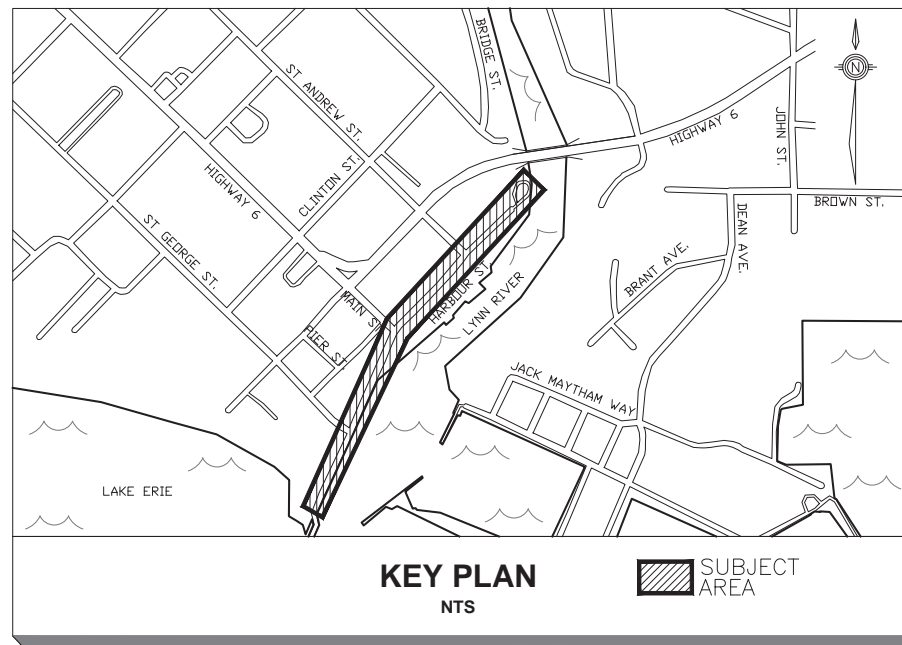


NORFOLK COUNTY

EIS-ENG-25-36

HARBOUR STREET RECONSTRUCTION PROJECT

DRAWING LIST		
DRAWING	SCALE	DESCRIPTION
N22007 N	N.T.S.	NOTES SHEET
N22007 PP1	H1:250 V1:50	PLAN AND PROFILE – HARBOUR ST STA 0+000 TO 0+150
N22007 PP2	H1:250 V1:50	PLAN AND PROFILE – HARBOUR ST STA 0+140 TO 0+300
N22007 PP3	H1:250 V1:50	PLAN AND PROFILE – HARBOUR ST STA 0+270 TO 0+415
N22007 PP4	H1:250 V1:50	PLAN AND PROFILE – HARBOUR ST STA 0+415 TO 0+505
N22007 REM1	1:250	REMOVALS PLAN 1
N22007 REM2	1:250	REMOVALS PLAN 2
N22007 GP1	1:250	GRADING PLAN 1
N22007 GP2	1:250	GRADING PLAN 2
N22007 GP3	1:250	GRADING PLAN 3
N22007 GP4	1:250	GRADING PLAN 4
N22007 D	N.T.S.	DETAIL SHEET



**PORT DOVER HARBOUR STREET
ISSUED FOR TENDER**

ENGINEERS:



2255 BARTON ST. E, UNIT B
HAMILTON, ON, L8H 7T4
TEL. 905.578.1001

EMAIL: ENGINEERING@METROCON.CA

MUNICIPALITY:



GENERAL NOTES

- ALL WORK COMPLETED WITHIN THE KINGS HIGHWAY LIMIT, MUST BE COMPLETED TO MTO POLICY, STANDARDS AND ALL APPLICABLE MTO, OPSD AND OPSD STANDARDS AND SPECIFICATIONS.
- NORFOLK COUNTY STANDARDS AND SPECIFICATIONS AND O.P.S.D.'S ARE TO CONSTITUTE PART OF THE ENGINEERING DRAWINGS AND CONTRACT DOCUMENTS.
- INFORMATION REGARDING ANY EXISTING SERVICES AND/OR UTILITIES SHOWN IN THIS SET OF PLANS IS FURNISHED AS THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL ENSURE THAT ALL EXISTING UTILITIES ARE LOCATED IN THE FIELD BY THE APPROPRIATE UTILITY COMPANIES PRIOR TO PROCEEDING WITH CONSTRUCTION, AT HIS OWN EXPENSE.
- ALL DIMENSIONS SHALL BE CHECKED AND VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION AND HE SHALL REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER.
- THE NOTES ON THIS SHEET APPLY TO ALL WORKS UNDER THIS CONTRACT UNLESS OTHERWISE NOTED ON PLAN AND PROFILE AND/OR DETAIL DRAWINGS.
- TENDERERS SHALL SATISFY THEMSELVES AS TO NATURE OF THE SOILS AND BID ACCORDINGLY. GEOTECHNICAL REPORTS DATED MAY 2015, ARE AVAILABLE FROM THE ENGINEER.
- THE CONTRACTOR SHALL OBTAIN THE VARIOUS PERMITS REQUIRED TO COMPLETE THIS PROJECT--INCLUDING, BUT NOT LIMITED TO THE FOLLOWING:
 - BLASTING PERMITS
 - ROAD CUT PERMITS
 - APPROACH APPROVAL PERMITS
 - SEWER AND WATER PERMITS
 - RELOCATION OF SERVICES
- ALL CONCRETE FOR SUBSURFACE STRUCTURES TO BE MANUFACTURED WITH TYPE 50 SULPHATE RESISTANT CEMENT.
- UTILITY LOCATIONS ARE TO BE LOCATED IN ACCORDANCE WITH NORFOLK COUNTY STANDARDS. (SEE DETAIL ON THIS SHEET).

ROADWORKS

- ROADS SHALL BE CONSTRUCTED TO THE CROSS-SECTIONS AND PROFILES AS SHOWN ON THE DRAWINGS, AND IN ACCORDANCE WITH NORFOLK COUNTY STANDARDS AND SPECIFICATIONS.
- GRANULAR 'A' AND GRANULAR 'B' MATERIALS TO BE COMPACTED TO 100% AND 98% OF STANDARD PROCTOR DENSITY (MAXIMUM DRY) RESPECTIVELY. ASPHALT MIX DESIGN SHALL CONFORM TO M.T.O. REQUIREMENTS.
- ASPHALT SHALL BE UNIFORMLY COMPACTED TO 97% OF MARSHALL DENSITY.
- PAVEMENT DESIGN:
 - 60mm TOP ASPHALT HL-3
 - 120mm BASE ASPHALT HL-8
 - 500mm GRANULAR 'A' BASE COURSE
- CONCRETE CURB IN ACCORDANCE WITH O.P.S.D. 600.040. UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS.
- 1.5m CONCRETE SIDEWALK IN ACCORDANCE WITH NORFOLK COUNTY STANDARDS. UNLESS OTHERWISE NOTED.
- SUBDRAINS (100mmØ CORRUGATED SLOTTED PLASTIC PIPE WITH FACTORY INSTALLED FILTER FABRIC) TO BE PROVIDED ON BOTH SIDES OF ROAD IN ACCORDANCE WITH NORFOLK COUNTY STANDARDS.
- TWO WAY TRAFFIC TO BE MAINTAINED AT ALL TIMES. CONTRACTOR TO SUPPLY A STAGING PLAN FOR APPROVAL BY NORFOLK COUNTY. NO WORK SHALL BE DONE BEFORE THE APPROVAL OF THE STAGING PLAN.
- FOR STAMPED ASPHALT, CONTRACTOR TO USE FLEXIBLE TEMPLATES TO STAMP THE DESIRED PATTERN INTO THE ASPHALT USING A VIBRATORY PLATE COMPACTOR. STAMPING SHALL OCCUR ON A FRESHLY PLACED ASPHALT SURFACE WHILE THE ASPHALT IS STILL PLIABLE. WHEN STAMPING EXISTING ASPHALT SURFACES, CONTRACTOR TO HEAT THE ASPHALT USING INFRARED HEATING APPARATUS TO A DEPTH OF AT LEAST 2cm. CONTRACTOR TO ENSURE SURFACE TEMPERATURE OF ASPHALT IS NO MORE THAN 163°C.

WATERMANS

- CONSTRUCTION OF WATERMANS AND SERVICES SHALL BE IN ACCORDANCE WITH O.P.S.D. AND NORFOLK COUNTY STANDARD AND SPECIFICATIONS.
- WATERMAIN TO BE 200mmØ PVC PIPE, CL.150, AWWA C-900, DR 18, WITH RUBBER GASKET JOINTS AWWA C-111, CERTIFIED TO CSA B137.3.
- ALL FITTINGS TO HAVE MECHANICAL RESTRAINTS THAT MEET UNI-B-94 SPECIFICATIONS.
- MINIMUM DEPTH OF COVER OVER WATERMANS SHALL BE 1.70m FROM THE ROAD CENTRELINE ELEVATION.
- BEDDING FOR WATERMAIN IN ACCORDANCE WITH O.P.S.D. 802.010 OR 802.013.
- A MINIMUM HORIZONTAL SEPARATION OF 2.5m AND A MIN. VERTICAL CLEARANCE WHERE THE WATERLINES PASS OVER SEWERS IS 0.15m AND 0.50m IF THE SEWER IS OVER THE WATERMAIN.
- HYDRANTS SHALL BE INSTALLED IN ACCORDANCE WITH O.P.S.D. 1105.010 AND H.C.D.C SECTION "J". BREAK OFF FLANGE IS TO BE 0.15m ABOVE FINISHED C/L ELEV. OF ROAD. HYDRANTS TO BE SEALED/PLUGGED UNITS AS PER H.C.D.C.. REFER TO H.C.D.C SECTION "J" FOR APPROVED MANUFACTURERS LIST.
- SERVICES FOR ALL DWELLINGS TO BE 20mmØ TYPE 'K' SOFT COPPER UNLESS OTHERWISE SPECIFIED. SEE LIST ON PLAN AND PROFILE DRAWINGS.
- SACRIFICIAL ZINC ANODES ARE TO BE INSTALLED ON ALL METALLIC FITTINGS UNLESS POLYETHYLENE ENCASED FITTINGS ARE UTILIZED.
- TYPICAL MIN. LONGITUDINAL BENDING RADIUS = 58.0m FOR 200mmØ PVC WATERMAIN UNLESS SPECIFIED OTHERWISE BY MANUFACTURER.
- MAX. ALLOWABLE DEFLECTION FOR 200mmØ PVC WATERMAIN SHALL NOT EXCEED 5% OF THE INTERNAL DIA. AND EACH BARREL SHALL BE DEFLECTED AN EQUAL AMOUNT. MAX. ALLOWABLE PIPE JOINT DEFLECTION SHALL BE 66% OF THE MANUFACTURE'S SPECIFICATION.
- PVC WATERMAIN MUST BE INSTALLED WITH 10 GAUGE SOLID COPPER PLASTIC COATED TRACER WIRE.
- ALL WATER SERVICES ARE TO BE STAKED AT THE PROPERTY LINE AND STAKES ARE TO BE PAINTED BLUE.
- CONNECTION OF THE WATER SERVICES, TO THE MAIN, IS TO BE BY MANUFACTURED TEES.
- JOINT RESTRAINT DEVICES SHALL BE USED IN LIEU OF CONCRETE THRUST BLOCKS AT PLUGS, BENDS AND FITTINGS. JOINT RESTRAINT DEVICES SHALL BE FOR PVC PIPE AS DISTRIBUTED BY UNI-FLANGE PIPE PRODUCTS OR ROMAC WATERWORKS. RECOMMENDED RESTRAINING LENGTHS FOR "UNI-FLANGE" PRODUCTS ARE AS ILLUSTRATED IN TABLE 1, ON THIS SHEET.
- ALL VALVES TO OPEN LEFT (COUNTER CLOCKWISE) AND SHALL HAVE 50mm SQUARE STANDARD AWWA OPERATING NUT.
- ALL SALVAGED HYDRANTS FROM THIS CONTRACT TO BE DELIVERED TO THE WATER DEPOT ON HIGHWAY 55.
- ANY EXISTING COPPER WATER SERVICE, THAT IS IN A GOOD STATE OF REPAIR AND IS DEEMED TO BE REUSABLE BY THE INSPECTOR CAN REMAIN. NO SPLICING OF WATER SERVICES WILL BE ALLOWED BETWEEN THE MAIN AND PROPERTY LINE.
- ALL EXISTING WATER SERVICES THAT ARE NOT REMOVED TO BE CRIMPED AT BOTH ENDS TO THE SATISFACTION OF NORFOLK COUNTY.

STORM SEWERS

- STORM SEWERS SHALL BE CONSTRUCTED IN ACCORDANCE WITH NORFOLK COUNTY STANDARDS AND SPECIFICATIONS. ALL PIPE USED IN STORM SEWER MAINS SHALL BE PVC RIBBED PIPE OR CONCRETE MANUFACTURED IN ACCORDANCE WITH CSA B182.4, ASTM F794, OR CSA A257.2, M-1982, WITH RUBBER GASKET JOINTS.
- ALL PVC PIPE SHALL BE FROM A PLANT APPROVED BY THE MINISTRY OF ENVIRONMENT.
- ALL MANHOLES IN ACCORDANCE WITH O.P.S.D. 701.010 (1200mmØ) & 701.011 (1500mmØ) WITH FRAME AND COVER OPSD 401.010, TYPE B, OPEN COVER. THE WORD "STORM" IS TO BE CAST INTO LID.
- SINGLE CB'S IN ACCORDANCE WITH O.P.S.D. 705.010 WITH GRATES AS PER O.P.S.D. 400.11.
- DOUBLE CATCH BASINS AS PER OPSD 705.020 WITH FRAME AND GRATE AS PER OPSD 400.11 UNLESS SPECIFIED OTHERWISE.
- PIPE BEDDING FOR CIRCULAR PLASTIC PIPE SHALL BE IN ACCORDANCE WITH O.P.S.D. 802.010 OR 802.013. CONCRETE SEWER PIPE BEDDING SHALL BE IN ACCORDANCE WITH OPSD 802.030.
- TRENCH BACKFILL FROM TOP OF SEWER BEDDING TO ROAD SUB-GRADE SHALL BE WITH APPROVED NATIVE MATERIAL, COMPACTED TO 100% S.P.D. IN ACCORDANCE WITH OPSD 802.010 OR 802.013.

SANITARY SEWERS

- CONSTRUCTION OF SANITARY SEWERS AND SANITARY SERVICES SHALL BE IN ACCORDANCE WITH O.P.S.D., NORFOLK COUNTY DESIGN CRITERIA AND SPECIFICATIONS (SECTION K).
- ALL SANITARY MANHOLES IN ACCORDANCE WITH O.P.S.D. 701.010, WITH FRAME & COVER OPSD 401.010, TYPE A, CLOSED COVER. THE WORD "SAN" IS TO BE CAST INTO LID.
- PIPE BEDDING SHALL BE CLASS 'B' IN ACCORDANCE WITH O.P.S.D. 802.010 OR 802.013, UNLESS NOTED OTHERWISE.
- TRENCH BACKFILL FROM TOP OF SEWER BEDDING TO ROAD SUB-GRADE SHALL BE WITH APPROVED NATIVE MATERIAL, COMPACTED TO 100% S.P.D.

GRADING AND SEDIMENT CONTROL

- THE CONTRACTOR SHALL PRODUCE A WORKABLE TRAFFIC MANAGEMENT PLAN TO THE COUNTY SHOWING THAT 2-WAY TRAFFIC IS MAINTAINED, AT ALL TIMES DURING THE CONSTRUCTION PERIOD.
- SILT SACKS TO BE INSTALLED IN ALL ROAD CB'S AND DCB'S PRIOR TO ANY CONSTRUCTION OR REMOVAL COMMENCES.
- ALL EXISTING DRIVEWAYS ARE TO BE RESTORED TO EXISTING CONDITIONS OR BETTER TO THE SATISFACTION OF THE ENGINEER.
- ALL BOULEVARD AREAS ARE TO BE GRADED TO A MIN. 2% AND MAX. 8% GRADE TOWARD THE ROAD, TO THE SATISFACTION OF THE COUNTY.
- THE GRADE OF THE BOULEVARD AREAS ARE TO BE OF A CONSTANT GRADE FROM THE BACK OF THE CURB TO PROPERTY LINE.
- ALL DEBRIS AND CONSTRUCTION MATERIAL SHALL BE REMOVED FROM THE BOULEVARD AREA UPON COMPLETION OF THE ROAD CONSTRUCTION AND SHALL BE KEPT CLEAN DURING CONSTRUCTION.
- ALL DISTURBED AREAS TO BE REINSTATED TO EXISTING CONDITIONS OR WITH 100mm OF TOPSOIL AND SEEDED.

TABLE 1

Recommended restrained lengths of PVC pipe installed in Clay of Medium to Low Plasticity

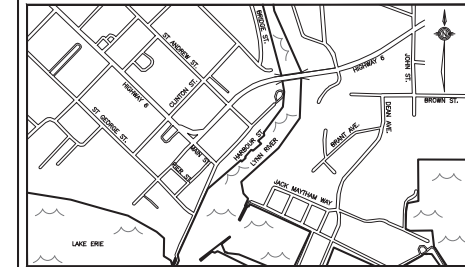
Nom Pipe Size	90° Bend	45° Bend	22.5° Bend	11.25° Bend	Straight Tee	Valve Hydrant Dead-End
100	3.0	1.3	0.6	0.4	4.2 / Br.	7.5
150	4.3	1.8	0.9	0.5	7.4 / 2.4	10.7
200	5.5	2.3	1.1	0.6	10.7 / 5.6	14.0
250	6.7	2.8	1.4	0.7	13.7 / 8.6	17.0
300	7.9	3.3	1.6	0.8	16.9 / 11.8	20.1

Nom Pipe Size	Reducing Tee	Nom Pipe Size	Reducing Tee	Nom Pipe Size	Reducing Tee
150x100	2.7 / Br.	200x150	6.3 / Br.	250x200	9.8 / 3.7
200x100	1.1 / Br.	250x150	5.3 / Br.	300x200	9.0 / 1.5
250x100	Br. / Br.	300x150	4.2 / Br.	300x250	13.0 / 7.0
300x100	Br. / Br.				

Nom Pipe Size	90° Vertical Offset	45° Vertical Offset	22.5° Vertical Offset	11.25° Vertical Offset
100	7.4 / 2.7	3.1 / 1.1	1.5 / 0.6	0.8 / 0.3
150	10.7 / 3.8	4.5 / 1.6	2.2 / 0.9	1.1 / 0.4
200	14.0 / 5.0	5.8 / 2.1	2.8 / 1.0	1.4 / 0.5
250	17.1 / 6.0	7.1 / 2.5	3.4 / 1.2	1.7 / 0.6
300	20.1 / 7.1	8.4 / 3.0	4.1 / 1.4	2.0 / 0.7

Note: The first value is the recommended restraint length of pipe on each side of the down bend. The second value is the recommended restrained length on each side of the up bend.

Recommended restrained lengths for tees are for the branch outlet (Br. stands for Branch Only) and assume a minimum attached length of pipe on each side of the run of the tee. The minimum attached lengths used for these calculations were .61m and 1.53m respectively. Restraint devices should also be installed on the run joints of the tees.



KEY PLAN: N.T.S.

SUBJECT AREA

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BENCHMARK

DATUM: CGVD2013
ELEVATION: 181.779m

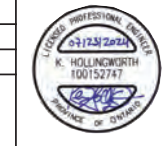
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DATE

7	Jan. 25	KJG	ISSUED FOR TENDER
6	July 24	KJG	REVISED PER COUNTY COMMENTS
5	June 24	KJG	REVISED PER LPRCA COMMENTS
4	May 24	KJG	ISSUED FOR TENDER
3	Oct. 23	KJG	90% SUBMISSION
2	Mar. 23	APK	60% SUBMISSION
1	Sept. 22	KJG	30% SUBMISSION
No.	DATE	BY	REVISIONS

DATE: SEPT. 2022

STAMP



2255 BARTON ST. E. UNIT B
HAMILTON, ON, L8H 7T4
TEL. 905.578.1001

METROPOLITAN CONSULTING INC. EMAIL: ENGINEERING@METROCON.CA

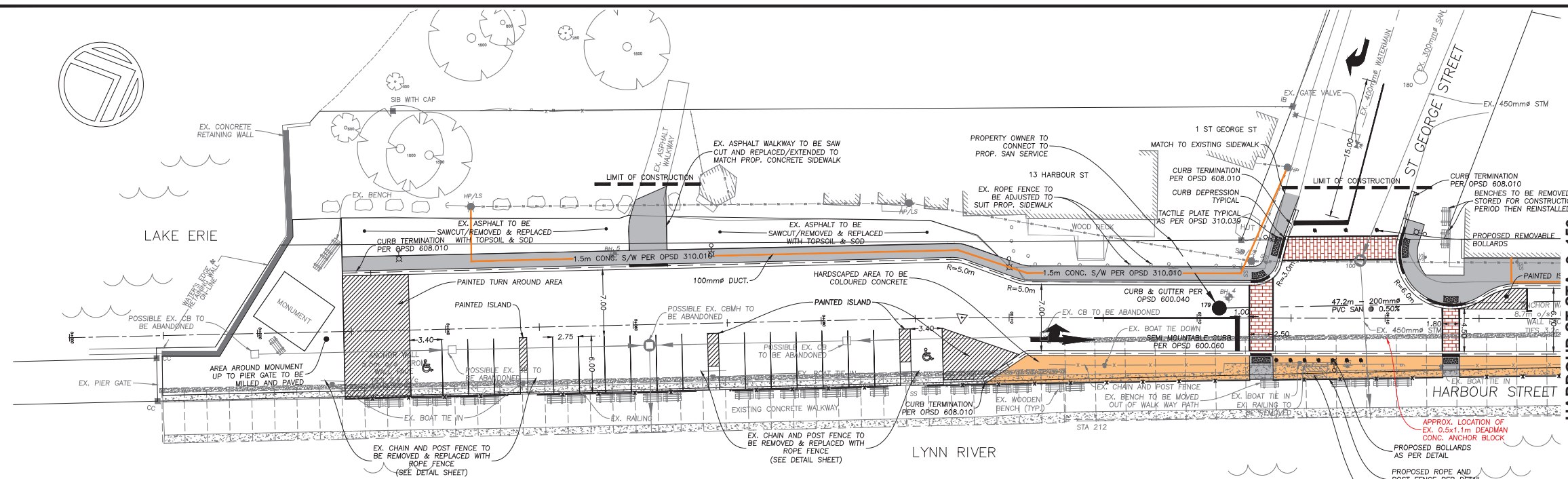
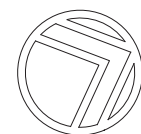
Norfolk County, Ontario's Garden
Norfolk County, Ontario, Canada

TITLE: PORT DOVER HARBOUR STREET

DWG: GENERAL NOTES & TYPICAL CROSS SECTION

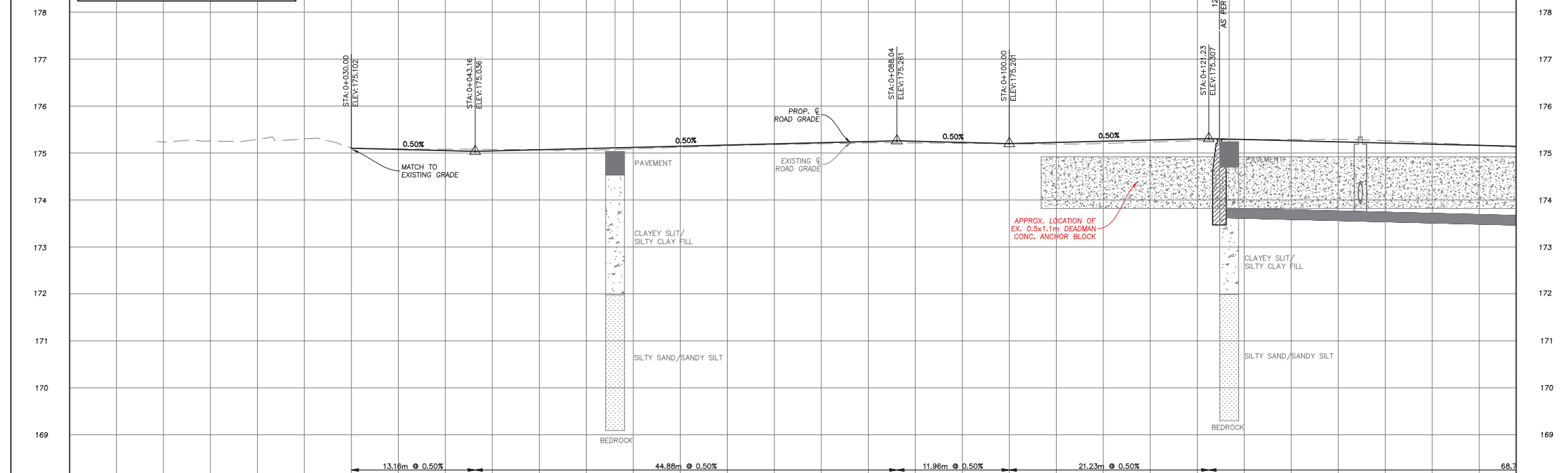
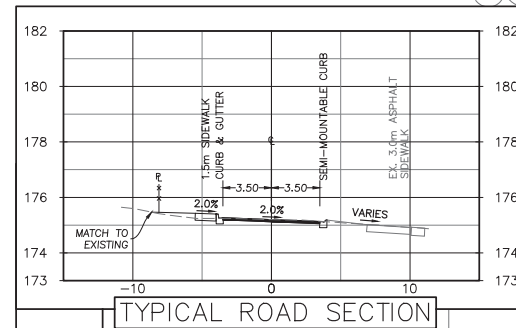
MUNICIPAL FILE No. PROJECT: N22007

CONTRACT No. EIS-ENG-25-36 SHEET: N

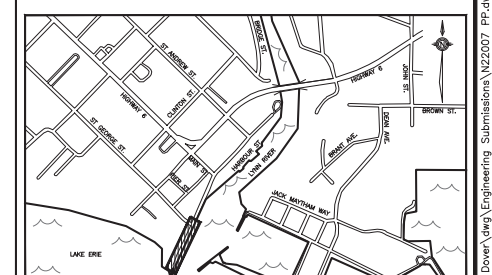


HARBOUR ST STA. 0+150
REFER TO SHEET N22007-PP2

HARBOUR STREET 0+000 TO 0+150



CHAINAGE	0+000	0+020	0+040	0+060	0+080	0+100	0+120	0+140	CHAINAGE
STORM SEWER INVERTS									
SANITARY SEWER INVERTS									
STORM SEWER INVERTS									
SANITARY SEWER INVERTS									



KEY PLAN: N.T.S.

SUBJECT AREA

- EXISTING SANITARY MANHOLE
- EXISTING CATCHBASIN
- ⊗ EXISTING HYDRANT
- ⊕ EXISTING VALVE
- PROPOSED CURB BOX
- ⊙ EXISTING LIGHT STANDARD POLE LOCATION
- ⊕ BORE HOLE LOCATION
- ⊕ TEST PIT LOCATION
- ▨ PROPOSED TACTILE PLATE
- ▨ PROPOSED HERRINGBONE CROSSWALK STAMPED ASPHALT
- EXISTING SERVICES
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED STORM AND SANITARY SERVICE
- PROPOSED WATER SERVICE
- PHASE BOUNDARY
- SECURITY FENCE
- PROPOSED ROPE AND POST FENCE
- EXISTING CHAIN LINK FENCE
- 102A PROPOSED SANITARY MANHOLE
- 100 PROPOSED STORM MANHOLE
- ▨ PROPOSED CATCHBASIN
- ▨ PROPOSED DOUBLE CATCHBASIN
- ⊕ PROPOSED HYDRANT
- ⊕ PROPOSED VALVE
- ▨ PROPOSED MAIL BOX
- ▨ PROPOSED HYDRO TRANSFORMER
- ▨ PROPOSED REDUCER
- PROPOSED LIGHT STANDARD POLE LOCATION

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BENCHMARK
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LOCATION DISCRETION:
PORT DOVER HIGHWAY No. 6 LIFT BRIDGE OVER LYNN RIVER, 0.8km EAST OF POST OFFICE, TABLET IN SOUTH FACE OF CONCRETE CURB AT SOUTH SIDE OF BRIDGE, 43cm FROM EAST END, 30cm BELOW TOP, NEAR ROAD LEVEL.

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No.	DATE	BY	REVISIONS	
DATE	SEPT. 2022			STAMP
DESIGN	WG	CHECKED	KGH	
DRAWN	KJG	CHECKED	TF	
SCALE				
				HOR. 1:250 VERT. 1:50

2255 BARTON ST. E, UNIT B
HAMILTON, ON, L8H 7T4
TEL. 905.578.1001
EMAIL: ENGINEERING@METROCON.CA

METROPOLITAN CONSULTING INC.

Norfolk County, Ontario, Canada

Norfolk County
Ontario's Garden

Norfolk County, Ontario, Canada

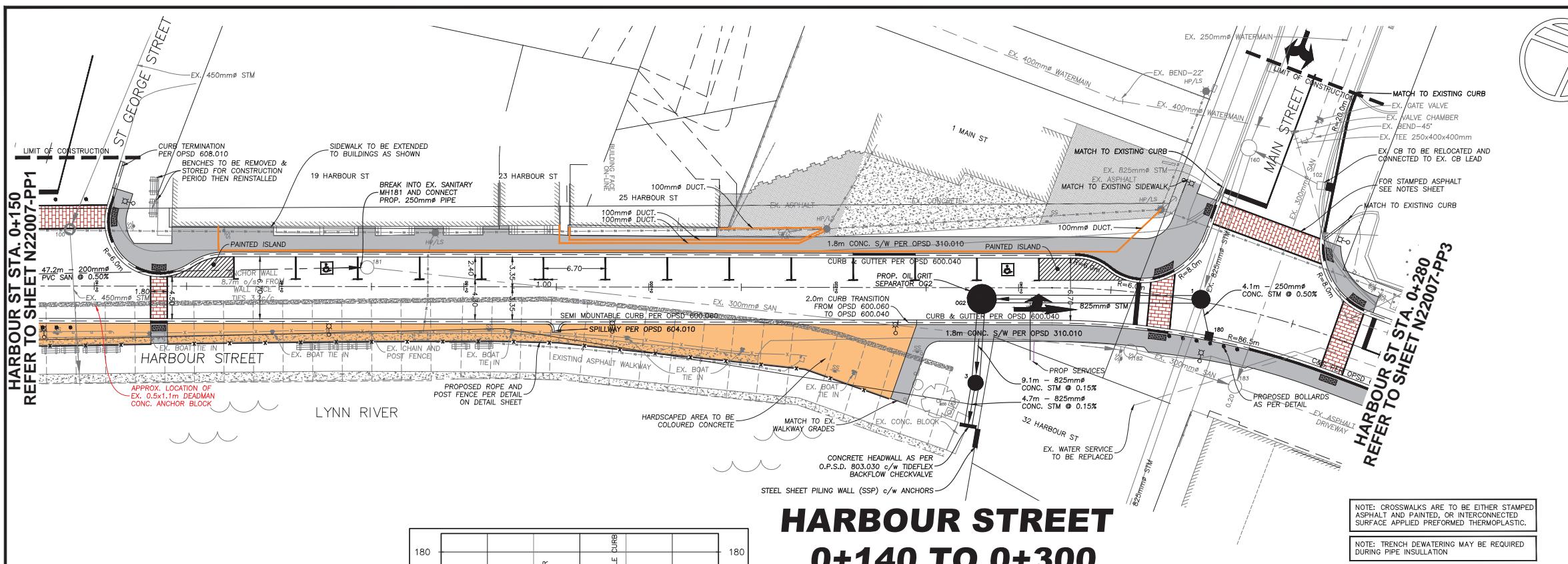
TITLE: **PORT DOVER STREET HARBOUR STREET**

DWG. **PLAN AND PROFILE STA 0+000 - 0+150**

MUNICIPAL FILE No. PROJECT: **N22007**

CONTRACT No. **EIS-ENG-25-36** SHEET: **PP1**

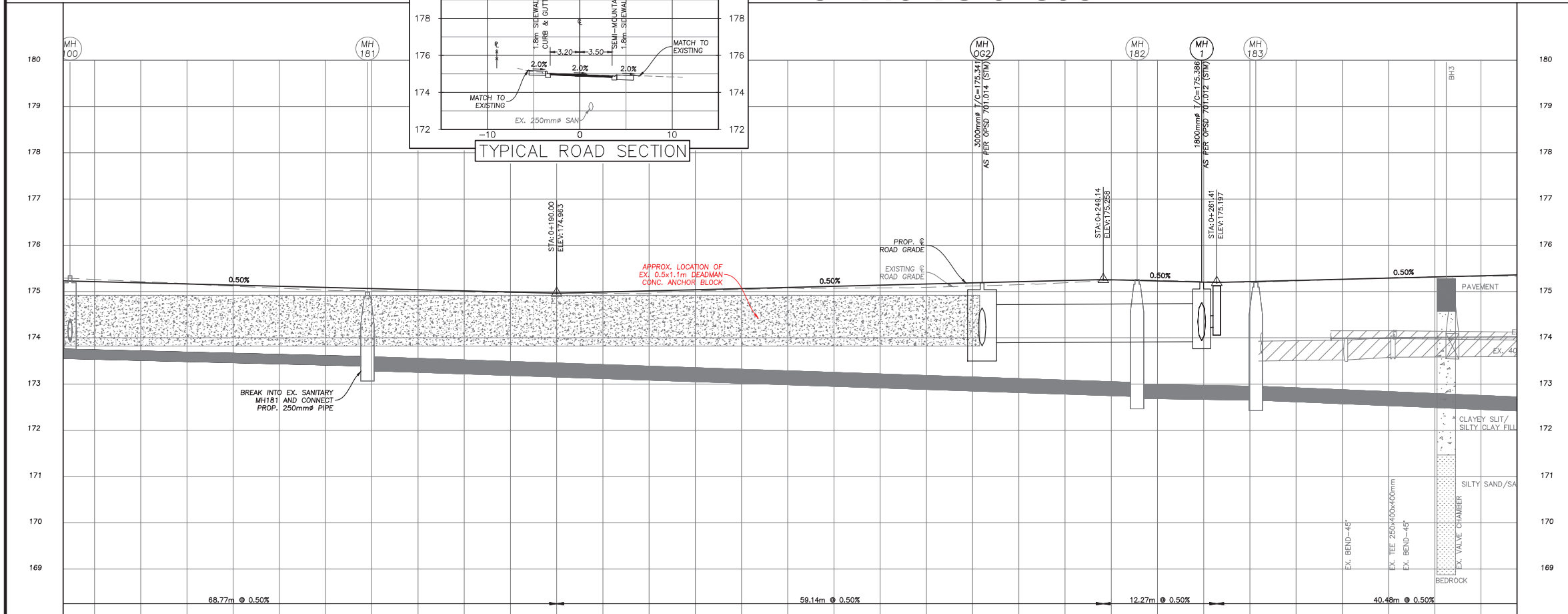
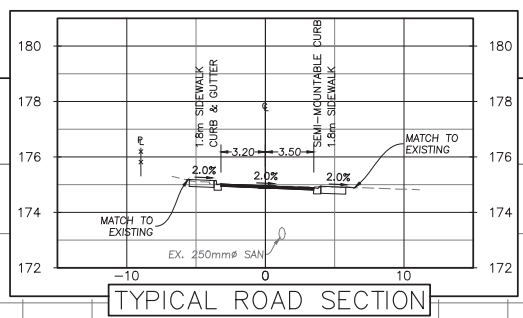
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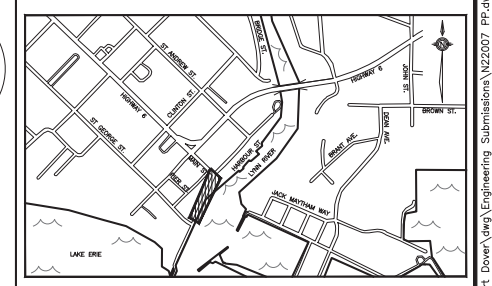
HARBOUR STREET 0+140 TO 0+300

NOTE: CROSSWALKS ARE TO BE EITHER STAMPED ASPHALT AND PAINTED, OR INTERCONNECTED SURFACE APPLIED PREFORMED THERMOPLASTIC.

NOTE: TRENCH DEWATERING MAY BE REQUIRED DURING PIPE INSULATION.



CHAINAGE	0+140	0+160	0+180	0+200	0+220	0+240	0+260	0+280	CHAINAGE
STORM SEWER INVERTS									
SANITARY SEWER INVERTS	47.2m-200mm PVC SAN @ 0.50%							95.8m-300mm CONC SAN @ 0.83%	



KEY PLAN: N.T.S.

SUBJECT AREA

- EXISTING SANITARY MANHOLE
- EXISTING CATCHBASIN
- ⊗ EXISTING HYDRANT
- ⊗ EXISTING VALVE
- PROPOSED CURB BOX
- ⊗ EXISTING LIGHT STANDARD POLE LOCATION
- BH1 ○ BORE HOLE LOCATION
- TP1 ○ TEST PIT LOCATION
- PROPOSED TACTILE PLATE
- ▨ PROPOSED HERRINGBONE CROSSWALK STAMPED ASPHALT
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- ⊗ PROPOSED VALVE
- PROPOSED MAIL BOX
- PROPOSED HYDRO TRANSFORMER
- PROPOSED REDUCER

— SAN/STM/MM — EXISTING SERVICES

— PROPOSED STORM SEWER

— PROPOSED SANITARY SEWER

— PROPOSED WATERMAIN

— PROPOSED STORM AND SANITARY SERVICE

— PROPOSED WATER SERVICE

— PHASE BOUNDARY

— SECURITY FENCE

— PROPOSED ROPE AND POST FENCE

— EXISTING CHAIN LINK FENCE

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No.	DATE	BY	REVISIONS

DATE: SEPT. 2022

DESIGN: WG CHECKED: KGH

DRAWN: KJG CHECKED: TF

SCALE: 1:250

HOR. 1:250
VERT. 1:50

STAMP: K. HOLLINGWORTH 100152747

2255 BARTON ST. E, UNIT B
HAMILTON, ON, L8H 7T4
TEL. 905.578.1001
EMAIL: ENGINEERING@METROCON.CA

METROPOLITAN CONSULTING INC.

Norfolk County, Ontario, Canada

PORT DOVER HARBOUR STREET

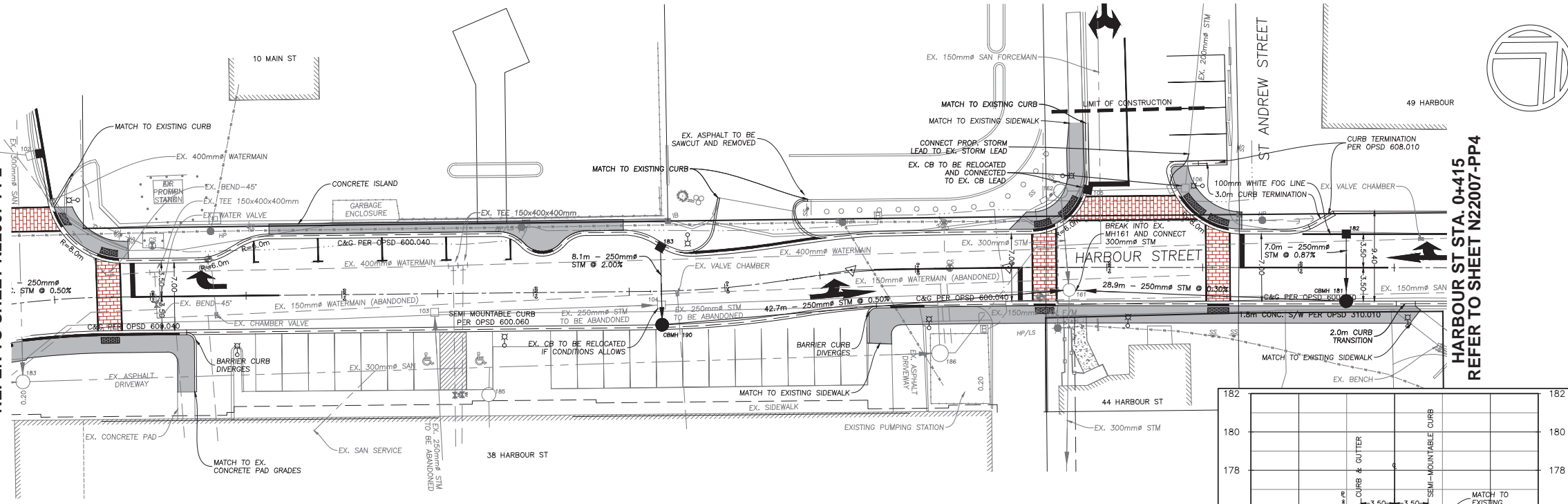
PLAN AND PROFILE STA 0+140 - 0+300

MUNICIPAL FILE No. PROJECT: **N22007**

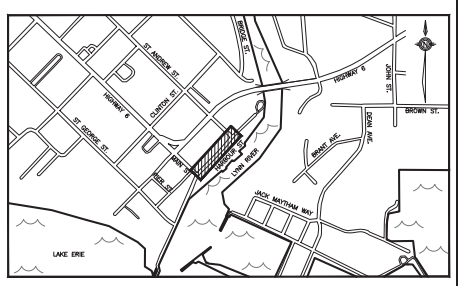
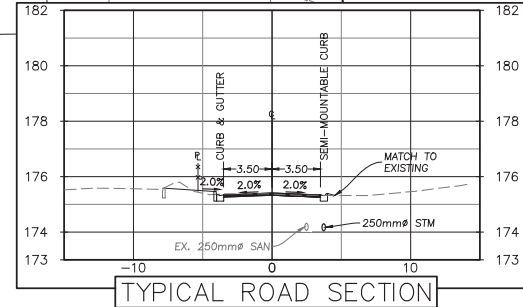
CONTRACT No. SHEET: **EIS-ENG-25-36 PP2**

HARBOUR ST STA. 0+270
REFER TO SHEET N22007-PP2

HARBOUR ST STA. 0+415
REFER TO SHEET N22007-PP4



HARBOUR STREET 0+270 TO 0+415



KEY PLAN: N.T.S. SUBJECT AREA

- EXISTING SANITARY MANHOLE
- EXISTING CATCHBASIN
- ⊗ EXISTING HYDRANT
- ⊗ EXISTING VALVE
- PROPOSED CURB BOX
- ⊗ EXISTING LIGHT STANDARD POLE LOCATION
- BH1 ○ BORE HOLE LOCATION
- TP1 ○ TEST PIT LOCATION
- ▨ PROPOSED TACTILE PLATE
- ▨ PROPOSED HERRINGBONE CROSSWALK STAMPED ASPHALT
- EXISTING SERVICES
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED WATERMAIN
- PROPOSED STORM AND SANITARY SERVICE
- PROPOSED WATER SERVICE
- PHASE BOUNDARY
- SECURITY FENCE
- PROPOSED ROPE AND POST FENCE
- EXISTING CHAIN LINK FENCE
- 102A ○ PROPOSED SANITARY MANHOLE
- 100 ○ PROPOSED STORM MANHOLE
- ▨ PROPOSED CATCHBASIN
- ▨ PROPOSED DOUBLE CATCHBASIN
- ⊗ PROPOSED HYDRANT
- ⊗ PROPOSED VALVE
- ▨ PROPOSED MAIL BOX
- ▨ PROPOSED HYDRO TRANSFORMER
- ▨ PROPOSED REDUCER
- PROPOSED LIGHT STANDARD POLE LOCATION

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BENCHMARK
 DATUM: CGVD2013
 ELEVATION: 181.779m

LOCATION DISCRETION:
 PORT DOVER HIGHWAY No. 6 LIFT BRIDGE OVER LYNN RIVER, 0.8km EAST OF POST OFFICE, TABLET IN SOUTH FACE OF CONCRETE CURB AT SOUTH SIDE OF BRIDGE, 43cm FROM EAST END, 30cm BELOW TOP, NEAR ROAD LEVEL.

DATE	BY	REVISIONS
7 Jan. 25	KJG	ISSUED FOR TENDER
6 July 24	KJG	REVISED PER COUNTY COMMENTS
5 June 24	KJG	REVISED PER UPRCA COMMENTS
4 May 24	KJG	ISSUED FOR TENDER
3 Oct. 23	KJG	90% SUBMISSION
2 Mar. 23	APK	60% SUBMISSION
1 Sept. 22	KJG	30% SUBMISSION

DATE: SEPT. 2022

DESIGN: WG CHECKED: KGH
 DRAWN: KJG CHECKED: TF

SCALE: 1:250

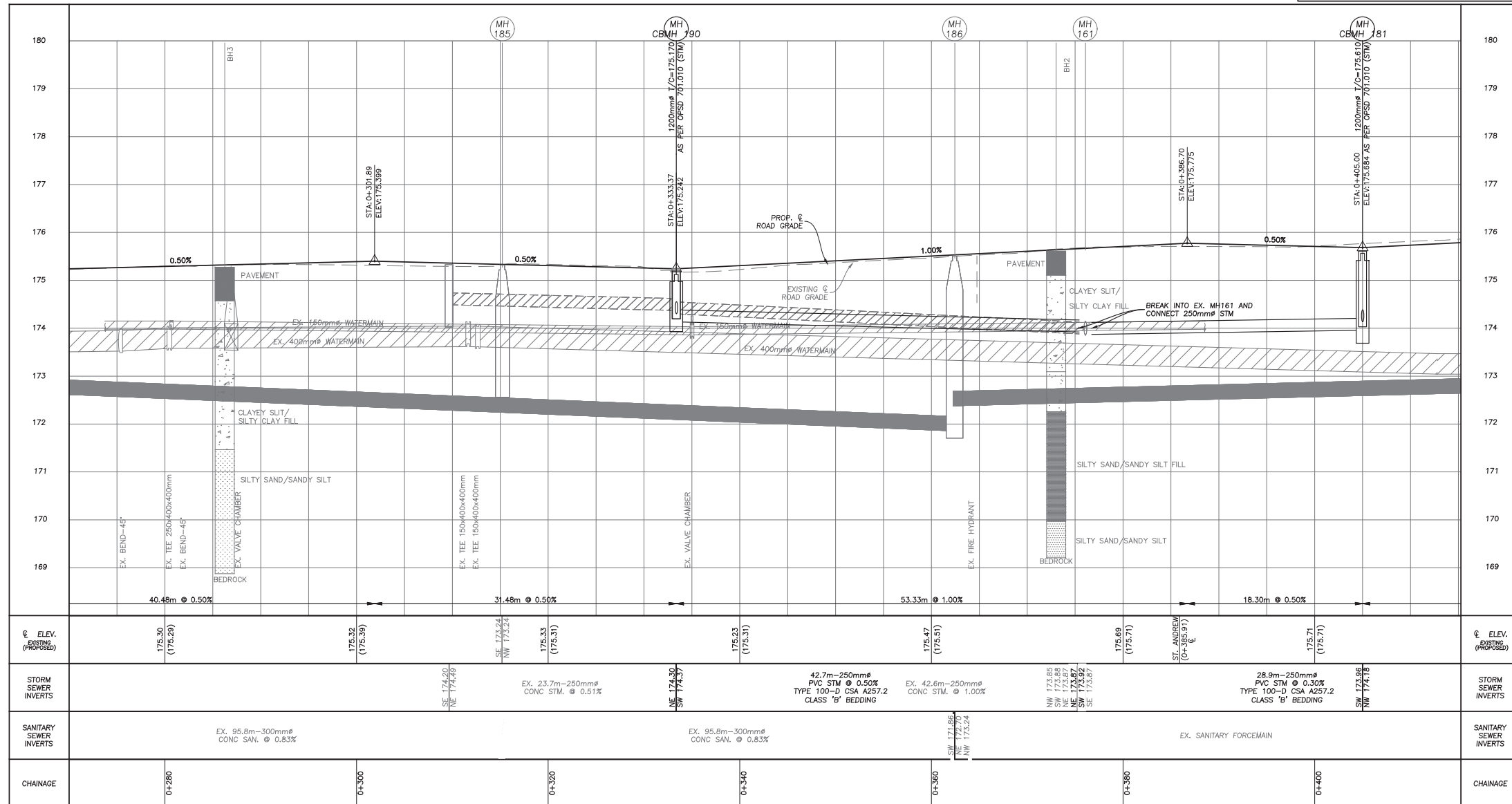
HOR. 1:250
 VERT. 1:50

2255 BARTON ST. E, UNIT B
 HAMILTON, ON, L8H 7T4
 TEL. 905.578.1001
 EMAIL: ENGINEERING@METROCON.CA

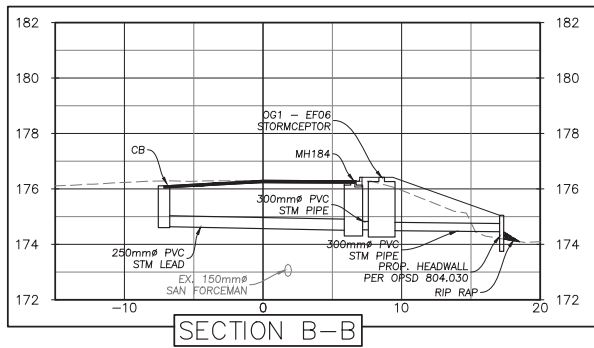
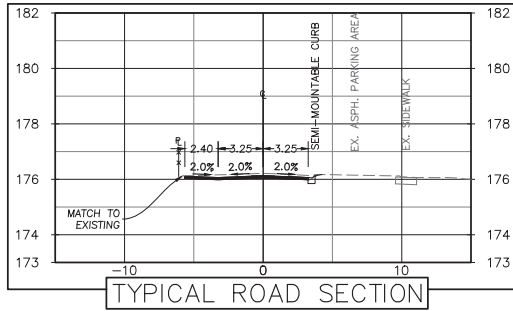
METROPOLITAN CONSULTING INC.

Norfolk County, Ontario, Canada

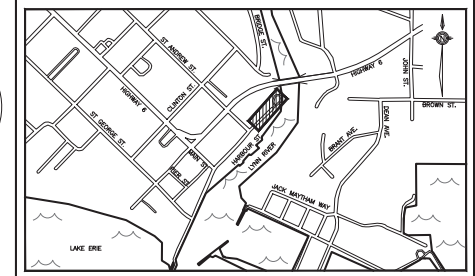
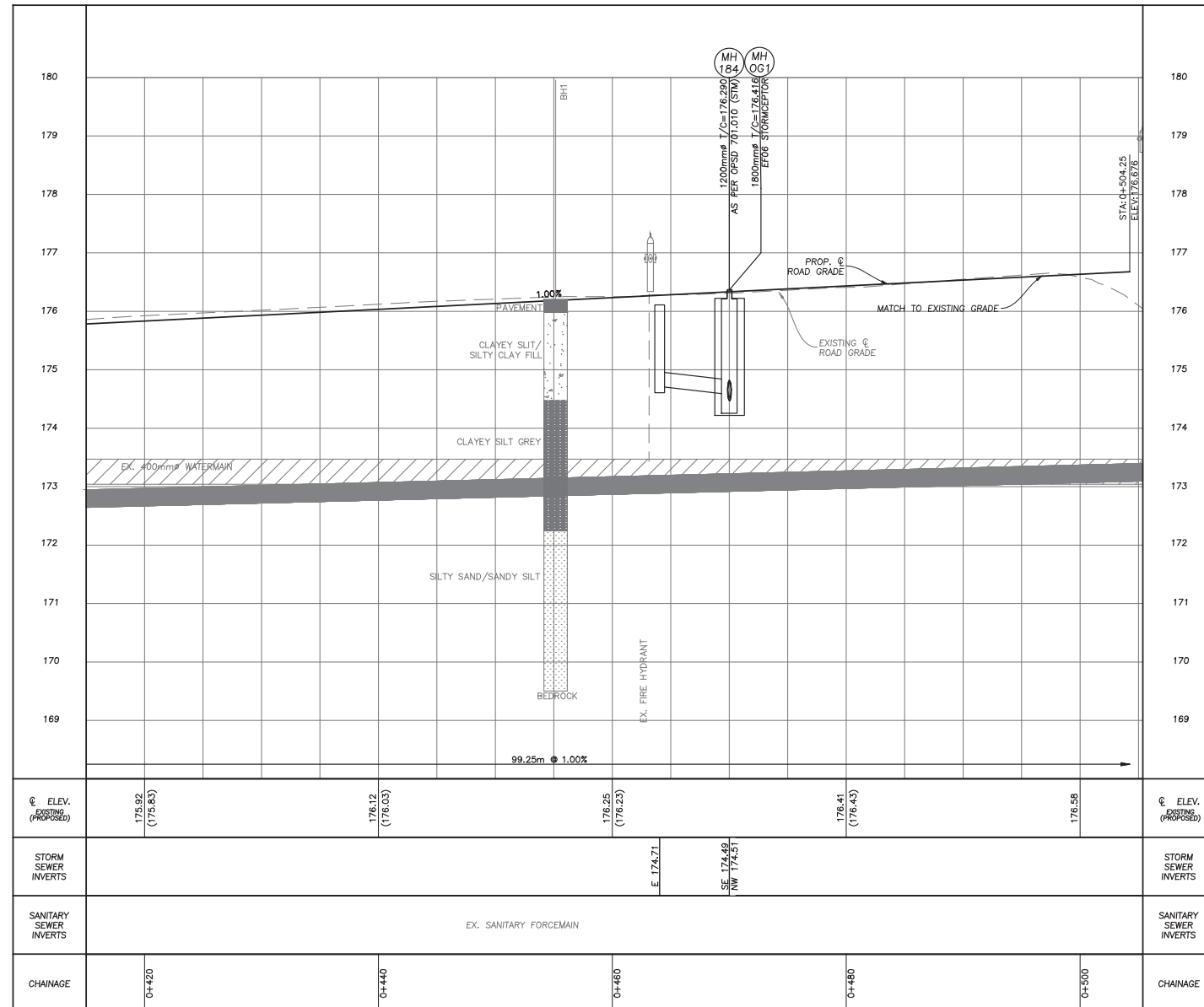
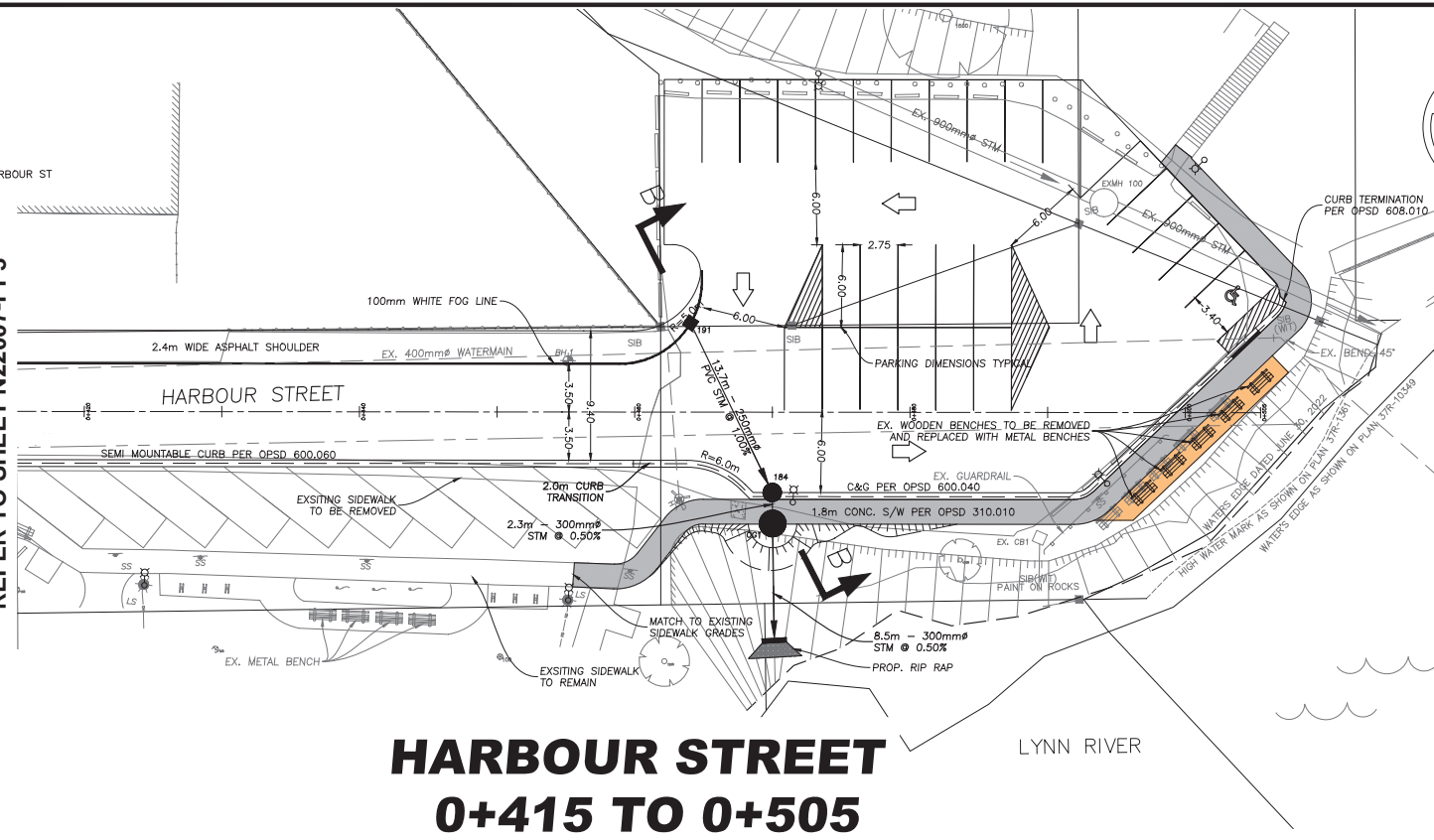
TITLE	PORT DOVER HARBOUR STREET	
DWG.	PLAN AND PROFILE STA 0+270 - 0+415	
MUNICIPAL FILE No.	PROJECT:	N22007
CONTRACT No.	SHEET:	PP3



CHAINAGE	STATION	ELEV. (PROPOSED)	UTILITY TYPE	INVERTS
0+280	0+300	175.30 (175.29)	EX. 95.8m-300mm ^Ø CONC. SAN. @ 0.83%	SE 174.20 (174.19) NE 174.49
0+320	0+340	175.33 (175.31)	EX. 23.7m-250mm ^Ø CONC. STM. @ 0.51%	NE 173.24 (173.24) SW 174.57
0+360	0+380	175.47 (175.51)	42.7m-250mm ^Ø PVC STM @ 0.50% TYPE 100-D CSA A257.2 CLASS 'B' BEDDING	NW 173.85 (173.85) SW 173.86 (173.87) NE 173.87 (173.87) SE 173.87
0+400		175.71 (175.71)	28.9m-250mm ^Ø PVC STM @ 0.30% TYPE 100-D CSA A257.2 CLASS 'B' BEDDING	SW 173.96 (173.96) NW 174.16



HARBOUR ST STA. 0+415
REFER TO SHEET N22007-PP3



- SUBJECT AREA**
- EXISTING SANITARY MANHOLE
 - EXISTING CATCHBASIN
 - ⊗ EXISTING HYDRANT
 - ⊗ EXISTING VALVE
 - PROPOSED CURB BOX
 - ⊗ EXISTING LIGHT STANDARD POLE LOCATION
 - BH1 ⊕ BORE HOLE LOCATION
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DATE: SEPT. 2022

DESIGN: WG CHECKED: KGH
DRAWN: KJG CHECKED: TF

SCALE: 1:250
HOR. 1:250
VERT. 1:50

STAMP: PROFESSIONAL ENGINEER, K. HOLLINGWORTH, 100152747

2255 BARTON ST. E, UNIT B
HAMILTON, ON, L8H 7T4
TEL. 905.578.1001
EMAIL: ENGINEERING@METROCON.CA

METROPOLITAN CONSULTING INC.

Norfolk County, Ontario's Garden

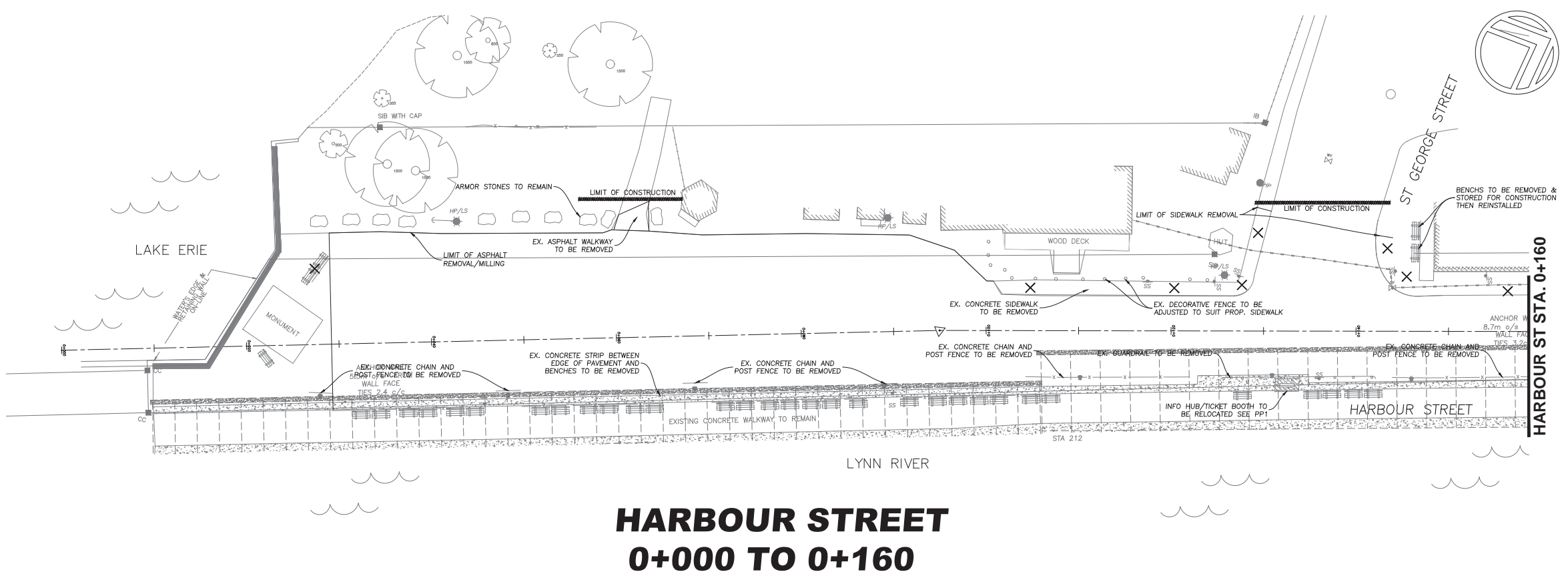
Norfolk County, Ontario, Canada

TITLE: **PORT DOVER HARBOUR STREET**

DWG. **PLAN AND PROFILE STA 0+415 - 0+505**

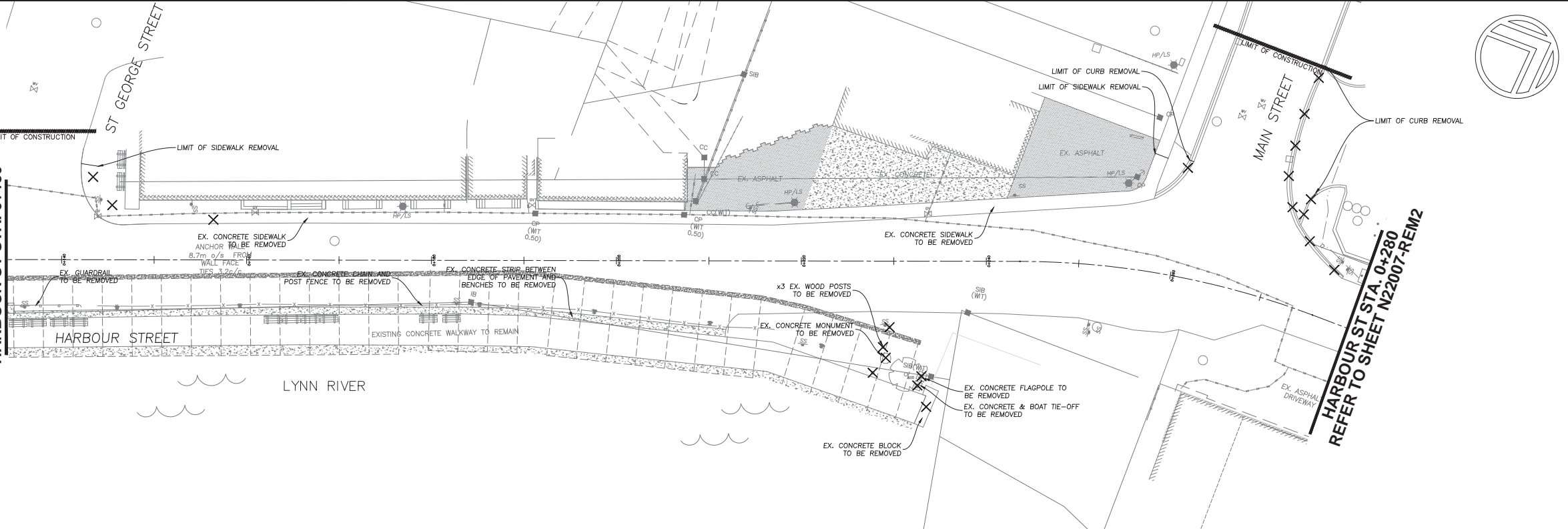
MUNICIPAL FILE No. PROJECT: **N22007**

CONTRACT No. **EIS-ENG-25-36** SHEET: **PP4**



HARBOUR STREET 0+000 TO 0+160

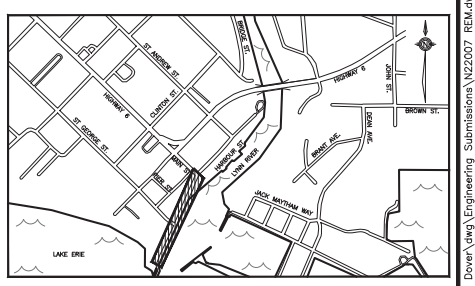
HARBOUR ST STA. 0+160



HARBOUR STREET 0+130 TO 0+280

HARBOUR ST STA. 0+130

HARBOUR ST STA. 0+280
REFER TO SHEET N22007-REM2



KEY PLAN: N.T.S. SUBJECT AREA

- | | |
|--------------------------------------|-------------------------|
| ✕ TO BE REMOVED | — EXISTING FENCE |
| ⊙ EXISTING LUMINAIRE | — EXISTING CAR BARRIER |
| ○ EXISTING STORM MANHOLE | — EXISTING BIKE LOOP |
| ○ EXISTING SANITARY MANHOLE | — EXISTING FLAG POLE |
| □ EXISTING CATCHBASIN | — EXISTING PARKING CURB |
| ⊠ EXISTING HYDRO TRANSFORMER | |
| ⊞ EXISTING BELL BOX | |
| ⊞ EXISTING HYDRANT | |
| ⊞ EXISTING VALVE | |
| ⊞ EXISTING HYDRO-POLE & STREET LIGHT | |
| ⊞ EXISTING TREE | |
| ⊞ EXISTING STREET SIGN | |
| ⊞ EXISTING BENCH | |
| ⊞ EXISTING BOAT TIE IN | |

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DRAWN	KJG	CHECKED	TF

SCALE: 1:250

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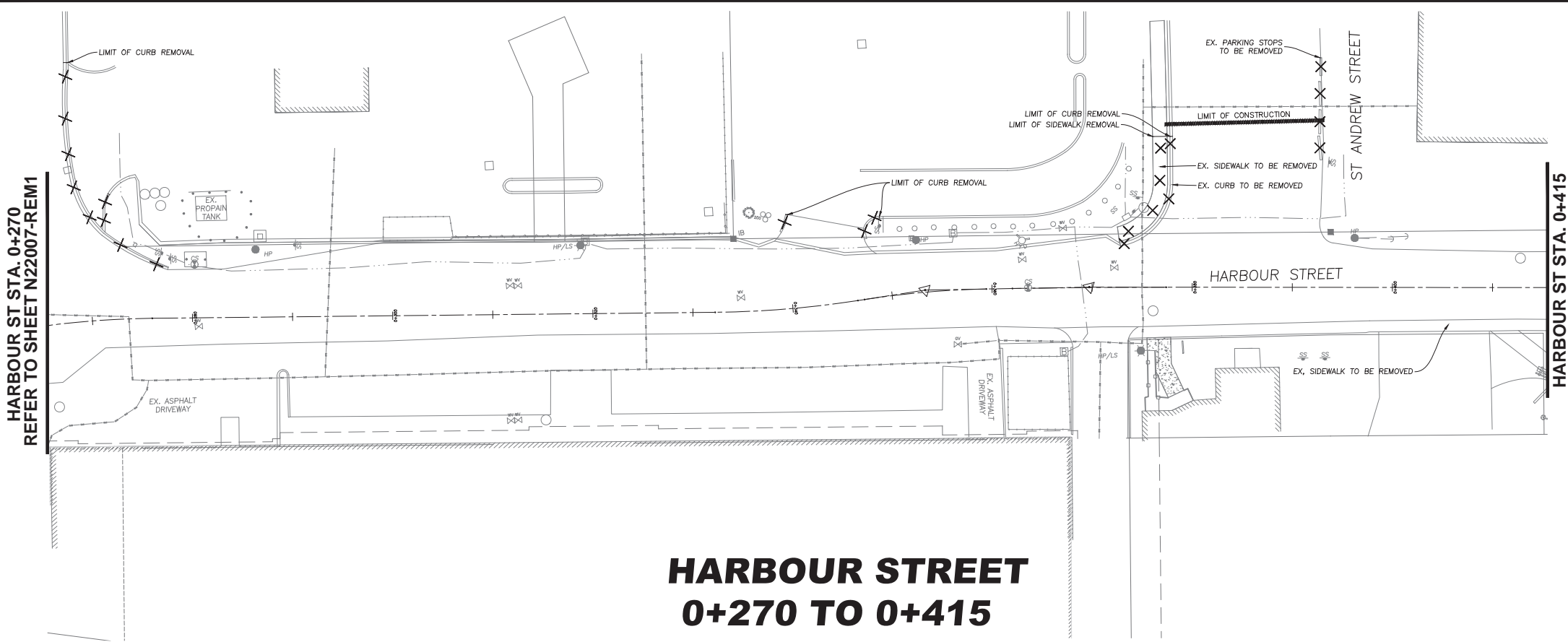
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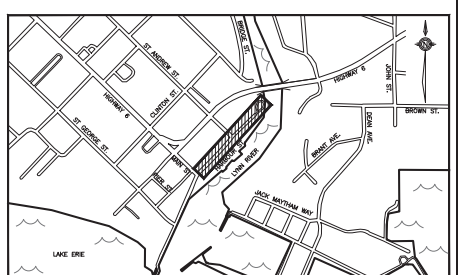
Norfolk County, Ontario, Canada

TITLE: PORT DOVER HARBOUR STREET	
DWG. REMOVALS PLAN 1	
MUNICIPAL FILE No. EIS-ENG-25-36	PROJECT: N22007
CONTRACT No. EIS-ENG-25-36	SHEET: REM 1

HARBOUR ST STA. 0+270
REFER TO SHEET N22007-REM1



HARBOUR STREET 0+270 TO 0+415



KEY PLAN: N.T.S. SUBJECT AREA

- ✕ TO BE REMOVED
- ⊙ EXISTING LUMINAIRE
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING CATCHBASIN
- ⊠ EXISTING HYDRO TRANSFORMER
- ⊞ EXISTING BELL BOX
- ⊞ EXISTING HYDRANT
- ⊞ EXISTING VALVE
- HP/LS EXISTING HYDRO-POLE & STREET LIGHT
- ⊙ EXISTING TREE
- SS EXISTING STREET SIGN
- ⊞ EXISTING BENCH
- ⊞ EXISTING BOAT TIE IN
- EXISTING FENCE
- EXISTING CAR BARRIER
- EXISTING BIKE LOOP
- EXISTING FLAG POLE
- EXISTING PARKING CURB

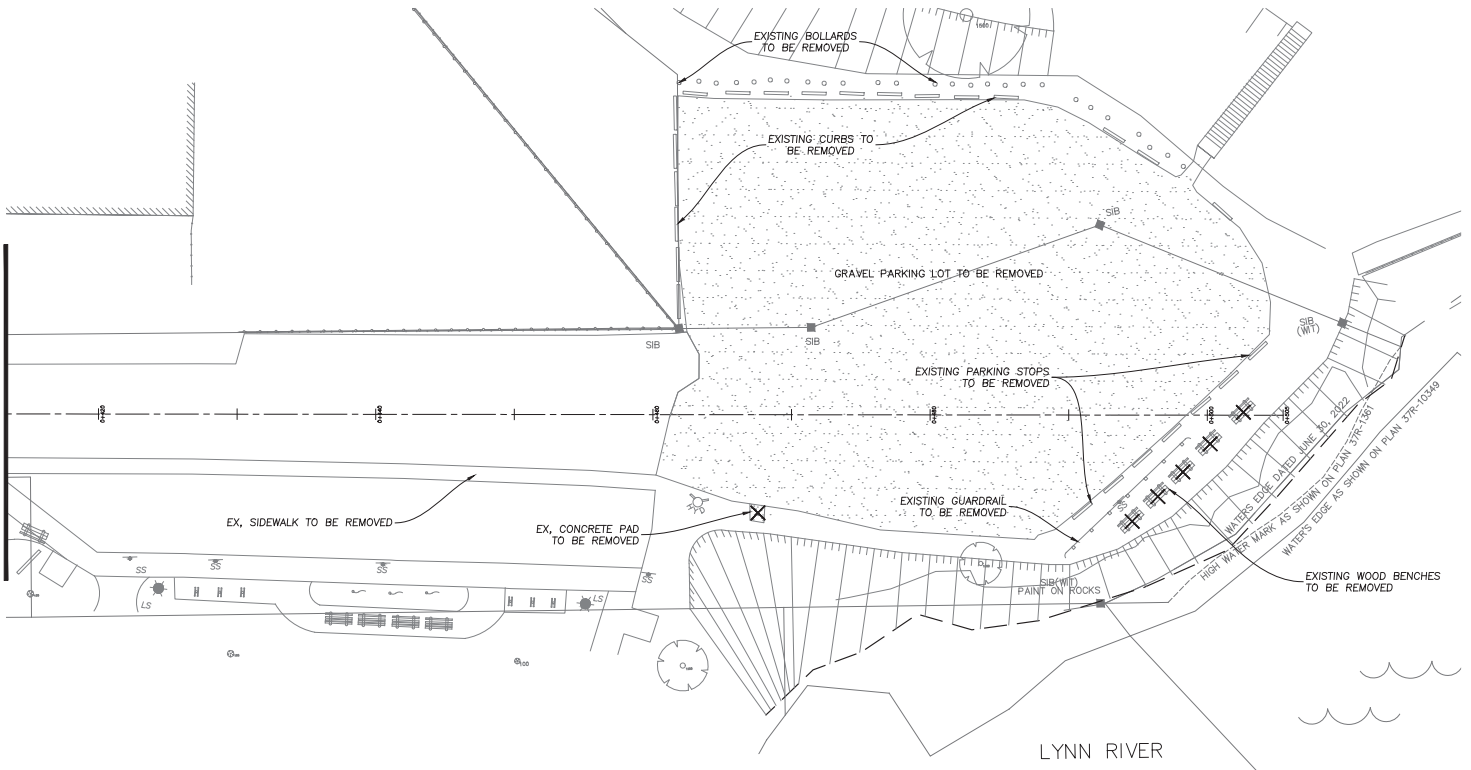
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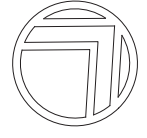
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HARBOUR ST STA. 0+415



HARBOUR STREET 0+415 TO 0+505



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Norfolk County
Ontario's Garden
Norfolk County, Ontario, Canada

TITLE: **PORT DOVER HARBOUR STREET**

DWG. **REMOVALS PLAN 2**

MUNICIPAL FILE No. PROJECT: **N22007**

CONTRACT No. **EIS-ENG-25-36** SHEET: **REM2**

NOTES:

A. ALL EROSION AND SEDIMENT CONTROL MEASURES (TEMPORARY SEDIMENT CONTROL FENCES, STORM SEWER BULKHEADS, ROCK CHECK DAMS, WORK LIMIT FENCES, SEDIMENT BASINS, ETC) MUST BE INSTALLED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

B. TEMPORARY VEHICLE TRACKING CONTROLS TO BE CONSTRUCTED AS PER REQUIREMENTS IN "EROSION & SEDIMENT CONTROL GUIDELINE FOR URBAN CONSTRUCTION" DATED DECEMBER 2006, AT ALL ACCESS POINTS. CONTRACTOR SHALL MAINTAIN THESE AS REQUIRED AND AS DIRECTED BY THE CITY ENGINEER.

C. OVERLAND SHEET FLOW EROSION PROTECTION SHALL BE AS PER OPSD 219.130. IF EXCESSIVE SEDIMENT BUILDUP/BLOCKAGE OCCURS (VISUAL INSPECTION) THEN REPLACEMENT OF THE FILTER CLOTH IS REQUIRED.

D. CATCH BASIN SEDIMENT CONTROL DEVICE, I.E. "SILTSACK" BY ACF ENVIRONMENT OR APPROVED EQUIVALENT, TO BE PLACED AS PER MANUFACTURER'S RECOMMENDATIONS (SEE DETAIL "B"). REGULAR MAINTENANCE IS REQUIRED ("SILTSACK" SUMPS SHALL BE INSPECTED FOR SEDIMENT ACCUMULATION, TRASH BUILDUP AND FILTER CLOTH BLOCKAGE ON A WEEKLY BASIS). THESE SEDIMENT TRAPS ARE NOT TO BE REMOVED UNTIL THE CURBS AND THE BOULEVARDS SODDED. SEDIMENT TRAPS SHALL ALSO BE PLACED AS PER DETAIL "A" AT ALL CATCH BASIN LOCATIONS IN AREAS TO BE VEGETATED AND MAINTAINED UNTIL GROUND COVER IS ESTABLISHED.

E. REGULAR MAINTENANCE FOR ALL CATCH BASINS (ON THE PUBLIC ROADWAY AND ON PRIVATE PROPERTY) AND INLET CHAMBERS IS REQUIRED (SEDIMENT TRAPS AND SUMPS SHALL BE INSPECTED FOR SEDIMENT ACCUMULATION, TRASH BUILDUP AND FILTER CLOTH BLOCKAGE ON A WEEKLY BASIS AND AFTER ANY MAJOR RAINFALL EVENT). ACCUMULATED SEDIMENT SHALL BE REMOVED BY MECHANICAL MEANS. FLUSHING OF SEDIMENT INTO THE STORM SEWER SYSTEM IS PROHIBITED. IF STANDING WATER REMAINS IN THE CATCH BASIN 24 HOURS (MINIMUM) AFTER A STORM THEN CLEANING OR REPLACEMENT OF THE FILTER CLOTH IS REQUIRED.

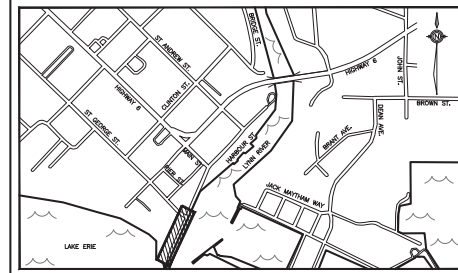
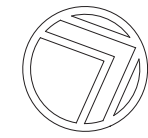
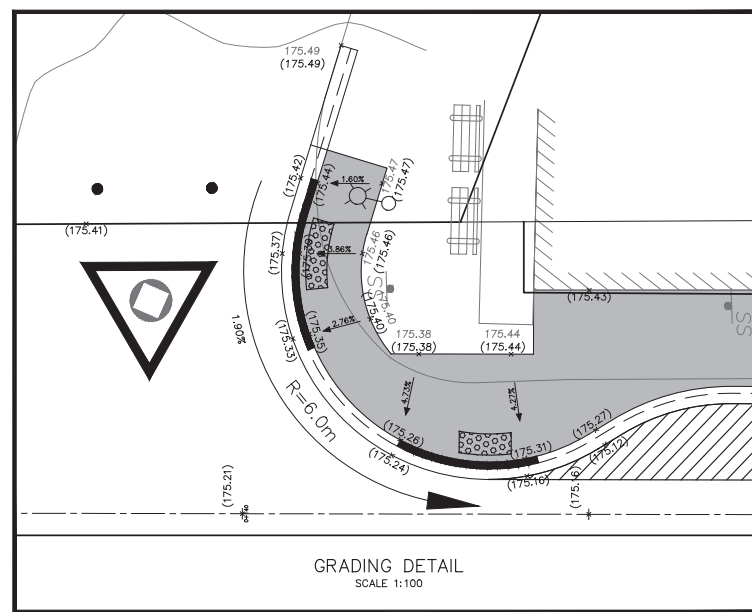
F. TOPSOIL PILES SHALL ALSO BE TEMPORARILY SEEDED TO PREVENT EROSION. PLACEMENT OF VEGETATION SHALL BE IN ACCORDANCE WITH OPSS.572. WHERE REQUIRED, EROSION CONTROL BLANKETS SHALL BE PLACED AS PER OPSS.572, AT THE DIRECTION OF THE CITY ENGINEER.

G. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE VISUALLY INSPECTED AFTER EACH WORKING DAY AND MAINTAINED WHEN REQUIRED AS DIRECTED BY THE CONSULTANT AND TO THE SATISFACTION OF THE CITY/CONSERVATION AUTHORITY. THE CONSULTANT SHALL KEEP A DAILY RECORD OF INSPECTION, MAINTENANCE, ETC. AND PRESENT THE CITY WITH A COPY OF THE REPORT ON A MONTHLY BASIS.

H. ANY DISTURBED AREAS NOT SCHEDULED FOR FURTHER CONSTRUCTION WITHIN 45 DAYS WILL BE PROVIDED WITH A SUITABLE TEMPORARY MULCH AND SEED COVER WITHIN 7 DAYS OF THE COMPLETION OF THAT PARTICULAR PHASE OF CONSTRUCTION.

I. ALL DISTURBED EXTERNAL AREAS SHALL BE REVEGETATED WITH PERMANENT COVER (AS DETAILED) WITHIN 7 DAYS OF THE COMPLETION OF THAT PARTICULAR PHASE OF CONSTRUCTION.

J. ADDITIONAL EROSION AND SEDIMENT CONTROL LOCATIONS/MEASURES MAY BE REQUIRED AS DETERMINED BY THE CITY/CONSERVATION AUTHORITY.



KEY PLAN: N.T.S.

LEGEND

☆	EXISTING LUMINAIRE	x(235.87)	PROPOSED ELEVATION
○	EXISTING STORM MANHOLE	242.25	EXISTING ELEVATION
○	EXISTING SANITARY MANHOLE	x(235.87-F)	FUTURE ELEVATION
□	EXISTING CATCHBASIN	[237.15]	PROPOSED MINIMUM BASEMENT ELEVATION
□	EXISTING HYDRO TRANSFORMER	[237.15]	PROPOSED APRON ELEVATION
⊠	EXISTING BELL BOX	1/0=239.15	PROPOSED TOP OF GRATE ELEVATION
⊠	EXISTING HYDRANT	x(239.32)	PROPOSED SWALE ELEVATION
⊠	EXISTING VALVE	(76238.41)	PROPOSED TOP OF RETAINING WALL ELEVATION
⊠	EXISTING HYDRO-POLE	V.C.	VERTICAL CURVE
⊠	MAJOR OVERLAND FLOW ROUTE	B.V.C.	BEGINNING OF VERTICAL CURVE
⊠	PROPOSED STORM MANHOLE	E.V.C.	END OF VERTICAL CURVE
⊠	PROPOSED SANITARY MANHOLE	H.P.	CENTRE LINE OF PAVEMENT HIGH POINT ON ROAD
⊠	PROPOSED CATCHBASIN	L.P.	CENTRE LINE OF PAVEMENT LOW POINT ON ROAD
⊠	PROPOSED HYDRANT	G.C.	CENTRE LINE OF PAVEMENT CHANGE IN GRADE
⊠	PROPOSED VALVE	↔	PARKING LOT TRAFFIC FLOW
⊠	PROPOSED MAIL BOX	⊠	PROPOSED SILT SACKS
⊠	PROPOSED STREETLIGHT	⊠	PROPOSED TRANSFORMER
⊠	PROPOSED STREETLIGHT PEDESTAL	⊠	PROPOSED HYDRO VAULT
⊠	EXISTING SWALE	⊠	UNIT REQUIRES SUMP PUMP
⊠	PROPOSED SWALE	⊠	PROPOSED ROPE AND POST FENCE
⊠	PROPOSED SILT FENCE	⊠	EXISTING CHAIN LINK FENCE

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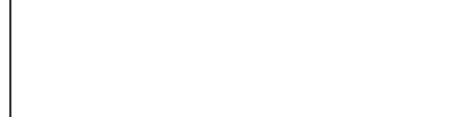
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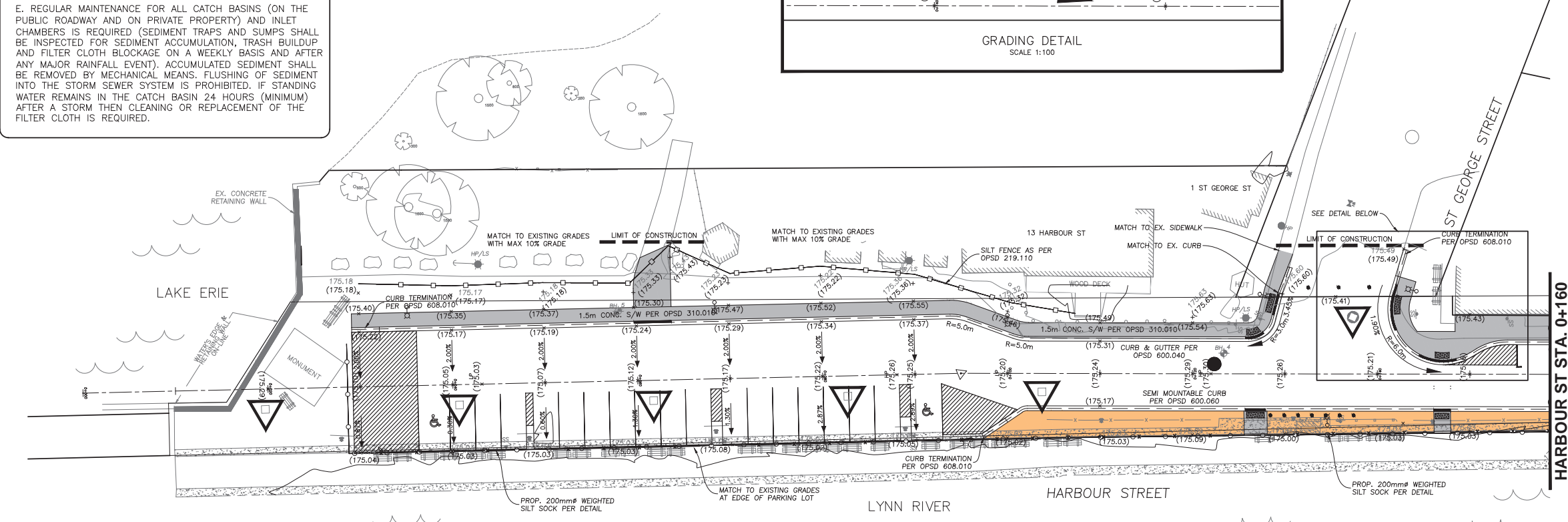
Norfolk County, Ontario, Canada

TITLE: HARBOUR STREET PORT DOVER

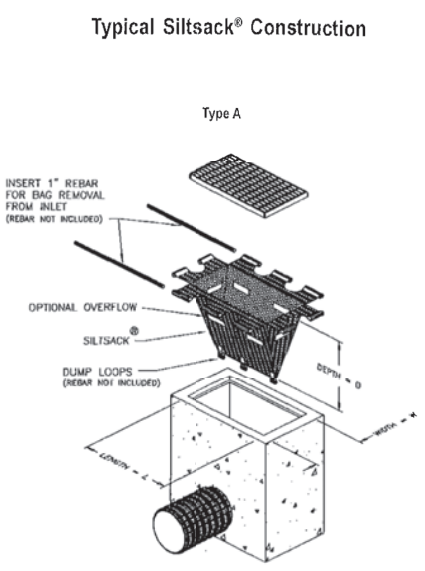
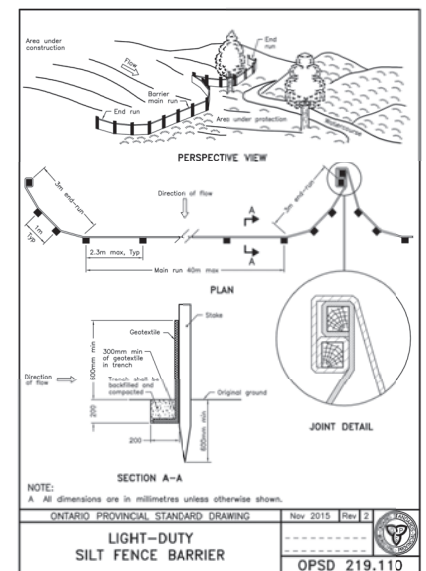
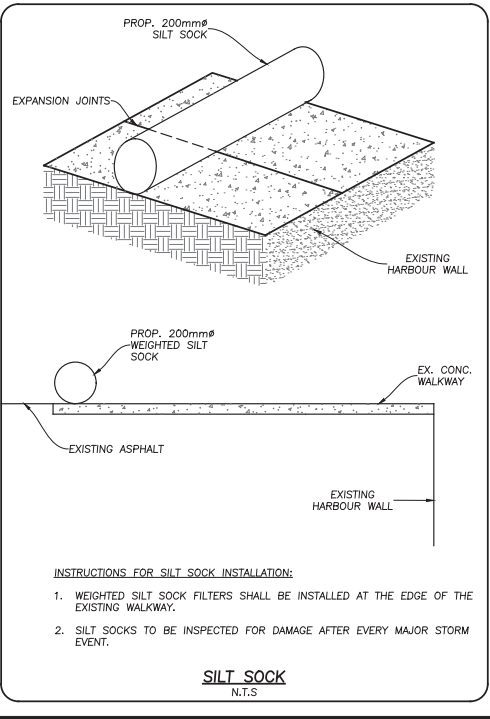
DWG. GRADING & ESC PLAN

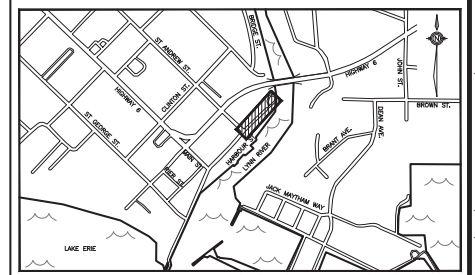
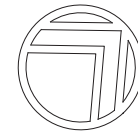
MUNICIPAL FILE No. PROJECT: **N22007**

CONTRACT No. **EIS-ENG-25-36** SHEET: **GP1**

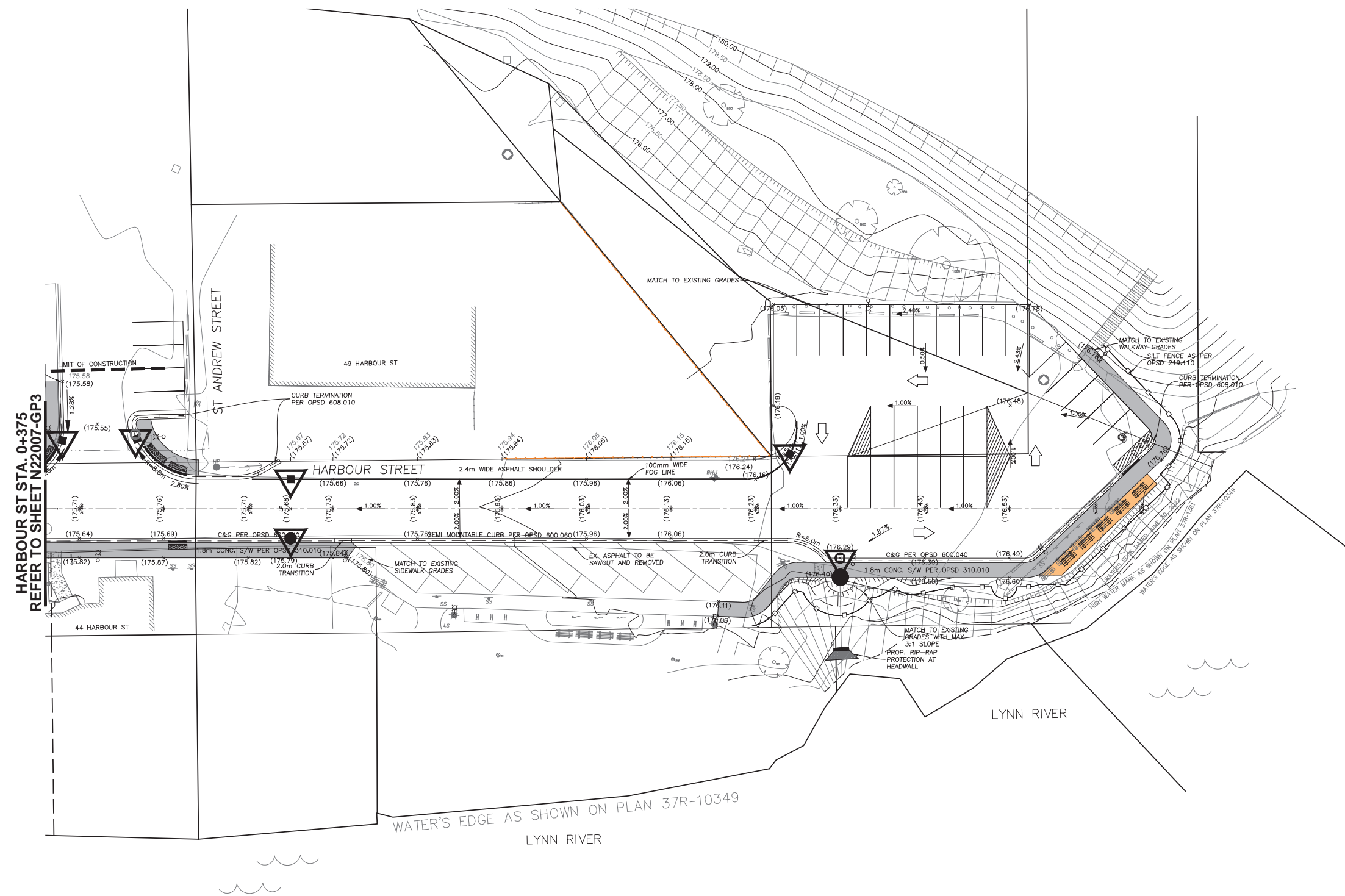


HARBOUR ST STA. 0+160 REFER TO SHEET N22007-GP2





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 Plot Date: 2025-01-06 3:37:44 PM



HARBOUR ST STA. 0+375
 REFER TO SHEET N22007-GP3

KEY PLAN: N.T.S.

SUBJECT AREA

LEGEND

- | | |
|---------------------------------|---|
| ☆ EXISTING LUMINAIRE | x(235.87) PROPOSED ELEVATION |
| ○ EXISTING STORM MANHOLE | 242.25 EXISTING ELEVATION |
| ○ EXISTING SANITARY MANHOLE | x(235.87-F) FUTURE ELEVATION |
| □ EXISTING CATCHBASIN | [237.15] PROPOSED MINIMUM BASEMENT ELEVATION |
| ⊠ EXISTING HYDRO TRANSFORMER | [237.15] PROPOSED APRON ELEVATION |
| ⊠ EXISTING BELL BOX | T/O=239.15 PROPOSED TOP OF GRATE ELEVATION |
| ⊠ EXISTING HYDRANT | x(239.32) PROPOSED SWALE ELEVATION |
| ⊠ EXISTING VALVE | (76238.41) PROPOSED TOP OF RETAINING WALL ELEVATION |
| ⊠ EXISTING HYDRO-POLE | (76238.41) VERTICAL CURVE |
| ➔ MAJOR OVERLAND FLOW ROUTE | B.V.C. BEGINNING OF VERTICAL CURVE |
| ⊠ PROPOSED STORM MANHOLE | E.V.C. END OF VERTICAL CURVE |
| ⊠ PROPOSED SANITARY MANHOLE | H.P. CENTRE LINE OF PAVEMENT HIGH POINT ON ROAD |
| ⊠ PROPOSED CATCHBASIN | L.P. CENTRE LINE OF PAVEMENT LOW POINT ON ROAD |
| ⊠ PROPOSED HYDRANT | G.C. CENTRE LINE OF PAVEMENT CHANGE IN GRADE |
| ⊠ PROPOSED VALVE | ➔ PARKING LOT TRAFFIC FLOW |
| ⊠ PROPOSED MAIL BOX | ⊠ PROPOSED SILT SACKS |
| ⊠ PROPOSED STREETLIGHT | ⊠ PROPOSED TRANSFORMER |
| ⊠ PROPOSED STREETLIGHT PEDESTAL | ⊠ PROPOSED HYDRO VAULT |
| ➔ EXISTING SWALE | ⊠ UNIT REQUIRES SUMP PUMP |
| ➔ 2.0% PROPOSED SWALE | |
| ⊠ PROPOSED ROPE AND POST FENCE | |
| ⊠ PROPOSED SILT FENCE | |
| ⊠ EXISTING CHAIN LINK FENCE | |

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BEFORE STARTING WORK, THE CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

BENCHMARK

DATUM: C6VD2013
ELEVATION: 181.779m

LOCATION DISCRETION:
PORT DOVER HIGHWAY No. 6 LIFT BRIDGE OVER LYNN RIVER, 0.8km EAST OF POST OFFICE, TABLET IN SOUTH FACE OF CONCRETE CURB AT SOUTH SIDE OF BRIDGE, 43cm FROM EAST END, 30cm BELOW TOP, NEAR ROAD LEVEL.

DATE	BY	REVISIONS
7 Jan. 25	KJG	ISSUED FOR TENDER
6 July 24	KJG	REVISED PER COUNTY COMMENTS
5 June 24	KJG	REVISED PER LPRCA COMMENTS
4 May 24	KJG	ISSUED FOR TENDER
3 Oct. 23	KJG	90% SUBMISSION
2 Mar. 23	APK	60% SUBMISSION
1 Sept. 22	KJG	30% SUBMISSION

DATE: SEPT. 2022

STAMP

DESIGN	WG	CHECKED	KGH
DRAWN	KJG	CHECKED	TF
SCALE	0 5 10 15 20		
1:250			




 2255 BARTON ST. E UNIT B
 HAMILTON, ON, L8H 7T4
 TEL. 905.578.1001
 EMAIL: ENGINEERING@METROCON.CA

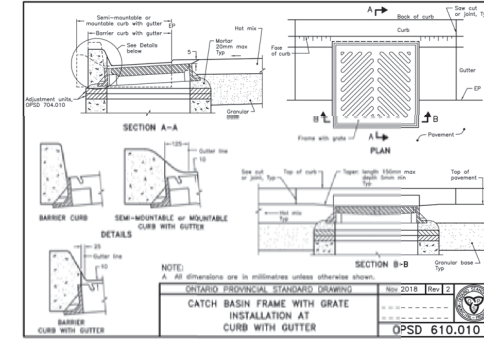
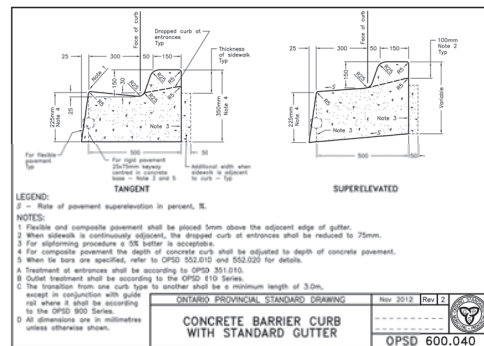
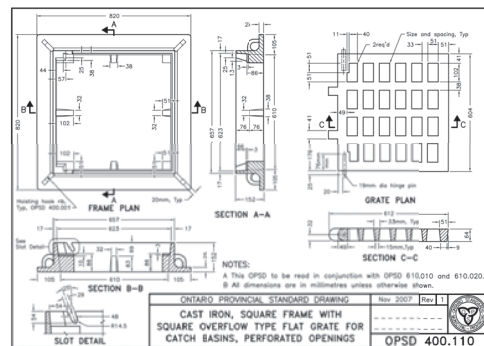
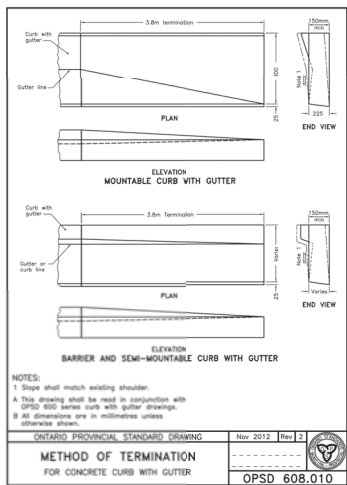
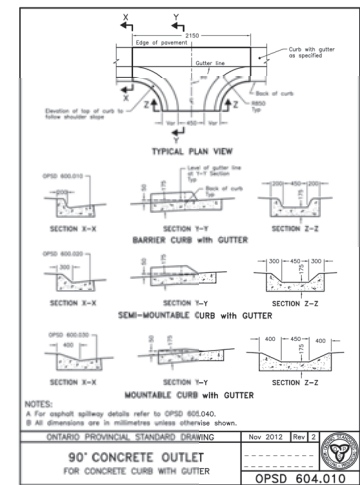
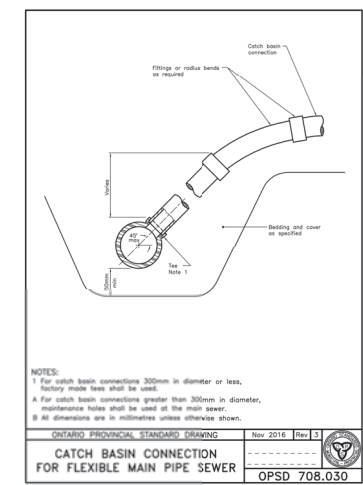
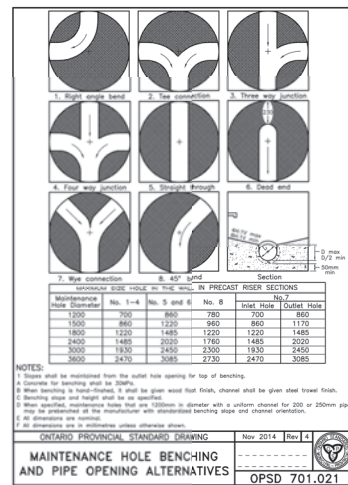
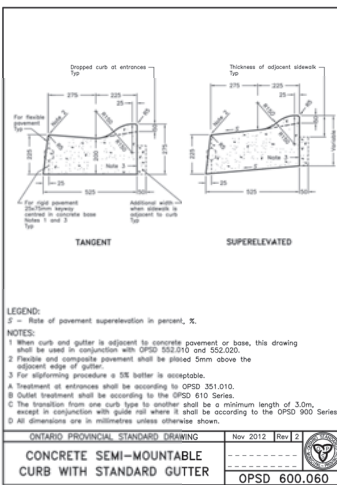
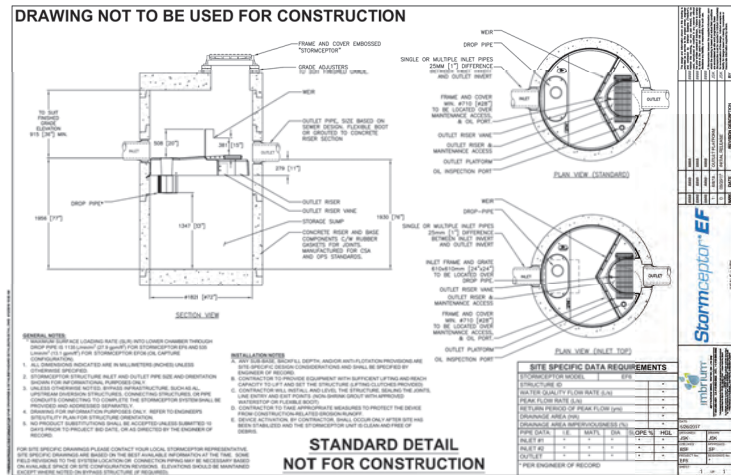
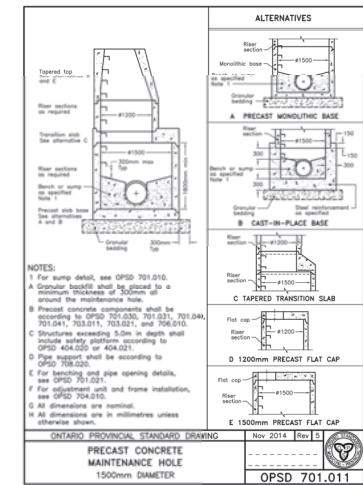
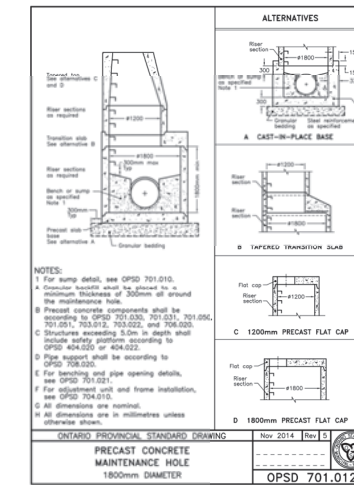
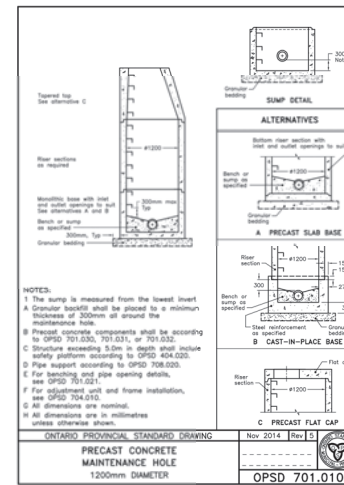
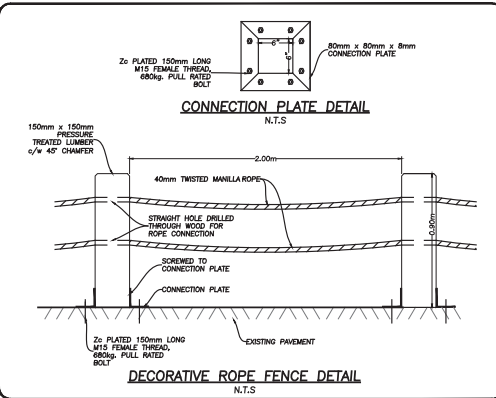
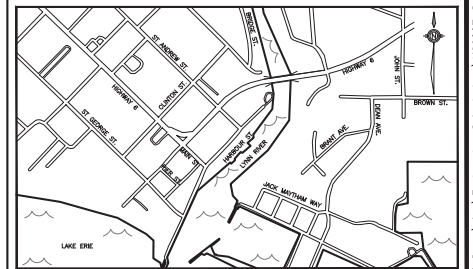
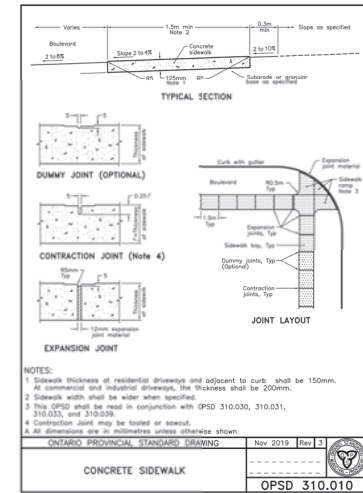
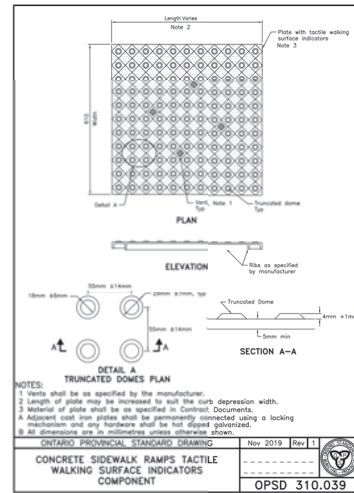
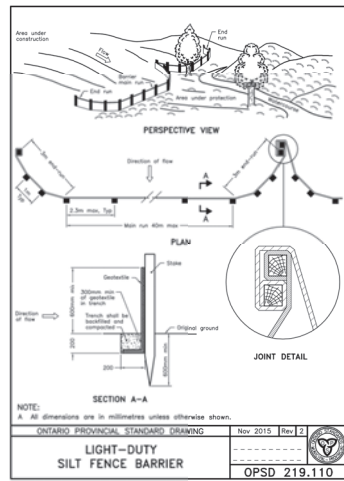
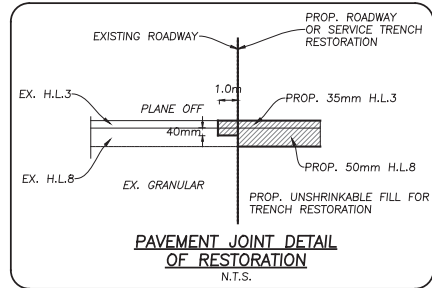
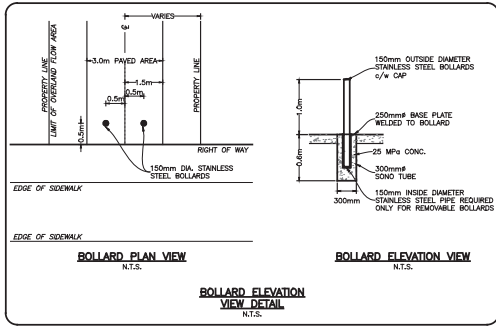

Norfolk County, Ontario, Canada

TITLE: **HARBOUR STREET PORT DOVER**

DWG. **GRADING & ESC PLAN**

MUNICIPAL FILE No. PROJECT: **N22007**

CONTRACT No. **EIS-ENG-25-36** SHEET: **GP4**



KEY PLAN: N.T.S.

SUBJECT AREA

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No.	DATE	BY	REVISIONS

DATE: SEPT. 2022

STAMP: K. HOLLINGWORTH 100152747

2255 BARTON ST. E. UNIT B
HAMILTON, ON, L8H 7T4
TEL. 905.578.1001

METROPOLITAN CONSULTING INC. EMAIL: ENGINEERING@METROCON.CA

Norfolk County, Ontario, Canada

PORT DOVER HARBOUR STREET

STANDARD DETAILS

MUNICIPAL FILE No. PROJECT: **N22007**

CONTRACT No. SHEET: **EIS-ENG-25-36 D**