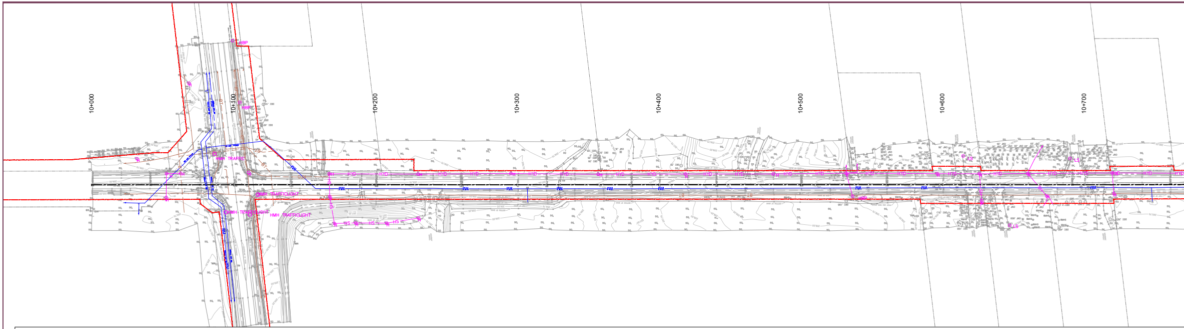
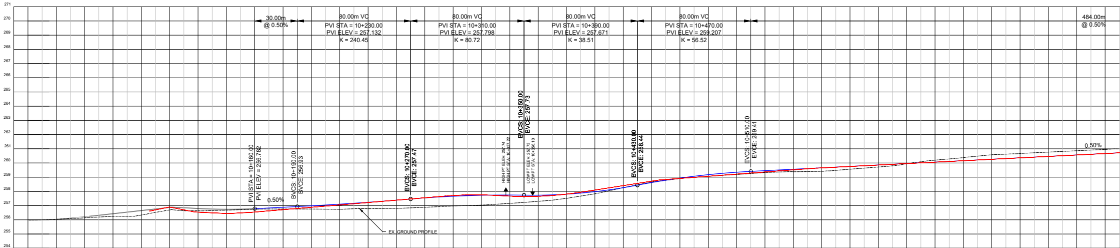

10+000
10+100
10+200
10+300
10+400
10+500
10+600
10+700
HYD
HMH TRAFFIC LIGHT
HMH TRAFFIC LIGHT
HMH TRAFFICLIGHT
HS
HBP
LS



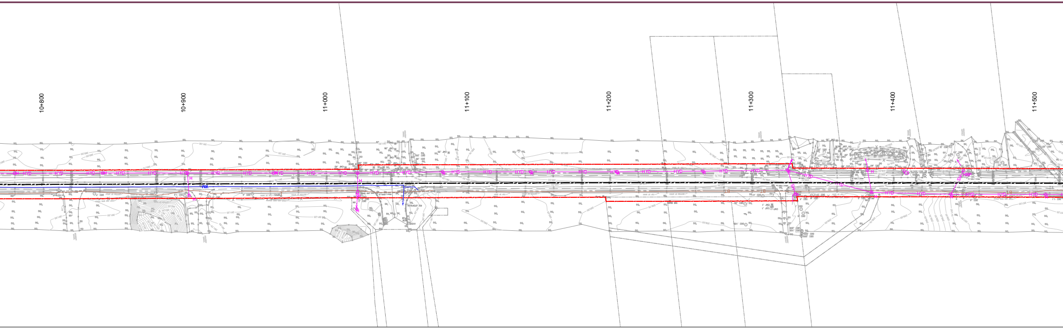
EX. ELEV.		256.046	256.142	256.241	256.334	256.697	256.636	256.680	256.742	256.760	256.758	256.740	256.783	256.808	256.880	256.972	257.037	257.158	257.302	257.513
PR. ELEV.																				
℄ STATION	10+000	10+020	10+040	10+060	10+080	10+100	10+120	10+140	10+160	10+180	10+200	10+220	10+240	10+260	10+280	10+300	10+320	10+340	10+360	10+380

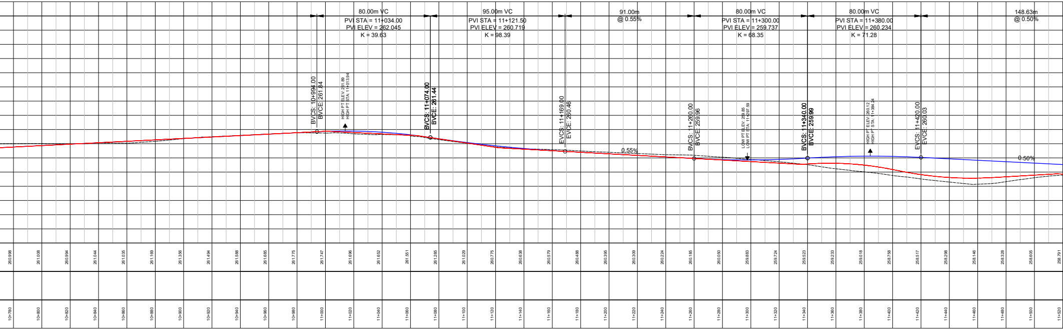
EX. ELEV.	257.832	258.264	258.658	258.903	259.057	259.187	259.327	259.386	259.413	259.562	259.717	259.951	260.198	260.376	260.579	260.667	260.767	260.863	260.946
PR. ELEV.																			
℄ STATION	10+400	10+420	10+440	10+460	10+480	10+500	10+520	10+540	10+560	10+580	10+600	10+620	10+640	10+660	10+680	10+700	10+720	10+740	10+760

PLOT 1=1

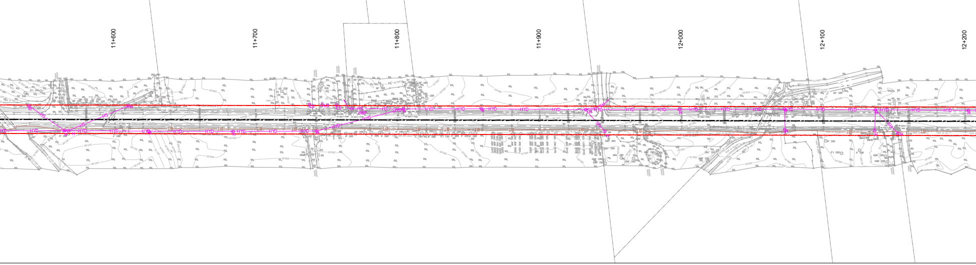
NOTES

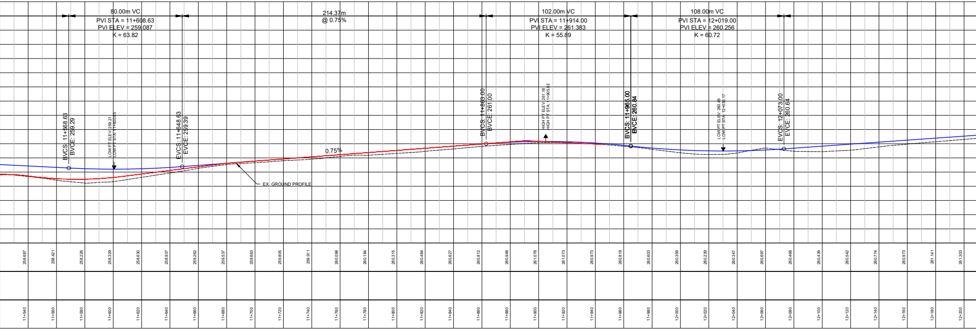
Plotted by: VKOSZTOWNIAK on April 26, 2023 at 12:06pm
File: \\ag-barrie\ns1\Drafting\Collingwood\120065\12 CAD\EXHIBIT\120065 Roll Plot_Chinguacousy Exhibit 4.dwg Layout: RP


10+800
10+900
11+000
11+100
11+200
11+300
11+400
11+500
HYD


80.00m VC
PVI STA = 11+034.00
PVI ELEV = 262.045
K = 39.63
95.00m VC
PVI STA = 11+121.50
PVI ELEV = 260.719
K = 98.39
91.00m
@ 0.55%
80.00m VC
PVI STA = 11+300.00
PVI ELEV = 259.737
K = 68.35
80.00m VC
PVI STA = 11+380.00
PVI ELEV = 260.234
K = 71.28
148.63m
@ 0.50%
BVCS: 10+994.00
BVCE: 261.84
HIGH PT ELEV: 261.89
HIGH PT STA: 11+013.94
BVCS: 11+074.00
BVCE: 261.44
EVCS: 11+169.00
EVCE: 260.46
0.55%
BVCS: 11+260.00
BVCE: 259.96
LOW PT ELEV: 259.85
LOW PT STA: 11+297.59
BVCS: 11+340.00
BVCE: 259.99
HIGH PT ELEV: 260.12
HIGH PT STA: 11+384.24
EVCS: 11+420.00
EVCE: 260.03
0.50%
260.998
261.008
260.994
261.044
261.035
261.169
261.356
261.494
261.588
261.685
261.775
261.747
261.696
261.652
261.551
261.285
261.029
260.775
260.638
260.579
260.488
260.395
260.309
260.224
260.185
260.050
259.883
259.724
259.523
259.233
259.018
258.758
258.517
258.298
258.146
258.328
258.605
258.791
10+780
10+800
10+820
10+840
10+860
10+880
10+900
10+920
10+940
10+960
10+980
11+000
11+020
11+040
11+060
11+080
11+100
11+120
11+140
11+160
11+180
11+200
11+220
11+240
11+260
11+280
11+300
11+320
11+340
11+360
11+380
11+400
11+420
11+440
11+460
11+480
11+500
11+520

EXISTING UTILITIES
CHINGUACOUSY RD
FROM MAYFIELD RD TO OLD SCHOOL RD


11+600
11+700
11+800
11+900
12+000
12+100
12+200
HYD
HS
H


80.00m VC
PVI STA = 11+608.63
PVI ELEV = 259.087
K = 63.82
214.37m
@ 0.75%
102.00m VC
PVI STA = 11+914.00
PVI ELEV = 261.383
K = 55.89
108.00m VC
PVI STA = 12+019.00
PVI ELEV = 260.256
K = 60.72
BVCS: 11+568.63
BVCE: 259.29
LOW PT ELEV: 259.21
LOW PT STA: 11+600.65
EVCS: 11+648.63
EVCE: 259.39
0.75%
EX. GROUND PROFILE
BVCS: 11+863.00
BVCE: 261.00
HIGH PT ELEV: 261.16
HIGH PT STA: 11+905.02
BVCS: 11+965.00
BVCE: 260.84
LOW PT ELEV: 260.49
LOW PT STA: 12+030.17
EVCS: 12+073.00
EVCE: 260.64
258.687
258.421
258.226
258.329
258.630
258.937
259.262
259.537
259.663
259.805
259.911
260.098
260.184
260.315
260.464
260.627
260.812
260.948
261.078
261.073
260.973
260.819
260.603
260.359
260.239
260.347
260.697
260.468
260.439
260.542
260.774
260.973
261.141
261.303
11+540
11+560
11+580
11+600
11+620
11+640
11+660
11+680
11+700
11+720
11+740
11+760
11+780
11+800
11+820
11+840
11+860
11+880
11+900
11+920
11+940
11+960
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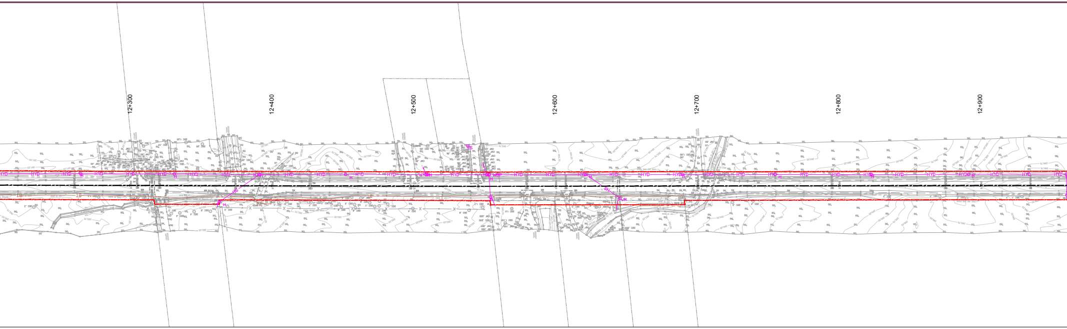
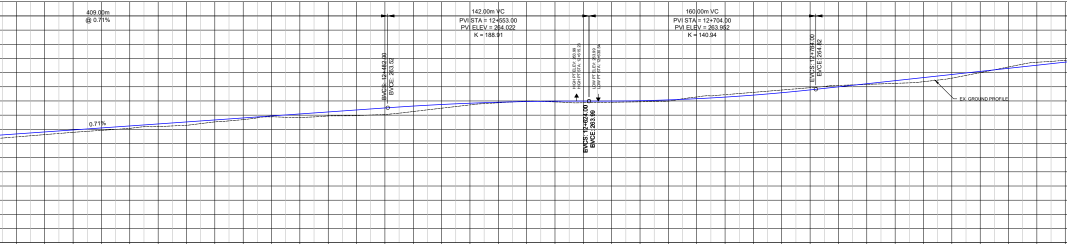
12+060
12+080
12+100
12+120
12+140
12+160
12+180
12+200

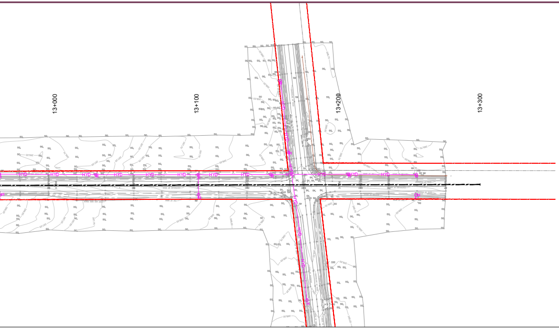

12+300
12+400
12+500
12+600
12+700
12+800
12+900
HYD

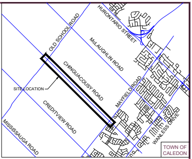


261.464	261.626	261.785	261.926	262.066	262.193	262.287	262.523	262.683	262.877	262.837	262.942	262.962	263.049	263.257	263.490	263.722	263.872
12+220	12+240	12+260	12+280	12+300	12+320	12+340	12+360	12+380	12+400	12+420	12+440	12+460	12+480	12+500	12+520	12+540	12+560

263.989	263.933	263.875	263.907	263.940	263.986	264.281	264.444	264.608	264.773	264.937	265.097	265.170	265.242	265.361	265.607	266.000	266.400
12+580	12+600	12+620	12+640	12+660	12+680	12+700	12+720	12+740	12+760	12+780	12+800	12+820	12+840	12+860	12+880	12+900	12+920

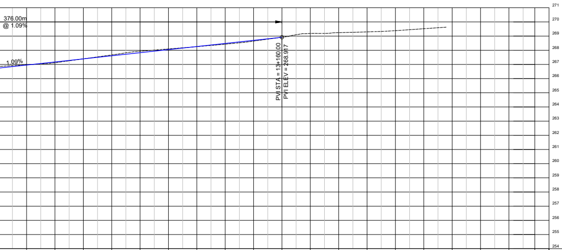
266.730	266.857
12+940	12+960


13+000
13+100
13+200
13+300
HYD
HYD
HYD


OLD SCHOOL ROAD
HURONTARIO STREET
McLAUGHLIN ROAD
CHINGUACOUSY ROAD
SITE LOCATION
CREDITVIEW ROAD
MAYFIELD ROAD
WANLESS DRIVE
MISSISSAUGA ROAD
TOWN OF CALEDON

LEGEND:

🟥	EXISTING TOWN RIGHT-OF-WAY (ROW) PROPOSED
🟫	COMMUNICATION UTILITIES
🟦	WET UTILITIES
🟪	HYDRO UTILITIES
⬜	EXISTING GROUND CONTOURS
⬛	CHINGUACOUSY ROAD ALIGNEMENT



EX. ELEV.	266.977	267.118	267.395	267.672	267.933	268.094	268.254	268.430	268.648	268.917	269.186	269.242	269.296	269.383	269.520				
PR. ELEV.																			
℄ STATION	12+980	13+000	13+020	13+040	13+060	13+080	13+100	13+120	13+140	13+160	13+180	13+200	13+220	13+240	13+260	13+280	13+300	13+320	13+338

NO.	REVISIONS	DATE	INITIAL
1	FOR PRESENTATION AND DISCUSSION	APR 26, 2023	NM

SCALE: H: 1:1000 V: 1:100
DESIGN: KM
DRAWN: VK
CHECKED: NM
DATE: APR 26, 2023

TOWN OF CALEDON
CHINGUACOUSY RD
FROM MAYFIELD RD TO OLD SCHOOL RD

FUNCTIONAL DESIGN

Ainley
CONSULTING
ENGINEERS
PLANNERS

CONTRACT No.
DWG. No.
ROLL PLOT