

**NOTES:**

1. THE STANDARD ROW CROSS SECTIONS INDICATE MINIMUM DIMENSIONS THAT ARE TO BE INCORPORATED INTO THE DESIGN OF ANY NEW DEVELOPMENTS INVOLVING NEW AND EXISTING STREETS. ANY VARIATIONS TO THE STANDARD ROW CROSS SECTIONS ARE SUBJECT TO THE INFRASTRUCTURE SERVICES DEVIATION PROCESS. CONTACT THE STANDARDS UNIT AT STANDARDSSECTION@OTTAWA.CA FOR MORE INFORMATION.
2. ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH APPLICABLE CITY STANDARDS, GUIDELINES, AND POLICES, INCLUDING COORDINATED UTILITY PLANS, GRADING PLANS AND LOCAL AREA PLANS. REFER ALSO TO UTILITY PARTNER STANDARD PLANT LOCATIONS.
3. ALL CROSS SECTIONS MAY BE SUBJECT TO SUBSEQUENT TRAFFIC CALMING MEASURES, TO BE DETERMINED THROUGH PLAN OF SUBDIVISION OR SEPARATE TRANSPORTATION STUDIES.
4. TYPICAL CROSS SECTION BOULEVARD WIDTH SHALL BE MAINTAINED WHEN CONSTRUCTING CUL-DE-SACS AND CORNER LOTS, REGARDLESS OF ROADWAY GEOMETRY.
5. WATERMANS, WATER SERVICES, AND ASSOCIATED APPURTENANCES SHALL BE CONSTRUCTED PER THE WATER DESIGN GUIDELINES.
6. WATERMAIN AND HYDRANTS TO BE INSTALLED ON SOUTH AND EAST SIDE OF ROW, WHERE POSSIBLE.
7. SEWERS AND SEWER SERVICES SHALL BE CONSTRUCTED PER THE SEWER DESIGN GUIDELINES.
8. IN-ROAD CATCH BASINS SHALL ONLY BE USED ON RESIDENTIAL ROADS WITHOUT BUS TRAFFIC OR AS OTHERWISE DIRECTED BY THE SEWER DESIGN GUIDELINES.
9. BARRIER CURB SHALL BE USED ON ALL RESIDENTIAL ROADS WITH SINGLE FAMILY DWELLINGS. MOUNTABLE CURB MAY ONLY BE USED FOR AREAS WITH FREQUENT CURB-CUTS, SUCH AS TOWNHOME DEVELOPMENTS, WITH APPROVAL FROM THE CITY.
10. WATER AND SEWER SERVICES SHALL BE LAID AS PER CITY STANDARD DETAIL DRAWINGS, THE COORDINATED UTILITY PLAN, AND IN COORDINATION WITH ALL OTHER ELEMENTS IN THE ROW.
11. WHERE LOCATING WATER AND SEWER SERVICES UNDERNEATH LANDSCAPED AREAS WOULD PREVENT THE PLANTING OF A TREE, THEY MAY BE RUN UNDERNEATH THE DRIVEWAY OR OTHER HARDSCAPED AREAS.
12. MINIMUM 1.5 M CLEARANCE, AT-GRADE, TO BE MAINTAINED AROUND WATER SERVICE POST FROM TREE, TRANSFORMER, UTILITY PEDESTAL, TRAFFIC POLE, AND STREETLIGHT.
13. UTILITY PEDESTALS ARE TO BE GROUPED TOGETHER WITH THE HYDROELECTRIC TRANSFORMER, OR ON THE HOUSE SIDE OF THE UTILITY TRENCH.
14. STREETLIGHT CABLE SHALL BE LOCATED IN JOINT USE TRENCH (JUT). WHERE NO JUT EXISTS, ENSURE CLEARANCES TO TREE, HYDRANTS, AND WATER SERVICE POST.
15. TRAFFIC SIGNAL CABLE SHALL BE LOCATED IN THE JUT OR AT THE SAME OFFSET AS STREETLIGHT POLES IN A SEPARATE TRENCH.
16. TRAFFIC COMMUNICATIONS CABLE SHALL BE LOCATED IN THE JUT OR IN A TRENCH LOCATED AT THE SAME OFFSET AS THE STREETLIGHT POLES.
17. THE PREFERRED LOCATION FOR TRAFFIC HANDHOLES IS IN HARD SURFACES. WHEN HANDHOLES ARE PLACED IN THE BOULEVARD, A CONCRETE COLLAR SHALL BE PROVIDED.
18. THE DEVELOPER SHALL SUPPLY AND INSTALL DUCTS FOR UTILITY CROSSINGS AT INTERSECTIONS.
19. TREE PLACEMENT, NUMBER, AND SPECIES SHALL BE PER CITY POLICY, THE LANDSCAPE PLAN, COORDINATED-UTILITY-PLAN, AND THE DEVELOPMENT AGREEMENTS.
20. THE HYDRO TRANSFORMER BASE SHALL BE LOCATED A MINIMUM OF 2.0 M FROM THE DRIVEWAY EDGE.



TITLE:

**STANDARD NOTES ROAD ALLOWANCE**

DATE: MAR 2009

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