

FFL	FIRST FLOOR ELEVATION
TOF	TOP OF FOUNDATION
USF	UNDERSIDE OF FOOTING
---	PROPERTY LINE

CB		CATCH BASIN
MH		STORM MANHOLE
CB/MH		CATCH BASIN/MANHOLE
MH		SANITARY MANHOLE
VC		VALVE CHAMBER
FS		FIRE HYDRANT
CH		CURB STOP & STANDPOST
VB		VALVE & VALVE BOX
		WATER METER
		REMOTE WATER METER
SAN		SANITARY SEWER
ST		STORM SEWER

[illegible]

D.B. GRAY ENGINEERING INC.
Stormwater Management - Grading & Drainage - Storm & Sanitary Sewers - Watersheds

700 Long Point Circle
 Ottawa, Ontario
 613-425-8044
 d.gray@dbgrayengineering.com

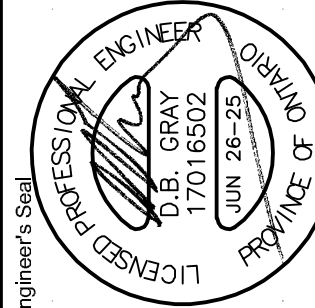
Project

TONY GRAHAM
PREP SHOP
2500 PALLADIUM DRIVE,
UNIT 4
OTTAWA, ONTARIO

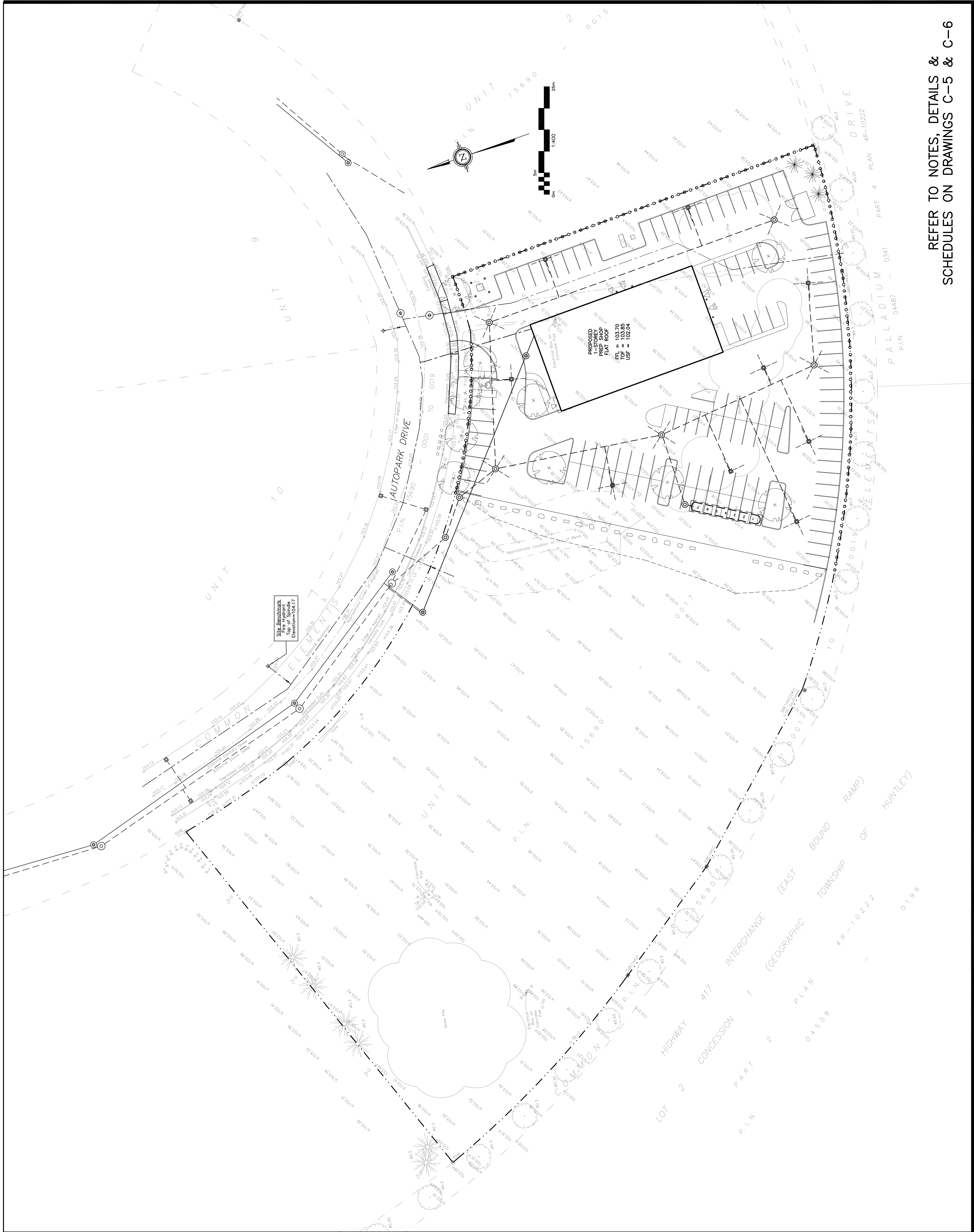
Drawing Title

SITE OVERVIEW

Drawn	D.B.G.
H. Scale	1:4000
V. Scale	
Date	JUN 4-25
Job No.	25023

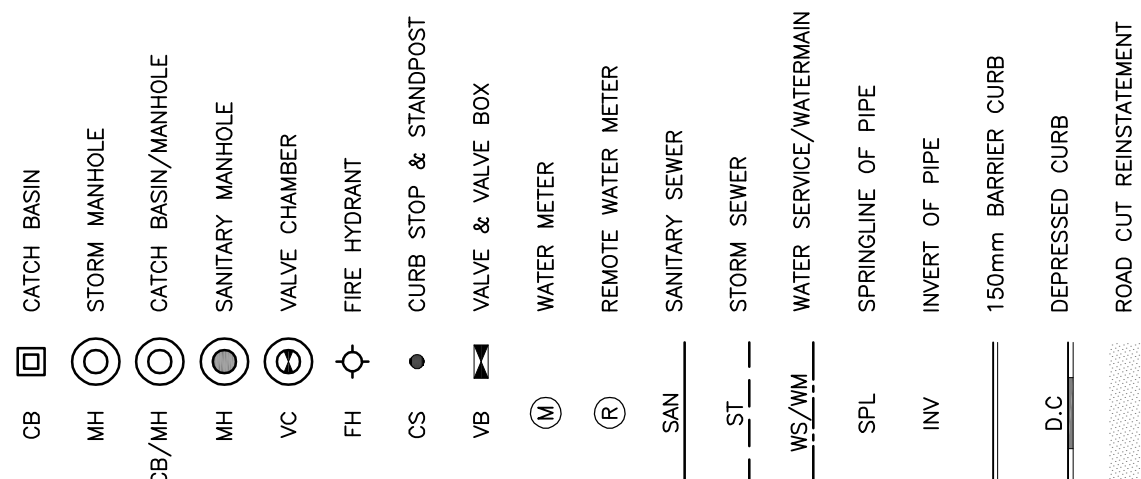


Drawing No.
C-1
of 7



REFER TO NOTES, DETAILS &
SCHEDULES ON DRAWINGS C-5 & C-6

FFL	FIRST FLOOR ELEVATION
TOF	TOP OF FOUNDATION
USF	UNDERSIDE OF FOOTING
.....	PROPERTY LINE

[illegible]

D.B. GRAY ENGINEERING INC.
Stormwater Management - Grading & Drainage - Storm & Sanitary Sewers - Watermain

700 Long Point Circle 613-425-8044
Ottawa, Ontario d.gray@dlgrayengineering.com

Project

Drawing Title

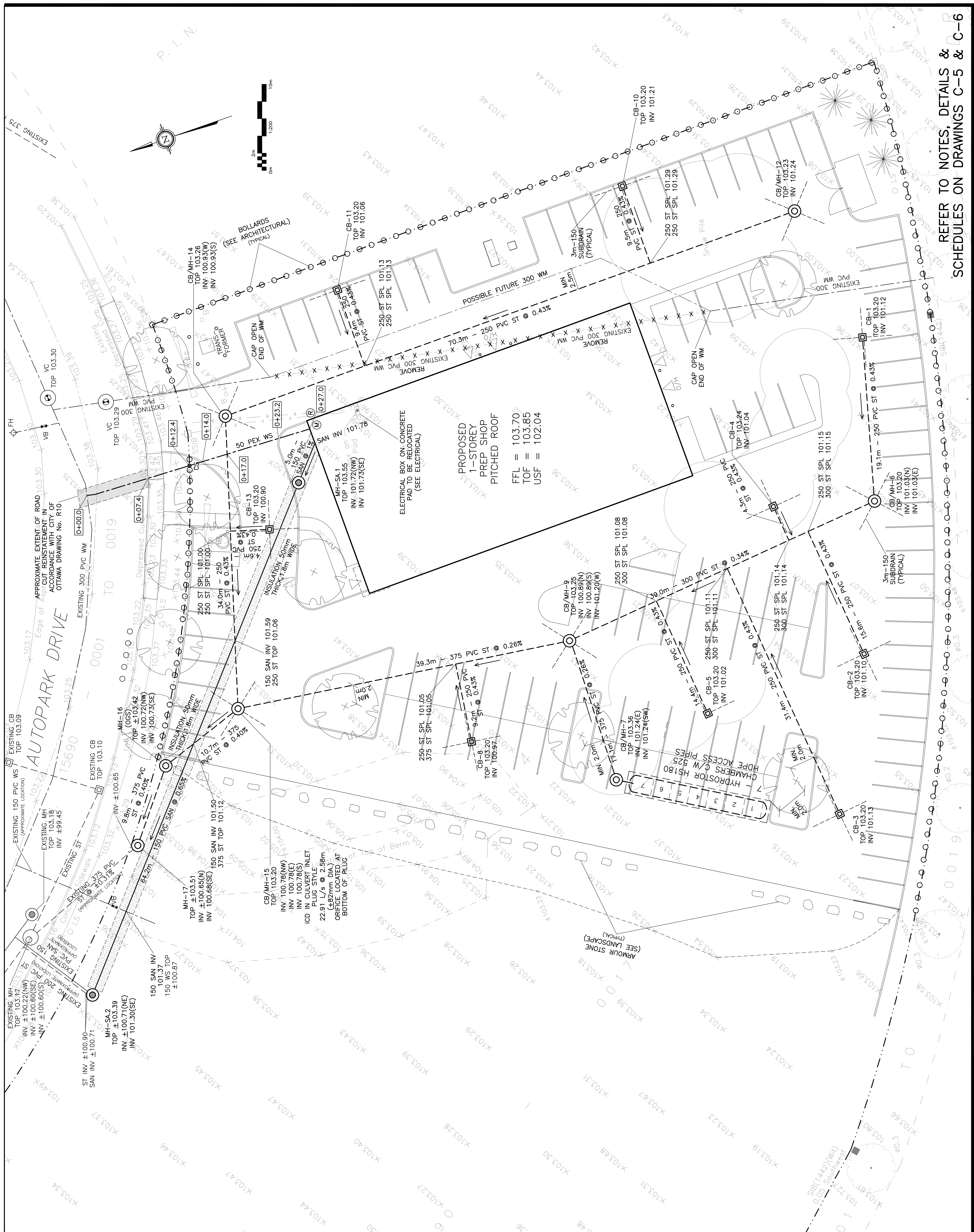
SITE SERVICING PLAN

Engineer's Seal

The seal is circular with the text "LICENSED PROFESSIONAL ENGINEER" around the top and "D.B. GRAY" around the bottom. In the center is a stylized drawing of a bridge or arch structure.

Drawn	D.B.G
H. Scale	1:200
V. Scale	
Date	JUN 4-25
Job No.	25023

Drawing No. **C-2** of **7**
 PROVINCE OF ONTARIO
 NOT VALID UNLESS
 SIGNED & DATED



FFL	FIRST FLOOR ELEVATION
TOF	TOP OF FOUNDATION
USF	UNDERSIDE OF FOOTING
---	PROPERTY LINE
CB	CATCH BASIN
MH	STORM MANHOLE
CB/MH	CATCH BASIN/MANHOLE
MH	SANITARY MANHOLE
VC	VALVE CHAMBER
FH	FIRE HYDRANT
EXISTING	EXISTING GRADE ELEVATION
+99.99	PROPOSED GRADE ELEVATION
2%	EXISTING SLOPE OF GRADE
2%	PROPOSED SLOPE OF GRADE
	EMERGENCY OVERLAND FLOW
	150mm BARRIER CURB
D.C	DEPRESSED CURB
.....	SILT FENCE BARRIER
////	LIGHT-DUTY PAVEMENT
XXXX	HEAVY-DUTY PAVEMENT
	LANDSCAPE

[illegible]

D. B. GRAY ENGINEERING INC.
Sewerwater Management • Grading & Drainage • Storm & Sanitary Sewers • Harbormasters

700 Long Point Circle
Ottawa, Ontario

613-425-8044
d.gray@dbgrayengineering.com

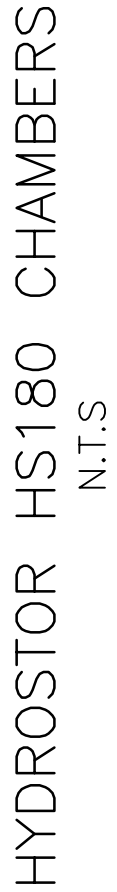
Project

Drawing Title

GRADING PLAN

Engineer's Seal		Drawing No. C-3 of 7
Drawn	D.B.G.	
H. Scale	1:200	
V. Scale		
Date	JUN 4-25	
Job No.	250223	



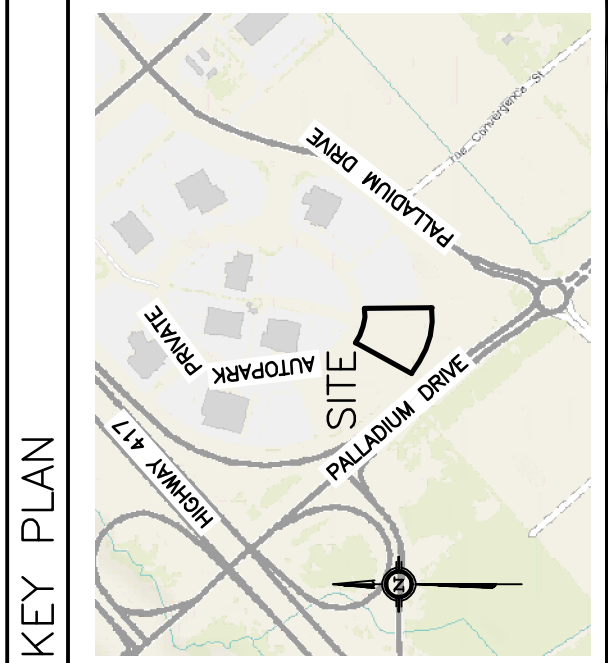


MATERIAL:
50mm PEX TUBING TO AWWA C-904 SDR 9 (CTS)

STATION	DESCRIPTION	GRADE ELEVATION	TOP OF PIPE	DEPTH OF COVER	NOTES
0+00.0	TVS CONNECTION TO 300mm MUNICIPAL WATERMAIN AS PER CITY OF OTTAWA DRAWING No. W33	±103.35	±100.95	±2.40	-
0+07.4	-	±103.30	±100.90	2.40	BOTTOM OF CURB
0+12.4	50mm CURB STOP & SERVICE POST TO CITY OF OTTAWA STANDARDS	103.55	100.90	2.65	ON PROPERTY LINE
0+14.0	-	103.37	100.80	2.57	BOTTOM OF CURB
0+17.0	-	103.37	100.61	2.76	CROSSING 250 ST INV. 100.91 WM TOP 100.61 - 300mm CLEARANCE (MIN. 300mm REQ'D)
0+23.2	-	103.40	100.80	2.60	BOTTOM OF CURB
0+27.0	-	103.69	100.91	2.78	ENTRY INTO BUILDING



INSULATION OF SEWERS
IN SHALLOW TRENCHES
AS PER CITY OF OTTAWA DRAWING No. S35
N.T.S

[illegible]

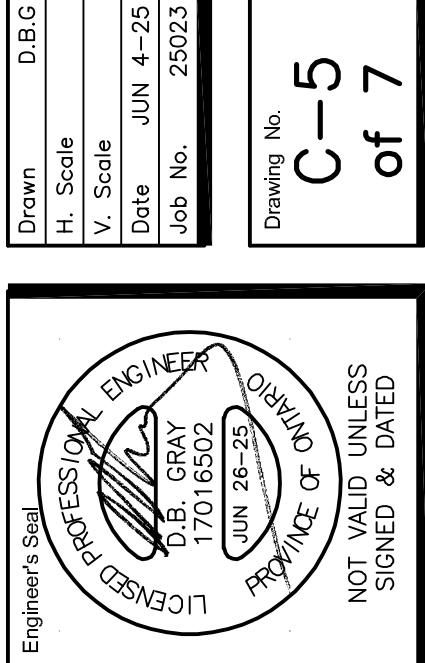
D. B. GRAY ENGINEERING INC.
Stormwater Management • Grading & Drainage • Storm & Sanitary Sewers • Watersheds

700 Long Point Circle 613-425-8044
 Ottawa, Ontario d.gray@dbgrayengineering.com

Project

TONY GRAHAM
PREP SHOP
2500 PALLADIUM DRIVE,
UNIT 4
OTTAWA, ONTARIO

Drawing Title



- [illegible]

2. EROSION AND SEDIMENT CONTROL PLAN
- 2.1. THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES TO PROVIDE PROTECTION OF THE AREA DRAINAGE SYSTEM AND THE SEDIMENT CAPTURE FILTER SLOTTED IN CATCH BASINS TO REMAIN IN PLACE THROUGHOUT THE CONSTRUCTION PERIOD.
- 2.2. THE CONTRACTOR SHALL NOT REMOVE UNTIL CONSTRUCTION IS COMPLETE. BASINS ADJACENT TO THE SITE AND AT ANY MANHOLES OR CATCH BASINS THAT WILL RECEIVE DISCHARGE FROM DE-WATERING OPERATIONS AND ALL NEW CATCH BASINS AS THEY ARE INSTALLED; OR INSTALL SEDIMENT CAPTURE FILTER SLOT INSERTS (TERRAZX GEOSYNTHETICS INC SITSACKS OR APPROVED EQUAL). INSPECT AT THE END OF EACH DAY AND AFTER EACH RAINFALL. REMOVE ANY DAMAGED FILTER SLOT INSERTS. DO NOT REMOVE UNTIL CONSTRUCTION IS COMPLETE.
- 2.3. INSTALL A SILT FENCE BARRIER AROUND STOOPED SEDIMENT OR SOIL PRIOR TO COMMENCEMENT OF CONSTRUCTION INSTALL A SILT FENCE BARRIER AS SHOWN ON PLANS. INSPECT ALL SILT FENCES AT THE END OF EACH DAY AND AFTER EACH RAINFALL. REMOVE ANY DAMAGED SECTIONS OF FENCE. DO NOT REMOVE ANY SILT FENCES IN ANY PHASE UNTIL CONSTRUCTION IS COMPLETE.
- 2.4. ANY MATERIAL DEPOSITED ON A PUBLIC ROAD SHALL BE REMOVED BY SWEEPING AND SHOVELING OR VACUUMING AND DISPOSING TO AN APPROPRIATE LOCATION. CONSTRUCTION IS CONSIDERED COMPLETE WHEN THE FOLLOWING CONDITIONS HAVE BEEN MET.
- 2.5
- A. ALL STRUCTURES HAVE BEEN BUILT.
- B. ALL PROPOSED GRASSED AREAS ARE EITHER SOODED OR HAVE A FULL COVERAGE OF WELL ESTABLISHED TURF AND HAVE HAD A MINIMUM OF ONE FULL GROWING SEASON (MAY 15TH TO SEPTEMBER 15TH).
- C. THERE ARE NO AREAS OF EXPOSED EARTH.
- D. THERE ARE NO AREAS OF EXPOSED ROCK.
- 2.6 REMOVE EROSION AND SEDIMENT CONTROL MEASURES WHEN CONSTRUCTION IS COMPLETE.

- 3.1. NEW GRABES TO MATCH EXISTING AT PROPERTY LINE. NO EXCESS DRAINAGE WILL BE DIRECTION TOWARDS THE ADJACENT PROPERTIES DURING OR AFTER CONSTRUCTION. THERE SHALL BE NO ALTERATION TO EXISTING GRABES AND DRAINAGE PATTERNS ON PROPERTY LINE.
- 3.2. ALL SLOPS SHALL BE GRADED TO ENSURE ADEQUATE DRAINAGE AWAY FROM BUILDINGS TO CATCH BASINS, SWALES, DITCHES AND OTHER APPROVED DISPOSAL AREAS. GRADING SHALL BE GRADUAL BETWEEN FINISHED SPOT ELEVATIONS SHOWN ON DRAWINGS TO PREVENT THE RISK OF POOR WORKMANSHIP OR DAMAGE. DEFECTIVE GRADING SHALL BE CORRECTED.
- 3.3. WHETHER RESULT OF POOR WORKMANSHIP OR DAMAGE. DEFECTIVE GRADING SHALL BE CORRECTED.
- 3.4. CONCRETE CURBS SHALL BE CONSTRUCTED TO CITY OF OTTAWA DRAWING NO. SC21.1. CONCRETE SIDEWALK SHALL BE CONSTRUCTED TO CITY OF OTTAWA DRAWING NO. SC2.4. CONCRETE CURBS WITH CONCRETE SIDEWALK SHALL BE CONSTRUCTED TO CITY OF OTTAWA DRAWING NO. SC21.4. ENTRANCE SHALL BE CONSTRUCTED WITH 150 mm THICK GRANULAR AT BASE, 150 mm THICK CONCRETE C/W DRAINING NO. SC2.7 WITH A TACTILE WALKING SURFACE INDICATOR (TWS) ALL IN ACCORDANCE WITH CITY OF OTTAWA ACCESSIBILITY DESIGN STANDARDS. TWS SHALL BE INSTALLED AS PER CITY OF OTTAWA DRAWING NO. SC27.3. TWO NO. 15 REINFORCING BARS SHALL BE ADDED TO THE CURB FOR EACH LENGTH OF THE DEFECTS. CONCRETE SIDEWALK SHALL BE CONSTRUCTED TO CITY OF OTTAWA DRAWING NO. SC21.4. CONCRETE SIDEWALK SHALL BE TO CITY OF OTTAWA SPECIFICATION SECTION F-251.1. CONCRETE SHALL BE CLASS 32 MPa, CLASS C-2.5. THE AIR ENTRAINMENT SHALL BE 5% TO 8% PRIOR TO PLACEMENT AND THE SLUMP SHALL BE LESS THAN 40 mm. CLASS C-2.5. THE AIR ENTRAINMENT SHALL BE 5% TO 8% PRIOR TO PLACEMENT AND THE SLUMP SHALL BE LESS THAN 40 mm $\pm$ 20 mm FOR EXTRUDED ASPHALT RESULT OF POOR WORKMANSHIP OR USE OF DEFECTIVE PRODUCTS OR DAMAGE. DEFECTIVE PORTIONS OF CURBS, SIDEWALK AND ASPHALT SHALL BE CORRECTED OR REMOVED AND REPLACED.

4. SITE SERVICES
- 4.1. INSTALL TO WATERMAN BY CITY OF OTTAWA FORCES, CONTRACTOR SHALL PROVIDE EXCAVATION, BACKFILL AND REINSTATEMENT.
- 4.2. INITIAL A WATERRIGHT CAN AT OPEN ENDS OF ANY EXISTING ABANDONED SEWER OR UNDERGROUND JOINT OR CONDUIT ENCOUNTERED.
- 4.3. WHEN THE PRESSURE IS EXPECTED TO ABOVE 80 PSI, INSTALL A PRESSURE REDUCING VALVE (PRV) IMMEDIATELY AFTER THE WATER METER.
- 4.4. WATER METER SHALL BE INSTALLED AS PER CITY OF OTTAWA Dwg. No. W31 (3/8 & 50mm). WATER SERVICE LINE SHALL BE INSTALLED AS PER CITY OF OTTAWA Dwg. No. W33 (3/8 & 50mm).
- 4.5. WATER SERVICE MATERIALS AND CONNECTION METHODS TO BE USED SHALL COMPLY WITH THE FOLLOWING SPECIFICATIONS (UPSS & OPSD), WATER SERVICE MATERIALS SHALL BE FLEX TUBING SDR 9 CTS TO ANWA C-404 & CITY OF OTTAWA STANDARDS.
- 4.6. PROVIDE A MINIMUM 2.4 m COVER OVER WATER SERVICE CONNECTION, WHERE THE MINIMUM COVER IS NOT POSSIBLE INSULATE AS PER CITY OF OTTAWA Dwg. No. W32.
- 4.7. BASES & WINDOW WALLS PLACE INSULATION AROUND WATER SERVICE CONNECTIONS AS PER CITY OF OTTAWA Dwg. No. W23.
- 4.8. WATER SERVICE CONNECTION SHALL BE CONSTRUCTED OF A SINGLE RUN OF PIPE WITH NO JOINTS OR FITTINGS BETWEEN THE WATERMETER AND CURB STOP AND BETWEEN THE CURB STOP AND THE INSIDE FACE OF THE BUILDING.
- 4.9. PROVIDE ALL NECESSARY SEWERS AS PER CITY OF OTTAWA DRAWING No. W35. PROVIDE A MINIMUM 300mm BARRER TO BARREL VERTICAL SEPARATION.
- 4.10. ALL SEWER MATERIALS AND CONSTRUCTION METHODS TO CITY OF OTTAWA STANDARDS AND ONTARIO PROVINCIAL STANDARDS.
- 4.11. NEWLY LAYED SEWERS SHALL HAVE A MINIMUM 2.0m DEPTH COVER AND SHALL BE INSULATED WITH RIGID POLYSTYRENE (PIR) BLOCKS (MINIMUM 150mm OR LESS) AND SHALL CONFORM TO CSA B1842 AND SHALL HAVE BELLY AND SHORT JOINTS WITH RUBBER GASKETS.
- 4.12. SEWERS SHALL HAVE A MINIMUM 2.0m DEPTH COVER AND SHALL BE INSULATED WITH RIGID POLYSTYRENE (PIR) BLOCKS (MINIMUM 150mm OR LESS) AND SHALL CONFORM TO CSA B1842 AND SHALL HAVE BELLY AND SHORT JOINTS WITH RUBBER GASKETS.
- 4.13. MANHOLES & CATCH BASINS:
- 4.14. PRECAST MANHOLE UNITS TO OPSD 1351 AND OPSD 701.010 WITH BASE SLAB OR MONOLITHIC BASE. TOP SECTIONS ECCENTRICALLY PLACED TO ALLOW FOR OPENING OFFSET FOR VERTICAL JACKET INSTALLATION.
- 4.15. MANHOLE STEPS: TO OPSD 405.01.
- 4.16. ADJUSTING RINGS: TO ASTM C 478M.

- F. PRECAST CATCH BASIN SECTIONS: TO OPCS 1351.
- G. JOINTS: SHALL BE MADE WATERTIGHT USING BUTYL BASED, FLEXIBLE WATERSTOP/JOINT SEALANT MATERIAL.
- H. DRAIN SEWERS: BEHIND TO U-SHAPED CHANNEL PER OPCS 70.10.21. SLOPE INVERT TO ESTABLISH SEWER GRADE.
- I. STORM SEWERS: MANHOLES SHALL HAVE A 300mm SUMP AND CATCH BASINS AND DITCH INLET SHALL HAVE A 600mm SUMP AND CATCH BASIN.
- J. FRAMES, GRATES AND COVERS TO CITY OF OTTAWA DRAWINGS OR OPCS (AS PER CATCH BASIN & MANHOLE SCHEDULE).
- K. GRATES AND COVERS TO BE EVEN ON FRAMES.
- L. GRANULAR BEDDING AND BACKFILL: OPCS GRANULAR A. RECYCLED GRANULAR MATERIALS ARE NOT PERMITTED.
- M. THE INLET PIPE SHALL BE 150mm DIAMETER.
- N. 4.11 AS INDICATED ON PLANS: AT ALL CATCH BASINS AND CATCH BASIN MANHOLES PROVIDE MINIMUM 3m LONG, 150mm DIAMETER, IMPROVED SUB-DRAINS AT 300 mm BELOW THE SUB-GRADE LEVEL. HOPE C/W FILTER FABRIC, SOAK & END PLUG (BOSS 1000 OR EQUIVALENT).
- O. 4.12 THE INLET CONTROL DEVICE (LOCATED IN THE OUTLET PIPE OF CATCH BASIN MANHOLE CB/MH-15) SHALL BE PLUG STYLE WITH A DISCHARGE RATE AS INDICATED ON PLAN. PRIOR TO INSTALLATION SUBMIT SHOP DRAWING TO ENGINEER FOR REVIEW.

5. CONSTRUCTION:
- 5.1. OBTAIN AND PAY FOR ALL NECESSARY PERMITS AND APPROVALS FROM THE AUTHORITIES.
- 5.2. PROVIDE ALL NECESSARY UTILITY LOCATIONS, STRUCTURES AND AREAS NOT NECESSARILY SHOWN ON DRAWINGS AND THOSE INDICATED ON THE DRAWINGS ARE DERIVED FROM AVAILABLE INFORMATION AND ARE FOR GUIDANCE ONLY AND MUST BE CONFIRMED ON SITE BEFORE COMMENCING ANY WORK. COMPLETENESS AND ACCURACY ARE NOT GUARANTEED.
- 5.3. PROTECT EXISTING BUILDINGS, TREES AND OTHER PLANTS, LAWSNS, FENCING, SERVICE POLES, WIRES, PAVEMENT, SURVEY BENCH MARKS AND MONUMENTS AND OTHER SURFACE FEATURES FROM DAMAGE WHILE WORK IS IN PROGRESS. DO NOT DISTURB SOIL WITHIN BRANCH SPREAD OF TREES OR SHRUBS THAT ARE TO REMAIN.
- 5.4. THE EXISTING UTILITY LOCATIONS ARE TO BE REMOVED BY THE AUTHORITIES, INCLUDING ANY NECESSARY PERSONNEL, AND THE SUPPLY, INSTALLATION, REMOVAL AND REPLACEMENT OF ALL NECESSARY SIGNAGE AND BARRIERS. IF APPLICABLE, PROVIDE TRAFFIC MANAGEMENT PLAN AS PER CITY OF OTTAWA REQUIREMENTS.
- 5.5. REMOVE EXISTING EXCAVATIONS AT THE END OF EACH WORK DAY. FENCES SHALL BE INSTALLED AND MAINTAINED A GOOD AND EFFECTIVE CONDITION.
- 5.6. REMOVE OBSTRUCTIONS, ICE AND SNOW FROM SURFACES TO BE EXCAVATED.

- 5.6 REMOVE OBSTRUCTIONS, ICE AND SNOW, FROM SURFACES TO BE EXCAVATED.

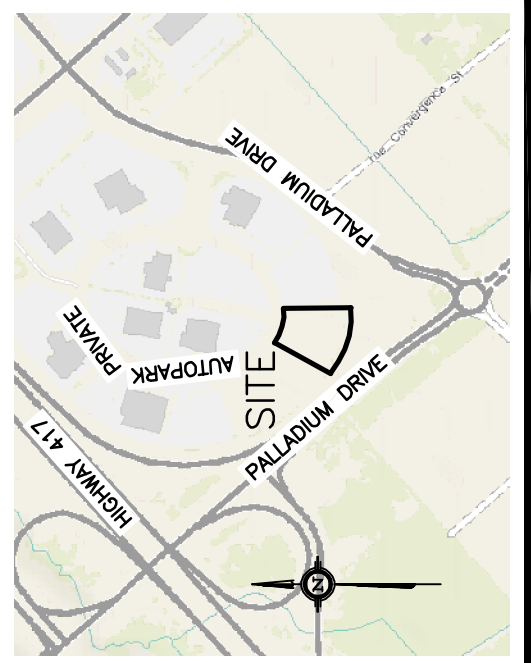
- [illegible]

6. PAVEMENT
- 6.1 PAVEMENT STRUCTURE:
LIGHT DUTY PAVEMENT:
Xmm HL-3 or SUPERPAVE 12.5 ASPHALTIC CONCRETE
Xmm OPS5 GRANULAR A BASE
Xmm OPS5 GRANULAR B TYPE II SUB-BASE
Xmm DUTY UNCLASSIFIED
Xmm HL-3 or SUPERPAVE 12.5 ASPHALTIC CONCRETE
Xmm HL-8 or SUPERPAVE 19.0 ASPHALTIC CONCRETE
Xmm OPS5 GRANULAR A BASE
Xmm OPS5 GRANULAR B TYPE II SUB-BASE
RE-CYCLED GRANULAR MATERIALS ARE NOT PERMITTED.
- 6.2 PAVEMENT STRUCTURE SHALL BE PERFORMANCE GRADE PG58-34.
PAVEMENT SHALL BE CONSTRUCTED TO A MINIMUM OF 150 OR 151.
PAVEMENT SUB-GRADE PREPARATION AND CONSTRUCTION OF THE GEOTECHNICAL INVESTIGATION TO THE SATISFACTION OF THE ENGINEER.
- 6.3 REMOVE ALL MATERIALS TO THE SUB-GRADE LEVEL. REMOVE ORGANIC OR UNSUITABLE MATERIAL FROM SUB-GRADE WHERE SUB-GRADE TO BE FREE FROM DEBRIS, SNOW, ICE, WATER AND FROZEN GROUND. COMPACT SUB-GRADE TO 98%.
- 6.4 CONSTRUCT GRANULAR BASE AND SUB-BASE TO DEPTH AND GRADE IN AREAS INDICATED CONSTRUCT A SHIV FROST TAPER IN SUB-GRADE SURFACE AS A TRANSITION BETWEEN DIFFERING PAVEMENT STRUCTURES AND BETWEEN PAVEMENT AND CURBS AND
- 6.5 ENSURE NO FROZEN MATERIAL IS PLACED. PLACE MATERIAL ONLY ON CLEAN UNFROZEN SURFACE. FREE FROM SNOW OR ICE.
- 6.6 PLACE MATERIAL TO FULL WIDTH IN UNIFORM LAYERS NOT EXCEEDING 300mm COMPACTED THICKNESS. SHAPE EACH LAYER TO SMOOTH CONTOUR AND FULL WIDTH TO SPECIFIED DENSITY BEFORE SUCCEEDING LAYER IS PLACED.
- 6.7 COMPACT SUB-BASE MATERIAL TO DENSITY OF NOT LESS THAN 95% CORRECTED MAXIMUM DRY DENSITY. FILL OVER-EXCAVATED AREAS TO CORRESPONDING FINISH GRADE. COMPACT TO 98% CONTACT FACE AND SHOULDER MATERIAL TO DENSITY NOT LESS THAN 100% CORRECTED MAXIMUM DRY DENSITY.
- 6.8 IN AREAS NOT ACCESSIBLE TO ROLLING EQUIPMENT, COMPACT TO SPECIFIED DENSITY WITH MECHANICAL TAMPERS.
- 6.9 REPLACE PAVEMENT DISTURBED BY CONSTRUCTION AND REPLACE WITH PAVEMENT STRUCTURE ABOVE.
- 6.10 WHERE NEW COAT SHALL BE APPLIED TO EXISTING PAVEMENTS WHICH ARE CRACKED OR WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS SURFACES THAT HAVE BEEN CUT, GROUND OR MILLED. TACK COAT THE SURFACE OF ALL BINDER COURSES AND BUTTING CONCRETE SURFACES. CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.11 WHERE LARGE VOLUMES OF WATER, THE UNDETECTED WATER SHALL BE REMOVED BY THE PAVING OPERATOR TO PREVENT THE PAVING OPERATOR FROM BEING TRAPPED. THE UNDETECTED WATER SHALL BE REMOVED BY THE PAVING OPERATOR TO PREVENT THE PAVING OPERATOR FROM BEING TRAPPED.
- 6.12 SHAPE BASE TO SMOOTH CONTOUR AND COMPACT TO NOT LESS THAN 100% CORRECTED MAXIMUM DRY DENSITY BEFORE BEGINNING PAVING OPERATIONS.
- 6.13 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.14 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.15 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.16 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.17 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.18 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.19 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.20 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.21 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.22 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.23 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.24 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.25 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.26 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.27 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.28 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.29 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.30 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.31 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.32 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.33 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.34 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.35 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.36 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.37 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.38 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.39 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.40 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.41 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.42 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.43 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.44 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.45 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.46 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.47 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.48 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.49 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.50 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.51 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.52 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.53 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.54 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.55 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.56 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.57 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.58 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.59 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.60 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.61 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.62 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.63 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.64 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.65 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.66 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.67 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.68 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.69 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE 5 DEG.C
- 6.70 WHERE THERE ARE CRACKS IN EXISTING PAVEMENTS, THE CRACKS SHALL BE REPAIRED TO THE FULL DEPTH OF THE CRACK. CRACKS SHALL BE REPAIRED WITH A HOT APPLIED GROSSE SUFFICIENTLY AHEAD OF THE PAVING OPERATION TO ALLOW FOR CURING. PAVING AND CONSTRUCTION EQUIPMENT SHALL NOT BE OPERATED ON CRACKS UNTIL THEY HAVE BEEN REPAIRED TO THE FULL DEPTH OF THE CRACK.
- 6.71 FINISH SURFACE SMOOTH, TRUE TO GRADE.
- 6.72 KEEP VEHICULAR TRAFFIC AND OTHER LOADS OFF NEWLY PAVED AREAS UNTIL 24 HOURS AFTER PAVING.
- 6.73 APPLY ASPHALTIC CONCRETE ONLY WHEN BASE OR PREVIOUS COURSE IS DRY AND AIR TEMPERATURE IS ABOVE

- 6.14 FINISH SURFACE SMOOTH, TRUE TO GRADE.**

- 6.16 DIVERT UNUSED AND WASTE ASPHALT TO A FACILITY APPROVED FOR ACCEPTING SUCH MATERIALS.
- 6.17 APPLY TRAFFIC PAINT AS IDENTIFIED ON PLAN. TRAFFIC PAINT: NON-DARKENING, HOMOGENEOUS, UNIFORM AND SMOOTH, FREE FROM SKIN, DIRT AND OTHER FOREIGN PARTICLES. APPLY TO DRY PAVEMENT SURFACE FREE FROM FROST, ICE, DUST, OIL, GREASE AND OTHER FOREIGN MATERIALS. PROTECT PAVEMENT MARKINGS UNTIL DRY.

KEY PLAN

[illegible]

D. B. GRAY ENGINEERING INC.

Stormwater Management - Grading & Drainage - Storm & Sanitary Sewers - Watermain

700 Long Point Circle
613-425-8044

Ottawa, Ontario, Canada
dgray@thomsoninc.ca

Project

TONY GRAHAM

DOHS 3189
DREF 3189

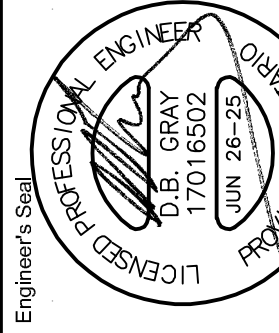
2500 DALI ADJIM

UNIT 4

+ INICIO

NOTES

Drawing Title



Drawing No.

C-6
of 7

