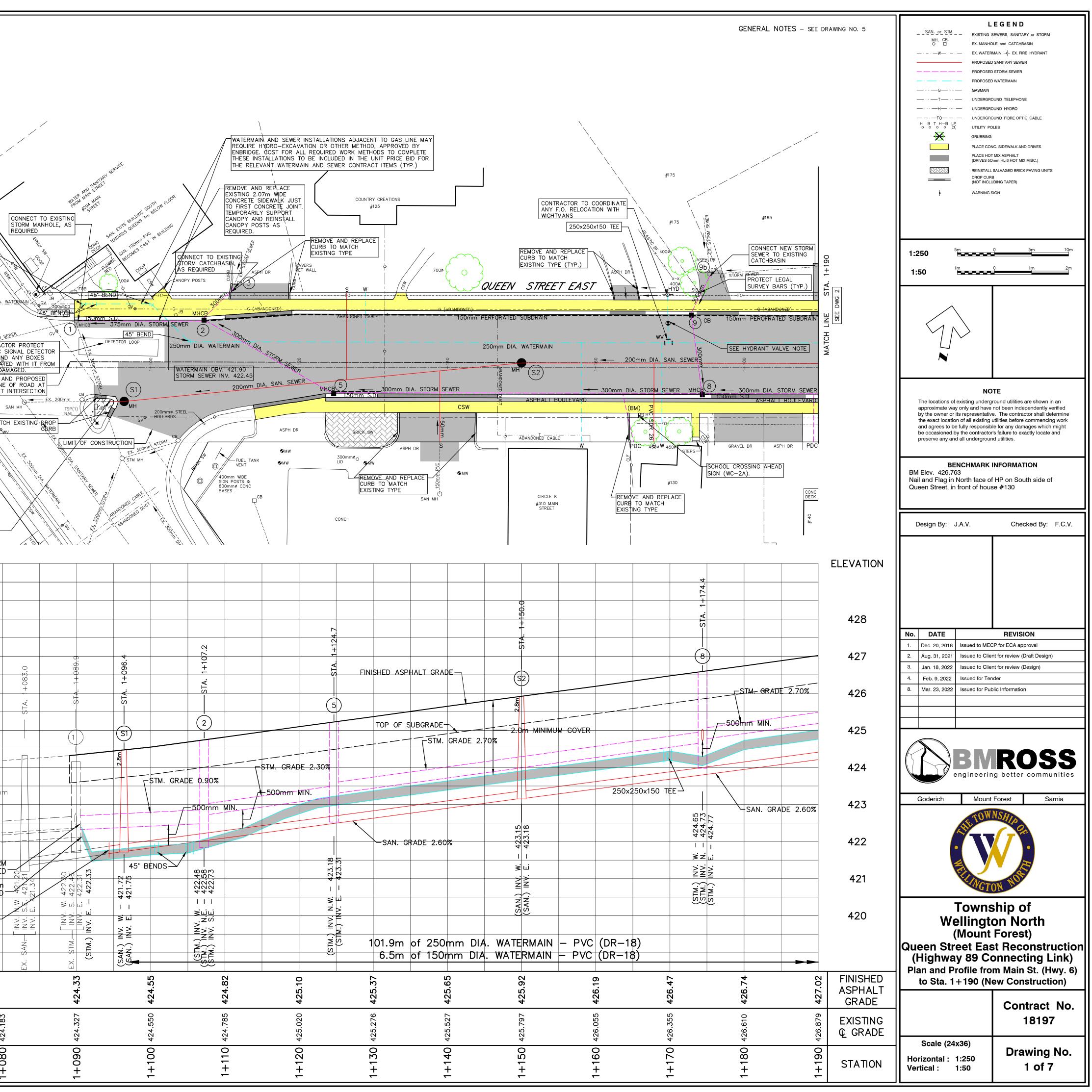
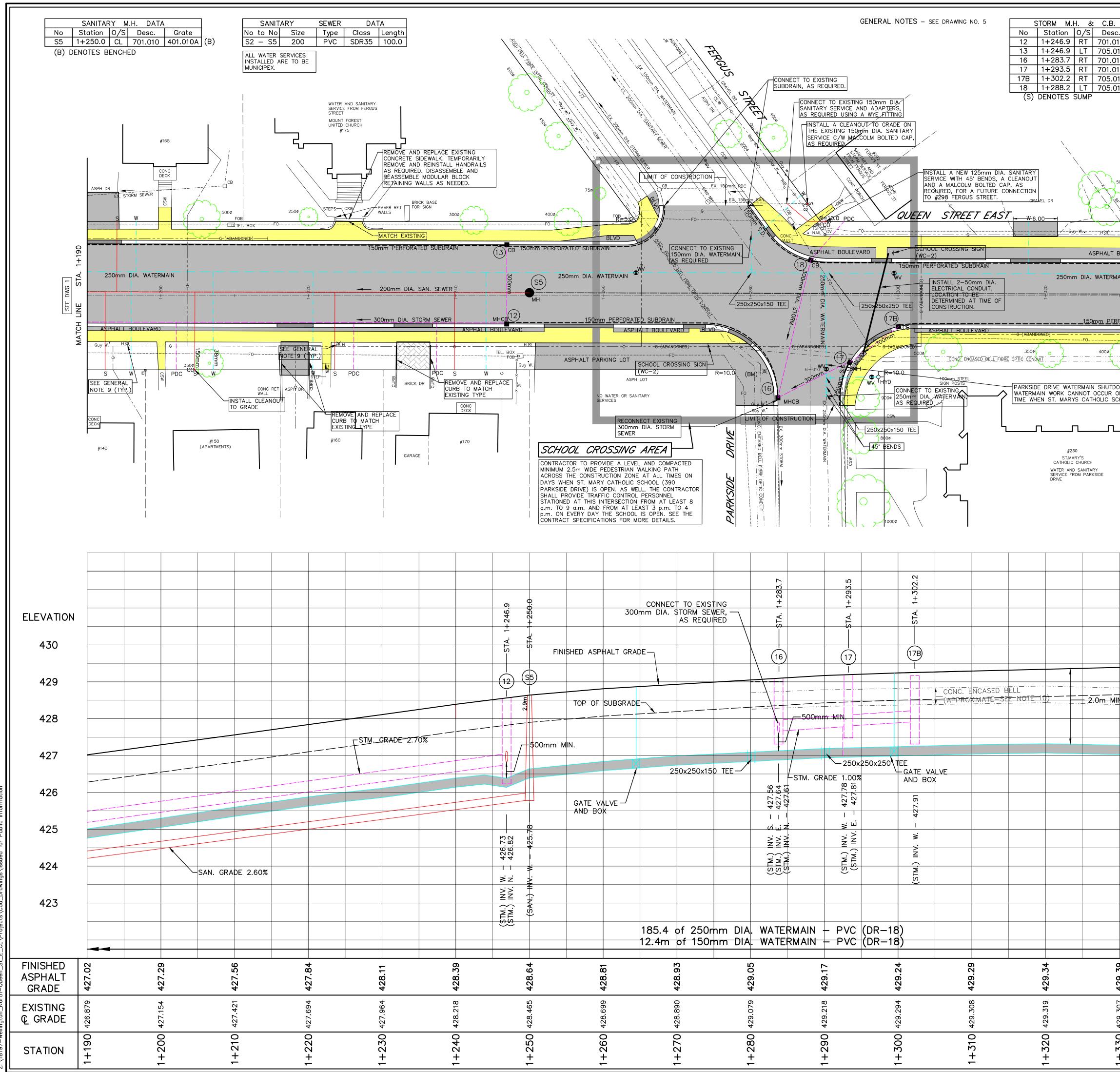
STORM           No         Static           1         1+089           2         1+1107           3         1+111.           5         1+124           8         1+174           9         1+172           9b         1+175           (S)         DENOTES	D.9         LT         ADJUST         400.110           1.2         LT         701.010         400.110         (S)           .2         LT         ADJUST         (S)           .7         RT         701.010         400.110         (S)           .4         RT         701.010         400.110         (S)           .9         LT         705.010         400.110         (S)           .4         LT         ADJUST         (S)	)		No Res.	Top top
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	SEWER         DATA           Size         Type         Class         Length           375         PVC         SDR35*         17.3           300         HDPE         CSA         B182.8         6.0           300         HDPE         CSA         B182.8         20.1           300         HDPE         CSA         B182.8         20.1           300         HDPE         CSA         B182.8         49.7           300         HDPE         CSA         B182.8         11.2           300         HDPE         CSA         B182.8         72.5           300         HDPE         CSA         B182.8         5.6           SSURE         RATED         JOINTS         OF         345           C         RING-TITE         PVC         SDR35         OR           JIVALENT).         TARY         M.H.         DATA			2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	CONNECT TO EXISTING WATERMAIN AS REQUIRED
No         Static           S1         1+096           S2         1+150           (B)         DENOTES	on 0/S Desc. Grate .4 RT 701.010 401.010A (B) .0 CL 701.010 401.010A (B)	)	EX. 250mm DIA. WATERMAIN		177 177 177 177 177 177 177 177
STUB-S1 2 S1 - S2 2		€X. 450mm DIA. STOR	M SEWER	DETECTOR LC	G G G G G G G G G G G G G G
IF POSSIBLE, THE BE LOCATED BEH POSSIBLE IF THE PROPERTY LINE / BE EASILY MOVEI IS TO BE LOCATE ENTIRE HYDRANT BE LOCATED WITH ALTERNATIVELY, THE BOXED OUT SETBACK MINIMUN #310 MAIN STREE	DARY VALVE NOTE (STA 1+169.8): HYDRANT SECONDARY VALVE IS TO IND THE SIDEWALK WHICH IS ONLY HYDRANT IS SET BACK AT AND IF THE FIBRE OPTIC LINE CAN D. NO PART OF THE VALVE COVER ED IN THE SIDEWALK AND THE ABOVE AND BELOW GRADE IS TO HIN THE ROAD ALLOWANCE. THE VALVE IS TO BE LOCATED IN NO PARKING AREA. HYDRANT TO BE M 0.5m FROM SIDEWALK. ET EAST DRIVEWAY: S OF HL-3F ASPHALT WITH A TACK APPLIED TO THIS DRIVEWAY.	O H	Guy W. FUEL TANK VENT OW 400mmø LIDS		
ELEVATION					
428					
427			.050.2		
426			STA.	E>	
425					
424			STMH-53		EX. 375mm
423					
422				EX. 250mm	CONNECT TO EXISTING STORM SEWER MANHOLE, AS REQUIRED
421			W. 421.69 N.E. 421.79	WATERMAIN CO	CONNECT TO EXISTING 250mm DIA. WATERMAIN, AS REQUIRED
τ <u>τ</u>			STM. NV.		DIA. SANITARY SEWER, AS REQUIRED
FINISHED ASPHALT GRADE		<u>                                      </u>	<u> </u>		
EXISTING © GRADE		423.579	423.697	423.816	424.005
STATION		1+040	1+050	1+060	1+070

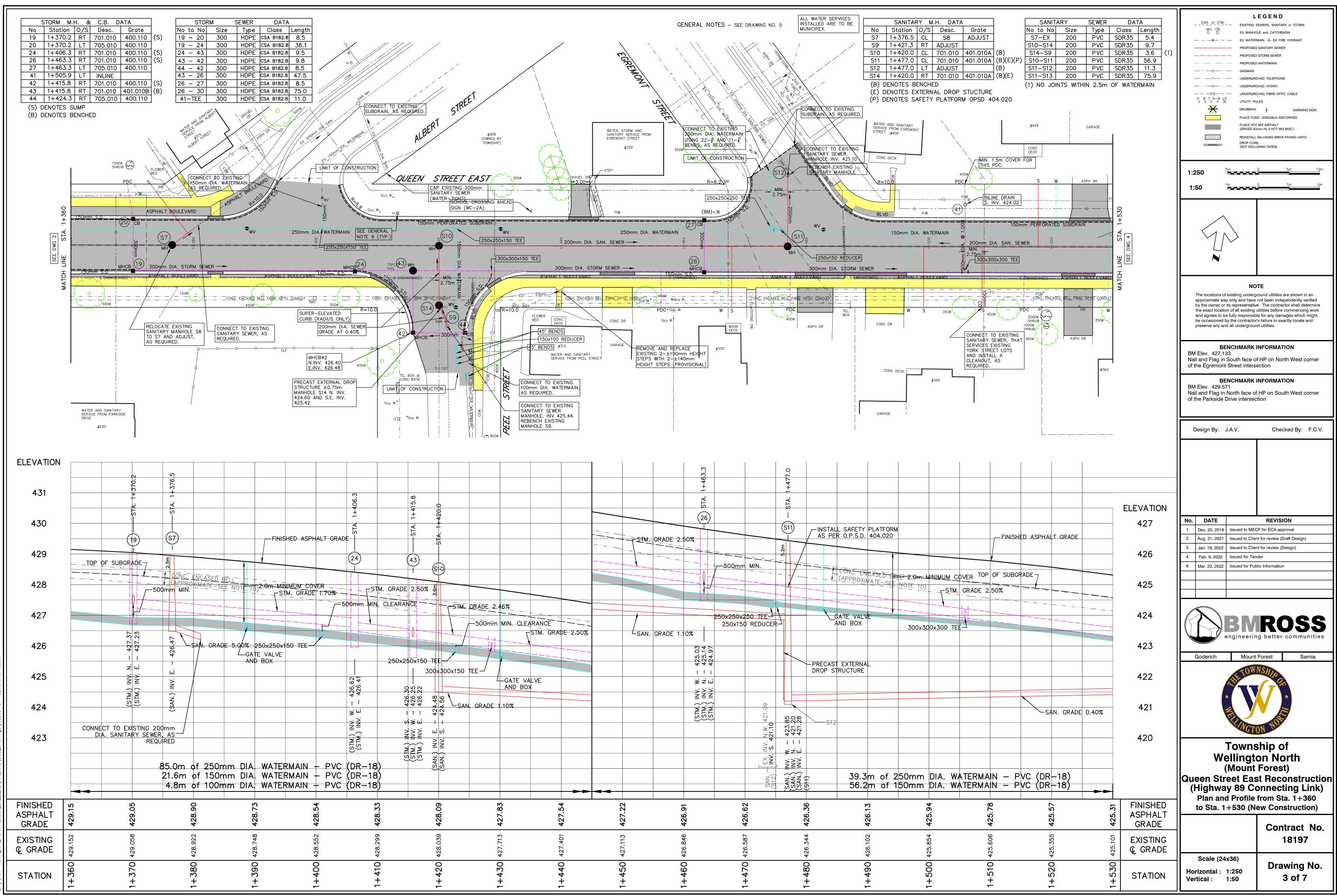
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										<u> </u>
LEAD OF THE REAL O	CONNECT TO SANITARY SER AS REQUIRED	D. XISTING 150mm DIA VICE AND ADAPTERS, USING A WYE FITTING CLEANOUT TO GRADE ON	WING NO. 5	STORM       M.H.         No       Station       0/1         12       1+246.9       RT         13       1+246.9       LT         16       1+283.7       RT         17       1+293.5       RT         17B       1+302.2       RT         18       1+288.2       LT         (S)       DENOTES       SUM	S         Desc.         Grate           701.010         400.1           705.010         400.1           701.010         400.1           701.010         400.1           705.010         400.1           705.010         400.1           705.010         400.1           705.010         400.1           705.010         400.1	$\begin{array}{c cccc} 0 & (S) & 8 & - & 12 \\ 0 & 12 & - & 13 \\ 0 & (S) & 16 & - & 18 \\ 0 & (S) & 16 & - & 17 \\ 0 & 17B & - & 17 \\ \end{array}$	SEWERDATASizeTypeClass300HDPECSA B182.300HDPECSA B182.300HDPECSA B182.300HDPECSA B182.300HDPECSA B182.300HDPECSA B182.	Length 8 72.5 8 10.8 8 19.2 8 10.7	SANorSTM      EXISTING         MHCB      EX.MANH        W           EX. WATE          PROPOSE          PROPOSE          PROPOSE	OUND HYDRO OUND FIBRE OPTIC CABLE
4000 FOB FO FO FO FO FO FO FO FO FO FO	THE EXISTIN SERVICE C/ AS REQUIRE	G 150mm DIA. SANITARY W MALCOLM BOLTED CAP, B MALCOLM BOLTED CAP, B INSTALL A SERVICE A AND A MA REQUIRED TO #298	NEW 125mm DIA. SA WITH 45° BENDS, A CLE ALCOLM BOLTED CAP, FOR A FUTURE CONN FERGUS STREET.	EANOUT AS NECTION GRAVEL DR	500ø	GRAVEL BR 1 250 	#231	w	PLACE HC (DRIVES 5	NC. SIDEWALK AND DRIVES T MIX ASPHALT Dmm HL-3 HOT MIX MISC.) _ SALVAGED BRICK PAVING UNITS AB UDING TAPER) 0 5m 10m 0 1m 2m
BLVD Dmm PERFORATED SUBDRATN CONNECT TO EXISTING 150mm DIA. WATERMAIN S5 250mm DIA. WATERMAIN MH 150mm PERFORATED SUBDRAIN ASPHALT BOULEVARD BLVD CONNECT TO EXISTING 150mm DIA. WATERMAIN, 2500 MH 2500 BLVD DIA. WATERMAIN BLVD DIA. WATERMAIN BLVD DIA. WATERMAIN BLVD DIA. WATERMAIN BLVD DIA. WATERMAIN BLVD DIA. WATERMAIN BLVD DIA. WATERMAIN BLVD DIA. WATERMAIN BLVD DIA. WATERMAIN BLVD DIA. WATERMAIN DIA. WATERMAIN BLVD DIA. WATERMAIN DIA. WATERMAIN BLVD DIA. WATERMAIN DIA. WATERMAIN	VAULT	150mm PERFORAT	ED SUBDRAIN 2-50mm DIA. ICAL CONDUIT. INED AT TIME OF RUCTION.	250mm Dl	ASPHALT BOULEVARD			TCH LINE STA. 1+360 SEE DWG 3		DTE
ASPH LOT	6         -010         -	CONNECT TO EXISTI Solution CONNECT TO EXISTI CONNECT TO EXISTI CO	F F	3500 PTIC CONDUIT	AIN SHUTDOWN FOR	N. REMOV	E AND REPLACE TO MATCH IG TYPE		by the owner or its representati the exact location of all existing and agrees to be fully responsi be occasioned by the contracto preserve any and all undergrou	e not been independently verified ve. The contractor shall determine utilities before commencing work ole for any damages which might r's failure to exactly locate and nd utilities. INFORMATION f HP on South West corner
<b>SCHOOL CROSSING AREA</b> CONTRACTOR TO PROVIDE A LEVEL AND COMPACTED MINIMUM 2.5m WIDE PEDESTRIAN WALKING PATH ACROSS THE CONSTRUCTION ZONE AT ALL TIMES ON DAYS WHEN ST. MARY CATHOLIC SCHOOL (390 PARKSIDE DRIVE) IS OPEN. AS WELL, THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL PERSONNEL STATIONED AT THIS INTERSECTION FROM AT LEAST 8 a.m. TO 9 a.m. AND FROM AT LEAST 3 p.m. TO 4 p.m. ON EVERY DAY THE SCHOOL IS OPEN. SEE THE CONTRACT SPECIFICATIONS FOR MORE DETAILS.	ATERMAIN	45° BENDS		#230 ST.MARY'S CATHOLIC CHUR WATER AND SANI SERVICE FROM P. DRIVE	TARY				BENCHMARK BM Elev. 426.763 Nail and Flag in North face of Queen Street, in front of hou Design By: J.A.V.	
CONNECT TO EXISTING 300mm DIA. STORM SEWER,	A. 1+283.7	A. 1+293.5 A. 1+302.2						ELEVATION		
AS REQUIRED		Es       17       17	NC. ENCASED BEL		·······			430	No.         DATE           1.         Dec. 20, 2018         Issued to ME           2.         Aug. 31, 2021         Issued to Clie           3.         Jan. 18, 2022         Issued to Clie           4.         Feb. 9, 2022         Issued for Te           8.         Mar. 23, 2022         Issued for Pu	ent for review (Design) nder
TOP OF SUBGRADE              500mm MIN.					2.0m_MINIMUM_CO	ÆR		428	<b>B</b> N engineeri	<b>ROSS</b> ng better communities
GATE VALVE	NV. E							426	Goderich Moun	t Forest Sarnia
185.4 of 250mm DIA		(STV STV ST ST ST STV ST						424 423	Wellingt (Mount	ship of on North Forest) st Reconstruction
185.4 of 250mm DIA 12.4m of 150mm DIA 12.4m of 150mm DIA	429.05 429.05 429.11 429.11	VC (DR-18) 72.65 84 85 85 84	429.29	429.34	429.39	429.34	429.25	FINISHED 6 ASPHALT 6 GRADE	(Highway 89 C Plan and Profile	onnecting Link) from Sta. 1+190 ew Construction)
70 50 428.699 428.699 428.699 428.699 50 50 50 50 50 50 50 50 50 50	80 429.079 90 429.218	<b>JO</b> 429.294	10 429.308	20 429.319	<b>30</b> 429.307	<b>40</b> 429.268	<b>50</b> 429.214	EXISTING <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>42</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>423</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup> <sup>425</sup>	Scale (24x36)	Contract No. 18197 Drawing No.
	1+28	1+3(	1+3;	1+3	1+3	1+3	1+3,	∯ STATION	Horizontal : 1:250 Vertical : 1:50	2 of 7

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Wellington\_North-Queen\_St\_E\_CL\Projects\Cad\_Drawings\lssued for Public

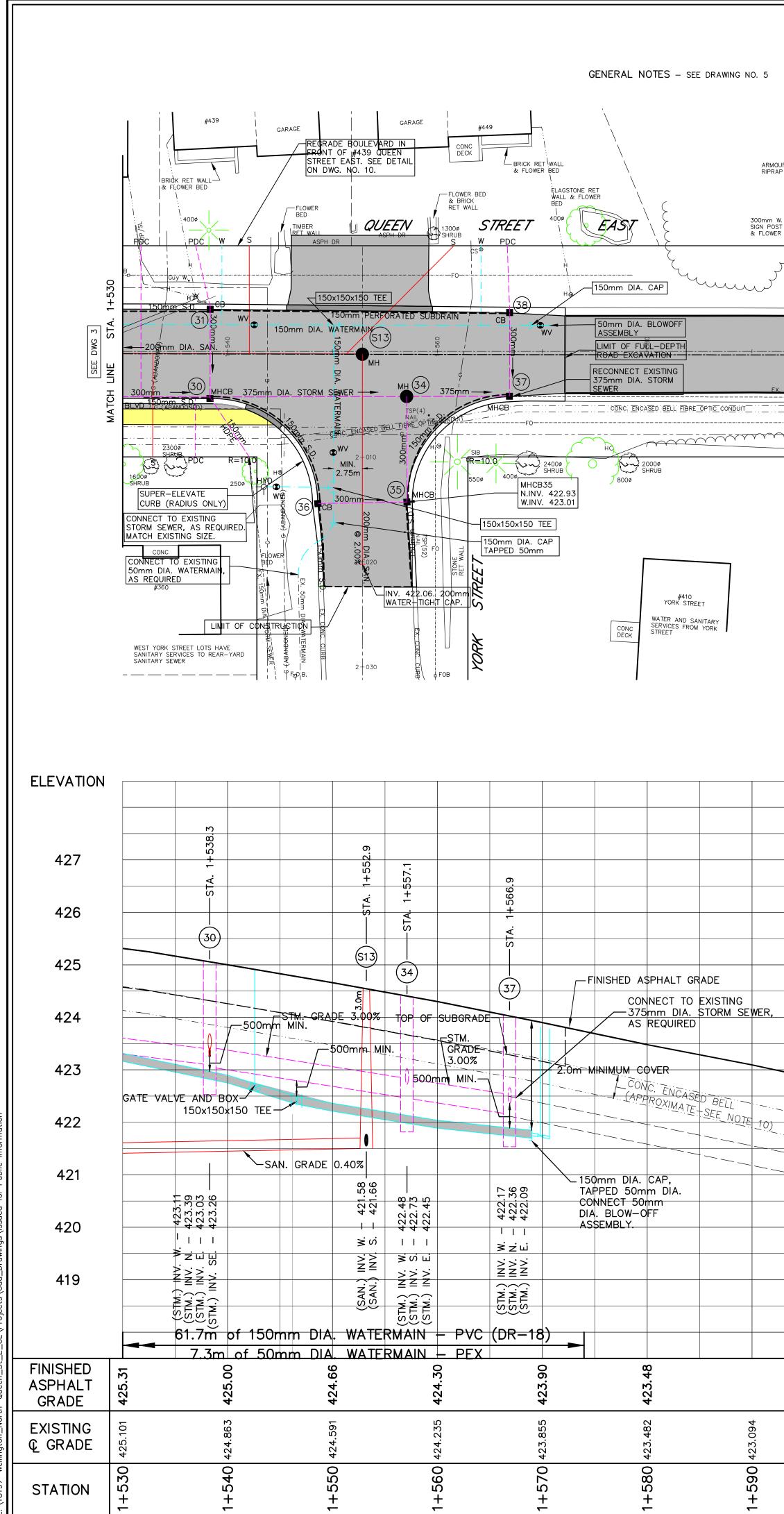
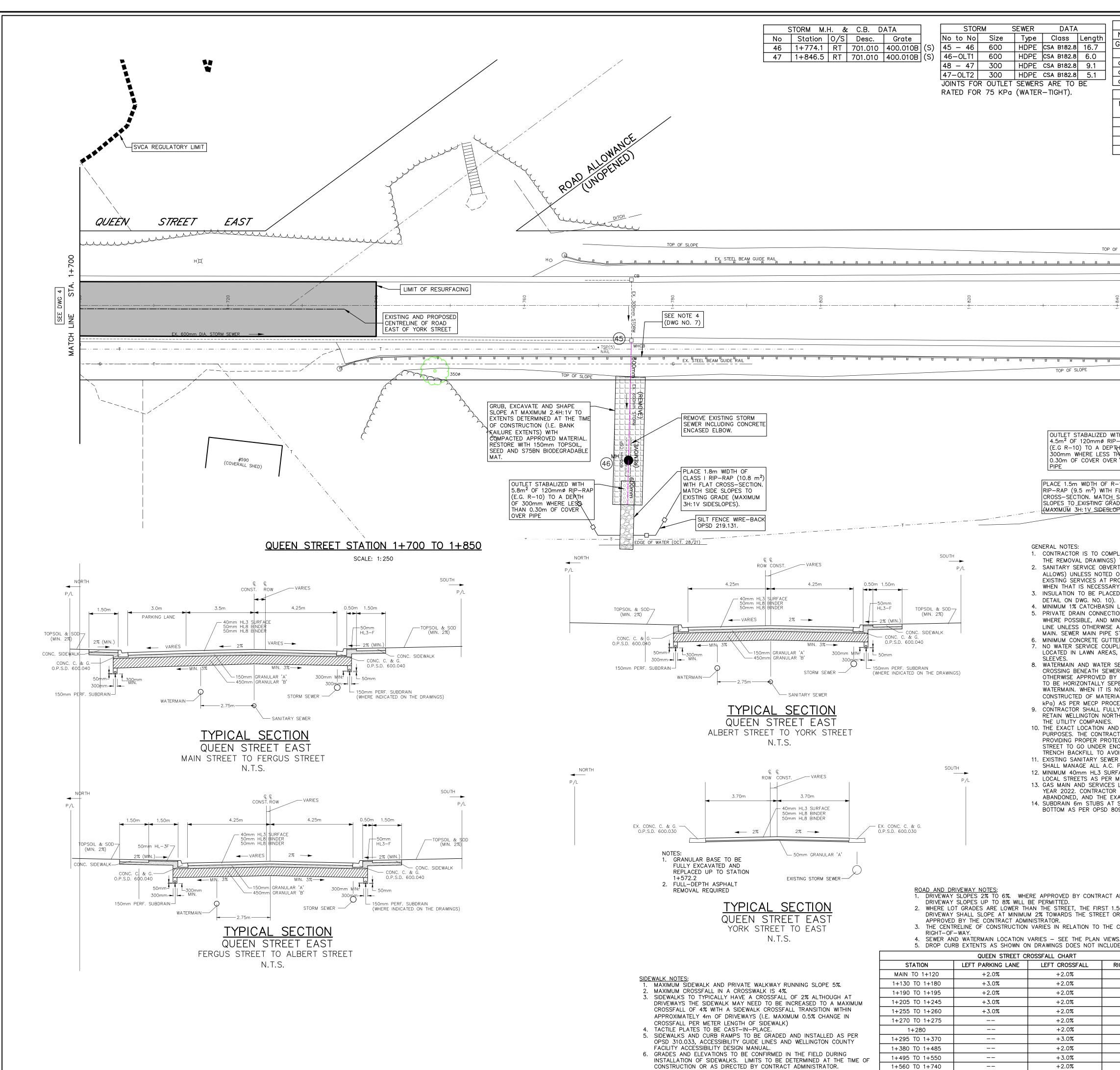


Image: Construction of the state of the		ND PROPOSED E OF ROAD ORK STREET	(B)       YORK STREET NOTES: 1. CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT SIZE AND LOCATION OF EXISTING WATERMAIN ON YORK STREET PRIOR TO INSTALLING REDUCER AND CONNECTING TO EXISTING WATER PIPE       No       Sto 30       1+5         (b)       1. CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT SIZE AND LOCATION OF EXISTING WATER PIPE       34       1+5         (c)       35       1+5         (c)       36       1+5         (c)       38       1+5         (c)       (c)       (c)         (c)	38.3       RT       701.010       400.110       (S)       2         38.3       LT       705.010       400.110       3         57.1       RT       701.010       400.110       (S)       3         57.1       RT       701.010       400.110       (S)       3         57.1       RT       701.010       400.110       (S)       3         557.1       RT       701.010       400.110       (S)       3         566.9       RT       701.010       400.110       (S)       3         566.9       LT       705.010       400.110       (S)       3         566.9       LT       705.010       400.110       (S)       3         57.5       SUMP       E       4       4         FES       BENCHED       4       4	INV. 416.29	SEE DWG 2		NC. SIDEWALK AND DRIVES T MIX ASPHALT Dmm HL-3 HOT MIX MISC.) SALVAGED BRICK PAVING UNITS B JDING TAPER)
Image: state in the state	E 10) E X. 375mm	80       9       1    <			EX. STM. INV. N 415.97 (STM.) INV. N 415.97 EX. STM. [INV. W. 416.02 EX. STM. [INV. S. 415.99 INV. E. 415.99 (STA, 1+698.3 - 00 - 0	423 422 421 420 419 418 417 417 416 415 415 414 5 FINISHED ASPHALT GRADE EXISTING	No.       DATE         1.       Dec. 20, 2018       Issued to MEC         2.       Aug. 31, 2021       Issued to Clier         3.       Jan. 18, 2022       Issued for Ten         8.       Mar. 23, 2022       Issued for Ten         8.       Mar. 23, 2022       Issued for Ten         9.       Odderich       Mount         Goderich       Mount         Weilingte (Mount         Veilingte (Mount         Queen Street Eas (Highway 89 Co Plan and Profile to Sta. 1+700 (Note)	REVISION   Perfor ECA approval   Int for review (Draft Design)   Int for review (Design)   Int for review (Design)   Inder   Dic Information

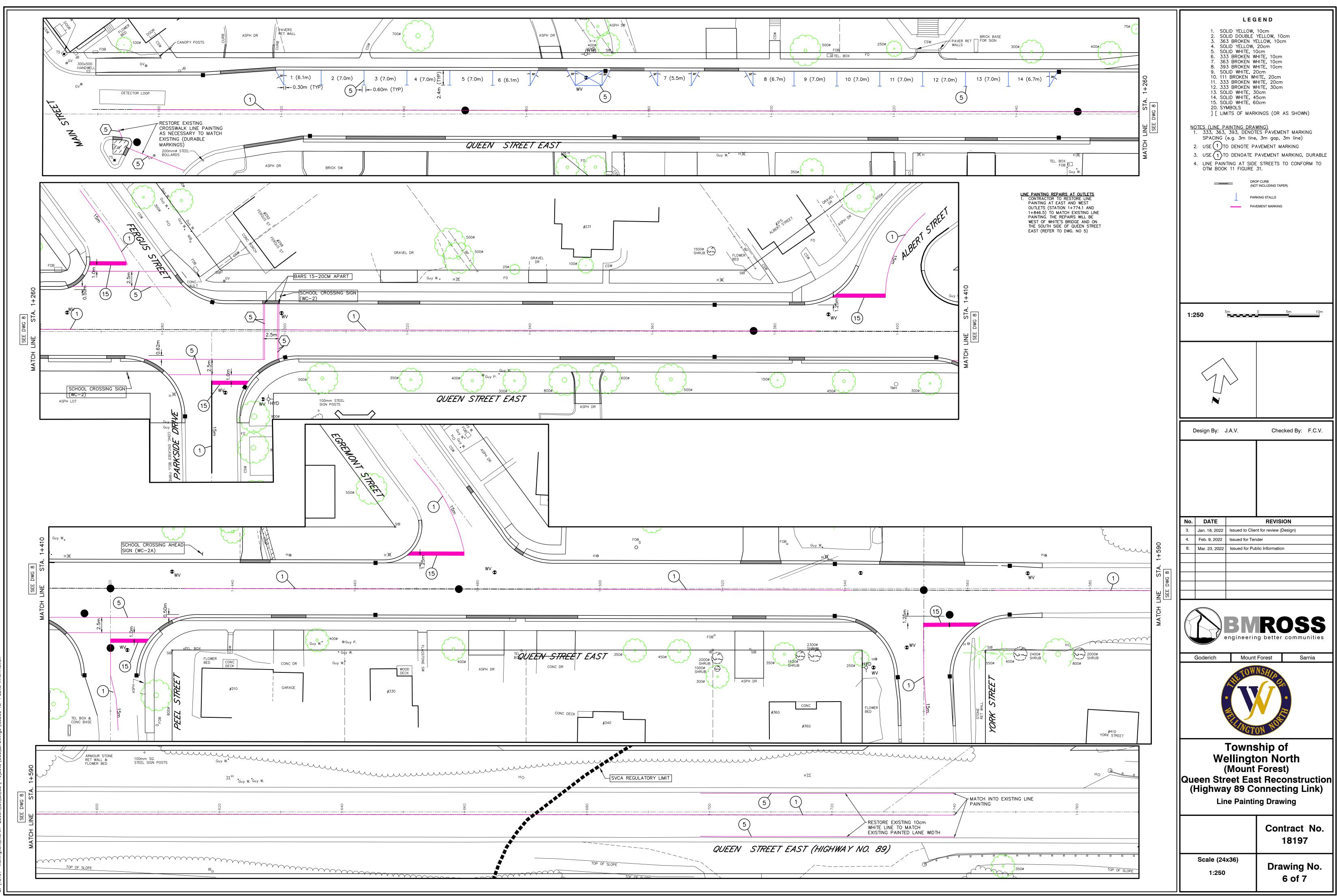
	ARMOUR STONE RIPRAP 300mm W. BRICK SIGN POST BASE & FLOWER BED	DAD REET	B)       1. CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT SIZE AND LOCATION OF EXISTING WATERMAIN ON YORK STREET PRIOR TO INSTALLING REDUCER AND CONNECTING TO EXISTING WATER PIPE       No       5         B)       1. CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT SIZE AND LOCATION OF EXISTING WATER MAIN ON YORK STREET PRIOR TO INSTALLING REDUCER AND CONNECTING TO EXISTING WATER PIPE       No       5         B)       1. CONTRACTOR IS RESPONSIBLE 	 30       -       31       300       HDPE       0         30       -       34       375       HDPE       0         36       -       35       300       HDPE       0         35       -       34       300       HDPE       0         35       -       34       300       HDPE       0         34       -       37       375       HDPE       0         37       -       38       300       HDPE       0         EX       -       30       150       HDPE       0         49       -       50       300       HDPE       0	MATCH LINE STA. 1+700			AC. SIDEWALK AND DRIVES MIX ASPHALT Imm HL-3 HOT MIX MISC.) SALVAGED BRICK PAVING UNITS B JUING TAPER) 0 5m 10m 0 1m 2m 0 1m 2m TE round utilities are shown in an not been independently verified e. The contractor shall determine utilities before commencing work le for any damages which might 's failure to exactly locate and du utilities. INFORMATION f HP on North side of brk Street INFORMATION f HP on North West corner
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Image: Solution     Image: Solution <th< th=""><th>IO. 5</th><th>11-S13     200     PVC     SDR35       3-STUB     200     PVC     SDR35     2</th><th>OA       (B)       1. CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT SIZE AND LOCATION OF EXISTING WATERMAIN ON YOR STREET PRIOR TO INSTALLING REDUCER AND CONNECTING T EXISTING WATER PIPE         ength 75.9       20.0</th><th>34       1+557.1       RT       701.010       401.010E         35       1+557.1       RT       701.010       400.110         36       1+548.6       RT       705.010       400.110         37       1+566.9       RT       701.010       400.110         38       1+566.9       LT       705.010       400.110         (S)       DENOTES       SUMP       (B)       DENOTES       BENCHED</th><th>(S) (S) 26 - 30 300 HDPE CSA B1 30 - 31 300 HDPE CSA B1 (S) 36 - 35 300 HDPE CSA B1 (S) 36 - 37 375 HDPE CSA B1 35 - 34 300 HDPE CSA B1 37 - 38 300 HDPE CSA B1 EX - 30 150 HDPE CSA B1 EX - 30 150 HDPE CSA B1 EX - 30 150 HDPE CSA B1 (S) SVCA REGULATORY LIMIT (A) SVCA REGULATORY</th><th>82.8 75.0 82.8 8.5 82.8 18.8 82.8 8.5 82.8 10.1 82.8 9.8 82.8 8.0 82.8 6.8 82.8 7.7 D.I. 002+1 VIS 9.6 82.8 7.7 H</th><th>LEGEND         MIC       EXEMPTION SEWERS, SANTARY or STORM         MIC       EX. WATERMAN, A. E. FIRE HYDRANT         PROPOSED SANTARY SEWER       PROPOSED SANTARY SEWER         PROPOSED WATERMAN, A. E. FIRE HYDRANT       PROPOSED WATERMAN         MIC       C. WATERMAN, A. E. FIRE HYDRANT         PROPOSED WATERMAN       MICHARON DE REPORT         MICHARON DE REPORT       CABLA         MICHARON DE REPORT</th></th<>	IO. 5	11-S13     200     PVC     SDR35       3-STUB     200     PVC     SDR35     2	OA       (B)       1. CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT SIZE AND LOCATION OF EXISTING WATERMAIN ON YOR STREET PRIOR TO INSTALLING REDUCER AND CONNECTING T EXISTING WATER PIPE         ength 75.9       20.0	34       1+557.1       RT       701.010       401.010E         35       1+557.1       RT       701.010       400.110         36       1+548.6       RT       705.010       400.110         37       1+566.9       RT       701.010       400.110         38       1+566.9       LT       705.010       400.110         (S)       DENOTES       SUMP       (B)       DENOTES       BENCHED	(S) (S) 26 - 30 300 HDPE CSA B1 30 - 31 300 HDPE CSA B1 (S) 36 - 35 300 HDPE CSA B1 (S) 36 - 37 375 HDPE CSA B1 35 - 34 300 HDPE CSA B1 37 - 38 300 HDPE CSA B1 EX - 30 150 HDPE CSA B1 EX - 30 150 HDPE CSA B1 EX - 30 150 HDPE CSA B1 (S) SVCA REGULATORY LIMIT (A) SVCA REGULATORY	82.8 75.0 82.8 8.5 82.8 18.8 82.8 8.5 82.8 10.1 82.8 9.8 82.8 8.0 82.8 6.8 82.8 7.7 D.I. 002+1 VIS 9.6 82.8 7.7 H	LEGEND         MIC       EXEMPTION SEWERS, SANTARY or STORM         MIC       EX. WATERMAN, A. E. FIRE HYDRANT         PROPOSED SANTARY SEWER       PROPOSED SANTARY SEWER         PROPOSED WATERMAN, A. E. FIRE HYDRANT       PROPOSED WATERMAN         MIC       C. WATERMAN, A. E. FIRE HYDRANT         PROPOSED WATERMAN       MICHARON DE REPORT         MICHARON DE REPORT       CABLA         MICHARON DE REPORT
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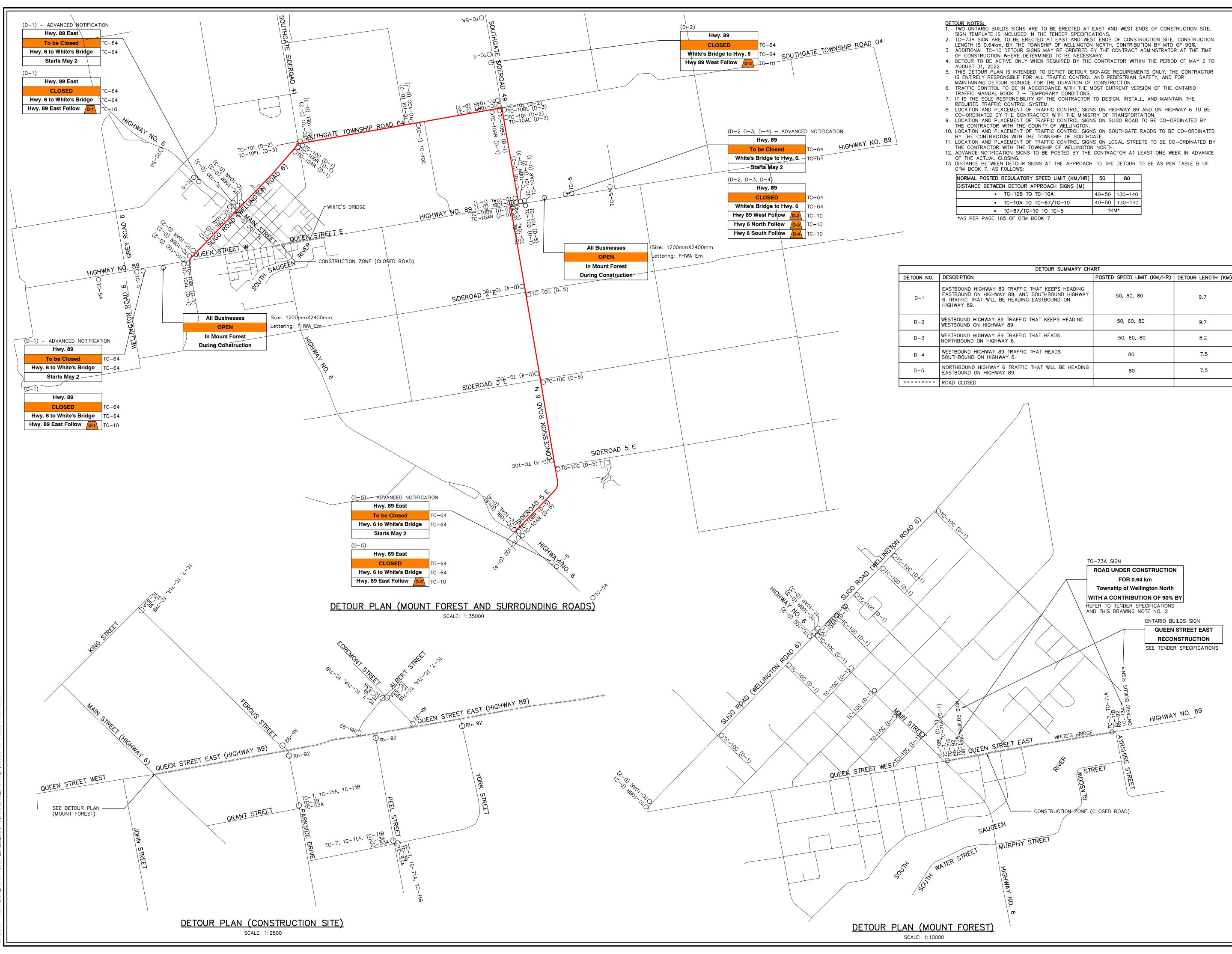


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Nominal 300mm Grading specificat 100% sr at least 20% la at least 50% la at least 80% la	diameter or 4 ion: maller than 4 rger than 5 rger than 5 rger than 5 -10 (MIN. DEP	450mm or 130kg 350mm or 70kg 300mm or 40kg 200mm or 10kg TH 300mm)	STRUCTURES 1+800 TO 1- APPROXIMAT THE LOCATIO SEWER OUTL SURVEY WAS FOR THIS SE STREET EAS CONNECTING DRAWING NO PROPOSED S STRUCTURES	NTAL LINEWORK AND FROM STATION +850 ARE SHOWN AS E ONLY INCLUDING ON OF THE STORM ETS. A GEODATIC S NOT COMPLETED COTION OF QUEEN T (HIGHWAY 89 LINK). REFER TO . 11 FOR LAYOUT OF STORM SEWER, AND RIP-RAP.		ROUND TELEPHONE ROUND HYDRO ROUND FIBRE OPTIC CABLE
(kg)         Dimension           15         18           10         15           5         12           0.5         60	n (mm) thai 0 5 5	ation, percent less n mass specified 100 70-90 40-55 0-15			AND DRIV DROP CU (NOT INC PLACE CO REMOVE PLACE HO (DRIVES S	EXISTING CONC. SIDEWALK /ES
OF SLOPE	B SEE NOTE 4 (DWG NO. 7)	]	STRUCTION	DGE		
48 300 mm ex. 300mm storm B B M (REMOVE) B		REMOVE EXISTING STO	DRM		The locations of existing under approximate way only and hav by the owner or its representat the exact location of all existing and agrees to be fully respons be occasioned by the contract preserve any and all undergrou	
(47) MITH IP-RAP TH OF THAN ER R-10 FLAT I SIDE ADE COPES).	=D=/= F SOU	SEWER INCLUDING CO ENCASED ELBOW. SILT FENCE WIF OPSD 219.131. EDGE OF WATER THIS IS AN C IS NOT AT MA USUALLY MOW EAST AND W	RE-BACK	REA, AND 5. WATER IS BOTH THE	BENCHMARK BM Elev. 422.381 Nail and Flag in South face Queen Street, 70m East of N Design By: J.A.V.	
IPLETE A PRE-CONSTRU S) TO LOCATE ALL SEW ERTS TO BE INSTALLED OTHERWISE. CONTRACT PROPERTY LINE. SERVICI RY. ED OVER ANY STORM S ). N LATERAL GRADE UNLE TIONS (PDC) TO BE LOC MINIMUM 2.5m FROM PC C APPROVED. TYPE 1 W STIFFNESS TO BE NAT TER GRADE TO BE 0.55 IPLERS WILL BE ALLOWE S, WHERE POSSIBLE, ON SERVICES TO BE INSTA ZERS, TO BE PROVIDED SERVICES TO SERVICES TO SER	ER AND SERVICE ( 2.6m(MIN) DEEP A TOR TO USE VERTI ES TO BE INSTALLI SEWER WHERE THE ESS OTHERWISE AP CATED IN LAWN AF DTABLE WATER LINI ATER-TIGHT JOINTS ED FOR 320 KPa. & AND OUTLET TO ED UNDER THE RO, R ELSE CURB STOI ALLED WITH MINIMUM WITH MINIMUM 2.5m INISTRATOR. WHERE BY MINIMUM 2.5m	CONNECTIONS. AT PROPERTY LINE (WI CAL SWEEPS AND FITT ED AT MINIMUM 2% GF DEPTH OF COVER IS PROVED BY CONTRAC REAS. PDC TO BE MINI ES. PDC'S TO HAVE M S (75 KPa) ARE TO B A CB/CBMH, INCLUDI ADWAY. WATER SERVIC P COVERS TO BE LOC M 2.0m COVER. WATE DMM VERTICAL CLEAR ON OBVERT OF SEW RATION REQUIREMENTS LENT TO WATERMAIN S G CONSTRUCTION. WHE CTOR TO COORDINATE	HERE MAINLINE S TINGS, AS REQUIR ADE BUT 1% WIL LESS THAN 1.2m T ADMINISTRATOR MUM 1.5m FROM INIMUM 1.2m COV E USED FOR CSA NG ALL CURBED I ES, AND CURB S ATED INSIDE 75m RMAIN AND WATE ANCE FROM THE SS, WATERMAIN A ER TO BE MINIMU , THE SEWER SHA STANDARDS OF C EN NECESSARY C ANY NECESSARY	EWER ELEVATION ED TO CONNECT TO L BE PERMITTED (SEE INSULATION PROPERTY LINE, /ER AT PROPERTY A B182.8 SEWER INTERSECTION RADII. STOPS TO BE IM DIA. PVC ER SERVICES, WHERE SEWER, UNLESS ND WATER SERVICES IM SOOmm BELOW ALL BE ONSTRUCTION (345 ONTRACTOR TO ' UTILITY WORK WITH	3.         Jan. 18, 2022         Issued to Cli           4.         Feb. 9, 2022         Issued for Te           5.         Feb. 14, 2022         Issued for SN	
ACTOR IS RESPONSIBLE TECTION AND SUPPORT INCASED CONDUIT TO A VOID SETTLEMENT UNDE ER AND SERVICE MATER INDE AS SPECIFIED IN RFACE, 50mm HL8 BINI MUNICIPAL SERVICING S LABELED AS ABANDO OR TO CONFIRM WITH EN EXACT LOCATION OF AL T STORM STRUCTURES 809.010 AT THE LOCAT	FOR LOCATING THI DURING CONSTRUC CHIEVE MINIMUM C R THE CONCRETE RIALS UNKNOWN AI THE TENDER DOC DER, 150mm GRAN STANDARDS TO TH NED ARE TO BE A NBRIDGE THAT THIS L ABANDONED ANE WHERE ADJACENT	E ENCASED CONDUIT F CTION. ALL NEW SERVI COVER. CONTRACTOR T ENCASED BELL FIBRE ND MAY BE ASBESTOS CUMENT GENERAL SPEC NULAR 'A' and 450mm HE EXTENTS SHOWN OF BANDONED BY ENBRIE S WORK WAS COMPLET O NEW GAS LINES. TO STORM SEWER ARE	PRIOR TO CONSTR ICES ON SOUTH S O PROVIDE PROP OPTIC CONDUIT. CEMENT (A.C.) CIAL PROVISION. GRANULAR 'B' ( N PLAN VIEW. OGE IN MARCH AN ED, THAT THE G	RUCTION AND SIDE OF QUEEN PER COMPACTION OF PIPE. CONTRACTOR ON INTERSECTING ND APRIL OF THE AS LINES WERE	engineeri	ROSS ng better communities Z: \18197-Wellington_North- at Forest Sarnia
	SIDEWAL STREET NORTH SIDE QUEEN QUEEN QUEEN	K AND ASPHALT BOU STATION MAIN TO 1+185 1+190 TO 1+195 1+200 TO FERGUS	LEVARD CROSSFA BOULEVARD  	LL CHART SIDEWALK 2% 4% 2%		ON NOR
ADMINISTRATOR, 1.5m± OF THE OR AS OTHERWISE E CENTRELINE OF THE WS. JDE TAPER. RIGHT CROSSFALL -2.0% -2.0%	QUEEN QUEEN SOUTH SIDE QUEEN QUEEN QUEEN QUEEN QUEEN QUEEN	1+200 TO FERGUS ALBERT TO 1+740 MAIN TO 1+740 1+120 TO 1+120 1+120 TO 1+135 1+135 TO 1+295 1+300 TO 1+340 1+345 TO 1+354 1+360 TO 1+405 1+410 TO 1+430	2%  2% 6% 2% 6% 6% 6% 6% 2%	2%  2% 4% 2% 2% 4% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	Town Wellingt (Mount Queen Street Ea (Highway 89 C Plan from Sta. 14	ship of ton North t Forest) st Reconstruction connecting Link) +700 to Sta. 1+800 ctions and Details
-2.0% -2.0% -3.0% -3.0% -2.0%	QUEEN QUEEN QUEEN QUEEN QUEEN QUEEN	1+410       TO       1+430         1+435       TO       1+441         1+446       TO       1+452         1+457       TO       1+473         1+478       TO       1+497         1+502       TO       1+516	2% 6% 6% 6% 6%	2% 2% 4% 2% 4% 2%		Contract No. 18197
-2.0% -2.0% -2.0% -2.0%		1+521 TO 1+527 1+532 TO YORK YORK TO 1+740 AND BOULEVARD CROS D 6%, RESPECTIVELY,			Scale (24x36) AS SHOWN	Drawing No. 5 of 7



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S: ARIO BUILDS SIGNS ARE TO BE ERECTED AT PLATE IS INCLUDED IN THE TENDER SPECIFI SIGN ARE TO BE ERECTED AT EAST AND WE S 0.64km, BY THE TOWNSHIP OF WELLINGTO AL TC-10 DETOUR SIGNS MAY BE ORDERED IRUCTION WHERE DETERMINED TO BE NECES TO BE ACTIVE ONLY WHEN REQUIRED BY TH 31, 2022 DUR PLAN IS INTENDED TO DEPICT DETOUR LY RESPONSIBLE FOR ALL TRAFFIC CONTRO NG DETOUR SIGNAGE FOR THE DURATION O CONTROL TO BE IN ACCORDANCE WITH THE MANUAL BOOK 7 – TEMPORARY CONDITIONS SOLE RESPONSIBILITY OF THE CONTRACTOF TRAFFIC CONTROL SYSTEM. AND PLACEMENT OF TRAFFIC CONTROL SIGNATED BY THE CONTRACTOR WITH THE MINIS AND PLACEMENT OF TRAFFIC CONTROL SIGNATED BY THE CONTRACTOR WITH THE MINIS AND PLACEMENT OF TRAFFIC CONTROL SIGNATED BY THE CONTRACTOR WITH THE MINIS	CATIONS. EST ENDS IN NORTH, BY THE C SARY. E CONTRA SIGNAGE I L AND PEI F CONSTRI MOST CUF	OF CONSTE CONTRIBU CONTRACT CTOR WITHI REQUIREMEN DESTRIAN S	CUCTION SITE TION BY MTO ADMINSTRATO N THE PERIO	CONSTRUCTION OF 90%. R AT THE TIME
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AND PLACEMENT OF TRAFFIC CONTROL SIC CONTRACTOR WITH THE TOWNSHIP OF SOUTH AND PLACEMENT OF TRAFFIC CONTROL SIC TRACTOR WITH THE TOWNSHIP OF WELLINGTO NOTIFICATION SIGNS TO BE POSTED BY TH CTUAL CLOSING. BETWEEN DETOUR SIGNS AT THE APPROAC < 7, AS FOLLOWS:	IGATE. IGNS ON LC IGN NORTH. E CONTRA	OCAL STREE	TS TO BE CO	O-ORDINATED BY
POSTED REGULATORY SPEED LIMIT (KM/HR)	50	80		
BETWEEN DETOUR APPROACH SIGNS (M)				
• TC-10B TO TC-10A	40-50	130–140		
• TC-10A TO TC-67/TC-10	40-50	130-140		
• TC-67/TC-10 TO TC-5	1K	M*		
DETOUR SUMMARY C	IART			
DETOUR SUMMARY CH		SPEED LIN	IIT (KM/HR)	DETOUR LENGTH (KM
GHWAY 89 TRAFFIC THAT KEEPS HEADING I HIGHWAY 89, AND SOUTHBOUND HIGHWAY	POSTED	50, 60, 80		DETOUR LENGTH (KM) 9.7
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	0	SIGN POST				
<b></b>	• 🗆	BARRICADE				
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	ГС—1А		ION AHEAD SIGN 1 KM			
	TC-2B		(SHORT & LONG DURATION) JRE ARROW SIGN			
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	ГС - 7 ГС - 7		JRN OFF/DIVERSION SIGN			
	TC-7tA	ROAD CLOSI				
٦	TC-7tB	LOCAL TRAF	FIC ONLY TAB SIGN			
٦	ΓC-10	DETOUR DES	SIGNATION SIGN			
٦	ΓC-10AL	DETOUR MA	RKER - 90° LEFT TURN APPROACHING			
٦	TC-10AR	DETOUR MA	RKER - 90° RIGHT TURN APPROACHING			
٦	TC-10BL	DETOUR MA	RKER - 90° LEFT TURN			
٦	TC-10BR	DETOUR MA	RKER - 90° RIGHT TURN			
٦	FC-10C	DETOUR MA	RKER - STRAIGHT AHEAD			
	TC-10D		RKER - DETOUR ENDS			
	TC-10EL		RKER - 45° LEFT TURN APPROACHING			
	TC-10ER		RKER - 45° RIGHT TURN APPROACHING			
	TC-10FL TC-10FR		RKER - 45° LEFT TURN RKER - 45° RIGHT TURN			
	ГС—10-к ГС—14	BUMP AHEA				
	ГС—14 ГС—21					
	TC-21	TRAFFIC CO				
	TC-22 TC-39	NO EXIT SIG				
	ΓC-41t	SIDEWALK C				
	TC-53A	SMALL BARF				
	TC-67		TION CLOSED SIGN			
	TC-73A	CONTRACT I	DENTIFICATION (CONNECTING LINK)			
F	Rb—31	NO PASSING	SIGN			
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3. 4.	Jan. 18, 2022	Issued for Ter	( ,			
	Feb. 9, 2022					
5. 6.	Feb. 14, 2022	Issued for Per	ider (Addendum No. 2)			
7.	Mar. 3, 2022 Mar. 16, 2022	Issued for Per	· · · ·			
8.	Mar. 23, 2022		blic Information			
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