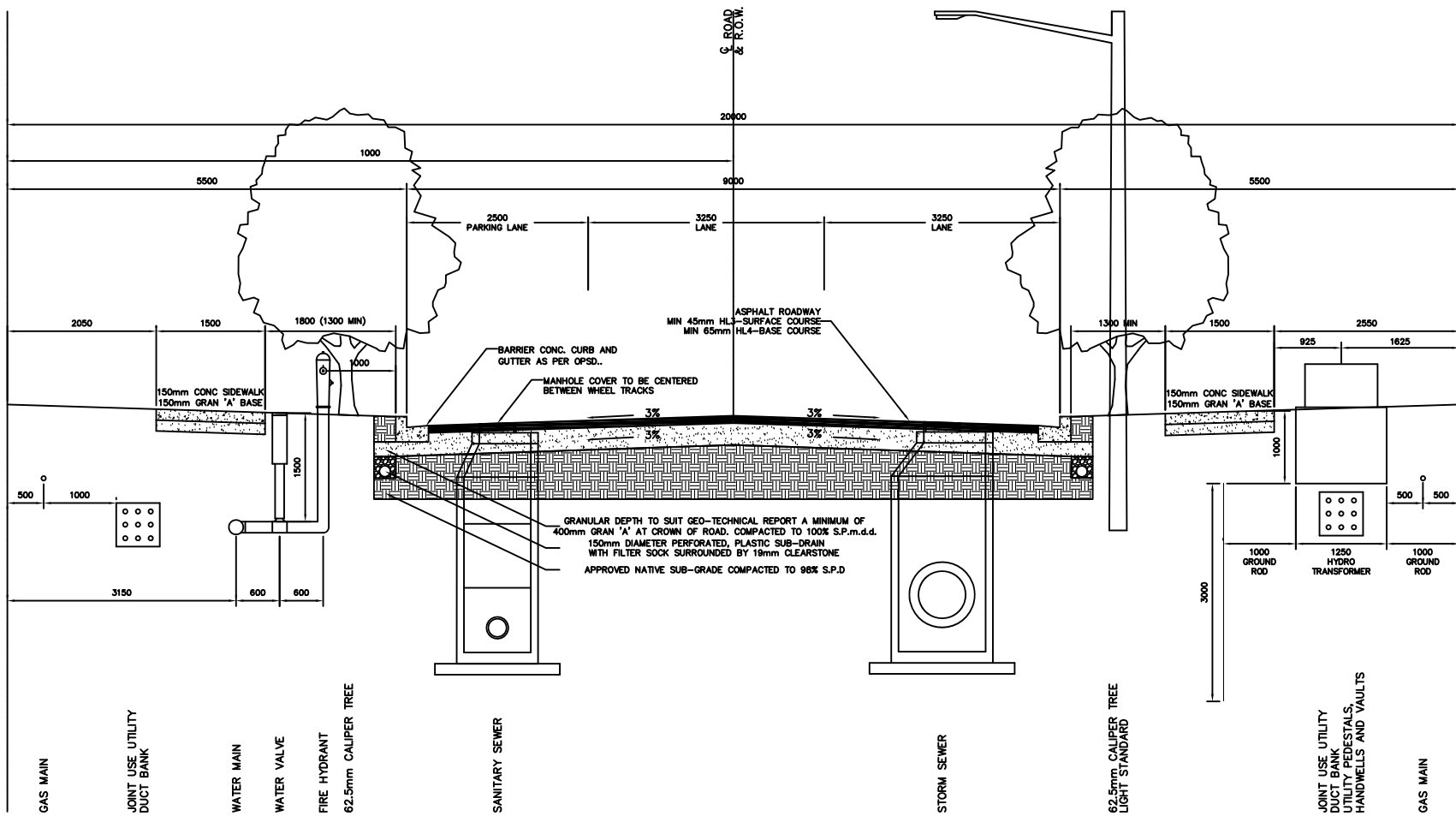


# Appendix E

## Standard Drawings

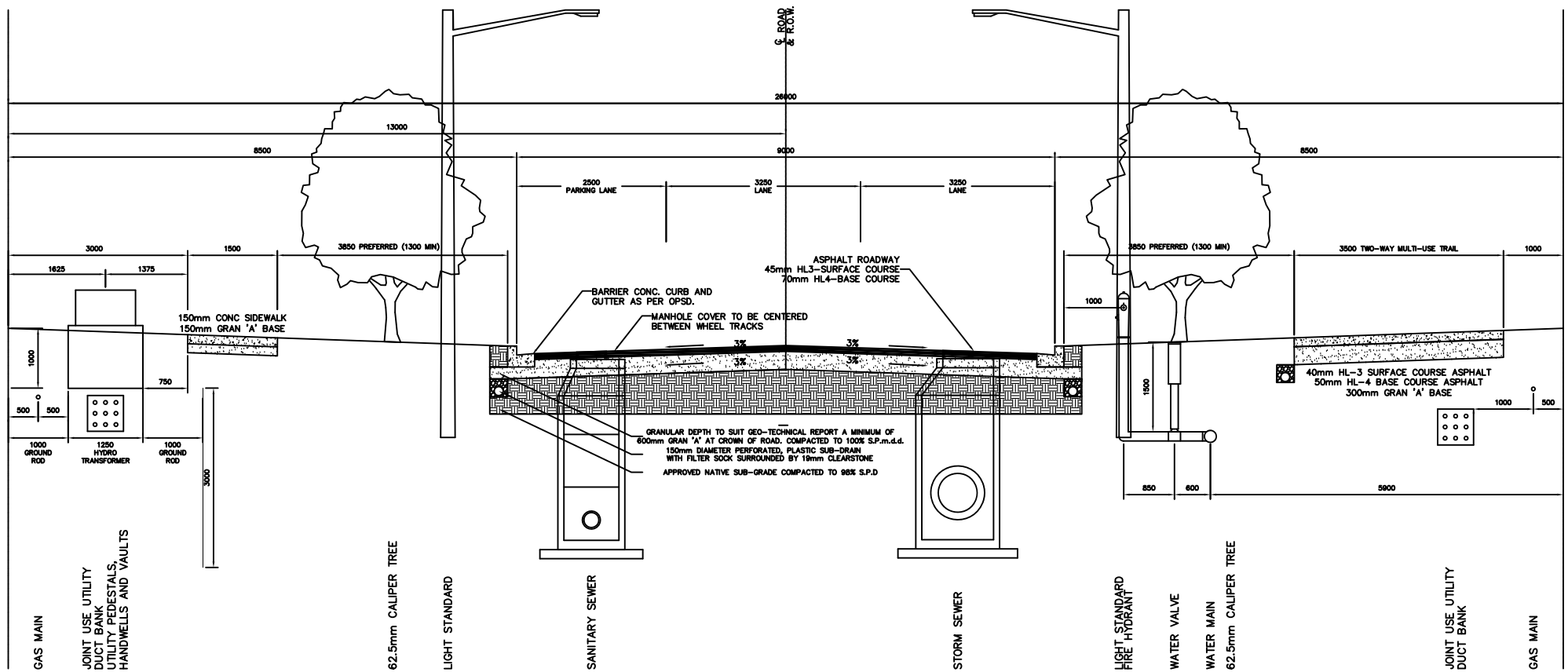


**GENERAL NOTES:**

1. FINAL LOCATION OF UTILITIES MAY VARY DEPENDING ON UTILITY COMPANY AND ON SITE SPECIFIC REQUIREMENTS. FINAL POSITIONING OF UTILITY INFRASTRUCTURE SHALL BE VERIFIED BY A REPRESENTATIVE OF THE TOWN OF LASALLE.
2. THE SUB-GRADE SHALL BE SHAPED TO CONFORM TO THE REQUIRED LONGITUDINAL GRADE (0.4%) AND CROSS-SECTION AND SHALL HAVE A CROSS-FALL OF THREE PERCENT (3%) FROM THE CENTERLINE OF ROADWAY TO EACH SIDE. EXPOSED SUB-BASE SHALL BE PROOF-ROLLED IN THE PRESENCE OF A GEO-TECHNICAL ENGINEER TO VERIFY SUITABILITY.
3. SPARE CONDUIT SHALL BE INSTALLED WITHIN THE JOINT USE DUCT BANK AS PER TOWN OF LASALLE DEVELOPMENT MANUAL.
4. CONCRETE CURB AND GUTTER SHALL BE REQUIRED ON ALL PAVEMENTS. THE CONCRETE CURB AND GUTTER SHALL BE BUILT ACCORDING TO OPSD STANDARDS.
5. STREET LIGHT LOCATION AND CONFIGURATION AS PER LIGHTING DESIGN.
6. CONCRETE SIDEWALKS SHALL BE PLACED ON BOTH SIDES OF THE ROAD IN A LOCATION APPROVED BY THE TOWN AT A GRADE OF 2% MIN - 4% MAX.
  - i) NO OBSTRUCTIONS SHALL BE IN THE SIDEWALK.
  - ii) BOULEVARD TO BE A MINIMUM OF 1300 mm.
  - iii) IF SIDEWALK IS TO BE ALONG THE BACK OF THE CURB, THE WIDTH OF THE SIDEWALK MUST BE 1800 mm.
7. THE BOULEVARD AREA FROM THE CURB TO THE PROPERTY LINE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE TOWARDS THE ROADWAY AT A GRADE OF 3% MIN - 6% MAX.
8. TREES SHALL BE INSTALLED IN A LOCATION APPROVED BY THE TOWN.



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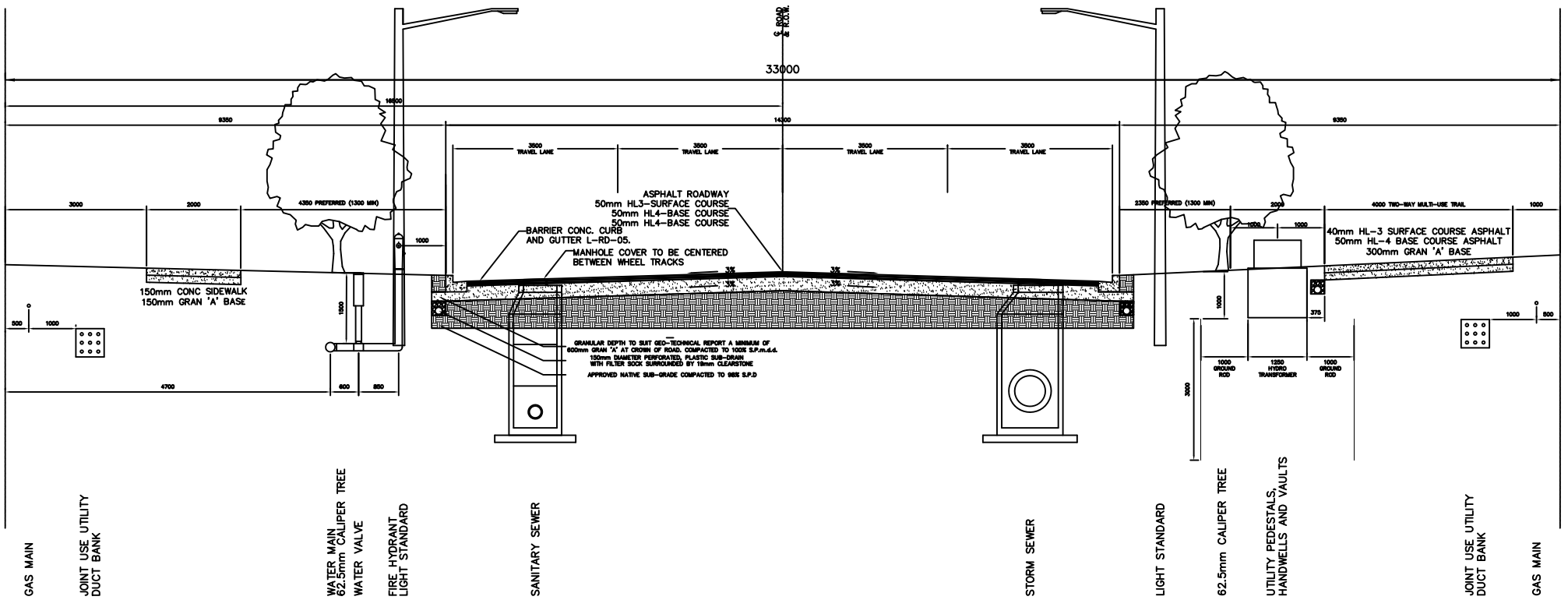


**GENERAL NOTES:**

1. FINAL LOCATION OF UTILITIES MAY VARY DEPENDING ON UTILITY COMPANY AND ON SITE SPECIFIC REQUIREMENTS. FINAL POSITIONING OF UTILITY INFRASTRUCTURE SHALL BE VERIFIED BY A REPRESENTATIVE OF THE TOWN OF LASALLE.
2. THE SUB-GRADE SHALL BE SHAPED TO CONFORM TO THE REQUIRED LONGITUDINAL GRADE (0.4%) AND CROSS-SECTION AND SHALL HAVE A CROSS-FALL OF THREE PERCENT (3%) FROM THE CENTERLINE OF ROADWAY TO EACH SIDE. EXPOSED SUB-BASE SHALL BE PROOF-ROLLED IN THE PRESENCE OF A GEO-TECHNICAL ENGINEER TO VERIFY SUITABILITY.
3. SPARE CONDUIT SHALL BE INSTALLED WITHIN THE JOINT USE DUCT BANK AS PER TOWN OF LASALLE DEVELOPMENT MANUAL.
4. CONCRETE CURB AND GUTTER SHALL BE REQUIRED ON ALL PAVEMENTS. THE CONCRETE CURB AND GUTTER SHALL BE BUILT ACCORDING TO OPSD STANDARDS).
5. STREET LIGHT LOCATION AND CONFIGURATION AS PER LIGHTING DESIGN.
6. A 3.5 MULTI-USE TRAIL SHALL BE PLACED ON ONE SIDE OF THE ROAD IN A LOCATION APPROVED BY THE TOWN AT A GRADE OF 2% MIN - 4% MAX.
7. WHERE A MULTI-USE TRAIL IS INSTALLED NOT ADJACENT TO A ROADWAY, BIG 'O' SHALL BE INSTALLED AS PER OPSD.
8. CONCRETE SIDEWALKS SHALL BE PLACED ON A MINIMUM OF ONE SIDE OF THE ROAD (OR BOTH WHEN REQUIRED). IN A LOCATION APPROVED BY THE TOWN AT A GRADE OF 2% MIN - 4% MAX.
  - i) NO OBSTRUCTIONS SHALL BE IN THE SIDEWALK.
  - ii) BOULEVARD TO BE A MINIMUM OF 1500 mm.
  - iii) IF SIDEWALK IS TO BE ALONG THE BACK OF THE CURB, THE WIDTH OF THE SIDEWALK MUST BE 1800 mm.
9. THE BOULEVARD AREA FROM THE CURB TO THE PROPERTY LINE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE TOWARDS THE ROADWAY AT A GRADE OF 3% MIN - 6% MAX.
10. STREET TREES SHALL BE INSTALLED IN A LOCATION APPROVED BY THE TOWN.



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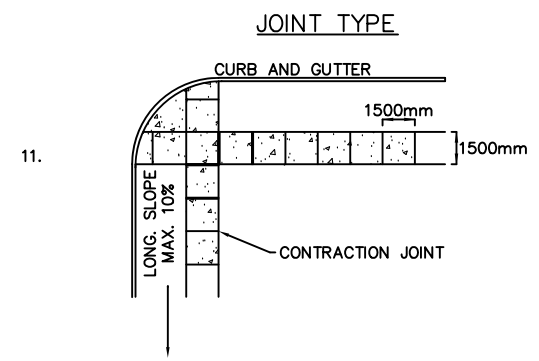
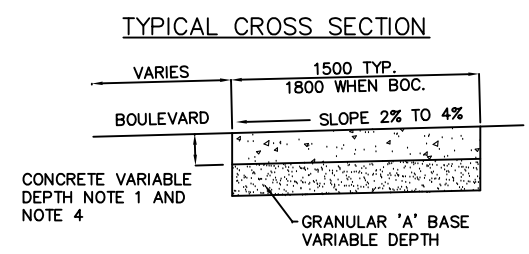
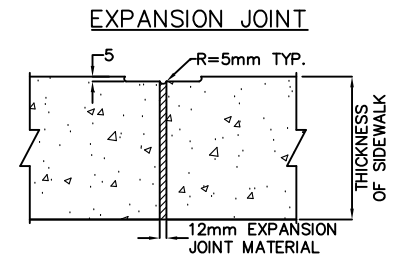
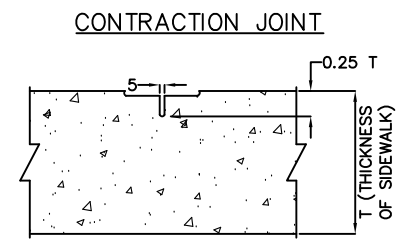
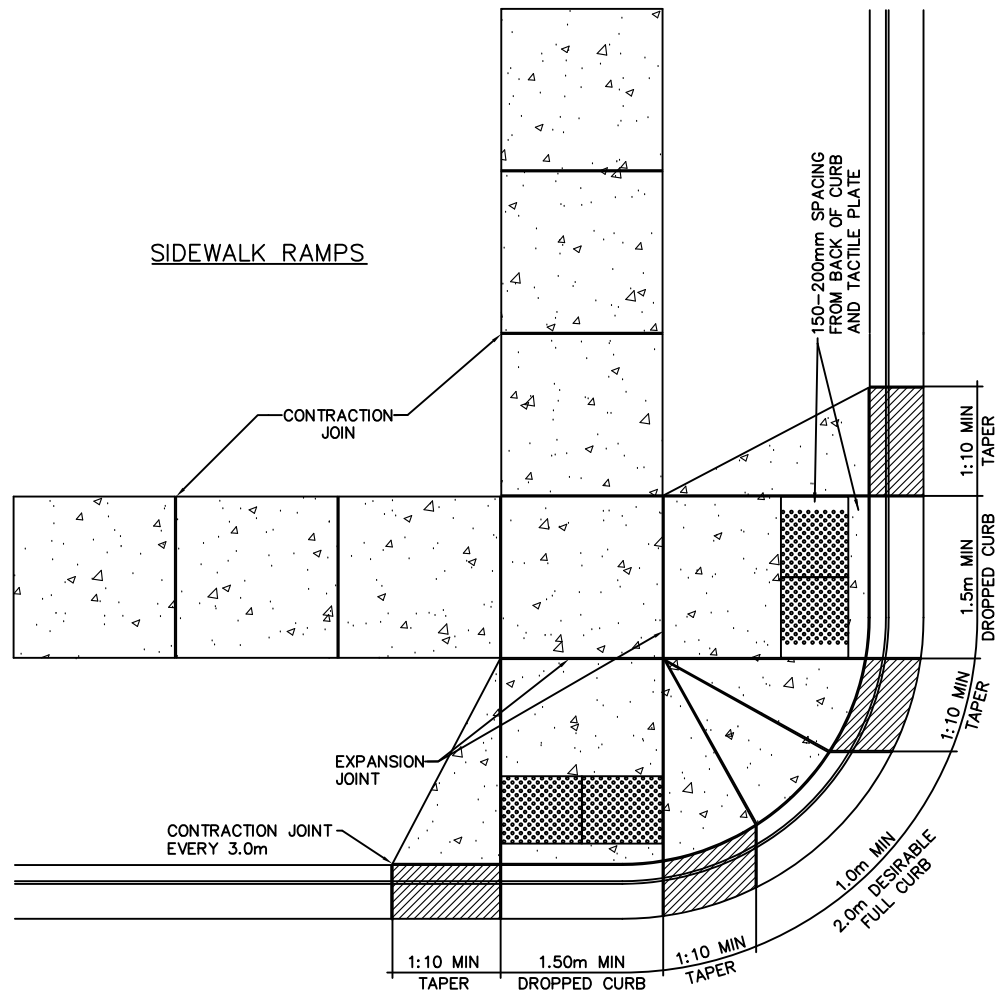


**GENERAL NOTES:**

1. FINAL LOCATION OF UTILITIES MAY VARY DEPENDING ON UTILITY COMPANY AND ON SITE SPECIFIC REQUIREMENTS. FINAL POSITIONING OF UTILITY INFRASTRUCTURE SHALL BE VERIFIED BY A REPRESENTATIVE OF THE TOWN OF LASALLE.
2. THE SUB-GRADE SHALL BE SHAPED TO CONFORM TO THE REQUIRED LONGITUDINAL GRADE (0.4%) AND CROSS-SECTION AND SHALL HAVE A CROSS-FALL OF THREE PERCENT (3%) FROM THE CENTERLINE OF ROADWAY TO EACH SIDE. EXPOSED SUB-BASE SHALL BE PROOF-ROLLED IN THE PRESENCE OF A GEO-TECHNICAL ENGINEER TO VERIFY SUITABILITY.
3. SPARE CONDUIT SHALL BE INSTALLED WITHIN THE JOINT USE DUCT BANK AS PER TOWN OF LASALLE DEVELOPMENT MANUAL.
4. CONCRETE CURB AND GUTTER SHALL BE REQUIRED ON ALL PAVEMENTS. THE CONCRETE CURB AND GUTTER SHALL BE BUILT ACCORDING TO OPSD STANDARDS..
5. STREET LIGHT LOCATION AND CONFIGURATION AS PER LIGHTING DESIGN.
6. A 4m MULTI-USE TRAIL SHALL BE PLACED ON ONE SIDE OF THE ROAD IN A LOCATION APPROVED BY THE TOWNSHIP AT A GRADE OF 2% MIN - 4% MAX.
7. WHERE A MULTI-USE TRAIL IS INSTALLED NOT ADJACENT TO A ROADWAY, BIG 'O' SHALL BE INSTALLED AS PER OPSS.
8. CONCRETE SIDEWALKS SHALL BE PLACED ON BOTH SIDES OF THE ROAD (OR BOTH WHEN REQUIRED) IN A LOCATION APPROVED BY THE TOWN AT A GRADE OF 2% MIN - 4% MAX.
  - i) NO OBSTRUCTIONS SHALL BE IN THE SIDEWALK.
  - ii) BOULEVARD TO BE A MINIMUM OF 1500 mm.
  - iii) IF SIDEWALK IS TO BE ALONG THE BACK OF THE CURB, THE WIDTH OF THE SIDEWALK MUST BE 1800 mm.
9. THE BOULEVARD AREA FROM THE CURB TO THE PROPERTY LINE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE TOWARDS THE ROADWAY AT A GRADE OF 3% MIN - 6% MAX.
10. STREET TREES SHALL BE INSTALLED IN A LOCATION APPROVED BY THE TOWN.



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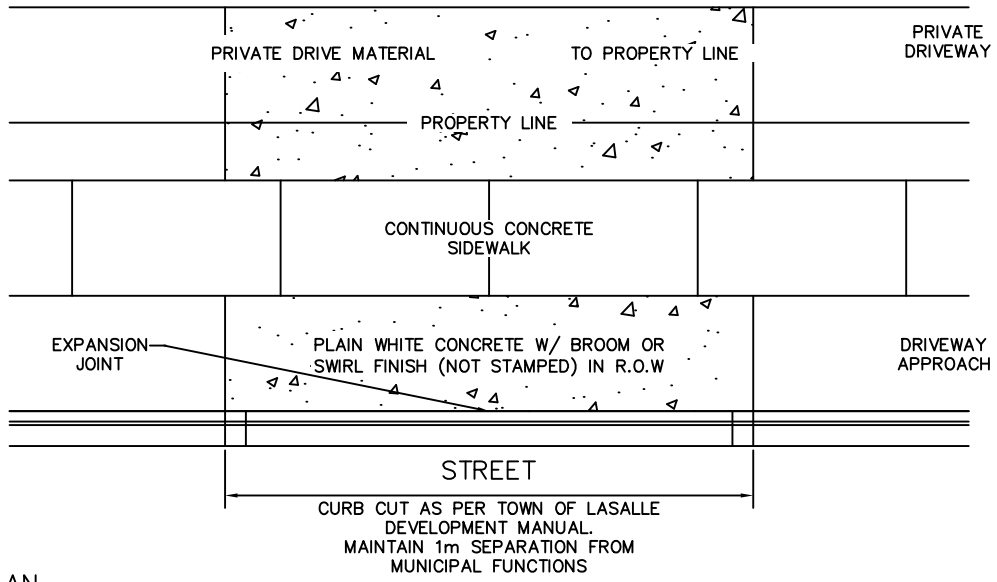


**GENERAL NOTES:**

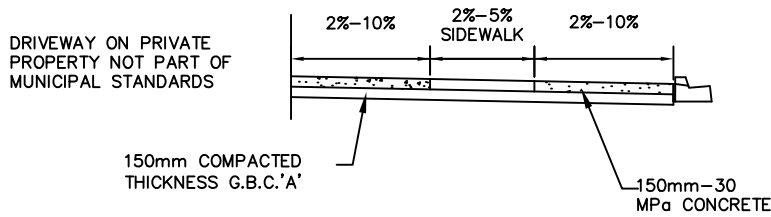
1. SIDEWALK THICKNESS IN RESIDENTIAL DRIVEWAYS SHALL BE 150mm CONCRETE WITH 150mm GRANULAR 'A'.
2. AT COMMERCIAL AND INDUSTRIAL DRIVEWAYS, THE THICKNESS SHALL BE 200mm CONCRETE WITH 300mm GRANULAR 'A'.
3. SIDEWALKS ARE TO BE POURED CONTINUOUS THROUGH ALL DRIVEWAYS WITH EXPANSION JOINTS.
4. EXPANSION JOINTS, WHEN REQUIRED, WILL BE SPACED AT A MAXIMUM OF 18m.
5. CONTRACTION JOINTS TO BE SPACED AT 1500mm.
6. TACTILE PLATES TO BE PERPENDICULAR TO THE DIRECTION OF ROAD CROSSING.
7. ALL DIMENSIONS ARE IN MILLIMETERS OR METERS UNLESS OTHERWISE SHOWN.
8. CURB AT RAMP MUST BE POURED AND NOT CUT, TO ACHIEVE PROPER SLOPE.
9. RAMP ALIGNMENT AND SIZE TO BE CONFIRMED BY TOWN ENGINEER.
10. ALL SIDEWALKS AND WHEELCHAIR RAMPS ARE TO CONFORM WITH AODA STANDARDS.



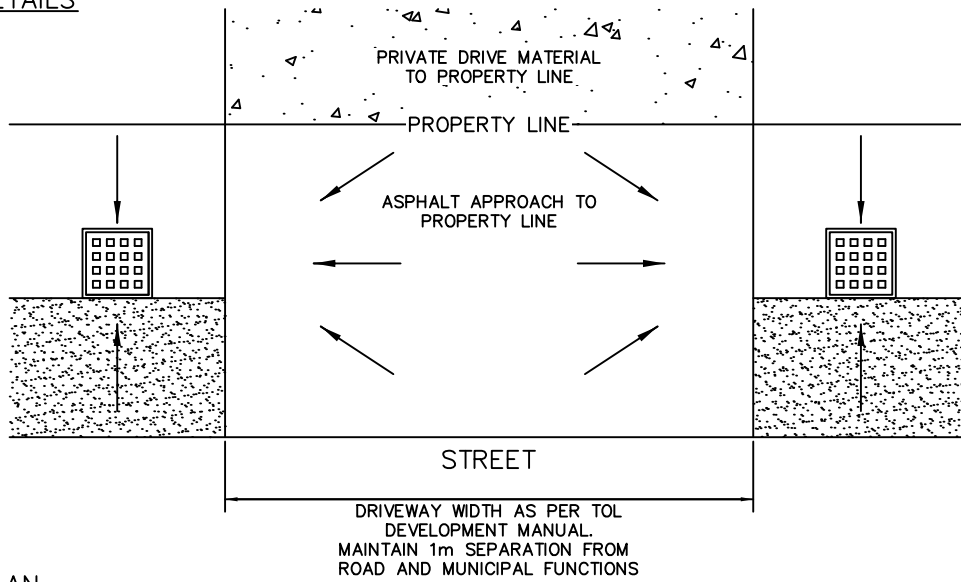
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		1	APRIL 15, 2026



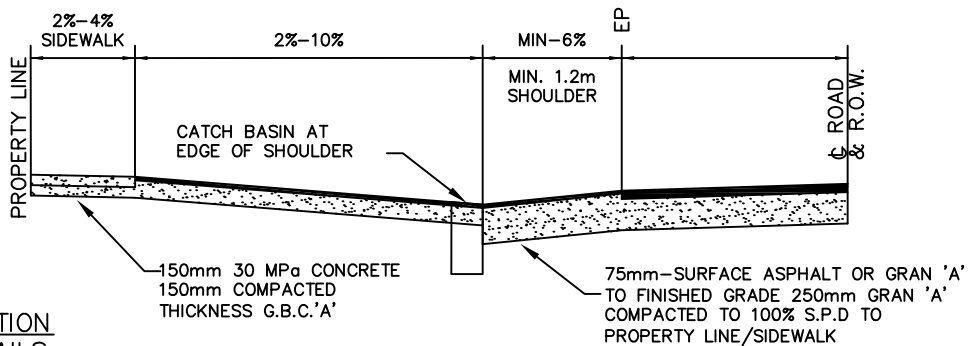
PLAN



SECTION DETAILS



PLAN



SECTION DETAILS



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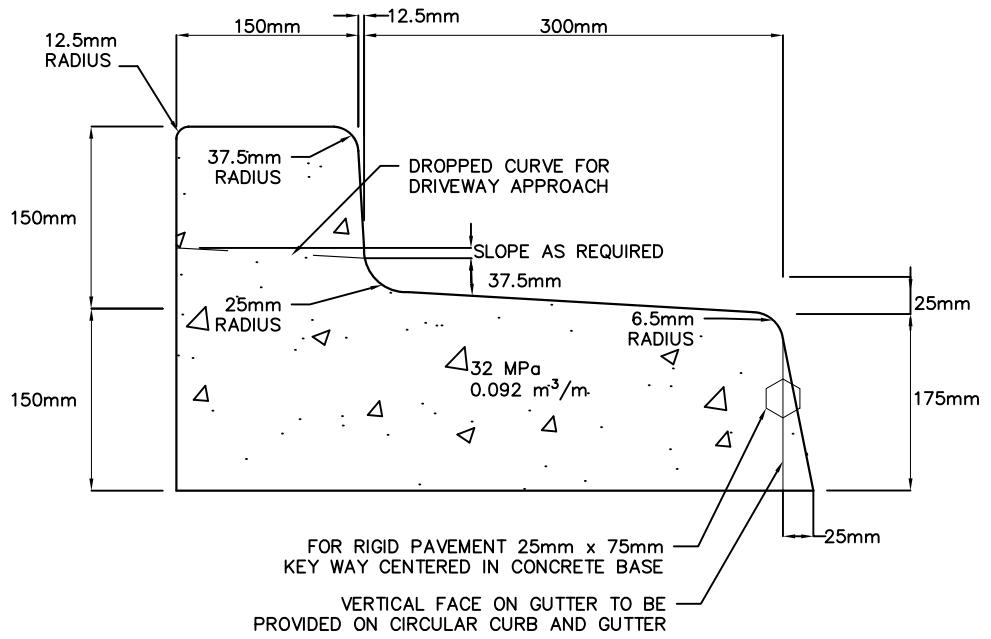
NOTES:

1. RESIDENTS REQUESTING A SECOND DRIVEWAY APPROACH MUST RECEIVE APPROVAL FROM TOWN ENGINEER.
2. DRIVEWAY APPROACH MUST NOT BE GRATER THAN 50% OF LOT FRONTAGE.
  - DEPENDING ON LOT FRONTAGE: A DRIVEWAY APPROACH MUST NOT BE LESS THAN 3.7m (12') OR GREATER THAN 9.1m (30').
3. A DRIVEWAY APPROACH MUST NOT BE WITHIN 15m (50') OF THE END OF THE RADIUS OF AN INTERSECTION.
  - PROPERTIES ON CORNER LOTS MUST PLACE THEIR DRIVEWAY APPROACH ALONG THE PROPERTY LINE FURTHEST FROM THE INTERSECTION.
4. NO DRIVEWAY CURBS OR FLAIRS ARE PERMITTED IN THE RIGHT-OF-WAY.
5. BOULEVARD/SHOULDER AREAS ARE NOT TO BE PAVED WITH HARD SURFACE.
6. ANY VIOLATION WILL RESULT IN THE REMOVAL OF THE DRIVEWAY APPROACH AND REINSTATEMENT OF THE CURB/BOULEVARD AREA AT THE OWNERS EXPENSE.

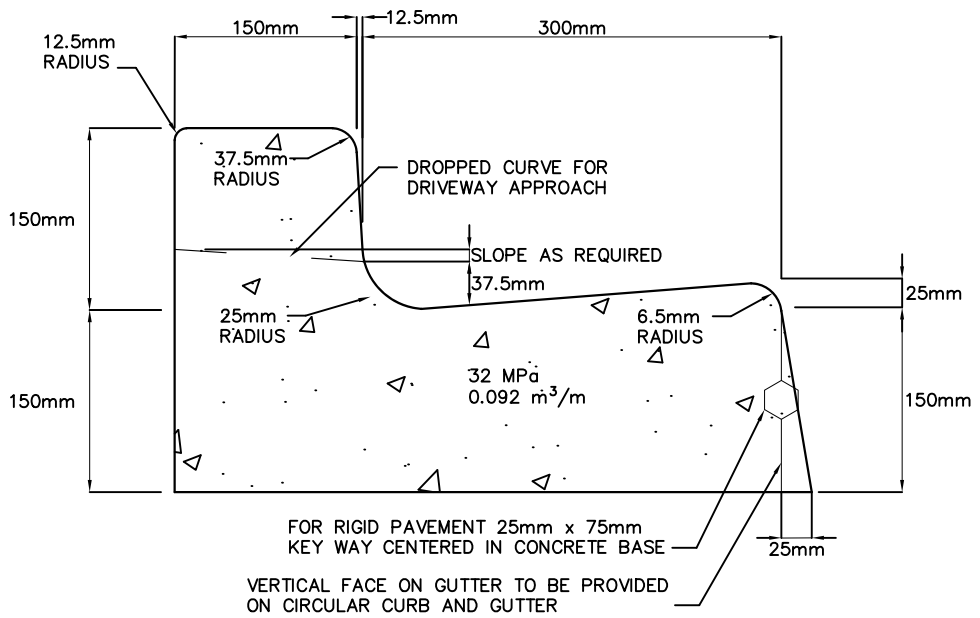


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## SUPERELEVATED CURB & GUTTER



## STANDARD CURB & GUTTER

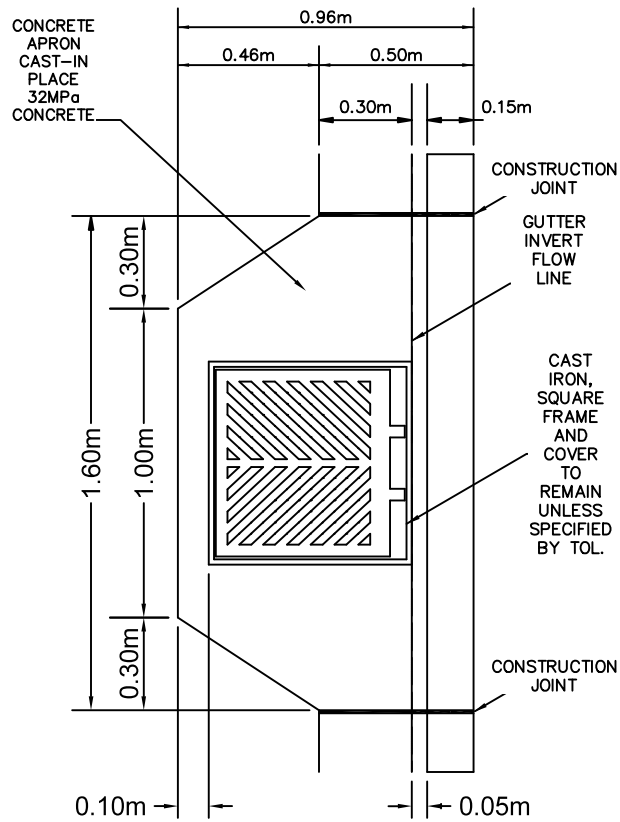


### GENERAL NOTES:

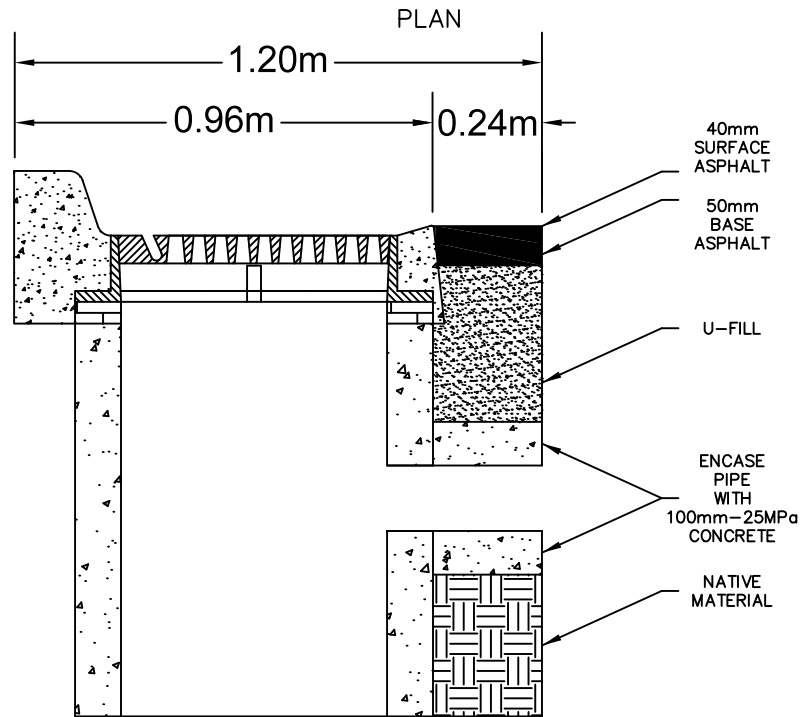
1. CONTRACTION JOINTS FOR ROAD SURFACES TO BE SPACED EVERY 3m.
2. CROSS FALL OF GUTTER SHALL CONFORM TO PAVEMENT CROSS FALL AT CATCHBASIN.
3. ALL WORK SHALL CONFORM TO TOWN OF LASALLE STANDARDS.



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1. ALL CONSTRUCTION JOINTS SHALL BE FILLED WITH FIBRE BOARD OR HOT-POURED RUBBERIZED ASPHALT JOIN SEALING COMPOUND AND JOINT FILLER.



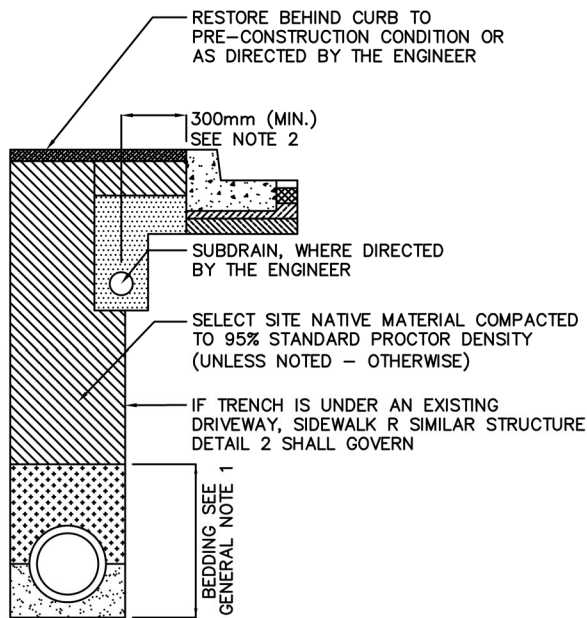
1. ADJUSTMENT UNITS: MINIMUM OF ONE, MAXIMUM OF THREE, TYP.
2. SQUARE ADJUSTMENT UNITS ARE AVAILABLE IN SIZES OF 50, 75, 100 AND 300mm.
3. FIRST ADJUSTMENT UNIT TO BE SET IN FULL MORTAR BED, TYP.
4. ADJUSTMENT UNITS MUST BE ENCASED IN CONCRETE FROM BOX OUT.

SECTION

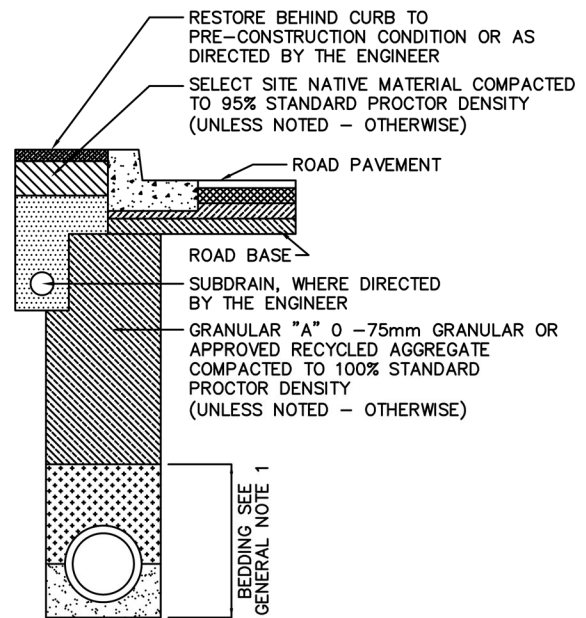


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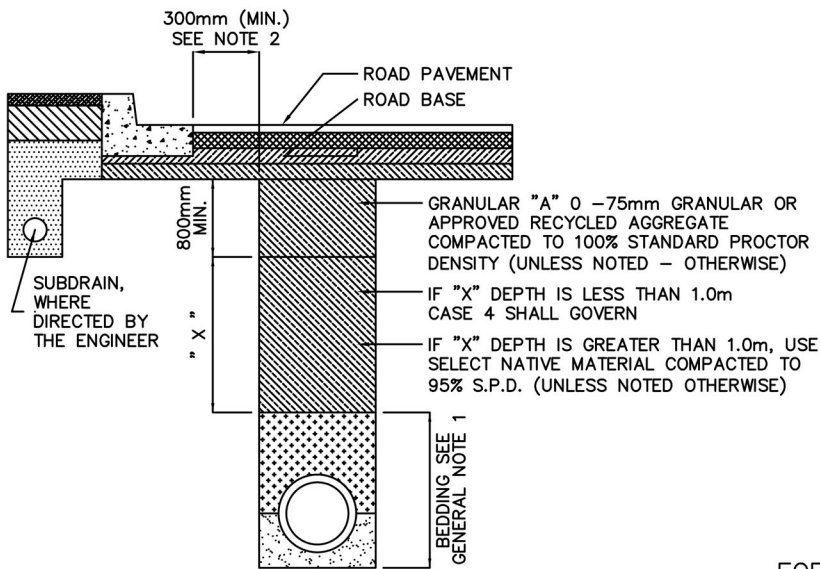




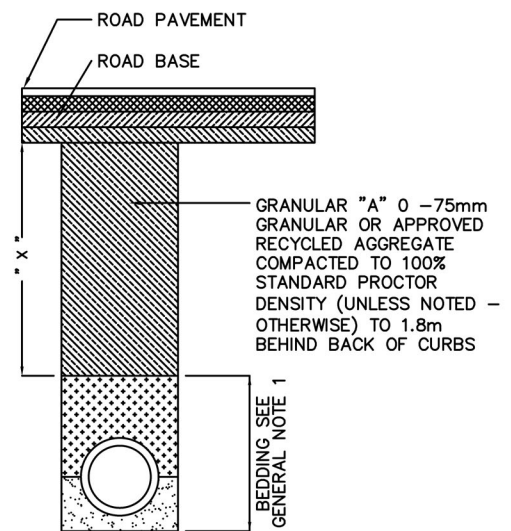
TRENCH IN BOULEVARD  
CASE 1



TRENCH IN ALL OR PARTIALLY UNDER CURB CASE 2



TRENCH UNDER ROAD  
CASE 3



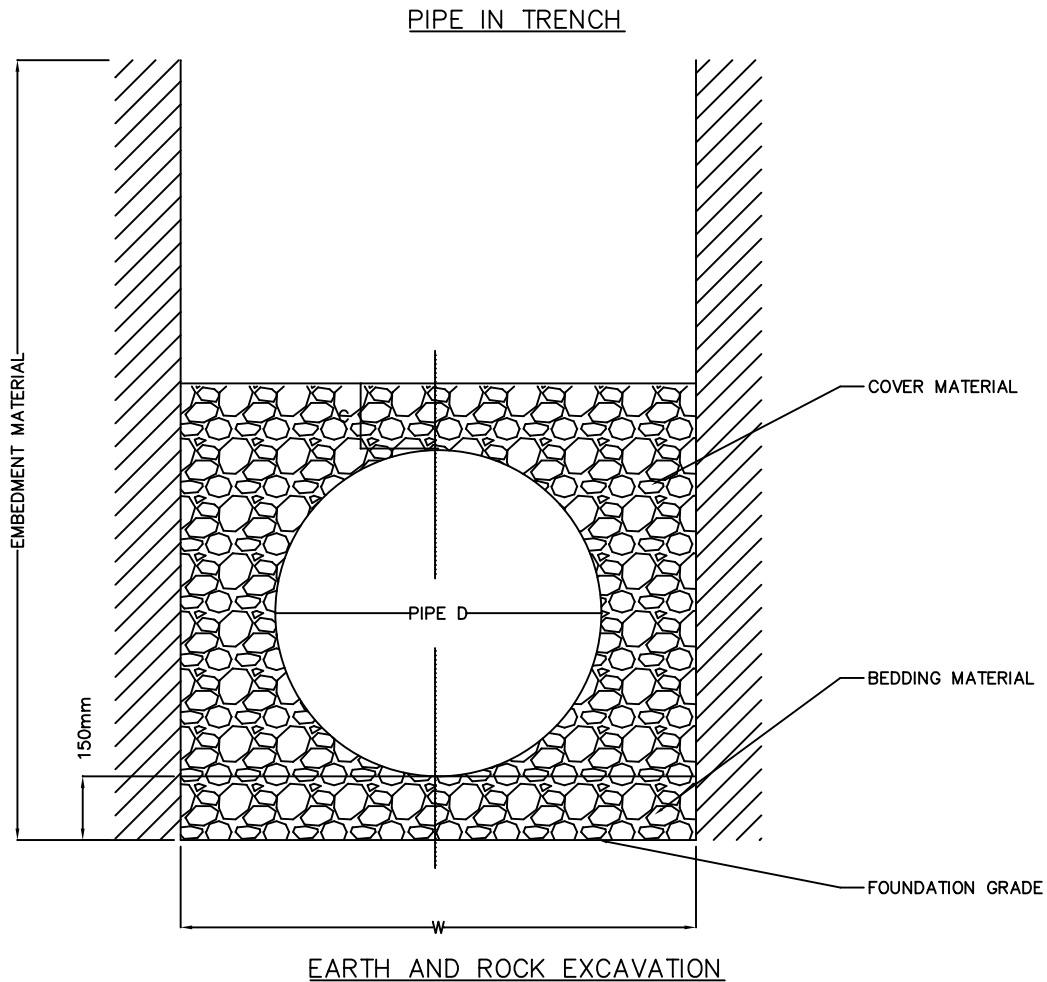
FOR TRENCHES UNDER PAVEMENTS WHERE TRENCH IS PERPENDICULAR (45°) TO ROAD OR IF "X" IS LESS THAN 1m CASE 4

GENERAL NOTES:

1. FOR SEWER AND PRIVATE SEWER CONNECTION CONSTRUCTION, ALL WORK TO BE IN ACCORDANCE WITH THE TOWN OF LASALLE STANDARDS FOR ALL CASES.
2. FOR ALL CASES, IF TRENCH WALL IS CLOSER THAN 300mm FROM THE BACK OF CURB (FUTURE OR EXISTING) OR EDGE OF PAVEMENT (FUTURE OR EXISTING), IN ANY DIRECTION, THEN CASE 2 SHALL GOVERN.
3. FOR CASE 4, WHERE TRENCH CROSS PERPENDICULAR TO ROADWAY (45°) AND CROSSES UNDERNEATH EXISTING CURB, DRIVEWAY OR SIMILAR STRUCTURE EXTEND GRANULAR BACKFILL TO 1.8m (MIN.) EITHER SIDE OF STRUCTURE
4. THIS DETAIL ADDRESSES TRENCH BACKFILL ONLY, SURFACE RESTORATION SHALL BE OTHERWISE APPROVED BY THE TOWN OF LASALLE.



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GENERAL NOTES:

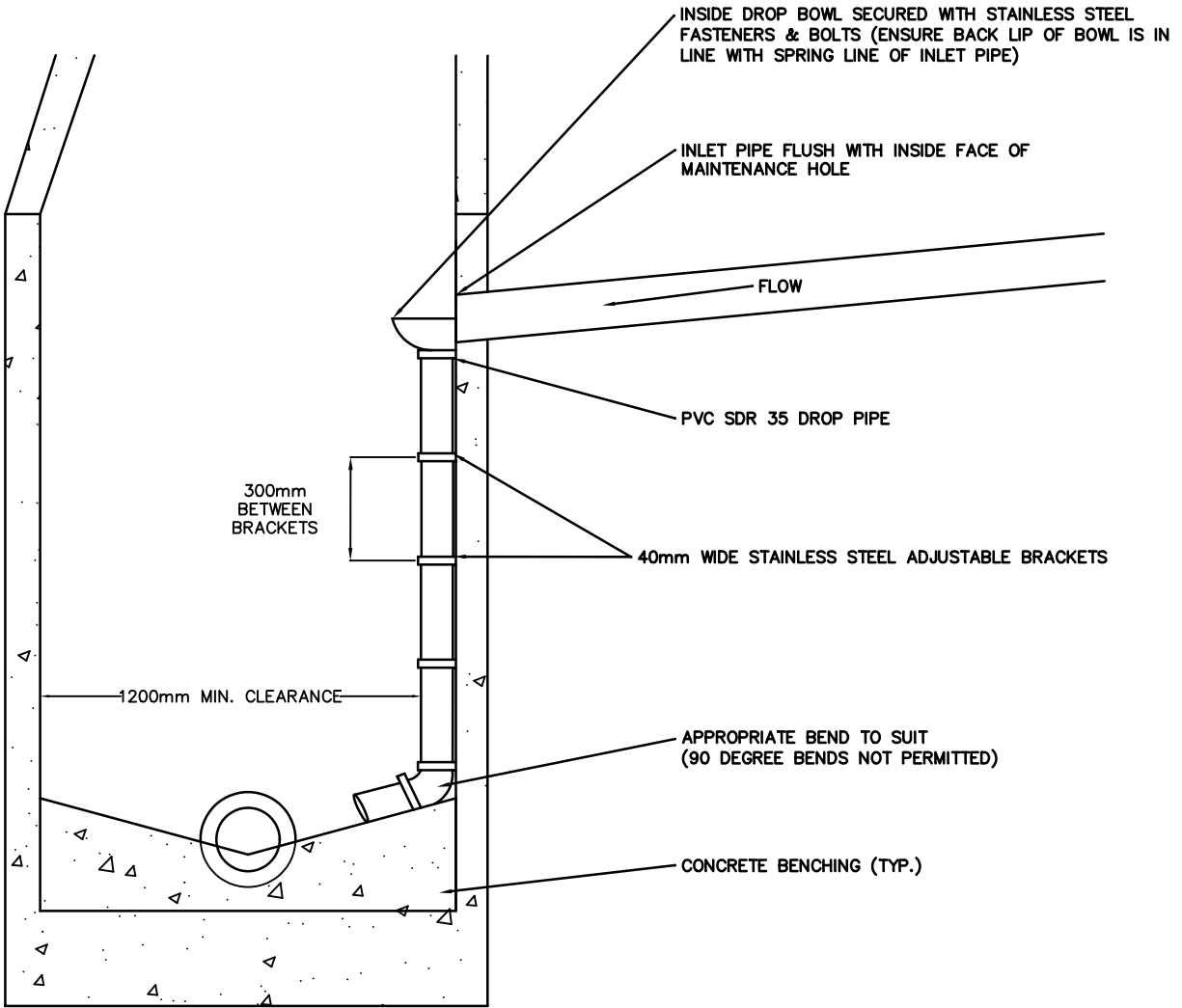
1. BACKFILL ACCORDING TO OPSD-803.04
2. ALL DIMENSIONS ARE IN MILLIMETRES OR METRES UNLESS OTHERWISE SHOWN.
3. BEDDING MATERIAL TO BE IN ACCORDANCE WITH THE OBC.

LEGEND:

- D - INSIDE DIAMETER  
W - MINIMUM WIDTH OF BEDDING:  
D + 800mm FOR  $D \leq 1000\text{mm}$   
1.67D FOR  $1000\text{mm} < D < 1800\text{mm}$   
C - PIPE DIAMETER  $< 600\text{mm}$  C = 300mm  
- PIPE DIAMETER  $\geq 600\text{mm}$  C =  $\frac{DIA.}{4} + 300\text{mm}$



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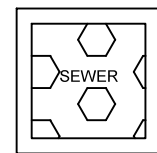
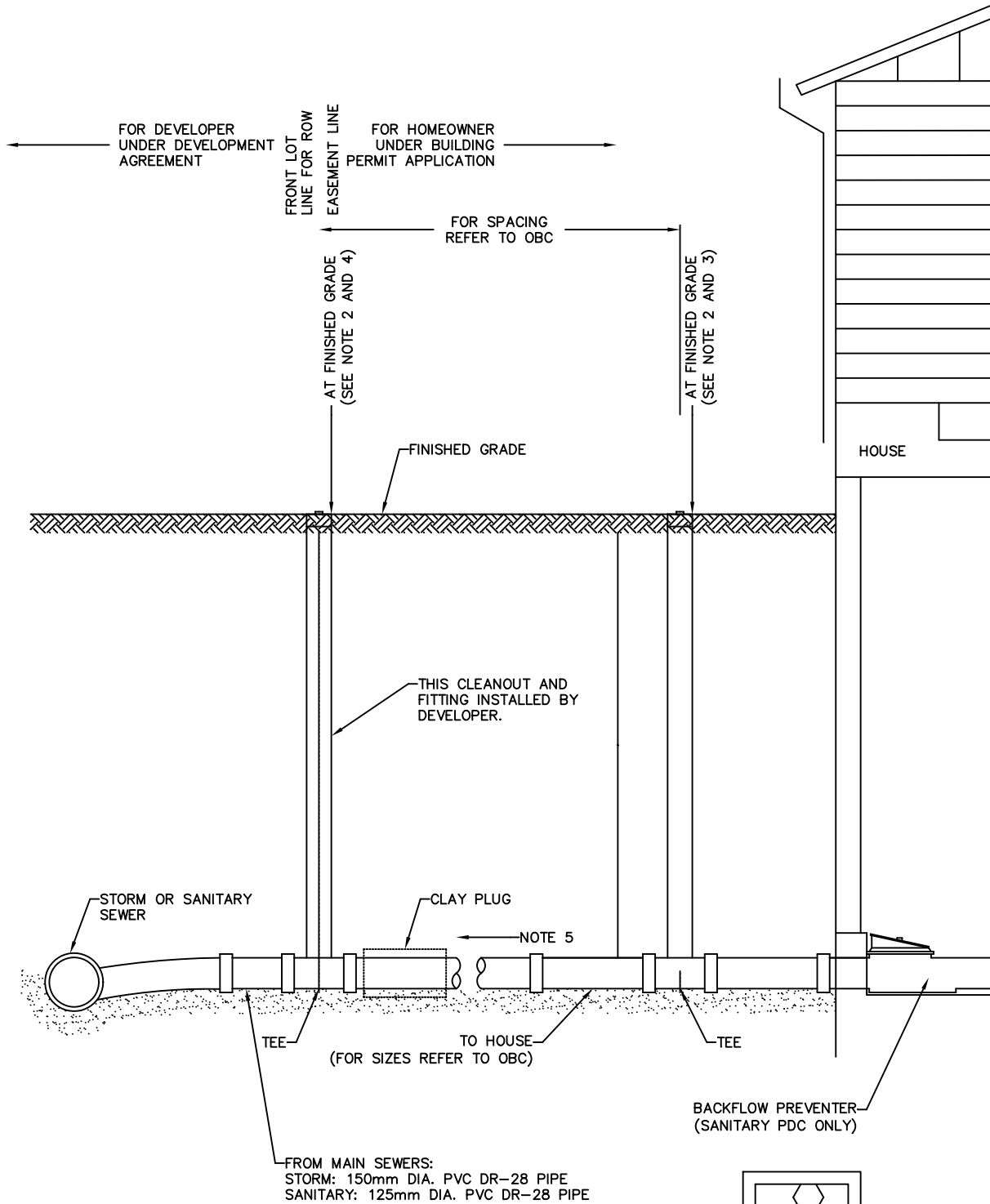


**GENERAL NOTES:**

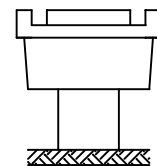
1. DROP STRUCTURES ARE REQUIRED IN MAINTENANCE HOLES WHERE THE DIFFERENCE IN ELEVATION BETWEEN THE INLET AND OUTLET INVERTS ARE 600mm OR GREATER.
2. MAINTENANCE HOLE SIZE TO PROVIDE A MINIMUM 1200mm CLEARANCE FROM DROP PIPE TO MAINTENANCE HOLE WALL.
3. DROP PIPE TO BE ONE SIZE SMALLER THAN INCOMING SEWER PIPE, 250mm MINIMUM.
4. ADJUSTABLE BRACKETS TO BE SPACED AT 300mm AND DIRECTLY UNDER ANY BELL ENDS.
5. MAINTENANCE HOLE COVER MUST BE POSITIONED OVER DROP BOWL.
6. BENCHING TO INCLUDE TROUGH FOR DROP PIPE IN DIRECTION OF FLOW OF MAINLINE SEWER.



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PLAN VIEW



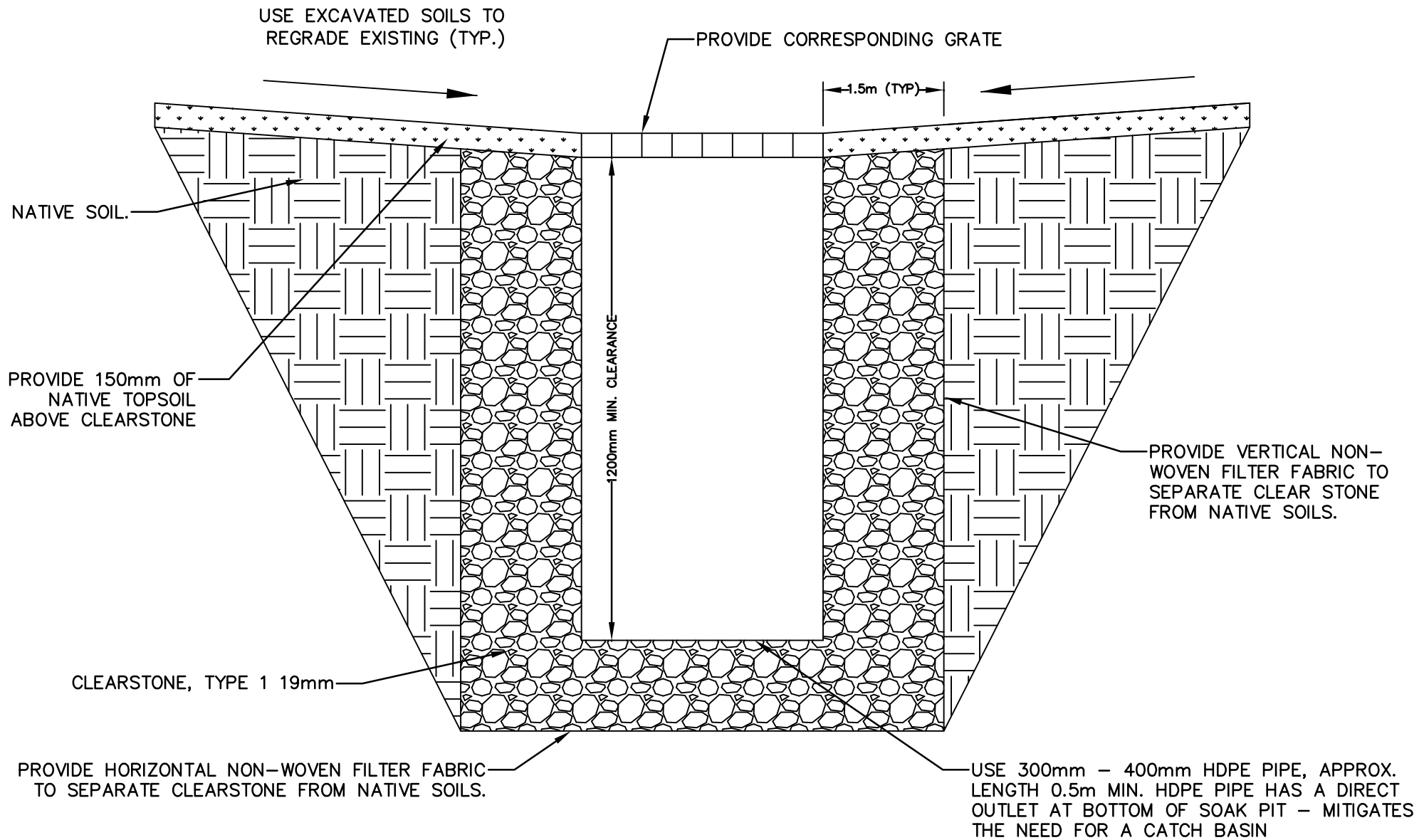
PROFILE VIEW

**GENERAL NOTES:**

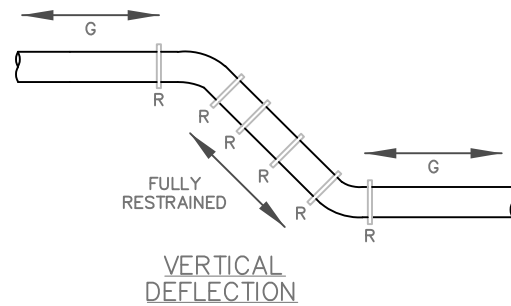
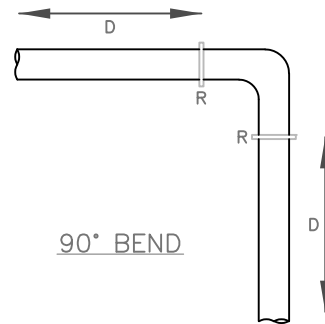
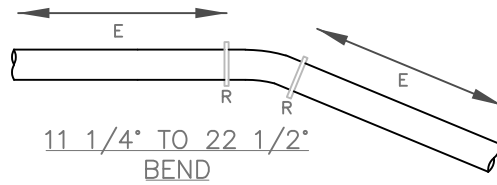
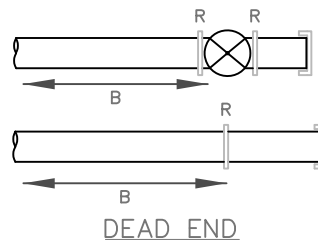
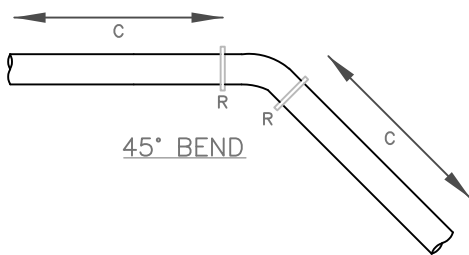
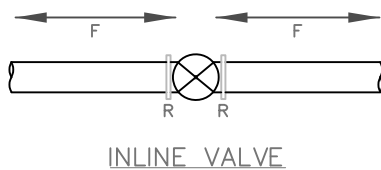
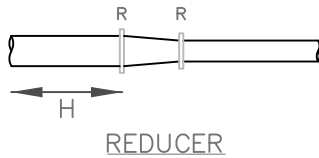
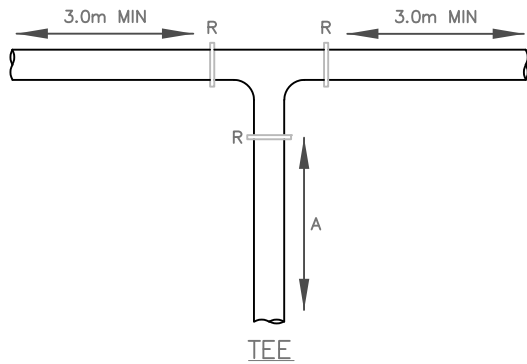
1. ALL MATERIALS TO BE IN COMPLIANCE WITH OBC AND INSTALLED AS PER MANUFACTURER RECOMMENDATION.
2. ALL CLEANOUTS TO BE VISIBLE FOR INSPECTION. DO NOT BURY.
3. CLEANOUT WITH SEWER CLEANOUT CAP AS PER OBC.
4. CLEANOUT CAP AT THIS LOCATION ONLY TO HAVE A STEEL CLEANOUT CAPS, BOTH SANITARY AND STORM.
5. MIN. SLOPE FOR SANITARY IS 2% AND MIN. SLOPE FOR STORM IS 1%.



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PVC PIPE THRUST RESTRAINT										
MIN. LENGTH OF PVC WM. TO BE RESTRAINED (m)										
PIPE DIA. / LENGTH	100mm (4")	150mm (6")	200mm (8")	250mm (10")	300mm (12")	350mm (14")	400mm (16")	450mm (18")	500mm (20")	600mm (24")
A	0.0	0.0	3.0	6.0	9.0	12.0	15.0	18.0	21.0	27.0
B	9.0	12.0	15.0	18.0	21.0	24.0	27.0	30.0	33.0	39.0
C	3.0	3.0	3.0	6.0	6.0	6.0	6.0	6.0	9.0	9.0
D	6.0	6.0	9.0	9.0	12.0	12.0	15.0	15.0	18.0	21.0
E	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	6.0	6.0
F	3.0	6.0	6.0	9.0	9.0	12.0	12.0	15.0	15.0	18.0
G	3.0	6.0	6.0	9.0	9.0	12.0	12.0	15.0	15.0	18.0
H	0.0	6.0	6.0	6.0	6.0	6.0	12.0	12.0	12.0	12.0

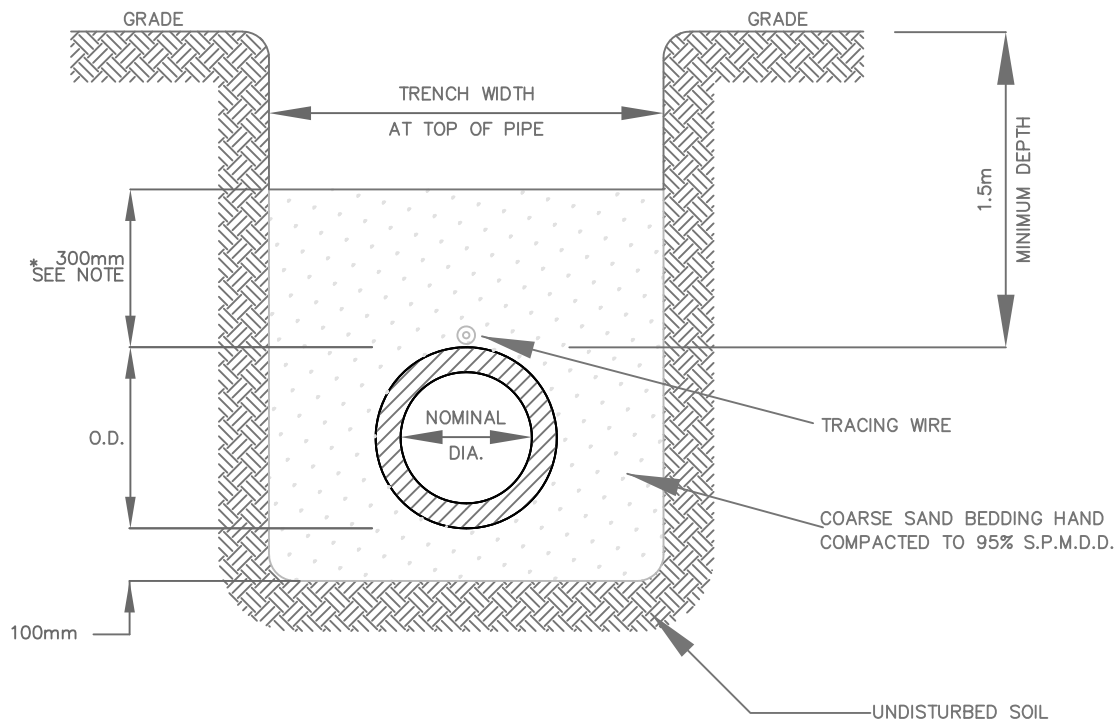
**NOTES:**

- 'R' DENOTES RESTRAINT DEVICE.
- RESTRAINT LENGTHS BASED ON 'CL' TYPE SOIL CONDITIONS TYPICALLY FOUND AT A DEPTH OF 1.5 METERS. REFER TO ASTM D2487 FOR COMPLETE DESCRIPTION. IN AREAS WHERE SAND IS PREVALENT OR PIPE IS SITUATED BELOW WATER TABLE, RESTRAINED LENGTHS WILL BE DETERMINED BY ENGINEER.
- REDUCER DIMENSION 'H' ASSUMES ONE REDUCTION IN PIPE SIZE. IF REDUCTION IS GREATER THAN ONE PIPE SIZE, RESTRAINED LENGTH WILL BE DETERMINED BY ENGINEER.



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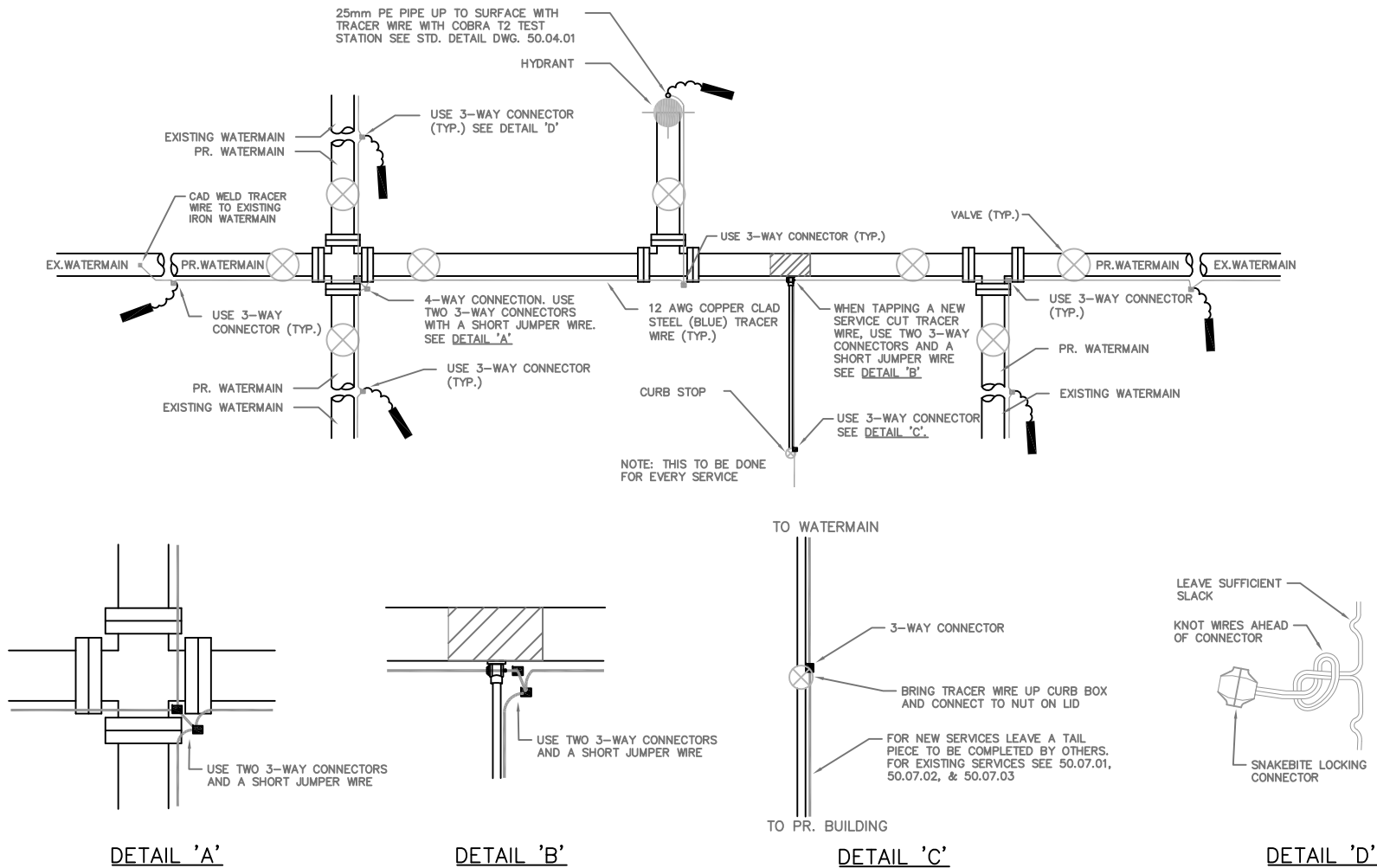
NOMINAL DIA. (mm)	TRENCH WIDTH (mm)	
	MIN.	MAX.
25	650	775
50	650	775
100	650	775
150	650	775
200	700	825
250	750	875
300	800	950

NOTES:

- ALL WATERMANS TO BE INSTALLED AT 1.68± (0.3m) DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- USE 600mm COVER IN AREAS WHERE BACKFILL AGGREGATE SIZE EXCEEDS 19mm DIA.
- WHERE TWO WATER SERVICE PIPES ARE INSTALLED IN THE SAME TRENCH THE CLEAR DISTANCE BETWEEN THE PIPES SHALL BE 1000mm MIN.
- TRENCH WIDTH, BEDDING AND COVER FOR PIPING GREATER THAN 300mm IN DIA. SHALL BE APPROVED BY WUC.



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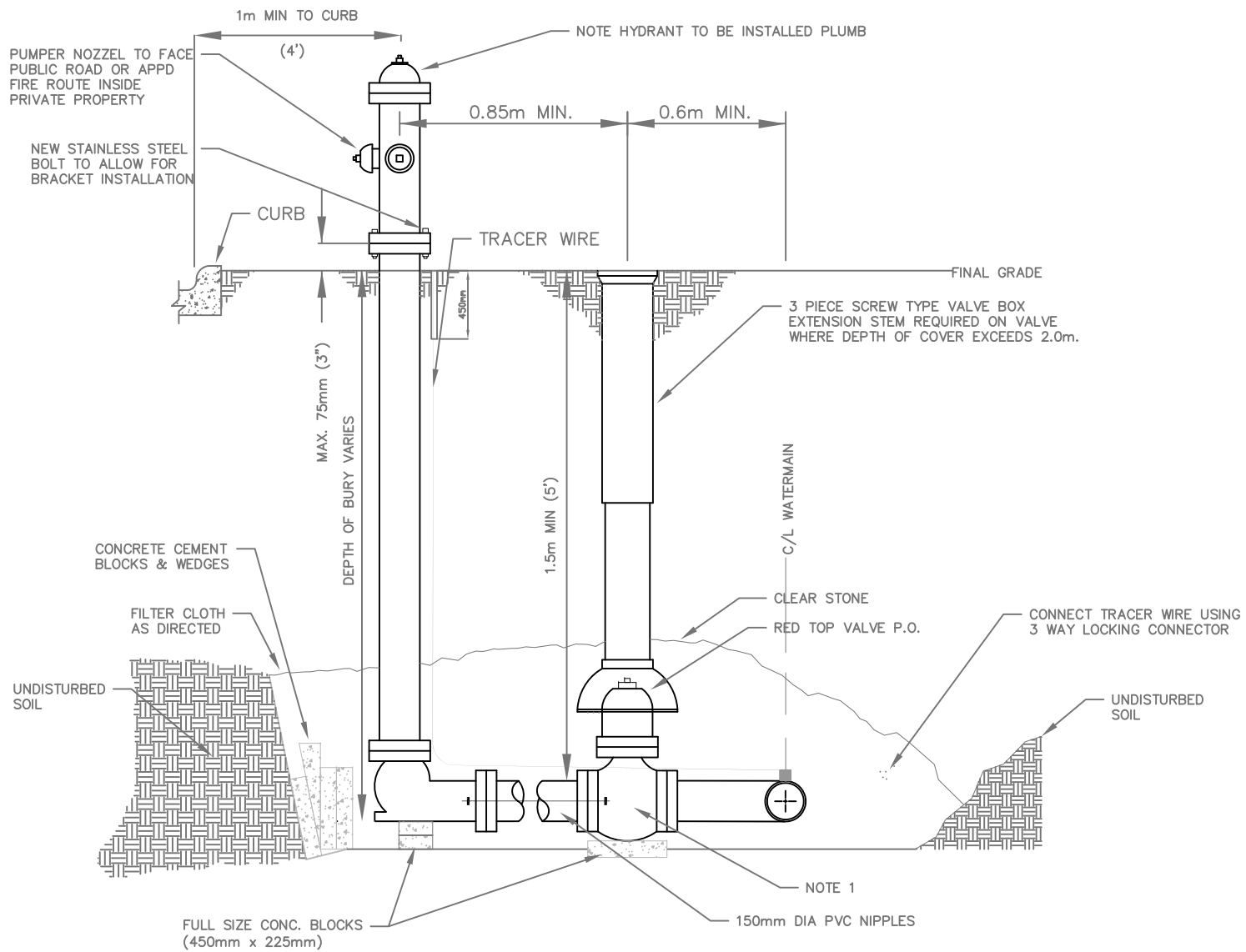


**NOTES:**

- SPLICE WIRE ONLY WHERE NECESSARY, AT CROSSES TEES, HYDRANT LEADS, AND SERVICES.
- DRIVE IN 1lb. MAGNESIUM GROUNDING ANODE AT ALL STARTING LOCATIONS WHERE EXISTING WATERMAIN AND NEW WATERMAINS MEET AND HYDRANTS.
- WIRE SHOWN AWAY FROM PIPE FOR CLARITY.
- END LATERAL TRACER WIRE AT ACCESS BOX ATTACHED TO HYDRANT. DO NOT GROUND TO HYDRANT.
- LEAVE SLACK AFTER EACH LOCKING CONNECTOR LIKE A LOOSE KNOT SO WIRE DOES NOT PULL OUT DURING INSTALLATION.
- TRACER WIRE SYSTEM TO BE TESTED TO ENSURE CONTINUITY.
- TRACER WIRE TO CONNECT TO NUT ON CURB STOPS.



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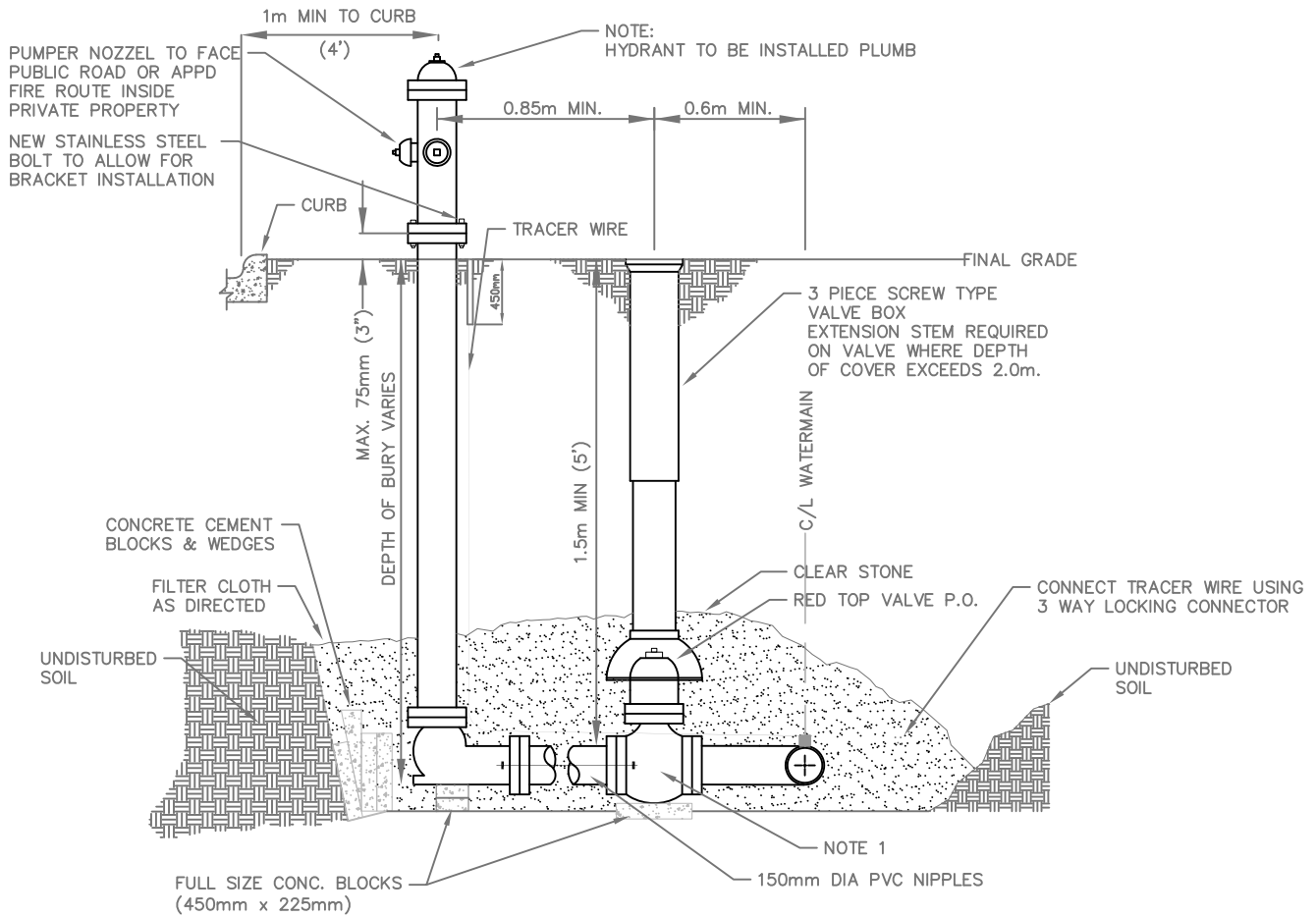
**NOTES:**

- CONFIGURATION FOR FIRE HYDRANT INSTALLATION WITH TAPPING VALVE. IN THE CASE OF FIRE HYDRANT INSTALLATION WITH TEE AND VALVE PLATED TIE RODS ARE TO BE INSTALLED WITH SAC CAPS.
- ALL HYDRANTS ON PUBLIC R.O.W SHALL BE FLOW TESTED.



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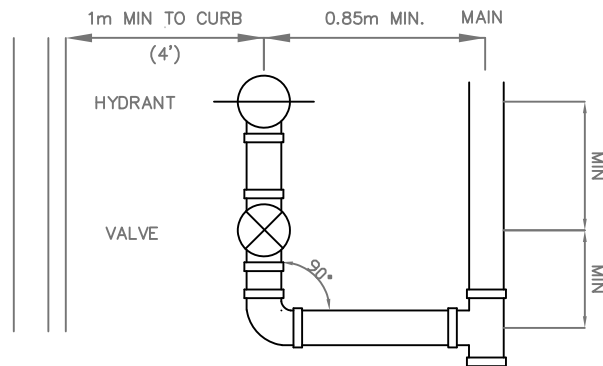
PREFERRED HYDRANT LAYOUT IN BOULEVARD



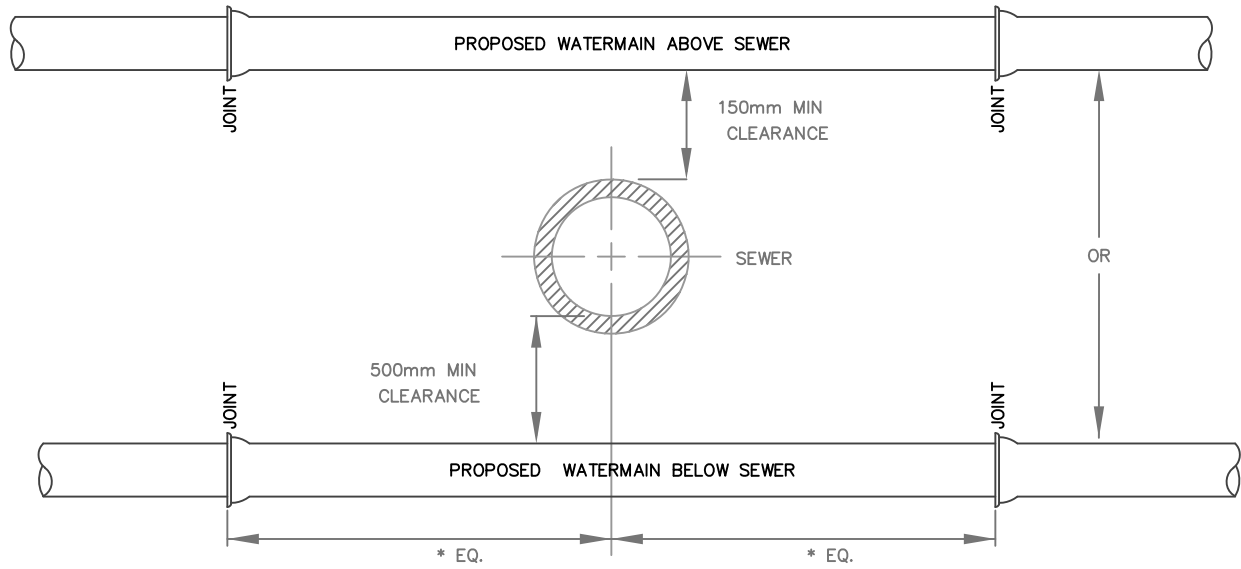
NOTES:

- CONFIGURATION FOR FIRE HYDRANT INSTALLATION WITH TAPPING VALVE. IN THE CASE OF FIRE HYDRANT INSTALLATION WITH TEE AND VALVE PLATED TIE RODS ARE TO BE INSTALLED WITH SAC CAPS.
- ALL HYDRANTS ON PUBLIC R.O.W SHALL BE FLOW TESTED.

REDUCED HYDRANT LAYOUT IN BOULEVARD (PLAN VIEW)



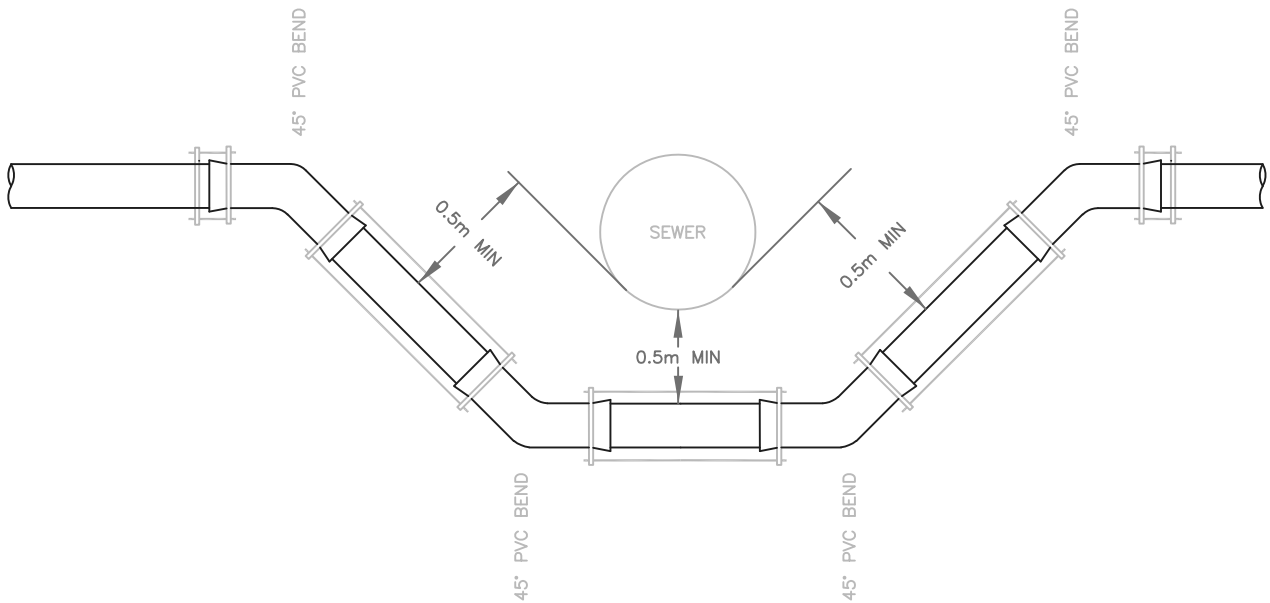
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\* ALL JOINTS TO BE EQUIDISTANT AND AS FAR FROM SEWER AS POSSIBLE.

**NOTES:**

- BENDS OR DEFLECTION TO BE INCORPORATED INTO WATERMAIN INSTALLATION TO MAINTAIN NECESSARY CLEARANCES.



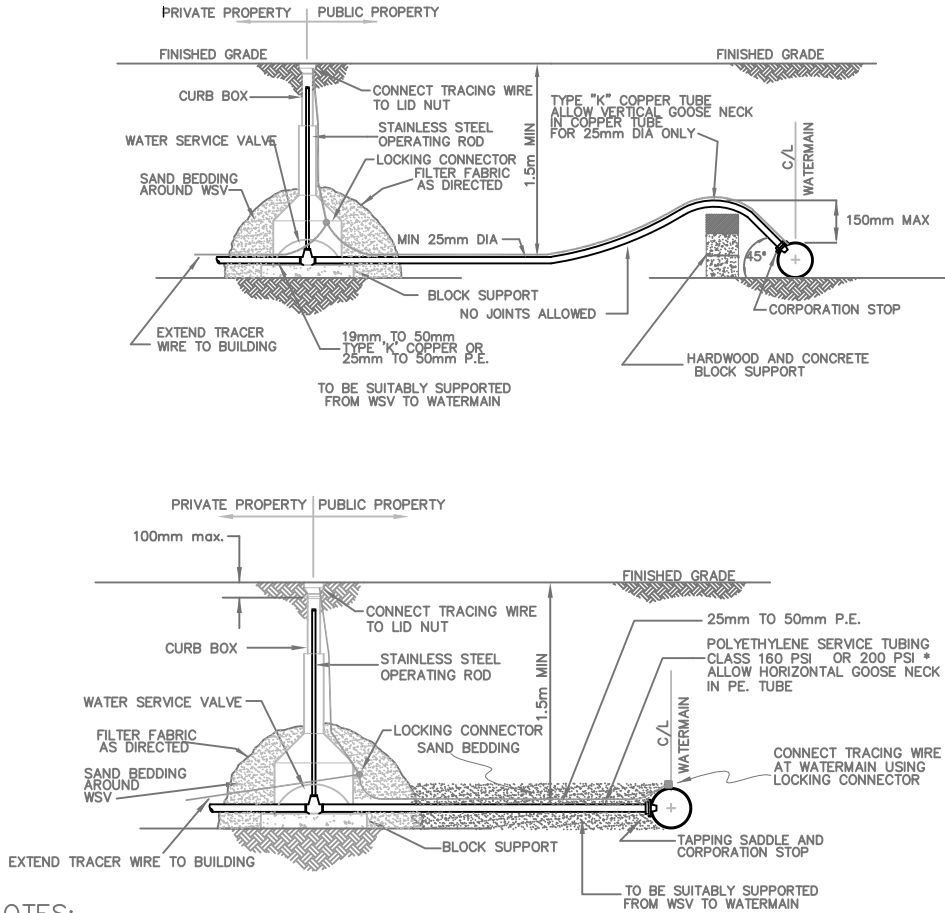
No.	Revision Date	No.	Revision Date
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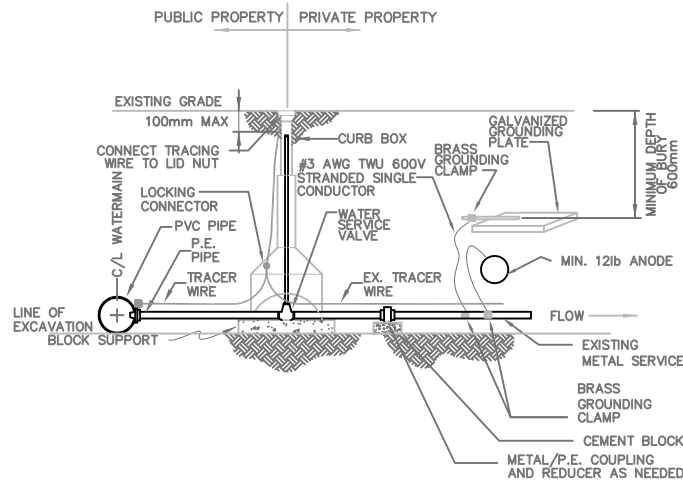
## COPPER/PE SERVICE CONNECTIONS MAIN TO PROPERTY LINE



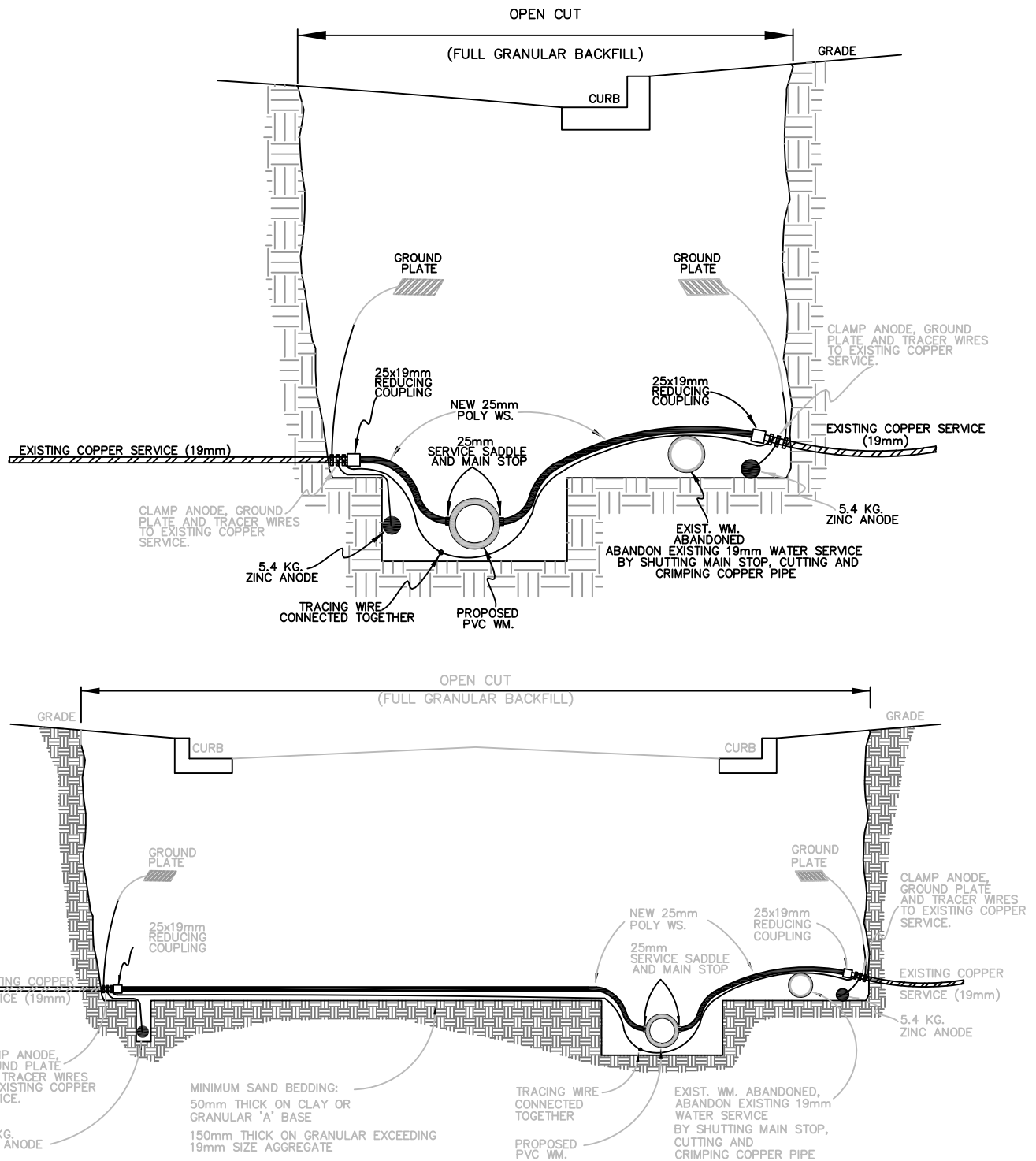
### NOTES:

- IT IS W.U.C PRACTICE TO USE AWWA TAPER THREAT ON ALL SERVICE TAPS UP TO 50mm.

## WATER SERVICE CONNECTION TO EXISTING METAL SERVICE IN PRIVATE PROPERTY



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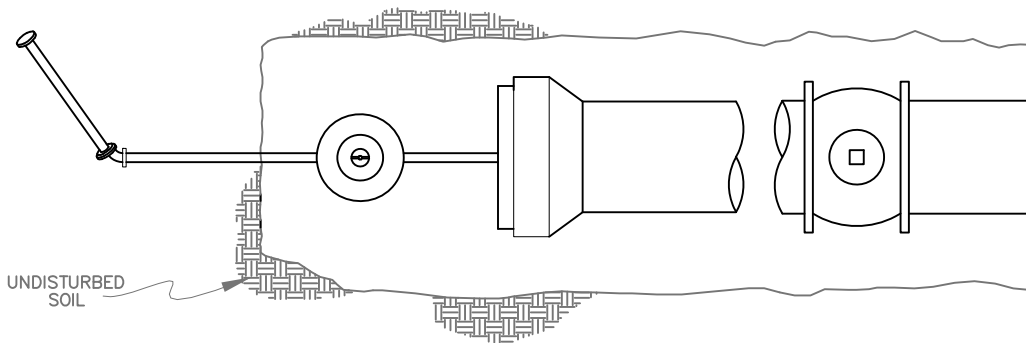


**NOTES:**

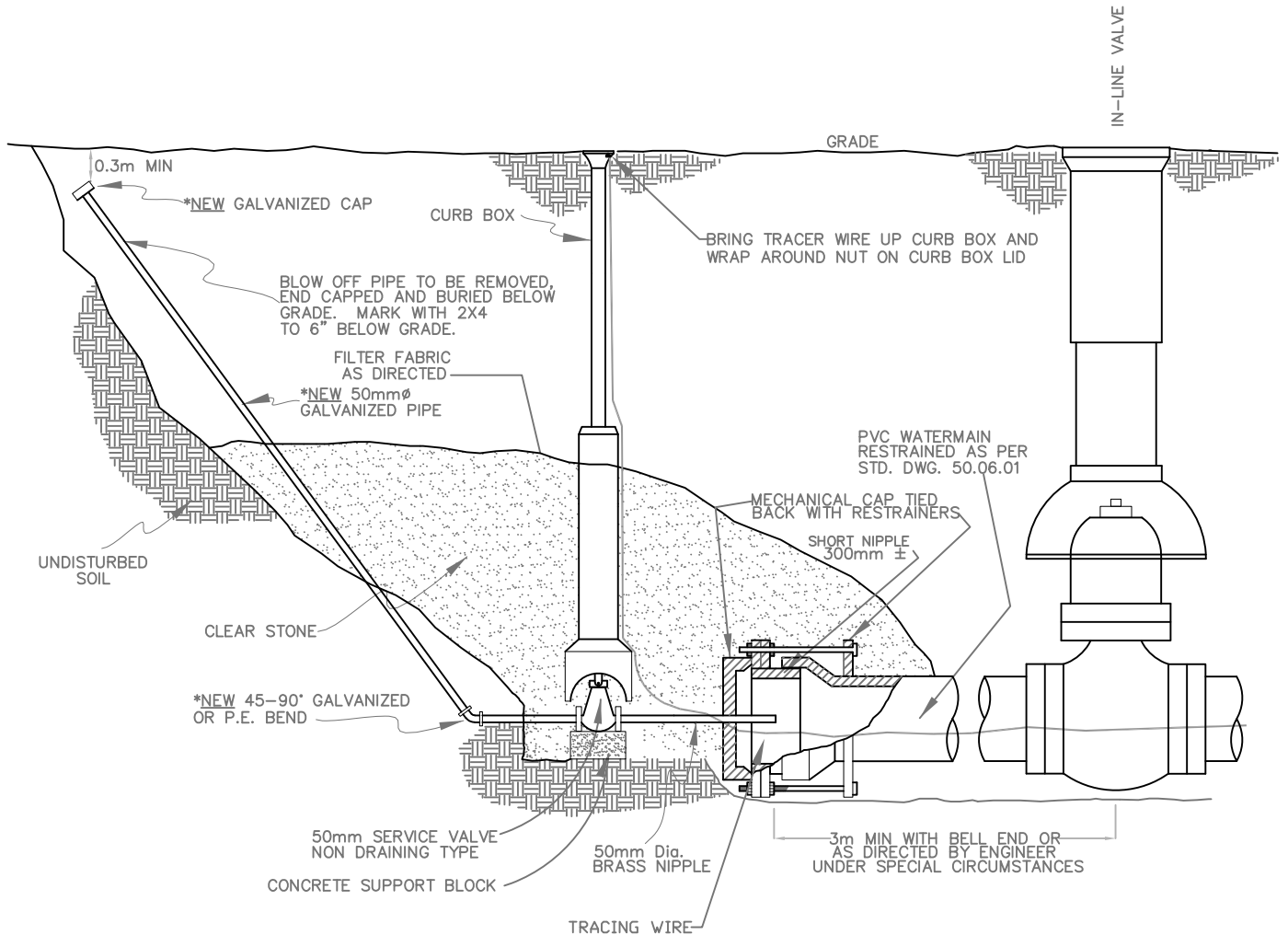
- MINIMUM 0.6m SAND BEDDING AND BACKFILL ATOP WATER SERVICES.
- FULL GRANULAR BACKFILL TO TOWN OF LASALLE SPECIFICATIONS.
- CATHODIC PROTECTION TO BE COMPLETED FOLLOWING SECTION 3.8 OF THE DEVELOPMENT MANUAL AND MANUFACTURERS STANDARDS AND SPECIFICATIONS.
- STAINLESS STEEL SADDLES TO BE INSTALLED TAPS TO BE HORIZONTAL.
- TRACING WIRE TO BE CONNECTED TO MAIN LINE TRACING WIRE, EXTENDED AND CLAMPED TO EXISTING COPPER WATER SERVICE PIPE.
- ALL BRASS CLAMPS AND CONNECTORS TO BE MASTIC WRAPPED.
- HORIZONTAL GOOSE NECKS TO BE USED.
- ALL MATERIALS TO MEET TOWN SPECIFICATIONS.
- SPECIAL ATTENTION MUST BE GIVEN TO COMPLY WITH ONTARIO HYDRO INSPECTION CODE.
- NO WATER SERVICE SHOULD BE CUT WITHOUT FIRST INSTALLING TEMPORARY JUMPER CONNECTION.



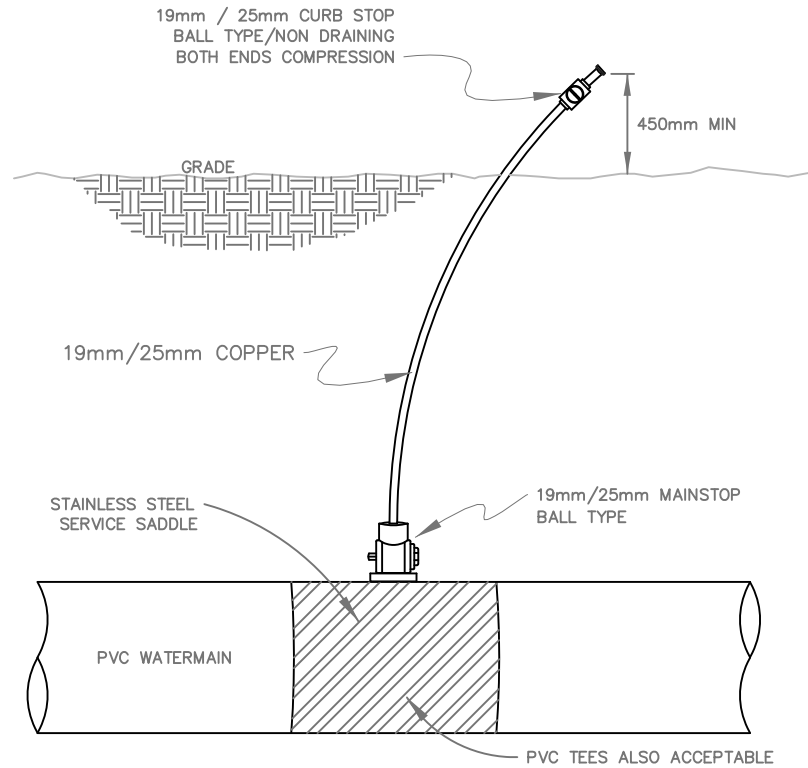
No.	Revision Date	No.	Revision Date
		1	DECEMBER 8, 2020



PLAN



No.	Revision Date	No.	Revision Date
		1	DECEMBER 8, 2020

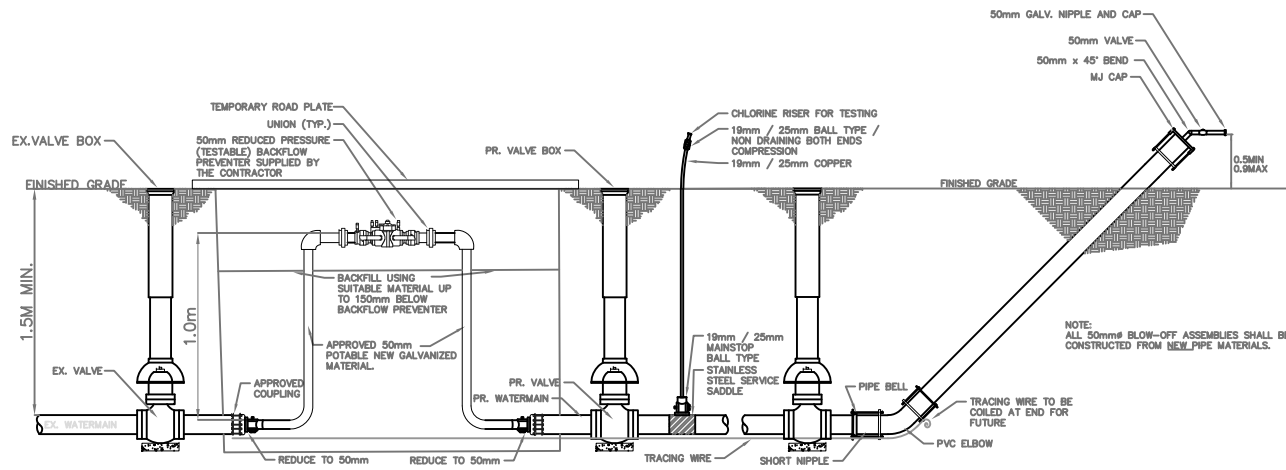


NOTES:

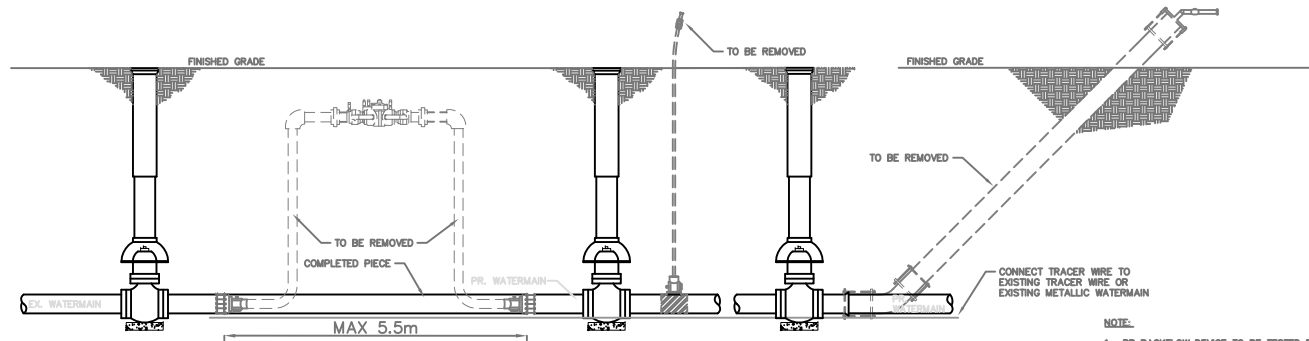
- 19mm/25mm MAIN STOP AND SERVICE SADDLES TO BE NEW MATERIAL.
- THE 19mm/25mm RISER PIPE VALVE AND PLUG MUST BE CLEAN AND IN GOOD OPERATING CONDITIONS CLOSE TO MAINSTOP.
- CHLORINE RISER TO BE REMOVED AFTER TESTING AND DISINFECTING OF WATERMAIN IS COMPLETED.
- NEW WATERMAIN WILL NOT BE PLACED IN SERVICE UNTIL REMOVAL HAS BEEN COMPLETED.
- TOWN STAFF MUST BE PRESENT ON SITE TO WITNESS REMOVAL OPERATION.
- IN WINTER CONDITIONS THE EXPOSED PIPE IS TO BE ADEQUATELY INSULATED TO PREVENT FREEZING.
- ALL CHLORINE RISERS AND SAMPLING POINT ASSEMBLIES SHALL BE CONSTRUCTED FROM NEW MATERIALS.



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**BACKFLOW PREVENTION AND FLOW METER ASSEMBLY IN ROADWAY**



**WATERMAIN COMPLETION ASSEMBLY**

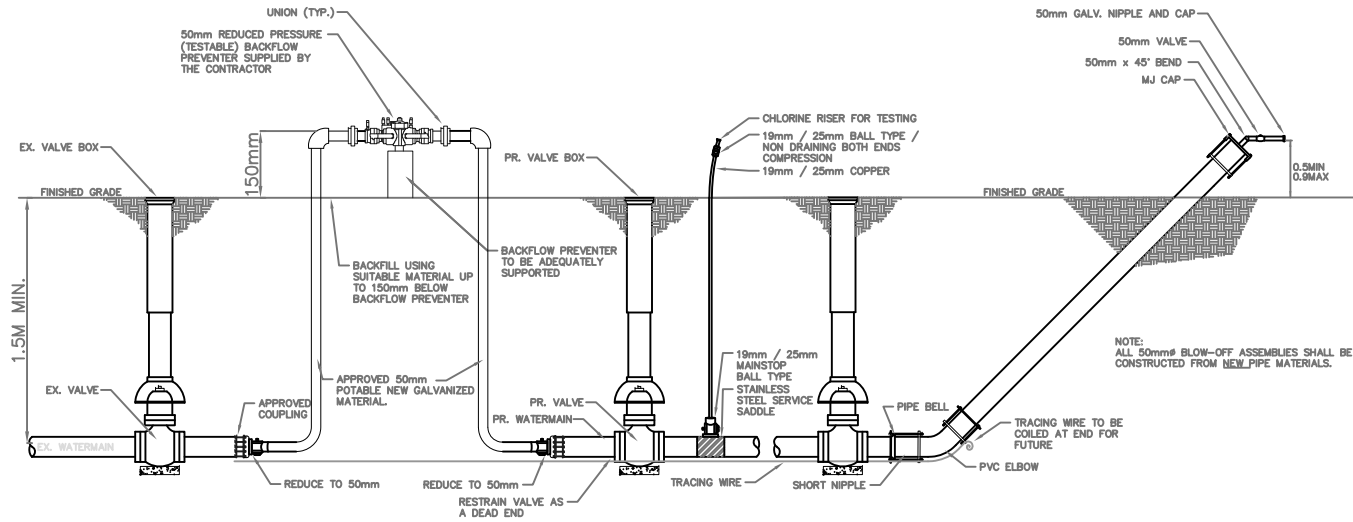
INTERCONNECTION	
WM SIZE	MINIMUM CONNECTION SIZE
≤ 300mm	50mm
> 300mm	100mm

**NOTE:**

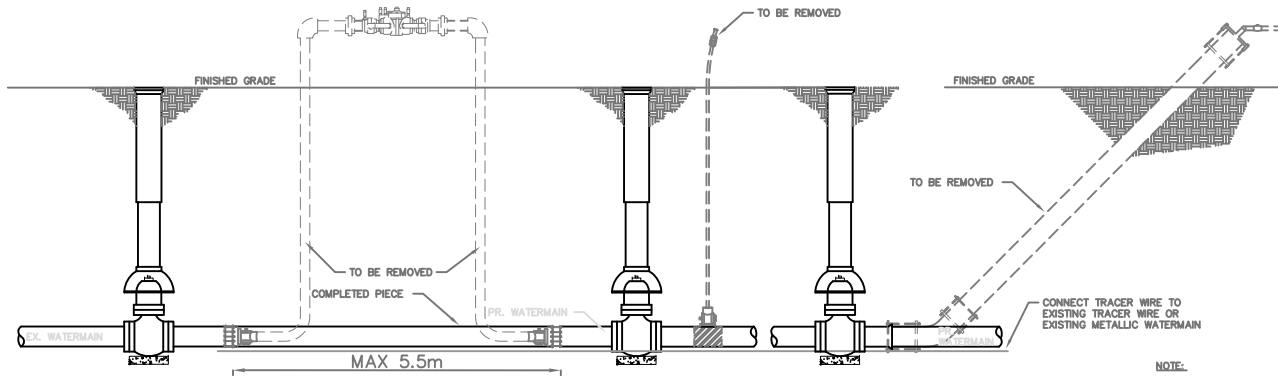
1. RP BACKFLOW DEVICE TO BE TESTED BY AN APPROVED TESTER AFTER INSTALLATION FOR EACH JOB WITH TEST REPORT FORWARDED TO ENHM PRIOR TO TESTING OF THE WATERMANS.
2. THE REMOVAL OF BACKFLOW PREVENTION ASSEMBLY IS DONE ONLY AFTER ALL TESTS HAVE PASSED.
3. ENSURE COMPLETION PIECE IS LESS THAN 5.5m AND DISINFECTED ACCORDING TO AWWA 651-05.
4. A PHYSICAL SEPARATION MUST BE MAINTAINED AT ALL CONNECTION POINTS OF NEW WATERMANS TO THE EXISTING SYSTEMS UNTIL BACTERIOLOGICAL TESTS HAVE PASSED. A SAMPLING POINT MUST BE PROVIDED AT THE END OF EACH BRANCH OR STUB.
5. FREEZING PROTECTION MUST BE PROVIDED WHEN APPLICABLE.
6. ALL JOINTS TO BE RESTRAINED PER L-WD-02.
7. BACKFLOW ASSEMBLY TO BE LOCATED IN THE BOULEVARD IF POSSIBLE. ROAD PLATE REQUIRED IF INSTALLED IN ROADWAY.



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**BACKFLOW PREVENTION AND FLOW METER ASSEMBLY IN BOULEVARD**



**WATERMAIN COMPLETION ASSEMBLY**

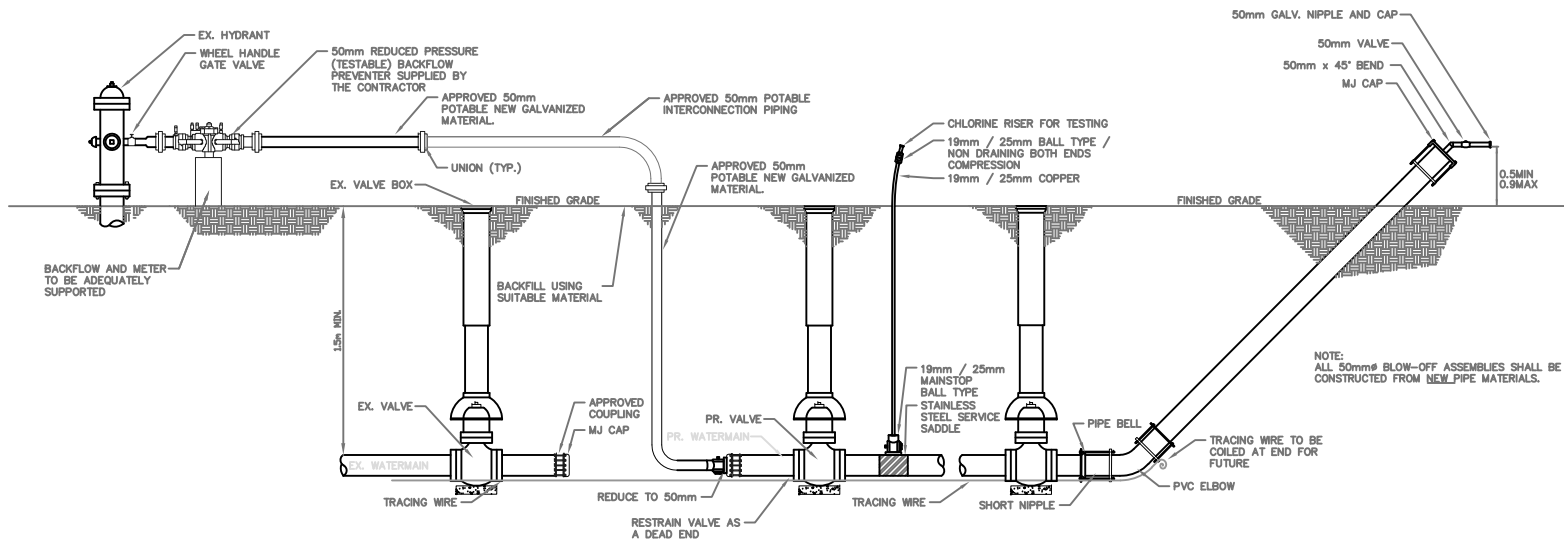
INTERCONNECTION	
WM SIZE	MINIMUM CONNECTION SIZE
≤ 300mm	50mm
> 300mm	100mm

**NOTE:**

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5. FREEZING PROTECTION MUST BE PROVIDED WHEN APPLICABLE.
6. ALL JOINTS TO BE RESTRAINED PER L-WD-02.
7. BACKFLOW ASSEMBLY TO BE LOCATED IN THE BOULEVARD.



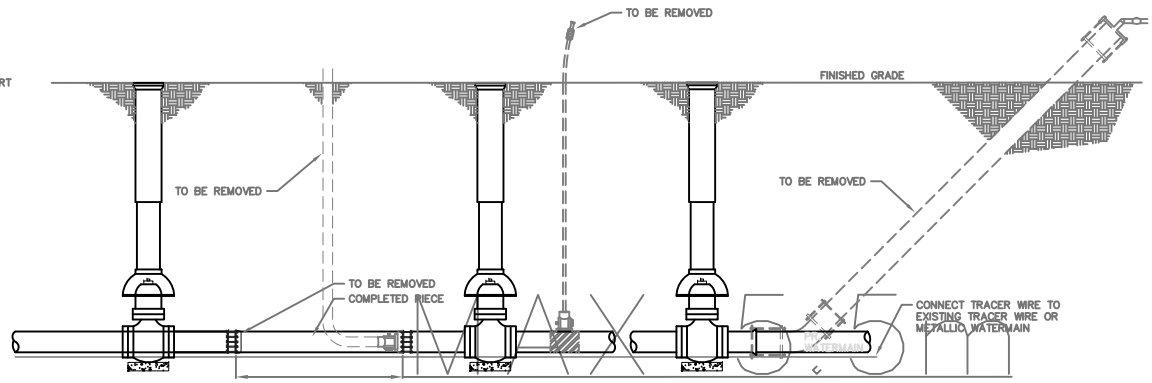
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BACKFLOW PREVENTION AND FLOW METER ASSEMBLY OFF A HYDRANT

NOTE.

1. RP BACKFLOW DEVICE TO BE TESTED BY AN APPROVED TESTER AFTER INSTALLATION FOR EACH JOB WITH TEST REPORT FORWARDED TO ENWIN PRIOR TO TESTING THE WATERMANS.
2. THE REMOVAL OF BACKFLOW PREVENTION ASSEMBLY IS DONE ONLY AFTER ALL TESTS HAVE PASSED.
3. ENSURE COMPLETION PIECE IS LESS THAN 5.5m AND DISINFECTED ACCORDING TO AWWA 651-05.
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5. FREEZING PROTECTION MUST BE PROVIDED WHEN APPLICABLE.
6. ALL JOINTS TO BE RESTRAINED PER L-WD-02.
7. BACKFLOW ASSEMBLY TO BE LOCATED IN THE BOULEVARD.

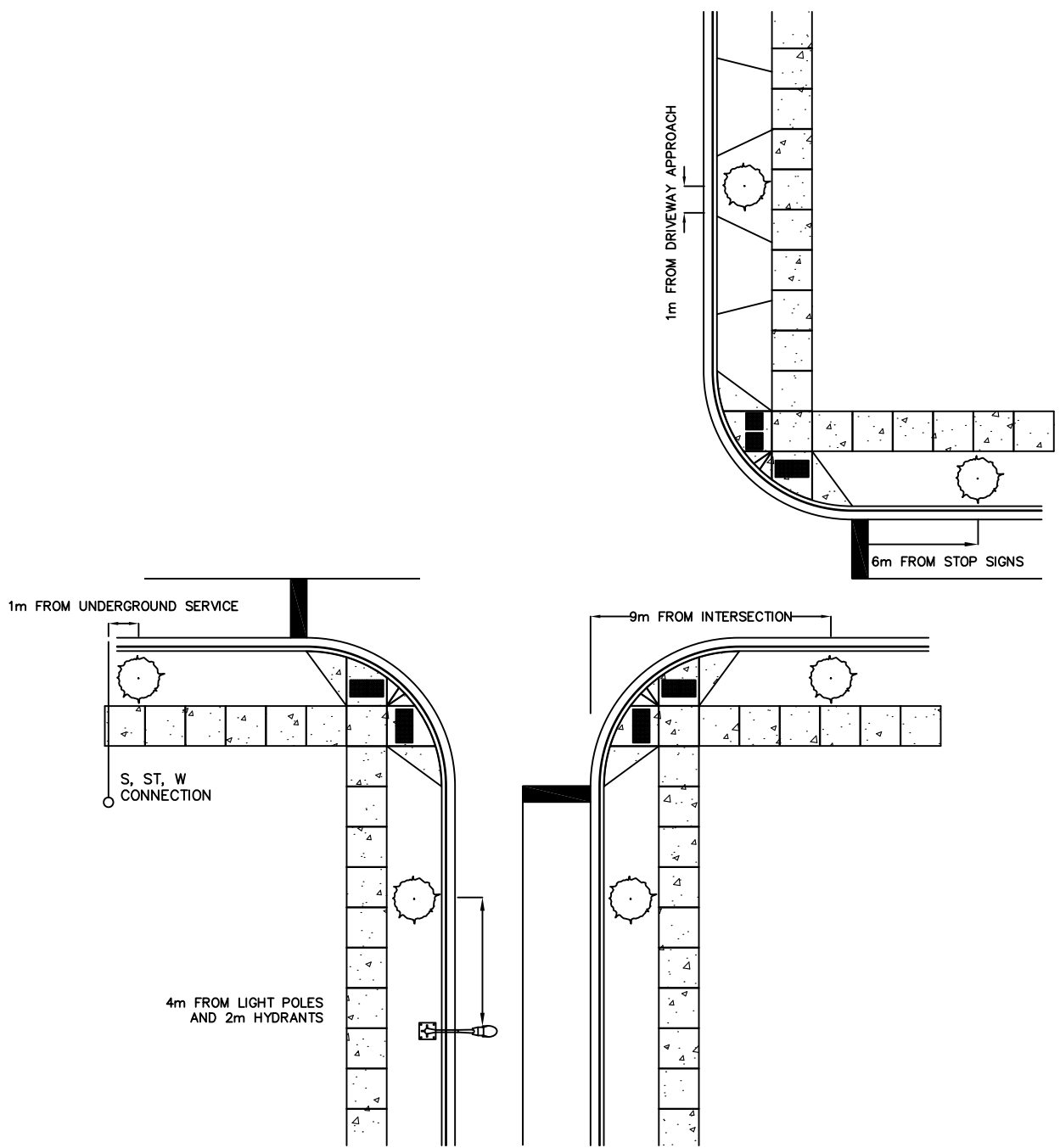


WATERMAIN COMPLETION ASSEMBLY

INTERCONNECTION	
WM SIZE	MINIMUM CONNECTION SIZE
≤ 300mm	50mm
> 300mm	100mm



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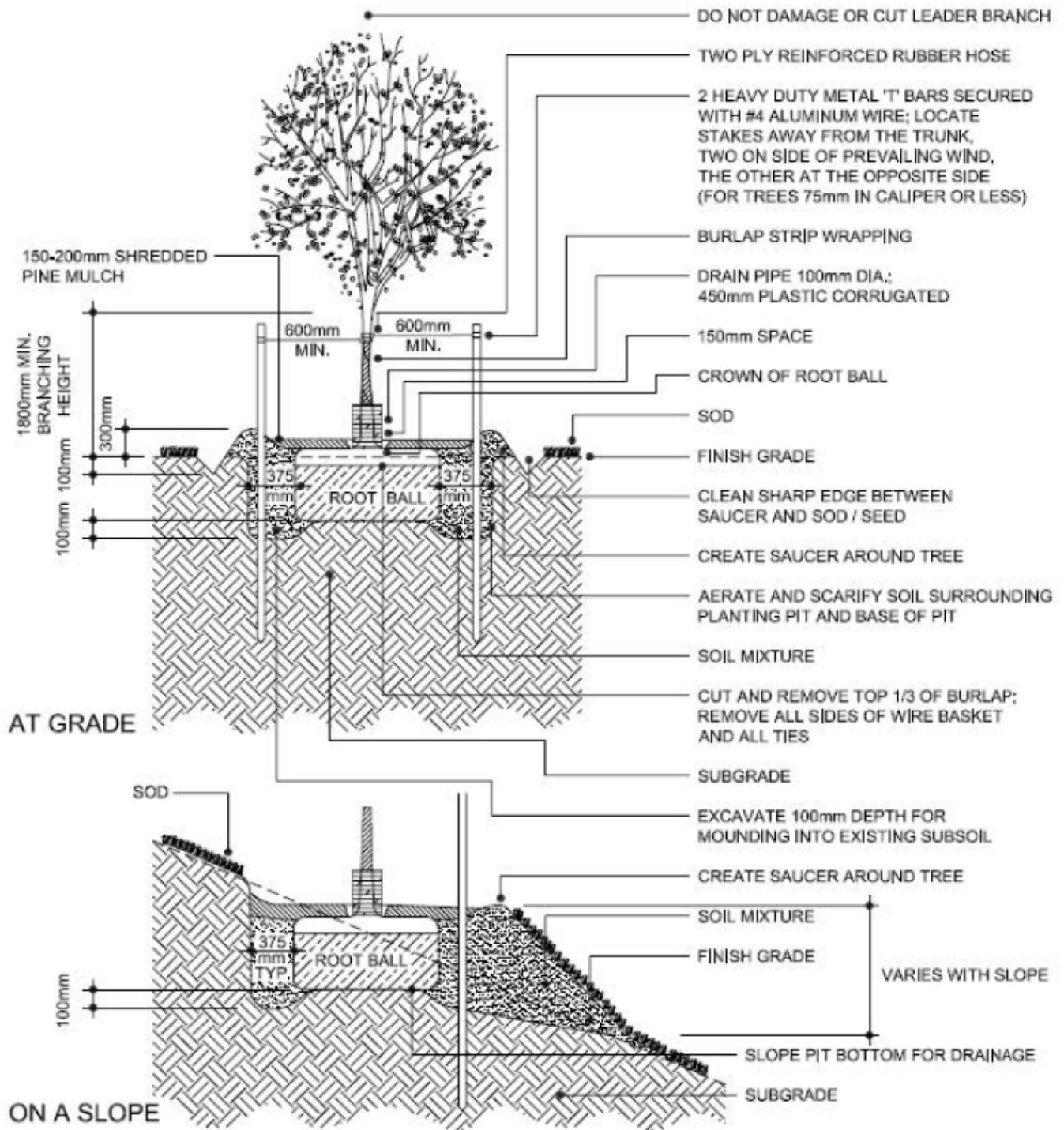


**LOCATION NOTES:**

- LOCATES WILL BE REQUIRED PRIOR TO CONTACTING THE TOWN.
- TREES ARE TO BE PLANTED:
  - EVERY 9m.
  - BETWEEN THE CURB AND SIDEWALK.
  - 9m FROM INTERSECTIONS; and 4m FROM LIGHT POLES AND 2m HYDRANTS.
- IF TREES ARE TO BE PLANTED BY OR UNDERNEATH OVERHANGING WIRES, ONLY TREES WITH A MATURE HEIGHT OF LESS THAN 6m MAY BE PLANTED.
- IN THE CASE OF SEMI-DETACHED HOMES:
  - IF THE DRIVEWAYS ARE ADJOINED AND THE SERVICES ARE UNDER THE DRIVEWAY, THEN THE TREES ARE TO BE PLACED ON EITHER SIDE OF THE ADJOINING DRIVEWAY.
  - IF THE DRIVEWAYS ARE NOT ADJOINED AND THERE IS NO CONFLICT WITH UNDERGROUND UTILITIES THEN THE TREES ARE TO BE PLACED ON EACH LOT LINE.



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**NOTES:**

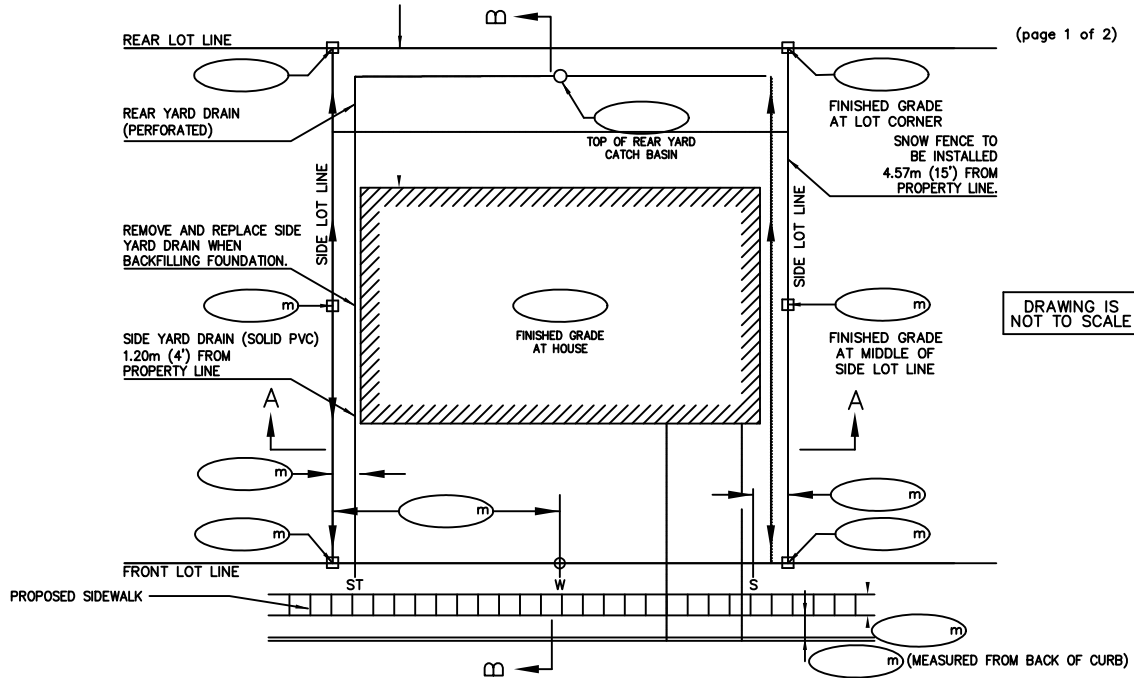
1. Do not allow air pockets when backfilling.
2. Position crown of root ball 50mm above finish grade to allow for settling.
3. Do corrective pruning to retain natural form of tree as directed by Landscape Architect.
4. For trees planted within planting or shrub beds delete saucer around base of tree.
5. All dimensions are in millimetres.
6. No tree pits shall be left open overnight.
7. Stake height shall be a minimum of 5' above finish grade.



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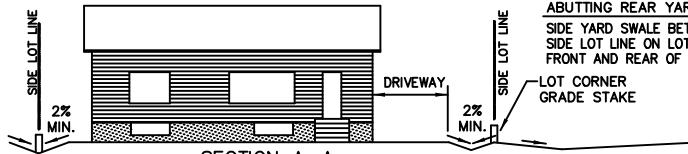


BENCH MARK	ELEVATION
BENCH MARK NORTHING	
BENCH MARK EASTING	000.000m
BENCH MARK DESCRIPTION	
ERCA MINIMUM OPENING	000.000m



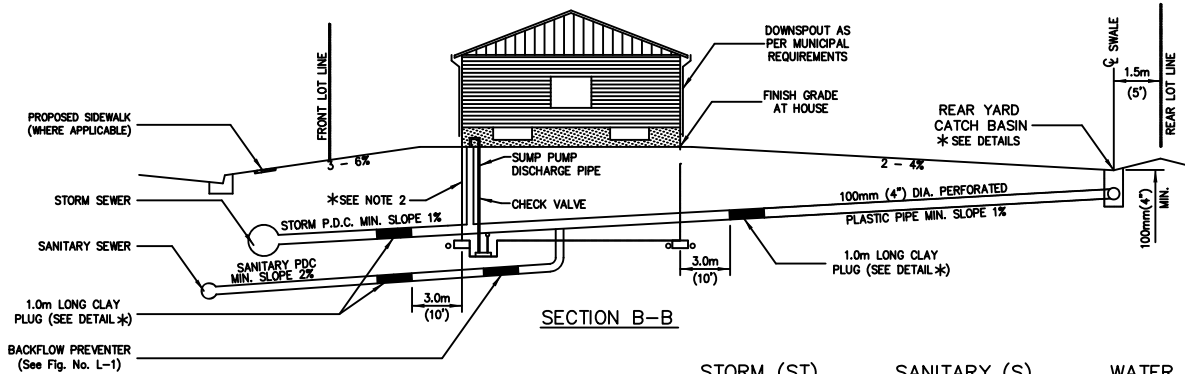
DRAWING IS NOT TO SCALE

**ABUTTING SIDE YARD CONDITION**  
SIDE YARD SWALE ON SIDE LOT LINE - GRADE TO FRONT AND REAR OF LOT



SECTION A-A

**ABUTTING REAR YARD CONDITION**  
SIDE YARD SWALE BETWEEN HOUSE AND SIDE LOT LINE ON LOT - GRADE TO FRONT AND REAR OF LOT



SECTION B-B

	STORM (ST)	SANITARY (S)	WATER (W)
SIZE:	150mm (6") DIA.	125mm (5") DIA.	25mm (1") DIA.
MATERIAL:	PVC	PVC	PE

CONSULTANT: \_\_\_\_\_

INSPECTOR: \_\_\_\_\_

I hereby certify that, to the best of my knowledge, the grades and elevations of the land within the lot, and locations and inverts of the services are accurate and in accordance with the measurements as shown above.

SIGNED: \_\_\_\_\_

DATE: \_\_\_\_\_

INVERT AT R.O.W.: \_\_\_\_\_

NORTHING AT R.O.W.: \_\_\_\_\_

EASTING AT R.O.W.: \_\_\_\_\_

Municipal No. \_\_\_\_\_

LOT \_\_\_\_\_ Plan 12 - \_\_\_\_\_ Part \_\_\_\_\_



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Town of LaSalle Development Manual

**Figure L-LG-01**  
LOT GRADING AND SERVICE SHEET  
TYPICAL LOT GRADING SHEET

