

**City of Hamilton
Watercourse 5.0 & 6.0
Hydraulic Assessment**

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Submitted by

**Dillon Consulting
Limited**

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1. Introduction

Dillon Consulting (Dillon) was retained by the City of Hamilton (City) in 2006 to undertake a Municipal Class Environmental Assessment Study (Class EA Study) for watercourse system improvements of Watercourse 5.0 and 6.0. Upon completion of the draft EA document, the City identified the need for a detailed hydraulic assessment to address comments from the Hamilton Region Conservation Authority (HCA). Dillon was subsequently retained to conduct a hydraulic assessment of Watercourse 5.0, 6.0, and secondary Watercourses 6.1 and 6.3. These watercourses are situated in the Community of Stoney Creek. The study area is generally bounded by Lake Ontario to the north, Highway 8 to the south, Fruitland Road to the west, and Glover Road to the east.

This report has been prepared in support of the draft EA document and has the following objectives: (1) describe the hydraulic assessment for the study watercourses, (2) present updated floodplain mapping for existing conditions, (3) evaluate watercourse upgrades to improve existing flooding problems, and (4) present future conditions floodplain mapping to illustrate the impacts of the watercourse improvements. The results from this report are intended to confirm and/or update the EA's recommended alternative and lead to the finalization of the EA process for the watercourse improvements.

1.1 Background

In anticipation for future development surrounding Watercourses 5.0, 6.0, 6.1, and 6.3, the City retained Dillon in 2006 to undertake a Municipal Class Environmental Assessment Study (Class EA Study) for Watercourse System Improvements of Watercourse 5.0 and 6.0.

The draft version of the Class EA Study was completed by Dillon Consulting in November 2007, which included a comprehensive review of previous studies:

- *The Corporation of Stoney Creek's Master Drainage Plan (MDP)* (Philips Engineering Limited, 1990);
- The QEW Drainage Report (UMA Engineering Limited);
- The QEW Expansion Objectives (Ministry of Transportation Ontario);

- Preliminary Servicing Report in support of the Trillium Neighbourhood Secondary Plan (Planning Initiatives Limited, 1996/2006);
- Hydrologic and Hydraulic Analysis for Bridgeport Watercourses (within the Trillium Neighbourhood Secondary Planning Area) (A.J. Clarke and Associates Limited, May 2005);
- Stormwater Quality Management Strategy, Community of Stoney Creek Master Plan (Philips Engineering, April 2006);
- City of Hamilton Growth Related Integrated Development Strategy (GRIDS) (May 2006); and
- City of Hamilton Stormwater Master Plan – Class Environmental Assessment.

As part of the draft EA document, Dillon also completed an assessment of the existing hydraulic conditions and proposed works along primary Watercourses 5.0 and 6.0, and secondary Watercourses 6.1 to 6.3. This assessment evaluated individual improvements at crossings and along specific reaches of each watercourse. The results of this analysis were used to confirm and assess the performance of watercourse system improvements recommended in previous studies. Based on the preliminary findings of the draft EA document, “Alternative 3” was identified as the recommended solution for primary watercourses (i.e. to replace all culverts with hydraulic and/or structural deficiencies and undertake channel diversions) and “Alternative 4” for secondary watercourses (i.e. to replace all culverts with hydraulic and/or structural deficiencies and complete channel lining).

A draft EA document was circulated to various stakeholders for review and comment. The Hamilton Conservation Authority (HCA) identified the need to holistically evaluate the hydraulic functions of the study watercourses to verify existing flood conditions and proposed improvements. As a result of this request, the EA has not been finalized and a notice of study completion has not yet been issued.

1.2 Current Studies

The hydraulic assessment study area is also coincident with the Fruitland-Winona (formerly SCUBE) Secondary Plan lands, which is under study by the City. Concurrently, Aquafor Beech

is completing the SCUBE West and East Subwatershed Studies in support of the secondary planning process. The results of this hydraulic study will be compiled as part of the SCUBE WEST Subwatershed Study findings and recommendations. The results of these technical studies ultimately will be used to inform the secondary plan process and assist in developing appropriate land use designations, development standards, and a planning policy framework.

1.3 Study Scope

This report builds on the findings presented in the draft EA and has adopted the following scope:

- Review previously completed floodplain mapping for the study area (Flood Damage Reduction Program (FDRP) mapping completed by Philips Engineering 1989) (refer to *Appendix C* for copies of the FDRP mapping);
- Compile and review previously completed hydraulic models;
- Compile and process topographic and watercourse crossing information provided by the City and the HCA;
- Develop an updated hydraulic model for Watercourses 5.0, 6.0, 6.1, and 6.3 and analyze existing hydraulic performance;
- Update and present the existing conditions regulatory (100 year return period) floodplain mapping;
- Evaluate watercourse improvements based on the draft EA recommendations and identify changes as a result of more recent technical and planning considerations;
- Confirm the hydraulic impacts of the proposed improvements on the regulatory floodplain; and
- Develop a list of improvements for further study and detailed design.

The draft EA findings did not recommend any improvements to Watercourse 6.2; therefore this reach has not been included in this hydraulic analysis. Furthermore, this study has not included any hydraulic considerations for future land use since the secondary planning process is ongoing. For clarification:

- “Existing conditions” refer to the floodplain mapping completed as part of the FDRP mapping completed in 1994.
- “Updated existing conditions” refer to the updated hydraulic assessment of existing conditions completed in support of this study.

- “Future conditions” only refer to potential watercourse improvements considered under existing conditions in support of this study.

2. Description of Existing Conditions

Within the study area boundary, there are eight watercourse crossings on Watercourse 5.0 and seven watercourse crossings on Watercourse 6.0, including crossings on the diversion channel along the north side of the QEW. The diversion channel stems from Watercourse 6.0 where flows are diverted Westerly across the QEW at Jones Street. The channel continues along the north side of the highway before a confluence with Watercourse 5.0 (refer to *Figure 1*). Note that crossing improvements are limited to only the crossings between Hwy 8 and QEW.

The FDRP mapping considered two hydraulic modelling conditions:

- no spill conditions, which assumed no loss of flow from the system; and
- spill condition, which modeled spills with lateral weirs to simulate the effects of spills and reduced downstream flow values.

The approved floodplain mapping was based on the modelling results from the spill conditions.

The MDP and the QEWDR determined that crossings along Watercourse 5.0 and Watercourse 6.0, especially at the QEW and the CN rail, were under capacity. These reports also confirmed the presence of overbank flooding due to flat overbank topography and limited channel capacities as shown in the FDRP mapping. Where MDP and QEWDR drainage improvements were not implemented, flooding and conveyance issues as described above still exist within Watercourse 5.0 and Watercourse 6.0. Based on field inspections completed in support of the draft EA document, the structural conditions of the culverts on Watercourse 5.0 and Watercourse 6.0 appeared to be in good condition and/or required some minor repairs. The only exceptions are the culverts on Barton Street on Watercourse 5.0 and Watercourse 6.0 which were deteriorated and required replacement. Furthermore, the crossings at QEW have been improved since the QEWDR. The FDRP has not been updated to reflect these improvements.

Based on the FDRP mapping, the floodplain along several reaches of Watercourse 5.0 and Watercourse 6.0 north of Barton Street to Lake Ontario can be described as wide and undefined with potential spills between watersheds.

With respect to the secondary watercourses, south of the QEW, there are six watercourse crossings on Watercourse 6.1 and five watercourse crossings on Watercourse 6.3. Not all crossings will be evaluated as part of this study: only the crossings between Hwy 8 and QEW will be considered. The MDP and the QEWDR determined that these secondary crossings, especially at the QEW and the CN rail, were under capacity. The draft EA document determined that some of the recommendations outlined in the MDP and QEWDR were implemented and improved conveyance issues. However, the proposed diversions to reduce the number of secondary crossings or upgrades to these structures have not been implemented or confirmed, therefore culvert capacity issues are still a concern on Watercourse 6.1 and Watercourse 6.3. Based on field inspections completed in support of the draft EA document, the structural conditions of the culverts on Watercourses 6.1 to 6.3 appeared to be in good condition, and/or require some minor repairs. The culverts and their openings are significantly silted in, which limits the conveyance capacity.

The small size channels (shallow and narrow) and the flat overbank topography results in limited channel capacities and overbank flooding. Refer to the draft EA document for additional details.

3. Description of Proposed Improvements

The draft EA document recommendations for channel diversions and improvements (in the form of natural channel lining) were reviewed in conjunction with updated topographic information, aerial and street photography. The section of watercourse between Barton Street and the CN rail are heavily constrained by existing development on either side of the banks. It appears that a significant amount of vegetated cover has developed along the watercourse banks as well. Given these constraints and the relatively flat terrain beyond the watercourse overbanks, it was determined that channel lining works would result in minimal improvements to the regulatory floodplain.

The City's draft land use plan for the Fruitland-Wynona Secondary Plan was also reviewed as it relates to the proposed channel diversions. The draft land use plan assumes a series of stormwater management (SWM) facilities along Barton Street to service future development south of Barton Street. Although the location of these SWM facilities have not been finalized, nor has a future drainage plan been developed, it is assumed that the upstream drainage pattern will change significantly compared to existing conditions. Therefore, the draft EA recommendations for channel diversions might not be possible given consideration for the future land use planning and potential upstream drainage diversions to future SWM facilities.

In view of these considerations, this study will focus on improvements at crossings only. The draft EA recommended improvements that were used as a starting basis for the hydraulic analysis. Additional considerations were given to allow for a minimum 0.5m cover between a structure's obvert and top of road elevation (obtained from the City's 2007 DEM). The Watercourse 5.0 crossing at Fruitland Road is a new recommendation since this crossing was originally beyond the study limits of the draft EA. **Table 1** summarizes the existing crossing dimensions, the previous draft EA recommendations, and the revised recommendations for all relevant crossings within the Study Area. Although the potential cost implications of these changes may be minor, an updated cost estimate will be provided in the final EA document.

Table 1 – summary of existing and recommended crossing improvements

Watercourse ID	Crossing Location	Existing Culvert Sizes	EA Recommended Improvements	Updated Recommended Improvements	Comments
5.0	xing Hwy 8, west of Fruitland	1830x1440 CONC BOX	N/A	N/A	
	xing Fruitland, north of Hwy 8	1200x950 CONC BOX	N/A	1500x1000 CONC BOX	Crossing beyond original EA study limits, therefore was not considered
	xing Barton, east of Fruitland	1850x1035 CONC BOX	2400x1500 CONC BOX	SAME AS EA	
	xing Arvin, east of Fruitland	4300x1400 CONC BOX	4300x3000 CONC BOX	KEEP ORIGINAL STRUCTURE	There is no cover over the existing structure, therefore higher structure rise is not feasible
	xing CNR, east of Fruitland	1800x1540 CONC BOX	3000x1500 CONC BOX	SAME AS EA	
	xing SouthService RD, east of Fruitland	3665x1400 CONC BOX	3600x2860 CONC BOX	3600x1800 CONC BOX	Different structure proposed to include considerations for cover and depth of road overtopping
	xing OEW, plus ramps	5000x1600 CONC BOX	N/A	N/A	No changes are proposed for the OEW, improvements implemented by MTO
	xing North Service RD	5000x1760 CONC BOX	ADD 2100x1800 CONC BOX	N/A	Updated floodplain contained within channel, EA recommendation not included in analysis
	xing Hwy 8, west of Jones	2440x840 CONC BOX	N/A	N/A	
	6.0	xing Barton, east of Jones, twin culverts	1250x1400 CONC ARCH 1890x1310 ELLIPTICAL CSP	1800x1200 CONC BOX	2000x1000 CONC BOX
xing CNR, east of Jones		1150dia CSP	3000x1800 CONC BOX	SAME AS EA	
xing SouthService RD, east of Jones		3860x1130 CONC BOX	3600x1500 CONC BOX	KEEP ORIGINAL STRUCTURE	
xing OEW		3860x1200 CONC BOX	N/A	N/A	
xing North Service RD		2960x1100 CONC BOX	N/A	N/A	
Diversion culvert		3970x1200 CONC BOX	N/A	N/A	
6.1	xing Barton, west of Glover	600dia CSP	2100x1200 CONC BOX	1750x750 CONC BOX	Different structure proposed to include considerations for cover and depth of road overtopping
	xing Arvin, west of Glover	900dia CSP	2100x1200 CONC BOX	SAME AS EA	
	xing CNR, west of Glover	1000x650 STONE STRUCTURE	1350dia CONC PIPE	SAME AS EA	
6.3	xing Arvin, east of Glover	730dia PVC	2100x1200 CONC BOX	1750x750 CONC BOX	Different structure proposed to include considerations for cover and depth of road overtopping
	xing CNR, east of Glover	750dia CAST IRON PIPE	2100x1200 CONC BOX	SAME AS EA	

4. Hydraulic Modelling

The FDRP mapping was developed using results from a HEC2 model. In view of the availability of updated finer-resolution topographic and crossing data, and advances in the HEC software, it was determined that the development of a new HEC-RAS model would be more efficient than updating the HEC2 model. Therefore, this hydraulic study utilizes updated flows and topographic information to build a new HEC-RAS hydraulic model to simulate the 100 year return period floodplain under existing conditions. A future conditions model will also be developed to evaluate the hydraulic impacts of the recommended crossing improvements under updated existing conditions. The following sections describe the modelling approach, parameter selection, and model results for updated existing and future conditions.

4.1 Summary of Modelling Approach

4.1.1 Channel Geometry

The model geometry used to characterize Watercourses 5.0, 6.0, 6.1 and 6.3 used a combination of data sources. HEC-GeoRAS software (integrated with ArcGIS) was used to cut cross-sections from DTM data provided by the City of Hamilton (2007). This data was supplemented by field surveys of the watercourses conducted by staff from the Hamilton Conservation Authority (refer to *Appendix D*). HEC-RAS, a hydraulic modeling program developed by the US Army Corps of Engineers, was used to assemble the geometry files for each watercourse.

The HCA survey data gave a better representation of the low flow channel geometry, and picked up lower inverts than the City's DTM data (refer to *Appendix D* for section comparison details). As such, cross-sections from the DTM data were modified to include a representative low flow channel based on HCA survey data. These improvements produced a more representative geometry using actual survey points of the watercourse and removed artificial pools and barriers.

There are several areas of the watercourse that are not well defined and the HCA survey data in these areas illustrate channel inverts well below the resolution of the City's DTM information. For the purposes of this study, an inferred stream centerline was generated based on contour interpretation, nearby HCA survey data, and air photo review. Floodplain mapping of these areas will be determined based on contour interpretation, the inferred stream centerline, and top widths evaluated from HECRAS. These areas are:

- Along Watercourse 5.0, immediately downstream of Fruitland Road (between sections 2221 and 2150);
- Along Watercourse 5.0, halfway between Hwy 8 and Barton Street (between sections 1693.967 and 1537.457);
- Along Watercourse 6.0, downstream of Hwy 8 (between sections 2232.182 and 1785.033)

In addition to the main watercourse branches, an additional reach was modelled in between Watercourse 5.0 and 6.0 to represent the diversion upstream of the QEW. The reach is named “Watercourse 5/6_combined” and extra cross-sections were created downstream of the confluence to represent the diversion in the HEC-RAS model.

4.1.2 Input Parameter Estimation

Model input parameters for the existing conditions scenario are described below. The future conditions model utilizes the same input parameters as the updated existing conditions model with respect to flows, Manning’s n value, and starting boundary conditions. However, the future model incorporates the recommended culvert improvements at each crossing. **Table 2** summarizes Manning’s “n” values assumed for different channel and overbank conditions encountered within the study area.

Table 2 – Channel and Overbank roughness values

	Manning's Coefficient
Channel - Natural	0.035
Overbank - Woods	0.07-0.08
Overbank - Meadows	0.055
Overbank - Lawns	0.045

Channel roughness coefficients were determined based on a review of aerial photography, street view photos from Google Earth, and previous field work conducted in support of the draft EA document. The majority of the reaches appeared to be similar with respect to channel properties, therefore a channel roughness of 0.035 was conservatively chosen. This value is also consistent with the assumed values from the HEC2 model, which range from 0.025 to 0.035. A similar approach was adopted for the overbank roughness. The roughness values assumed in the HEC2 model ranged between 0.06 and 0.09. The

updated overbank roughness coefficients were selected based on a review of aerial photography and varies based on land use coverage classified in *Table 2*.

Details of the existing infrastructure along Watercourses 5.0, 6.0, 6.1 and 6.3 were provided by the City of Hamilton based on survey data received January 18, 2010. A summary of the data collected is presented in *Appendix A*. Other inputs, such as entrance and exit loss coefficients, Manning’s roughness values, were selected based on the culvert photo inventory provided by the City and using typical values from the HEC-RAS Reference Manual. However, a “bottom n” value of 0.035 was selected for all culverts up to a depth of 0.3m. Expansion and contraction coefficients of 0.3 and 0.5, respectively, were used at crossings.

A hydrologic assessment was completed by Aquafor Beech (May 2010), and the flows generated for each watercourse represent peak flow conditions for both existing and future land use conditions. Summary flow data provided by Aquafor Beech is presented in *Appendix B* (SCUBE West Flow Data). *Table 3* compares the updated flows from Aquafor Beech and the flow data used in the HEC2 model (without spills). Sections 4.1.3 and 4.2.3 provides additional discussions in relation to the modelling of potential spills. With respect to flow change locations in the model, the flow at each crossing was applied at the upstream end of the reach to conservatively simulate flows through the reach and crossing.

Table 3 – Comparison of Flow Data (no spills)

Reach	Location	1994 FDRP Mapping		2010 Aquafor Beech update		%Difference
		Cross Section ID	Flows (m3/s)	Cross Section ID	Flows (m3/s)	
5.0	Hwy 8	2863	10.5	2388	6.9	-34.3%
5.0	Barton St	1706.3	15.8	1320	8.82	-44.2%
5.0	Arvin Ave	1339	15.8	951	10.3	-34.8%
5.0	CNR	1080	19.47	680	11	-43.5%
5.0	South Service Road	915.2	19.47	518	11.9	-38.9%
5.0	QEW	597	20.4	230	11.9	-41.7%
6.0	Hwy 8	2767	5.15	2457	7.98	55.0%
6.0	Barton St	1769	12.23	1611	9.2	-24.8%
6.0	CNR	1107.3	12.63	940	8.79	-30.4%
6.0	QEW	610.5	13.42	350	8.79	-34.5%

With the exception of the upstream flow for Watercourse 6.0, the revised flows from the updated hydrology modelling are significantly lower than the FDRP flows. The draft EA document assumed similar flow values as the FDRP for its hydraulic analysis since the Aquafor Beech flows were not available at the time of the initial EA process. **Table 4** summarizes the interpolated flow values to ensure that flow change locations result in less than 10% change (interpolated values are denoted with an asterisks). These flow values were linearly interpolated for each cross section between know flow values. Additional flow change locations were added where the flow difference was 10% between the upstream known flow and the current interpolated flow (refer to **Appendix B** for detail calculations).

Table 4 – Interpolated flow change locations

Reach	RS	100yr Flow (m ³ /s)
wc5	2388.964	6.90
	1986.134 *	7.62
	1602.883 *	8.31
	1320.692	8.82
	1131.031 *	9.58
	951.897	10.30
	680.8133	11.00
	518.7136	11.90
wc6	2457.382	7.98
	2096.869 *	8.50
	1611.292	9.20
	947.3374	8.79
5&6combined	50	23.90
wc6.1	1815.549	1.64
	1618.352 *	1.92
	1420.606 *	2.19
	1346.971 *	2.30
	1166.891	2.55
wc6.3	1400.84	0.70
	1350.769 *	0.79
	1290.277 *	0.90
	1100 *	1.24
	991.783	1.43

Normal depth has been assumed as the starting downstream boundary condition for each watercourse. In order to evaluate the model sensitivity to downstream boundary conditions, an assumed starting water surface elevation was also used in the HEC-RAS for the “known water surface elevation” input parameter: Culvert Master was used to evaluate the maximum potential headwater elevation at the QEW crossing for each of the secondary watercourses to use as a

conservative estimate for a boundary condition. Refer to *Appendix F* for the Culvert Master modelling results and assumptions. Since the hydraulic model for the primary watercourses extended downstream of the QEW, a spill elevation was identified based on the City's DTM. *Table 5* summarizes the downstream boundary conditions for each boundary condition assumption.

Table 5 – Summary of downstream boundary conditions

Reach	Normal Depth (m/m)	* Known Water Level
5&6 combined	0.005	78.80
6.1	0.005	81.00
6.3	0.007	80.10

* Known water level for 5&6 combined reach based on downstream spill point and for 6.1/6.3 based on Culvert Master analysis.

4.1.3 Potential Spills

As noted in previous sections, the HEC2 model simulated two existing conditions scenarios: no spills out of the model and with spills using lateral weirs and split flow analysis. The FDRP mapping is based on the “with spills” scenario. Split flow analysis was used to estimate the flow sinks from the spill locations, which reduced the downstream flow values depending on the weir geometry assumed at each potential spill location. The model incorporated lateral weirs at the following locations to simulate the effects of potential spills out of the watercourse:

- Watercourse 5.0: spilling west between Arvin Ave and QEW;
- Watercourse 6.0: spilling east and west between QEW and Lake Ontario;
- Watercourse 6.0: spilling east and west, immediately upstream of QEW; and
- Watercourse 6.0: spilling east immediately upstream of South Service Rd.

The FDRP flows downstream of Arvin Avenue were reduced by approximately 40% on Watercourse 5.0 and by more than 50% on Watercourse 6.0 as a result of the split flow analysis.

Depending on the results of the revised existing conditions floodplain mapping, lateral weirs will also be incorporated into the HEC-RAS model where necessary to evaluate the effects of spills in

relation to the objectives of this study. The City's DTM data will be used to determine the weir geometry affecting spills out of the watercourse system.

4.2 Summary of Modelling Results (Updated Existing Conditions)

4.2.1 Downstream Boundary Conditions

With respect to the primary watercourses, the more conservative boundary condition (i.e. known water level) results in higher head (approximately 0.4m of additional head) acting on the QEW crossing. However, this crossing does not overtop under either boundary assumptions and does not appear to adversely impact the hydraulic performance of this crossing. The water surface profile from both boundary assumptions (i.e. normal depth and known water surface elevation) converged at approximately 94m upstream of the QEW crossing and approximately 198m downstream of the South Service Road crossing.

With respect to Watercourse 6.1, the water surface profile from both boundary assumptions (i.e. normal depth and known water surface elevation) converged approximately 164m upstream of the last cross section in the model. The most downstream crossing is located approximately 285m upstream of the point of convergence. Similarly for Watercourse 6.3, the water surface profile from both boundary assumptions (i.e. normal depth and known water surface elevation) converged approximately 167m upstream of the last cross section in the model. The most downstream crossing is located approximately 365m upstream of the point of convergence.

Based on these results, it was determined that downstream boundary conditions would not have a significant effect on the analysis of crossings within the study area (refer to *Appendix E* for the HEC-RAS output).

4.2.2 Evaluation of Potential Spill Locations

The updated existing conditions floodplain mapping identified similar potential spill locations as the FDRP mapping:

- on Watercourse 5.0 between Arvin Avenue and South Service Road, potentially spills west of and north along Fruitland Road;
- on Watercourse 6.0 upstream of the CN rail crossing, potentially spills west onto Jones Road;
- on Watercourse 6.0 upstream of the CN rail crossing, potentially spills east along the rail embankment;
- on Watercourse 6.0 upstream of the South Service Road crossing, potentially spills west into a low lying area;
- on Watercourse 6.1 at Arvin Avenue, potentially spills northwest beyond the current terminus of Arvin Avenue cul-de-sac; and
- on Watercourse 6.1 upstream of the CN rail crossing, potentially spills west along the rail embankment.

It is difficult to properly characterize the lateral extent of the spill areas given that HEC-RAS is a one-dimensional model. However, lateral weirs were coded into the hydraulic model to evaluate the effects of significant spill locations at the following locations:

- Watercourse 5, west bank between Arvin Avenue and South Service Road;
- Watercourse 6, west bank upstream of South Service Road; and
- Watercourse 6, west bank upstream of CNR.

Figure 2 compares the updated floodplain without spills and with spills. The flood extents have been significantly reduced upstream and downstream of the CN Rail due to the flow reduction from the split flow analysis. The changes in flow values further downstream resulted in minor differences between the two floodplain scenarios.

Since the lateral weirs have a similar flow reducing effect under both the existing and future scenarios, the inclusion of the weirs do not effect the primary objective of the hydraulic study, which is to evaluate potential improvements from crossing upgrades. The inclusion of lateral weirs in the hydraulic model does not appear to conservatively identify areas of flood risks in the context of the secondary planning process. As such, lateral weirs have been excluded from further modelling considerations. *Appendix E* provides a detailed summary table comparing existing spill and no spill scenarios.

4.2.3 Mapping Results

Figure 3 illustrates the FDRP floodplain and the updated existing floodplain (no spills). The updated floodplain extents are generally less than the floodplain generated from the FDRP mapping. These differences could be attributed to generally lower upstream flows, improved crossing hydraulics at QEW, and updated resolution topographic information. Further updates to existing crossing geometry and varying roughness coefficient contributed to differences as well. Notwithstanding these differences, the updated existing flood line is intended to serve as the baseline conditions for comparison to proposed crossing improvements.

With respect to the secondary watercourses, ineffective flow areas were also identified based on topography, which did not appear to be used for flow conveyance in the HE-RAS model. These areas include:

- Watercourse 6.1: west bank, downstream of Barton Street (refer to HEC-RAS section 1618); and
- Watercourse 6.1: west bank, at Arvin Avenue (refer to HEC-RAS section 1420).

The floodplain for Watercourse 6.3 appeared to be fairly confined to within the channel banks.

The detailed HEC-RAS summary table for the updated existing conditions hydraulics is in *Appendix E*. Map sheets (1:2000) have been prepared to illustrate the updated existing conditions floodplain. Refer to Sheets 1 to 7 in *Appendix G*.

4.3 Summary of Modelling Results (Future Conditions)

Figure 4 compares the future conditions regulatory floodplain and the updated existing conditions floodplain. The recommended crossing improvements resulted in a significant reduction in the regulatory floodplain between Barton Street and the CN rail for all watercourses. Specifically at the rail crossings for Watercourse 6.0 and 6.3, the improved conveyance through the rail corridor significantly reduced the backwater affect of the large rail berm and lowered the 100 year levels by more than 1m. More modest reductions were observed for the CN Rail crossings on Watercourses 5.0 and 6.1.

Channel improvements along Watercourses 5.0 and 6.0 were also evaluated upstream and downstream of the CN Rail crossings assuming larger channel geometry. *Appendix E* contains a detailed comparison between the culvert improvement only scenario and the culverts/channel improvement scenario. Channel improvements resulted in a minor reduction in water surface elevation (reductions less than 0.3m in most locations) but had a negligible reduction in the lateral extent of the floodplain.

Table 6 compares the 100 year water levels for each recommended crossing improvement under existing and future conditions. The table also summarizes the results from the draft EA document. As noted in Section 4.1.2, the draft EA document assumed similar flows from the MDP, which are similar to the flow values used for the FDRP mapping. The draft EA results should be updated to reflect the updated flows and results of this study. However, these values have been included to illustrate that the hydraulic analysis developed through the EA process generally remains valid since both methods demonstrated improved water surface elevations at the same culvert location.

Table 6- Comparison of the 100yr water levels under existing and future conditions.

Reach	Crossing Location	HECRAS River Sta	WSEL (m) Existing	WSEL (m) Future	DIFF to Existing (m)	WSEL (m) EA results	Diff to Future (m)
wc5	xing Fruitland, north of Hwy 8	2240.61	93.23	93.16	-0.07	n/a	n/a
wc5	xing Barton, east of Fruitland	1307.9	87.36	87.17	-0.19	86.61	0.56
wc5	xing Arvin, east of Fruitland	937.1887	83.65	83.65	0.00	83.20	0.45
wc5	xing CNR, east of Fruitland	655	83.02	82.71	-0.31	82.00	0.71
wc5	xing SouthService RD, east of Fruitland	503.04	81.83	81.60	-0.23	81.50	0.10
wc5	xing QEW, plus ramps	215	78.75	78.75	0.00	78.69	0.06
wc6	xing Barton, east of Jones, twin culverts	1598.12	86.67	86.55	-0.12	85.61	0.94
wc6	xing CNR, east of Jones	939.548	84.59	83.51	-1.08	83.96	-0.45
wc6	xing SouthService RD, east of Jones	549.12	80.92	80.93	0.01	80.83	0.10
wc6	xing QEW	315	79.93	79.93	0.00	n/a	n/a
wc6.1	xing Barton, west of Glover	1778.1	88.57	88.29	-0.28	87.65	0.64
wc6.1	xing Arvin, west of Glover	1393.68	86.86	85.31	-1.55	85.88	-0.57
wc6.1	xing CNR, west of Glover	1154.78	84.24	83.35	-0.89	83.95	-0.60
wc6.3	xing Arvin, east of Glover	1364.866	87.58	87.23	-0.35	86.39	0.84
wc6.3	xing CNR, east of Glover	982.657	85.03	83.77	-1.26	84.61	-0.84

* Elevations provided refer to water levels upstream of the structure.

The detailed HEC-RAS summary table for the future conditions hydraulics is provided in *Appendix E*. The updated detailed (with section locations, ID, and water levels) future floodplain mapping (1:2000 scale) is illustrated on Sheets 8 to 13 in *Appendix G*.

5. Additional Design Considerations and Studies

Table 7 summarizes the proposed crossings improvements for implementation pending the finalization and approval of the Class EA Study. This revised set of recommendations will be appended to the EA study and to complete Phase 2 of the EA process and issuance of the Notice of Study Completion. Although it differs slightly from the original EA recommended alternative, the revised recommendations were necessary to account for changes in flow inputs and to factor recent planning processes undertaken by the City.

Table 7 - Summary of recommended crossing improvements

Watercourse ID	Crossing Location	Recommendation
5.0	xing Hwy 8, west of Fruitland	Maintain existing structure
	xing Fruitland, north of Hwy 8	Replace with 1500x1000 CONC BOX
	xing Barton, east of Fruitland	Replace with 2400x1500 CONC BOX
	xing Arvin, east of Fruitland	Maintain existing structure
	xing CNR, east of Fruitland	Replace with 2400x1500 CONC BOX
	xing SouthService RD, east of Fruitland	Replace with 3600x1800 CONC BOX
	xing QEW, plus ramps	N/A
	xing North Service RD	Maintain existing structure
6.0	xing Hwy 8, west of Jones	Maintain existing structure
	xing Barton, east of Jones, twin culverts	Replace with 2000x1000 CONC BOX
	xing CNR, east of Jones	2400x1500 CONC BOX
	xing SouthService RD, east of Jones	Maintain existing structure
	xing QEW	N/A
	xing North Service RD	Maintain existing structure
	Diversion culvert (QEW)	N/A
6.1	xing Barton, west of Glover	Replace with 1750x750 CONC BOX
	xing Arvin, west of Glover	Replace with 2100x1200 CONC BOX
	xing CNR, west of Glover	Replace with 1350dia CONC PIPE
6.3	xing Arvin, east of Glover	Replace with 1750x750 CONC BOX
	xing CNR, east of Glover	Replace with 2100x1200 CONC BOX

As each crossing improvement proceeds to implementation, additional considerations should be given during detailed design:

- minimum acceptable level of service for each crossing;
- fluvial geomorphology impacts and fish passage;
- erosion and sediment control
- structural design;
- employment lands north of Barton Street;
- consultation with CN Rail for any improvements within the rail corridor; and
- consultation with Agencies (e.g. HCA) to obtain relevant permits for the proposed works.

6. Conclusions and Recommendations

The updated existing conditions hydraulic assessment was generally in good agreement with the previous FDRP mapping in the upstream reaches of the primary watercourses. Greater differences were recorded downstream as result of the flow reduction and culvert improvements at the QEW crossing. Additional discrepancies between the two floodplain assessments could be reasonably explained by the updated hydrology, hydraulic improvements completed since the FDRP study, and availability of recent, improved topographic information. The future conditions hydraulic assessment demonstrated that the recommended crossing improvements could potentially improve existing flooding issues, although channel improvements had a negligible impact to the lateral extent of the floodplain. Although this conclusion deviates from the recommended draft EA alternative, the general findings from this study support the previous technical analysis completed for the EA, despite the use of an alternative model (i.e. HEC-RAS versus Culvert Master). Pending the finalization and approval of the EA study, additional detailed design would be required for each recommended crossing improvement.

We recommend that that the results of this hydraulic assessment be incorporated into the EA document for finalization and issuance of the notice of completion.

Respectfully submitted:

Whitney Szabo, MSc (Eng.), LEED AP
Water Resources EIT

Ken Luong, P. Eng.
Water Resources Engineer



Watercourse 5 & 6 Hydraulic Assessment

Figure 1: Study Area

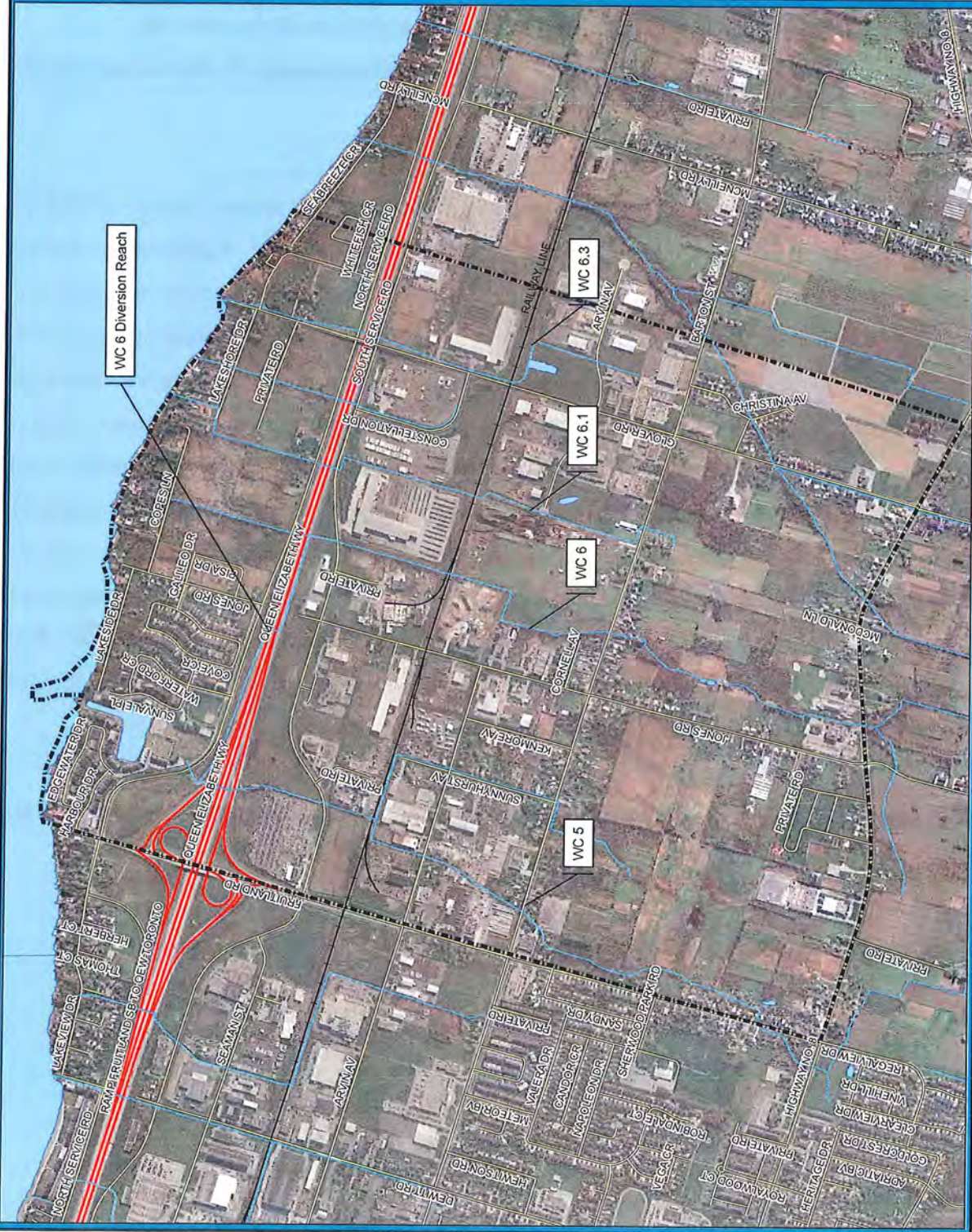
- Legend**
- Approximate Study Area Boundary
 - Surface Waterbodies
 - Centrelines
 - Ontario Rail Network
 - Highways and Ramps
 - City Streets



1:12,500
Meters



Project Name: Watercourse 5 & 6
 Map Created By: WJS
 Date Created: 10/05/2010
 File Name: 110110 Figure 1 Study Area.mxd





Watercourse 5 & 6 Hydraulic Assessment

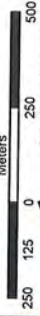
Figure 2: Existing Conditions Floodplain Spills Comparison

- Legend**
- Approximate Study Area Boundary
 - Surface Waterbodies
 - Islands
 - Updated Existing Floodline (100 year)*
 - Existing Floodline w/ Spills (100 year)*
 - Centrelines
 - Ontario Rail Network
 - Highways and Ramps
 - City Streets
 - Direction of Spill

* Revised floodline based on hydraulic updates performed by Dillon Consulting (June, 2016)

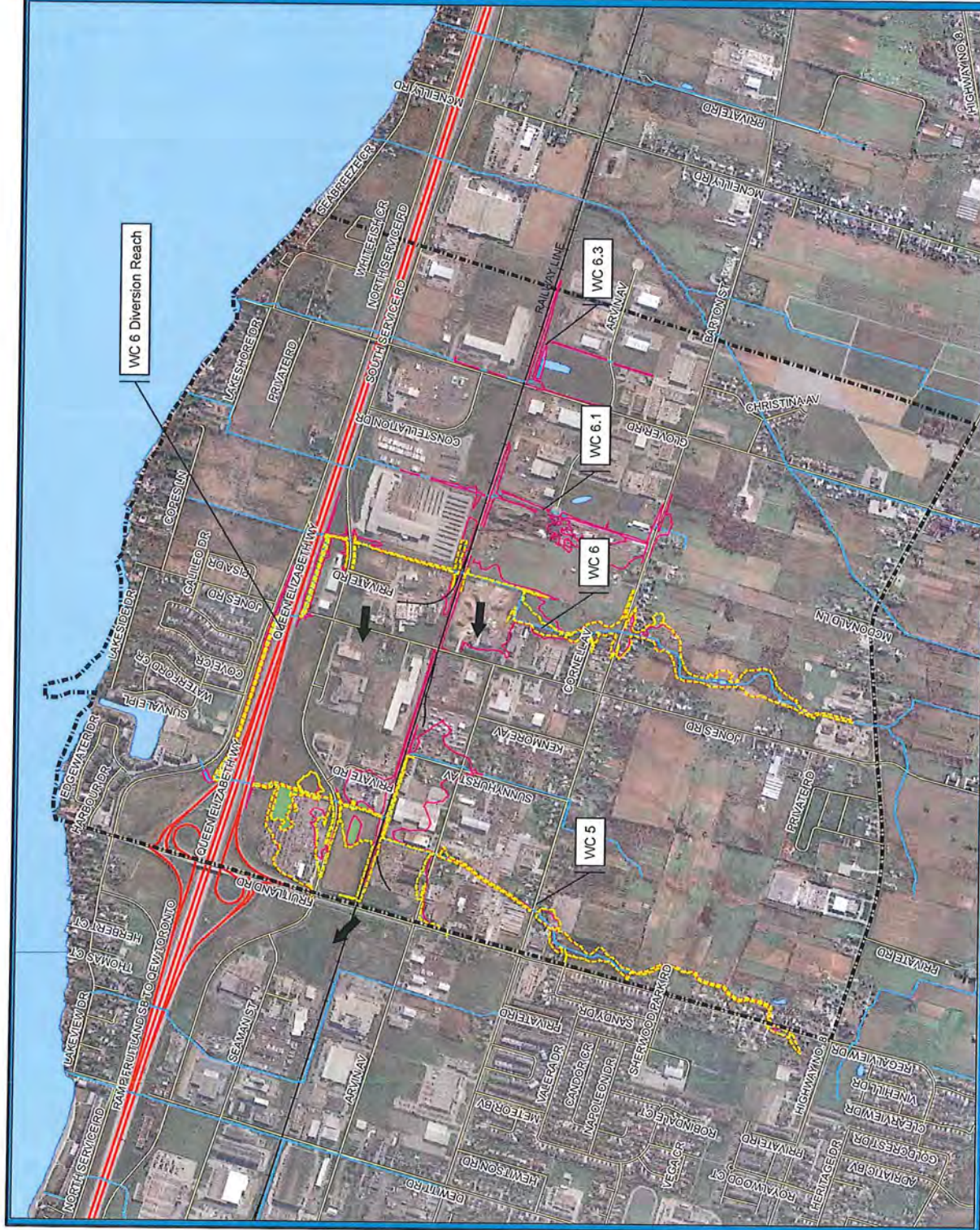


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Meters



Project Name: Watercourse 5 & 6 Hydraulic Assessment
 Map Checked By: KL
 Date Created: 10/01/08
 File Name: 11010108_510110 Conditions Floodplain Spills Comparison.mxd

DILLON CONSULTING





Watercourse 5 & 6 Hydraulic Assessment

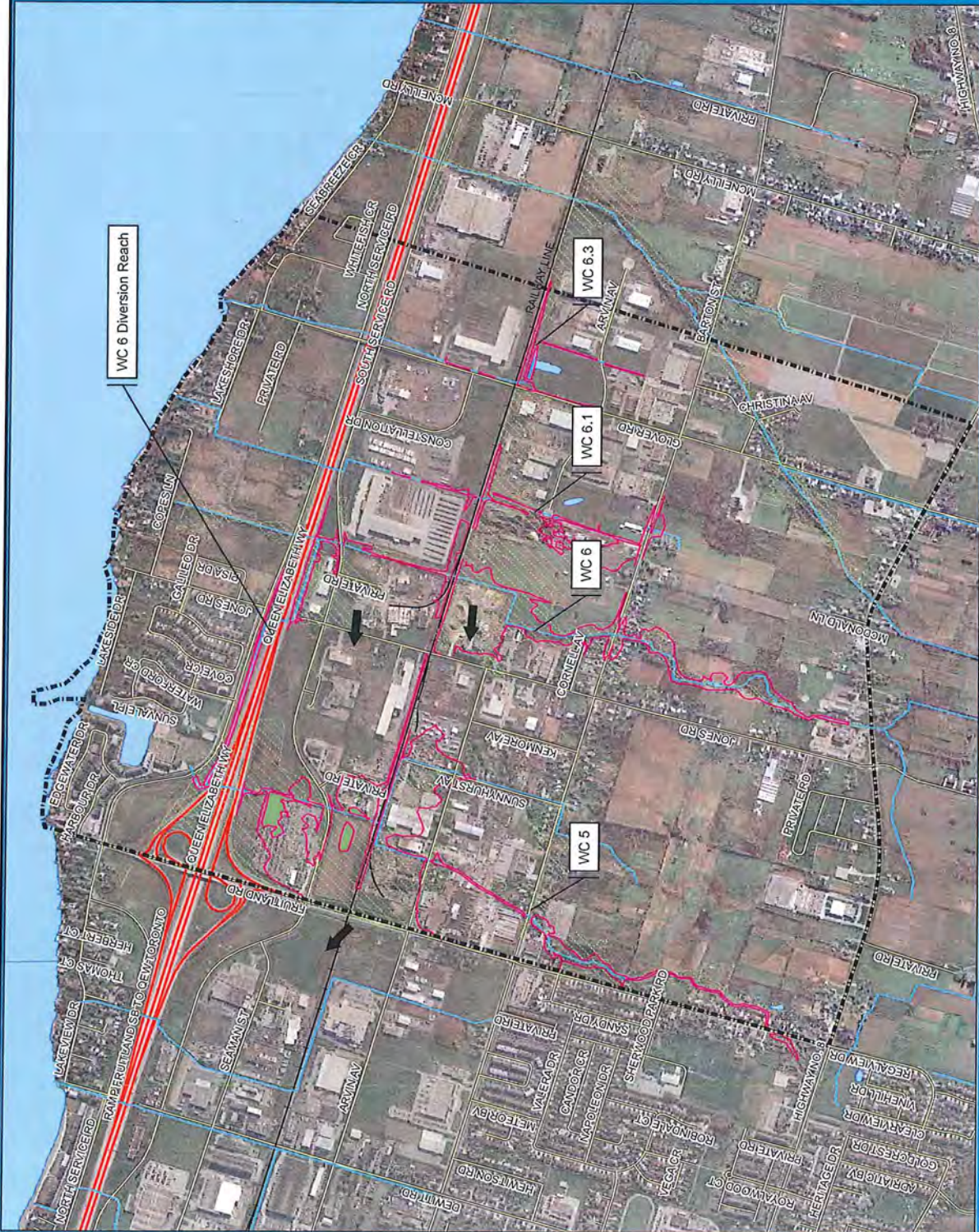
Figure 3: Existing Conditions Floodplain Comparison

- Legend**
- [- - -] Approximate Study Area Boundary
 - [Blue Area] Surface Waterbodies
 - [Green Area] Islands
 - [Pink Area] Existing Floodlines (100 year)*
 - [Red Area] Updated Existing Floodlines (100 year)**
 - [Blue Line] Centrelines
 - [Black Line] Ontario Rail Network
 - [Red Line] Highways and Ramps
 - [Green Line] City Streets
 - [Arrow] Direction of Spill

* Floodlines based on MDP (June, 1989)
 ** Revised floodlines based on hydraulic updates performed by Dillon Consulting (June, 2010)



DILLON CONSULTING
 Project Name: Watercourse 5 & 6
 Map Checked By: KL
 Date Created: 10/01/08
 File Name: 11014 Figure 3 Existing Conditions Floodplain Comparison.mxd
 Date: 10/01/08 11:01:44 AM





Watercourse 5 & 6 Hydraulic Assessment

Figure 4: Future Conditions Floodplain Comparison

- Legend
- Approximate Study Area Boundary
- Surface Waterbodies
- Islands
- Updated Existing Floodline (100 year) *
- Future Floodlines (100 year) *
- Centrelines
- Ontario Rail Network
- Highways and Ramps
- City Streets
- Direction of Spill

* Updated existing and future floodline based on hydraulic updates performed by Dillon Consulting (June-July, 2010)

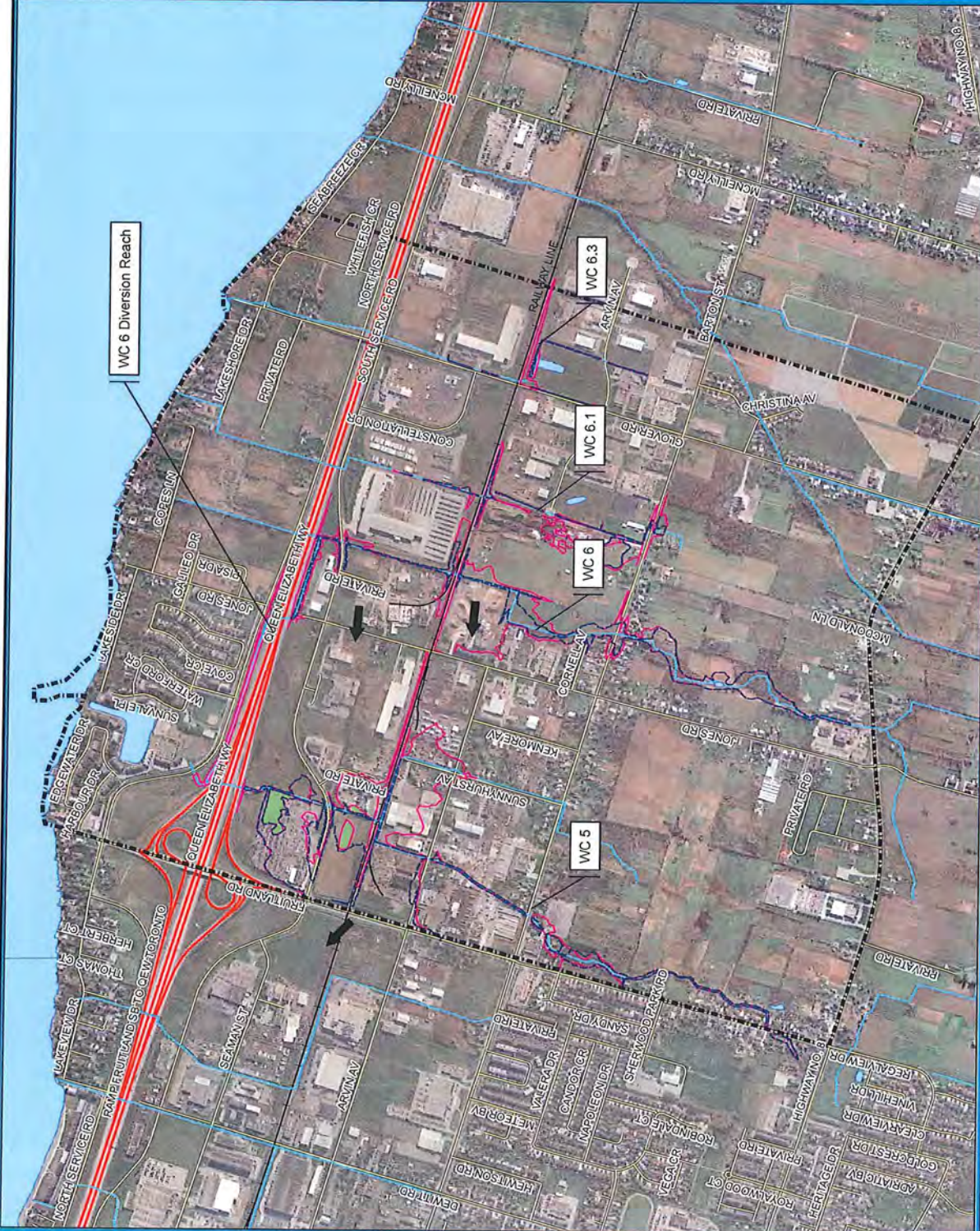


250 0 250 500
Meters

1:12,500

Project Name: Watercourse 5 & 6
Map Created By: KL
Date Created: 10/01/08
File Name: 110110 Figure 4 Flood
Conditions Floodplain Comparison

DILLON CONSULTING
1005 HURONTARIO ST. SUITE 200 MISSISSAUGA, ON L4Z 1R7
TEL: 905.270.8723 FAX: 905.270.8724



Appendix A
Culvert Inventory Spreadsheet
and Photo Inventory

Waterway Opening Dimensions

XING ID	Point/D/S	Point # U/S	Location	Type	Length (m)	Width (mm)	Height/Diameter (mm)	U/S Inv	D/S Inv	Comments
WCS-6	145	144	xing Hwy 8, west of Fruitland	Conc Box	37.7	1830.00	1440.00	94.23	94.44	XING not modelling
WCS-7	47	46	xing Fruitland, north of Hwy 8	Conc Box	32.7	1200.00	950.00	91.98	92.00	
WCS-6	32	7	xing Barton, east of Fruitland	Conc Box	20.3	1860	1035	85.23	85.23	u/s (south) entrance is limited by CSP opening (2080x1400)
WCS-5	5	6	xing Arvin, east of Fruitland	Conc Box	15.2	4300	1400	82.50	82.50	
WCS-4	40		xing CNR, east of Fruitland	Conc Box	11.1 (U/s,south)	1800	1540	81.14	n/a	
WCS-3	103	104	xing SouthService RD, east of Fruitland	extended section CIP conc struc	6.7 (U/s, north)	2230	1450	n/a	81.10	Armour stone wing walls, steel/wood bridge deck cast-in-place conc structure
WCS-2	30	28	xing OEW, plus ramps	CIP conc struc	27.2	3665	1400	80.16	80.14	
WCS-1	26	27	xing North Service RD	CIP conc struc	111.9	5000	1600	76.71	76.44	
WCS-7	143	43	xing Hwy 8, west of Jones	Conc Box	38.1	5000	1760	75.88	75.58	XING not modelling
WCS-6	34	35	xing Barton, east of Jones, twin culverts	Conc Box	95.50	2440.00	840.00	91.81	91.30	XING not modelling
WCS-5	33	36		East: CIP arch conc struc West: elliptical CSP	18.5	1250	1400	84.78	84.70	u/s extended with box CIP conc struct, d/s extended with CSP (1300x1000)
WCS-4	138	137	xing CNR, east of Jones	CSP	20.2	1880	1310	84.90	84.82	
WCS-3	2	1	xing SouthService RD, east of Jones	CIP conc struc	24.70	n/a	1150	82.08	81.97	
WCS-2	21		xing OEW	CIP conc struc	23.8	3050	1500	79.63	79.48	
WCS-1	25	24	xing North Service RD	CIP conc struc	2860	2860	1200			XING not modelling - flows diverted to WCS
WCS-16	10	9	Diversion culvert	Conc Box	71.00	3860	1100	78.53	77.84	XING not modelling - flows diverted to WCS
WCS-15	11	12	xing Barton, west of Glover	CSP	18.8	n/a	600	87.63	87.47	
WCS-14	39	38	xing Arvin, west of Glover	CSP	46.7	n/a	900	84.57	84.22	twin barrels? Need picture
WCS-13	23	19	xing CNR, west of Glover	Stone opening CIP conc struc	13.7	1000	650	81.96	81.99	open area for U/S; D/S open area is 880x900
WCS-12	?	?	xing SouthService RD, west of Glover	CIP conc struc	83.70	2440	1400	79.58	79.26	
WCS-11	?	?	xing OEW	Conc Box	?	2400	1800	?	?	XING not modelling
WCS-10	?	?	xing North Service RD	CIP conc struc	?	2440	1300	?	?	XING not modelling
WCS-9	17	20	xing SouthService RD, east of Constellation	elliptical CSP	95	1300	1500	79.05	79.05	XING not modelling
WCS-8	?	?	xing OEW	Conc Circular	?	n/a	1200	?	?	XING not modelling
WCS-7	?	?	xing North Service RD	CIP conc struc	?	1200	1200	?	?	XING not modelling
WCS-6	14	13	xing Arvin, east of Glover	PVC	25.2	n/a	730	86.8	86	inlet has 1220x630 DICB
WCS-5	16	15	xing CNR, east of Glover	cast iron pipe	12.6	n/a	750	83.62	83.54	
WCS-4	18	28	xing SouthService RD, east of Glover	CIP conc struc	94	1830	1200	79.22	78.59	
WCS-3	?	?	xing OEW	Conc culvert (open bottom)	?	1800	1200	?	?	XING not modelling
WCS-2	?	?	xing North Service RD	CIP conc struc	?	1850	900	?	?	XING not modelling

- Notes:
 1. Height measured from soffit to streambed
 2. Inverts based on survey data provided by City of Hamilton (drawing file: WaterCourse5-6.dgn)
 3. Lengths measured from survey drawing where possible

WATER COURSE No. 5 and 6 CLASS EA (Stoney Creek)

Lake Ontario

CONTRACT NO. PWA0002 (S)
DRAWING NO. 05-13

SHEET NO.
1 OF 6

DIMENSIONS SHOWN ON THIS PLAN ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.

CURVEY SIZES
CHECKED, AND PER
THE DESCRIPTIONS
ON FOLLOWING PAGES

DATE: OCT. 28/05

05-5152-
SK 02



ON HWY 8
185m x 14m
185m x 18m AS
some Box
CUMBER

AT 120m x 16m
some Box
CUMBER

DATE	10/28/05
SCALE	1:1000
PROJECT	WATER COURSE NO. 5 AND 6 CLASS EA
DRAWN BY	[Name]
CHECKED BY	[Name]
DATE	10/28/05

WATER COURSE No. 5 and 6
CLASS EA
Storm Water Study

CITY OF HAMILTON
Public Works Department

HWY. 8 B
HWY. 8 B
HWY. 8 B
some Box
CUMBER
24m x 8m
185m x 105m

Table 2.1 – Status Primary Watercourse Crossings (December 2006)

Crossing ID	Location	Crossing Type and Opening Size	MDP Recommendation	MDP Recommendation Status	QEWDR Recommendation	QEWDR Recommendation Status	Hydraulic Assessment*	Structural Inspection and Visual Observations	Structural Recommendations
WCS-6	Barton St	Non-rigid frame concrete culvert at north end with opening 1860 mm wide by 1035mm high from soffit to streambed <ul style="list-style-type: none"> • CSF at south end 2060 mm x 1400 mm • Culvert built in 1934 	Replace/upsized culverts	Not implemented	Beyond study	n/a	Q ₁₀₀ not conveyed Flooding Problems	<ul style="list-style-type: none"> • Soffit deteriorated with rust from reinforcing steel • west wall is honeycombed and there is a void approx. 1m wide x 300mm high to a minimum depth of 270mm • Barrel generally in good condition. • Two areas of delamination on soffit near the south end (~1.5m²) • no cover over culvert, asphalt roadway an handrail at each end of culvert • Silted in 	<ul style="list-style-type: none"> • Replacement
WCS-5	Arvin St	Pre-cast concrete culvert <ul style="list-style-type: none"> • opening 4300mm wide by 1290mm high • Length 15.06m 	Lower/underpin culvert	Not implemented	Beyond study	n/a	Q ₁₀₀ not conveyed Flooding Problems	<ul style="list-style-type: none"> • Three areas of delamination on the soffit (~7.4m²) • Wide crack on soffit and walls with exposed rebar on soffit at 15.2m from south end. • L-etching crack at 24.6m from south end. • North end of culvert has chipped corner 470mm x 200mm. 	<ul style="list-style-type: none"> • Repair of deteriorated concrete possible with replacement of 1.5m wide section at 15.2m from south end and waterproofing.
WCS-4	CNR	South 11.1m length of culvert directly under railway tracks consists of armour stone walls with steel and concrete top slab. Opening dimensions, 1800mm wide by 1540mm high from soffit to streambed <ul style="list-style-type: none"> • North 6.7 m of culvert is a cast-in-place concrete box, with opening dimensions, 2230 mm wide and 1450 mm high from soffit to streambed. 	Replace/upsized culverts	Not implemented	Beyond study	n/a	Q ₁₀₀ not conveyed Flooding Problems	Good condition	<ul style="list-style-type: none"> • n/a
WCS-3	SSR	Non-rigid frame, cast-in-place concrete. <ul style="list-style-type: none"> • Opening dimensions, 2665 mm wide by 1400 mm high from soffit to streambed. • Approximately 27° skew. • Total length of culvert 27.4m 	Lower/underpin culvert	Not implemented	Beyond study	n/a	Q ₁₀₀ not conveyed Flooding Problems	<ul style="list-style-type: none"> • Three areas of delamination on the soffit (~7.4m²) • Wide crack on soffit and walls with exposed rebar on soffit at 15.2m from south end. • L-etching crack at 24.6m from south end. • North end of culvert has chipped corner 470mm x 200mm. 	<ul style="list-style-type: none"> • Repair of deteriorated concrete possible with replacement of 1.5m wide section at 15.2m from south end and waterproofing.
WCS-2	QEW (including ramps)	Cast-in-place concrete culvert constructed 1994. <ul style="list-style-type: none"> • Opening dimensions, 3000 mm wide by 1600 mm high from soffit to streambed. 	Replace/upsized culverts	Not implemented	Replace/upsized culvert	Implemented	Q ₁₀₀ conveyed	Good Condition	<ul style="list-style-type: none"> • n/a
WCS-1	NSR	Cast-in-place concrete box culvert <ul style="list-style-type: none"> • Opening dimensions, 3000 mm wide by 1760 mm high. 	Provide additional culvert	Not implemented	Provide additional culvert	Not implemented	Q ₁₀₀ not conveyed***	Good Condition	<ul style="list-style-type: none"> • n/a
	Marina Outlet	Two concrete box culverts <ul style="list-style-type: none"> • Opening dimensions, 3970mm by 1200 mm • Opening dimensions, 1520mm x 850mm 	No recommendation	n/a	No recommendation	n/a	Q ₁₀₀ not conveyed****	Good Condition	<ul style="list-style-type: none"> • n/a

Table 2.1 – Status Primary Watercourse Crossings (December 2016)

Crossing ID	Location	Crossing Type and Opening Size	MDP Recommendation	MDP Recommendation Status	QEWDR Recommendation	QEWDR Recommendation Status	Hydraulic Assessment	Structural Inspection and Visual Observations	Structural Recommendations
WC6-6	Barton St	<ul style="list-style-type: none"> Two existing culverts side by side with west culvert a CSP and the east culvert a cast-in-place concrete culvert with CSP at the north end. West CSP culvert opening is 1880mm wide and 1310mm high. East concrete culvert opening is 1250mm wide and 1400mm high. The original concrete culvert was extended with a non-rigid-frame at the south end and also extended at the north end with a CSP (1390mm by 1000mm) placed under the sidewalk. Total length of culvert 18.5m. 	Replace/upsizes culverts	Not implemented	Beyond study	n/a	<ul style="list-style-type: none"> Q₁₀₀ not conveyed Flooding Problems 	<ul style="list-style-type: none"> Original concrete culvert deteriorated. CSP culvert has a bulge at the north end under the sidewalk (one CSP section wide by approximately 1.5m long). 	Replacement
WC6-5		<ul style="list-style-type: none"> CSP culvert Opening dimensions 1150mm diameter 	Replace/upsizes culverts	Could not confirm	Beyond study	n/a	<ul style="list-style-type: none"> Q₁₀₀ not conveyed Flooding Problems 	Good Condition	n/a
WC6-4	SSR	<ul style="list-style-type: none"> Concrete cast-in-place non-rigid frame culvert Opening dimensions, 3050mm wide by 1500mm high Total length of culvert 23.8m 	Lower/underpin culvert	Not implemented	Beyond study	n/a	<ul style="list-style-type: none"> Q₁₀₀ not conveyed Flooding Problems 	<ul style="list-style-type: none"> Two locations with narrow leaning cracks on soffit and walls. At 9.1m from north end rebar is exposed the full width of the soffit with a leaning crack on both walls and delamination 300mm wide. 	<ul style="list-style-type: none"> Repair of deteriorated concrete possible with 1m wide replacement at 9.1m from north end and waterproofing
WC6-3	QEW	<ul style="list-style-type: none"> Concrete cast-in-place culvert. Opening dimensions, 3860mm wide by 1130mm height from soffit to streambed. 	No recommendation**	n/a	No recommendation**	n/a	n/a	Good Condition	n/a
WC6-2	NSR	<ul style="list-style-type: none"> Concrete box culvert Opening dimensions 2960 mm by 1100mm 	No recommendation**	n/a	No recommendation**	n/a	n/a	No Inspection since flow diverted to WC 5.0	n/a
WC6-1	Division Culvert 1	<ul style="list-style-type: none"> Concrete box culvert Opening dimensions 3970mm by 1200mm 	Not existing at time of study	Implemented after the study	Not existing at time of study	Implemented after the study	Q ₁₀₀ conveyed	Good Condition	n/a
	Cope's Ln	<ul style="list-style-type: none"> Concrete Pipe 1000mm in diameter 	No recommendations**	n/a	No recommendations**	n/a	Conveys minor system flows	Good Condition	n/a

Notes:

- n/a not applicable
- * Hydraulic assessment based on FDRP mapping (0.9m year flow) with the exception as noted ***
- ** Improvements not required since diversion recommended
- *** Includes diversion of WCS.1 and WC6.0 to WCS.0

Table 2.3 – Status Secondary Watercourse Crossings (June 2007)

Crossing ID	Location	Crossing Type and Opening Size	MDP Recommendation	MDP Recommendation Status	QEWDR Recommendation	QEWDR Recommendation Status	Hydraulic Assessment	Structural Analysis/ Visual Inspection	Structural Recommendations
WC6.1-6	Barton St	<ul style="list-style-type: none"> 600mm diameter CSP under sidewalk and Barton Street Overall length of CSP under Barton St 15.0m 	Beyond Study Area	n/a	Beyond Study Area	n/a	Q ₁₀₀ not conveyed	<ul style="list-style-type: none"> Generally good condition Slight deformation in CSP under Barton Street at approximately 7/8 length from each end 	n/a
WC6.1-5	Arvin St	<ul style="list-style-type: none"> At outlet, two 300mm diameter CSP with 300mm thick endwall and wingwalls at 45° Northeast CSP outlet skewed goes to manhole in centre of Arvin Ave. At inlet, single 900mm diameter CSP with 250mm thick endwall and wingwalls at 30°. Overall culvert length 46.50m 	No Recommendations**	n/a	Beyond Study Area	n/a	Q ₁₀₀ not conveyed	<ul style="list-style-type: none"> Concrete in good condition Outlets almost fully submerged Watercourse recently cleaned at outlet 	n/a
WC6.1-4	CNR	<ul style="list-style-type: none"> At outlet, 885mm x 900mm stone opening with armour stone end walls At inlet, 650mm x 1000mm stone opening with armour stone end walls. Overall culvert length 13.59m 	No Recommendations**	n/a	Beyond Study Area	n/a	Q ₁₀₀ not conveyed	<ul style="list-style-type: none"> Stone in good condition 	n/a
WC6.1-3	SSR	<ul style="list-style-type: none"> Opening dimensions 2440m m x 1400mm Non-rigid frame, cast-in-place concrete culvert 	No Recommendations**	n/a	Replace and connect culverts	Implemented	Q ₁₀₀ conveyed	<ul style="list-style-type: none"> No access to culvert outlet Generally in good condition Concrete spalled at southeast corner 150mm x 150mm Concrete soiling at southwest face Silted through full length 	Should be cleaned
WC6.1-2	QEW	<ul style="list-style-type: none"> Concrete box culvert Opening dimensions 2400mm x 1800mm 	No Recommendations**		Replace and connect culverts	Implemented	Q ₁₀₀ conveyed	<ul style="list-style-type: none"> NSR, QEW and SSR culverts connected together Condition could not be determined Unknown obstruction transverse through culvert at approximate mid-length of connected culverts 	Should be cleaned
WC6.1-1	NSR	<ul style="list-style-type: none"> Opening dimensions 2440m m x 1400mm Non-rigid frame, cast-in-place concrete culvert 	No Recommendations**		Replace and connect culverts	Implemented	Q ₁₀₀ conveyed	<ul style="list-style-type: none"> No access to culvert inlet Generally in good condition. Culvert silted through for full length. 	Should be cleaned
WC6.2-3	SSR	<ul style="list-style-type: none"> Oval Pipe Opening 1500mm x 1300mm 370mm thick wingwalls and endwall at 45° skew to CSP 	Replace/upsize culvert	Not Implemented	Replace and connect culverts	Not Implemented	Q ₁₀₀ conveyed Bridgeport Assessment Scimitation may limit conveyance d/s invert > u/s invert	<ul style="list-style-type: none"> No access to culvert outlet Distress in side of CSP at inlet Unable to see through culvert Concrete in good condition 	Should be cleaned

Table 2.3 – Status Secondary Watercourse Crossings (June 2007)

Crossing ID	Location	Crossing Type and Opening Size	MDP Recommendation	MDP Recommendation Status	QEWDR Recommendation	QEWDR Recommendation Status	Hydraulic Assessment	Structural Analysis/ Visual Inspection	Structural Recommendations
WC6.2-2	QEW	Concrete culvert • 1200mm dia	Replace/upsized culvert	Not Implemented	Replace and connect culverts	Not Implemented	<ul style="list-style-type: none"> • Q_{100} conveyed • Bridgeport Assessment • Sedimentation may limit conveyance • d/s invert > u/s invert 	<ul style="list-style-type: none"> • No Access - condition could not be determined • Unknown obstruction transverse through culvert at approximate mid-length of connected culverts 	<ul style="list-style-type: none"> • Should be cleaned
WC6.2-1	NSR	<ul style="list-style-type: none"> • Opening dimensions 1200mm x 1200mm • Non-rigid frame, cast-in-place concrete culvert 	Replace/upsized culvert	Not Implemented	Replace and connect culverts	Not Implemented	<ul style="list-style-type: none"> • Q_{100} conveyed • Bridgeport Assessment • Sedimentation may limit conveyance • d/s invert > u/s invert 	<ul style="list-style-type: none"> • No access to culvert inlet • Generally in good condition • Concrete spalled at northeast and northwest corners 450mm x 200mm • Culvert heavily silted 	<ul style="list-style-type: none"> • Should be cleaned
WC6.3-5	Arvin St	<ul style="list-style-type: none"> • 750mm dia PVC pipe • At inlet, 1220mm x 630mm D/CBE • At outlet, 225mm thick endwall and wingwalls at 45° • Overall culvert length 24.30m 	No Recommendations**	n/a	Beyond Study Area	n/a	<ul style="list-style-type: none"> • Q_{100} not conveyed (existing) 	<ul style="list-style-type: none"> • Concrete in good condition 	<ul style="list-style-type: none"> • n/a
WC6.3-4	CNR	<ul style="list-style-type: none"> • 750mm dia end from pipe with armour stone end walls • Overall culvert length 12.7m 	No Recommendations**	n/a	Beyond Study Area	n/a	<ul style="list-style-type: none"> • Q_{100} not conveyed (existing) 	<ul style="list-style-type: none"> • Stone in good condition 	<ul style="list-style-type: none"> • n/a
WC6.3-3	SSR	<ul style="list-style-type: none"> • Non-rigid frame, cast-in-place concrete culvert • Opening dimensions 1830mm x 900mm 	No Recommendations**	n/a	Connect to QEW culvert	Implemented	<ul style="list-style-type: none"> • Q_{100} conveyed 	<ul style="list-style-type: none"> • No access to outlet • Generally in good condition • Minor spalled concrete at end of culvert 	<ul style="list-style-type: none"> • n/a
WC6.3-2	QEW	<ul style="list-style-type: none"> • Open concrete culvert • Opening dimensions 1830mm x 1200mm 	No Recommendations**	n/a	Replace QEW culvert and connect to SR culverts	Implemented	<ul style="list-style-type: none"> • Q_{100} conveyed 	<ul style="list-style-type: none"> • No access to culvert outlet • Unknown obstruction transverse through culvert at approximate mid-length of connected culverts 	<ul style="list-style-type: none"> • Should be cleaned
WC6.3-1	NSR	<ul style="list-style-type: none"> • Opening dimensions 1830mm x 900mm • Non-rigid frame, cast-in-place concrete culvert 	No Recommendations**	n/a	Connect to QEW culvert	Implemented	<ul style="list-style-type: none"> • Q_{100} conveyed 	<ul style="list-style-type: none"> • No access to culvert outlet • Generally in good condition • Minor spalled concrete at end of culvert • Kink in alignment at ROW of QEW • Culvert heavily silted 	<ul style="list-style-type: none"> • Should be cleaned

Notes:
n/a – not applicable since no recommendations made
* Hydraulic assessments based on previous studies where available and CouvertMaster analysis using MDP flows
** No analysis undertaken for proposed/new Bridgeport crossings
*** No recommendations for crossings on WC 6.1 and WC 6.3 since diversion proposed

City of Hamilton Class EA for Watercourse 5 and Watercourse 6
Table G.1 Watercourse Crossings Upgrades

Watercourse 5.0 (Main Branch) and Watercourse 6.0

Crossing ID	Location	Crossing Description	Crossing Dimensions (m)	Existing Culvert Hydraulic Assessment	Previous Recommendation	Proposed Culvert Hydraulic Assessment**		New Recommendation	Proposed Culvert Hydraulic Assessment**	
						Flow (cms)	HW Elevn (m)		Flow (cms)	HW Elevn (m)
WC5-6	Barton Street N Barton Street S	Box CSP	1.85 m x 1.0 m 2.05 m x 1.4 m	Q ₁₀₀ not conveyed Flooding Problems	Replace with 2.4 x 1.5 m box invert u/s 82.79	16.00	86.61	Replace with 2.4 x 1.5 m box Lower Invert u/s 82.79	16.00	86.61
WC5-5	Avin Street	Box	4.3 m x 1.25 m	Q ₁₀₀ not conveyed Flooding Problems	Lower culvert - 4.3 m x 3.0 m invert u/s 80.69	17.29	83.2	Replace with 3.6 x 2.1 m box Lower Invert u/s 80.69 m	17.29	83.2
WC5-4	CNR	Box	2.1 m x 1.45 m and 1.8 m x 1.54 m	Q ₁₀₀ not conveyed Flooding Problems	replace with 3.0 m x 1.5 m box invert u/s 79.52	15.14	82.00	Replace with 3.0 m x 1.5 m box Lower Invert u/s 79.52	15.14	82.00
WC5-3	SSR	Box	3.60 m x 1.35 m	Q ₁₀₀ not conveyed Flooding Problems	Lower culvert - 3.6 m x 2.86 m invert u/s 78.36	21.42	81.5	Replace with 3.6 m x 2.86 m Lower Invert u/s 78.36	21.42	81.5
WC5-1	NSR Marina Outlet	Box 2 Box	5.0 m x 1.8 m 2.4 m x 1.5 m	Q ₁₀₀ not conveyed* Q ₁₀₀ not conveyed*	Add 2.1 m x 1.8 m cell none	37.86	78.66	Add 3.6 m x 1.8 m cell invert u/s 79.96 m none	37.86	78.66
WC6-6	Barton Street S Barton Street N	CSP CSP	1.88 m x 1.3 m 1.88 m x 1.3 m	Q ₁₀₀ not conveyed Flooding Problems	Replaces with 1.8 x 1.2 m box invert u/s 83.20	14.22	85.61	Replace with 1.8 x 1.2 m box Lower Invert u/s 83.20	14.22	85.61
WC6-5	CNR	CSP	1.15 m dia	Q ₁₀₀ not conveyed Flooding Problems	Replace with 3.0 m x 1.8 m box invert u/s 80.10	27.50	83.66	Replace with 3.0 m x 1.8 m box Lower Invert u/s 80.10	27.50	83.66
WC6-4	SSR	Box	3.05 m x 1.5 m	Q ₁₀₀ not conveyed Flooding Problems	Lower culvert - 3.05 m x 1.81 m invert u/s 79.14	13.82	80.83	Replace with 3.6 m x 1.5 m Lower Invert u/s 78.90	13.82	80.83

* Includes diversion of WC5.1 and WC6.0 to WC5.0

**Channel works also required to ensure proper drainage - need to plot existing/proposed profile

***CulvertMaster modelling

OK size - flows conveyed

new size req'd to convey flows/eliminate flooding

City of Hamilton Class EA for Watercourse 5 and Watercourse 6
Table G.2 Watercourse Crossings Upgrades
Watercourse 6.1

Crossing ID	Location	Crossing Description	Crossing Opening Dimensions	Crossing Length (m)	UIS Invert Elevation (m)	D/S Invert Elevation (m)	Road Crest Elevation (m)	Tailwater Elevation (m)	Hydraulic Assessment	Proposed Culvert	Proposed Culvert Hydraulic Assessment**	
											Flow (cms)	HW Elevn (m) 100 yr
WCS.1-6	Barton Street	CSP	600mm dia	18.1	87.55	87.51	89.75	89.11	Q ₁₀₀ not conveyed	Replace with 2.1 x 0.81 box Lower Invert u/s 86.80 m	1.17	87.65
WCS.1-5	Arvin Street S	Conc. Pipe	900 mm dia									
	Arvin Street N	Two Conc. Pipe	1.0 m dia	45.0	84.76	84.42	86.75	85.32	Q ₁₀₀ existing not conveyed	Replace with 2.1 x 1.2 box Lower Invert u/s 84.76 m	3.15	85.86
WCS.1-4	CNR	Block	0.9 m x 1.05 m	18.0	81.83	81.69	84.00	82.93	Q ₁₀₀ existing not conveyed	Replace with 1.35 m dia Lower Invert u/s 81.88 m d/s 81.80 m	4.17	83.95

Watercourse 6.3

Crossing ID	Location	Crossing Description	Crossing Opening Dimensions	Crossing Length (m)	UIS Invert Elevation (m)	D/S Invert Elevation (m)	Road Crest Elevation (m)	Tailwater Elevation (m)	Hydraulic Assessment	Proposed Culvert	Proposed Culvert Hydraulic Assessment**	
											Flow (cms)	HW Elevn (m) 100 yr
WCS.3-5	Arvin Street S	D/CB	1.53 m x 0.97m									
	Arvin Street N	Circ pipe	750 mm dia	24.4	86.11	86.02	87.64	86.72	Q ₁₀₀ existing not conveyed	Replace with 2.1 x 0.9 m box Lower Invert u/s 85.59 m d/s 85.40	1.58	86.39
WCS.3-4	CNR	Circ pipe	750 mm dia	15.0	83.65	83.60	85.70	84.35	Q ₁₀₀ existing not conveyed	Replace with 2.1 x 0.9 m box Lower Invert u/s 83.60 m d/s 83.50	2.63	84.61

Watercourse 6.2

Crossing ID	Location	Crossing Description	Crossing Opening Dimensions	Recommendation Status	Hydraulic Assessment	Previous Recommendation (MTO)	Crossing Length (m)	UIS Invert Elevation (m)	D/S Invert Elevation (m)	SSR Road Crest Elevation (m)	Proposed Culvert Hydraulic Assessment**	
											Flow (cms)	HW Elevn (m) 100 yr
WCS.2-3	SSR	Oval Pipe	1.5 m x 1.3 m	Not Implemented	Q ₁₀₀ conveyed (no Freeboard)							
WCS.2-2	QEW	Culvert	1200 mm dia	Not Implemented	Q ₁₀₀ conveyed (no Freeboard)	1.8 m x 1.2 m box Regrade Inverts u/s 78.4 m, d/s 78.2	94	78.4	78.2	80.89	5.41	80.6
WCS.2-1	NSR	Box Culvert	1.2 m x 1.2 m	Not Implemented	Q ₁₀₀ conveyed but sedimentation may limit conveyance (no Freeboard)							

No analysis undertaken for proposed/new Bridgeport crossings
Hydraulic Analysis based on a combination of previous studies and CulvertMaster analysis
Proposed culvert analysis using CulvertMaster
Assumed lengths or estimated based on FPM
Road elevation not available therefore estimated by adding 0.5 m to Top Elevation provided by City

Photo 27: Watercourse 5, North Service Rd crossing (downstream looking south)



Photo 26: Watercourse 5, North Service Rd crossing (upstream looking north)



Photo 28: Watercourse 5, QEW crossing (downstream looking south)



Photo 30: Watercourse 5, QEW crossing (upstream looking north)



Photo 3: Watercourse 5, South Service Rd crossing (downstream looking south)



Photo 4: Watercourse 5, South Service Rd crossing (upstream looking north)



Photo 40: Watercourse 5, CN Rail crossing (downstream looking south)



Photo 5: Watercourse 5, Arvin Ave crossing (downstream looking south)



Photo 6: Watercourse 5, Arvin Ave crossing (upstream looking north)



Photo 7: Watercourse 5, Barton St crossing (downstream looking south)



Photo 6: Watercourse 5, Arvin Ave crossing (upstream looking north)



Photo 7: Watercourse 5, Barton St crossing (downstream looking south)



Photo 31 : Watercourse 5, Barton St crossing (upstream looking north)



Photo 47: Watercourse 5, Fruitland Rd crossing (downstream looking west)



Photo 18: Watercourse 6.3, South Service Rd crossing (upstream looking north)



Photo 15: Watercourse 6.3, CN Rail crossing (downstream looking south)



Photo 46: Watercourse 5, Fruitland Rd crossing (upstream looking east)



Photo 39: Watercourse 6.1, CN Rail crossing (downstream looking south)



Photo 38: Watercourse 6.1, CN Rail crossing (upstream looking north)



Photo 9: Watercourse 6.1, Barton St crossing (downstream looking south)



Photo 10: Watercourse 6.1, Barton St crossing (upstream looking north)



Photo 29: Watercourse 6.3, North Service Rd crossing (downstream looking south)



Photo 16: Watercourse 6.3, CN Rail crossing (upstream looking north)



Photo 13: Watercourse 6.3, Arvin Ave crossing (downstream looking south)



Photo 14: Watercourse 6.3, Arvin Ave crossing (upstream looking north)



Appendix B
SCUBE West Flow Data

**SCUBE West Study
Preliminary Flows**

Location	Flows					
	2	5	10	20	50	100
Watercourse 5.0						
Highway 8	0.93	1.53	2.08	2.77	4.31	6.05
Barton Street	1.31	2.16	2.93	3.86	5.42	6.9
Arvin Ave	1.56	2.53	3.4	4.43	6.23	8.82
CNR (total)	2.17	3.5	4.66	6	8.14	10.3
South Service Road	2.52	4	5.25	6.67	8.89	11
QEW (total)	2.89	4.54	5.9	7.43	9.8	11.9
North Service Road	5.06	8.05	10.6	13.5	18	23.9
Lake Ontario	5.06	8.05	10.6	13.5	18	23.9

Watercourse 6.0						
Barton Street	1.12	1.86	2.54	3.39	5.21	7.98
CNR	1.58	2.6	3.52	4.62	6.45	9.2
South Service Road	1.72	2.82	3.81	4.99	6.94	8.79
QEW/Diversion	1.72	2.82	3.81	4.99	6.94	8.79
North Service Rd/Lake Ontario	0.11	0.17	0.22	0.27	0.34	0.4

Watercourse 6.1						
Barton Street	0.16	0.25	0.31	0.38	0.48	0.4
Arvin Ave						
CNR	0.44	0.69	0.88	1.09	1.39	1.64
South Service Road	0.66	1.04	1.34	1.66	2.14	2.55
QEW	0.66	1.04	1.34	1.66	2.14	2.55
North Service Rd/Lake Ontario	0.9	1.41	1.81	2.24	2.88	3.42

Watercourse 6.2						
South Service Rd	0.16	0.24	0.31	0.38	46	0.56
QEW	0.16	0.24	0.31	0.38	46	0.56
North Service Rd/Lake Ontario	0.23	0.35	0.45	0.54	0.69	0.8

Watercourse 6.3						
Arvin Road	0.16	0.26	0.34	0.43	0.57	0.7
CNR	0.16	0.26	0.34	0.43	0.57	0.7
South Service Road	0.36	0.57	0.74	0.92	1.2	1.43
QEW	0.36	0.57	0.74	0.92	1.2	1.43
North Service Rd/Lake Ontario	0.6	0.93	1.19	1.47	1.87	2.2
Lake Ontario	0.6	0.93	1.19	1.47	1.87	2.2

Watercourse 7.0						
HWY 8	1.04	1.67	2.23	2.88	3.94	4.92
Conference (West) - South of Barton St	1.26	2.02	2.69	3.46	5.56	8.3
HWY 8	0.63	1.1	1.6	2.29	3.63	5.11
Conference (East) - South of Barton St	1.1	1.81	2.48	3.31	4.76	6.18
Conference (Total) - South of Barton St	2.36	3.83	5.15	6.75	10.9	16.9
CNR	2.64	4.27	5.73	7.48	11.2	16.7
QEW	3.52	5.65	7.49	9.63	13.1	18
Lake Ontario	3.66	5.84	7.7	9.86	13.3	18.5

Watercourse 7.2						
CNR	0.32	0.5	0.65	0.8	1.04	1.25
QEW/Diversion	0.48	0.76	0.99	1.24	1.62	1.95
Lake Ontario	0.094	0.14	0.18	0.21	0.26	0.3

Interpolated Flow Values

Reach	River Sta	Q Total (m3/s)	
wc5	2388.964	6.9	
wc5	2290	7.08	103%
wc5	2255	7.14	103%
wc5	2221	7.20	104%
wc5	2198	7.24	105%
wc5	2150	7.33	106%
wc5	2068.437	7.48	108%
wc5	2044.707	7.52	109%
wc5	1986.134	7.62	110%
wc5	1901.03	7.76	113%
wc5	1874.583	7.82	113%
wc5	1845.237	7.88	114%
wc5	1801.453	7.96	115%
wc5	1693.967	8.16	118%
wc5	1602.883	8.31	120%
wc5	1537.467	8.43	122%
wc5	1471.795	8.55	124%
wc5	1439.675	8.61	125%
wc5	1320.692	8.82	128%
wc5	1316.508	8.84	100%
wc5	1291.617	8.94	101%
wc5	1288.054	8.95	101%
wc5	1225.493	8.20	104%
wc5	1157.869	9.47	107%
wc5	1131.031	9.58	108%
wc5	1112.568	9.66	109%
wc5	1071.48	9.82	111%
wc5	1034.499	9.97	113%
wc5	1013.774	10.05	114%
wc5	951.897	10.3	117%
wc5	942.8867		
wc5	931		
wc5	918.3739		
wc5	815.3577		
wc5	680.8133	11	107%
wc5	678.6898		
wc5	685		
wc5	680		
wc5	651.8919		
wc5	648.3854		
wc5	553.6066		
wc5	521.5115		
wc5	518.7136	11.9	108%
wc5	487.5449		
wc5	484.1848		
wc5	381.2556		
wc5	359.8282		
wc5	304.0528		
wc5	250		
wc5	230		
wc5	200		
wc5	170		

Reach	River Sta	Q Total (m3/s)	
wc6.1	1815.549	1.64	
wc6.1	1791.246	1.67	102%
wc6.1	1788.428	1.68	102%
wc6.1	1767.8	1.71	104%
wc6.1	1765.227	1.71	104%
wc6.1	1618.352	1.92	117%
wc6.1	1549.359	2.01	123%
wc6.1	1423.36	2.19	134%
wc6.1	1420.606	2.19	134%
wc6.1	1368.765	2.27	138%
wc6.1	1366.013	2.27	138%
wc6.1	1346.971	2.30	140%
wc6.1	1273.903	2.40	146%
wc6.1	1166.891	2.55	155%
wc6.1	1163.643		
wc6.1	1145.92		
wc6.1	1141.721		
wc6.1	1024.484		
wc6.1	953.3816		
wc6.1	915.3637		
wc6.1	860.6113		

wc6.3	1400.84	0.7	
wc6.3	1381.23	0.73	105%
wc6.3	1378.633	0.74	106%
wc6.3	1350.769	0.79	113%
wc6.3	1348.373	0.79	113%
wc6.3	1290.277	0.90	128%
wc6.3	1100	1.24	177%
wc6.3	991.783	1.43	204%
wc6.3	990.071		
wc6.3	975.2448		
wc6.3	973.5334		
wc6.3	910.8146		
wc6.3	887.1168		
wc6.3	814.7598		
wc6.3	777.7424		
wc6.3	610.3315		

wc6	2457.382	7.98	
wc6	2408.849	8.05	101%
wc6	2359.898	8.12	102%
wc6	2308.859	8.19	103%
wc6	2232.182	8.30	104%
wc6	2193.265	8.36	105%
wc6	2135.859	8.44	106%
wc6	2086.869	8.50	107%
wc6	2000	8.64	108%
wc6	1893.02	8.79	110%
wc6	1785.033	8.95	112%
wc6	1657.344	9.13	114%
wc6	1611.292	9.2	115%
wc6	1608.895		
wc6	1587.12		
wc6	1584.698		
wc6	1501.817		
wc6	1414.079		
wc6	1334.03		
wc6	1037.318		
wc6	947.3374		
wc6	940	6.79	96%
wc6	910.4732		
wc6	900		
wc6	801.4135		
wc6	730.3979		
wc6	634.0483		
wc6	586.5527		
wc6	564.4214		
wc6	535.9677		
wc6	533.8168		
wc6	502.0328		
wc6	480		
wc6	400		
wc6	350		
wc6	330		
wc6	300		
wc6	280		
wc6	250		
wc6	200		
wc6	150		
wc6	100		
5&6combin	50		
5&6combin	40		
5&6combin	30		
5&6combin	20		

SCUBE West

Subwatershed Study - Phase 1

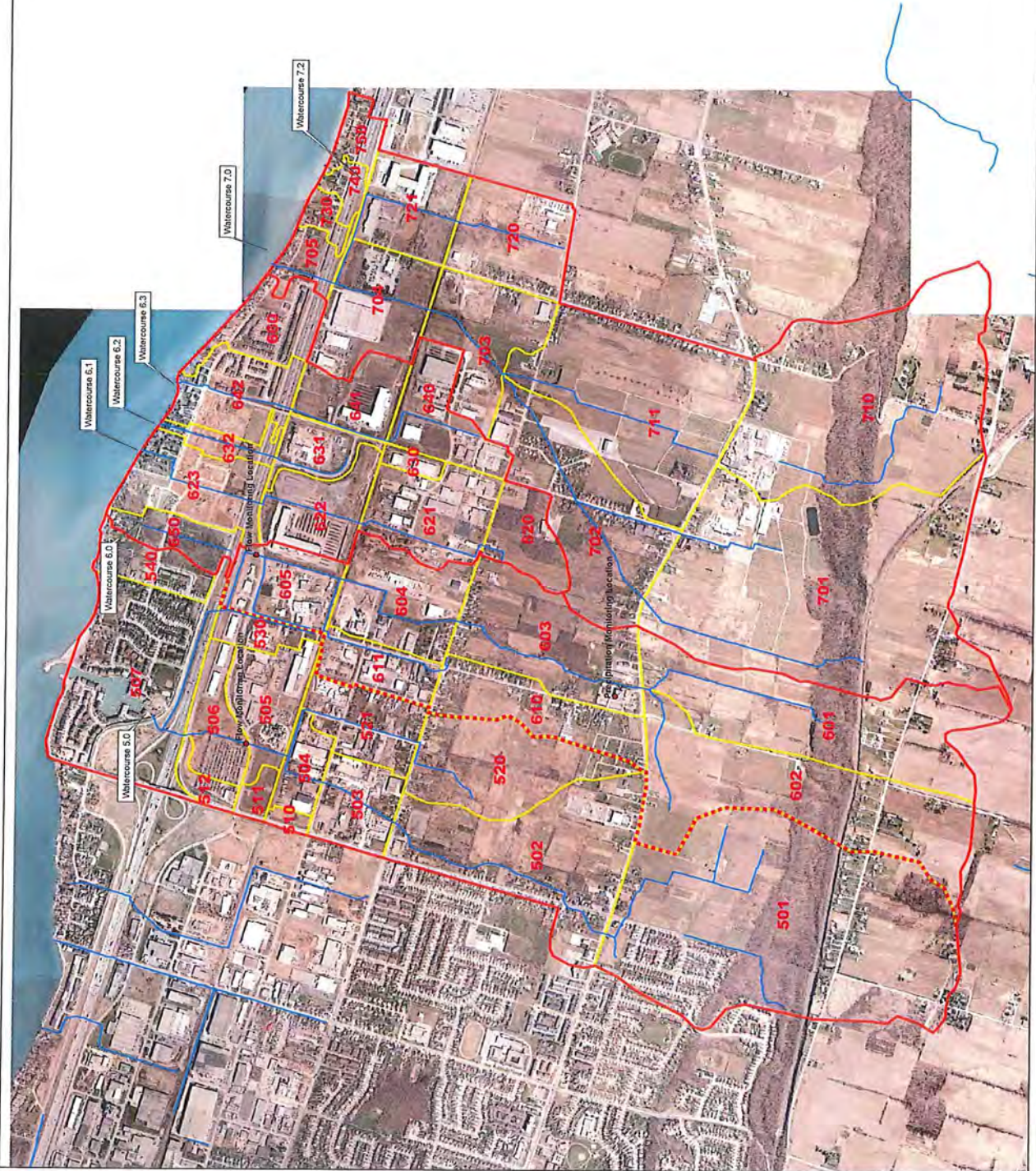
Legend

- SCUBE WEST SUBWATERSHED
- STORM SEWER
- WATERCOURSE
- MONITORING STATIONS

Scale: N.T.S.

Figure 3.3.1

Hydrologic Model Setup



Ontario
 Ministry of
 Natural
 Resources

Scale
 02 17 6080 47870

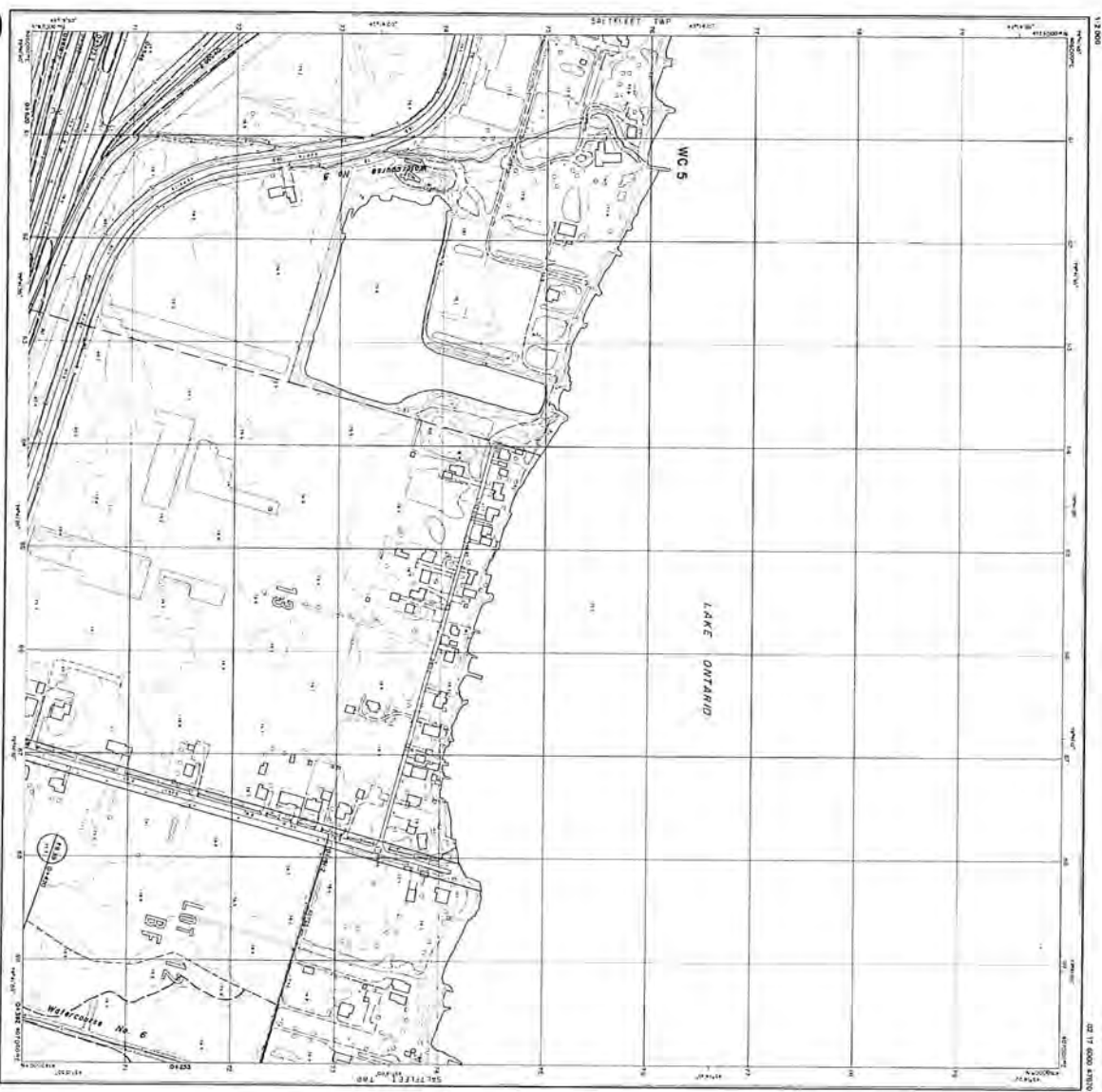
VERTICAL SCALE
 1:1000 CONSULT

SCALE 1:2000 CONSULT

CONTOUR INTERVAL, 10 METERS (ELEVATIONS, SEE COMMENTS ON DRAWING IN METERS)
 NORTH AMERICAN DATUM 83

NOTE:
 1. ALL WATER FLOOD RISK AREAS ARE BASED ON THE 100 YEAR FLOOD RETURN PERIOD. EXCEEDING THIS PERIOD WILL INCREASE THE FLOOD RISK. THIS MAP IS NOT TO BE USED FOR DESIGN OR CONSTRUCTION PURPOSES.

Additional sheets:
 02 17 6080 47870
 02 17 6080 47871
 02 17 6080 47872
 02 17 6080 47873
 02 17 6080 47874
 02 17 6080 47875
 02 17 6080 47876
 02 17 6080 47877
 02 17 6080 47878
 02 17 6080 47879
 02 17 6080 47880



DATE	DESCRIPTION / REVISION

ONARIO REGULATION NO.
 NO. DU RÈGLEMENT DE L'ONTARIO

SCHEDULE NO.
 CÉDULE NO.

MAP NO.
 CARTE NO.

DATE
 SHEET NO. 9 of 37

110 BARNES LIMITED SURVEYORS
 110 BARNES LIMITED SURVEYORS
 110 BARNES LIMITED SURVEYORS

PHILIPS
 PHILIPS
 PHILIPS

PHILIPS
 PHILIPS
 PHILIPS

GENERAL NOTE:
 This map was prepared under the authority of the
 Ontario Planning Act, R.S.O. 1990, Chapter P.22,
 and the Ontario Planning Act, R.S.O. 1990, Chapter P.22,
 and the Ontario Planning Act, R.S.O. 1990, Chapter P.22.

REGULATIONS CHARGES:
 This map was prepared under the authority of the
 Ontario Planning Act, R.S.O. 1990, Chapter P.22,
 and the Ontario Planning Act, R.S.O. 1990, Chapter P.22,
 and the Ontario Planning Act, R.S.O. 1990, Chapter P.22.



LEGEND / LEGENDE

100 Year Flood Risk Area
 100 Year Flood Risk Area
 100 Year Flood Risk Area

50 Year Flood Risk Area
 50 Year Flood Risk Area
 50 Year Flood Risk Area

25 Year Flood Risk Area
 25 Year Flood Risk Area
 25 Year Flood Risk Area

10 Year Flood Risk Area
 10 Year Flood Risk Area
 10 Year Flood Risk Area

Environment Canada
 Environnement Canada

Ministry of Natural Resources
 Ministère des Ressources naturelles

CANADA - ONTARIO FLOOD DAMAGE REDUCTION PROGRAM
 PROGRAMME CANADIEN D'ÉVALUATION DES DOMMAGES
 PAR INONDATION

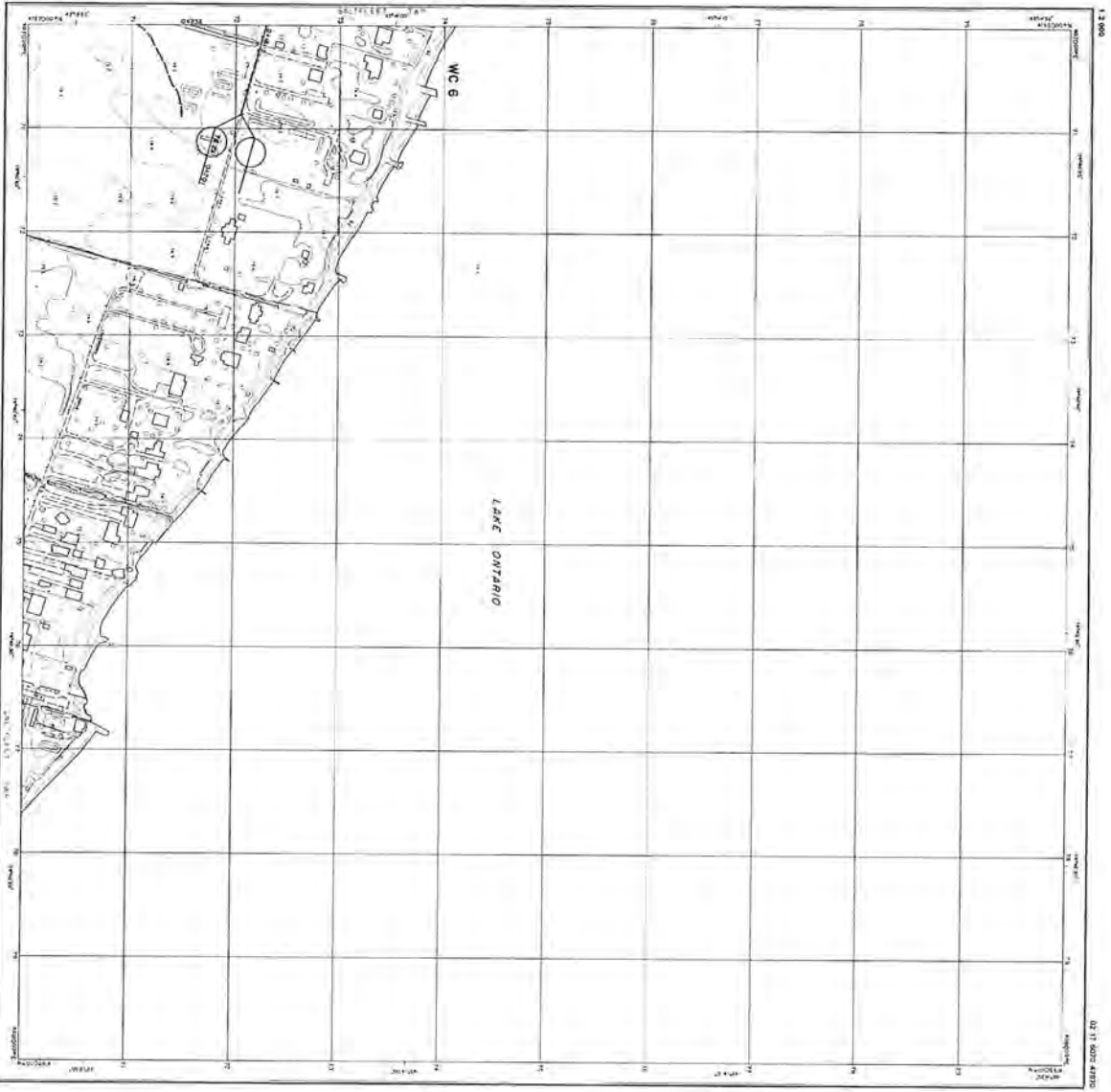
HAMILTON REGION CONSERVATION AUTHORITY
 FLOOD RISK MAP
 CITY OF STONEY CREEK
 CARTE DU RISQUE D'INONDATION

LEGEND / LEGENDE

100 Year Flood Risk Area
 50 Year Flood Risk Area
 25 Year Flood Risk Area
 10 Year Flood Risk Area

Watercourse
 Road
 Railway
 Boundary
 Contour
 Spot Elevation
 Building
 Tree
 Power Line
 Telephone Line
 Gas Line
 Sewer Line
 Water Main
 Easement
 Right of Way
 Property Line
 Lot Line
 Survey Line
 Survey Station
 Survey Monument
 Survey Boundary
 Survey Area
 Survey Point
 Survey Control Point
 Survey Benchmark
 Survey Station
 Survey Monument
 Survey Boundary
 Survey Area
 Survey Point
 Survey Control Point
 Survey Benchmark

City of Hamilton
 02 17 8070 47870



SCALE 1:5000 (GRAPHIC)
 METERS 0 50 100 150 200 250 300 350 400 450 500 550 600 650 700 750 800 850 900 950 1000
 FEET 0 100 200 300 400 500 600 700 800 900 1000

NOTE:
 ESTABLISHED FLOOD ZONES ARE SHOWN IN RED AND SHOULD BE USED IN CONJUNCTION WITH THE FLOOD RISK MAP. FLOOD RISK MAPS ARE NOT A SUBSTITUTE FOR A FLOOD RISK ASSESSMENT.

1:5000	1:10000
1:25000	1:50000
1:100000	1:250000
1:500000	1:1000000

Drawn	Amendment/Revision

ONTARIO REGULATORY NO. _____
 NO. DU RÈGLEMENT DE L'ONTARIO _____
 SCHEME NO. _____
 MAP NO. _____
 DATE _____
 SHEET NO. 10 OF 37

PHILIPS PLANNING + ENGINEERING LIMITED
 Date: 2014/01/17

10 BARBERS LIMITED SURVEYORS
 Date: 2014/01/17

REGISTERED PROFESSIONAL ENGINEER
 O. B. SMITH

REGISTERED PROFESSIONAL SURVEYOR
 J. W. SMITH



GENERAL INFORMATION
 Project Name: _____
 Client: _____
 Date: _____

REGULATORY INFORMATION
 Project No.: _____
 Date: _____

CONSTRUCTION NOTE
 This map was prepared by the undersigned on the _____ day of _____ 2014. It is a true and correct copy of the original as shown to the undersigned on the _____ day of _____ 2014.

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8	Sheet 8
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17	Sheet 17
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37	Sheet 37

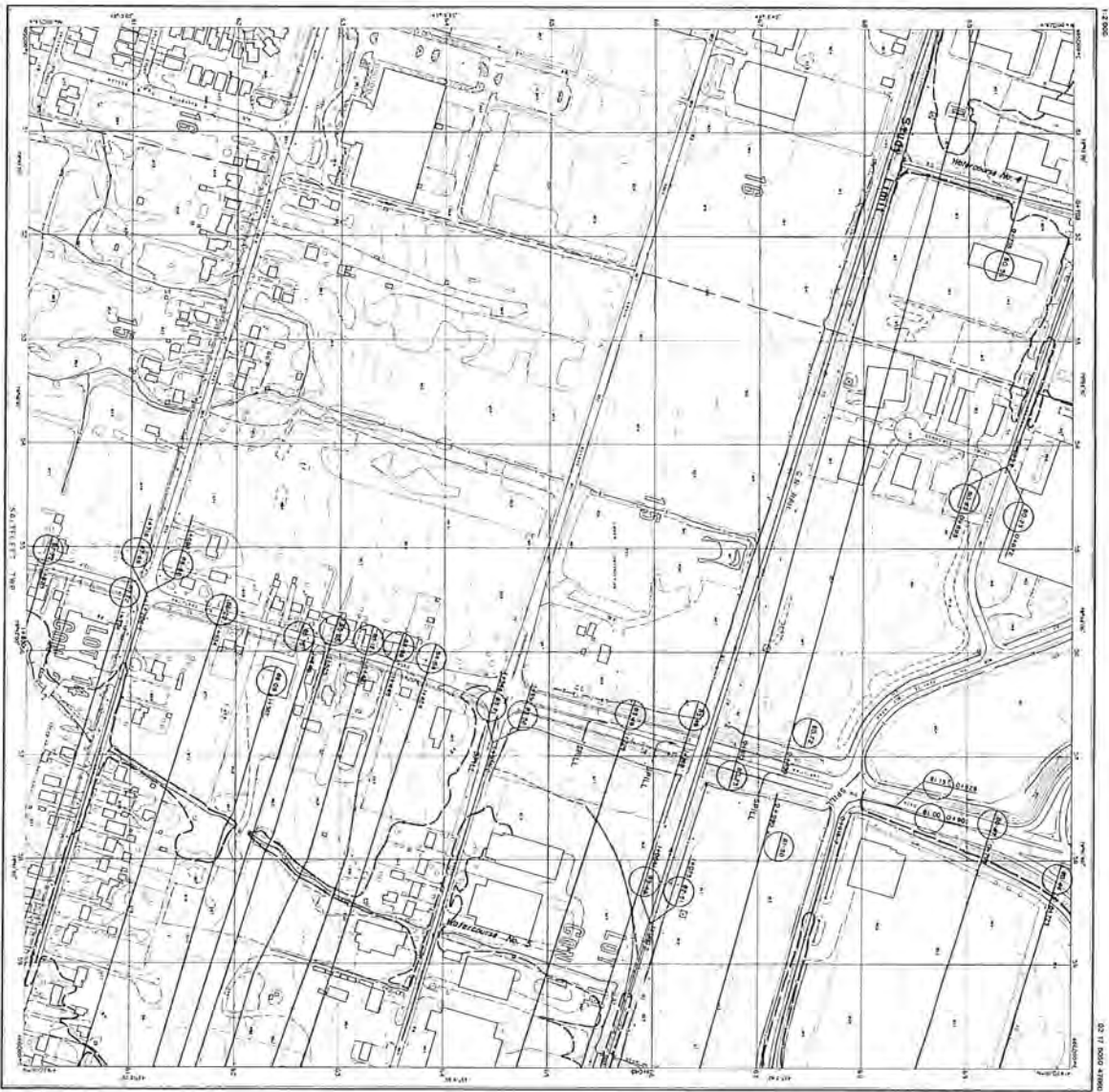
HAMILTON REGION CONSERVATION AUTHORITY
FLOOD RISK MAP
CITY OF STONEY CREEK
CARTE DU RISQUE D'INONDATION

LEGEND

Symbol	Description
[Symbol]	Water
[Symbol]	High Flood Risk
[Symbol]	Medium Flood Risk
[Symbol]	Low Flood Risk
[Symbol]	Unflooded Area
[Symbol]	Major Road
[Symbol]	Minor Road
[Symbol]	Utility Line
[Symbol]	Property Boundary
[Symbol]	Building Footprint
[Symbol]	Vegetation
[Symbol]	Topography

Environment Canada
 Ontario
 Ministry of Natural Resources
 Hamilton Region Conservation Authority

CANADA - ONTARIO FLOOD DAMAGE REDUCTION PROGRAM
 PROGRAMME DE RÉDUCTION DES DOMMAGES DES ALUÉS



Scale 1:5000 Contour

Metres 0 100 200 300 400 500 600 700 800 900 1000

Feet 0 100 200 300 400 500 600 700 800 900 1000

ONTARIO
Municipal
Planning
Resources

02 17 6050 47880

CONTRÔLE ATTENDU, LE MAÎTRE D'OUVRAGE EST RESPONSABLE DE LA VÉRIFICATION DE LA PRÉCISION DES DONNÉES ET DE LA VÉRIFICATION DE LA PRÉCISION DES DONNÉES. LE MAÎTRE D'OUVRAGE NE GARANTIT PAS LA PRÉCISION DES DONNÉES. LE MAÎTRE D'OUVRAGE NE GARANTIT PAS LA PRÉCISION DES DONNÉES. LE MAÎTRE D'OUVRAGE NE GARANTIT PAS LA PRÉCISION DES DONNÉES.

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ADDITIONAL DATA

Environment Canada / Environnement Canada
 Ministry of the Environment and Climate Change / Ministère de l'Environnement et du Changement Climatique

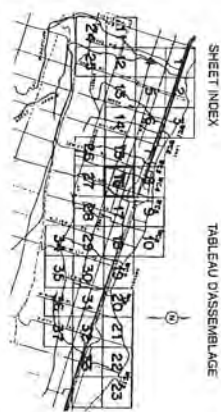


HAMILTON REGION CONSERVATION AUTHORITY
FLOOD RISK MAP
CITY OF STONEY CREEK
CARTE DU RISQUE D'INONDATION

CANADA - ONTARIO FLOOD DAMAGE REDUCTION PROGRAM
 PROGRAMME DE RÉDUCTION DES DOMMAGES
 DES INONDATIONS

LEGEND / LEGENDE

Symbol / Symbole	Description / Description	Symbol / Symbole	Description / Description
	Water / Eau		Proposed / Proposé
	Water Table / Table d'eau		Under Review / Sous examen
	High Flood Risk / Haut risque d'inondation		Boundary / Limite
	Medium Flood Risk / Risque d'inondation moyen		Property Line / Ligne de propriété
	Low Flood Risk / Risque d'inondation faible		City Boundary / Limite de la ville
	Not Flooded / Non inondé		Utility Line / Ligne d'utilité
	Highway / Autoroute		Water Main / Conduite d'eau
	Street / Rue		Sanitary Sewer / Sewer sanitaire
	Major Street / Grande rue		Storm Sewer / Conduite d'égout
	Minor Street / Petite rue		Water Treatment Plant / Usine de traitement des eaux
	Industrial / Industriel		Wastewater Treatment Plant / Usine de traitement des eaux usées
	Commercial / Commercial		Water Storage Tank / Réservoir d'eau
	Residential / Résidentiel		Sanitary Sewer Treatment Plant / Usine de traitement des eaux usées
	Public / Public		Storm Sewer Treatment Plant / Usine de traitement des eaux usées
	Private / Privé		Water Treatment Plant / Usine de traitement des eaux
	Other / Autre		Sanitary Sewer Treatment Plant / Usine de traitement des eaux usées
	Water Treatment Plant / Usine de traitement des eaux		Storm Sewer Treatment Plant / Usine de traitement des eaux usées
	Sanitary Sewer Treatment Plant / Usine de traitement des eaux usées		Water Treatment Plant / Usine de traitement des eaux
	Storm Sewer Treatment Plant / Usine de traitement des eaux usées		Sanitary Sewer Treatment Plant / Usine de traitement des eaux usées

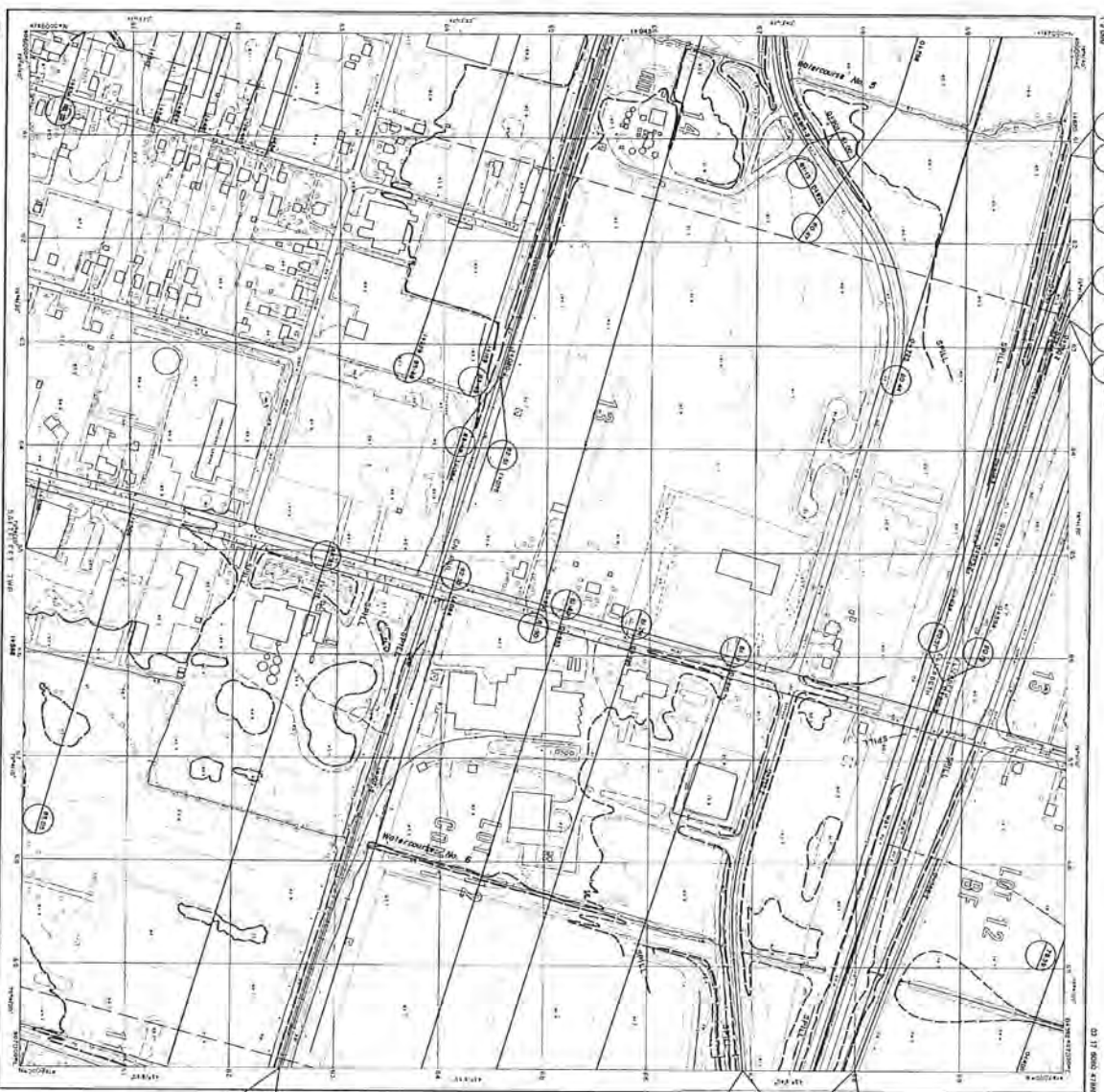


JO BARNES LIMITED SURVEYORS
 O. R. LIVING
 ENGINEERS

Philips Planning + Engineering Limited
 PHILIPS PLANNING + ENGINEERING LIMITED

ONARIO REGULATION NO. NO. DU RÈGLEMENT DE L'ONTARIO
 SCHEDULE NO. / CÉDULE NO.
 MAP NO. / CARTE NO.
 DATE / DATE
 SHEET NO. 16 of 37

Ontario
 Ministry of Natural Resources
 Form
 02 17 8080 47880
 METERS: 0 50 100 150 200 250 300
 FEET: 0 50 100 150 200 250 300
 CENTRAL NATIONAL GRAPHIC CORPORATION DES CARTES ET MATRIAUX
 1015 AVENUE LACOMBE, SUITE 302
 MONTREAL, QUEBEC H3A 2W8



SCALE: 1:50,000
 METERS: 0 50 100 150 200 250 300
 FEET: 0 50 100 150 200 250 300
 CENTRAL NATIONAL GRAPHIC CORPORATION DES CARTES ET MATRIAUX
 1015 AVENUE LACOMBE, SUITE 302
 MONTREAL, QUEBEC H3A 2W8

Environment Canada / Environnement Canada
Canada / Canada
 CANADA - ONTARIO FLOOD DAMAGE REDUCTION PROGRAM
 PROGRAMME DE REDUCTION DES DOMMAGES DES INONDATIONS

HAMILTON REGION CONSERVATION AUTHORITY
FLOOD RISK MAP
CITY OF STONEY CREEK
CARTE DU RISQUE D'INONDATION

LEGEND / LEGENDE

Symbol	Description / Description
(Symbol)	...
(Symbol)	...
(Symbol)	...
(Symbol)	...
(Symbol)	...

SHEET INDEX / TABLEAU D'ASSEMBLAGE

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REVISIONS / MODIFICATIONS

CONTRACTOR'S NOTE / REMARQUE DE L'EXÉCUTANT

PROJECTIONS / PROJETERES

PHILIPS PRINTING & ENGRAVING LIMITED / Impression et gravure

L.D. BANKS LIMITED SURVEYORS / Le Débarcadere

AMERICAN / ANCIEN

ONTARIO REGULATIONS NO. NO. DU RÈGLEMENT DE L'ONTARIO
 SCHEDULE NO. NO. DU RÈGLEMENT
 MAP NO. CARTE NO.
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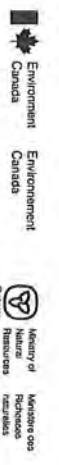
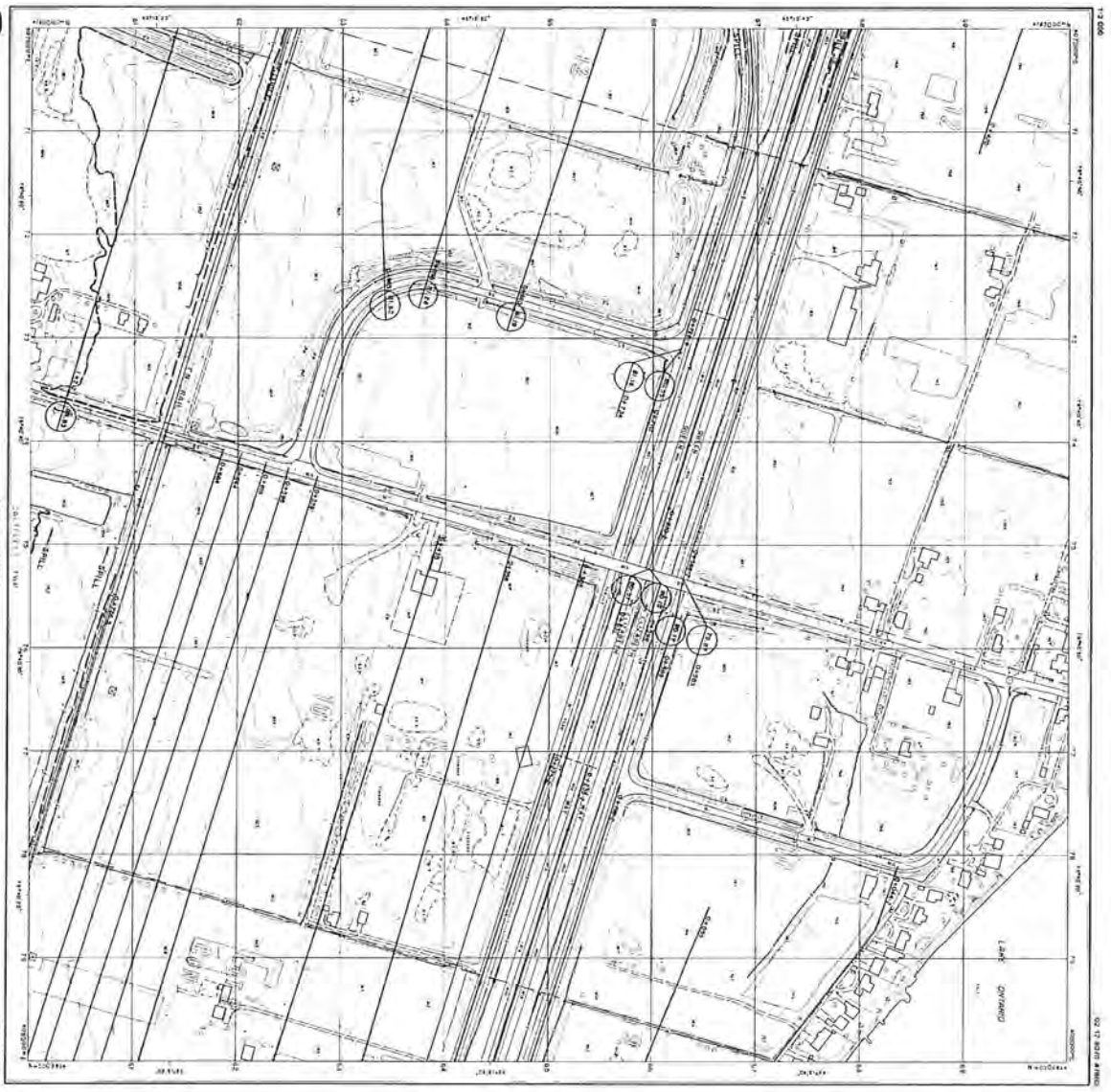
Ontario
Ministry of
Natural
Resources

Sheet
02 17 6070 47860

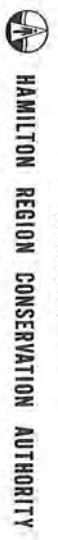
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FEET 0 100 200 300 400 500
CONTOUR INTERVAL 1 METRE
CONTOUR INTERVAL 3.28 FEET
VERTICAL CURVE DATA SEE DRAWING FOR DETAILS
VERTICAL CURVE DATA SEE DRAWING FOR DETAILS

DATE OF SURVEY: 2017
DATE OF DESIGN: 2017
DATE OF ISSUE: 2017
DATE OF REVISION: 2017

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	2017
2	ISSUED FOR CONSTRUCTION	2017
3	ISSUED FOR AS-BUILT	2017



Environment Canada
Environnement Canada
CANADA - ONTARIO FLOOD DAMAGE REDUCTION PROGRAM
PROGRAMME DE RÉDUCTION DES DOMMAGES
DUS AÏR INONDATIONS



HAMILTON REGION CONSERVATION AUTHORITY

CITY OF STONEY CREEK
CARTÉ DU RISQUE D'INONDATION

FLOOD RISK MAP

LEGEND / LEGENDE

Symbol	Description	Description
[Symbol]	High Flood Risk	Risque d'inondation élevé
[Symbol]	Medium Flood Risk	Risque d'inondation moyen
[Symbol]	Low Flood Risk	Risque d'inondation faible
[Symbol]	Water	Eau
[Symbol]	Highway	Route
[Symbol]	Street	Rue
[Symbol]	Property Line	Ligne de propriété
[Symbol]	Structure	Structure
[Symbol]	Vegetation	Végétation
[Symbol]	Topography	Topographie
[Symbol]	Spot Elevation	Élévation ponctuelle
[Symbol]	Contour Interval	Intervalle de contour
[Symbol]	North Arrow	Flèche du nord
[Symbol]	Scale	Échelle



I.D. BARNES LIMITED SURVEYORS
DATE: 2017



Philips Planning + Engineering Limited
DATE: 2017

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	2017
2	ISSUED FOR CONSTRUCTION	2017
3	ISSUED FOR AS-BUILT	2017
4	ISSUED FOR REVISION	2017

ONTARIO REGULATION NO. 190
NO. DU RÈGLEMENT DE L'ONTARIO
SCHEDULE NO. 18
MAP NO. 02 17 6070 47860
CARTÉ NO. 02 17 6070 47860
DATE: 2017
SHEET NO. 18 of 37

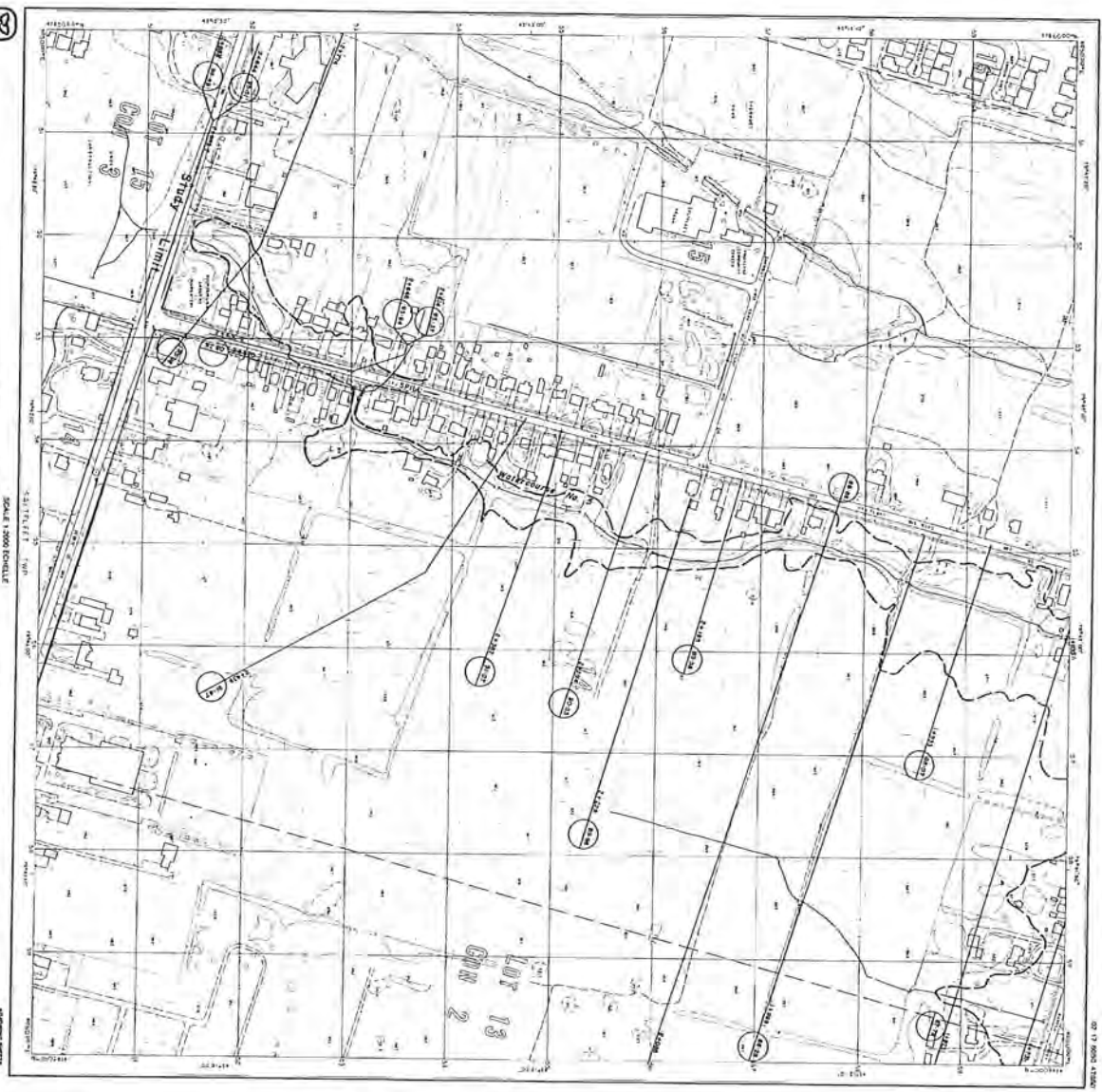
Ontario
Ministry of
Natural
Resources

Sheet
02 17 8050 47850

VERTICAL SCALE: 1" = 20' (1:240)
 HORIZONTAL SCALE: 1" = 400' (1:4800)
 CONCORDANCE WITH THE FLOOD RISK REDUCTION PROGRAM
 (SCHEMATIC DESIGN AND CONSTRUCTION STANDARDS)
 (SCHEMATIC DESIGN AND CONSTRUCTION STANDARDS)

NOTE:
 REVISIONS TO THIS PLAN SHALL BE MADE BY THE
 ENGINEER OR ARCHITECT AS SHOWN ON THE
 DRAWING. NO REVISIONS SHALL
 BE MADE WITHOUT THE WRITTEN
 AUTHORIZATION OF THE
 ENGINEER OR ARCHITECT.

DATE	BY	DESCRIPTION



Environment Canada
 Environment
 Canada

Ontario
 Ministry of
 Natural
 Resources

CANADA - ONTARIO FLOOD DAMAGE REDUCTION PROGRAM
 PROGRAMME DE RÉDUCTION DES DOMMAGES
 DES AUT. INONDATIONS



HAMILTON REGION CONSERVATION AUTHORITY

FLOOD RISK MAP

CITY OF STONEY CREEK

CARTE DU RISQUE D'INONDATION

LEGEND / LÉGENDE

Symbol	Description	Description
(Circle with 'A')	Approved Flood Hazard Reduction Project	Projet de réduction des dommages des aut. inondations approuvé
(Circle with 'B')	Not Approved Flood Hazard Reduction Project	Projet de réduction des dommages des aut. inondations non approuvé
(Circle with 'C')	Flood Hazard	Zone à risque d'inondation
(Circle with 'D')	High Flood Hazard	Zone à haut risque d'inondation
(Circle with 'E')	Medium Flood Hazard	Zone à risque moyen d'inondation
(Circle with 'F')	Low Flood Hazard	Zone à faible risque d'inondation
(Circle with 'G')	Unshaded Area	Zone non ombrée
(Circle with 'H')	Water	Eau
(Circle with 'I')	Water Table	Niveau de l'eau souterraine
(Circle with 'J')	Water Table Contour	Ligne de niveau de l'eau souterraine
(Circle with 'K')	Water Table Elevation	Élévation de l'eau souterraine
(Circle with 'L')	Water Table Elevation Contour	Ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'M')	Water Table Elevation Spot	Point de mesure de l'élévation de l'eau souterraine
(Circle with 'N')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'O')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'P')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'Q')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'R')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'S')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'T')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'U')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'V')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'W')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'X')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'Y')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine
(Circle with 'Z')	Water Table Elevation Contour Interval	Intervalle de la ligne de niveau de l'élévation de l'eau souterraine

SHEET INDEX

TABLEAU D'ASSEMBLAGE



GENERAL INFORMATION
 Project Name: ...
 Project Number: ...
 Date: ...
 Scale: ...
 Author: ...
 Check: ...
 Date: ...

LO BARNES LIMITED SURVEYORS
 8 B LITTLE
 2000 SHEPPARD AVENUE EAST
 SUITE 100
 SCARBOROUGH, ONTARIO M1S 1T5
 DATE: 08/11/11

Philips
 Planning
 +
 Engineering
 Limited
 2500 SHEPPARD AVENUE EAST
 SUITE 100
 SCARBOROUGH, ONTARIO M1S 1T5

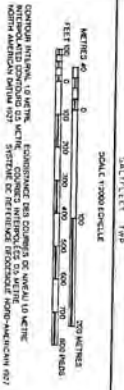
City of Stoney Creek

DATE	BY	DESCRIPTION

ONTARIO REGULATION NO. 29
 NO. DU RÈGLEMENT DE L'ONTARIO
 29
 SCHEDULE NO. _____
 MAP NO. _____
 CASE NO. _____
 DATE _____
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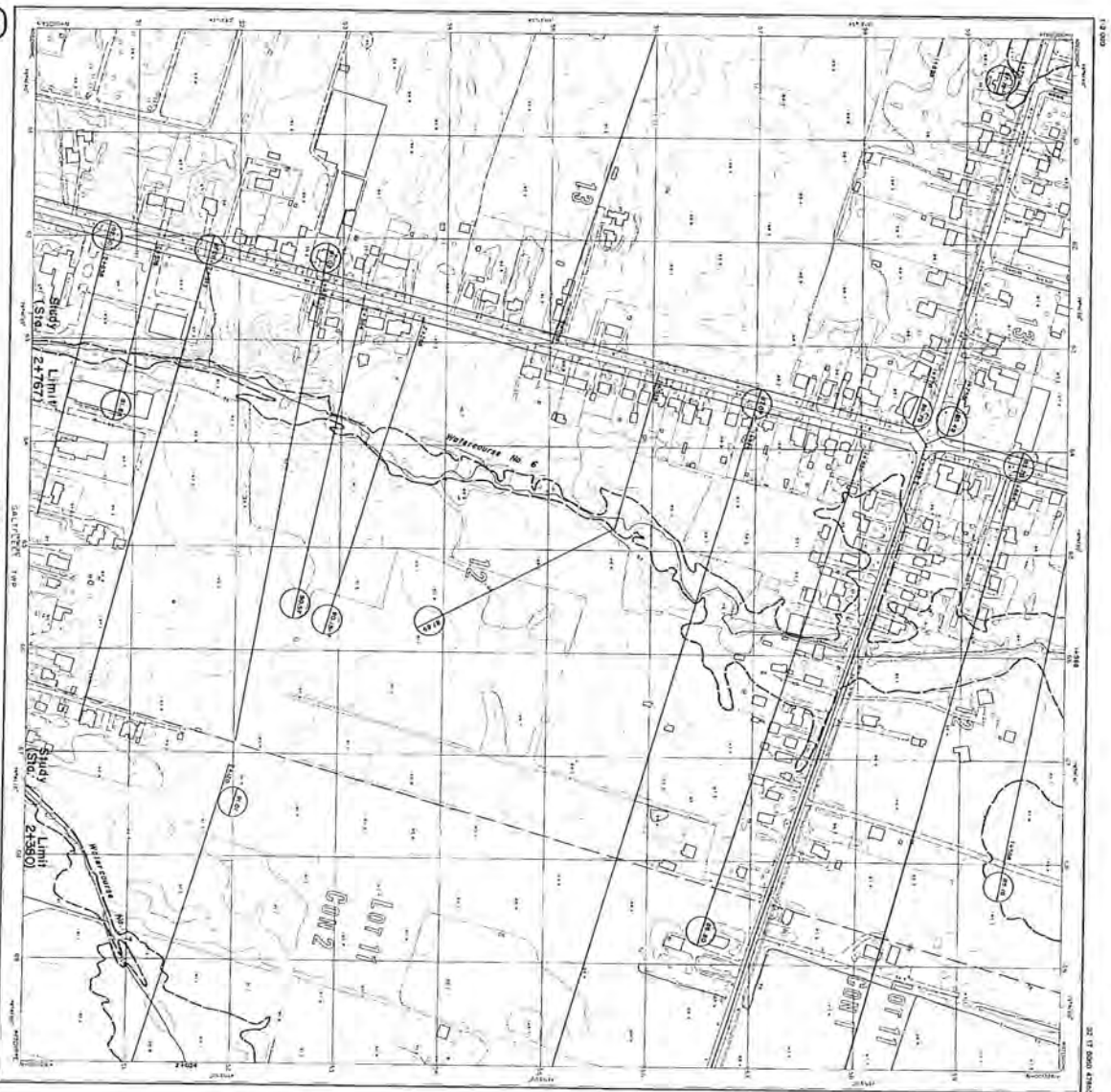
Ontario
Ministry of
Natural
Resources

Map
02 17 6080 47850



NOTE:
REPLACEMENT OF THIS MAP BY THE
RECENTEST VERSION OF THE
MAPPING AND DESIGNATION ACT
OR THE MAPPING AND DESIGNATION
ACT, 1997, IS AUTHORIZED BY THE
MAPPING AND DESIGNATION ACT,
1997.

DATE	DESCRIPTION



DATE	APPROVED/REVISION

PHILIPS PLANNING ENGINEERING LIMITED

1-D BARNES LIMITED SURVEYS

AMERICAN PROFESSIONAL ENGINEERS

AMERICAN PROFESSIONAL ENGINEERS



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LEGEND

LEGENDE

LEGEND

LEGENDE

LEGEND

LEGENDE

HAMILTON REGION CONSERVATION AUTHORITY

FLOOD RISK MAP

CITY OF STONEY CREEK

CARTE DU RISQUE D'INONDATION

Environment Canada

Environnement Canada

Canada - DUTARIO FLOOD DAMAGE REDUCTION PROGRAM

PROGRAMME DE RÉDUCTION DES DOMMAGES DES INONDATIONS DU DUTARIO

Ministry of the Environment

Ministère de l'Environnement

ONTARIO REGULATION NO. 170


NO DU RÈGLEMENT DE L'ONTARIO

SCHEDULE NO. 1

MAP NO. 1

CARTE NO. 1

DATE 28 of 37


 OMBL
 Ministry of
 Planning
 and
 Infrastructure
 Date: 02 17 8070 47890

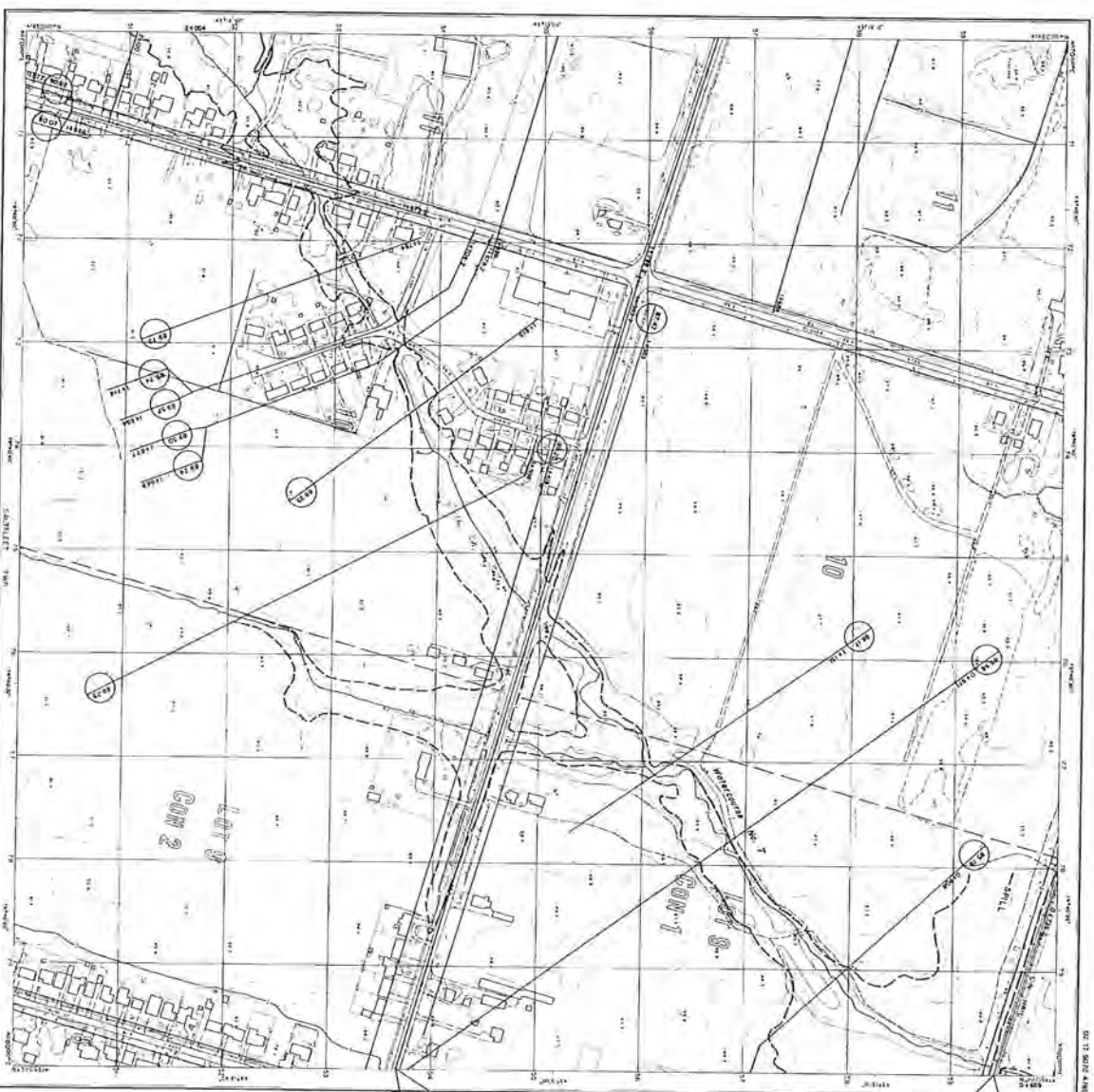
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 FEET: 0 100 200 300 400 500 600 700 800 900 1000
 SCALE 1:5000 GRAPHIC

NOTE:
 THIS MAP IS FOR INFORMATION ONLY.
 IT IS NOT TO BE USED AS A BASIS FOR
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 THE USER ASSUMES ALL LIABILITY FOR
 ANY AND ALL CONSEQUENCES ARISING
 FROM THE USE OF THIS MAP.
 THE USER ASSUMES ALL LIABILITY FOR
 ANY AND ALL CONSEQUENCES ARISING
 FROM THE USE OF THIS MAP.

DATE	DESCRIPTION

DATE	DESCRIPTION

ONTARIO REGULATION NO.
 NO. DU RÈGLEMENT DE L'ONTARIO
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26	27	28	29	30
31	32	33	34	35
36	37			


 Environment Canada
 Canada


 Environment Ontario
 Ontario


 Ministry of Natural Resources Ontario
 Ministère des Ressources Naturelles Ontario

CANADA - ONTARIO FLOOD DAMAGE REDUCTION PROGRAM
PROGRAMME DE RÉDUCTION DES DOMMAGES DES INONDATIONS
 625 KM INONDATIONS

HAMILTON REGION CONSERVATION AUTHORITY
FLOOD RISK MAP
CITY OF STONEY CREEK
CARTE DU RISQUE D'INONDATION

LEGEND
LEGENDE

Symbol	Description	Description
[Symbol]	Major Road	Rue Principale
[Symbol]	Minor Road	Rue Secondaire
[Symbol]	Waterway	Cours d'eau
[Symbol]	Building	Bâtiment
[Symbol]	Tree	Arbre
[Symbol]	Power Line	Ligne de puissance
[Symbol]	Telephone Line	Ligne téléphonique
[Symbol]	Gas Line	Ligne de gaz
[Symbol]	Water Main	Conduite d'eau
[Symbol]	Sanitary Sewer	Conduite d'égout
[Symbol]	Storm Sewer	Conduite d'égout pluvial
[Symbol]	Proposed Flood Risk	Risque d'inondation proposé
[Symbol]	Existing Flood Risk	Risque d'inondation existant


 L.D. BARNES LIMITED Surveyors
 Date:


 Philips Planning + Engineering Limited
 Date:


 PROFESSIONAL ENGINEER
 O. M. STONE
 REGISTRATION NO. 12345
 Date:


 PROFESSIONAL ENGINEER
 R. J. SMITH
 REGISTRATION NO. 67890
 Date:

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 Toronto, Ontario M5X 1C7
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 Fax: (416) 593-8889
 Website: www.centralstores.com

X2	0	0	1	76.94	79						
X3	10							79.0	79.0		
BT	-4	0	80	80	9	79.46	75.45	14	79.0	75.45	
BT		20	79.6	78.2							
GR	80.0	0	75.45	9	75.45	14	78.2	20	78.8	25	
X1	10	8	0	44	28	20	32.5				
GR	77.60	0	77.21	26	76.21	29	76.09	31	75.78	32.5	
GR	76.09	34	76.21	35.5	79	44					
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X3	10							78	78		
GR	78	0	76.40	5	76.10	6.5	76.40	9.5	79.10	14	
NC	0.013	0.013	0.013								
SB	1.05	1.6	1.72	0	4.8	0.3	7.2	0	77.02	76.10	
X1	12	8	4.08	13.08	22	22	22				
X2	0	0	1	78.29	79.74						
X3	10							79.25	79.25		
BT	2	0	79.63	79.48	17.16	79.84	79.48				
GR	79.48	0	78.12	4.08	78.12	6.08	77.02	6.10	77.02	11.08	
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X1	13	6	4.08	11.08	3	3	3				
GR	79.48	0	78.41	4.08	77.35	7.08	77.35	8.08	77.41	11.08	
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X1	530.2	13.	221.	227.	30.0	46.0	44.0				
X3	10							79.65	79.65		
GR	80.3	0	80.0	100	79.5	196	79.0	210	78.0	221	
GR	77.45	222.1	77.45	225.75	78.0	227	79.0	238	79.5	274	
GR	79.8	344	81.0	427	84.0	486					
NC		.022									
X1	530.3	13.	222.1	225.75	0.5	0.5	0.5				
BT	-14.	100	80.0	80.0	196	80.0	79.5	210	80.1	79.0	
BT		222	80.35	78.0	222.1	80.35	77.56	222.1	80.36	79.17	
BT		225.75	80.36	79.17	225.75	80.36	77.56	225.9	80.35	78.0	
BT		238	80.3	79.0	274	81.0	79.5	344	82.0	79.8	
BT		427	83.0	81.0	486	84.0	84.0				
GR	80.3	0	80.0	100	79.5	196	79.0	210	78.0	222	
GR	77.56	222.1	77.56	225.75	78.0	225.9	79.0	238	79.5	274	

1/17/2011 11:11:41 PM

WC5S.REC

GR	79.8	344	81.0	427	84.0	486					
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X2								1.0			
NC			.030								
X1	530.5	0	0	0	0.5	0.5	0.5				
X3	10							80.0	79.8		
X1	546.	15.	222.0	225.9	4.	4.	4.				
GR	80.3	0	79.9	100	79.5	181	79.0	210	78.0	222	
GR	77.59	222.1	77.59	225.8	78.0	225.9	79.0	238	79.5	253	
GR	79.8	323	79.8	376	79.7	401	81.0	405	81.5	412	
NC			.019								
X1	573.2	12.	452.1	455.15	5.1	5.1	5.1				
X3	10							79.35	79.35		
GR	80.6	0	80.5	64	80.0	205	79.5	402	79.0	448	
GR	78.0	452	77.62	452.1	77.62	455.15	78.0	455.3	79.0	515	
GR	80.0	675	80.1	695							
SB	0	1.99	1.45	0	3.05	0	3.81	0	77.59	77.62	
X1	573.3	12.	452.1	455.15	42.56	42.56	42.56				
X2	0	0	1.0	78.84	80.07						
X3	10							80.07	80.07		
BT	-14.	0	80.6	80.6	64	80.6	80.5	205	80.4	80.0	
BT		402	80.15	79.5	448	80.1	79.0	452	80.07	78.0	
BT		452.1	80.07	77.59	452.1	80.07	78.84	455.15	80.07	78.84	
BT		455.15	80.07	77.59	455.3	80.07	78.0	515	80.3	79.0	
BT		675	80.2	80.0	695	80.1	80.1				
GR	80.6	0	80.5	64	80.0	205	79.5	402	79.0	448	
GR	78.0	452	77.59	452.1	77.59	455.15	78.0	455.3	79.0	515	
GR	80.0	675	80.1	695							
NC			.030								
X1	597.	0	0	0	5.3	5.3	5.3				
QT	6.	19.47	17.00	13.99	11.86	9.77	6.95				
X1	616.2	14.	452.1	455.8	0.5	0.5	0.5				
X3	10							79.95	79.95		
GR	80.6	0	80.5	64	80.0	205	79.5	402	79.0	448	
GR	78.0	452	77.72	452.1	77.72	455.8	78.0	455.9	79.0	515	
GR	81.0	675	82.0	710	83.0	742	84.0	771			
NC			.021								
X1	616.3	21.	360.1	363.8	0.5	0.5	0.5				

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BT	-19.	0	80.7	80.7	56	80.8	80.5	97	80.8	80.3
BT		170	80.8	80.2	305	80.8	80.3	324	80.8	80.0
BT		341	80.8	79.5	344	80.8	79.0	360	80.6	78.0
BT		360.1	80.6	77.66	360.1	80.6	79.66	363.8	80.6	79.66
BT		363.8	80.6	77.66	363.9	80.6	78.0	366	80.7	79.0
BT		374	80.7	79.5	411	80.8	80.0	422	80.8	80.1
BT		500	80.8	80.8						
GR	80.7	0	80.5	56	80.3	97	80.2	170	80.3	305
GR	80.0	324	79.5	341	79.0	344	78.0	360	77.66	360.1
GR	77.66	363.8	78.0	363.9	79.0	366	79.5	374	80.0	411
GR	80.1	422	80.6	500	81.0	675	82.0	710	83.0	742
GR	84.0	771								
XJ	616.4	0	0	0	31.7	31.7	31.7			
X2								1.0		
NC			.030							
X1	616.5	0	0	0	0.5	0.5	0.5			
X3	10							80.60	80.60	
X1	616.6	0	0	0	20.	20.	20.		.20	
NC	.060	.060	.030	.1	.3					
X1	723.9	22.0	235.2	245.5	70.0	70.0	70.0			
GR	82.09	0.0	80.84	21.4	80.80	30.0	80.71	60.0	80.59	90.0
GR	80.29	180.0	80.19	210.0	79.97	225.0	80.00	235.2	78.61	240.0
GR	79.34	244.0	79.43	245.5	79.39	270.0	79.62	300.0	79.69	330.0
GR	79.70	360.0	79.74	390.0	80.14	420.0	81.0	496.0	80.0	520.0
GR	81.00	530.0	82.0	540.0						
NC	.060	.060	.030	.3	.5					
X1	798.	31.	129.94	136.17	75.04	75.04	75.04			
GR	80.94	.00	80.85	7.11	81.53	11.16	82.19	17.49	82.19	27.94
GR	80.52	36.71	80.68	38.05	80.50	69.04	80.24	88.07	80.16	109.07
GR	80.35	129.94	79.25	132.46	80.11	136.17	80.53	141.83	80.54	163.95
GR	80.38	182.62	80.37	204.72	80.39	224.35	80.48	246.54	80.46	267.41
GR	80.39	287.03	80.35	304.43	80.35	324.00	80.31	344.28	80.29	378.51
GR	80.29	392.00	80.42	402.69	79.99	406.16	80.29	410.76	84.00	418.00
GR	84.30	421.00								
X1	915.2	15.	74.	77.85	103.	103.	103.			
X3	10							81.80	81.00	
GR	82.4	0	82.0	12	81.5	21	81.0	51	80.3	74
GR	80.17	74.1	80.17	77.75	80.3	77.85	80.5	165	80.5	200

GR	81.0	270	81.0	308	81.0	390	82.0	424	83.0	454
NC			.022							
X1	915.3	15	74.1	77.75	0.5	0.5	0.5			
BT	-15.	0	82.4	82.4	12	82.3	82.0	21	82.3	81.5
BT		51	82.3	81.0	74	82.32	80.3	74.1	82.32	79.92
BT		74.1	82.32	81.42	77.75	82.32	81.42	77.75	82.32	79.92
BT		77.85	82.32	80.3	165	81.7	80.5	200	81.5	80.5
BT		270	81.1	81.0	308	81.0	81.0	390	81.0	81.0
GR	82.4	0	82.0	12	81.5	21	81.0	51	80.3	74
GR	79.92	74.1	79.92	77.75	80.3	77.85	80.5	165	80.5	200
GR	81.0	270	81.0	308	81.0	390	82.0	424	83.0	454
X1	915.4	0	0	0	27.3	27.3	27.3			
X2								1.0		
NC			.030							
X1	915.5	0	0	0	0.5	0.5	0.5			
X3	10							82.3	81.7	
X1	990.	54	562.45	567.44	61.44	61.44	61.44			
GR	82.95	.00	82.76	3.11	82.24	4.17	81.82	5.35	82.23	6.31
GR	82.25	8.04	82.21	22.87	82.19	48.43	82.24	77.38	82.23	96.43
GR	82.23	122.58	82.34	147.58	82.22	211.18	82.15	237.38	82.24	261.64
GR	82.24	286.64	82.21	312.02	82.26	328.28	81.98	352.48	82.18	376.49
GR	82.16	390.06	81.87	411.56	81.96	421.63	81.99	426.81	81.71	432.08
GR	81.81	436.39	81.67	444.27	81.53	449.53	81.67	452.32	81.67	462.74
GR	81.67	474.81	81.54	496.60	81.95	509.40	81.63	527.48	81.77	544.08
GR	81.94	547.01	83.20	550.05	83.78	553.53	82.46	558.07	81.33	562.45
GR	80.38	563.39	80.20	565.45	81.46	567.44	81.66	569.02	81.52	573.45
GR	81.43	582.08	81.76	587.07	82.29	595.09	83.21	605.64	83.42	616.58
GR	83.63	629.90	83.63	643.03	83.76	652.55	83.51	666.39		
NC	.080	.080	.025	.3	.5					
X11080.2	15.	84.1	86.0	146.3	146.3	146.3				
X3	10							83.15	83.15	
GR	84.1	0	82.1	10	82.0	12	82.0	65	81.4	84
GR	80.99	84.1	80.99	86	81.4	86.1	82.0	112	82.0	123
GR	82.3	138	82.0	164	81.8	220	81.7	274	83.6	285
SB	0	1.47	1.55	0	1.9	0	2.9	0	81.12	80.99
X11080.3	14	70.1	72.0	9.6	9.6	9.6				
X2	0	0	1.0	82.65	83.93					
X3	10							83.90	83.60	

BT	-14.	37	83.9	83.9	52	83.9	83.0	55	83.9	82.0
BT		60	83.9	81.8	64	83.9	82.0	70	83.93	81.5
BT		70.1	83.93	81.12	70.1	83.93	82.65	72	83.93	82.65
BT		72	83.93	81.12	72.1	83.93	81.5	148	83.6	82.0
BT		218	83.6	82.2	219	83.6	83.6			
GR	84.2	0	84.0	35	83.9	37	83.0	52	82.0	55
GR	81.8	60	82.0	64	81.5	70	81.12	70.1	81.12	72
GR	81.5	72.1	82.0	148	82.2	218	83.6	219		
QT	6.	15.80	13.60	10.91	9.05	7.31	5.02			
NC	.090	.090	.030							
XI	1169.	50.	351.21	387.50	84.5	84.5	84.5			
GR	83.70	.00	83.50	43.00	83.00	137.00	83.00	145.00	82.90	150.00
GR	82.90	150.00	83.11	154.13	83.16	166.68	83.00	195.98	82.77	208.87
GR	82.49	222.03	82.52	234.57	82.29	248.19	82.67	259.46	82.24	263.53
GR	82.34	271.06	82.00	282.13	81.95	294.48	81.87	303.19	81.96	311.57
GR	82.16	324.08	81.72	338.58	81.89	351.21	81.28	359.44	81.54	365.84
GR	81.30	375.35	81.62	387.50	81.68	397.18	81.79	412.21	81.80	421.00
GR	82.09	424.06	82.03	425.81	81.81	427.65	82.31	434.38	82.33	439.56
GR	82.54	454.10	82.40	465.09	83.13	475.35	83.08	485.17	82.54	492.09
GR	82.10	504.39	81.74	526.08	81.84	540.31	81.80	554.22	81.93	567.49
GR	81.59	580.95	81.85	593.83	81.78	609.90	81.48	622.06	81.40	631.69
NC	.07	.07	.03							
XI	1229.	61	435.79	438.38	60.	60.	60.			
GR	84.10	.00	84.00	20.00	83.50	52.00	83.20	100.00	83.00	140.00
GR	83.23	150.00	83.23	155.19	82.52	156.56	82.49	157.95	83.08	159.54
GR	83.14	166.16	83.01	177.34	83.01	192.33	82.92	210.32	82.85	225.44
GR	82.80	240.43	82.96	256.06	82.96	277.01	82.96	287.91	82.72	289.51
GR	83.73	293.97	84.12	301.42	84.15	313.57	84.15	325.86	84.12	341.77
GR	83.75	353.73	83.48	385.05	83.85	386.92	84.03	392.41	84.04	407.12
GR	83.91	422.65	83.86	433.05	82.24	435.79	82.08	437.71	82.48	438.38
GR	82.78	450.11	82.76	462.40	82.67	475.10	82.85	489.55	83.18	489.89
GR	82.28	490.03	82.33	497.21	83.40	497.85	83.44	498.29	82.59	498.43
GR	82.59	505.75	82.24	509.49	82.57	513.10	82.68	539.71	82.33	555.83
GR	82.34	576.09	82.68	579.02	82.73	584.49	82.59	587.77	82.96	591.71
GR	82.83	595.43	82.31	596.87	82.60	606.33	82.43	623.44	82.44	638.15
GR	82.34	642.30								
XI1339.2		11	107.1	111.35	102.0	102.0	102.0			
X3	10							83.7	83.5	

GR	84.4	0	84.0	62	83.0	106	82.7	107	82.34	107.1
GR	82.34	111.35	82.7	111.45	83.0	113	83.5	148	83.5	235
GR	83.4	254								
NC	.060	.060	.026							
XI1339.3	12	139.6	143.85	0.5	0.5	0.5				
BT	-14.	0	84.4	84.4	4	84.3	84.3	10	84.3	84.0
BT		139	83.9	83.0	139.5	83.90	82.7	139.6	83.9	82.34
BT		139.6	83.9	83.69	143.85	83.9	83.69	143.85	83.9	82.34
BT		144.0	83.9	82.7	146.	83.9	83.0	184	83.8	83.8
BT		296	83.55	83.4	300	83.5	83.5			
GR	84.4	0	84.3	4	84.0	10	83.0	139	82.7	139.5
GR	82.34	139.6	82.34	143.85	82.7	144.0	83.0	146	83.8	184
GR	83.4	296	83.5	300						
XI1339.4	0.	0.	0.	15.2	15.2	15.2				
X2						1.0				
NC		.030								
XI1339.5	0	0	0	0.5	0.5	0.5				
X3	10							83.7	83.5	
X1	1424.	45	280.84	287.48	85.0	85.0	85.0			
X4	4.0	85.0	47.0	90.0	47.01	90.0	114.0	85.5	114.01	
GR	84.87	.00	84.31	2.76	84.66	14.39	84.97	36.74	90.00	58.09
GR	90.00	80.86	90.00	102.67	85.45	118.25	85.45	137.72	85.41	156.84
GR	85.51	174.88	85.57	192.20	85.47	201.21	85.32	211.77	85.14	216.93
GR	84.56	219.62	84.57	229.92	84.73	241.21	84.70	250.87	85.69	251.21
GR	86.07	256.46	84.92	257.63	84.85	262.54	85.98	263.72	86.15	267.49
GR	84.52	268.42	84.51	273.85	84.31	280.84	83.24	283.17	84.20	287.48
GR	84.36	307.61	84.82	311.69	85.05	319.83	85.00	335.72	85.07	350.15
GR	85.04	364.52	84.88	375.55	84.79	385.19	84.72	402.66	84.62	419.30
GR	84.52	439.68	84.46	457.90	84.36	476.09	84.32	494.01	84.50	527.00
NC	.060	.060	.030	.10						
X1	1445.	29.	287.	297.	21.	21.	21.			
GR	85.5	0	85.0	14	87.3	16	87.3	35	85.5	40
GR	87.3	45	87.3	63	85.5	66	86.0	120	86.0	176
GR	85.5	221	85.2	224	85.5	255	85.0	287	84.0	290
GR	83.47	292	84.0	295	85.0	297	85.5	298	85.6	315
GR	88.1	318	88.1	341	85.6	343	85.5	355	86.7	370
GR	86.7	383	85.4	385	85.0	430	85.0	515		
X1	1481.	18.	297.	307.	36.	36.	36.			

GR 86.0	0	86.5	95	86.5	205	86.0	240	86.0	275
GR 85.5	297	84.0	301	83.85	302	84.0	305	85.0	307
GR 86.0	315	86.0	328	85.8	380	85.5	422	85.0	450
GR 85.0	484	85.5	492	85.5	523				
X1 1525.	17.	313.	325.	44.	44.				
GR 86.5	0	86.5	26	87.0	53	87.0	221	86.5	228
GR 86.5	263	86.0	313	85.0	316	84.32	319	85.0	322
GR 86.0	325	86.0	415	85.5	453	85.5	467	86.0	497
GR 86.0	515	86.4	520						
X1 1549.	40.	312.25	322.40	24.	24.	24.			
GR 86.00	.00	86.07	6.44	86.35	16.06	86.65	26.21	86.72	34.51
GR 86.82	42.78	86.98	45.48	87.54	51.04	87.54	55.47	87.73	64.42
GR 87.15	85.78	87.16	99.21	87.18	108.26	87.17	117.07	87.23	128.83
GR 87.36	144.20	87.36	158.16	87.32	175.37	87.32	188.77	87.26	205.52
GR 86.77	217.98	86.76	233.89	86.74	249.41	86.69	264.41	86.33	279.85
GR 86.05	297.07	86.24	312.25	85.06	314.92	84.58	317.03	84.64	318.75
GR 85.80	322.40	86.27	337.42	86.43	355.78	86.19	372.58	86.38	398.24
GR 86.41	419.92	86.20	446.38	86.21	469.71	86.21	489.72	86.50	515.00
X1 1567.	12	240.0	242.2	18.	18.	18.			
GR 87.8	0	88.0	59	87.5	103	87.0	184	86.0	201
GR 84.9	240	84.65	240.1	84.65	242.1	84.9	242.2	86.0	271
GR 86.8	354	86.9	372						
NC	.06	.06	.03	.30	.50				
X1 1634.	59	322.16	351.48	67.	67.	67.			
GR 87.33	.00	86.86	2.13	87.34	4.49	87.45	8.65	87.51	16.27
GR 87.53	22.96	86.88	32.09	86.68	43.97	86.72	54.75	86.89	64.36
GR 87.22	58.54	87.01	79.00	86.69	82.94	87.28	85.03	87.44	96.99
GR 87.59	114.20	87.85	119.01	87.97	130.72	87.70	144.50	87.68	155.16
GR 87.54	160.52	87.16	165.91	87.08	175.76	87.16	191.08	87.28	204.15
GR 87.39	216.68	87.71	226.47	87.56	240.91	87.14	250.70	86.90	263.30
GR 86.55	273.58	86.40	283.97	86.54	286.63	86.45	292.57	86.32	301.00
GR 86.48	307.53	87.08	313.65	87.07	322.16	86.35	335.94	86.19	340.15
GR 84.90	343.24	84.98	345.58	87.02	351.48	87.13	356.37	86.94	360.57
GR 86.92	374.70	87.01	385.27	87.69	386.97	86.89	390.41	87.02	396.03
GR 86.99	408.50	86.80	419.73	86.81	438.62	87.02	450.31	86.60	459.98
GR 86.89	475.93	87.09	479.77	87.53	490.55	87.57	495.42		
NC		.020							
X11706.2	13	172.1	174.0	129.9	129.9	129.9			

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X3	10						86.80	86.80	
GR 87.7	0	87.5	32	87.5	142	87.0	164	86.0	170
GR 85.3	172	85.03	172.1	85.03	174.0	85.3	174.1	86.0	176
GR 87.0	180	87.0	232	88.9	240				
SB	0	1.64	1.55	0	1.9	0	2.28	0	85.12
X11706.3	14	213.1	215.0	20.2	20.2	20.2			85.03
X2	0	0	1.0	86.32	87.61				
X3	10						87.60	87.60	
BT -16.	0	87.9	87.9	84	87.8	87.5	161	87.6	87.5
BT	206	87.61	87.0	211.	87.61	86.5	212	87.61	86.0
BT	213	87.61	85.5	213.1	87.61	85.12	213.1	87.61	86.32
BT	215	87.61	86.32	215	87.61	85.12	215.1	87.61	85.5
BT	216	87.61	86.0	224	87.65	87.0	260	87.55	87.5
BT	368.	87.9	87.9						
GR 87.9	0	87.5	84	87.5	161	87.0	206	86.5	211
GR 86.0	212	85.5	213	85.12	213.1	85.12	215	85.5	215.1
GR 86.0	216	87.0	224	87.5	260	87.9	368		
QT	6.	10.50	8.91	6.98	5.65	4.43	2.92		
NC		.030							
X1 1731.	49	354.97	369.66	15.0	15.0	15.0			
GR 87.34	.00	87.42	9.02	87.24	12.56	87.46	19.13	87.47	27.61
GR 87.47	39.34	87.11	50.42	86.99	60.88	86.96	66.50	86.95	73.62
GR 86.34	75.76	86.92	77.75	86.95	87.51	87.24	96.87	87.11	104.62
GR 87.22	114.42	87.24	124.01	87.30	136.38	87.35	145.80	87.35	156.23
GR 87.81	160.75	87.93	170.66	87.68	182.22	87.92	192.80	87.83	203.74
GR 87.61	210.10	87.60	219.35	87.55	231.05	87.38	241.02	87.31	254.41
GR 87.36	268.50	87.41	279.33	87.58	296.54	87.76	306.55	87.43	320.72
GR 87.55	335.32	87.50	347.00	86.19	354.97	85.67	359.19	85.56	360.66
GR 85.50	363.22	86.06	365.42	86.96	369.66	87.26	382.93	87.60	403.74
GR 87.88	423.06	87.89	441.51	87.88	465.87	87.90	485.45	.00	.00
NC	.060	.060	.030	.10	.30				
X1 1823.	50	400.12	470.23	92.	92.	92.			
X3				471.00	90.00				
GR 88.39	.00	88.19	4.62	88.32	15.60	88.47	26.67	88.07	56.77
GR 87.81	75.34	87.09	77.88	87.63	79.41	87.49	92.16	87.94	103.94
GR 88.27	115.96	88.64	129.89	87.97	146.90	87.76	161.40	87.82	177.37
GR 87.89	188.36	87.67	192.04	87.75	194.03	87.87	200.91	87.74	215.13
GR 87.76	222.60	88.13	235.06	87.87	267.46	88.68	272.16	89.39	274.54

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GR 89.62	276.07	89.57	277.45	88.83	281.24	88.01	284.19	88.13	299.63
GR 87.81	324.82	87.59	351.66	87.63	375.49	87.51	395.89	88.13	400.12
GR 87.11	403.10	87.29	404.16	86.87	407.41	86.81	421.04	86.98	434.73
GR 87.01	441.42	86.22	442.88	86.86	444.03	87.17	450.58	87.17	461.74
GR 87.84	470.23	88.16	471.17	88.48	480.94	88.48	489.84	88.19	503.12
X11933.9	14.0	148.0	151.0	110.	110.	110.			
GR 88.68	0.0	88.73	30.0	88.60	60.0	88.38	90.0	87.98	120.0
GR 87.77	148.0	86.80	149.5	86.50	150.0	86.51	151.0	87.77	151.0
GR 88.11	181.0	88.69	201.6	88.17	204.0	89.29	211.0		
X1 1998.	39	461.48	465.60	65.0	65.0	65.0			
GR 89.64	.00	90.09	3.17	89.70	5.71	89.58	12.92	89.68	32.52
GR 89.73	48.59	89.59	67.24	89.37	85.42	89.23	102.76	89.20	116.46
GR 89.22	132.03	88.94	136.03	89.34	142.81	89.33	157.28	89.43	171.43
GR 89.77	186.72	89.79	208.33	90.01	224.12	90.15	235.86	89.90	252.57
GR 89.10	293.14	89.08	311.29	88.95	328.36	88.74	339.43	88.47	354.50
GR 88.48	368.11	88.41	383.72	88.42	398.54	88.33	411.80	87.95	441.22
GR 87.80	453.94	87.55	461.48	86.75	464.31	87.33	465.60	87.92	471.16
GR 88.44	480.67	88.86	493.86	88.89	504.97	89.05	512.99	.00	.00
X1 2088.	87	802.41	863.32	90.0	90.0	90.0			
GR 90.96	.00	90.69	3.49	90.83	9.66	91.05	25.92	90.91	45.14
GR 91.19	65.38	91.37	78.36	91.49	95.13	91.66	110.07	91.82	123.76
GR 91.77	141.22	91.64	157.22	91.21	171.42	91.03	190.44	91.02	200.35
GR 90.98	215.51	91.15	227.85	90.72	238.24	91.03	248.53	91.36	269.98
GR 91.34	293.28	91.09	318.74	90.60	335.03	90.65	352.15	90.92	368.69
GR 90.87	373.49	91.12	381.37	90.99	384.72	90.97	391.99	90.75	397.49
GR 90.73	401.46	90.68	408.89	90.58	416.78	90.94	426.37	91.03	434.05
GR 91.14	442.93	90.84	451.43	90.57	458.37	90.92	469.40	91.07	480.50
GR 91.16	487.55	91.03	489.68	90.83	495.48	90.20	508.29	89.84	520.35
GR 89.79	533.30	89.65	540.58	90.06	551.92	90.36	561.27	90.34	568.67
GR 90.39	578.64	90.41	593.94	90.68	599.78	90.55	601.19	90.32	606.47
GR 90.34	614.25	90.42	621.22	90.29	622.87	90.45	625.02	90.28	626.43
GR 90.34	632.69	90.43	639.48	90.30	643.29	90.08	646.98	89.98	652.10
GR 90.10	666.04	90.27	671.90	89.94	676.63	89.79	688.01	89.76	700.17
GR 89.68	712.85	89.64	722.24	89.66	731.58	90.07	741.98	89.60	753.29
GR 89.70	769.13	89.57	780.68	89.72	794.17	89.47	802.41	89.48	814.28
GR 89.02	830.26	88.83	841.02	87.77	844.81	87.93	845.95	88.65	848.93
GR 89.12	863.32	89.32	877.64						
X1 2185.	15.	81.	89.	97.	97.	97.			

GR 91.6	0	91.5	2	91.0	17	90.5	57	90.0	63
GR 89.5	78	89.0	81	88.5	83	88.4	84	88.4	86
GR 88.5	87	89.0	89	89.5	112	90.0	139	90.1	152
X1 2229.	25	266.29	271.43	44.	44.	44.			
GR 91.48	.00	91.68	13.45	91.90	26.04	91.81	43.24	91.79	64.04
GR 91.64	82.28	91.61	103.13	91.60	123.18	91.49	144.60	91.42	159.75
GR 91.69	176.76	91.68	191.72	91.65	206.49	91.79	216.97	91.44	227.12
GR 90.69	242.27	90.08	257.76	89.75	266.29	88.61	269.86	89.57	271.43
GR 89.84	280.45	90.08	294.92	90.70	305.78	90.90	318.15	91.00	333.28
X12294.9	16.0	148.2	151.3	65.	65.	65.			
GR 91.82	0.0	91.87	30.0	91.66	60.0	91.29	90.0	90.67	120.0
GR 90.16	148.2	89.22	149.0	89.00	150.0	89.29	151.0	89.90	151.3
GR 90.44	154.0	90.94	180.0	90.72	210.0	90.98	233.0	90.19	234.0
GR 91.32	241.5								
X1 2382.	17.	159.	163.	88.	88.	88.			
GR 92.3	0	92.0	34	91.5	60	91.5	85	92.0	94
GR 92.3	100	92.0	106	91.5	118	91.0	141	90.5	151
GR 90.5	159	90.3	161	90.5	163	91.0	168	91.5	176
GR 92.0	210	92.1	237						
X1 2439.	44	320.79	324.78	57.	57.	57.			
GR 96.68	.00	96.19	11.89	95.82	22.61	95.41	40.00	95.22	55.43
GR 94.85	69.71	94.71	80.21	94.32	84.33	94.30	90.49	94.26	111.75
GR 93.85	127.00	92.99	159.38	93.05	170.39	92.63	186.76	93.09	189.69
GR 92.97	198.46	92.97	203.67	92.84	209.61	92.73	218.06	92.46	225.71
GR 92.27	234.48	92.39	238.76	92.38	248.10	92.27	257.35	92.49	266.45
GR 92.84	274.42	92.97	278.98	92.85	284.53	92.66	292.92	92.51	304.49
GR 91.97	313.07	91.33	320.79	90.36	322.24	90.98	324.78	91.16	334.57
GR 91.62	340.16	92.13	356.83	92.57	364.21	92.60	372.75	92.78	381.84
GR 92.83	386.95	92.11	388.63	92.68	390.48	92.72	396.24	.00	.00
NC .05	.05	.03	.30	.50					
X1 2620.	25.	116.76	122.22	240.	160.	171.			
GR 96.36	.00	96.37	6.16	96.08	15.12	95.82	21.28	95.80	28.01
GR 95.60	31.93	95.14	42.23	94.95	46.23	94.92	54.12	94.71	58.64
GR 94.14	66.07	93.74	69.88	93.44	76.93	93.56	81.54	93.63	88.62
GR 93.87	97.44	93.42	101.43	93.74	112.68	92.42	116.76	91.75	117.42
GR 91.67	119.18	93.58	122.22	94.00	159.00	94.60	180.00	94.80	190.00
X12630.2	19.	199.2	202.4	20.0	20.0	20.0			
X3 10							93.25	93.25	

GR 96.5	0	96.5	57	94.5	76	94.0	104	93.5	120
GR 93.4	133	93.0	198	92.5	199.2	92.26	199.3	92.26	202.3
GR 92.5	202.4	93.0	219	93.0	223	93.5	252	94.8	261
NC		.019							
X12630.3	15.	199.3	202.3	0.5	0.5	0.5			
BT -16.	57	96.5	96.5	76	96.0	94.5	104	95.0	94.0
BT	120	94.5	93.5	133	94.0	93.4	198	93.44	93.0
BT	199.2	93.44	92.3	199.3	93.44	91.99	199.3	93.44	92.99
BT	202.3	93.44	92.99	202.3	93.44	91.99	202.4	93.44	92.3
BT	219	93.5	93.0	223	94.0	93.0	252	94.6	93.5
BT	261	94.8	94.8						
GR 96.5	0	96.5	57	94.5	76	94.0	104	93.5	120
GR 93.4	133	93.0	198	92.3	199.2	91.99	199.3	91.99	202.3
GR 92.3	202.4	93.0	219	93.0	223	93.5	252	94.8	261
X12630.4	0	0	0	32.0	32.0	32.0			
X2						1.0			
NC		.030							
X12630.5	0	0	0	15.0	15.0	15.0		.10	
X3 10							93.4	93.4	
X1 2774.	45	78.77	130.55	85.	150.	145.			
GR 97.00	.00	97.08	4.96	97.06	14.65	96.90	21.94	96.55	25.26
GR 96.62	34.88	96.66	40.48	96.61	44.94	96.68	55.82	96.56	64.72
GR 95.69	72.50	94.61	78.77	93.68	86.08	93.53	93.17	93.59	97.61
GR 92.98	101.95	92.72	103.72	93.58	105.07	93.46	113.58	93.67	118.48
GR 93.62	124.10	95.28	130.55	95.67	137.24	95.71	148.27	95.93	152.23
GR 95.61	157.48	95.67	164.42	95.85	181.63	96.03	195.85	96.08	209.57
GR 95.69	215.85	95.79	231.61	96.03	246.16	96.04	259.63	96.26	269.55
GR 96.44	272.71	96.69	284.33	96.65	304.29	96.74	323.93	96.75	338.43
GR 96.38	352.65	96.60	358.80	95.87	361.76	96.25	364.02	96.17	377.59
NC	.06	.03	.3	.5					
X12863.1	20	86.0	88.0	160.5	160.5	160.5			
GR 97.3	0	97.2	4	97.0	22	96.5	62	95.0	80
GR 95.0	84	94.0	86	93.72	86.1	93.72	87.9	94.0	88
GR 95.0	100	96.0	118	96.1	144	96.5	159	96.5	168
GR 96.5	198	97.0	220	98.0	236	98.5	254	98.7	276
X12863.2	20	86.0	88.0	23.0	23.0	23.0			
X3 10							96.30	96.30	
GR 97.3	0	97.2	4	97.0	22	96.5	62	95.0	80

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GR 95.0	84	94.0	86	93.90	86.1	93.90	87.9	94.0	88
GR 95.0	100	96.0	118	96.1	144	96.5	159	96.5	168
GR 96.5	198	97.0	220	98.0	236	98.5	254	98.7	276
NC	.07	.019							
X12863.3	11	84.1	85.9	.5	.5	.5			
BT -12.	0	97.5	97.5	20	97.45	96.9	71	97.4	96.0
BT	84	97.36	94.2	84.1	97.36	93.93	84.1	97.36	95.79
BT	85.9	97.36	95.79	85.9	97.36	93.93	86	97.36	94.2
BT	106	97.5	96.0	188	97.6	96.1	200	97.9	97.9
GR 97.5	0	96.9	20	96.0	71	94.2	84	93.93	84.1
GR 93.93	85.9	94.2	86	96.0	106	96.1	188	97.9	200
GR 99.2	210								
X12863.4	0	0	0	37.5	37.5	37.5			
X2						1.0			
NC		.030							
X12863.5	0	0	0	0.5	0.5	0.5			
X3 10							97.36	97.36	
X12863.6	0	0	0	10.0	10.0	10.0			
EJ									

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WCSS.HEC

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*****
*           S U M P O           *
*   Interactive Summary PrintOut *
*   for the IBM PC/XT/AT       *
*   January 1987 version        *
*****
Input Filename: WC5S.HEC
Output Filename: WC5S.SUM
    
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Watercourse 5

SECNO	Q	QCH	VCH	CWSEL	DEPTH	DIFWSX	EG	TOPWID	K*CHSL	QLOB
1.00	10.26	10.26	0.15	75.03	3.03	0.00	75.03	21.96	0.00	0.
2.00	10.26	10.26	0.10	75.03	3.03	0.00	75.03	33.46	0.00	0.
3.00	10.26	10.26	0.02	75.03	3.03	0.00	75.03	145.96	0.00	0.
4.00	10.26	10.26	0.02	75.03	3.03	0.00	75.03	170.96	0.00	0.
5.00	10.26	10.26	0.02	75.03	3.03	0.00	75.03	170.96	0.00	0.
6.00	10.26	10.26	0.09	75.03	3.03	0.00	75.03	37.46	0.00	0.
7.00	10.26	10.26	0.06	75.03	3.03	0.00	75.03	53.96	0.00	0.
8.00	8.76	8.76	0.05	75.03	3.03	0.00	75.03	53.90	0.00	0.
9.00	8.76	8.76	1.24	76.45	1.00	1.42	76.53	9.16	58.38	0.
10.00	8.76	8.76	2.15	76.60	0.82	0.15	76.84	8.88	10.15	0.
11.00	8.76	8.76	2.30	76.94	0.84	0.34	77.21	7.09	58.18	0.
12.00	8.76	8.76	1.89	77.95	0.93	1.01	78.13	5.01	41.82	0.
13.00	8.76	8.14	2.36	78.06	0.71	0.11	78.33	7.26	110.00	0.
14.00	8.76	7.77	3.49	78.91	1.56	0.86	79.48	2.84	0.00	0.
530.20	8.76	2.38	0.18	79.82	2.37	0.91	79.82	211.11	2.27	2.
530.30	8.76	8.76	1.49	79.80	2.24	-0.02	79.91	204.69	220.00	0.
530.40	8.76	8.76	1.49	79.86	2.30	0.06	79.97	220.97	0.00	0.
530.50	8.76	1.30	0.14	80.04	2.48	0.18	80.04	273.39	0.00	3.
546.00	8.76	1.19	0.13	80.04	2.45	0.00	80.04	336.89	7.50	3.
573.20	9.91	0.90	0.12	80.04	2.42	0.00	80.04	489.07	5.88	2.
573.30	9.91	0.73	0.09	80.22	2.63	0.18	80.22	552.24	-0.71	2.
597.00	11.73	0.56	0.07	80.22	2.63	0.00	80.22	552.23	0.00	3.
616.20	11.12	0.69	0.07	80.22	2.50	0.00	80.22	469.88	260.01	3.
616.30	11.12	11.12	1.50	80.20	2.54	-0.02	80.31	121.41	-120.00	0.
616.40	11.12	11.12	1.50	80.25	2.59	0.06	80.37	243.34	0.00	0.
616.50	11.12	11.12	1.12	80.34	2.68	0.08	80.40	3.70	0.00	0.
616.60	11.12	2.46	0.26	80.44	2.58	0.10	80.44	204.81	10.00	5.

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WC5S.SUM

723.90	11.12	2.08	0.16	80.44	1.83	0.00	80.44	325.95	10.71	0.
798.00	11.12	4.21	0.90	80.47	1.22	0.04	80.49	305.48	8.53	2.
915.20	11.12	1.00	0.31	81.00	0.83	0.53	81.00	316.13	8.93	0.
915.30	11.12	7.28	1.60	81.17	1.25	0.16	81.25	354.73	-500.00	0.
915.40	11.12	5.20	1.06	81.27	1.35	0.11	81.30	364.14	0.00	0.
915.50	11.12	11.12	2.52	81.13	1.21	-0.15	81.45	3.65	0.00	0.
990.00	11.12	11.09	2.51	81.50	1.30	0.37	81.82	13.34	4.56	0.
1080.20	11.12	11.12	3.86	82.51	1.52	1.01	83.27	1.90	5.40	0.
1080.30	0.19	0.19	0.07	83.49	2.37	0.99	83.49	1.90	13.54	0.
1169.00	0.16	0.05	0.00	83.49	2.21	0.00	83.49	587.40	1.89	0.
1229.00	0.16	0.01	0.00	83.49	1.41	0.00	83.49	450.05	13.33	0.
1339.20	8.33	6.06	1.22	83.52	1.18	0.03	83.58	146.90	2.55	0.
1339.30	8.33	8.33	1.73	83.47	1.13	-0.05	83.62	113.69	0.00	0.
1339.40	8.33	8.33	1.64	83.54	1.20	0.06	83.67	143.91	0.00	0.
1339.50	8.33	2.83	0.49	83.71	1.37	0.17	83.71	219.14	0.00	3.
1424.00	15.80	9.71	1.83	84.54	1.30	0.83	84.64	140.16	10.59	0.
1445.00	15.80	15.80	2.66	84.69	1.22	0.15	85.05	8.43	10.95	0.
1481.00	15.80	14.69	1.92	85.12	1.27	0.43	85.29	52.25	10.56	0.
1525.00	15.80	14.69	2.04	85.65	1.33	0.53	85.85	44.18	10.68	0.
1549.00	15.80	15.80	2.45	85.75	1.17	0.10	86.06	8.91	10.83	0.
1567.00	15.80	2.89	0.92	86.09	1.44	0.34	86.11	81.20	3.89	7.
1634.00	15.80	15.80	2.13	86.22	1.32	0.13	86.45	10.12	3.73	0.
1706.20	15.80	10.88	3.24	86.80	1.77	0.58	87.17	14.00	1.00	2.
1706.30	15.80	5.62	1.15	87.69	2.57	0.89	87.71	267.30	4.46	5.
1731.00	10.50	4.97	0.19	87.72	2.22	0.03	87.72	365.09	25.33	4.
1823.00	10.50	10.07	0.21	87.72	1.50	0.00	87.73	154.24	7.83	0.
1933.90	10.50	6.86	1.99	88.07	1.57	0.35	88.20	64.31	2.55	2.
1998.00	10.50	5.17	1.07	88.28	1.53	0.21	88.32	62.46	3.85	3.
2088.00	10.50	10.50	1.86	88.86	1.09	0.57	89.03	15.92	11.33	0.
2185.00	10.50	9.41	1.48	89.38	0.98	0.52	89.48	27.83	6.49	0.
2229.00	10.50	9.03	2.18	89.96	1.35	0.58	90.17	26.66	4.77	0.
2294.90	10.50	8.31	2.20	90.53	1.53	0.58	90.73	34.11	6.00	1.
2382.00	10.50	4.51	1.67	91.07	0.77	0.53	91.14	31.61	14.77	5.
2439.00	10.50	6.94	2.36	91.47	1.11	0.40	91.67	19.25	1.05	0.
2620.00	10.50	10.25	2.68	92.90	1.23	1.43	93.25	5.85	7.66	0.
2630.20	10.50	3.18	0.90	93.37	1.11	0.47	93.38	105.91	29.50	2.
2630.30	10.50	10.50	3.50	93.06	1.07	-0.30	93.69	39.33	-540.01	0.
2630.40	10.50	4.13	0.93	93.91	1.92	0.85	93.93	148.02	0.00	3.

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WC5S.SUM

2630.50	10.50	1.68	0.30	93.94	1.85	0.03	93.94	145.20	6.67	4.
2774.00	10.50	10.50	0.54	93.98	1.26	0.04	94.00	41.90	4.34	0.
* 2863.10	10.50	6.39	2.91	94.83	1.11	0.85	95.11	13.63	6.23	0.
* 2863.20	10.50	10.50	3.74	95.31	1.41	0.48	96.02	2.00	7.83	0.
* 2863.30	10.50	10.50	3.86	95.44	1.51	0.13	96.20	24.76	60.00	0.
2863.40	10.50	10.50	3.14	96.18	2.25	0.74	96.68	127.70	0.00	0.
2863.50	10.50	10.50	2.28	96.49	2.56	0.31	96.75	1.80	0.00	0.
2863.60	10.50	1.50	0.29	96.83	2.90	0.34	96.83	168.99	0.00	2.

C	21								
C	1	ALL SECTIONS HAVE UPSTREAM SECTIONING ASPECT							
C	11	D/S SECTION NORTH SERVICE ROAD							
C	12	U/S SECTION NORTH SERVICE ROAD							
C	530.2	D/S SECTION Q.E.W. OFF-RAMP							
C	530.5	U/S SECTION Q.E.W. OFF-RAMP							
C	573.2	D/S SECTION Q.E.W.							
C	573.3	U/S SECTION Q.E.W.							
C	616.2	D/S SECTION Q.E.W. ON-RAMP							
C	616.5	U/S SECTION Q.E.W. ON-RAMP							
C	915.2	D/S SECTION SOUTH SERVICE ROAD							
C	915.5	U/S SECTION SOUTH SERVICE ROAD							
C	1080.2	D/S SECTION C.N.R.							
C	1080.3	U/S SECTION C.N.R.							
C	1339.2	D/S SECTION ARVIN AVENUE							
C	1339.5	U/S SECTION ARVIN AVENUE							
C	1706.2	D/S SECTION BARTON STREET							
C	1706.3	U/S SECTION BARTON STREET							
C	2630.2	D/S SECTION FRUITLAND ROAD							
C	2630.5	U/S SECTION FRUITLAND ROAD							
C	2863.2	D/S SECTION HIGHWAY NO. 8							
C	2863.5	U/S SECTION HIGHWAY NO. 8							
T1 CITY OF STONEY CREEK FLOODPLAIN MAPPING STUDY									
T2 BY PHILIPS PLANNING & ENGINEERING LIMITED -PROJECT NO. 86090									
T3 Watercourse 5 100 yr STORM									
J1	0	2.0	0	0	0.0	1.0	0	0	75.03
J2	1.0	0	-1.0						
J6	1.0								
QT	6.	21.90	19.28	16.13	13.87	11.70	8.35		
NC	0.026	0.026	0.026	0.6	0.8				
X1	1	4	0.05	21.95	0	0	0		
GR	77	0	72	0.05	72	21.95	77	22	
X1	2	4	0.05	33.45	32	33.5	31.5		
GR	77	0	72	0.05	72	33.45	77	33.5	
X1	3	4	0.05	145.95	29	106	27.5		
GR	77	0	72	0.05	72	145.95	77	146	
X1	4	4	0.05	170.95	66.5	62	64		

GR	77	0	72	0.05	72	170.95	77	171		
X1	5	4	0.05	170.95	15	67	16			
GR	77	0	72	0.05	72	170.95	77	171		
X1	6	4	0.05	37.45	79.5	39.5	39.5			
GR	77	0	72	0.05	72	37.45	77	37.5		
X1	7	4	0.05	53.95	18	24	18			
GR	77	0	72	0.05	72	53.95	77	54		
X1	8	4	0.05	53.95	32	32	32			
X2	20.4									
X3	10									
GR	77	0	72	0.05	72	53.95	77	76.2	76.2	
NC	0.013	0.013	0.013	0.6	0.8					
SB	1.05	1.6	1.72	0	4.8	0.3	7.2	0	75.44	72.5
X1	9	5	0	20	59.1	59.1	59.1			
X2	0	0	1	76.94	79					
X3	10									
BT	-4	0	80	80	9	79.46	75.45	79.0	79.0	
BT		20	79.6	78.2				14	79.0	75.45
GR	80.0	0	75.45	9	75.45	14	78.2	20	78.8	25
X1	10	8	0	44	28	20	32.5			
GR	77.60	0	77.21	26	76.21	29	76.09	31	75.78	32.5
GR	76.09	34	76.21	35.5	79	44				
X1	11	5	0	14	28	7.5	5.5			
X3	10									
GR	78	0	76.40	5	76.10	6.5	76.40	78	78	
NC	0.013	0.013	0.013					9.5	79.10	14
SB	1.05	1.6	1.72	0	4.8	0.3	7.2	0	77.02	76.10
X1	12	8	4.08	13.08	22	22	22			
X2	0	0	1	78.29	79.74					
X3	10									
BT	2	0	79.63	79.48	17.16	79.84	79.48			
GR	79.48	0	78.12	4.08	78.12	6.08	77.02	6.10	77.02	11.08
GR	78.12	11.10	78.12	13.08	79.48	17.16				
NC	0.035	0.035	0.035							
X1	13	6	4.08	11.08	3	3	3			
GR	79.48	0	78.41	4.08	77.35	7.08	77.35	8.08	77.41	11.08
GR	79.48	15.08								
X1	14	0	0	0	23	23	23	0	24	

GR 93.43	.00	93.43	3.42	93.26	13.99	93.13	27.65	92.91	39.36
GR 93.34	52.35	93.35	69.79	93.45	84.58	93.70	97.03	93.94	111.20
GR 94.15	125.99	94.08	137.59	94.06	152.78	94.05	166.46	94.07	180.25
GR 93.87	191.25	93.80	204.18	93.75	218.68	93.45	235.96	93.40	252.67
GR 93.05	267.60	92.75	283.60	92.61	308.17	92.51	319.42	92.13	327.13
GR 91.16	330.87	91.04	339.65	91.36	347.41	91.13	351.16	90.61	352.09
GR 90.60	353.16	90.76	353.40	91.09	359.57	91.76	368.17	92.09	376.31
GR 92.82	379.33	92.40	382.48	92.72	386.67	92.96	398.05	93.43	409.66
GR 94.08	419.50	94.40	429.87	94.28	441.20	94.56	452.89	94.87	455.44
GR 94.88	458.91								
X1 2578.	15.	25.	38.	52.	52.	52.			
GR 93.5	0	93.0	18	92.5	21	92.0	25	91.5	34
GR 91.0	36	91.5	37	92.0	38	93.0	42	93.5	51
GR 94.0	81	94.1	84	94.1	120	94.5	126	94.5	150
X1 2638.	29	164.75	171.00	105.00	105.00	105.00			
GR 94.94	.00	94.86	6.25	94.62	10.22	94.83	16.38	94.97	24.99
GR 94.69	30.50	94.24	47.59	94.43	59.80	94.54	67.42	94.63	74.34
GR 94.41	81.66	94.12	89.41	94.08	101.49	93.81	117.21	93.11	152.29
GR 92.18	157.72	91.85	164.75	91.32	166.56	91.32	167.37	91.55	168.63
GR 92.15	171.00	93.21	174.36	93.68	187.13	94.00	189.45	93.65	195.13
GR 93.76	202.23	94.07	220.79	94.26	240.38	94.52	262.00	.00	.00
X1 2767.	30	216.76	225.83	129.00	129.00	129.00			
GR 95.53	.00	95.48	18.66	94.89	36.26	94.82	52.99	94.70	71.19
GR 94.31	93.77	94.48	113.00	94.38	131.17	94.27	146.22	94.04	158.89
GR 94.22	166.28	94.03	174.83	93.33	187.65	93.14	196.29	93.25	206.38
GR 93.50	216.76	93.23	222.25	92.88	225.83	93.08	227.15	93.21	229.60
GR 93.70	235.74	94.18	252.38	94.38	266.77	95.12	303.37	95.26	312.05
GR 95.30	320.76	95.39	322.71	94.94	323.95	95.26	325.08	95.26	326.85
EJ									

ER
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*****
*           S U M P O           *      Input Filename: WC6S.HEC
*   Interactive Summary PrintOut *      Output Filename: WC6S.SUM
*   for the IBM PC/XT/AT       *
*   January 1987 version       *
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Watercourse 6 SPILL

SECNO	Q	QCH	VCH	CWSEL	DEPTH	DIFWSX	EG	TOPRID	K*CHSL	QLOB
* 181.20	2.83	1.02	1.22	78.94	0.93	0.00	78.96	80.00	0.00	0.
* 181.30	2.83	1.48	1.49	79.15	1.14	0.21	79.21	150.00	0.00	0.
* 181.40	2.83	0.20	0.20	79.23	1.12	0.08	79.23	150.00	4.00	1.
* 420.90	2.83	1.36	1.35	79.39	0.45	0.16	79.43	62.04	4.28	0.
* 566.10	2.83	2.05	1.11	79.85	0.57	0.47	79.90	13.88	2.88	0.
* 566.20	4.45	4.45	2.33	79.87	0.59	0.02	80.15	3.25	0.00	0.
* 566.30	4.45	4.45	1.80	80.02	0.81	0.15	80.19	414.70	-140.00	0.
* 566.40	4.45	4.45	1.52	80.16	0.95	0.14	80.28	467.90	0.00	0.
* 566.50	4.45	4.45	1.53	80.17	0.96	0.01	80.29	3.06	0.00	0.
* 610.20	6.52	6.52	1.45	80.19	1.17	0.03	80.30	3.90	-38.00	0.
* 610.30	6.52	4.12	1.34	80.45	1.14	0.26	80.51	913.83	580.00	1.
* 610.40	6.55	1.34	0.44	80.57	1.26	0.11	80.57	914.00	0.00	3.
* 610.50	6.55	0.05	0.04	80.57	1.26	0.00	80.57	914.00	0.00	4.
* 610.60	5.83	0.13	0.03	80.57	1.26	0.00	80.57	914.00	0.00	3.
* 722.20	8.74	8.51	1.64	80.55	1.15	-0.02	80.69	12.90	2.25	0.
* 722.30	8.74	8.74	3.04	80.53	0.94	-0.02	81.00	5.62	379.99	0.
* 722.40	8.74	3.59	0.86	81.16	1.57	0.63	81.18	131.52	0.00	5.
* 722.50	8.74	4.60	0.96	81.16	1.57	0.00	81.18	129.71	0.00	4.
* 810.00	12.63	0.43	0.10	81.19	1.68	0.03	81.19	432.32	-1.05	3.
* 895.00	12.63	0.94	0.59	81.24	0.77	0.05	81.24	263.58	11.29	4.
* 965.00	12.63	1.07	1.02	81.62	0.43	0.38	81.64	107.00	10.29	7.
* 1084.90	12.63	3.30	1.31	82.33	0.77	0.71	82.36	80.60	3.36	0.
* 1107.20	12.63	12.63	2.94	82.94	1.15	0.61	83.38	5.00	23.00	0.
* 1107.30	4.88	4.88	4.25	83.32	1.27	0.38	84.25	137.89	520.00	0.
* 1107.40	4.88	1.43	1.22	84.66	2.61	1.33	84.68	342.10	0.00	0.
* 1107.50	4.48	4.48	1.97	84.57	2.52	-0.09	84.77	0.90	0.00	0.
* 1212.00	12.23	0.77	0.08	84.83	2.53	0.26	84.83	689.32	2.72	8.

1506.90	12.23	6.37	1.41	85.05	1.61	0.22	85.11	88.92	3.88	1.
1588.00	12.23	8.39	0.76	85.18	1.40	0.13	85.20	154.94	4.72	2.
1664.00	12.23	11.11	1.12	85.28	1.17	0.10	85.33	58.67	4.34	0.
1769.10	12.23	10.53	1.57	85.44	1.04	0.17	85.55	36.32	3.63	1.
1769.20	12.23	7.99	1.93	85.48	1.04	0.04	85.61	38.93	2.58	2.
* 1769.30	12.23	4.41	1.57	86.64	1.78	1.16	86.69	284.78	840.00	0.
* 1769.40	12.23	2.56	0.77	86.77	1.91	0.13	86.78	311.52	0.00	0.
* 1769.50	12.23	1.85	0.23	86.78	1.92	0.01	86.78	313.36	0.00	5.
1826.00	5.15	2.83	0.86	86.80	1.10	0.02	86.82	68.64	14.48	2.
1929.00	5.15	5.12	0.70	87.07	0.89	0.27	87.10	46.02	4.66	0.
2039.00	5.15	5.15	0.99	87.89	0.42	0.81	87.93	34.73	11.73	0.
* 2288.90	5.15	2.89	2.11	90.15	0.82	2.27	90.28	33.75	12.48	1.
* 2384.00	5.15	4.99	1.66	90.57	0.57	0.42	90.70	18.01	10.98	0.
* 2428.00	5.15	5.15	0.67	91.02	0.48	0.45	91.04	25.02	5.14	0.
* 2513.00	5.15	4.42	1.23	91.28	0.68	0.26	91.34	28.01	0.71	0.
* 2578.00	5.15	5.15	1.75	91.84	0.84	0.57	92.00	9.82	7.69	0.
* 2638.00	5.15	4.62	1.10	92.30	0.98	0.46	92.36	14.42	3.05	0.
* 2767.00	5.15	2.15	1.46	93.39	0.51	1.09	93.45	38.68	12.09	1.


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*****
*                               * Input Filename: WC6S.HEC
*   S U M P O                     * Output Filename: WC6S.SUM
*   Interactive Summary PrintOut *
*   for the IBM PC/XT/AT        *
*   January 1987 version        *
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Watercourse 6 SPILL

SECNO	Q	QCH	VCH	CMSEL	DEPTH	DIFWSX	EG	TOPWID	K*CHSL	QLOB
* 181.20	2.83	1.02	1.22	78.94	0.93	0.00	78.96	80.00	0.00	0.
* 181.30	2.83	1.48	1.49	79.15	1.14	0.21	79.21	150.00	0.00	0.
* 181.40	2.83	0.20	0.20	79.23	1.12	0.08	79.23	150.00	4.00	1.
* 420.90	2.83	1.36	1.35	79.39	0.45	0.16	79.43	62.04	4.28	0.
* 566.10	2.83	2.05	1.11	79.85	0.57	0.47	79.90	13.88	2.88	0.
* 566.20	4.45	4.45	2.33	79.87	0.59	0.02	80.15	3.25	0.00	0.
* 566.30	4.45	4.45	1.80	80.02	0.81	0.15	80.19	414.70	-140.00	0.
* 566.40	4.45	4.45	1.52	80.16	0.95	0.14	80.28	467.90	0.00	0.
* 566.50	4.45	4.45	1.53	80.17	0.96	0.01	80.29	3.06	0.00	0.
* 610.20	6.52	6.52	1.45	80.19	1.17	0.03	80.30	3.90	-38.00	0.
* 610.30	6.52	4.12	1.34	80.45	1.14	0.26	80.51	913.83	580.00	1.
* 610.40	6.55	1.34	0.44	80.57	1.26	0.11	80.57	914.00	0.00	3.
* 610.50	6.55	0.05	0.04	80.57	1.26	0.00	80.57	914.00	0.00	4.
* 610.60	5.83	0.13	0.03	80.57	1.26	0.00	80.57	914.00	0.00	3.
* 722.20	8.74	8.51	1.64	80.55	1.15	-0.02	80.69	12.90	2.25	0.
* 722.30	8.74	8.74	3.04	80.53	0.94	-0.02	81.00	5.62	379.99	0.
* 722.40	8.74	3.59	0.86	81.16	1.97	0.63	81.18	131.52	0.00	5.
* 722.50	8.74	4.60	0.96	81.16	1.57	0.00	81.18	129.71	0.00	4.
* 810.00	12.63	0.43	0.10	81.19	1.68	0.03	81.19	432.32	-1.05	3.
* 895.00	12.63	0.94	0.59	81.24	0.77	0.05	81.24	263.58	11.29	4.
* 965.00	12.63	1.07	1.02	81.62	0.43	0.38	81.64	107.00	10.29	7.
* 1084.90	12.63	3.30	1.31	82.33	0.77	0.71	82.36	80.60	3.36	0.
* 1107.20	12.63	12.63	2.94	82.94	1.15	0.61	83.38	5.00	23.00	0.
* 1107.30	4.88	4.88	4.25	83.32	1.27	0.38	84.25	137.89	520.00	0.
* 1107.40	4.88	1.43	1.22	84.66	2.61	1.33	84.68	342.10	0.00	0.
* 1107.50	4.48	4.48	1.97	84.57	2.52	-0.09	84.77	0.90	0.00	0.
* 1212.00	12.23	0.77	0.06	84.83	2.53	0.26	84.83	689.32	2.72	8.

1506.90	12.23	6.37	1.41	85.05	1.61	0.22	85.11	88.92	3.88	1.
1588.00	12.23	8.39	0.76	85.18	1.40	0.13	85.20	154.94	4.72	2.
1664.00	12.23	11.11	1.12	85.28	1.17	0.10	85.33	58.67	4.34	0.
1769.10	12.23	10.53	1.57	85.44	1.04	0.17	85.55	36.32	3.63	1.
1769.20	12.23	7.99	1.93	85.48	1.04	0.04	85.61	38.93	2.58	2.
* 1769.30	12.23	4.41	1.57	86.64	1.78	1.16	86.69	284.78	840.00	0.
1769.40	12.23	2.56	0.77	86.77	1.91	0.13	86.78	311.52	0.00	0.
1769.50	12.23	1.85	0.23	86.78	1.92	0.01	86.78	313.36	0.00	5.
1826.00	5.15	2.83	0.86	86.80	1.10	0.02	86.82	68.64	14.48	2.
1929.00	5.15	5.12	0.70	87.07	0.89	0.27	87.10	46.02	4.66	0.
2039.00	5.15	5.15	0.99	87.89	0.42	0.81	87.93	34.73	11.73	0.
* 2288.90	5.15	2.89	2.11	90.15	0.82	2.27	90.28	33.75	12.48	1.
2384.00	5.15	4.99	1.66	90.57	0.57	0.42	90.70	18.01	10.98	0.
2428.00	5.15	5.15	0.67	91.02	0.48	0.45	91.04	25.02	5.14	0.
2513.00	5.15	4.42	1.23	91.28	0.68	0.26	91.34	28.01	0.71	0.
* 2578.00	5.15	5.15	1.75	91.84	0.84	0.57	92.00	9.82	7.69	0.
2638.00	5.15	4.62	1.10	92.30	0.98	0.46	92.36	14.42	3.05	0.
2767.00	5.15	2.15	1.46	93.39	0.51	1.09	93.45	38.68	12.09	1.

C 12
 C 181.2 ALL SECTIONS HAVE UPSTREAM SECTIONING ASPECT
 C 181.3 U/S SECTION COPE'S LANE
 C 566.2 D/S SECTION NORTH SERVICE ROAD
 C 566.5 U/S SECTION NORTH SERVICE ROAD
 C 610.2 D/S SECTION O.E.W.
 C 610.5 U/S SECTION O.E.W.
 C 722.2 D/S SECTION SOUTH SERVICE ROAD
 C 722.5 U/S SECTION SOUTH SERVICE ROAD
 C 1107.2 D/S SECTION C.N.R.
 C 1107.5 U/S SECTION C.N.R.
 C 1769.2 D/S SECTION BARTON STREET
 C 1769.5 U/S SECTION BARTON STREET
 T1 CITY OF STONEY CREEK FLOODPLAIN MAPPING STUDY
 T2 BY PHILIPS PLANNING & ENGINEERING LIMITED - PROJECT NO. 86090
 T3 Watercourse 6 100 YR STORM
 J1 0.0 2.0 0.0 0.0 -1.0 1.0 0.0 0.0 79.0
 J2 1.0 0.0 -1.0
 J6 1.0
 QT 6. 13.42 11.71 9.50 7.90 6.28 4.12
 NC 0.07 0.07 .013 0.30 0.50
 X1 181.2 6.0 70.0 70.9 0. 0. 0.
 X3 10.0
 GR 79.0 0.0 78.5 69.0 78.01 70.0 78.01 79.0 78.9
 GR 78.9 150.0 70.9 78.5 72.0
 SB 0.0 4.45 1.4 0.0 .90 0.0 0.95 0.0 78.01 74.80
 X1 181.3 6.0 70.0 70.9 0.5 0.5 0.5
 X2 10.0 1.0 79.11 79.30
 X3 10.0
 BT -8.0 0.0 79.0 79.0 69.0 79.3 78.5 79.0 78.9
 BT 70.0 79.3 79.11 70.9 79.3 79.11 70.9 79.3 78.01
 HT 72.0 79.3 78.5 150.0 78.9 78.9
 GR 79.0 0.0 78.5 69.0 78.01 70.0 78.01 70.9 78.5 72.0
 GR 78.9 150.0
 NC .07 .07 .030
 X1 181.4 0 0 0 25. 25. 25. .10
 NC .08 .08 .03 .1 .3

X1 420.9 17.0 177.3 182.8 194. 194. 194.
 GR 79.74 0.0 79.84 30.0 79.69 60.0 79.47 90.0 79.60 120.0
 GR 79.62 150.0 80.06 177.3 79.06 179.1 78.94 180.0 78.94 180.9
 GR 80.10 182.8 79.51 210.0 79.56 240.0 79.52 270.0 79.25 300.0
 GR 79.26 330.0 79.53 360.0
 NC .06 .06 .03 .30 .50
 X1 566.1 25.0 624.0 627.25 118. 118.
 GR 87.3 0.0 87.3 4.0 81.0 18.0 80.5 30.0 80.0 66.0
 GR 80.0 202.0 79.5 203.0 79.5 206.0 80.0 207.0 81.0 236.0
 GR 81.0 296.0 81.0 384.0 80.0 418.0 79.5 420.0 80.0 422.0
 GR 81.0 524.0 80.0 620.0 79.5 624.0 79.28 624.1 79.28 627.16
 GR 79.5 627.25 80.0 628.0 80.0 884.0 80.0 890.0 80.3 894.0
 X1 566.2 0 0 0 25. 25. 25.
 X3 10 80.8 80.3
 NC .023
 X1 566.3 25.0 624.1 627.16 0.5 0.5 0.5
 BT -24.0 18.0 81.0 81.0 30.0 80.9 80.5 66.0 80.8 80.0
 BT 202.0 80.8 80.0 203.0 80.8 79.5 206.0 80.8 79.5
 BT 207.0 80.8 80.0 236.0 81.0 81.0 296.0 81.0 81.0
 BT 384.0 81.4 81.0 418.0 81.4 80.0 420.0 81.4 79.5
 BT 422.0 81.4 80.0 524.0 81.2 81.0 620.0 81.25 80.0
 BT 624.0 81.25 79.5 624.1 81.25 79.28 624.1 81.25 80.33
 BT 627.16 81.25 80.33 627.16 81.25 79.28 627.25 81.25 79.5
 BT 628.0 81.25 80.0 884.0 80.4 80.0 890.0 80.3 80.3
 GR 87.3 0.0 87.3 4.0 81.0 18.0 80.5 30.0 80.0 66.0
 GR 80.0 202.0 79.5 203.0 79.5 206.0 80.0 207.0 81.0 236.0
 GR 81.0 296.0 81.0 384.0 80.0 418.0 79.5 420.0 80.0 422.0
 GR 81.0 524.0 80.0 620.0 79.5 624.0 79.21 624.1 79.21 627.16
 GR 79.5 627.25 80.0 628.0 80.0 884.0 80.3 890.0 80.3 894.0
 X1 566.4 0 0 0 25.6 25.6 25.6
 X2 1.0
 NC .030
 X1 566.5 0 0 0 4.0 4.0 4.0 80.8 80.3
 X3 10.0
 X1 610.2 15 620.0 623.9 5.0 5.0 5.0
 X3 10.0 80.20 80.20
 GR 80.55 0.0 80.0 1.0 79.97 110.0 79.94 204.0 79.9 417.0
 GR 79.7 419.0 79.7 421.0 80.0 450.0 79.5 620.0 79.02 620.1

J1	0.0	4.0	0.0	0.0	-1.0	1.0	0.0	0.0	79.0
J2	3.0	0.0	-1.0						
T1 CITY OF STONEY CREEK FLOODPLAIN MAPPING STUDY									
T2 BY PHILIPS PLANNING & ENGINEERING LIMITED - PROJECT NO. 86090									
T3 Watercourse 6 10 YR STORM									
J1	0.0	5.0	0.0	0.0	-1.0	1.0	0.0	0.0	79.0
J2	4.0	0.0	-1.0						
T1 CITY OF STONEY CREEK FLOODPLAIN MAPPING STUDY									
T2 BY PHILIPS PLANNING & ENGINEERING LIMITED - PROJECT NO. 86090									
T3 Watercourse 6 5 YR STORM									
J1	0.0	6.0	0.0	0.0	-1.0	1.0	0.0	0.0	79.0
J2	5.0	0.0	-1.0						
T1 CITY OF STONEY CREEK FLOODPLAIN MAPPING STUDY									
T2 BY PHILIPS PLANNING & ENGINEERING LIMITED - PROJECT NO. 86090									
T3 Watercourse 6 2 YR STORM									
J1	0.0	7.0	0.0	0.0	-1.0	1.0	0.0	0.0	79.0
J2	15.0	0.0	-1.0						

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*****
*   S U M P O                               Input Filename: WC6N.REC
*   Interactive Summary PrintOut           Output Filename: WC6N.SUM
*   for the IBM PC/XT/AT
*   January 1987 version
*****

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Watercourse 6

SECNO	Q	QCH	VCH	CWSEL	DEPTH	DIFWSX	EG	TOPWID	K*CHSL	QJOB
* 181.20	13.42	2.70	3.02	79.01	1.00	0.00	79.10	150.00	0.00	4.
* 181.20	11.71	2.22	2.43	79.02	1.01	0.00	79.08	150.00	0.00	3.
* 181.20	9.50	1.87	2.08	79.01	1.00	0.00	79.06	150.00	0.00	3.
* 181.20	7.90	1.62	1.81	79.00	0.99	0.00	79.04	150.00	0.00	2.
* 181.20	6.28	1.22	1.34	79.02	1.01	0.00	79.04	150.00	0.00	2.
+ 181.20	4.12	1.34	1.56	78.97	0.96	0.00	79.01	80.00	0.00	0.
* 181.30	13.42	2.12	2.10	79.32	1.31	0.32	79.37	150.00	0.00	4.
+ 181.30	11.71	2.07	2.08	79.30	1.29	0.28	79.35	150.00	0.00	3.
* 181.30	9.50	2.12	2.14	79.28	1.27	0.27	79.34	150.00	0.00	2.
* 181.30	7.90	1.96	1.98	79.27	1.26	0.27	79.32	150.00	0.00	1.
* 181.30	6.28	1.99	2.01	79.23	1.22	0.21	79.30	150.00	0.00	1.
* 181.30	4.12	1.77	1.78	79.18	1.17	0.21	79.25	150.00	0.00	0.
181.40	13.42	0.69	0.60	79.39	1.28	0.06	79.39	150.00	4.00	5.
181.40	11.71	0.62	0.54	79.37	1.26	0.07	79.37	150.00	4.00	4.
181.40	9.50	0.51	0.45	79.36	1.25	0.08	79.36	150.00	4.00	3.
181.40	7.90	0.44	0.39	79.34	1.23	0.07	79.34	150.00	4.00	3.
181.40	6.28	0.35	0.32	79.32	1.21	0.09	79.32	150.00	4.00	2.
181.40	4.12	0.26	0.25	79.27	1.16	0.09	79.27	150.00	4.00	1.
420.90	13.42	2.05	1.02	79.67	0.73	0.28	79.68	250.38	4.28	1.
420.90	11.71	1.94	1.01	79.65	0.71	0.28	79.66	245.18	4.28	0.
420.90	9.50	1.74	0.95	79.62	0.68	0.25	79.63	235.83	4.28	0.
420.90	7.90	1.62	0.94	79.59	0.65	0.25	79.60	202.00	4.28	0.
420.90	6.28	1.45	0.90	79.56	0.62	0.24	79.57	190.24	4.28	0.
420.90	4.12	1.19	0.85	79.51	0.57	0.23	79.52	102.12	4.28	0.

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WC6N.SUM

* 566.10	13.42	3.93	1.51	80.09	0.81	0.42	80.13	446.04	2.88	5.
* 566.10	11.71	4.03	1.58	80.07	0.79	0.43	80.12	440.07	2.88	4.
* 566.10	9.50	3.42	1.35	80.07	0.79	0.45	80.10	438.43	2.88	3.
566.10	7.90	4.81	2.04	80.01	0.73	0.42	80.15	418.77	2.88	2.
566.10	6.28	4.14	1.89	79.96	0.68	0.40	80.09	16.12	2.88	2.
566.10	4.12	2.90	1.52	79.87	0.59	0.37	79.96	14.29	2.88	1.
* 566.20	13.42	2.01	0.61	80.30	1.02	0.21	80.30	270.00	0.00	0.
* 566.20	11.71	1.61	0.48	80.33	1.05	0.25	80.33	270.00	0.00	0.
* 566.20	9.50	1.40	0.42	80.31	1.03	0.24	80.31	270.00	0.00	0.
* 566.20	7.90	7.90	2.88	80.13	0.85	0.12	80.55	3.25	0.00	0.
566.20	6.28	6.28	2.50	80.05	0.77	0.09	80.37	3.25	0.00	0.
566.20	4.12	4.12	1.87	79.96	0.68	0.09	80.14	3.25	0.00	0.
* 566.30	13.42	6.60	1.93	80.69	1.48	0.39	80.78	638.83	-140.00	0.
* 566.30	11.71	6.79	1.98	80.64	1.43	0.32	80.76	626.44	-140.00	0.
* 566.30	9.50	9.50	3.14	80.20	0.99	-0.11	80.70	479.50	-140.00	0.
566.30	7.90	7.90	2.32	80.33	1.12	0.20	80.60	527.09	-140.00	0.
566.30	6.28	6.28	2.20	80.15	0.94	0.10	80.39	459.79	-140.00	0.
566.30	4.12	4.12	1.69	80.01	0.80	0.05	80.15	411.44	-140.00	0.
566.40	13.42	3.19	0.93	80.86	1.65	0.17	80.87	686.41	0.00	0.
566.40	11.71	3.01	0.88	80.84	1.63	0.20	80.85	682.24	0.00	0.
566.40	9.50	2.07	0.60	80.87	1.66	0.67	80.88	691.00	0.00	0.
566.40	7.90	3.52	1.03	80.72	1.51	0.39	80.74	645.93	0.00	0.
566.40	6.28	6.13	1.79	80.39	1.18	0.25	80.55	551.47	0.00	0.
566.40	4.12	4.12	1.47	80.12	0.91	0.12	80.23	453.36	0.00	0.
566.50	13.42	0.45	0.09	80.88	1.67	0.02	80.88	692.01	0.00	6.
566.50	11.71	0.40	0.08	80.86	1.65	0.02	80.86	686.73	0.00	5.
566.50	9.50	0.32	0.06	80.88	1.67	0.01	80.88	696.01	0.00	4.
566.50	7.90	0.57	0.12	80.75	1.54	0.03	80.75	269.90	0.00	0.
566.50	6.28	0.54	0.13	80.60	1.39	0.21	80.60	269.90	0.00	0.
566.50	4.12	4.12	1.46	80.13	0.92	0.01	80.24	3.06	0.00	0.
610.20	13.42	0.28	0.04	80.88	1.86	0.00	80.88	914.00	-38.00	9.
610.20	11.71	0.25	0.04	80.86	1.84	0.00	80.86	914.00	-38.00	7.

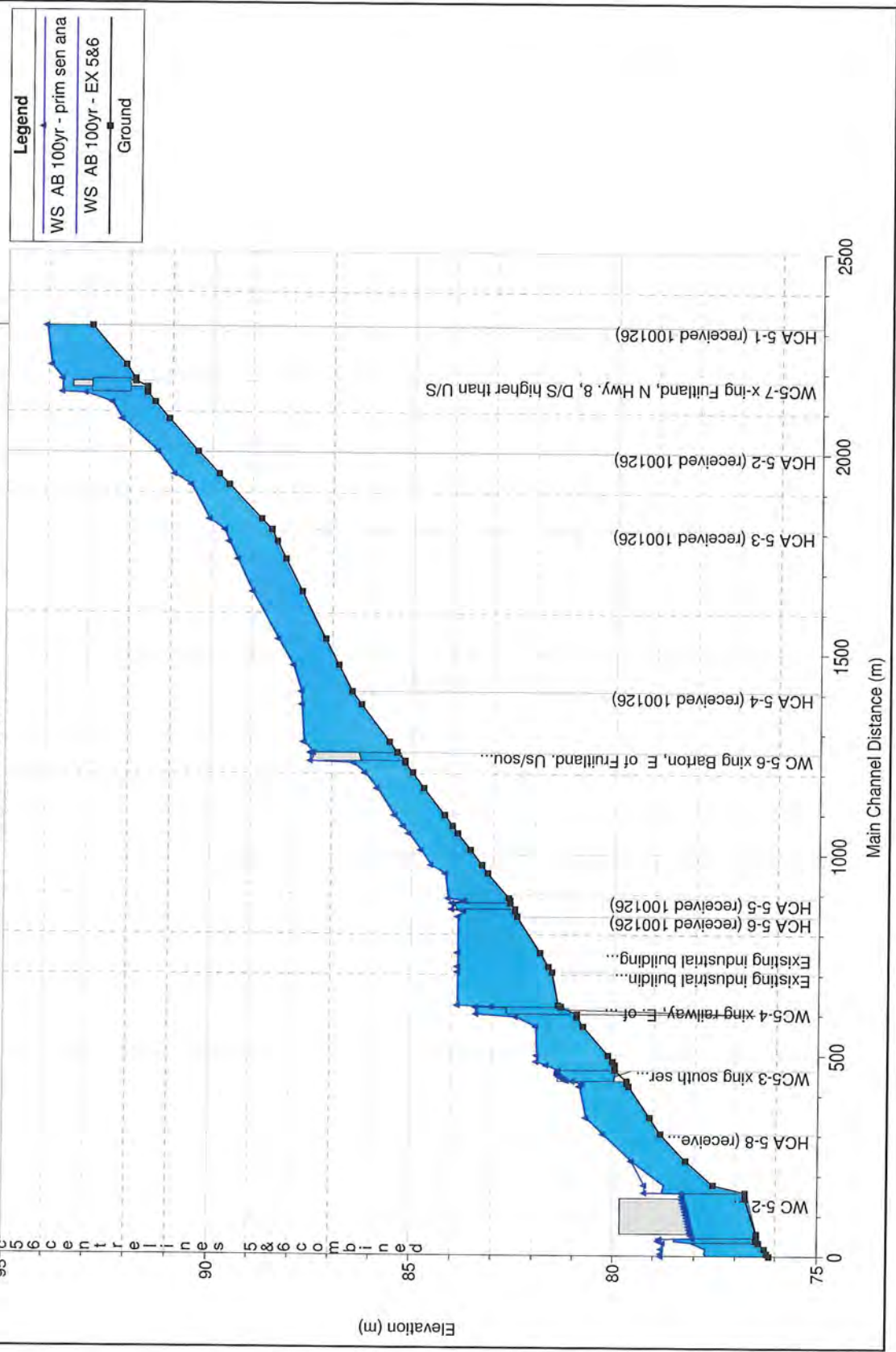
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WC6N.SUM

1000623 WC 5_6 EX Plan: 1) EX 5&6 1/17/2011 2) prim sen ana 1/17/2011

Geom: EX GEOMETRY_wc5_6 Flow: primary flow BC sensitivity

wc56centrelines wc5



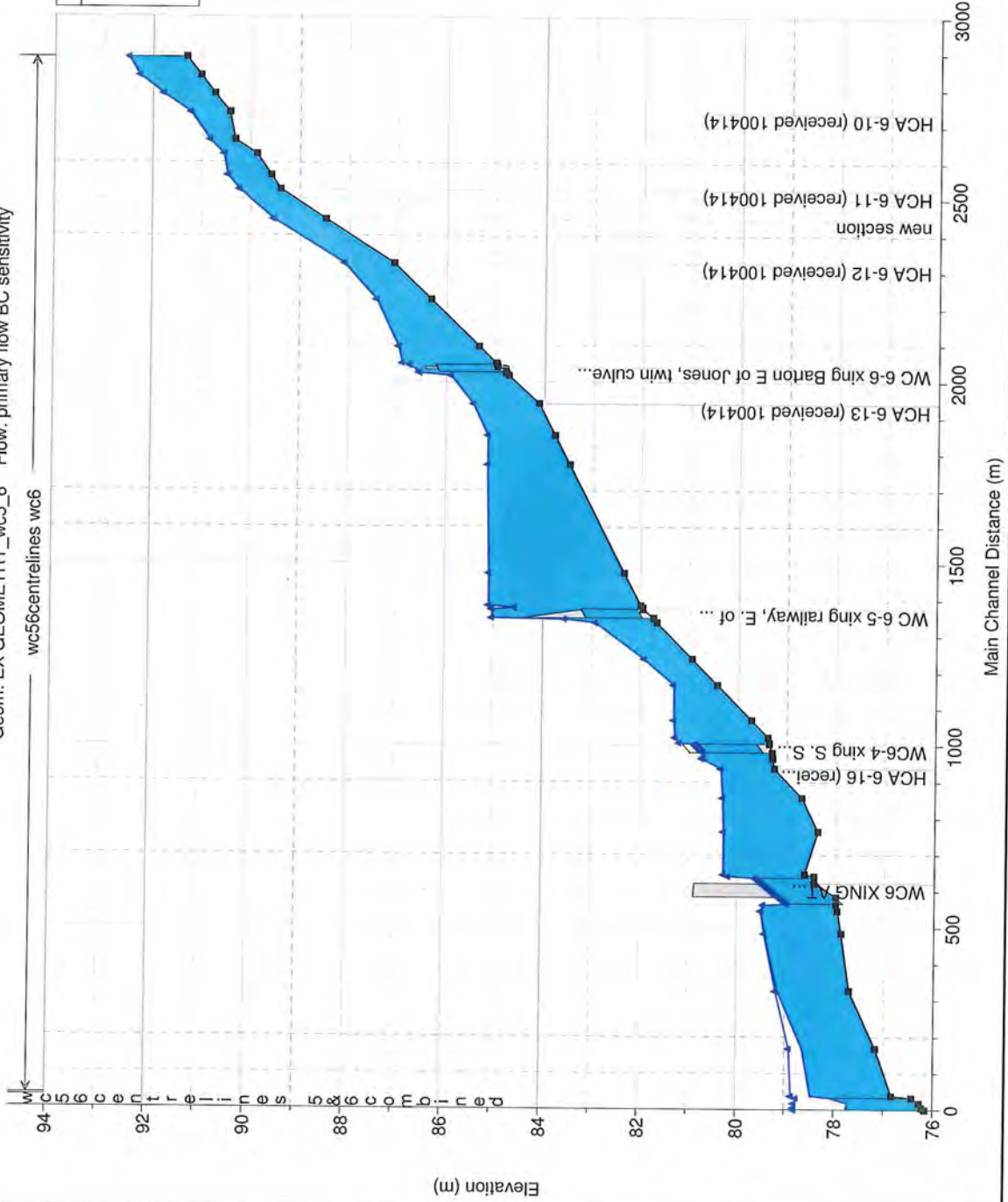
Legend	
WS AB 100yr - prim sen ana	(Blue line)
WS AB 100yr - EX 5&6	(Black line)
Ground	(Black line)

1000623 WC 5_6 EX Plan: 1) EX 5&6 1/17/2011 2) prim sen ana 1/17/2011

Geom: EX GEOMETRY_wc5_6 Flow: primary flow BC sensitivity

wc56centreline wc6

Legend	
WS AB 100yr - prim sen ana	
WS AB 100yr - EX 5&6	
Ground	

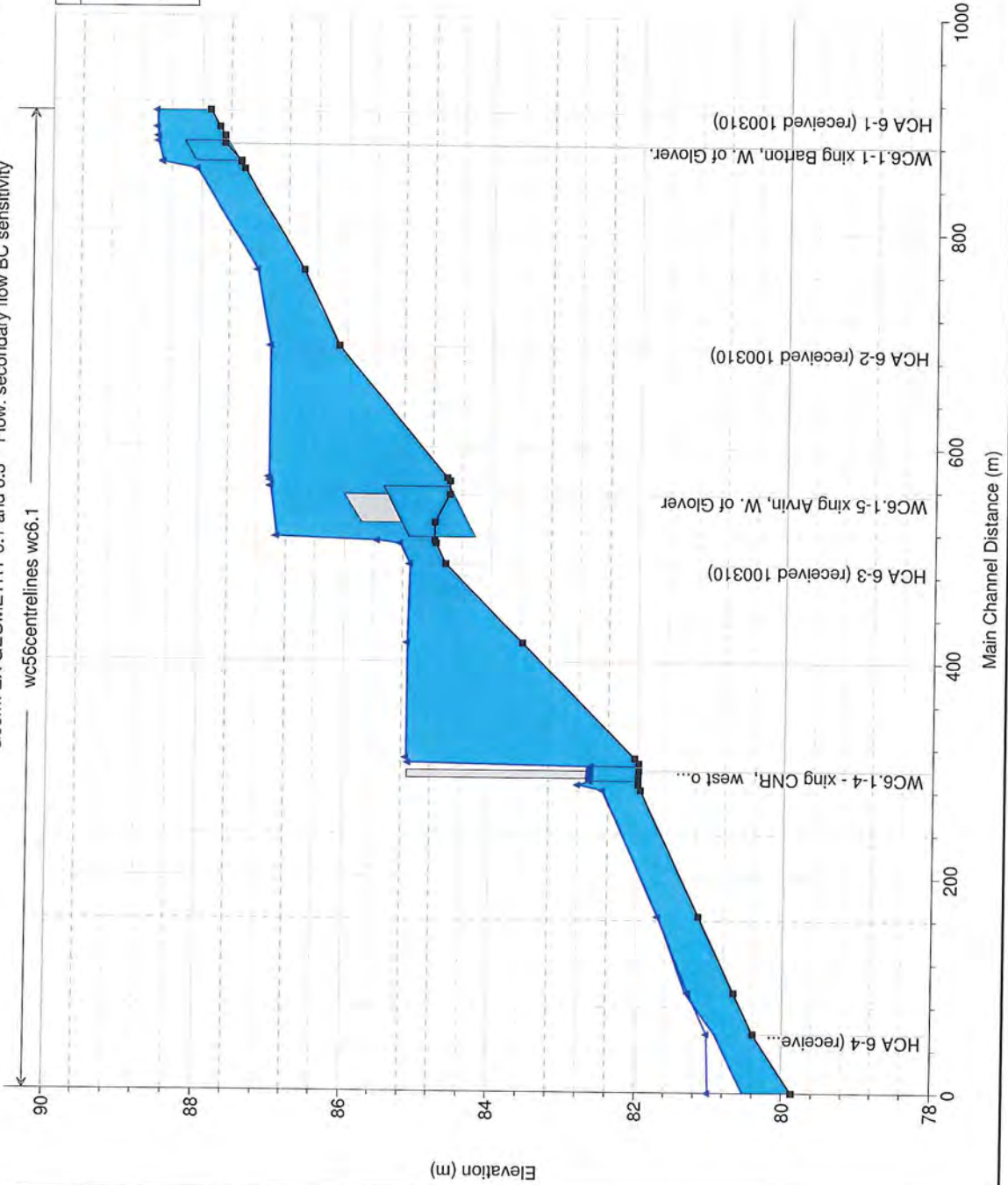


1000623 WC 5_6 EX Plan: 1) EX 6.1&6.3 1/17/2011 2) 2ndary senAna 1/17/2011

Geom: EX GEOMETRY 6.1 and 6.3 Flow: secondary flow BC sensitivity

wc56centrelines wc6.1




Legend	
WS AB 100yr - 2ndary senAna	▲
WS AB 100yr - EX 6.1&6.3	■
Ground	—

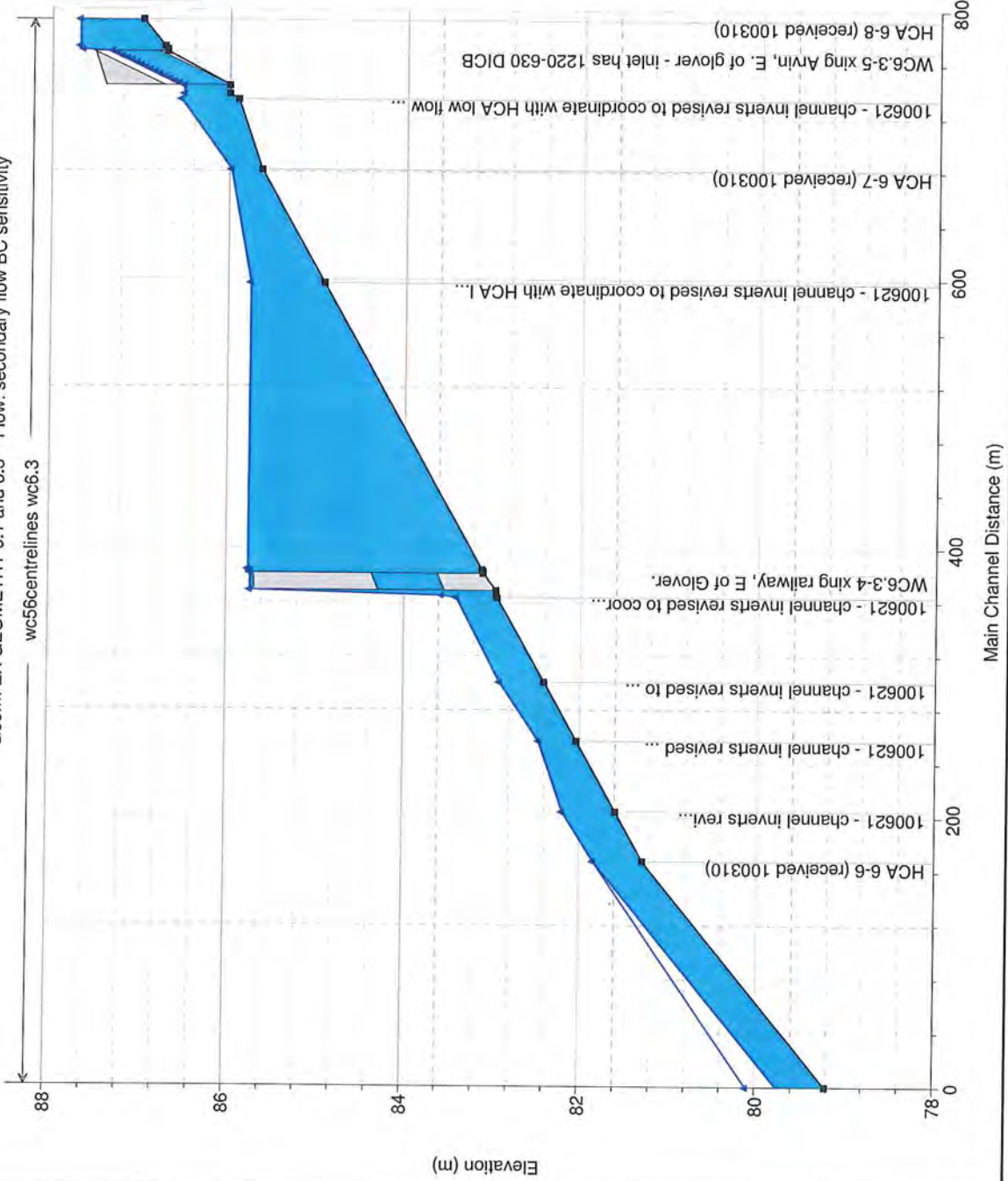


1000623 WC 5_6 EX Plan: 1) EX 6.1&6.3 1/18/2011 2) 2ndary senAna 1/18/2011

Geom: EX GEOMETRY 6.1 and 6.3 Flow: secondary flow BC sensitivity

wc56centreline wc6.3

Legend	
	WS AB 100yr - 2ndary senAna
	WS AB 100yr - EX 6.1&6.3
	Ground



J1	0.0	4.0	0.0	0.0	-1.0	1.0	0.0	0.0	79.0
J2	3.0	0.0	-1.0						
T1	CITY OF STONEY CREEK FLOODPLAIN MAPPING STUDY								
T2	BY PHILIPS PLANNING & ENGINEERING LIMITED - PROJECT NO. 86090								
T3	Watercourse 6 10 YR STORM								
J1	0.0	5.0	0.0	0.0	-1.0	1.0	0.0	0.0	79.0
J2	4.0	0.0	-1.0						
T1	CITY OF STONEY CREEK FLOODPLAIN MAPPING STUDY								
T2	BY PHILIPS PLANNING & ENGINEERING LIMITED - PROJECT NO. 86090								
T3	Watercourse 6 5 YR STORM								
J1	0.0	6.0	0.0	0.0	-1.0	1.0	0.0	0.0	79.0
J2	5.0	0.0	-1.0						
T1	CITY OF STONEY CREEK FLOODPLAIN MAPPING STUDY								
T2	BY PHILIPS PLANNING & ENGINEERING LIMITED - PROJECT NO. 86090								
T3	Watercourse 6 2 YR STORM								
J1	0.0	7.0	0.0	0.0	-1.0	1.0	0.0	0.0	79.0
J2	15.0	0.0	-1.0						

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HEC-RAS Profile AB 100yr (Continued)

Reach	River Sta	Profile	Plan	O Total (m³/s)	Mn Ch El (m)	W.S. Elev (m)	Max Ch Dpth (m)	Crit W.S. (m)	E.G. Elev (m)	E.G. Slope (m/m)	Vel Chnl (m/s)	Vel Left (m/s)	Vel Right (m/s)	Top Width (m)	Froude # CH
wc6	250	AB 100yr	EX 556(spits)	2.00	77.87	78.76	0.91	78.42	78.80	0.001208	0.62	0.17		7.31	0.28
wc6	200	AB 100yr	EX 556	8.79	77.71	78.15	1.44		79.20	0.002164	1.06		0.07	11.54	0.39
wc6	200	AB 100yr	EX 556(spits)	2.00	77.71	78.47	0.77		78.51	0.003307	0.85			6.15	0.44
wc6	150	AB 100yr	EX 556	8.79	77.17	78.65	1.48	78.31	78.78	0.003179	1.71	0.56	0.54	8.92	0.51
wc6	150	AB 100yr	EX 556(spits)	2.00	77.17	78.26	1.09	77.79	78.28	0.000779	0.64	0.19	0.17	6.55	0.23
wc6	100	AB 100yr	EX 536	8.79	76.83	78.47	1.54	77.85	78.51	0.001251	0.87			12.37	0.31
wc6	100	AB 100yr	EX 536(spits)	2.00	76.83	78.23	1.41	77.59	78.24	0.000149	0.27			10.59	0.10
536combined	50	AB 100yr	EX 536	23.90	76.42	78.07	1.65	78.07	78.51	0.013545	2.93	0.25		9.82	1.00
536combined	50	AB 100yr	EX 536(spits)	17.11	76.42	77.86	1.44	77.86	78.24	0.014297	2.72			8.31	1.00
536combined	40	AB 100yr	EX 536	23.90	76.27	77.72	1.44	77.61	78.02	0.007614	2.47	0.30	0.57	13.58	0.78
536combined	40	AB 100yr	EX 536(spits)	17.11	76.27	77.56	1.28	77.42	77.79	0.007156	2.14	0.72	0.36	12.26	0.74
536combined	30	AB 100yr	EX 536	23.90	76.22	77.74	1.52	77.44	77.91	0.004213	1.82	0.22	0.74	16.06	0.58
536combined	30	AB 100yr	EX 536(spits)	17.11	76.22	77.56	1.34	77.27	77.69	0.004200	1.61		0.61	14.51	0.57
536combined	20	AB 100yr	EX 536	23.90	76.16	77.68	1.52	77.45	77.88	0.005004	2.00	0.78	0.42	15.93	0.64
536combined	20	AB 100yr	EX 536(spits)	17.11	76.16	77.51	1.35	77.28	77.66	0.005001	1.76	0.65	0.23	14.48	0.62

HEC-RAS Profile: AB 100yr (Continued)

Reach	River Sta	Profile	Plan	Q Total (m ³ /s)	Min Ch El (m)	W.S. Elev (m)	Max Chl Dpth (m)	Crit W.S. (m)	E.G. Elev (m)	E.G. Slope (m/m)	Vel Chnl (m/s)	Vel Left (m/s)	Vel Right (m/s)	Top Width (m)	Froude # Chl
586combined	50	AB 100yr	FUT 586	23.90	76.42	78.07	1.65	78.07	78.51	0.013545	2.93	0.25		9.52	1.00
586combined	40	AB 100yr	EX 586	23.90	76.27	77.72	1.44	77.81	78.02	0.007614	2.47	0.90	0.57	13.58	0.78
586combined	40	AB 100yr	FUT 586	23.90	76.27	77.72	1.44	77.81	76.02	0.007614	2.47	0.90	0.57	13.58	0.78
586combined	30	AB 100yr	EX 586	23.90	76.22	77.74	1.52	77.44	77.91	0.004213	1.82	0.22	0.74	16.06	0.58
586combined	30	AB 100yr	FUT 586	23.90	76.22	77.74	1.52	77.44	77.91	0.004213	1.82	0.22	0.74	16.06	0.58
586combined	20	AB 100yr	EX 586	23.90	76.16	77.68	1.52	77.45	77.88	0.005004	2.00	0.78	0.42	15.93	0.64
586combined	20	AB 100yr	FUT 586	23.90	76.16	77.68	1.52	77.45	77.88	0.005004	2.00	0.78	0.42	15.93	0.64

HEC-RAS Profile: AB 100yr (Continued)

Reach	River Sta	Profile	Plan	Q Total (m3/s)	Min Ch El (m)	W.S. Elev (m)	Max Ch Dpth (m)	Crit W.S. (m)	E.G. Elev (m)	E.G. Slope (m/m)	Vel Chnl (m/s)	Vel Left (m/s)	Vel Right (m/s)	Top Width (m)	Froude # Chl
S&Scombined	50	AB 100yr	FUT S&Scha impro	20.87	76.42	77.89	1.55	77.99	76.39	0.012876	2.83			8.09	1.00
S&Scombined	40	AB 100yr	FUT S&S	23.90	76.27	77.72	1.41	77.61	76.02	0.007614	2.47	0.90	0.57	13.59	0.78
S&Scombined	40	AB 100yr	FUT S&Scha impro	20.87	76.27	77.65	1.38	77.53	77.82	0.007395	2.53	0.82	0.48	13.03	0.75
S&Scombined	30	AB 100yr	FUT S&S	23.90	76.22	77.74	1.52	77.44	77.01	0.004213	1.82	0.32	0.74	16.06	0.58
S&Scombined	30	AB 100yr	FUT S&Scha impro	20.87	76.22	77.67	1.44	77.37	77.82	0.004250	1.73	0.11	0.69	15.79	0.58
S&Scombined	20	AB 100yr	FUT S&S	23.90	76.16	77.68	1.52	77.45	77.83	0.005004	2.00	0.78	0.42	15.93	0.64
S&Scombined	20	AB 100yr	FUT S&Scha impro	20.87	76.16	77.61	1.45	77.38	77.78	0.005006	1.90	0.72	0.35	15.31	0.63

Appendix F
CulvertMaster Output

Culvert Calculator Report Watercourse 5 @ NSR

Comments: WATERCOURSE 5.0 - XING AT NORTH SERVICE ROAD

TW TAKEN AT SPILL POINT OF CHANNEL AT DOWNSTREAM END OF STRUCTURE

Solve For: Headwater Elevation

Culvert Summary			
Allowable HW Elevation	100.00 m	Headwater Depth/Height	1.93
Computed Headwater Elev.	79.29 m	Discharge	23.9000 m ³ /s
Inlet Control HW Elev.	78.75 m	Tailwater Elevation	78.75 m
Outlet Control HW Elev.	79.29 m	Control Type	Outlet Control
Grades			
Upstream Invert	75.88 m	Downstream Invert	75.58 m
Length	38.10 m	Constructed Slope	0.007874 m/m
Hydraulic Profile			
Profile	PressureProfile	Depth, Downstream	3.17 m
Slope Type	N/A	Normal Depth	0.91 m
Flow Regime	N/A	Critical Depth	1.33 m
Velocity Downstream	2.72 m/s	Critical Slope	0.002660 m/m
Section			
Section Shape	Box	Mannings Coefficient	0.013
Section Material	Concrete	Span	5.00 m
Section Size	5000x1760mm	Rise	1.76 m
Number Sections	1		
Outlet Control Properties			
Outlet Control HW Elev.	79.29 m	Upstream Velocity Head	0.38 m
Ke	0.20	Entrance Loss	0.08 m
Inlet Control Properties			
Inlet Control HW Elev.	78.75 m	Flow Control	N/A
Inlet Type	90° headwall w 45° bevels	Area Full	8.8 m ²
K	0.49500	HDS 5 Chart	10
M	0.66700	HDS 5 Scale	2
C	0.03140	Equation Form	2
Y	0.82000		

Culvert Calculator Report Watercourse 6.1 @ QEW

Comments: WATERCOURSE 6.1- XING AT SSR, QEW, AND NSR
XING STRUCTURES DATA FROM CITY APPEAR TO INDICATE THAT A SINGLE CROSS CULVERT COVERS ALL THREE ROADWAYS

TW TAKEN AT DOWNSTREAM OBVERT OF STRUCTURE

Solve For: Headwater Elevation

Culvert Summary			
Allowable HW Elevation	100.00 m	Headwater Depth/Height	1.17
Computed Headwater Elev:	81.00 m	Discharge	2.5500 m ³ /s
Inlet Control HW Elev.	80.66 m	Tailwater Elevation	80.66 m
Outlet Control HW Elev.	81.00 m	Control Type	Outlet Control

Grades			
Upstream Invert	79.58 m	Downstream Invert	79.26 m
Length	93.70 m	Constructed Slope	0.003415 m/m

Hydraulic Profile			
Profile	PressureProfile	Depth, Downstream	1.40 m
Slope Type	N/A	Normal Depth	0.95 m
Flow Regime	N/A	Critical Depth	0.48 m
Velocity Downstream	0.86 m/s	Critical Slope	0.023888 m/m

Section			
Section Shape	Box	Mannings Coefficient	0.035
Section Material	Concrete	Span	2.44 m
Section Size	2440 x 1220 mm	Rise	1.22 m
Number Sections	1		

Outlet Control Properties			
Outlet Control HW Elev.	81.00 m	Upstream Velocity Head	0.04 m
Ke	0.70	Entrance Loss	0.03 m

Inlet Control Properties			
Inlet Control HW Elev.	80.66 m	Flow Control	Unsubmerged
Inlet Type	0° wingwall flares	Area Full	3.0 m ²
K	0.06100	HDS 5 Chart	8
M	0.75000	HDS 5 Scale	3
C	0.04230	Equation Form	1
Y	0.82000		

Culvert Calculator Report Watercourse 6.3 @ QEW

Comments: WATERCOURSE 6.3 - XING AT QEW

TW TAKEN AT DOWNSTREAM OBV OF STRUCTURE

Solve For: Headwater Elevation

Culvert Summary			
Allowable HW Elevation	100.00 m	Headwater Depth/Height	0.70
Computed Headwater Elev:	80.08 m	Discharge	1,4300 m ³ /s
Inlet Control HW Elev.	79.89 m	Tailwater Elevation	79.79 m
Outlet Control HW Elev.	80.08 m	Control Type	Outlet Control

Grades			
Upstream Invert	79.22 m	Downstream Invert	78.59 m
Length	94.00 m	Constructed Slope	0.006702 m/m

Hydraulic Profile			
Profile	M1	Depth, Downstream	1.20 m
Slope Type	Mild	Normal Depth	0.64 m
Flow Regime	Subcritical	Critical Depth	0.40 m
Velocity Downstream	0.65 m/s	Critical Slope	0.026434 m/m

Section			
Section Shape	Box	Mannings Coefficient	0.035
Section Material	Concrete	Span	1.83 m
Section Size	1830 x 1220 mm	Rise	1.22 m
Number Sections	1		

Outlet Control Properties			
Outlet Control HW Elev.	80.08 m	Upstream Velocity Head	0.05 m
Ke	0.70	Entrance Loss	0.04 m

Inlet Control Properties			
Inlet Control HW Elev.	79.89 m	Flow Control	Unsubmerged
Inlet Type	0° wingwall flares	Area Full	2.2 m ²
K	0.06100	HDS 5 Chart	8
M	0.75000	HDS 5 Scale	3
C	0.04230	Equation Form	1
Y	0.82000		

Appendix G

Updated Floodplain Mapping, Dillon Consulting

CONTRACT No.
DRAWING No. 00-P-00
FILE No.

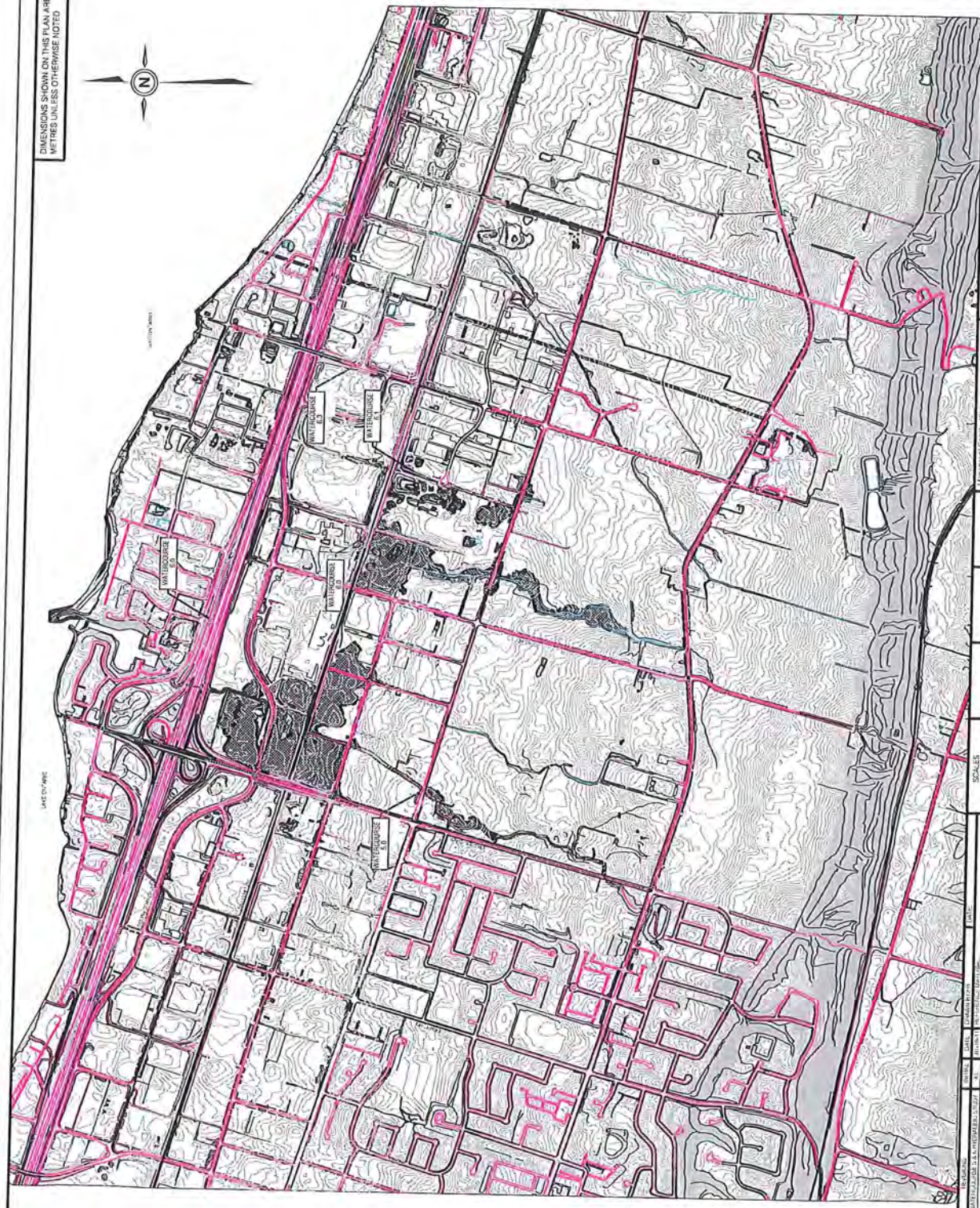
DIMENSIONS SHOWN ON THIS PLAN ARE IN
METRES UNLESS OTHERWISE NOTED

SHEET No.
1 OF 13



LEGEND:

- CONTOUR
- CULVERT
- 10 YEAR FLOODLINE
- NOT FINISH 2011 FRONT
- STRUCTURAL FOUNDATION
- INSTRUMENT REF (1976-2000) 13M



CITY OF HAMILTON Public Works Department		Watercourse 5.0 & 6.0 Hydraulic Study Overall Detail Mapping	
Manager of Construction	Manager of Design	Scale	1:10000
<p>DATE: 1/20/2011 3:00:14 PM</p> <p>PROJECT: WATERCOURSE 5.0 & 6.0 HYDRAULIC STUDY</p> <p>DRAWN BY: [Name]</p> <p>CHECKED BY: [Name]</p> <p>DATE: 1/20/2011 3:00:14 PM</p>		Scale	1:10000

CONTRACT NO.
DRAWING NO. 00-P-00

DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES UNLESS OTHERWISE NOTED

SHEET NO.
2 OF 13



- LEGEND
- PROPOSED COLLECTION MAINS
 - EXISTING COLLECTION MAINS
 - PROPOSED COLLECTION MAINS
 - EXISTING COLLECTION MAINS
 - PROPOSED COLLECTION MAINS
 - EXISTING COLLECTION MAINS
 - PROPOSED COLLECTION MAINS
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 - PROPOSED COLLECTION MAINS
 - EXISTING COLLECTION MAINS



SEE SHEET 3

MATCH LINE

Watercourse 5.0 & 6.0 Hydraulic Study
Existing Floodplain Mapping (1)

CITY OF
HAMILTON
Public Works Department

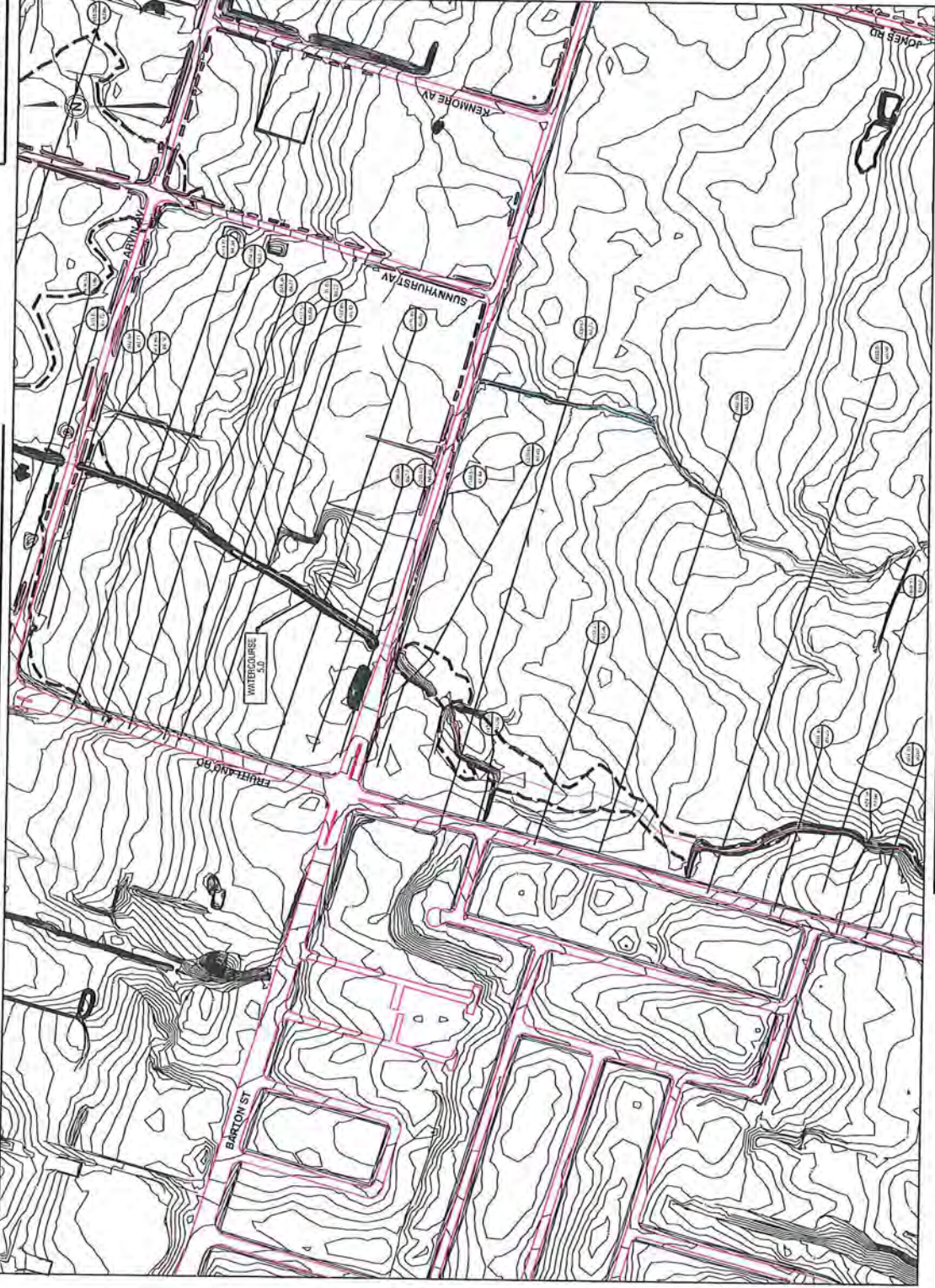
SCALE OF CONTAINER
MUNICIPALITY OF LAMARCA

SCALE
1:2000

DATE
1/20/2011

TIME
2:59:14 PM

SEE SHEET 2



SEE SHEET 6

MATCH LINE



SHEET NO. 3 OF 13
 CONTRACT NO. 00P-00
 DRAWING NO. 00P-00
 FILE NO.

DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES UNLESS OTHERWISE NOTED

Watercourse 5.0 & 6.0 Hydraulic Study
 Existing Floodplain Mapping (2)

CITY OF HAMILTON
 Public Works Department

SEE SHEET 4

MATCH LINE

SCALES 1:2500

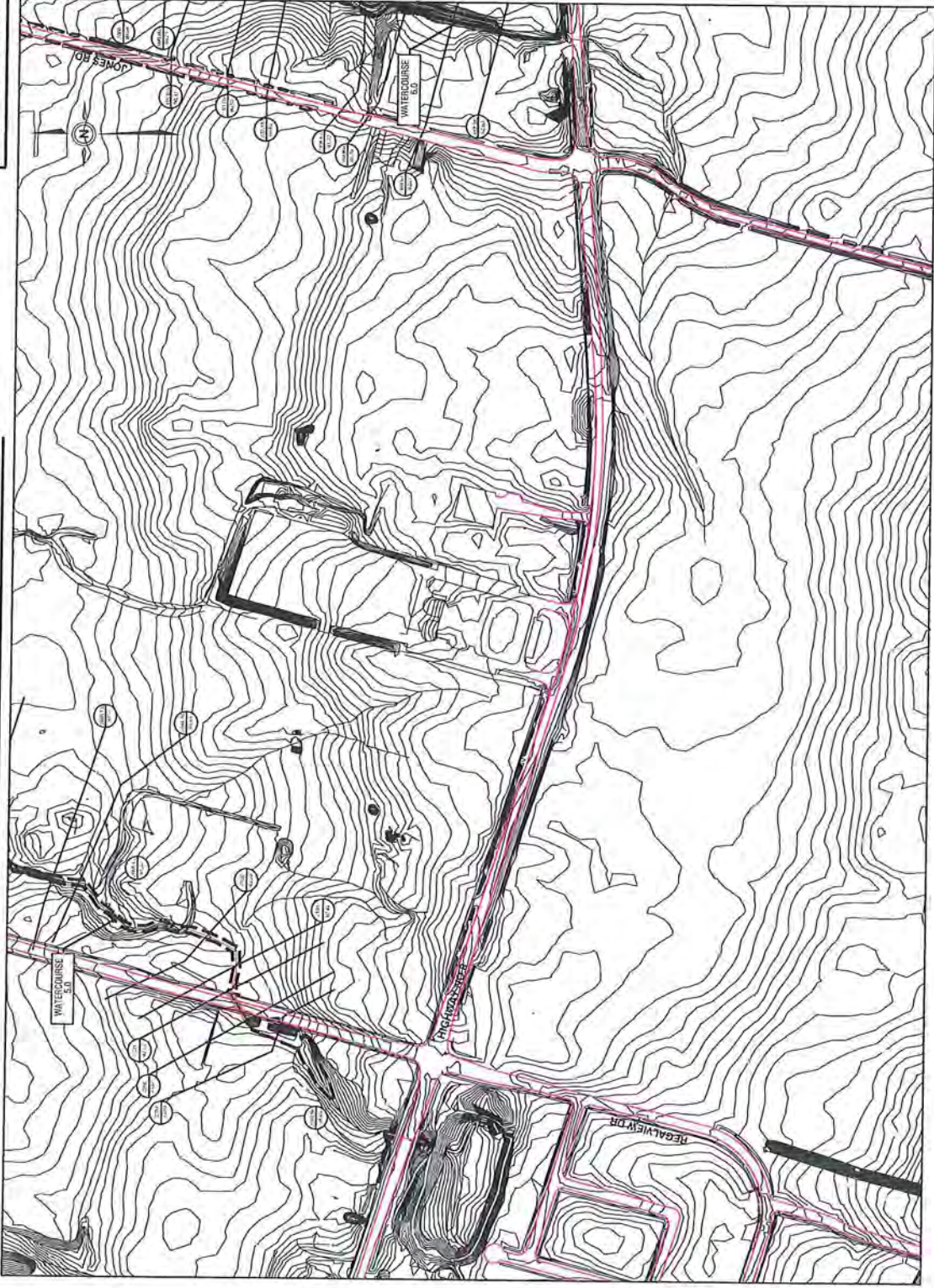
SEE SHEET 3

MATCH LINE

DIMENSIONS SHOWN ON THIS PLAN ARE IN METERS UNLESS OTHERWISE NOTED

CONTRACT No. DRAWING No. 00-P-00
FILE No.

SHEET No. 4 OF 15



SEE SHEET 7

MATCH LINE

LEGEND

- PROPOSED WATERCOURSE
- EXISTING WATERCOURSE
- PROPOSED STRUCTURE
- EXISTING STRUCTURE
- PROPOSED ROAD
- EXISTING ROAD
- PROPOSED FENCE
- EXISTING FENCE
- PROPOSED UTILITY
- EXISTING UTILITY
- PROPOSED ELEVATION
- EXISTING ELEVATION
- PROPOSED SPILLWAY
- EXISTING SPILLWAY
- PROPOSED FLOOD AREA
- EXISTING FLOOD AREA
- PROPOSED FLOOD CONTROL
- EXISTING FLOOD CONTROL
- PROPOSED DRAINAGE
- EXISTING DRAINAGE



MANAGER OF COMMUNITY DEVELOPMENT

MANAGER OF DESIGN

SCALE: 1:2000

DATE: 1/20/2011 2:55:19 PM

PROJECT: WATERCOURSE 5.0 & 6.0 HYDRAULIC STUDY

DATE: 1/20/2011 2:55:19 PM

PROJECT: WATERCOURSE 5.0 & 6.0 HYDRAULIC STUDY

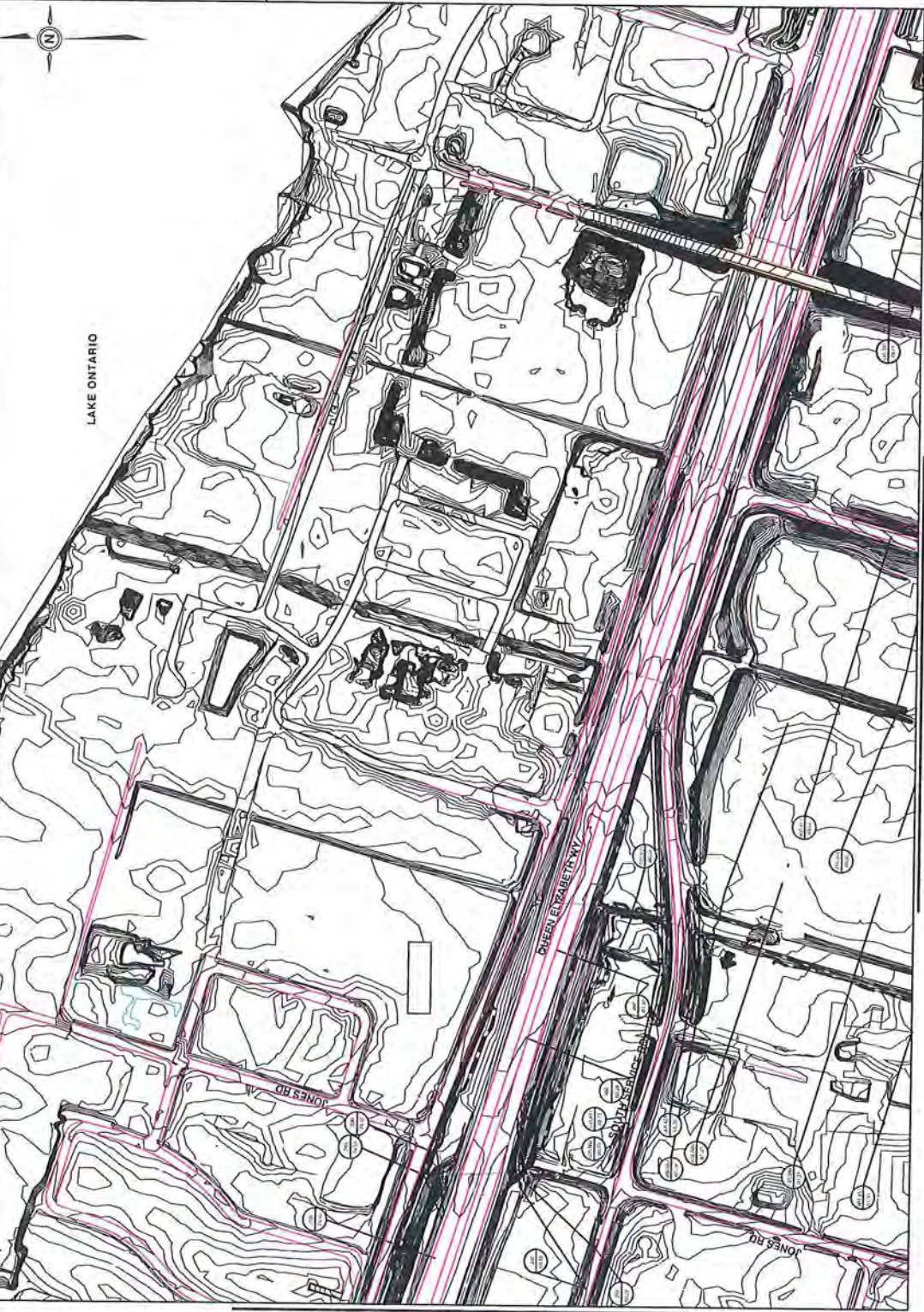
Watercourse 5.0 & 6.0 Hydraulic Study
Existing Floodplain Mapping (3)

CITY OF HAMILTON
Public Works Department

DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES UNLESS OTHERWISE NOTED

CONTRACT No. DRAWING No. 00-P-00
FILE No.

SHEET No. 5 OF 13



- LEGEND:**
- CHISEL SECTION NUMBER
 - WATER COURSE ELEVATION
 - CHISEL CENTERLINE
 - CONTOUR
 - CULVERT
 - WATERWAY FOOTWAY
 - INTERNAL SWALL POINT
 - IRREGULAR FLOW AREA
 - WATERWAY PER. DITCH
 - CENTRE LINE
 - WATERWAY POINT

SEE SHEET 2 MATCH LINE

SEE SHEET 6

PROJECT NO.	DATE	SCALE	MANAGER OF CONTRACT
00-P-00	1/20/2011	1:1000	
DESIGNER	DATE	SCALE	MANAGER OF CONTRACT
CHECKER	DATE	SCALE	MANAGER OF CONTRACT
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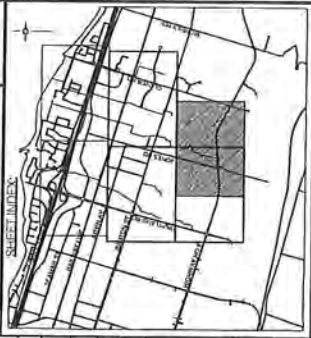
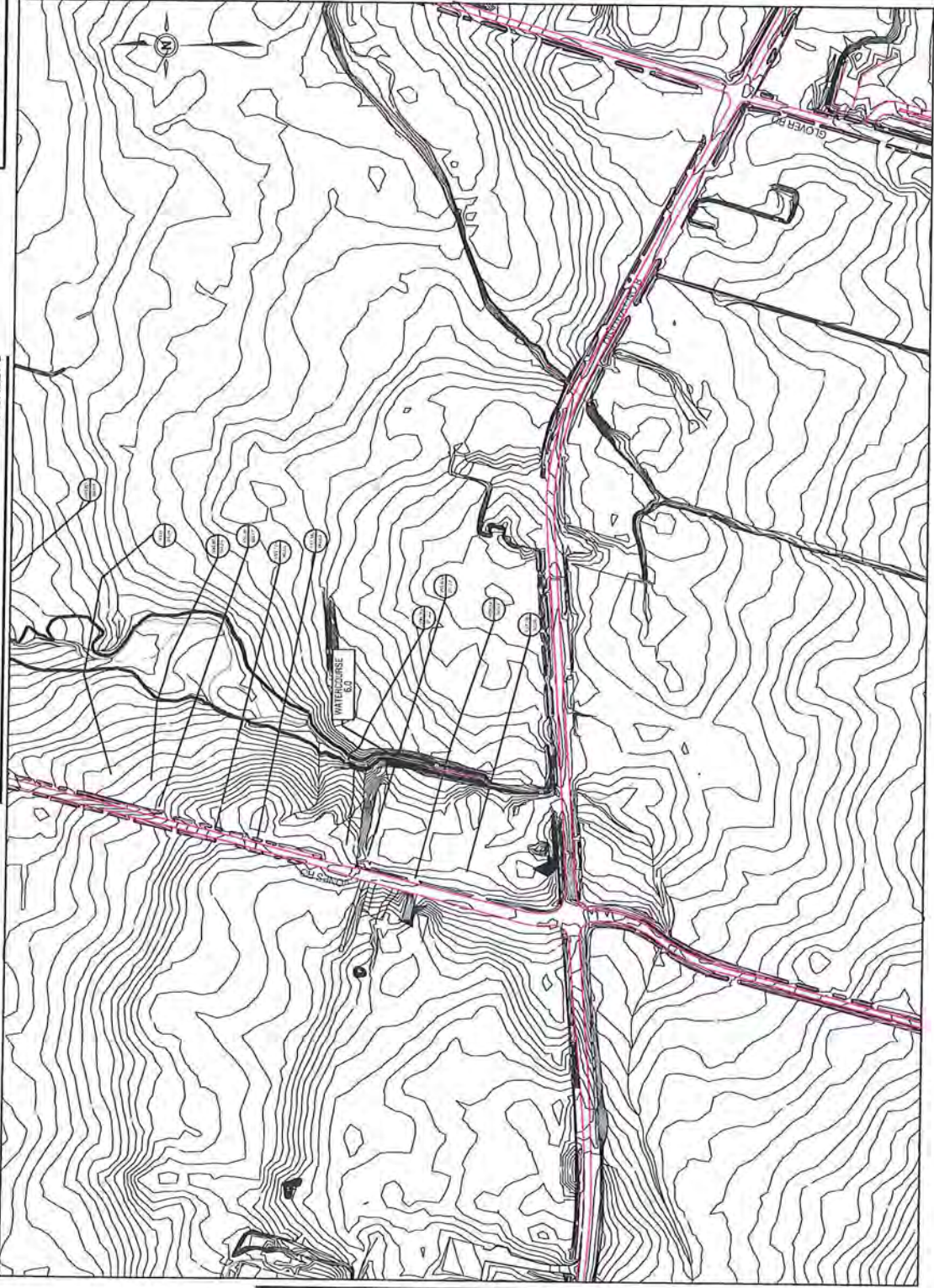
Watercourse 5.0 & 6.0 Hydraulic Study
Existing Floodplain Mapping (4)

CITY OF HAMILTON
Public Works Department

SEE SHEET 6

MATCH LINE

SEE SHEET 4



- LEGEND:**
- DITCH SECTION NUMBER
 - 100 FT. LATERAL ELEVATION
 - DRAINAGE DIRECTION
 - CONTOUR
 - CULVERT
 - 100 YEAR FLOODLINE
 - POTENTIAL SWA POINT
 - IMPROVED FLOW AREA
 - WATERCOURSE / FISH CULVERT CANAL
 - SHADING (POWELL)

CONTRACT NO. DRAWING NO. 000-2-00
 FILE NO.
 SHEET NO. 7 OF 13

DIMENSIONS SHOWN ON THIS PLAN ARE IN METERS UNLESS OTHERWISE NOTED

Watercourse 5.0 & 6.0 Hydraulic Study
 Existing Floodplain Mapping (6)

CITY OF HAMILTON
 Public Works Department

MANAGER OF CONSTRUCTION
 MANAGER OF ENERGY

SCALE: 1:2000

DESIGNED BY: [Name]
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: [Date]

DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES UNLESS OTHERWISE NOTED

CONTRACT NO. DRAWING NO. 00-P-00
FILE NO.

SHEET NO. 8 OF 13



- LEGEND:
- DIRECTION INDICATED
 - WITH FLOOD PLAIN
 - DIRECTION INDICATED
 - CENTERLINE
 - CURVE
 - WITH FLOOD PLAIN
 - POSITION SPILLWAY
 - SPILLWAY FLOW AREA
 - WATERCOURSE / SPILLWAY
 - FLOOD PLAIN

SEE SHEET 11

MATCH LINE

SEE SHEET 9

MATCHLINE

NO.	REVISIONS	DATE	BY	DESCRIPTION
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Watercourse 5.0 & 6.0 Hydraulic Study
Future Floodplain Mapping (1)

CITY OF HAMILTON
Public Works Department

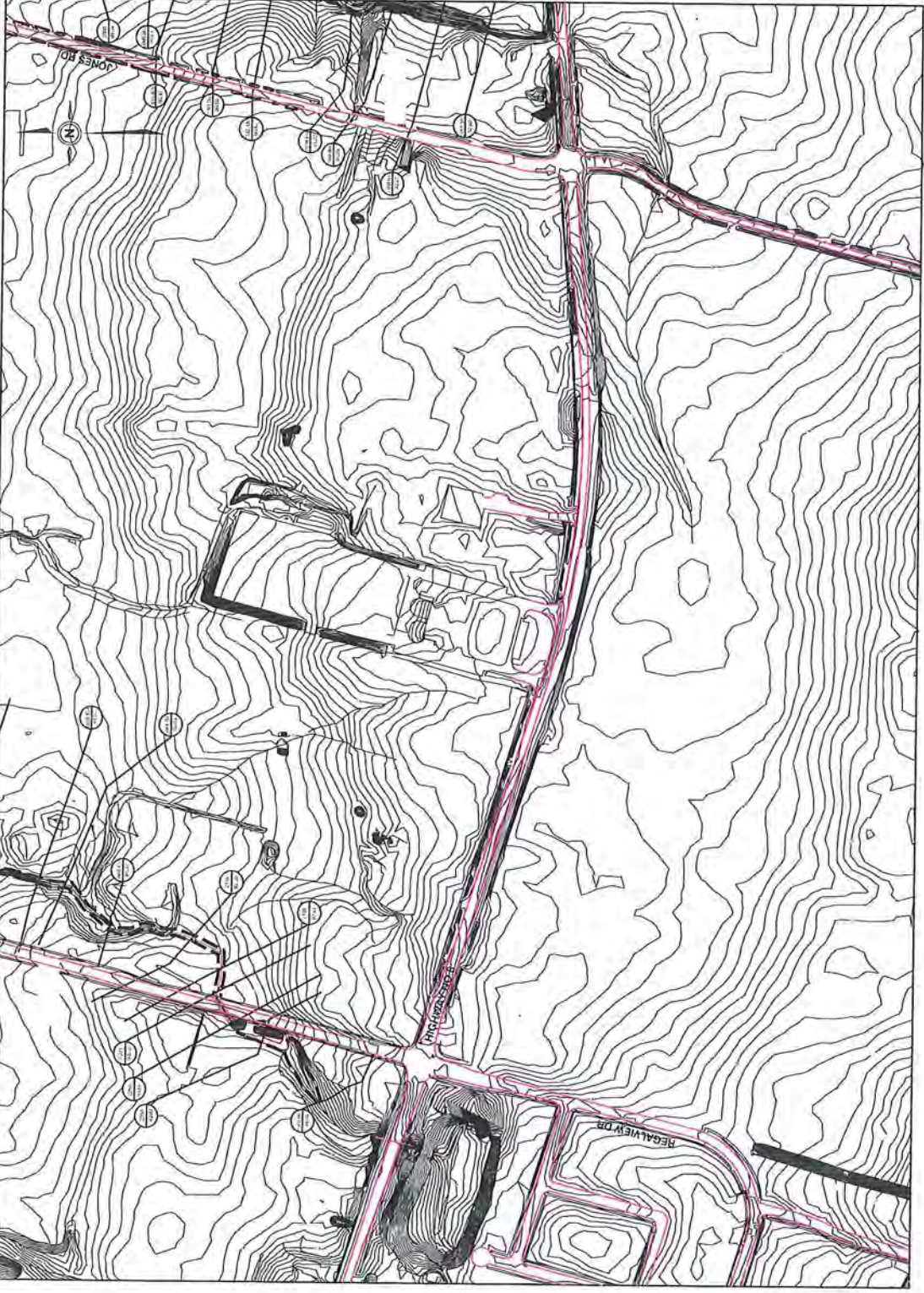
SEE SHEET 9

MATCH LINE

DIMENSIONS SHOWN ON THIS PLAN ARE IN METERS UNLESS OTHERWISE NOTED

CONTRACT NO. DRAWING NO. 00P-00

BAILEY NO. 10 OF 13



SEE SHEET 13

MATCH LINE

- LEGEND
- CONSTRUCTION MOUND
 - WATER FLOODPLAIN
 - CONSTRUCTION LINE
 - CONTOUR
 - CLUMP
 - WATER FLOODLINE
 - POTENTIAL FLOOD
 - EFFECTIVE FLOOD AREA
 - WATER FLOODLINE (1:50) CONTOUR
 - ROAD HIGH POINT



Watercourse 5.0 & 6.0 Hydraulic Study
Future Floodplain Mapping (3)

CITY OF HAMILTON
Public Works Department

REVISIONS

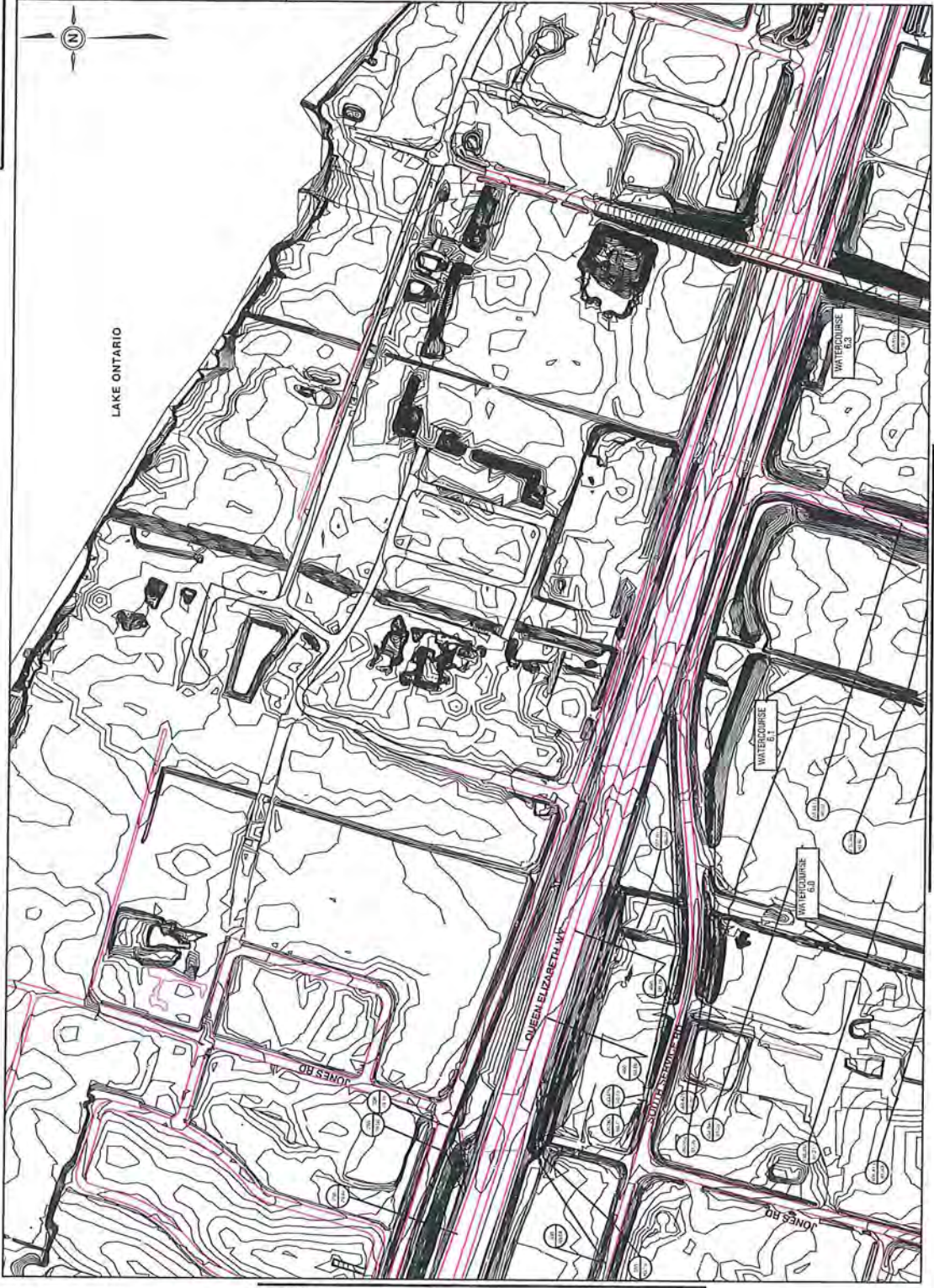
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3
4

SCALE: 1:2000

CONTRACT NO. 00A-300
DRAWING NO. 00A-300
FILE NO.

DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES UNLESS OTHERWISE NOTED

SHEET NO. 11 OF 13



- LEGEND**
- GRID SECTION MARKS
 - HORIZONTAL DATUM
 - ENCLOSURE LINE
 - CONTOUR
 - CAVITY
 - WATERCOURSE
 - POTENTIAL FLOOD AREA
 - WATERCOURSE FLOW AREA
 - WATERCOURSE FLOW DIRECTION
 - ROAD (Paved)



LAKE ONTARIO

SEE SHEET 8

MATCH LINE

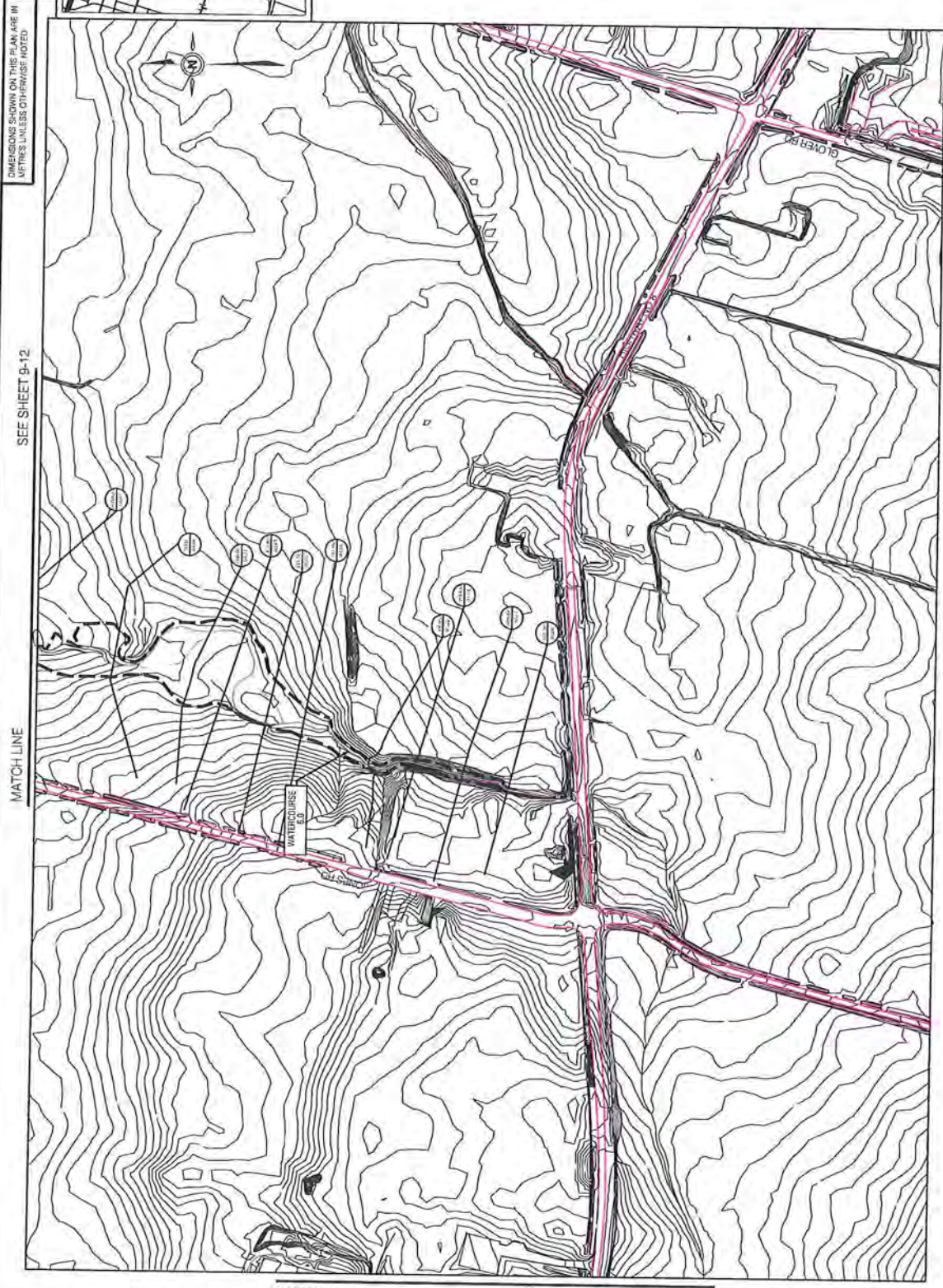
SEE SHEET 12

MATCH LINE

<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	BY	DESCRIPTION					<p>SCALE</p> <p>1:1000</p>	<p>DATE</p> <p>JANUARY 2011</p>	<p>PROJECT</p> <p>WATERCOURSE 5.0 & 6.0 HYDRAULIC STUDY</p>	<p>CLIENT</p> <p>CITY OF HAMILTON</p>	<p>PROJECT NO.</p> <p>00A-300</p>	<p>PROJECT NAME</p> <p>WATERCOURSE 5.0 & 6.0 HYDRAULIC STUDY</p>	<p>PROJECT LOCATION</p> <p>WATERCOURSE 5.0 & 6.0</p>	<p>PROJECT DRAWN BY</p> <p>[Name]</p>	<p>PROJECT CHECKED BY</p> <p>[Name]</p>	<p>PROJECT APPROVED BY</p> <p>[Name]</p>	<p>PROJECT DATE</p> <p>JANUARY 2011</p>	<p>PROJECT SCALE</p> <p>1:1000</p>	<p>PROJECT SHEET NO.</p> <p>11 OF 13</p>	<p>PROJECT SHEET TITLE</p> <p>WATERCOURSE 5.0 & 6.0 HYDRAULIC STUDY</p>	<p>PROJECT SHEET DESCRIPTION</p> <p>Future Floodplain Mapping (4)</p>
NO.	DATE	BY	DESCRIPTION																				

CITY OF HAMILTON
Public Works Department

Watercourse 5.0 & 6.0 Hydraulic Study
Future Floodplain Mapping (4)



DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES UNLESS OTHERWISE NOTED

SEE SHEET 9-12

MATCH LINE

CONTRACT No. DRAWING No. 00-P-00 FILE No.

SHEET No. 13 OF 13



- LEGEND:**
- CRISIS SLECTION NUMBER
 - WATERFLOOD LOCATION
 - CRISIS EXTENSION LINE
 - CONTOUR
 - QUALITY
 - WATERFLOODING
 - POTENTIAL SPILL POINT
 - APPROXIMATE FLOOD MARK
 - WATERCOURSE FLOOD CONTROL LINE
 - SLUG RESERVOIR

Watercourse 5.0 & 6.0 Hydraulic Study
Future Floodplain Mapping (6)

CITY OF HAMILTON
Public Works Department

MANAGER'S SIGNATURE

DATE

SCALE

1:1000

PROJECT NO.

00-P-00

DATE

1/20/2011

BY

[Signature]

PROJECT NO.

00-P-00

DATE

1/20/2011

BY

[Signature]

