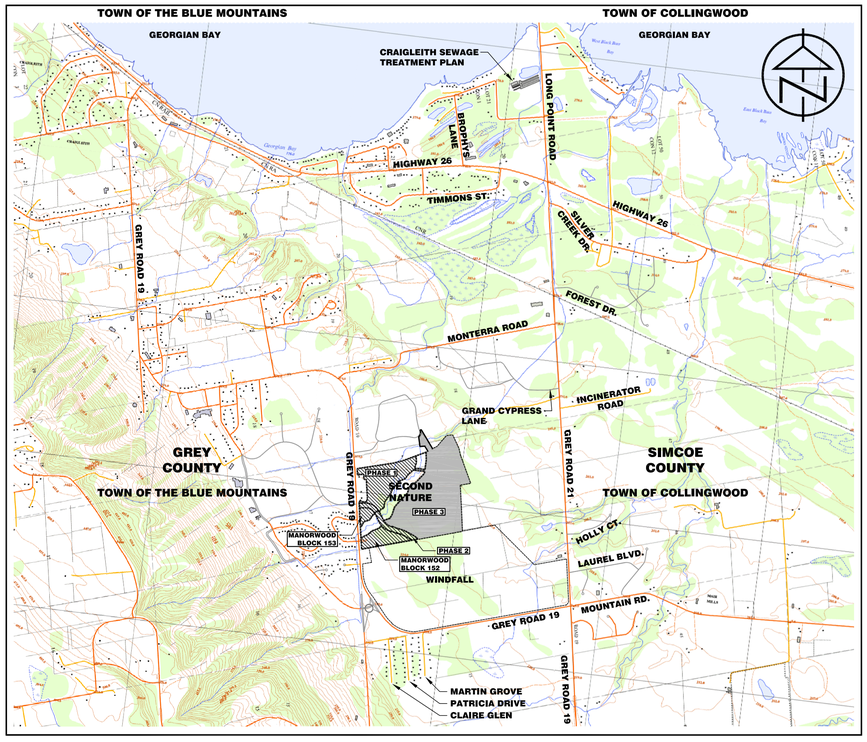
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS



KEY PLAN

Town of Blue Mountains
Planning and Development Services
Accepted For Construction

[redacted] 08/06/2019

signature date

TATHAM ENGINEERING

FINAL ENGINEERING SUBMISSION
CCTA FILE NO. 114166-3
JULY 2019

SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

Town of Blue Mountains
Planning and Development Services
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[redacted] 08/06/2019
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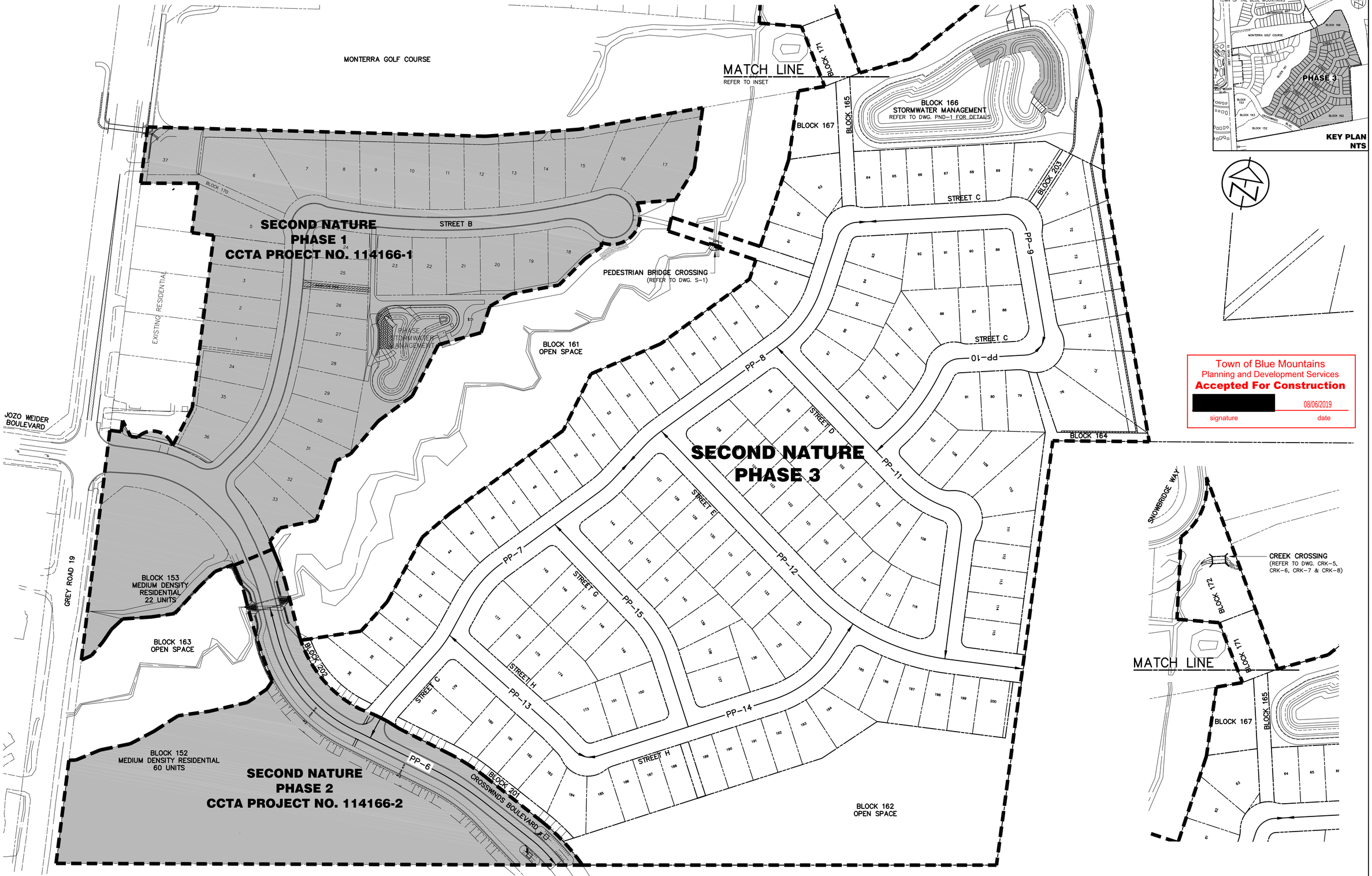
DRAWING	DESCRIPTION
114166-3-TP-1	TITLE SHEET & KEY PLAN
114166-3-IN-1	INDEX SHEET & LEGEND
114166-3-ORI-1	ORIENTATION & PHASING PLAN
114166-3-STM-1	STORM DRAINAGE PLAN – SHEET 1 OF 2
114166-3-STM-2	STORM DRAINAGE PLAN – SHEET 2 OF 2
114166-3-SAN-1	SANITARY DRAINAGE PLAN – SHEET 1 OF 2
114166-3-SAN-2	SANITARY DRAINAGE PLAN – SHEET 2 OF 2
114166-3-WAT-1	WATER DISTRIBUTION PLAN
114166-3-SC-1	SILTATION & EROSION CONTROL PLAN
114166-3-SC-2	SILTATION & EROSION CONTROL DETAILS & NOTES
114166-3-GS-1	GENERAL SERVICING PLAN
114166-3-LG-1	OVERALL GRADING PLAN – SHEET 1 OF 5
114166-3-LG-2	OVERALL GRADING PLAN – SHEET 2 OF 5
114166-3-LG-3	OVERALL GRADING PLAN – SHEET 3 OF 5
114166-3-LG-4	OVERALL GRADING PLAN – SHEET 4 OF 5
114166-3-LG-5	OVERALL GRADING PLAN – SHEET 5 OF 5
114166-3-LG-6	OVERALL GRADING PLAN DETAILS & NOTES
114166-3-LG-7	GRADING SECTIONS
114166-3-S-1	PEDESTRIAN BRIDGE CROSSING DETAILS & NOTES
114166-3-TR-1	PLATEAU EAST TRAIL CONNECTION PLAN
114166-3-PND-1	STORMWATER MANAGEMENT POND PLAN

DRAWING	DESCRIPTION
114166-3-PP-6	PLAN & PROFILE – CROSSWINDS BOULEVARD – STA. 0+220 TO STA. 0+470
114166-3-PP-7	PLAN & PROFILE – STREET C – STA. 0+000 TO STA. 0+280
114166-3-PP-8	PLAN & PROFILE – STREET C – STA. 0+280 TO STA. 0+520
114166-3-PP-9	PLAN & PROFILE – STREET C – STA. 0+520 TO STA. 0+720
114166-3-PP-10	PLAN & PROFILE – STREET C – STA. 0+720 TO STA. 0+880
114166-3-PP-11	PLAN & PROFILE – STREET D – STA. 1+000 TO STA. 1+290
114166-3-PP-12	PLAN & PROFILE – STREET E – STA. 2+000 TO STA. 2+330
114166-3-PP-13	PLAN & PROFILE – STREET H – STA. 4+000 TO STA. 4+130
114166-3-PP-14	PLAN & PROFILE – STREET H – STA. 4+130 TO STA. 4+360
114166-3-PP-15	PLAN & PROFILE – STREET G – STA. 3+000 TO STA. 3+180
114166-3-PP-16	PLAN & PROFILE – STORMWATER MANAGEMENT POND
114166-3-CRK-5	CREEK CROSSING PLAN
114166-3-CRK-6	CREEK CROSSING PLAN & PROFILE
114166-3-CRK-7	CREEK CROSSING DETAILS
114166-3-CRK-8	CREEK CROSSING TEMPORARY WATER PASSAGE PLAN & DETAILS
114166-3-PM-1	SIGNAGE & PAVEMENT MARKING PLAN
114166-3-UT-1	COMPOSITE UTILITY PLAN – SHEET 1 OF 2
114166-3-UT-2	COMPOSITE UTILITY PLAN – SHEET 2 OF 2
114166-3-DE-1	DETAILS & NOTES – SHEET 1 OF 2
114166-3-DE-2	DETAILS & NOTES – SHEET 2 OF 2
ET115014-3-LP-1	LANDSCAPE PLAN
ET115014-3-LP-2	LANDSCAPE PLAN
ET115014-3-LP-3	LANDSCAPE PLAN
ET115014-3-LP-4	LANDSCAPE PLAN
ET115014-3-LP-SWM-1	STORMWATER POND PLANTING PLAN
ET115014-3-LD-1	LANDSCAPE DETAILS

TATHAM ENGINEERING

LEGEND

PROPERTY LINE
EXISTING CENTERLINE
PROPOSED CENTERLINE
EXISTING EDGE OF ASPHALT
PROPOSED EDGE OF ASPHALT
EXISTING EDGE OF SHOULDER
PROPOSED EDGE OF SHOULDER
EXISTING DITCH/DIRECTION OF FLOW
PROPOSED DITCH/DIRECTION OF FLOW
EXISTING SANITARY SEWER/SIZE/DIRECTION OF FLOW — 200ø SAN
PROPOSED SANITARY SEWER/SIZE/DIRECTION OF FLOW — 200ø SAN
EXISTING SANITARY SERVICE
PROPOSED SANITARY SERVICE
EXISTING SANITARY FORCEMAIN/SIZE/DIRECTION OF FLOW — 200ø SAN F/M
EXISTING WATERMAIN/SIZE — 150ø W/M
PROPOSED WATERMAIN/SIZE — 150ø W/M
EXISTING WATER SERVICE
PROPOSED WATER SERVICE
EXISTING STORM SEWER/SIZE/DIRECTION OF FLOW — 375ø STM
PROPOSED STORM SEWER/SIZE/DIRECTION OF FLOW — 375ø STM
PROPOSED STORM SERVICE
EXISTING CULVERT
PROPOSED CULVERT
PROPOSED SWALE LOCATION
PROPOSED JOINT HYDRO, BELL AND ROGERS
EXISTING GAS MAIN
PROPOSED GAS MAIN
EXISITNG FENCELINE
PROPOSED FENCELINE
EXISTING BUSHLINE
EXISTING CONTOUR — 179.00
EXISTING SPOT ELEVATION — × 179.00
PROPOSED SPOT ELEVATION — × 179.00
EXISTING GRADING DIRECTION
PROPOSED GRADING DIRECTION
PROPOSED SWALE LOCATION
EXISTING TEMPORARY BENCHMARK — TBM
EXISTING STANDARD IRON BAR — SIB
EXISTING BOREHOLE/NUMBER — BH9
EXISTING GAS VALVE — GAS
EXISTING HYDRO TRANSFORMER
EXISTING CABLE PEDESTAL
EXISTING BELL PEDESTAL
EXISTING BELL MAINTENANCE HOLE — BELL MH
EXISTING BELL POLE — BP
EXISTING HYDRO POLE — HP
EXISTING HYDRO GUY WIRE
PROPOSED LIGHT STANDARD — LS
EXISTING TRAFFIC SIGN — TS
PROPOSED TRAFFIC SIGN — TS
PROPOSED STOP SIGN — STOP SIGN
PROPOSED STREET NAME SIGN — STREET NAME SIGN
PROPOSED SIGN (MISCELLANEOUS) — SIGN
EXISTING DECIDUOUS TREE
EXISTING CONIFEROUS TREE
EXISTING SANITARY MAINTENANCE HOLE/NUMBER — SAN MH17
PROPOSED SANITARY MAINTENANCE HOLE/NUMBER — SAN MH17
PROPOSED SANITARY CLEAN OUT — CO
EXISTING HYDRANT AND VALVE — HYD & WV
PROPOSED HYDRANT AND VALVE — HYD & WV
EXISTING WATER VALVE — WV
PROPOSED WATER VALVE — WV
PROPOSED CURB STOP VALVE — CSV
EXISTING BLOW-OFF — BLOWOFF
PROPOSED BLOW-OFF — BLOWOFF
EXISTING WATERMAIN PLUG AND THRUST BLOCK
PROPOSED WATERMAIN PLUG AND THRUST BLOCK
EXISTING STORM MAINTENANCE HOLE/NUMBER — STM MH20
PROPOSED STORM MAINTENANCE HOLE/NUMBER — STM MH9
EXISTING CATCH BASIN/NUMBER — CBMH 18
PROPOSED CATCH BASIN/NUMBER — CB1
PROPOSED CATCH BASIN MAINTENANCE HOLE/NUMBER — CBMH12
PROPOSED DOUBLE CATCH BASIN MAINTENANCE HOLE/NUMBER — DCBMH4
PROPOSED DOUBLE CATCH BASIN/NUMBER — DCB1
PROPOSED DITCH INLET/NUMBER — DICB2
TACTILE SURFACE INDICATORS



Town of Blue Mountains
Planning and Development Services
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TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN BASED ON FIELD SURVEY COMPLETED BY TATHAM ENGINEERING LIMITED ON MARCH 23, 2007.

BENCHMARKS

TBM#1 ELEV. 226.036 m
TOP NUT FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF GORD CANNING DRIVE AND JOZO WEIDER BOULEVARD (99-21).

TBM#2 ELEV. 224.127 m
RAIL ROAD SPIKE IN WEST FACE OF HYDRO POLE LOCATED AT THE SOUTH WEST CORNER OF GREY ROAD 19 AND JOZO WEIDER BOULEVARD.

No.	REVISION DESCRIPTION	DATE
1.	FIRST ENGINEERING SUBMISSION	FEB. 14/18
2.	SECOND ENGINEERING SUBMISSION	SEPT. 20/18
3.	THIRD ENGINEERING SUBMISSION	JAN. 11/19
4.	FOURTH ENGINEERING SUBMISSION	MAY 31/19
5.	FINAL ENGINEERING SUBMISSION	JULY 5/19

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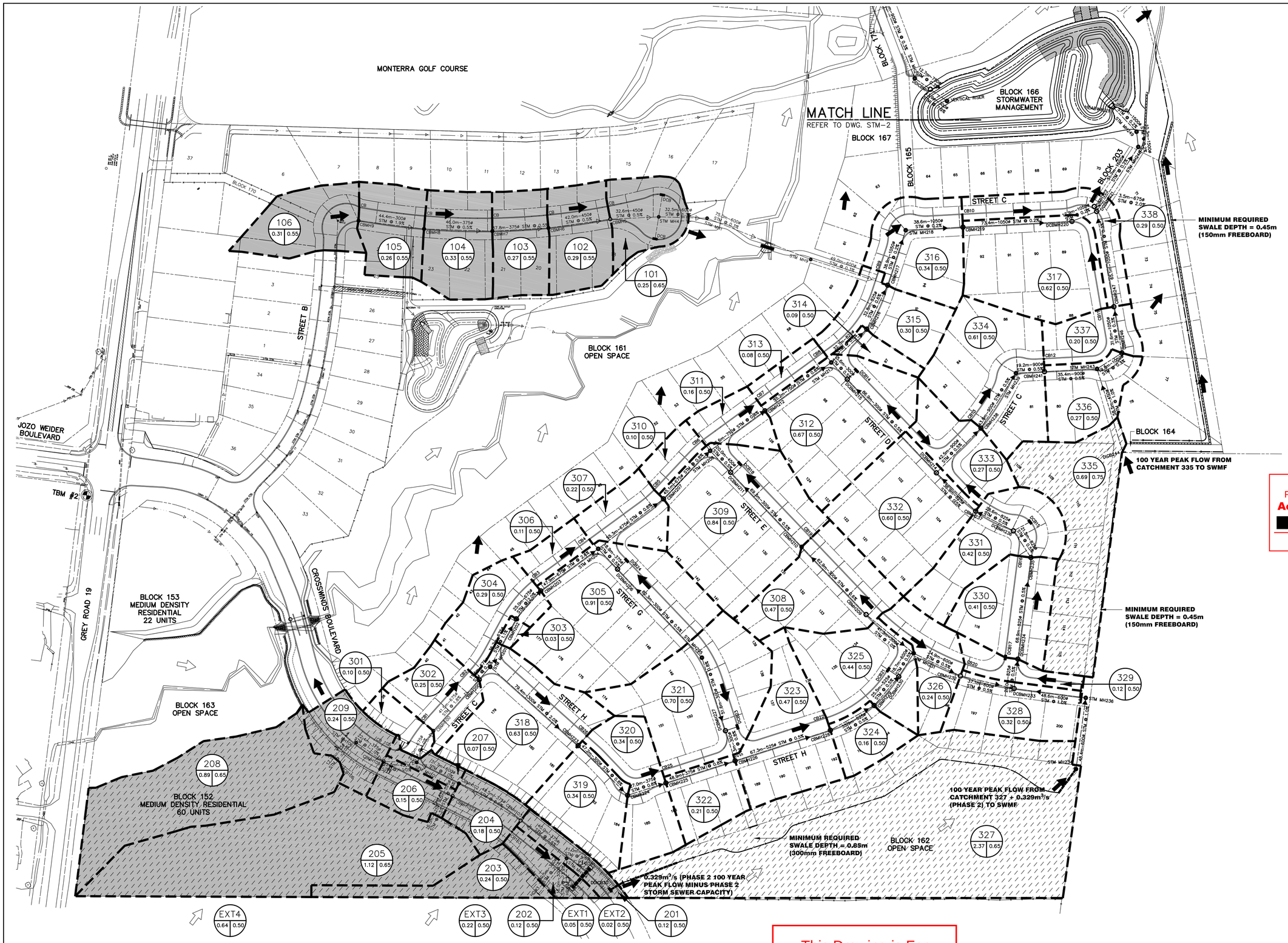
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

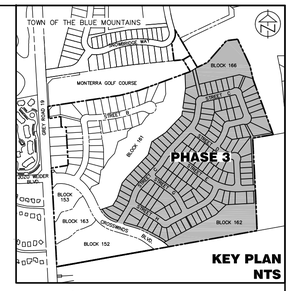
ORIENTATION & PHASING PLAN

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG: **ORI-1**
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:1,250	

Drawing Name: 114166-3-ORI01.dwg, Plotted: Jul 05, 2019





LEGEND

- PHASE 1 & PHASE 2 STORM CATCHMENT BOUNDARY
- PHASE 3 STORM CATCHMENT BOUNDARY
- 100 YEAR STORM PEAK FLOW CONVEYED TO SWMF VIA STORM SEWER
- AREA IDENTIFICATION NUMBER — 300
- AREA IN HECTARES (Ha) — 1.0
- RUNOFF COEFFICIENT — 0.50
- PROPOSED OVERLAND FLOW DIRECTION
- EXISTING OVERLAND FLOW DIRECTION

REFER TO DWG. STM-2 FOR STORM SEWER DESIGN SHEET.

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SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

STORM DRAINAGE PLAN
SHEET 1 OF 2

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG: **STM-1**
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:1,250	

Drawing Name: 114166-3-STM01.dwg, Plotted: Jul 05, 2019

STORM SEWER DESIGN SHEET - 5 YEAR (DESIGN)

TATHAM ENGINEERING

Approved:

IDF Curve Coefficients

Storm	A	B
2 Year	22.300	-0.734
5 Year	**29.100**	**-0.724**
25 Year	39.300	-0.734
100 Year	47.700	-0.738

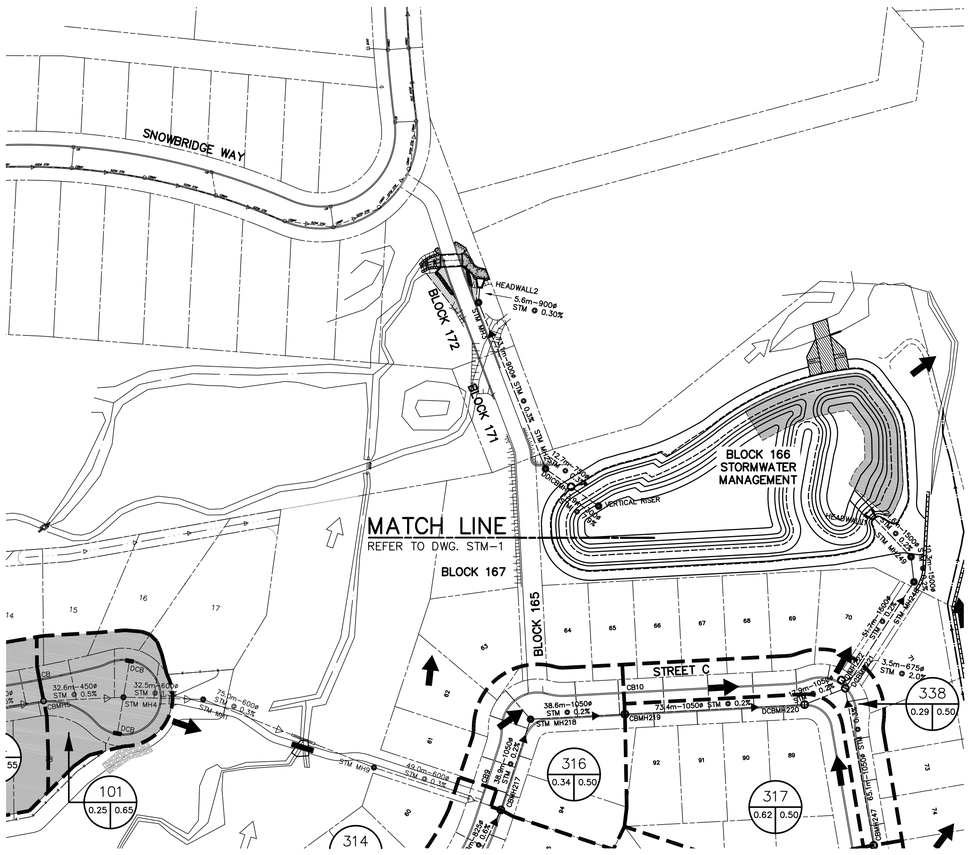
Manning's Coefficient

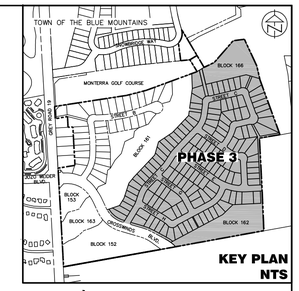
CSP	0.024
Conc.	0.013
PVC	0.009

Project Name: Second Nature - Phase 3
Project Number: 114166-3
Municipality: Town of The Blue Mountains
Designed By: LC
Date: December 19, 2018
Checked By: ARO
Date: December 19, 2018
Revision Number 3

STREET NAME	AREA LABEL	UPSTREAM MAINTENANCE HOLE	DOWNSTREAM MAINTENANCE HOLE	TRIBUTARY AREA - A	RUNOFF COEFFICIENT - C	INDIVIDUAL A x C	CUMULATIVE AREA	CUMULATIVE A x C	TIME OF CONCENTRATION	RAINFALL INTENSITY	PEAK FLOW	MANNING'S ROUGHNESS COEFFICIENT	LENGTH	SLOPE	ACTUAL DIAMETER	FULL FLOW VELOCITY	FULL FLOW CAPACITY	ACTUAL VELOCITY	TIME OF FLOW	CALCULATED PIPE DIAMETER	% PERCENT PIPE FULL	TIME OF CONCENTRATION
		MH No.	MH No.	ha			ha		min.	mm/hr	cms		m	m/m	mm	m/s	cms	m/s	min	mm		min
Phase 2																						
Crosswinds Boulevard	201 + EXT2	HDW1	STM MH104	0.14	0.50	0.07	0.14	0.07	15.00	79.39	**0.016**	**0.013**	11.0	**5.5%**	**300**	3.24	**0.229**	1.79	0.10	110	**6.9%**	15.10
Crosswinds Boulevard	202 + EXT1	HDW2	STM MH104	0.17	0.50	0.08	0.17	0.08	15.00	79.39	**0.018**	**0.013**	18.0	**5.9%**	**300**	2.70	**0.191**	1.83	0.16	125	**9.6%**	15.16
Block 162	203 + EXT3	HDW3	STM MH104	0.46	0.50	0.23	0.46	0.23	15.00	79.39	**0.051**	**0.013**	30.8	**2.7%**	**300**	2.26	**0.159**	1.87	0.27	195	**31.8%**	15.27
Crosswinds Boulevard		STM MH104	CBMH103	-	-	-	0.77	0.38	15.27	78.37	**0.084**	**0.013**	40.0	**0.8%**	**375**	1.23	**0.136**	1.21	0.55	312	**61.6%**	15.82
Crosswinds Boulevard	204	CBMH103	CBMH102	0.18	0.50	0.09	0.95	0.48	15.82	76.39	**0.101**	**0.013**	48.5	**0.8%**	**375**	1.23	**0.136**	1.23	0.66	335	**74.2%**	16.48
Block 162	205 + EXT4	DICB102	CBMH102A	1.76	0.65	1.14	1.76	1.14	15.00	79.39	**0.252**	**0.013**	18.5	**1.8%**	525	2.43	**0.527**	2.25	0.12	398	**47.9%**	15.12
Crosswinds Boulevard	206	CBMH102A	CBMH102	0.15	0.50	0.08	1.91	1.22	15.12	78.93	**0.268**	**0.013**	9.8	**1.8%**	525	2.43	**0.527**	2.29	0.07	427	**50.8%**	15.19
Crosswinds Boulevard	207	CBMH102	STM MH101	0.27	0.50	0.03	2.93	1.73	15.48	74.17	**0.356**	**0.013**	31.7	**1.0%**	600	2.17	**0.614**	2.12	0.25	489	**58.0%**	15.73
Block 162	208	DICB106	STM MH106	0.89	0.65	0.58	0.89	0.58	15.00	79.39	**0.127**	**0.013**	17.2	**1.0%**	375	1.89	**0.175**	1.59	0.18	332	**72.5%**	15.18
Crosswinds Boulevard		STM MH106	CBMH105	-	-	-	0.89	0.58	15.18	78.71	**0.126**	**0.013**	23.4	**1.0%**	375	1.89	**0.175**	1.59	0.24	331	**71.9%**	15.42
Crosswinds Boulevard	209	CBMH105	STM MH101	0.24	0.50	0.12	1.12	0.70	15.42	77.64	**0.150**	**0.013**	22.3	**1.0%**	450	1.79	**0.285**	1.70	0.22	354	**52.7%**	15.63
Phase 3																						
Street 'C'	-	STM MH101	CBMH100	-	-	-	4.03	2.42	16.73	73.37	**0.484**	**0.013**	24.0	**1.0%**	675	2.35	**0.841**	2.30	0.17	553	**58.7%**	16.90
Street 'C'	301	CBMH100	CBMH200	0.10	0.50	0.05	4.13	2.47	16.90	72.82	**0.500**	**0.013**	41.5	**1.8%**	675	3.16	**1.138**	2.87	0.24	498	**44.4%**	17.14
Street 'C'	302	CBMH200	STM MH203	0.25	0.50	0.12	4.40	2.60	17.14	72.08	**0.520**	**0.013**	11.4	**0.7%**	675	1.97	**0.703**	1.97	0.10	503	**74.0%**	17.24
Street 'C'	-	STM MH201	CBMH202	-	-	-	4.40	2.60	17.24	71.79	**0.518**	**0.013**	36.7	**1.1%**	675	2.46	**0.882**	2.41	0.25	553	**58.8%**	17.49
Street 'C'	303	CBMH202	CBMH203	0.03	0.50	0.01	4.43	2.61	17.49	71.03	**0.515**	**0.013**	25.0	**2.0%**	675	3.32	**1.189**	3.01	0.14	493	**43.3%**	17.63
Street 'C'	304	CBMH203	STM MH204	0.39	0.50	0.15	4.72	2.76	17.63	70.63	**0.541**	**0.013**	47.9	**2.8%**	675	3.79	**1.355**	3.35	0.24	478	**39.9%**	17.87
Street 'G'	-	STM MH205	DCBMH206	-	-	-	-	-	15.00	79.39	**0.006**	**0.013**	62.3	**0.5%**	300	0.97	**0.068**	0.56	2.43	120	**8.8%**	17.43
Street 'G'	305	DCBMH206	STM MH204	0.81	0.50	0.45	0.81	0.45	17.43	71.21	**0.090**	**0.013**	18.9	**0.8%**	375	1.12	**0.124**	1.12	0.28	332	**72.5%**	17.71
Street 'C'	306	STM MH204	CBMH207	0.11	0.50	0.06	5.74	3.27	17.87	69.95	**0.634**	**0.013**	58.3	**0.9%**	675	2.10	**0.752**	2.10	0.44	533	**84.4%**	18.31
Street 'C'	307	CBMH207	STM MH208	0.22	0.50	0.11	5.96	3.37	18.31	68.73	**0.644**	**0.013**	48.1	**0.9%**	675	2.10	**0.752**	2.10	0.38	537	**85.6%**	18.68
Street 'E'	-	CBMH209	CBMH210	-	-	-	-	-	15.00	79.39	**0.006**	**0.013**	62.9	**0.5%**	300	1.06	**0.075**	0.60	1.74	116	**8.0%**	18.74
Street 'E'	308	CBMH210	DCBMH211	0.47	0.50	0.24	0.47	0.24	16.74	73.33	**0.048**	**0.013**	69.3	**0.5%**	300	0.97	**0.068**	0.97	1.19	263	**70.6%**	17.93
Street 'E'	309	DCBMH211	STM MH208	0.84	0.50	0.42	1.31	0.66	17.93	69.77	**0.127**	**0.013**	20.0	**0.8%**	450	1.27	**0.203**	1.26	0.26	279	**63.1%**	18.20
Street 'C'	310	STM MH208	CBMH212	0.10	0.50	0.05	7.37	4.08	18.66	67.77	**0.768**	**0.013**	45.6	**0.8%**	750	2.25	**0.995**	2.25	0.34	680	**77.1%**	19.00
Street 'C'	311	CBMH212	STM MH213	0.15	0.50	0.08	7.53	4.16	19.00	66.90	**0.775**	**0.013**	53.3	**0.8%**	750	2.25	**0.996**	2.25	0.41	682	**77.6%**	19.41
Street 'D'	-	DCBMH214	DCBMH215	-	-	-	-	-	15.00	79.39	**0.006**	**0.013**	66.9	**0.5%**	300	0.97	**0.068**	0.56	2.57	120	**8.8%**	17.57
Street 'D'	312	DCBMH215	STM MH213	0.67	0.50	0.33	0.67	0.33	17.57	70.81	**0.065**	**0.013**	13.6	**0.8%**	300	0.97	**0.068**	0.97	0.27	295	**96.1%**	17.84
Street 'C'	313	STM MH213	CBMH216	0.08	0.50	0.04	8.27	4.53	19.41	65.68	**0.830**	**0.013**	32.7	**0.6%**	825	2.08	**1.112**	2.08	0.26	739	**74.6%**	19.67
Street 'C'	314	CBMH216	CBMH217	0.09	0.50	0.05	8.36	4.58	19.67	65.24	**0.830**	**0.013**	32.8	**0.6%**	825	2.08	**1.112**	2.08	0.26	739	**74.6%**	19.94
Phase 1																						
Street 'B'	106	CBMH9	CBMH8	0.31	0.55	0.17	0.31	0.17	15.00	79.39	**0.038**	**0.013**	44.4	**1.9%**	300	1.89	**0.134**	1.52	0.49	187	**28.2%**	15.49
Street 'B'	105	CBMH8	CBMH7	0.26	0.55	0.14	0.57	0.31	15.49	77.58	**0.068**	**0.013**	46.0	**0.8%**	375	1.08	**0.119**	1.04	0.74	253	**56.9%**	16.23
Street 'B'	104	CBMH7	CBMH6	0.33	0.55	0.18	0.90	0.49	16.23	75.01	**0.103**	**0.013**	37.8	**0.8%**	375	1.16	**0.128**	1.16	0.55	248	**80.5%**	16.77
Street 'B'	103	CBMH6	CBMH3	0.27	0.55	0.13	1.18	0.64	16.77	73.24	**0.130**	**0.013**	42.0	**0.5%**	450	1.23	**0.195**	1.23	0.57	386	**66.6%**	17.34
Street 'B'	102	CBMH3	STMMH4	0.39	0.55	0.18	1.48	0.80	17.34	71.49	**0.159**	**0.013**	32.6	**0.8%**	450	1.26	**0.200**	1.25	0.43	413	**79.7%**	17.77
Street 'B'	101	STMMH4	STMMH1	0.25	0.65	0.16	1.71	0.96	17.77	70.22	**0.188**	**0.013**	32.5	**1.3%**	600	2.50	**0.705**	1.98	0.27	365	**26.6%**	18.05
Block 161	-	STM MH1	STM MH9	-	-	-	1.71	0.96	18.05	69.48	**0.186**	**0.013**	78.0	**0.3%**	600	1.16	**0.326**	1.11	1.18	486	**57.2%**	19.17
Block 161	-	STM MH9	CBMH217	-	-	-	1.71	0.96	19.17	66.47	**0.178**	**0.013**	49.0	**0.3%**	600	1.19	**0.336**	1.13	0.73	472	**52.9%**	19.90
Phase 3																						
Street 'C'	316	CBMH217	STM MH218	0.30	0.50	0.15	10.37	5.89	19.94	64.62	**1.022**	**0.013**	38.9	**0.2%**	**1050**	1.41	**1.221**	1.41	0.46	982	**83.7%**	20.39
Street 'C'	-	STM MH218	CBMH219	-	-	-	10.37	5.89	20.39	63.58	**1.005**	**0.013**	38.6	**0.2%**	**1050**	1.41	**1.221**	1.41	0.46	976	**82.3%**	20.85
Street 'C'	316	CBMH219	DCBMH220	0.34	0.50	0.17	10.71	5.86	20.85	62.35	**1.019**	**0.013**	73.4	**0.2%**	**1050**	1.41	**1.221**	1.41	0.87	981	**83.4%**	21.72
Street 'C'	317	DCBMH220	DCBMH221	0.62	0.50	0.31	11.33	6.17	21.72	60.73	**1.041**	**0.013**	17.9	**0.2%**	**1050**	1.41	**1.221**	1.41	0.21	989	**85.3%**	21.93
Street 'H'	-	STM MH201	CBMH223	-	-	-	-	-	15.00	79.39	**0.008**	**0.013**	79.4	**2.0%**	**300**	**1.93**	**0.137**	0.94	1.41	93	**4.4%**	16.41
Street 'H'	318	CBMH223	CBMH224	0.63	0.50	0.31	0.63	0.31	16.41	74.41	**0.065**	**0.013**	47.2	**0.8%**	**300**	**1.22**	**0.095**	1.22	0.64	269	**75.2%**	17.05
Street 'H'	319	CBMH224	CBMH225	0.34	0.50	0.17	0.97	0.48	17.05	72.37	**0.097**	**0.013**	27.0	**0.8%**	**375**	1.42	**0.157**	1.41	0.32	313	**61.9%**	17.37
Street 'H'	320	CBMH225	CBMH226	0.34	0.50	0.17	1.31	0.65	17.37	71.40	**0.130**	**0.013**	48.9	**0.8%**	**375**	1.42	**0.157**	1.42	0.57	349	**82.8%**	17.94
Street 'G'	-	STM MH205	DCBMH227	-	-	-	-	-	15.00	79.39	**0.006**	**0.013**	51.6	**0.5%**	**300**	**1.22**	**0.095**	0.67	1.28	110	**6.9%**	16.28
Street 'G'	321	DCBMH227	CBMH228	0.70	0.50	0.35	0.70	0.35	16.28	74.82	**0.073**	**0.013**	21.3	**0.8%**	**300**	**1.22**	**0.095**	1.22	0.29	282	**84.6%**	16.57
Street 'H'	322	CBMH226	CBMH228	0.21	0.50	0.11	2.22	1.11	17.94	69.74	**0.215**	**0.013**	67.3	**0.9%**	**525**	1.40	**0.304**	1.40	0.80	461	**70.8%**	18.74
Street 'H'	323	CBMH228	CBMH229	0.47	0.50	0.24	2.70	1.35	18.74	67.37	**0.253**	**0.013**	33.9	**0.8%**	**525**	1.40	**0.304**	1.40	0.40	490	**83.2%**	19.14
Street 'H'	324	CBMH229	DCBMH230	0.18	0.50	0.09	2.88	1.43	19.14	66.34	**0.264**	**0.013**	23.5	**0.8%**	**525**	1.40	**0.304**	1.40	0.30	498	**86.8%**	19.45
Street 'H'	325	DCBMH230	STM MH231	0.44	0.50	0.22	3.29	1.65	19.45	65.79	**0.301**	**0.013**	18.7	**0.8%**	600	1.54	**0.434**	1.54	0.20	523	**69.3%**	19.65
Street 'E'	-	CBMH209	STM MH231	-	-	-	-	-	15.00	79.39	**0.006**	**0.013**	41.3	**1.0%**	**300**	1.37	**0.097**	0.73	0.94	108	**6.2%**	15.94
Street 'E'	-	STM MH231	CBMH232	-	-	-	3.29	1.65	19.65	65.30	**0.299**	**0.013**	34.9	**0.5%**	600	1.54	**0.434**	1.54	0.38	521	**68.8%**	20.03
Street 'E'	326	CBMH232	DCBMH235	0.34	0.50	0.12	3.54	1.77	20.03	64.40	**0.316**	**0.013**	37.1	**0.5%**	600	1.54	**0.434**	1.54	0.40	533	**72.9%**	20.43
Block 162 (Note 5.6.7)	327	DDICB115	STM MH234	2.37	0.65	1.54	2.37	1.54	41.51	62.60	**0.597**	**0.013**	5.3	**1.1%**	600	2.28	**0.644**	2.28	0.04	583	**92.7%**	41.55
Street 'E'	-	STM MH234	STM MH236	-	-	-	2.37	1.54	41.55	62.56	**0.597**	**0.013**	48.4	**1.0%**	600	2.17	**0.614**	2.17	0.37	593	**97.2%**	41.92
Street 'E'	-	STM MH235	DCBMH235	-	-	-	2.37	1.54	41.92	62.15	**0.589**	**0.013**	48.8	**1.0%**	600	2.17	**0.614**	2.17	0.37	593	**96.9%**	42.29
Street 'D'	328	DCBMH233	DCBMH234	0.32	0.50	0.16	3.86	1.93	20.43	63.48	**0.935**	**0.013**	20.0	**0.8%**	**825**	1.90	**1.015**	1.90	0.18	802	**92.1%**	20.61
Street 'D'	329	DCBMH234	CBMH235	0.12	0.50	0.06	3.98	1.99	20.61	63.09	**0.944**	**0.013**	68.9	**0.8%**	**825**	1.90	**1.015**	1.90	0.60	802	**93.0%**	21.21
Street 'D'	330	CBMH235	DCBMH236	0.41	0.50	0.20	4.39	2.19	21.21	61.78	**0.971**	**0.013**	21.6	**0.8%**	**825**	1.90	**1.015**	1.90	0.19	811	**99.7%**	21.40
Street 'D'	331	DCBMH238	CBMH237	0.42	0.50	0.21	4.81	2.40	21.40	61.39	**1.005**	**0.013**	28.6	**0.8%**	**825**	1.90	**1.015**	1.90	0.25	822	**99.0%**	21.66
Street 'D'	-	CBMH237	DCBMH214	-	-	-	4.81	2.40	21.65	60.87	**1.001**	**0.013**	36.9	**0.8%**	**825**	1.90	**1.015**	1.90	0.32	820	**98.6%**	21.97
Street 'C'	332	DCBMH214	CBMH238	0.60	0.50	0.30	5.41	2.70	21.97	60.22	**1.047**	**0.013**	42.5	**0.5%**	**900**	2.01	**1.280**	2.01	0.35	834	**81.8%**	22.33
Street 'C'	333	CBMH238	STM MH239	0.27	0.50	0.14	5.68	2.84	22.33	59.33	**1.064**	**0.013**	43.8	**0.5%**	**900**	2.01	**1.280**	2.01	0.56	840	**83.1%**	22.89
Street 'C'	-	STM MH239	CBMH241	-	-	-	5.68	2.84	22.89	58.84	**1.059**	**0.013**	19.2	**0.5%**	**900**	2.01	**1.280**	2.01	0.16	838	**82.7%**	22.89
Street 'C'	334	CBMH241	STM MH243	0.61	0.50	0.31	6.29	3.15	22.85	58.34	**1.106**	**0.013**	33.4	**0.5%**	**900**	2.01	**1.280**	2.01	0.29	852	**86.4%**	23.14
Lot 79 / Lot 78 (Note 6.7)	335	DICB244	STM MH243	0.69	0.75	0.51	0.69	0.51	15.00	152.69	**0.190**	**0.013**	57.2	**1.0%**	**450**	1.79	**0.285**	1.79	0.53	588	**66.5%**	15.53
Street 'C'	-	STM MH243	CBMH246	-	-	-	6.29	3.15	23.14	58.00	**1.291**	**0.013**	19.8	**0.3%**	**1050**	1.73	**1.496**	1.73	0.19	993	**86.3%**	23.33
Street 'C'	336	CBMH246	CBMH247	0.37	0.50	0.14	6.58	3.28	23.33	57.66	**1.310**	**0.013**	31.6	**0.3%**	**1050**	1.73	**1.496**	1.73	0.30	999	**87.6%**	23.64
Street 'C'	337	CBMH247	DCBMH221	0.30	0.50	0.10	6.78	3.38	23.64	57.12	**1.321**	**0.013**	68.1	**0.3%**	**1050**	1.73	**1.496**	1.73	0.65	1003	**88.2%**	24.27
Block 203	338	DCBMH221	STM MH248	0.29	0.50	0.14	18.38	9.70	24.27	56.05	**2.294**	**0.013**	51.7	**0.2%**	1800	1.79	**3.161**	1.79	0.48	1330	**72.6%**	24.75
Block 203	-	STM MH248	STM MH249	-	-	-	18.38	9.70	24.75	55.23	**2.273**	**0.013**	10.3	**0.2%**	1800	1.79	**3.161**	1.79	0.10	1328	**71.9%**	24.84
Block 203	-	STM MH249	HEADWALL	-	-	-	18.38	9.70	24.84	55.10	**2.269**	**0.013**	21.8	**0.2%**	1800	1.79	**3.161**	1.79	0.20	1324	**71.8%**	25.04

Notes:
1. Refer to Storm Drainage Plan drawing STM-1 and drawing STM-2, prepared by Tatham Engineering Limited for catchment areas and pipe details.
2. Runoff coefficients based on The Blue Mountains Engineering Standards, 2009.
3. Phase 1 pipe length, size and diameter based on as-built field records, Phase 2 pipe length, size and diameter based on Accepted for Construction drawings (114166-2 - Second Submission).
4. Highlighted diameters have been manually updated one pipe diameter size.
5. Flows from the 100-year design storm from Phase 2 lands (0.329 cms) are conveyed in a proposed ditch located in Block 162 and is collected in the storm sewer system via DDICB234.
6. Time of Concentration calculated manually using the Bransby-Williams or Airport method. A minimum time of concentration of 15 minutes was used as specified in The Blue Mountains Engineering Standards, 2009..
7. 100 Year Runoff Coefficient $C_{100} = C_5 * 0.5 = 0.5$





LEGEND

- PHASE 1 & PHASE 2 STORM CATCHMENT BOUNDARY
- PHASE 3 STORM CATCHMENT BOUNDARY
- 100 YEAR STORM PEAK FLOW CONVEYED TO SWMF VIA STORM SEWER
- AREA IDENTIFICATION NUMBER → 300
- AREA IN HECTARES (Ha) → 1.0 0.50
- RUNOFF COEFFICIENT
- PROPOSED OVERLAND FLOW DIRECTION
- EXISTING OVERLAND FLOW DIRECTION

REFER TO DWG. STM-2 FOR STORM SEWER DESIGN SHEET.

Town of Blue Mountains
Planning and Development Services
Accepted For Construction
[redacted] 08/06/2019
signature date

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DRAWING REFERENCES

LOT FABRIC INFORMATION SHOWN ON THIS PLAN PREPARED BY GEORGIAN PLANNING SOLUTIONS, PLAN 16109-21, DATED SEPTEMBER 20, 2017.

TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN BASED ON FIELD SURVEY COMPLETED BY TATHAM ENGINEERING LIMITED ON MARCH 23, 2007.

BENCHMARKS

TBM#1 ELEV. 226.036 m
TOP NUT FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF GORD CANNING DRIVE AND JOZO WEIDER BOULEVARD (99-21).

TBM#2 ELEV. 224.127 m
RAIL ROAD SPIKE IN WEST FACE OF HYDRO POLE LOCATED AT THE SOUTH WEST CORNER OF GREY ROAD 19 AND JOZO WEIDER BOULEVARD.

No.	REVISION DESCRIPTION	DATE	ENG
1.	FIRST ENGINEERING SUBMISSION	FEB. 14/18	
2.	SECOND ENGINEERING SUBMISSION	SEPT. 20/18	
3.	THIRD ENGINEERING SUBMISSION	JAN. 11/19	
4.	FOURTH ENGINEERING SUBMISSION	MAY 31/19	
5.	FINAL ENGINEERING SUBMISSION	JULY 5/19	

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INFORMATION ONLY
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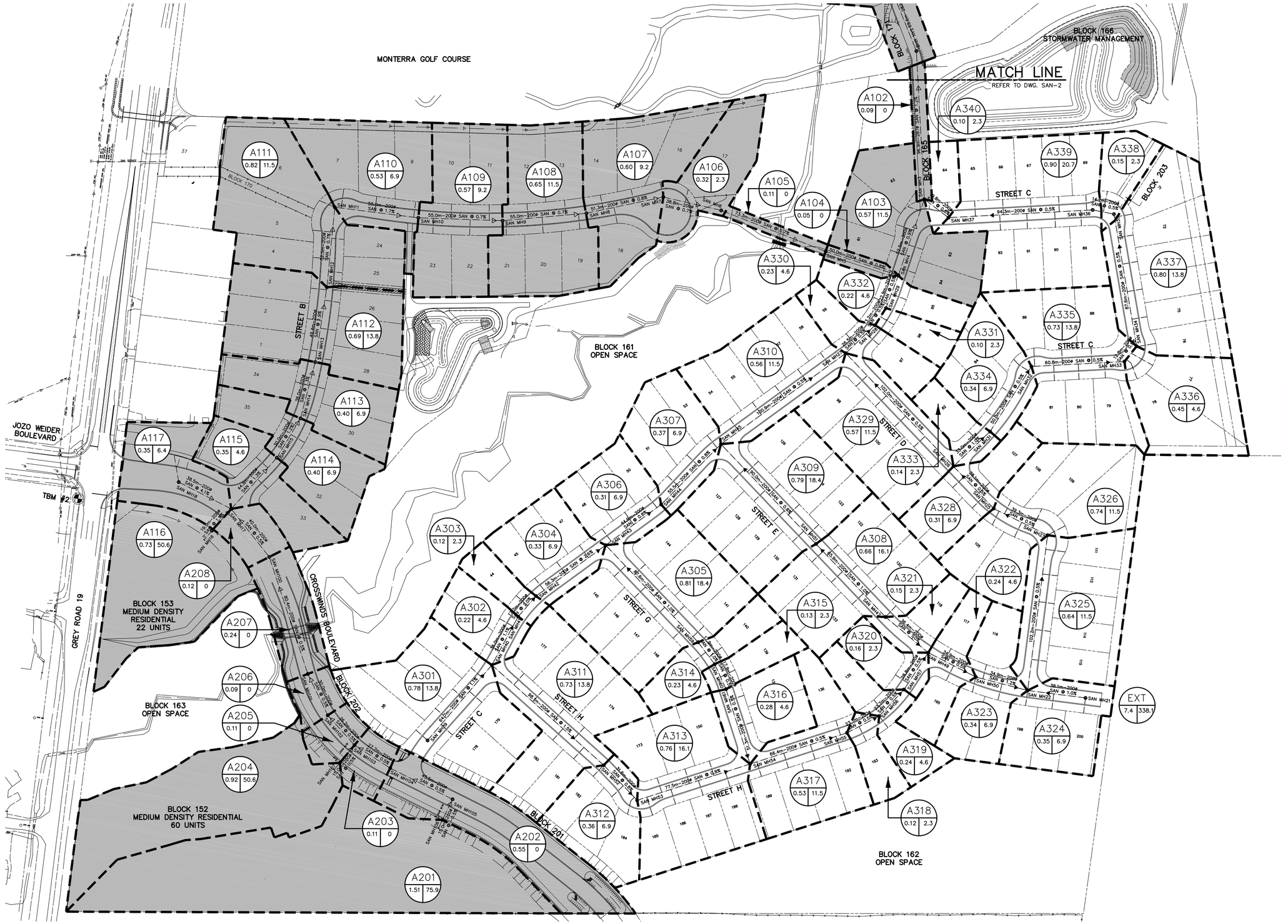
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

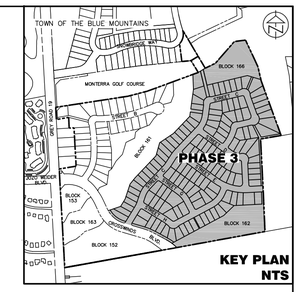
STORM DRAINAGE PLAN
SHEET 2 OF 2

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG: **STM-2**
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:1,250	

Drawing Name: 114166-3-STM01.dwg, Plotted: Jul 05, 2019





LEGEND

PHASE 1 & PHASE 2 SANITARY CATCHMENT BOUNDARY

PHASE 3 SANITARY CATCHMENT BOUNDARY

AREA IDENTIFICATION NUMBER — A300

AREA IN HECTARES (Ha) — 0.50

POPULATION BASED ON 2.3 CAPITA PER UNIT — 6.9

REFER TO DWG. SAN-2 FOR SANITARY SEWER DESIGN SHEET.

Town of Blue Mountains
Planning and Development Services
Accepted For Construction

[redacted] 08/06/2019

signature date

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DRAWING REFERENCES

LOT FABRIC INFORMATION SHOWN ON THIS PLAN PREPARED BY GEORGIAN PLANNING SOLUTIONS, PLAN 16109-21, DATED SEPTEMBER 20, 2017.

TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN BASED ON FIELD SURVEY COMPLETED BY TATHAM ENGINEERING LIMITED ON MARCH 23, 2007.

BENCHMARKS

TBM#1 ELEV. 226.036 m
TOP NUT FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF GORD CANNING DRIVE AND JOZO WEIDER BOULEVARD (99-21).

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RAIL ROAD SPIKE IN WEST FACE OF HYDRO POLE LOCATED AT THE SOUTH WEST CORNER OF GREY ROAD 19 AND JOZO WEIDER BOULEVARD.

No.	REVISION DESCRIPTION	DATE
1.	FIRST ENGINEERING SUBMISSION	FEB. 14/18
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SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

SANITARY DRAINAGE PLAN
SHEET 1 OF 2

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG: SAN-1
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:1,250	

Drawing Name: 114166-3-SAN01.dwg, Plotted: Jul 05, 2019

SANITARY SEWER DESIGN SHEET

Approved:

TATHAM ENGINEERING

Flow Criteria

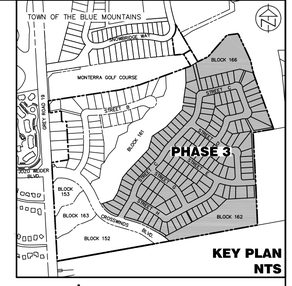
Average Flow Rate:	450 l/cap/d
Infiltration Rate:	0.23 l/s/ha
Population (Note 2)	2.30 cap/unit
Peaking Factor:	Harmon

Project Name:	Second Nature - Phase 3
Project Number:	114166 - 3
Municipality:	Town of The Blue Mountains
Designed By:	LC
Date:	January 4, 2018
Revised By:	LC
Date:	September 4, 2018
Checked By:	AS
Date:	September 4, 2018
Revision Number:	2

STREET NAME	AREA LABEL	UPSTREAM MAINTENANCE HOLE	DOWNSTREAM MAINTENANCE HOLE	UNITS	POPULATION	ACCUMULATED POPULATION	PEAKING FACTOR	AREA	ACCUMULATED AREA	AVERAGE FLOW			PEAK FLOW			PROPOSED SEWER					
										RESIDENTIAL	INFILTRATION	TOTAL	RESIDENTIAL	INFILTRATION	TOTAL	LENGTH OF PIPE	PIPE DIAMETER	GRADE	FULL FLOW CAPACITY	FULL FLOW VELOCITY	ACTUAL FLOW VELOCITY
		MH No.	MH No.		cap.	cap.		ha	ha	l/s	l/s	l/s	l/s	l/s	l/s	m	mm	%	l/s	m/s	m/s
Phase 2																					
Block 152	A201	SAN MH106	SAN MH105	33	75.9	75.9	4.27	1.51	1.51	0.40	0.35	**0.74**	1.69	0.35	**2.04**	15.0	200	0.5%	**23.19**	0.74	0.44
Crosswinds Boulevard	A202	SAN MH105	SAN MH104	-	-	75.9	4.27	0.55	2.06	0.40	0.47	**0.87**	1.69	0.47	**2.16**	45.5	200	0.5%	**23.19**	0.74	0.45
Crosswinds Boulevard	A203	SAN MH104	SAN MH103	-	-	75.9	4.27	0.11	2.17	0.40	0.50	**0.89**	1.69	0.50	**2.19**	27.7	200	0.5%	**23.19**	0.74	0.45
Block 152	A204	SAN MH107	SAN MH103	22	50.6	50.6	4.31	0.92	0.92	0.26	0.21	**0.48**	1.14	0.21	**1.35**	15.0	200	0.5%	**23.19**	0.74	0.39
Crosswinds Boulevard	A205	SAN MH103	SAN MH102	-	-	126.5	4.21	0.11	3.20	0.66	0.74	**1.40**	2.78	0.74	**3.51**	26.2	200	0.5%	**23.19**	0.74	0.51
Crosswinds Boulevard	A206	SAN MH102	SAN MH101	-	-	126.5	4.21	0.09	3.30	0.66	0.76	**1.42**	2.78	0.76	**3.53**	30.0	200	0.5%	**23.19**	0.74	0.51
Crosswinds Boulevard	A207	SAN MH101	SAN MH100	-	-	126.5	4.21	0.24	3.54	0.66	0.81	**1.47**	2.78	0.81	**3.59**	80.4	200	0.5%	**23.19**	0.74	0.51
Crosswinds Boulevard	A208	SAN MH100	SAN MH17	-	-	126.5	4.21	0.12	3.66	0.66	0.84	**1.50**	2.78	0.84	**3.62**	40.0	200	0.5%	**23.19**	0.74	0.51
Phase 1																					
Crosswinds Boulevard (Note 3)	A117	SAN MH18	SAN MH17	9.5	21.8	21.8	4.38	0.35	0.35	0.11	0.08	**0.19**	0.50	0.08	**0.58**	38.5	200	4.1%	**66.41**	2.11	0.68
Block 153	A116	SAN MH16	SAN MH17	22	50.6	50.6	4.31	0.73	0.73	0.26	0.17	**0.43**	1.14	0.17	**1.31**	19.0	200	1.9%	**45.21**	1.44	0.64
Street 'B'	A115	SAN MH17	SAN MH18	2	4.6	205.8	4.15	0.35	3.09	1.06	1.17	**2.23**	4.39	1.17	**5.56**	44.8	200	1.3%	**37.39**	1.19	0.82
Street 'B'	A114	SAN MH15	SAN MH14	3	6.9	210.4	4.14	0.40	3.49	1.10	1.26	**2.36**	4.54	1.26	**5.80**	30.0	200	1.2%	**35.93**	1.14	0.80
Street 'B'	A113	SAN MH14	SAN MH13	3	6.9	217.3	4.13	0.40	3.89	1.13	1.35	**2.49**	4.68	1.35	**6.03**	38.0	200	1.3%	**37.39**	1.19	0.84
Street 'B'	A112	SAN MH13	SAN MH12	6	13.8	231.1	4.12	0.69	4.58	1.20	1.51	**2.72**	4.96	1.51	**6.48**	49.4	200	1.9%	**45.21**	1.44	0.98
Street 'B'	A111	SAN MH12	SAN MH11	5	11.5	242.6	4.12	0.82	5.40	1.26	1.70	**2.96**	5.20	1.70	**6.90**	52.5	200	0.7%	**27.44**	0.87	0.69
Street 'B'	A110	SAN MH11	SAN MH10	3	6.9	249.5	4.11	0.53	7.93	1.30	1.82	**3.12**	5.34	1.82	**7.17**	53.0	200	1.7%	**42.76**	1.36	0.97
Street 'B'	A109	SAN MH10	SAN MH9	4	9.2	258.7	4.11	0.57	8.50	1.35	1.95	**3.30**	5.53	1.95	**7.48**	55.0	200	0.7%	**27.44**	0.87	0.71
Street 'B'	A108	SAN MH9	SAN MH8	5	11.5	270.2	4.10	0.65	9.15	1.41	2.10	**3.51**	5.77	2.10	**7.87**	55.0	200	0.7%	**27.44**	0.87	0.72
Street 'B'	A107	SAN MH8	SAN MH7	4	9.2	279.4	4.09	0.60	9.75	1.46	2.24	**3.70**	5.95	2.24	**8.20**	51.3	200	0.8%	**29.33**	0.93	0.76
Street 'B'	A106	SAN MH7	SAN MH6	1	2.3	281.7	4.09	0.32	10.07	1.47	2.32	**3.78**	6.00	2.32	**8.32**	38.8	200	0.7%	**27.44**	0.87	0.73
Block 161	A105	SAN MH6	SAN MH5	-	-	281.7	4.09	0.11	10.18	1.47	2.34	**3.81**	6.00	2.34	**8.34**	73.3	200	0.7%	**27.44**	0.87	0.73
Block 161	A104	SAN MH5	SAN MH4	-	-	281.7	4.09	0.05	10.23	1.47	2.35	**3.82**	6.00	2.35	**8.35**	50.0	200	0.8%	**29.33**	0.93	0.76
Phase 3																					
Street 'C'	A301	SAN MH39	SAN MH40	6	13.8	13.8	4.40	0.78	0.78	0.07	0.18	**0.25**	0.32	0.18	**0.50**	64.7	200	1.1%	**34.40**	1.09	0.40
Street 'C'	A302	SAN MH40	SAN MH41	2	4.6	18.4	4.39	0.22	1.00	0.10	0.23	**0.33**	0.42	0.23	**0.65**	36.0	200	1.1%	**34.40**	1.09	0.43
Street 'C'	A303	SAN MH41	SAN MH42	1	2.3	20.7	4.38	0.12	1.12	0.11	0.26	**0.36**	0.47	0.26	**0.73**	17.7	200	2.0%	**46.58**	1.48	0.55
Street 'C'	A304	SAN MH42	SAN MH43	3	6.9	27.6	4.36	0.33	1.45	0.14	0.33	**0.48**	0.63	0.33	**0.96**	56.3	200	2.6%	**52.88**	1.68	0.66
Street 'G'	A305	SAN MH59	SAN MH43	8	18.4	18.4	4.39	0.81	0.81	0.10	0.19	**0.28**	0.42	0.19	**0.61**	87.6	200	1.0%	**32.80**	1.04	0.41
Street 'C'	A306	SAN MH43	SAN MH44	3	6.9	52.9	4.31	0.31	2.57	0.28	0.59	**0.87**	1.19	0.59	**1.78**	44.9	200	0.8%	**29.33**	0.93	0.50
Street 'C'	A307	SAN MH44	SAN MH45	3	6.9	59.8	4.30	0.37	2.94	0.31	0.68	**0.99**	1.34	0.68	**2.01**	55.5	200	0.8%	**29.33**	0.93	0.52
Street 'E'	A308	SAN MH47	SAN MH51	7	16.1	16.1	4.39	0.66	0.66	0.08	0.15	**0.23**	0.37	0.15	**0.52**	65.9	200	1.0%	**32.80**	1.04	0.39
Street 'E'	A309	SAN MH51	SAN MH45	8	18.4	34.5	4.34	0.79	1.45	0.18	0.33	**0.51**	0.78	0.33	**1.11**	90.0	200	0.8%	**29.33**	0.93	0.44
Street 'C'	A310	SAN MH45	SAN MH27	5	11.5	105.8	4.24	0.56	4.95	0.55	1.14	**1.69**	2.33	1.14	**3.47**	100.9	200	0.5%	**23.19**	0.74	0.51
Street 'H'	A311	SAN MH40	SAN MH52	6	13.8	13.8	4.40	0.73	0.73	0.07	0.17	**0.24**	0.32	0.17	**0.48**	98.1	200	1.5%	**40.17**	1.28	0.45
Street 'H'	A312	SAN MH52	SAN MH53	3	6.9	20.7	4.38	0.36	1.09	0.11	0.25	**0.36**	0.47	0.25	**0.72**	31.6	200	0.8%	**29.33**	0.93	0.39
Street 'H'	A313	SAN MH53	SAN MH54	7	16.1	36.8	4.34	0.76	1.84	0.19	0.42	**0.62**	0.83	0.42	**1.26**	77.5	200	0.8%	**29.33**	0.93	0.46
Street 'G'	A314	SAN MH59	SAN MH60	2	4.6	4.6	4.44	0.23	0.23	0.02	0.05	**0.08**	0.11	0.05	**0.16**	17.9	200	1.0%	**32.80**	1.04	0.28
Street 'G'	A315	SAN MH60	SAN MH61	1	2.3	6.9	4.43	0.13	0.36	0.04	0.08	**0.12**	0.16	0.08	**0.24**	17.9	200	0.5%	**23.19**	0.74	0.25
Street 'G'	A316	SAN MH61	SAN MH54	2	4.6	11.5	4.41	0.28	0.64	0.06	0.15	**0.21**	0.26	0.15	**0.41**	51.3	200	0.5%	**23.19**	0.74	0.29
Street 'H'	A317	SAN MH54	SAN MH55	5	11.5	59.8	4.30	0.53	3.01	0.31	0.69	**1.00**	1.34	0.69	**2.03**	66.4	200	0.5%	**23.19**	0.74	0.44
Street 'H'	A318	SAN MH55	SAN MH56	1	2.3	62.1	4.29	0.12	3.13	0.32	0.72	**1.04**	1.39	0.72	**2.11**	23.7	200	0.5%	**23.19**	0.74	0.44
Street 'H'	A319	SAN MH56	SAN MH57	2	4.6	66.7	4.29	0.24	3.37	0.35	0.77	**1.12**	1.49	0.77	**2.26**	23.7	200	0.5%	**23.19**	0.74	0.45
Street 'H'	A320	SAN MH57	SAN MH49	1	2.3	69.0	4.28	0.16	3.52	0.36	0.81	**1.17**	1.54	0.81	**2.35**	28.8	200	0.5%	**23.19**	0.74	0.46
Street 'E'	A321	SAN MH47	SAN MH49	1	2.3	2.3	4.46	0.15	0.15	0.01	0.03	**0.05**	0.05	0.03	**0.09**	36.4	200	1.0%	**32.80**	1.04	0.24
Street 'E'	A322	SAN MH49	SAN MH50	2	4.6	75.9	4.27	0.24	3.91	0.40	0.90	**1.29**	1.69	0.90	**2.59**	34.9	200	0.5%	**23.19**	0.74	0.47
Street 'E'	A323	SAN MH50	SAN MH22	3	6.9	82.8	4.27	0.34	4.25	0.43	0.98	**1.41**	1.84	0.98	**2.82**	34.9	200	1.2%	**35.93**	1.14	0.66
Street 'E' (Note 4)	EXT	-	SAN MH21	147	338.1	338.1	4.06	7.40	7.40	1.76	1.70	**3.46**	7.14	1.70	**8.84**	100.0	200	0.5%	**23.19**	0.74	0.65
Street 'E'	A324	SAN MH21	SAN MH22	3	6.9	345.0	4.05	0.35	7.75	1.80	1.78	**3.58**	7.28	1.78	**9.06**	38.1	200	1.0%	**32.80**	1.04	0.85
Street 'D'	A325	SAN MH22	SAN MH23	5	11.5	439.3	4.00	0.64	12.64	2.29	2.91	**5.19**	9.16	2.91	**12.06**	102.2	200	0.5%	**23.19**	0.74	0.71
Street 'D'	A326	SAN MH23	SAN MH25	5	11.5	450.8	4.00	0.74	13.38	2.35	3.08	**5.42**	9.38	3.08	**12.46**	39.3	200	0.5%	**23.19**	0.74	0.72
Street 'D'	A328	SAN MH25	SAN MH26	3	6.9	457.7	3.99	0.31	13.69	2.38	3.15	**5.53**	9.52	3.15	**12.67**	38.1	200	0.5%	**23.19**	0.74	0.72
Street 'D'	A329	SAN MH26	SAN MH27	5	11.5	469.2	3.99	0.57	14.26	2.44	3.28	**5.72**	9.75	3.28	**13.03**	102.0	200	0.5%	**23.19**	0.74	0.73
Street 'C'	A330	SAN MH27	SAN MH28	2	4.6	579.6	3.94	0.23	19.43	3.02	4.47	**7.49**	11.89	4.47	**16.36**	26.5	200	0.5%	**23.19**	0.74	0.74
Street 'C'	A331	SAN MH28	SAN MH29	1	2.3	581.9	3.94	0.10	19.53	3.03	4.49	**7.52**	11.94	4.49	**16.43**	13.2	200	0.5%	**23.19**	0.74	0.74
Street 'C'	A332	SAN MH29	SAN MH4	2	4.6	586.5	3.94	0.22	19.75	3.05	4.84	**7.60**	12.03	4.84	**16.57**	22.9	200	0.5%	**23.19**	0.74	0.74
Street 'C' (Note 5)	A103	SAN MH4	SAN MH3	5	11.5	879.7	3.84	0.57	30.56	4.58	7.03	**11.61**	17.57	7.03	**24.60**	52.5	300	0.9%	**93.25**	1.32	1.06
Street 'C'	A333	SAN MH28	SAN MH31	1	2.3	2.3	4.46	0.14	0.14	0.01	0.03	**0.04**	0.05	0.03	**0.09**	33.0	200	1.0%	**32.80**	1.04	0.24
Street 'C'	A334	SAN MH31	SAN MH32	3	6.9	9.2	4.42	0.34	0.48	0.05	0.11	**0.16**	0.21	0.11	**0.32**	50.3	200	0.5%	**23.19**	0.74	0.27
Street 'C'	A335	SAN MH32	SAN MH33	6	13.8	23.0	4.37	0.73	1.22	0.12	0.28	**0.40**	0.52	0.28	**0.80**	60.8	200	0.5%	**23.19**	0.74	0.34
Street 'C'	A336	SAN MH33	SAN MH34	2	4.6	27.6	4.36	0.45	1.67	0.14	0.38	**0.53**	0.63	0.38	**1.01**	12.8	200	0.5%	**23.19**	0.74	0.36
Street 'C'	A337	SAN MH34	SAN MH35	6	13.8	41.4	4.33	0.80	2.47	0.22	0.57	**0.78**	0.93	0.57	**1.50**	83.4	200	0.5%	**23.19**	0.74	0.41
Street 'C'	A338	SAN MH35	SAN MH36	1	2.3	43.7	4.33	0.15	2.62	0.23	0.60	**0.83**	0.98	0.60	**1.59**	14.2	200	0.5%	**23.19**	0.74	0.41
Street 'C'	A339	SAN MH36	SAN MH37	9	20.7	64.4	4.29	0.90	3.52	0.34	0.81	**1.15**	1.44	0.81	**2.25**	94.3	200	0.5%	**23.19**	0.74	0.45
Street 'C'	A340	SAN MH37	SAN MH3	1	2.3	66.7	4.29	0.10	3.62	0.35	0.83	**1.18**	1.49	0.83	**2.32**	19.8	200	0.5%	**23.19**	0.74	0.46
Block 165 (Note 6)	A102	SAN MH3	SAN MH2	-	-	946.4	3.82	0.09	34.27	4.93	7.88	**12.81**	18.81	7.88	**26.69**	96.9	287	1.2%	**95.29**	1.47	1.20
Block 171/172 (Note 6)	A101	SAN MH2	SAN MH1	-	-	946.4	3.82	0.39	34.66	4.93	7.97	**12.90**	18.81	7.97	**26.78**	69.6	287	0.6%	**66.55**	1.03	0.93

Notes:
1. Refer to Sanitary Drainage Plan drawings SAN-1 & SAN-2, prepared by Tatham Engineering Limited for catchment areas and pipe details.
2. Flow Criteria is based on The Blue Mountains Engineering Standards, April 2009.
3. Flow for 0.35 ha commercial block based on 28,000 L/ha/d (MOECC Guideline) and converted to an equivalent residential population using 450 l/p/d with a population of 2.3 cap/unit.
4. External flow allowances used for property immediately east of Second Nature as the property is vacant, without draft plan approval.
5. Sanitary Sewer from SAN MH4 to SAN MH3 installed as part of Phase 1 works (as-built pipe slope shown and used for calculation of full flow capacity).
6. Sanitary Sewer from SAN MH3 to SAN MH1 installed as part of Phase 1 works by directional drill (HDPE pipe used, inside diameter and as-built pipe slope shown and used for calculation of full flow capacity).





LEGEND
- PHASE 1 & PHASE 2 SANITARY CATCHMENT BOUNDARY
- PHASE 3 SANITARY CATCHMENT BOUNDARY
- AREA IDENTIFICATION NUMBER — A300
- AREA IN HECTARES (Ha) — 0.50 6.9
- POPULATION BASED ON 2.3 CAPITA PER UNIT

Town of Blue Mountains
Planning and Development Services
Accepted For Construction
[redacted] 08/06/2019
signature date

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DRAWING REFERENCES

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TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN BASED ON FIELD SURVEY COMPLETED BY TATHAM ENGINEERING LIMITED ON MARCH 23, 2007.

BENCHMARKS

TBM#1 ELEV. 226.036 m
TOP NUT FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF GORD CANNING DRIVE AND JOZO WEIDER BOULEVARD (99–21).

TBM#2 ELEV. 224.127 m
RAIL ROAD SPIKE IN WEST FACE OF HYDRO POLE LOCATED AT THE SOUTH WEST CORNER OF GREY ROAD 19 AND JOZO WEIDER BOULEVARD.

No.	REVISION DESCRIPTION	DATE
1.	FIRST ENGINEERING SUBMISSION	FEB. 14/18
2.	SECOND ENGINEERING SUBMISSION	SEPT. 20/18
3.	THIRD ENGINEERING SUBMISSION	JAN. 11/19
4.	FOURTH ENGINEERING SUBMISSION	MAY 31/19
5.	FINAL ENGINEERING SUBMISSION	JULY 5/19

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SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

SANITARY DRAINAGE PLAN
SHEET 2 OF 2

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166–3	DWG: **SAN-2**
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:1,250	

Drawing Name: 114166–3–SAN01.dwg, Plotted: Jul 05, 2019



Town of Blue Mountains
Planning and Development Services
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[redacted] 08/06/2019
signature date

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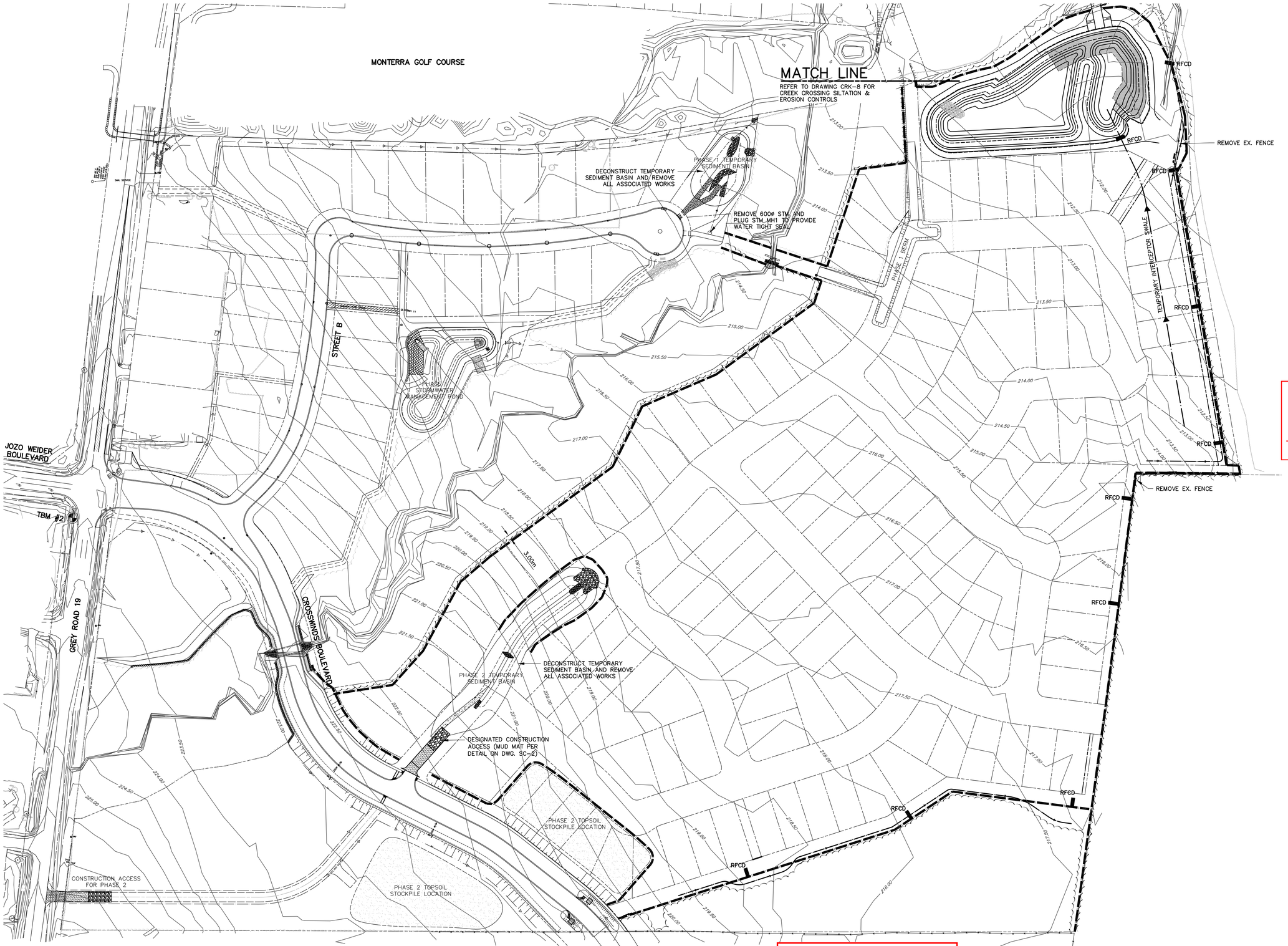
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

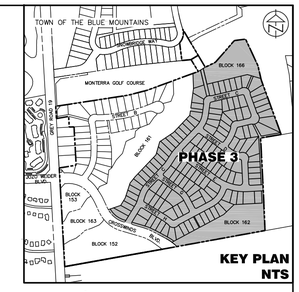
TATHAM ENGINEERING

WATER DISTRIBUTION PLAN

DESIGN: LC	FILE: 114166-3	DWG: **WAT-1**
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:1,250	

Drawing Name: 114166-3-WAT01.dwg, Plotted: Jul 05, 2019





LEGEND

- EXISTING HEAVY DUTY SILT FENCE
- PROPOSED HEAVY DUTY SILT FENCE
- LIMIT OF CLEARING & GRUBBING
- SBFC — STRAW BALE FLOW CHECK DAM
- RFCD — ROCK FLOW CHECK DAM
- 179.00 — EXISTING GRADE CONTOUR

REFER TO DWG. SC-2 FOR DETAILS & NOTES

Town of Blue Mountains
Planning and Development Services
Accepted For Construction
[redacted] 08/06/2019
signature date

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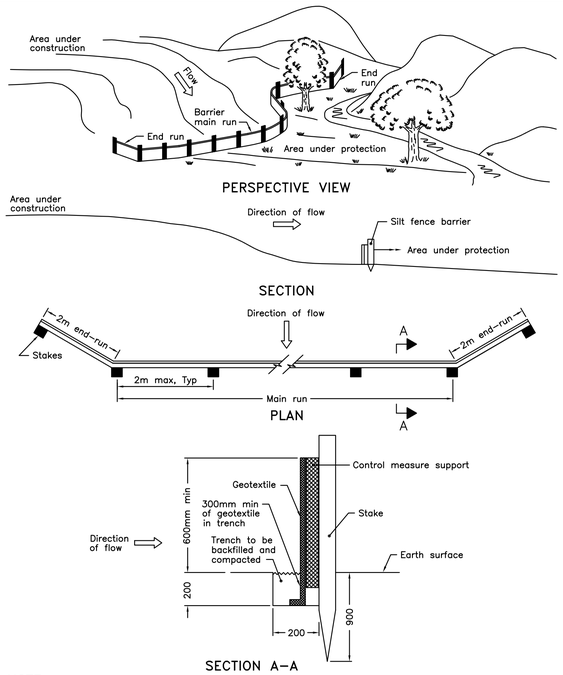
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

SILTATION & EROSION CONTROL PLAN

TATHAM ENGINEERING

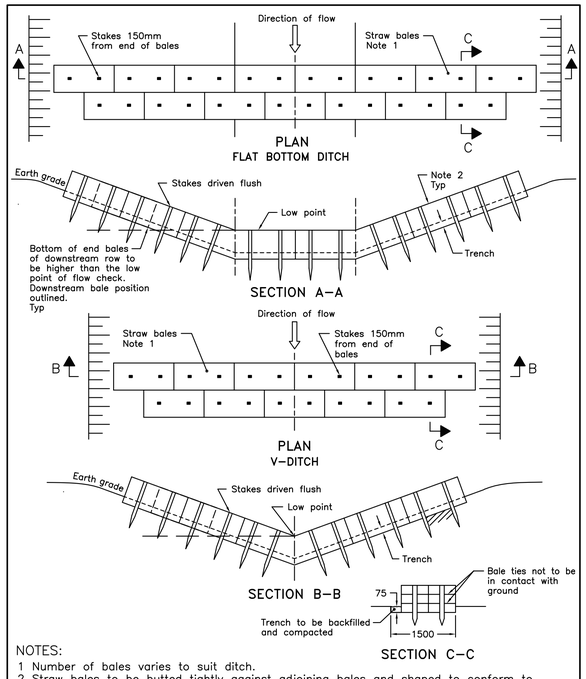
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DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:1,250	

Drawing Name: 114166-3-SC01.dwg, Plotted: Jul 05, 2019



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

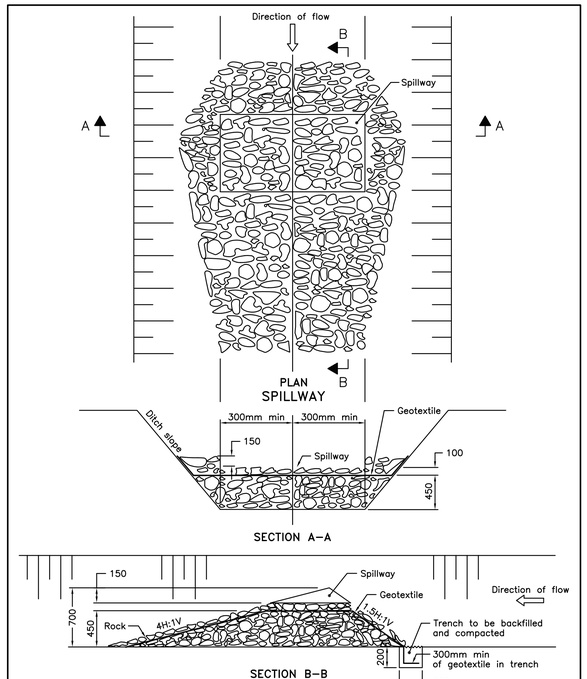
ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2006	Rev	1
HEAVY-DUTY SILT FENCE BARRIER			OPSD 219.130



NOTES:
1 Number of bales varies to suit ditch.
2 Straw bales to be butted tightly against adjoining bales and shaped to conform to the sides of the ditch to prevent water flow through barrier.

A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2006	Rev	1
STRAW BALE FLOW CHECK DAM			OPSD 219.180



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

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2006	Rev	1
ROCK FLOW CHECK DAM FLAT BOTTOM DITCH			OPSD 219.211

SILTATION & EROSION CONTROL NOTES

A. ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. SEDIMENT AND EROSION CONTROL MEASURES THAT ARE DESIGNED TO CONTROL RUNOFF FROM SPECIFIC AREAS MUST BE INSTALLED PRIOR TO ANY DISTURBANCE OF THAT PART OF THE SITE. THE LOCATION OF ALL SILTATION AND EROSION CONTROL WORKS TO BE REVIEWED ON SITE AND MAY BE REVISED AS DIRECTED BY THE ENGINEER.

B. THE CONTRACTOR MAY CONSIDER ALTERNATIVE SEDIMENT AND EROSION CONTROL MEASURES. SUCH MEASURES MUST BE PRESENTED IN WRITING TO THE ENGINEER FOR APPROVAL BY THE TOWN OF THE BLUE MOUNTAINS AND THE GREY SAUBLE CONSERVATION AUTHORITY.

C. THE CONTRACTOR SHALL HAVE MATERIALS AVAILABLE ON-SITE TO REPAIR SEDIMENT AND EROSION CONTROL MEASURES IN THE EVENT OF UNFORESEEN CONDITIONS: HIGH WATER, EXTREME RAINFALL EVENTS, ETC.

D. ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE INSPECTED, CLEANED AND MAINTAINED BY THE CONTRACTOR AFTER EACH STORM EVENT. ALL WORKS WILL BE INSPECTED BY THE ENGINEER BI-WEEKLY AND AFTER EACH MAJOR STORM EVENT.

E. CONSTRUCTION OF ALL SILTATION AND EROSION CONTROL WORKS ARE TO BE IN ACCORDANCE WITH THE FOLLOWING STEPS:

1. INSTALL STONE MUD MAT AS PER DETAIL.
2. INSTALL SILT FENCE AS PER OPSD 219.130..
3. INSTALL ROCK FLOW CHECKS AS PER OPSD 219.211.
4. INSTALL STRAW BALE FLOW CHECKS AS PER OPSD 219.180.
5. INSTALL TEMPORARY CATCH BASIN SEDIMENT TRAPS ON ALL NEW AND EXISTING CATCH BASIN STRUCTURES. SEDIMENT TRAPS TO BE RECTANGULAR CBST BY LAYFIELD OR APPROVED EQUAL. ALL CATCH BASINS TO REMAIN SCREENED UNTIL BASE COURSE ASPHALT IS PLACED AND LOT GRADING IS COMPLETE.

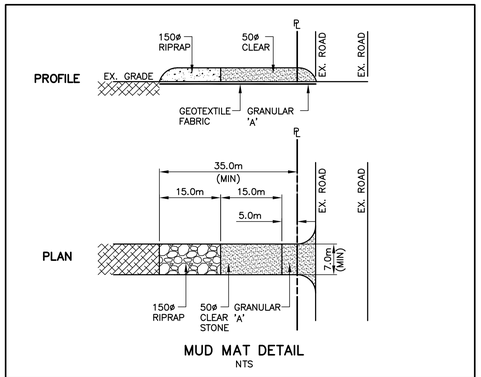
F. ALL CONSTRUCTION VEHICLES TO ACCESS SITE USING THE DESIGNATED CONSTRUCTION ACCESS.

G. EROSION AND SEDIMENT CONTROL MEASURES TO BE REMOVED BY THE CONTRACTOR ONCE GROUND COVER IS ESTABLISHED AND LANDSCAPING IS COMPLETE AND AS APPROVED BY THE ENGINEER.

H. STOCKPILE LOCATIONS ARE TO BE APPROVED BY THE ENGINEER.

I. PROVIDE FENCE OR APPROVED EQUAL ACROSS ALL CONSTRUCTION ACCESSES DURING PERIODS OF INACTIVITY.

J. CONSTRUCTION AREAS THAT EXCEED 30 DAYS OF INACTIVITY SHALL BE STABILIZED BY SEEDING AND/OR AS DIRECTED BY THE TOWN. THIS IS TO INCLUDE STOCKPILES OF FILL AND TOPSOIL.



MUD MAT DETAIL
NTS

NOTES

STONE SIZE
- THE STONE PAD SHALL BE A MIN. 450 mm THICK. USE GRANULAR 'A' FOR FIRST 5 m FROM PROPERTY LINE, 50ø CLEAR STONE OR RECLAIMED CONCRETE EQUIVALENT FOR NEXT 15 m AND 150ø RIPRAP FOR 15 m.

LENGTH
- AS REQUIRED BUT NOT LESS THAN 35 m.

WIDTH
- 7.0 m MIN. BUT NOT LESS THAN THE WIDTH AT POINTS WHERE INGRESS AND EGRESS OCCURS.

GEOTEXTILE FABRIC
- TERRAFIX 270R OR EQUAL TO BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING STONE.

SURFACE WATER
- ALL SURFACE WATER FLOWING OR DIRECTED TOWARD CONSTRUCTION ACCESSES SHALL BE PIPED ACROSS THE ACCESS.

INSPECTION & MAINTENANCE
- THE CONTRACTOR SHALL MAINTAIN THE ACCESS IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY BY THE CONTRACTOR. UPON OBSERVATION OF CONTINUOUS MUD TRACKING ONTO ADJACENT STREETS, THE STONE MAT IS TO BE FULLY REPLACED. INSPECTION AND REQUIRED MAINTENANCE AFTER EACH RAIN EVENT SHALL BE PROVIDED BY THE CONTRACTOR. STONE MUD MAT TO REMAIN IN PLACE UNTIL THE COMMENCEMENT OF ROAD CONSTRUCTION.

WASHING
- WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.

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TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN BASED ON FIELD SURVEY COMPLETED BY TATHAM ENGINEERING LIMITED ON MARCH 23, 2007.

BENCHMARKS

TBM#1 ELEV. 226.036 m
TOP NUT FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF GORD CANNING DRIVE AND JOZO WEIDER BOULEVARD (99-21).

TBM#2 ELEV. 224.127 m
RAIL ROAD SPIKE IN WEST FACE OF HYDRO POLE LOCATED AT THE SOUTH WEST CORNER OF GREY ROAD 19 AND JOZO WEIDER BOULEVARD.

No.	REVISION DESCRIPTION	DATE	ENG
1.	FIRST ENGINEERING SUBMISSION	FEB. 14/18	
2.	SECOND ENGINEERING SUBMISSION	SEPT. 20/18	
3.	THIRD ENGINEERING SUBMISSION	JAN. 11/19	
4.	FOURTH ENGINEERING SUBMISSION	MAY 31/19	
5.	FINAL ENGINEERING SUBMISSION	JULY 5/19	

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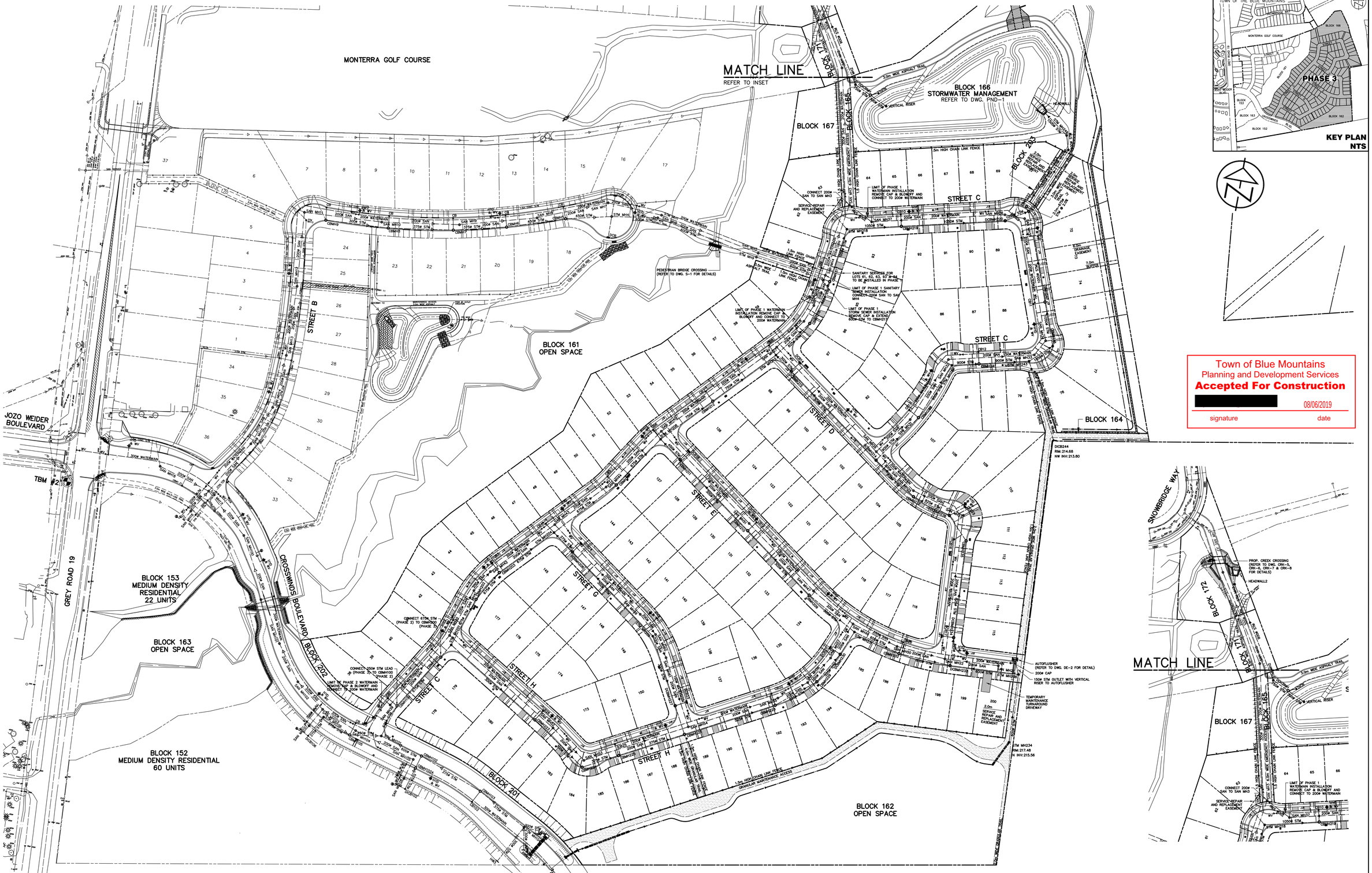
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

TATHAM ENGINEERING

SILTATION & EROSION CONTROL DETAILS & NOTES

DESIGN: LC	FILE: 114166-3	DWG:
DRAWN: LC	DATE: JANUARY 2018	SC-2
CHECK: JPA/MJC	SCALE: AS NOTED	

Drawing Name: 114166-3-SC01.dwg, Plotted: Jul 05, 2019



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SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

GENERAL SERVICING PLAN

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG: **GS-1**
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:1,250	

Drawing Name: 114166-3-GS01.dwg, Plotted: Jul 05, 2019



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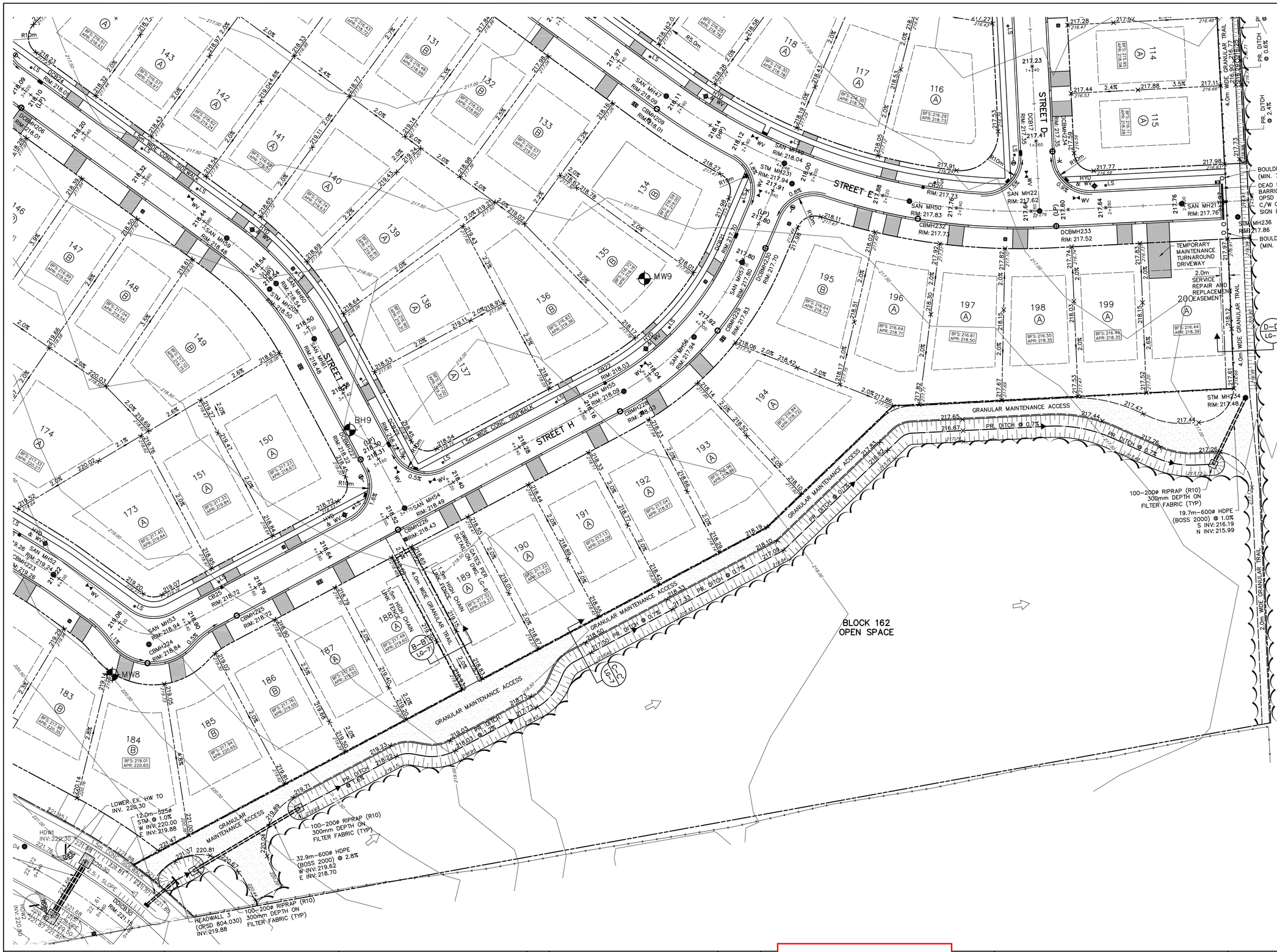
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

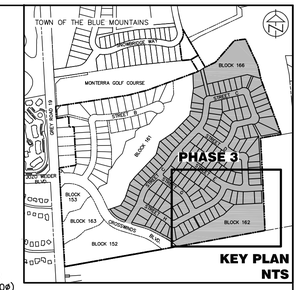
OVERALL GRADING PLAN
SHEET 1 OF 5

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG: LG-1
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:500	

Drawing Name: 114166-3-LG01.dwg, Plotted: Jul 05, 2019





LEGEND

LOT/BLOCK NUMBER	100
LOT GRADING TYPE	A
BFS: MIN. BASEMENT FLOOR SLAB APR: MIN. APRON GRADE (ONE LOCATION)	BFS: 185.00 APR: 188.00
PROPOSED SPOT ELEVATION	185.00
EXISTING SPOT ELEVATION	183.50
BOREHOLE/MONITORING WELL LOCATION (REFER TO DATA ON DWG. LG-6)	BH# / MW#
PROPOSED GRADING DIRECTION/GRADE	2.0%

REFER TO DWG. LG-6 FOR DETAILS & NOTES AND DWG. LG-7 FOR SECTIONS.

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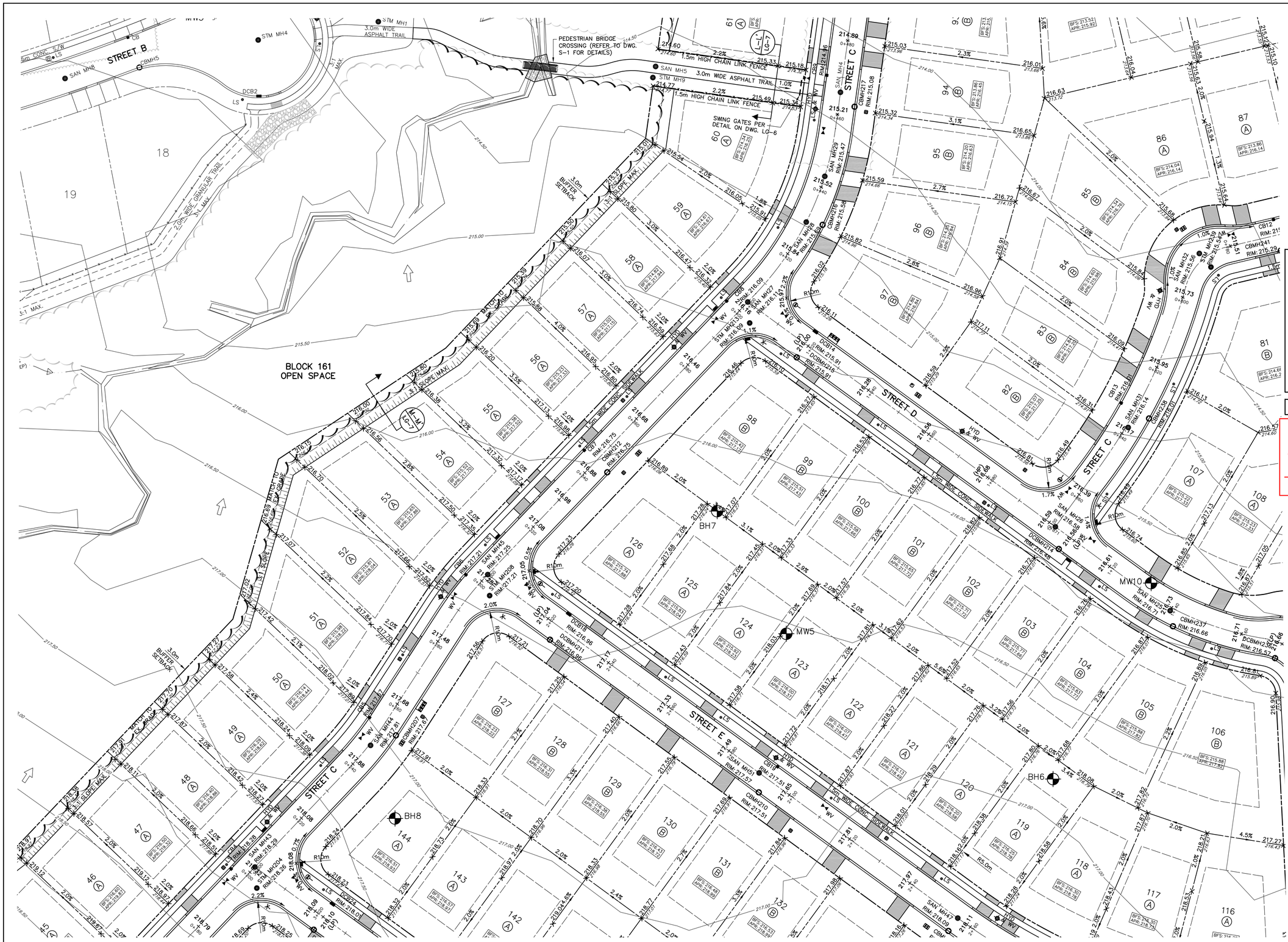
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

OVERALL GRADING PLAN
SHEET 2 OF 5

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG: LG-2
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:500	

Drawing Name: 114166-3-LG01.dwg, Plotted: Jul 05, 2019



LEGEND

LOT/BLOCK NUMBER	100
LOT GRADING TYPE	(A)
BFS: MIN. BASEMENT FLOOR SLAB APR: MIN. APRON GRADE (ONE LOCATION)	BFS: 185.00 APR: 188.00
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EXISTING SPOT ELEVATION	183.50
BOREHOLE/MONITORING WELL LOCATION (REFER TO DATA ON DWG. LG-6)	BH#/ MW#
PROPOSED GRADING DIRECTION/GRADE	2.0%

REFER TO DWG. LG-6 FOR DETAILS & NOTES AND DWG. LG-7 FOR SECTIONS.

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SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

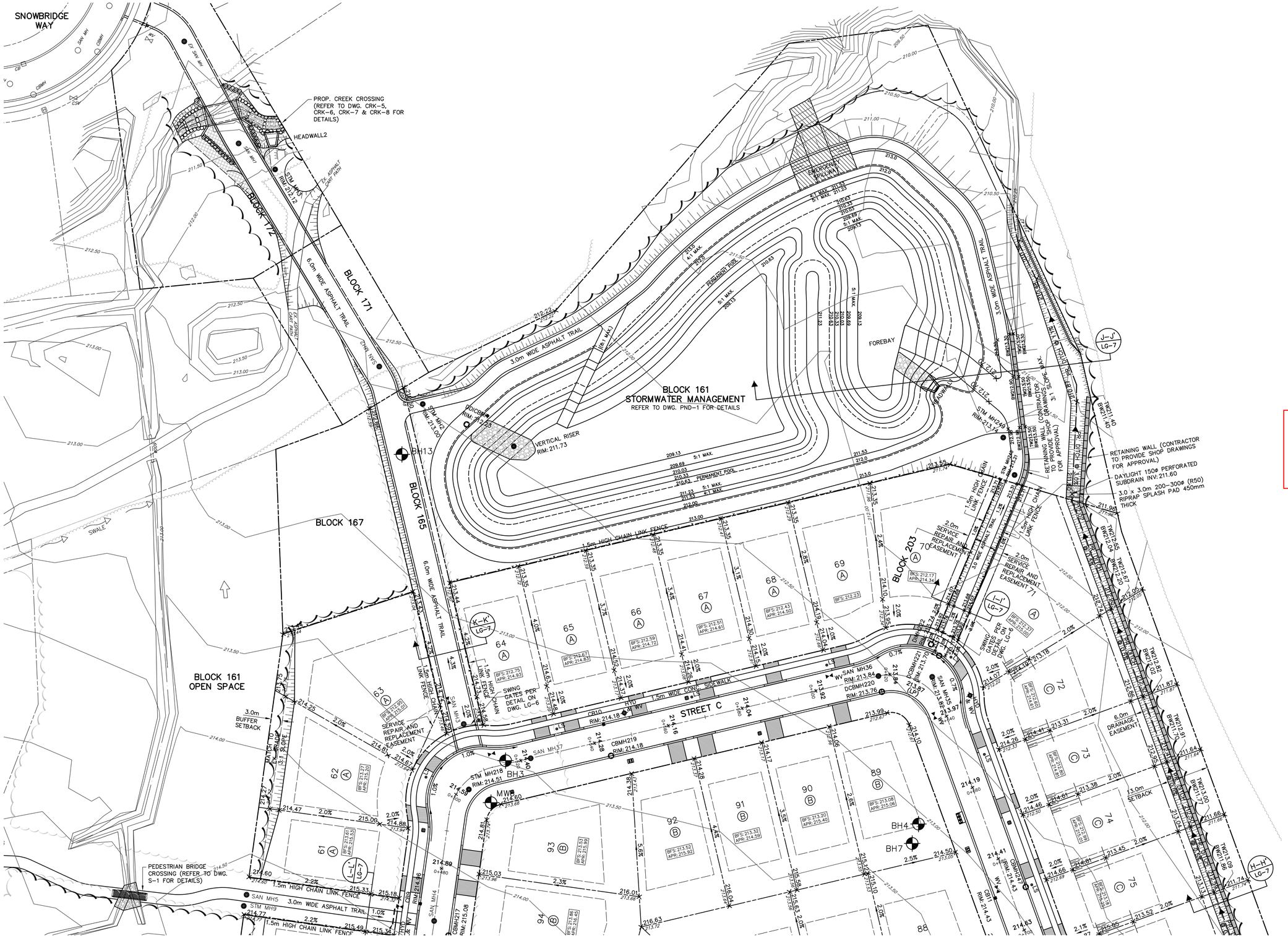
OVERALL GRADING PLAN
SHEET 3 OF 5

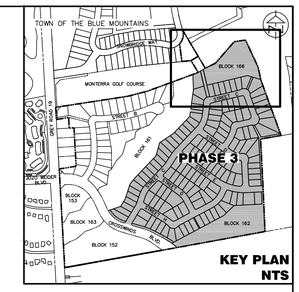
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DESIGN: LC	FILE: 114166-3	DWG: LG-3
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:500	

Drawing Name: 114166-3-LG01.dwg, Plotted: Jul 05, 2019


STREET C
STREET D
STREET E
BLOCK 164
BH5
BH6
BH7
MW5
MW10
CBMH216
CBMH217
CBMH241
CBMH235
CBMH237
CBMH238
CBMH210
CBMH211
CB12
CB13
CB14
CB15
CB16
DCB14
DCB15
DCBMH215
DCBMH216
DCBMH217
DCBMH218
DCBMH219
DCBMH220
DCBMH221
DCBMH222
DCBMH223
DCBMH224
DCBMH225
SAN MH29
SAN MH30
SAN MH31
SAN MH32
SAN MH33
SAN MH25
SAN MH26
SAN MH27
SAN MH28
SAN MH47
STM MH243
STM MH244
STM MH245
STM MH246
STM MH247
STM MH248
DCB244
TW213.09
TW213.15
TW213.22
TW213.47
TW212.63
1.5m WIDE CONC. SIDEWALK
4.0m WIDE GRANULAR TRAIL
1.5m WIDE GRANULAR TRAIL
PR. DITCH @ 2.6%
PR. DITCH @ 0.6%
PR. DITCH @ 1.1%
DITCH C/W 150ø PERFORATED SUBDRAIN (REFER TO DWG. LG-6)
RETAINING WALL (CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL)
MATCH TO EX. GRADE
SWING GATES PER DETAIL ON DWG. LG-6
IG GATES PER EL ON DWG. LG-6
LINK FENCE
ASPHALT TRAIL
1.5m WIDE CONC. SIDEWALK
4.0m WIDE GRANULAR TRAIL
1.5m WIDE GRANULAR TRAIL
R10m
R5.0m
R15m
1.0% MIN.
1.7% MAX.
1.0% MIN.
1.5% MAX.
1.0% MIN.
1.5% MAX.
1.0% MIN.
1.7% MAX.
1.0% MIN.
1.5% MAX.
1.0% MIN.
1.5% MAX.
1.0% MIN.
1.5





LEGEND

LOT/BLOCK NUMBER	100
LOT GRADING TYPE	(A)
BFS: MIN. BASEMENT FLOOR SLAB APR: MIN. APRON GRADE (ONE LOCATION)	BFS:185.00 APR:188.00
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EXISTING SPOT ELEVATION	× 183.50
BOREHOLE/MONITORING WELL LOCATION (REFER TO DATA ON DWG. LG-6)	BH#/ MW#
PROPOSED GRADING DIRECTION/GRADE	2.0%

REFER TO DWG. LG-6 FOR DETAILS & NOTES AND DWG. LG-7 FOR SECTIONS.

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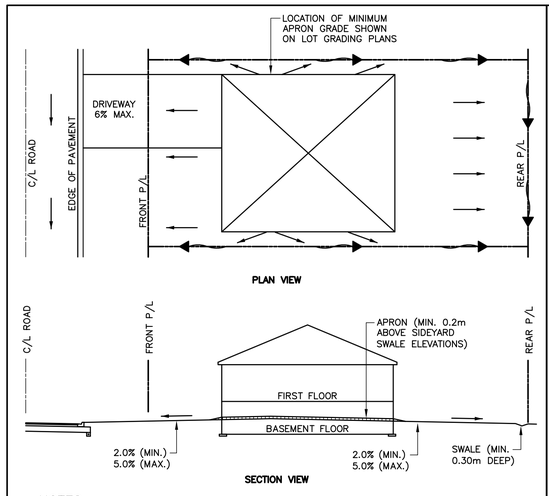
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

OVERALL GRADING PLAN
SHEET 5 OF 5

TATHAM ENGINEERING

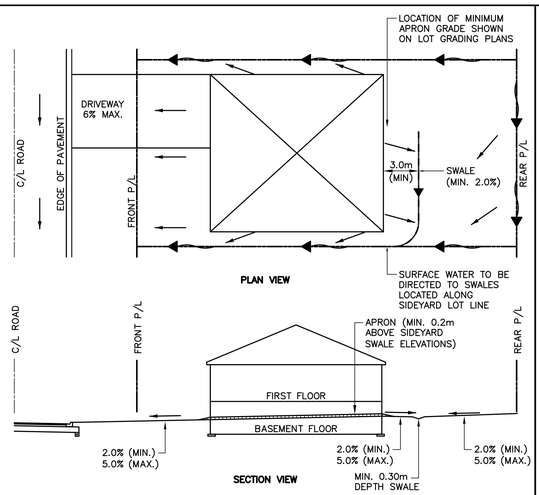
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DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:500	

Drawing Name: 114166-3-LG01.dwg, Plotted: Jul 05, 2019



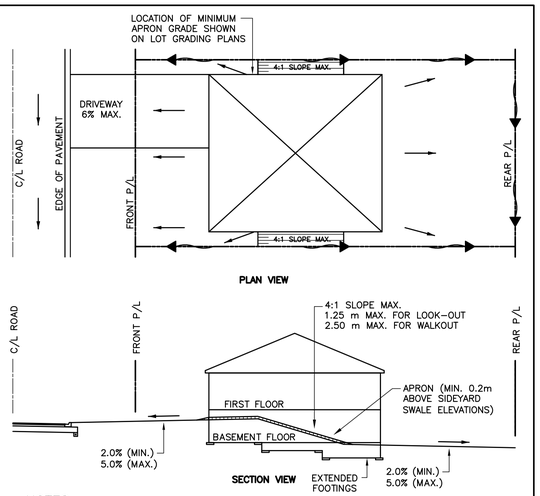
NOTES:
1. MUNICIPAL SIDEWALKS NOT SHOWN.
2. SHAPE, SIZE AND LOCATION OF HOUSE SHOWN IS CONCEPTUAL.
3. DRIVEWAY LOCATION CAN VARY WITH HOUSE TYPE & ROAD GRADE.
4. INDIVIDUAL LOT GRADING PLANS TO BE PREPARED AND APPROVED BY ENGINEER PRIOR TO CONSTRUCTION. CONTRACTOR TO REFER TO THE APPROVED PLAN FOR FINAL GRADING DETAILS.

TYPICAL SPLIT LOT DRAINAGE
TYPE – A
NTS



NOTES:
1. MUNICIPAL SIDEWALKS NOT SHOWN.
2. SHAPE, SIZE AND LOCATION OF HOUSE SHOWN IS CONCEPTUAL.
3. DRIVEWAY LOCATION CAN VARY WITH HOUSE TYPE & ROAD GRADE.
4. INDIVIDUAL LOT GRADING PLANS TO BE PREPARED AND APPROVED BY ENGINEER PRIOR TO CONSTRUCTION. CONTRACTOR TO REFER TO THE APPROVED PLAN FOR FINAL GRADING DETAILS.

TYPICAL REAR TO FRONT LOT DRAINAGE
TYPE – B
NTS



NOTES:
1. MUNICIPAL SIDEWALKS NOT SHOWN.
2. SHAPE, SIZE AND LOCATION OF HOUSE SHOWN IS CONCEPTUAL.
3. DRIVEWAY LOCATION CAN VARY WITH HOUSE TYPE & ROAD GRADE.
4. INDIVIDUAL LOT GRADING PLANS TO BE PREPARED AND APPROVED BY ENGINEER PRIOR TO CONSTRUCTION. CONTRACTOR TO REFER TO THE APPROVED PLAN FOR FINAL GRADING DETAILS.

TYPICAL SPLIT LOT DRAINAGE WALKOUT/LOOK–OUT
TYPE – C
NTS

LOT GRADING NOTES

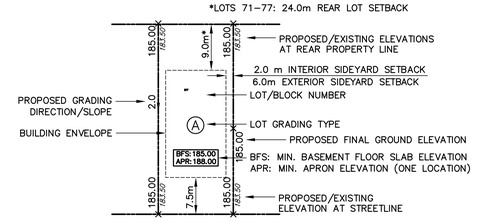
A. THE MINIMUM BASEMENT FLOOR SLAB ELEVATIONS SHOWN ON DRAWING LG–1 TO LG–5 HAVE BEEN INTERPRETED TO BE AT LEAST 0.3 m ABOVE THE SEASONAL AVERAGE GROUNDWATER. BASEMENTS SHALL NOT BE CONSTRUCTED BELOW THE NOTED MINIMUM BASEMENT FLOOR SLAB ELEVATIONS FOR EACH LOT. IT SHALL BE EXPECTED THAT SUMP PUMPS WILL BE ACTIVE DURING PERIODS OF THE YEAR WHEN GROUNDWATER LEVELS ARE AT OR ABOVE THE SEASONAL AVERAGE GROUNDWATER ELEVATION.

B. MINIMUM APRON ELEVATIONS SHOWN ON THE LOT GRADING PLANS ARE 0.2 m TO 0.4 m ABOVE THE HIGHEST SIDEYARD SWALE ELEVATION ADJACENT TO THE HOUSE. APRON ELEVATIONS ARE BASED ON A TYPICAL 14.0 m LONG HOUSE AT A 6.0 m FRONT YARD SETBACK. APRON ELEVATIONS ARE SUBJECT TO CHANGE BASED ON HOUSE TYPE, HOUSE DIMENSIONS AND FRONT YARD SETBACK, AS SHOWN ON THE INDIVIDUAL LOT GRADING PLANS PREPARED FOR EACH LOT.

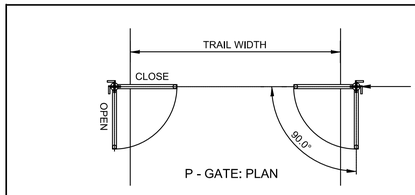
C. ENGINEERED FILL WILL BE PROVIDED ON SELECT LOTS IN SOME AREAS. LIMITS OF ENGINEERED FILL TO BE RECONFIRMED AS APPROPRIATE DURING THE INDIVIDUAL LOT GRADING DESIGN. THE HOUSE BUILDER WILL BE REQUIRED TO EXTEND FOOTINGS TO SUITABLE NATIVE MATERIAL IF REQUIRED.

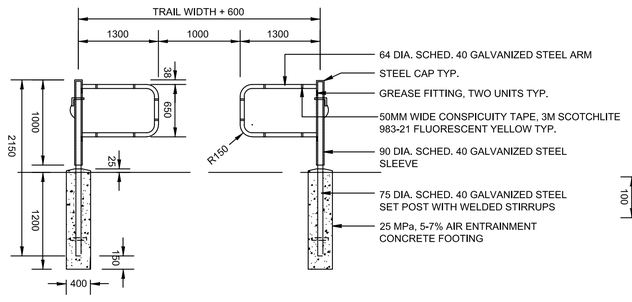
D. PLACEMENT OF ENGINEERED FILL TO BE CARRIED OUT UNDER THE FULL TIME SUPERVISION OF A QUALIFIED GEOTECHNICAL ENGINEER. ENGINEERED FILL TO BE COMPACTED TO A MINIMUM 98% OF THE MATERIALS SPMDD AND AS PER ANY OTHER REQUIREMENTS BY THE GEOTECHNICAL CONSULTANT.

E. THE EXISTING TOPOGRAPHIC INFORMATION DOES NOT NECESSARILY REPRESENT EXISTING CONDITIONS WHERE PHASE 1 AND PHASE 2 FEATURES HAVE BEEN CONSTRUCTED ON PHASE 3 LANDS. REFER TO DWG. SC–1 FOR APPROXIMATE LOCATIONS.

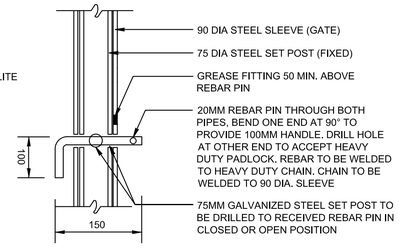


TYPICAL LOT
NTS





P - GATE: ELEVATION / SECTION

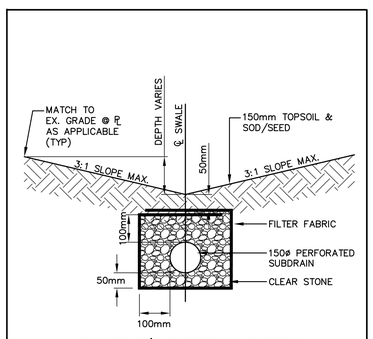


LOCKING DEVICE: SECTION

NOTES:

2. ALL PIPE SHALL BE SCHEDULE 40 STEEL.
3. ALL WELDS TO BE 5 MM CONTINUOUS SEAM AND GROUND SMOOTH.
4. CONTRACTOR TO SUPPLY HEAVY DUTY PADLOCK AS REQUIRED.
5. CONTRACTOR TO SUBMIT SHOP DRAWINGS.
6. LOCATION OF GATES TO BE FIELD STAKED BY CONTRACTOR FOR REVIEW BY TOWN. LOCATION TO BE APPROVED PRIOR TO INSTALLATION.

TRAIL SWING GATES
NTS



SWALE C/W SUBDRAIN SYSTEM
NTS

GROUNDWATER MONITORING

(BASED ON FIELD INVESTIGATION CONDUCTED BY PETO MACALLUM LTD., 2007)

Monitoring Location	Existing Elevation	Recorded Groundwater Elevation (March 2007)	Recorded Groundwater Elevation (August 2007)	Recorded Groundwater Elevation (May 2018)
BH 1	217.36	216.16		
BH 2	215.08	215.08		
BH 3	213.52	213.42		
BH 4	212.99	212.89		
BH 5	213.84	213.84		
BH 6	216.77	216.37		
BH 7	216.31	216.01		
BH 8	217.55	217.15		
BH 9	218.07	217.97		
BH 10	221.57	218.97		
BH 11	222.17	220.57		
BH 12	222.35	222.15		
BH 13	212.63	212.63		
MW1	222.27		219.86	221.12
MW2	217.57		215.14	215.17
MW3	215.18		214.77	215.78
MW5	216.58		214.30	215.48
MW6	213.70		212.72	
MW7	213.13		212.19	212.84
MW8	219.98		215.84	217.17
MW9	217.81		215.10	215.75
MW10	216.20		214.18	215.00

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2.	SECOND ENGINEERING SUBMISSION	SEPT. 20/18	
3.	THIRD ENGINEERING SUBMISSION	JAN. 11/19	
4.	FOURTH ENGINEERING SUBMISSION	MAY 31/19	
5.	FINAL ENGINEERING SUBMISSION	JULY 5/19	

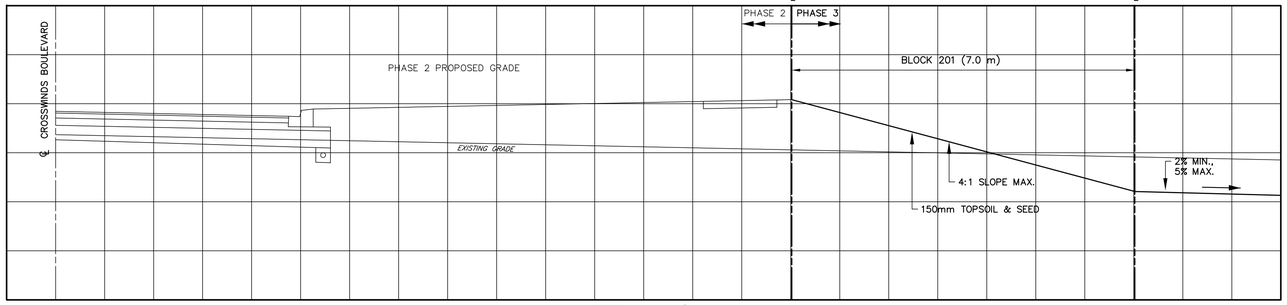
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

OVERALL GRADING PLAN
DETAILS & NOTES

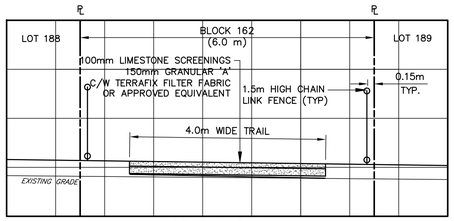
TATHAM ENGINEERING

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DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: NTS	

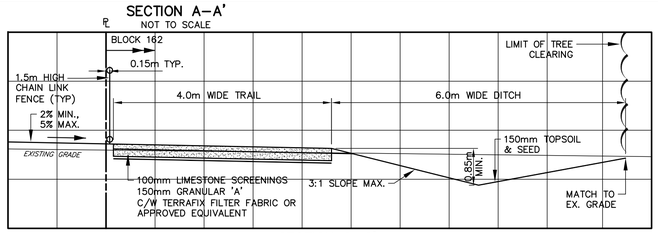
Drawing Name: 114166–3–LG06.dwg, Plotted: Jul 05, 2019



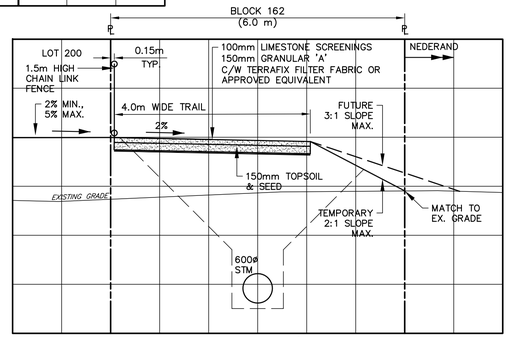
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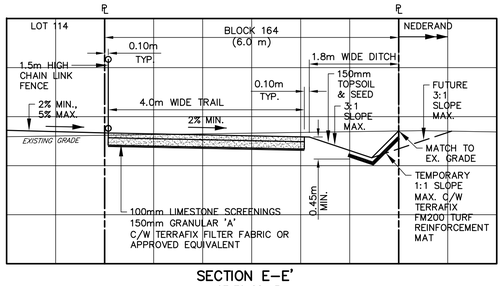
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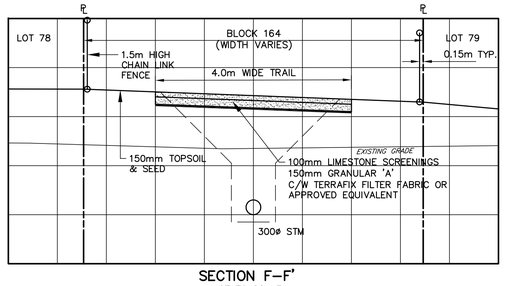
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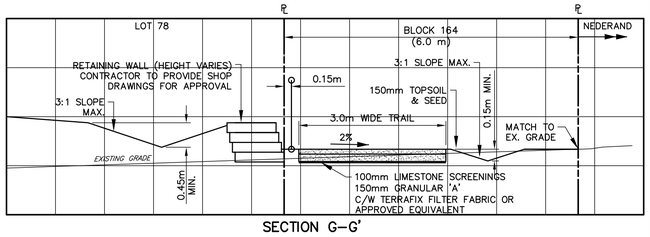
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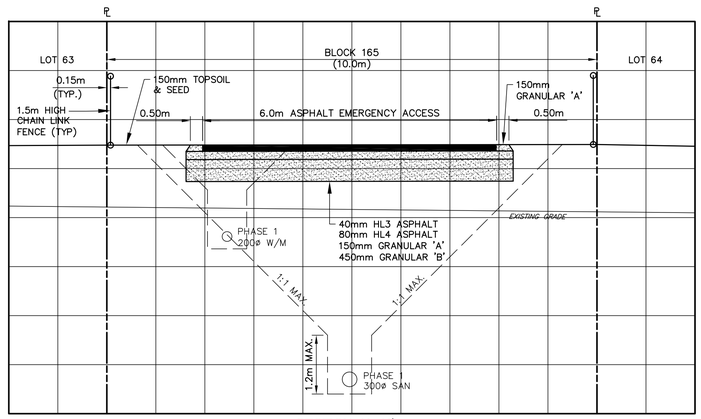
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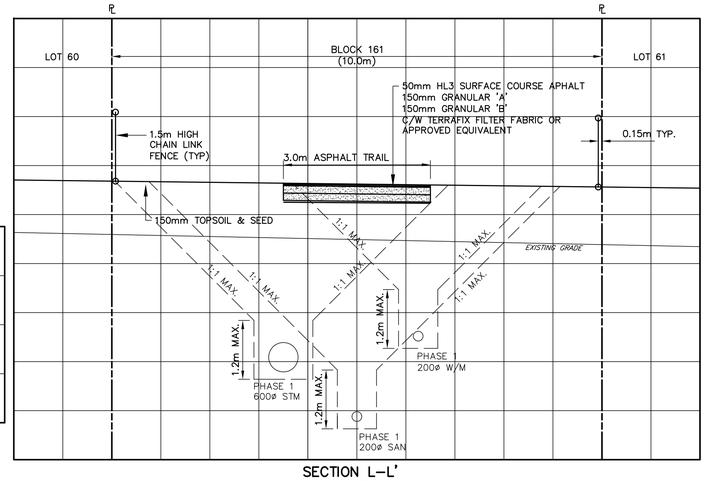
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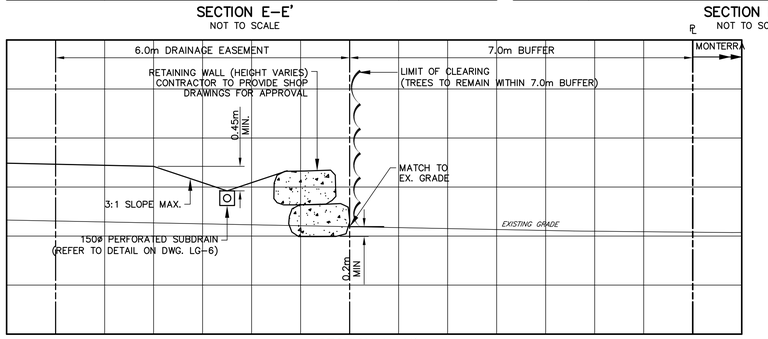
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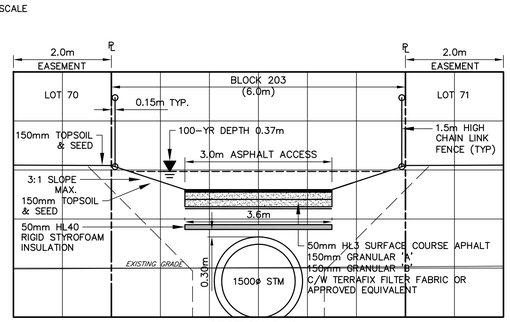
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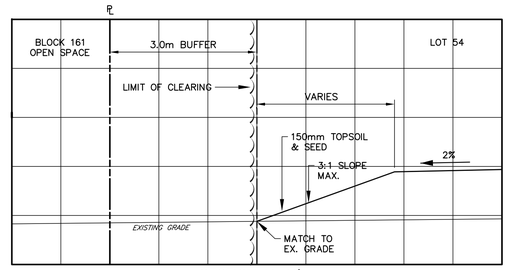
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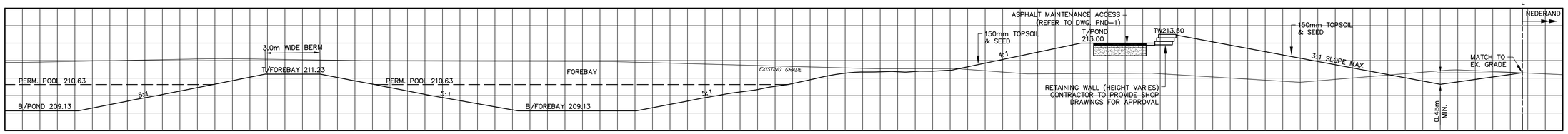
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NOT TO SCALE



SECTION I–I'
NOT TO SCALE



SECTION M–M'
NOT TO SCALE



SECTION J–J'
NOT TO SCALE

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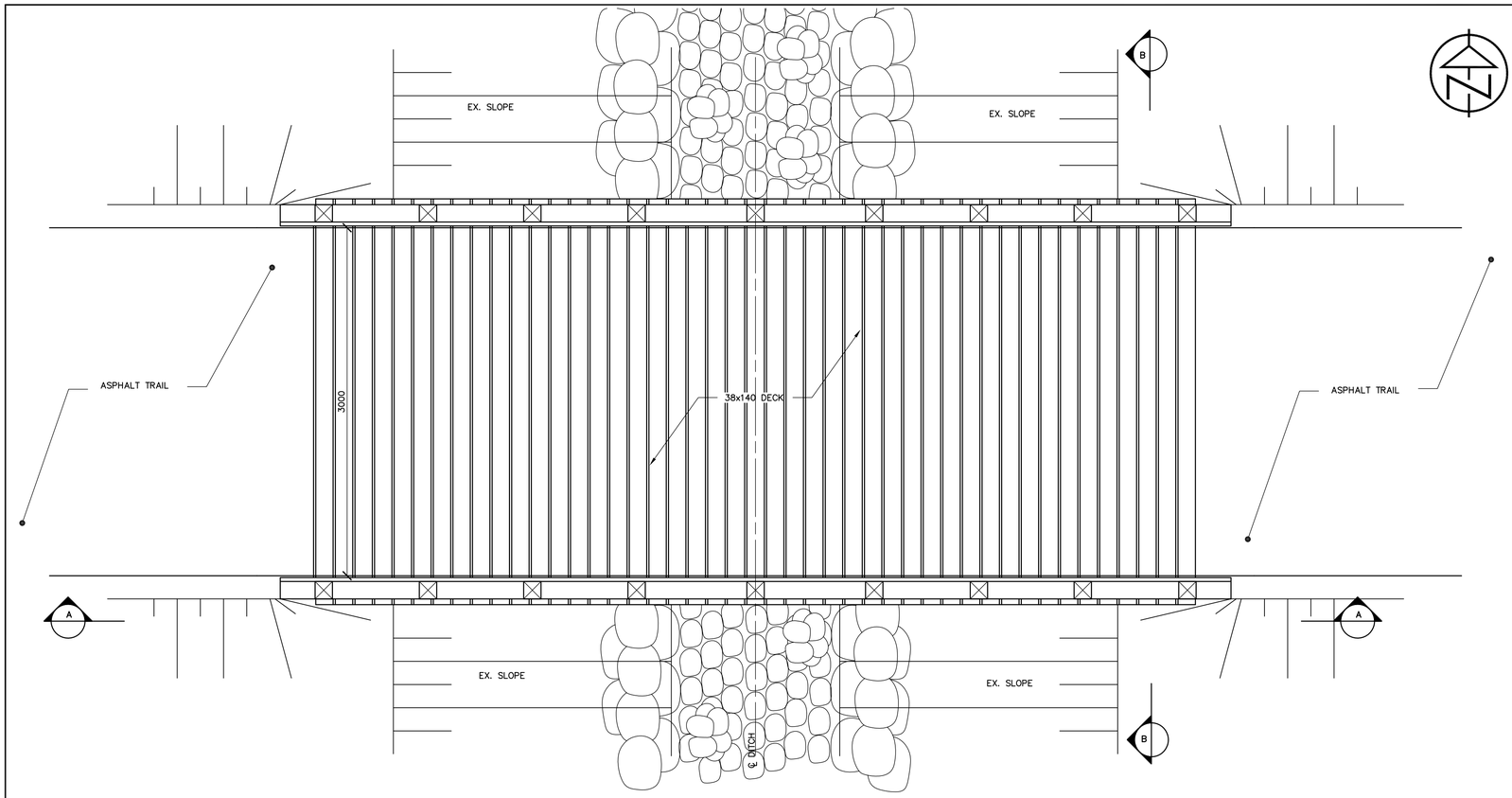
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

TATHAM ENGINEERING

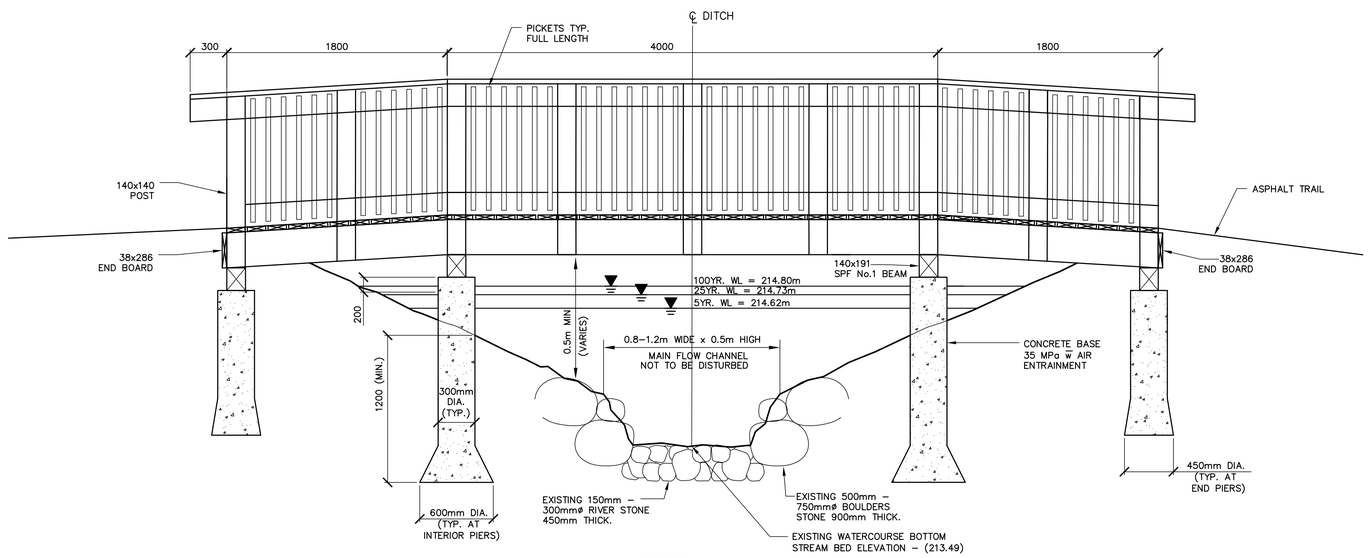
GRADING SECTIONS

DESIGN: LC	FILE: 114166-3	DWG: **LG-7**
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: AS NOTED	

Drawing Name: 114166-3-LG06.dwg, Plotted: Jul 05, 2019



PLAN
SCALE: 1:25



SECTION A–A
SCALE: 1:25

GENERAL NOTES

A. ALL WORK AND MATERIALS SHALL CONFORM TO REQUIREMENTS SET OUT IN THE ONTARIO BUILDING CODE.

B. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH OCCUPATIONAL HEALTH AND SAFETY ACT OF ONTARIO.

C. SOIL BEARING CAPACITY SHALL BE VERIFIED BY THE SOILS ENGINEER IN WRITING PRIOR TO POURING OF FOOTINGS. ALL FOUNDATIONS HAVE BEEN DESIGNED FOR AN ALLOWABLE SOIL BEARING CAPACITY OF 100 kPa. ALL FOUNDATION STRUCTURES SHALL BE FOUNDED ON DRY ORIGINAL UNDISTURBED SOIL HAVING A MINIMUM SAFE BEARING CAPACITY OF 100 kPa OR ON ENGINEERED FILL. PROTECT FOOTINGS, WALLS SLABS–ON–GRADE AND ADJACENT SOIL FROM FREEZING AND FROST ACTION AT ALL TIMES DURING CONSTRUCTION. THE OWNER IS RESPONSIBLE FOR HAVING THE BEARING CAPACITY VERIFIED.

D. THE CONTRACTOR SHALL EXAMINE ALL DRAWINGS. CHECK ALL DIMENSIONS AND REPORT ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK.

E. ALL DESIGN LOADS NOTED ON DRAWINGS ARE WORKING LOADS.
DESIGN LIVE LOAD = 4.8 kPa
DESIGN SNOW LOAD = 2.7 kPa
RAILING LOAD = 1.5 kN/m VERTICAL
= 0.75 kN/m HORIZONTAL
VEHICULAR TRAFFIC = 4 TONNE MAINTENANCE VEHICLE

F. ALL LUMBER SHALL BE PRESSURE TREATED SPF GRADE No. 1/2 IN ACCORDANCE WITH CAN/CSA–O86 USING RETENTION RATE FOR GROUND CONTACT, UNLESS NOTED OTHERWISE.

G. ALL WOOD TO BEAR LUMBER GRADING STAMP.

H. ALL FASTENERS SHALL BE 304 OR 316 STAINLESS STEEL.

I. DRIVE ALL NAIL OR SCREW HEADS BELOW SURFACE OF WOOD.

J. USE SUFFICIENT SIZE AND QUANTITY OF FASTENERS TO ENSURE A STABLE SECURE STRUCTURE.

K. WORK IS TO OCCUR DURING DRY/LOW FLOW PERIODS IN STREAM.

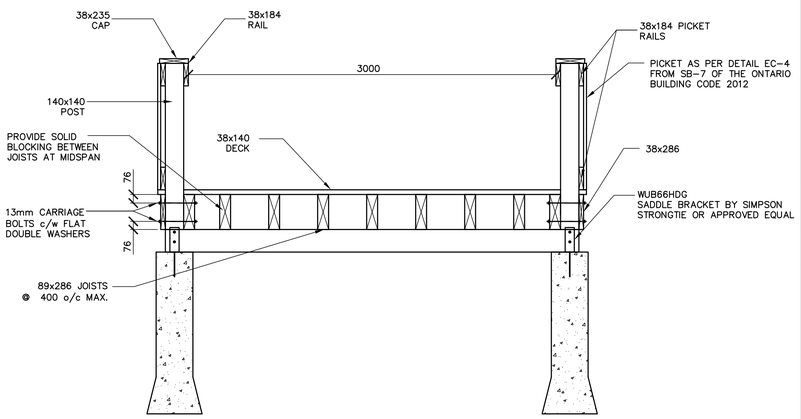
L. DECK BOARDS TO BE INSTALLED WITH 3mm GAP BETWEEN BOARDS.

M. ALL EROSION CONTROL AND FLOW DIVERSION METHODS ARE TO BE INSTALLED PRIOR TO THE START OF CONSTRUCTION AND APPROVED BY THE ENGINEER.

N. NO WORKS ARE TO OCCUR TO THE MAIN FLOW CHANNEL OF THE STREAM.

O. ALL CONCRETE TO BE AS PER CSA A23.1.

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SECTION B–B
SCALE: 1:25

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ENGINEER STAMP

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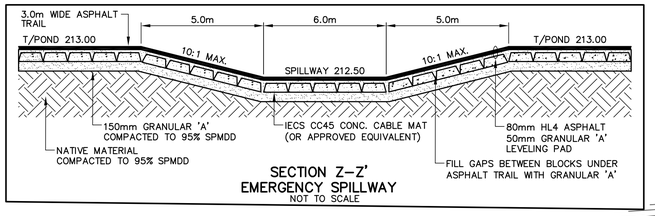
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

PEDESTRIAN BRIDGE CROSSING
DETAILS & NOTES

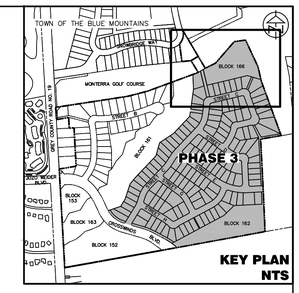
TATHAM ENGINEERING

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DRAWN: DEP	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: AS NOTED	

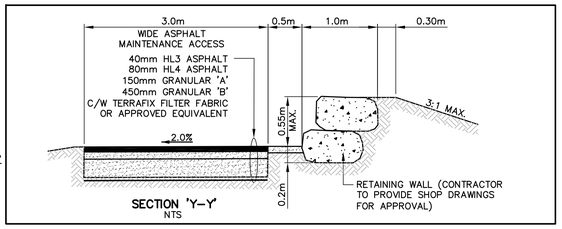
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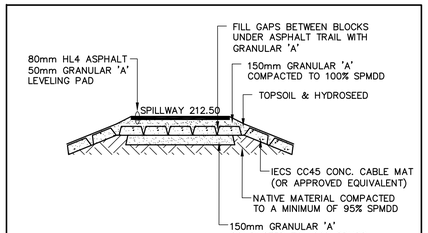
SECTION Z–Z'
EMERGENCY SPILLWAY
NOT TO SCALE



KEY PLAN
NTS



SECTION 'Y–Y'
NTS



SECTION X–X'
EMERGENCY SPILLWAY
NOT TO SCALE

CLAY LINER NOTES

A. 600mm DEPTH CLAY LINER TO BE PLACED TO LIMITS AS SHOWN ON DRAWING (PLACED FROM ELEV. 211.53 AND EXTENDING 3.0 m BEYOND BOTTOM OF POND BANK. CLAY TO BE COMPACTED TO 97% OF THE MATERIAL'S SPMDD ON THE PROPOSED SUBGRADE.
B. CLAY LINER TO BE COVERED WITH 150 mm TOPSOIL AND SEED.
C. CLAY LINER REQUIREMENTS:
   1. A MINIMUM CONTENT OF CLAY–SIZED PARTICLES OF 15% (BY WEIGHT);
   2. A PLASTIC INDEX (PI) OF GREATER THAN 7;
   3. A MAXIMUM PARTICLE SIZE OF 0.1m;
   4. THE WATER CONTENT OF THE CLAY LINER MATERIALS AT THE TIME OF COMPACTION SHOULD BE BETWEEN THE OPTIMUM WATER CONTENT FOR COMPACTION; AND
   5. THE CLAY LINER MATERIALS SHOULD BE COMPACTED TO A DRY DENSITY GREATER THAN OR EQUAL TO 97% SPMDD.

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DRAWING REFERENCES

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TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN BASED ON FIELD SURVEY COMPLETED BY TATHAM ENGINEERING LIMITED ON MARCH 23, 2007.

BENCHMARKS

TBM#1 ELEV. 226.036 m
TOP NUT FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF GORD CANNING DRIVE AND JOZO WEIDER BOULEVARD (99–21).

TBM#2 ELEV. 224.127 m
RAIL ROAD SPIKE IN WEST FACE OF HYDRO POLE LOCATED AT THE SOUTH WEST CORNER OF GREY ROAD 19 AND JOZO WEIDER BOULEVARD.

No.	REVISION DESCRIPTION	DATE
2.	RESPONSE TO FIRST SUBMISSION SWM COMMENTS	AUG. 1/18
3.	SECOND ENGINEERING SUBMISSION	SEPT. 20/18
4.	THIRD ENGINEERING SUBMISSION	JAN. 11/19
5.	FOURTH ENGINEERING SUBMISSION	MAY 31/19
6.	FINAL ENGINEERING SUBMISSION	JULY 5/19

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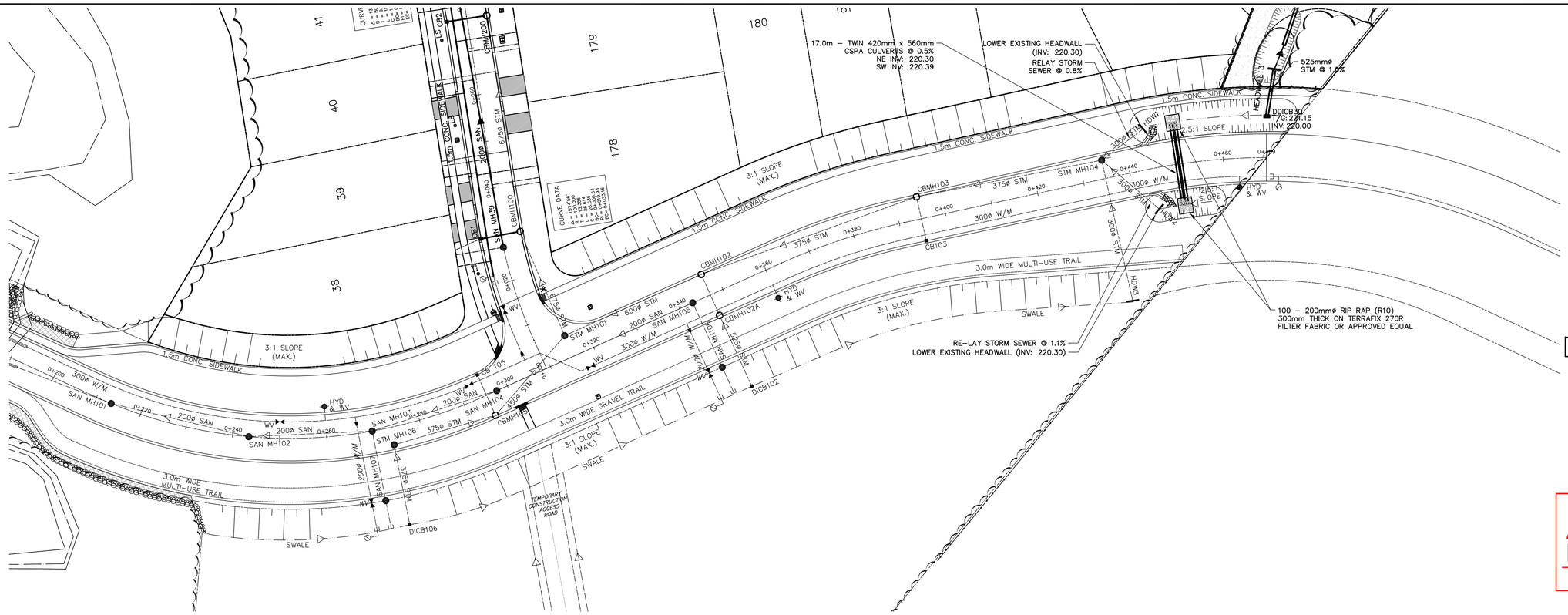
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

STORMWATER MANAGEMENT POND PLAN

TATHAM ENGINEERING

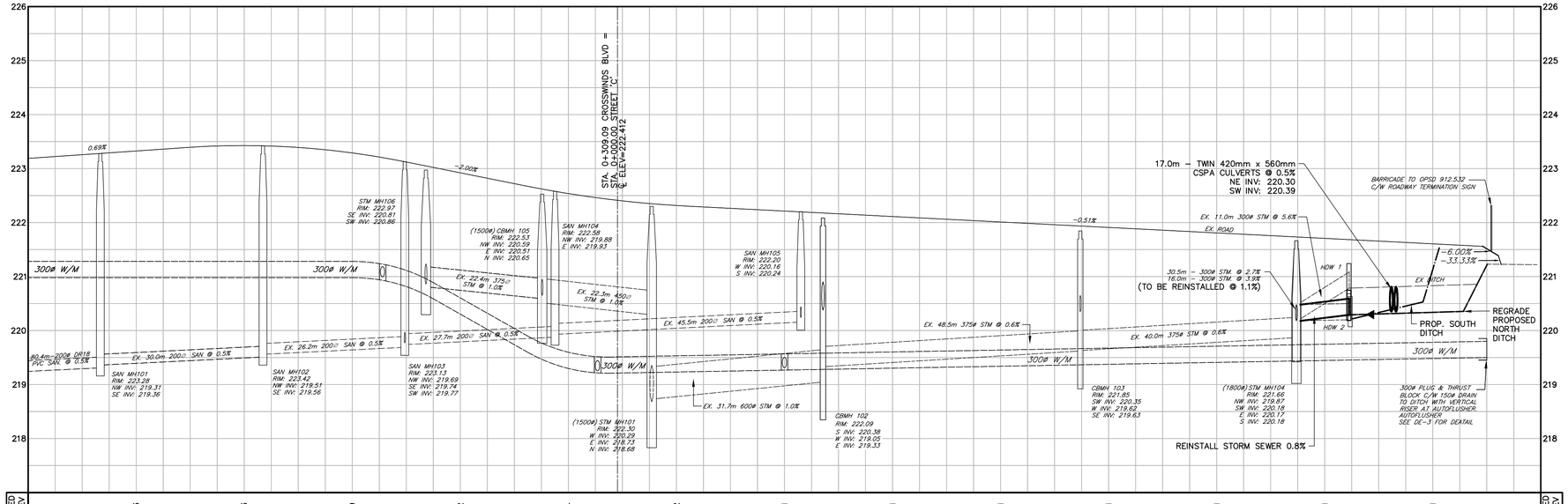
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DRAWN: LC/DEP	DATE: JANUARY 2018	
CHECK: DRT/MJC	SCALE: 1:400	

Drawing Name: 114166–3–PND1.dwg, Plotted: Jul 05, 2019



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CHAINAGE	EXISTING C/L ELEV	PROPOSED C/L ELEV
0+220	222.61	223.33
0+240	222.67	223.43
0+260	222.65	223.29
0+280	222.50	222.92
0+300	222.40	222.54
0+320	222.32	222.32
0+340	222.17	222.21
0+360	222.00	222.11
0+380	221.77	222.01
0+400	221.50	221.91
0+420	221.37	221.81
0+440	221.28	221.71
0+460	221.25	221.61

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No.	REVISION DESCRIPTION	DATE
1.	THIRD ENGINEERING SUBMISSION	JAN. 14/19
2.	FOURTH ENGINEERING SUBMISSION	MAY 31/19
3.	FINAL ENGINEERING SUBMISSION	JULY 5/19

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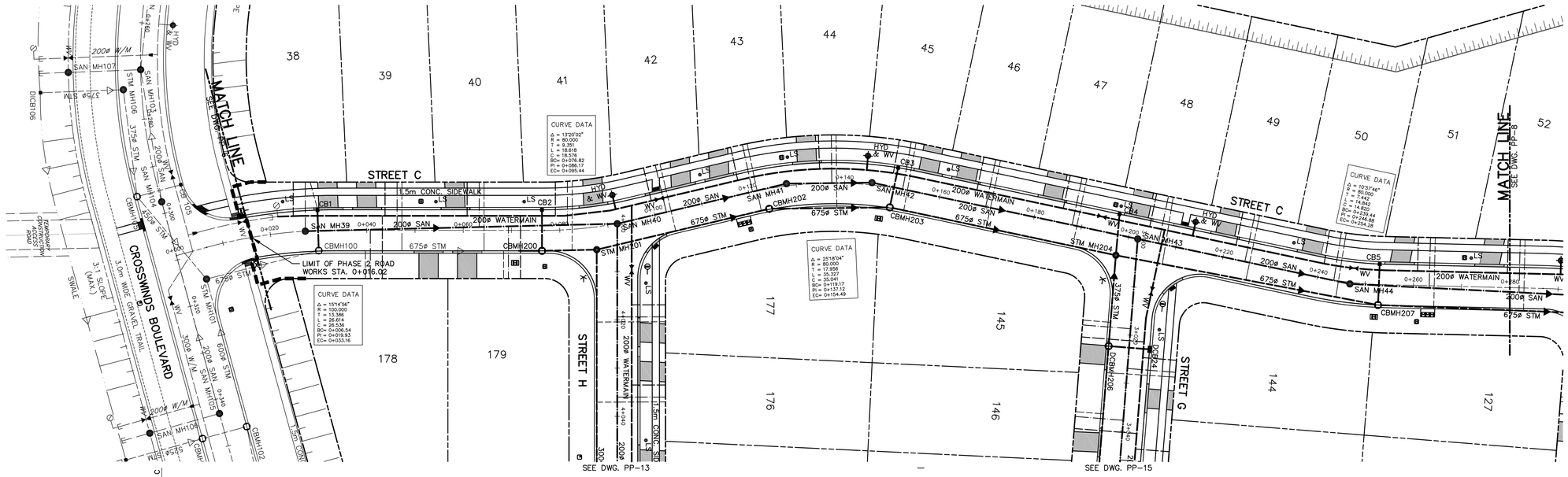
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

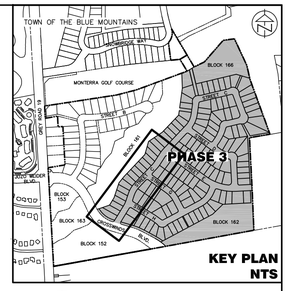
PLAN AND PROFILE
CROSSWINDS BOULEVARD
STA. 0+220 TO 0+470

TATHAM ENGINEERING

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DRAWN: DFM	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: H. 1:500, V. 1:50	

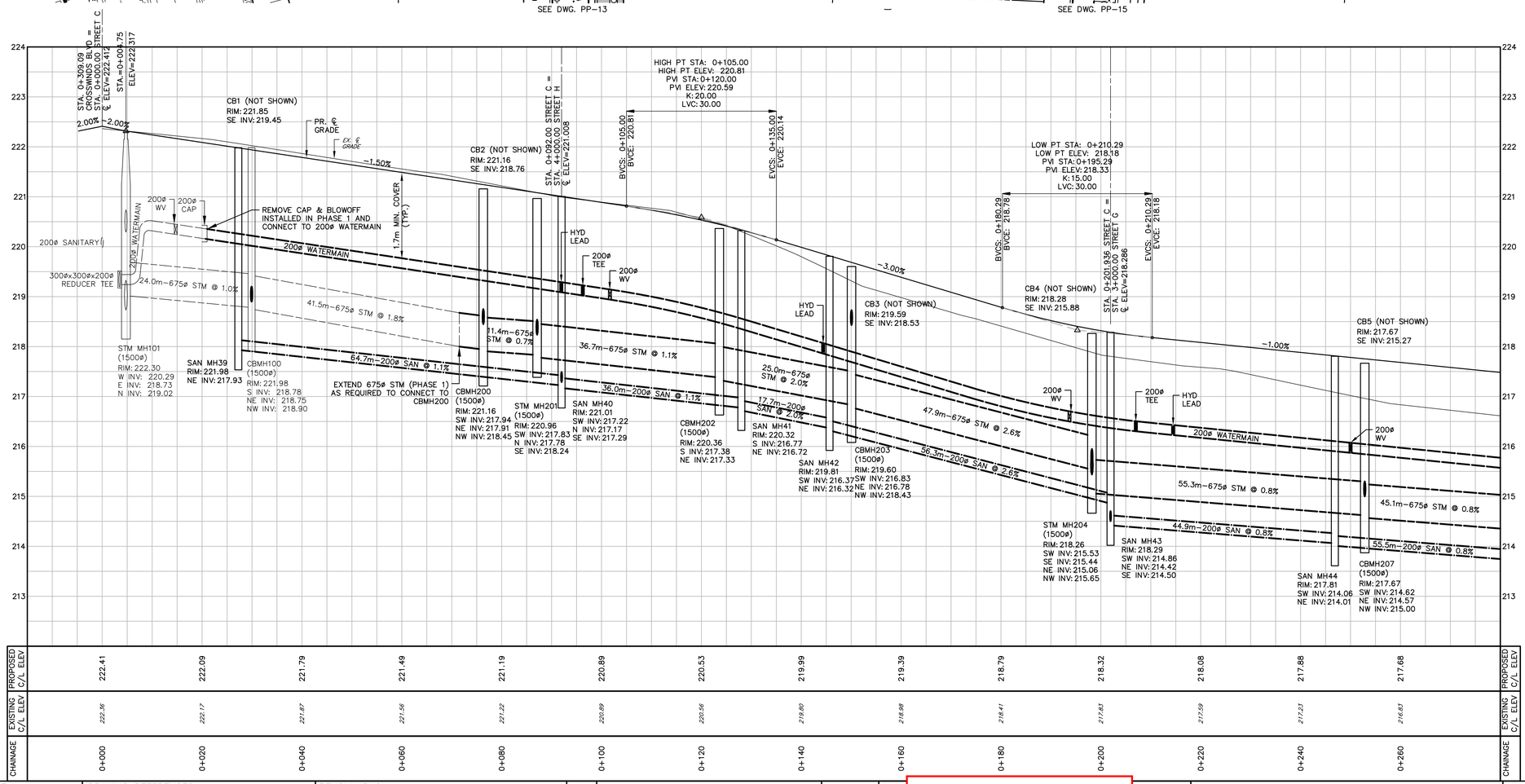
Drawing Name: 114166-3-PP06.dwg, Plotted: Jul 05, 2019





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CHAINAGE	0+000	0+020	0+040	0+060	0+080	0+100	0+120	0+140	0+160	0+180	0+200	0+220	0+240	0+260
EXISTING C/L ELEV	222.56	222.17	221.87	221.56	221.22	220.89	220.56	219.80	218.98	218.41	217.83	217.59	217.23	216.83
PROPOSED C/L ELEV	222.41	222.09	221.79	221.49	221.19	220.89	220.53	219.99	219.39	218.79	218.32	218.08	217.88	217.68

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BENCHMARKS

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TBM#2 ELEV. 224.127 m
RAIL ROAD SPIKE IN WEST FACE OF HYDRO POLE LOCATED AT THE SOUTH WEST CORNER OF GREY ROAD 19 AND JOZO WEIDER BOULEVARD.

No.	REVISION DESCRIPTION	DATE	ENG
1.	FIRST ENGINEERING SUBMISSION	FEB. 14/18	
2.	SECOND ENGINEERING SUBMISSION	SEPT. 20/18	
3.	THIRD ENGINEERING SUBMISSION	JAN. 11/19	
4.	FOURTH ENGINEERING SUBMISSION	MAY 31/19	
5.	FINAL ENGINEERING SUBMISSION	JULY 5/19	

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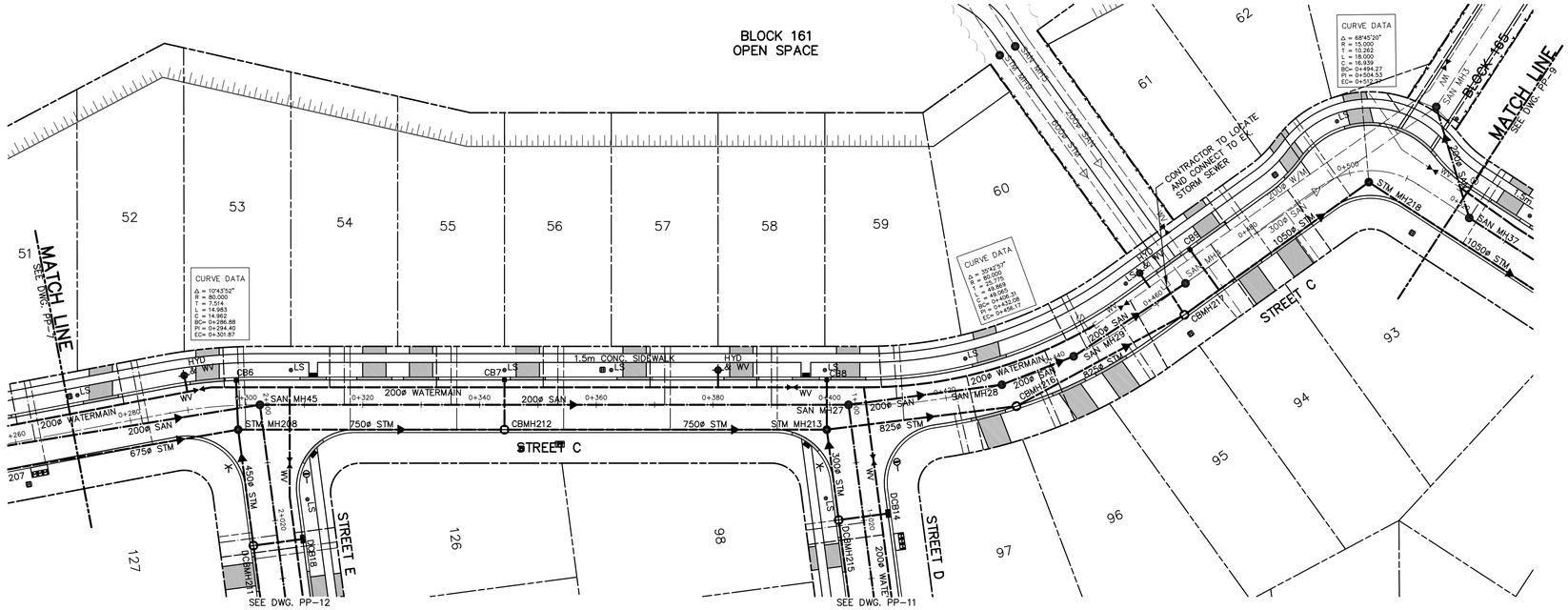
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

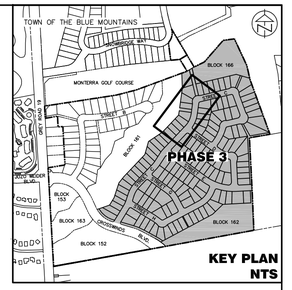
PLAN & PROFILE
STREET C
STA. 0+000 TO STA. 0+280

TATHAM ENGINEERING

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DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: H. 1:500 V. 1:50	

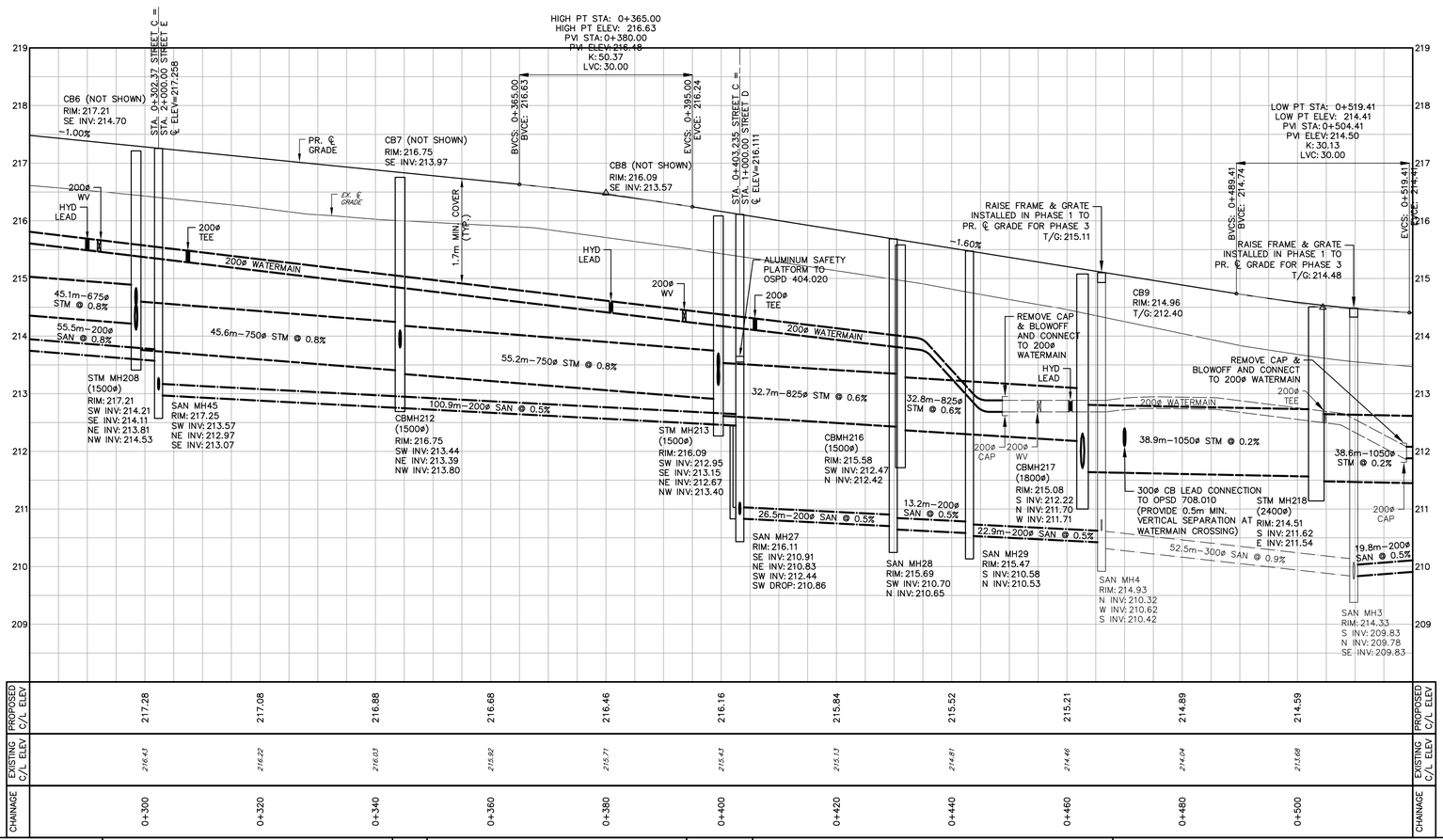
Drawing Name: 114166-3-PP01.dwg, Plotted: Jul 05, 2019





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5.	FINAL ENGINEERING SUBMISSION	JULY 5/19

ENGINEER STAMP

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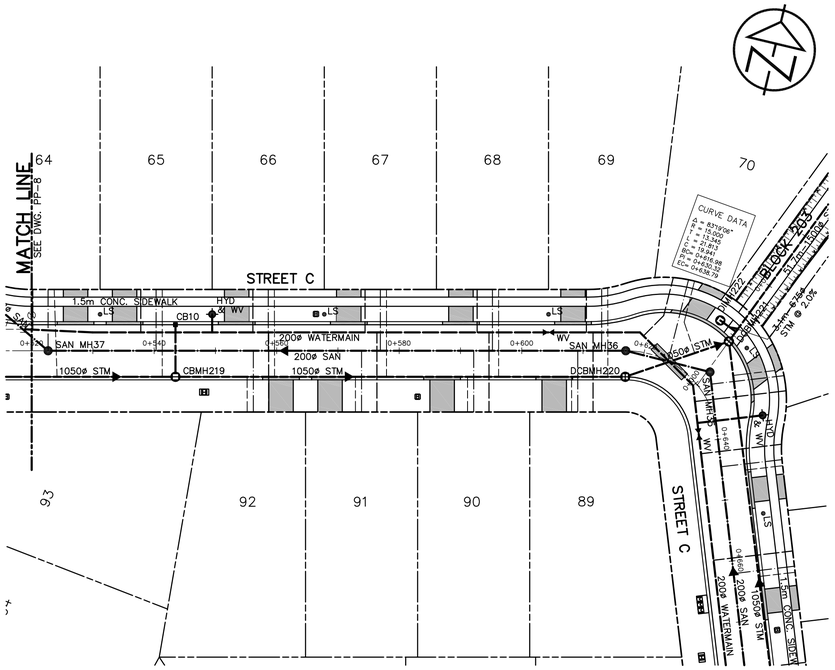
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

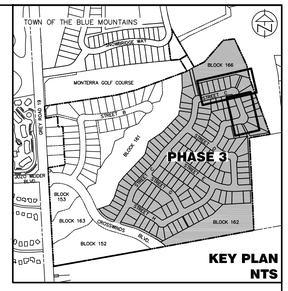
PLAN & PROFILE
STREET C
STA. 0+280 TO STA. 0+520

TATHAM ENGINEERING

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CHECK: JPA/MJC	SCALE: H. 1:500 V. 1:50	

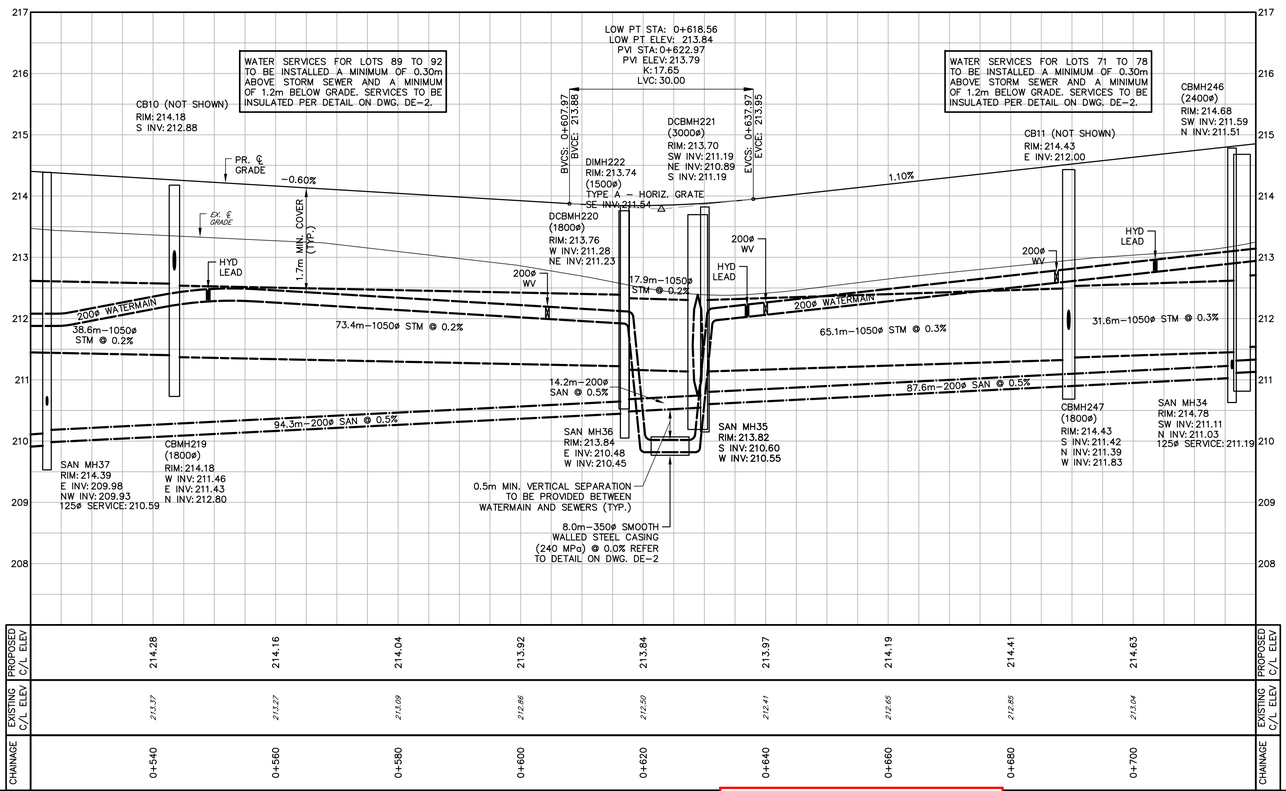
Drawing Name: 114166–3–PP01.dwg, Plotted: Jul 05, 2019





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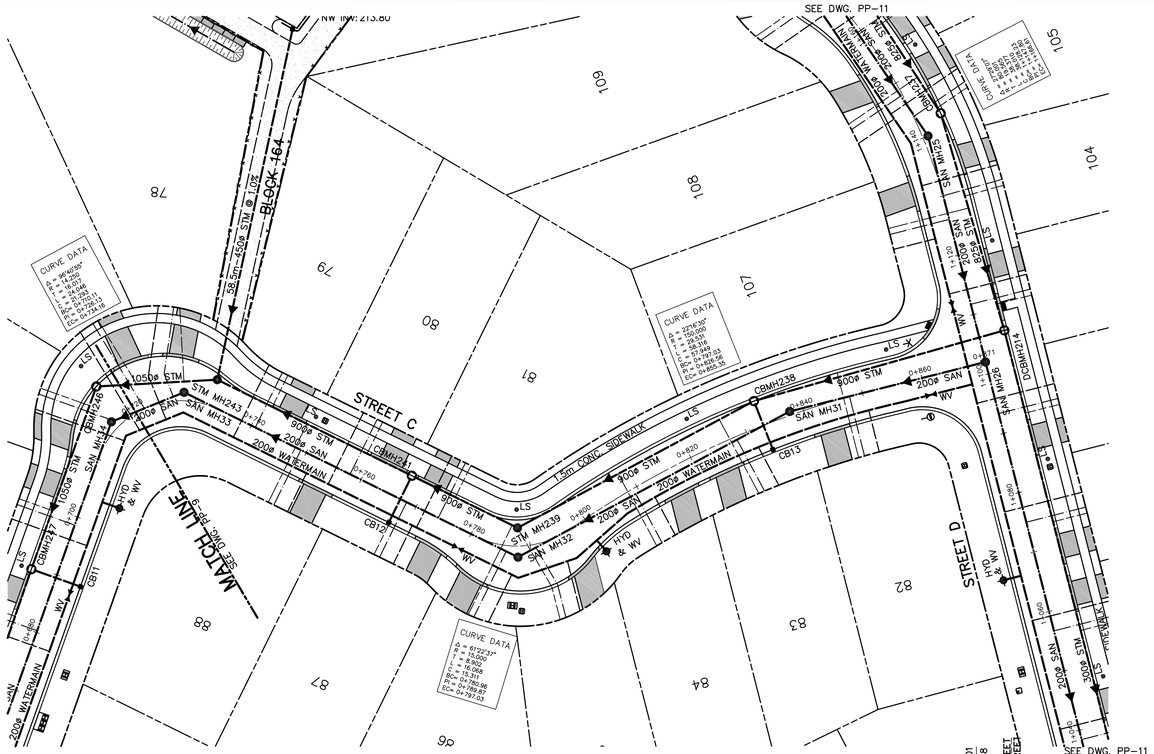
SECOND NATURE - PHASE 3
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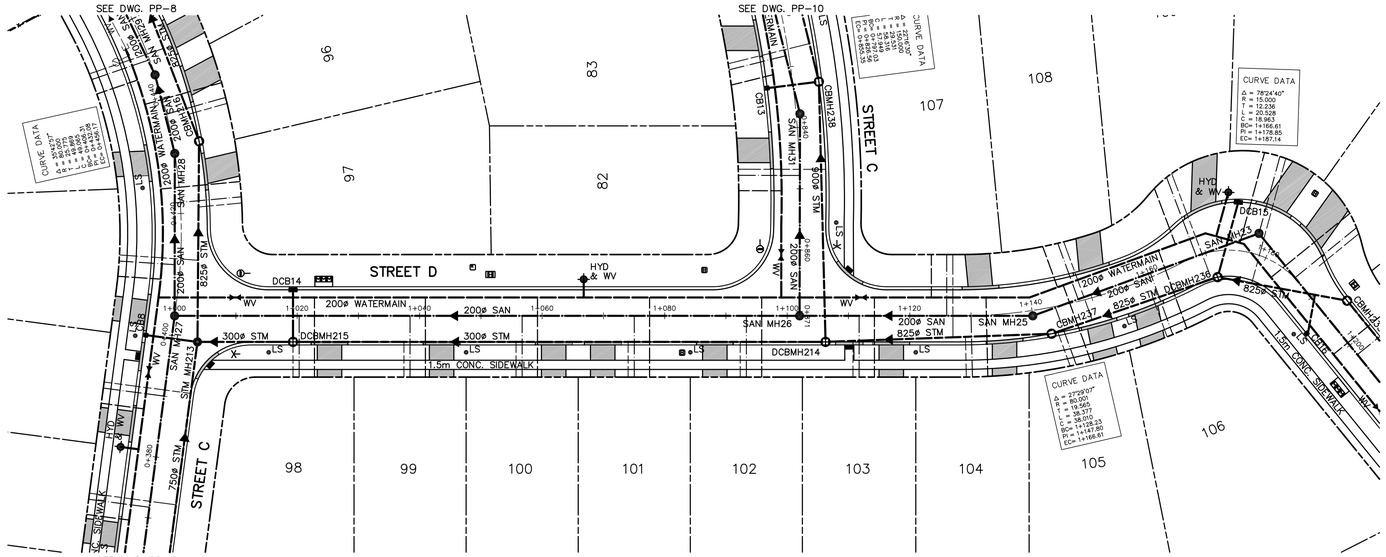
PLAN & PROFILE
STREET C
STA. 0+520 TO STA. 0+720

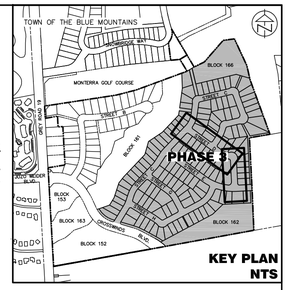
TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG: PP-9
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: H. 1:500 V. 1:50	

Drawing Name: 114166-3-PP01.dwg, Plotted: Jul 05, 2019

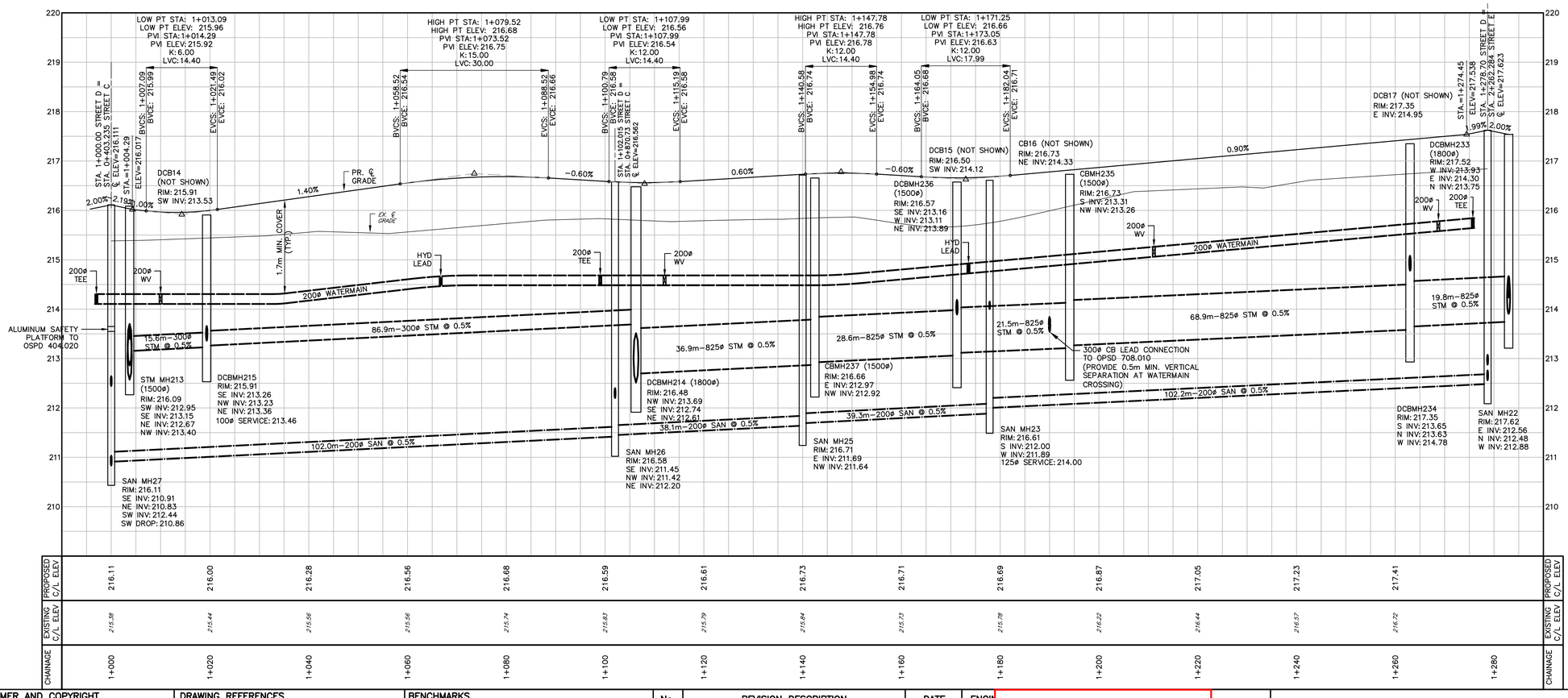

NW INV: 213.80
SEE DWG. PP-11
BLOCK 164
58.5m–450ø STM @ 1.0%
78
79
80
81
107
108
109
104
105
CURVE DATA
Δ = 99°40'00"
R = 15.000
T = 18.023
L = 26.098
SC= 0+774.811
CS= 0+800.909
R= 0+789.811
EC= 0+774.811
CURVE DATA
Δ = 22°41'30"
R = 105.000
T = 20.931
L = 41.598
SC= 0+787.153
CS= 0+828.751
R= 0+805.153
EC= 0+787.153
CURVE DATA
Δ = 61°22'37"
R = 15.000
T = 9.502
L = 16.068
SC= 0+811.311
CS= 0+827.379
R= 0+826.96
EC= 0+811.311
STREET C
STREET D
MATCH LINE
SEE DWG. PP-9
1.5m CONC. SIDEWALK
1050ø STM
900ø STM
200ø SAN
200ø WATERMAIN
STM MH243
STM MH239
SAN MH32
SAN MH33
SAN MH34
SAN MH31
SAN MH25
SAN MH26
CBMH241
CBMH238
CBMH240
CBMH214
CB11
CB12
CB13
HYD & WV
WV
LS
0+760
0+780
0+800
0+820
0+840
0+860
0+880
0+900
0+920
0+940
0+960
1+000
1+020
1+040
1+060
1+080
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1+380
1+400
1+420
1+440
1+460
1+480
1+500
1+520
1+540
1+560
1+580
1+600
1+620
1+640
1+660
1+680
1+700
1+720
1+740
1+760
1+780





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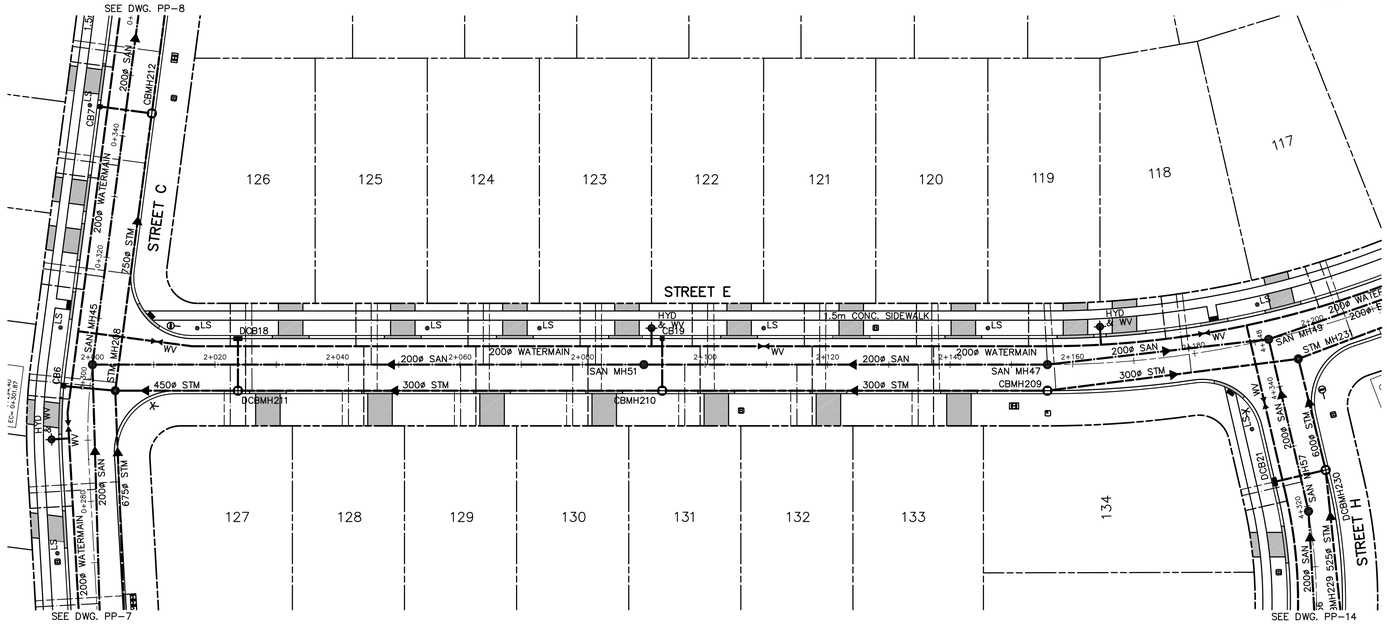
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

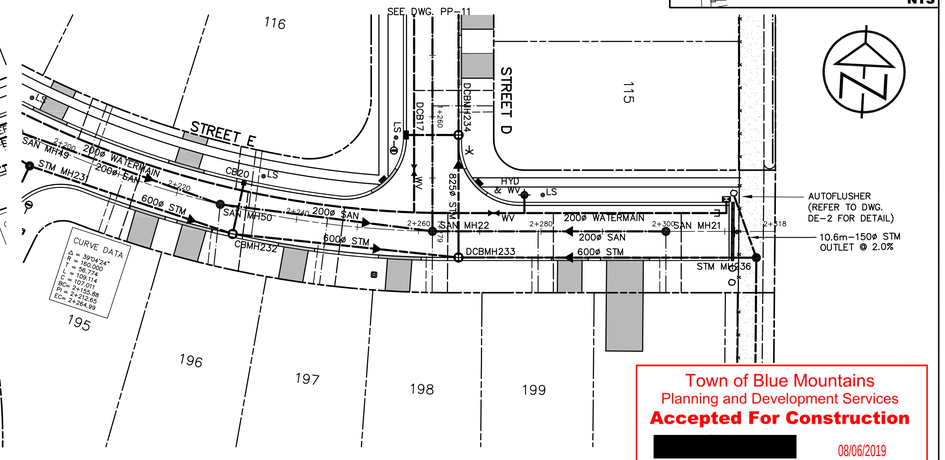
PLAN & PROFILE
STREET D
STA. 1+000 TO STA. 1+290

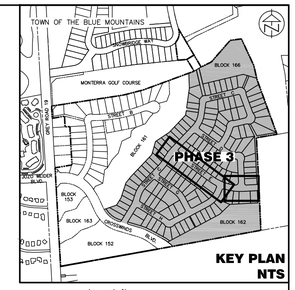
TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG:	
DRAWN: LC	DATE: JANUARY 2018	**PP-11**	
CHECK: JPA/MJC	SCALE: H. 1:500 V. 1:50		

Drawing Name: 114166-3-PP01.dwg, Plotted: Jul 05, 2019

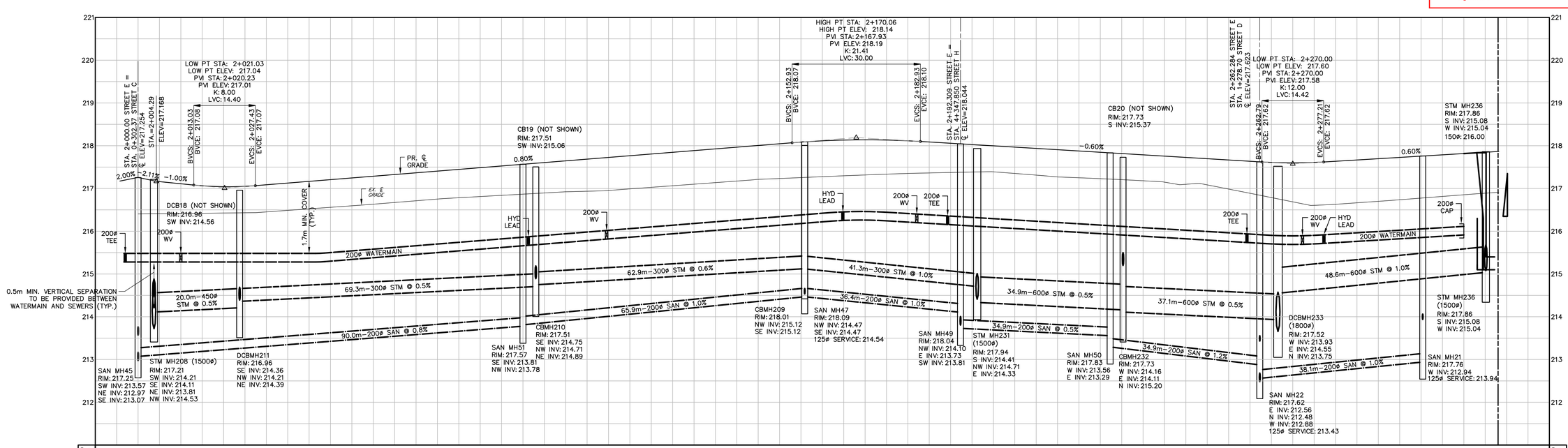






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Town of Blue Mountains
Planning and Development Services
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signature date



PROPOSED C/L ELEV	217.26	217.04	217.17	217.33	217.49	217.65	217.81	217.97	218.11	218.12	218.00	217.88	217.76	217.64	217.64	217.76			PROPOSED C/L ELEV
EXISTING C/L ELEV	216.40	216.43	216.52	216.67	216.81	216.92	217.03	217.17	217.28	217.35	217.39	217.25	217.15	216.89	216.63	216.78			EXISTING C/L ELEV
CHAINAGE	2+000	2+020	2+040	2+060	2+080	2+100	2+120	2+140	2+160	2+180	2+200	2+220	2+240	2+260	2+280	2+300	2+320		CHAINAGE

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TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN BASED ON FIELD SURVEY COMPLETED BY TATHAM ENGINEERING LIMITED ON MARCH 23, 2007.

BENCHMARKS

TBM#1 ELEV. 226.036 m
TOP NUT FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF GORD CANNING DRIVE AND JOZO WEIDER BOULEVARD (99-21).

TBM#2 ELEV. 224.127 m
RAIL ROAD SPIKE IN WEST FACE OF HYDRO POLE LOCATED AT THE SOUTH WEST CORNER OF GREY ROAD 19 AND JOZO WEIDER BOULEVARD.

No.	REVISION DESCRIPTION	DATE	ENG
1.	FIRST ENGINEERING SUBMISSION	FEB. 14/18	
2.	SECOND ENGINEERING SUBMISSION	SEPT. 20/18	
3.	THIRD ENGINEERING SUBMISSION	JAN. 11/19	
4.	FOURTH ENGINEERING SUBMISSION	MAY 31/19	
5.	FINAL ENGINEERING SUBMISSION	JULY 5/19	

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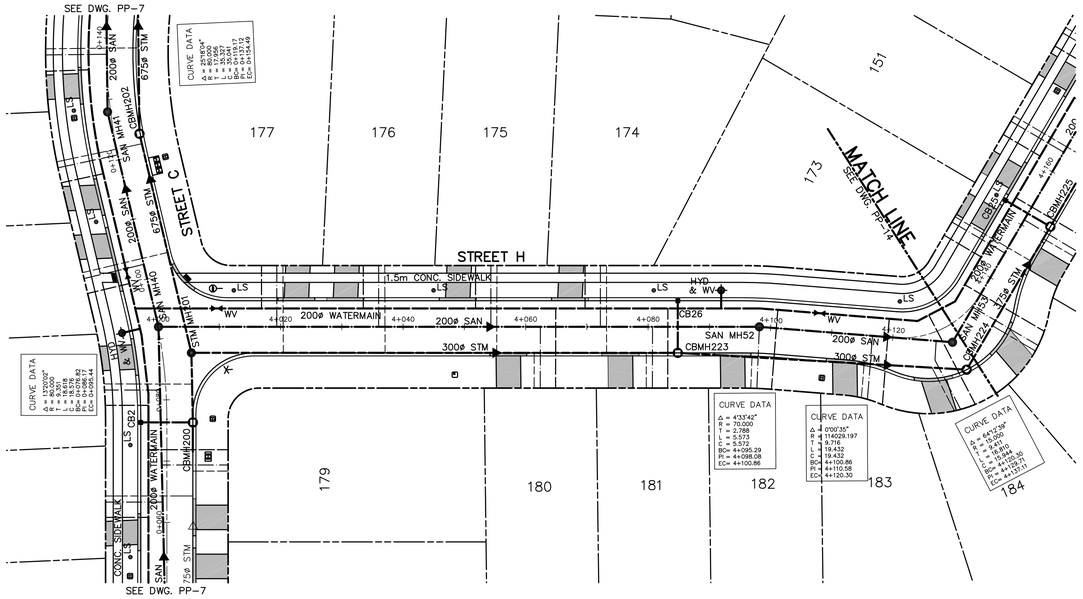
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

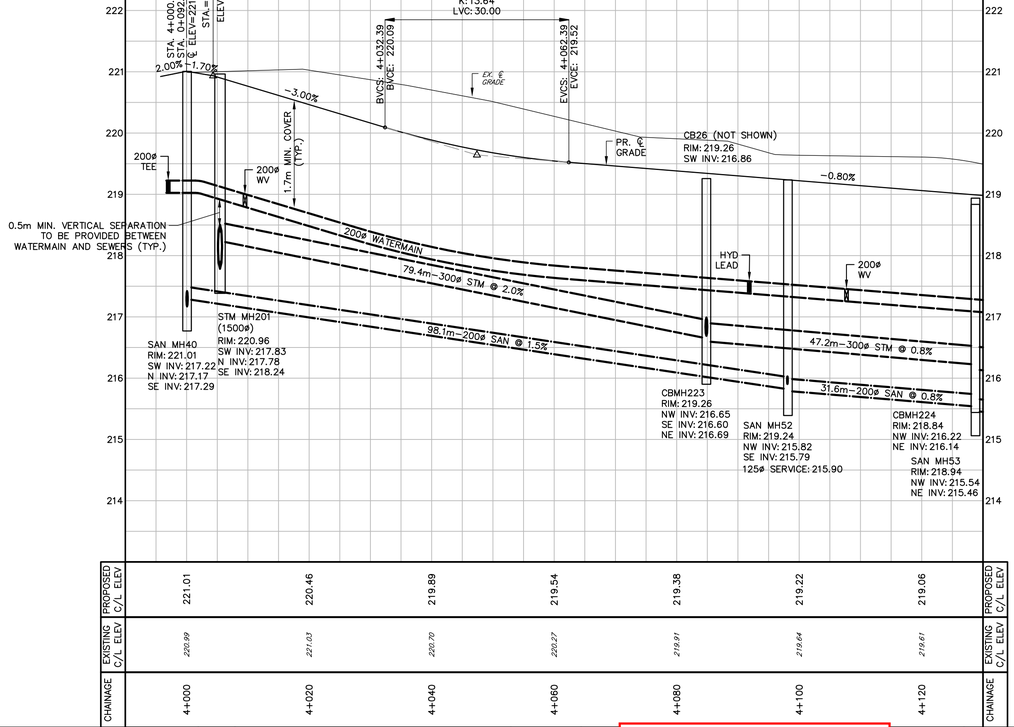
PLAN & PROFILE
STREET E
STA. 2+000 TO STA. 2+330

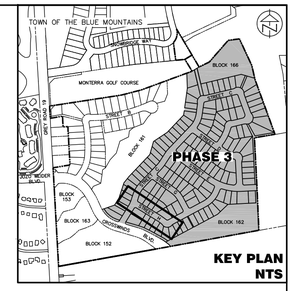
TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG:	
DRAWN: LC	DATE: JANUARY 2018	**PP-12**	
CHECK: JPA/MJC	SCALE: H. 1:500 V. 1:50		

Drawing Name: 114166-3-PP01.dwg, Plotted: Jul 05, 2019







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Planning and Development Services
Accepted For Construction
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signature date

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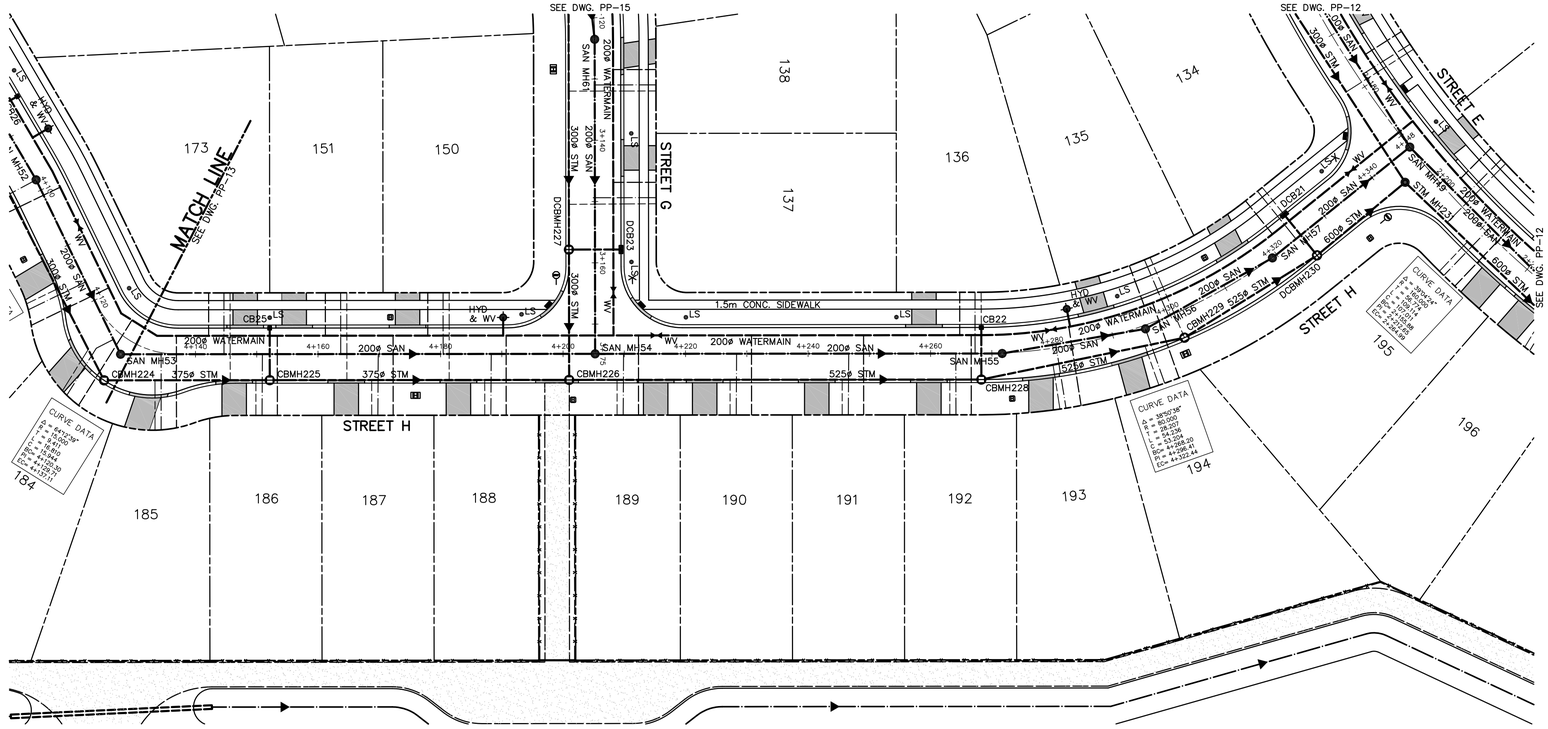
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TOWN OF THE BLUE MOUNTAINS

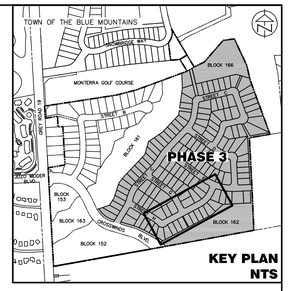
PLAN & PROFILE
STREET H
STA. 4+000 TO STA. 4+130

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166–3	DWG: **PP-13**
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: H. 1:500 V. 1:50	

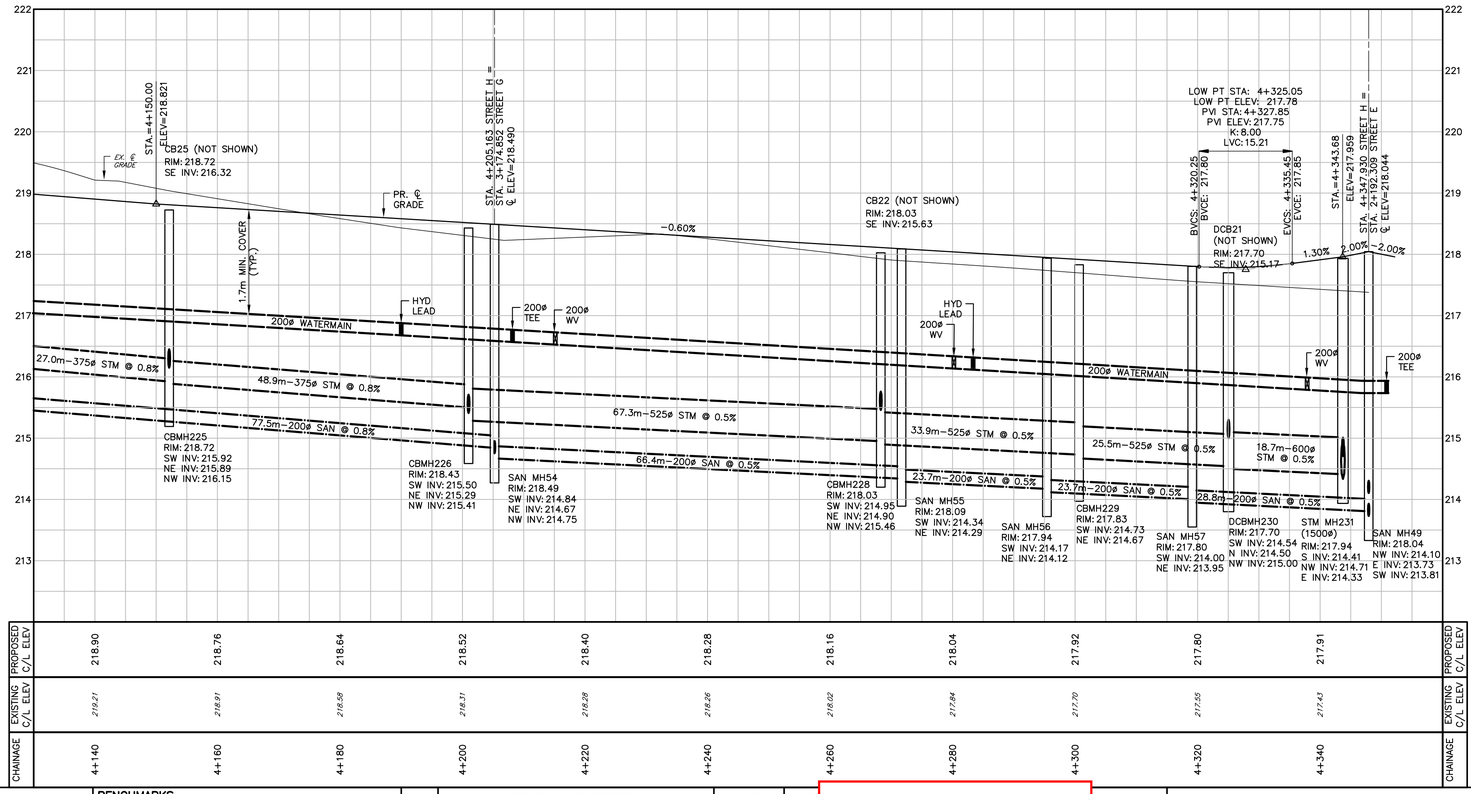
Drawing Name: 114166–3–PP01.dwg, Plotted: Jul 05, 2019





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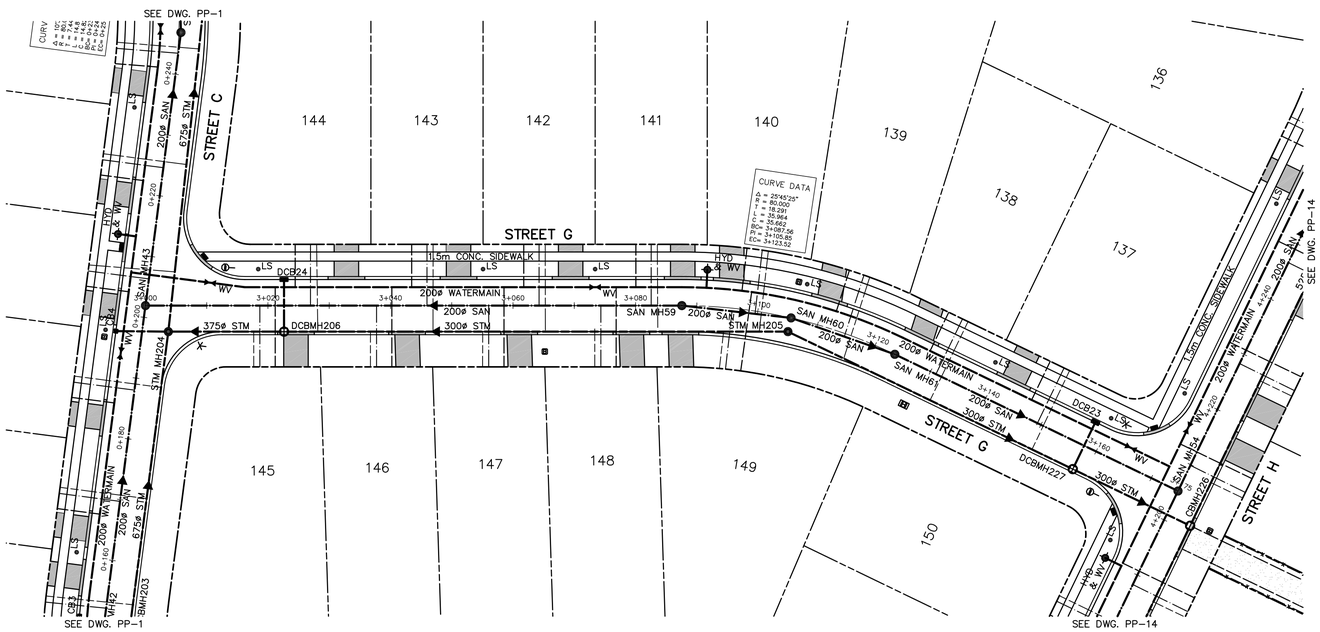
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

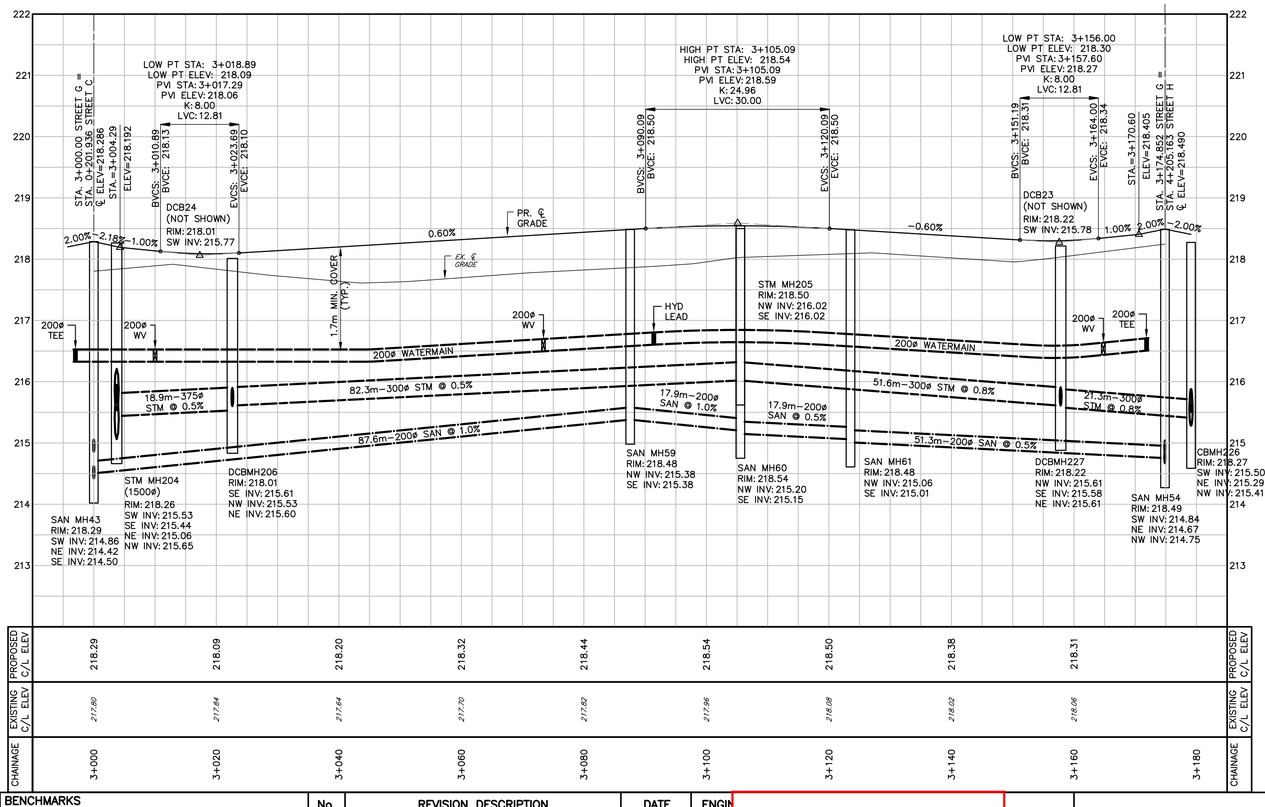
PLAN & PROFILE
STREET H
STA. 4+130 TO STA. 4+360

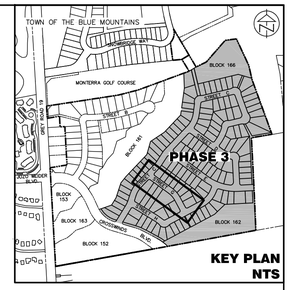
TATHAM ENGINEERING

DESIGN: LC	FILE: 114166−3	DWG: PP-14
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MLC	SCALE: H. 1:500 V. 1:50	

Drawing Name: 114166−3−PP01.dwg, Plotted: Jul 05, 2019







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5.	FINAL ENGINEERING SUBMISSION	JULY 5/19

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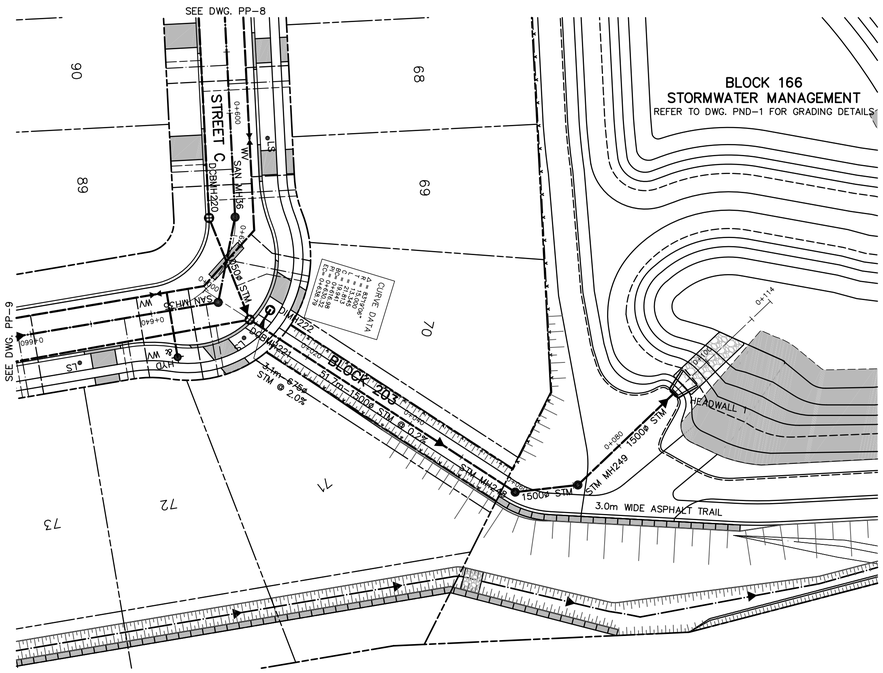
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

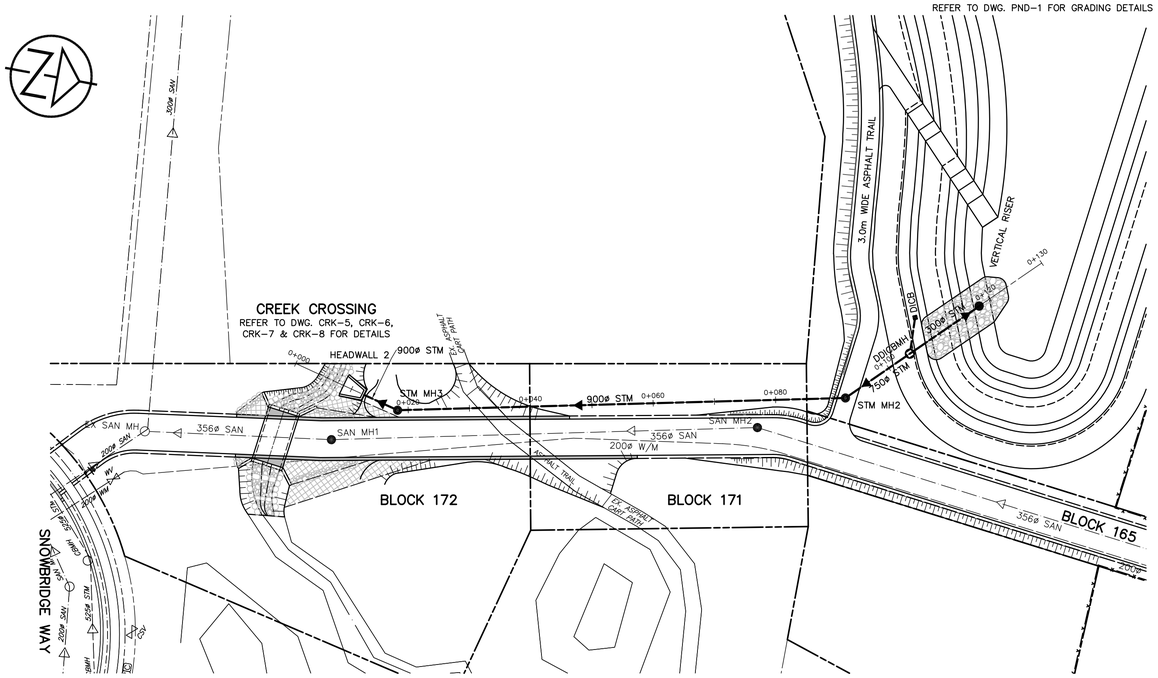
PLAN & PROFILE
STREET G
STA. 3+000 TO STA. 3+180

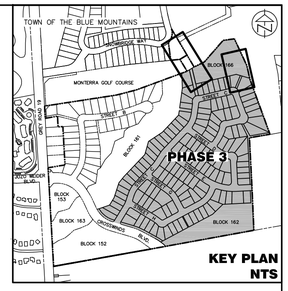
TATHAM ENGINEERING

DESIGN: LC	FILE: 114166–3	DWG: PP-15
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: H. 1:500 V. 1:50	

Drawing Name: 114166–3–PP01.dwg, Plotted: Jul 05, 2019

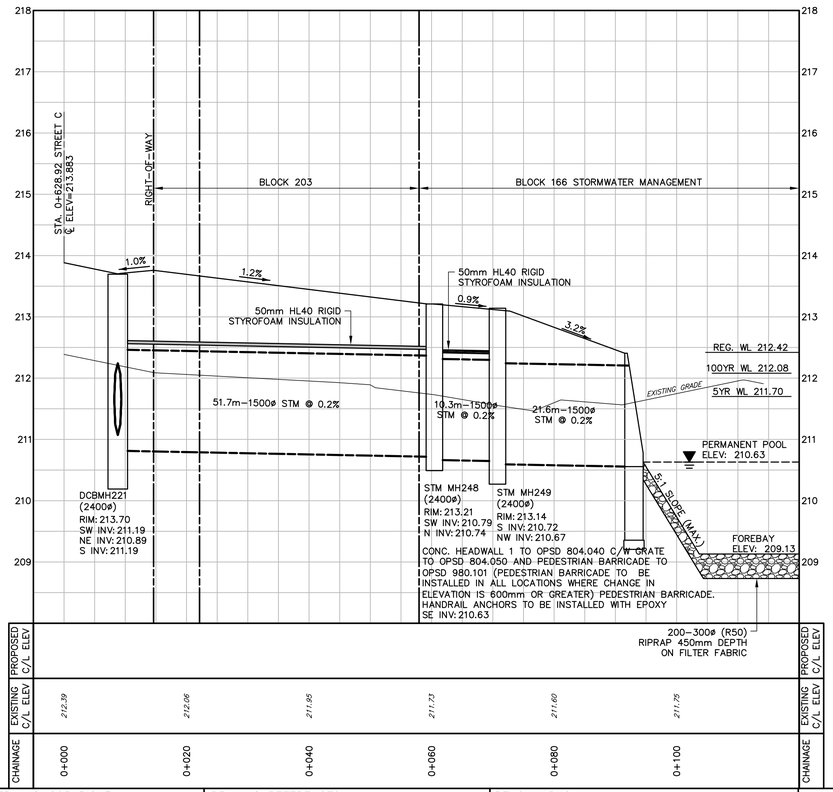


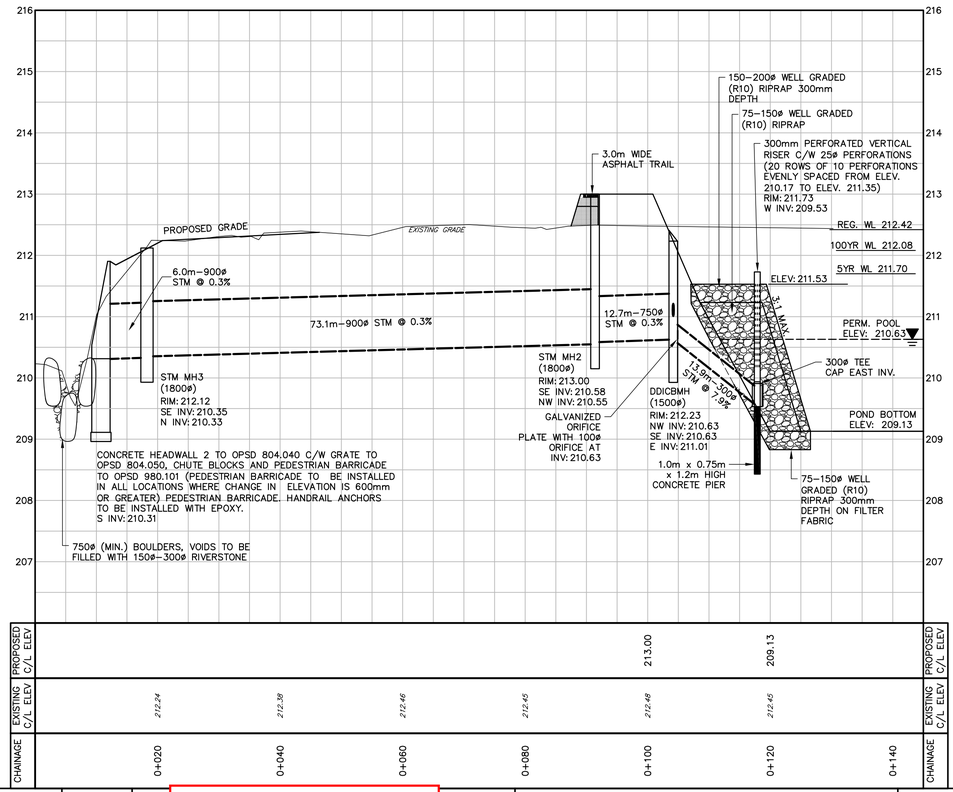




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signature date





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BENCHMARKS

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RAIL ROAD SPIKE IN WEST FACE OF HYDRO POLE LOCATED AT THE SOUTH WEST CORNER OF GREY ROAD 19 AND JOZO WEIDER BOULEVARD.

No.	REVISION DESCRIPTION	DATE
2.	SECOND ENGINEERING SUBMISSION	SEPT. 20/18
3.	RESPONSE TO FIRST SUBMISSION SWM COMMENTS	AUG. 1/18
4.	THIRD ENGINEERING SUBMISSION	JAN. 11/19
5.	FOURTH ENGINEERING SUBMISSION	MAY 31/19
6.	FINAL ENGINEERING SUBMISSION	JULY 5/19

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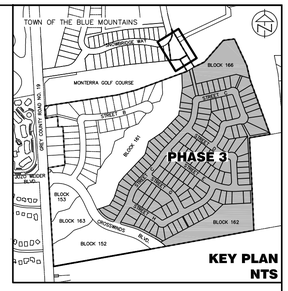
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

PLAN & PROFILE
STORMWATER MANAGEMENT POND

TATHAM ENGINEERING

DESIGN: WD	FILE: 114166-3	DWG: PP-16
DRAWN: LC/DEP	DATE: JANUARY 2018	
CHECK: DPK/MWC	SCALE: H. 1:500 V. 1:50	

Drawing Name: 114166-3-PP01.dwg, Plotted: Jul 05, 2019



MONTERRA GOLF COURSE

CONNECT TRAIL TO SNOWBRIDGE WAY, SAW CUT AND REMOVE EXISTING CURB AND GUTTER AND REINSTATE WITH DEPRESSED CURB AND GUTTER

SWING GATES AS PER DETAIL ON DWG. LG-6

REINSTATE STREAM BED WITH 150mmø - 300mmø RIVERSTONE 450mm THICK, VOIDS TO BE FILLED WITH NATIVE STREAM BED MATERIAL

REINSTATE DISTURBED STREAM BANKS WITH 150mmø TOPSOIL, HYDROSEED, LIVE STAKES AND TERRAFIX COIR MAT 700 INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS

PRECAST WINGWALL C/W PEDESTRIAN BARRICADE TO OPSD 980.101 OR APPROVED EQUAL

MACCAFERRI MACMAT 20.4 TURF REINFORCEMENT MAT INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS C/W 80mm TOPSOIL & HYDROSEED

750mmø (MIN.) BOULDER, VOIDS BETWEEN BOULDERS TO BE FILLED WITH 150mmø - 300mmø RIVERSTONE

STABILIZE DISTURBED AREAS WITH 100mm TOPSOIL AND HYDROSEED

GRAVEL SHOULDER

PAVED SHOULDER

MATCH TO EXISTING

3:1 (MAX.) SLOPE

TOP OF BANK

VEGETATED ROCK BUTTRESS (SEE DETAIL ON CRK-7)

750mmø (MIN.) BOULDER RIFFLE (TYP.)

CONCRETE HEADWALL 2 TO OPSD 804.040 C/W GRATE TO OPSD 804.050, CHUTE BLOCKS AND PEDESTRIAN BARRICADE TO OPSD 980.101 (PEDESTRIAN BARRICADE TO BE INSTALLED IN ALL LOCATIONS WHERE CHANGE IN ELEVATION IS 600mm OR GREATER) PEDESTRIAN BARRICADE, HANDRAIL ANCHORS TO BE INSTALLED WITH EPOXY.
S INV: 210.31

BLOCK 172

900ø STM

STM MH3

REGRADE AREA TO SUIT

PROPOSED C/L 6.0m WIDE SECONDARY EMERGENCY ACCESS WITH 0.5m GRAVEL SHOULDERS

4.5 x 1.5m BOX CULVERT INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS

C/L CULVERT

PRECAST HEADWALL C/W PEDESTRIAN BARRICADE TO OPSD 980.101 OR APPROVED EQUAL

PRECAST WINGWALL C/W PEDESTRIAN BARRICADE TO OPSD 980.101 OR APPROVED EQUAL

MACCAFERRI MACMAT 20.4 TURF REINFORCEMENT MAT INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS C/W 80mm TOPSOIL & HYDROSEED

REINSTATE DISTURBED STREAM BANKS WITH 150mmø TOPSOIL, HYDROSEED, LIVE STAKES AND TERRAFIX COIR MAT 700 INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS

VEGETATED ROCK BUTTRESS (SEE DETAIL ON CRK-7)

750mmø (MIN.) BOULDER RIFFLE (TYP.)

REINSTATE STREAM BED WITH 150mmø - 300mmø RIVERSTONE 450mm THICK, VOIDS TO BE FILLED WITH NATIVE STREAM BED MATERIAL

EX. 300ø SAN

EX. 200ø W/M

EX. 1200ø CSP

EX. C/L CRK

EX. T/BANK

SNOWBRIDGE WAY

EX. CONC. SIDEWALK

EX. EDGE ASPHALT

EX. BACK CURB

HW 1195

HW 1196

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EMERGENCY ACCESS ROAD CREEK CROSSING
PRIOR TO ASSUMPTION, A MUNICIPAL STRUCTURE SUBMISSION IN ACCORDANCE WITH THE BLUE MOUNTAIN ENGINEERING STANDARDS IS TO BE SUBMITTED TO THE TOWN. SIMILARLY, THE REQUIREMENTS OF THE MTO ONTARIO STRUCTURAL INSPECTION MANUAL (OSIM) ARE TO BE FULFILLED PRIOR TO ASSUMPTION.

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3.	SECOND ENGINEERING SUBMISSION	SEPT. 20/18
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5.	FOURTH ENGINEERING SUBMISSION	MAY 31/19
6.	FINAL ENGINEERING SUBMISSION	JULY 5/19

ENGINEER STAMP

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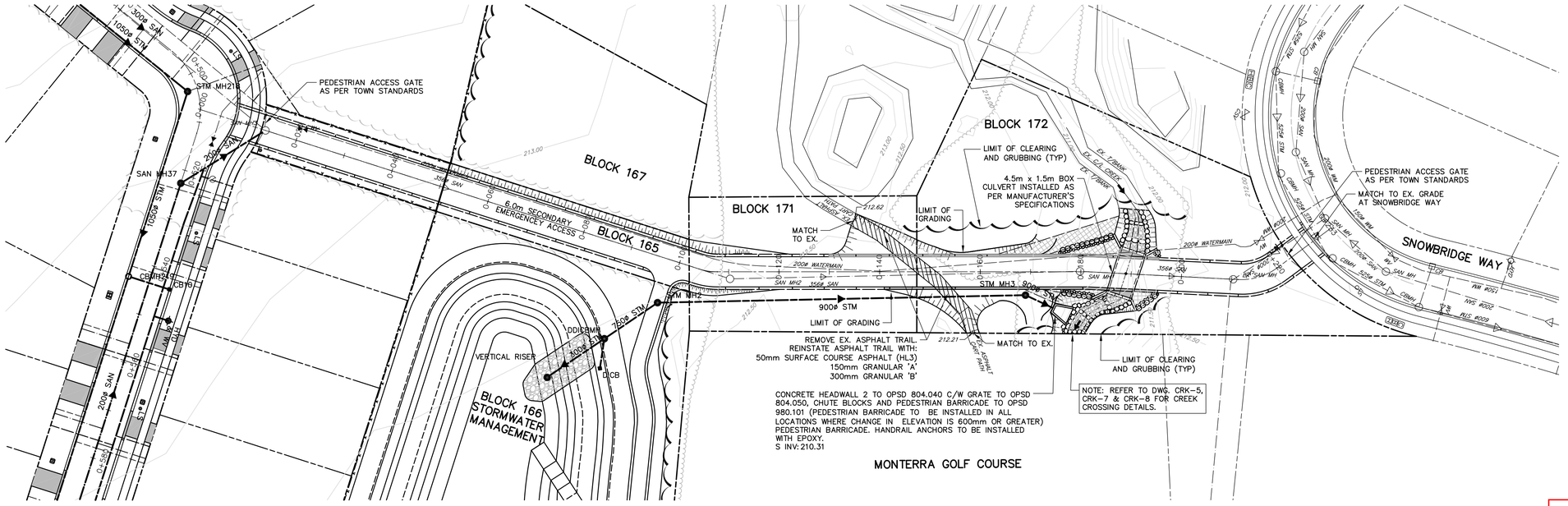
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

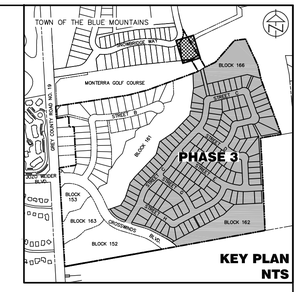
CREEK CROSSING PLAN

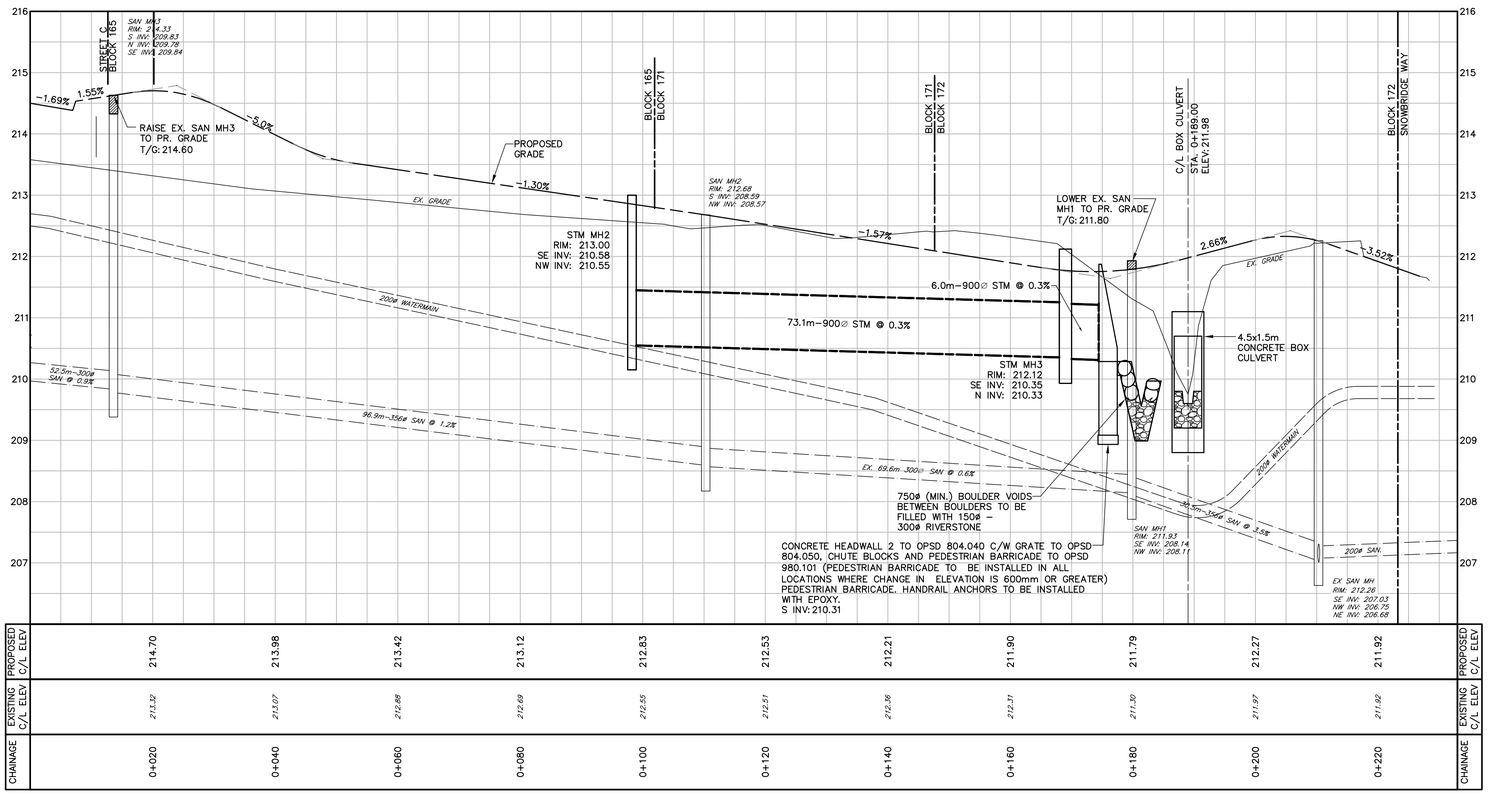
TATHAM ENGINEERING

DESIGN: DRT	FILE: 114166-3	DWG: **CRK-5**
DRAWN: DEP	DATE: JANUARY 2018	
CHECK: DRT	SCALE: 1:100	

Drawing Name: 114166-3-CRK05.dwg, Plotted: Jul 05, 2019







CHAINAGE	0+020	0+040	0+060	0+080	0+100	0+120	0+140	0+160	0+180	0+200	0+220
EXISTING C/L ELEV	213.52	213.07	212.88	212.69	212.55	212.51	212.36	212.31	211.50	211.97	211.92
PROPOSED C/L ELEV	214.70	213.98	213.42	213.12	212.83	212.53	212.21	211.90	211.79	212.27	211.92

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signature date

DISCLAIMER AND COPYRIGHT

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DRAWING REFERENCES

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TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN BASED ON FIELD SURVEY COMPLETED BY TATHAM ENGINEERING LIMITED ON MARCH 23, 2007.

BENCHMARKS

TBM#1 ELEV. 226.036 m
TOP NUT FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF GORD CANNING DRIVE AND JOZO WEIDER BOULEVARD (99-21).

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RAIL ROAD SPIKE IN WEST FACE OF HYDRO POLE LOCATED AT THE SOUTH WEST CORNER OF GREY ROAD 19 AND JOZO WEIDER BOULEVARD.

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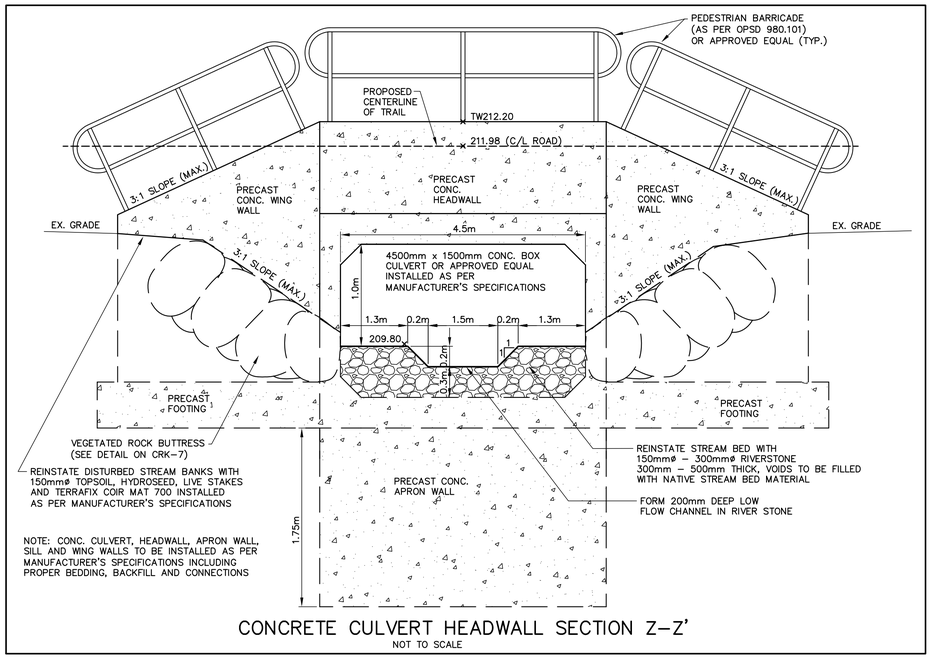
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

CREEK CROSSING
PLAN AND PROFILE

TATHAM ENGINEERING

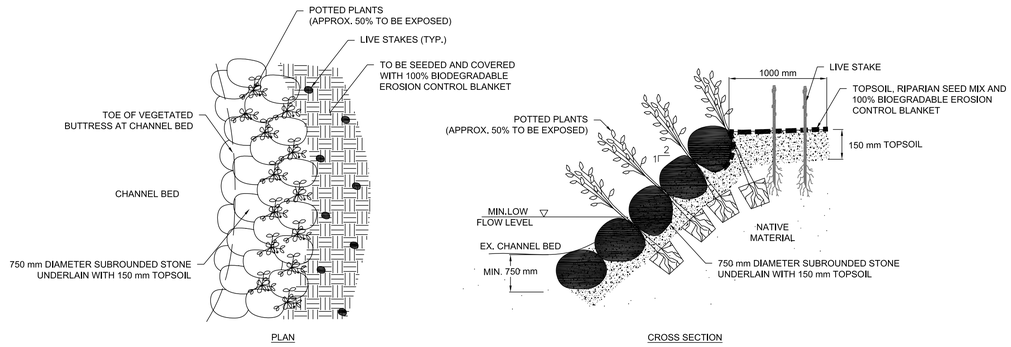
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DRAWN: DEP	DATE: JANUARY 2018		
CHECK: DRT	SCALE: H. 1:500, V. 1:50		

Drawing Name: 114166-3-CRK06.dwg, Plotted: Jul 05, 2019



CONCRETE CULVERT HEADWALL SECTION Z–Z'

NOT TO SCALE



CONSTRUCTION NOTES

1. VEGETATED ROCK BUTTRESS TO BE INSTALLED IN LIFTS.
2. TOE STONES TO BE EMBEDDED INTO CHANNEL BED.
3. INSTALL PLANTS 1 m O/C IN EACH LAYER.
4. LATERALLY STAGGER EACH SUCCESSIVE LAYER OF PLANTS TO AVOID VERTICAL STACKING.
5. PLANTING SPECIES PLACEMENT SHOULD BE RANDOM.

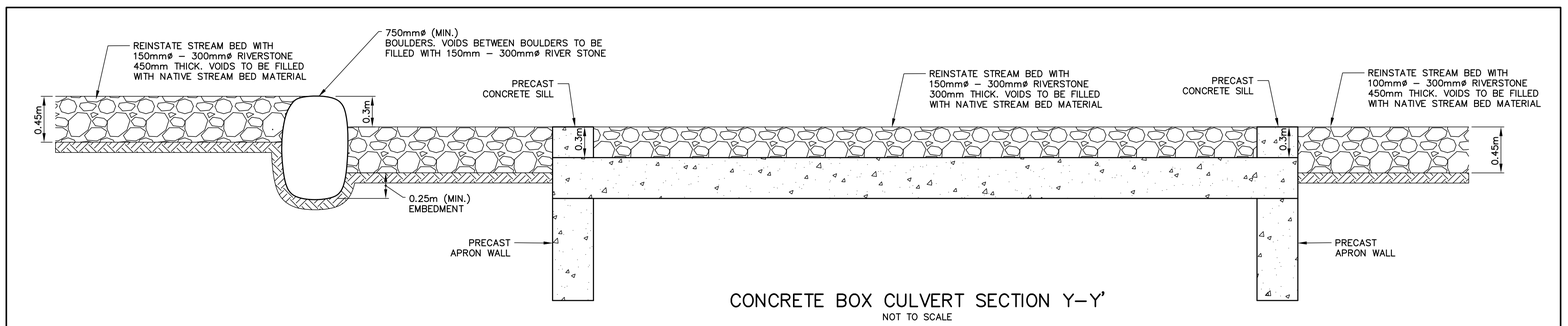
POTTED PLANTINGS SPECIES AND QUANTITIES

COMMON NAME	SPECIES	CONDITION
RED OSIER DOGWOOD	*Salix discolor*	1 m ht. POTTED
SANDBAR WILLOW	*Salix exigua*	1 m ht. POTTED
SHINING WILLOW	*Salix lucida*	1 m ht. POTTED

VEGETATED ROCK BUTTRESS

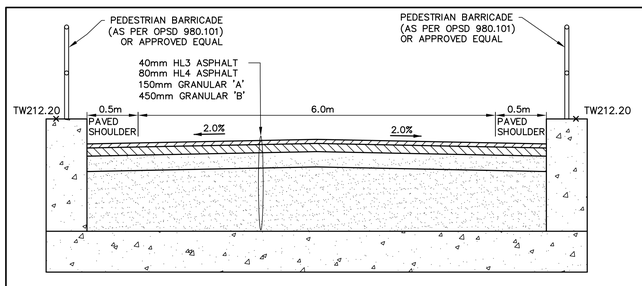
N.T.S

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signature date



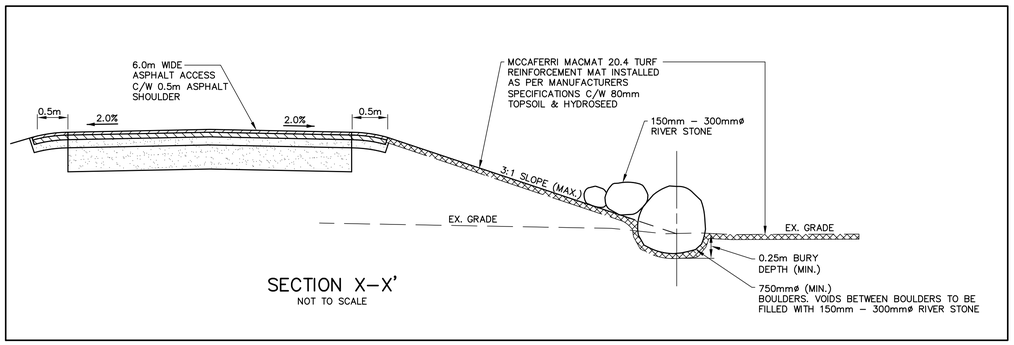
CONCRETE BOX CULVERT SECTION Y–Y'

NOT TO SCALE



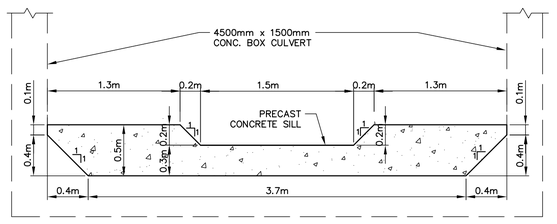
ASPHALT MAINTENANCE ACCESS SECTION SECTION Y–Y'

NOT TO SCALE



SECTION X–X'

NOT TO SCALE



CONCRETE SILL DETAIL

NOT TO SCALE

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ENGINEER STAMP

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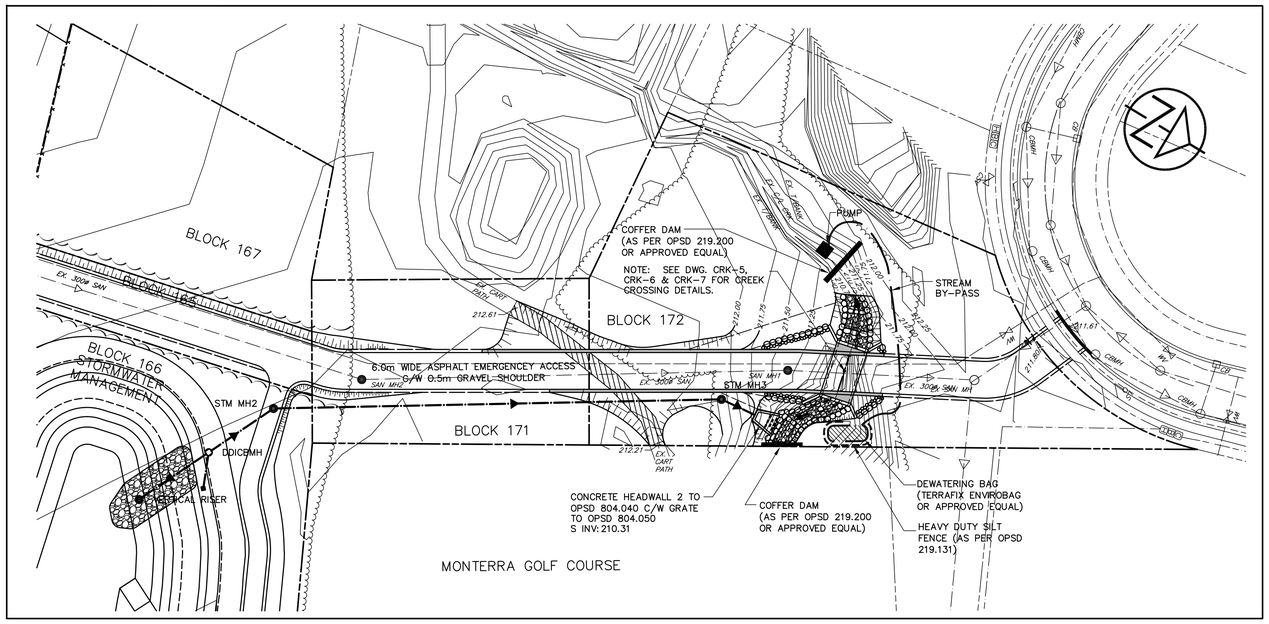
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

TATHAM ENGINEERING

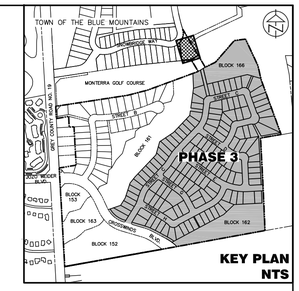
CREEK CROSSING DETAILS

DESIGN: DRT	FILE: 114166–3	DWG: **CRK-7**
DRAWN: DEP	DATE: JANUARY 2018	
CHECK: DRT	SCALE: NOT TO SCALE	

Drawing Name: 114166-3-CRK07.dwg, Plotted: Jul 05, 2019



CREEK CROSSING #1



STREAM CROSSING CONSTRUCTION SEQUENCE NOTES

A. IN-STREAM WORKS SHALL BE COMPLETED BETWEEN JUNE 16 AND MARCH 31 IN ACCORDANCE WITH THE DFO PERMIT.

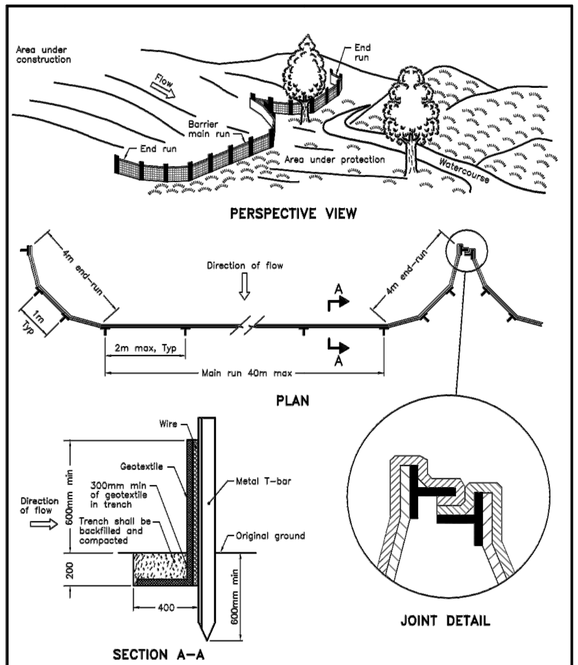
B. WORKS ARE TO BE COMPLETED DURING LOW FLOW CONDITIONS WHEN PRECIPITATION IS NOT FORECAST.

C. RESTORATION IS TO COMMENCE IMMEDIATELY FOLLOWING THE INSTALLATION OF THE BOX CULVERT.

D. WORK TO PROCEED IN A MANNER TO MINIMIZE DISTURBANCE TO STREAMBED AND STREAMBANKS AS FOLLOWS:

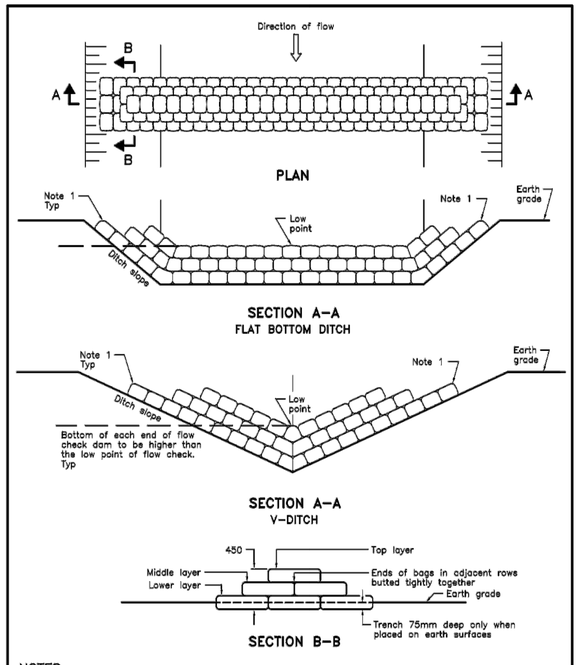
1. INSTALL SEDIMENT AND EROSION CONTROLS.
2. INSTALL COFFER DAMS IN CREEK (AS PER OPSD 219.200 OR APPROVED EQUAL).
3. RELOCATE FISH WITHIN WORK AREA DOWNSTREAM OF COFFER DAMS. LIVE RELEASE ANY CAPTURED FISH DOWNSTREAM OF THE WORK AREA.
4. PUMP WATER FROM WORK AREA DOWNSTREAM INTO A DEWATERING BAG (TERRAFIX ENVIROBAG OR APPROVED EQUAL).
5. PUMP UPSTREAM FLOW AROUND WORK AREA, DOWNSTREAM INTO A DEWATERING BAG (TERRAFIX ENVIROBAG OR APPROVED EQUAL).
6. STRIP TOP 300mm OF STREAM BED IN WORK AREA AND STOCKPILE IN AN APPROVED LOCATION FOR REUSE.
7. INSTALL CONCRETE BOX CULVERT AND ASSOCIATED WORK IN ACCORDANCE WITH DESIGN DRAWINGS.
8. STABILIZE STREAM BANKS IN ACCORDANCE WITH DESIGN DRAWINGS. REPLACE STREAM BED MATERIAL.
9. REINSTATE DISTURBED STREAM OVERBANKS IN ACCORDANCE WITH DESIGN DRAWINGS.
10. DISCONTINUE BY-PASS PUMPING, REMOVE COFFER DAMS AND REMOVE SEDIMENT AND EROSION CONTROLS ONCE RESTORATION WORKS ARE ESTABLISHED AND HAVE STABILIZED, AND FOLLOWING APPROVAL BY THE ENGINEER.

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signature date



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

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2015	Rev 0
HEAVY-DUTY WIRE-BACKED SILT FENCE BARRIER		OPSD 219.131



NOTES:
1 Sufficient sandbags are to be placed to prevent end scouring.
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2006	Rev 1
SANDBAG FLOW CHECK DAM		OPSD 219.200

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ENGINEER STAMP

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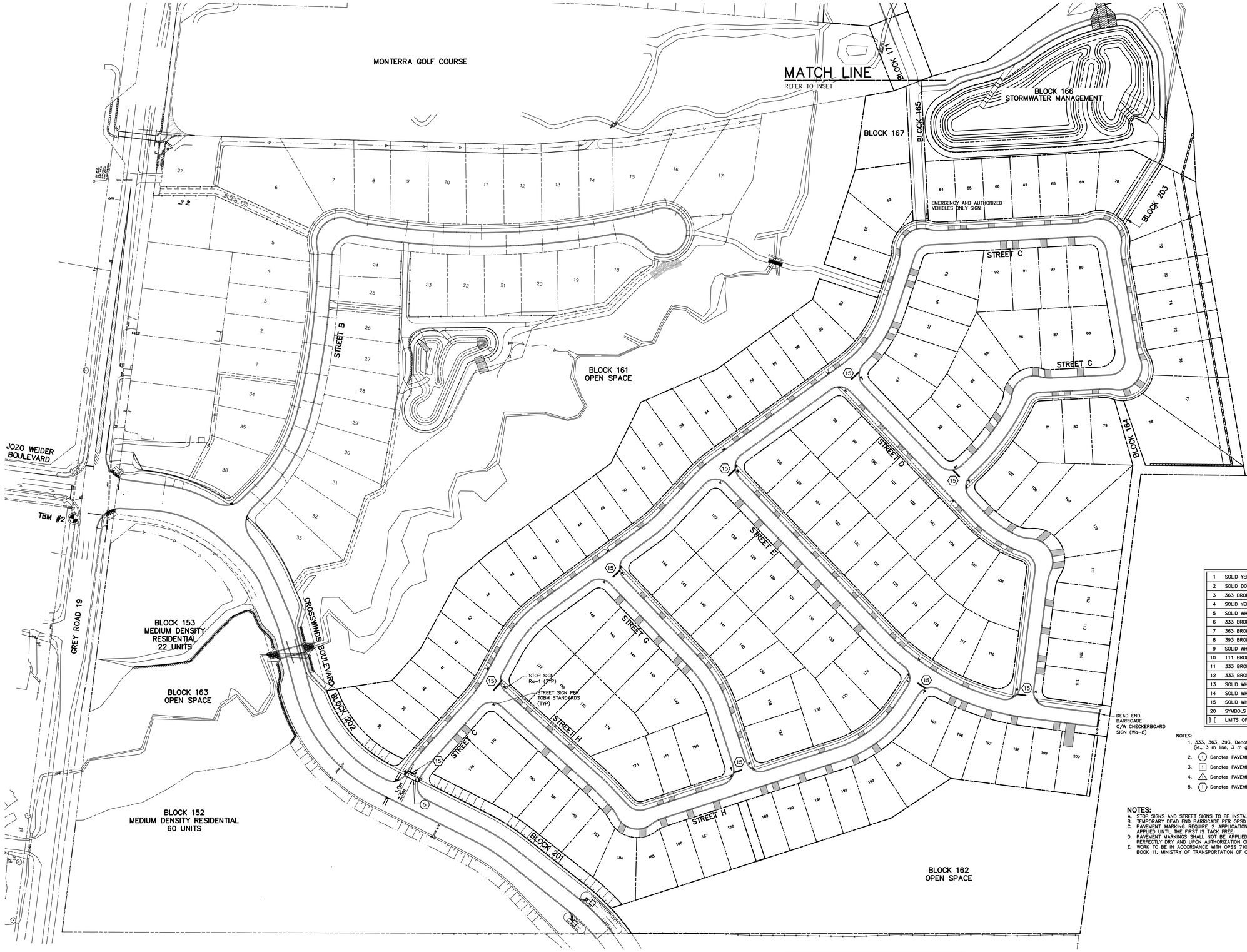
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

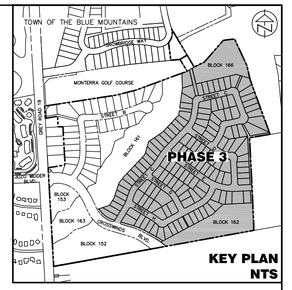
TATHAM ENGINEERING

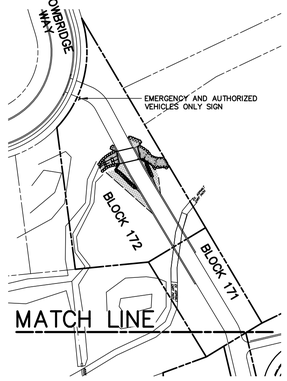
CREEK CROSSING
TEMPORARY WATER PASSAGE
PLAN AND DETAILS

DESIGN: DRT	FILE: 114166-3	DWG:
DRAWN: DEP	DATE: JANUARY 2018	**CRK-8**
CHECK: DRT	SCALE: NOT TO SCALE	

Drawing Name: 114166-3-CRK08.dwg, Plotted: Jul 05, 2019







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1	SOLID YELLOW,10cm
2	SOLID DOUBLE YELLOW,10cm
3	363 BROKEN YELLOW,10cm
4	SOLID YELLOW,20cm
5	SOLID WHITE,10cm
6	333 BROKEN WHITE,10cm
7	363 BROKEN WHITE,10cm
8	393 BROKEN WHITE,10cm
9	SOLID WHITE,20cm
10	111 BROKEN WHITE,20cm
11	333 BROKEN WHITE,20cm
12	333 BROKEN WHITE,30cm
13	SOLID WHITE,30cm
14	SOLID WHITE,45cm
15	SOLID WHITE,60cm
20	SYMBOLS
] [	LIMITS OF MARKINGS

EMERGENCY AND AUTHORIZED VEHICLES ONLY
12" x 18" ALUMINUM SIGN INSTALLED PER TOWN STANDARDS AND OTM BOOK 7.

NOTES:
1. 333, 363, 393, Denotes Pavement Marking Spacing (ie., 3 m line, 3 m gap, 3 m line)
2. (1) Denotes PAVEMENT MARKING, PAINT
3. [1] Denotes PAVEMENT MARKING, TEMPORARY
4. <1> Denotes PAVEMENT MARKING, TEMPORARY-REMOVABLE
5. (1) Denotes PAVEMENT MARKING, DURABLE

NOTES:
A. STOP SIGNS AND STREET SIGNS TO BE INSTALLED PER TOWN STANDARDS AND ONTARIO TRAFFIC MANUAL BOOK 7.
B. TEMPORARY DEAD END BARRICADE PER OPSD 973.130, COMPLETE WITH 75 cm x 75 cm Wa-8 CHECKERBOARD SIGN.
C. PAVEMENT MARKING REQUIRE 2 APPLICATIONS OF PAINT FOR NEW ASPHALT. THE SECOND APPLICATION SHALL NOT BE APPLIED UNTIL THE FIRST IS TACK FREE.
D. PAVEMENT MARKINGS SHALL NOT BE APPLIED WHEN THE TEMPERATURE IS ABOVE 10 DEGREES CELSIUS, THE PAVEMENT IS PERFECTLY DRY AND UPON AUTHORIZATION OF THE CONTRACT ADMINISTRATOR.
E. WORK TO BE IN ACCORDANCE WITH OPSS 710, OPSS 1712, OPSS 1713 AND OPSS 1714 AND THE ONTARIO TRAFFIC MANUAL BOOK 11, MINISTRY OF TRANSPORTATION OF ONTARIO.

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SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

SIGNAGE & PAVEMENT MARKINGS PLAN

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG:
DRAWN: LC	DATE: JANUARY 2018	**PM-1**
CHECK: JPA/MJC	SCALE: 1:1,250	

Drawing Name: 114166-3-PM01.dwg, Plotted: Jul 05, 2019

UTILITY DUCT CROSSING TABLE

DUCT I.D.	NO. OF DUCTS	TYPE	DUCT I.D.	NO. OF DUCTS	TYPE
①	10	4 – HYDRO 0 – STREETLIGHT 6 – ROGERS 0 – BELL	⑫	3	0 – HYDRO 2 – STREETLIGHT 0 – ROGERS 1 – BELL
②	7	4 – HYDRO 0 – STREETLIGHT 1 – ROGERS 2 – BELL	⑬	5	3 – HYDRO 2 – STREETLIGHT 0 – ROGERS 0 – BELL
③	8	5 – HYDRO 2 – STREETLIGHT 0 – ROGERS 1 – BELL	⑭	13	7 – HYDRO 0 – STREETLIGHT 3 – ROGERS 3 – BELL
④	11	5 – HYDRO 2 – STREETLIGHT 0 – ROGERS 4 – BELL	⑮	9	6 – HYDRO 2 – STREETLIGHT 0 – ROGERS 1 – BELL
⑤	6	5 – HYDRO 0 – STREETLIGHT 0 – ROGERS 1 – BELL	⑯	6	3 – HYDRO 2 – STREETLIGHT 0 – ROGERS 1 – BELL
⑥	10	5 – HYDRO 2 – STREETLIGHT 1 – ROGERS 2 – BELL	⑰	13	7 – HYDRO 0 – STREETLIGHT 2 – ROGERS 4 – BELL
⑦	12	6 – HYDRO 2 – STREETLIGHT 0 – ROGERS 4 – BELL	⑱	5	3 – HYDRO 0 – STREETLIGHT 0 – ROGERS 2 – BELL
⑧	9	6 – HYDRO 2 – STREETLIGHT 0 – ROGERS 1 – BELL	⑲	7	4 – HYDRO 0 – STREETLIGHT 1 – ROGERS 2 – BELL
⑨	5	4 – HYDRO 0 – STREETLIGHT 0 – ROGERS 1 – BELL	⑳	7	3 – HYDRO 2 – STREETLIGHT 0 – ROGERS 2 – BELL
⑩	9	6 – HYDRO 0 – STREETLIGHT 2 – ROGERS 1 – BELL	㉑	12	3 – HYDRO 2 – STREETLIGHT 5 – ROGERS 2 – BELL
⑪	7	4 – HYDRO 0 – STREETLIGHT 1 – ROGERS 2 – BELL	㉒	7	4 – HYDRO 0 – STREETLIGHT 1 – ROGERS 2 – BELL
			㉓	6	4 – HYDRO 0 – STREETLIGHT 0 – ROGERS 2 – BELL

LEGEND

- PROPOSED UTILITY TRENCH
- PROPOSED ROAD CROSSING & No. ①
- PROPOSED GAS DISTRIBUTION
- PROPOSED HYDRO TRANSFORMER AND PAD [H]
- PROPOSED BELL PEDESTAL [B]
- PROPOSED ROGERS VAULT [R]
- PROPOSED STREETLIGHT CONTROL PEDESTAL ⊠
- PROPOSED STREETLIGHT •LS
- PROPOSED COMMUNITY MAILBOX [M]

NOTES

THIS PLAN TO BE USED FOR REFERENCE PURPOSES ONLY. SEE PLANS BY UTILITY PROVIDERS FOR CONSTRUCTION DETAILS.

REFER TO TYPICAL ROAD CROSS SECTION ON DWG. DE–1 FOR LOCATION OF UTILITIES.

MAILBOX INSTALLATION TO BE COORDINATED WITH CANADA POST. MAILBOX PADS TO BE INSTALLED IN ACCORDANCE WITH THE CURRENT EDITION OF THE CANADA POST DELIVERY PLANNING STANDARDS MANUAL FOR BUILDERS AND DEVELOPERS (DWG. EX10X–ENG–06 ROAD FACING INSTALLATION).

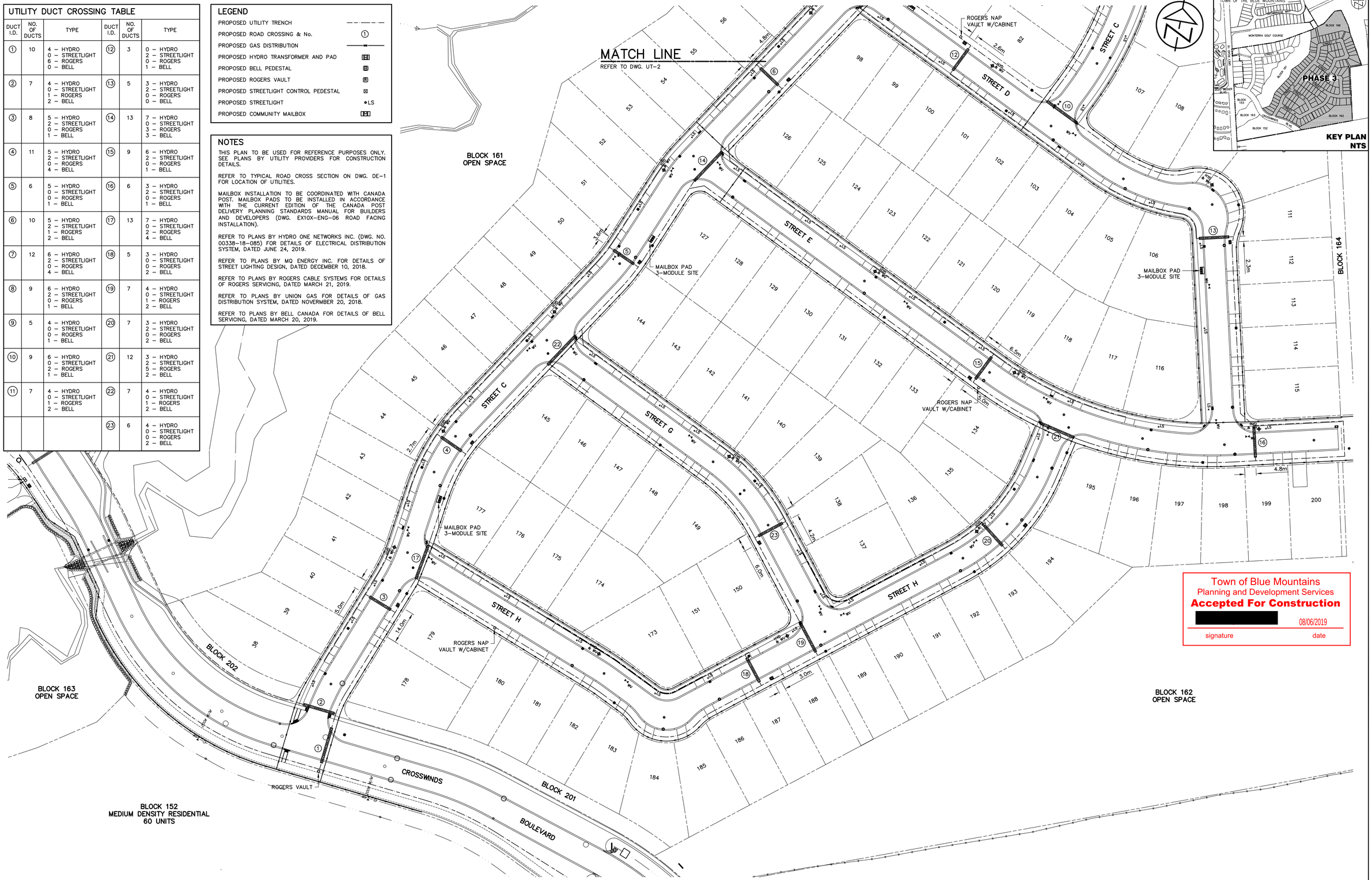
REFER TO PLANS BY HYDRO ONE NETWORKS INC. (DWG. NO. 00338–18–085) FOR DETAILS OF ELECTRICAL DISTRIBUTION SYSTEM, DATED JUNE 24, 2019.

REFER TO PLANS BY MQ ENERGY INC. FOR DETAILS OF STREET LIGHTING DESIGN, DATED DECEMBER 10, 2018.

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REFER TO PLANS BY BELL CANADA FOR DETAILS OF BELL SERVICING, DATED MARCH 20, 2019.



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DRAWING REFERENCES

LOT FABRIC INFORMATION SHOWN ON THIS PLAN PREPARED BY GEORGIAN PLANNING SOLUTIONS, PLAN 16109–21, DATED SEPTEMBER 20, 2017.

TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN BASED ON FIELD SURVEY COMPLETED BY TATHAM ENGINEERING LIMITED ON MARCH 23, 2007.

BENCHMARKS

TBM#1 ELEV. 226.036 m
TOP NUT FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF GORD CANNING DRIVE AND JOZO WEIDER BOULEVARD (99–21).

TBM#2 ELEV. 224.127 m
RAIL ROAD SPIKE IN WEST FACE OF HYDRO POLE LOCATED AT THE SOUTH WEST CORNER OF GREY ROAD 19 AND JOZO WEIDER BOULEVARD.

No.	REVISION DESCRIPTION	DATE
1.	THIRD ENGINEERING SUBMISSION	JAN. 14/19
2.	FOURTH ENGINEERING SUBMISSION	MAY 31/19
3.	FINAL ENGINEERING SUBMISSION	JULY 5/19

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SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

COMPOSITE UTILITY PLAN
SHEET 1 OF 2

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166–3	DWG: **UT-1**
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: 1:750	

Drawing Name: 114166–3–UT01.dwg, Plotted: Jul 05, 2019

UTILITY DUCT CROSSING TABLE

DUCT I.D.	NO. OF DUCTS	TYPE	DUCT I.D.	NO. OF DUCTS	TYPE
①	10	4 – HYDRO 0 – STREETLIGHT 6 – ROGERS 0 – BELL	⑫	3	0 – HYDRO 2 – STREETLIGHT 0 – ROGERS 1 – BELL
②	7	4 – HYDRO 0 – STREETLIGHT 1 – ROGERS 2 – BELL	⑬	5	3 – HYDRO 2 – STREETLIGHT 0 – ROGERS 0 – BELL
③	8	5 – HYDRO 2 – STREETLIGHT 0 – ROGERS 1 – BELL	⑭	13	7 – HYDRO 0 – STREETLIGHT 3 – ROGERS 3 – BELL
④	11	5 – HYDRO 2 – STREETLIGHT 0 – ROGERS 4 – BELL	⑮	9	6 – HYDRO 2 – STREETLIGHT 0 – ROGERS 1 – BELL
⑤	6	5 – HYDRO 0 – STREETLIGHT 0 – ROGERS 1 – BELL	⑯	6	3 – HYDRO 2 – STREETLIGHT 0 – ROGERS 1 – BELL
⑥	10	5 – HYDRO 2 – STREETLIGHT 1 – ROGERS 2 – BELL	⑰	13	7 – HYDRO 0 – STREETLIGHT 2 – ROGERS 4 – BELL
⑦	12	6 – HYDRO 2 – STREETLIGHT 0 – ROGERS 4 – BELL	⑱	5	3 – HYDRO 0 – STREETLIGHT 0 – ROGERS 2 – BELL
⑧	9	6 – HYDRO 2 – STREETLIGHT 0 – ROGERS 1 – BELL	⑲	7	4 – HYDRO 0 – STREETLIGHT 1 – ROGERS 2 – BELL
⑨	5	4 – HYDRO 0 – STREETLIGHT 0 – ROGERS 1 – BELL	⑳	7	3 – HYDRO 2 – STREETLIGHT 0 – ROGERS 2 – BELL
⑩	9	6 – HYDRO 0 – STREETLIGHT 2 – ROGERS 1 – BELL	㉑	12	3 – HYDRO 2 – STREETLIGHT 5 – ROGERS 2 – BELL
⑪	7	4 – HYDRO 0 – STREETLIGHT 1 – ROGERS 2 – BELL	㉒	7	4 – HYDRO 0 – STREETLIGHT 1 – ROGERS 2 – BELL
			㉓	6	4 – HYDRO 0 – STREETLIGHT 0 – ROGERS 2 – BELL

LEGEND

- PROPOSED UTILITY TRENCH
- PROPOSED ROAD CROSSING & No. ①
- PROPOSED GAS DISTRIBUTION
- PROPOSED HYDRO TRANSFORMER AND PAD [H]
- PROPOSED BELL PEDESTAL [B]
- PROPOSED ROGERS VAULT [R]
- PROPOSED STREETLIGHT CONTROL PEDESTAL ⊠
- PROPOSED STREETLIGHT •LS
- PROPOSED COMMUNITY MAILBOX [M]

NOTES

THIS PLAN TO BE USED FOR REFERENCE PURPOSES ONLY. SEE PLANS BY UTILITY PROVIDERS FOR CONSTRUCTION DETAILS.

REFER TO TYPICAL ROAD CROSS SECTION ON DWG. DE–1 FOR LOCATION OF UTILITIES.

MAILBOX INSTALLATION TO BE COORDINATED WITH CANADA POST. MAILBOX PADS TO BE INSTALLED IN ACCORDANCE WITH THE CURRENT EDITION OF THE CANADA POST DELIVERY PLANNING STANDARDS MANUAL FOR BUILDERS AND DEVELOPERS (DWG. EX10X–ENG–06 ROAD FACING INSTALLATION).

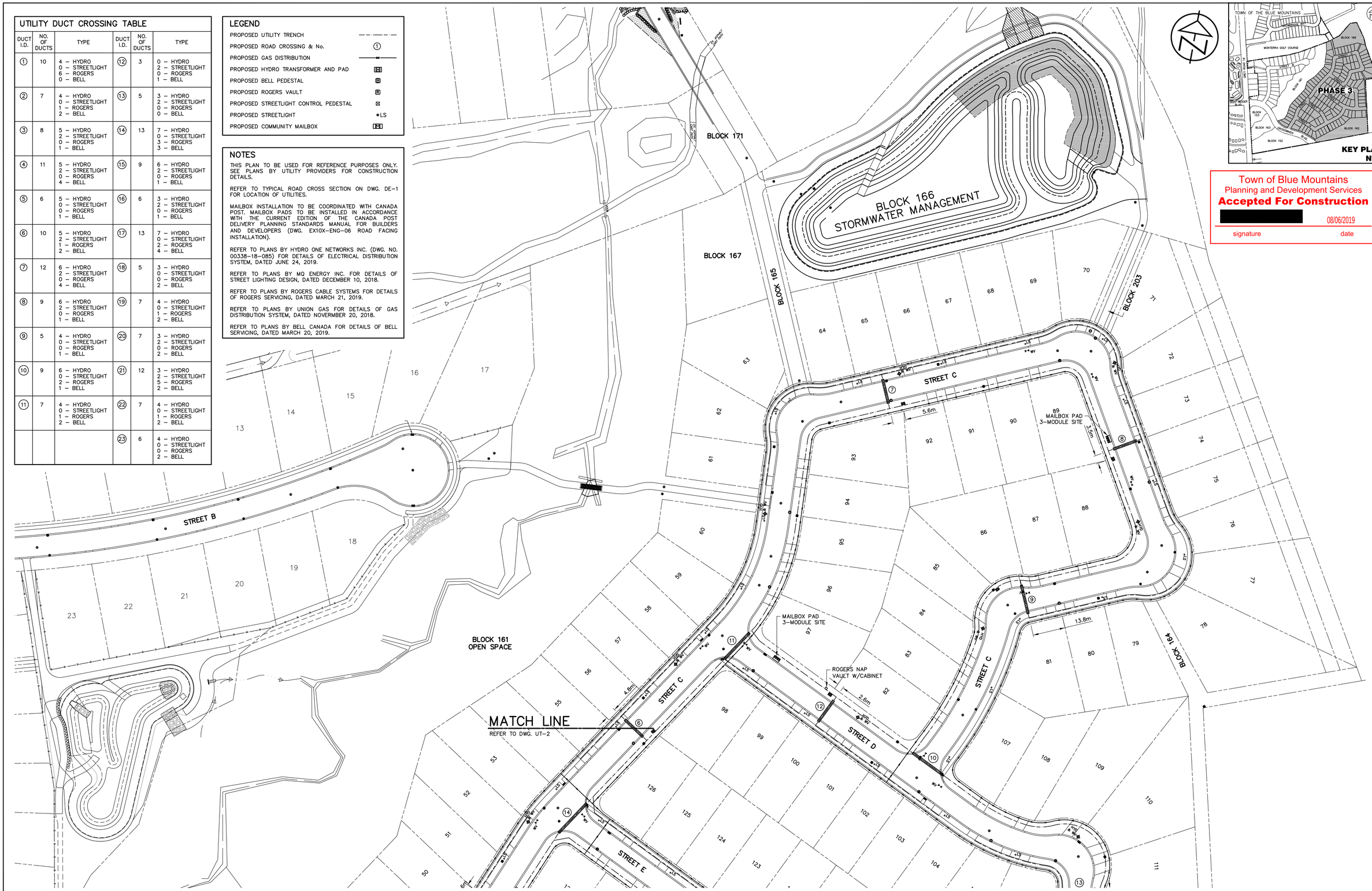
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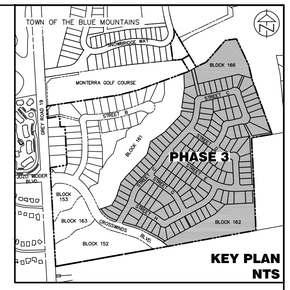
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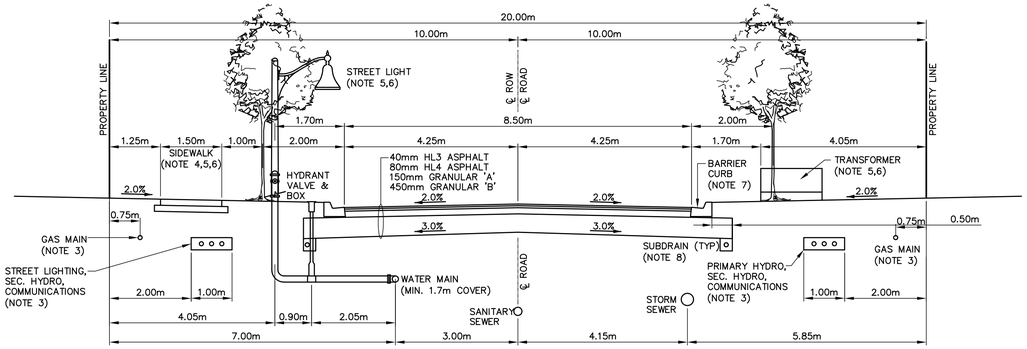
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

COMPOSITE UTILITY PLAN
SHEET 2 OF 2

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166–3	DWG:	
DRAWN: LC	DATE: JANUARY 2018	**UT-2**	
CHECK: JPA/MJC	SCALE: 1:750		

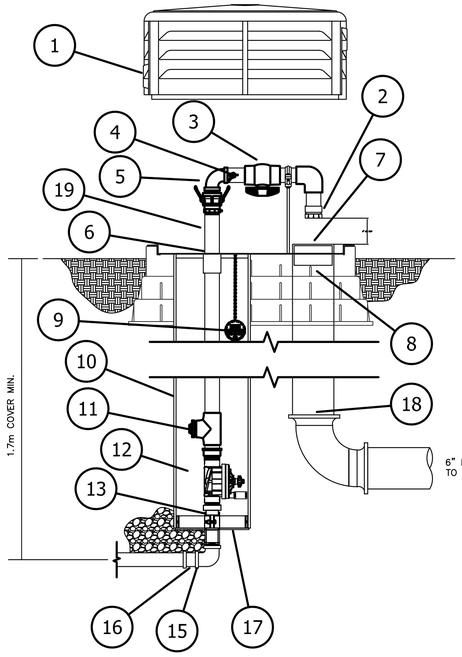
Drawing Name: 114166–3–UT01.dwg, Plotted: Jul 05, 2019



STANDARD CROSS-SECTION
8.5 m ROAD – 20 m ROW
NOT TO SCALE

NOTES

1. TOPSOIL TO BE REMOVED TO ITS FULL DEPTH ALONG ENTIRE WIDTH OF ROAD ALLOWANCE BY CONTRACTOR.
2. BOULEVARD – 300 mm TOPSOIL AND SOD.
3. DEPTH FOR ALL UTILITIES 0.9 m MIN.
4. SIDEWALKS TO OPSD 310.010, COMPLETE WITH 150mm GRANULAR 'A' BASE.
5. SIDEWALK, STREET LIGHTS AND TRANSFORMERS ONE SIDE ONLY.
6. SIDEWALK AND STREET LIGHT TO BE ON SAME SIDE OF ROAD AND TRANSFORMER TO BE ON OPPOSITE SIDE.
7. CONCRETE BARRIER CURB TO OPSD 600.040 (TYP)
8. OUTLET TO CATCH BASINS AS PER OPSD 216.021 OR OUTLET TO DITCHES.



ITEM	ITEM / DESCRIPTION
1	UV RESISTANT LOCKABLE LID
2	DIFFUSER / TRAP
3	1" PVC BALL VALVE
4	SAMPLING POINT
5	1" STAINLESS STEEL QUICK DISCONNECT
6	REMOVABLE ACCESS PLATE
7	DECHLORINATION BASKET (PART NO. 9815)
8	6" SEWER PIPE CONNECTION
9	CONTROLLER
10	SDR 35 PVC PIPE
11	AUTOMATIC DRAIN
12	1" AUTOMATIC VALVE
13	O-RING CONNECTOR
14	1" CLEAN ROCK
15	1" BRASS FIP INLET
16	1" MIP x COMPRESSION ADAPTER
17	DEBRIS PLATE
18	6" PVC SEWER PIPE
19	SCHEDULE 80 PVC PIPE

AUTOMATIC FLUSHING DEVICE SHALL HAVE A 1" STAINLESS STEEL FIP INLET THAT WILL LEAD VERTICALLY TO THE BOTTOM OF A 1" AUTOMATIC FLUSHING VALVE. THE FLUSHING VALVE SHALL CONTROL THE FLOW OF WATER THROUGH THE HYDRANT AND ITS DIAPHRAGM WITH THE EXTENSION AND RETRACTION OF A DC LATCHING SOLENOID AND HAVE A 220 PSI RATING. EACH UNIT SHALL BE FURNISHED WITH A STAND-ALONE VALVE CONTROLLER. THE VALVE CONTROLLER WILL NOT REQUIRE A SECOND HAND-HELD DEVICE FOR PROGRAMMING. CONTROLLER MUST HAVE MINIMUM OF 12 POSSIBLE FLUSHING CYCLES PER DAY. CONTROLLER SHALL BE SUBMERSIBLE TO 12 FEET, OPERATE WITH A 9 VOLT BATTERY, AND HAVE RESIN-SEALED ELECTRICAL COMPONENTS. THE SOLENOID SHALL HAVE NO LOOSE PARTS WHEN REMOVED FROM THE VALVE. EACH UNIT SHALL HAVE A ALL STAINLESS STEEL SAMPLING POINT. REMOVAL OF THE 1" VALVE SHALL BE POSSIBLE VIA AN O-RING CONNECTOR LOCATED BENEATH THE VALVE AFTER THE ABOVE GROUND DISCONNECTION OF THE STAINLESS STEEL ACCESS PLATE. VALVE ASSEMBLY SHALL BE HOUSED IN A PVC ENCLOSURE AND EACH UNIT SHALL BE SELF-DRAINING, NON-FREEZING. ALL ABOVE-GROUND COMPONENTS SHALL BE CONTAINED WITHIN A UV-RESISTANT LOCKING COVER.

UNIT MODEL # SHALL BE 9800 AS MANUFACTERED BY KUPFERLE FOUNDRY COMPANY, ST. LOUIS MO (1-800-231-3990), OR APPROVED EQUAL.

AUTOMATIC FLUSHING DEVICE
NOT TO SCALE

GENERAL

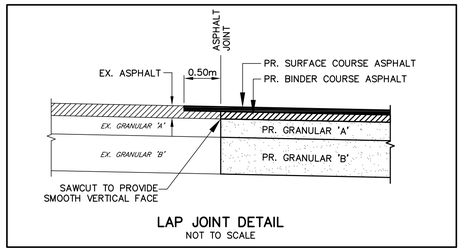
A. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH TOWN OF THE BLUE MOUNTAINS STANDARDS AND OPS STANDARDS. WHERE CONFLICT OCCURS, TOWN STANDARDS TO GOVERN.
B. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN MILLIMETERS AND ALL ELEVATIONS ARE IN METERS.
C. THE CONTRACTOR MUST OBTAIN A ROAD OCCUPANCY PERMIT FROM PUBLIC WORKS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
D. THE OWNER'S ENGINEER SHALL PROVIDE BENCHMARK ELEVATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DETAILED LAYOUT OF THE WORK.
E. ALL PROPERTY BARS TO BE PRESERVED AND REPLACED BY OLS AT CONTRACTOR'S EXPENSE IF REMOVED/DAMAGED DURING CONSTRUCTION.
F. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE SUPPLY OF TEMPORARY WATER AND POWER.
G. DEWATERING TO BE CARRIED OUT IN ACCORDANCE WITH OPSS.MUNI 517 AND OPSS.MUNI 518. MAINTAIN ALL TRENCHES IN A DRY CONDITION. A MOECC PERMIT TO TAKE WATER (PTTW) WILL BEEN OBTAINED FOR THIS PROJECT. THE CONTRACTOR SHALL ENSURE THAT ALL DEWATERING WORKS ARE IN ACCORDANCE WITH THE PERMIT.
H. ALL TOPSOIL SHALL BE STRIPPED AND STOCKPILED AT A LOCATION APPROVED BY THE ENGINEER. ALL LOTS TO BE ROUGH GRADED AND COMPACTED TO 95% STANDARD PROCTOR DENSITY PRIOR TO PLACING ANY ROADWAY GRANULAR MATERIALS.
I. ALL ENGINE DRIVEN PUMPS TO BE ADEQUATELY SILENCED, SUITABLE FOR OPERATION IN A RESIDENTIAL DISTRICT.
J. GENERAL INSTALLATION AND TESTING OF SEWERS, WATERMAIN AND APPURTENANCES TO BE IN ACCORDANCE WITH MUNICIPAL STANDARDS AND FURTHER SUPPORTED AS NECESSARY BY OPSS 407, 408, OPSS.MUNI 409 (CCTV), OPSS.MUNI 410, OPSS.MUNI 421, AND OPSS.MUNI 441 AND ALL SPECIFICATIONS REFERENCED WITHIN THESE SECTIONS.
K. ALL MAINTENANCE HOLES ARE 1200 mm DIAMETER, UNLESS OTHERWISE SPECIFIED. DOUBLE CATCH BASIN MAINTENANCE HOLES ARE 1500 mm DIAMETER, UNLESS OTHERWISE SPECIFIED.
L. ALL STRUCTURES TO BE INSTALLED WITH FROST STRAPS TO OPSD 701.100.
M. PIPE SUPPORT AT ALL STRUCTURES TO OPSD 708.020.
N. ALL MAINTENANCE HOLE AND CATCH BASIN FRAME AND GRATES TO BE SET TO BASE COURSE ASPHALT ELEVATION IN ACCORDANCE WITH OPSD 704.010. FRAME AND GRATES TO BE RAISED TO FINISHED GRADE PRIOR TO THE PLACEMENT OF SURFACE COURSE ASPHALT USING CONCRETE ADJUSTMENT UNITS. MAXIMUM COMBINED HEIGHT OF ADJUSTMENT UNITS SHALL BE 300 mm.
O. TRENCH BACKFILL TO BE SELECT NATIVE MATERIAL OR IMPORTED SELECT SUBGRADE MATERIAL TO OPSS 1010. BACKFILL TO BE PLACED IN MAXIMUM 200 mm THICK LIFTS (OR AS OTHERWISE DIRECTED BY THE GEOTECHNICAL CONSULTANT) AND COMPACTED TO A DRY DENSITY OF AT LEAST 95% OF THE MATERIAL'S STANDARD PROCTOR MAXIMUM DRY DENSITY (SPMDD).
P. PIPE EMBEDMENT TO BE COMPACTED TO A DRY DENSITY OF AT LEAST 95% OF THE MATERIAL'S SPMDD. BACKFILL AND EMBEDMENT TO OPSD 802.010 (FLEXIBLE PIPE), GRANULAR 'A' EMBEDMENT OR OPSD 802.031 (RIGID PIPE) CLASS "B", GRANULAR 'A' BEDDING, GRANULAR 'B' COVER (MAX. AGGREGATE SIZE 25 mm). MINIMUM BEDDING DEPTH 150 mm, MINIMUM COVER DEPTH 300 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.
Q. CLEAR STONE COMPLETELY WRAPPED IN FILTER FABRIC MAY BE SUBSTITUTED FOR EMBEDMENT MATERIAL IF APPROVED BY THE ENGINEER.
R. DISTURBED AREAS TO BE REINSTATED TO PREVIOUS CONDITION OR BETTER.
S. REINSTATEMENT OF ALL DISTURBED BOULEVARDS AND DITCHES TO INCLUDE REGRADING, PLACEMENT OF TOPSOIL AND SOD/SEED (AS SPECIFIED PER THE DESIGN DRAWINGS) IN ACCORDANCE WITH OPSS 802, OPSS.MUNI 803 AND OPSS.MUNI 804. SOD TO BE STAKED WHERE NECESSARY TO AVOID MOVEMENT.
T. TRAFFIC MARKERS AND SIGNS ARE TO BE INSTALLED IN ACCORDANCE WITH THE ONTARIO TRAFFIC MANUAL BOOK 7.
U. LOCATIONS OF EXISTING UTILITIES ARE NOT GUARANTEED. 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.
V. 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.
W. ALL SIGNAGE TO COMPLY WITH THE TOWN OF THE BLUE MOUNTAINS SIGN BY-LAW.

ROADS

A. SUBGRADE AND BOULEVARD MATERIAL TO BE COMPACTED TO A DRY DENSITY OF AT LEAST 95% OF THE MATERIAL'S SPMDD. SUBGRADE TO BE PROOF ROLLED AND CERTIFIED PRIOR TO PLACING GRANULAR 'B'.
B. GRANULAR 'A' AND 'B' TO BE COMPACTED TO A DRY DENSITY OF 100% OF THE MATERIAL'S RESPECTIVE SPMDD.
C. ASPHALT TO BE COMPACTED TO A MINIMUM OF 97% OF THE MARSHALL BULK DENSITY.
D. ROADWAYS TO BE CONSTRUCTED WITH MIN. 450 mm GRANULAR 'B', 150 mm GRANULAR 'A', 80 mm HL4 ASPHALT, AND 40 mm HL3 ASPHALT.
E. JOINTS WITH EXISTING ASPHALT TO BE SAW CUT STRAIGHT PRIOR TO PLACING NEW ASPHALT. WHERE EXISTING ASPHALT IS THICKER THAN 75 mm, A 500 mm WIDE BY 40 mm DEEP LAP JOINT SHALL BE GROUND INTO EXISTING ASPHALT PRIOR TO THE PLACEMENT OF SURFACE COURSE ASPHALT (SEE DETAIL).
F. ALL GRANULAR AND ASPHALT MATERIAL TO BE PLACED IN ACCORDANCE WITH OPSS.MUNI 310 AND OPSS.MUNI 314.
G. TACK COAT TO BE APPLIED AT THE DIRECTION OF THE ENGINEER.
H. CONCRETE CURB AND GUTTER TO OPSD 600.040 AND OPSS.MUNI 353. CURB DEPRESSIONS AT SIDEWALK CROSSINGS IN ACCORDANCE WITH OPSD 310.033. CURB DEPRESSIONS AT DRIVEWAYS IN ACCORDANCE WITH OPSD 351.010.
I. CONCRETE CURB TERMINATIONS TO BE CONSTRUCTED IN ACCORDANCE WITH OPSD 608.010.
J. CONCRETE SIDEWALK TO BE IN ACCORDANCE WITH OPSD 310.010 AND OPSS 351. SUBBASE TO CONSIST OF 150 mm DEPTH GRANULAR 'A'. SIDEWALK RAMPS TO BE CONSTRUCTED IN ACCORDANCE WITH OPSD 310.033 AND UNPAINTED CAST IRON TACTILE WALKING SURFACE INDICATORS IN ACCORDANCE WITH OPSD 310.039.
K. DRIVEWAYS TO BE CONSTRUCTED WITH A MINIMUM OF 200 mm GRANULAR 'A' FROM THE BACK OF CURB TO PROPERTY LINE AND ALLOW FOR THE PLACEMENT OF 65 mm OF HL3A ASPHALT.
L. GRANULAR TRAILS TO BE CONSTRUCTED WITH 100 mm COMPACTED LIMESTONE SCREENINGS AND 150 mm GRANULAR 'A'.
M. 100 mm DIAMETER PIPE SUBDRAINS SHALL BE PROVIDED ON BOTH SIDES OF THE ROAD IN ACCORDANCE WITH OPSS 405 AND OPSD 216.021, UNWRAPPED TRENCH, GRANULAR 'A' EMBEDMENT.
N. 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.

STORM SEWER

A. STORM MAINTENANCE HOLES AND CATCH BASIN MAINTENANCE HOLES IN ACCORDANCE WITH OPSD 701.010, 701.011, 701.012, 701.013, 701.014, AND 701.015.
B. MAINTENANCE HOLES TO BE BENCHED TO OPSD 701.021. MINIMUM BENCHING WIDTH SHALL BE 230 mm. CATCH BASIN MAINTENANCE HOLES TO HAVE A SUMP PER OPSD 701.010.
C. MAINTENANCE HOLE AND CATCH BASIN MAINTENANCE HOLE STEPS TO OPSD 405.010.
D. MAINTENANCE HOLE FRAMES AND GRATES TO OPSD 401.010, TYPE 'A' CLOSED COVER.
E. CATCH BASINS AND DOUBLE CATCH BASINS TO OPSD 705.010 AND 705.020 C/W 600 mm SUMP. REAR LOT CATCH BASINS WITHOUT SUMP.
F. CATCH BASINS, DOUBLE CATCH BASINS AND REAR LOT CATCH BASINS FRAMES AND GRATES TO OPSD 400.020, FRAME AND GRATES WITHIN ROAD TO BE INSTALLED IN THE CURB LINE TO OPSD 610.010.
G. DITCH INLETS TO OPSD 705.030, GRATES INSTALLED IN ACCORDANCE WITH OPSD 403.010 (4:1 SLOPE UNLESS OTHERWISE SPECIFIED), C/W 600 mm SUMP. REAR LOT DITCH INLET CATCH BASINS WITHOUT SUMP.
H. CATCH BASIN LEADS – 300 mm DIA. CATCH BASIN CONNECTIONS TO OPSD 708.010 AND OPSD 708.030.
I. RESIDENTIAL STORM SERVICE CONNECTIONS TO TOWN STD. DRAWING ST-STD-SUMP, 100 mm DIAMETER, GRANULAR 'A' EMBEDMENT (MIN. 150 mm BEDDING AND 300 mm COVER), USING PREMANUFACTURED CONNECTIONS TO THE MAIN. TERMINATE AT PROPERTY LINE WHERE SHOWN C/W A CAP/PLUG AND A 38 mm X 89 mm MARKER PLACED FROM THE INVERT TO 600 mm ABOVE FINISHED GRADE PAINTED WHITE. MINIMUM GRADE TO BE 1.0%. TERMINATE AT AN OBVERT ELEVATION AT LEAST 1.4 m BELOW PROPOSED GRADE AT PROPERTY LINE.
J. STUBS FOR PVC STORM SEWERS TO BE MIN. 1.0m LONG COMPLETE WITH PRE-MANUFACURED CAP. STUBS FOR CONCRETE STORM SEWERS TO BE MIN. 1 PIPE LENGTH (+/- 2.44m) COMPLETE WITH PRE-MANUFACTURED CAP.
K. HEADWALLS TO BE INSTALLED IN ACCORDANCE WITH OPSD 804.030 (PIPE LESS THAN 900 mm DIA.) OR OPSD 804.040 (AS SPECIFIED), C/W GRATING IN ACCORDANCE WITH OPSD 804.050.



LAP JOINT DETAIL
NOT TO SCALE

SANITARY SEWER

A. SANITARY MAINTENANCE HOLES TO OPSD 701.010.
B. SANITARY MAINTENANCE HOLES TO BE BENCHED TO OPSD 701.021 ALL CONNECTIONS TO MAINTENANCE HOLES TO INCLUDE A KOR-N-SEAL RUBBER BOOT PIPE CONNECTION.
C. FROST STRAPS SHALL BE INSTALLED ON ALL MAINTENANCE HOLES IN ACCORDANCE WITH OPSD 701.100.
D. MAINTENANCE HOLE STEPS TO OPSD 405.010
E. MAINTENANCE HOLE FRAME AND COVER TO OPSD 401.010, TYPE 'A' CLOSED COVER.
F. MAINTENANCE HOLE STRUCTURES EXCEEDING 5.0 m IN DEPTH TO INCLUDE SAFETY PLATFORM TO OPSD 404.020.
G. DROP STRUCTURES AT MAINTENANCE HOLES TO OPSD 1003.010.
H. RESIDENTIAL SERVICE CONNECTIONS TO OPSD 1006.010, WITH AN APPROVED MANUFACTURED TEE AT THE MAIN, 125 mm DIAMETER, GRANULAR 'A' EMBEDMENT (MIN. 150 mm BEDDING AND 300 mm COVER).
I. RESIDENTIAL SERVICE CONNECTIONS TO BE TERMINATED AT THE PROPERTY LINE WITH A TEST FITTING, 125 mm x 100 mm REDUCER, PLUG SUITABLY BRACED TO WITHSTAND TEST PRESSURES AND AN 38mm x 89mm MARKER PLACED FROM THE INVERT OF THE CONNECTION TO 600 mm ABOVE FINISHED GRADE PAINTED GREEN. MINIMUM GRADE OF SERVICE TO BE 2%, MAXIMUM GRADE TO BE 8%. TERMINATE AT AN ELEVATION AT LEAST 2.8 m BELOW PROPOSED GRADE AT PROPERTY LINE.
J. RADIUS BENDS TO BE USED ON ALL SEWER CONNECTIONS WHERE THE ANGLE OF CONNECTION BETWEEN THE SERVICE AND SEWER EXCEEDS 90°.
K. STUBS FOR FUTURE SANITARY SEWERS TO BE MIN. 1.0 m LONG C/W PLUG.

WATERMAIN

A. ALL WORK ON EXISTING WATERMAIN TO BE COORDINATED WITH THE TOWN. TOWN TO BE PROVIDED WITH PRELIMINARY SCHEDULE AND 48 HOURS NOTICE.
B. MINIMUM GROUND COVER OVER WATERMAIN, SERVICE LATERALS AND HYDRANT LEADS TO BE 1.7 m AT ALL POINTS, MAXIMUM GROUND COVER OVER WATERMAIN TO BE 2.5 m.
C. INSULATION TO BE INSTALLED OVER WATERMAIN OR SERVICES WITH LESS THAN 1.7m DEPTH OF COVER AS NOTED ON THE DRAWINGS OR MINIMUM AS FOLLOWS:
DEPTH OF COVER BETWEEN 1.4 TO 1.7 m REQUIRES 50 mm INSULATION.
DEPTH OF COVER BETWEEN 1.2 TO 1.7 m REQUIRES 100 mm INSULATION.
D. WATERMAIN NOT TO BE INSTALLED WITH LESS THAN 1.2 m DEPTH OF COVER.
E. THRUST BLOCKS OR PIPE RESTRAINTS TO BE PROVIDED AT ALL CHANGES IN PIPE DIRECTION, TERMINATIONS AND ANY LOCATION WHERE THRUST PRESSURES MAY OCCUR. WATER VALVES SHALL BE RESTRAINED ON EITHER SIDE TO THE SAME STANDARD THAT A DEAD END WOULD BE. WHERE SOIL CONDITIONS ARE SUSPECT, SUCH AS IN DISTURBED SOILS OR SOILS WITH BEARING STRENGTH OF LESS THAN 200 kPa, PIPE RESTRAINERS SHALL BE USED. IN LIEU OF THRUST BLOCKS PIPE RESTRAINTS FOR PVC SHALL BE PER TOWN STANDARDS, INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS. THREADED ROD IN JOINT RESTRAINT IS NOT PERMISSIBLE. THRUST BLOCKS TO OPSD 1103.010 AND 1103.020.
F. CATHODIC PROTECTION OF ALL WATERMAIN FITTINGS AND APPURTENANCES TO BE PROVIDED AS PER TOWN STANDARD (SEE CHART).
G. RESIDENTIAL SERVICE CONNECTIONS TO OPSD 1104.010, 25 mm DIAMETER, 300 mm DEPTH GRANULAR 'A' EMBEDMENT.
H. RESIDENTIAL SERVICE CONNECTIONS TO TERMINATE AT PROPERTY LINE COMPLETE WITH CURB STOP VALVE, TESTING TAIL TO SURFACE CAPPED OR CRIMPED AND A 38 mm x 89 mm MARKER FROM THE INVERT OF THE SERVICE TO 600 mm ABOVE GRADE PAINTED BLUE.
I. HYDRANTS TO BE INSTALLED TO OPSD 1105.010.
J. HYDRANTS TO BE PAINTED CHROME YELLOW AND INCLUDE A FLEXSTAKE HYDRANT MARKER MODEL FHV804, 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 PORT 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 x 0.3 m (OR APPROVED EQUAL). THE SIGN SHALL BE MOUNTED 1.5 m ABOVE GRADE.
K. ALL PVC WATERMAIN AND PE RESIDENTIAL SERVICES TO HAVE TRACER WIRE BETWEEN HYDRANTS AND OTHER CONDUCTING APPURTENANCES. CONTRACTOR SHALL TEST ALL TRACER WIRE TO CONFIRM CONNECTIVITY.
L. 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 "DRYCONN WATERPROOF CONNECTORS" OR APPROVED EQUAL.
M. VERTICAL CLEARANCE BETWEEN WATERMAINS AND SEWERS TO BE A MINIMUM OF 0.5 m WHEN WATERMAIN IS BELOW THE SEWERS, HORIZONTAL CLEARANCE BETWEEN WATERMAINS AND SEWERS TO BE A MINIMUM OF 2.5 m.
N. THE COMPLETE WATER SYSTEM, INCLUDING RESIDENTIAL SERVICE CONNECTIONS TO THE PROPERTY LINE AND HYDRANTS SHALL BE TESTED IN ACCORDANCE WITH THE TOWN'S WATERMAIN COMMISSIONING PROTOCOL. 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.
O. DURING CHLORINATION OR DECHLORINATION CONTRACTOR SHALL OPERATE EACH SERVICE TO VERIFY FULL FLOW AND PRESSURE AT CURB STOP TO SATISFACTION OF THE ENGINEER.
P. WATER VALVES TO BE OPERATED BY TOWN STAFF ONLY.
Q. BLOWOFFS TO OPSD 1104.030 (50 mm DIA.).
R. ALL WATER USED IN COMMISSIONING AND TESTING TO BE POTABLE AND SUPPLIED FROM THE TOWN OF THE BLUE MOUNTAINS, THE TOWN OF COLLINGWOOD OR THE MUNICIPALITY OF MEAFORD.

MATERIALS

A. ALL MATERIAL TO COMPLY WITH CSA, OPSS AND TOWN STANDARDS.
B. SANITARY SEWER – PVC DR 35.
C. SANITARY SERVICE CONNECTIONS – PVC SDR 28.
D. STORM SEWER – PVC SDR 35 OR CONCRETE 65-D. ALL SEWER TO BE JOINED WITH A GASKETED BALL AND SPIGOT SYSTEM. NON-REINFORCED CONCRETE PIPE MAY BE USED FOR SIZES UP TO AND INCLUDING 375 mm DIA. REINFORCED CONCRETE PIPE MAY BE USED FOR ALL SIZES OF SEWER.
E. STORM SERVICE CONNECTIONS – PVC SDR 28, COLOUR WHITE.
F. CULVERTS – GALVANIZED CORRUGATED STEEL PIPE. MIN. WALL THICKNESS 2.0 mm OR SMOOTH WALLED HDPE, MINIMUM PIPE THICKNESS OF 320 kPa. ALL CULVERTS TO HAVE END PROTECTION TO OPSD 810.010 (BOTH ENDS), TYPE B – COMPLETE WITH FILTER FABRIC.
G. PERFORATED SUBDRAIN – BIG 'O' WITH GEOTEXTILE FILTER SOCK OR APPROVED EQUAL.
H. ALL CHEMICALS AND MATERIALS USED IN THE ALTERATION OR OPERATION OF THE DRINKING WATER SYSTEM THAT COMES IN CONTACT WITH WATER WITHIN THE SYSTEM SHALL MEET ALL APPLICABLE STANDARDS SET BY BOTH THE AMERICAN WATER WORKS ASSOCIATION ("AWWA") AND THE AMERICAN NATIONAL STANDARDS INSTITUTE ("ANSI") SAFETY CRITERIA STANDARDS NSF/60, NSF/61 AND NSF372.
I. WATERMAIN – PVC DR 18.
J. WATER SERVICE CONNECTIONS TO BE TYPE 'K' COPPER PIPE, REHAU'S MUNICIPLEX (BLUE) OR SERIES 160 PE.
K. WATER SERVICE FITTINGS SHALL BE:
MAIN STOP – MUELLER H25008
CURB STOP – MUELLER H25209
SERVICE SADDLE – ROBAR 2706 DOUBLE STRAP
TAPPING SADDLE – ROBAR 6906
SERVICE BOXES – MUELLER A-726, STAINLESS STEEL RODS
L. PIPE RESTRAINERS – SIGMA C-900.
M. HYDRANTS – CANADA VALVE OR CLOW D67 CONCORD PREMIER, OPEN LEFT, WITH STORTZ CONNECTIONS ON ALL STEAMER PORTS. HYDRANT SETS SHALL BE INSTALLED NOT LESS THAN 0.9 m FROM THE CENTER OF THE VALVE TO THE CENTER OF THE HYDRANT. TRACER WIRE SHALL BE ATTACHED TO THE OUTSIDE OF THE VALVE BOX AND WIRE BROUGHT INTO VALVE BOX UNDER CAP.
N. LIVE TAP SADDLES TO BE EPOXY COATED COMPLETE WITH STAINLESS STEEL BOLTS.
O. MECHANICAL JOINT DUCTILE FITTINGS TO AWWA/ANSI C153/A21.53. INCLUDING PROTECTO-CAPS, CAT NO. 175P190 OR APPROVED EQUAL.
P. ISOLATION VALVES TO BE RESILIENT SEAT GATE VALVES WITH MECHANICAL JOINTS, OPEN LEFT, CLOW OR MUELLER. VALVE BOXES TO BE 5-SL-48 SLIDING OR MUELLER MVB COMPOSITE COMPLETE WITH GUIDE PLATE AND DUCTILE ADJUSTABLE TOP AND LID OR APPROVED EQUAL. CAPS TO BE PAINTED BLUE.
L. ALL WATERMAIN FASTENERS (STAINLESS BOLTS) TO BE COMPLETE WITH ZINC CAPS.
M. AUTOMATIC FLUSHING DEVICE – KUPFERLE FOUNDRY COMPANY, MODEL 9800 C/W METERING PIT WITH NEPTUNE E-CODER AND THERMAL-COIL OR PLASTIC PIT SETTLERS, METERING PIT AND DECHLORINATION BASKET (PART#9815). TOWN TO PROVIDE DIRECTION REGARDING DESIRED FLUSHING CYCLE.
N. ALL SPECIFIED AGGREGATES TO OPSD 1010.
O. RIPRAP TO OPSS.MUNI 1004.05.05, ON FILTER FABRIC.
P. FILTER FABRIC – TERRAFIX 270R OR APPROVED EQUAL.
Q. INSULATION – STYROFOAM HIGHLOAD 40 EXTRUDED POLYSTYRENE FOAM INSULATION, 50 mm THICK SHEETS.

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DRAWING REFERENCES

LOT FABRIC INFORMATION SHOWN ON THIS PLAN PREPARED BY GEORGIAN PLANNING SOLUTIONS, PLAN 16109-21, DATED SEPTEMBER 20, 2017.

TOPOGRAPHIC INFORMATION SHOWN ON THIS PLAN BASED ON FIELD SURVEY COMPLETED BY TATHAM ENGINEERING LIMITED ON MARCH 23, 2007.

BENCHMARKS

TBM#1 ELEV. 226.036 m
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No.	REVISION DESCRIPTION	DATE	ENGI
1.	FIRST ENGINEERING SUBMISSION	FEB. 14/18	
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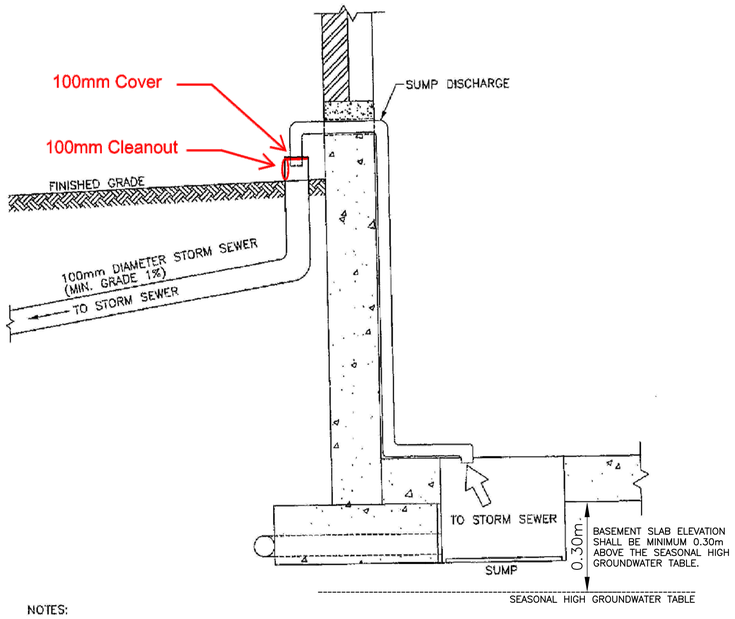
SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

DETAILS & NOTES
SHEET 1 OF 2

TATHAM ENGINEERING

DESIGN: LC	FILE: 114166-3	DWG:
DRAWN: LC	DATE: JANUARY 2018	**DE-1**
CHECK: JPA/MJC	SCALE: AS NOTED	

Drawing Name: 114166-3-DE01.dwg, Plotted: Jul 05, 2019

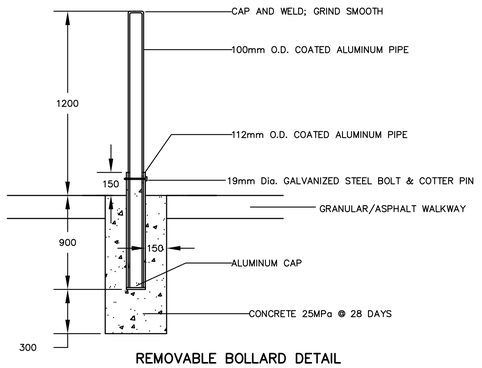


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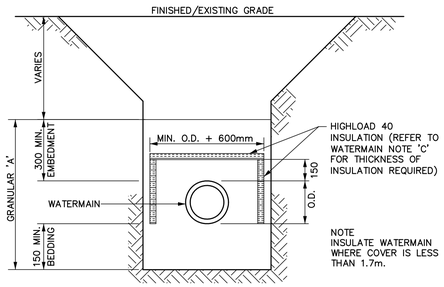
1. PIPE SHALL BE 100mm DIA. PVC SDR28 WHITE SEWER PIPE.
2. MIN. SLOPE OF PIPE TO BE 1 %.
3. JUNCTION OF SUMP DISCHARGE AND STORM SERVICE MUST BE 100mm ABOVE FINISHED GRADE AND IS NOT TO BE SEALED.
4. SUMP DISCHARGE PIPE TO BE CONNECTED TO THE SUMP PUMP AND FASTENED AS PER PART 7 OF THE ONTARIO BUILDING CODE.

REVIEWED
06/12/2019
BUILDING SERVICES DIVISION
Tim Hortons Inc. Blue Mountains Division

The Blue Mountains
Residential Storm Sewer Connection (100mm)



REMOVABLE BOLLARD DETAIL
NOT TO SCALE



TYPICAL WATERMAIN INSULATION DETAIL
NOT TO SCALE

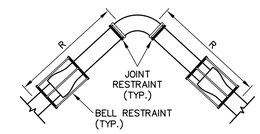


FIGURE 1
HORIZONTAL BEND

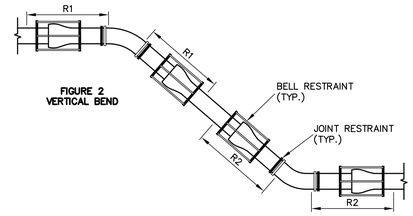


FIGURE 2
VERTICAL BEND

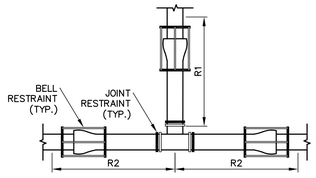


FIGURE 3
TEE

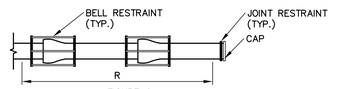


FIGURE 4
DEAD END

CHARACTERISTICS USED TO CALCULATE RESTRAINT LENGTH

PIPE MATERIAL:	PVC
SOIL TYPE:	ML (SILTS, VERY FINE SANDS, SILTY OR CLAYEY FINE SANDS)
SAFETY FACTOR:	1.5 TO 1
TRENCH TYPE:	5 (PIPE BEDDED IN COMPACT GRANULAR MATERIAL)
DEPTH OF BURY:	1.8m (6 ft)
TEST PRESSURE:	1035 kPa (150 p.s.i.)
PROGRAM:	SIGMA IRON – RESTRAINT LENGTH CALCULATOR 1.0

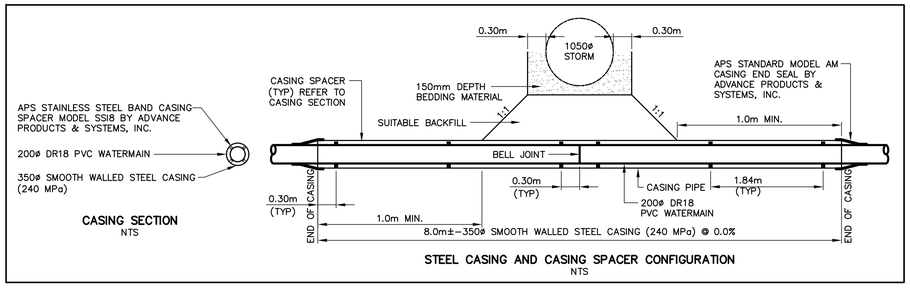
TABLE 2: PIPE RESTRAINT SCHEDULE FOR PVC TEES
(ALL JOINTS AND BELLS LOCATED WITHIN THE CALCULATED RESTRAINT LENGTH SHALL BE RESTRAINED WITH APPROVED BELL AND JOINT RESTRAINTS)

TEES			
NOMINAL PIPE DIA.	BRANCH PIPE DIA.	RESTRAINT 1 LENGTH (m)	RESTRAINT 2 LENGTH (m)
150	150	4.6	3.0
200	150	2.4	3.0
150	200	9.8	3.0
200	200	7.9	3.0
300	150	0.3	3.0
300	200	4.0	3.0
300	300	14.3	3.0

TABLE 1: PIPE RESTRAINT SCHEDULE FOR PVC PIPE
(ALL JOINTS AND BELLS LOCATED WITHIN THE CALCULATED RESTRAINT LENGTH SHALL BE RESTRAINED WITH APPROVED BELL AND JOINT RESTRAINTS)

		HORIZONTAL BEND	VERTICAL BEND		DEAD END (NO BEND ANGLE)
PIPE DIA.	BEND ANGLE	RESTRAINT LENGTH (m)	RESTRAINT 1 LENGTH (m)	RESTRAINT 2 LENGTH (m)	RESTRAINT LENGTH (m)
150ø	90°	3.7	–	–	11.6
	45°	1.6	4.9	1.5	
	22.5°	0.9	2.5	0.9	
	11°	0.6	1.3	0.6	
200ø	90°	4.6	–	–	15.0
	45°	2.2	6.1	2.2	
	22.5°	0.9	3.1	1.0	
	11°	0.6	1.6	0.6	
300ø	90°	6.4	–	–	21.4
	45°	2.8	8.9	2.8	
	22.5°	1.5	4.3	1.5	
	11°	0.9	3.4	0.9	

NOTES
1. CONTRACTOR TO REPORT IN WRITING TO THE ENGINEER ANY CHANGES TO SOIL OR SITE CHARACTERISTIC THAT MAY ALTER THE PIPE RESTRAINT CALCULATION.
2. THE CONTRACTOR IS RESPONSIBLE TO CONFIRM THRUST RESTRAINT REQUIREMENTS WITH THE PIPE AND RESTRAINT MANUFACTURERS.
3. VALVES TO BE RESTRAINED AS IF THEY ARE DEAD ENDS.



CASING SECTION
NTS

STEEL CASING AND CASING SPACER CONFIGURATION
NTS

ANODE SIZING CHART FOR ZINC ANODES

WTM/FITTING	ANODE SIZE (kg)	SPACING
100mm	2.3	PER LENGTH OVER 3.0 m OR FITTING OF SIMILAR SIZE
150mm	2.3	PER LENGTH OVER 3.0 m OR FITTING OF SIMILAR SIZE
200mm	5.5	PER LENGTH OVER 3.0 m OR FITTING OF SIMILAR SIZE
250mm	5.5	PER LENGTH OVER 3.0 m OR FITTING OF SIMILAR SIZE
300mm	11	PER LENGTH OVER 3.0 m OR FITTING OF SIMILAR SIZE
COPPER SERVICE	2.3	AT EACH CURBSTOP
HYDRANT	5.5	AT HYDRANT BASE
VALVE	5.5	AT EACH VALVE
SERVICE SADDLE	2.3	AT EACH SERVICE SADDLE (CONNECT WRE TO BOLT ON SADDLE TIGHT BETWEEN 2 NUTS)
TEES, ELBOWS ETC.	2.3	ON EACH FITTING FOR 100 mm – 150 mm PIPE
TEES, ELBOWS ETC.	5.5	ON EACH FITTING FOR 200 mm – 300 mm PIPE

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SECOND NATURE - PHASE 3
TOWN OF THE BLUE MOUNTAINS

DETAILS & NOTES
SHEET 2 OF 2

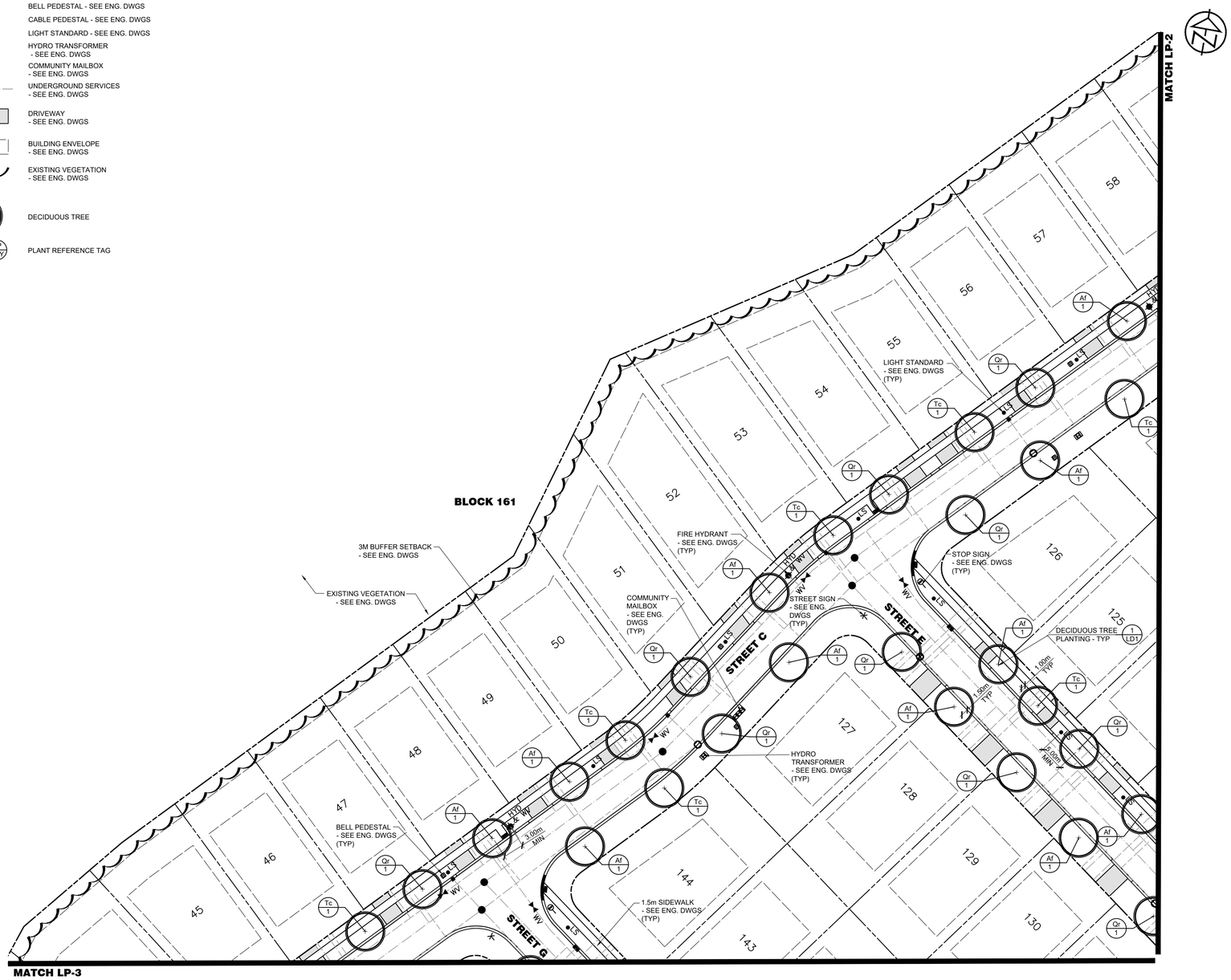
TATHAM ENGINEERING

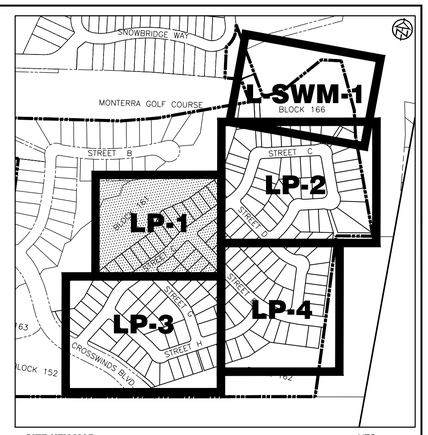
DESIGN: LC	FILE: 114166–3	DWG: **DE-2**
DRAWN: LC	DATE: JANUARY 2018	
CHECK: JPA/MJC	SCALE: AS NOTED	

Drawing Name: 114166–3–DE01.dwg, Plotted: Jul 05, 2019

LEGEND

- PROPERTY BOUNDARY
- LOT BOUNDARY
- SIGN - SEE ENG. DWGS
- FIRE HYDRANT - SEE ENG. DWGS
- MANHOLE - SEE ENG. DWGS
- CATCH BASIN - SEE ENG. DWGS
- WATER VALVE - SEE ENG. DWGS
- BELL PEDESTAL - SEE ENG. DWGS
- CABLE PEDESTAL - SEE ENG. DWGS
- LS — LIGHT STANDARD - SEE ENG. DWGS
- HYDRO TRANSFORMER - SEE ENG. DWGS
- COMMUNITY MAILBOX - SEE ENG. DWGS
- UNDERGROUND SERVICES - SEE ENG. DWGS
- DRIVEWAY - SEE ENG. DWGS
- BUILDING ENVELOPE - SEE ENG. DWGS
- EXISTING VEGETATION - SEE ENG. DWGS
- DECIDUOUS TREE
- SPECIES / QUANTITY — SP / QTY — PLANT REFERENCE TAG





SITE KEY MAP NTS

SECOND NATURE - PHASE 3, TOWN OF THE BLUE MOUNTAINS

PLANT LIST - BOULEVARD TREES

KEY	BOTANICAL NAME	COMMON NAME	SIZE	COND.	SPACING	QTY
Deciduous Trees						
Af	Acer x freemanii Autumn Blaze	Autumn Blaze Maple	50mm cal.	W.B.		43
As	Acer saccharum 'Legacy'	Legacy Sugar Maple	50mm cal.	W.B.		30
Co	Celtis occidentalis	Common Hackberry	50mm cal.	W.B.		25
Qr	Quercus rubra	Red Oak	50mm cal.	W.B.		47
Tc	Tilia cordata	Littleleaf Linden	50mm cal.	W.B.		60
Coniferous Trees						
Pg	Picea glauca	White Spruce	150cm	W.B.		10
Ps	Pinus strobus	Eastern White Pine	150cm	W.B.		22
Deciduous Shrubs						
Cs	Cornus stolonifera	Red Osier Dogwood	50cm	3 gal.	1.5m o.c.	75
Dl	Diervilla lonicera	Bush Honeysuckle	50cm	3 gal.	1.0m o.c.	65
Po	Physocarpus opulifolius	Common Ninebark	60cm	3 gal.	1.5m o.c.	30

GENERAL NOTES

1. DEPICTED ON THIS PLAN ARE THE SPECIES AND THE APPROXIMATE LOCATION OF STREET TREES. ONCE DRIVEWAYS, SERVICES, UTILITIES, LIGHT STANDARDS AND OTHER ABOVE AND BELOW GROUND FEATURES ARE INSTALLED, THE EXACT LOCATION OF STREET TREES WILL BE STAKED ON SITE AND APPROVED BY THE LANDSCAPE ARCHITECT AND TOWN PRIOR TO PLANTING.
2. TREE PITS AND PLANTING BEDS FOR ALL TREES AND SHRUBS LOCATED WITHIN 1 METER OF UNDERGROUND UTILITIES OR SERVICES ARE TO BE HAND DUG.
3. ACTUAL LAYOUT OF TREES SHALL BE IN ACCORDANCE WITH THE FOLLOWING 'TABLE OF OFFSETS' :

TABLE OF OFFSETS	
THE FOLLOWING MINIMUM CLEARANCES FOR TREES SHALL APPLY:	
FIRE HYDRANTS	3.0m
DRIVEWAYS	1.5m
NEIGHBOURHOOD MAILBOXES	3.0m
HYDRO TRANSFORMERS	3.0m
BELL OR CABLE PEDESTALS	1.0m
STREETLIGHT POLES	5.0m
UNDERGROUND SERVICES	1.0m
FACE OF ALL WARNING SIGNS	18.0m

4. WHEN THE MINIMUM DISTANCES NOTED IN THE 'TABLE OF OFFSETS' CANNOT BE ACHIEVED, STREET TREES SHALL BE PLANTED IN AN ALTERNATE LOCATION APPROVED OR STIPULATED BY THE TOWN.
5. ALL PLANTING TO BE IN ACCORDANCE WITH NOTES AND DETAILS ON LD-1.

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NOTES

1. BASE PLAN PREPARED BY TATHAM ENGINEERING LIMITED (MAY 2019).
2. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE NOTED.

NO.	REVISIONS	DATE	INITIAL
4.	FINAL SUBMISSION	JUL. 3, 2019	AB
3.	THIRD SUBMISSION	JUN. 11, 2019	AB
2.	SECOND SUBMISSION	DEC. 19, 2018	AB
1.	FIRST SUBMISSION	NOV. 13, 2018	AB

APPROVED

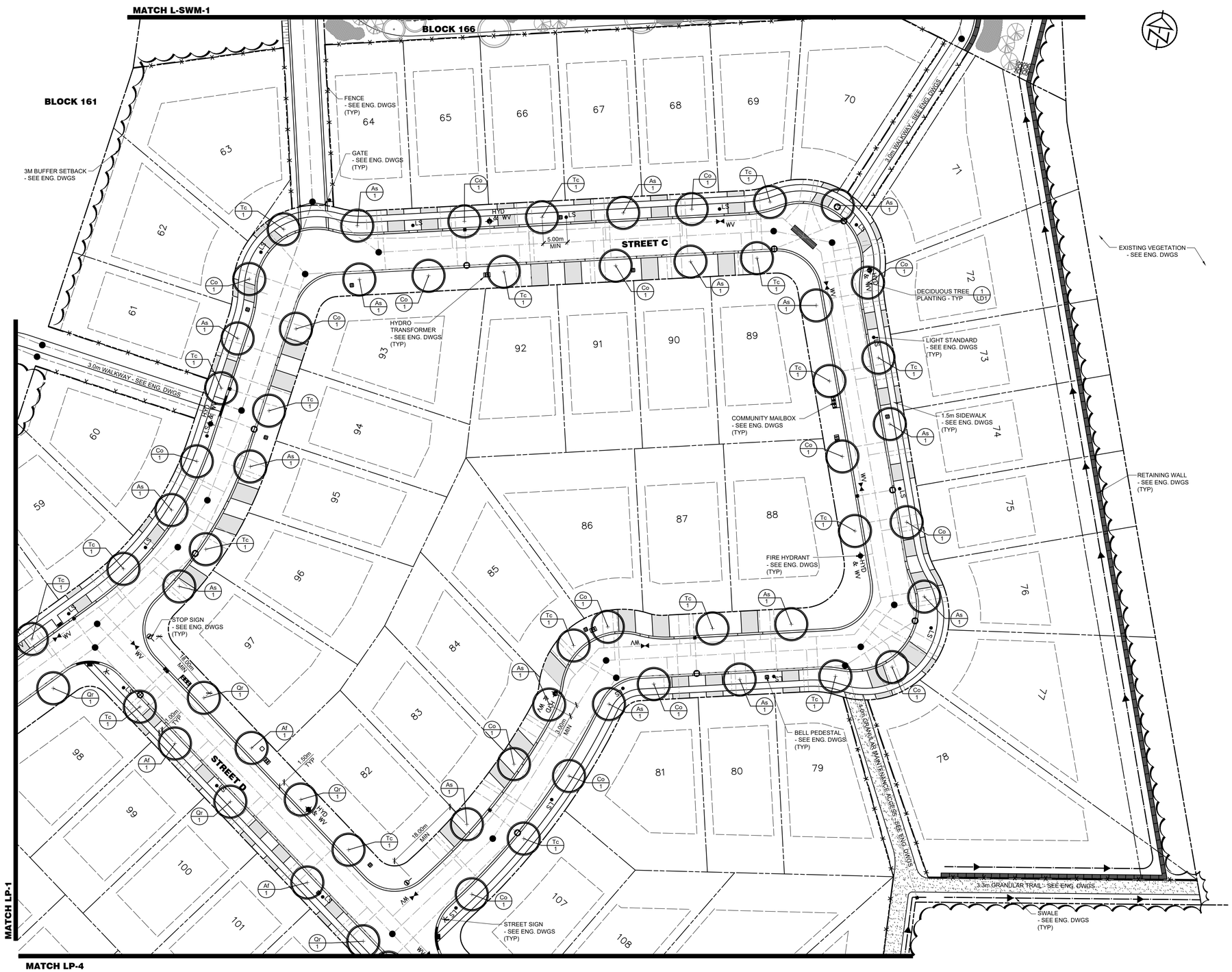
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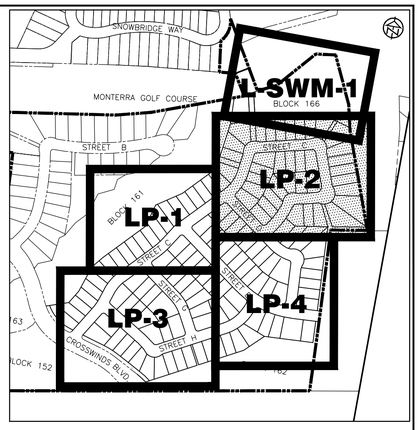
SECOND NATURE - PHASE 3
SKYLINE BLUE MOUNTAIN DEVELOPMENT INC.
TOWN OF THE BLUE MOUNTAINS

LANDSCAPE PLAN

ENVISIONTATHAM
115 Sandford Fleming Drive, Suite 200, Collingwood, ON L9Y 5A6
Tel. 705.445.0422
inquiry@envision-tatham.com

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DWG. **LP-1**





SITE KEY MAP NTS

SECOND NATURE - PHASE 3, TOWN OF THE BLUE MOUNTAINS

LEGEND

- PROPERTY BOUNDARY
- LOT BOUNDARY
- SIGN - SEE ENG. DWGS
- FIRE HYDRANT - SEE ENG. DWGS
- MANHOLE - SEE ENG. DWGS
- CATCH BASIN - SEE ENG. DWGS
- WATER VALVE - SEE ENG. DWGS
- BELL PEDESTAL - SEE ENG. DWGS
- CABLE PEDESTAL - SEE ENG. DWGS
- LIGHT STANDARD - SEE ENG. DWGS
- HYDRO TRANSFORMER - SEE ENG. DWGS
- COMMUNITY MAILBOX - SEE ENG. DWGS
- UNDERGROUND SERVICES - SEE ENG. DWGS
- FENCE - SEE ENG. DWGS
- SWALE - SEE ENG. DWGS
- DRIVEWAY - SEE ENG. DWGS
- BUILDING ENVELOPE - SEE ENG. DWGS
- EXISTING VEGETATION - SEE ENG. DWGS
- DECIDUOUS TREE
- SPECIES QUANTITY (SP / QTY) — PLANT REFERENCE TAG

NOTES

1. FOR TREE LAYOUT NOTES AND PLANT LIST, SEE DWG. LP-1.
2. FOR PLANTING NOTES AND DETAILS, SEE DWG. LD-1.

Town of Blue Mountains
Planning and Development Services
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CONTRACT DRAWINGS

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NOTES

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3.	THIRD SUBMISSION	JUN. 11, 2019	AB
2.	SECOND SUBMISSION	DEC. 19, 2018	AB
1.	FIRST SUBMISSION	NOV. 13, 2018	AB

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TOWN OF THE BLUE MOUNTAINS

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DWG. **LP-2**

MATCH LP-1

EXISTING VEGETATION - SEE ENG. DWGS

BLOCK 161

3M BUFFER SETBACK - SEE ENG. DWGS

FIRE HYDRANT - SEE ENG. DWGS (TYP)

DECIDUOUS TREE PLANTING - TYP 1 LD1

COMMUNITY MAILBOX - SEE ENG. DWGS (TYP)

BELL PEDESTAL - SEE ENG. DWGS (TYP)

LIGHT STANDARD - SEE ENG. DWGS (TYP)

1.5m SIDEWALK - SEE ENG. DWGS (TYP)

STREET G

STREET C

STREET H

STOP SIGN - SEE ENG. DWGS (TYP)

150mm TOPSOIL AND SOD UNLESS OTHERWISE SHOWN

BOULEVARD TREE PLANTING - REFER TO PHASE 2 DRAWINGS

SHRUB PLANTING - TYP 3 LD1

1.5m SIDEWALK - SEE ENG. DWGS

3.0m MULTI-USE TRAIL - SEE ENG. DWGS

CROSSWINDS BOULEVARD

ALL SHRUB GROUPINGS TO HAVE CONTINUOUS MULCHED UNDERSTOREY AS DETAILED

CONIFEROUS TREE PLANTING - TYP 2 LD1

STREET SIGN - SEE ENG. DWGS (TYP)

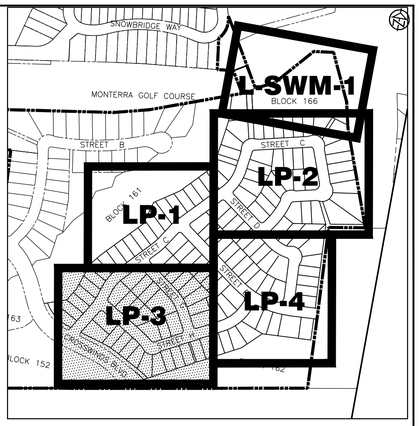
HYDRO TRANSFORMER - SEE ENG. DWGS (TYP)

FENCE - SEE ENG. DWGS (TYP)

4.0m GRANULAR MAINTENANCE ACCESS - SEE ENG. DWGS

SWALE - SEE ENG. DWGS (TYP)

MATCH LP-4



SITE KEY MAP NTS

SECOND NATURE - PHASE 3, TOWN OF THE BLUE MOUNTAINS

LEGEND

- PROPERTY BOUNDARY
- LOT BOUNDARY
- SIGN - SEE ENG. DWGS
- FIRE HYDRANT - SEE ENG. DWGS
- MANHOLE - SEE ENG. DWGS
- CATCH BASIN - SEE ENG. DWGS
- WATER VALVE - SEE ENG. DWGS
- BELL PEDESTAL - SEE ENG. DWGS
- CABLE PEDESTAL - SEE ENG. DWGS
- LS LIGHT STANDARD - SEE ENG. DWGS
- HYDRO TRANSFORMER - SEE ENG. DWGS
- M COMMUNITY MAILBOX - SEE ENG. DWGS
- UNDERGROUND SERVICES - SEE ENG. DWGS
- FENCE - SEE ENG. DWGS
- SWALE - SEE ENG. DWGS
- DRIVEWAY - SEE ENG. DWGS
- BUILDING ENVELOPE - SEE ENG. DWGS
- EXISTING VEGETATION - SEE ENG. DWGS
- BOULEVARD TREE - REFER TO PHASE 2 DRAWINGS
- DECIDUOUS TREE
- CONIFEROUS TREE
- SHRUB GROUPING
- SPECIES / QUANTITY — SP / QTY — PLANT REFERENCE TAG

08/06/2019

NOTES

1. FOR TREE LAYOUT NOTES AND PLANT LIST, SEE DWG. LP-1.
2. FOR PLANTING NOTES AND DETAILS, SEE DWG. LD-1.

Town of Blue Mountains
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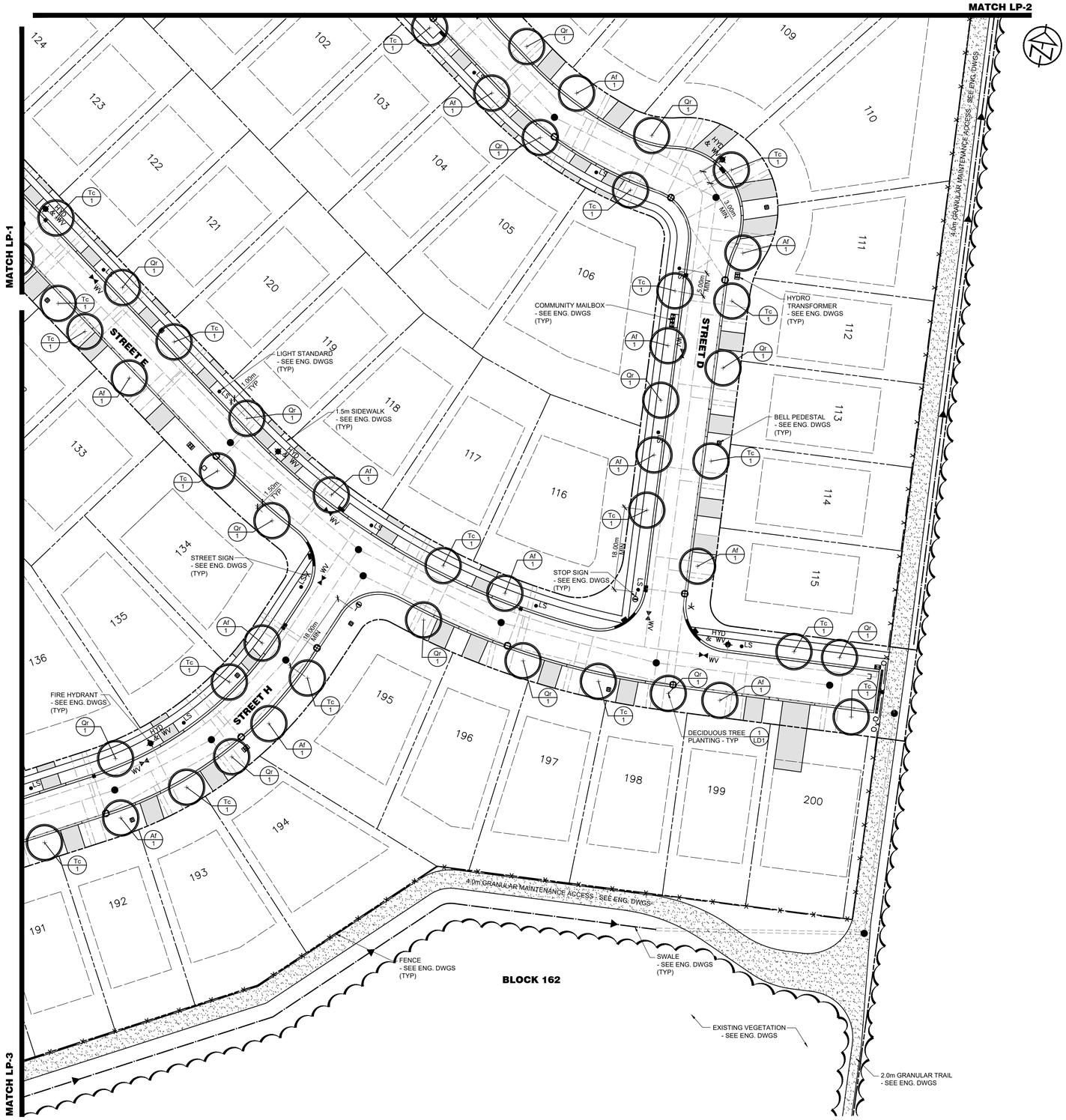
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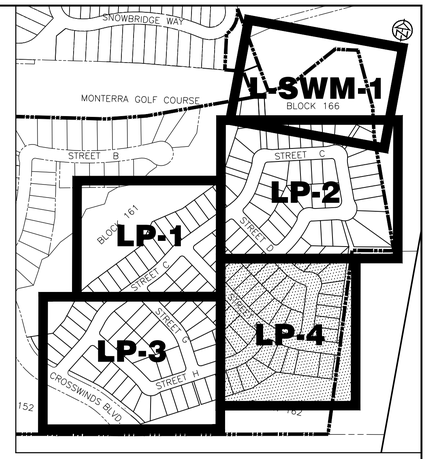
SECOND NATURE - PHASE 3
SKYLINE BLUE MOUNTAIN DEVELOPMENT INC.
TOWN OF THE BLUE MOUNTAINS

LANDSCAPE PLAN

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DWG. **LP-3**





SITE KEY MAP NTS
SECOND NATURE - PHASE 3, TOWN OF THE BLUE MOUNTAINS

LEGEND

- PROPERTY BOUNDARY
- LOT BOUNDARY
- SIGN - SEE ENG. DWGS
- FIRE HYDRANT - SEE ENG. DWGS
- MANHOLE - SEE ENG. DWGS
- CATCH BASIN - SEE ENG. DWGS
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- DRIVEWAY - SEE ENG. DWGS
- BUILDING ENVELOPE - SEE ENG. DWGS
- EXISTING VEGETATION - SEE ENG. DWGS
- DECIDUOUS TREE
- SPECIES QUANTITY — SP QTY — PLANT REFERENCE TAG

NOTES

1. FOR TREE LAYOUT NOTES AND PLANT LIST, SEE DWG. LP-1.
2. FOR PLANTING NOTES AND DETAILS, SEE DWG. LD-1.

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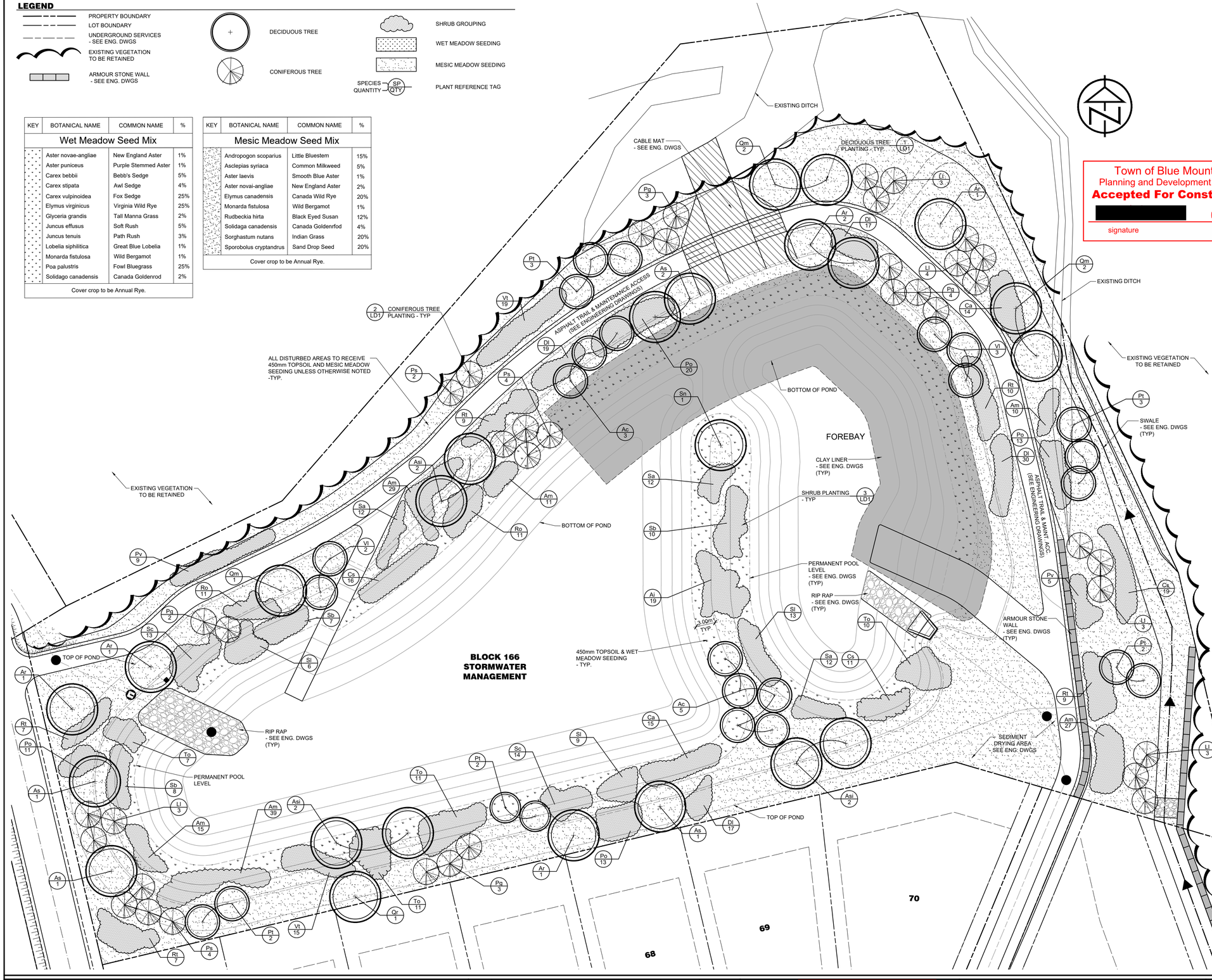
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DWG. **LP-4**

LEGEND

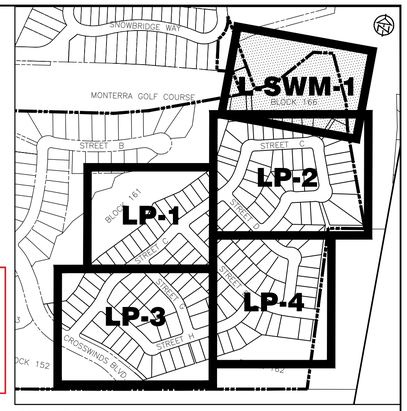
- PROPERTY BOUNDARY
- LOT BOUNDARY
- UNDERGROUND SERVICES - SEE ENG. DWGS
- EXISTING VEGETATION TO BE RETAINED
- ARMOUR STONE WALL - SEE ENG. DWGS
- DECIDUOUS TREE
- CONIFEROUS TREE
- SHRUB GROUPING
- WET MEADOW SEEDING
- MESIC MEADOW SEEDING
- SPECIES QUANTITY — SP QTY — PLANT REFERENCE TAG

KEY	BOTANICAL NAME	COMMON NAME	%
Wet Meadow Seed Mix			
	Aster novae-angliae	New England Aster	1%
	Aster puniceus	Purple Stemmed Aster	1%
	Carex bebbii	Bebb's Sedge	5%
	Carex stipata	Awl Sedge	4%
	Carex vulpinoidea	Fox Sedge	25%
	Elymus virginicus	Virginia Wild Rye	25%
	Glyceria grandis	Tall Manna Grass	2%
	Juncus effusus	Soft Rush	5%
	Juncus tenuis	Path Rush	3%
	Lobelia siphilitica	Great Blue Lobelia	1%
	Monarda fistulosa	Wild Bergamot	1%
	Poa palustris	Fowl Bluegrass	25%
	Solidago canadensis	Canada Goldenrod	2%
Cover crop to be Annual Rye.			

KEY	BOTANICAL NAME	COMMON NAME	%
Mesic Meadow Seed Mix			
	Andropogon scoparius	Little Bluestem	15%
	Asclepias syriaca	Common Milkweed	5%
	Aster laevis	Smooth Blue Aster	1%
	Aster novai-angliae	New England Aster	2%
	Elymus canadensis	Canada Wild Rye	20%
	Monarda fistulosa	Wild Bergamot	1%
	Rudbeckia hirta	Black Eyed Susan	12%
	Solidaga canadensis	Canada Goldenrod	4%
	Sorghastum nutans	Indian Grass	20%
	Sporobolus cryptandrus	Sand Drop Seed	20%
Cover crop to be Annual Rye.			



Town of Blue Mountains
Planning and Development Services
Accepted For Construction
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SITE KEY MAP NTS
SECOND NATURE - PHASE 3, TOWN OF BLUE MOUNTAINS

PLANT LIST - EAST SWM FACILITY

KEY	BOTANICAL NAME	COMMON NAME	SIZE	COND.	SPACING	QTY
Deciduous Trees						
Ac	Amelanchier canadensis (multistem)	Shadblow Serviceberry	45mm cal.	W.B.		8
Ar	Acer rubrum	Red Maple	45mm cal.	W.B.		6
As	Acer saccharum	Sugar Maple	45mm cal.	W.B.		5
Asi	Acer saccharinum	Silver Maple	45mm cal.	W.B.		6
Pt	Populus tremuloides	Trembling Aspen	45mm cal.	W.B.		12
Qm	Quercus macrocarpa	Bur Oak	45mm cal.	W.B.		5
Qr	Quercus rubra	Red Oak	45mm cal.	W.B.		1
Sn	Salix nigra	Black Willow	45mm cal.	W.B.		1
Vl	Viburnum lentago (multistem)	Nannyberry	45mm cal.	W.B.		5
Coniferous Trees						
Ll	Larix laricina	Eastern Larch	150cm	W.B.	4m o.c.	16
Pg	Picea glauca	White Spruce	150cm	W.B.	4m o.c.	12
Ps	Pinus strobus	Eastern White Pine	150cm	W.B.	5m o.c.	10
To	Thuja occidentalis	White Cedar	50cm	3 gal.	2.0m o.c.	39
Deciduous Shrubs						
Ai	Alnus incana	Speckled Alder	50cm	3 gal.	2.0m o.c.	19
Am	Aronia melanocarpa	Black Chokeberry	40cm	3 gal.	1.2m o.c.	131
Ca	Cornus amomum	Silky Dogwood	50cm	3 gal.	1.5m o.c.	29
Cs	Cornus stolonifera	Red Osier Dogwood	50cm	3 gal.	1.5m o.c.	46
Dl	Diervilla lonicera	Bush Honeysuckle	50cm	3 gal.	1.0m o.c.	83
Po	Physocarpus opulifolius	Common Ninebark	60cm	3 gal.	1.5m o.c.	57
Pv	Prunus virginiana	Chokecherry	50cm	3 gal.	1.5m o.c.	14
Ro	Rubus odoratus	Flowering Raspberry			2.0m o.c.	22
Rt	Rhus typhina	Staghorn Sumac	60cm	3 gal.	2.0m o.c.	42
Sb	Salix bebbiana	Bebb's Willow	60cm	3 gal.	2.0m o.c.	25
Sl	Salix lucida	Shining Willow	60cm	3 gal.	1.5m o.c.	28
Sc	Sambucus canadensis	Canada Elder	60cm	3 gal.	2.0m o.c.	27
Sa	Spiraea alba	Meadowsweet	60cm	3 gal.	1.5m o.c.	36
Vt	Viburnum trilobum	Highbush Cranberry	60cm	3 gal.	1.5m o.c.	34

GENERAL SWM POND NOTES:

1.0 LAYOUT AND PLANT SUPPLY

1. FOR LAYOUT AND GRADING OF STORMWATER POND REFER TO ENGINEERING DRAWINGS.
2. DEPICTED ON THIS PLAN ARE THE SPECIES AND THE APPROXIMATE LOCATION OF THE TREES. ONCE INFRASTRUCTURE INSTALLATION AND FINISH GRADING IS COMPLETE, THE EXACT LOCATION OF THE TREES WILL BE STAKED ON THE SITE BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO PLANTING.
3. PLANT MATERIAL SHALL BE IN ACCORDANCE WITH THE CANADIAN STANDARDS FOR NURSERY STOCK (LATEST EDITION), PUBLISHED BY THE CANADIAN NURSERY LANDSCAPE ASSOCIATION, EXCEPT WHERE SPECIFIED OTHERWISE.
4. ALL PLANTS SHALL BE SUPPLIED AS SPECIFIED IN THE 'PLANT LIST'. SUBSTITUTIONS WILL NOT BE ACCEPTED UNLESS APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.
5. CONTRACTOR IS RESPONSIBLE FOR ALL SERVICE AND UTILITY LOCATES.
6. TREE PITS OR PLANTING BEDS LOCATED WITHIN 1 METRE OF UNDERGROUND UTILITIES ARE TO BE HAND DUG.
7. ALL MATERIALS TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
8. ALL SHRUB GROUPINGS ARE TO HAVE A CONTINUOUS MULCH UNDERSTOREY.
9. FOR PLANTING DETAILS, MATERIALS, AND NOTES, SEE DRAWING LD-1.

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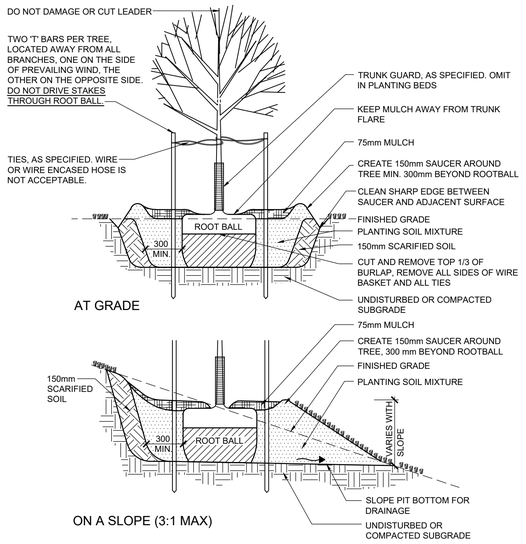
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SECOND NATURE - PHASE 3
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TOWN OF THE BLUE MOUNTAINS

STORM WATER POND PLANTING PLAN

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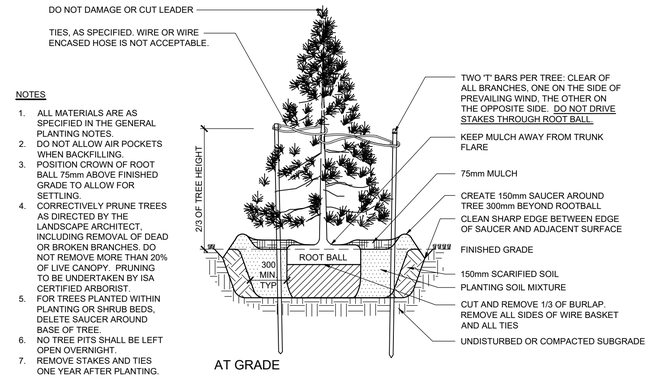


NOTES

1. ALL MATERIALS ARE SPECIFIED IN THE GENERAL PLANTING NOTES.
2. DO NOT ALLOW AIR POCKETS WHEN BACKFILLING.
3. POSITION CROWN OF ROOT BALL 75mm ABOVE FINISHED GRADE TO ALLOW FOR SETTLING.
4. CORRECTIVE PRUNE TO RETAIN NATURAL FORM OF TREE AS DIRECTED BY THE LANDSCAPE ARCHITECT, INCLUDING REMOVAL OF DEAD, BROKEN, OR CROSSING BRANCHES. DO NOT REMOVE MORE THAN 20% OF LIVE CANOPY.
5. FOR TREES PLANTED WITHIN PLANTING OR SHRUB BEDS, DELETE SAUCER AROUND BASE OF TREE.
6. NO TREE PITS SHALL BE LEFT OPEN OVERNIGHT.
7. STAKES AND TIES TO BE REMOVED ONE YEAR AFTER PLANTING.

1 LD1 DECIDUOUS TREE PLANTING

NTS

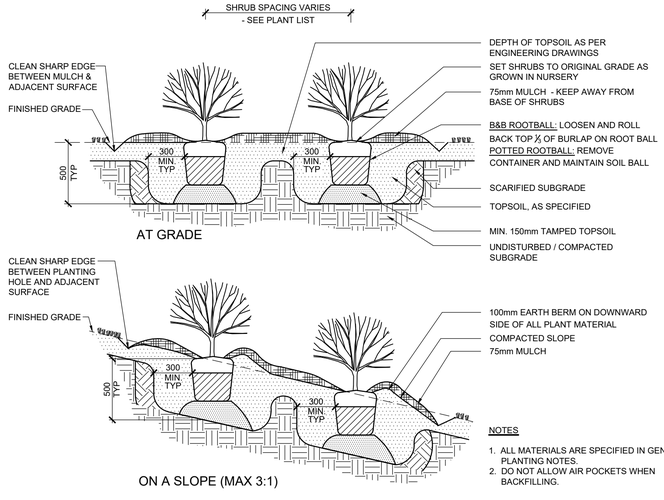


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2. DO NOT ALLOW AIR POCKETS WHEN BACKFILLING.
3. POSITION CROWN OF ROOT BALL 75mm ABOVE FINISHED GRADE TO ALLOW FOR SETTLING.
4. CORRECTIVELY PRUNE TREES AS DIRECTED BY THE LANDSCAPE ARCHITECT, INCLUDING REMOVAL OF DEAD OR BROKEN BRANCHES. DO NOT REMOVE MORE THAN 20% OF LIVE CANOPY. PRUNING TO BE UNDERTAKEN BY ISA CERTIFIED ARBORIST.
5. FOR TREES PLANTED WITHIN PLANTING OR SHRUB BEDS, DELETE SAUCER AROUND BASE OF TREE.
6. NO TREE PITS SHALL BE LEFT OPEN OVERNIGHT.
7. REMOVE STAKES AND TIES ONE YEAR AFTER PLANTING.

2 LD1 CONIFEROUS TREE PLANTING

NTS



NOTES

1. ALL MATERIALS ARE SPECIFIED IN GENERAL PLANTING NOTES.
2. DO NOT ALLOW AIR POCKETS WHEN BACKFILLING.

3 LD1 SHRUB PLANTING

NTS

GENERAL NOTES:

1.0 PLANTING

1. PLANT MATERIAL SHALL BE IN ACCORDANCE WITH THE CANADIAN LANDSCAPE STANDARD (LATEST EDITION), PUBLISHED BY THE CANADIAN NURSERY LANDSCAPE ASSOCIATION AND THE CANADIAN SOCIETY OF LANDSCAPE ARCHITECTS, EXCEPT WHERE SPECIFIED OTHERWISE.
2. ALL PLANTS SHALL BE SUPPLIED AS SPECIFIED IN THE 'PLANT LIST". SUBSTITUTIONS WILL NOT BE ACCEPTED UNLESS APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.
3. ALL MATERIALS TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. MULCH TO BE SHREDDED CEDAR BARK FREE OF DYES AND CHEMICALS, OR APPROVED EQUAL.
5. PLANTING SOIL MIXTURE SHALL BE 50% SCREENED TOPSOIL, 20% COARSE SAND, AND 30% COMPOST, AS SPECIFIED. CONTRACTOR SHALL PROVIDE SOURCE AND SAMPLE OF SOIL MIXTURE, AS SPECIFIED, FOR APPROVAL PRIOR TO COMMENCING WORK.
6. TREE STAKES TO BE 40 x 40 x 5mm x 1800mm LONG HEAVY DUTY GAUGE T-BARS.
7. TIES SHALL BE 50mm WIDE BURLAP STRIPS LOOPED IN A LOOSE FIGURE 8 OR ANOTHER WOVEN BIODEGRADABLE TIE SYSTEM THAT REMAINS FLEXIBLE DURING WINTER MONTHS.
8. TRUNK PROTECTION TO BE 100mm DIA. HDPE PIPE, 500mm LONG OR TO LOWEST BRANCH, EXCEPT IN SWM PONDS AND NATURALIZATION AREAS WHERE IT IS TO BE WHITE SPIRAL PLASTIC TREE GUARD.
9. STAKES AND TIES SHALL BE REMOVED 1 YEAR AFTER PLANTING.
10. TRUNK PROTECTION SHALL BE REMOVED AT COMPLETION OF WARRANTY PERIOD.
11. CONTRACTOR IS RESPONSIBLE FOR REMOVAL AND OFFSITE DISPOSAL OF EXCAVATED MATERIAL FROM PLANTING BED CONSTRUCTION AND TREE PIT EXCAVATION.
12. CONTRACTOR IS RESPONSIBLE FOR REMOVAL AND OFFSITE DISPOSAL OF EXCAVATED MATERIAL FROM TREE PIT, SHRUB HOLE, AND PLANTING BED CONSTRUCTION.

2.0 SODDING

1. SODDING SHALL BE IN ACCORDANCE WITH OPSS.MUNI 803, UNLESS OTHERWISE SPECIFIED.
2. SOD SHALL BE NUMBER ONE GRADE TURFGRASS NURSERY SOD WITH A KENTUCKY BLUEGRASS SOD CLASSIFICATION.
3. SOD ALL DISTURBED AREAS UNLESS OTHERWISE INDICATED.
4. SOD SHALL BE GROWN AND SOLD IN ACCORDANCE WITH THE "SPECIFICATIONS FOR TURFGRASS SOD FOR ONTARIO' PUBLISHED BY THE NURSERY SOD GROWERS ASSOCIATION (N.S.G.A.) AND SHALL BE ESPECIALLY SOWN AND CULTIVATED IN NURSERY FIELDS AS TURFGRASS CROP.
5. SODDING MAY BE PERFORMED AT ANY TIME BETWEEN APRIL 30 AND NOVEMBER 1. IF SOD IN LAID FOLLOWING NOVEMBER 1, ACCEPTANCE WILL BE DEFERRED UNTIL ONE MONTH AFTER START OF GROWING SEASON, PROVIDED ACCEPTANCE CONDITIONS ARE FULFILLED.
6. LAY SOD WITHIN 36 HOURS OF BEING LIFTED OR WITHIN 24 HOURS OF BEING LIFTED IF AIR TEMPERATURE EXCEEDS 20°.
7. ALL SODDING SHALL OCCUR WITHIN A WEEK OF TOPSOIL PLACEMENT AND FINISHED GRADING. THE CONTRACTOR WILL BE RESPONSIBLE FOR WEED ERADICATION IF THEY FAIL TO PLACE THE SPECIFIED SOD WITHIN THIS PERIOD.
8. DURING WET WEATHER ALLOW SOD TO DRY SUFFICIENTLY TO PREVENT TEARING DURING LIFTING AND HANDLING.
9. DURING DRY WEATHER, PROTECT SOD FROM DRYING OUT AND WATER SOD AS NECESSARY TO ENSURE ITS VITALITY AND PREVENT DROPPING OF SOIL IN HANDLING. DRY SOD WILL BE REJECTED.
10. ENSURE FINISHED SOD SURFACE IS FLUSH WITH ADJOINING GRASS AREAS, PAVEMENT OR TOP SURFACE OF CURBS.
11. ON SLOPES, LAY SOD SECTIONS LONGITUDINALLY ALONG CONTOURS AND START LAYING SOD AT THE BOTTOM OF THE SLOPE.
12. PEG SOD ON SLOPES STEEPER THAN 3 HORIZONTAL TO 1 VERTICAL, 100mm BELOW TOP EDGE AT 200mm ON CENTER FOR FIRST SOD SECTIONS ALONG CONTOURS OF SLOPES AND NOT LESS THAN 4 PEGS PER SQUARE METER WITH PEGS DRIVEN TO 50mm ABOVE SOIL SURFACE OF SOD SECTIONS.
13. SOD STAKING SHALL BE WITH WOODEN PEGS AT 17 X 8 X 200mm, OR APPROVED EQUAL.
14. WATER SOD IMMEDIATELY AFTER LAYING TO OBTAIN MOISTURE PENETRATION INTO TOP 100mm OF TOPSOIL.
15. PROVIDE CLOSE CONTACT BETWEEN THE SOD AND THE UNDERLYING ROOT ZONE MIX BY ROLLING WITH A LIGHT ROLLER. IMPERFECTIONS IN THE SURFACE LEVEL SHOULD BE CORRECTED PRIOR TO THE LAYING OF THE SOD AND NOT BY ROLLING WITH A HEAVY ROLLER. USE OF HEAVY ROLLER TO CORRECT GRADE IRREGULARITIES IS NOT PERMITTED.
16. MAINTENANCE DURING THE ESTABLISHMENT PERIOD SHALL CONSIST OF BUT NOT BE LIMITED TO WATERING IN SUFFICIENT QUANTITIES AND AT REQUIRED FREQUENCY TO MAINTAIN CONTINUOUS SUBSOIL MOISTURE IMMEDIATELY UNDER SOD TO A DEPTH OF 75-100mm, ROLLING TO REMOVE MINOR DEPRESSIONS OR IRREGULARITIES, WEED CONTROL TO ENSURE THAT NON-SPECIFIED VEGETATION SHALL NOT EXCEED 5%, AND MOWING AT LEAST TWICE TO MAINTAIN GRASS AT 40MM HEIGHT (AFTER GRASS REACHED 60MM HEIGHT).
17. REMOVE WOODEN SOD PEGS AFTER SOD HAS ESTABLISHED WITH APPROVAL OF THE CONSULTANT.

3.0 SEEDING

1. HYDRO-SEED AND HYDRO-MULCH ALL DISTURBED AREAS IN ACCORDANCE WITH OPSS.MUNI 804.
2. MESIC MEADOW SEEDING SHALL INCLUDE PERMANENT SEED MIX AND ANNUAL NURSE CROP AS FOLLOWS:

   1. PERMANENT SEED MIX: OSC-8150 SIMCOE COUNTY NATIVE MIXTURE MIX SUPPLIED BY OSC SEEDS, WATERLOO, ONTARIO, TEL. 519-886-0557 OR APPROVED EQUIVALENT.
      - APPLICATION RATE: 25 kg/ha
   2. ANNUAL NURSE CROP: ANNUAL RYE
      - APPLICATION RATE: 25 kg/ha
   3. COVER: HYDRAULIC MULCH
3. WET MEADOW SEEDING SHALL INCLUDE PERMANENT SEED MIX AND ANNUAL NURSE CROP AS FOLLOWS:

   1. PERMANENT SEED MIX: OSC-CVC6 EARLY SUCCESSION WET MEADOW MIX SUPPLIED BY OSC SEEDS, WATERLOO, ONTARIO, TEL. 519-886-0557 OR APPROVED EQUIVALENT.
      - APPLICATION RATE: 25 kg/ha
   2. ANNUAL NURSE CROP: ANNUAL RYE
      - APPLICATION RATE: 25 kg/ha
   3. COVER: HYDRAULIC MULCH
4. FOR ALL SEED MIXES, CONFIRM APPLICATION RATES AND APPLICATION METHODS WITH SEED SUPPLIER AND INFORM CONSULTANT OF ANY DISCREPANCIES PRIOR TO EXECUTING THE WORK.
5. MESIC MEADOW SEEDING SHALL BE PERFORMED BETWEEN APRIL 30 AND NOVEMBER 30.
6. ALL HYDRO-SEEDING AND HYDRO-MULCHING SHALL OCCUR WITHIN 3 DAYS OF TOPSOIL PLACEMENT AND FINISHED GRADING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR WEED ERADICATION IF THEY FAIL TO PLACE THE SPECIFIED SEED AND MULCH WITHIN THIS PERIOD.
7. THE SEED SHALL BE DELIVERED IN CONTAINERS WITH THE APPROPRIATE 'CERTIFIED SEED' TAG ATTACHED IN ACCORDANCE WITH THE REGULATIONS OF THE CANADA SEEDS ACT.
8. THE CONTRACTOR SHALL ENSURE THAT THE SOIL IS MOIST TO A DEPTH OF 150mm PRIOR TO SEEDING.
9. MAINTENANCE DURING THE ESTABLISHMENT PERIOD SHALL CONSIST OF BUT NOT BE LIMITED TO WATERING IN SUFFICIENT QUANTITIES AND AT A REQUIRED FREQUENCY TO MAINTAIN CONTINUOUS SUBSOIL MOISTURE IMMEDIATELY UNDER THE SEEDED AREA TO A DEPTH OF 75-100mm, ROLLING TO REMOVE MINOR DEPRESSIONS OR IRREGULARITIES, WEED CONTROL TO ENSURE THAT NON-SPECIFIED VEGETATION DOES NOT EXCEED 20%, AND MOWING ONCE DURING JULY TO CONTROL WEED SEED PRODUCTION.

Town of Blue Mountains
Planning and Development Services
Accepted For Construction
[redacted] 08/06/2019
signature date

CONTRACT DRAWINGS

CONTRACTOR MUST VERIFY ALL DIMENSIONS AND BE RESPONSIBLE FOR SAME. ANY DISCREPANCIES MUST BE REPORTED TO THE CONSULTANT BEFORE COMMENCING WORK. DRAWINGS ARE NOT TO BE SCALED.

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NOTES

1. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

NO.	REVISIONS	DATE	INITIAL
4.	FINAL SUBMISSION	JUL. 3, 2019	AB
3.	THIRD SUBMISSION	JUN. 11, 2019	AB
2.	SECOND SUBMISSION	DEC. 19, 2018	AB
1.	FIRST SUBMISSION	NOV. 13, 2018	AB

APPROVED

This Drawing is For
INFORMATION ONLY
This Drawing should not be redistributed beyond the intended recipient

SECOND NATURE - PHASE 3
SKYLINE BLUE MOUNTAIN DEVELOPMENT INC.
TOWN OF THE BLUE MOUNTAINS

LANDSCAPE DETAILS

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SCALE: AS SHOWN
DESIGN: AB
DRAWN: AJS
CHECKED: AB
DATE: NOV. 13, 2018
JOB NO. ET115014-3
DWG. **LD-1**