

INDEX

For Halifax Water Standard Details, see Halifax Regional Water Commission Supplementary Standard Specifications Section 39 00 00 – Standard Details, latest edition

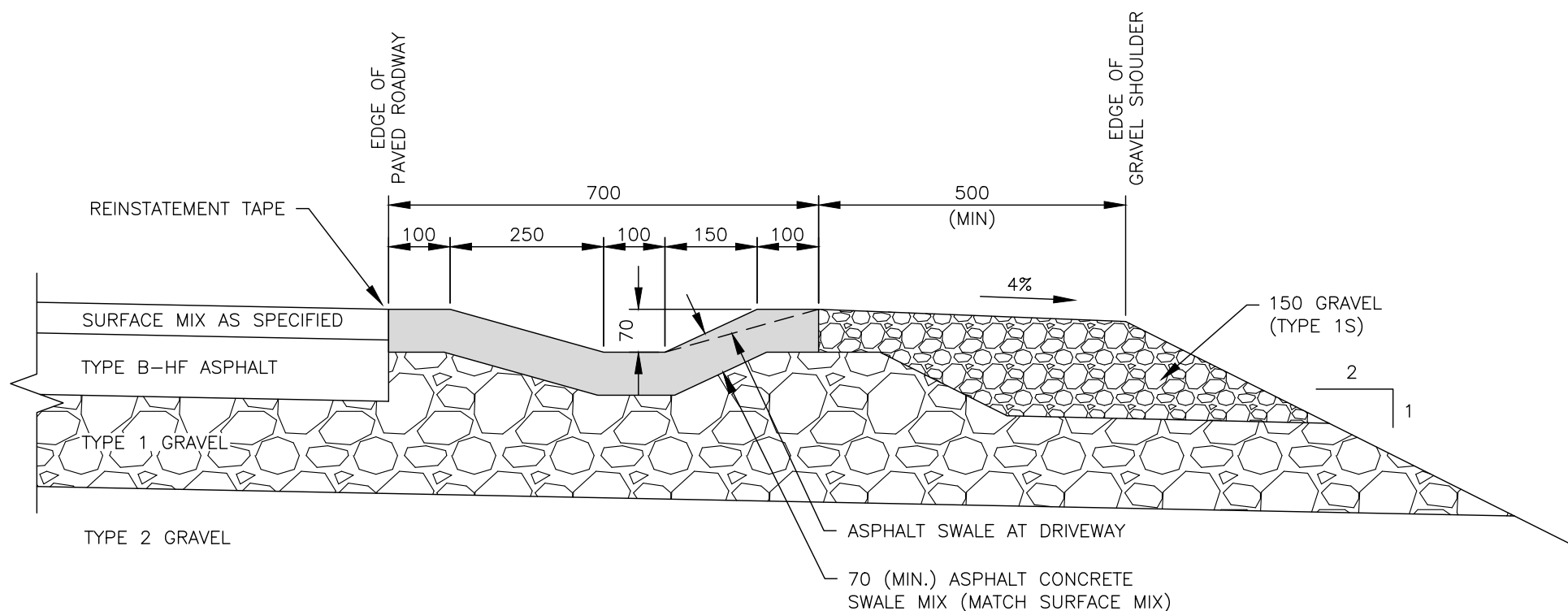
<u>TITLE</u>	<u>DETAIL No.</u>	<u>Date</u>
Asphalt Swale	HRM 30	2021
Speed Hump	HRM 31	2021
Driveway Deflection Angles & Grades	HRM 32	2021
Guide Rail Installation	HRM 36	2021
Railing	HRM 37	2021
Urban Traffic Sign Post	HRM 38	2021
Rural Traffic Sign Post	HRM 39	2021
Typical Walkway	HRM 40	2021
Active Transportation Off Road Trail	HRM 41	2021
Urban Sidewalk	HRM 44	2021
Rural Type I Sidewalk	HRM 45	2021
Rural Type II Sidewalk	HRM 46	2021
Rural Type III Sidewalk	HRM 47	2021
Concrete Sidewalk Reinforcing	HRM 48	2021
Pedestrian Ramp Alignment	HRM 49	2021
Driveway Ramp	HRM 50	2021
New Driveway Access in Existing Full-Depth Curb	HRM 51	2021
Concrete Traffic Island	HRM 52	2021
Concrete Curb & Gutter	HRM 53	2021
Curb Renewal / Payment	HRM 54	2021
Asphalt Curb	HRM 55	2021
Concrete Bus Stop Landing Pad	HRM 56	2021
Concrete Bus Bay Pad - End Block	HRM 57	2021
Concrete Bus Bay Pad - Mid Block	HRM 58	2021
Trench Backfill and Reinstatement – Testing	HRM 61	2021
Tree Planting in Parks/Open Space	HRM 66	2021

Underground Conduit	HRM 78	2021
Pull Pit	HRM 79	2021
Wooden Pole Power Feed (For Traffic Signals)	HRM 86	2021
Aluminium Pole RA-5 Signal Configuration	HRM 87	2021
Wooden Pole RA-5 Traffic Signal With Power Feed Configuration	HRM 88	2021
Standard Intersection Pavement Marking Layout	HRM 89	2021
Longitudinal and Transverse Markings	HRM 90	2021
Pavement Arrows	HRM 91	2021
Bicycle Symbol & Shared Use Lane Symbol	HRM 92	2021
Tactile Walking Surface Indicator Ramp Placement	HRM 131	2021
Walkway with Pedestrian Ramp	HRM 132	2021
Concrete Sidewalk Adjacent Curb	HRM 133	2021
Red In-Lay Reserved Lane	HRM 134	2021
Speed Hump Survey Verifications	HRM 136	2021
Tree Protection Zone & Barrier	HRM 140	2021
Speed Table Detail	HRM 143	2021
Speed Table Survey Verification	HRM 144	2021
Utility Pole Service Detail	HRM 160	2021
Inverted U Bike Rack	HRM 165	2021
Multi Inverted U Bike Rack	HRM 166	2021
Post & Ring Bike Rack	HRM 167	2021
Soil Texture Triangle	HRM 181	2021
Tree Planting in SOD Boulevard	HRM 182	2021

Traffic Signal Bases

Traffic Signal Base for Configuration A	HRM 68	2021
Standard Notes – Shaft Foundations	HRM 68N1	2021
Standard Notes – Spread Footings	HRM 68N2	2021
Pole Base Selection Guide	HRM 68N3	2021

Traffic Signal Base for Configurations B, C, D and E	HRM 69	2021
Traffic Signal Base for Configurations F, G, and H	HRM 70	2021
Traffic Signal Base for Configurations I, J, K and L	HRM 71	2021
Traffic Signal Base for Configuration M	HRM 71A	2021
Traffic Signal Base for Configurations N, O and P	HRM 72	2021
Traffic Signal Base for Configurations Q, R and S	HRM 72A	2021
Traffic Signal base for Configurations T, U and V	HRM 73	2021
Traffic Signal Base for Configurations W, X and Y	HRM 73A	2021
Traffic Signal Base for Configurations Z, AA and AB	HRM 74	2021
Traffic Signal base for Configurations AC, AD and AE	HRM 74A	2021
Foundation Revisions for Doweling into Rock	HRM 74B.1	2021
Foundation Revisions for Doweling into Rock	HRM 74B.2	2021
Traffic Signal base for Configuration AF	HRM 74X	2021
Base Mounted Traffic Signal Controller Cabinet	HRM 175	2021
Base Mounted Traffic Signal Controller Cabinet with Battery Back-Up Unit	HRM 176	2021
Street Lighting Power Enclosure Base	HRM 177	2021



NOTE:

1. FOR ALL RURAL ROADS HAVING A GRADE EXCEEDING 7%, ASPHALT SWALES ARE REQUIRED ON EACH SIDE OF THE ROAD (ABUTTING THE ASPHALT TRAVELLED WAY) ASPHALT SWALE RUNOFF TO THE DITCH EVERY 30m OR UPSTREAM AT DRIVEWAYS.
2. ASPHALT SWALE SHALL EXTEND TO THE EDGE OF SHOULDER AND DOWN THE SLOPE BY 1 m MINIMUM.
3. MATCH CROSSFALL OF SWALE TO EXISTING CROSSFALL OF ROAD
4. ASPHALT SWALE TO BE MACHINE PLACED.
5. 1m ASPHALT APRON REQUIRED AT GRAVEL DRIVEWAYS.
6. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

STANDARD DETAIL

ASPHALT SWALE

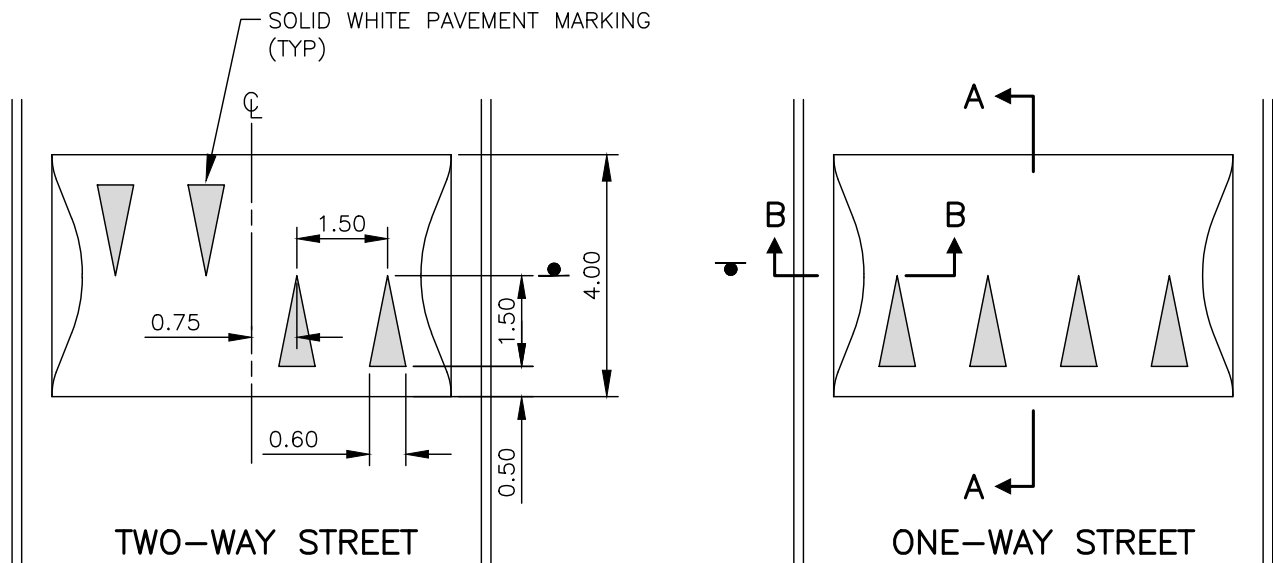
DATE: 2021

REFERENCE

APPROVED

SCALE: 1:10

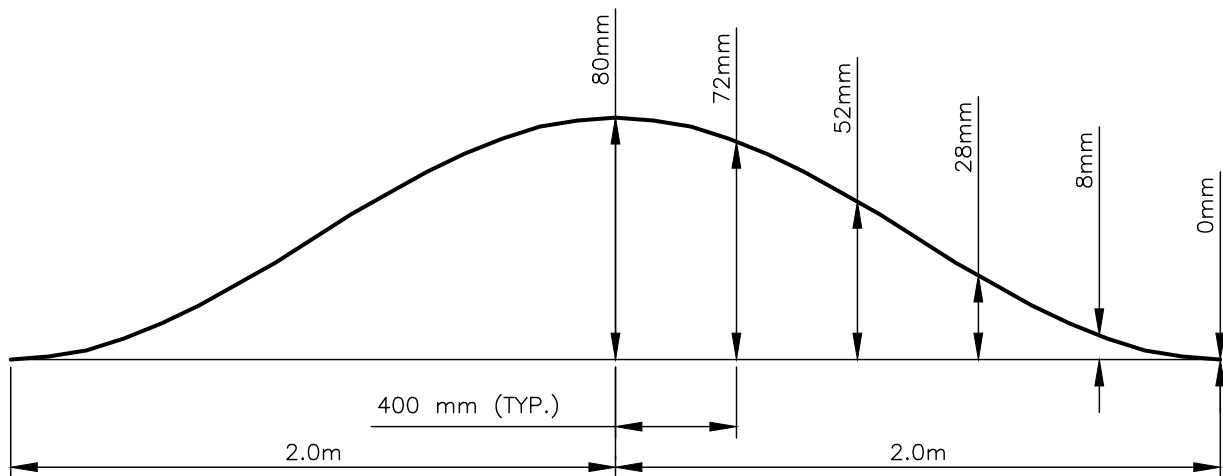
FIG No.:
HRM 30



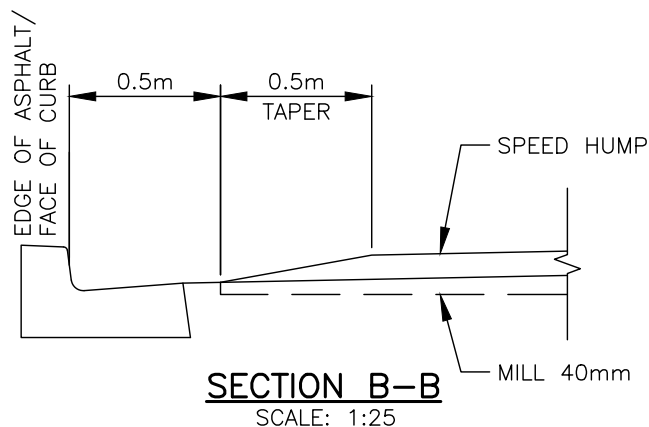
SPEED HUMPS
SCALE: 1:125

NOTES:

1. TOLERANCE FOR CONSTRUCTION IS $\pm 10\text{mm}$ RELATIVE TO THE CURVE.
2. THE EXISTING ASPHALT SURFACE TO BE MILLED TO A DEPTH OF 40mm WHEN RETROFITTING.



SECTION A-A
SCALE: Horz. 1:25
Vert. 1:2.5



HALIFAX

STANDARD DETAIL

SPEED HUMP

DATE: 2021

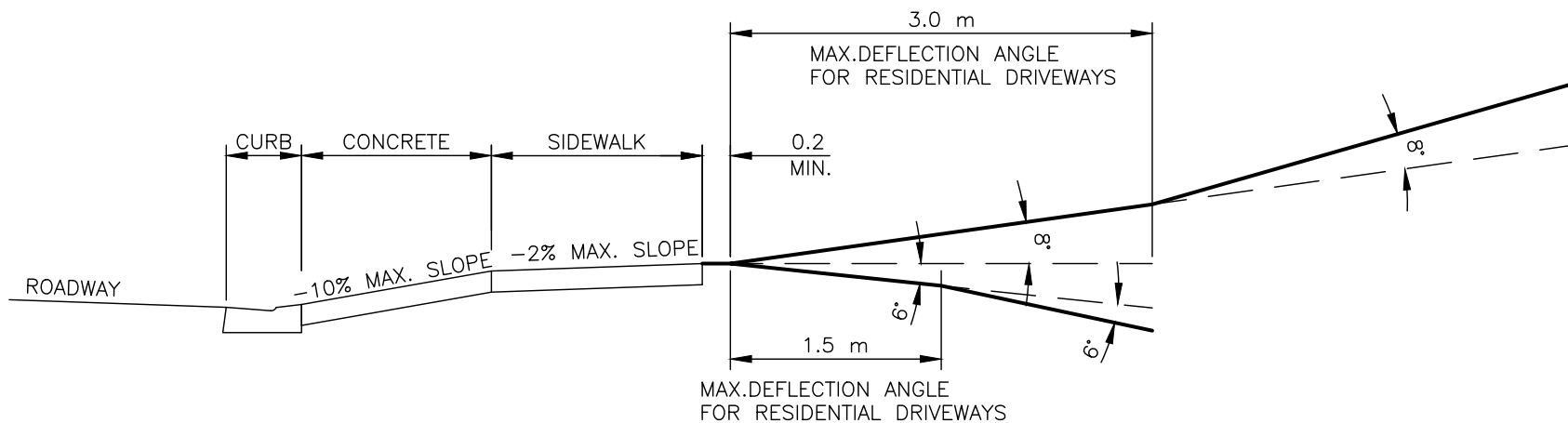
REFERENCE

APPROVED

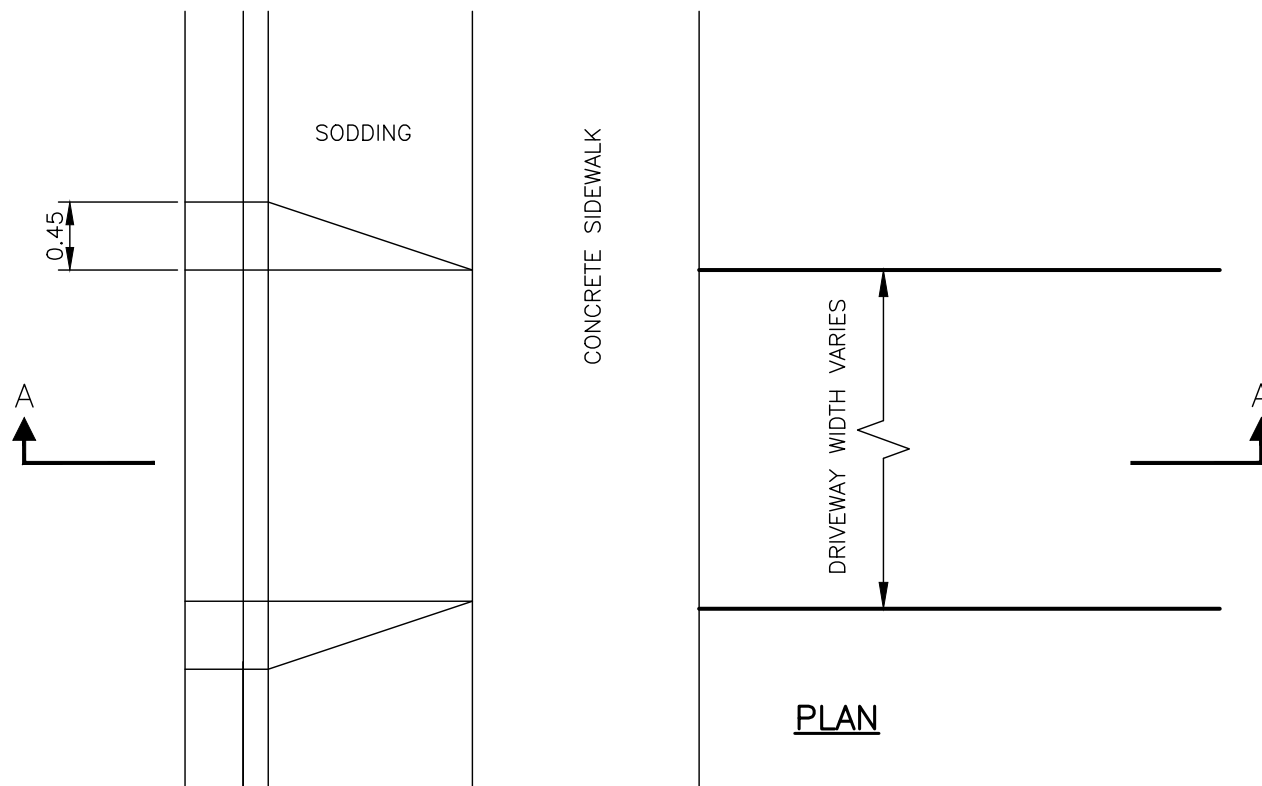
SCALE: AS NOTED

FIG No.:

HRM 31



SECTION A-A



PLAN

NOTE:

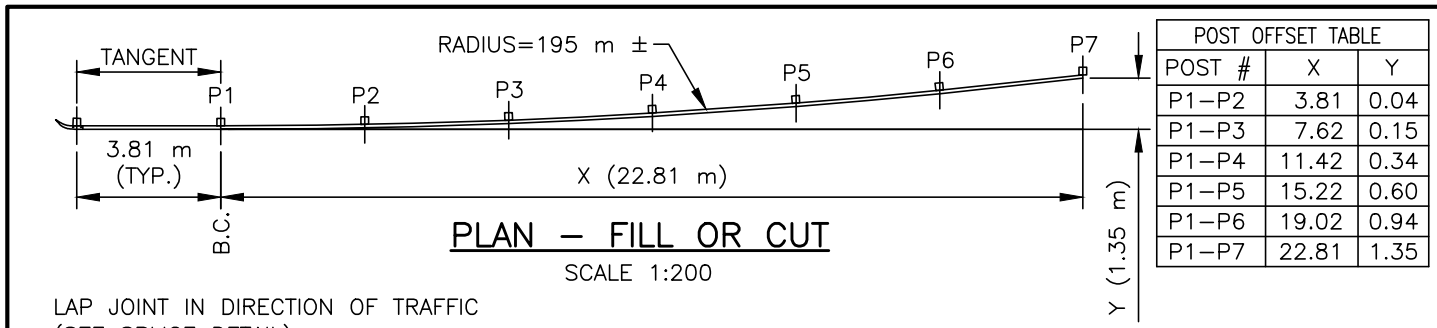
THIS DETAIL IS INTENDED FOR RETROFIT SITUATIONS, I.E. WHERE EXISTING DRIVEWAY GRADES MUST BE ADJUSTED TO MATCH NEW CONDITIONS IN THE STREET RIGHT-OF-WAY.

HALIFAX

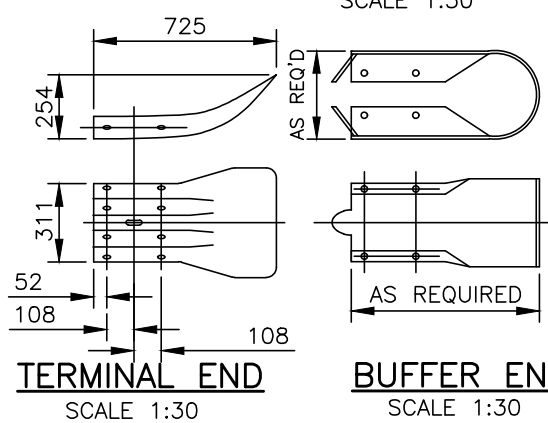
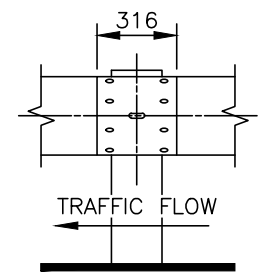
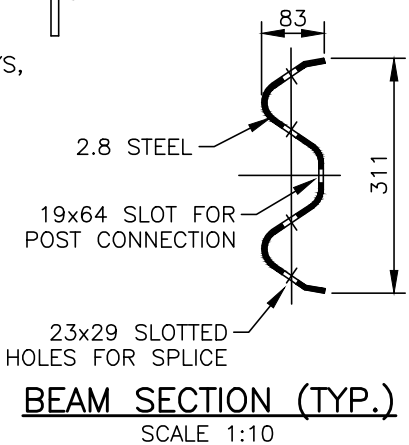
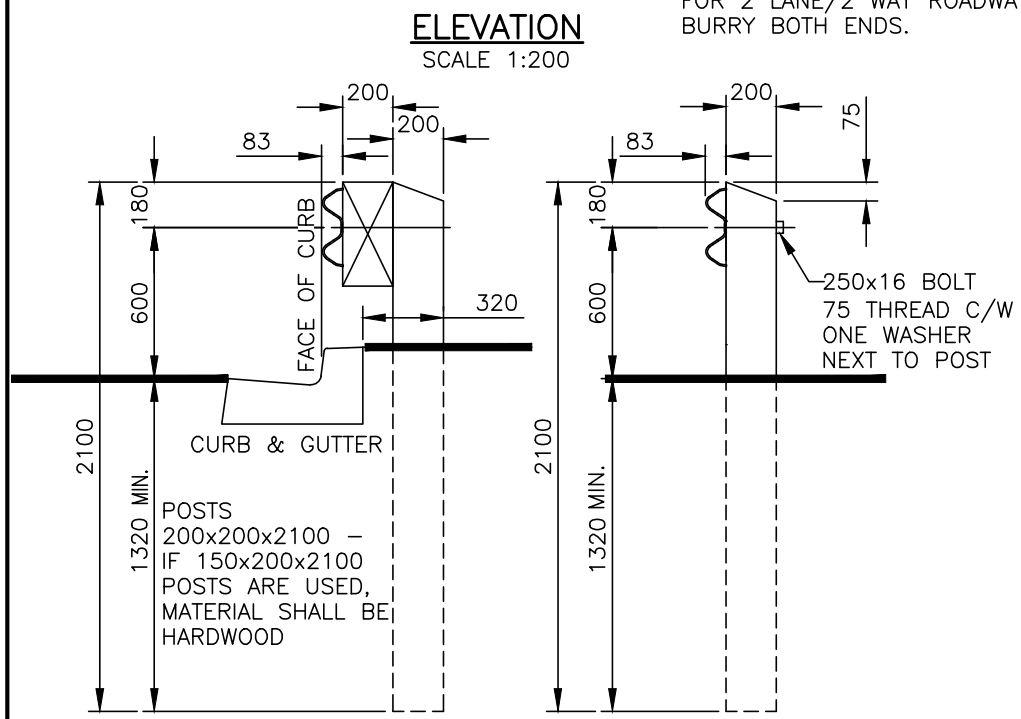
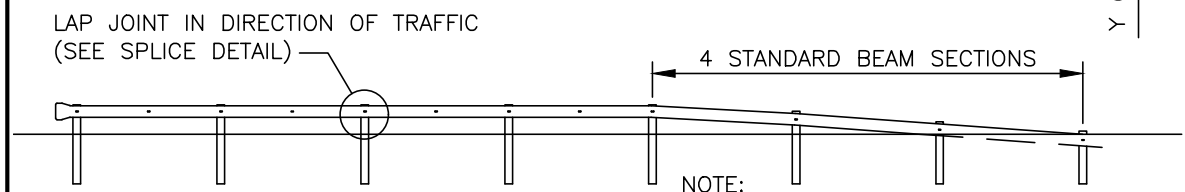
STANDARD DETAIL

**DRIVEWAY DEFLECTION
ANGLES & GRADES**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:50		FIG No.: HRM 32



POST OFFSET TABLE		
POST #	X	Y
P1-P2	3.81	0.04
P1-P3	7.62	0.15
P1-P4	11.42	0.34
P1-P5	15.22	0.60
P1-P6	19.02	0.94
P1-P7	22.81	1.35



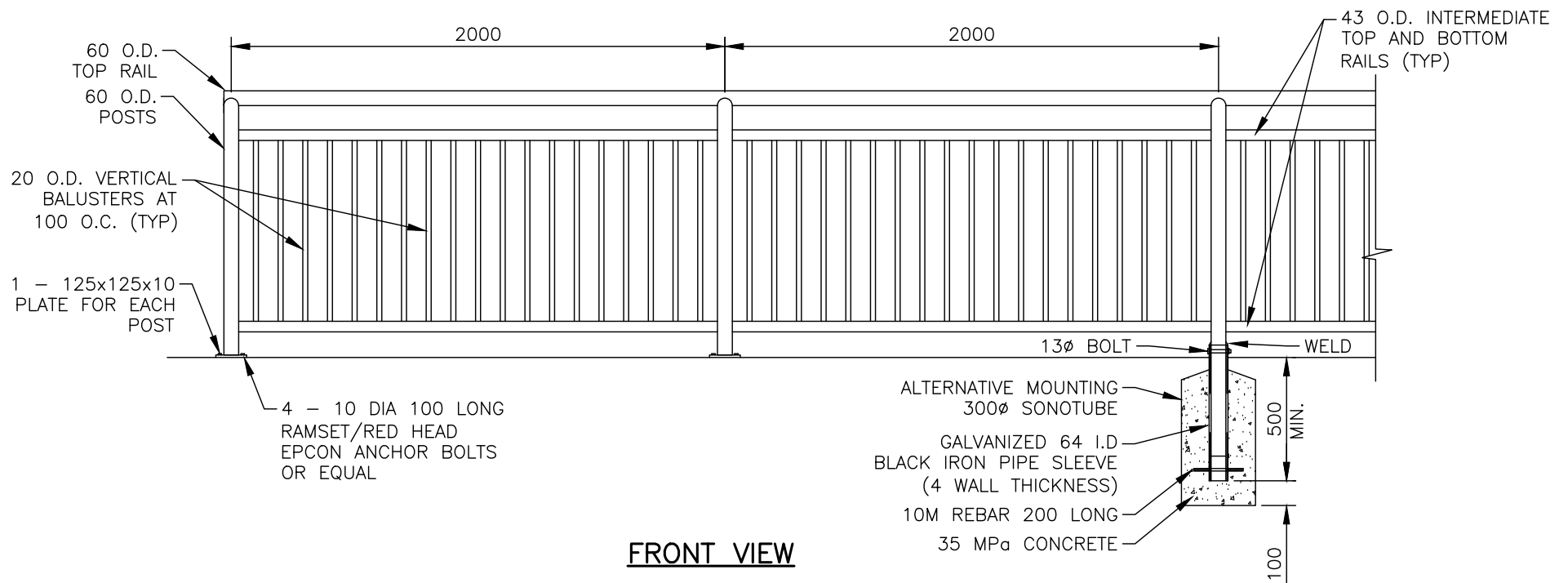
- NOTES:**
1. TWO 50x75 DELINEATORS ARE REQUIRED FOR EACH POST.
 2. A WHITE DELINEATOR SHALL BE PLACED ON THE SIDE OF THE POST FACING TRAFFIC.
 3. A YELLOW DELINEATOR SHALL BE PLACED ON THE OPPOSITE SIDE.
 4. THE DELINEATOR SHALL BE PLACED ON THE OPPOSITE SIDE.
 5. THE DELINEATOR SHALL BE LOCATED AT THE EDGE OF THE POST NEAREST THE ROAD, VERTICAL, WITH THE TOP 75 BELOW THE LOWEST POINT OF THE GUARDRAIL PANEL.
 6. THE DELINEATOR SHALL BE ATTACHED WITH GALVANIZED NAILS.

HALIFAX

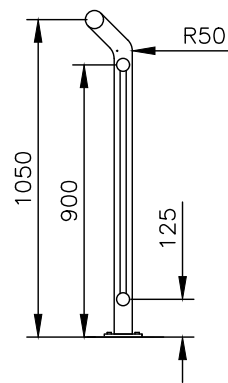
STANDARD DETAIL

GUIDE RAIL INSTALLATION

DATE: 2021	REFERENCE	APPROVED
SCALE: AS NOTED		FIG No.: HRM 36



FRONT VIEW



SIDE VIEW

NOTE:

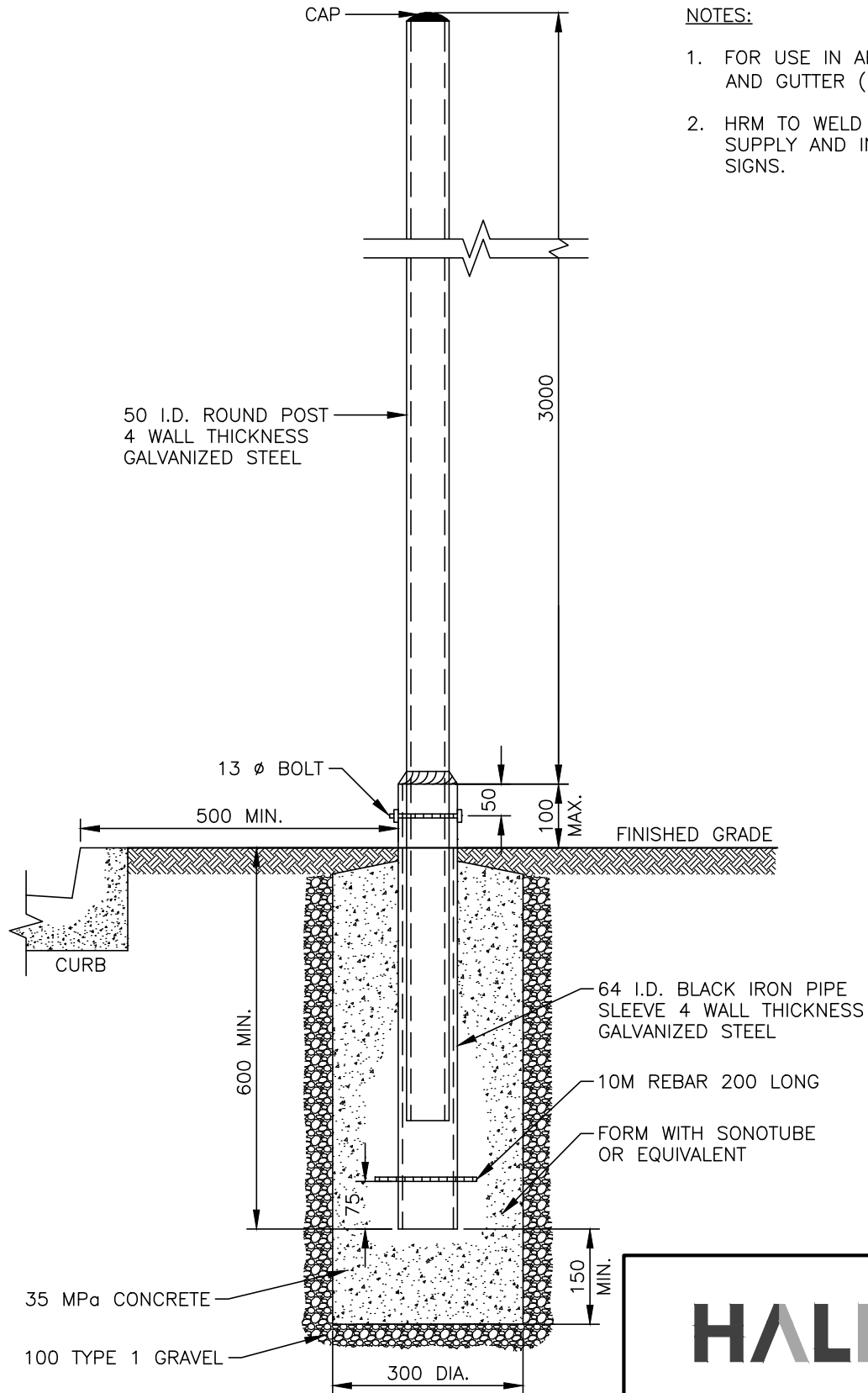
RAILING SYSTEM TO BE HOT DIPPED GALVANIZED AFTER FABRICATION. FIELD WELDS, IF NECESSARY SHALL BE PROTECTED WITH COLD GALVANIZING.

HALIFAX

STANDARD DETAIL

RAILING

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25	FIG No.:	HRM 37



NOTES:

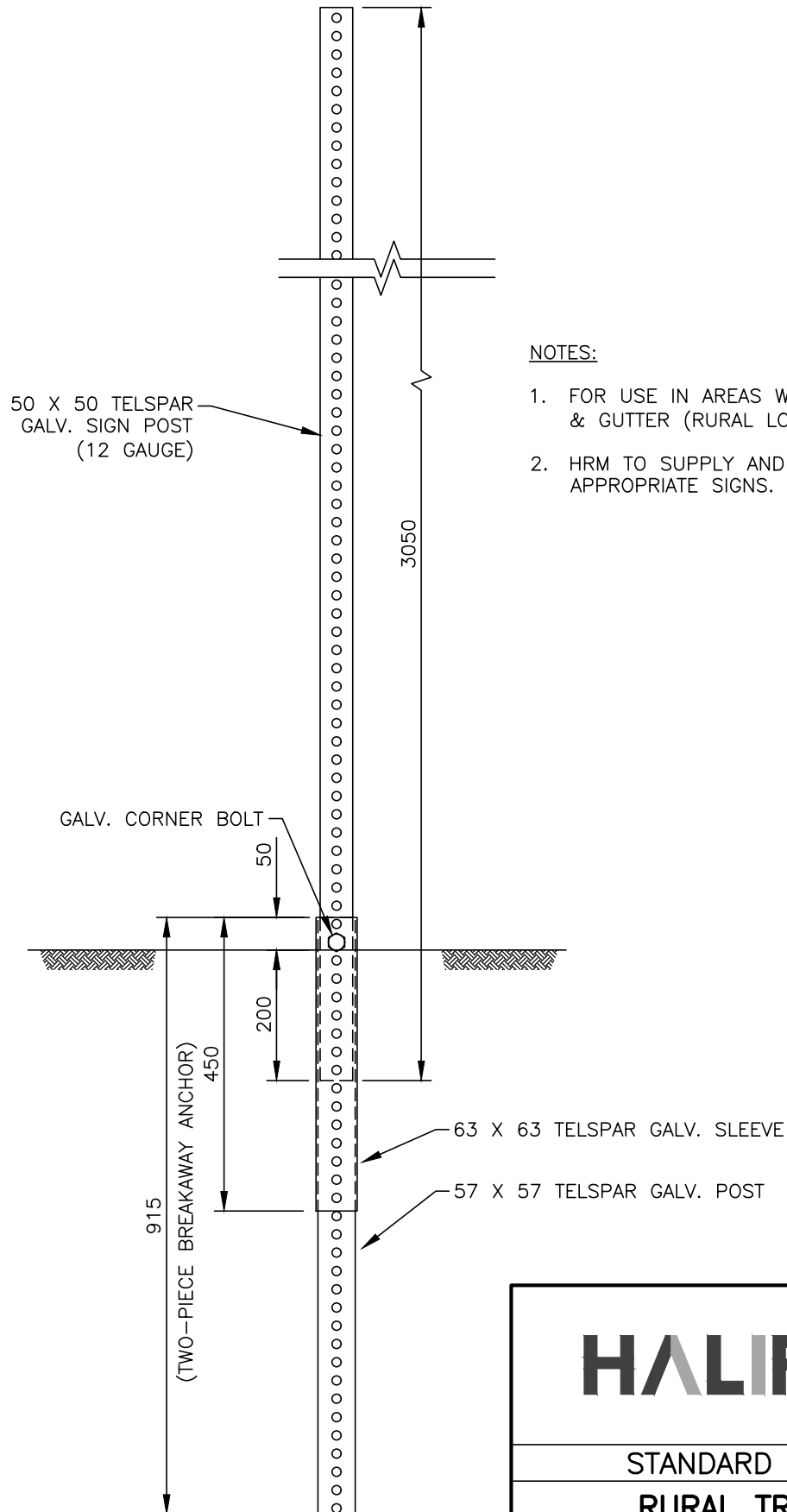
1. FOR USE IN AREAS WITH CURB AND GUTTER (URBAN LOCATIONS)
2. HRM TO WELD THE POST AND SUPPLY AND INSTALL APPROPRIATE SIGNS.

HALIFAX

STANDARD DETAIL

URBAN TRAFFIC SIGN POST

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:10		FIG No.: HRM 38



NOTES:

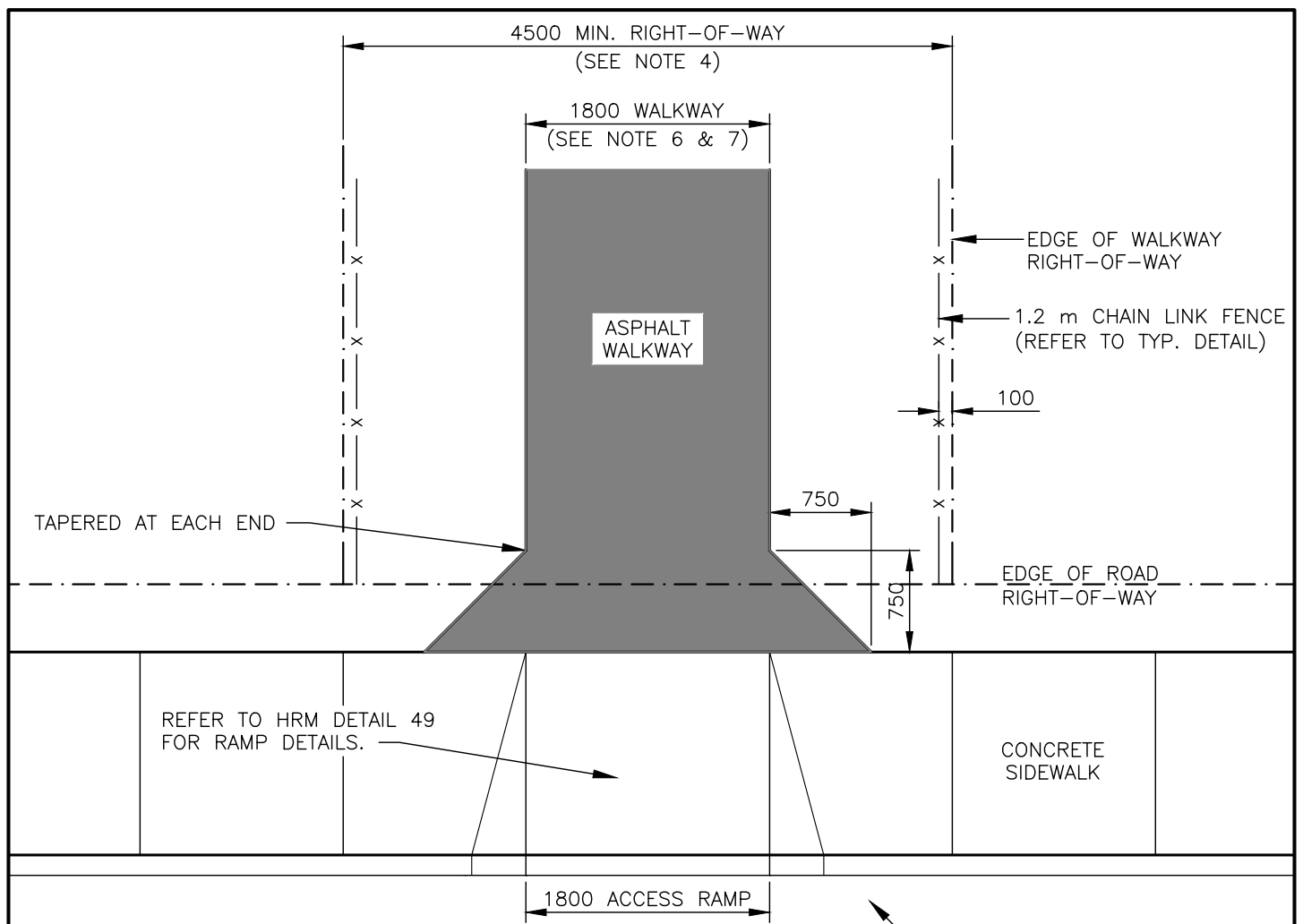
1. FOR USE IN AREAS WITHOUT CURB & GUTTER (RURAL LOCATIONS).
2. HRM TO SUPPLY AND INSTALL APPROPRIATE SIGNS.

HALIFAX

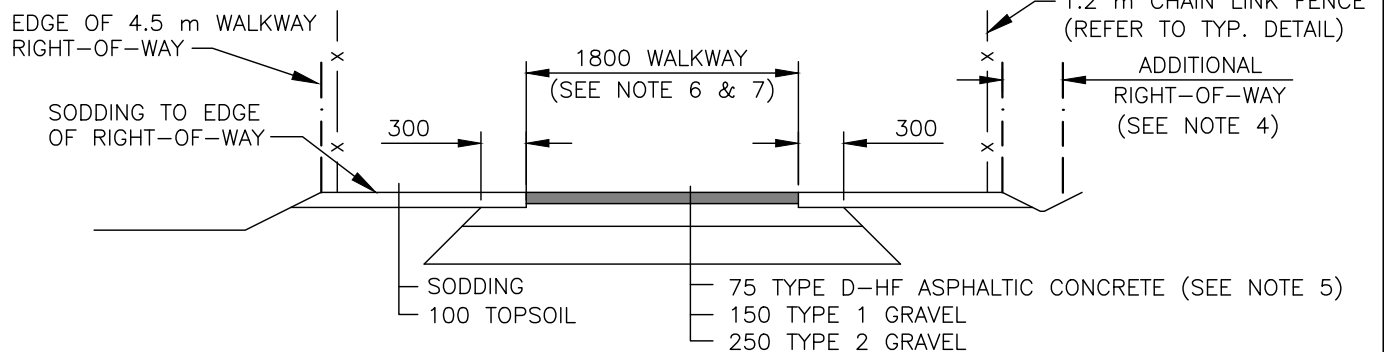
STANDARD DETAIL

**RURAL TRAFFIC
SIGN POST**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:10	FIG No.:	HRM 39



PLAN



PROFILE

NOTES:

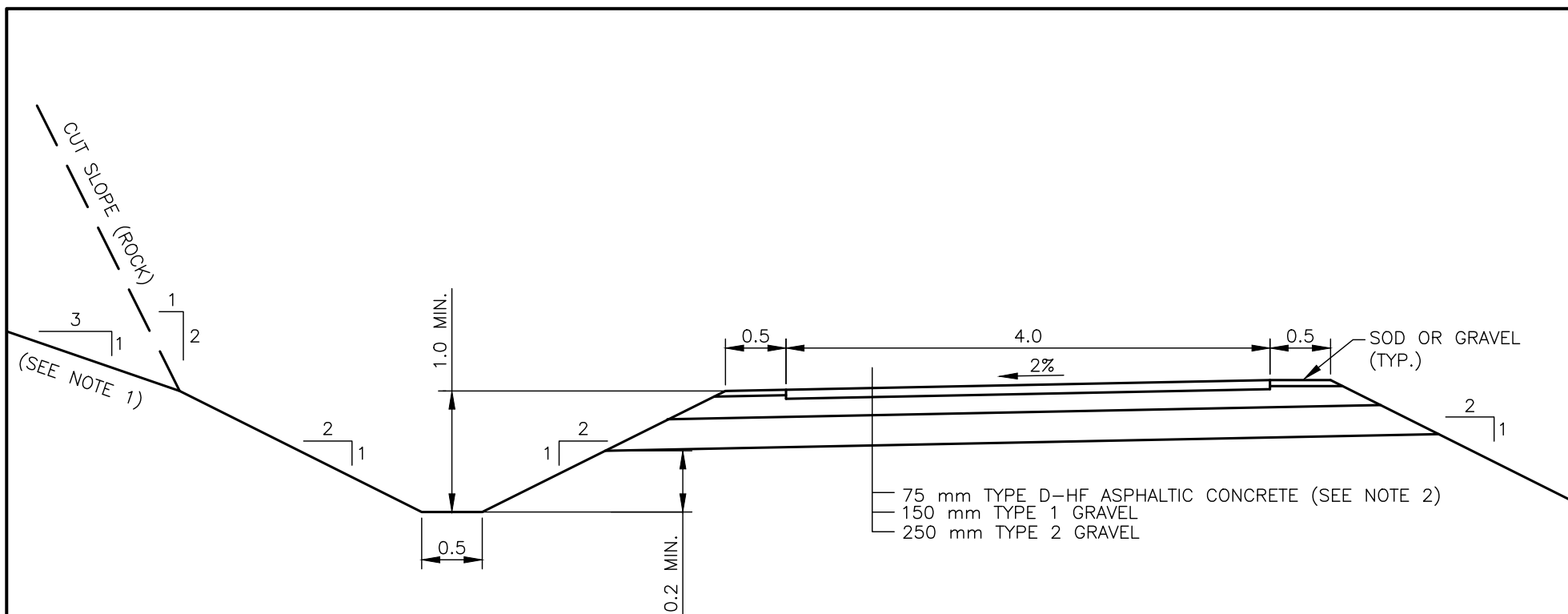
1. WALKWAY SHOULD HAVE MIN. CONSISTENT GRADE OF 2.0% WHERE POSSIBLE.
2. THE ENGINEER MAY REQUIRE OR PERMIT USE OF LOW MAINTENANCE MATERIALS IN PLACE OF SODDING.
3. WHERE MUNICIPAL SERVICE SYSTEMS ARE REQUIRED THE MIN. R.O.W. IS TO BE INCREASED TO 6.0 m. THE CHAIN LINK FENCE SHALL BE LOCATED 100 FROM THE EDGE OF THE INCREASED 6.0 m R.O.W..
4. TO ACCOMMODATE SWALE OR CUT/FILL SLOPES ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED.
5. SURFACE MATERIAL TO BE ASPHALTIC CONCRETE UNLESS DIRECTED BY THE ENGINEER.
6. GRADE AS DIRECTED BY THE ENGINEER.
7. TO BE PLACED WITH SPREADER.

HALIFAX

STANDARD DETAIL

TYPICAL WALKWAY

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:50	FIG No.:	HRM 40



NOTES:

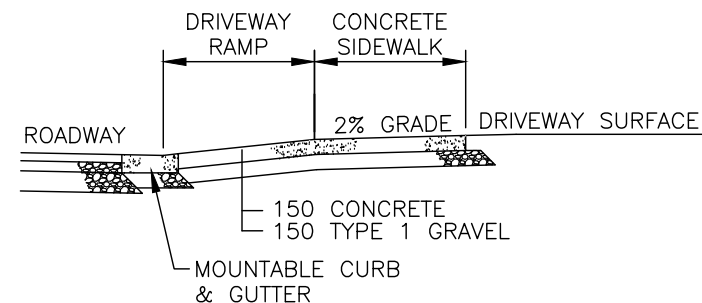
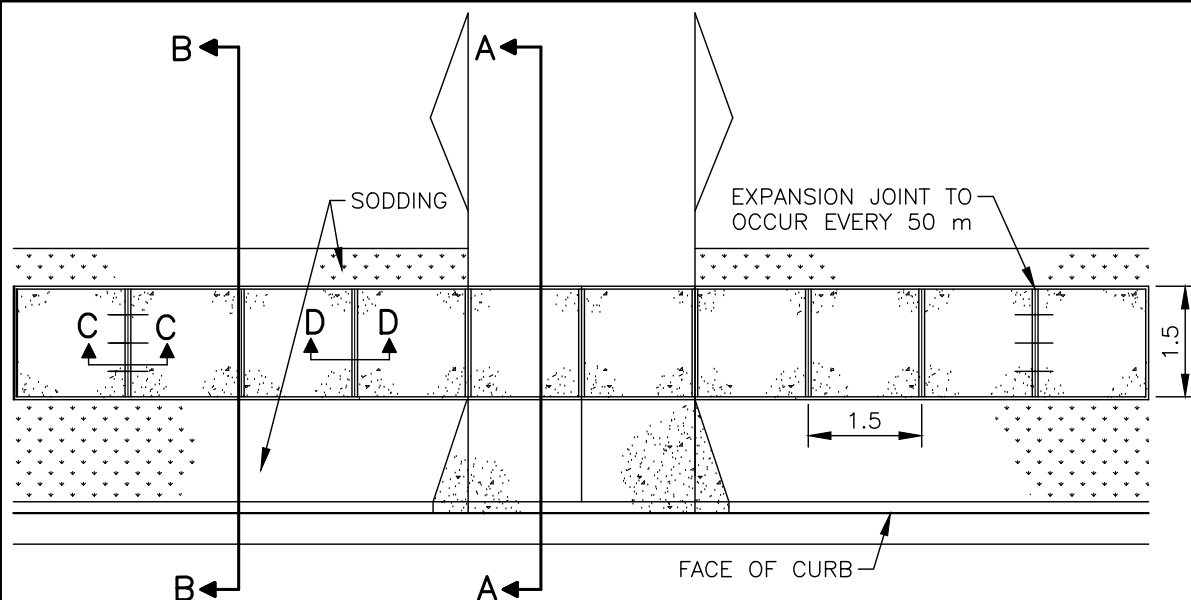
1. ADDITIONAL SLOPE STABILIZATION AS PER GEOTECHNICAL REPORT.
2. SURFACE MATERIAL TO BE ASPHALTIC CONCRETE UNLESS DIRECTED BY THE ENGINEER.
3. RAILING REQUIRED IN FILL GREATER THAN 1.5 m, OR ADJACENT TO WATER.
4. FALSE DITCH REQUIREMENTS SHALL MEET HALIFAX WATER SPECIFICATIONS.

HALIFAX

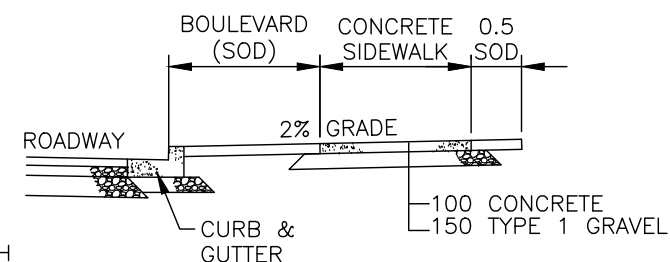
STANDARD DETAIL

**ACTIVE TRANSPORTATION
OFF ROAD TRAIL**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:50		FIG No.: HRM 41



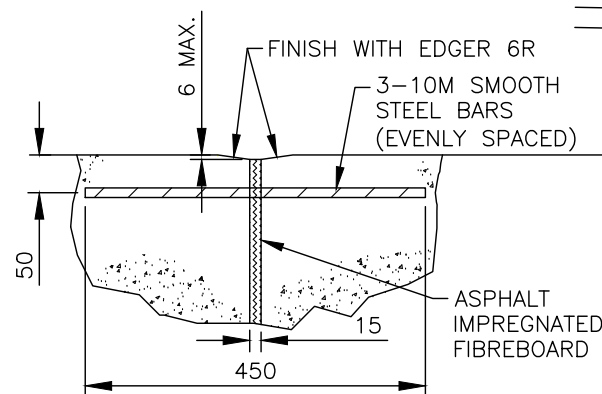
SECTION A-A
(DRIVEWAY CROSS-SECTION)



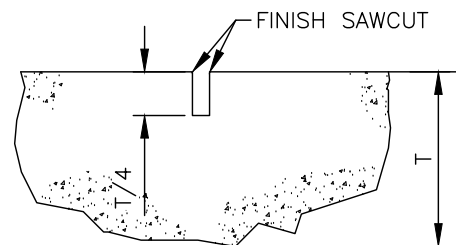
SECTION B-B
(SIDEWALK CROSS-SECTION)

NOTES:

1. CONCRETE SIDEWALK AT COMMERCIAL DRIVEWAY TO BE 150 THICK WITH 150x150 WELDED WIRE MESH.
2. CRUSHED ROCK BASE TO EXTEND 150 BEYOND EDGE OF SIDEWALK STRUCTURE.
3. CONTROL JOINTS ARE TO BE SAW CUT.
4. SIDEWALK ABUTTING HIGH DENSITY AREAS SHALL HAVE FULL WIDTH (3 m) SIDEWALKS.
5. SIDEWALKS ABUTTING COMMERCIAL AREAS ARE TO BE FULL WIDTH (3 m) AND 150 mm THICKNESS.
6. EXPANSION JOINT BARS ARE TO BE GREASED ON ONE SIDE OF THE JOINT.
7. DURING CONSECUTIVE POURS, THE END OF EACH POUR IS TO OCCUR AT AN EXPANSION JOINT. WHERE THIS IS NOT FEASIBLE, AN ADDITIONAL EXPANSION JOINT IS TO BE INSTALLED.
8. INSTALL A 9 m LONG CONCRETE LANDING PAD AT ALL BUS STOP LOCATIONS. INCREASE THIS TO 14.5 m FOR ARTICULATED BUS ROUTES.
9. WHEN BOULEVARD IS LESS THAN 1.5 m OR WHEN THE SIDEWALK ABUTS THE CURB & GUTTER, REFER TO HRM 133.



SECTION C-C
(EXPANSION JOINT)



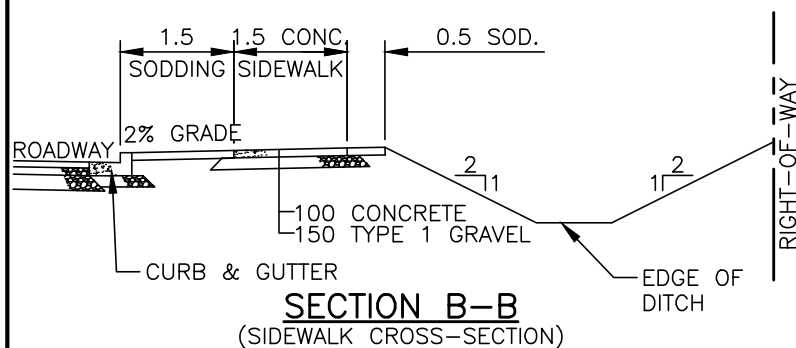
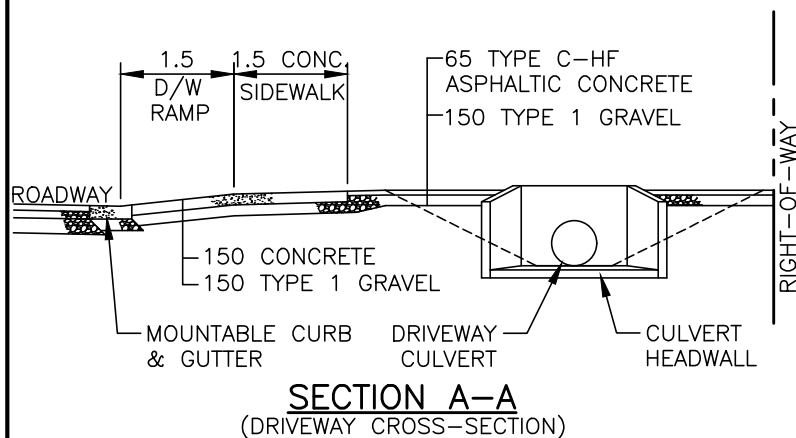
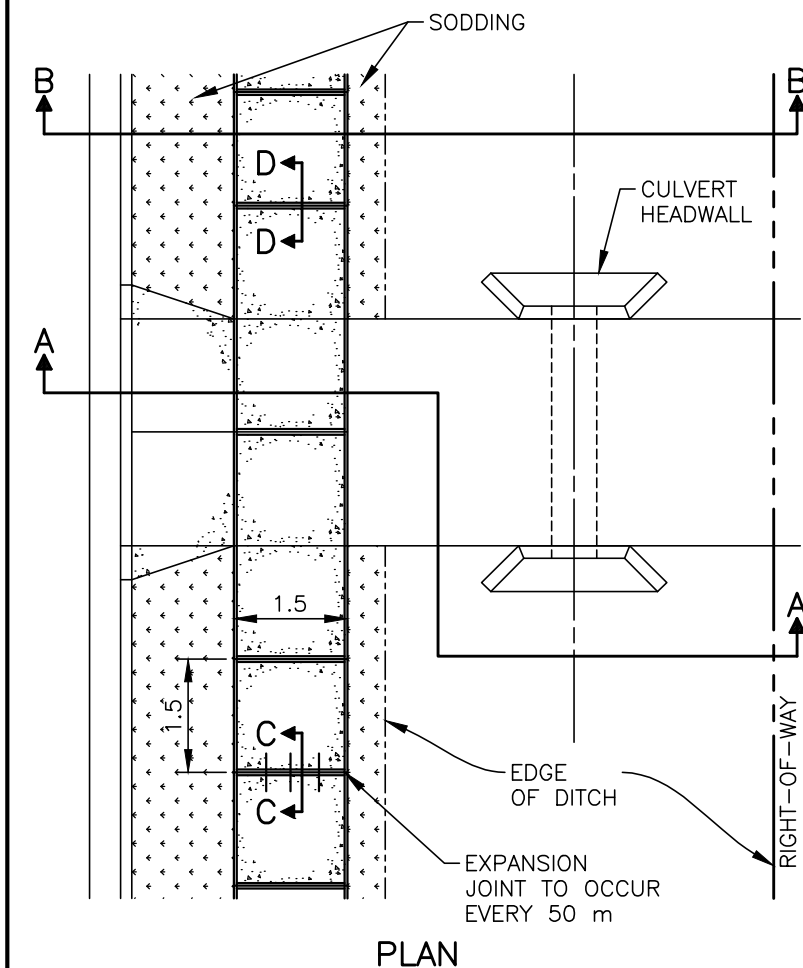
SECTION D-D
(CONTROL JOINT)

HALIFAX

STANDARD DETAIL

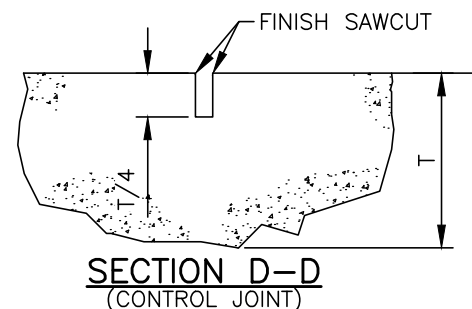
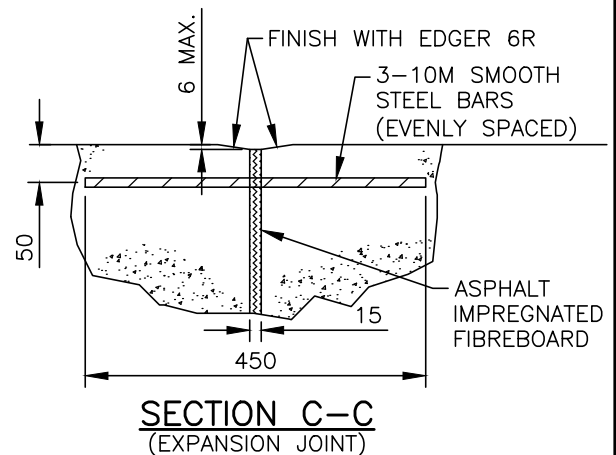
URBAN SIDEWALK

DATE: 2021	REFERENCE	APPROVED
SCALE: NTS		FIG No.: HRM 44



- NOTES:

1. CONCRETE SIDEWALK AT COMMERCIAL DRIVEWAY TO BE 150 THICK WITH 150 x 150 WELDED WIRE MESH.
2. CRUSHED ROCK BASE TO EXTEND 150 BEYOND EDGE OF SIDEWALK STRUCTURE.
3. CONTROL JOINTS ARE TO BE SAW CUT.
4. SIDEWALKS ABUTTING COMMERCIAL AREAS ARE TO BE FULL WIDTH (3 m) AND 150 mm THICKNESS.
5. EXPANSION JOINT BARS ARE TO BE GREASED ON ONE SIDE OF THE JOINT.
6. DURING CONSECUTIVE POURS, THE END OF EACH POUR IS TO OCCUR AT AN EXPANSION JOINT. WHERE THIS IS NOT FEASIBLE, AND ADDITIONAL EXPANSION JOINT IS TO BE INSTALLED.
7. INSTALL A 9 m LONG CONCRETE LANDING PAD AT ALL BUS STOP LOCATIONS. INCREASE THIS TO 14.5 m FOR ARTICULATED BUS ROUTES.
8. WHEN BOULEVARD IS LESS THAN 1.5 m OR WHEN THE SIDEWALK ABUTS THE CURB & GUTTER, SLOPE SIDEWALK AND DRIVEWAY RAMP IN A STRAIGHT LINE GRADE FROM BACK OF SIDEWALK TO LIP ON CURB OPENING.

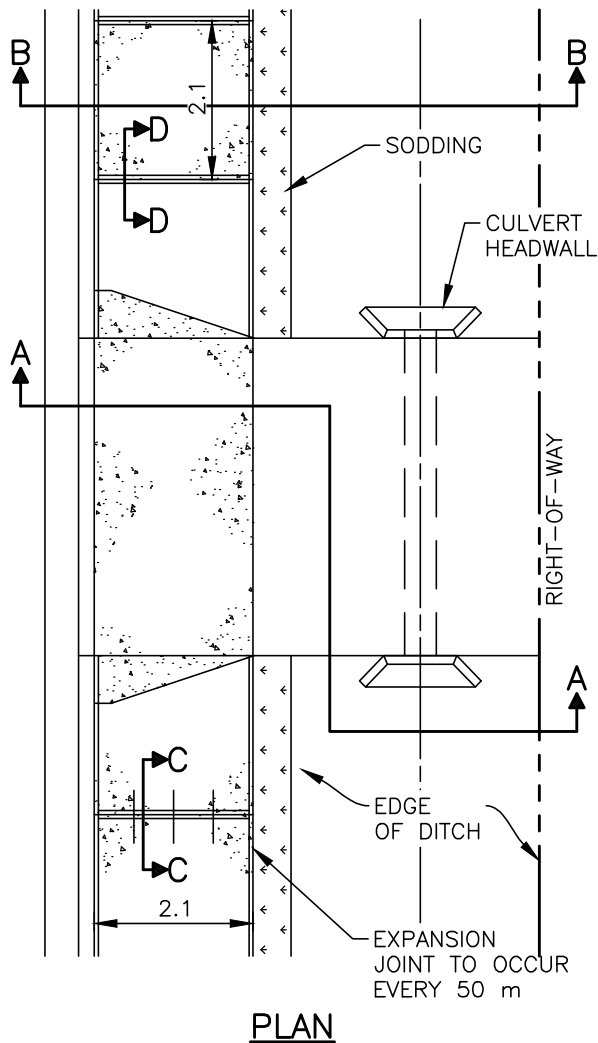


HALIFAX

STANDARD DETAIL

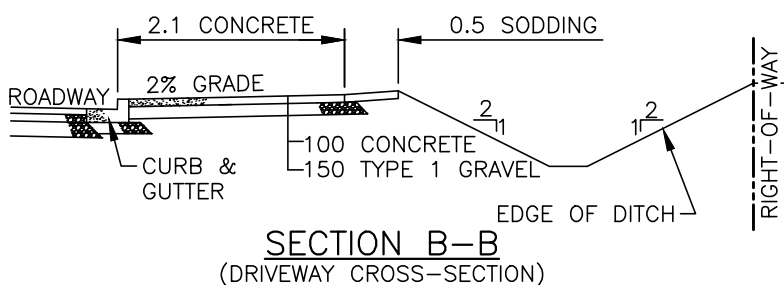
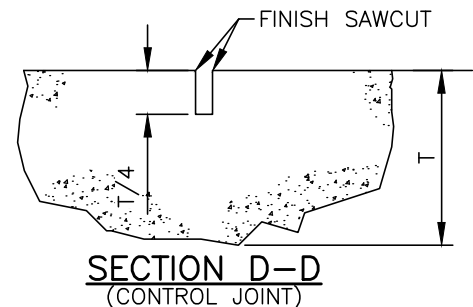
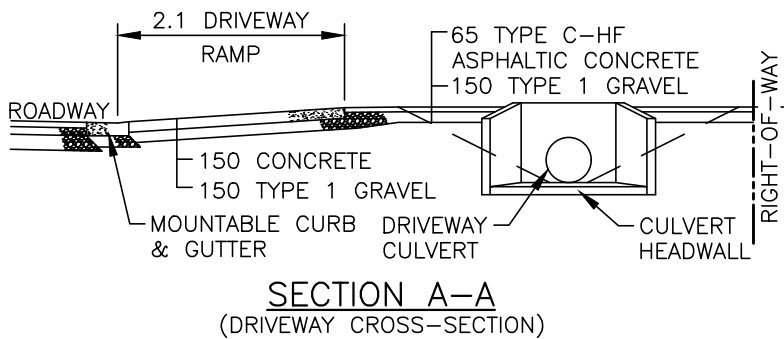
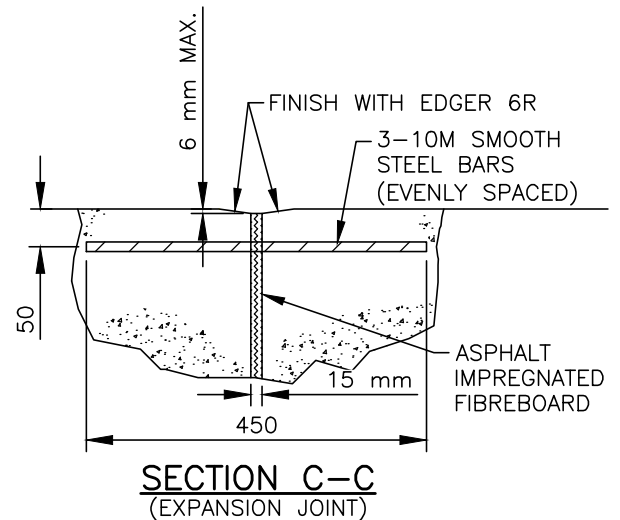
RURAL TYPE I SIDEWALK

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 45



NOTES:

1. CONCRETE SIDEWALK AT COMMERCIAL DRIVEWAY TO BE 150 THICK WITH 150x150 WELDED WIRE MESH.
2. CRUSHED ROCK BASE TO EXTEND 150 BEYOND EDGE OF SIDEWALK STRUCTURE.
3. CONTROL JOINTS ARE TO BE SAW CUT.
4. SIDEWALKS ABUTTING COMMERCIAL AREAS ARE TO BE FULL WIDTH (3 m) AND 150 mm THICKNESS.
5. EXPANSION JOINT BARS ARE TO BE GREASED ON ONE SIDE OF THE JOINT.
6. DURING CONSECUTIVE POURS, THE END OF EACH POUR IS TO OCCUR AT AN EXPANSION JOINT. WHERE THIS IS NOT FEASIBLE, AN ADDITIONAL EXPANSION JOINT IS TO BE INSTALLED.
7. INSTALL A 9 m LONG CONCRETE LANDING PAD AT ALL BUS STOP LOCATIONS. INCREASE THIS TO 14.5 m FOR ARTICULATED BUS ROUTES.
8. WHEN BOULEVARD IS LESS THAN 1.5 m OR WHEN THE SIDEWALK ABUTS THE CURB & GUTTER, REFER TO HRM 133.

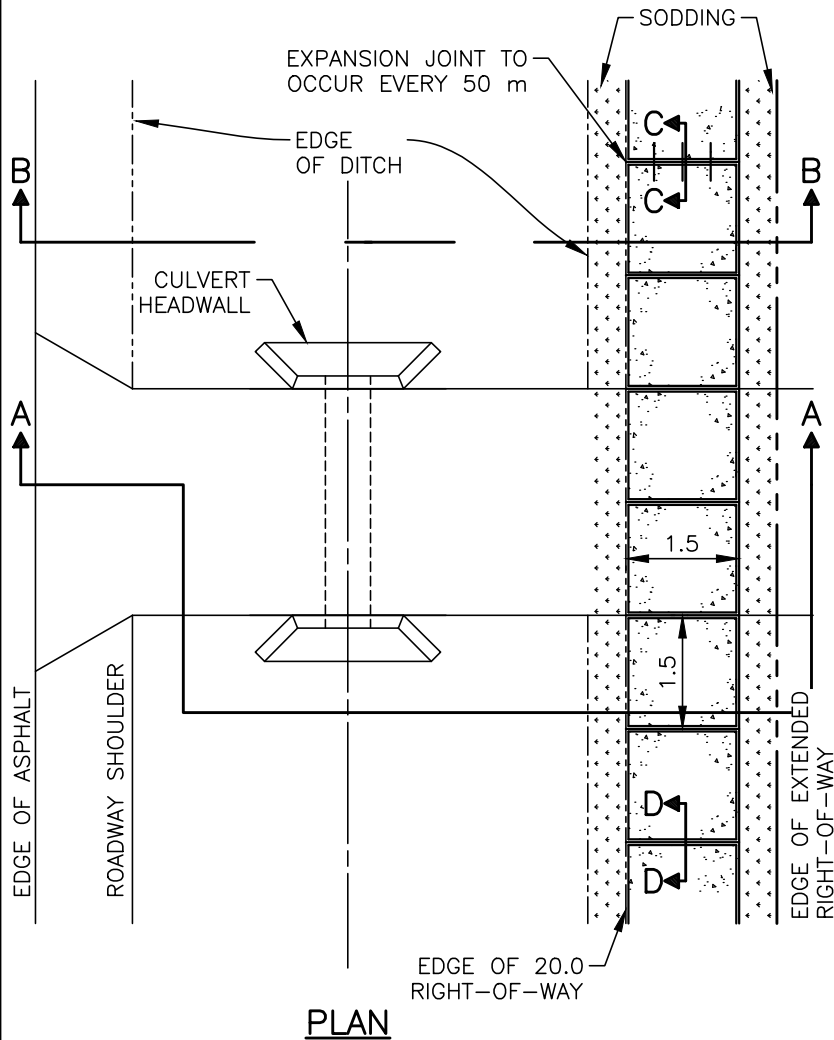


HALIFAX

STANDARD DETAIL

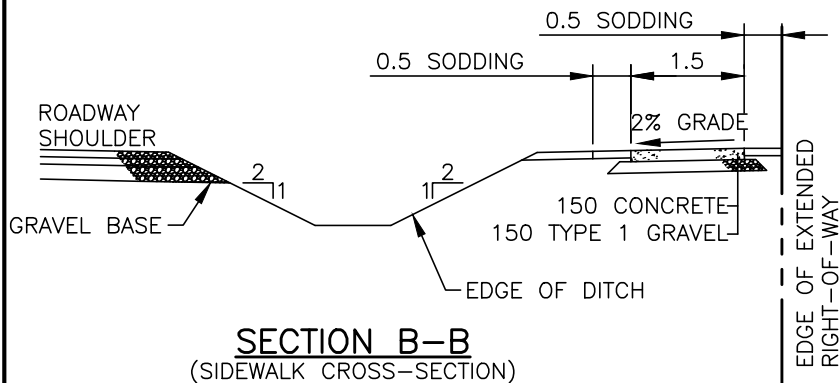
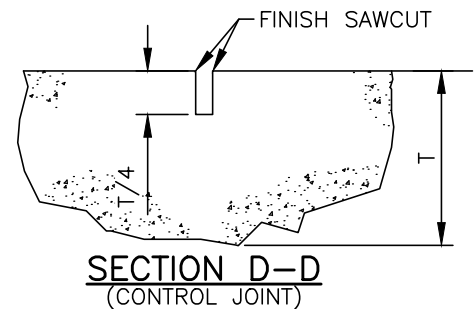
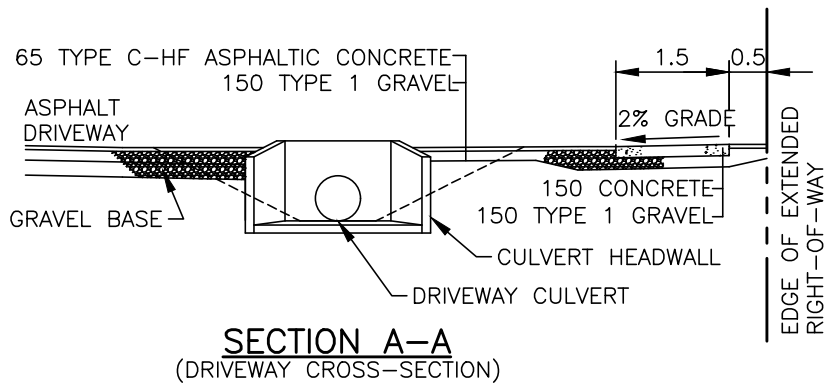
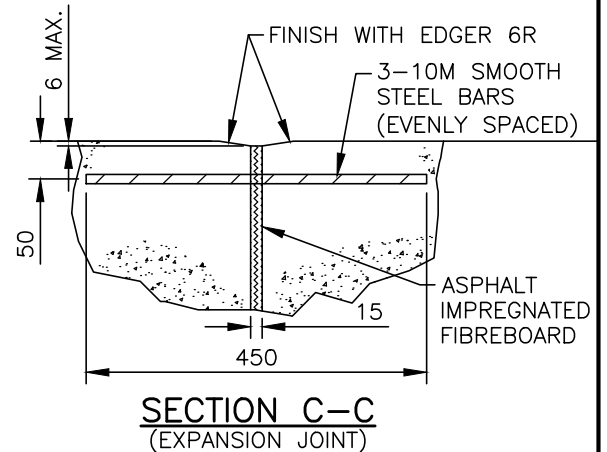
RURAL TYPE II
SIDEWALK

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS	FIG No.:	HRM 46



NOTES:

1. CONCRETE SIDEWALK AT COMMERCIAL DRIVEWAY TO BE 150 THICK WITH 150 x 150 WELDED WIRE MESH.
2. CRUSHED ROCK BASE TO EXTEND 150 BEYOND EDGE OF SIDEWALK STRUCTURE.
3. CONTROL JOINTS ARE TO BE SAW CUT.
4. SIDEWALKS ABUTTING COMMERCIAL AREAS ARE TO BE FULL WIDTH (3 m) AND 150 mm THICKNESS.
5. EXPANSION JOINT BARS ARE TO BE GREASED ON ONE SIDE OF THE JOINT. DURING CONSECUTIVE POURS, THE END OF EACH POUR IS TO OCCUR AT AN EXPANSION JOINT. WHERE THIS IS NOT FEASIBLE, AND ADDITIONAL EXPANSION JOINT IS TO BE INSTALLED.
7. INSTALL A 9 m LONG CONCRETE LANDING PAD AT ALL BUS STOP LOCATIONS. INCREASE THIS TO 14.5 m FOR ARTICULATED BUS ROUTES.

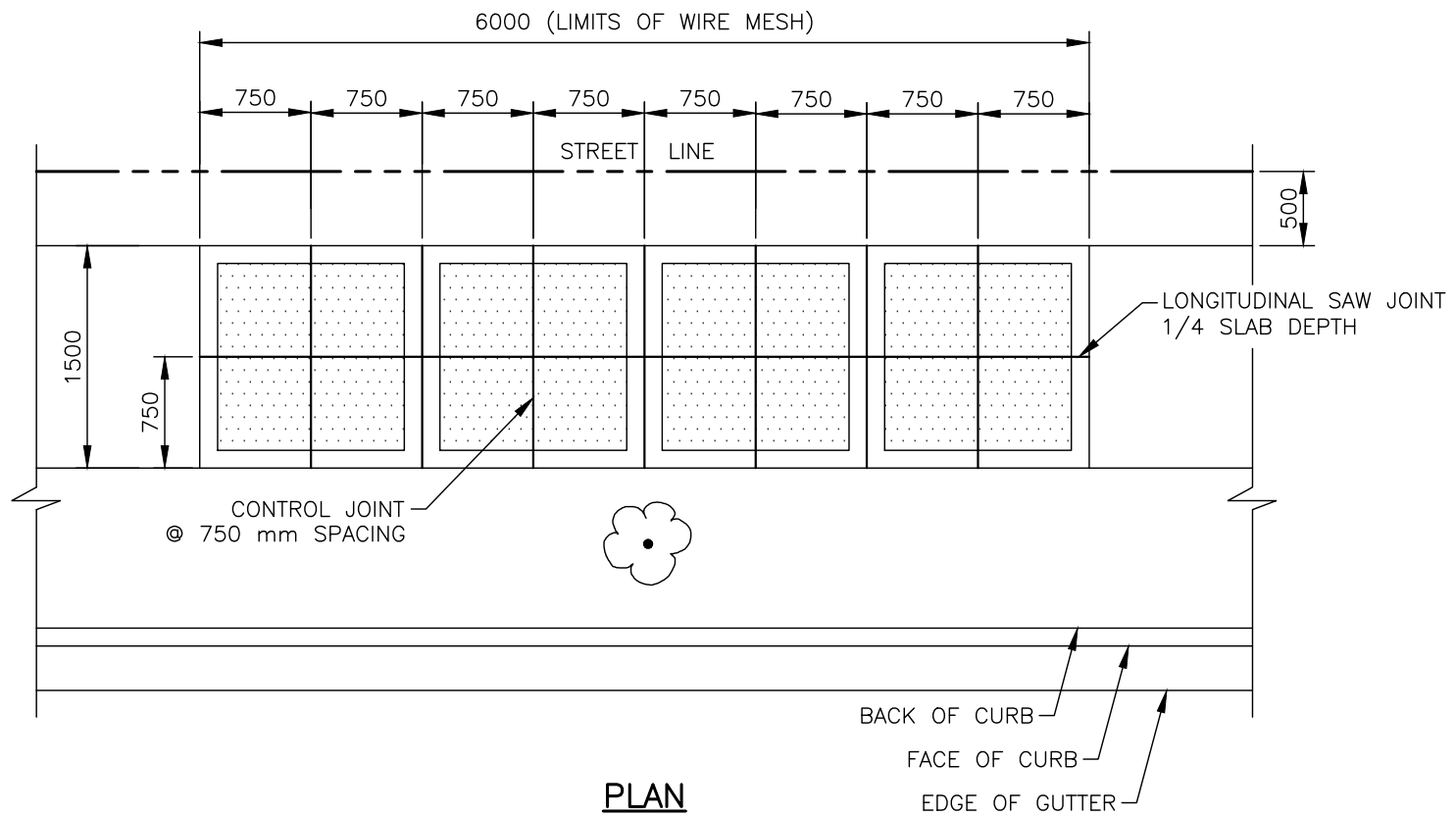


HALIFAX

STANDARD DETAIL

RURAL TYPE III SIDEWALK

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 47



NOTES:

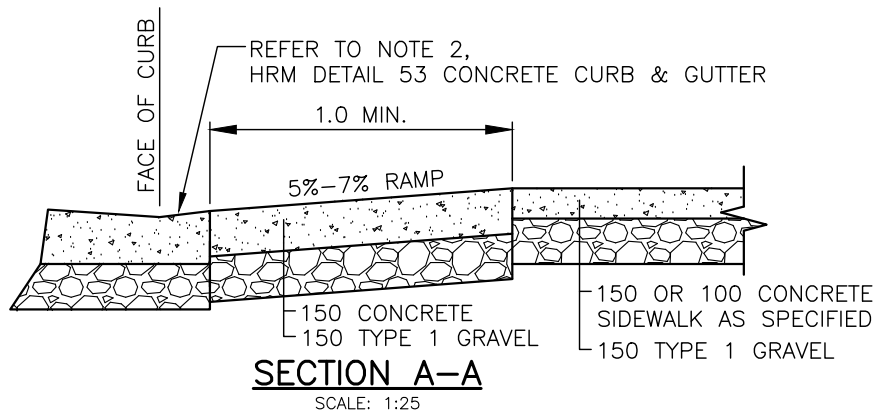
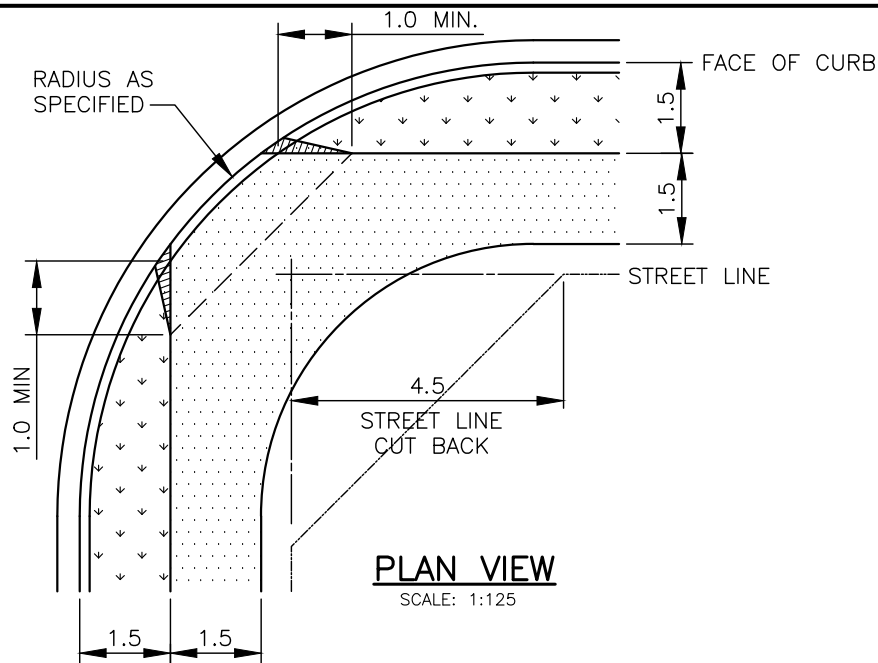
1. 150 x 150 – M.W. 18.7 x M.W. 18.7 (WELDED WIRE FABRIC)
PLACED AT 1/2 THE SLAB DEPTH.
2. NO TREE ROOTS TO BE REMOVED WITHOUT HRM APPROVAL.

HALIFAX

STANDARD DETAIL

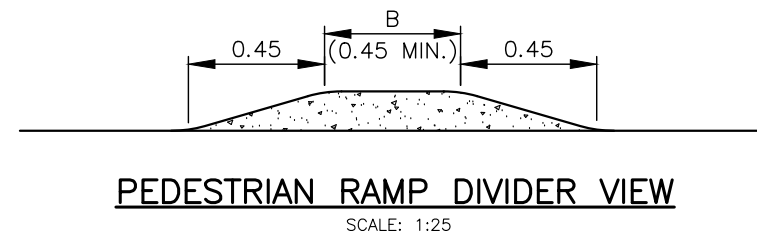
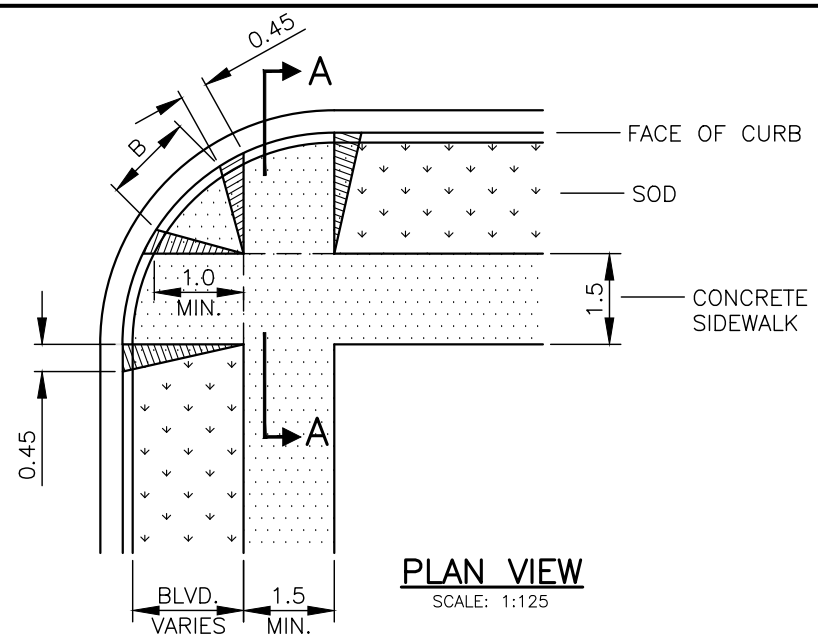
CONCRETE SIDEWALK
REINFORCING

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:50	FIG No.:	HRM 48



NOTES:

1. PEDESTRIAN RAMPS SHALL BE ALIGNED WITH THE SIDEWALK INSIDE EDGE.
2. INSTALL RAMP DIVIDER ONLY WHEN (B) WILL BE GREATER THAN 450mm.
3. WHERE THE SIDEWALK ABUTS THE CURB A 1.3m TRANSITION TAPER IS REQUIRED
4. IF THE DISTANCE FROM BACK OF CURB TO BACK OF SIDEWALK IS LESS THAN 2m, SLOPE AT 5% FROM BACK OF CURB TO BACK OF SIDEWALK.
5. TACTILE WALKING SURFACE INDICATOR PLATES REQUIRED AT ALL NEW RAMPS AS PER HRM DETAIL 131.
6. FOR STREETS OF LESS THAN 8%, TRANSITION CURB AND SIDEWALK TO MAXIMUM GRADE OF 8%, OR TIE IN AT 3m. FOR SIDEWALK, 1.3m FOR CURB.
7. PEDESTRIAN RAMP OPENING TO BE 1.7m MINIMUM, MEASURED FROM 100mm BEYOND THE EXTENSION OF THE SIDEWALK TO THE CURB.

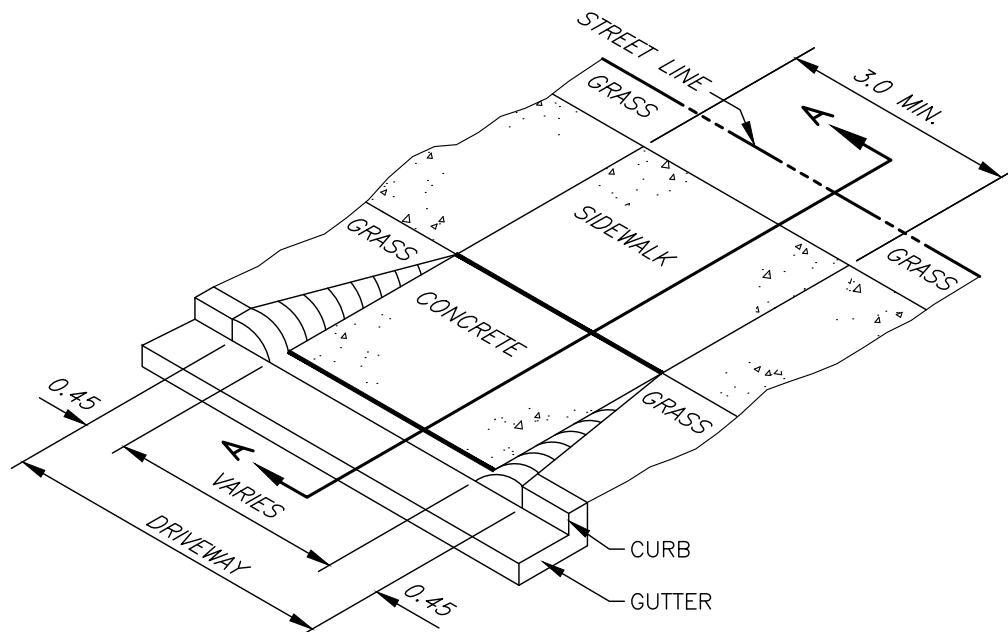


HALIFAX

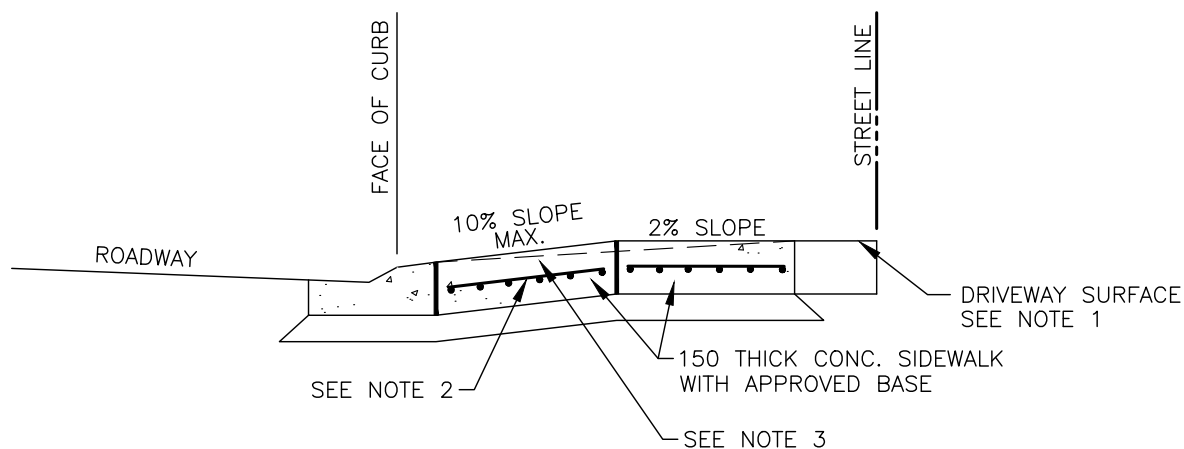
STANDARD DETAIL

PEDESTRIAN RAMP
ALIGNMENT

DATE: 2021	REFERENCE	APPROVED
SCALE: AS NOTED		FIG No.: HRM 49



VIEW PLAN



SECTION A-A

NOTES:

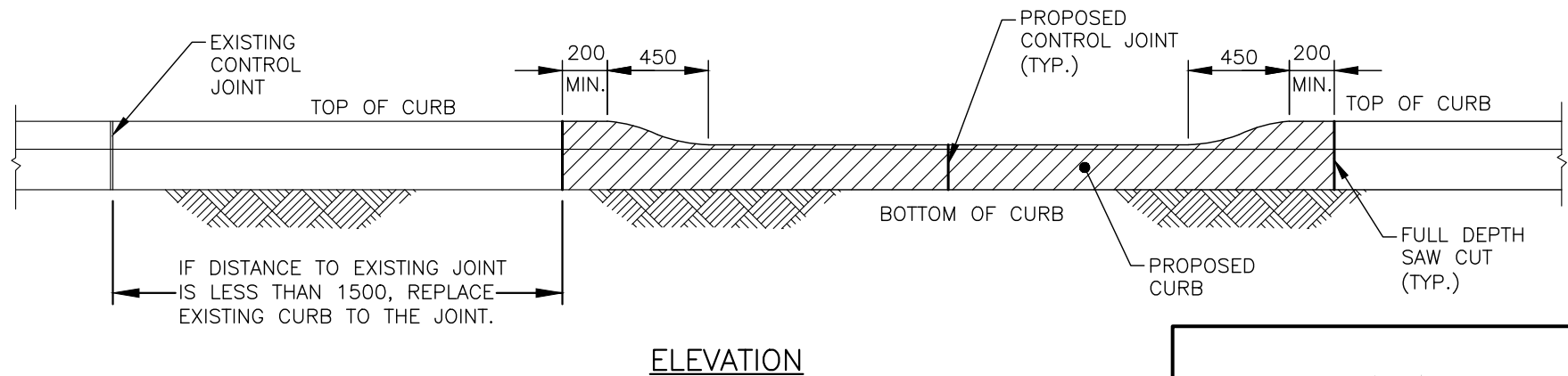
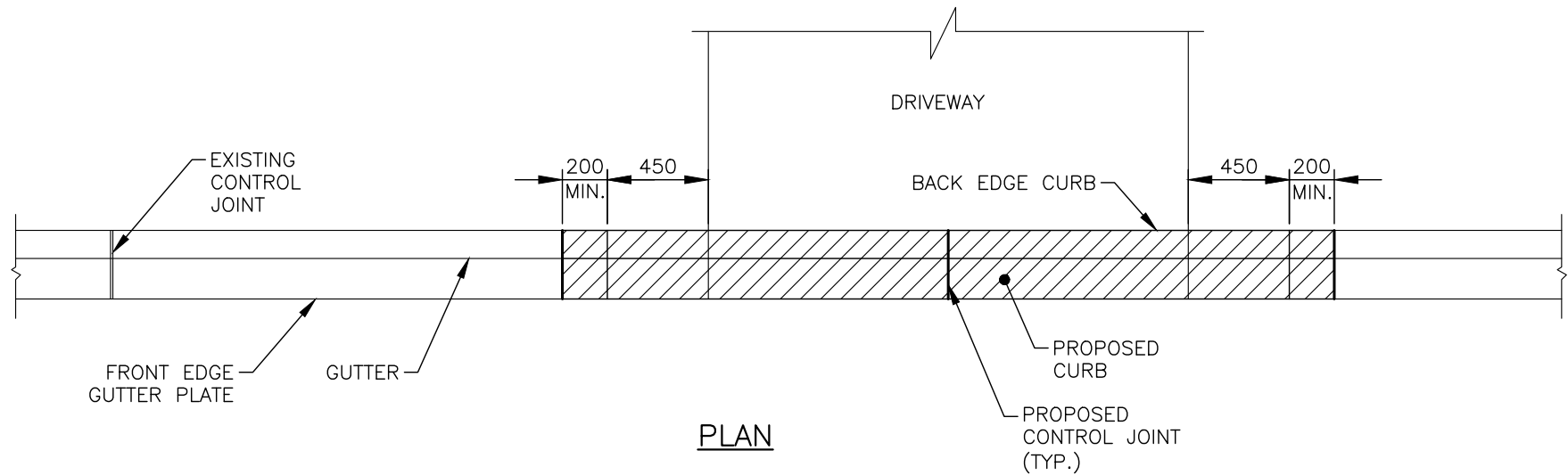
1. GRAVEL DRIVEWAYS ARE TO BE PAVED TO THE STREETLINE, IF NO SIDEWALK OR CURB EXISTS, 1 m ASPHALT PAVING IS REQUIRED.
2. FOR COMMERCIAL AND INDUSTRIAL DRIVEWAYS PLACE 150 x 150 – M.W. 18.7 x M.W. 18.7 PLACED 50 mm FROM BOTTOM OF CONCRETE RAMP AND SIDEWALK.
3. WHEN BOULEVARD IS LESS THAN 1.5 m OR WHEN THE SIDEWALK ABUTS THE CURB & GUTTER, REFER TO HRM 133.
4. MINIMUM DISTANCE BETWEEN CONTROL JOINTS IS 1200. PROVIDE CONTROL JOINTS WITHIN 150 OF CHANGE IN CROSS SECTION OF CURB.
5. DIMENSIONS ARE IN METRES.

HALIFAX

STANDARD DETAIL

DRIVEWAY RAMP

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 50



NOTE:

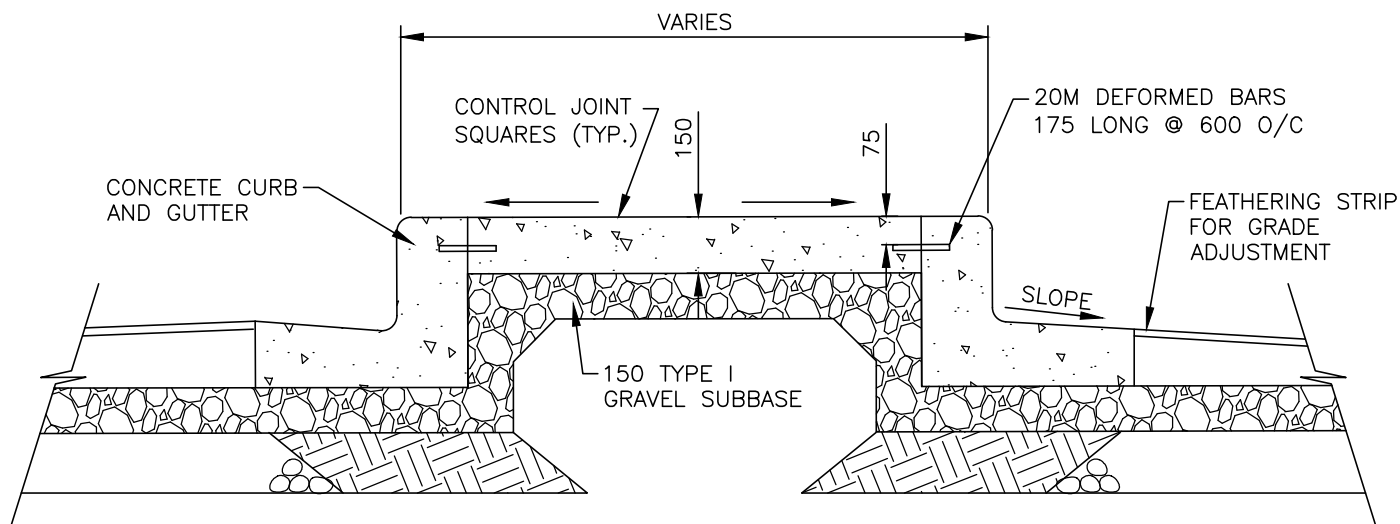
1. MINIMUM DISTANCE BETWEEN CONTROL JOINTS IS 1200.
2. PROVIDE CONTROL JOINTS WITHIN 150 OF CHANGE IN CROSS SECTION OF CURB.

HALIFAX

STANDARD DETAIL

**DRIVEWAY ACCESS IN
EXISTING FULL-DEPTH CURB**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:30	FIG No.:	HRM 51



TYPICAL CONCRETE ISLAND CROSS SECTION

NOTES:

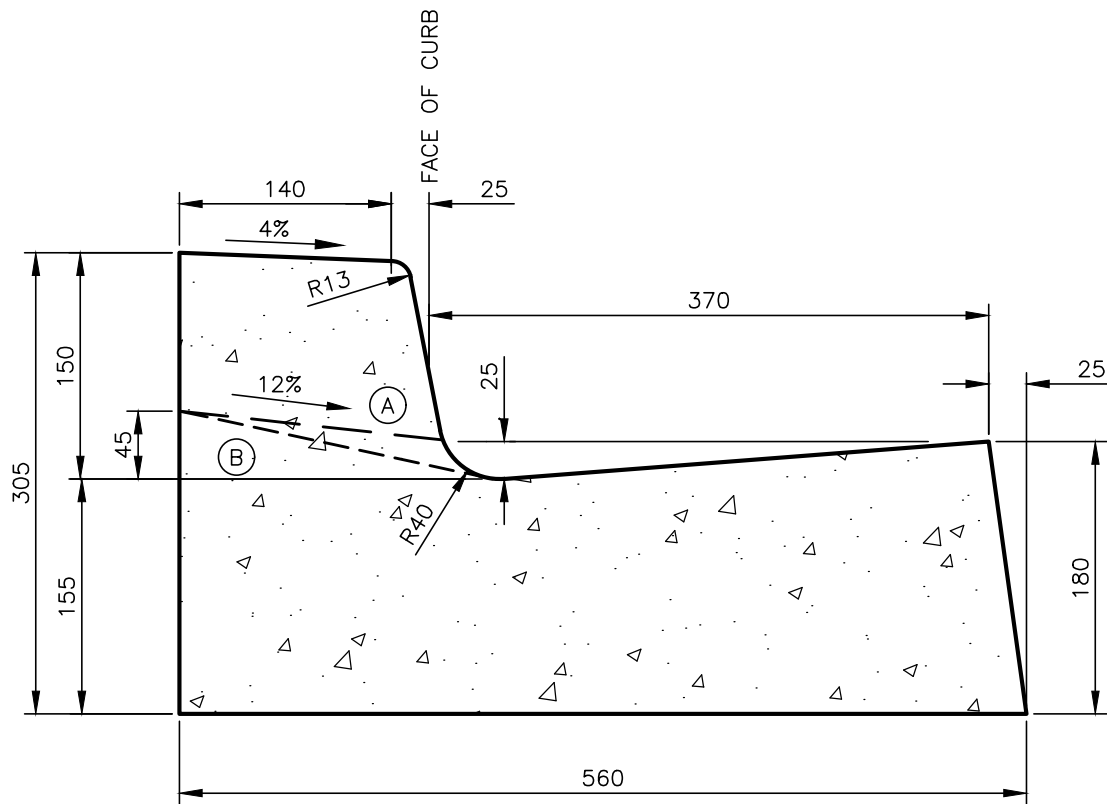
1. MAXIMUM SPACING FOR CONTROL JOINTS IS TO BE 2.5 m.
2. SLOPE SLAB TO FACILITATE DRAINAGE.
3. SLOPE GUTTER TO MATCH STREET CROSS SECTION.
4. ENDS AND CORNERS OF TRAFFIC ISLANDS TO HAVE HIGH BACK CONCRETE CURB AND GUTTER.
5. GEOMETRIC DESIGN OF CONCRETE ISLANDS TO BE AS PER PART A AND/OR THE TAC GEOMETRIC DESIGN GUIDE.

HALIFAX

STANDARD DETAIL

**CONCRETE
TRAFFIC ISLAND**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:20		FIG No.: HRM 52



CURB & GUTTER SECTION

NOTES:

1. DASHED LINE "A" INDICATES CURB AT DRIVEWAYS.
2. DASHED LINE "B" INDICATES CURB AT PEDESTRIAN RAMPS.
3. TRANSITION TAPERS SHALL BE PROVIDED AT DRIVEWAYS AND PEDESTRIAN RAMPS AS PER THE "PEDESTRIAN RAMP ALIGNMENT" DETAIL AND "DRIVEWAY RAMP" DETAIL.

HALIFAX

STANDARD DETAIL

CONCRETE CURB
& GUTTER

DATE: 2021

REFERENCE

APPROVED

SCALE: 1:5

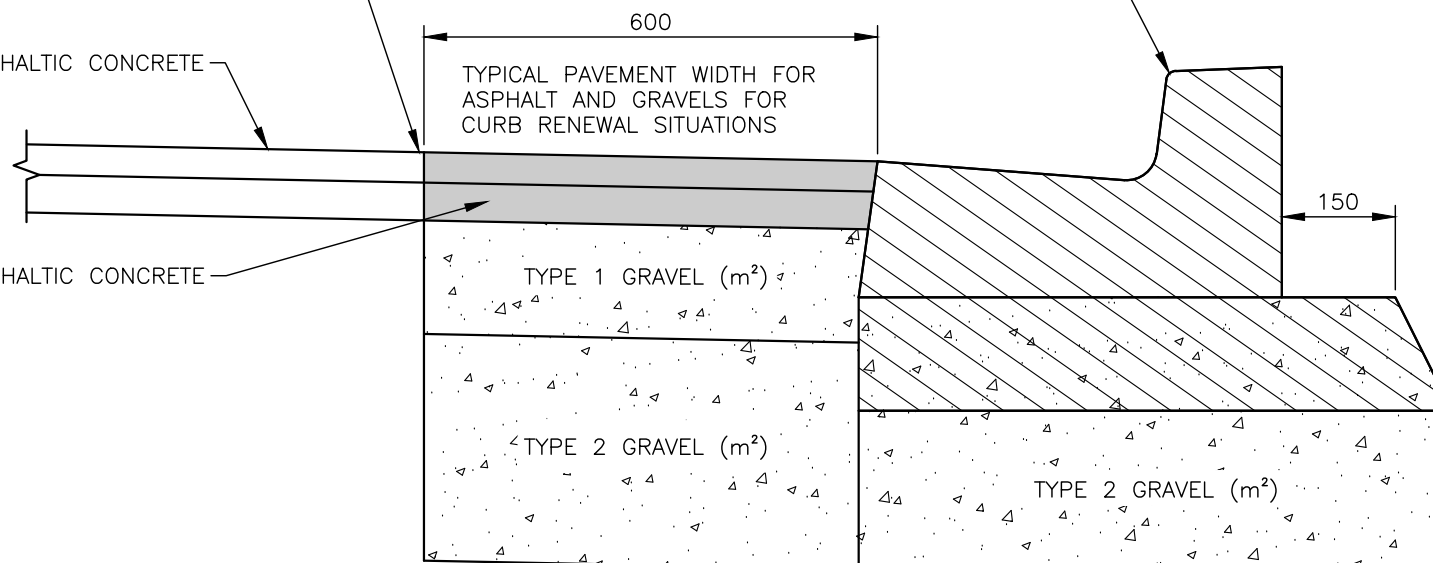
FIG No.: HRM 53

2 mm x 50 mm REINSTATEMENT TAPE (m)
(REQUIRED IF STREET IS
NOT BEING RESURFACED)

TYPE C-HF ASPHALTIC CONCRETE

TYPE B-HF ASPHALTIC CONCRETE

CURB & GUTTER PAYMENT INCLUDES
150 mm TYPE 1 GRANULAR BASE



NOTES:

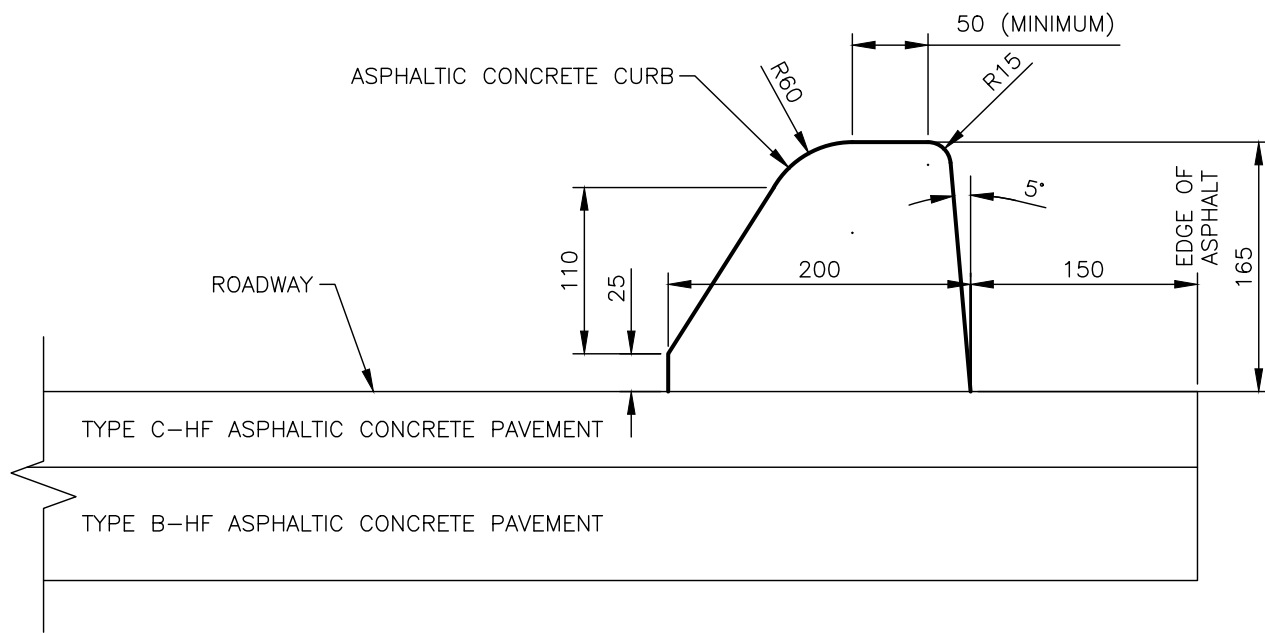
1. CURB AND GUTTER PAYMENT INCLUDES A GRANULAR BASE OF 150 mm OF TYPE 1 GRAVEL, OR AS INDICATED ON DRAWINGS.
2. ASPHALT AND GRAVEL THICKNESS AS INDICATED ON DRAWING.

HALIFAX

STANDARD DETAIL

CURB RENEWAL/PAYMENT

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:10	FIG No.:	HRM 54

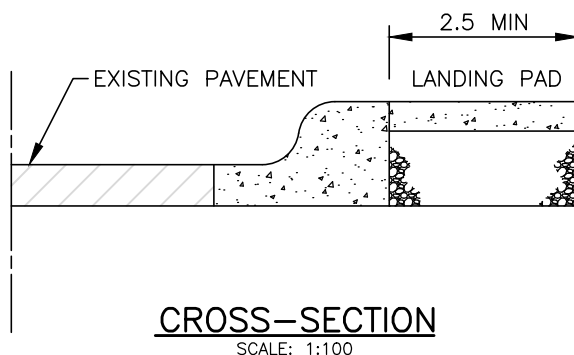
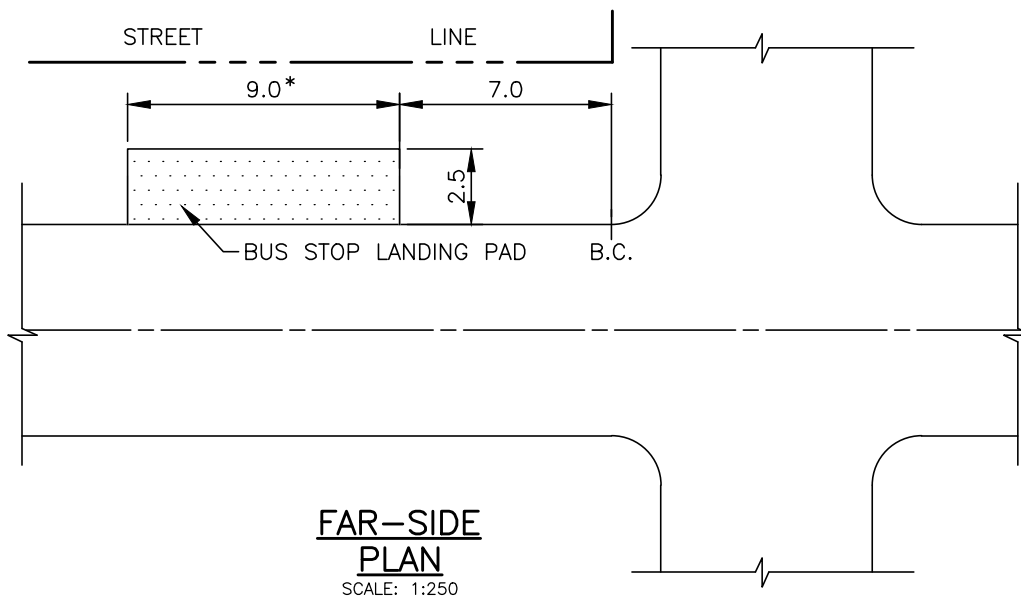
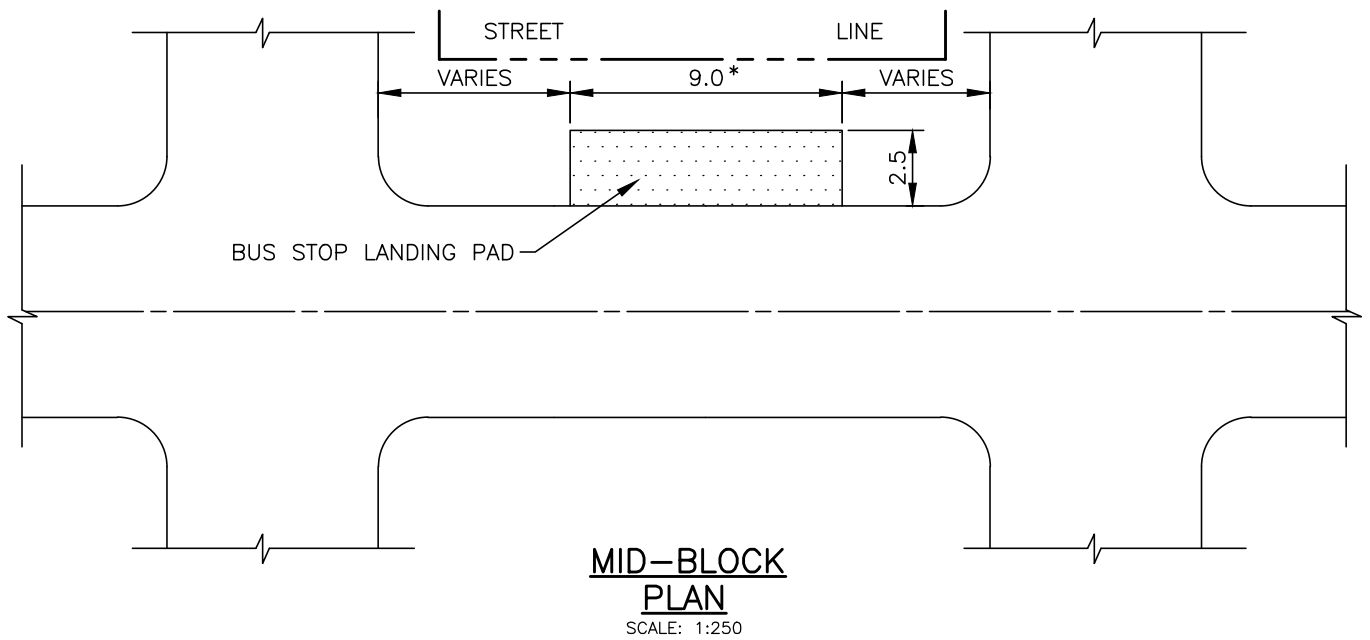


HALIFAX

STANDARD DETAIL

ASPHALT CURB

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:5	FIG No.:	HRM 55



NOTES:

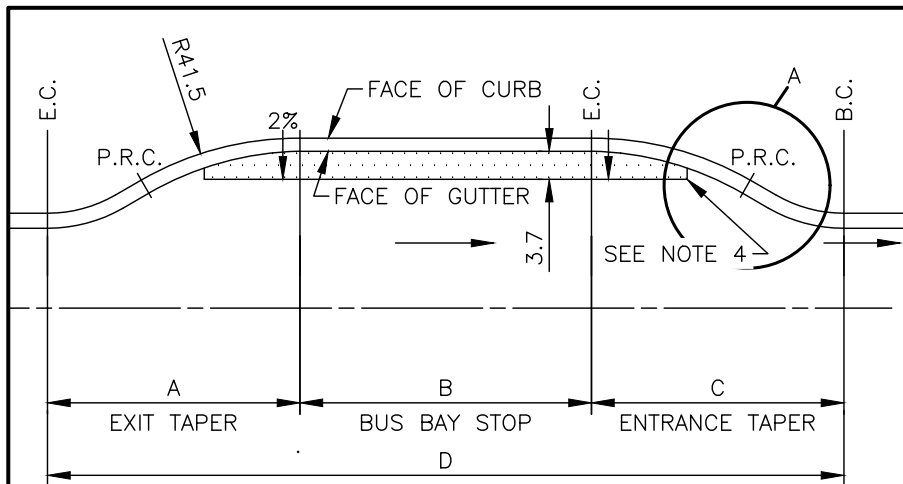
1. * FOR ARTICULATED BUS ROUTES INCREASE TO 14.5 m.
2. THE 2.5 m LANDING PAD MAY INCLUDE PORTION OF SIDEWALK.

HALIFAX

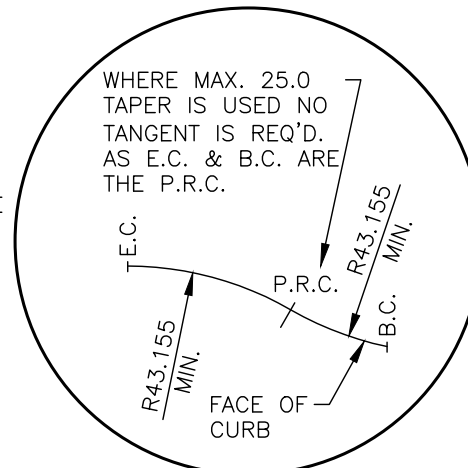
STANDARD DETAIL

**CONCRETE BUS STOP
LANDING PAD**

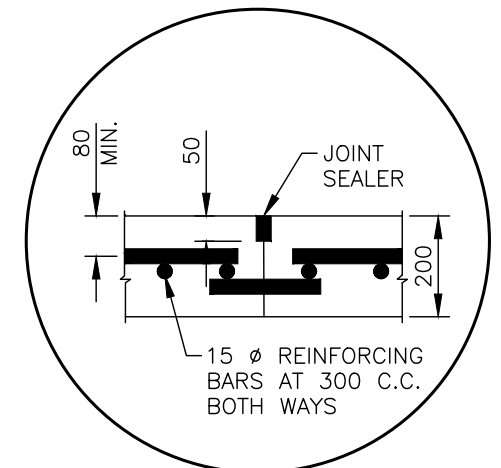
DATE:	2021	REFERENCE	APPROVED
SCALE:	AS NOTED		FIG No.: HRM 56



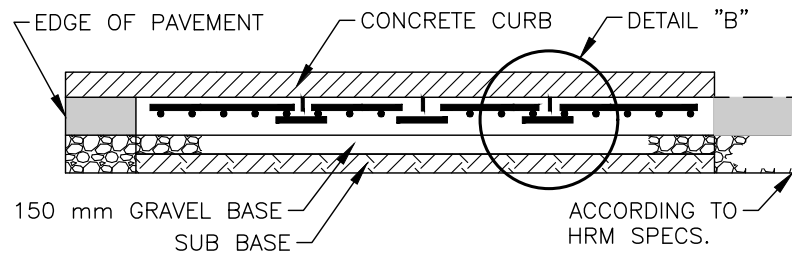
PLAN



DETAIL "A"

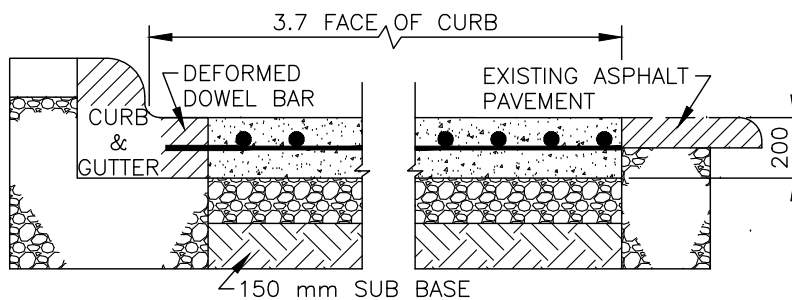


DETAIL "B"
(CONTRACTION JOINT)



LONGITUDINAL SECTION

	SINGLE BUS BAY MINIMUM DIMENSION	DOUBLE BUS BAY MINIMUM DIMENSION
A	25	25
B	16	32
C	25	25
D	66	82



TRANSVERSE SECTION

NOTES:

1. 15M BARS AT 300 mm C.C. BOTH WAYS.
2. CONTROL JOINTS TO BE AT A DEPTH OF 1/4 OF PAD THICKNESS & SEALED ACCORDING TO HRM SPECS.
3. CONTROL JOINT EVERY 4.0 m MAXIMUM.
4. MINIMUM WIDTH OF CONCRETE BASE IS 0.6 m.

HALIFAX

STANDARD DETAIL

**CONCRETE BUS BAY
PAD – MID BLOCK**

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 58

TRENCH BACKFILL AND REINSTATEMENT – TESTING REQUIREMENTS

TEST REQUIRED	COMPACTION REQUIRED	MINIMUM TEST FREQUENCY	
		TRENCH LESS THAN 1.5m WIDE	TRENCH GREATER THAN 1.5m WIDE
COMPACTION OF BEDDING, HAUNCH AND COVER MATERIALS (ASTM D698) *SEE NOTE 3	95% MINIMUM AT 3% $\pm$ OF OPTIMUM MOISTURE. (SEE NOTES)	1 PER 25 m AT THE CENTRELINE OF THE TRENCH (AND EACH BENCH OR SECTION OF TRENCH LESS THAN 25 m IN LENGTH) FOR EACH 600 VERTICAL DEPTH OF BACKFILL MATERIAL A MINIMUM OF 3 TESTS PER TRENCH SHALL BE PERFORMED.	3 PER 25 m (AND EACH BENCH OR SECTION OF TRENCH LESS THAN 25 m IN LENGTH) FOR EACH 600 VERTICAL DEPTH OF BACKFILL MATERIAL 1 TEST SHALL BE TAKEN AT THE CENTRELINE OF THE TRENCH (SET BACK AT LEAST 300 mm FROM THE EDGE OF THE TRENCH). A MINIMUM OF 3 TESTS PER TRENCH SHALL BE PERFORMED.
COMPACTION OF STRUCTURAL FILL TO SUBGRADE ELEVATION (ASTM D698) *SEE NOTE 3	TOP 300 98% COMPACTION MINIMUM AT 3% $\pm$ OF OPTIMUM MOISTURE. (SEE NOTES)		
	BELOW 300 95% COMPACTION MINIMUM AT 3% $\pm$ OF OPTIMUM MOISTURE. (SEE NOTES)		
COMPACTION OF TYPE 1 & TYPE 2 BASE & SUB-BASE MATERIALS (ASTM D698)	100% COMPACTION MINIMUM AT 3% $\pm$ OF OPTIMUM MOISTURE (SEE NOTES)	FOR EACH MATERIAL, 1 PER 25 m AT THE CENTRELINE OF THE TRENCH (AND EACH BRANCH OR SECTION OF THE TRENCH LESS THAN 25 m IN LENGTH) FOR EACH 300 VERTICAL DEPTH OF BACKFILL MATERIAL. A MINIMUM OF 3 TESTS PER TRENCH SHALL BE PERFORMED.	FOR EACH MATERIAL, 3 PER 25 m (AND EACH BRANCH OR SECTION OF TRENCH LESS THAN 25 m IN LENGTH) FOR EACH 300 VERTICAL IN DEPTH OF BACKFILL MATERIAL. 1 TESTS SHALL BE TAKEN AT THE CENTRELINE OF THE TRENCH AND 1 AT EACH EDGE OF THE TRENCH (SET BACK AT LEAST 300 mm FROM THE EDGE OF THE TRENCH). A MINIMUM OF 3 TESTS PER TRENCH SHALL BE PERFORMED.
COMPACTION OF HOT MIX ASPHALT PAVEMENT (ASTM D3549 & 2726)	95% OF MAXIMUM THEORETICAL DENSITY OF COMPARATIVE MARSHALL LABORATORY SAMPLE.	ONE TEST FOR EACH 75 m ² OF PAVEMENT SURFACE. A MINIMUM OF 1 TEST PER TRENCH.	ONE TEST FOR EACH 75 m ² OF PAVEMENT SURFACE. A MINIMUM OF 1 TEST PER TRENCH.

NOTES:

1. THE TRENCH WIDTH FOR DETERMINATION OF THE TEST SHALL BE THE WIDTH OF THE TRENCH AT THE LEVEL OF THE TEST BEING PERFORMED.
2. IF MINIMUM MOISTURE DENSITY REQUIREMENTS ARE NOT MET BY THESE TESTS, THE CONTRACTOR SHALL RECOMPACT THE TRENCH AS NEEDED TO ACHIEVE THE SPECIFIED COMPACTION. SUCH RECOMPACTION SHALL EXTEND ON BOTH SIDES OF THE FAILED TEST SECTION A DISTANCE EQUAL TO 1/2 THE DISTANCE FROM WHERE THE LAST TEST WAS TAKEN OR 50 m, WHICHEVER IS LEAST. AN ALTERNATIVE PROCEDURE WOULD BE TO MORE CLEARLY DEFINE THE LIMITS OF THE FAILED AREA TO ADDITIONAL TESTS.
3. TESTING FOR BEDDING, HAUNCH AND STRUCTURAL FILL ARE NOT ONLY REQUIRED WHEN THE TOTAL LENGTH OF TRENCH EXCEEDS 100 m, OR WHEN REQUESTED BY THE HRM INSPECTOR.

HALIFAX

STANDARD DETAIL

TRENCH BACKFILL & REINSTATEMENT-TESTING

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 61

DECIDUOUS
60 mm CALIPER



1. SOAK THE ROOTBALL AND BACKFILL AREA WITH 40 LITRES OF WATER AFTER PLANTING
2. CUT AND REMOVE ALL WIRE, ROPE, BURLAP AND TWINE FROM THE TOP 1/3 OF THE ROOTBALL
3. PRUNE AT PLANTING TO CAREFULLY REMOVE DEAD, BROKEN AND DAMAGED BRANCHES
4. ROOT BALL MIN. SIZE AS PER CNLA STANDARDS FOR NURSERY STOCK.
5. DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.

HALIFAX

STANDARD DETAIL
TREE PLANTING
IN PARKS/OPEN SPACE

DATE:

2021

SCALE:

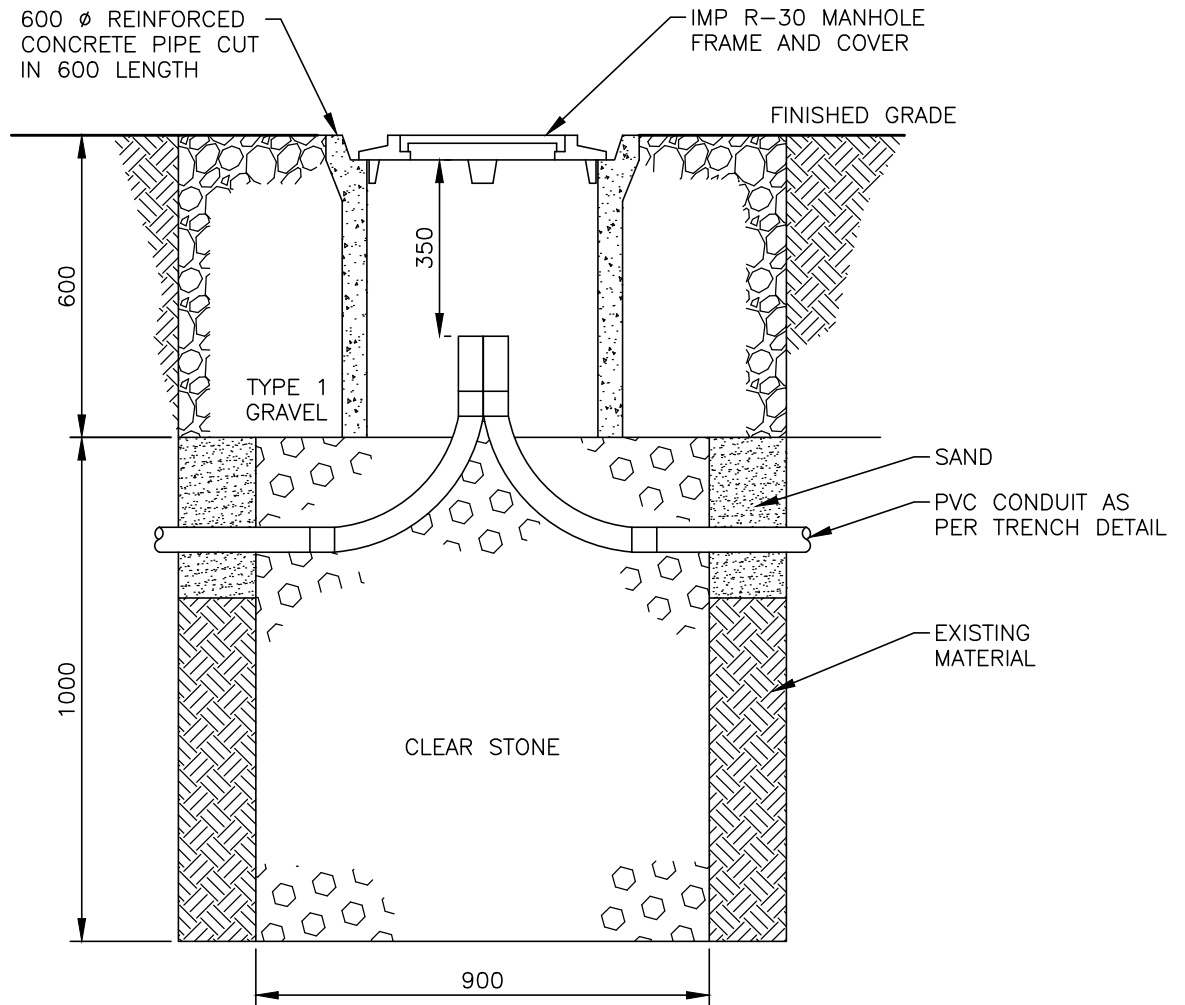
1:15

REFERENCE

APPROVED

FIG No.:

HRM 66

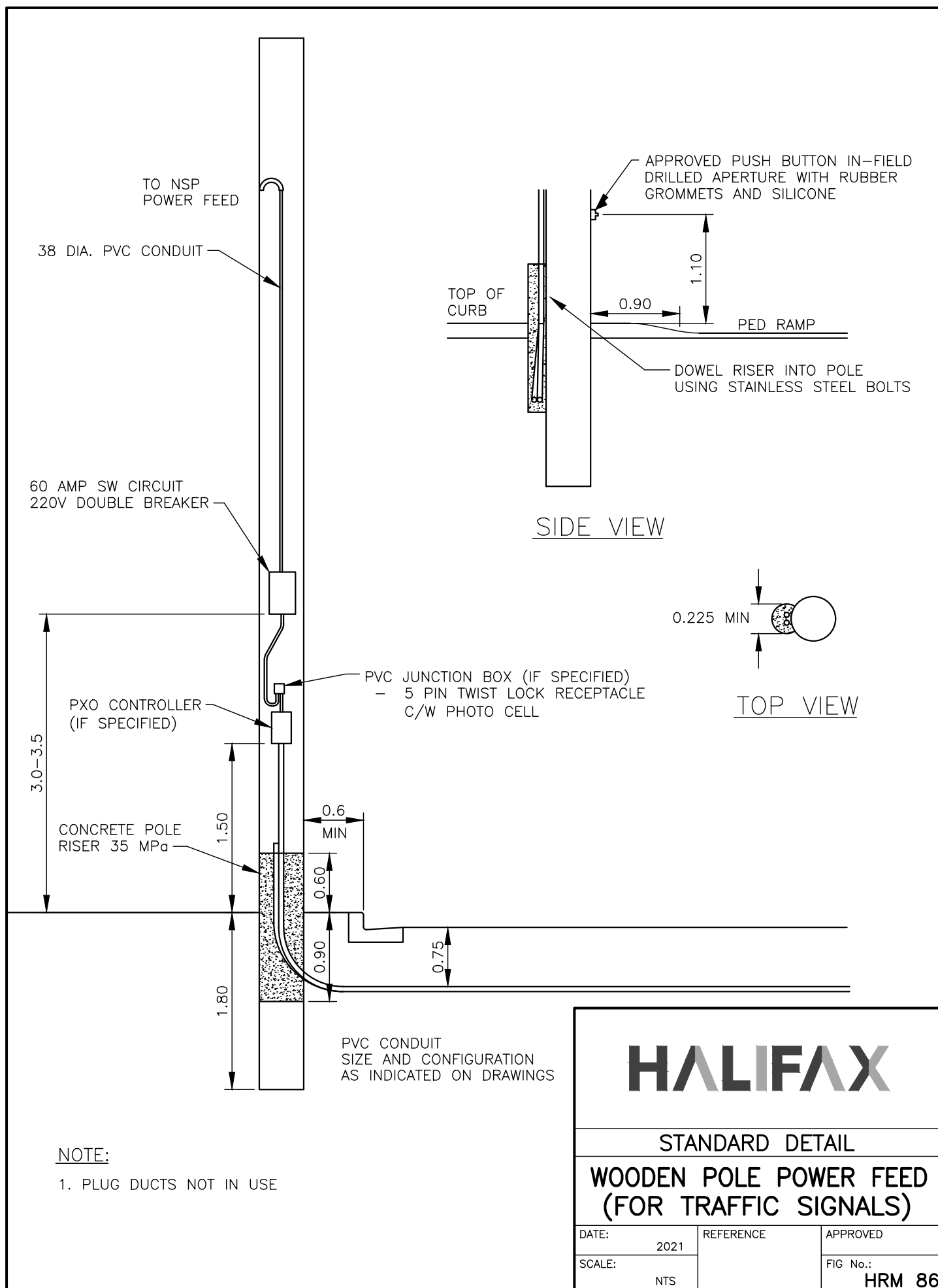


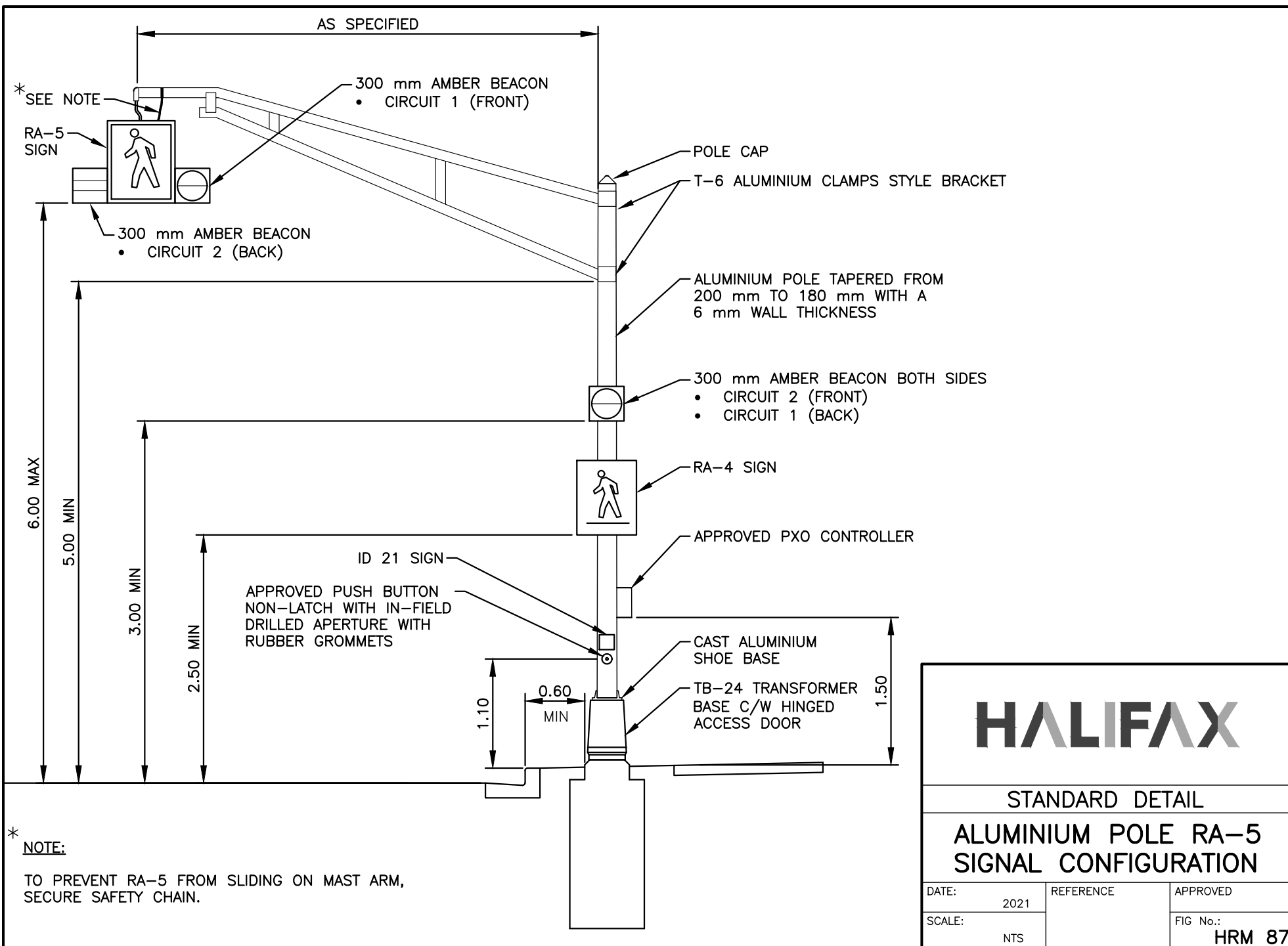
HALIFAX

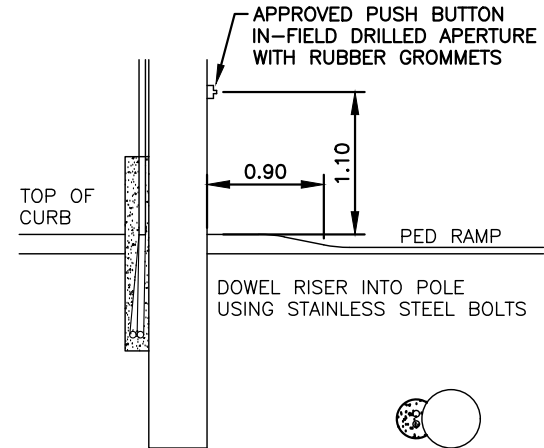
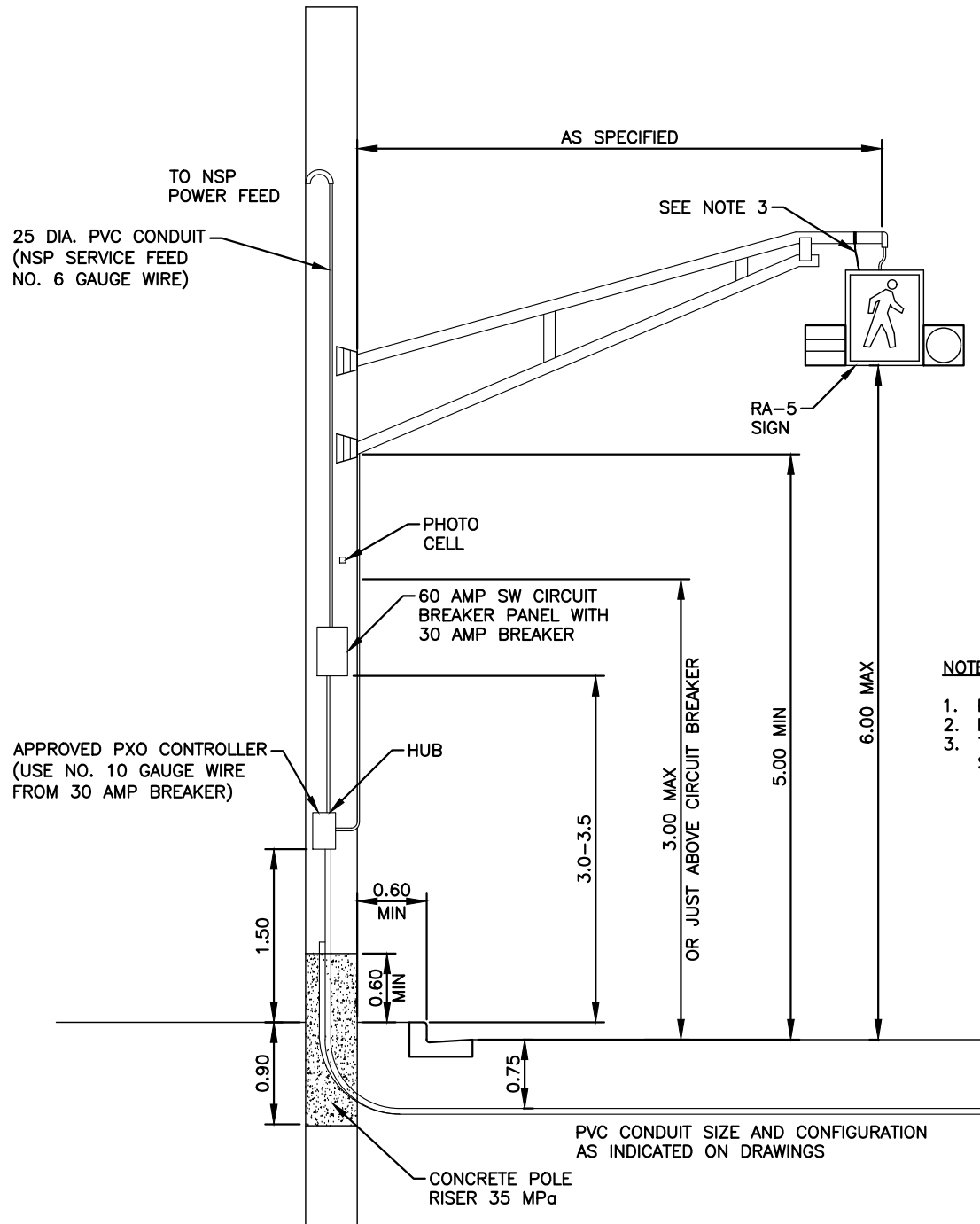
STANDARD DETAIL

PULL PIT

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:15		FIG No.: HRM 79







SIDE VIEW

TOP VIEW

NOTES:

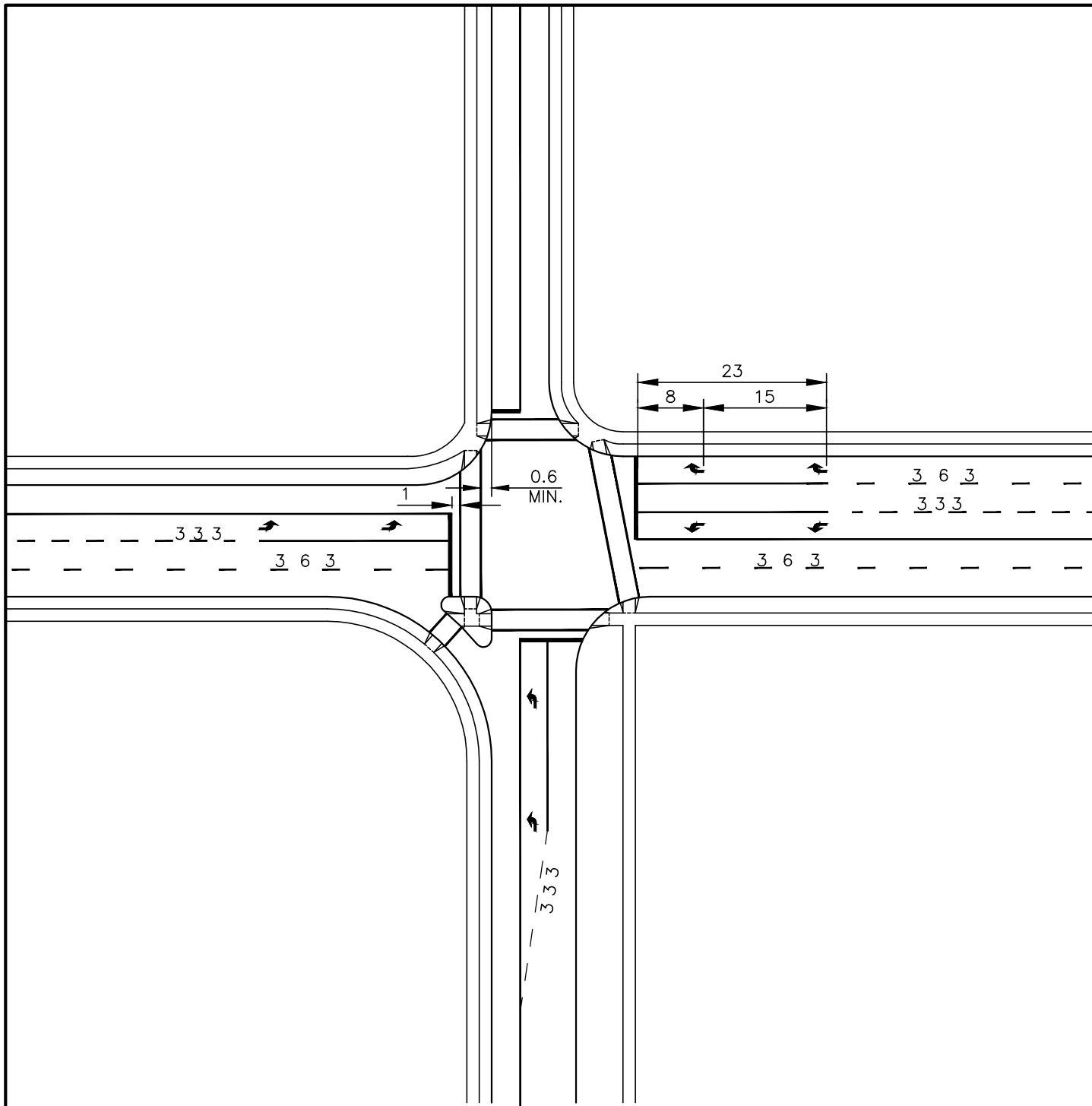
1. PLUG DUCTS NOT IN USE
2. INSTALL MUTCD ID21 SIGN JUST ABOVE PUSH BUTTON
3. TO PREVENT RA-5 FROM SLIDING ON MAST ARM, SECURE SAFETY CHAIN.

HALIFAX

STANDARD DETAIL

**WOODEN POLE RA-5
TRAFFIC SIGNAL WITH POWER
FEED CONFIGURATION**

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS	FIG No.:	HRM 88



NOTES:

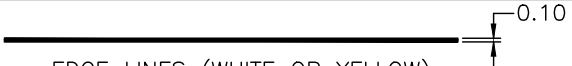
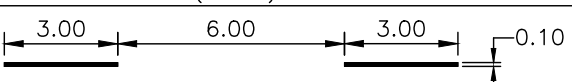
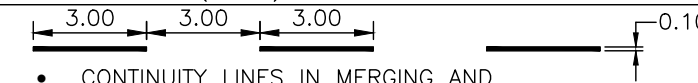
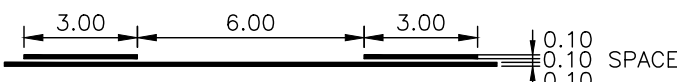
1. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH HRM STANDARD DETAILS.
2. WHEN REQUIRED, THIRD AND SUBSEQUENT ARROWS TO BE SPACED AT 15.0 m INTERVALS.

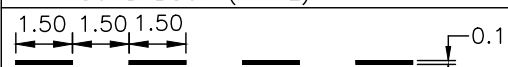
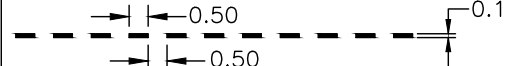
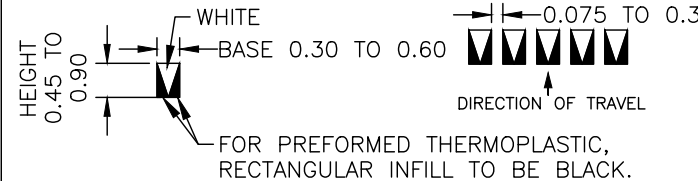
HALIFAX

STANDARD DETAIL

**STANDARD INTERSECTION
PAVEMENT MARKING LAYOUT**

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 89

NAME OF LINE	
SOLID	 - EDGE LINES (WHITE OR YELLOW) - DIRECTIONAL DIVIDING LINES (YELLOW) - LANE LINES, PROHIBITING LINES (WHITE) - BIKE LINES (WHITE)
3 m x 6 m BROKEN	 - DIRECTIONAL DIVIDING LINES (YELLOW) - LANE LINES (WHITE)
3 m x 3 m	 CONTINUITY LINES IN MERGING AND DIVERGING AREAS AND TAPERS FOR LEFT-TURN AND RIGHT-TURN LANES.
SIMULTANEOUS SOLID & BROKEN	 - DIRECTIONAL DIVIDING LINES (YELLOW) - TWO-WAY LEFT TURN LINES (YELLOW)
DOUBLE SOLID	 DIRECTIONAL DIVIDING LINES (YELLOW)
DOUBLE BROKEN 3 m x 6 m	 REVERSIBLE LANE (YELLOW)
YIELD	 - SINGLE LANE ROUNDABOUT YIELD LINES (WHITE) 0.60 m x 0.60 m  - DOUBLE LANE ROUNDABOUT YIELD LINES (WHITE) 1.00 m x 0.60 m

NAME OF LINE	
1.8 m x 1.8 m	 LANE LINES WITHIN MULTI-LANE ROUNDABOUT (WHITE)
1.5 m x 1.5 m DASHED	 BUS BAYS (WHITE)
1.0 m x 1.0 m	
0.5 m x 0.5 m	 GUIDING LINES (WHITE)
ADVANCED YIELD TO PEDESTRIANS LINE	 HEIGHT 0.45 TO 0.90 WHITE BASE 0.30 TO 0.60 0.075 TO 0.30 DIRECTION OF TRAVEL FOR PREFORMED THERMOPLASTIC, RECTANGULAR INFILL TO BE BLACK.
STOP BAR	 INTERSECTION STOP BAR (WHITE)

NOTE:

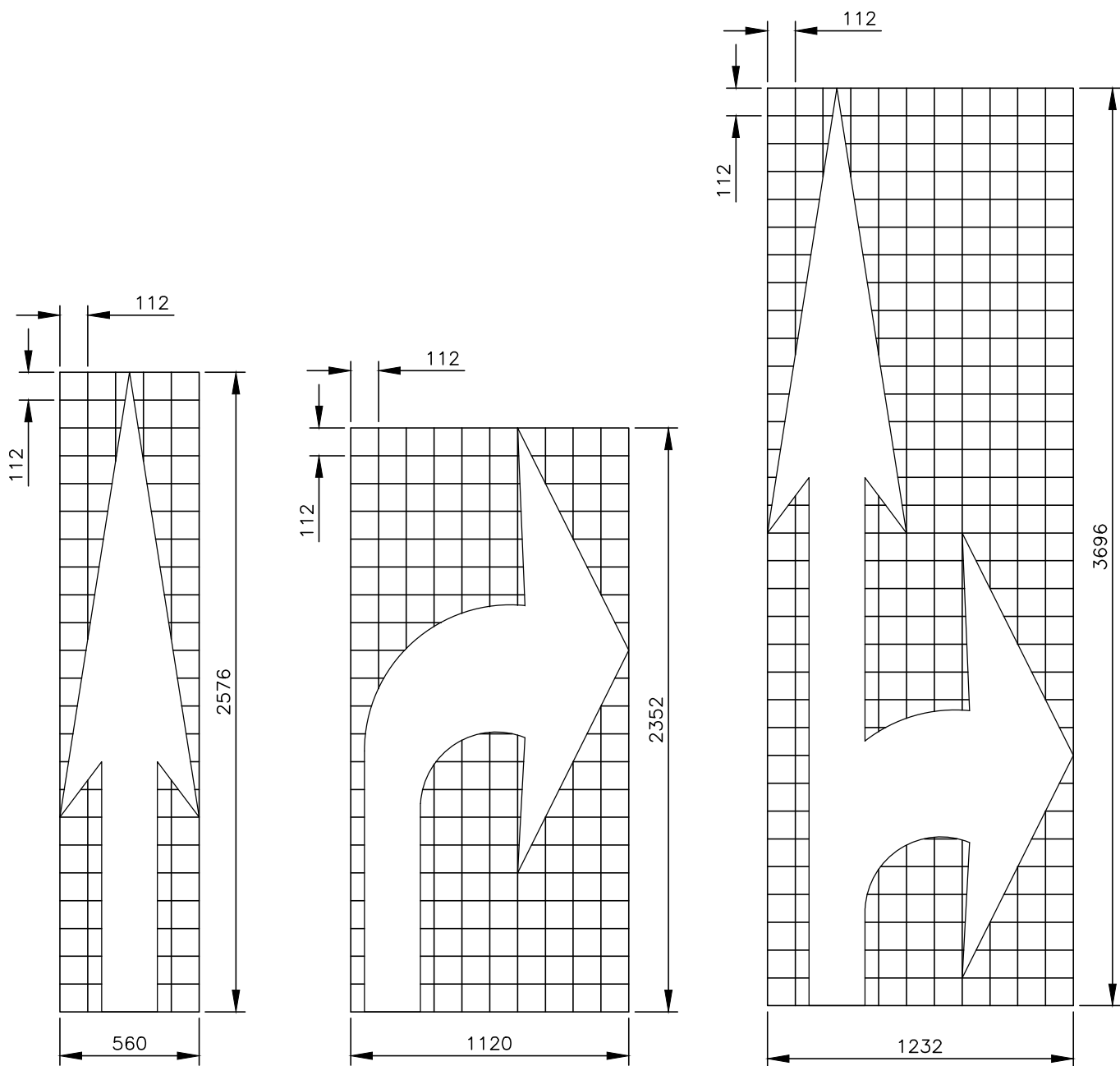
1. DIMENSIONS ARE IN METRES.

HALIFAX

STANDARD DETAIL

LONGITUDINAL & TRANSVERSE
PAVEMENT MARKINGS

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS	FIG No.:	HRM 90



NOTE:

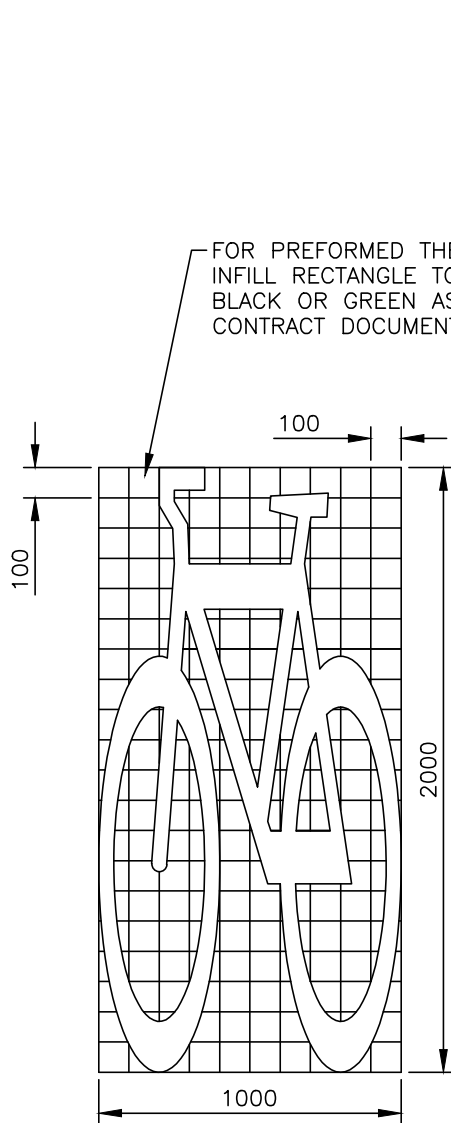
1. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

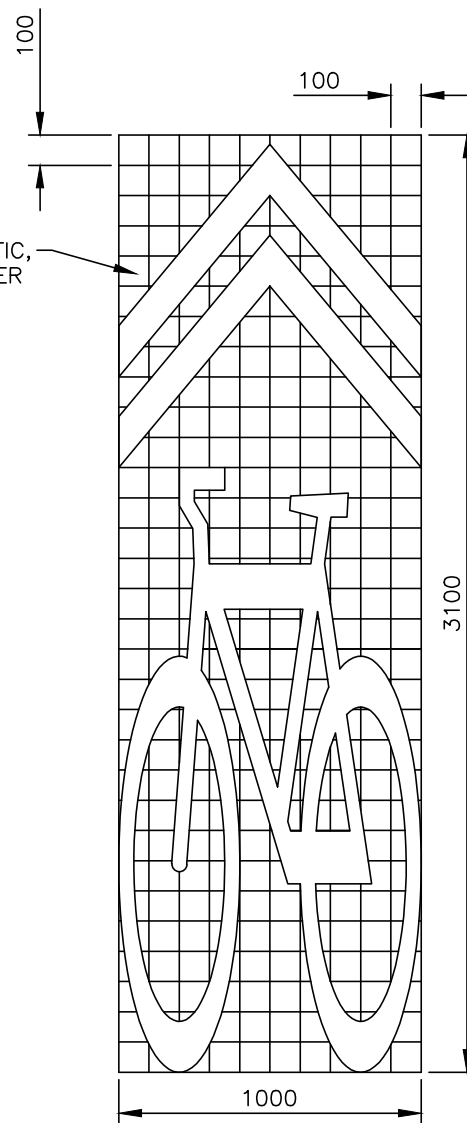
STANDARD DETAIL

PAVEMENT ARROWS

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 91



BICYCLE SYMBOL



SHARED USE LANE SYMBOL

NOTE:

1. DIMENSIONS MAY BE SLIGHTLY ALTERED FOR THERMOPLASTIC IF APPROVED BY THE ENG.
2. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

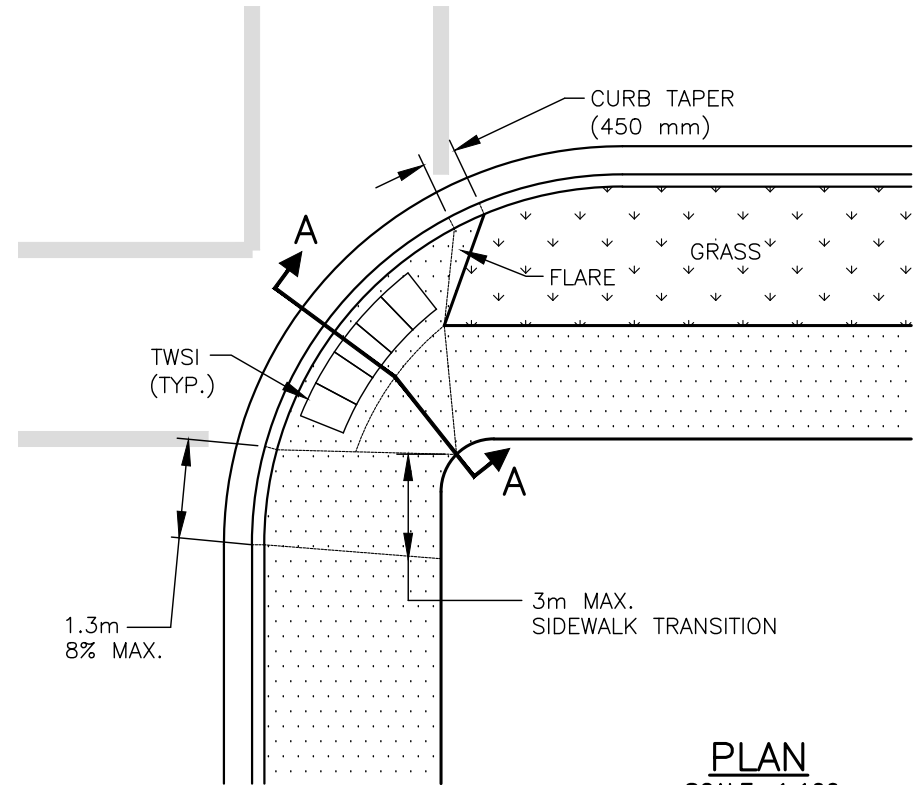
STANDARD DETAIL

**BICYCLE SYMBOL &
SHARED USE LANE SYMBOL**

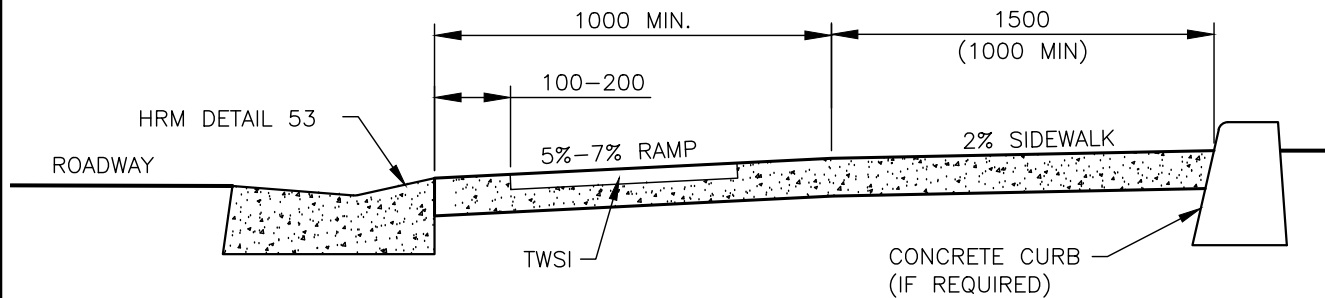
DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 92

NOTES:

1. NATURAL CAST IRON ATTENTION TWSI (TACTILE WALKING SURFACE INDICATOR) PLATES. TO CSA B651, AND AS INDICATED IN THE PROJECT DOCUMENTS.
2. MAXIMUM GAP BETWEEN PLATES AND START OF TAPER TO BE 100mm.
3. PLATES SHALL BE PLACED WITH THE TOP OF THE BASE PLATE (BOTTOM OF DOMES) LEVEL WITH CONCRETE SURFACE.
4. ALL PLATES TO BE 610mm LONG.
5. TO BE READ IN CONJUNCTION WITH HRM DETAIL 49 PEDESTRIAN RAMP ALIGNMENT.
6. SIZE AND SHAPE OF PLATES TO MANUFACTURER'S SPECIFICATION.



PLAN
SCALE: 1:100



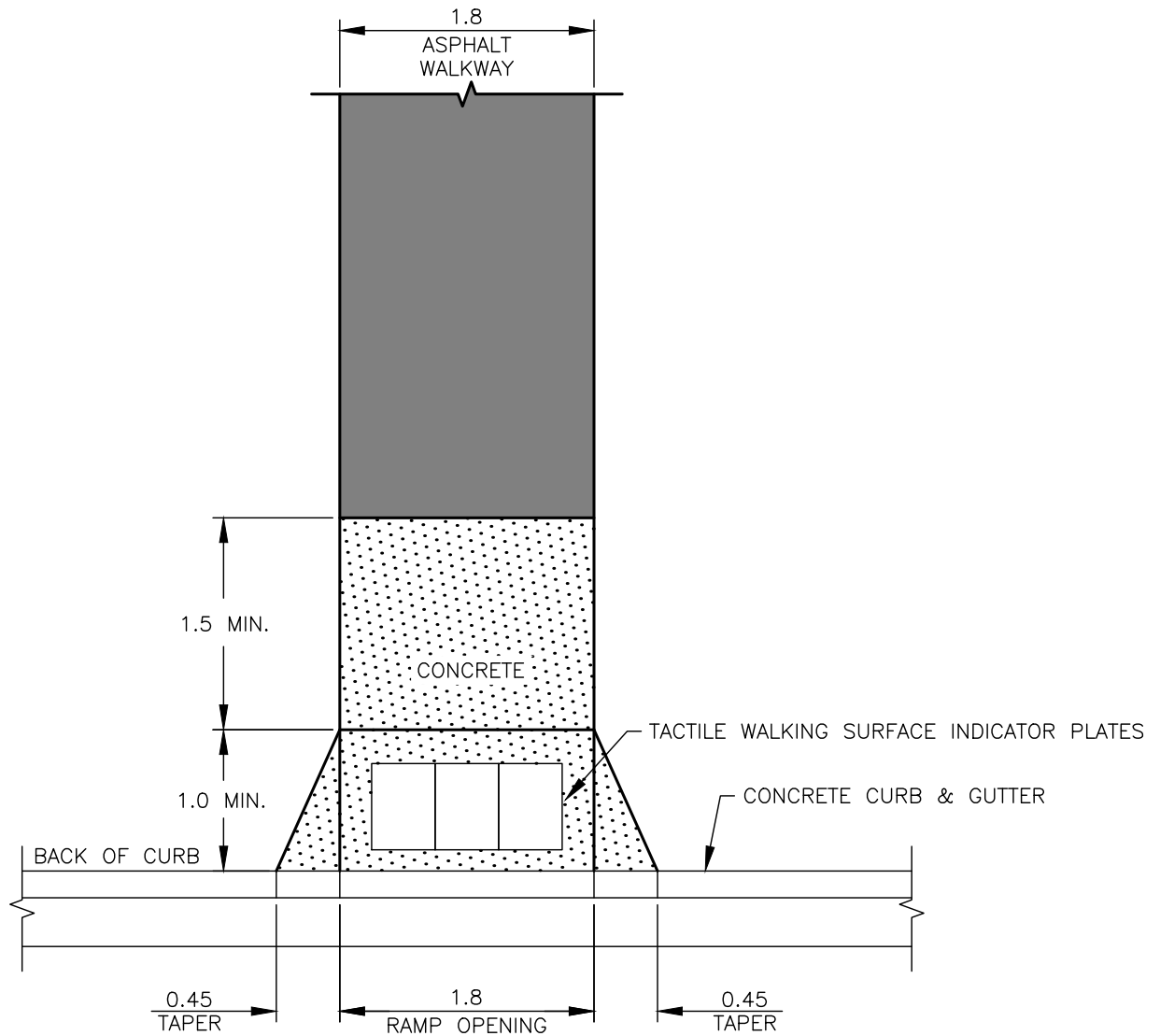
CROSS SECTION A-A
SCALE 1:20

HALIFAX

STANDARD DETAIL

**TACTILE WALKING SURFACE
INDICATOR RAMP PLACEMENT**

DATE:	2021	REFERENCE	APPROVED
SCALE:	AS NOTED	FIG No.:	HRM 131



NOTES:

1. CONCRETE PEDESTRIAN RAMP TO HRM DETAIL 49.
2. CONCRETE CURB & GUTTER TO HRM DETAIL 53.
3. TACTILE WALKING SURFACE INDICATOR PLATES TO HRM DETAIL 131.
4. ASPHALT WALKWAY TO HRM DETAIL 40.

HALIFAX

STANDARD DETAIL

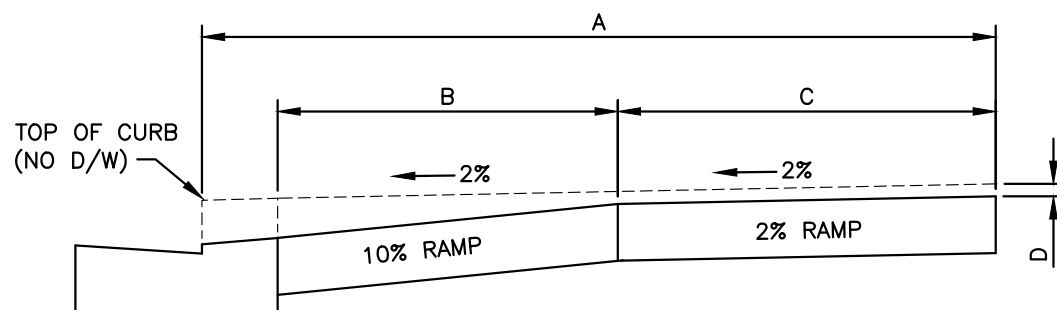
**WALKWAY WITH
PEDESTRIAN RAMP**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:50		FIG No.: HRM 132



NOTES;

1. WHEN ADJACENT DRIVEWAYS ARE LESS THAN 2.4 METERS APART, DO NOT TAPER CURB AND SIDEWALK BETWEEN DRIVEWAYS.
2. AREA BEHIND DROPPED S/W MAY REQUIRE BUILD UP WITH PAVEMENT OR CURB TO PREVENT ENTRY OF STORM WATER DURING MAJOR STORM.

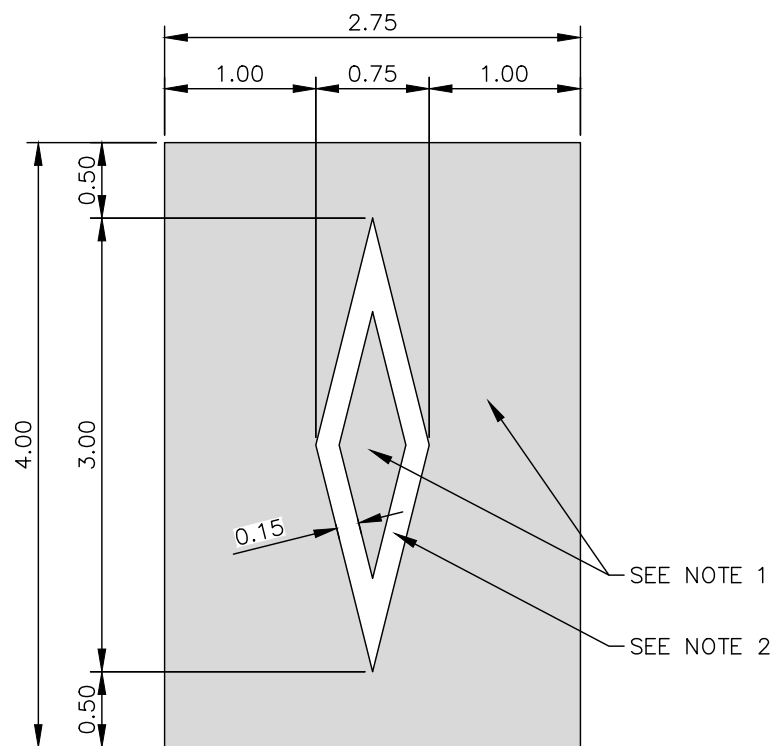



DRIVEWAY CROSS SECTION
 SCALE 1:20

HALIFAX

STANDARD DETAIL
CONCRETE SIDEWALK
ADJACENT CURB

DATE: 2021	REFERENCE	APPROVED
SCALE: AS NOTED		FIG No.: HRM 133



NOTE:

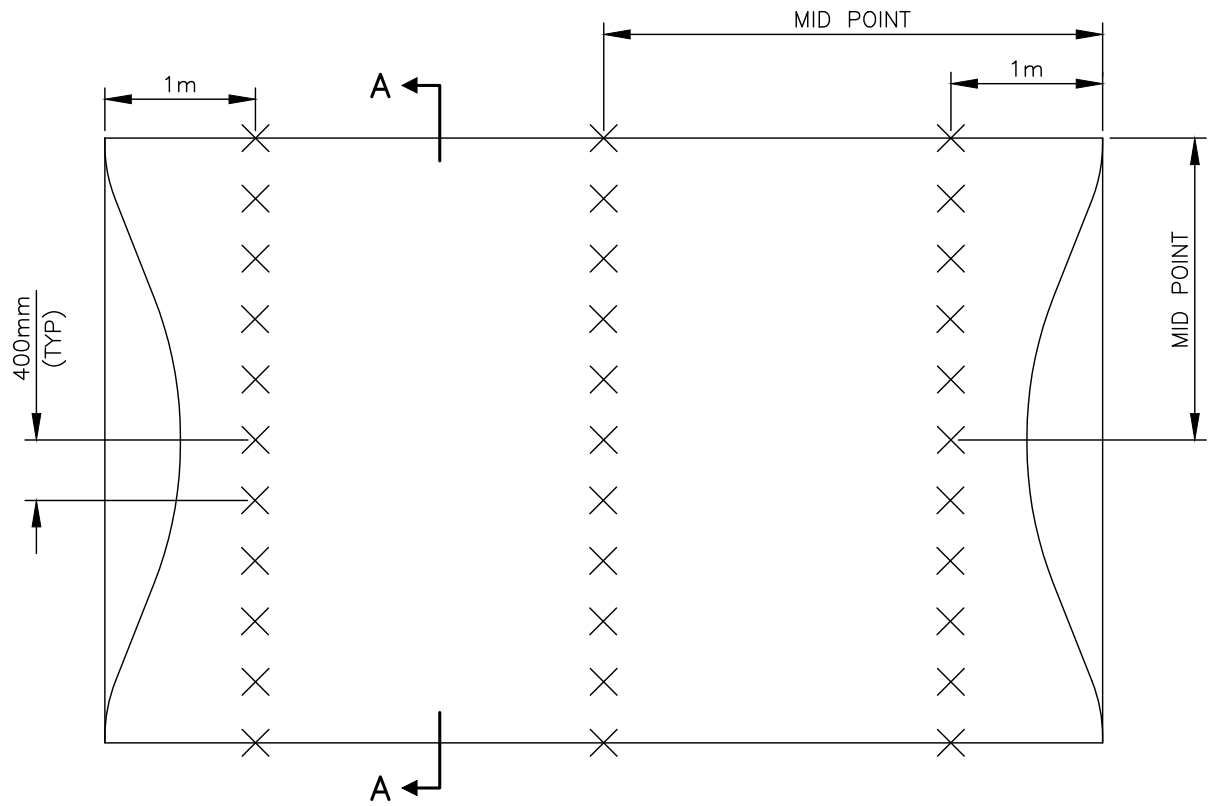
1. PERMANENT PAVEMENT MARKING FOR IN-LAY SHALL BE RED.
2. PERMANENT PAVEMENT MARKING FOR RESERVED LANE SYMBOL SHALL BE WHITE.
3. DIMENSIONS ARE IN METRES.

HALIFAX

STANDARD DETAIL

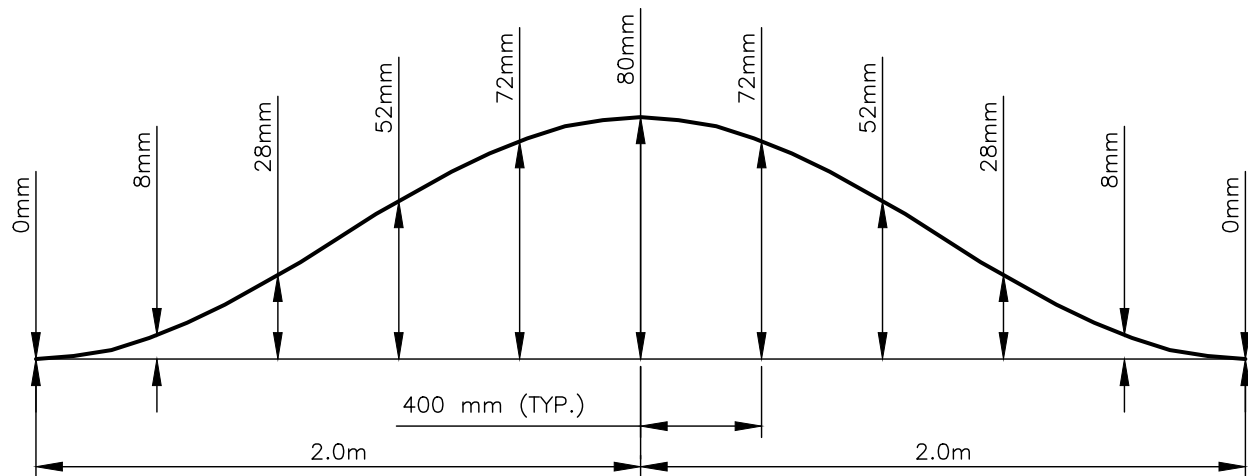
RED IN-LAY RESERVED LANE

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:50	FIG. NO.	HRM 134



SPEED HUMP

SCALE: 1:50



SECTION A-A

SCALE: Horz. 1:25
Vert. 1:2.5

NOTES:

1. 33 SURVEY SHOTS REQUIRED

HALIFAX

STANDARD DETAIL

**SPEED HUMP
SURVEY VERIFICATION**

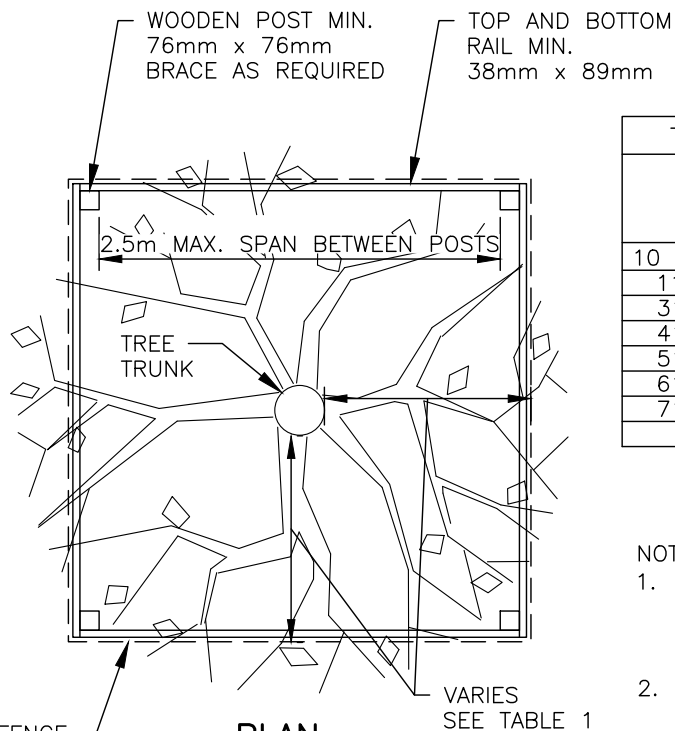
DATE: 2021

REFERENCE

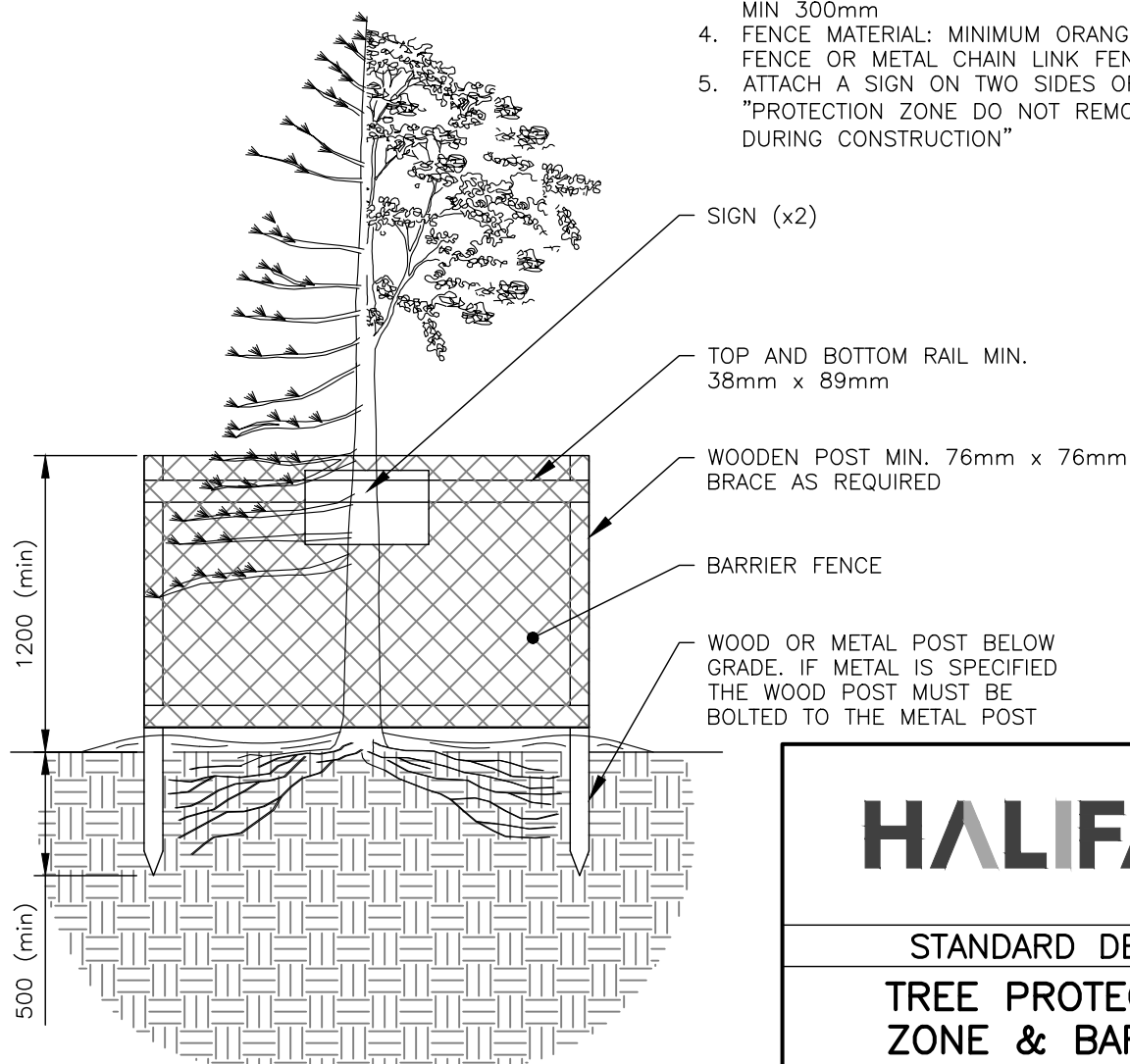
APPROVED

SCALE:
AS NOTED

FIG No.:
HRM 136



PLAN



PROFILE

TABLE 1

TREE PROTECTION ZONE CALCULATION TABLE	
TRUNK DIAMETER (DBH)	MINIMUM PROTECTION DISTANCE REQUIRED (MEASURE FROM THE OUTSIDE EDGE OF TREE TRUNK)
10 CM & UNDER	1.2 METERS
11 – 30 CM	2.0 METERS
31 – 40 CM	3.4 METERS
41 – 50 CM	4.6 METERS
51 – 60 CM	6.0 METERS
61 – 70 CM	7.0 METERS
71 – 80 CM	8.0 METERS
>80 CM	9.0 METERS

NOTES:

1. WOOD POST: (MIN. 76mm WIDTH) INSTALLED TO A DEPTH OF 500mm. TOP AND BOTTOM RAIL: (MIN. 38 x 89mm CONSTRUCTION, MAX. SPAN 2.5m), CROSS BRACING AS REQUIRED.
2. NO GROUND DISTURBANCE WITHIN 1.2 METER OF THE TREE TRUNK (I.E. POST INSTALLATION)
3. POSTS SET BACK FROM SIDEWALK AND CURB: MIN 300mm
4. FENCE MATERIAL: MINIMUM ORANGE BARRIER FENCE OR METAL CHAIN LINK FENCE
5. ATTACH A SIGN ON TWO SIDES OF THE TREE "PROTECTION ZONE DO NOT REMOVE FENCE DURING CONSTRUCTION"

HALIFAX

STANDARD DETAIL

**TREE PROTECTION
ZONE & BARRIER**

DATE:

2021

REFERENCE

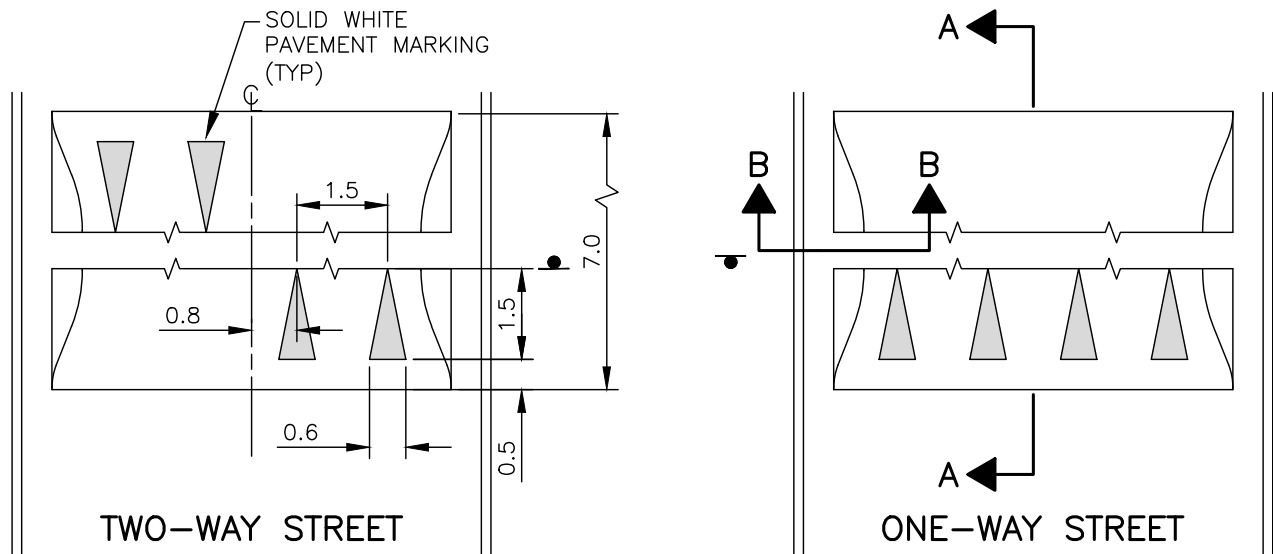
APPROVED

SCALE:

NTS

FIG No.:

HRM 140

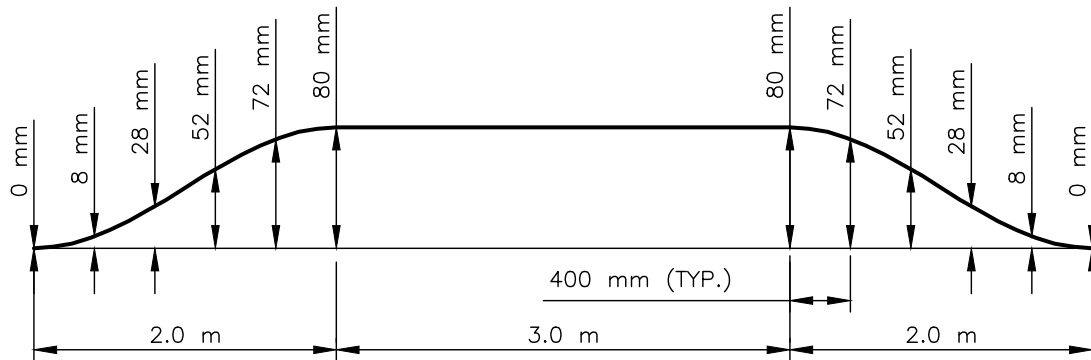


SPEED TABLE

SCALE: 1:125

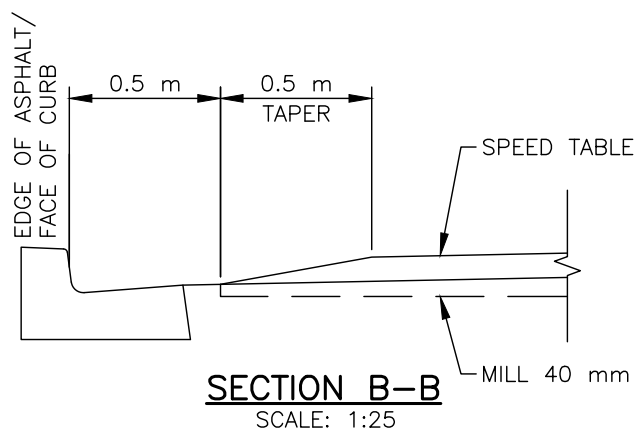
NOTES:

1. TOLERANCE FOR CONSTRUCTION IS ± 10 mm RELATIVE TO THE CURVE.
2. THE EXISTING ASPHALT SURFACE TO BE MILLED TO A DEPTH OF 40 mm WHEN RETROFITTING.



SECTION A-A

SCALE: Horz. 1:50
Vert. 1:5



SECTION B-B

SCALE: 1:25

HALIFAX

STANDARD DETAIL

SPEED TABLE DETAIL

DATE: 2021

REFERENCE

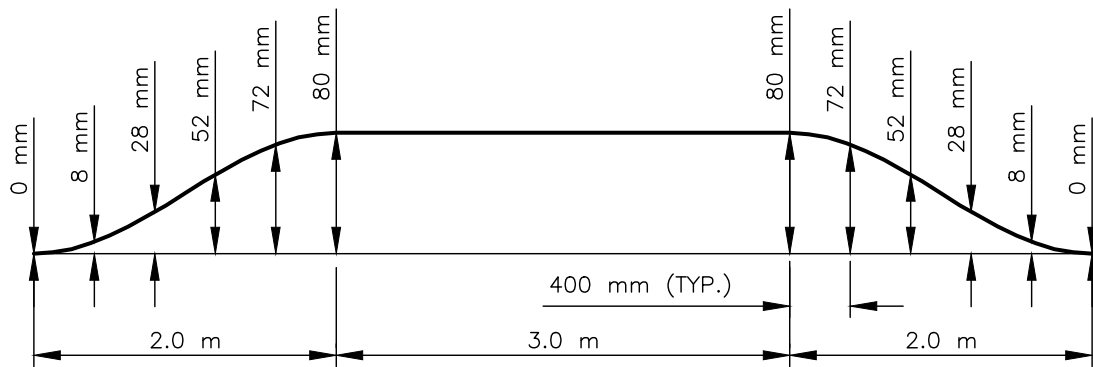
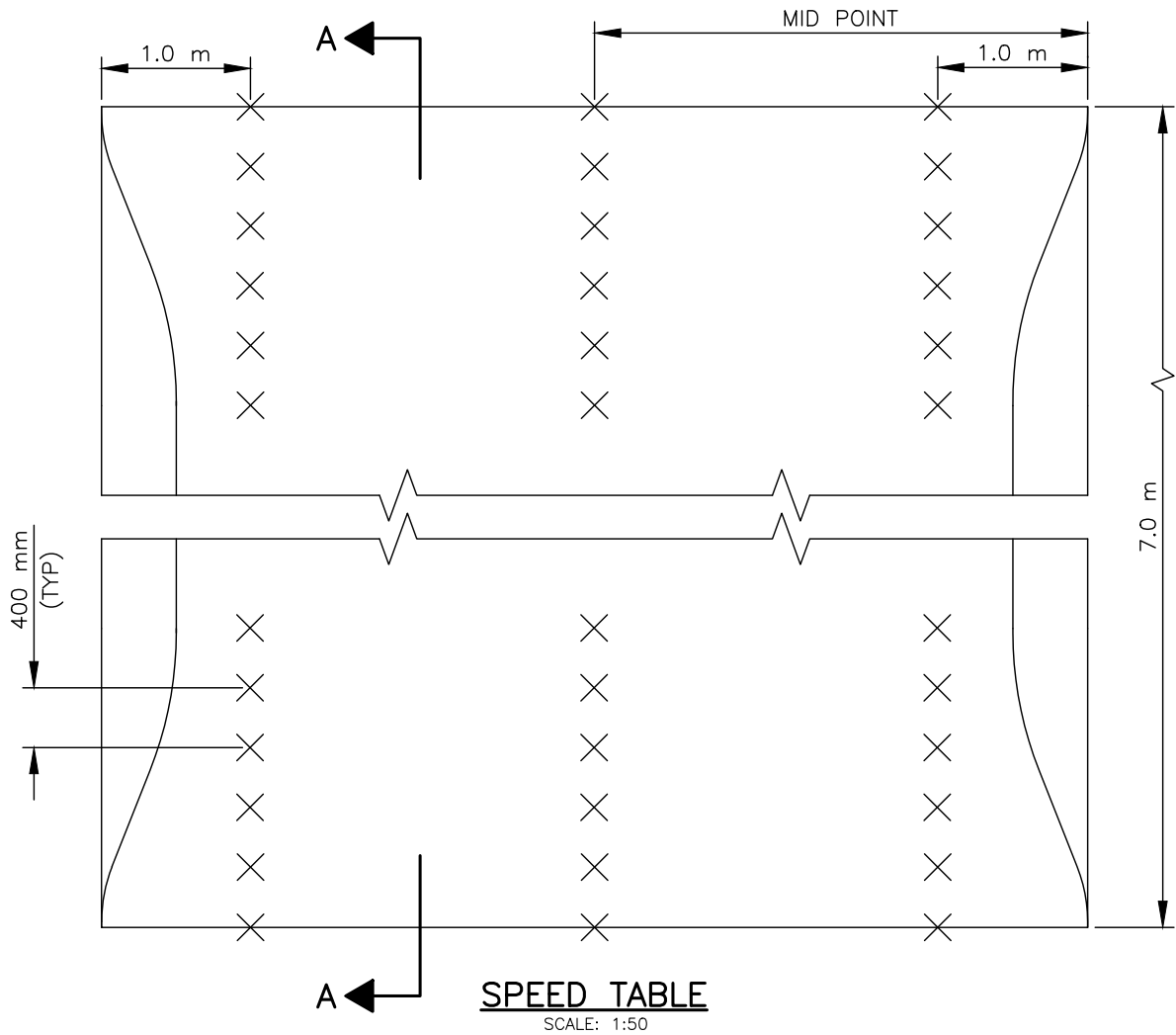
APPROVED

SCALE:

AS NOTED

FIG No.:

HRM 143



NOTE:

1. 36 SURVEY SHOTS REQUIRED

HALIFAX

STANDARD DETAIL

**SPEED TABLE
SURVEY VERIFICATION**

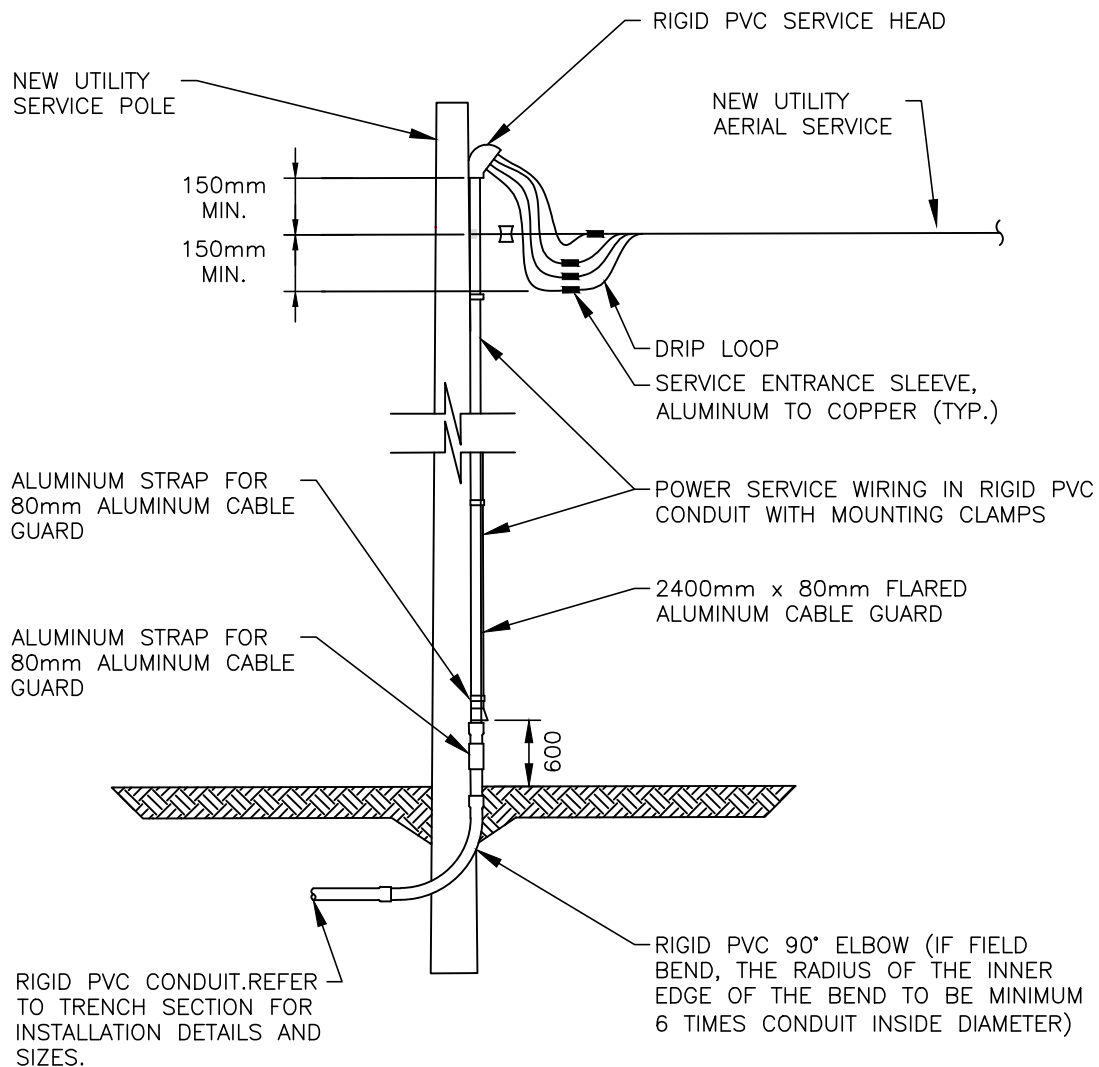
DATE: 2021

REFERENCE

APPROVED

SCALE:
AS NOTED

FIG No.:
HRM 144



NOTES:

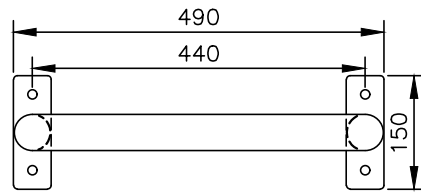
1. BREAKER MUST BE A DOUBLE POLE, NO SPARE SERVICE WIRES ARE ALLOWED.
2. CIRCUITS RATED AT MORE THAN 15Amps REQUIRE A CONTACTOR.
3. ALL WORK MUST BE IN COMPLIANCE WITH THE LATEST EDITION OF THE CANADIAN ELECTRICAL CODE AND INSPECTED BY NSPI
4. UNDERGROUND SERVICE CONDUIT AND GROUND MUST BE PROTECTED BY A U-GUARD AND BONDED AS PER CEC.
5. ALL SCREWS IN THE SERVICE SWITCH ARE TO BE NEVER SEIZED, AND MOUNTING SCREWS ARE TO BE STAINLESS STEEL ONLY.

HALIFAX

STANDARD DETAIL

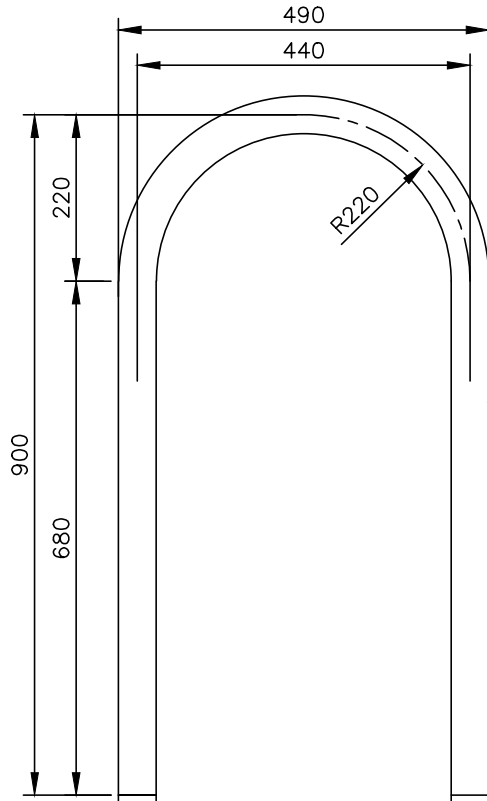
UTILITY POLE
SERVICE DETAIL

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 160



PLAN VIEW

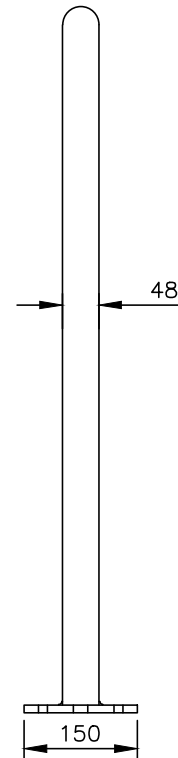
HOT-DIPPED GALVANIZED STEEL OR
HOT-DIPPED GALVANIZED STEEL
WITH BLACK POWDER COAT



PROFILE VIEW

48 O.D., 3.8 WT,
PIPE (38 DIA.,
SCHEDULE
40 PIPE)

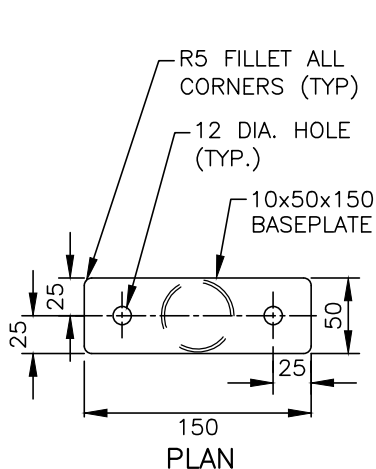
10 X 50 X 150
BASEPLATE,
2 REQ'D (SEE
DETAIL)



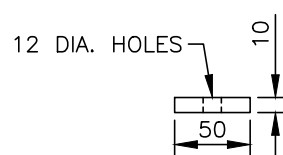
SECTION

NOTES:

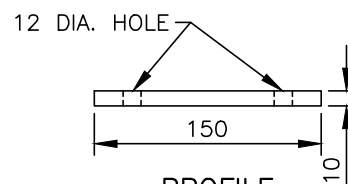
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. VARIATION OF THE DIMENSIONS PROVIDED ARE PERMITTED, BUT MUST BE SHOWN ON SUBMITTED DRAWINGS.
3. BIKE RACKS TO BE ANCHORED TO POURED IN PLACE CONCRETE SURFACE WITH 10 mmØ X 125 mm EPOXY EXPANSION BOLTS (100 mm EMBEDMENT) OR APPROVED EQUIVALENT.



BASEPLATE DETAIL



SECTION



PROFILE

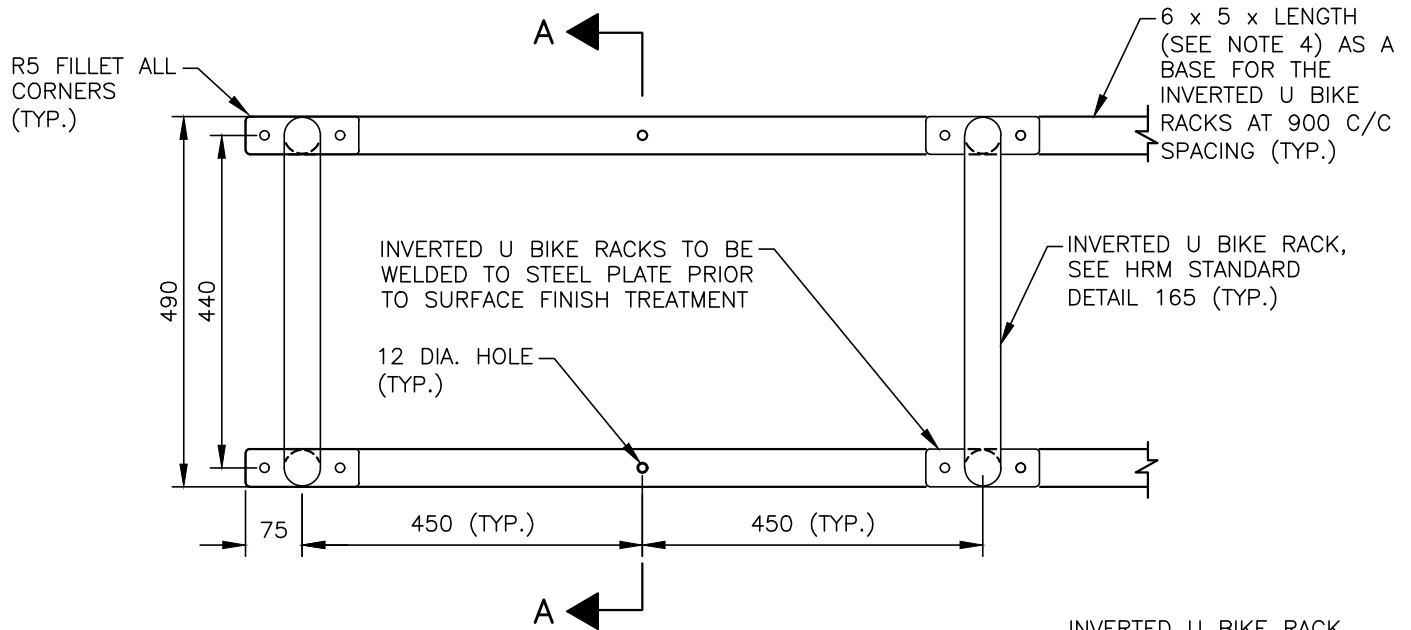
HALIFAX

STANDARD DETAIL

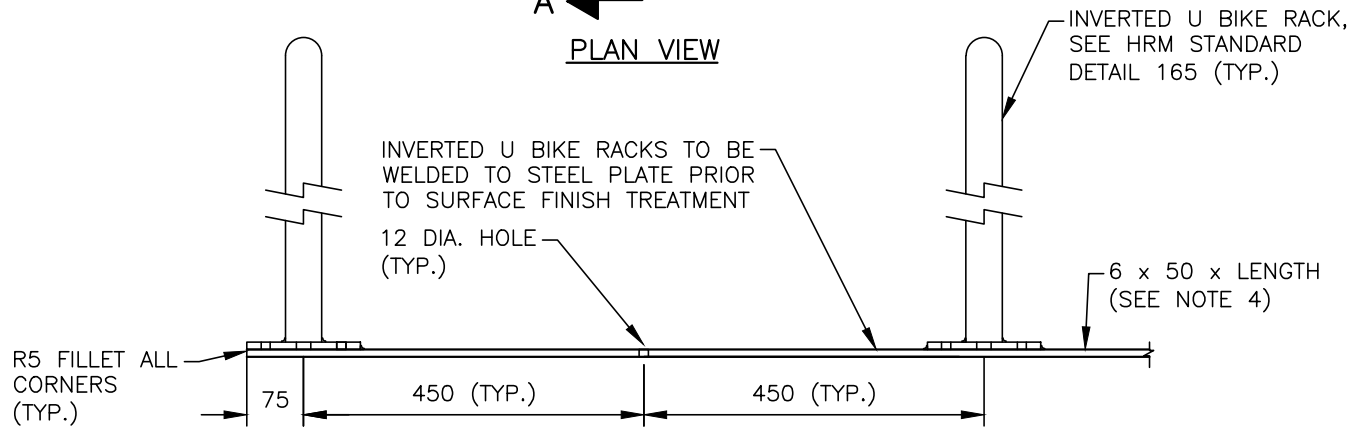
INVERTED U BIKE RACK

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 165

HOT-DIPPED GALVANIZED STEEL OR
HOT-DIPPED GALVANIZED STEEL WITH BLACK POWDER COAT



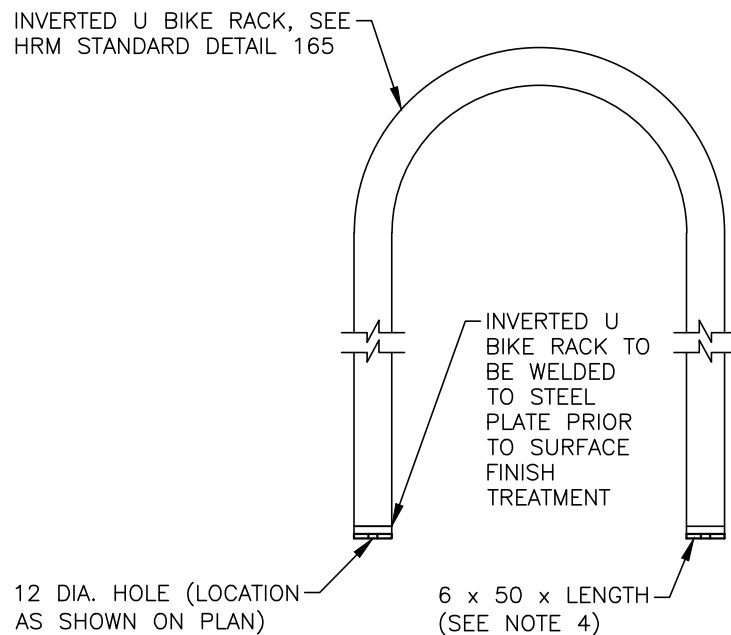
PLAN VIEW



PROFILE VIEW

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. VARIATION OF THE DIMENSIONS PROVIDED ARE PERMITTED, BUT MUST BE SHOWN ON SUBMITTED DRAWINGS.
3. BIKE RACKS TO BE ANCHORED TO POURED IN PLACE CONCRETE SURFACE WITH 10 mm ϕ X 125 mm EPOXY EXPANSION BOLTS (100 mm EMBEDMENT) OR APPROVED EQUIVARIANT.
4. MULTI BIKE RACK LENGTH WILL VARY FOR SERIES OF 2 TO 5 INVERTED U BIKE RACKS (AS REQUIRED).



SECTION A-A

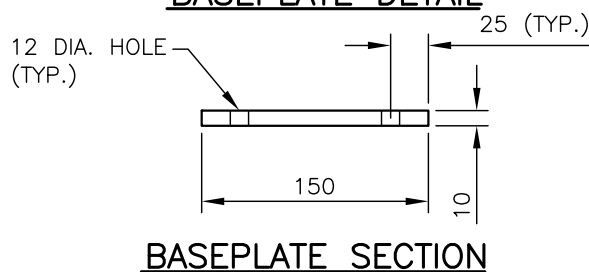
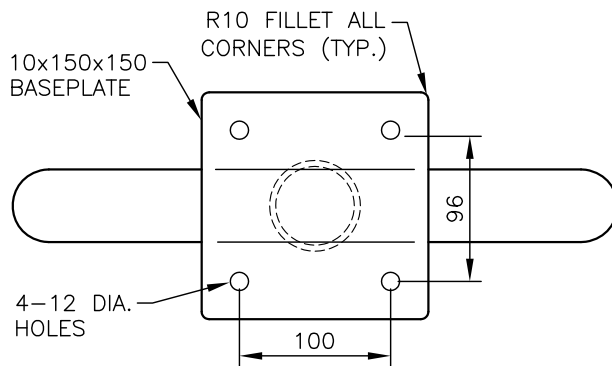
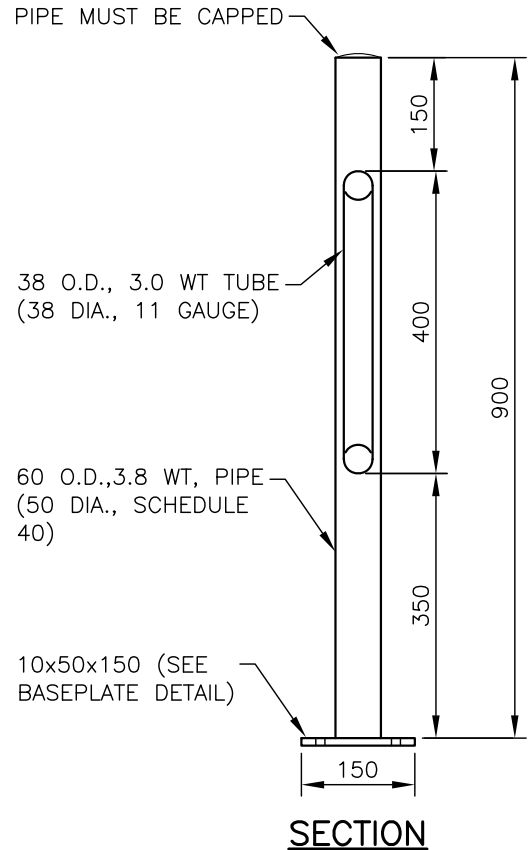
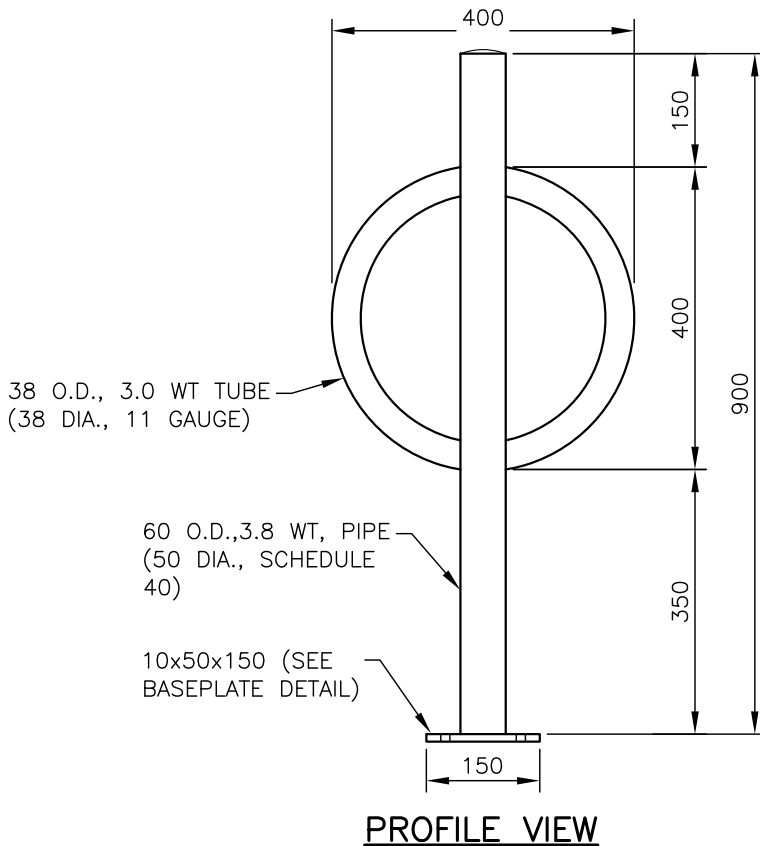
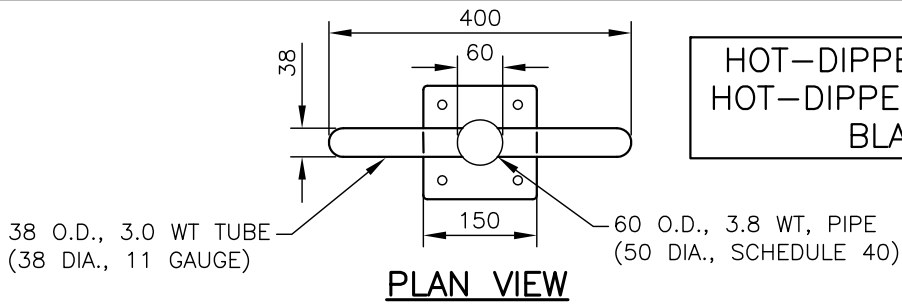
HALIFAX

STANDARD DETAIL

**MULTI INVERTED U
BIKE RACK**

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 166

HOT-DIPPED GALVANIZED STEEL OR
HOT-DIPPED GALVANIZED STEEL WITH
BLACK POWDER COAT



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. VARIATION OF THE DIMENSIONS PROVIDED ARE PERMITTED, BUT MUST BE SHOWN ON SUBMITTED DRAWINGS.
3. BIKE RACKS TO BE ANCHORED TO POURED IN PLACE CONCRETE SURFACE WITH 10 mmØ X 125 mm EPOXY EXPANSION BOLTS (100 mm EMBEDMENT).

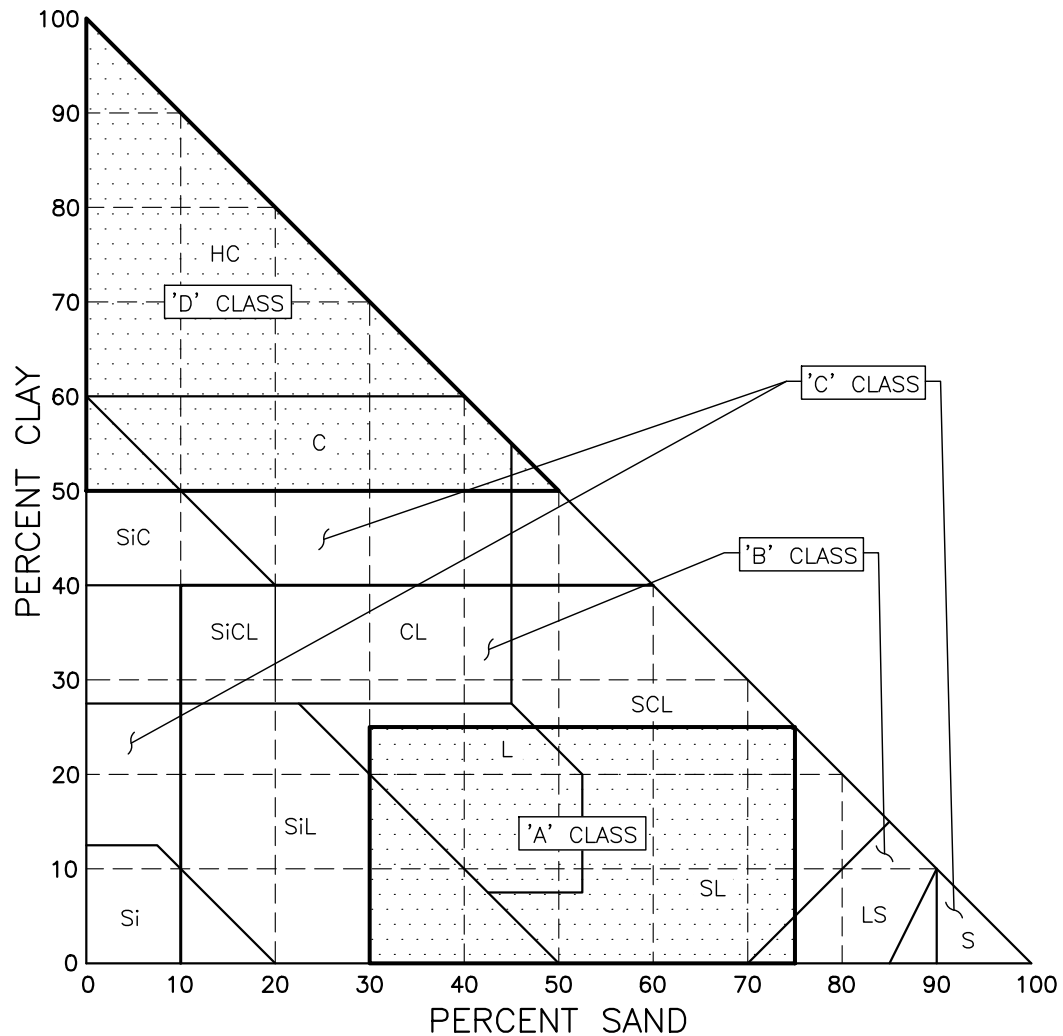
HALIFAX

STANDARD DETAIL

POST & RING BIKE RACK

DATE: 2021	REFERENCE	APPROVED
SCALE: NTS		FIG No.: HRM 167

PROPOSED SOIL GROUPINGS



NOTES:

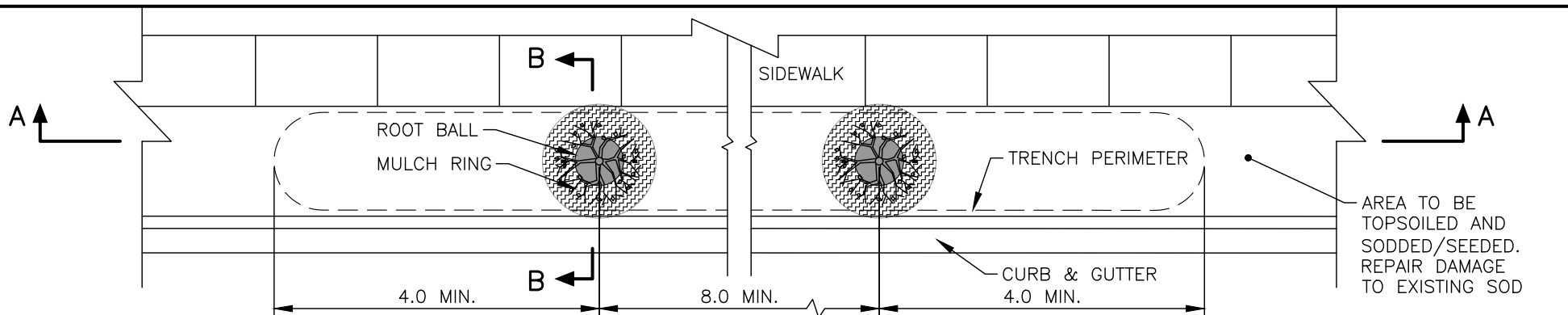
1. SOIL TEXTURE CLASSES. PERCENTAGES OF CLAY AND SAND IN THE MAIN TEXTURAL CLASSES OF SOIL; THE REMAINDER OF EACH CLASS IS SILT.

HALIFAX

STANDARD DETAIL

SOIL TEXTURE TRIANGLE

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.:
			HRM 181



GALVANIZED GUY WIRE NO. 12 GAUGE (MIN.),
WRAP GUY WIRE BACK ON ITSELF, ENDURE
NO SHARP PROTRUSIONS (TYP.)

REFER TO SITE
PLAN FOR
SURFACE
TREATMENT
(TYP.)

TWO VERTICAL STAKES PER TREE:
– MIN. 2.0m LENGTH T-BARS
OR ROUND WOOD POSTS.
– STAKES SET MIN. 600mm
BELOW BASE OF ROOT BALL.
– ALIGN STAKES WITH DIRECTION
OF TRAFFIC.

SECTION A-A

SCALE 1:75

BACKFILL TRENCH WITH
TOPSOIL, COMPACT TO
MAXIMUM 85% SPD, ENSURE
STABILITY OF ROOTBALL.

TREE GUARD. ARBORGARD +
AG9-4 OR APPROVED EQUAL
ROOT COLLAR 50mm
ABOVE GRADE

FOLD OR REMOVE TOP
1/3 WIRE BASKET
AND/OR BURLAP FROM
ROOT BALL

FORM A 100mm HIGH
SOIL RING TO DIRECT
WATER TO ROOT BALL

150mm TOPSOIL

DECIDUOUS TREE
50–60mm
CALIPER

PRUNE DEAD, BROKEN
AND DISEASED TREE LIMBS
RUBBER HOSE, POSITION APPROX.
AT 3/5 HEIGHT FOR ALL TREES

150mm DEPTH APPROVED MULCH

BACKFILL TRENCH WITH TOPSOIL,
COMPACT JUST TO ENSURE
STABILITY OF ROOT BALL

REPAIR ANY DAMAGED
SEED/SOD TO HRM STANDARDS

SIDEWALK

EXISTING
SOIL

SCARIFY BOTTOM AND
WALLS OF TRENCH
BEFORE PLACING
ROOT BALL

SECTION B-B

SCALE 1:50

NOTES:

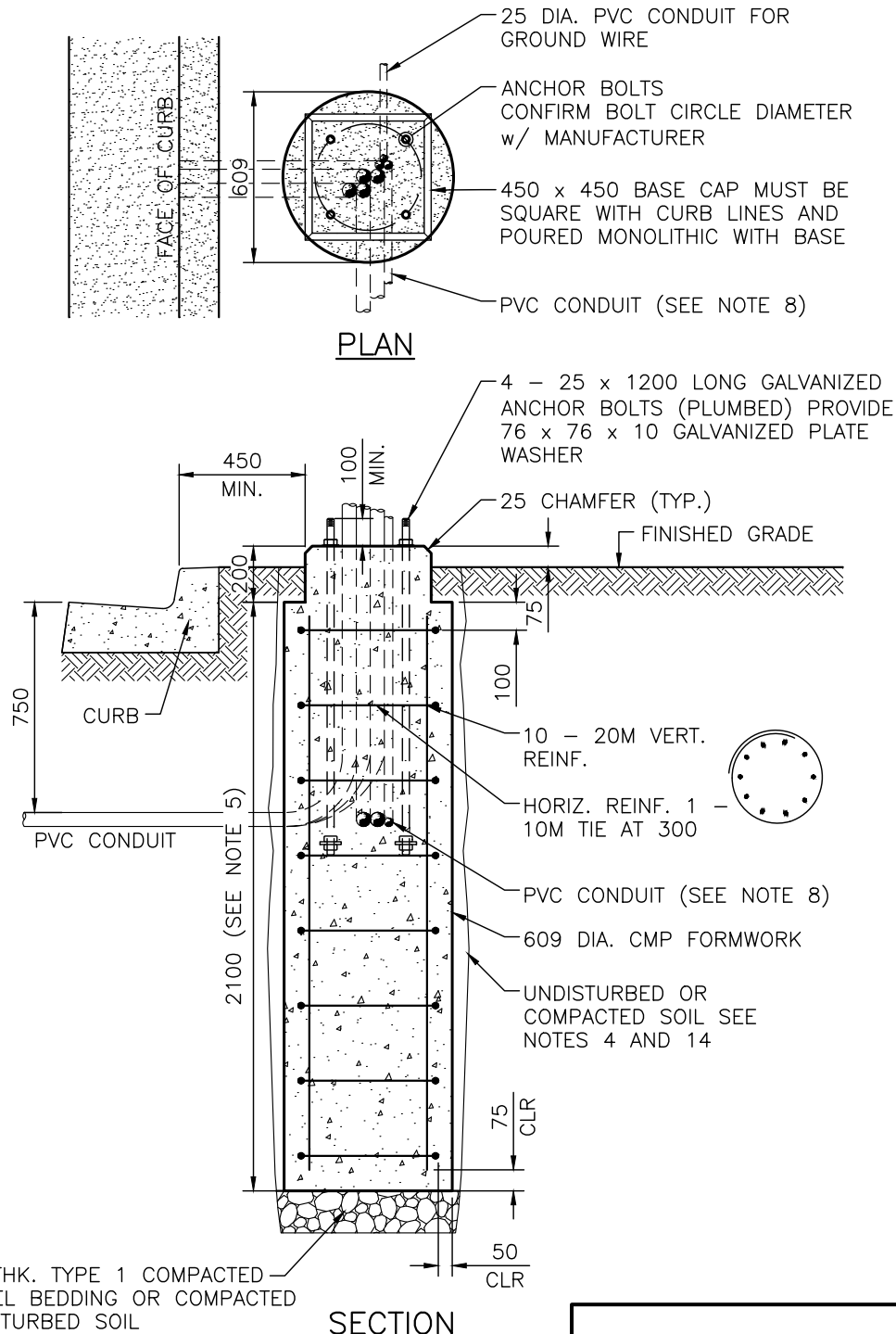
1. SOAK THE ROOTBALL AND BACKFILL AREA WITH 40 LITRES OF WATER AFTER PLANTING
2. ROOT BALL MIN. SIZE AS PER CNLA STANDARDS FOR NURSERY STOCK
3. MINIMUM TRENCH LENGTH: 8m PER TREE UNLESS APPROVED BY URBAN FORESTER

HALIFAX

STANDARD DETAIL

TREE PLANTING
IN SOD BOULEVARD

DATE:	2021	REFERENCE	APPROVED
SCALE:	AS NOTED	FIG No.:	HRM 182



NOTES:

1. SEE HRM 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT.
2. FOR NOTES REFER TO HRM 68N1.
3. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

STANDARD DETAIL

**TRAFFIC SIGNAL BASE
FOR CONFIGURATION A**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 68

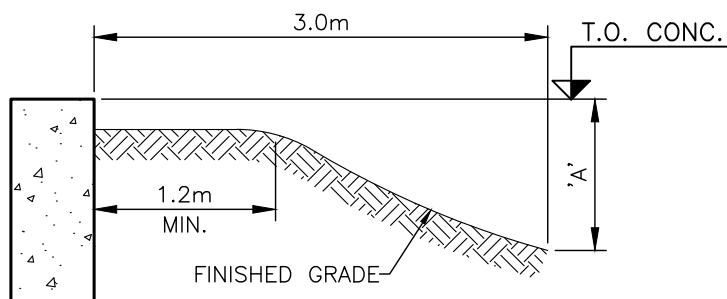
NOTES FOR SHAFT FOUNDATIONS ONLY:

1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE SHOWN.
2. CONCRETE 28 DAY STRENGTH TO BE 35 MPa, CLASS OF EXPOSURE 'C1', AIR CONTENT 5 – 8%.
3. ENGINEER TO CONFIRM SOIL PARAMETERS BEFORE PROCEEDING WITH WORK.
4. DESIGN IS FOR DRY SOIL CONDITIONS (NO GROUND WATER TABLE) WITH A MINIMUM $\gamma_{\text{SOIL}} = 18 \text{ kN/m}^3$, $K_p = 3.5$, $\phi = 34^\circ$.
5. WHERE SOUND BEDROCK IS ENCOUNTERED, FOUNDATION CONSTRUCTION MAY BE MODIFIED TO USE ROCK ANCHORS DOWELED INTO ROCK. REFER TO DRAWING No. 74B.1 AND 74B.2.
6. ANCHORS TO BE MINIMUM GRADE A307, PLATE WASHERS MINIMUM GRADE 300W.
7. CONTRACTOR TO CONFIRM ANCHOR BOLT DIAMETER, LENGTH AND BOLT CIRCLE PRIOR TO PROCEEDING WITH WORK.
8. PROPOSED PVC CONDUIT SIZE AND CONFIGURATION INDICATED ON DRAWINGS. CONDUITS ARE ASSUMED TO BE "BUNCHED" AND IN CENTRE OF PEDESTAL. FOR PEDESTAL WITH NOMINAL DIAMETER OF D-NOM, DIAMETER OF "BUNCHED" CONDUIT AT TOP OF CONCRETE SHALL BE D-B MAXIMUM. IF "BUNCHED" DIAMETER AT TOP OF CONCRETE IS GREATER THAN D-B, USE D-ADJ DIA. PEDESTAL.

D-NOM	D-B	D-ADJ
609	150	762
762	250	914
914	300	1067

9. CONCRETE MUST BE PLACED IN A SINGLE POUR.
10. EMBEDMENT DEPTH OF THE FOUNDATION WAS DERIVED FROM THE ONTARIO MINISTRY OF TRANSPORTATION ENGINEERING STANDARDS BRANCH – GUIDELINES FOR THE DESIGN OF HIGH MAST POLE FOUNDATIONS, 4TH Ed. 2004.
11. TORSIONAL RESISTANCE OF THE FOUNDATION WAS COMPLETED BASED ON BROM'S TORSION LOADING ANALYSIS OF SHORT SINGLE SHAFT FOUNDATIONS.
12. RESIDUAL FRICTIONAL COEFFICIENT (μ) BETWEEN THE CIRCUMFERENCE OF THE FOUNDATION AND SOIL IS TO BE 0.3.
13. WHERE FINISHED GRADE IS LOWER NEAR POLE BASE, HEIGHT OF FOUNDATION TO BE INCREASED AS FOLLOWS:

- 'A' UP TO 0.3m, NO INCREASE.
- 'A' UP TO 0.6m, INCREASE HEIGHT BY 0.2m.
- 'A' UP TO 1.0m, INCREASE HEIGHT BY 0.4m.



14. ENSURE FULLY COMPACTED SOIL AROUND FOUNDATION.

HALIFAX

STANDARD DETAIL

STANDARD NOTES
SHAFT FOUNDATIONS

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 68N1

NOTES FOR SPREAD FOUNDATIONS ONLY:

1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE SHOWN.
 2. CONCRETE 28 DAY STRENGTH TO BE 35 MPa, CLASS OF EXPOSURE 'C1', AIR CONTENT 5 – 8%.
 3. ENGINEER TO CONFIRM SOIL PARAMETERS BEFORE PROCEEDING WITH WORK.
 4. DESIGN IS FOR DRY SOIL CONDITIONS (NO GROUND WATER TABLE) WITH A MINIMUM $\gamma_{\text{SOIL}} = 18 \text{ kN/m}^3$, $K_p = 3.5$, $\phi = 34^\circ$.
 5. WHERE SOUND BEDROCK IS ENCOUNTERED, FOUNDATION CONSTRUCTION MAY BE MODIFIED TO USE ROCK ANCHORS DOWELED INTO ROCK. REFER TO DRAWING No. 74B.1 AND 74B.2.
 6. ANCHORS TO BE MINIMUM GRADE A307, PLATE WASHERS MINIMUM GRADE 300W.
 7. CONTRACTOR TO CONFIRM ANCHOR BOLT DIAMETER, LENGTH AND BOLT CIRCLE PRIOR TO PROCEEDING WITH WORK.
 8. PROPOSED PVC CONDUIT SIZE AND CONFIGURATION INDICATED ON DRAWINGS. CONDUITS ARE ASSUMED TO BE "BUNCHED" AND IN CENTRE OF PEDESTAL. FOR PEDESTAL WITH NOMINAL DIAMETER OF D-NOM, DIAMETER OF "BUNCHED" CONDUIT AT TOP OF CONCRETE SHALL BE D-B MAXIMUM. IF "BUNCHED" DIAMETER AT TOP OF CONCRETE IS GREATER THAN D-B, USE D-ADJ DIA. PEDESTAL.
- | D-NOM | D-B | D-ADJ |
|-------|-----|-------|
| 609 | 150 | 762 |
| 762 | 250 | 914 |
| 914 | 300 | 1067 |
9. FOOTINGS SHALL BEAR ON UNDISTURBED SOIL, STRUCTURAL FILL OR BEDROCK WITH A MINIMUM SERVICEABILITY LIMIT STATES (SLS) BEARING CAPACITY OF 150kPa AND A MINIMUM ULTIMATE LIMIT STATES (ULS) BEARING CAPACITY OF 250kPa.
 10. TORSIONAL RESISTANCE ANALYSIS WAS COMPLETED CONSIDERING PASSIVE SOIL PRESSURE AT THE VERTICAL FACE OF THE FOOTINGS AND A FRICTION (μ) BETWEEN THE UNDERSIDE OF THE FOOTING AND SOIL OF 0.4.
 11. FINISHED GRADE ELEVATIONS SHALL NOT VARY MORE THAN 150mm OVER A DISTANCE EQUAL TO TWICE THE EMBEDMENT DEPTH.
 12. AFTER CONSTRUCTION, CUT OFF TOP OF CMP FORMWORK TO 150mm BELOW FINISHED GRADE.

HALIFAX

STANDARD DETAIL

STANDARD NOTES
SPREAD FOOTINGS

DATE: 2021

REFERENCE

APPROVED

SCALE: NTS

FIG No.:
HRM 68N2

**TRAFFIC SIGNAL POLE BASE DESIGN SELECTION GUIDE FOR TYPE OF POLE BASE
MAXIMUM DESIGN CRITERIA USED FOR DIFFERENT TYPES OF POLE BASES**

CONFIGURATION	POLE TYPE			TRAFFIC SIGNAL EQUIPMENT				PEDESTRIAN HEADS	STREET LIGHTING	SIGNAGE AREA (m ²)	POLE BASE DESIGN TYPE	STANDARD HFX. DWG. NO.
				MAST ARMS			SIGNAL HEADS (PER POLE)					
	MATERIAL	BASE DIA. (mm)	TOTAL HEIGHT (m)	NO.	LENGTH (m)	ORIENTATION						
A	ALUM.	203	5.2	0	N.A.	N.A.	2	2	1@0.4	0	1	68
B	ALUM.	203	5.8	1	4.6	N.A.	2	2	NONE	0.7	2	69
C	ALUM.	203	5.8	2	4.6, TOTAL	180°	2	2	NONE	0.7	2	69
D	ALUM.	203	5.8	2	3.1 EACH	90°	2	2	NONE	0.7	2	69
E	ALUM.	254	8.2	0	N.A.	N.A.	0	0	2@1.85	0	2	69
F	ALUM.	254	6.7	1	6.1	N.A.	2	2	NONE	0.7	3	70
G	ALUM.	254	6.7	2	6.1, TOTAL	180°	2	2	NONE	0.7	3	70
H	ALUM.	254	6.7	2	3.6 EACH	90°	2	2	NONE	0.7	3	70
I	ALUM.	254	6.7	1	7.6	N.A.	2	2	NONE	0.7	4	71
J	ALUM.	254	6.7	2	7.6, TOTAL	180°	2	2	NONE	0.7	4	71
K	ALUM.	254	6.7	2	4.6 EACH	90°	2	2	NONE	0.7	4	71
L	ALUM.	254	11.3	0	N.A.	N.A.	3	2	2@1.85	0	4	71
M	ALUM.	254	9.7	1	7.6	N.A.	2	2	1@1.8	0.7	4A	71A
N	STEEL	254	6.1	1	12.2	N.A.	4	2	NONE	0.7	5	72
O	STEEL	254	6.1	2	12.2, TOTAL	180°	5	2	NONE	0.7	5	72
P	STEEL	254	6.1	2	7.6 EACH	90°	5	2	NONE	0.7	5	72
Q	STEEL	343	10.7	1	12.2	N.A.	4	2	2@3.6m	0.7	5A	72A
R	STEEL	343	10.7	2	12.2, TOTAL	180°	5	2	2@3.6m	0.7	5A	72A
S	STEEL	343	10.7	2	7.6 EACH	90°	5	2	2@3.6m	0.7	5A	72A
T	STEEL	343	6.1	1	18.3	N.A.	4	2	NONE	0.7	6	73
U	STEEL	343	6.1	2	18.3, TOTAL	180°	5	2	NONE	0.7	6	73
V	STEEL	343	6.1	2	10.7 EACH	90°	5	2	NONE	0.7	6	73
W	STEEL	343	10.7	1	18.3	N.A.	4	2	2@3.6m	0.7	6A	73A
X	STEEL	343	10.7	2	18.3, TOTAL	180°	5	2	2@3.6m	0.7	6A	73A
Y	STEEL	343	10.7	2	10.7 EACH	90°	5	2	2@3.6m	0.7	6A	73A
Z	STEEL	343	6.1	1	21.3	N.A.	4	2	NONE	0.7	7	74
AA	STEEL	343	6.1	2	21.3, TOTAL	180°	5	2	NONE	0.7	7	74
AB	STEEL	343	6.1	2	12.2 EACH	90°	5	2	NONE	0.7	7	74
AC	STEEL	343	10.7	1	21.3	N.A.	4	2	2@3.6m	0.7	7A	74A
AD	STEEL	343	10.7	2	21.3, TOTAL	180°	5	2	2@3.6m	0.7	7A	74A
AE	STEEL	343	10.7	2	12.2 EACH	90°	5	2	2@3.6m	0.7	7A	74A
AF	ALUM.	254	13.4	0	N.A.	N.A.	0	0	2@3.6m	0.7	8	74X

NOTES

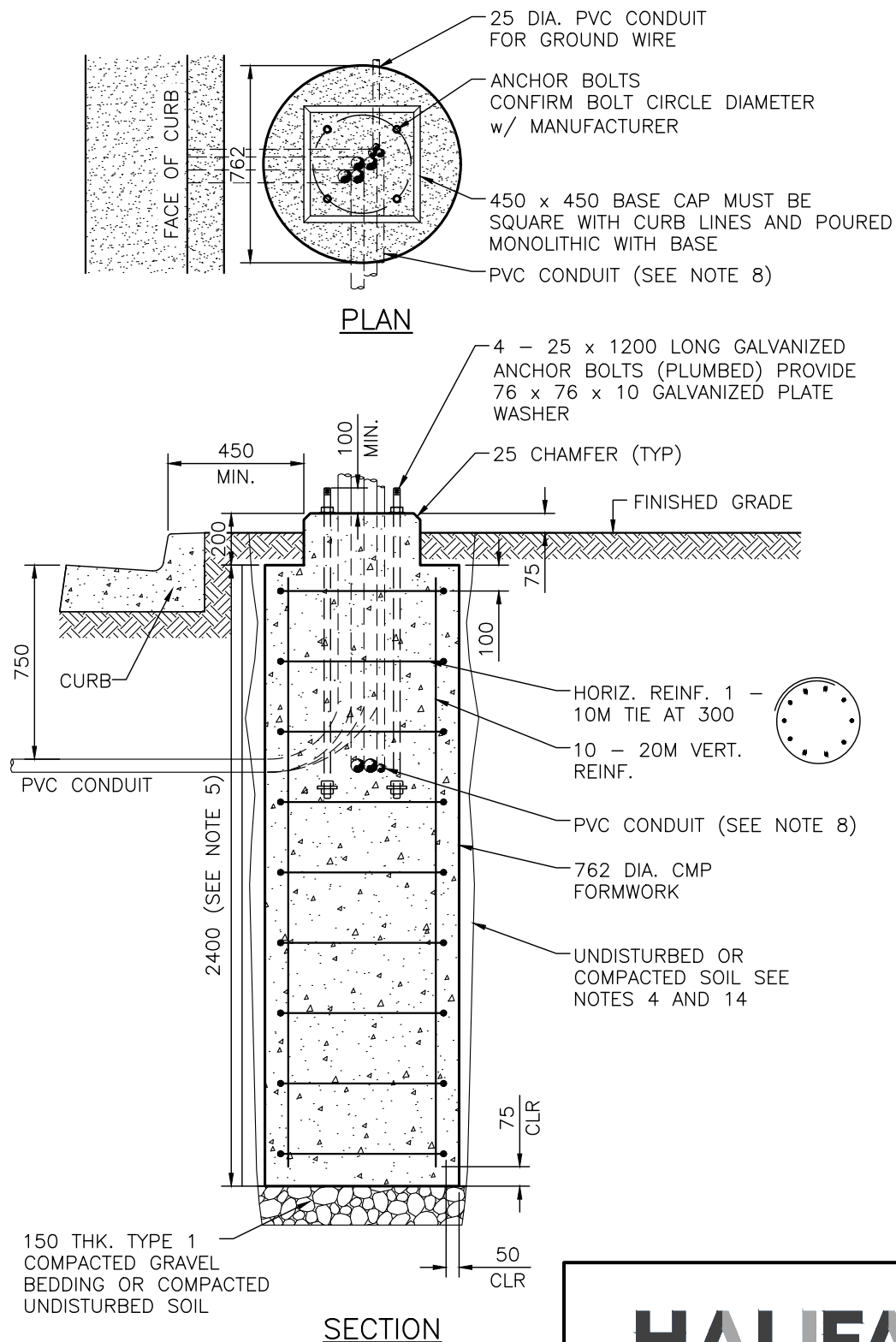
1. REFER TO HALIFAX STANDARD DRAWINGS 68 TO 74X FOR ADDITIONAL NOTES AND DESIGN CRITERIA.
2. SEE STANDARD DRAWING NO. HRM 74B FOR REVISED POLE BASE FOUNDATION DESIGN WHICH MAY BE PERMITTED IN ROCK CONDITIONS.
3. TRAFFIC SIGNAL POLE DESIGN CRITERIA MAY DIFFER FROM THAT AS SHOWN ON THIS TABLE. SHOULD THIS OCCUR, DESIGN ENGINEER SHALL BE CONSULTED FOR INTERPRETATION OF TABLE AND SELECTION OF POLE BASE TYPE, OR ADDITIONAL DESIGN IF REQUIRED.

HALIFAX

STANDARD DETAIL

**POLE BASE
SELECTION GUIDE**

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 68N3



NOTES:

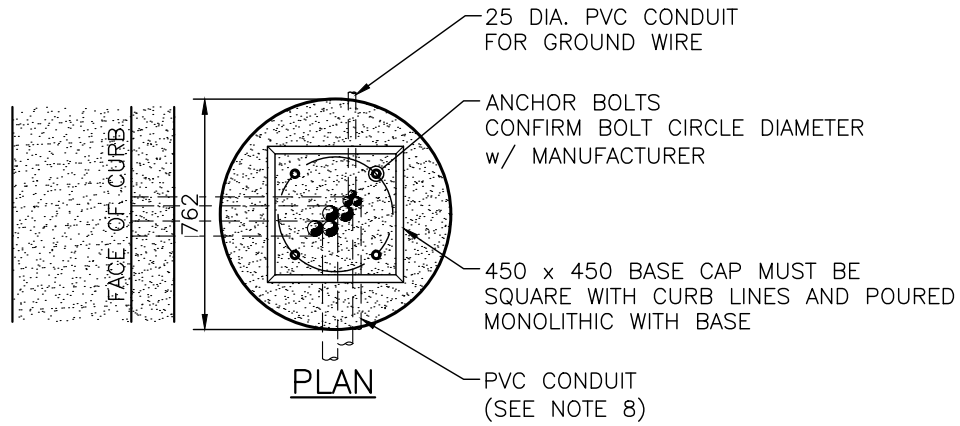
1. SEE HRM 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT.
2. FOR NOTES REFER TO HRM 68N1.
3. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

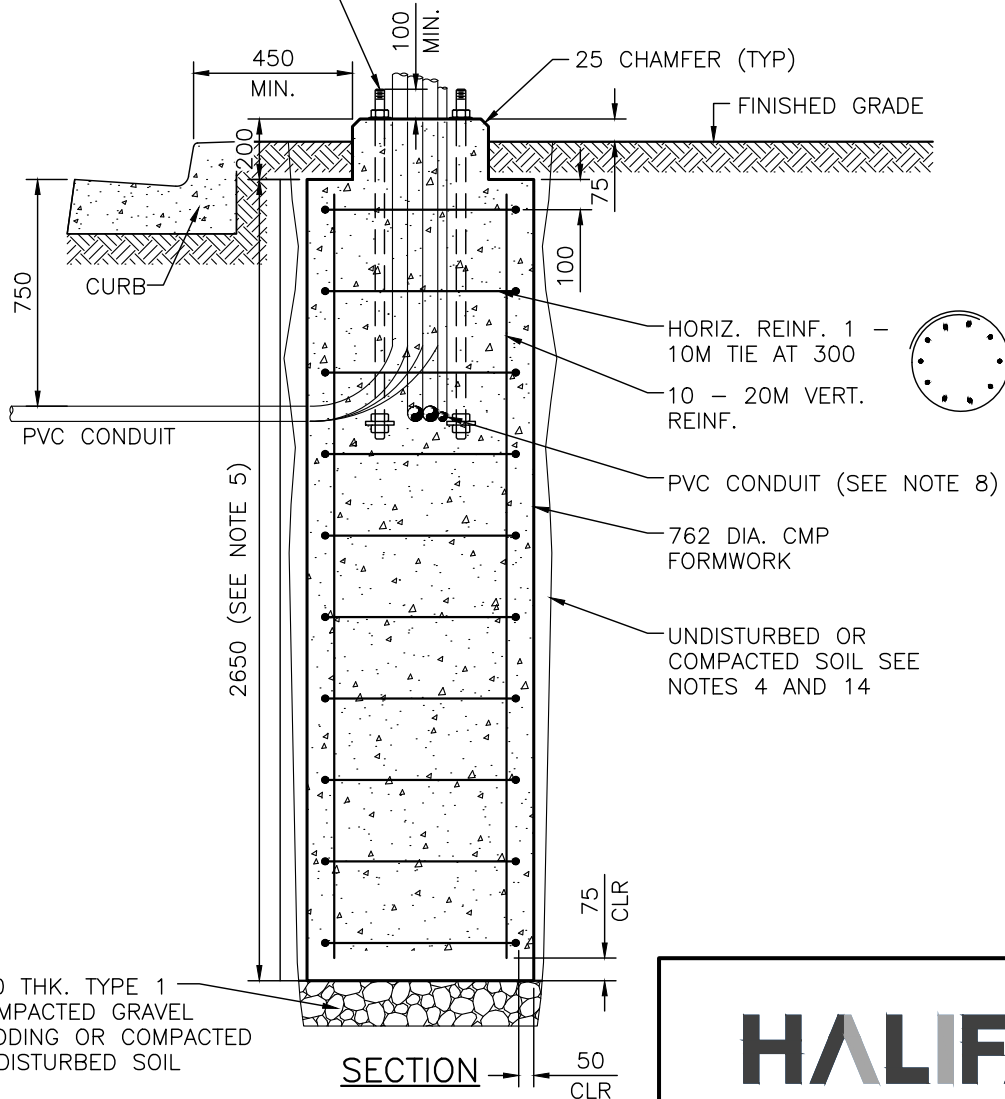
STANDARD DETAIL

TRAFFIC SIGNAL BASE FOR CONFIGURATIONS B, C, D AND E

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 69



4 - 31 x 1000 LONG GALVANIZED ANCHOR BOLTS (PLUMBED) PROVIDE 76 x 76 x 10 GALVANIZED PLATE WASHER



NOTES:

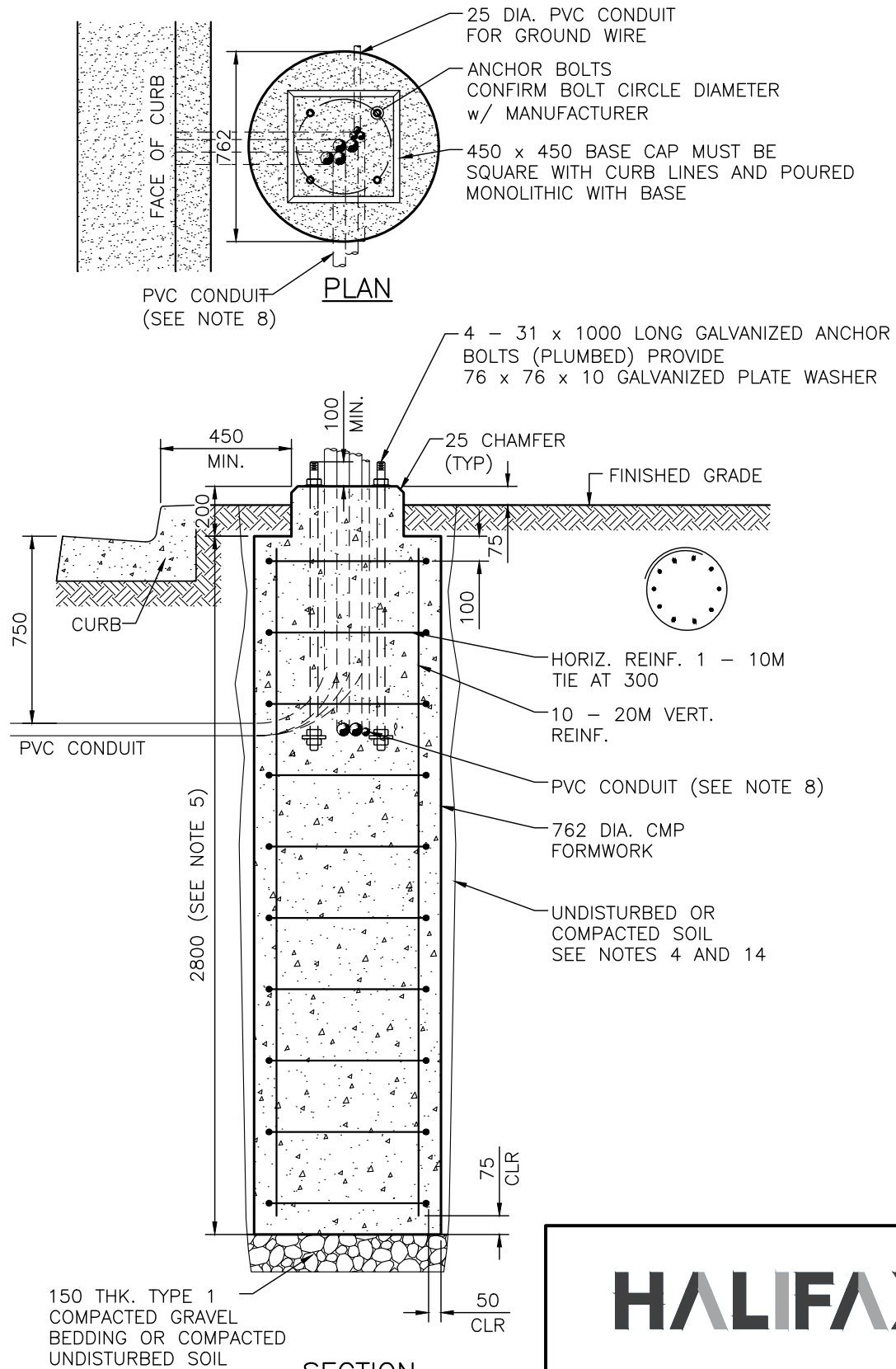
1. SEE HRM 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT.
2. FOR NOTES REFER TO HRM 68N1.
3. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

STANDARD DETAIL

TRAFFIC SIGNAL BASE FOR CONFIGURATIONS F, G AND H

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 70



NOTES:

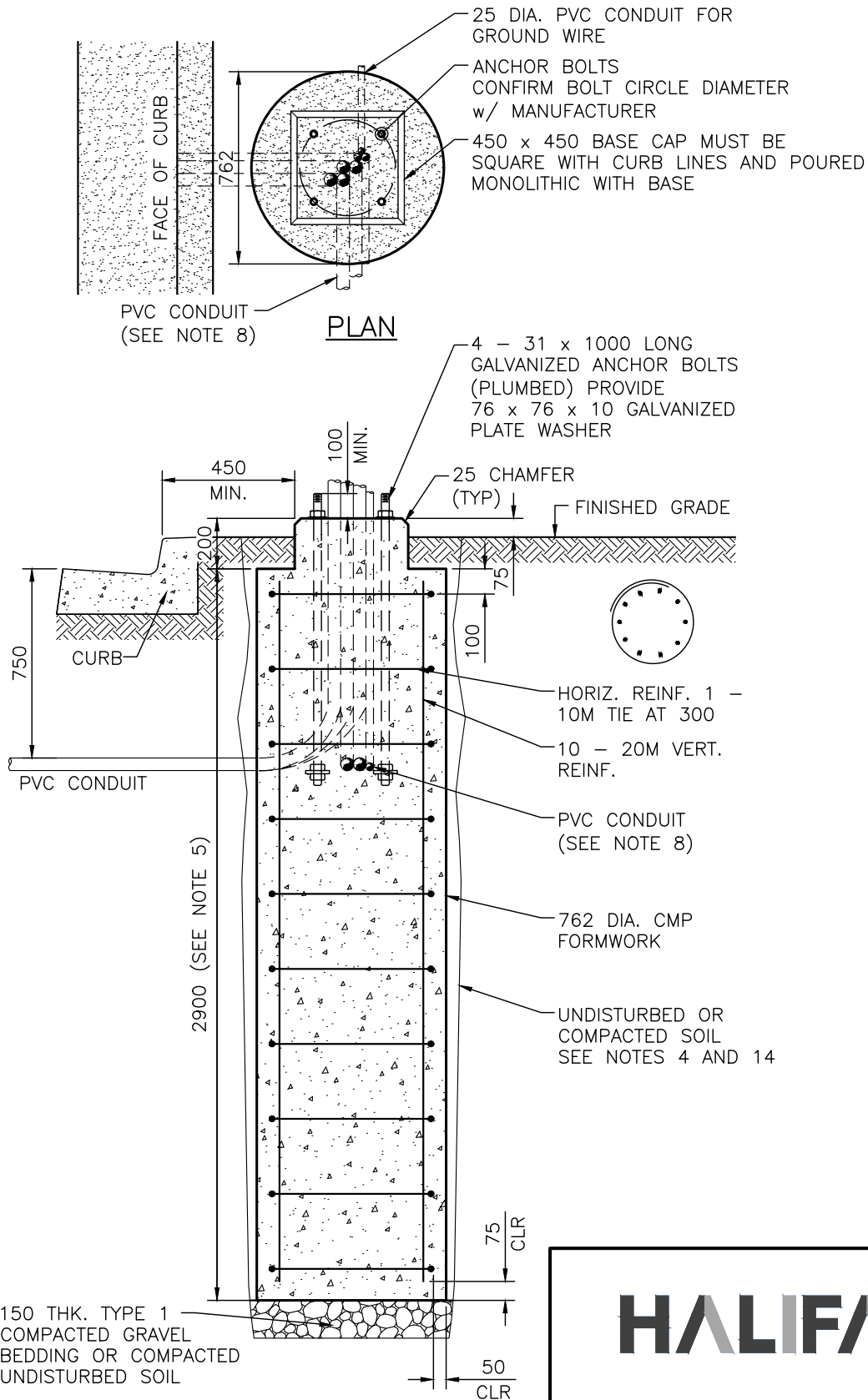
1. SEE HRM 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT.
2. FOR NOTES REFER TO HRM 68N1.
3. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

STANDARD DETAIL

TRAFFIC SIGNAL BASE FOR CONFIGURATION I, J, K AND L

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 71



NOTES:

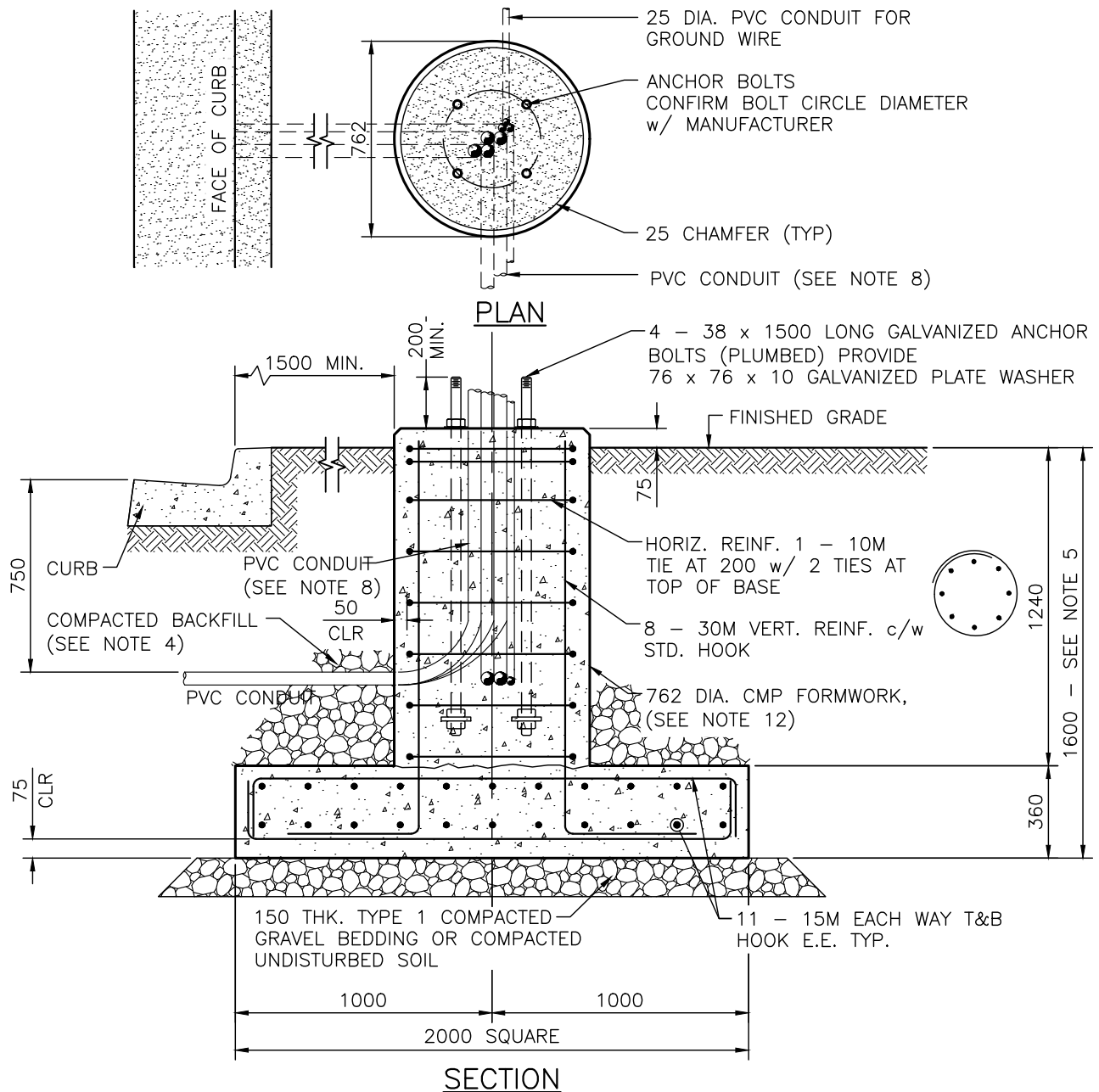
1. SEE HRM 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT.
2. FOR NOTES REFER TO HRM 68N1.
3. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

STANDARD DETAIL

**TRAFFIC SIGNAL BASE
FOR CONFIGURATION M**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 71A



NOTES:

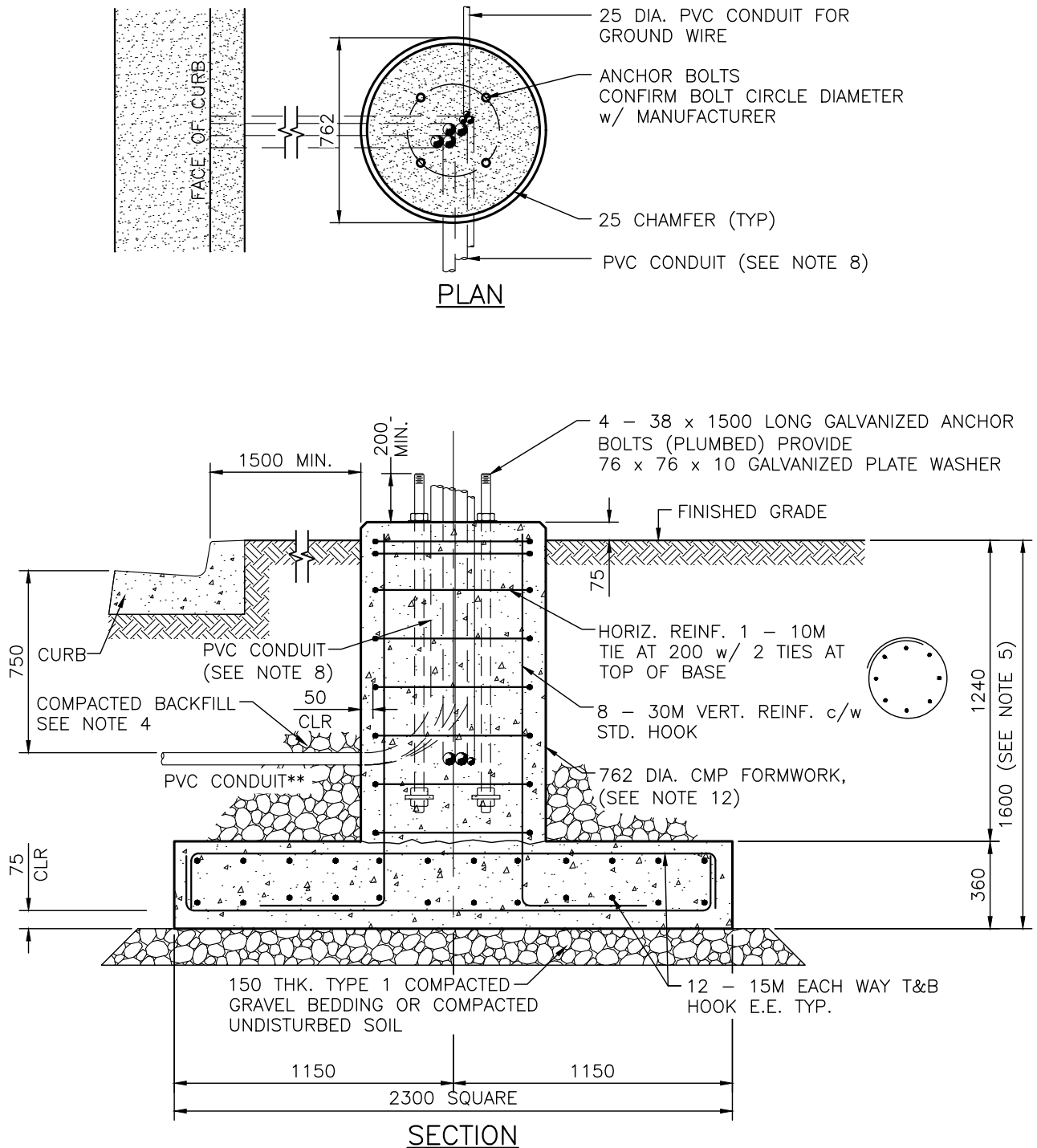
1. SEE HRM 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT.
2. FOR NOTES REFER TO HRM 68N2.
3. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

STANDARD DETAIL

**TRAFFIC SIGNAL BASE FOR
CONFIGURATION N, O AND P**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 72



NOTES:

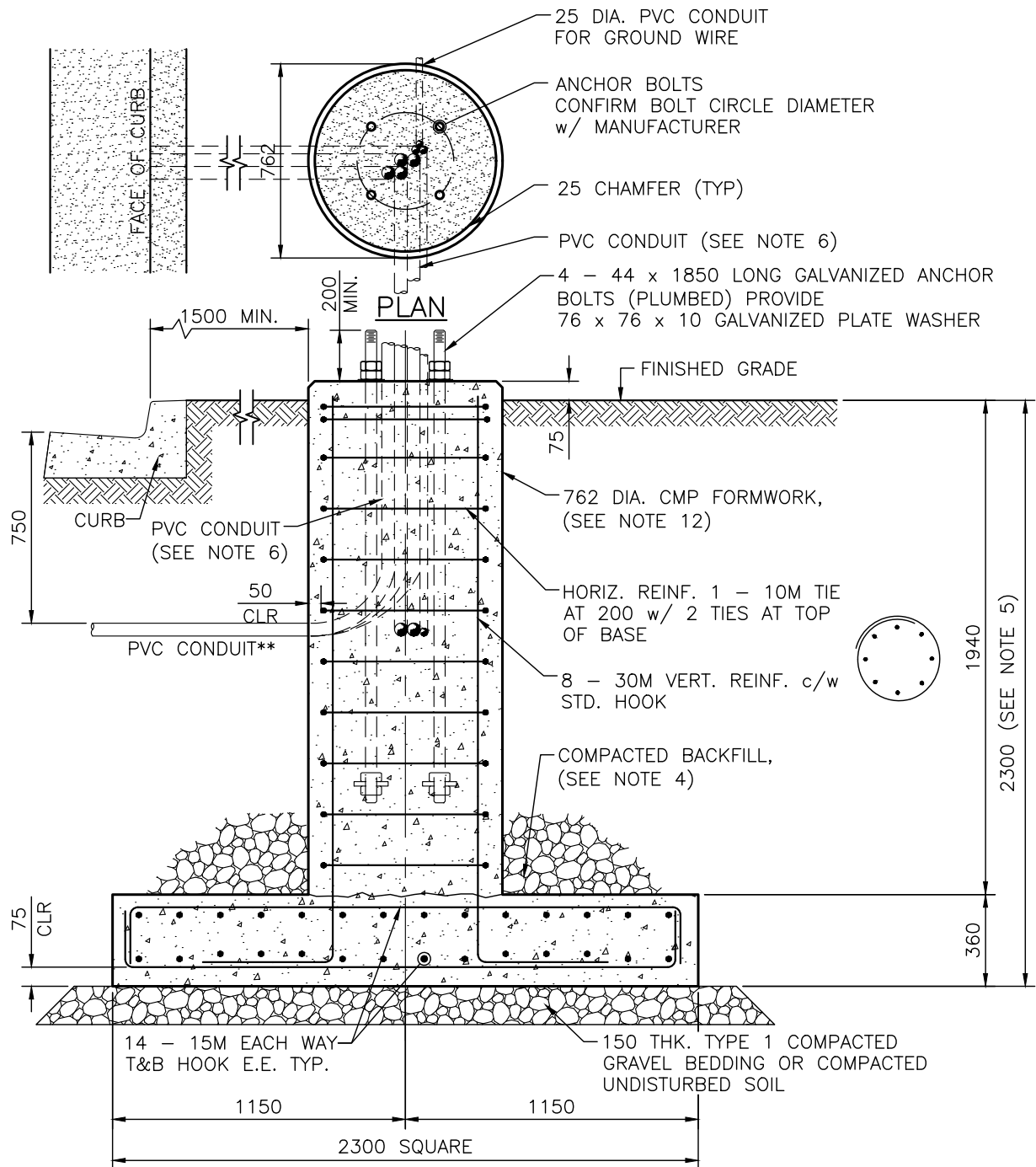
1. SEE HRM 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT.
2. FOR NOTES REFER TO HRM 68N2.
3. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

STANDARD DETAIL

**TRAFFIC SIGNAL BASE FOR
CONFIGURATION Q, R AND S**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 72A



SECTION

NOTES:

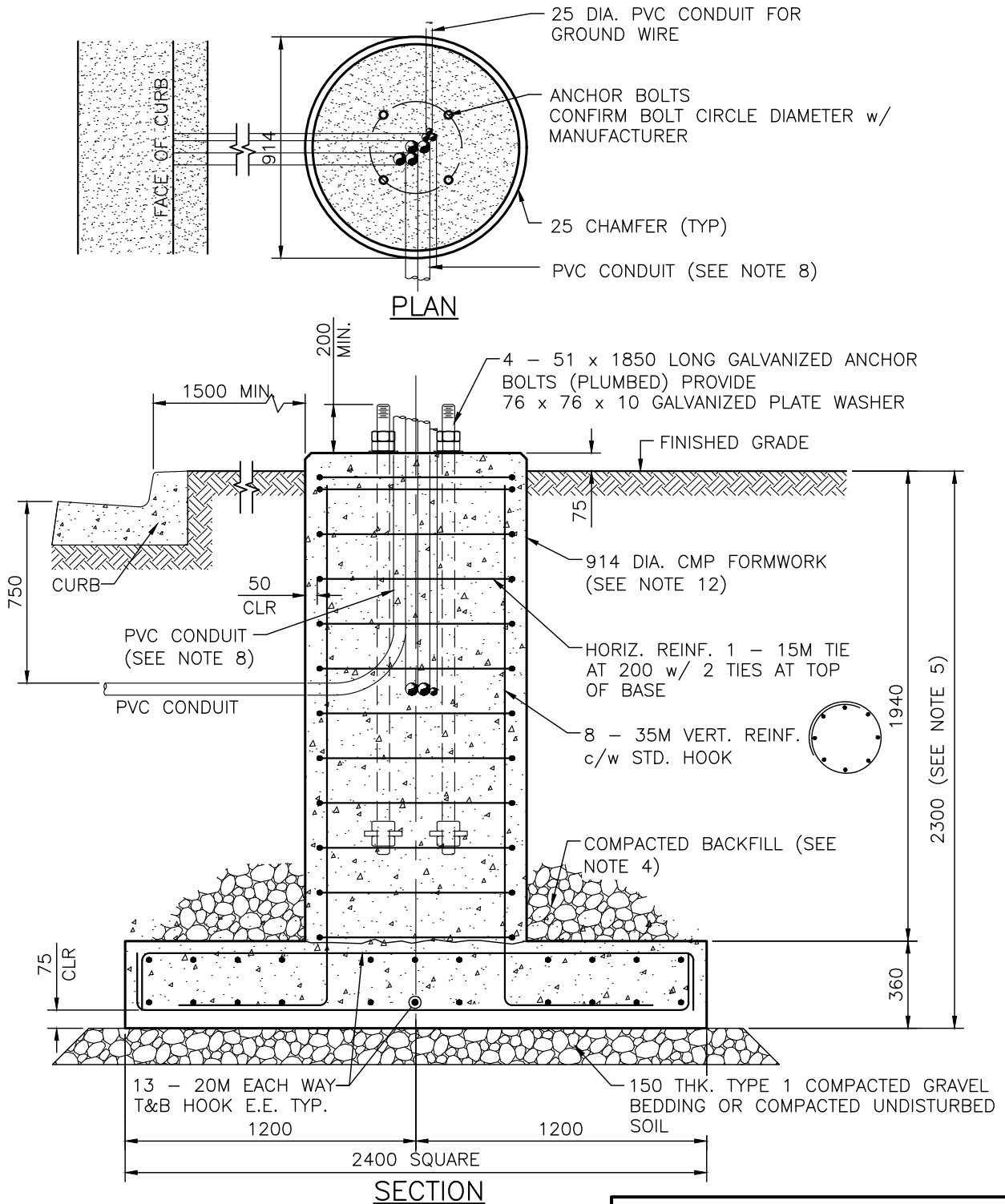
1. SEE HRM 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT.
2. FOR NOTES REFER TO HRM 68N2.
3. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

STANDARD DETAIL

TRAFFIC SIGNAL BASE FOR CONFIGURATION W, X AND Y

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 73A



NOTES:

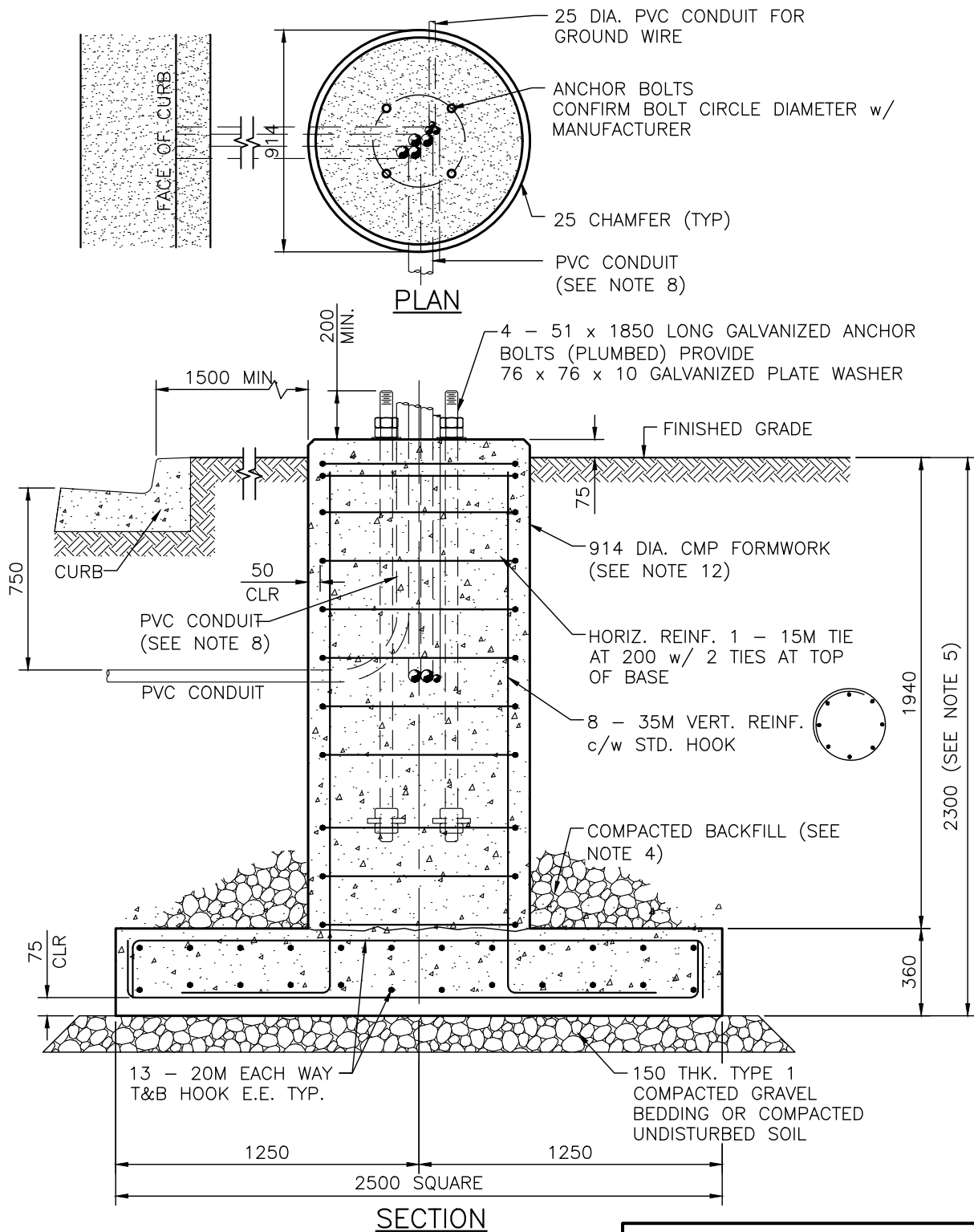
1. SEE HRM 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT.
2. FOR NOTES REFER TO HRM 68N2.
3. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

STANDARD DETAIL

TRAFFIC SIGNAL BASE FOR CONFIGURATION Z, AA AND AB

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 74



NOTES:

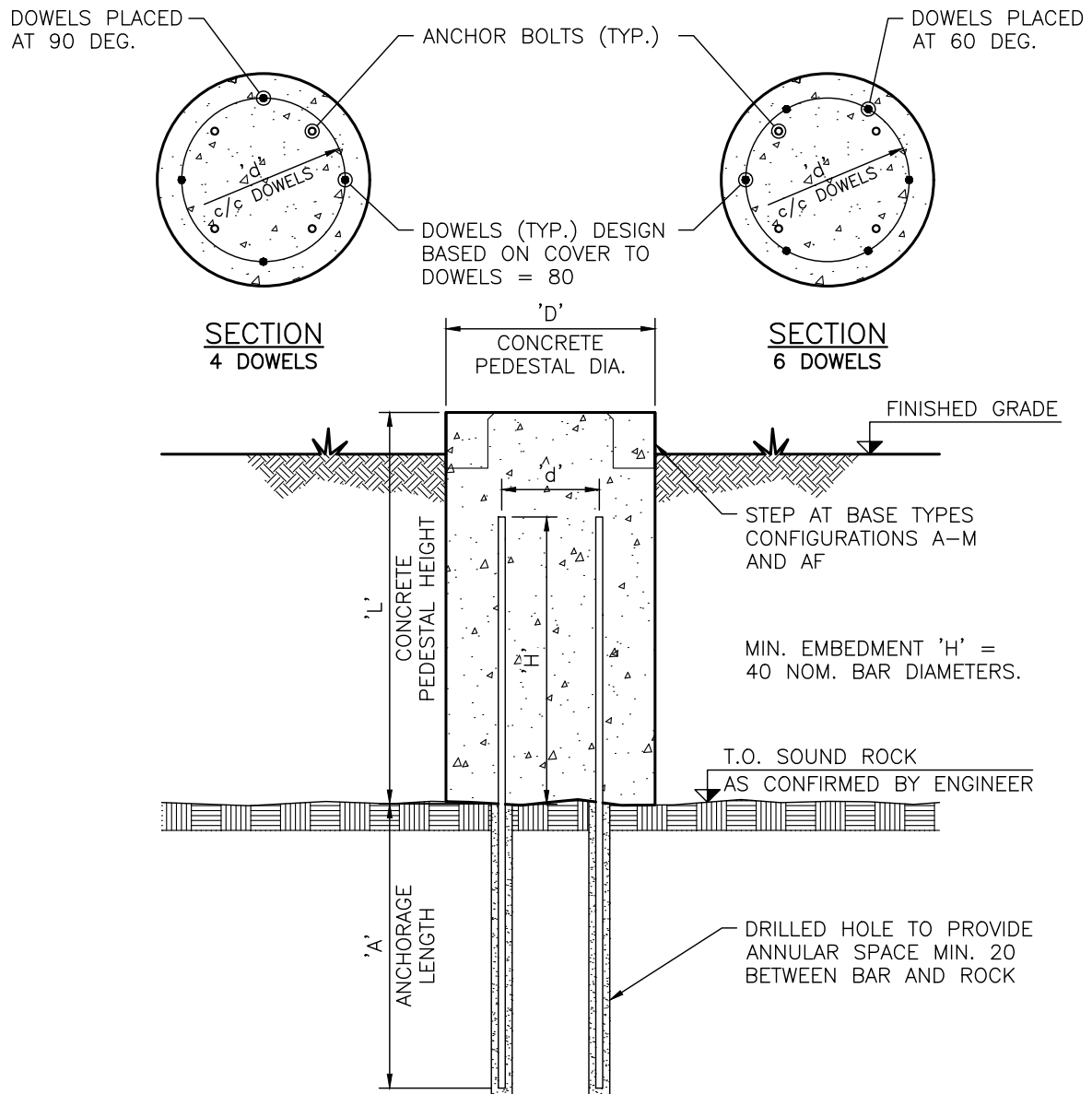
1. SEE HRM 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT.
2. FOR NOTES REFER TO HRM 68N2.
3. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

STANDARD DETAIL

**TRAFFIC SIGNAL BASE FOR
CONFIGURATION AC, AD AND AE**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 74A



NOTE:

1. SEE HRM 74B.2 FOR ANCHORAGE DETAILS.
2. PEDESTAL REINFORCING NOT SHOWN FOR CLARITY.
3. ANCHOR BOLTS TO BE DESIGNED BY AND STAMPED BY AN ENGINEER LICENSED TO PRACTICE IN NS.

HALIFAX

STANDARD DETAIL

**FOUNDATION REVISIONS
FOR DOWELING INTO ROCK**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 74B.1

ANCHORAGE SCHEDULE					
REF. DWG.	'L' MIN.	'D'	'd'	'A' MIN	DOWELS
68	1200	610	425	2500	4 – 25M
69	1200	760	575	2500	4 – 25M
70, 71, 71A	1300	760	570	3000	4 – 30M
72, 72A	1500	760	565	3500	4 – 35M
73, 73A	1800	760	565	3500	6 – 35M
74, 74A	1800	910	715	4000	6 – 35M
74X	1300	760	570	3000	4 – 30M

NOTES:

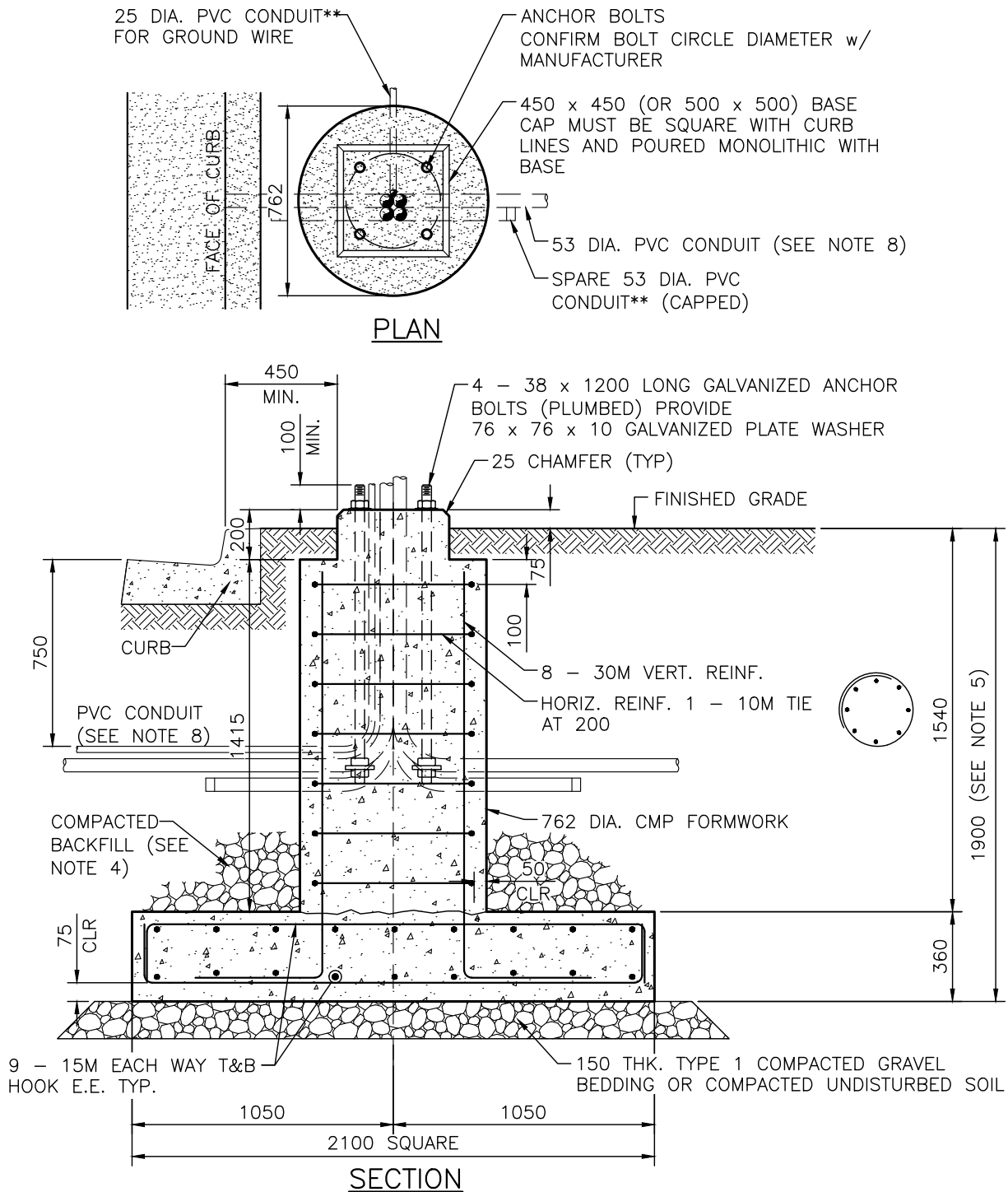
1. SOUND ROCK TO BE CONFIRMED BY ENGINEER.
2. MIN. LENGTH 'L' IS REQUIRED TO SUIT LENGTH OF ANCHOR BOLTS.
3. DRILLED HOLE IN ROCK TO BE CLEAN AND DRY BEFORE GROUTING. GROUT TO BE MASTERFLOW 816 CABLE GROUT OR APPROVED EQUAL, INSTALLED IN ACCORDANCE WITH MANUFACTURER'S DIRECTIONS.
4. THIS DRAWING TO BE USED IN CONJUNCTION WITH HRM 74B.1.
5. ANCHOR BOLTS TO BE DESIGNED BY AND STAMPED BY AN ENGINEER LICENSED TO PRACTICE IN NS.

HALIFAX

STANDARD DETAIL

**FOUNDATION REVISIONS
FOR DOWELING INTO ROCK**

DATE:	2021	REFERENCE	APPROVED
SCALE:	NTS		FIG No.: HRM 74B.2



NOTES:

1. SEE HRM 68N3, SELECTION GUIDE, FOR PERMITTED POLES AND TRAFFIC SIGNAL EQUIPMENT.
2. FOR NOTES REFER TO HRM 68N2.
3. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

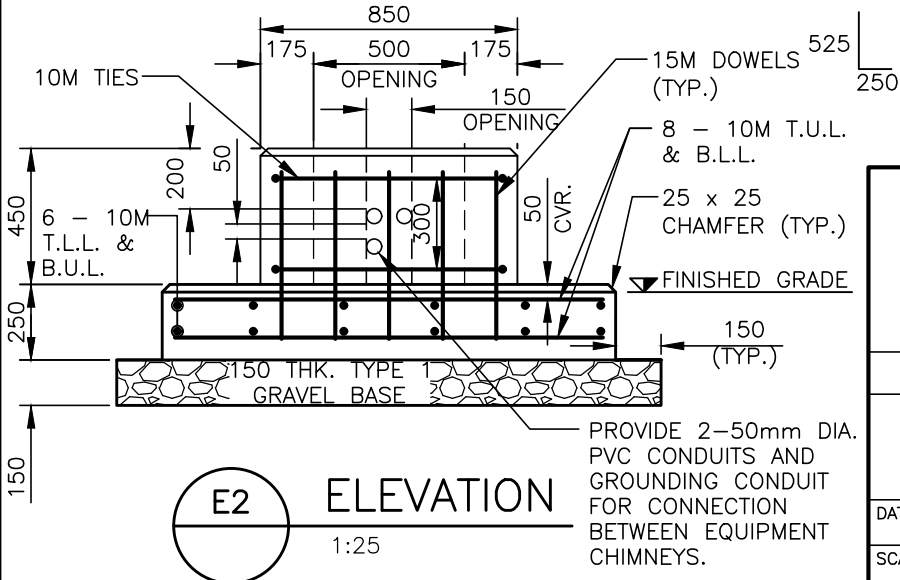
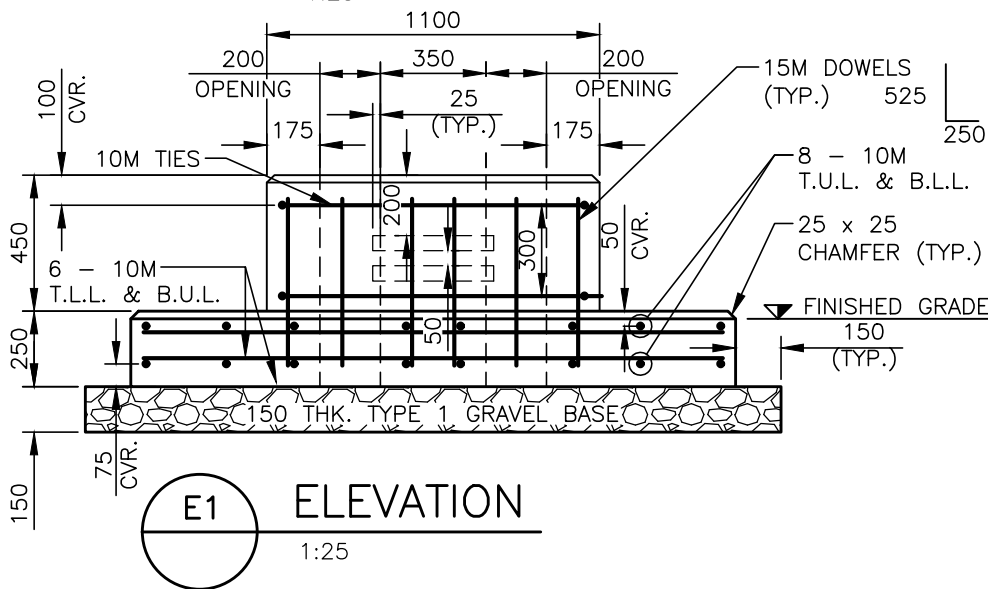
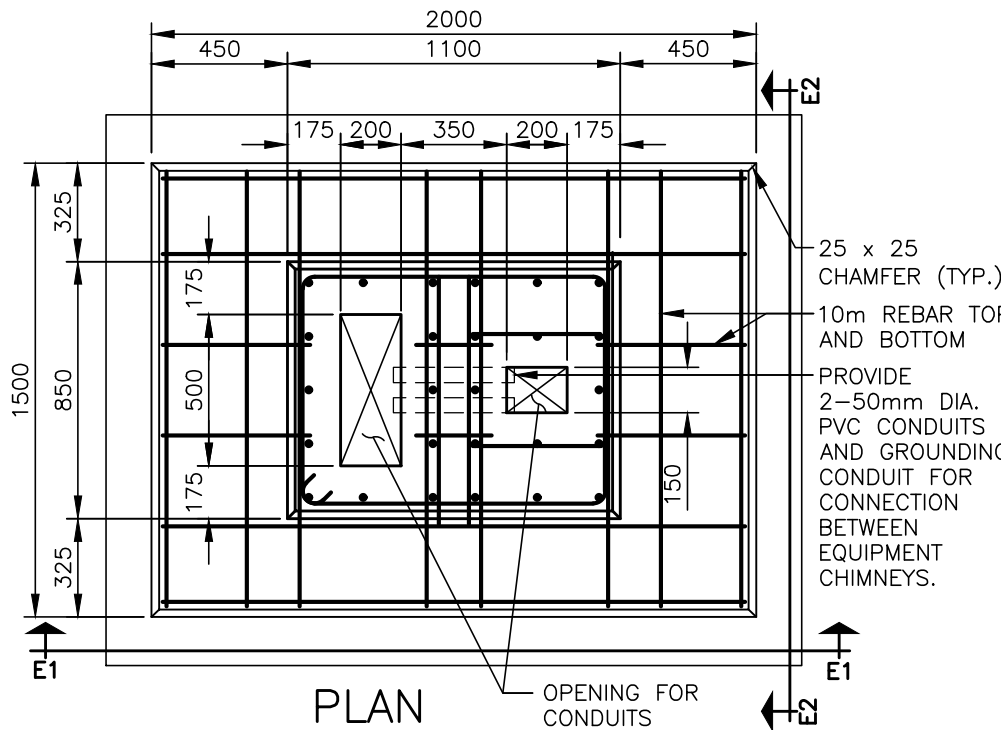
STANDARD DETAIL

**TRAFFIC SIGNAL BASE
FOR CONFIGURATION AF**

DATE:	2021	REFERENCE	APPROVED
SCALE:	1:25		FIG No.: HRM 74X

NOTES:

1. CONCRETE 28 DAY COMPRESSIVE STRENGTH TO BE 35 MPa.
2. PROVIDE MIN. 50 COVER FOR ALL REBAR (UNLESS NOTED OTHERWISE).
3. PROVIDE GROUNDING FOR CONTROLLER CABINET.
4. IN ADDITION TO CONDUITS SPECIFIED ON EQUIPMENT DRAWINGS/SPECIFICATIONS, PROVIDE 2-50mm DIA. PVC CONDUIT AND GROUNDING CONDUIT FOR CONNECTION BETWEEN EQUIPMENT CHIMNEYS.
5. ALL CONDUIT FITTINGS SHALL BE TO CANADIAN ELECTRICAL CODE.
6. CONTROLLER CABINET ANCHORS ARE ASSUMED TO BE 20mm DIA. x 150mm LONG A304 STAINLESS STEEL THREADED ROD, WITH APPROVED CHEMICAL ADHESIVE, INSTALLED IN ACCORDANCE WITH ANCHOR MANUFACTURERS GUIDELINES.
7. BATTERY BACK-UP UNIT ANCHORS ARE ASSUMED TO BE 22mm DIA. x 150mm LONG A304 STAINLESS STEEL THREADED ROD, WITH APPROVED CHEMICAL ADHESIVE, INSTALLED IN ACCORDANCE WITH ANCHOR MANUFACTURERS GUIDELINES.
8. SUITABILITY OF ANCHORS IS TO BE CONFIRMED BY EQUIPMENT MANUFACTURER PRIOR TO INSTALLATION.
9. MAXIMIZE ANCHOR EDGE DISTANCES.
10. ALL DIMENSIONS IN MILLIMETERS.
11. REBAR TO CONFORM TO CAN/CSA G30.18-09 GRADE 400W DEFORMED BARS.

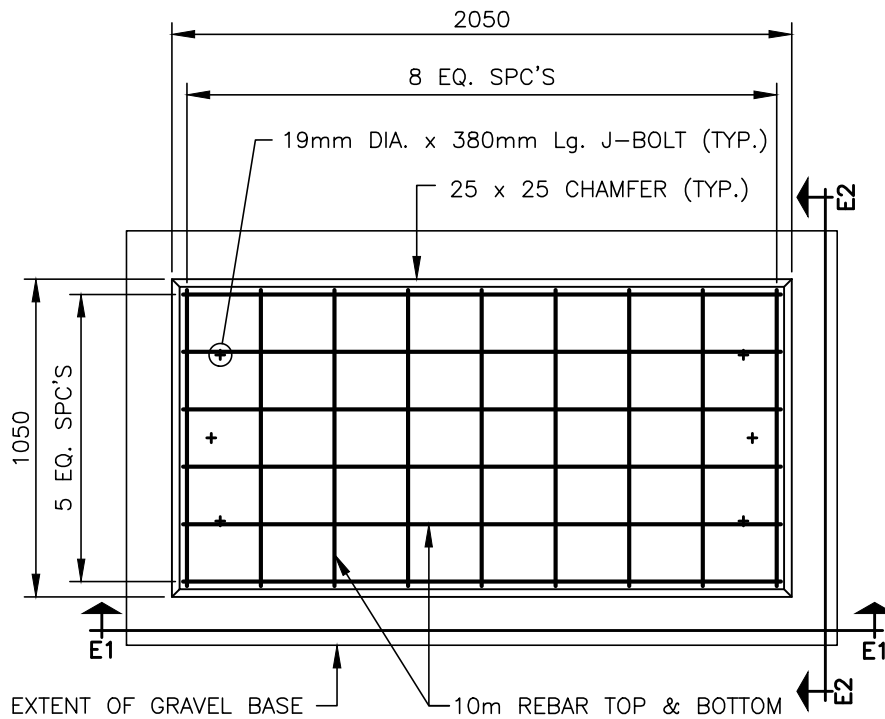


HALIFAX

STANDARD DETAIL

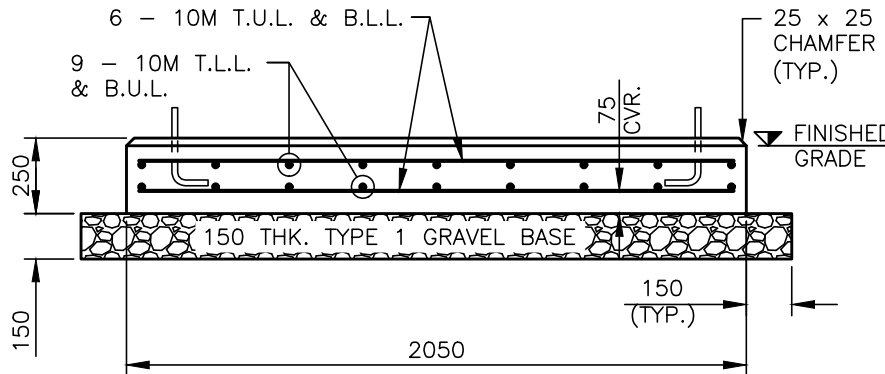
**BASE MOUNTED TRAFFIC SIGNAL
CONTROLLER CABINET WITH BATTERY
BACK-UP UNIT**

DATE:	2021	REFERENCE	APPROVED
SCALE:	AS NOTED	FIG No.:	HRM 176



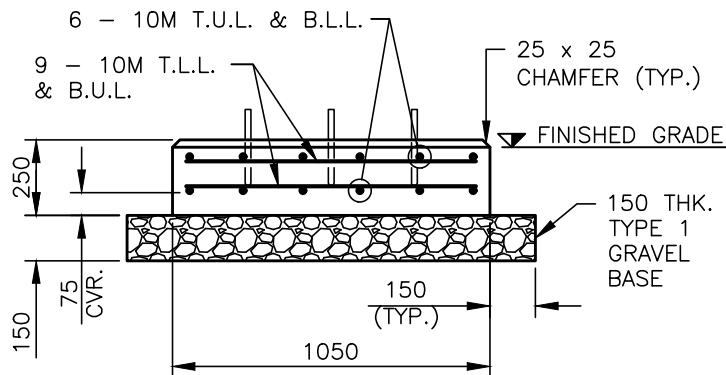
PLAN

1:25



E1 ELEVATION

1:25



E2 ELEVATION

1:25

NOTES:

1. CONCRETE 28 DAY COMPRESSIVE STRENGTH TO BE 35 MPa.
2. PROVIDE MIN. 50mm COVER FOR ALL REBAR (UNLESS NOTED OTHERWISE).
3. PROVIDE GROUNDING PLATE FOR CABINET.
4. TYPICAL STREET LIGHT POWER ENCLOSURES ARE 610mm WIDE BY 1830mm LONG BY 1830mm HIGH. THE ENCLOSURE MUST BE CENTERED ON THE CONCRETE PAD AND THE CONDUIT LAYOUT MUST ALIGN WITH THE MOUNTING BACKBOARD INSIDE THE ENCLOSURE AS PER THE TYPICAL STREET LIGHT POWER ENCLOSURE "RED BOOK" DETAILS HRM 109-HRM 111.
5. ALL CONDUIT FITTINGS AND GROUNDING SHALL BE TO CANADIAN ELECTRICAL CODE.
6. CONTROLLER CABINET ANCHORS ARE ASSUMED TO BE 6-19mm DIA. x 380mm LONG A307 GALVANIZED STEEL J-BOLTS.
7. SUITABILITY OF ANCHORS IS TO BE CONFIRMED BY EQUIPMENT MANUFACTURER PRIOR TO INSTALLATION.
8. ALL DIMENSIONS IN MILLIMETERS.
9. REBAR TO CONFORM TO CAN/CSA G30.18-09 GRADE 400W DEFORMED BARS.
10. MAXIMUM CONDUIT DIAMETER = 150mm. PROVIDE AT LEAST 25mm CLEAR SPACE BETWEEN CONDUITS.
11. MAXIMUM NUMBER OF CONDUITS PER BASE = 10 x 150mm DIA. CONDUITS OR EQUIVALENT AREA OF SMALLER CONDUITS. (LOCALLY ADJUST REBAR SPACINGS IF NECESSARY).

HALIFAX

STANDARD DETAIL

STREET LIGHTING POWER ENCLOSURE BASE

DATE:	2021	REFERENCE	APPROVED
SCALE:	AS NOTED		FIG No.: HRM 177