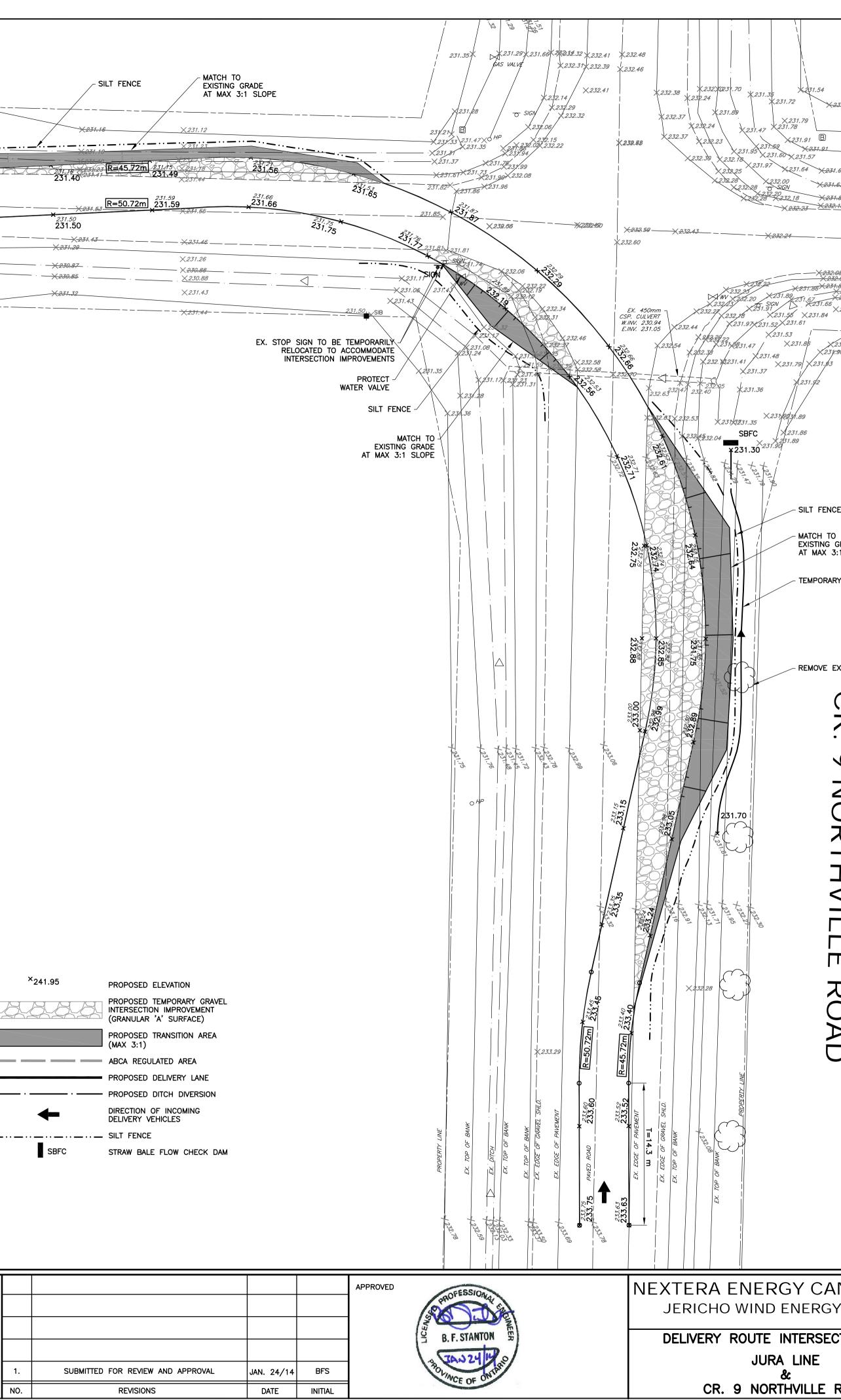
			JU	RA LIN	E	
Ρ		EX. TOP OF BANK	×230.89		X 230.83	
	<u>×231.07</u> <u>×230.77</u>	EX. TOP OF BANK	X230.08		0 HP X 230.96	
	~ <u>X230.73</u> <u>X231.05</u>	EX. TOP OF BANK	<u>×230.77</u>		X 230,88 X 230,90 X 231,15	<u> </u>
			41 1.41 231.42 231.42	R=45.72m 231.43	231.28 231.38	
	- — - X231.34	231 231 FX FDCF OF CRAVEL SUID	231.43 231.43	R=50.72m 231.45	- <u>X231.51</u> 231.48 231.48 X 231.48	
	×231.03 ———×230.51 ———×230.49	EX. TOP OF BANK	T=12.8 m <231.10		— — <u>X231.43</u> X231.19	
	×230.99	EX. TOP OF BANK	<u> </u>	· · · · · · · · · · · · · · · · · · ·	— X230.74 — X230.77 — X231.17	
	<u> </u>	<i>PROPERTY_LINE</i>	<u> </u>		<u>X231.11</u>	
DEITZ, OLS. LOC VERIFIED. 2. PRIOR TO THE O GRADE OF ALL CONSTRUCTION OF DISTURBED DUR SATISFACTION OF CONTRACTOR IS UTILITIES ON TH THE UTILITY CON PROVIDING ADEC 3. CONSTRUCTION A SIGNS REQUIRED "TRAFFIC CONTR MINISTRY OF TR OPERATIONS'. 4. THE CONTRACTO OTHER SUITABLE ENSURE SEDIME 5. TEMPORARY DITO BESIDE TEMPOR/ REMAIN FUNCTIO 6. ALL PROPOSED CROSSFALL. 7. SURFACE OF TE R.O.W. AND NOT 8. THE CONTRACTO OCCUPATIONAL F THE OVERHEAD 9. THE LAYOUT OF CONTRACTOR. 10. ALL ELEVATIONS 11. PHYSICAL BARRI PORTION OF THI LAYOUT SHALL O REMAIN IN PLAC 12. TEMPORARY INTE REASONABLY PO TURNING MOVEW 13. ALL DISTURBED CONDITIONS OR MUNICIPALITY. AI REINSTATED. 14. TEMPORARY TRA TO PREVENT ER LEGEND	CATION OF OVERHEAD AND COMMENCEMENT OF CONS EXISTING UNDERGROUND SHALL BE LOCATED AND ING CONSTRUCTION SHALL F THE GOVERNING BODY TO MEET ALL THE REQU IS PLAN AND MUST MAKE MPANIES FOR CROSSING OUTE PROTECTION DURING AND DETOUR SIGNING: MI D SHALL BE IN ACCORDAN OL DEVICES" BOOK 7, AN ANSPORTATION "TRAFFIC O R SHALL INSTALL STRAW E SEDIMENT & EROSION O NT IS NOT TRANSPORTED CHING OR CULVERTS SHA ARY IMPROVEMENTS IN OF DNAL. TEMPORARY IMPROVEMENTS AFFECT PRIVATE PROPER R SHALL TAKE ALL NECE HEALTH AND SAFETY ACT POWER LINES AND OTHER LINES AND GRADES SHA AND DIMENSIONS SHOWN ERS ARE REQUIRED TO S E ROAD FROM THE TEMPO CONFORM TO ONTARIO TR E UNTIL THE TEMPORARY ERSECTION IMPROVEMENTS SSIBLE WHEN NO LONGED MARS SHALL BE RESTOF BETTER, ALL TO THE SA LL SURFACE FEATURES, L INSITION GRADES SHALL E INSITION GRADES SHALL E	NIMUM CONSTRUCTION AND DETOUR NCE WITH MANUAL OF UNIFORM ND THE LATEST REVISION OF THE CONTROL MANUAL FOR ROADWAY WORK BALE BARRIERS, SILT FENCING OR CONTROL MEASURES AS REQUIRED TO INTO THE DOWNSTREAM DITCH SYSTEM LL BE PROVIDED AND MAINTAINED RDER TO ENSURE ROAD SIDE DITCHES FACES SHOULD HAVE A MAXIMUM 2% SHALL BE COMPLETED WITHIN THE RTY. SSARY PRECAUTIONS UNDER THE WHILE WORKING IN THE VICINITY OF R UTILITIES. LL BE THE RESPONSIBILITY OF THE N ARE METRIC. EPARATE THE REGULAR TRAVELED DRARY IMPROVEMENTS. BARRIERS AND AFFIC MANUAL (OTM) BOOK 7 AND IMPROVEMENTS ARE REMOVED. S ARE TO BE REMOVED AS SOON AS R REQUIRED FOR DELIVERIES OR RED TO EXISTING ELEVATIONS & TISFACTION OF THE COUNTY OR JTILITY BOXES, SIGNS, ECT. TO BE BE MAXIMUM 3:1 SLOPE AND STABILIZE		ATTERMAIN STRUCTION LEGEN EXISTING EXISTING EXISTING EXISTING PROPER EXISTING EXISTING EXISTING	EDGE OF PAVEMENT GRAVEL SHOULDER TOP OF BANK TY LINE CULVERT DITCH CENTRELINE OF ROAD FENCE AERIAL HYDRO HYDRO POLE ROAD SIGN UTILITY MARKER BELL PEDESTAL	×24
CONTRACTOR MUST VE	ERIFY ALL DIMENSIONS FOR SAME. ANY BE REPORTED TO THE	NEXT	era™			
LUDURE FAINULES MUSE	DE REFURIED IU IHE					
DRAWINGS ARE NOT T C.C. TATHAM & ASSOC	MMENCING WORK. O BE SCALED. CIATES LTD. CLAIMS COPY /HICH MAY NOT BE USED THAN THAT PROVIDED IN THE OWNER/CLIENT AND T HE OWNER/CLIENT AND T IE EXPRESS CONSENT OF CIATES LTD.	RIGHT ENERC	JY 🥢			



×231.70

×231.56

B		×231.70
GAS VALVE	⊖ <i>HP</i>	×231.80
×231.64 OHP	· · · · · · · · · · ·	×231.86 ×231.88 ×231.69 ×231.78 ×231.65 ×231.79
		$ \times 231.09 \times 233.97 - $ $\times 232.23 \times 233.97 - $ $ \times 232.23 \times 2232.31 - $
		— X 232,30 - X 232,40

V 070 00		
—X232.08	<u>X 2.32.25</u>	
86×231.86 ×231.66	×232.00	×232
Z31.69 X231.85	<u> </u>	×231. ×231.
231.84 <u>X231.88</u> <u>X231.88</u>	×231.92	——————————————————————————————————————
		×232.
X231.97		<u> </u>
X237 .96		

X*231.95*

- SILT FENCE

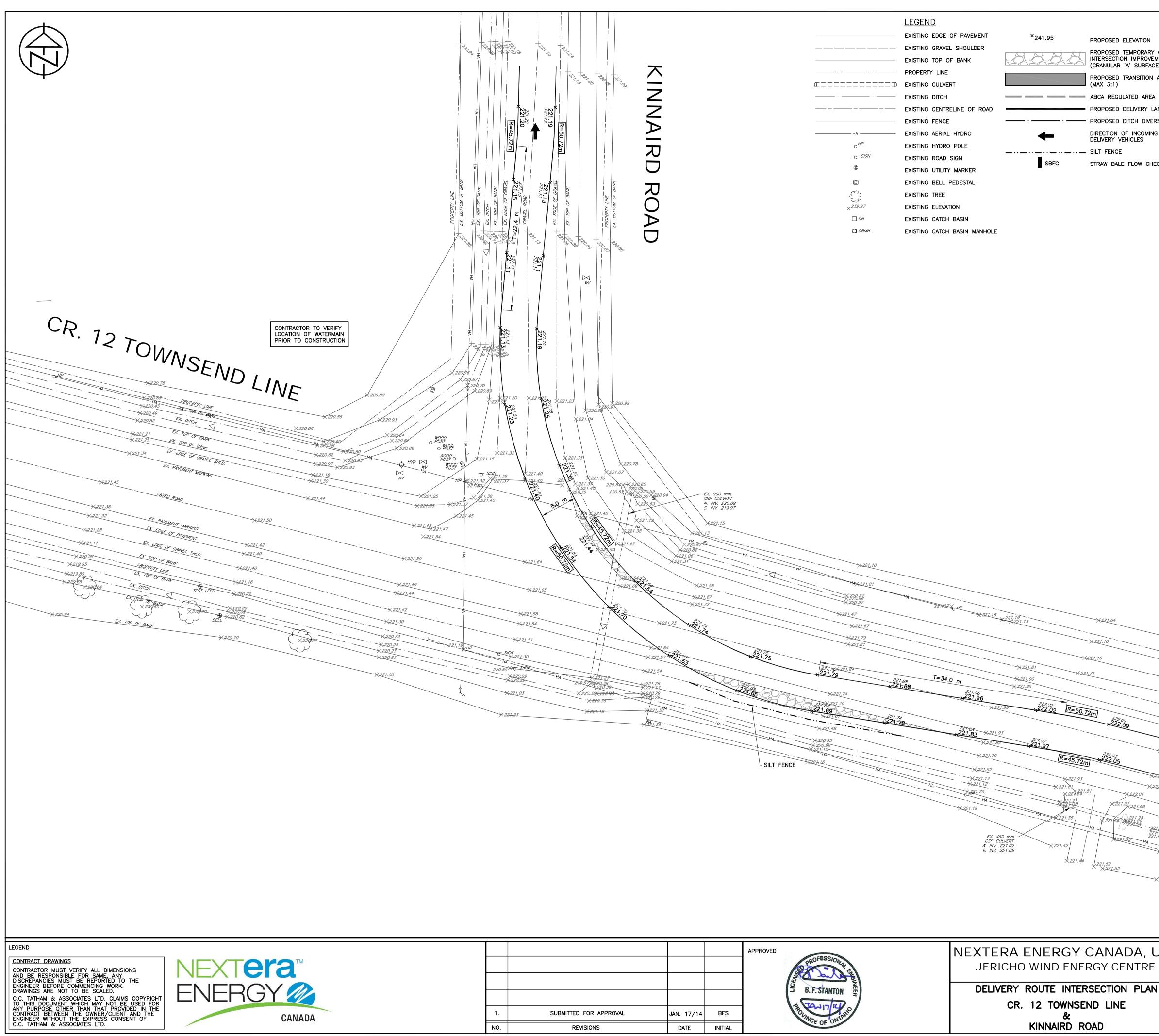
MATCH TO EXISTING GRADE AT MAX 3:1 SLOPE

- TEMPORARY SWALE

- REMOVE EX. TREE

 \bigcirc ス • Q NORTHVIL ROAD

CANADA, ULC ERGY CENTRE	Ŧ	C.C. Tatham & Associates Ltd. Consulting Engineers				
RSECTION PLAN		Collingwood	Brac	ebridge	Orillia	Barrie
NE	SCALE: 1:250			JOB NO.	412414	
	DESIGN: SD	CHECKED: BFS		DWG.		517
LE ROAD	DRAWN: SD	DATE: DEC. /13			INT-517	



			APPROVED	NEXTERA ENERGY
			B.F. STANTON	DELIVERY ROUTE INTER
SUBMITTED FOR APPROVAL	JAN. 17/14	BFS	BOUNCE OF ONTRHO	CR. 12 TOWNSE
REVISIONS	DATE	INITIAL		KINNAIRD RO

PROPOSED ELEVATION

PROPOSED TEMPORARY GRAVEL INTERSECTION IMPROVEMENT (GRANULAR 'A' SURFACE) PROPOSED TRANSITION AREA (MAX 3:1)

PROPOSED DELIVERY LANE

- · - PROPOSED DITCH DIVERSION

DIRECTION OF INCOMING DELIVERY VEHICLES

STRAW BALE FLOW CHECK DAM

- NOTES:
- TOPOGRAPHIC SURVEY AND LEGAL BOUNDARY BASE PLAN PROVIDED BY CALLON 1 DEITZ, OLS. LOCATION OF OVERHEAD AND BURIED UTILITIES TO BE FIELD VERIFIED.
- PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE LOCATION, SIZE AND 2. GRADE OF ALL EXISTING UNDERGROUND UTILITIES IN THE VICINITY OF CONSTRUCTION SHALL BE LOCATED AND MARKED. ALL UTILITIES DAMAGED OR DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE GOVERNING BODY AT THE CONTRACTORS EXPENSE. THE CONTRACTOR IS TO MEET ALL THE REQUIREMENTS OF THE OWNERS OF THE UTILITIES ON THIS PLAN AND MUST MAKE SATISFACTORY ARRANGEMENTS WITH THE UTILITY COMPANIES FOR CROSSING THEIR INSTALLATIONS AND FOR PROVIDING ADEQUATE PROTECTION DURING CONSTRUCTION.
- 3. CONSTRUCTION AND DETOUR SIGNING: MINIMUM CONSTRUCTION AND DETOUR SIGNS REQUIRED SHALL BE IN ACCORDANCE WITH MANUAL OF UNIFORM "TRAFFIC CONTROL DEVICES" BOOK 7, AND THE LATEST REVISION OF THE MINISTRY OF TRANSPORTATION "TRAFFIC CONTROL MANUAL FOR ROADWAY WORK OPERATIONS'.
- THE CONTRACTOR SHALL INSTALL STRAW BALE BARRIERS, SILT FENCING OR 4. OTHER SUITABLE SEDIMENT & EROSION CONTROL MEASURES AS REQUIRED TO ENSURE SEDIMENT IS NOT TRANSPORTED INTO THE DOWNSTREAM DITCH SYSTEM.
- 5. TEMPORARY DITCHING OR CULVERTS SHALL BE PROVIDED AND MAINTAINED BESIDE TEMPORARY IMPROVEMENTS IN ORDER TO ENSURE ROAD SIDE DITCHES REMAIN FUNCTIONAL.
- 6. ALL PROPOSED TEMPORARY DRIVING SURFACES SHOULD HAVE A MAXIMUM 2% CROSSFALL.
- 7. SURFACE OF TEMPORARY IMPROVEMENTS SHALL BE COMPLETED WITHIN THE R.O.W. AND NOT AFFECT PRIVATE PROPERTY.
- 8. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS UNDER THE OCCUPATIONAL HEALTH AND SAFETY ACT WHILE WORKING IN THE VICINITY OF THE OVERHEAD POWER LINES AND OTHER UTILITIES.
- 9. THE LAYOUT OF LINES AND GRADES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- 10. ALL ELEVATIONS AND DIMENSIONS SHOWN ARE METRIC.
- 11. PHYSICAL BARRIERS ARE REQUIRED TO SEPARATE THE REGULAR TRAVELED PORTION OF THE ROAD FROM THE TEMPORARY IMPROVEMENTS. BARRIERS AND LAYOUT SHALL CONFORM TO ONTARIO TRAFFIC MANUAL (OTM) BOOK 7 AND REMAIN IN PLACE UNTIL THE TEMPORARY IMPROVEMENTS ARE REMOVED.
- 12. TEMPORARY INTERSECTION IMPROVEMENTS ARE TO BE REMOVED AS SOON AS REASONABLY POSSIBLE WHEN NO LONGER REQUIRED FOR DELIVERIES OR TURNING MOVEMENTS.
- 13. ALL DISTURBED AREAS SHALL BE RESTORED TO EXISTING ELEVATIONS & CONDITIONS OR BETTER, ALL TO THE SATISFACTION OF THE COUNTY OR MUNICIPALITY. ALL SURFACE FEATURES, UTILITY BOXES, SIGNS, ECT. TO BE REINSTATED.
- 14. TEMPORARY TRANSITION GRADES SHALL BE MAXIMUM 3:1 SLOPE AND STABILIZED TO PREVENT EROSION.

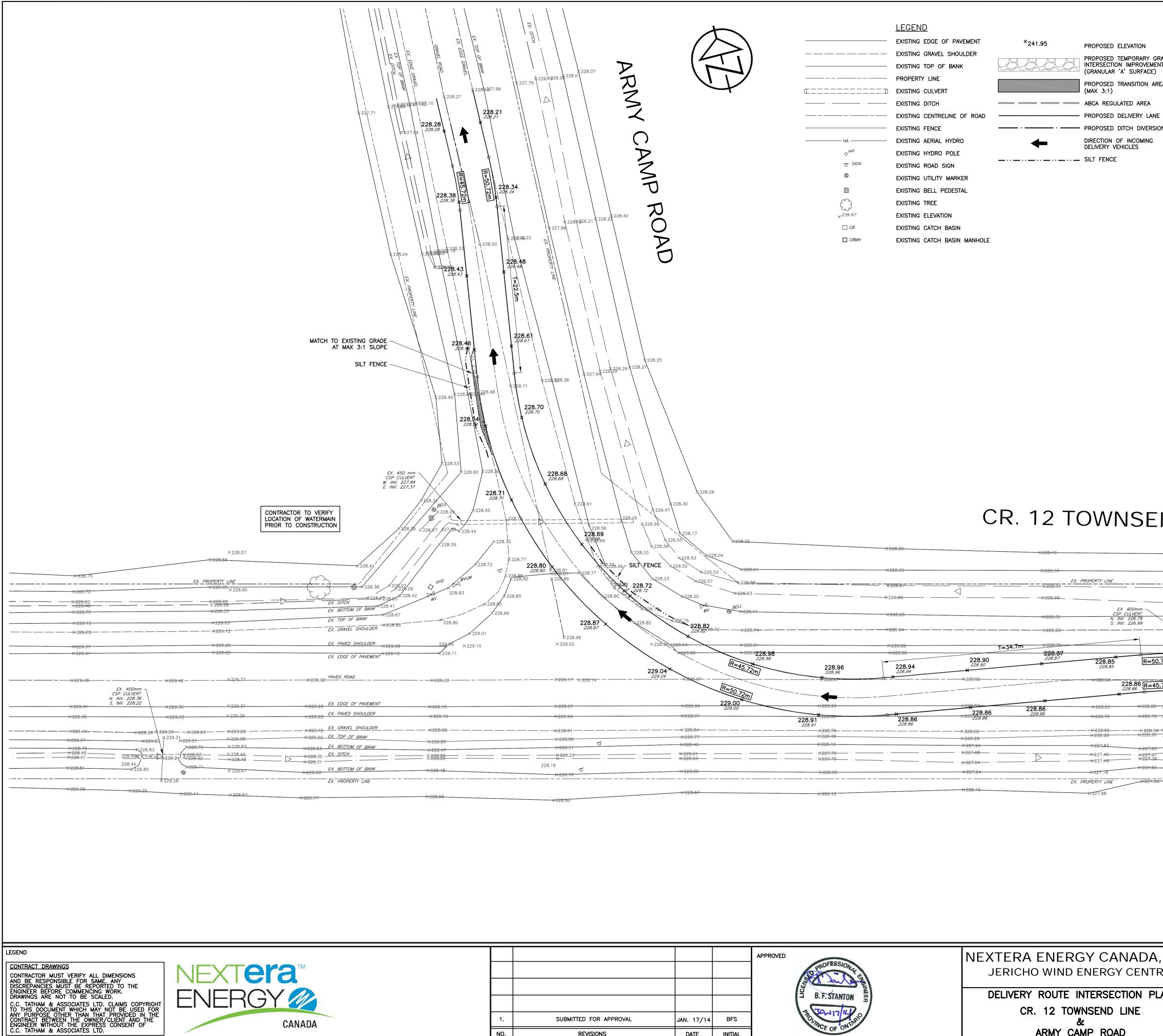
<u> </u>	.04					
×221.10						
221.16			*221.4	U		
71			*221.36			
			×221.27		EX. TOP	OF BANK
2m]	222.09	×222.03 ×222.11	×221.81		EROPERTY EX. TOP OF	LINE
	222.09	×222.13			EX. TOP OF	344
22	2.05 2.05	222 222 *222.17	<u>18</u>		222.24 -X. TOP OF B	
**2	2.05	222:14		×22 ×222		AVEZ SHLD.
		222.14 722 <u>9.10 2222.14</u> 7222.07	·		MARK	MENT ING
	×222.01 ×221.91 ×221.88				AT PAVED ROAD	
+ Д 	221.28 21.75 3551.06 221.21	×221,91 221,48/ ×222.d1	× 222.14	×222.39	EX. PAVEMENT MARKING	
	×221.65 HA	221.49	×222.07 ×221.93 	×222.31	PAVEMENT	
1.221.5	2	× 221.76 - +	-HA <u>X-221.76</u>	×222.06 EX.	TOP OF GRAVEL SHLD.	
×221.5. ×2	21.52	×221,72 X221.92	× 221.84 - HA	EX. DI	TCH	
		/\~~ nor	221.99 EX. 450 mm CSP CULVERT W. INV. 221.14	PROPERTY	LINF HA	
			E. INV. 221.14 E. INV. 221.32	+222.03 FX. TOP OF	RAAU.	IS VALVE

AS WALVE

CANADA, ULC ERGY CENTRE	Ŧ	C.C. Consu
RSECTION PLAN		Collingw
END LINE	SCALE: 1:250	
	DESIGN: SD	CHECK

. Tatham & Associates Ltd. sulting Engineers

AN		Collingwood	Brace	ebridge	Orillia	Barrie
	SCALE: 1:250			JOB NO.	412414	
	DESIGN: SD	CHECKED: BFS		DWG.	518	
	DRAWN: SD	DATE: JAN. /14			510	



			APPROVED	NEXTERA ENERGY (
			PROPESSION R	JERICHO WIND ENER
			B.F. STANTON	DELIVERY ROUTE INTER
			To water	CR. 12 TOWNSEN
SUBMITTED FOR APPROVAL	JAN. 17/14	BFS	BOLING ON TAHO	
REVISIONS	DATE	INITIAL	de of	ARMY CAMP F
			•	

NOTES:

- PROPOSED ELEVATION PROPOSED TEMPORARY GRAVEL INTERSECTION IMPROVEMENT (GRANULAR 'A' SURFACE) PROPOSED TRANSITION AREA
- PROPOSED DITCH DIVERSION DIRECTION OF INCOMING DELIVERY VEHICLES

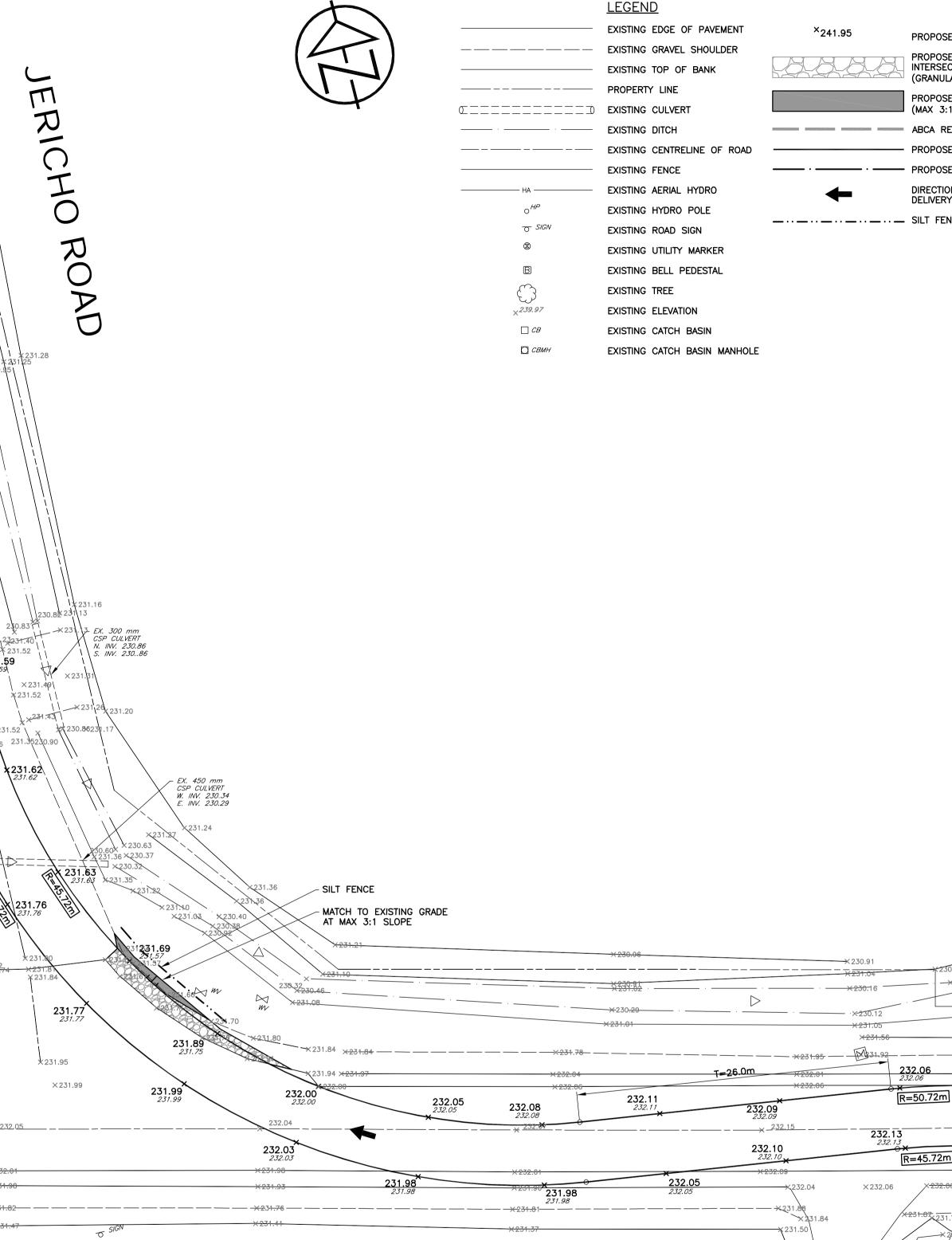
- 1. TOPOGRAPHIC SURVEY AND LEGAL BOUNDARY BASE PLAN PROVIDED BY CALLON DEITZ, OLS. LOCATION OF OVERHEAD AND BURIED UTILITIES TO BE FIELD VERIFIED.
- 2. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE LOCATION, SIZE AND GRADE OF ALL EXISTING UNDERGROUND UTILITIES IN THE VICINITY OF CONSTRUCTION SHALL BE LOCATED AND MARKED. ALL UTILITIES DAMAGED OR DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE GOVERNING BODY AT THE CONTRACTORS EXPENSE. THE CONTRACTOR IS TO MEET ALL THE REQUIREMENTS OF THE OWNERS OF THE UTILITIES ON THIS PLAN AND MUST MAKE SATISFACTORY ARRANGEMENTS WITH THE UTILITY COMPANIES FOR CROSSING THEIR INSTALLATIONS AND FOR PROVIDING ADEQUATE PROTECTION DURING CONSTRUCTION.
- 3. CONSTRUCTION AND DETOUR SIGNING: MINIMUM CONSTRUCTION AND DETOUR SIGNS REQUIRED SHALL BE IN ACCORDANCE WITH MANUAL OF UNIFORM "TRAFFIC CONTROL DEVICES" BOOK 7, AND THE LATEST REVISION OF THE MINISTRY OF TRANSPORTATION "TRAFFIC CONTROL MANUAL FOR ROADWAY WORK OPERATIONS'.
- 4. THE CONTRACTOR SHALL INSTALL STRAW BALE BARRIERS, SILT FENCING OR OTHER SUITABLE SEDIMENT & EROSION CONTROL MEASURES AS REQUIRED TO ENSURE SEDIMENT IS NOT TRANSPORTED INTO THE DOWNSTREAM DITCH SYSTEM.
- 5. TEMPORARY DITCHING OR CULVERTS SHALL BE PROVIDED AND MAINTAINED BESIDE TEMPORARY IMPROVEMENTS IN ORDER TO ENSURE ROAD SIDE DITCHES REMAIN FUNCTIONAL.
- 6. ALL PROPOSED TEMPORARY DRIVING SURFACES SHOULD HAVE A MAXIMUM 2% CROSSFALL.
- 7. SURFACE OF TEMPORARY IMPROVEMENTS SHALL BE COMPLETED WITHIN THE R.O.W. AND NOT AFFECT PRIVATE PROPERTY.
- 8. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS UNDER THE OCCUPATIONAL HEALTH AND SAFETY ACT WHILE WORKING IN THE VICINITY OF THE OVERHEAD POWER LINES AND OTHER UTILITIES.
- 9. THE LAYOUT OF LINES AND GRADES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- 10. ALL ELEVATIONS AND DIMENSIONS SHOWN ARE METRIC.
- 11. PHYSICAL BARRIERS ARE REQUIRED TO SEPARATE THE REGULAR TRAVELED PORTION OF THE ROAD FROM THE TEMPORARY IMPROVEMENTS. BARRIERS AND LAYOUT SHALL CONFORM TO ONTARIO TRAFFIC MANUAL (OTM) BOOK 7 AND REMAIN IN PLACE UNTIL THE TEMPORARY IMPROVEMENTS ARE REMOVED.
- 12. TEMPORARY INTERSECTION IMPROVEMENTS ARE TO BE REMOVED AS SOON AS REASONABLY POSSIBLE WHEN NO LONGER REQUIRED FOR DELIVERIES OR TURNING MOVEMENTS.
- 13. ALL DISTURBED AREAS SHALL BE RESTORED TO EXISTING ELEVATIONS & CONDITIONS OR BETTER, ALL TO THE SATISFACTION OF THE COUNTY OR MUNICIPALITY. ALL SURFACE FEATURES, UTILITY BOXES, SIGNS, ECT. TO BE REINSTATED.
- 14. TEMPORARY TRANSITION GRADES SHALL BE MAXIMUM 3:1 SLOPE AND STABILIZED TO PREVENT EROSION.

CR. 12 TOWNSEND LINE

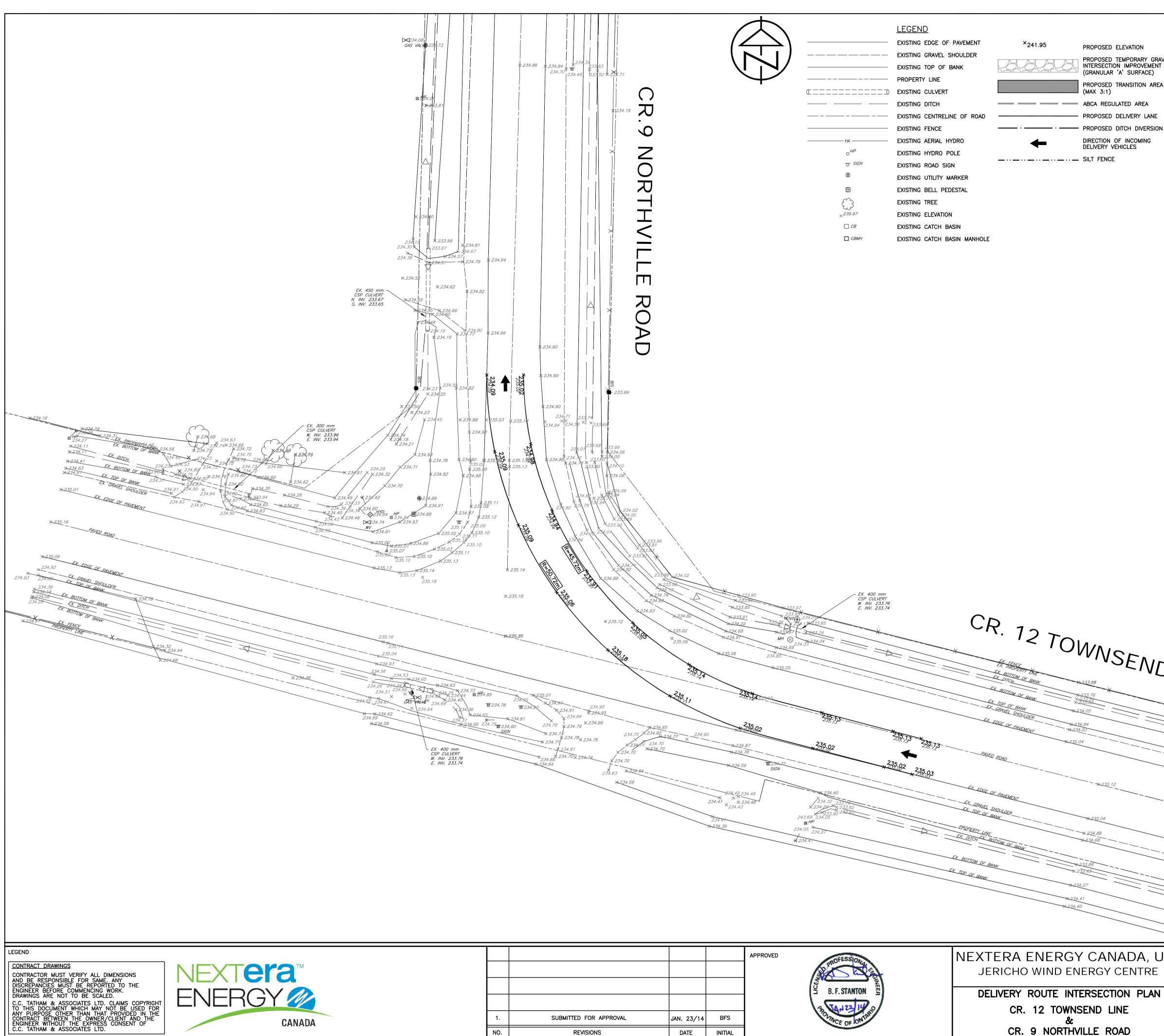
	× 228.17		×228.15	
			N220110	× 228.07
	×228.19			
E	×227.62		×228.23	× 228.19
	<u> ~ 227.02</u>			
			×227.67	
· · · _			×227.71 <	
EX. 900mm				× 227.65
CSP_CULVERT N. INV. 226.79	× 228.22		× 228.24	× 228,29
5. INV. 226.99				
				
	8.73		×228.82 EX. PAVED	SHOULDER × 228.83
· · · · · · · · · · · · · · · · · · ·	228.83	×228.85	×228.85 FX FDGE (OF PAVEMENT × 228.88
K =50.72m ²²	8.83	228.85		
5				
			PALVED POAD	
228.86 R=45.72m	<u>;</u>		PAVED ROAD	× 228.94 — — — — — — — — —
228.86 R=45.72 11	× 228.88	×	_	
-X 0	220.00	228.90		
<u>×228.82</u> ×228.82	×228.84	EX	EDGE OF PAVEMENT	×228.87
× 228.78 × 228.79	→ ×228.78	EX. /	PAVED SHOULDER	×228.81
				X 000 CZ
<u> </u>	<u> </u>	EX. (GRAVEL SHOULDER	
X220.00 X220.20	×-32297686			
×227.80 ×227.6	7 × 22 2 2 3 72 2 77. 2 7. 2 7. 6 4			× 227.80
X227.3	2	·	·	× 227.28 · ·
×227.39 ×227.3	×2 27.14		✓	× 2 27.25
× 227.56	ETIO D CB			×227.72
×227				
E <u>* 227.88</u> × 227.	87 - X227.80			×228.19

CANADA, ULC RGY CENTRE	T	C.C.Tatha Consulting Eng		n & Associates Ltd		
RSECTION PLAN		Collingwood	Bracebridge	Orillia	Barrie	
	SCALE: 1:250		JOB NO). 412414		
IND LINE	DESIGN: SD	CHECKED: BFS	DWG.	DWG. F10		
ROAD	DRAWN: SD	DATE: JAN. /14		519		

	$\begin{array}{c} .62 \\ .230.86 \times 231.16 \\ .230.86 \times 231.16 \\ .230.86 \times 231.16 \\ .231.22 \times .231.22 \\ .231.22 \times .231.22 \\ .231.52 \\ .231.52 \\ .231.52 \\ .231.52 \\ .231.55 \\ .231.55 \\ .231.55 \\ .231.55 \\ .231.55 \\ .231.55 \\ .231.55 \\ .231.62 \\ .231.6$	EXISTING CENTRELINE OF ROAD EXISTING FENCE 0 ^{M®} EXISTING AERIAL HYDRO 0 ^{M®} EXISTING ROAD SIGN 0 ^{M®} EXISTING CATCH BASIN 0 ^{M®} COMM EXISTING CATCH BASIN MANHOLE	X21.93 PROPOSED ELEVATION Contraction PROPOSED TEMPORARY GRAVEL Contraction <td< th=""><th> NOTES: 1. TOPOGRAPHIC SURVEY AND LEGAL BOUNDARY EASE PLAN PROVIDED BY CALLON DETZ, OLS. LOCATION OF OVERHEAD AND BURED UTILITES TO BE FILD VERHED. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE LOCATION, SIZE AND GRADE OF ALL EXISTING UNDERGROUND UTILITES IN THE VICINITY OF CONSTRUCTION SHALL BE LOCATED AND MARKED. ALL UTILITES DAMAGED OF DESTURATION SHALL BE LOCATED AND MARKED. ALL UTILITES DAMAGED OF THE UTILITIES ON THIS PLAN AND MUST MAKE SATISFACTORY ARRANGEMENTS WITH THE UTILITY COMPANIES FOR CROSSING THEIR INSTALLATIONS AND FOR PROVIDING ADEQUARE PROTECTION DURING CONSTRUCTION. 3. CONSTRUCTION AND LEDGY SIGNING: MINIUM CONSTRUCTION AND DETOUR SIGNING AND MINIUM CONSTRUCTION AND AFTENT. 4. THE CONTRACTOR SHALL INSTALL SIGNING SURFACES SHOULD AND AMAINAME 2% CROSSSFALL. 5. TEMPORARY DIFCHING OR CULVERITY SHALL BE COMPLETED WITHIN THE ROW AND NOT AFFECT PRIVATE PROPERTY. 6. ALL ERVORATOR PROVEMENTS SHOWN ARE METRIC. 10. ALL ELVATIONS AND DIMERSIONS SHOWN ARE METRIC. 10. ALL ELVATIONS AND DIMERSIONS SHOWN ARE METRIC. 10. ALL ELVATIONS AND DIMERSIONS SHOWN ARE METRIC. 11. ELVARDAL CONFORM THEORY MINIONCEMENTS ARE DERVORED. 12. MARCES ARE REQUIRED TO TAISTING ELVATIONS & COMMINANCES AND ARE METRIC. 13. ALL DISTURBED AREAS SHALL</th></td<>	 NOTES: 1. TOPOGRAPHIC SURVEY AND LEGAL BOUNDARY EASE PLAN PROVIDED BY CALLON DETZ, OLS. LOCATION OF OVERHEAD AND BURED UTILITES TO BE FILD VERHED. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE LOCATION, SIZE AND GRADE OF ALL EXISTING UNDERGROUND UTILITES IN THE VICINITY OF CONSTRUCTION SHALL BE LOCATED AND MARKED. ALL UTILITES DAMAGED OF DESTURATION SHALL BE LOCATED AND MARKED. ALL UTILITES DAMAGED OF THE UTILITIES ON THIS PLAN AND MUST MAKE SATISFACTORY ARRANGEMENTS WITH THE UTILITY COMPANIES FOR CROSSING THEIR INSTALLATIONS AND FOR PROVIDING ADEQUARE PROTECTION DURING CONSTRUCTION. 3. CONSTRUCTION AND LEDGY SIGNING: MINIUM CONSTRUCTION AND DETOUR SIGNING AND MINIUM CONSTRUCTION AND AFTENT. 4. THE CONTRACTOR SHALL INSTALL SIGNING SURFACES SHOULD AND AMAINAME 2% CROSSSFALL. 5. TEMPORARY DIFCHING OR CULVERITY SHALL BE COMPLETED WITHIN THE ROW AND NOT AFFECT PRIVATE PROPERTY. 6. ALL ERVORATOR PROVEMENTS SHOWN ARE METRIC. 10. ALL ELVATIONS AND DIMERSIONS SHOWN ARE METRIC. 10. ALL ELVATIONS AND DIMERSIONS SHOWN ARE METRIC. 10. ALL ELVATIONS AND DIMERSIONS SHOWN ARE METRIC. 11. ELVARDAL CONFORM THEORY MINIONCEMENTS ARE DERVORED. 12. MARCES ARE REQUIRED TO TAISTING ELVATIONS & COMMINANCES AND ARE METRIC. 13. ALL DISTURBED AREAS SHALL
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 1.48 \\ & \times 231.80 \\ & \times 231.80 \\ & \times 231.84 \\ & \times 231.84 \\ & \times 231.84 \\ & \times 231.95 \end{array} \qquad \begin{array}{c} \times 231.69 \\ & \times 231.57 \\ & \times 231.69 \\ & \times 231.69 \\ & \times 231.69 \\ & \times 231.84 \\$	×230.06	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	EX. BOTTOM OF BANK ×230.89 EX. DITCH ×229.37 EX. DITCH ×229.37 EX. BOTTOM OF BANK ×229.37 EX. BOTTOM OF BANK ×229.37 EX. DITCH ×229.37 EX. DITCH ×229.37 EX. DOTTOM OF BANK ×229.30 ×231.19 ×231.19 ×231.68 EX. TOP OF BANK ×231.68 EX. GRAVEL SHOULDER ×232.09 ×232.13
*232.19 *232.13 PAVED ROAD *232.10 EX 450 *232.20 *232.13 PAVED ROAD *232.10 EX 450 *232.21 *232.20 *232.20 EX 450 EX 450 *232.22 *232.20 *232.20 EX 450 EX 450 *232.22 *232.20 *232.20 EX 450 EX 450 *232.21 *232.20 *232.20 *232.20 EX 450 *232.22 *232.20 *231.67 *231.67 *231.69 *232.22 *231.69 *231.67 *231.60 *231.60 *232.21 *231.60 *231.67 *231.60 *231.61 *231.60 *231.61 *231.61 *231.61 *231.61 *231.60 *231.61 *231.61 *231.61 *231.61 *231.60 *231.61 *231.61 *231.61 *231.61 *231.60 *231.61 *231.61 *231.61 *231.61 *231.61 *231.61 *231.61 *231.61 *231.61 *231.61 *231.61 *231.61 *231.61 *231.61 *231.61<	$\begin{array}{c} \begin{array}{c} 0 & mm \\ 1 & VERT \\ 33.10 \\ 30.02 \end{array} \\ \times 232.03 \\ \times 232.03 \\ \times 231.98 \\ \times 231.98 \\ \times 231.98 \\ \times 231.93 \\ \end{array} \\ \end{array} \\ \begin{array}{c} \times 231.82 \\ \times 231.82 \\ \times 231.47 \\ \times 231.47 \\ \times 231.47 \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \times 231.93 \\ \times 231.93 \\ \end{array} \\ \end{array} \\ \begin{array}{c} \times 231.93 \\ \times 231.93 \\ \end{array} \\ \end{array} \\ \begin{array}{c} \times 231.93 \\ \times 231.41 \\ \end{array} \\ \end{array} \\ \begin{array}{c} \times 231.41 \\ \times 231.41 \\ \end{array} \\ \end{array} \\ \begin{array}{c} \times 231.93 \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} $	$\begin{array}{c} \times 231.37 \\ \end{array}$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	EX. 3.4mx1.4m EX. EDGE OF PAVEMENT X232.12 X232.17 BOX CULVERT N. NV. 229.71 X232.17 X232.17 S. INV. 229.72 PAVED ROAD X232.13 X232.13 EX. EDGE OF PAVEMENT X232.13 X232.10 EX. PAVED SHOULDER X232.10 X232.10 EX. GRAVEL SHOULDER X231.07 X231.07 EX. TOP OF BANK X231.67 EX. TOP OF BANK X231.67 EX. PROPERTY LINE X231.48
LEGEND CONTRACT DRAWINGS CONTRACTOR MUST VERIFY ALL DIMENSIONS AND BE RESPONSIBLE FOR SAME. ANY DISORREPANCIES MUST BE REPORTED TO THE ENGINEER BEFORE COMMENCING WORK. DRAWINGS ARE NOT TO BE SCALED. C.C. TATHAM & ASSOCIATES LTD. CLAIMS COPYRIGHT TO THIS DOCUMENT WHICH MAY NOT BE USED FOR ANY PURPOSE OTHER THAN THAT PROVIDED IN THE CONTRACT BETWEEN THE OWNER/CLIENT AND THE ENGINEER WITHOUT THE EXPRESS CONSENT OF C.C. TATHAM & ASSOCIATES LTD.	Image:	JERI	RA ENERGY CANADA, ULC CHO WIND ENERGY CENTRE ERY ROUTE INTERSECTION PLAN CR. 12 TOWNSEND LINE & JERICHO ROAD	Consulting Engineers Collingwood Bracebridge Orillia Barrie SCALE: 1:250 DRAWN: SD CHECKED: BFS DRAWN: SD DATE: JAN. /14 DWG. 520



CANADA, ULC ERGY CENTRE		C.C. Tatham & Associates Ltd. Consulting Engineers				
RSECTION PLAN	PLAN Collingwood Bra		Brace	bridge	Orillia	Barrie
END LINE	SCALE: 1:250			JOB NO.	412414	
	DESIGN: SD	CHECKED: BFS		DWG.	E D O	
ROAD	DRAWN: SD	DATE: JAN. /14			520	



			APPROVED	NEXTERA ENERGY CANA JERICHO WIND ENERGY CE
			B.F. STANTON	DELIVERY ROUTE INTERSECTION CR. 12 TOWNSEND LINE
SUBMITTED FOR APPROVAL	JAN. 23/14	BFS	TOWNICE OF ONTART	
REVISIONS	DATE	INITIAL		CR. 9 NORTHVILLE ROAD

NOTES:

PROPOSED ELEVATION

- PROPOSED TEMPORARY GRAVEL INTERSECTION IMPROVEMENT GRANULAR 'A' SURFACE)
- PROPOSED TRANSITION AREA

- DIRECTION OF INCOMING DELIVERY VEHICLES

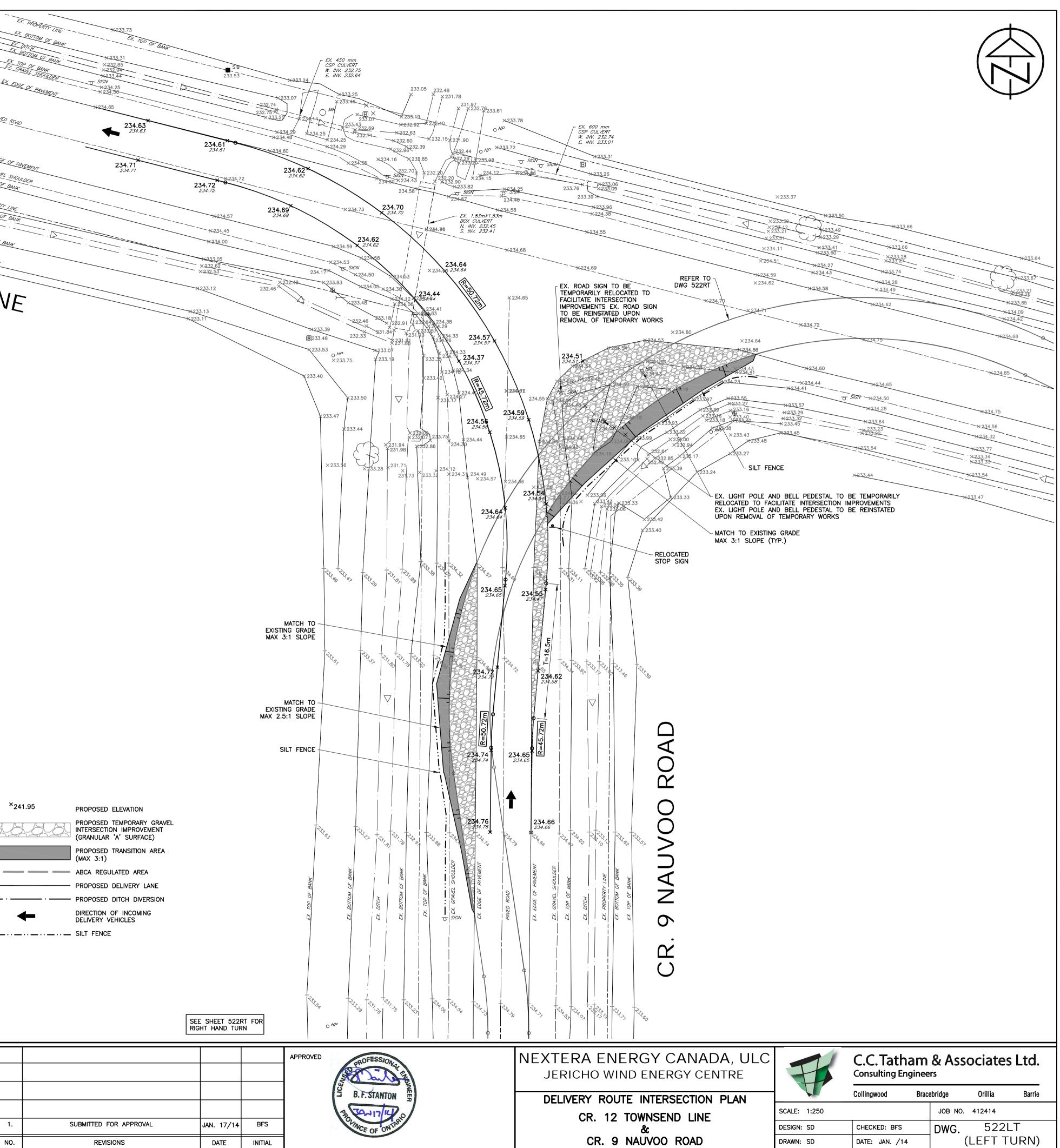
- 1. TOPOGRAPHIC SURVEY AND LEGAL BOUNDARY BASE PLAN PROVIDED BY CALLON DEITZ, OLS. LOCATION OF OVERHEAD AND BURIED UTILITIES TO BE FIELD VFRIFIFD.
- 2. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE LOCATION, SIZE AND GRADE OF ALL EXISTING UNDERGROUND UTILITIES IN THE VICINITY OF CONSTRUCTION SHALL BE LOCATED AND MARKED. ALL UTILITIES DAMAGED OR DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE GOVERNING BODY AT THE CONTRACTORS EXPENSE. THE CONTRACTOR IS TO MEET ALL THE REQUIREMENTS OF THE OWNERS OF THE UTILITIES ON THIS PLAN AND MUST MAKE SATISFACTORY ARRANGEMENTS WITH THE UTILITY COMPANIES FOR CROSSING THEIR INSTALLATIONS AND FOR PROVIDING ADEQUATE PROTECTION DURING CONSTRUCTION.
- 3. CONSTRUCTION AND DETOUR SIGNING: MINIMUM CONSTRUCTION AND DETOUR SIGNS REQUIRED SHALL BE IN ACCORDANCE WITH MANUAL OF UNIFORM "TRAFFIC CONTROL DEVICES" BOOK 7, AND THE LATEST REVISION OF THE MINISTRY OF TRANSPORTATION "TRAFFIC CONTROL MANUAL FOR ROADWAY WORK OPERATIONS'.
- 4. THE CONTRACTOR SHALL INSTALL STRAW BALE BARRIERS, SILT FENCING OR OTHER SUITABLE SEDIMENT & EROSION CONTROL MEASURES AS REQUIRED TO ENSURE SEDIMENT IS NOT TRANSPORTED INTO THE DOWNSTREAM DITCH SYSTEM.
- 5. TEMPORARY DITCHING OR CULVERTS SHALL BE PROVIDED AND MAINTAINED BESIDE TEMPORARY IMPROVEMENTS IN ORDER TO ENSURE ROAD SIDE DITCHES REMAIN FUNCTIONAL.
- 6. ALL PROPOSED TEMPORARY DRIVING SURFACES SHOULD HAVE A MAXIMUM 2% CROSSFALL.
- 7. SURFACE OF TEMPORARY IMPROVEMENTS SHALL BE COMPLETED WITHIN THE R.O.W. AND NOT AFFECT PRIVATE PROPERTY.
- 8. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS UNDER THE OCCUPATIONAL HEALTH AND SAFETY ACT WHILE WORKING IN THE VICINITY OF THE OVERHEAD POWER LINES AND OTHER UTILITIES.
- 9. THE LAYOUT OF LINES AND GRADES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- 10. ALL ELEVATIONS AND DIMENSIONS SHOWN ARE METRIC.
- 11. PHYSICAL BARRIERS ARE REQUIRED TO SEPARATE THE REGULAR TRAVELED PORTION OF THE ROAD FROM THE TEMPORARY IMPROVEMENTS. BARRIERS AND LAYOUT SHALL CONFORM TO ONTARIO TRAFFIC MANUAL (OTM) BOOK 7 AND REMAIN IN PLACE UNTIL THE TEMPORARY IMPROVEMENTS ARE REMOVED.
- 12. TEMPORARY INTERSECTION IMPROVEMENTS ARE TO BE REMOVED AS SOON AS REASONABLY POSSIBLE WHEN NO LONGER REQUIRED FOR DELIVERIES OR TURNING MOVEMENTS.
- 13. ALL DISTURBED AREAS SHALL BE RESTORED TO EXISTING ELEVATIONS & CONDITIONS OR BETTER, ALL TO THE SATISFACTION OF THE COUNTY OR MUNICIPALITY. ALL SURFACE FEATURES, UTILITY BOXES, SIGNS, ECT. TO BE REINSTATED.
- 14. TEMPORARY TRANSITION GRADES SHALL BE MAXIMUM 3:1 SLOPE AND STABILIZED TO PREVENT EROSION.

NSEND L	INF	
	*	
	<u><u><u></u></u></u>	× 233.77
*235.12		+213.65 +233.36 +233.37 +233.59 +233.59
235.04 14.88 4.68		- x 234.78 x 234.96
CANADA, ULC	C.C. Tatham & A Consulting Engineers	Associates Ltd.

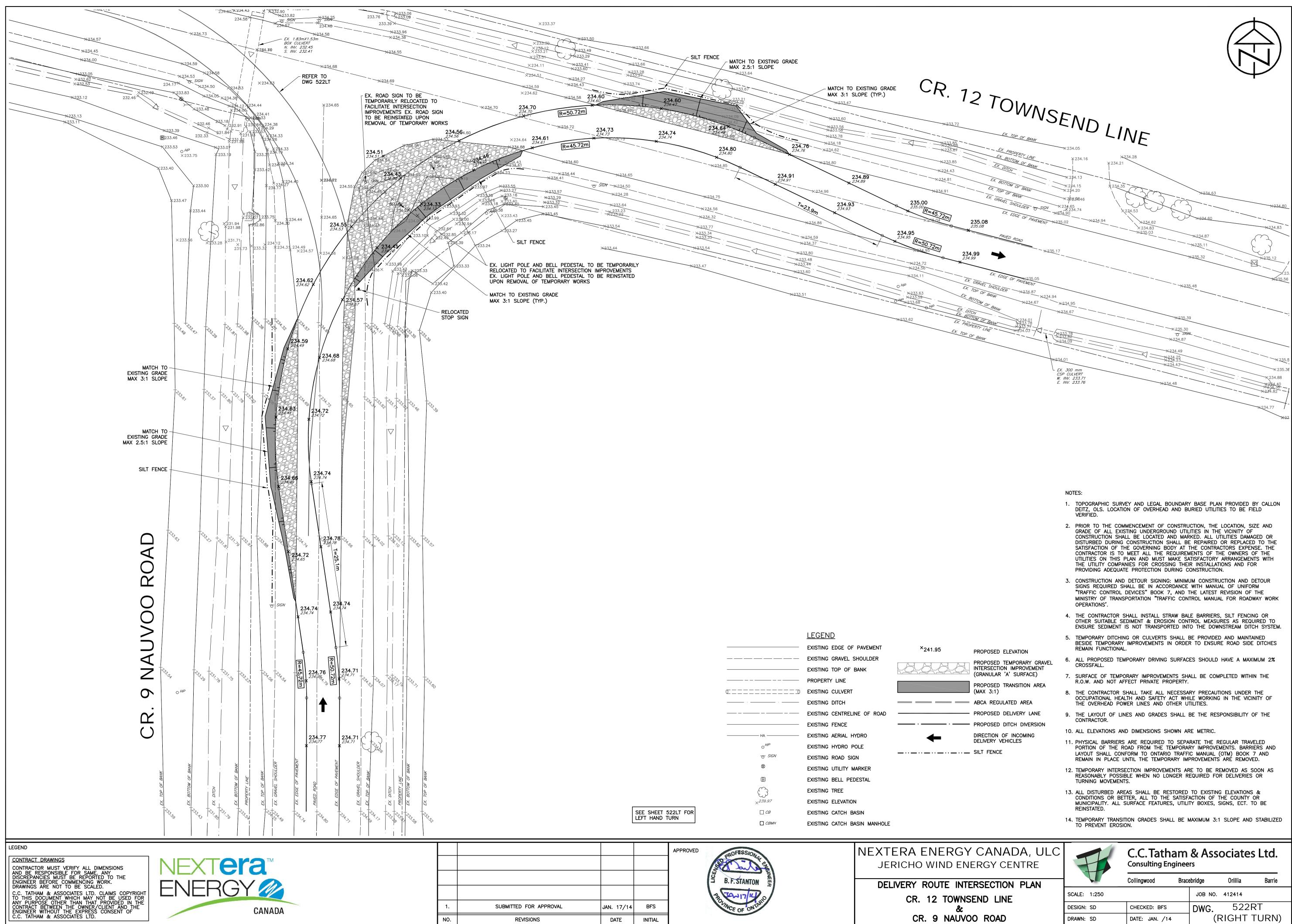
RGY CENTRE	Consulting Engine		inee	rs		
SECTION PLAN		Collingwood Brace		ebridge	Orillia	Barrie
ND LINE	SCALE: 1:250			JOB NO.	412414	
	DESIGN: SD	CHECKED: BFS		DWG.	521	
LE ROAD	DRAWN: SD	DATE: JAN. /14			521	

		×234.58			
			*234.73		£ <u>X.</u>
			×234.60		PAVED
		*	234.38 234.10		
					EX. EDGE C
		×233. ×232. ×232.6	74		EX. GRAVEL
0/	HP	*233.62			
		*233.51			BOTTOM OF
		×233.46		EX. E	BOTTOM OF DI
	CR.	12	To	NNSEND L	D OF BANK
			' Ul	WNSEND	
				SCIND [1/1
NOTES: 1. TOPOGRAPHIC SURVEY AND LEGAL BOUNDARY BASE PLAN PROVIDED BY CALLO	ON				
DEITZ, OLS. LOCATION OF OVERHEAD AND BURIED UTILITIES TO BE FIELD VERIFIED.					
2. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE LOCATION, SIZE AND GRADE OF ALL EXISTING UNDERGROUND UTILITIES IN THE VICINITY OF					
CONSTRUCTION SHALL BE LOCATED AND MARKED. ALL UTILITIES DAMAGED OR DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THI	E				
SATISFACTION OF THE GOVERNING BODY AT THE CONTRACTORS EXPENSE. THE CONTRACTOR IS TO MEET ALL THE REQUIREMENTS OF THE OWNERS OF THE UTILITIES ON THIS PLAN AND MUST MAKE SATISFACTORY ARRANGEMENTS WITH					
THE UTILITY COMPANIES FOR CROSSING THEIR INSTALLATIONS AND FOR PROVIDING ADEQUATE PROTECTION DURING CONSTRUCTION.					
3. CONSTRUCTION AND DETOUR SIGNING: MINIMUM CONSTRUCTION AND DETOUR SIGNS REQUIRED SHALL BE IN ACCORDANCE WITH MANUAL OF UNIFORM					
"TRAFFIC CONTROL DEVICES" BOOK 7, AND THE LATEST REVISION OF THE MINISTRY OF TRANSPORTATION "TRAFFIC CONTROL MANUAL FOR ROADWAY WOR	κ				
OPERATIONS'. I. THE CONTRACTOR SHALL INSTALL STRAW BALE BARRIERS, SILT FENCING OR					
OTHER SUITABLE SEDIMENT & EROSION CONTROL MEASURES AS REQUIRED TO ENSURE SEDIMENT IS NOT TRANSPORTED INTO THE DOWNSTREAM DITCH SYSTE					
. TEMPORARY DITCHING OR CULVERTS SHALL BE PROVIDED AND MAINTAINED BESIDE TEMPORARY IMPROVEMENTS IN ORDER TO ENSURE ROAD SIDE DITCHES	S			LEGEND	
REMAIN FUNCTIONAL.				EXISTING EDGE OF PAVEMENT EXISTING GRAVEL SHOULDER	;
CROSSFALL.	ò 			EXISTING TOP OF BANK	
. SURFACE OF TEMPORARY IMPROVEMENTS SHALL BE COMPLETED WITHIN THE R.O.W. AND NOT AFFECT PRIVATE PROPERTY.				PROPERTY LINE	
3. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS UNDER THE OCCUPATIONAL HEALTH AND SAFETY ACT WHILE WORKING IN THE VICINITY OF				EXISTING CULVERT	
THE OVERHEAD POWER LINES AND OTHER UTILITIES.				EXISTING DITCH EXISTING CENTRELINE OF ROAD	
CONTRACTOR.				EXISTING FENCE	<u> </u>
0. ALL ELEVATIONS AND DIMENSIONS SHOWN ARE METRIC.1. PHYSICAL BARRIERS ARE REQUIRED TO SEPARATE THE REGULAR TRAVELED		———— HA —		EXISTING AERIAL HYDRO	
PORTION OF THE ROAD FROM THE TEMPORARY IMPROVEMENTS. BARRIERS AND LAYOUT SHALL CONFORM TO ONTARIO TRAFFIC MANUAL (OTM) BOOK 7 AND	0	0 ⁴⁴		EXISTING HYDRO POLE EXISTING ROAD SIGN	<u> </u>
REMAIN IN PLACE UNTIL THE TEMPORARY IMPROVEMENTS ARE REMOVED.		8		EXISTING UTILITY MARKER	
REASONABLY POSSIBLE WHEN NO LONGER REQUIRED FOR DELIVERIES OR TURNING MOVEMENTS.		B		EXISTING BELL PEDESTAL	
3. ALL DISTURBED AREAS SHALL BE RESTORED TO EXISTING ELEVATIONS & CONDITIONS OR BETTER, ALL TO THE SATISFACTION OF THE COUNTY OR		\bigcirc	7	EXISTING TREE	
MUNICIPALITY. ALL SURFACE FEATURES, UTILITY BOXES, SIGNS, ECT. TO BE REINSTATED.		× ^{239.9.} □ CE		EXISTING ELEVATION EXISTING CATCH BASIN	
14. TEMPORARY TRANSITION GRADES SHALL BE MAXIMUM 3:1 SLOPE AND STABILIZ TO PREVENT EROSION.	ZED	CE	РМН	EXISTING CATCH BASIN MANHOLE	
GEND					
CONTRACT DRAWINGS CONTRACTOR MUST VERIFY ALL DIMENSIONS IND BE RESPONSIBLE FOR SAME. ANY	era	TM			
DISCREPANCIES MUST BE REPORTED TO THE					
	GY	M/			
C.C. TATHAM & ASSOCIATES LTD. CLAIMS COPTRIGHT TO THIS DOCUMENT WHICH MAY NOT BE USED FOR ANY PURPOSE OTHER THAN THAT PROVIDED IN THE CONTRACT BETWEEN THE OWNER/CLIENT AND THE ENGINEER WITHOUT THE EXPRESS CONSENT OF C.C. TATHAM & ASSOCIATES LTD.	CAL	NADA	~		1.
NGINEER WITHOUT THE EXPRESS CONSENT OF	CA	NADA			F

*234.45



CANADA, ULC ERGY CENTRE	H	C.C. Tatham & Associates Lto Consulting Engineers				
RSECTION PLAN		Collingwood	Brace	bridge	Orillia	Barrie
END LINE	SCALE: 1:250			JOB NO.	412414	
	DESIGN: SD	CHECKED: BFS		DWG.	522	LT
D ROAD	DRAWN: SD	DATE: JAN. /14			(LEFT T	URN)



	<u>LEGEND</u>	
	EXISTING EDGE OF PAVEMENT	×241.95
	EXISTING GRAVEL SHOULDER	
	EXISTING TOP OF BANK	44440
	PROPERTY LINE	
	EXISTING CULVERT	
· ·	EXISTING DITCH	
	EXISTING CENTRELINE OF ROAD	
	EXISTING FENCE	
——————————————————————————————————————	EXISTING AERIAL HYDRO	4
OHP	EXISTING HYDRO POLE	•
- SIGN	EXISTING ROAD SIGN	
8	EXISTING UTILITY MARKER	
В	EXISTING BELL PEDESTAL	
(\mathbf{c})	EXISTING TREE	
× ^{239.97}	EXISTING ELEVATION	
□СВ	EXISTING CATCH BASIN	
🗋 СВМН	EXISTING CATCH BASIN MANHOLE	

SHEET HAND	522LT TURN	FOR	

	APPROVE

_		Collingwood	Bracebridge		Orillia	Barrie
	SCALE: 1:250			JOB NO.	412414	
	DESIGN: SD	CHECKED: BFS		DWG.	522F	٦٢
	DRAWN: SD	DATE: JAN. /14		(F	RIGHT	TURN)
	-					

- DEITZ, OLS. LOCATION OF OVERHEAD AND BURIED UTILITIES TO BE FIELD
- GRADE OF ALL EXISTING UNDERGROUND UTILITIES IN THE VICINITY OF CONSTRUCTION SHALL BE LOCATED AND MARKED. ALL UTILITIES DAMAGED OR DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE GOVERNING BODY AT THE CONTRACTORS EXPENSE. THE CONTRACTOR IS TO MEET ALL THE REQUIREMENTS OF THE OWNERS OF THE UTILITIES ON THIS PLAN AND MUST MAKE SATISFACTORY ARRANGEMENTS WITH THE UTILITY COMPANIES FOR CROSSING THEIR INSTALLATIONS AND FOR
- SIGNS REQUIRED SHALL BE IN ACCORDANCE WITH MANUAL OF UNIFORM "TRAFFIC CONTROL DEVICES" BOOK 7, AND THE LATEST REVISION OF THE OPERATIONS'.
- ENSURE SEDIMENT IS NOT TRANSPORTED INTO THE DOWNSTREAM DITCH SYSTEM.
- REMAIN FUNCTIONAL.
- CROSSFALL.
- SURFACE OF TEMPORARY IMPROVEMENTS SHALL BE COMPLETED WITHIN THE
- . THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS UNDER THE
- CONTRACTOR.

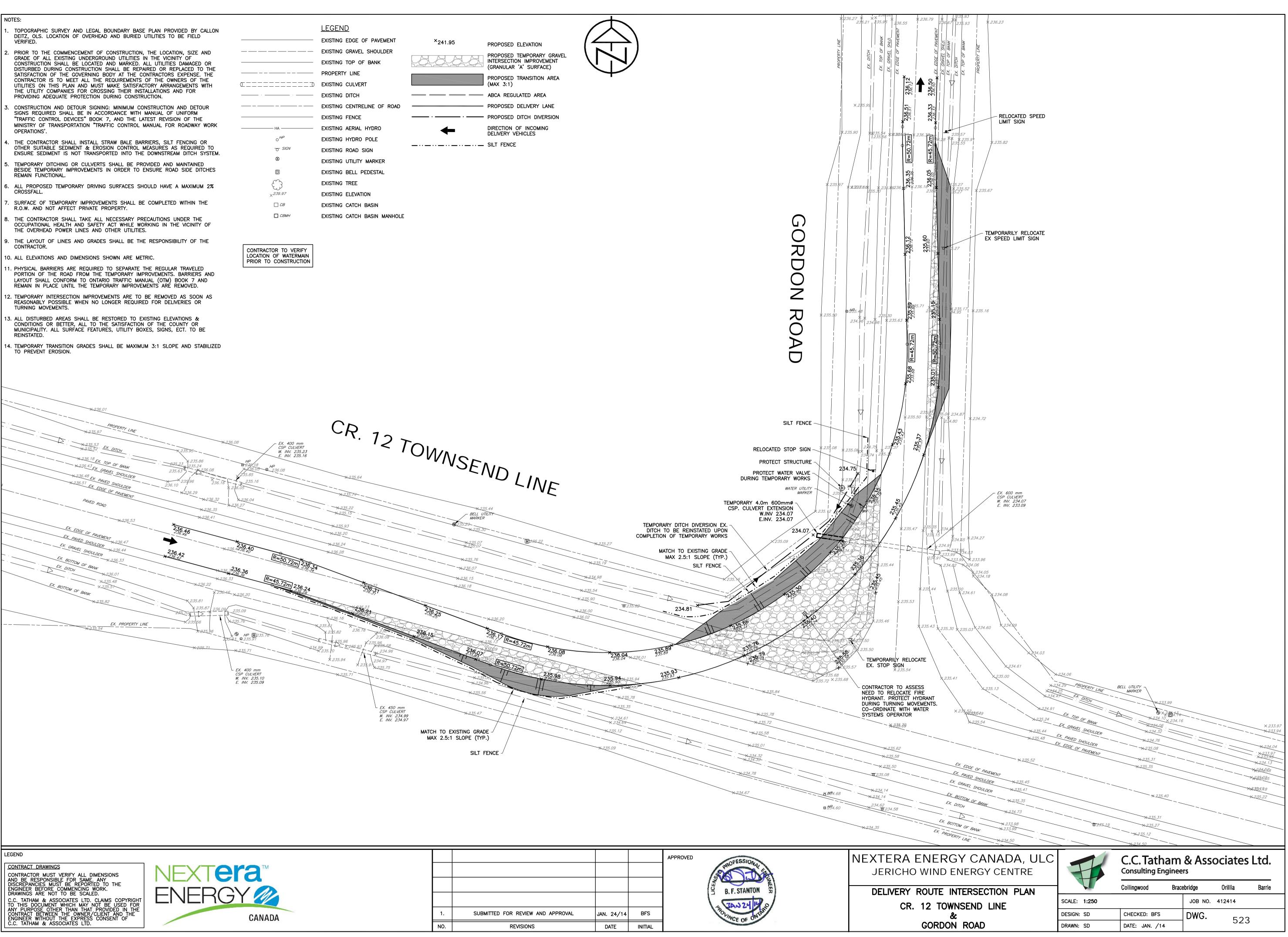
- REASONABLY POSSIBLE WHEN NO LONGER REQUIRED FOR DELIVERIES OR TURNING MOVEMENTS.
- REINSTATED.
- TO PREVENT EROSION.

Q
· ·
——————————————————————————————————————
o ^{HP} o SIGN
© 2.4.1
B
(\mathcal{G})
× ^{239.97} □ CB
СВ

<u>slind</u>						
TING EDGE OF PAVEMENT						
TING GRAVEL SHOULDER						
TING TOP OF BANK						
PERTY LINE						

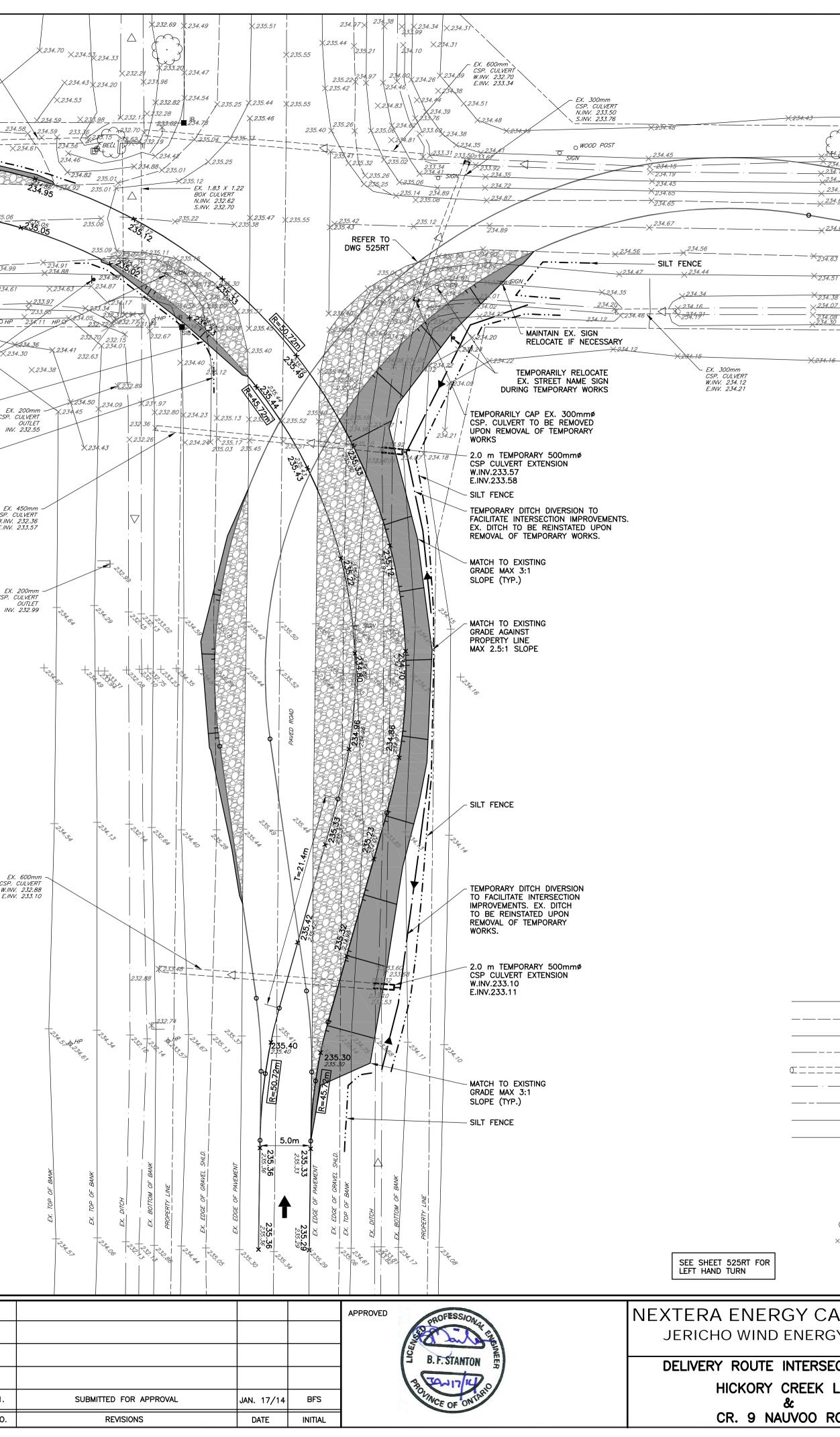
GRAVEL SHOULDER	
G TOP OF BANK	
TY LINE	
GULVERT	
G DITCH	
G CENTRELINE OF ROAD	
FENCE	
G AERIAL HYDRO	
G HYDRO POLE	
G ROAD SIGN	
G UTILITY MARKER	
BELL PEDESTAL	
G TREE	
G ELEVATION	





LEGEND		
AND BE RESPONSIBLE FOR SAME. ANY DISCREPANCIES MUST BE REPORTED TO THE ENGINEER BEFORE COMMENCING WORK.		
DRAWINGS ARE NOT TO BE SCALED. C.C. TATHAM & ASSOCIATES LTD. CLAIMS COPYRIGHT TO THIS DOCUMENT WHICH MAY NOT BE USED FOR		
ANY PURPOSE OTHER THAN THAT PROVIDED IN THE CONTRACT BETWEEN THE OWNER/CLIENT AND THE ENGINEER WITHOUT THE EXPRESS CONSENT OF	1.	
C.C. TATHAM & ASSOCIATES LTD.	NO.	Γ

		MAX	TO EXISTING GRADE X 2.5:1 SLOPE (TYP.)	20 m TEN	IPORARY 500mmø ┐ SI	LT FENCE - EX. 300mm -
	× <u>233.97</u>	FACILITATE INTERSEC	CTION IMPROVEMENTS. BE REINSTATED UPON TEMPORARY WORKS.		JLVERT EXTENSION W.INV.233.49 E.INV.233.48	CSP. CULVERT W.INV. 233.48 E.INV. 233.36 234.51
		PROPERTY LINE EX. BOTTOM OF BANK	~233.87 	·	<u></u>	× 234.30 234.492
	× 233.75	EX. TOP OF BANK	237.60			×234.47
	×235.01 235.18 235.18 235.18 235.18	EX. TOP OF BANK EX. EDGE OF GRAVEL SHLD 235.15 235.18	R=45.72m 235.08	235.19 234.59	2 35.08 2346223432 235.09	
	× ^{235.36} 235.31 ×235.31		235.36 235.32 235.36 235.32	235.29 235.29	235.18 235.18 × 235.26	235.06 ×235.06 235.0
	<u>× 235.31</u>		R=50.72m	T=21.7m	- *	PAVED ROAD
	X235.17-	<u>EX. EDGE_OF_GR</u>	AVEL SHLD. 235.16		X <u>235.03</u>	
	× <u>233.85</u> . <u>233.86</u>	<u>X234.52</u> <u>EX. 10F UF DAME</u>	X		<u>233.82</u> 233.82	×234. ×234.35 ×233.89
	× 233.91 × 234.22 × 234.22	233.78 24.28 PROPERT	×233.82 234.04		<u> </u>	234.01 SIB O H 234.28 € 234.22
	×234.12	EX. BOTTOM	OF BANK <u>, 233.97</u>			×234.27 234.28 EMPORARILY RELOCATE
	EX. 300mm – ^J CSP. CULVERT W.INV. 234.06 E.INV. 233.78				E	X. STOP SIGN DURING TEMPORARY WORKS
						MATCH TO EXISTING GRADE MAX 3:1 E SLOPE (TYP.) CSF
		H	ICKORY	CREE	K LINE	SILT FENCE
						EX CSP, W.IN E.IN
						E
						CSP //
						\cap
						AL
NOTES:						Õ
	, OLS. LOCATION OF	BOUNDARY BASE PLAN OVERHEAD AND BURIED				Ŕ
GRADE OF ALL	L EXISTING UNDERGRO	CONSTRUCTION, THE L OUND UTILITIES IN THE AND MARKED. ALL UT	VICINITY OF			Q
DISTURBED DU SATISFACTION	IRING CONSTRUCTION OF THE GOVERNING	SHALL BE REPAIRED C BODY AT THE CONTRAC REQUIREMENTS OF THI	OR REPLACED TO THE CTORS EXPENSE. THE			0/
THE UTILITY C	OMPANIES FOR CROS	T MAKE SATISFACTORY SING THEIR INSTALLATION DURING CONSTRUCTION	ONS AND FOR			\sim
SIGNS REQUIRE	ED SHALL BE IN ACC	NG: MINIMUM CONSTRUC	L OF UNIFORM			
	TRANSPORTATION "TR	7, AND THE LATEST F AFFIC CONTROL MANUA				Z
OTHER SUITAB	BLE SEDIMENT & ERO	STRAW BALE BARRIERS, SION CONTROL MEASUR ORTED INTO THE DOWN:	ES AS REQUIRED TO			6
SYSTEM. 5. TEMPORARY D	ITCHING OR CULVERT	S SHALL BE PROVIDED	AND MAINTAINED			Ŕ
REMAIN FUNCT	ΠONAL.	S IN ORDER TO ENSURE				C
CROSSFALL.		IG SURFACES SHOULD F MENTS SHALL BE COMP				
R.O.W. AND NO	OT AFFECT PRIVATE					
THE OVERHEAD	D POWER LINES AND					
CONTRACTOR.	JF LINES AND GRADE	S SHALL BE THE RESP	ONSIBILITY OF THE			
11. PHYSICAL BAR	RIERS ARE REQUIRED	D TO SEPARATE THE RE TEMPORARY IMPROVEM				
LAYOUT SHALL	L CONFORM TO ONTA	RIO TRAFFIC MANUAL (ORARY IMPROVEMENTS	OTM) BOOK 7 AND			
	POSSIBLE WHEN NO I	EMENTS ARE TO BE REI LONGER REQUIRED FOR				
CONDITIONS OF	R BETTER, ALL TO TH	RESTORED TO EXISTING HE SATISFACTION OF TH JRES, UTILITY BOXES, S	HE COUNTY OR			
REINSTATED.		SHALL BE MAXIMUM 3:1				
	PREVENT EROSION.					
LEGEND						
CONTRACT DRAWING	VERIEY ALL DIMENS		JEXTe			
DISCREPANCIES MU ENGINEER BEFORE DRAWINGS ARE NO	BLE FOR SAME. ANY JST BE REPORTED TO COMMENCING WORK. IT TO BE SCALED.		NERG			
C.C. TATHAM & AS TO THIS DOCUMEN ANY PURPOSE OTH CONTRACT BETWEE	SSOCIATES LTD. CLAIM IT WHICH MAY NOT B HER THAN THAT PROV IN THE OWNER/CLIEN IT THE EXPRESS CONS SCOLATES LTD	IS COPYRIGHT LE USED FOR IDED IN THE T AND THE				1.
ENGINEER WITHOUT	THE EXPRESS CONS	SENT OF		CANADA		





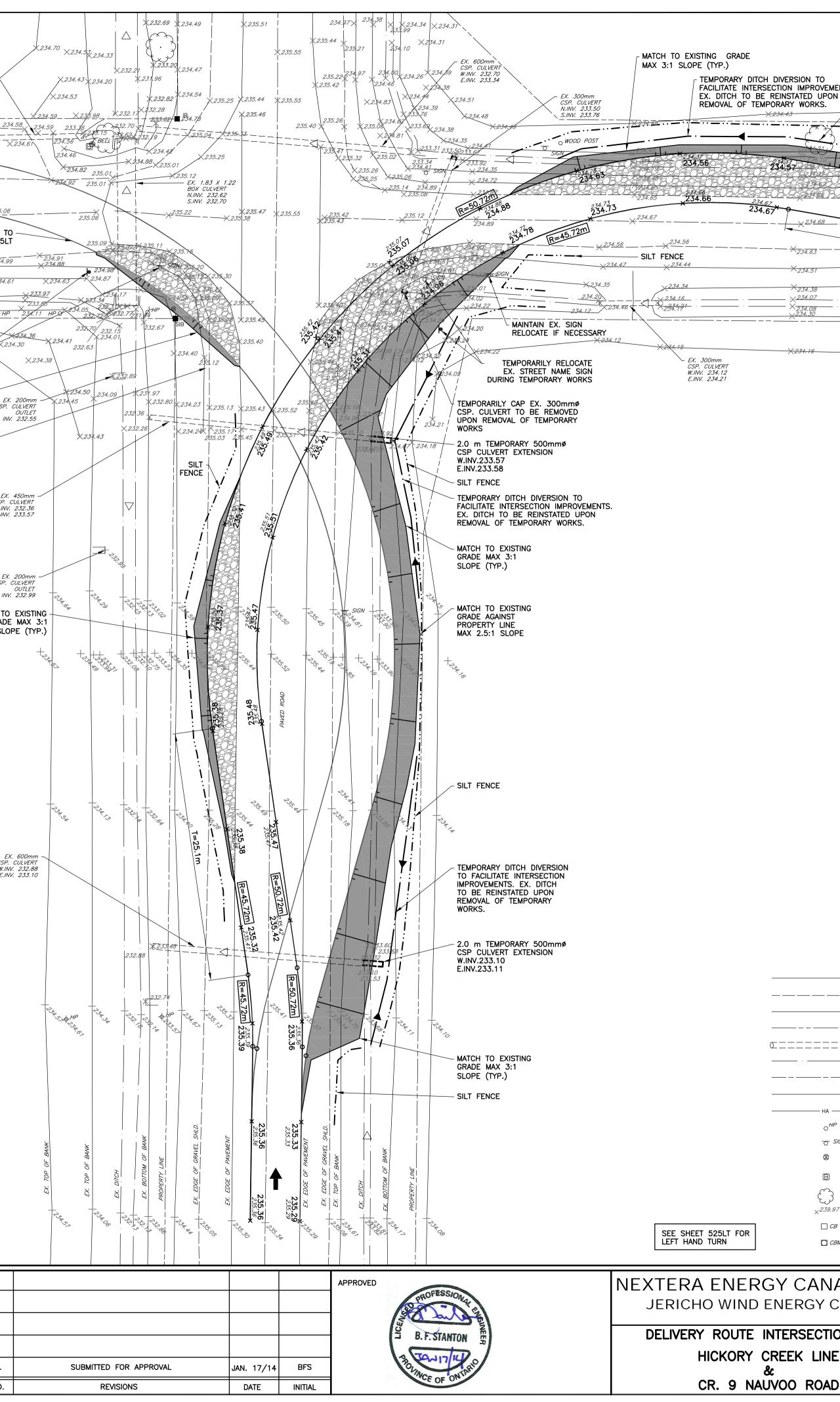
		<u></u>
¥4.21,		×234.38
14.21.) 334.10 34.77 34.37		<u>234.40</u> <u>× 234.39</u> <u>× 234.59</u>
34.62	×234.62	× 234.77
34.66	— — — <u>234.73</u> —	— 0 — — <u>— X234.88</u> — <u>—</u> — — — — — — — — — — — — — — — —
34.68		
63		• <u> </u>
51		
38)7	<u> </u>	<u>× 234.48</u> <u>× 234.20</u> <u>× 234.21</u>
08 · · · · · · · · · · · · · · · · · · ·	X 234.17 X 234.17 X 234.55	<u> </u>

X 234 3

	LEGEND		
	EXISTING EDGE OF PAVEMENT	×241.95	PROPOSED ELEVATION
	EXISTING GRAVEL SHOULDER EXISTING TOP OF BANK PROPERTY LINE		PROPOSED TEMPORARY GRAVEL INTERSECTION IMPROVEMENT (GRANULAR 'A' SURFACE)
	EXISTING CULVERT		PROPOSED TRANSITION AREA (MAX 3:1)
· · ·	EXISTING DITCH		ABCA REGULATED AREA
	EXISTING CENTRELINE OF ROAD		PROPOSED DELIVERY LANE
	EXISTING FENCE		PROPOSED DITCH DIVERSION
——— НА ————	EXISTING AERIAL HYDRO	4	DIRECTION OF INCOMING DELIVERY VEHICLES
OHP	EXISTING HYDRO POLE		SILT FENCE
SIGN	EXISTING ROAD SIGN		SILT FENCE
8	EXISTING UTILITY MARKER		
B	EXISTING BELL PEDESTAL		
Ê	EXISTING TREE		
× ^{239.97}	EXISTING ELEVATION		
СВ	EXISTING CATCH BASIN		
🖸 СВМН	EXISTING CATCH BASIN MANHOLE		
CANADA, U RGY CENTRE		C.C.Tatham & A Consulting Engineers	Associates Ltd.
		Collingwood Bracebridge	Orillia Barrie

ANADA, ULC SY CENTRE	H	C.C. Tatham & Associates Ltd. Consulting Engineers							s Ltd.
ECTION PLAN		Collingwood	Brace	ebridge	Orillia	Barrie			
LINE	SCALE: 1:250			JOB NO.	412414				
	DESIGN: SD	CHECKED: BFS		DWG.	525	LT			
ROAD	DRAWN: SD	DATE: DEC. /13		LEFT TU		URN)			

		CSP. C W.INV.	300mm - CULVERT 233.48 233.36
×233.97 ×233.87	× _{234.33}		234.51
<u>EX. BOTTOM OF BANK</u> <u>233.75</u> <u>233.60</u> <u>233.60</u>	<u>×233.61</u> <u>- 233.61</u>	234.30 234.49 233.48 233.48	23
<u>235.01 EX. TOP OF BANK</u> <u>234.66</u>	233.66 -23 <u>253</u>	×234.66	
X ^{235.18} EX. EDGE OF GRAVEL SHLD. 235.13		<u>234.92</u> X	<u>234.95</u>
× ^{235.36} 235.36			235.00
		PAVED ROAD	REFER T DWG 525L
X 235.17		ײ	<u>, 734.90</u> × 234.9
$\times 233.85 \qquad \qquad \times 233.86 \qquad \qquad$	<u></u>		×234.0 4.35 <u>233.89</u>
233.91 234.22 234.22 PROPERTY LINE	<u> </u>	> 	
×234.12 EX. BOTTOM OF BANK 233.97	×234.07	TEMPORARILY RELOCA	234.21 + 234.28 TE - 2
EX. 300mm -/ CSP. CULVERT W.INV. 234.06 E.INV. 233.78	201101	EX. STOP SIGN DURI TEMPORARY WOR	NG KS
HICKORY CF	REEK LINE		X 3:1 EX
			EX. CSP. W.INV E.INV
		\cap	EX CSP. MATCH TC
		AI	GRAD SLO
		O	
		Ŕ	
		Q	
NOTES: 1. TOPOGRAPHIC SURVEY AND LEGAL BOUNDARY BASE PLAN PROVIDED BY		Q	
CALLON DEITZ, OLS. LOCATION OF OVERHEAD AND BURIED UTILITIES TO BE FIELD VERIFIED.		\leq	
2. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE LOCATION, SIZE AND GRADE OF ALL EXISTING UNDERGROUND UTILITIES IN THE VICINITY OF CONSTRUCTION SHALL BE LOCATED AND MARKED. ALL UTILITIES DAMAGED OR DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE GOVERNING BODY AT THE CONTRACTORS EXPENSE. THE CONTRACTOR IS TO MEET ALL THE REQUIREMENTS OF THE OWNERS OF THE UTILITIES ON THIS PLAN AND MUST MAKE SATISFACTORY ARRANGEMENTS WITH THE UTILITY COMPANIES FOR CROSSING THEIR INSTALLATIONS AND FOR		NAUV	
 PROVIDING ADEQUATE PROTECTION DURING CONSTRUCTION. CONSTRUCTION AND DETOUR SIGNING: MINIMUM CONSTRUCTION AND DETOUR SIGNS REQUIRED SHALL BE IN ACCORDANCE WITH MANUAL OF UNIFORM "TRAFFIC CONTROL DEVICES" BOOK 7, AND THE LATEST REVISION OF THE MINISTRY OF TRANSPORTATION "TRAFFIC CONTROL MANUAL FOR ROADWAY WORK OPERATIONS" 		С	E. CSP W. IN E. IN
WORK OPERATIONS'. 4. THE CONTRACTOR SHALL INSTALL STRAW BALE BARRIERS, SILT FENCING OR OTHER SUITABLE SEDIMENT & EROSION CONTROL MEASURES AS REQUIRED TO ENSURE SEDIMENT IS NOT TRANSPORTED INTO THE DOWNSTREAM DITCH SYSTEM.		0	
5. TEMPORARY DITCHING OR CULVERTS SHALL BE PROVIDED AND MAINTAINED BESIDE TEMPORARY IMPROVEMENTS IN ORDER TO ENSURE ROAD SIDE DITCHES REMAIN FUNCTIONAL.			
6. ALL PROPOSED TEMPORARY DRIVING SURFACES SHOULD HAVE A MAXIMUM 2% CROSSFALL.			
7. SURFACE OF TEMPORARY IMPROVEMENTS SHALL BE COMPLETED WITHIN THE R.O.W. AND NOT AFFECT PRIVATE PROPERTY.			
 THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS UNDER THE OCCUPATIONAL HEALTH AND SAFETY ACT WHILE WORKING IN THE VICINITY OF THE OVERHEAD POWER LINES AND OTHER UTILITIES. 			
THE OVERHEAD POWER LINES AND OTHER UTILITIES.9. THE LAYOUT OF LINES AND GRADES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.			
10. ALL ELEVATIONS AND DIMENSIONS SHOWN ARE METRIC.			
11. PHYSICAL BARRIERS ARE REQUIRED TO SEPARATE THE REGULAR TRAVELED PORTION OF THE ROAD FROM THE TEMPORARY IMPROVEMENTS. BARRIERS AND LAYOUT SHALL CONFORM TO ONTARIO TRAFFIC MANUAL (OTM) BOOK 7 AND REMAIN IN PLACE UNTIL THE TEMPORARY IMPROVEMENTS ARE REMOVED.			
12. TEMPORARY INTERSECTION IMPROVEMENTS ARE TO BE REMOVED AS SOON AS REASONABLY POSSIBLE WHEN NO LONGER REQUIRED FOR DELIVERIES OR			
TURNING MOVEMENTS. 13. ALL DISTURBED AREAS SHALL BE RESTORED TO EXISTING ELEVATIONS &			
CONDITIONS OR BETTER, ALL TO THE SATISFACTION OF THE COUNTY OR MUNICIPALITY. ALL SURFACE FEATURES, UTILITY BOXES, SIGNS, ECT. TO BE REINSTATED. 14. TEMPORARY TRANSITION GRADES SHALL BE MAXIMUM 3:1 SLOPE AND STABILIZED TO PREVENT EROSION.			
LEGEND			
CONTRACT DRAWINGS CONTRACTOR MUST VERIFY ALL DIMENSIONS AND BE RESPONSIBLE FOR SAME, ANY	1		
DISCREPANCIES MUST BE REPORTED TO THE T			
ENGINEER BEFORE COMMENCING WORK. DRAWINGS ARE NOT TO BE SCALED. C.C. TATHAM & ASSOCIATES LTD. CLAIMS COPYRIGHT TO THIS DOCUMENT WHICH MAY NOT BE USED FOR ANY PURPOSE OTHER THAN THAT PROVIDED IN THE CONTRACT BETWEEN THE OWNER/CLIENT AND THE ENGINEER WITHOUT THE EXPRESS CONSENT OF CANA			
CONTRACT BETWEEN THE OWNER/CLIENT AND THE ENGINEER WITHOUT THE EXPRESS CONSENT OF C.C. TATHAM & ASSOCIATES LTD.	NDA		1. NO.



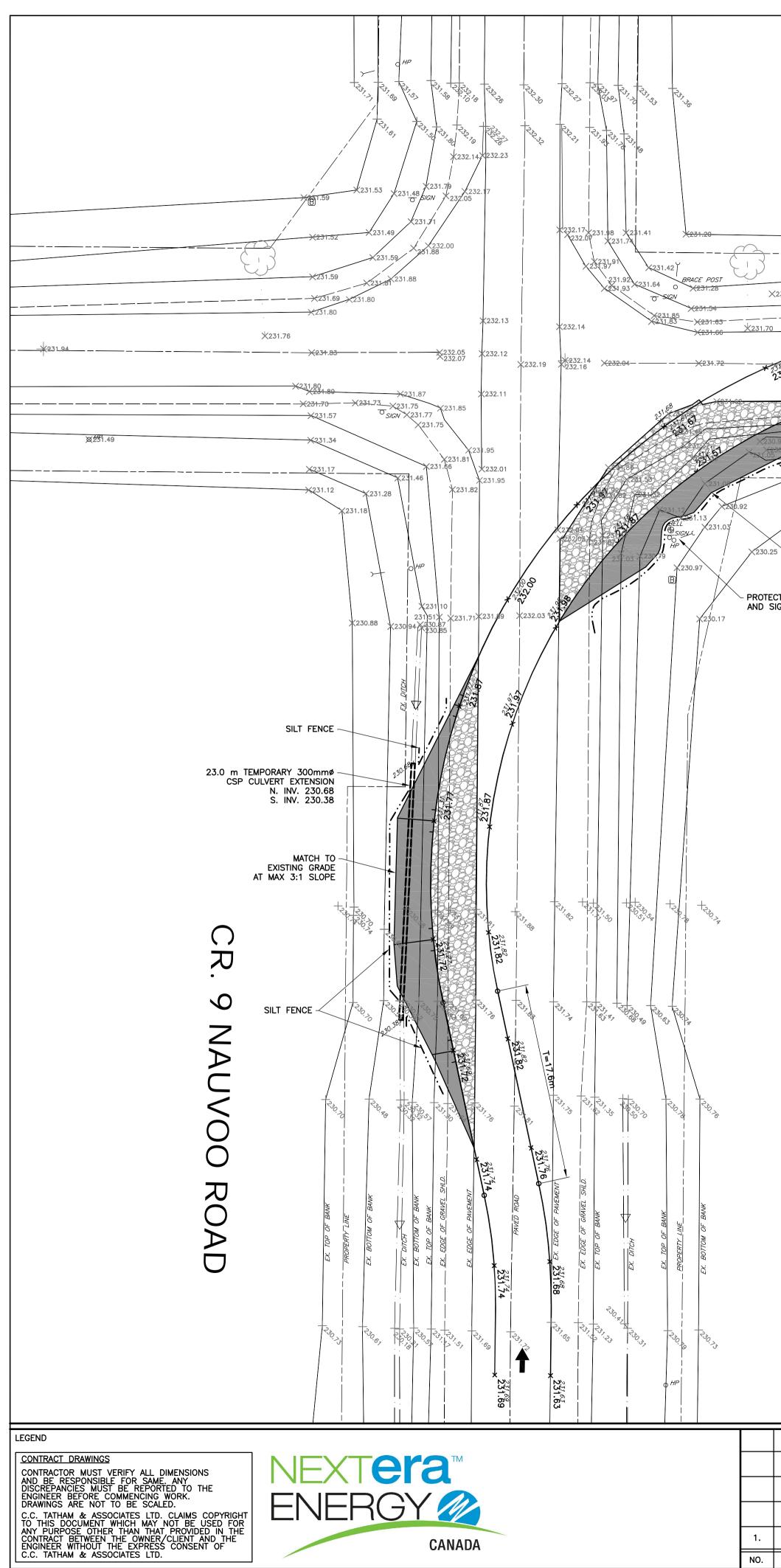
CION TO IMPROVEMENTS. REMOVE TREE ITED UPON WORKS. <u>X234.30</u>			
			<u></u>
) - SILT FENCE	×234,38	
234.10 <u>2344.13</u> <u>2344.13</u> <u>2344.13</u> <u>2344.13</u>			· · ·
234.63	<u> </u>	<u> </u>	
10-202-Ma H-CA2046/ PUCK808462	A20× 0	×234.77	
<u> </u>	4.68 R=45.72m	− ∞ 234,85 ×234.88 234.85 €	 234.94
234.73 234.73 X ^{234.68} - X234.77		0	
624.7	78 <u>5</u>		
T=20.6m		2 <i>34.81</i> 23 <i>4.</i> 8 <i>1</i>	234.85 1234.85 234.84 X234.69
204.00	X 234.78		234.84 X 234.69
234.51	234.64		<u> </u>
234.38	234.49		X 234.48
234.07	— X 234.17 — X 234.17	_:;	<u> </u>
234.08	— X <i>234.17</i> — X <i>234.55</i>		×234.41
74.16			

X 234 3

	LEGEND		
	EXISTING EDGE OF PAVEMENT	×241.95	PROPOSED ELEVATION
	EXISTING GRAVEL SHOULDER EXISTING TOP OF BANK		PROPOSED TEMPORARY GRAVEL INTERSECTION IMPROVEMENT (GRANULAR 'A' SURFACE)
	PROPERTY LINE EXISTING CULVERT		PROPOSED TRANSITION AREA (MAX 3:1)
· ·	EXISTING DITCH		ABCA REGULATED AREA
	EXISTING CENTRELINE OF ROAD		PROPOSED DELIVERY LANE
	EXISTING FENCE	·	PROPOSED DITCH DIVERSION
——— НА ————	EXISTING AERIAL HYDRO	4	DIRECTION OF INCOMING DELIVERY VEHICLES
OHP	EXISTING HYDRO POLE		SILT FENCE
SIGN	EXISTING ROAD SIGN		SIET TENOE
8	EXISTING UTILITY MARKER		
B	EXISTING BELL PEDESTAL		
Ê	EXISTING TREE		
× ^{239.97}	EXISTING ELEVATION		
СВ	EXISTING CATCH BASIN		
🖸 СВМН	EXISTING CATCH BASIN MANHOLE		
CANADA, U RGY CENTRE		C.C.Tatham & A Consulting Engineers	Associates Ltd.

SECTION PLAN	
	SCALE:
	DESIGN:

	Consulting Engineers				
	Collingwood	Bracebridge		Orillia	Barrie
SCALE: 1:250			JOB NO.	412414	
DESIGN: SD	CHECKED: BFS		DWG.	525F	۲T
DRAWN: SD	DATE: JAN. /14		(F	RIGHT ⁻	TURN)



BIRNAM LINE

$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	MATCH TO SILT FENCE		31.20 ×231.23	EX. TOP OF BANK 231.18
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		<u> </u>	X231.08 31.11 X231.12 31.11 X231.08	EX. BOTTOM OF BANK
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	66 231.74	X231.72	231.82 X231.78 X231.78 X231.79 X231.79 X231.79	EX. BOTTOM OF BANK EX. TOP OF BANK EX. EDGE OF GRAVEL SHLD. EX. EDGE OF PAVEMENT
R=50.1211	66 1.66	$\begin{array}{c} & & & & & & \\ 231.79 & & & & & & \\ & & & & & & \\ & & & & & $		×231.86 231.86 +232.06 PAVED ROAD
R=43. 231-50-24. 	≾231,23 T=27.1m ≾231.01 ≾230.80	771 70	231.24 	231,24 231.24 EX. EDGE OF PAVEMENT <u>EX. EDGE OF GRAVEL SHLD</u> EX. TOP OF BANK
90 <u>+230.75</u> ×2 <u>30.75</u> ×2 <u>30.03</u>	×230.37 ×230.19 ×230.20 ×230.20 ×230.37 ×230.37 ×230.37			EX. TOP OF BANK EX. BOTTOM OF BANK EX. BOTTOM OF BANK EX. BOTTOM OF BANK EX. BOTTOM OF BANK
<u></u>	<u>X230.34</u>			

SILT FENCE

─ MATCH TO EXISTING GRADE AT MAX 3:1 SLOPE

- PROTECT HYDRO, BELL AND SIGN STRUCTURES

230.21

	<u>LEGEND</u>		
	EXISTING EDGE OF PAVEMENT	×241.95	PRO
	EXISTING GRAVEL SHOULDER		PRO
	EXISTING TOP OF BANK	4444	INTI (GR
	PROPERTY LINE		PRO
	EXISTING CULVERT		(MA
· ·	EXISTING DITCH		ABC
	EXISTING CENTRELINE OF ROAD		PRO
	EXISTING FENCE		PRO
——— НА ———	EXISTING AERIAL HYDRO	4 =	DIR DEL
OHP	EXISTING HYDRO POLE	•	SIL.
5/GN	EXISTING ROAD SIGN		SIL
8	EXISTING UTILITY MARKER		
B	EXISTING BELL PEDESTAL		
$\langle \rangle$	EXISTING TREE		
× ^{239.97}	EXISTING ELEVATION		
СВ	EXISTING CATCH BASIN		
🖸 СВМН	EXISTING CATCH BASIN MANHOLE		

			APPROVED
			D PROFESSION A
			So real
			B.F. STANTON
SUBMITTED FOR REVIEW AND APPROVAL	JAN. 24/14	BFS	302 EC 213
REVISIONS	DATE	INITIAL	ICE OF OU

NEXTERA ENERGY C JERICHO WIND ENERG

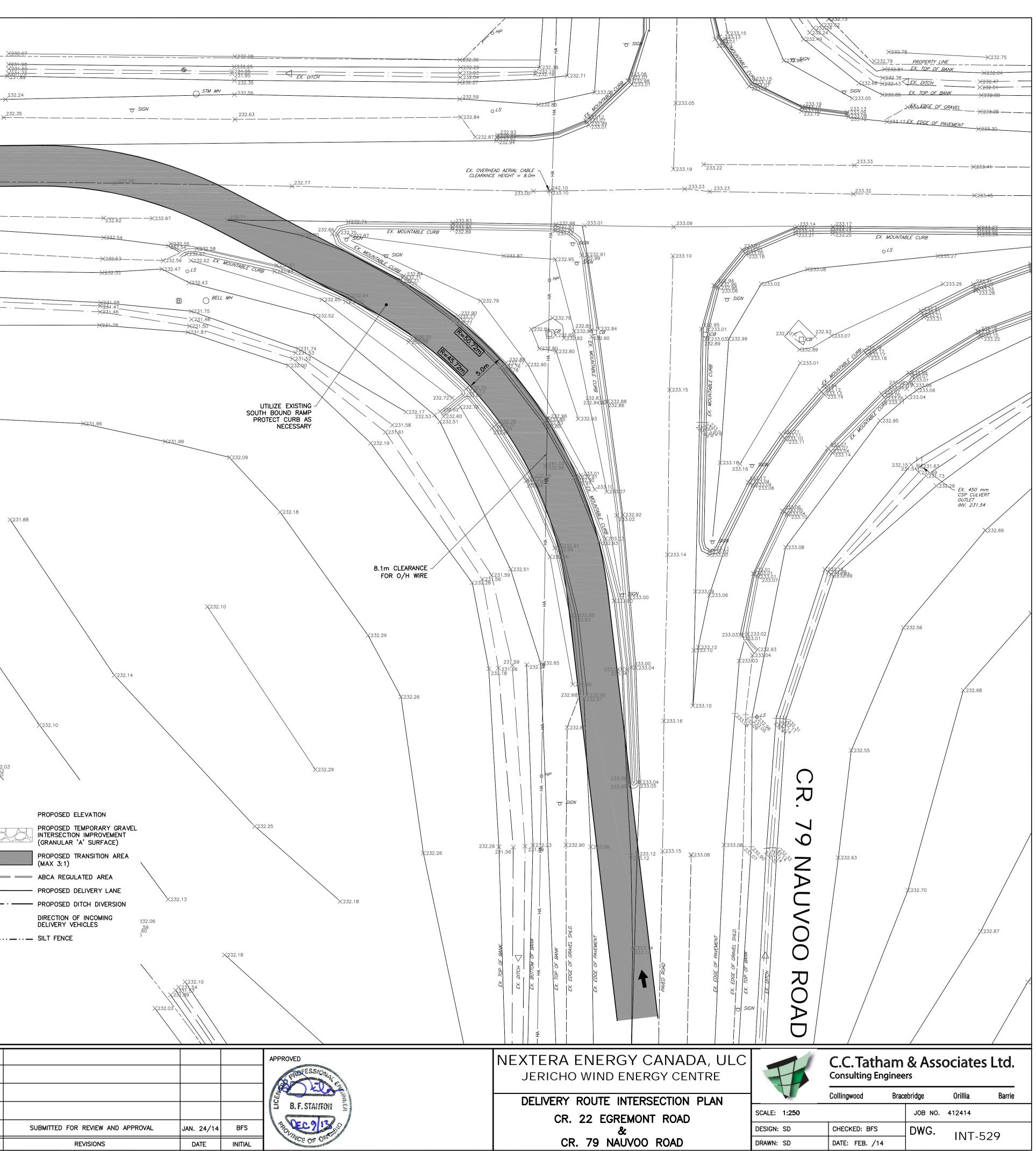
DELIVERY ROUTE INTERSE BIRNAM LINE & CR. 9 NAUVOO

	NOTES:				
		IRVEY AND LEGAL BOUN LS. LOCATION OF OVER			
	GRADE OF ALL E CONSTRUCTION S DISTURBED DURIN SATISFACTION OF CONTRACTOR IS UTILITIES ON THIS THE UTILITY COM	THE GOVERNING BODY	UTILITIES IN TH MARKED. ALL L BE REPAIRED AT THE CONTF UIREMENTS OF (E SATISFACTOR THEIR INSTALL	IE VICINITY OF UTILITIES DAMAGED OR OR REPLACED TO THE RACTORS EXPENSE. THE THE OWNERS OF THE RY ARRANGEMENTS WITH ATIONS AND FOR	
	SIGNS REQUIRED TRAFFIC CONTRO	ND DETOUR SIGNING: M SHALL BE IN ACCORDA DL DEVICES" BOOK 7, A INSPORTATION "TRAFFIC IS'.	NCE WITH MAN	JAL OF UNIFORM T REVISION OF THE	
	OTHER SUITABLE	R SHALL INSTALL STRAN SEDIMENT & EROSION T IS NOT TRANSPORTED	CONTROL MEAS	URES AS REQUIRED TO	
				ED AND MAINTAINED RE ROAD SIDE DITCHES	
PROPOSED ELEVATION PROPOSED TEMPORARY GRAVEL INTERSECTION IMPROVEMENT	CROSSFALL.			D HAVE A MAXIMUM 2%	
(GRANULAR 'A' SURFACE)	R.O.W. AND NOT	IPORARY IMPROVEMENTS AFFECT PRIVATE PROPI	ERTY.		
 (MAX 3:1) ABCA REGULATED AREA 	OCCUPATIONAL H	R SHALL TAKE ALL NEC EALTH AND SAFETY AC POWER LINES AND OTHE	T WHILE WORKI		
- PROPOSED DELIVERY LANE	9. THE LAYOUT OF CONTRACTOR.	LINES AND GRADES SH	ALL BE THE RE	SPONSIBILITY OF THE	
- PROPOSED DITCH DIVERSION	10. ALL ELEVATIONS	AND DIMENSIONS SHOW	N ARE METRIC.		
DIRECTION OF INCOMING DELIVERY VEHICLES - SILT FENCE	PORTION OF THE LAYOUT SHALL C	RS ARE REQUIRED TO ROAD FROM THE TEMP ONFORM TO ONTARIO T UNTIL THE TEMPORAR	PORARY IMPROV	EMENTS. BARRIERS AND (OTM) BOOK 7 AND	
		RSECTION IMPROVEMENT SSIBLE WHEN NO LONGE INTS.			
	CONDITIONS OR E	AREAS SHALL BE RESTO BETTER, ALL TO THE SA L SURFACE FEATURES,	ATISFACTION OF	THE COUNTY OR	
		NSITION GRADES SHALL REVENT EROSION.	BE MAXIMUM 3	3:1 SLOPE AND	
CANADA, ULC	Ŧ	C.C.Tathan Consulting Engine		ociates Ltd.	_
ERSECTION PLAN		Collingwood Br	acebridge	Orillia Barrie	
LINE	SCALE: 1:250	T	JOB NO.	412414	
	DESIGN: SD	CHECKED: BFS	DWG.	INT-526	
DO ROAD	DRAWN: SD	DATE: FEB. /14			

X2<u>30.16</u> X238.39

★231.31 X231.32 RD HOUSE HP U 31-88 $- \times 230$ $- \times 231$

×231.	.82
X231.42	231.78
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	17.47 ·
<u>X231.93</u> EX. TOP OF BANK X231.97 '	×231.01 ×232. B sign
EX. EDGE OF PAVEMENT X232.20 X232.22	>(132.32
PAVED ROAD	-
	$\xrightarrow{232.34} \xrightarrow{232} \xrightarrow{232}$
×232.38 EX. EDGE OF PAVEMENT	
~232.38	×232.48 ×232.46
X232.26 <i>EX. TOP OF BANK</i> X232.31	
X232.07 X231.65 EX. BOTTOM OF BANK	×232.13
→ 231.38 × 231.41 × 231.41 × 231.41 × 231.41 × 231.41 × 231.41 × 231.41 × 231.41 × 231.41 × 231.37 ×	→ → → → → → → → → → → → → → → → → → →
<u>X232.02</u> EX. BOTTOM OF BANK <u>X231.79</u>	×231.38
CR. 22 EGREMON	
X232.12 EX. TOP OF BANK	
×231.25	
EX. BOTTOM OF BANK	∑231.82
EX BOLTOM - 2414 PROPERTY - 4231.95 - 400 - 400 - 4231.40 - 4231.40 - 4231.40 - 4231.40 - 4231.40 - 4231.82	
*231.82 *232.03	
231.87 231.46 231.44	
	232.00
TOPOGRAPHIC SURVEY AND LEGAL BOUNDARY BASE PLAN PROVIDED BY CALLON DEITZ, OLS. LOCATION OF OVERHEAD AND BURIED UTILITIES TO BE FIELD VERIFIED.	
PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE LOCATION, SIZE AND GRADE OF ALL EXISTING UNDERGROUND UTILITIES IN THE VICINITY OF CONSTRUCTION SHALL BE LOCATED AND MARKED. ALL UTILITIES DAMAGED OR	231.94
DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE GOVERNING BODY AT THE CONTRACTORS EXPENSE. THE CONTRACTOR IS TO MEET ALL THE REQUIREMENTS OF THE OWNERS OF THE	×231,50 231,48 231,84
UTILITIES ON THIS PLAN AND MUST MAKE SATISFACTORY ARRANGEMENTS WITH THE UTILITY COMPANIES FOR CROSSING THEIR INSTALLATIONS AND FOR PROVIDING ADEQUATE PROTECTION DURING CONSTRUCTION.	232.02
CONSTRUCTION AND DETOUR SIGNING: MINIMUM CONSTRUCTION AND DETOUR SIGNS REQUIRED SHALL BE IN ACCORDANCE WITH MANUAL OF UNIFORM	
"TRAFFIC CONTROL DEVICES" BOOK 7, AND THE LATEST REVISION OF THE MINISTRY OF TRANSPORTATION "TRAFFIC CONTROL MANUAL FOR ROADWAY WORK OPERATIONS'.	
THE CONTRACTOR SHALL INSTALL STRAW BALE BARRIERS, SILT FENCING OR OTHER SUITABLE SEDIMENT & EROSION CONTROL MEASURES AS REQUIRED TO	
ENSURE SEDIMENT IS NOT TRANSPORTED INTO THE DOWNSTREAM DITCH SYSTEM.	
TEMPORARY DITCHING OR CULVERTS SHALL BE PROVIDED AND MAINTAINED BESIDE TEMPORARY IMPROVEMENTS IN ORDER TO ENSURE ROAD SIDE DITCHES REMAIN FUNCTIONAL.	LEGEND
ALL PROPOSED TEMPORARY DRIVING SURFACES SHOULD HAVE A MAXIMUM 2% CROSSFALL.	
SURFACE OF TEMPORARY IMPROVEMENTS SHALL BE COMPLETED WITHIN THE R.O.W. AND NOT AFFECT PRIVATE PROPERTY.	EXISTING TOP OF BANK
THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS UNDER THE OCCUPATIONAL HEALTH AND SAFETY ACT WHILE WORKING IN THE VICINITY OF	PROPERTY LINE
THE OVERHEAD POWER LINES AND OTHER UTILITIES. THE LAYOUT OF LINES AND GRADES SHALL BE THE RESPONSIBILITY OF THE	EXISTING DITCH
CONTRACTOR.	EXISTING CENTRELINE OF ROAD EXISTING FENCE
ALL ELEVATIONS AND DIMENSIONS SHOWN ARE METRIC. PHYSICAL BARRIERS ARE REQUIRED TO SEPARATE THE REGULAR TRAVELED PORTION OF THE ROAD FROM THE TEMPORARY IMPROVEMENTS. BARRIERS AND	HA EXISTING AERIAL HYDRO
PORTION OF THE ROAD FROM THE TEMPORARY IMPROVEMENTS. BARRIERS AND LAYOUT SHALL CONFORM TO ONTARIO TRAFFIC MANUAL (OTM) BOOK 7 AND REMAIN IN PLACE UNTIL THE TEMPORARY IMPROVEMENTS ARE REMOVED.	০ ^{HP} EXISTING HYDRO POLE ত ^{S/GN} EXISTING ROAD SIGN
TEMPORARY INTERSECTION IMPROVEMENTS ARE TO BE REMOVED AS SOON AS REASONABLY POSSIBLE WHEN NO LONGER REQUIRED FOR DELIVERIES OR TURNING MOVEMENTS	© EXISTING UTILITY MARKER
TURNING MOVEMENTS. ALL DISTURBED AREAS SHALL BE RESTORED TO EXISTING ELEVATIONS & CONDITIONS OF BETTER ALL TO THE SATISFACTION OF THE COUNTY OF	B EXISTING BELL PEDESTAL Control EXISTING TREE
CONDITIONS OR BETTER, ALL TO THE SATISFACTION OF THE COUNTY OR MUNICIPALITY. ALL SURFACE FEATURES, UTILITY BOXES, SIGNS, ECT. TO BE REINSTATED.	× ^{239.97} EXISTING ELEVATION
TEMPORARY TRANSITION GRADES SHALL BE MAXIMUM 3:1 SLOPE AND STABILIZED TO PREVENT EROSION.	CB EXISTING CATCH BASIN CBMH EXISTING CATCH BASIN MANHOLE
NTRACT_DRAWINGS	Pra™



SCHEDULE "C"

Appropriate Emergency Service Providers

Police Services

In case of emergency call 911

- OPP Grand Bend detachment
 - 58 Main St, Grand Bend, ON. N0M 1T0 Office: 519-238-2345
- OPP Forest detachment
 - 101 Broadway Street, PO BOX 130, FOREST, ON. NON 1J0 Office: 519-786-2349

Fire Services

In case of emergency call 911

- Municipality of Lambton Shores
 - 7883 Amtelecom Parkway, Forest, ON NON IJ0 Office: 519-786-2335
 - Grand Bend Fire Hall 4 Municipal Drive
 - Arkona Fire Hall 7355 Arkona Road
 - Thedord Fire Hall 109 Pearl Street
 - Forest Fire Hall 65 Main Street
 - Northville Fire Hall 9575 Port Franks Road

Emergency Medical Services

In case of emergency call 911

- Lambton County EMS
 - 3958 Petrolia Line, RR4, PETROLIA, ON. NON 1R0 Office: 519-882-2442

SCHEDULE "D"

Permits and Fees

*All references to legislation, by-laws and fees in this Schedule shall be interpreted as references to those by-laws and fees as they may be amended, superceded or replaced from time to time

By-Law Reference	<u>Permit Required with</u> <u>Appropriate Application</u>	<u>Cost</u>
By-law #142 of 1994: Entrances to County Roads By-Law	Entrance Permit (authorizing access to County Roads, permanent and/or temporary, via entrance permit application)	\$25.00 fee plus \$1,000.00 security deposit
By-law #88 of 1998: Moving of Oversize or Overweight Objects over County Roads	Overdimension/Overweight Permit (authorizing moving of oversize and overweight objects on County Roads, via oversize/overweight permit application)	Varies fee (\$50.00-\$500.00) per load based on dimensions and/or weight, plus security deposit and \$2,000,000 liability insurance coverage
By-law #94 of 1999: Displaying of Signs, Notices or Advertising Devices	Sign Permit (authorizing the erection of signs within the County's Control area adjacent to County Roads via sign permit application)	\$100.00 fee

SCHEDULE "E"

Rights and Remedies Accorded to Secured Parties

1. The County will from time to time execute and deliver such consents and acknowledgements reasonably requested by the Secured Party.

2. The County agrees that, upon the Secured Party giving the County written notice of any security granted by Jericho in the Agreement, the Secured Party will, without any further action being required, have the benefit of the following provisions until such time as the Secured Party advises the County in writing that its security is no longer in effect (and, if the Secured Party so requests, the County will (i) acknowledge in writing that the Secured Party so benefits from these provisions, or (ii) enter into a written agreement with the Secured Party substantially in accordance with these provisions):

- (a) the County will give prompt written notice to the Secured Party of any breach or default by Jericho of its obligations under the Agreement in respect of which the County proposes to exercise any of its remedies;
- (b) the County will give the Secured Party the right to cure any breach or default by Jericho under the Agreement, within a period of 90 days commencing on the later of (i) the expiry of the cure period afforded Jericho under the Agreement, and (ii) the date on which the County gives the Secured Party notice of such breach or default pursuant to Section 2(a), or such longer period of time as the Secured Party may reasonably require to cure such breach or default; and no exercise by the County of any of its rights or remedies against Jericho will be effective against Jericho or the Secured Party unless the County has provided the Secured Party such notice and opportunity to cure.
- (c) the County will, at any time and from time to time, upon not less than ten (10) days' prior request by Jericho or the Secured Party or proposed the Secured Party, execute any agreements, certificates or acknowledgements that Jericho or the Secured Party may reasonably request with respect to this Agreement; and
- (d) all notices to the Secured Party from the County will be in writing and will be sent by personal delivery, registered mail, email or by fax to the address, email address or facsimile number of the Secured Party set out in any notice that the Secured Party delivers to the County.

3. The provisions of Section 2 will enure to the benefit of the Secured Party and its successors and assigns, and any rights conferred on the Secured Party by the terms of this Agreement or limiting its liability under the Agreement will benefit each receiver or receivermanager appointed by the Secured Party or by a court of competent jurisdiction.

4. The County hereby acknowledges that Jericho may grant security to a trustee or collateral agent acting on behalf of one or more lenders (a "**Collateral Agent**"), and the County hereby acknowledges and agrees that upon its receipt of notice that such security was granted, the

Collateral Agent will be entitled to all of the rights of the Secured Party set forth in this and such notice will constitute notice of the existence of the Collateral Agent as the Secured Party.