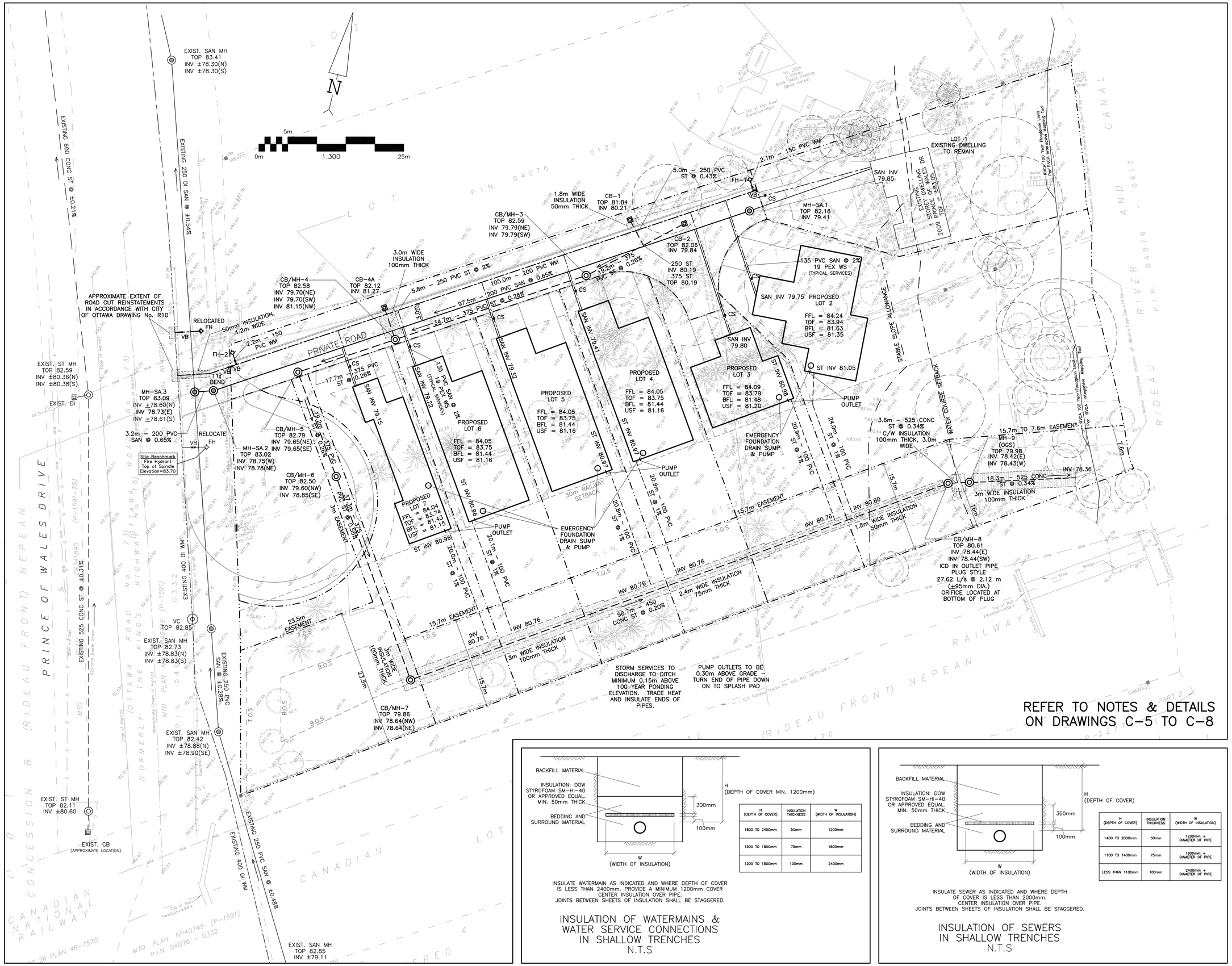
EXIST. SAN MH
TOP 83.41
INV ±78.30(N)
INV ±78.30(S)
EXISTING 600 CONC ST @ ±0.21%
EXISTING 250 DI SAN @ ±0.54%
N
0m
1:300
5m
25m
LOT 1
EXISTING DWELLING TO REMAIN
SAN INV 79.85
EXISTING SEPTIC SYSTEM TO BE DECOMMISSIONED
2009
PRINCE OF WALES DR
2.1m - 150 PVC WM
5.0m - 250 PVC ST @ 0.43%
FH-1
VB
CS
MH-SA.1
TOP 82.18
INV 79.41
1.8m WIDE INSULATION 50mm THICK
CB-1
TOP 81.84
INV 80.21
CB/MH-3
TOP 82.59
INV 79.79(NE)
INV 79.79(SW)
CB-2
TOP 82.06
INV 79.84
250 ST
INV 80.19
375 ST
TOP 80.19
3.0m WIDE INSULATION 100mm THICK
CB-4A
TOP 82.12
INV 81.27
CB/MH-4
TOP 82.58
INV 79.70(NE)
INV 79.70(SW)
INV 81.15(NW)
5.8m - 250 PVC ST @ 2%
105.0m - 200 PVC SAN @ 0.65%
97.5m - 200 PVC ST @ 0.26%
34.7m - 375 PVC ST @ 0.26%
19.2m - 375 PVC ST @ 0.26%
APPROXIMATE EXTENT OF ROAD CUT REINSTATEMENTS IN ACCORDANCE WITH CITY OF OTTAWA DRAWING No. R10
RELOCATED FH
50mm INSULATION, 1.2m WIDE
2.2m - 150 PVC WM
PRIVATE ROAD
FH-2
VB
CS
11.2m BEND
17.7m ST @ 0.26%
375 PVC
EXIST. ST MH
TOP 82.59
INV ±80.36(N)
INV ±80.38(S)
EXIST. DI
MH-SA.3
TOP 83.09
INV ±78.60(N)
INV 78.73(E)
INV ±78.61(S)
3.2m - 200 PVC SAN @ 0.65%
RELOCATE FH
Site Benchmark
Fire Hydrant
Top of Spindle
Elevation=83.70
CB/MH-5
TOP 82.79
INV 79.65(NE)
INV 79.65(SE)
MH-SA.2
TOP 83.02
INV 78.75(W)
INV 78.78(NE)
19.4m ST @ 0.26%
375 PVC
CB/MH-6
TOP 82.50
INV 79.60(NW)
INV 78.85(SE)
37.1m ST @ 0.26%
375 PVC
3m EASEMENT
SAN INV 79.15
SAN INV 79.22
SAN INV 79.32
SAN INV 79.41
135 PVC SAN @ 2%
19 PEX WS @ 2%
(TYPICAL SERVICES)
PROPOSED LOT 5
FFL = 84.05
TOF = 83.75
BFL = 81.44
USF = 81.16
PROPOSED LOT 6
FFL = 84.05
TOF = 83.75
BFL = 81.44
USF = 81.16
PROPOSED LOT 7
FFL = 84.04
TOF = 83.74
BFL = 81.43
USF = 81.15
ST INV 80.91
ST INV 80.96
PROPOSED LOT 4
FFL = 84.05
TOF = 83.75
BFL = 81.44
USF = 81.16
PROPOSED LOT 3
FFL = 84.09
TOF = 83.79
BFL = 81.48
USF = 81.20
SAN INV 79.80
ST INV 81.05
PUMP OUTLET
PROPOSED LOT 2
FFL = 84.24
TOF = 83.94
BFL = 81.63
USF = 81.35
SAN INV 79.75
135 PVC SAN @ 2%
19 PEX WS
(TYPICAL SERVICES)
STABLE SLOPE ALLOWANCE
WATER COURSE SETBACK
30m RAILWAY SETBACK
EMERGENCY FOUNDATION DRAIN SUMP & PUMP
20.9m ST @ 1% 100 PVC
20.1m ST @ 1% 100 PVC
24.0m ST @ 1% 100 PVC
3.6m - 525 CONC ST @ 0.34%
C/W INSULATION 100mm THICK, 3.0m WIDE
15.7m TO 7.6m EASEMENT
MH-9
(OGS)
TOP 79.98
INV 78.42(E)
INV 78.43(W)
18.3m - 525 CONC ST @ 0.34%
INV 78.36
3m WIDE INSULATION 100mm THICK
15.7m EASEMENT
INV 80.80
INV 80.76
1.8m WIDE INSULATION 50mm THICK
2.4m WIDE INSULATION 75mm THICK
98.7m - 450 CONC ST @ 0.20%
INV 80.76
INV 80.76
CB/MH-8
TOP 80.61
INV 78.44(E)
INV 78.44(SW)
ICD IN OUTLET PIPE
PLUG STYLE
27.62 L/s @ 2.12 m
(±95mm DIA.)
ORIFICE LOCATED AT BOTTOM OF PLUG
EXISTING 400 DI WM
EXISTING 525 CONC ST @ ±0.31%
VC
TOP 82.85
EXIST. SAN MH
TOP 82.73
INV ±78.83(N)
INV ±78.83(S)
EXISTING 250 PVC SAN @ ±0.28%
23.5m EASEMENT
3m WIDE INSULATION 100mm THICK
23.5m
15.7m
CB/MH-7
TOP 79.86
INV 78.64(NW)
INV 78.64(NE)
EXIST. SAN MH
TOP 82.42
INV ±78.88(N)
INV ±78.90(SE)
EXIST. ST MH
TOP 82.11
INV ±80.60
EXIST. CB
(APPROXIMATE LOCATION)
EXISTING 250 PVC SAN @ ±0.48%
EXISTING 400 DI WM
EXIST. SAN MH
TOP 82.85
INV ±79.11
STORM SERVICES TO DISCHARGE TO DITCH MINIMUM 0.15m ABOVE 100 YEAR PONDING ELEVATION. TRACE HEAT AND INSULATE ENDS OF PIPES.
PUMP OUTLETS TO BE 0.30m ABOVE GRADE – TURN END OF PIPE DOWN ON TO SPLASH PAD
REFER TO NOTES & DETAILS ON DRAWINGS C–5 TO C–8
PRINCE OF WALES DRIVE
(RIDEAU FRONT) NEPEAN
(FORMERLY THE TOWNSHIP OF GOULBOURN)
KING'S HIGHWAY NO. 7
MTO PLAN NP40749 (P-1591)
MTO PLAN 04076 - 0332
P.I.N. 04076 - 0120
P.I.N. 04076 - 0613
CANADIAN NATIONAL RAILWAY
CANADIAN PACIFIC RAILWAY
CONCESSION B
LOT 26 PLAN 4R-1570
SUBLOT 4
SUBLOT 3
PART 2
RIDEAU RIVER
Top of Rail Elevation=89.4
Top of Rail Elevation=89.4
Steel Bridge
Concrete Abutment
Concrete Abutment
Metal Steps
Frame Steps
No. 2005 2 Storey Brick Sided Dwelling (Brick Noted)
Top of Flat Roof Elevations=89.4
Top of Flat Roof Elevations=83.21
RVCA 100 Year Floodplain Limit Per RVCA Interactive Mapping Tool
Approximate Crown of Asphalt
Approximate Crown of Asphalt
Approximate Crown of Asphalt