

GENERAL NOTES

- STANDARD DRAWINGS OF THE CITY OF MISSISSAUGA, CONSTITUTE PART OF THE PLANS OF THE CONTRACT
- INFORMATION REGARDING ANY EXISTING SERVICES AND/OR UTILITIES SHOWN IN THIS SET OF PLANS IS FURNISHED AS THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL INTERPRET THIS INFORMATION AS HE SEES FIT WITH THE UNDERSTANDING THAT THE OWNER AND CITY DISCLAIMS ALL RESPONSIBILITY FOR ITS ACCURACY AND/OR SUFFICIENCY.
- ALL DIMENSIONS AND ELEVATIONS SHALL BE CHECKED AND VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION AND HE SHALL REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER. (DETAILS ARE NOT TO BE SCALED FROM THE DRAWING)
- THE NOTES ON THIS SHEET APPLY TO ALL WORKS UNDER THIS CONTRACT UNLESS OTHERWISE NOTED ON PLAN/PROFILE AND/OR DETAIL DRAWINGS.
- ALL AREAS DISTURBED OUTSIDE THE PLAN BY THE CONTRACTOR DURING THE CONSTRUCTION OF THE WORKS SHOWN HEREON SHALL BE RESTORED TO ORIGINAL CONDITION OR BETTER. ALL GRASS AND VEGETATION COVERED AREAS SHALL BE RESTORED BY PLACING 150MM OF APPROVED TOP SOIL AND SOD TO THE SATISFACTION OF THE CITY, UNLESS OTHERWISE NOTED.
- STREET LIGHTS SHALL BE LOCATED IN POSITIONS AS PER APPROVED LOCATION.
- APPROVED FILL MATERIAL TO BE COMPACTED TO A DRY DENSITY OF NOT LESS THAN 95% OF THE STANDARD PROCTOR DENSITY. AFTER COMPACTION SOIL DENSITY TESTS SHALL BE CONDUCTED TO ENSURE ADEQUATE COMPACTION AND STABILITY OF THE FILL AND TEST RESULTS SHALL BE SUBMITTED TO THE CITY.
- THE SUPERVISION OF PLACEMENT AND COMPACTION AND CERTIFICATION OF ALL ENGINEERED FILL AREAS SHALL BE THE RESPONSIBILITY OF THE GEOTECHNICAL ENGINEER FOR THE PROJECT.
- ALL CONSTRUCTION WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION PROJECTS.
- ALL CONSTRUCTION SIGNING MUST CONFORM TO THE M.T.C. MANUAL "UNIFORM TRAFFIC CONTROL DEVICES" LATEST EDITION.
- REFERENCE TO STANDARD DRAWINGS SHALL MEAN THE STANDARD DRAWINGS OF THE CORPORATION OF THE CITY OF MISSISSAUGA AND UNLESS NOTED OTHERWISE THESE SHALL BE THE REVISION IN EFFECT AS OF THE DATE OF THE CITY'S APPROVAL OF THE CONSTRUCTION DRAWINGS.

STORM

- ALL LOCATIONS & ELEVATIONS OF EXISTING UTILITIES SHOWN ON PLAN OR PROFILE ARE FOR REFERENCE PURPOSES ONLY. THE CONTRACTOR SHALL SATISFY HIMSELF AS TO ACTUAL LOCATION & DEPTH AND SHALL BE LIABLE FOR DAMAGES.
- MANHOLES TO BE CONSTRUCTED AS PER OPSD 701.010.
- ALL PIPE BEDDING TO BE CLASS 'B' AS PER MTA STD 2112.080.
- ALL CONCRETE PIPE TO CONFORM TO CSA SPECIFICATION A-2571 OR A-2572 FOR LARGER THAN 450mm DIA.
- CATCHBASIN TO BE 600mm SQ. PRECAST CONCRETE UNITS AS PER OPSD 705.010 UNLESS OTHERWISE NOTED.
- REAR LOT CATCHBASIN TO BE CONSTRUCTED AS PER CITY STD 2851070.

ROADS

- ALL EXISTING UTILITIES SHOWN ON PLAN ARE FOR REFERENCE PURPOSES ONLY THE CONTRACTOR SHALL SATISFY HIMSELF AS TO ACTUAL LOCATION AND DEPTH, AND SHALL BE LIABLE FOR ALL DAMAGES.
- ALL EXISTING MANHOLE TOPS, VALVE CHAMBERS, GAS BREATHERS ETC. TO BE ADJUSTED TO FINISHED GRADE.
- THE CITY WILL ARRANGE FOR THE RELOCATION OF ANY CONFLICTING H.E.P.C. POLES OR GUY WIRES.
- CONNECTIONS WHICH ARE TO BE ABANDONED SHALL BE PLUGGED WITH CONCRETE.
- UNLESS OTHERWISE NOTED THE CONTRACTOR SHALL REMOVE ALL CSP'S AFFECTED BY THE CONSTRUCTION AND DISPOSE OF SAME AT DUMP SITE.
- ALL INTERNAL CURBS TO BE CONSTRUCTED AS PER OPSD 600.070 or 600.10.
- CONCRETE SIDEWALK TO BE CONSTRUCTED IN ACCORDANCE WITH CITY STD. 2240.01 & 2240.04.
- PAVEMENT DESIGN (INTERNAL ROAD AND PARKING)
 - 250mm COMPACTED DEPTH OF GRANULAR 'B'
 - 200mm COMPACTED DEPTH OF GRANULAR 'A'
 - 65mm COMPACTED DEPTH OF HL8 ASPHALT (BASE COURSE)
 - 40mm COMPACTED DEPTH OF HL3 ASPHALT (TOP COURSE)
- PAVEMENT STRUCTURE FOR INDIVIDUAL DRIVEWAY
 - 150mm COMPACTED DEPTH OF GRANULAR 'A'
 - 50mm COMPACTED DEPTH OF HL8 ASPHALT (BASE COURSE)
 - 25mm COMPACTED DEPTH OF HL3 ASPHALT (TOP COURSE)
- COMPACTION OF GRANULAR MATERIAL TO BE 98% STANDARD PROCTOR DENSITY, TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER.

REGION OF PEEL GENERAL NOTES

SANITARY SEWERS

- ALL SANITARY SEWER BEDDING AS PER STD. 2-3-1.
- MAINLINE SANITARY SEWER PIPE SIZE SHALL BE MINIMUM 250mm IN DIAMETER INSTALLED AT THE APPROVED DESIGN GRADE. PIPE CLASS AND APPURTENANCES AS PER REGION'S SPECIFICATIONS.
- ALL SEWERS CONSTRUCTED WITH GRADES 0.5% OR LESS SHALL BE APPROVED BY THE ENGINEER AND THE AGENCY PROJECT MANAGER OR DESIGNATE AND BE INSTALLED WITH LASER AND CHECKED PRIOR TO BACKFILL.
- MINIMUM SANITARY SEWER PIPE SLOPE FOR LAST LEG SHALL BE 1% AND DESIRABLE SLOPE 2%.
- ALL MANHOLES SHALL BE AS PER REGION STD. DWG. 2-1-1 AND 2-1-2 WITH BENCHING AS PER STD 2-1-4.
- FRAME AND COVERS SHALL BE AS PER REGION STD. DWG. 2-2-2 AND 2-2-3.
- MANHOLE STEPS SHALL BE AS PER REGION STD. DWG. 2-2-4.
- MANHOLES DEEPER THAN 5.0m MUST BE EQUIPPED WITH SAFETY PLATFORMS, AS PER STD 2-2-1
- SANITARY SERVICE LATERALS SHALL BE MINIMUM 125mm DIAMETER.
 - SANITARY SERVICE SHALL BE LOWER THAN AND TO THE RIGHT OF THE STORM SERVICE AT THE PROPERTY LINE WHEN FACING THE LOT FROM THE STREET.
 - CONNECTIONS TO SEWERS SHALL BE MADE WITH MANUFACTURED TEES OR WYES WHERE APPLICABLE AND SHALL BE COLOUR CODED AS NON-WHITE, AS PER STD. DWG. 2-4-1, 2-4-2, AND 2-4-4.

WATERMANS

- THE REGION OF PEEL SHALL CONDUCT THE OPERATION OF EXISTING VALVES AND HYDRANTS IF REQUIRED.
- CONTRACTOR MUST USE BATTER BOARD OR ROD-AND-LEVEL METHOD FOR WATERMAIN INSTALLATION.
- ALL WATERMANS SHALL HAVE 1.70m MINIMUM COVER FOR URBAN ROAD DESIGN AND 2.1m MINIMUM COVER FOR RURAL ROAD DESIGN.
- ALL WATERMANS SHALL MAINTAIN A MINIMUM 1.5m CLEARANCE FROM ALL MANHOLES AND CATCH BASINS, WHERE APPLICABLE.
- FOR WATERMANS CROSSING OVER OR UNDER SEWERS A MINIMUM 0.5m VERTICAL CLEARANCE SHALL BE PROVIDED.
- FOR WATERMAIN CROSSING A SANITARY SEWER, WATERMAIN JOINTS ARE TO BE OFFSET A MINIMUM OF 2.5m HORIZONTALLY FROM THE CENTERLINE OF THE SANITARY SEWER.
- WATERMAIN BEDDING SHOULD BE AS PER BE AS PER STD. 1-5-1.
- WATERMANS TO BE INSTALLED TO GRADES AS SHOWN ON APPROVED PLANS, COPY OF GRADE SHEET MUST BE SUPPLIED TO THE REGION OF PEEL INSPECTOR PRIOR TO COMMENCEMENT OF WORK.
- ANY JOINT DEFLECTION SHALL BE 50% OF MANUFACTURER'S SPECIFICATIONS. PIPE BARREL DEFLECTION IS PROHIBITED.
- FIRE HYDRANTS SHALL BE INSTALLED AS PER REGION STD. DWG. 1-6-1 OR 1-6-2 WITH FLANGE SET BETWEEN 50mm AND 150mm ABOVE FINISHED GRADE.
- ALL HYDRANTS SHALL HAVE 1.2m MINIMUM HORIZONTAL CLEARANCE FROM ALL OTHER UTILITIES AND STRUCTURES MEASURED FROM THE NEAREST POINT OF THE STRUCTURE.
- MECHANICAL RESTRAINTERS ARE REQUIRED FOR ALL FITTINGS, VALVES, DEAD ENDS, CAPS AND HYDRANTS ON ALL PVC WATERMANS; MINIMUM RESTRAINED PIPE LENGTH AS PER REGION'S STANDARD.
- STAINLESS STEEL NUTS AND BOLTS ARE TO BE USED ON ALL METALLIC FITTINGS AND JOINT RESTRAINTS
- ALL METALLIC VALVES, FITTINGS, THROUGH WALL METAL PIPING AND JOINT RESTRAINTS TO BE C/W DENSO PASTEPENSO MASTIC & DENSO TAPE OR APPROVED EQUAL APPLIED TO MANUFACTURER'S RECOMMENDATIONS.
- WHERE PLASTIC PIPE IS USED, INSTALL A 12 GAUGE TWU STRANDED COPPER, LIGHT COLOURED, PLASTIC COATED TRACER WIRE ATTACHED TO THE PIPE WITH APPROVED WIRE SPLICE. THE WIRE SHOULD BE BROUGHT TO THE SURFACE AT EACH SERVICE & VALVE BOX AND HYDRANT VALVES.
- 50mm DIAMETER WATERMAIN SHALL BE TYPE K SOFT COPPER. WATERMAIN INSTALLATION IN CUL-DE-SACS AS PER REGION STD. DWG. 1-7-4.
- A PHYSICAL SEPARATION MUST BE MAINTAINED AT ALL CONNECTION POINTS OF NEW WATERMAIN TO THE EXISTING SYSTEM UNTIL BACTERIOLOGICAL TESTS HAVE PASSED, AS PER STD. DWG 1-7-7 AND 1-7-8.
- PROVISION FOR FLUSHING OF NEW WATERMANS PRIOR TO TESTING MUST BE PROVIDED WITH AT LEAST 50mm OUTLET ON WATERMANS SMALLER THAN 300mm IN DIAMETER, AND MINIMUM 100mm OUTLET ON WATERMANS 300mm AND LARGER. COPPER WATERMANS ARE TO HAVE FLUSHING POINTS AT THE END, THE SAME SIZE AS THE WATERMAIN, AS PER STD. DWG. 1-7-7 AND 1-7-8.
- ALL SERVICE CONNECTIONS TO PVC PIPES ARE TO BE MADE USING APPROVED WIDE BAND SERVICE SADDLE. DIRECT TAPPING IS NOT ALLOWED.
- ALL WATER SERVICES SHALL BE MINIMUM 19mm DIA NOMINAL COPPER PIPE SIZE OR 32mm DIA POLYETHYLENE PIPE. IN GENERAL, NON METALLIC SERVICES SHALL BE ONE SIZE LARGER THAN THE NOMINAL COPPER PIPE SIZE AS PER LATEST APPROVED REGIONAL PRODUCT LIST AND SIZES C/W TRACER WIRE.
- THE MINIMUM LATERAL DISTANCE BETWEEN WATER SERVICES AND OTHER UTILITIES SHALL BE 1.2m.
- ALL RESIDENTIAL WATER SERVICE BOXES/CURB STOPS SHALL BE INSTALLED WITHIN SODDED AREAS WITH MINIMUM DISTANCE OF 1.0 METRES FROM THE EDGE OF THE DRIVEWAY, BE FLUSH WITH GRADE AND ACCESSIBLE AT ALL TIME.
- VALVE AND BOXES SHALL BE CAST IRON SLIDING TYPE, COMPLETED WITH VALVE GUIDE PLATES AND INSTALLED AS PER REGION STD. 1-3-8. MAINLINE VALVES TO BE RESTRAINED AS PER REGION STD. 1-3-3A. VALVES SHALL OPEN TO THE LEFT (COUNTER-CLOCKWISE)
- ALL WATER SERVICES BOXES SHOULD BE "LEAD FREE" AS PER REGION'S MATERIAL SPECIFICATIONS.
- THE REGION WILL COMPLETE THE NECESSARY WATER TESTING (PRESSURE TEST, FLUSHING, CHLORINATION AND SAMPLING). CONTRACTOR MAY PROCEED WITH HIS OWN PRESSURE TEST AND FLUSHING PRIOR TO REGION'S TESTING.

WATERMAIN IN FILL AREA

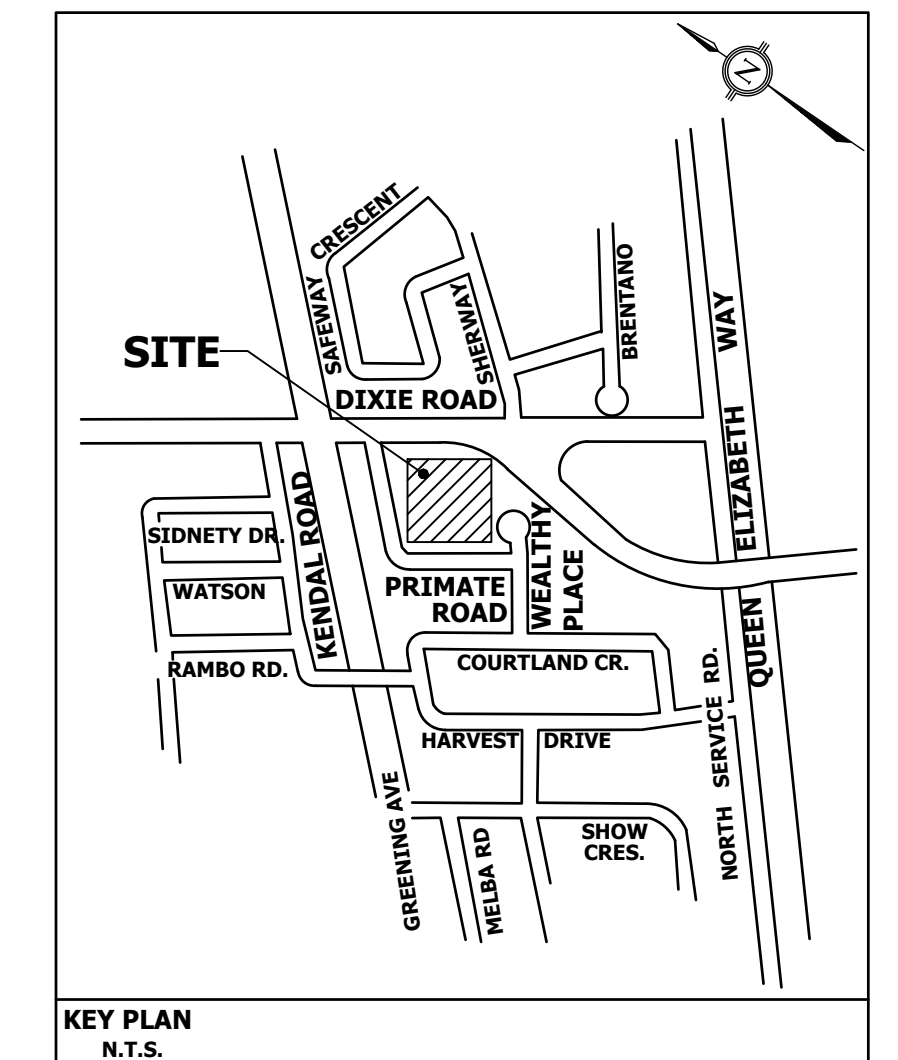
- NO WATERMAIN TO BE LAID ON FILL UNTIL THE FIELD DENSITY TEST REPORTS HAVE BEEN SUBMITTED TO AND APPROVED BY THE REGION OF PEEL OR THE CONSULTING ENGINEER.
- PIPE JOINTS DEFLECTIONS ARE NOT ALLOWED IN FILL AREA.
- JOINTS SHALL BE MECHANICALLY RESTRAINED THE WHOLE LENGTH.
- ALL HYDRANTS, TEE BRANCH VALVES AND HORIZONTAL BENDS ARE TO BE MECHANICALLY RESTRAINED WITH TIE RODS.
- IN EXISTING MUNICIPAL RIGHT-OF-WAY OR EASEMENT, FILL TO BE PLACED TO 600mm MINIMUM ABOVE THE OVERT OF THE WATERMAIN AND TO 300mm EITHER SIDE, COMPACTED TO MINIMUM 100% STANDARD PROCTOR DENSITY IN 300mm LIFTS; AND THEREAFTER, FOR EVERY 300mm LIFT ALONG THE CENTERLINE, AND 1.5m TO EITHER SIDE, OF WATERMAIN AT MAXIMUM INTERVAL OF 30.0m. TEST RESULTS MUST BE SUBMITTED TO AND APPROVED BY THE CONSULTANT OR AGENCY.

REGIONAL ROAD

- CONSTRUCTION AND DETOUR SIGNAGE MUST CONFORM TO "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND LATEST REVISION OF THE ONTARIO MINISTRY OF TRANSPORTATION "TRAFFIC CONTROL MANUAL FOR ROADWAY WORK OPERATIONS".
- ALL TEMPORARY SIGNAGE AND TRAFFIC CONTROL MEASURES SHALL BE IN ACCORDANCE WITH REQUIREMENTS OF ONTARIO TRAFFIC MANUAL, BOOK 7 "TEMPORARY CONDITIONS" AND OPS SPECIFICATIONS AND STANDARD DRAWINGS.
- PAVEMENT MARKINGS MUST BE IN ACCORDANCE WITH THE ONTARIO TRAFFIC MANUAL, BOOK 11 "PAVEMENT HAZARD AND DELINEATION MARKINGS".
- THE CONTRACTOR SHALL NOTIFY IN ADVANCE, AS REQUIRED, THE APPROPRIATE AUTHORITY HAVING JURISDICTION FOR THE ROAD PRIOR TO COMMENCING ANY WORK AND SHALL ACQUIRE AND SATISFY THE REQUIREMENTS OF APPROPRIATE PERMITS (FEES, INSPECTIONS, SIGNAGE, TRAFFIC, MAINTENANCE, DIVERSION, ETC...)
- REGIONAL ROAD CLOSURE IS NOT PERMITTED AT ANY TIME UNLESS APPROVAL FROM REGIONAL COUNCIL WAS OBTAINED FOR THE WORKS, WHERE A MINIMUM TWO MONTH LEAD TIME IS REQUIRED, AS PER REGIONAL POLICY W30-12.
- WORK OPERATIONS THAT REQUIRE DIVERTING TRAFFIC TO ONE LANE ARE SUBJECT TO TIME RESTRICTIONS AND /OR NIGHT TIME OPERATIONS AS SPECIFIED IN ROAD OCCUPANCY PERMIT. THROUGH LANES MUST BE MINIMUM 3.5m, UNLESS OTHERWISE APPROVED.
- FOR TEMPORARY DELINEATION OF TRAFFIC IN OPPOSITE DIRECTIONS A YELLOW CENTRE LINE ON PAVEMENT MUST PAINTED. TRAFFIC CONTROL BARRELS (CONES) ARE NOT PERMITTED FOR THIS

USE ON REGIONAL ROADS.

- NEW JERSEY BARRIERS (NJB) WITH CRASH ATTENUATION DEVICES MUST BE USED ON LONG TERM PROJECTS AS OPPOSED TO TRAFFIC CONTROL DELINEATORS (BARRELS).
- ACCESS TO EXISTING ENTRANCES AND SIDE STREETS, INCLUDING PEDESTRIAN ACCESS, SHALL BE MAINTAINED. ACCESS REQUIREMENTS MUST COMPLY WITH REGION OF PEEL CONTROLLED ACCESS BY-LAW.
- LOCATION OF EXISTING UTILITIES TO BE ESTABLISHED BY THE CONTRACTOR. ALL EXISTING UTILITY ELEVATIONS (SANITARY AND WATERMAIN) INCLUDING CENTRE LINE OF THE ROAD ELEVATIONS HAVE TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCING ANY WORK ON SITE. ANY DISCREPANCIES SHALL BE REPORTED TO THE REGION IMMEDIATELY.
- THE CONTRACTOR(S) SHALL BE SOLELY RESPONSIBLE FOR LOCATING, SUPPORTING AND PROTECTING ALL UNDERGROUND AND OVERHEAD UTILITIES AND STRUCTURES EXISTING AT THE TIME OF CONSTRUCTION IN THE AREA OF HIS WORK, WHETHER SHOWN ON THE PLANS OR NOT, AND FOR ALL REPAIRS AND CONSEQUENCES RESULTING FROM DAMAGE TO SAME.
- THE CONTRACTOR(S) SHALL BE SOLELY RESPONSIBLE TO GIVE 72 HOURS WRITTEN NOTICE TO UTILITY AUTHORITY PRIOR TO CROSSING SUCH UTILITIES FOR THE PURPOSE OF INSPECTION. THIS INSPECTION WILL BE FOR THE DURATION OF CONSTRUCTION WITH THE CONTRACTOR RESPONSIBLE FOR ALL COSTS ARISING FROM SUCH INSPECTIONS.
- ALL ROAD BASE SHALL BE AS PER REGION OF PEEL STD. DWG. 5-1-1 AND 5-1-2.
- ASPHALT PRESERVATIVE SEALER SUCH AS RE-CLIMATE OR APPROVED EQUIVALENT SHALL BE APPLIED AFTER THE ONE-YEAR MAINTENANCE PERIOD FOR THE TOP COURSE ASPHALT.
- ALL EXISTING PAVEMENTS, CURBS, SIDEWALKS AND BOULEVARDS, AND OTHER AREAS DISTURBED BY THE WORK, TO BE REINSTATED EQUAL TO EXISTING AND TO THE SATISFACTION OF APPLICABLE AUTHORITY HAVING JURISDICTION OVER THE ROAD ALLOWANCE. EXISTING PAVEMENT AND CURBS TO BE SAW- CUT TO PROVIDE A SMOOTH JOINT.



PLAN OF SURVEY SHOWING TOPOGRAPHY OF LOTS 26, 27, 28, 29, 30 AND 31 AND PART OF LOT 18 REGISTERED PLAN 473 AND PART OF LOT 6, CONCESSION 1 SOUTH OF DUNDAS STREET (GEOGRAPHIC TOWNSHIP OF TORONTO) CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL

BENCHMARK NOTE
ELEVATIONS SHOWN HEREON ARE REFERRED TO THE CITY OF MISSISSAUGA BENCHMARK No. 351 HAVING AN ELEVATION OF 108.675 METRES LOCATED ON THE EAST FACE AT THE MAIN ENTRANCE OF APPLEWOOD PUBLIC SCHOOL ON THE WEST SIDE OF HARVEST DRIVE, 30.5 METRES SOUTH OF KENDALL ROAD.

2.	CITY COMMENTS FROM AUGUST 8, 2018	OCT.16/2018	M.E.H.
1.	FIRST SUBMISSION	JAN.09/2018	S.Ng.
REVISION BLOCK		DATE	APPR. BY

CITY PARK (DIXIE) INC.
2103-2119 PRIMATE ROAD, 1351 & 1357 WEALTHY PLACE, 2116& 2112 DIXIE ROAD

	APPROVED AS TO FORM IN RELIANCE UPON THE PROFESSIONAL SKILL AND ABILITY OF CONDELAND ENGINEERING LIMITED AS TO DESIGN AND SPECIFICATION DIRECTOR OF DEVELOPMENT/ TRANSPORTATION ENGINEERING DATE: _____
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CONDELAND
CONSULTING ENGINEERS & PROJECT MANAGERS
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Concord, Ontario L4K 3Z2 F: (905) 695-2099

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GENERAL NOTES

DESIGNED BY: M.E.H./ S.N.	DATE: OCTOBER 2018	CHECKED BY: M.E.H.
DRAWN BY: G.M./ M.A.	DRAWING NO.	
SCALES: N.T.S	17-017 -01	CITY FILE: DARC 17-192