




LEGEND

	BARRIER CURB c/w DEPRESSED CURB
	CONCRETE SIDEWALK & WALKWAY
	HEAVY DUTY ASPHALT & FIRE ROUTE
	SANITARY MANHOLE c/w TOP OF GRATE ELEVATION
	STORM MANHOLE c/w TOP OF GRATE ELEVATION
	CATCHBASIN MANHOLE c/w TOP OF GRATE ELEVATION
	CATCHBASIN c/w TOP OF GRATE ELEVATION
	LANDSCAPE CATCH BASIN c/w PERFORATED PIPE
	VALVE & VALVE BOX
	FIRE HYDRANT c/w BOTTOM OF FLANGE ELEVATION
	PRESSURE REDUCING VALVE
	CENTERLINE OF SWALE
	3:1 SLOPING (UNLESS SPECIFIED)
	TYPICAL PROPOSED GRADE
	EXISTING GRADE TO REMAIN
	SWALE GRADE
	SILT FENCE BARRIER
	PROPOSED PROPERTY BOUNDARY
	PROPOSED STREETLIGHT
	PROPOSED ELECTRIC CAR CHARGING STATION

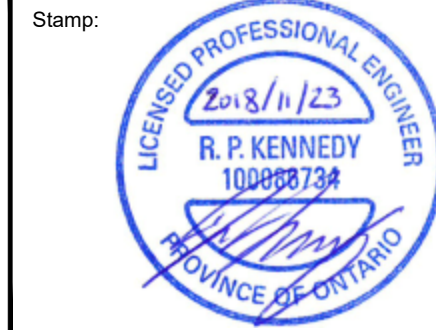
5	REVISED AS PER CITY COMMENTS	NOV. 23, 2018
4	REVISED AS PER CITY COMMENTS	SEP. 19, 2018
3	REVISED AS PER CITY COMMENTS	MAY 09, 2018
2	ISSUED FOR CITY REVIEW	OCT. 27, 2017
1	ISSUED FOR CLIENT REVIEW	OCT. 20, 2017
No.	Revision/Issue	Date

SCALE 1 : 250



0 5 10 15 20 25 Metres

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OTTAWA ONTARIO

Scale: 1:250	Project Number: CP-17-0199
Drawn by: PGK	
Checked By: CJM/RPK	Drawing Number: C102
Designed By: PGK	
Date: APR 18, 2017	

Chart 3: HF & MHF Preset Flow Curves

The graph plots Head (m) on the Y-axis (0.0 to 6.0) against Flow Q (L/s) on the X-axis (0 to 160). Five curves are shown, labeled A through E in the legend:

- A: Dashed line, steepest curve.
- B: Solid line, passes through (100, 2.5).
- C: Dashed line, passes through (100, 2.5).
- D: Dotted line, passes through (100, 2.5).
- E: Dash-dot line, shallowest curve.

A horizontal line is drawn at 2.5 m head, and a vertical line is drawn at 100 L/s flow. The intersection of these lines is on curve B.

WATERMAIN TABLE					
SPAN	LOCATION	STATION	FINISHED GRADE	TOP OF PIPE	DEPTH (m)
A-B	CONNECTION	1+000.00	99.02	96.62	2.40*
	VALVE	1+003.65	99.19	96.79	2.40
	11.25 BEND	+0008.29	99.40	97.00	2.40
	200 x 150 TEE (C)	1+035.09	99.11	96.71	2.40
	REDUCER	1+036.69	99.13	96.71	2.40
	150 x 150 TEE (HYD)	1+042.12	99.07	96.67	2.40
	45° BEND	1+062.78	99.09	96.69	2.40
	150 x 150 TEE (HYD)	1+070.27	98.88	96.48	2.40
	45° BEND	1+071.78	98.84	96.44	2.40
	45° BEND	1+073.78	98.90	96.50	2.40
C-D	1m BEFORE CROSSING	1+112.54	97.64	95.24	2.40
	CROSSING	1+113.54	97.67	95.09	2.58
	1m AFTER CROSSING	1+114.54	97.69	95.29	2.40
	DMA CHAMBER	1+154.82	97.42	95.02	2.40
	150 x 300 TEE	1+160.15	97.18	94.78	2.40*
	CONNECTION	2+000.00	99.11	96.71	2.40
	150 x 150 TEE	2+040.78	99.35	96.95	2.40
	1m BEFORE VALVE	2+004.84	99.35	96.95	2.40
	VALVE	2+005.59	99.39	96.54	2.85
	CROSSING	2+006.84	99.45	96.54	2.91
E-F	1m AFTER CROSSING	2+007.84	99.50	97.10	2.40
	PRV	2+014.15	99.83	97.43	2.40
	VALVE	2+015.61	99.88	97.66	2.40
	CONNECTION	3+000.00	99.18	96.76	2.40
	45° BEND	3+004.25	99.18	96.78	2.40
A-G	45° BEND	3+005.99	99.22	96.82	2.40
	FLUSHING CHAMBER	3+006.99	99.27	96.87	2.40
	CONNECTION	4+000.00	99.30	96.90	2.40*
	VALVE	4+037.13	100.04	97.64	2.40
	600 x 200 TEE	4+050.30	99.85	97.40	2.45

* DEPTH OF EXISTING INFRASTRUCTURE ASSUMED TO BE 2.40m BELOW GROUND. CONTRACTOR IS TO VERIFY AND INFORM ENGINEER OF ANY DEVIATIONS OR CONFLICTS.