

TOWN OF CALEDON GENERAL NOTES

- CONSTRUCTION FOR THIS PROJECT TO COMPLY WITH THE MOST CURRENT VERSION OF THE DEVELOPMENT STANDARDS, POLICIES AND GUIDELINES, PREPARED BY THE TOWN OF CALEDON AND THE ONTARIO PROVINCIAL STANDARDS AND SPECIFICATIONS.
- ALL CONSTRUCTION SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION PROJECTS.
- A MINIMUM OF FORTY-EIGHT (48) HOURS PRIOR TO COMMENCING CONSTRUCTION WITHIN THE MUNICIPAL RIGHT OF WAY THE CONTRACTOR MUST CONTACT THE FOLLOWING:
THE TOWN OF CALEDON - 905-584-2272
THE REGION OF PEEL
ENBRIDGE CONSUMERS GAS
HYDRO ONE
BELL CANADA
ROGERS CABLE
FIRE AND EMERGENCY SERVICES
- A RIGHT OF WAY OCCUPANCY PERMIT MUST BE OBTAINED FROM THE TOWN OF CALEDON A MINIMUM 48 HOURS PRIOR TO COMMENCING ANY WORKS WITHIN THE MUNICIPAL ROAD ALLOWANCE.
- ALL DRAINAGE TO BE SELF-CONTAINED AND DISCHARGED TO A LOCATION APPROVED BY THE TOWN OF CALEDON AND CONSERVATION AUTHORITY PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
- SEDIMENT CONTROL DEVICES ARE TO BE INSTALLED PRIOR TO ANY CONSTRUCTION ON THE SITE AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD TO THE SATISFACTION OF THE TOWN AND THE APPLICABLE CONSERVATION AUTHORITY.
- ANY CHANGES TO GRADES OR SERVING FROM THE ORIGINAL APPROVED SITE PLAN MUST BE SUBMITTED BY THE ENGINEER TO THE TOWN FOR APPROVAL PRIOR TO CONSTRUCTION.
- A MINIMUM OF 1.5m CLEARANCE IS TO BE PROVIDED FROM THE LIMITS OF ALL SIDEWALKS AND DRIVEWAYS TO EXISTING UTILITY STRUCTURES WITHIN THE MUNICIPAL RIGHT OF WAY. IF THIS CLEARANCE IS NOT MAINTAINED, THEY SHALL BE RELOCATED AT THE APPLICANT'S EXPENSE.
- STREET CURBS ARE TO BE CONTINUOUS THROUGH THE PROPOSED ENTRANCE.
- MUNICIPAL SIDEWALKS SHALL BE CONTINUOUS THROUGH ALL ENTRANCES TO THE SITE AND THE CURB SHALL BE TAPERED BACK 600mm. SIDEWALKS SHALL BE COMPLETELY REMOVED AND REPLACED WITH A 200mm MINIMUM CONCRETE THICKNESS, 32MPa AND 5% TO 7% AIR ENTRAINMENT AT ALL PROPOSED INDUSTRIAL, COMMERCIAL AND INSTITUTIONAL ENTRANCES.
- ALL BOULEVARDS TO BE RESTORED WITH 300mm MINIMUM OF TOPSOIL AND 500 TO THE SATISFACTION OF THE TOWN.
- THE MINIMUM PAVEMENT DESIGN FOR THE ASPHALT DRIVEWAY APRON WITHIN THE MUNICIPAL ROAD ALLOWANCE SHALL BE AS FOLLOWS:
40mm H.B. ASPHALT
50mm H.B. ASPHALT
150mm GRANULAR 'A'
300mm GRANULAR 'B'
THE CONSULTANT SHOULD REVIEW THE ABOVE WITH RESPECT TO THE EXPECTED USAGE.
- STRUCTURAL DESIGN OF THE FIRE ROUTE IS REQUIRED TO SUPPORT AN 18 TON VEHICLE.
- SERVICE CONNECTION BACKFILL TO BE DISCUSSED WITH THE TOWN.

GRADING AND DRAINAGE

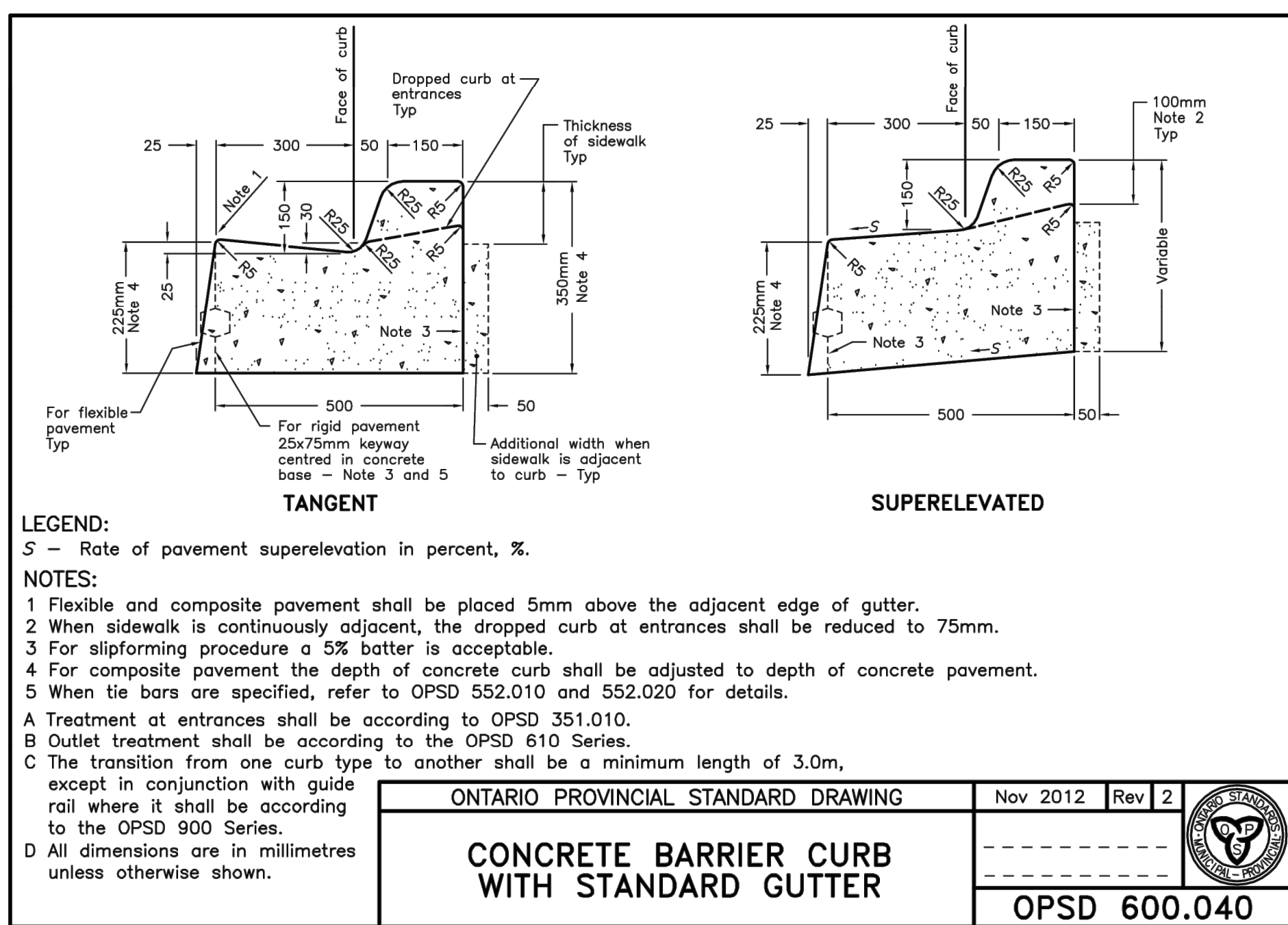
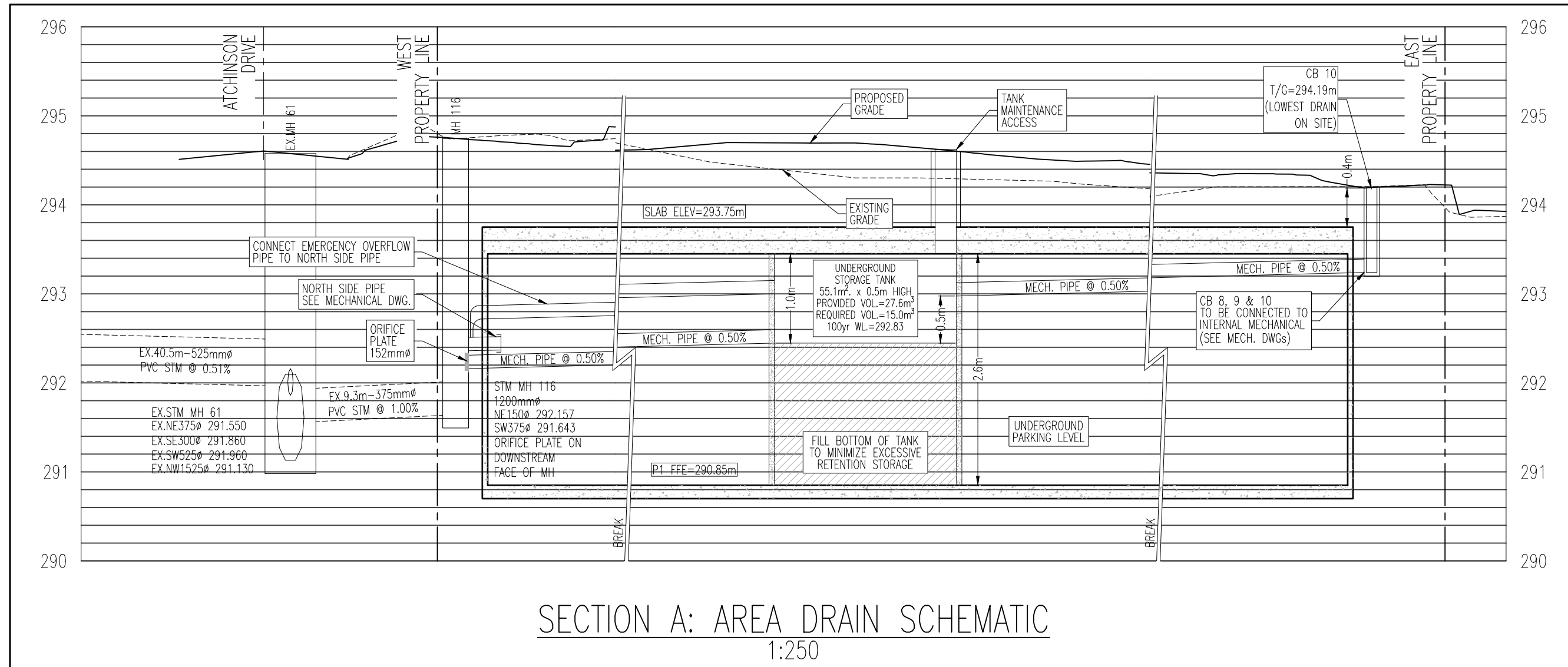
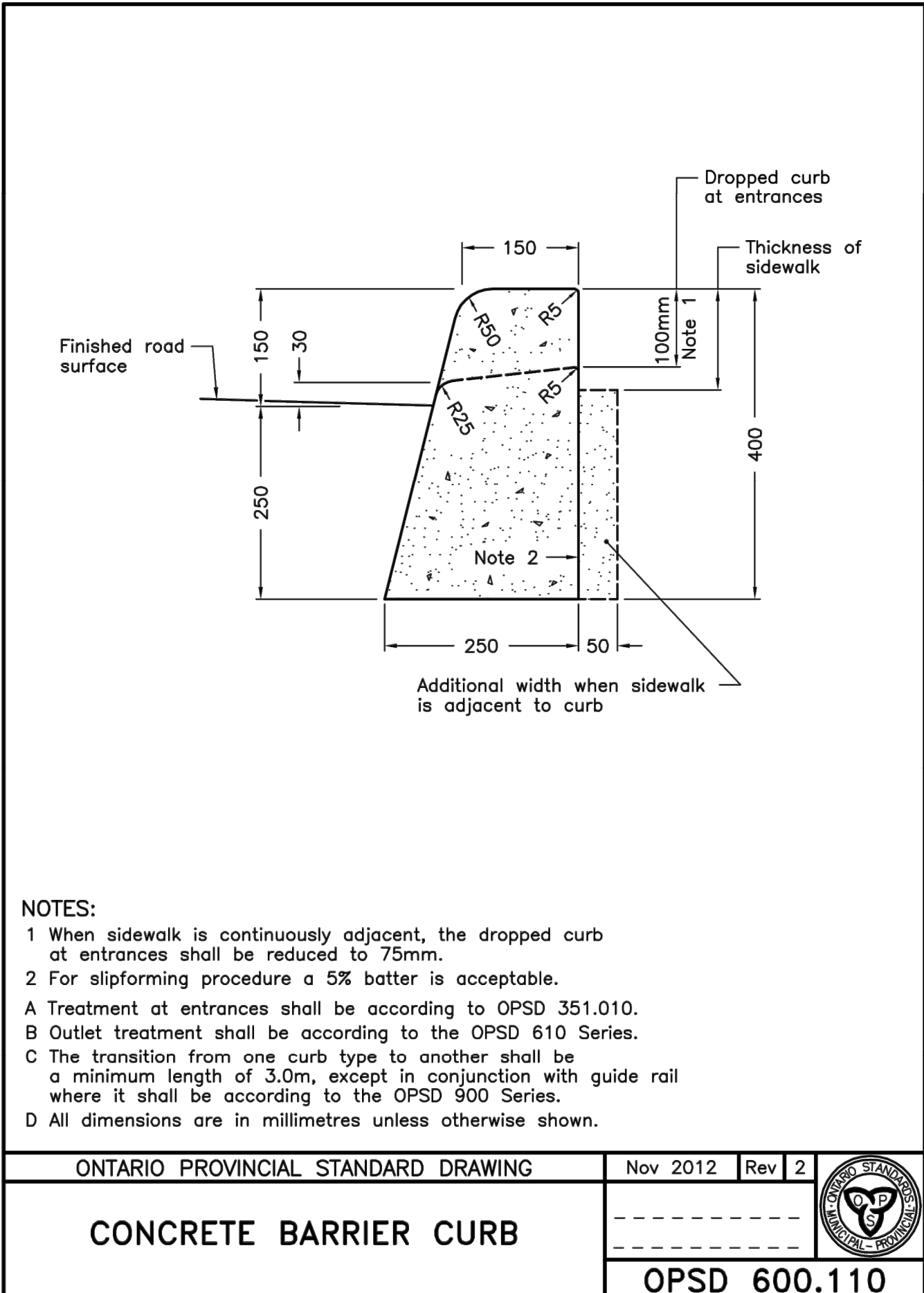
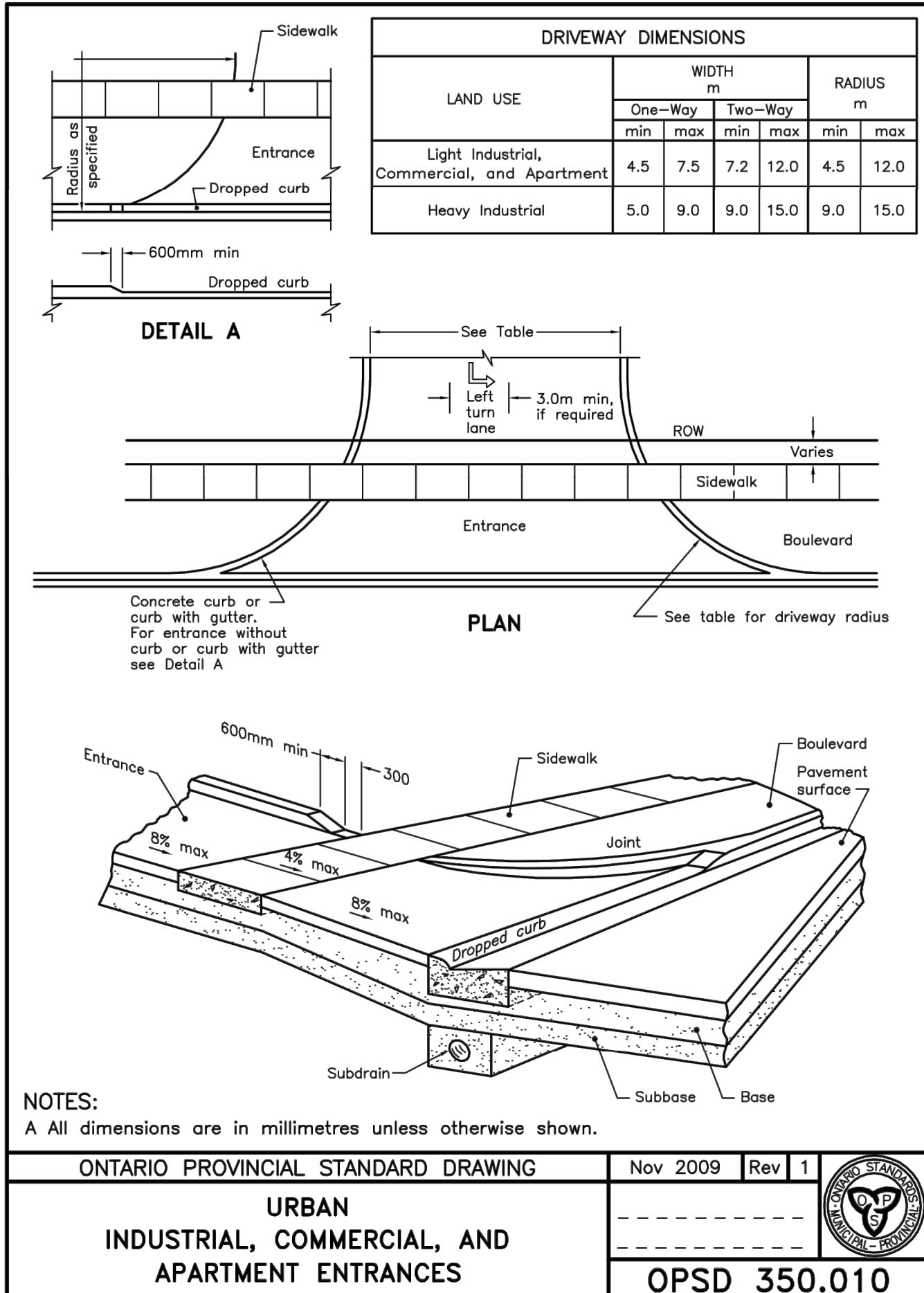
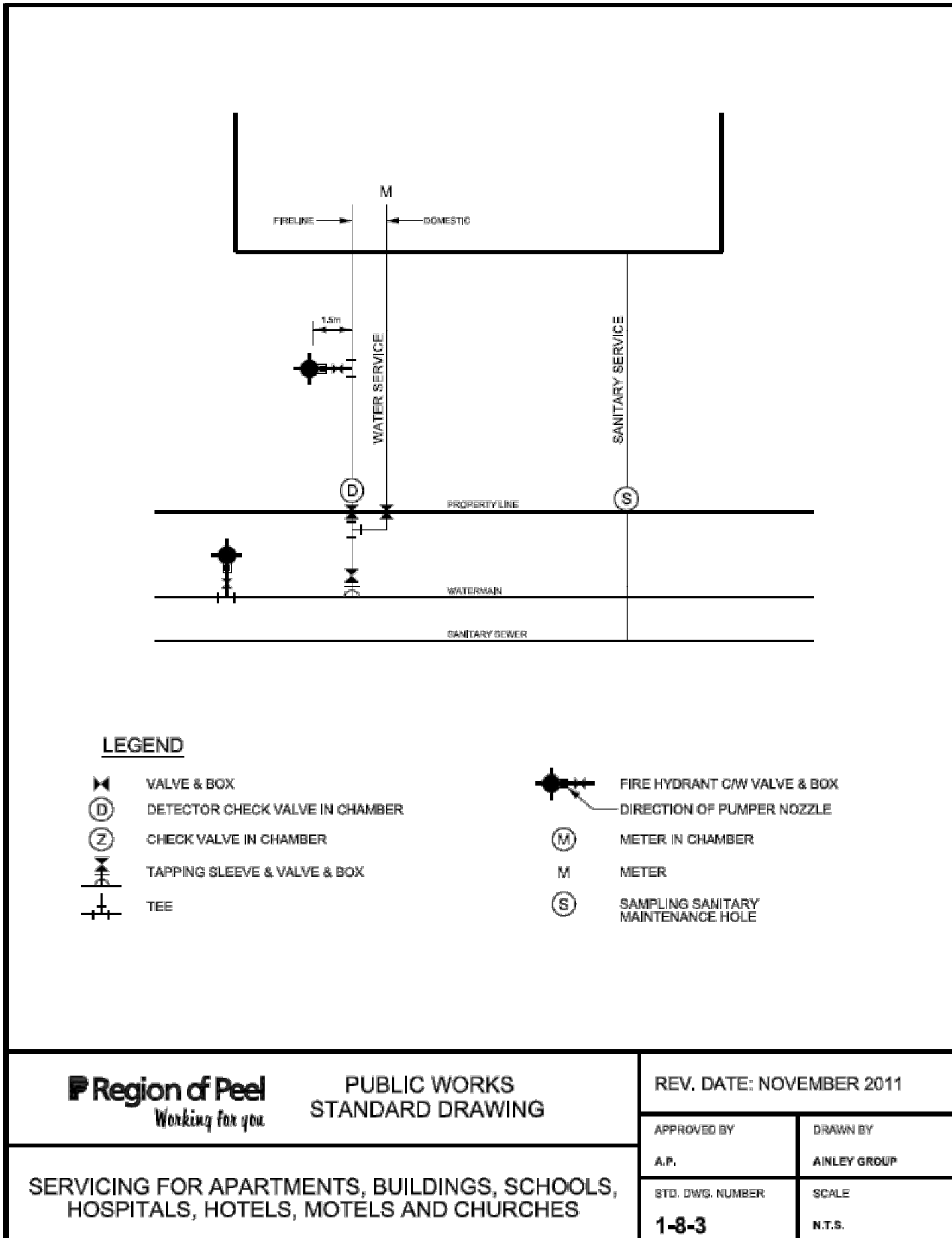
- PAVEMENT DESIGN (ON-GRADE PAVEMENT) TO BE CONSTRUCTED AS RECOMMENDED BY THE SOIL ENGINEER.
- ALL BARRIER CURB WITHIN THE SITE TO BE CONSTRUCTED AS PER OPSD 600.110, UNLESS OTHERWISE NOTED ON THIS DRAWING.
- EXISTING ELEVATION AT MATCH POINTS AS SHOWN ON THIS DRAWING ARE TO BE CONFIRMED BY THE CONTRACTOR 72 HOURS PRIOR TO MOBILIZATION OF FORCES. LOST TIME AND/OR ANY ADDITIONAL WORKS DUE TO FAILURE OF THE CONTRACTOR TO CONFIRM EXISTING ELEVATIONS AND NOTIFY THE SITEWORK ENGINEER OF RECORD OF POSSIBLE CONFLICTS 72 HOURS PRIOR TO MOBILIZATION WILL BE AT THE EXPENSE OF THE CONTRACTOR.
- REFER TO SITE PLAN PREPARED BY ARCHITECTURAL TEAM FOR ALL DIMENSIONS AND CONSTRUCTION LAYOUT REQUIREMENTS FOR CURBS, BUILDING ENVELOPES, AND SITE DETAILS.

ROADWORKS

- SINGLE - STAGE CURB & GUTTER TO COMPLY WITH OPSD 600.110.
- SIDEWALKS TO COMPLY WITH OPSD-310.010 AND ARE TO BE 1.5 METRES WIDE ON A 150mm COMPACTED GRANULAR "A" BASE. MINIMUM THICKNESS AS FOLLOWS:
NORMAL THICKNESS 125mm
RESIDENTIAL DRIVEWAY 150mm
COMMERCIAL/INDUSTRIAL DRIVEWAY 200mm (REINFORCEMENT AS PER OPSS IF REQUIRED)
- NATIVE SUBGRADE SHALL HAVE A CROSSFALL OF 3 % AND THE MATERIAL SHALL BE APPROVED BY A SOILS CONSULTANT AND IS SUBJECT TO APPROVAL BY THE DIRECTOR OF PUBLIC WORKS AND ENGINEERING.
- ALL CURB RADI TO BE MINIMUM OF 10.0 METRES RESIDENTIAL AND 15.0 METRES INDUSTRIAL AT THE EDGE OF ASPHALT.
- NATIVE SUBGRADE TO BE COMPACTED TO MINIMUM 95 % STANDARD PROCTOR MAXIMUM DRY DENSITY AND SHALL BE PROOF ROLLED.
- GRADE AND CROSS FALL ADJUSTMENT OF MAINTENANCE HOLE AND CATCH BASIN FRAMES WILL BE MADE USING PRODUCTS SPECIFICALLY MANUFACTURED FOR THAT PURPOSE AS PER OPSD 704.010.
- NON-COMPRESSIBLE BACK FILL WILL BE USED DURING REBUILDING, ADJUSTING, OR ANY OTHER APPLICABLE CATCH BASIN OR MAINTENANCE HOLE WORKS.
- CURB AND SIDEWALK CONCRETE SHALL BE 30MPa AT 28 DAYS WITH 7% +/- 1.5% ENTRAINED AIR AND NOT LESS THAN 355 kg/m³ OF CEMENT (PER OPSS 315 AND 353).

STORM SEWERS

- STORM SEWER TO BE PROVIDED ON ALL ROADS WITH CURB AND GUTTER.
- PLACE ALL CATCH BASIN LATERALS AT 2% GRADE UNLESS OTHERWISE NOTED. PIPE SIZE MINIMUM 250mm DIA. SINGLE, 300mm DIA. DOUBLE.
- STORM SEWERS SHALL BE CONSTRUCTED WITH BEDDING AS PER OPSD 802.030 FOR RIGID PIPE OR OPSD 802.010 WITH GRANULAR "A" FOR FLEXIBLE PIPE UNLESS APPROVED OTHERWISE BY THE DIRECTOR OF PUBLIC WORKS AND ENGINEERING.
- MAINTENANCE HOLE TOPS (FRAMES) AND CATCHBASIN (FRAMES) ARE TO BE SET TO BASE COURSE ASPHALT AND THEN ADJUSTED TO FINAL GRADE WHEN THE TOP LIFT OF ASPHALT IS PLACED.
- STORM SEWER TO BE LOCATED OFFSET 1.5m SOUTH OR WEST OF CENTRELINE UNLESS OTHERWISE SPECIFIED.
- ALL CONNECTIONS TO THE STORM MAIN SHALL BE MADE WITH A STORM MANHOLE OR APPROVED FACTORY TEE CONNECTION AS PER OPSD 708.01 OR 708.03.
- PIPE MATERIAL TO BE REINFORCED CONCRETE WITH A STRENGTH OF 50 N/m²mm CERTIFIED TO C.S.A. STANDARD A257.2-1982, CLASS 50-D (PREVIOUSLY C.S.A. STANDARD A257.2-1974 CLASS D) OR PVC CERTIFIED TO C.S.A. STANDARDS 182.2 AND 182.4 MAX. PVC PIPE DIA. IS 600mm BIG O BOSS 2000 POLYETHYLENE PIPE WITH GASKETED BELAND SPOT JOINTS CERTIFIED C.S.A. 8182.6 FOR STORM SEWERS UP TO 900mm DIA. WHERE ONLY CONNECTION STD CATCHBASIN ARE CONSIDERED.
- STORM SEWER TO BE MINIMUM 300mm DIA. WITH JOINTS CONFORMING TO C.S.A. STANDARD A257.3
- ALL PIPE BEDDING MUST CONFORM TO OPSD MAXIMUM COVER TABLE. NO FLEXIBLE PIPE SEWERS WILL BE INSTALLED WITH A DEPTH COVER GREATER THAN 6m UNLESS SPECIFICALLY APPROVED BY THE DIRECTOR OF PUBLIC WORKS AND ENGINEERING.
- ALL PIPE HANDLING INSTRUCTIONS MUST BE IN STRICT COMPLIANCE WITH MANUFACTURERS INSTALLATION GUIDES AND THE OCPA OR UNBELL GUIDELINES.



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No.	DESCRIPTION	DATE	BY	APPROVED

REVISIONS

APPROVED FOR CONSTRUCTION

THIS APPROVAL CONSTITUTES A GENERAL REVIEW AND DOES NOT CERTIFY DIMENSIONAL ACCURACY.

THIS APPROVAL IS SUBJECT TO THE FURTHER CERTIFICATION OF THE "AS CONSTRUCTED" WORKS BY A REGISTERED PROFESSIONAL ENGINEER OF THE PROVINCE OF ONTARIO

DATE: _____ APPROVED BY: _____

BENCH MARK:
ELEVATIONS ARE IN METRES AND ARE DERIVED FROM REGION OF PEEL BENCHMARK No. 25, ON THE NORTH FACE AT THE WEST CORNER OF A TWO STOREY CONCRETE BLOCK BUILDING LOCATED ON THE EAST SIDE OF AIRPORT ROAD APPROXIMATELY 0.32 KM NORTH OF THE NORTHERLY LIMIT OF CALEDON EAST.
ELEVATION = 310.640

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PROJECT NAME
PROPOSED MIXED-USE DEVELOPMENT
CHATEAUX OF CALEDON TOWN SQUARE
0 ATCHISON DRIVE, BLOCK 164 ON PLAN 43M-1840
TOWN FILE No.: PRE 17-0084

TOWN OF CALEDON

GENERAL NOTES & DETAILS

SCALE : N.T.S.	PROJECT No. 160622596
DESIGN BY: J.L.	CHECKED BY: S.K.
DRAWN BY: J.L.	DATE: JUNE 2020

DRAWING No. DET-1

