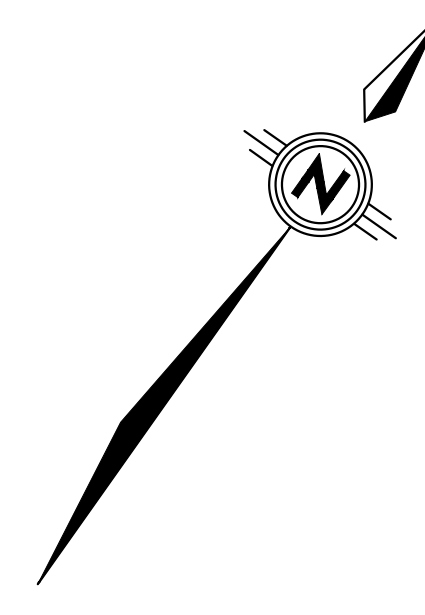
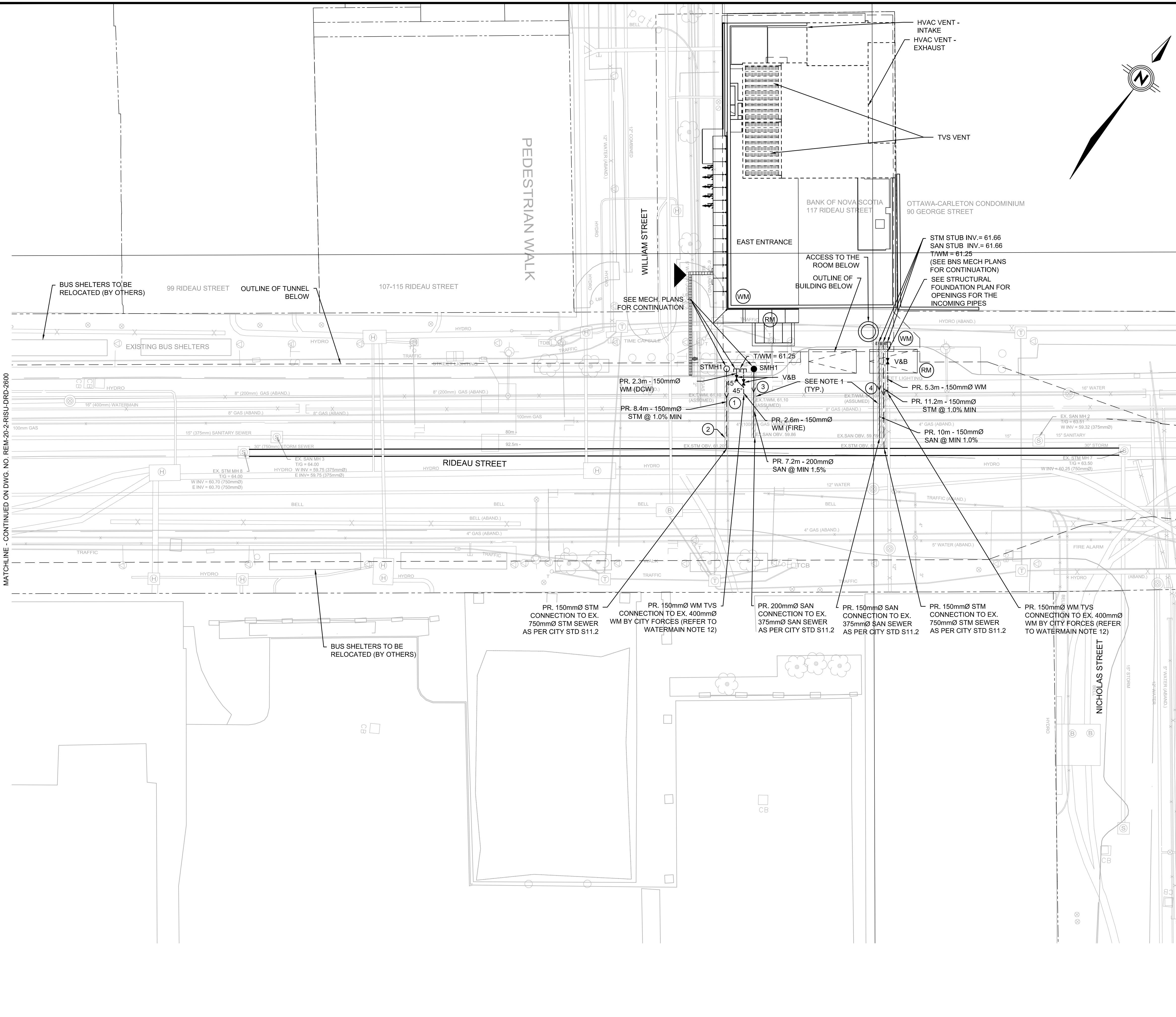


TITLEBLOCK: 780mm x 584mm RTGE JV 2013

MATCHLINE - CONTINUED ON DWG. NO. REM-20-2-RISU-DRD-2600

2015-Jun-26 4:51:28 PM V:\10-40 Municipal Infrastructure\321135-CLRT\Projects\5. UG Stations\3. Drawings\7. Working Drawings\4. Rideau (RISU)\REIL-20-2-RISU-DRD-2600.dwg



**RIDEAU STATION
CIVIL
SERVICING
PLAN**

DRAWING NUMBER: **REM-20-2-RISU-DRD-2601**

DESIGN/BUILDER:

ENGINEERING JV:

DESIGN FIRM:

SCALE: HORIZONTAL 1:200 FULL SIZE 1:400 HALF SIZE 1:16

REV	DESCRIPTION	BY	DATE
0	SIN-0277: ISSUED FOR CONSTRUCTION	IJ	2015-07-31
1	ISSUED FOR FCD REVIEW	IJ	2015-08-14
2	SIN-0307: ISSUED FOR CONSTRUCTION	GS	2015-08-21
3	SIN-0505: ISSUED FOR CONSTRUCTION	IJ	2016-01-21

ASSET No. -
ASSET GROUP -

CONTRACT No. **OILC-11-00-P006**

DESIGNED: I.JAFFERJEE | CHECKED: G.SOMERS
DRAWN: D.GRINCHPOUN | SEALED: I.JAFFERJEE

PRIMARY SEAL:

SECONDARY SEAL (IF REQUIRED):

KEY MAP
N.T.S.

NO PART OF THIS DOCUMENT MAY BE REPRODUCED, PUBLISHED, CONVERTED, OR STORED IN ANY DATA RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM BY ANY MEANS ELECTRONIC, MECHANICAL, PHOTOCOPIING, RECORDING, OR OTHERWISE WITHOUT THE PRIOR WRITTEN PERMISSION OF THE RTGE JOINT VENTURE.

LAYOUT INFORMATION BASED ON 3 DEGREE MTM ZONE NAD 83 (OLRT) COORDINATE SYSTEM. COMBINED SCALE FACTOR 0.99948

- NOTES:**
- PROPOSED PIPE TO BE INSULATED WITH MINIMUM 50mm THICK HI-40 SYROFOAM INSULATION.
 - CONTRACTOR TO ENSURE THE EXISTING WATERMAIN IS PROTECTED DURING CONSTRUCTION OF THE CONNECTION TUNNEL. IF WATERMAIN IS EXPOSED, CONTRACTOR SHALL PROVIDE ADEQUATE FROST PROTECTION.
 - EXISTING STRUCTURE MAY BE IMPACTED DUE TO THE LOCATION AND EXTENT OF PROPOSED CONNECTION TUNNEL AND MAY REQUIRE RELOCATION.
 - ROW BASED ON PROPERTY REQUEST PLANS (PRP) PROVIDED BY THE CITY.

<p>STORM STRUCTURE SCHEDULE STMH1 (1200#) T/G = 63.65 NE. INV = 61.93 (FORCEMAIN) N. INV = 62.03 (ROOF DRAIN) S. INV = 61.63</p>							
<p>SANITARY STRUCTURE SCHEDULE SMH1 (1200#) T/G = 63.65 NW. INV = 61.98 (FORCEMAIN) NW. INV = 61.98 (FORCEMAIN) N. INV = 62.08 (FLOOR DRAIN) S. INV = 61.68</p>							
<p>SERVICING CROSSING SCHEDULE</p> <table border="1" style="width: 100%;"> <tr> <td>1. EX. WM/PR. STM STM INV = 61.60 T/WM = 61.10</td> <td>2. EX. SAN/PR. STM SAN INV = 59.87 STM INV = 61.56</td> <td>3. EX. WM/PR. SAN SAN INV = 61.60 T/WM = 61.10</td> <td>4. EX. WM/PR. SAN/STM SAN/STM INV = 61.60 T/WM = 61.10</td> </tr> </table>				1. EX. WM/PR. STM STM INV = 61.60 T/WM = 61.10	2. EX. SAN/PR. STM SAN INV = 59.87 STM INV = 61.56	3. EX. WM/PR. SAN SAN INV = 61.60 T/WM = 61.10	4. EX. WM/PR. SAN/STM SAN/STM INV = 61.60 T/WM = 61.10
1. EX. WM/PR. STM STM INV = 61.60 T/WM = 61.10	2. EX. SAN/PR. STM SAN INV = 59.87 STM INV = 61.56	3. EX. WM/PR. SAN SAN INV = 61.60 T/WM = 61.10	4. EX. WM/PR. SAN/STM SAN/STM INV = 61.60 T/WM = 61.10				

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