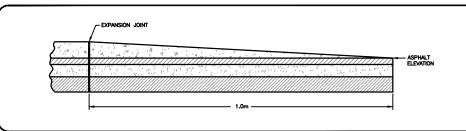
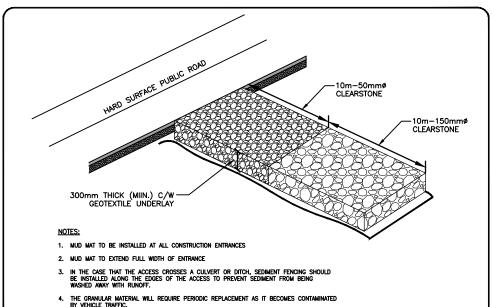


CURB CUT DETAIL



BARRIER CURB END TREATMENT



5. SEDIMENT SHALL BE CLEANED FROM PUBLIC ROADS AT THE END OF EACH DAY.

STORM INLETS BOTH ON AND IN THE PROXIMITY OF THE SITE SHALL BE PROTECTED WITH INLET CONTROL MEASURES PRIOR TO ROAD CLEANING ACTIVITIES. EROSION MUST BE MINIMIZED AND SEDIMENTS MUST BE REMOVED FROM CONSTRUCTION SITE RUN-OFF IN ORDER TO PROTECT DOWNSTREAM AREAS. DURING ALL CONSTRUCTION, EROSION AND SEDIMENTATION MUD MAT ENTRANCE DETAIL SCALE; N.T.S. SHOULD BE CONTROLLED BY THE FOLLOWING TECHNIQUES: LIMIT THE EXTENT OF EXPOSED SOILS AT ANY GIVEN TIME.

- REVEGETATE EXPOSED AREAS AND SLOPES AS SOON AS POSSIBLE.
- MINIMIZE AREA TO BE CLEARED AND GRUBBED.

Stantec Consulting Ltd.

400 - 1331 Clyde Avenue

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The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to The Copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that

PROPOSED SILT FENCE BOUNDARY AS PER OPSD 219.110

PROPOSED MUD MAT LOCATION

PROPOSED TERRAFIX COIR LOG 12

CONTRACTOR TO PROVIDE EROSION AND SEDIMENT CONTROLS (BEST MANAGEMENT PRACTICES) DURING

PROPOSED CATCH BASIN PROTECTION AS PER DETAIL.

Tel. 613.722.4420

www.stantec.com

Ottawa ON

Legend

Notes

Best Management Practices

CONSTRUCTION OF THIS PROJECT.

- PROTECT EXPOSED SLOPES WITH PLASTIC OR SYNTHETIC MULCHES.
- INSTALL CATCH BASIN INSERTS OR EQUIVALENT IN ALL PROPOSED CATCH BASINS AND CATCH BASIN MANHOLES AND IN ALL EXISTING CATCH BASINS THAT WILL RECEIVE RUN-OFF FROM THE SITE.
- MATERIAL TO BE USED OR REMOVED FROM SITE. (LOCATION TO BE DETERMINED)

A SILT FENCE SHALL BE INSTALLED AROUND THE PERIMETER OF ALL AND ANY STOCKPILES OF

OCCUR IF THERE IS A SIGNIFICANT RAINFALL EVENT ANTICIPATED (>10mm) UNLESS A NEW DEVICE

- A VISUAL INSPECTION SHALL BE DONE DAILY ON SEDIMENT CONTROL MEASURES AND CLEANED OF ANY ACCUMULATED SILT AS REQUIRED. THE DEPOSITS WILL BE DISPOSED OFF SITE AS PER THE REQUIREMENTS OF THE CONTRACT.
- SEDIMENT CONTROL BARRIERS MAY ONLY BE REMOVED TEMPORARILY WITH APPROVAL OF CONTRACT ADMINISTRATOR TO ACCOMMODATE CONSTRUCTION OPERATIONS. ALL AFFECTED BARRIERS MUST BE REINSTATED AT NIGHT WHEN CONSTRUCTION IS COMPLETED. NO REMOVAL WILL
- HAS BEEN INSTALLED TO PROTECT EXISTING STORM AND SANITARY SEWER SYSTEMS, OR DOWNSTREAM WATERCOURSES. NO REFUELING OR CLEANING OF EQUIPMENT IS PERMITTED NEAR ANY EXISTING WATERWAY.
- CONTRACT ADMINISTRATOR, THE MEASURE(S) IS NO LONGER REQUIRED. NO CONTROL MEASURES SHALL BE PERMANENTLEY REMOVED WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE CONTRACT ADMINISTRATOR.

CONTRACTOR SHALL REMOVE SEDIMENT CONTROL MEASURES WHEN, IN THE OPINION OF THE

- THE CONTRACTOR SHALL PERIODICALLY, OR WHEN REQUESTED BY THE CONTRACT ADMINISTRATOR, CLEAN OUT ACCUMULATED SEDIMENTS AS REQUIRED. THE CONTRACTOR SHALL IMMEDIATELY REPORT TO THE ENGINEER ANY ACCIDENTAL DISCHARGES OF SEDIMENT MATERIAL INTO THE WATERCOURSE. APPROPRIATE RESPONSE MEASURES, INCLUDING
- ANY REPAIRS TO EXISTING CONTROL MEASURES OR THE IMPLEMENTATION OF ADDITIONAL CONTROL MEASURES, SHALL BE CARRIED OUT BY THE CONTRACTOR WITHOUT DELAY.
- CONTRACTOR SHALL INSTALL MUD MATS AT BOTH ENTRANCES TO THE SITE. STORMWATER SWALES TO BE COVERED WITH HYDRO-SEED AND MULCH.

10	ISSUED FOR SPA	MJS	DT	17.10.20
9	ISSUED FOR ADDENDUM # 3	MJS	GR	17.05.04
8	ISSUED FOR ADDENDUM # 1	MJS	GR	17.04.28
7	ISSUED FOR TENDER	MJS	GR	17.04.12
6	ISSUED FOR TENDER	MJS	GR	17.03.29
5	REVISED AS PER CITY COMMENTS	MJS	DT	17.03.28
4	REVISED AS PER CITY COMMENTS	MJS	DT	17.01.03
3	REVISED SERVICING BLDG H3	MJS	DT	17.01.03
2	REVISED AS PER CITY COMMENTS	MJS	DT	16.12.07
1	ISSUED FOR SPA	MJS	DT	16.07.27
Povision		Bv	Appd.	YY.MM.DD

DT MJS 16.06.30 Dwn. Chkd. Dsgn. YY.MM.DD

Revision File Name: 160401242 DB Unit Weight: 2673 kg [5893 lbs.] Permit-Seal

Type J Connection

----50mm HL3 FINE ASPHALT WITH 458° TAMPED EDGE. - GRANULAR 'B' TYPE 2, SUB BASE COMPACTED TO 98% S.P.D. COMPACTED SUB BASE 98% S.P.D.-FILL AREAS, 95% S.P.D.- CUT AREAS. NOTES:
ALL MEASUREMENTS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED. EXCANATION: EXCANATE TO 500 MINIMAM DEPTH OR EEPER, AS REQUIRED, CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVIL AND REPLACEMENT OF ANY UNSUTFABLE SUS GRADE MATERIAL SUCH AS TOP-SOLL, ALS OFT SPOTS MAD/OF REGRANG MATTER AND REPLACEMENT WITH CLEM SUBSOLL FILL SUS GRADE SHALL BE CONSOLIDATED TO A 98% S.P.D. REMOVE EXCANATED MATERIAL FOR SITE UNLESS OTHERMISE DIRECTED. GRANULAR GRANULAR A - 100% S.P.D MIN., GRANULAR B, TYPE 2, SUB BASE GRANULAR TO OPSS ASPHALT: 50 TOP SURFACE LAYER (AFTER COMPACTION) OF HOT MIX HL3 FINE IN ACCORDANCE WITH OPEN STANDARDS. EDGE ASPHALT EDGE TO BE 48 DEGREES WELL TAMPED TO FORM UNFORMAY SMOOTH, CLEAN EDGES WITHOUT TREATMENT: LATERAL DEMANDLES, SOO TO FARINER WITH DUSTINGS OAND GRADES AT AMOSBALM SLOFE OF 41 DESCRIBED OF AUTHORITY OF A STANDARD OF DRAINAGE: SLOPE TO BE A MINIMUM OF 2% ON CROWNED OR CROSS SLOPED PATHS AS DIRECTED ON SITE OR AS SHOWN IN DRAININGS. SODDING: ALL DISTURBED AREAS ALONG ASPHALT WALKWAYS SHALL BE SODDED OVER 150 TOPSOIL FOR A MINIMUM DISTANCE OF 900. GEOTEXTILE: FILTER FABRIC SHALL BE APPROVED NON-WOVEN CLASS 1 GEOTEXTILE AS PER MS-22.15 WHEN WARRANTED BY SOIL CONDITIONS, SUBJECT TO APPROVAL BY THE CONTRACT ADMINISTRATOR. MOTE: TO BE CONFIRMED WITH SOIL INVESTIGATIONS AND MODIFIED ACCORDINGLY

ASPHALT WALKWAY/
SERVICE ACCESS—HEAVY DUTY

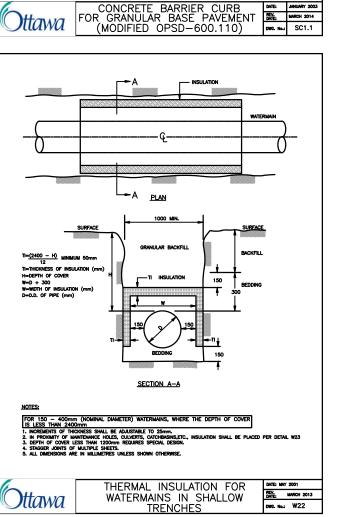
MILE FEB 2018

DWILL FEB 2018

DWILL FEB 2018

DWILL FEB 2018

----SOD ON 150 MIN. TOPSOIL PLACED 25mm BELOW TOP OF ASPHALT.



NOTES:

1. THE FULL CURB DEPTH SHALL BE CARRIED THROUGH THE DEPRESSED ACCESS CROSSING.

2. A CONCRETE SUPPORT IS REQUIRED WHEN BUILT ADJACENT TO THE SIDEWALK

3. IF AN EXTRUSION CURBING MACHINE IS USED. THE EXPANSION BITUMINOUS MATERIAL AND THE \$15 DOWELS

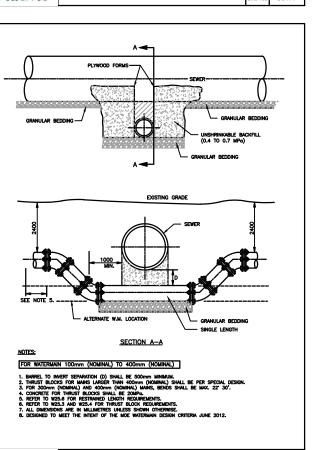
ARE TO BE PLACED AT THE END OF THE EXTRUSION.

A ALL DIMENSIONS ARE IN HILLIARTES UNESS SHOWN OTHERWISE.

5. DUMMY JOINTS SHALL BE 25mm DEEP, FRONT, BACK AND TOP OF SECTION AT 2m SPACING.

6. FOR DEPRESSED CURB AT ENTRANCES USE 230.

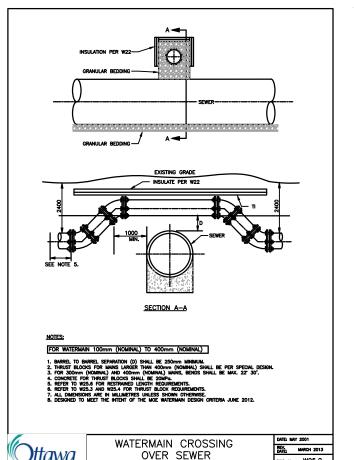
7. DEPRESSED CURB HEDRIT — FOR PEDESTRIAN CURB RAMPS 0 TO 6.0mm AND FOR PRIVATE ENTRANCES 0 TO 25mm



WATERMAIN CROSSING

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
2. THE MAXIMUM SLOPE IS NOT TO SCIECED 2X.
3. FOR CURB RAMPS, SLOPE OF 2.0% TO 5.0%, MAXIMUM 8%.
4. EXPANSION AND DUMMY JOINTS AS PER SCS.
5. DEPRESSED CURB HEIGHT — FOR PEDESTRIAN CURB RAMPS 0 TO 6mm AND FOR PRIVATE ENTRANCES 0 TO 25mm.

CONCRETE BARRIER CURB



1. CONCRETE AND GRANULAR "A" IS TO BE INCREASED TO 150mm AT THE ENTRANCE AND 150x150mm MW9.1:MM9.1:

2. TRANSPIRES EXPANSION JOHNS ARE REQUIRED AT THE ENSI, THE MISPORM, AT INTERVALS OF 4m MAX, AND ALSO

3. WIREN THE OPENALL BUTNACK HOME EXCELSED 2.5m, A LONGROUNDING CONSTRUCTION FROM EXPANSION AND EXCELSED 2.5m, A LONGROUNDING CONSTRUCTION FROM EXPANSION AND ASSOCIATION FROM EXCELSED 2.5m, A LONGROUNDING CONSTRUCTION JOHN SWALL BE CREATED AT ITS

MISPORT.

ALL DIRESPONS ARE IN MILIEURES UNLESS SHOWN OTHERWISE.

7. THE MANAMA SLOPE IS NOT TO EXCEED 2000 THERE IS A MAXIMUM SPACING OF 2m BETWEEN ALL JOINTS.

8. SIGNAL DUMN'T MANISCRES CHARTS AS REQUIRED SO THERE IS A MAXIMUM SPACING OF 2m BETWEEN ALL JOINTS.

9. SIGNALIAN HOT TO BE EMPRESSED ACROSS DIMENSIAY ACCESSES.

10. EMPHASION AND DUMN'T JOINTS AF PER SOS.

TYPICAL CONCRETE SIDEWALK
IN BOULEVARD

DITE MAY 2001

STEEL MAY 2001

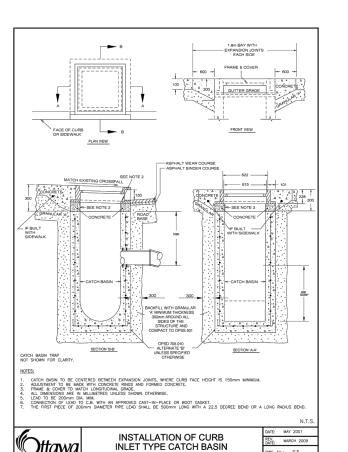
STEEL MAY 2001

STEEL MAY 2001

STEEL MAY 2001

4. EDGES AND JOINTS ARE TO BE FINISHED WITH A 75mm EDGING TOOL.

5. ALL CONCRETE SIDEWALKS ARE TO HAVE A BROOM FINISH UNLESS OTHERWISD SPECIFIED.



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.

2. APPROVED 510 X WIDTH OF CURB RAMP (1500mm) TACTILE WALKING SURFACE INDICATOR, RADIUS TO MATCH CURB. DRAIN GROVES AS PER SC7.

3. CURB DETAILS SEE SC1.1, SC1.2 AND SC1.3.

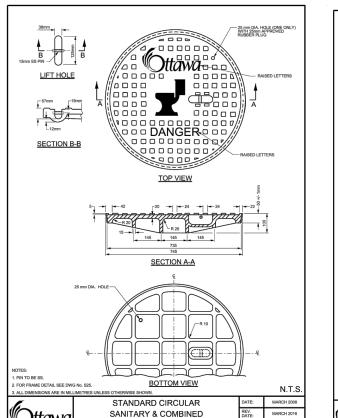
4. SIDEWALK DETAILS SEE SC2.1, SC1.2 AND SC1.3.

5. CURB RAMPS AS PER SC6. AND SC3.

6. CONTROLLED MEANS SIGNALIZED OR A 4—MAY STOP INTERSECTION.

7. CONTROLLED MEANS SIGNALIZED OR A 4—MAY STOP INTERSECTION.

8. FOR CURB RAMPS, SLOPE OF 25 TO 5%, MAXIMUM 6%.



1. TOPS OF TWIS'S (TATILE WILLIAMS SUPFACE INDICATOR) SHALL BE AUGUSTE A LINE. WITH THE AUACENT CONCRETE SHAPES AND INSTALLATION IN WET CONCRETE SHALL BE EFFECTIVE IN PERMANENTLY SECURING THE TIRS! IN PLACE DICE, DIV. 2. FOR MONOCLINES SCHEMIAS, THIS! SHALL BE 300 TO 300mm BACK PROW THE CURE PACE

-150-200mm CONCRETE BORDER TO SUIT NON-CONCRETE SIDEWALKS

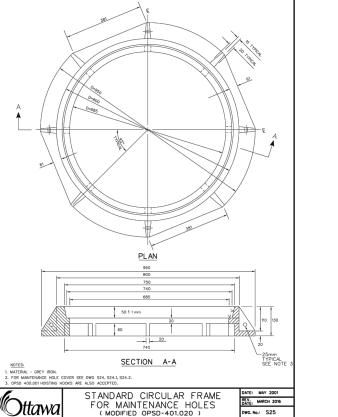
BACK OF CURB (SEE NOTE 2)

DATE: MARCH 2015

REV. DATE: MARCH 2016

DWG. No.: SC7.3

PROFILE



Hy-Grade Precast Concrete | 2016 Precast Barrier Catalog

Client/Project SMARTREIT

> ORLEANS II DEVELOPMENT 2025 MER BLEUE ROAD OTTAWA, ON, CANADA

EROSION CONTROL AND **DETAIL SHEET**

Project No. Scale 160401242 Drawing No. Sheet Revision

ORIGINAL SHEET - ARCH D

Ottawa CLAY SEAL FOR PIPE TRENCHES (Since two 2001)

SECTION B-B

ASSUME DEPRESSED ACCESS CROSSINS, INCLUDING TAPER SECTION, CONCRETE SLABS SHALL BE 15,0mm in DEPTH WITH 150x150mm in Mori JAMPA I REDIFFORING MESH ON 150mm GRANULAR "A".

2. ALL DIMENSIONS ARE IN MILLMETRES UNLESS SHOWN OTHERWISE.

3. THE MAXIMUM SLOPE IS NOT TO EXCEED 4% FOR VEHICLE ACCESS RAMPS.

5. DROP CURB HEIGHT MINIMUM Own, DESIRED 15mm, MAXIMUM 25mm.

SECTION THROUGH ACCESS CROSSING

MIN. 2.4m TAPER SECTION

SLOPE=2%-4% (SEE NOTE 4)
-FOR 1.8m WALK: 36mm-72mm
-FOR 3.0m WALK: 60mm-120mm

17241