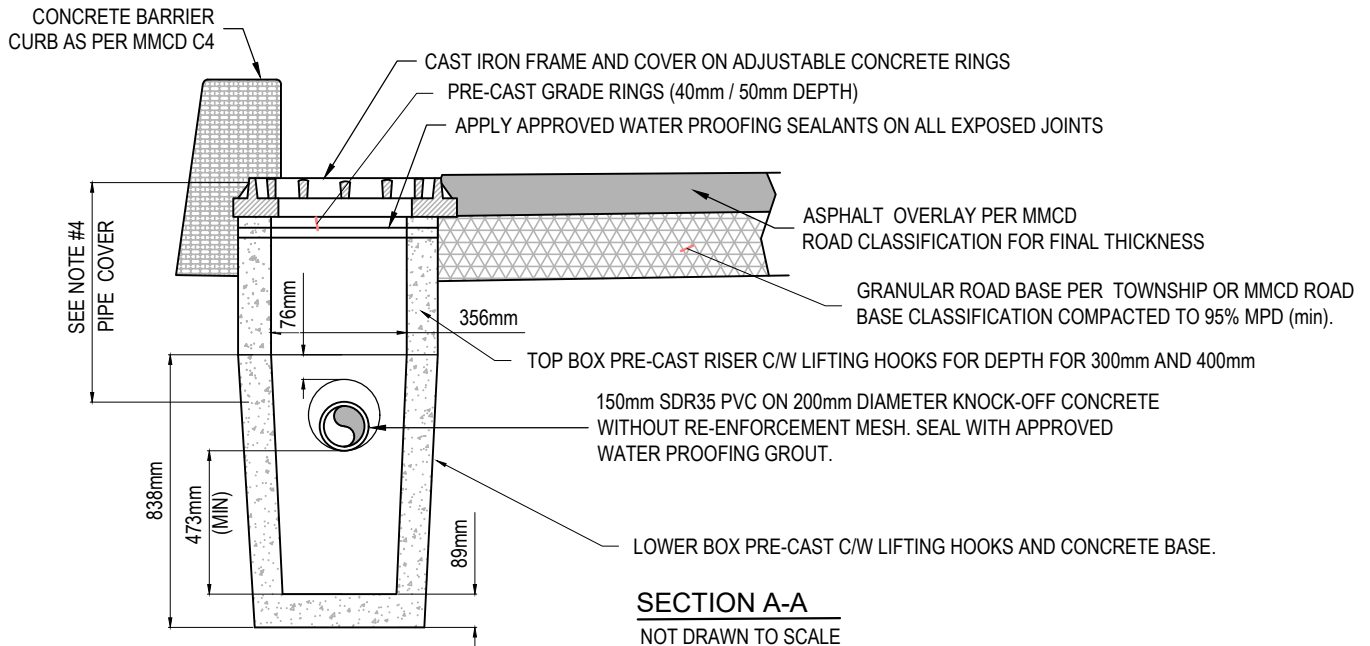
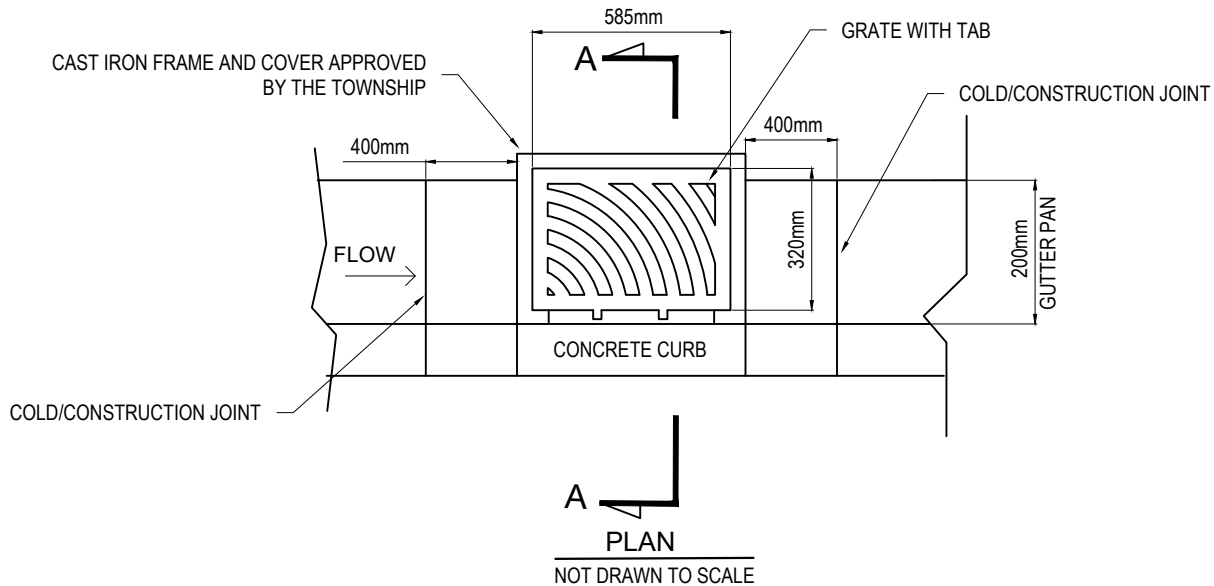




**NOTES:**

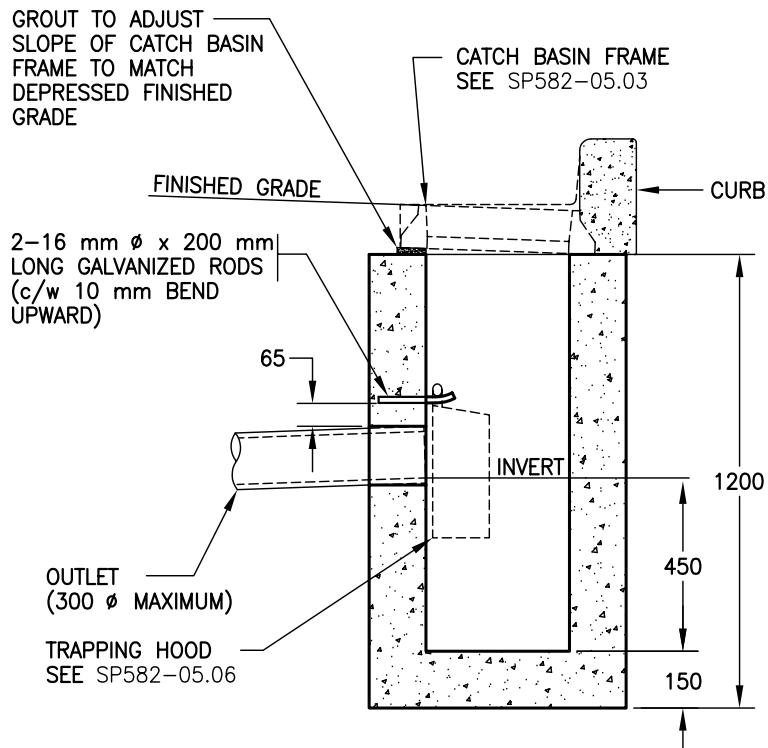
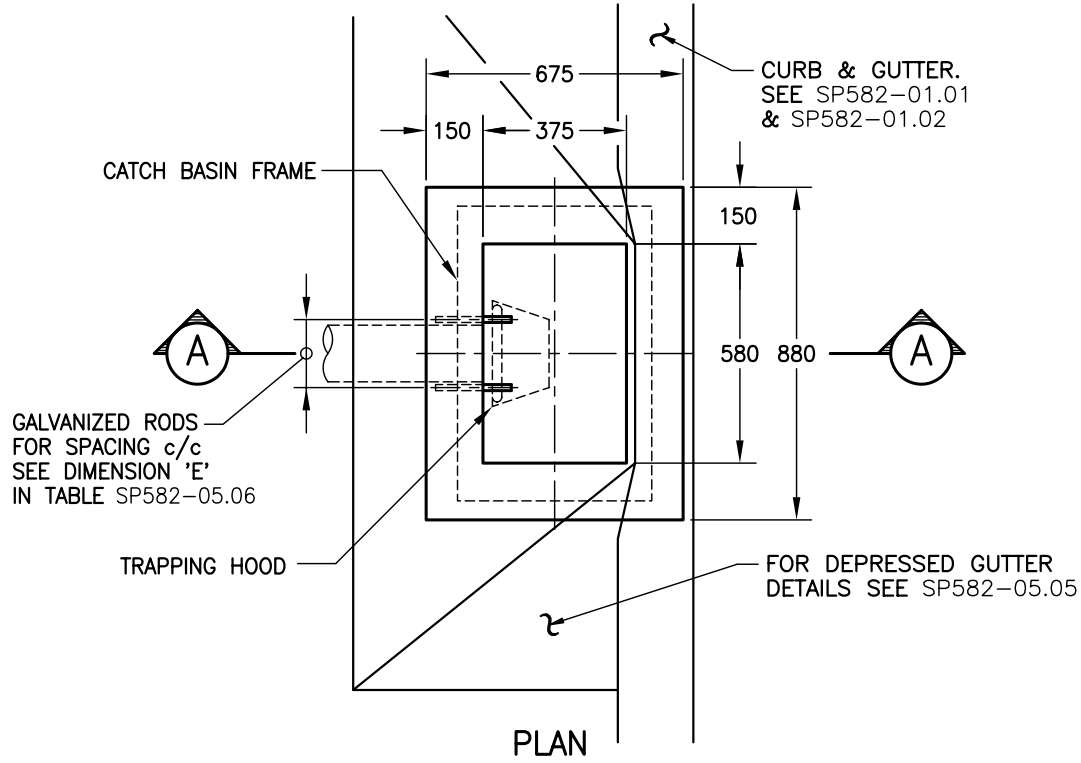
1. PRE-CAST UNITS C/W BASE AND H-20 RATING, APPROVED BY THE TOWNSHIP ENGINEERING DEPARTMENT ARE ACCEPTABLE.
2. REFER TO MMCD DRAWINGS AND SECTION 33 44 01 FOR SPECIFICATIONS UNLESS ITS MODIFIED IN THIS DRAWING.
3. CATCH BASIN FRAME AND COVER TO BE INSTALLED 20mm LOWER FROM THE GUTTER PAN / TOE OF FACE OF CURB.
4. COMBINED STORM LEADS TO BE SIZED BY THE ENGINEER ON RECORD OR CONFIRM WITH THE TOWNSHIP ENGINEERING.
5. CB LEAD COVER FOR RESIDENTIAL ROAD TO BE 1.00m AND (ARTERIAL/COLLECTOR) TO BE 1.20m.
6. USE PRE-CAST RINGS TO ATTAIN TO DESIRED FINISH GRADE. ALL JOINTS INSIDE THE CHAMBER MUST BE SEALED WITH APPROVED SEALANT OR WATER PROOFING CONCRETE MORTAR.
7. NO BRICK OR CONCRETE PAVER TO BE USED IN GRADE ADJUSTMENT TO FINAL GRADE.
8. INLET PIPE HOLE TO BE SEALED COMPLETELY IN/OUT OF THE CHAMBER. INTERIOR WALL FINISHED OF THE CHAMBER MUST BE SMOOTH.
9. IF SITE CONDITION DOESN'T PERMIT, CONTACT THE TOWNSHIP'S ENGINEERING DEPARTMENT.

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**TOP INLET CATCH BASIN**

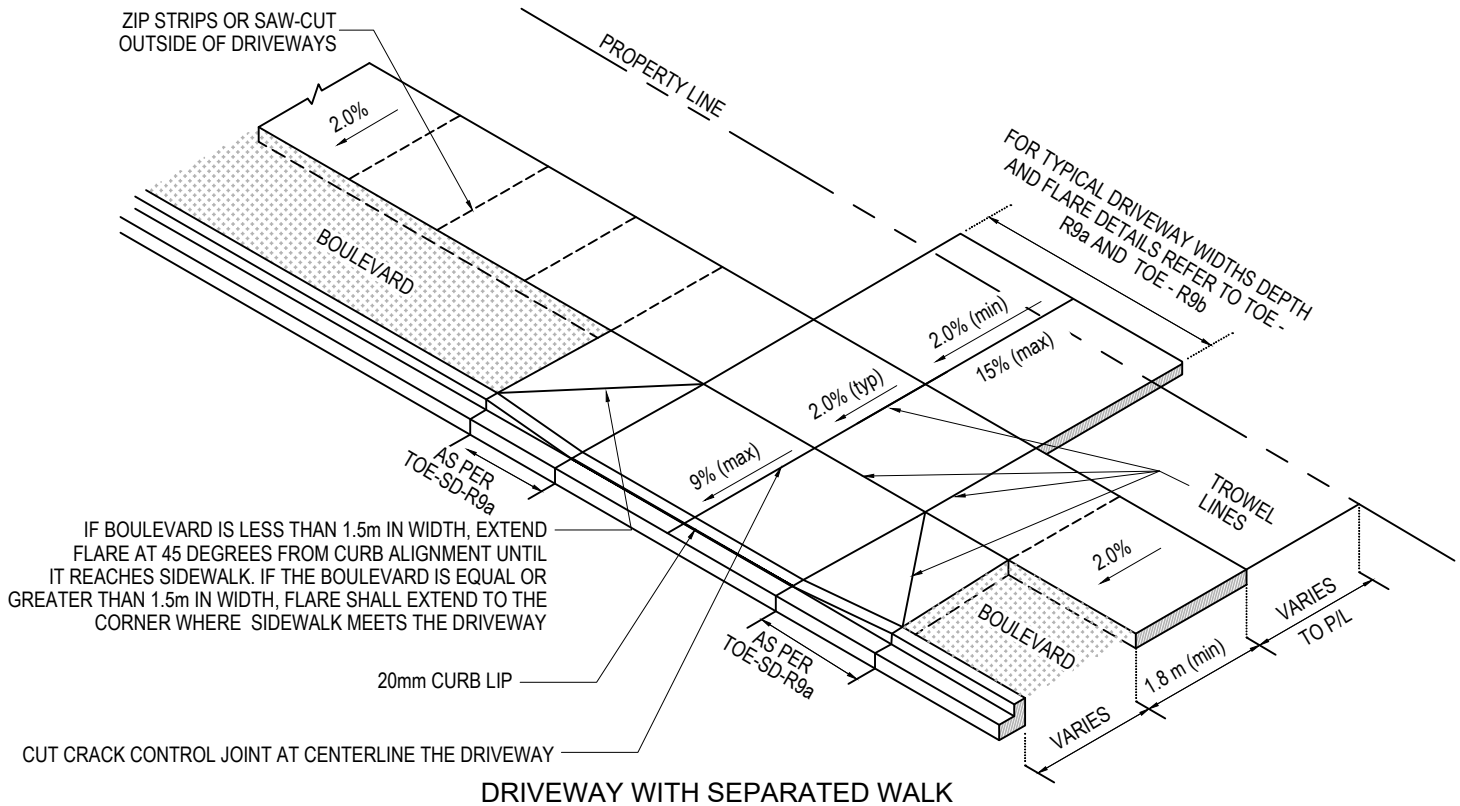
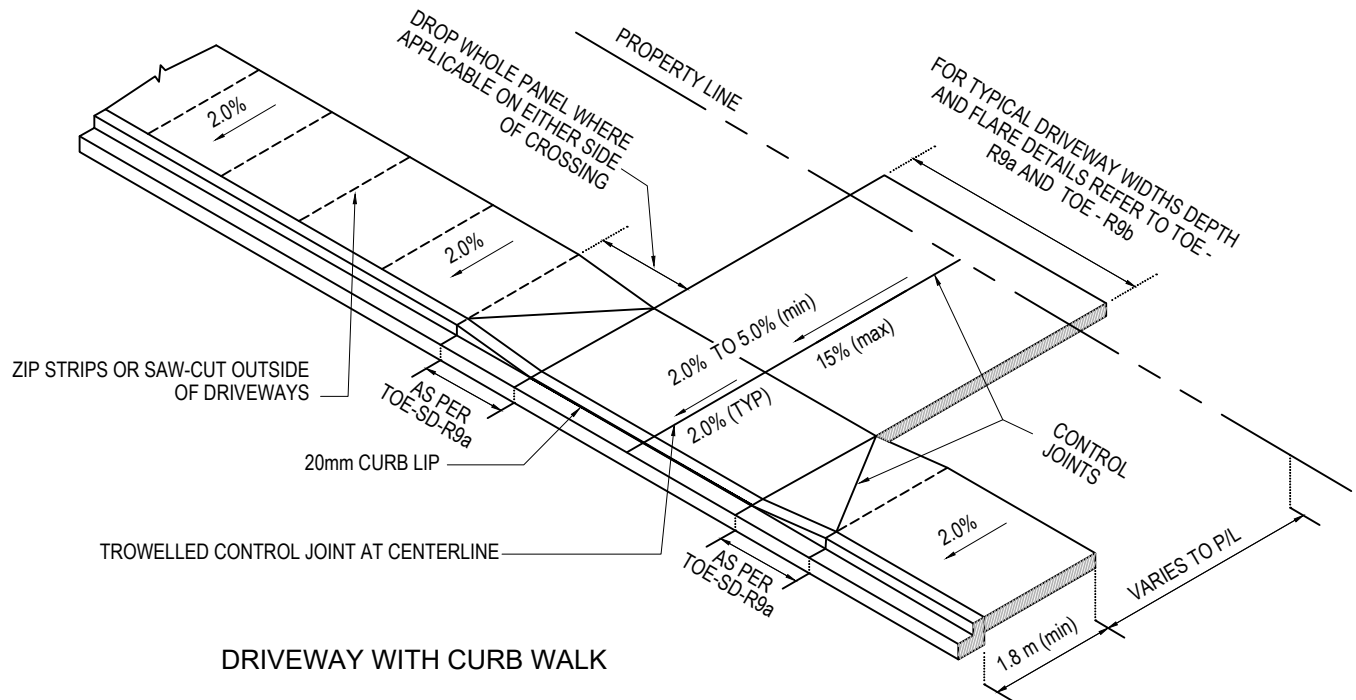
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**NOTE:**  
ALL CONCRETE TO BE CLASS 'A'  
(SEE SECTION 218).

NOT TO SCALE

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED



**NOTE:**

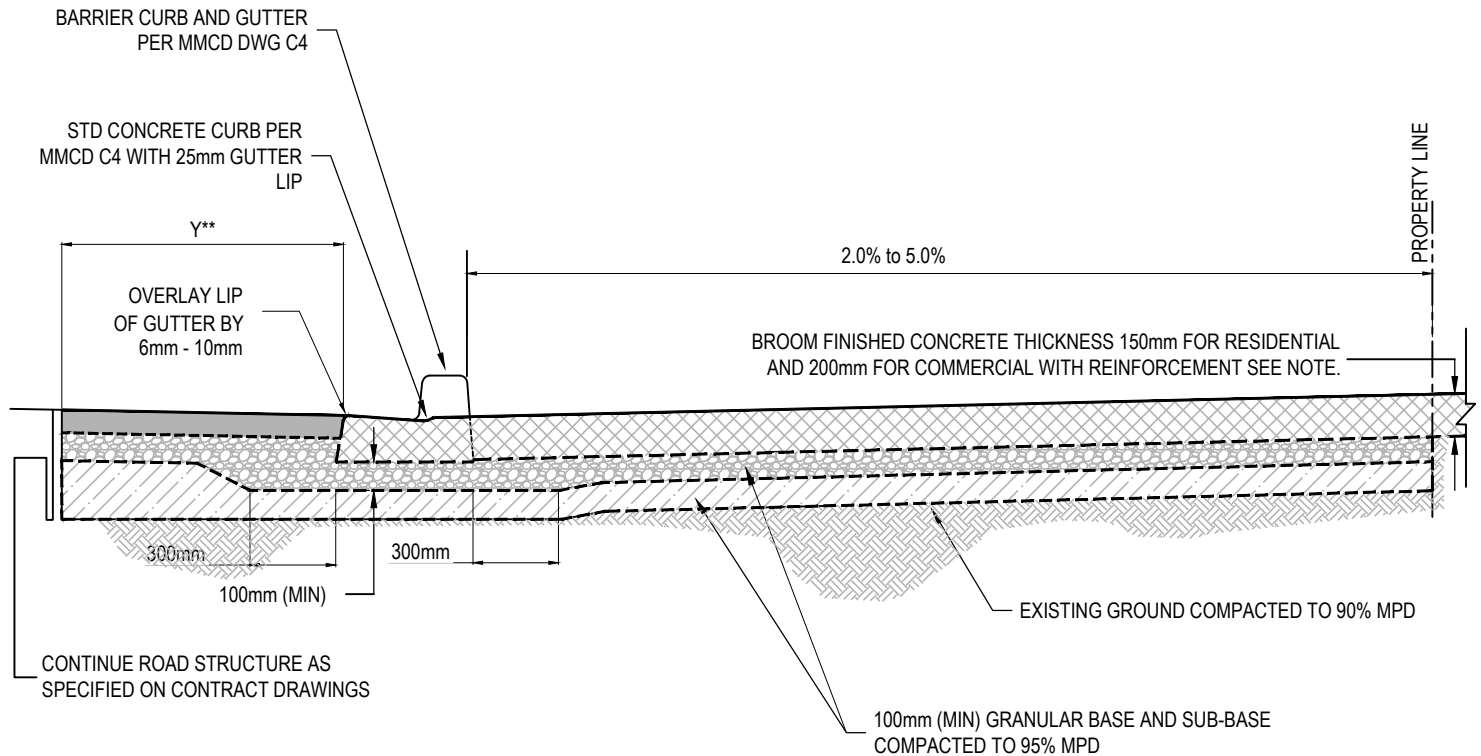
1. DRIVEWAY CONTROL JOINTS TO BE TROWEL LINES FOR SIDEWALK AREA.
2. FOR SIDEWALK SEE TOE-SD-C2.1
3. ALL NEW SIDEWALK WITH SIGNIFICANT AREA ABUTTING OLD SIDEWALK NEARLY TO ITS LIFE END OR EXISTING UTILITIES SUBJECT TO A FUTURE DEVELOPMENT SHALL BE INSTALLED WITH ASPHALT BASE EXPANSION BOARD.
4. IF SITE CONDITIONS CAN NOT BE ACHIEVED THE RECOMMENDED DESIGN PARAMETERS, CONTACT THE TOWNSHIP'S ENGINEERING DEPARTMENT.

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**TYPICAL DRIVEWAY CROSSING**

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Y\*\* = MILL AND PAVE 1.0m AFTER CURB AND GUTTER INSTALLATION (50mm MIN) UNLESS DEFINED BY TOWNSHIP OF ESQUIMALT (TOE - SD-G5.1)

**NOTE:**

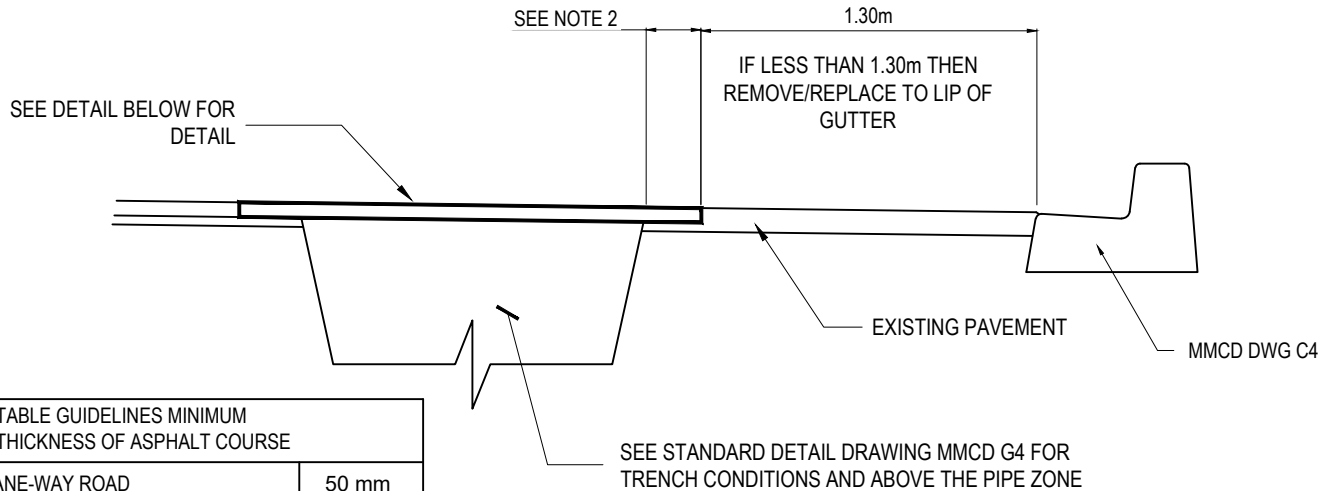
1. FOR SINGLE RESIDENTIAL DRIVEWAYS, USE 8 GAUGE (150 X 150 mm) STANDARD WIRE MESH.
2. FOR MULTI-RESIDENTIAL DRIVEWAYS, USE 6 GAUGE (150 X 150 mm) GALVANIZED WIRE REINFORCEMENT.
3. FOR COMMERCIAL DRIVEWAYS, USE #5 OR 15M SPACED AT MAX 300mm ON CENTER BOTH WAYS. REBAR DEPTH TO BE AT LEAST 75mm FROM DRIVEWAY FINISHED GRADE.
4. RE-BAR CHAIR TO BE USED TO SEAT RE-BAR FROM GROUND (HEAVY DUTY PLASTIC OR CONCRETE CUBE C/W TIE-BARS).
5. IF SITE CONDITIONS CAN NOT ACHIEVED THE RECOMMENDED DESIGN PARAMETERS, CONTACT THE TOWNSHIP'S ENGINEERING DEPARTMENT.

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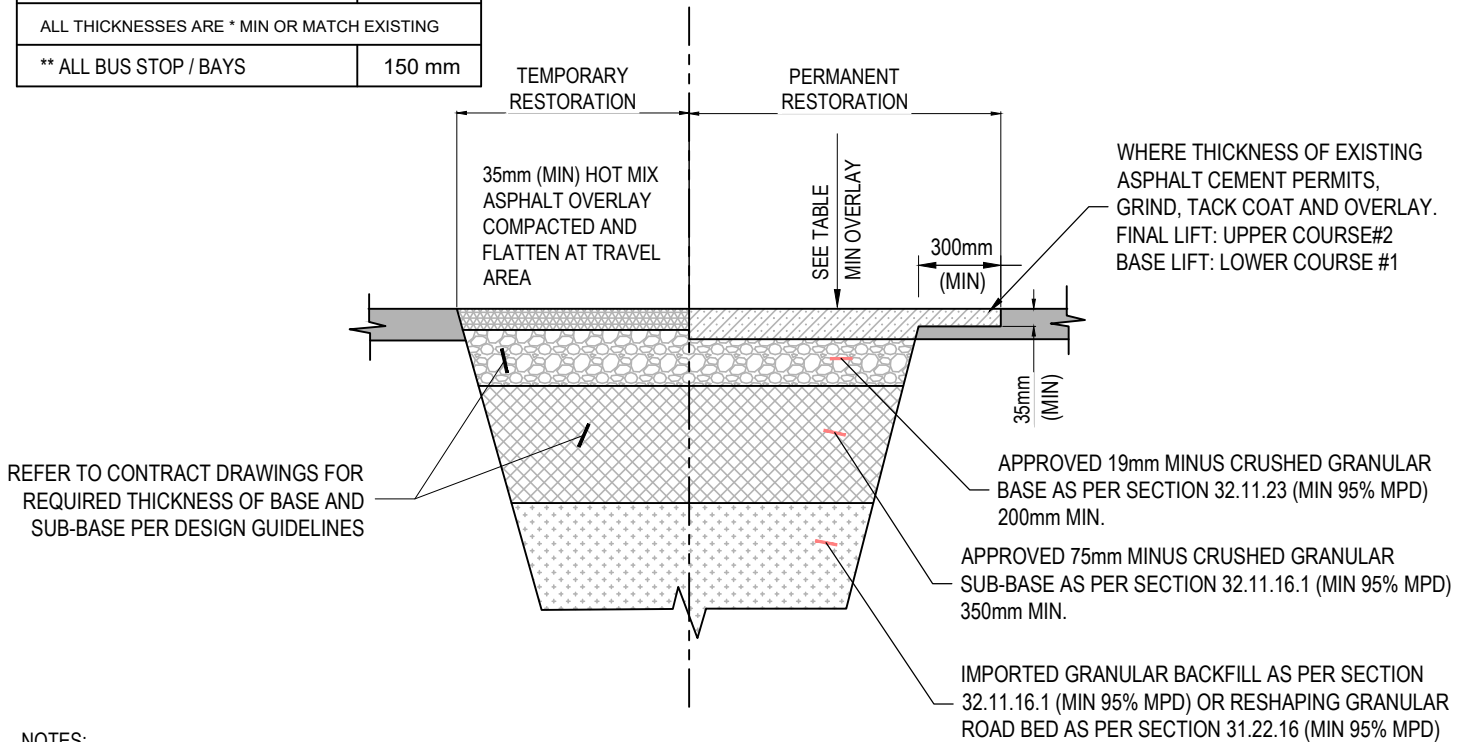
**TYPICAL DRIVEWAY CROSSING  
CROSS SECTION**

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| TABLE GUIDELINES MINIMUM THICKNESS OF ASPHALT COURSE |        |
|------------------------------------------------------|--------|
| LANE-WAY ROAD                                        | 50 mm  |
| LOCAL ROAD                                           | 75 mm  |
| COLLECTOR ROAD                                       | 100 mm |
| ARTERIAL ROAD                                        | 150 mm |
| ALL THICKNESSES ARE * MIN OR MATCH EXISTING          |        |
| ** ALL BUS STOP / BAYS                               | 150 mm |



NOTES:

1. TRENCHLINE SHOWN FROM APPROVED CONSTRUCTION PLAN SHALL BE SUPERSEDED WITH THE NEW LINE FROM THE UNDISTURBED AREA BEING REFERENCED.
2. EXTEND PAVEMENT RESTORATION LIMITS TO NEAREST LANE/CENTRELINE/BIKE LINE OR HALF LANE WIDTH (VEHICLE LANES ONLY). ENSURE SEAMS ARE OUTSIDE OF WHEEL PATH.
3. COLD MIX ASPHALT OVERLAY IS ACCEPTABLE FOR 2 WEEKS. FOR TEMPORARY RESTORATION, OTHERWISE HOT-MIX REQUIRED. CONTRACTOR TO MONITOR ROAD FOR GRANULAR AGGREGATES SPALLING. IMMEDIATE POT HOLE REPAIR IS REQUIRED FOR DAMAGED AREAS.

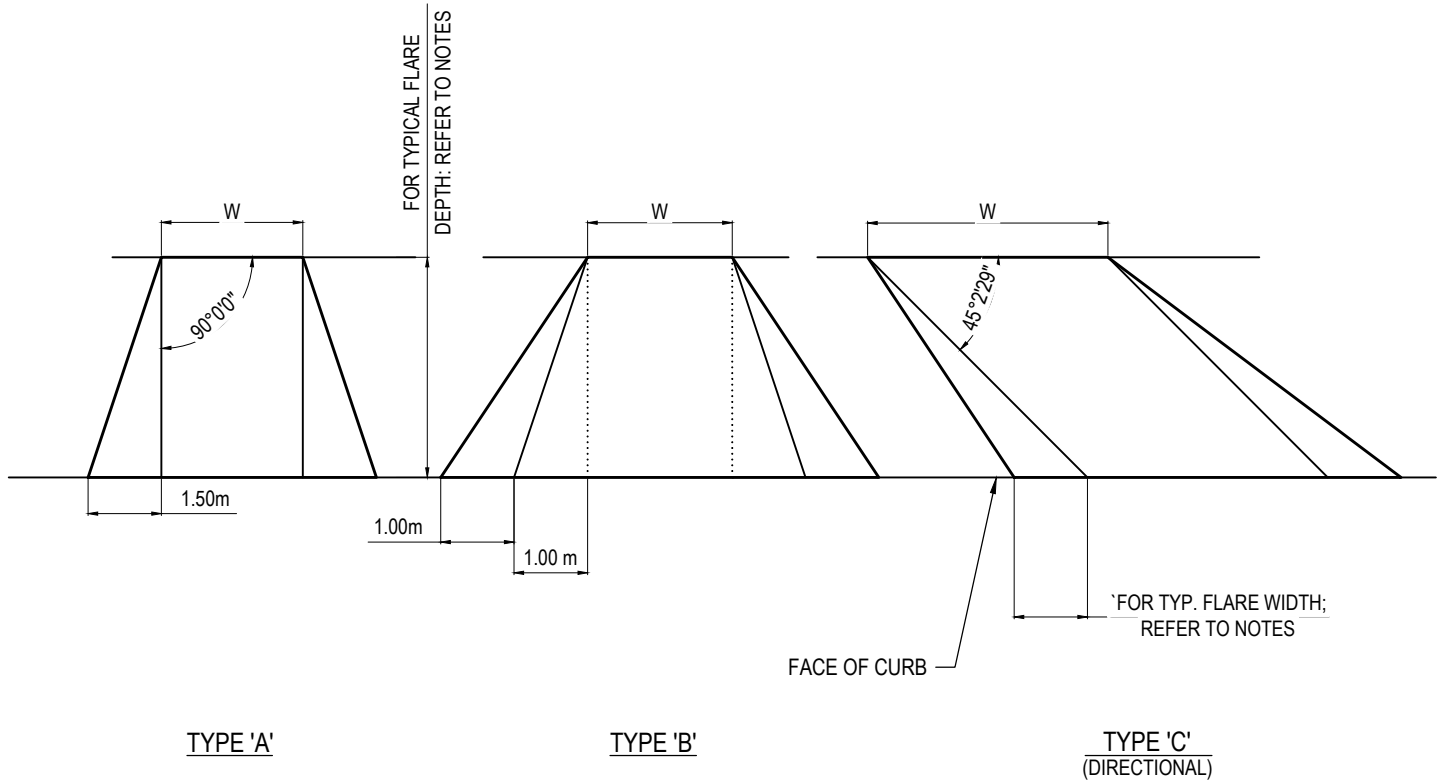
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**PAVEMENT RESTORATION**

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| TABLE - STANDARD WIDTHS FOR DRIVEWAY CROSSINGS |                                       |                        |                           |               |                    |        |
|------------------------------------------------|---------------------------------------|------------------------|---------------------------|---------------|--------------------|--------|
| LAND USE                                       | STREET CLASSIFICATION                 | NOS. OF PARKING STALLS | DRIVEWAY VEHICLE CAPACITY | DRIVEWAY TYPE | CROSSING WIDTH (W) |        |
|                                                |                                       |                        |                           |               | MIN                | MAX    |
| COMMERCIAL OR INDUSTRIAL                       | ALL                                   | N/A                    | ONE                       | B             | 5.0 m              | 7.0 m  |
|                                                |                                       | N/A                    | TWO                       | B             | 7.0 m              | 11.0 m |
| RESIDENTIAL                                    | MAJOR ROAD:                           | 4 OR LESS              | ONE                       | B             | 3.5 m              | 5.0 m  |
|                                                |                                       | GREATER THAN 4         | TWO                       | B             | 6.0 m              | 7.0 m  |
|                                                | RESIDENTIAL COLLECTOR AND LOCAL ROADS | 10 OR LESS             | ONE                       | A             | 3.5 m              | 4.5 m  |
|                                                |                                       | GREATER THAN 10        | TWO                       | A             | 5.5 m              | 6.0 m  |
| ALL                                            | ALL                                   | N/A                    | ONE                       | C             | 6.0 m              | 9.0 m  |



NOTES:

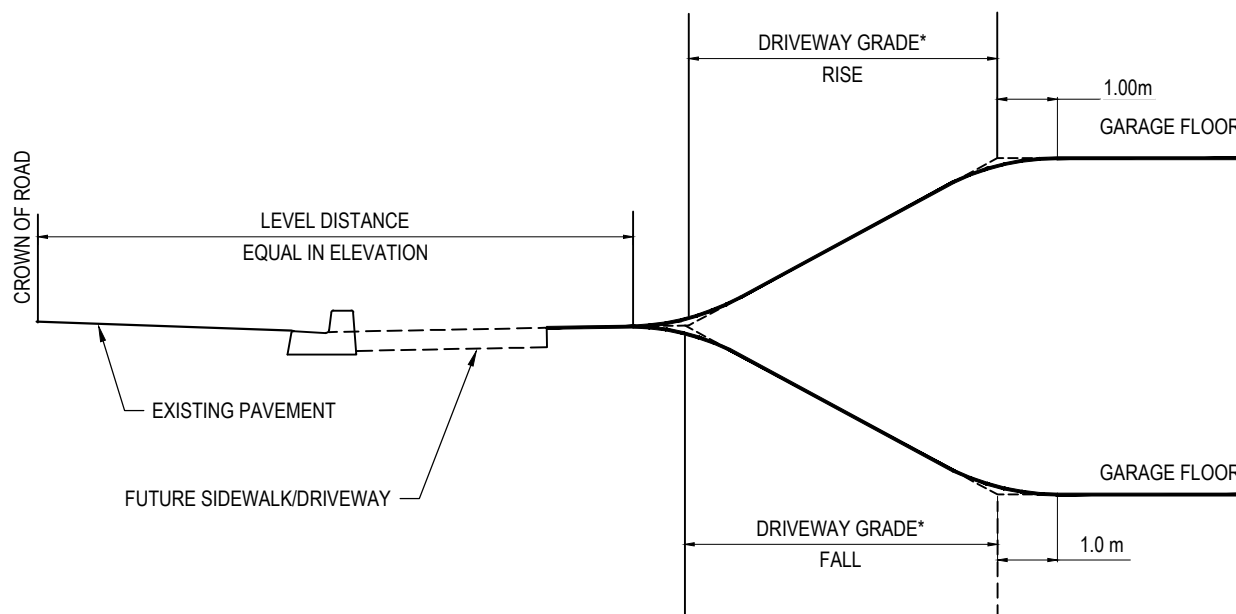
1. FLARE DEPTHS SHALL CONFORM TO TOE-SD-C7.1
2. DRIVEWAY CROSSING WIDTHS SHALL BE TO THE NEAREST 0.5m INCREMENT
3. TYPE C DRIVEWAYS SHALL NOT BE SPECIFIED WITHOUT DIRECTOR OF ENGINEERING APPROVAL

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**DRIVEWAY CROSSING WIDTHS**

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**NOTES:**

1. TO ALLOW FOR FUTURE ROAD WIDENING AND SIDEWALK CONSTRUCTION, THE DRIVEWAY AND FINISHED BOULEVARD GRADES MUST BE AT THE SAME ELEVATION AS THE CENTRE OF THE EXISTING ROAD SURFACE AT THE FOLLOWING LEVEL DISTANCE FROM THE PAVEMENT CENTRELINE AS PER THE TABLE BELOW.
2. MAXIMUM DRIVEWAY GRADES ARE AS NOTED BELOW OR AS REQUIRED UNDER THE BRITISH COLUMBIA FIRE CODE (BCFC), WHICH EVER IS LESS.

| ROAD CLASSIFICATION | MINIMUM LEVEL DISTANCE                        | MAXIMUM DRIVEWAY GRADE |
|---------------------|-----------------------------------------------|------------------------|
| LOCAL ROADS         | 7.5 m                                         | 15.0 %                 |
| COLLECTOR ROADS     | 8.5 m                                         | 15.0 %                 |
| ARTERIAL ROADS      | TO BE DETERMINE BY TOE ENGINEERING DEPARTMENT | 15.0 %                 |

3. WHERE THE CENTRE OF THE OF THE EXISTING ROAD SURFACE IS MORE THAN 1.5 m OF THE CENTRE OF THE ROAD ALLOWANCE, MEASURE THE LEVEL DISTANCE FROM THE CENTRE OF THE ROAD ALLOWANCE
4. TOWNSHIP SHALL NOT BE RESPONSIBLE FOR ANY DAMAGES DUE TO DRIVEWAY DRAINAGE ONTO PRIVATE PROPERTY IF DRIVEWAY GRADES DROP IN ELEVATION AFTER REQUIRED MINIMUM LEVEL DISTANCE
5. EXCEPTIONS TO THESE STANDARDS MAY BE ALLOWED ONLY AT THE DISCRETION OF THE TOWNSHIP OF ESQUIMALT'S ENGINEERING DEPARTMENT.

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**DRIVEWAY GRADES**

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