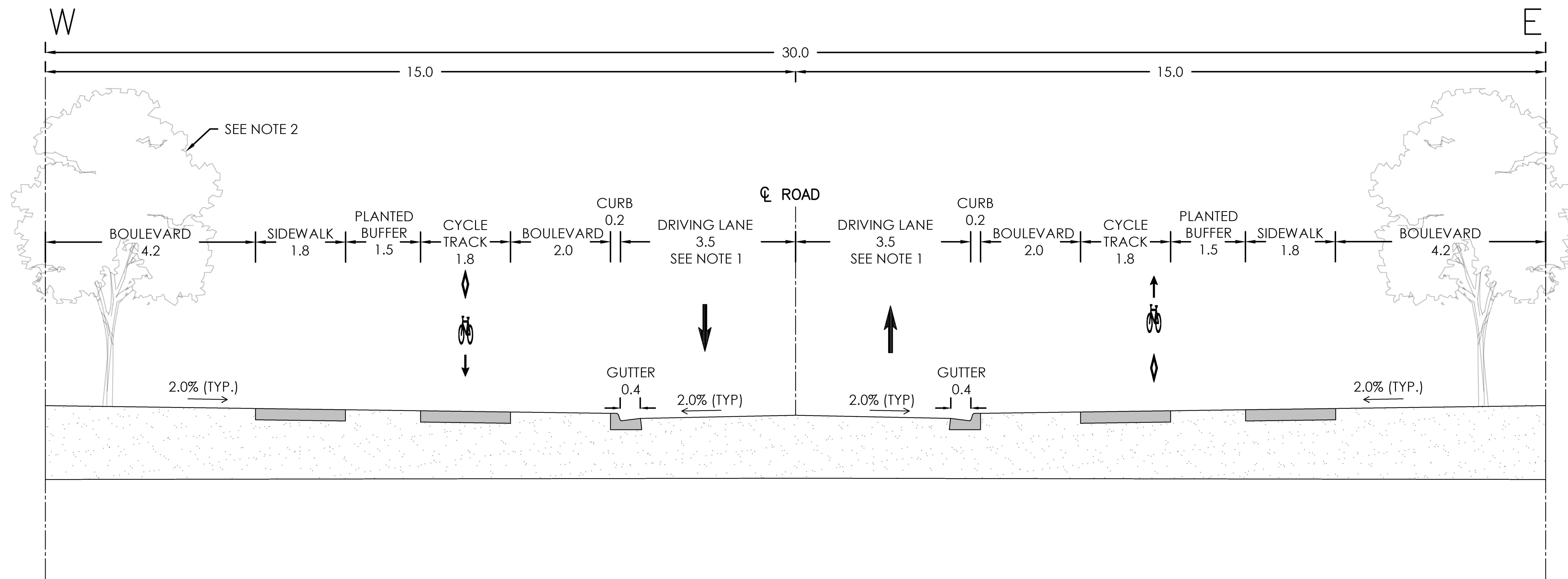


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Notes

1. OUTSIDE LANE WIDTHS INCLUDE 0.4m GUTTER AS PER PETERBOROUGH STANDARD DRAWING USD-100.09.
2. TREE PLACEMENT TO BE CONFIRMED DURING DETAILED DESIGN.
3. RIGHT-OF-WAY (R.O.W.) CROSS-SECTION DETAILS TO BE CONFIRMED THROUGH STAKEHOLDER INPUT.



Revision	By	Appd.	YY.MM.DD

Issued	By	Appd.	YY.MM.DD

File Name: 160540003-C-TYP.DWG	D.L.	K.H.	D.L.	26.02.24
	Dwn.	Chkd.	Dsgn.	YY.MM.DD

Client/Project
 CITY OF PETERBOROUGH

ASHBURNHAM DRIVE REALIGNMENT MCEA
 DRAFT TYPICAL CROSS-SECTION A - MID-BLOCK
 Peterborough, Ontario

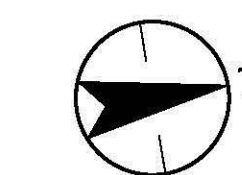
Title

SECTION A – ASHBURNHAM DRIVE – MIDBLOCK





















Project No. 160540003	Scale AS SHOWN
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Drawing No.	Sheet	Revision
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160540003-C-101	1 of 4	0
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Legend

-  Proposed Road Centerline
-  Proposed Alignment Option
-  Proposed Conceptual Grading Limit
-  Proposed Driveway Connection
-  Proposed Creek Naturalization
-  Proposed Culvert
-  Proposed Stormwater Management Facility
-  Potential Cut/Fill Compensation Area
-  Existing Road Centerline
-  Existing Multi-Use Trail
-  Future Multi-Use Trail
-  Existing Cycling Facility
-  Future Cycling Facility
-  Property Line
-  Watercourse/Water Body
-  Floodplain
-  Railway
-  Building Footprint
-  Watercourse Impact
-  Potential Property Acquisition
See notes 1 and 2

Notes

1. Property impacts to be confirmed. Potential grading limits and configuration of stormwater management features are subject to change.
2. Alignments and roadway connections are conceptual and subject to change with design refinement and stakeholder input.
3. Right-of-Way cross-section details to be confirmed through further evaluation and stakeholder input. Right-of-Way area shown does not indicate pavement width.
4. The posted speed limit on Ashburnham Drive is anticipated to be 40 km/h.
5. Existing and future Multi-Use Trails and Cycling Facilities are drawn approximately as per the Peterborough Cycling Master Plan - Ultimate Cycling Network figure. The configuration of Active Transportation Facilities will be confirmed during the next stages of the Study.
6. Creek naturalization, stormwater management pond block, and cut/fill compensation areas are conceptual and subject to change with design refinement and stakeholder input.

Client/Project

City of Peterborough

Ashburnham Drive Realignment M.C.E.A.
 Recommended Alternative (Alternative 1)
 Peterborough, Ontario

Project No.
160540003

Drawing No.

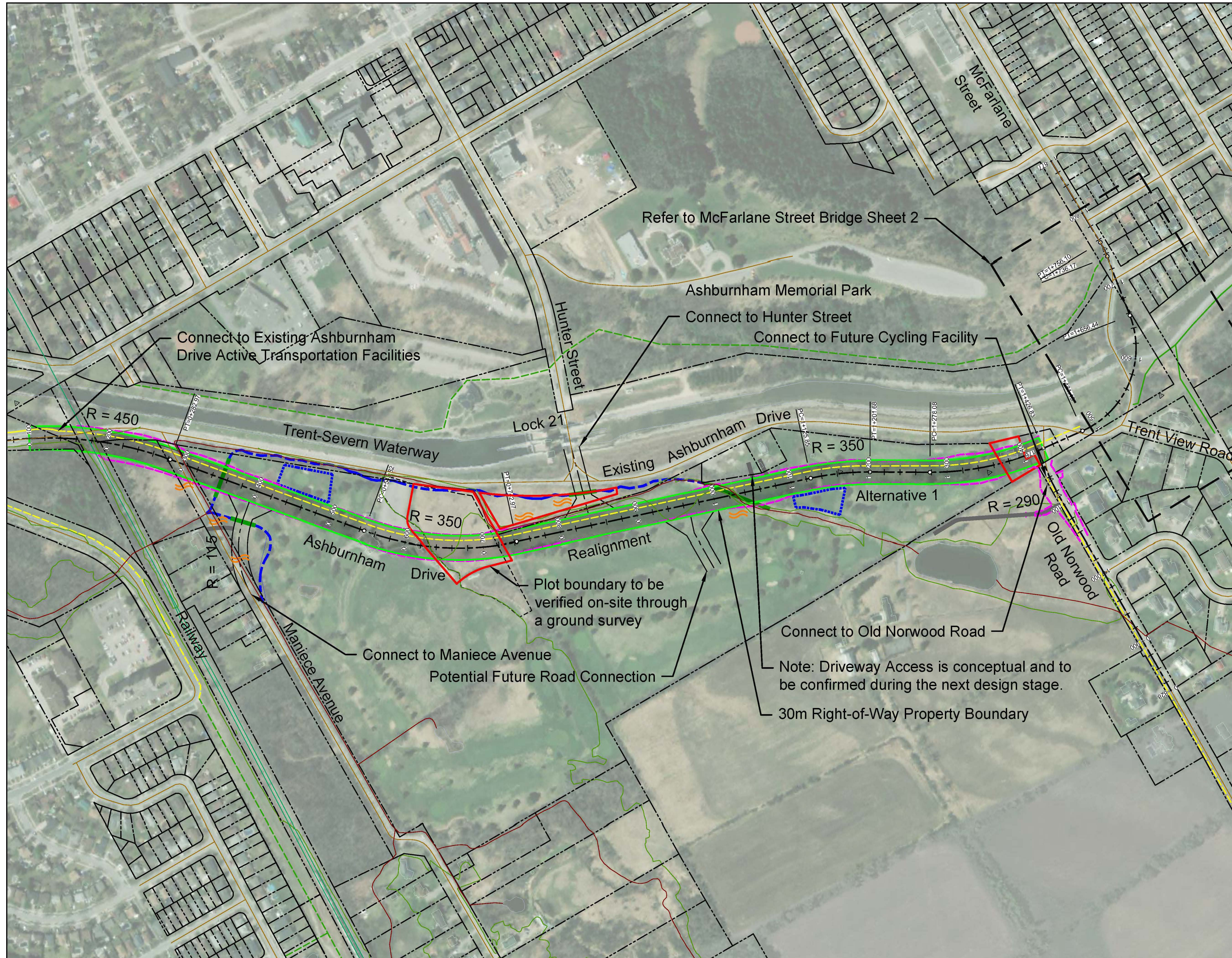
160540003-ASH-01

Sheet

1 of 2

Revision

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Refer to McFarlane Street Bridge Sheet 2

Ashburnham Memorial Park

Connect to Hunter Street

Connect to Future Cycling Facility

Connect to Existing Ashburnham Drive Active Transportation Facilities

Hunter Street

Lock 21

Existing Ashburnham Drive

R = 350

Alternative 1

R = 290

Trent View Road

Trent-Severn Waterway

Ashburnham Drive

R = 350

Realignment

Plot boundary to be verified on-site through a ground survey

Connect to Old Norwood Road

Note: Driveway Access is conceptual and to be confirmed during the next design stage.

30m Right-of-Way Property Boundary

Connect to Maniece Avenue
 Potential Future Road Connection

R = 115

Railway

Maniece Avenue

