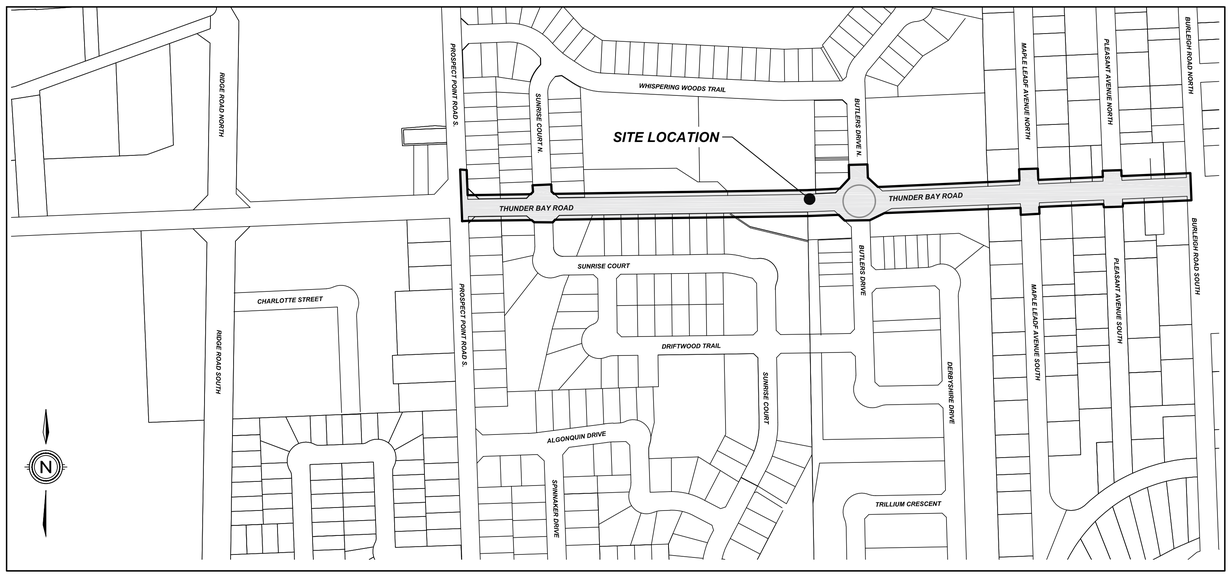
THE CORPORATION OF THE TOWN OF FORT ERIE

CONTRACT - ISE-25T-TBAY19
THUNDER BAY ROAD RECONSTRUCTION
BETWEEN PROSPECT POINT ROAD AND BURLEIGH ROAD
IN THE TOWN OF FORT ERIE

NOVEMBER 2025



LOCATION PLAN (NTS)

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PAVEMENT MARKINGS PLAN	PMK2
PAVEMENT MARKINGS PLAN	PMK3

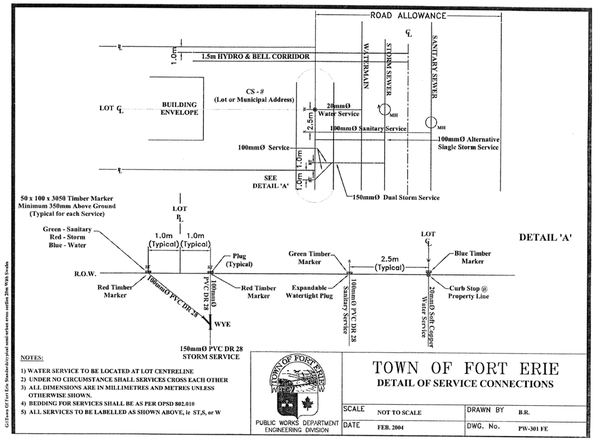
UPPER CANADA CONSULTANTS
ENGINEERS / PLANNERS

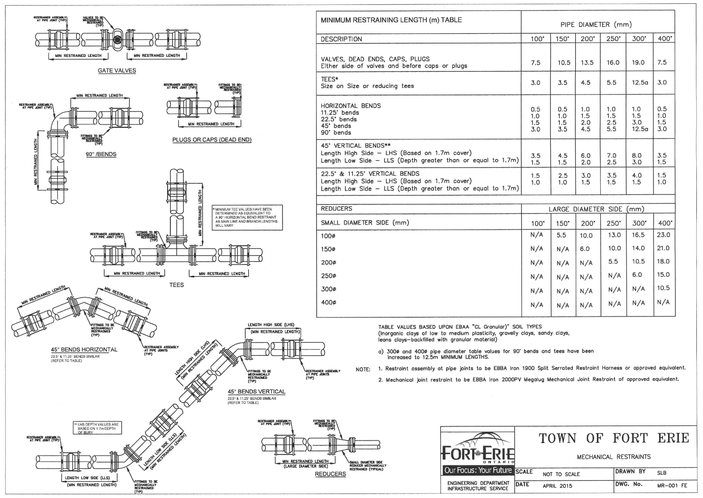
2336

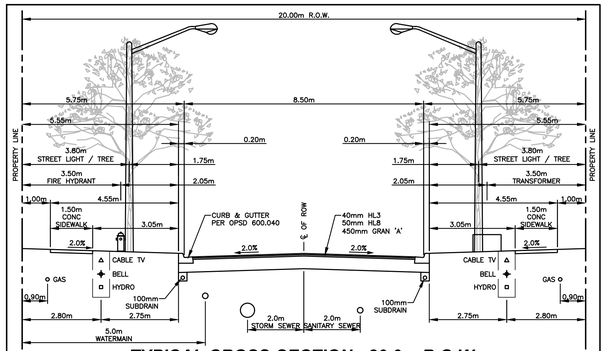
THUNDER BAY ROAD RECONSTRUCTION
BETWEEN PROSPECT POINT ROAD AND BURLEIGH ROAD
IN THE TOWN OF FORT ERIE

#	REVISION	DATE	INIT.
0	ISSUED FOR TENDER	2025-11-20	M.C.
1	ISSUED FOR REVIEW	2025-03-24	M.C.

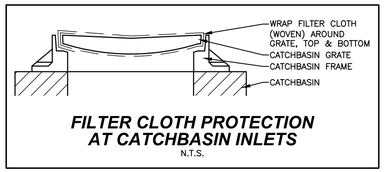
UCC PROJECT #2336







TYPICAL CROSS-SECTION - 20.0m R.O.W.
THUNDERBAY ROAD
1:100



FILTER CLOTH PROTECTION AT CATCHBASIN INLETS
N.T.S.

LEGEND

- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
- ASPHALT DW REINSTATEMENT NATIVE BACKFILL, 225mm GRAN 'A', 50mm HL8, 25mm HL3A
- CONCRETE DW REINSTATEMENT NATIVE BACKFILL, 150mm GRAN 'A', 125mm THICK 30Mpa CONC
- PROP CONC SIDEWALK, 125mm GRAN 'A', 125mm CONC. 150mm CONC ACROSS DW'S, 200mm CONC AT INTERSECTION RAMPS
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SOD
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SEED
- PROP CONCRETE CURB AND GUTTER PER OPSD 600.040
- DEPRESSED CURB

NOTES

1. ALL AFFECTED SIGNS TO BE REMOVED, SALVAGED, AND REINSTALLED.
2. ALL CURB AND GUTTER TO BE PER OPSD 600.040 AND INCLUDE 100mmØ SUBDRAIN.
3. ALL DISTURBED DRIVEWAYS TO BE REINSTATED WITH ORIGINAL TYPE OF MATERIAL TO ORIGINAL OR BETTER CONDITION.
4. ALL CONNECTIONS OR BENDS SHALL BE MECHANICALLY RESTRAINED.
5. ALL EXISTING HYDRO AND LIGHT POLES TO BE PROTECTED AND SUPPORTED.
6. ALL DISTURBED BOULEVARD AREAS TO BE REINSTATED WITH 150mm TOPSOIL AND SOD.
7. ALL EXCESS EXCAVATED MATERIAL TO BE DISPOSED OF AT AN APPROPRIATE DISPOSAL SITE PER THE REQUIREMENTS OF PART XVI OF THE ENVIRONMENTAL PROTECTION ACT, MARCH 9, 2004 (AS AMENDED).
8. ROADWAY CATCHBASIN LEADS TO BE PVC DR35, 200mmØ FOR SINGLE AND 250mmØ FOR DOUBLE, WITH MINIMUM SLOPE OF 0.5%.

GENERAL NOTES:

1. THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND ABOVE GROUND UTILITIES AND STRUCTURES ARE NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. 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.
2. ALL AREAS DISTURBED BY THE CONTRACTOR DURING THE CONSTRUCTION OF THE WORKS HEREIN, SHALL BE RESTORED TO ORIGINAL CONDITION OR BETTER AS DETERMINED BY THE ENGINEER. ALL GRASS AND VEGETATION COVERED AREAS SHALL BE RESTORED BY PLACING A MINIMUM 100mm OF TOPSOIL AND SOD TO ESTABLISH A GRASS COVER TO THE SATISFACTION OF THE TOWN, UNLESS NOTED OTHERWISE.
3. ALL CONSTRUCTION SIGNING MUST CONFORM TO THE MTO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
4. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE "OCCUPATIONAL HEALTH AND SAFETY ACT". THE GENERAL CONTRACTOR SHALL BE DEEMED TO BE THE CONSTRUCTOR AS DEFINED IN THE ACT.
5. TOWN OF FORT ERIE STANDARD DRAWINGS OPSD AND OPSS SHALL CONSTITUTE PART OF THE ENGINEERING DESIGN AND CONSTRUCTION CONTRACT.
6. GRANULAR BACKFILL AROUND MANHOLES AND CATCH BASINS SHALL BE COMPACTED BY MECHANICAL MEANS TO A MINIMUM OF 95% SPD.
7. ANY AREAS WITHIN THE R.O.W. WHICH REQUIRE FILL IN EXCESS OF 0.30m ARE SUBJECT TO COMPACTION TESTS AND SUCH TESTS MUST SHOW A MINIMUM COMPACTION OF 95% SPD AT ALL DEPTHS.
8. MANHOLE AND CATCH BASIN COVERS ARE TO BE SET FLUSH WITH BASE COURSE ASPHALT AND ADJUSTED TO FINAL GRADE PRIOR TO INSTALLING TOP LIFT OF ASPHALT.
9. EROSION AND SILTATION CONTROL WORKS SHALL BE AS SHOWN ON THE SUBDIVISION GRADE CONTROL PLAN. SILTATION CONTROL MEASURES MUST BE IN PLACE PRIOR TO START OF CONSTRUCTION AND MAINTAINED FOR THE DURATION.

WATERMAIN NOTES:

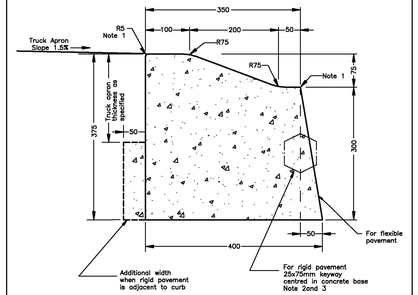
1. WATERMAINS SHALL BE A.W.W.A. C900 PVC CLASS 235 (DR18) WITH GASKETED JOINTS, OR APPROVED EQUIVALENT IN ACCORDANCE WITH OPSS 701. OPSD 1103.010, 1003.020 AND 1109.011 AND THE TOWN OF FORT ERIE MUNICIPAL STANDARDS.
2. WATER SERVICE CONNECTIONS SHALL BE 25mmØ TYPE 'K' SOFT COPPER AS PER OPSD 1104.010 & TOWN OF FORT ERIE STANDARD DRAWING PW-301 FE, SEE THIS SHEET FOR DETAIL.
3. ALL DOMESTIC WATER SERVICE CONNECTIONS SHALL HAVE MAINSTOPS (COMPRESSION TYPE FITTINGS) INSTALLED AT THE WATERMAIN EQUAL TO THE WATER SERVICE CONNECTION DIAMETER.
4. ALL SERVICE CONNECTIONS SHALL HAVE CURB STOPS (COMPRESSION TYPE FITTINGS) BOXES INSTALLED AT AN APPROVED LOCATION. ALL SERVICE TAPS SHALL BE DONE WITH A SADDLE AT 22.5 DEGREE ANGLE ABOVE HORIZONTAL.
5. PROVIDE MINIMUM 0.15m VERTICAL CLEARANCE BETWEEN THE WATERMAIN AND INFRASTRUCTURE CROSSING THE TRENCH, WHERE THE WATERMAIN CROSSES SANITARY OR STORM SEWERS OR LATERALS, PROVIDE MINIMUM 0.50M CLEARANCE BETWEEN THE OUTSIDE OF WATERMAIN AND OUTSIDE OF SEWER OR LATERAL.
6. VERTICAL AND HORIZONTAL ALIGNMENT OF WATERMAIN TO BE ACHIEVED BY BENDING OF THE PIPE BARREL IN ACCORDANCE WITH THE MANUFACTURERS DIRECTIONS.
7. WATERMAIN BEDDING AND COVER SHALL BE GRANULAR 'A' MATERIAL AS PER OPSD 802 SERIES, ALL BEDDING AND COVER MATERIAL TO BE COMPACTED TO 100% SPD.
8. HIGH GRADE ZINC SACRIFICIAL ANODES SHALL BE INSTALLED ON ALL METALLIC FITTINGS, HYDRANTS, VALVES AND WATER SERVICES CONNECTIONS, PER TOWN STANDARDS.
9. MINIMUM DEPTH OF COVER OVER WATERMAIN AND SERVICES SHALL BE 1.70m FROM THE TOP OF PIPE TO THE FINISHED GROUND ELEVATION.
10. THRUST RESTRAINTS SHALL BE MECHANICAL RESTRAINTS APPROVED BY TOWN.
11. A TRACER WIRE SHALL BE INSTALLED WITH ALL WATERMAIN, SERVICES, HYDRANTS, VALVES AND OTHER APPURTENANCES. TRACER WIRE CONTINUITY OF ELECTRICAL CURRENT MUST BE TESTED AND VERIFIED BY THE CONTRACTOR IN THE PRESENCE OF THE TOWN WATER OPERATOR OR ASSOCIATE. TRACER WIRE TO BE EXTENDED TO THE SURFACE AT ALL SERVICES, HYDRANTS, VALVES OUTSIDE THE BOXES AND SECURED TO THE BOXES OR HYDRANTS.
12. HYDRANTS SHALL BE IN ACCORDANCE WITH OPSD 1105.010 WITH A MINIMUM 150mmØ LEADS AND DRAIN HOLES PLUGGED BY MANUFACTURER.
13. HYDRANTS ACCEPTABLE TO THE TOWN OF FORT ERIE SHALL BE CANADA VALVE CENTURY, MCAVITY M67, AMERICAN AVK, DARLING B50B WITH TWO 65mm HOSE NOZZLES & ONE 114mm PUMPER NOZZLE INCLUDING STORTZ CONNECTION.
14. HYDRANTS & VALVES SHALL BE PROVIDED WITH ANODE PROTECTION, TYPE DZP 110–24 (SP–24) OR APPROVED EQUAL COMPLETE WITH BRASS OR STAINLESS STEEL CLAMP.
15. HYDRANTS TO BE FLOW TESTED BY THE TOWN TO DETERMINE THE COLOUR CODING OF THE HYDRANT.

STORM SEWER NOTES:

1. STORM MANHOLES SHALL BE IN ACCORDANCE WITH OPSD 701.010, 701.011 AND 701.012 WITH ADJUSTABLE FRAMES AND COVER/GRATES WITH FULL GRANULAR 'A' BACKFILL
2. STORM SEWER PIPE SHALL BE CONSTRUCTED OF CONCRETE PIPE OR POLYVINYL CHLORIDE PIPE AS DETAILED IN THE CONTRACT DOCUMENTS AND TO THE SPECIFICATIONS OUTLINED BELOW, AS APPLICABLE:
   A) REINFORCED CONCRETE SEWER PIPE 300mm DIAMETER AND LARGER SHALL BE STEEL REINFORCED AND SHALL CONFORM TO A.S.T.M. SPECIFICATION C76–68T, OR LATEST REVISION THEREOF, CLASS 50–D, 65–D, 100–D OR 140–D, AS REQUIRED.
   B) POLYVINYL CHLORIDE FITTINGS & PIPE SHOULD BE MANUFACTURED IN ACCORDANCE WITH THE LATEST REVISIONS OF CSA B182.1 AND CSA B182.2.
3. GENERALLY A MINIMUM CLEARANCE OF 225mm SHALL BE PROVIDED BETWEEN THE OUTSIDE OF THE PIPE BARRELS AT THE POINT OF PIPE CROSSING FOR STORM SEWERS AND OTHER UTILITIES. FOR WATERMAIN CROSSING, SEE WATERMAIN NOTES. WHERE THE MINIMUM CLEARANCE OF 225mm CANNOT BE OBTAINED, THE PIPES AT THE CROSSING SHALL BE CONCRETE ENCASED.
4. STORM MANHOLE BENCHING SHALL BE IN ACCORDANCE WITH OPSD 701.021. ALL BENCHING INSIDE MANHOLES SHALL BE A MINIMUM OF 150mm IN HEIGHT.
5. STORM SEWER BEDDING AND COVER AND BACKFILL TO BE GRANULAR 'A' PER OPSD 802 SERIES, WITH FULL GRANULAR 'A' COVER. ALL BEDDING AND COVER MATERIAL TO BE COMPACTED TO 100% STANDARD PROCTOR DENSITY.
6. ROADWAY CATCH BASINS AND TWIN INLET CATCH BASINS SHALL CONFORM TO OPSD. 705.010 AND 705.020, RESPECTIVELY. CATCH BASIN FRAME AND GRATE PER OPSD 400.020. CATCH BASIN LEADS TO BE 200mmØ AND 250mmØ, RESPECTIVELY. CATCH BASIN LEADS TO BE ASTM D3034 PVC DR35. STREET CATCH BASIN LEADS TO BE PVC DR35. AND HAVE A MINIMUM SLOPE OF 2.0% UNLESS OTHERWISE NOTED, WITH FULL GRANULAR 'A' BACKFILL
7. REAR LOT CATCH BASINS SHALL CONFORM TO OPSD 705.010 WITH FRAME AND GRATE AS PER OPSD 400.020. CATCH BASIN LEAD TO BE PVC DR35.
8. SILT SACKS SHALL BE PLACED UNDER THE GRATES IN ALL STREET AND YARD CATCH BASINS TO TRAP SEDIMENT. SILT TRAPS SHALL BE CLEANED REGULARLY BY THE CONTRACTOR AND SHALL NOT BE REMOVED UNTIL SUCH TIME AS THE CURBS ARE CONSTRUCTED AND ALL TURF AREAS ARE GRADED AND SODDED. SILT SACK FOR CATCH BASINS SHALL BE TERRAFIX OR APPROVED EQUIVALENT.
9. ALUMINUM MANHOLE STEPS ARE TO BE AS PER OPSD 405.020.
10. CONNECTIONS TO MANHOLES WITH PLASTIC PIPE SHALL INCLUDE KORN–N–SEAL BOOTS, CONCRETE PIPE SHALL INCLUE FERCO MANHOLE ADAPTERS AT CONCRETE CRADLES

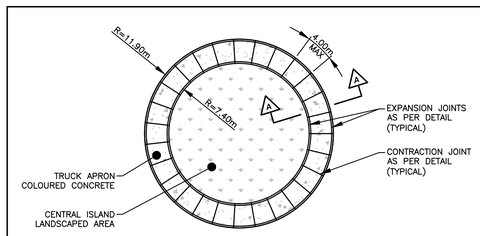
ROAD CONSTRUCTION AND GRADING NOTES:

1. CURB AND GUTTER SHALL BE IN ACCORDANCE WITH OPSD 600.040 WITH 2–10M REBAR
2. SIDEWALK SHALL CONFORM TO OPSD 310.010 AND 310.020. ALL INTERSECTIONS ARE TO BE CONSTRUCTED WITH DEPRESSIONS IN ACCORDANCE WITH OPSD 310.030 UNLESS OTHERWISE NOTED.
3. THE FOLLOWING PAVEMENT STRUCTURES SHALL BE USED, UNLESS OTHERWISE SPECIFIED:
   LOCAL ROADS – 20.0m R.O.W.
   40mm ASPHALT SURFACE COURSE (HL3HS)
   50mm ASPHALT BINDER COURSE (HL8HS)
   450mm – 16mm DIA. CRUSHER RUN LIMESTONE (GRANULAR A)
4. BOULEVARDS SHALL BE A MINIMUM 150mm TOPSOIL AND SOD.
5. ROAD CROSS–SECTION LAYOUT SHALL BE IN ACCORDANCE WITH DETAILS SHOWN ON THIS PAGE.
6. LOT GRADING TO BE AS PER TOWN OF FORT ERIE STANDARDS.
7. MANHOLE COVERS AND CATCH BASIN LIDS TO BE SET TO BASE COURSE ASPHALT GRADE AND TO BE RAISED PRIOR TO TOP COURSE ASPHALT BEING LAID.
8. SIDEWALKS SHALL BE CONSTRUCTED USING 30MPA CONCRETE, MINIMUM 125mm THICK ON 150mm DEEP COMPACTED GRANULAR 'A' BASE. SIDEWALKS SHALL BE CONTINUOUS THROUGH DRIVEWAYS.
9. ALL SIDEWALK RAMPS SHALL COME WITH TACTILE WARNING SURFACE INDICATORS IN ACCORDANCE WITH THE SPECIFICATIONS IN THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENTS – SPECIAL PROVISIONS CONTRACT ITEMS B34.
10. ALL BOULEVARD SWALES SHALL BE PROVIDED WITH A SUBDRAIN

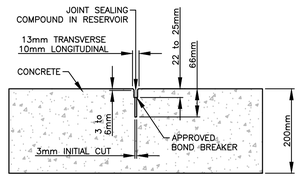


NOTES:
1. Flexible and composite pavement shall be placed 5mm above the adjacent edge of gutter.
2. For slipforming procedure, a 5% batter is acceptable.
3. This drawing shall be used in conjunction with MTCD 600.093.
4. This curb shall be used where circulatory road is sloped outward away from truck apron.
A. All dimensions are in millimeters unless otherwise shown.

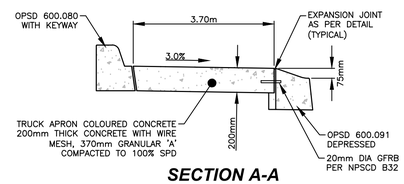
MINISTRY OF TRANSPORTATION ONTARIO DRAWING	April 2014	Rev 0
CONCRETE SEMI-MOUNTABLE CURB WITH NARROW GUTTER FOR ROUNDABOUT TRUCK APRON		
	MTOD – 600.091	



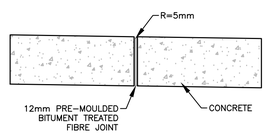
PLAN VIEW



CONTRACTION JOINT



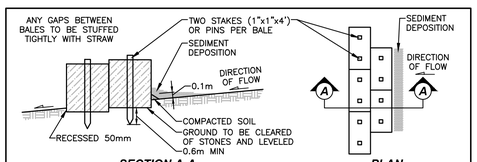
SECTION A-A



EXPANSION JOINT

NOTES:
1. COLOURED CONCRETE AT TRUCK APRON SHALL BE WET CURED WITH BURLAP AND SHALL NOT BE CURED WITH WHITE PIGMENTED COMPOUND.
2. CONTRACTION JOINT SHALL BE PLACED TO MATCH BOTH CURB JOINTS.

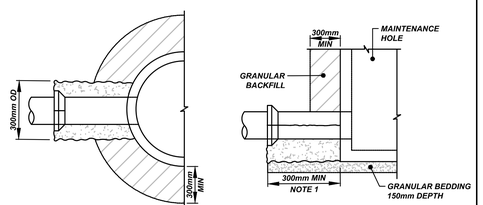
ROUNDABOUT DETAIL
N.T.S.



SECTION A-A **PLAN**

NOTES:
1. THE BALES SHOULD BE RECESSED 50mm INTO SMOOTH LEVEL GROUND AND TIGHTLY PRESSED TOGETHER. ANY GAPS SHOULD BE SEALED BY STUFFING THEM TIGHTLY WITH STRAW.
2. EACH BALE SHOULD BE SECURELY ANCHORED WITH TWO STAKES OR STEEL PINS.
3. SOIL SHOULD BE PLACED TO A DEPTH OF 0.1m ON THE UPSTREAM SIDE AND COMPACTED.
4. ENDS OF ROWS OF STRAW BALES SHALL BE ROUNDED UP TO PREVENT POTENTIAL SILT RUNOFF AROUND ROWS.
5. AREAS DISTURBED BY CONSTRUCTION TO BE RESTORED TO SATISFACTION OF THE ENGINEER.
6. STRAW BALES TO BE MAINTAINED DURING CONSTRUCTION TO ENSURE INTENDED USE.
7. NUMBER OF BALES TO BE DETERMINED BY ENGINEER TO SUIT DITCH OR SWALE FLOW SECTION.
8. SEDIMENT DEPOSITS SHALL BE REMOVED AND DISPOSED OF WHEN DEPOSITS REACH 30% OF FILTER HEIGHT.

TYPICAL STRAW BALE BARRIER FOR INTERCEPTING DITCH OR SWALE FLOW
N.T.S.



PLAN VIEW **ELEVATION VIEW**

NOTES
1. PIPE TO BE SUPPORTED WITH MINIMUM 20 MPa CONCRETE TO THE FIRST PIPE JOINT

CONCRETE CRADLE FOR RIGID PIPE
N.T.S.

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1	ISSUED FOR TENDER	2025–11–20	M.C.
0	ISSUED FOR REVIEW	2025–03–24	M.C.
#	REVISION	DATE	INIT

NOTES:
1. THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWER, AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM HIMSELF OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
2. PROPERTY LINES WERE PLOTTED USING REGISTERED PLANS AND BARS LOCATED IN THE FIELD. TO VERIFY THE ACCURACY OF THESE PROPERTY LINES, A LEGAL SURVEY SHOULD BE PERFORMED PRIOR TO CONSTRUCTION.
3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING M.C.
DESIGN M.H.
CHECKED BY J.S.
APPROVED BY

LICENSED PROFESSIONAL ENGINEER A. S. KEANE 100109861 PROVINCE OF ONTARIO
2025/12/3

BENCHMARK:
CORNER OF BURLEIGH ROAD AND THUNDERBAY ROAD EAST SIDE
SHORT IRON BAR
ELEV: 181.37

EXISTING HYDRANT ON NORTH EAST SIDE OF THUNDERBAY ROAD NORTH OF BURLEIGH ROAD TOP OF NUT
ELEV: 182.33

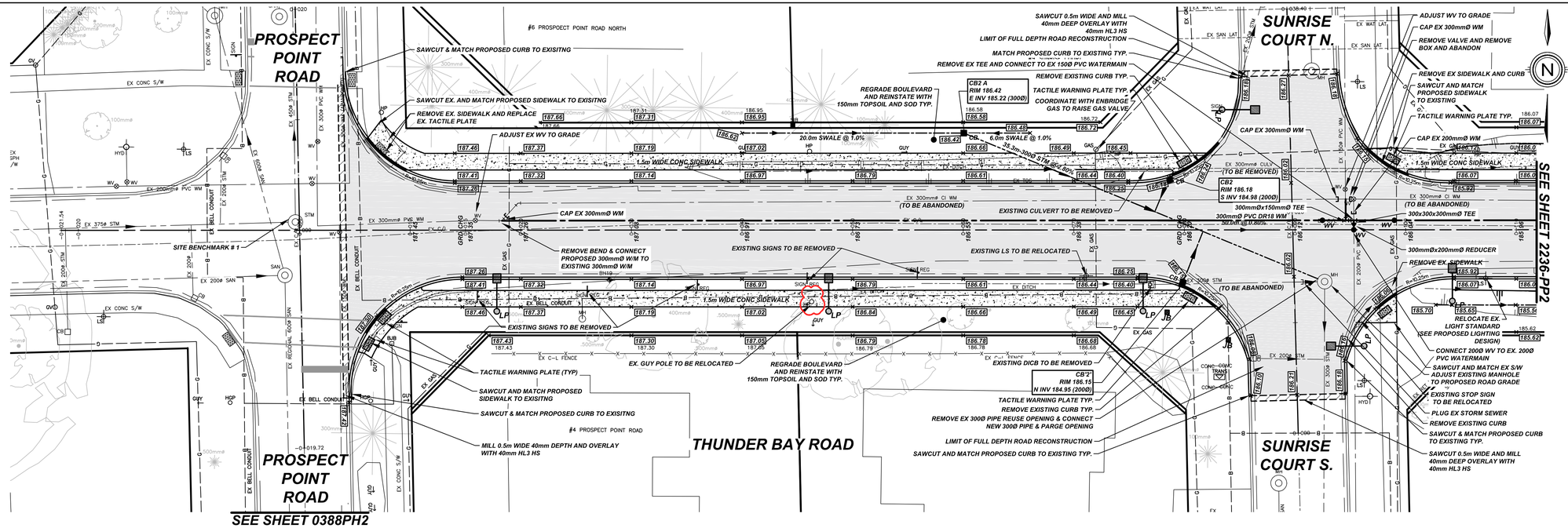
FORT ERIE ONTARIO
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

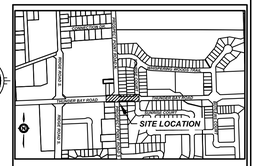
APPROVED BY:
DIRECTOR OF INFRASTRUCTURE SERVICES DATE

CONTRACT No. ISE-25T-TBAY19
THUNDER BAY ROAD
GENERAL NOTES AND DETAILS
TOWN OF FORT ERIE

CONSULTANT FILE No. 2336
DATE 2025–11–20
PRINTED 2025–11–25
SCALE 1:500 m
REF No.
DWG No. 2336-GND
REV. 1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Nov 25, 2025 – 10:23am PLOTTED BY: MCook





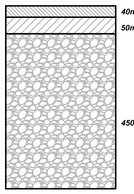
LEGEND

- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
- ASPHALT DW REINSTATEMENT NATIVE BACKFILL, 225mm GRAN 'A', 50mm HL3F
- CONCRETE DW REINSTATEMENT NATIVE BACKFILL, 150mm GRAN 'A', 125mm THICK 30Mpa CONC
- PROP CONC SIDEWALK, 125mm GRAN 'A', 125mm CONC. 150mm CONC ACROSS DW'S, 200mm CONC AT INTERSECTION RAMPS
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SOD
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- PROP CONCRETE CURB AND GUTTER PER OPSD 600.040
- DEPRESSED CURB

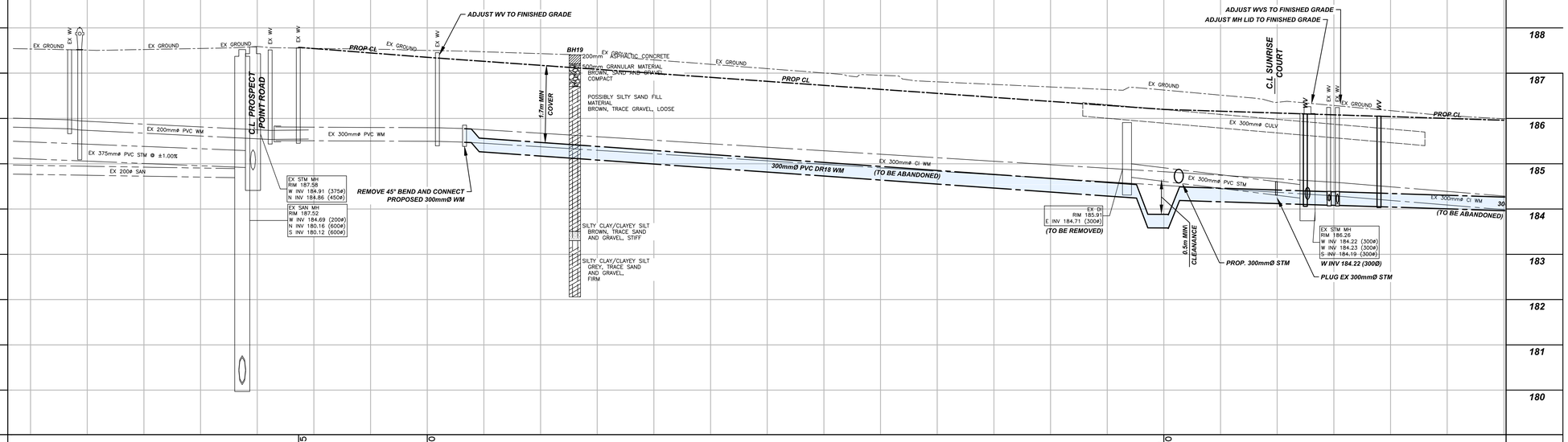
NOTES

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2. ALL CURB AND GUTTER TO BE PER OPSD 600.040 AND INCLUDE 100mmØ SUBDRAIN.
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4. ALL CONNECTIONS OR BENDS SHALL BE MECHANICALLY RESTRAINED.
5. ALL EXISTING HYDRO AND LIGHT POLES TO BE PROTECTED AND SUPPORTED.
6. ALL DISTURBED BOULEVARD AREAS TO BE REINSTATED WITH 150mm TOPSOIL AND SOD.
7. ALL EXCESS EXCAVATED MATERIAL TO BE DISPOSED OF AT AN APPROPRIATE DISPOSAL SITE PER THE REQUIREMENTS OF PART XVI OF THE ENVIRONMENTAL PROTECTION ACT, MARCH 9, 2004 (AS AMENDED).
8. ROADWAY CATCHBASIN LEADS TO BE PVC DR35, 200mmØ FOR SINGLE AND 250mmØ FOR DOUBLE, WITH MINIMUM SLOPE OF 0.5%.

TYPICAL PAVEMENT STRUCTURE



STATION	0−020	0−010	0+000	0+010	0+020	0+030	0+040	0+050	0+060	0+070	0+080	0+090	0+100	0+110	STATION
189															189
188															188
187															187
186															186
185															185
184															184
183															183
182															182
181															181
180															180



ROAD	187.57 0+003.65	11.35m @ −1.94%	187.35 0+015.00	65.00m @ −1.77%	186.20 0+080.00	50.00m @ −0.80%	ROAD
STORM	EX 73.8m−375mmø STM @ ±1.00% EX MH 0−000.37				EX DI 0+076.75	EX MH 0+092.68	STORM
SANITARY	EX MH 0−001.32 EX 62.9m−200ø SAN @ ±0.40%					EX 30.2m−300mmø STM @ ±2.15%	SANITARY

#	REVISION	DATE	INIT
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1	ISSUED FOR TENDER	2025−11−20	M.C.
0	ISSUED FOR REVIEW	2025−03−24	M.C.

NOTES:
1. THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWER, AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM HIMSELF OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
2. PROPERTY LINES WERE PLOTTED USING REGISTERED PLANS AND BARS LOCATED IN THE FIELD. TO VERIFY THE ACCURACY OF THESE PROPERTY LINES, A LEGAL SURVEY SHOULD BE PERFORMED PRIOR TO CONSTRUCTION.
3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING M.C. | DESIGN M.H. | CHECKED BY J.S. | APPROVED BY ——

LICENSED PROFESSIONAL ENGINEER A. S. KEANE 100109961 PROVINCE OF ONTARIO

BENCHMARK:
SITE BENCHMARK #1
TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

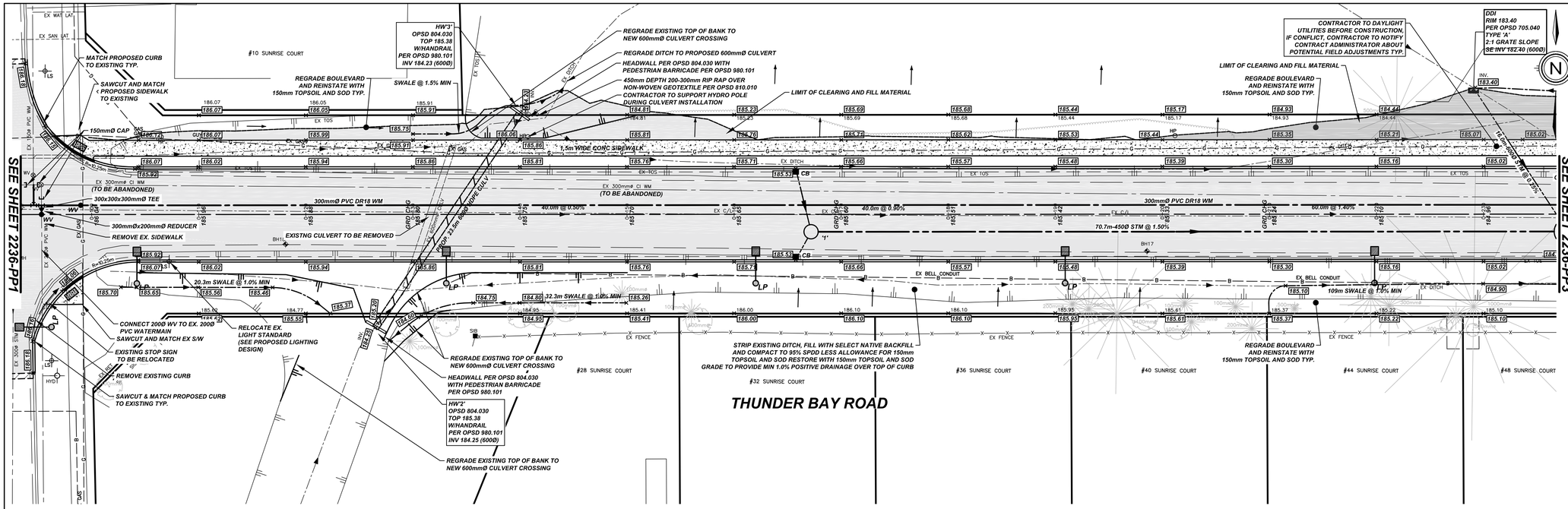
FORT ERIE ONTARIO
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

APPROVED BY:
DIRECTOR OF INFRASTRUCTURE SERVICES — DATE

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
PLAN AND PROFILE 0-020.00 - 0+100.00
FROM PROSPECT POINT ROAD TO SUNRISE COURT
TOWN OF FORT ERIE

CONSULTANT FILE No. 2336
DATE 2025−11−20
PRINTED 2025−11−21
SCALE 1:200 m
REF No.
DWG No. 2336-PP1
REV 1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Nov 21, 2025 − 2:23pm PLOTTED BY: MCook



KEY PLAN

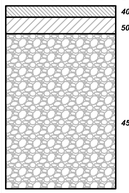
LEGEND

- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
- ASPHALT DW REINSTATEMENT NATIVE BACKFILL, 225mm GRAN 'A', 50mm HL3F
- CONCRETE DW REINSTATEMENT NATIVE BACKFILL, 150mm GRAN 'A', 125mm THICK 30Mpa CONC
- PROP CONC SIDEWALK, 125mm GRAN 'A', 125mm CONC. 150mm CONC ACROSS DW'S, 200mm CONC AT INTERSECTION RAMPS
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SOD
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SEED
- PROP CONCRETE CURB AND GUTTER PER OPSD 600.040
- DEPRESSED CURB

NOTES

1. ALL AFFECTED SIGNS TO BE REMOVED, SALVAGED, AND REINSTALLED.
2. ALL CURB AND GUTTER TO BE PER OPSD 600.040 AND INCLUDE 100mmØ SUBDRAIN.
3. ALL DISTURBED DRIVEWAYS TO BE REINSTATED WITH ORIGINAL TYPE OF MATERIAL TO ORIGINAL OR BETTER CONDITION.
4. ALL CONNECTIONS OR BENDS SHALL BE MECHANICALLY RESTRAINED.
5. ALL EXISTING HYDRO AND LIGHT POLES TO BE PROTECTED AND SUPPORTED.
6. ALL DISTURBED BOULEVARD AREAS TO BE REINSTATED WITH 150mm TOPSOIL AND SOD.
7. ALL EXCESS EXCAVATED MATERIAL TO BE DISPOSED OF AT AN APPROPRIATE DISPOSAL SITE PER THE REQUIREMENTS OF PART XVI OF THE ENVIRONMENTAL PROTECTION ACT, MARCH 9, 2004 (AS AMENDED).
8. ROADWAY CATCHBASIN LEADS TO BE PVC DR35, 200mmØ FOR SINGLE AND 250mmØ FOR DOUBLE, WITH MINIMUM SLOPE OF 0.5%.

TYPICAL PAVEMENT STRUCTURE



THUNDER BAY ROAD

STATION	0+100	0+110	0+120	0+130	0+140	0+150	0+160	0+170	0+180	0+190	0+200	0+210	0+220	0+230	STATION
189															189
188															188
187															187
186															186
185															185
184															184
183															183
182															182
181															181
ROAD	50.00m @ −0.80%			185.80 0+130.00	40.00m @ −0.50%			185.60 0+170.00	40.00m @ −0.90%			185.24 0+210.00			ROAD
STORM							MH '1' 0+167.20		70.7m−450Ø STM @ 1.50%						STORM
SANITARY	.15%														SANITARY

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1	ISSUED FOR TENDER	2025−11−20	M.C.
0	ISSUED FOR REVIEW	2025−03−24	M.C.

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3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING	M.C.
DESIGN	M.H.
CHECKED BY	J.S.
APPROVED BY	— —

LICENSED PROFESSIONAL ENGINEER — A. S. KEANE — 100109861 — NOV 20/25 — PROVINCE OF ONTARIO

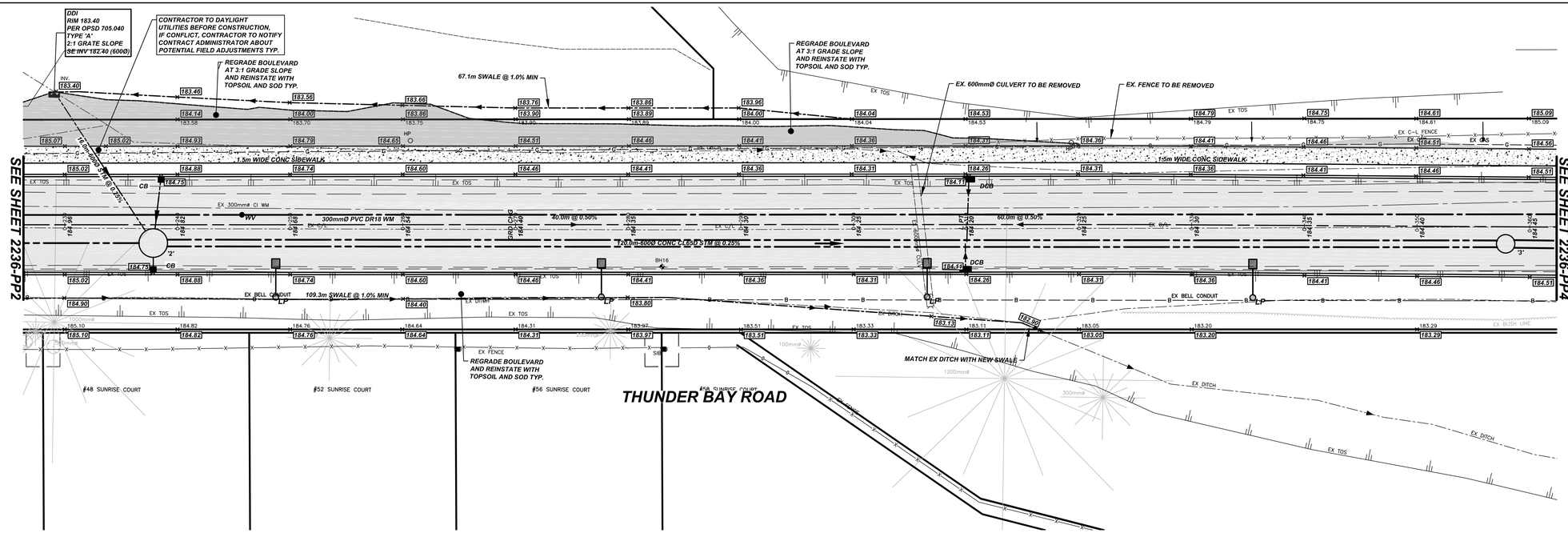
BENCHMARK:
SITE BENCHMARK #1
TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

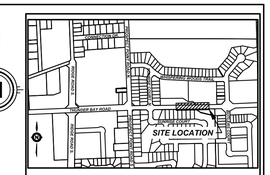
FORT ERIE ONTARIO
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
PLAN AND PROFILE 0+110.00 - 0+230.00
TOWN OF FORT ERIE

CONSULTANT FILE No.	2336
DATE	2025−11−20
PRINTED	2025−11−27
SCALE	1:200 m
REF No.	
DWG No.	2336-PP2
REV	1

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KEY PLAN

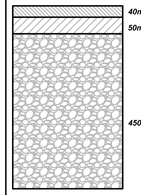
LEGEND

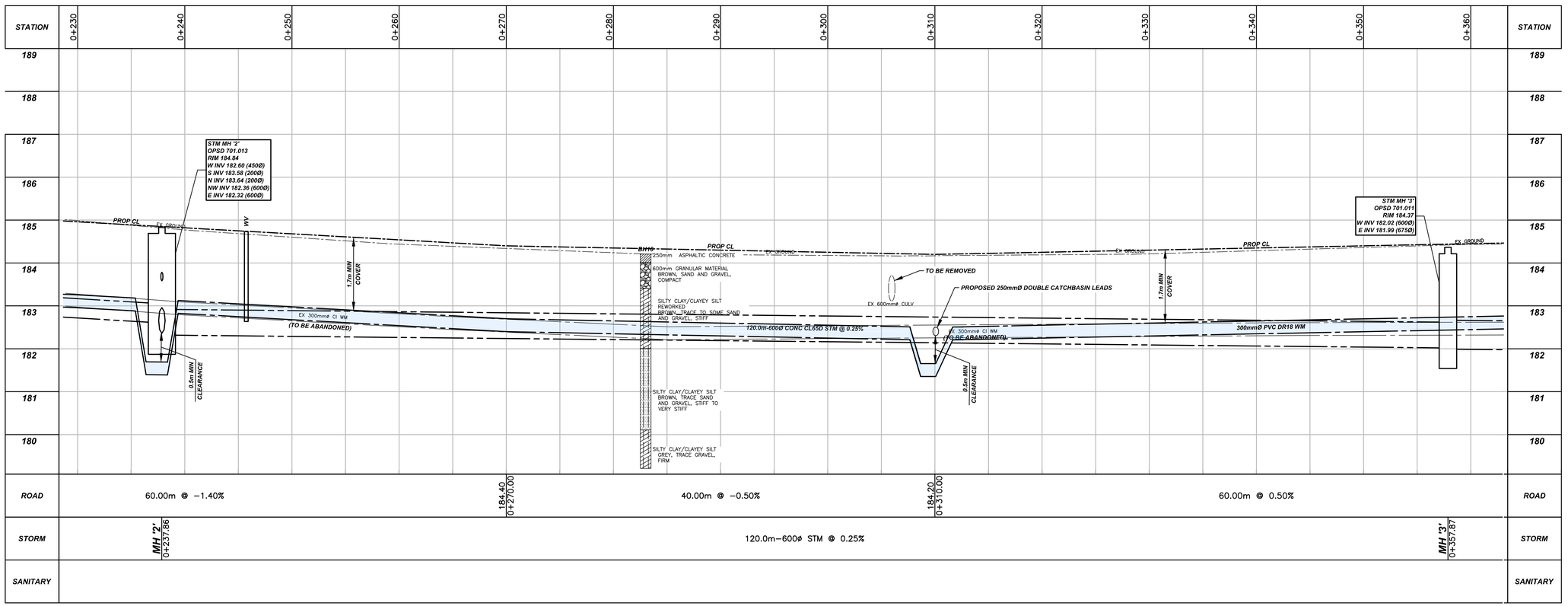
- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
- ASPHALT DW REINSTATEMENT NATIVE BACKFILL, 225mm GRAN 'A', 50mm HL3F
- CONCRETE DW REINSTATEMENT NATIVE BACKFILL, 150mm GRAN 'A', 125mm THICK 30Mpa CONC
- PROP CONC SIDEWALK, 125mm GRAN 'A', 125mm CONC. 150mm CONC ACROSS DW'S, 200mm CONC AT INTERSECTION RAMPS
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SOD
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SEED
- PROP CONCRETE CURB AND GUTTER PER OPSD 600.040
- DEPRESSED CURB

NOTES

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2. ALL CURB AND GUTTER TO BE PER OPSD 600.040 AND INCLUDE 100mmØ SUBDRAIN.
3. ALL DISTURBED DRIVEWAYS TO BE REINSTATED WITH ORIGINAL TYPE OF MATERIAL TO ORIGINAL OR BETTER CONDITION.
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5. ALL EXISTING HYDRO AND LIGHT POLES TO BE PROTECTED AND SUPPORTED.
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8. ROADWAY CATCHBASIN LEADS TO BE PVC PVC DR35, 200mmØ FOR SINGLE AND 250mmØ FOR DOUBLE, WITH MINIMUM SLOPE OF 0.5%.

TYPICAL PAVEMENT STRUCTURE





#	REVISION	DATE	INIT
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1	ISSUED FOR TENDER	2025–11–20	M.C.
0	ISSUED FOR REVIEW	2025–03–24	M.C.

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3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING M.C.
DESIGN M.H.
CHECKED BY J.S.
APPROVED BY ——

LICENSED PROFESSIONAL ENGINEER — A. S. KEANE — 100109861 — PROVINCE OF ONTARIO — NOV 20/25

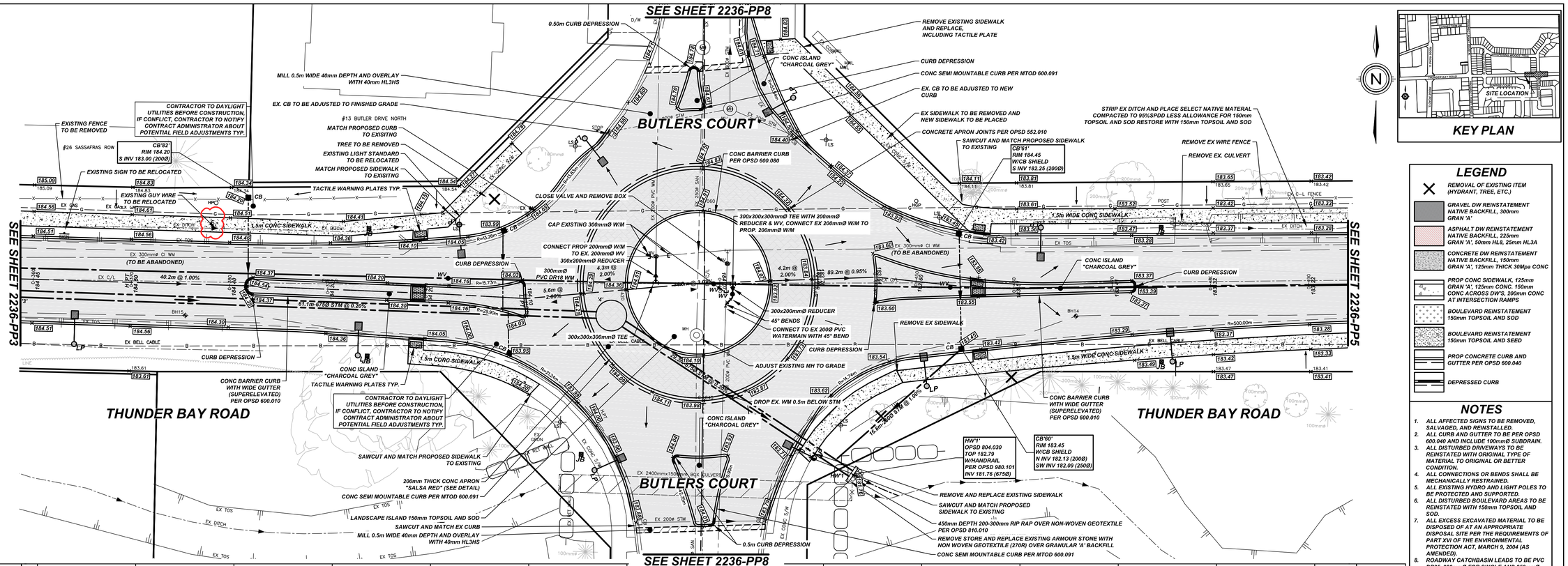
BENCHMARK:
SITE BENCHMARK #1
TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

FORT ERIE ONTARIO
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
PLAN AND PROFILE 0+230.00 - 0+360.00
TOWN OF FORT ERIE

CONSULTANT FILE No.	2336
DATE	2025–11–20
PRINTED	2025–11–27
SCALE	1:200 m
REF No.	
DWG No.	2336-PP3
REV	1

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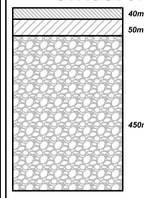
LEGEND

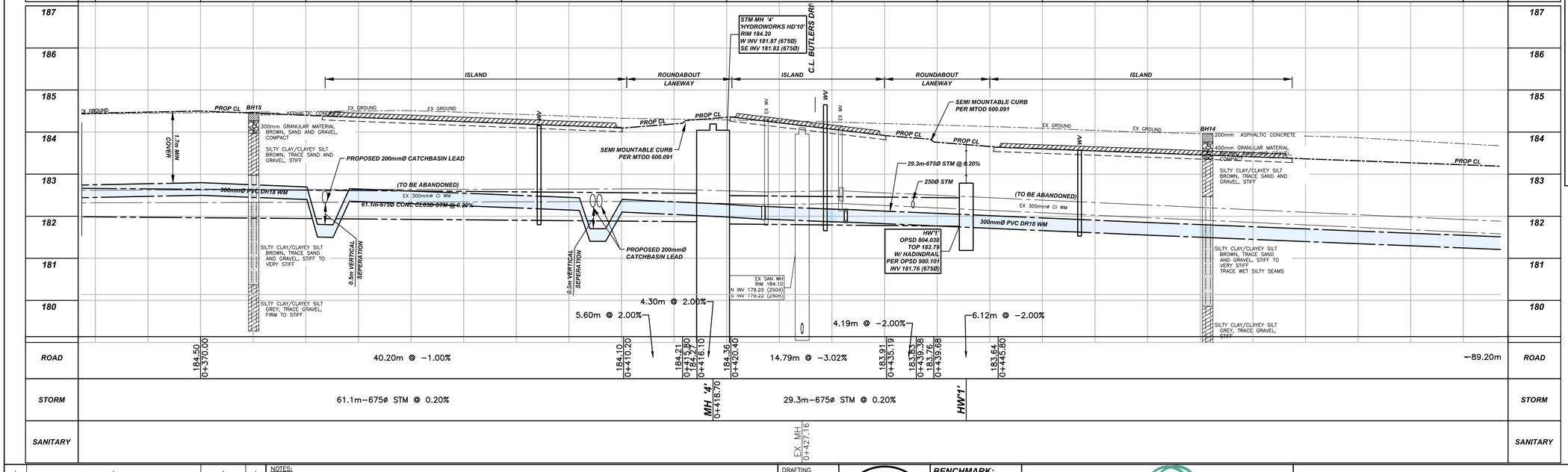
- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
- ASPHALT DW REINSTATEMENT NATIVE BACKFILL, 225mm GRAN 'A', 50mm HL8, 25mm HL3A
- CONCRETE DW REINSTATEMENT NATIVE BACKFILL, 150mm GRAN 'A', 125mm THICK 30Mpa CONC
- PROP CONC SIDEWALK, 125mm GRAN 'A', 125mm CONC. 150mm CONC ACROSS DW'S, 200mm CONC AT INTERSECTION RAMPS
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SOD
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SEED
- PROP CONCRETE CURB AND GUTTER PER OPSD 600.040
- DEPRESSED CURB

NOTES

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8. ROADWAY CATCHBASIN LEADS TO BE PVC DR35, 200mmØ FOR SINGLE AND 250mmØ FOR DOUBLE, WITH MINIMUM SLOPE OF 0.5%.

TYPICAL PAVEMENT STRUCTURE





#	REVISION	DATE	INIT
.	.	.	.
1	ISSUED FOR TENDER	2025-11-20	M.C.
0	ISSUED FOR REVIEW	2025-03-24	M.C.

NOTES:

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3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING M.C.
DESIGN M.H.
CHECKED BY J.S.
APPROVED BY --

LICENSED PROFESSIONAL ENGINEER A. S. KEANE 100109861 PROVINCE OF ONTARIO 2025-11-20

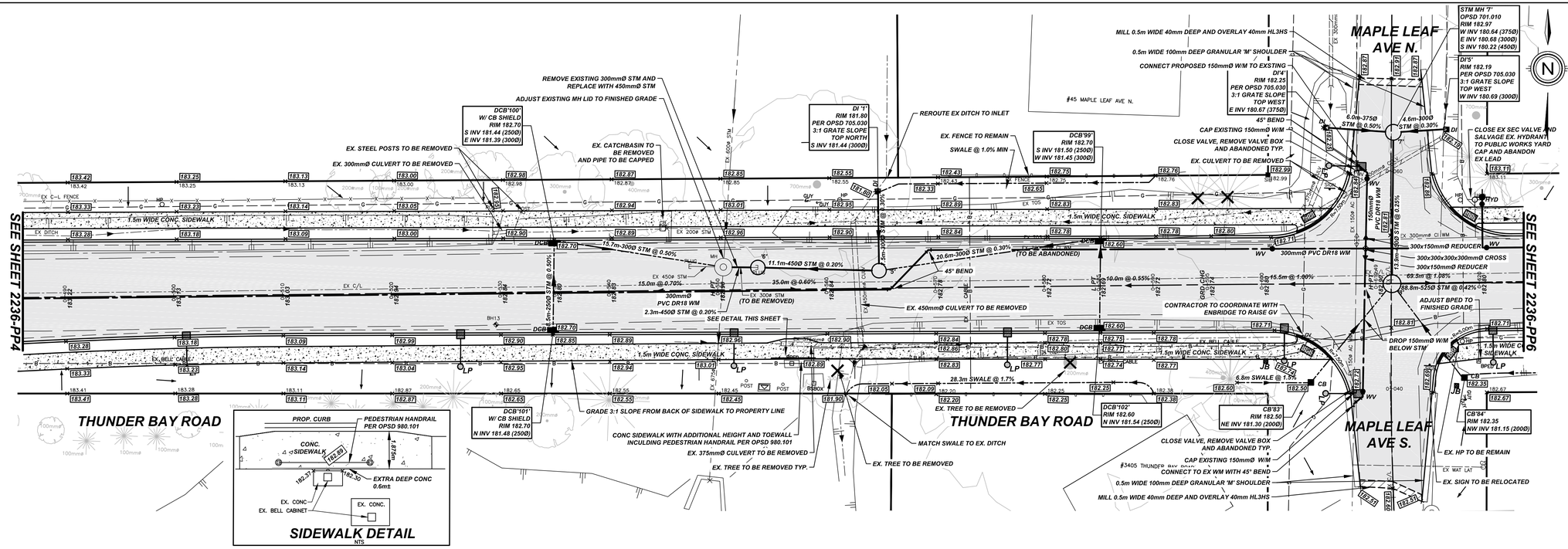
BENCHMARK:
SITE BENCHMARK #1
TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

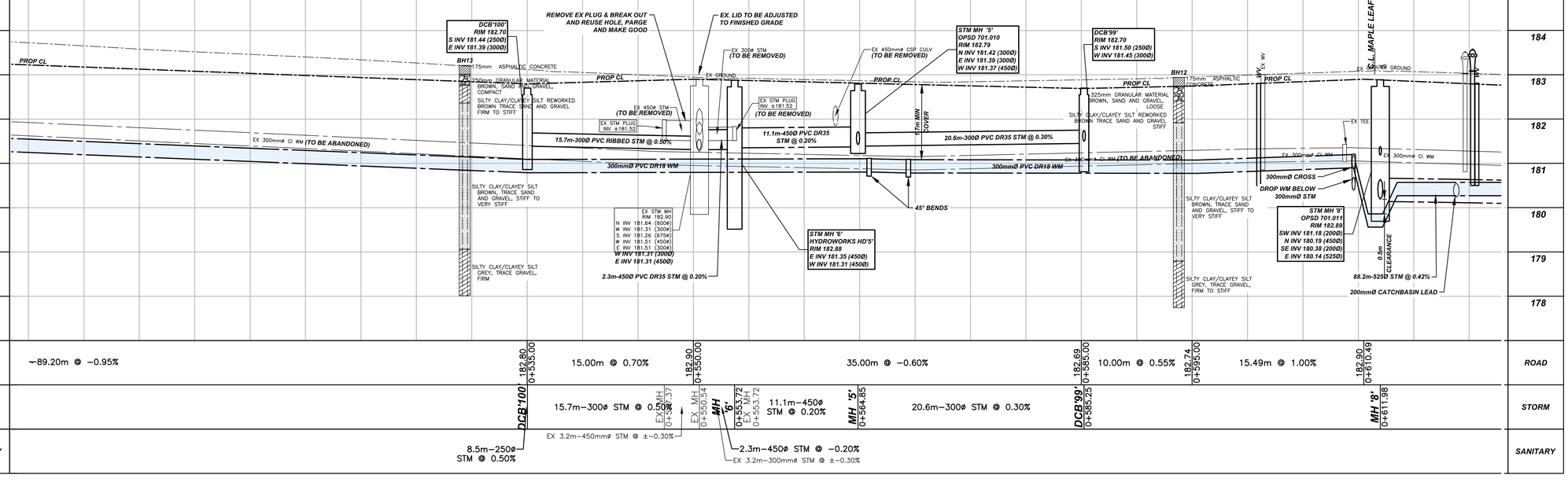
FORT ERIE ONTARIO
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

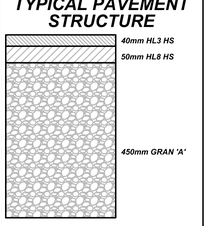
CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
PLAN AND PROFILE 0+360.00 - 0+490.00
TOWN OF FORT ERIE

CONSULTANT FILE No.	2336
DATE	2025-11-20
PRINTED	2025-12-01
SCALE	1:200 m
REF No.	
DWG No.	2336-PP4
REV	1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Dec 01, 2025 - 4:45pm PLOTTED BY: MCook







#	REVISION	DATE	INIT
1	ISSUED FOR TENDER	2025−11−20	M.C.
0	ISSUED FOR REVIEW	2025−03−24	M.C.

NOTES:
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DRAFTING M.C.
DESIGN M.H.
CHECKED BY J.S.
APPROVED BY —

LICENSED PROFESSIONAL ENGINEER A. S. KEANE 100109861 PROVINCE OF ONTARIO 2025-12-01

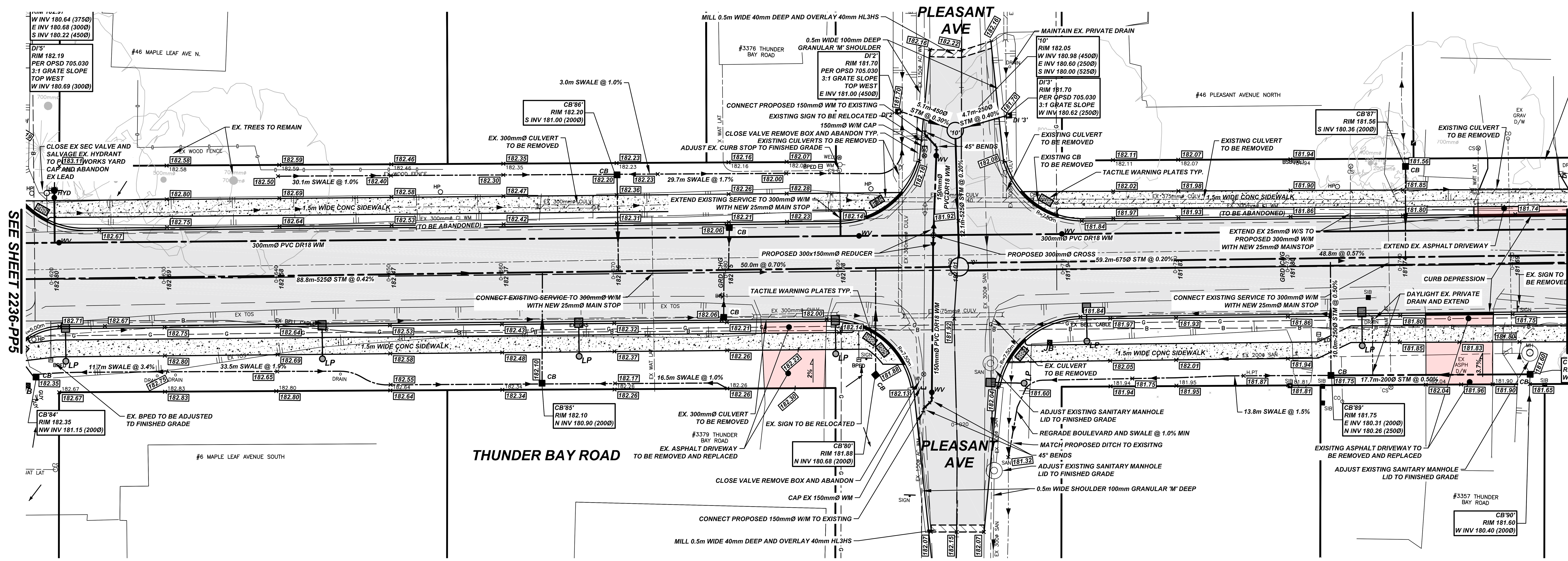
BENCHMARK:
SITE BENCHMARK #1
TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

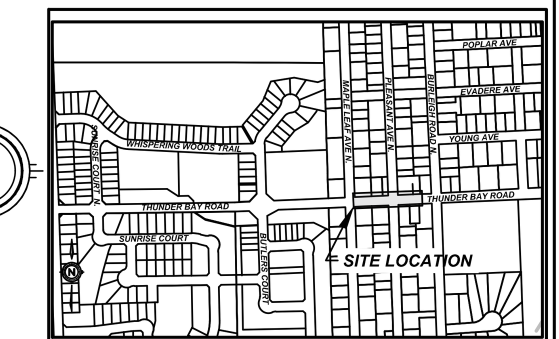
FORT ERIE ONTARIO
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
PLAN AND PROFILE 0+490.00 - 0+620.00
TOWN OF FORT ERIE

CONSULTANT FILE No. 2336
DATE 2025−11−20
PRINTED 2025−12−01
SCALE 1:200 m
REF No.
DWG No. 2336-PP5
REV 1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Dec 01, 2025 − 4:49pm PLOTTED BY: MCook





KEY PLAN

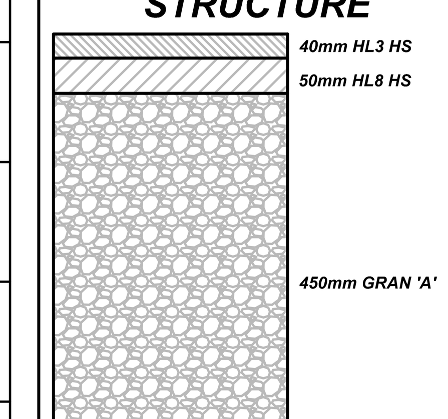
LEGEND

- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
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- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SOD
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SEED
- PROP CONCRETE CURB AND GUTTER PER OPSD 600.040
- DEPRESSED CURB

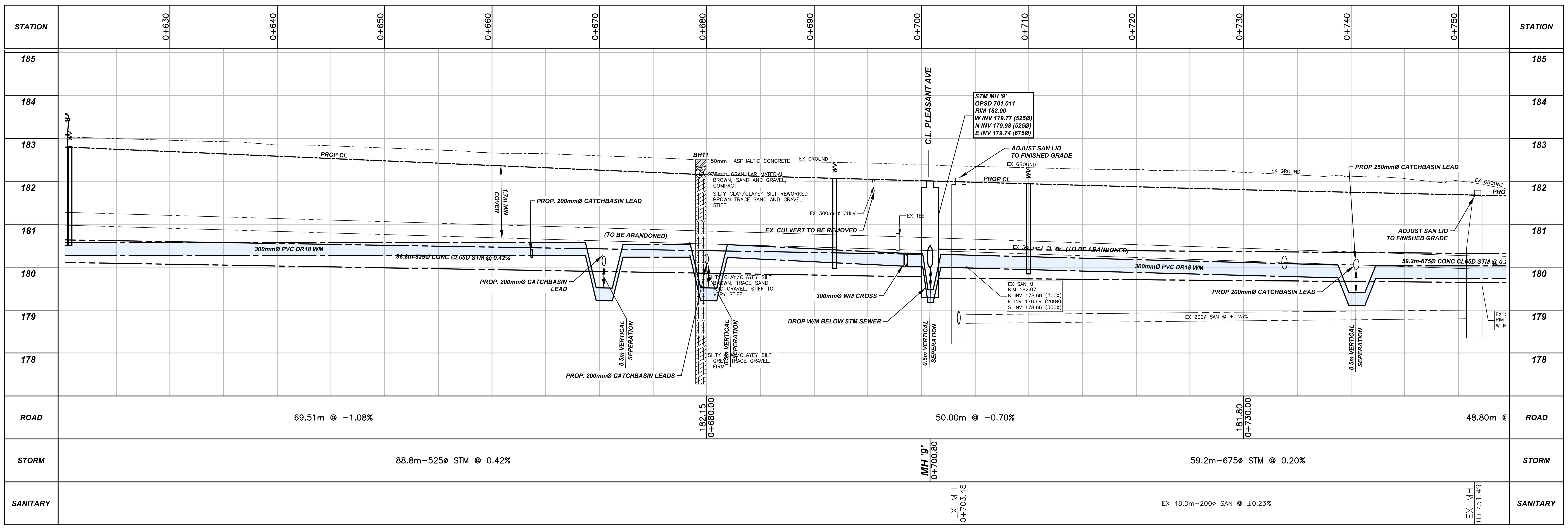
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TYPICAL PAVEMENT STRUCTURE



THUNDER BAY ROAD



#	REVISION	DATE	INIT
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1	ISSUED FOR TENDER	2025−11−20	M.C.
0	ISSUED FOR REVIEW	2025−03−24	M.C.

NOTES:

1. THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWER, AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM HIMSELF OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
2. PROPERTY LINES WERE PLOTTED USING REGISTERED PLANS AND BARS LOCATED IN THE FIELD. TO VERIFY THE ACCURACY OF THESE PROPERTY LINES, A LEGAL SURVEY SHOULD BE PERFORMED PRIOR TO CONSTRUCTION.
3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING M.C.
DESIGN M.H.
CHECKED BY J.S.
APPROVED BY ——

LICENSED PROFESSIONAL ENGINEER A. S. KEANE 100109861 Nov20/25 PROVINCE OF ONTARIO

BENCHMARK:

SITE BENCHMARK #1

TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

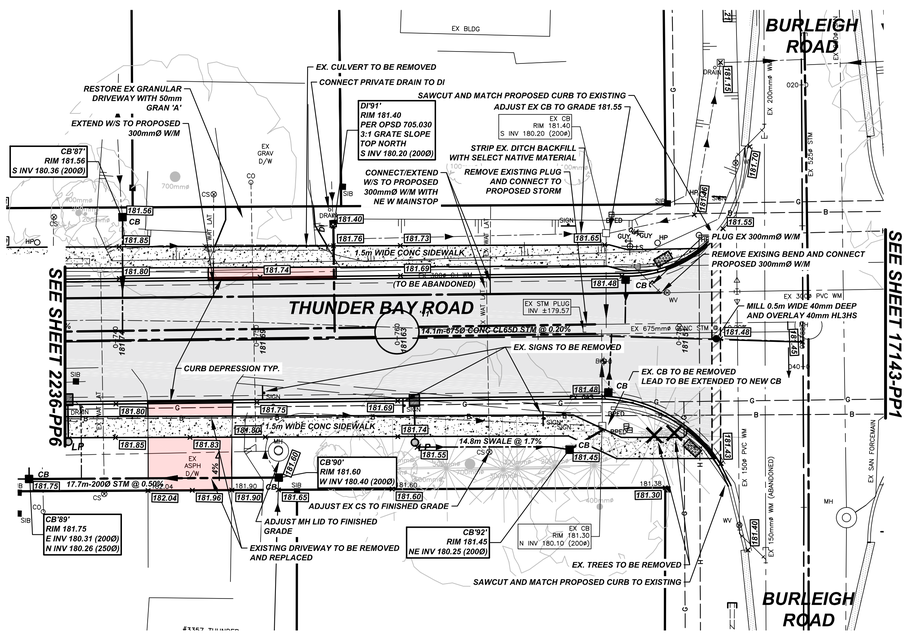
FORT ERIE ONTARIO

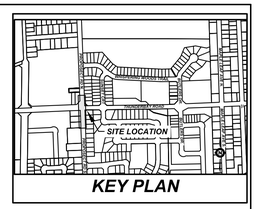
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
PLAN AND PROFILE 0+620.00 - 0+750.00
TOWN OF FORT ERIE

CONSULTANT FILE No.	2336
DATE	2025−11−20
PRINTED	2025−11−27
SCALE	1:200 m
REF No.	
DWG No.	2336 PP6
REV	1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Nov 27, 2025 – 8:55am PLOTTED BY: MCook





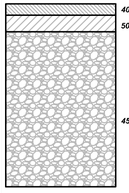
LEGEND

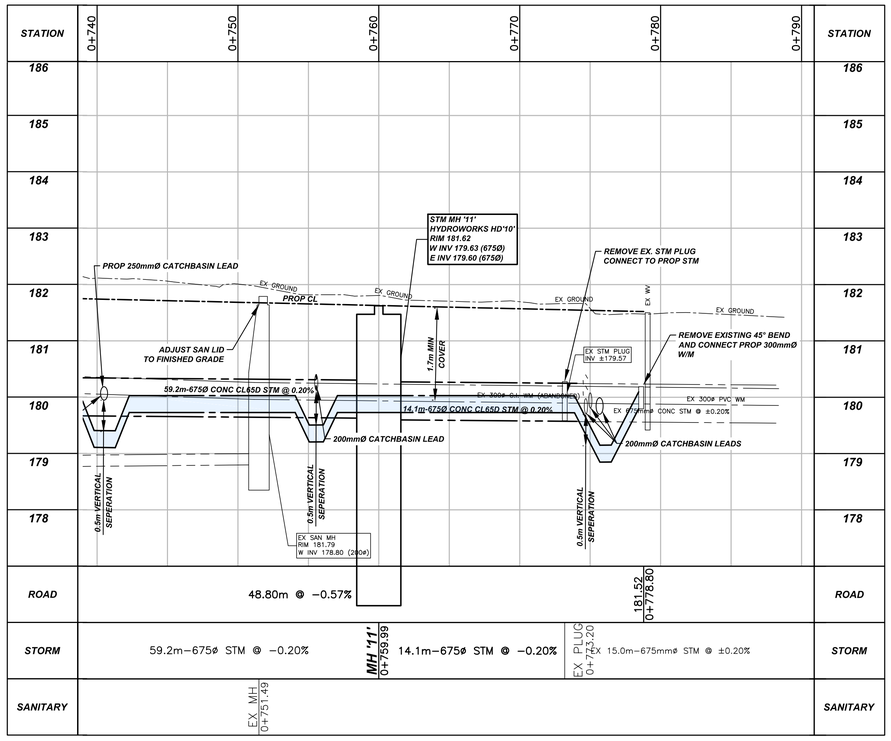
- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
- ASPHALT DW REINSTATEMENT NATIVE BACKFILL, 225mm GRAN 'A', 50mm HL3F
- CONCRETE DW REINSTATEMENT NATIVE BACKFILL, 150mm GRAN 'A', 125mm THICK 30Mpa CONC
- PROP CONC SIDEWALK, 125mm GRAN 'A', 125mm CONC. 150mm CONC ACROSS DW'S, 200mm CONC AT INTERSECTION RAMPS
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SOD
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SEED
- PROP CONCRETE CURB AND GUTTER PER OPSD 600.040
- DEPRESSED CURB

NOTES

1. ALL AFFECTED SIGNS TO BE REMOVED, SALVAGED, AND REINSTALLED.
2. ALL CURB AND GUTTER TO BE PER OPSD 600.040 AND INCLUDE 100mmØ SUBDRAIN.
3. ALL DISTURBED DRIVEWAYS TO BE REINSTATED WITH ORIGINAL TYPE OF MATERIAL TO ORIGINAL OR BETTER CONDITION.
4. ALL CONNECTIONS OR BENDS SHALL BE MECHANICALLY RESTRAINED.
5. ALL EXISTING HYDRO AND LIGHT POLES TO BE PROTECTED AND SUPPORTED.
6. ALL DISTURBED BOULEVARD AREAS TO BE REINSTATED WITH 150mm TOPSOIL AND SOD.
7. ALL EXCESS EXCAVATED MATERIAL TO BE DISPOSED OF AT AN APPROPRIATE DISPOSAL SITE PER THE REQUIREMENTS OF PART XV OF THE ENVIRONMENTAL PROTECTION ACT, MARCH 9, 2004 (AS AMENDED).
8. ROADWAY CATCHBASIN LEADS TO BE PVC DR35, 200mmØ FOR SINGLE AND 250mmØ FOR DOUBLE, WITH MINIMUM SLOPE OF 0.5%.

TYPICAL PAVEMENT STRUCTURE





#	REVISION	DATE	INIT
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1	ISSUED FOR TENDER	2025−11−20	M.C.
0	ISSUED FOR REVIEW	2025−03−24	M.C.

NOTES:

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3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING	M.C.
DESIGN	M.H.
CHECKED BY	J.S.
APPROVED BY	— —

LICENSED PROFESSIONAL ENGINEER — A. S. KEANE — 100109861 — NOV 20/25 — PROVINCE OF ONTARIO

BENCHMARK:

SITE BENCHMARK #1

TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

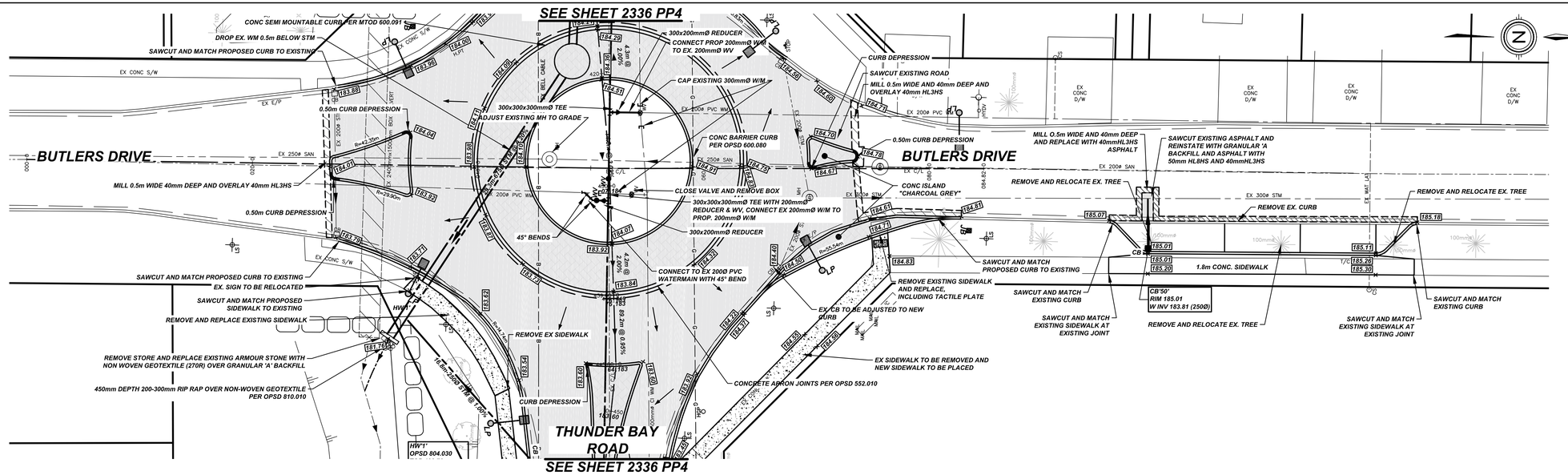
FORT ERIE ONTARIO

UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD + PROSPECT POINT ROAD
PLAN AND PROFILE TBR 0+740 - 0+790 & PPR 0+-20 - 0+30
TOWN OF FORT ERIE

CONSULTANT FILE No.	2336
DATE	2025−11−20
PRINTED	2025−11−27
SCALE	1:200 m
REF No.	
DWG No.	2336-PP7
REV	1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Nov 27, 2025 − 9:44am PLOTTED BY: MCook



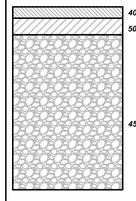
LEGEND

- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
- ASPHALT DW REINSTATEMENT NATIVE BACKFILL, 225mm GRAN 'A', 50mm HL3F
- CONCRETE DW REINSTATEMENT NATIVE BACKFILL, 150mm GRAN 'A', 125mm THICK 30Mpa CONC
- PROP CONC SIDEWALK, 125mm GRAN 'A', 125mm CONC. 150mm CONC ACROSS DW'S, 200mm CONC AT INTERSECTION RAMPS
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SOD
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SEED
- PROP CONCRETE CURB AND GUTTER PER OPSD 600.040
- DEPRESSED CURB

NOTES

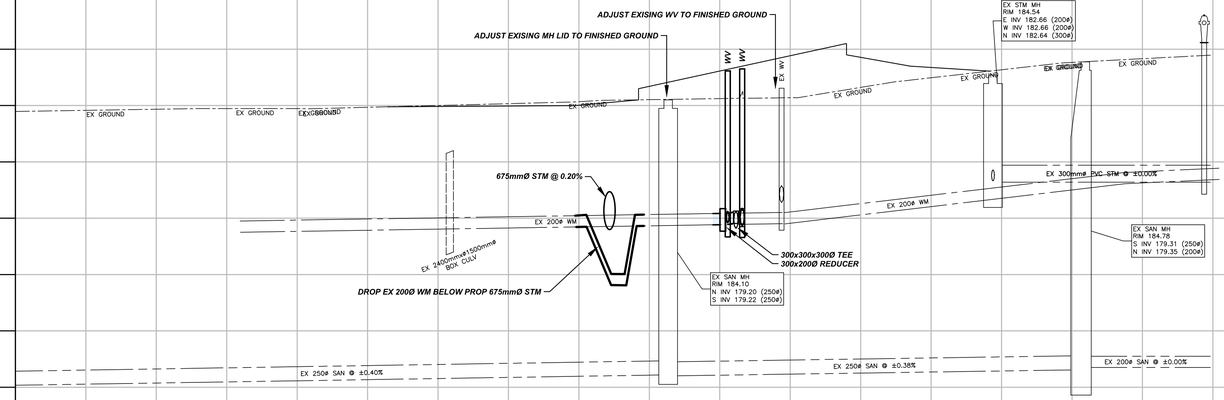
1. ALL AFFECTED SIGNS TO BE REMOVED, SALVAGED, AND REINSTALLED.
2. ALL CURB AND GUTTER TO BE PER OPSD 600.040 AND INCLUDE 100mmØ SUBDRAIN.
3. ALL DISTURBED DRIVEWAYS TO BE REINSTATED WITH ORIGINAL TYPE OF MATERIAL TO ORIGINAL OR BETTER CONDITION.
4. ALL CONNECTIONS OR BENDS SHALL BE MECHANICALLY RESTRAINED.
5. ALL EXISTING HYDRO AND LIGHT POLES TO BE PROTECTED AND SUPPORTED.
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7. ALL EXCESS EXCAVATED MATERIAL TO BE DISPOSED OF AT AN APPROPRIATE DISPOSAL SITE PER THE REQUIREMENTS OF PART XVI OF THE ENVIRONMENTAL PROTECTION ACT, MARCH 9, 2004 (AS AMENDED).
8. ROADWAY CATCHBASIN LEADS TO BE PVC DR35, 200mmØ FOR SINGLE AND 250mmØ FOR DOUBLE, WITH MINIMUM SLOPE OF 0.5%.

TYPICAL PAVEMENT STRUCTURE



THUNDER BAY ROAD

STATION	0+010	0+020	0+030	0+040	0+050	0+060	0+070	0+080	0+090	STATION
188										188
187										187
186										186
185										185
184										184
183										183
182										182
181										181
180										180
179										179
178										178
ROAD										ROAD
STORM										STORM
SANITARY										SANITARY



EX MH ??? — EX 80.6m–300mmø STM @ ±0.00%

EX MH 01427.16 — EX 82.1m–250ø SAN @ ±0.40% — EX 29.3m–250ø SAN @ ±0.38% — EX MH ???

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1	ISSUED FOR TENDER	2025–11–20	M.C.
0	ISSUED FOR REVIEW	2025–03–24	M.C.
#	REVISION	DATE	INIT

NOTES:
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3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING	M.C.
DESIGN	M.H.
CHECKED BY	J.S.
APPROVED BY	— —

LICENSED PROFESSIONAL ENGINEER — A. S. KEANE — 100109861 — NOV 20/25 — PROVINCE OF ONTARIO

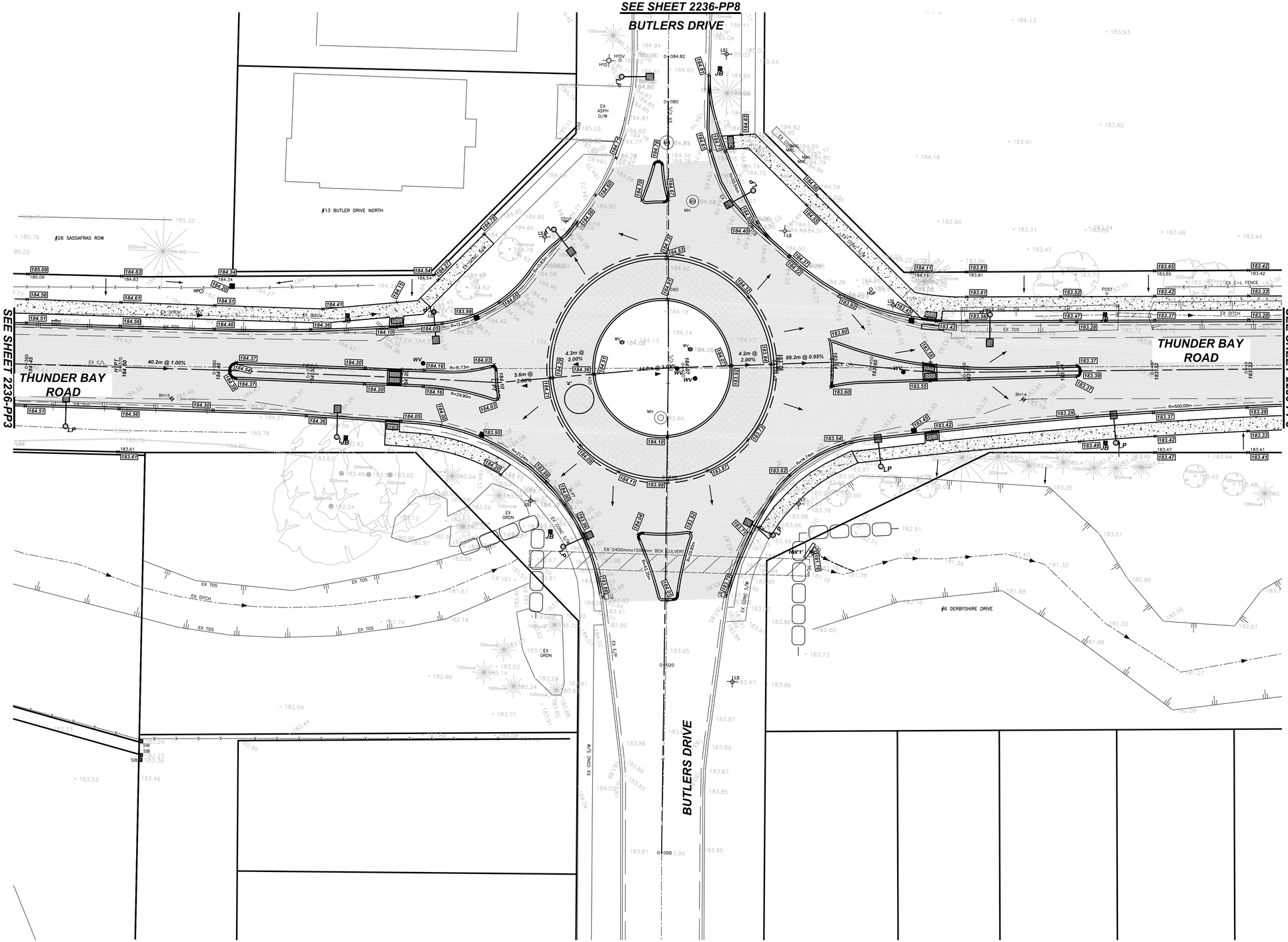
BENCHMARK:
SITE BENCHMARK #1
TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

FORT ERIE ONTARIO
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

CONTRACT NO. ISE-25T-TBAY19
BUTLERS DRIVE
PLAN AND PROFILE 0+000 - 0+80.00
TOWN OF FORT ERIE

CONSULTANT FILE No.	2336
DATE	2025–11–20
PRINTED	2025–11–27
SCALE	1:200 m
REF No.	
DWG No.	2336 PP8
REV	1

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KEY PLAN

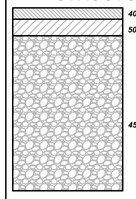
LEGEND

- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
- ASPHALT DW REINSTATEMENT NATIVE BACKFILL, 225mm GRAN 'A', 50mm HL8, 25mm HL3A
- CONCRETE DW REINSTATEMENT NATIVE BACKFILL, 150mm GRAN 'A', 125mm THICK 30Mpa CONC
- PROP CONC SIDEWALK, 125mm GRAN 'A', 125mm CONC. 150mm CONC ACROSS DW'S, 200mm CONC AT INTERSECTION RAMPS
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- DEPRESSED CURB

NOTES

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8. ROADWAY CATCHBASIN LEADS TO BE PVC RIBBED, 200mmØ FOR SINGLE AND 250mmØ FOR DOUBLE, WITH MINIMUM SLOPE OF 0.5%.

TYPICAL PAVEMENT STRUCTURE



THUNDER BAY ROAD

#	REVISION	DATE	INIT
1	ISSUED FOR TENDER	2025-11-20	M.C.
0	ISSUED FOR REVIEW	2025-03-24	M.C.

NOTES:

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3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING: M.C.
DESIGN: M.H.
CHECKED BY: J.S.
APPROVED BY: — —

LICENSED PROFESSIONAL ENGINEER
A. S. KEANE
100109861
NOV 20/25
PROVINCE OF ONTARIO

BENCHMARK:

SITE BENCHMARK #1

TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

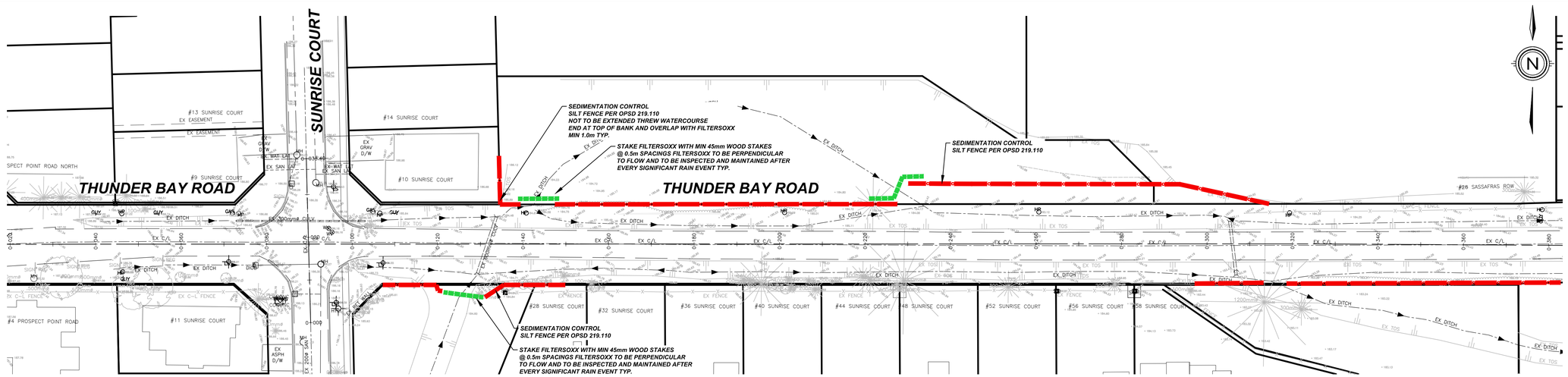
FORT ERIE ONTARIO

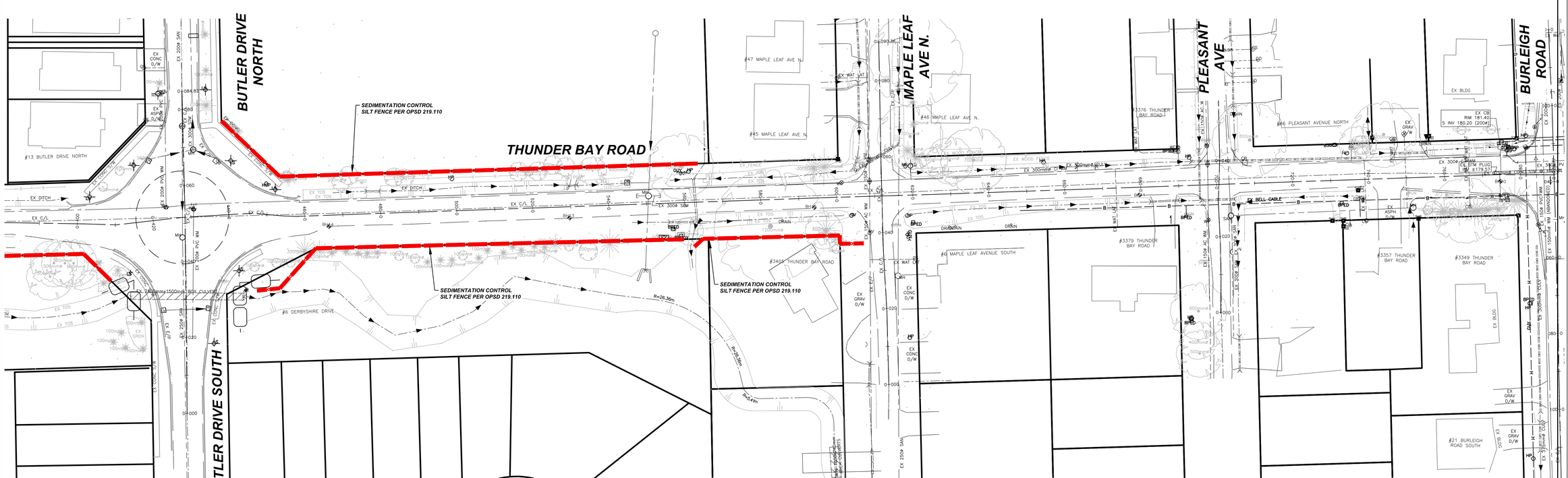
UPPER CANADA CONSULTANTS
ENGINEERS / PLANNERS

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
ROUNDABOUT GRADING PLAN
TOWN OF FORT ERIE

CONSULTANT FILE No.	2336
DATE	2025-11-20
PRINTED	2025-11-27
SCALE	1:200 m
REF No.	
DWG No.	2336-RND GP
REV	1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Nov 27, 2025 - 9:47am PLOTTED BY: MCook





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1	ISSUED FOR TENDER	2025-11-20	M.C.
0	ISSUED FOR REVIEW	2025-03-24	M.C.
#	REVISION	DATE	INIT

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DRAFTING	M.C.
DESIGN	M.H.
CHECKED BY	J.S.
APPROVED BY	--

LICENSED PROFESSIONAL ENGINEER
A. S. KEANE
100109861
PROVINCE OF ONTARIO
Nov/20/25

BENCHMARK:

SITE BENCHMARK #1

TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

FORT ERIE ONTARIO

UPPER CANADA CONSULTANTS
ENGINEERS / PLANNERS

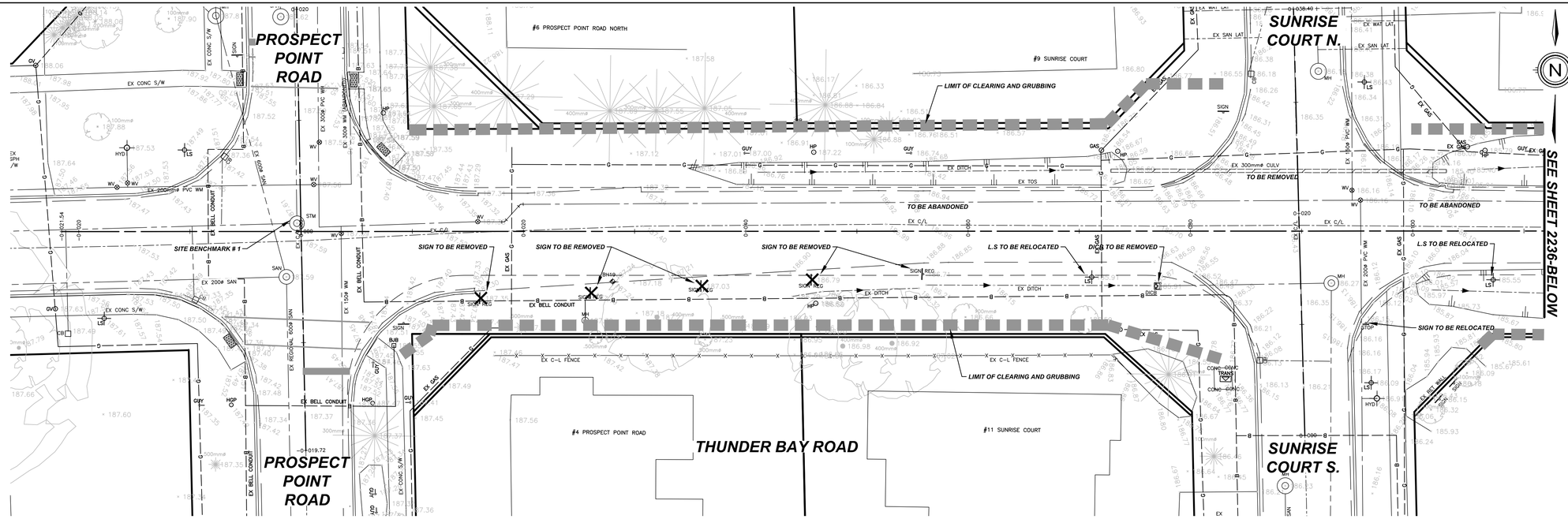
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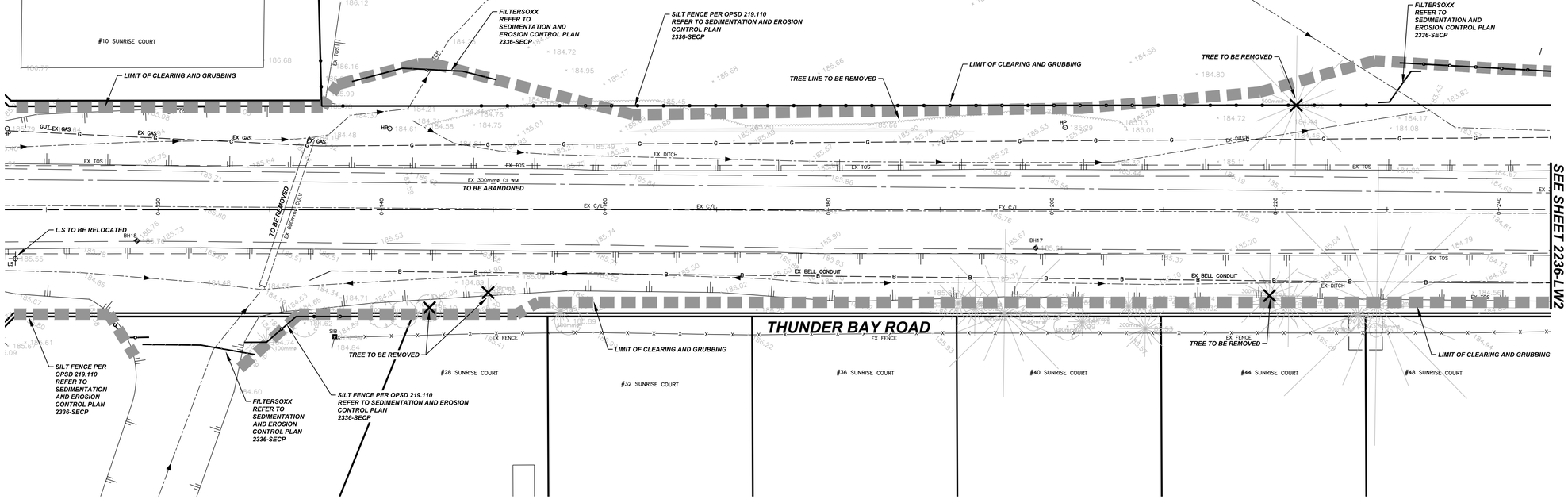
DIRECTOR OF INFRASTRUCTURE SERVICES — DATE

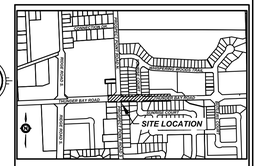
CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
SEDIMENTATION AND EROSION CONTROL PLAN
TOWN OF FORT ERIE

CONSULTANT FILE No.	2336
DATE	2025-11-20
PRINTED	2025-11-25
SCALE	1:500 m
REF No.	
DWG No.	2336-SECP
REV	1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Nov 25, 2025 - 10:20am PLOTTED BY: MCook







KEY PLAN

LEGEND

- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
- ASPHALT DW REINSTATEMENT NATIVE BACKFILL, 225mm GRAN 'A', 50mm HL3F
- CONCRETE DW REINSTATEMENT NATIVE BACKFILL, 150mm GRAN 'A', 125mm THICK 30Mpa CONC
- PROP CONC SIDEWALK, 125mm GRAN 'A', 125mm CONC. 150mm CONC ACROSS DW'S, 200mm CONC AT INTERSECTION RAMPS
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SOD
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SEED
- PROP CONCRETE CURB AND GUTTER PER OPSD 600.040
- DEPRESSED CURB
- SILT FENCE
- LIMIT OF CLEARING AND GRUBBING

NOTES

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8. ROADWAY CATCHBASIN LEADS TO BE PVC DR35, 200mmØ FOR SINGLE AND 250mmØ FOR DOUBLE, WITH MINIMUM SLOPE OF 0.5%.

#	REVISION	DATE	INIT
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1	ISSUED FOR TENDER	2025-11-20	M.C.
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DRAFTING M.C.
DESIGN M.H.
CHECKED BY J.S.
APPROVED BY --

LICENSED PROFESSIONAL ENGINEER — A. S. KEANE — 100109861 — NOV 20/25 — PROVINCE OF ONTARIO

BENCHMARK:
SITE BENCHMARK #1
TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

FORT ERIE ONTARIO
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

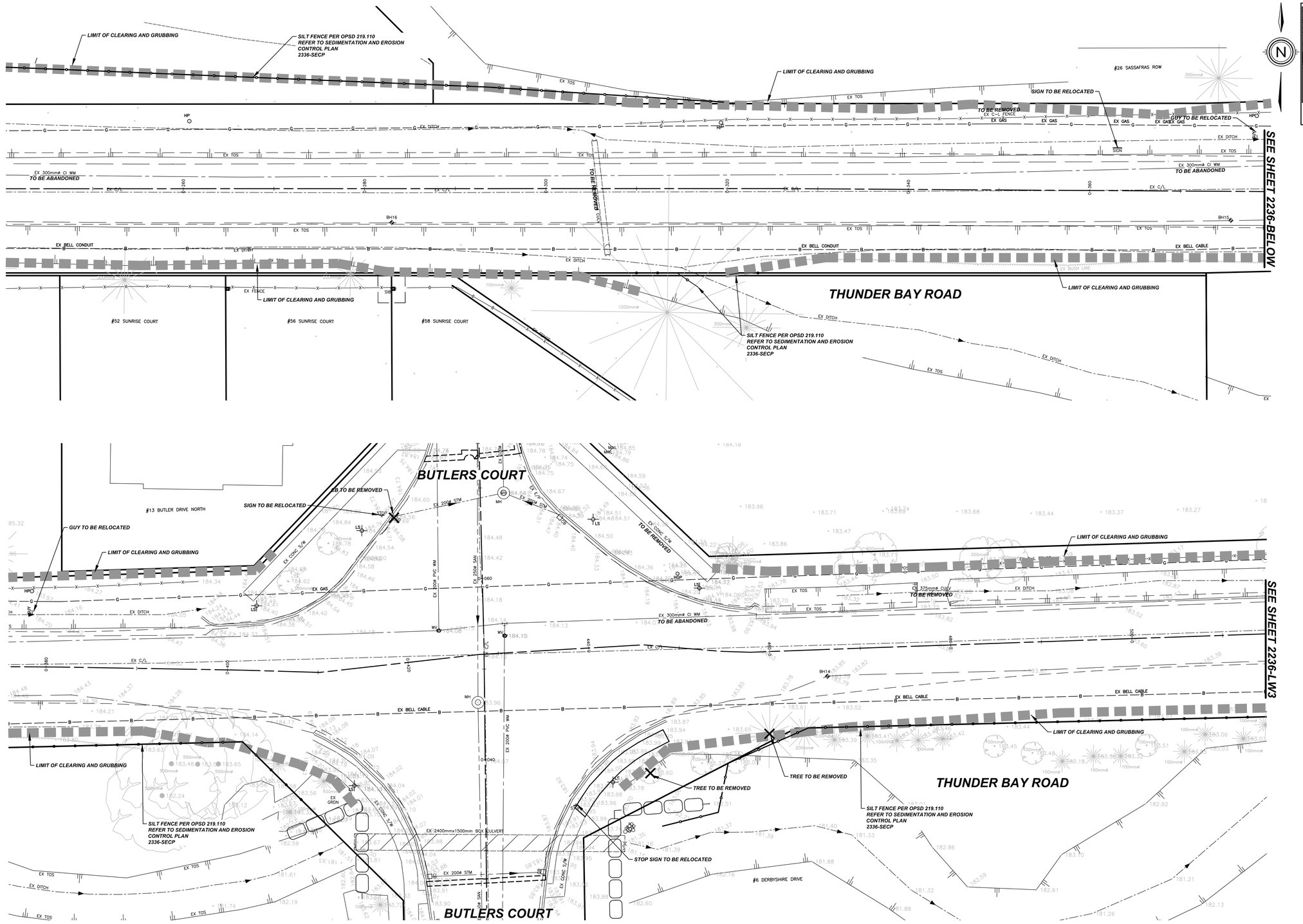
APPROVED BY:

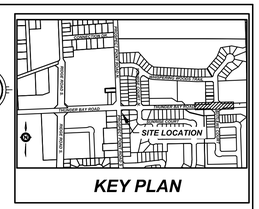
DIRECTOR OF INFRASTRUCTURE SERVICES — DATE

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
LIMIT OF WORKS AND REMOVALS PLAN
TOWN OF FORT ERIE

CONSULTANT FILE No.	2336
DATE	2025-11-20
PRINTED	2025-11-25
SCALE	1:200 m
REF No.	
DWG No.	2336-LW-1
REV	1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Nov 25, 2025 - 10:09am PLOTTED BY: MCook





LEGEND

- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
- ASPHALT DW REINSTATEMENT NATIVE BACKFILL, 225mm GRAN 'A', 50mm HL3F
- CONCRETE DW REINSTATEMENT NATIVE BACKFILL, 150mm GRAN 'A', 125mm THICK 30Mpa CONC
- PROP CONC SIDEWALK, 125mm GRAN 'A', 125mm CONC. 150mm CONC ACROSS DW'S, 200mm CONC AT INTERSECTION RAMPS
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SOD
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SEED
- PROP CONCRETE CURB AND GUTTER PER OPSD 600.040
- DEPRESSED CURB
- SILT FENCE
- LIMIT OF CLEARING AND GRUBBING

NOTES

1. ALL AFFECTED SIGNS TO BE REMOVED, SALVAGED, AND REINSTALLED.
2. ALL CURB AND GUTTER TO BE PER OPSD 600.040 AND INCLUDE 100mmØ SUBDRAIN.
3. ALL DISTURBED DRIVEWAYS TO BE REINSTATED WITH ORIGINAL TYPE OF MATERIAL TO ORIGINAL OR BETTER CONDITION.
4. ALL CONNECTIONS OR BENDS SHALL BE MECHANICALLY RESTRAINED.
5. ALL EXISTING HYDRO AND LIGHT POLES TO BE PROTECTED AND SUPPORTED.
6. ALL DISTURBED BOULEVARD AREAS TO BE REINSTATED WITH 150mm TOPSOIL AND SOD.
7. ALL EXCESS EXCAVATED MATERIAL TO BE DISPOSED OF AT AN APPROPRIATE DISPOSAL SITE PER THE REQUIREMENTS OF PART XVI OF THE ENVIRONMENTAL PROTECTION ACT, MARCH 9, 2004 (AS AMENDED).
8. ROADWAY CATCHBASIN LEADS TO BE PVC DR35, 200mmØ FOR SINGLE AND 250mmØ FOR DOUBLE, WITH MINIMUM SLOPE OF 0.5%.

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1	ISSUED FOR TENDER	2025-11-20	M.C.
0	ISSUED FOR REVIEW	2025-03-24	M.C.

NOTES:

1. THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWER, AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM HIMSELF OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
2. PROPERTY LINES WERE PLOTTED USING REGISTERED PLANS AND BARS LOCATED IN THE FIELD. TO VERIFY THE ACCURACY OF THESE PROPERTY LINES, A LEGAL SURVEY SHOULD BE PERFORMED PRIOR TO CONSTRUCTION.
3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING M.C.
DESIGN M.H.
CHECKED BY J.S.
APPROVED BY ——

LICENSED PROFESSIONAL ENGINEER
A. S. KEANE
100109861
NOV 20/25
PROVINCE OF ONTARIO

BENCHMARK:
SITE BENCHMARK #1
TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

FORT ERIE ONTARIO
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

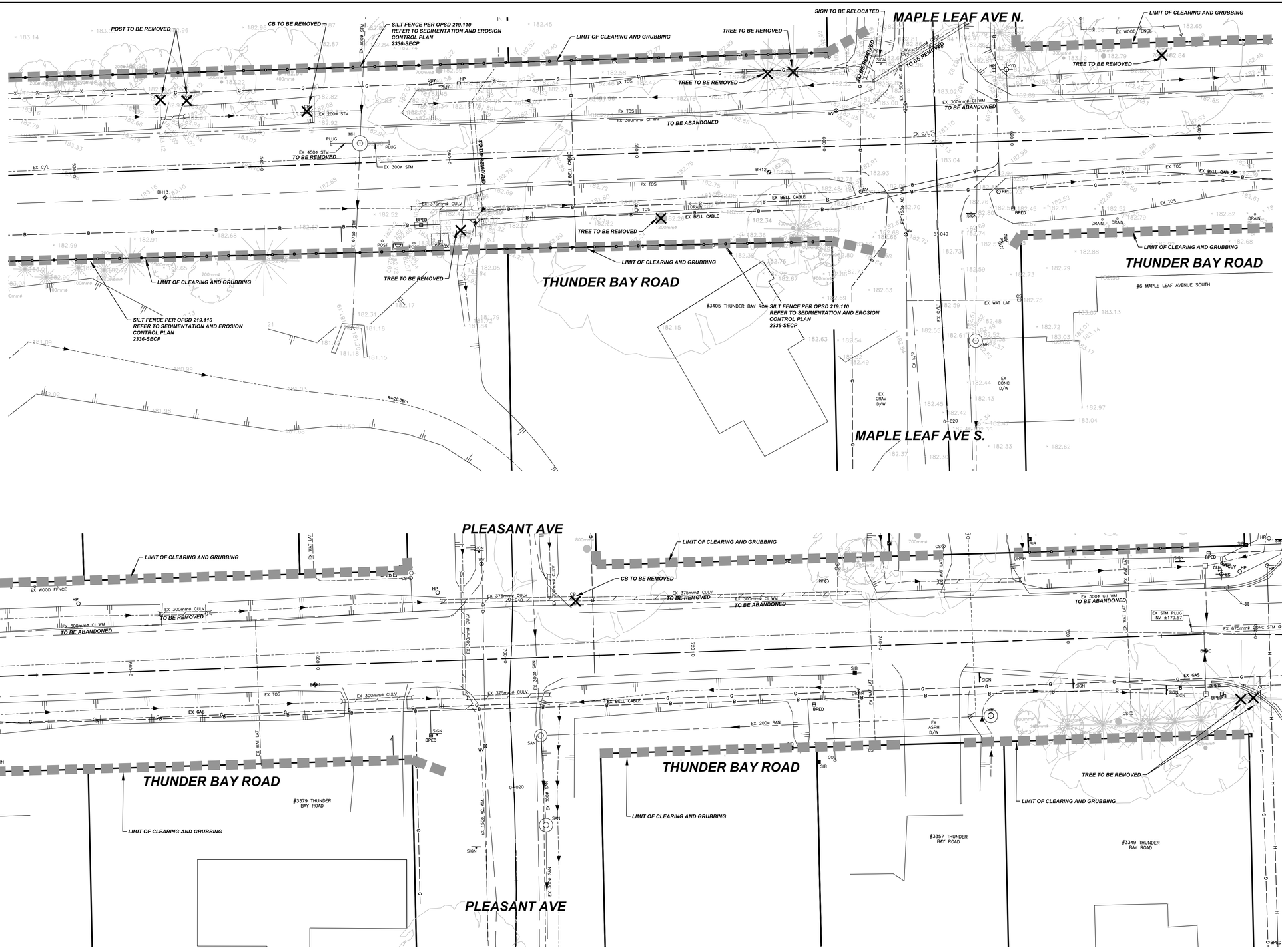
APPROVED BY:

DIRECTOR OF INFRASTRUCTURE SERVICES — DATE

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
LIMIT OF WORKS AND REMOVALS PLAN
TOWN OF FORT ERIE

CONSULTANT FILE No. 2336
DATE 2025-11-20
PRINTED 2025-11-25
SCALE 1:200 m
REF No.
DWG No. 2336-LW-2
REV 1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Nov 25, 2025 - 10:15am PLOTTED BY: MCook



LEGEND

- REMOVAL OF EXISTING ITEM (HYDRANT, TREE, ETC.)
- GRAVEL DW REINSTATEMENT NATIVE BACKFILL, 300mm GRAN 'A'
- ASPHALT DW REINSTATEMENT NATIVE BACKFILL, 225mm GRAN 'A', 50mm HL3F
- CONCRETE DW REINSTATEMENT NATIVE BACKFILL, 150mm GRAN 'A', 125mm THICK 30Mpa CONC
- PROP CONC SIDEWALK, 125mm GRAN 'A', 125mm CONC. 150mm CONC ACROSS DW'S, 200mm CONC AT INTERSECTION RAMPS
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SOD
- BOULEVARD REINSTATEMENT 150mm TOPSOIL AND SEED
- PROP CONCRETE CURB AND GUTTER PER OPSD 600.040
- DEPRESSED CURB
- SILT FENCE
- LIMIT OF CLEARING AND GRUBBING

NOTES

1. ALL AFFECTED SIGNS TO BE REMOVED, SALVAGED, AND REINSTALLED.
2. ALL CURB AND GUTTER TO BE PER OPSD 600.040 AND INCLUDE 100mmØ SUBDRAIN.
3. ALL DISTURBED DRIVEWAYS TO BE REINSTATED WITH ORIGINAL TYPE OF MATERIAL TO ORIGINAL OR BETTER CONDITION.
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5. ALL EXISTING HYDRO AND LIGHT POLES TO BE PROTECTED AND SUPPORTED.
6. ALL DISTURBED BOULEVARD AREAS TO BE REINSTATED WITH 150mm TOPSOIL AND SOD.
7. ALL EXCESS EXCAVATED MATERIAL TO BE DISPOSED OF AT AN APPROPRIATE DISPOSAL SITE PER THE REQUIREMENTS OF PART XVI OF THE ENVIRONMENTAL PROTECTION ACT, MARCH 9, 2004 (AS AMENDED).
8. ROADWAY CATCHBASIN LEADS TO BE PVC DR35, 200mmØ FOR SINGLE AND 250mmØ FOR DOUBLE, WITH MINIMUM SLOPE OF 0.5%.

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1	ISSUED FOR TENDER	2025-11-20	M.C.
0	ISSUED FOR REVIEW	2025-03-24	M.C.

NOTES:

1. THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWER, AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM HIMSELF OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
2. PROPERTY LINES WERE PLOTTED USING REGISTERED PLANS AND BARS LOCATED IN THE FIELD. TO VERIFY THE ACCURACY OF THESE PROPERTY LINES, A LEGAL SURVEY SHOULD BE PERFORMED PRIOR TO CONSTRUCTION.
3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING	M.C.
DESIGN	M.H.
CHECKED BY	J.S.
APPROVED BY	--

LICENSED PROFESSIONAL ENGINEER — A. S. KEANE — 100109861 — NOV 20/25 — PROVINCE OF ONTARIO

BENCHMARK:

SITE BENCHMARK #1

TOP OF EXISTING STORM MANHOLE AT THE INTERSECTION OF PROSPECT POINT ROAD AND THUNDER BAY ROAD ELEV: 187.61

FORT ERIE ONTARIO

UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

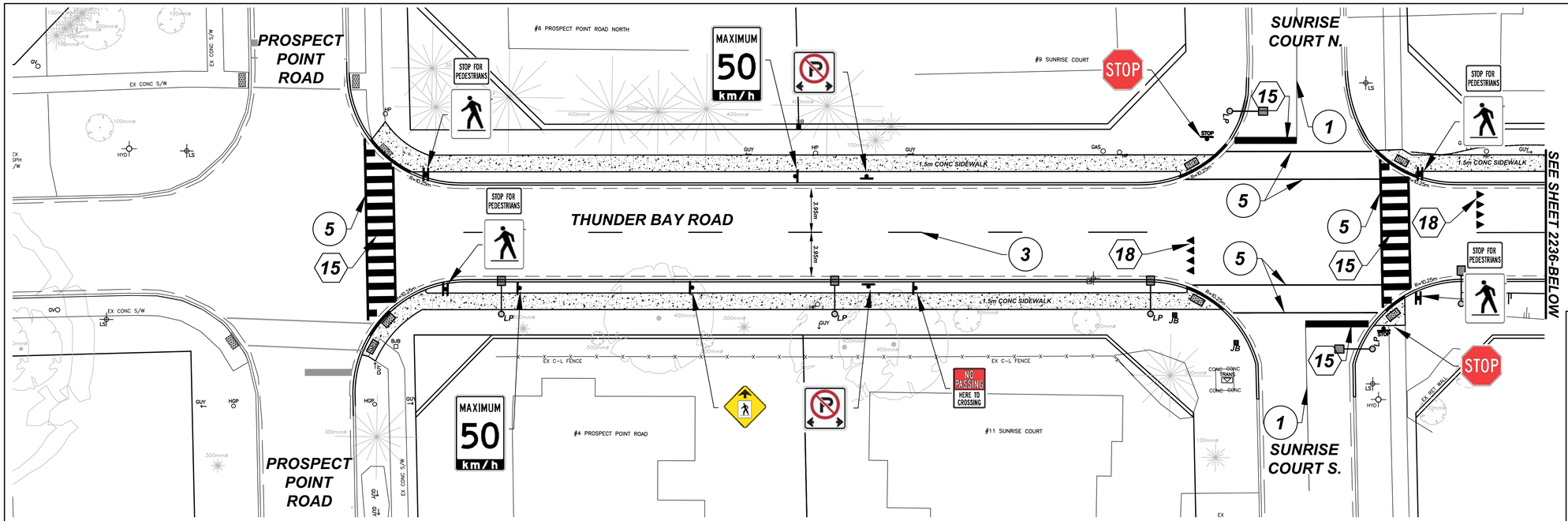
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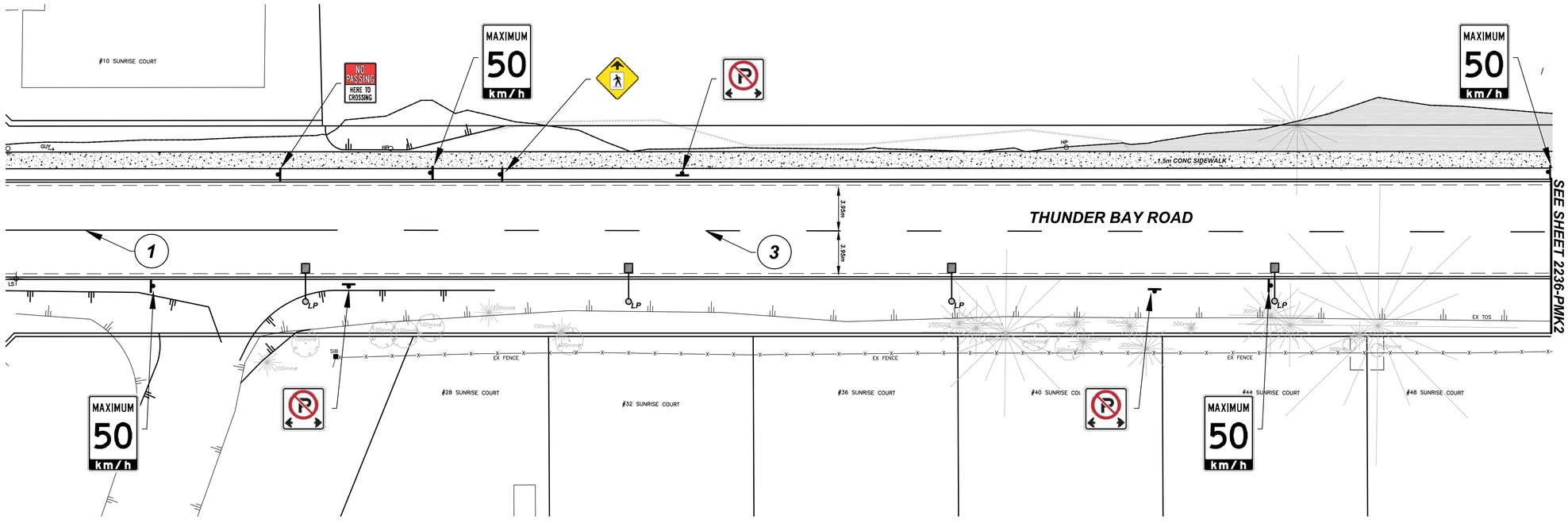
DIRECTOR OF INFRASTRUCTURE SERVICES — DATE

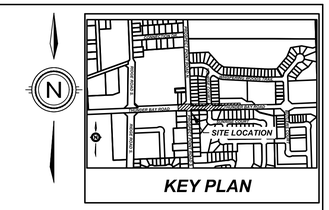
CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
LIMIT OF WORKS AND REMOVALS PLAN
TOWN OF FORT ERIE

CONSULTANT FILE No.	2336
DATE	2025-11-20
PRINTED	2025-12-01
SCALE	1:200 m
REF No.	
DWG No.	2336-LW-3
REV	1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Dec 01, 2025 - 4:55pm PLOTTED BY: MCook







KEY PLAN

NOTE:
ALL SIGNS SHALL BE PLACED IN HEIGHT AND LOCATION IN ACCORDANCE WITH OTM BOOK 1B

Wc-27L · Ra-1 · Ra-10 · Ra-4t

Wc-27R · Ra-5R · Ra-5L · Wa-33R · Wa-33L

Rb-51 · Ra-2 · Rb-20

Rb-1 · Roadway Street

LEGEND

- 1 — SOLID YELLOW LINE, 10cm WIDE
- 3 — 3-6-3 BROKEN YELLOW LINE, 10cm WIDE
- 5 — SOLID WHITE LINE, 10cm WIDE
- 15 — SOLID WHITE LINE, 60cm WIDE
- 18 — SOLID WHITE DRAGONS TEETH, 60cm WIDE, 1.0m TALL

SIGNS: Ra-1 - STOP SIGN

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1	ISSUED FOR TENDER	2025–11–20	M.C.
0	ISSUED FOR REVIEW	2025–03–24	M.C.

NOTES:
1. THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWER, AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM HIMSELF OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
2. PROPERTY LINES WERE PLOTTED USING REGISTERED PLANS AND BARS LOCATED IN THE FIELD. TO VERIFY THE ACCURACY OF THESE PROPERTY LINES, A LEGAL SURVEY SHOULD BE PERFORMED PRIOR TO CONSTRUCTION.
3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING M.C. | DESIGN M.H. | CHECKED BY J.S. | APPROVED BY ——

LICENSED PROFESSIONAL ENGINEER — A. S. KEANE — 100109861 — PROVINCE OF ONTARIO — NOV 20/25

FORT ERIE ONTARIO

UPPER CANADA CONSULTANTS — ENGINEERS / PLANNERS

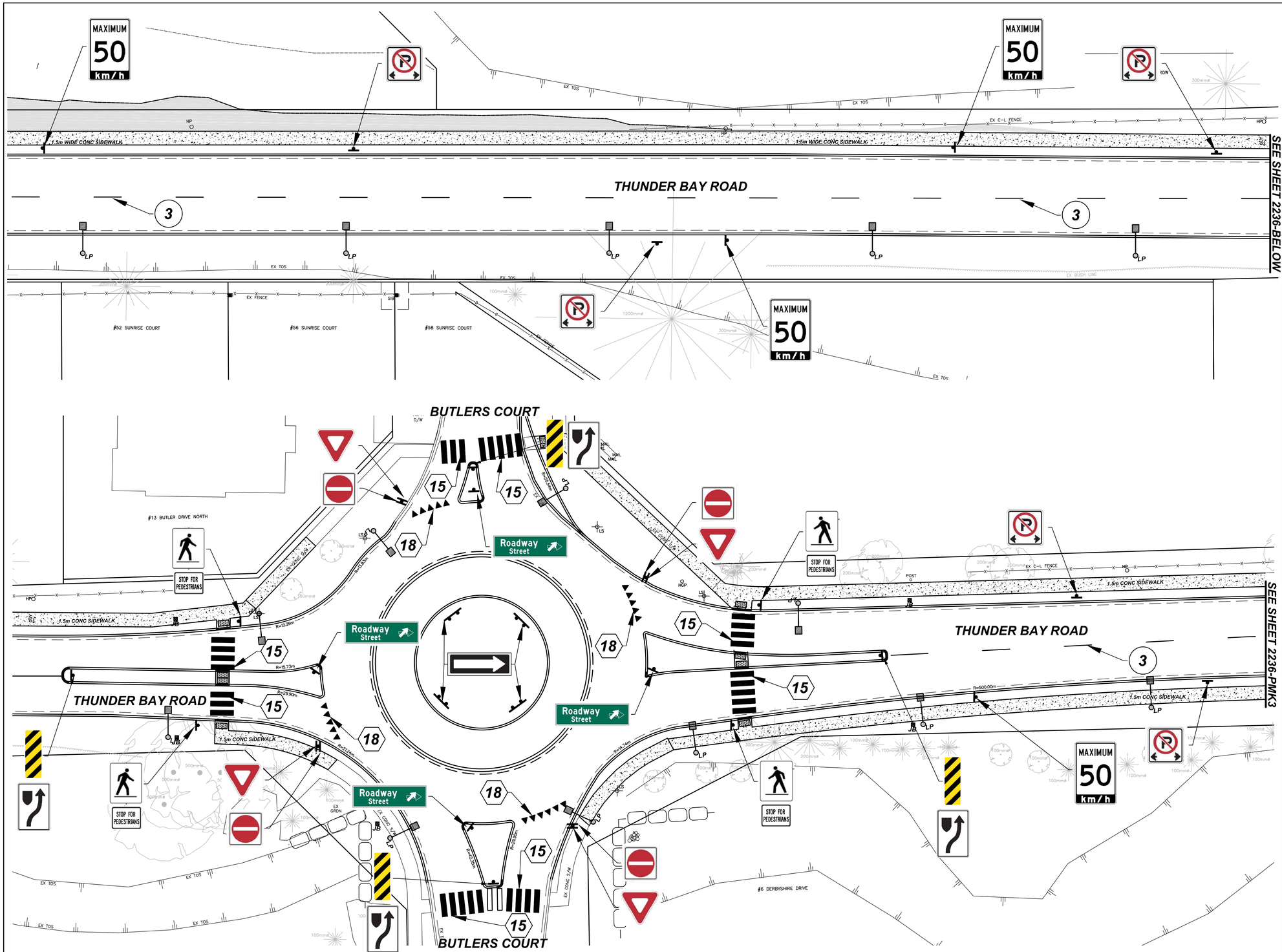
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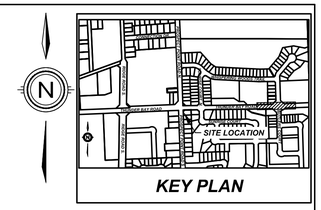
DIRECTOR OF INFRASTRUCTURE SERVICES — DATE

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
PAVEMENT MARKINGS PLAN
TOWN OF FORT ERIE

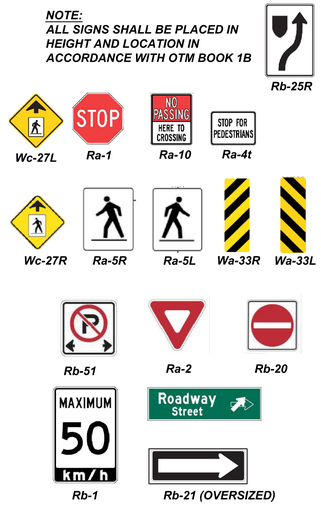
CONSULTANT FILE No.	2336
DATE	2025–11–20
PRINTED	2025–11–25
SCALE	1:200 m
REF No.	
DWG No.	2336-PMK-1
REV	1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Nov 25, 2025 – 1:52pm PLOTTED BY: MCook





NOTE:
ALL SIGNS SHALL BE PLACED IN HEIGHT AND LOCATION IN ACCORDANCE WITH OTM BOOK 1B



LEGEND

- (1) SOLID YELLOW LINE, 10cm WIDE
- (3) 3-6-3 BROKEN YELLOW LINE, 10cm WIDE
- (5) SOLID WHITE LINE, 10cm WIDE
- (15) SOLID WHITE LINE, 60cm WIDE
- (18) SOLID WHITE DRAGONS TEETH, 60cm WIDE, 1.0m TALL
- SIGNS: Ra-1 - STOP SIGN

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1	ISSUED FOR TENDER	2025-11-20	M.C.
0	ISSUED FOR REVIEW	2025-03-24	M.C.

NOTES:
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3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING M.C.
DESIGN M.H.
CHECKED BY J.S.
APPROVED BY --

LICENSED PROFESSIONAL ENGINEER — A. S. KEANE — 100109861 — PROVINCE OF ONTARIO — NOV 20/25

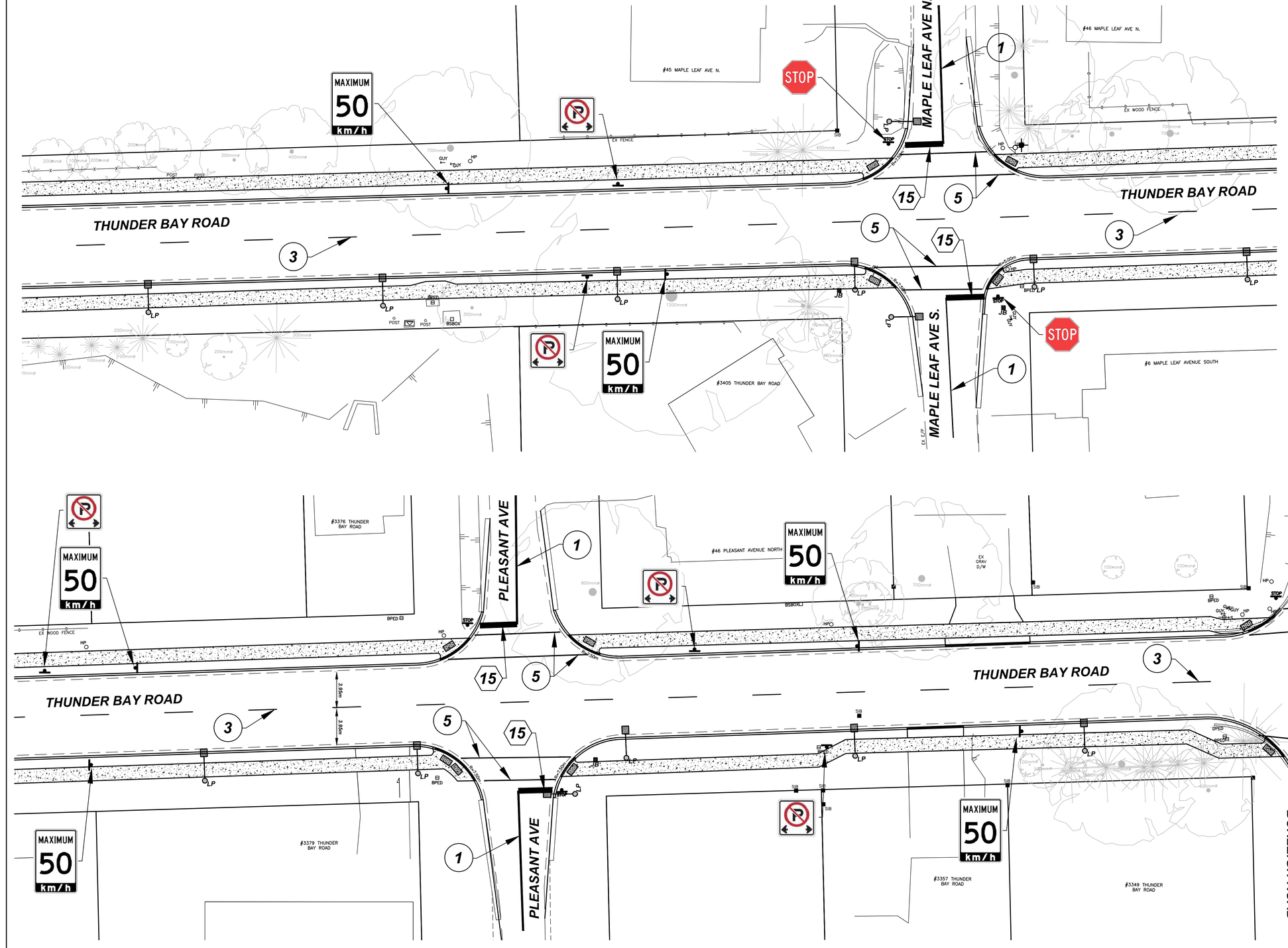
FORT ERIE ONTARIO
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

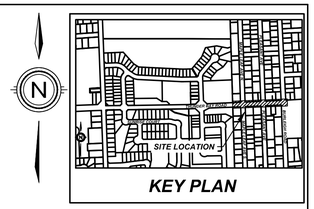
APPROVED BY:
DIRECTOR OF INFRASTRUCTURE SERVICES — DATE

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
PAVEMENT MARKINGS PLAN
TOWN OF FORT ERIE

CONSULTANT FILE No. 2336
DATE 2025-11-20
PRINTED 2025-11-25
SCALE 1:200 m
REF No.
DWG No. 2336-PMK-2
REV 1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Nov 25, 2025 - 1:53pm PLOTTED BY: MCook





KEY PLAN

NOTE:
ALL SIGNS SHALL BE PLACED IN HEIGHT AND LOCATION IN ACCORDANCE WITH OTM BOOK 1B

Rb-25R, Wc-27L, Ra-1, Ra-10, Ra-4t, Wc-27R, Ra-5R, Ra-5L, Wa-33R, Wa-33L, Rb-51, Ra-2, Rb-20, Rb-1, Rb-21 (OVERSIZED)

LEGEND

- 1 — SOLID YELLOW LINE, 10cm WIDE
- 3 — 3-6-3 BROKEN YELLOW LINE, 10cm WIDE
- 5 — SOLID WHITE LINE, 10cm WIDE
- 15 — SOLID WHITE LINE, 60cm WIDE
- 18 — SOLID WHITE DRAGONS TEETH, 60cm WIDE, 1.0m TALL
- SIGNS: Ra-1 - STOP SIGN

#	REVISION	DATE	INIT
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1	ISSUED FOR TENDER	2025-11-20	M.C.
0	ISSUED FOR REVIEW	2025-03-24	M.C.

NOTES:
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3. ALL CONSTRUCTION MUST COMPLY WITH THE NIAGARA PENINSULA STANDARD CONTRACT DOCUMENT.

DRAFTING M.C.
DESIGN M.H.
CHECKED BY J.S.
APPROVED BY ——

LICENSED PROFESSIONAL ENGINEER — A. S. KEANE — 100109861 — PROVINCE OF ONTARIO — 20/11/25

FORT ERIE ONTARIO
UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

APPROVED BY:
DIRECTOR OF INFRASTRUCTURE SERVICES — DATE

CONTRACT NO. ISE-25T-TBAY19
THUNDER BAY ROAD
PAVEMENT MARKINGS PLAN
TOWN OF FORT ERIE

CONSULTANT FILE No.	2336
DATE	2025-11-20
PRINTED	2025-11-25
SCALE	1:200 m
REF No.	
DWG No.	2336-PMK-3
REV	1

DRAWING FILE: F:\2336\Engineering\2336_BASE2.dwg PLOTTED: Nov 25, 2025 - 1:54pm PLOTTED BY: MCook