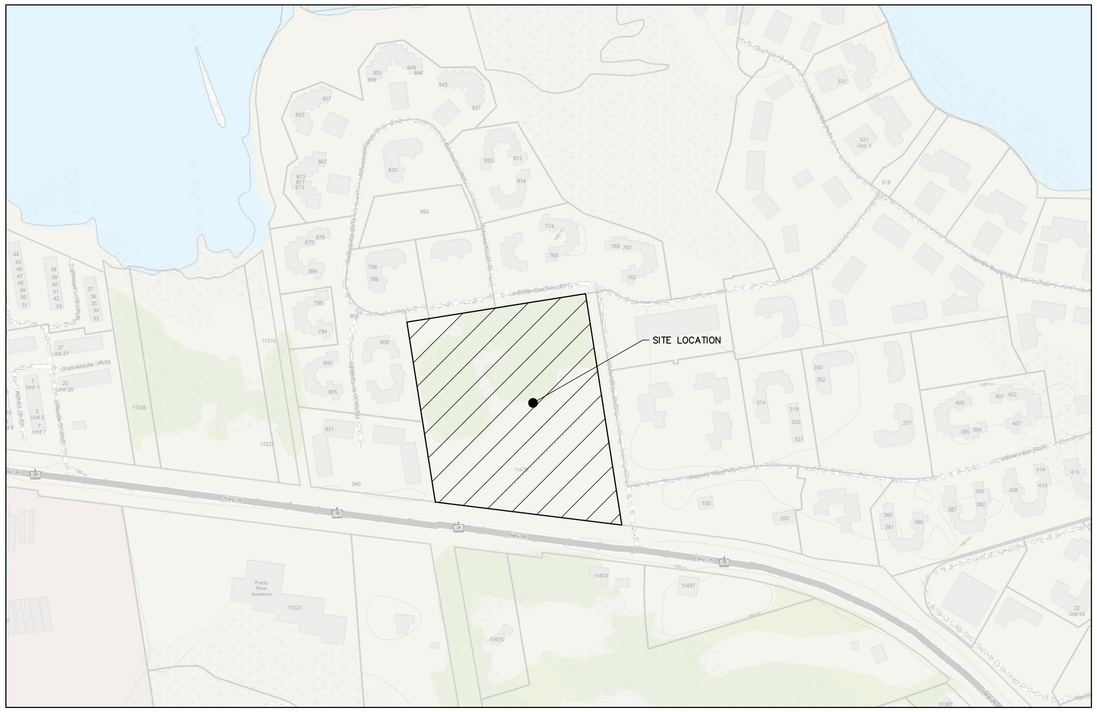
11476 HIGHWAY 26
TOWN OF COLLINGWOOD



KEY PLAN

LEGEND

PROPERTY LINE	
EXISTING CENTERLINE	
PROPOSED CENTRELINE	
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
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 REAR YARD OVERFLOW ROUTE	
PROPOSED SWALE LOCATION	
EXISTING TEMPORARY BENCHMARK	TBM
EXISTING STANDARD IRON BAR	SIB
EXISTING BOREHOLE/NUMBER	BH9
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 WALL MOUNTED LIGHT	L
PROPOSED HYDRO PEDESTAL	
PROPOSED ROGERS BOX	
PROPOSED BELL PEDESTAL	
PROPOSED BELL HAND WELL	
EXISTING DECIDUOUS TREE	
EXISTING CONIFEROUS TREE	
EXISTING SANITARY MAINTENANCE HOLE/NUMBER	SAN MH17
PROPOSED SANITARY MAINTENANCE HOLE/NUMBER	SAN MH17
EXISTING HYDRANT AND VALVE	HYD & WV
PROPOSED HYDRANT AND VALVE	HYD & WV
EXISTING WATER VALVE	WV
PROPOSED WATER VALVE	WV
PROPOSED CURB STOP VALVE	
EXISTING STORM MAINTENANCE HOLE	STM MH20
PROPOSED STORM MAINTENANCE HOLE/NUMBER	STM MH9
EXISTING CATCH BASIN	CBMH 18
PROPOSED CATCH BASIN	CB
PROPOSED CATCH BASIN MAINTENANCE HOLE/NUMBER	CBMH12
PROPOSED PARKING SPACE	1

DRAWING LIST

Sheet Number	Drawing	Description
1	120232-TP-1	TITLE PAGE
2	120232-EC-1	EROSION CONTROL AND CONSTRUCTION COORDINATION PLAN
3	120232-SG-1	SITE GRADING PLAN
4	120232-DE-1	DETAILS AND NOTES

TATHAM ENGINEERING

NVCA SUBMISSION

Contract No. : 120232

LEGEND

- REMOVAL AREA
- DOUBLE-WALLED WIRE BACKED HEAVY DUTY SILT FENCE AS PER NVCA BSD-23
- ENTRANCE MUD MAT
- EXISTING OVERLAND FLOW DIRECTION
- EXISTING DRAINAGE DITCH
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO REMAIN
- LIMITS OF EXISTING WETLAND
- LIMITS OF 30M WETLAND BUFFER

ADJACENT PROPERTY IMPACT NOTES:

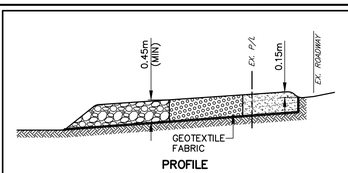
1. PRIOR TO ANY WORK BEING UNDERTAKEN, THE CONTRACTOR SHALL OBTAIN AND PAY FOR A ROAD OCCUPANCY PERMIT FROM THE TOWN. THE PERMIT SHALL BE TAKEN OUT IN THE NAME OF CONTRACTOR.
2. ALL ADJACENT PROPERTIES DISTURBED BY THE CONSTRUCTION SHALL BE NOTIFIED BY LETTER DELIVERED DIRECTLY TO ADJACENT PROPERTY OWNERS.
3. THE CONTRACTOR WILL PROVIDE WEEKLY CONSTRUCTION UPDATES AS THEY RELATE TO STREET CLOSURES, LARGE DELIVERIES, GARBAGE COLLECTION AND/OR ANY POTENTIAL DISTURBANCES TO THE COMMUNITY.

SILTATION AND EROSION CONTROL NOTES

1. ALL SILTATION AND EROSION CONTROL WORKS TO BE IN PLACE PRIOR TO CONSTRUCTION.
2. CONTRACTOR TO INSTALL AND MAINTAIN SILTATION AND EROSION CONTROL WORKS AT LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER IF ADDITIONAL CONTROLS ARE DEEMED NECESSARY.
3. CONTRACTOR TO ARRANGE PRE-CONSTRUCTION MEETING WITH ENGINEER AFTER PLACING ALL SILTATION AND EROSION CONTROL WORKS.
4. THE CONTRACTOR WILL INSPECT THE SILTATION AND EROSION CONTROL MEASURES WEEKLY AND AFTER EACH SIGNIFICANT (>15mm) STORM EVENT. THE CONTRACTOR WILL NOTIFY THE ENGINEER OF CORRECTIVE ACTIONS REQUIRED AS SOON AS DEFICIENCIES ARE NOTED. HOWEVER THE CONTRACTOR MAINTAINS ULTIMATE RESPONSIBILITY TO ENSURE PROPER SILTATION AND EROSION CONTROL MEASURES ARE IMPLEMENTED AND MAINTAINED. ALL DEFICIENCIES AND CORRECTIVE MEASURES WILL BE DOCUMENTED IN A WEEKLY INSPECTION REPORT. A COPY OF THE WEEKLY INSPECTION REPORT WILL BE PROVIDED TO THE ENGINEER.
5. CONTRACTOR TO REMOVE SILTATION AND EROSION CONTROL WORKS ONLY AFTER ALL PAVING IS COMPLETED AND VEGETATION HAS TAKEN ROOT TO THE ENGINEER'S SATISFACTION.
6. ALL CONSTRUCTION VEHICLES TO ACCESS THE SITE USING THE DESIGNATED CONSTRUCTION ACCESS.
7. TEMPORARY ROCK FLOW CHECK DAM AND STRAW BALE FLOW CHECK DAM TO OPSD 219.180 AND 219.210 (SEE DRAWING DE-1 FOR DETAIL).
8. IF CONSTRUCTION IS INTERRUPTED AND/OR INACTIVITY EXCEEDS 30 DAYS, THEN STOCKPILED, STRIPPED OR EXPOSED AREAS MUST BE STABILIZED BY HYDRO SEEDING AND ANY OTHER APPROPRIATE GEOTEXTILE MATERIAL, IF REQUIRED.

GEOTECHNICAL NOTES:

1. PRIOR TO SITE WORK INVOLVING ENGINEERED FILL, A SITE MEETING TO DISCUSS ALL ASPECTS MUST BE CONVENED. THE SURVEYOR, CONTRACTOR, DESIGN ENGINEER AND GEOTECHNICAL ENGINEER MUST ATTEND THE MEETING. AT THIS MEETING, THE LIMITS OF THE ENGINEERED FILL WILL BE DEFINED. THE CONTRACTOR MUST MAKE KNOWN WHERE ALL FILL MATERIAL WILL BE OBTAINED, AND SAMPLES MUST BE PROVIDED TO THE GEOTECHNICAL ENGINEER FOR REVIEW, AND APPROVAL BEFORE FILLING BEGINS.
2. THE BUILDING FOOTPRING AND BASE OF THE PAD, INCLUDING THE BASEMENTS, GARAGES, ETC. MUST BE DEFINED BY OFFSET STAKES THAT REMAIN IN PLACE UNTIL THE FOOTINGS AND SERVICE CONNECTIONS ARE ALL CONSTRUCTED. CONFIRMATION THAT THE FOOTINGS ARE WITHIN THE PAD, SERVICE LINES ARE IN PLACE, AND THAT THE GRADE CONFORMS TO DRAWINGS, MUST BE OBTAINED BY THE OWNER IN WRITING FROM THE SURVEYOR AND DS. WITHOUT THIS CONFIRMATION NO RESPONSIBILITY FOR THE PERFORMANCE OF THE STRUCTURE CAN BE ACCEPTED BY DS. SURVEY DRAWING OF THE PRE AND POST FILL LOCATION AND ELEVATIONS WILL ALSO BE REQUIRED.
3. THE AREA MUST BE STRIPPED OF ALL TOPSOIL, FILL MATERIALS, WEATHERED/DISTURBED AND LESS COMPETENT NATIVE SOILS, TO BE CONFIRMED ON SITE DURING GRADING/EXCAVATION PROCESS. SUBGRADE MUST BE PROOF-ROLLED. SOFT SPOTS MUST BE DUG OUT. THE STRIPPED NATIVE SUBGRADE MUST BE EXAMINED AND APPROVED BY A DS ENGINEER PRIOR TO PLACEMENT OF FILL.
4. THE APPROVED ENGINEERED FILL MUST BE COMPACTED TO 100% STANDARD PROCTOR MAXIMUM DRY DENSITY THROUGHOUT. GRANULAR FILL PREFERRED. ENGINEERED FILL SHOULD NOT BE PLACED (WHERE IT WILL SUPPORT FOOTINGS) DURING THE WINTER MONTHS. ENGINEERED FILL COMPACTED TO 100% SPMDD WILL SETTLE UNDER ITS OWN WEIGHT APPROXIMATELY 0.5% OF THE FILL HEIGHT AND THE STRUCTURAL ENGINEER MUST BE AWARE OF THIS SETTLEMENT. IN ADDITION TO THE SETTLEMENT OF THE FILL, ADDITIONAL SETTLEMENT DUE TO CONSOLIDATION OF THE UNDERLYING SOILS FROM THE STRUCTURAL AND FILL LOADS WILL OCCUR.
5. FULL-TIME GEOTECHNICAL INSPECTION BY DS DURING PLACEMENT OF ENGINEERED FILL IS REQUIRED. WORK CANNOT COMMENCE OR CONTINUE WITHOUT THE PRESENCE OF THE DS REPRESENTATIVE.
6. THE FILL MUST BE PLACED SUCH THAT THE SPECIFIED GEOMETRY IS ACHIEVED. TAKE CAREFUL NOTE THAT THE PROJECTION OF THE COMPACTED PAD BEYOND THE FOOTING AT FOOTING LEVEL IS A MINIMUM OF 2 M. THE BASE OF THE COMPACTED PAD EXTENDS 2 M PLUS THE DEPTH OF EXCAVATION BEYOND THE EDGE OF THE FOOTING.
7. ALL EXCAVATIONS MUST BE DONE IN ACCORDANCE WITH THE OCCUPATIONAL HEALTH AND SAFETY REGULATIONS OF ONTARIO.
8. AFTER COMPLETION OF THE PAD A SECOND CONTRACTOR MAY BE SELECTED TO INSTALL FOOTINGS. ALL EXCAVATIONS MUST BE BACKFILLED UNDER FULL TIME SUPERVISION BY DS TO THE SAME DEGREE AS THE ENGINEERED FILL PAD. SURFACE WATER CANNOT BE ALLOWED TO POND IN EXCAVATIONS OR TO BE TRAPPED IN CLEAR STONE BACKFILL. CLEAR STONE BACKFILL CAN ONLY BE USED WITH THE APPROVAL OF DS.
9. AFTER COMPLETION OF COMPACTION, THE SURFACE OF THE PAD MUST BE PROTECTED FROM DISTURBANCE FROM TRAFFIC, RAIN AND FROST.
10. IF THERE IS A DELAY IN CONSTRUCTION, THE ENGINEERED FILL PAD MUST BE INSPECTED AND ACCEPTED BY THE GEOTECHNICAL ENGINEER. THE LOCATION OF THE STRUCTURE MUST BE RECONFIRMED THAT IT REMAINS WITHIN THE PAD.



STONE SIZE: THE STONE PAD SHALL BE A MIN. 450 mm THICK. USE GRANULAR 'A' 5.0 m BEYOND PUBLIC RIGHT-OF-WAY, 50 mm ø CLEAR STONE FOR NEXT 15.0 m AND 150 mm ø RIP RAP FOR THE REMAINING 15.0 m.

LENGTH: AS REQUIRED BUT NOT LESS THAN 35.0 m.

WIDTH: 6.0 m MIN. BUT NOT LESS THAN THE WIDTH AT POINTS WHERE INGRESS AND EGRESS OCCURS.

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

SURFACE WATER: ALL SURFACE WATER FLOWING OR DIRECTED TOWARD CONSTRUCTION ACCESS SHALL BE DIRECTED ACROSS THE ACCESS THROUGH A TEMPORARY CULVERT.

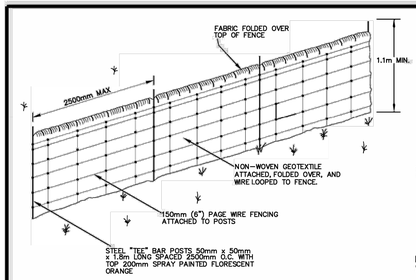
MAINTENANCE: THE CONTRACTOR SHALL MAINTAIN THE ACCESS IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO THE PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO THE 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.

WASHING: WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO THE 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.

INSPECTION & MAINTENANCE: REQUIRED MAINTENANCE AFTER EACH RAIN EVENT SHALL BE PROVIDED BY THE CONTRACTOR.

CONSTRUCTION ACCESS MUD MAT TO BE REMOVED UPON COMPLETION OF SITE SERVICING AND ROADWORKS.

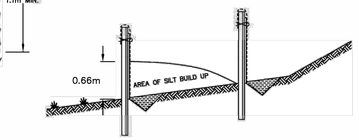
CONSTRUCTION ACCESS MUD MAT DETAIL
NTS

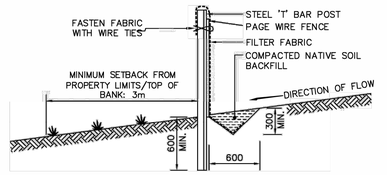


NOTES:

1. SILT CONTROL FENCE SHOULD BE ALIGNED WITH CONTOURS FOR SHEET OVERLAND FLOW.
2. SILT/SEDIMENT CONTROL FENCE IS TO BE LOCATED IN AREAS OF LOW SEDIMENT YIELD ON SLOPES THAT CONFORM TO MTO DRAINAGE MANUAL VOLUME 2 "CHART F4-3C TOPOGRAPHIC FACTOR LS BASED ON SLOPE LENGTH AND GRADIENT."
3. SILT/SEDIMENT CONTROL FENCE SHALL BE INSTALLED WITH FILTER MEDIA FABRIC TOED INTO THE SOIL A MIN. OF 300mm BY EITHER STATIC SLICING OR TRENCH METHODS WITH COMPACTION OF TRENCH MATERIAL MEETING 95% INSITU SOIL STRENGTH.
4. STEEL "T" BAR POSTS ARE TO BE SPACED MAX. 2500mm ON CENTER.
5. FROZEN GROUND CONDITIONS REQUIRE FILTER FABRIC TO BE BACKFILLED IN TRENCH WITH CLEAR STONE.
6. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
7. GEOTEXTILE FABRIC TO BE COMPRISED OF NON-WOVEN U.V. STABILIZED MATERIAL. FABRIC TO BE FOLDED OVER TOP OF FENCE MIN. 300mm AND WIRE FASTENED.

REPLACEMENT FENCE LOCATION





Nottawasaga Valley Conservation Authority

TYPICAL DETAIL OF SILT/SEDIMENT FENCE

NO.	REVISION	APR'D	DATE

APR'D: DATE: 03.06.24
DRAWN: A.S.C SCALE: NTS
BSD-23

PERIOD	MONITORING LOCATION	PARAMETERS	MONITORING FREQUENCY	TRIGGER FOR MITIGATION	MITIGATION MEASURES/COMMENTS
Trial Dewatering	Dewatering Discharge	PWQO Metals	Once during trial dewatering	Exceeds the PWQO	Modify treatment method and/or shut down.
During Construction	Dewatering Discharge	PWQO Metals	Weekly, then every four weeks after three consecutive weekly compliant samples	Exceeds the PWQO	Modify/change treatment method and/or shut down.
		Turbidity	Daily until stable, then weekly. Minimum of five samples	Exceeds 15 NTU	
	Discharge Point	Impact Assessment	At each sampling event	Sedimentation, erosion	Reduce pumping and/or improve sediment/erosion control measures
	On-site monitoring wells	Water level meter	Every two weeks	Water level to be no more than 1 m lower than proposed depth of excavation	Reduce pumping
	Wetland Piezometers PZ1 and PZ2	Water level	Weekly, then every four weeks after three consecutive weekly compliant samples	Water level in PZ1 at or below 0.1 m bgs (elevation 177.8 m asl).	LGL will be notified within 6 hours of noting water levels below the trigger limit. Mitigation measures will be discussed and approved by LGL and Tatham within 24 hours of noting water levels below the trigger limit. Potential mitigation measures could include a reduced dewatering pumping rate, the re-direction of treated dewatering discharge to feature, and/or ultimately the cessation of dewatering efforts. Tatham will provide recommendation to the dewatering contractor with 24 hours of noting water levels below the trigger limit.
Post Construction	On-site monitoring wells	Water level meter	Every two weeks for four weeks, then every four weeks until 90% recovery	Water level recovery less than 90% of baseline level	Continue monitoring
	Wetland Piezometers	Water level meter	Every two weeks for four weeks, then every four weeks until 90% recovery	Water level recovery less than 90% of baseline level	Continue monitoring

DISCLAIMER AND COPYRIGHT

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

TATHAM ENGINEERING LIMITED CLAIMS COPYRIGHT TO THIS DRAWING WHICH MAY NOT BE USED FOR ANY PURPOSE OTHER THAN THAT PROVIDED IN THE CONTRACT BETWEEN THE OWNER/CLIENT AND THE ENGINEER WITHOUT THE EXPRESS CONSENT OF TATHAM ENGINEERING LIMITED.

BENCHMARKS

TBM1 – ELEVATION 179.70
T/NUT OF HYDRANT LOCATED AT SOUTHEAST SIDE OF EXISTING MOTEL ENTRANCE

TBM2 – ELEVATION 179.68
T/NUT OF HYDRANT LOCATED AT THE NORTH OF JOHNSTON PARK AVENUE NORTH OF THE NORTHEAST CORNER OF THE SITE

NOTES

No.	REVISION DESCRIPTION	DATE
1.	FIRST SUBMISSION	FEB/2023
2.	NVCA SUBMISSION	JUNE/2025

ENGINEER STAMP

LICENSED PROFESSIONAL ENGINEER
K. R. SANSOM
June 26/25
PROVINCE OF ONTARIO

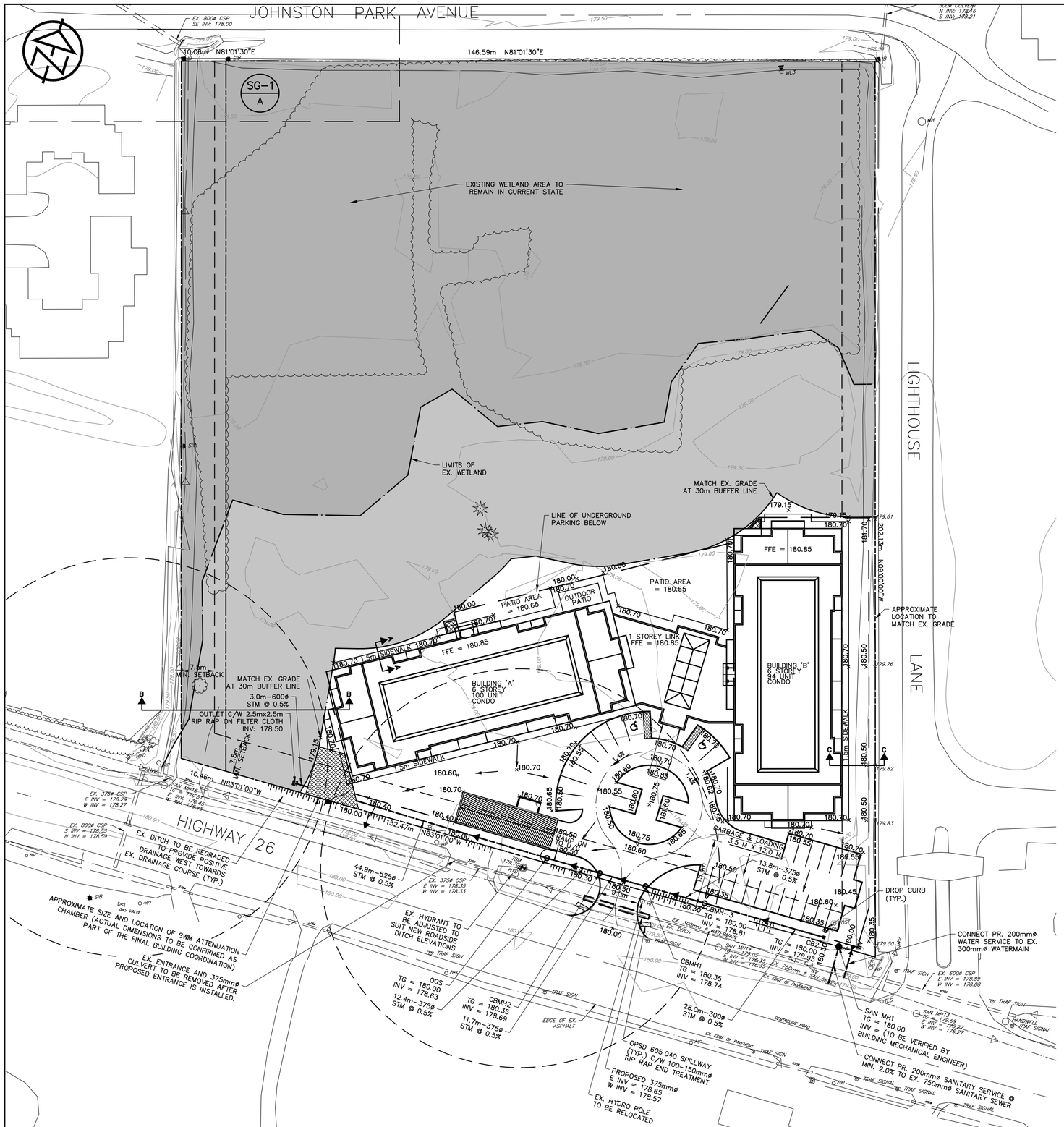
11476 HIGHWAY 26
TOWN OF COLLINGWOOD

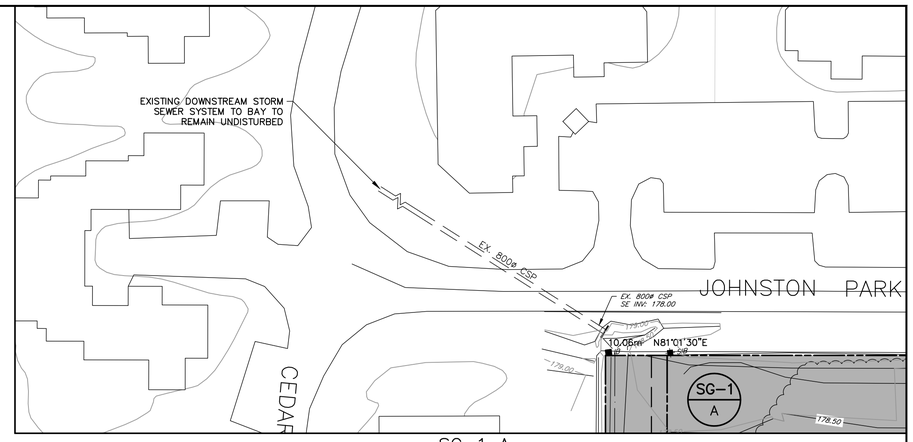
TATHAM ENGINEERING

EROSION CONTROL AND CONSTRUCTION COORDINATION PLAN

DESIGN: AVN/KRL	FILE: 120232	DWG: EC-1
DRAWN: AVN/KRL	DATE: OCT 2022	
CHECK: KRS	SCALE: 1:500	

Drawing Name: 120232 – EC01.dwg, Plotted: Jun 26, 2025





SG-1 A
1: 500

DISCLAIMER AND COPYRIGHT

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

BENCHMARKS

TBM1 – ELEVATION 179.70
T/NUT OF HYDRANT LOCATED AT SOUTHEAST SIDE OF EXISTING MOTEL ENTRANCE

TBM2 – ELEVATION 179.68
T/NUT OF HYDRANT LOCATED AT THE NORTH OF JOHNSTON PARK AVENUE NORTH OF THE NORTHEAST CORNER OF THE SITE

NOTES

No.	REVISION DESCRIPTION	DATE
1.	FIRST SUBMISSION	FEB/2023
2.	NVCA SUBMISSION	JUN/2025

ENGINEER STAMP

LICENSED PROFESSIONAL ENGINEER
K. R. SANSOM
June 26/25
PROVINCE OF ONTARIO

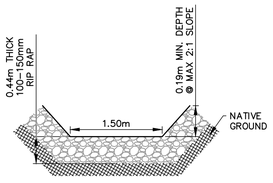
11476 HIGHWAY 26
TOWN OF COLLINGWOOD

TATHAM ENGINEERING

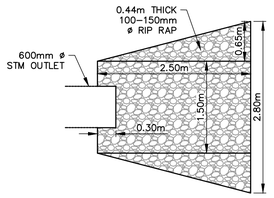
SITE SERVICING AND GRADING PLAN

DESIGN: AVN/KRL	FILE: 120232	DWG: SG-1
DRAWN: AVN/KRL	DATE: OCT 2022	
CHECK: KRS	SCALE: 1:500	

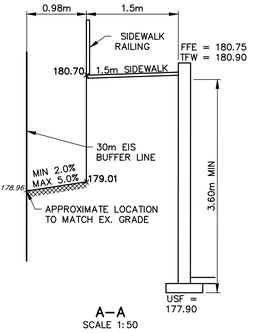
Drawing Name: 120232 – SG01.dwg, Plotted: Jun 26, 2025



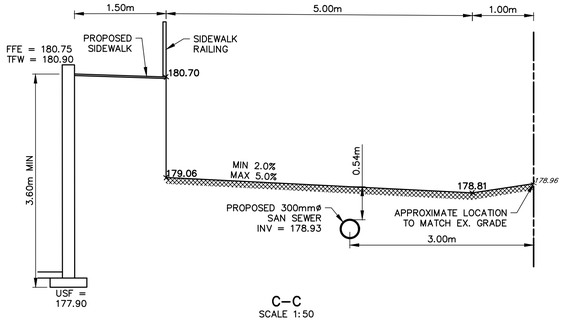
SWM ATTENUATION CHAMBER
OUTLET END TREATMENT
SCALE 1:50



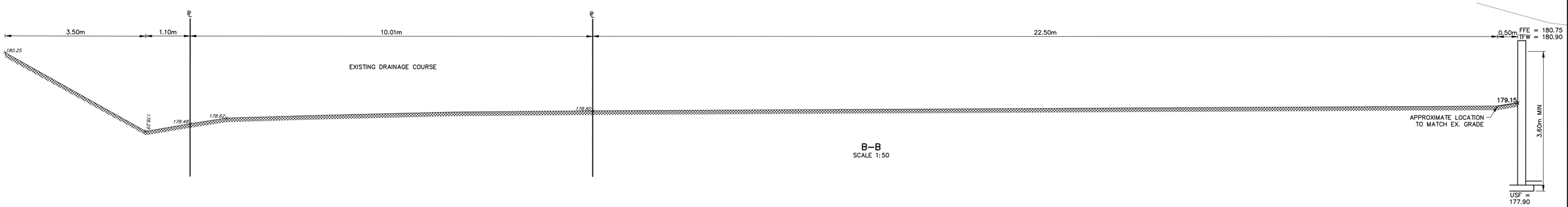
SWM ATTENUATION CHAMBER
OUTLET END TREATMENT
SCALE 1:50



A–A
SCALE 1:50



C–C
SCALE 1:50



B–B
SCALE 1:50

NOTES:

1. GENERAL

A) All work to be carried out in accordance with Town of Collingwood Standards and OPS Standards, where conflict occurs, most stringent standard to govern.
B) All topsoil and excess earth excavation to be removed to an approved site as approved by the engineer.
C) The owners Engineer shall provide benchmark elevations for the contractor. The contractor shall be responsible for the detailed layout of the work.
D) All property bars to be preserved and replaced by OLS at contractor's expense if removed during construction.
E) The contractor shall make his own arrangements for the supply of temporary water and power.
F) Dewatering to be carried out in accordance with OPSS-517 and 518. Maintain all trenches in a dry condition.
G) All engine driven pumps to be adequately silenced, suitable for operation in a residential district.
H) Backfill and embedment material to be compacted to a dry density of at least 95% of the material's standard proctor maximum dry density (SPMDD). Backfill and embedment to OPSD-802.010, granular 'A' embedment.
I) Backfill to be select native material as approved by the engineer or imported select subgrade material to OPSS 1010. Backfill to be placed in maximum 200 mm thick lifts.
J) Disturbed areas to be reinstated to previous condition or better.
K) Reinstatement of all disturbed boulevards and ditches to include re-grading and 150 mm topsoil and sod all in accordance with OPSS.MUNI 802 & 803.
L) The contractor is responsible to notify all utility companies prior to commencing work and coordinate construction accordingly.

2. PARKING LOT REINSTATEMENT

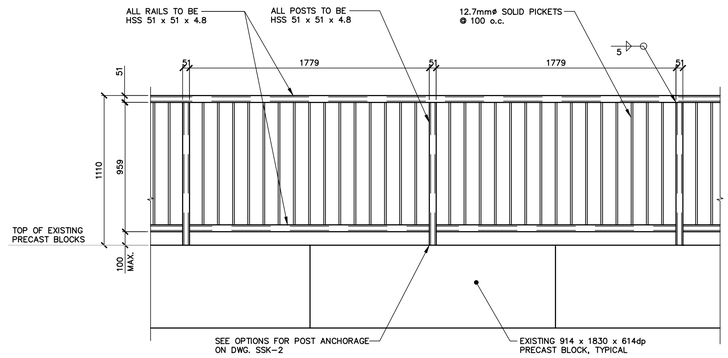
A) Subgrade and boulevard material to be compacted to a minimum dry density of at least 95% of the material's standard proctor maximum dry density (SPMDD).
B) Granular 'A' and 'B' to be compacted to 100% of the material's respective standard proctor maximum dry density (SPMDD).
C) Roadways and parking areas to be reinstated with min. 300 mm granular 'B' type 1, 150 mm granular 'A', 50 mm HL8 base and 40 mm HL3 surface course asphalt.
D) Joints with existing asphalt within site to be saw cut straight prior to placing new asphalt. Provide a lap joint on Town ROW where applicable.
E) All asphalt material and placement to be in accordance with OPSS-310.
F) Concrete barrier curb to OPSD 600.110.
G) Concrete sidewalk to OPSD 310.010, 310.020 and 310.033.
H) Tactile plates to OPSD 310.039.
I) Culvert installation to OPSS 421.

3. WATER MAIN

A) All ductile iron water main to OPSD 802.030 Class B bedding, (granular 'A' bedding material). All PVC water main to OPSD 802.010, granular 'A' embedment.
B) Thrust protection for bends and fittings to include both restrainers (Romac grip ring) and thrust blocks to OPSD-1103.010 and 1103.020.
C) General installation and testing of water main and appurtenances to be in accordance with OPSS 441 and all specifications referenced within those sections.
D) Method for testing (pressure, chlorination and bacteriological) shall be completed to the satisfaction of the Town.
E) All testing to be completed (pressure, chlorination and bacteriological) to the satisfaction of the Town before final connection is made to the existing water main.
F) Minimum cover on water main to be 1.7 m unless otherwise specified.
G) Clearance between water main and sewer to be a minimum of 0.5 m vertical where water main is below sewer or 2.5 m minimum horizontal separation. Where water main is above sewer, the minimum separation to be 150 mm (bedding material).

4. MATERIALS

A) Water main on Town ROW – ductile iron class 52, cement lined. Conductivity connectors to be used on all joints as per manufacture recommendation. Mechanical joints to AWWA/ANSI C153/A21.53
B) Water main on private lands – PVC DR18
C) Hydrants – Century number 1, open left (o/l), 2 hose CSA, 33 pumper port, 6" MJ base, draining. yellow base with silver bonnet and ports.
D) Valves – resilient seated, RSGV, mechanical joint, open left Clow or Mueller with 5 sl-48 sliding valve box.
E) Mechanical joint ductile fittings – AWWA/ANSI C153/A21.53
F) Restrainer – Romac grip ring or approved equivalent.
G) Tracer wire-12 AWG TWH, connectors to be approved by the engineer.
H) Storm Sewer – PVC DR35, smooth wall HDPE (Boss 2000) with Bell and Spigot (min. pipe stiffness = 320kPa), concrete or approved equal.
I) Storm service connections to be PVC DR 28, colour white.
J) Subdrain to be Big 'O' with geotextile filter sock or approved equivalent.
K) Filter Fabric – Terrafix 270R or approved equal.
L) All specific aggregates to OPSS 1010.



TYPICAL PEDESTRIAN GUARD DETAIL
SCALE 1:20

GENERAL NOTES

1. POSTS SHALL BE CONNECTED TO EXISTING 914 x 1830 x 614dp PRECAST BLOCKS.
2. ANCHORS SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
3. POSTS AND RAILINGS SHALL BE HOT DIP GALVANIZED ACCORDING TO ASTM A123 AFTER FABRICATION.
4. POSTS SHALL BE VERTICAL. ALL EXPOSED CORNERS SHALL BE GROUND SMOOTH.
5. WELDING SHALL BE ACCORDING TO CSA W59.
6. PROVIDE TWO COATS OF GALVAFROID FOR ALL JOINTS THAT ARE FIELD WELDED.
7. ALL STEEL SHALL BE ASTM A500 GRADE C.
8. CONTRACTOR IS TO VERIFY ALL DRAWING MEASUREMENTS IN THE FIELD.
9. PEDESTRIAN GUARD HAS BEEN DESIGNED IN ACCORDANCE WITH OBC 4.1.5.14 – LOADS ON GUARDS.

BENCHMARKS

TBM1 – ELEVATION 179.70
T/NUT OF HYDRANT LOCATED AT SOUTHEAST SIDE OF EXISTING MOTEL ENTRANCE

TBM2 – ELEVATION 179.68
T/NUT OF HYDRANT LOCATED AT THE NORTH OF JOHNSTON PARK AVENUE NORTH OF THE NORTHEAST CORNER OF THE SITE

NOTES

No.	REVISION DESCRIPTION	DATE
1.	FIRST SUBMISSION	FEB/2023
2.	NVCA SUBMISSION	JUN/2025

ENGINEER STAMP

LICENSED PROFESSIONAL ENGINEER
K. R. SANSOM
June 26/25
PROVINCE OF ONTARIO

11476 HIGHWAY 26
TOWN OF COLLINGWOOD

DETAILS PLAN

TATHAM ENGINEERING

DESIGN: AVN/KRL	FILE: 120232	DWG: **DE-1**
DRAWN: AVN/KRL	DATE: OCT 2022	
CHECK: KRS	SCALE: 1:25	

Drawing Name: 120232 – DE01.dwg, Plotted: Jun 26, 2025