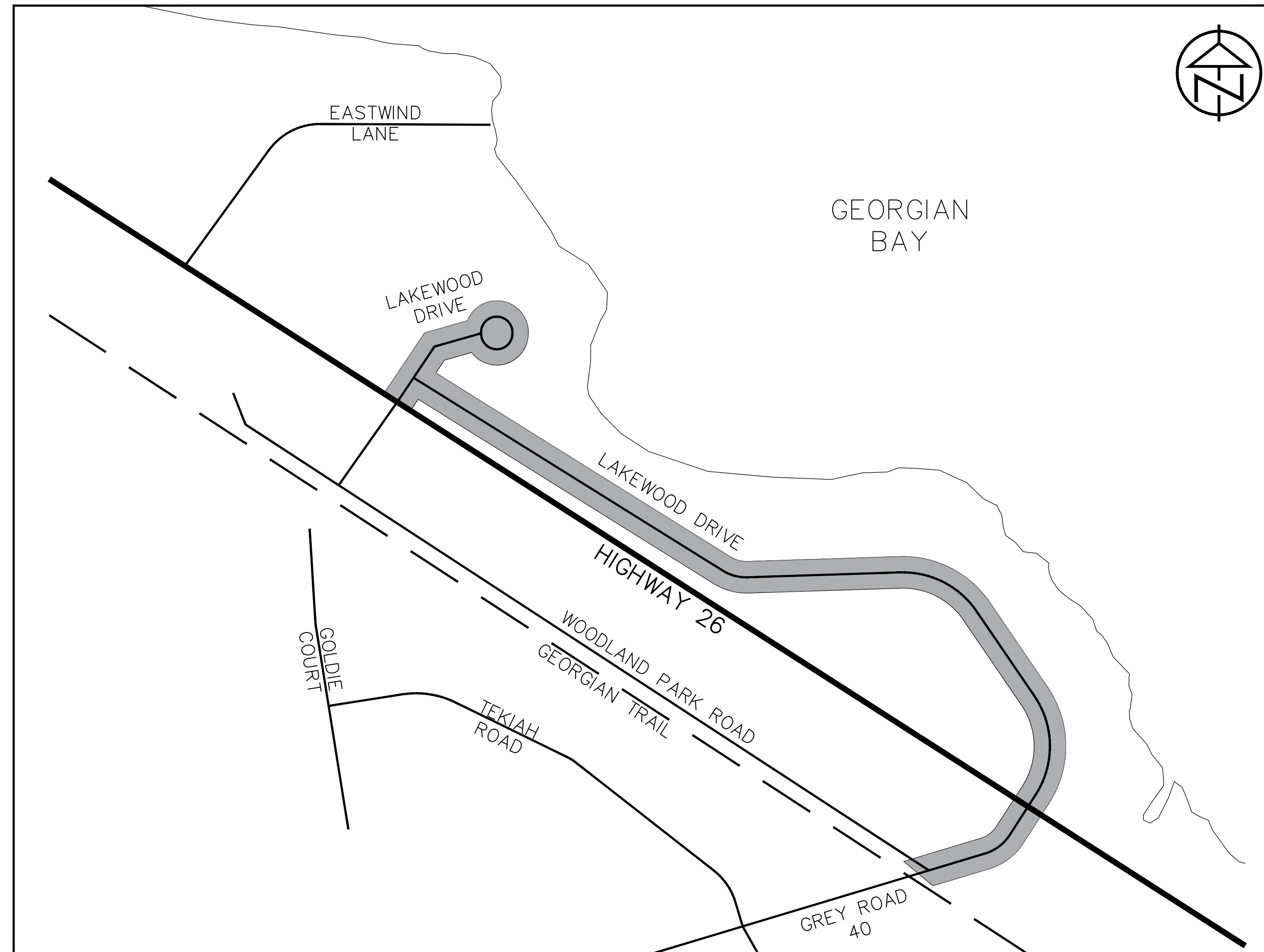


# LAKEWOOD DRIVE RECONSTRUCTION

## TOWN OF THE BLUE MOUNTAINS

### 202#-##-TOPS



**90% DESIGN (REVISED WEST INTERSECTION)**

MAR 2026  
PROJECT 122152



202#-##-TOPS

90% DESIGN (REVISED WEST INTERSECTION)  
MAR 2026  
PROJECT 122152



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33	DE.1	TYPICAL CROSS SECTIONS
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## BENCHMARK TABLE

Benchmark	Elevation (m)	Description
TBM1	182.48	DOUBLE NAIL IN HYDRO POLE ON WEST SIDE OF ROAD ACROSS FROM COUNCIL BEACH PARKING
TBM2	180.63	DOUBLE NAIL IN HYDRO POLE ON NORTH SIDE OF ROAD BETWEEN 115 AND 117 LAKEWOOD DRIVE
TBM3	181.03	DOUBLE NAIL IN HYDRO POLE ON NORTH SIDE OF ROAD BETWEEN 137 AND 143 LAKEWOOD DRIVE
TBM4	181.60	DOUBLE NAIL IN HYDRO POLE ON SOUTHEAST SIDE OF HIGHWAY 26 AND LAKEWOOD DRIVE INTERSECTION
TBM5	178.96	DOUBLE NAIL IN HYDRO POLE ON NORTH SIDE BETWEEN 186 AND 188 LAKEWOOD DRIVE

# LEGEND

ITEM	EXISTING	PROPOSED
PROPERTY LINE	---	---
RIGHT-OF-WAY	---	---
LOT LINE	---	---
CENTERLINE	---	---
EDGE OF ASPHALT	---	---
CONCRETE CURB	---	---
EDGE OF GRAVEL SHOULDER	---	---
DITCH/DIRECTION OF FLOW	---	---
DRAINAGE SWALE/DIRECTION OF FLOW	---	---
WATERMAIN	---	---
CIPP LINED WATERMAIN	---	---
WATER SERVICE	---	---
FIRE HYDRANT	HYD	HYD
WATER VALVE	WV	WV
CURB STOP VALVE	CSV	CSV
WATERMAIN PLUG AND THRUST BLOCK	---	---
WATERMAIN AUTO FLUSHER	AUTO FLUSHER	AUTO FLUSHER
WATERMAIN REDUCER	---	---
SANITARY SEWER/SIZE/DIRECTION OF FLOW	200Ø SAN	200Ø SAN
SANITARY MAINTENANCE HOLE	SAN MH4	SAN MH4
SANITARY SERVICE	---	---
SANITARY FORCEMAIN	200Ø SAN FM	200Ø SAN FM
SANITARY SEWER VIEWPORT	VP	VP
STORM SEWER/SIZE/DIRECTION OF FLOW	375Ø STM	375Ø STM
STORM MAINTENANCE HOLE	STM MH4	STM MH4
CATCH BASIN	CB	CB
DOUBLE CATCH BASIN	DCB	DCB
CATCH BASIN MAINTENANCE HOLE	CBMH	CBMH
DOUBLE CATCH BASIN MAINTENANCE HOLE	DCBMH	DCBMH
DITCH INLET CATCH BASIN	DICB	DICB
CULVERT	375Ø CULVERT	375Ø CULVERT
BELL UNDERGROUND	BU	BU
BELL AERIAL	BA	BA
CABLE UNDERGROUND	CU	CU
CABLE AERIAL	CA	CA
HYDRO UNDERGROUND	HU	HU
HYDRO AERIAL	HA	HA
GAS MAIN/SERVICE	---	---
FENCE	---	---
GUIDERAIL	---	---
BUSHLINE/TREELINE	---	---
CONTOUR	179.00	179.00
SPOT ELEVATION	x 179.00	x 179.00
GRADING DIRECTION/GRADE PERCENTAGE	1.9%	1.9%
DRAINAGE FLOW	---	---
TRAFFIC SIGN	SIGN	SIGN
TRAFFIC POLE/TRAFFIC SIGNAL	OTLS	P1
LIGHT STANDARD	LS	LS
HYDRO POLE	HP	HP
GUY WIRE	---	---
BELL POLE	BP	---
BELL MAINTENANCE HOLE	BELL MH	---
BELL PEDESTAL/VAULT	---	---
CABLE PEDESTAL/VAULT	---	---
HYDRO TRANSFORMER/VAULT	---	---
GAS VALVE	GAS VALVE	---
GAS MARKER	GAS	---
MAILBOX	---	---
STANDARD IRON BAR	SIB	---
IRON BAR	IB	---
TEMPORARY BENCHMARK	TBM#1	---
BOREHOLE/TEST HOLE	BH#	---
DECIDUOUS/CONIFEROUS TREE, SHRUB/BUSH	---	---
GARBAGE/RECYCLING ENCLOSURE	G/R	---
TOP OF BANK WITH SLOPE LINES	---	---

NOTE: EXISTING FEATURES APPEAR GREY SCALE ON PLAN AND PROFILE AND SURFACE FEATURE PLAN DRAWINGS.

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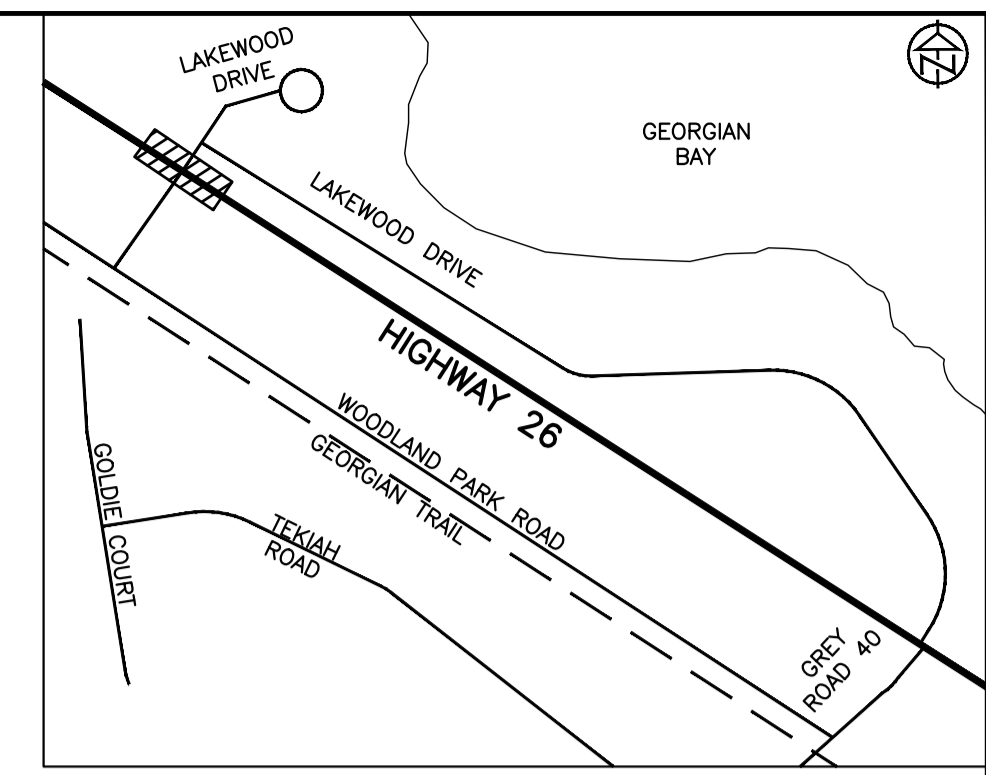
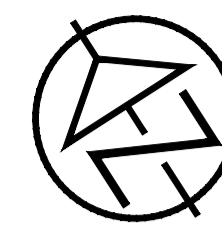
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**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**

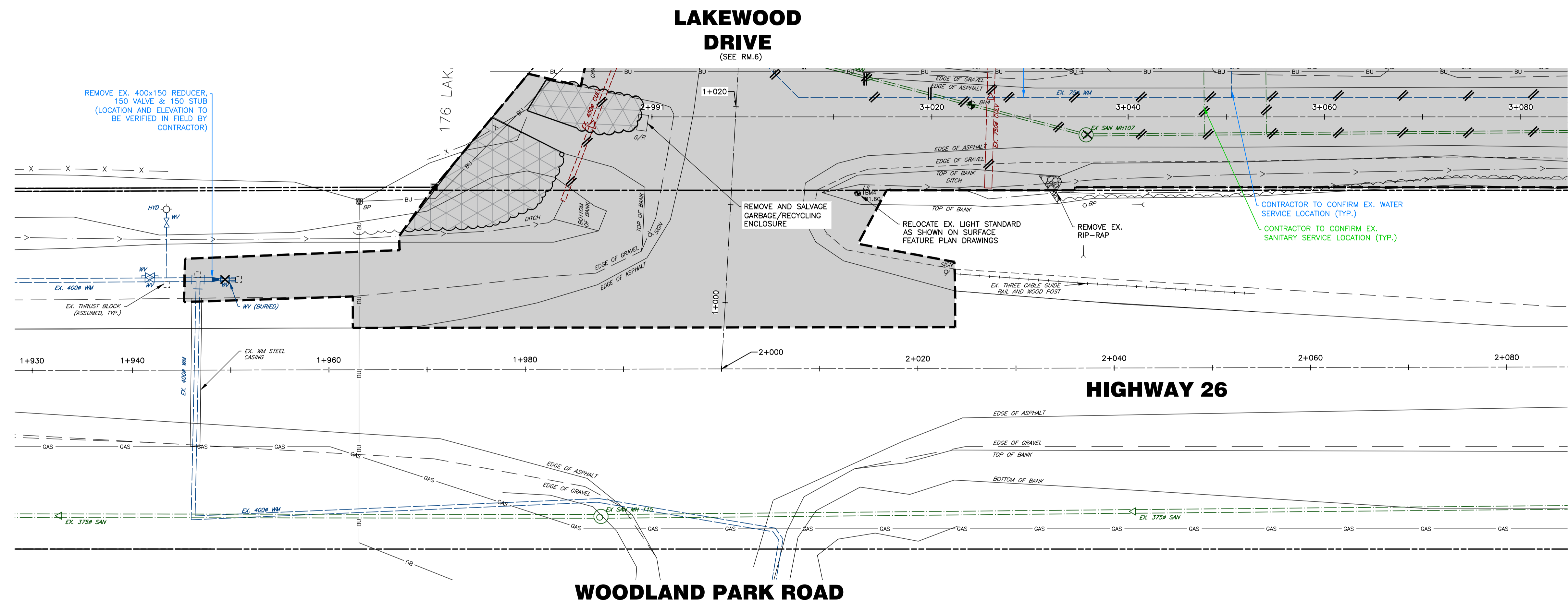
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**KEY PLAN**



**LAKEWOOD DRIVE**  
(SEE RM.2)

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**REMOVAL LEGEND**

- AREA OF SURFACE FEATURE REMOVAL
- CLEARING AND GRUBBING
- TREE PROTECTION FENCE
- LIMIT OF WORK
- ITEM TO BE REMOVED

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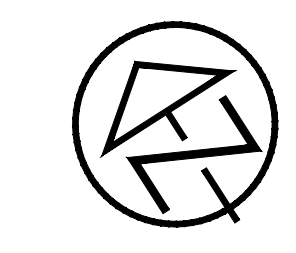
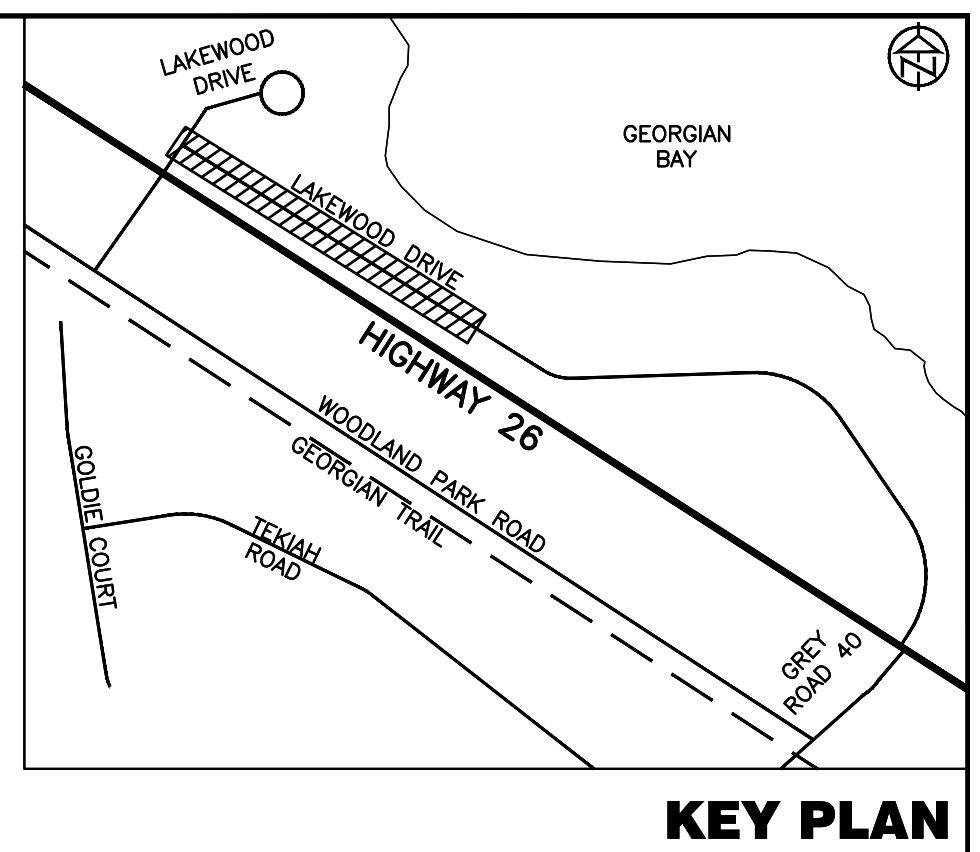
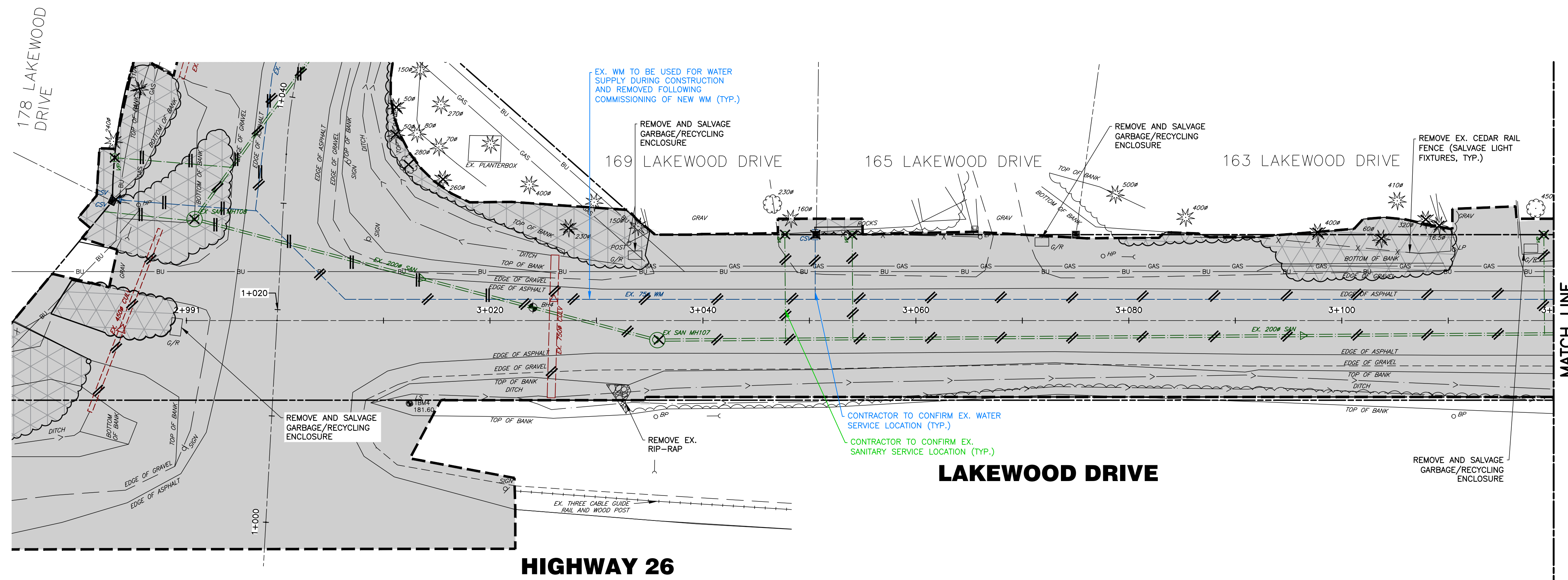
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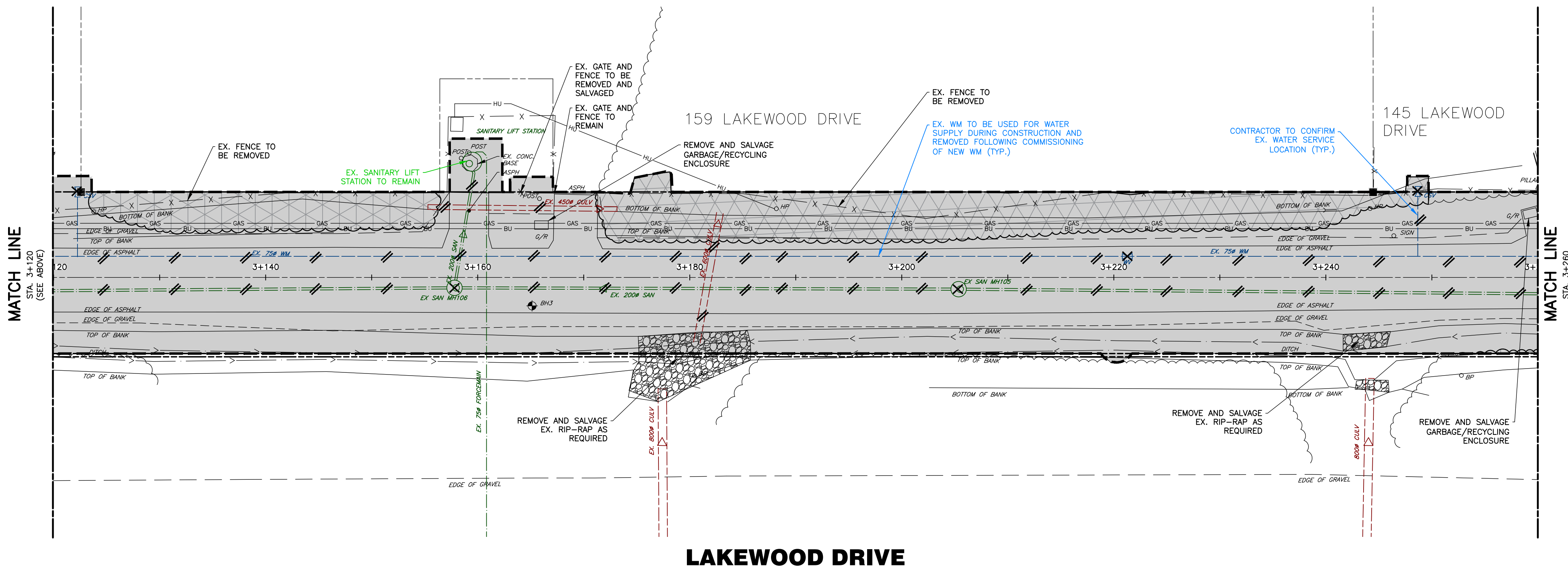
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**LAKEWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**REMOVALS PLAN**  
**HIGHWAY 26**  
**STA. 1+930 TO 2+080**

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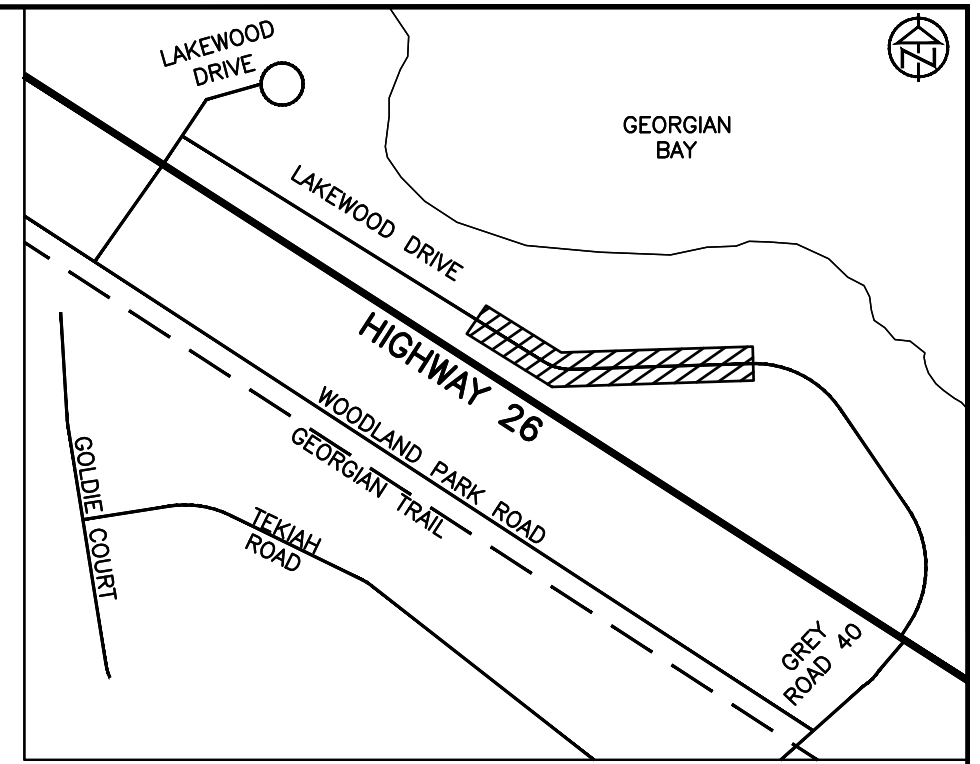
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**LAKEWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
 REMOVALS PLAN  
 LAKEWOOD DRIVE  
 STA. 2+990 TO 3+260

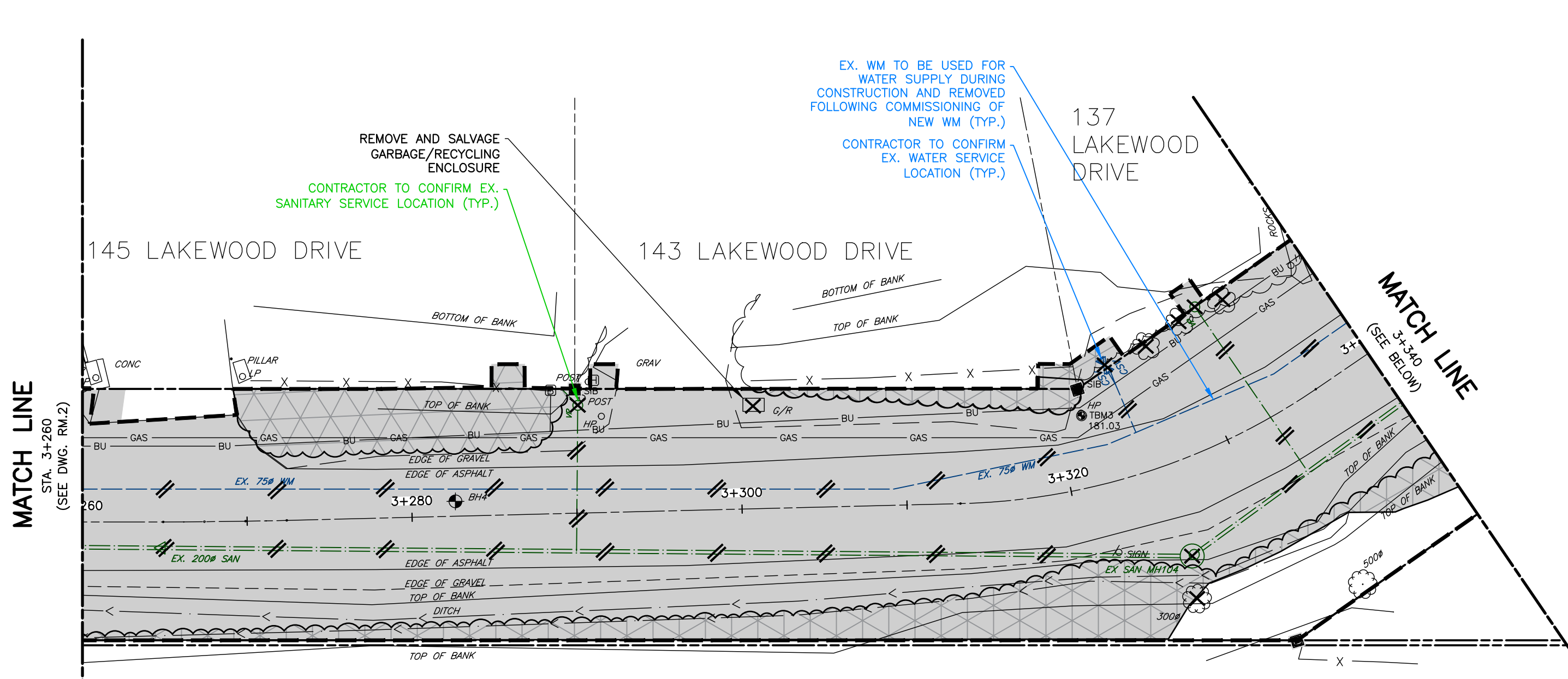
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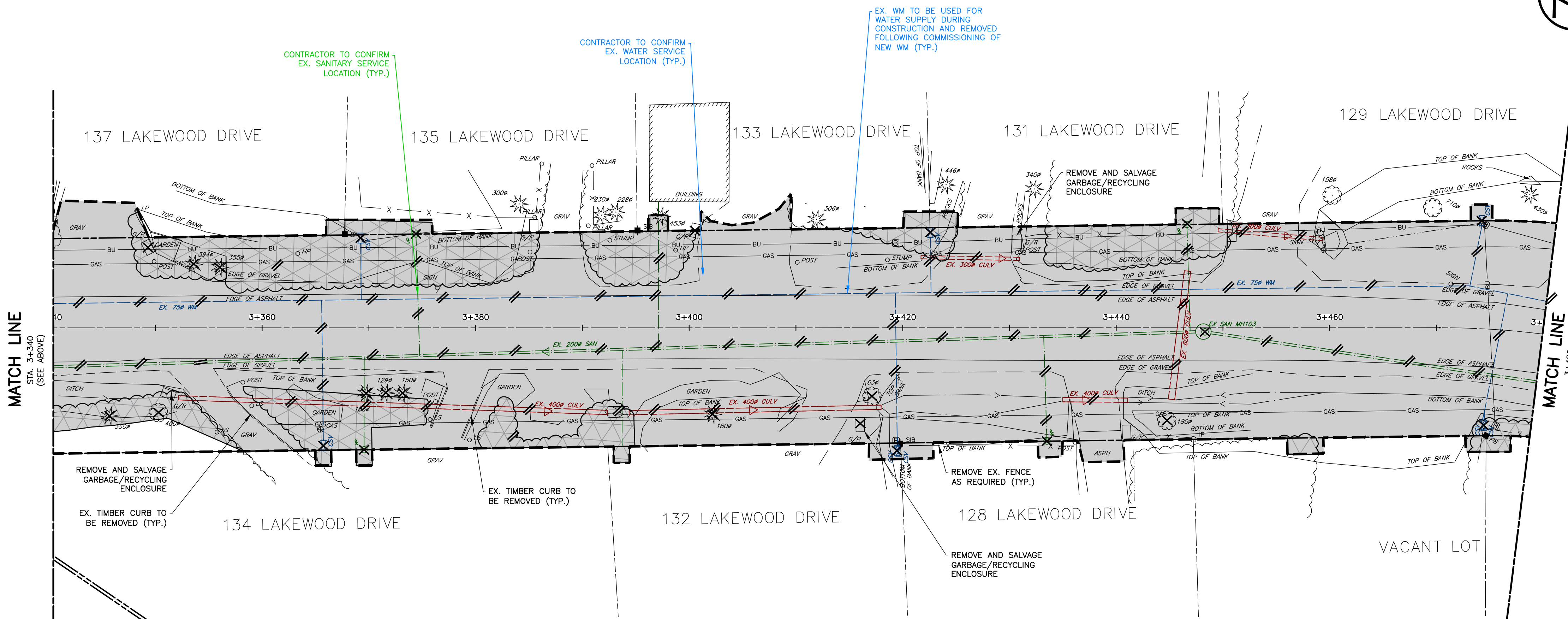
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**KEY PLAN**



**LAKEWOOD DRIVE**



**LAKEWOOD DRIVE**

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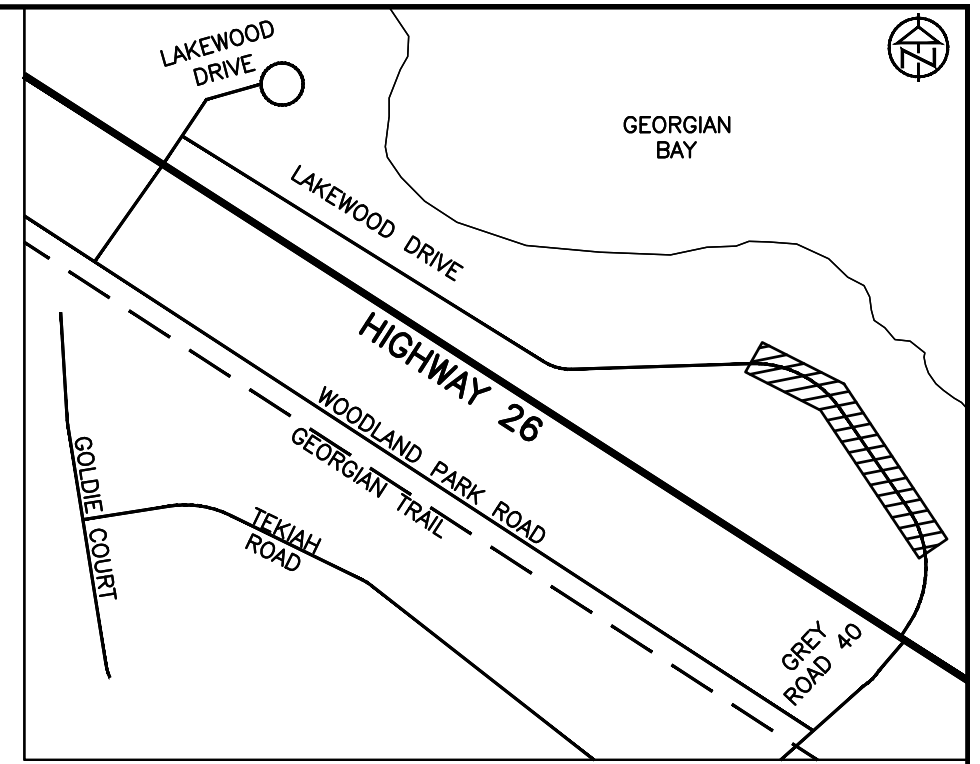
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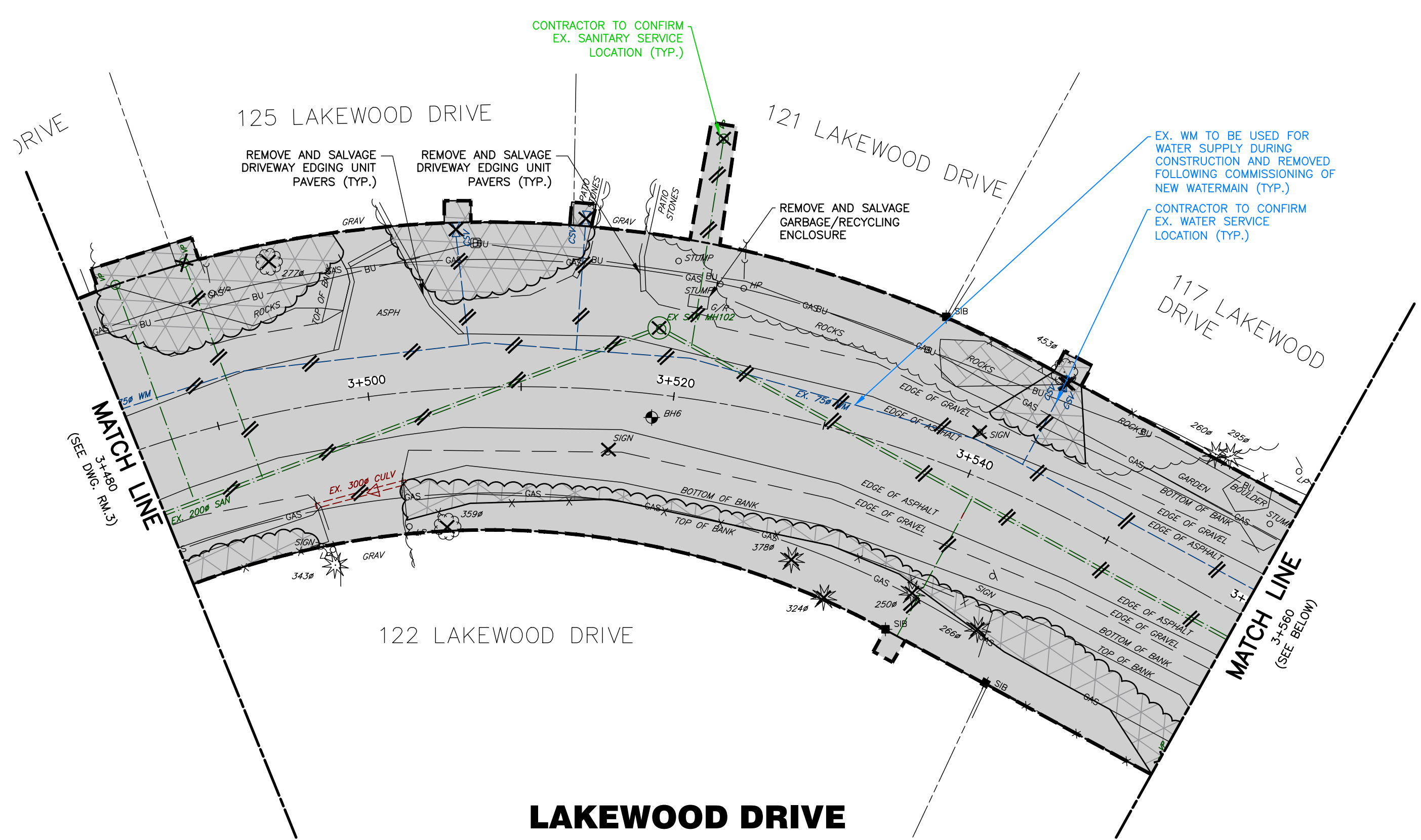
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**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**REMOVALS PLAN**  
**LAKEWOOD DRIVE**  
**STA. 3+260 TO 3+480**

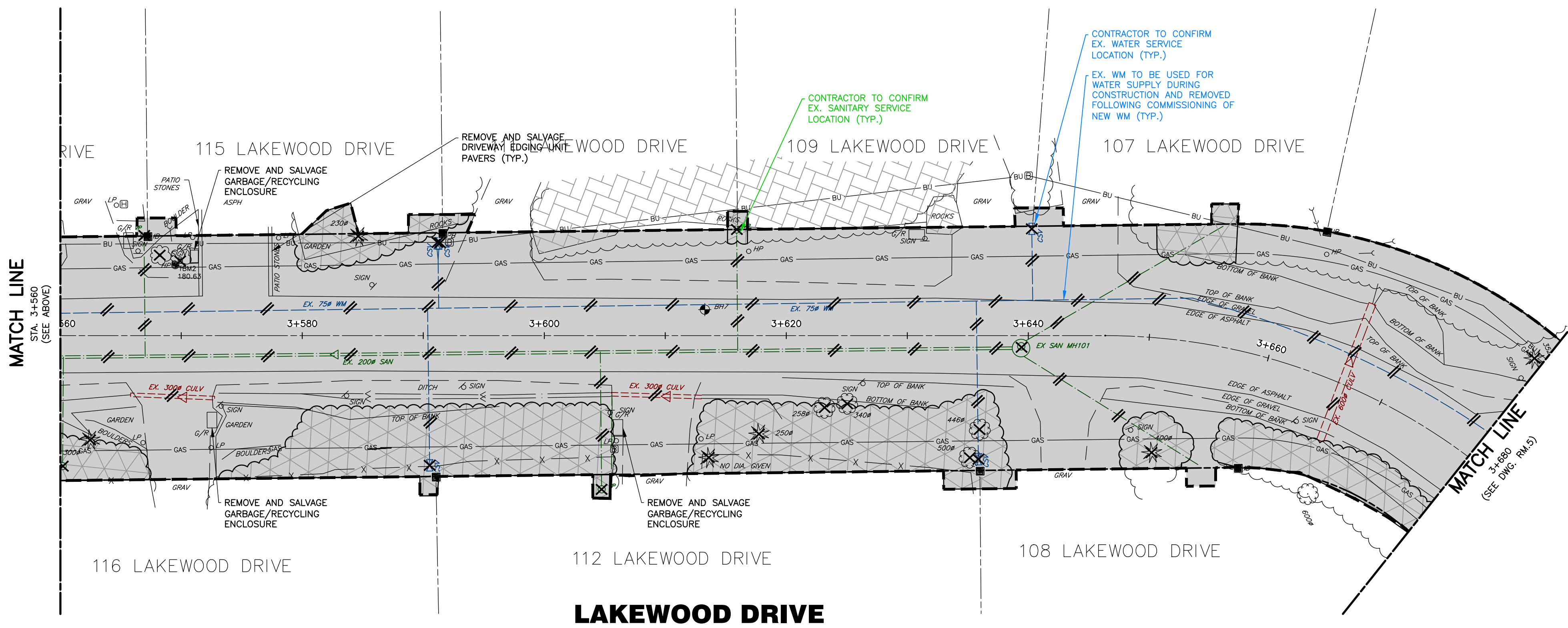
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**KEY PLAN**

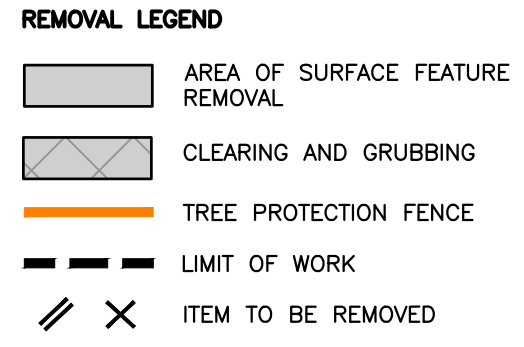


**LAKEWOOD DRIVE**



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**BENCHMARKS**  
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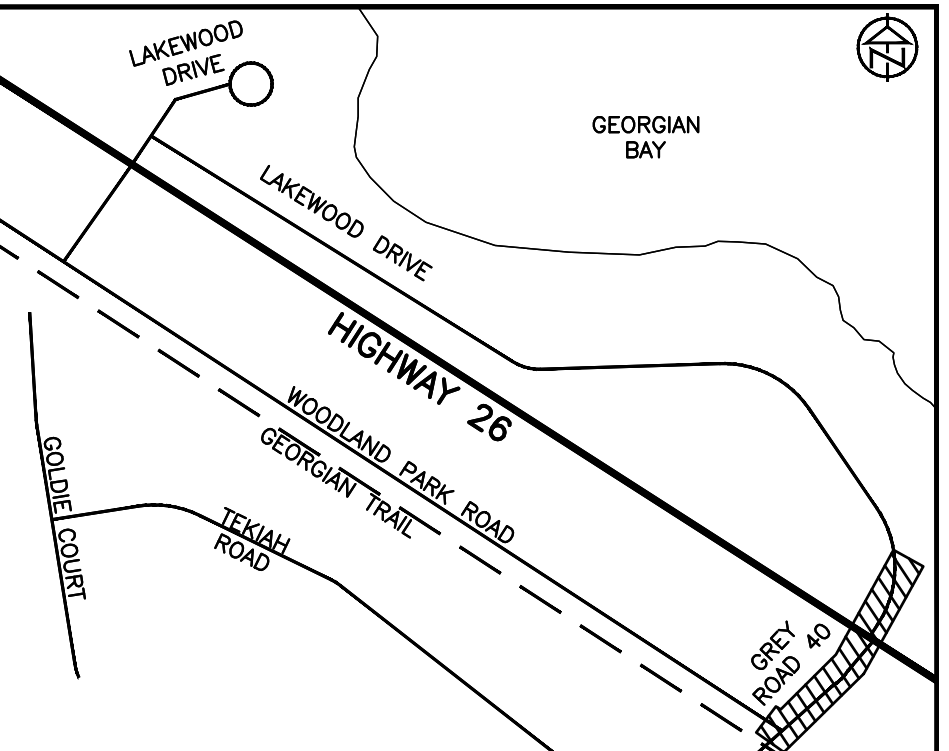
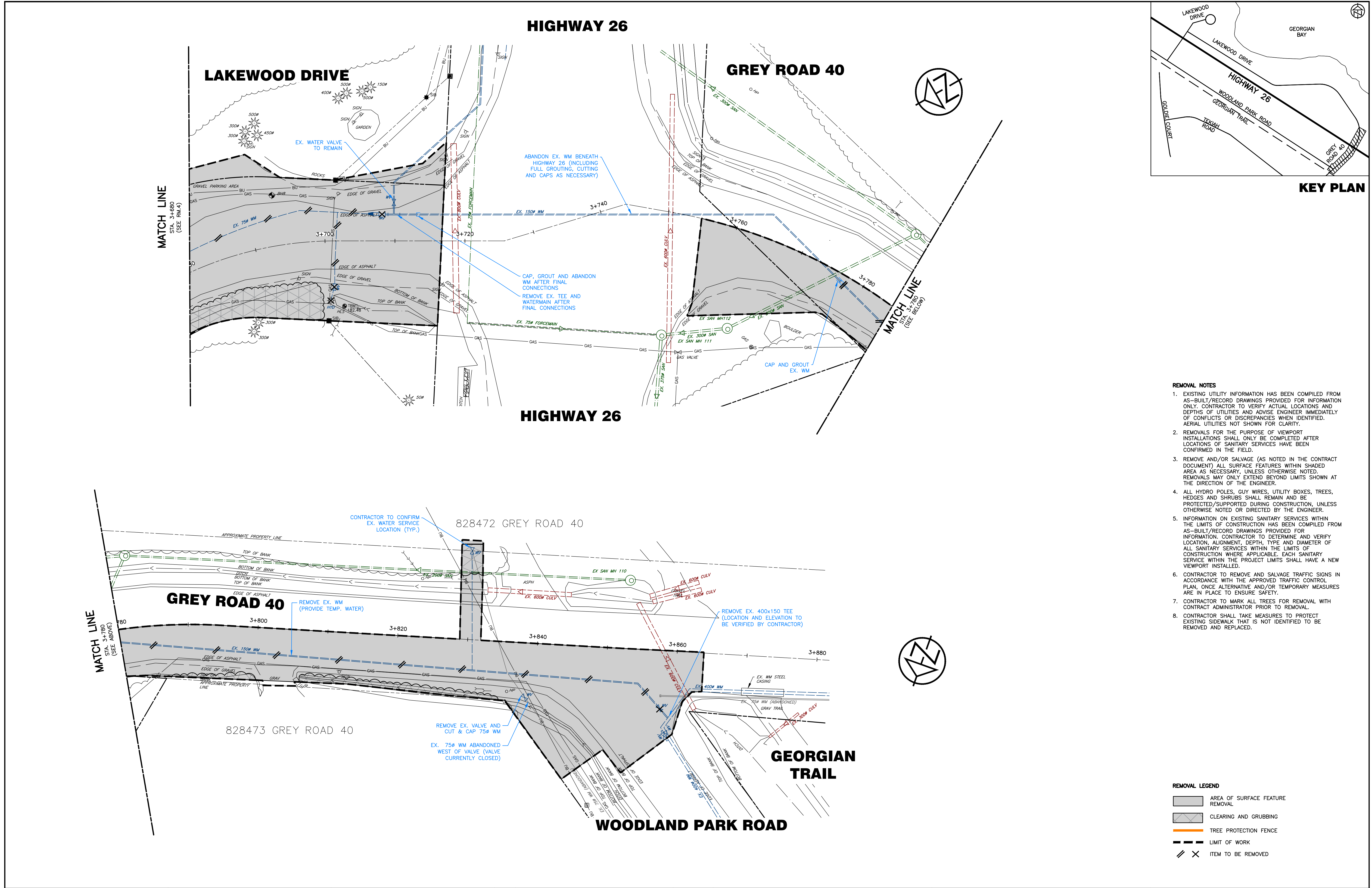
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1.	60% DESIGN	OCT 2024	
2.	75% DESIGN	MAR 2025	
3.	90% DESIGN	OCT 2025	
4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026	

**NOT FOR CONSTRUCTION**

**LAKEWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**REMOVALS PLAN**  
**LAKEWOOD DRIVE**  
**STA. 3+480 TO 3+680**

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>RM.4</b>
CHECK: AEB	SCALE: 1:250 H 1:50 V	Sheet No. 6 of 35



**KEY PLAN**

- REMOVAL NOTES**
- EXISTING UTILITY INFORMATION HAS BEEN COMPILED FROM AS-BUILT/RECORD DRAWINGS PROVIDED FOR INFORMATION ONLY. CONTRACTOR TO VERIFY ACTUAL LOCATIONS AND DEPTHS OF UTILITIES AND ADVISE ENGINEER IMMEDIATELY OF CONFLICTS OR DISCREPANCIES WHEN IDENTIFIED. AERIAL UTILITIES NOT SHOWN FOR CLARITY.
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  - CONTRACTOR SHALL TAKE MEASURES TO PROTECT EXISTING SIDEWALK THAT IS NOT IDENTIFIED TO BE REMOVED AND REPLACED.

- REMOVAL LEGEND**
- AREA OF SURFACE FEATURE REMOVAL
  - CLEARING AND GRUBBING
  - TREE PROTECTION FENCE
  - LIMIT OF WORK
  - ITEM TO BE REMOVED

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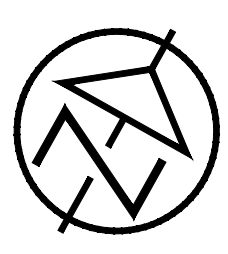
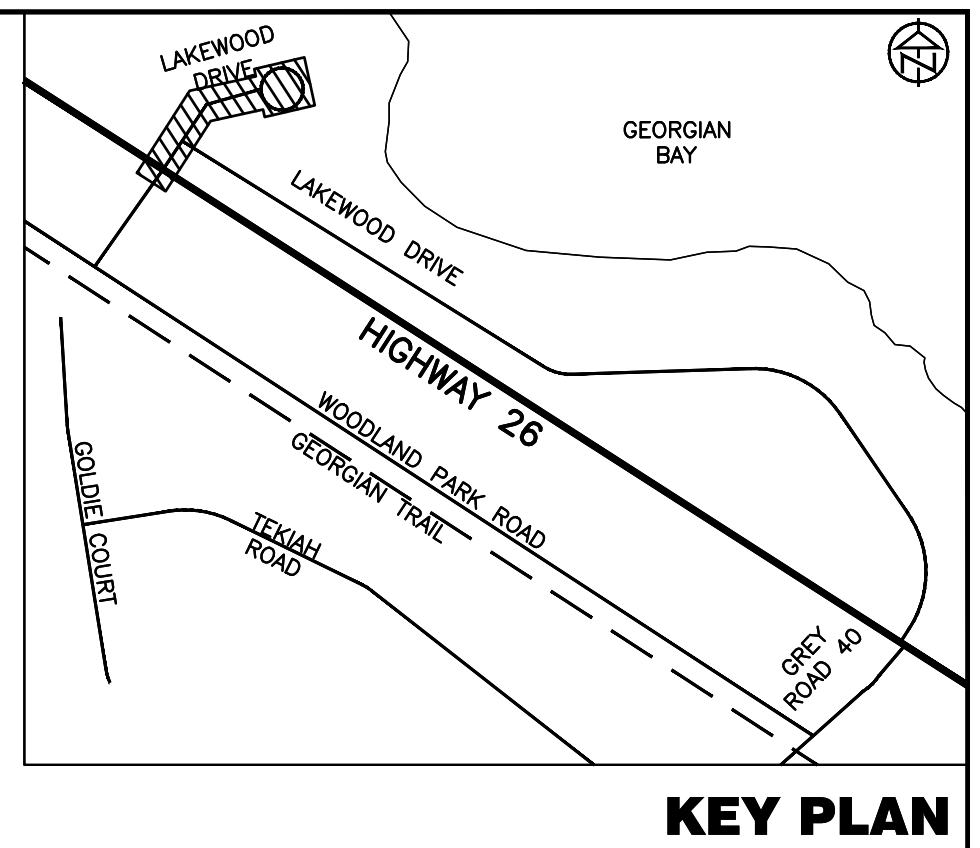
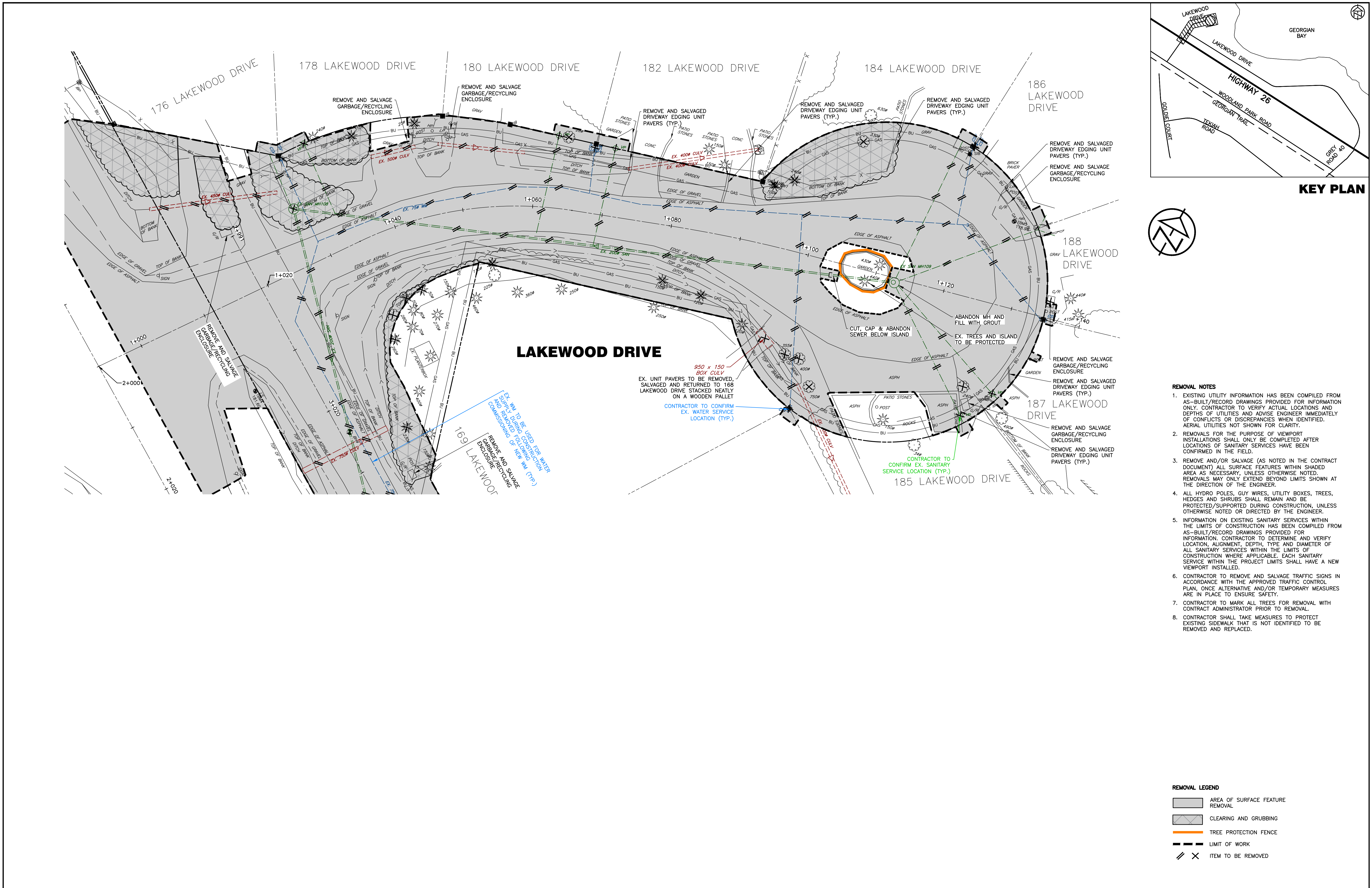
No.	REVISION DESCRIPTION	DATE	ENGINEER STAMP
1.	60% DESIGN	OCT 2024	
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4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026	

NOT FOR CONSTRUCTION

**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**REMOVALS PLAN**  
**LAKWOOD DRIVE/GR 40**  
**STA. 3+680 TO 3+880**

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>RM.5</b>
CHECK: AEB	SCALE: 1:250 H 1:50 V	Sheet No. 7 of 35



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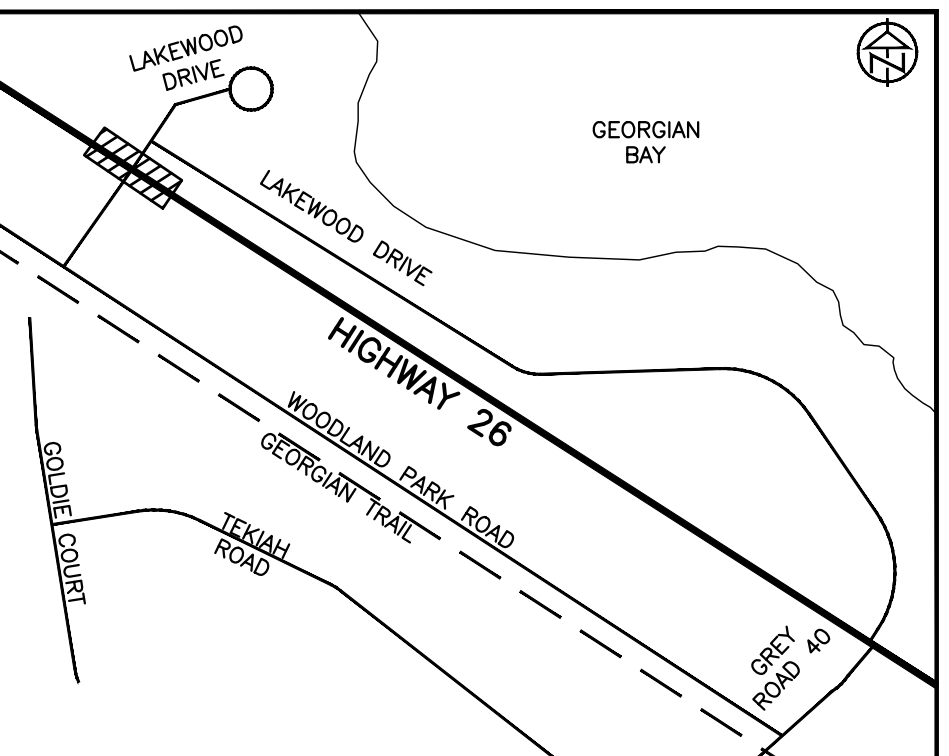
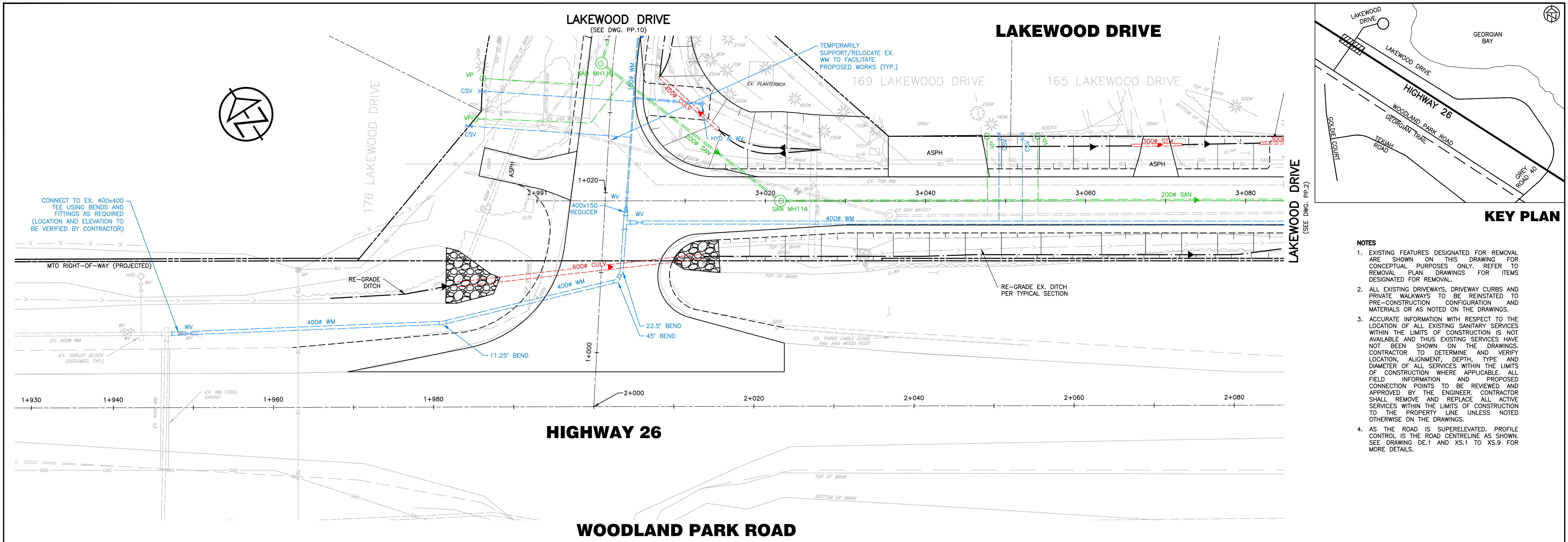
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NOT FOR CONSTRUCTION

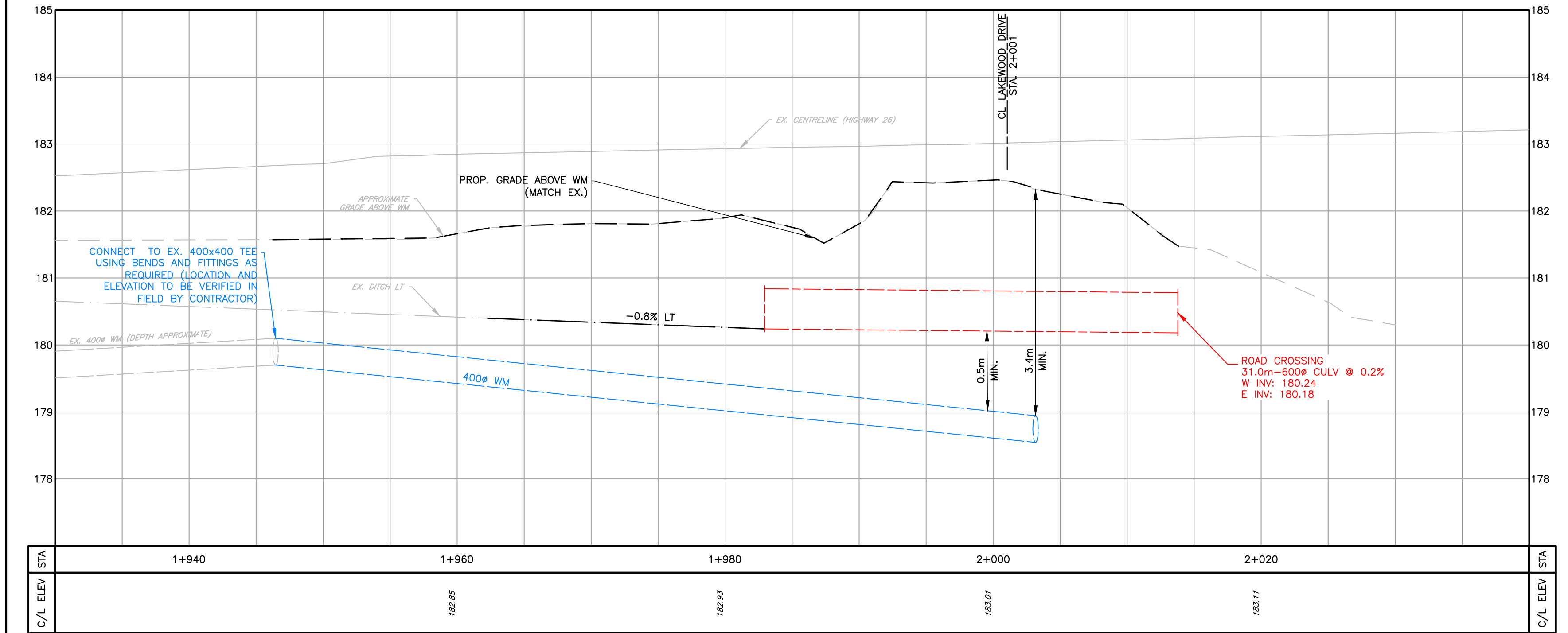
**LAKEWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**REMOVALS PLAN**  
**CUL-DE-SAC**  
**STA. 1+000 TO 1+140**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	RM.6
CHECK: AEB	SCALE: 1:250 H 1:50 V	Sheet No. 8 of 35



**KEY PLAN**

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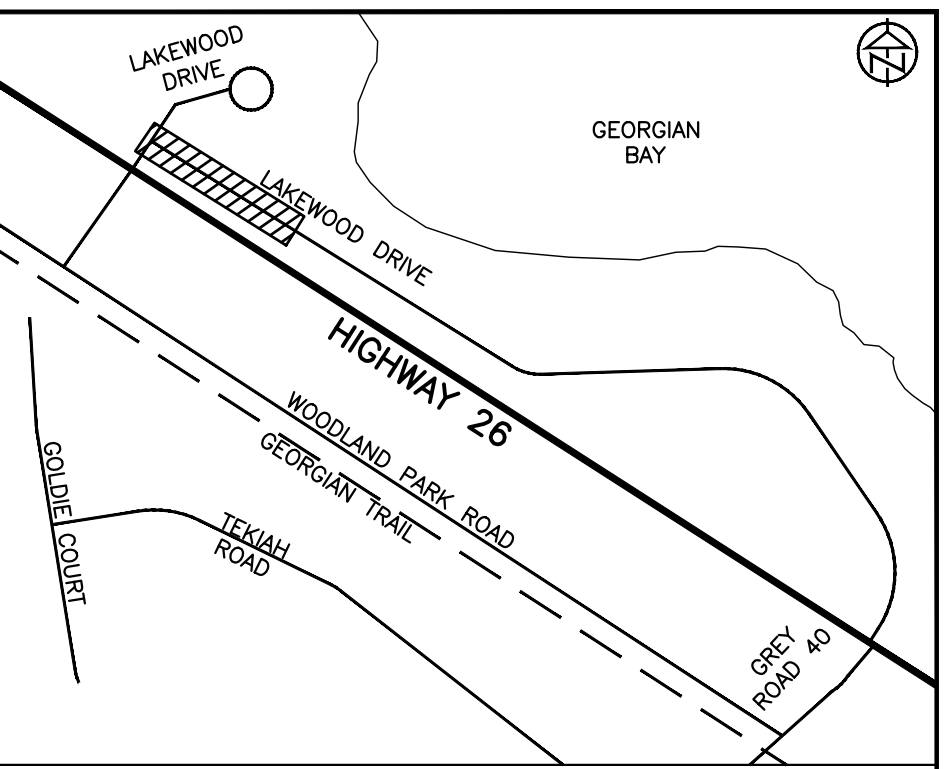
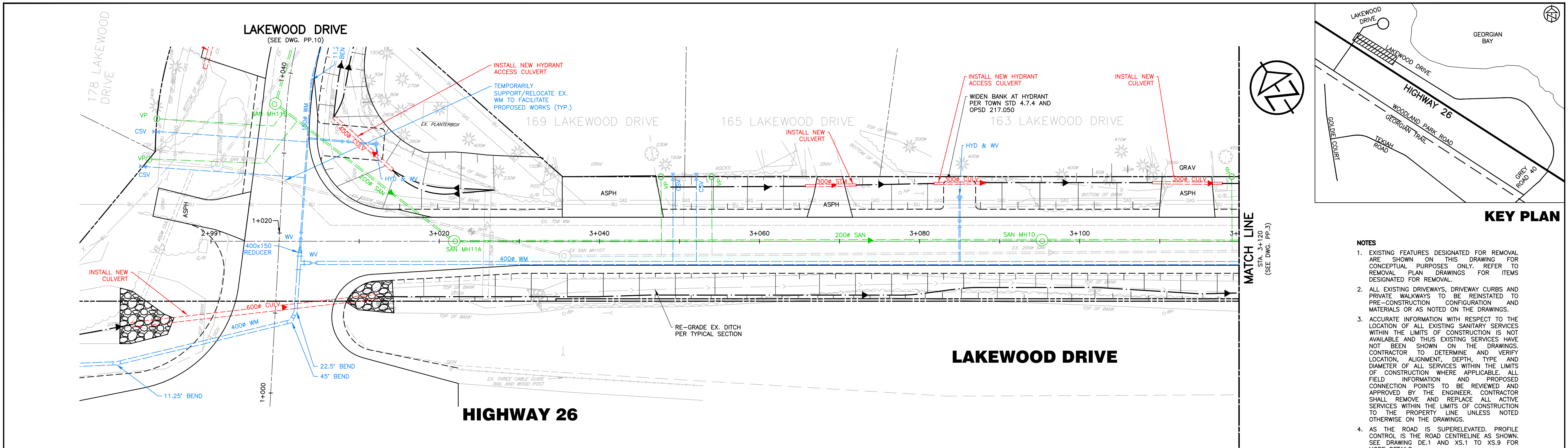
NOT FOR CONSTRUCTION

**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**PLAN AND PROFILE**  
**HIGHWAY 26**  
**STA. 1+930 TO 2+040**

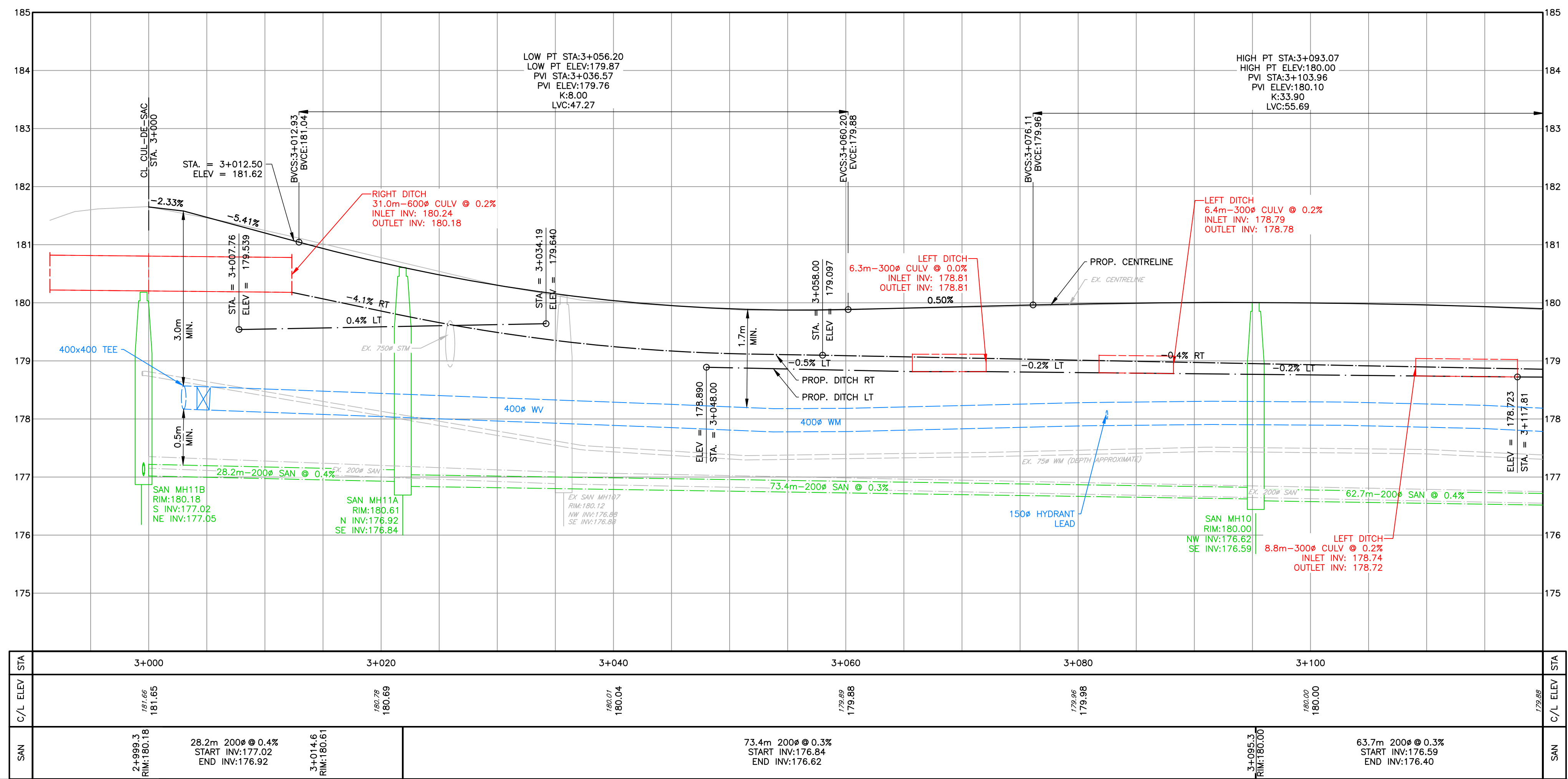
**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	PP.1
CHECK: AEB	SCALE: 1:250 H 1:50 V	

Sheet No. 9 of 35



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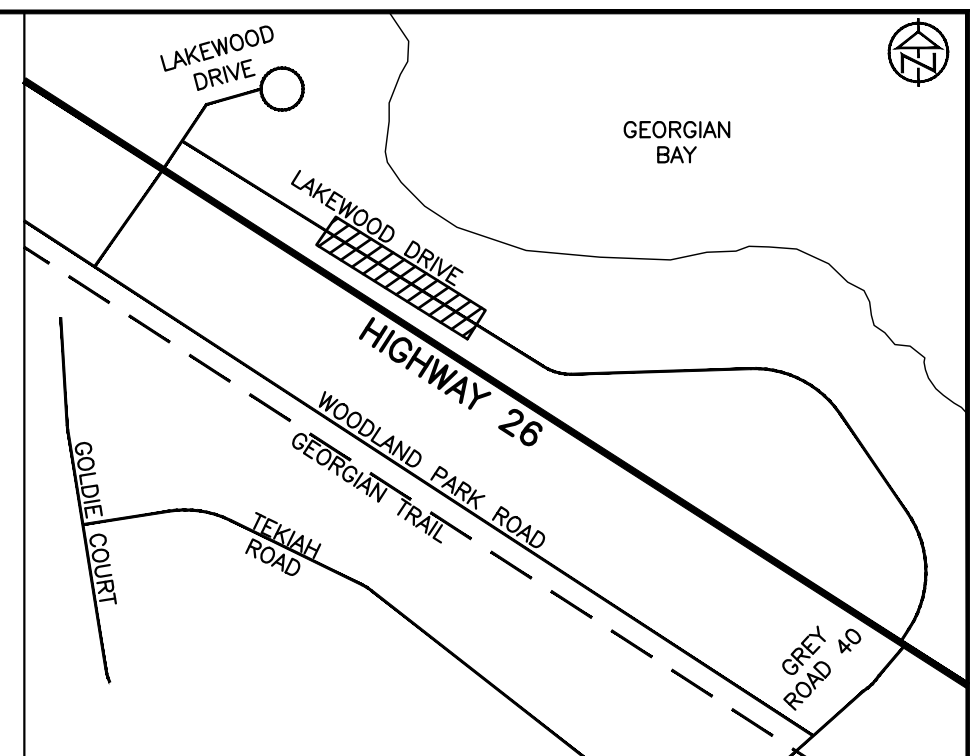
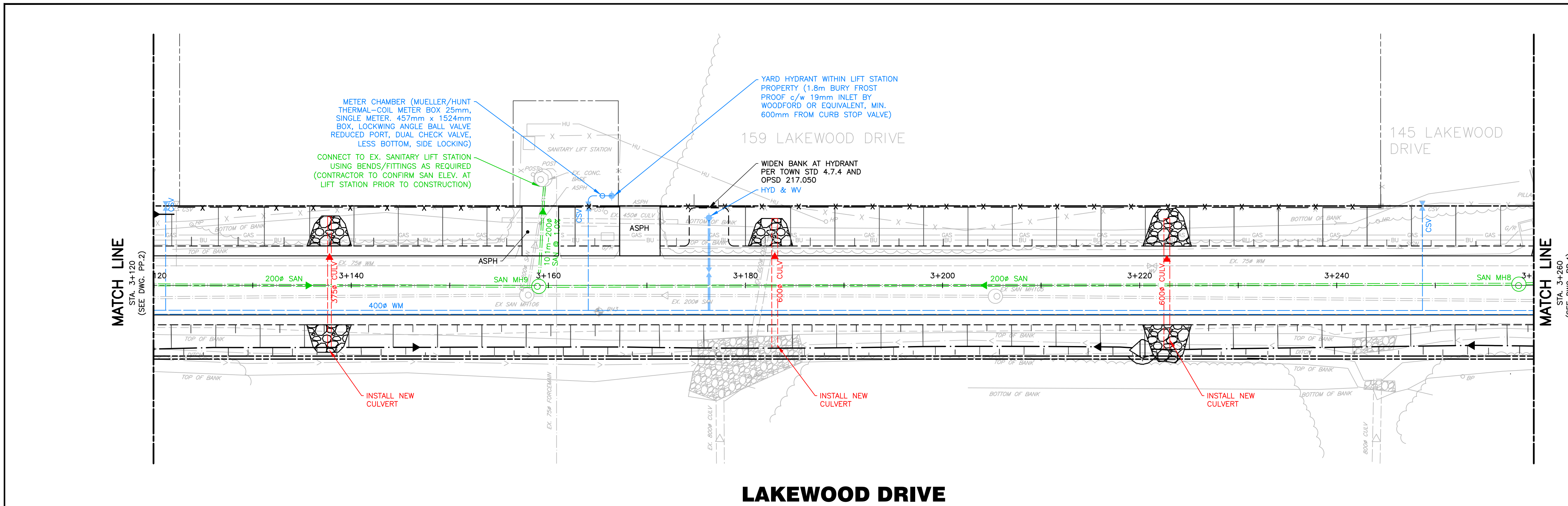
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ENGINEER STAMP  
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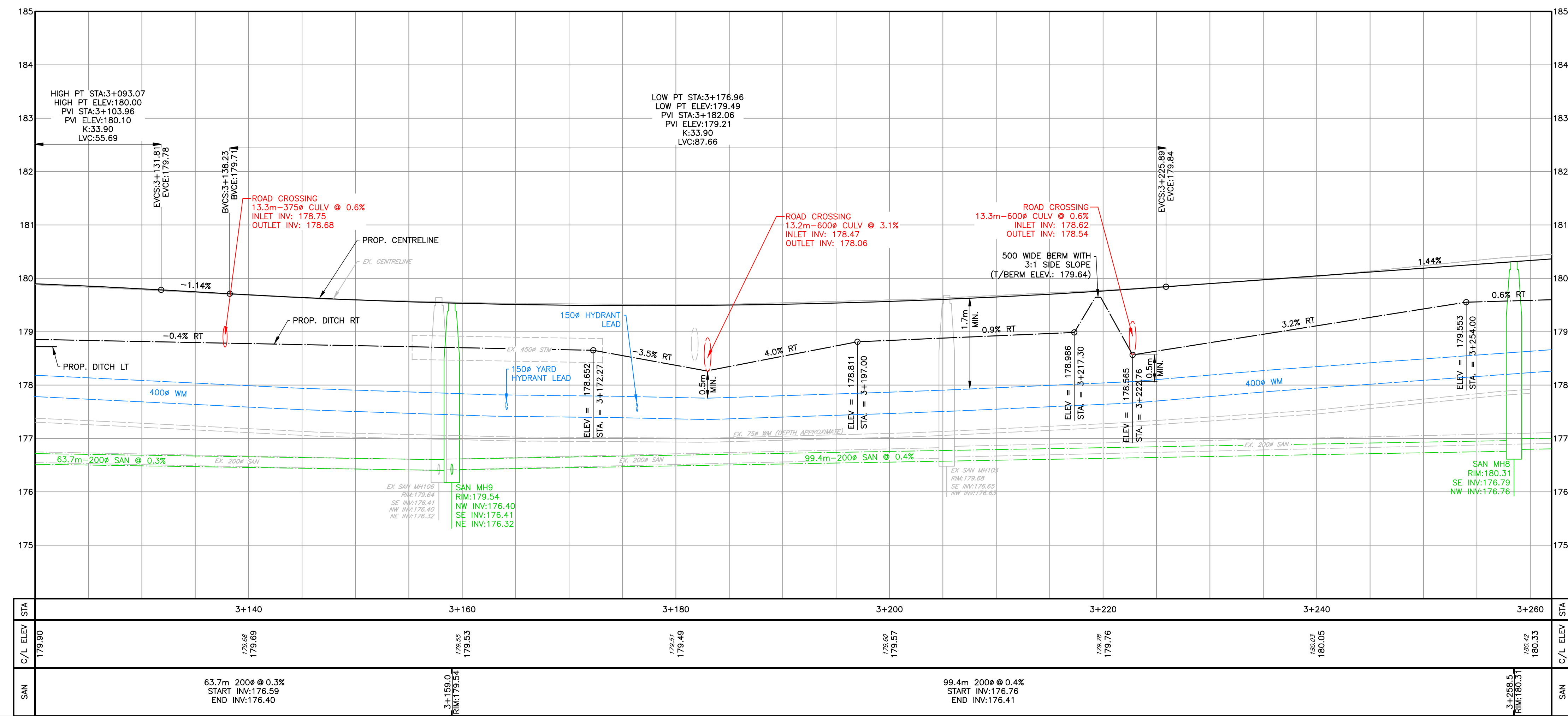
**LAKEWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**PLAN AND PROFILE**  
**LAKEWOOD DRIVE**  
**STA. 2+990 TO 3+120**

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>PP.2</b>
CHECK: AEB	SCALE: 1:250 H 1:50 V	Sheet No. 10 of 35



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**NOT FOR CONSTRUCTION**

**LAKEWOOD DRIVE RECONSTRUCTION**

**TOWN OF THE BLUE MOUNTAINS**

**202#-##-T-OPS**

**PLAN AND PROFILE**

**LAKEWOOD DRIVE**

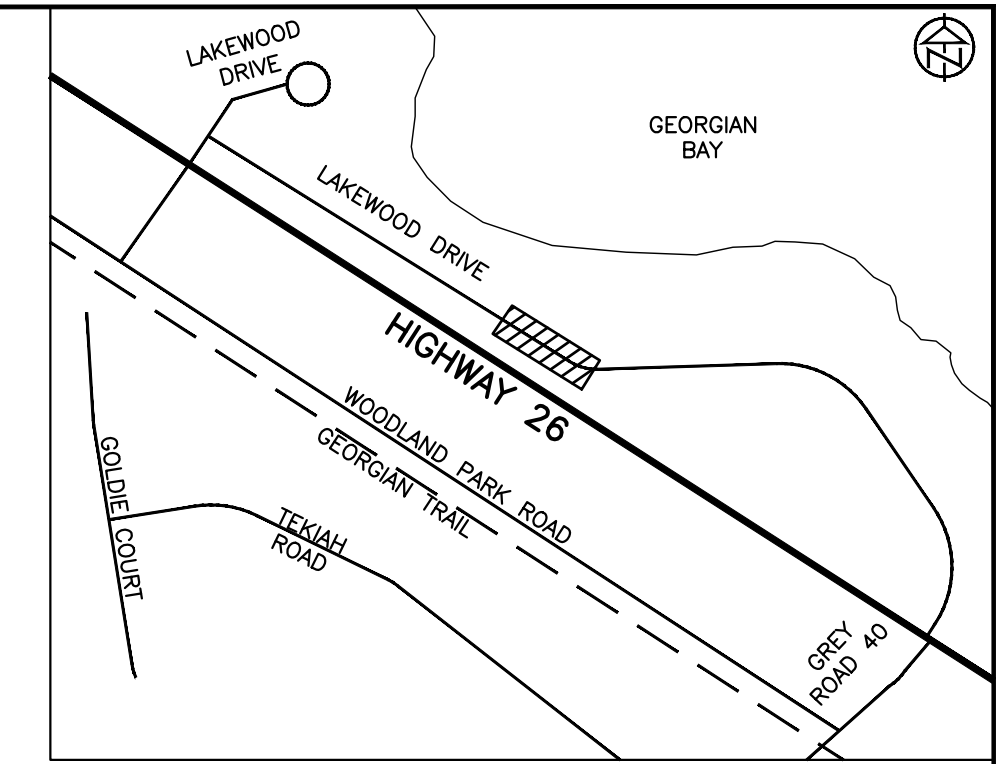
**STA. 3+120 TO 3+260**

**TATHAM ENGINEERING**

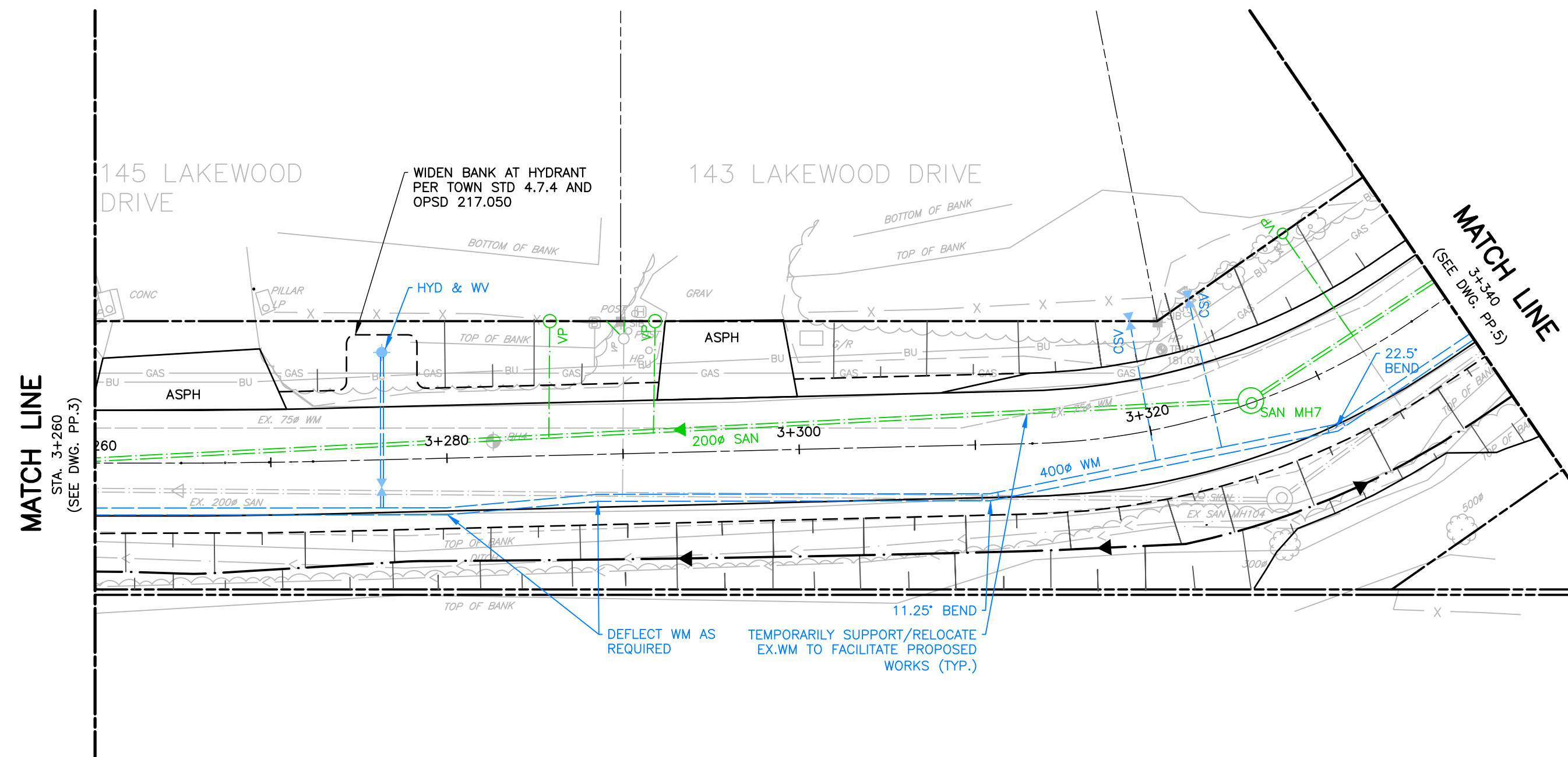
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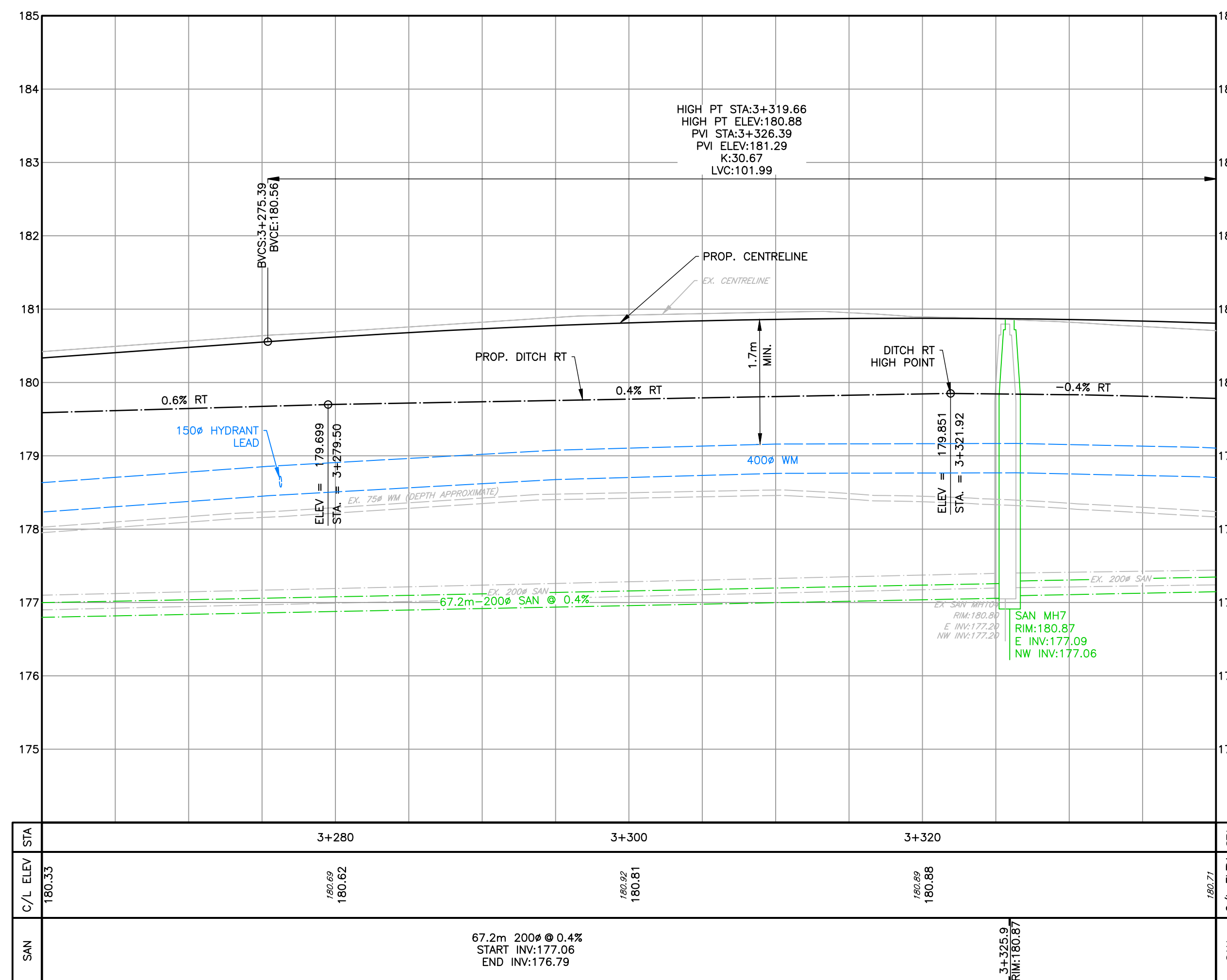
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**KEY PLAN**



**LAKEWOOD DRIVE**



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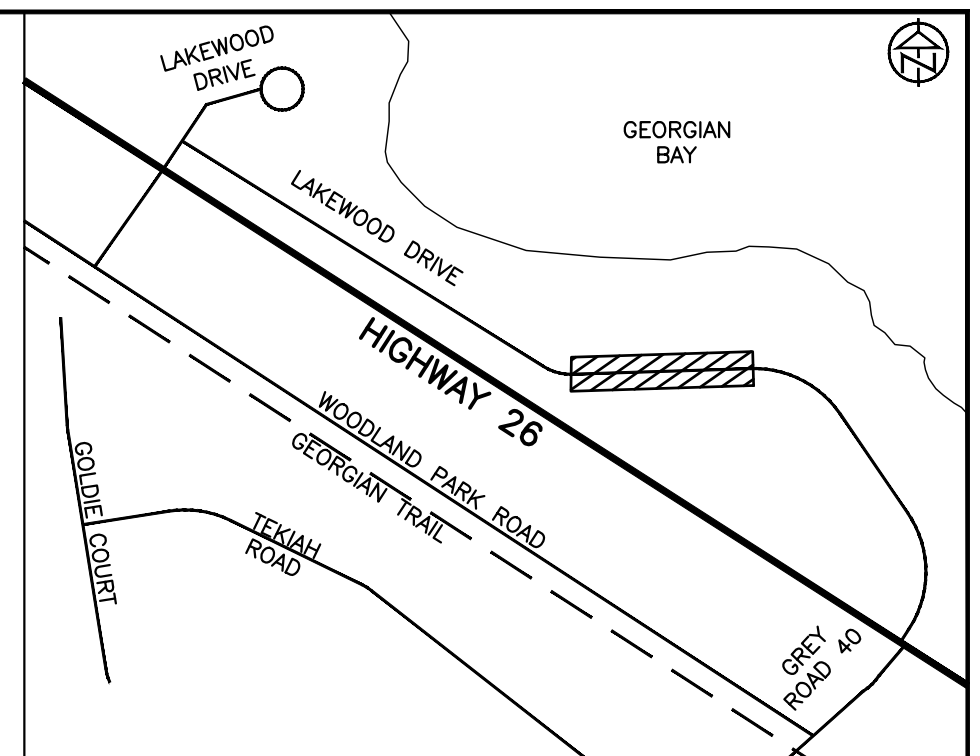
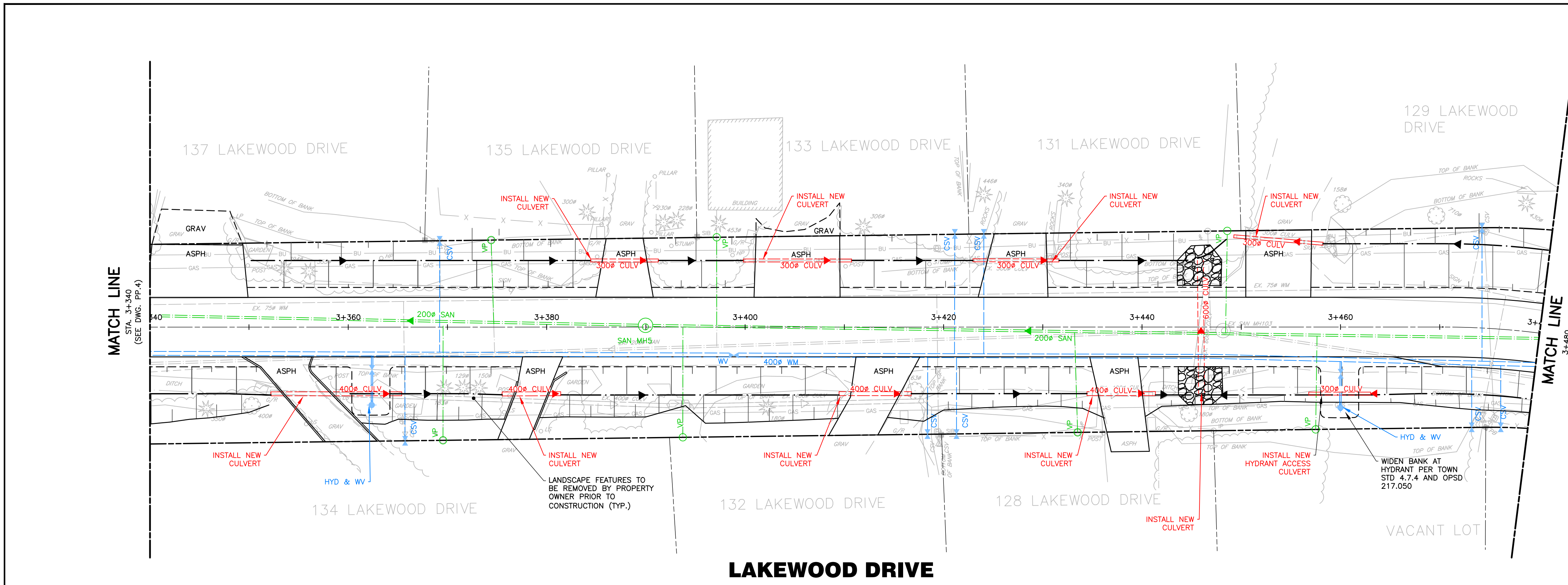
No.	REVISION DESCRIPTION	DATE
1.	60% DESIGN	OCT 2024
2.	75% DESIGN	MAR 2025
3.	90% DESIGN	OCT 2025
4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026

**NOT FOR CONSTRUCTION**

**LAKEWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**PLAN AND PROFILE**  
**LAKEWOOD DRIVE**  
**STA. 3+260 TO 3+340**

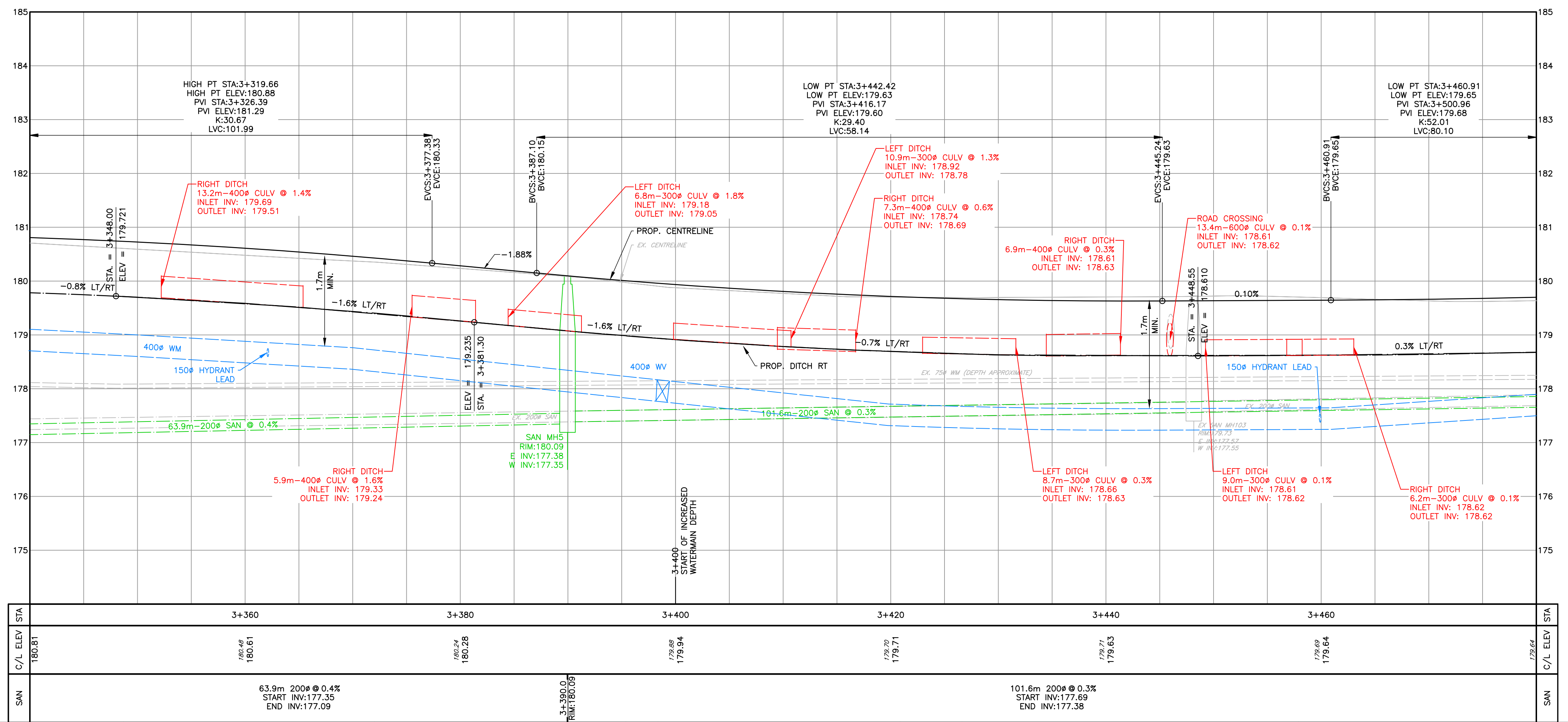
**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>PP.4</b>
CHECK: AEB	SCALE: 1:250 H 1:50 V	Sheet No. 12 of 35



**KEY PLAN**

- NOTES**
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  - AS THE ROAD IS SUPERELEVATED, PROFILE CONTROL IS THE ROAD CENTRELINE AS SHOWN. SEE DRAWING DE.1 AND XS.1 TO XS.9 FOR MORE DETAILS.



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**BENCHMARKS**  
 REFER TO IN.1 FOR A LIST OF BENCHMARKS

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4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026	

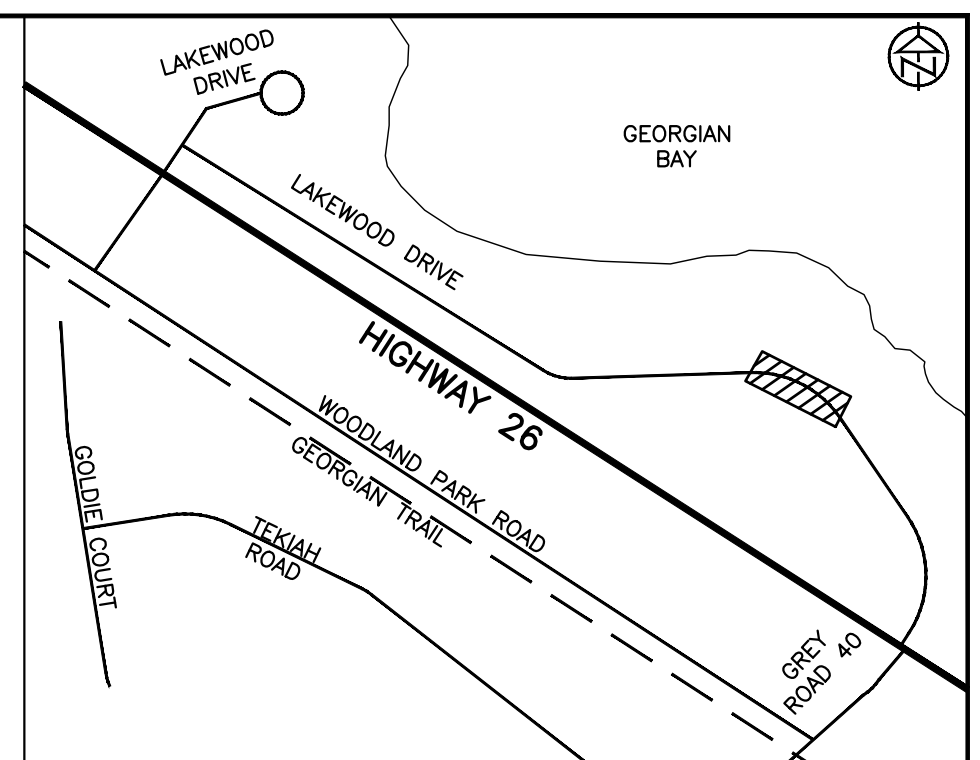
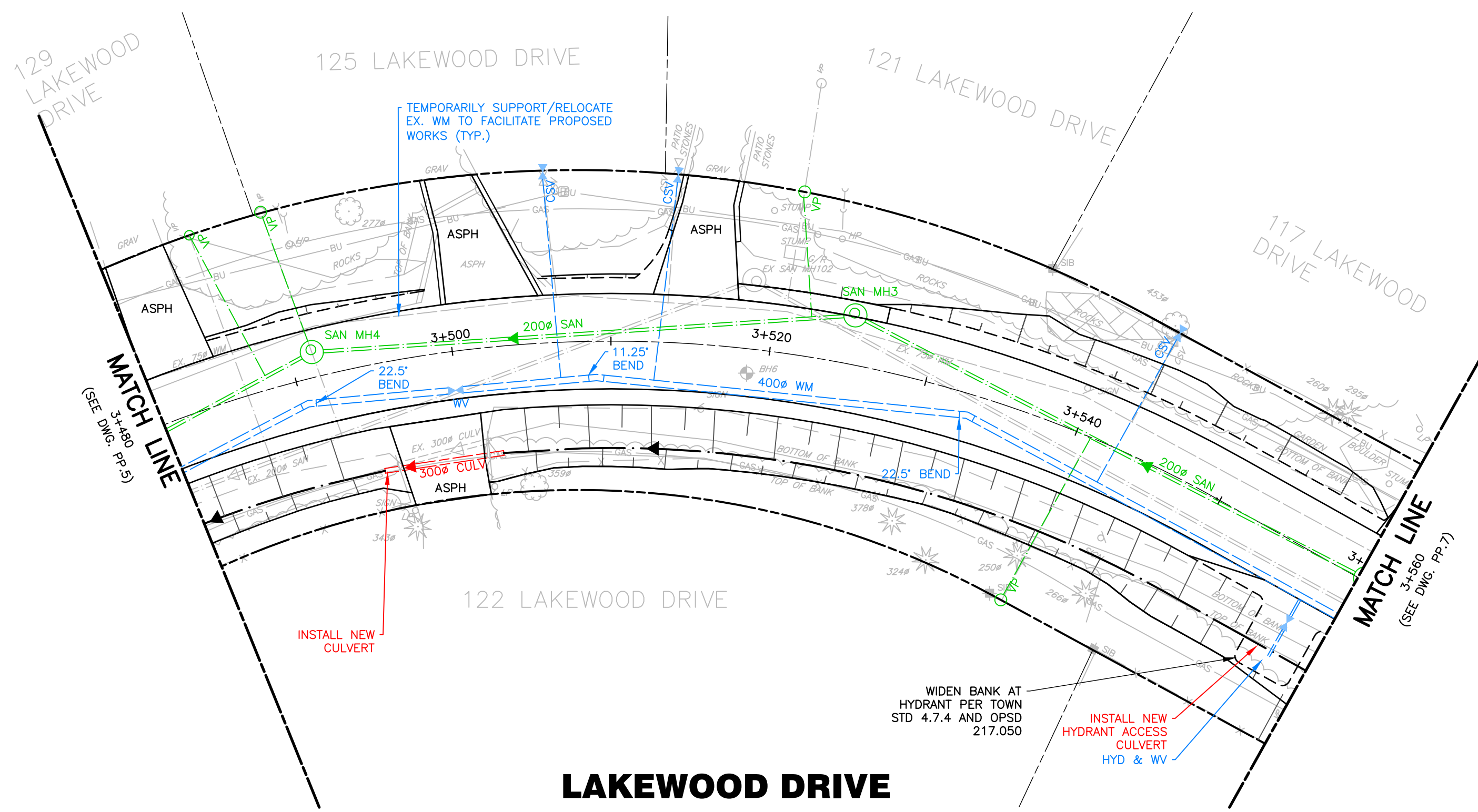
NOT FOR CONSTRUCTION

**LAKEWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**PLAN AND PROFILE**  
**LAKEWOOD DRIVE**  
**STA. 3+340 TO 3+480**

**TATHAM ENGINEERING**

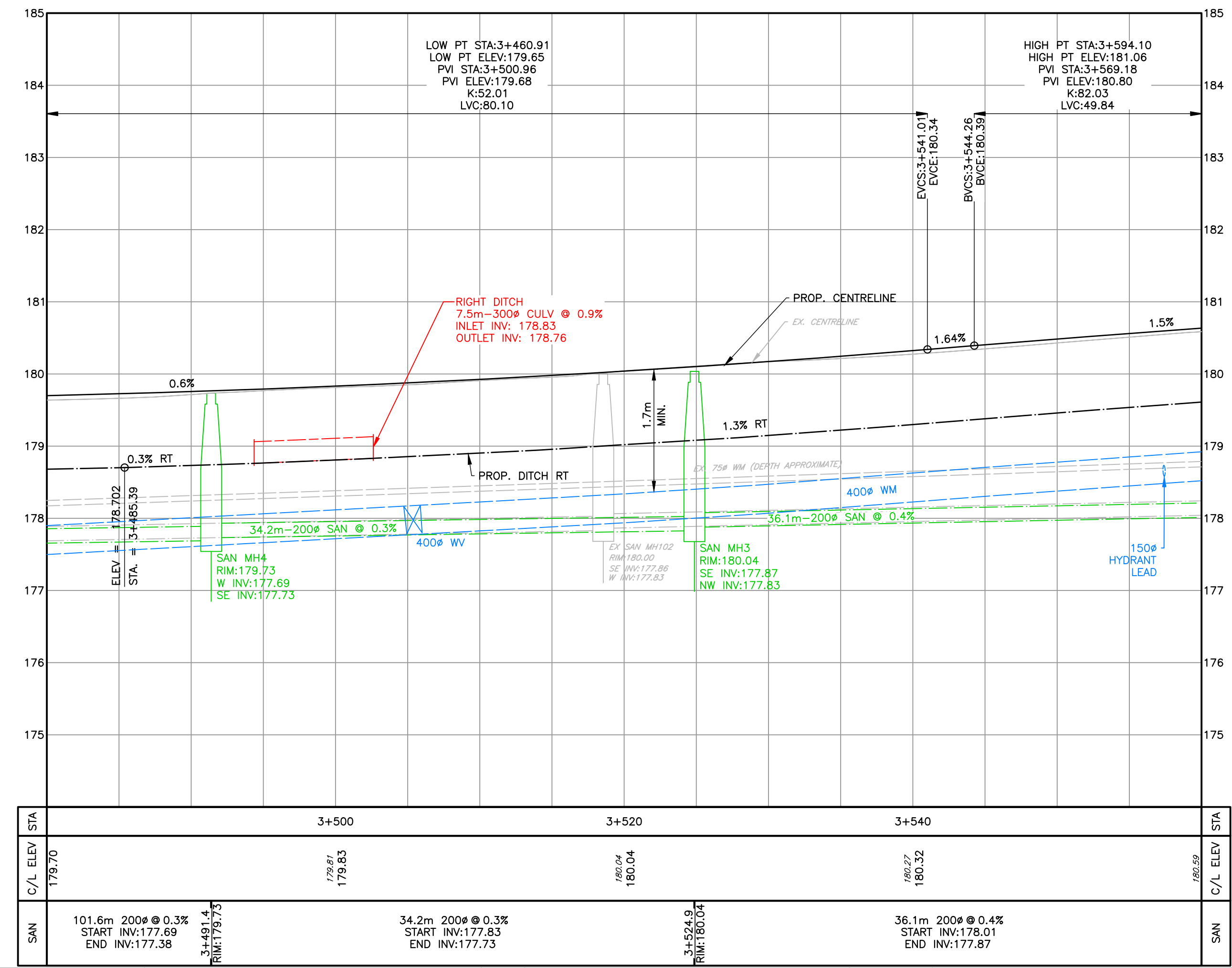
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DRAWN: JK/NB	DATE: JUNE 2022	PP.5
CHECK: AEB	SCALE: 1:250 H 1:50 V	

Sheet No. 13 of 35



**KEY PLAN**

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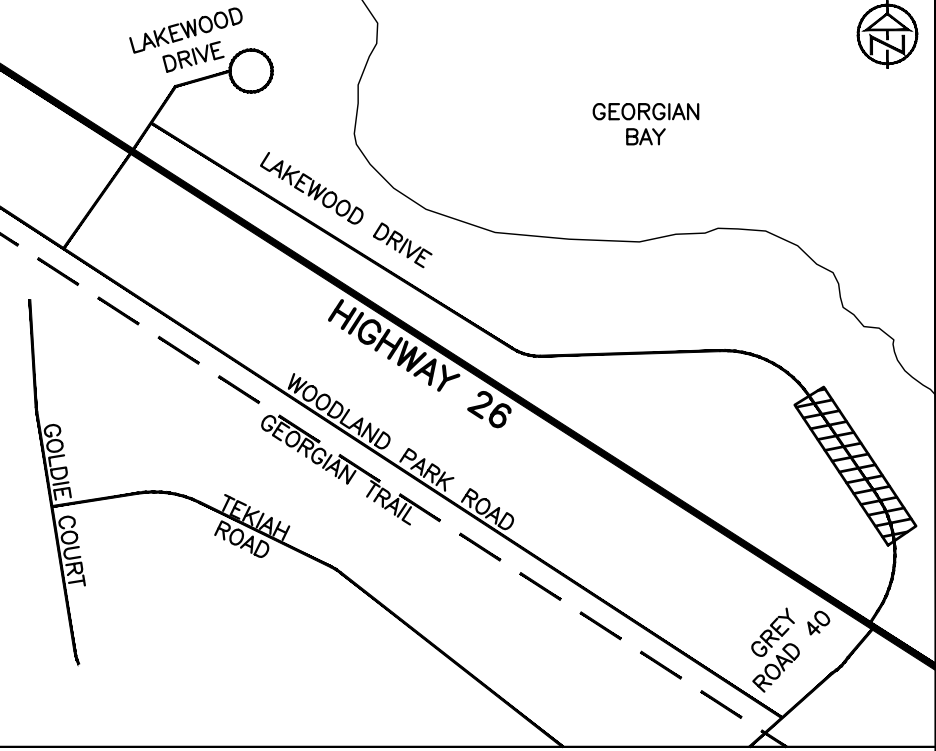
**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**

**PLAN AND PROFILE**  
**LAKWOOD DRIVE**  
**STA. 3+480 TO 3+560**

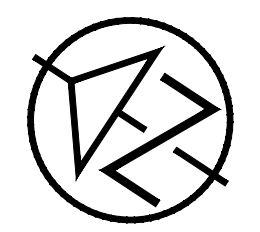
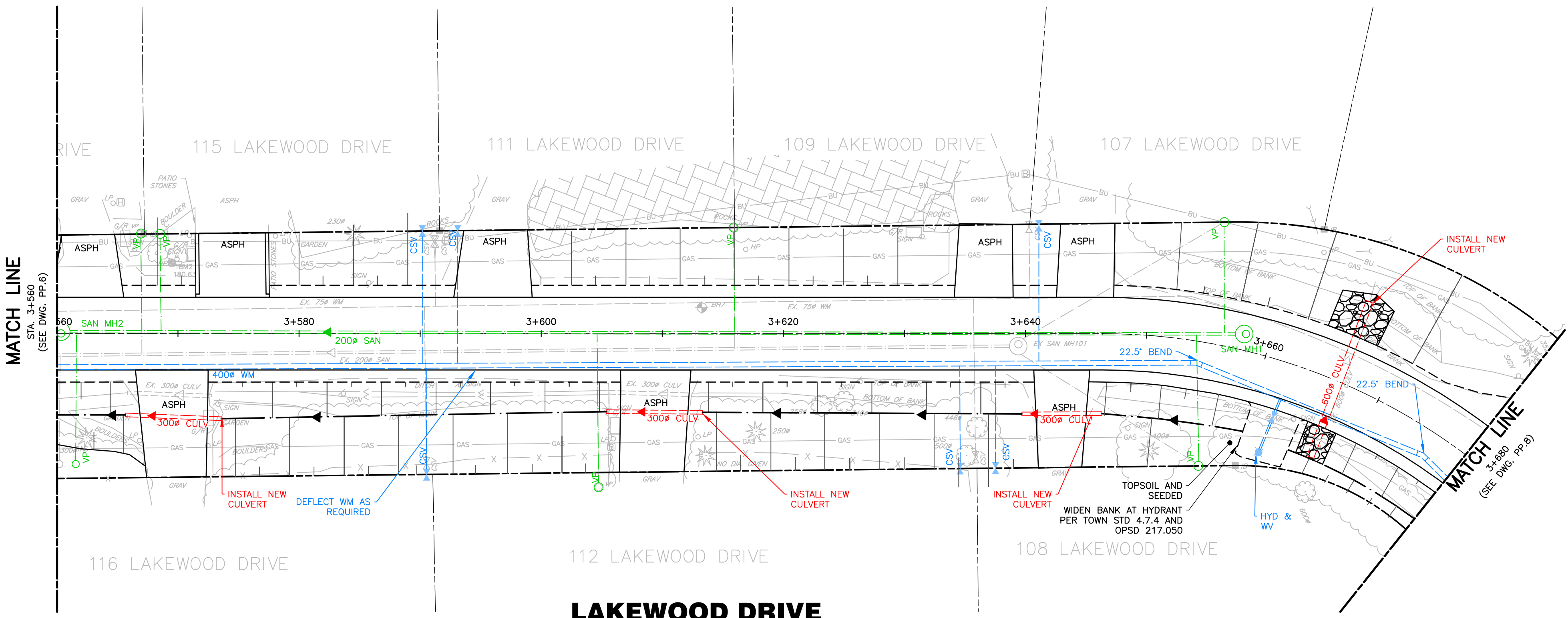
**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
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CHECK: AEB	SCALE: 1:250 H 1:50 V	

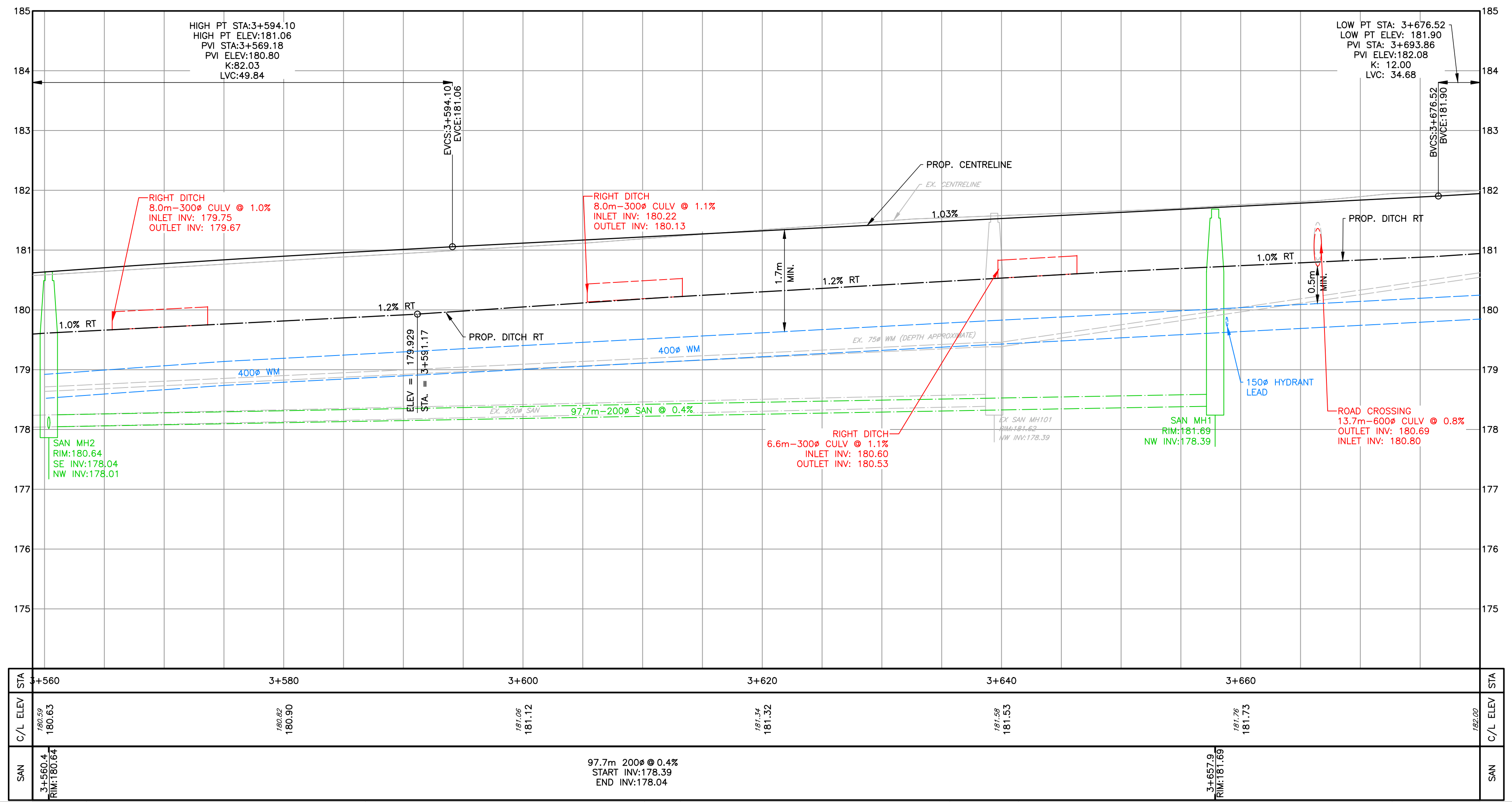
Sheet No. 14 of 35



**KEY PLAN**



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STA	3+560	3+580	3+600	3+620	3+640	3+660	STA
C/L ELEV	180.63	180.50	181.12	181.32	181.53	181.73	182.02
SAN	3+560.4 RIM:180.64 NW INV:178.01			97.7m-200@0.4% START INV:178.39 END INV:178.04		3+657.9 RIM:181.08	

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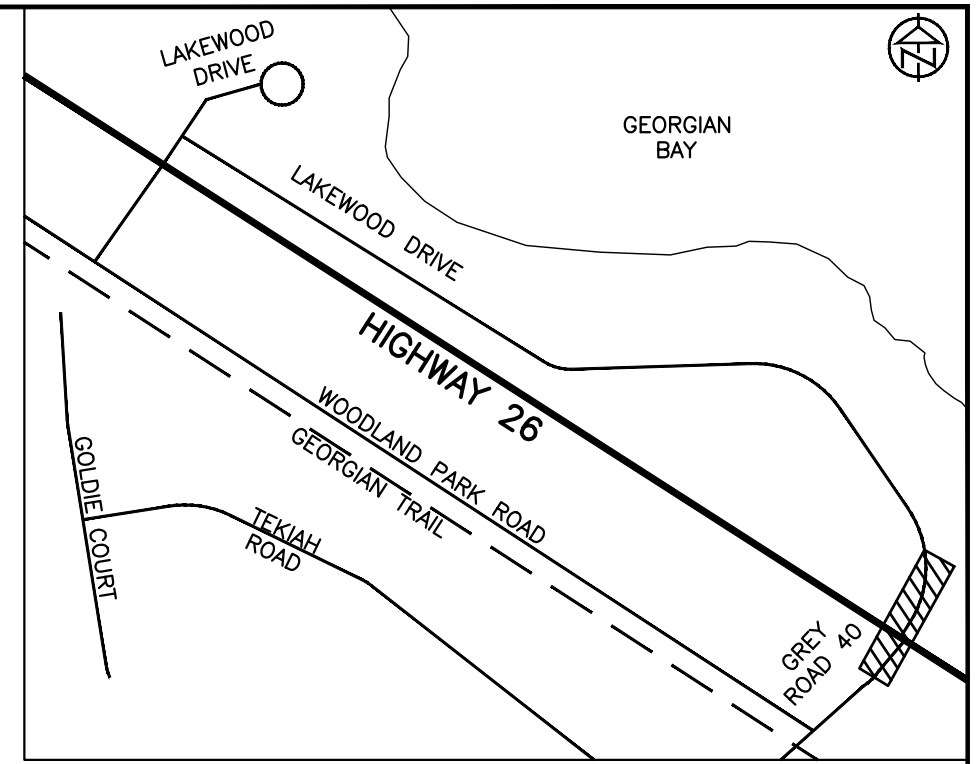
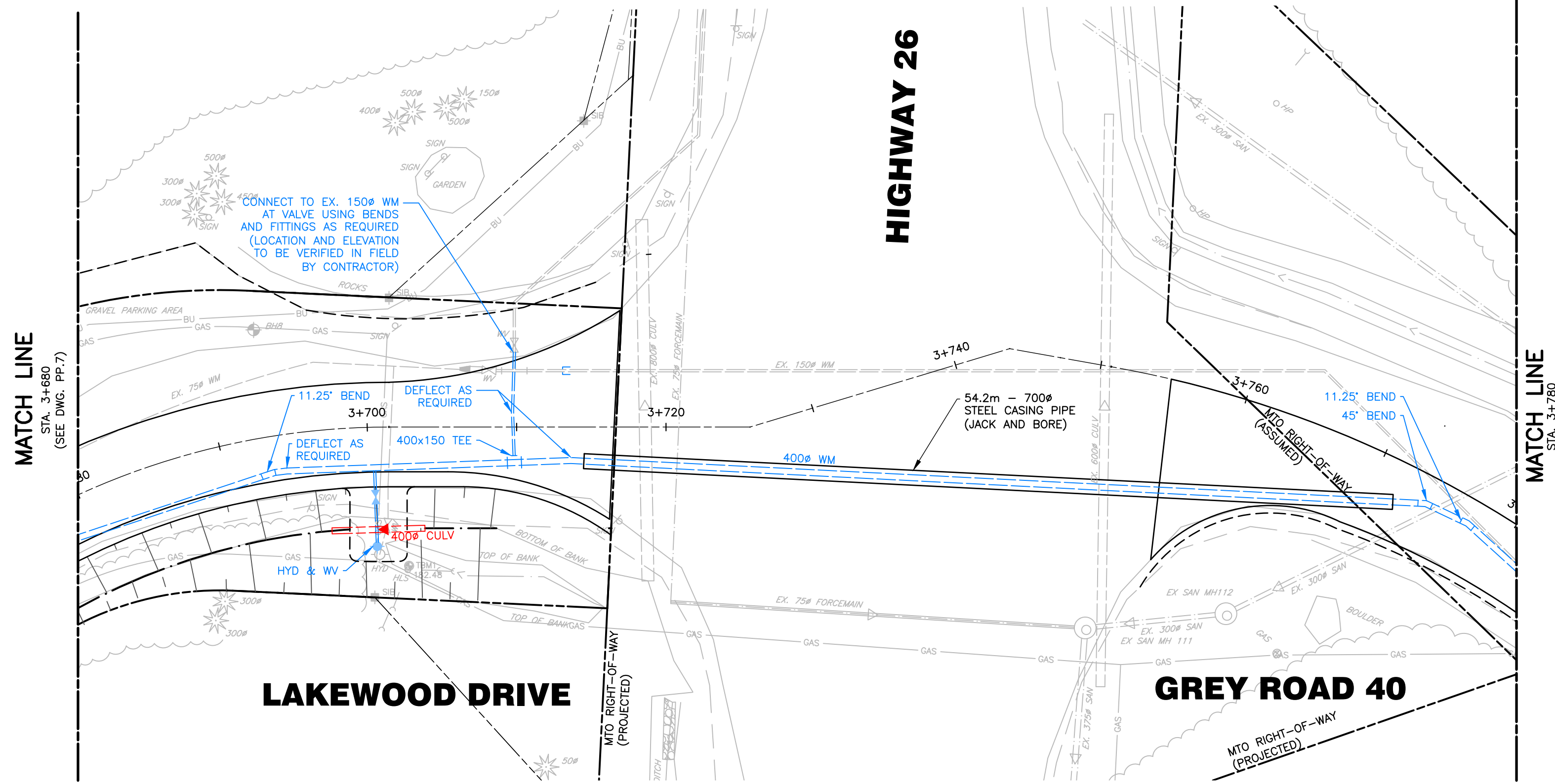
**NOT FOR CONSTRUCTION**

**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**

**PLAN AND PROFILE**  
**LAKWOOD DRIVE**  
**STA. 3+560 TO 3+680**

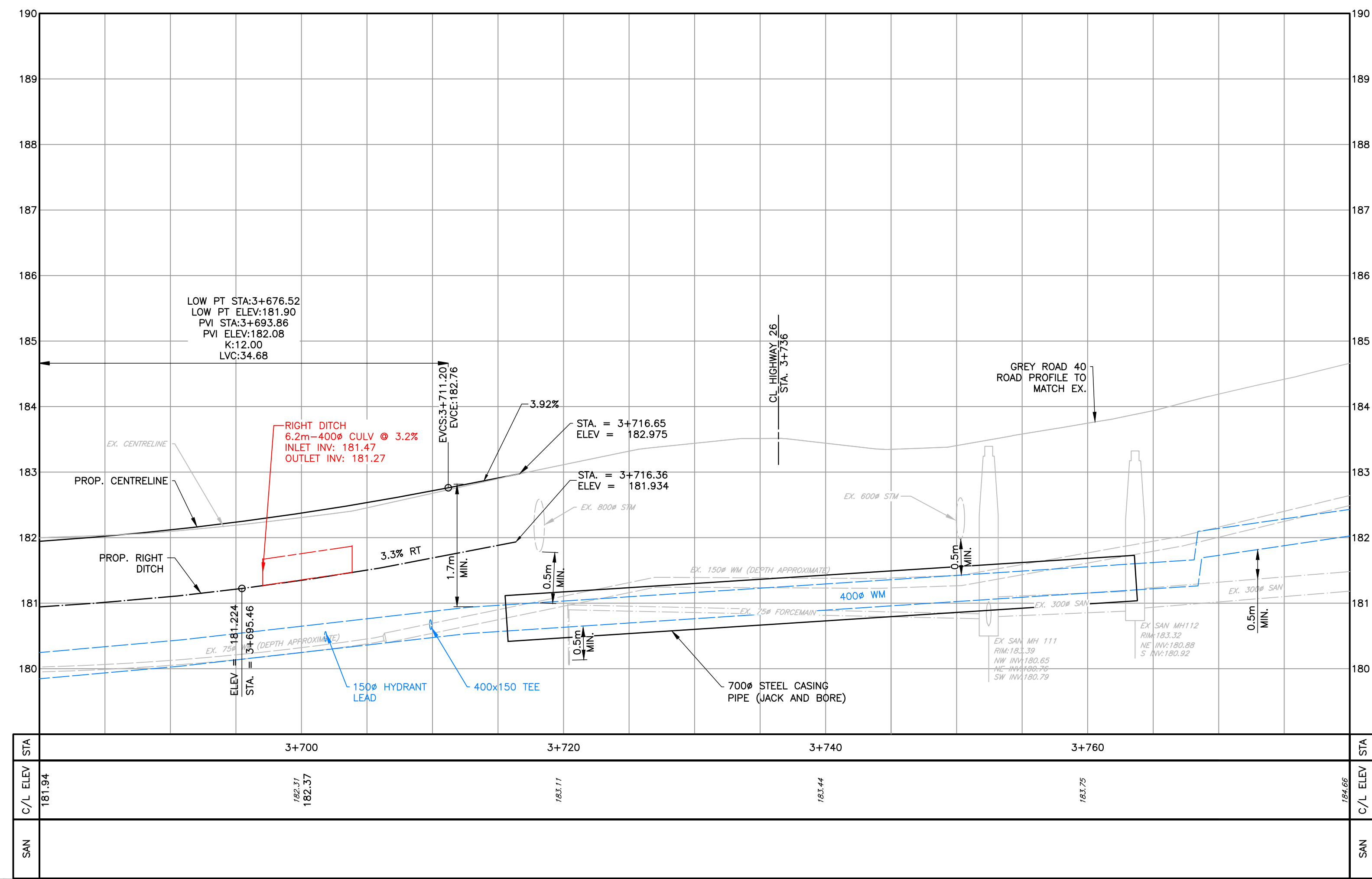
**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>PP.7</b>
CHECK: AEB	SCALE: 1:250 H 1:50 V	Sheet No. 15 of 35



**KEY PLAN**

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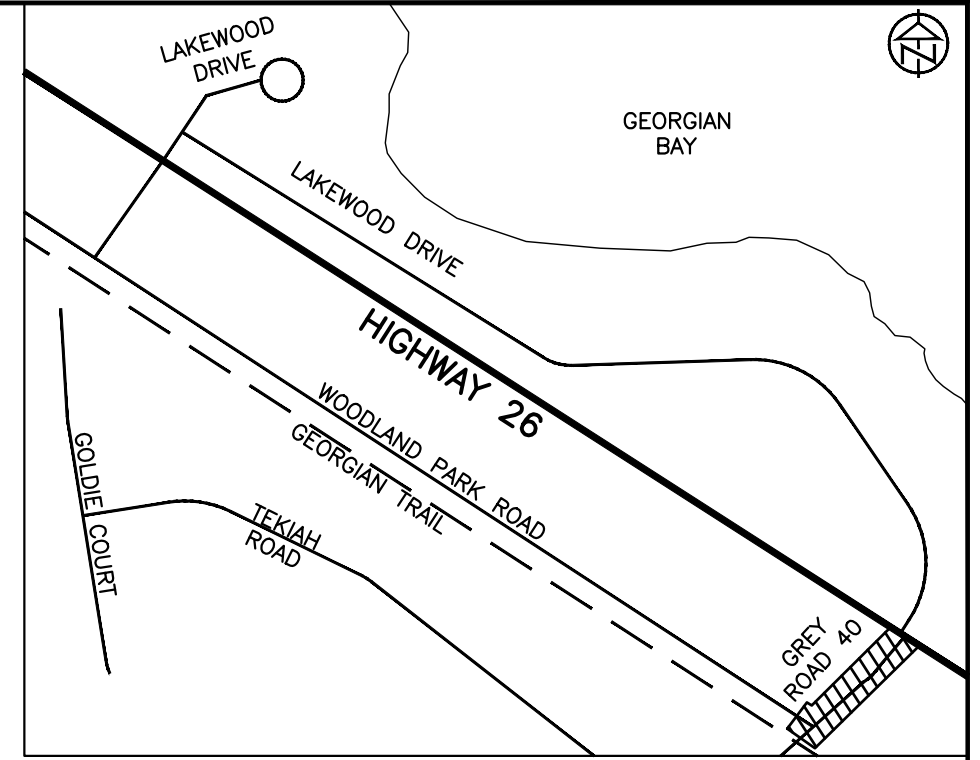
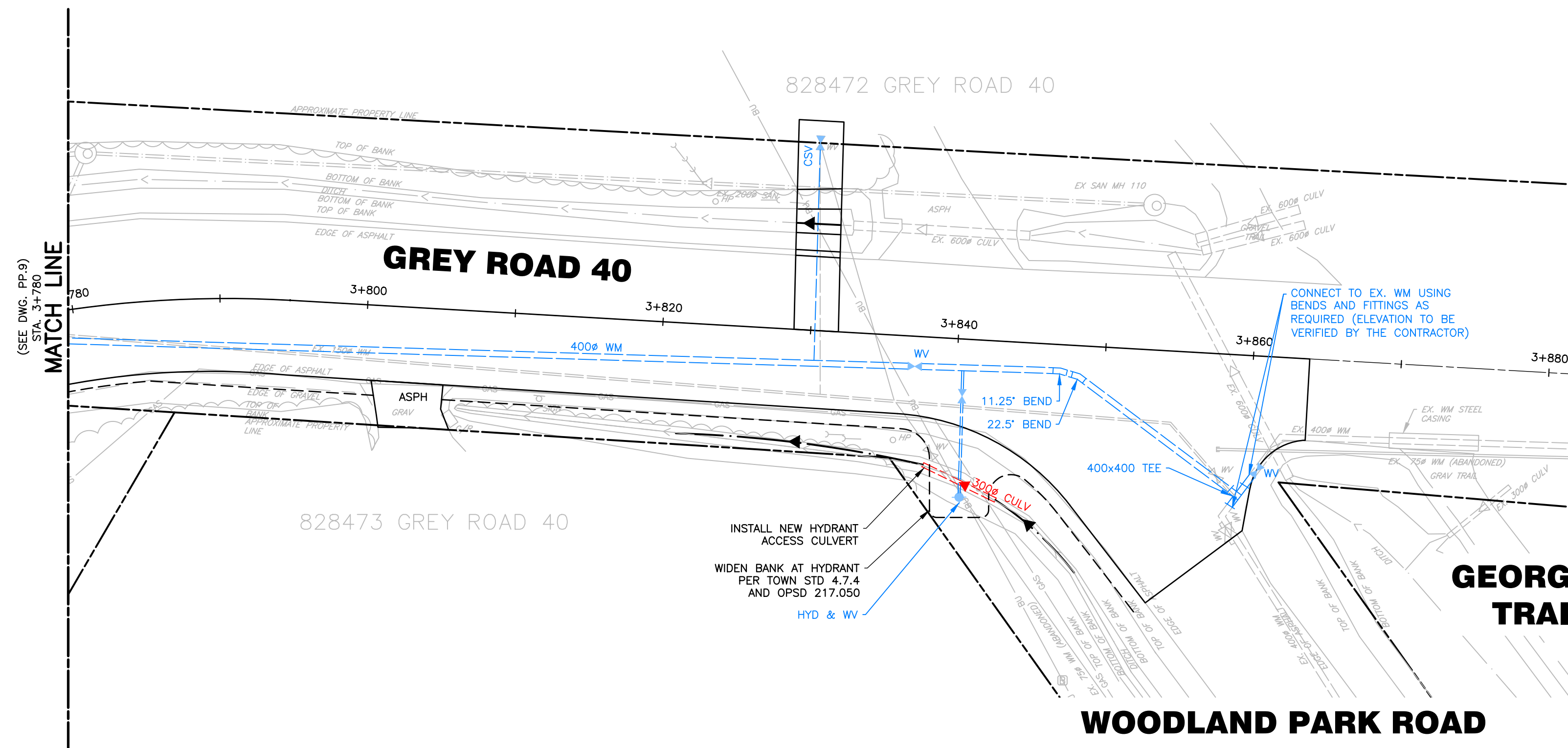
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**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**PLAN AND PROFILE**  
**LAKWOOD DRIVE**  
**STA. 3+680 TO 3+780**

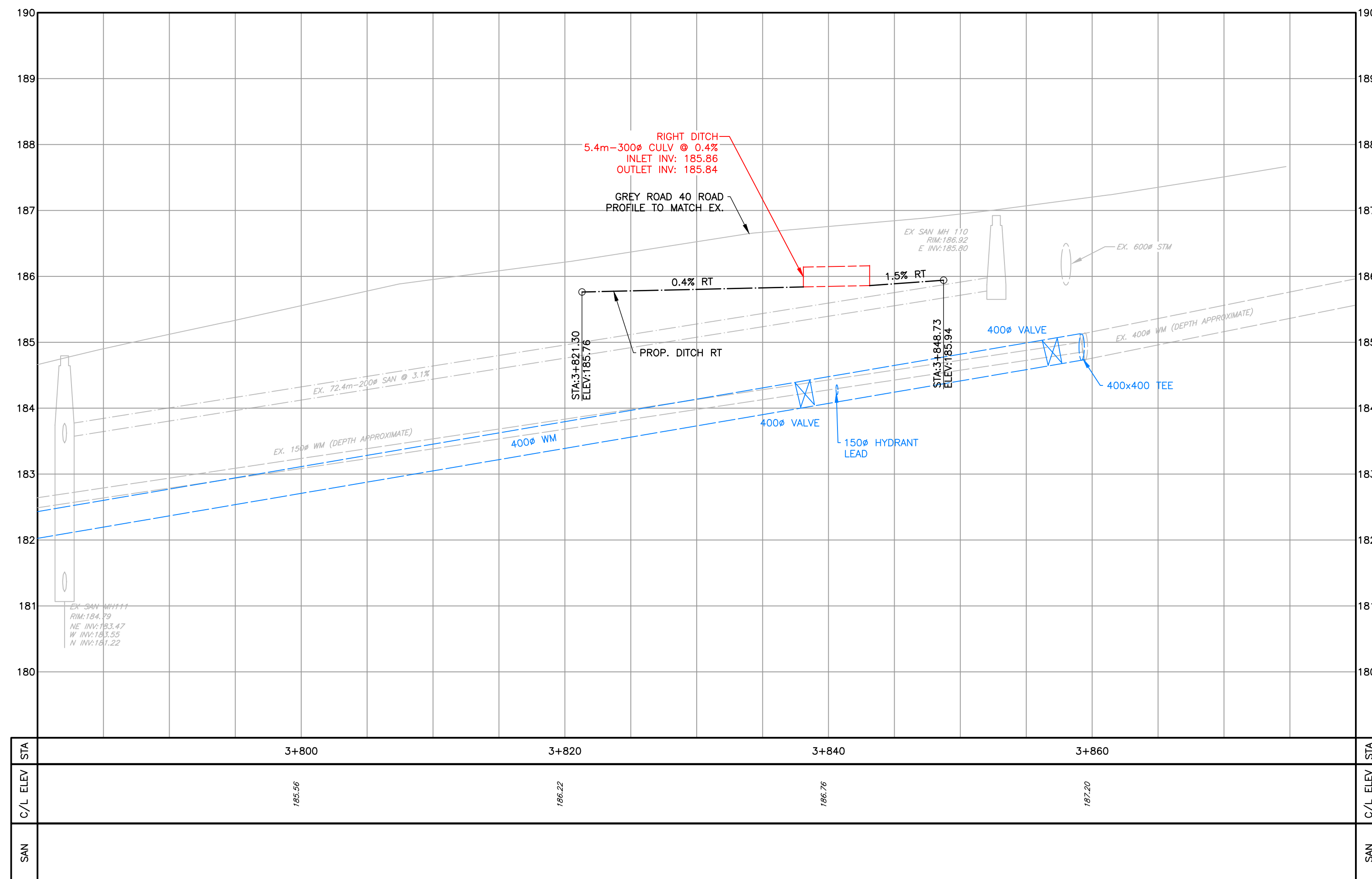
**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>PP.8</b>
CHECK: AEB	SCALE: 1:250 H 1:50 V	Sheet No. 16 of 35



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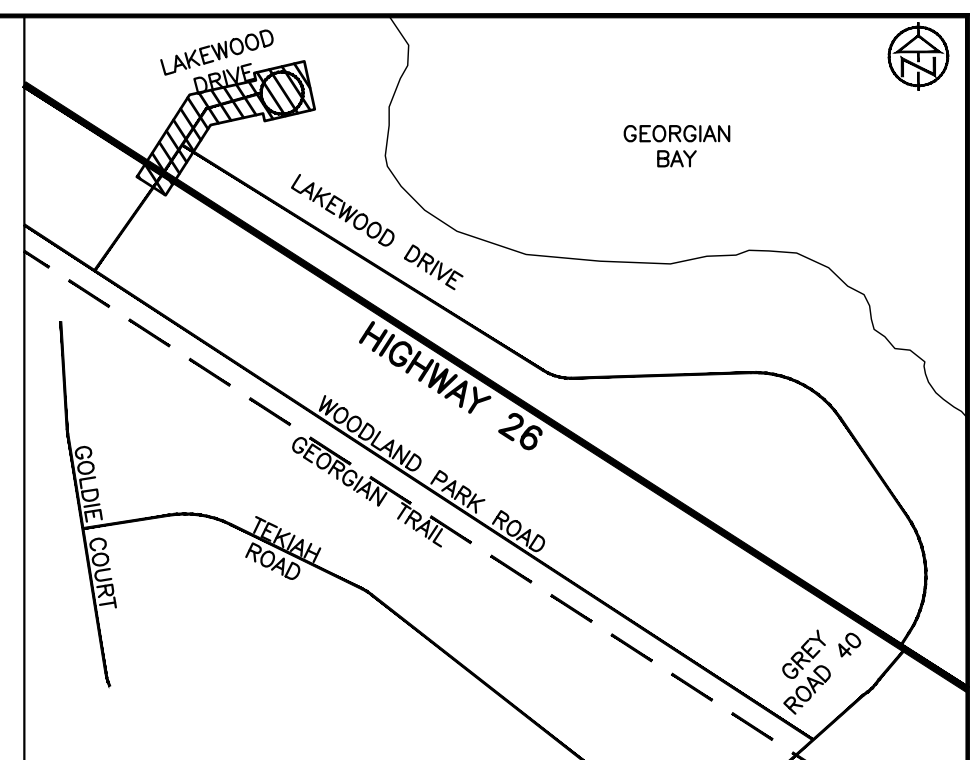
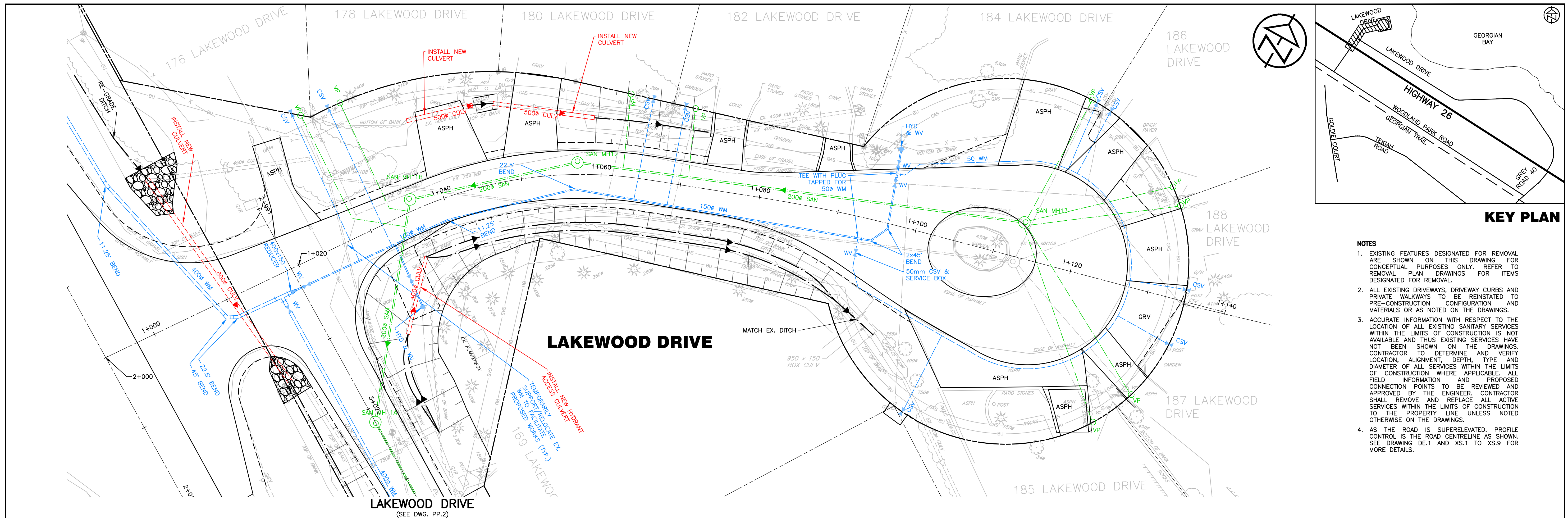
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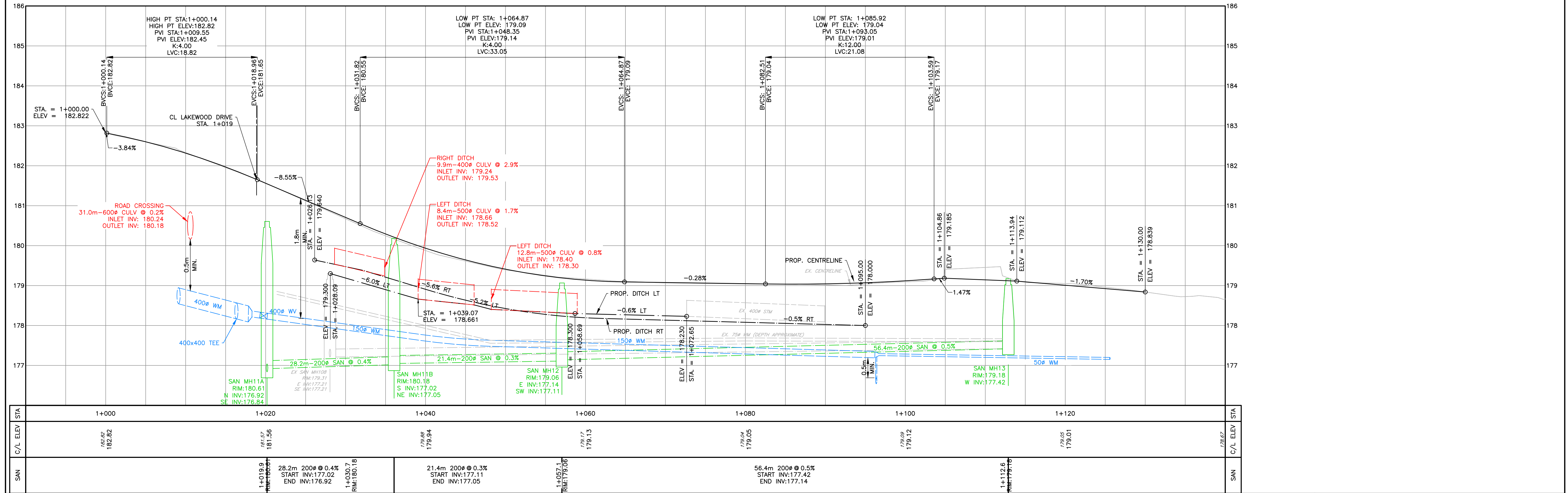
**LAKWOOD DRIVE RECONSTRUCTION**  
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**202#-##-T-OPS**  
**PLAN AND PROFILE**  
**GREY ROAD 40**  
**STA. 3+780 TO 3+880**

**TATHAM ENGINEERING**

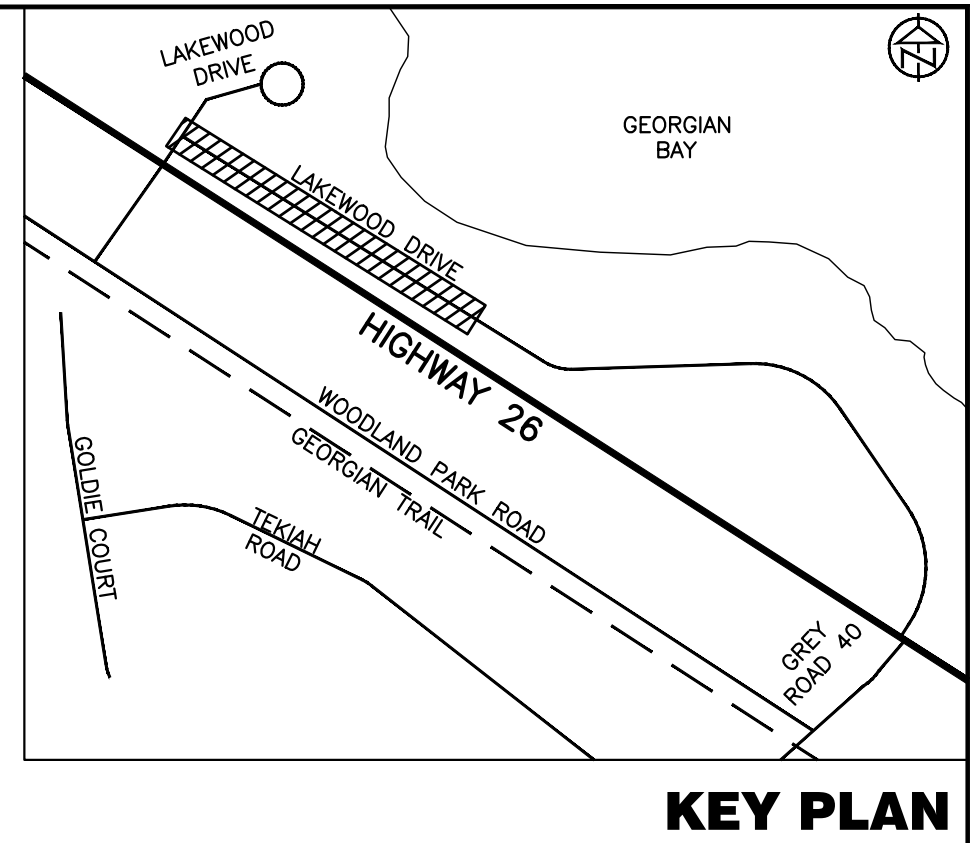
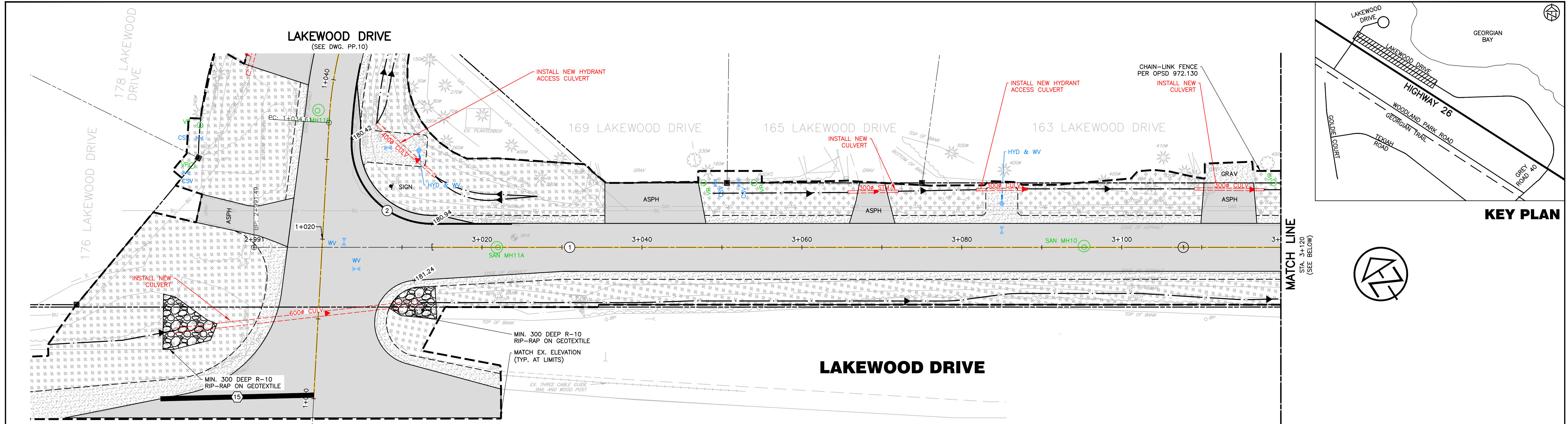
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DRAWN: JK/NB	DATE: JUNE 2022	
CHECK: AEB	SCALE: 1:250 H 1:50 V	Sheet No. 17 of 35



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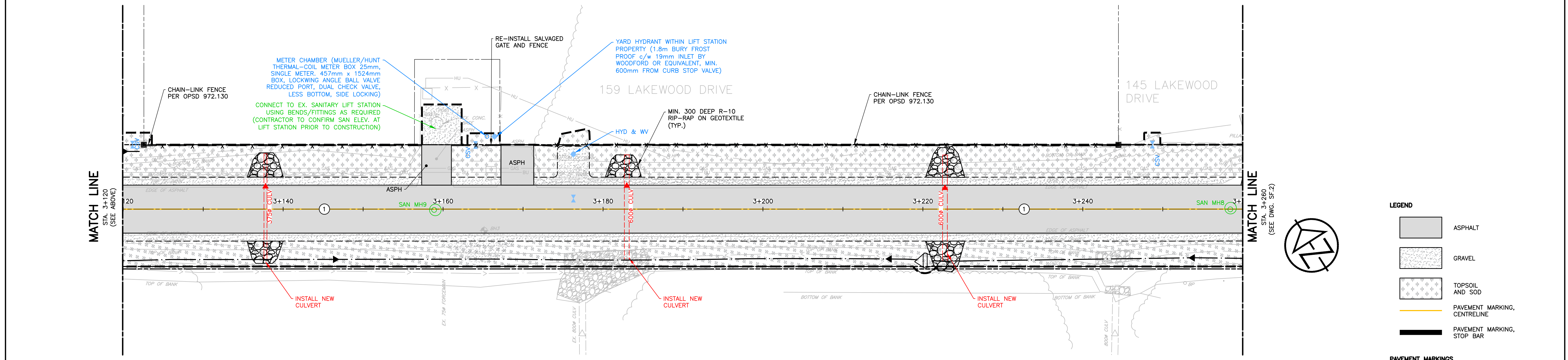


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			<p>2.</p>	<p>75% DESIGN</p>	<p>MAR 2025</p>				<p>DRAWN: JK/NB</p>	<p>DATE: JUNE 2022</p>	<p><b>PP.10</b></p>
			<p>3.</p>	<p>90% DESIGN</p>	<p>OCT 2025</p>				<p>CHECK: AEB</p>	<p>SCALE: 1:250 H 1:50 V</p>	<p>Sheet No. 18 of 35</p>
			<p>4.</p>	<p>90% DESIGN (REVISED WEST INTERSECTION)</p>	<p>MAR 2026</p>						



**KEY PLAN**

**HIGHWAY 26**



- LEGEND**
- ASPHALT
  - GRAVEL
  - TOPSOIL AND SOD
  - PAVEMENT MARKING, CENTRELINE
  - PAVEMENT MARKING, STOP BAR
- PAVEMENT MARKINGS**
- 1 SOLID YELLOW, 10cm
  - 2 SOLID WHITE, 10cm
  - 3 DOUBLE SOLID YELLOW, 10cm
  - 15 SOLID WHITE, 60cm
  - [ ] LIMITS OF MARKINGS
  - ① Denotes PAVEMENT MARKING, DURABLE
  - ② Denotes PAVEMENT MARKING

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**BENCHMARKS**  
 REFER TO IN.1 FOR A LIST OF BENCHMARKS

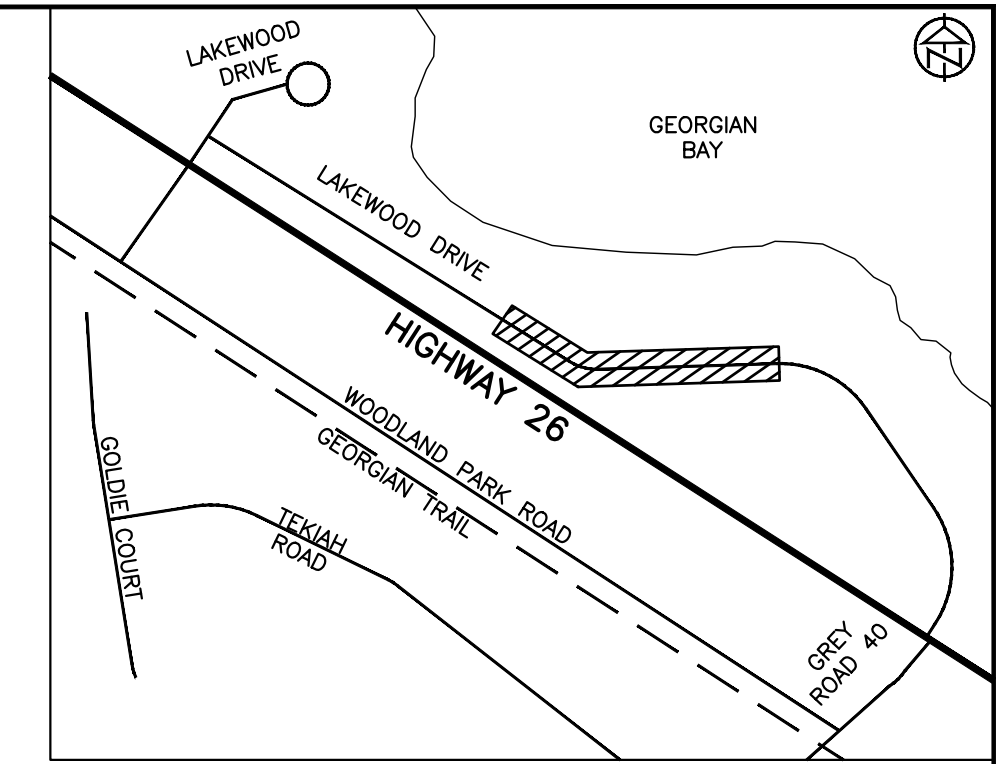
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2.	75% DESIGN	MAR 2025	
3.	90% DESIGN	OCT 2025	
4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026	

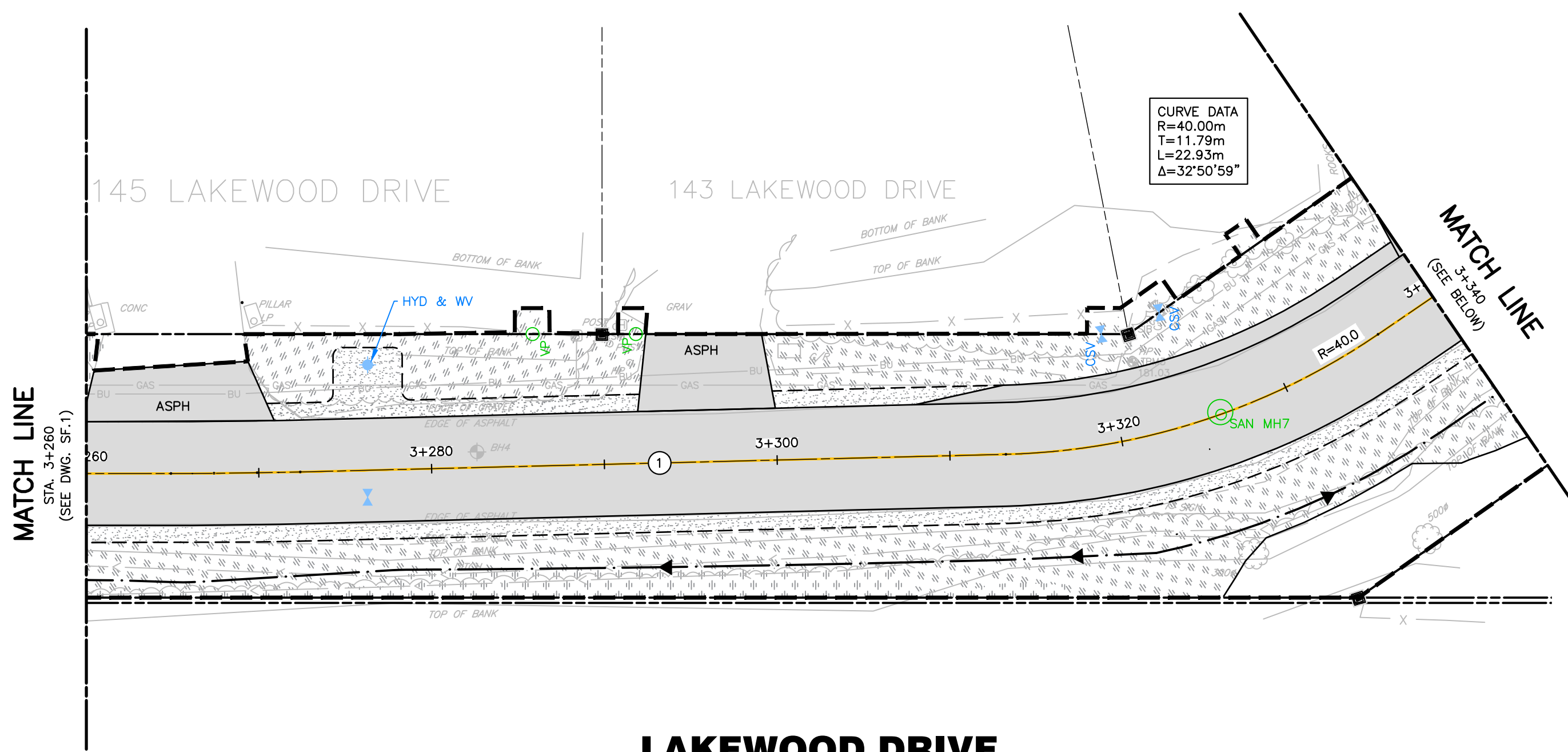
**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**SURFACE FEATURE PLAN**  
**LAKWOOD DRIVE**  
**STA. 2+990 TO 3+260**

**TATHAM ENGINEERING**

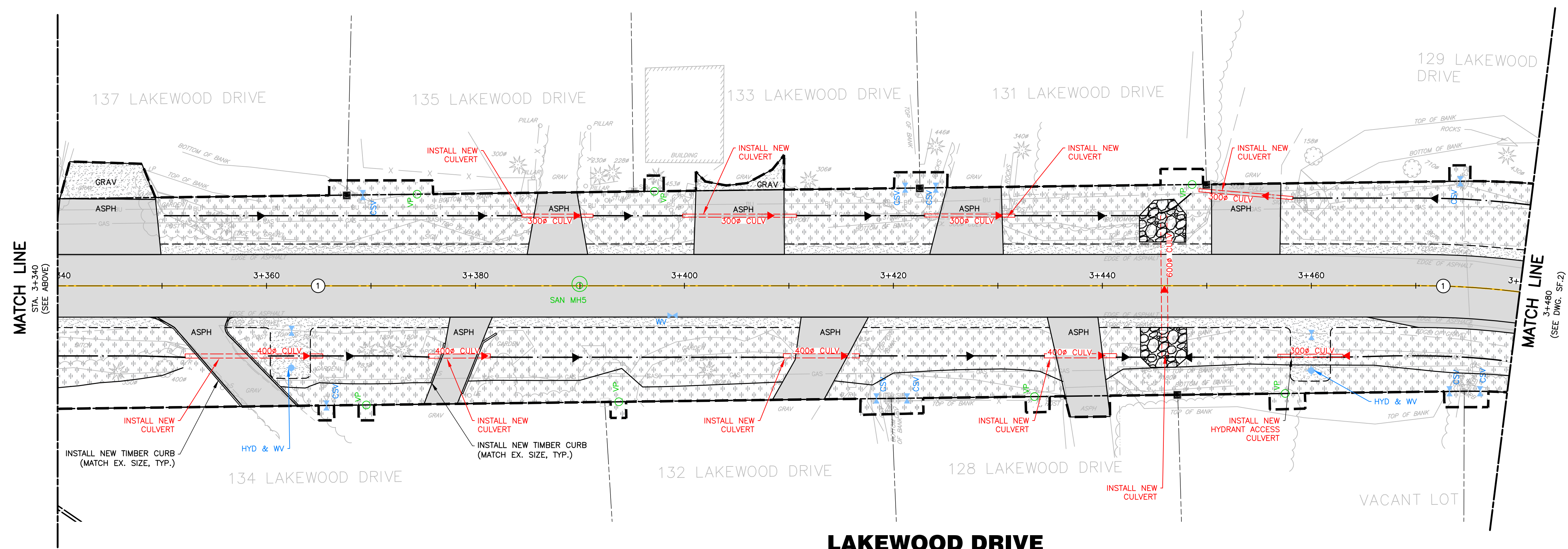
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DRAWN: JK/NB	DATE: JUNE 2022	<b>SF.1</b>
CHECK: AEB	SCALE: 1:250	



**KEY PLAN**



**LAKEWOOD DRIVE**



**LAKEWOOD DRIVE**

- LEGEND**
- ASPHALT
  - GRAVEL
  - TOPSOIL AND SOD
  - PAVEMENT MARKING, CENTRELINE
  - PAVEMENT MARKING, STOP BAR
- PAVEMENT MARKINGS**
- 1 SOLID YELLOW, 10cm
  - 2 SOLID WHITE, 10cm
  - 3 DOUBLE SOLID YELLOW, 10cm
  - 15 SOLID WHITE, 60cm
  - ] [ LIMITS OF MARKINGS
  - Ⓢ Denotes PAVEMENT MARKING, DURABLE
  - Ⓢ Denotes PAVEMENT MARKING

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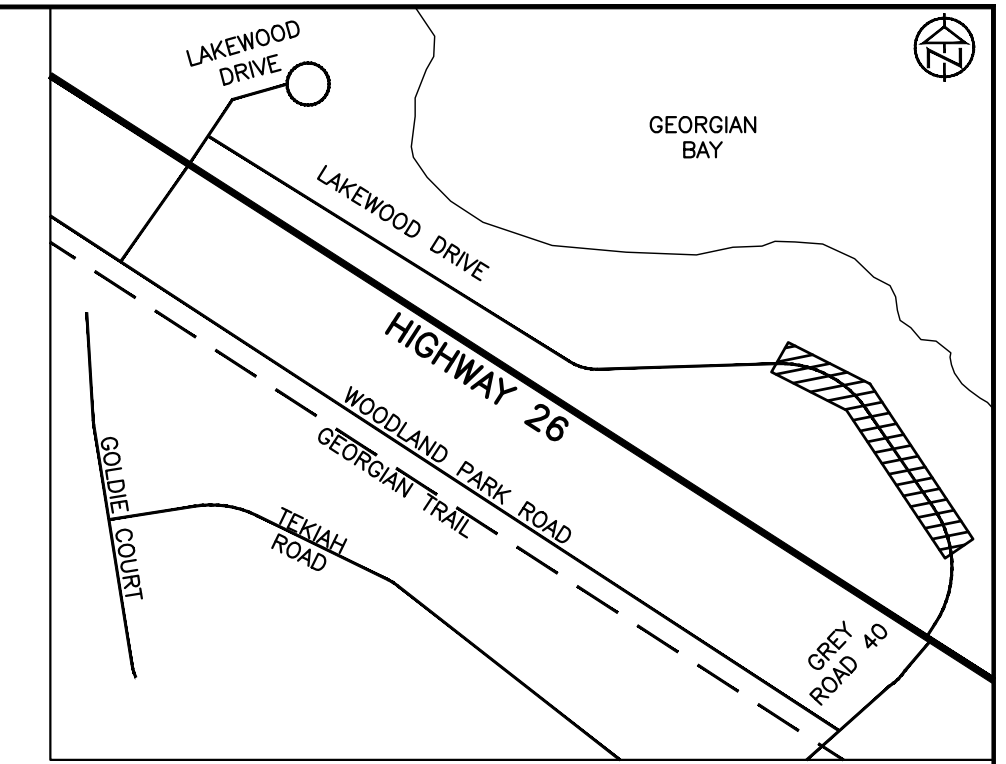
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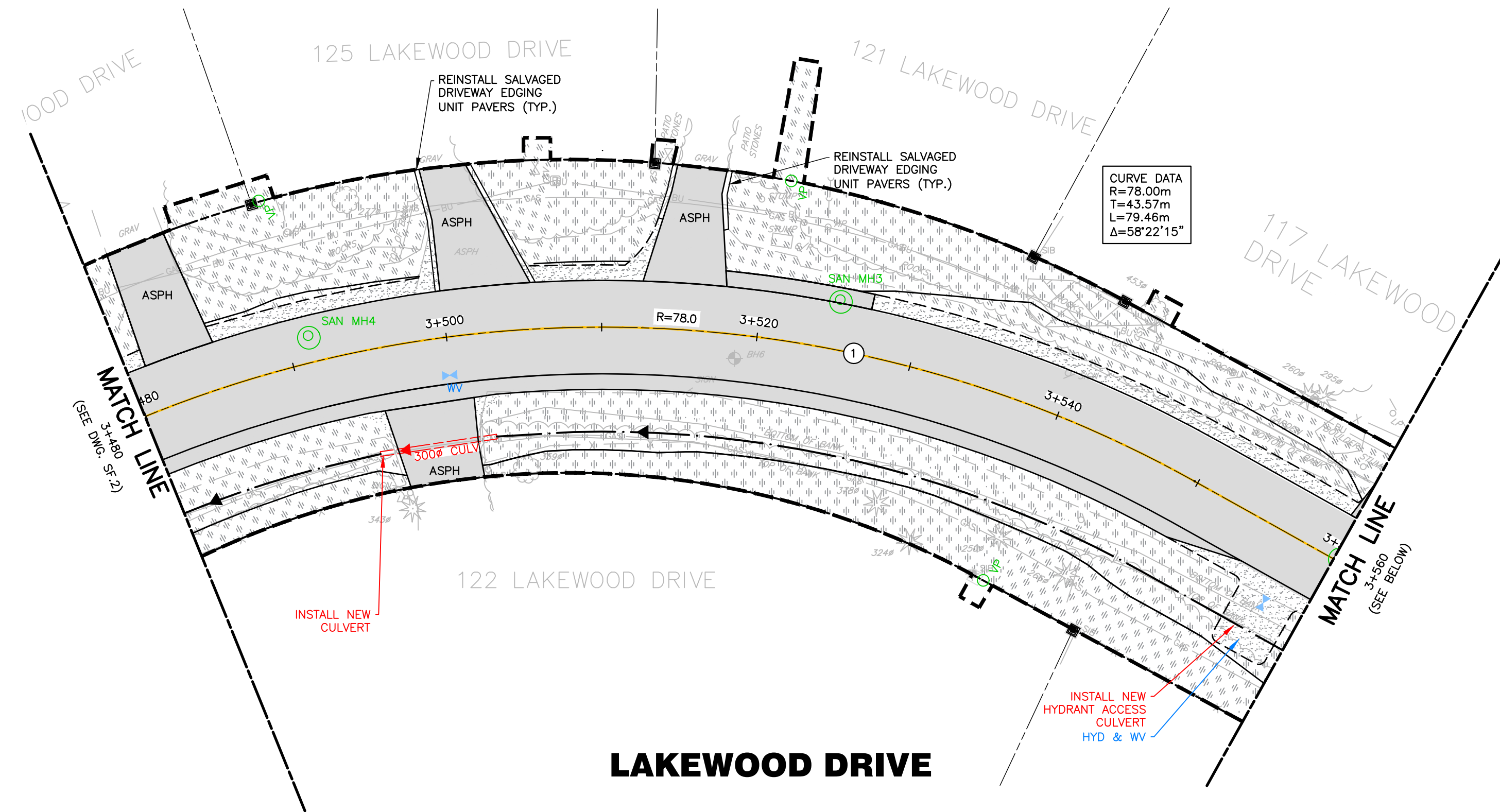
**LAKEWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
 SURFACE FEATURE PLAN  
 LAKEWOOD DRIVE  
 STA. 3+260 TO 3+480

**TATHAM ENGINEERING**

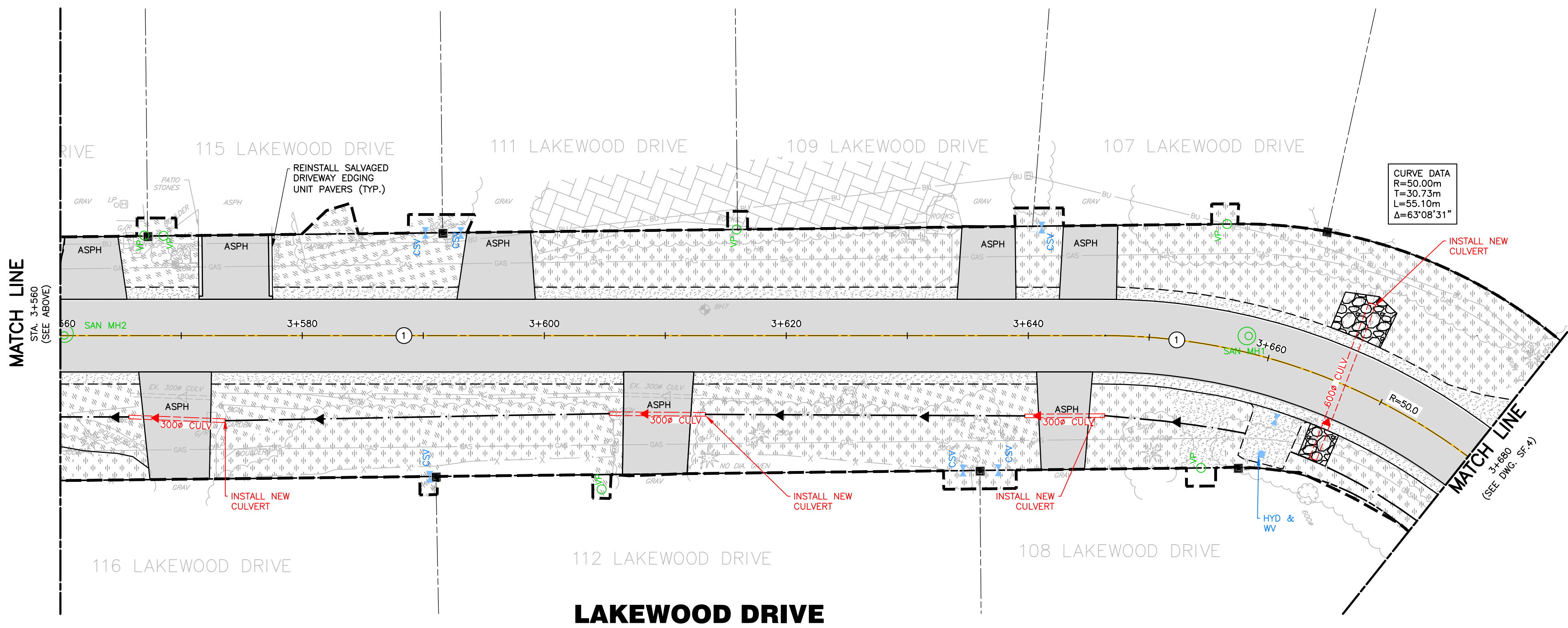
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DRAWN: JK/NB	DATE: JUNE 2022	<b>SF.2</b>
CHECK: AEB	SCALE: 1:250	



**KEY PLAN**



**LAKWOOD DRIVE**



**LAKWOOD DRIVE**

- LEGEND**
- ASPH
  - GRAVEL
  - TOPSOIL AND SOD
  - PAVEMENT MARKING, CENTRELINE
  - PAVEMENT MARKING, STOP BAR
- PAVEMENT MARKINGS**
- 1 SOLID YELLOW, 10cm
  - 2 SOLID WHITE, 10cm
  - 3 DOUBLE SOLID YELLOW, 10cm
  - 15 SOLID WHITE, 60cm
  - ] [ LIMITS OF MARKINGS
  - Ⓢ Denotes PAVEMENT MARKING, DURABLE
  - Ⓣ Denotes PAVEMENT MARKING

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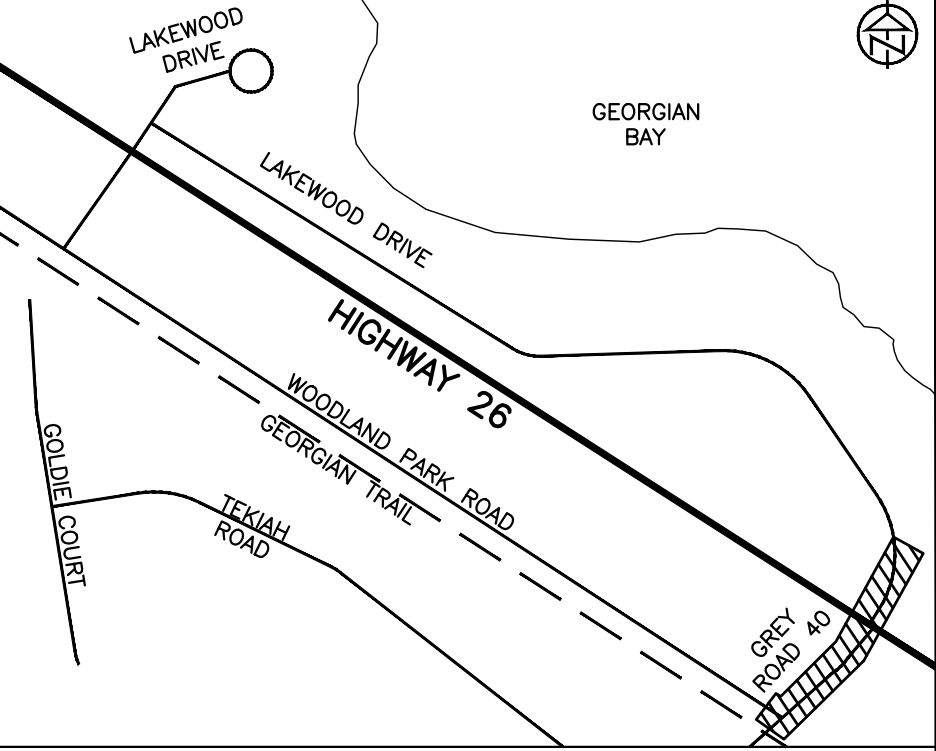
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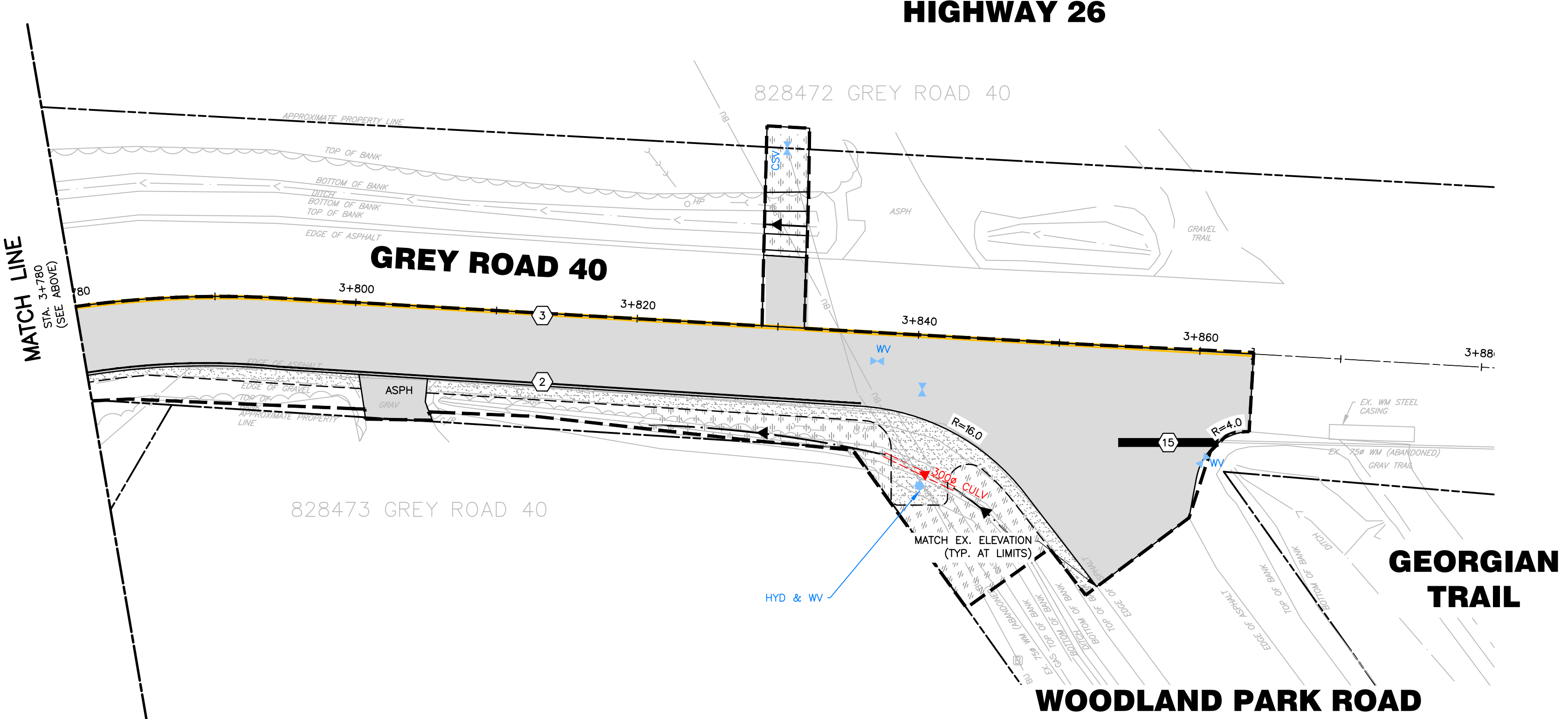
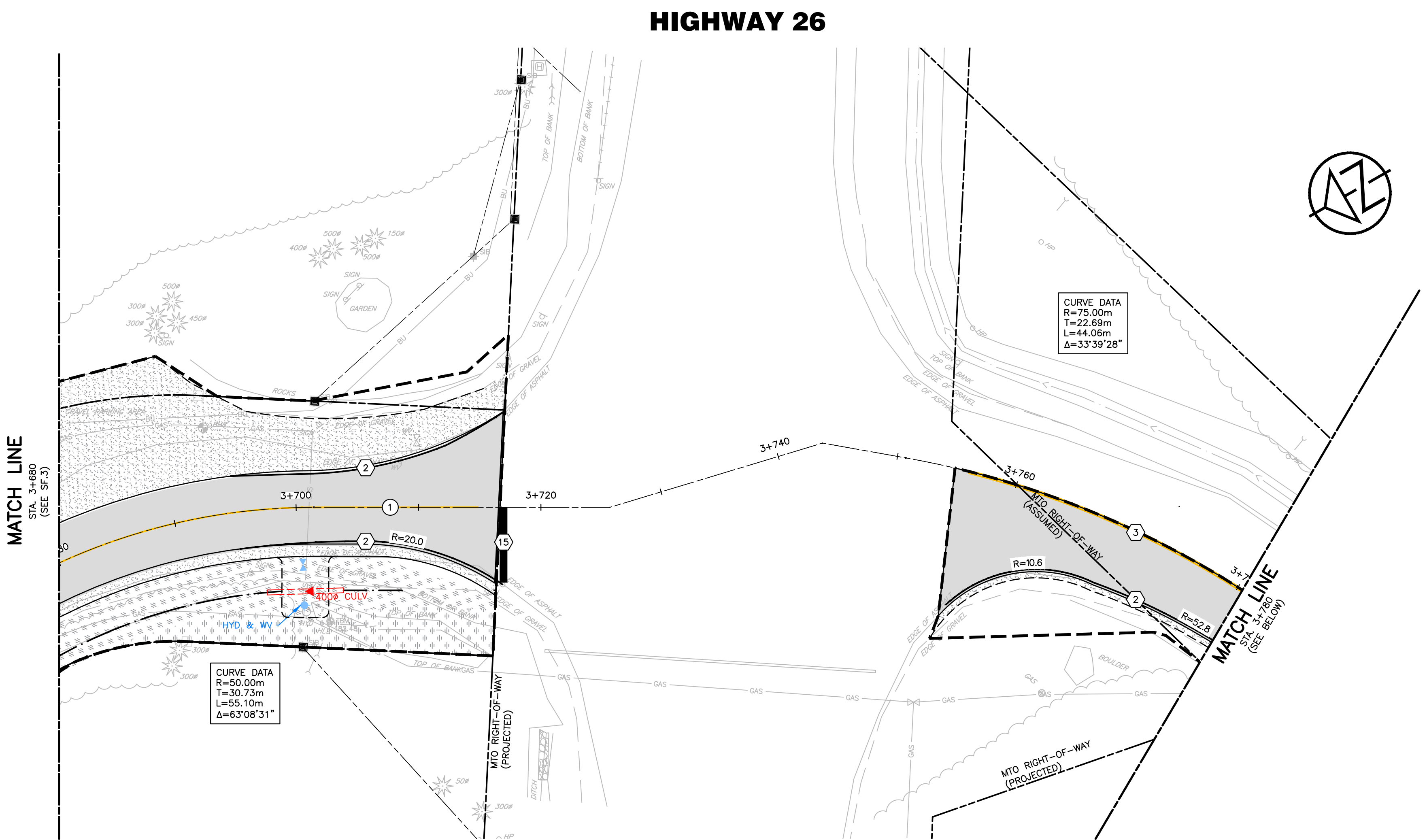
**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
 SURFACE FEATURE PLAN  
 LAKWOOD DRIVE  
 STA. 3+480 TO 3+680

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG: <b>SF.3</b>
DRAWN: JK/NB	DATE: JUNE 2022	Sheet No. 21 of 35
CHECK: AEB	SCALE: 1:250	



KEY PLAN



- LEGEND**
- ASPHALT
  - GRAVEL
  - TOPSOIL AND SOD
  - PAVEMENT MARKING, CENTRELINE
  - PAVEMENT MARKING, STOP BAR
- PAVEMENT MARKINGS**
- 1 SOLID YELLOW, 10cm
  - 2 SOLID WHITE, 10cm
  - 3 DOUBLE SOLID YELLOW, 10cm
  - 15 SOLID WHITE, 60cm
  - ] [ LIMITS OF MARKINGS
  - Ⓛ Denotes PAVEMENT MARKING, DURABLE
  - Ⓢ Denotes PAVEMENT MARKING

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**NOT FOR CONSTRUCTION**

**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**

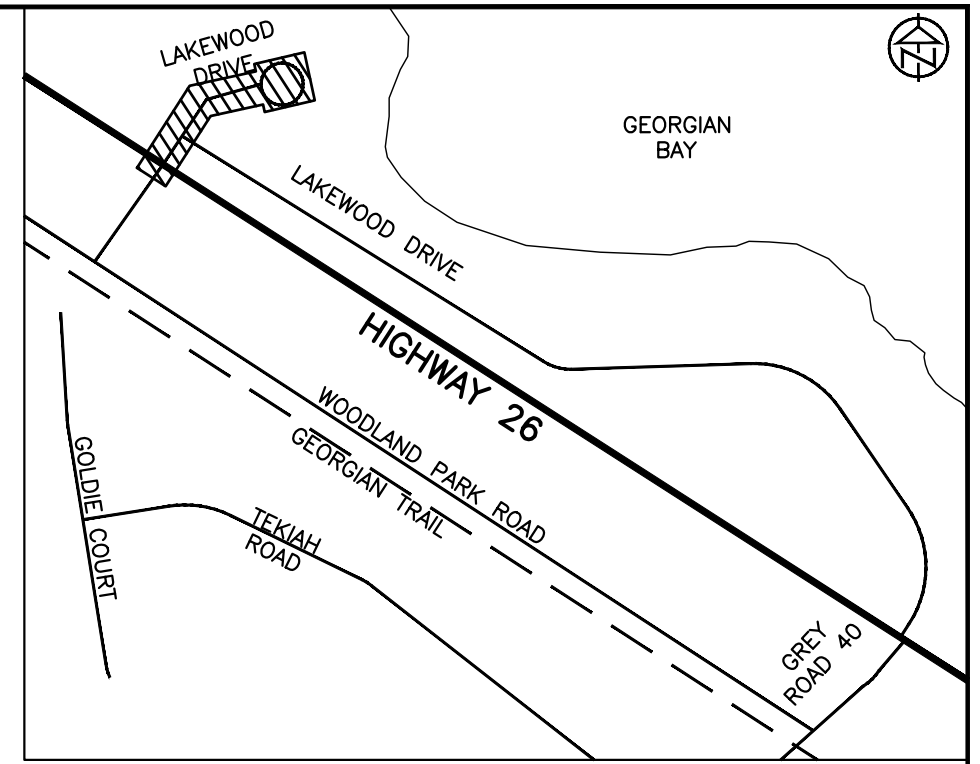
**SURFACE FEATURE PLAN**  
**LAKWOOD DRIVE/GR 40**  
**STA. 3+680 TO 3+880**

**TATHAM ENGINEERING**

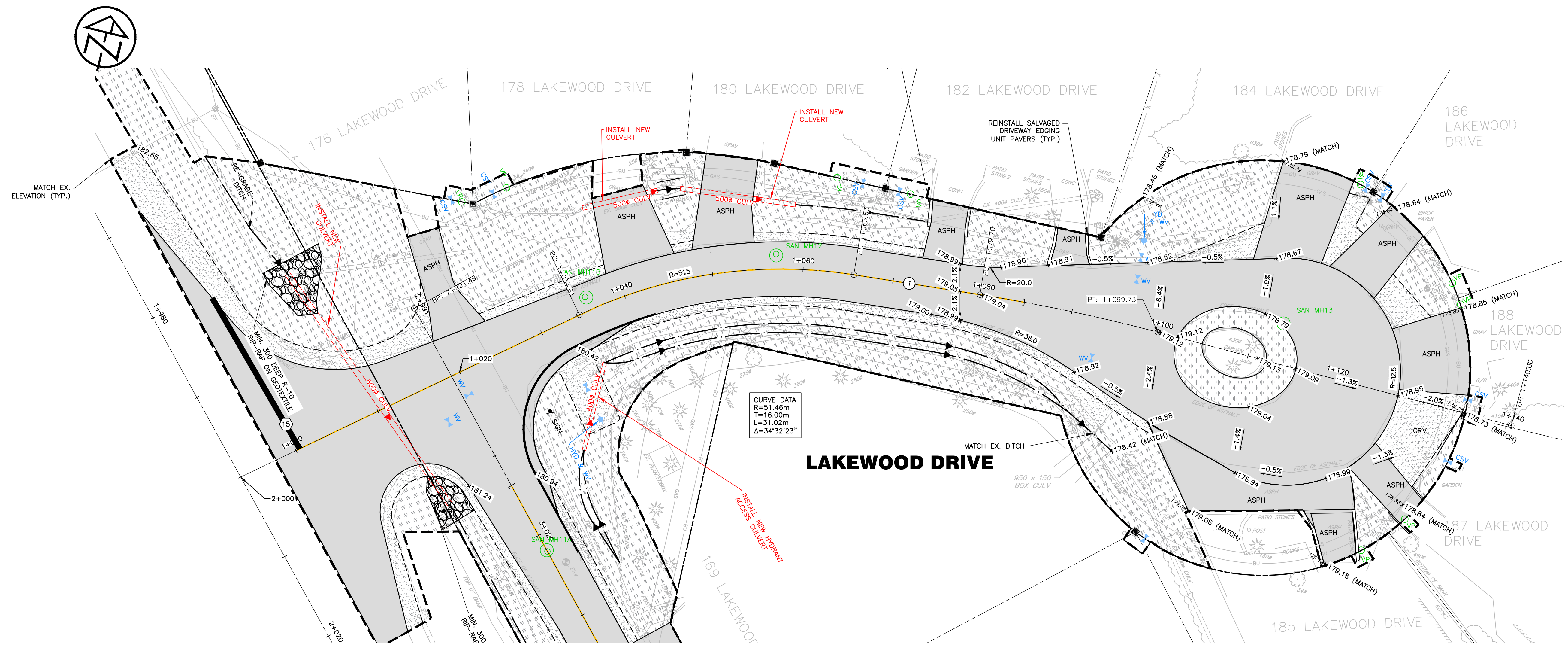
DESIGN: MS    FILE: 122152    DWG: **SF.4**

DRAWN: JK/NB    DATE: JUNE 2022

CHECK: AEB    SCALE: 1:250    Sheet No. 22 of 35



**KEY PLAN**



**CURVE DATA**  
 R=51.46m  
 T=16.00m  
 L=31.02m  
 Δ=34°32'23"

- LEGEND**
- ASPHALT
  - GRAVEL
  - TOPSOIL AND SOD
  - PAVEMENT MARKING, CENTRELINE
  - PAVEMENT MARKING, STOP BAR

- PAVEMENT MARKINGS**
- 1 SOLID YELLOW, 10cm
  - 2 SOLID WHITE, 10cm
  - 3 DOUBLE SOLID YELLOW, 10cm
  - 15 SOLID WHITE, 60cm
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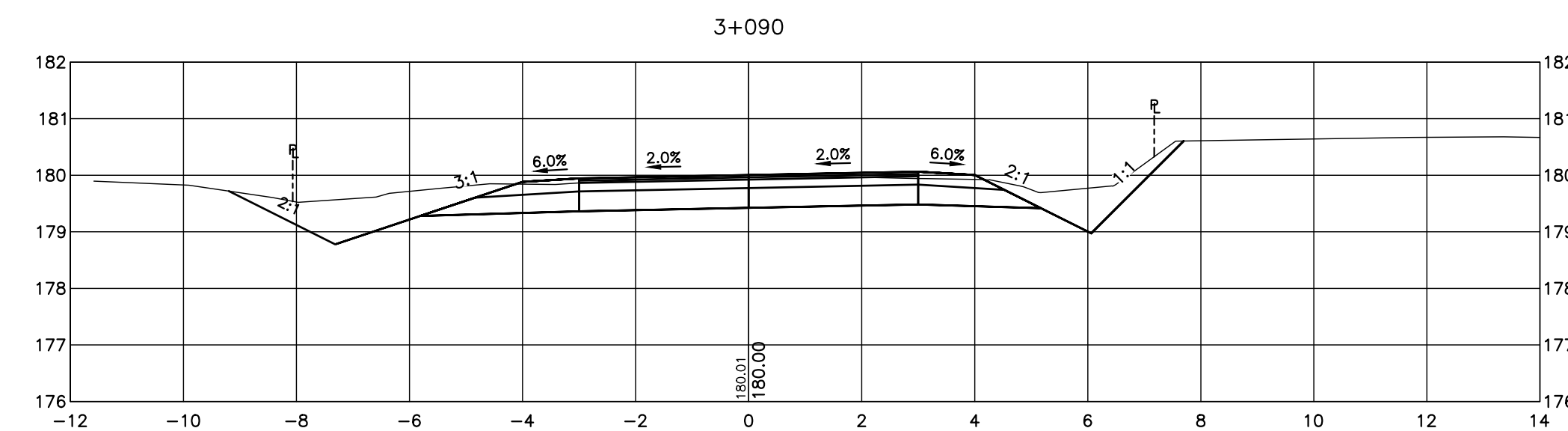
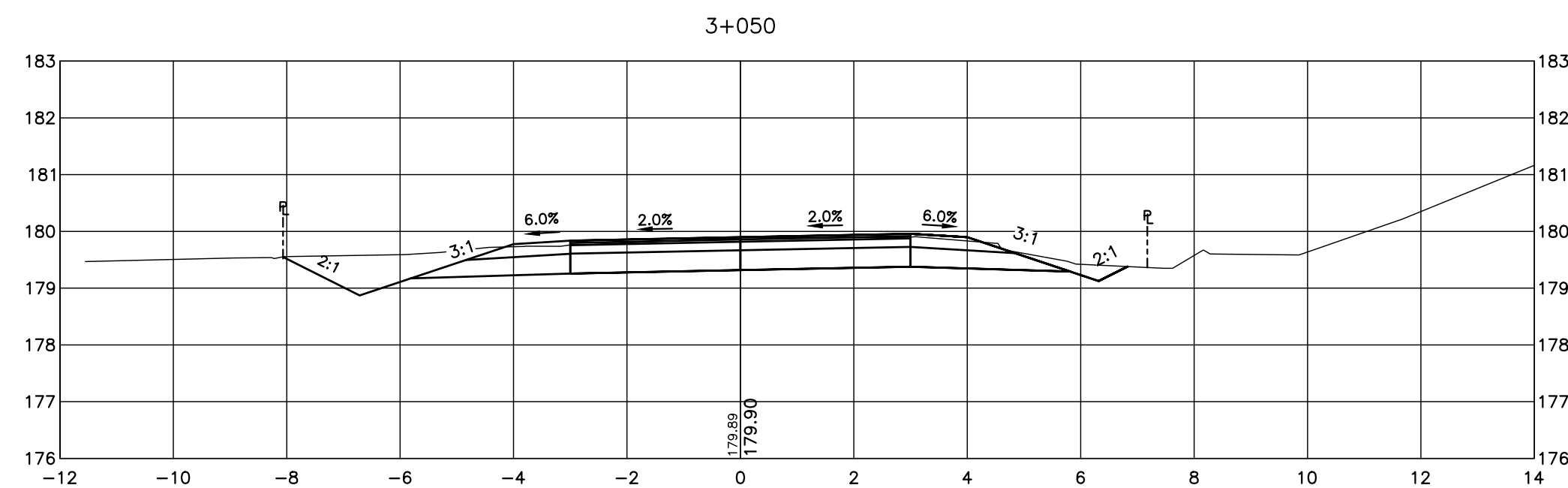
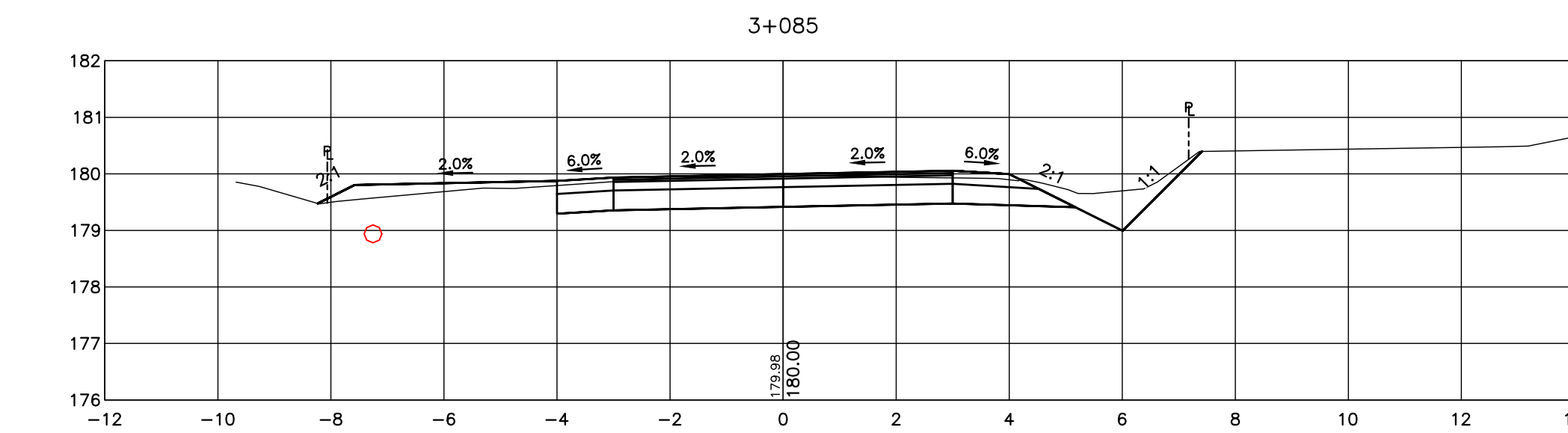
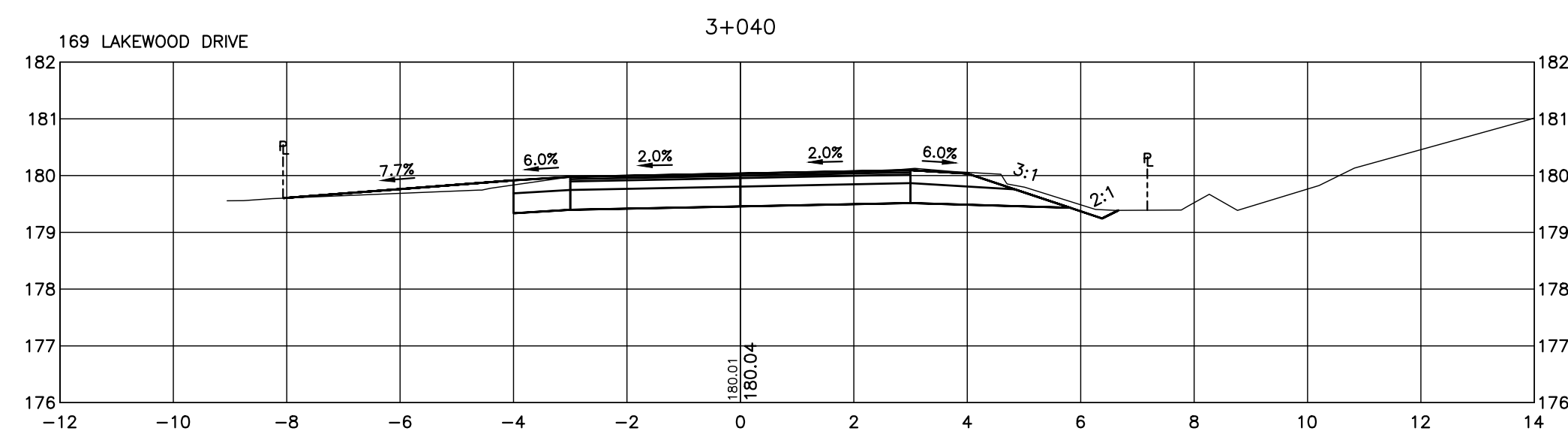
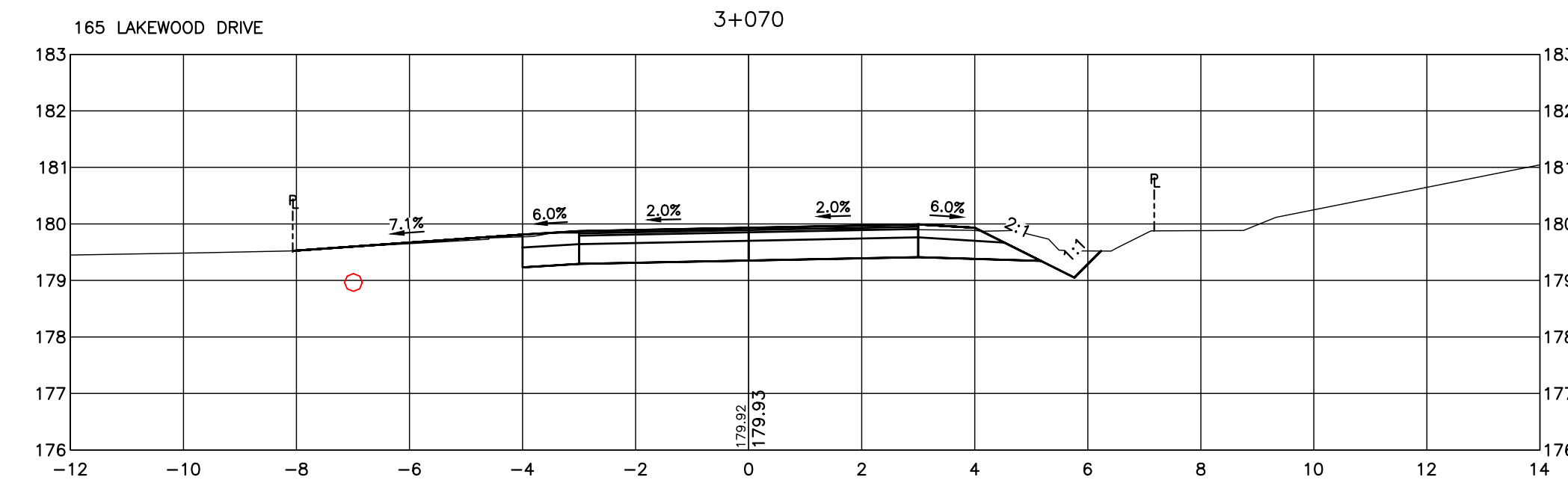
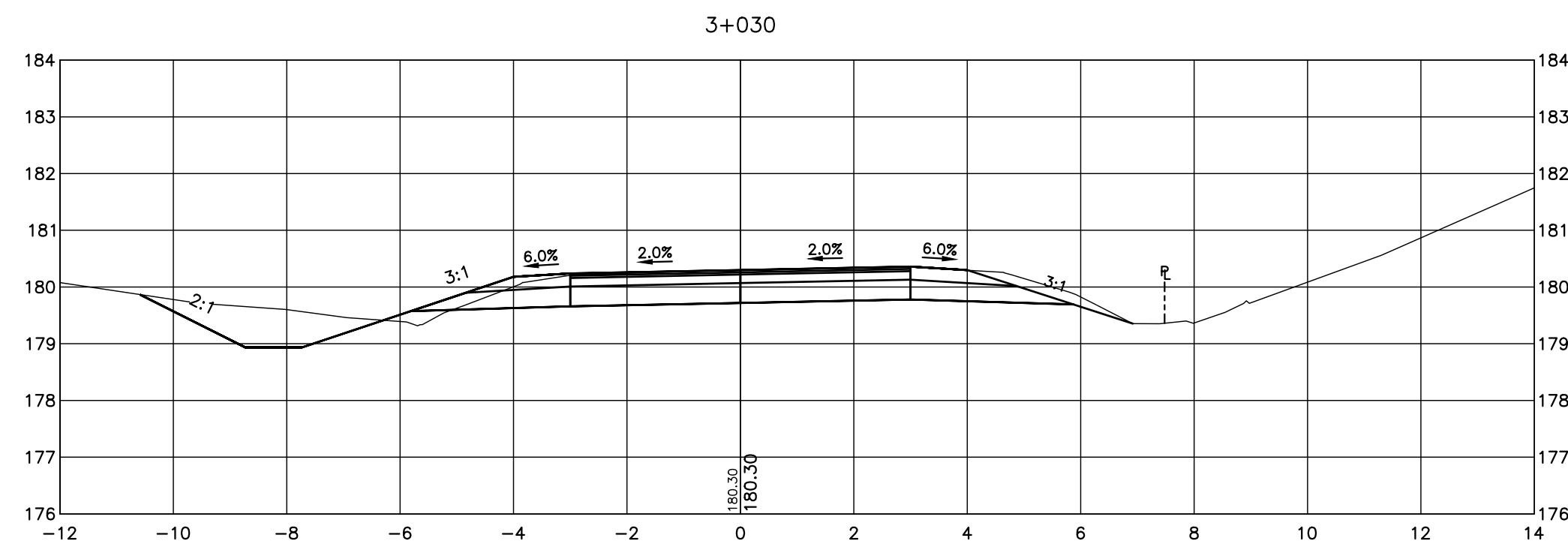
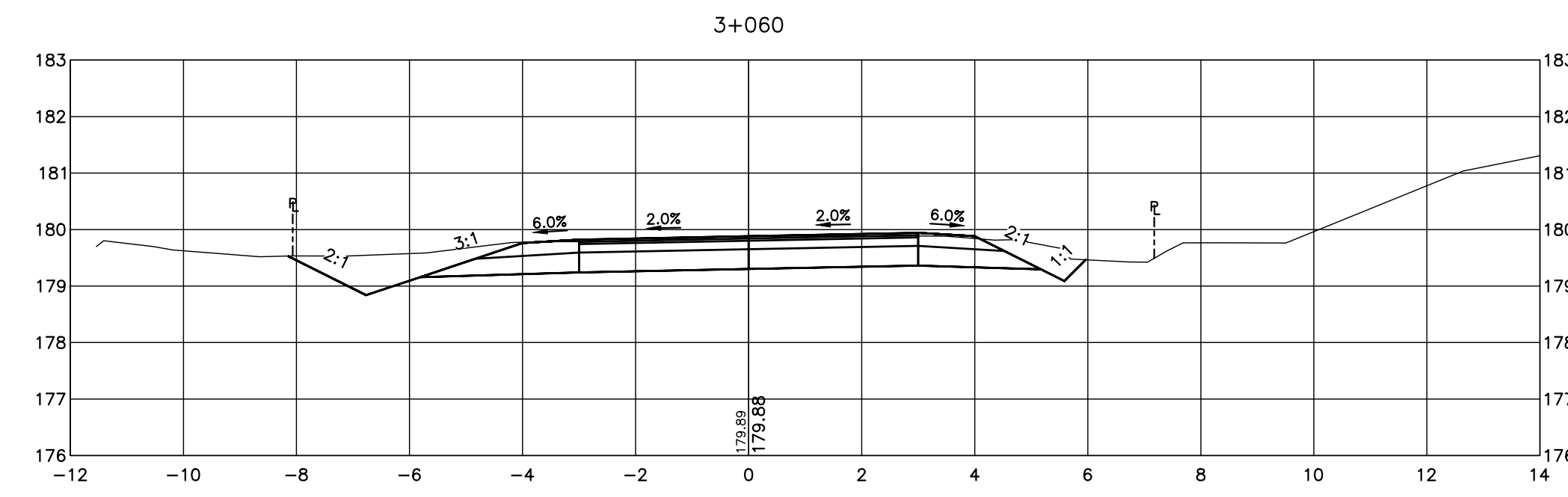
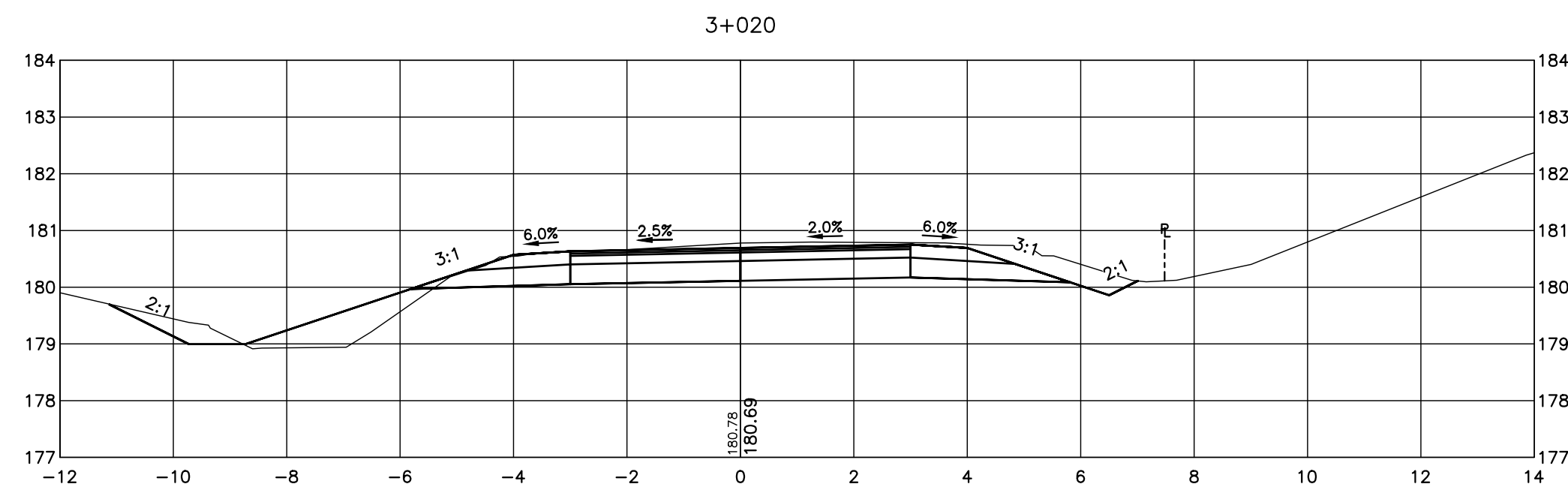
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**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
 SURFACE FEATURE PLAN  
 CUL-DE-SAC  
 STA. 1+000 TO 1+140

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>SF.5</b>
CHECK: AEB	SCALE: 1:250	Sheet No. 23 of 35



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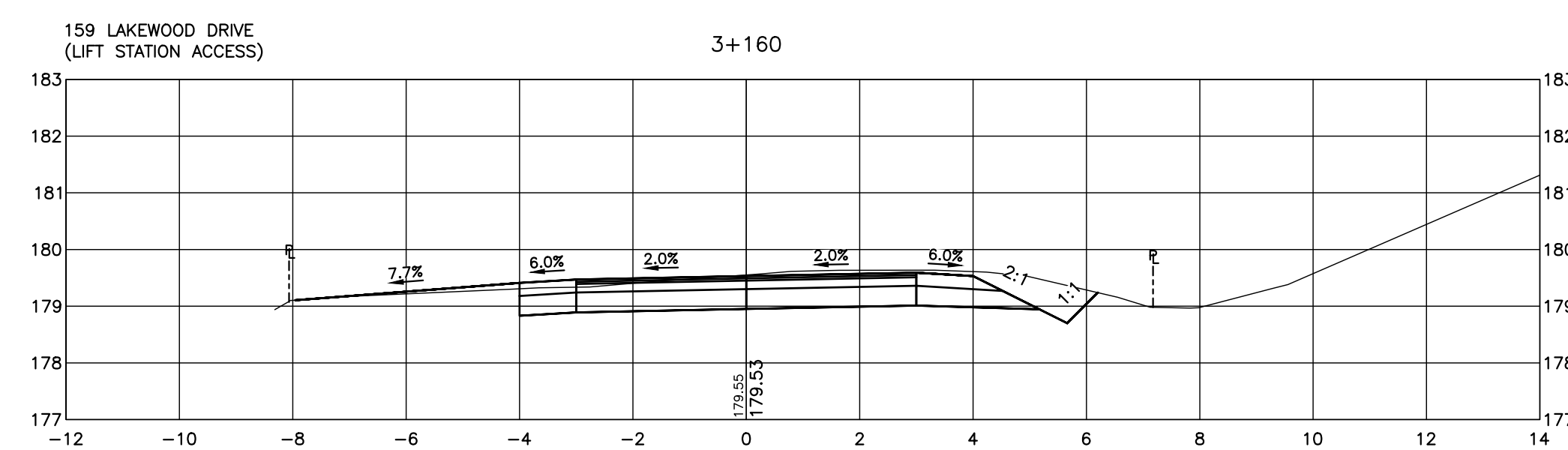
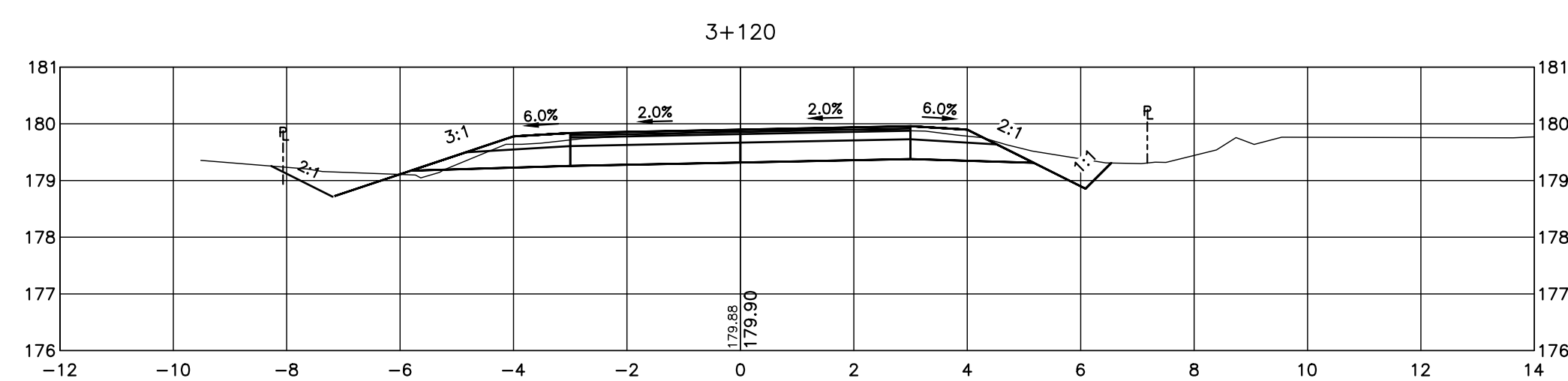
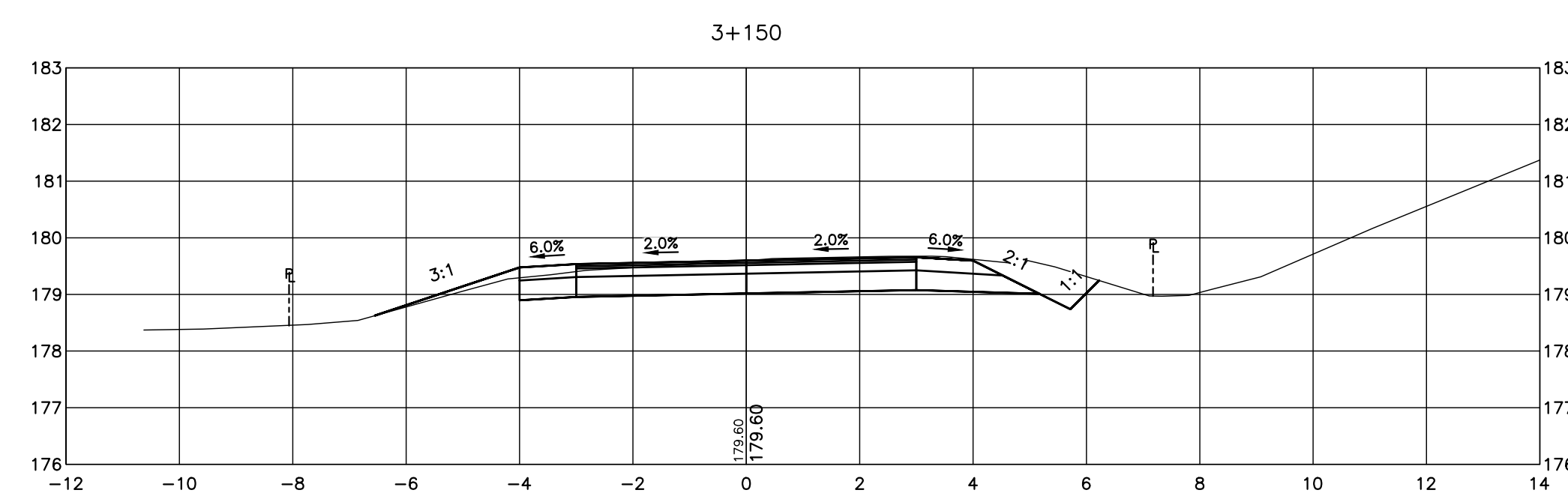
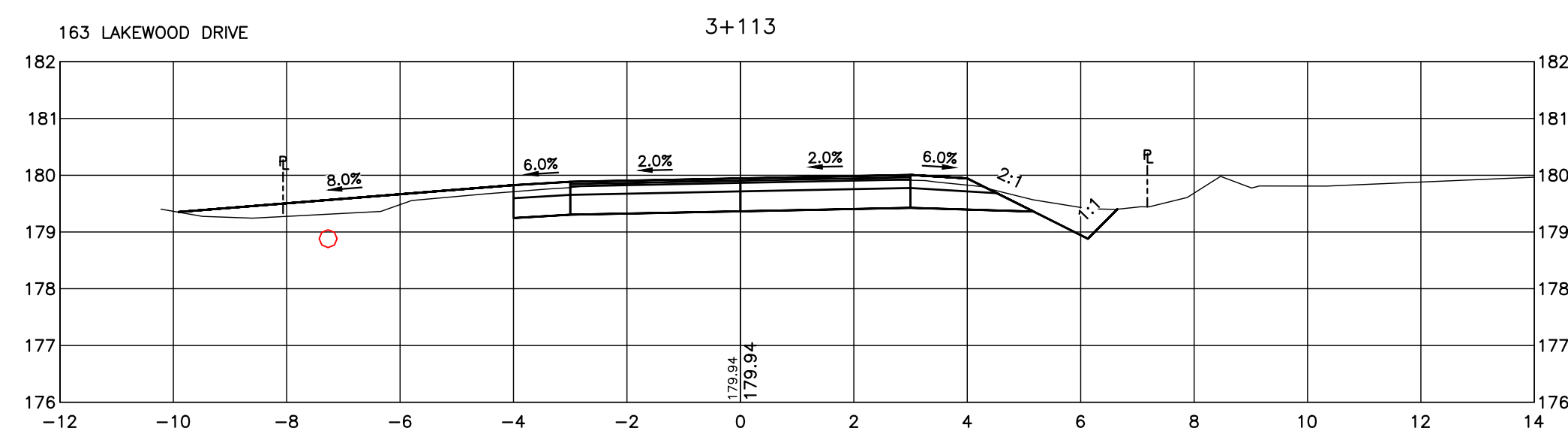
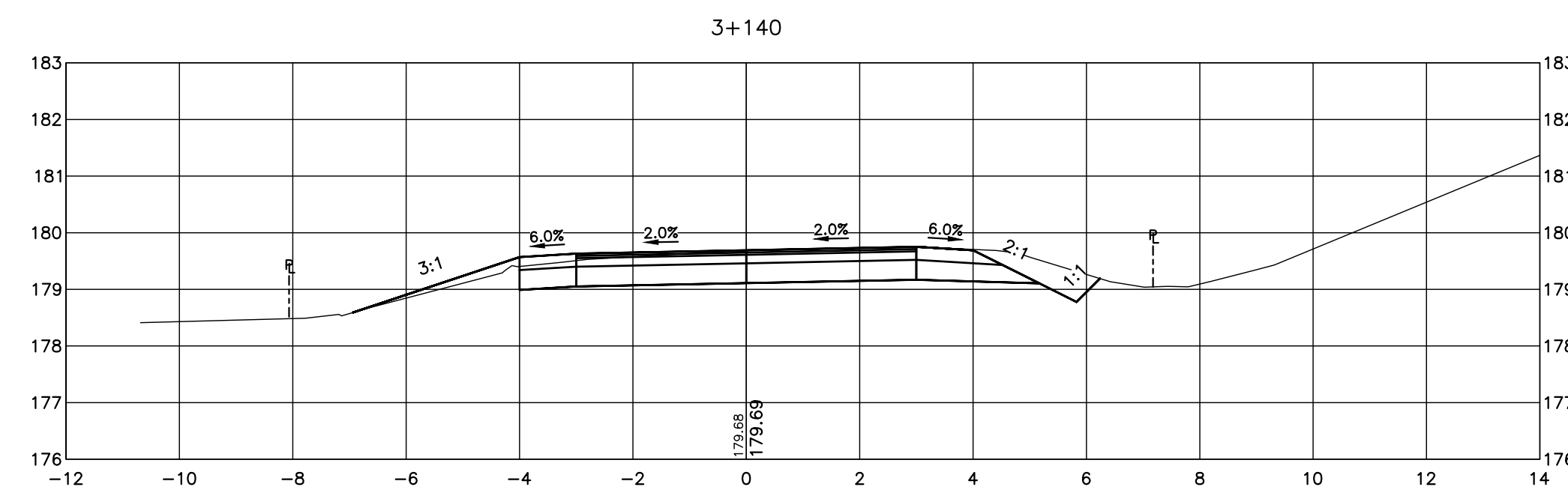
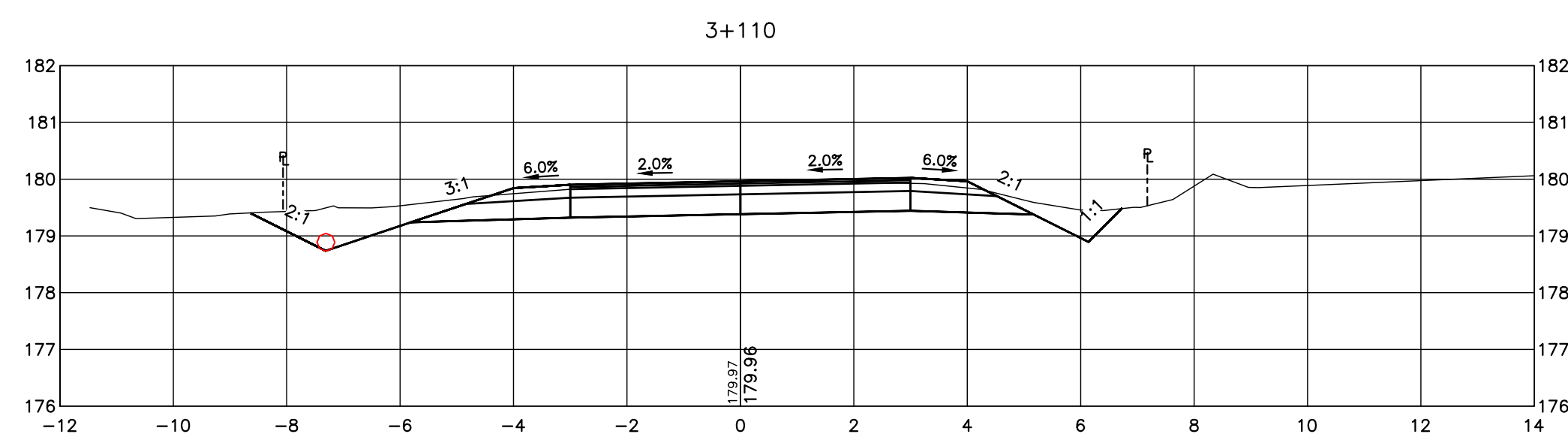
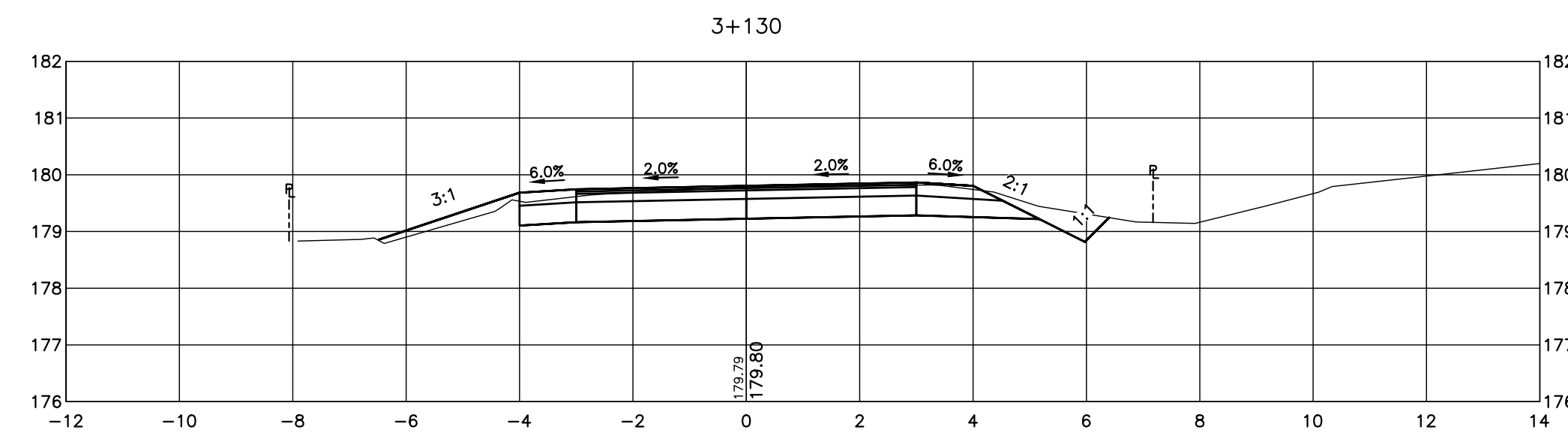
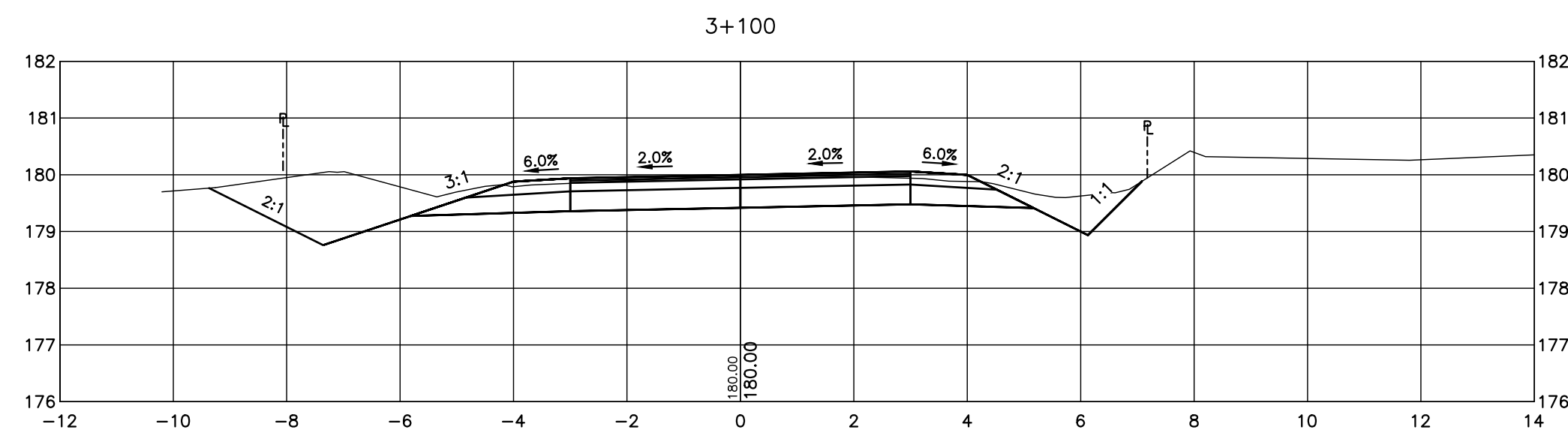
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ENGINEER STAMP  
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**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**CROSS SECTIONS**  
**LAKWOOD DRIVE**  
**STA. 3+020 TO 3+090**

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>XS.1</b>
CHECK: AEB	SCALE: 1:100	Sheet No. 24 of 35



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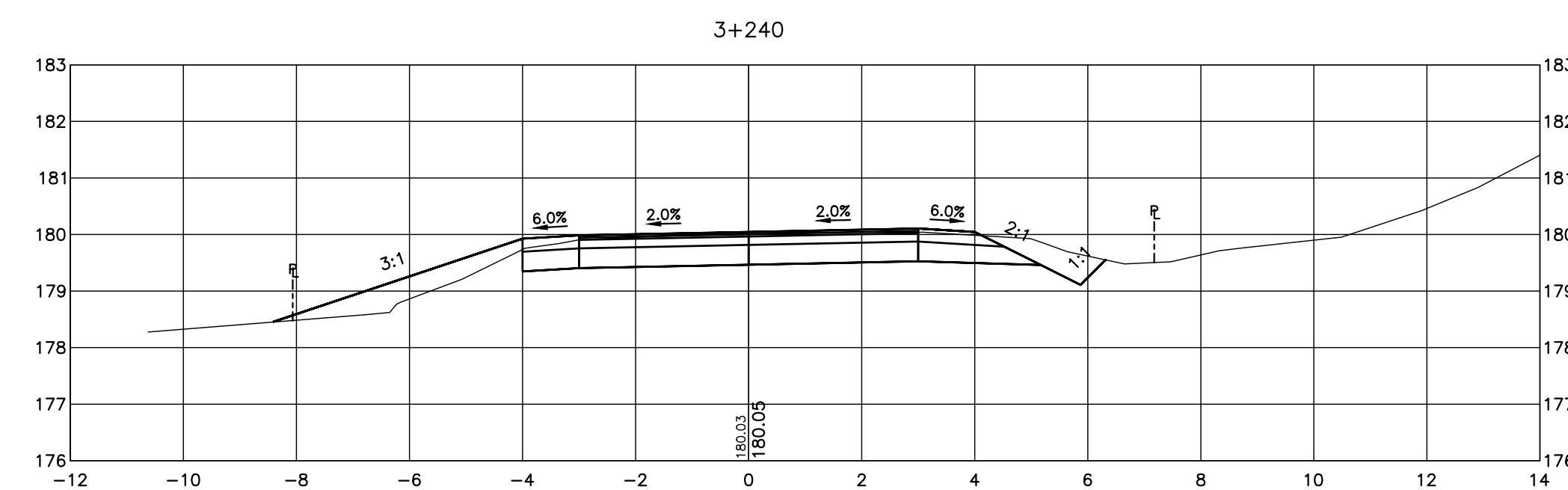
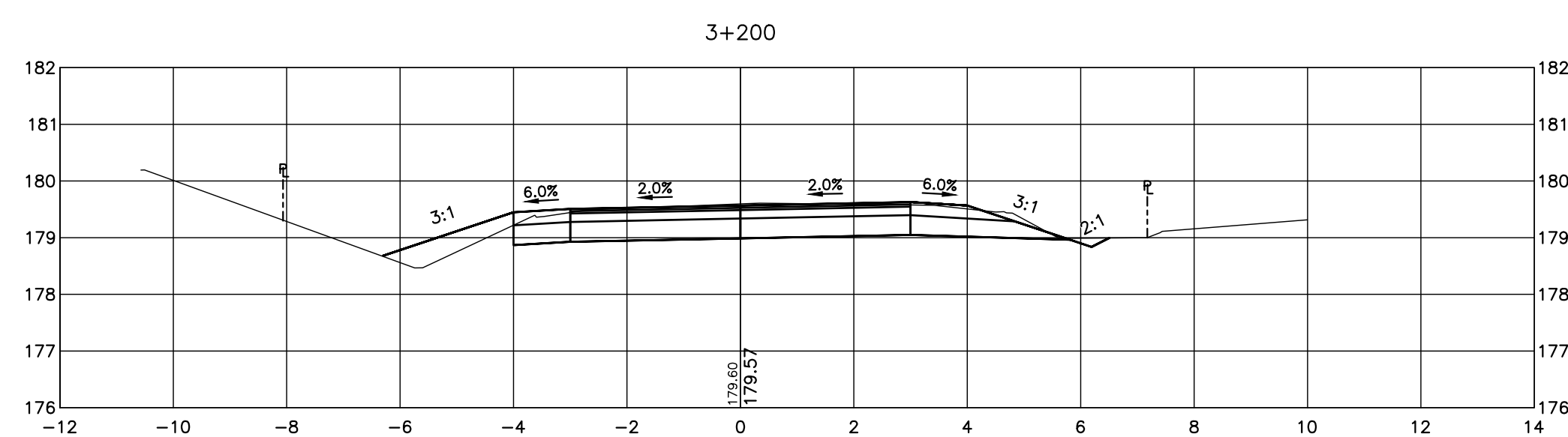
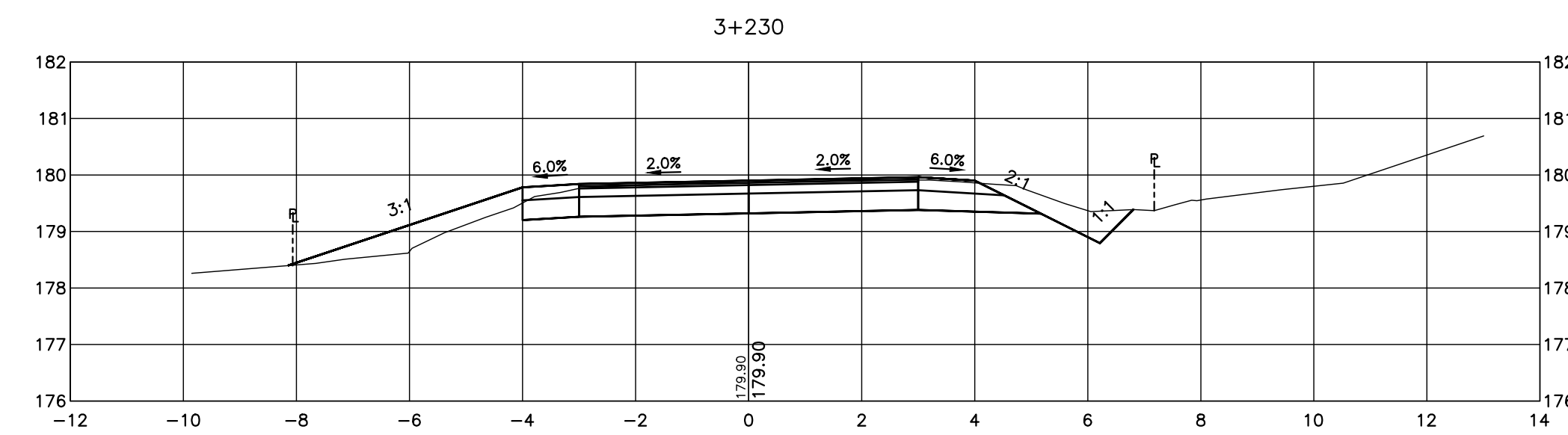
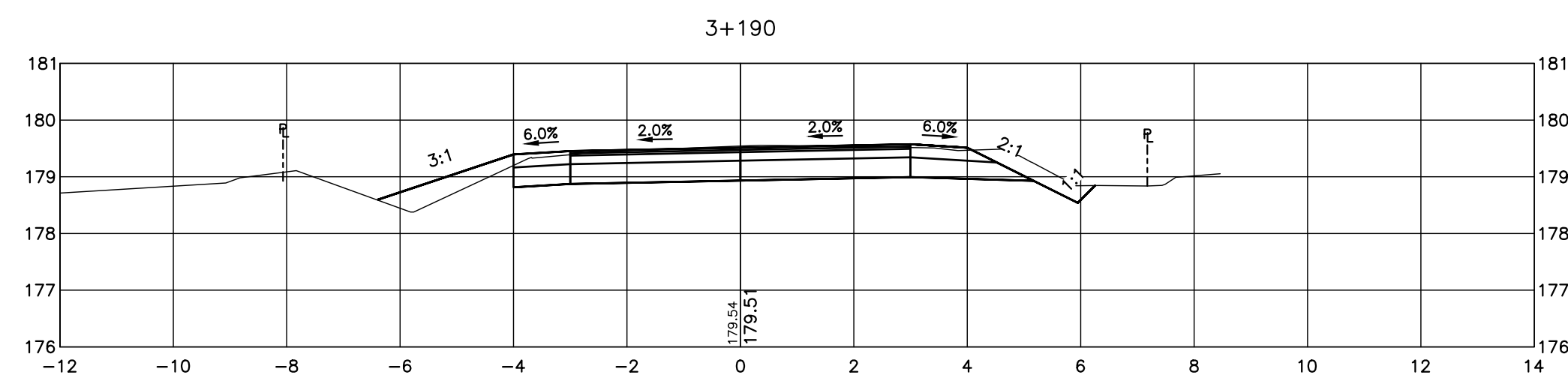
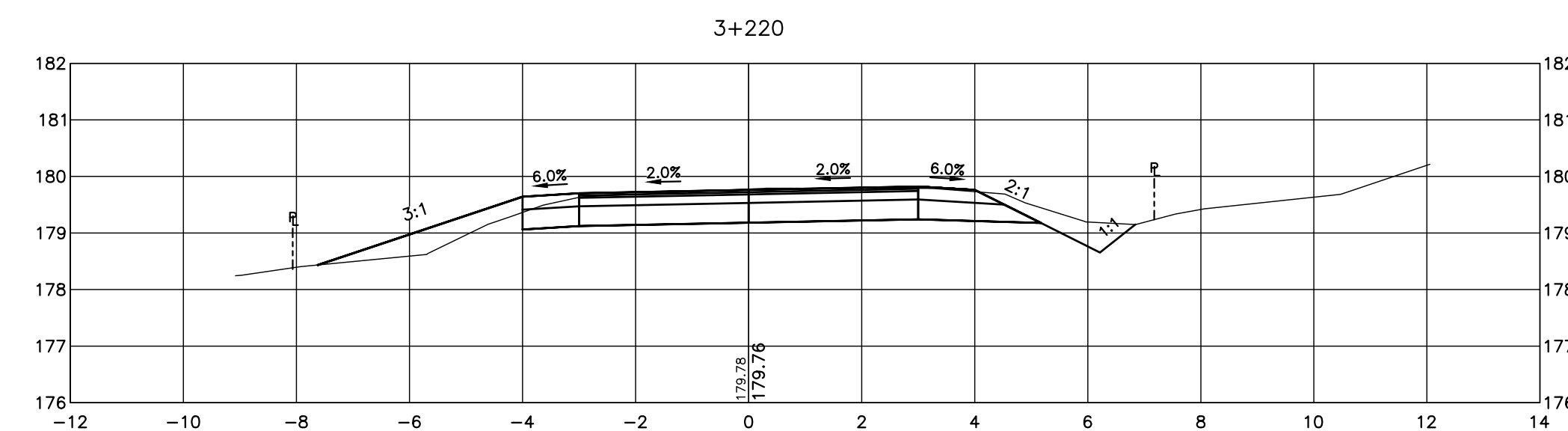
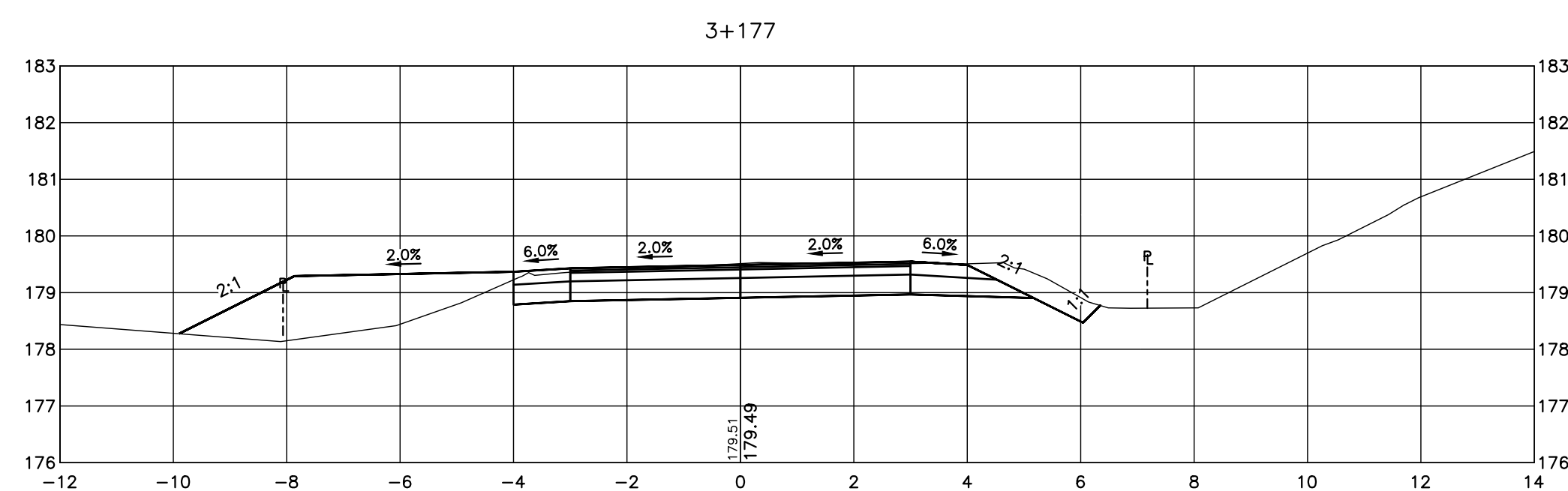
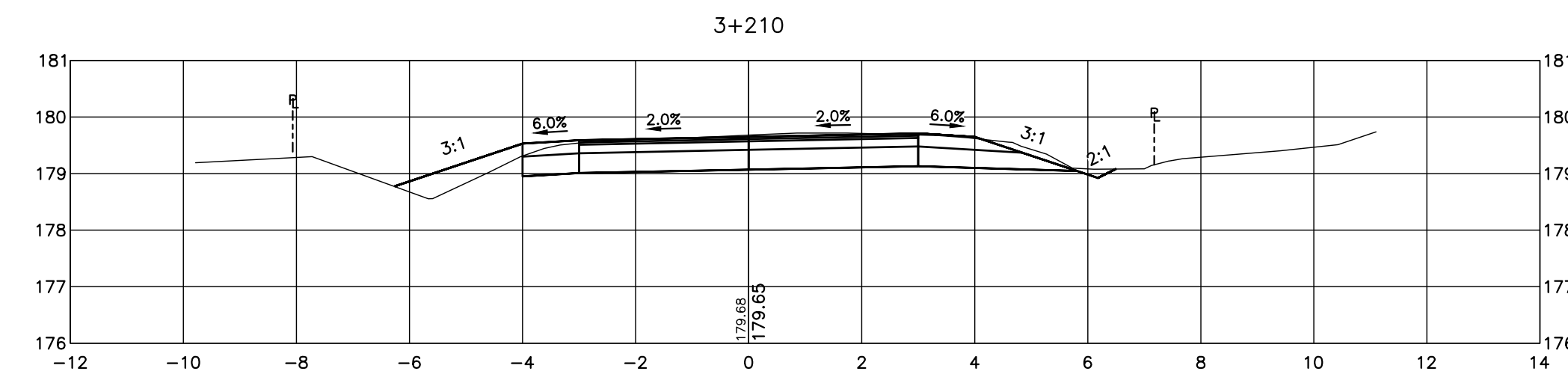
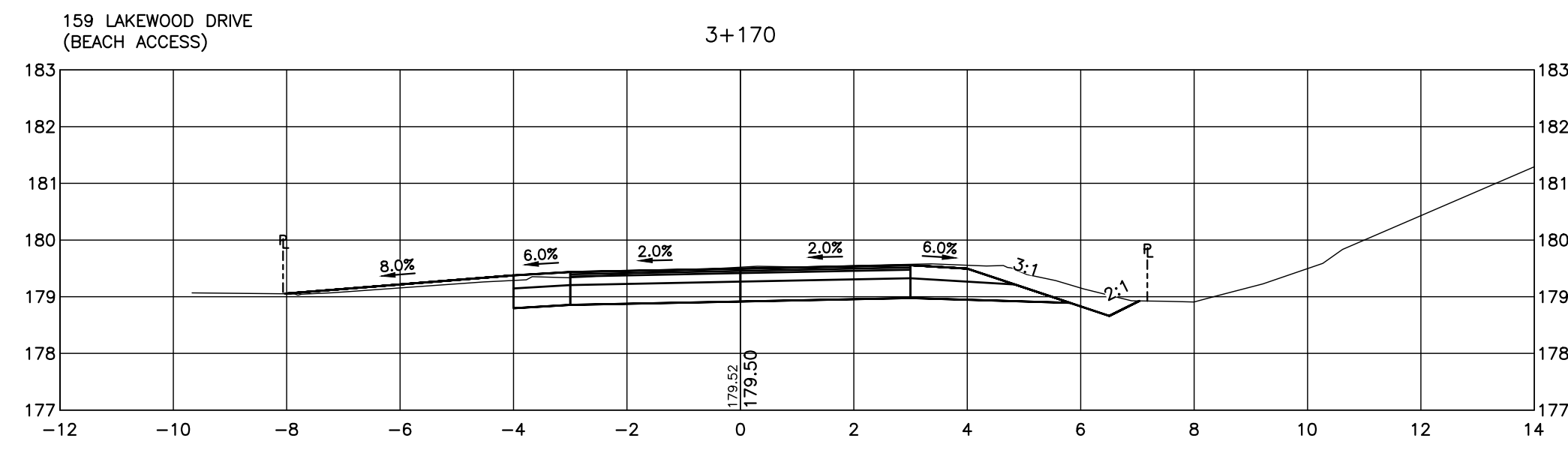
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**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**CROSS SECTIONS**  
**LAKWOOD DRIVE**  
**STA. 3+100 TO 3+160**

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>XS.2</b>
CHECK: AEB	SCALE: 1:100	Sheet No. 25 of 35



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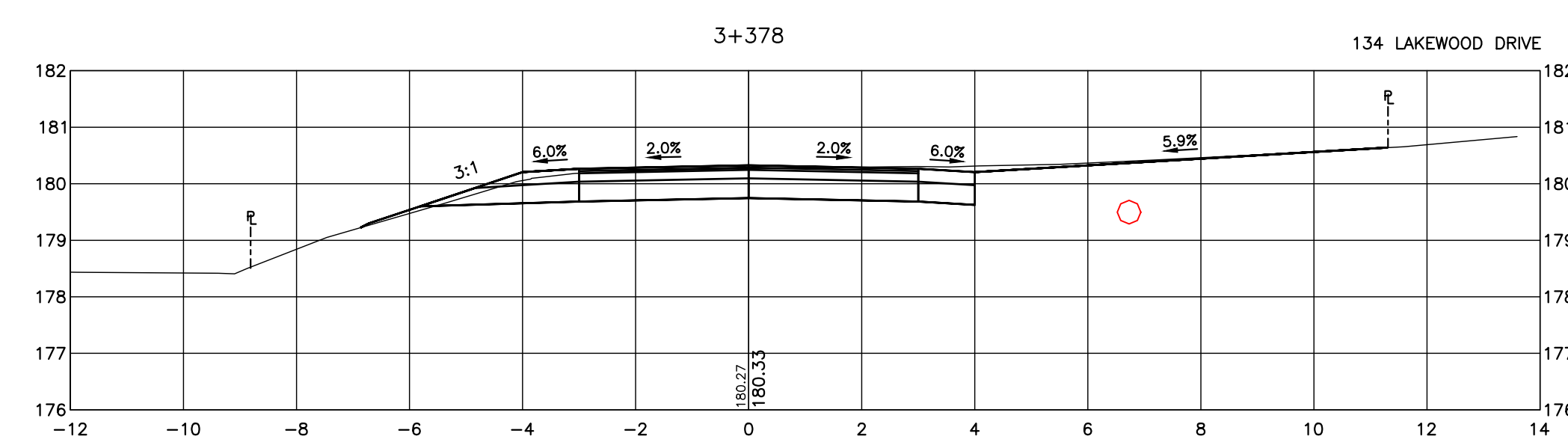
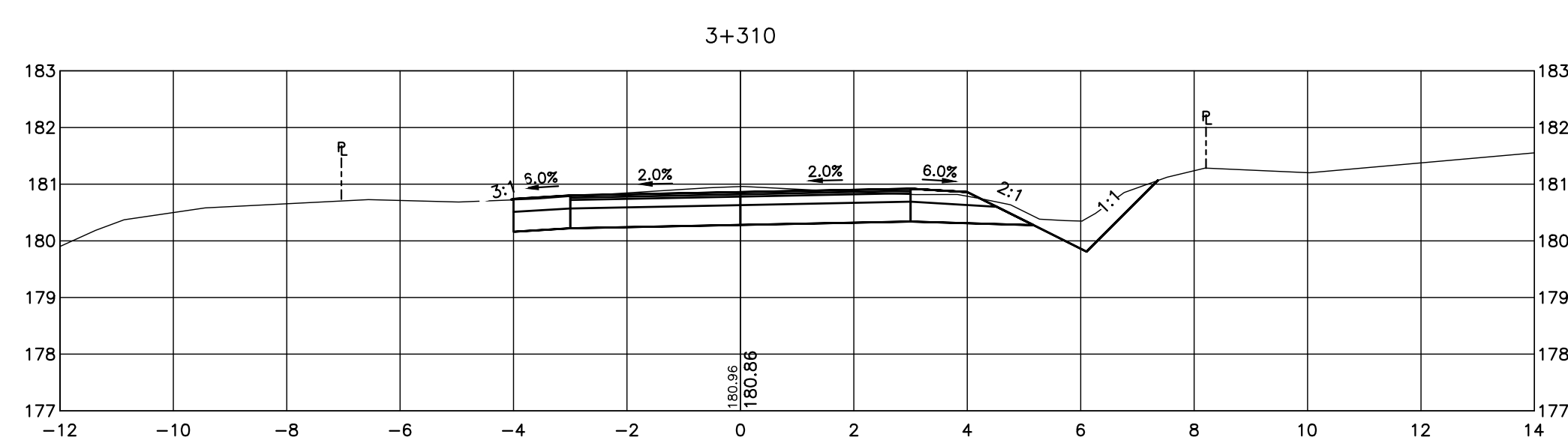
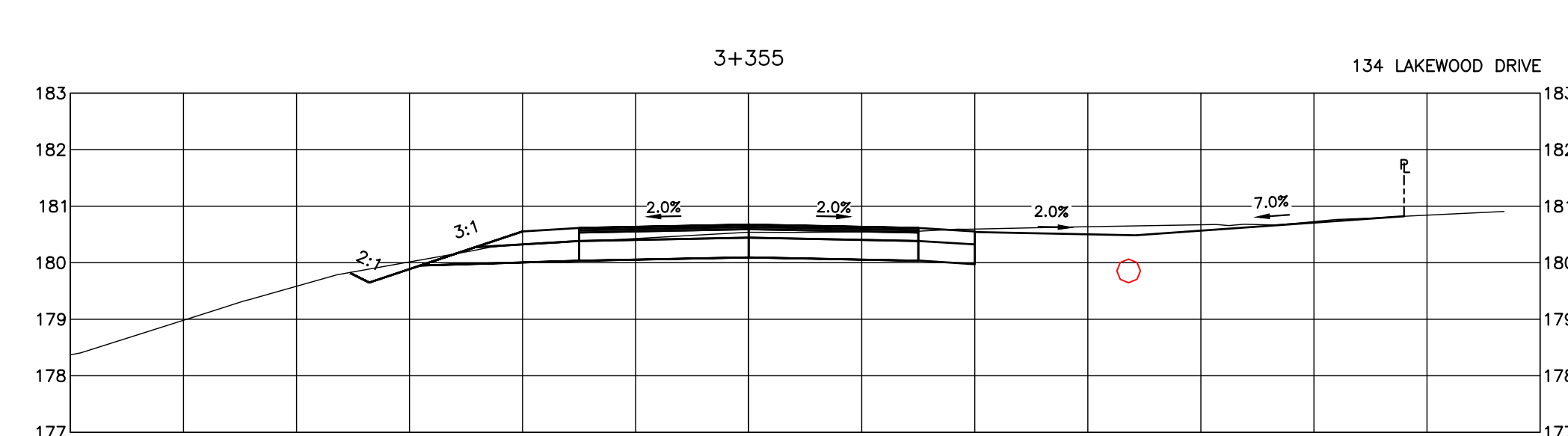
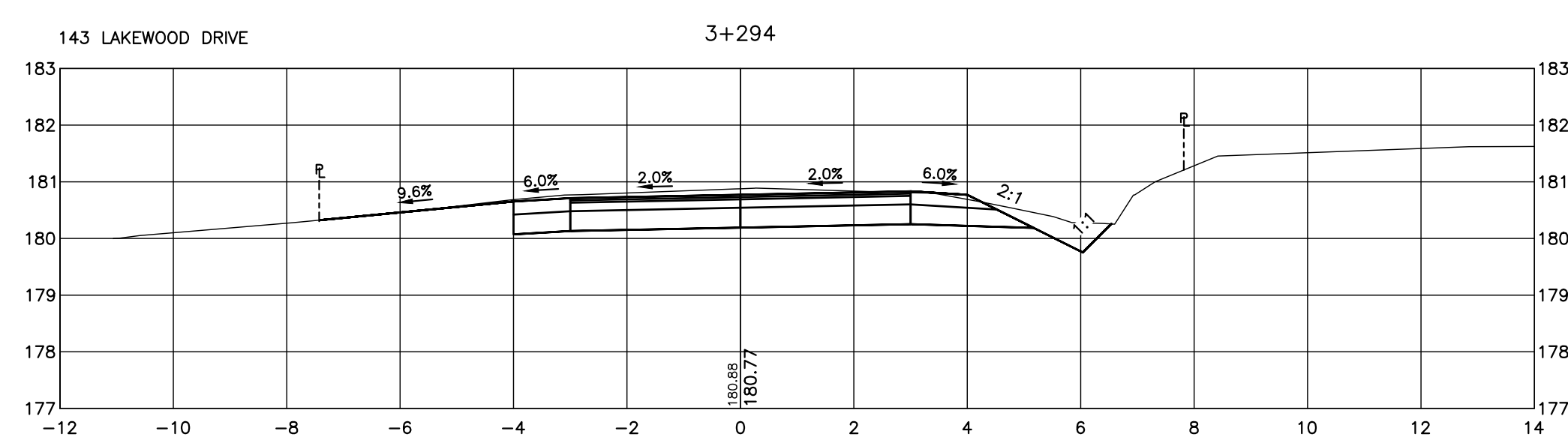
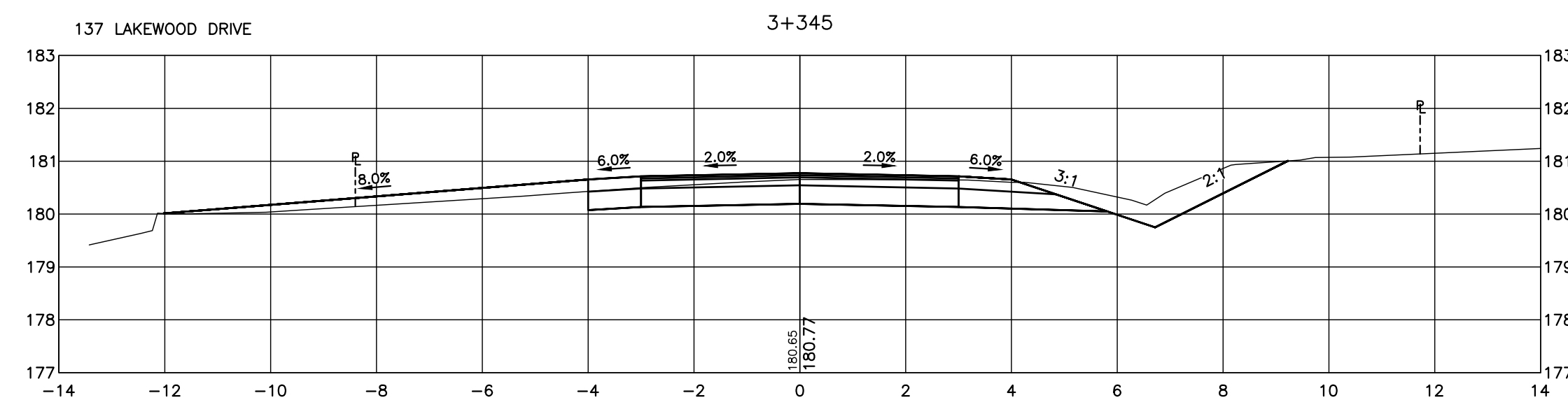
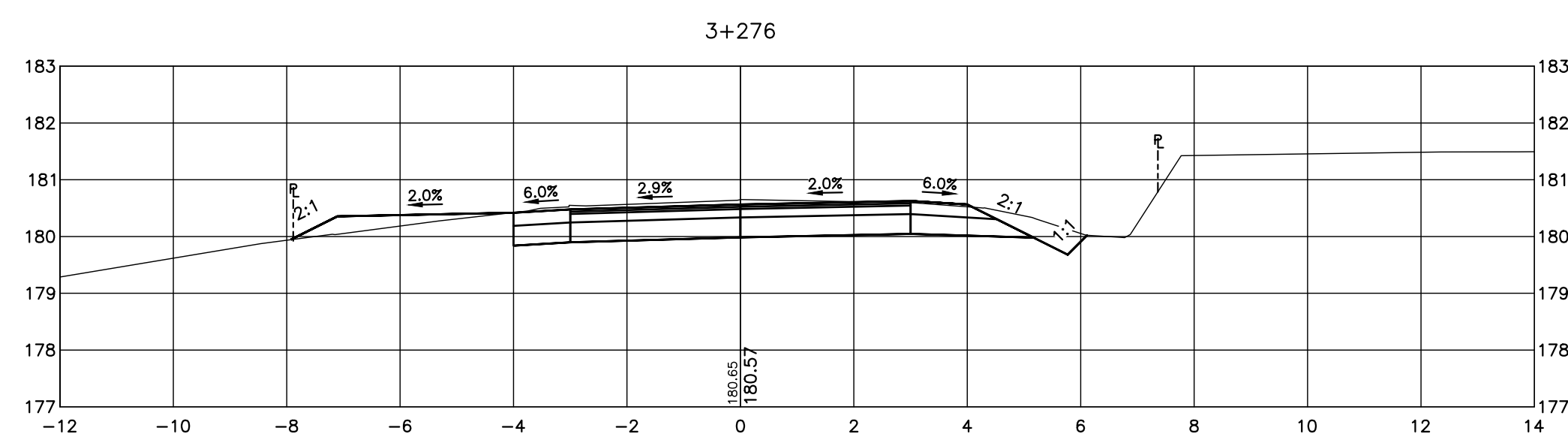
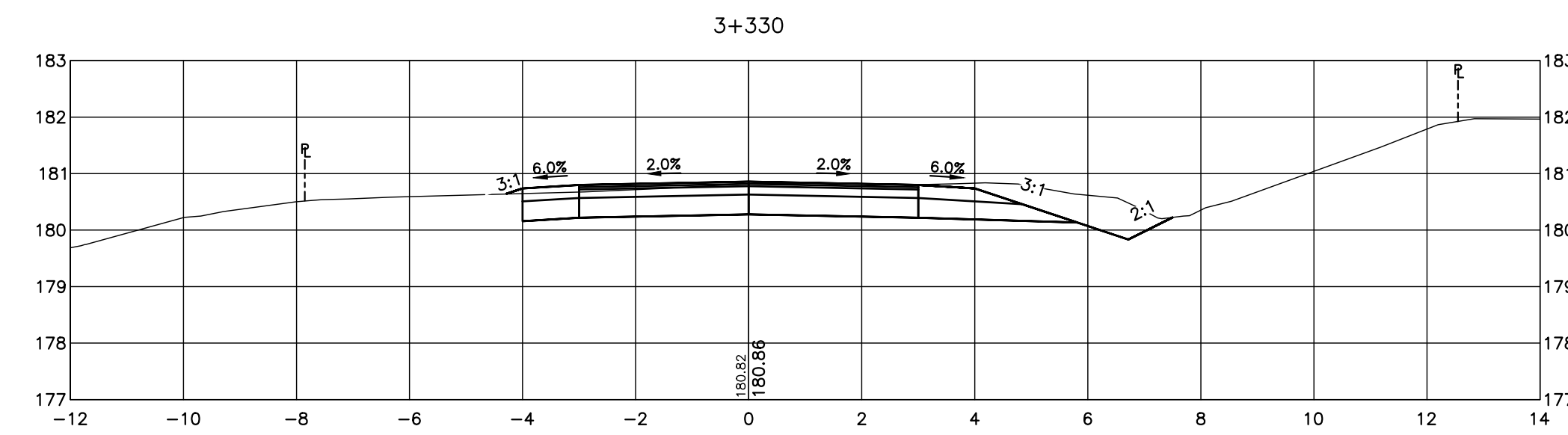
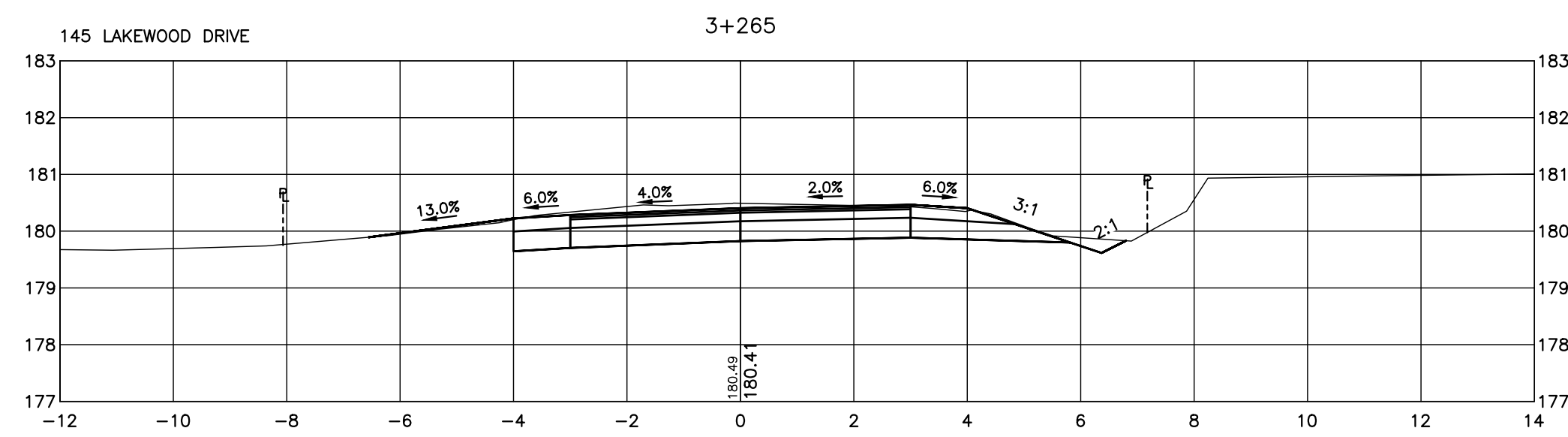
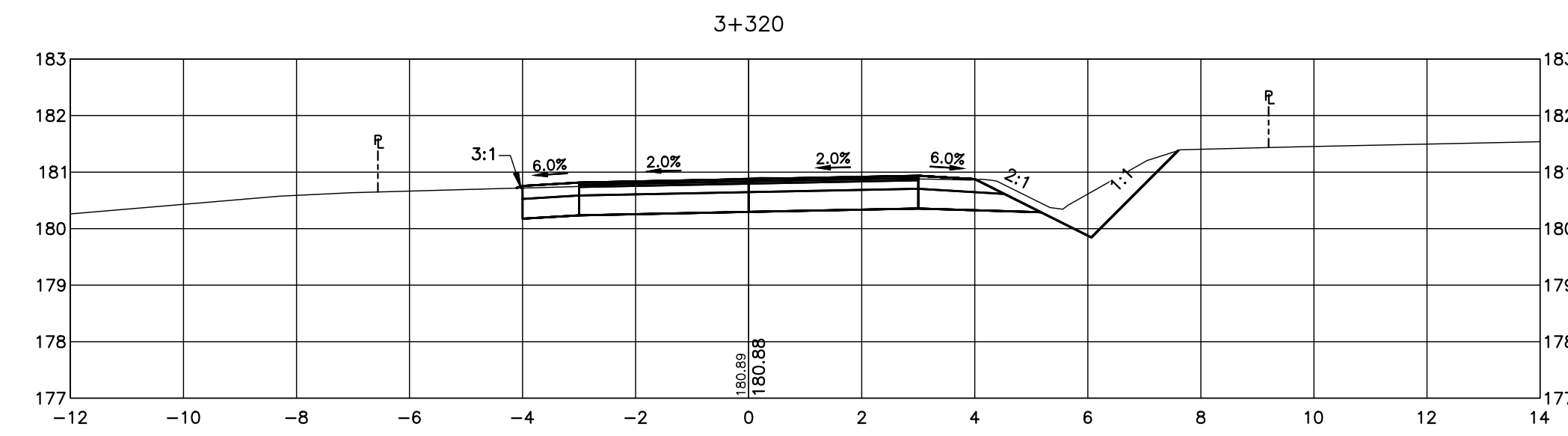
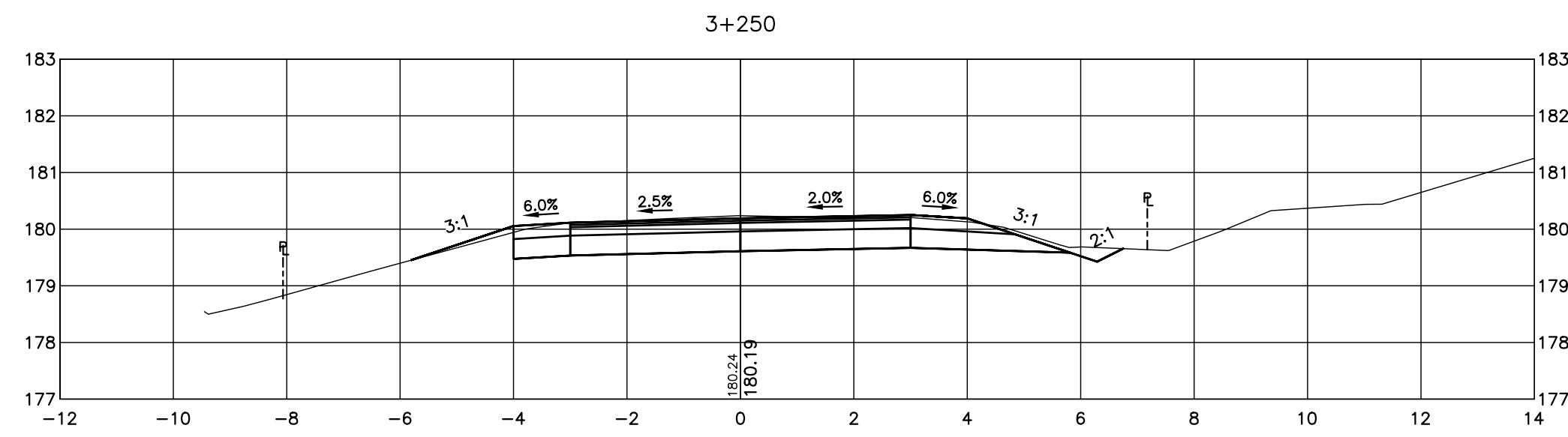
No.	REVISION DESCRIPTION	DATE
1.	60% DESIGN	OCT 2024
2.	75% DESIGN	MAR 2025
3.	90% DESIGN	OCT 2025
4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026

ENGINEER STAMP  
**NOT FOR CONSTRUCTION**

**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**CROSS SECTIONS**  
**LAKWOOD DRIVE**  
**STA. 3+170 TO 3+240**

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>XS.3</b>
CHECK: AEB	SCALE: 1:100	Sheet No. 26 of 35



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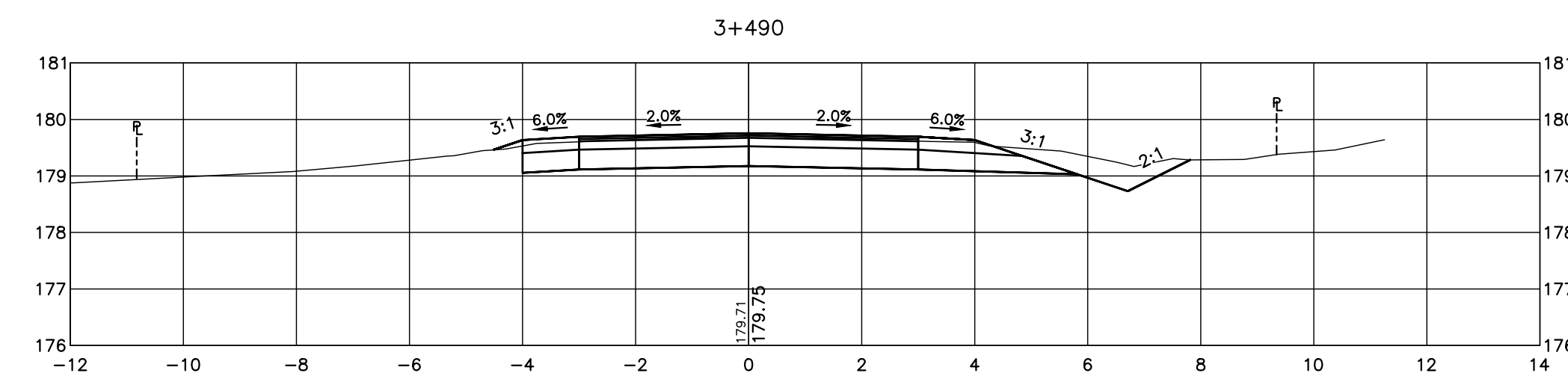
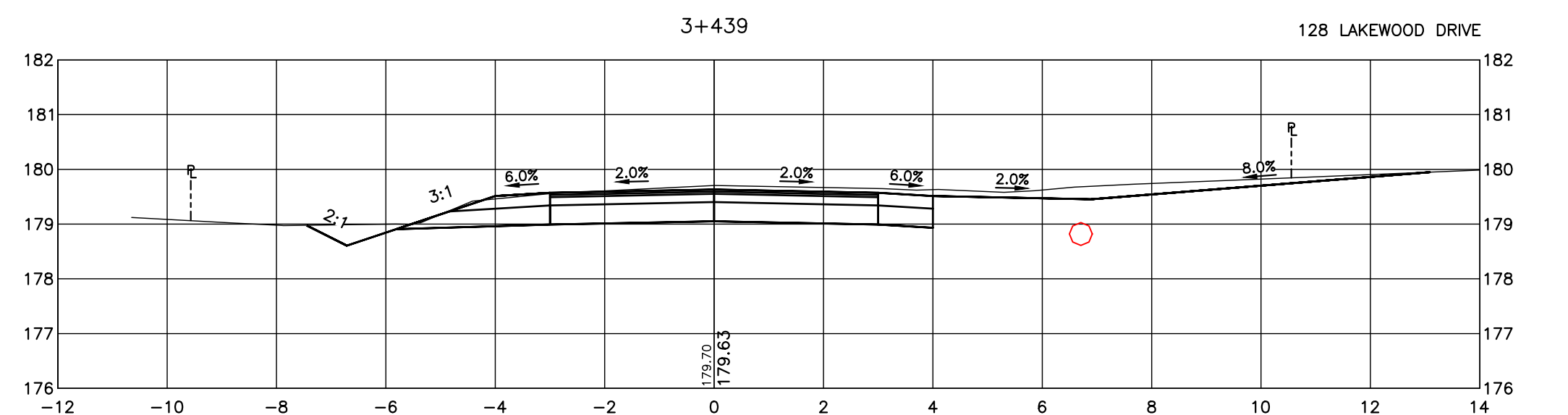
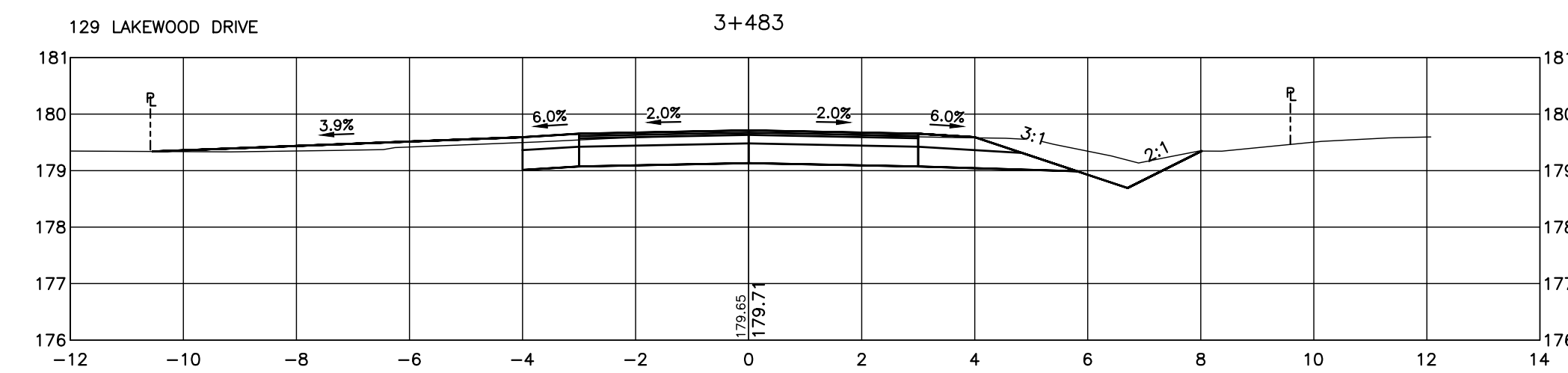
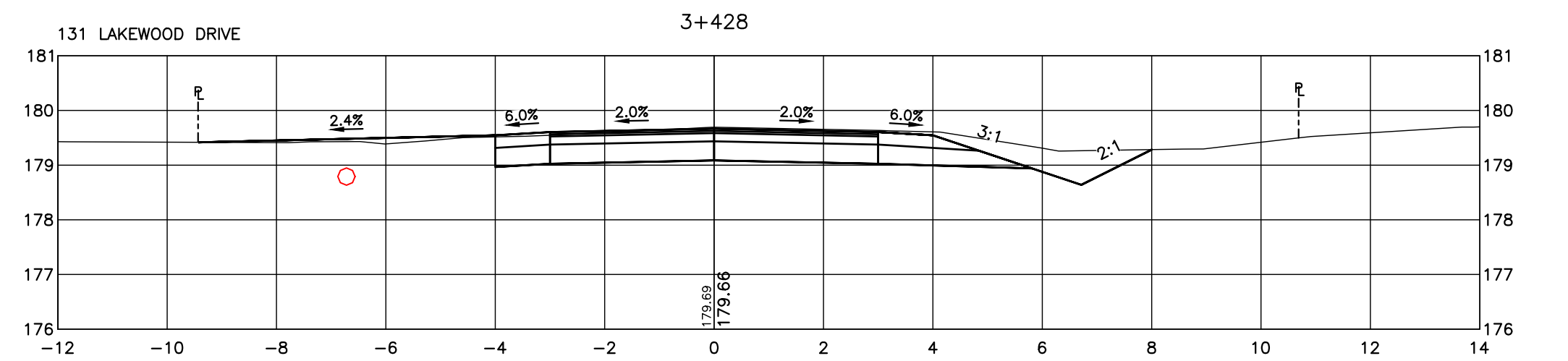
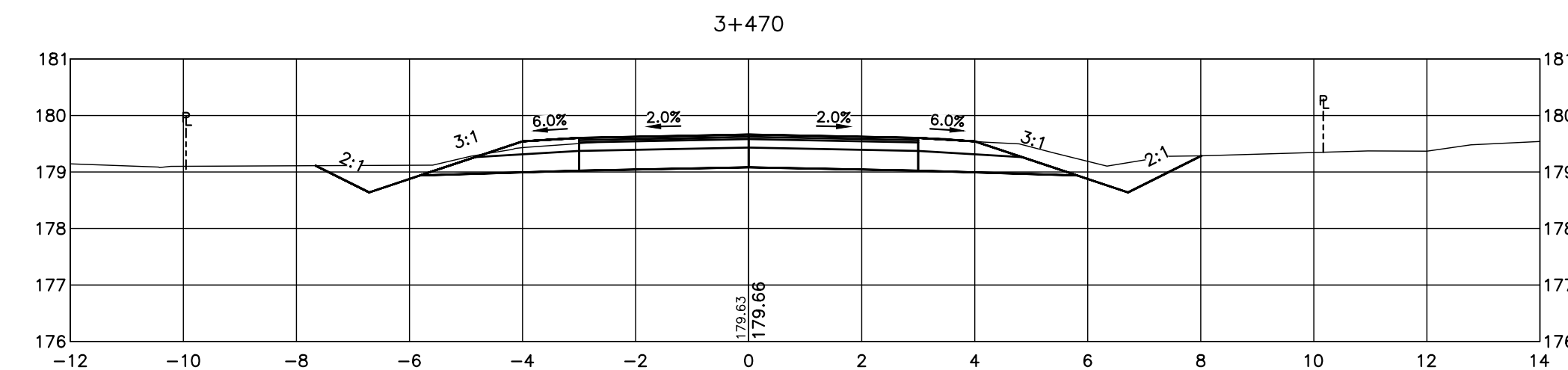
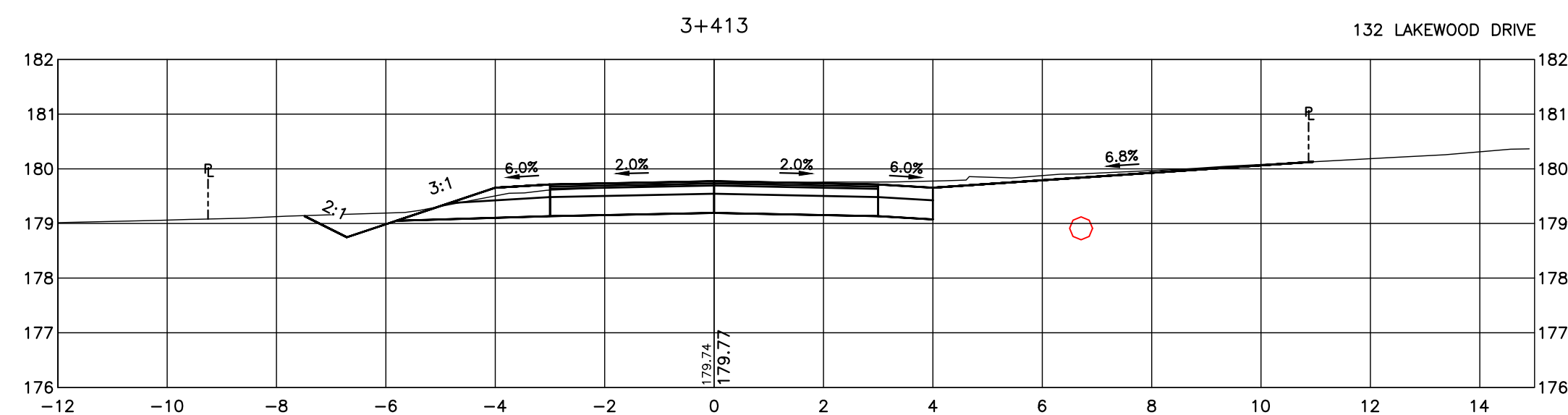
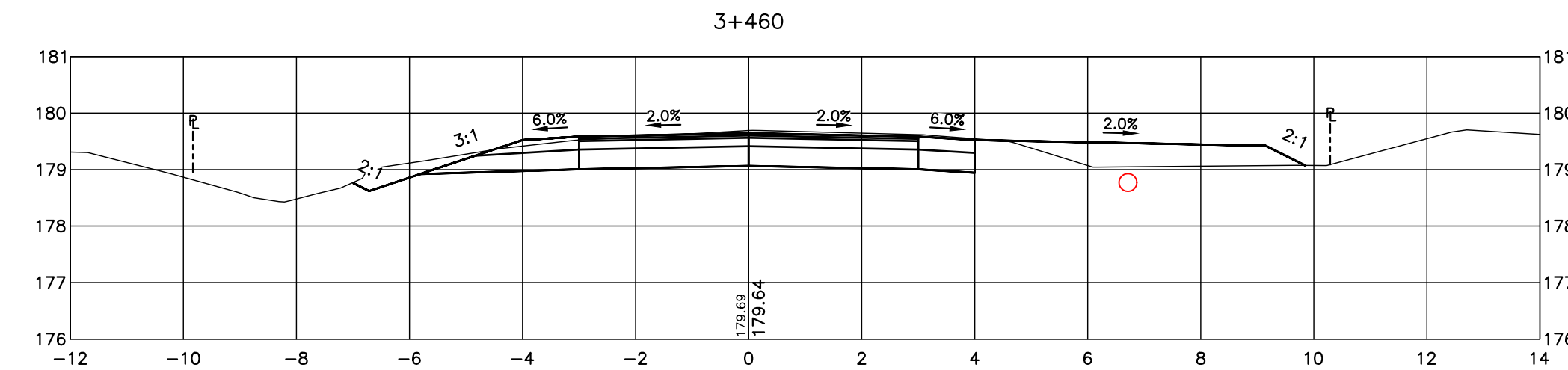
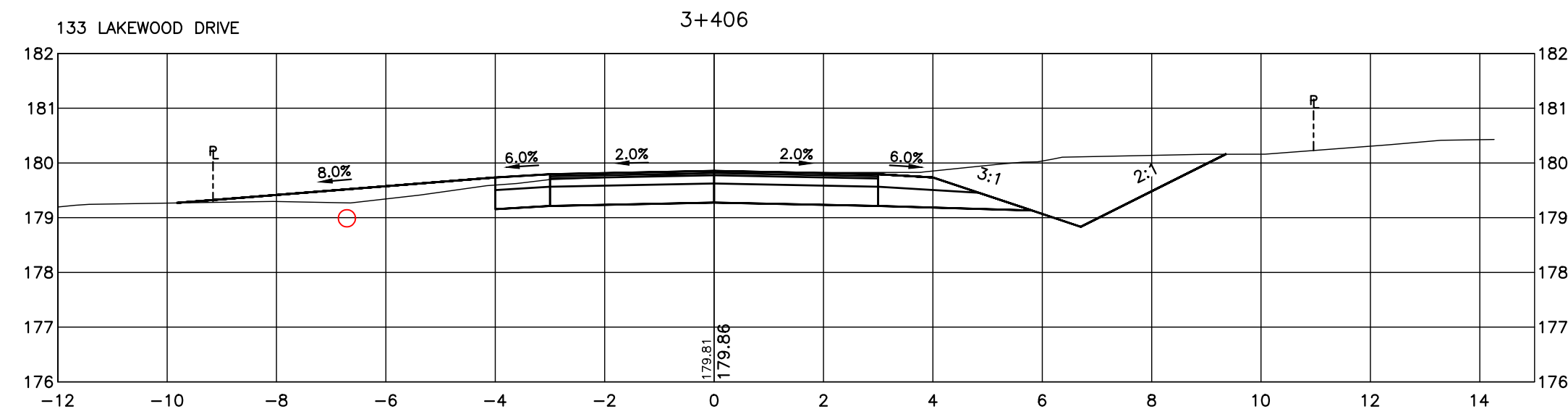
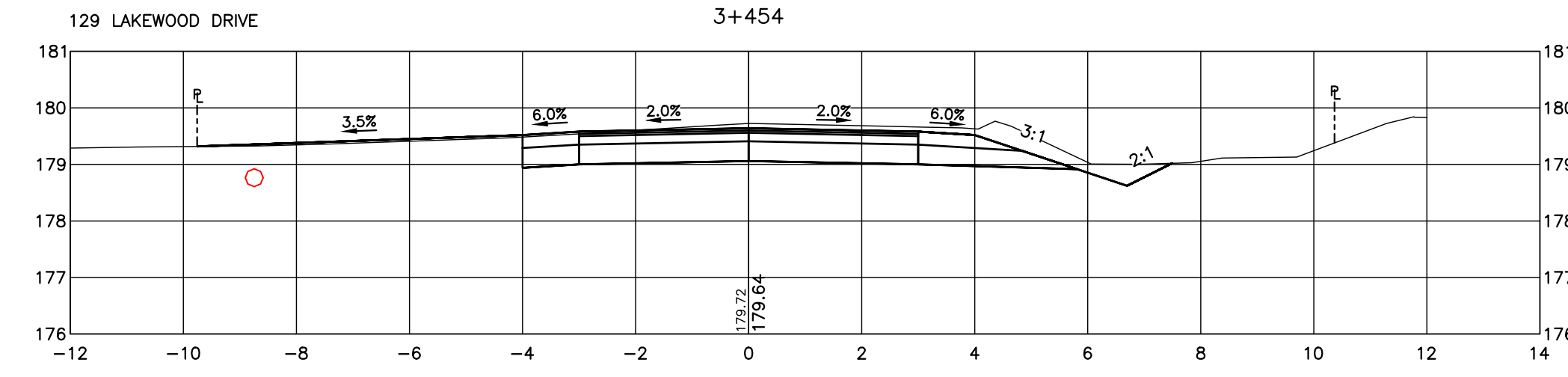
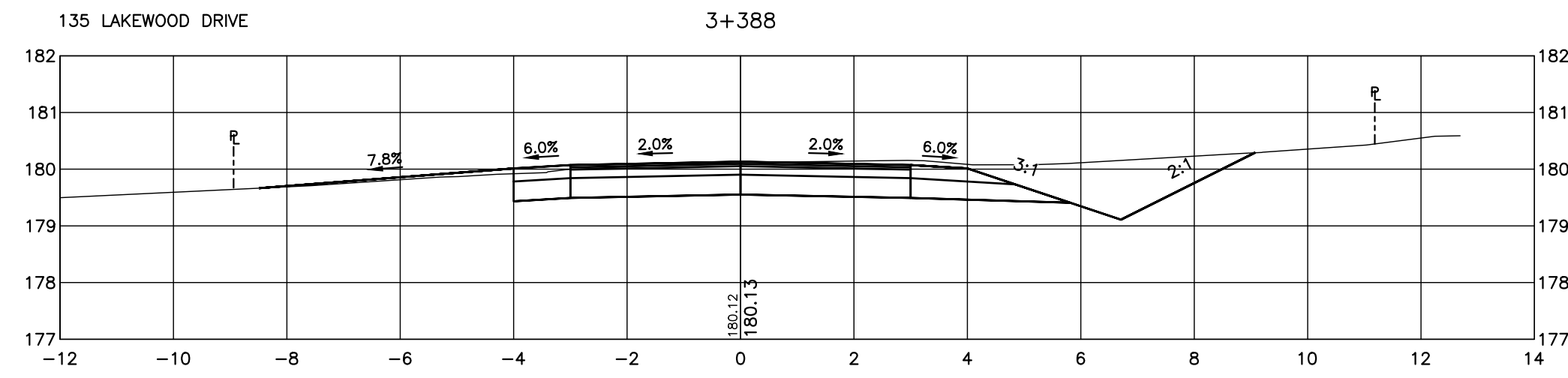
No.	REVISION DESCRIPTION	DATE
1.	60% DESIGN	OCT 2024
2.	75% DESIGN	MAR 2025
3.	90% DESIGN	OCT 2025
4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026

ENGINEER STAMP  
**NOT FOR CONSTRUCTION**

**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**CROSS SECTIONS**  
**LAKWOOD DRIVE**  
**STA. 3+250 TO 3+370**

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>XS.4</b>
CHECK: AEB	SCALE: 1:100	Sheet No. 27 of 35



**DISCLAIMER AND COPYRIGHT**  
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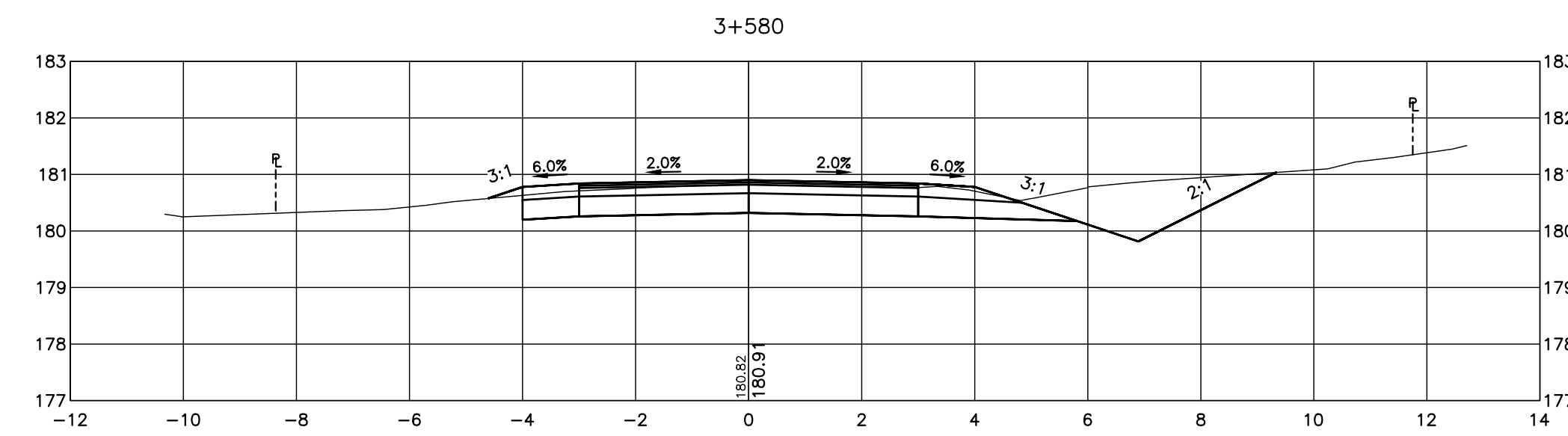
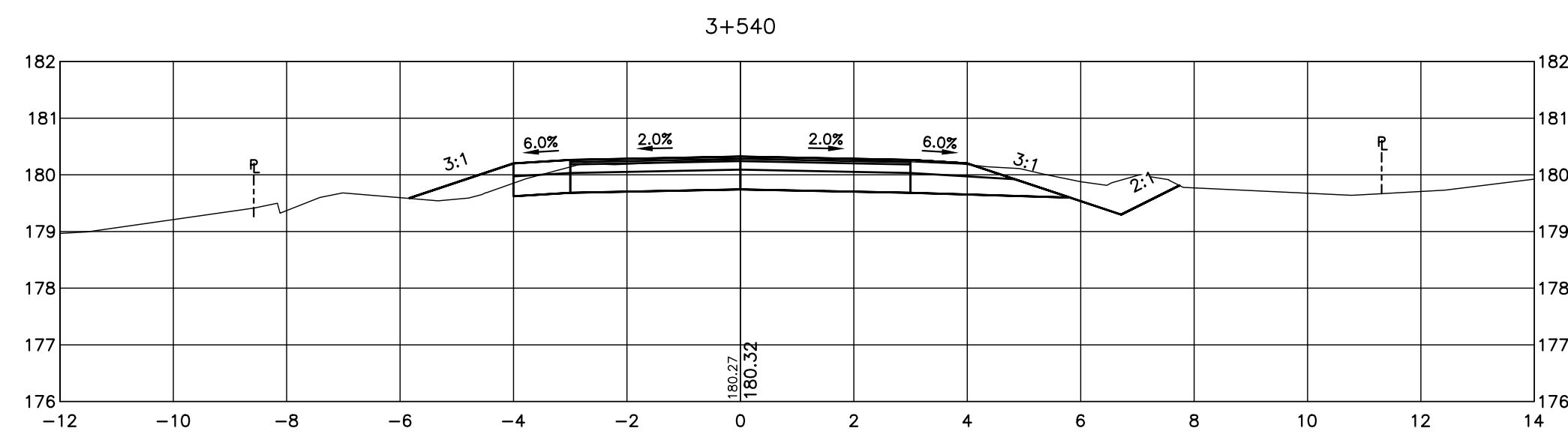
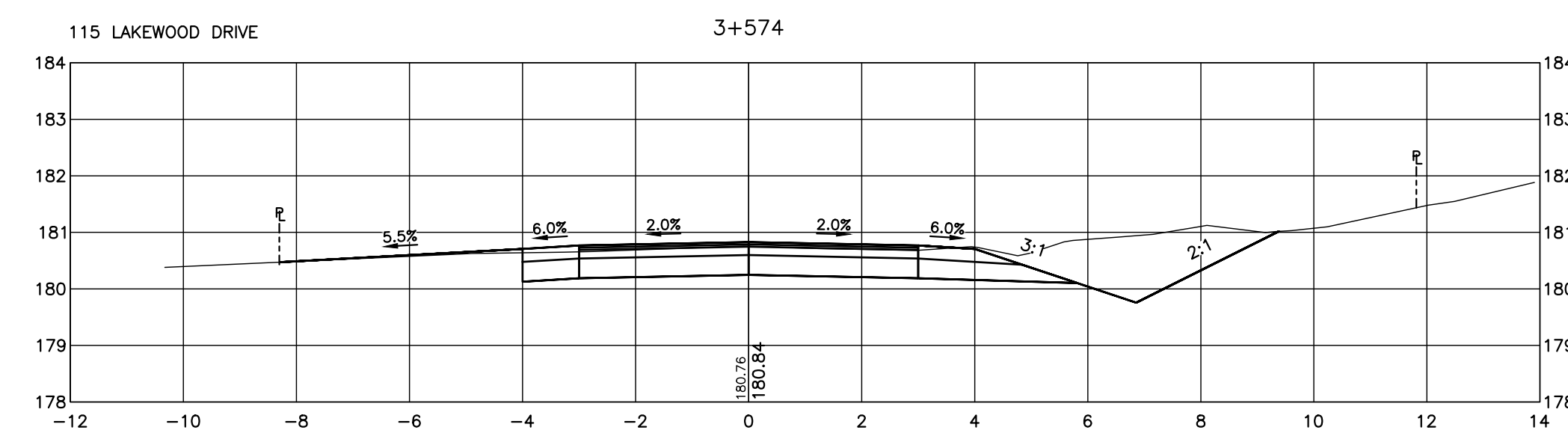
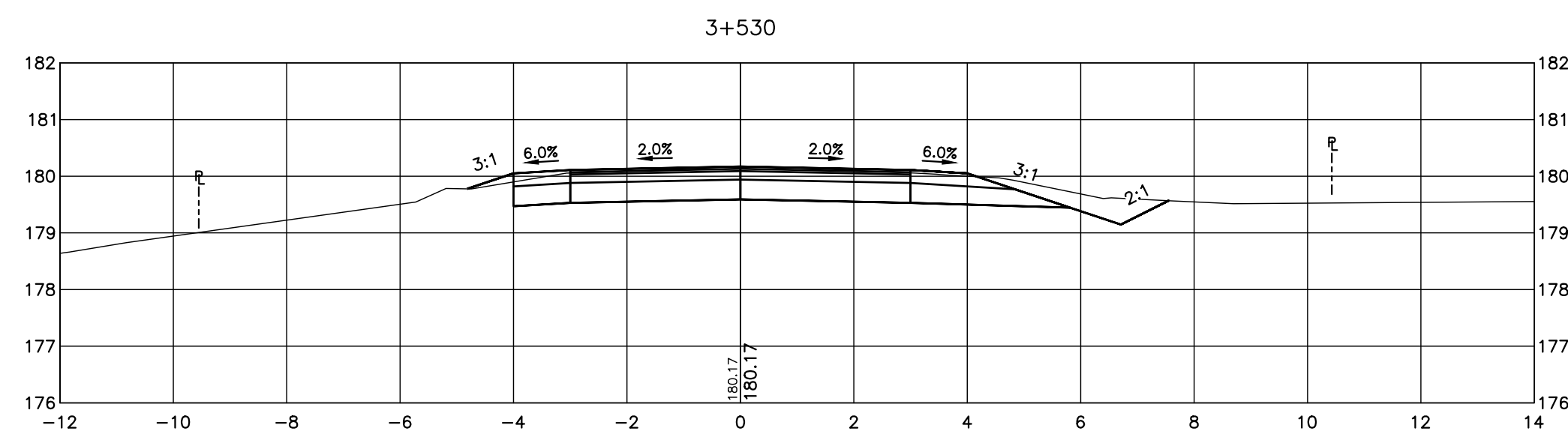
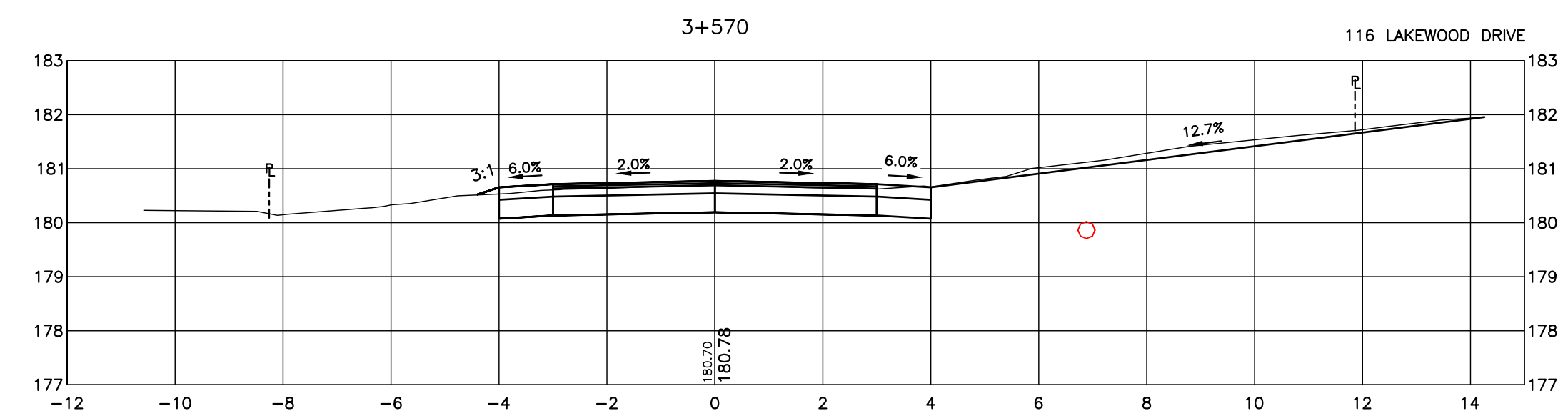
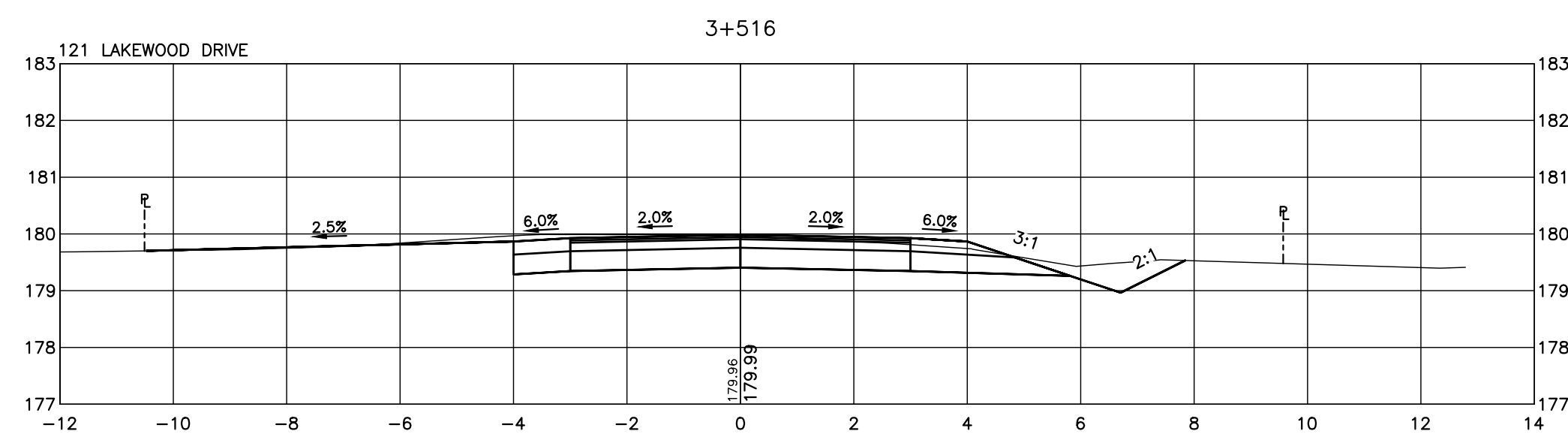
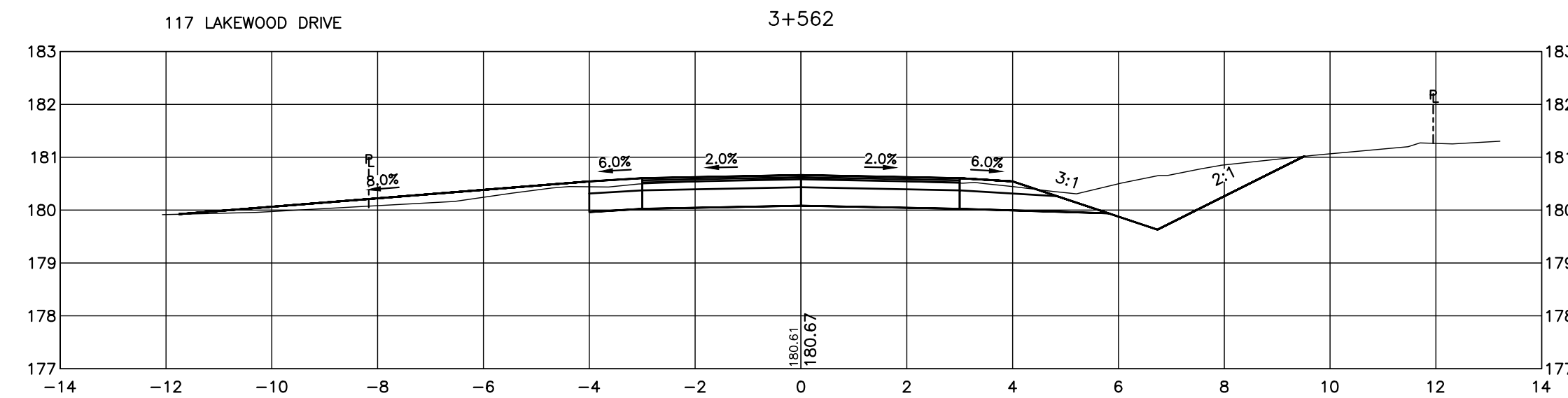
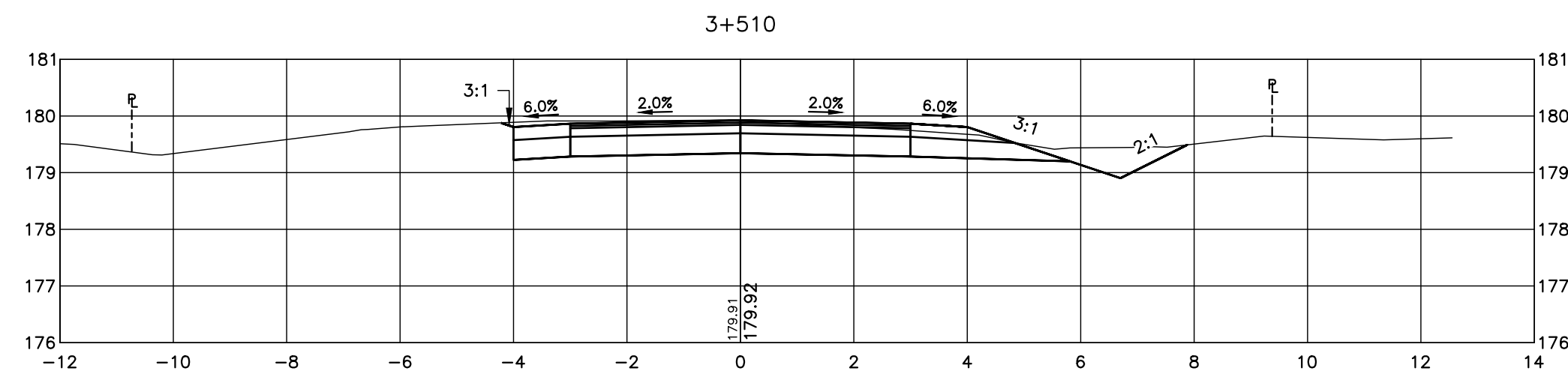
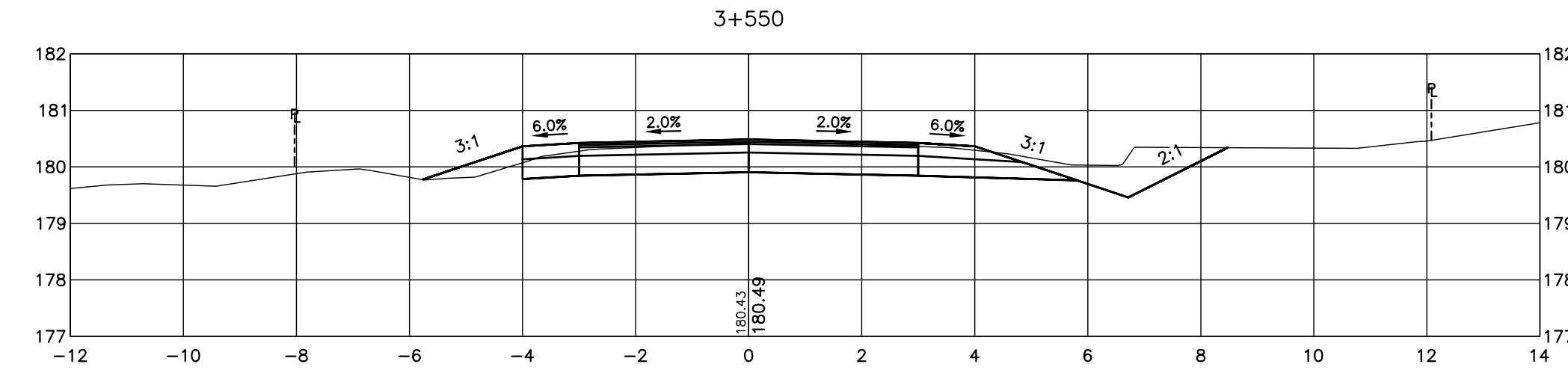
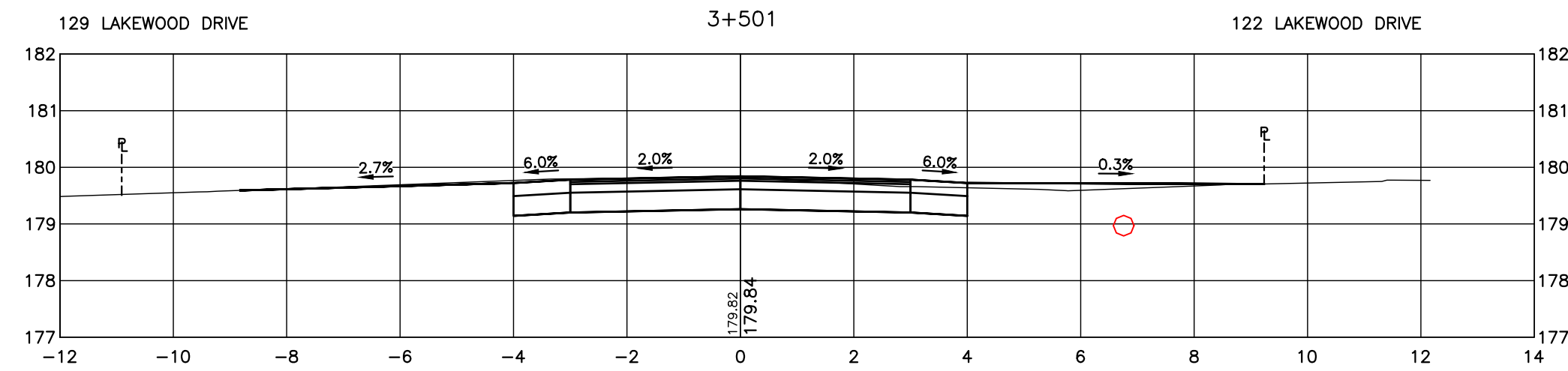
No.	REVISION DESCRIPTION	DATE
1.	60% DESIGN	OCT 2024
2.	75% DESIGN	MAR 2025
3.	90% DESIGN	OCT 2025
4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026

ENGINEER STAMP  
**NOT FOR CONSTRUCTION**

**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**CROSS SECTIONS**  
**LAKEWOOD DRIVE**  
**STA. 3+338 TO 3+490**

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG:
DRAWN: JK/NB	DATE: JUNE 2022	<b>XS.5</b>
CHECK: AEB	SCALE: 1:100	Sheet No. 28 of 35



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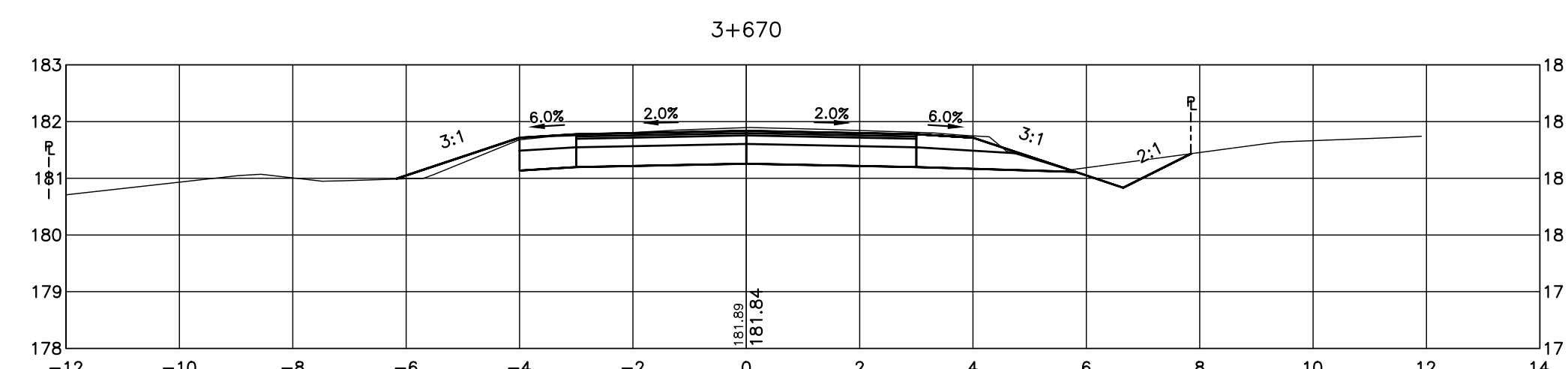
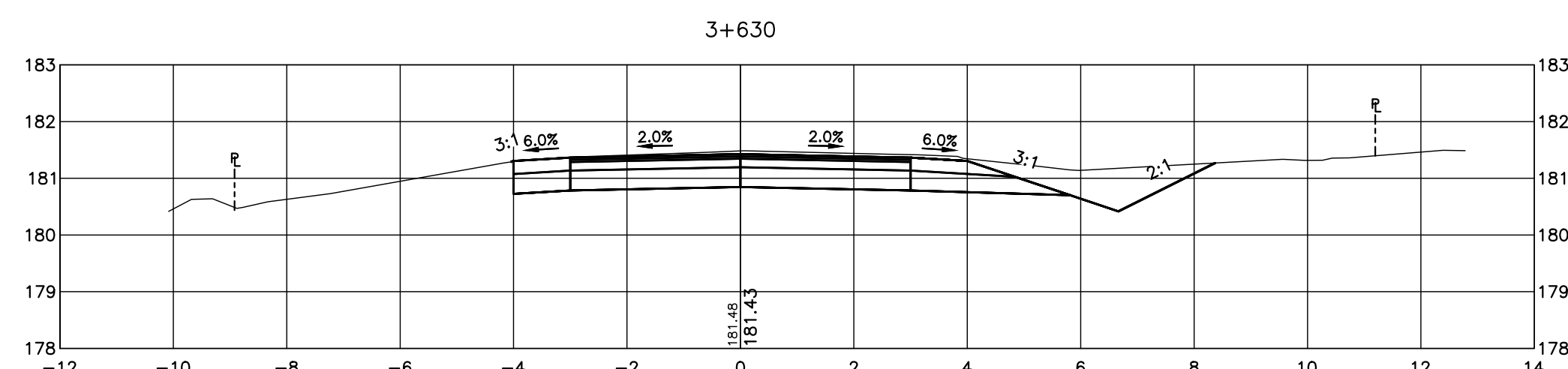
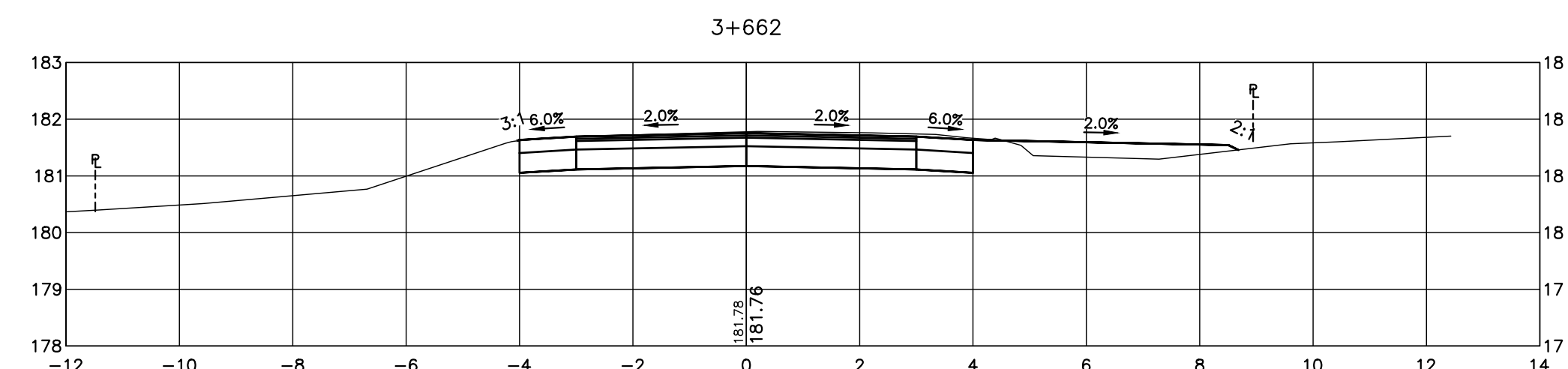
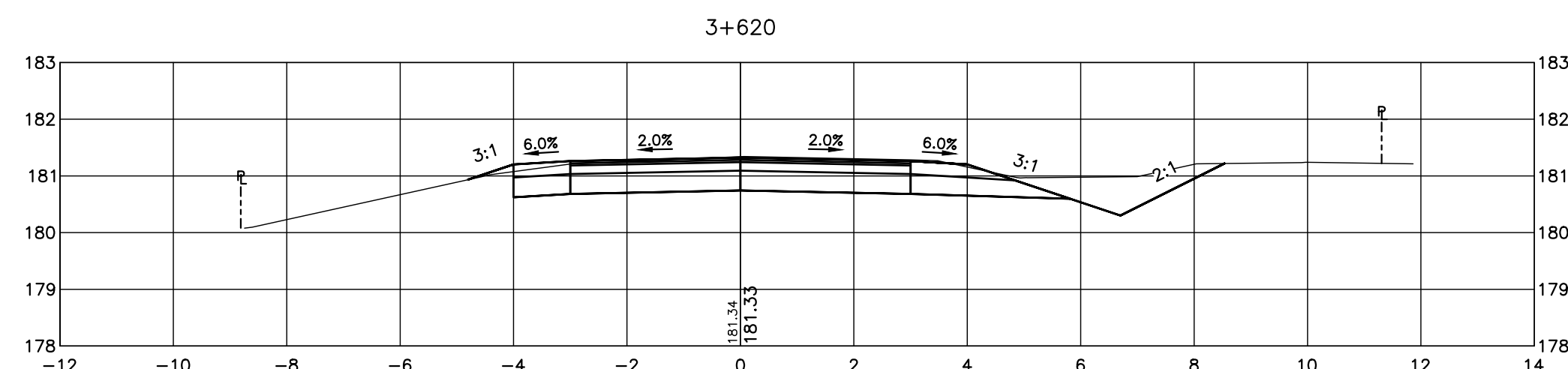
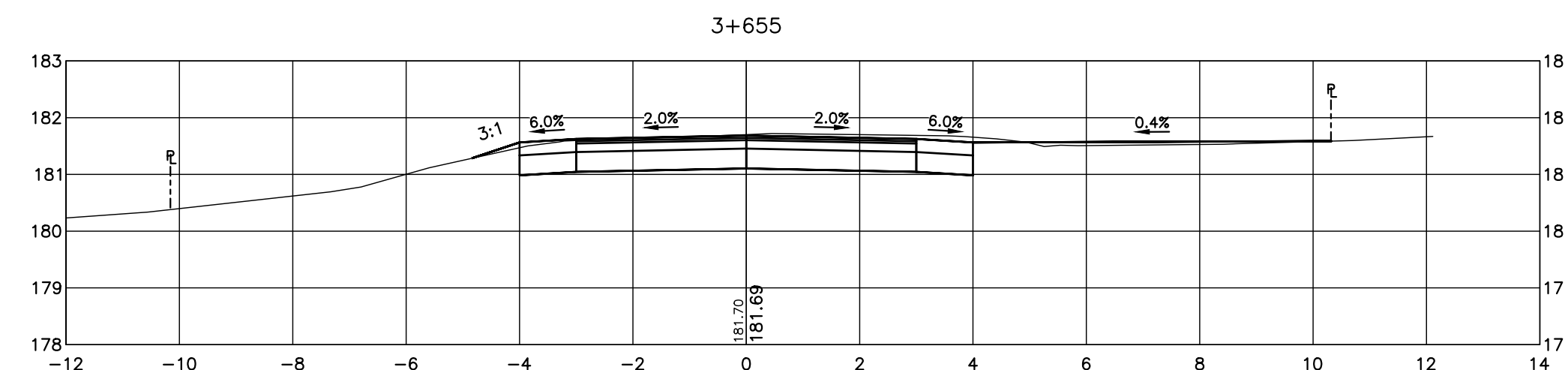
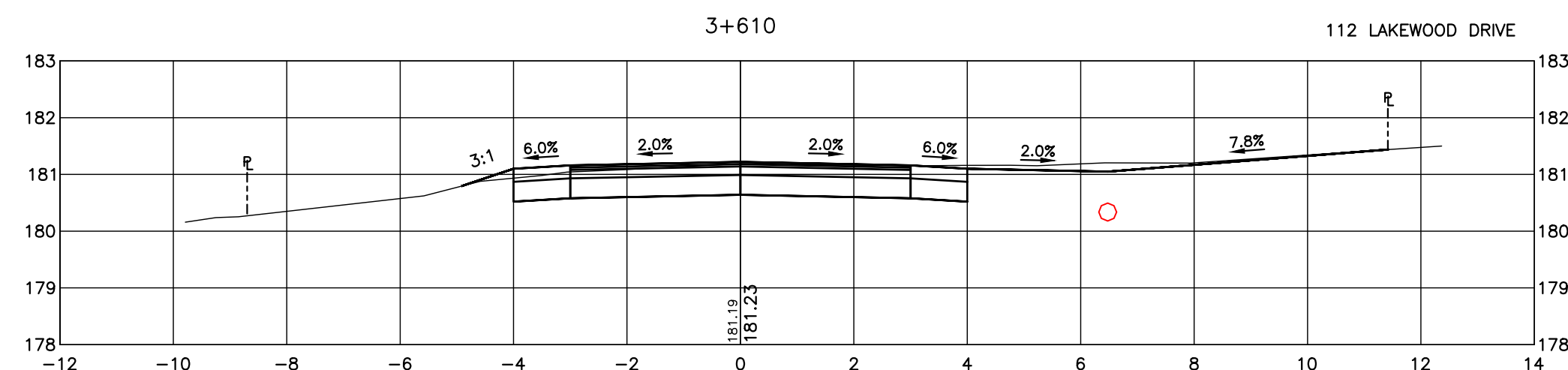
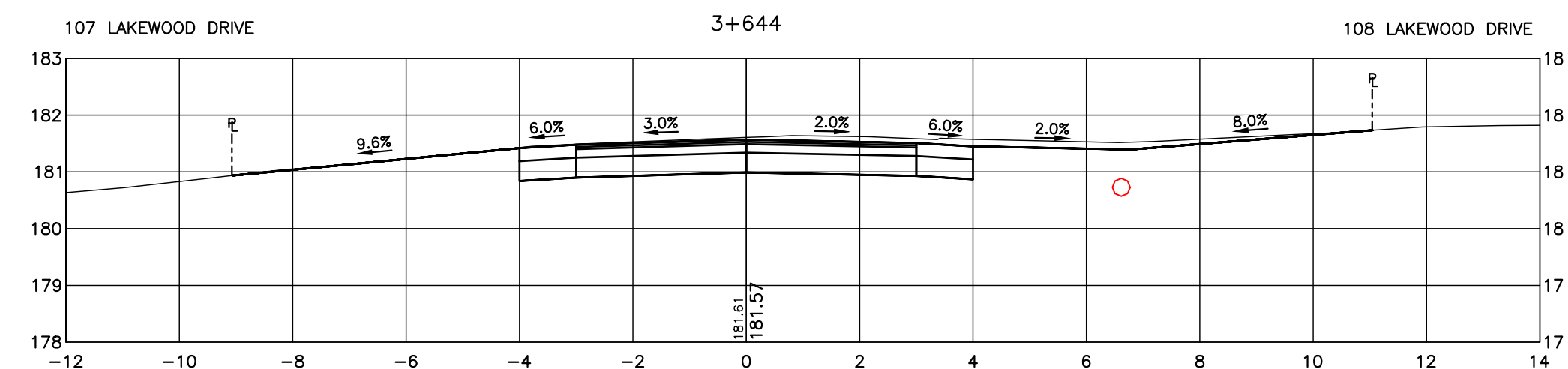
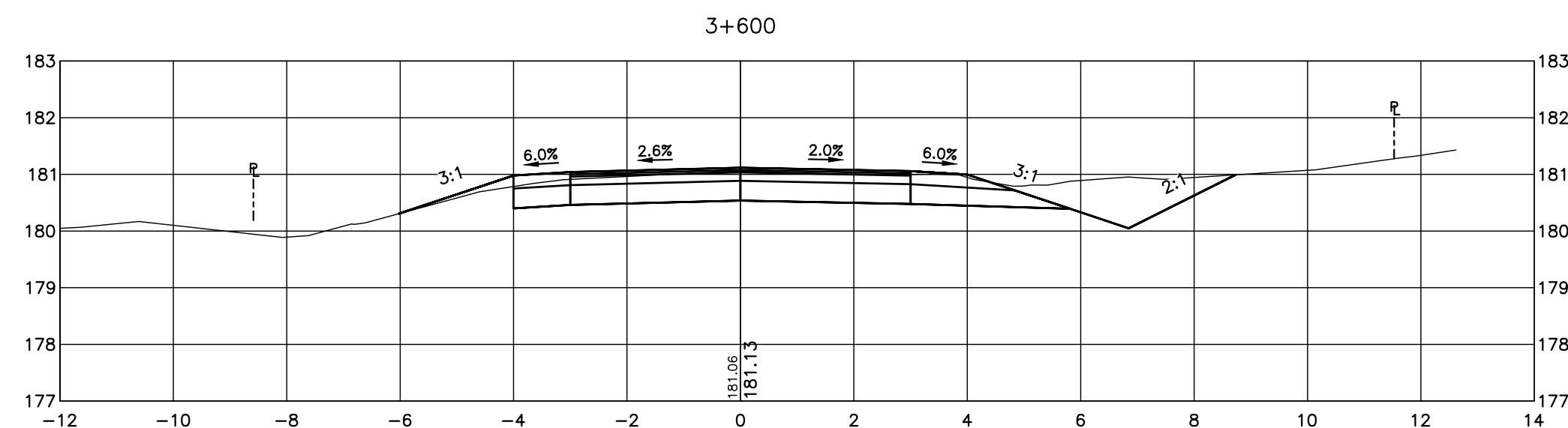
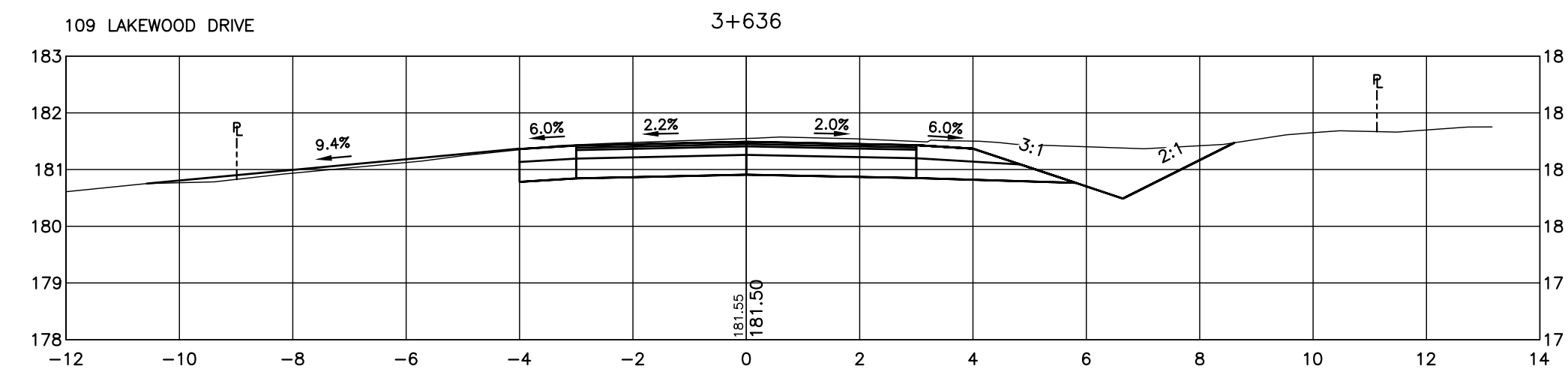
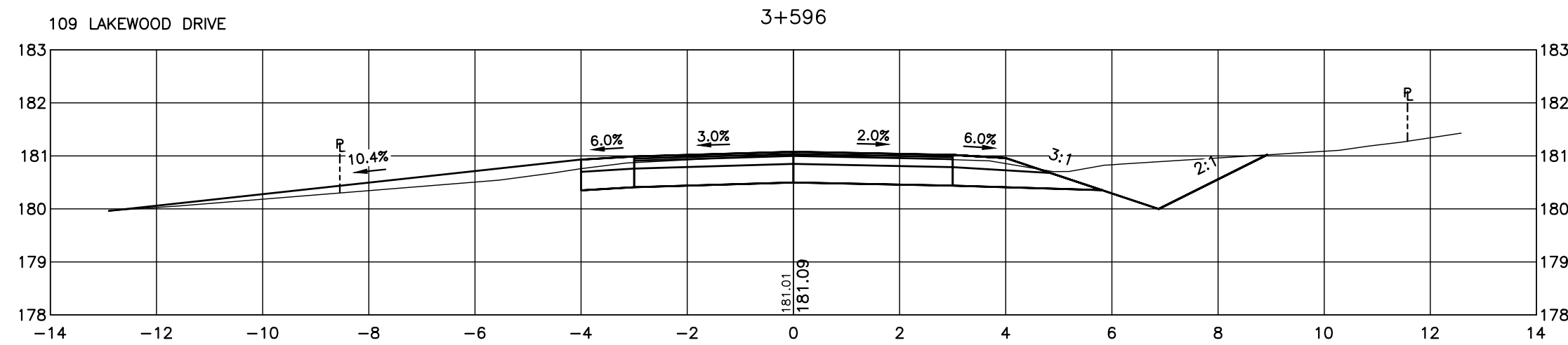
No.	REVISION DESCRIPTION	DATE
1.	60% DESIGN	OCT 2024
2.	75% DESIGN	MAR 2025
3.	90% DESIGN	OCT 2025
4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026

ENGINEER STAMP  
**NOT FOR CONSTRUCTION**

**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**CROSS SECTIONS**  
**LAKWOOD DRIVE**  
**STA. 3+501 TO 3+490**

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG: <b>XS.6</b>
DRAWN: JK/NB	DATE: JUNE 2022	
CHECK: AEB	SCALE: 1:100	Sheet No. 29 of 35



**DISCLAIMER AND COPYRIGHT**  
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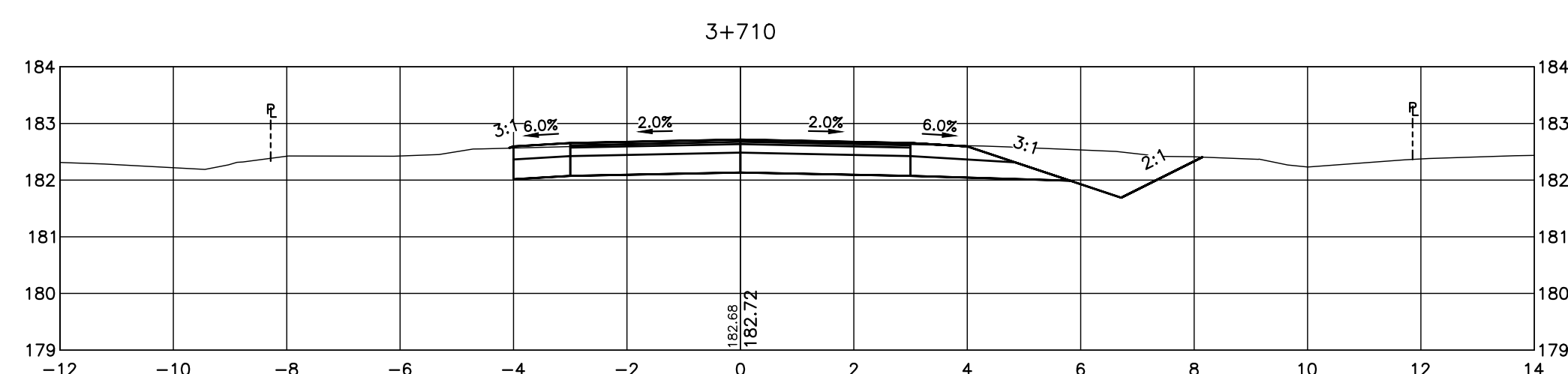
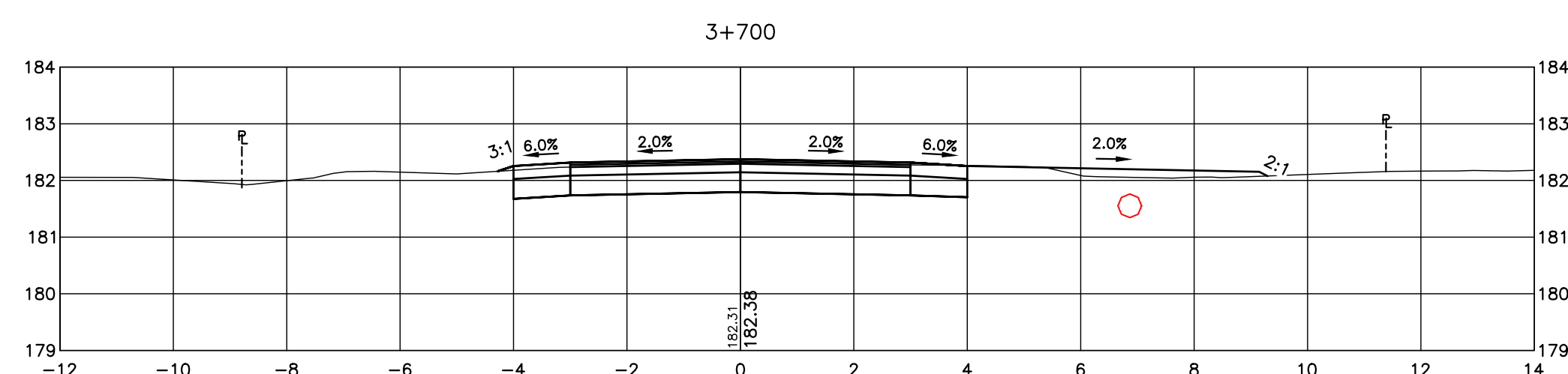
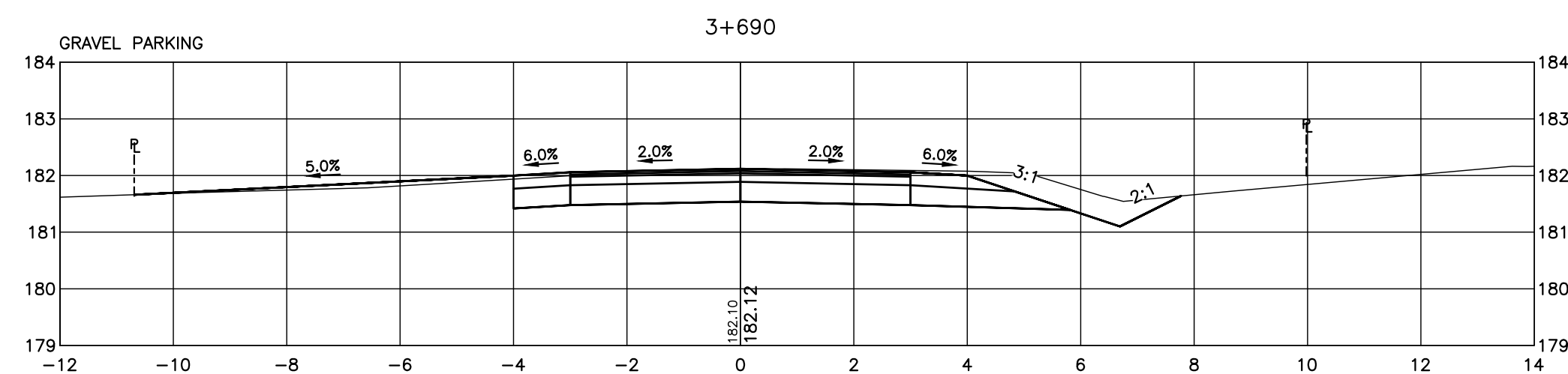
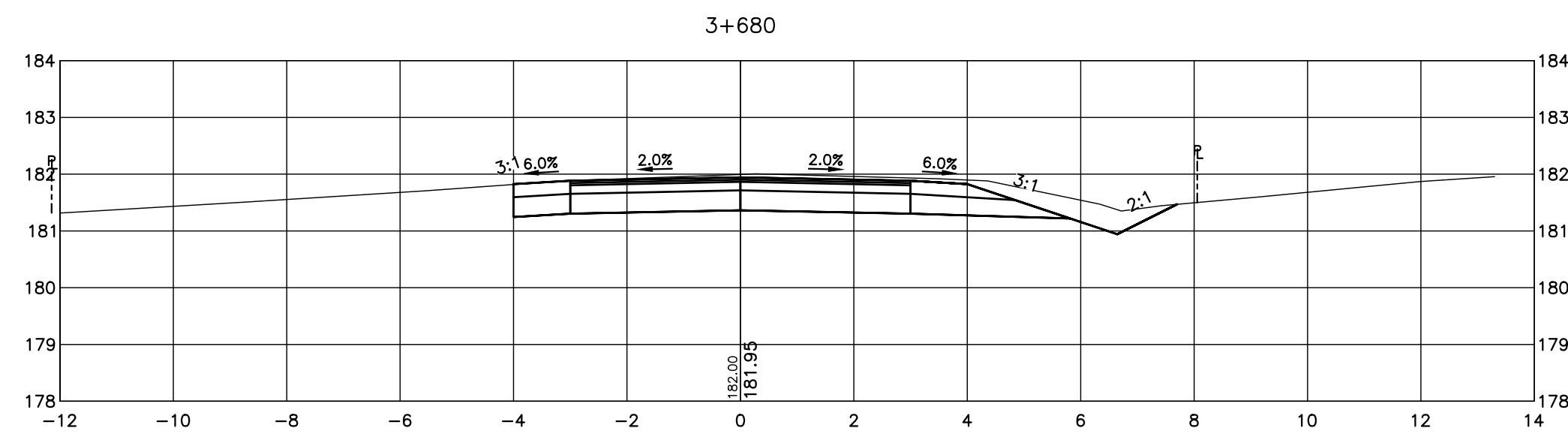
No.	REVISION DESCRIPTION	DATE
1.	60% DESIGN	OCT 2024
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3.	90% DESIGN	OCT 2025
4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026

ENGINEER STAMP  
**NOT FOR CONSTRUCTION**

**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**CROSS SECTIONS**  
**LAKWOOD DRIVE**  
**STA. 3+596 TO 3+670**

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG: <b>XS.7</b>
DRAWN: JK/NB	DATE: JUNE 2022	Sheet No. 30 of 35
CHECK: AEB	SCALE: 1:100	



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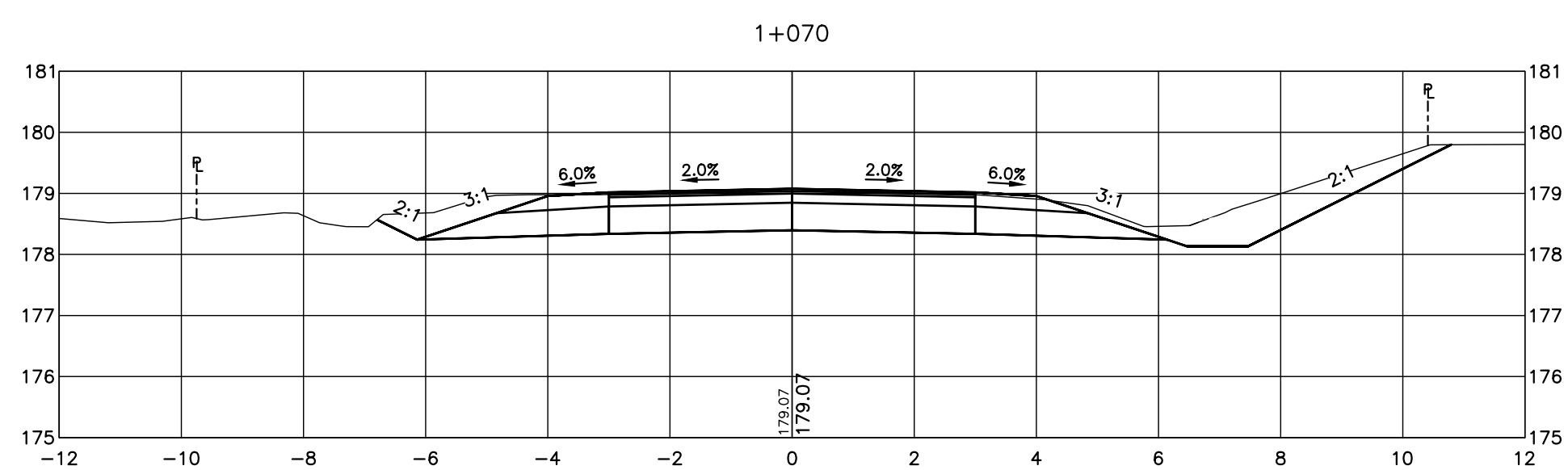
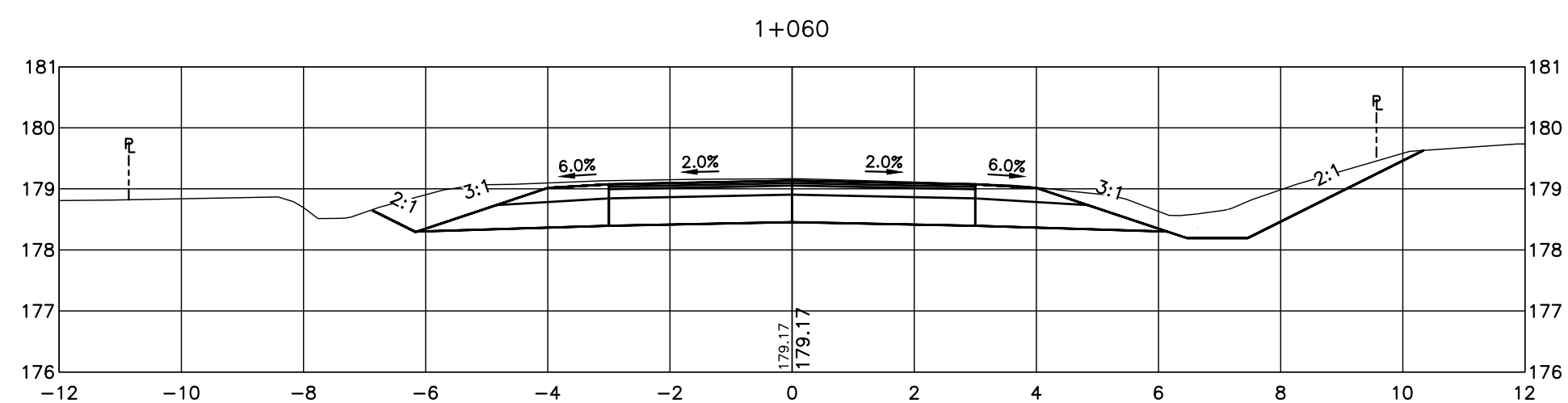
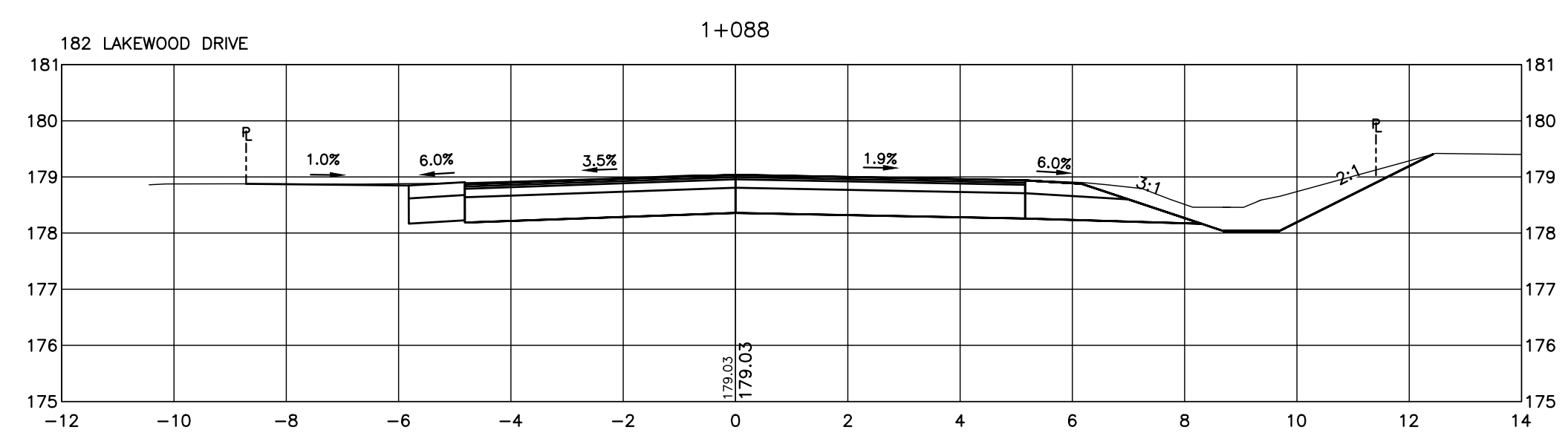
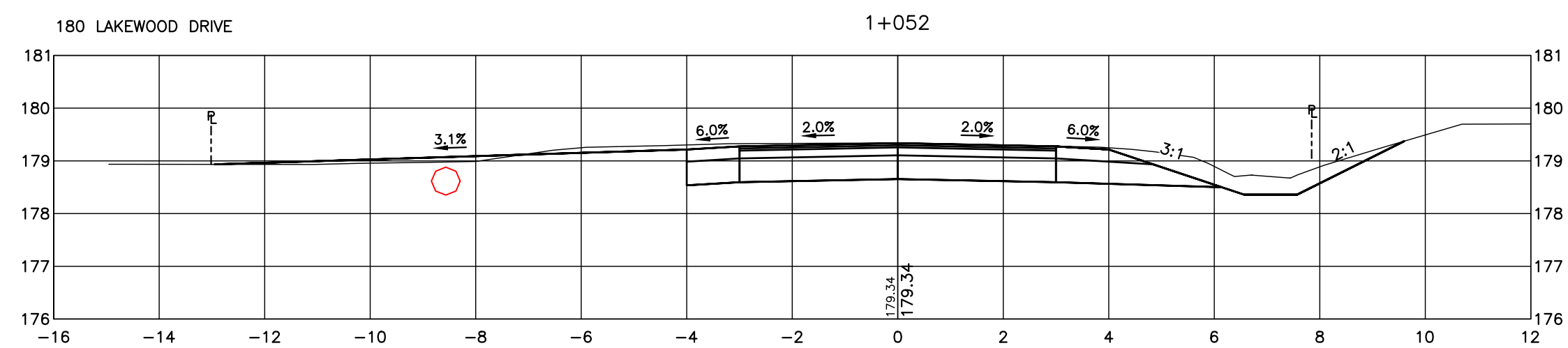
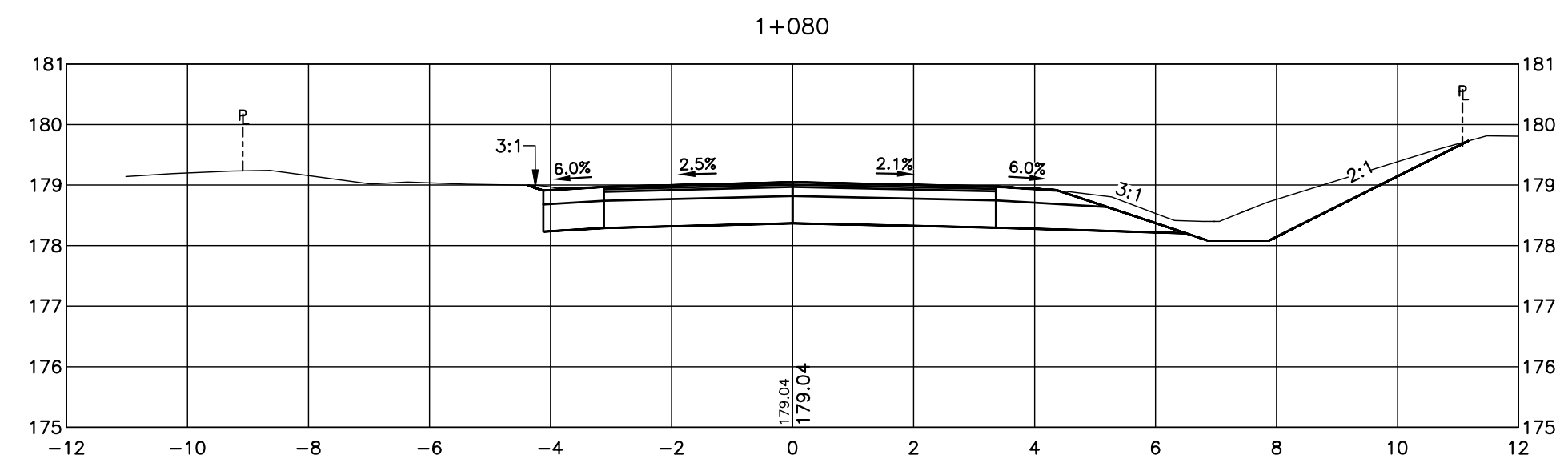
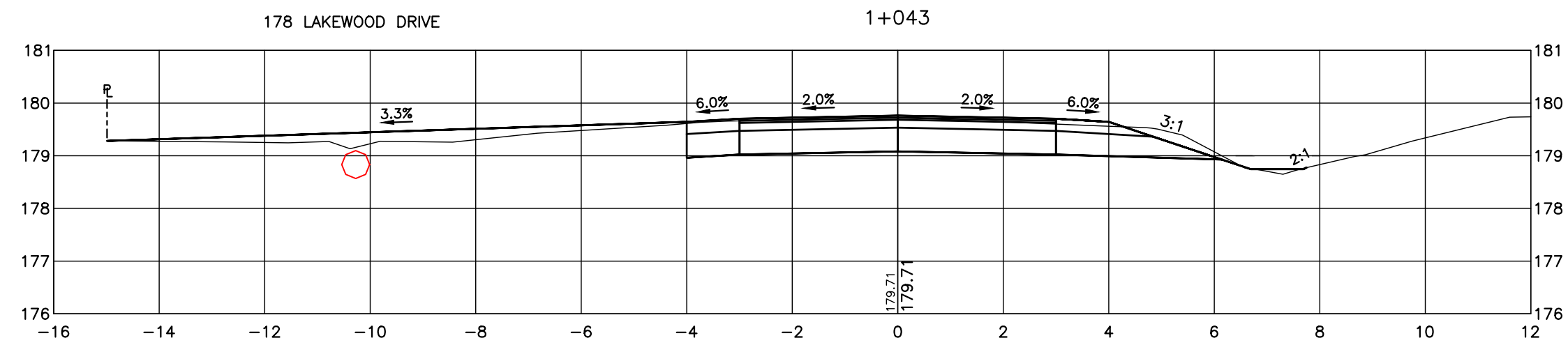
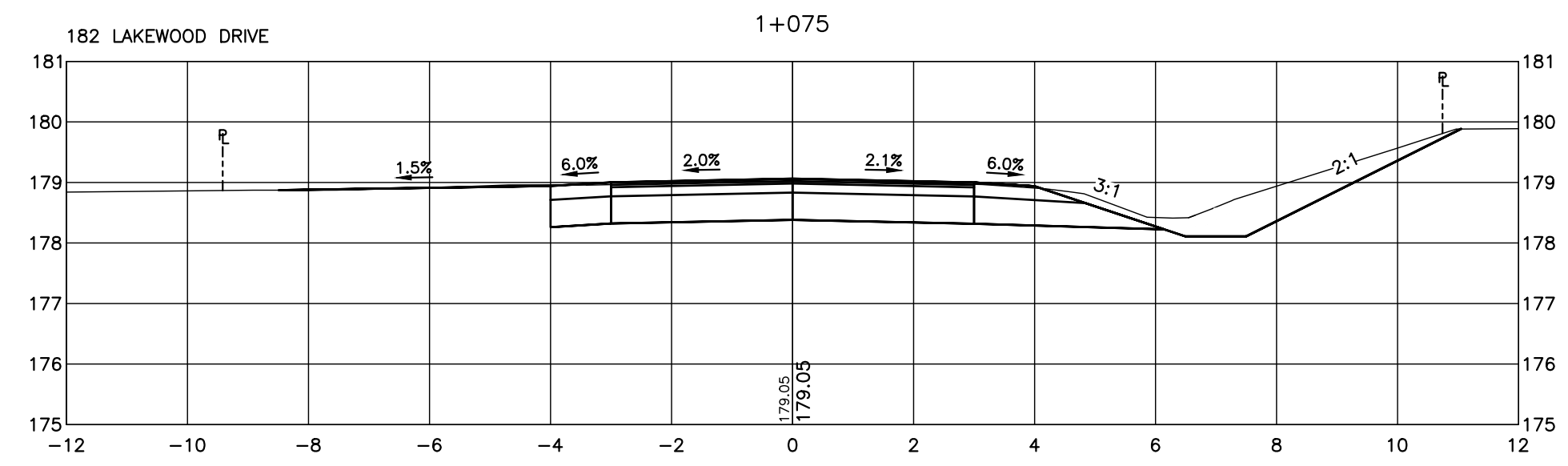
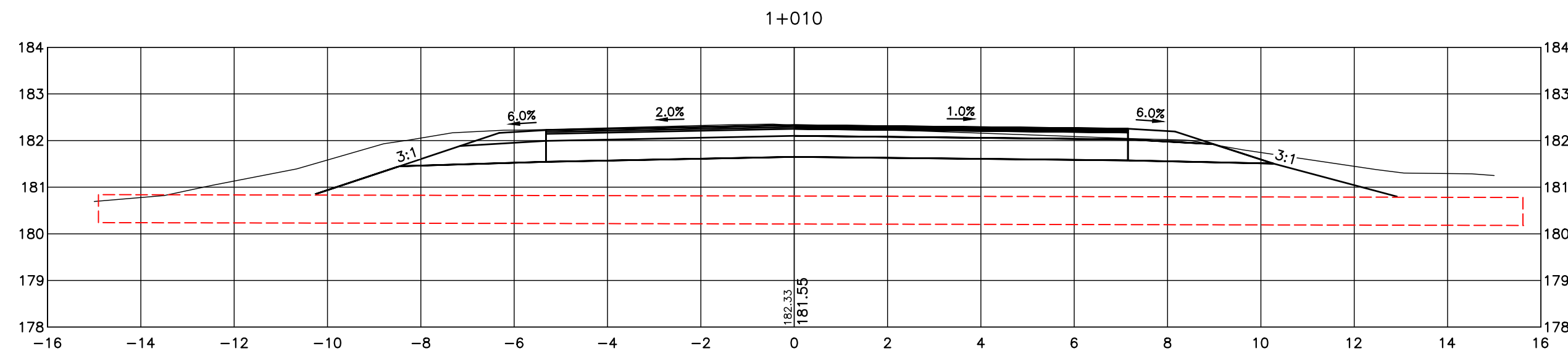
No.	REVISION DESCRIPTION	DATE
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ENGINEER STAMP  
**NOT FOR CONSTRUCTION**

**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**CROSS SECTIONS**  
**LAKWOOD DRIVE**  
**STA. 3+680 TO 3+710**

**TATHAM ENGINEERING**

DESIGN: MS	FILE: 122152	DWG: <b>XS.8</b>
DRAWN: JK/NB	DATE: JUNE 2022	Sheet No. 31 of 35
CHECK: AEB	SCALE: 1:100	



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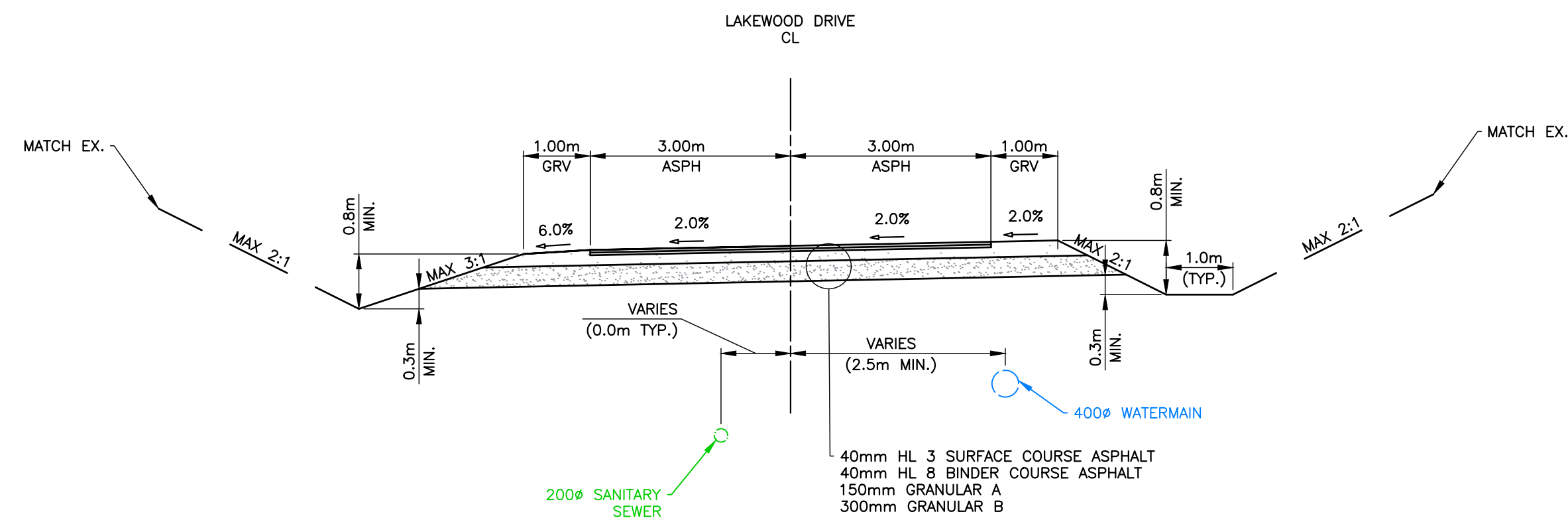
No.	REVISION DESCRIPTION	DATE
1.	60% DESIGN	OCT 2024
2.	75% DESIGN	MAR 2025
3.	90% DESIGN	OCT 2025
4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026

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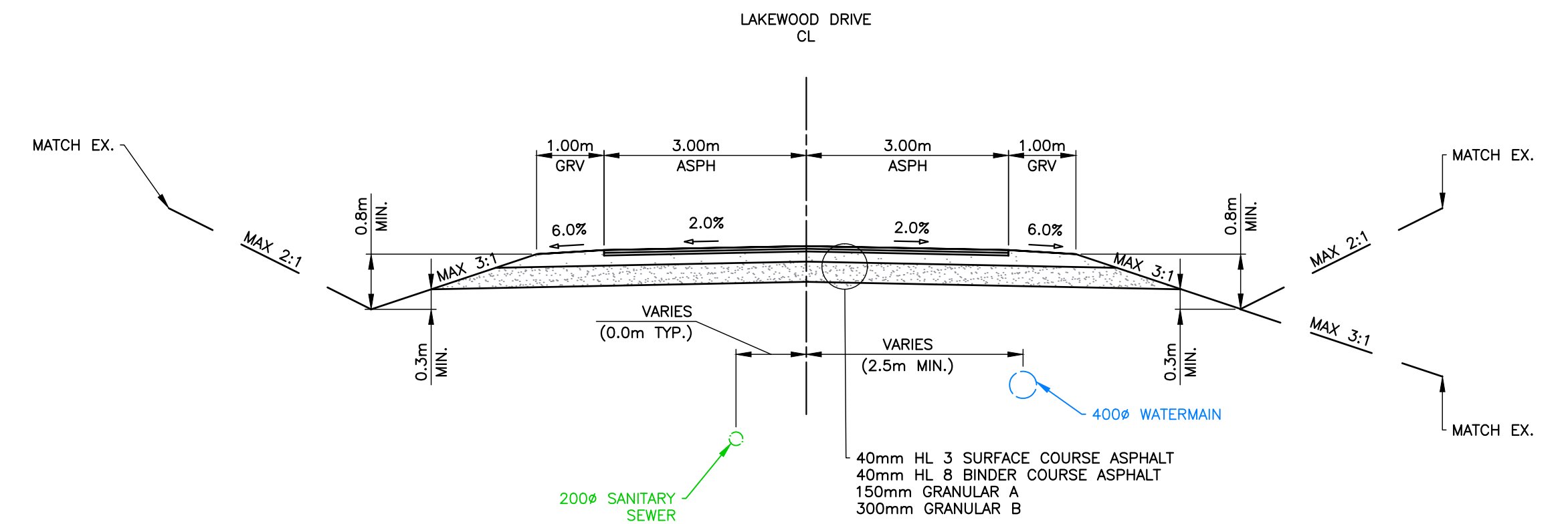
**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**  
**CROSS SECTIONS**  
**CUL-DE-SAC**  
**STA. 1+010 TO 1+100**

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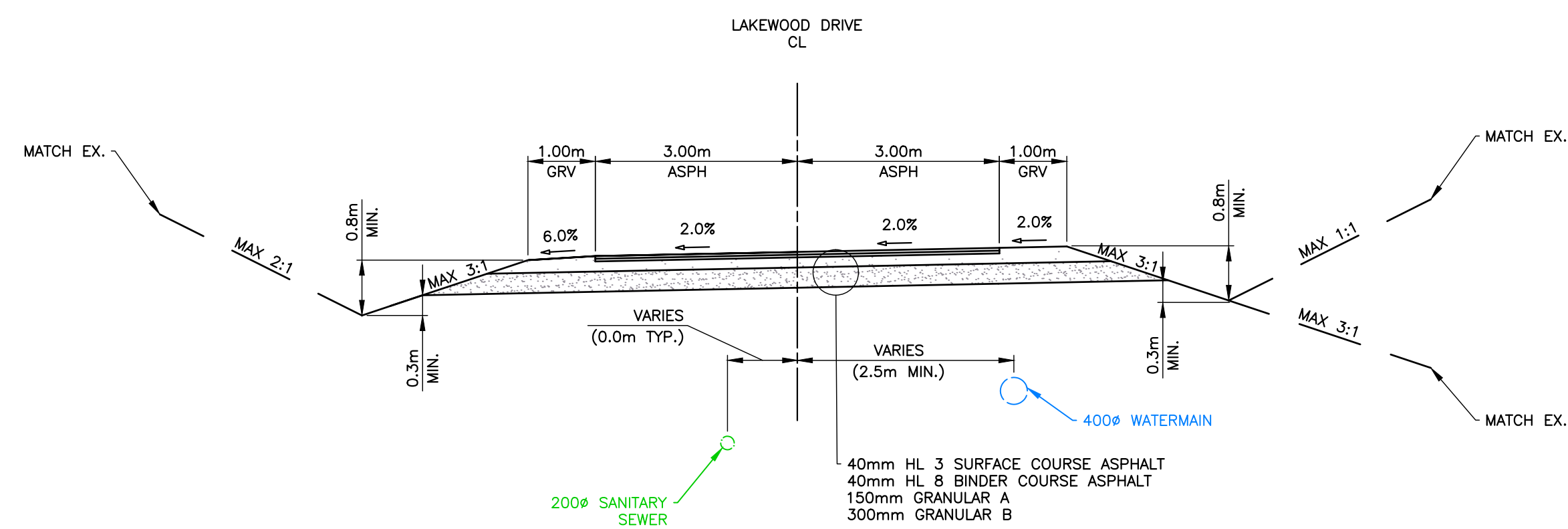
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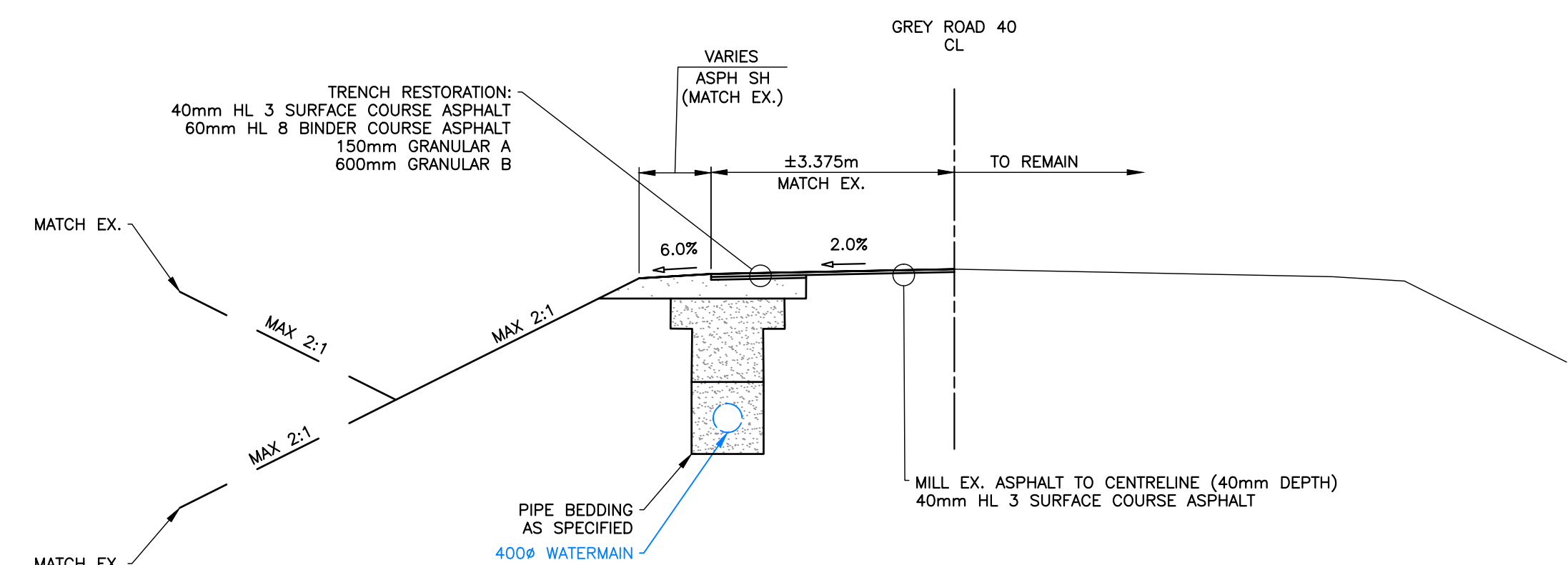
**TYPICAL SECTION – LAKEWOOD DRIVE**  
(STA. 1+030 – STA.1+090)  
N.T.S.



**TYPICAL SECTION – LAKEWOOD DRIVE**  
(STA. 3+058 TO STA. 3+108,  
STA. 3+315 TO STA. 3+716)  
N.T.S.



**TYPICAL SECTION – LAKEWOOD DRIVE**  
(STA. 3+020 TO STA. 3+058,  
STA. 3+108 TO STA. 3+315)  
N.T.S.



**TYPICAL SECTION – GREY ROAD 40**  
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**BENCHMARKS**  
REFER TO IN.1 FOR A LIST OF BENCHMARKS

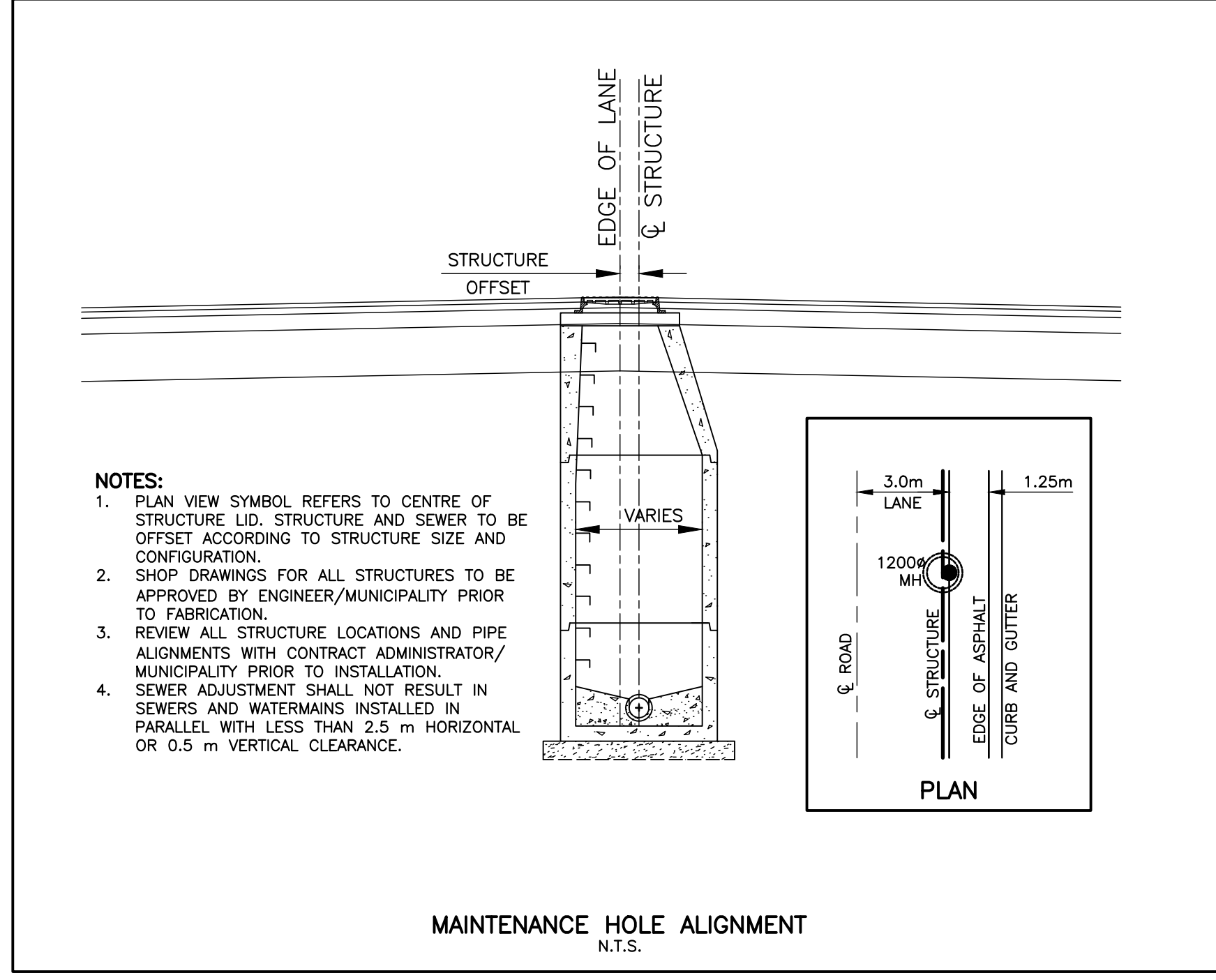
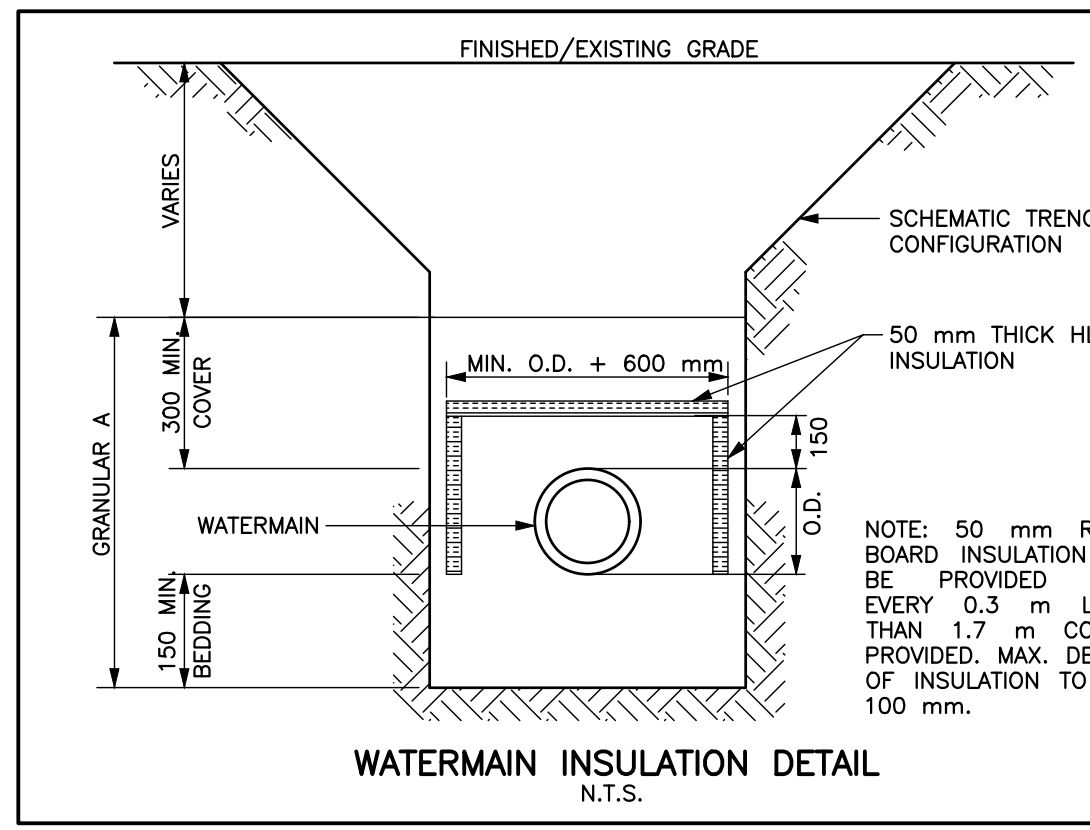
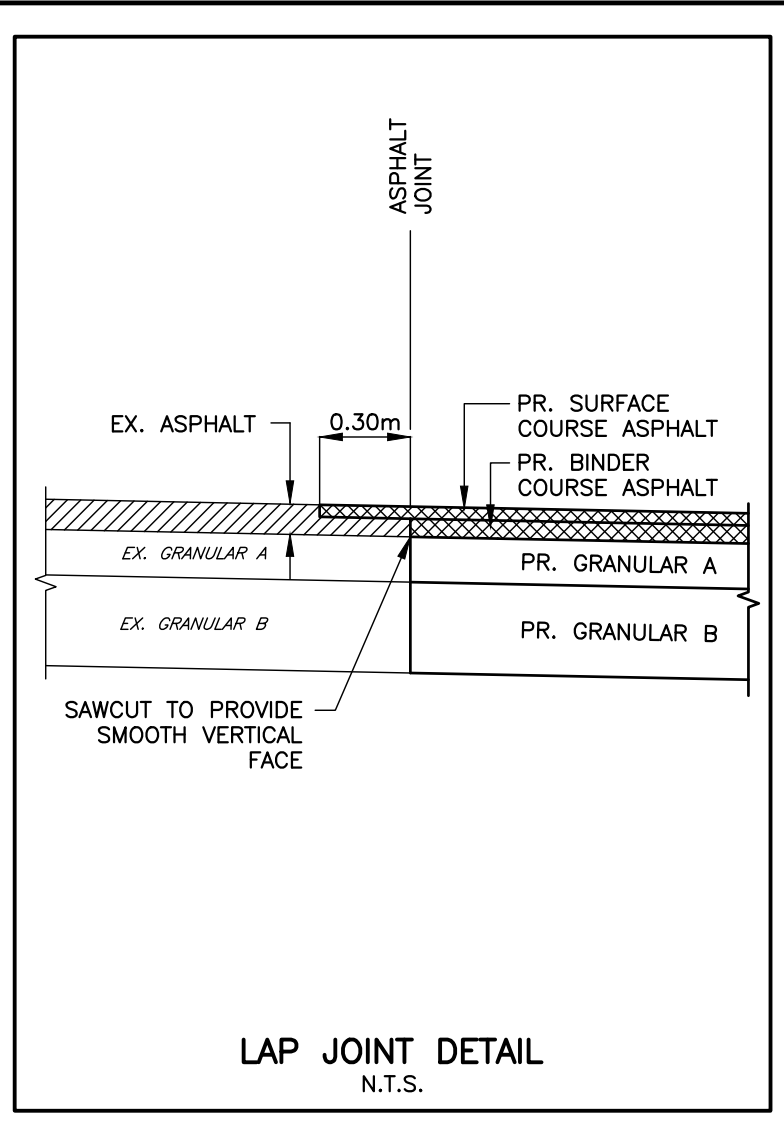
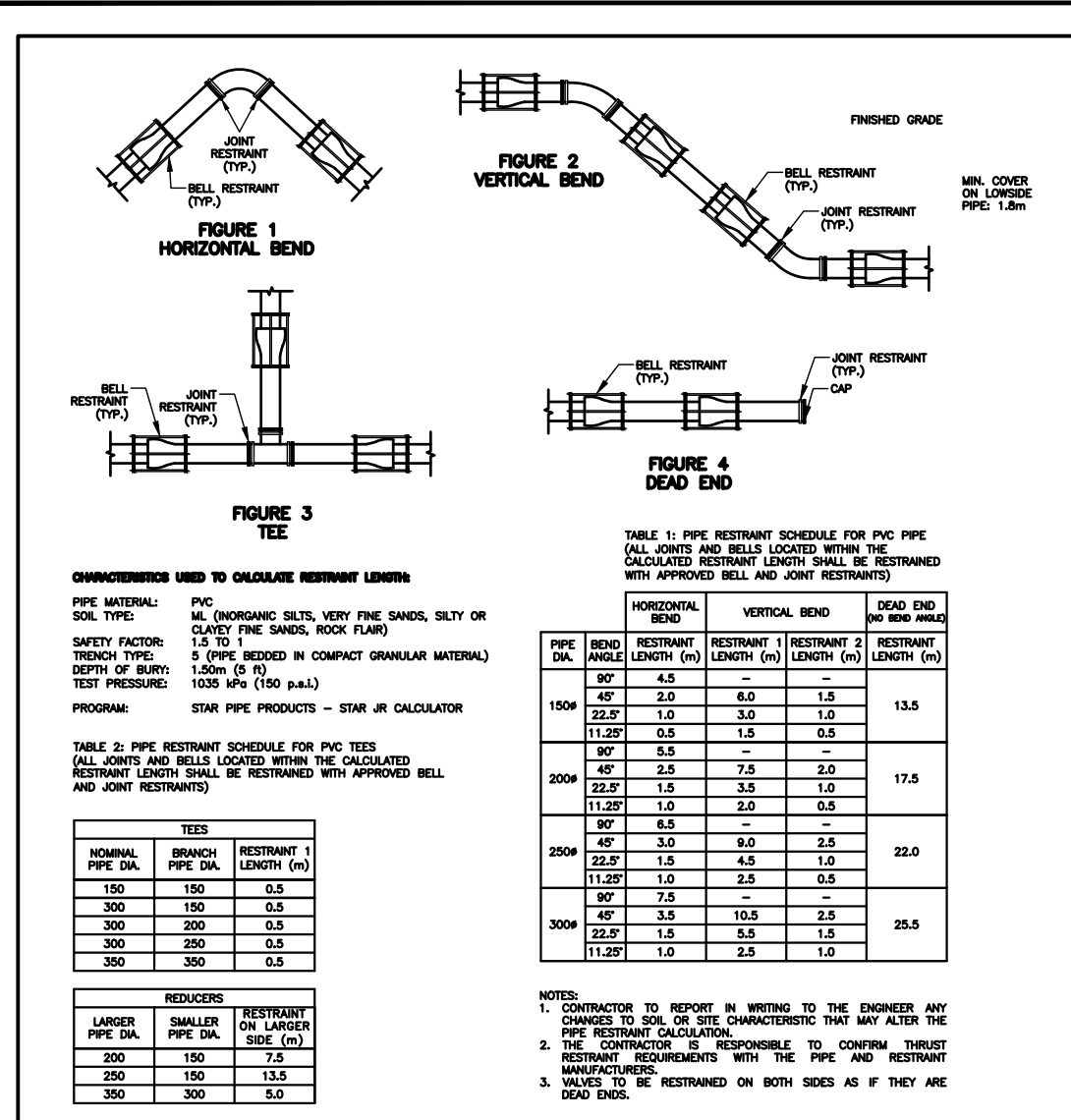
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**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
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**TYPICAL CROSS SECTIONS**

		DESIGN: MS	FILE: 122152	DWG:
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- GENERAL**
- ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH TOWN OF THE BLUE MOUNTAINS STANDARDS AND OPS STANDARDS. WHERE CONFLICT OCCURS, TOWN STANDARDS TO GOVERN.
  - THE ENGINEER SHALL PROVIDE TEMPORARY BENCHMARK ELEVATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DETAILED LAYOUT OF THE WORK.
  - LEGAL SURVEY BOUNDARIES SHOWN ON DRAWING ARE FROM PLAN 17-08 PREPARED BY HEWETT AND MILNE LIMITED DATED OCTOBER 2017 AND PLAN 23-01 DATED MARCH 4, 2024.
  - LOCATION OF EXISTING INFRASTRUCTURE BASED ON A TOPOGRAPHICAL SURVEY COMPLETED BY WSP AND TATHAM ENGINEERING LTD., AS-BUILT DRAWINGS AND/OR GIS INFORMATION PROVIDED BY THE TOWN AND/OR THE UTILITY COMPANIES. DEPTH OF WATERMAIN IS APPROXIMATE, BASED ON FIELD MEASUREMENTS AT EXISTING VALVES AND AS-BUILT DRAWINGS.
  - EXISTING WATER AND SANITARY SERVICE LOCATIONS SHOWN ARE APPROXIMATE ONLY, BASED ON AS-BUILT DRAWINGS AND GIS INFRASTRUCTURE INVENTORY PROVIDED BY THE TOWN. IN SOME LOCATIONS WITHIN THE PROJECT LIMITS, AS-BUILT INFORMATION IS NOT AVAILABLE AND THE LOCATION OF THE SANITARY AND WATER SERVICES ARE UNKNOWN AND NOT SHOWN ON THE DRAWINGS. CONTRACT QUANTITIES ARE BASED ON ONE SERVICE PER PROPERTY. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXACT LOCATION IN THE FIELD (INCLUDING DYE TESTING, TEST PITS AND/OR CCTV INSPECTION AS REQUIRED).
  - LOCATIONS OF EXISTING UTILITIES ARE NOT GUARANTEED. THE CONTRACTOR SHALL OBTAIN LOCATES FROM ALL RELEVANT UTILITY COMPANIES, 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY WORK AND IF NECESSARY, LOCATE UTILITIES BY HAND DIGGING AND/OR HYDROVAC. CONTRACTOR SHALL ASSUME THERE ARE FULL UTILITY SERVICES TO EACH BUILDING (GAS, BELL, ROGERS, HYDRO, SANITARY, WATER) NOT NECESSARILY SHOWN ON THE DRAWINGS. CONTRACTOR SHALL WORK AROUND ALL EXISTING SERVICES AND SUPPORT THEM AS NECESSARY TO COMPLETE THE WORK.
  - ALL PROPERTY BARS TO BE PRESERVED AND REPLACED BY OLS AT CONTRACTOR'S EXPENSE IF DISTURBED DURING CONSTRUCTION.
  - DEWATERING TO BE CARRIED OUT IN ACCORDANCE WITH OPSS.MUNI 517, OPSS.MUNI 518, OWRA AND O.REG 64/16. MAINTAIN ALL TRENCHES IN A DRY AND STABLE CONDITION. A PERMIT TO TAKE WATER (PTW) HAS NOT BEEN OBTAINED FOR THIS PROJECT.
  - ALL ENGINE DRIVEN PUMPS TO BE ADEQUATELY SILENCED, SUITABLE FOR OPERATION IN A RESIDENTIAL DISTRICT.
  - GENERAL INSTALLATION AND TESTING OF SEWERS, WATERMAIN AND APPURTENANCES TO BE IN ACCORDANCE WITH OPSS.MUNI 407, 408, 409 (CCTV), OPSS.MUNI 410, OPSS.MUNI 421, AND 441 AND ALL SPECIFICATIONS REFERENCED WITHIN THESE SECTIONS.
  - ALL MAINTENANCE HOLES ARE 1200 mm DIAMETER, UNLESS OTHERWISE SPECIFIED.
  - EXCAVATION AND GRADING TO BE IN ACCORDANCE WITH OPSS.MUNI 206 AND OPSS.MUNI 510.
  - ALL STRUCTURES TO BE INSTALLED WITH FROST STRAPS IN ACCORDANCE WITH OPSS 701.100.
  - PIPE SUPPORT AT ALL STRUCTURES IN ACCORDANCE WITH OPSS 708.020.
  - ALL MAINTENANCE HOLE AND CATCH BASIN FRAME AND GRATES TO BE SET TO FINISHED GRADE ELEVATION IN ACCORDANCE WITH OPSS 704.010. FRAME AND GRATES TO BE RAISED TO FINISHED GRADE PRIOR TO THE PLACEMENT OF SURFACE COURSE ASPHALT USING CONCRETE ADJUSTMENT UNITS IN ACCORDANCE WITH OPSS 704.010. MAXIMUM COMBINED HEIGHT OF ADJUSTMENT UNITS SHALL BE 450 mm.
  - TRENCH BACKFILL TO BE SELECT NATIVE MATERIAL OR IMPORTED SELECT SUBGRADE MATERIAL IN ACCORDANCE WITH OPSS.MUNI 1010. BACKFILL TO BE PLACED IN MAXIMUM 200 mm THICK LIFTS (OR AS OTHERWISE DIRECTED BY THE GEOTECHNICAL ENGINEER) AND COMPACTED TO A DRY DENSITY OF AT LEAST 98% OF THE MATERIAL'S STANDARD PROCTOR MAXIMUM DRY DENSITY (SPMDD).
  - PIPE BEDDING FOR FLEXIBLE PIPES SHALL BE GRANULAR A COMPACTED TO 100% SPMDD IN MAXIMUM 200 mm LOOSE MEASUREMENT LIFTS. PIPE BEDDING FOR RIGID PIPE SHALL BE CLASS B GRANULAR A COMPACTED TO 100% SPMDD AT A MINIMUM DEPTH OF 150 mm. PIPE COVER FOR FLEXIBLE PIPES SHALL BE GRANULAR A COMPACTED TO 100% SPMDD. PIPE COVER FOR RIGID PIPE SHALL BE GRANULAR A OR GRANULAR B WITH A MAXIMUM 25 mm STONE COMPACTED TO 100% SPMDD. MINIMUM COVER DEPTH 500 mm ON ALL PIPES. WHERE EXCESSIVELY WET OR POOR SUBGRADE IS ENCOUNTERED AT THE INVERT LEVEL, IT MAY BE NECESSARY TO INCREASE THE BEDDING THICKNESS.
  - REINSTATEMENT OF ALL DISTURBED GRASS BOULEVARDS TO INCLUDE REGRADING, PLACEMENT OF MINIMUM 150 mm TOPSOIL AND KENTUCKY BLUEGRASS SOD OR MTO SEED MIX IN ACCORDANCE WITH OPSS 802 AND OPSS.MUNI 803. SOD TO BE STAKED WHERE NECESSARY TO AVOID MOVEMENT. BOULEVARD REINSTATEMENT TO BE AS SHOWN ON THE SURFACE FEATURES PLANS. DISTURBED AREAS TO BE REINSTATED TO PREVIOUS CONDITION OR BETTER.
  - THE CONTRACTOR IS RESPONSIBLE FOR THE PRESERVATION OF ALL EXISTING INFRASTRUCTURE/FACILITIES AS WELL AS NOTIFYING ALL UTILITY COMPANIES PRIOR TO COMMENCING WORK AND CO-ORDINATE CONSTRUCTION ACCORDINGLY.
  - ALL ON-SITE MATERIAL SHALL BE PROPERLY STORED, SECURED, MONITORED AND COVERED AS REQUIRED. SPECIFICALLY, ALL PVC PIPE SHALL BE COVERED WHILE STORED ON-SITE. ALL ACTIVE WORK AND STORAGE AREAS SHALL BE PROPERLY BARRICADED THROUGHOUT CONSTRUCTION TO PREVENT PUBLIC ACCESS.
  - ALL SILTATION & EROSION CONTROL DEVICES ARE TO BE INSTALLED PRIOR TO COMMENCEMENT OF CONSTRUCTION. CONTRACTOR SHALL MAINTAIN CONTROL DEVICES THROUGHOUT CONSTRUCTION AND REMOVE THE CONTROL DEVICES ONCE GROUND COVER IS ESTABLISHED IN ALL DISTURBED AREAS. HEAVY-DUTY SILT FENCE TO OPSS 219.130. STRAW BALE FLOW CHECK DAM TO OPSS 219.180. ROCK FLOW CHECK DAM TO OPSS 219.210.
  - DURING CONSTRUCTION, TRAFFIC MARKERS & SIGNS ARE TO BE INSTALLED IN ACCORDANCE WITH THE ONTARIO TRAFFIC MANUAL BOOK 7. THE CONTRACTOR WILL BE RESPONSIBLE FOR SUBMITTING A TRAFFIC CONTROL PLAN FOR APPROVAL BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES.
  - ALL CONSTRUCTION MATERIALS SHALL BE REMOVED FROM THE SITE PRIOR TO RESTORATION OF DISTURBED AREAS.
- ROADS**
- SUBGRADE AND BOULEVARD MATERIAL SHALL BE COMPACTED TO A DRY DENSITY OF AT LEAST 98% OF THE MATERIAL'S SPMDD. SUBGRADE TO BE PROOF ROLLED PRIOR TO PLACING GRANULAR B. GRANULAR B TO BE PROOF ROLLED PRIOR TO PLACING GRANULAR A.
  - GRANULAR A AND B TO BE COMPACTED TO A DRY DENSITY OF AT LEAST 100% OF THE MATERIAL'S RESPECTIVE SPMDD.
  - ALL GRANULAR AND ASPHALT MATERIAL TO BE PLACED IN ACCORDANCE WITH OPSS 310 AND OPSS.MUNI 314.
  - ASPHALT TO BE COMPACTED TO A MINIMUM OF 92% OF THE MATERIAL'S MAXIMUM RELATIVE DENSITY.
  - ROADWAY TO BE CONSTRUCTED WITH MIN. 450 mm GRANULAR B, 150 mm GRANULAR A BASE, 50 mm HL4 BINDER COURSE ASPHALT AND 50 mm HL3 SURFACE COURSE ASPHALT, UNLESS OTHERWISE NOTED.
  - JOINTS WITH EXISTING ASPHALT TO BE SAW CUT STRAIGHT PRIOR TO PLACING NEW ASPHALT AND TACK COAT SHALL BE APPLIED TO EXISTING ASPHALT. WHERE EXISTING ASPHALT IS GREATER THAN 75 mm DEPTH, A 300 mm WIDE BY 40 mm DEEP LAP JOINT SHALL BE GROUND INTO EXISTING ASPHALT, OTHERWISE A BUTT JOINT SHALL BE USED.
  - TACK COAT TO BE APPLIED BETWEEN BINDER AND SURFACE COURSE ASPHALT.
  - EXISTING STOP SIGNS AND STREET SIGNS TO BE REMOVED, SALVAGED AND REUSED/RETURNED TO THE TOWN PUBLIC WORKS FACILITY. REFER TO SURFACE FEATURES PLANS AND PROFILE DRAWINGS FOR NEW SIGN DETAILS.
  - 150 mm DIAMETER PIPE SUBDRAINS SHALL BE PROVIDED BEHIND/BELOW GUTTER ON BOTH SIDES OF THE ROAD IN ACCORDANCE WITH OPSS 405 AND OPSS 216.021, UNWRAPPED TRENCH, GRANULAR A EMBEDED.
  - SUBDRAINS TO BE PERFORATED, COMPLETE WITH FILTER SOCK, OTHER THAN THE 2.0 m SECTION IMMEDIATELY UPSTREAM OF ALL STRUCTURES WHICH SHALL BE NON-PERFORATED. CONNECTION TO STRUCTURES IN ACCORDANCE WITH OPSS 809.010.
  - RESIDENTIAL ASPHALT DRIVEWAYS AND ASPHALT BOULEVARDS TO BE RECONSTRUCTED WITH MINIMUM 200 mm GRANULAR A, 65 mm HL3F SURFACE COURSE ASPHALT FROM CURB TO PROPERTY LINE. COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL ENTRANCES TO BE RECONSTRUCTED WITH MIN. 300 mm GRANULAR B, 150 mm GRANULAR A, 40 mm HL4 BINDER COURSE ASPHALT AND 40 mm HL3 SURFACE COURSE ASPHALT.
  - RETAINING WALLS TO BE FOUND ON MIN. 300 mm GRANULAR A.
- SANITARY SEWER**
- MAINTENANCE HOLES IN ACCORDANCE WITH OPSS 701.010.
  - MAINTENANCE HOLES TO BE BENCHED IN ACCORDANCE WITH OPSS 701.021. ALL CONNECTIONS TO MAINTENANCE HOLES TO INCLUDE KOR-N-SEAL RUBBER BOOT PIPE CONNECTION.
  - MAINTENANCE HOLE STEPS IN ACCORDANCE WITH OPSS 405.010.
  - MAINTENANCE HOLE STRUCTURES EXCEEDING 5.0 m IN DEPTH TO INCLUDE SAFETY PLATFORM INSTALLED IN ACCORDANCE WITH OPSS 404.020.
  - MAINTENANCE HOLE FRAME AND COVER IN ACCORDANCE WITH OPSS 401.010 TYPE A CLOSED COVER.
  - DROP STRUCTURES AT MAINTENANCE HOLES IN ACCORDANCE WITH OPSS 1003.020.
  - CONTRACTOR SHALL REPLACE ALL EXISTING SANITARY SERVICES WITHIN THE PROJECT LIMITS TO THE PROPERTY LINE. ALIGNMENT OF NEW SERVICES SHALL BE AT 90° TO THE MAINLINE SEWER, UNLESS OTHERWISE APPROVED BY THE ENGINEER TO AVOID CONFLICT WITH EXISTING FEATURES. WHERE MULTIPLE BUILDINGS/UNITS ARE CONNECTED THROUGH A SINGLE SERVICE, INDIVIDUAL SERVICES ARE TO BE PROVIDED AND CAPPED AT PROPERTY LINE WHERE DIRECTED BY THE TOWN/ENGINEER.
- SERVICE CONNECTIONS IN ACCORDANCE WITH OPSS 1006.010. SIZE TO MATCH EXISTING (125 mm MINIMUM DIAMETER) WITH REDUCER INSTALLED AT PROPERTY LINE AS REQUIRED. GRANULAR A EMBEDMENT (MIN. 150 mm BEDDING AND 300 mm COVER) USING PREMANUFACTURED CONNECTIONS TO THE MAIN. RADIUS BENDS TO BE USED ON ALL SEWER CONNECTIONS WHERE THE ANGLE OF CONNECTION BETWEEN THE SERVICE AND SEWER EXCEEDS 90°. FOR PROPOSED SERVICE CONNECTIONS TO EXISTING SANITARY MAINS, "INSERTA TEE" BY NAPCO ARE TO BE USED.**
- WATERMAIN**
- ALL WORK DONE ON EXISTING WATERMAIN TO BE COORDINATED WITH TOWN STAFF.
  - THRUST PROTECTION TO BE PROVIDED BY THE USE OF RESTRAINING GLANDS AT ALL CHANGES IN PIPE DIRECTION, TERMINATIONS AND ANY LOCATION WHERE THRUST PRESSURES MAY OCCUR. WATER VALVES SHALL BE RESTRAINED ON BOTH SIDES TO THE SAME STANDARD AS A DEAD END. PIPE RESTRAINTS SHALL BE AS PER DETAIL ON DRAWING DE-1, AND IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS. WHERE RESTRAINING GLANDS CANNOT BE USED (OR AS OTHERWISE SPECIFIED), THRUST BLOCKS SHALL BE USED IN ACCORDANCE WITH OPSS 1103.010 AND OPSS 1103.020.
  - SERVICE CONNECTIONS TO OPSS 1104.010 DIRECT TAP, 25 mm DIAMETER, 300 mm GRANULAR A EMBEDMENT. CONNECT TO EXISTING SERVICE AT PROPERTY LINE C/W CURB STOP, VALVE, BOX AND APPROPRIATE FITTING TO AWWA/ANSI SPECIFICATIONS.
  - FIRE HYDRANTS TO OPSS 1105.010. HYDRANTS ARE TO BE MIN. 1.98 m LONG. EXTENSIONS IF REQUIRED ARE TO BE INSTALLED BELOW THE 1.98 m SECTION. DRAIN PLUGS TO BE INSTALLED WHERE HIGH WATER TABLE IS ENCOUNTERED. HYDRANTS TO BE PAINTED CHROME YELLOW AND INCLUDE A FLEXSTAKE HYDRANT MARKER MODEL FH804, 1.2 m LONG, COLOUR YELLOW WITH REFLECTIVE GRAPHIC ON BOTH SIDES AT THE TOP OF THE MARKER. MARKER TO BE POSITIONED ON THE RIGHT FOOT AS VIEWED FROM THE STREET. A FIRE HYDRANT MARKER POST AND SIGN SHALL BE INSTALLED 0.3 m BEHIND EACH HYDRANT. THE SIGN SHALL BE REFLECTIVE WITH A RED HYDRANT ON A WHITE BACKGROUND AND MEASURE 0.3 m x 0.3 m. THE SIGN SHALL BE MOUNTED 1.5 m ABOVE GRADE.
  - MINIMUM COVER ON WATERMAIN, SERVICE LATERALS AND HYDRANT LEADS TO BE 1.7 m. MAXIMUM COVER OVER WATERMAIN TO BE 2.5 m.
  - INSULATION TO BE INSTALLED OVER WATERMAIN AND SERVICES WITH LESS THAN 1.7 m COVER AS PER DETAILS AND AS DIRECTED BY THE ENGINEER TO OPSS 1109.030.
  - ALL PVC WATERMAIN AND PE SERVICES TO HAVE TRACER WIRE BETWEEN HYDRANTS AND OTHER CONDUCTING APPURTENANCES. CONTRACTOR SHALL TEST ALL TRACER WIRE TO CONFIRM CONNECTIVITY.
  - TRACER WIRE TO BE 10 GAUGE, MULTI STRAND, SHALL BE PLACED ON TOP AND ATTACHED IN TWO PLACES ON EACH LENGTH OF PVC OR PE PIPE. ALL CONNECTIONS SHALL BE MADE WITH 'DRYCONC WATERPROOF CONNECTORS' OR APPROVED EQUAL.
  - SEPARATION BETWEEN WATERMANS AND SEWERS TO BE A MINIMUM OF 0.5 m VERTICAL AND A MINIMUM OF 2.5 m HORIZONTAL WHERE SEWER CONFLICT EXISTS, WATERMAIN AND SERVICES SHALL BE INSTALLED WITH 0.5 m SEPARATION.
  - FOLLOWING TESTING, THE CONTRACTOR SHALL OPERATE EACH WATER SERVICE TO VERIFY FULL FLOW AND PRESSURE AT THE CURB STOP TO THE SATISFACTION OF THE ENGINEER.
  - GENERAL INSTALLATION AND TESTING OF WATERMAIN AND APPURTENANCES TO BE IN ACCORDANCE WITH OPSS.MUNI 421, OPSS 441 AND TOWN WATERMAIN COMMISSIONING PROCEDURE. CONTRACTOR TO PROVIDE DETAILED WRITTEN WATERMAIN COMMISSIONING PROTOCOL FOR APPROVAL PRIOR TO COMMENCING TESTING OPERATIONS. CONNECTIONS TO EXISTING MAINS SHALL NOT BE MADE UNTIL WRITTEN AUTHORIZATION IS PROVIDED BY THE ENGINEER AND THE TOWN.
    - ALL WATERMANS ARE TO BE SWABBED USING A MINIMUM OF 2 CLEAN NEW MARKED SWABS 50 mm LARGER THAN THE PIPE DIAMETER AND FLUSHED BY THE CONTRACTOR.
    - WATERMAIN TO BE DISINFECTED IN ACCORDANCE WITH OPSS 441 FOLLOWING THE PRESSURE TEST.
    - WATERMANS SHALL NOT TO BE CONNECTED TO THE EXISTING WATERMAIN UNTIL BACTERIOLOGICAL TESTING HAS BEEN SUCCESSFULLY COMPLETED. THE CONTRACTOR SHALL COLLECT THE SAMPLES AND ADVISE THE TOWN OF THE RESULTS.
    - ENGINEER AND THE TOWN'S REPRESENTATIVE TO BE PRESENT DURING ALL TESTING.
    - THE TOWN AND ENGINEER TO RECEIVE A MINIMUM 72 HOURS NOTICE PRIOR TO TESTING OF THE WATERMANS AND HYDRANTS.
  - WATER VALVES TO BE OPERATED BY TOWN STAFF ONLY.
  - EXISTING WATER SERVICES THAT ARE TO BE ABANDONED MUST BE CAPPED AT MAIN INCLUDING MAIN STOP REMOVED, PLUG INSERTED TO TOWN STANDARDS AND REINSTATEMENT OF ALL DISTURBED AREAS TO EXISTING CONDITION OR BETTER.
  - CATHODIC PROTECTION OF ALL WATERMAIN FITTINGS AND APPURTENANCES TO BE PROVIDED AS PER TOWN STANDARD (SEE CHART). THE ANODE SHALL BE CONNECTED USING THE 'CADWELD' METHOD INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. ALL 'CADWELDS' TO BE COVERED WITH ROYSTON HANDY CAP PATCH. THE ANODE SHALL BE CONNECTED TO CURB STOPS IN CONJUNCTION WITH AN ELECTRICAL BRASS GROUNDING CLAMP. ALL FITTING BOLTS ARE TO BE FITTED WITH 19 mm SACRIFICIAL ZINC CAPS.
- MATERIALS**
- ALL MATERIAL TO COMPLY WITH CSA, OPSS AND TOWN STANDARDS.
  - SANITARY SEWER - PVC SDR35, COLOUR GREEN.
  - SANITARY SERVICE CONNECTIONS - PVC PIPE EXCLUDING THE USE OF DR41, COLOUR GREEN.
  - STORM SEWER - PVC SDR35 OR CONCRETE 65-D. ALL SEWERS TO BE JOINED WITH A GASKETED BELL AND SPOUT SYSTEM. NON-REINFORCED CONCRETE PIPE MAY BE USED FOR MANLINE SEWER UP TO AND INCLUDING 375 mm DIAMETER. REINFORCED CONCRETE PIPE MAY BE USED FOR ALL SIZES OF SEWER.
  - STORM SERVICE CONNECTIONS - PVC SDR28 PIPE, COLOUR WHITE.
  - CATCH BASIN LEAD BACKFLOW PREVENTER - 180G10-10 GASKETED TERMINAL BACKWATER VALVE, BY GALAXY PLASTICS LTD. OR APPROVED EQUAL.
  - AREA DRAIN - NYLOPLAST INLINE DRAIN 250# STANDARD DUCTILE IRON GRATE C/W 150# OUTLET.
  - SUBDRAIN (FACTORY PERFORATED) - BIG 10" WITH GEOTEXTILE FILTER SOCK OR APPROVED EQUAL.
  - ALL CHEMICALS AND MATERIALS USED IN THE ALTERATION OR OPERATION OF THE DRINKING WATER SYSTEM THAT COME IN CONTACT WITH WATER WITHIN THE SYSTEM SHALL MEET ALL APPLICABLE STANDARDS SET BY BOTH AWWA AND ANSI SAFETY CRITERIA STANDARDS NSF/60, NSF/61 AND NSF372.
  - AGGREGATES IN ACCORDANCE WITH OPSS.MUNI 1010.
  - TACTILE WALKING SURFACE INDICATORS - CAST IRON, UNPAINTED.
  - INSULATION - STYROFOAM HIGHLoad 40 EXTRUDED POLYSTYRENE FOAM INSULATION, 50 mm THICK SHEETS.
  - FILTER FABRIC - TERRAFIX 270R OR APPROVED EQUAL.
  - WATERMAIN - PVC DR18.
  - WATERMAIN SERVICES - TYPE "K" SOFT COPPER, REHAU MUNICIPEL BLUE OR SERIES 160 PE.
  - MAIN STOPS - MUELLER H25008.
  - CURB STOPS - MUELLER H25209.
  - SERVICE SADDLES - ROBAR 2706 DOUBLE STRAP.
  - TAPPING SADDLE - ROBAR 6906.
  - SERVICE BOXES - MUELLER A726.
  - SERVICE BOX RODS - STAINLESS STEEL.
  - HYDRANTS - CANADA VALVE OPEN LEFT (o/l) WITH STORTZ CONNECTIONS ON ALL STEAMER PORTS. HYDRANT SETS SHALL BE INSTALLED NOT LESS THAN 0.9 m FROM THE CENTRE OF THE VALVE TO THE CENTRE OF THE HYDRANT. TRACER WIRE SHALL BE ATTACHED TO THE OUTSIDE OF THE VALVE BOX AND WIRE BROUGHT INTO THE VALVE BOX UNDER CAP.
  - VALVES - RESILIENT SEATED GATE VALVE WITH MECHANICAL JOINTS, OPEN LEFT CLOW OR MUELLER.
  - WALKING BOXES - 6-5L-48 SLIDING OR MUELLER M49 COMPOSITE COMPLETE WITH GUIDE PLATE AND DUCTILE ADJUSTABLE TOP AND LID OR APPROVED EQUAL. CAPS TO BE PAINTED BLUE.
  - MECHANICAL JOINT DUCTILE FITTINGS - TO AWWA/ANSI C153/A21.5.3 INCLUDING PROTECTO CAPS OR APPROVED EQUAL.
  - SACRIFICIAL CAPS - NUTS AND CAPS, PROTECTO CAPS 175P190.
  - RESTRAINER GLANDS - EBAA (SERIES 1600, 2500, OR 2800) OR APPROVED EQUIVALENT.
  - LIVE TAP SADDLES - EPOXY COATED COMPLETE WITH STAINLESS STEEL BOLTS.
  - TAPPING SLEEVE - FORD (FTSS, FTSC, FAST TAP), ROBAR (6606, 6906), SMITH-BLAIR (622, 663), OR MUELLER (H-621).
  - COUPLINGS - NO LEAD VARIETY MUELLER (H-15403), FORD (C44-77), CAMBRIDGE BRASS (118-H3H3, 118-H7H7) OR MCDONALD BRASS (4758T).
  - LIVE TAP VALVE - RESILIENT SEATED VALVES OPEN LEFT MUELLER H-667, CLOW F-6114, BIBBY OR AVK 25/30081.
  - ANODES - DURATRON SYSTEMS LTD., MAPLE AGENCIES OR KORROSION SERVICE COMPANY LTD. PACKAGED ZINC ANODES C/W 316 STAINLESS STEEL CORE WIRE.

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2.	75% DESIGN	MAR 2025	
3.	90% DESIGN	OCT 2025	
4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026	

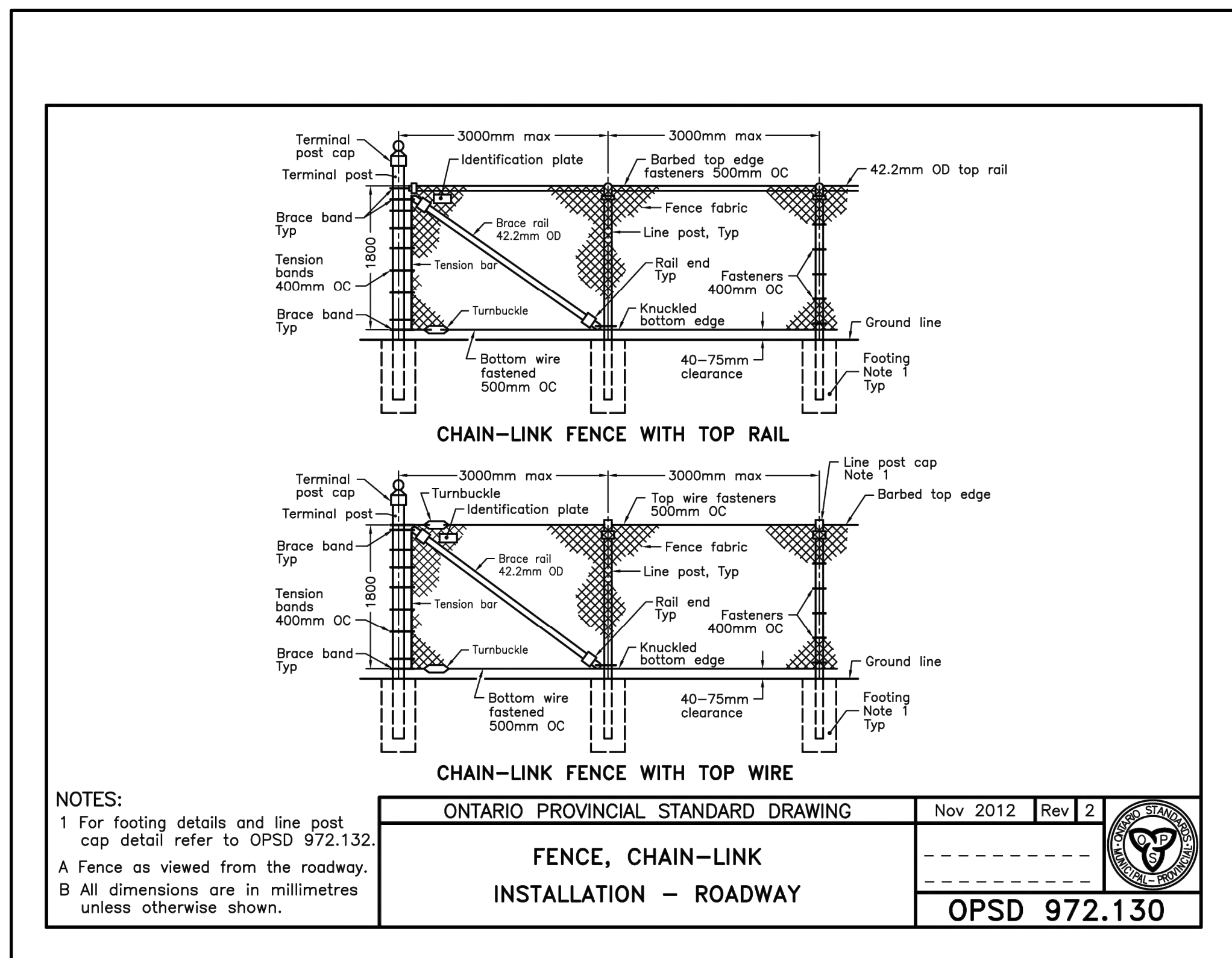
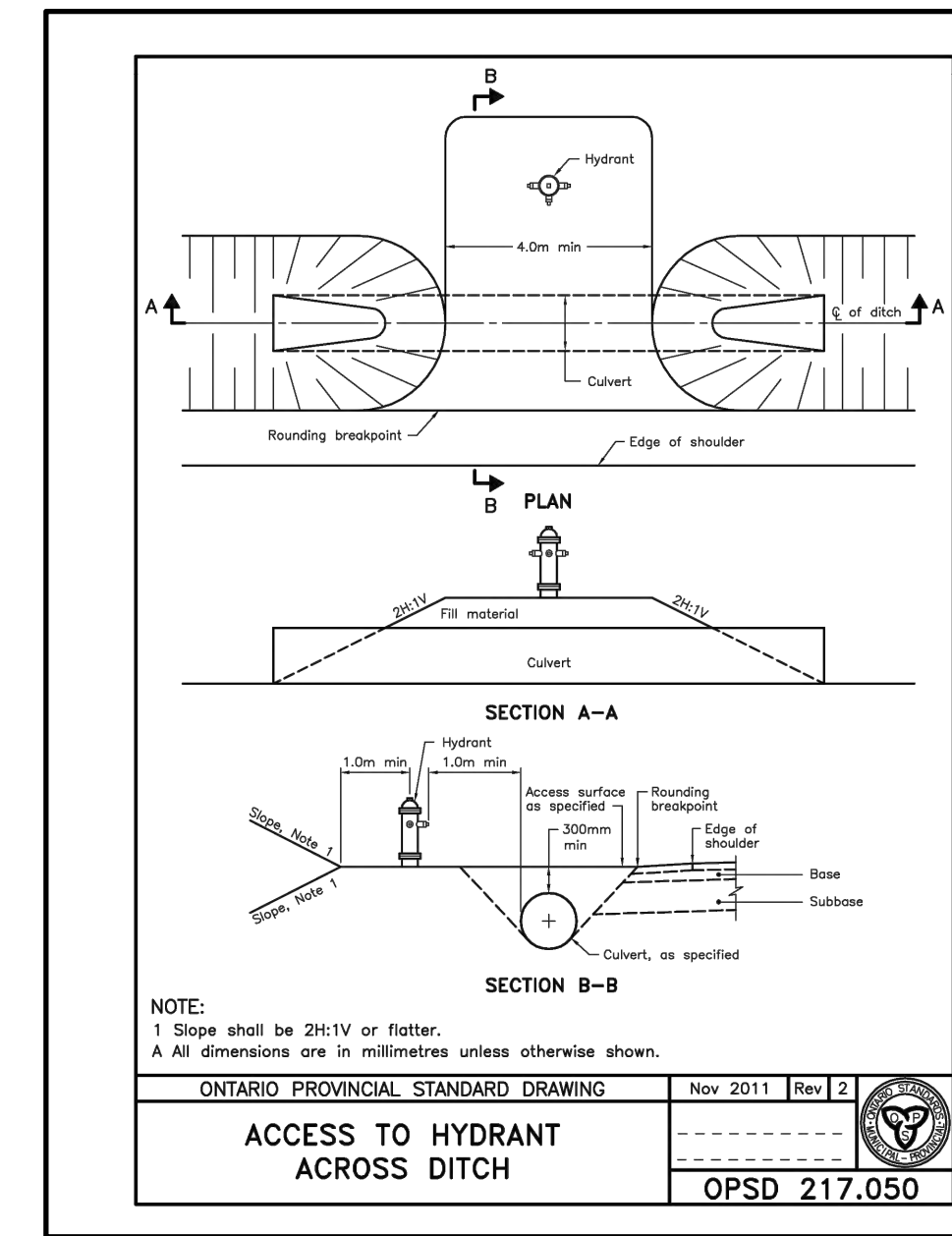
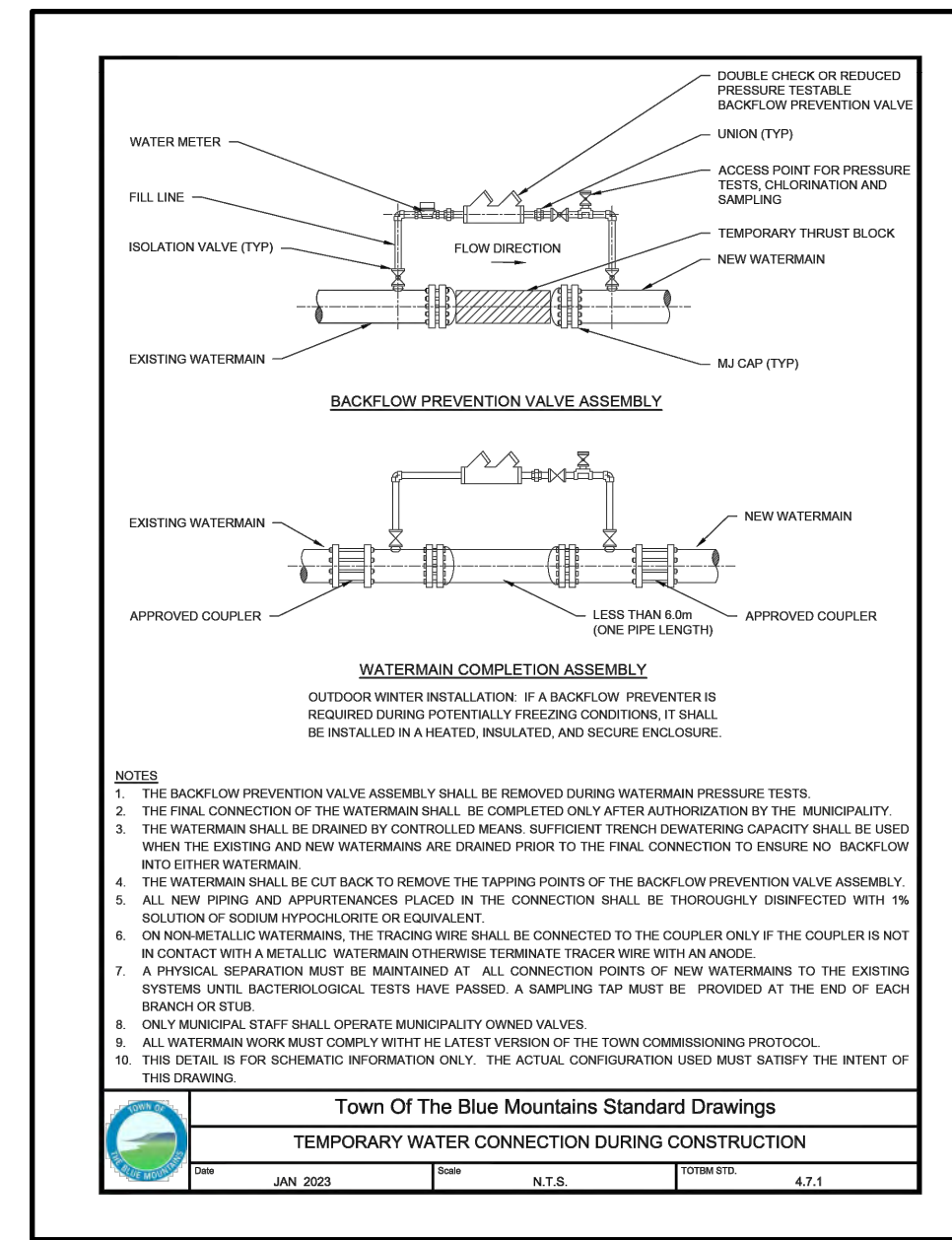
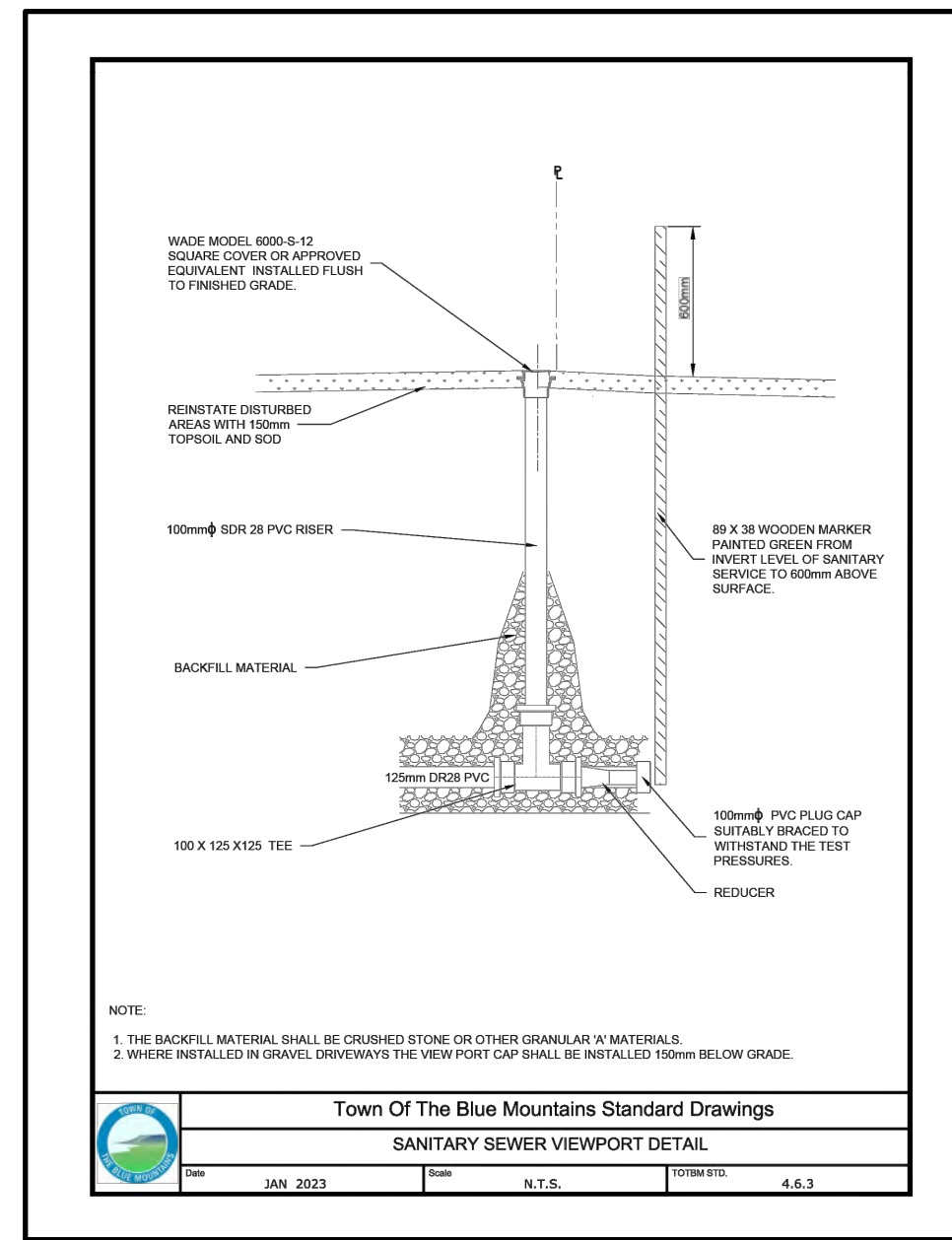
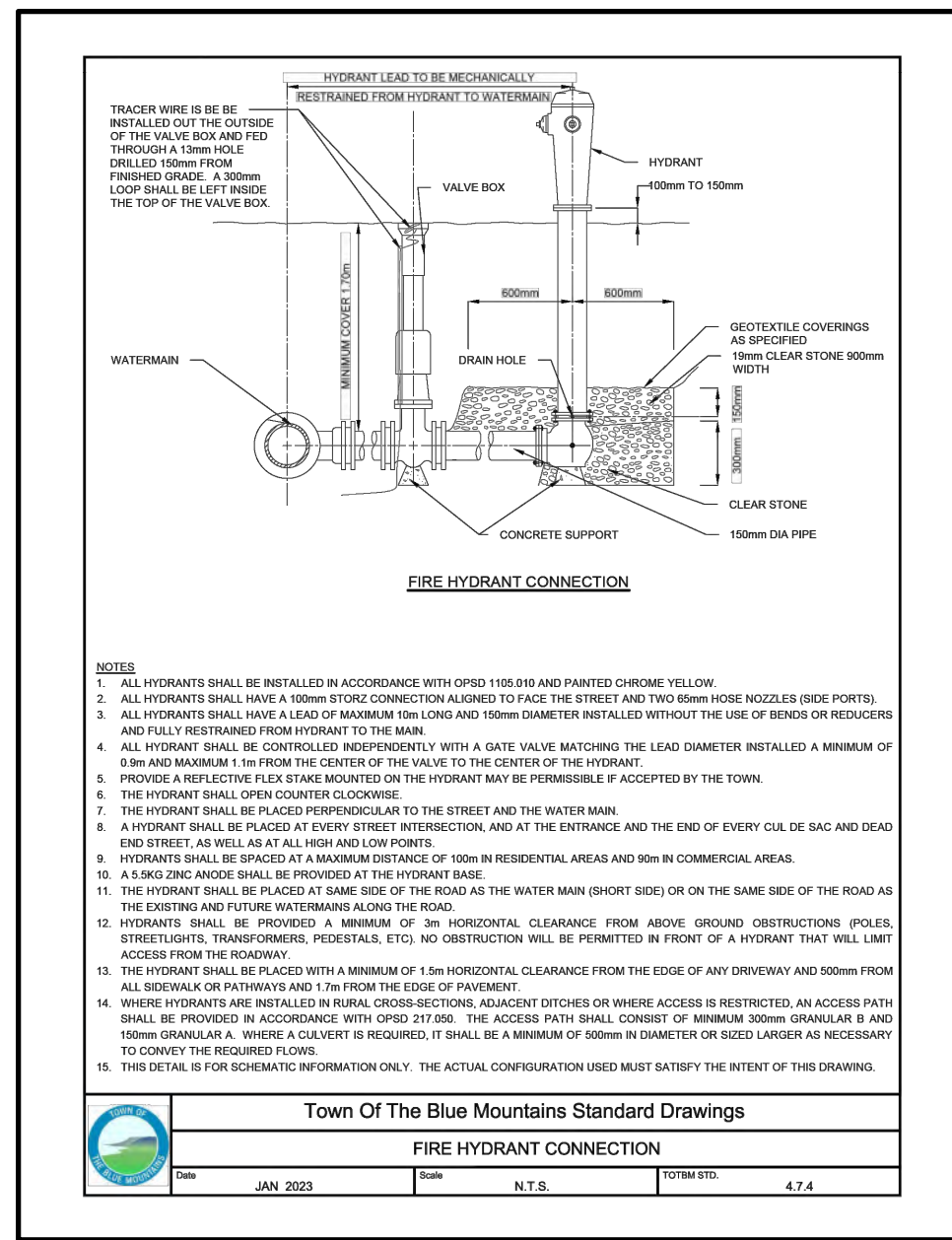
**NOT FOR CONSTRUCTION**

**LAKWOOD DRIVE RECONSTRUCTION**  
TOWN OF THE BLUE MOUNTAINS  
202#-##-T-OPS

**TYPICAL DETAILS AND NOTES**

**TATHAM ENGINEERING**

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CHECK: AEB	SCALE: NTS	Sheet No. 34 of 35



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**BENCHMARKS**  
REFER TO IN.1 FOR A LIST OF BENCHMARKS

**NOTES**  
PIPE SIZES ARE IN MILLIMETRES UNLESS OTHERWISE INDICATED. ELEVATIONS ARE IN METRES UNLESS INDICATED. ALL DIMENSIONS, ELEVATIONS AND SIZES ARE IN METRIC UNITS UNLESS INDICATED.

No.	REVISION DESCRIPTION	DATE
1.	60% DESIGN	OCT 2024
2.	75% DESIGN	MAR 2025
3.	90% DESIGN	OCT 2025
4.	90% DESIGN (REVISED WEST INTERSECTION)	MAR 2026

**ENGINEER STAMP**  
**NOT FOR CONSTRUCTION**

**LAKWOOD DRIVE RECONSTRUCTION**  
**TOWN OF THE BLUE MOUNTAINS**  
**202#-##-T-OPS**

**STANDARD DETAILS**

**TATHAM ENGINEERING**

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DRAWN: JK/NB	DATE: JUNE 2022	<b>DE.3</b>
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