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### INDEX

| DRAWING |
|---------|
| IN1     |
| DE-1    |
| OP-1    |
| OP-1A   |
| PP-1    |
| PP-2    |
| OP-2    |

## DESCRIPTION

TITLE PAGE INDEX AND LEGEND TYPICAL DETAILS & NOTES OVERALL PLAN OVERALL PLAN PLAN & PROFILE PLAN & PROFILE OVERALL PLAN

SCARCLIFFE ROAD SCARCLIFFE ROAD SCARCLIFFE ROAD SCARCLIFFE ROAD SCARCLIFFE ROAD

| DISCLAIMER AND COPYRIGHT   | BENCHMARKS | NOTES  |
|--|------------|--|
| CONTRACTOR MUST VERIFY ALL DIMENSIONS AND BE<br>RESPONSIBLE FOR SAME. ANY DISCREPANCIES MUST<br>BE REPORTED TO THE ENGINEER BEFORE<br>COMMENCING WORK. DRAWINGS ARE NOT TO BE<br>SCALED.   |            | <ol> <li>LEGAL SURVEY INFORMATION PROVIDED BY TULLOCH<br/>GEOMATICS INC. AND THE DISTRICT MUNICIPALITY O<br/>MUSKOKA.</li> </ol> |
| TATHAM ENGINEERING LIMITED CLAIMS COPYRIGHT TO<br>THIS DRAWING WHICH MAY NOT BE USED FOR ANY<br>PURPOSE OTHER THAN THAT PROVIDED IN THE<br>CONTRACT BETWEEN THE OWNER/CLIENT AND THE<br>ENGINEER WITHOUT THE EXPRESS CONSENT OF<br>TATHAM ENGINEERING LIMITED. |            |  |
| awing Name: 221563 — TP01.dwg, Plotted: May 27, 2024   |            |  |

| AD — REHABILITATION             | STA. 3+000 TO 3+600   |
|---------------------------------|-----------------------|
| AD – REHABILITATION             | STA. 3+600 TO 3+990   |
| AD – RECONSTRUCTION             | STA. 3+600 TO 3+900   |
| AD – RECONSTRUCTION             | STA. 3+900 TO 3+990   |
| AD/MARQUIS LANE - REHABILIATION | STA. 3+990 TO 4+121.5 |
|                                 |                       |

# LEGEND

| ITEM                                  | EXISTING                                | PROPOSED                                |
|---------------------------------------|---|---|
| PROPERTY LINE                         |   |   |
| LOT LINE                              |   |   |
| CENTERLINE                            |   |   |
| EDGE OF ASPHALT                       |   |   |
| CONCRETE CURB                         |   |   |
| EDGE OF GRAVEL SHOULDER               |   | <u> </u>                                |
| DITCH/DIRECTION OF FLOW               |   |   |
| DRAINAGE SWALE/DIRECTION OF FLOW      |   | <b>+</b>                                |
| CULVERT                               |   | = $=$ $=$ $=$                           |
| BELL UNDERGROUND                      | BU                                      | BU                                      |
| BELL AERIAL                           | ——— ВА ———                              | ——— ВА ————                             |
| CABLE UNDERGROUND                     | CU                                      | cu                                      |
| CABLE AERIAL                          | CA                                      | CA                                      |
| HYDRO UNDERGROUND                     | HU                                      | HU                                      |
| HYDRO AERIAL                          | ——— НА ———                              | ——— НА ————                             |
| GAS MAIN/SERVICE                      | GAS                                     | GAS                                     |
| FENCE                                 | — x — x —                               | — x — x —                               |
| GUIDERAIL                             |   |   |
| BUSHLINE/TREELINE                     | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ |
| CONTOUR                               | 179.00                                  | 179.00                                  |
| TRAFFIC SIGN                          | þ <i>sign</i>                           | ● SIGN                                  |
| TRAFFIC POLE/TRAFFIC SIGNAL           | O <i>TLS</i>                            | • P1                                    |
| LIGHT STANDARD                        | 0 <i>LS</i>                             | ● LS                                    |
| HYDRO POLE                            | O HP                                    | ● HP                                    |
| GUY WIRE                              | )                                       | <b>``</b>                               |
| BELL POLE                             | O BP                                    |   |
| BELL MAINTENANCE HOLE                 | ) BELL MH                               |   |
| BELL PEDESTAL/VAULT                   | B                                       |   |
| CABLE PEDESTAL/VAULT                  | C                                       |   |
| HYDRO TRANSFORMER/VAULT               | E                                       |   |
| GAS VALVE                             | GAS VALVE                               |   |
| GAS MARKER                            | ⊕ <sup>GAS</sup>                        |   |
| MAILBOX                               | Ŭ.                                      |   |
| STANDARD IRON BAR                     | - <b>#</b> - <i>SIB</i>                 |   |
| IRON BAR                              | IB                                      |   |
| TEMPORARY BENCHMARK                   | ■18<br>() <i>TBM#1</i>                  |   |
| BOREHOLE/TEST HOLE                    | 🕒 ныя                                   |   |
| DECIDUOUS/CONIFEROUS TREE, SHRUB/BUSH | A My m                                  |   |
| ROCK FLOW CHECK DAM                   | End the co                              | RFCD                                    |
| NOON FLOW CHECK DAM                   |   |   |

| TULLOCH<br>IPALITY OF | <b>No.</b><br>1. | REVISION DESCRIPTION<br>ISSUED FOR TENDER | DATE<br>MAY/24 | ENGINEER STAMP | SCARCLIFFE ROAD AND<br>MARQUIS LANE RECONSTRUCTION<br>TOWNSHIP OF MUSKOKA LAKES<br>CONTRACT No. T-2024-23 | 17          |                | A M<br>ring |
|-----------------------|------------------|---|----------------|----------------|---|-------------|----------------|-------------|
|                       |                  |   |                |                |   | DESIGN: RTM | FILE: 221563-1 | DWG:        |
|                       |                  |   |                |                | INDEX AND LEGEND  | DRAWN: DFT  | DATE: MAR 2024 | IN-1        |
|                       |                  |   |                |                |   | CHECK: RTM  | SCALE: N/A     |             |

SAFETY ACT.

1. ALL DIMENSIONS ARE IN METRES (m) OR MILLIMETRES (mm) UNLESS SPECIFIED OTHERWISE

ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH OCCUPATIONAL HEALTH AND 2.

ALL WORK SHALL BE IN ACCORDANCE WITH THE TOWNSHIP OF MUSKOKA LAKES, ONTARIO PROVINCIAL STANDARD SPECIFICATIONS AND DRAWINGS (OPSS & OPSD). TOWNSHIP STANDARDS GOVERN IN CASE OF A CONFLICT.

THE CONTRACTOR IS RESPONSIBLE FOR ALL LAYOUT. THE CONTRACTOR SHALL PROTECT 4. SURVEY MONUMENTS AND BENCHMARKS ENCOUNTERED DURING THE WORK. ALL SURVEY MONUMENTS AND BENCHMARKS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY AN ONTARIO LAND SURVEYOR, AT THE CONTRACTOR'S EXPENSE.

CONTRACTOR TO RECORD EXISTING GRADES AND CONDITIONS WITHIN CONTRACT LIMITS 5. SUFFICIENT TO REINSTATE ALL DITCHES, CULVERTS, HEADWALLS, DRIVEWAYS, ROADS, ETC. WHICH MAY BE DISTURBED DURING CONSTRUCTION OF THE WORKS. A COPY OF CONTRACTORS RECORDS TO BE PROVIDED TO THE CONTRACT ADMINISTRATOR PRIOR TO CONSTRUCTION.

THE CONTRACTOR SHALL PROVIDE ACCESS TO DO ALL TEMPORARY AND PERMANENT 6. WORKS.

- THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS\EGRESS TO ALL PRIVATE AND 7. PUBLIC PROPERTY AT ALL TIMES. ALL DRIVEWAYS DISTURBED DURING CONSTRUCTION SHALL BE REINSTATED TO EXISTING CONDITION OR BETTER IN A TIMELY MANNER.
- THE CONTRACTOR SHALL SUPPLY ALL NECESSARY WATER AND/OR CALCIUM CHLORIDE 8. AS REQUIRED FOR COMPACTION AND/OR DUST CONTROL.
- 9. DISTURBED AREAS TO BE REINSTATED TO ORIGINAL CONDITION OR BETTER.
- TREES AND LANDSCAPING IN THE RIGHT OF WAY OR ON THE RIGHT OF WAY LIMIT SHALL 10. BE PROTECTED. TREES THAT MUST BE REMOVED SHALL BE IDENTIFIED AND PERMISSION FOR REMOVAL SHALL BE OBTAINED FROM THE CONTRACT ADMINISTRATOR.
- THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OF TRAFFIC 3.0 m WIDE 11. MINIMUM ON SCARCLIFFE ROAD AND MARQUIS LANE AT ALL TIMES. ROAD OCCUPANCY PERMITS FROM THE TOWNSHIP SHALL BE OBTAINED FOR THE WORK. TRAFFIC CONTROL AND SIGNAGE DURING CONSTRUCTION SHALL CONFORM TO TOWNSHIP REQUIREMENTS AND THE MOST CURRENT ONTARIO CONSTRUCTION REGULATIONS INCLUDING REGULATION NO. 213 UNDER OHSA AND MTO TEMPORARY CONDITIONS MANUAL BOOK NO. 7.
- 12. THE CONTRACTOR SHALL MAKE HIS OWN ARRANGEMENTS FOR THE SUPPLY OF TEMPORARY WATER AND/OR POWER.
- 13. ALL ENGINE DRIVEN PUMPS TO BE ADEQUATELY SILENCED, SUITABLE FOR OPERATION IN A RESIDENTIAL TOWNSHIP.
- ALL WORK SHALL BE UNDERTAKEN TO MINIMIZE THE ENTRY OF SEDIMENT AND DEBRIS 14. INTO ANY WATERCOURSE. ANY DEBRIS THAT ENTERS ANY WATERCOURSE MUST BE REMOVED IMMEDIATELY.

### ENVIRONMENTAL PROTECTION

- THE CONTRACTOR SHALL INSTALL ALL EROSION AND SEDIMENTATION CONTROLS NECESSARY TO ENSURE THAT ALL WORK IS CONTAINED WITHIN THE RIGHT OF WAY.
- CONTRACTOR IS TO PROVIDE A DETAILED PLAN OF ENVIRONMENTAL PROTECTION 2. METHODS TO THE CONTRACT ADMINISTRATOR FOR REVIEW A MINIMUM OF THREE WEEKS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- 3. STRAW BALE FLOW CHECK DAM TO OPSD 219.180.
- 4. EROSION AND SEDIMENTATION CONTROLS SHOWN ON THE DRAWINGS ARE INTENDED TO INDICATE THE MINIMUM REQUIREMENTS ONLY. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR THE ADEQUACY OF THESE MEASURES AND ENSURE THAT THEY ARE SUFFICIENT FOR THEIR OPERATIONS.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL EROSION AND SEDIMENTATION CONTROL MEASURES THROUGHOUT THE DURATION OF THE CONTRACT TO THE SATISFACTION OF THE CONTRACT ADMINISTRATOR, DEPARTMENT OF FISHERIES AND OCEANS AND THE MINISTRY OF NATURAL RESOURCES AND FORESTRY. ALL CONTROLS TO BE INSPECTED DAILY AND REPAIRED/REPLACED AS NECESSARY.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THAT 6. DELETERIOUS MATERIAL, DEBRIS, ETC. DOES NOT ENTER A WATERCOURSE FROM ANY SOURCE.
- CONSTRUCTION EQUIPMENT SHALL BE PROHIBITED FROM ENTERING A WATERCOURSE. 7. LIKEWISE THE CLEANING OF EQUIPMENT OR TOOLS IN A WATERCOURSE IS PROHIBITED.
- 8. REFUELING OR MAINTAINING EQUIPMENT IS PROHIBITED WITHIN 30m OF ANY WATERCOURSE. THE CONTRACTOR IS REQUIRED TO MAINTAIN ALL WATERCOURSE FLOWS DURING
- CONSTRUCTION. 10. ANY MACHINERY REQUIRED FOR CONSTRUCTION SHALL BE OPERATED IN A MANNER THAT
- MINIMIZES THE DISTURBANCE TO THE BANKS OR BED OF THE WATER BODY. MACHINERY IS TO ARRIVE ON SITE IN A CLEAN CONDITION AND IS TO BE MAINTAINED FREE OF FLUID LEAKS.
- AN EMERGENCY SPILL KIT SHALL BE KEPT ON SITE FOR THE DURATION OF 11. CONSTRUCTION IN CASE OF LEAKS OR SPILLS.
- 12. THE CONTRACTOR SHALL PROTECT EXISTING TREES, SHRUBS AND VEGETATION TO BE RETAINED FROM INJURY DURING CONSTRUCTION. SHOULD ANY BE DAMAGED DURING OPERATIONS, THE CONTRACTOR SHALL REPLACE IN KIND AT NO EXTRA COST TO THE OWNER.
- 13. THE CONTRACTOR SHALL PREVENT THE TRACKING OF MUD AND SOIL FROM THE SITE ONTO ADJACENT ROADS AND STREETS. IF, FOR ANY REASON, IT IS TRACKED TO ROADS OR STREETS, IT SHALL BE REMOVED IMMEDIATELY.
- 14. THE CONTRACTOR SHALL REMOVE ALL SEDIMENT CONTROL MEASURES, DE-WATERING WORKS AND ANY ACCUMULATED SEDIMENT AT THE END OF THE CONTRACT. NO SEDIMENT OR EROSION CONTROL MEASURES ARE TO BE REMOVED PRIOR TO RE-VEGETATION AND STABILIZATION OF ALL DISTURBED AREAS.

ROAD CONSTRUCTION

1.

- MATERIAL'S RESPECTIVE SPMDD.
- 2. OPSS.MUNI 310 AND OPSS.MUNI 314.
- 3. EXISTING ROAD SURFACE TO BE PULVERIZED TO A DEPTH OF 150 mm TO ENSURE ADEQUATE MIXING OF EXISTING GRANULAR AND EXISTING ASPHALT. PULVERIZED MATERIAL TO BE GRADED AND COMPACTED AND CALCIUM APPLIED FOR DUST CONTROL.
- UPON COMPLETION OF ALL PULVERIZING, ROAD GRANULAR BASE SHALL BE GRADED TO 4. ACHIEVE CROSS FALL OR SUPERELEVATION, AND COMPACTED AS PER DESIGN PRIOR TO APPLYING GRANULAR A LIFT.
- ROAD BASE TO BE CONSTRUCTED WITH 150 mm OF GRANULAR A. ROAD SURFACE TO 5.
- 6. JOINTS WITH EXISTING ASPHALT TO BE SAW CUT STRAIGHT PRIOR TO PLACING NEW ASPHALT AND TACK COAT SHALL BE APPLIED TO EXISTING ASPHALT. WHERE EXISTING ASPHALT IS GREATER THAN 75mm DEPTH, A 300 mm WIDE BY 40 mm DEEP LAP JOINT SHALL BE GROUND INTO EXISTING ASPHALT, OTHERWISE A BUTT JOINT SHALL BE USED.
- 7. TACK COAT SHALL BE APPLIED AT ALL JOINTS, BETWEEN LIFTS AND AT THE DIRECTION OF THE CONTRACT ADMINISTRATOR.
- 8. ALL EXISTING SIGNAGE TO BE REMOVED, SALVAGED AND REINSTATED. ANY SURPLUS SIGNS TO BE RETURNED TO THE TOWNSHIP'S PUBLIC WORKS FACILITY.
- ALL DRIVEWAYS SHALL BE REINSTATED TO THE PROPERTY LINE TO MATCH EXISTING 9. CONDITIONS WITH A MINIMUM 75mm OF GRANULAR 'A' COMPACTED TO 98% SPMDD AND IF PRESENT PRIOR TO CONSTRUCTION A MINIMUM OF 50 mm OF HOT MIX HL4 ASPAHLT. EDGE OF EXISTING ASPHALT TO BE SAW CUT PRIOR TO RESTORATION.
- 10. DITCHES TO BE REINSTATED WITH A MINIMUM 0.5% SLOPE. WHERE GRADES PERMIT, DITCHES TO BE REINSTATED WITH 1.0% MINIMUM SLOPES.
- CULVERTS SHALL BE HDPE BOSS 2000 OR EQUIVALENT HDPE CORRUGATED DOUBLE 11. WALL PIPE (320 KPA) CONFORMING TO CSA B182.8 WITH BELL AND SPIGOT JOINTS AND SQUARE END FINISH.
- 12. TRANSITION TREATMENTS TO BE IN ACCORDANCE WITH OPSD 205.020, 205.030, 205.040 OR 205.050 AS APPROPRIATE. t=1.8m X=50(t-de). GRANULAR BASES SHALL ALSO TAPER AT 10:1 BETWEEN ROCK/EARTH SECTIONS.

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| COMMENCING WORK. DRAWINGS ARE NOT TO BE<br>SCALED.   |            | MUSKUKA.   |     |                      |        | PL WATTS                     | CONTRACT                      |
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| Drawing Name: 221563 — DE01.dwg, Plotted: May 27, 2024   |            | 1  | I I |                      |        | 1                            |                               |

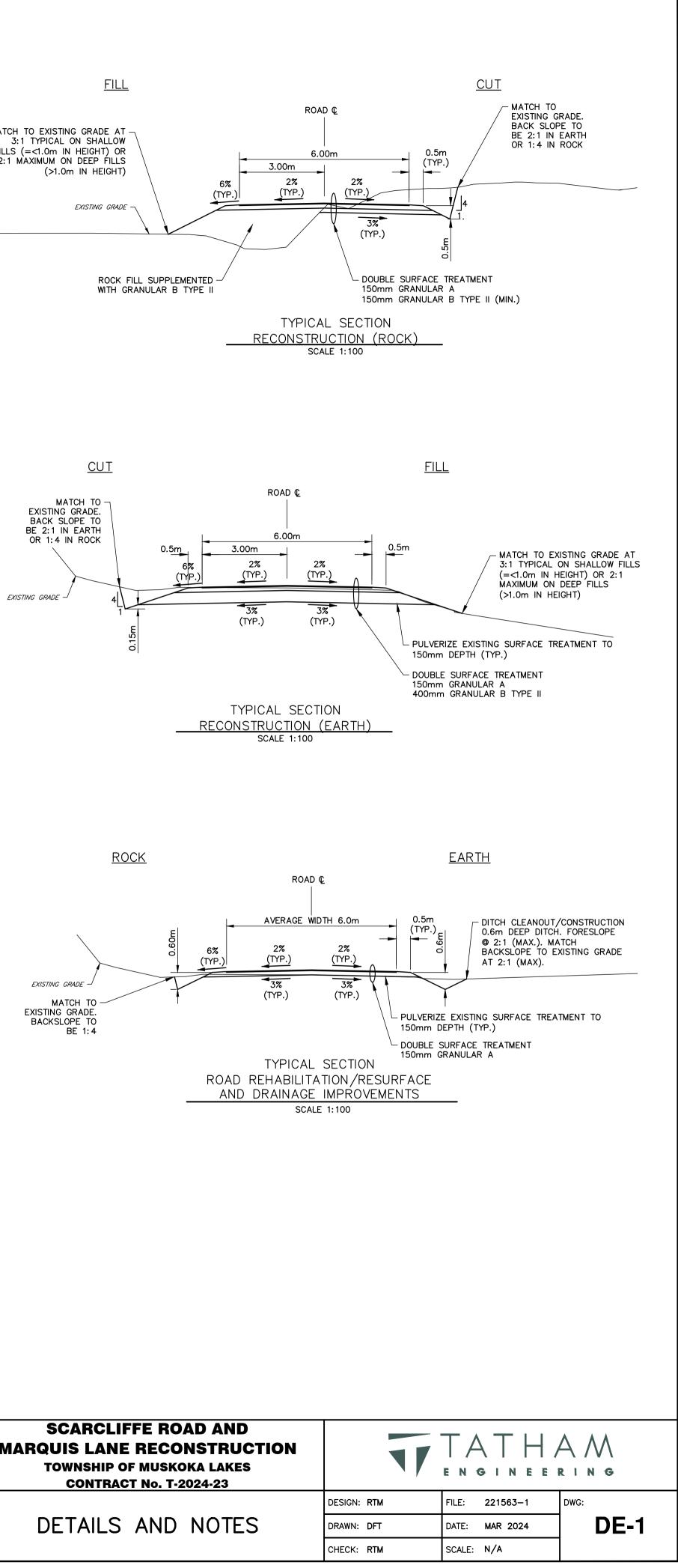
GRANULAR A AND B TO BE COMPACTED TO A DRY DENSITY OF AT LEAST 100% OF THE

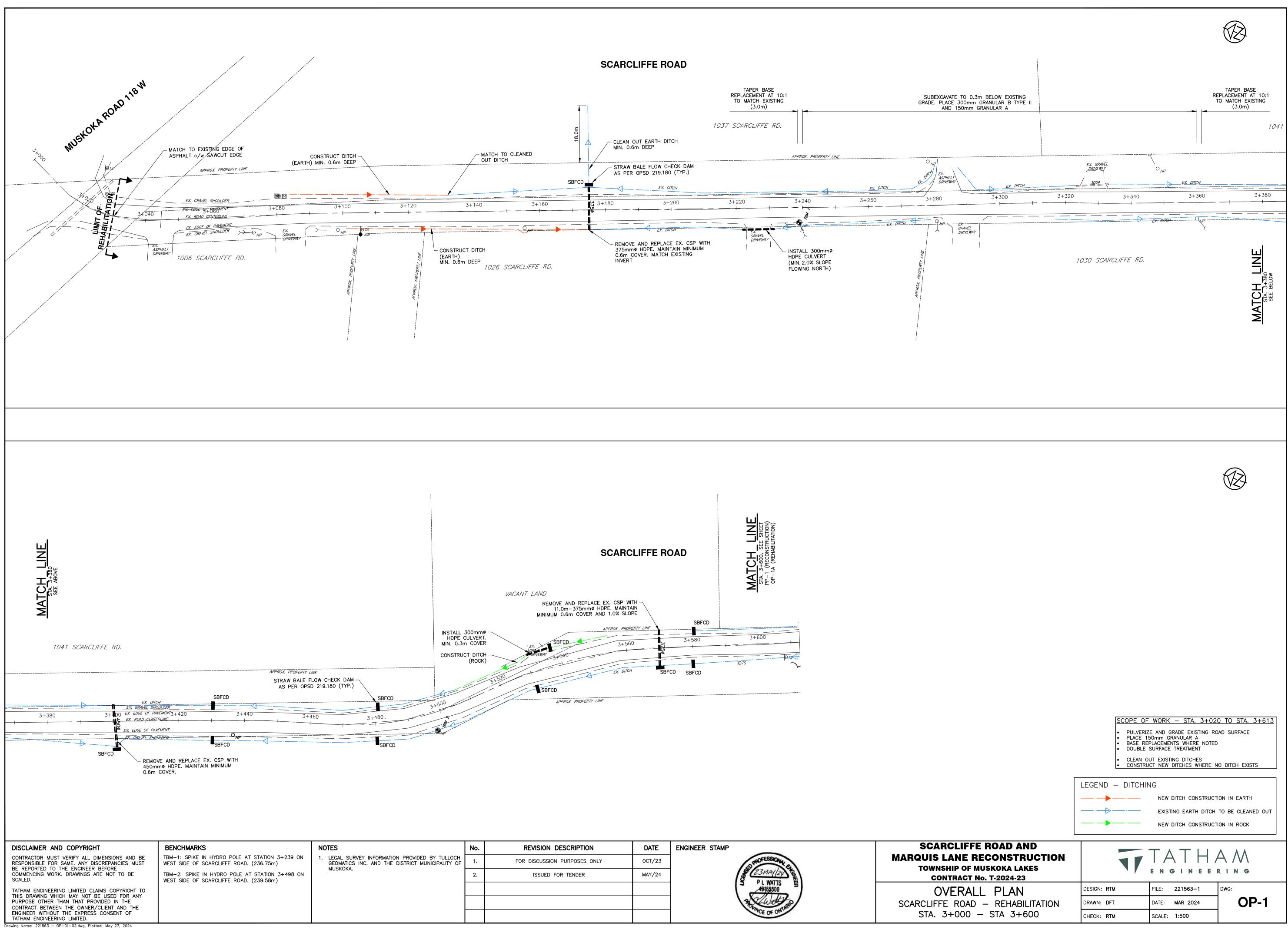
ALL GRANULAR AND ASPHALT MATERIAL TO BE PLACED IN ACCORDANCE WITH

BE CONSTRUCTED WITH DOUBLE SURFACE TREATMENT, UNLESS OTHERWISE NOTED.

MATCH TO EXISTING GRADE AT -FILLS (=<1.0m IN HEIGHT) OR 2:1 MAXIMUM ON DEEP FILLS

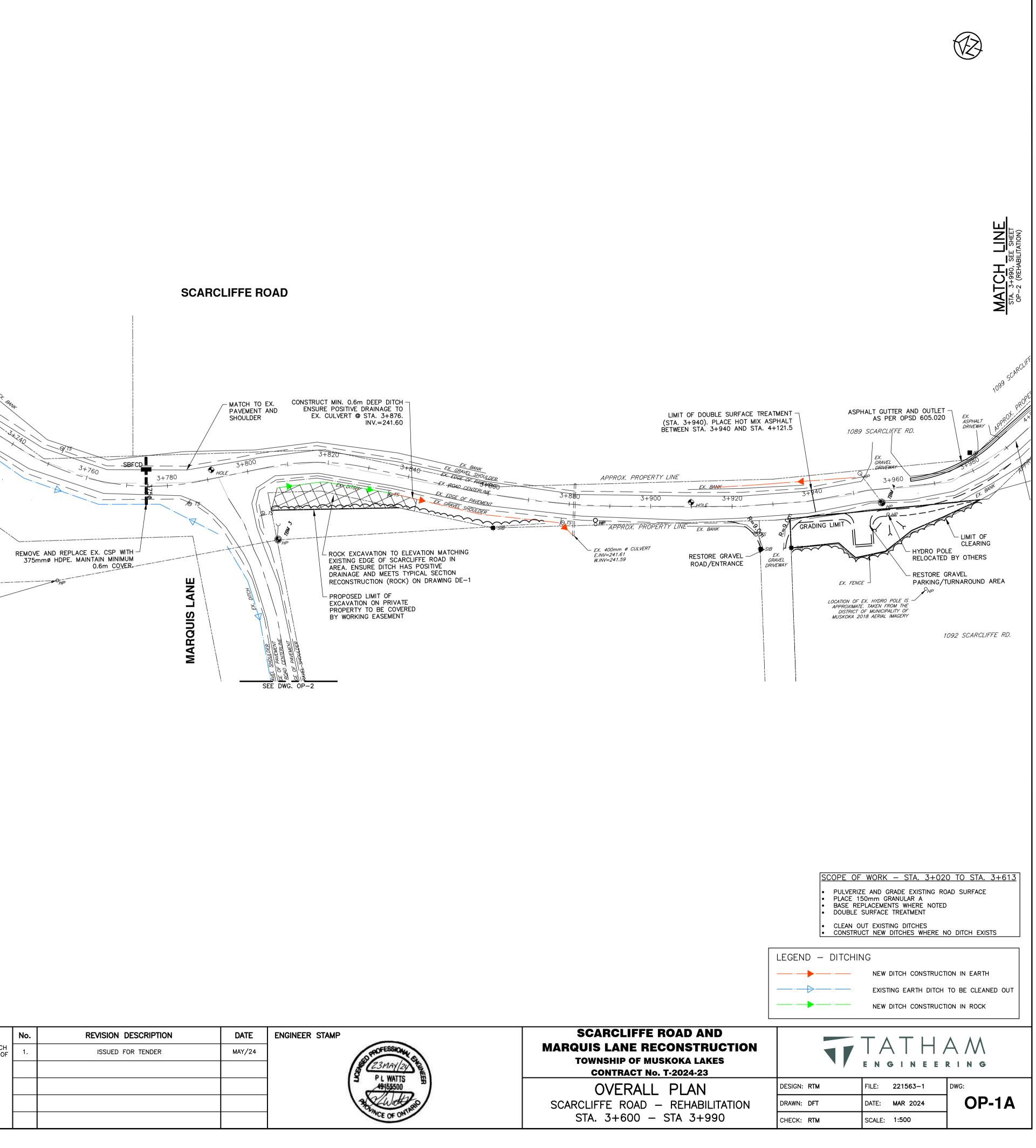
EXISTING GRADE

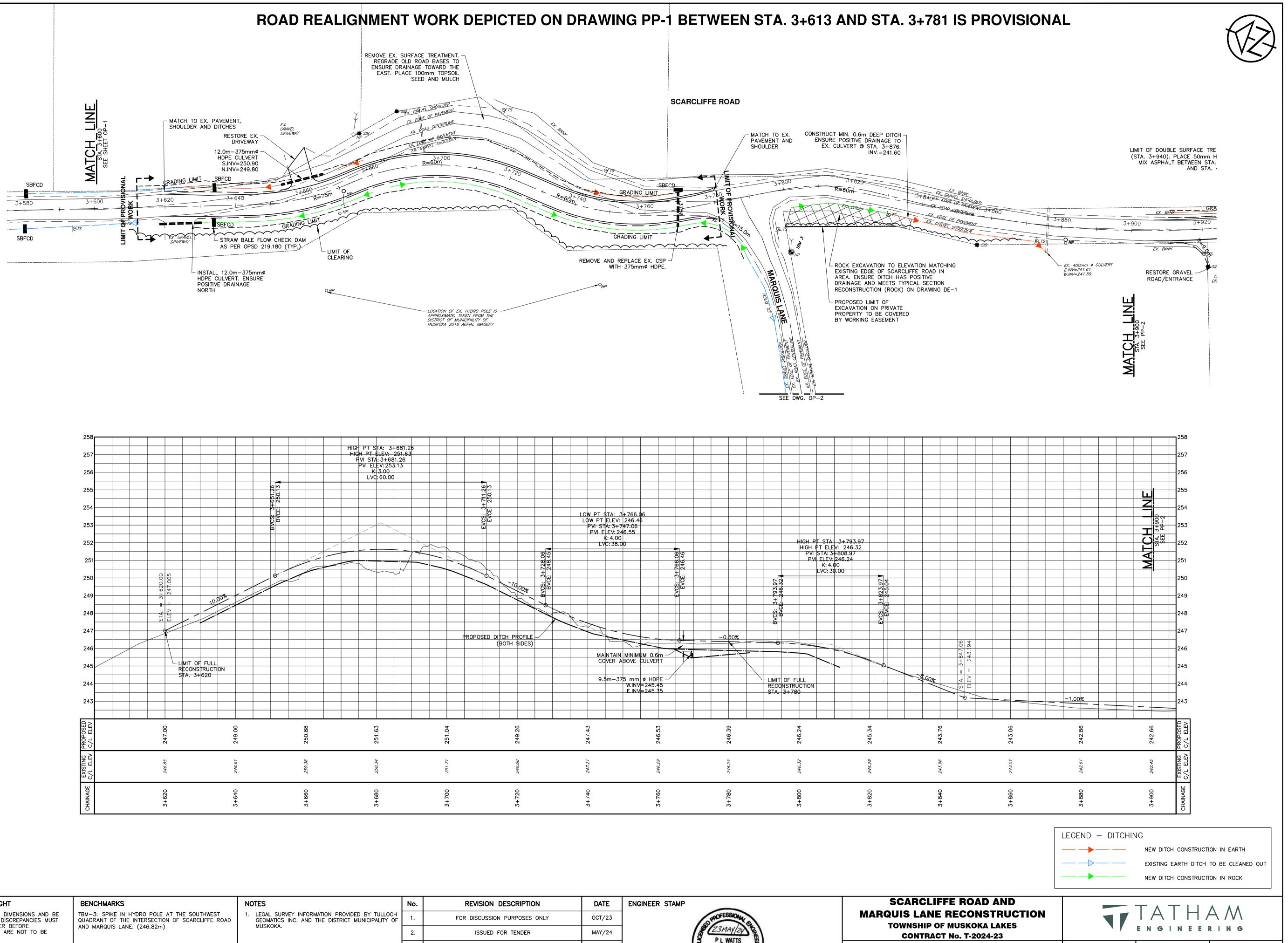


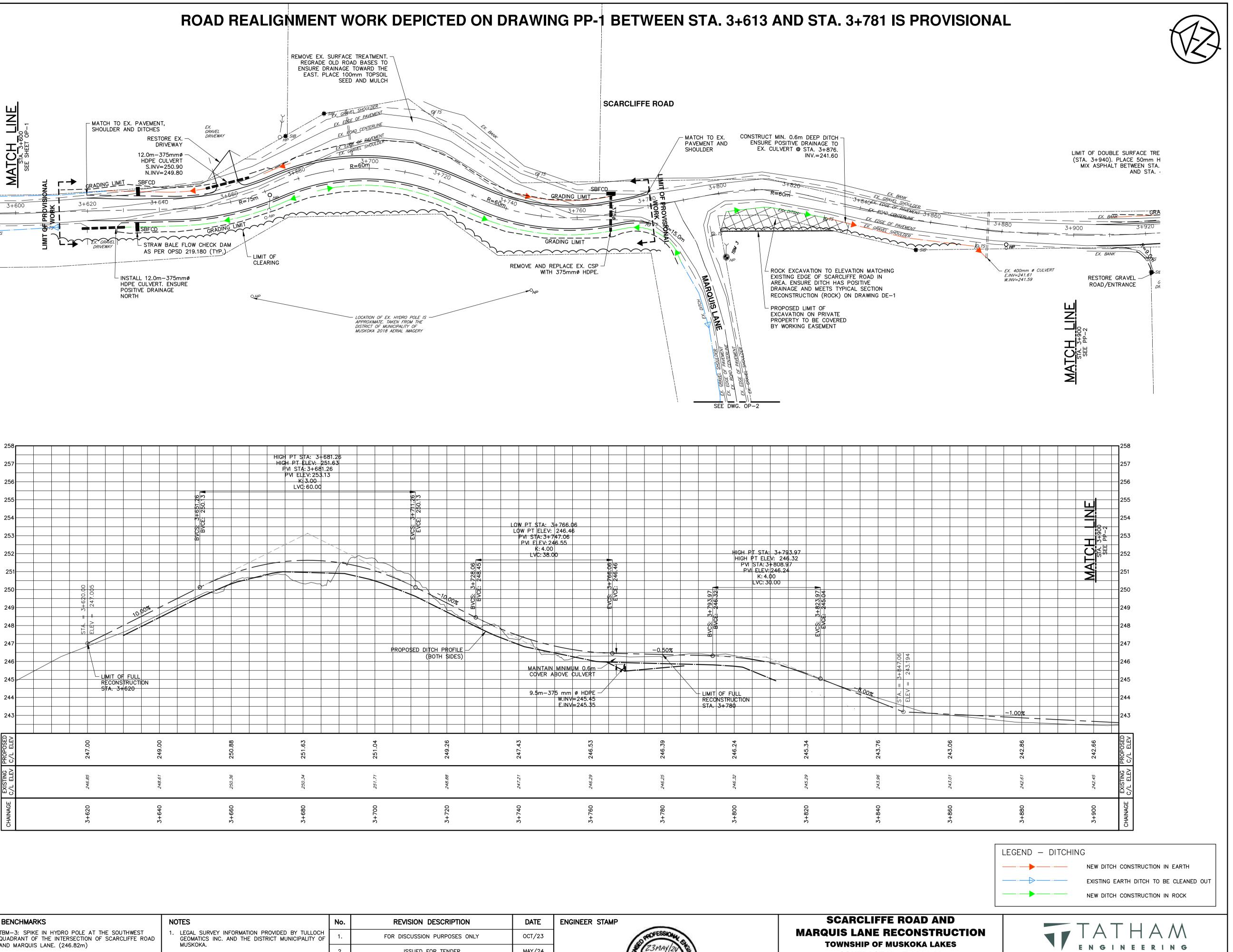


|              | No. | REVISION DESCRIPTION         | DATE   | ENGINEER STAMP   | SCARCLIFFI                  |
|--------------|-----|------------------------------|--------|------------------|-----------------------------|
| LOCH<br>Y OF | 1.  | FOR DISCUSSION PURPOSES ONLY | OCT/23 | S PROFESSIONLY & |                             |
|              | 2.  | ISSUED FOR TENDER            | MAY/24 | Z3MAY/20         | TOWNSHIP OF M<br>CONTRACT N |
|              |     |                              |        | 49155500         | OVERAL                      |
|              |     |                              |        | 30 Wodden        | SCARCLIFFE ROAD             |
|              |     |                              |        | THE OF ON        | STA. 3+000                  |

| 12.0m-<br>HDPE<br>S.INV<br>N.INV<br>SBFCD<br>3+600<br>3+620<br>  | TORE EX.<br>CRAVEL<br>DRIVEWAY<br>450mmø<br>CULVERT<br>2250.90<br>249.80<br>A0<br>A0<br>A0<br>A0<br>A0<br>A0<br>A0<br>A0<br>A0<br>A  | HCART LAND  | SBFCD<br>3+760<br>3+760<br>3+780<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5<br>5 | HOLE<br>HOLE<br>ROCK EXCAVA<br>EXISTING EDGE<br>AREA. ENSURE<br>DRAINAGE AND | TION TO ELEVATION MATCHING<br>EX FOLL OF SCARCLIFFE ROAD IN<br>EDITCH HAS POSITIVE<br>D METS TYPICAL SECTION<br>ION (ROCK) ON DRAWING DE-1 | APPROX. PROI  |
|--|--|---|---|--|--|---|
| DISCLAIMER AND COPYRIGHT<br>CONTRACTOR MUST VERIFY ALL DIMENSIONS AND BE<br>RESPONSIBLE FOR SAME. ANY DISCREPANCIES MUST<br>BE REPORTED TO THE ENGINEER BEFORE<br>COMMENCING WORK. DRAWINGS ARE NOT TO BE<br>SCALED.<br>TATHAM ENGINEERING LIMITED CLAIMS COPYRIGHT TO<br>THIS DRAWING WHICH MAY NOT BE USED FOR ANY<br>PURPOSE OTHER THAN THAT PROVIDED IN THE<br>CONTRACT BETWEEN THE OWNER/CLIENT AND THE | BENCHMARKS<br>TBM-1: SPIKE IN HYDRO POLE AT STATION 3+239 ON<br>WEST SIDE OF SCARCLIFFE ROAD. (236.75m)<br>TBM-2: SPIKE IN HYDRO POLE AT STATION 3+498 ON<br>WEST SIDE OF SCARCLIFFE ROAD. (239.58m) | NOTES       No.         1. LEGAL SURVEY INFORMATION PROVIDED BY TULLOCH GEOMATICS INC. AND THE DISTRICT MUNICIPALITY OF MUSKOKA.       1. | REVISION DESCRIPTION<br>ISSUED FOR TENDER   | DATE ENGINEER STAMP  | P L WATTS H  | SCARCLIFF<br>MARQUIS LANE F<br>TOWNSHIP OF I<br>CONTRACT<br>OVERAL<br>SCARCLIFFE ROAD |
| CONTRACT BETWEEN THE OWNER/CLIENT AND THE<br>ENGINEER WITHOUT THE EXPRESS CONSENT OF<br>TATHAM ENGINEERING LIMITED.<br>Drawing Name: 221563 - OP-01a-2a.dwg, Plotted: May 27, 2024   |  |   |   |  |  | STA. 3+600  |



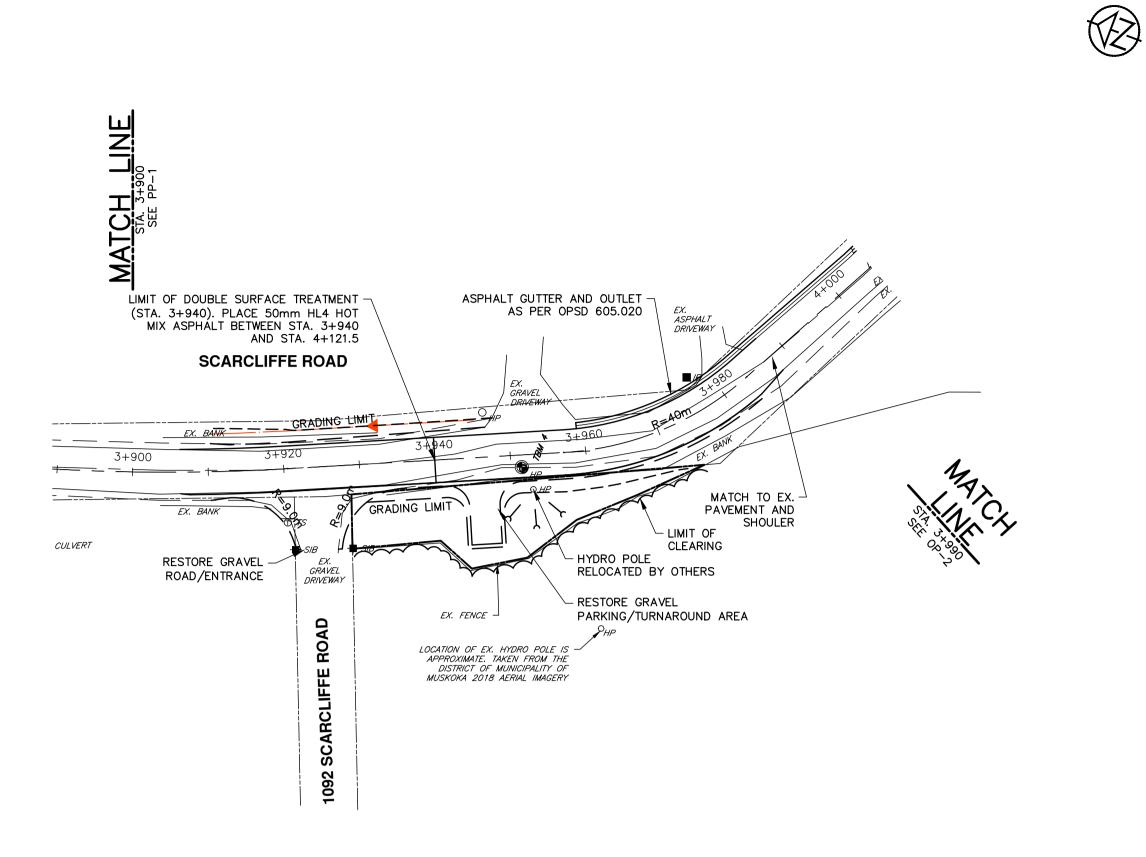




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|--|--|--|-----|------------------------------|--------|------------------|-------------------------------|-------------------------------|--|
| CONTRACTOR MUST VERIFY ALL DIMENSIONS AND BE<br>RESPONSIBLE FOR SAME. ANY DISCREPANCIES MUST   | TBM-3: SPIKE IN HYDRO POLE AT THE SOUTHWEST<br>QUADRANT OF THE INTERSECTION OF SCARCLIFFE ROAD | 1. LEGAL SURVEY INFORMATION PROVIDED BY TULLOCH<br>GEOMATICS INC. AND THE DISTRICT MUNICIPALITY OF | 1.  | FOR DISCUSSION PURPOSES ONLY | OCT/23 | S PROFESSIONLY S |                               |                               |  |
| BE REPORTED TO THE ENGINEER BEFORE<br>COMMENCING WORK. DRAWINGS ARE NOT TO BE<br>SCALED.   | AND MARQUIS LANE. (246.82m)  | MUSKOKA.   | 2.  | ISSUED FOR TENDER            | MAY/24 | PL WATTS         | TOWNSHIP OF MU<br>CONTRACT No |                               |  |
| TATHAM ENGINEERING LIMITED CLAIMS COPYRIGHT TO<br>THIS DRAWING WHICH MAY NOT BE USED FOR ANY<br>PURPOSE OTHER THAN THAT PROVIDED IN THE<br>CONTRACT BETWEEN THE OWNER/CLIENT AND THE<br>ENGINEER WITHOUT THE EXPRESS CONSENT OF<br>TATHAM ENGINEERING LIMITED. |  |  |     |                              |        |                  |                               | H9155500<br>BOLINCE OF ONTHER | PLAN AND<br>SCARCLIFFE ROAD –<br>STA. 3+600 TO |

| ). T-2024-23   |             | ENGINEEI                           | RING        |
|----------------|-------------|------------------------------------|-------------|
| PROFILE        | DESIGN: RTM | FILE: 221563-1                     | DWG:        |
| RECONSTRUCTION | DRAWN: DFT  | DATE: MAR 2024                     | <b>PP-1</b> |
| STA. 3+900     | CHECK: RTM  | SCALE: 1:500 HORIZ.<br>1:100 VERT. |             |

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|--|---|--|-----|------------------------------|--------|--------------------|-----------------------------|
| CONTRACTOR MUST VERIFY ALL DIMENSIONS AND BE<br>RESPONSIBLE FOR SAME. ANY DISCREPANCIES MUST   | TBM-4: SPIKE IN HYDRO POLE AT STATION 3+593 ON<br>WEST SIDE OF SCARCLIFFE ROAD. (245.14m) | 1. LEGAL SURVEY INFORMATION PROVIDED BY TULLOCH<br>GEOMATICS INC. AND THE DISTRICT MUNICIPALITY OF |     | FOR DISCUSSION PURPOSES ONLY | OCT/23 | OFFOFESSION        | MARQUIS LA                  |
| BE REPORTED TO THE ENGINEER BEFORE<br>COMMENCING WORK. DRAWINGS ARE NOT TO BE<br>SCALED.   |   | MUSKOKA.   | 2.  | ISSUED FOR TENDER            | MAY/24 | P L WATTS          | TOWNSHIP<br>CONTRA          |
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| PURPOSE OTHER THAN THAT PROVIDED IN THE<br>CONTRACT BETWEEN THE OWNER/CLIENT AND THE<br>ENGINEER WITHOUT THE EXPRESS CONSENT OF<br>TATHAM ENGINEERING LIMITED. |   |  |     |                              |        | BOLINCE OF ONTRENO | SCARCLIFFE RO/<br>STA. 3+90 |

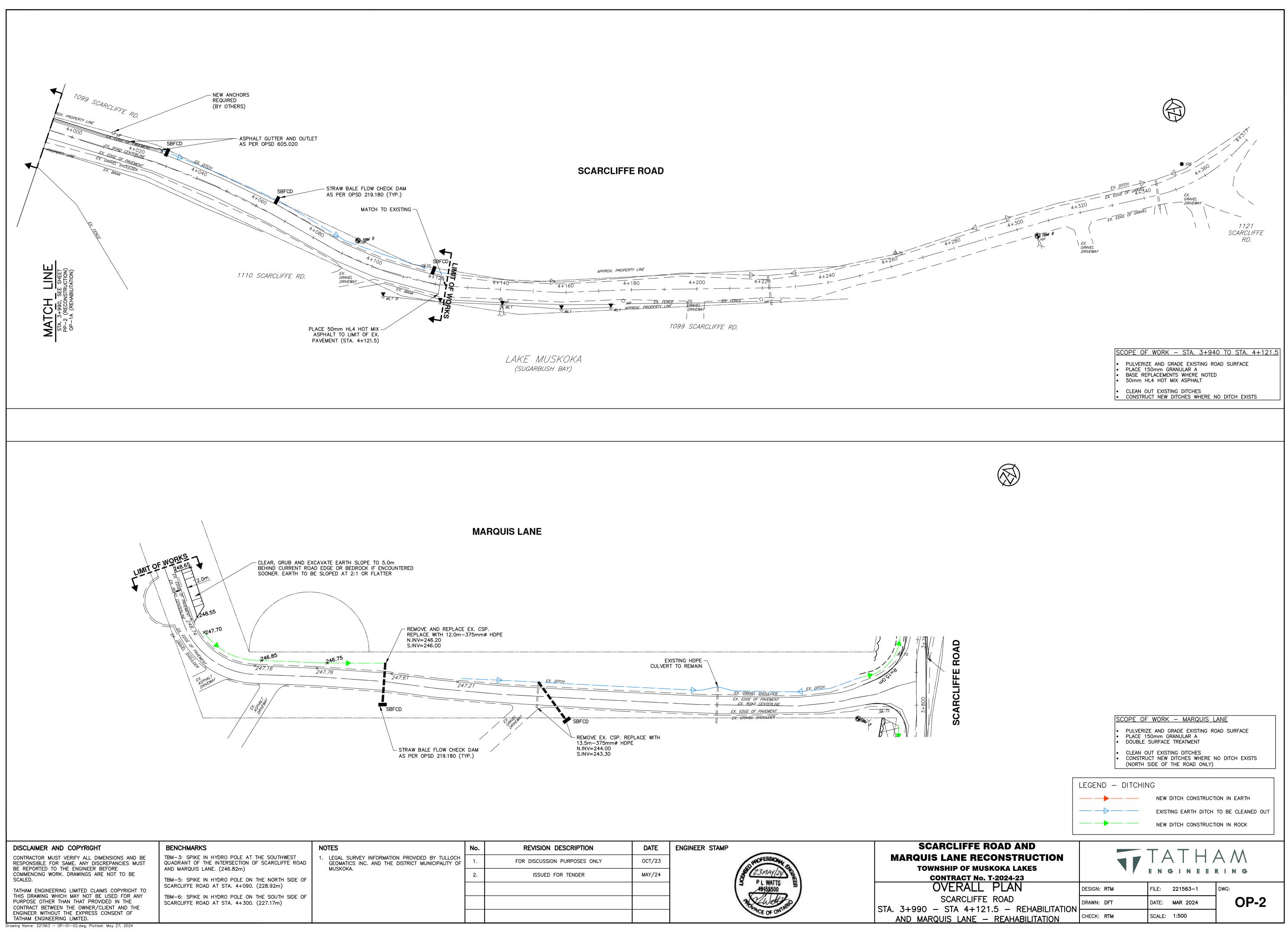


| 251                  |               |   |                                |  |  | 251                   |
|----------------------|---------------|---|--------------------------------|--|--|-----------------------|
| 250                  |               |   | HIGH PT                        | STA: 3+948.99<br>ELEV: 244.60<br>A: 3+952.32 |  | 250                   |
|                      |               |   | PVI ST                         | A: 3+952.32<br>LEV: 2 <b>4</b> 5.16          |  |                       |
| 249                  |               |   |                                | LEV: 245.16<br>(C: 22.16                     |  | 249                   |
| 248                  | 3+900<br>PP-1 | LOW PT STA: 3+911.07<br>LOW PT ELEV: 242.56<br>PVI STA: 3+917.82  | 40<br>40                       | 09   |  | 066  <br>666  <br>248 |
| 0.47                 |               | PVI ELEV: 242.49  | BVCS: 3+941.24<br>BVCE: 244.30 | EVCS: 3+963.40                               |  | · HI                  |
| 247                  |               | K: 2.00<br>LVC: 17.50   |                                |  |  | 247                   |
| 246                  | AM            | <u>3.16</u><br>3.16   |                                |  | A A A A A A A A A A A A A A A A A A A  | 246                   |
| 245                  |               | + 9000  |                                |  |  | 245                   |
|                      |               | BVCS: 3+909.07<br>BVCE: 242.571<br>EVCS: 3+926.57<br>EVCE: 243.16 |                                |  |  |                       |
| 244                  |               |   | 7.15%                          |  |  | 244                   |
| 243                  |               |   |                                |  | 987.35                                 | 243                   |
| 242                  |               |   |                                |  | •••••••••••••••••••••••••••••••••••••• | 242                   |
| 242                  |               |   |                                |  |  | 242                   |
| 241                  |               |   |                                |  | ELEV.                                  | 241                   |
| 240                  |               | RECONSTRUCTION<br>STA. 3+906.30                                   |                                |  |  | 240                   |
|                      |               |   |                                | MATCH TO EX. C                               | ENTRELINE<br>L. 240.03)                |                       |
| 239                  |               |   |                                |  |  | 239                   |
| 238                  |               |   |                                |  |  | 238                   |
|                      |               |   |                                |  |  |                       |
| PROPOSED<br>C/L ELEV | 66            | 76  | 21                             | 00   | 17                                     | PROPOSED<br>C/L ELEV  |
| ROPC<br>/L E         | 242.66        | 242.76  | 244.21                         | 244.00                                       | 241.17                                 | Ropc<br>/L e          |
|                      |               |   |                                |  |  |                       |
| C/L ELEV             | 242.45        | 242.77  | 244.34                         | 244.09                                       | 241.07                                 | EXISTING<br>C/L ELEV  |
| C/L                  | Ń             | Ň   | Ŵ                              | Ň  | Ň                                      | C/L                   |
| AGE                  | 00            | 50  | 40                             | 60   | 80                                     | AGE                   |
| CHAINAGE             | 3+900         | 3+920   | 3+940                          | 3+960  | 3+980                                  | CHAINAGE              |
|                      |               |   |                                |  |  | 0                     |

| LEGEND – | DITCHING |     |   |
|----------|----------|-----|---|
|          |          | NEW | D |

DITCH CONSTRUCTION IN EARTH EXISTING EARTH DITCH TO BE CLEANED OUT 

### FFE ROAD AND - H A M E RECONSTRUCTION А OF MUSKOKA LAKES ACT No. T-2024-23 ENGINEERING FILE: 221563-1 ND PROFILE DESIGN: RTM DWG: **PP-2** AD - RECONSTRUCTION DATE: MAR 2024 DRAWN: DFT ) TO STA. 3+990 SCALE: 1:500 HORIZ. 1:100 VERT. CHECK: RTM



|               | No. | REVISION DESCRIPTION         | DATE   | ENGINEER STAMP           | SCARCLIFF                               |
|---------------|-----|------------------------------|--------|--------------------------|---|
| LOCH<br>IY OF | 1.  | FOR DISCUSSION PURPOSES ONLY | OCT/23 | S PROFESSIONLY S         |   |
| -             | 2.  | ISSUED FOR TENDER            | MAY/24 | 23MAY/24 2               | TOWNSHIP OF N<br>CONTRACT N             |
|               |     |                              |        | 5 PL WATTS 5<br>49155500 | OVERAL                                  |
|               |     |                              |        | 3 Cluder so              | SCARCLIF                                |
|               |     |                              |        | SUNCE OF ONTA            | STA. 3+990 – STA 4+<br>AND MARQUIS LANE |
|               |     |                              | 1      |                          |   |