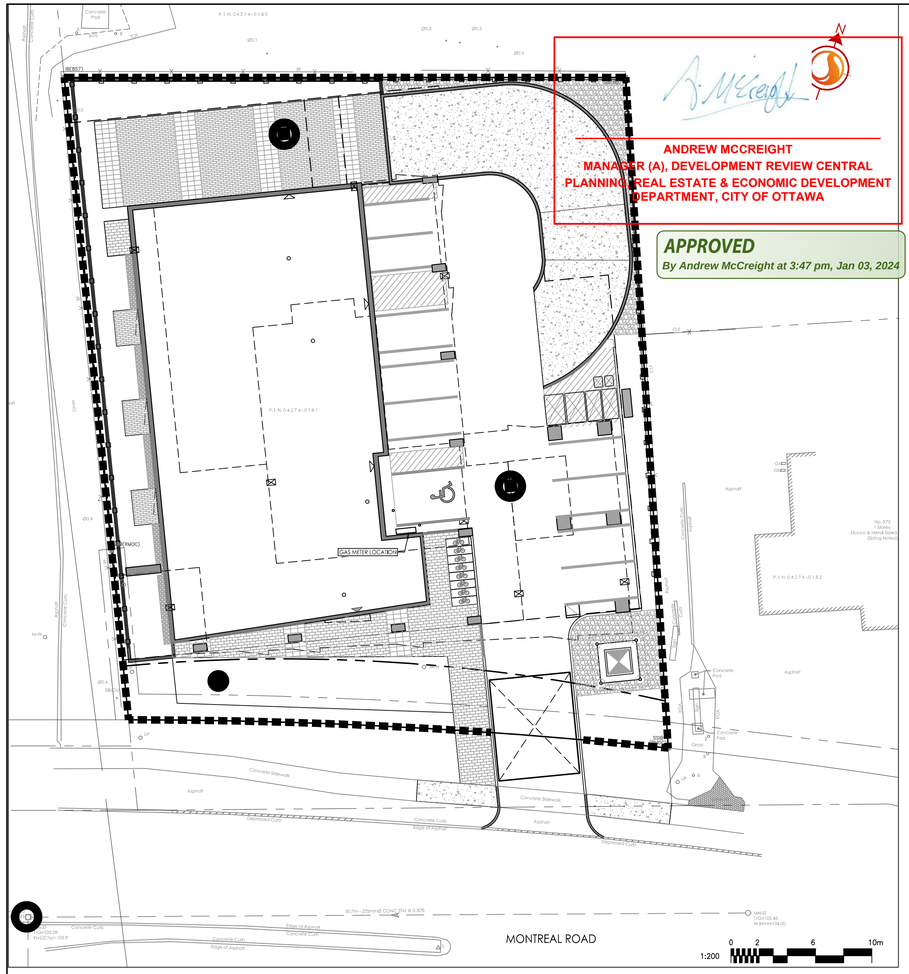
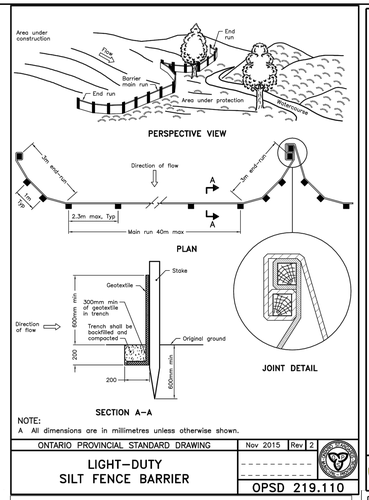


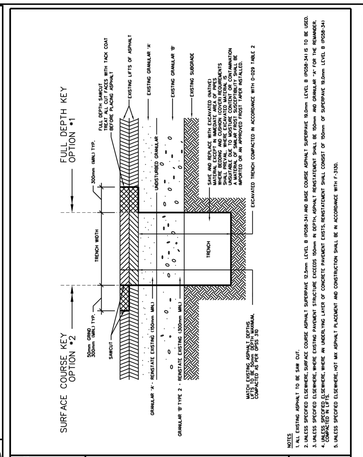


NOTE:
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING | Nov 2015 | Rev 2

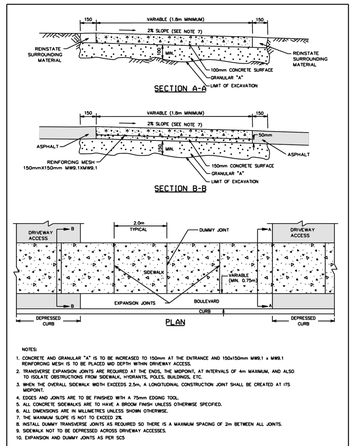
LIGHT–DUTY SILT FENCE BARRIER

OPSD 219.110



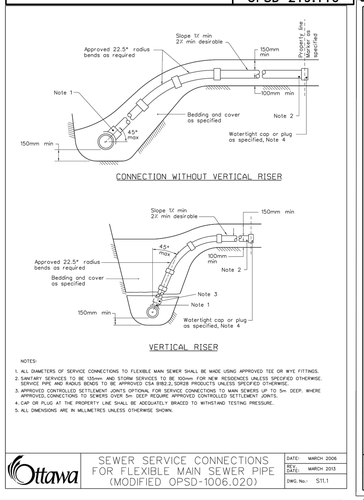
NOTES
1. ALL EXISTING ASPHALT IS TO BE SAW CUT
2. ALL EXISTING FULL DEPTH ASPHALT TO BE REMOVED
3. ALL EXISTING SURFACE COURSE ASPHALT SUBSURFACE EXCEEDS 50mm IN DEPTH ASPHALT REINSTATEMENT SHALL BE 50mm AND GRANULAR 'A' FOR THE REMAINDER.
4. ALL EXISTING SURFACE COURSE ASPHALT SUBSURFACE EXCEEDS 50mm IN DEPTH ASPHALT REINSTATEMENT SHALL BE 50mm SURFACE COURSE ASPHALT.
5. ALL EXISTING GRANULAR 'A' AND/OR 'B' TYPE 2 SHALL BE REMOVED AND REPLACED WITH GRANULAR 'A' AND/OR 'B' TYPE 2 TO THE DEPTH SPECIFIED ELSEWHERE, WHERE AN AREA HAS A LAYER OF CONCRETE PAVEMENT, EXISTING REINSTATEMENT SHALL CONSIST OF 50mm OF SUBSURFACE SURFACE COURSE ASPHALT.
6. ALL EXISTING GRANULAR 'A' AND/OR 'B' TYPE 2 SHALL BE REMOVED AND REPLACED WITH GRANULAR 'A' AND/OR 'B' TYPE 2 TO THE DEPTH SPECIFIED ELSEWHERE, WHERE AN AREA HAS A LAYER OF CONCRETE PAVEMENT, EXISTING REINSTATEMENT SHALL CONSIST OF 150mm OF SUBSURFACE SURFACE COURSE ASPHALT.
7. EXCAVATED TRENCH COMPACTED IN ACCORDANCE WITH O.Reg 333/99 TABLE 2

Ottawa | STANDARD TRENCH REINSTATMENT IN PAVED SURFACE | DATE: MAY 2001 | REV. DATE: MARCH 2017 | DWG. No.: R10



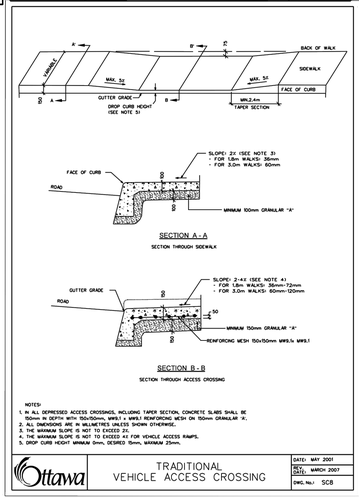
NOTES:
1. CONCRETE AND GRANULAR "A" IS TO BE INCREASED TO 150mm AT THE ENTRANCE AND 150x150mm MWS.1 x MWS.1 REINFORCING MESH IS TO BE PLACED MID DEPTH WITHIN DRIVEWAY ACCESS.
2. TRANSVERSE EXPANSION JOINTS ARE REQUIRED AT THE ENDS, THE MIDPOINT, AT INTERVALS OF 4m MAXIMUM, AND ALSO TO ISOLATE OBSTRUCTIONS FROM SIDEWALK, HYDRANTS, POLES, BUILDINGS, ETC.
3. WHEN THE OVERALL SIDEWALK WIDTH EXCEEDS 2.5m, A LONGITUDINAL CONSTRUCTION JOINT SHALL BE CREATED AT ITS MIDPOINT.
4. EDGES AND JOINTS ARE TO BE FINISHED WITH A 75mm EDGING TOOL.
5. ALL CONCRETE SIDEWALKS ARE TO HAVE A BROOM FINISH UNLESS OTHERWISE SPECIFIED.
6. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
7. THE MAXIMUM SLOPE IS NOT TO EXCEED 2%.
8. INSTALL DUMMY TRANSVERSE JOINTS AS REQUIRED SO THERE IS A MAXIMUM SPACING OF 2m BETWEEN ALL JOINTS.
9. SIDEWALK NOT TO BE DEPRESSED ACROSS DRIVEWAY ACCESSES.
10. EXPANSION AND DUMMY JOINTS AS PER SC3

Ottawa | TYPICAL CONCRETE SIDEWALK IN BOULEVARD | DATE: MAY 2001 | REV. DATE: MARCH 2016 | DWG. No.: SC4



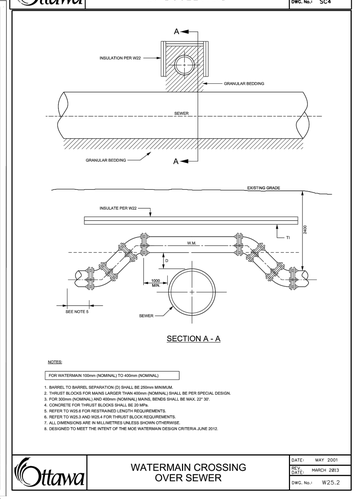
NOTES:
1. ALL DIAMETERS OF SERVICE CONNECTIONS TO FLEXIBLE MAIN SEWER SHALL BE MADE USING APPROVED TEE OR WYE FITTINGS.
2. SANITARY SERVICES TO BE 135mm AND STORM SERVICES TO BE 100mm FOR NEW RESIDENCES UNLESS SPECIFIED OTHERWISE. SERVICE PIPE AND RADIUS BENDS TO BE APPROVED CSA B182.2,SDR28 PRODUCTS UNLESS SPECIFIED OTHERWISE.
3. APPROVED CONTROLLED SETTLEMENT JOINTS OPTIONAL FOR SERVICE CONNECTIONS TO MAIN SEWERS UP TO 5m DEEP. WHERE APPROVED, CONNECTIONS TO SEWERS OVER 5m DEEP REQUIRE APPROVED CONTROLLED SETTLEMENT JOINTS.
4. CAP OR PLUG AT THE PROPERTY LINE SHALL BE ADEQUATELY BRACED TO WITHSTAND TESTING PRESSURE.
5. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

Ottawa | SEWER SERVICE CONNECTIONS FOR FLEXIBLE MAIN SEWER PIPE (MODIFIED OPSD-1006.020) | DATE: MARCH 2006 | REV. DATE: MARCH 2013 | DWG. No.: S11.1

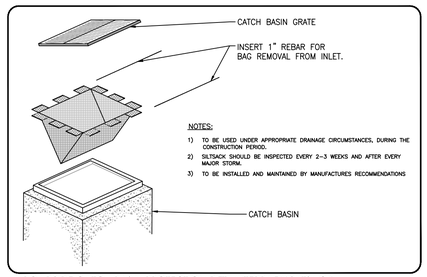


NOTES:
1. IN ALL DEPRESSED ACCESS CROSSINGS, INCLUDING TAPER SECTION, CONCRETE SLABS SHALL BE 150mm IN DEPTH WITH 150x150mm, MWS.1 x MWS.1 REINFORCING MESH ON 150mm GRANULAR 'A'.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
3. THE MAXIMUM SLOPE IS NOT TO EXCEED 2%
4. THE MINIMUM SLOPE IS NOT TO EXCEED 4% FOR VEHICLE ACCESS RAMPS.
5. DROP CURB HEIGHT MINIMUM 6mm, DESIRED 25mm, MAXIMUM 25mm.

Ottawa | TRADITIONAL VEHICLE ACCESS CROSSING | DATE: MAY 2001 | REV. DATE: MARCH 2007 | DWG. No.: SC8

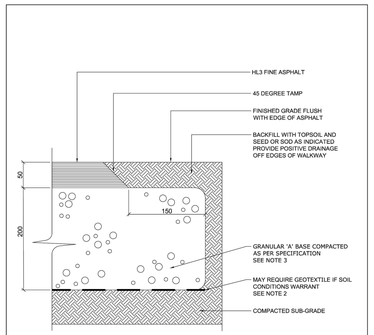


Ottawa | WATERMAIN CROSSING OVER SEWER | DATE: MAY 2001 | REV. DATE: MARCH 2013 | DWG. No.: W25.2



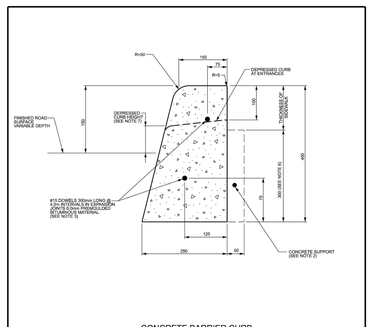
NOTES:
1) TO BE USED UNDER APPROPRIATE DRAINAGE CIRCUMSTANCES, DURING THE CONSTRUCTION PERIOD.
2) SILTSACK SHOULD BE INSPECTED EVERY 2–3 WEEKS AND AFTER EVERY MAJOR STORM.
3) TO BE INSTALLED AND MAINTAINED BY MANUFACTURES RECOMMENDATIONS

ROADSIDE CATCH BASIN PROTECTION DETAIL:TERRAFIX SILTSACK
SCALE N.T.S.



NOTE:
1. ALL MEASUREMENTS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED
2. CROSS SLOPE SIDEWALK 1 TO 2% IN DIRECTION OF NATURAL DRAINAGE TO PROVIDE POSITIVE DRAINAGE OFF ALL WALKS
3. APPROVED NON-WOVEN CLASS 1 GEOTEXTILE AS PER MS-22.15 WHEN WARRANTED BY SOIL CONDITION, SUBJECT TO APPROVAL BY THE CONTRACT ADMINISTRATOR
4. GRANULAR 'A' SHALL MEET THE REQUIREMENTS OF OPSS 1010

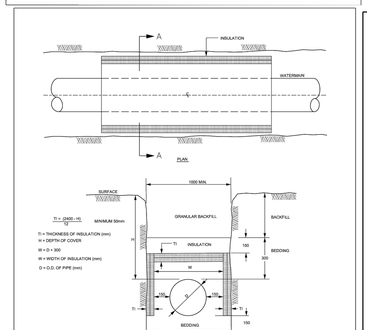
TITLE: ASPHALT WALKWAY | DATE: FEB 2013 | REV: FEB 2016 | DWG No: SC20



NOTES:
1. THE FULL CURB DEPTH SHALL BE CARRIED THROUGH THE DEPRESSED ACCESS CROSSING.
2. A CONCRETE SUPPORT IS REQUIRED WHEN BUILT ADJACENT TO THE SIDEWALK.
3. IF AN EXTRUSION CURBING MACHINE IS USED, THE EXPANSION BITUMINOUS MATERIAL AND THE #15 DOWELS ARE TO BE PLACED AT THE END OF THE EXTRUSION.
4. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
5. DUMMY JOINTS SHALL BE 25mm DEEP, FRONT, BACK AND TOP OF SECTION AT 4m SPACING OR MATCH JOINTING WHERE SIDEWALK IS ADJACENT.
6. FOR DEPRESSED CURB AT ENTRANCES USE 250.
7. DEPRESSED CURB HEIGHT - FOR PEDESTRIAN CURB RAMPS 0 TO 6 mm AND FOR PRIVATE ENTRANCES 0 TO 25mm.

N.T.S.

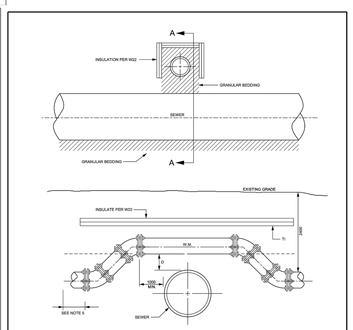
Ottawa | CONCRETE BARRIER CURB FOR GRANULAR BASE PAVEMENT (MODIFIED OPSD-600.110) | DATE: JANUARY 2003 | REV. DATE: MARCH 2019 | DWG. No.: SC1.1



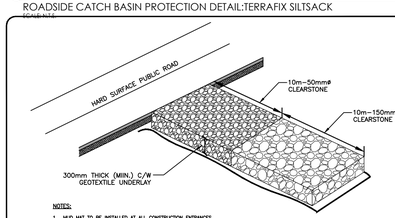
NOTES
FOR 150 - 400mm (NOMINAL DIAMETER) WATERMAINS, WHERE THE DEPTH OF COVER IS LESS THAN 2400mm

1. INCREMENTS OF THICKNESS SHALL BE ADJUSTABLE TO 25mm.
2. IN PROXIMITY OF MAINTENANCE HOLES, CULVERTS, CATCHBASINS, ETC., INSULATION SHALL BE PLACED PER DETAIL W23
3. DEPTH OF COVER LESS THAN 1200mm REQUIRES SPECIAL DESIGN
4. STRINGER JOINTS OF MULTIPLE SHEETS.
5. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.

Ottawa | THERMAL INSULATION FOR WATERMAINS IN SHALLOW TRENCHES | DATE: MAY 2001 | REV. DATE: MARCH 2013 | DWG. No.: W22

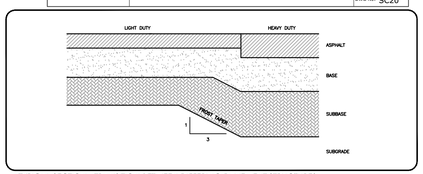


Ottawa | WATERMAIN CROSSING OVER SEWER | DATE: MAY 2001 | REV. DATE: MARCH 2013 | DWG. No.: W25.2

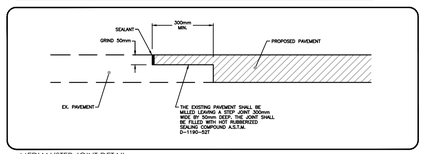


NOTES:
1. MUD MAT TO BE INSTALLED AT ALL CONSTRUCTION ENTRANCES
2. MUD MAT TO EXTEND FULL WIDTH OF ENTRANCE
3. IN THE CASE THAT THE ACCESS CROSSES A CULVERT OR DITCH, SEDIMENT FENCING SHOULD BE INSTALLED ALONG THE EDGES OF THE ACCESS TO PREVENT SEDIMENT FROM BEING WASHED AWAY WITH RUNOFF.
4. THE GRANULAR MATERIAL WILL REQUIRE PERIODIC REPLACEMENT AS IT BECOMES CONTAMINATED BY VEHICLE TRAFFIC.
5. SEDIMENT SHALL BE CLEANED FROM PUBLIC ROADS AT THE END OF EACH DAY.
6. STORM INLETS BOTH ON AND IN THE PROXIMITY OF THE SITE SHALL BE PROTECTED WITH INLET CONTROL MEASURES PRIOR TO ROAD CLEANING ACTIVITIES.

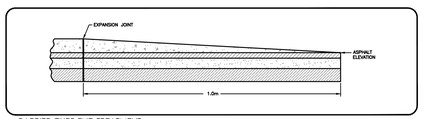
MUD MAT ENTRANCE DETAIL
SCALE N.T.S.



TYPICAL SECTION - TRANSITION BETWEEN DIFFERING PAVEMENT STRUCTURES
SCALE N.T.S.



MEDIAN/STEP JOINT DETAIL
SCALE N.T.S.



BARRIER CURB END TREATMENT
SCALE N.T.S.

Stantec

Stantec Consulting Ltd.
400 - 1331 Clyde Avenue
Ottawa ON
Tel. 613.722.4420
www.stantec.com

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Legend

- PROPOSED SILT FENCE BOUNDARY AS PER OPSD 219.110
- PROPOSED MUD MAT LOCATION
- PROPOSED CATCH BASIN PROTECTION AS PER DETAIL.

Best Management Practices

CONTRACTOR TO PROVIDE EROSION AND SEDIMENT CONTROLS (BEST MANAGEMENT PRACTICES) DURING CONSTRUCTION OF THIS PROJECT.

EROSION MUST BE MINIMIZED AND SEDIMENTS MUST BE REMOVED FROM CONSTRUCTION SITE RUN-OFF IN ORDER TO PROTECT DOWNSTREAM AREAS. DURING ALL CONSTRUCTION, EROSION AND SEDIMENTATION SHOULD BE CONTROLLED BY THE FOLLOWING TECHNIQUES:

1. LIMIT THE EXTENT OF EXPOSED SOILS AT ANY GIVEN TIME.
2. REVEGETATE EXPOSED AREAS AND SLOPES AS SOON AS POSSIBLE.
3. MINIMIZE AREA TO BE CLEARED AND GRUBBED.
4. PROTECT EXPOSED SLOPES WITH PLASTIC OR SYNTHETIC MULCHES.
5. INSTALL FILTER CLOTH BETWEEN FRAME AND COVER ON ALL PROPOSED CATCH BASINS AND CATCH BASIN MANHOLES AND ON ALL EXISTING CATCH BASINS THAT WILL RECEIVE RUN-OFF FROM THE SITE.
6. A SILT FENCE SHALL BE INSTALLED AROUND THE PERIMETER OF ALL AND ANY STOCKPILES OF MATERIAL TO BE USED OR REMOVED FROM SITE. (LOCATION TO BE DETERMINED)
7. A VISUAL INSPECTION SHALL BE DONE DAILY ON SEDIMENT CONTROL MEASURES AND CLEANED OF ANY ACCUMULATED SILT AS REQUIRED. THE DEPOSITS WILL BE DISPOSED OFF SITE AS PER THE REQUIREMENTS OF THE CONTRACT.
8. SEDIMENT CONTROL BARRIERS MAY ONLY BE REMOVED TEMPORARILY WITH APPROVAL OF CONTRACT ADMINISTRATOR TO ACCOMMODATE CONSTRUCTION OPERATIONS. ALL AFFECTED BARRIERS MUST BE REINSTATED AT NIGHT WHEN CONSTRUCTION IS COMPLETED. NO REMOVAL WILL OCCUR IF THERE IS A SIGNIFICANT RAINFALL EVENT ANTICIPATED (>10mm) UNLESS A NEW DEVICE HAS BEEN INSTALLED TO PROTECT THE EXISTING STORM AND SANITARY SEWER SYSTEMS.
9. NO REFUELING OR CLEANING OF EQUIPMENT IS PERMITTED NEAR ANY EXISTING WATERWAY.
10. CONTRACTOR SHALL REMOVE SEDIMENT CONTROL MEASURES WHEN, IN THE OPINION OF THE CONTRACT ADMINISTRATOR, THE MEASURE(S) IS NO LONGER REQUIRED. NO CONTROL MEASURES SHALL BE PERMANENTLEY REMOVED WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE CONTRACT ADMINISTRATOR.
11. THE CONTRACTOR SHALL PERIODICALLY, OR WHEN REQUESTED BY THE CONTRACT ADMINISTRATOR, CLEAN OUT ACCUMULATED SEDIMENTS AS REQUIRED.
12. THE CONTRACTOR SHALL IMMEDIATELY REPORT TO THE ENGINEER ANY ACCIDENTAL DISCHARGES OF SEDIMENT MATERIAL INTO THE WATERCOURSE. APPROPRIATE RESPONSE MEASURES, INCLUDING ANY REPAIRS TO EXISTING CONTROL MEASURES OR THE IMPLEMENTATION OF ADDITIONAL CONTROL MEASURES, SHALL BE CARRIED OUT BY THE CONTRACTOR WITHOUT DELAY.
13. CONTRACTOR SHALL INSTALL MUD MATS AT ALL ENTRANCES TO THE SITE.
14. THE SEDIMENT AND EROSION CONTROL MEASURES MAY BE MODIFIED IN THE FIELD AT THE DISCRETION OF THE CITY OF OTTAWA SITE INSPECTOR OR CONSERVATION AUTHORITY.

Revision	By	Appd.	YY.MM.DD
5 REVISED AS PER CITY COMMENTS	WAJ	KJK	23.02.13
4 REVISED AS PER CITY COMMENTS	WAJ	KJK	22.07.28
3 REVISED AS PER CITY COMMENTS	MJS	DT	22.03.07
2 ISSUED TO ARCHITECTURE FOR COORDINATION	MJS	KJK	22.02.03
1 ISSUED FOR REVIEW	WAJ	KJK	21.06.18

File Name: 160401667-D8.dwg	WAJ	KJK	WAJ	21.04.22
	Dwn.	Chkd.	Dgn.	YY.MM.DD

Permit-Seal

LICENSED PROFESSIONAL ENGINEER
D. C. THIFFAULT
100186107
2023-03-09
PROVINCE OF ONTARIO

Client/Project
12318407 CANADA INC.

971 MONTREAL ROAD

OTTAWA, ON

Title
EROSION CONTROL PLAN AND DETAIL SHEET

Project No.	Scale	
160401667		
Drawing No.	Sheet	Revision
EC-1	3 of 5	5

PLAN # 18536

D07-12-21-0094

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2023/02/13 9:39 AM By: Jackson, Warren

ORIGINAL SHEET - ARCH D