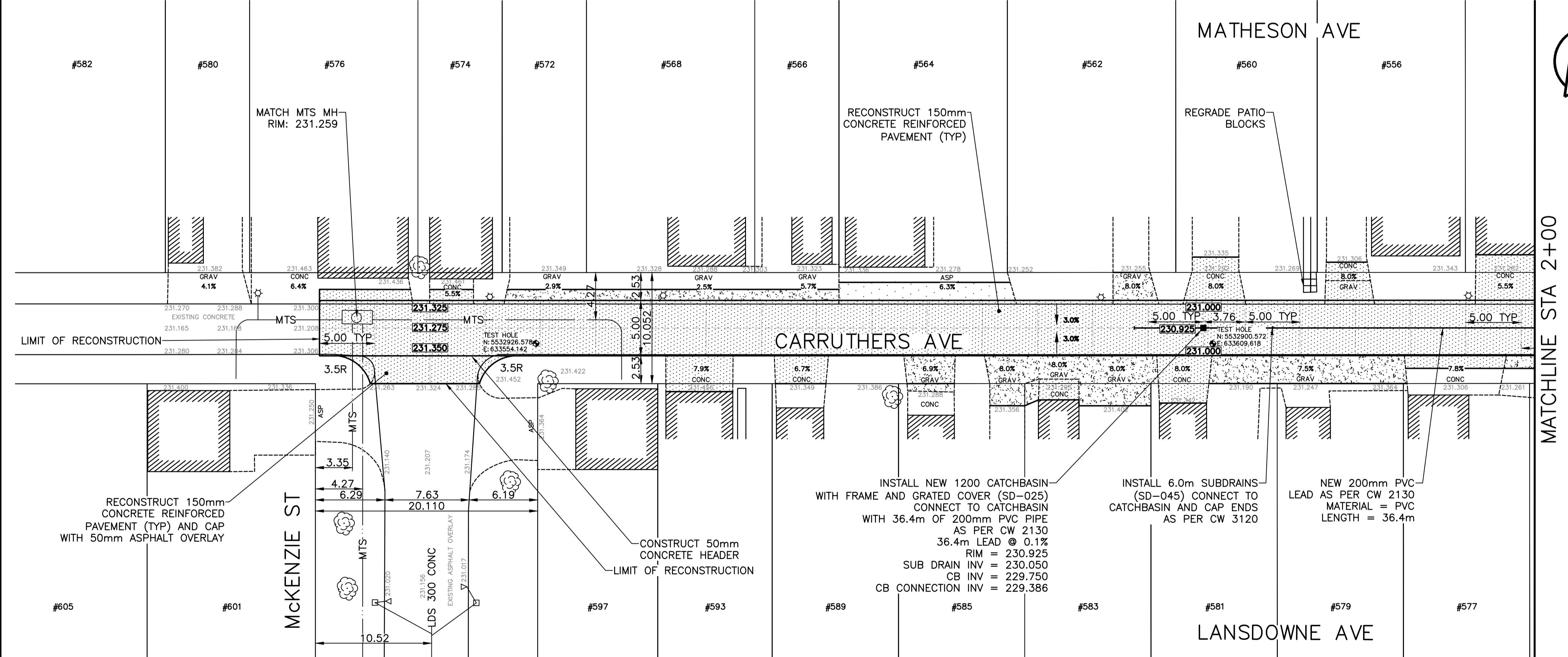


TYPICAL CROSS SECTION  
N.T.S.



**WARNING**

IF POWER EQUIPMENT OR EXPLOSIVES ARE TO BE USED FOR EXCAVATION ON THIS PROJECT THE CONTRACTOR MUST:

- 1) OBTAIN CLEARANCE FROM THE GAS UTILITY PRIOR TO EXCAVATION.
- 2) TAKE PRECAUTION TO AVOID DAMAGE TO GAS UTILITY INSTALLATIONS.

SEE PROVINCIAL REGULATION 210/72 FOR DETAILS

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

|  |                     |         |          |                 |               |           |                        |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
|--|---------------------|---------|----------|-----------------|---------------|-----------|------------------------|------------------------|---|-------|---|-----|-----------|-----|-----|-------------|---|-----------|---|-----|-----|-----|-----|------------------------|---|------------|---|-----|-----------------|-----|-----|---------------------|---|--------|---|-----|----------|-----|-----|---------------------|---|---------|---|-----|---------|-----|-----|--|---|-------------|---|-----|--------------|-----|-----|--|---|------------|---|-----|------------|-----|-----------|--|---|------------|-----|-----|---------------|-----|-----|--|----|---------------------|-----|-----|----------|-----|-----|--|-----|--------|-----|-----|-----------|-----|-----|--|---|-----|----------|-----|----------|-----|----------|-----|------------------|-----|---------------|-----|----------|-----|---------------|-----|----------|--|---|--|------------------------|
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>◇</td><td>HYDRANT</td><td>◆</td><td>---</td><td>LDS/WWS</td><td>---</td><td>---</td><td>NORTH EDGE OF PAVEMENT</td></tr> <tr> <td>⊗</td><td>VALVE</td><td>●</td><td>---</td><td>WATERMAIN</td><td>---</td><td>---</td><td>CENTER LINE</td></tr> <tr> <td>⊠</td><td>CURB STOP</td><td>○</td><td>---</td><td>GAS</td><td>---</td><td>---</td><td>SOUTH EDGE OF PAVEMENT</td></tr> <tr> <td>⊕</td><td>SURVEY BAR</td><td>+</td><td>---</td><td>TRAFFIC SIGNALS</td><td>---</td><td>---</td><td>NORTH PROPERTY LINE</td></tr> <tr> <td>○</td><td>O.L.S.</td><td>●</td><td>---</td><td>CONCRETE</td><td>---</td><td>---</td><td>SOUTH PROPERTY LINE</td></tr> <tr> <td>○</td><td>MANHOLE</td><td>●</td><td>---</td><td>ASPHALT</td><td>---</td><td>---</td><td></td></tr> <tr> <td>□</td><td>CATCH BASIN</td><td>●</td><td>---</td><td>CURB RENEWAL</td><td>---</td><td>---</td><td></td></tr> <tr> <td>△</td><td>CURB INLET</td><td>▲</td><td>---</td><td>ELEVATIONS</td><td>---</td><td>[231.000]</td><td></td></tr> <tr> <td>☆</td><td>HYDRO POLE</td><td>---</td><td>---</td><td>PROPERTY LINE</td><td>---</td><td>---</td><td></td></tr> <tr> <td>○+</td><td>TRAFFIC SIGNAL POLE</td><td>---</td><td>---</td><td>APPROACH</td><td>---</td><td>---</td><td></td></tr> <tr> <td>---</td><td>GRAVEL</td><td>---</td><td>---</td><td>CURB RAMP</td><td>---</td><td>---</td><td></td></tr> </table> | ◇                   | HYDRANT | ◆        | ---             | LDS/WWS       | ---       | ---                    | NORTH EDGE OF PAVEMENT | ⊗ | VALVE | ● | --- | WATERMAIN | --- | --- | CENTER LINE | ⊠ | CURB STOP | ○ | --- | GAS | --- | --- | SOUTH EDGE OF PAVEMENT | ⊕ | SURVEY BAR | + | --- | TRAFFIC SIGNALS | --- | --- | NORTH PROPERTY LINE | ○ | O.L.S. | ● | --- | CONCRETE | --- | --- | SOUTH PROPERTY LINE | ○ | MANHOLE | ● | --- | ASPHALT | --- | --- |  | □ | CATCH BASIN | ● | --- | CURB RENEWAL | --- | --- |  | △ | CURB INLET | ▲ | --- | ELEVATIONS | --- | [231.000] |  | ☆ | HYDRO POLE | --- | --- | PROPERTY LINE | --- | --- |  | ○+ | TRAFFIC SIGNAL POLE | --- | --- | APPROACH | --- | --- |  | --- | GRAVEL | --- | --- | CURB RAMP | --- | --- |  | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>---</td><td>EXISTING</td><td>---</td><td>EXISTING</td><td>---</td><td>EXISTING</td><td>---</td><td>LEGEND - PROFILE</td></tr> <tr> <td>---</td><td>LEGEND - PLAN</td><td>---</td><td>PROPOSED</td><td>---</td><td>LEGEND - PLAN</td><td>---</td><td>PROPOSED</td></tr> </table> | --- | EXISTING | --- | EXISTING | --- | EXISTING | --- | LEGEND - PROFILE | --- | LEGEND - PLAN | --- | PROPOSED | --- | LEGEND - PLAN | --- | PROPOSED | <p>LOCATION APPROVED UNDERGROUND STRUCTURES</p> <p>SUPR. U/G STRUCTURES COMMITTEE DATE</p> <p>NOTE:<br/>LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE. BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.</p> | <p>B.M. ELEV.</p> <p>I.B. @ N.W. CORNER OF MCKENZIE AND LANSDOWNE 230.895</p> | <p>ENGINEERING DIVISION<br/>TECHNOLOGY SERVICES BRANCH<br/>106 - 1155 PACIFIC AVE</p> <p>DESIGNED BY G.K. CHECKED BY S.M.<br/>DRAWN BY G.K. APPROVED BY</p> <p>HOR. SCALE: 1 : 250<br/>VERTICAL: 1 : 10</p> <p>DATE 2016/03/30</p> | <p>ENGINEER'S SEAL</p> |
| ◇  | HYDRANT             | ◆       | ---      | LDS/WWS         | ---           | ---       | NORTH EDGE OF PAVEMENT |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| ⊗  | VALVE               | ●       | ---      | WATERMAIN       | ---           | ---       | CENTER LINE            |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| ⊠  | CURB STOP           | ○       | ---      | GAS             | ---           | ---       | SOUTH EDGE OF PAVEMENT |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| ⊕  | SURVEY BAR          | +       | ---      | TRAFFIC SIGNALS | ---           | ---       | NORTH PROPERTY LINE    |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| ○  | O.L.S.              | ●       | ---      | CONCRETE        | ---           | ---       | SOUTH PROPERTY LINE    |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| ○  | MANHOLE             | ●       | ---      | ASPHALT         | ---           | ---       |                        |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| □  | CATCH BASIN         | ●       | ---      | CURB RENEWAL    | ---           | ---       |                        |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| △  | CURB INLET          | ▲       | ---      | ELEVATIONS      | ---           | [231.000] |                        |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| ☆  | HYDRO POLE          | ---     | ---      | PROPERTY LINE   | ---           | ---       |                        |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| ○+   | TRAFFIC SIGNAL POLE | ---     | ---      | APPROACH        | ---           | ---       |                        |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| ---  | GRAVEL              | ---     | ---      | CURB RAMP       | ---           | ---       |                        |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| ---  | EXISTING            | ---     | EXISTING | ---             | EXISTING      | ---       | LEGEND - PROFILE       |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |
| ---  | LEGEND - PLAN       | ---     | PROPOSED | ---             | LEGEND - PLAN | ---       | PROPOSED               |                        |   |       |   |     |           |     |     |             |   |           |   |     |     |     |     |                        |   |            |   |     |                 |     |     |                     |   |        |   |     |          |     |     |                     |   |         |   |     |         |     |     |  |   |             |   |     |              |     |     |  |   |            |   |     |            |     |           |  |   |            |     |     |               |     |     |  |    |                     |     |     |          |     |     |  |     |        |     |     |           |     |     |  |   |     |          |     |          |     |          |     |                  |     |               |     |          |     |               |     |          |  |   |  |                        |

THE CITY OF WINNIPEG

PUBLIC WORKS DEPARTMENT

CARRUTHERS AVENUE

FROM MCKENZIE STREET TO MCGREGOR STREET

CONCRETE RECONSTRUCTION AND ASSOCIATED WORKS

FROM STA. 0+72 TO STA. 2+00

|                              |                |
|------------------------------|----------------|
| CITY DRAWING NUMBER SE-16-10 | SHEET 10 OF 13 |
| 1                            |                |

BID OPPORTUNITY NO. 64-2016