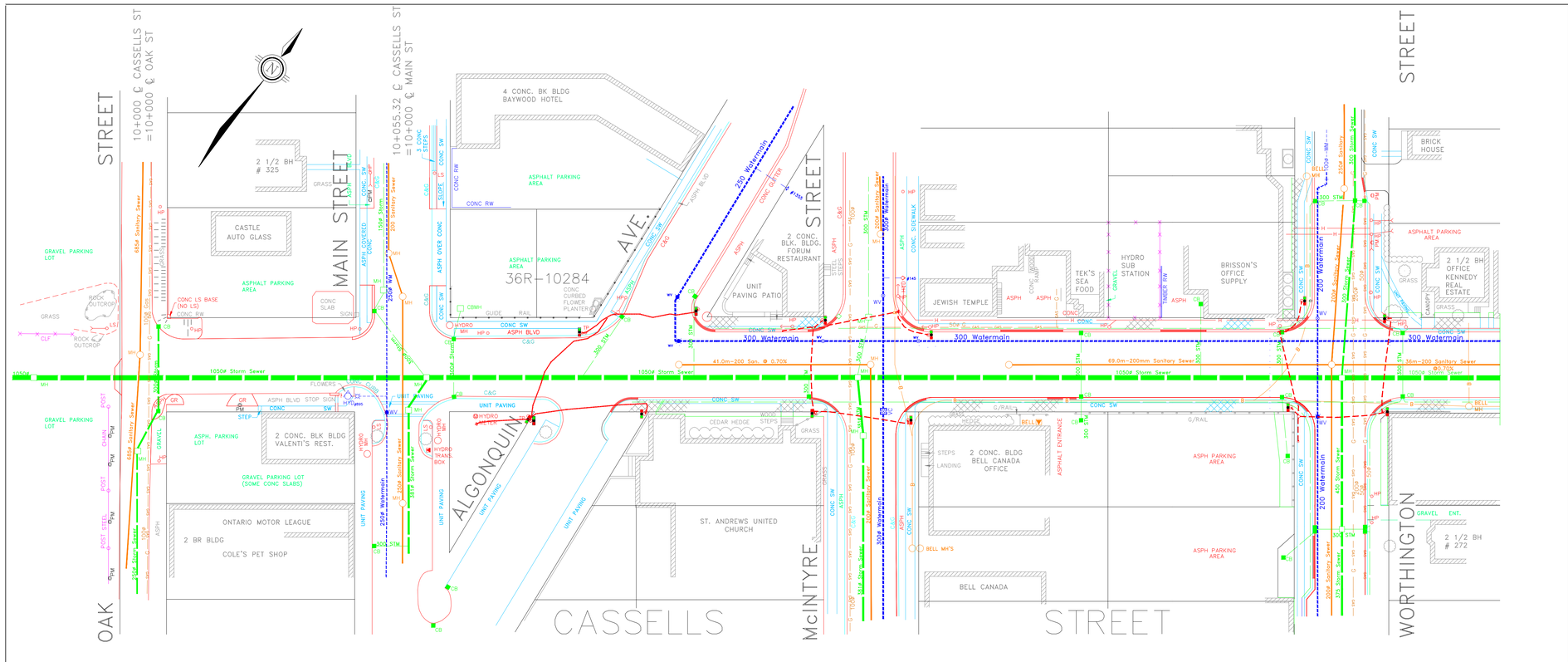

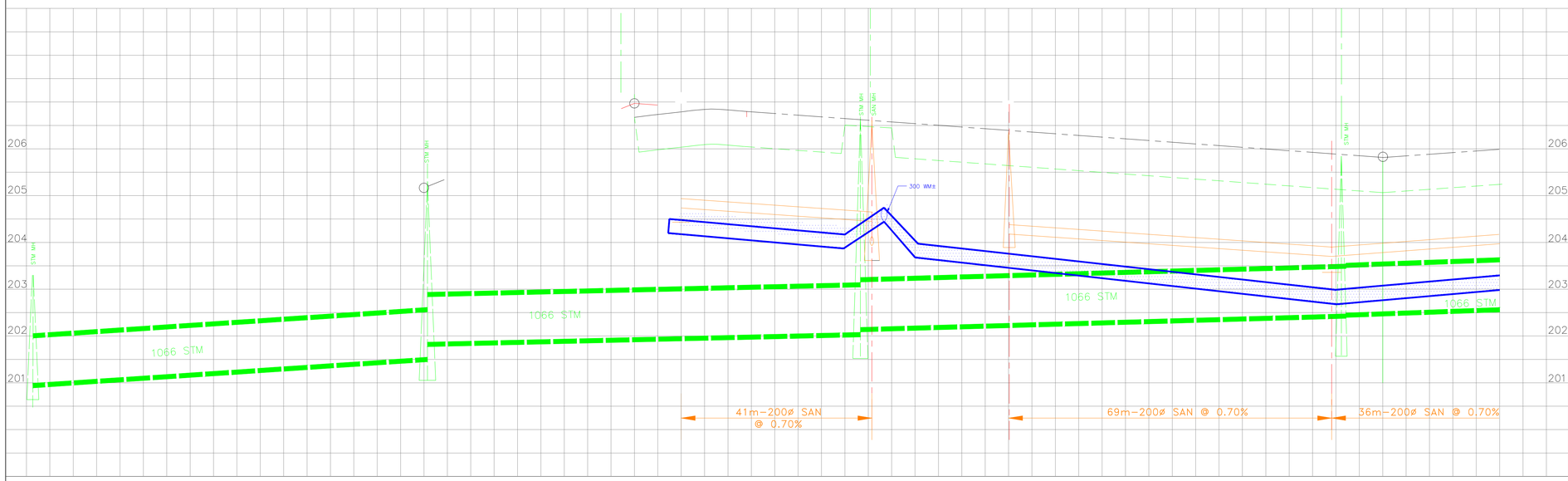

℄ ROAD CHAINAGE	10+000	10+025	10+050	10+075	10+100	FIT EXIST. +105	+115	10+125	+129 EVC	10+150	+165	10+175	10+200	10+225	10+250	+257 BVC	10+265 VPI	+273 BVC	10+275	10+290	℄ ROAD CHAINAGE
TOP OF PAVEMENT ELEVATION							206.814	206.831	206.810	206.657		206.474	206.292	206.109	205.927	205.875	205.844	205.658	205.868	205.945	TOP OF PAVEMENT ELEVATION
STORM SEWER INVERTS																					STORM SEWER INVERTS
SANITARY SEWER INVERTS							204.737			204.45		204.18			203.70	203.65 EW 203.70				203.952	SANITARY SEWER INVERTS
TOP OF WATERMAIN ELEVATION							204.500			204.15		204.00	203.85	203.60	203.30		203.00	202.95	203.15	203.30	TOP OF WATERMAIN ELEVATION

REFERENCE

DWG No	DESCRIPTION

1. ALL CONC CURB AND GUTTER SHALL BE OPSD 600.04 UNLESS INDICATED OTHERWISE.
2. THE LOCATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ARE APPROXIMATE. EXCAVATION TO DETERMINE ACTUAL LOCATIONS MAY BE REQUIRED PRIOR TO INSTALLATIONS AT PARTS OF THIS CONTRACT.
3. BUILDING SERVICES (SANITARY, STORM AND WATER) ARE TO BE INSTALLED FROM THE MAINS AND ARE TO BE CONNECTED TO THE EXISTING SERVICES AT THE PROPERTY LINE, OR TERMINATED AT PROPERTY LINE AND MARKED WHERE NO EXISTING SERVICE EXISTS.
4. THE EXISTING BELL DUCT BANKS ALONG THE SOUTH CURB LINE OF CASSELLS STREET CONTAIN NUMEROUS CABLES INCLUDING 3 FIBRE OPTIC CABLES. EXTREME CARE SHALL BE MAINTAINED TO ENSURE NO DAMAGE OCCURS TO THESE CABLES.
5. WHERE ANY WATERMAIN CROSSES ABOVE A SEWER (STORM OR SANITARY) AND WITHIN 150mm, THE WATERMAIN SHALL BE BEDDED WITH LEAN CONCRETE THE FULL WIDTH OF THE WATERMAIN TRENCH AND TO A MINUMUM DISTANCE OF 1m FROM THE CENTER LINE OF THE SEWER.
6. WHERE ANY WATERMAIN CROSSES BELOW A SEWER (STORM OR SANITARY) 0.5m MINIMUM CLEAR SEPERATION MUST BE MAINTAINED. ALSO THE WATERMAIN COVER MATERIAL IS TO EXTEND UP TO THE BOTTOM OF THE SEWER BEDDING FOR THE FULL WIDTH AT THE WATERMAIN TRENCH. AS WELL, KEEP PIPE JOINTS IN BOTH SEWER AND THE WATERMAIN AS FAR AS PRACTICAL FROM THE CROSSING.
7. SHOULD THE LOCATION OF THE 150ø PERFORATED SUBDRAIN CONFLICT WITH THE EXISTING BELL DUCT BANKS, THE SUBDRAINS SHALL BE SHIFTED TOWARDS CENTERLINE OF STREET TO AVOID CONFLICT.

NORTH BAY ONTARIO CANADA
Just North Enough to be PERFECT

Disclaimer

The information contained on this drawing may be based upon data provided by others and may not have been verified by either as-constructed drawings or an Ontario Land Surveyor. The City of North Bay cannot accept responsibility for any errors or omissions on any information shown herein. Field verification, land surveys or excavation (with City approvals) may be required to determine actual location of any and all utilities or property lines.

APP'D BY	DETAILS	DATE	No
rjo	E-Hydro (traffic) Approx.	Sept 2021	1.

REVISIONS

RECOMMENDED BY | APPROVED BY

CITY OF NORTH BAY

CASSELLS STREET RECONSTRUCTION
ALGONQUIN AVENUE
TO THIRD AVENUE

CASSELLS STREET
ALGONQUIN AVE TO WORTHINGTON ST
NEW CONSTRUCTION

northland engineering limited
Consulting Engineers and Planners
NORTH BAY SUDBURY

DRAWN BY: D. HANSEN		DATE: OCT. 1992	
CHECKED BY: R.E.A./S.K.P.		SCALE: 1 : 500 / 1 : 50	
CAD FILE CAD FILE 3811-B			
OFFICE NORTH BAY	PROJECT No CNB 114-93	DRAWING No C-533	REV.

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