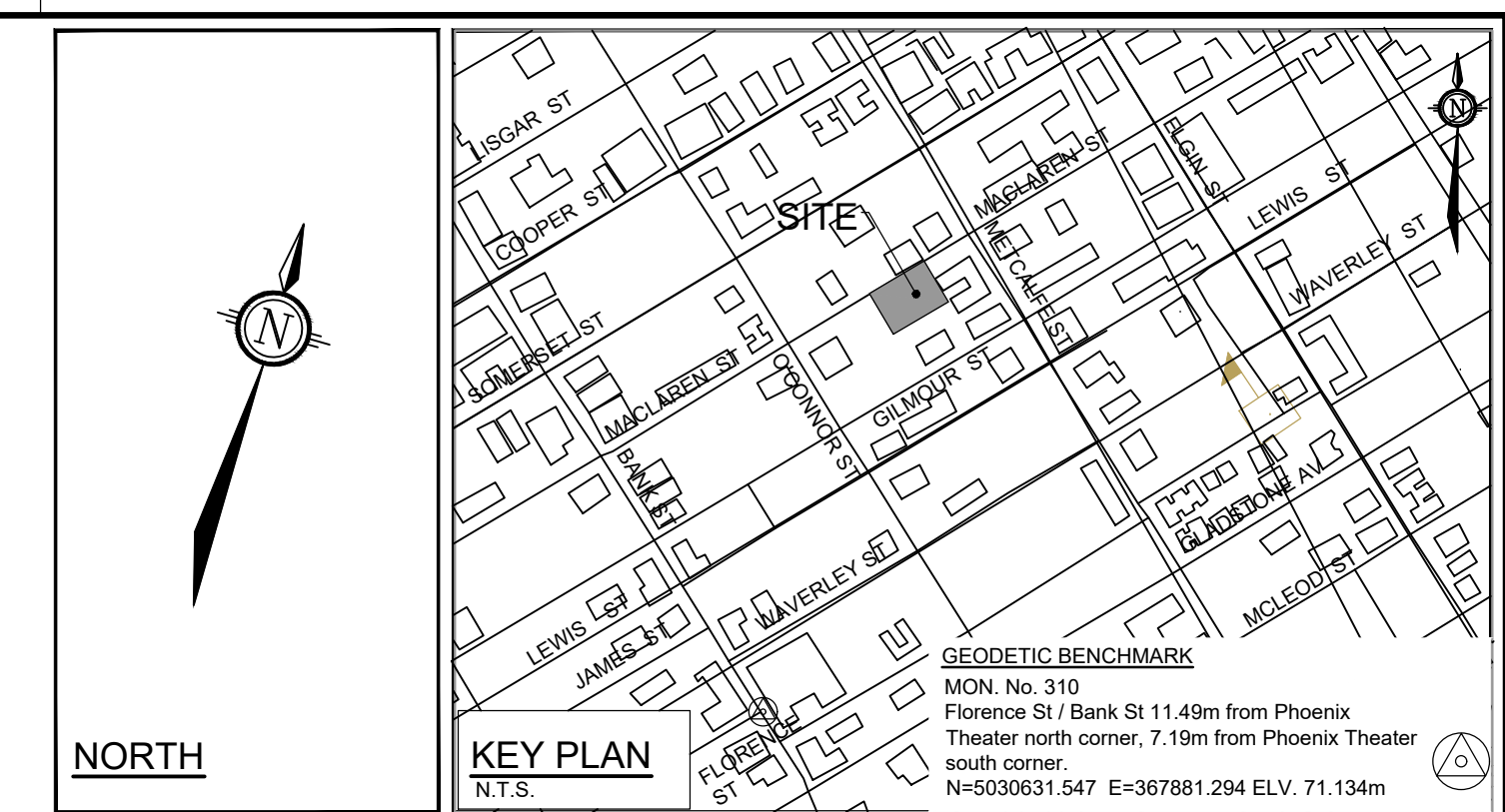




|                                                                                     |                             |                                                                                     |                                 |
|-------------------------------------------------------------------------------------|-----------------------------|-------------------------------------------------------------------------------------|---------------------------------|
|  | SWALE AND DIRECTION OF FLOW |  | PROPOSED ROAD CATCHBASIN        |
|  | DRAINAGE EASEMENT LIMIT     |  | PROPOSED REARWARD CATCHBASIN    |
|  | PROPOSED SWALE ELEVATION    |  | PROPOSED DITCH INLET CATCHBASIN |
|  | EXISTING ELEVATION          |  | PROPOSED STREETLIGHT            |
|  | PROPOSED BERM ELEVATION     |  | MAXIMUM 3:1 SLOPE               |
|  | FINISHED FLOOR ELEVATION    |  | DRIVEWAY GRADE                  |
|  | PROPOSED TERRACE ELEVATION  |  | REARWARD GRADE AND DIRECTION    |
|  | MAJOR OVERLAND FLOW         |  | PROPOSED HYDRANT LOCATION       |
|                                                                                     |                             |  | PROPOSED TOP OF BOTTOM FLANGE   |

- 1) COORDINATE AND SCHEDULE ALL WORK WITH OTHER TRADES AND CONTRACTORS.
- 2) DETERMINE THE EXIST 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.
- 3) OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OTTAWA BEFORE COMMENCING CONSTRUCTION.
- 4) BEFORE COMMENCING CONSTRUCTION OBTAIN AND PROVIDE PROOF OF COMPREHENSIVE ALL RISK AND OPERATIONAL LIABILITY INSURANCE FOR \$2,000,000.00. INSURANCE POLICY TO NAME OWNERS, ENGINEERS AND ARCHITECTS AS CO-INSURED.
- 5) RESTORE ALL DISTURBED AREAS ON-SITE AND OFF-SITE, INCLUDING TREES AND SURFACES ON PUBLIC ROAD, TO EXISTING CONDITIONS OR BETTER AND TO THE SATISFACTION OF THE CITY OF OTTAWA AND ENGINEER.
- 6) REMOVE FROM SITE ALL EXCESS EXCAVATED MATERIAL, ORGANIC MATERIAL AND DEBRIS UNLESS OTHERWISE INSTRUCTED BY ENGINEER. EXCAVATE AND REMOVE EXCESS MATERIAL AND DEBRIS TO AN OFF-SITE CONTAMINATED MATERIAL. SHALL BE DISPOSED OF AT A LICENSED LANDFILL FACILITY.
- 7) ALL ELEVATIONS ARE GEODETIC.
- 8) REFER TO ARCHITECTS AND LANDSCAPE ARCHITECT'S DRAWINGS FOR BUILDING AND HARDSCAPE AREAS AND DIMENSIONS.
- 9) REFER TO STORMWATER MANAGEMENT REPORT (R-2016-177) PREPARED BY NOVATECH ENGINEERING CONSULTANTS LTD.
- 10) SAW CUT AND KEY GRIND ASPHALT AT ALL ROAD CUTS AND ASPHALT TIE IN POINTS AS PER CITY OF OTTAWA STANDARDS (R10).
- 11) PROVIDE LINE/PARKING PAINTING.
- 12) CONTRACTOR TO EVERY DESIGN GRADING PLAN SHOWN ON THIS PLAN.
- 13) REFER TO GEOTECHNICAL REPORT (No. PG 2232 - DATED NOV. 24, 2010) PREPARED BY PATERSON GROUP FOR SUBSURFACE CONDITIONS, CONSTRUCTION RECOMMENDATIONS, AND GEOTECHNICAL INSPECTION REQUIREMENTS. THE GEOTECHNICAL CONSULTANT'S REVIEW ON SITE CONDITIONS AFTER EXCAVATION PRIOR TO PLACEMENT OF THE GRANULAR MATERIAL.
- 14) ALL MATERIALS AND CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH THE CITY OF OTTAWA STANDARDS AND SPECIFICATIONS AND ONTARIO PROVINCIAL STANDARDS AND SPECIFICATIONS. ONTARIO PROVINCIAL STANDARDS WILL APPLY TO ALL CITY AND CITY STANDARDS ARE AVAILABLE.
- 15) ALL PRIVATE APPROACHES MUST BE CONSTRUCTED AS PER CITY SPECIFICATION SC13.

- 1) ALL TOPSOIL, ORGANIC OR DELETERIOUS MATERIAL MUST BE ENTIRELY REMOVED FROM BENEATH THE PROPOSED PAVED AREAS.
- 2) EXPOSED SUBGRADE IS PROPOSED PAVED AREAS SHOULD BE PROOF ROLLED WITH A LARGE STEEL DRUM ROLLER AND INSPECTED BY THE GEOTECHNICAL CONSULTANT.
- 3) ANY SOFT AREAS EVIDENT FROM THE PROOF ROLLING SHOULD BE SUBEXCAVATED AND REPLACED WITH SUFFICIENT MATERIAL, THAT IS FROST COMPATIBLE WITH THE EXISTING SOILS.
- 4) 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.
- 5) GRADE AND/OR FILL BEHIND PROPOSED CURBS AND BETWEEN BUILDINGS AND CURBS, WHERE REQUIRED TO PROVIDE POSITIVE DRAINAGE.
- 6) MINIMUM OF 2% GRADE FOR ALL GRASS AREAS UNLESS OTHERWISE NOTED.
- 7) ALL GRADES BY CURBS ARE EDGE OF PAVEMENT GRADES UNLESS OTHERWISE INDICATED.
- 8) ALL CURBS SHALL BE BARRIER CURB (150mm) UNLESS OTHERWISE NOTED AND CONSTRUCTED AS PER CITY OF OTTAWA STANDARDS (SC1.1).
- 9) REFER TO LANDSCAPE PLAN FOR PLANTING AND OTHER LANDSCAPE FEATURE DETAILS.

7) THE OWNER AGREES TO PREPARE AND IMPLEMENT AN EROSION AND SEDIMENT CONTROL PLAN TO THE SATISFACTION OF THE CITY OF OTTAWA, APPROPRIATE TO THE SITE CONDITIONS, PRIOR TO UNDERTAKING ANY SITE ALTERATIONS (FILLING, EXCAVATION, REMOVAL OF VEGETATION, ETC.) DURING ALL PHASES OF SITE PREPARATION AND CONSTRUCTION IN ACCORDANCE WITH THE CURRENT BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL SUCH AS BUT NOT LIMITED TO, THE FOLLOWING: 1) INSTALL MANHOLE CATCH BASINS LIDS TO PREVENT SEDIMENTS FROM ENTERING STRUCTURES AND INSTALL AND MAINTAIN A LIGHT DUTY SILT FENCE BARRIER AS REQUIRED.

8) THE CONTRACTOR SHALL PLACE FILTER CLOTH UNDER THE CATWALKS AND MANHOLE GRATES FOR THE DURATION OF CONSTRUCTION AND WILL REMAIN IN PLACE DURING ALL PHASES OF CONSTRUCTION.

9) SILT FENCING FOR ENTIRE PERIMETER OF SITE. SHALL BE UTILIZED TO CONTROL EROSION FROM THE SITE DURING CONSTRUCTION.

10) THE CONTRACTOR ACKNOWLEDGES THAT FAILURE TO IMPLEMENT APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES CAN BE SUBJECT TO PENALTIES IMPOSED BY ANY APPLICABLE REGULATORY AGENCY.



|          |     |
|----------|-----|
| DESIGN   | ARM |
| CHECKED  | GJM |
| DRAWN    | RJG |
| CHECKED  | ARM |
| APPROVED | GJM |

**NOVATECH**  
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DRAWING NAME

GRADING AND EROSION CONTROL  
PLAN

|             |           |
|-------------|-----------|
| PROJECT No. | 110166-00 |
| REV         | REV.#05   |
| DRAWING No. | 110166-GR |