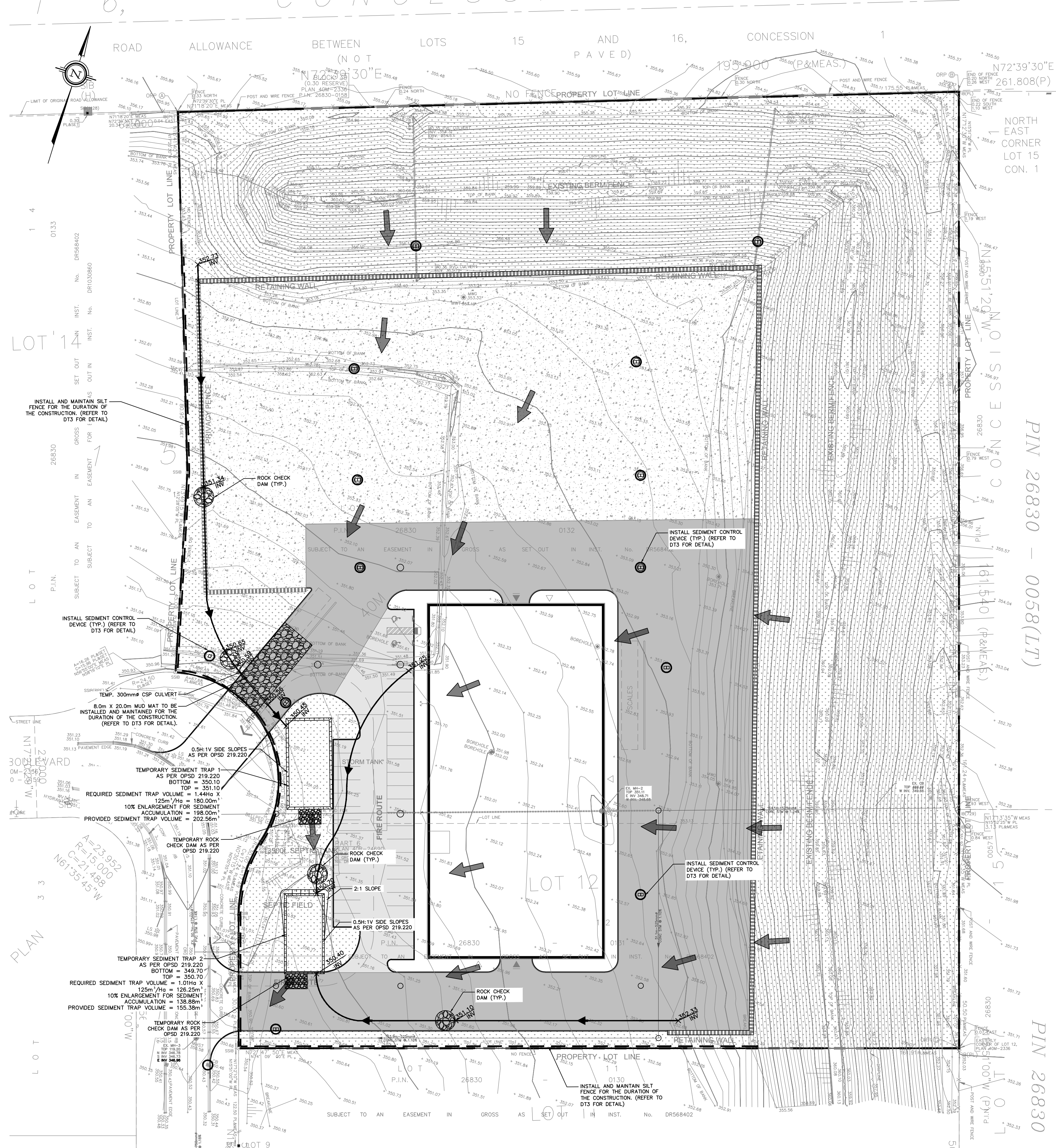


REFER TO DWG. SG-1 FOR SITE
GRADING PLAN

REFER TO DWG. SS-1 FOR SITE
SERVICING PLAN

REFER TO DWG. NT-1 FOR GENERAL
NOTES AND DT1-DT3 FOR DETAILS



EROSION AND SILTATION CONTROL PLAN GENERAL NOTES:

- Silt fence to be in place prior to initiation of topsoil stripping or pre-grading operations and shall be located to prevent surface runoff from leaving the site "untreated".
- Location of silt fences is approximate. Exact location is to be determined on-site by the Contractor in consultation with the Engineer and the Owner.
- All construction vehicles to enter and leave the site at approved location only.
- Contractor shall be responsible for maintaining all siltation control devices and structures in good working conditions at all times. Contractor shall inspect such devices regularly and after each rainfall event.
- Sediment to be removed from behind silt fences when it is one third to half way up the filter cloth.
- If underground services and construction of roadways does not proceed following rough grading, the area should be stabilized with hydroseed within 30 days and left in an undisturbed condition.
- Temporary catchbasin siltation control devices shall be installed in all catchbasins as per "Temporary Siltation Control Device (Catchbasins)" detail on this drawing.
- Existing vegetation shall not be impacted by the installation of erosion/sedimentation control devices.
- Areas to be hydroseeded are to be done so within 30 days of the completion of earthworks.

CONSTRUCTION PROGRAM

- Install Mud-Mat at location shown. Mud-Mat to be maintained in good working condition during construction.
- Install Sediment Control Fence per detail on this drawing at locations shown. Sediment Control Fence to be maintained in good working condition during construction.
- Install temporary siltation control devices on existing catchbasins on site and within the roadway as shown on this drawing. Existing on-site catchbasin siltation control device as per detail on this drawing. Existing roadway catchbasins to be equipped with silt sack as per detail on this drawing. The catchbasin siltation control devices are to remain until fine grading and sodding is completed on the abutting lots.
- When catchbasins have been installed, the temporary siltation control devices are to be put in place as shown on this drawing. The catchbasin siltation control devices are to remain until fine grading and sodding is completed on the abutting lots.
- Once parking lot had been paved, remove Mud-Mat and dispose offsite.
- Additional erosion and sediment control measures may be required and shall be determined by the engineering consultant and/or the Town of Uxbridge.
- During construction, mud tracking control (consisting of flushing and sweeping roads) is to be provided for all roads, as warranted, in accordance with Town of Uxbridge mud tracking and dust control policies.

TEMPORARY SEDIMENT TRAP CONSTRUCTION

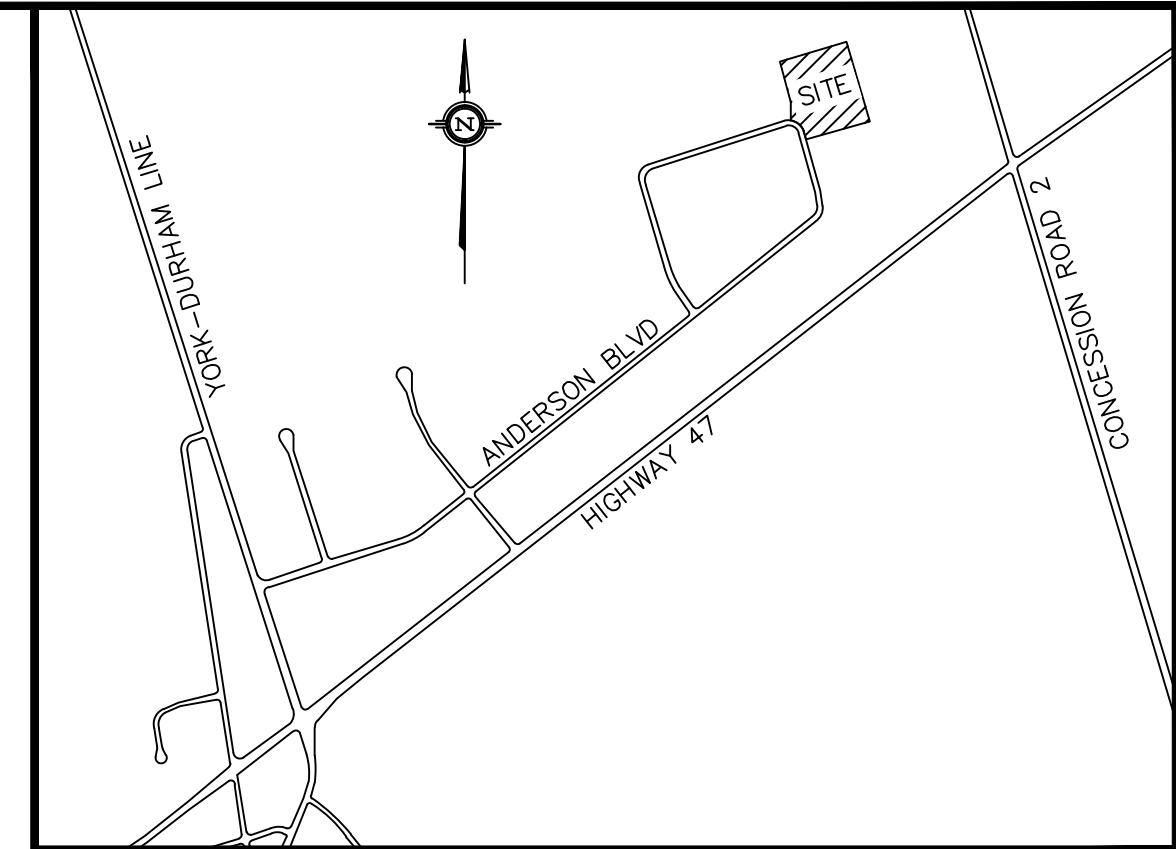
- All temporary sediment traps are to be constructed per details on this drawing.
- All pumping operations are to be performed under the direction of the consultant and City Engineer.

DECOMMISSION OF TEMPORARY SEDIMENT TRAP

- If it is necessary to drain any of the sediment trap they shall be pumped to a "WETLANDS" filter bag or equal.
- Sediment traps to be decommissioned when authorized by contract administrator and City of Oshawa.
- When directed by the Consultant, remove the temporary Hickenbottom drains, rip rap, filter fabric and any clear stone at the bottom of the temporary sediment trap and dispose off site.
- Excavate and remove all material 0.75 metres (min) below bottom of any temporary sediment traps located on a building lot or more as directed by the Geotechnical Consultant. All excavated material is to be disposed off site or as directed by the consultant.
- Once the temporary sediment traps has been removed the lot(s) is to be engineered filled to balance line. All filling is to be compacted to 98% standard proctor density (or to a compaction that is approved by the Geotechnical Consultant).

PROPOSED DUST CONTROL MEASURES AND RESPONSE PLAN

- Pre-grading planning
 - The servicing will commence as soon as possible and be carried out in conjunction with the earthworks. This will reduce the overall amount of time that areas are left susceptible to wind that creates blowing dust.
 - The contractor shall apply water to haul roads and stockpile (s) by way of water truck.
- Watering (post-grading)
 - Within areas where earthworks and or underground municipal servicing is on-going, water is to be utilized at sufficient quantity to prevent visible emissions from extending more than 30m from the point of origin.
- Reduce vehicle speed
 - The on-site speed limit for construction vehicles will be 25km/h maximum. This may need to be used in conjunction with watering to prevent visible dust emissions.
- Restrict activities during high wind periods
 - The high visibility of certain works and the close proximity and population impact should be taken into consideration when scheduling dust-producing work.
- Road cleaning
 - Spillage, erosion or materials "tracked out" on a road to be cleaned using mechanical street sweepers or flusher truck at least by the end of the work day, and scraped on a regular basis throughout the day. However, if the spillage extends more than 15m along a paved public roadway it must be cleaned up immediately.
 - Importing and exporting of materials on and off-site will be shut down during and following inclement weather until the road surfaces have been cleaned. Monitoring and recording of the site conditions will be undertaken by appropriate field staff and the contractor's site superintendent.



KEY PLAN

LEGEND

- PROPERTY LINE
- STORM MANHOLE
- CATCHBASIN
- SANITARY MANHOLE
- SILT FENCE
- MUD MAT
- CATCHBASIN SEDIMENT CONTROL DEVICE
- OVERLAND FLOW ROUTE
- TEMPORARY SWALE AND INVERT ELEVATION DURING CONSTRUCTION
- TEMPORARY ROCK CHECK DAM

BENCH MARK:

ELEVATIONS ARE GEODETIC AND ARE REFERRED TO MTD VERTICAL BENCHMARK NUMBER 00819778477 HAVING AN ORTHOMETRIC ELEVATION OF 312.926 METRES. ELEVATIONS ARE REFERENCED TO THE CANADIAN GEODETIC VERTICAL DATUM OF 1928, 1978 ADJUSTMENT (CGVD-1928:1978).

STEEL ROD WITH BRASS CAP ON THE NORTH SIDE OF HIGHWAY No. 47, 7.6 KM EAST OF THE JUNCTION OF HIGHWAY Nos. 47 & 48 AT RINGWOOD, 1.1 KM EAST OF C.N.R. CROSSING, 1.1 KM WEST OF BLOOMINGTON ROAD AND 15.2 M NORTH OF THE CENTRELINE OF HIGHWAY No. 47. LOCATED 9.6 M EAST OF THE CENTRELINE OF THE GRAVEL FARM LANE, 46 CM SOUTH OF THE NORTH RIGHT-OF-WAY FENCE LINE AND 61 CM WEST OF A BLACK AND YELLOW MARKER POST.

REFERENCES				
1	26/03/21	ISSUED ZONING BY-LAW AMENDMENT		AK
No.	DATE	REVISION		BY
ALL PREVIOUS ISSUES OF THIS DRAWING ARE SUPERSEDED				
Suite 201 - 701 Rossland Road East Whitby, ON L1N 8Y9 www.wsp.com				t. 905.668.3022 f. 905.668.9443
45 & 47 ANDERSON BLVD – UXBRIDGE INDUSTRIAL UXBRIDGE				
EROSION & SEDIMENT CONTROL PLAN				
DRAWN BY CAD	LOC.	CONST.	CITY	DESIGN BY
DATE	JAN 2019		REGION	SB
SCALE		1: 500		
20M-00392-		DWG. No. ES1		

