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TON BOULEVARD S	SB									23	35.0
		2+830.000									
		234.500							2+922.400 234.315		
			— - — - —		-0.20% -0.20%						
		2+830.000			0.20%				-		
		234.352							2+922 234.1		34.0
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									2+922.376 233.840		
r. ground –	2+830.000										
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1-/		2+830.000 232.865							2+922.400		
2+800			2+850				2+900		232.680		2
I BOULEVARD NB		2+830.000 234.500		2+857.506					2+922.400 234.366		
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				*	-0.20%	-0.12	-0.20%		234.31	C	
		2+830.000									
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	233.515			·`、							33.0
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		2+830.006		•		••••••••			- P		
		232.865						2+922.400			
21800								232.680			
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			2+850				2+900				
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ROW - TOP OF			2+850						4)
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TOP OF	7+400 33.6 (33.6 (32.6	515	2+850						+498 4.000 3.840)
		515) 865) → →	2+850						+498 4.000 3.840 2.680 4.167)
TOP OF	7+400 33.6 (33.6 (33.6) (32.6)	515) 865) → →			<u> </u>				+498 4.000 3.840 2.680)
ТОР ОГ ТОР ОГ ПОР О		515 865 352 500 			<u> </u>				+498 4.000 3.840 2.680 4.167 4.167)
TOP OF		515) 865) → →			<u> </u>				+498 4.000 3.840 2.680 4.167)
ТОР ОГ ТОР ОГ ПОР ОГ ОПТСН ВОТТОМ 2+800 СП ТПОL LINE	7+400 33.6 33.6 32.8 32.8 34.5 34.5 33.7	515 365 352 500 782			<u> </u>				+498 1.000 3.840 2.680 4.167 4.315 3.537 1.366)
TOP OF TOP OF DITCH BOTTOM		515 365 352 500 782			<u> </u>				+498 4.000 3.840 2.680 4.167 4.315 3.537)
TOP OF	7+400 33.6 33.6 32.8 32.8 34.5 34.5 33.7	515 365 352 500 782 500			<u> </u>				+498 1.000 3.840 2.680 LI C 1.167 4.315 3.537 LIN	ONTRACT 3)
TOP OF TOP OF DITCH BOTTOM	7+400 33.6 33.6 32.8 32.8 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 35.5	515 365 352 500 782 500			<u> </u>				+498 1.000 3.840 2.680 LI C 1.167 4.315 3.537 LIN	ONTRACT 3)
TOP OF TOP OF DITCH BOTTOM	7+400 33.6 33.6 32.8 32.8 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 34.5 35.5	515 365 352 500 782 500			20 \$				+498 1.000 3.840 2.680 LI C 1.167 4.315 3.537 LIN	ONTRACT 3)
TOP OF TOP OF DITCH BOTTOM		515 365 352 500 782 500 352 500 352 352 352 365			20 \$				+498 1.000 3.840 2.680 LI C 1.167 4.315 3.537 LIN	ONTRACT 3)
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TOP OF TOP OF DITCH BOTTOM					20 \$				+498 4.000 3.840 2.680 4.167 4.315 4.366 4.315 4.366 4.315 4.366 4.315 4.167 LIN CC	ONTRACT 3)
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	7+400 33.6 33.6 32.8 32.8 33.7 34.5 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 34.5 34.5 35.8	515 365 375			20 9	ROV			+498 1.000 3.840 2.680 4.167 4.315 4.366 4.315 4.366 4.315 4.366 4.315 4.167 LIN CC 2.680 3.850 4.000 4.167 LIN CC	ONTRACT 3	
	7+400 33.6 33.6 32.8 32.8 33.7 34.5 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 34.5 34.5 35.8	515 365 365 365 365 365 365 365 36			20 9	DESIGNED			+498 1.000 3.840 2.680 4.167 4.167 4.315 4.366 4.315 4.366 4.315 4.167 LIN CC 2.680 3.850 3.850 3.850 4.300 4.489	ONTRACT 3)) SEAL
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TOP OF	7+400 33.6 33.6 32.8 34.5 34.5 34.5 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 34.5 34.5 33.7 34.5	515 365 365 365 365 365 365 365 36			20 9	DESIGNED BY DRAWN BY			+498 1.000 3.840 2.680 4.167 4.315 4.366 4.315 4.366 4.315 4.366 4.315 4.167 LIN CC 2.680 3.850 4.000 4.167 LIN CC	ONTRACT 3	ORIGINAL TAMPED E
TOP OF	7+400 33.6 33.6 32.8 34.5 34.5 34.5 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 34.5 34.5 33.7 34.5	515 365 365 365 365 365 365 365 36			20 9	DESIGNED BY DRAWN	2+900 2+900 2+900	35.000 9 7 - - - - - - - - - - - - -	+498 4.000 3.840 2.680 4.167 4.315 4.366 4.355 4.366 4.355 4.365 4.365 4.355 4.365 4.355 4.3	ONTRACT 3	ORIGINAL TAMPED R M.R 013-04-
TOP OF	7+400 33.6 33.6 32.8 34.5 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 34.5 34.5 33.7 34.5 34.5 34.5 34.5 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.5 35 35 35 35 35 35 35 35 35 3	515 365 352 500 782 500 782 500 782 500 65 500 65 500 65 65 65 65 65 65 65 65 65 65			20 9	DESIGNED BY DRAWN BY CHECKED	2+900 2+900 2+900 4 2+900	35.000 9 7 - - - - - - - - - - - - -	+498 1.000 3.840 2.680 4.167 4.315 4.366 4.315 4.360 4.366 4.315 4.366 4.366 4.315 4.366 4.300 4.366 4.366 4.300 4.366 4.360 4.366 4.3	ENGINEER'S	ORIGINAL TAMPEDE M.R DUC 013-04- Membe 22306
TOP OF	7+400 33.6 33.6 32.8 34.5 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 34.5 34.5 33.7 34.5 34.5 34.5 34.5 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.5 35 35 35 35 35 35 35 35 35 3	515 365 352 500 782 500 782 500 782 500 65 500 65 500 65 65 65 65 65 65 65 65 65 65		A445	20 •	DESIGNED BY DRAWN BY CHECKED BY APPROVED	2+900 2+900 2+900 2+900	35.000 9 7 - - - - - - - - - - - - -	+498 1.000 3.840 2.680 4.167 4.315 4.366 4.315 4.360 4.366 4.315 4.366 4.366 4.315 4.366 4.300 4.366 4.366 4.300 4.366 4.360 4.366 4.3	ENGINEER'S	ORIGINAL ORIGINAL TAMPED E M.R DUC 013-04- Membe 22306
TOP OF	7+400 33.6 33.6 32.8 34.5 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 34.5 34.5 33.7 34.5 34.5 34.5 34.5 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.7 34.5 33.5 35 35 35 35 35 35 35 35 35 3	515 365 352 500 782 500 782 500 782 500 65 500 65 500 65 65 65 65 65 65 65 65 65 65			20 9	DESIGNED BY DRAWN BY CHECKED BY APPROVED BY	2+900 2+900 2+900 2+900	35.000 9 7 - - - - - - - - - - - - -	+498 1.000 3.840 2.680 4.167 4.315 4.366 4.315 4.360 4.366 4.315 4.366 4.366 4.315 4.366 4.300 4.366 4.366 4.300 4.366 4.360 4.366 4.3	ENGINEER'S	E OF / ORIGINAL TAMPED D D13-04-0 Member 22306 OFESS

WEST MULTI-USE PATH NORTH OF WAVERLEY CONTROL LINE						
Station	Elevation (m)	Grade Out (%)				
6+800.000	233.700					
		0.00%				
6+828.000	233.700					
		-1.22%				
6+880.008	233.065					
		0.09%				
6+926.015	233.104					
		-0.14%				
7+005.685	232.990					
		0.17%				
7+405.755	233.665					
		0.36%				
7+498.060	234.000					

EAST MULTI-USE PATH NORTH OF						
WAVERLEY CONTROL LINE						
Station	Elevation (m)	Grade Out (%)				
4+810.000	233.300					
		0.00%				
4+836.000	233.300					
		-0.47%				
4+884.000	233.075					
		0.25%				
4+930.000	233.190					
		-0.36%				
4+985.397	232.989					
		0.00%				
4+995.000	232.990					
		0.17%				
5+395.000	233.665					
		0.36%				
5+488.672	234.000					

CATCH BASIN, CATCH PIT STRUCTURE AND LOCATION SCHEDULE					
ID	STA	O/S NB KENASTON CONTROL LINE	RIM ELEV	BTM ELEV	INV ELEV
CP5	2+714	8.5 L	233.550	232.640	232.750



Certificate of Authorization
Dillon Consulting Limited (MB)
No. 1789 Date: 2013-04-05

METRIC

WHOLE NUMBERS INDICATE MILLIMETRES DECIMALIZED NUMBERS INDICATE METRES

WARNING

IF POWER EQUIPMENT OR EXPLOSIVES ARE TO BE USED FOR EXCAVATION ON THIS PROJECT THE CONTRACTOR MUST:

- 1. NOTIFY THE GAS COMPANY OF THE PROPOSED LOCATION OF EXCAVATION.
- 2. TAKE PRECAUTION TO AVOID DAMAGE TO GAS COMPANY INSTALLATIONS SEE PROVINCIAL REGULATION 210/72 FOR DETAILS.
- 3. OBTAIN EXCAVATION PERMITS PRIOR TO CONSTRUCTION.

MA AND BY	Winnipeg THE CITY OF WINNIPEG					
ET 05 er 6 00 00 00 00 00 00 00 00 00	WWARP PART 3 - CONTRACT 3 STA: 1+450 TO STA: 2+922.4	CITY DRAWING NUMBER P-3344- 9 SHEET OF 9 23				
ect number 06	PLAN PROFILE KENASTON STA: 2+690 TO 2+922.4	CONSULTANT DRAWING NUMBER				