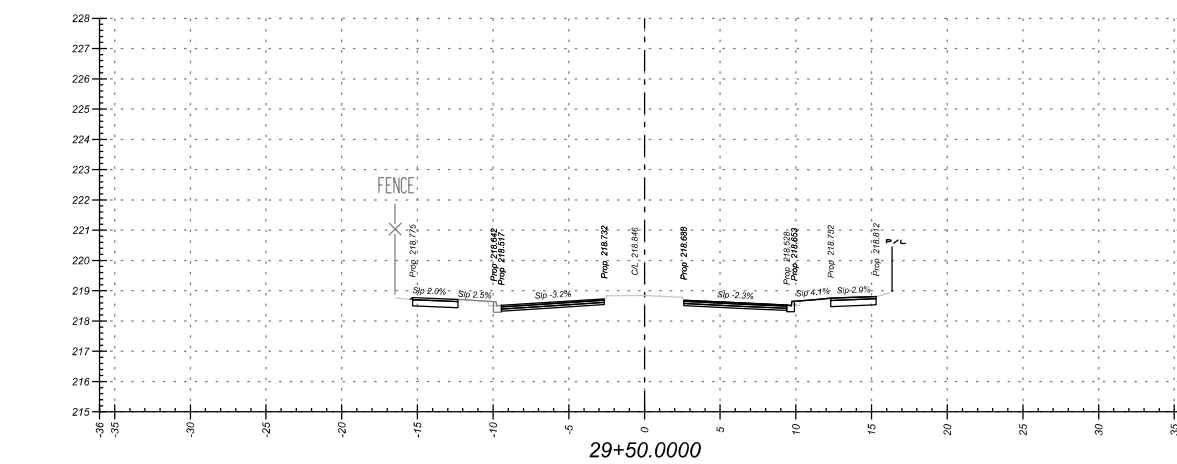
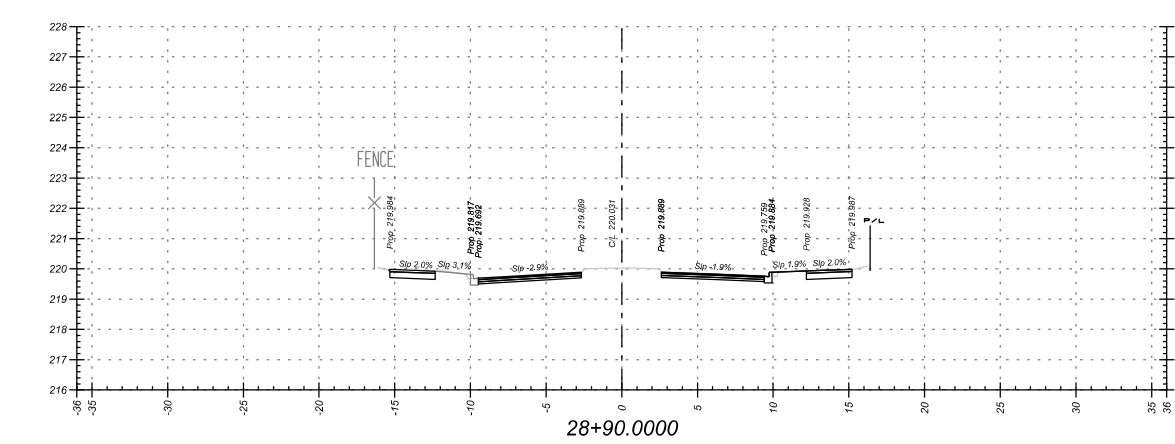
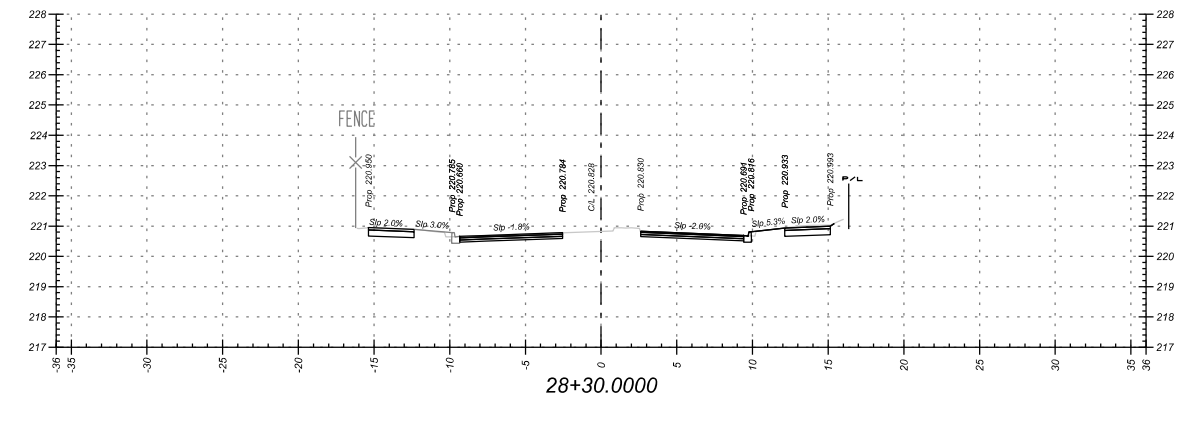
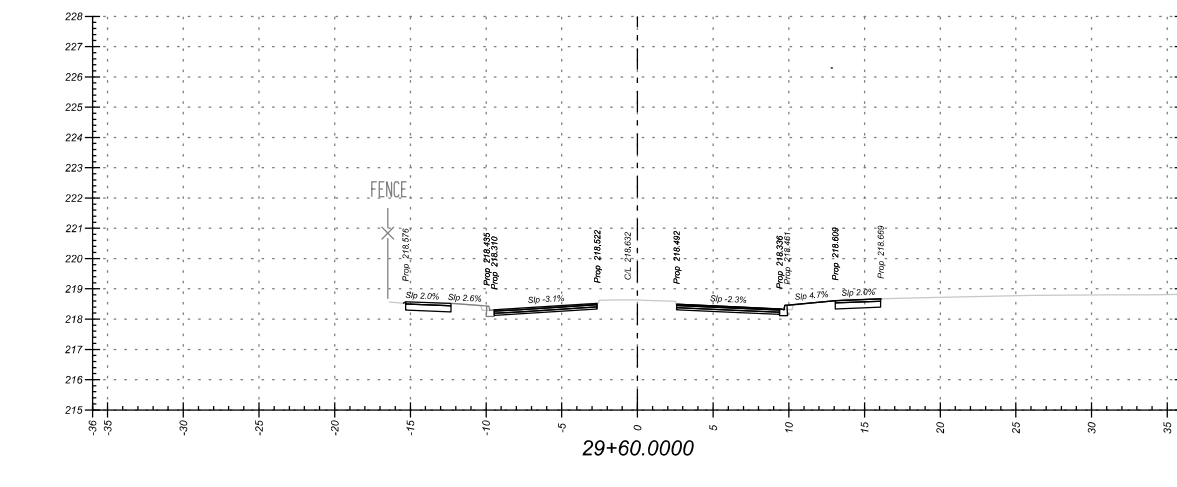
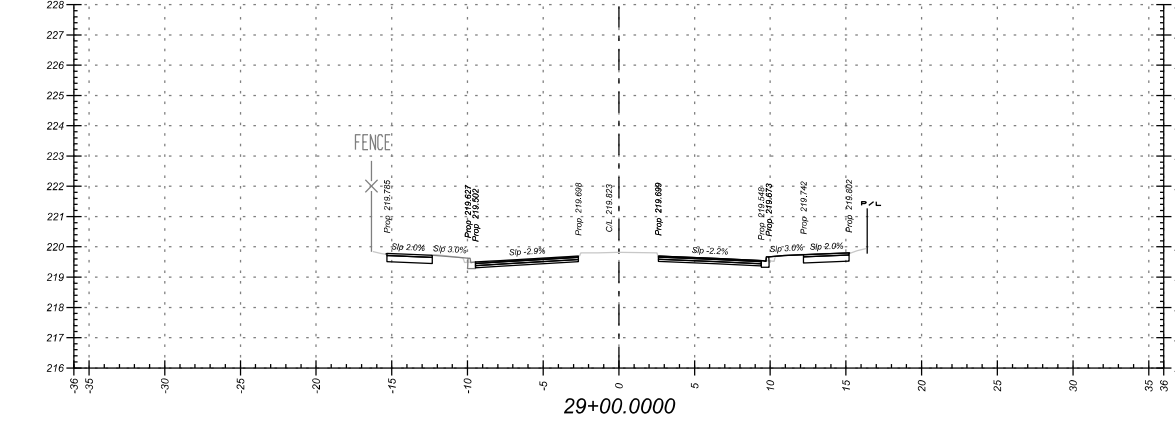
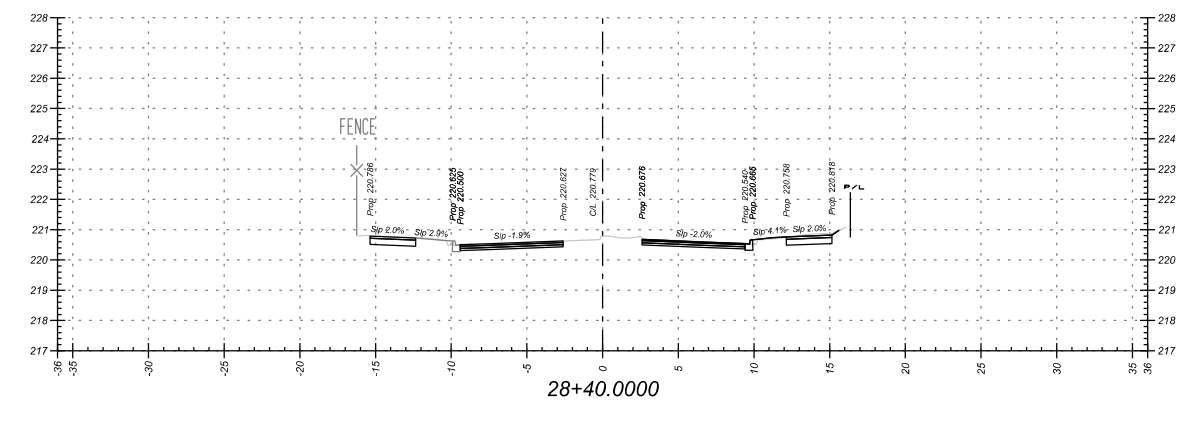
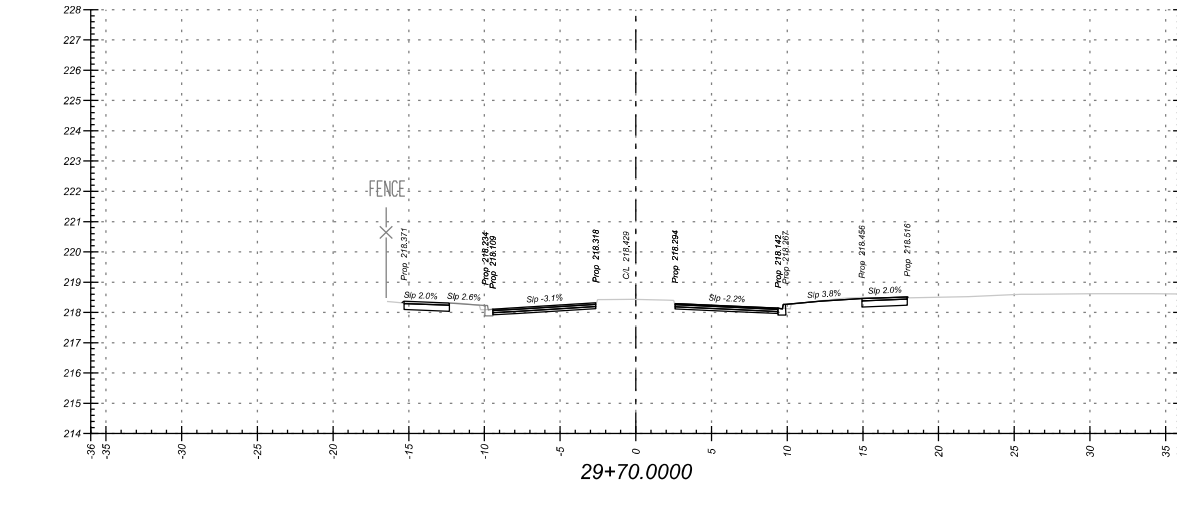
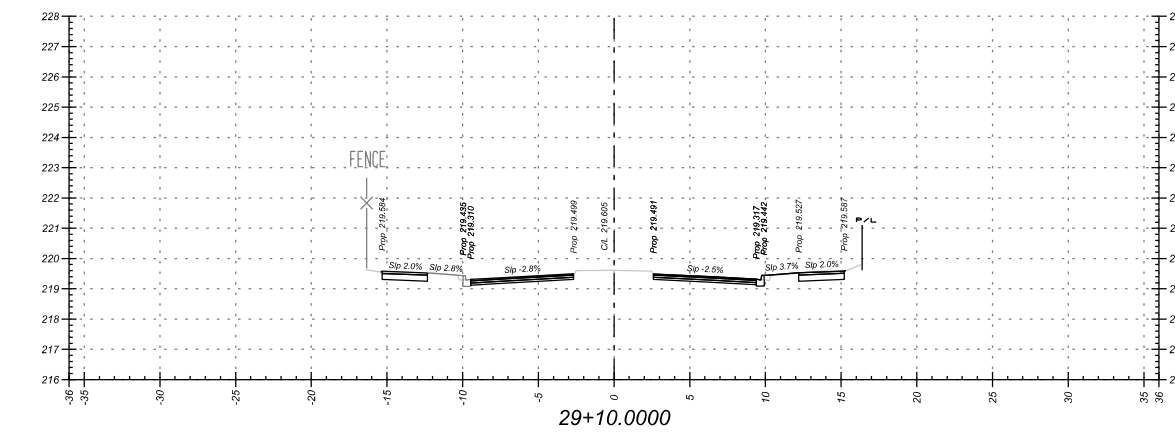
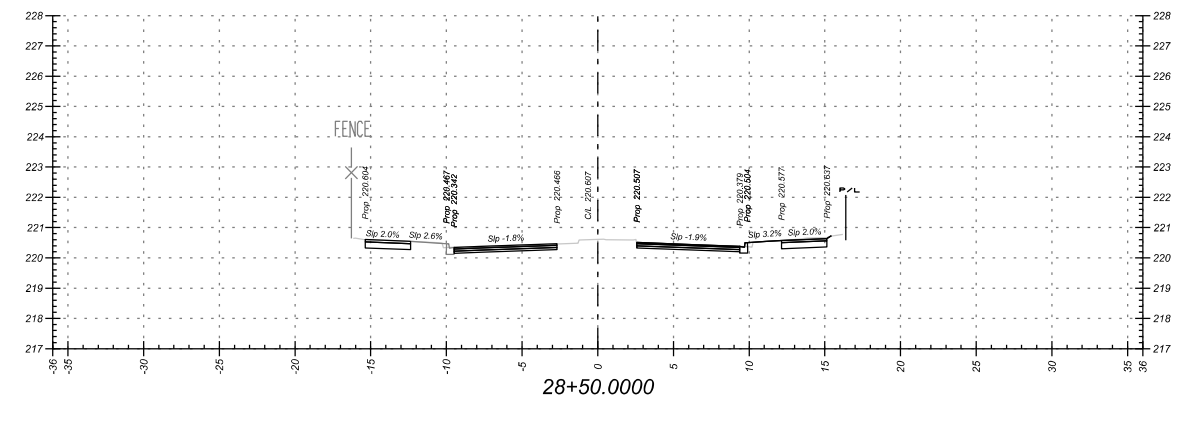
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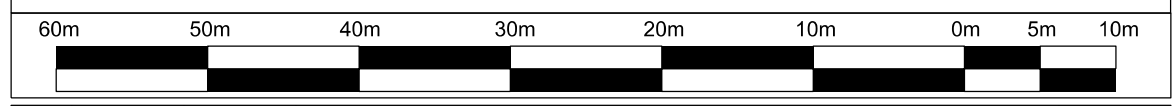
WILLIAMS PARKWAY
STA. 25+80.000 TO STA. 27+50.000

DESIGN CROSS SECTIONS

SURVEYED BY: xxxxxx	DATE: xxxxxx	FILE NO. xxxxxx
DRAWN BY: S. ISHTIAQ	CHECKED BY: C. KHO	DRAWING NO. xx-8-xx
DESIGNED BY: S. ISHTIAQ	CHECKED BY:	SHEET NO. 19
SCALE: 1:1200	DATE:	



NOTES:
 1. ALL TIE IN SLOPES ARE 3:1, UNLESS OTHERWISE NOTED.
 2. ALL MUP CROSSFALLS ARE 2%, UNLESS OTHERWISE NOTED.



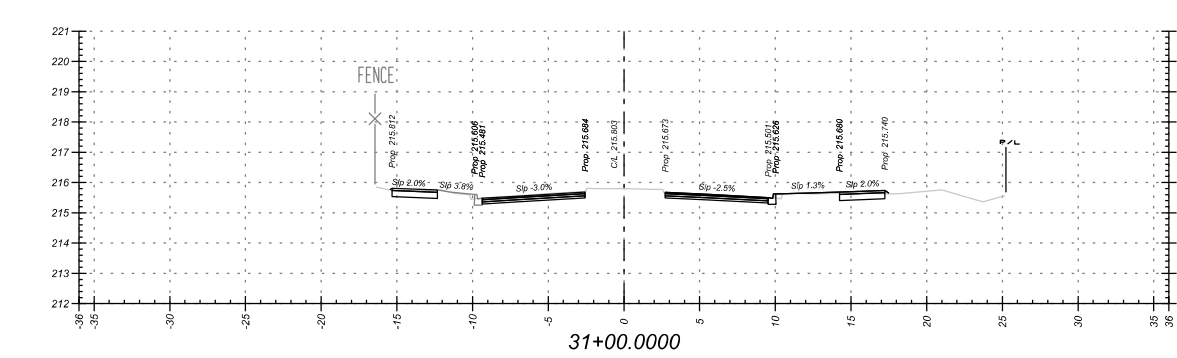
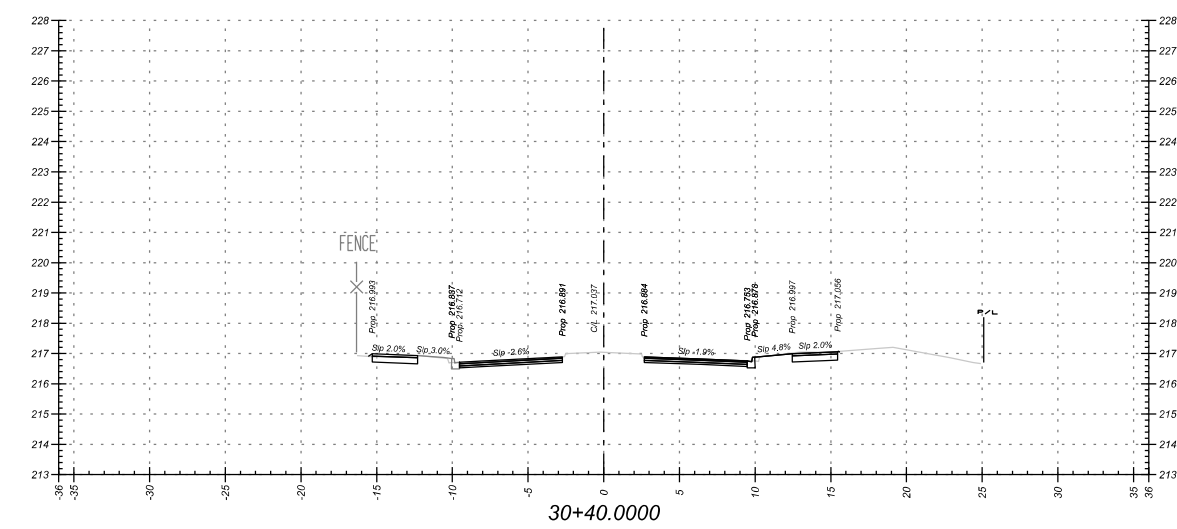
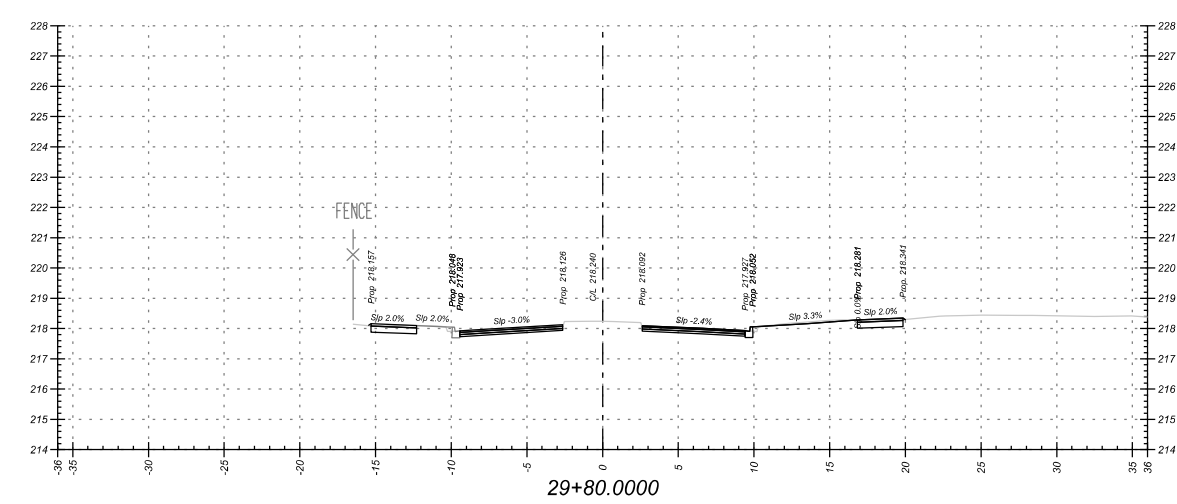
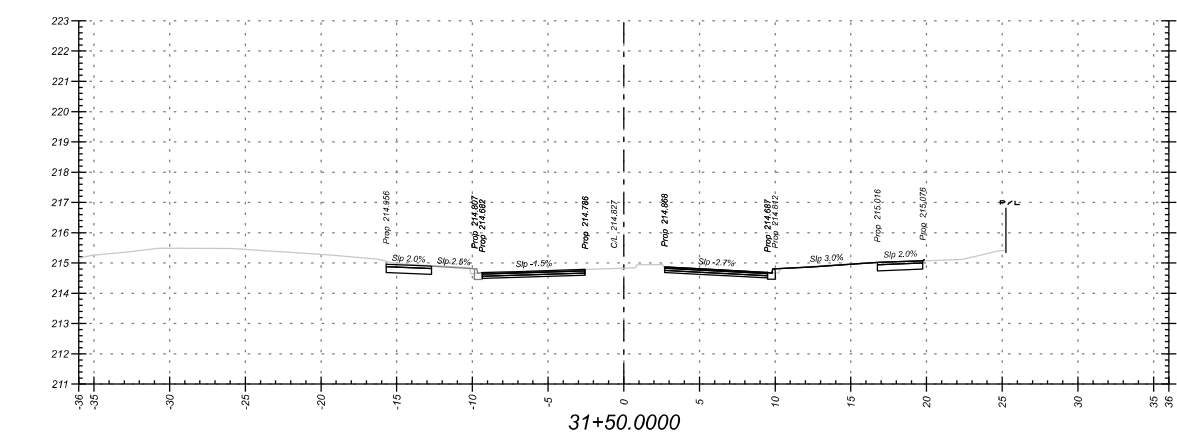
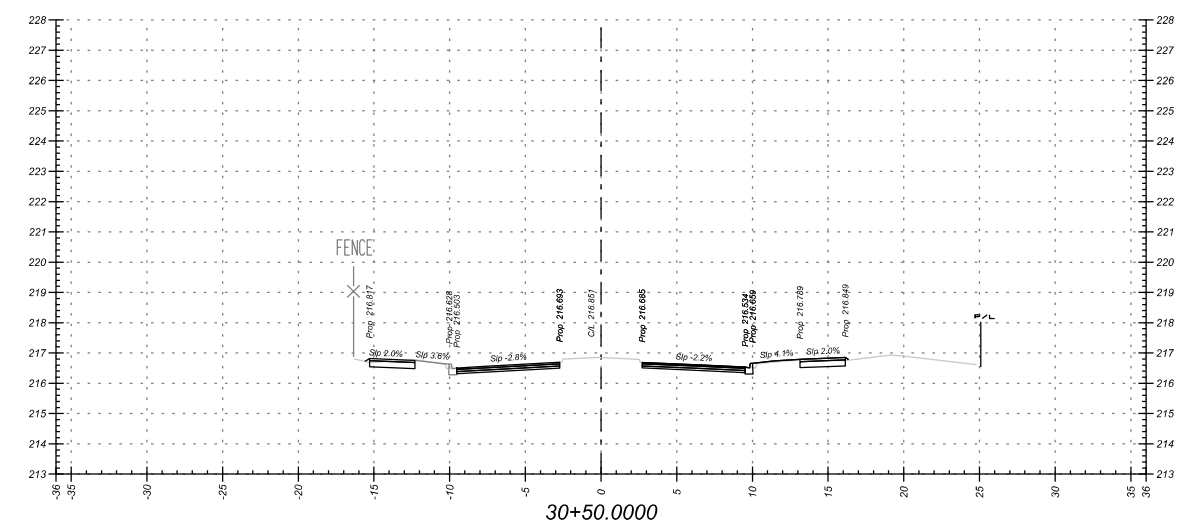
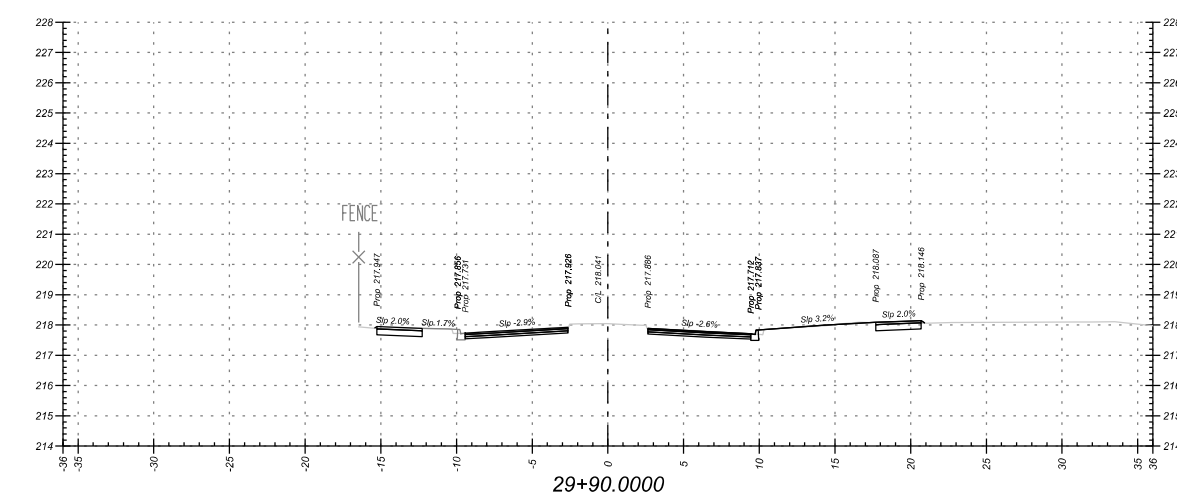
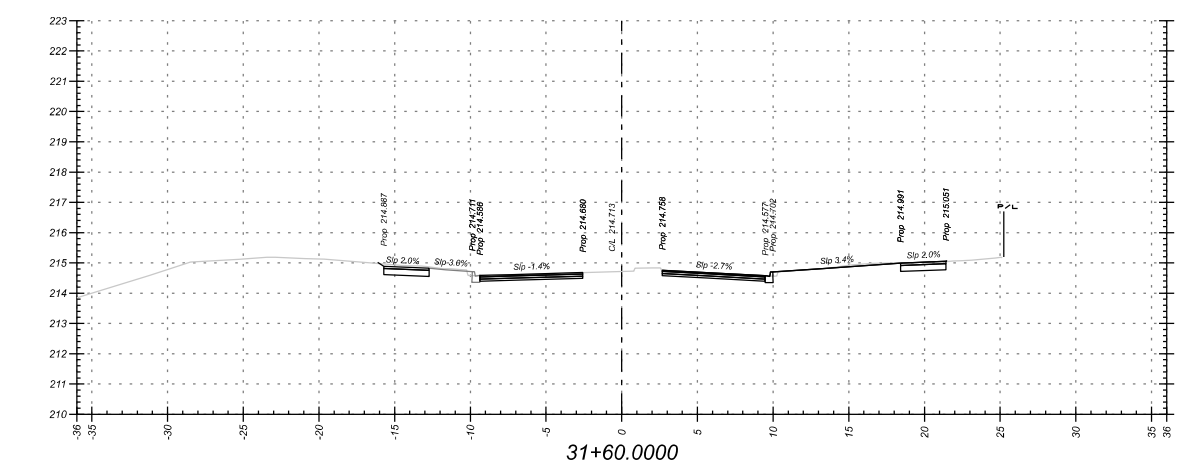
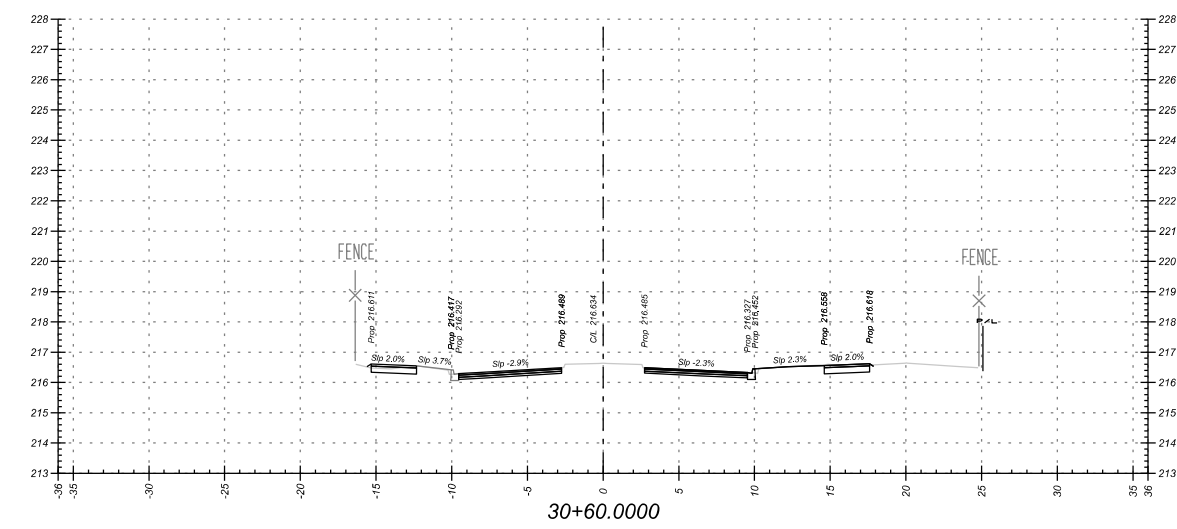
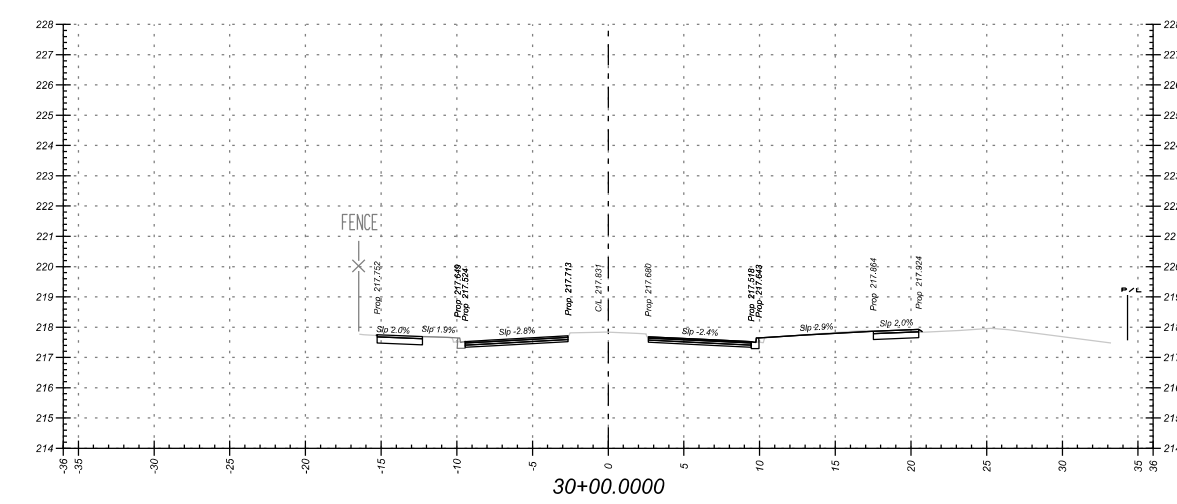
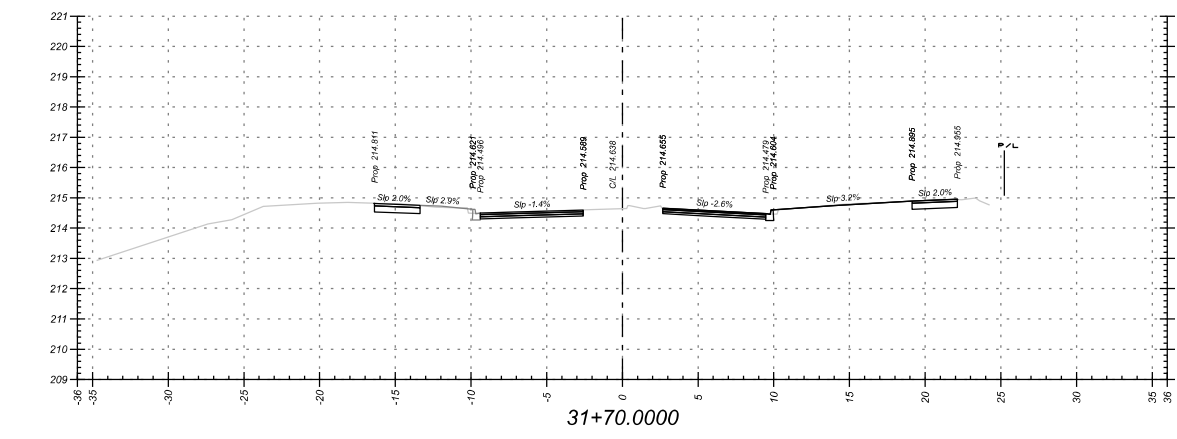
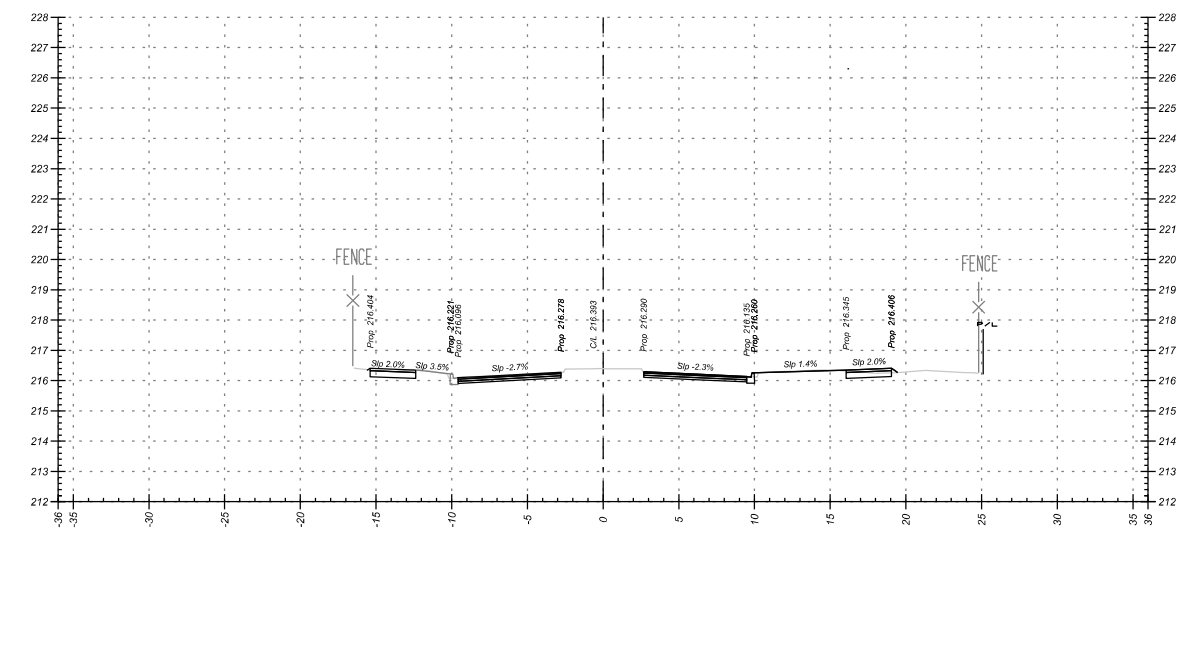
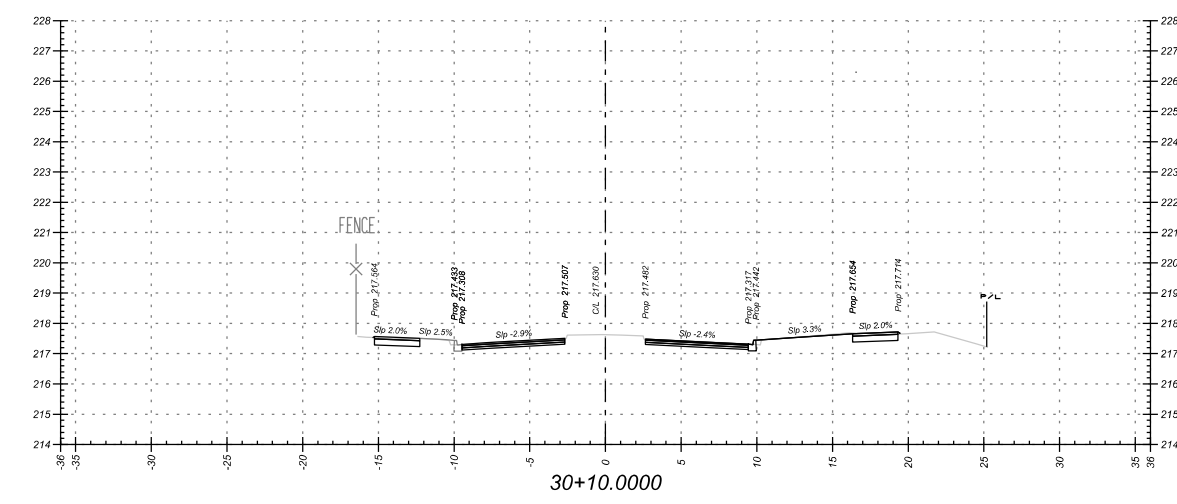
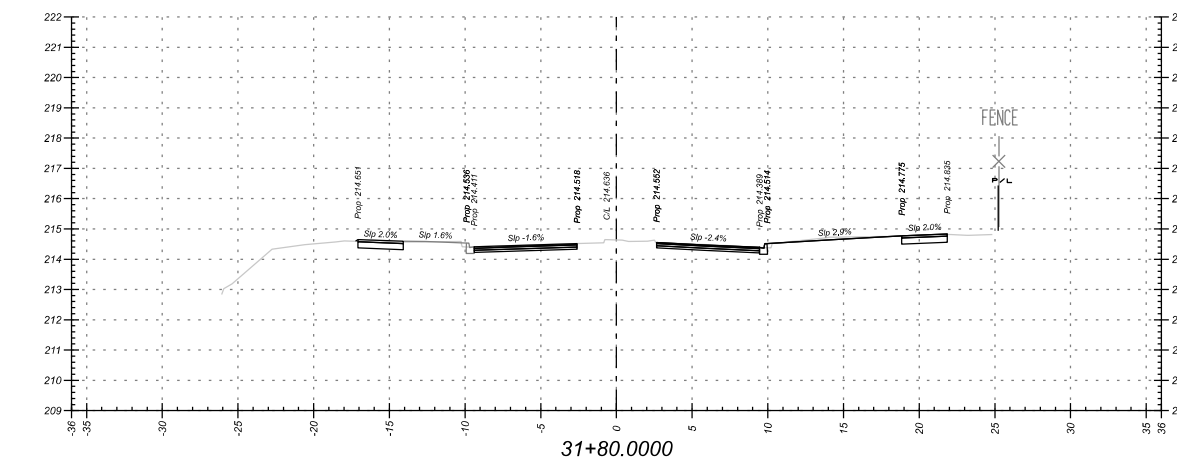
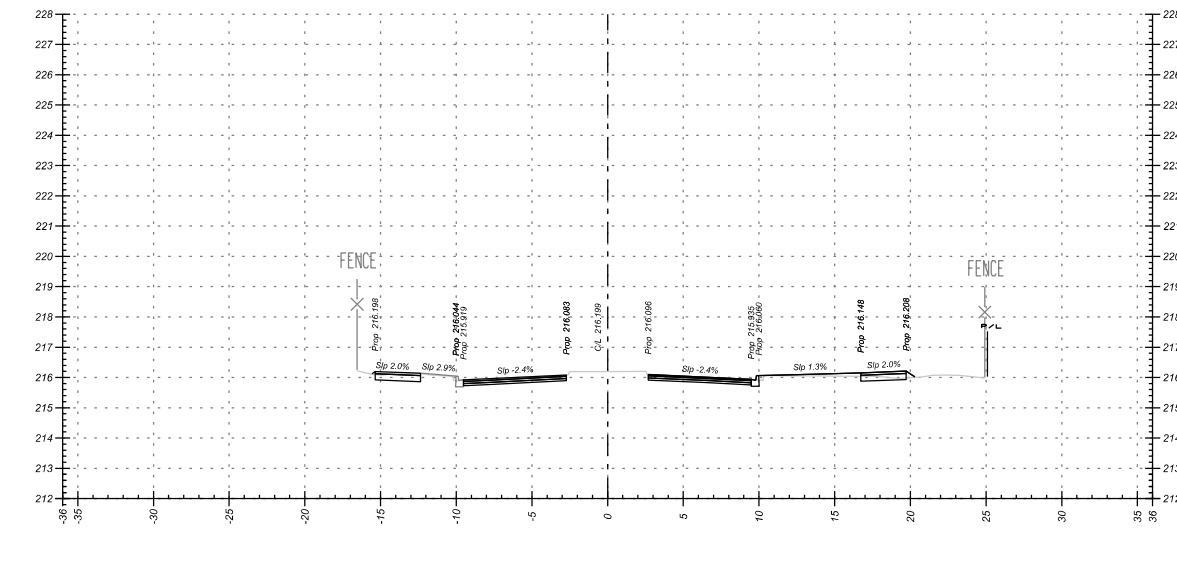
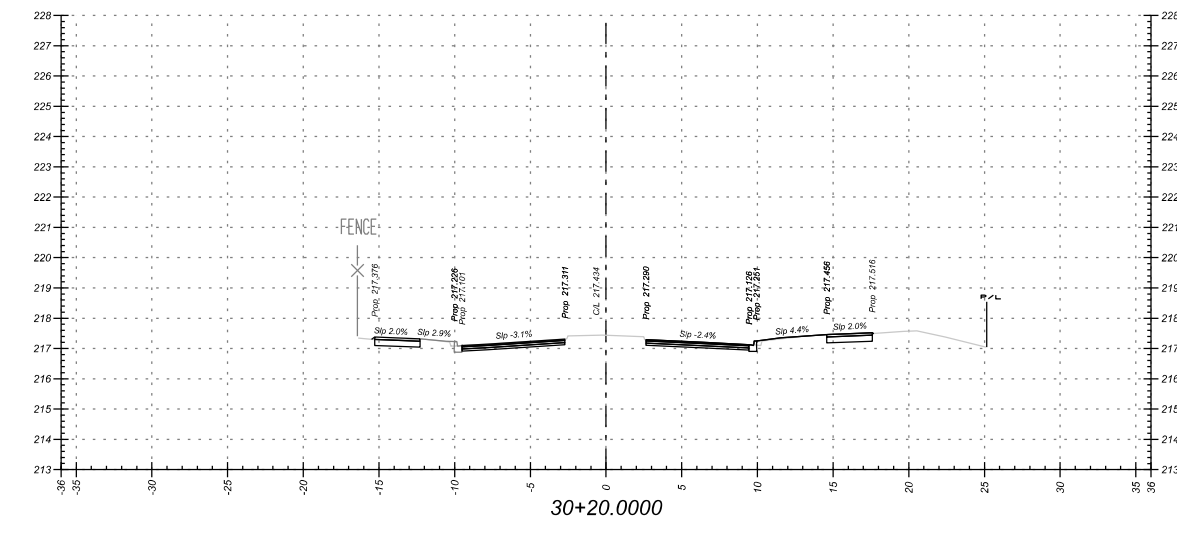
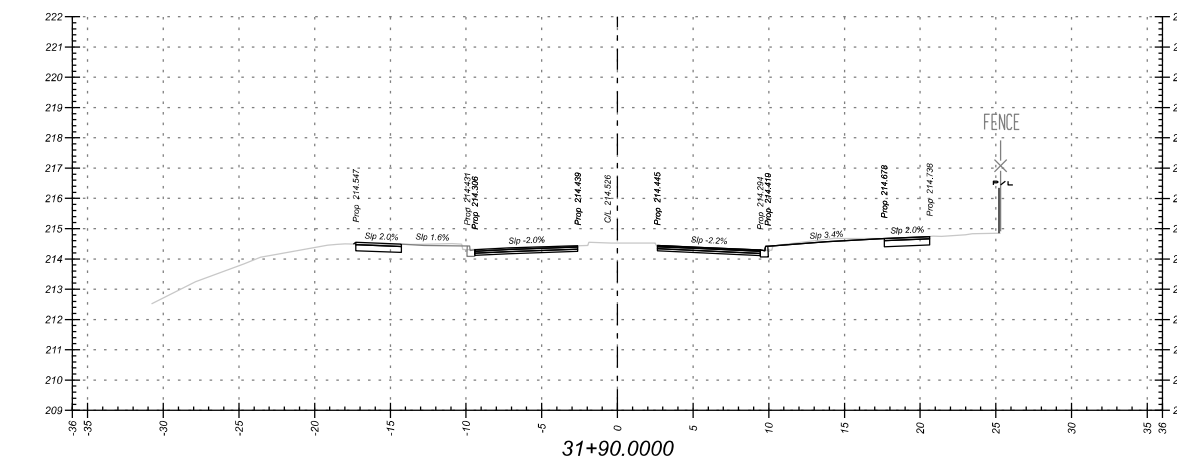
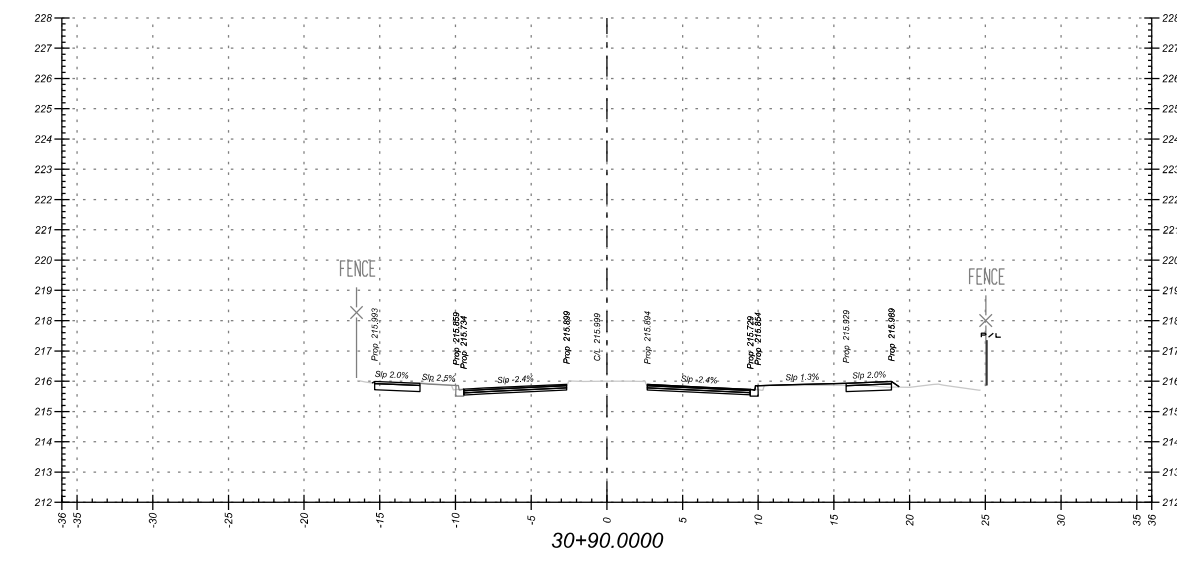
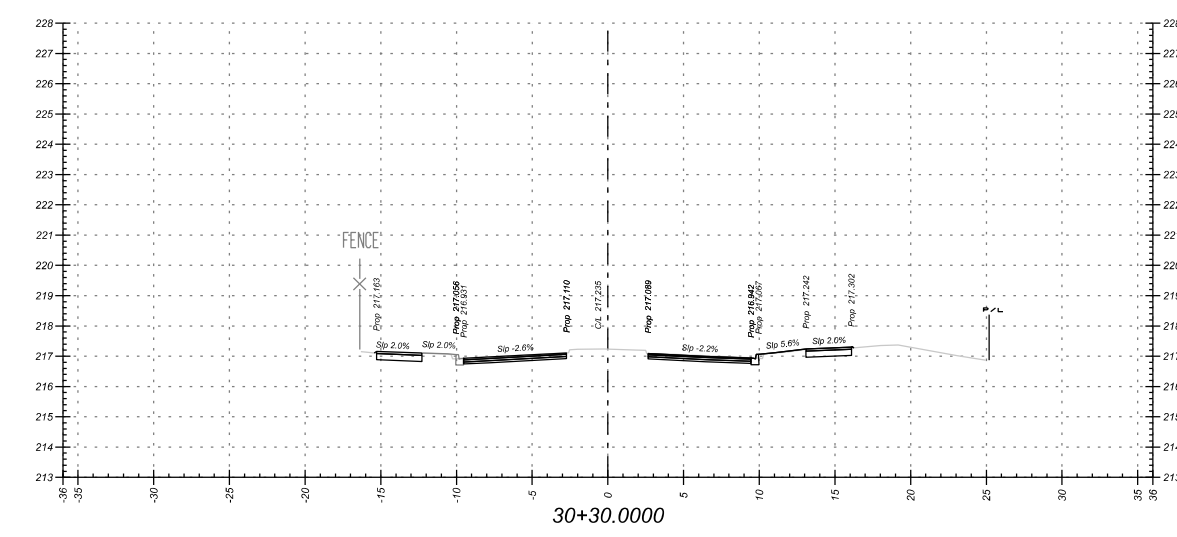
NO.	BY	DATE	REVISIONS	CHECKED

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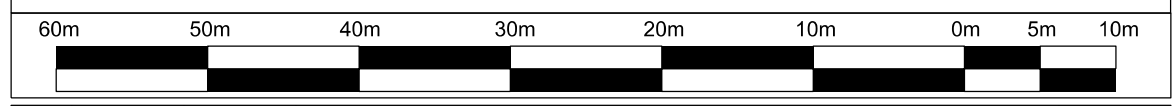
WILLIAMS PARKWAY
 STA. 27+60.000 TO STA. 29+70.000

DESIGN CROSS SECTIONS

SURVEYED BY: xxxxxx	DATE:	FILE NO.	xxxxx
DRAWN BY: S. ISHTIAQ	CHECKED BY: C. KHO	DRAWING NO.	SHEET NO.
DESIGNED BY: S. ISHTIAQ	CHECKED BY:	xx-8-xx	20
SCALE: 1:200	DATE:		



NOTES:
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S. ISHTIAQ			REVISIONS		CHECKED
NO.	BY	DATE			

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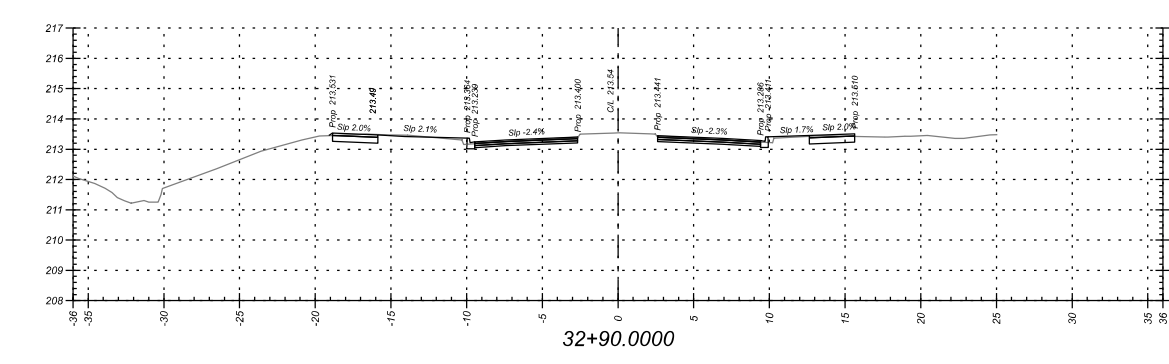
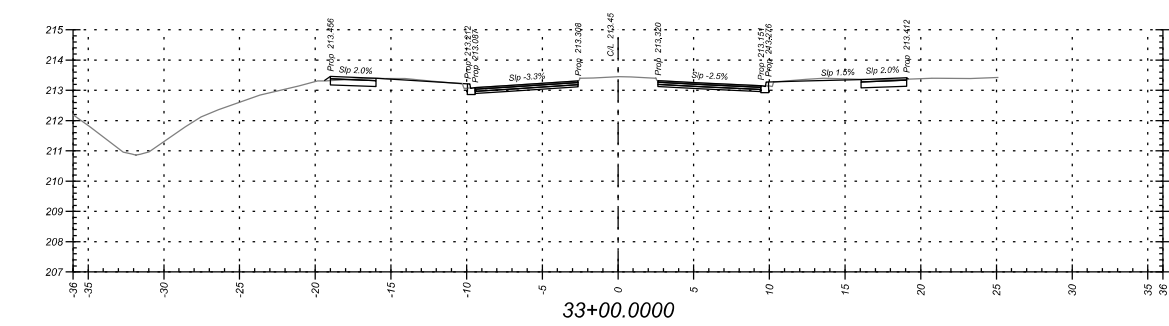
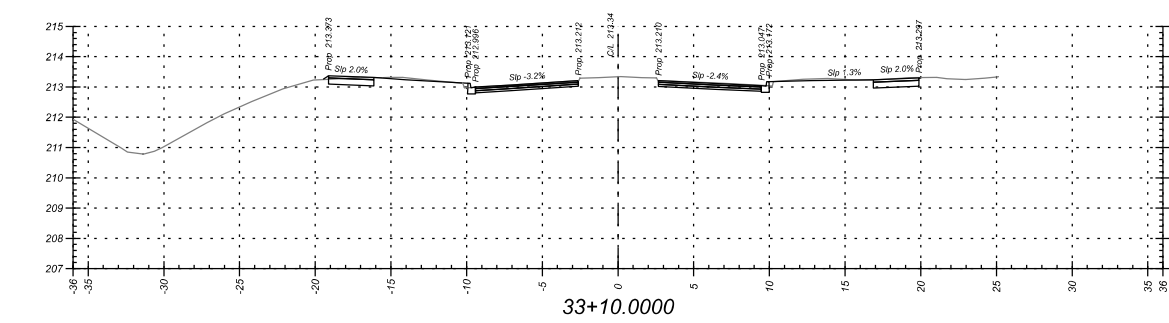
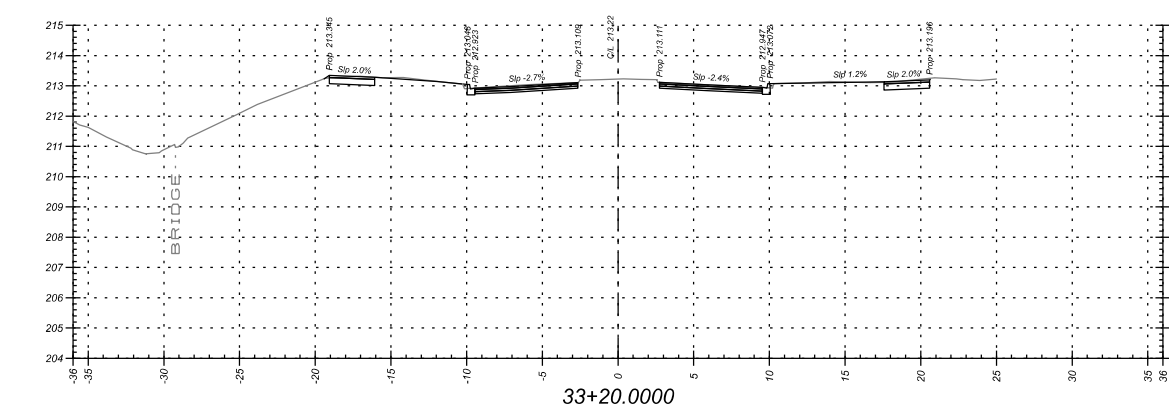
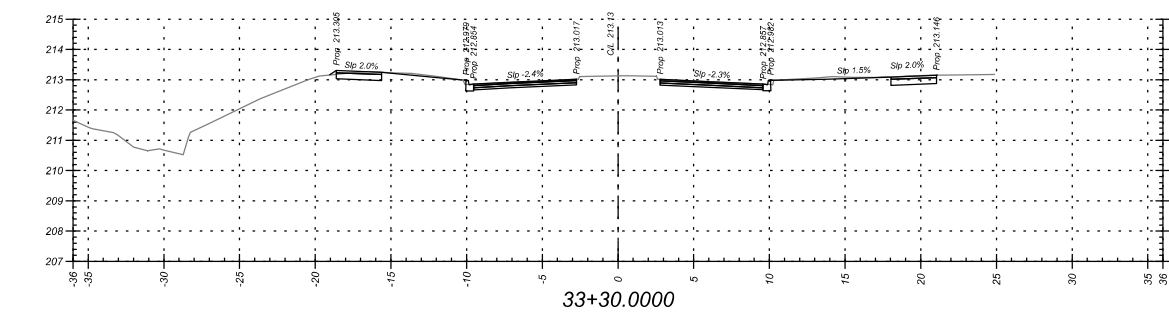
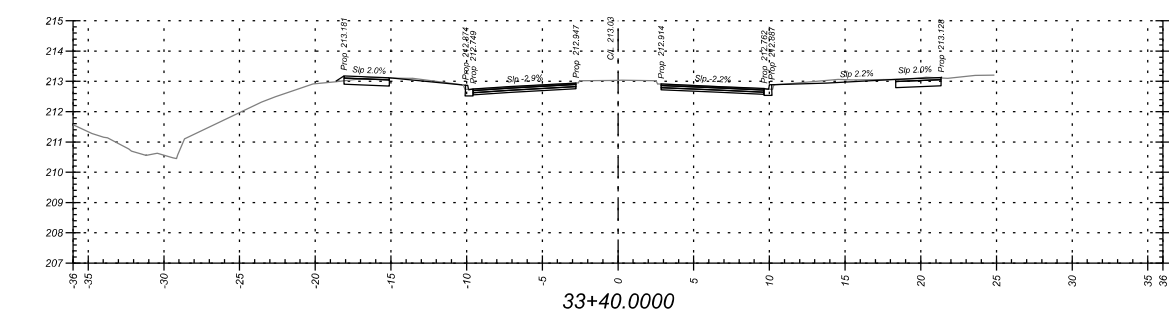
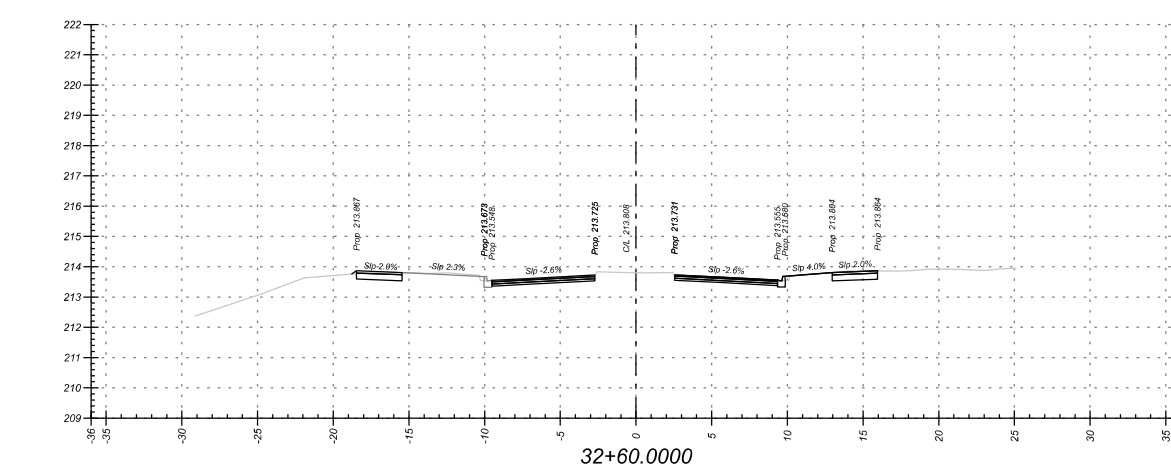
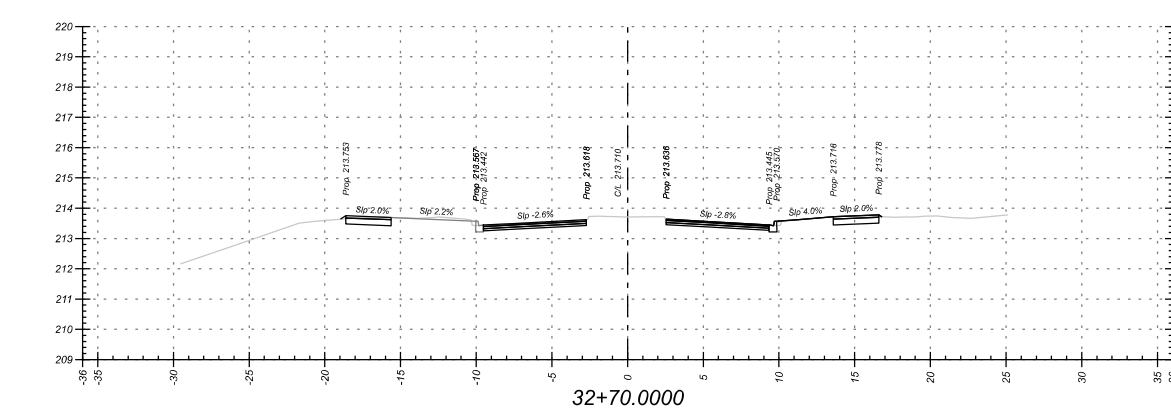
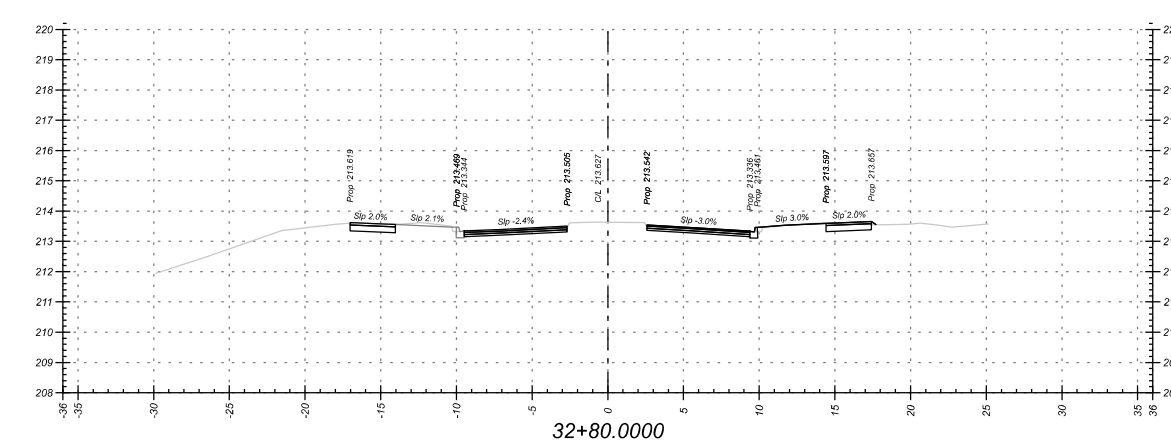
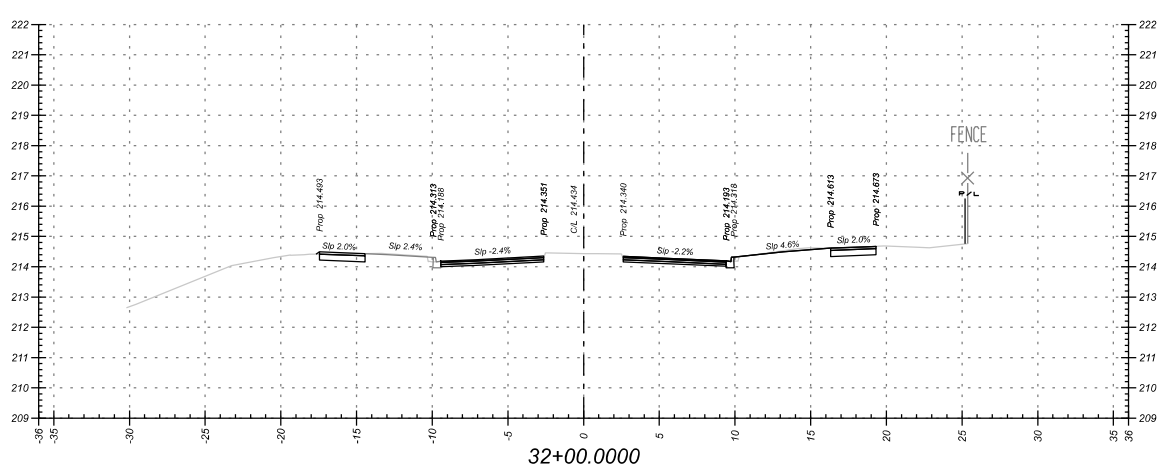
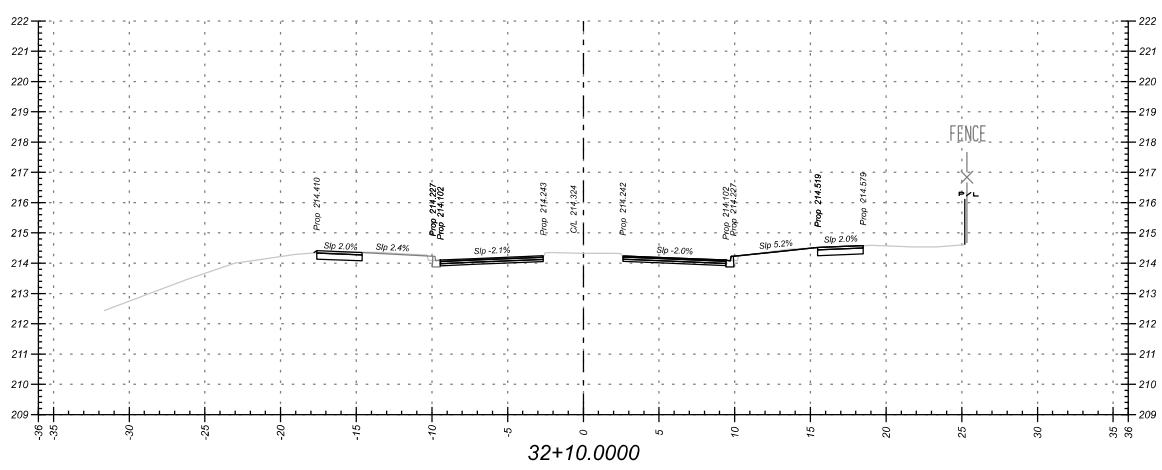
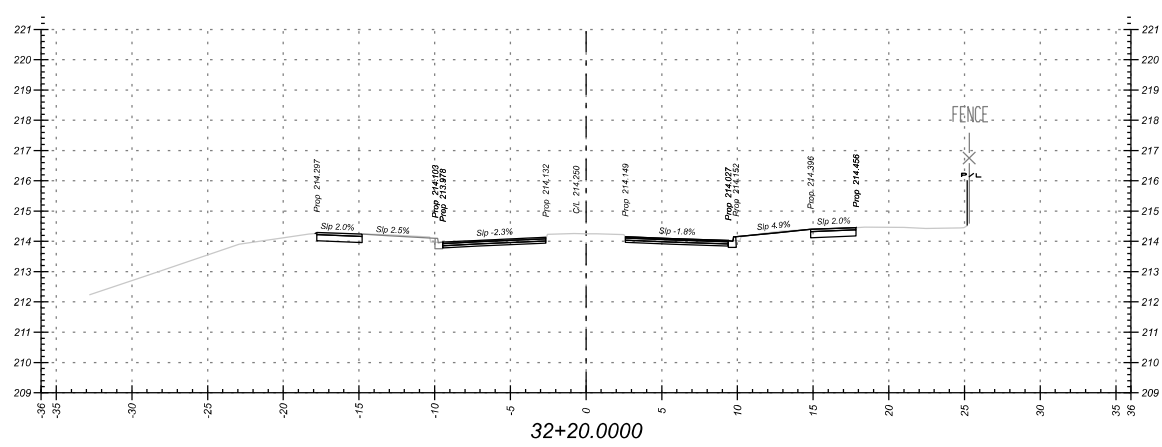
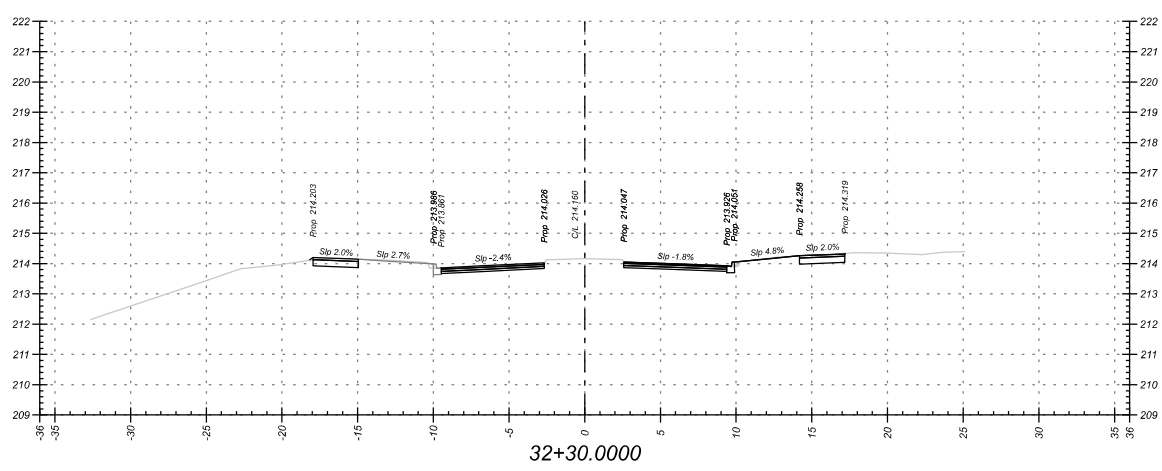
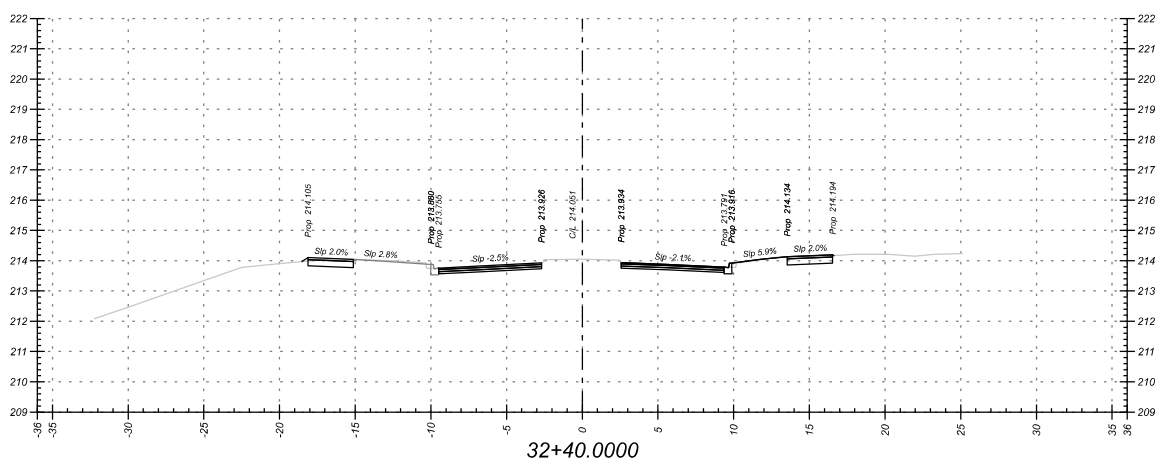
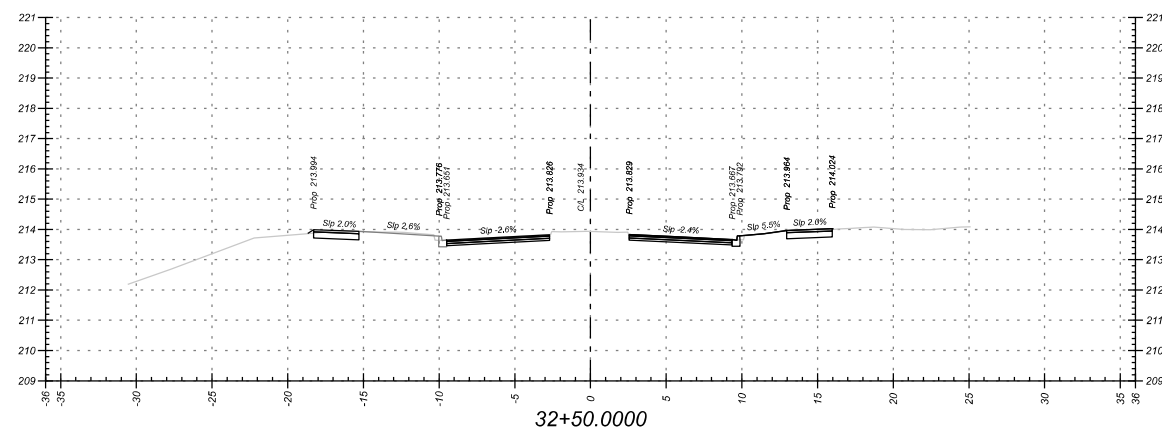
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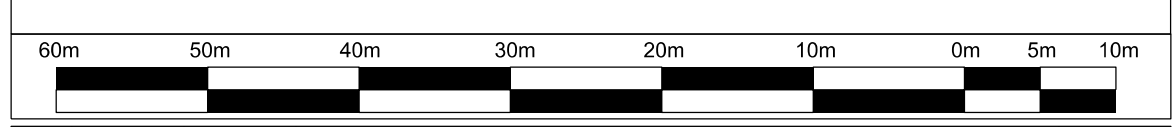
WILLIAMS PARKWAY
 STA. 29+80.000 TO STA. 31+90.000

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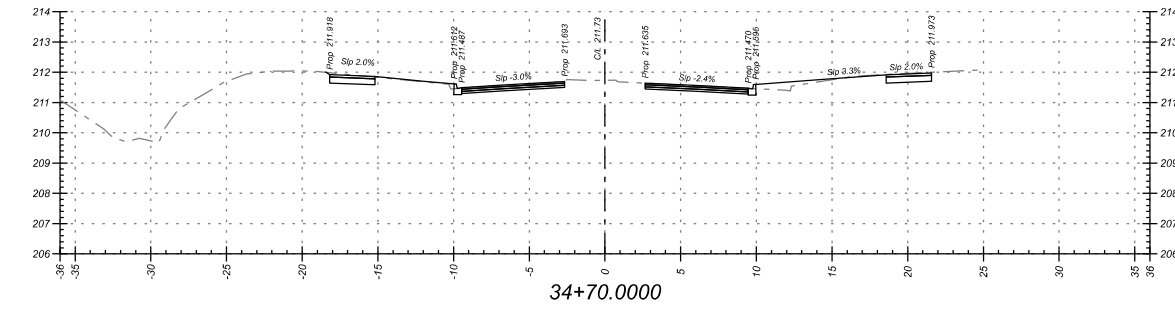
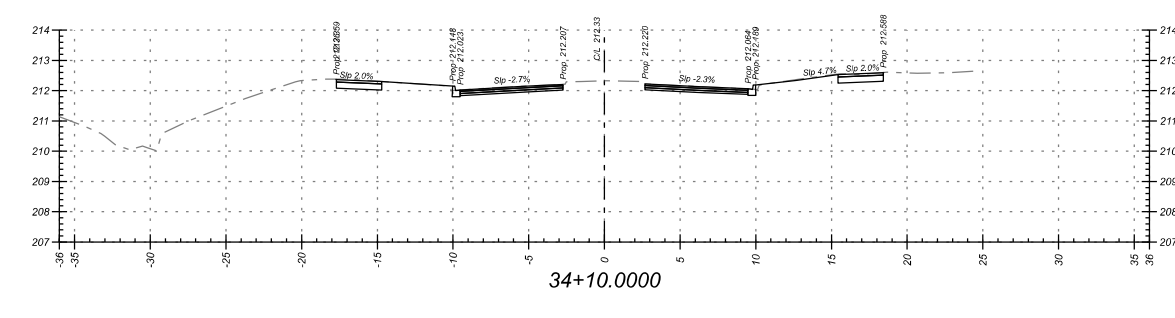
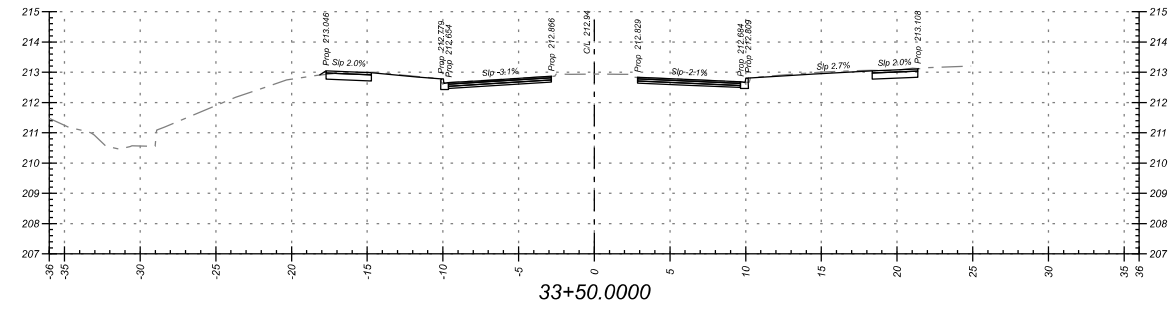
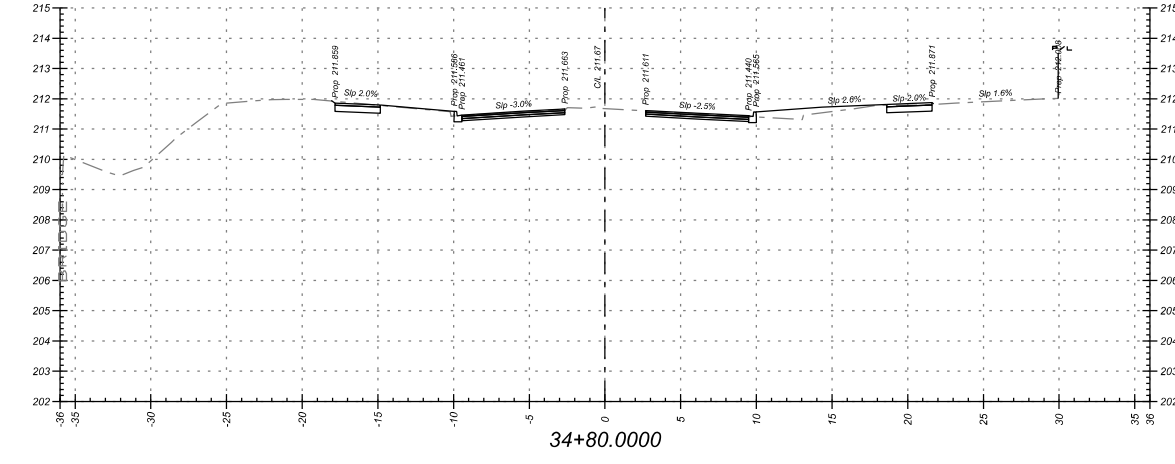
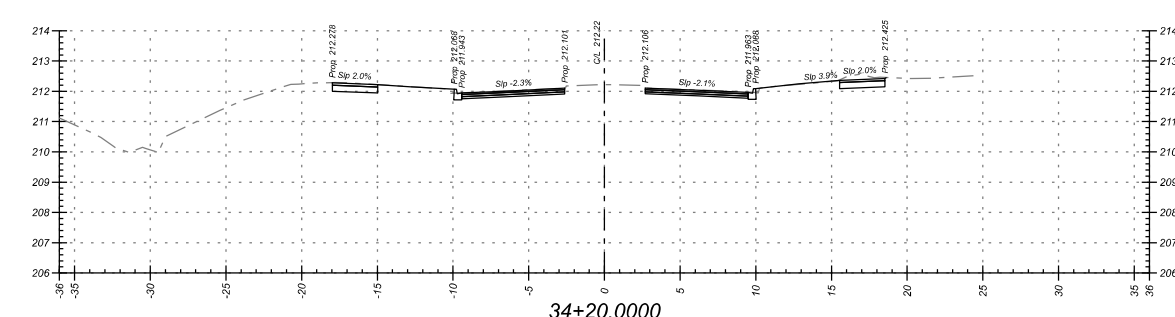
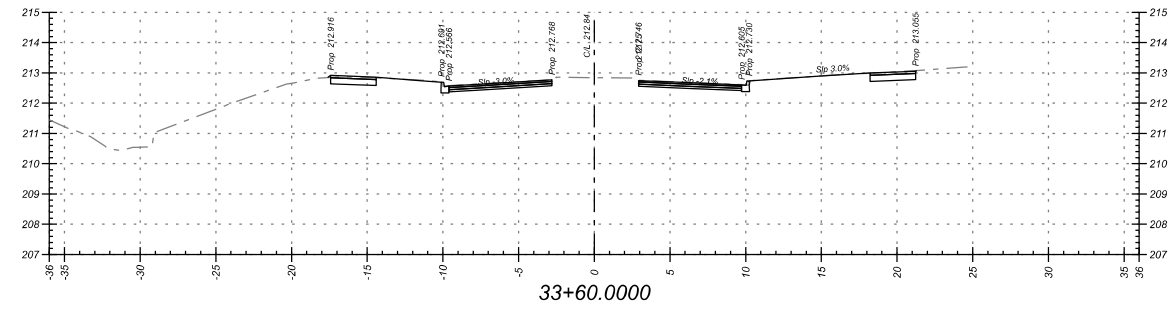
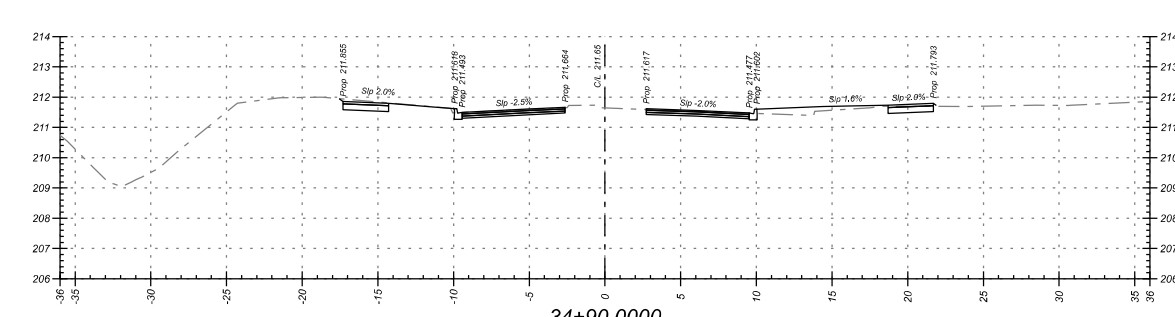
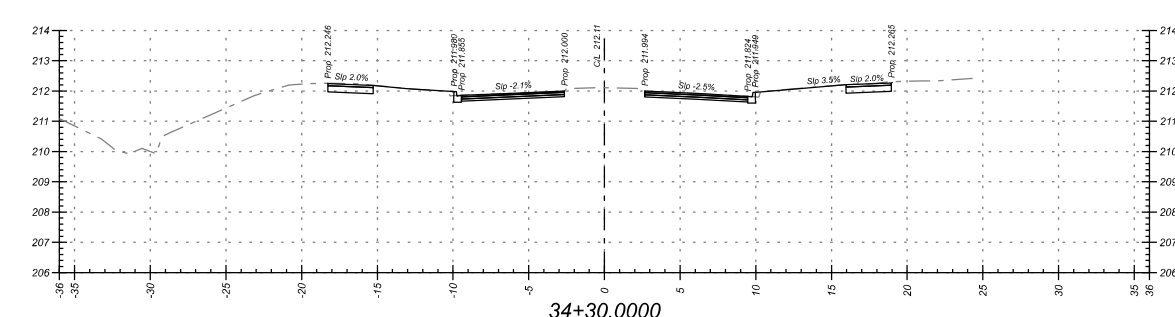
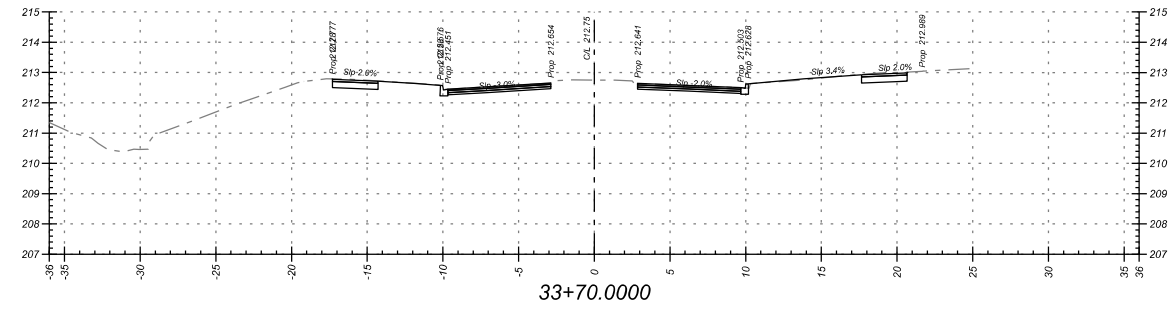
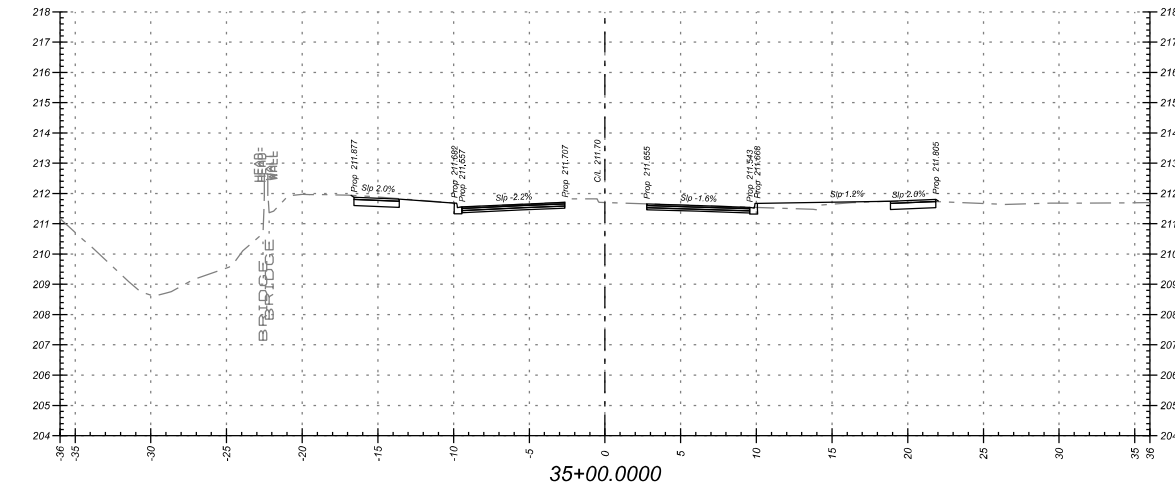
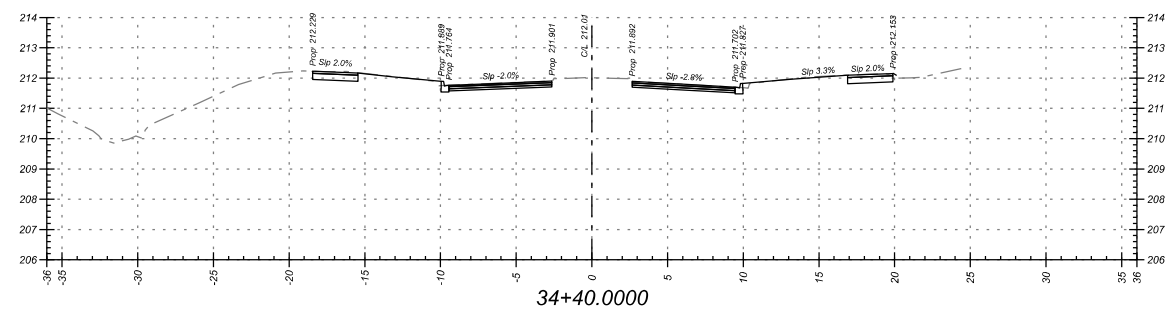
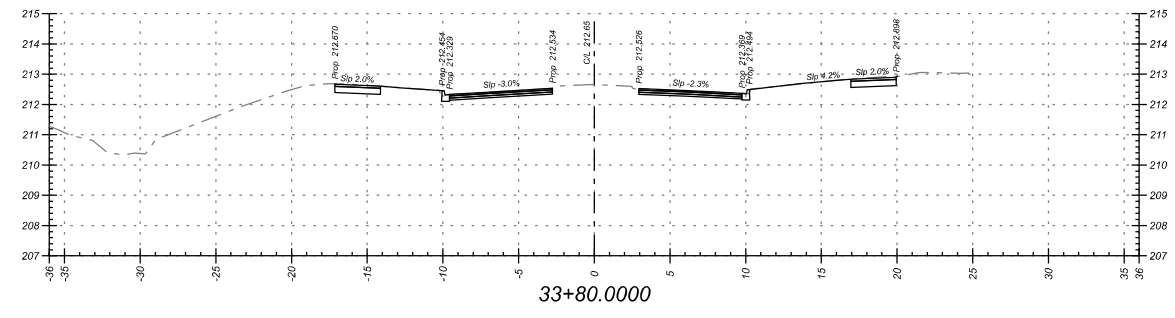
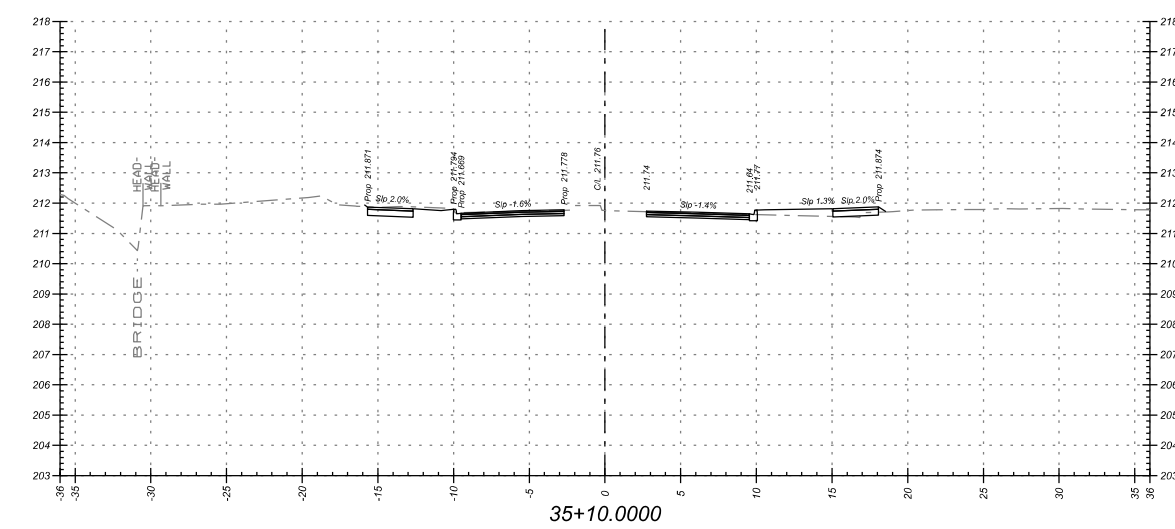
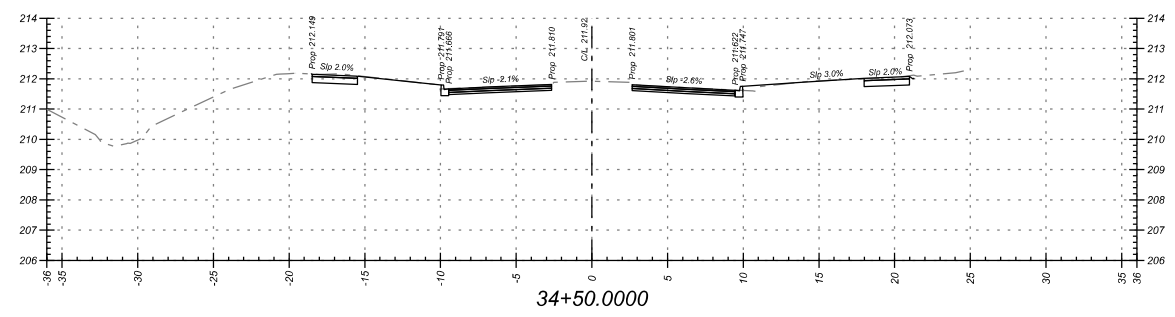
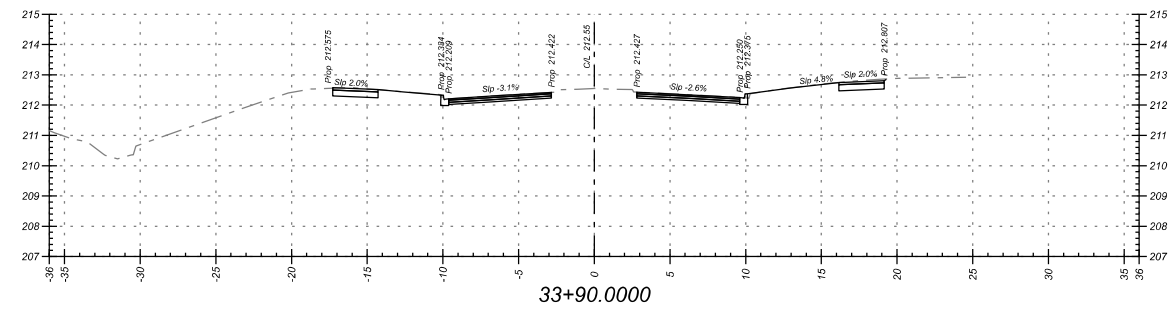
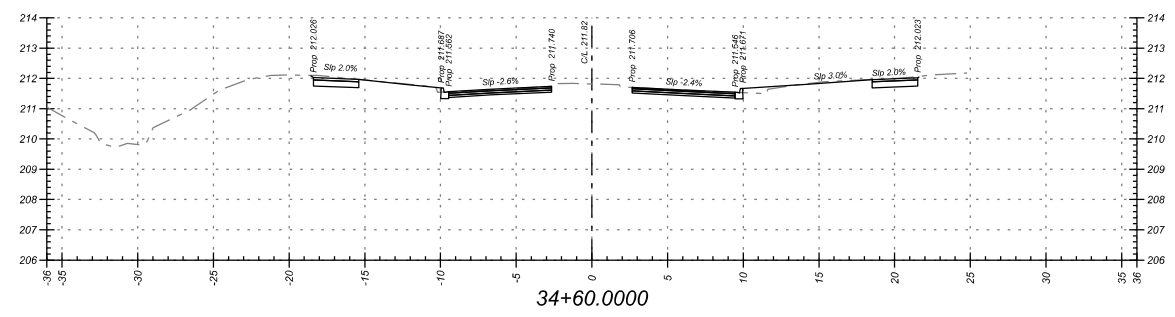
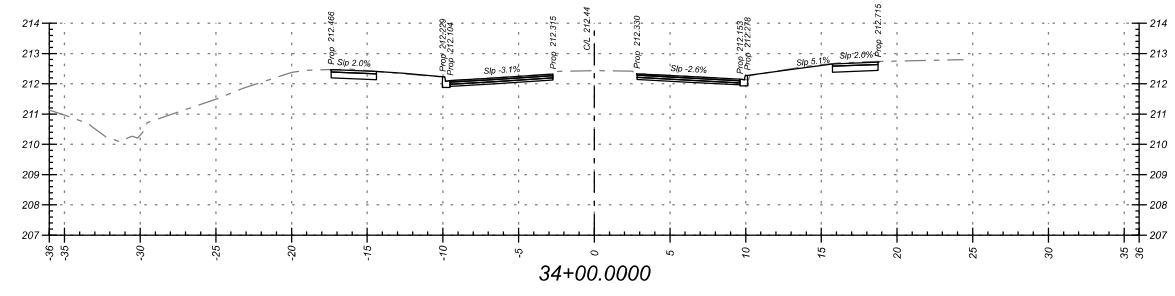
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WILLIAMS PARKWAY
 STA. 32+00.000 TO STA. 33+40.000

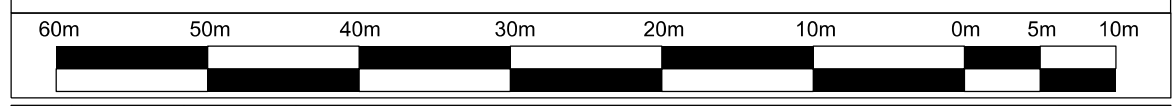
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LAST UPDATED: 21 SEP 16 - P/MZ



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WILLIAMS PARKWAY
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