

10100 RENFREW ROAD

10201 PORTLAND ROAD

SWM #56
BIOSWALE
WITH MINIPOOLS
SEE PROFILE ON
SHEET 8

SAN MANHOLE
TOS = 362.95'
8" INV. IN = 352.88' (S)
8" INV. IN = 352.86' (N)
8" INV. OUT = 352.76' (SE)

SHALLOW EXCAVATION.
EXCAVATION LIMIT ELEV. 354.6
PROVIDE 2.5' MIN. COVER OVER 8"W

CHECK DAM SW-340
RIVER STONE
D50 = 6.0"
DEPTH = 12"

MEET EX. SW
ELEVATION
REMOVE
SIDEWALK
STUB
RELOCATE
TELE. LINE

MONITORING
WELL

MONITORING
WELL
CHECK DAMS
SW-340

CHECK DAM
SW-340
MONITORING
WELL

MONITORING
WELL

STONE
TRANSITION

INLET
SW-332

REMOVE & RESET
GUARD RAIL
CHECK DAM SW-343

REMOVE EX. CURB
& GUTTER AND
ASPHALT SWALE

FIELD LOCATE
SW-332 INLET
TO LOW POINT

SIDEWALK
RAMP

NO. EXCAVATION
5' AROUND POLE

MEET EX. CURB
& GUTTER

CHECK DAMS
SW-340

CHECK DAM SW-343

SHALLOW EXCAVATION.
PROVIDE 4' WIDE CHECK DAM
OVER 8" WATER.
EXCAVATION LIMIT ELEV. 357.9

360.5
ELEV.
CD

361.0
ELEV.
CD

SHALLOW EXCAVATION.
2' AROUND GAS.
EXCAVATION
LIMIT ELEV. 356.5

EXCAVATION
LIMIT ELEV. 358.3

SHALLOW EXCAVATION.
PROVIDE 6' WIDE CHECK DAM SW-340
EXCAVATION LIMIT
ELEV. 357.0

4' PERVIOUS CONCRETE SIDEWALK

SHALLOW EXCAV.
EXCAVATION LIMIT
ELEV. = 354.4

SHALLOW EXCAVATION.
PROVIDE 4' WIDE CHECK DAM
OVER 8" WATER.
EXCAVATION LIMIT ELEV. 355.6

10038 RENFREW ROAD

REMOVE EX.
BOLLARDS

NEW DRIVEWAY

SAWCUT

REMOVE SIDEWALK
STUB

904 LANARK WAY

MODIFIED
SW-330A
SEE DETAIL

INLET SW-334

RELOCATED
TELE. LINE

DRIVEWAY ENTRANCE
STD. NO. MC-301.05

REMOVE EX.
CURB & GUTTER

MEET EX. CURB

TELEPHONE BOX
UNABLE TO FEED TO LIGHT

MEET EX. SW
ELEVATION

CHECK DAM SW-343

SAVE TREES

4' HIGH WOOD FENCE

GRASS

GRASS

4' HIGH
HOG WIRE

4' HIGH
CHAIN LINK

GRASS

GRASS

GRASS

GRASS

GRASS

GRASS

GRASS

GRASS

GRASS

GRASS

GRASS

GRASS

GRASS

GRASS

CURB
PAVEMENT

SIDEWALK
RAMP

6" CLAY

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB

CONC CURB