PONDING							
PONDING ID	STRUCTURE	100 YEAR PONDING ELEVATION	100 YEAR PONDING DEPTH (m)	100 YEAR +20% PONDING ELEVATION	100 YEAR +20% PONDING DEPTH (m)	MAX STATIC PONDING ELEVATION	MAX STATIC PONDING DEPTH (m)
P1	CB1	93.20	0.25	93.71	0.26	93.25	0.25
P2	CBMH4	93.20	0.25	93.71	0.26	93.25	0.30
P3	CBMH7	93.20	0.25	93.71	0.26	93.20	0.25
P4	CBMH5	93.08	0.23	93.59	0.24	93.07	0.22
P5	CBMH8	92.85	0.25	92.88	0.28	92.82	0.32
P6	CBMH3	92.85	0.25	92.88	0.28	92.85	0.25
P7	CBMH1	93.08	0.13	93.09	0.14	93.17	0.22
P8	CBMH6	93.23	0.26	93.26	0.31	93.25	0.30
P9	CBM12	93.20	0.25	93.22	0.27	93.22	0.27

NORTH

KEY PLAN
N.T.S.

LEGEND

- PROPOSED SLOPE AND DIRECTION
- PROPOSED ELEVATION / EXISTING ELEVATION
- PROPOSED ELEVATION
- PROPOSED ELEVATION AT EDGE OF PAVEMENT
- PROPOSED ELEVATION AT HIGH POINT
- PROPOSED ELEVATION AT TOP OF CURB
- FF= FINISHED FLOOR ELEVATION
- TF= TOP OF FOUNDATION
- USF= UNDERSIDE OF FOOTING
- DRAINAGE SPLIT
- TERRACING AND BREAKLINE (MAX 3:1 TERRACE SLOPE)
- PROPOSED HYDRANT AND TOP OF FLANGE ELEVATION
- PROPOSED VALVE & VALVE BOX LOCATION
- PROPOSED SERVICE POST
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM MANHOLE
- PROPOSED CATCHBASIN
- MAJOR OVERLAND FLOW DIRECTION
- 100 yr PONDING AREA
- 100 yr + 20% PONDING AREA
- MAX. STATIC PONDING AREA
- TEMPORARY CONSTRUCTION FENCING

GENERAL NOTES:

1. DIMENSIONS AND LAYOUT INFORMATION SHALL BE CONFIRMED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. THE ORIGINAL TOPOGRAPHY AND GROUND ELEVATIONS, SERVICING AND SURVEY INFORMATION SHOWN ON THIS PLAN ARE SUPPLIED FOR INFORMATION PURPOSES ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE ACCURACY OF ALL INFORMATION OBTAINED FROM THIS PLAN.
3. CO-ORDINATE AND SCHEDULE ALL WORK WITH OTHER TRADES AND CONTRACTORS.
4. BEFORE COMMENCING CONSTRUCTION, PROVIDE PROOF OF COMPREHENSIVE ALL RISK AND OPERATIONAL LIABILITY INSURANCE INCLUDING BLASTING. INSURANCE POLICY TO NAME THE OWNER, ENGINEER AND THE CITY AS CO-INSURED. AMOUNT OF INSURANCE TO BE SPECIFIED BY OWNER'S AGENT.
5. CONNECT TO EXISTING SYSTEMS AS DETAILED, INCLUDING ALL RESTORATION WORK NECESSARY TO REINSTATE SURFACES TO EXISTING CONDITIONS OR BETTER.
6. DETERMINE THE EXACT LOCATION, SIZE, MATERIAL AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING CONSTRUCTION. PROTECT AND ASSUME ALL RESPONSIBILITY FOR ALL EXISTING UTILITIES WHETHER OR NOT SHOWN ON THESE DRAWINGS.
7. OBTAIN AND PAY FOR ALL NECESSARY PERMITS AND APPROVALS BEFORE COMMENCING CONSTRUCTION.
8. RESTORE ALL TRENCHES AND SURFACE FEATURES TO EXISTING CONDITIONS OR BETTER AND TO THE SATISFACTION OF CITY OF OTTAWA AUTHORITIES.
   - ASPHALT RESTORATION SHALL BE IN ACCORDANCE WITH CITY OF OTTAWA DETAIL R-10,
   - THICKNESS OF GRANULAR MATERIAL AND ASPHALT LAYERS TO MATCH EXISTING.
   - BOULEVARDS SHALL BE REINSTATED WITH 100mm OF TOPSOIL AND SOD.
9. REMOVE FROM SITE ALL EXCESS EXCAVATED MATERIAL UNLESS OTHERWISE INSTRUCTED BY ENGINEER.
10. ALL ELEVATIONS ARE GEODETIC AND UTILIZE METRIC UNITS.
    - THE LEGAL BOUNDARY COMES FROM - REGISTERED PLAN 4M-1527
    - SITE BENCH MARK - SPIKE AND WASHER IN ASPHALT ON MOUNT SHANNON DRIVE - N45016560.63 E364246.28 ELEV.=92.28m
    - SITE BENCH MARK IS BASED ON VRS CAN-NET NETWORK - GEODETIC ELEVATIONS
12. CONCRETE SIDEWALK TO BE CONSTRUCTED AS PER CITY STANDARD.
13. REFER TO GEOTECHNICAL REPORT (PG2306-1, DATED JANUARY 31, 2013), PREPARED BY PATERSON GROUP FOR SUBSURFACE CONDITIONS AND CONSTRUCTION RECOMMENDATIONS.
14. PERFORATED PIPE SUB-DRAINS TO BE PROVIDED ALONG THE ROADWAY WITH INVERTS 300mm BELOW SUBGRADE PER CITY OF OTTAWA DETAIL R1.

GRADING AND PAVEMENT NOTES:

1. ALL TOPSOIL, ORGANIC OR DELETERIOUS MATERIAL MUST BE ENTIRELY REMOVED FROM BENEATH THE PROPOSED HARD SURFACE (ie. PAVEMENT, CURB, SIDEWALK, ETC.) AREAS AS DIRECTED BY THE SITE ENGINEER OR GEOTECHNICAL ENGINEER.
2. EXPOSED SUBGRADES IN PROPOSED PAVED AREAS SHOULD BE HEAVILY PROOF ROLLED WITH A LARGE (10 TON) VIBRATORY STEEL DRUM ROLLER UNDER DRY CONDITIONS AND INSPECTED BY THE GEOTECHNICAL ENGINEER PRIOR TO THE PLACEMENT OF GRANULARS.
3. ANY SOFT AREAS EVIDENT FROM THE PROOF ROLLING SHOULD BE SUB-EXCAVATED AND REPLACED WITH SUITABLE MATERIAL THAT IS FROST COMPATIBLE WITH THE EXISTING SOILS AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER.
4. THE GRANULAR BASE SHOULD BE PLACED IN MAXIMUM 300mm LIFTS AND COMPACTED TO AT LEAST 98% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY VALUE. ANY ADDITIONAL GRANULAR FILL USED BELOW THE PROPOSED PAVEMENT SHOULD BE PLACED IN MAXIMUM 300mm LIFTS AND COMPACTED TO AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY VALUE.
5. ASPHALTIC CONCRETE TO BE COMPACTED TO AT LEAST 97% OF MARSHALL DENSITY.
6. ALL ROADWAYS TO HAVE 3% CROSSFALL INCLUDING SUBGRADE AND GRANULAR BASE.
7. ROADWAY SUBGRADE TO BE INSPECTED BY THE GEOTECHNICAL ENGINEER AT THE TIME OF CONSTRUCTION TO REVIEW IF A WOVEN GEOTEXTILE IS REQUIRED BELOW THE GRANULAR MATERIALS; AND TO CONFIRM THE DEPTH AND COMPACTION OF GRANULAR 'B'
8. PRIOR TO PLACEMENT OF TOPLIFT, THE CONTRACTOR SHALL ADJUST ALL STRUCTURES TO FINAL GRADE PER CITY OF OTTAWA STANDARDS.
9. MINIMUM OF 2% GRADE FOR ALL GRASS AREAS UNLESS OTHERWISE NOTED.
10. MAXIMUM TERRACING GRADE TO BE 3:1 UNLESS OTHERWISE NOTED.
11. ALL GRADES BY CURBS ARE EDGE OF PAVEMENT GRADES UNLESS OTHERWISE INDICATED.
12. CURBS SHALL BE BARRIER CURB AS SPECIFIED AND CONSTRUCTED PER CITY OF OTTAWA STANDARD (SC1.2).
13. REFER TO LANDSCAPE PLAN FOR PLANTING AND OTHER LANDSCAPE FEATURE DETAILS.
14. TOPOGRAPHY IS DERIVED FROM NCC 1:2000 MAPPING AND SUPPLEMENTED WITH FIELD SURVEY BY NOVATECH

PAVEMENT STRUCTURE:

40mm	ASPHALT SP-12.5
50mm	ASPHALT SP-19.0
150mm	GRAN "A"
400mm	GRAN "B" TYPE II
640mm	TOTAL DEPTH

APPROVED
By Lily Xu at 12:51 pm, Jun 22, 2023

LILY XU, MCIP, RPP
MANAGER, DEVELOPMENT REVIEW SOUTH
PLANNING, INFRASTRUCTURE & ECONOMIC
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA

NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMAINS, 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.

MATTINO DEVELOPMENTS INC
515 Via Mattino Way
Ottawa, Ontario K2J 6B7
Telephone: (613) 440-3767

No.	REVISION	DATE	BY
6.	REVISED PER CITY COMMENTS	DEC 21/22	MAB
5.	CITY SUBMISSION	OCT 5/22	MAB
4.	CITY SUBMISSION	AUG 5/22	MAB
3.	CITY SUBMISSION	JUL 2/20	MAB
2.	REVISED PER CITY COMMENTS	MAR 4/20	MAB
1.	ISSUED FOR APPROVAL	NOV 1/19	MAB

SCALE 1:300

1:300
0 3 6 9 12

DESIGN DTD
CHECKED MAB
DRAWN DTD
CHECKED MAB
APPROVED JGR

FOR REVIEW ONLY

L.R. WILSON 100160055 PROVINCE OF ONTARIO — LICENSED PROFESSIONAL ENGINEER

M.A. BISSETT 2022.12.21 PROVINCE OF ONTARIO — LICENSED PROFESSIONAL ENGINEER

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CITY OF OTTAWA
LONGFIELDS CENTRAL - BLOCK 21
605 VIA MATTINO WAY

GRADING PLAN

PROJECT No. 112021-10
REV REV # 6
DRAWING No. 112021-10-GR

D07-12-19-0190
#18092

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