

[illegible]

- THE STANDARDS INCLUDE MINIMUM DIMENSIONS THAT ARE TO BE INCORPORATED INTO THE DESIGN OF ANY NEW DEVELOPMENTS INVOLVING NEW AND EXISTING STREET. ANY VARIATION TO THIS DESIGN WILL REQUIRE APPROVAL BY THE CITY OF OTTAWA.
- 2.1. ALL CHANGES TO BE MADE IN CONJUNCTION WITH APPLICABLE CITY STANDARDS:
  1. ALL CONCEPT UTILITY PLANS MUST ADHERE TO THE CITY OF OTTAWA'S STANDARD LOCATION OF UTILITY PLANNING IN ORDER TO AVOID CONFLICTS THROUGHOUT THE SITE PLAN CONCEPT AND SUBSEQUENT APPROVALS FROM THE CITY.
  2. UTILITY CROSSINGS BENEATH WALKS SHALL BE MAINTAINED WHEN CONSTRUCTING CURB-DE-SEAL AND CORNER CUTS REVEALED TO ROADWAY AND GROUNDWATER.
  3. WATERMAIN AND HORIZONTALS TO BE INSTALLED ON BOTHIN AND EAST SIDE OF EACH ROAD RIGHT-OF-WAY.
  4. SANITARY AND STORM SERVICES MAY BE INSTALLED OUT TO THE STREET OR TO THE CURB, DEPENDING ON THE UTILITY DEPT'S AND STILL MAINTAIN THE CLEARANCES REQUIRED BY THE CITY OF OTTAWA.
  5. THE USE IN-ROAD CATCH BASINS INSTALLED OF DUNE RIBB IN BOTH BAYS SHALL BE APPROVED BY AN AUTHORIZED CITY REPRESENTATIVE.
  6. THE USE OF BARRIER CURBS AND MINORITARY CURB SHALL BE APPROVED BY AN AUTHORIZED CITY REPRESENTATIVE. FUTURE CURB CHANGES SHALL BE APPROVED BY THE CITY OF OTTAWA'S UTILITY DEVELOPMENTS.
  7. SANITARY AND STORM SERVICES ARE TO BE CONSTRUCTED AT LOCATIONS IN ACCORDANCE WITH CITY STANDARDS.
  8. SANITARY AND STORM SERVICES SHALL BE CONSTRUCTED TO EXTEND A MINIMUM OF 2.0m BEYOND THE PROPERTY LINE TO ALLOW FOR FUTURE CONSTRUCTION. WATER SERVICE MAY BE INSTALLED AS FAR IN-ROAD AS CONCRETE PAVEMENT LINE (AS SPRINGS AND CATCH BASINS SHALL NOT BE INSTALLED FROM HOSE PULL OF THE BUILDING TO THE CURBSTOP OR FROM THE CURBSTOP TO THE MAIN / CORPORATION STOP).
- 2.2. 1.5m CLEARANCE TO BE MAINTAINED AROUND WATER SERVICE POST.
- 2.3. REFER TO PRECEDING MANUAL FOR UTILITY SPECIFICATION CONCERNING PLANT INSTALLATIONS.
- 2.4. TRANSFORMERS AND PRELIMINARY SHALL BE LOCATED BETWEEN TOWNSHIP BOUNDING BLOCS RATHER THAN ENCROACHING INTO OR IMPROVING THE INSTALLATION OF ROAD ALTERNATIVES SHALL BE LOCATED IN-ROAD.
- 2.5. ALL PRELIMINARIES TO BE INSTALLED IN LINE WITH HYDRO TRANSFORMERS OR ON HOUSE SIDE OF TRENCH.
- 2.6. THE BACK OF A HYDRO TRANSFORMER MUST BE LOCATED A MINIMUM OF 2.0m FROM THE EDGE OF A ROADWAY.
- 2.7. REQUIREMENTS FOR PROTECTIVE BOLLARDS AT TRANSFORMERS SHALL BE DETERMINED BY HYDRO OR HYDRO ON A CASE BY CASE BASIS.
- 2.8. SERVO LATERALS MUST BE INSTALLED A MINIMUM OF 3.0m FROM THE BACK OF A HYDRO TRANSFORMER.
- 2.9. STREET LIGHT CABLE SHALL BE PLACED IN JOINT USE TRENCH. STREET LIGHT CABLE SHALL BE A SAME STREET AS STREET LIGHTS AND JOINT USE TRENCH NOT CONFLICT.
- 2.10. TRAFFIC LIGHTS SHALL BE LOCATED AT THE FOLLOWING:
  1. JOINT USE TRENCH (LAYOUT LOCATIONS AND)
  2. SAME OFFICE INTERSECTION POLES IN A SEPARATE TRENCH.
  3. OPTIMAL LOCATION FOR THE TRAFFIC COMMUNICATING CABLE IF A TRAFFIC LIGHTS OR THE SAME OFFICE AS THE LIGHT POLES.
  4. TRAFFIC LIGHTS CABLE SHALL BE PLACED IN JOINT USE CABLE BANKS.
- 2.11. TRAFFIC SIGNALS MAY BE LOCATED IN THE ROADSIDE AREA ADJACENT TO THE SIDEWALK.
- 2.12. USE OF THE CITY OF OTTAWA'S TRENCH SHALL BE CONSIDERED AS AN OPTION. ALL REQUIREMENTS FOR ALL UTILITIES PRIOR TO THE DEVELOPMENT OF THE PROPERTY UTILITY PLAN SHALL BE IN CONFORMANCE WITH THE REGULATIONS ESTABLISHED BY THE CITY OF OTTAWA UTILITY COMMISSION.
- 2.13. THE DEVELOPER SHALL SUPPLY AND INSTALL SANITARY FOR UTILITY DRINKING AT INTERSECTIONS.
- 2.14. ONE TREE PER LOT (3.0m x 2.0m) IN CONCORD LOT WITH ONE (1) TREE PER STREET SIDE OF THE LOT.
- 2.15. SPECIFIC TREE SPECIES SHALL BE SELECTED FOR SOIL TYPES AND AVAILABLE SPACES FOR PLANTINGS.
- 2.16. TREE PLACEMENT LOCATION AND TREE SPECIES WILL REQUIRE THE APPROVAL OF THE CITY OF OTTAWA.
- 2.17. TREE PLANTING SHALL BE HAND EXCAVATED FOR THOSE LOCATIONS WITH LESS THAN 2.0m BENEATH TO THE 2.0m.
- 2.18. SCHEDULED ORDER OF INSTALLATION:
  1. FENCES AND WATERMAIN, HORIZONTALS, WATER, SANITARY AND STORM SERVICES.
  2. SANITARY AND STORM SERVICES.
  3. BASE COURSE, ASPHALT, JOINT USE UTILITY TRENCH, GAS MAINS, UTILITY TRENCH, SIDEWALK, DRIVEWAY, SIDEWALK, AND DRIVEWAY.
- 2.19. THE ORDER OF INSTALLATION MAY VARY DEPENDING ON UTILITY CIRCUMSTANCES AS APPROVED BY AN AUTHORIZED CITY REPRESENTATIVE.



|            |            |
|------------|------------|
| DATE:      | —          |
| REV. DATE: | MARCH 2009 |
| DWG. No.:  | ROW-NOTES  |



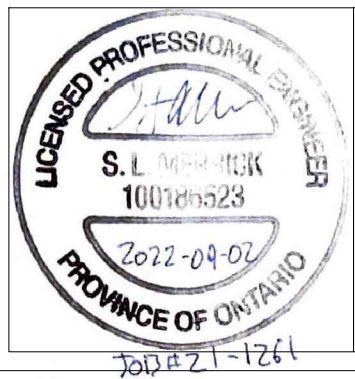
PRIVATE ROAD 1 (STA 0+000.000 TO STA 0+082.500), (STA 0+121.530 TO STA 0+223.790)  
PRIVATE ROAD 2 (STA 0+000.000 TO STA 0+087.939), (STA 0+143.079 TO STA 0+180.269)  
(STA 0+231.461 TO STA 0+312.960)



PRIVATE ROAD 1 (STA 0+082.501 TO STA 0+121.529)  
PRIVATE ROAD 2 (STA 0+087.940 TO STA 0+143.080), (STA 0+180.270 TO STA 0+231.460)

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| 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | S.L.M. | 22-09-02 | 3rd SUBMISSION |
| 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | S.L.M. | 22-06-10 | 2nd SUBMISSION |
| 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | S.L.M. | 22-01-13 | 1st SUBMISSION |
| No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | BY     | DATE     | DESCRIPTION    |
| <p>TOPOGRAPHIC INFORMATION</p> <p>TOPOGRAPHIC INFORMATION PROVIDED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD. PROJECT No. 22111-21 RECEIVED JUNE 24, 2021</p> <p>LEGAL INFORMATION</p> <p>CALCULATED M-PLAN PROVIDED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD., PROJECT No. 22111-21, RECEIVED AUGUST 25TH, 2022.</p> <p>BENCH MARK</p> <p>SITE BENCHMARK #1, FIRE HYDRANT TOP OF SPINDLE<br/>ELEVATION = 109.78m</p> <p>SITE BENCHMARK #2, CP IN ASPHALT<br/>ELEVATION = 109.09</p> |        |          |                |

BOBOLINK RIDGE  
BLOCK 343



© DSEL

# STANDARD ROADWAY CROSS SECTIONS

|                     |                    |                        |
|---------------------|--------------------|------------------------|
| DRAWN BY: G.G.G.    | CHECKED BY: S.L.M. | PROJECT No.<br>21-1261 |
| DESIGNED BY: G.G.G. | CHECKED BY: S.L.M. |                        |
| SCALE:<br>AS SHOWN  |                    | SHEET No.<br>2         |