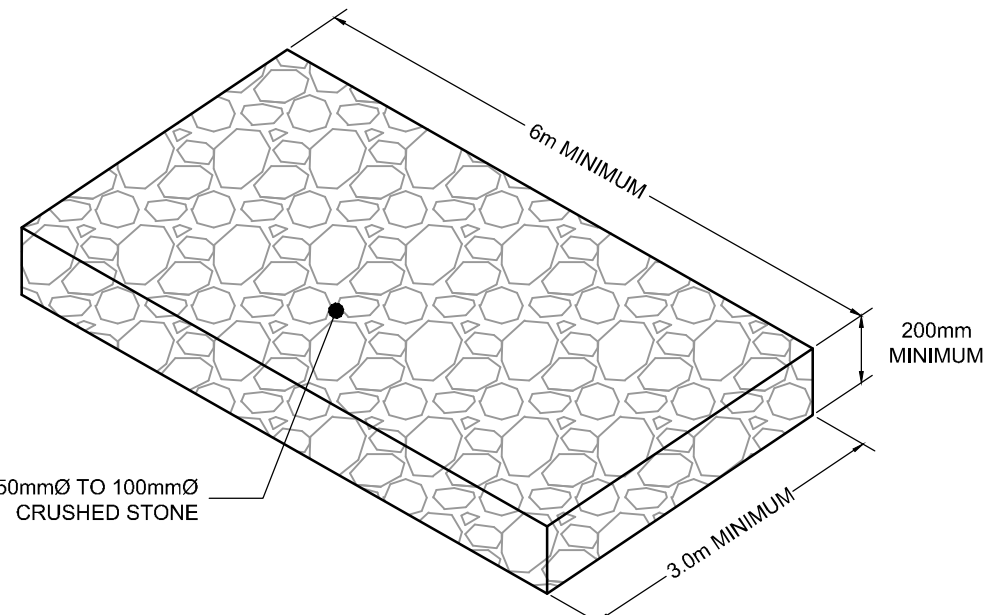


ESTIMATED QUANTITIES OF PROPOSED WORK IN DUN SKIPPER DRIVE R.O.W.

- 42m OF BARRIER CURB PER SC1.1
- 33.5m² OF CONCRETE SIDEWALK
- 51m² OF HEAVY DUTY ASPHALT

ESTIMATED QUANTITIES OF PROPOSED WORK IN BANK STREET R.O.W.

- 170m OF BARRIER CURB PER SC1.1
- 535m² OF HEAVY DUTY ASPHALT

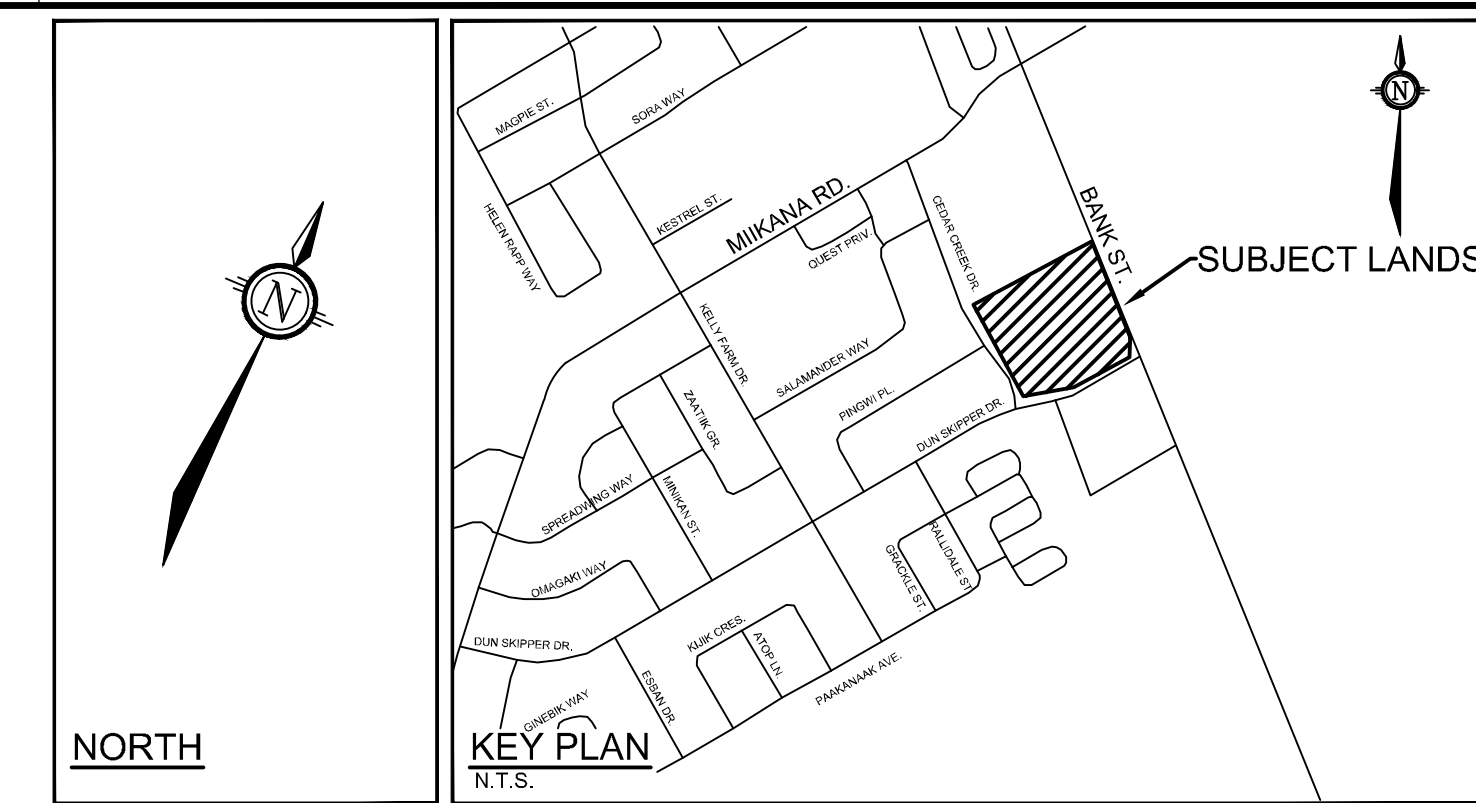


PAVEMENT STRUCTURES:

- LIGHT DUTY**
 - 20mm H.L.3SP12.5mm CAT. B
 - 150mm GRANULAR "A"
 - 300mm GRANULAR "B" TYPE II
- HEAVY DUTY**
 - 40mm H.L.3SP12.5mm CAT. B
 - 50mm H.L.6SP19.0mm CAT. B
 - 150mm GRANULAR "A"
 - 450mm GRANULAR "B" TYPE II

LEGEND

- PROPERTY LINE
- PROPOSED ELEVATION
- EXISTING ELEVATION
- PROPOSED DITCH ELEVATION
- PROPOSED TOP OF BANK ELEVATION
- PROPOSED BUILDING ENTRANCE
- DIRECTION OF MAJOR OVERLAND FLOW
- PROPOSED SAN MANHOLE
- PROPOSED RETAINING WALL
- PROPOSED STORM MANHOLE
- PROPOSED CATCHBASIN MANHOLE
- PROPOSED CATCHBASIN
- PROPOSED FIRE HYDRANT
- PROPOSED VALVE AND VALVE BOX
- PROPOSED HIGH POINT
- PROPOSED CURB
- APPROXIMATE FLOODING LIMITS
- PROPOSED DEPRESSED CURB
- TACTILE WALKING SURFACE INDICATOR (TWSI) PER OPSD 310.039
- SWALE AND DIRECTION OF FLOW
- TERRACING 3:1 SLOPE MAX (UNLESS OTHERWISE INDICATED)
- SLOPE AND DIRECTION
- EXISTING VALVE & VALVE CHAMBER
- EXISTING VALVE & VALVE BOX
- EXISTING HYDRANT
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE
- EXISTING CATCHBASIN
- EXISTING LIGHT STANDARD
- EXISTING HANDWELL
- EXISTING HYDRO POLE
- EXISTING SIGN
- EXISTING TRAFFIC SIGNAL
- EXISTING HYDRO ANCHOR
- EXISTING GAS VALVE



GENERAL NOTES:

- COORDINATE AND SCHEDULE ALL WORK WITH OTHER TRADES AND CONTRACTORS.
- DETERMINE THE EXACT LOCATION, SIZE, MATERIAL AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING CONSTRUCTION. PROTECT AND ASSUME RESPONSIBILITY FOR ALL EXISTING UTILITIES WHETHER OR NOT SHOWN ON THIS DRAWING.
- OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OTTAWA BEFORE COMMENCING CONSTRUCTION.
- BEFORE COMMENCING CONSTRUCTION OBTAIN AND PROVIDE PROOF OF COMPREHENSIVE ALL RISK AND OPERATIONAL LIABILITY INSURANCE FOR \$5,000,000.00. INSURANCE POLICY TO NAME OWNERS, ENGINEERS AND ARCHITECTS AS CO-INSURED.
- RESTORE ALL DISTURBED AREAS ON-SITE AND OFF-SITE, INCLUDING TRENCHES AND SURFACES ON PUBLIC ROAD ALLOWANCES TO EXISTING CONDITIONS OR BETTER TO THE SATISFACTION OF THE CITY OF OTTAWA AND ENGINEER.
- REMOVE FROM SITE ALL EXCESS EXCAVATED MATERIAL, ORGANIC MATERIAL AND DEBRIS UNLESS OTHERWISE INSTRUCTED BY ENGINEER. EXCAVATE AND REMOVE FROM SITE ANY CONTAMINATED MATERIAL. ALL CONTAMINATED MATERIAL SHALL BE DISPOSED OF AT A LICENSED LANDFILL FACILITY.
- ALL ELEVATIONS ARE GEODETIC.
- REFER TO GEOTECHNICAL INVESTIGATION REPORT P73282.2, DATED OCTOBER 01, 2024, PREPARED BY PATERSON GROUP, FOR SUBSURFACE CONDITIONS, CONSTRUCTION RECOMMENDATIONS AND GEOTECHNICAL INSPECTION REQUIREMENTS. THE GEOTECHNICAL CONSULTANT IS TO REVIEW ON-SITE CONDITIONS AFTER EXCAVATION PRIOR TO PLACEMENT OF THE GRANULAR MATERIAL.
- REFER TO ARCHITECTS AND LANDSCAPE ARCHITECTS DRAWINGS FOR BUILDING AND HARD SURFACE AREAS AND DIMENSIONS.
- REFER TO SERVICING AND STORMWATER MANAGEMENT REPORT(R-2024-074) PREPARED BY NOVATECH ENGINEERING CONSULTANTS LTD.
- SAW CUT AND KEY GRIND ASPHALT AT ALL ROAD CUTS AND ASPHALT TIE IN POINTS AS PER CITY OF OTTAWA STANDARDS (R10).

GRADING NOTES:

- ALL TOPSOIL, ORGANIC OR DELETERIOUS MATERIAL MUST BE ENTIRELY REMOVED FROM BENEATH THE PROPOSED PAVED AREAS AS DIRECTED BY THE SITE ENGINEER OR GEOTECHNICAL ENGINEER.
- EXPOSED SUBGRADES IN PROPOSED PAVED AREAS SHOULD BE PROOF ROLLED WITH A LARGE STEEL DRUM ROLLER AND INSPECTED BY THE GEOTECHNICAL ENGINEER PRIOR TO THE PLACEMENT OF GRANULARS.
- ANY SOFT AREAS EVIDENT FROM THE PROOF ROLLING SHOULD BE SUB-EXCAVATED AND REPLACED WITH SUITABLE MATERIAL THAT IS PROCT COMPATIBLE WITH THE EXISTING SOILS AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER.
- THE GRANULAR BASE SHOULD BE COMPACTED TO AT LEAST 100% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY VALUE. ANY ADDITIONAL GRANULAR FILL USED BELOW THE PROPOSED PAVEMENT SHOULD BE COMPACTED TO AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY VALUE.
- MINIMUM OF 2% GRADE FOR ALL GRASS AREAS UNLESS OTHERWISE NOTED.
- MAXIMUM TERRACING GRADE TO BE 3:1 UNLESS OTHERWISE NOTED.
- ALL GRADES BY CURBS ARE EDGE OF PAVEMENT GRADES UNLESS OTHERWISE INDICATED.
- ALL CURBS SHALL BE BARRIER CURB (150mm) UNLESS OTHERWISE NOTED AND CONSTRUCTED AS PER CITY OF OTTAWA STANDARDS (SC1.1).
- CONCRETE CURB AND SIDEWALK SHALL BE AS PER CITY OF OTTAWA STANDARD SC1.4.
- REFER TO LANDSCAPE PLAN FOR PLANTING AND OTHER LANDSCAPE FEATURE DETAILS.
- CONTRACTOR TO PROVIDE THE CONSULTANT WITH A GRADING PLAN INDICATING AS-BUILT ELEVATIONS OF ALL DESIGN GRADES SHOWN ON THIS PLAN.

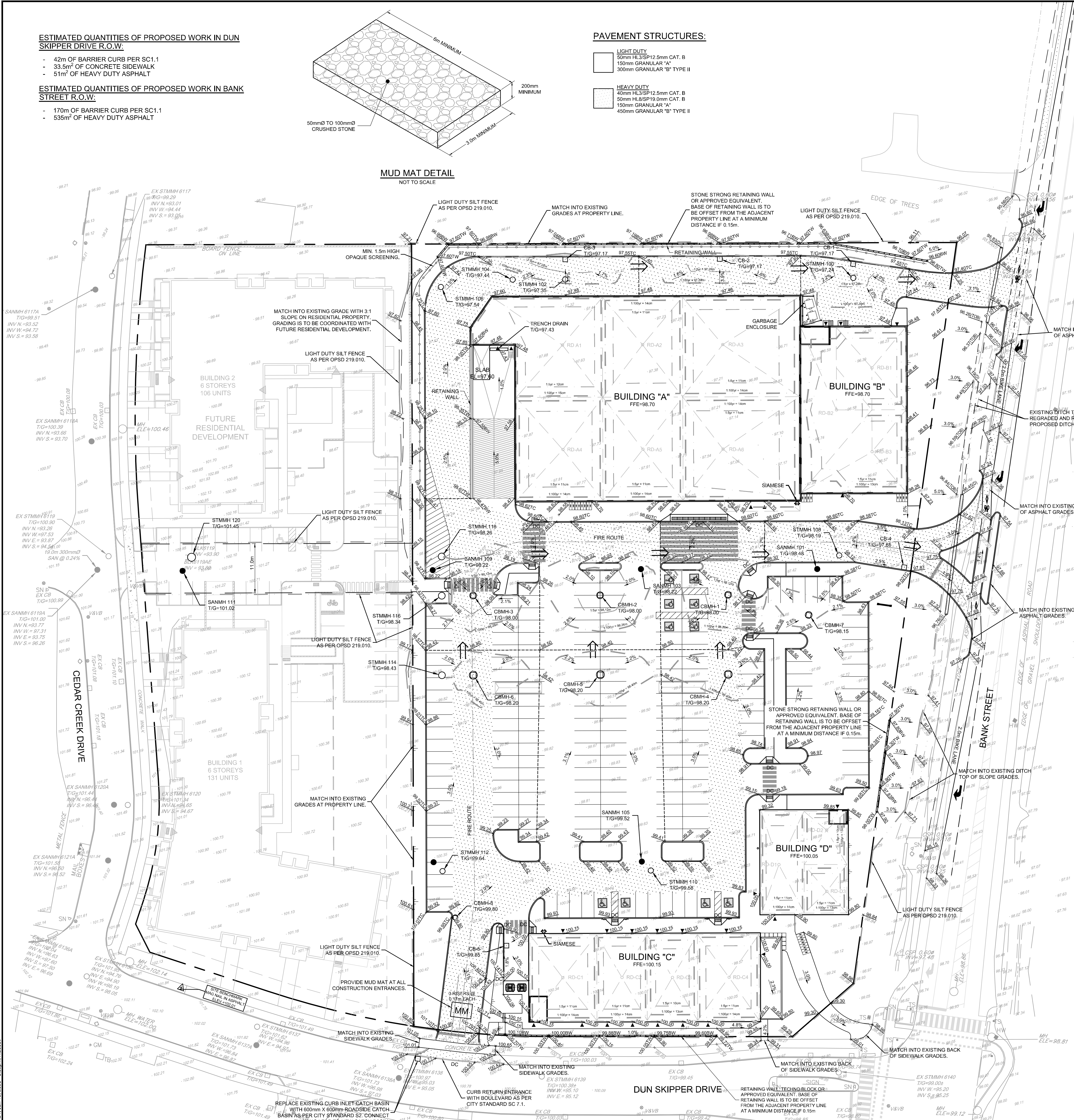
EROSION AND SEDIMENT CONTROL NOTES:

- THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES, TO PROVIDE PROTECTION OF THE AREA DRAINAGE SYSTEM AND THE RECEIVING WATERCOURSE, DURING CONSTRUCTION ACTIVITIES. THE CONTRACTOR ACKNOWLEDGES THAT FAILURE TO IMPLEMENT APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES MAY BE SUBJECT TO PENALTIES IMPOSED BY ANY APPLICABLE REGULATORY AGENCY.
- ALL EROSION AND SEDIMENT CONTROLS ARE TO BE INSTALLED TO THE SATISFACTION OF THE ENGINEER AND THE CITY OF OTTAWA. THEY ARE TO BE APPROPRIATE TO THE SITE CONDITIONS, PRIOR TO UNDERTAKING ANY SITE ALTERATIONS (FILLING, GRADING, REMOVAL OF VEGETATION, ETC.) AND DURING ALL PHASES OF SITE PREPARATION AND CONSTRUCTION. THESE PRACTICES ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE CURRENT BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL AND SHOULD INCLUDE AS A MINIMUM THOSE MEASURES INDICATED ON THE PLAN.
- EROSION AND SEDIMENT CONTROL MEASURES WILL BE IMPLEMENTED DURING CONSTRUCTION IN ACCORDANCE WITH THE "GUIDELINES ON EROSION AND SEDIMENT CONTROL FOR URBAN CONSTRUCTION SITES" (GOVERNMENT OF ONTARIO, MAY 1987). THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR MEETING ALL REGULATORY AGENCY REQUIREMENTS.
- TO PREVENT SURFACE EROSION FROM ENTERING ANY STORM SEWER SYSTEM DURING CONSTRUCTION, FILTER BAGS WILL BE PLACED UNDER GRATES OF NEARBY CATCHBASINS AND STRUCTURES. A LIGHT DUTY SILT FENCE BARRIER WILL ALSO BE INSTALLED AROUND THE CONSTRUCTION AREA (WHERE APPLICABLE).
- TO LIMIT EROSION, MINIMIZE THE AMOUNT OF EXPOSED SOILS AT ANY GIVEN TIME, RE-VEGETATE EXPOSED AREAS AND SLOPES AS SOON AS POSSIBLE AND PROTECT EXPOSED SLOPES WITH NATURAL OR SYNTHETIC MULCHES.
- FOR MATERIAL STOCKPILING, MINIMIZE THE AMOUNT OF EXPOSED MATERIALS AT ANY GIVEN TIME; APPLY TEMPORARY SEEDING, TARPS, COMPACTATION AND/OR SURFACE ROUGHENING AS REQUIRED TO STABILIZE STOCKPILED MATERIALS THAT WILL NOT BE USED WITHIN 14 DAYS.
- THE SEDIMENT CONTROL MEASURES SHALL ONLY BE REMOVED WHEN, IN THE OPINION OF THE ENGINEER, THE MEASURES ARE NO LONGER REQUIRED. NO CONTROL MEASURES MAY BE PERMANENTLY REMOVED WITHOUT PRIOR AUTHORIZATION FROM THE ENGINEER.
- THE CONTRACTOR SHALL IMMEDIATELY REPORT TO THE ENGINEER ANY ACCIDENTAL DISCHARGES OF SEDIMENT MATERIAL INTO ANY STORM SEWER SYSTEM. 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.
- THE CONTRACTOR ACKNOWLEDGES THAT FAILURE TO IMPLEMENT EROSION AND SEDIMENT CONTROL MEASURES MAY BE SUBJECT TO PENALTIES IMPOSED BY ANY APPLICABLE REGULATORY AGENCY.
- ROADWAYS ARE TO BE SWEEP AS REQUIRED OR AS DIRECTED BY THE ENGINEER AND/OR THE MUNICIPALITY.
- THE CONTRACTOR SHALL ENSURE PROPER DUST CONTROL IS PROVIDED WITH THE APPLICATION OF WATER (AND IF REQUIRED, CALCIUM CHLORIDE) DURING DRY PERIODS. MONITOR DUST LEVELS DURING SITE PREPARATION/EXCAVATION, AND CONSTRUCTION ACTIVITIES, AND WHEN DUST LEVELS BECOME VISUALLY APPARENT SPRAY WATER TO MINIMIZE THE RELEASE OF DUST FROM GRAVEL, PAVED AREAS AND EXPOSED SOILS. USE CHEMICAL DUST SUPPRESSANTS ONLY WHERE NECESSARY ON PROBLEM AREAS.

BENCHMARK NOTES:

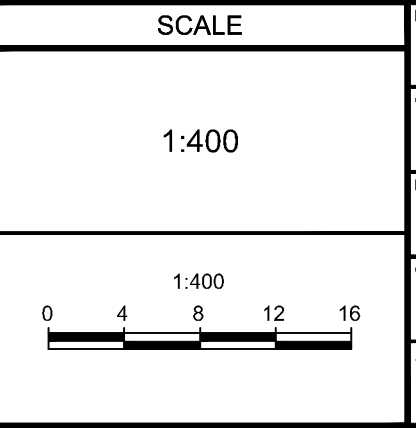
- ELEVATIONS SHOWN ARE GEODETIC AND ARE REFERRED TO CITY OF OTTAWA 2016-0350, HAVING A PUBLISHED ELEVATION OF 64.947 METRES (CGVD28.78).
- IT IS THE RESPONSIBILITY OF THE USER OF THIS INFORMATION TO VERIFY THAT THE JOB BENCHMARK HAS NOT BEEN ALTERED OR DISTURBED AND THAT ITS RELATIVE ELEVATION AND DESCRIPTION AGREES WITH THE INFORMATION SHOWN ON THIS DRAWING.
- BENCHMARK WAS PROVIDED ON PLAN OF SURVEY BLOCK 241, REGISTERED PLAN AM-1617, CITY OF OTTAWA, SURVEYED BY J.D. BARNES LIMITED.

POTENTIAL ROADWAY MODIFICATIONS, SUBJECT TO MONITORING OF THE CITY'S TIMELINES FOR THE FUTURE BANK STREET PROJECT.



NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMANS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

NO.	REVISION	DATE	BY
4.	REVISED PER CITY COMMENT	JAN 10 2025	MS
3.	ISSUED FOR SITE PLAN APPLICATION	OCT 24 2024	MS
2.	ISSUED FOR CLIENT REVIEW	OCT 17 2024	MS
1.	PHASE 2 PRE-CONSULTATION	AUG 22 24	MS



FOR REVIEW ONLY

CV
MS
CV
MS
JLS

LOCATION
CITY OF OTTAWA
150 DUN SKIPPER DRIVE

DRAWING NAME
GRADING AND EROSION & SEDIMENT CONTROL PLAN

PROJECT NO.
124107

REV #
4

DRAWING NO.
124107-GR

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