

RECONSTRUCTION OF WAVERLY TRAIL
FORT ERIE, ON

CONTRACT No. EIS-ENG-XX-XX

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WT INFRASTRUCTURE
PRACTICAL INNOVATION

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ISSUED FOR 60% REVIEW
OCTOBER 07, 2025

FORT ERIE

GENERAL NOTES

1. ALL WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MOST CURRENT NORFOLK COUNTY STANDARDS AND SPECIFICATIONS, ONTARIO PROVINCIAL STANDARDS DRAWINGS AND SPECIFICATIONS AND ASSOCIATED AMENDMENTS; AND APPROVED MANUFACTURER'S LIST, UNLESS OTHERWISE NOTED.
2. THE LOCATION OF UNDER/ABOVE GROUND UTILITIES AND STRUCTURES SHOWN ON THE DRAWINGS ARE APPROXIMATE ONLY AND THE ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL UTILITIES AND STRUCTURES BY CONSULTING THE APPROPRIATE AUTHORITIES OR UTILITY AGENCIES. THE COUNTY DISCLAIMS ALL RESPONSIBILITY FOR THE ACCURACY AND/OR SUFFICIENCY OF THE INFORMATION. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS OF ALL UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY AND ASSUME THE COSTS OF REPAIR OF DAMAGE CAUSED BY THESE ACTIVITIES.
3. THE CONTRACTOR IS TO MEET ALL THE REQUIREMENTS OF THE OWNERS OF THE UTILITIES AND MAKE SATISFACTORY ARRANGEMENTS WITH THE UTILITY COMPANIES FOR CROSSING THEIR INSTALLATIONS AND FOR PROVIDING ADEQUATE PROTECTION DURING CONSTRUCTION.
4. DIMENSIONS ARE NOT TO BE SCALED FROM THE DRAWINGS.
5. READ ALL DRAWINGS IN CONJUNCTION WITH CONTRACT SPECIFICATIONS.
6. THE LOCATION AND ELEVATION OF ALL EXISTING SERVICES AND UTILITIES ARE TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR FOR ACCURACY PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE CONTRACT ADMINISTRATOR. DETAILS ARE NOT TO BE SCALED FROM THE DRAWINGS. IN THE CASE OF STORM, SANITARY SEWERS AND CULVERTS, THE CONTRACTOR SHALL SURVEY THE INVERTS AND SIZES TO CONFIRM THAT THERE ARE NO CONFLICTS, AND REPORT FINDINGS TO THE CONTRACT ADMINISTRATOR PRIOR TO CONSTRUCTION.
7. ALL SERVICES AND UTILITIES SHALL BE SUPPORTED AS PER THE REQUIREMENTS OF THE COUNTY OR UTILITY AGENCIES. WHERE THE STABILITY, SAFETY OR FUNCTION OF THE EXISTING ROADWAY OR UNDERGROUND FACILITIES MAY BE IMPAIRED DUE TO THE CONTRACTOR'S METHOD OF OPERATIONS, THE CONTRACTOR SHALL PROVIDE SUCH PROTECTION AS MAY BE REQUIRED INCLUDING SHEETING, SHORING AND DRIVING OF PILES WHERE NECESSARY, TO PREVENT DAMAGE EXISTING WORKS OR PROPOSED WORKS. CONSTRUCTION OF SHORING, BRACING AND PROTECTION SCHEMES SHALL CONFORM TO OPSS 404 AND 539.
8. ALL HYDRO, POWER OR TELEPHONE POLES WITHIN 2.0m FROM PIPE TRENCHES OR OPEN EXCAVATIONS SHALL BE FULLY SUPPORTED.
9. EXTREME CARE IS REQUIRED DURING EXCAVATION IN THE VICINITY OF ANY EXISTING UNDERGROUND OR OVERHEAD UTILITY IN ORDER TO AVOID DAMAGE. REPAIR TO ANY DAMAGE TO THE UTILITIES SHALL BE CONTRACTOR'S RESPONSIBILITY. REPAIR SHALL BE COMPLETED TO THE SATISFACTION OF UTILITY OWNER AND THE COUNTY.
10. CLEARING OF ANY EXISTING VEGETATION OTHER THAN THAT DETAILED ON THE CONTRACT DRAWINGS SHALL NOT BE UNDERTAKEN WITHOUT SPECIFIC WRITTEN DIRECTIONS OF THE CONTRACT ADMINISTRATOR. VERTICAL EXCAVATION, HAND EXCAVATION, AUGURING AND IMMEDIATE BACKFILLING OF ANY TRENCH SHALL BE UNDERTAKEN BY THE CONTRACTOR AS NECESSARY TO ENSURE THAT ALL REASONABLE PRECAUTIONS ARE TAKEN TO PROMOTE THE SURVIVAL OF ANY EXISTING VEGETATION. COORDINATE WITH THE CONTRACT ADMINISTRATOR AND COUNTY ARBORIST FOR ANY WORKS WITH THE DRIPLINE OF ANY TREE OVER 50mm CALIPER.
11. EXCAVATION OF ALL TRENCHES TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE OCCUPATIONAL HEALTH & SAFETY ACT (OHSA) AND REGULATIONS FOR CONSTRUCTION PROJECTS.
12. ALL ORGANIC, SUITABLE OR UNSUITABLE MATERIALS BENEATH THE ROAD ALLOWANCE MUST BE REMOVED AND THESE AREAS BACKFILLED WITH AN APPROVED FILL MATERIAL TO THE SATISFACTION OF THE CONTRACT ADMINISTRATOR.
13. SURPLUS OR UNSUITABLE EXCAVATED MATERIAL SHALL BE REMOVED AND TRANSPORTED FOR DISPOSAL OFFSITE PER THE REQUIREMENTS OF O.REG 406/19 AND AS PER THE PROJECT'S EXCESS SOILS MANAGEMENT PLAN.
14. HANDLING AND INSTALLATION OF ALL PIPES SHALL BE IN STRICT COMPLIANCE WITH THE MANUFACTURER'S GUIDELINES.
15. ALL GEOTECHNICAL BOREHOLE (BH) LOGS SHOWN ON PLAN AND PROFILE DRAWINGS ARE SCHEMATIC ONLY UNLESS OTHERWISE NOTED.
16. PRIOR TO CLOSING ANY STREET, THE CONTRACTOR SHALL OBTAIN CLEARANCE BY FILLING OUT THE COUNTY'S NOTICE OF ROAD CLOSURE FORM AND NOTIFY SCHOOL BUS OPERATORS OR STREETS USED FOR DETOUR AND THE DURATION OF THE DETOUR. THE CONTRACTOR MUST SUPPLY AND MAINTAIN ADEQUATE LOCAL DETOUR SIGN AND LIGHTS.
17. ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. CONSTRUCTION STAGING ACROSS STREETS AND DRIVEWAYS SHALL BE LIMITED TO HALF AT A TIME. SHOULD TEMPORARY DRIVEWAY BLOCKAGE BE REQUIRED, THE RESIDENT OR BUSINESS SHALL BE NOTIFIED A MINIMUM OF 24 HOURS IN ADVANCE OF WORK.
18. SHOP DRAWINGS FOR SHORING, SHEETING AND BRACING SHALL BE PREPARED BY THE CONTRACTOR, BY A PROFESSIONAL ENGINEER CERTIFIED IN THE PROVINCE OF ONTARIO AND SUBMITTED FOR REVIEW TO THE CONTRACT ADMINISTRATOR PRIOR TO CONSTRUCTION.
19. THE CONTRACTOR SHALL NOT BACKFILL OR BURY ANY UTILITY OR STRUCTURE WITHOUT FIRST ENSURING THAT THE ACTUAL LOCATION OF THE SERVICE (BOTH VERTICAL AND HORIZONTAL) HAS BEEN RECORDED BY THE CONTRACT ADMINISTRATOR FOR 'AS-CONSTRUCTED' PURPOSES.
20. MAINTENANCE HOLE AND VALVE CHAMBER COVERS ARE TO BE SET FLUSH WITH BASE COVER ASPHALT AND ADJUSTED TO FINAL GRADE PRIOR TO INSTALLING TOP LIFT ASPHALT.
21. ALL PAVEMENT OR CURB MARKINGS AND TRAFFIC STRIPING REMOVED OR DISTURBED, WHETHER PARTIALLY OR COMPLETELY BY THE CONTRACTOR'S OPERATION SHALL BE REPLACED COMPLETELY.
22. ALL EXISTING SURFACE IMPROVEMENTS SHALL BE ASSESSED BY THE CONTRACTOR PRIOR TO BEGINNING WORK AND SHALL BE REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE IF DAMAGED DURING CONSTRUCTION.
23. NO BLASTING IS PERMITTED.
24. NORFOLK COUNTY STANDARD DRAWINGS AND ONTARIO PROVINCIAL STANDARD DRAWINGS (OPSD), AS AMENDED, SHALL CONSTITUTE PART OF THE ENGINEERING DESIGN AND CONSTRUCTION CONTRACT.
25. WHERE AS NECESSARY TO ENTER PRIVATE PROPERTY TO CONNECT THE EXISTING WATER RESULTS IN A NEGATIVE IMPACT TO THE PRIVATE PROPERTY, THE PRIVATE PROPERTY MUST BE RESTORED TO EXISTING CONDITION OR BETTER, AT NO ADDITIONAL COST TOT HE CONTRACT OR THE LANDOWNER.
26. THE CONTRACTOR SHALL CONSTRUCT TEMPORARY MEASURES TO CONTROL SILT FROM ENTERING THE STORM DRAINAGE SYSTEM TO THE SPECIFICATIONS OUTLINED IN THE GUIDELINES ON EROSION AND SEDIMENT CONTROL FOR URBAN CONSTRUCTION SITES PREPARED BY THE MNR. THESE MEASURES ARE TO BE INSTALLED PRIOR TO COMMENCING ANY CONSTRUCTION AND ARE TO REMAIN IN PLACE UNTIL CONSTRUCTION HAS BEEN COMPLETED TO THE SPECIFICATIONS OF THE COUNTY AND CONTRACT ADMINISTRATOR.
27. ALL TREES OR VEGETATION REMOVAL MUST BE COMPLETED IN COMPLIANCE WITH THE MIGRATORY BIRDS CONVENTION ACT. TREES AND VEGETATION REMOVAL SHALL BE COMPLETED OUTSIDE OF THE BIRD BREEDING SEASON OR FOLLOWING INSPECTION AND CONFIRMATION OF NO ACTIVE NESTS BY A QUALIFIED BIOLOGIST. IF REMOVAL TO TAKE PLACE IN THE BIRD BREEDING WINDOW, CONSULTATION WITH THE CANADIAN WILDLIFE SERVICES SHOULD TAKE PLACE.

STORM SEWER NOTES

1. SEWER INSTALLATION SHALL CONFORM TO THE LATEST REVISIONS OF THE ONTARIO PROVINCIAL STANDARD DRAWINGS (OPSD) AND SPECIFICATIONS (OPSS) AS AMENDED BY THE COUNTY AND AS PER THE CONTRACT DRAWINGS AND SPECIFICATIONS.
2. SERVICE CONNECTION LOCATIONS AND ELEVATIONS ARE APPROXIMATE. CONTRACTOR TO FIELD VERIFY ALL CONNECTION LOCATIONS. NEW SERVICES SHOULD EXTEND 1.0m PAST PROPERTY LINE.
3. A MINIMUM HORIZONTAL SEPARATION OF 2.5m MUST BE MAINTAINED BETWEEN WATERMAINS AND SANITARY OR STORM SEWERS, INCLUDING SERVICE LATERALS, UNLESS OTHERWISE NOTED.
4. A MINIMUM VERTICAL SEPARATION OF 0.50m BETWEEN WATERMAINS AND SEWERS MUST BE MAINTAINED.
5. MINIMUM DEPTH OF COVER OVER THE SEWER SHALL BE 1.4m UNLESS NOTED OTHERWISE.
6. PRIVATE DRAIN CONNECTIONS SHALL BE 150mmØ PVC SDR 28 WITH CLASS B BEDDING TO OPSD 1006.010 AND OPSD 1006.020 AS APPLICABLE. CONNECTIONS ARE TO BE MADE AT THE PROPERTY LINE c/w WATERTIGHT CAP.
7. ALL CATCH BASIN LEADS SHALL BE 250mmØ FOR SINGLE CATCH BASINS AND 300mmØ FOR DOUBLE CATCH BASINS, UNLESS NOTED OTHERWISE. PIPE MATERIAL TO BE PVC SDR 35 BEDDED WITH CLASS B BEDDING.
8. REINFORCED CONCRETE STORM SEWER MAIN PIPE SHALL BE CLASS 65-D UNLESS NOTED OTHERWISE.
9. POLYVINYL CHLORIDE STORM SEWER SHALL BE (PVC SDR35) IN ACCORDANCE WITH THE REQUIREMENTS OF OPSS 410.
10. HDPE PIPE SHALL BE 320 KPa IN ACCORDANCE TO CSA B182.6 (SANITARY) FOR SIZES UP TO AND INCLUDING 450mm. JOINTS SHALL HAVE AN ELECTROMETRIC GASKET. SPLIT COUPLING JOINTS WILL NOT BE ACCEPTED.
11. ALL PIPE SHALL HAVE A SMOOTH INTERIOR WALL.
12. FRAME AND GRATE ON SANITARY MAINTENANCE HOLES PER OPSD 401.010 TYPE A.
13. FRAME AND GRATE FOR STORM MAINTENANCE HOLES TO OPSD 401.010 TYPE B.
14. CATCH BASIN FRAME AND GRATE WITHIN ROADWAY TO OPSD 400.100. IN VEGETATE AREAS, PROVIDE FRAME AND GRATE TO OPSD 400.120.
15. CATCH BASINS TO OPSD 705.010. DOUBLE CATCH BASINS TO OPSD 705.020.
16. CATCH BASIN INSTALLATION AT CURB AND GUTTER TO OPSD 610.010.
17. CONNECTIONS TO MAIN PER OPSD 708.010
18. MAINTENANCE HOLE RISERS AND ADJUSTMENT UNITS TO OPSD 701.031 AND 704.120.
19. SUBDRAIN UNDER CURB PER OPSD 207.041. PROVIDE SUBDRAIN CONNECTIONS AT STORM STRUCTURES PER OPSD 216.021.
20. MAINTENANCE HOLE BENCHING TO OPSD 701.021.

ROAD WORKS NOTES

1. NEW AND REPLACED CURB AND GUTTER TO BE IN ACCORDANCE WITH OPSD 600.040, AND 608.010, AS INDICATED OR AS REQUIRED TO MATCH EXISTING CONDITIONS.
2. ALL PAVEMENT DIMENSIONS MEASURED TO EDGE OF PAVEMENT.
3. SIDEWALKS TO BE IN ACCORDANCE WITH OPSD 310.010, 310.020 AND 310.030 AS INDICATED OR AS APPROPRIATE TO MATCH EXISTING CONDITIONS.
4. ALL NEW ASPHALT SHALL BE HOT MIX, HOT LAID, ASPHALTIC CONCRETE PLACED IN ACCORDANCE WITH OPSS FORMS 310 AND 1151 LATEST AMENDMENTS.
5. RESTORATION OF EXISTING DRIVEWAYS AND/OR APPROACHES DISTURBED DURING THE COURSE OF CONSTRUCTION SHALL BE COMPLETED TO THE FOLLOWING STANDARDS:
   A) GRAVEL DRIVEWAY: MINIMUM 150mm LAYER OF GRANULAR A COMPACTED TO 100% SPMDD.
   B) ASPHALT DRIVEWAYS: 50mm HL3A COMPACTED TO 97% MARSHALL OVERLYING 150mm GRANULAR A COMPACTED TO 100% SPMDD.
   C) CONCRETE DRIVEWAYS: RESTORED WITH 150mm THICK 30MPa CONCRETE OVERLYING 150mm GRANULAR A COMPACTED TO 100% SPMDD.
   D) PAVING STONES: RESTORED WITH EXISTING SALVAGED OR AUGMENTED PAVING STONES. PROVIDE MAXIMUM 3mm JOINT WIDTHS FILLED WITH MORTAR SAND. 50mm COMPACTED DEPTH OF MORTAR SAND OR LIMESTONE SCREENINGS, AND 200mm COMPACTED DEPTH GRANULAR A COMPACTED TO 100% SPMDD.
6. BOULEVARDS SHALL BE RESTORED WITH SOD OVERLYING 150mm TOPSOIL UNLESS NOTED OTHERWISE.
7. CONTINUOUS SUBDRAIN SHALL BE INSTALLED UNDER CURB. SUBDRAIN SHALL BE BOSS 2000 PERFORATED PIPE c/w KNITTED SOCK OR APPROVED EQUIVALENT.
8. CONSTRUCTION JOINTS BETWEEN EXISTING AND NEW ASPHALT SHALL BE CONSTRUCTED IN ACCORDANCE WITH OPSS 310 AND 1212. COMPLETE WITH STEP JOINT AS DETAILED AND HOT RUBBER SEALING COMPOUND.
9. ALL MAINTENANCE HOLES WITHIN THE TRAVELED PORTION OF THE ROAD AND CATCH BASINS LOCATED AT ROAD LOW POINTS SHALL BE SET FLUSH WITH THE BASE ASPHALT GRADE AND ADJUSTED TO FINAL GRADE IMMEDIATELY PRIOR TO PLACEMENT OF THE FINISH COURSE ASPHALT. ALL OTHER STREET CATCH BASINS SHALL BE SET TO FINAL ROAD GRADES AND TEMPORARILY COLD ASPHALT RAMPED. IMMEDIATELY PRIOR TO PLACING SURFACE COURSE THE CATCH BASIN RAMPS SHALL BE REMOVED.
10. EXISTING STREET NAMES AND TRAFFIC CONTROL SIGNS SHALL BE MAINTAINED THROUGHOUT THE COURSE OF CONSTRUCTION AND RELOCATED IN ACCORDANCE WITH NORFOLK COUNTY STANDARDS IMMEDIATELY UPON COMPLETION OF BASE ASPHALT INSTALLATION.
11. DIRECT PEDESTRIAN TRAFFIC AROUND WORK SITE. WHERE EXISTING SIDEWALK IS REMOVED TEMPORARY ASPHALT SIDEWALK TO BE PROVIDED.
12. CONTRACTOR TO INSTALL TACTILE WALKING SURFACE INDICATORS AS PER OPSD 310.039 AT INTERSECTIONS IDENTIFIED ON THE PLANS. CONTRACTOR TO ENSURE INSTALLATION COMPLIES WITH NORFOLK COUNTY ACCESSIBILITY DESIGN GUIDELINES SECTION 3.4.
13. CONTRACTOR TO STRIP TOPSOIL FROM EXISTING DITCHES, BACKFILL WITH ONSITE SUITABLE FILL MATERIAL TO CONFORM TO GRADING PLANS. CONTRACTOR TO PLACE FILL IN DITCHES IN MAXIMUM 200mm LIFTS.
14. PROPOSED CATCHBASINS WITHIN SOFTSCAPE AREAS TO BE FITTED WITH BIRDCAGE FRAME AND GRATE AS PER OPSD 310.039.

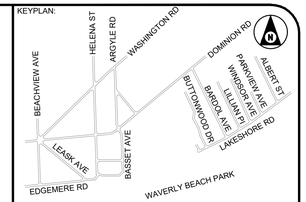
EROSION CONTROL NOTES

1. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED PRIOR TO, AND MAINTAINED DURING, THE CONSTRUCTION PART TO PREVENT ENTRY OF SEDIMENT INTO LOCAL STORM SEWERS OR THE NATURAL ENVIRONMENT.
2. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DESIGNING AND PROVIDING ALL SEDIMENT CONTROL MEASURES AS MAY BE REQUIRED TO PROTECT THE WORK SITE OR THE ADJACENT LANDS, REGARDLESS OF THE SOURCE OR ORIGIN OF EROSION OR SEDIMENTS. IF THE CONTRACT ADMINISTRATOR IS NOT SATISFIED WITH THE EXTENT OF THE MEASURES TAKEN, THEY MAY DIRECT THAT ADDITIONAL CONTROLS BE PUT IN PLACE. THE CONTRACT REQUIREMENTS FOR SEDIMENT AND EROSION CONTROL SHALL BE CONSIDERED ABSOLUTE MINIMUMS. THE ULTIMATE RESPONSIBILITY TO ENSURE THAT THE MEASURES ARE ADEQUATE SHALL LIE SOLELY ON THE CONTRACTOR. ANY DAMAGE RESULTING FROM FAILURE OF THESE MEASURES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
3. ALL SEDIMENT AND EROSION CONTROLS ARE TO BE INSPECTED REGULARLY, INCLUDING PRIOR TO RAIN EVENTS. ALL INEFFECTIVE OR DAMAGED ESC MEASURES SHOULD BE MAINTAINED, REPAIRED OR REPLACED WITHIN 48 HOURS OF THE INSPECTION.
4. PERSONNEL WILL ATTEND THE SITE TO INSPECT ALL CONTROLS, ON A REGULAR BASIS, OR FOLLOWING A RAIN EVENT, TO MONITOR ALL WORKS, AND IN PARTICULAR WORKS RELATED TO EROSION AND SEDIMENT CONTROL, DEWATERING, RESTORATION. SHOULD CONCERNS ARISE, THE CONSERVATION AUTHORITY AND THE CONTRACT ADMINISTRATOR WILL BE CONTACTED.
5. ALL COLLECTED SEDIMENT TO BE REMOVED AND TRANSPORTED FOR DISPOSAL OFFSITE. CONTRACTOR TO SUBMIT OPSS FORM 180 FOR DISPOSAL SITES.
6. EROSION AND SEDIMENT CONTROL MEASURES MAY NEED TO BE UPGRADED/AMENDED AS SITE CONDITIONS CHANGE IN ORDER TO PREVENT THE RELEASE OF SEDIMENT.
7. ALL ACTIVITIES, INCLUDING EQUIPMENT MAINTENANCE AND REFUELLING WILL BE CONTROLLED TO PREVENT THE ENTRY OF PETROLEUM PRODUCTS, DEBRIS, RUBBLE, CONCRETE, OR OTHER DELETERIOUS SUBSTANCES INTO THE STORM SEWER OR THE NATURAL ENVIRONMENT.
8. ALL SITE DISCHARGE, INCLUDING DEWATERING, MUST BE TREATED TO MEETING THE REQUIRED OBJECTIVES OF THE RECEIVING INFRASTRUCTURE OR WATERCOURSE (e.g. COUNTY SEWER USE BY-LAW OBJECTIVES FOR STORM OR SANITARY SEWERS, AND PROVINCIAL WATER QUALITY OBJECTIVES FOR THE NATURAL ENVIRONMENT).
9. THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE GEOTECHNICAL WORK UNDERTAKEN AND PROVIDED FOR INFORMATION BY THE CONSULTANT AND SHALL FOLLOW THE DEWATERING RECOMMENDATIONS OR REQUIREMENTS, IF NECESSARY, REQUIRED FOR CONSTRUCTION OF THE WORKS.
10. ALL DEWATERING EFFLUENT SHALL BE TREATED BEFORE RELEASE TO THE ENVIRONMENT AT LEAST 30 METRES FROM A WATERCOURSE OR WETLAND AND ALLOWED TO DRAIN THROUGH A WELL VEGETATED AREA. NO DEWATERING EFFLUENT SHALL BE SENT DIRECTLY TO ANY WATERCOURSE, WETLAND OR FOREST, OR ALLOWED TO DRAIN ONTO DISTURBED SOILS WITHIN THE WORK AREA. THESE CONTROL MEASURES SHALL BE MONITORED FOR EFFECTIVENESS AND MAINTAINED OR REVISED AT NO ADDITIONAL COST TO MEET THE OBJECTIVE OF PREVENTING THE RELEASE OF SEDIMENT LADEN WATER. USE OF ENVIRO-TANK, FILTER BAGS OR PERFORATED PIPE SHOULD BE CONSIDERED FOR TREATING DEWATERING EFFLUENT.
11. PROTECT ALL CATCHBASINS, MANHOLES AND PIPE ENDS FROM SEDIMENT INTRUSION. CATCH BASIN INSERT FILTERS SHALL BE UNDER GRATES OF ALL CATCH BASINS TO TRAP SEDIMENT. INSERTS ARE TO BE CLEANED REGULARLY AND ARE NOT TO BE REMOVED UNTIL SUCH TIME AS THE CURBS ARE CONSTRUCTED IF REQUIRED, AND THE BOULEVARDS ARE SODDED. CATCH BASIN INSERT TO BE TERRAFIX OR APPROVED EQUIVALENT.
12. ROADS TO BE CLEANED MINIMUM ONCE A WEEK OR AS INSTRUCTED BY THE CONTRACT ADMINISTRATOR. IT IS NOT ACCEPTABLE TO HAVE MUD AND DEBRIS LYING ON ROADS. ADDITIONAL ENVIRONMENTAL CONTROLS ARE TO BE PLACED AS INSTRUCTED BY THE CONTRACT ADMINISTRATOR.
13. STOCKPILES TO BE ENCLOSED WITH EROSION CONTROL SILT FENCE.

TRAFFIC MANAGEMENT NOTES

1. THE CONTRACTOR IS ADVISED OF HEAVY TRAFFIC VOLUMES DURING THE MORNING AND EVENING PEAK HOURS AND MUST IMPLEMENT ALL NECESSARY MEASURES SUCH AS ENGAGING ADDITIONAL CONSTRUCTION CREWS IN ORDER TO COMPLETE THE WORK IN THE SHORTEST POSSIBLE TIME. THE WORK MUST BE SCHEDULED RESPECTING TRAFFIC FLOWS AND MUST MEET THE CONDITIONS OF THE ROAD OCCUPANCY PERMIT.
2. ALL OF THE CONTRACTOR'S OPERATIONS AND ACTIVITIES SHALL BE IN ACCORDANCE WITH THE MOST CURRENT VERSION OF THE ONTARIO TRAFFIC MANUAL (OTM), BOOK 7 (TEMPORARY CONDITIONS)."TRAFFIC CONTROL PERSONS" SHALL BE AS DEFINED IN BOOK 7 OF THE ONTARIO TRAFFIC MANUAL.
3. LAYOUTS FOR SIGNING TEMPORARY LANE CLOSURES FOR CONSTRUCTION STAGES TO BE IN ACCORDANCE WITH OTM BOOK 7.
4. WHERE REQUIRED, EXISTING LANE MARKINGS ARE TO BE REMOVED AND TEMPORARY LANE MARKINGS PAINTED. AT THE COMPLETION OF PROJECT, TEMPORARY LANE MARKINGS ARE TO BE REMOVED AND PERMANENT LANE MARKINGS REINSTATED BY PAINTING.
5. THE CONTRACTOR SHALL SCHEDULE THE WORK SO THAT THERE WILL BE NO OPEN EXCAVATION OVERNIGHT OR ON NON-WORKING DAYS, ADJACENT TO A LANE CARRYING TRAFFIC, EXCEPT WHERE A TRAFFIC BARRIER DESIGNED TO RESTRAIN ERRANT VEHICLES IS LOCATED BETWEEN THE TRAFFIC FLOW AND EXCAVATION.
6. MATERIALS SHALL NOT BE STORED WITHIN 4 METRES OF THE TRAVELED PORTION OF ANY ROAD.
7. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE COUNTY A DETAILED TRAFFIC MANAGEMENT PLAN FOR REVIEW AT LEAST 15 DAYS PRIOR TO CONSTRUCTION. THIS IS TO BE ACCOMPANIED BY STAGING PLANS FOR THE CONTROL OF THROUGH TRAFFIC FOR THE PROJECT AND WHERE APPLICABLE, DETAILS FOR THE SAFE PASSAGE OF PEDESTRIANS THROUGH THE CONSTRUCTION AREA.
8. A TRAFFIC PROTECTION PLAN FOR WORKER SAFETY IS ALSO REQUIRED IN ACCORDANCE WITH THE OHSA.
9. HOMEWOOD AVENUE AND POTTS ROAD SHALL BE KEPT OPEN TO THROUGH TRAFFIC AND MAINTAINED WITH A MINIMUM OF ONE LANE FOR LOCAL TRAFFIC ONLY, EXCEPT WHEN APPROVED FOR THE INSTALLATION OF SERVICE CONNECTIONS. IT IS ANTICIPATED THAT THE CONTRACTOR WILL EXPEDITE THE SERVICE CONNECTION WORK REQUIRING FULL ROAD CLOSURE AND LIMIT ANY FULL CLOSURES TO LESS THAN ONE WORKING DAY AT A TIME.
10. THE WORK SHALL BE UNDERTAKEN IN A LOGICAL SEQUENCE THROUGHOUT THE CONSTRUCTION PERIOD AND MUST MEET CONDITIONS OF ROAD OCCUPANCY PERMIT. SAFE TRAFFIC CONTROL SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION, INCLUDING REMOVALS AND THE APPLICATION OF PAVEMENT MARKINGS AS NECESSARY TO MAINTAIN VEHICULAR TRAFFIC IN ITS DESIGNATED LANES. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING, MAINTAINING AND RELOCATING WHERE NECESSARY, SUFFICIENT SIGNS, DELINEATORS, BARRICADES, LIGHTS, ETC, AND PROVIDING TRAFFIC CONTROL PERSONS (TCP'S) AND/OR POLICE OFFICERS AS REQUIRED, SO THAT MOTORISTS AND PEDESTRIANS ARE PROPERLY DIRECTED TO ENSURE SAFETY.
11. THE CONTRACTOR SHALL PROVIDE TO THE COUNTY CONTACT DETAILS FOR A MINIMUM OF 3 STAFF MEMBERS, TO BE MADE AVAILABLE 24/7 THROUGHOUT THE DURATION OF THE PROJECT.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS IN ADVANCE OF COMMENCING WORK AS DETERMINED BY THE COUNTY (ROAD OCCUPANCY PERMIT ETC).
13. ALL TRENCHES CONSTRUCTED IN THE EXISTING ROADWAYS SHALL BE RESTORED TO MATCH THE EXISTING ROAD STRUCTURE UNLESS INDICATED OTHERWISE. RESTORATION SHALL BE COMPLETED WITHIN TWENTY-FOUR (24) HOURS OF THE COMPLETION OF THE WATERMAIN INSTALLATION. ASPHALT REPLACEMENT AND RESTORATION TO FOLLOW IMMEDIATELY WHERE CROSSING INTERSECTIONS.
14. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL SIGNS DAMAGED OR RENDERED ILLEGIBLE ARE REINSTATED, CLEANED AND/OR REPLACED IN A TIMELY MANNER.
15. ALL TRAFFIC CONTROL DEVICES AND SIGNAGE MUST BE MAINTAINED IN THEIR REQUIRED PROPER LOCATION, CLEANED, WEIGHTED DOWN BY SANDBAGS ONLY AND MAINTAINED THROUGHOUT THE DURATION OF THE WORK.
16. SUBJECT TO APPROVAL BY THE TOWN, ALL CONSTRUCTION VEHICLES MUST ENTER AND EXIT THE CONSTRUCTION ZONE VIA THE EAST AND WEST LIMITS OF WEST STREET USING QUEEN STREET SOUTH AND NORFOLK STREET SOUTH AS ACCESS, RESPECTIVELY. CONSTRUCTION TRAFFIC BETWEEN THE LIMITS OF CONSTRUCTION SHALL BE ROUTED USING EVERGREEN HILL ROAD. METCALFE STREET SOUTH, HEAD STREET SOUTH, TALBOT STREET SOUTH, JOHN STREET, KENT STREET SOUTH, AND JAMES STREET ARE NOT TO BE USED FOR ROUTING OF CONSTRUCTION TRAFFIC UNLESS REQUIRED TO PERFORM THE WORKS. NORFOLK COUNTY FAIRGROUNDS PROPERTY IS PRIVATE PROPERTY AND IS NOT TO BE USED FOR CONSTRUCTION TRAFFIC OR ACCESSED DURING CONSTRUCTION UNLESS APPROVED IN WRITING TO PERFORM THE WORKS.
17. THE CONTRACTOR SHALL PROVIDE PORTABLE VARIABLE MESSAGE SIGNS (PVMS) BOARDS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION TO ADVISE MOTORISTS OF PENDING ROAD CLOSURE/LANE RESTRICTIONS INCLUDING THE DATE AND TIME. ADDITIONAL PVMS BOARDS SHALL BE DEPLOYED AT MAJOR INTERSECTIONS ONE WEEK PRIOR TO THE ROAD CLOSURE.

KEYPLAN:



STAMP:

BENCHMARK:

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THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND UTILITY LOCATIONS AND REPORT ALL ERRORS AND OMISSIONS PRIOR TO COMMENCING WORK.

THIS DRAWING IS NOT TO BE SCALED.

NO.	BY	DATE	ISSUE / REVISION
1	AT	07-10-2025	ISSUED FOR 60% REVIEW

SUBCONSULTANT:

WT INFRASTRUCTURE
PRACTICAL INNOVATION

CLIENT:

FORT ERIE

PROJECT NAME:

RECONSTRUCTION OF WAVERLY TRAIL

CLIENT REF: CL_REF

TITLE:

GENERAL NOTES AND SPECIFICATIONS

PROJECT NO:	SCALE:	DATE:	IF THIS BAR IS NOT 25mm LONG, ADJUST THE PLOTTING SCALE.
21-2067	1:250	DATE	25mm
DESIGNED BY: AT	DRAWN BY: MA	CHECKED BY: JW	
DRAWING No: G.1			SHEET #: 2 of 9

EXISTING

SITE

- PROPERTY LINE
- LOT LINE
- EXTERIOR LOT LINE
- CENTRELINE OF ROAD
- EDGE OF PAVEMENT
- EDGE OF GRAVEL
- CURB
- SIDEWALK
- BUILDING
- CONCRETE
- FENCE
- TOP OF BANK
- BOTTOM OF BANK
- PROPERTY MARKER
- EXISTING SIGN
- EXISTING TREE
- MB EXISTING MAILBOX
- FP EXISTING FLAG POST
- BH EXISTING BOREHOLE

UTILITIES

- B BELL
- C CABLE
- FO FIBRE
- GAS GASMAIN
- HYD HYDRO
- O/H OVERHEAD WIRES
- B EXISTING BELL MANHOLE
- B EXISTING BELL PEDESTAL
- C EXISTING PEDESTAL
- F EXISTING FIBRE PEDESTAL
- FHH EXISTING FIBRE HANDHOLE
- EHH EXISTING ELECTRICAL HANDHOLE
- HP EXISTING HYDRO POLE
- LS EXISTING LIGHT STANDARD
- AN EXISTING ANCHOR
- EXISTING HYDRO TRANSFORMER
- IRR EXISTING IRRIGATION VALVE BOX

REMOVALS

SITE

- SIDEWALK TO BE REMOVED
- CONCRETE TO BE REMOVED
- FENCE TO BE REMOVED / REINSTATED
- TREE TO BE REMOVED
- CONCRETE DRIVEWAY / SIDEWALK TO BE REMOVED

PROPOSED

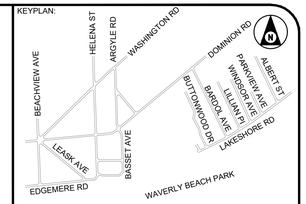
SITE

- PROPOSED CENTRELINE OF ROAD
- PROPOSED CURB
- PROPOSED DROP CURB
- PROPOSED SIDEWALK
- PROPOSED CONCRETE
- PROPOSED / REINSTATED FENCE
- PROPOSED TOP OF SLOPE
- PROPOSED BOTTOM OF SLOPE
- PROPOSED DITCH
- PROPOSED SWALE
- PROPOSED RETAINING WALL
- PROPOSED TREE PROTECTION
- NEW RIP-RAP
- NEW CONCRETE
- 2.00% NEW SLOPE GRADE

STORM

- PROPOSED STORM CULVERT
- PROPOSED SWALE
- CB PROPOSED CATCH BASIN

KEYPLAN:



STAMP:

BENCHMARK:

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SUBCONSULTANT:

WT INFRASTRUCTURE
PRACTICAL INNOVATION

CLIENT:

FORT ERIE

PROJECT NAME:

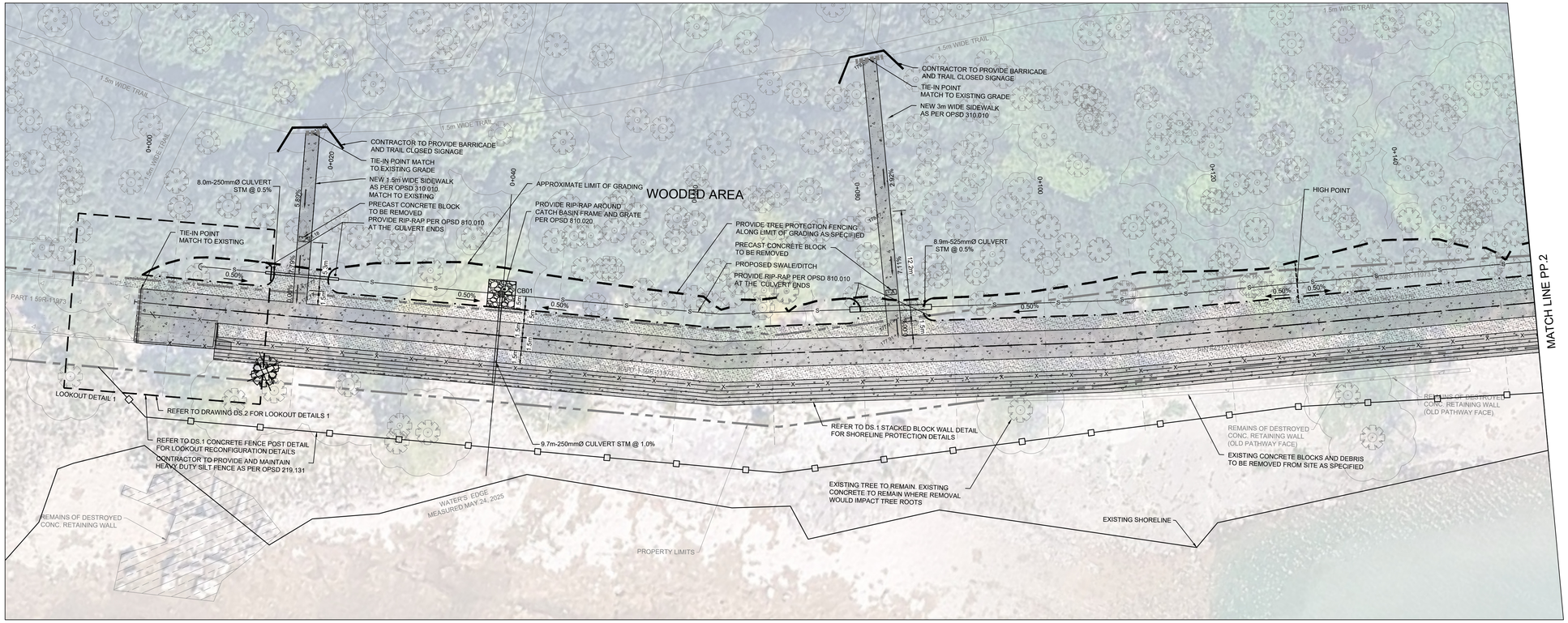
RECONSTRUCTION OF
WAVERLY TRAIL

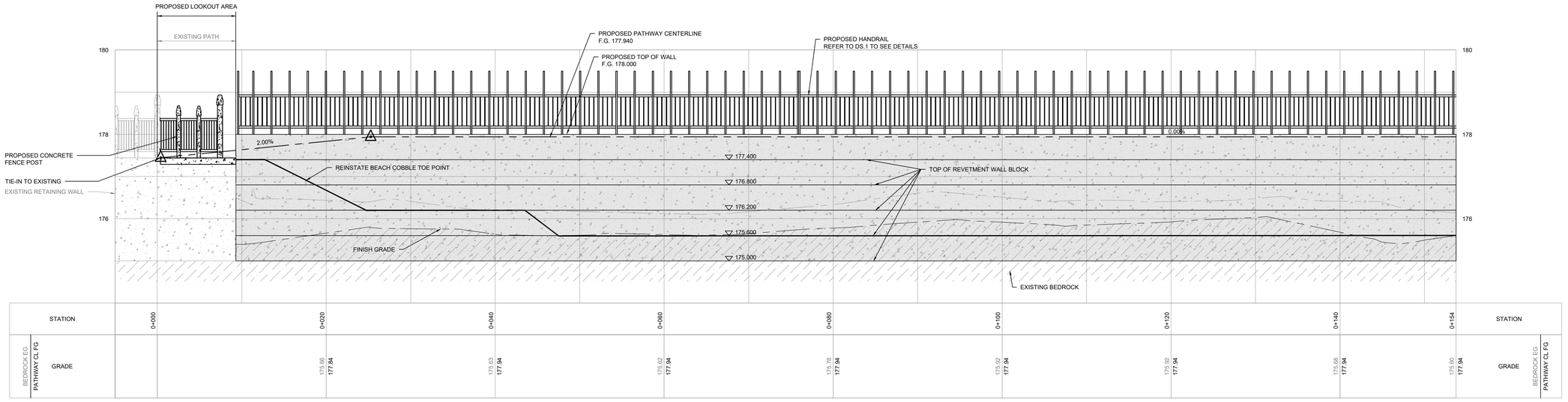
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TITLE:

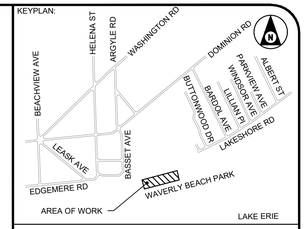
LEGEND

PROJECT NO:	SCALE:	DATE:	IF THIS BAR IS NOT 25mm LONG, ADJUST THE PLOTTING SCALE.
21-2067	1:250	DATE	25mm
DESIGNED BY: AT	DRAWN BY: MA	CHECKED BY: JW	
DRAWING No: G.2			SHEET #: 3 of 9





KEYPLAN:



NOTES:

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CLIENT:

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PROJECT NAME:

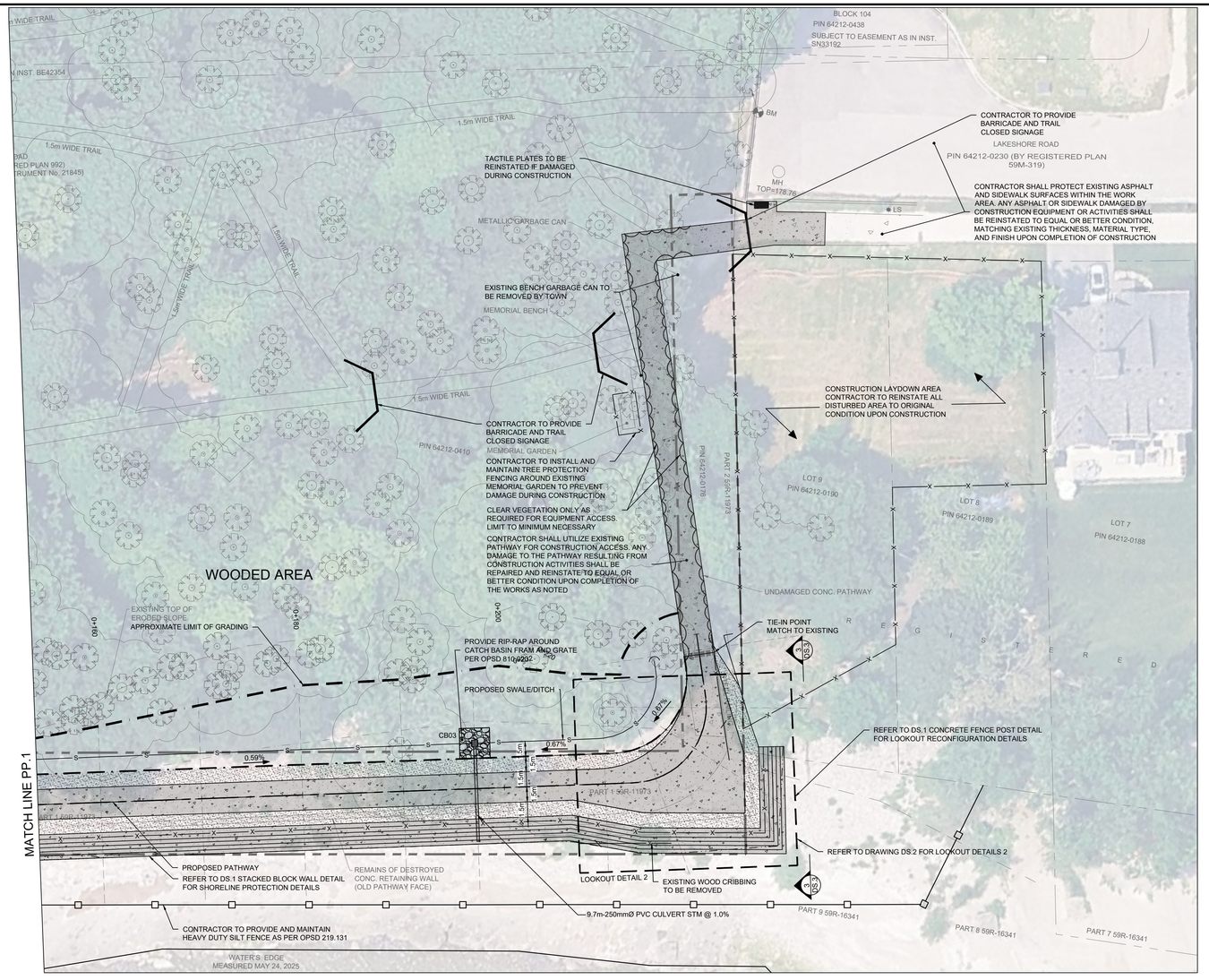
RECONSTRUCTION OF WAVERLY TRAIL

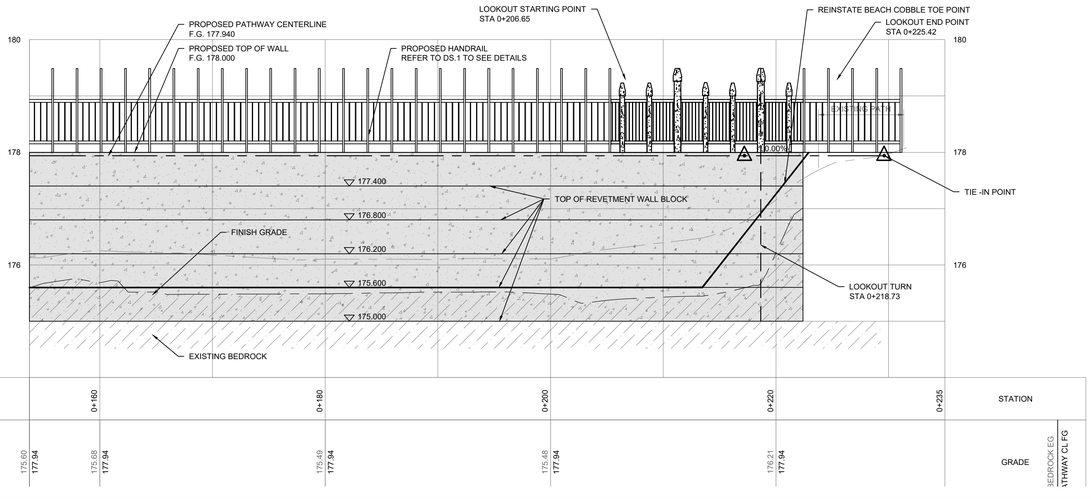
CLIENT REF: CL_REF

TITLE:

PLAN AND PROFILE

PROJECT NO:	SCALE:	DATE:	IF THIS BAR IS NOT 25mm LONG, ADJUST THE PLOTTING SCALE.
21-2067	1:250	DATE	25mm
DESIGNED BY: AT	DRAWN BY: MA	CHECKED BY: JW	
DRAWING No: PP.1			SHEET #: 4 of 9







NOTES:

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PRACTICAL INNOVATION

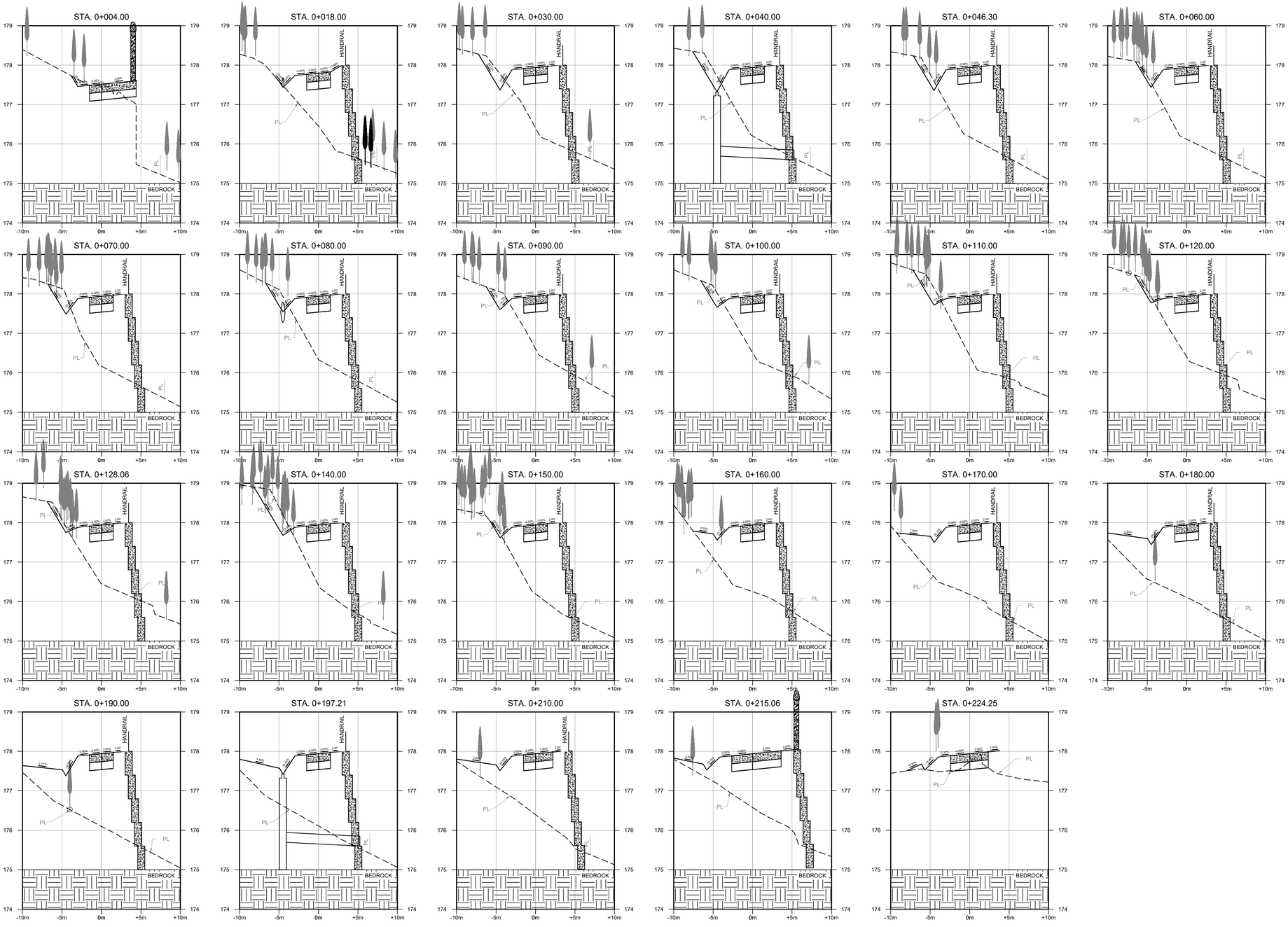
CLIENT: FORT ERIE

PROJECT NAME:
RECONSTRUCTION OF WAVERLY TRAIL

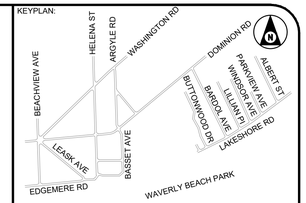
CLIENT REF: CL_REF

TITLE:
PLAN AND PROFILE

PROJECT NO:	SCALE:	DATE:	IF THIS BAR IS NOT 25mm LONG, ADJUST THE PLOTTING SCALE.
21-2067	1:250	DATE	25mm
DESIGNED BY: AT	DRAWN BY: MA	CHECKED BY: JW	
DRAWING No: PP.2			SHEET #: 5 OF 9



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PRACTICAL INNOVATION

CLIENT:

FORT ERIE

PROJECT NAME:

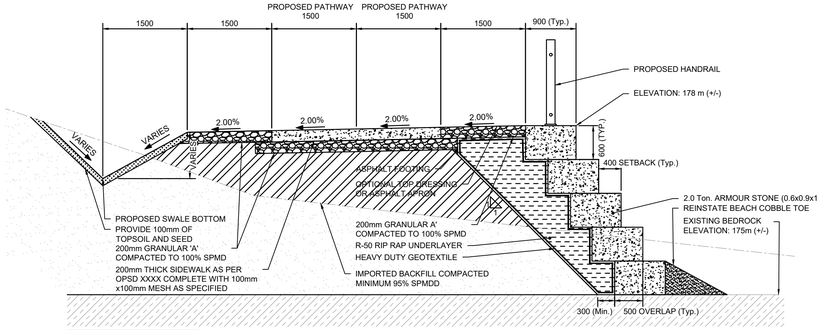
RECONSTRUCTION OF
WAVERLY TRAIL

CLIENT REF: CL_REF

TITLE:

SECTIONS
STA. 0+000 TO STA. 0+224

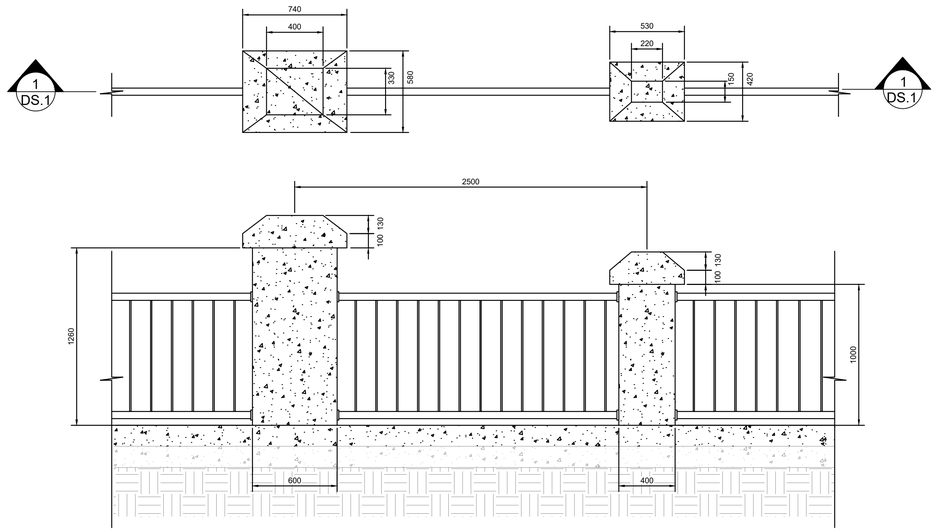
PROJECT NO:	SCALE:	DATE:	IF THIS BAR IS NOT 25mm LONG, ADJUST THE PLOTTING SCALE.
21-2067	1:250	DATE	25mm
DESIGNED BY: AT	DRAWN BY: MA	CHECKED BY: JW	
DRAWING No: CS.1			SHEET #: 6 of 9



NOTE:
ALL DIMENSIONS IN THIS DETAIL
ARE IN MILLIMETRES (mm)
UNLESS OTHERWISE NOTED

STACKED BLOCK WALL DETAIL

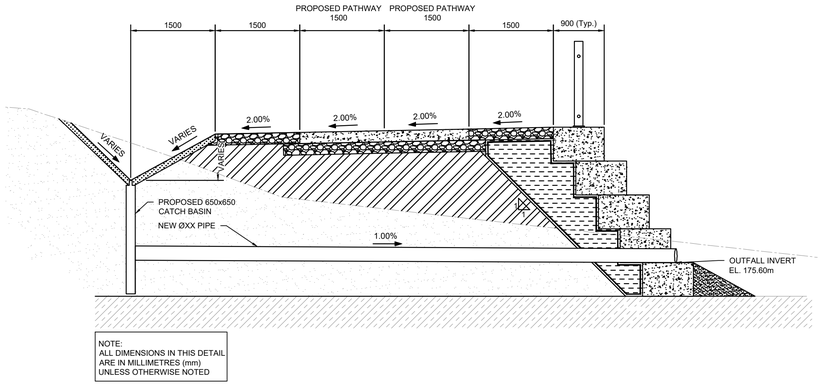
SCALE: NTS



NOTE:
ALL DIMENSIONS IN THIS DETAIL
ARE IN MILLIMETRES (mm)
UNLESS OTHERWISE NOTED

CONCRETE FENCE POSTS DETAIL

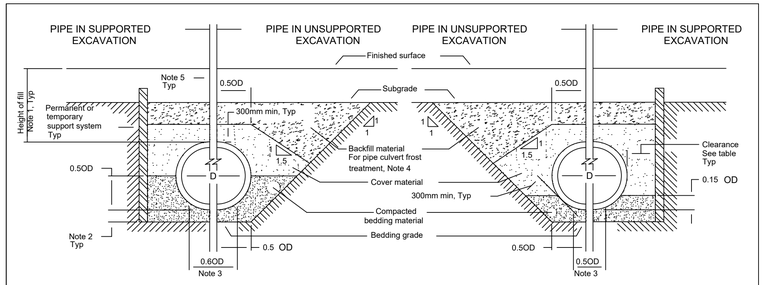
SCALE: NTS



NOTE:
ALL DIMENSIONS IN THIS DETAIL
ARE IN MILLIMETRES (mm)
UNLESS OTHERWISE NOTED

CULVERT OUTFALL DETAIL

SCALE: NTS



CLASS B BEDDING

CLASS C BEDDING

NOTES:

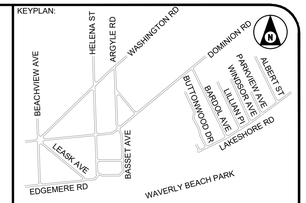
1 Height of fill is measured from the finished surface to top of pipe.
2 The minimum bedding depth below the pipe shall be 0.15 . In no case shall this dimension be less than 150mm or greater than 300mm.
3 The pipe bed shall be compacted and shaped to receive the bottom of the pipe.
4 Pipe culvert frost treatment shall be according to OPSD 803.030 and 803.031.
5 Condition of excavation is symmetrical about centreline of pipe.
A Soil types as defined in the Occupational Health and Safety Act and Regulations for Construction Projects.
B All dimensions are in metres unless otherwise shown.

LEGEND:
D Inside diameter
OD Outside diameter

CLEARANCE TABLE	
Pipe Inside Diameter mm	Clearance mm
900 or less	300
Over 900	500

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2015	Rev 3
RIGID PIPE BEDDING, COVER, AND BACKFILL TYPE 3 SOIL - EARTH EXCAVATION		
	OPSD 802.031	

KEYPLAN:



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SUBCONSULTANT:

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PRACTICAL INNOVATION

CLIENT:

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PROJECT NAME:

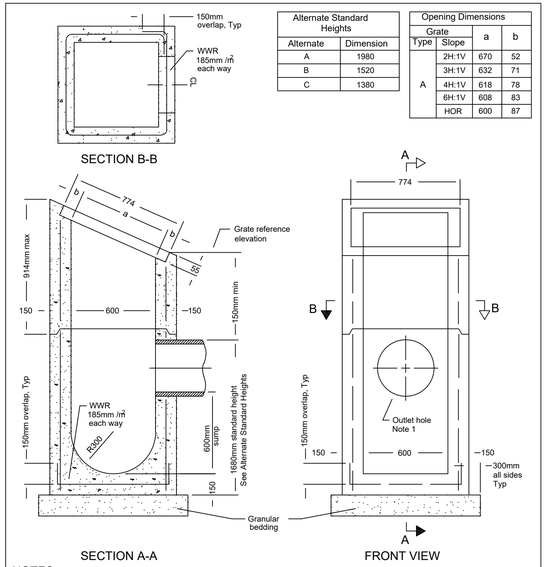
RECONSTRUCTION OF
WAVERLY TRAIL

CLIENT REF: CL_REF

TITLE:

DETAILS

PROJECT NO:	SCALE:	DATE:	IF THIS BAR IS NOT 25mm LONG, ADJUST THE PLOTTING SCALE.
21-2067	NTS	DATE	25mm
DESIGNED BY: AT	DRAWN BY: MA	CHECKED BY: JW	
DRAWING No: DS.1			SHEET #: 7 or 9

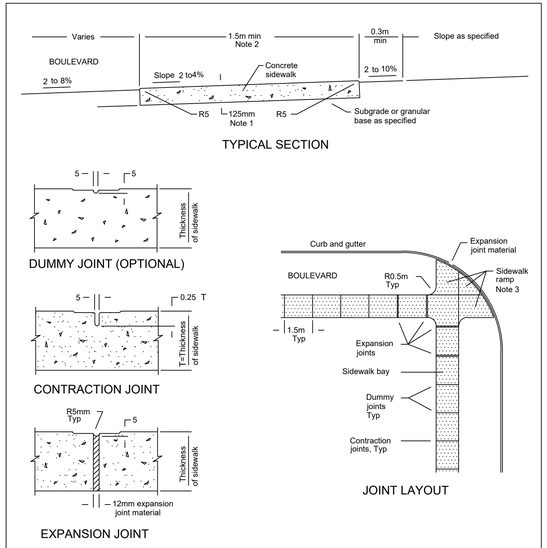


Alternate Standard Heights	
Alternate	Dimension
A	1980
B	1520
C	1380

Opening Dimensions			
Grate		a	b
Type	Slope		
A	2H:1V	670	52
	3H:1V	632	71
	4H:1V	618	78
	6H:1V	608	83
	HOR	600	87

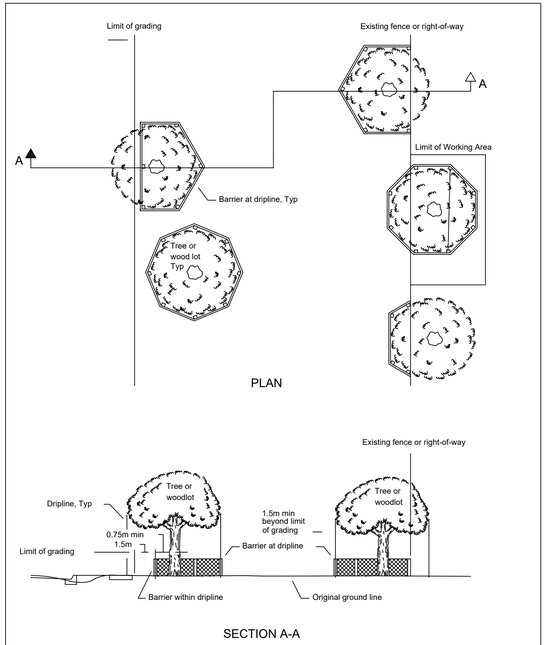
NOTES:
1 Outlet hole size 525mm maximum diameter, location as required.
A Where inlet is placed across ditch and is accessible to vehicular traffic, grating slope shall be 6H:1V or flatter.
B Center reinforcing in wall and slab ±25mm.
C Granular backfill shall be placed to a minimum thickness of 300mm all around the ditch inlet.
D Grating shall be according to OPSD 403.010.
E Pipe support shall be according to OPSD 708.020.
F All dimensions are nominal.
G All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2014	Rev 3
PRECAST CONCRETE DITCH INLET 600 x 600mm		OPSD 705.030

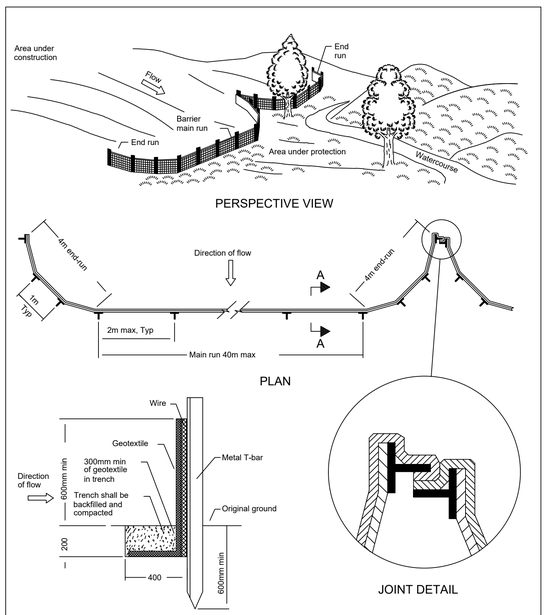


NOTES:
1 Sidewalk thickness at residential driveways and adjacent to curb shall be 150mm.
At commercial and industrial driveways, the thickness shall be 200mm.
2 Sidewalk width shall be wider when specified.
3 This OPSD shall be read in conjunction with OPSD 310.030, 310.031, 310.032, 310.033 and 310.039.
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2015	Rev 2
CONCRETE SIDEWALK		OPSD 310.010

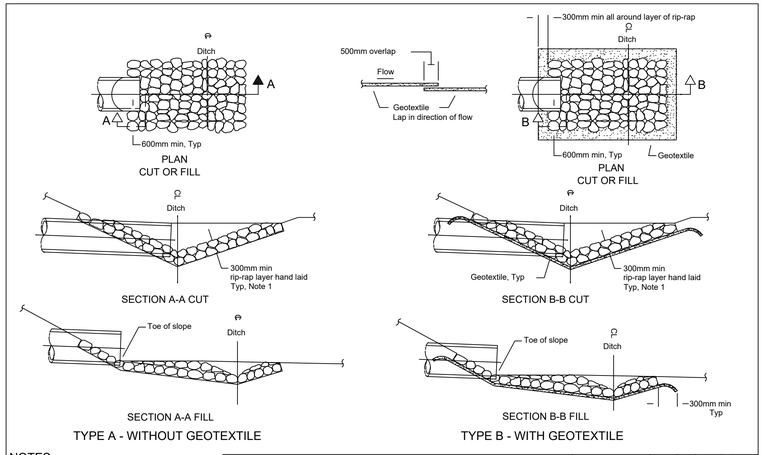


ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2007	Rev 0
BARRIER FOR TREE PROTECTION		OPSD 220.010



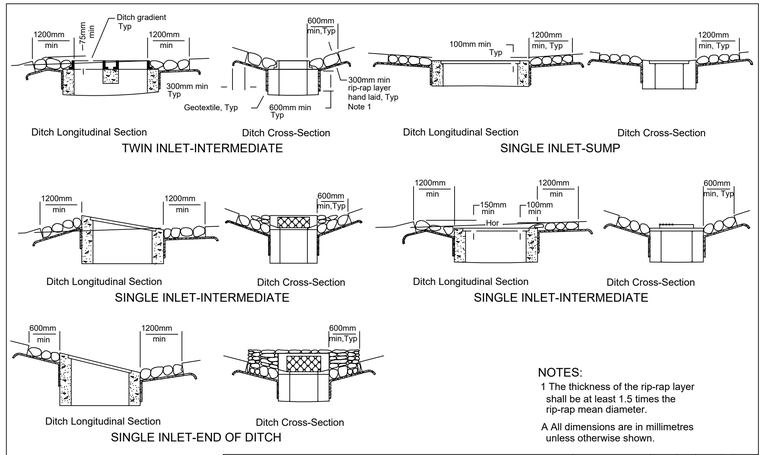
NOTE:
A All dimensions are in millimetres unless otherwise shown.

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



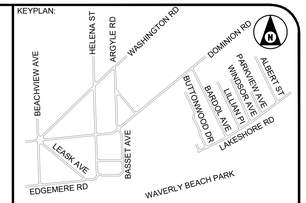
NOTES:
1 The thickness of the rip-rap layer shall be at least 1.5 times the rip-rap mean diameter.
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2013	Rev 2
GENERAL RIP-RAP LAYOUT FOR SEWER AND CULVERT OUTLETS		OPSD 810.010



NOTES:
1 The thickness of the rip-rap layer shall be at least 1.5 times the rip-rap mean diameter.
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2013	Rev 2
GENERAL RIP-RAP LAYOUT FOR DITCH INLETS		OPSD 810.020



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PRACTICAL INNOVATION

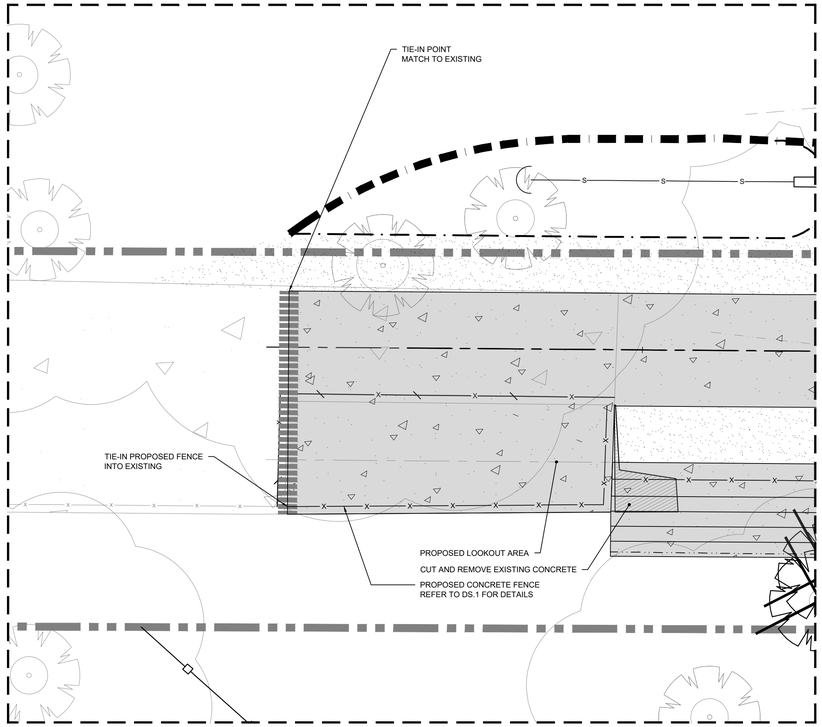
CLIENT:
FORT ERIE

PROJECT NAME:
RECONSTRUCTION OF WAVERLY TRAIL

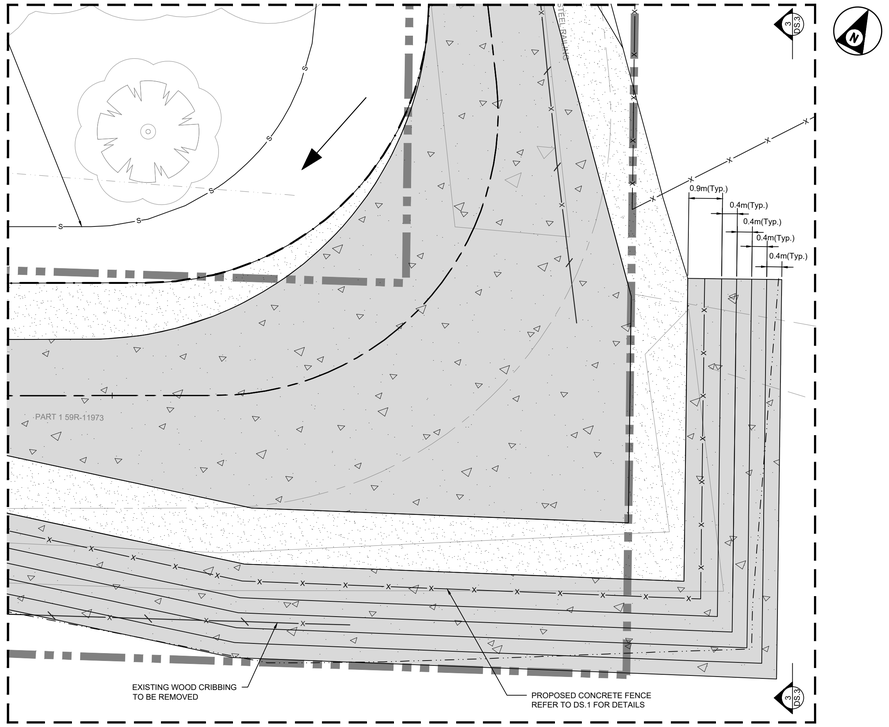
CLIENT REF: CL REF

TITLE:
DETAILS

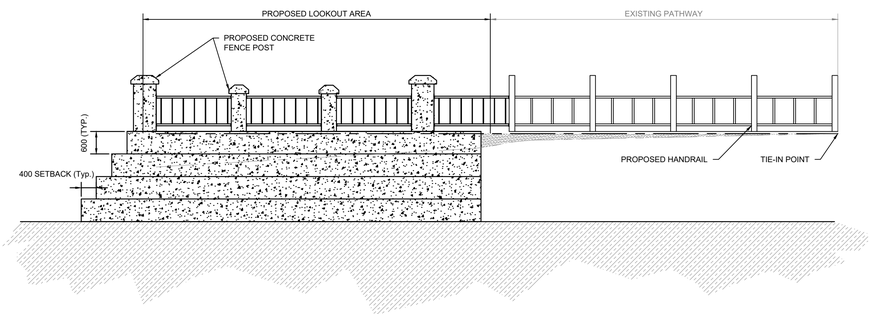
PROJECT NO:	SCALE:	DATE:	IF THIS BAR IS NOT 25mm LONG, ADJUST THE PLOTTING SCALE.
21-2067	NTS	DATE	
DESIGNED BY: AT	DRAWN BY: MA	CHECKED BY: JW	25mm
DRAWING No: DS.2			SHEET #: 7 of 9



LOOKOUT DETAIL 1
SCALE: 1:75

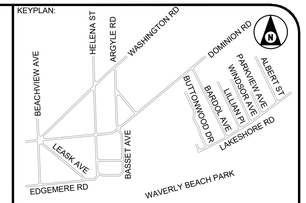


LOOKOUT DETAIL 2
SCALE: 1:75



LOOKOUT DETAIL 3
SCALE: 1:75

KEYPLAN:



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PRACTICAL INNOVATION

CLIENT:

FORT ERIE

PROJECT NAME:

RECONSTRUCTION OF
WAVERLY TRAIL

CLIENT REF.: CL_REF

TITLE:

LOOKOUT DETAILS

PROJECT NO:	SCALE:	DATE:	IF THIS BAR IS NOT 25mm LONG, ADJUST THE PLOTTING SCALE.
21-2067	1:75	DATE	
DESIGNED BY:	DRAWN BY:	CHECKED BY:	25mm
AT	MA	JW	

DRAWING No: DS.3

SHEET #: 9 of 9