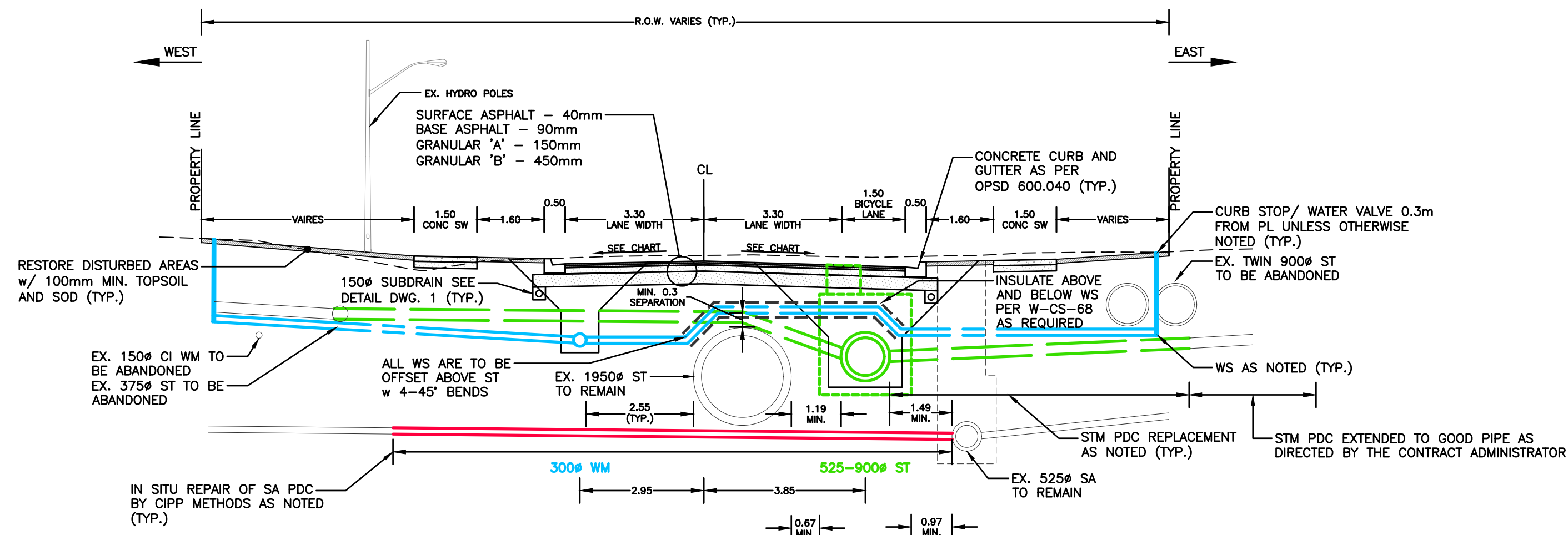


DEARNESS DRIVE RECONSTRUCTION 2025 INFRASTRUCTURE RENEWAL PROJECT

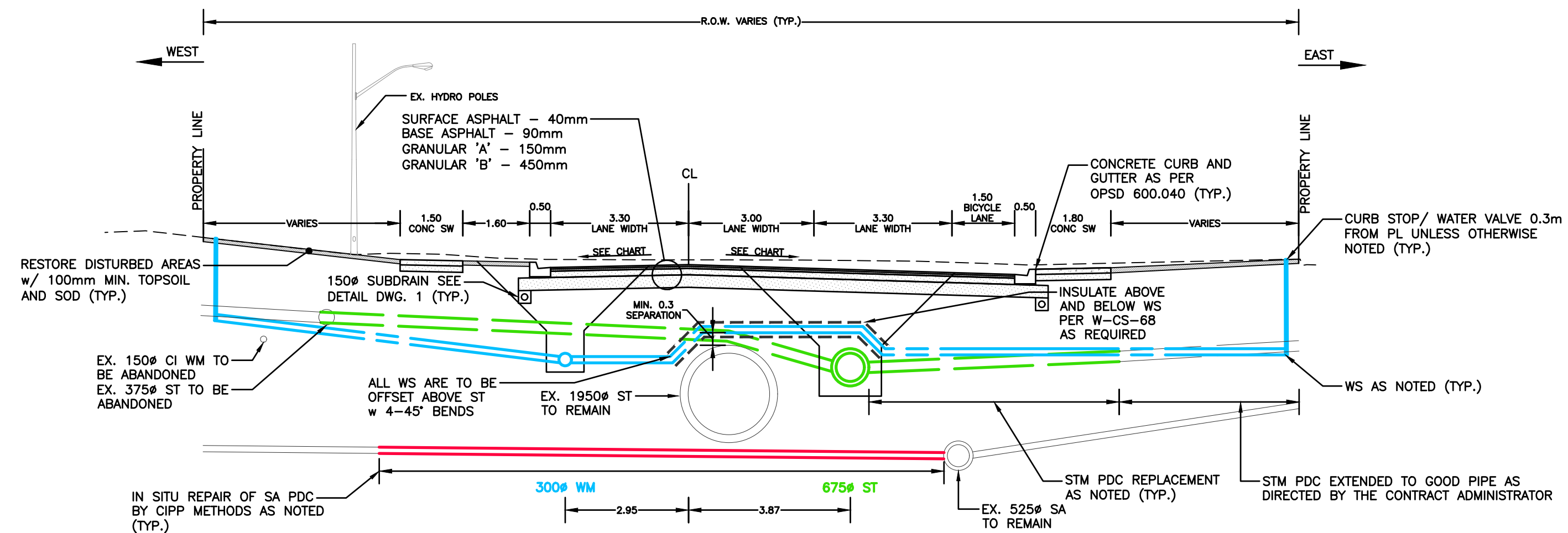
PUBLIC UPDATE MEETING

WEDNESDAY, DECEMBER 3, 2025
SOUTH LONDON COMMUNITY CENTRE
4:00pm - 6:00pm





TYP. CROSS-SECTION STA 1+000 to 1+380
SCALE 1:100



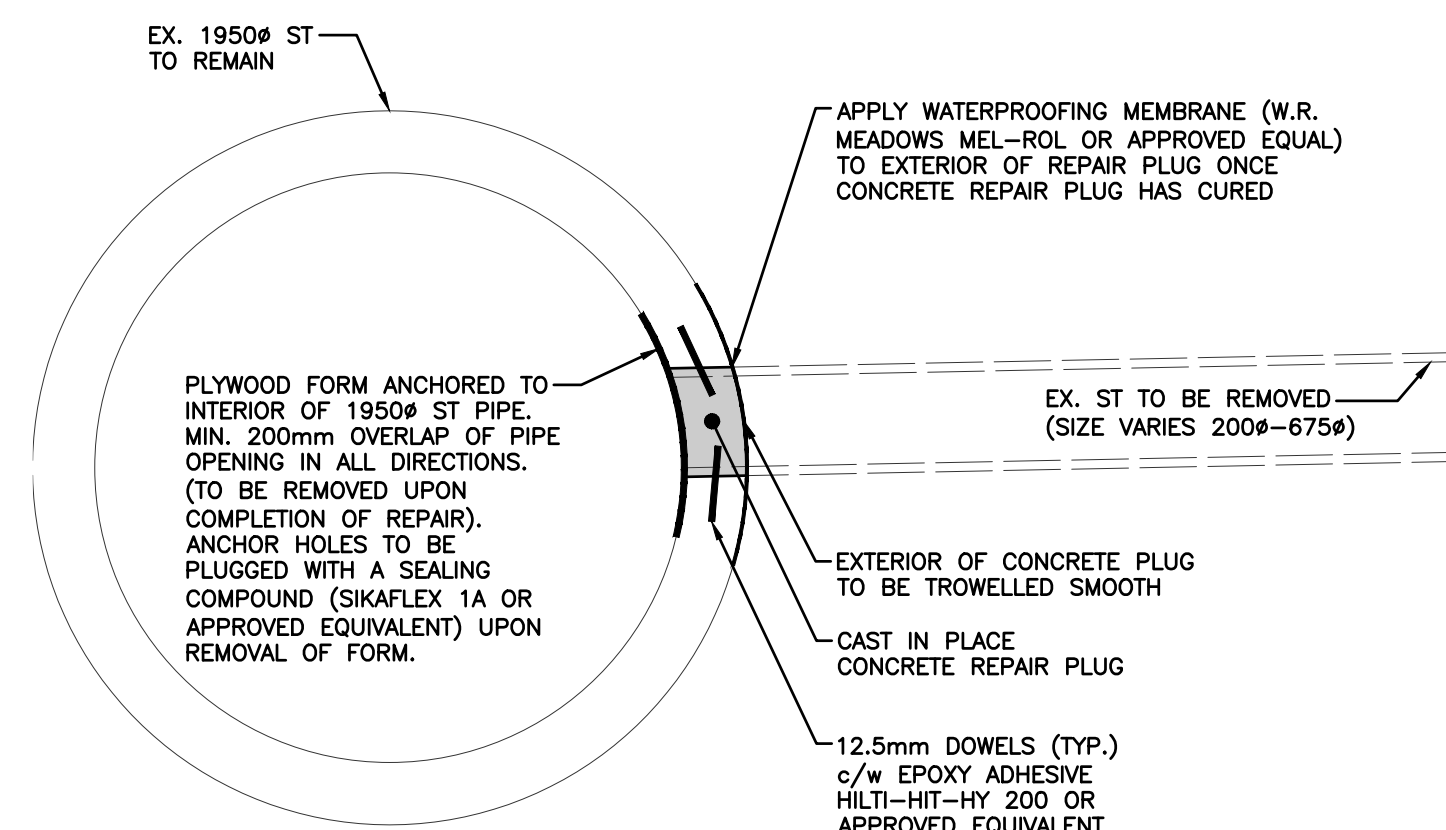
TYP. CROSS-SECTION STA 1+380 to 1+470
SCALE 1:100

DEARNESS DRIVE CROSSFALL CHART

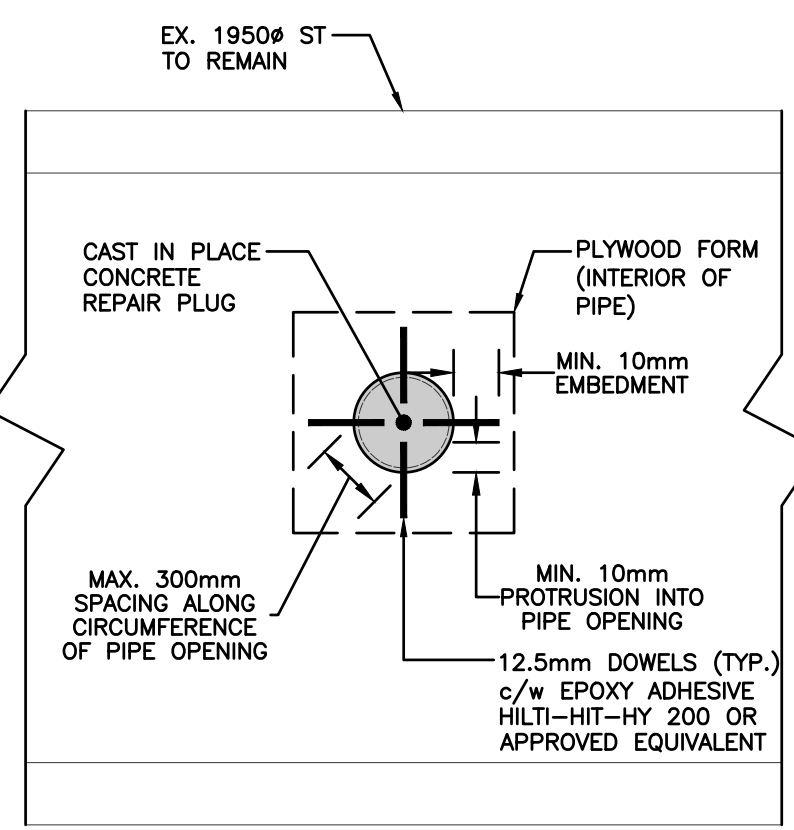
STATION		CROSS FALL	
FROM	TO	LEFT	RIGHT
1+000	1+050	-2.0%	-2.0%
1+050	1+125	-1.0%	-3.0%
1+125	1+330	-2.0%	-2.0%
1+330	1+460	-2.0%	-3.0%

PIPE OPENING REPAIR DETAIL NOTES

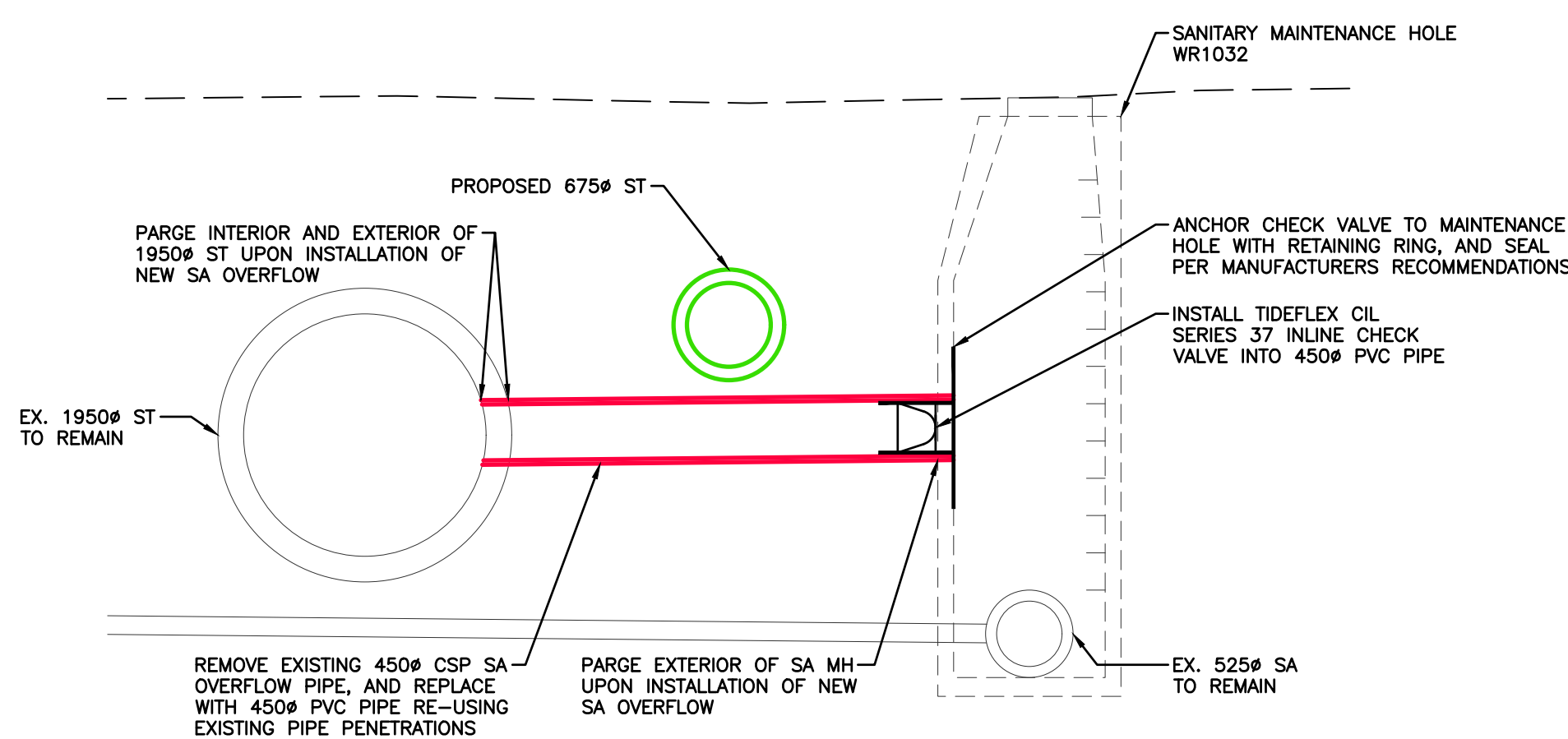
1. CONCRETE REPAIR PLUG TO BE MIN. 30MPa CONCRETE
2. EXISTING PIPE, INCLUDING ALL BRICKS AND PAVING, TO BE FULLY REMOVED FROM PIPE OPENING TO SOUND CONCRETE PRIOR TO REPAIR.



1950 STORM PIPE OPENING REPAIR DETAIL
(SECTION VIEW)
SCALE 1:25



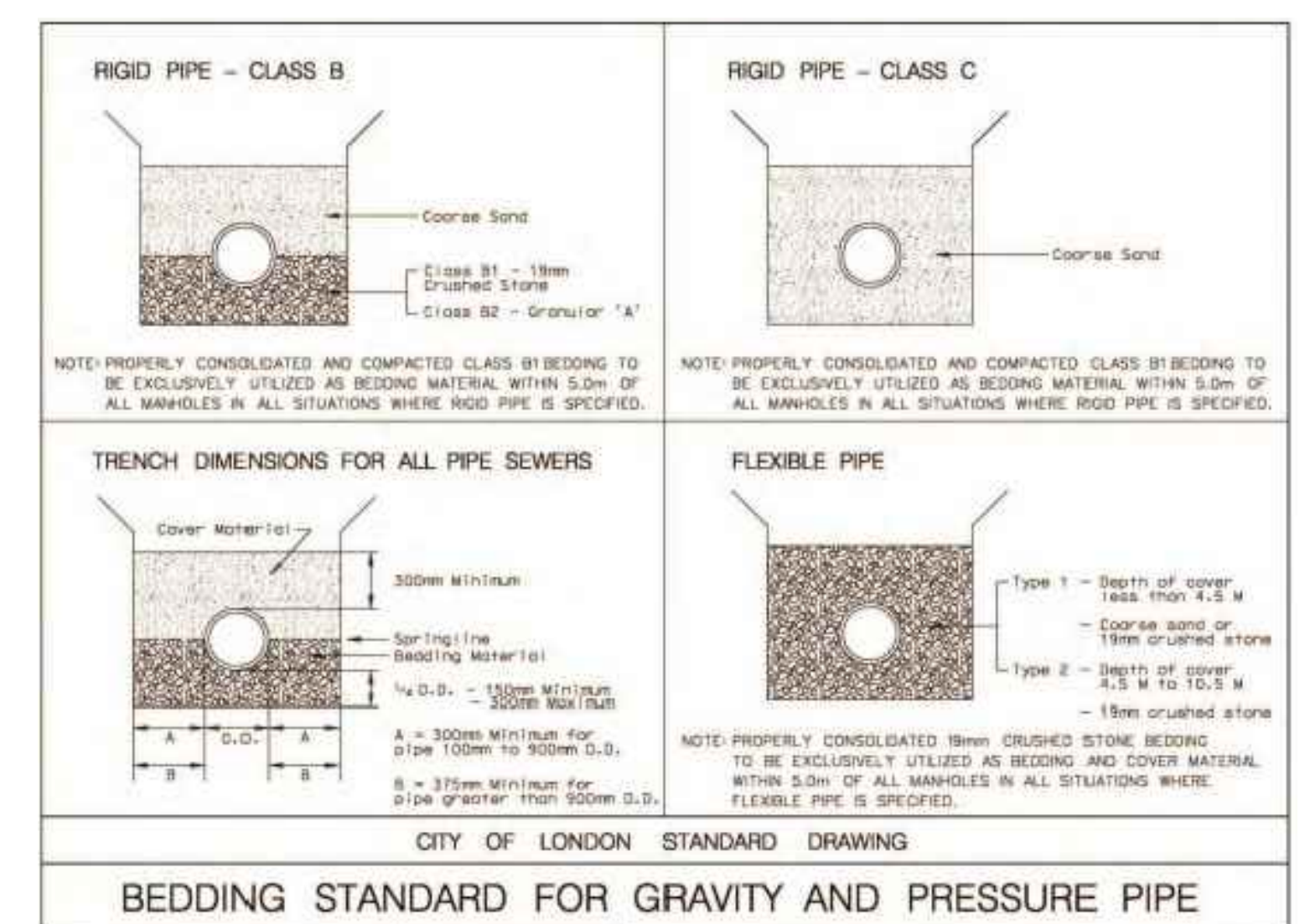
1950 STORM PIPE OPENING REPAIR DETAIL
(ELEVATION VIEW)
SCALE 1:25



SANITARY OVERFLOW REPLACEMENT DETAIL
SCALE 1:50

TYPICAL CROSS SECTION NOTES

1. ALL GAS, COMMUNICATIONS, ELECTRICAL AND OTHER UTILITIES TO BE PROTECTED.
2. SA AND ST PDC's TO HAVE 2.0% TO 4.0% SLOPE UNLESS OTHERWISE NOTED.
3. 150# SUBDRAIN TO BE INSTALLED AT CATCH BASINS, AS PER SPECIFICATIONS.
4. MINIMUM VERTICAL SEPARATION BETWEEN WATER MAIN + WATER SERVICES AND SANITARY + STORM SEWERS UNLESS OTHERWISE NOTED
 - 4.1. WATER MAIN AND WATER SERVICES TO HAVE MINIMUM 0.5m VERTICAL SEPARATION WHEN CROSSING BENEATH STORM AND SANITARY SEWERS.
 - 4.2. WATER MAIN AND WATER SERVICES TO HAVE MINIMUM 0.30m VERTICAL SEPARATION WHEN CROSSING ABOVE STORM AND SANITARY SEWERS.
5. WATER SERVICES TO BE POSITIONED OVER SANITARY AND STORM SEWERS UNLESS OTHERWISE NOTED.
6. WATER SERVICES TO HAVE MINIMUM 1.7m COVER UNLESS OTHERWISE NOTED.
 - 6.1. IN LOCATIONS WHERE 1.7m COVER OVER WATER SERVICES CANNOT BE ACHIEVED, INSULATION AS PER W-CS-68 SHALL BE PROVIDED.
 - 6.2. IN LOCATIONS WHERE 1.7m COVER OVER WATER SERVICES CANNOT BE ACHIEVED, INSULATION IS ALSO REQUIRED OVER STORM / SANITARY SEWER. ADDITIONAL INSULATION BETWEEN THE WATER SERVICE AND SEWER SHALL BE PROVIDED AS PER W-CS-68.
7. ALL EXISTING METALLIC WATER SERVICES ENCOUNTERED, TO REMAIN, SHALL HAVE A 5.5 KG ZINC ANODE INSTALLED UNLESS DIRECTED OTHERWISE BY THE CONTRACT ADMINISTRATOR. THE ANODE IS TO BE INSTALLED PER CITY OF LONDON STANDARD W-CS-8.
8. ALL TACTILE PLATES ARE TO BE PLACED AS PER CITY OF LONDON STANDARD DRAWINGS STS 11.08 AND 11.09. ALL TACTILE PLATES ARE 600mm X 600mm.

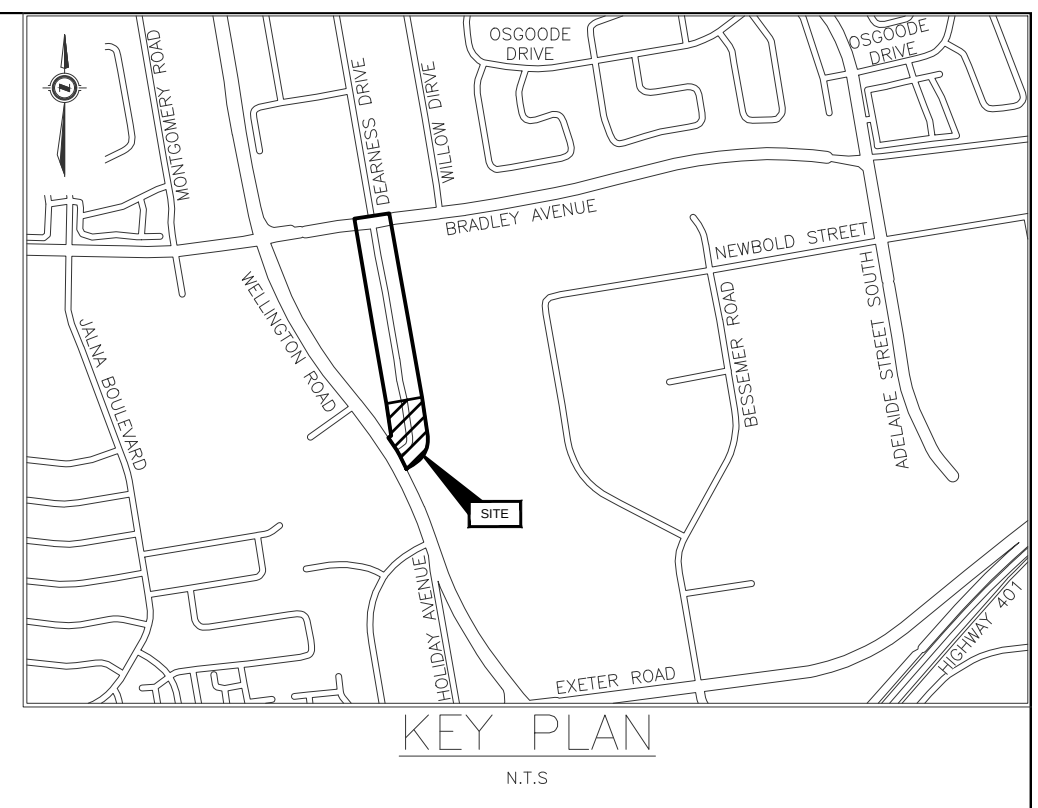
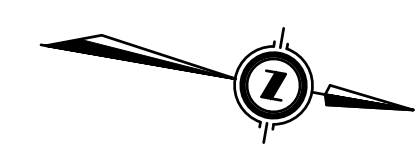
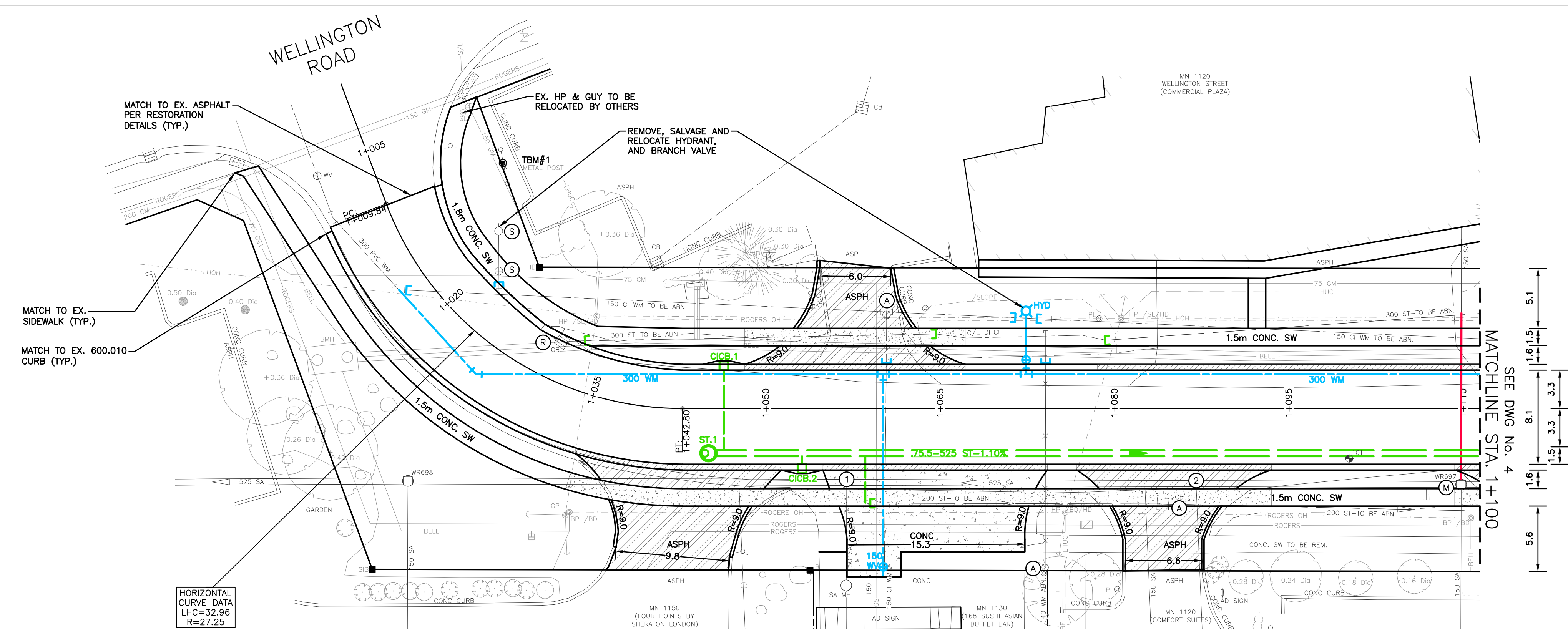


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2025 INFRASTRUCTURE RENEWAL PROJECT DEARNESS DRIVE RECONSTRUCTION



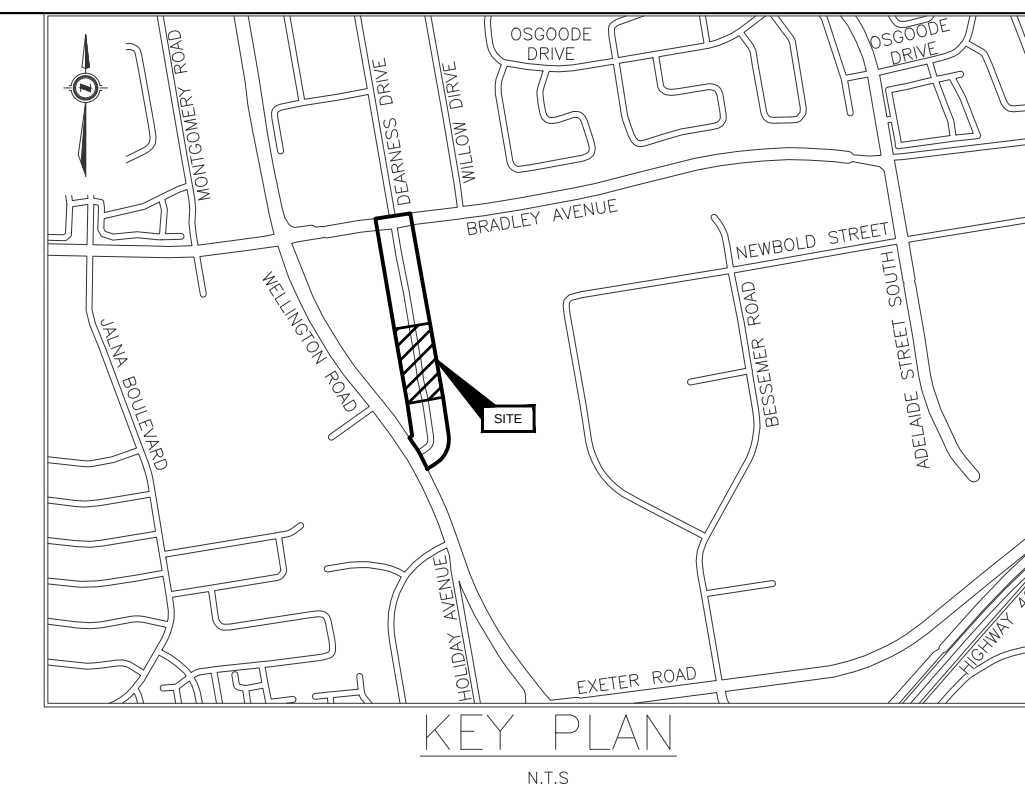
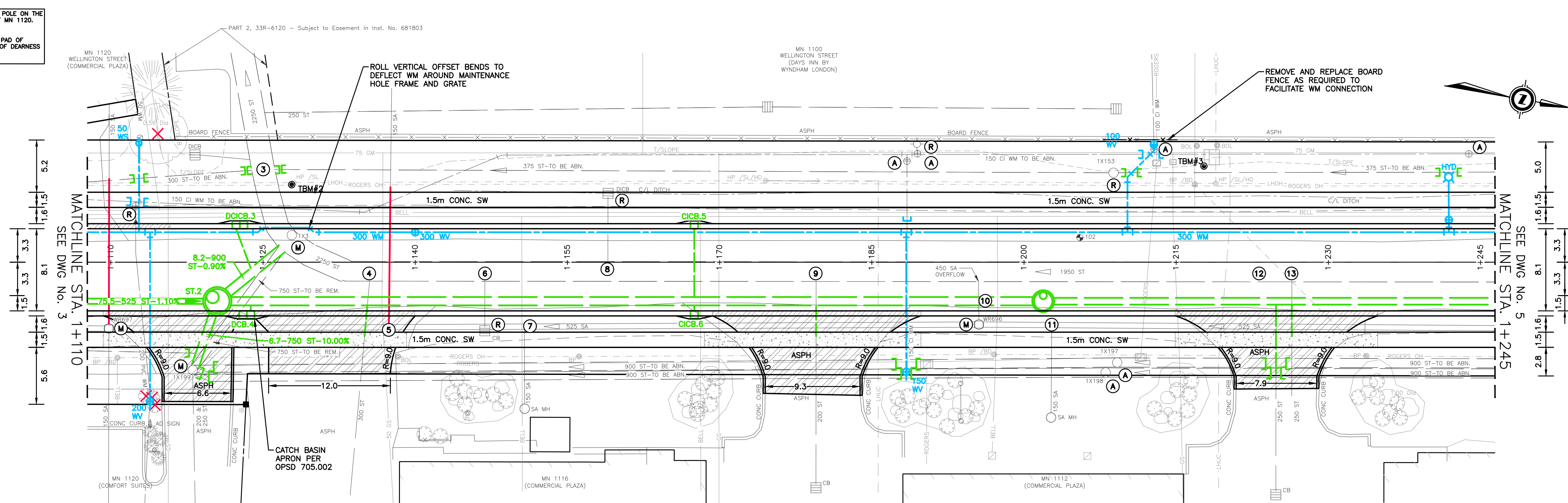
TBM#1-CUT "X" IN THE WEST FACE OF CONC BASE OF ADVERTISING SIGN, ELEV.=264.827



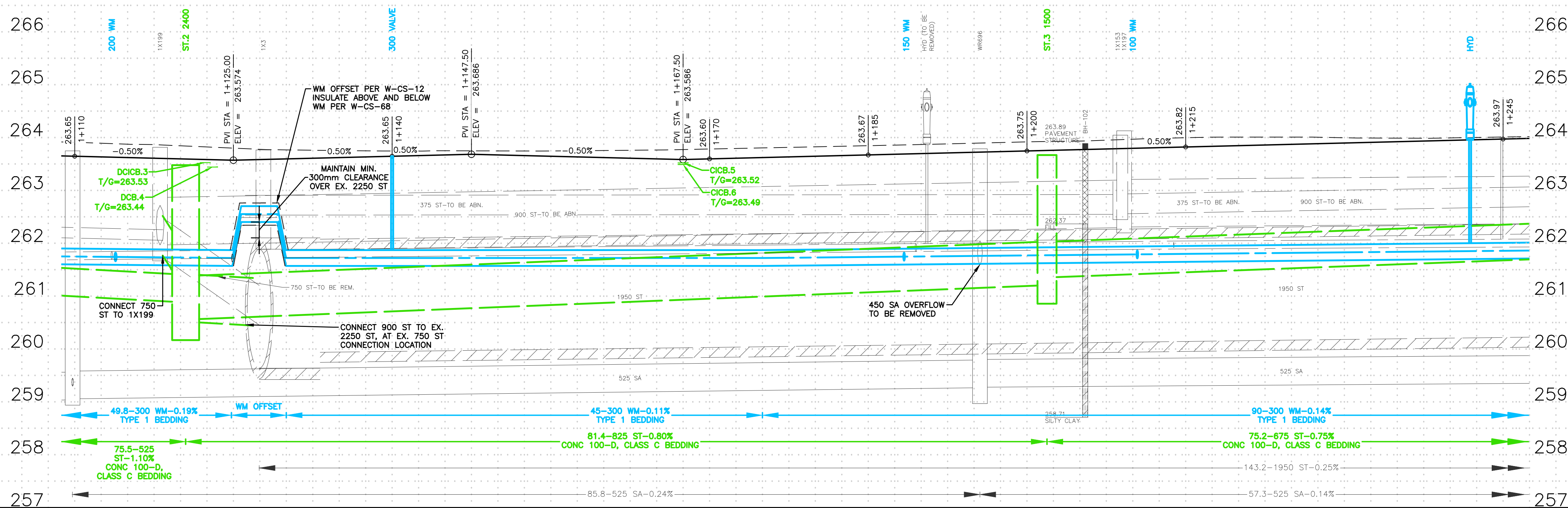
EXISTING PIPE REPAIRS / MODIFICATIONS

REFERENCE NUMBER	DESCRIPTION
① ②	IN SITU TRUNK SANITARY SEWER PDC CONNECTION REPAIR

STATION	1+005	1+020	1+035	1+050	1+065	1+080	1+095	1+110	STATION
SANITARY PIPE INVERT	258.88N 259.19S 259.30W	258.87N						259.06N 259.30W 259.04S	SANITARY PIPE INVERT
STORM PIPE INVERT									STORM PIPE INVERT
C/L FINISH ELEVATION		262.43 262.36	262.24	262.08	261.92	261.82	261.81	261.76	C/L FINISH ELEVATION



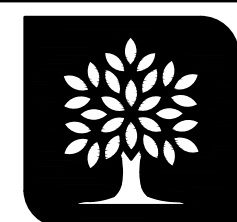
DEARNESS DRIVE



EXISTING PIPE REPAIRS / MODIFICATIONS

REFERENCE NUMBER	DESCRIPTION
(3) (4) (6) (8) (9) (13)	REPAIR REMOVED PIPE OPENING ON 1950 ST PIPE PER DETAIL ON DWG. No.3
(5)	REMOVAL OF ENCRUSTATION ON THE 525 SA
(7) (11)	IN SITU TRUNK SANITARY SEWER PDC CONNECTION REPAIR
(9)	REMOVE 450 SA OVERFLOW, REPAIR REMOVED PIPE OPENING ON 1950 ST PIPE, AND SAMH WR696 PER DETAIL C DWG. No.3
(12)	IN SITU TRUNK STORM SEWER JOINT SPOT REPAIR OF 1950 ST +/- 55.9' U/S FROM MH 1X3

STATION	SANITARY SEWER INVERT	STORM SEWER INVERT	C/L WATERMAN ELEVATION
1+110	259.06N 259.30W 259.04S		261.75
1+125		261.77NW 260.58S 260.56N 260.58E 260.59NW	261.72 262.56 262.56 261.72
1+140		260.45SE	261.72
1+155			261.72
1+170			261.72
1+185			261.74
1+200	259.28N 259.27S 261.60W	260.36N 261.71S	261.77
1+215			261.80
1+230			261.83
1+245			261.86
STATION	SANITARY SEWER	STORM SEWER	C/L WATERMAN



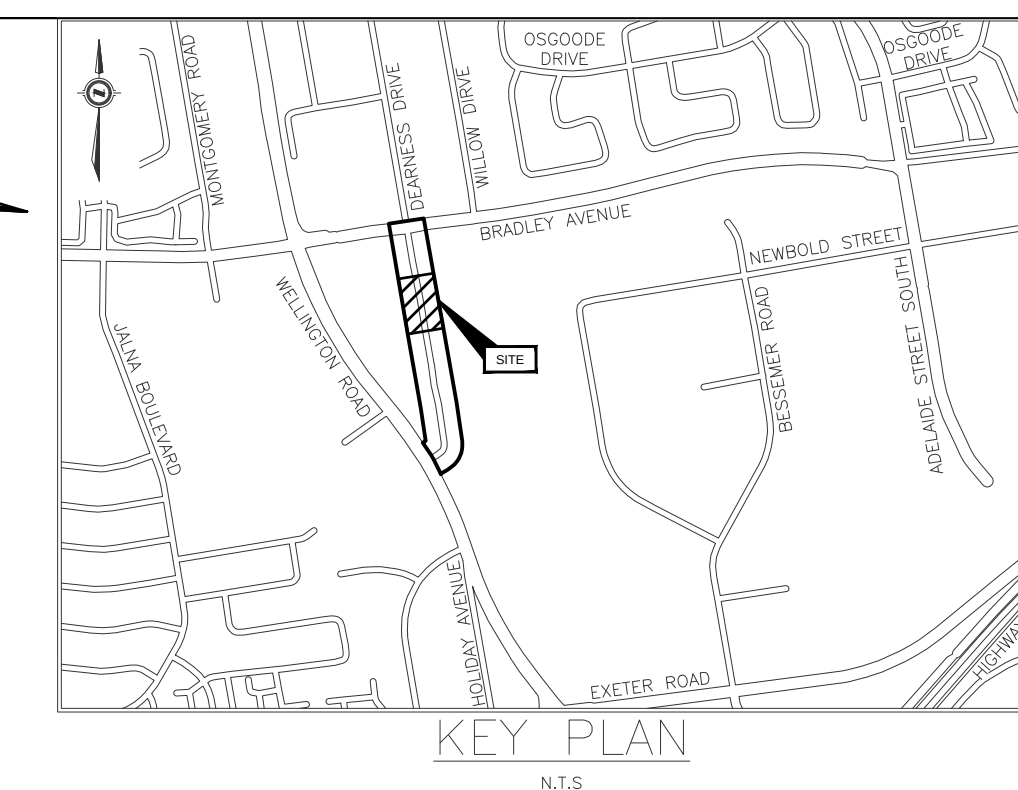
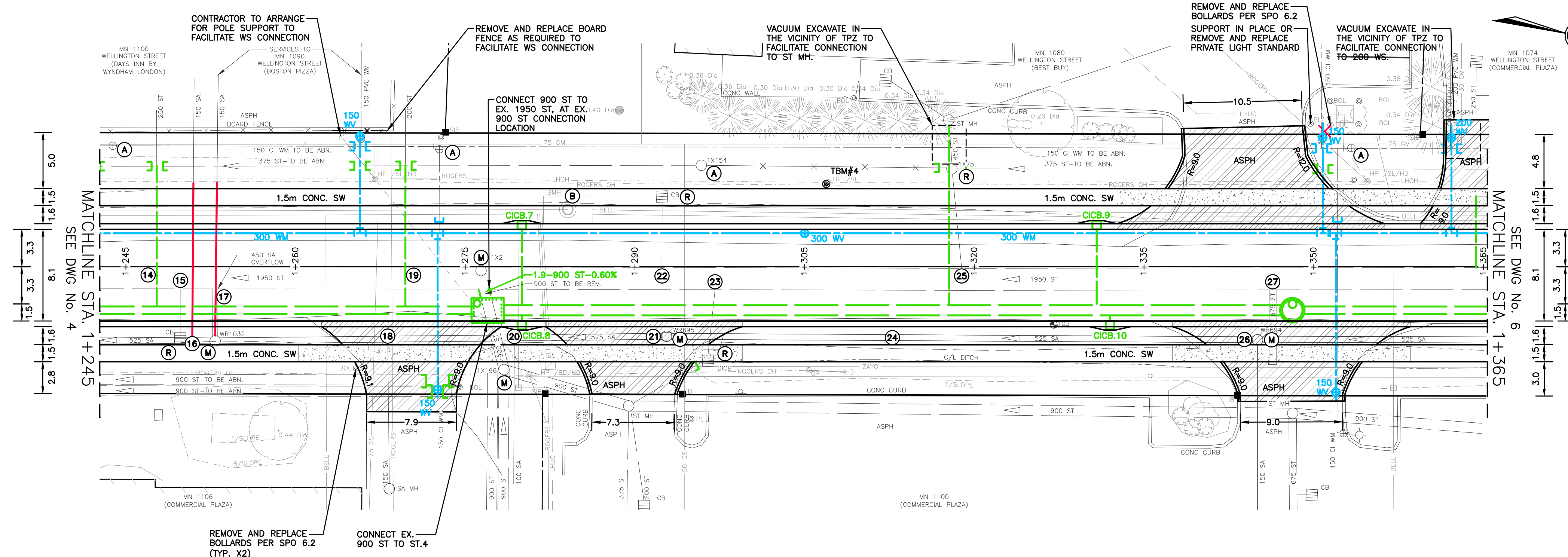
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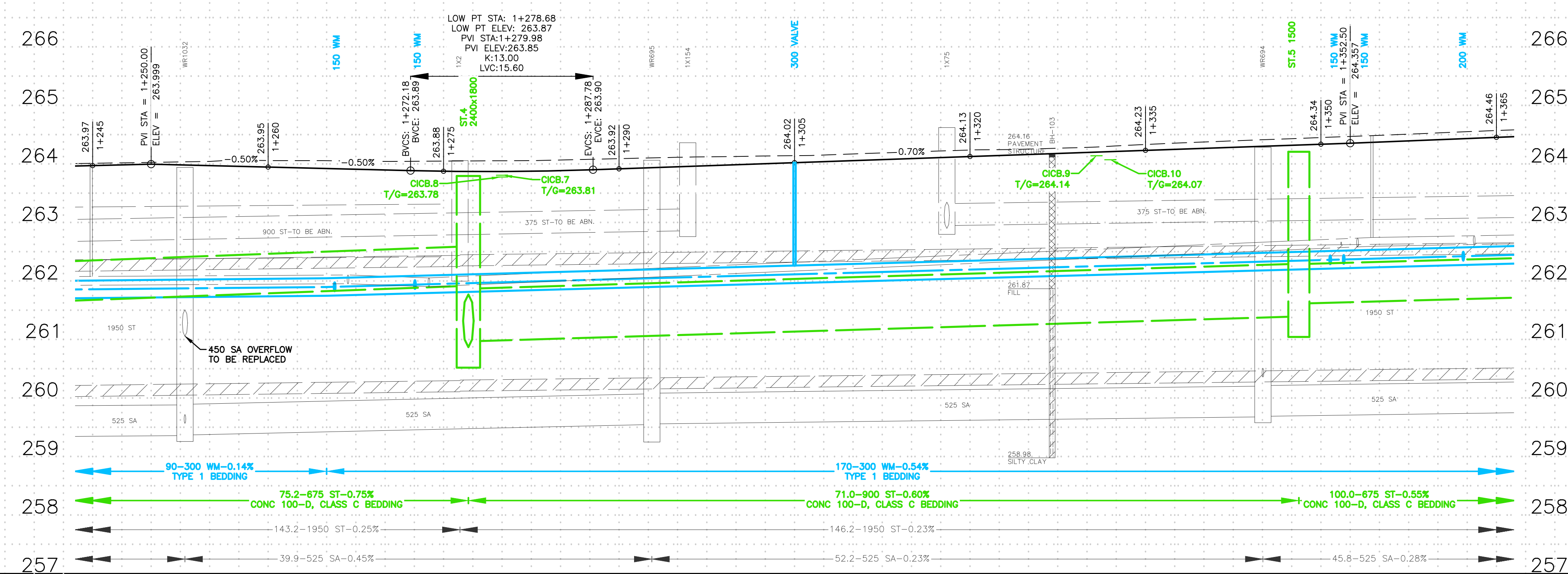
2025 INFRASTRUCTURE RENEWAL PROJECT
DEARNESS DRIVE RECONSTRUCTION
PLAN AND PROFILE



TBM#4-NAIL IN THE EAST FACE OF HYDRO POLE ON THE WEST SIDE OF DEARNESS DRIVE. ADJACENT TO MN 1080. ELEV-264.380



DEARNESS DRIVE



EXISTING PIPE REPAIRS / MODIFICATIONS

REFERENCE NUMBER	DESCRIPTION
(14) (15) (19) (22) (23) (25) (27)	REPAIR REMOVED PIPE OPENING ON 1950 ST PIPE PER DETAIL ON DWG. No.3
(18) (20)	IN SITU TRUNK SANITARY SEWER PD CONNECTION REPAIR
(17)	REPLACE 450 SA OVERFLOW, TO MATCH EXISTING OVERFLOW PIPE ELEVATION PER DETAIL ON DWG. No.3
(21) (24) (26)	IN SITU TRUNK SANITARY SEWER JOINT SPOT REPAIR
(16) (24)	REMOVAL OF ENCRUSTATION ON THE 525 SA

STATION	SANITARY INVERT	STORM INVERT	C/L WATERMAIN ELEVATION
1+245			261.86
1+260	259.37N 259.57W 260.36E 261.05V		261.89
1+275		260.68NE 260.97N 261.32S 261.47W 261.43E	261.90
1+290			261.95
1+290	259.56N 259.65S		262.03
1+305			262.12
1+320			262.20
1+335			262.28
1+350	259.69N 260.36E 259.68S	261.69N 261.40S	262.36
1+365			262.44
STATION	SANITARY INVERT	STORM INVERT	C/L WATERMAIN ELEVATION

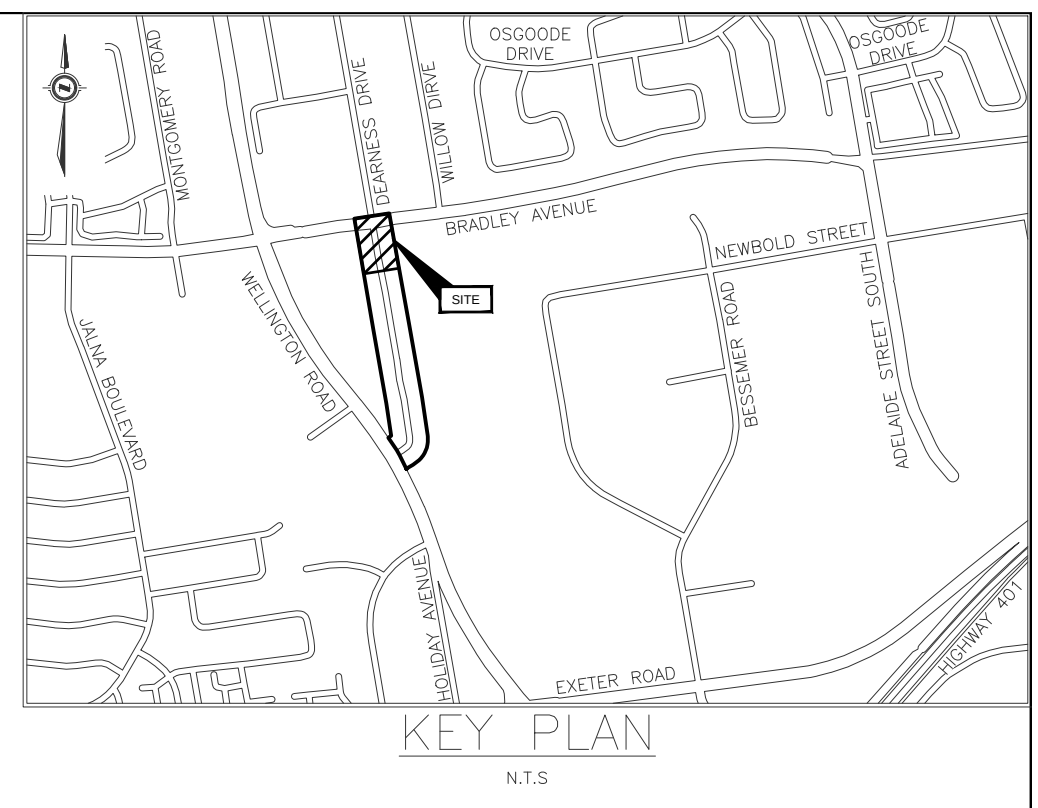
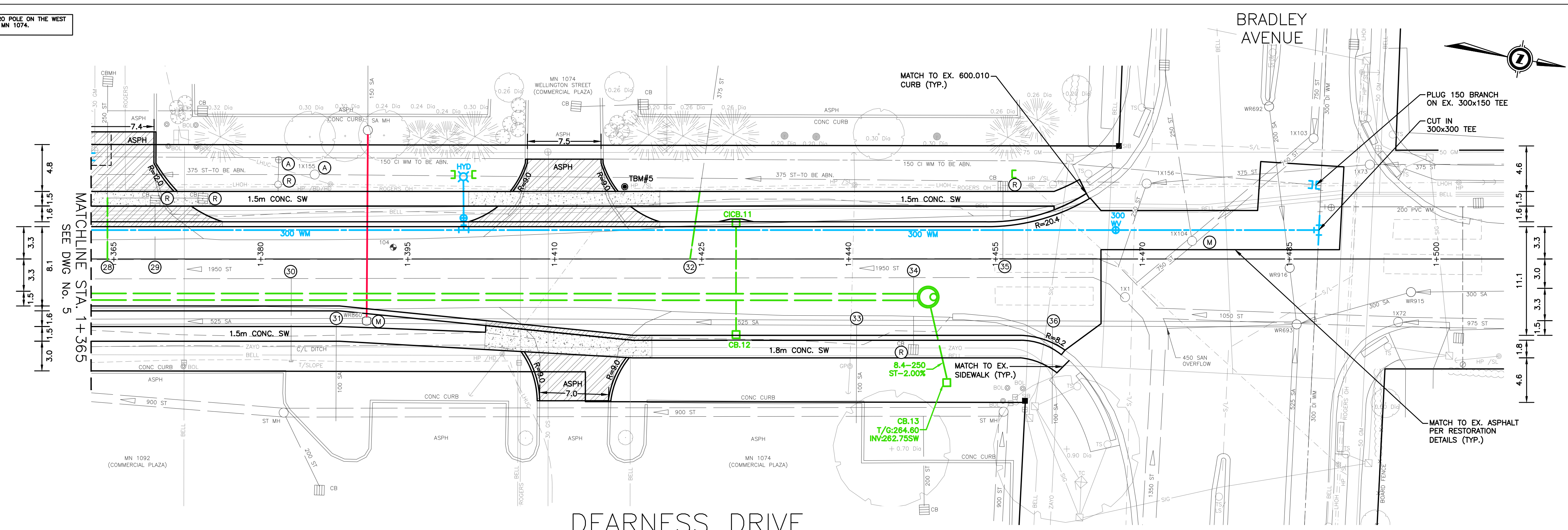


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2025 INFRASTRUCTURE RENEWAL PROJECT
DEARNESS DRIVE RECONSTRUCTION
PLAN AND PROFILE



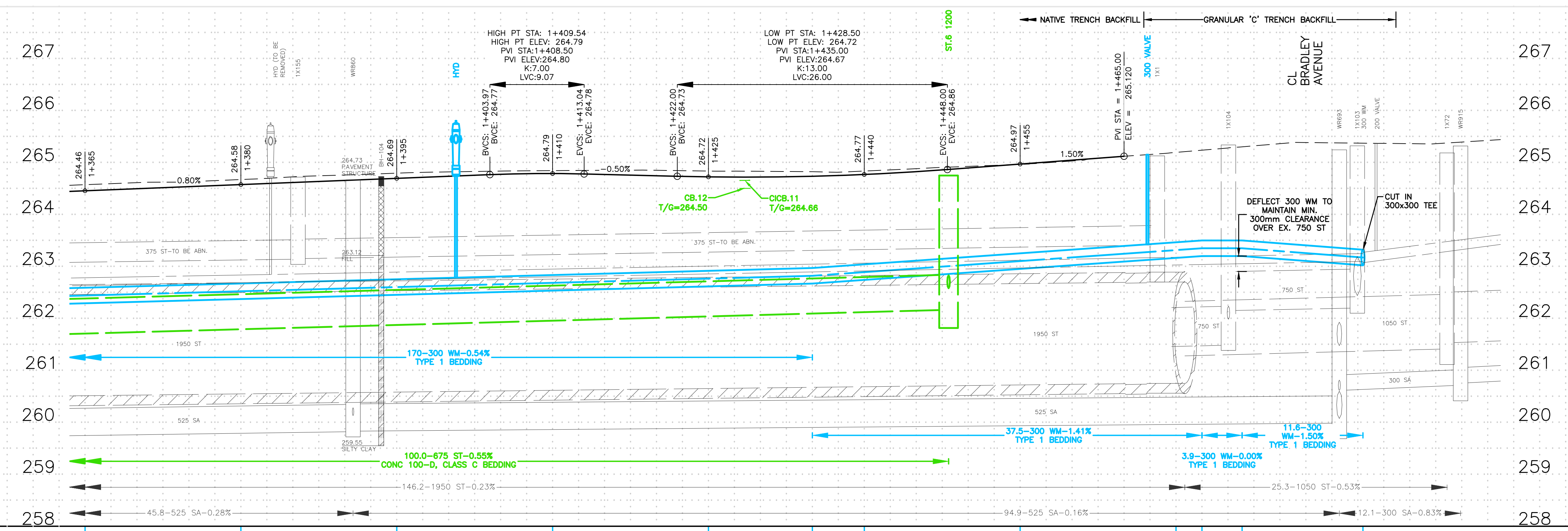
TBM#5-NAL IN THE EAST FACE OF HYDRO POLE ON THE WEST SIDE OF DEARNESS DRIVE ADJACENT TO MN 1074. ELEV.=265.288



DEARNESS DRIVE

EXISTING PIPE REPAIRS / MODIFICATIONS

REFERENCE NUMBER	DESCRIPTION
(29) (30) (34) (35)	REPAIR REMOVED PIPE OPENING ON 1950 ST PIPE PER DETAIL ON DWG. No.3
(28) (32)	REPLACE INLET PIPE AND PARGE INTERIOR AND EXTERIOR OF 1950 ST PIPE, APPLY WATERPROOFING MEMBRANE TO EXTERIOR OF PIPE ONCE PARGING IS COMPLETE
(31) (33) (36)	IN SITU TRUNK SANITARY SEWER PDC CONNECTION REPAIR



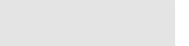
STATION	SANITARY SEWER INVERT	STORM SEWER INVERT	C/L WALKWAY ELEVATION
1+365			262.44
1+380			262.52
1+395	259.83N 260.13W 259.82S		262.60
1+410			262.68
1+425			262.77
1+440			262.82
1+455			262.88
1+470			263.10
1+485	260.61NW 260.01M 260.01E 259.98S 261.45S	262.45NE 262.17S	263.31 263.35 263.35 263.17
1+500			

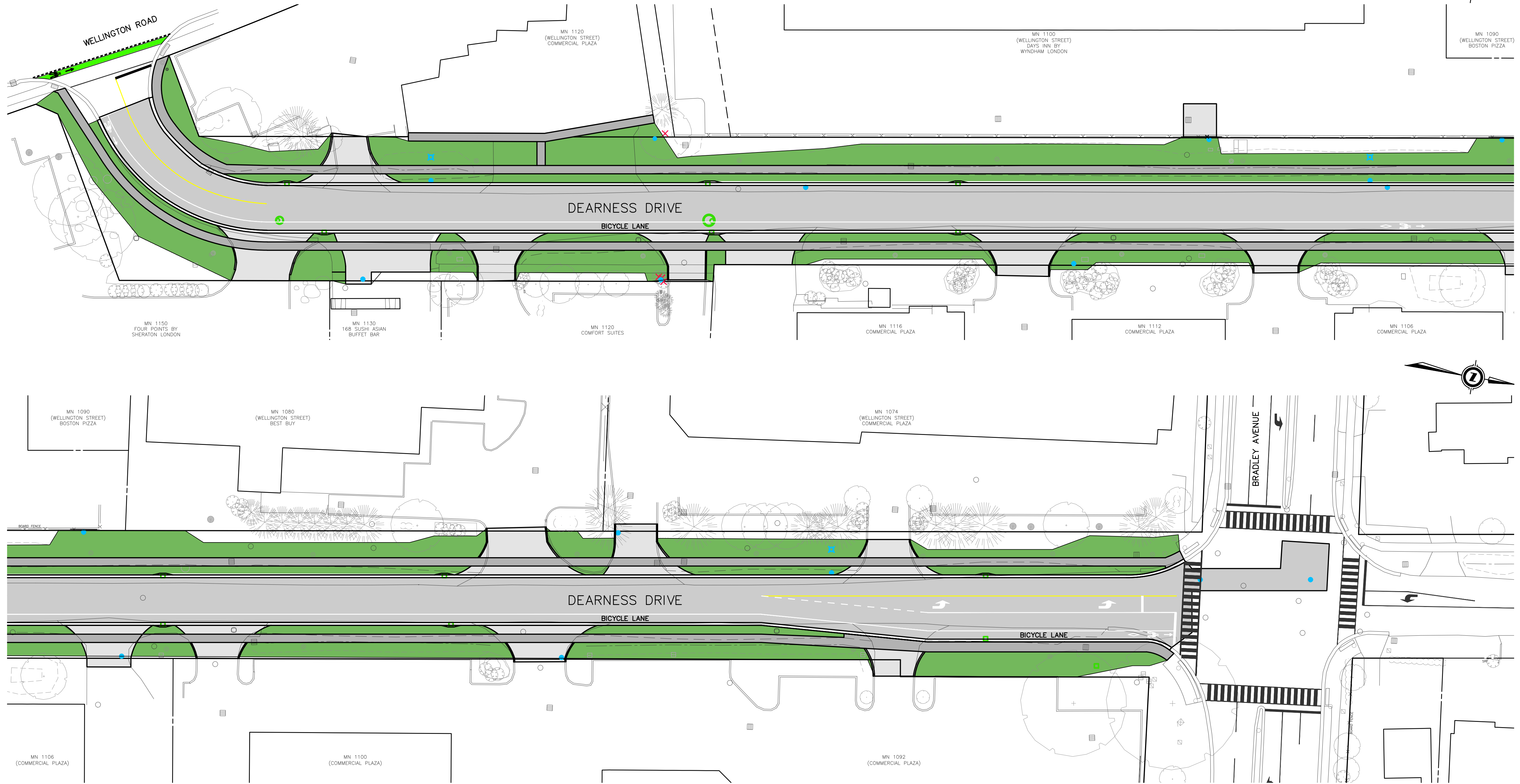
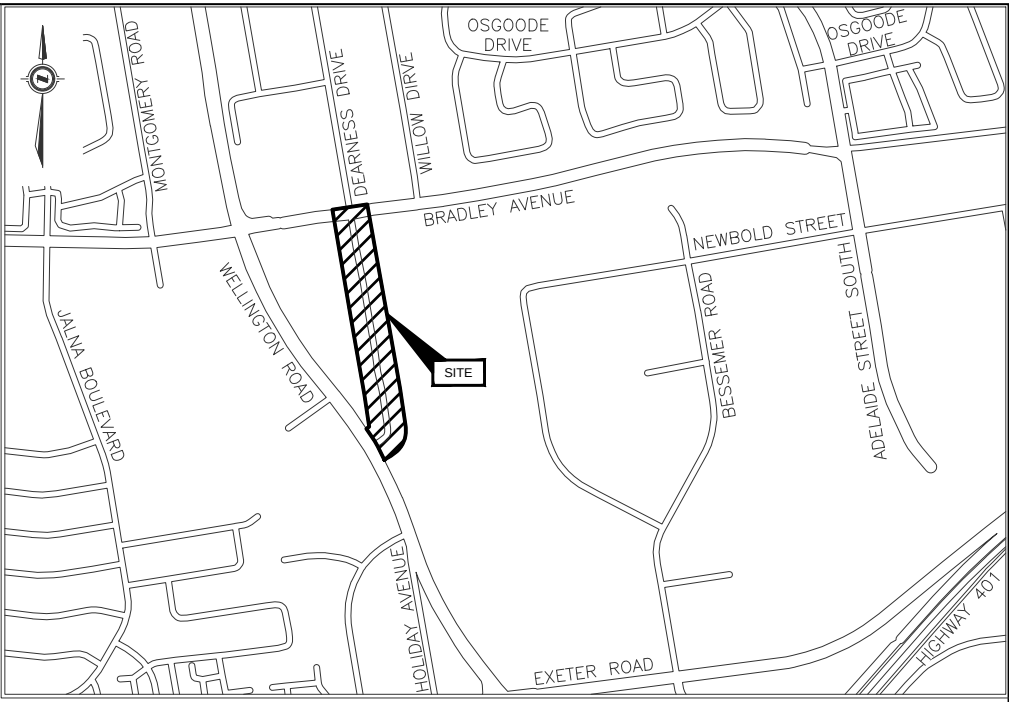


2025 INFRASTRUCTURE RENEWAL PROJECT DEARNESS DRIVE RECONSTRUCTION PLAN AND PROFILE



ESTIMATED PROJECT SCHEDULE	
PROJECT START:	SPRING 2026
PROJECT END:	FALL 2026
SURFACE ASPHALT:	SPRING 2027

-  BOULEVARD RESTORATION
-  ROADWAY ASPHALT RESTORATION
-  CONCRETE SIDEWALK RESTORATION
-  DRIVEWAY RESTORATION
-  TREE REMOVAL



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2025 INFRASTRUCTURE RENEWAL PROJECT DEARNESS DRIVE RECONSTRUCTION





DEARNESS DRIVE CONSTRUCTION
SUGGESTED DETOUR ROUTE

ROAD CLOSURE LOCATION

DEARNESS DRIVE CLOSED AT WELLINGTON ROAD

LOCAL TRAFFIC ONLY

FOLLOW 

TC-67 (1)



Rb-92 ROAD CLOSED SIGN (90X120cm)

TC-10 DETOUR MARKER (45cmX45cm)TRAPEZOID

TC-10AR/AL (45cmX45cm)TRAPEZOID (30cmX30cm)ARROW

TC-10BR/BL (45cmX45cm)TRAPEZOID (30cmX30cm)ARROW

TC-7R(URBAN) DETOUR -TURN OFF/ DIVERSION SIGN (120X120cm)

TC-7A ROAD CLOSED TAB SIGN (25cmX210cm)

TC-7B LOCAL TRAFFIC ONLY TAB SIGN (25cmX210cm)

TC-5 DETOUR AHEAD SIGN (90X90cm)

TC-10C (45cmX45cm)TRAPEZOID (30cmX30cm)ARROW

TC-10D (45cmX45cm)TRAPEZOID (30cmX30cm)ARROW

GENERAL DETOUR PLAN NOTES

- DESIGN SPEEDS FOR DEARNESS DRIVE TEMPORARY CONTROL SHALL BE 50 KM/H.
- DEARNESS DRIVE SHALL BE CLOSED TO THROUGH TRAFFIC DURING CONSTRUCTION. ACCESS FOR LOCAL TRAFFIC AND EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES.
- THE SUGGESTED DETOUR ROUTE IS FOR GUIDANCE AND TENDERING PURPOSES ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A TRAFFIC MANAGEMENT PLAN FOR CITY OF LONDON REVIEW PRIOR TO CONSTRUCTION. ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE TO THE ONTARIO TRAFFIC MANUAL BOOK 7.
- FLAG PERSONS SHALL BE UTILIZED IN THE VICINITY OF ACTIVE CONSTRUCTION TO FACILITATE MOVEMENT OF LOCAL TRAFFIC AND FROM AND FROM DRIVEWAY/ENTRANCES.
- CONTRACTOR TO MAINTAIN AND INSPECT SIGNAGE, BARRICADES AND LIGHTS DURING CONSTRUCTION.
- CONTRACTOR TO REFER TO THE PHASING REQUIREMENTS WITHIN THE CONTRACT DOCUMENTS.
- ACCESS TO ALL COMMERCIAL INSTITUTIONAL AND RESIDENTIAL PROPERTIES TO BE MAINTAINED FOR ALL PARTIES INCLUDING PEDESTRIANS, EMERGENCY VEHICLES, CUSTOMERS, DELIVERY VEHICLES, POSTAL SERVICES AND RESIDENTS.
- CITY OF LONDON TRAFFIC ENGINEERING DIVISION TO BE NOTIFIED AT THE COMMENCEMENT AND COMPLETION OF CONSTRUCTION.

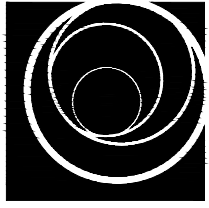


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DEARNESS DRIVE RECONSTRUCTION

GEI



Consultants
Canada