

GRADING NOTES:

- ALL TOPSOIL, ORGANIC OR DELETERIOUS MATERIAL MUST BE ENTIRELY REMOVED FROM BENEATH THE PROPOSED PAVED AREAS AS DIRECTED BY THE SITE ENGINEER OR GEOTECHNICAL ENGINEER.
- EXPOSED SUBGRADES IN PROPOSED PAVED AREAS SHOULD BE PROOF ROLLED WITH A LARGE STEEL DRUM ROLLER AND INSPECTED BY THE GEOTECHNICAL ENGINEER PRIOR TO THE PLACEMENT OF GRANULARS.
- 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.
- IF SOFT SPOTS DEVELOP IN THE SUBGRADE DURING COMPACTION OR DUE TO CONSTRUCTION TRAFFIC, THE AFFECTED AREAS SHOULD BE EXCAVATED AND REPLACED WITH OPSS GRANULAR B TYPE II MATERIAL. WEAK SUBGRADE CONDITIONS MAY BE EXPERIENCED OVER SERVICE TRENCH FILL MATERIALS. THIS MAY REQUIRE THE USE OF GEOTEXTILE, THICKER SUBBASE OR OTHER MEASURES THAT CAN BE RECOMMENDED AT THE TIME OF CONSTRUCTION AS PART OF THE FIELD OBSERVATION PROGRAM.
- THE GRANULAR BASE SHOULD BE PLACED IN 300mm LIFTS AND COMPACTED TO AT LEAST 99% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY VALUE. ANY ADDITIONAL GRANULAR FILL USED BELOW THE PROPOSED PAVEMENT SHOULD BE COMPACTED TO AT LEAST 99% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY VALUE.
- ON-SPECIFIED EXISTING FILL ALONG WITH SITE-EXCAVATED SOIL COULD BE PLACED AS GENERAL LANDSCAPING FILL WHERE SETTLEMENT OF THE GROUND SURFACE IS OF MINOR CONCERN. THESE MATERIALS SHOULD BE SPREAD IN LIFTS WITH A MAXIMUM THICKNESS OF 300 mm AND COMPACTED BY THE TRACKS OF THE SPREADING EQUIPMENT TO MINIMIZE VOIDS.
- IF EXCAVATED BROWN SILTY CLAY, FREE OF ORGANICS AND DELETERIOUS MATERIALS, IS TO BE USED TO BUILD UP THE SUBGRADE LEVEL FOR AREAS TO BE PAVED, IT IS RECOMMENDED THAT THE MATERIAL BE PLACED UNDER DRY CONDITIONS AND ABOVE FREEZING TEMPERATURES. THE SILTY CLAY SHOULD BE COMPACTED IN THIN LIFTS TO AT LEAST 95% OF THE MATERIAL'S SPMD.
- MINIMUM OF 2% GRADE FOR ALL GRASS AREAS UNLESS OTHERWISE NOTED.
- MAXIMUM TERRACING GRADE TO BE 3:1 UNLESS OTHERWISE NOTED.
- ALL GRADES BY CURBS ARE EDGE OF PAVEMENT GRADES UNLESS OTHERWISE INDICATED.
- ALL CURBS SHALL BE MOUNTABLE CURB (50mm) UNLESS OTHERWISE NOTED AND CONSTRUCTED AS PER CITY OF OTTAWA STANDARDS (SC1.1).
- REFER TO LANDSCAPE PLAN FOR PLANTING AND OTHER LANDSCAPE FEATURE DETAILS.
- CONTRACTOR TO PROVIDE THE CONSULTANT WITH A GRADING PLAN INDICATING AS-BUILT ELEVATIONS OF ALL DESIGN GRADES SHOWN ON THIS PLAN.

EROSION AND SEDIMENT CONTROL NOTES:

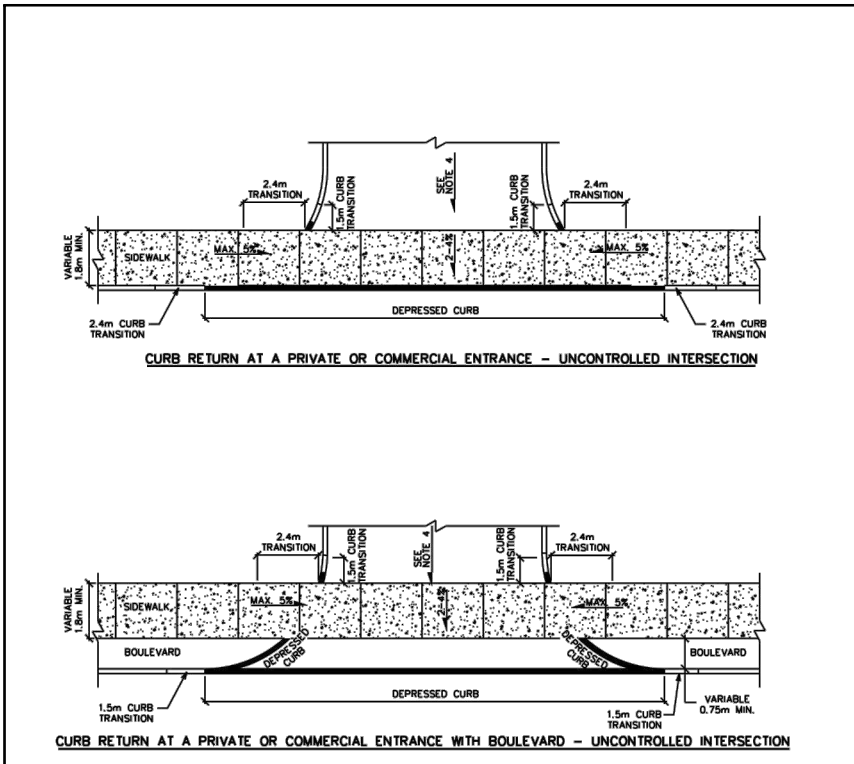
THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES, TO PROVIDE FOR PROTECTION OF THE AREA DRAINAGE SYSTEM AND THE RECEIVING WATERCOURSE, DURING CONSTRUCTION ACTIVITIES. THE CONTRACTOR ACKNOWLEDGES THAT FAILURE TO IMPLEMENT APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES MAY BE SUBJECT TO PENALTIES IMPOSED BY ANY APPLICABLE REGULATORY AGENCY.

- THE OWNER AGREES TO PREPARE AND IMPLEMENT AN EROSION AND SEDIMENT CONTROL PLAN TO THE SATISFACTION OF THE CITY OF OTTAWA, APPROPRIATE TO THE SITE CONDITIONS, PRIOR TO UNDERTAKING ANY SITE ALTERATIONS (FILLING, GRADING, REMOVAL OF VEGETATION, ETC.) AND DURING ALL PHASES OF SITE PREPARATION AND CONSTRUCTION IN ACCORDANCE WITH THE CURRENT BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL SUCH AS BUT NOT LIMITED TO INSTALLING FILTER CLOTHS ACROSS MANHOLE/CATCHBASIN LIDS TO PREVENT SEDIMENTS FROM ENTERING STRUCTURES AND INSTALL AND MAINTAIN A LIGHT DUTY SILT FENCE BARRIER AS REQUIRED.
- THE CONTRACTOR SHALL PLACE FILTER BAGS UNDER THE CATCHBASIN AND MANHOLE GRATES FOR THE DURATION OF CONSTRUCTION AND WILL REMAIN IN PLACE DURING ALL PHASES OF CONSTRUCTION.
- SILT FENCING FOR ENTIRE PERIMETER OF SITE, SHALL BE UTILIZED TO CONTROL EROSION FROM THE SITE DURING CONSTRUCTION.
- THE CONTRACTOR ACKNOWLEDGES THAT FAILURE TO IMPLEMENT EROSION AND SEDIMENT CONTROL MEASURES MAY BE SUBJECT TO PENALTIES IMPOSED BY ANY APPLICABLE REGULATORY AGENCY.
- PROVIDE MUD MATS AT ALL CONSTRUCTION ACCESS POINTS TO MINIMIZE SEDIMENT TRANSPORT OFFSITE.
- EROSION AND SEDIMENT CONTROL MEASURES MAY BE MODIFIED IN THE FIELD AT THE DISCRETION OF THE CITY OF OTTAWA SITE INSPECTOR OR CONSERVATION AUTHORITY.

PAVEMENT STRUCTURE:

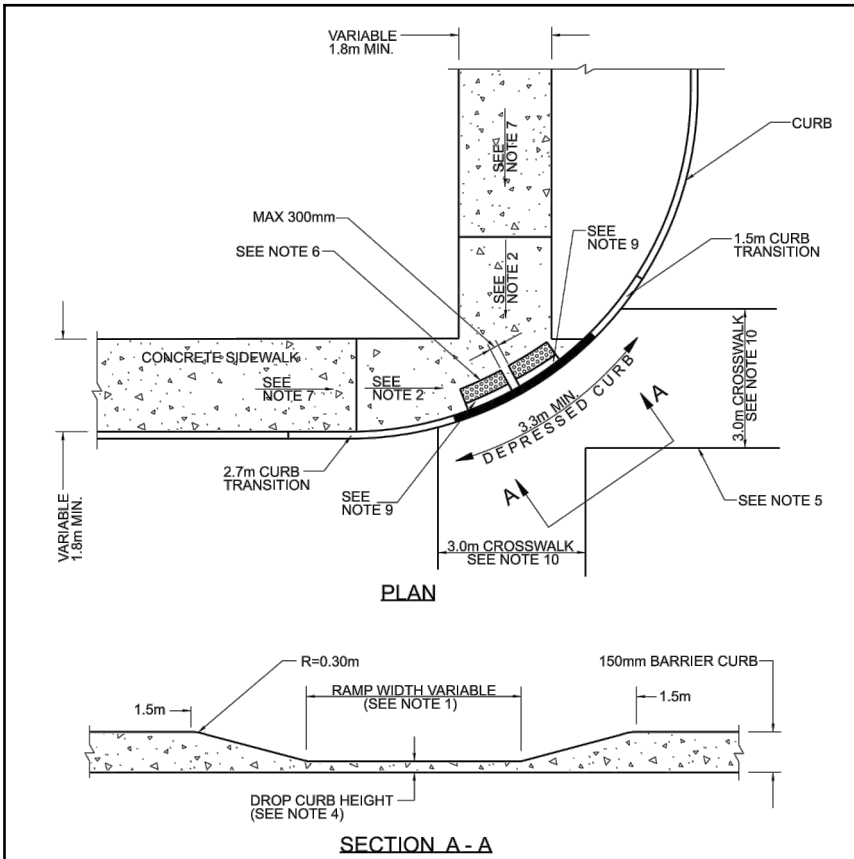
- DRIVEWAYS AND AT GRADE CAR PARKING AREAS
50mm HL3 OR SUPERPAVE 12.5 ASPHALTIC CONCRETE
150mm GRAN "A"
300mm GRAN "B" TYPE II
- LOCAL RESIDENTIAL ROADS AND ACCESS LANES
40mm HL3 OR SUPERPAVE 12.5 ASPHALTIC CONCRETE
50mm HL8 OR SUPERPAVE 19.0 ASPHALTIC CONCRETE
150mm GRAN "A"
450mm GRAN "B" TYPE II

- UNDER PAVED AREAS, EXISTING CONSTRUCTION REMNANTS, SUCH AS FOUNDATION WALLS, SHOULD BE EXCAVATED TO A MINIMUM OF 1 m BELOW FINAL GRADE.
- MINIMUM PERFORMANCE GRADED (PG) 58-34 ASPHALT CEMENT SHOULD BE USED FOR THIS PROJECT. FOR RESIDENTIAL DRIVEWAYS AND CAR ONLY PARKING AREAS, AN ONTARIO TRAFFIC CATEGORY A WILL BE USED. FOR LOCAL ROADWAYS, AN ONTARIO TRAFFIC CATEGORY B SHOULD BE USED FOR DESIGN PURPOSES.



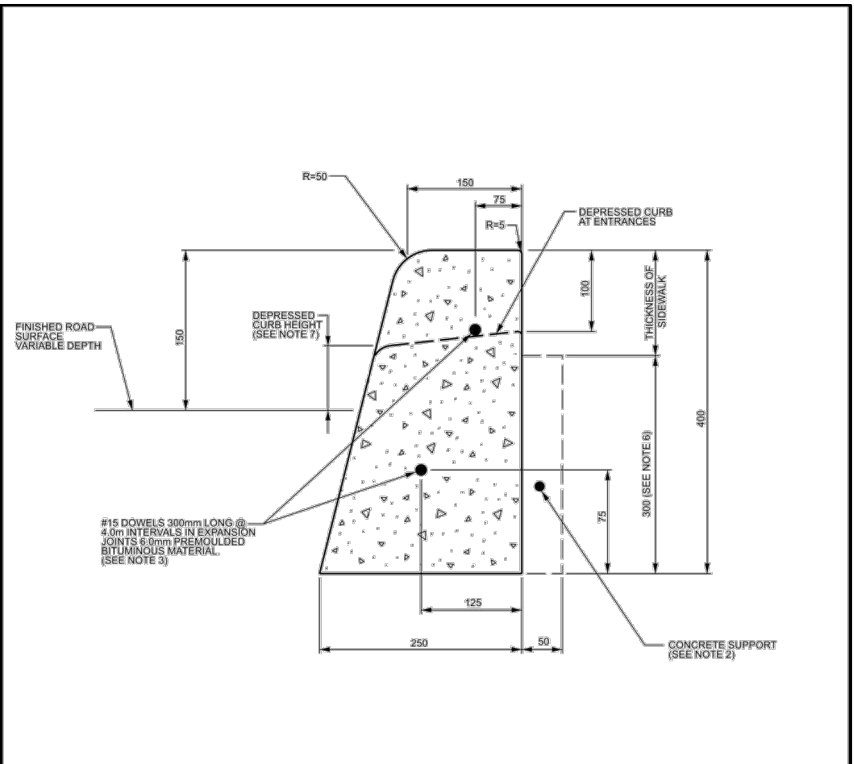
NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
2. CURB DETAILS SEE SC1.1, SC1.2 AND SC1.3.
3. SIDEWALK DETAILS SEE SC2 AND SC3.
4. MAXIMUM SLOPE VARIES PER PRIVATE APPROACH BY-LAW.
5. UNCONTROLLED INTERSECTION MEANS AN ENTRANCE NOT LOCATED AT A TRAFFIC SIGNAL OR ALL-WAY STOP CONTROL.

Ottawa CURB RETURN ENTRANCES - UNCONTROLLED INTERSECTIONS DATE: MARCH 2007
REV: MARCH 2007
DESC: MARCH 2007
DWG. NO.: SC7.1



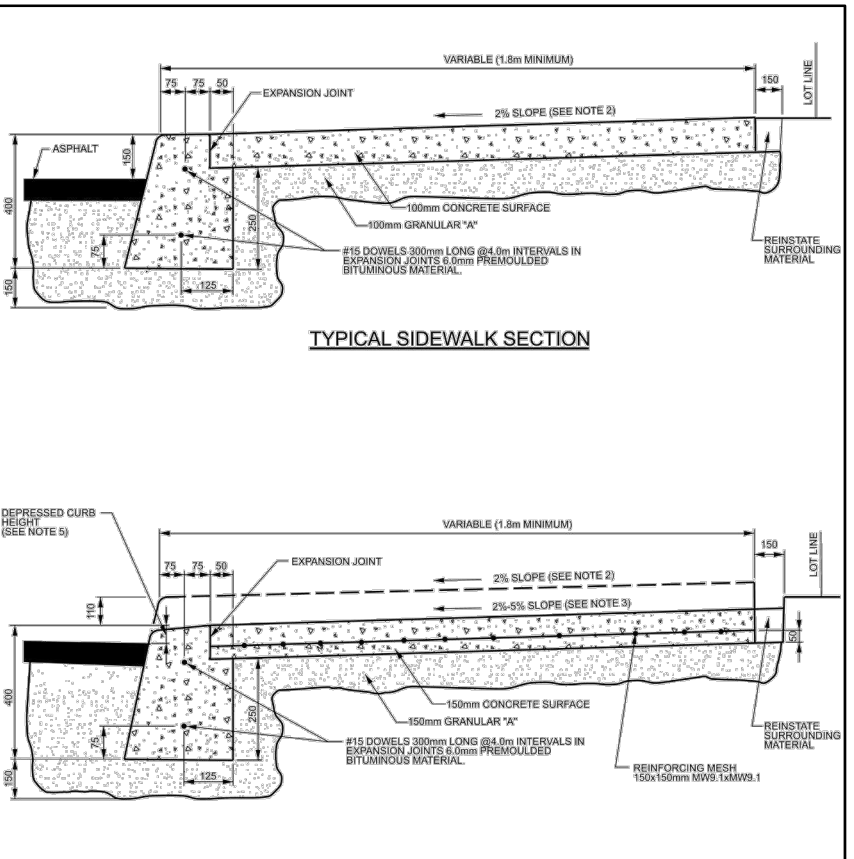
NOTES:
1. CURB RAMP WIDTH MATCH SIDEWALK WIDTH, BE A MINIMUM OF 1.5m WIDE.
2. FOR TRANSITION AREA, MAXIMUM SLOPE OF 2%.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
4. DEPRESSION CURB HEIGHT SHALL BE 0 TO 50mm FOR PEDESTRIAN CURB RAMP.
5. 50mm TO 100mm FOR PRIVATE ENTRANCES, OR EQUAL HEIGHT OF CROSSWALK WHERE APPLICABLE.
6. APPROVED 610 x 150mm CURB RAMP (100mm MIN. 12mm TACTILE WALKING SURFACE INDICATOR (TWIS)).
7. FOR CURB RAMP SLOPE OF 2% TO 5% MAXIMUM 8%.
8. FOR RETENTION APPLICATIONS ONLY.
9. 100 TO 200mm GAP FOR MOUNTING SIDEWALK. THIS SHALL BE 300 TO 350mm BACK FROM CURB FACE.
10. REFER TO R15 AND R16 FOR RAISED CROSSWALK AND R15.2 AT - GRADE CONCRETE CROSSWALK.

Ottawa PEDESTRIAN CURB RAMP AT INTERSECTION WITH BOULEVARD AND ADJACENT SIDEWALK DATE: MARCH 2007
REV: MARCH 2007
DESC: MARCH 2007
DWG. NO.: SC7.2



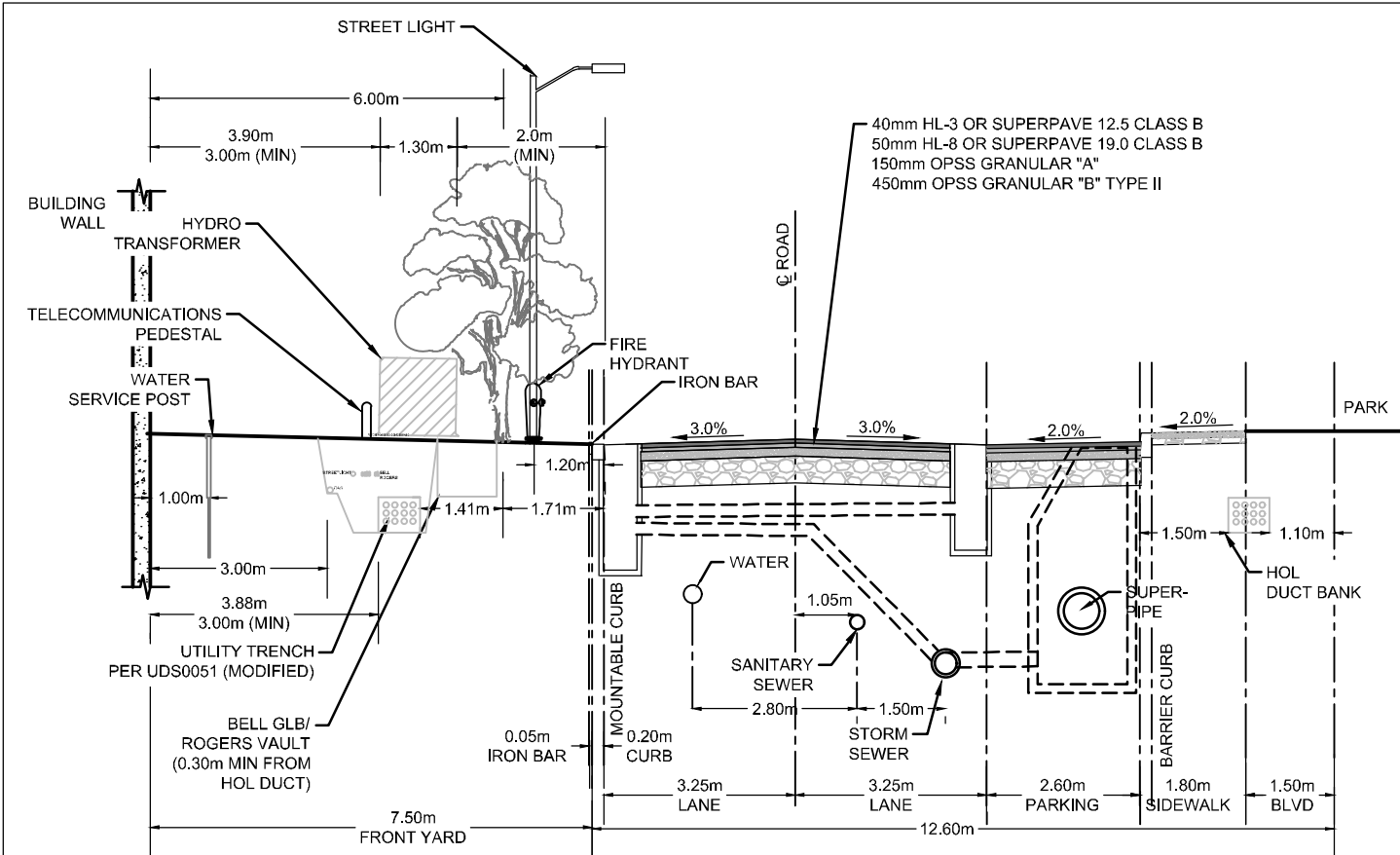
NOTES:
1. THE FULL CURB DEPTH SHALL BE CARRIED THROUGH THE DEPRESSION CROSSING.
2. A CONCRETE SUPPORT IS REQUIRED WHEN BUILT ADJACENT TO THE SIDEWALK.
3. IF AN EXPANSION JOINT IS REQUIRED, THE R15 CONCRETE SHALL BE PLACED AT THE END OF THE EXTRUSION.
4. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
5. CURB JOINTS SHALL BE SHOWN PER DETAIL GCS 0038. PROTECT BACKING TOP OF SECTION AT 4m SPACING OR MATCH JOINTING WHERE SIDEWALK IS ADJACENT.
6. FOR DEPRESSION CURB AT ENTRANCES USE SC2.
7. DEPRESSION CURB HEIGHT - FOR PEDESTRIAN CURB RAMP 0 TO 50mm AND FOR PRIVATE ENTRANCES 0 TO 100mm.

Ottawa CONCRETE BARRIER CURB FOR GRANULAR BASE PAVEMENT (MODIFIED OPSS-600.110) DATE: JANUARY 2004
REV: MARCH 2007
DESC: MARCH 2007
DWG. NO.: SC1.1

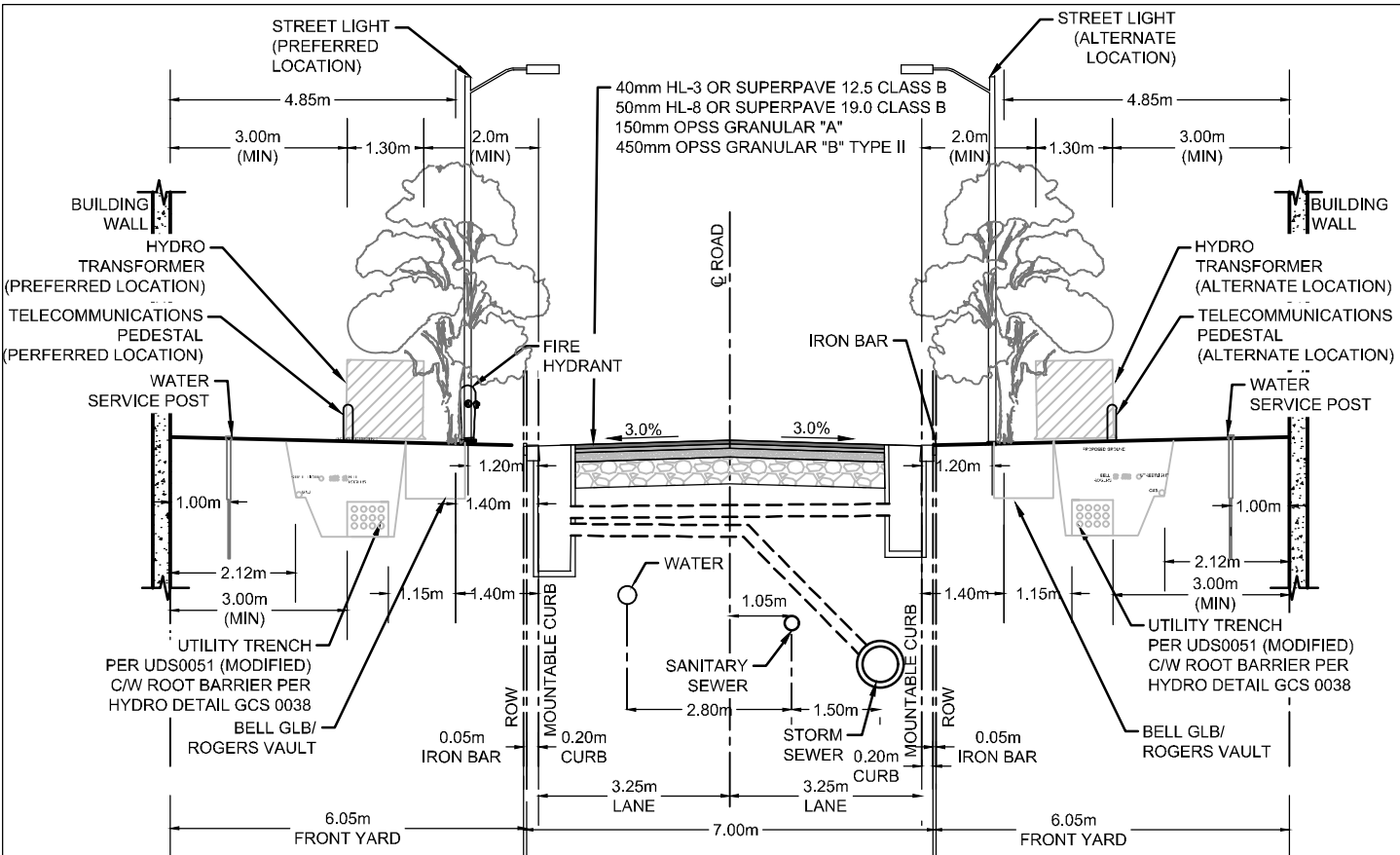


NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
2. THE SIDEWALK SLOPE IS NOT TO EXCEED 2%.
3. FOR CURB RAMP SLOPE OF 2% TO 5% MAXIMUM 8%.
4. EXPANSION AND DUMMY JOINTS AS PER SC3.
5. DEPRESSION CURB HEIGHT - FOR PEDESTRIAN CURB RAMP 0 TO 50mm AND FOR PRIVATE ENTRANCES 0 TO 100mm.

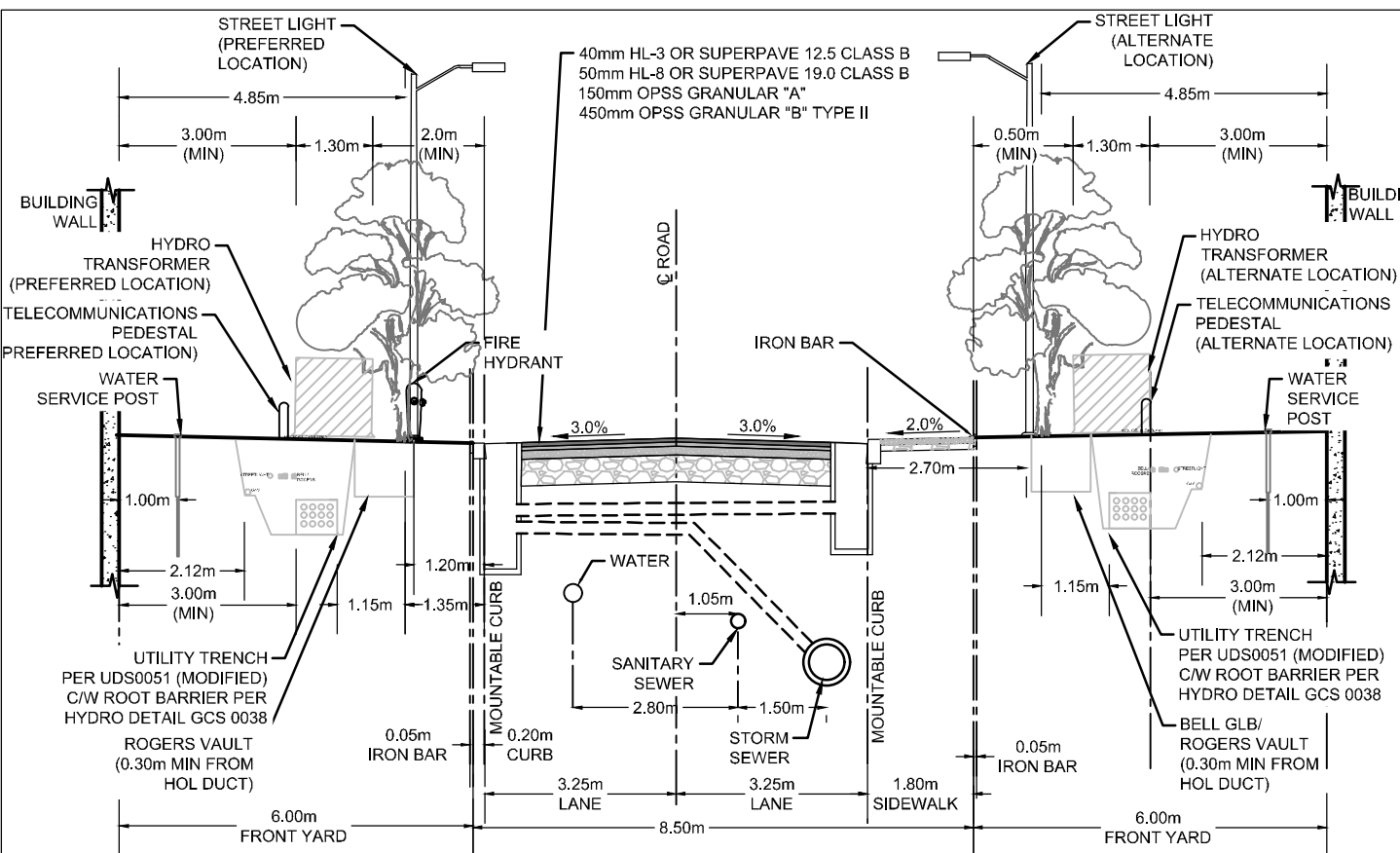
Ottawa CONCRETE BARRIER CURB WITH SIDEWALK DATE: JANUARY 2004
REV: MARCH 2007
DESC: MARCH 2007
DWG. NO.: SC1.4



CROSS-SECTION DETAIL - STREET 1 - ADJACENT PARK
N.T.S.

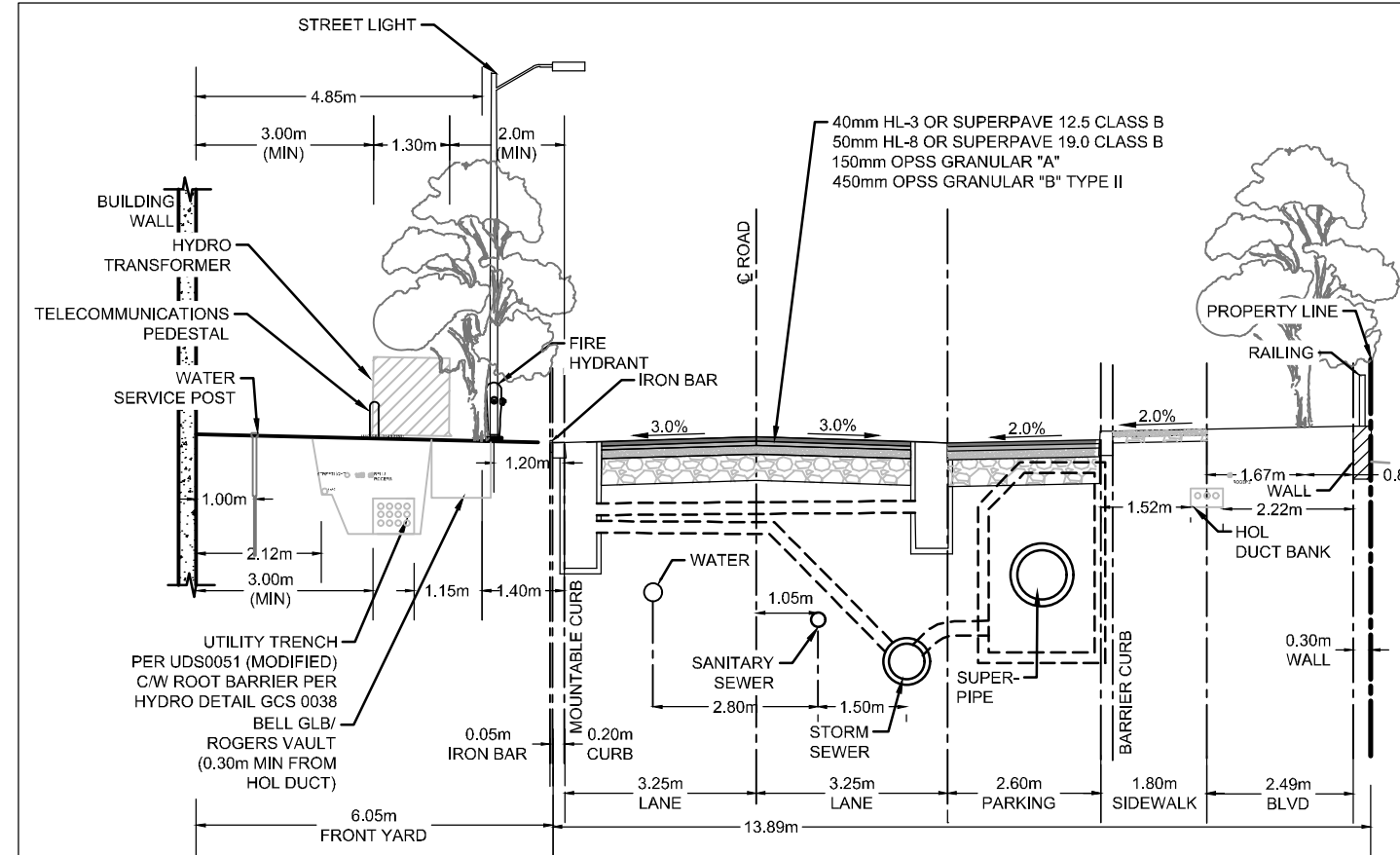


7.0m CROSS-SECTION DETAIL - STREET 2 (TYPICAL)
N.T.S.

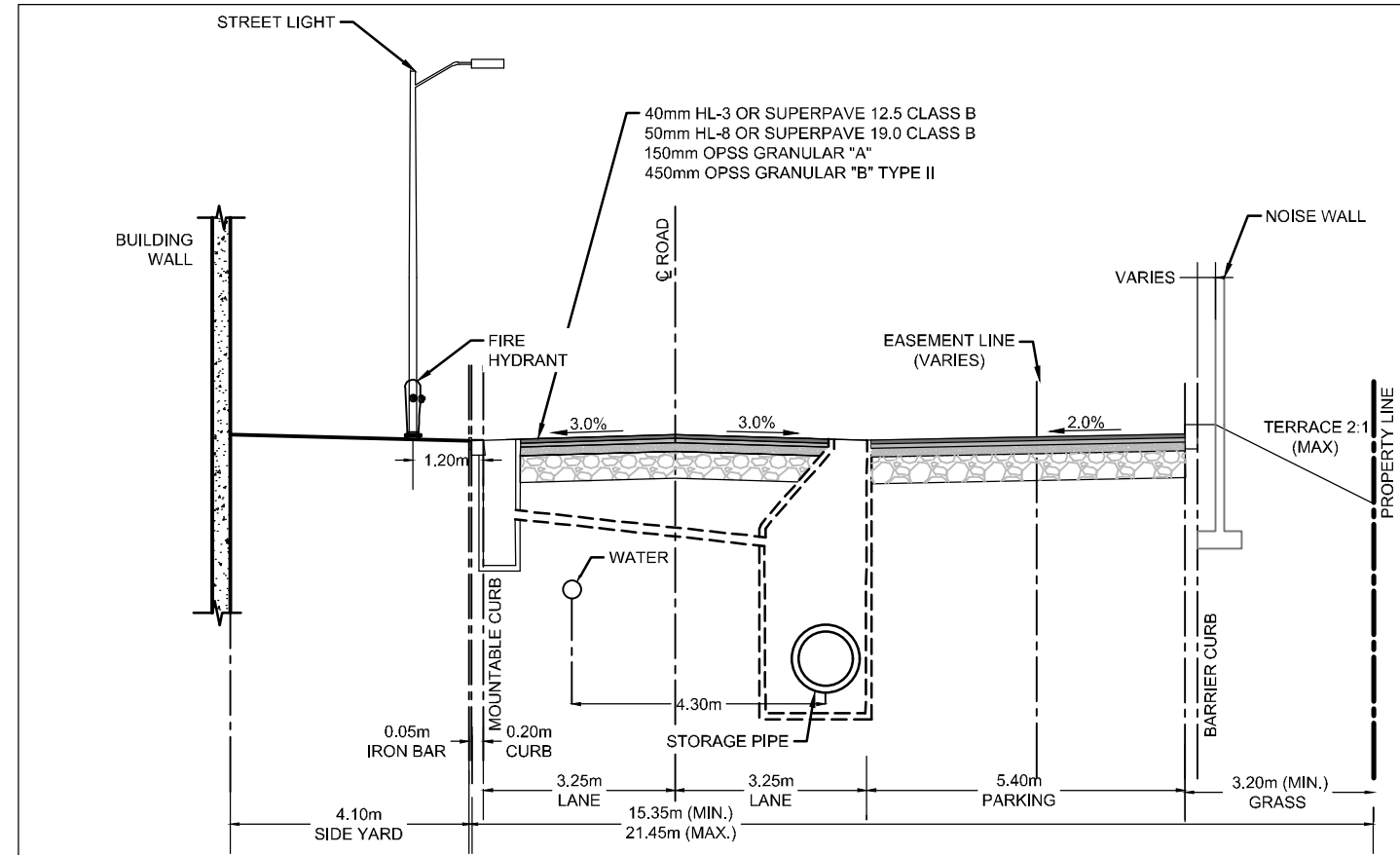


CROSS-SECTION DETAIL - STREET 3 - SOUTH LEG
N.T.S.

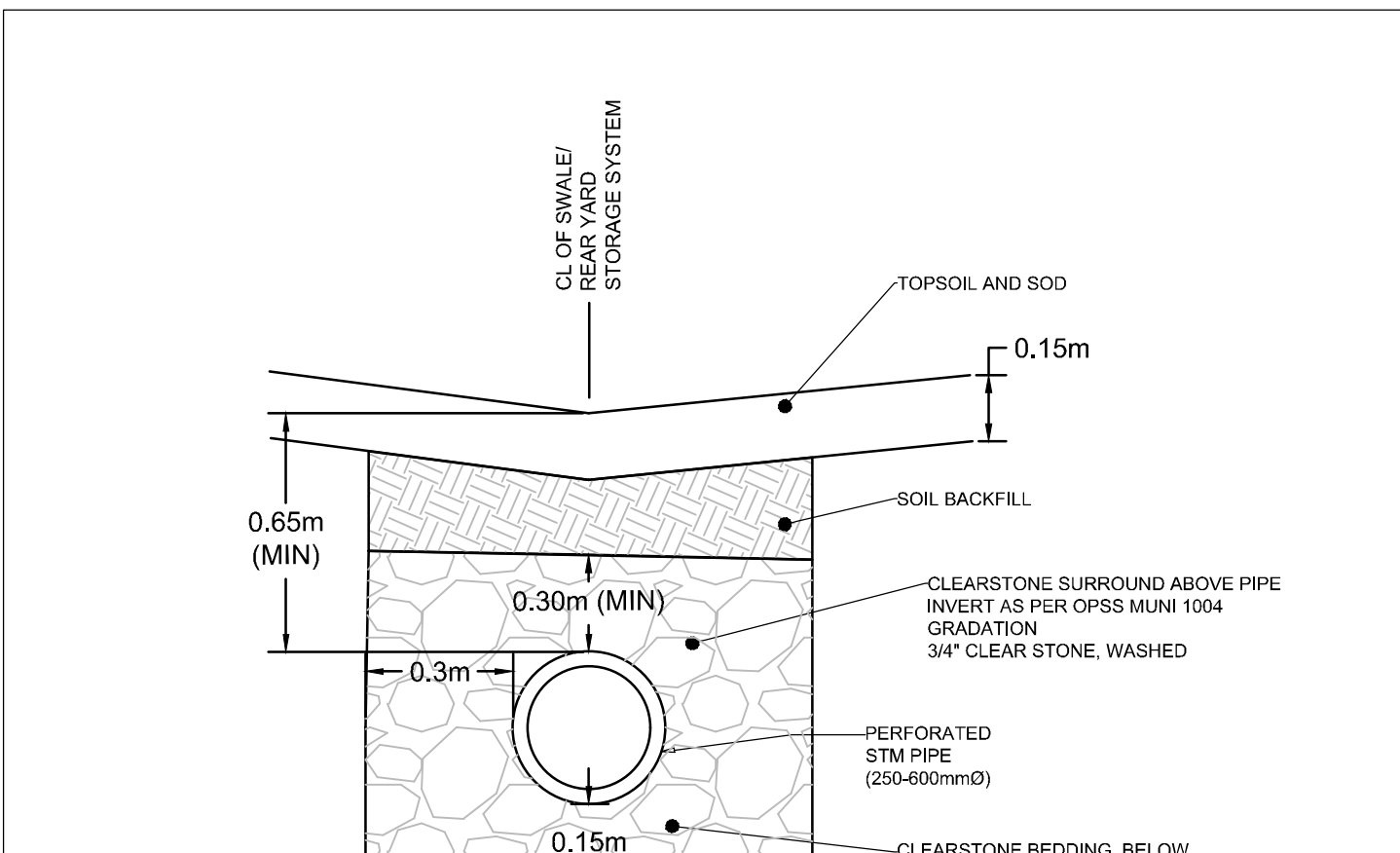
- NOTE:
1. BARRIER CURB IS PROPOSED ADJACENT TO ON STREET PARKING AREAS. MOUNTABLE CURB IS PROPOSED IN ALL OTHER AREAS
2. ALL CURB TO BE AS PER CITY DETAIL SC1.1
3. PRIVATE STREETLIGHT CABLES TO MAINTAIN MIN. 300mm HORIZONTAL CLEARANCE FROM HOL DUCT BANK
4. GLB TO MAINTAIN 300mm (MIN) HORIZONTAL CLEARANCE TO HOL DUCT BANK



13.89m CROSS-SECTION DETAIL - STREET 1 - PARALLEL PARKING (TYPICAL)
N.T.S.



CROSS-SECTION DETAIL - STREET 3 - PERPENDICULAR PARKING
N.T.S.



REAR YARD SWALE CROSS-SECTION
N.T.S.

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

CLARIDGE HOMES



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NOT FOR CONSTRUCTION

No.	REVISION	DATE	BY
7.	ISSUED FOR CITY APPROVAL	AUG 13/24	ARM
6.	REVISED SITE PLAN	JULY 12/24	ARM
5.	REVISED PER CITY COMMENTS	JAN 31/24	ARM
4.	REVISED SITE PLAN	SEPT 29/23	ARM
3.	ISSUED FOR UTILITY COORDINATION	SEPT 20/23	ARM
2.	REVISED PER CITY COMMENTS	MAY 26/23	GJM
1.	ISSUED IN SUPPORT OF DEVELOPMENT APPLICATIONS	NOV 01/22	GJM

SCALE	DESIGN
AS SHOWN	ARM
	GJM
	CJF/ARM
	ARM
	GJM

FOR REVIEW ONLY	
	

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LOCATION	CITY OF OTTAWA 2510 ST. LAURENT BOULEVARD
PROJECT No.	122040
NOTES AND DETAILS GRADING	
REV	REV#7
DRAWING No.	122040-ND2