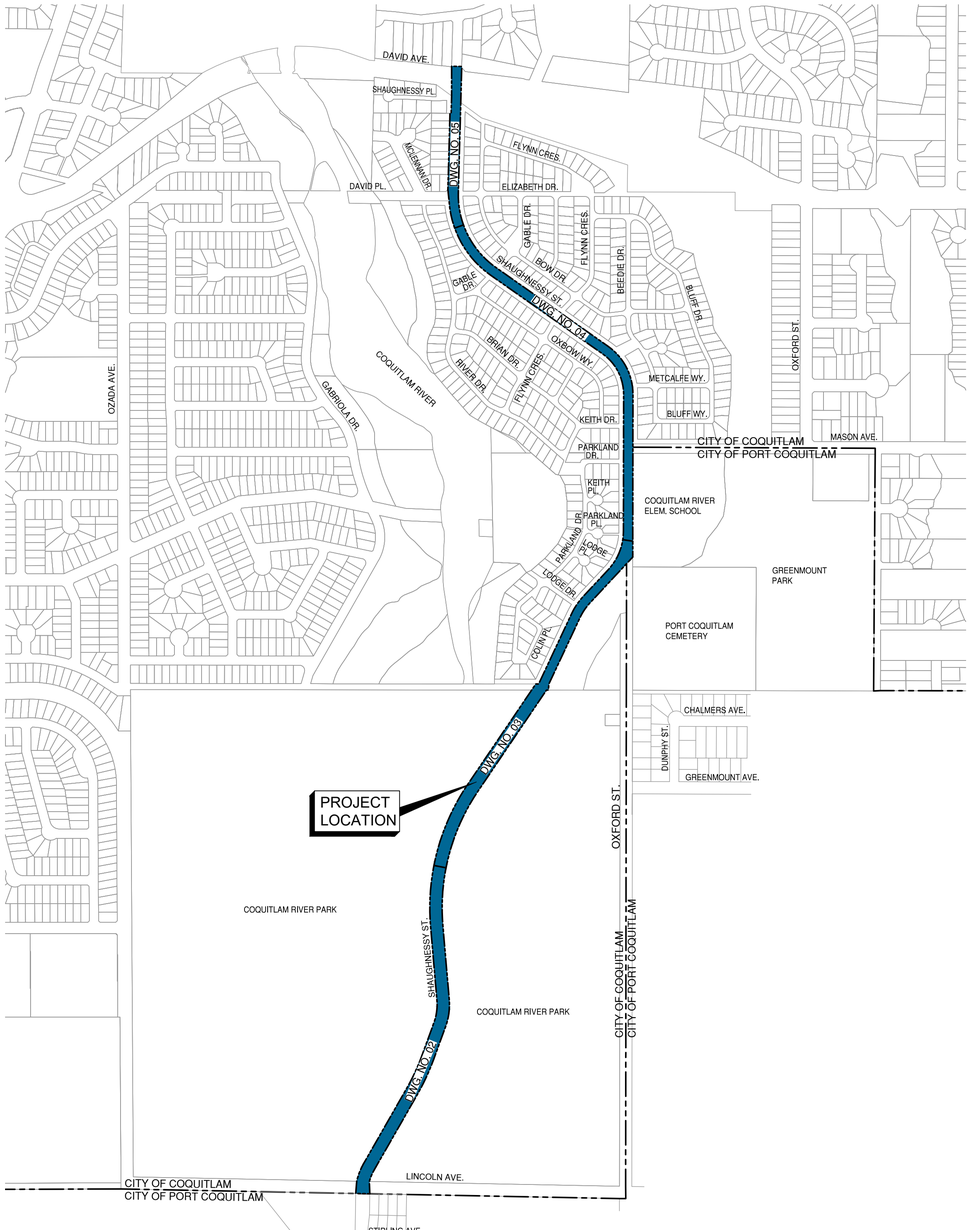
Coquitlam

SHAUGHNESSY STREET REHABILITATION
DAVID AVENUE TO LINCOLN AVENUE
ISSUED FOR TENDER



LOCATION PLAN
NTS

DRAWING SCHEDULE		
DWG. NO.	SHEET TITLE	DESCRIPTION
00	COVER SHEET	
01	GENERAL NOTES	
02	SHAUGHNESSY STREET	ROADWORKS - LINCOLN AVE. TO STA. 1+620
03	SHAUGHNESSY STREET	ROADWORKS - STA. 1+620 TO PARKLAND PL.
04	SHAUGHNESSY STREET	ROADWORKS - PARKLAND PL. TO STA. 2+860
05	SHAUGHNESSY STREET	ROADWORKS - STA. 2+860 TO DAVID AVE.
06	SHAUGHNESSY STREET	ROADWORKS - CURB BULGES AT FLYNN CRES.
07	SHAUGHNESSY STREET	STORM SEWER - LODGE DR. TO PARKLAND PL.
08	SHAUGHNESSY STREET	STORM SEWER - PARKLAND PL. TO PARKLAND DR.

Permit to Practice
ISL Engineering and Land Services Ltd.
RR Signature:
RR EGBC ID: 47333
Date: 2026-02-06
Permit Number 1000419
Engineers & Geoscientists British Columbia

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
M. V. DALTON GIBSON
56329
2026-02-06

ISL
#201, 3999 Henning Drive, Burnaby, B.C. V5C 6P9
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File: C:\ADSKACCDocs\ISL\34011 - Shaughnessy Rehab\Project Files\02_CADD\23_Sheets\34011_SHAUGNESSY_SH_COVER.dwg

GENERAL NOTES:

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE PLATINUM EDITION OF THE MASTER MUNICIPAL CONSTRUCTION DOCUMENTS (MMCD) AND CITY OF COQUITLAM BYLAWS AND SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS UNLESS OTHERWISE NOTED.

2. THE LOCATION OF EXISTING UTILITIES IS COMPILED FROM OWNER AND UTILITY SUPPLIED RECORD DRAWINGS AND ARE CONSIDERED APPROXIMATE ONLY. THE EXACT LOCATION AND EXTENT OF UTILITIES SHOULD BE DETERMINED BY CONSULTING THE LOCAL AUTHORITIES AND UTILITY COMPANIES CONCERNED. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION AND INVERT ELEVATION BY HAND OR HYDROVAC EXCAVATION BEFORE CONSTRUCTION OF UTILITY CROSSINGS AND SHALL BE RESPONSIBLE FOR RESTORATION OF ANY DAMAGE TO EXISTING UTILITIES. ANY COSTS ASSOCIATED WITH UTILITY CONFLICTS THAT WERE NOT PRELOCATED WILL BE THE CONTRACTORS RESPONSIBILITY.

3. NOTIFY THE CITY OF COQUITLAM 5 DAYS IN ADVANCE OF ANY CONSTRUCTION OR UTILITY RELOCATION.

4. REPORT ANY DISCREPANCIES TO THE DESIGN ENGINEER A MIN 72 HOURS PRIOR TO CONSTRUCTION.

5. RESTORATION OF EXISTING DRIVEWAYS AND WALKWAYS TO CONFORM TO CITY SPECIFICATIONS.

6. BOULEVARDS ARE TO BE CONSTRUCTED TO THE PLATINUM EDITION OF THE MASTER MUNICIPAL CONSTRUCTION DOCUMENTS (MMCD) AND CITY OF COQUITLAM SUPPLEMENTARY SPECIFICATIONS AND DETAIL DRAWINGS UNLESS OTHERWISE SHOWN ON CONTRACT DRAWINGS. BOULEVARDS TO BE SLOPED TO INSPECTION CHAMBERS WHERE APPLICABLE.

7. EVERY EFFORT IS TO BE MADE TO SAVE EXISTING LANDSCAPING WITHIN THE ROAD R.O.W. LANDSCAPING IS TO BE RESTORED TO ITS ORIGINAL OR BETTER CONDITION. IN THE EVENT OF LANDSCAPING REMOVAL THE PROPERTY OWNER SHALL BE ADVISED OF THE REMOVAL AND THE LANDSCAPING PLACED IN OWNERS PROPERTY UPON THEIR REQUEST.

8. ALL SURVEY MONUMENTS WITHIN THE PROJECT BOUNDARIES SHALL BE PROTECTED DURING THE COURSE OF THE WORK. SHOULD ANY SURVEY MONUMENT REQUIRE RAISING OR RELOCATION, THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEERING AND OPERATIONS DEPARTMENT AT LEAST 72 HOURS IN ADVANCE OF SCHEDULING WORK. ALL DISTURBED MONUMENTS OUTSIDE OF THE WORK ZONE WILL BE REPLACED BY A B.C. LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.

9. SURVEY PINS DISTURBED DURING THE COURSE OF CONSTRUCTION OUTSIDE OF THE WORK ZONE SHALL BE REPLACED BY A B.C. LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.

10. ALL PUBLIC ROADWAYS AFFECTED BY THE WORKS SHALL BE KEPT IN A CLEAN STATE AT ALL TIMES. DUST CONTROL MEASURES SHALL ALSO BE EMPLOYED DURING THE COURSE OF THE WORK.

11. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES, AND FOR COORDINATING THE VARIOUS PARTS OF THE WORK. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT THERE IS NO DISRUPTION TO SERVICE, AND IF DISRUPTION IS ANTICIPATED, TO NOTIFY THE CONTRACT ADMINISTRATOR A MINIMUM OF 72 HOURS PRIOR, AND OBTAIN APPROVAL FOR THE DISRUPTION.

12. THE CONTRACTOR SHALL PROVIDE TEMPORARY UTILITY POLE SUPPORTS NECESSARY TO COMPLETE THE WORKS AS AN INCIDENTAL ITEM TO GENERAL CONTRACT REQUIREMENTS WHERE AND AS REQUIRED.

13. CONTRACTOR TO MAINTAIN AN UP TO DATE SET OF AS-CONSTRUCTED DRAWINGS AT ALL TIMES. AS-CONSTRUCTED DRAWINGS TO BE DELIVERED TO THE ENGINEER AT SUBSTANTIAL PERFORMANCE FOR PREPARATION OF FINAL RECORD DRAWINGS. THE ENGINEER SHALL BE PROVIDED ACCESS TO REVIEW THE AS-CONSTRUCTED DRAWINGS AT ALL TIMES TO CONFIRM THEY ARE UP TO DATE.

14. THE CONTRACTOR SHALL MAINTAIN AND MONITOR THE PROVISIONS FOR EROSION CONTROL AND SEDIMENT AS PER CONTRACT DOCUMENTS.

15. THE CONTRACTOR SHALL ADJUST ALL AFFECTED MANHOLE FRAME AND COVERS A MIN. 24 HOURS PRIOR TO FINAL TOP LIFT PAVING. ANY ADJUSTMENTS THAT DO NOT MEET MMCD TOLERANCES SHALL BE IMMEDIATELY RESET AND CORRECTED.

16. ALL PAVEMENT MARKINGS PAINT TO BE THERMOPLASTIC.

17. ALL TOP LIFT PAVING JOINTS TO BE LOCATED UNDER THE THERMOPLASTIC CENTERLINE PAVEMENT MARKINGS.

18. ALL ASPHALT JOINTS MUST BE SMOOTH AND WITHOUT VISIBLE BREAKS IN GRADE.

19. SUBMIT DENSITY TESTS TAKEN ON ASPHALT JOINTS. NO INDIVIDUAL TEST LESS THAN 95% DENSITY.

20. ALL LANE DIMENSIONS ARE MEASURED TO THE CENTER OF LANE LINES (FOR DOUBLE LINE THE MEASUREMENT IS TO THE MIDDLE POINT BETWEEN THE 2 LINES).

TRAFFIC MANAGEMENT, NOTIFICATION AND APPROVALS NOTES:

1. THE CONTRACTOR SHALL PROVIDE CONSTRUCTION SIGNAGE, BARRIERS, FLASHING INDICATORS, ETC. AT ALL TIMES TO ENSURE THE SAFETY OF THE PUBLIC. TRAFFIC CONTROL WILL BE REQUIRED FOR ALL CONSTRUCTION WORKS WITHIN THE TRAVELED PORTION OF THE ROAD. NO ROAD CLOSURED PERMITTED.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL EXCAVATED MATERIAL UNSUITABLE FOR REUSE AT A SUITABLE OFF-SITE DISPOSAL AREA, IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS.

3. THE CONTRACTOR SHALL ENSURE THAT ALL APPROVALS REQUIRED FOR THE PROPOSED WORKS HAVE BEEN OBTAINED FROM ALL AUTHORITIES AND AGENCIES PRIOR TO COMMENCING THE WORK.

4. THE CONTRACTOR SHALL ARRANGE FOR, AND COORDINATE THE WORKS DONE BY:

   - CITY OF COQUITLAM; AND
   - FRANCHISE UTILITIES (BC HYDRO, FORTIS GAS, BC TRANSMISSION CORP., SHAW CABLE, ROGERS, OIL PIPELINES, TELUS AND METRO VANCOUVER).

5. RESIDENTS DIRECTLY AFFECTED BY CONSTRUCTION OF THESE WORKS AND SERVICES SHALL BE GIVEN 5 DAYS WRITTEN NOTICE OF THE PROPOSED START OF CONSTRUCTION. THE CONTRACTOR IS TO DISTRIBUTE A NOTICE OF CONSTRUCTION LETTER TO ALL AFFECTED RESIDENTS AND BUSINESSES. FOLLOWING CONSTRUCTION ACTIVITY ON ANY PRIVATE PROPERTY AND SCHOOLS, A WRITTEN RELEASE MAY BE REQUIRED FROM THE PROPERTY OWNER AT THE DISCRETION OF THE CITY.

6. A TRAFFIC AND PEDESTRIAN SAFETY CONTROL PLAN SHALL BE SUBMITTED BY THE CONTRACTOR PRIOR TO THE PRE-CONSTRUCTION MEETING.

7. APPROVALS FOR REQUIRED TREE CUTTING OR TRIMMING NOT INDICATED IN CONTRACT DRAWINGS SHALL BE OBTAINED BY THE CONTRACTOR FROM THE CITY PRIOR TO WORK BEING PERFORMED.

8. CONTRACTOR TO OBTAIN APPROVED LANE CLOSURE REQUEST FORM FOR ALL WORKS. APPROVED REQUESTS ARE CIRCULATED TO ALL EMERGENCY SERVICES.

9. CONTRACTOR TO SUBMIT A TRAFFIC MANAGEMENT PLAN WITH LANE CLOSURE REQUEST FOR ALL MAJOR ROADS AND ANY LOCAL ROADS WHICH REQUIRE ANY DETOURS.

10. ALL TRAFFIC CONTROL TO CONFORM TO THE LATEST EDITION OF THE BC TRAFFIC CONTROL MANUAL FOR WORK ON ROADWAYS.

11. APPROVAL OF NOISE VARIANCE FOR ALL WORK OUTSIDE OF NORMAL APPROVED WORK HOURS REQUIRED BY THE CITY.

12. NOTICE OF CONSTRUCTION SIGNS TO BE INSTALLED AT ALL PROJECT LIMITS AND PREFERRED DETOUR ROUTE. NOTIFY CONTRACT ADMINISTRATOR WITH CONSTRUCTION SCHEDULE AND LOCATIONS. SIGNS PROVIDED AND INSTALLED BY THE CONTRACTOR.

13. THE CONTRACTOR WILL BE RESPONSIBLE FOR COMPLETION OF ALL TAPED TEMPORARY (INCLUDING RAISED TEMPORARY PAVEMENT MARKINGS) AND PERMANENT PAINT AND THERMOPLASTIC PAVEMENT MARKINGS IN THE PLACE OF THE WORK. PERMANENT LANE MARKINGS ARE TO BE PLACED WITHIN SEVENTY-TWO (72) HOURS OF FINAL PAVING AND PERMANENT THERMOPLASTIC PAVEMENT MARKINGS ARE TO BE PLACED WITHIN FIVE (5) DAYS OF FINAL PAVING. ALL TEMPORARY MARKINGS TO BE REMOVED IMMEDIATELY FOLLOWING PLACEMENT OF PERMANENT PAVEMENT MARKINGS. INSTALL TO BE IN ACCORDANCE WITH THE LATEST VERSION OF MUTCD.

14. THE CONTRACTOR SHALL FAMILIARIZE THEMSELF WITH THE TRAFFIC MANAGEMENT DETAILED SPECIFICATIONS IN THE CONTRACT DOCUMENTS.

15. THE CONTRACTOR SHALL COORDINATE ANY TEMPORARY RELOCATION OF BUS STOPS WITH COAST MOUNTAIN BUS COMPANY.

16. ALL TRAFFIC LOOPS TO BE REINSTATED IN BASE LIFT OF PAVEMENT.

STORM SEWER NOTES:

1. NO CHANGES TO BE MADE TO PIPES, MANHOLES, OR ALIGNMENT WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE CONTRACT ADMINISTRATOR.

2. THE CONTRACTOR IS TO EXPOSE EXISTING WATERMAINS, STORM AND SANITARY SEWERS AT TIE-IN LOCATION AND ALL EXISTING UTILITIES BETWEEN. UTILITY DEPTHS AND LOCATIONS ARE TO BE RECORDED AND FORWARDED TO THE CONTRACT ADMINISTRATOR FOR REVIEW.

3. PARALLEL LINES: WATERMAINS SHOULD BE LAID AT LEAST 3m HORIZONTALLY FROM ANY SANITARY OR STORM SEWER. WHERE THIS HORIZONTAL SEPARATION IS NOT POSSIBLE, THE BOTTOM OF THE WATERMAIN SHOULD BE AT LEAST 45cm ABOVE THE TOP OF THE SEWER AND SUFFICIENTLY TO ONE SIDE OF THE SEWER TO ALL FOR SEWER REPAIRS WITHOUT DISTURBING THE WATERMAIN. IF THIS VERTICAL SEPARATION IS NOT POSSIBLE, THE SEWER SHOULD BE OF THE SAME SERVICE CAPABILITY AS THE WATERMAIN, WITH PRESSURE CLASS JOINTS DESIGNED TO REMAIN WATERTIGHT IF THE GROUNDWATER TABLE PERIODICALLY RISES ABOVE THE SEWER, AND ARE PRESSURE TESTED BEFORE BACKFILLING. OTHER PRECAUTIONS, SUCH AS A WATERMAIN WITH IMPROVED JOINTS AND HIGHER STRENGTH MAY BE NEEDED.

4. CROSSINGS: WHERE A WATERMAIN CROSSES A SANITARY OR STORM SEWER, THE LINES SHOULD BE LAID WITH THE WATERMAIN CROSSING OVER THE SEWER AND WITH THE MIDDLE OF PIPE LENGTHS LOCATED AT THE CROSSING POINT, TO MAXIMIZE THE SEPARATION BETWEEN JOINTS. WHERE A MINIMUM 3m JOINT SEPARATION AND/OR A MINIMUM 45cm CLEAR VERTICAL SEPARATION IS NOT POSSIBLE AT THE CROSSING, PRECAUTIONS TO IMPROVE WATER TIGHTNESS OF THE SEWER JOINTS AND STRUCTURAL IMPROVEMENTS SUCH AS HIGHER STRENGTH WATERMAIN AND/OR SEWER AT THE CROSSING AREA MAY BE NEEDED. SLEEVING, PIPE BRIDGING OR OTHER SUITABLE MEASURES MAY BE CONSIDERED. ALL JOINTS WITHIN 3m OF THE CROSSING SHOULD BE:

   - WRAPPED WITH HEAT SHRINK PLASTIC OR
   - PACKED WITH INERT PETROLATUM COMPOUND AND WRAPPED IN TAPE IN ACCORDANCE WITH ANSI/AWWA STANDARDS C209 AND C217-90.

   FOR SERVICE CONNECTIONS, WHEREVER POSSIBLE, THE ABOVE CONSTRUCTION PRACTICES SHOULD ALSO BE APPLIED.

5. FIGURED DIMENSION SHALL GOVERN OVER SCALED DIMENSIONS.

6. REFER TO COQ STD. DWG. COQ-G4 FOR UTILITY TRENCH DETAIL.

7. STORM SEWER MATERIALS ARE TO CONFORM TO THE MMCD SPECIFICATIONS.

8. ALL PIPE SIZES INDICATED REFER TO MINIMUM INSIDE DIAMETER DIMENSIONS.

9. ALL CATCH BASINS SHALL BE AS PER COQ STD. DWG. COQ-S11A.

10. CATCH BASIN AND LAWN DRAIN LEADS TO BE 150mm DIAMETER PVC 28 PIPE FOR SINGLE CATCH BASINS AND LAWN DRAINS THAT TIE INTO THE MAIN DIRECTLY. LEADS ARE TO BE 200mm DIAMETER PVC 35 PIPE FROM THE STORM MAIN TO THE WYE FOR CATCH BASIN/LAWN DRAIN COMBINATIONS.

PLOT DATE: January 28, 2026

ISSUED FOR TENDER DESIGN NO. 3237-01

REV NO	REVISIONS	DATE	DRAWN	APPR'D
A	CONCEPT DRAWINGS	2025/03/12	NL	MG
B	DETAILED DESIGN	2025/10/28	NL	MG
C	90% DESIGN	2025/12/04	NL	MG
D	ISSUED FOR TENDER	2026/02/05	NL	MG

Coquitlam

GENERAL NOTES
SHAUGHNESSY STREET

PROFESSIONAL ENGINEER PROVINCE OF BRITISH COLUMBIA M. V. DALTON GIBSON # 66379 ENGINEER

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SCALE	NTS	CREATION DATE	2024-08-30
DRAWN BY	NL	DESIGN BY	RF/GL
CHECKED BY	GL	APPROVED BY	MG

DWG. NO. 01 OF 08 REV. D

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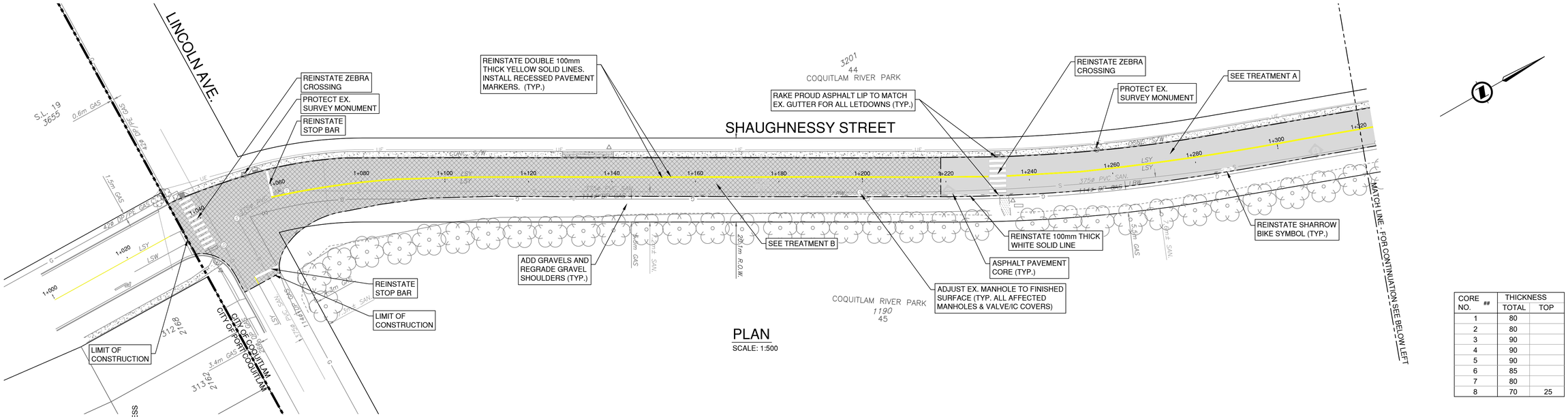

PLAN
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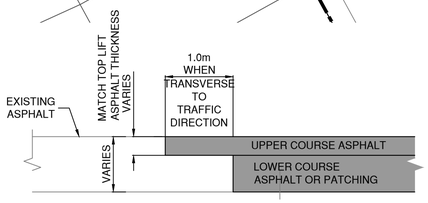
CORE NO. ##	THICKNESS	
	TOTAL	TOP
1	80	
2	80	
3	90	
4	90	
5	90	
6	85	
7	80	
8	70	25



TYPICAL KEYED-IN BUTT JOINT DETAIL
N.T.S.

TREATMENT A: SURFACE MILLING - ASPHALT INLAY

1. DETERMINE FINAL LIMITS OF ROAD TREATMENT WITH CONTRACT ADMINISTRATOR.
2. SURFACE MILL THE EXISTING ASPHALT ROAD TO A DEPTH OF 40mm.
3. CONTRACT ADMINISTRATOR TO IDENTIFY & THE CONTRACTOR SHALL REMOVE AREAS OF FULL DEPTH ASPHALT & GRAVELS FOR PATCHING.
4. EXPOSED EXISTING GRAVEL ROAD STRUCTURE EXPOSED FROM ASPHALT REMOVAL SHALL BE GRADED, COMPACTED & ADDITIONAL 25mm CRUSHED GRANULAR BASE MATERIAL SHALL BE INSTALLED AS NEEDED.
5. PROOF ROLL AND OVEREXCAVATE WHERE DIRECTED BY THE CONTRACT ADMINISTRATOR.
6. INSTALL (WITH PAVER) BASE LIFT OF NEW HOT MIX ASPHALT PATCHING TO MIN. 50mm THICKNESS (MATCH EXISTING THICKNESS)(USE MMCD STANDARD - LOWER COURSE #1 MIXTURE, COMPACTED TO 97% OF 75 BLOW MARSHALL DENSITY.)
7. CLEAN AND TACK-COAT ALL ASPHALT SURFACES INCLUDING JOINTS.
8. INSTALL (WITH PAVER) TOP LIFT OF 19mm MOTI CLASS 1, MEDIUM MIX WITH 80-100 GROUP A ASPHALT CEMENT TO 50mm THICKNESS (USE 19mm MOTI CLASS 1, MEDIUM MIX COMPACTED TO 97% OF 75 BLOW MARSHALL DENSITY.)
9. SEAL ALL CONSTRUCTION JOINTS FOLLOWING THE COMPLETION OF PAVING, AND PRIOR TO INSTALLATION OF PAINT LINES.
10. INSTALL PAVEMENT MARKINGS AND SIGNAGE.

TREATMENT B: FULL DEPTH MILLING

1. DETERMINE FINAL LIMITS OF ROAD TREATMENT WITH CONTRACT ADMINISTRATOR.
2. FULL DEPTH MILL THE EXISTING ASPHALT SURFACES & GRAVEL UP TO A DEPTH OF MIN. 100mm.
3. GRADE, COMPACT, PROOF ROLL AND OVEREXCAVATE AS DIRECTED BY THE CONTRACT ADMINISTRATOR.
4. SUPPLEMENT WITH 25mm CRUSHED GRANULAR BASE MATERIAL, RESHAPE TO PROPOSED GRADES AND COMPACT TO 95% MODIFIED PROCTOR DENSITY.
5. INSTALL (WITH PAVER) BASE LIFT OF NEW HOT MIX ASPHALT TO MIN. 50mm THICKNESS (MATCH EXISTING THICKNESS IF THICKER) (USE MMCD STANDARD- LOWER COURSE #1 MIXTURE , COMPACTED TO 97% OF 75 BLOW MARSHALL DENSITY).
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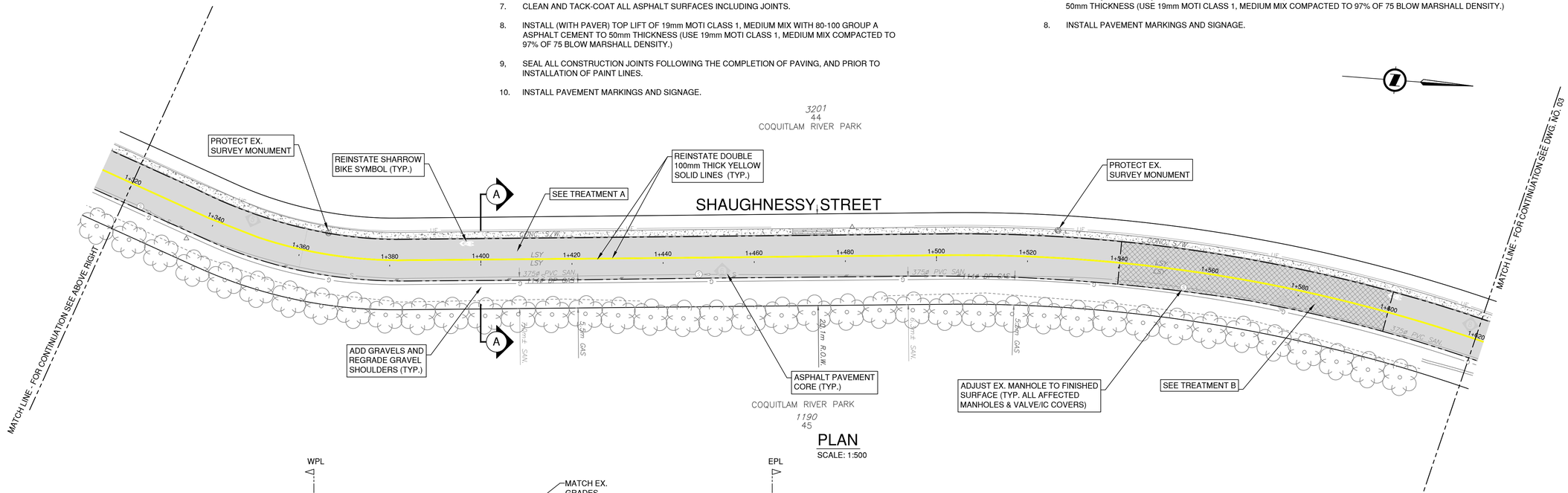
7. INSTALL (WITH PAVER) TOP LIFT OF 19mm MOTI CLASS 1, MEDIUM MIX WITH 80-100 GROUP A ASPHALT CEMENT TO 50mm THICKNESS (USE 19mm MOTI CLASS 1, MEDIUM MIX COMPACTED TO 97% OF 75 BLOW MARSHALL DENSITY.)
8. INSTALL PAVEMENT MARKINGS AND SIGNAGE.



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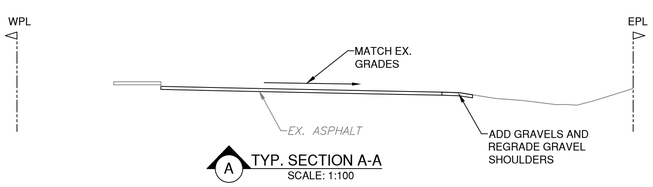

TYP. SECTION A-A
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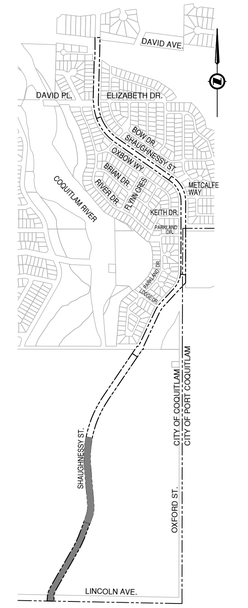

KEY PLAN
NTS

1:500 0 10 30m

ISSUED FOR TENDER DESIGN NO. 34011

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
A	CONCEPT DRAWINGS	2025/03/12	NL	MG
B	DETAILED DESIGN	2025/10/28	NL	MG
C	90% DESIGN	2025/12/04	NL	MG
D	ISSUED FOR TENDER	2026/02/05	NL	MG

Coquitlam

ROAD WORKS

SHAUGHNESSY STREET
LINCOLN AVE. TO STA. 1+620

PROFESSIONAL ENGINEER PROVINCE OF BRITISH COLUMBIA M. V. DALTON GIBSON # 56379 ENGINEER

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SCALE	1 : 500	CREATION DATE	2024-08-30
DRAWN BY	NL	DESIGN BY	RF/GL
CHECKED BY	GL	APPROVED BY	MG
PLOT DATE	February 6, 2026		

DWG. NO. 02 OF 08 REV. D

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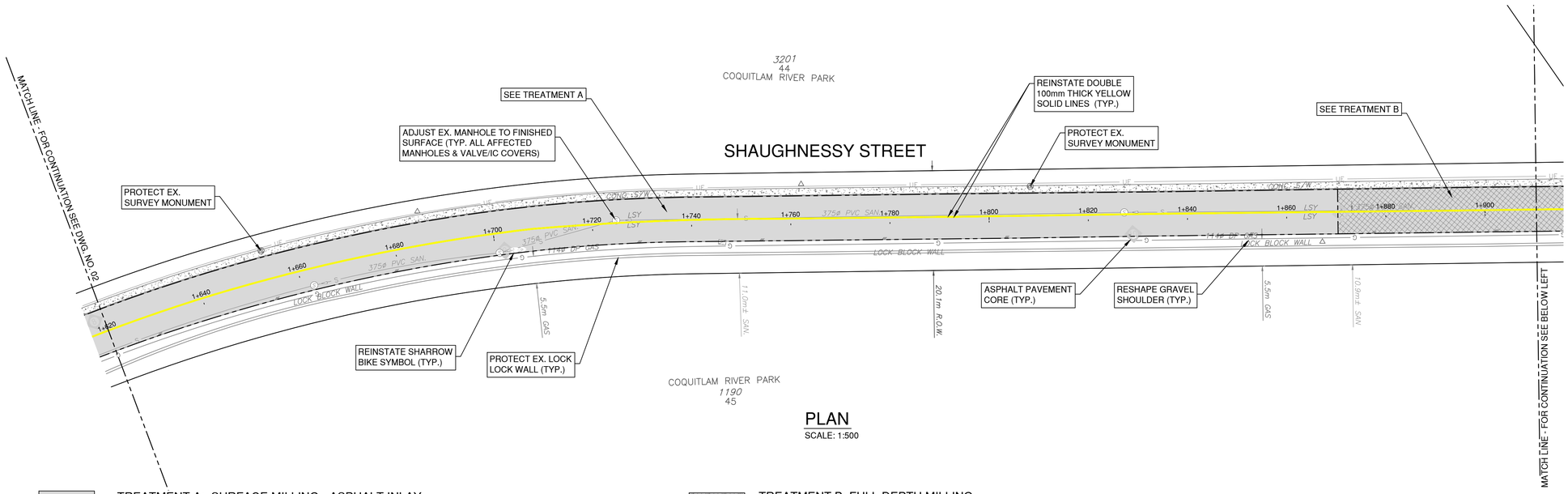
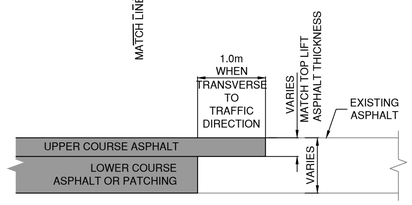


PLAN
SCALE: 1:500

CORE NO. ##	THICKNESS TOTAL	THICKNESS TOP
9	80	
10	80	
11	80	30
12	90	
13	90	
14	70	



TYPICAL KEYED-IN BUTT JOINT DETAIL
N.T.S.

TREATMENT A: SURFACE MILLING - ASPHALT INLAY

1. DETERMINE FINAL LIMITS OF ROAD TREATMENT WITH CONTRACT ADMINISTRATOR.
2. SURFACE MILL THE EXISTING ASPHALT ROAD TO A DEPTH OF 40mm.
3. CONTRACT ADMINISTRATOR TO IDENTIFY & THE CONTRACTOR SHALL REMOVE AREAS OF FULL DEPTH ASPHALT & GRAVELS FOR PATCHING.
4. EXPOSED EXISTING GRAVEL ROAD STRUCTURE EXPOSED FROM ASPHALT REMOVAL SHALL BE GRADED, COMPACTED & ADDITIONAL 25mm CRUSHED GRANULAR BASE MATERIAL SHALL BE INSTALLED AS NEEDED.
5. PROOF ROLL AND OVEREXCAVATE WHERE DIRECTED BY THE CONTRACT ADMINISTRATOR.
6. INSTALL (WITH PAVER) BASE LIFT OF NEW HOT MIX ASPHALT PATCHING TO MIN. 50mm THICKNESS (MATCH EXISTING THICKNESS)(USE MMCD STANDARD - LOWER COURSE #1 MIXTURE, COMPACTED TO 97% OF 75 BLOW MARSHALL DENSITY.)
7. CLEAN AND TACK-COAT ALL ASPHALT SURFACES INCLUDING JOINTS.
8. INSTALL (WITH PAVER) TOP LIFT OF 19mm MOTI CLASS 1, MEDIUM MIX WITH 80-100 GROUP A ASPHALT CEMENT TO 50mm THICKNESS (USE 19mm MOTI CLASS 1, MEDIUM MIX COMPACTED TO 97% OF 75 BLOW MARSHALL DENSITY.)
9. SEAL ALL CONSTRUCTION JOINTS FOLLOWING THE COMPLETION OF PAVING, AND PRIOR TO INSTALLATION OF PAINT LINES.
10. INSTALL PAVEMENT MARKINGS AND SIGNAGE.

TREATMENT B: FULL DEPTH MILLING

1. DETERMINE FINAL LIMITS OF ROAD TREATMENT WITH CONTRACT ADMINISTRATOR.
2. FULL DEPTH MILL THE EXISTING ASPHALT SURFACES & GRAVEL UP TO A DEPTH OF MIN. 100mm.
3. GRADE, COMPACT, PROOF ROLL AND OVEREXCAVATE AS DIRECTED BY THE CONTRACT ADMINISTRATOR.
4. SUPPLEMENT WITH 25mm CRUSHED GRANULAR BASE MATERIAL, RESHAPE TO PROPOSED GRADES AND COMPACT TO 95% MODIFIED PROCTOR DENSITY.
5. INSTALL (WITH PAVER) BASE LIFT OF NEW HOT MIX ASPHALT TO MIN. 50mm THICKNESS (MATCH EXISTING THICKNESS IF THICKER) (USE MMCD STANDARD- LOWER COURSE #1 MIXTURE , COMPACTED TO 97% OF 75 BLOW MARSHALL DENSITY).
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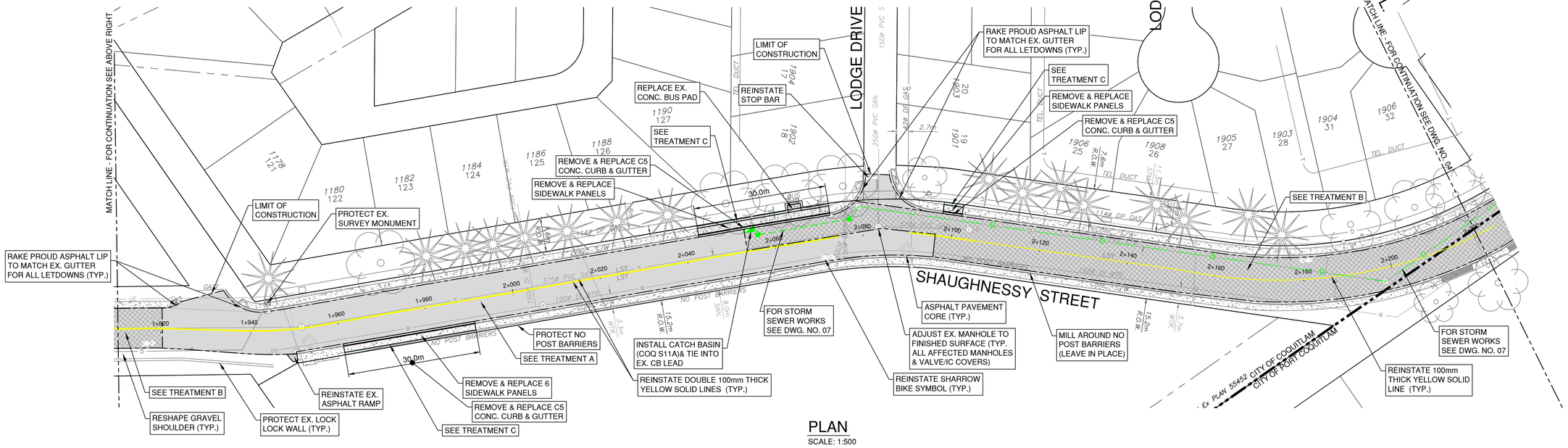
8. INSTALL PAVEMENT MARKINGS AND SIGNAGE.

TREATMENT C: TOPSOIL AND SOD

1. 200mm TOPSOIL AND SOD



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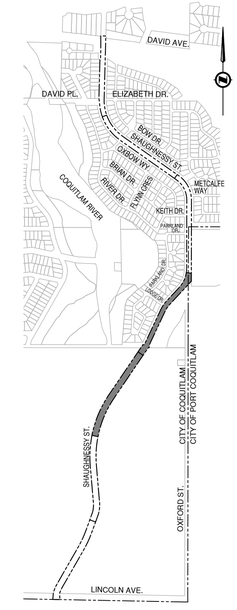

KEY PLAN
NTS

1:500 0 10 30m

ISSUED FOR TENDER DESIGN NO. 34011

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
A	CONCEPT DRAWINGS	2025/03/12	NL	MG
B	DETAILED DESIGN	2025/10/28	NL	MG
C	90% DESIGN	2025/12/04	NL	MG
D	ISSUED FOR TENDER	2026/02/05	NL	MG

Coquitlam

ROAD WORKS

SHAUGHNESSY STREET
STA. 1+620 TO PARKLAND PL.

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DRAWN BY	NL	DESIGN BY	RF/GL
CHECKED BY	GL	APPROVED BY	KPT
PLOT DATE	February 6, 2026		

DWG. NO. 03 OF 08 REV. D

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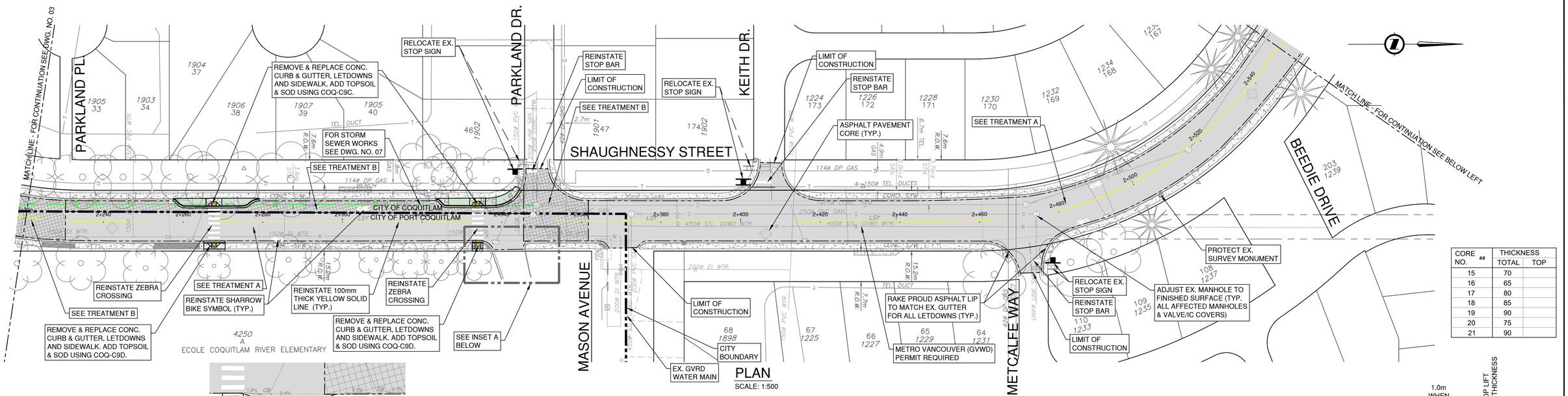

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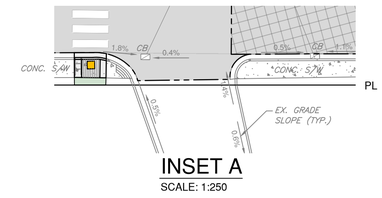

INSET A
SCALE: 1:250

CORE NO. ##	THICKNESS TOTAL	THICKNESS TOP
15	70	
16	65	
17	80	
18	85	
19	90	
20	75	
21	90	

ASSET LOCATION
PLEASE ENSURE THAT THE GVWD WATERMAIN IS ACCURATELY LOCATED AND CLEARLY MARKED ON THE GROUND BEFORE STARTING ANY WORK. THE PROPONENT IS RESPONSIBLE FOR VERIFYING THE DEPTH AND LOCATION OF GVWD WATERMAIN ASSETS PRIOR TO CONSTRUCTION. THE PROPONENT IS TO KEEP THESE APPURTENANCES INTACT. GVS&DD MAINTENANCE HOLES SHALL NOT BE OPENED WITHOUT GVS&DD'S PRIOR WRITTEN CONSENT. AT THE TIME OF THIS DOCUMENT, CONSENT FOR OPENING OUR MAINTENANCE HOLES HAS NOT BEEN GIVEN.

SURFACE IMPACT
PROPONENT IS TO PERFORM STATIC ROLLING WITH NO VIBRATORY MODE FOR ROADWORKS ON TOP OF GVWD WATERMAIN ASSETS. NO LARGE SIZE VIBRATORY COMPACTOR IS TO BE USED ON TOP OF GVWD WATERMAINS. MACHINE HOE-PACK IS NOT PERMITTED WITHIN 1.5m HORIZONTALLY OF THE GVWD WATERMAINS. ONLY LOW IMPACT AND LOW VIBRATORY METHODS, SUCH AS LIGHTWEIGHT WALK BEHIND PLATE TAMPER OR JUMPING JACK, ARE PERMITTED. FOR BACKFILLING/SURFACE RESTORATION ABOVE GVWD WATERMAIN PIPE ZONE, PLEASE REFER TO THE PROPERTY OWNER'S REQUIREMENT AND MV'S " PAVEMENT RESTORATION" DRAWING (DOCUMENT CODE: C-006B) – THE MORE STRINGENT REQUIREMENT SHALL APPLY. NO HEAVY EQUIPMENT IS TO BE USED OR PLACED ON TOP OF GVWD WATERMAIN. THERE SHALL BE NO MATERIAL OR EQUIPMENT STORAGE OR HEAVY CONSTRUCTION ACTIVITY DIRECTLY ATOP OF MV'S SEWER PIPE.

GVS&DD MANHOLES ARE TO BE ADJUSTED (AS REQUIRED) TO MEET THE FINAL RESTORATION GRADES. ADJUSTED MANHOLE LIDS SHOULD NOT BE LOCATED IN CURB AND GUTTER LINES. PLEASE NOTE THAT GVS&DD DOES NOT PERMIT USE OF CONCRETE GRADE RINGS GREATER THAN 3 X 50mm THICKNESS. IF THERE IS A NEED TO ADD HEIGHT WHEN THE MAXIMUM HEIGHT OF GRADE RINGS + NON-SHRINK MORTAR (200mm TOTAL) HAS ALREADY BEEN OR WILL BE EXCEEDED ABOVE THE MANHOLE LID/DONUT, GVS&DD REQUESTS THAT YOU SUPPLY AND INSTALL NEW MANHOLE BARREL RISERS OF SUITABLE HEIGHT.

TREATMENT A: SURFACE MILLING - ASPHALT INLAY

1. DETERMINE FINAL LIMITS OF ROAD TREATMENT WITH CONTRACT ADMINISTRATOR.
2. SURFACE MILL THE EXISTING ASPHALT ROAD TO A DEPTH OF 40mm.
3. CONTRACT ADMINISTRATOR TO IDENTIFY & THE CONTRACTOR SHALL REMOVE AREAS OF FULL DEPTH ASPHALT & GRAVELS FOR PATCHING.
4. EXPOSED EXISTING GRAVEL ROAD STRUCTURE EXPOSED FROM ASPHALT REMOVAL SHALL BE GRADED, COMPACTED & ADDITIONAL 25mm CRUSHED GRANULAR BASE MATERIAL SHALL BE INSTALLED AS NEEDED.
5. PROOF ROLL AND OVEREXCAVATE WHERE DIRECTED BY THE CONTRACT ADMINISTRATOR.
6. INSTALL (WITH PAVER) BASE LIFT OF NEW HOT MIX ASPHALT PATCHING TO MIN. 50mm THICKNESS (MATCH EXISTING THICKNESS)(USE MMCD STANDARD - LOWER COURSE #1 MIXTURE, COMPACTED TO 97% OF 75 BLOW MARSHALL DENSITY.)
7. CLEAN AND TACK-COAT ALL ASPHALT SURFACES INCLUDING JOINTS.
8. INSTALL (WITH PAVER) TOP LIFT OF 19mm MOTI CLASS 1, MEDIUM MIX WITH 80-100 GROUP A ASPHALT CEMENT TO 50mm THICKNESS (USE 19mm MOTI CLASS 1, MEDIUM MIX COMPACTED TO 97% OF 75 BLOW MARSHALL DENSITY.)
9. SEAL ALL CONSTRUCTION JOINTS FOLLOWING THE COMPLETION OF PAVING, AND PRIOR TO INSTALLATION OF PAINT LINES.
10. INSTALL PAVEMENT MARKINGS AND SIGNAGE.

TREATMENT B: FULL DEPTH MILLING

1. DETERMINE FINAL LIMITS OF ROAD TREATMENT WITH CONTRACT ADMINISTRATOR.
2. FULL DEPTH MILL THE EXISTING ASPHALT SURFACES & GRAVEL UP TO A DEPTH OF MIN. 100mm.
3. GRADE, COMPACT, PROOF ROLL AND OVEREXCAVATE AS DIRECTED BY THE CONTRACT ADMINISTRATOR.
4. SUPPLEMENT WITH 25mm CRUSHED GRANULAR BASE MATERIAL, RESHAPE TO PROPOSED GRADES AND COMPACT TO 95% MODIFIED PROCTOR DENSITY.
5. INSTALL (WITH PAVER) BASE LIFT OF NEW HOT MIX ASPHALT TO MIN. 50mm THICKNESS (MATCH EXISTING THICKNESS IF THICKER) (USE MMCD STANDARD- LOWER COURSE #1 MIXTURE , COMPACTED TO 97% OF 75 BLOW MARSHALL DENSITY).
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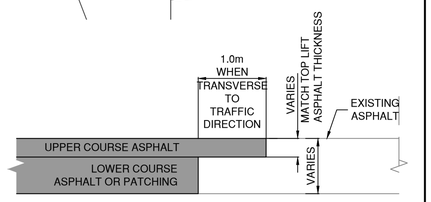
8. INSTALL PAVEMENT MARKINGS AND SIGNAGE.

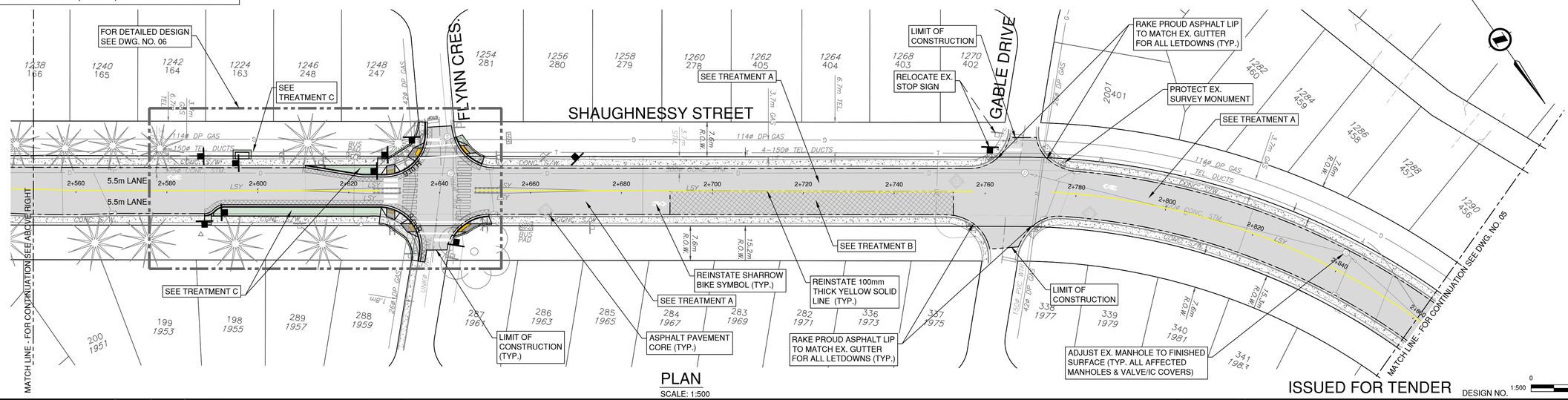
TREATMENT C: TOPSOIL AND SOD

1. 200mm TOPSOIL AND SOD



TYPICAL KEYED-IN BUTT JOINT DETAIL
N.T.S.

METRO VANCOUVER (GVWD) PERMIT REQUIRED



PLAN
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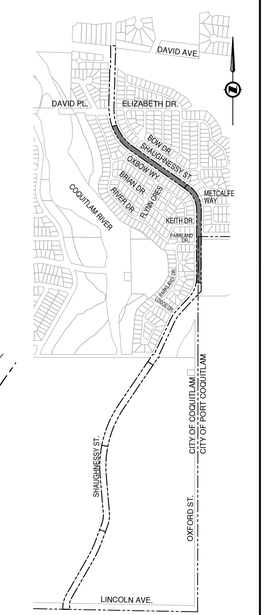

KEY PLAN
NTS

ISSUED FOR TENDER

DESIGN NO. 34011

1:500 0 10 30m

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
A	CONCEPT DRAWINGS	2025/03/12	NL	MG
B	DETAILED DESIGN	2025/10/28	NL	MG
C	90% DESIGN	2025/12/04	NL	MG
D	ISSUED FOR TENDER	2026/02/05	NL	MG

Coquitlam

ROAD WORKS

SHAUGHNESSY STREET
PARKLAND PL. TO STA. 2+860

PROFESSIONAL ENGINEER PROVINCE OF BRITISH COLUMBIA M. V. DALTON GIBSON # 56376 2026-02-05

ISL
#201, 3999 Henning Drive, Burnaby, B.C. V5C 6P9
T: (604)629-2696 F: (604)629-2698

SCALE	1 : 500	CREATION DATE	2024-08-30
DRAWN BY	NL	DESIGN BY	RF/GL
CHECKED BY	GL	APPROVED BY	KPT
PLOT DATE	February 6, 2026		

DWG. NO. 04 OF 08
REV. D

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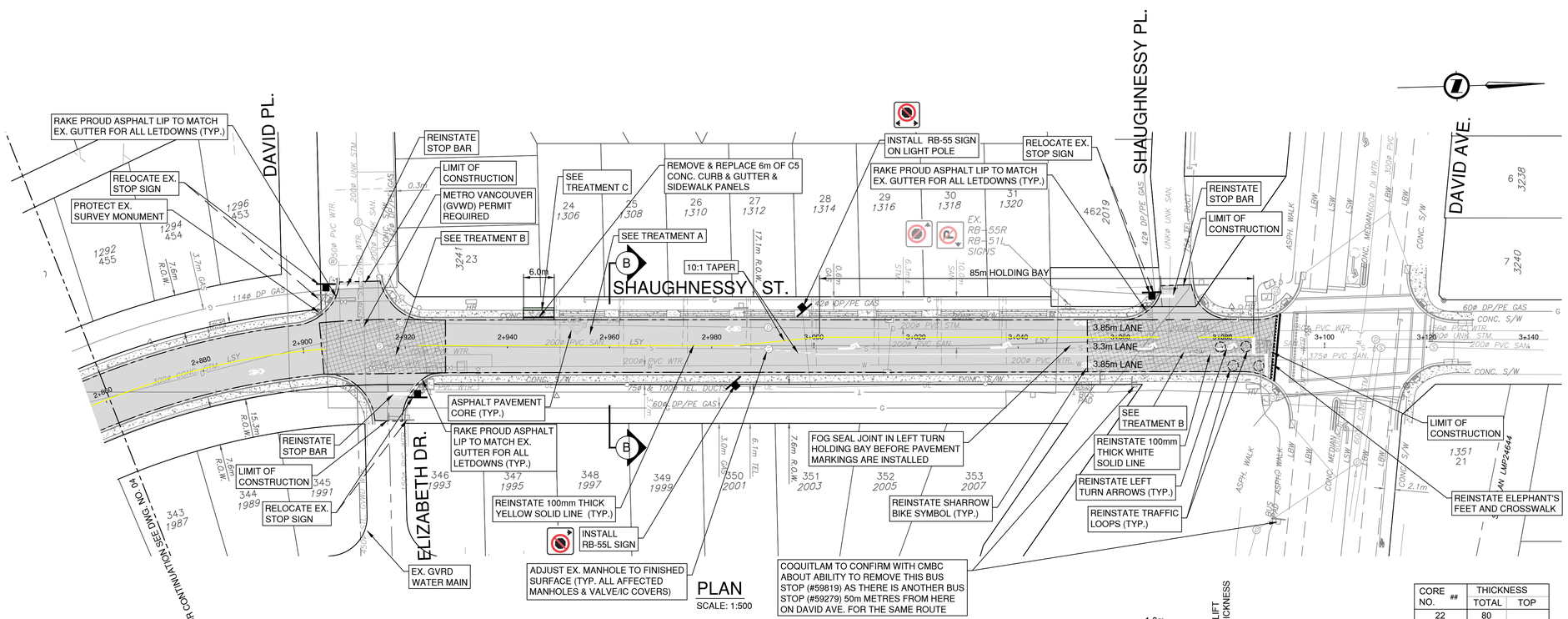
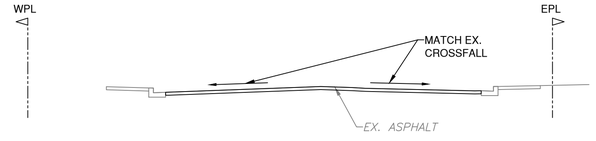


PLAN
SCALE: 1:500

CORE NO.	##	THICKNESS TOTAL	THICKNESS TOP
22		80	



B TYP. SECTION B-B
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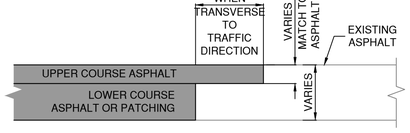

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N.T.S.

METRO VANCOUVER (GVWD) PERMIT REQUIRED

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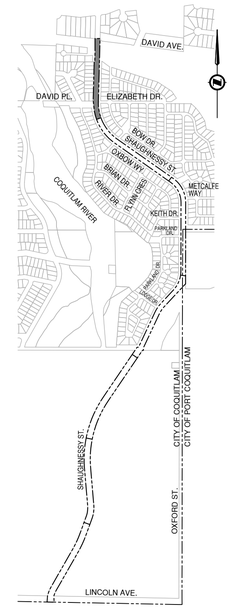
TREATMENT C: TOPSOIL AND SOD

1. 200mm TOPSOIL AND SOD



KEY PLAN
NTS

0 10 30m
1:500

ISSUED FOR TENDER DESIGN NO. 34011

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
A	CONCEPT DRAWINGS	2025/03/12	NL	MG
B	DETAILED DESIGN	2025/10/28	NL	MG
C	90% DESIGN	2025/12/04	NL	MG
D	ISSUED FOR TENDER	2026/02/05	NL	MG

Coquitlam

ROAD WORKS

SHAUGHNESSY STREET
STA. 2+860 TO DAVID AVE.

PROFESSIONAL ENGINEER PROVINCE OF BRITISH COLUMBIA M. V. DALTON GIBSONS # 56378 ENGINEER

ISL
#201, 3999 Henning Drive, Burnaby, B.C. V5C 6P9
T: (604)629-2696 F: (604)629-2698

SCALE	1 : 500	CREATION DATE	2024-08-30
DRAWN BY	NL	DESIGN BY	RF/GL
CHECKED BY	GL	APPROVED BY	MG
PLOT DATE	February 6, 2026		

DWG. NO. 05 OF 08
REV. D

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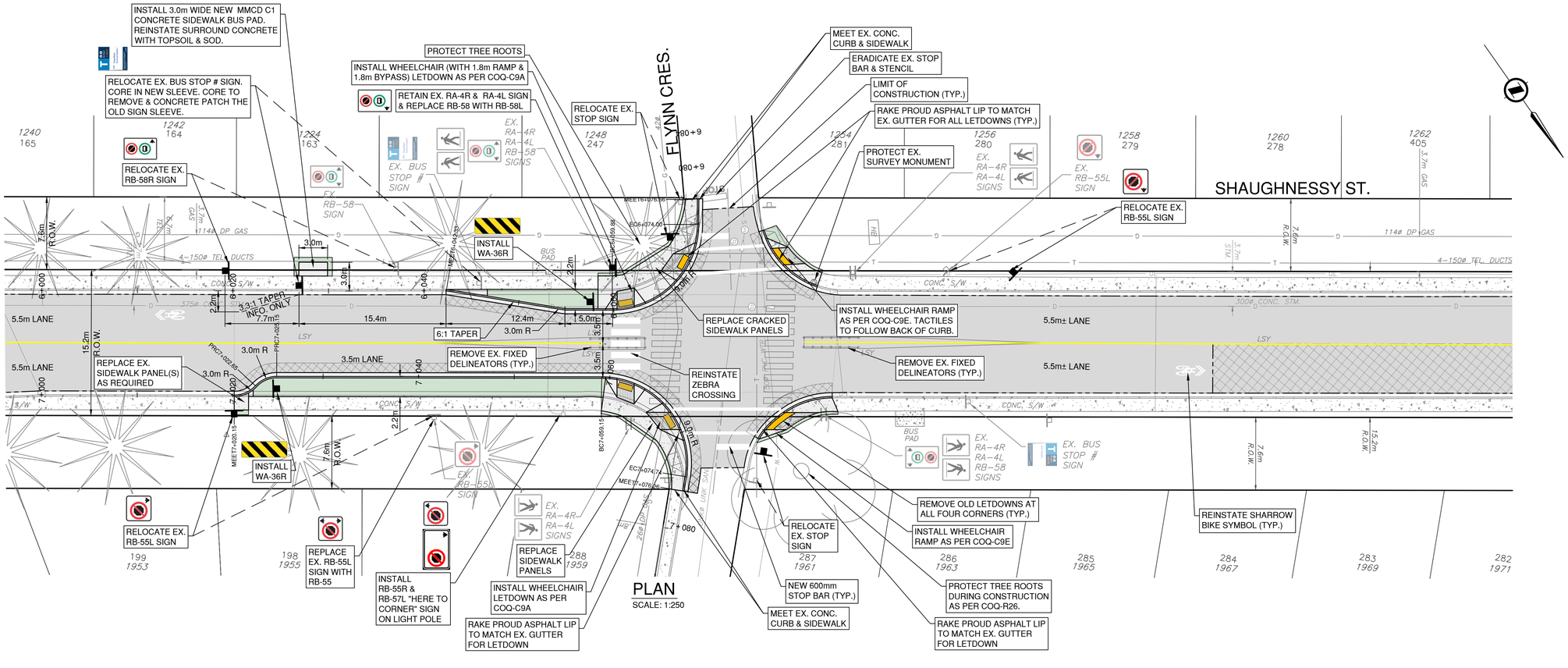

PLAN

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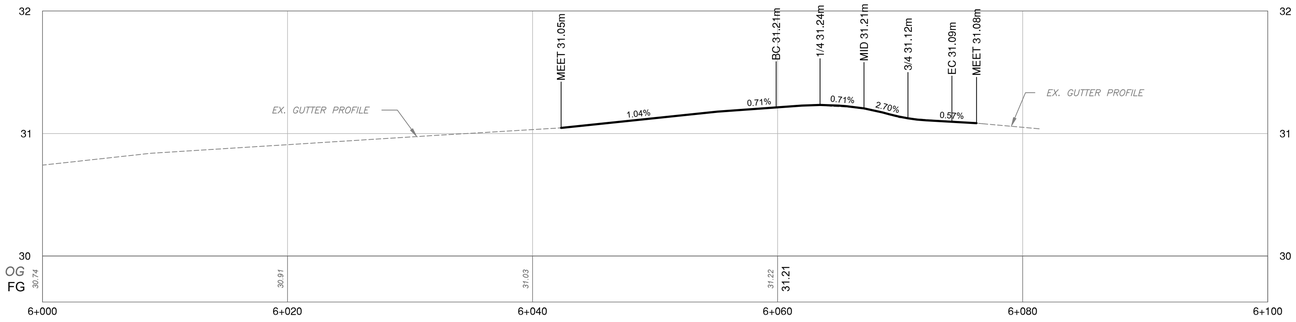
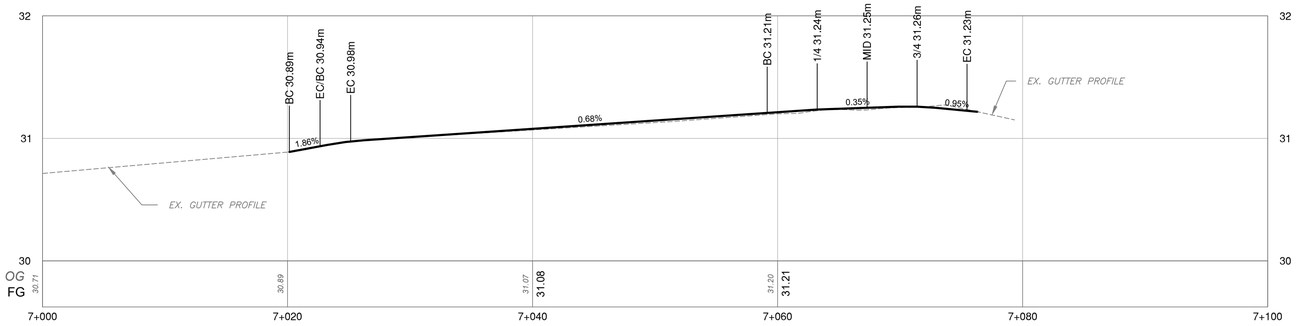


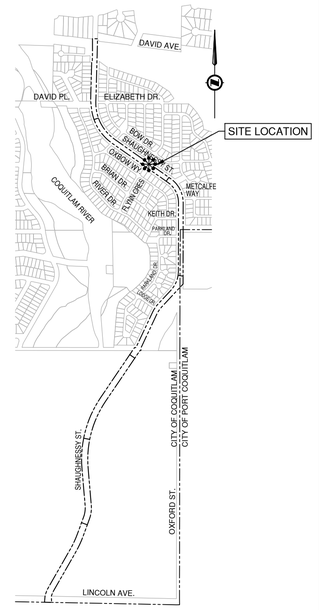
WEST GUTTER LINE PROFILE

SCALE: 1:250 HOR. 1:25 VER.



EAST GUTTER LINE PROFILE

SCALE: 1:250 HOR. 1:25 VER.



KEY PLAN

NTS

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ISSUED FOR TENDER DESIGN NO. 34011

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
A	CONCEPT DRAWINGS	2025/03/12	NL	MG
B	DETAILED DESIGN	2025/10/28	NL	MG
C	90% DESIGN	2025/12/04	NL	MG
D	ISSUED FOR TENDER	2026/02/05	NL	MG

Coquitlam

ROAD WORKS

SHAUGHNESSY STREET

CURB BULGES AT FLYNN CRES.

PROFESSIONAL ENGINEER PROVINCE OF BRITISH COLUMBIA M. V. DALTON GIBSON # 66175

ISL
#201, 3999 Henning Drive, Burnaby, B.C. V5C 6P9
T: (604)629-2696 F: (604)629-2698

SCALE	1:250 HOR. 1:25 VER.	CREATION DATE	2024-08-30
DRAWN BY	NL	DESIGN BY	GL
CHECKED BY	GL	APPROVED BY	MG
PLOT DATE	February 6, 2026		

DWG. NO. 06 OF 08 REV. D

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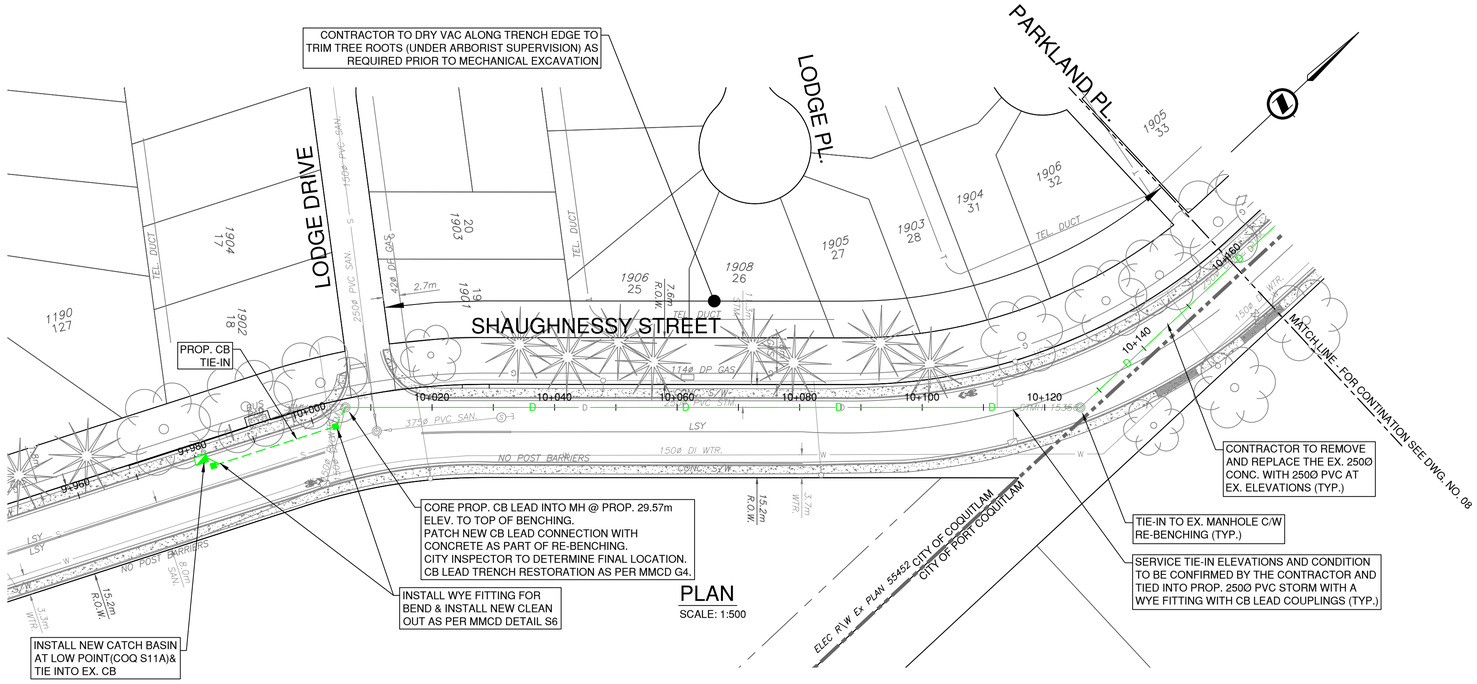
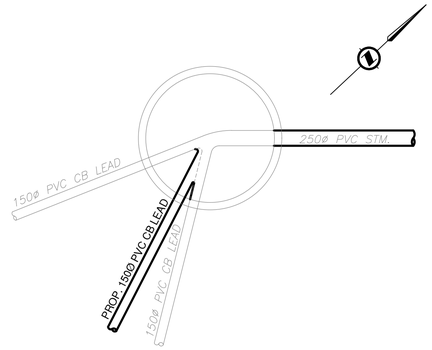
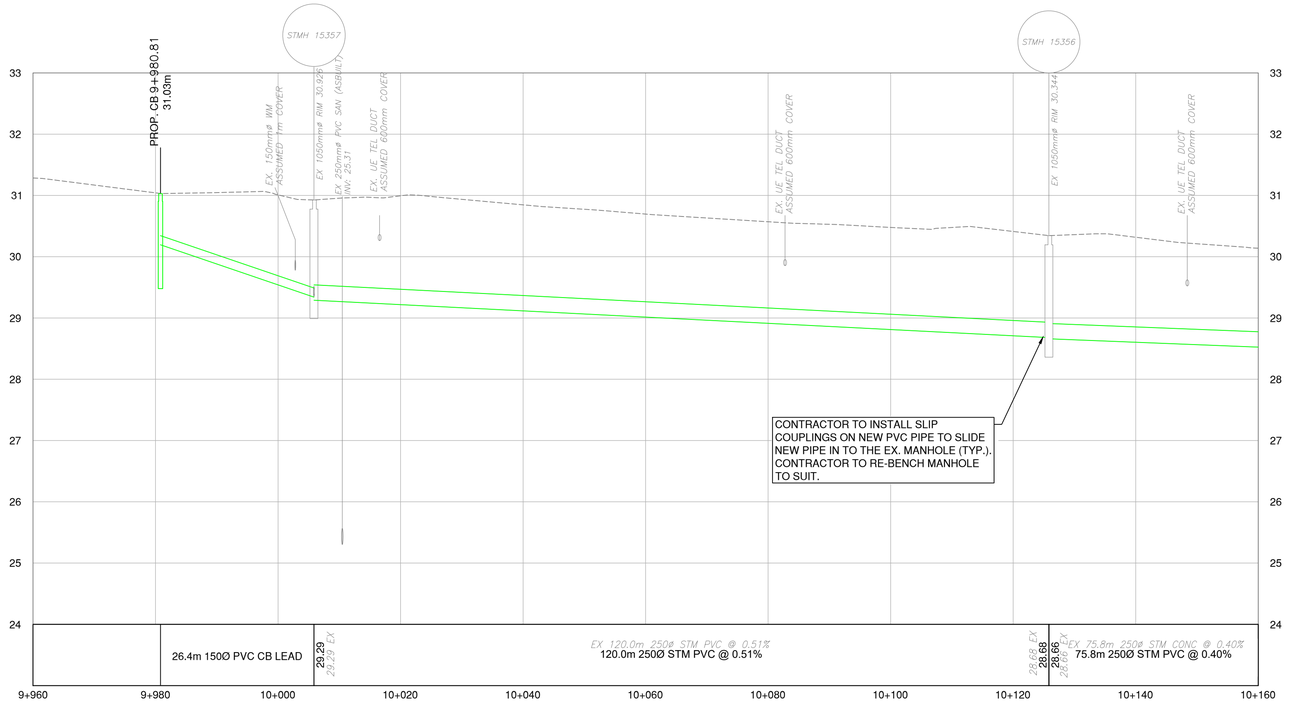


PLAN
SCALE: 1:500

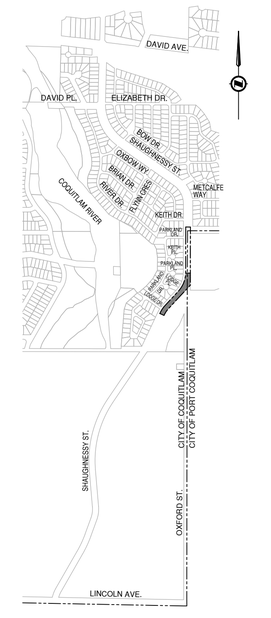
STORM MANHOLE TABLE				
MH NO.	RIM EL.	PIPE INV.	LOCATION	TYPE
STMH 15357	RIM = 30.926m	SW In 29.37 SE In 29.34 NE Out 29.29	STA. 10+005.87	1050mm MH AS PER MMCD S1
STMH 15356	RIM = 30.344m	SW In 28.68 N Out 28.66	STA. 10+125.83	1050mm MH AS PER MMCD S1



STMH 15357 BENCHING DETAIL
NTS



PROFILE
SCALE: 1:500 HOR. 1:50 VER.



KEY PLAN
NTS

1:500 0 10 30m

ISSUED FOR TENDER DESIGN NO. 34011

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
A	CONCEPT DRAWINGS	2025/03/12	NL	MG
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C	90% DESIGN	2025/12/04	NL	MG
D	ISSUED FOR TENDER	2026/02/05	NL	MG

Coquitlam

STORM SEWER

SHAUGHNESSY STREET
LODGE DR. TO PARKLAND PL.

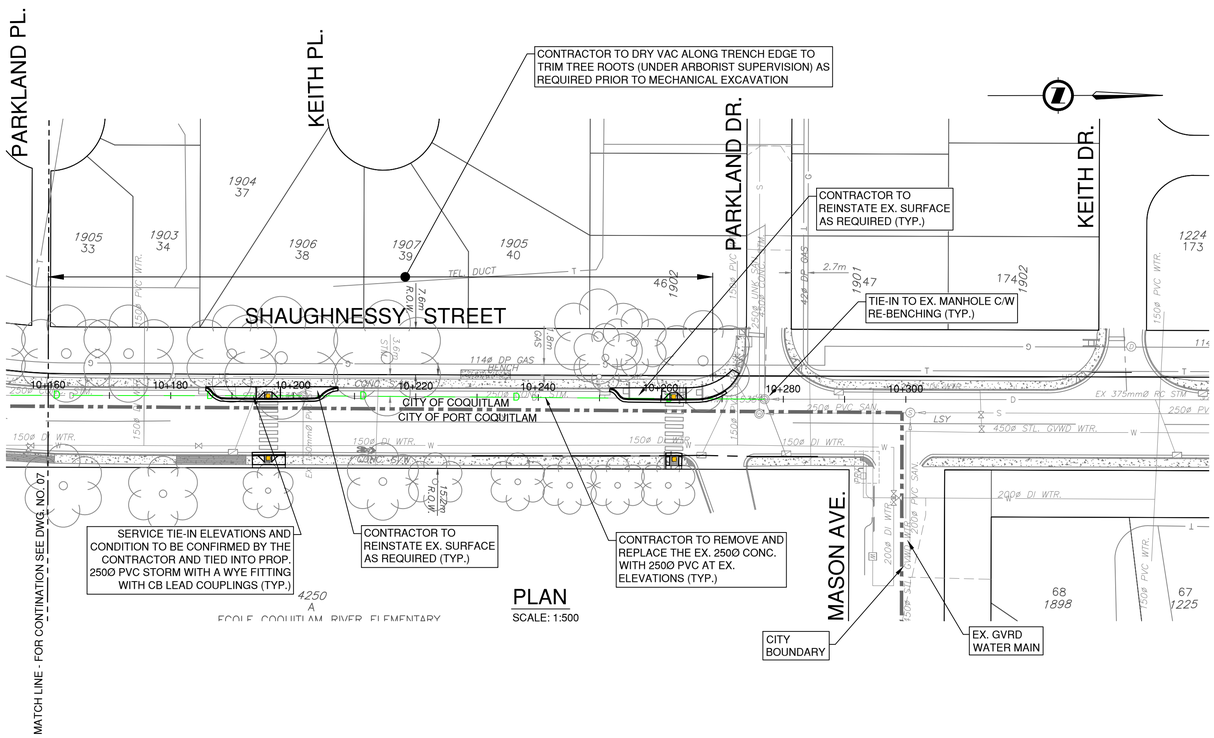
PROFESSIONAL ENGINEER PROVINCE OF BRITISH COLUMBIA M. V. DALTON GIBSON # 56378

ISL
#201, 3999 Henning Drive, Burnaby, B.C. V5C 6P9
T: (604)629-2696 F: (604)629-2696

SCALE	1:500HOR. 1:50VER.	CREATION DATE	2024-08-30
DRAWN BY	MR	DESIGN BY	MR
CHECKED BY	GL	APPROVED BY	MG
PLOT DATE	February 6, 2026		

DWG. NO. 07 OF 08 REV. D

File: C:\ADS\ACCDocs\ISL\34011 - Shaughnessy Rehab\Project Files\02_CADD\23_Sheets\34011_SHAUGNESSY_SH_STORM.dwg



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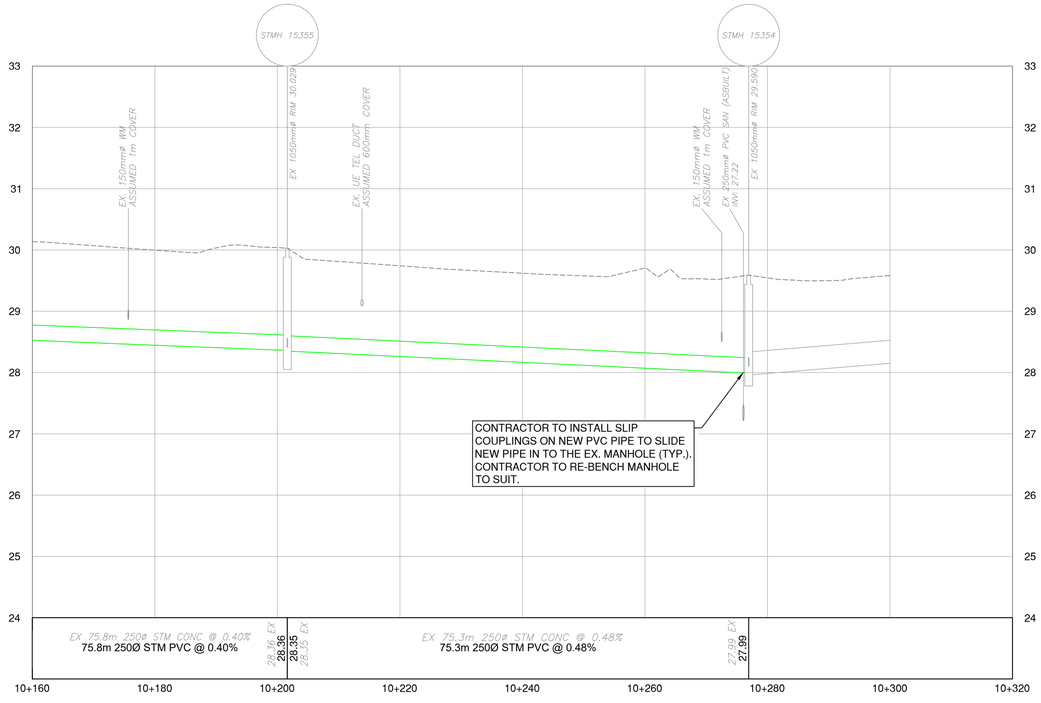
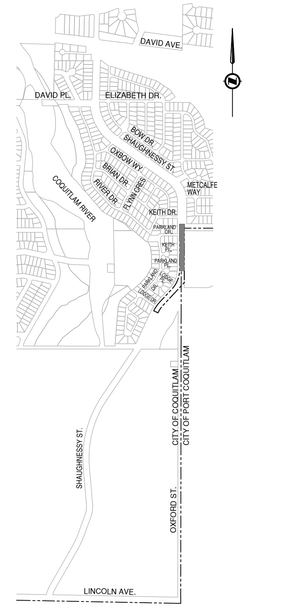
METRO VANCOUVER (GVWD) PERMIT REQUIRED

STORM MANHOLE TABLE				
MH NO.	RIM EL.	PIPE INV.	LOCATION	TYPE
STMH 15355	RIM = 30.029m	S In 28.36 E In 28.41 N Out 28.35	STA. 10+201.85	1050mm MH AS PER MMCD S1
STMH 15354	RIM = 29.590m	S In 27.99 NE In 28.10 N In 27.96 W Out 27.93	STA. 10+276.94	1050mm MH AS PER MMCD S1



PROFILE
SCALE: 1:500 HOR. 1:50 VER.



KEY PLAN
NTS

1:500 0 10 30m

ISSUED FOR TENDER DESIGN NO. 34011

REV NO.	REVISION DESCRIPTION	DATE	DRAWN	APPR'D
A	CONCEPT DRAWINGS	2025/03/12	NL	MG
B	DETAILED DESIGN	2025/10/28	NL	MG
C	90% DESIGN	2025/12/04	NL	MG
D	ISSUED FOR TENDER	2026/02/05	NL	MG

Coquitlam

STORM SEWER

SHAUGHNESSY STREET
PARKLAND PL. TO PARKLAND DR.

PROFESSIONAL ENGINEER — PROVINCE OF BRITISH COLUMBIA — M. V. DALTON GIBSON # 56379

ISL
#201, 3999 Henning Drive, Burnaby, B.C. V5C 6P9
T: (604)629-2696 F: (604)629-2698

SCALE	1:500HOR. 1:50VER.	CREATION DATE	2024-08-30
DRAWN BY	MR	DESIGN BY	MR
CHECKED BY	GL	APPROVED BY	MG
PLOT DATE	February 6, 2026		

DWG. NO. 08 OF 08
REV. D

File: C:\ADSKACCDocs\ISL\34011 - Shaughnessy Rehab\Project Files\02_CAD\2d\23_Sheets\34011_SHAUGHNESSY_SH_STORM.dwg