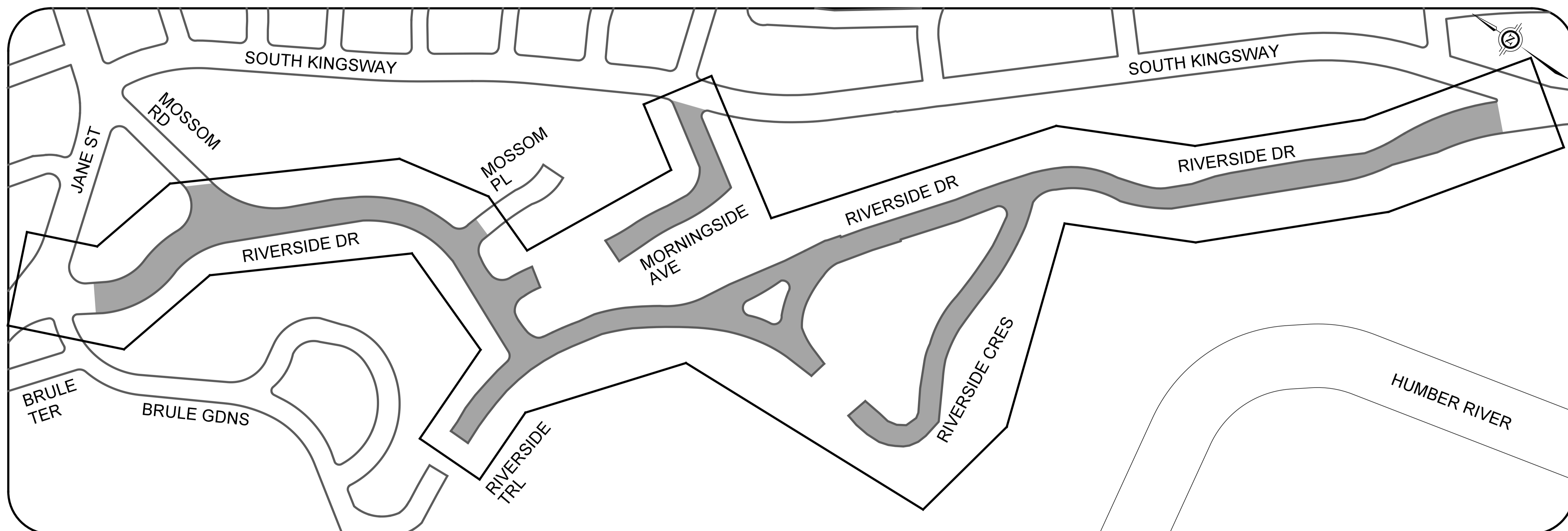




Engineering & Construction Services



RIVERSIDE DRIVE FROM SOUTH KINGSWAY TO BRULE GARDENS

RIVERSIDE TRAIL
FROM RIVERSIDE DRIVE TO 90m WEST OF RIVERSIDE DRIVE

RIVERSIDE CRESCENT
FROM RIVERSIDE DRIVE TO 240m WEST OF RIVERSIDE DRIVE

MORNINGSIDE AVENUE
FROM SOUTH KINGSWAY TO RIVERSIDE DRIVE

CONTRACT No. 18ECS-TI-04LR

**MICHAEL D'ANDREA, P. ENG. - EXECUTIVE DIRECTOR,
ENGINEERING & CONSTRUCTION SERVICES**

LIST OF DRAWINGS

1. M-842-010 COVER SHEET
 2. M-842-011 GENERAL NOTES
- RIVERSIDE DRIVE
3. P-842-005 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION - CANDEVCON LTD.
 4. P-842-006 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION - CANDEVCON LTD.
 5. P-842-007 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION - CANDEVCON LTD.
 6. P-842-008 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 7. P-842-009 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 8. P-842-010 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 9. P-842-011 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 10. P-842-012 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 11. P-842-013 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 12. P-842-014 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 13. P-842-015 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 14. P-842-016 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 15. P-842-017 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 16. P-842-018 PLAN AND SECTIONS MULTI-USE RAILING - CANDEVCON LTD.
- RIVERSIDE CRESCENT
17. P-4292-001 PLAN AND PROFILE LOCAL ROAD RESURFACING
 18. P-4292-002 PLAN AND PROFILE LOCAL ROAD RESURFACING
 19. P-4292-003 PLAN AND PROFILE LOCAL ROAD RESURFACING
- RIVERSIDE TRAIL
20. P-4293-001 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
- MORNINGSIDE AVENUE
21. P-9817-001 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 22. P-9817-002 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION
 23. P-9817-003 PLAN AND PROFILE LOCAL ROAD RECONSTRUCTION

ISSUED FOR CONSTRUCTION

**DATE: MAY 6, 2019
DRAWING NUMBER: M-842-010**

CONTRACT No. 18ECS-TI-04LR ISSUED FOR CONSTRUCTION

GENERAL NOTES

Legislation, Regulation and Codes

- All work within the City right-of-way shall be constructed according to the latest City of Toronto standard drawings and specifications. Ontario Provincial Standard drawings and specifications may, subject to the approval of the City of Toronto, be used where no City standard or specification is available.
- All work shall be completed according to the current *Occupational Health and Safety Act and Regulations for Construction Projects*. The general contractor shall be deemed to be the constructor as defined in the act.
- All temporary traffic control and signage during construction shall be according to the current *Ontario Traffic Manual Book 7: Temporary Conditions Field Edition*.

Construction Notes

- All material for sewer, forcemain, watermain, hydrants and appurtenances, shall be according to City of Toronto material/manufacture specifications as required by Chapter 6, *Material Specifications from Design Criteria for Sewers and Watermain Manual*.
- Utility separation shall be according to Appendix 'D' of the City of Toronto Design Criteria for Sewers and Watermains Manual.
- Service connections and utility cuts made in road pavements shall be backfilled with unshrinkable fill according to TS 4.50.
- All areas disturbed during construction within the City's right-of-way shall be restored to original or better condition and to the satisfaction of the contract administrator. Grass areas shall be treated with 100 mm of topsoil and shall be sodded according to TS 5.00 and TS 5.10.
- All existing utilities shown on drawings (plan and profile) are for reference purposes only. The contractor shall satisfy themselves as to the actual location and depth of any utility and shall be liable for all or any damage.
- Any discrepancies between site conditions and construction drawings must be reported to the City prior to commencement of construction and appropriate action taken to the satisfaction of the contract administrator.
- All survey stake layout points shall be verified in the field by the contractor prior to construction. Any discrepancies between the drawings and the layout shall be immediately reported to the City.
- Attention is directed to the possibility of existing private sprinklers and lighting systems within the right-of-way, which are not shown on the plans. Locating, working around and protecting these systems shall be completed at no extra cost to the City.
- At all locations where the proposed watermain crosses under or above the existing sewers, or utilities, Granular A bedding material is to extend from the lower pipe to the top of the upper pipe. Granular A to be compacted to minimum 95% of maximum dry density.
- Contractor to provide adequate support during construction and a minimum of 300 mm vertical clearance between new watermain and existing gas mains. Minimum 600 mm vertical clearance between new watermain and gas mains larger than 300 mm diameter.
- All existing watermains and sewer pipes larger than 300 mm diameter shall be supported according to drawing T-1007.01-4.
- All dimensions are expressed in metres (m) and pipe sizes are expressed in millimetres (mm) unless otherwise noted.

Contact Information

- Prior to commencing any work within the municipal right-of-way, the contractor shall apply for a road occupancy permit from the City's right-of-way management unit district office.
- All TTC traffic is to be maintained during construction of this (watermain, sewer or road). In order to co-ordinate all disruptions in service, contractor to contact Ms Emily Assuncao 416-393-3302 at least 48 hours prior to commencing construction.
- Notify Toronto Water, Water Treatment and Supply at 416-397-0187 or send an e-mail message to trunkwater@toronto.ca two weeks prior to excavation near the <size> mm transmission watermain so that a Toronto Water inspector may be present.
- During the construction of (watermain / services or sewer / laterals) close to an existing transmission watermain, contractor to notify Toronto Water at 416-397-0187 at least 48 hours prior to construction.

Road Reconstruction

- Reconstruction of driveway entrances shall be according to T-310.050-8.
- Limits of sidewalk / curb reconstruction are approximate, actual limits are to be confirmed in the field by the contract administrator.
- Changage is established from the centreline of construction and gutter grades are calculated along the gutter line.
- Height of curb faces may vary along length of gutter, as shown on profile, or to be confirmed in the field.
- Adjust all structures (maintenance holes, catch basins, etc.) to suit new design elevations including breaking down and removal of portion of top of structures to allow for minimum 150 mm adjustments.
- All curb shall be constructed with a ledge at the back of the curb to facilitate future sidewalk construction.
- Full depth saw-cuts are required at construction limits of existing curb, sidewalk and pavement unless otherwise shown.
- Saw cut existing pavement, sidewalk, curb, gutter, driveways, walkways, etc. at construction limits to provide a clean joint for the proposed work.
- Construct pedestrian sidewalk ramps with tactile walking surface indicators according to T-310.030-7, T-310.030-8, T-310.030-9, T-310.030-10 and T-310.030-11.
- Existing entrance ramps to be re-installed. Vehicular sidewalk ramp shall be according to T-310.050-1.
- Adjustment of approaches, walkways, and steps may be required. Limits are to be determined in the field by the contract administrator.
- Existing asphalt thickness may vary, taper to match existing at construction limits (minimum 2.0 m).
- Filter fabric to be placed under grates on all catchbasins to trap sediment. Silt traps are to be cleaned regularly and are not to be removed until such time as the curbs are constructed and the boulevards are sodded or backyards graded and sodded. Filter fabric for silt control to be Terra Fx 270R or approved equivalent.
- Please notify TRCA Enforcement Officer (Paul Nowak at 416-661-6600 Ext. 5626 pnowak@trca.on.ca) and TRCA Project Manager (Luka Medvedat 416.661.6600 Ext. 5766) 48 hours prior to commencing construction.
- Siting Washout Facilities**
Concrete washout facilities, such as washout pits and vinyl or metal washout containers, should be placed in locations that provide convenient access to concrete trucks, preferably near the area where concrete is being poured. However they should not be placed within 15m of storm drains, open ditches, or waterbodies and be outside of TRCA regulated areas. Appropriate gravel or rock should cover approaches to concrete washout facilities when they are located on undeveloped property. On large sites with extensive concrete work, washouts should be placed at multiple locations for ease of use by ready-mixed truck drivers. If the washout facility is not within view from the pour location, signage will be needed to direct the truck drivers. The contractor shall be responsible for installation, maintenance and removal of the wash out facilities.

Erosion and Sediment Control

- Erosion and Sediment Control (ESC) measures will be implemented prior to, and maintained during construction phases, to prevent entry of sediment into the water. All damaged erosion and sediment control measures should be repaired or replaced within 48 hours of inspection or both.
- All disturbed areas will be minimized to the extent possible, and temporarily or permanently stabilized or restored as the work progresses.
- The erosion and sediment control strategies outlined on the plans are not static and may need to be upgraded/amended as site conditions change to minimize sediment laden runoff from leaving the work area. If the prescribed measures on the plans are not effective in preventing the release of a deleterious substance, then alternative measures must be implemented immediately to minimize potential ecological impacts and a Toronto Region Conservation Authority enforcement office should be immediately contacted. Additional ESC measures to be kept on site and used as necessary.
- All activities, including maintenance procedures, will be controlled to prevent the entry of petroleum products, debris, rubble, concrete or other deleterious substances into the water. Vehicular refueling and maintenance will be conducted a minimum of 30 m from the water.
- All grades within the regulatory flood plain will be maintained or matched.
- Silt control fence should be aligned with contours for sheet overland flow.
- Silt/sediment control fence is to be located in areas of low sediment yield on slopes that conform to MTO drainage manual volume 2 - chart F4-3C, topographic factor is based on slope length and gradient.
- Prior to excavation, all catchbasins shall be installed with temporary sedimentation traps as per detail on drawing and are to be maintained during construction and removed at the end of construction as directed by the engineer.
- The proponent/contractor shall monitor the weather several days in advance to ensure that works are conducted during favourable weather conditions. Should an unexpected storm arise, the proponent/contractor shall remove all items from the regional storm flood plain that would have the capacity to cause an obstruction to flow or a spill (i.e. fuel tanks, unified equipment, etc.)
- No work is allowed within the minimum Tree Protection Zone unless a Permit for Tree Removal or Injury has been issued by Urban Forestry.
- The sediment controls shall be removed offsite after construction is complete and disturbed areas are stabilized and restored.
- City of Toronto's Tree Protection Policy and Specifications for Construction Near Trees, dated July 2016, will be strictly adhered to.
- Watercourses not to be disturbed during construction. No in-water work is required as part of this project.
- Sediment Control Fence as per T-219.130-1
- In accordance with Migratory Birds Convention Act, any tree removal, with a valid permit issued by Urban Forestry, shall be carried out between August 1st and April 1st.
- All dewatering/unwatering shall be treated and released 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 to meet the objective of preventing the release of sediment laden water.
- Please notify TRCA Enforcement Officer (Paul Nowak 416.661.6600 ext. 5626) and TRCA Project Manager (Luka Medved at 416.661.6600 ext. 5766) 48 hours prior to commencing construction



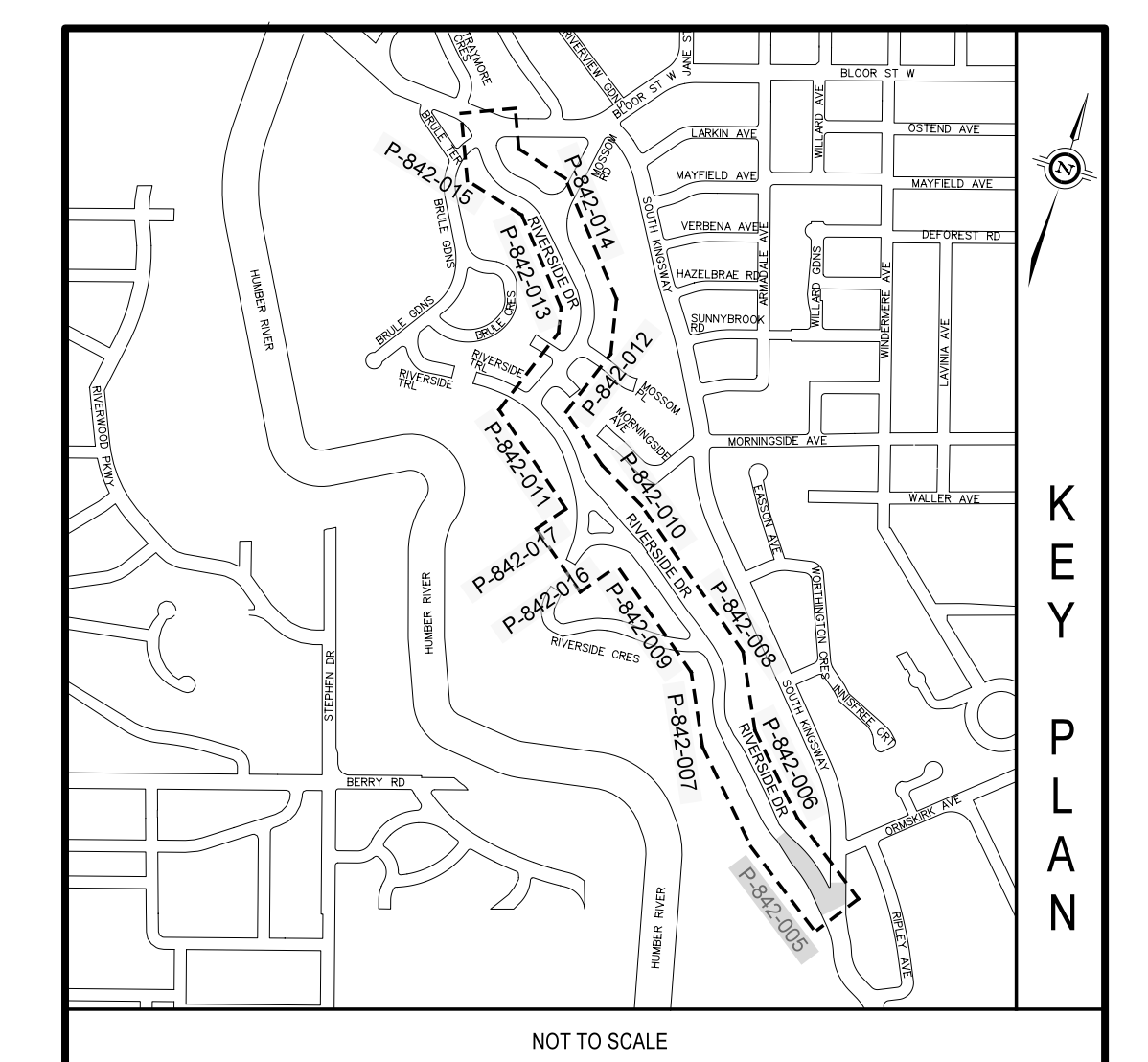
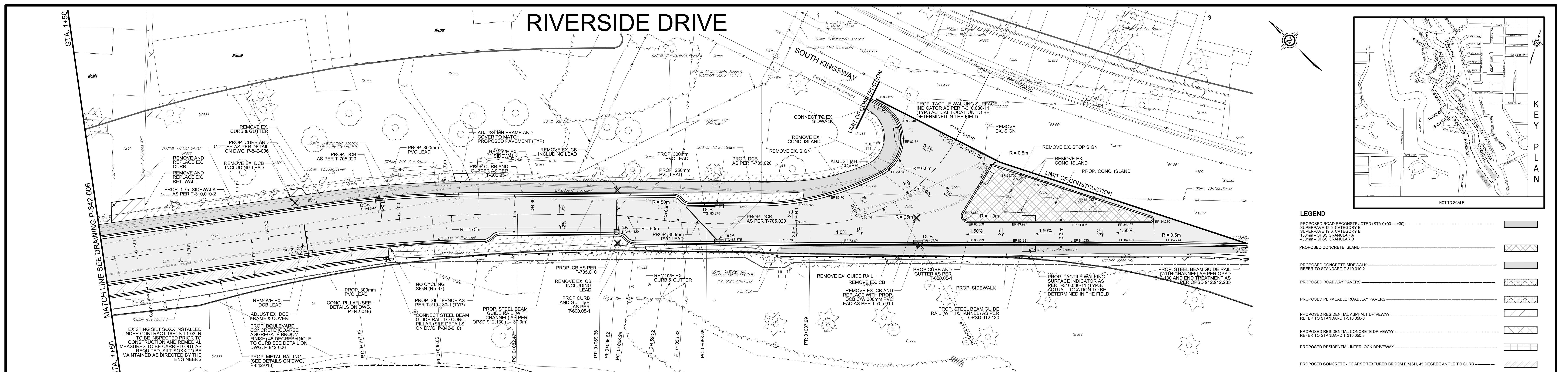
CONTRACT No. 18ECS-TI-04LR

GENERAL NOTES

DESIGN	DRAWN	R.C.	CHECKED	CONTRACT No. 18ECS-TI-04LR
SCALE	N.T.S.			DRAWING NUMBER M-842-011
DATE	DECEMBER 14, 2018			

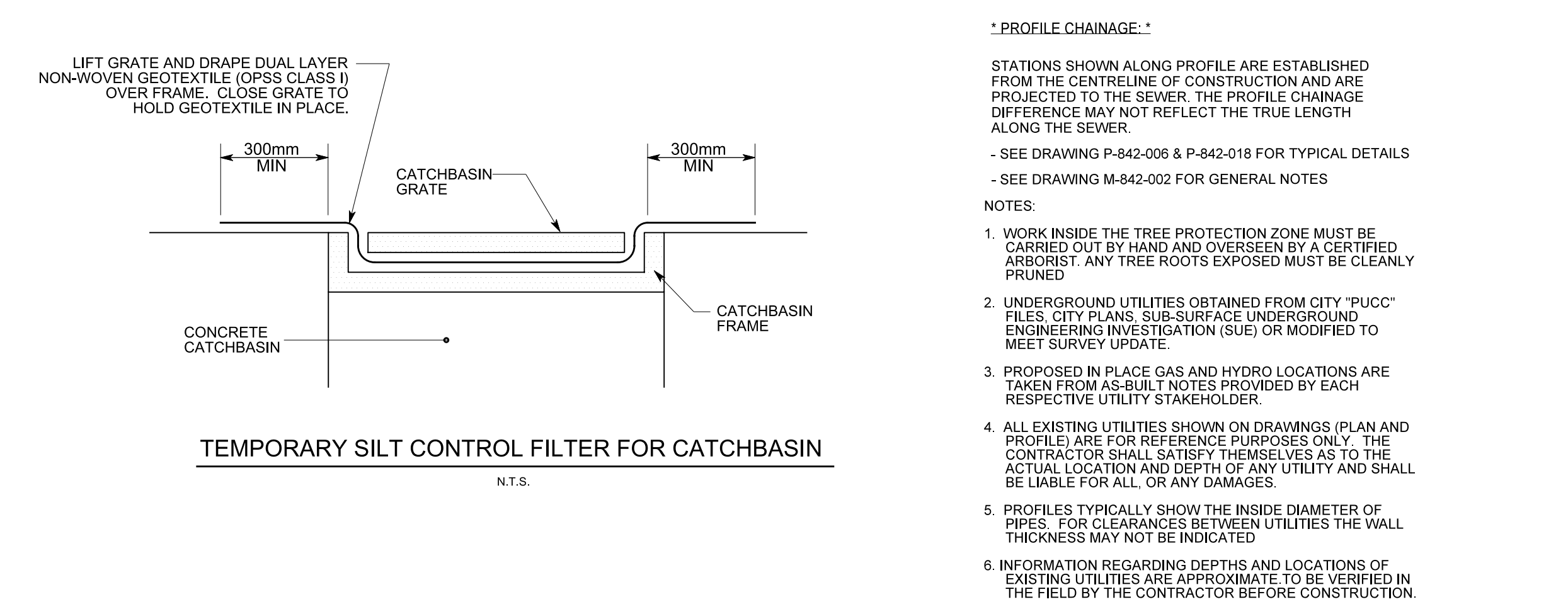
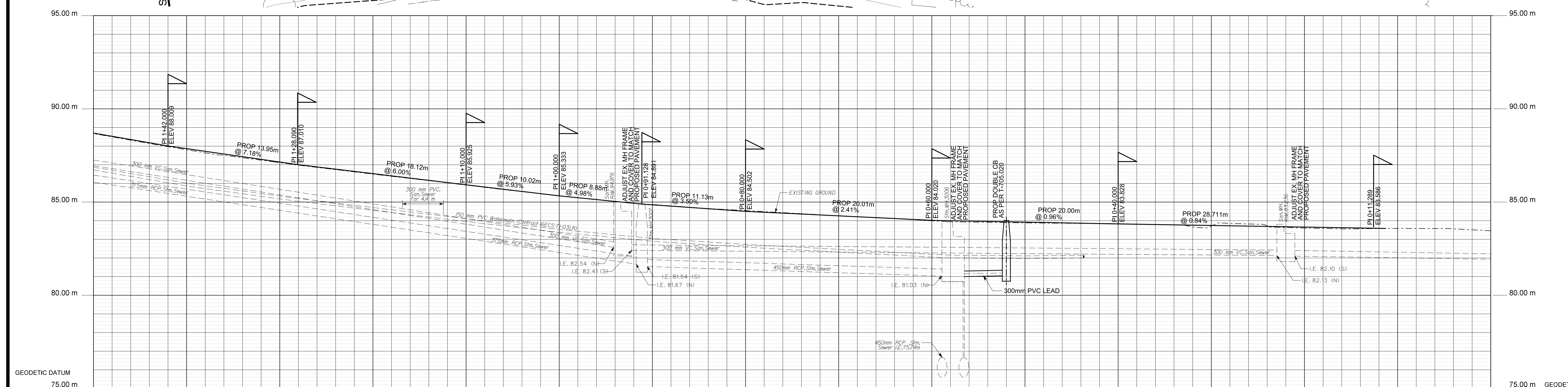
H.C.M. STATION	EASTING	NORTHING	ELEVATION									
B.M. STATION												
HORIZONTAL \ VERTICAL CONTROL MONUMENTS				DIGITAL INFORMATION				1.	05/06/19	ISSUED FOR CONSTRUCTION		
								No.	DATE	REVISIONS	INITIAL	SIGNED

RIVERSIDE DRIVE



LEGEND

PROPOSED ROAD RECONSTRUCTED (STA 0+00 - 4+30)	[Symbol]
PROPOSED CONCRETE ISLAND	[Symbol]
PROPOSED CONCRETE SIDEWALK (REFER TO STANDARD T-310.010-2)	[Symbol]
PROPOSED ROADWAY PAVERS	[Symbol]
PROPOSED PERMEABLE ROADWAY PAVERS	[Symbol]
PROPOSED RESIDENTIAL ASPHALT DRIVEWAY (REFER TO STANDARD T-310.050-8)	[Symbol]
PROPOSED RESIDENTIAL CONCRETE DRIVEWAY (REFER TO STANDARD T-310.050-8)	[Symbol]
PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY	[Symbol]
PROPOSED CONCRETE - COARSE TEXTURED BROOM FINISH, 45 DEGREE ANGLE TO CURB	[Symbol]
PROPOSED 100mm TOPSOIL AND SOD	[Symbol]
PROPOSED COPPER WATER SERVICE (MINIMUM 19mm Ø OR MAINTAIN EXISTING SIZE)	[Symbol]
EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL	[Symbol]
TEMPORARY SILT CONTROL FENCE (T-219.130-1)	[Symbol]
PROPOSED STEEL BEAM GUIDE RAIL WITH CHANNEL (OPSD 912.130)	[Symbol]



EXISTING CROWN ELEVATION	87.87	87.15	86.53	85.93	85.33	84.85	84.50	84.26	84.02	83.92	83.83	83.74	83.66	83.58
STATION	1+50	1+40	1+30	1+20	1+10	1+00	0+90	0+80	0+70	0+60	0+50	0+40	0+30	0+20

H.C.M. STATION	EASTING	NORTHING	ELEVATION
1+50	84744	86720	87.87
1+40	84786	86714	87.15
1+30	84828	86708	86.53
1+20	84870	86702	85.93
1+10	84912	86696	85.33
1+00	84954	86690	84.85
0+90	84996	86684	84.50
0+80	85038	86678	84.26
0+70	85080	86672	84.02
0+60	85122	86666	83.92
0+50	85164	86660	83.83
0+40	85206	86654	83.74
0+30	85248	86648	83.66
0+20	85290	86642	83.58

Toronto Engineering & Construction Services

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 Director, Design & Construction
 Transportation Infrastructure &
 Gardiner Rehabilitation Project

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 CHIEF ENGINEER and
 EXECUTIVE DIRECTOR
 Engineering &
 Construction Services

LUIS DE JESUS, P.ENG.
 Manager, Design & Construction
 Transportation Infrastructure
 Local Roads

CONTRACT No. 18ECS-TI-04LR

RIVERSIDE DRIVE
 SOUTH KINGSWAY TO BRULE GARDENS
 LOCAL ROAD RECONSTRUCTION
 PLAN AND PROFILE

DESIGN H.K. DRAWN Y.F. CHECKED D.K.H. CONTRACT No. 18ECS-TI-04LR

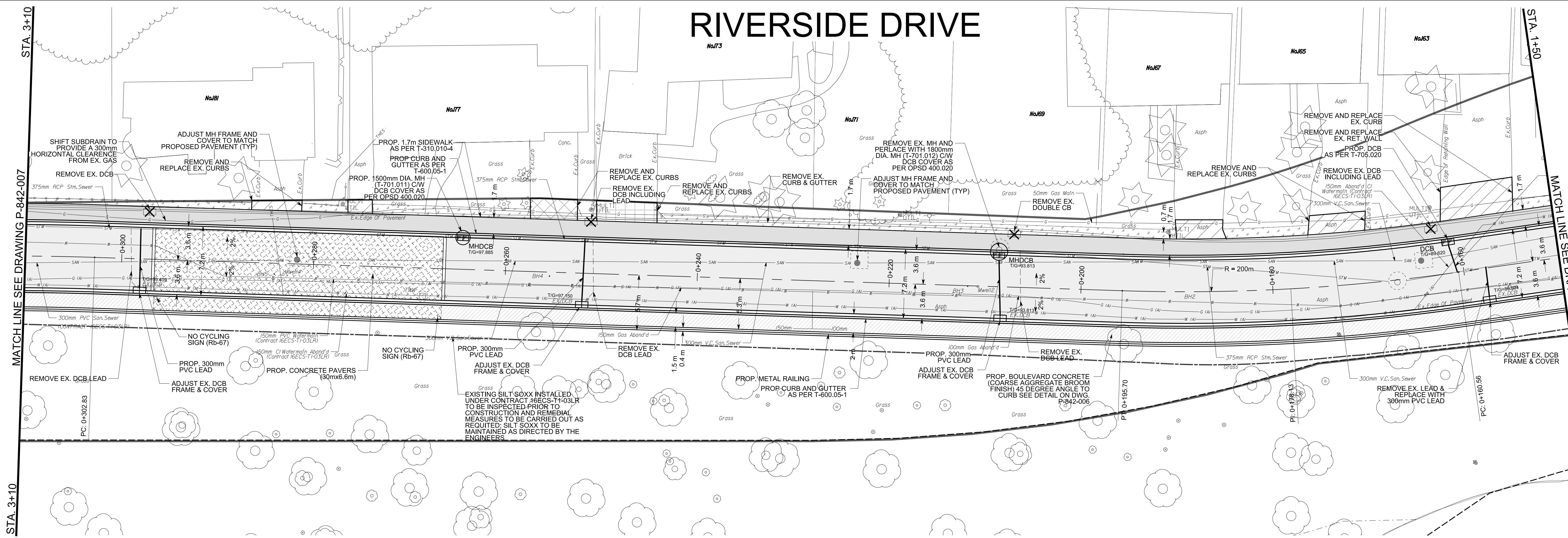
SCALE HORIZONTAL 1:200 VERTICAL 1:100

DATE DECEMBER 14, 2018

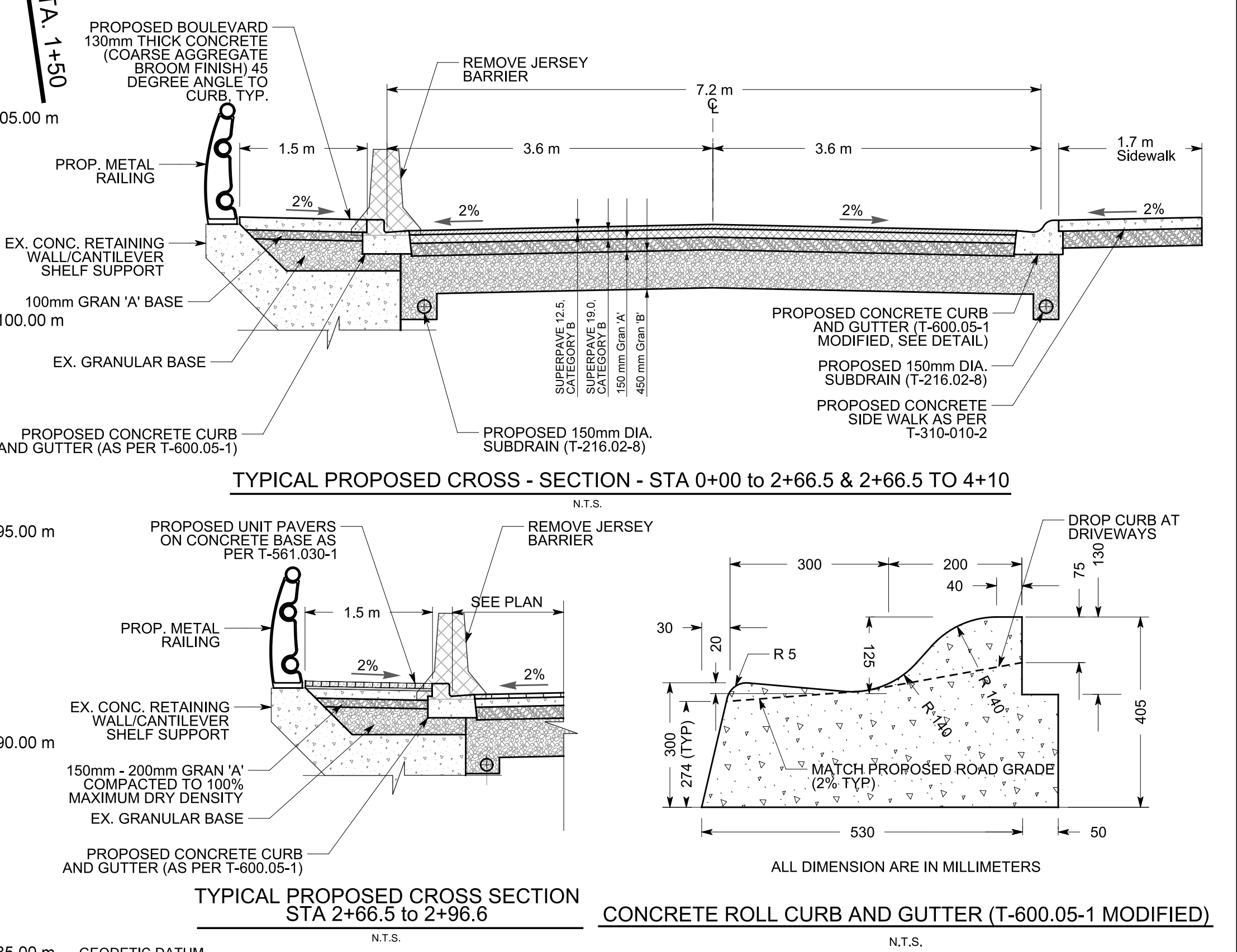
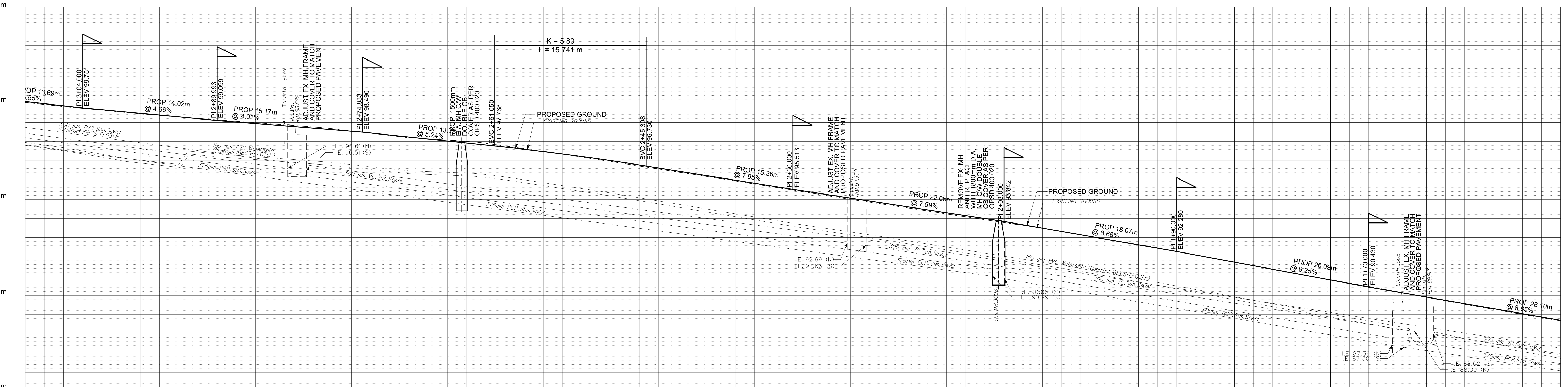
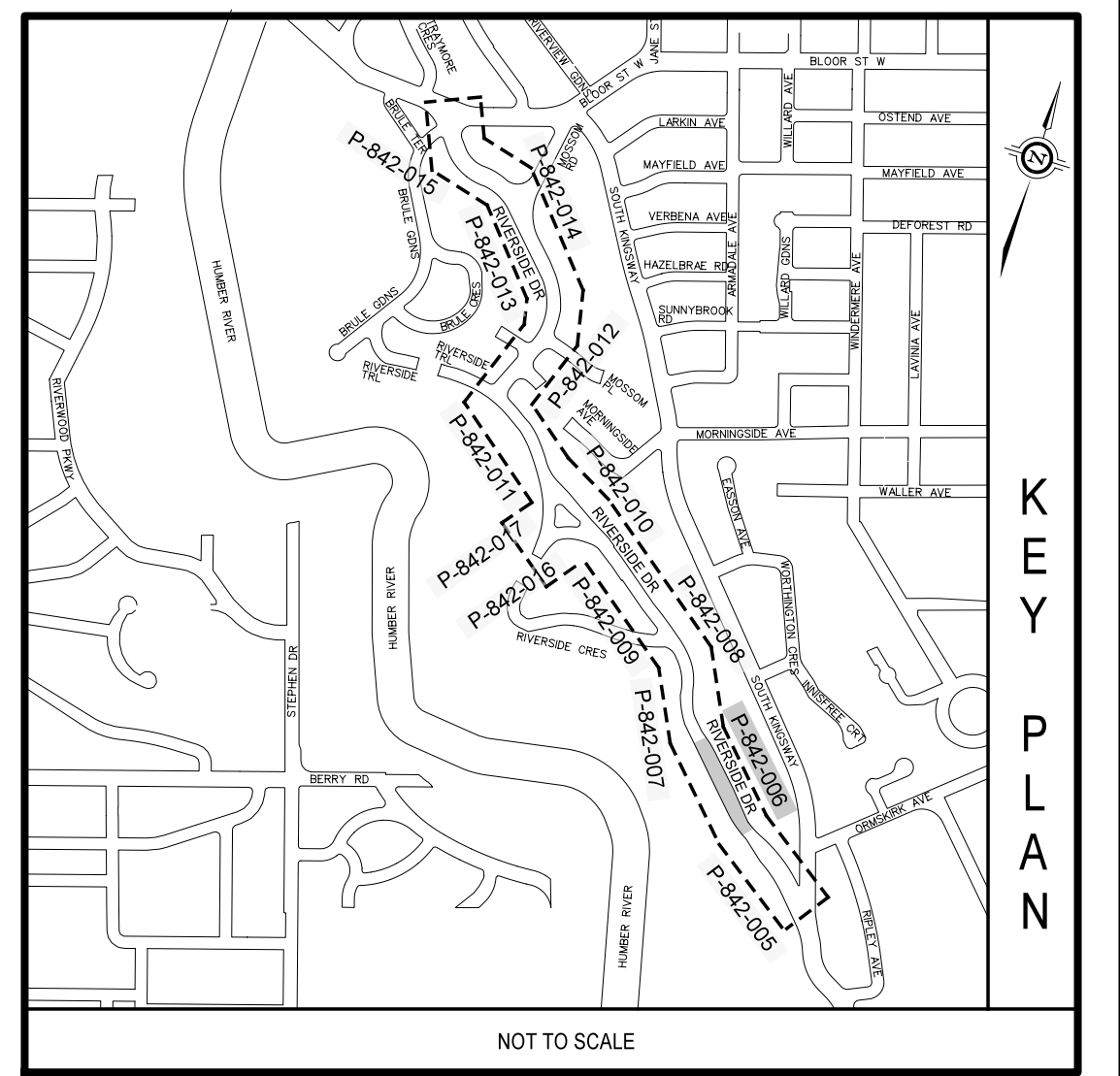
DRAWING NUMBER **P-842-005**

SHEET 3 OF 23

RIVERSIDE DRIVE



- NOTES:
- WORK INSIDE THE TREE PROTECTION ZONE MUST BE CARRIED OUT BY HAND AND OVERSEEN BY A CERTIFIED ARBORIST. ANY TREE ROOTS EXPOSED MUST BE CLEANLY PRUNED.
 - UNDERGROUND UTILITIES OBTAINED FROM CITY "PUCC" FILES, CITY PLANS, SUB-SURFACE UNDERGROUND ENGINEERING INVESTIGATION (SUE) OR MODIFIED TO MEET SURVEY UPDATE.
 - PROPOSED IN PLACE GAS AND HYDRO LOCATIONS ARE TAKEN FROM AS-BUILT NOTES PROVIDED BY EACH RESPECTIVE UTILITY STAKEHOLDER.
 - ALL EXISTING UTILITIES SHOWN ON DRAWINGS (PLAN AND PROFILE) ARE FOR REFERENCE PURPOSES ONLY. THE CONTRACTOR SHALL SATISFY THEMSELVES AS TO THE ACTUAL LOCATION AND DEPTH OF ANY UTILITY AND SHALL BE LIABLE FOR ALL, OR ANY DAMAGES.
 - PROFILES TYPICALLY SHOW THE INSIDE DIAMETER OF PIPES. FOR CLEARANCES BETWEEN UTILITIES THE WALL THICKNESS MAY NOT BE INDICATED.
 - INFORMATION REGARDING DEPTHS AND LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR BEFORE CONSTRUCTION.
- SEE DRAWING M-842-002 FOR GENERAL NOTES



EXISTING CROWN ELEVATION	STATION	PROPOSED/EXISTING CENTRELINE ELEVATION	STATION
100.08	3+0	85.00	3+0
99.54	3+00	85.54	3+00
99.19	2+90	86.19	2+90
98.79	2+80	86.79	2+80
98.24	2+70	87.24	2+70
97.71	2+60	87.71	2+60
97.08	2+50	88.08	2+50
96.31	2+40	88.31	2+40
95.51	2+30	88.51	2+30
94.75	2+20	88.75	2+20
93.99	2+10	89.00	2+10
93.15	2+00	89.15	2+00
92.28	1+90	89.28	1+90
91.36	1+80	89.36	1+80
90.43	1+70	89.43	1+70
89.57	1+60	89.57	1+60
88.70	1+50	88.70	1+50

H.C.M. STATION	EASTING	NORTHING	ELEVATION
3+0			
3+00			
2+90			
2+80			
2+70			
2+60			
2+50			
2+40			
2+30			
2+20			
2+10			
2+00			
1+90			
1+80			
1+70			
1+60			
1+50			

CONSULTANTS

CANDEVCON LIMITED
CONSULTING ENGINEERS AND PLANNERS
1100 CHAMBERLAIN AVE., SUITE 402
MILTON, ONTARIO L7R 9G2

C.R. MOHARALL
REGISTERED PROFESSIONAL ENGINEER
PROVINCE OF ONTARIO

TORONTO Engineering & Construction Services

FRANK CLARIZO, P.ENG.
Director, Design & Construction
Transportation Infrastructure &
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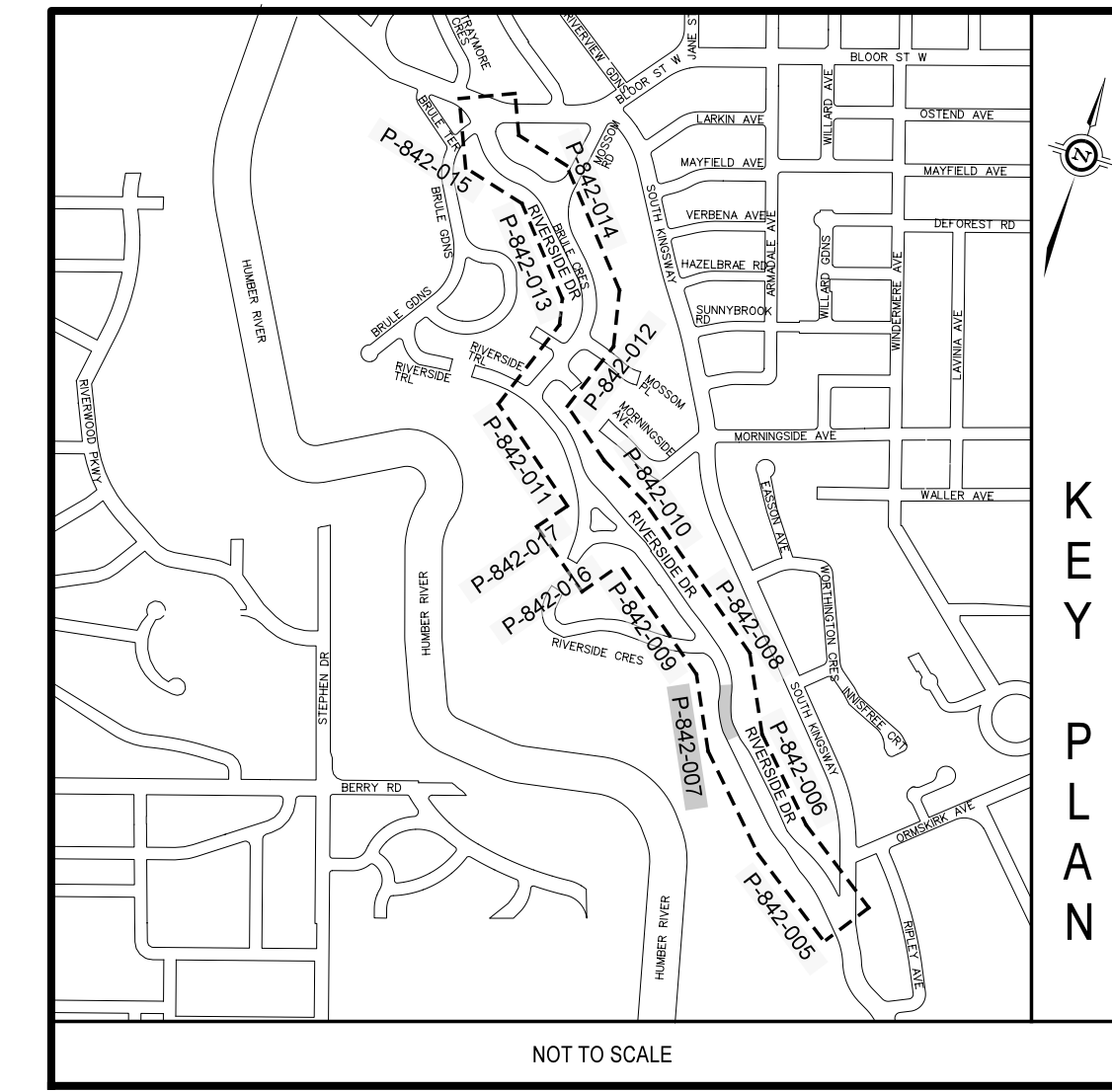
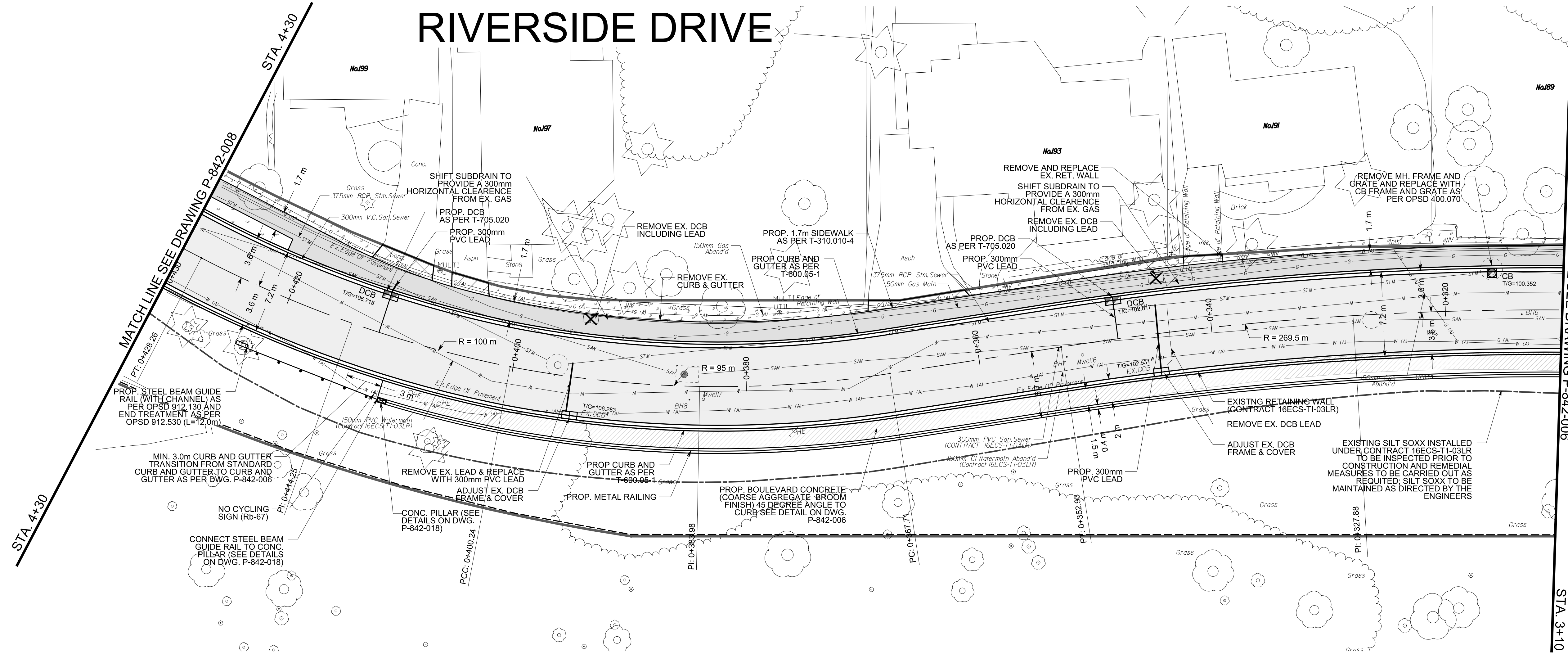
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Manager, Design & Construction
Transportation Infrastructure
Local Roads

RIVERSIDE DRIVE
SOUTH KINGSWAY TO BRULE GARDENS
LOCAL ROAD RECONSTRUCTION
PLAN AND PROFILE

DESIGN	H.K.	DRAWN	Y.F.	CHECKED	D.K.H.	CONTRACT NO.	18ECS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER	P-842-006		SHEET 4 OF 23	
DATE	DECEMBER 14, 2018						

RIVERSIDE DRIVE



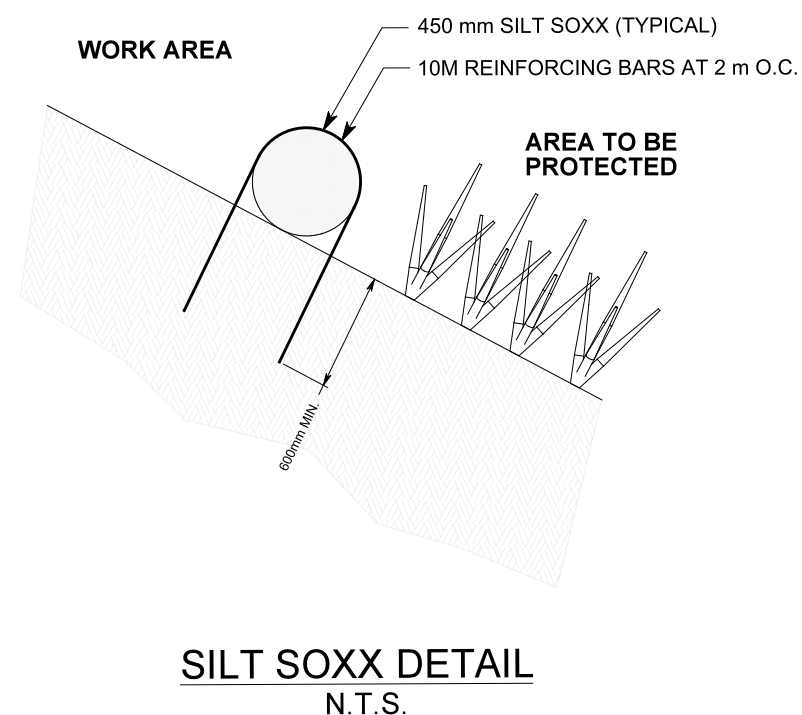
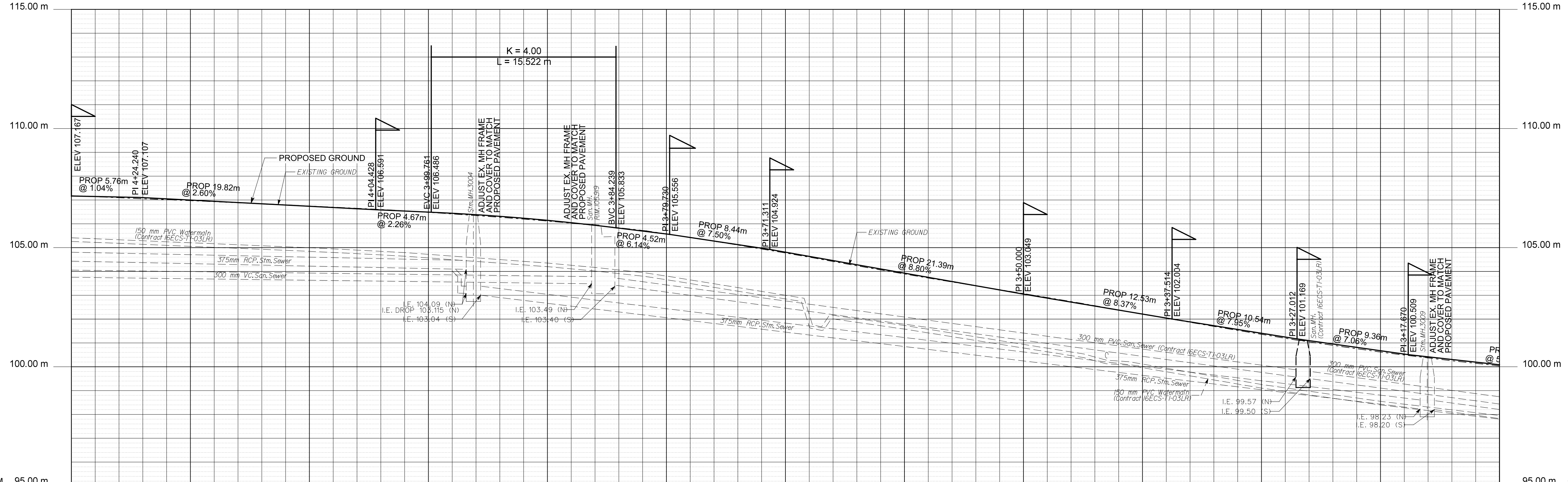
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 - INFORMATION REGARDING DEPTHS AND LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR BEFORE CONSTRUCTION.

* PROFILE CHAINAGE:

STATIONS SHOWN ALONG PROFILE ARE ESTABLISHED FROM THE CENTRELINE OF CONSTRUCTION AND ARE PROJECTED TO THE SEWER. THE PROFILE CHAINAGE DIFFERENCE MAY NOT REFLECT THE TRUE LENGTH ALONG THE SEWER.

- SEE DRAWING P-842-006 & P-842-018 FOR TYPICAL DETAILS

- SEE DRAWING M-842-002 FOR GENERAL NOTES



EXISTING CROWN ELEVATION	STATION	PROPOSED/EXISTING CENTRELINE ELEVATION	STATION
107.17 107.176	4+30	100.08 100.032	3+10
107.00 106.973	4+20	100.67 100.619	3+20
106.74 106.746	4+10	101.41 101.362	3+30
106.49 106.492	4+00	102.21 102.299	3+40
106.15 106.116	3+90	103.05 103.071	3+50
105.57 105.977	3+80	104.81 104.776	3+70
104.81 104.776	3+70	105.93 105.896	3+60
104.11 104.076	3+60	106.67 106.619	3+50
103.93 103.896	3+60	107.17 107.176	3+40
103.05 103.071	3+50	107.17 107.176	3+30
102.21 102.299	3+40	107.17 107.176	3+20
101.41 101.362	3+30	107.17 107.176	3+10
100.67 100.619	3+20	107.17 107.176	3+00
100.08 100.032	3+10	107.17 107.176	3-00

H.C.M. STATION	EASTING	NORTHING	ELEVATION
4+30			
4+20			
4+10			
4+00			
3+90			
3+80			
3+70			
3+60			
3+50			
3+40			
3+30			
3+20			
3+10			

HORIZONTAL \ VERTICAL CONTROL MONUMENTS	DIGITAL INFORMATION	No.	DATE	INITIAL	SIGNED
		1	06/05/19		ISSUED FOR CONSTRUCTION

CANDEVCON LIMITED
CONSULTING ENGINEERS AND PLANNERS
1800 CHAMBERLAIN BLVD. SUITE 402
TORONTO, ONTARIO M1V 1B7
TEL: (416) 315-3685

TORONTO Engineering & Construction Services

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Director, Design & Construction
Transportation Infrastructure & Gardiner Rehabilitation Project

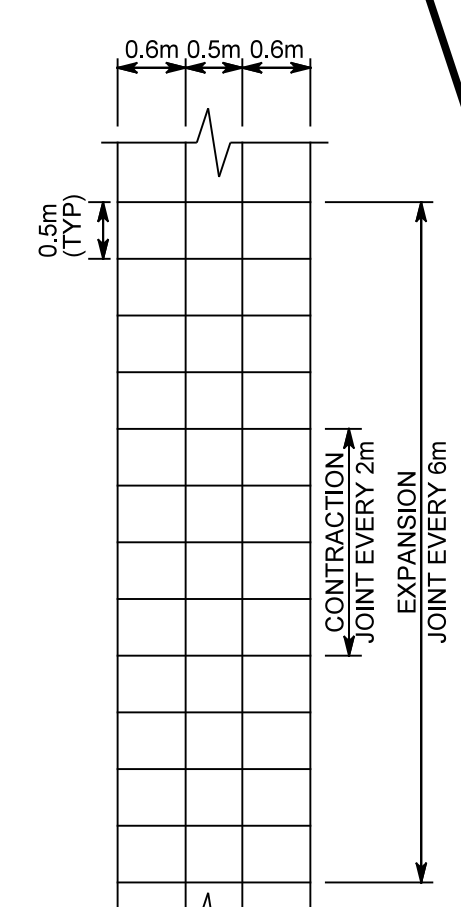
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RIVERSIDE DRIVE
SOUTH KINGSWAY TO BRULE GARDENS
LOCAL ROAD RECONSTRUCTION
PLAN AND PROFILE

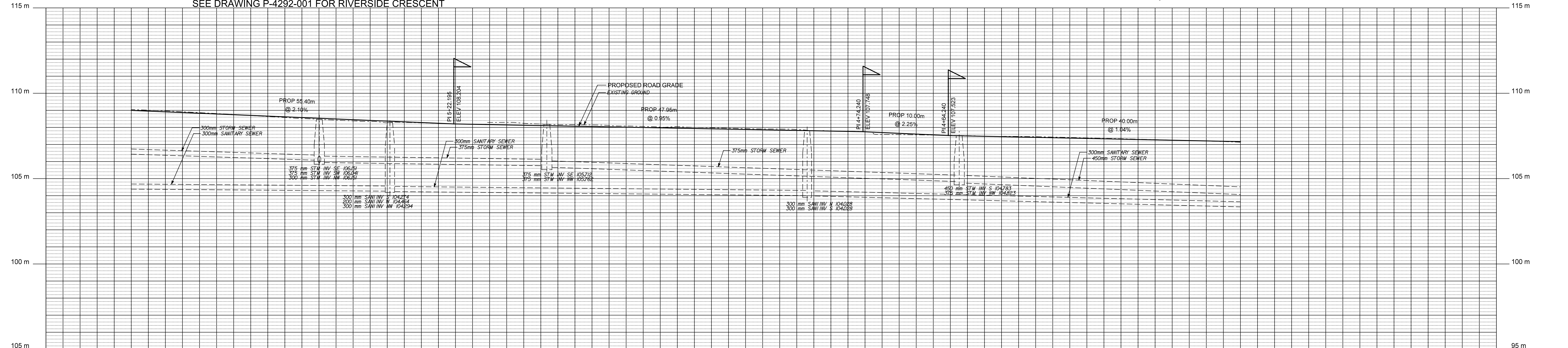
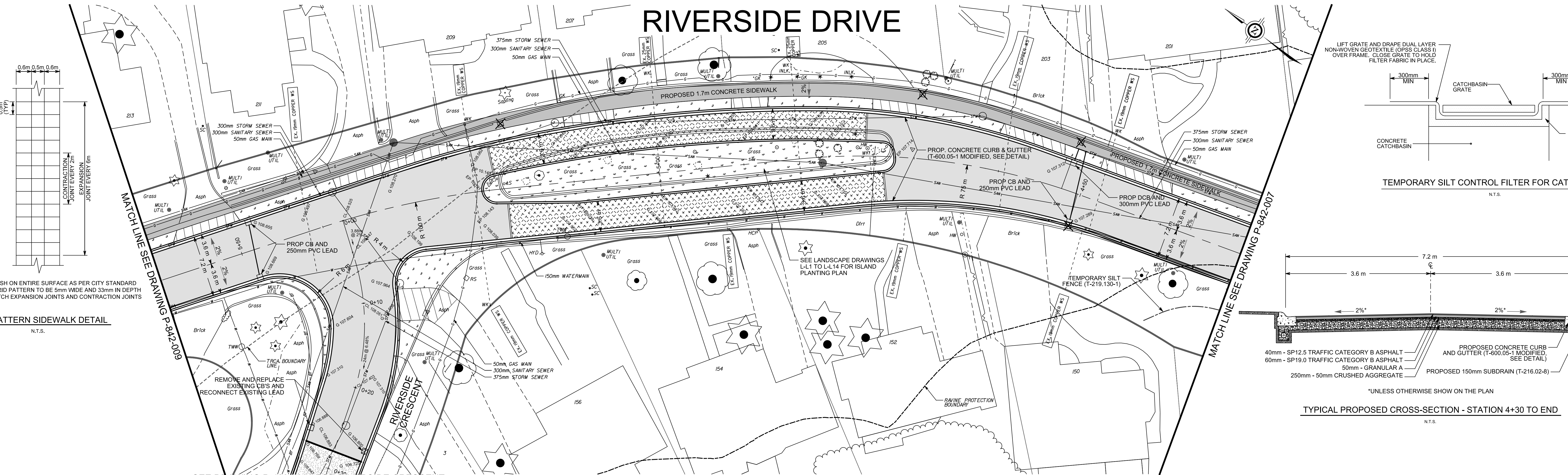
DESIGN	H.K.	DRAWN	Y.F.	CHECKED	D.K.H.	CONTRACT No. 18ECS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER	P-842-007		SHEET 5 OF 23
DATE	DECEMBER 14, 2018					

RIVERSIDE DRIVE

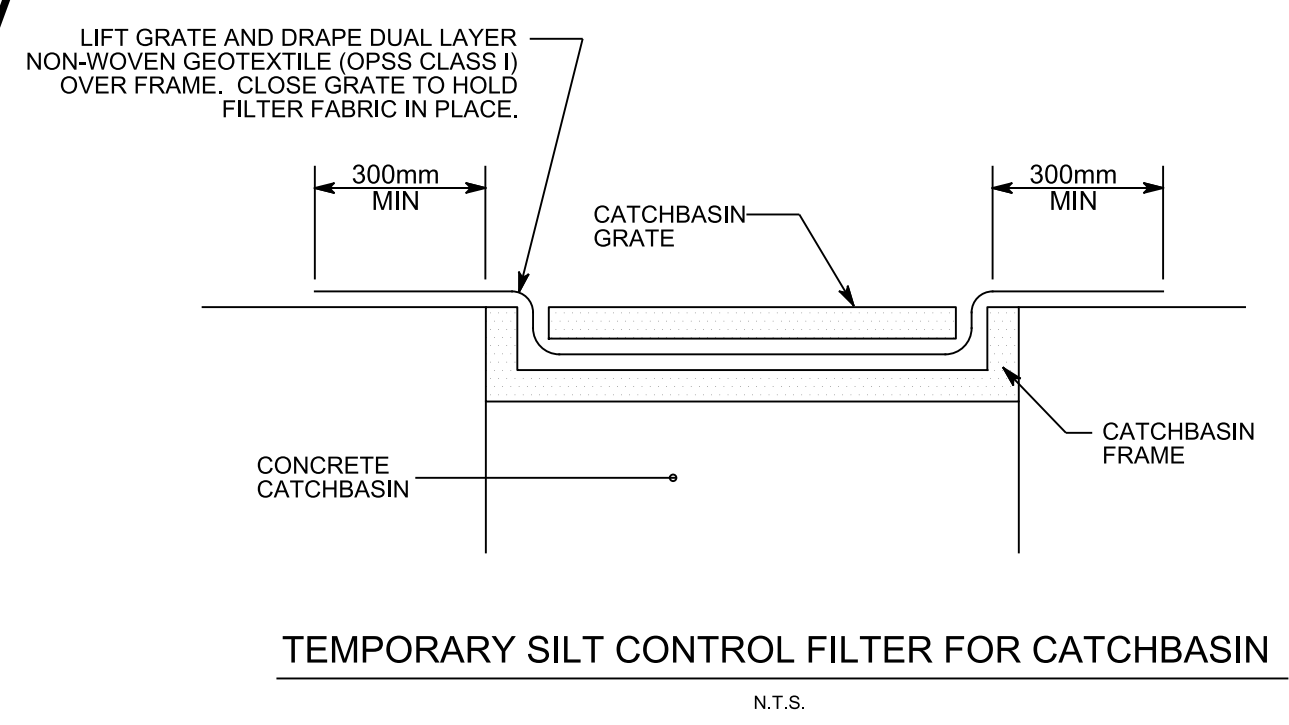


- NOTES:
1. LIGHT BROOM FINISH ON ENTIRE SURFACE AS PER CITY STANDARD
2. SAW CUTS FOR GRID PATTERN TO BE 5mm WIDE AND 33mm IN DEPTH
3. SAW CUTS TO MATCH EXPANSION JOINTS AND CONTRACTION JOINTS

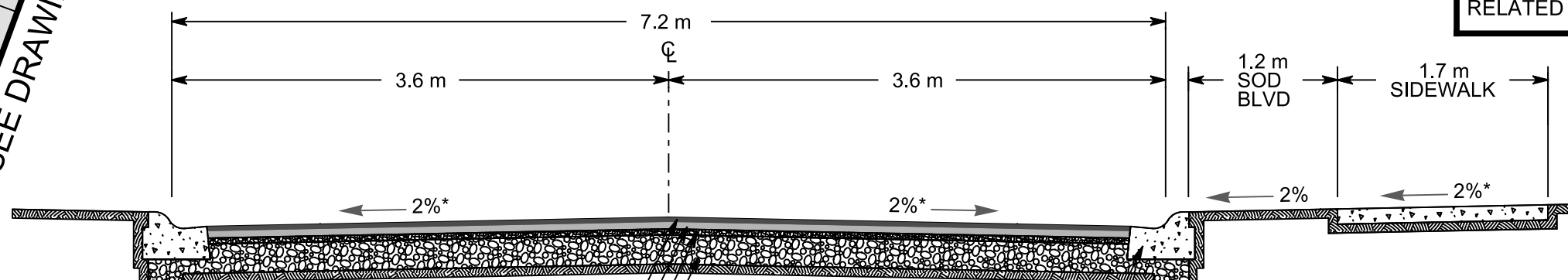
GRID PATTERN SIDEWALK DETAIL
N.T.S.



EXISTING CROWN ELEVATION	109.050	108.812	108.522	108.210	108.189	108.168	108.059	107.863	107.790	107.677	107.478	107.412	107.283	107.152	EXISTING CROWN ELEVATION
STATION	5+80	5+50	5+40	5+30	5+20	5+10	5+00	4+90	4+80	4+70	4+60	4+50	4+40	4+30	STATION



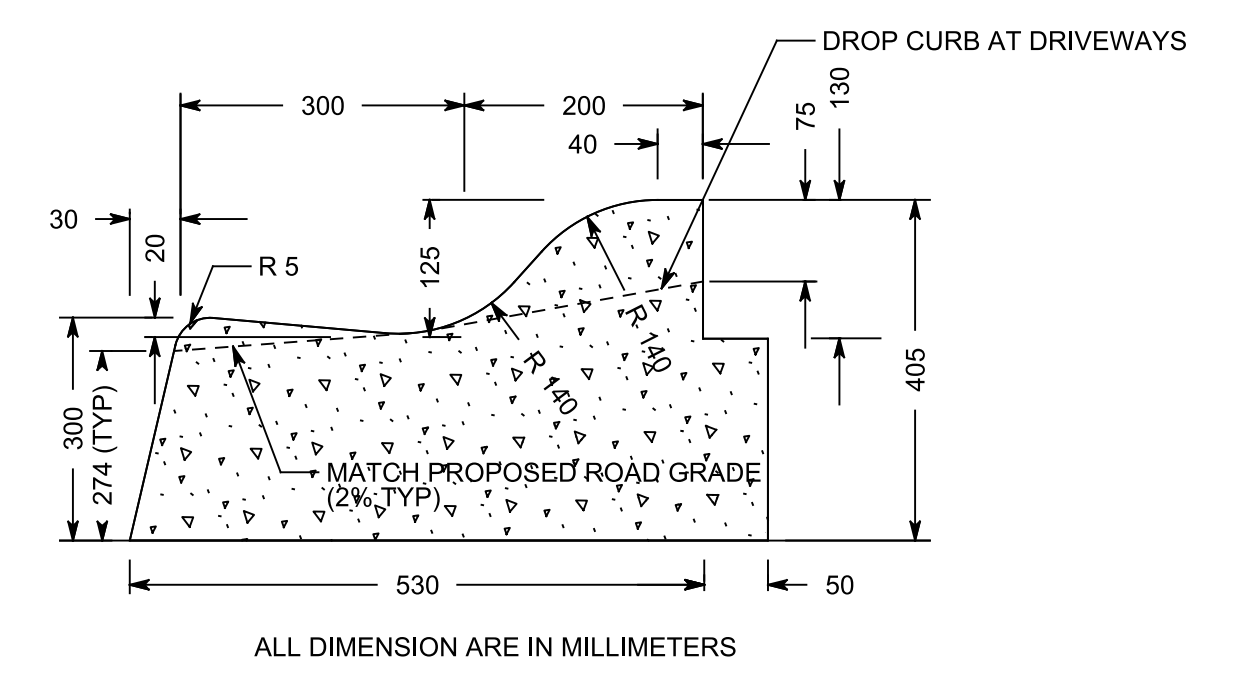
TEMPORARY SILT CONTROL FILTER FOR CATCHBASIN
N.T.S.



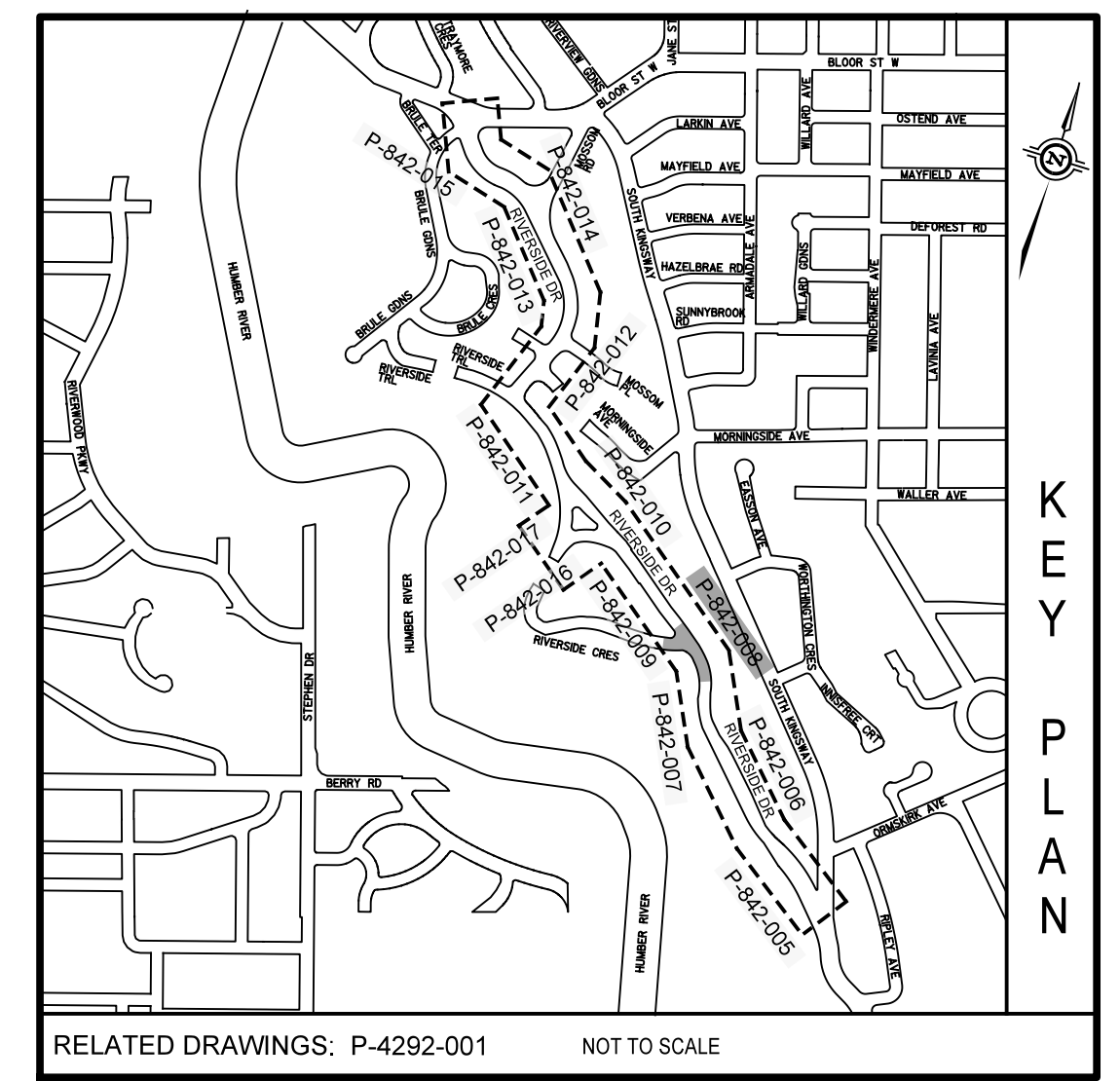
TYPICAL PROPOSED CROSS-SECTION - STATION 4+30 TO END
N.T.S.

LEGEND

PROPOSED ROAD RECONSTRUCTION (STA 4+30 TO END)	—
40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT	▨
60mm - SP19.0 TRAFFIC CATEGORY B ASPHALT	▩
50mm - GRANULAR A	▧
250mm - 50mm CRUSHED AGGREGATE	▦
PROPOSED GRID PATTERN CONCRETE SIDEWALK	▤
REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN	
PROPOSED ROADWAY PAVERS	▥
UNLOCK UMBRIANO, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT	
PROPOSED PERMEABLE ROADWAY PAVERS	▦
UNLOCK ECO-OTILOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT	
PROPOSED RESIDENTIAL ASPHALT DRIVEWAY	▧
REFER TO STANDARD T-310.050-8	
PROPOSED RESIDENTIAL CONCRETE DRIVEWAY	▩
REFER TO STANDARD T-310.050-9	
PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY	▨
PROPOSED TOPSOIL AND SOD	▤
SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS	
PROPOSED COPPER WATER SERVICE	▧
MINIMUM 19mm Ø OR MAINTAIN EXISTING SIZE	
EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL	✕
TEMPORARY SILT CONTROL FENCE (T-219.130-1)	—



CONCRETE ROLL CURB AND GUTTER (T-600.05-1 MODIFIED)
N.T.S.



Toronto Engineering & Construction Services

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Chief Engineer and
Director, Design & Construction
Transportation Infrastructure &
Gardiner Rehabilitation Project

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Local Roads

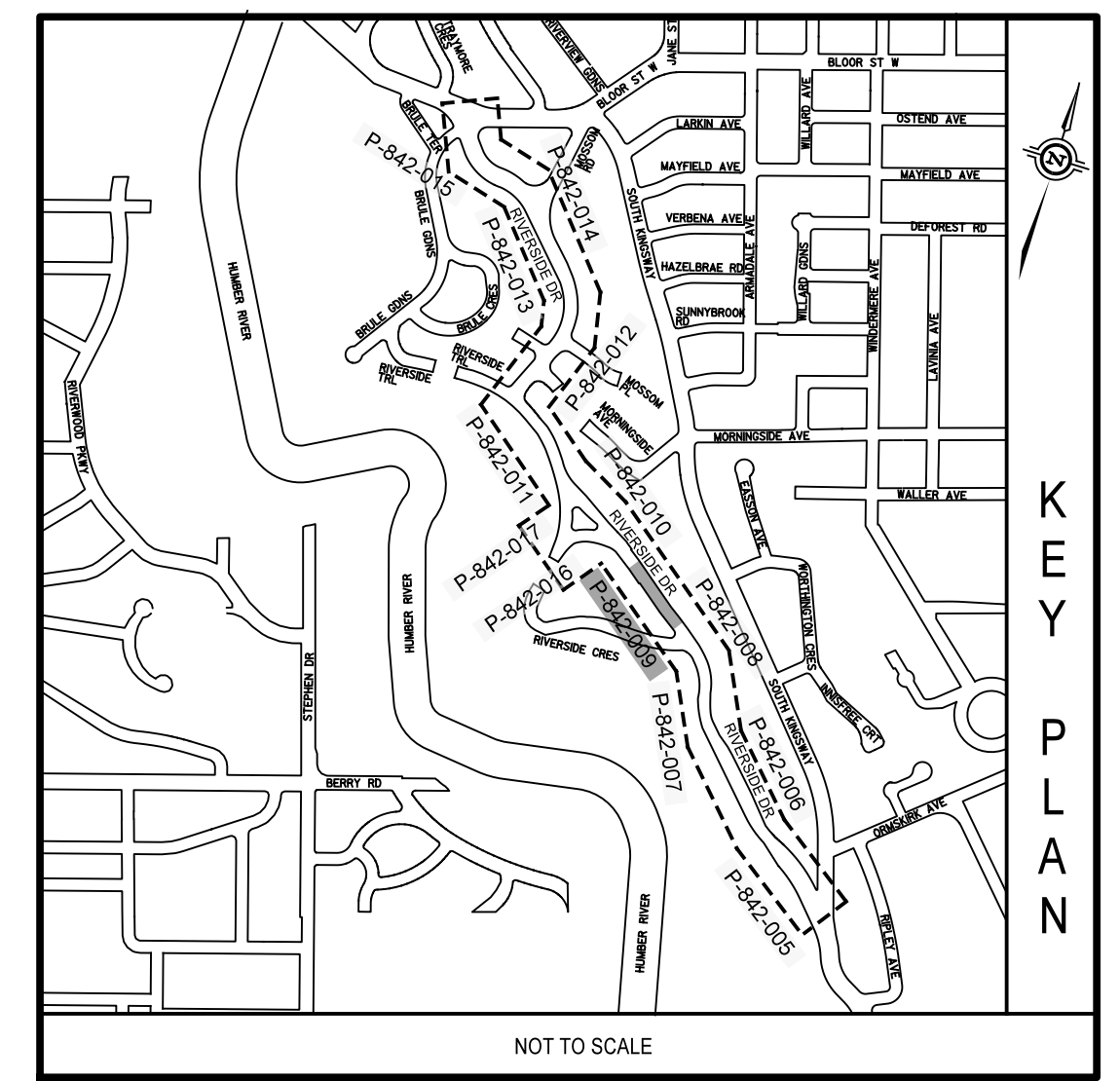
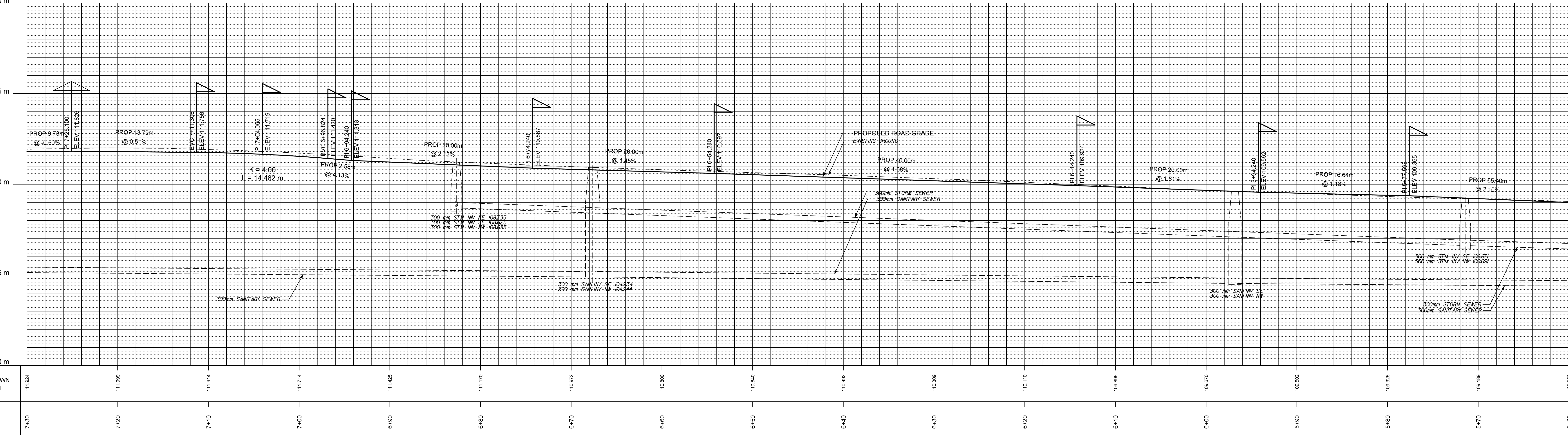
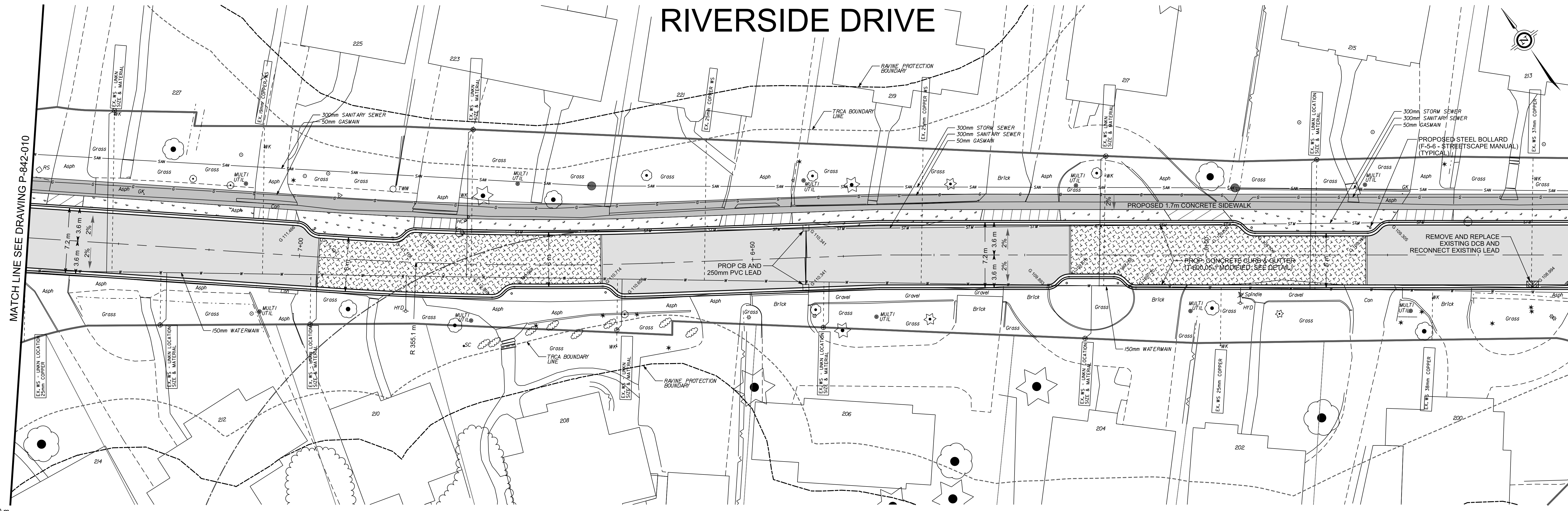
RIVERSIDE DRIVE

FROM SOUTH KINGSWAY TO BRULE GARDENS
LOCAL ROAD RECONSTRUCTION
PLAN AND PROFILE

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18ECS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100	DRAWING NUMBER	P-842-008		SHEET	6 OF 23	
DATE	DECEMBER 14, 2018						

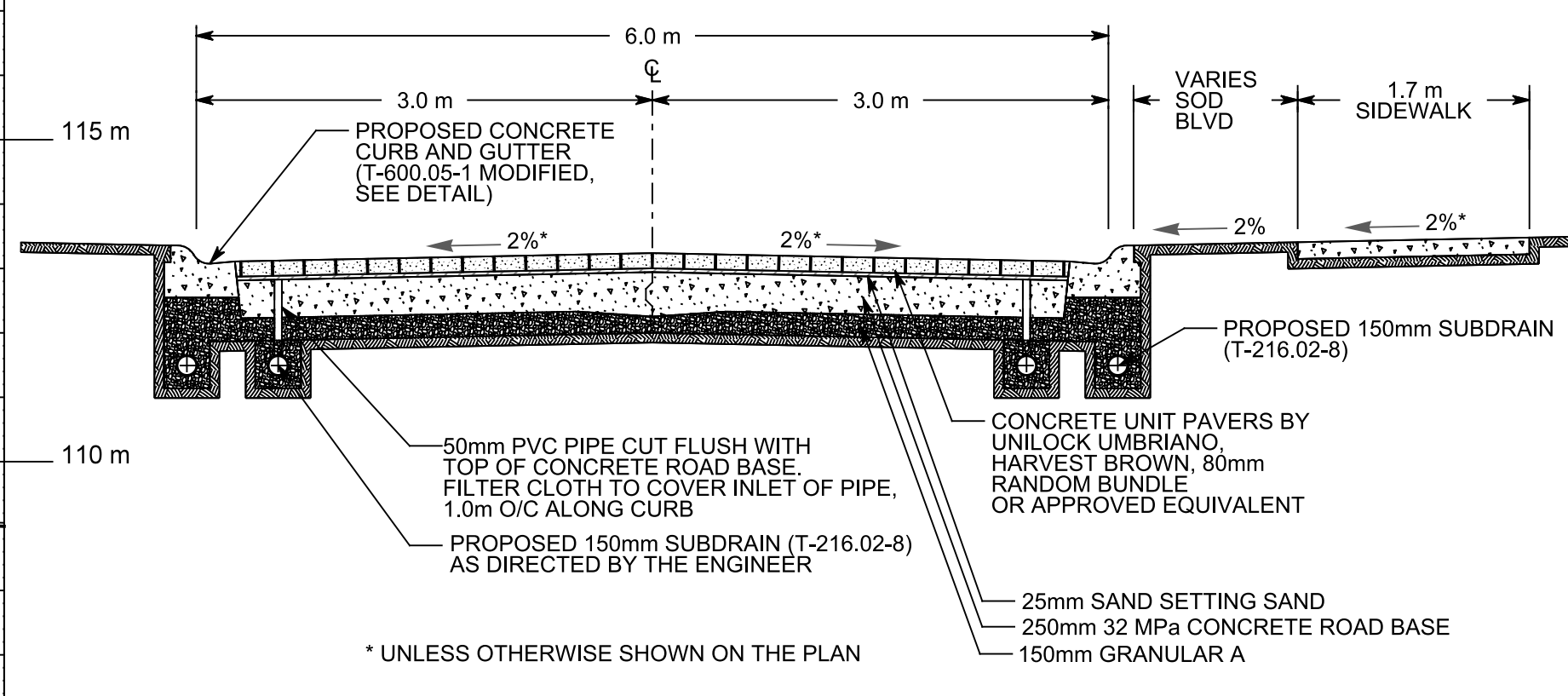
H.C.M. STATION	EASTING	NORTHING	ELEVATION	DIGITAL INFORMATION		INITIAL	SIGNED
B.M. STATION	SURVEY(2014) y16232svy2d.dgn (PS_1400044)			DESIGN y16232pd.dgn, y16232sh.dgn, y16232pf.dgn			
	UTILITY y16232ugs.dgn			MAPPING y16232tp.dgn			
	STREETLINE y16232psl.dgn			No.	DATE	ISSUED FOR CONSTRUCTION	
HORIZONTAL / VERTICAL CONTROL MONUMENTS							

RIVERSIDE DRIVE

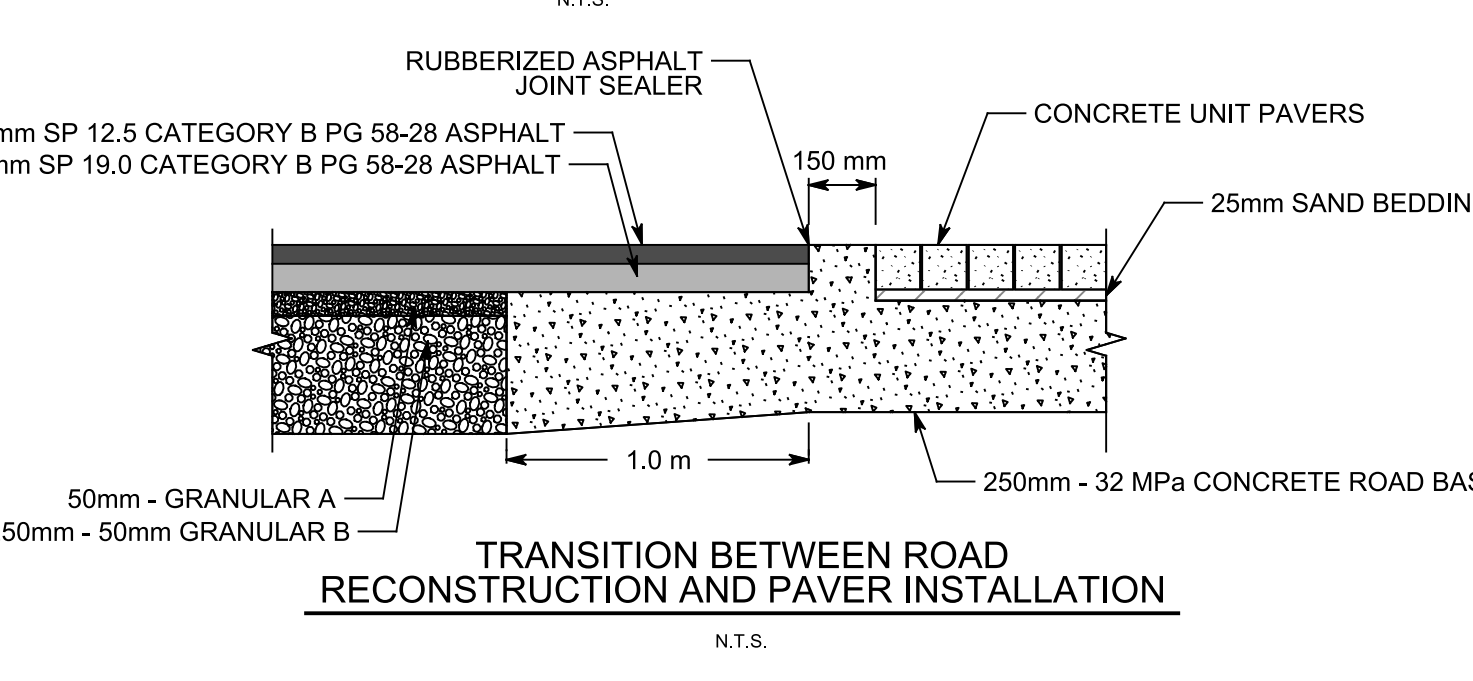


LEGEND

- PROPOSED ROAD RECONSTRUCTION (STA 4+30 TO END)
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 50mm - SP19.0 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 250mm - 50mm CRUSHED AGGREGATE
- PROPOSED GRID PATTERN CONCRETE SIDEWALK
 - REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
- PROPOSED ROADWAY PAVERS
 - UNLOCK UMBRIANO, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT
- PROPOSED PERMEABLE ROADWAY PAVERS
 - UNLOCK ECO-OPTILOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT
- PROPOSED RESIDENTIAL ASPHALT DRIVEWAY
 - REFER TO STANDARD T-310.050-8
- PROPOSED RESIDENTIAL CONCRETE DRIVEWAY
 - REFER TO STANDARD T-310.050-8
- PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY
 - REFER TO STANDARD T-310.050-8
- PROPOSED TOPSOIL AND SOD
 - SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS
- PROPOSED COPPER WATER SERVICE
 - MINIMUM 19mm Ø OR MAINTAIN EXISTING SIZE
- EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL
- TEMPORARY SILT CONTROL FENCE (T-219.130-1)



TYPICAL PROPOSED ROADWAY PAVER CROSS-SECTION



TRANSITION BETWEEN ROAD RECONSTRUCTION AND PAVEMENT INSTALLATION

EXISTING CROWN ELEVATION	111.824	111.699	111.814	111.714	111.425	111.170	110.972	110.800	110.640	110.482	110.309	110.110	109.886	109.670	109.489	109.250	109.019	108.780	EXISTING CROWN ELEVATION
STATION	7+30	7+20	7+10	7+00	6+90	6+80	6+70	6+60	6+50	6+40	6+30	6+20	6+10	6+00	5+90	5+80	5+70	5+60	STATION

H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION			
SURVEY(2014) y16232svy2d.dgn (PS_1400044)			
DESIGN y16232pd.dgn, y16232sh.dgn, y16232pf.dgn			
UTILITY y16232ugs.dgn			
MAPPING y16232top.dgn			
STREETLINE y16232psl.dgn			
HORIZONTAL \ VERTICAL CONTROL MONUMENTS			
DIGITAL INFORMATION			
No.	DATE	ISSUED FOR CONSTRUCTION	REVISIONS
1.	05/06/19		
			INITIAL
			SIGNED

TORONTO Engineering & Construction Services

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Transportation Infrastructure &
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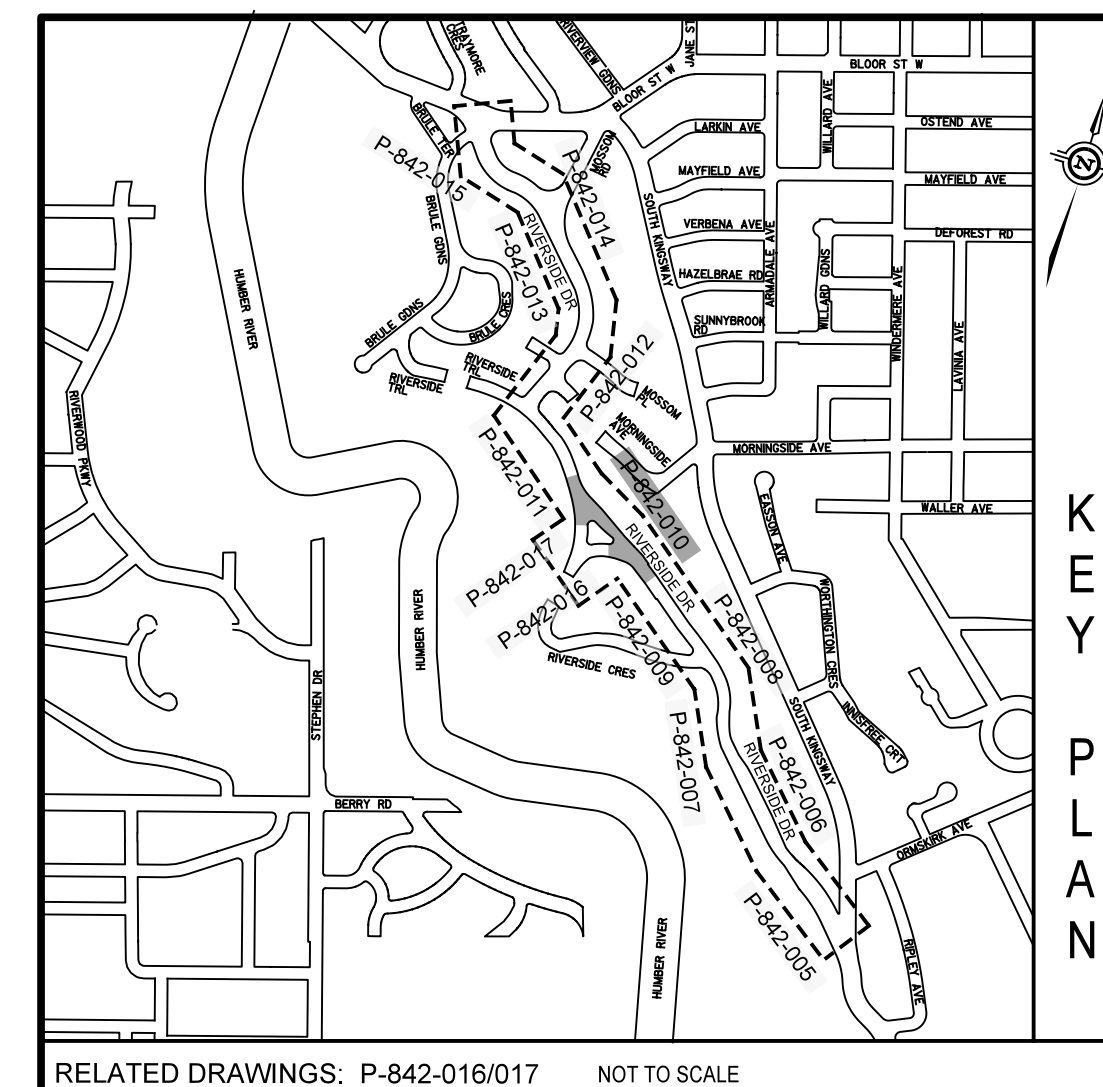
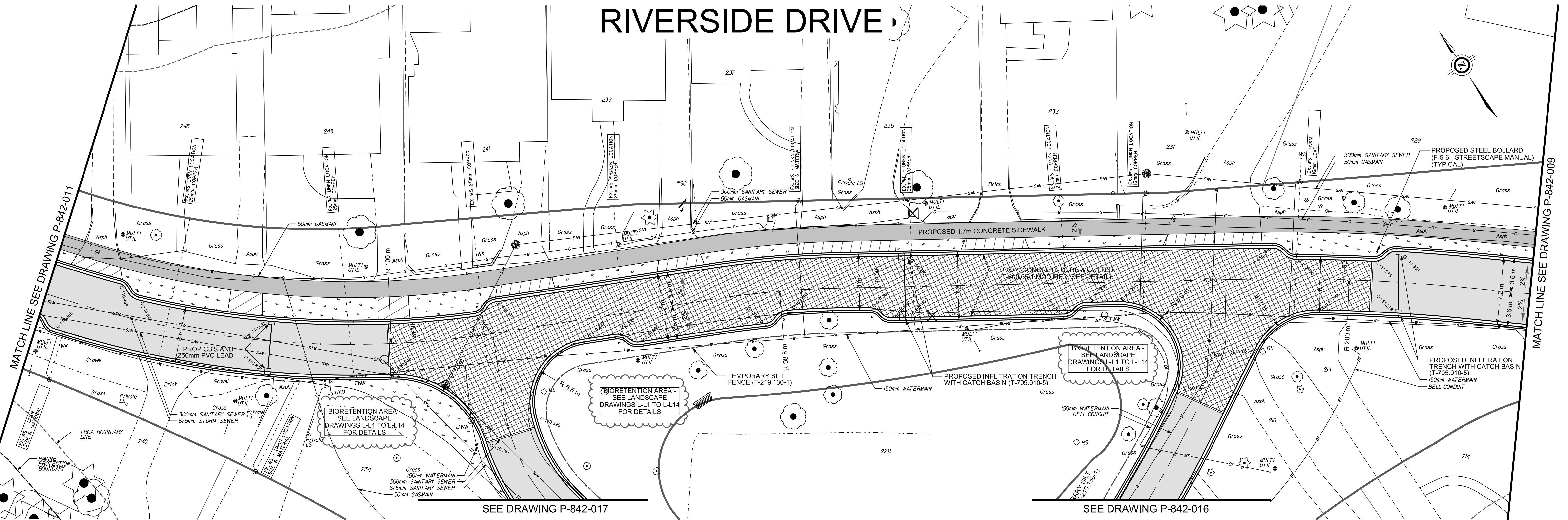
MICHAEL D'ANDREA, P.ENG.
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Construction Services

LUIS DE JESUS, P.ENG.
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Transportation Infrastructure
Local Roads

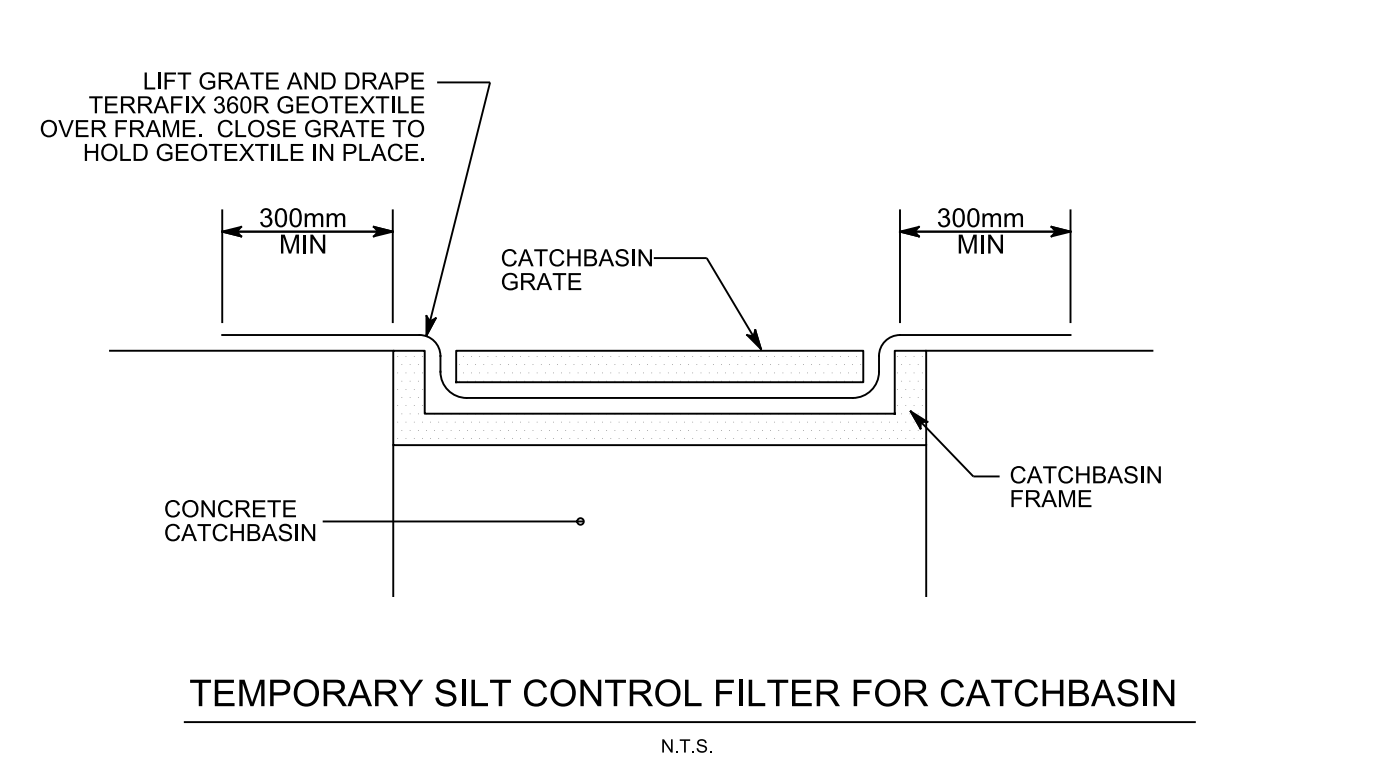
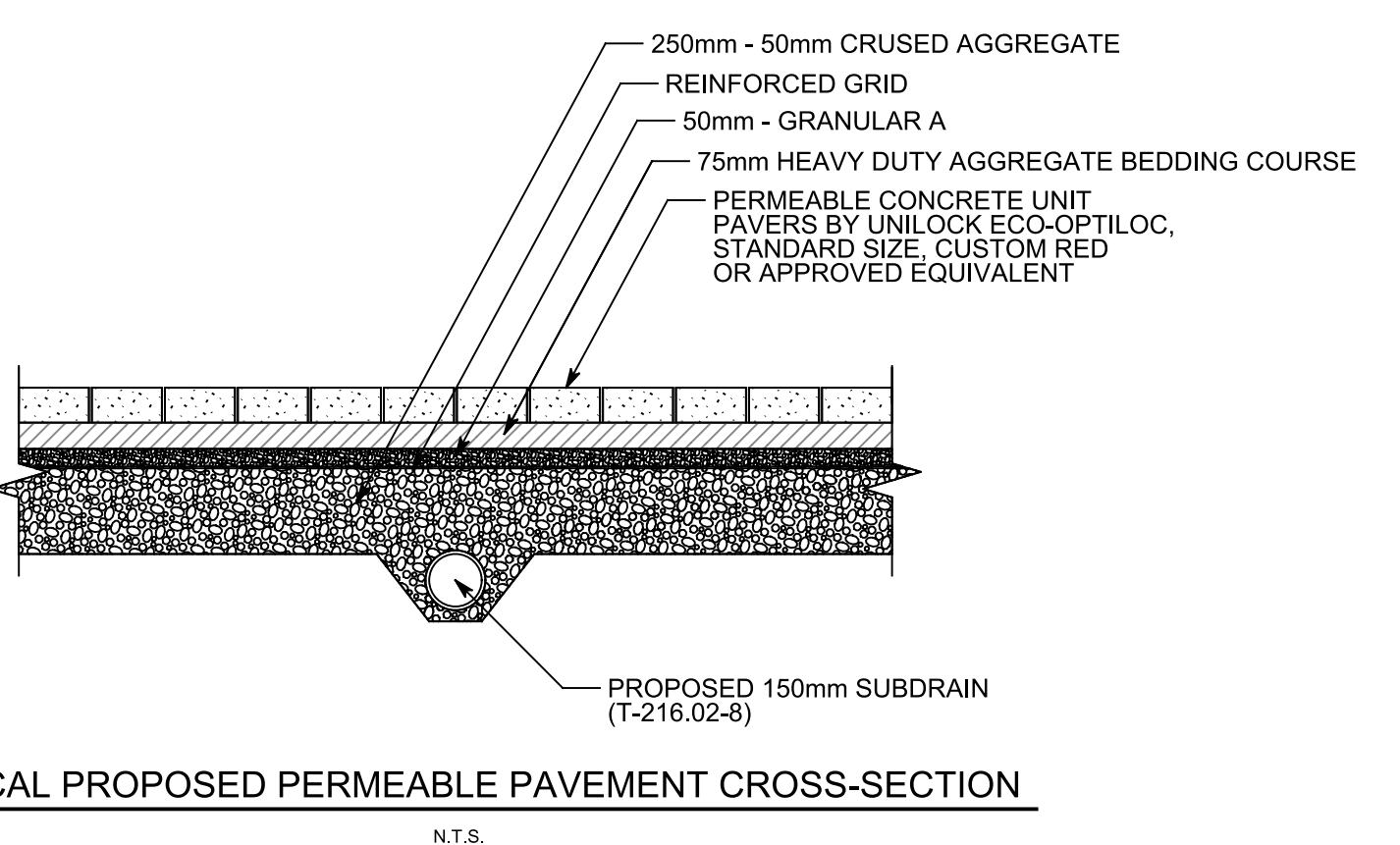
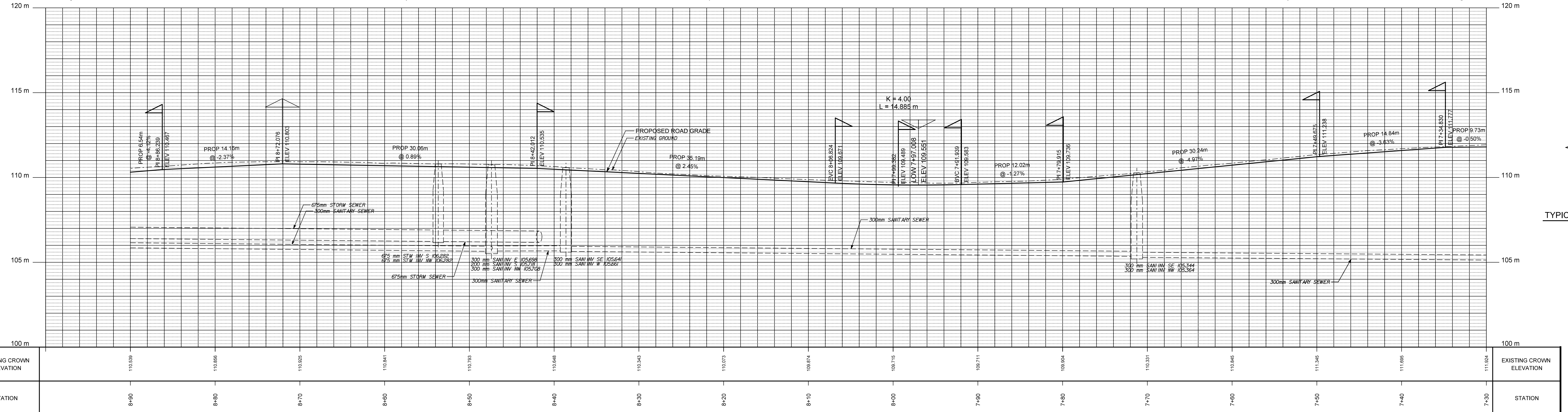
RIVERSIDE DRIVE
FROM SOUTH KINGSWAY TO BRULE GARDENS
LOCAL ROAD RECONSTRUCTION
PLAN AND PROFILE

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18ECS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER		P-842-009		SHEET
DATE	DECEMBER 14, 2018		DRAWING NUMBER		P-842-009		7 OF 23

RIVERSIDE DRIVE



- LEGEND**
- PROPOSED ROAD RECONSTRUCTION (STA 4+30 TO END)
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 50mm - SP13.0 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 250mm - 50mm CRUSHED AGGREGATE
 - PROPOSED GRID PATTERN CONCRETE SIDEWALK
 - REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
 - PROPOSED ROADWAY PAVERS
 - UNLOCK UMBRAND, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT
 - PROPOSED PERMEABLE ROADWAY PAVERS
 - UNLOCK ECO-OPTLOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT
 - PROPOSED RESIDENTIAL ASPHALT DRIVEWAY
 - REFER TO STANDARD T-310.050-8
 - PROPOSED RESIDENTIAL CONCRETE DRIVEWAY
 - REFER TO STANDARD T-310.050-8
 - PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY
 - REFER TO STANDARD T-310.050-8
 - PROPOSED TOPSOIL AND SOD
 - SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS
 - PROPOSED COPPER WATER SERVICE
 - MINIMUM 19mm Ø OR MAINTAIN EXISTING SIZE
 - EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL
 - TEMPORARY SILT CONTROL FENCE (T-219.130-1)



EXISTING CROWN ELEVATION	110.539	110.856	110.925	110.841	110.703	110.866	110.340	110.073	109.874	109.715	109.583	109.904	110.331	110.846	111.246	111.899	111.824	EXISTING CROWN ELEVATION
STATION	8+90	8+80	8+70	8+60	8+50	8+40	8+30	8+20	8+10	8+00	7+90	7+80	7+70	7+60	7+50	7+40	7+30	STATION
H.C.M. STATION	EASTING	NORTHING	ELEVATION															
B.M. STATION	SURVEY(2014) y16232svy2d.dgn (PS_1400044)																	
	DESIGN y16232pd.dgn, y16232sh.dgn, y16232pd.dgn																	
	UTILITY y16232ugs.dgn																	
	MAPPING y16232top.dgn																	
	STREETLINE y16232psl.dgn																	
HORIZONTAL \ VERTICAL CONTROL MONUMENTS				DIGITAL INFORMATION				No.	05/06/19	ISSUED FOR CONSTRUCTION				INITIAL	SIGNED			

Toronto Engineering & Construction Services

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 Transportation Infrastructure &
 Gardiner Rehabilitation Project

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LUIS DE JESUS, P.ENG.
 Manager, Design & Construction
 Transportation Infrastructure
 Local Roads

RIVERSIDE DRIVE
 FROM SOUTH KINGSWAY TO BRULE GARDENS
 LOCAL ROAD RECONSTRUCTION
 PLAN AND PROFILE

DESIGN R.C. DRAWN R.C. CHECKED R.C. CONTRACT No. 18CS-TI-04LR

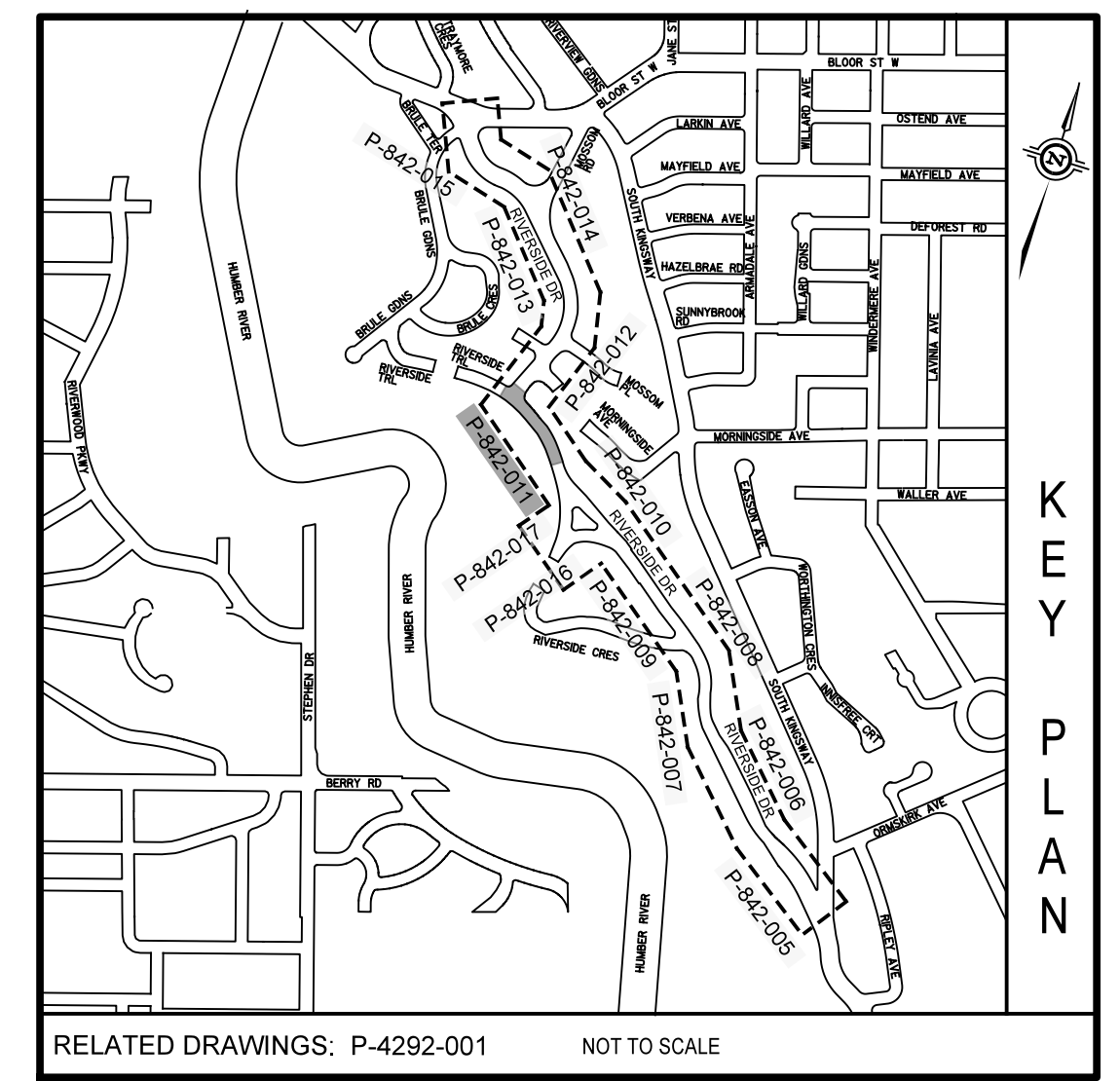
SCALE HORIZONTAL 1:200 VERTICAL 1:100

DATE DECEMBER 14, 2018

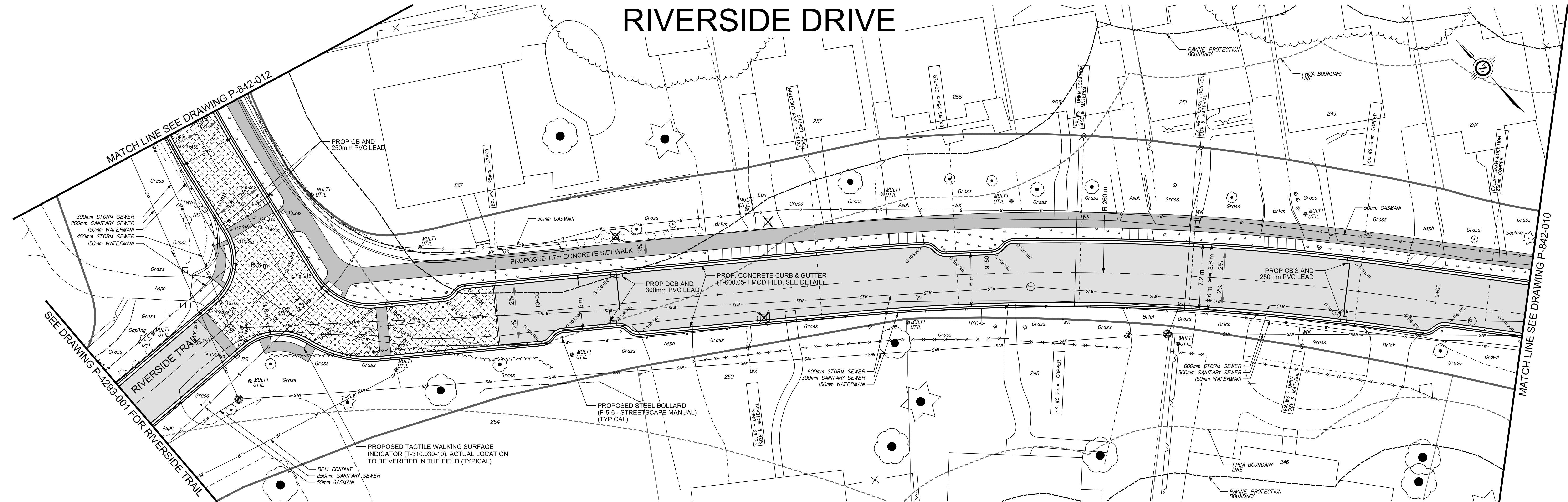
DRAWING NUMBER **P-842-010**

SHEET 8 OF 23

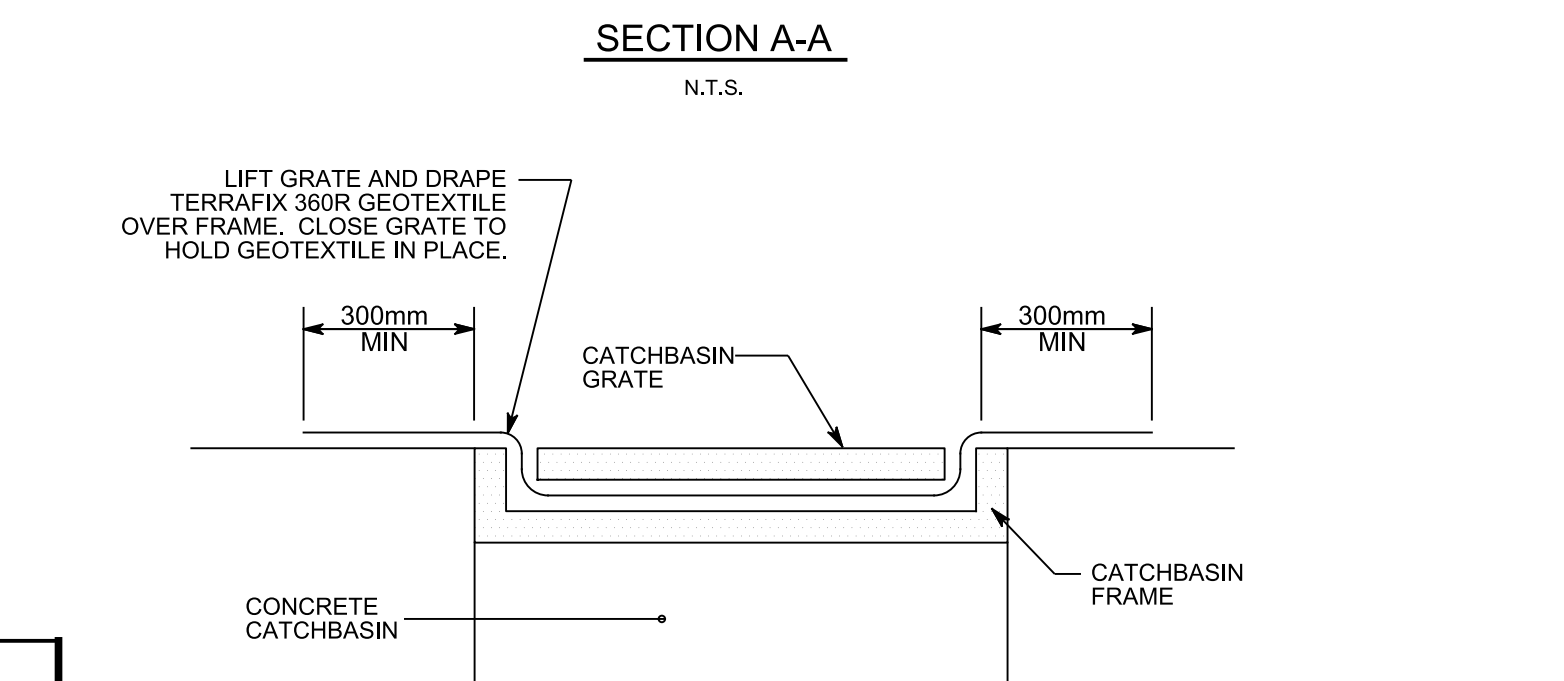
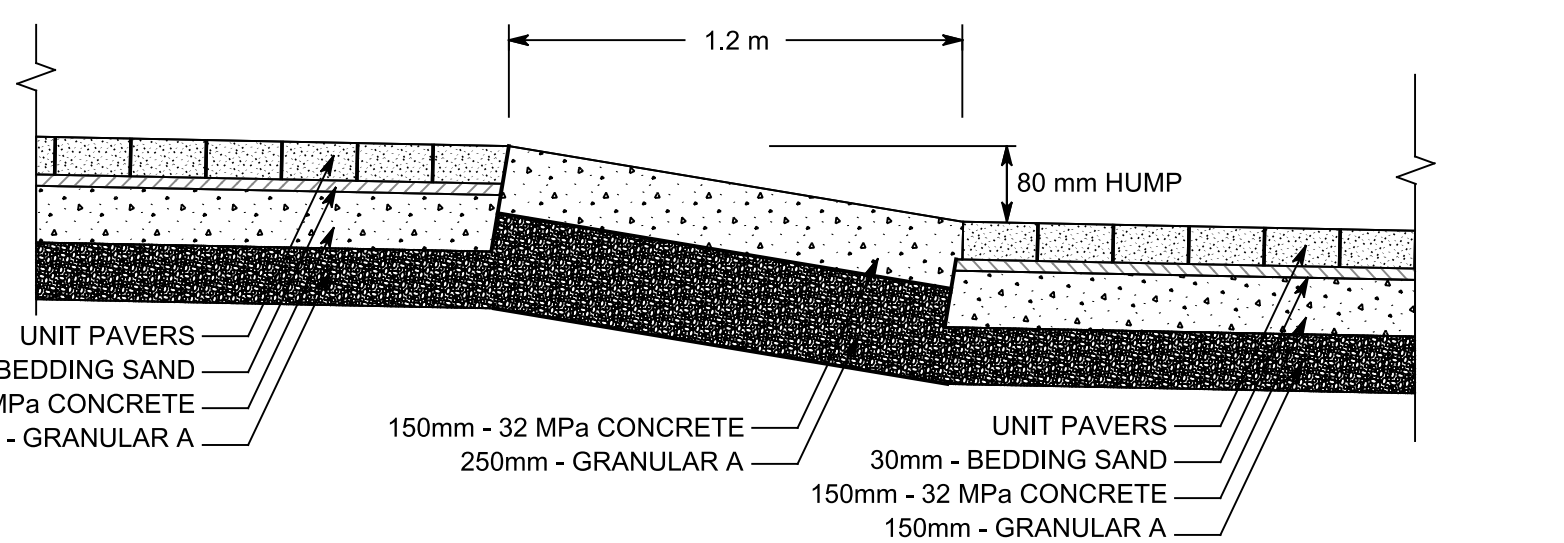
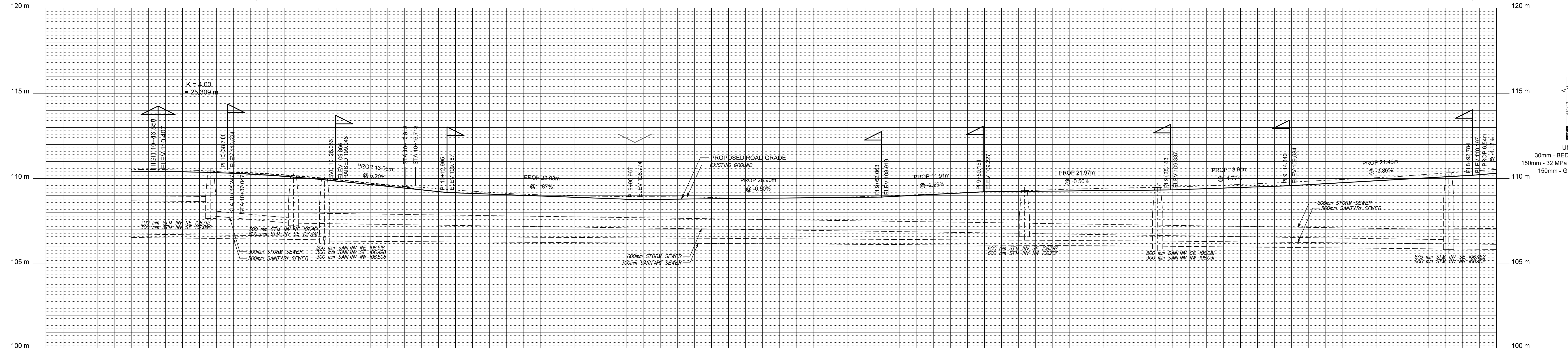
RIVERSIDE DRIVE



RELATED DRAWINGS: P-4292-001 NOT TO SCALE



- LEGEND**
- PROPOSED ROAD RECONSTRUCTION (STA 4+30 TO END)
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP19.0 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 250mm - 50mm CRUSHED AGGREGATE
 - PROPOSED GRID PATTERN CONCRETE SIDEWALK
 - REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
 - PROPOSED ROADWAY PAVERS
 - UNLOCK UMBRIANO, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT
 - PROPOSED PERMEABLE ROADWAY PAVERS
 - UNLOCK ECO-DIFLOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT
 - PROPOSED RESIDENTIAL ASPHALT DRIVEWAY
 - REFER TO STANDARD T-310.050-8
 - PROPOSED RESIDENTIAL CONCRETE DRIVEWAY
 - REFER TO STANDARD T-310.050-8
 - PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY
 - REFER TO STANDARD T-310.050-8
 - PROPOSED TOPSOIL AND SOO
 - SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS
 - PROPOSED COPPER WATER SERVICE
 - MINIMUM 15mm Ø OR MAINTAIN EXISTING SIZE
 - EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL
 - TEMPORARY SILT CONTROL FENCE (T-219 130-1)



EXISTING CROWN ELEVATION	110.535	110.414	110.248	109.850	109.281	108.030	108.048	108.941	108.859	108.888	109.019	109.214	109.381	109.441	109.661	109.800	110.184	110.539	EXISTING CROWN ELEVATION
STATION	10+50	10+40	10+30	10+20	10+10	10+00	9+90	9+80	9+70	9+60	9+50	9+40	9+30	9+20	9+10	9+00	8+90	STATION	

H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION	SURVEY(2014) y16232svy2d.dgn (PS_1400044)		
	DESIGN y16232pd.dgn, y16232sh.dgn, y16232pf.dgn		
	UTILITY y16232ugs.dgn		
	MAPPING y16232top.dgn		
	STREETLINE y16232psl.dgn		
HORIZONTAL \ VERTICAL CONTROL MONUMENTS			
DIGITAL INFORMATION			
No.	DATE	ISSUED FOR CONSTRUCTION	INITIAL SIGNED
1.	05/06/19	ISSUED FOR CONSTRUCTION	

TORONTO Engineering & Construction Services

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 Transportation Infrastructure &
 Gardiner Rehabilitation Project

MICHAEL D'ANDREA, P.ENG.
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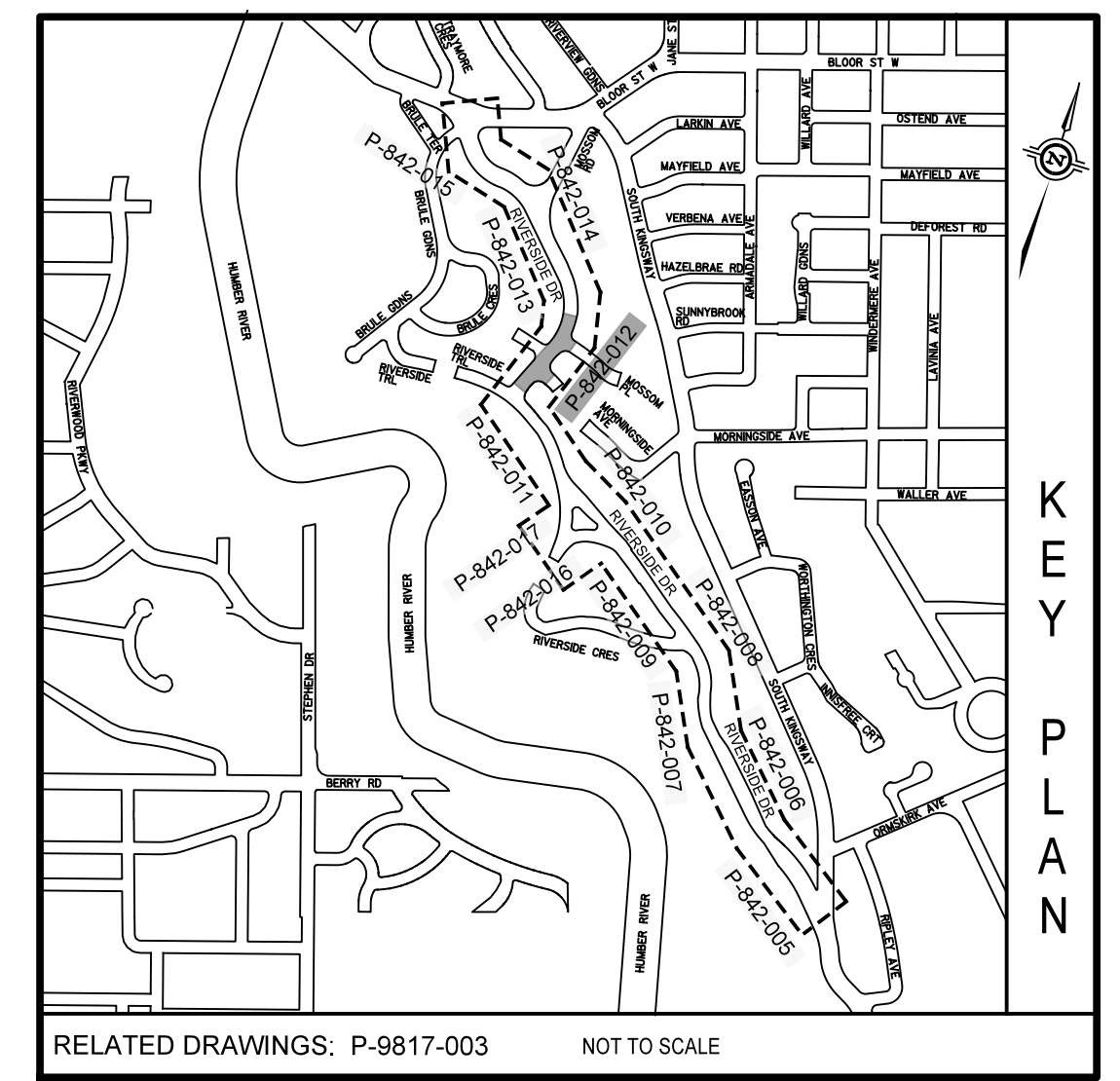
LUIS DE JESUS, P.ENG.
 Manager, Design & Construction
 Transportation Infrastructure
 Local Roads

RIVERSIDE DRIVE

FROM SOUTH KINGSWAY TO BRULE GARDENS
 LOCAL ROAD RECONSTRUCTION
 PLAN AND PROFILE

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18ECS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER		P-842-011		
DATE	DECEMBER 14, 2018		SHEET		9 OF 23		

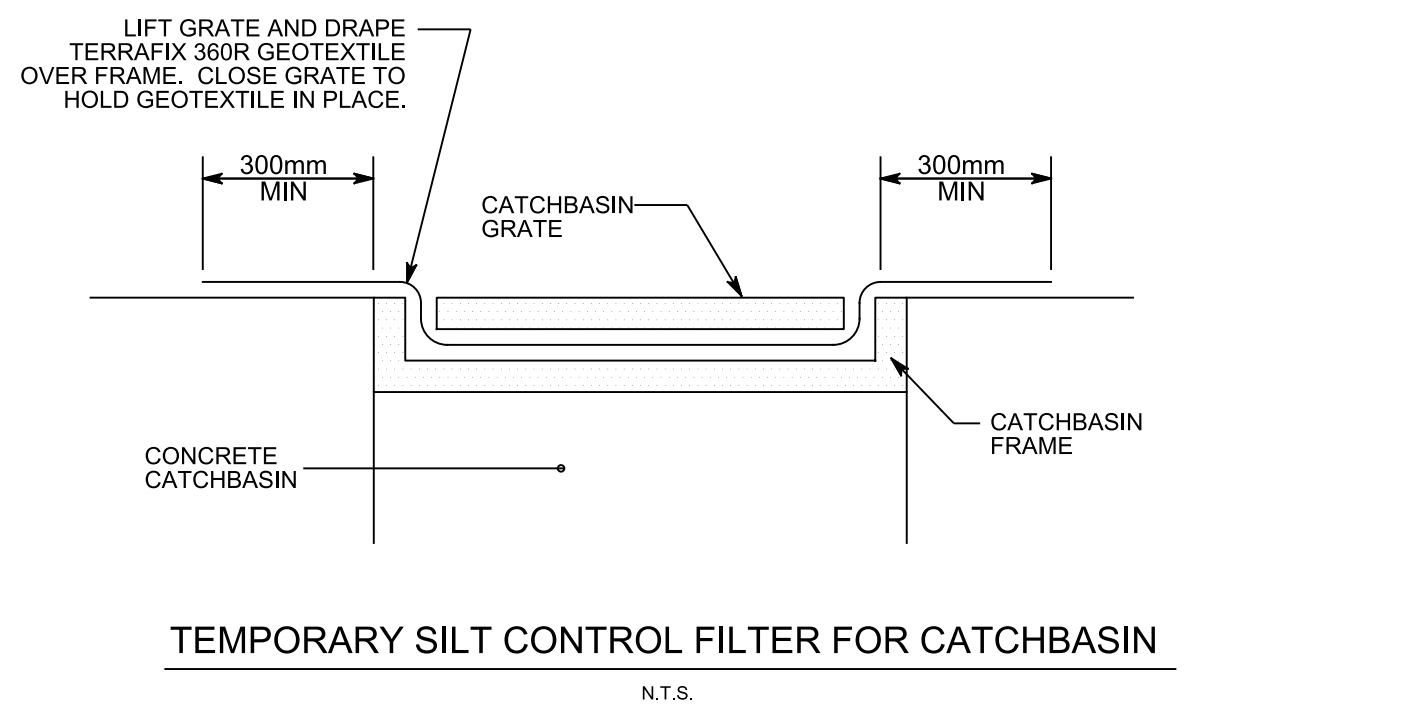
RIVERSIDE DRIVE



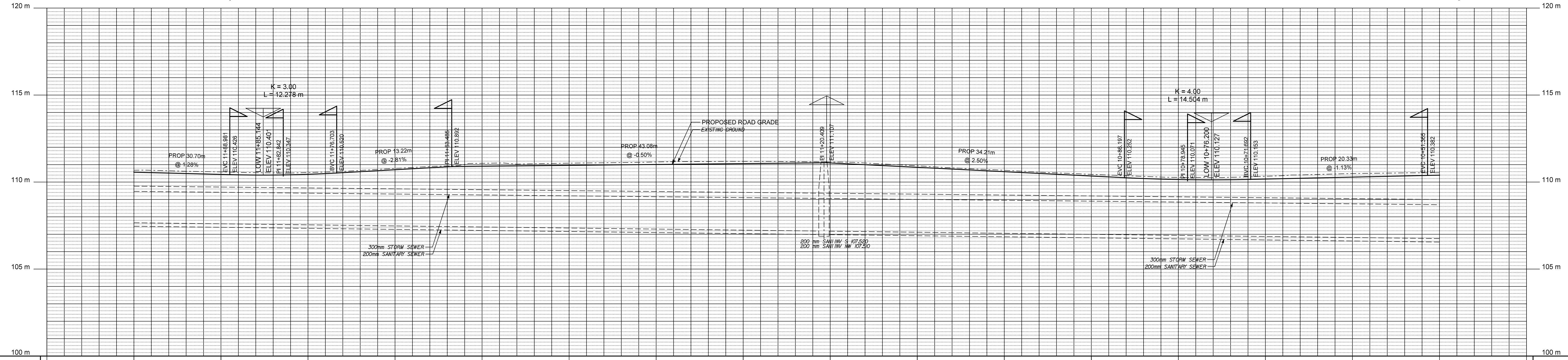
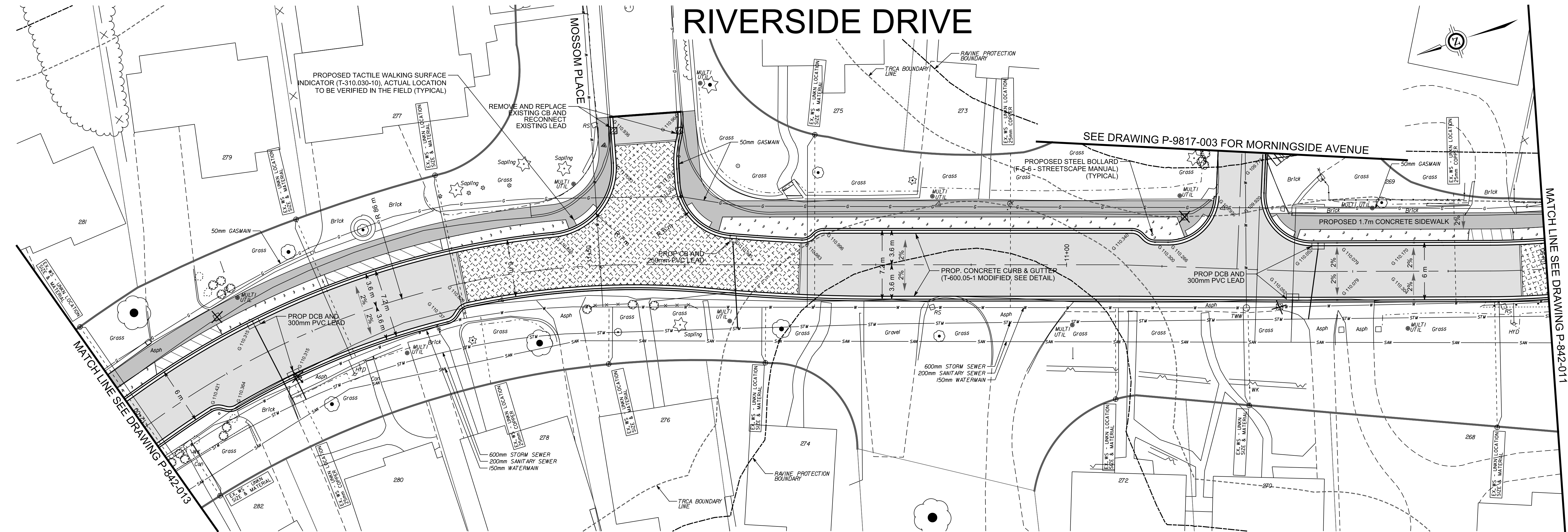
RELATED DRAWINGS: P-9817-003 NOT TO SCALE

LEGEND

- PROPOSED ROAD RECONSTRUCTION (STA 4+30 TO END)
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP19.0 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 250mm - 50mm CRUSHED AGGREGATE
- PROPOSED GRID PATTERN CONCRETE SIDEWALK
 - REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
- PROPOSED ROADWAY PAVERS
 - UNLOCK UMBRIANO, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT
- PROPOSED PERMEABLE ROADWAY PAVERS
 - UNLOCK ECO-OF-TLOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT
- PROPOSED RESIDENTIAL ASPHALT DRIVEWAY
 - REFER TO STANDARD T-310.050-3
- PROPOSED RESIDENTIAL CONCRETE DRIVEWAY
 - REFER TO STANDARD T-310.050-8
- PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY
- PROPOSED TOPSOIL AND SOD
 - SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS
- PROPOSED COPPER WATER SERVICE
 - MINIMUM 19mm Ø OR MAINTAIN EXISTING SIZE
- EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL
- TEMPORARY SILT CONTROL FENCE (T-219.130-1)



TEMPORARY SILT CONTROL FILTER FOR CATCHBASIN
N.T.S.



EXISTING CROWN ELEVATION	110.680	110.584	110.547	110.384	111.028	111.086	110.547	111.197	111.192	111.153	110.833	110.877	110.442	110.290	110.333	110.468	110.535	EXISTING CROWN ELEVATION
STATION	12+00	11+80	11+60	11+70	11+60	11+60	11+40	11+30	11+20	11+10	11+00	10+80	10+70	10+60	10+50	10+50	10+50	STATION

H.C.M. STATION				EASTING	NORTHING	ELEVATION													
B.M. STATION				SURVEY(2014) y16232svy2d.dgn (PS_1400044)															
				DESIGN y16232pd.dgn, y16232sh.dgn, y16232pf.dgn															
				UTILITY y16232ugs.dgn															
				MAPPING y16232top.dgn															
				STREETLINE y16232psl.dgn															
HORIZONTAL \ VERTICAL CONTROL MONUMENTS				DIGITAL INFORMATION				No.	05/06/19	ISSUED FOR CONSTRUCTION				INITIAL	SIGNED				

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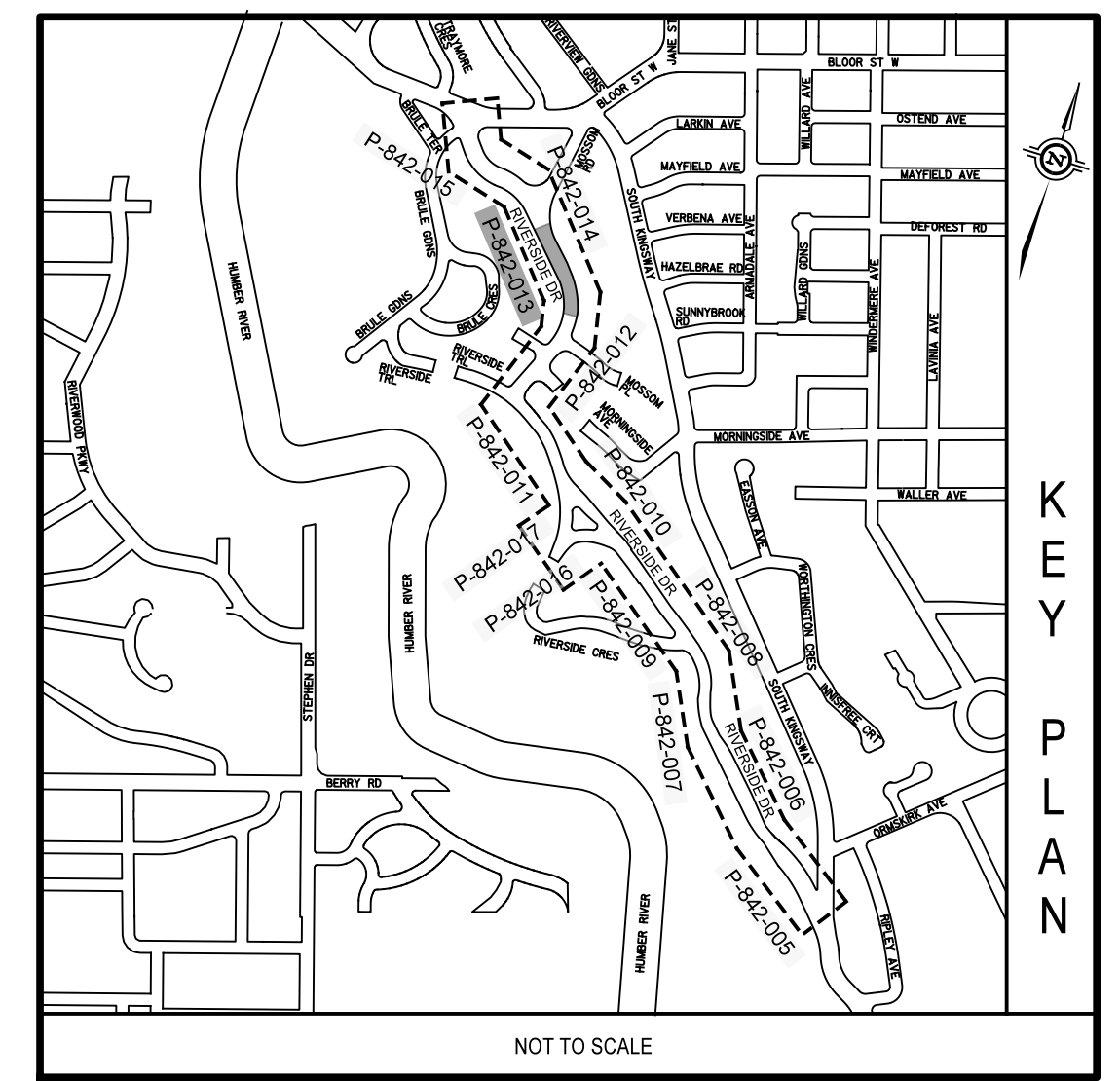
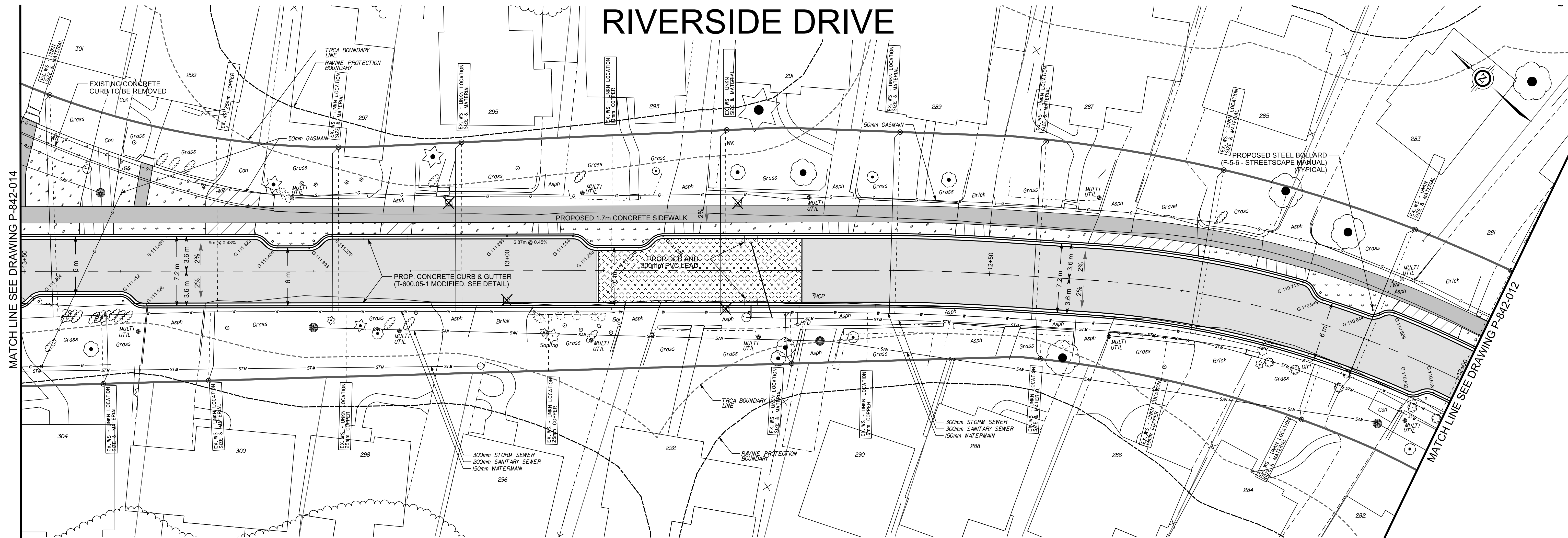
LUIS DE JESUS, P.ENG.
Manager, Design & Construction
Transportation Infrastructure
Local Roads

RIVERSIDE DRIVE

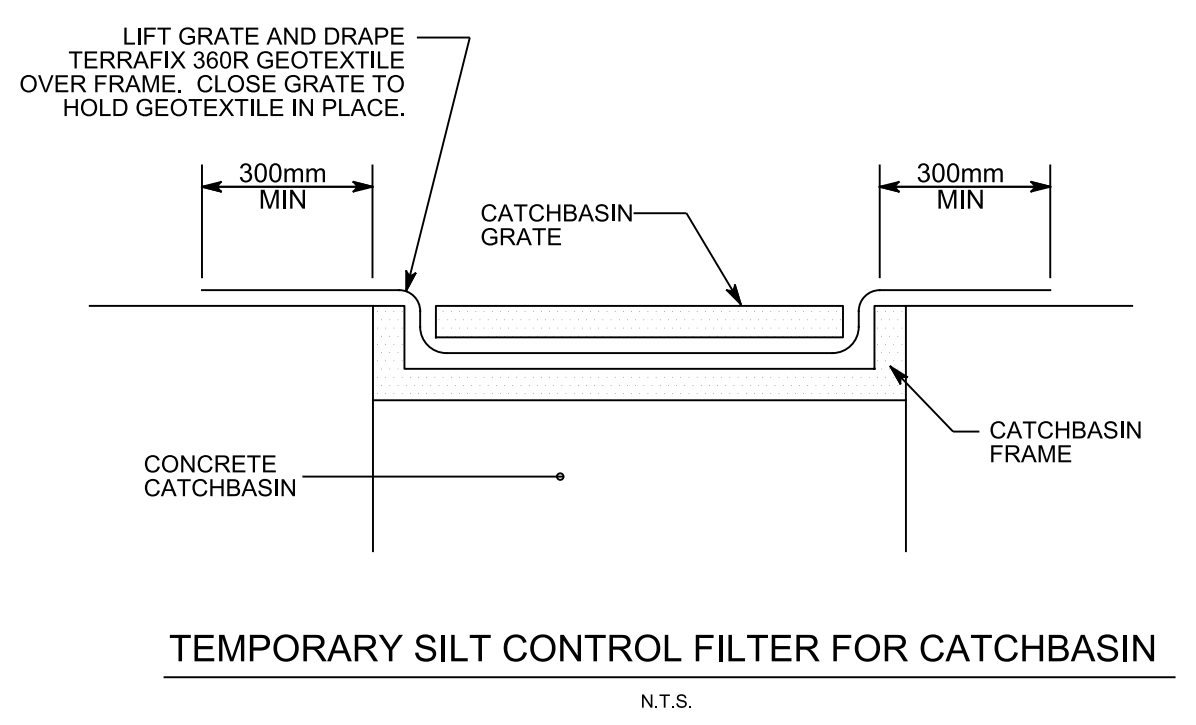
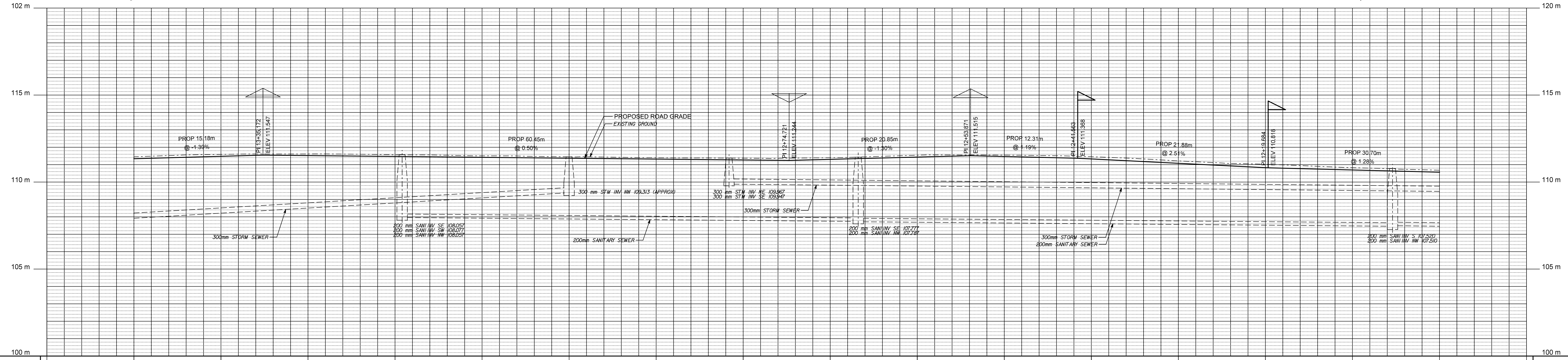
FROM SOUTH KINGSWAY TO BRULE GARDENS
LOCAL ROAD RECONSTRUCTION
PLAN AND PROFILE

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18CS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER	P-842-012		SHEET 10 OF 23	
DATE	DECEMBER 14, 2018						

RIVERSIDE DRIVE



- LEGEND**
- PROPOSED ROAD RECONSTRUCTION (STA 4+30 TO END)
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP10.5 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 250mm - 50mm CRUSHED AGGREGATE
 - PROPOSED GRID PATTERN CONCRETE SIDEWALK
 - REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
 - PROPOSED ROADWAY PAVERS
 - UNILOCK UMBRIANO, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT
 - PROPOSED PERMEABLE ROADWAY PAVERS
 - UNILOCK ECO-OPTILOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT
 - PROPOSED RESIDENTIAL ASPHALT DRIVEWAY
 - REFER TO STANDARD T-310.050-8
 - PROPOSED RESIDENTIAL CONCRETE DRIVEWAY
 - REFER TO STANDARD T-310.050-8
 - PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY
 - PROPOSED TOPSOIL AND SOD
 - SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS
 - PROPOSED COPPER WATER SERVICE
 - MINIMUM 19mm Ø OR MAINTAIN EXISTING SIZE
 - EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL
 - TEMPORARY SILT CONTROL FENCE (T-219.130-1)



EXISTING CROWN ELEVATION	111.461	111.591	111.614	111.667	111.636	111.461	111.400	111.371	111.400	111.453	111.550	111.454	111.515	111.022	110.854	110.880	EXISTING CROWN ELEVATION
STATION	13+50	13+40	13+30	13+20	13+10	13+00	12+90	12+80	12+70	12+60	12+50	12+40	12+30	12+20	12+10	12+00	STATION

H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION	SURVEY(2014) y16232svy2d.dgn (PS_1400044)		
	DESIGN y16232pd.dgn, y16232sh.dgn, y16232pf.dgn		
	UTILITY y16232ugs.dgn		
	MAPPING y16232mp.dgn		
	STREETLINE y16232psl.dgn		
HORIZONTAL / VERTICAL CONTROL MONUMENTS			
DIGITAL INFORMATION			
No.	05/06/19	ISSUED FOR CONSTRUCTION	
REVISIONS		INITIAL	SIGNED

Toronto Engineering & Construction Services

FRANK CLARIZIO, P.ENG.
 Chief Engineer and
 Director, Design & Construction
 Transportation Infrastructure &
 Gardiner Rehabilitation Project

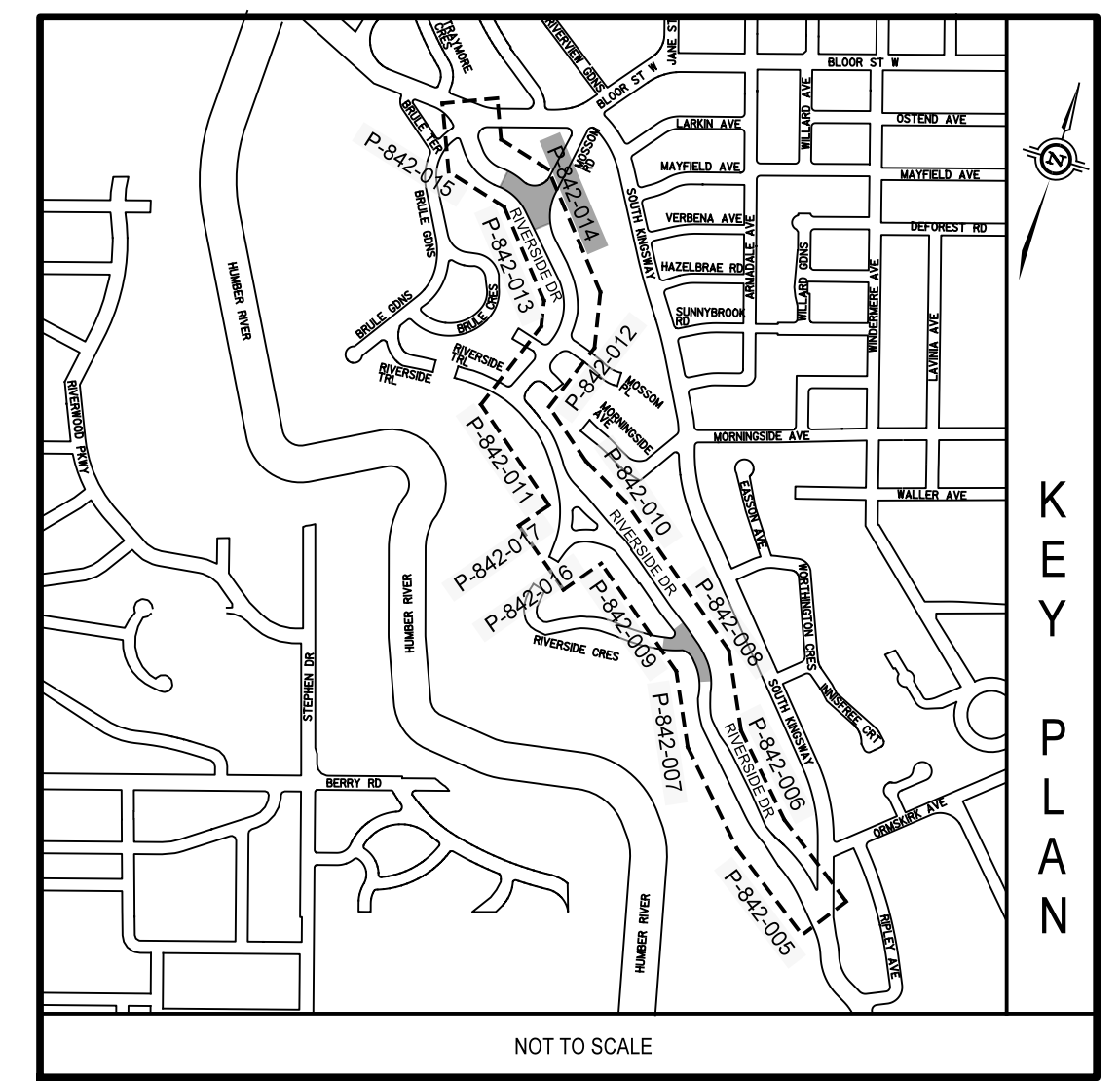
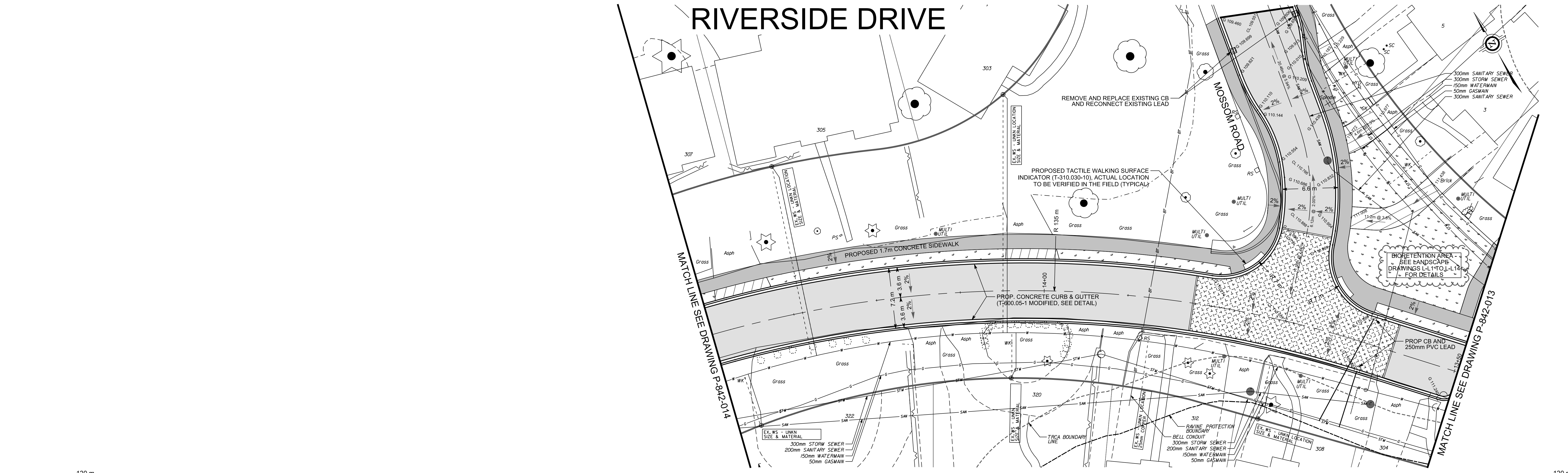
MICHAEL D'ANDREA, P.ENG.
 Chief Engineer and
 EXECUTIVE DIRECTOR
 Engineering &
 Construction Services

LUIS DE JESUS, P.ENG.
 Manager, Design & Construction
 Transportation Infrastructure
 Local Roads

RIVERSIDE DRIVE
 FROM SOUTH KINGSWAY TO BRULE GARDENS
 LOCAL ROAD RECONSTRUCTION
 PLAN AND PROFILE

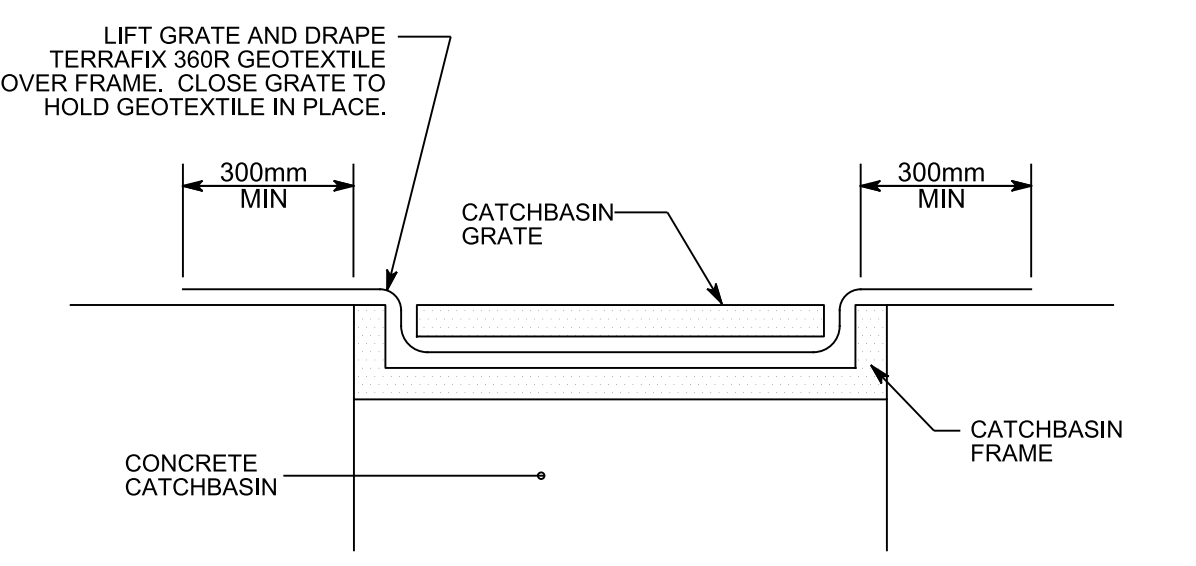
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SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER		P-842-013		
DATE	DECEMBER 14, 2018		SHEET		11 OF 23		

RIVERSIDE DRIVE

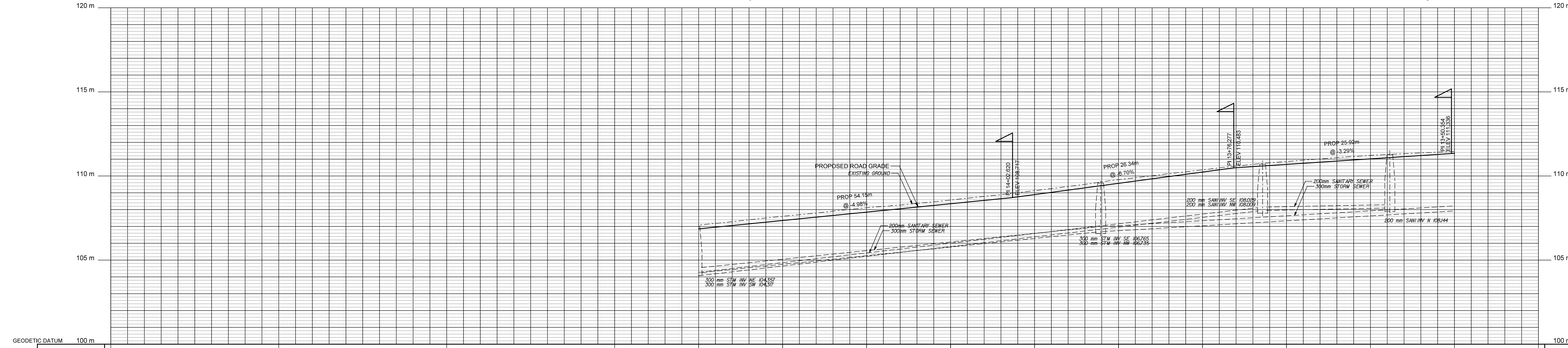


LEGEND

- PROPOSED ROAD RECONSTRUCTION (STA 4+30 TO END)
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP15.0 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 250mm - 50mm CRUSHED AGGREGATE
- PROPOSED GRID PATTERN CONCRETE SIDEWALK
 - REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
- PROPOSED ROADWAY PAVERS
 - UNLOCK UMBRIANO, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT
- PROPOSED PERMEABLE ROADWAY PAVERS
 - UNLOCK ECO-OPTILOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT
- PROPOSED RESIDENTIAL ASPHALT DRIVEWAY
 - REFER TO STANDARD T-310.050-8
- PROPOSED RESIDENTIAL CONCRETE DRIVEWAY
 - REFER TO STANDARD T-310.050-8
- PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY
- PROPOSED TOPSOIL AND SO2
 - SEE LANDSCAPE DRAWINGS L1 TO L14 FOR DETAILS
- PROPOSED COPPER WATER SERVICE
 - MINIMUM 15mm Ø OR MAINTAIN EXISTING SIZE
- EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL
- TEMPORARY SILT CONTROL FENCE (T-219.130-1)



TEMPORARY SILT CONTROL FILTER FOR CATCHBASIN
N.T.S.



EXISTING CROWN ELEVATION	107.082	107.803	108.112	108.899	109.128	109.781	110.303	110.860	111.227	111.481	EXISTING CROWN ELEVATION
STATION	14+40	14+30	14+20	14+10	14+00	13+90	13+80	13+70	13+60	13+50	STATION

H.C.M. STATION	EASTING	NORTHING	ELEVATION									
B.M. STATION				SURVEY(2014) y16232svy2d.dgn (PS_1400044)		DESIGN y16232pd.dgn, y16232sh.dgn, y16232pf.dgn		UTILITY y16232ugs.dgn		MAPPING y16232top.dgn		
HORIZONTAL \ VERTICAL CONTROL MONUMENTS				DIGITAL INFORMATION				No.	DATE	ISSUED FOR CONSTRUCTION	INITIAL	SIGNED
								1.	05/06/19			

Toronto Engineering & Construction Services

FRANK CLARIZIO, P.ENG.
Chief Engineer and
Construction Infrastructure &
Gardiner Rehabilitation Project

MICHAEL D'ANDREA, P.ENG.
Engineering &
Construction Services

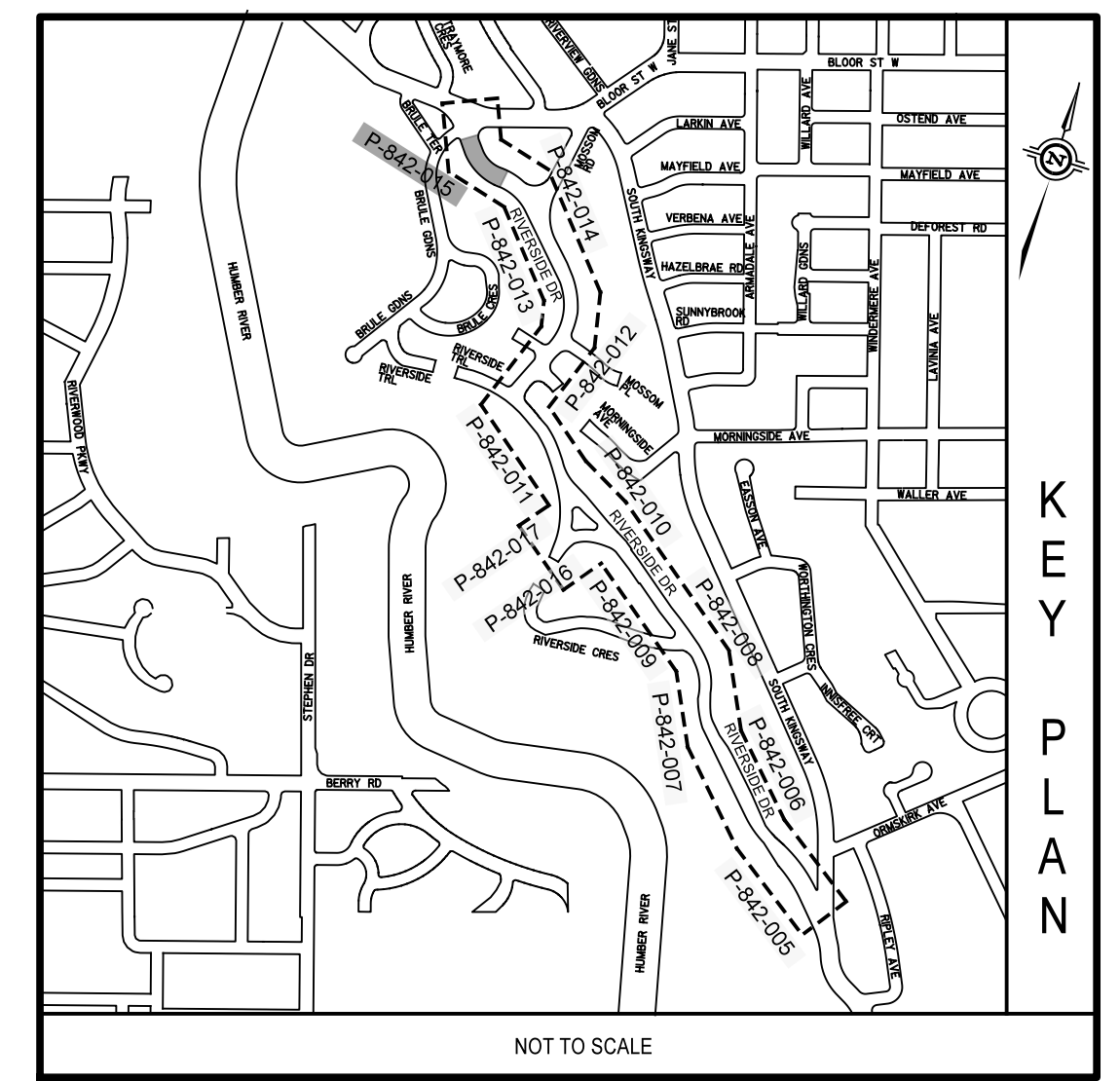
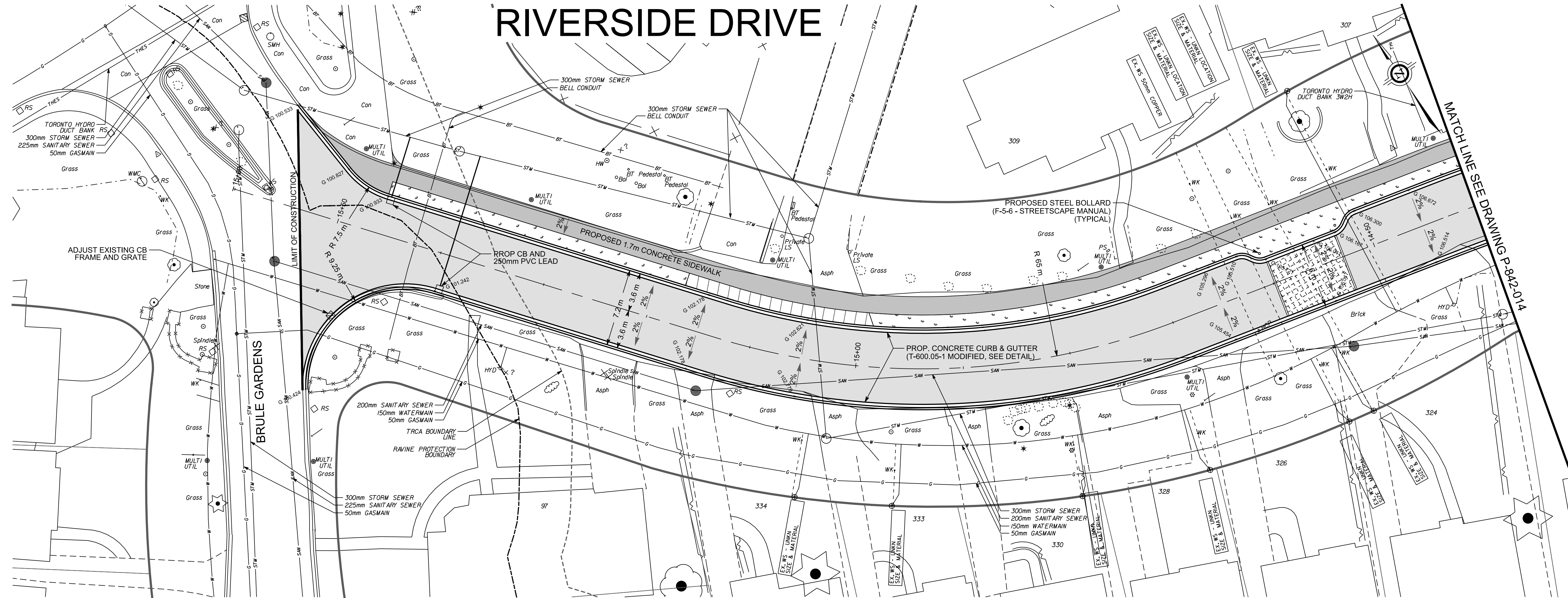
LUIS DE JESUS, P.ENG.
Manager, Design & Construction
Transportation Infrastructure
Local Roads

RIVERSIDE DRIVE

FROM SOUTH KINGSWAY TO BRULE GARDENS
LOCAL ROAD RECONSTRUCTION
PLAN AND PROFILE

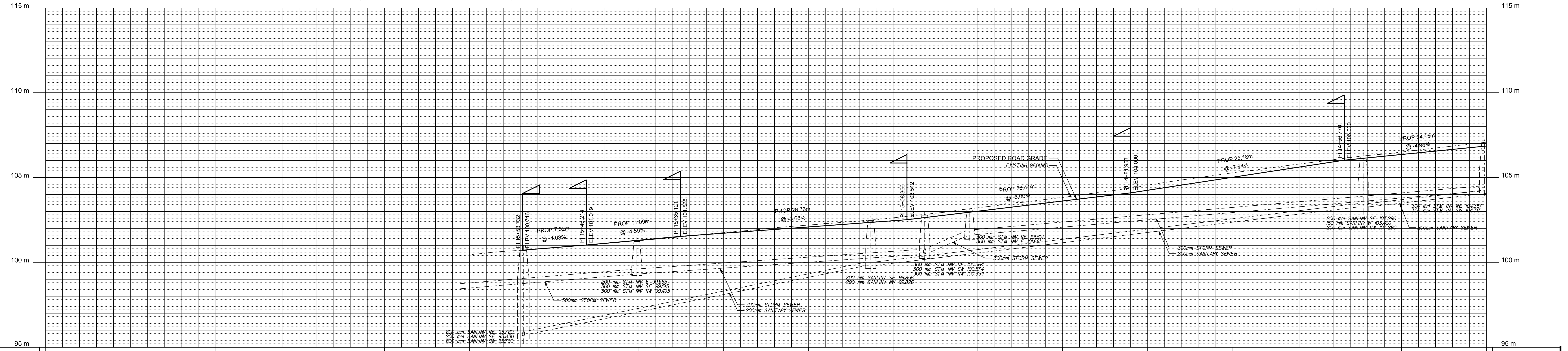
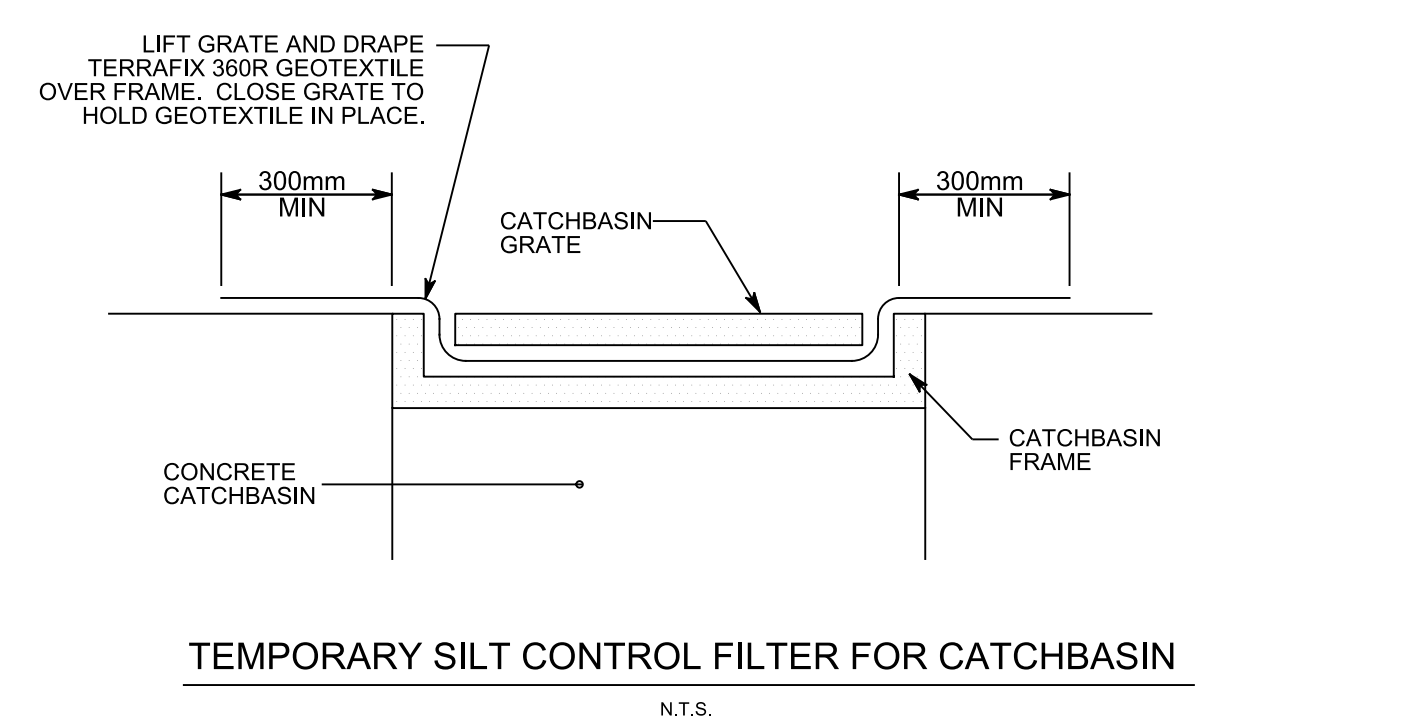
DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18ECS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER	P-842-014		SHEET 12 OF 23	
DATE	DECEMBER 14, 2018						

RIVERSIDE DRIVE



LEGEND

- PROPOSED ROAD RECONSTRUCTION (STA 4+30 TO END)
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP12.0 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 25mm - 50mm CRUSHED AGGREGATE
- PROPOSED GRID PATTERN CONCRETE SIDEWALK - REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
- PROPOSED ROADWAY PAVERS - UNILOCK UNIBRAND, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT
- PROPOSED PERMEABLE ROADWAY PAVERS - UNILOCK ECO-OPTILOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT
- PROPOSED RESIDENTIAL ASPHALT DRIVEWAY - REFER TO STANDARD T-310.050-8
- PROPOSED RESIDENTIAL CONCRETE DRIVEWAY - REFER TO STANDARD T-310.050-3
- PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY
- PROPOSED TOPSOIL AND SOD - SEE LANDSCAPE DRAWINGS L-11 TO L-14 FOR DETAILS
- PROPOSED COPPER WATER SERVICE - MINIMUM 19mm Ø OR MAINTAIN EXISTING SIZE
- EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL
- TEMPORARY SILT CONTROL FENCE (T-219.130-1)



EXISTING CROWN ELEVATION	STATION										EXISTING CROWN ELEVATION
100.445	14+70	14+80	14+90	15+00	15+10	15+20	15+30	15+40	15+50	15+60	100.874
100.445	14+70	14+80	14+90	15+00	15+10	15+20	15+30	15+40	15+50	15+60	100.874

H.C.M. STATION	EASTING	NORTHING	ELEVATION	DIGITAL INFORMATION		REVISIONS		INITIAL		SIGNED	
B.M. STATION	SURVEY(2014) y16232svy2d.dgn (PS_1400044)			DESIGN y16232pd.dgn, y16232sh.dgn, y16232pf.dgn		1. 05/06/19		ISSUED FOR CONSTRUCTION			
HORIZONTAL \ VERTICAL CONTROL MONUMENTS			DIGITAL INFORMATION			No.		DATE		REVISIONS	

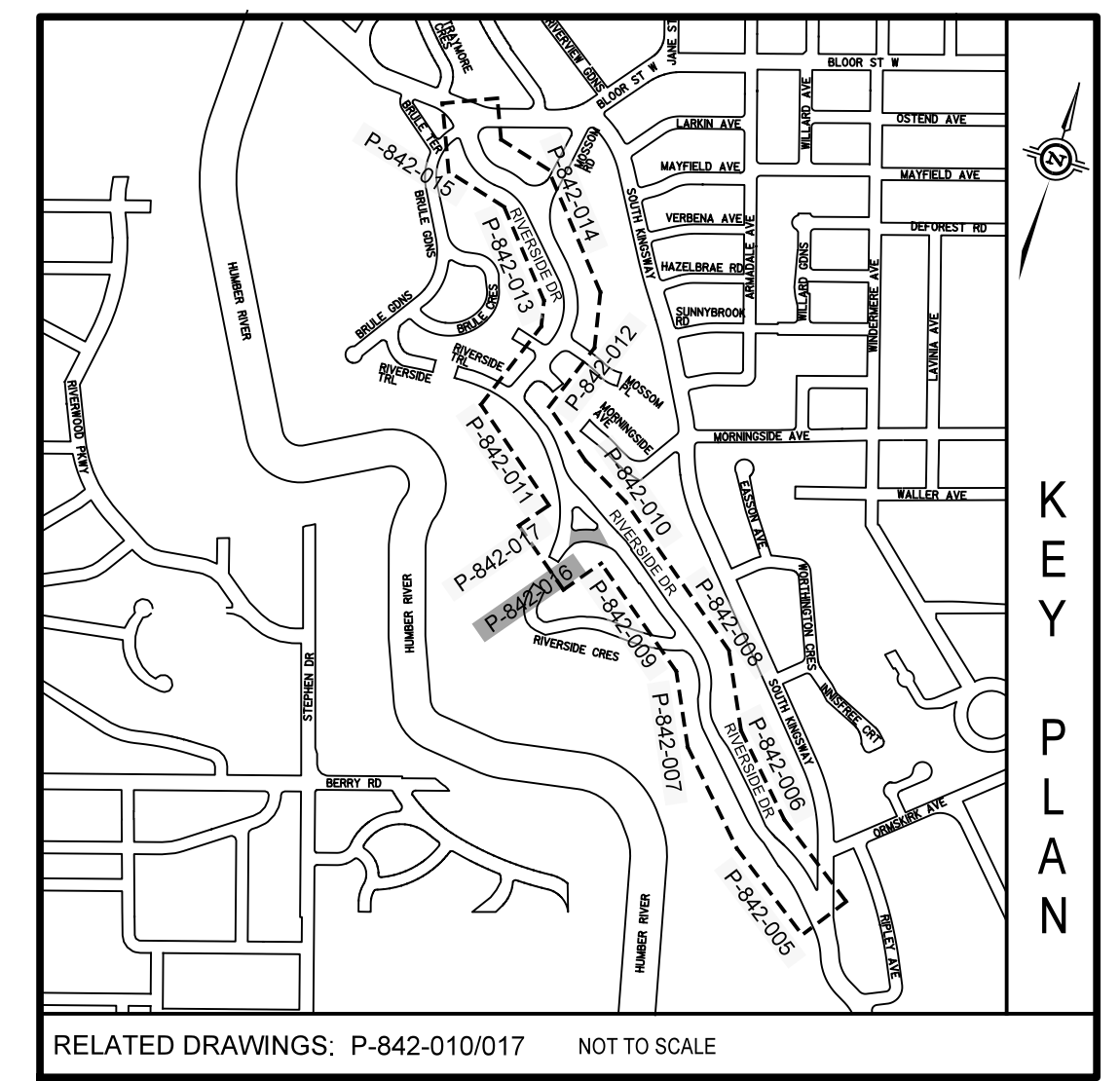
Toronto Engineering & Construction Services

RIVERSIDE DRIVE
FROM SOUTH KINGSWAY TO BRULE GARDENS
LOCAL ROAD RECONSTRUCTION
PLAN AND PROFILE

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18ECS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER	P-842-015		SHEET 13 OF 23	
DATE	DECEMBER 14, 2018		FRANK CLARIZIO, P.ENG. DIRECTOR, DESIGN & CONSTRUCTION TRANSPORTATION INFRASTRUCTURE & GARDINER REHABILITATION PROJECT		LUIS DE JESUS, P.ENG. MANAGER, DESIGN & CONSTRUCTION TRANSPORTATION INFRASTRUCTURE LOCAL ROADS		

MICHAEL D'ANDREA, P.ENG.
CHIEF ENGINEER and EXECUTIVE DIRECTOR
Engineering & Construction Services

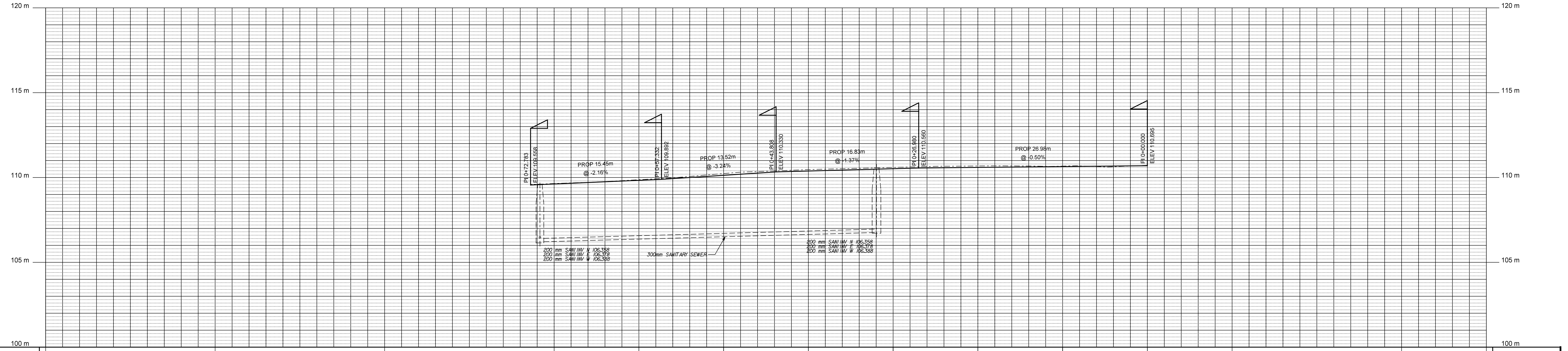
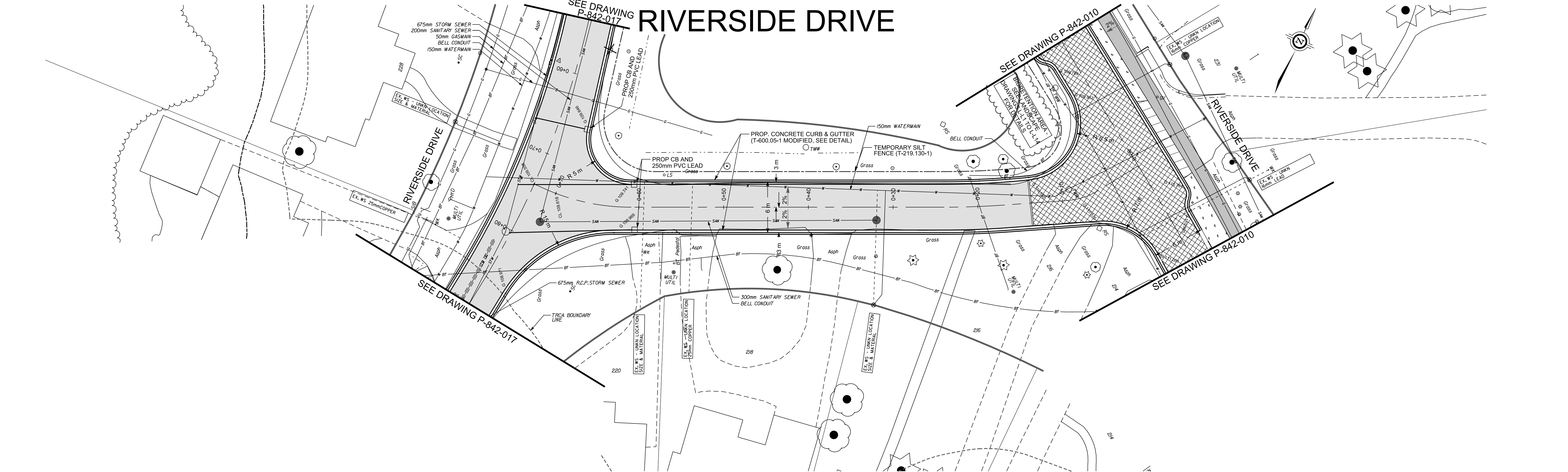
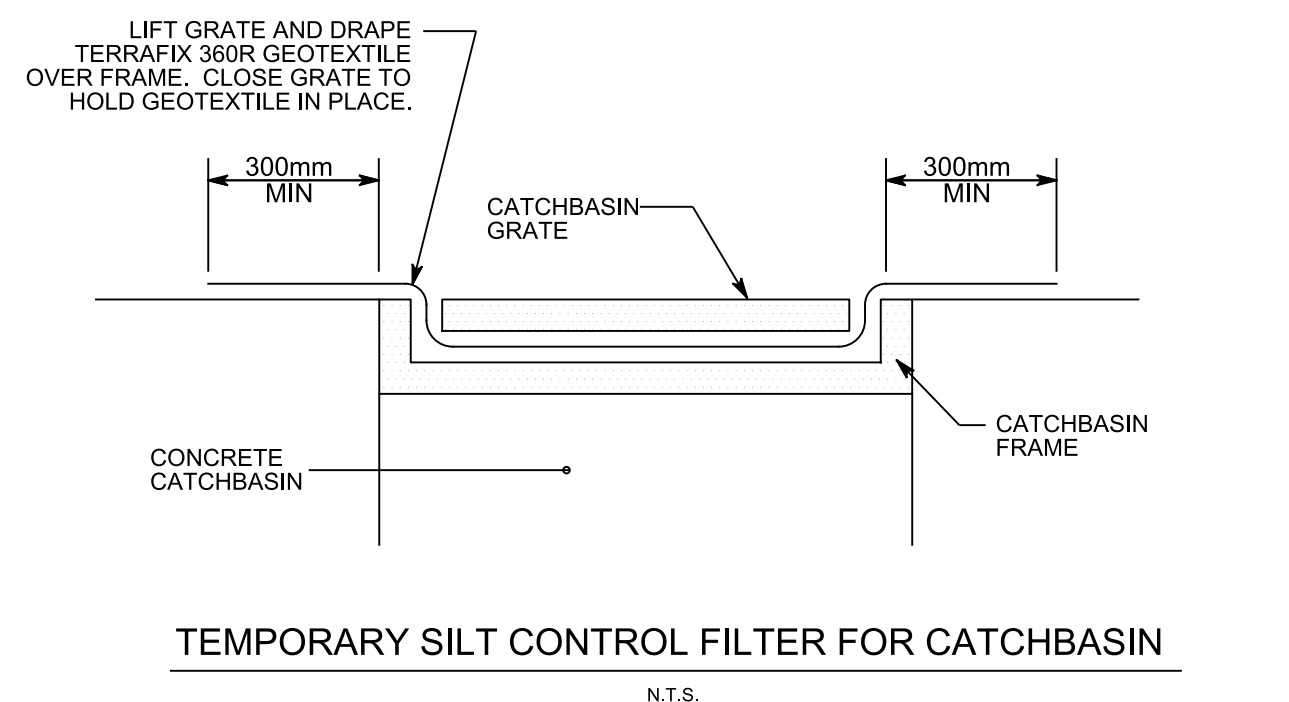
RIVERSIDE DRIVE



RELATED DRAWINGS: P-842-010/017 NOT TO SCALE

LEGEND

- PROPOSED ROAD RECONSTRUCTION
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP15.0 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 250mm - 50mm CRUSHED AGGREGATE
- PROPOSED GRID PATTERN CONCRETE SIDEWALK
 - REFER TO STANDARD T-310.01.2 AND SEE DETAIL FOR GRID PATTERN
- PROPOSED ROADWAY PAVERS
 - UNLOCK UMBRIANO, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT
- PROPOSED PERMEABLE ROADWAY PAVERS
 - UNLOCK ECO-OPTILOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT
- PROPOSED RESIDENTIAL ASPHALT DRIVEWAY
 - REFER TO STANDARD T-310.050-8
- PROPOSED RESIDENTIAL CONCRETE DRIVEWAY
 - REFER TO STANDARD T-310.050-8
- PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY
 - REFER TO STANDARD T-310.050-8
- PROPOSED TOPSOIL AND SOD
 - SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS
- PROPOSED COPPER WATER SERVICE
 - MINIMUM 19mm Ø OR MAINTAIN EXISTING SIZE
- EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL
- TEMPORARY SILT CONTROL FENCE (T-219.130-1)



EXISTING CROWN ELEVATION	109.866	109.870	110.233	110.467	110.898	110.879	110.873	110.721	EXISTING CROWN ELEVATION
STATION	0+60	0+70	0+80	0+50	0+40	0+30	0+20	0+10	0+00

H.C.M. STATION	EASTING	NORTHING	ELEVATION	No.		DATE	ISSUED FOR CONSTRUCTION	INITIAL	SIGNED
B.M. STATION	SURVEY(2014) y16232svy2d.dgn (PS_1400044)			1.	05/06/19	ISSUED FOR CONSTRUCTION			
	DESIGN y16232pd.dgn, y16232sh.dgn, y16232pf.dgn								
	UTILITY y16232ugs_2.dgn								
	MAPPING y16232top.dgn								
	STREETLINE y16232psl.dgn								

Toronto Engineering & Construction Services

FRANK CLARIZIO, P.ENG.
 Chief Engineer and
 Construction
 Transportation Infrastructure &
 Gardiner Rehabilitation Project

MICHAEL D'ANDREA, P.ENG.
 Chief Engineer and
 EXECUTIVE DIRECTOR
 Engineering &
 Construction Services

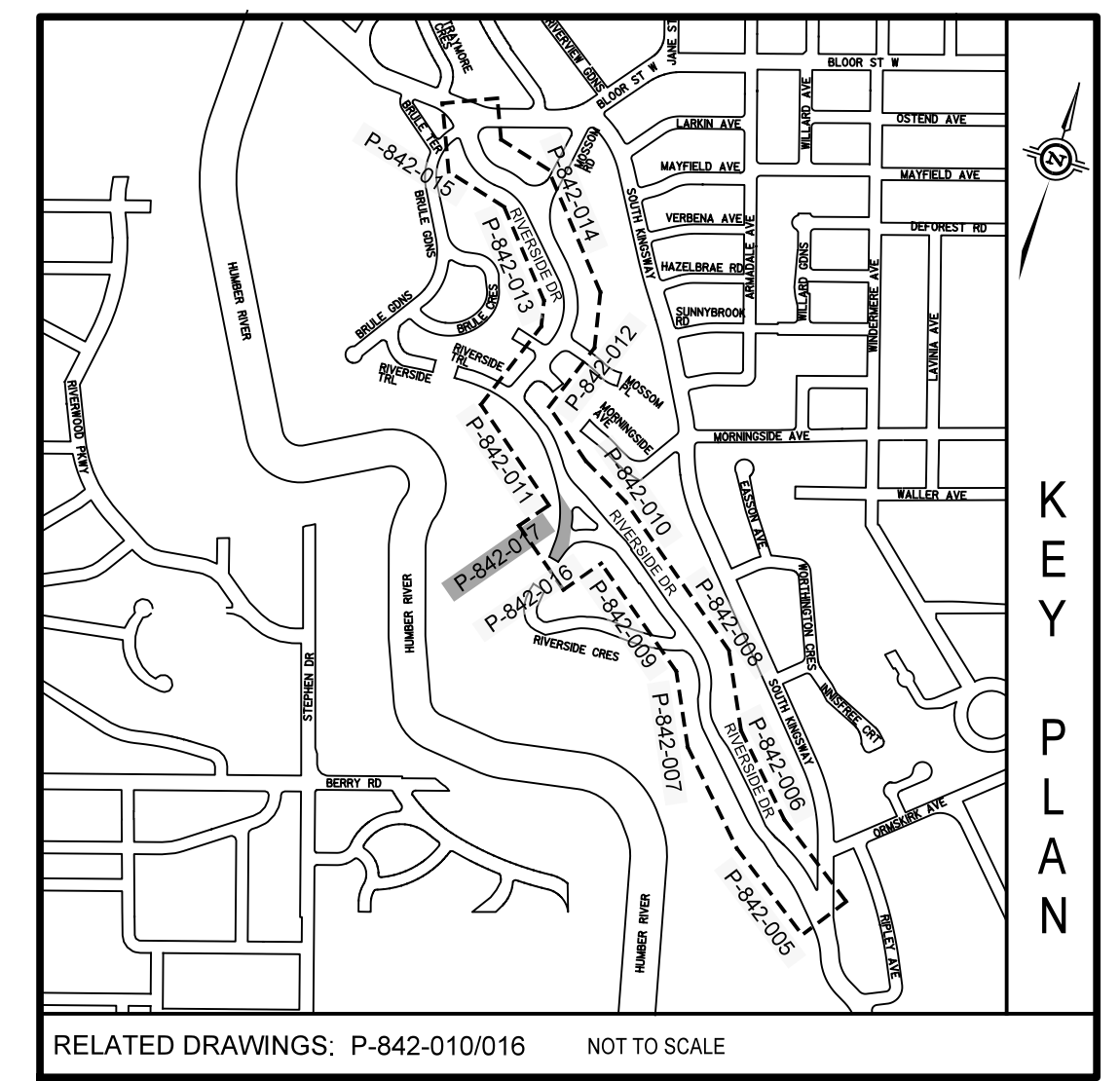
LUIS DE JESUS, P.ENG.
 Manager, Design & Construction
 Transportation Infrastructure
 Local Roads

RIVERSIDE DRIVE

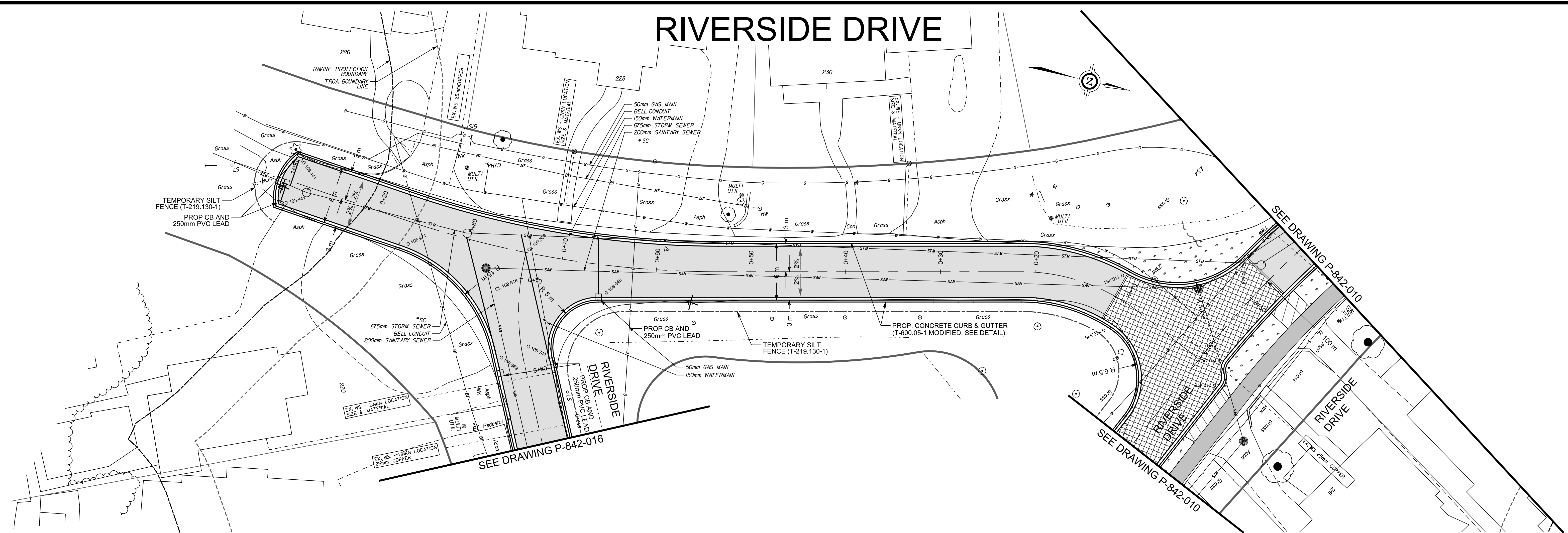
FROM SOUTH KINGSWAY TO BRULE GARDENS
 LOCAL ROAD RECONSTRUCTION
 PLAN AND PROFILE

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18CS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER	P-842-016		SHEET 14 OF 23	
DATE	DECEMBER 14, 2018						

RIVERSIDE DRIVE

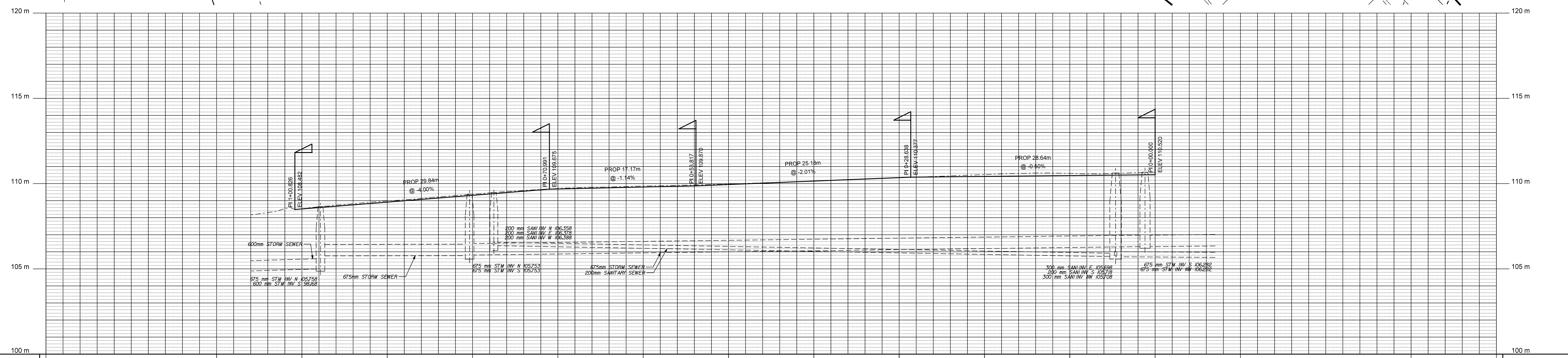
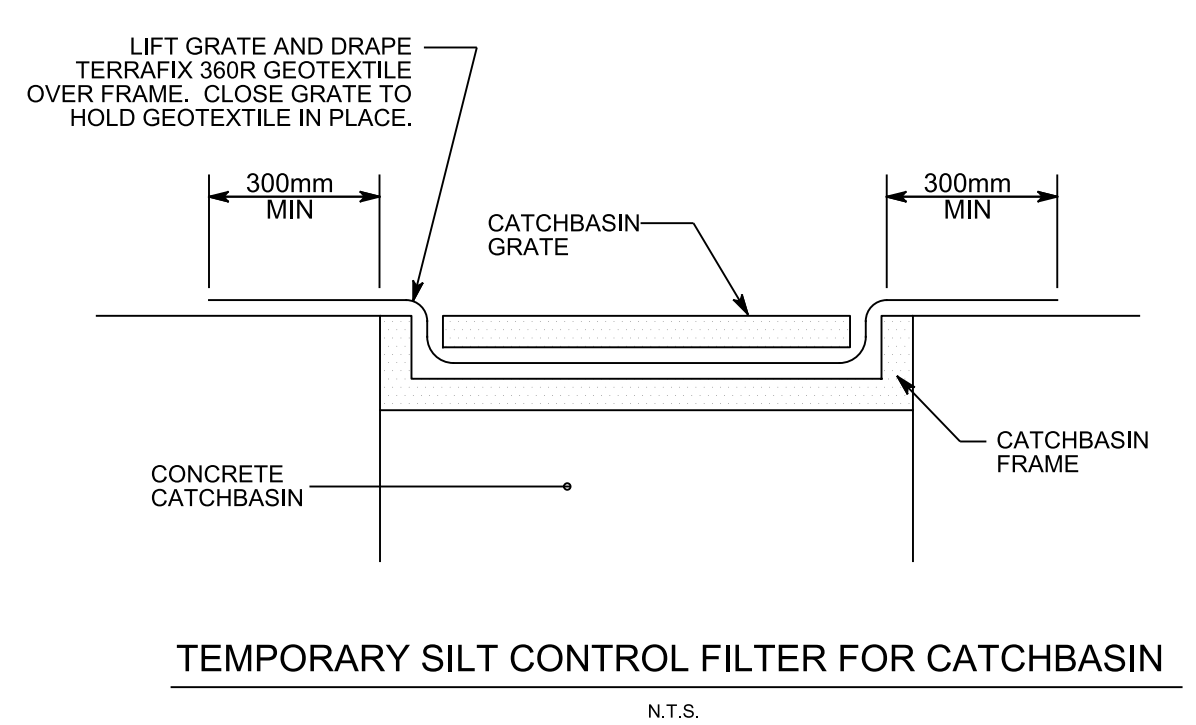


RELATED DRAWINGS: P-842-010/016 NOT TO SCALE



LEGEND

PROPOSED ROAD RECONSTRUCTION 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT 60mm - SP19.0 TRAFFIC CATEGORY B ASPHALT 50mm - GRANULAR A 250mm - 50mm CRUSHED AGGREGATE	
PROPOSED GRID PATTERN CONCRETE SIDEWALK REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN	
PROPOSED ROADWAY PAVERS UNLOCK UMBRIANO, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT	
PROPOSED PERMEABLE ROADWAY PAVERS UNLOCK ECO-OPTLOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT	
PROPOSED RESIDENTIAL ASPHALT DRIVEWAY REFER TO STANDARD T-310.050-8	
PROPOSED RESIDENTIAL CONCRETE DRIVEWAY REFER TO STANDARD T-310.050-8	
PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY	
PROPOSED TOPSOIL AND SO2 SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS	
PROPOSED COPPER WATER SERVICE MINIMUM 19mm Ø OR MAINTAIN EXISTING SIZE	
EXISTING CB TO BE BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL	
TEMPORARY SILT CONTROL FENCE (T-219.130-1)	



EXISTING CROWN ELEVATION	108.523	108.881	109.076	109.710	109.866	109.872	110.158	110.350	110.528	110.568	110.076	EXISTING CROWN ELEVATION
STATION	1+10	1+00	0+90	0+80	0+70	0+60	0+50	0+40	0+30	0+20	0+10	STATION

H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION	SURVEY(2014) y16232svy2d.dgn (PS_1400044)		
	DESIGN y16232pd.dgn, y16232sh.dgn, y16232pf.dgn		
	UTILITY y16232ugs_3.dgn		
	MAPPING y16232top.dgn		
	STREETLINE y16232psl.dgn		
HORIZONTAL \ VERTICAL CONTROL MONUMENTS			
DIGITAL INFORMATION			
No.	DATE	ISSUED FOR CONSTRUCTION	INITIAL
1.	05/06/19		
REVISIONS			
			SIGNED

Toronto Engineering & Construction Services

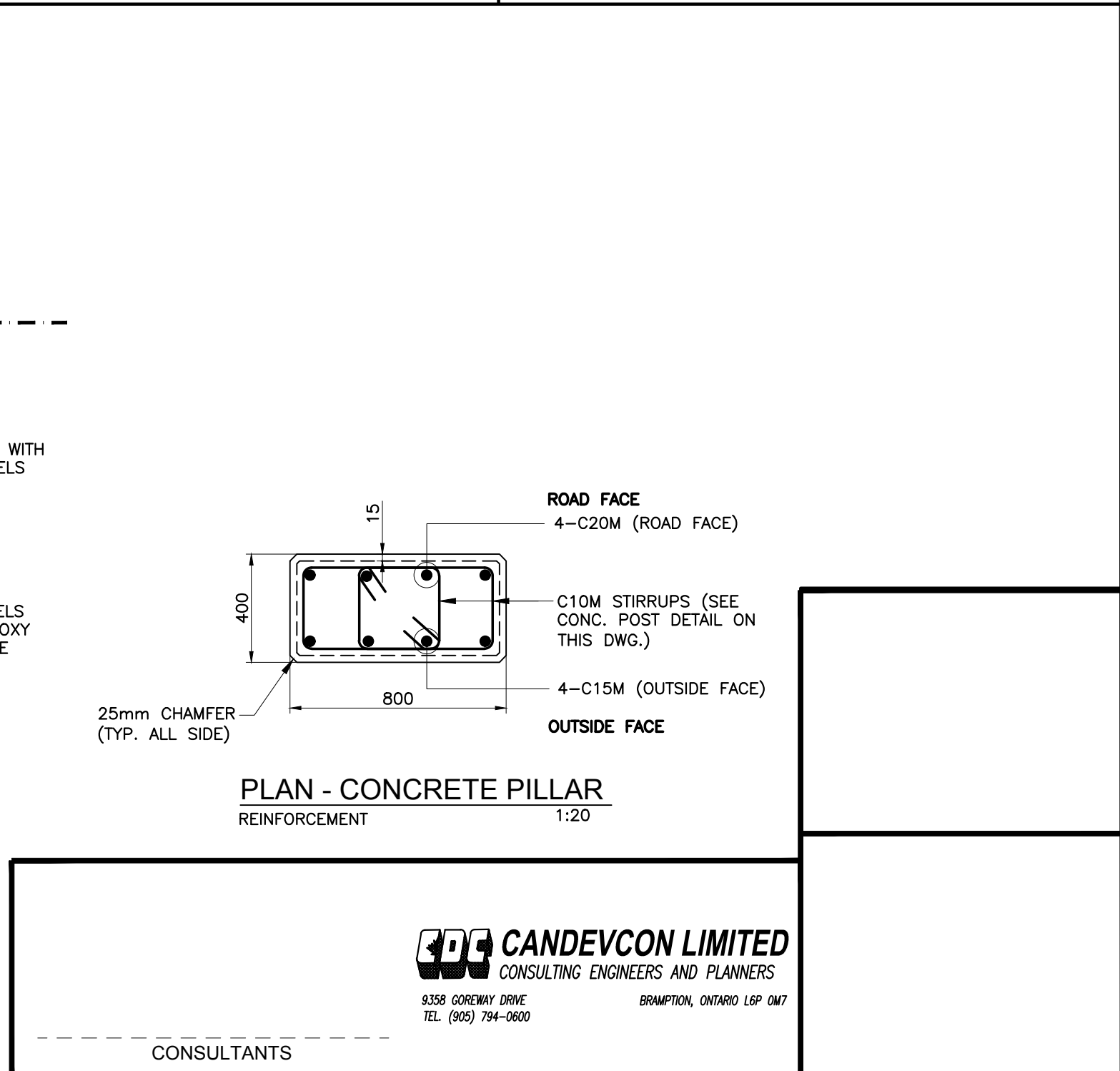
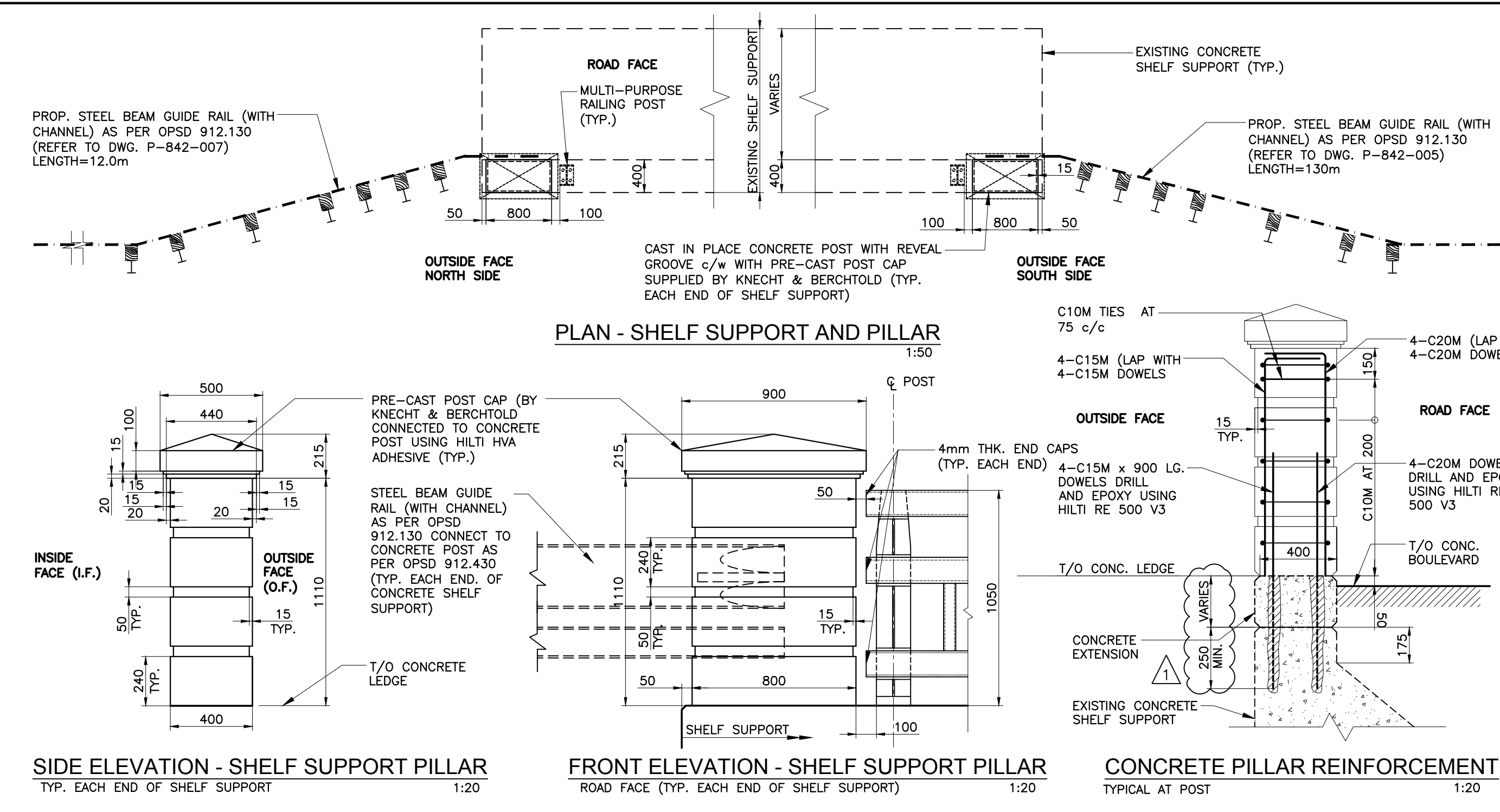
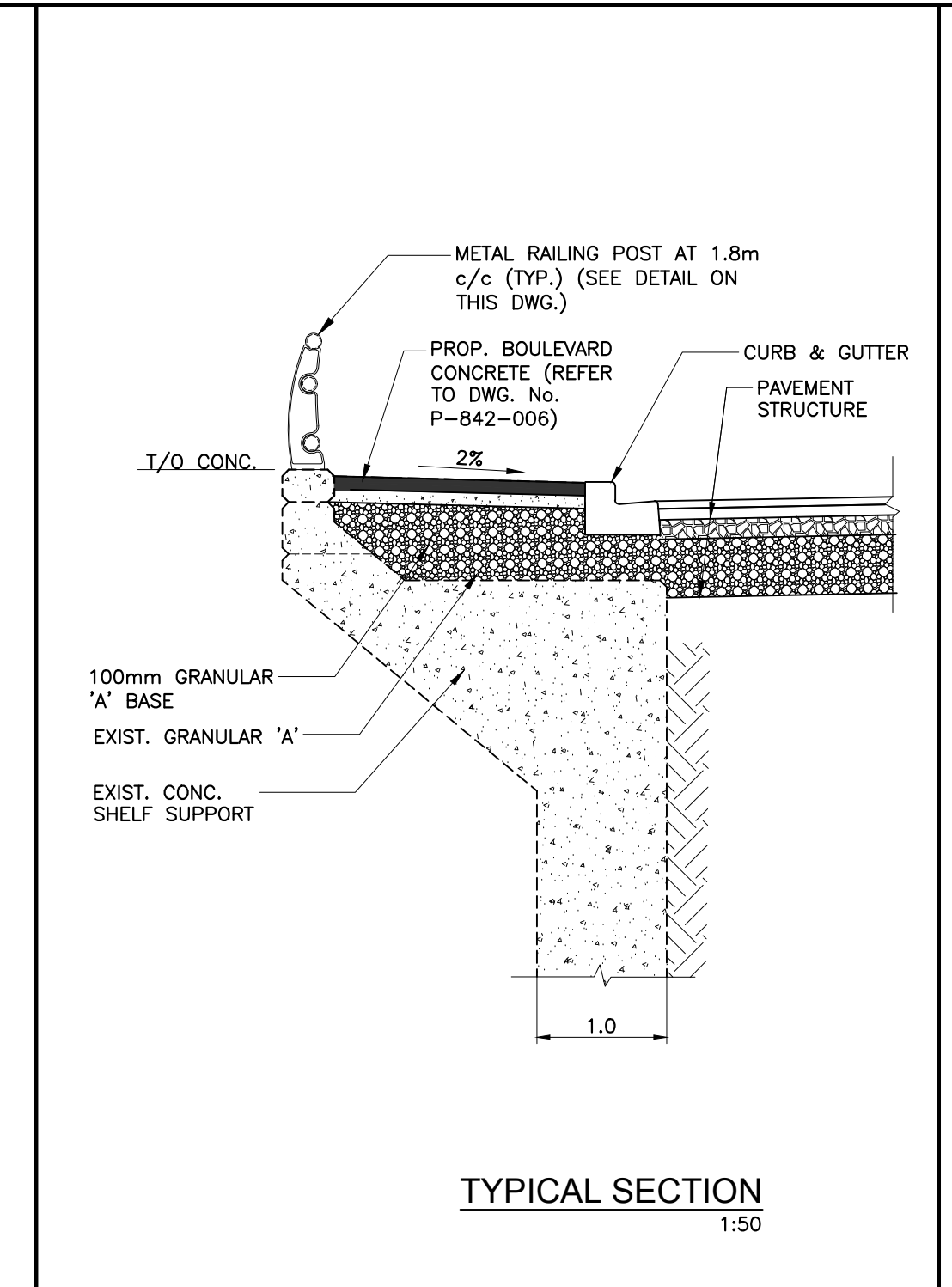
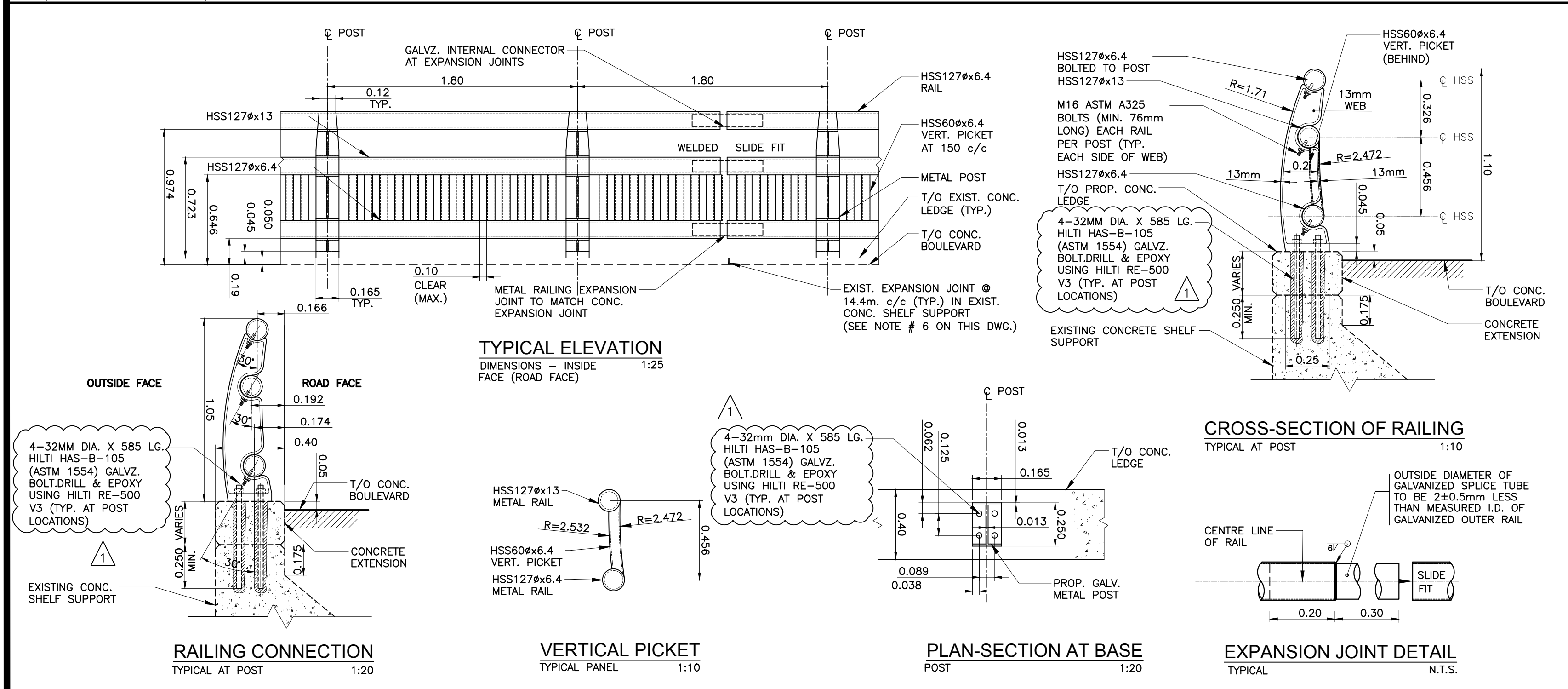
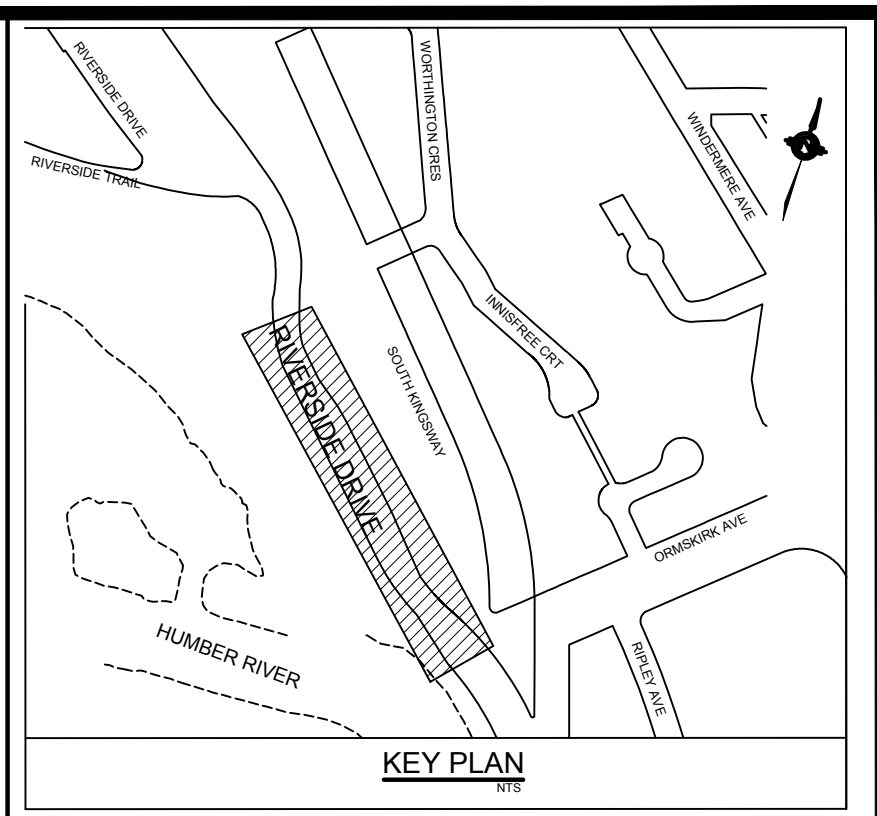
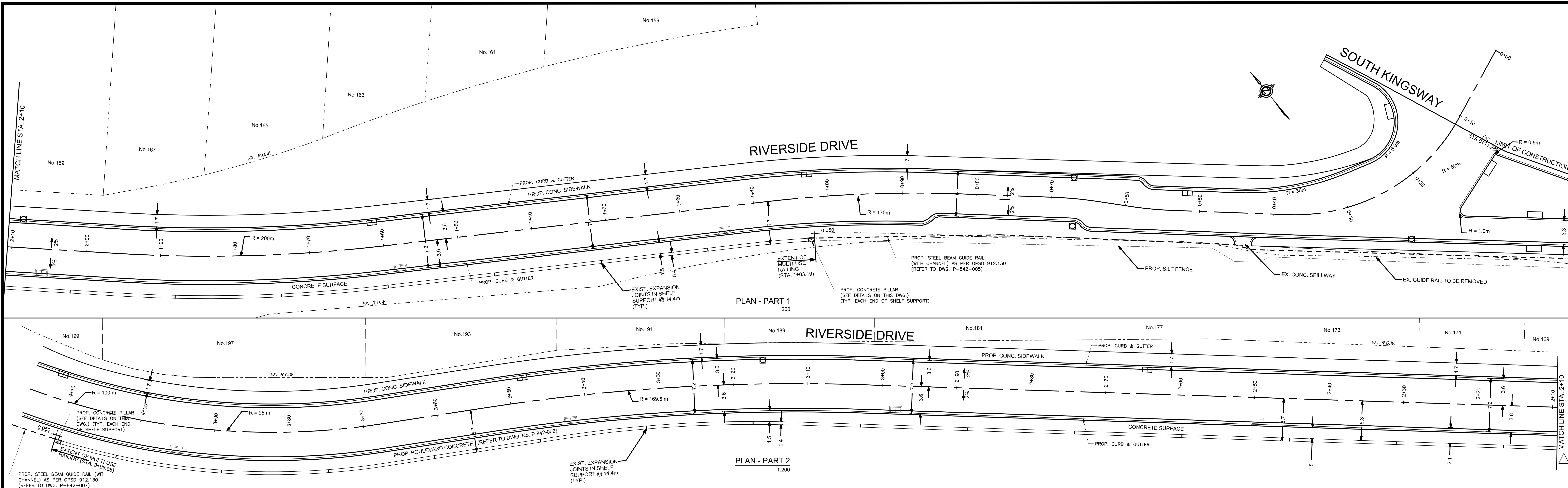
FRANK CLARIZIO, P.ENG.
Director, Design & Construction
Transportation Infrastructure &
Gardiner Rehabilitation Project

MICHAEL D'ANDREA, P.ENG.
CHIEF ENGINEER and
EXECUTIVE DIRECTOR
Engineering &
Construction Services

LUIS DE JESUS, P.ENG.
Manager, Design & Construction
Transportation Infrastructure
Local Roads

RIVERSIDE DRIVE
FROM SOUTH KINGSWAY TO BRULE GARDENS
LOCAL ROAD RECONSTRUCTION
PLAN AND PROFILE

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18ECS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER	P-842-017		SHEET 15 OF 23	
DATE	DECEMBER 14, 2018						



H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION	SURVEY(2017) y16373svy2D.dgn		
	DESIGN 16373pd.dgn, 16373pf.dgn, 16373sh.dgn		
	UTILITY 16373sue.dgn		
	MAPPING 16373top.dgn		
	STREETLINE 16373spl.dgn		
HORIZONTAL \ VERTICAL CONTROL MONUMENTS		DIGITAL INFORMATION	
No.	DATE	REVISIONS	INITIAL SIGNED

No.	DATE	REVISIONS	INITIAL	SIGNED
1	06/05/19	ISSUED FOR CONSTRUCTION		

TORONTO Engineering & Construction Services

FRANK CLARIZIO, P.ENG.
Director, Design & Construction
Transportation Infrastructure

MICHAEL D'ANDREA, P.ENG.
EXECUTIVE DIRECTOR
Engineering & Construction Services

LUIS DE JESUS, P.ENG.
Manager, Design & Construction
Transportation Infrastructure
Local Roads

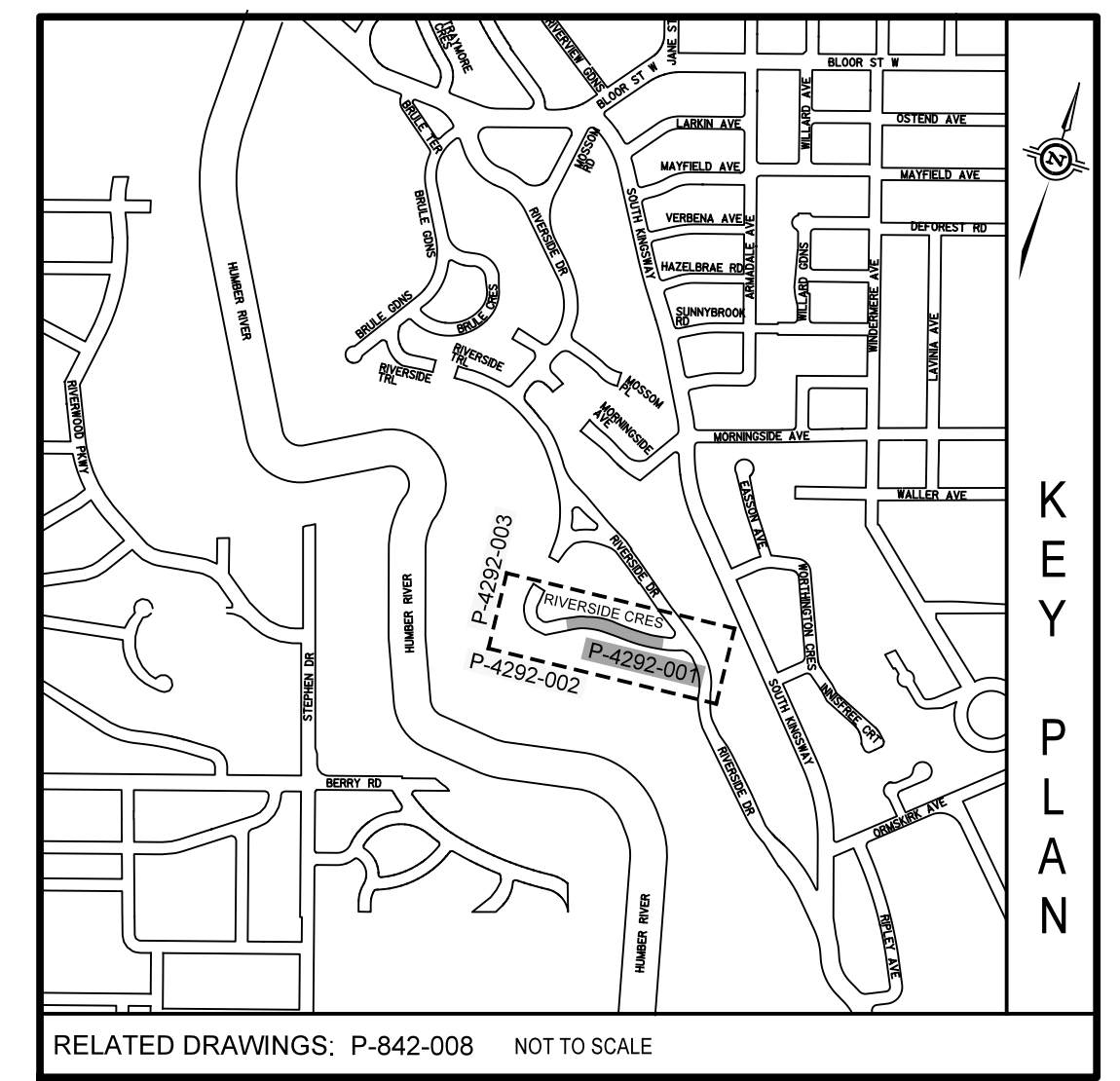
CANDEVCON LIMITED
CONSULTING ENGINEERS AND PLANNERS
1528 GERRARD DRIVE
TEL: (416) 794-6600
BRAMPTON, ONTARIO L6P 0A7

CONSULTANTS

RIVERSIDE DRIVE
SOUTH KINGSWAY TO RIVERSIDE CRESCENT
MULTI-USE RAILING - PLAN AND SECTIONS

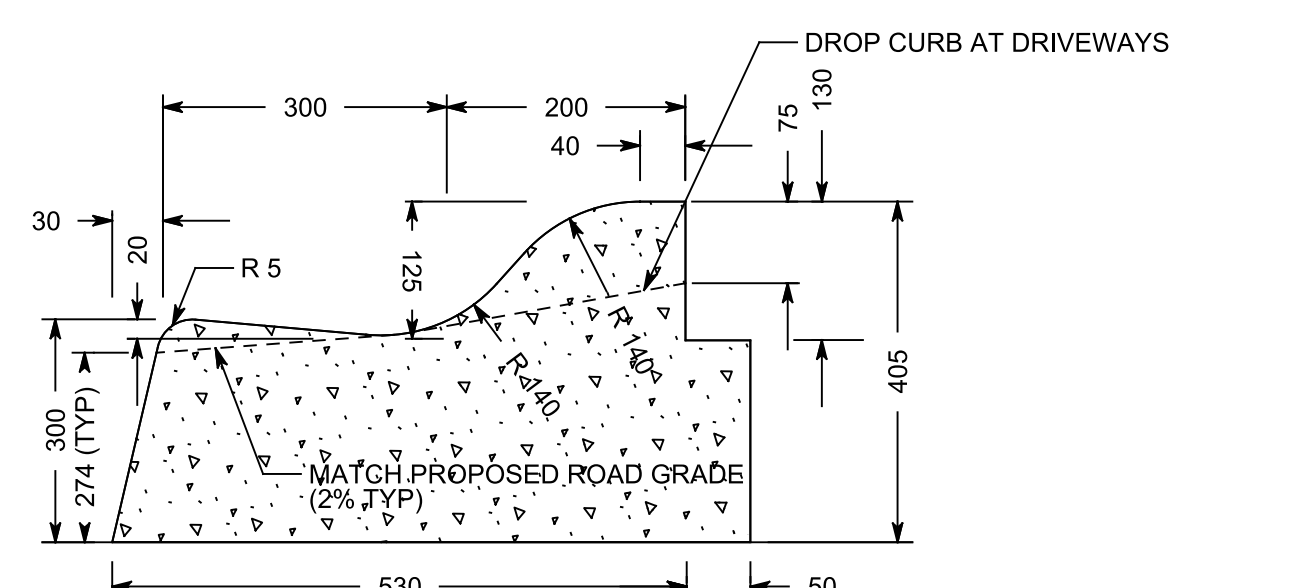
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DATE	DECEMBER 14, 2018					SHEET
						P-842-018 16 OF 23

RIVERSIDE CRESCENT

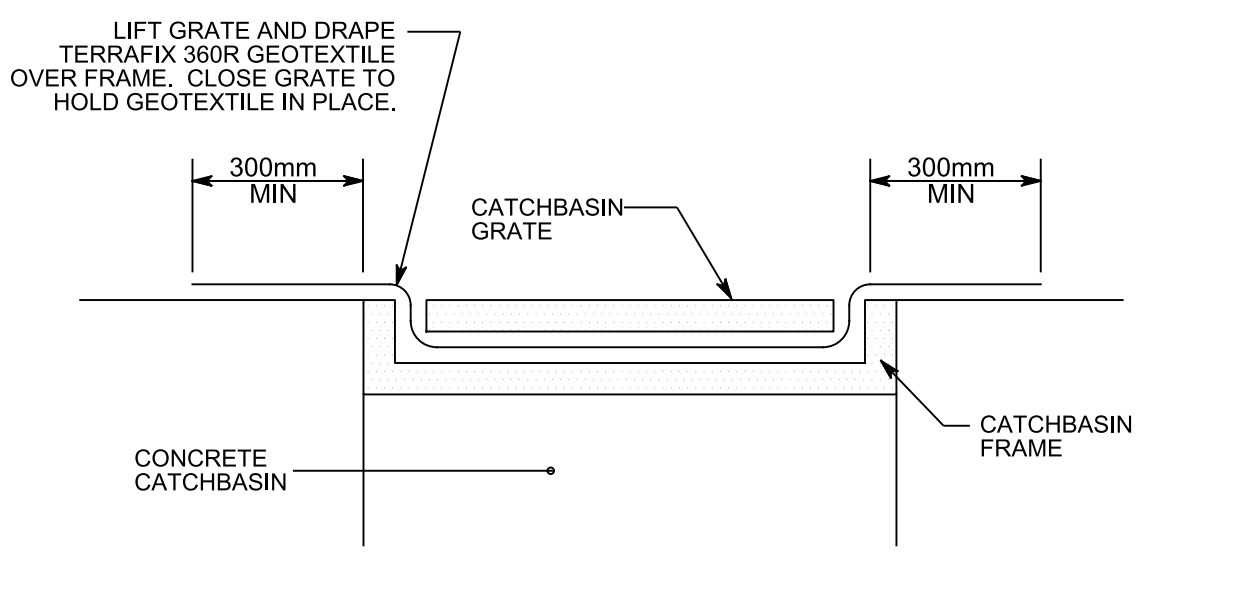


LEGEND

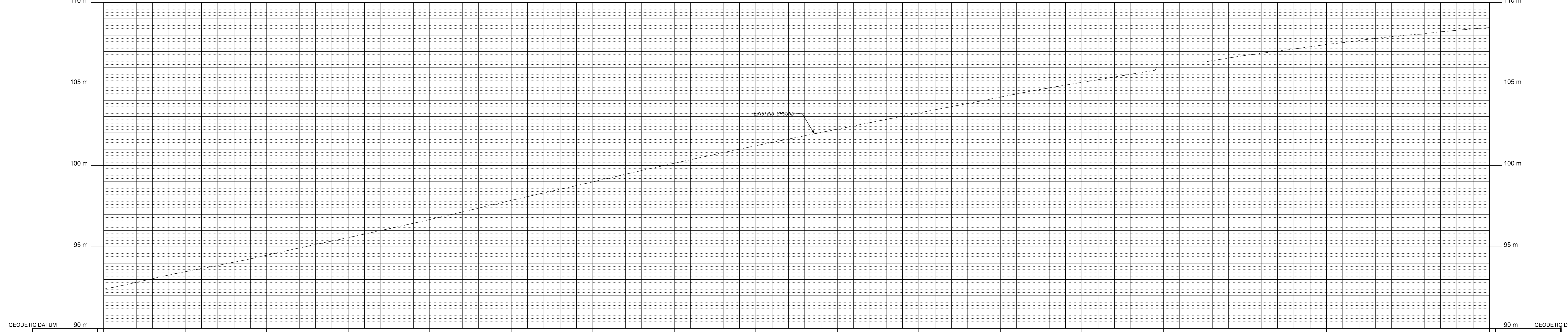
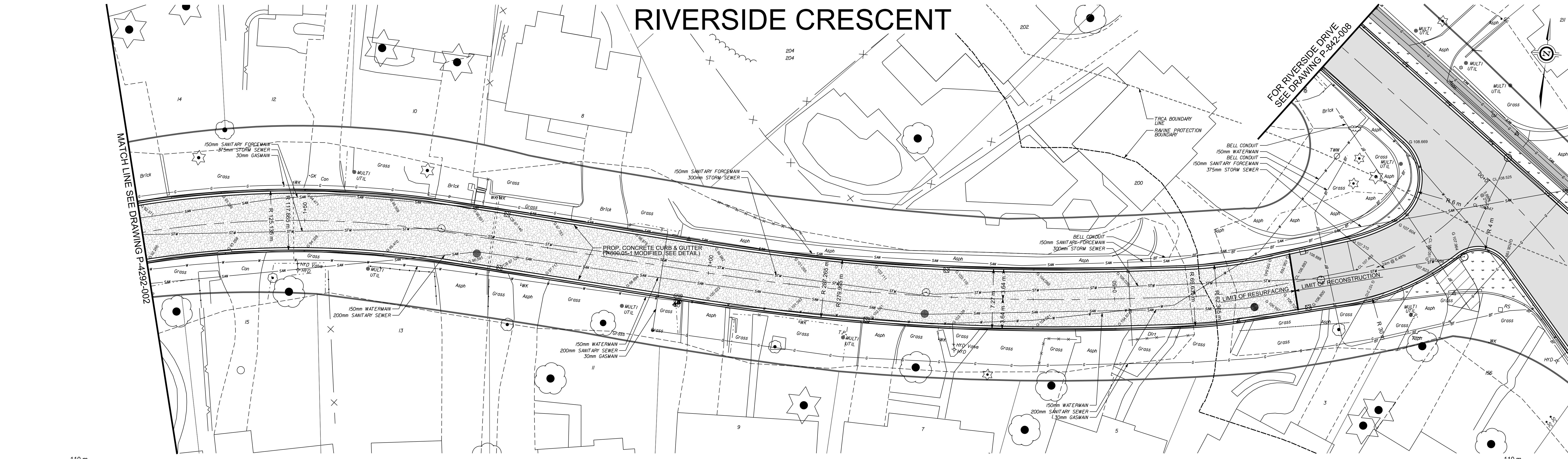
- PROPOSED ROAD RECONSTRUCTION
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP13.0 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 250mm - 50mm CRUSHED AGGREGATE
- PROPOSED ROAD RESURFACING
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP13.0 TRAFFIC CATEGORY B ASPHALT
- PROPOSED GRID PATTERN CONCRETE SIDEWALK
 - REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
- PROPOSED TOPSOIL AND SO2
 - SEE LANDSCAPE DRAWINGS L-11 TO L-14 FOR DETAILS



CONCRETE ROLL CURB AND GUTTER (T-600.05-1 MODIFIED)
N.T.S.



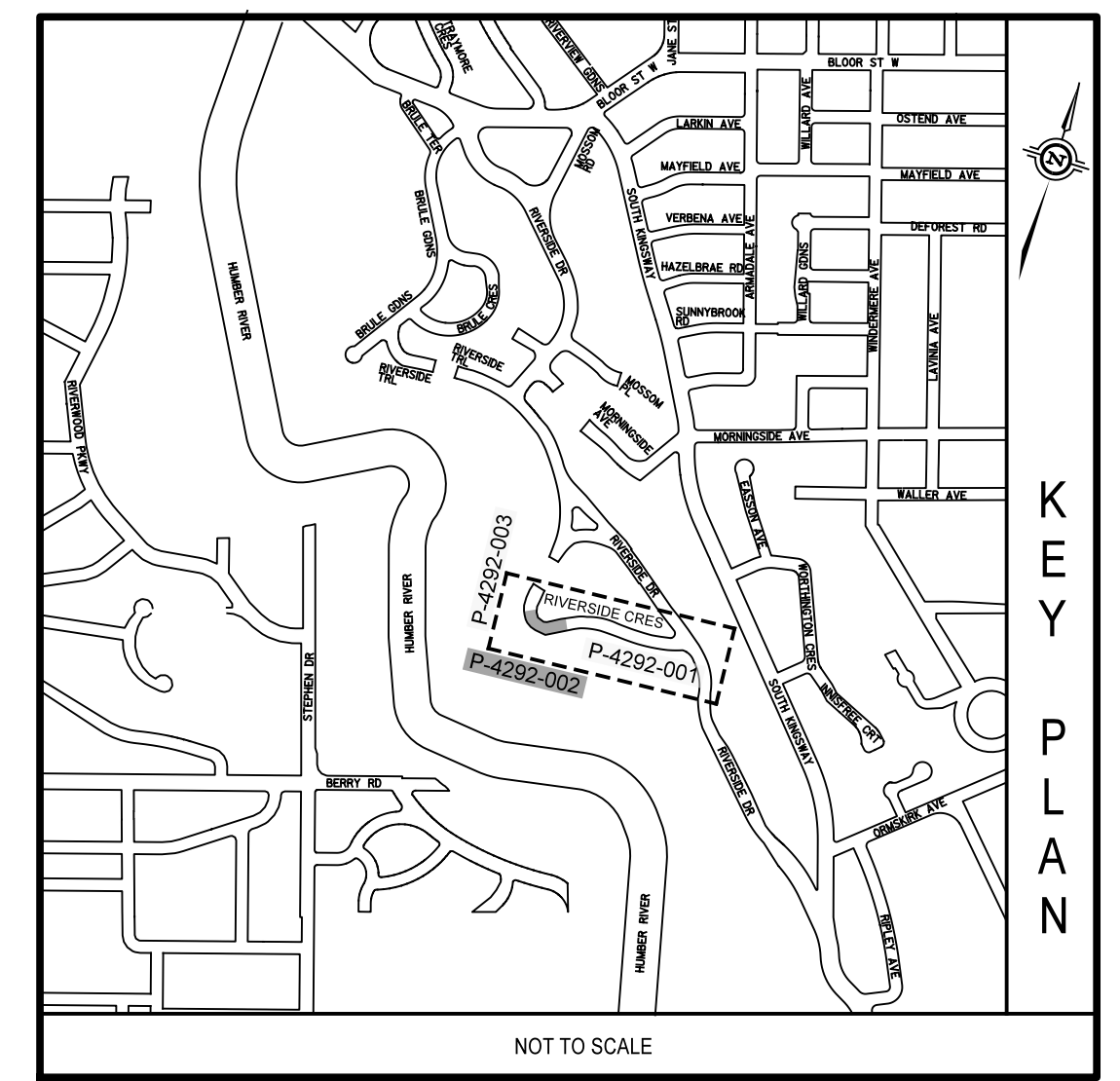
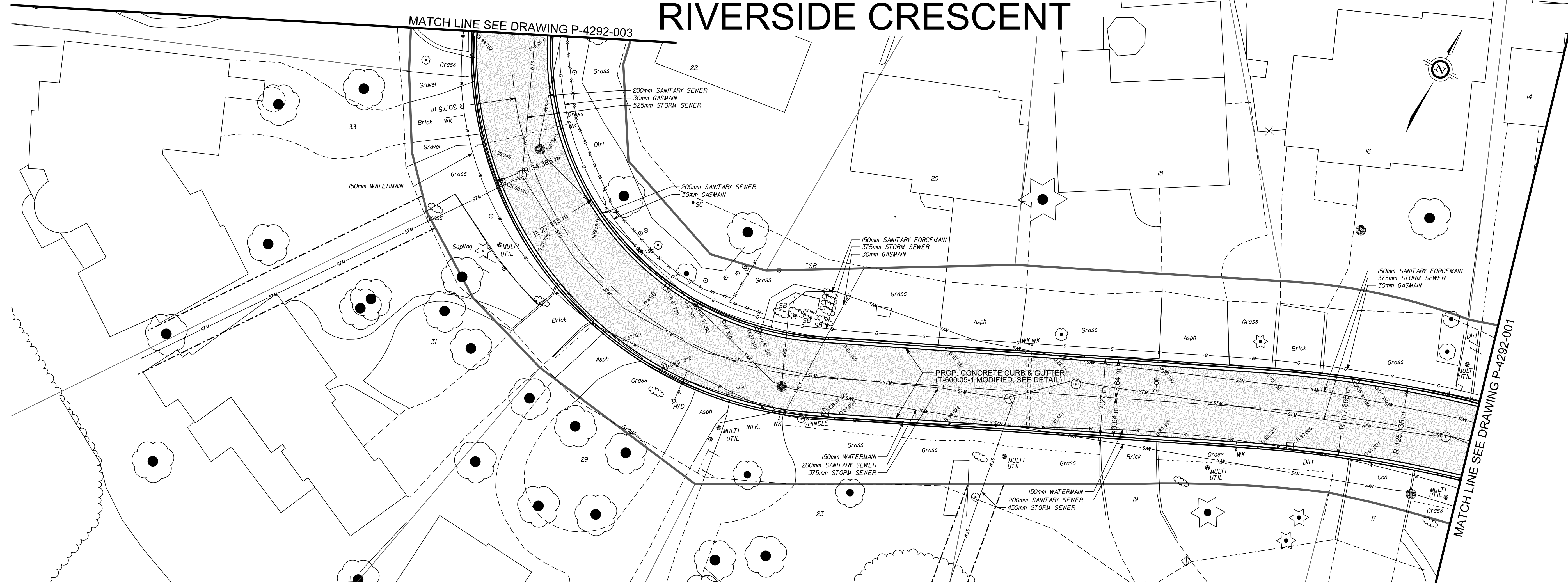
TEMPORARY SILT CONTROL FILTER FOR CATCHBASIN
N.T.S.



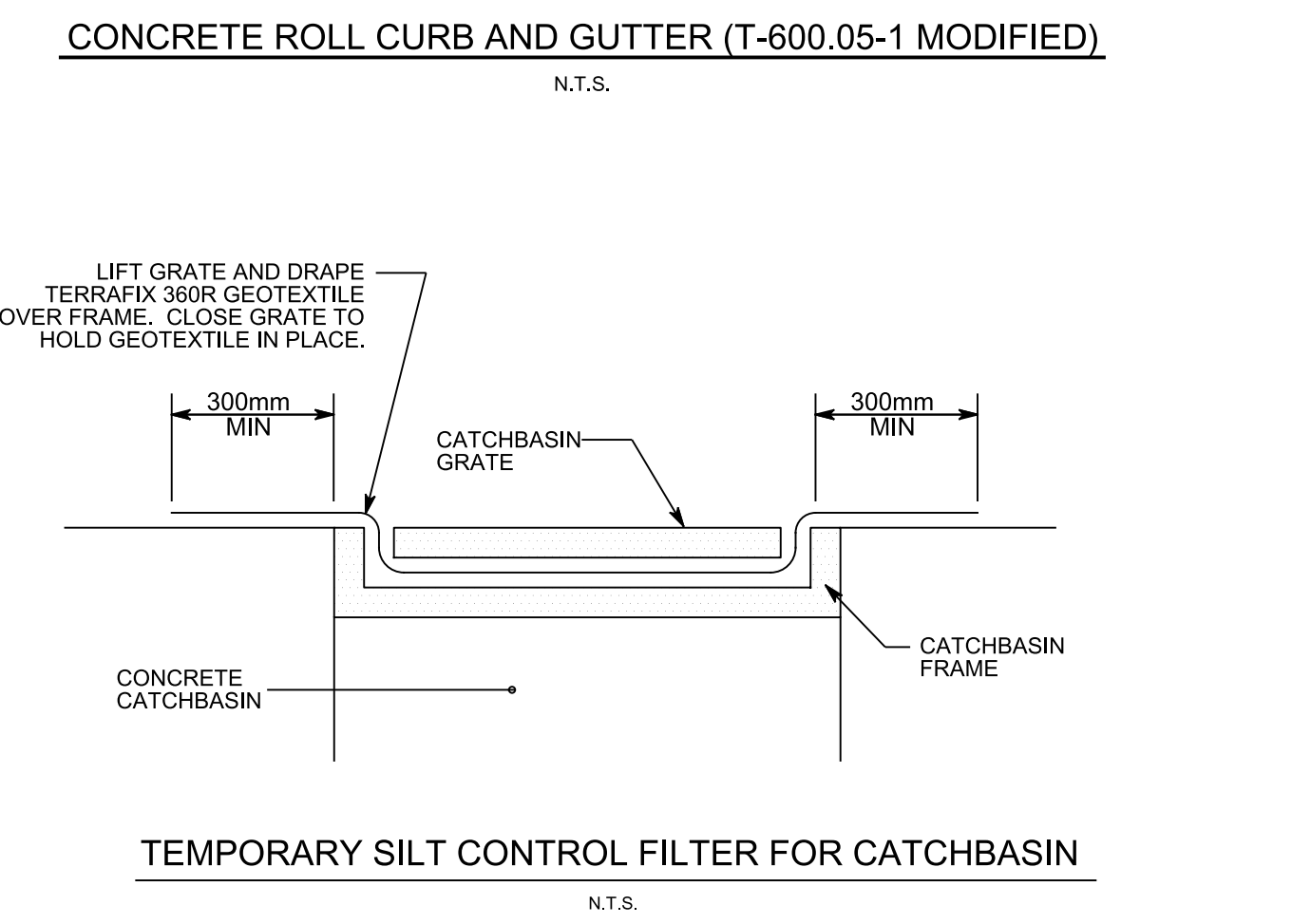
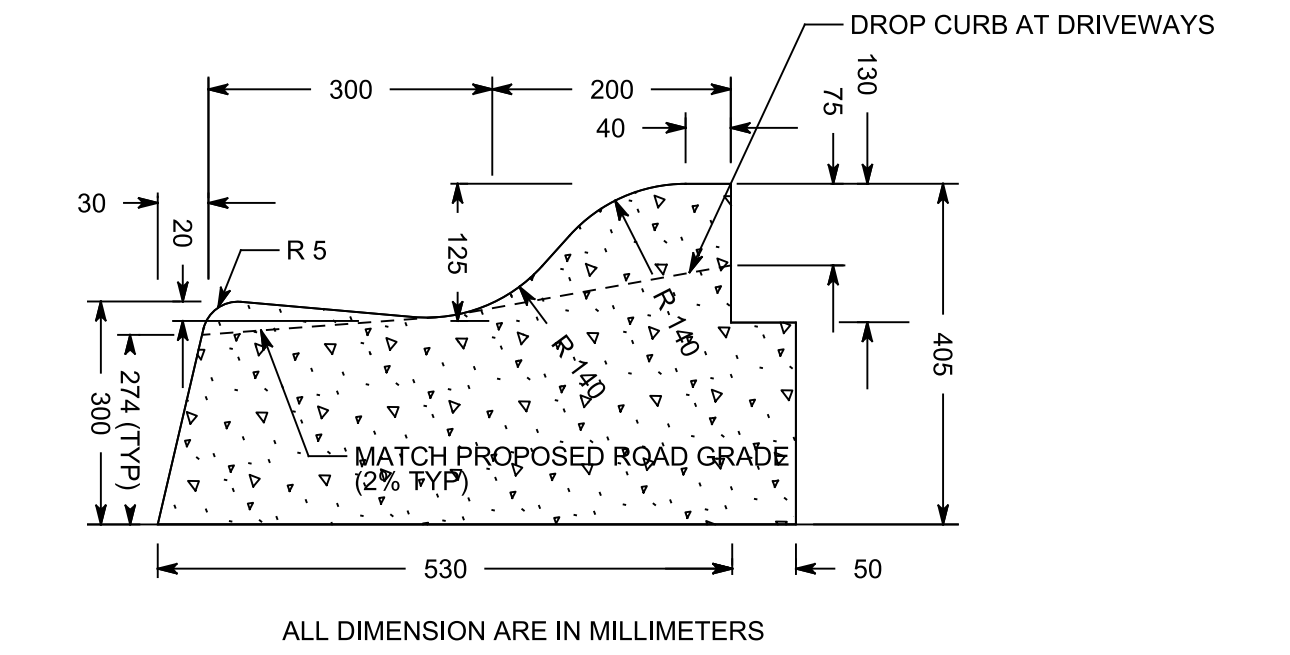
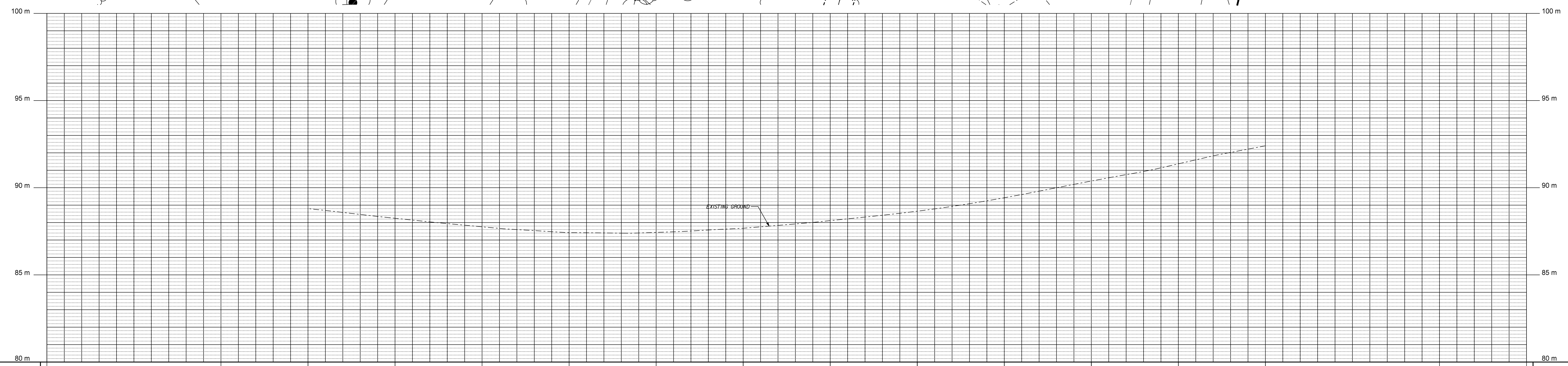
EXISTING CROWN ELEVATION	92.403	93.475	94.488	95.559	96.678	97.854	98.991	100.106	101.209	102.227	103.223	104.197	105.103	106.051	107.427	108.008	108.463	EXISTING CROWN ELEVATION	
STATION	1+70	1+80	1+90	1+40	1+30	1+20	1+10	1+00	0+90	0+80	0+70	0+60	0+50	0+40	0+30	0+20	0+10	0+00	STATION

H.C.M. STATION				EASTING	NORTHING	ELEVATION					TORONTO Engineering & Construction Services				RIVERSIDE CRESCENT FROM RIVERSIDE DRIVE TO WEST END LOCAL ROAD RESURFACING PLAN AND PROFILE				
B.M. STATION				SURVEY(2016) y16241svy2d.dgn, y16241svy2d-2.dgn (PS_1600806, PS_1400044)							FRANK CLARIZIO, P.ENG. CHIEF ENGINEER and Director, Design & Construction Transportation Infrastructure & Gardiner Rehabilitation Project				DESIGN R.C. DRAWN R.C. CHECKED R.C. CONTRACT No. 18CS-TI-04LR				
				DESIGN y16241pd.dgn, y16241sh.dgn, y16241pf.dgn							MICHAEL D'ANDREA, P.ENG. CHIEF ENGINEER and EXECUTIVE DIRECTOR Engineering & Construction Services				SCALE HORIZONTAL 1:200 VERTICAL 1:100 DRAWING NUMBER P-4292-001 SHEET 17 OF 23				
				UTILITY y16241ugs.dgn											DATE DECEMBER 14, 2018				
				MAPPING y16241mp.dgn															
				STREETLINE y16241psl.dgn															
HORIZONTAL \ VERTICAL CONTROL MONUMENTS				DIGITAL INFORMATION				No. DATE				ISSUED FOR CONSTRUCTION				REVISIONS INITIAL SIGNED			

RIVERSIDE CRESCENT



- LEGEND**
- PROPOSED ROAD RECONSTRUCTION
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP19.0 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 250mm - 50mm CRUSHED AGGREGATE
 - PROPOSED ROAD RESURFACING
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP19.0 TRAFFIC CATEGORY B ASPHALT
 - PROPOSED GRID PATTERN CONCRETE SIDEWALK
 - REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
 - PROPOSED TOPSOIL AND SOD
 - SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS



EXISTING CROWN ELEVATION	88.805	88.347	87.758	87.463	87.408	87.876	88.112	88.883	89.424	90.383	91.309	92.003	EXISTING CROWN ELEVATION
STATION	2+80	2+70	2+60	2+50	2+40	2+30	2+20	2+10	2+00	1+90	1+80	1+70	STATION

H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION	SURVEY(2016) y16241svy2d.dgn (PS_1600806)		
	DESIGN y16241pd.dgn, y16241sh.dgn, y16241pf.dgn		
	UTILITY y16241ugs.dgn		
	MAPPING y16241top.dgn		
	STREETLINE y16241psl.dgn		
HORIZONTAL / VERTICAL CONTROL MONUMENTS			
DIGITAL INFORMATION			
No.	DATE	ISSUED FOR CONSTRUCTION	INITIAL / SIGNED
1.	05/06/19	ISSUED FOR CONSTRUCTION	

Toronto Engineering & Construction Services

FRANK CLARIZO, P.ENG.
Director, Design & Construction
Transportation Infrastructure &
Gardiner Rehabilitation Project

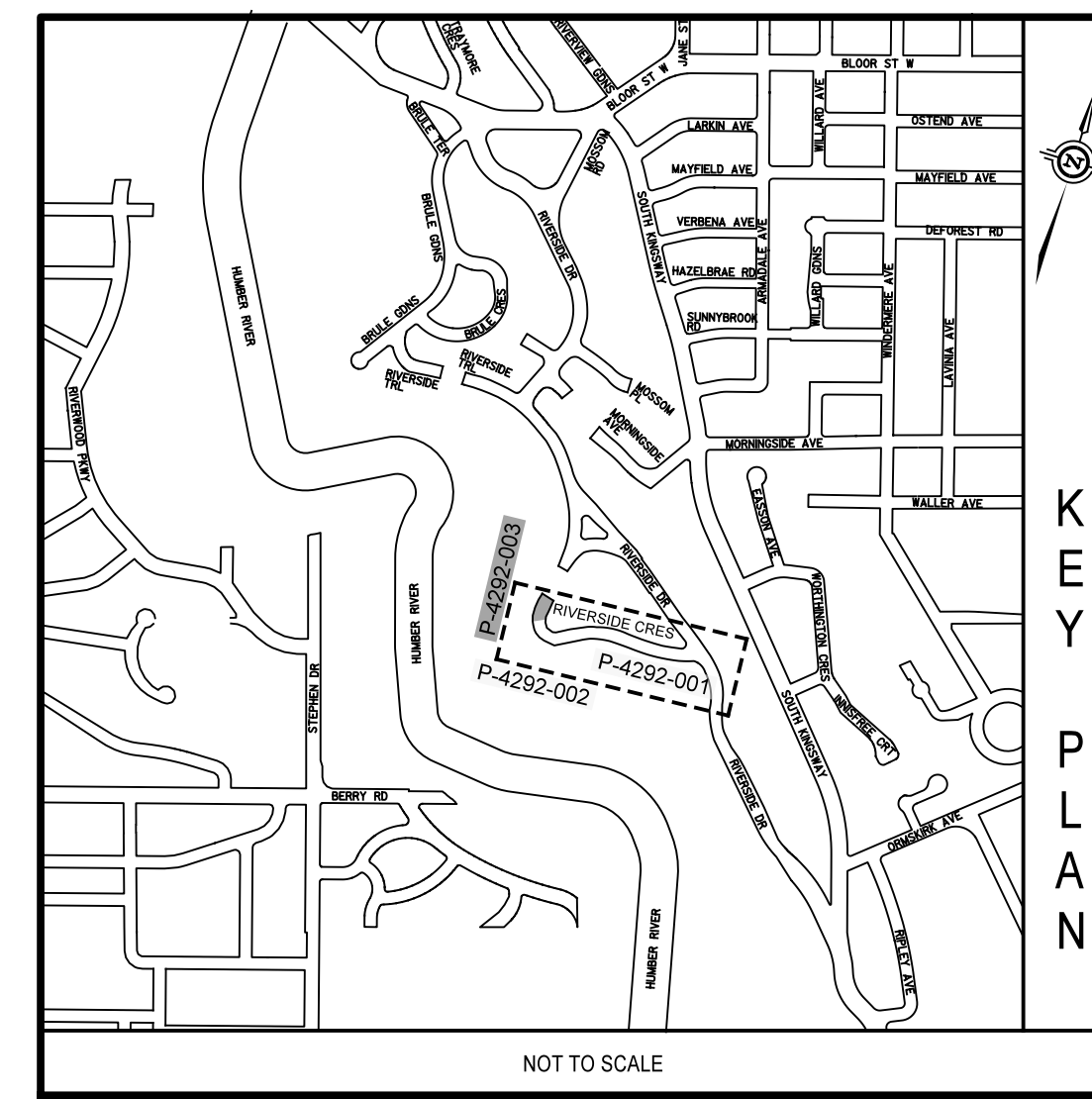
MICHAEL D'ANDREA, P.ENG.
CHIEF ENGINEER and
EXECUTIVE DIRECTOR
Engineering &
Construction Services

LUIS DE JESUS, P.ENG.
Manager, Design & Construction
Transportation Infrastructure
Local Roads

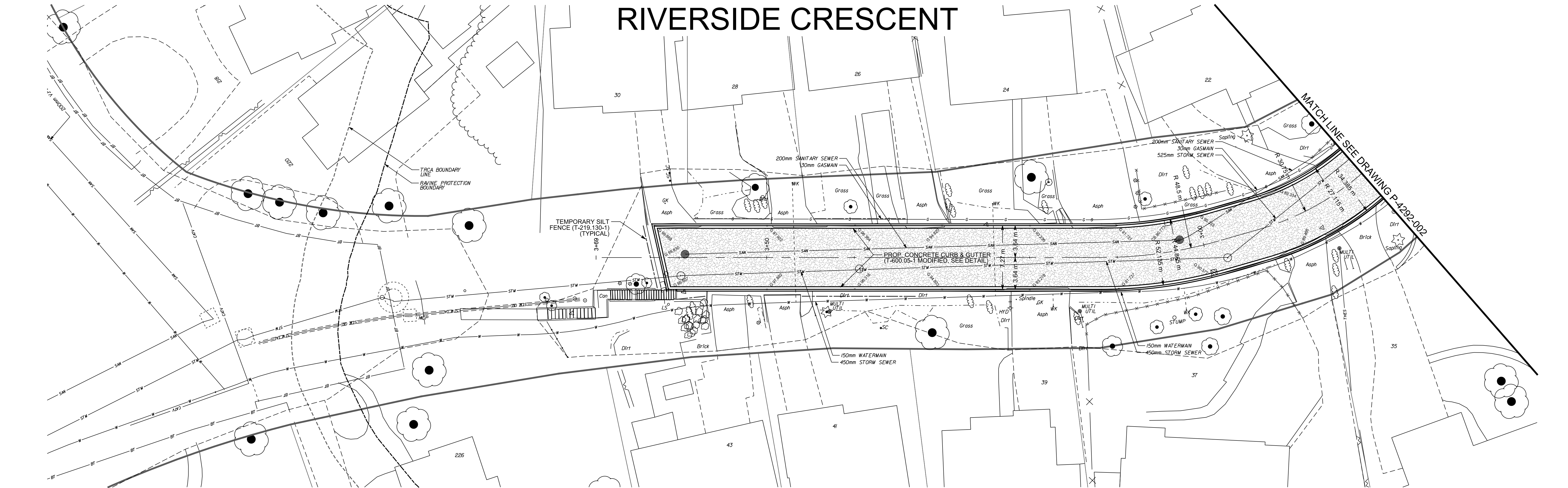
RIVERSIDE CRESCENT
FROM RIVERSIDE DRIVE TO WEST END
LOCAL ROAD RESURFACING
PLAN AND PROFILE

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18CS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER		P-4292-002		
DATE	DECEMBER 14, 2018		SHEET		18 OF 23		

RIVERSIDE CRESCENT

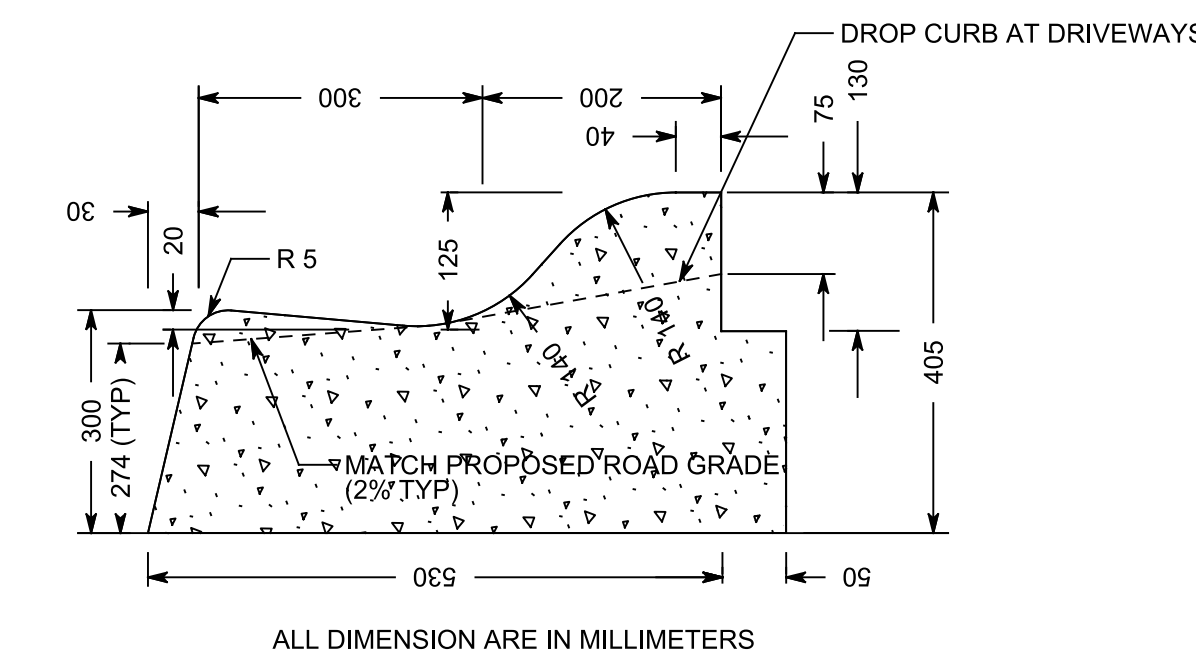


KEY PLAN

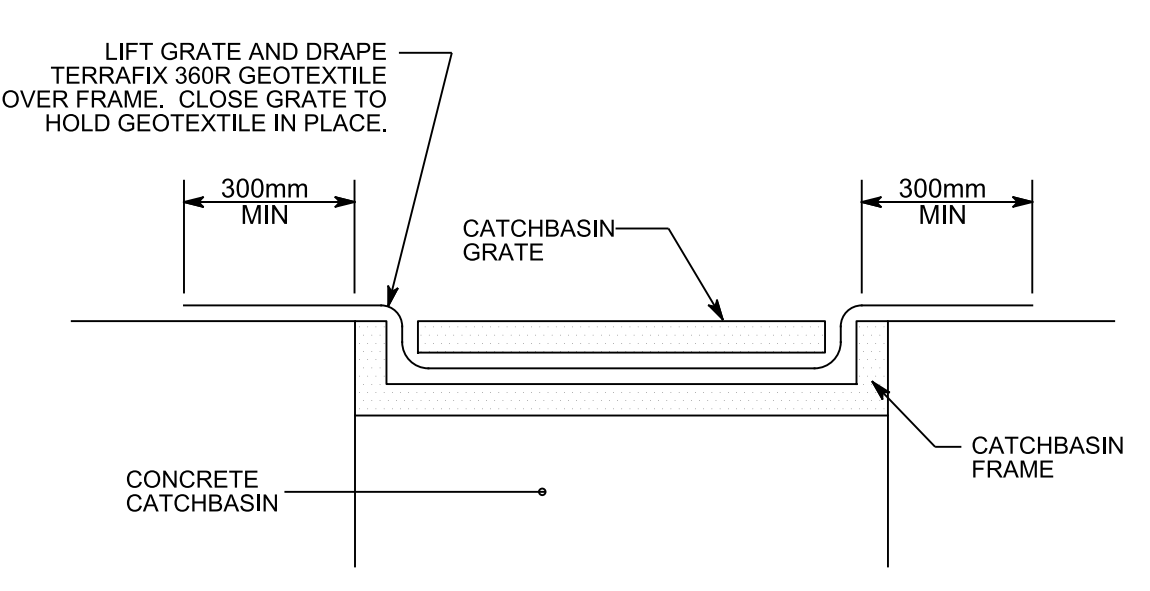


LEGEND

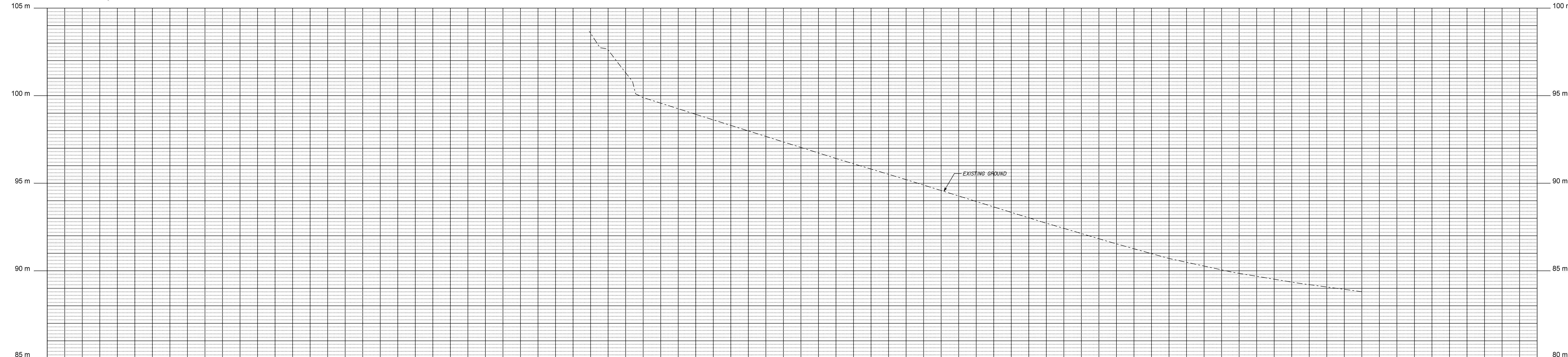
PROPOSED ROAD RECONSTRUCTION 40mm - SP12.0 TRAFFIC CATEGORY B ASPHALT 60mm - SP19.0 TRAFFIC CATEGORY B ASPHALT 50mm - GRANULAS A 250mm - 50mm CRUSHED AGGREGATE	
PROPOSED ROAD RESURFACING 40mm - SP12.0 TRAFFIC CATEGORY B ASPHALT 60mm - SP19.0 TRAFFIC CATEGORY B ASPHALT	
PROPOSED GRID PATTERN CONCRETE SIDEWALK REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN	
PROPOSED TOPSOIL AND SOD SEE LANDSCAPE DRAWINGS L4.1 TO L4.14 FOR DETAILS	



CONCRETE ROLL CURB AND GUTTER (T-600.05-1 MODIFIED)
N.T.S.



TEMPORARY SILT CONTROL FILTER FOR CATCHBASIN
N.T.S.



EXISTING CROWN ELEVATION	85 m	99.573	97.888	96.418	94.888	93.337	91.820	90.446	89.020	88.050	EXISTING CROWN ELEVATION
STATION		3+70	3+60	3+50	3+40	3+30	3+20	3+10	2+90	2+80	STATION

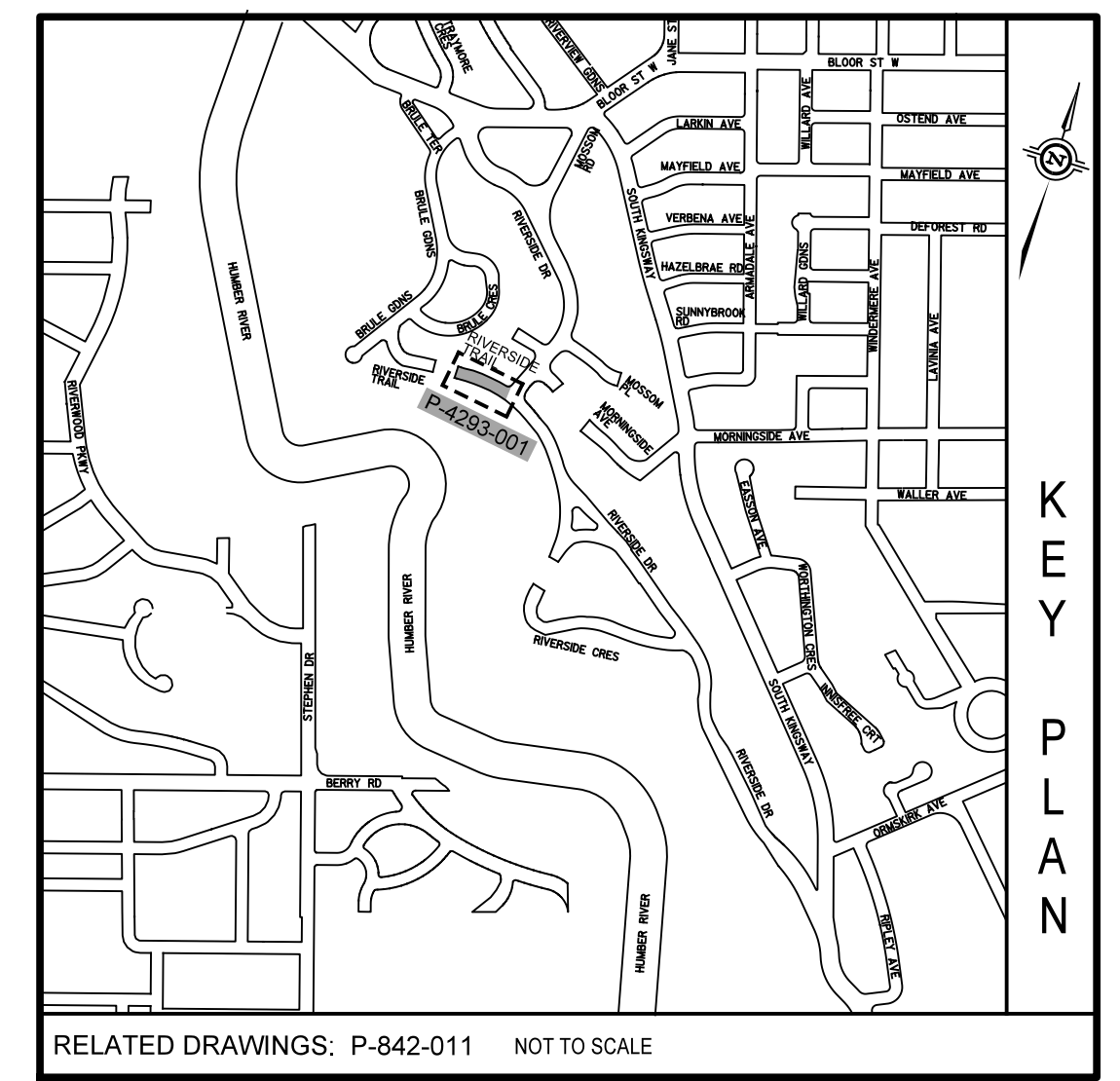
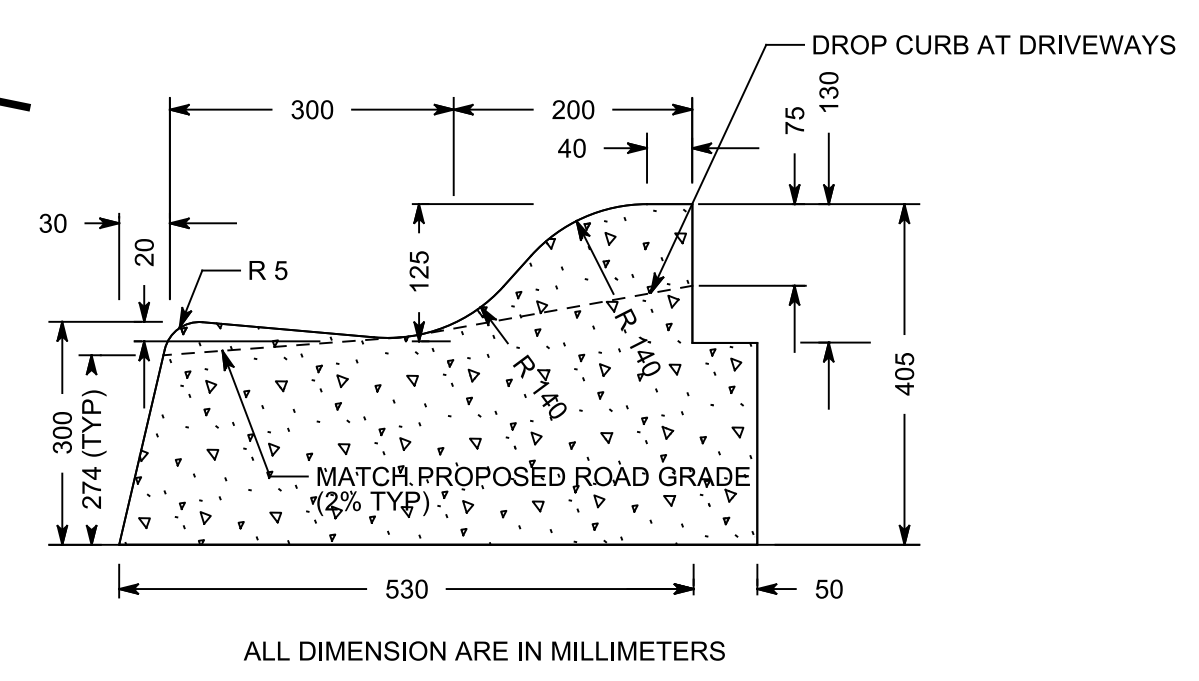
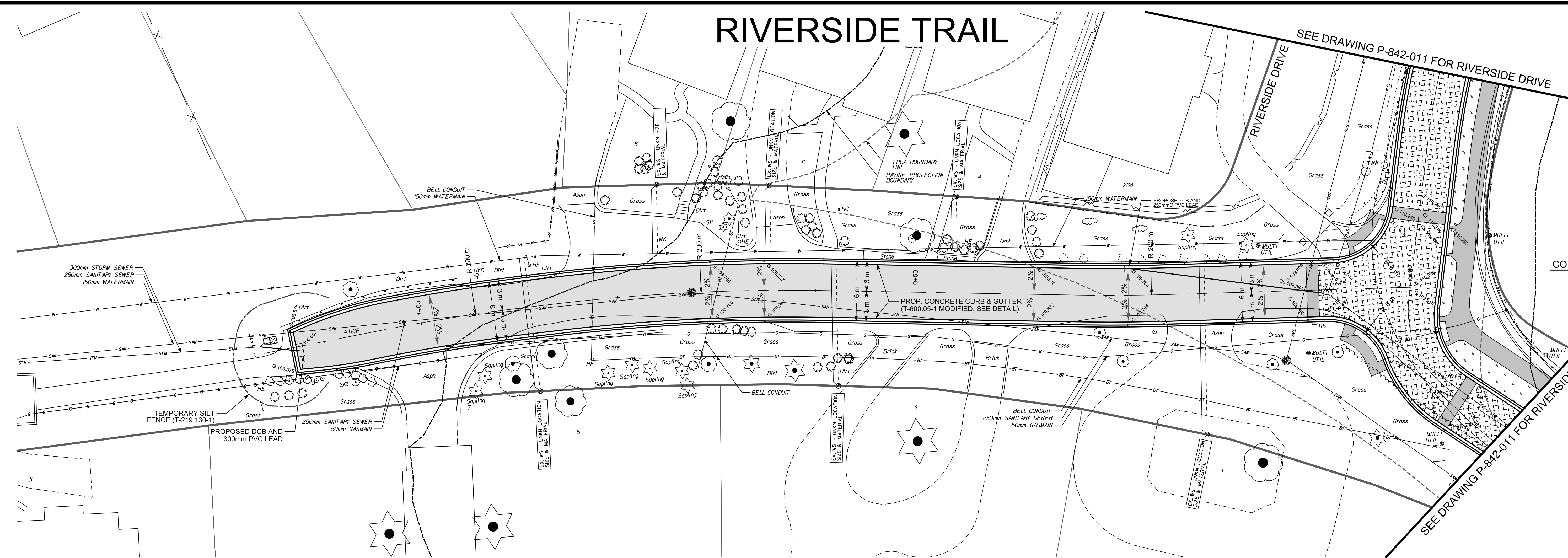
H.C.M. STATION				EASTING	NORTHING	ELEVATION					Engineering & Construction Services				
B.M. STATION				SURVEY(2016) y16241svy2d.dgn (PS_1600806)							FRANK CLARIZO, P.ENG. Director, Design & Construction Transportation Infrastructure & Gardiner Rehabilitation Project				
				DESIGN y16241pd.dgn, y16241sh.dgn, y16241pf.dgn							MICHAEL D'ANDREA, P.ENG. CHIEF ENGINEER and EXECUTIVE DIRECTOR Engineering & Construction Services				
				UTILITY y16241ugs.dgn							LUIS DE JESUS, P.ENG. Manager, Design & Construction Transportation Infrastructure Local Roads				
				MAPPING y16241top.dgn							SCALE HORIZONTAL 1:200 VERTICAL 1:100				
				STREETLINE y16241psl.dgn							DATE DECEMBER 14, 2018				
HORIZONTAL \ VERTICAL CONTROL MONUMENTS				DIGITAL INFORMATION				No. DATE REVISIONS INITIAL SIGNED				DRAWING NUMBER P-4292-003 SHEET 19 OF 23			

RIVERSIDE CRESCENT

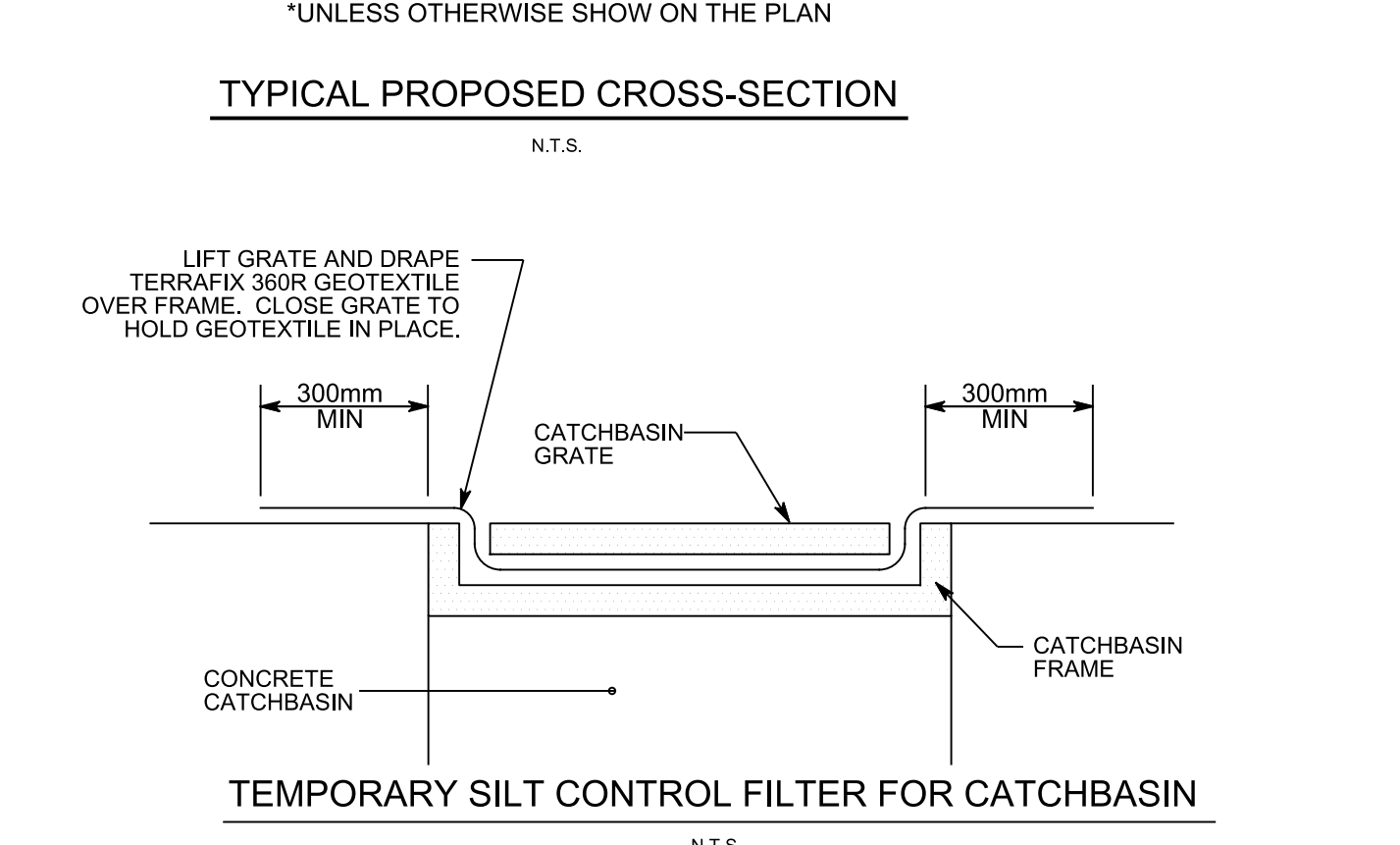
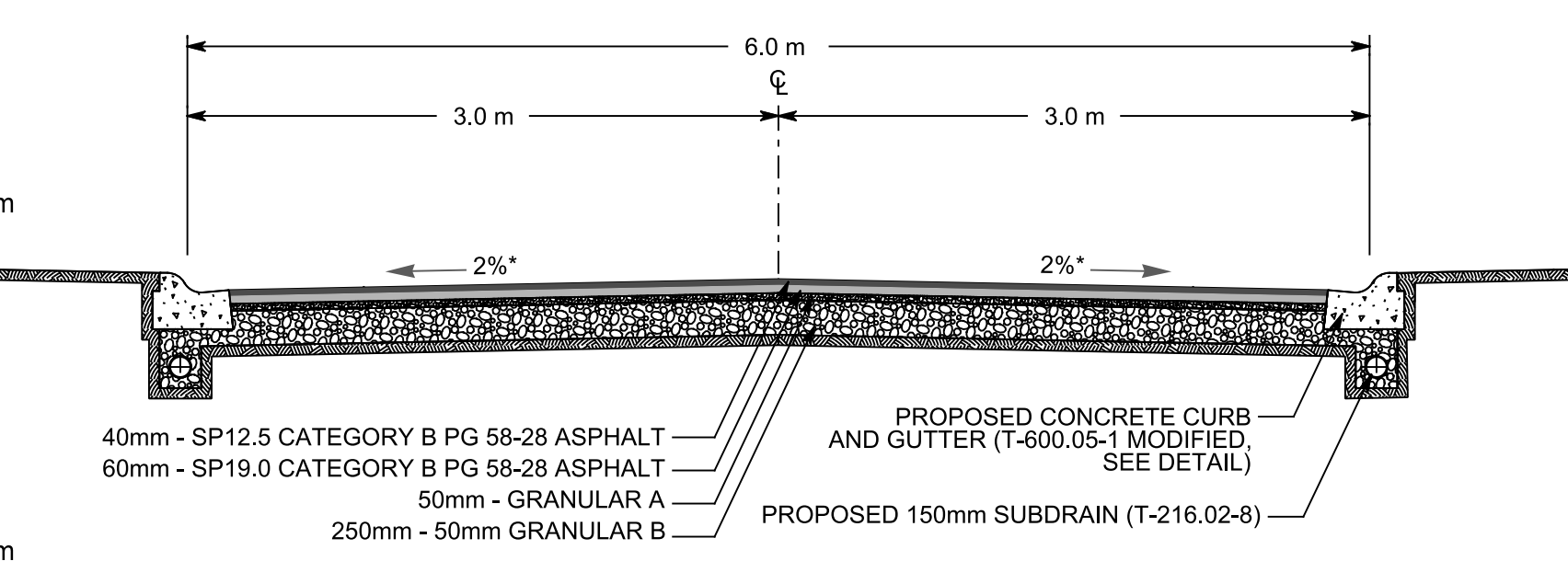
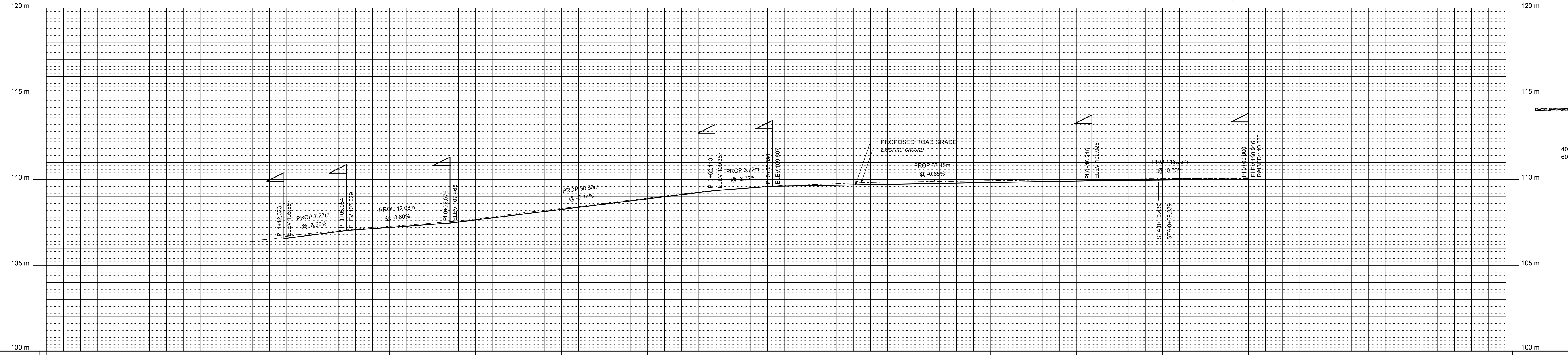
FROM RIVERSIDE DRIVE TO WEST END
LOCAL ROAD RESURFACING
PLAN AND PROFILE

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18CS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER		P-4292-003		
DATE	DECEMBER 14, 2018		SHEET		19 OF 23		

RIVERSIDE TRAIL



- LEGEND**
- PROPOSED ROAD RECONSTRUCTION
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP19.0 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 250mm - 50mm CRUSHED AGGREGATE
 - PROPOSED GRID PATTERN CONCRETE SIDEWALK
 - REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
 - PROPOSED ROADWAY PAVERS
 - UNILOCK UMBRIANO, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT
 - PROPOSED PERMEABLE ROADWAY PAVERS
 - UNILOCK ECO-OPTLOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT
 - PROPOSED RESIDENTIAL ASPHALT DRIVEWAY
 - REFER TO STANDARD T-310.050-8
 - PROPOSED RESIDENTIAL CONCRETE DRIVEWAY
 - REFER TO STANDARD T-310.050-9
 - PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY
 - PROPOSED TOPSOIL AND SOD
 - SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS
 - PROPOSED COPPER WATER SERVICE
 - MINIMUM 15mm Ø OR MAINTAIN EXISTING SIZE
 - EXISTING CB TO BE BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL
 - TEMPORARY SILT CONTROL FENCE (T-219.130-1)



GEODETIC DATUM	100 m
EXISTING CROWN ELEVATION	108.825, 107.274, 107.866, 108.315, 108.911, 109.435, 109.724, 109.859, 109.929, 109.981, 110.002, 110.066
STATION	1+20, 1+10, 1+00, 0+90, 0+80, 0+70, 0+60, 0+50, 0+40, 0+30, 0+20, 0+10, 0+00
EXISTING CROWN ELEVATION	100 m

H.C.M. STATION	EASTING	NORTHING	ELEVATION
B.M. STATION	SURVEY(2016) y16242svy2d.dgn, y16242svy2d-2.dgn (PS_1600000, PS_1400000)		
	DESIGN y16242pd.dgn, y16242pf.dgn, y16242sh.dgn		
	UTILITY y16242ugs.dgn		
	MAPPING y16242top.dgn		
	STREETLINE y16242psl.dgn		
HORIZONTAL / VERTICAL CONTROL MONUMENTS			
DIGITAL INFORMATION			
No.	DATE	REVISIONS	INITIAL / SIGNED
1.	05/06/19	ISSUED FOR CONSTRUCTION	

Toronto Engineering & Construction Services

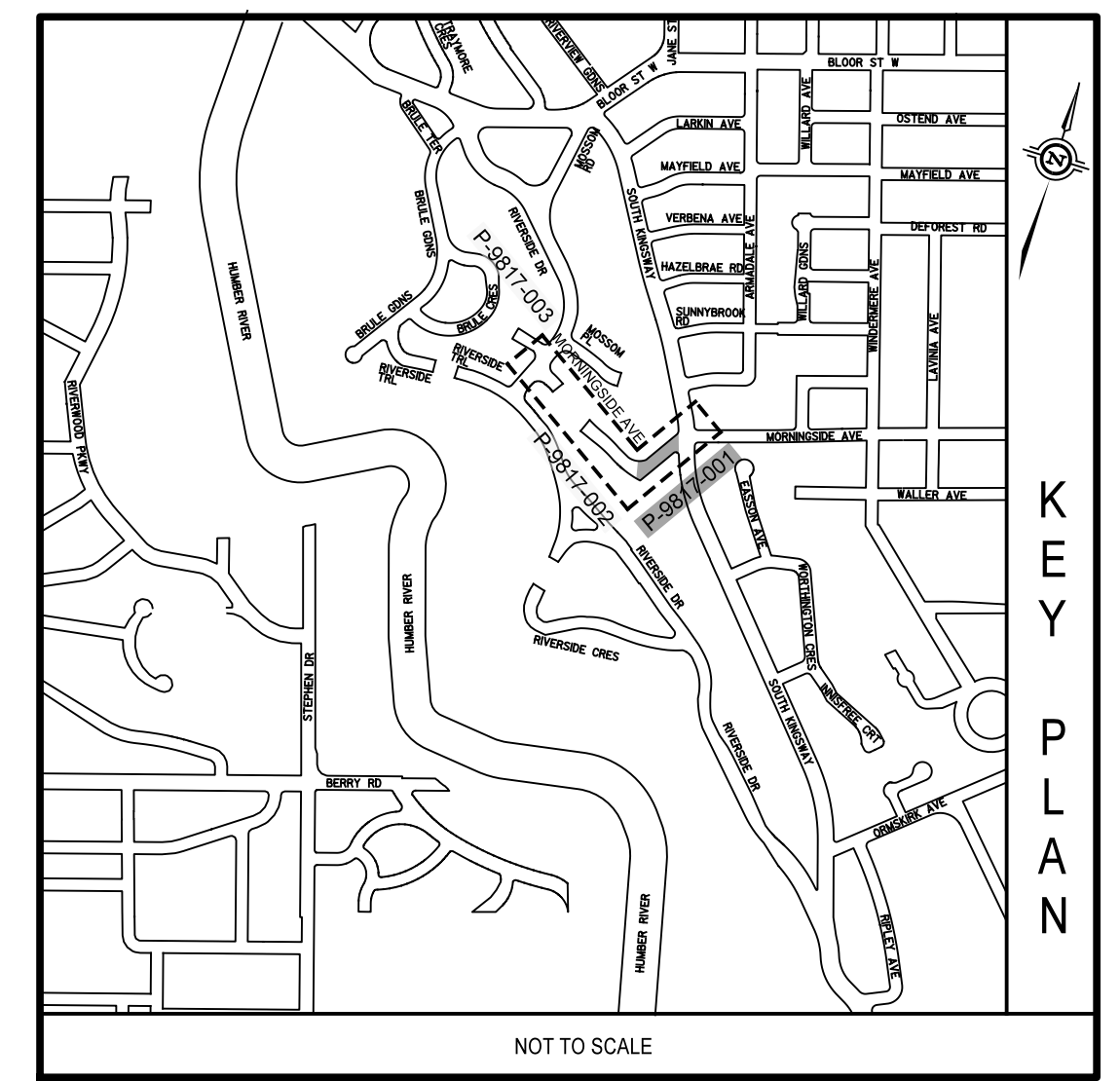
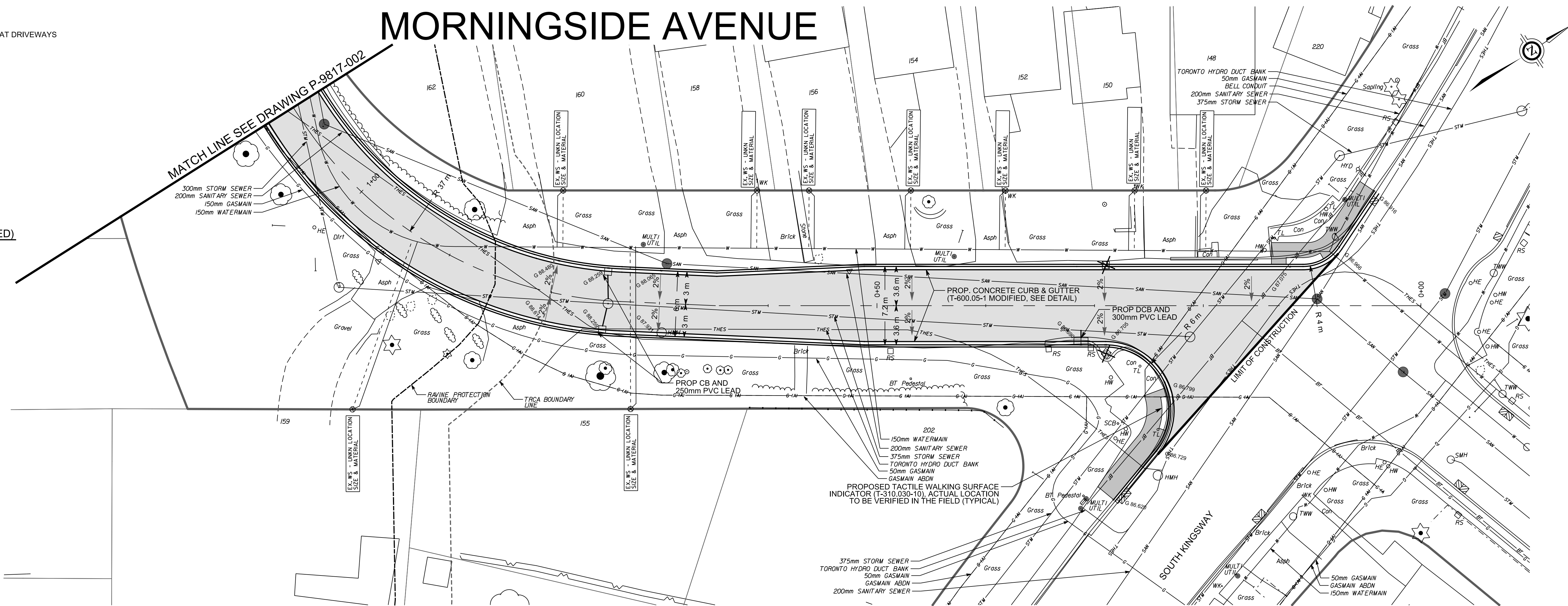
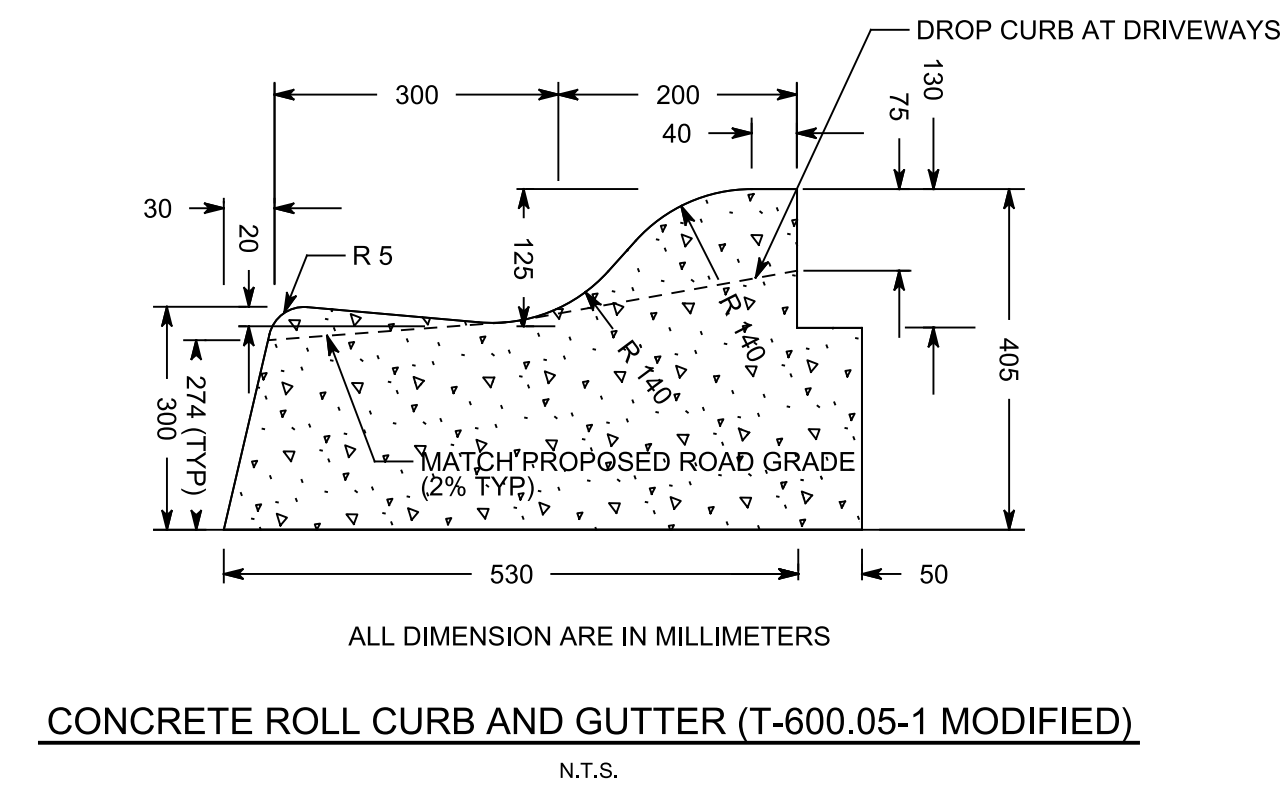
FRANK CLARIZIO, P.ENG.
 Chief Engineer and
 Executive Director

MICHAEL D'ANDREA, P.ENG.
 Chief Engineer and
 Executive Director

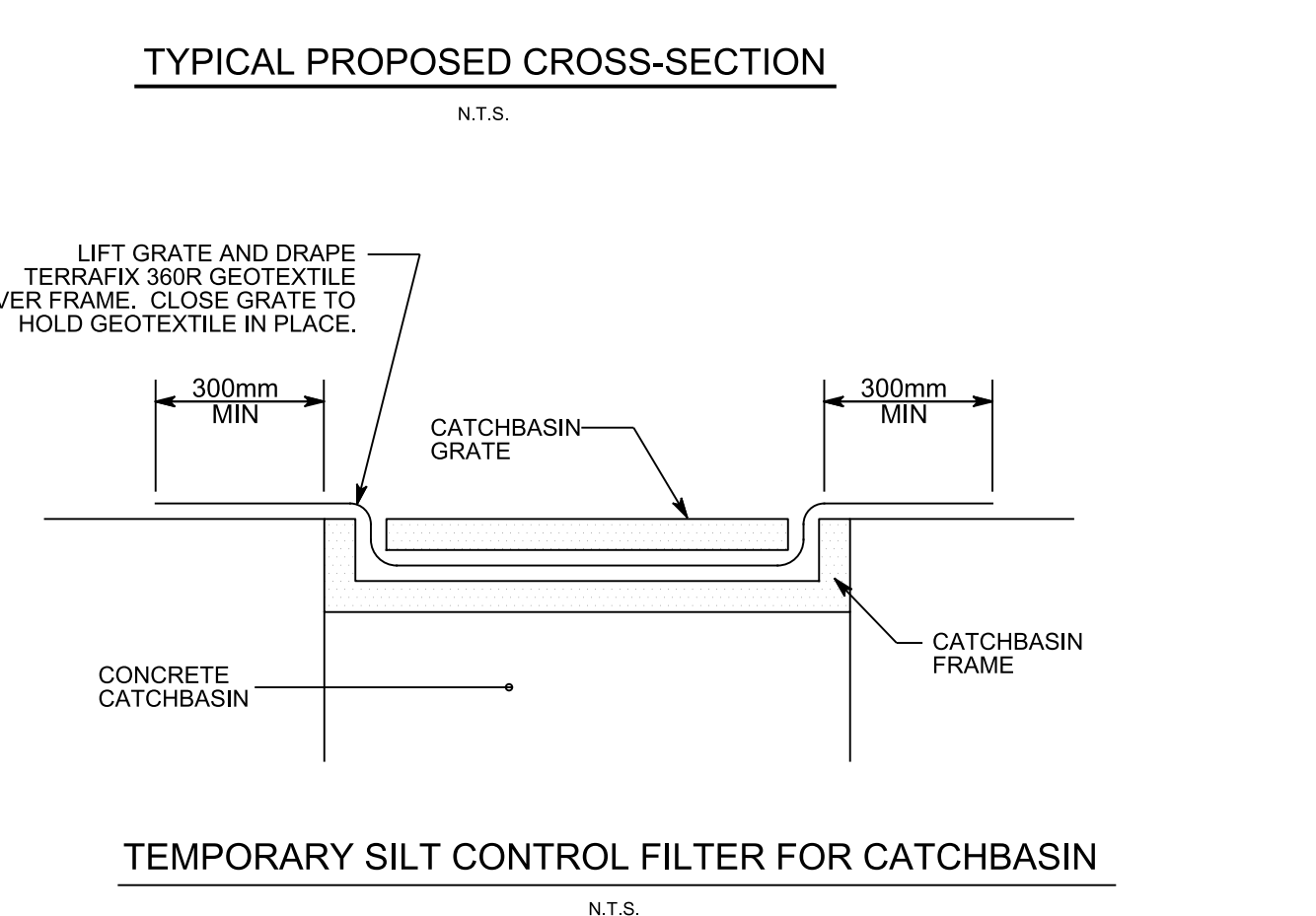
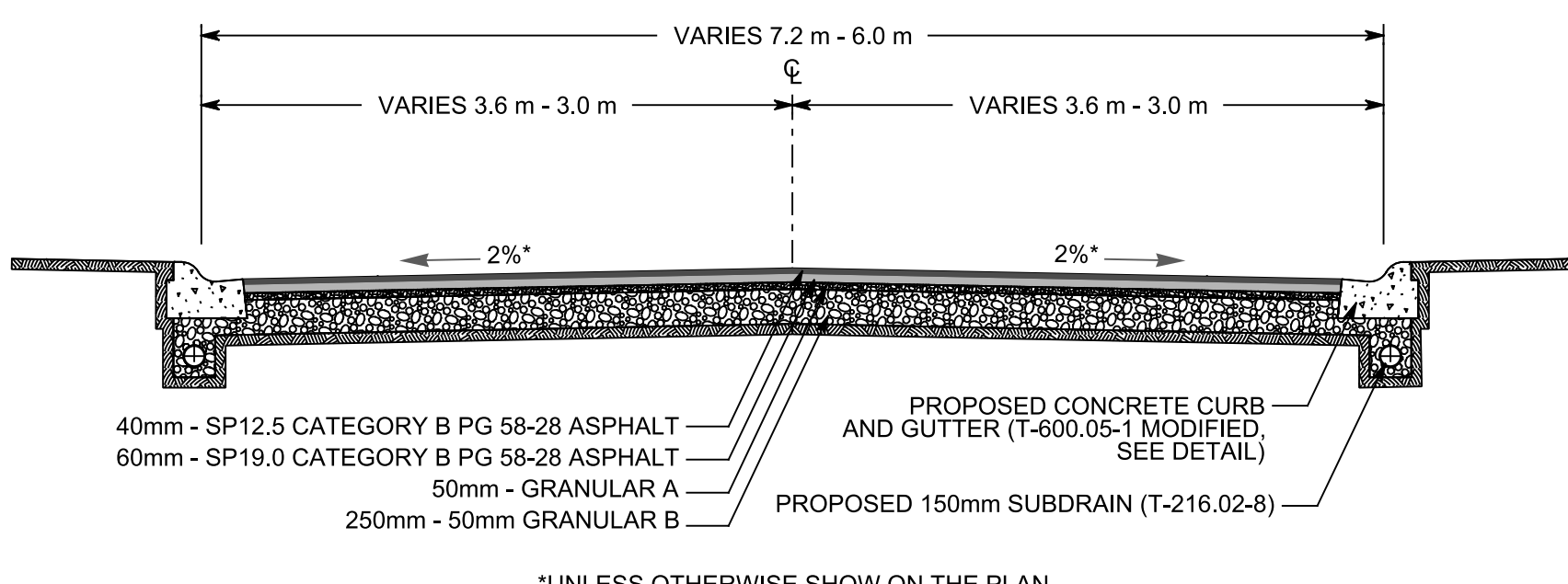
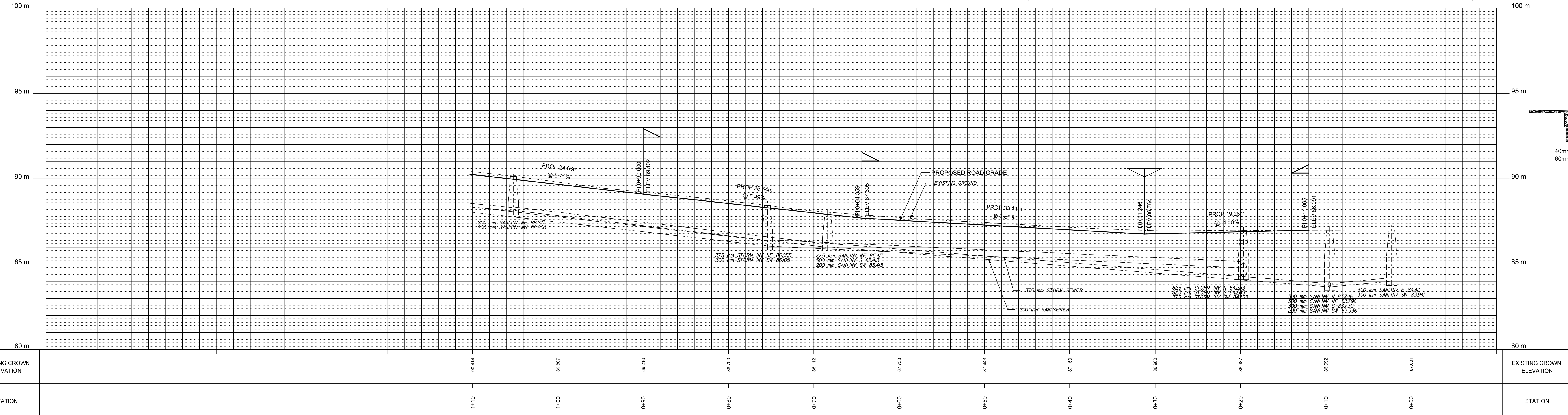
RIVERSIDE TRAIL
 FROM RIVERSIDE DRIVE TO 110m WEST OF RIVERSIDE DRIVE
 LOCAL ROAD RECONSTRUCTION
 PLAN AND PROFILE

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18ECS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER		P-4293-001		
DATE	DECEMBER 14, 2018		SHEET		20 OF 23		

MORNINGSIDE AVENUE



- LEGEND**
- PROPOSED ROAD RECONSTRUCTION
 - 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
 - 60mm - SP19.0 TRAFFIC CATEGORY B ASPHALT
 - 50mm - GRANULAR A
 - 250mm - 50mm CRUSHED AGGREGATE
 - PROPOSED GRID PATTERN CONCRETE SIDEWALK
 - REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
 - PROPOSED ROADWAY PAVERS
 - UNILOCK UMBRANO, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT
 - PROPOSED PERMEABLE ROADWAY PAVERS
 - UNILOCK ECO-PTLOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT
 - PROPOSED RESIDENTIAL ASPHALT DRIVEWAY
 - REFER TO STANDARD T-310.050-8
 - PROPOSED RESIDENTIAL CONCRETE DRIVEWAY
 - REFER TO STANDARD T-310.050-9
 - PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY
 - PROPOSED TOPSOIL AND SOD
 - SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS
 - PROPOSED COPPER WATER SERVICE
 - MINIMUM 15mm Ø OR MAINTAIN EXISTING SIZE
 - EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL
 - TEMPORARY SILT CONTROL FENCE (T-219.130-1)



EXISTING CROWN ELEVATION	STATION										EXISTING CROWN ELEVATION		
80 m	14+10	14+00	0+90	0+80	0+70	0+60	0+50	0+40	0+30	0+20	0+10	0+00	80 m
	STATION												

H.C.M. STATION	EASTING	NORTHING	ELEVATION

B.M. STATION	DIGITAL INFORMATION
	SURVEY(2016) y16239svy2d.dgn (PS_1600803)
	DESIGN y16239pd.dgn, y16239sh.dgn, y16239pf.dgn
	UTILITY y16239ugs.dgn
	MAPPING y16239tp.dgn
	STREETLINE y16239psl.dgn

No.	DATE	ISSUED FOR CONSTRUCTION	REVISIONS	INITIAL	SIGNED
1.	05/06/19				

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.
						18ECS-TI-04LR

SCALE	HORIZONTAL 1:200	VERTICAL 1:100	DRAWING NUMBER	SHEET
			P-9817-001	21 OF 23

TORONTO Engineering & Construction Services

MORNINGSIDE AVENUE
FROM SOUTH KINGSWAY TO RIVERSIDE DRIVE
LOCAL ROAD RECONSTRUCTION
PLAN AND PROFILE

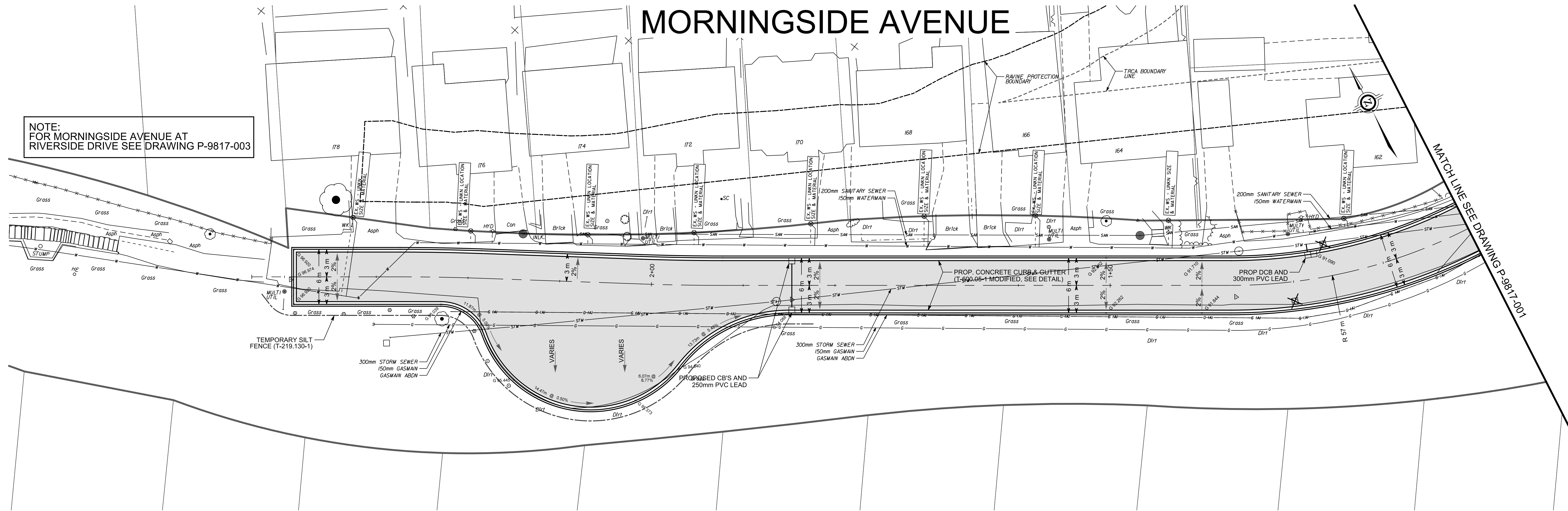
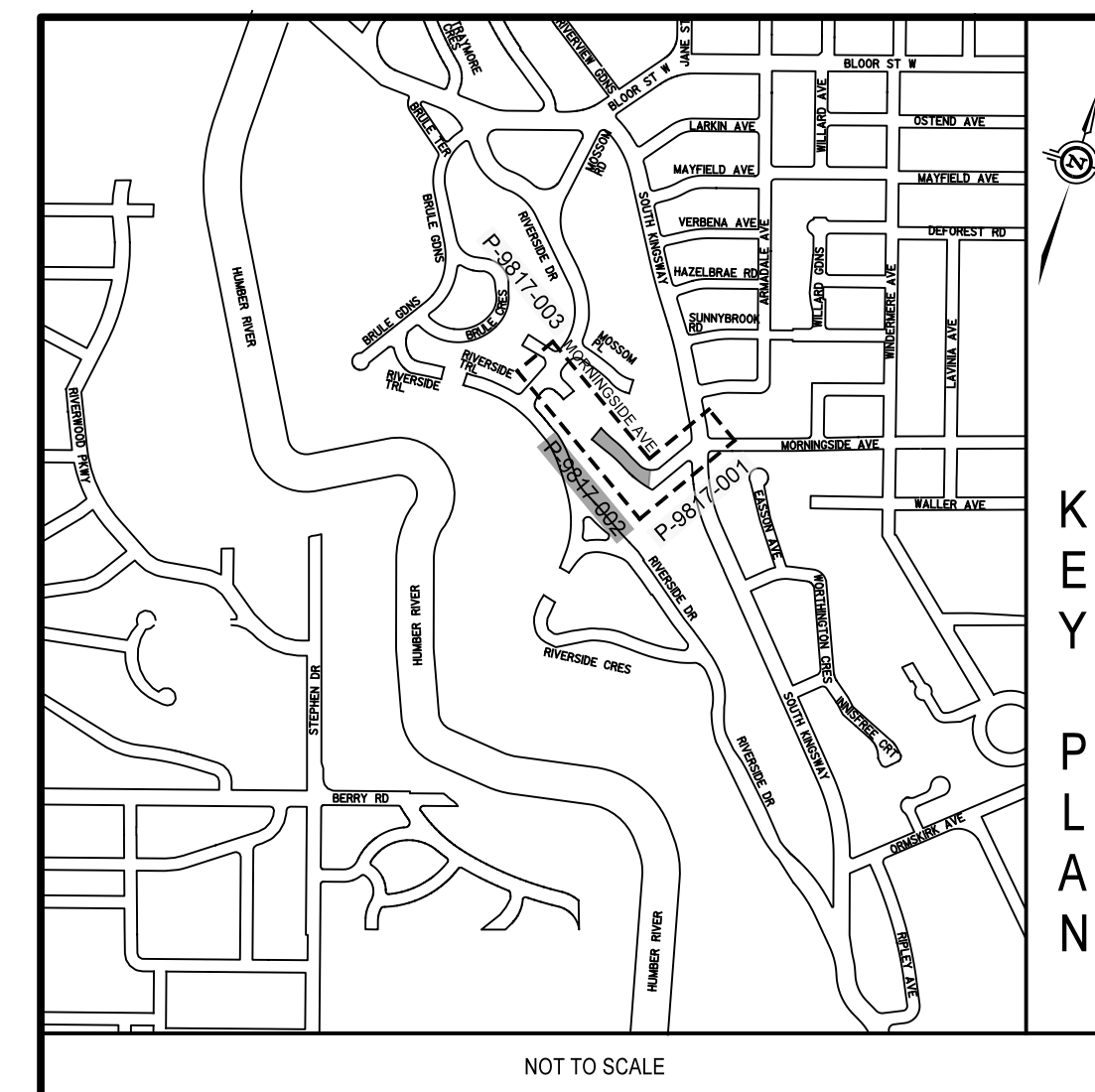
FRANK CLARIZIO, P.ENG.
Director, Design & Construction
Transportation Infrastructure &
Gardiner Rehabilitation Project

MICHAEL D'ANDREA, P.ENG.
CHIEF ENGINEER and
EXECUTIVE DIRECTOR
Engineering &
Construction Services

LUIS DE JESUS, P.ENG.
Manager, Design & Construction
Transportation Infrastructure
Local Roads

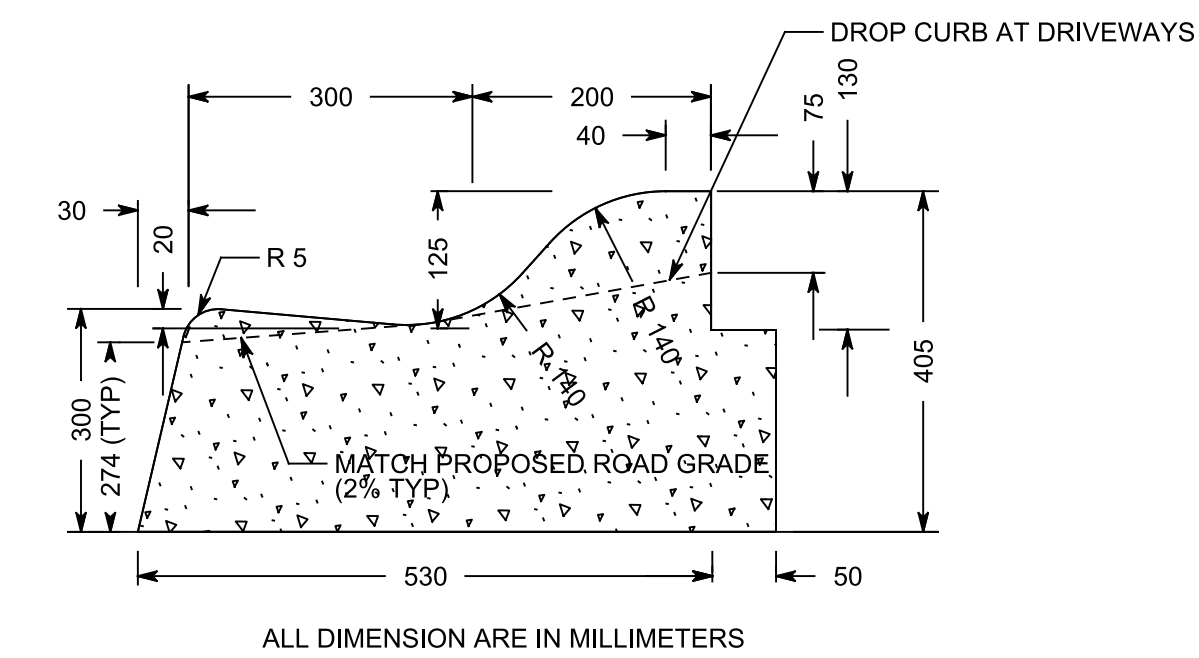
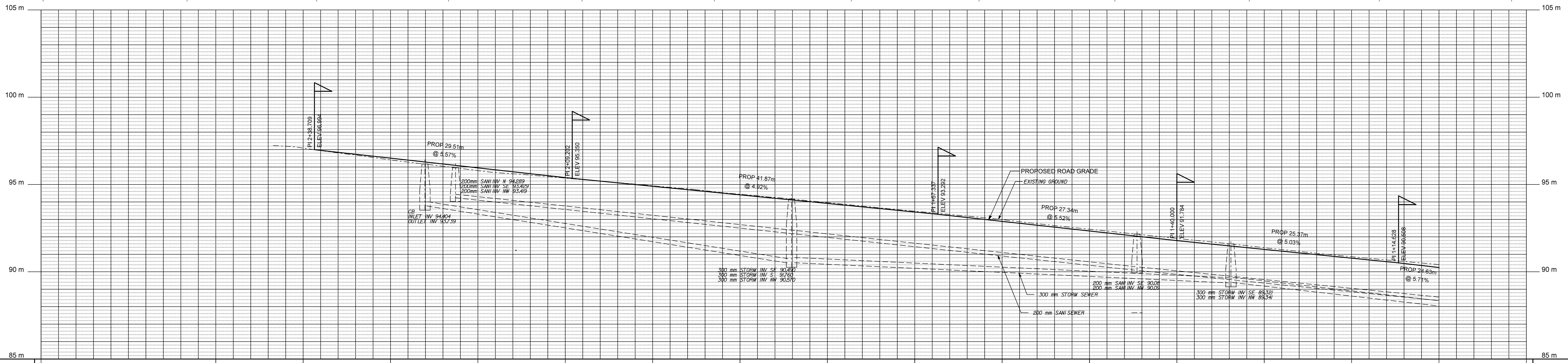
MORNINGSIDE AVENUE

NOTE:
FOR MORNINGSIDE AVENUE AT
RIVERSIDE DRIVE SEE DRAWING P-9817-003

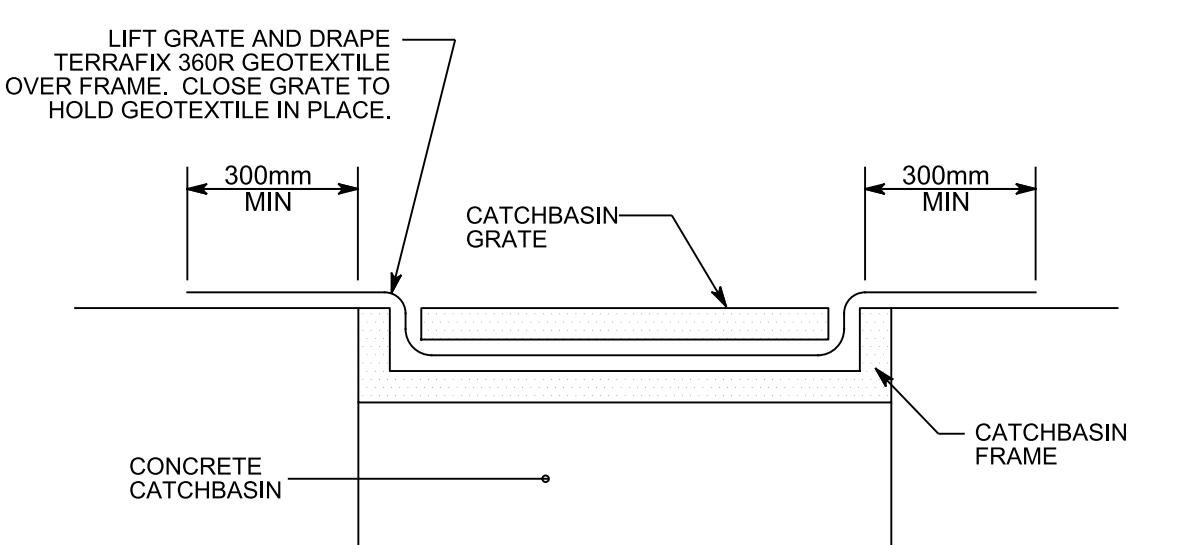


LEGEND

PROPOSED ROAD RECONSTRUCTION 40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT 80mm - SP16.0 TRAFFIC CATEGORY B ASPHALT 50mm - GRANULAR A 250mm - 50mm CRUSHED AGGREGATE	
PROPOSED GRID PATTERN CONCRETE SIDEWALK REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN	
PROPOSED ROADWAY PAVERS UNILOCK UMBRANO, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT	
PROPOSED PERMEABLE ROADWAY PAVERS UNILOCK ECO-OPTILOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT	
PROPOSED RESIDENTIAL ASPHALT DRIVEWAY REFER TO STANDARD T-310.050-8	
PROPOSED RESIDENTIAL CONCRETE DRIVEWAY REFER TO STANDARD T-310.050-8	
PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY	
PROPOSED TOPSOIL AND SO2 SEE LANDSCAPE DRAWINGS L-11 TO L-114 FOR DETAILS	
PROPOSED COPPER WATER SERVICE MINIMUM 19mm Ø OR MAINTAIN EXISTING SIZE	
EXISTING CB TO BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL	
TEMPORARY SILT CONTROL FENCE (T-219.130-1)	



CONCRETE ROLL CURB AND GUTTER (T-600.05-1 MODIFIED)
N.T.S.



EXISTING CROWN ELEVATION	97.033	96.407	95.784	95.356	94.625	94.440	93.893	93.470	92.884	92.435	91.913	91.377	90.884	EXISTING CROWN ELEVATION	
STATION	2+50	2+40	2+30	2+20	2+10	2+00	1+90	1+80	1+70	1+60	1+50	1+40	1+30	1+20	STATION

H.C.M. STATION	EASTING	NORTHING	ELEVATION												
B.M. STATION															
HORIZONTAL \ VERTICAL CONTROL MONUMENTS				DIGITAL INFORMATION				No.	DATE	ISSUED FOR CONSTRUCTION	INITIAL	SIGNED			
				SURVEY(2016) y16239svy2d.dgn (PS_1600803)				1.	05/06/19	ISSUED FOR CONSTRUCTION					
				DESIGN y16239pd.dgn, y16239sh.dgn, y16239pf.dgn											
				UTILITY y16239ugs.dgn											
				MAPPING y16239top.dgn											
				STREETLINE y16239psl.dgn											

TORONTO Engineering & Construction Services

FRANK CLARIZIO, P.ENG.
Chief Engineer and
Executive Director
Engineering &
Construction Services

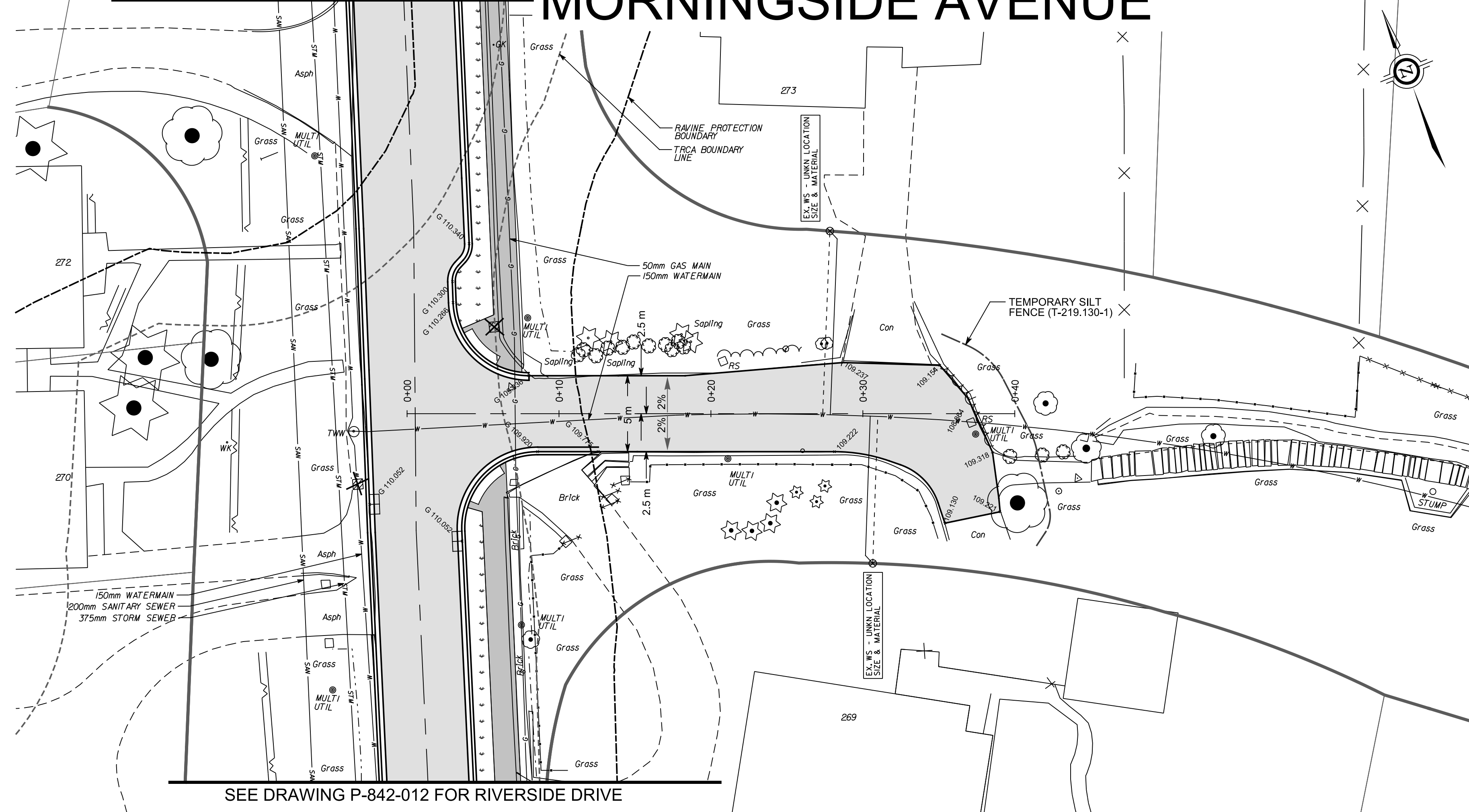
LUIS DE JESUS, P.ENG.
Manager, Design & Construction
Transportation Infrastructure
Local Roads

MORNINGSIDE AVENUE
FROM SOUTH KINGSWAY TO RIVERSIDE DRIVE
LOCAL ROAD RECONSTRUCTION
PLAN AND PROFILE

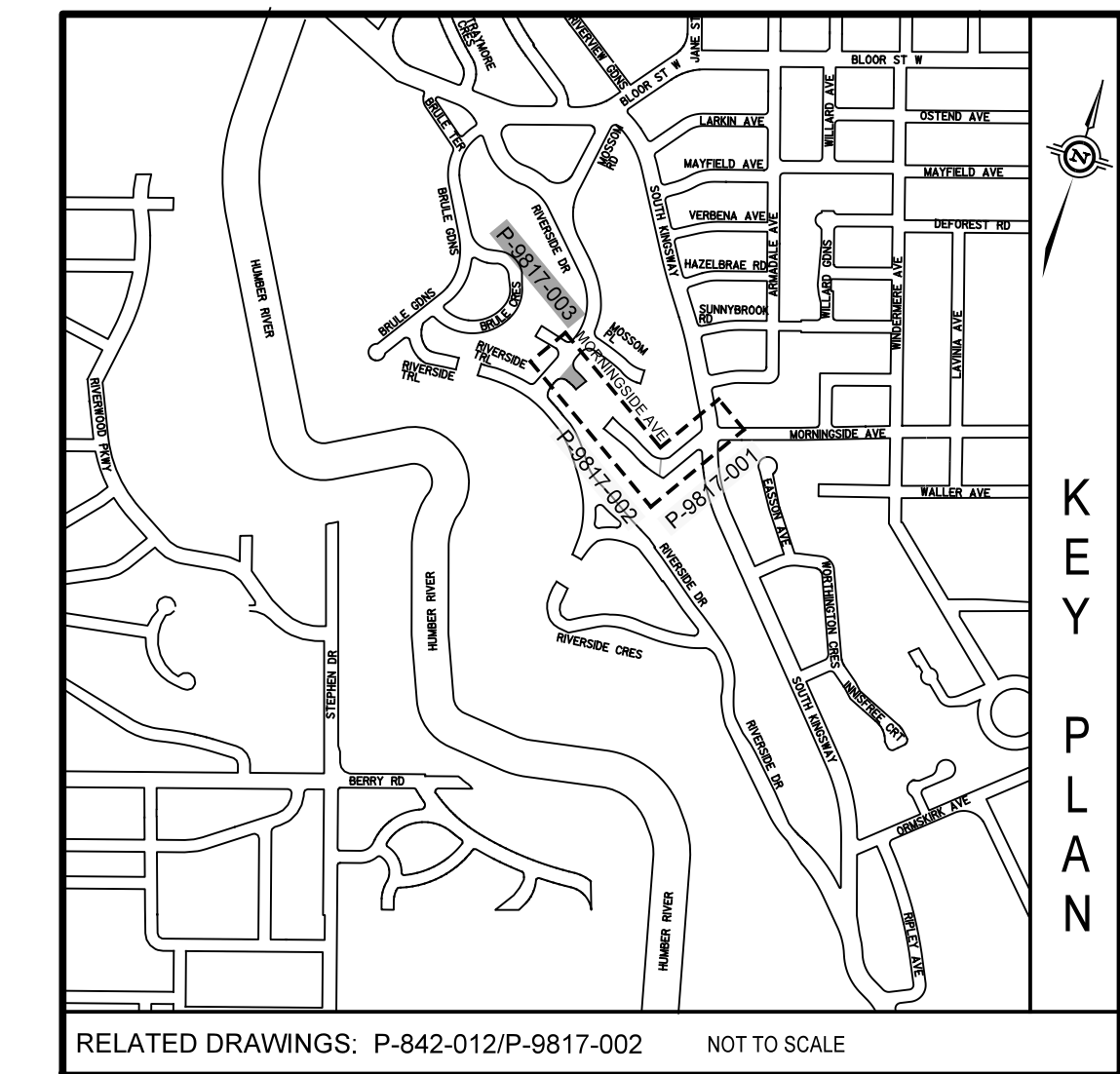
DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18ECS-TI-04LR
SCALE	HORIZONTAL 1:200	VERTICAL 1:100	DRAWING NUMBER	P-9817-002		SHEET	22 OF 23
DATE	DECEMBER 14, 2018						

SEE DRAWING P-842-012 FOR RIVERSIDE DRIVE

MORNINGSIDE AVENUE

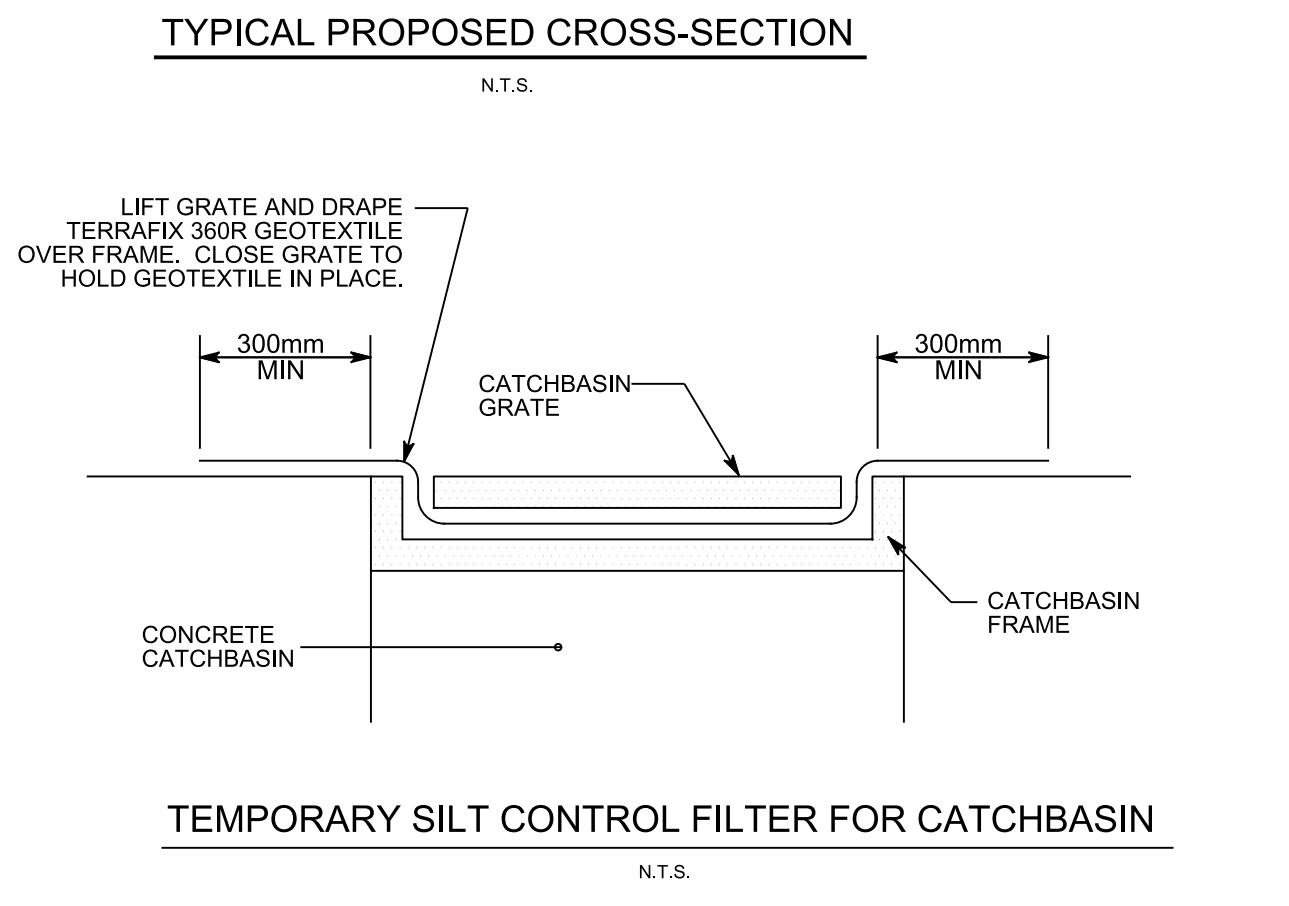
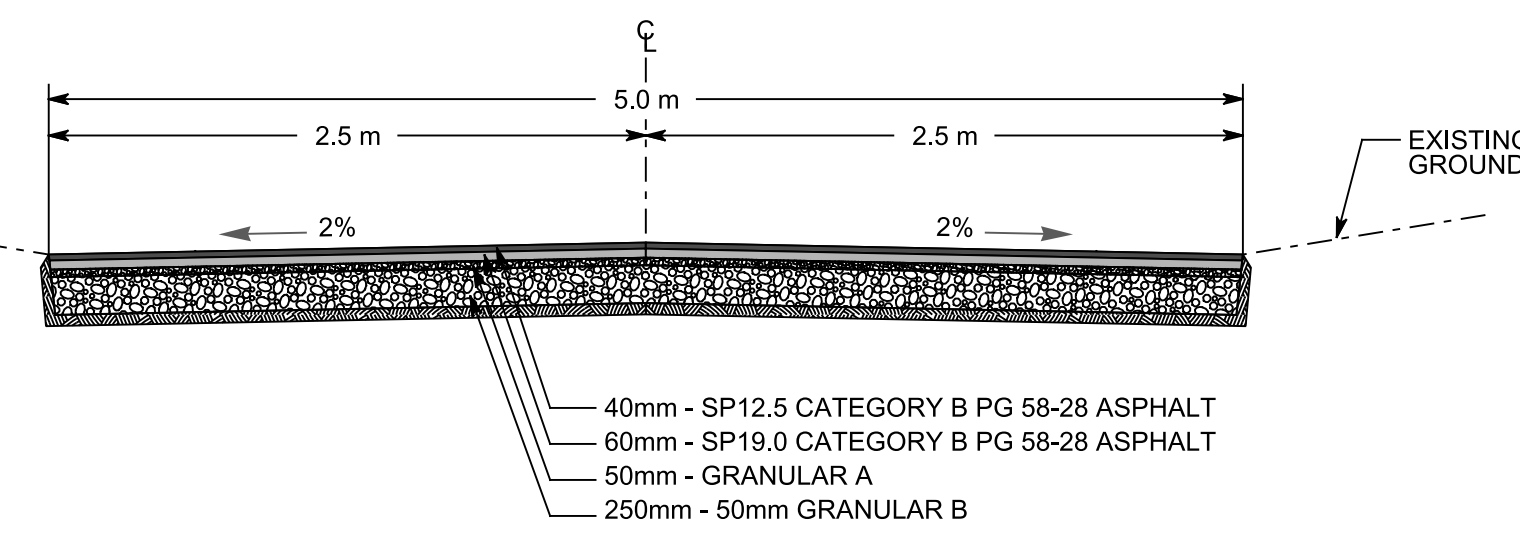
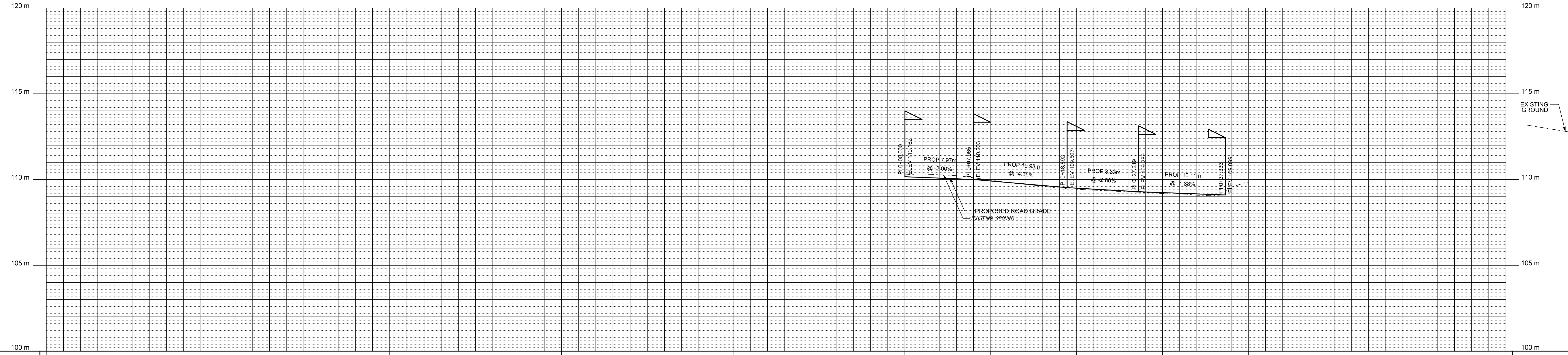


SEE DRAWING P-842-012 FOR RIVERSIDE DRIVE



LEGEND

- PROPOSED ROAD RECONSTRUCTION
40mm - SP12.5 TRAFFIC CATEGORY B ASPHALT
60mm - SP19.0 TRAFFIC CATEGORY B ASPHALT
50mm - GRANULAR A
250mm - 50mm CRUSHED AGGREGATE
- PROPOSED GRID PATTERN CONCRETE SIDEWALK
REFER TO STANDARD T-310.010-2 AND SEE DETAIL FOR GRID PATTERN
- PROPOSED ROADWAY PAVERS
UNLOCK UMBRAND, HARVEST BROWN, 80mm RANDOM BUNDLE OR APPROVED EQUIVALENT
- PROPOSED PERMEABLE ROADWAY PAVERS
UNLOCK ECO-OPTLOC, STANDARD SIZE, CUSTOM RED OR APPROVED EQUIVALENT
- PROPOSED RESIDENTIAL ASPHALT DRIVEWAY
REFER TO STANDARD T-310.050-8
- PROPOSED RESIDENTIAL CONCRETE DRIVEWAY
REFER TO STANDARD T-310.050-9
- PROPOSED RESIDENTIAL INTERLOCK DRIVEWAY
- PROPOSED TOPSOIL AND SOD
SEE LANDSCAPE DRAWINGS L-1 TO L-14 FOR DETAILS
- PROPOSED COPPER WATER SERVICE
MINIMUM 19mm Ø OR MAINTAIN EXISTING SIZE
- EXISTING CB TO BE BROKEN DOWN 1m BELOW GRADE AND FILLED WITH UNSHRINKABLE FILL
- TEMPORARY SILT CONTROL FENCE (T-219.130-1)



EXISTING CROWN ELEVATION	STATION					EXISTING CROWN ELEVATION
	0+00	0+10	0+20	0+30	0+40	

H.C.M. STATION	EASTING	NORTHING	ELEVATION	REVISIONS		INITIAL		SIGNED	
				No.	DATE				
				1.	05/06/19				

TORONTO Engineering & Construction Services

FRANK CLARIZO, P.ENG.
Director, Design & Construction
Transportation Infrastructure & Gardiner Rehabilitation Project

MICHAEL D'ANDREA, P.ENG.
CHIEF ENGINEER and EXECUTIVE DIRECTOR
Engineering & Construction Services

LUIS DE JESUS, P.ENG.
Manager, Design & Construction
Transportation Infrastructure
Local Roads

MORNINGSIDE AVENUE
FROM SOUTH KINGSWAY TO RIVERSIDE DRIVE
LOCAL ROAD RECONSTRUCTION
PLAN AND PROFILE

DESIGN	R.C.	DRAWN	R.C.	CHECKED	R.C.	CONTRACT No.	18CS-TI-04LR
SCALE	HORIZONTAL 1:200 VERTICAL 1:100		DRAWING NUMBER		P-9817-003		
DATE	DECEMBER 14, 2018		SHEET		23 OF 23		