Appendix C
Official Plan Excerpts

COUNTY OFFICAL PLAN EXCERPTS

County of Essex

Schedule B1

Natural Heritage System
Natural Environment Designation

Lake St. Clair

Peche Island
Tecumseh
St. Clair Beach
Lighthouse Cove
Puce
Belle River
Stoney Point
CITY OF WINDSOR
Lakeshore West
Wallace Woods
St. Joachim
Fighting Island
LAKESHORE
Old Castle
Comber
LASALLE
Maidstone
Ruscom
North and South Woodslee
TECUMSEH
Turkey Island
Detroit River
Stanley
Municipality of Chatham - Kent
Essex Centre
McGregor
ESSEX
Cottam
Crystal Island
Gesto
KINGSVILLE
Blythewood
LEAMINGTON
AMHERSTBURG
Boblo Island
Amherstburg
Malden Centre
Ruthven
Leamington
Harrow
Kingsville
Colchester
Point Pelee National Park
Lake Erie
Pelee Island

2 25 1 3 9 8 18 29 18 1 50

Legend

- Settlement Areas
- Railway
- County Roads
- Provincial Highway

Existing Natural Features

- Significant Woodlands
- Provincially Significant Wetlands
- Other Features

Note*
The current mapping does not differentiate between those features which are related to components of Table 3.1. Specifically, existing natural features identified as Significant Woodlands or Other Features may represent multiple Natural Environment Types as indicated in Table 3.1 (ie., Significant habitat of Endangered Species or Threatened Species, lands designated in local Official Plans for natural heritage protection, other high priority existing natural features, fish habitat, significant woodlands, Areas of Natural and Scientific Interest, Significant Wildlife Habitat, or Significant Valleylands).

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County of Essex

Schedule B2

Natural Heritage System
Natural Environment Overlay

Legend

- County Roads
- Provincial Highway
- Railway
- Settlement Areas
- Essex County Municipalities

Existing Natural Features

- Natural Heritage Overlay

Existing Features of Interest

- Tallgrass Prairie Community

Lake St. Clair

Peche Island

Tecumseh

St. Clair Beach

Lighthouse Cove

CITY OF WINDSOR

Puce

Belle River

Stoney Point

Lakeshore West

Wallace Woods

St. Joachim

Fighting Island

LAKESHORE

Old Castle

LASALLE

Maidstone

North and South Woodslee

Ruscom

Comber

TECUMSEH

Detroit River

Turkey Island

Staples

Essex Centre

McGregor

Municipality of Chatham - Kent

Crystal Island

Cottam

Gesto

AMHERSTBURG

KINGSVILLE

Blythewood

LEAMINGTON

ESSEX

Boblo Island

Amherstburg

Malden Centre

Ruthven

Leamington

Kingsville

Harrow

Colchester

Lake Erie

Point Pelee National Park

Pelee Island

N

W E

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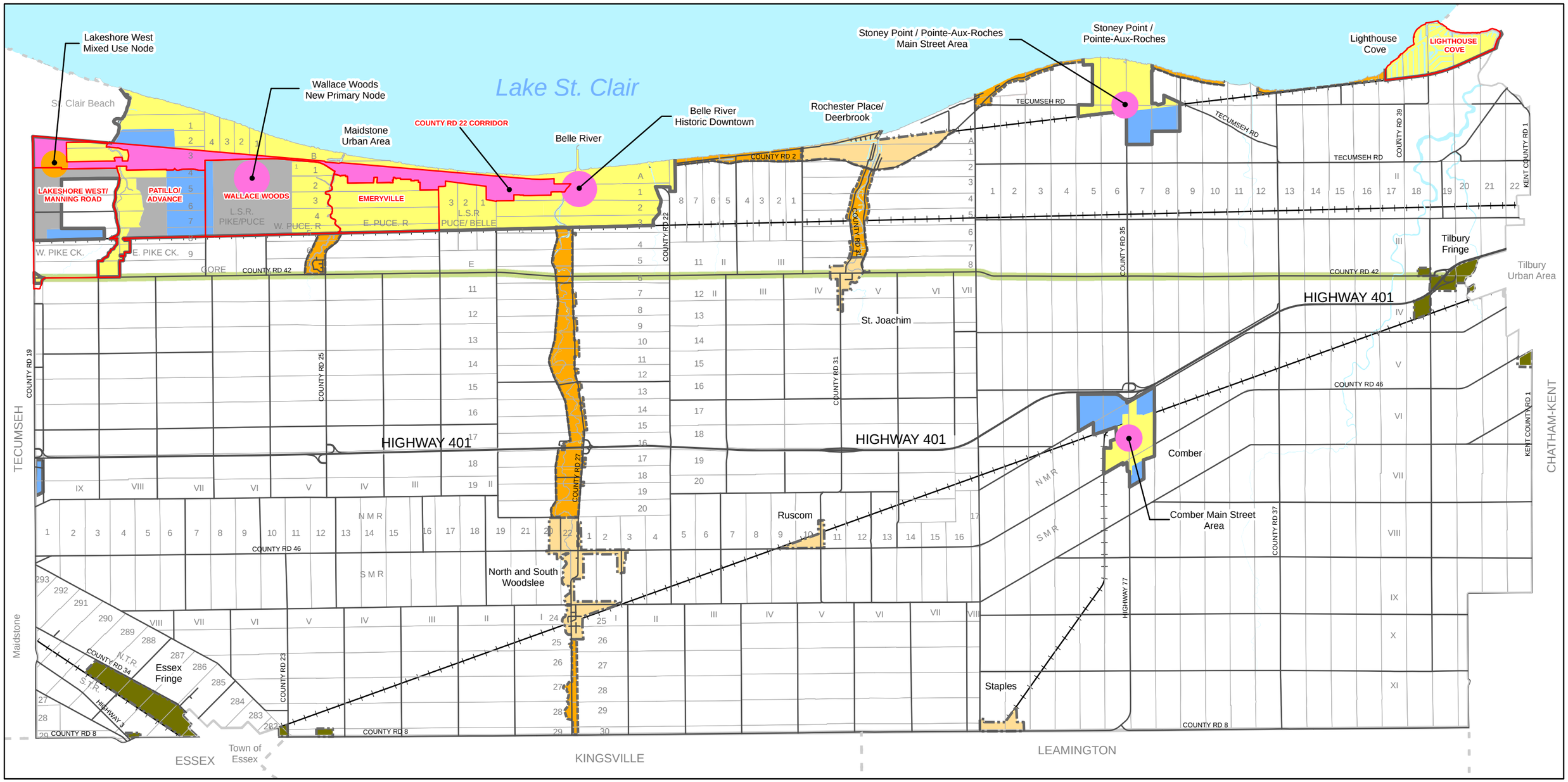
TOWN OFFICIAL PLAN EXCERPTS



COMMUNITY STRUCTURE POLICY AREAS (SECTION 3.3)

- Primary Node*
- Secondary Node*
- Mixed Use Node*
- Agricultural Area
- Urban Reserve Area
- Urban Area
- Employment Area
- Hamlet Area
- Waterfront Area
- Urban Fringe Area

SPECIAL PLANNING AREAS (SECTION 3.4)

- Special Planning Area
- County Road 22 Mixed Use Corridor*
- County Road 42 Regional Corridor*

LEGEND

- Urban Area Boundary
- Hamlet Area Boundary
- Waterfront Area Boundary
- Urban Fringe Area Boundary
- Town Boundary

* The Nodes and Corridors are conceptually illustrated and are not intended to define the geographical extent of the Nodes and Corridors. The geographic extent is defined by the Land Use Designations identified on Schedule "C".

N W E S

0 2.5 5 km

Interpretation Note: This Schedule will be read and interpreted in conjunction with the Official Plan in its entirety.

Schedule "A" illustrates the community structure policy areas as discussed in Section 3.0 of the Official Plan. For specific Land Use Designations, refer to Schedule "C".

Town of Lakeshore OFFICIAL PLAN

SCHEDULE "A" COMMUNITY STRUCTURE

MMM GROUP

Revision Date: Draft May 26, 2008 (Adopted by Council)

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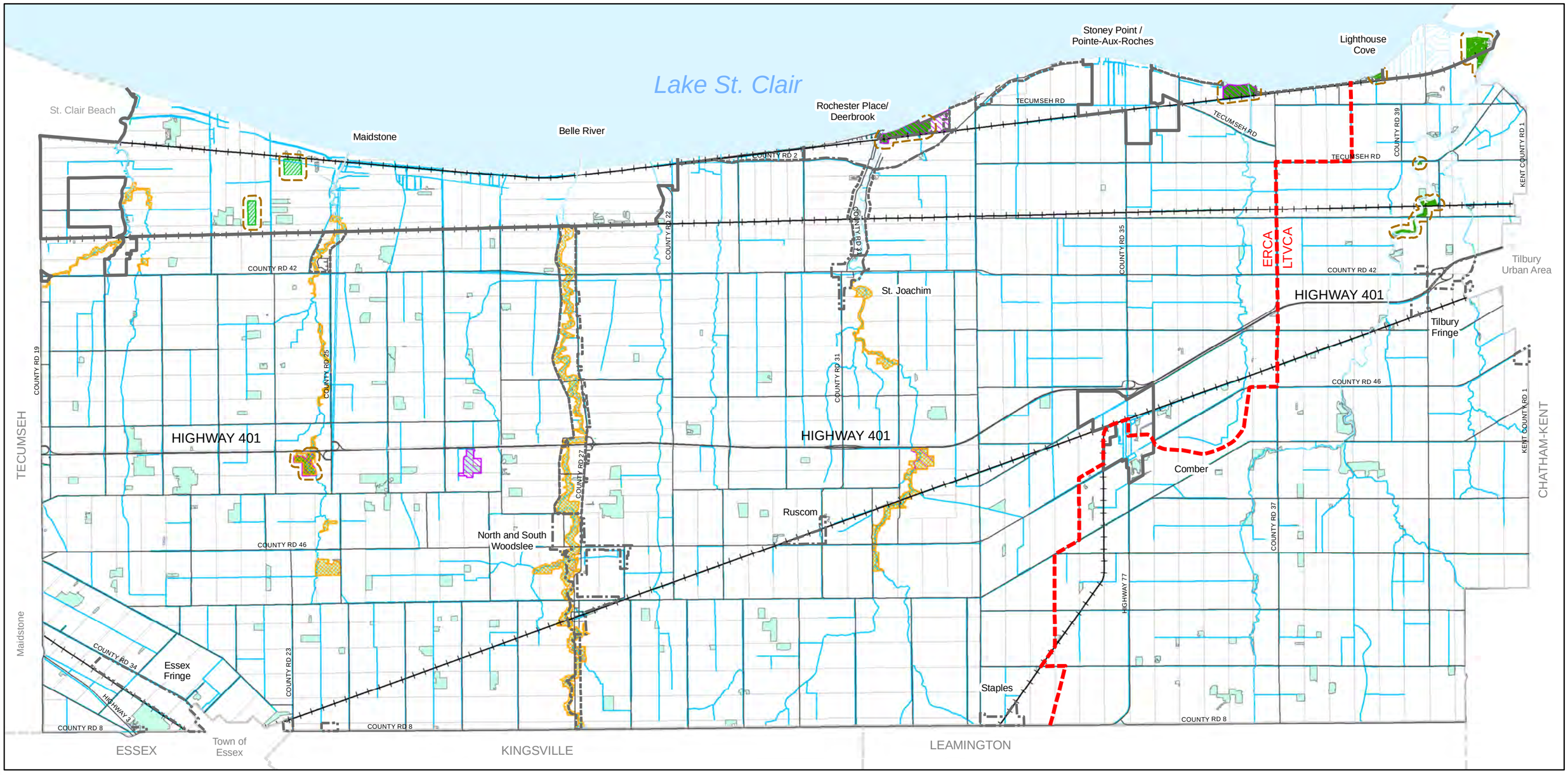

NATURAL HERITAGE (SECTION 5.2)

- Provincially Significant Wetlands
- Candidate Provincially Significant Wetlands
- Woodlands
- Environmentally Significant Area (ERCA)
- Significant Valley Lands (ERCA)
- 120m Adjacent Land

LEGEND

- Urban Area Boundary
- Hamlet Area Boundary
- Waterfront Area Boundary
- Urban Fringe Area Boundary
- Town Boundary
- Conservation Authority Jurisdiction Boundary
- Surface Water Feature

N
W E
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Interpretation Note: This Schedule will be read and interpreted in conjunction with the Official Plan in its entirety.

Town of Lakeshore
OFFICIAL PLAN

SCHEDULE "B.2"
NATURAL HERITAGE FEATURES

MMM GROUP

Revision Date: July 6, 2010
(as approved by the Ontario Municipal Board)

Schedule "A"

Council Adoption – January 2012

Town of Lakeshore
Zone Map Index

- Lake St. Clair Floodprone Area
- Inland Floodplain Development Control Area
- Conservation Authority Jurisdiction Boundary
- Significant Valley Lands (ERCA)
- Woodlands
- Limit of the Regulated Area

TECUMSEH

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96

ESSEX

KINGSVILLE

LEAMINGTON

CHATHAM KENT

Zone Symbol	*Zone* Title
Residential Zones	
R1	Residential – Low Density
R2	Residential – Medium Density
R3	Residential – High Density
RM	Residential Mobile Home Park
RW1	Residential Waterfront – Watercourse
RW2	Residential Waterfront – Lake St. Clair
Hamlet Zones	
HR	Hamlet Residential
HC	Hamlet Commercial
HE	Hamlet Employment
Commercial Zones	
CS	Service Commercial
CR	Rural Commercial/Employment
CN	Neighbourhood Commercial
CT	Recreational/Tourist Commercial
Mixed Use Zones	
CA	Central Area
MU	Mixed Use

Zone Symbol	*Zone* Title
Employment Zones	
M1	General Employment
M2	Business Park
Institutional Zones	
I1	Major Institutional
I2	Minor Institutional
Agriculture Zone	
A	Agriculture
Environmental Protection, Parks and Open Space Zones	
EP	Environmental Protection
W	Wetland
P	Parks and Open Space
Urban Reserve Zone	
UR	Urban Reserve
(h) Holding Symbol	*(see Section 5.5 in the Zoning By-law)*

Appendix D
Pump Inventory

PUMP STATIONS (STORM SEWERS)

Seasons at the Creek Pump Station

The Seasons at the Creek Pump Station and SWM pond is located within and provides drainage for the Seasons at the Creek Subdivision development. The development is bound on the north by Broadway Street and County Road 2, on the east by Charron Line, on the south by County Road 22 and on the west by Duck Creek. Stormwater from the drainage area is conveyed by gravity by a system of storm sewers to the SWM pond, through the pump station that ultimately discharges to Duck Creek.

A manhole flap gate outlet chamber was constructed beside the pump station. While low flows enter the pond through a 525 mm dia. pipe for quality control, higher flows by-pass the pond through a 1050 mm dia. gravity overflow pipe that connects the storm sewer system to the outlet chamber. The manhole flap gate chamber outlets to Duck Creek by a 1050 mm dia. pipe located within an easement on Summer Street between Mun. No. 176 and Mun. No. 174. Due to the proximity of the pond outlet location to Lake St. Clair, the site can release unrestricted flows to Duck Creek. When hydraulic pressure from the storm sewer is greater than the river pressure the flap gate on the 1050 mm dia. overflow will open. This is typically seen during major storm events and ensures high lake levels do not back up into the pond and sewer system. When surface ponding occurs from surcharged sewers during larger rainfall events, the roads have been graded to direct surface runoff to Duck Creek by an overland flow route.

The pump station chamber is equipped with a single FLYGT Pump No. CP-3085 MT (3 Phase) Impeller No. 438 rated at approx. 20 L/s. The pump discharges through a 50 mm dia. pipe to the manhole flap gate outlet chamber and releases to Duck Creek. The SWM pond was design primarily for quality control and the pump station main purpose is to de-water the system during low flow and dry periods.

The pond, pump station and manhole flap gate chamber are in good working condition. The Town indicated if pond levels appear to be high during dry periods the flap gate is inspected to ensure it is water tight. If the pond water levels appear high this is indication the flap gate should be checked and closed to ensure the pumps are not cycling.

Forest Hills Pump Station

The Forest Hills Pump Station is located on the west bank of Duck Creek within the Forest Hills and Bacon Subdivision developments. The pumping station and SWM pond were constructed to accommodate storage and drainage for the entire Forest Hills/Bacon development which is bounded by the CP railway to the south, Cooper Estates subdivision to the west, Notre Dame Street to the north and Duck Creek to the east. While the Bacon Subdivision is mostly developed, the Forest Hills Subdivision is largely undeveloped land with a small portion developed to the west of the site. Currently the pump station and SWM pond only service the Bacon Subdivision. Stormwater from the Bacon drainage area is conveyed by gravity by a system of storm sewers that outlet to the SWM pond. The pumping station maintains a normal water level in the pond and regulates discharge to Duck Creek.

Stormwater within the developed west side of the Forest Hills site is conveyed by gravity sewers through a temporary pump station to an open drain that flows east to west though the undeveloped portion of land and currently outlets to Duck Creek. The open drain picks up additional stormwater runoff from the undeveloped portion of land within Forest Hills.

Stormwater from the pond enters the pump station chamber through a 1650 mm dia. concrete pipe. The pump station is equipped with two (2) 27hp propeller submersible FLYGT No. PL 7050/680 pumps each rated at 500 L/s for a total discharge rate of 1000 L/s. The two pumps are considered duty pumps as this is the only source of discharge to Duck Creek. The submersible pumps discharge through vertical steel columns to an outlet chamber set at 177.32 m which is above the high water level of Duck Creek. In the event of an emergency, stormwater in the pond can be discharged to Duck Creek through a by-pass channel constructed on the north side of the pump station that is set above the 100 year storage level.

The temporary pump station to the west of the site will be removed once Forest Hills Subdivision continues development and the storm sewer network is extended to outlet into the SWM pond on the east side of the site. For future phases of the Forest Hills development to proceed to construction the open drain should be redirected to the SWM pond as originally designed.

Station 'C' Lakeview East Pump Station

The Station 'C' Lakeview East Pump Station is located on the far east end of Lakeview Drive along the west bank of Duck Creek. The pumping station provides drainage for a section of Lakeview Drive located north of the VIA railway and south of Lake St. Clair. Storm sewers and road side swales direct stormwater runoff from the roadway and property frontages to catch basins that outlet to an open drain that runs along the south side of Lakeview Drive. The stormwater runoff within the open drain flows to the pumping station and discharges to Duck Creek.

The pumping station is equipped with two (2) axial flow pumps each rated at 1100USGPM (69.4 L/s @ 5hp) and 2150USGPM (135.6 L/s @7.5hp), for a total discharge rate of 205 L/s. The two pumps are considered duty pumps as this is the only source of discharge to Duck Creek. The pumps discharge through a 200 mm dia. and a 300 mm dia. steel outlet pipe directly to Duck Creek with the outlet pipes set above the high water level.

A 380mm dia. corrugated steel by-pass pipe exists at invert elevation 174.70m between the pump station and Duck Creek. The pipe is fitted with a manually operated sluice gate within the pump house. The sluice gate is generally kept closed, especially during high lake levels.

Station 'B' Lakeview West Pump Station located on the far west end of Lakeview Drive also helps drain the open drain between Lakeview Dr. and VIA railway.

The pump station wet-well, inlet and by-pass pipes were constructed using corrugated steel pipe (CSP) material. Inspection on the structural integrity of the CSP material should be conducted on an annual basis to ensure corrosion is not occurring.

In the future the Town should consider installing an automated sluice gate system which would open the gate when the hydraulic head in the open drain and pump station wet well are above the elevation of the lake/river at any given time. This would offer a second means of discharge from the system, increasing the total release rate of the system without installing upgraded pumps.

Terra-Lou Pump Station

The Terra-Lou Pump Station is located on the west bank of Duck Creek through an easement off Terra-Lou Drive between Mun. No. 211 and Mun No. 215. The pumping station provides drainage for the Terra-Lou Subdivision development which is bound on the north by Broadway Street, on the east by Duck Creek, on the south by Notre Dame Street, and on the west by Ducharme Street. Stormwater from the drainage area is conveyed by gravity through the pumping station by a system of storm sewers that ultimately outlet to Duck Creek. The outlet sewer is complete with a manhole flap gate chamber that prevents backflow from Duck Creek and is located between the pump station and Duck Creek.

The storm sewer outlet between the pump station, manhole flap gate chamber and Duck Creek is a 750 mm dia. concrete pipe. When hydraulic pressure from the storm sewer is greater than the river pressure the flap gate will open which is typically seen during major storm events. The pumping station main purpose is to de-water the system during low flow and dry periods.

The pumping station is equipped with three (3) FLYGT Pump No. CP-3127 LT Impeller No. 412 each rated at approx. 50 L/s for a total discharge rate of 150 L/s. The pumps discharge through a single 300 mm dia. forcemain that releases directly to Duck Creek.

The Town indicated residents call the Town if there are issues with the operation of the pump station. Residents will notice their sump pumps running constant if the storm sewers are not de-watered during dry periods. Impervious trench plugs on all utility trenches on the public and private side should be considered to mitigate subsurface flow of groundwater through granular bedding materials to the building foundations. A suitable impervious material should be used such as bentonite, Class A bedding, or compacted clay.

Station ‘E’ North Duck Creek Pump Station

The Station ‘E’ North Duck Creek Pump Station is located north side of Notre Dame Street between Terra-Lou Drive to the west and Duck Creek to the east. The pumping station provides drainage for a section of Notre Dame Street within the community of Belle River between Eleventh Street and Duck Creek. Stormwater from the drainage area is conveyed by a gravity storm sewer through the pumping station and outlets to Duck Creek. The outlet sewer is complete with a discharge sump flap gate chamber that prevents backflow from Duck Creek and is located beside the pump station.

The storm sewer outlet between the pump station, discharge sump flap gate chamber and Duck Creek is a 900 mm dia. CSP. When hydraulic pressure from the storm sewer is greater than the river pressure the flap gate will open which is typically seen during major storm events. The pumping station main purpose is to de-water the system during low flow and dry periods.

Pump station details are missing. A request was forwarded to the Town to inquire structural and capacity information. The discharge sump flap gate chamber and outlet pipe were constructed using corrugated steel pipe (CSP) material. Inspection on the structural integrity of the CSP material should be conducted on an annual basis to ensure corrosion is not occurring.

The Town indicated the pumping station and flap gate chamber are in good working condition. The Town completed CCTV inspection of the storm sewer system as apart of the Notre Damn Street Road

Reconstruction project and repairs were scheduled to be completed in 2019 to the 900 mm dia. CSP outlet sewer.

Temporary Pump Station (Forest Hills)

The Temporary Pump Station (Forest Hills) is currently located at the east end of Blake Avenue within the Forest Hills Subdivision Development. The Forest Hills Subdivision development is largely undeveloped land and the pumping station provides drainage for the two constructed phases on the west side of the site. The development is bounded by the CP railway to the south, Cooper Estates subdivision to the west, St. Peter Street and Bacon Subdivision to the north and Duck Creek to the east. Stormwater within the developed west side of the site is conveyed by gravity sewers through the pump station to an open drain that flows east to west though the undeveloped portion of land and currently outlets to Duck Creek. The open drain picks up additional stormwater runoff from the undeveloped portion of land.

On the east side of the site along the west bank of Duck Creek, just north of the open drain, is the Forest Hills Pump Station and SWM pond that currently services only the Bacon Subdivision development to the north. The Forest Hills Pump Station and SWM pond were constructed to accommodate storage and drainage for the entire Forest Hills/Bacon Subdivision developments and the open drain was designed to outlet to the SWM pond, not Duck Creek.

The storm sewer system will surcharge and exit the pump station chamber into an open drain through a 2.0 m wide by 0.9 m high opening. Stormwater flow through the open drain and currently outlets into Duck Creek. The open drain provides sufficient quality control for now, however, the open drain should be redirected to the Forest Hills SWM pond as originally designed. When the system surcharges under the design storm no surface ponding should occur, however, under a 100-year storm event the maximum surface ponding that should occur is 300 mm above catch basins. When surface ponding occurs from surcharged sewers during larger rainfall events, the roads have been graded to direct surface runoff to the open drain by an overland flow route.

The pump station chamber is equipped with a single FLYGT Pump No. CP-3085 MT Impeller No. 436 rated at approx. 20 L/s. The pump discharges through a 75 mm dia. pipe and releases to the open drain. The pumping station main purpose is to de-water the storm sewer system during low flow and dry periods.

The temporary pump station will be removed once Forest Hills Subdivision continues development and the storm sewer network is extended to outlet into the SWM pond on the east side of the site. For future phases to proceed to construction the open drain should be redirected to the SWM pond as originally designed.

Cooper Estates Pump Station

The Cooper Estates Pump Station is located on the east side of Belle River Road just north of the CP railway. The pumping station and SWM pond provide drainage for the Cooper Estates Subdivision development located north of the CP railway, east of the Belle River, south of Belle River Districted High School and east of Forest Hills Subdivision within the community of Belle River. Stormwater from the drainage area is conveyed by gravity by a system of storm sewers to a SWM pond located on the

southeast corner of the site. A 250 mm dia. gravity pipe outlets from the pond to the pump station on the southwest corner of the site and discharges to a manhole flap gate chamber which ultimately outlets to Belle River. There is also an overflow ditch that outlets from the SWM pond, to the east, to the manhole flap gate chamber, to the west, through a 375 mm dia. pipe. The outlet manhole flap gate chamber is located beside the pump station and prevents backflow from Belle River from entering the SWM overflow ditch.

The storm sewer outlet between the manhole flap gate chamber and Belle River is an enclosed municipal drain that picks up additional stormwater runoff from a section of Belle River Road. The enclosed municipal drain sewer is a submerged 1095x1730 mm dia. horizontal elliptical pipe with the pipe water levels dependent on the close by Belle River. When hydraulic pressure from the surcharged SWM pond/ditch is greater than the river pressure the flap gate will open which is typically seen during major storm events. The pumping station main purpose is to de-water the system during low flow and dry periods and maintain a normal water level in the pond.

The pumping station is equipped with a single 2.2hp FLYGT Pump No. CP-3085 MT (3 Phase) Impeller No. 438 rated at approx. 20 L/s. The pump discharges through a 50 mm dia. pipe that releases to the manhole flap gate chamber next to the pump station which ultimately outlets to Belle River.

The pond and pumping station appear to be in good working condition. The 250 mm dia. pipe that outlets from the pond to the pump station should be inspected to ensure sediment does not build up and block flow. The flap gate on the 375 mm dia. outlet pipe from the SWM facility has been found to be faulty at times by not completely closing. The Town should monitor the pump station to ensure it is operating as designed.

Whitewood Pump Station

The Whitewood Pump Station is located on the east side of Southwood Drive within an easement between Mun. No. 837 and Mun. No. 841. The pumping station and SWM pond were constructed to accommodate storage and drainage for the Whitewood Subdivision development located north of the CP railway and south of the Willow-Wood (St. Pierre), Charron and Labbe Subdivision developments with Rourke Line Road to the west and West Belle River Road/Belle River to the east. Stormwater from the drainage area is conveyed by gravity by a system of storm sewers to the SWM pond, through the pump station and ultimately outlets to Belle River.

The inlet sewer from the SWM pond to the pump station chamber is a 750 mm dia. concrete pipe. The pump station chamber is equipped with two (2) FLYGT Model No. CP-3201 pumps for a total discharge rate of approx. 250 L/s. The two pumps are considered duty pumps. The pumps each discharge through a 300 mm dia. pipe that outlets through a 1800x600mm overflow opening within the pump station to an outfall chamber.

The outlet sewer between the pump station and Belle River is a 900 mm dia. concrete pipe located through an easement on the west side of West Belle River Road between Mun. No. 428 and Mun. No. 440. The outlet sewer exits the pump station outfall chamber through the easement and crosses West Belle River Road to outlet to Belle River.

When surface ponding occurs from surcharged sewers during larger rainfall events, the roads have been graded to direct surface runoff to the SWM pond by an overland flow route. The SWM pond is

considered a 'dry' pond with the pump station de-watering the system during dry periods. The 1800x600mm overflow opening within the pump station is set at an elevation of 176.20 m to provide an emergency release of the storm sewer system to Belle River during extreme storm events.

The four SWM pond inlet sewers outlet into approx. 1 m deep depressed 'bowls' within the pond that are below the average pond bottom elevation of 174.74 m. These inlet sewers and depressions are prone to sediment and debris build up. The Town should implement a maintenance program to have the pond and inlet sewers cleaned and maintained to ensure flows are not restricted.

Railway Street Pump Station (First Street)

The Railway Street Pump Station is located on the east side of First Street in Belle River approx. 50m north of Railway Avenue and just south of the VIA railway. The pumping station provides drainage for Railway Avenue and Broadway Street between First Street and Seventh Street within the community of Belle River. Stormwater from the drainage area is conveyed by gravity to the pump station by a system of storm sewers that ultimately discharge to Belle River.

A 1200 mm dia. by-pass storm sewer along First Street between Railway Ave. and the VIA railway outlets directly to Belle River and is equipped with an Inline Checkmate Check Valve to prevent backflow. When hydraulic pressure from the storm sewers are greater than the river pressure the check value will open which is typically seen during major storm events. The pumping station main purpose is to de-water the system during low flow and dry periods.

The pump station discharges to Belle River via a 450 mm dia. pipe which doubles as an overflow outlet. The 450 mm dia. discharge pipe runs along side the 1200 mm dia. outlet pipe to Belle River but is installed at an elevation higher than the max high water level of Belle River.

Pump station details are missing. A request was forwarded to the Town to inquire capacity information. The pump station wet-well was constructed using corrugated steel pipe (CSP) material. The Town currently has issues with the CSP wet-well chamber corroding/deteriorating causing soil to erode and spill into the chamber. The Town periodically fills the hole being created on the outside of the pump station to ensure there is no safety issue with the sidewalk/pathway. At a minimum Inspection on the structural integrity of the CSP material should be conducted on a regular basis to ensure corrosion/deterioration does not increase. This issue should be repaired.

The pumping station was recommended to be replaced in 2013 when the Town proceeded with the reconstruction of First Street and Notre Dame Street however the costs were to great. The pumping station should be replaced when the Town can fit it into their budget.

Station 'B' Lakeview West Pump Station

The Station 'B' Lakeview West Pump Station is located on the far west end of Lakeview Drive along the east bank of Duck Creek and intersection to First Street. The pumping station provides drainage for a section of Lakeview Drive located north of the VIA railway and south of Lake St. Clair. Storm sewers and road side swales direct stormwater runoff from the roadway and property frontages to catch basins that outlet to an open drain that runs along the south side of Lakeview Drive. The stormwater runoff within the open drain flows to the pumping station and discharges to Duck Creek.

The pumping station is equipped with two (2) axial flow pumps each rated at 1100USGPM (69.4 L/s @ 5hp) and 3500USGPM (220.8 L/s @15hp), for a total discharge rate of 290.2 L/s. The two pumps are considered duty pumps as this is the only source of discharge to Duck Creek. The pumps discharge through a 200 mm dia. and a 410 mm dia. steel outlet pipe to a discharge sump beside the pump station. A 690 mm dia. pipe outlets from the discharge sump to Duck Creek.

A 380mm dia. corrugated steel by-pass pipe exists at invert elevation 174.8m between the pump station and discharge sump. The pipe is fitted with a manually operated sluice gate within the pump house. The sluice gate is generally kept closed, especially during high lake levels.

Station 'C' Lakeview East Pump Station located on the far east end of Lakeview Drive also helps drain the open drain between Lakeview Dr. and VIA railway.

The pump station wet-well, inlet and outlet pipes were constructed using corrugated steel pipe (CSP) material. Inspection on the structural integrity of the CSP material should be conducted on an annual basis to ensure corrosion is not occurring.

In the future the Town should consider installing an automated sluice gate system which would open the gate when the hydraulic head in the open drain and pump station wet well are above the elevation of the lake/river at any given time. This would offer a second means of discharge from the system, increasing the total release rate of the system without installing upgraded pumps.

St. Clair Pump Station

The St. Clair Pump Station is located on the west side of West River Street just south of the Canadian National Railway station and north of intersection between Optimist Street and West River Street. The pumping station provides drainage for mostly residential land with a portion of undeveloped land designated as mixed use. Both the design pumping rate and the presence of any backflow prevention measures are unknown.

The area is serviced by a network of enclosed roadside drains that have two outlets that discharge into Belle River. One is a 300 mm diameter gravity flow outlet that runs through the 153 West River Street property. The second outlet is the dewatering pump, discharging through a 300 mm diameter pipe into a catch basin manhole. This is drained by a 400 mm culvert across West River Street into Belle River. Data request was forwarded to the Town to inquire missing drainage servicing information and capacity rates.

Station 'A' West River Pump Station

The Station 'A' West River pump station is located on the far east end of Caille Avenue along the west bank of Belle River and intersection to West River Street. The pumping station provides drainage for a section of Caille Avenue located north of the VIA railway and south of Lake St. Clair. Storm sewers and road side swales direct stormwater runoff from the roadway and property frontages to catch basins that outlet to an open drain that runs along the south side of Lakeview Drive. The stormwater runoff within the open drain flows to the pumping station and discharges to Duck Creek.

The pumping station is equipped with two (2) axial flow pumps each rated at 1100USGPM (69.4 L/s @ 5hp) and 2150USGPM (135.6 L/s @7.5hp), for a total discharge rate of 205 L/s. The two pumps are

considered duty pumps as this is the only source of discharge to Duck Creek. The pumps discharge through a 200 mm dia. and a 300 mm dia. steel outlet pipe to a discharge sump beside the pump station. A 610 mm dia. pipe outlets from the discharge sump to Duck Creek.

A 380mm dia. corrugated steel by-pass pipe exists at invert elevation 174.25m between the pump station and discharge sump. The pipe is fitted with a manually operated sluice gate within the pump house. The sluice gate is generally kept closed, especially during high lake levels.

The pump station wet-well, inlet and outlet pipes were constructed using corrugated steel pipe (CSP) material. Inspection on the structural integrity of the CSP material should be conducted on an annual basis to ensure corrosion is not occurring.

In the future the Town should consider installing an automated sluice gate system which would open the gate when the hydraulic head in the open drain and pump station wet well are above the elevation of the lake/river at any given time. This would offer a second means of discharge from the system, increasing the total release rate of the system without installing upgraded pumps.

Notre Dame Pump Station

The Notre Dame Pump Station is located on the southeast corner of Notre Dame Street and West Belle River Road intersection along the west bank of Belle River, just south of the Belle River Bridge. The pumping station provides drainage for a section of Notre Dame Street/County Road 22 between Willow-Wood Drive to the west and Belle River to the east. Stormwater from the drainage area is conveyed by gravity sewers to the pump station and discharged to Belle River.

The storm sewer system outlets by gravity through the pump station and into Belle River via a 600 mm dia. steel pipe complete with a flap gate mounted to the steel shorewall. When hydraulic pressures from the storm sewer are greater than the river pressures the flap gate will open which is typically seen during major storm events.

The inlet to the pump station is a 900mm dia. concrete pipe. The pump station is equipped with two (2) 35hp FLYGT Pump No. CP-3202 LT (3 Phase) each rated at 275 L/s for a total discharge rate of 550 L/s that are used during low flows and to de-water the system. The pumps each discharge through 300 mm dia. steel pipes and outlet to Belle River.

Rourke Line – Girard Sub Pump Station

The Rourke Line – Girard Sub Pump Station is located on the southwest corner of Girard Drive and Rourke Line Road intersection. The pumping station and SWM pond provide storage and drainage for the Oakwood Estates Subdivision and Girard Subdivision developments bounded by County Road 22 to the north, Rourke Line Road to the east, CP railway to the south and Lakeshore New Centre Estates Subdivision development to the west. Stormwater from the drainage area is conveyed by gravity by a system of storm sewers, through the SWM pond to the pump station and outlets to the enclosed Browns Creek Drain. The Browns Creek Drain is a municipal drain and is a pumped system at Lake St. Clair during high lake level events. The pump station releases at a restricted rate and the SWM pond was designed to provide sufficient storage for up to a 100-year storm event.

The inlet from the pond to the pump station is a 750mm dia. concrete pipe. The pumping station is equipped with two (2) 25hp FLYGT Model No. CP-3170 LT (3 Phase) Impeller No. 604 pumps for a total discharge rate of 355 L/s. The pumps each discharge through 250 mm dia. pipes that connect outside of the pump station to a single 400 mm dia. forcemain that outlets to the enclosed Browns Creek Drain on the east side of Rourke Line road. The 400 mm dia. forcemain is equipped with a flap gate mounted on the inside of the outlet manhole.

A 300 mm dia. PVC overflow pipe exists within the pump station at invert elevation of approx. 175.6 m and outlets to the same enclosed Browns Creek Drain manhole on the east side or Rourke Line Road. When inspecting the SWM facility in summer 2018 it was noted that the 300 mm dia. overflow pipe is not equipped with a flap gate. The Town should consider installing a flap gate to ensure backwater from a surcharging sewer does not affect the pump station operation.

Lakeshore New Centre Estates Pump Station

The Lakeshore New Centre Estates Pump Station is located at the outlet of the Lakeshore New Centre Estates Subdivision SWM pond which is on the west end of Girard Drive. The pumping station and SWM pond provide storage and drainage for the Lakeshore New Centre Estates Subdivision and St. John Subdivision developments bounded by County Road 22 to the north, Oakwood Estates Subdivision development to the east, CP railway to the south and Renaud Line Road to the west. Stormwater from the drainage area is conveyed by gravity by a system of storm sewers to the SWM pond, through the pumping station to an outlet manhole flap gate chamber which ultimately outlets to the enclosed Renaud Line Drain.

The outlet manhole flap gate chamber is located beside the pump station and prevents backflow from the drain. The storm sewer outlet is 525 mm dia. in size and is located through an easement between Mun. No. 236 and Mun. No. 240 east side of Renaud Line Road. The Renaud Line Drain is a municipal drain and is a pumped system at Lake St. Clair during high lake level events. The pump station releases at a restricted rate and the SWM pond was designed to provide sufficient storage for up to a 100 year storm event. A 525 mm dia. concrete overflow pipe connects the pump station to the manhole flap gate chamber. When hydraulic pressure from the SWM pond is greater than the river pressure the flap gate will open which is typically seen during major storm events.

The inlet from the pond to the pump station is a 525mm dia. concrete pipe. The pumping station is equipped with a single 7.4hp FLYGT Pump No. CP-3127 LT Impeller No. 412 at a discharge rate of 85 L/s. The pump discharges through a 300 mm dia. forcemain and release to the manhole flap gate chamber next to the pump station which ultimately outlets to the drain.

The SWM pond and pumping station appear to be in good operational condition, however, it should be noted that as of 2018 approx. 35% of the drainage area remains undeveloped land.

Rosewood Pump Station

The Rosewood Pump Station is located on the southeast corner of Marla Crescent within the Rosewood Subdivision development. The pumping station and SWM pond provide storage and drainage for the Rosewood Subdivision development bounded by Oakwood Avenue to the north, Renaud line Road to the east, CP railway to the south and River Ridge Subdivision Development to the west. Stormwater

from the drainage area will be conveyed by gravity by a system of storm sewers to the SWM pond, through the pumping station and outlet to Renaud Line Drain. The Renaud Line Drain is a municipal drain and is a pumped system at Lake St. Clair during high lake level events. The pump station releases at a restricted rate and the SWM pond was designed to provide sufficient storage for up to a 100 year storm event.

The inlet from the pond to the pump station is a 450mm dia. concrete pipe. The pumping station is equipped with a single 14hp FLYGT Pump No. CP-3152 LT (3 Phase) Impeller No. 624 at a discharge rate of 135 L/s. The pump discharges through a 250 mm dia. forcemain and release to a ditch inlet catch basin next to the pump station. The ditch inlet catch basin outlets with a 500mm dia. pipe to a drainage ditch located through an easement between Renaud Line Road Mun. No. and the CP railway which ultimately outlets to the Renaud line Drain. A 375 mm dia. overflow pipe exists within the pump station at invert elevation of approx. 176.65 m and outlets to the drainage ditch. The 500 mm dia. and 375 mm dia. pipes are equipped with flap gates to prevent backwater from surcharging drains.

If the pump station becomes overwhelmed an emergency overflow spillway, at approx. elevation 177.35 m, also outlets to the same drainage ditch through the forcemain inlet catch basin. The spillway provides a secondary means of discharge for the development.

The SWM pond and pumping station appear to be in good operational condition, however, it should be noted that as of 2018 approx. 50% of the drainage area remains undeveloped land.

River Ridge Pump Station (4th Concession Drain)

The River Ridge Pump Station (4th Concession Drain) is located just north of St. Anne Drive (St. Anne High School) on the west bank of the 4th Concession Drain between Oakwood Avenue to the south and Chelsea Park Subdivision to the north. The pumping station and SWM pond provide drainage for a small portion of the River Ridge Subdivision development to the north that discharges to the 4th concession drain. Stormwater from the drainage area will be conveyed by gravity by a system of storm sewers to the SWM pond, through the pumping station and outlet to the 4th Concession Drain.

A manhole flap gate outlet chamber was constructed beside the pump station with a 1000 mm dia. gravity overflow pipe from the pond to the drain. The 4th Concession Drain is a municipal drain and is a pumped system at Lake St. Clair during high lake level events. When high flow events occur within the drain, the 1000 mm dia. gravity outlet pipe will be closed by the flap gate and the system will be pumped with the pond providing sufficient storage for up to a 100 year storm event.

There are two (2) 250 mm dia. pipes connect the pond to the pump station for quality control and allow the pond to maintain a normal water level. The pumping station is equipped with two (2) XYLEM Pump No. NP-3127 LT each rated at 56 L/s for a total discharge rate of 112 L/s. The pumps each discharge through 150 mm dia. forcemains and release to the manhole flap gate chamber next to the pump station which ultimately outlets to the drain.

The SWM pond and pump station were constructed in 2017 but are not currently in use as development of the drainage area has not occurred as of 2018.

River Ridge Pump Station (Puce River)

The River Ridge Pump Station (Puce River) is located just north of the CP railway and just east of East Puce Road and Oakwood Avenue intersection. The pumping station and SWM pond provide drainage for the majority of the River Ridge Subdivision development located north of CP railway and south of Chelsea Park Subdivision. The west and east limits are East Puce Road and Renaud Line respectively and the pumping station and SWM pond are found on the southwest corner of the overall development. Stormwater from the drainage area is conveyed by gravity by a system of storm sewers and linear drains to the SWM Pond, through the pumping station and ultimately outlets to Puce River.

A junction chamber and manhole flap gate chamber were constructed beside the pump station. There is a 1950 mm dia. overflow gravity pipe from the pond to the junction chamber, a 600 mm dia. pipe between the junction chamber and pump station, a 2100 mm dia. pipe between the junction chamber and manhole flap gate chamber and finally a 2100 mm dia. pipe between the manhole flap gate chamber and the outlet at Puce River. During low flow stormwater is directed to the SWM pond for quality treatment prior to discharging to Puce River via the pump station. During larger rain events when storm sewer and linear drains surcharge, stormwater is directed to the junction chamber. Undermost conditions, the SWM facility will discharge to Puce River by gravity through the manhole flap gate chamber. This is considered the normal operating conditions for this system. However, during high flows in the Puce River or sustained high lake levels the flap gate will be closed, and stormwater will be directed to the pump station or back up into the pond through the junction chamber and the system will be pumped with the pond and linear drains providing sufficient storage for up to a 100-year storm event. A stop log (weir) was installed in the junction chamber to direct flows to the pump station or manhole flap gate chamber before backing up into the pond. Details on Construction Record Drawings Sheet No. U2 state “Weir: Set Stop Log elevation 0.15 m above annual projected mean water level in Puce River. Maximum Stop Log elevation to be 175.09 m (40% of Pond Inlet/Outlet Pipe Diameter)”. The SWM facility operates under three (3) different scenarios as stated below:

- Scenario 1 – Puce River water level below flap gate invert and top of stop log elevation. High frequency, low intensity rainfall events (less than 2-year rainfall event).
- Scenario 2 – Puce River water level above flap gate invert but below stop log elevation. (Design 2-year rainfall event)
- Scenario 3 – Puce River water level above flap gate invert and stop log elevation from high water level in Puce River. (2 year or larger rainfall event)

A 300 mm dia. and 900 mm dia. pipes connect the pond to the pump station for quality control and allow the pond to maintain a normal water level. The pumping station is equipped with two (2) Peerless Vertical Pump No. 18HH each rated at 277.6 L/s for a total discharge rate of 555.2 L/s. The pumps each discharge through 300 mm diameter forcemains and release to the manhole flap gate chamber next to the pump station which ultimately outlets to Puce River.

When inspecting the SWM facility in Fall 2018, the flap gate was found to have a faulty seal. Due to high lake levels, water was leaking into the junction chamber and flowing through the 600 mm dia. connection pipe to the pump chamber causing the pump station to turn on more frequent, even during dry periods. This could reduce the life expectancy of the pumps.

Also, during the inspection the Stop Log (Weir) in the junction chamber was set at 174.85 m (Scenario 1), which is fine during low lake level periods. However, during high lake level periods, the Stop Log elevation should be set to an elevation of 175.09 m (Scenario 3) as per the Construction Record Drawings. Therefore, this should be adjusted.

Upon completion of the inspection of the SWM facility the Town was to rectify the discovered issues. In the future the Town should implement annual inspection of the SWM facility to ensure it is operating as per the design.

King Emery Pump Station

The King Emery Pump Station is located on Joshua Court cul-de-sac within an easement between Mun. No. 1169 and Mun. No. 1172, approx. 1.5km east of Puce River and just south of County Road 22. The pumping station and SWM pond provide drainage for the King Emeryville Subdivision development located on the west bank of the 4th Concession Drain, east of Monarch Meadows Subdivision and north of Chelsea Park Subdivision development. The development is relatively small, only consisting of approx. 48 single residential houses. Stormwater from the drainage area is conveyed by gravity by a system of storm sewers to the pump station, through the SWM pond which outlets to the 4th Concession Drain.

The storm sewer system will surcharge and exit the pump station chamber into the SWM pond through a 2.0 m wide by 0.5 m high weir opening complete with a flap gate to prevent backflow. Stormwater flows through the pond and outlets into the 4th Concession Drain through a 75 mm dia. pipe and a 600 m dia. pipe complete with a manhole flap gate outlet chamber to prevent backflow. The primary purpose of the 75 mm outlet pipe is to provide detention time for quality control and drain the pond back to the normal water level. When the system surcharges under the design storm no surface ponding should occur, however, under a 100-year storm event the maximum surface ponding that should occur is 300 mm above catch basins.

The 4th Concession Drain is a municipal drain and is a pumped system at Lake St. Clair during high lake level events. Although the pond was designed primarily for quality control the pond does provide some quantity storage. When high flow events occur within the drain, the 75 mm dia. and 600 mm dia. gravity outlet pipes will be closed by the flap gates and the pond provides storage for up to a 100-year storm event. There is an overflow weir on the pump station chamber and a pond spillway set just above the 4th Concession Drain 100-year water level for emergency release of the storm system.

The pump station chamber is equipped with two (2) FLYGT NP-3102 each rated at 40 L/s for a total discharge rate of 80 L/s. The pumps each discharge through a 150 mm dia. pipe and release to the SWM pond. The pumping station main purpose is to de-water the storm sewer system during low flow and dry periods.

The 75 mm dia. outlet pipe is prone to blockage and the flap gates have been found to be faulty at times by not completely closing or being wedged open by debris. This allows the 4th Concession Drain to backup into the system preventing the pumping station and pond to function as designed. The Town should inspect the SWM facility on a semiannual basis to ensure it is operating as designed and the outlet pipes and flap gates are clear of debris.

Country Walk Pump Station

The Country Walk Pump Station is located to the west of Wallace Line Road between the Canadian National Railway tracks (VIA railway) to the north and County Road 22 to the south. The pump station and SWM dry pond are located within the Town's water tower property. The pumping station and SWM pond provide drainage for the Country Walk and Dean residential developments located north of the railway and south of County Road 2 (Old Tecumseh Road). Stormwater is conveyed by gravity by a system of storm sewers that cross under the railway and under the SWM dry pond to the pump station. The pump station discharges to a ditch that runs easterly along the south side of the railway and releases into the Wallace Line Drain, which flows north and outlets into Lake St. Clair. The Wallace Line Drain is a municipal drain and is a pumped system at Lake St. Clair during high lake level events.

A 975 mm dia. sewer flows underneath the dry pond and connects directly to the pump station. During major storm events, the 975 mm pipe surcharges through catch basin manholes located on the pond bottom and stormwater fills the pond for additional storage. The dry pond is equipped with a 600 mm dia. overflow pipe, set at an elevation of approx. 175.2 m, that connects the pond to pump station. The pump station is equipped with a single pump with a discharge rate of 201 L/s (3200 USGPM). The pump discharges through a 350 mm dia. pipe and outlets to the ditch along the south side of the railway. The 350 mm dia. pipe is equipped with a flap gate to prevent backwater from the drain.

If the pump station becomes overwhelmed, a second 600 mm dia. overflow pipe with flap gate, set at an elevation of approx. 176.1 m, connects the pond directly to the ditch. An emergency overflow spillway, set at an elevation of approx. 176.8 m, also outlets to the same ditch. The overflow outlets from the pond to the ditch provide a secondary means of discharge for the development.

The 975 mm dia. storm sewer under the dry pond is susceptible to sediment buildup. The Town has recently cleaned the 975 mm dia. storm sewer due to sediment buildup over time which caused a decrease in flow from to the pump station. The Town should continue to monitor the sewer system for future sediment build up.

Amtec Industrial Park Pump Station

The Amtec Pump Station is located at the northwest corner of Patillo Road and Little Baseline Road intersection. The pumping station and SWM pond provide storage and drainage for the Amtec Industrial Park development located west of Patillo Road, approx. 1km south of County Road 22 and north of Little Baseline Road. Stormwater is conveyed by gravity by a system of storm sewers to the SWM pond, through the pump station to Leffler Drain, which carries flows northerly to the Leffler Pump Station and outlets to Lake St. Clair.

The inlet from the pond to the pump station is a 600mm dia. concrete pipe. The pumping station is equipped with two (2) duplex pumps, flow rate and pump type details are missing. A request was forwarded to the Town to inquire structural and capacity information. The pumps each discharge through 100 mm dia. forcemain that outlet to a manhole flap gate chamber beside the pump station which ultimately outlets to Leffler Drain.

The pump station also has two (2) 525 mm dia. outlet pipes that pass through the manhole flap gate chamber at the same invert elevations to Leffler Drain. The one 525 mm dia. pipe is at the same invert

elevation as the pump station 600 mm dia. inlet pipe to allow the pond to convey stormwater by gravity to Leffler Drain during low flow events. The second 525 mm dia. pipe is the pump station overflow to Leffler Drain for major storm events when pond levels rise. When hydraulic pressure from the SWM pond is greater than the drain the flap gates will open. However, during high volume storm events when the Leffler drain surcharges the flap gates will close and the SWM facility becomes a pumped system. The SWM facility was designed to provide sufficient storage for up to a 100 year storm event.

The manhole flap gate chamber prevents backflow from Leffler Drain into the storm sewer system of Amtec Industrial Park development and allows the SWM facility to operate as designed.

Advance Boulevard Pump Station (Magna/Maidstone Industrial)

The Advance Boulevard Pump Station is located at the southwest corner of Patillo Road and County Road 22 intersection. The pumping station and SWM pond provide storage and drainage for the Maidstone Industrial Campus development located west of Patillo Road, south of County Road 22, east of the Sylvestre Industrial Park development and north of Silver Creek Industrial Drive. Stormwater is conveyed by gravity by a system of storm sewers to the SWM pond, through the pump station to Leffler Drain, which carries flows northerly to the Leffler Pump Station and outlets to Lake St. Clair.

The inlet from the pond to the pump station is a 600mm dia. concrete pipe. The pumping station is equipped with two (2) submersible pumps , flow rate and pump type details are missing. A request was forwarded to the Town to inquire structural and capacity information. The pumps each discharge through 300 mm dia. forcemain that outlet to a manhole flap gate chamber just east of the pump station which ultimately outlets to Leffler Drain. The 300 mm dia. forcemain outlets are equipped with flap gates mounted on the inside of the manhole chamber.

During major storm events when the pond levels rise, a 900 mm dia. concrete overflow pipe connects the pond to the manhole flap gate chamber as a secondary means of discharge to Leffler Drain. The 900 mm dia. outlet is equipped with a flap gate mounted on the inside of the manhole chamber. A 1000 mm dia. pipe connects the manhole flap gate chamber directly to the enclosed section of Leffler Drain. When hydraulic pressure from the SWM pond is greater than the drain the flap gate will open. The SWM facility was designed to provide sufficient storage for up to a 100 year storm event.

The manhole flap gate chamber prevents backflow from Leffler Drain into the storm sewer system of Amtec Industrial Park development and allows the SWM facility to operate as designed. The flap gates on the 300 mm dia. forcemain outlets have been found to be faulty at times by not completely closing. The Town should monitor the pump station to ensure it is operating as designed.

Croft Drive Pump Station

The Croft Drive Pump Station is located along Croft Drive just east of Prospect Drive. The pumping station and SWM pond provide drainage for Phase 2 of the Sylvestre Industrial Park development located west of the Maidstone Industrial Campus development, south of County Road 22 and east of East Pike Creek Road. The storm sewer system along Croft Drive is split in two directions for Phase 1 and Phase 2 of the development. Phase 1 sewers convey stormwater directly to the enclosed Webbwood Drain along East Pike Creek Road which ultimately outlets to Pike Creek. Phase 2 storm sewers convey stormwater to the SWM pond which also discharges to the enclosed Webbwood Drain.

The inlet from the pond to the pump station is a 300mm dia. PVC pipe. The pump station is equipped with a single FLYGT Pump No. CP-3127 LT (3 Phase) Impeller No. 411 rated at approx. 75 L/s. The pump discharges through a 150 mm dia. forcemain directly to the enclosed Webbwood Drain located south of the development. Although the SWM pond does provide some storage, the pond was design primarily for quality control and the pump station main purpose is to de-water the system during low flow and dry periods.

As the water level in the Phase 2 storm sewer system rise above 176.41 in the 'Split' manhole during major storm events, the pond inlet pipe becomes submerged and stormwater will flow through the Phase 1 sewer system to Webbwood Drain along East Pike Creek Road.

Freed Orman Pump Station

The Freed Orman Pump Station is located on the southeast corner of Vintage Oakes Drive and Old Tecumseh Road intersection. The pumping station provides drainage for the Freed Orman Subdivision development located south of Old Tecumseh Road and east of the Russell Woods, Gates of Laurendale and Jordan Woods Subdivision developments. The development is relatively small, only consisting of approx. 21 single residential houses. Stormwater from the drainage area is conveyed by gravity by a system of storm sewers to the pump station which discharges at a restricted rate to the Tecumseh Road Drainage System.

During major storm events the storm sewer system surcharges and outlets to the Tecumseh Road Drainage System through a 375 mm dia. overflow pipe. The 375 mm dia. overflow pipe is equipped with a flap gate to prevent backflow from the drain. When hydraulic pressure from the storm sewer system is greater than the drain the flap gate will open.

The inlet from the storm sewer system to the pump station is a 600 mm dia. concrete pipe. The pump station is equipped with a single 2.4hp FLYGT Pump No. CP-3085 MT Impeller No. 438 rated at approx. 20 L/s. The pump discharges through a 100 mm dia. forcemain directly to the enclosed Tecumseh Road Drainage System. The pump station main purpose is to de-water the system during low flow and dry periods.

Laurendale Pump Station

The Laurendale Pump Station is located on the south east corner of Laurendale Drive and Old Tecumseh Road intersection. The pumping station provides drainage for the Gates of Laurendale and Jorden Woods subdivision developments located south of Russell Woods Subdivision, west of Freed Orman Subdivision and east of Flanders Subdivision. The development is relatively small, only consisting of approx. 41 single residential houses. Stormwater from the drainage area is conveyed by gravity by a system of storm sewers to the pump station which discharges at a restricted rate to the Tecumseh Road Drainage System.

The inlet from the storm sewer system to the pump station is a 600 mm dia. concrete pipe. The pump station is equipped with a single 7.4hp FLYGT Pump No. CP-3127 MT (1 Phase) Impeller No. 433 rated at approx. 50 L/s. The pump discharges through a 200 mm dia. forcemain directly to the enclosed Tecumseh Road Drainage System. The pump station main purpose is to de-water the system during low flow and dry periods.

A 250 mm dia. PVC emergency overflow pipe exists within the pump station and outlets to the Tecumseh Road Drainage System. The overflow pipe is equipped with a flap gate to prevent backflow from the drain. When hydraulic pressure from the storm sewer system is greater than the drain the flap gate will open.

PUMP STATIONS (MUNICIPAL DRAINS)

Lefaive Pump Station

The Lefaive Pump Station is located on the west bank of Belle River through an easement off West Belle River Road between Mun. No. 281 and Mun No. 295 (approx. 80m north of St. Pierre Street and 340m south of County Road 22). The pumping station provides drainage for the Willow-Wood (St. Pierre), Charron and Labbe Subdivision developments located north of Whitewood Subdivision development and south of County Road 22 between Rourke Line Road to the west and West Belle River Road to the east. Stormwater from the drainage area is conveyed by gravity by a system of storm sewers to an enclosed municipal drain (Lefaive Drain) which ultimately discharges to Belle River via the Lefaive Pump Station outlet. The enclosed Lefaive Drain is located through an easement along the rear lots of the north side of St. Pierre Street. The enclosed municipal drain picks up additional stormwater runoff from the said rear lots, a section of Marie Street (south of County Rd 22) and a section of West Belle River Road.

Enclosed municipal drain and pump station details are missing. A request was forwarded to the Town to inquire structural and capacity information. The pump station wet-well and enclosed municipal drain were constructed using corrugated steel pipe (CSP) material. Inspection on the structural integrity of the CSP material should be conducted on an annual basis to ensure corrosion is not occurring.

The Town indicated residents call the Town if there are issues with the operation of the pump station. Residents will notice their sump pumps running constant if the storm sewers are not de-watered during dry periods. Impervious trench plugs on all utility trenches on the public and private side should be considered to mitigate subsurface flow of groundwater through granular bedding materials to the building foundations. A suitable impervious material should be used such as bentonite, Class A bedding, or compacted clay.

East Puce Road Drain Pump Station (Chelsea Park Estates Subdivision)

The East Puce Road Drain Pump Station is located at the outlet of the Chelsea Park Estates Subdivision SWM pond which is on the west end of Huntington Boulevard. The subdivision is situated between two large residential subdivisions; Monarch Meadows to the north and River Ridge to the south. The pumping station and SWM pond provide drainage for the Chelsea Park Estates Subdivision development which includes Huntington Boulevard, Chelsea Park Way and Regency Crescent located just east of East Puce Road and approx. 1 km south of County Road 22. Stormwater from the drainage area is conveyed by gravity by a system of storm sewers to the SWM pond, through the pumping station to an outlet manhole flap gate chamber which ultimately outlets to Puce River. The outlet manhole flap gate chamber is located beside the pump station and prevents backflow from Puce River. The storm sewer outlet is an enclosed municipal drain and is located through an easement between Mun. No. 306 and

Mun. No. 294 east side of East Puce Road and between Mun. No. 307 and Mun. No. 299 west side of East Puce Road to discharge to Puce River. The enclosed municipal drain picks up additional stormwater runoff from a section of East Puce Road.

The enclosed municipal drain sewer outlet between the pump station, manhole flap gate chamber and Puce River is a 1350 mm dia. concrete pipe. When hydraulic pressure from the SWM pond is greater than the river pressure the flap gate will open which is typically seen during major storm events. The pumping station main purpose is to de-water the system during low flow and dry periods and maintain a normal water level in the pond.

The pumping station is equipped with two (2) FLYGT Pump No. CP-3127 MT (1 Phase) Impeller No. 434 each rated at 51.5 L/s for a total discharge rate of 103 L/s. The pumps discharge through a 200 mm dia. pipe which increases to a 250 mm dia. pipe outside of the pump station and releases to the manhole flap gate chamber next to the pump station which ultimately outlets to Puce River.

The pond, pump station and manhole flap gate chamber are in good working condition. The Town indicated if pond levels appear to be high during dry periods the flap gate is inspected to ensure it is water tight. If the pond water levels appear high this is indication the flap gate should be checked and closed to ensure the pumps are not cycling.

The pond should have vegetation growth maintained, particularly around the inlet and outlet pipes to ensure flow isn't restricted.

Monarch Meadows Pump Station

The Monarch Meadows Pump Station is located on the northeast corner of East Puce Road and Monarch Meadows Drive. The pumping station provides drainage for the Monarch Meadows Subdivision development which includes Monarch Meadows Dr., King Richard Ct., King Charles St. a section of King James Ave., Charlton Cres, King Louis St., King John St. and a section of I.C. Roy Dr. Stormwater from the drainage area is conveyed by gravity through the pumping station by a system of storm sewers that ultimately outlet to Puce River. The outlet sewer is complete with a manhole flap gate chamber that prevents backflow from Puce River and is located on East Puce Road south of Monarch Meadows Drive. The storm sewer outlet is located through an easement between Mun. No. 287 and Mun. No 295 on the west side of East Puce Road and south of Monarch Meadows Drive.

The storm sewer outlet between the pump station, manhole flap gate chamber and puce river is a 1200 mm dia. concrete pipe. When hydraulic pressure from the storm sewer is greater than the river pressure the flap gate will open which is typically seen during major storm events. The pumping station main purpose is to de-water the system during low flow and dry periods.

The pumping station is equipped with one (1) FLYGT Pump No. CP 3127 MT (1 Phase) Impeller No. 433 rated at approx. 37 L/s. The pump discharges through a 150 mm dia. pipe which increases to a 200 mm dia. pipe outside of the pump station and outlets to the manhole flap gate chamber on East Puce Road. A 200 mm dia. forcemain overflow pipe also bypasses the flap gate chamber through the easement to the outlet at Puce River for a secondary outlet.

The flap gate has been found to be faulty at times by not completely closing which allows Puce River to fill the system causing the pump to cycle. Pump cycling will reduce its lifespan.

The Town indicated residents have called the Town complaining about constantly running sump pumps. This could be due to the storm sewers being full when the flap gate does not close fully allowing water to seep into the storm sewer trench or it could be due to subsurface flow through the storm sewer trench at the outlet from the river. There appears to be erosion occurring at the outlet to Puce River around the storm pipe concrete collar and shore wall. The Town should investigate and repair. Impervious trench plugs on all utility trenches on the public and private side should be considered to mitigate subsurface flow of groundwater through granular bedding materials to the building foundations. A suitable impervious material should be used such as bentonite, Class A bedding, or compacted clay.

The pumping station is not equipped with an alarm. An alarm should be installed to alert the Town of any issues with the pumps such as pump cycling. This will ensure the storm sewer system is pumped dry.

Gammon Pump Station

The Gammon Pump Station is located on the northeast corner of East Puce Road and King James Avenue. The pumping station provides drainage for the Gammon Subdivision development which includes a section of King James Ave and Gammon Crescent as well as Centennial Park (formerly Maidstone Park) area located east of Gammon Subdivision and south of County Road 22. Stormwater from the drainage area is conveyed by gravity to the pumping station by a system of enclosed municipal drains and storm sewers within the parkland and subdivision.

The pumping station is equipped with two (2) duplex pumps, flow rate and pump type details are missing. A request was forwarded to the Town to inquire structural and capacity information. The pumps discharge through 50 mm dia. pvc pipes which connect with an adaptor to a single 75 mm dia. pvc outlet pipe that releases to an enclosed municipal drain along east side of East Puce Road.

A 450 mm dia. concrete overflow pipe at invert elevation 175.09m connects the pumping station to the enclosed municipal drain along the east side of East Puce Road. The 75 mm dia. pvc pump discharge pipe sits on the bottom of the concrete overflow pipe.

The pumping station main purpose is to de-water the system during low flow and dry periods.

The manhole on East Puce Road that the 450 mm dia. concrete over flow pipe outlets too appears to be buried as it was not located in the field. The Town should locate this manhole and raise it to grade.

It is unclear at this time if there are flap gates installed at the ends of the 450 mm dia. overflow pipe and the 75 mm dia. pump discharge pipe which would prevent backflow from the enclosed municipal drain along East Puce Road. The As-Built drawings for the subdivision do not show details for flap gates. This can be answered by locating the buried outlet manhole.

The enclosed municipal drain along East Puce Road drains to the Maidstone Park Pump Station located on the bank of Puce River, west of East Puce Road approx. 25m south of King James Ave.

When inspecting the pump station in Summer 2018, the storm sewer system was full to the invert of the over flow pipe and the pumps would not turn on. Town called for maintenance.

The pumping station is not equipped with an alarm. An alarm should be installed to alert the Town of any issues with the pumps such as pumps not turning on.

Maidstone Park Pump Station

The Maidstone Park Pump Station is located on private property in the back yard of Mun. No. 223 East Puce Road, on the bank of Puce River (westside of East Puce Road approx. 25m south of King James Ave). The pumping station provides drainage for a section of East Puce Road, between County Road 22 to the north and Monarch Meadows Drive to the south, and the Gammon Subdivision development and Centennial Park (formerly Maidstone Park) area. Stormwater from the drainage area is conveyed to the pumping station by a system of enclosed municipal drains, storm sewers and a de-watering pump. The Gammon Subdivision development uses a de-watering pump station to drain its system and flow is directed to the Maidstone Park Pump Station.

The Maidstone Park municipal drain outlets by gravity through the pump station and into Puce River via a 925 mm dia. CSP complete with a flap gate mounted to the steel shorewall. When hydraulic pressures from the storm sewer are greater than the river pressures the flap gate will open which is typically seen during major storm events. The pump station is equipped with a single pump flow rate and pump type details are missing. A request was forwarded to the Town to inquire structural and capacity information. This system is used during low flows and to de-water the system. The pump discharges through a 200 mm dia. pipe which increases to a 250 mm dia. pipe outside of the pump station and outlets to Puce River.

The resident at Mun. No. 223 East Puce Road typically calls the Town if there are issues with the pump station. The Town should consider applying for an easement for future pump/drain improvements.

Wallace Line Pump Station

The Wallace Line pump station is located at the north end of Wallace Line Road. The corresponding drainage area is roughly 421.29 ha composed of mostly undeveloped land with residential houses fronting Old Tecumseh Road and one residential subdivision located west of Wallace Line Road between Old Tecumseh Road and the Canadian National Railway – known as the Country Walk & Dean subdivision. Based on the recommendations of the 1986 drainage report, the Wallace Line Drain outfall improvements included a steel wall gate structure together with a pump station. The intent of these improvements was to provide a measure of protection from high lake levels and/or lake attack. The watershed is serviced by the gravity outfall and pump. Under high lake level conditions, the low-lying lands between County Road 2 and the Canadian National Railway – Meconi lands to the east and proposed Lakeside Estates lands to the west of Wallace Line Road – act as surface storage areas for the Wallace Line Drain drainage system. Therefore, pumped outlet capacity currently provides a low level of service for the existing watershed drainage condition.

An inlet bar screen protects debris from entering the pump chamber. The pump has a rating of 12,250 US gallon per minute (773 litres per second or 0.773 cubic metres per second) discharging into lake St. Clair via a 600 mm diameter pipe that has a flap gate. This pump capacity corresponds to an agricultural drainage coefficient of 17 mm/day (0.67 in./day) over the 400.78 ha effective drainage area. The outfall system consists of two 1.38-metre-wide x 1.35-metre-high steel gates that are manually opened and closed via a winch system depending on lake level conditions. The pumping station's main purpose is to de-water the system during low flow and dry periods. Any future development beyond proposed Lakeside Estates development and 4.97 ha of Meconi land development will require improvements to the downstream section of the Wallace drain from County Road 2 to the lake, including the pump

station. Further, the implementation of an automated system that allows head difference to open or close gates is recommended.

Hood Drain and Leffler Pump Station

The Hood Drain and Leffler Pump Station is located at the north end of Patillo Road. The pumping station contributing area includes the residential areas north of County Road 22 and industrial and agricultural lands north of County Road 42. The residential subdivisions include Orchard Park, Freed/Orman, Conway, Coco, LGR, PMRG, Russell Park Estates, and Americo Dean. It also includes residential areas along Old Tecumseh Rd. and Russell Woods Dr. The industrial areas in this watershed include Maidstone Industrial Campus (Advance), Silver Creek Industrial Estates, Amtec Industrial Park, and Blanchard Drive. There is also a total of approximately 220 hectares of Agricultural land along Patillo Road that drain through the Leffler system.

The inlet to the pump station is a 2400mm dia. concrete pipe. There are three (3) ABS pumps (Model VUP0602), each with a rated flow of 1,250 L/s which combine to produce a total outflow of 3,750 L/s. Each pump discharges through a vertical 900mm dia. pipe up to a spillway. The pump station also includes an overflow weir with aluminum stop logs. The opening to the weir is 2.0 m wide by 1.85 m high. The stoplog gate can adjust the weir level from 174.818m to 177.100m. A 900mm dia. emergency discharge pipe with a pump operated by tractor power take-off is also available for use during power failure or extreme events.

An aluminum inlet bar screen protects debris from entering the pump chamber. In the past the Town has been required to clean the screen due to a build up of debris that prevents the Leffler Drain from dewatering.

It was discovered that the current pump operation settings are not in correlation with the settings from the pump station design. The pump start and stop elevations have been altered. This could be slightly affecting the maximum water levels during storm events.

The August 28-29, 2017 Rainfall Event received a significant amount of rainfall greater than a 100-year storm. It was observed by a Town employee that the Leffler Pump Station was surcharged, and the bypass channel was receiving flow. The Town removed a few stoplogs to increase the outflow, however due to the high water levels, all of the stop logs could not be reached to remove. After calibrating the Leffler SWMM model to this event, it appeared as if the 3rd pump never came on during this storm.

In the future the Town should consider installing an automated sluice gate system so the bypass channel can be opened or closed automatically instead of manually removing stop logs. The gate could be set to open when the water level in the pump chamber reaches a higher elevation than the lake level.

The Town should also investigate the pump operations to ensure all 3 pumps are working properly and kick on at the correct elevations.

Russell Woods Pump Station

The Russell Woods Pumping Station is located at the west limit of East Pike Creek Road within Russell Woods Subdivision. The pumping station provides drainage for several residential subdivisions within the northwestern section of East Pike Creek river. This includes the Russell Woods Subdivision, Flanders

Subdivision, Gates of Laurendale, and Jordan Woods. The pumping station also drains the residential areas situated along Elm Grove Drive, Old Tecumseh Road and East Pike Creek Road. Stormwater from the entire drainage area is conveyed by gravity to the pumping station by a system of open/enclosed municipal drains and storm sewers and is discharged to Pike Creek.

The pumping station currently has three (3) 25hp axial flow pumps, each rated at 6500USGPM (410 L/s), for a total discharge rate of 1230 L/s, and manufactured by SASS Manufacturing Ltd. The three pumps are considered duty pumps as this is the only source of discharge to Pike Creek. The pumps discharge through 460 mm dia. steel outlet pipes equipped with a 400 mm dia. overflow set approx. 1 m above the inverts of the discharge pipes. The discharge pipes are all fitted with Armco type flap gates.

A 900 mm dia. steel overflow pipe exists within the pump station at invert elevation 174.75m. The pipe is fitted with an Armco type sluice gate mounted to a steel frame, which is manually operated. The sluice gate is generally kept closed, especially during high lake levels.

The Town completed upgrades to the pump station in 2013 which included replacing the 460 mm dia. pump shafts, which were in poor condition (rusting/deteriorating), with 500 mm (20”) dia. pump shafts with an adapter to the existing 460 mm (18”) dia. pump discharge shaft which allows for a pump upgrade in the future and in 2014 a backup power generator was installed beside the pump house. The pump discharge pipes through the shore wall are currently 460 mm dia. (18”) and should be replaced in the future if pump upgrades are proposed.

The Town has recently cleaned the bottom of the pump station wet well and the 900 mm dia. storm sewer from East Pike Creek Road due to sediment buildup over time which caused a decrease in flow from that section of drainage area. The 900 mm dia. sewer connects at the bottom of the wet well and is susceptible to sediment buildup.

The Town is currently experiencing issues with lake water seeping into the pump station wet well. The shore wall is in poor condition (rusting/deteriorating) and Landmark Engineering Inc. has been contacted to assess the condition.

In the future the Town should consider installing an automated sluice gate system which would open the gate when the hydraulic head in the pump station wet well is above the elevation of the lake/river at any given time. This would offer a second means of discharge from the system, increasing the total release rate of the system without installing upgraded pumps.

Appendix E
Minor System Scoring

MINOR SYSTEM ASSESSMENT

1.1 LIKELIHOOD OF FAILURE

1.1.1 Hydraulic Capacity

Conduits

CAP Ratio = Peak Flow / Minimum Grade Flow

Peak Flow (Max Flow) – maximum flow calculated in the model using dynamic equations which consider additional parameters such as pressure and inertial forces. Model was adjusted so that there was no loss in water caused by flooding nodes in order to have more indicative results of peak flows, specially downstream.

Minimum Grade Flow – Design flow according to manning's equation and uniform flow conditions. This flow is based on the physical conduit parameters. Due to varying geometries the minimum grade flow was calculated from the equivalent diameter and minimum grade.

The ratio shows whether the sewers have the necessary capacity available to contain the standard 2 yr and 5 yr flows according the 'design flow'

Score	Capacity Ratio (%)
1	< 80
2	80 – 100
3	100 - 120
4	120 - 150
5	> 150

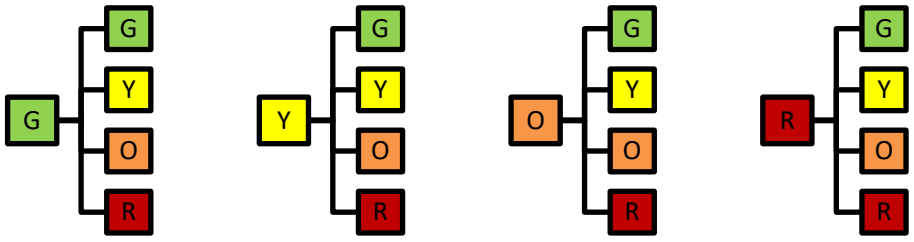
Nodes

Junctions are represented by storage nodes in the model to remove instabilities/ false outputs in the results. In order to assess a score based on the surface ponding and HGL affected by backwater

conditions and minor losses a system comparing freeboard has been assigned. Each node is assigned a score.

Score	Cat.	Freeboard (m)	Rationale
1	**G**	≥ 2	HGL Approx. below basement floor.
2	**Y**	1 - 2	Between basement floor and minimum cover.
3	**O**	0 - 1	Between minimum cover and point where surface ponding occurs.
4	**R**	≤ 0	Surface Ponding

Figure # – Node Combinations



Because the two scoring methodologies need to come together in order to assign one final score to the system a matrix was developed.

		Freeboard Score									
		GG	GY/YG	GO/OG	YY	GR/RG	YO/OY	YR/RY	OO	OR/RO	RR
Flow Capacity Score	SCORE	**2**	**3**	**4**	**4**	**5**	**5**	**6**	**6**	**7**	**8**
< 80 %	**1**	3	4	5	5	6	6	7	7	8	9
80% to 100%	**2**	4	5	6	6	7	7	8	8	9	10
100% to 120%	**3**	5	6	7	7	8	8	9	9	10	11
120% to 150%	**4**	6	7	8	8	9	9	10	10	11	12
> 150%	**5**	7	8	9	9	10	10	11	11	12	13

	Score
V. Good	3 - 4
Good	5 - 6
Ok	7 - 8
Bad	9 - 10
V. Bad	10 - 13

1.1.2 Structural

The category is meant to serve as a pointer of sewer deterioration based on age and material. Its objective is to give light to areas that have exceeded or will soon exceed their design life so that they are prioritized when performing ZoomCam inspections. Based on the year installed and associated design life, an attribute with remaining sewer lifespan was created. It places a higher score on sewers with a shorter lifespan than its counterparts.

Durability is defined as the ability of a pipe to withstand the effects of service conditions to which it is subjected, it's long term performance is related to corrosion and mechanical resistance. Steel has a lower estimated material service life than other materials because it is more prone to corrosion. Pipe thickness, coating/lamination(s) will enhance service life.

Material Category	Material	Estimated Material Service Life (yrs)
STEEL	Steel	35
	CSP	35
CONC	Conc	75
	RConc	75
PLASTIC	PVC	75
	HDPE	75
CLAY	Clay	100

Table 7.1 - Susceptibility to Corrosion of Pipe Material

Corrosion Type	Pipe Material Type			
	Concrete	Steel	HDPE	PVC
Acid Corrosion	✓	✓	✓ (Note 1)	
Sulphate Ion Corrosion	✓			
Chloride Ion Corrosion	✓ (Note 4)	✓ (Note 5)		
Leaching	✓			
Bacteria-Induced Corrosion	✓	✓	(Note 2)	(Note 2)
Certain Solvents		(Note 6)	✓ (Note 1)	✓ (Note 3)
Slow Crack Growth			✓	✓

Notes:

1. HDPE pipe is stable in the presence of most acids and bases; however, apolar solvents and chemicals, such as petroleum products and gasoline, affect it. Long-term exposure to sulphuric acid may also affect the properties of HDPE pipe. Is should be noted that different resins are used for manufacture of HDPE pipe conforming to CSA and ASTM Standards, which affect pipe performance.
2. Both PVC and HDPE pipe resins have high resistance to bacterial attack (TRB, 1998).
3. PVC pipe has good resistance to most chemical attacks, except aromatic or chlorinated hydrocarbons, ketones and esters.
4. Chloride ion corrosion affects reinforcing steel in reinforced concrete pipe and cast-in-place concrete, but usually not a concern for precast non-reinforced pipe (Potter 1988).
5. Polymer laminates on steel pipe provide a barrier against chloride corrosion.
6. Polymer laminates on steel pipe are susceptible to certain solvents and chemicals described in Note 1

Table 7.3 - Mechanical Resistance of Various Pipes

Type of Resistance	Pipe Material Type			
	Concrete	Steel	HDPE	PVC
Abrasion resistance	medium	medium	high	high
Freeze-thaw resistance [1]	high[2]	high	high	high

Notes:
[1] Resistance of the pipe material to degradation from freeze-thaw cycles. It is assumed that all installed pipe systems are designed to avoid differential frost heaving.
[2] For pre-cast (zero slump) concrete according to Potter (1988)

Table 3.1
Resistivities of Soil and Water

	Classification	Resistivity (ohm-cm)
Water	Surface water Brackish water Seawater	R>5,000 R=2,000 R=25
Soil	Rock Sand Gravel Loam Clay	R>50,000 50,000>R>30,000 30,000>R>10,000 10,000>R>2,000 2,000>R>750

Table 3.2
Soil Corrosiveness and Resistivity

Soil Corrosiveness	Resistivity (ohm-cm)
Very low	10,000>R>6,000
Low	6,000>R>4,500
Moderate	4,500>R>2,000
Severe	2,000>R

Tables 3.1 and 3.2 Reference: Transportation Research Board, National Research Council, 1998, "Service Life of Drainage Pipe", National Cooperative Highway Research Program (NCHRP) Synthesis 254.

Table 3.3
Corrosiveness of Soils

Soil Type	Description of Soil	Aeration	Drainage	Colour	Water Table
I Mildly Corrosive	1. Sands or sandy loams 2. Light textured silt loams 3. Porous loams or clay loams thoroughly oxidized to great depths	Good	Good	Uniform colour	Very low
II Moderately Corrosive	1. Sandy loams 2. Silt loams 3. Clay loams	Fair	Fair	Slight mottling	Low
III Extremely Corrosive	1. Clay loams 2. Clays	Poor	Poor	Heavy texture Moderate mottling	0.6 m to 1 m (2 feet to 3 feet) below surface
IV Severely Corrosive	1. Muck 2. Peat 3. Tidal marsh 4. Clays and organic soils	Very poor	Very poor	Bluish-gray mottling	At surface or extreme impermeability

Reference : Corrugated Steel Pipe Institute, 2002, "Handbook of Steel Drainage & Highway Construction Products"

1.1.3 Economic

This category is meant to serve as a pointer of the service area associated with respective sewer. Sewers with smaller diameters assumed to be laterals or enclosed road side ditches and are tributary to trunk lines. The larger diameters are linked with a higher consequence of failure as they convey larger flows. Because not all sewers have are circular in geometry an equivalent diameter was deduced using manning's equation and a minimum conveyance velocity of 0.8 m/s.

1.1.4 Environmental

This category will give the conduits a score based the major system and whether the sewer will have overland relief. A separate assessment was done for the major system where catchbasins generally the low points where assigned a ponding depth based on respective spill or interim high point. The conduits were then associated to the conduits using the spatial join tool on GIS and a pivot table to assign score based on the maximum ponding depth per conduit. Conduits without a close catch basin were given a ponding depth of zero if surrounding CBs have a ponding depth less than 0.3 m. Otherwise areas were individually assessed, and score was assigned on actual ponding depth.

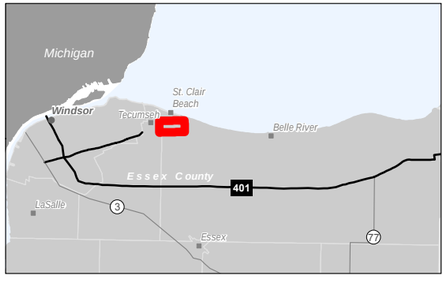
	Ponding Depth (m)	Score
Allowed	< 0.3	1
Good	0.3 – 0.5	3
Excessive	> 0.5	5

346000 347000 348000

4686000 4685000

OLD TECUMSEH RD
ST. ANDREWS DR
FLANDERS RD
N
BUCKMEAT LANE
SPRING CRES
VANO CRES
DANIEL CRES
MARINA GROVE CRES
ROCKHAVEN DR
AMY CROFT DR
MANNING RD
COMMERCIAL BLVD
RAVENWAY
DIANE CRES
BRANTON CRES
W. PIKE CREEK RD
BECKETT LANE
WHISPER CREEK CIR
SELINA CT
COUNTY RD 22
CROFT DR
ROBIN CRES
WILDER DR
E. PIKE CREEK RD
HOLLY ST
JULIE LANE
TOWER DR
PAULA CRES

DRAFT



Legend

- Parcel Fabric
- Subdivision
- Proposed Pond
- Existing Ponds
- Storm Pond Pump
- Municipal Drain Pump
- Model Nodes
- Outfalls
- Assumed Data Gap
- Natural Channel

Structural Score
- 5
- 4
- 3
- 2
- 1

0 150 300 metres

1:8,000 (At original document size of 11x17)

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Stantec

Project Location
Town of Lakeshore

165620165 REVA
Prepared by LMF on 2019-02-26

Client/Project
LAKESHORE SWMP

Figure No.

Title
Structural Score - Map 1

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348000 349000 350000 351000

4686000

N

RUSSELL WOODS PUMPING STATION

HOOD DRAIN AND LEFFLER PUMP STATION

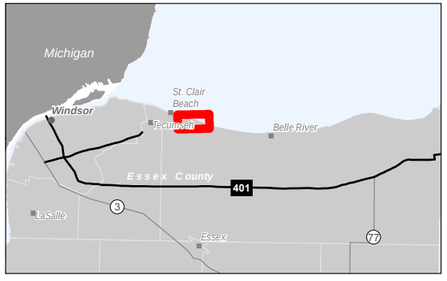
PEARL STREET EAST PUMP

WALLACE LINE PUMP

ELM GROVE DR
MAJESTIC DR
RUSSELL WOODS RD
RUSSELL WOODS DR
MOCERI CRES
CEPHAS DR
EPIC CREEK RD
OLD TECUMSEH RD
ST ANDREWS DR
FLANDERS RD
JORDAN LANE
LAMBETH DR
CHAMBERS DR
CORBETT DR
FLOWERS DR
SEYMOUR CRES
PATILLO RD
ORCHARD PARK DR
MARIENTETTE DR
STOVER ST
PEARL ST
WINTERMUTE AVE
PLANT RD
HEMLOCK CRES
PIERETTI DR
MARIANI DR
WRIGHT LANE
WASHBURN WAY
GEORGE KENNEDY WAY
PHEASANT RUN DR
RAFIH CRES
WALLACE LINE RD
BECKETT LANE
COUNTY RD 22
BLANCHARD DR
DRAFT

4686000

348000 349000 350000 351000



Legend

- Parcel Fabric
- Subdivision
- Proposed Pond
- Existing Ponds
- Storm Pond Pump
- Municipal Drain Pump
- Model Nodes
- Outfalls
- Assumed Data Gap
- Natural Channel

Structural Score
- 5
- 4
- 3
- 2
- 1

0 190 380 metres

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Stantec

Project Location
Town of Lakeshore

165620165 REVA
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Client/Project
LAKESHORE SWMP

Figure No.

Title
Structural Score - Map 2

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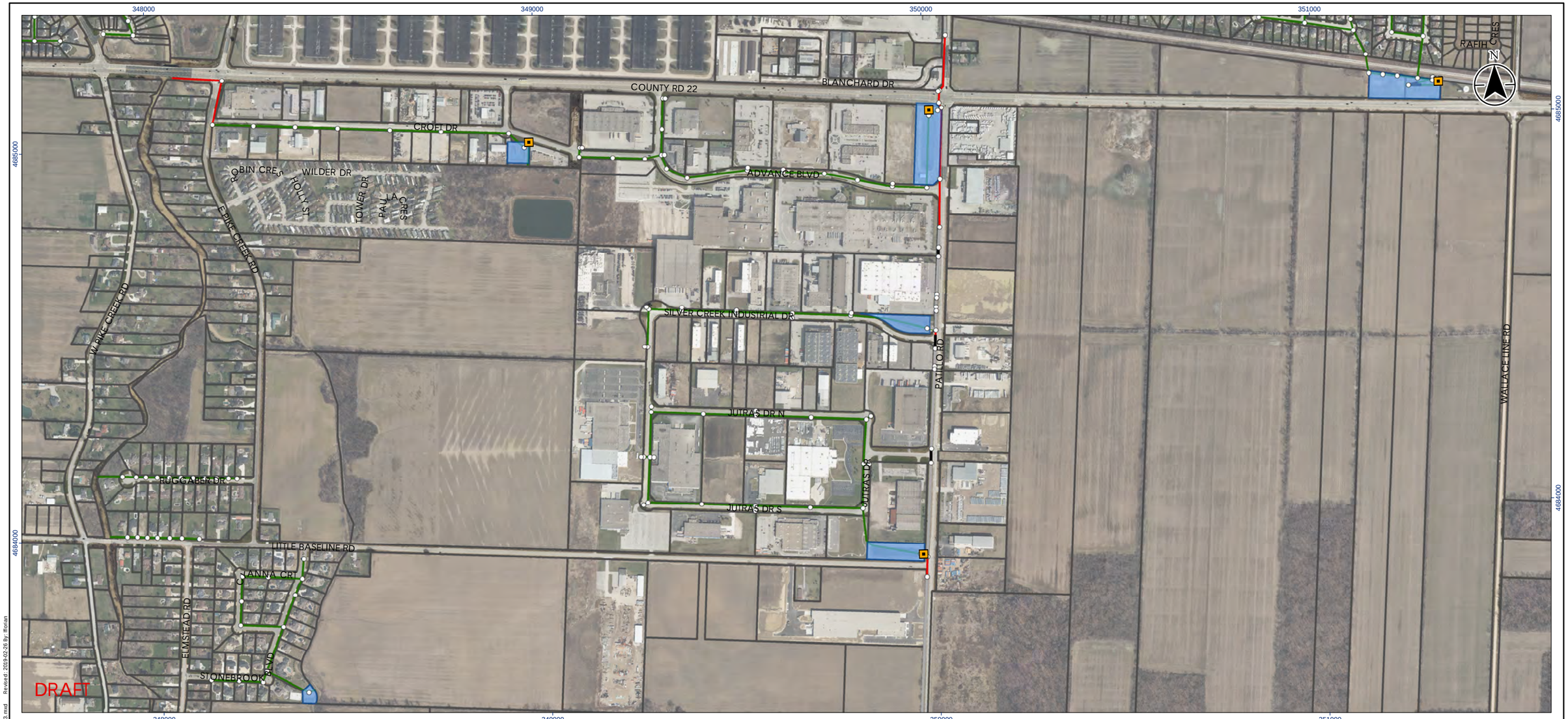

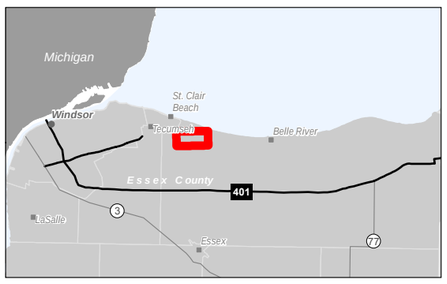

Legend

- Parcel Fabric
- Subdivision
- Proposed Pond
- Existing Ponds
- Storm Pond Pump
- Municipal Drain Pump
- Model Nodes
- Outfalls
- Assumed Data Gap
- Natural Channel

Structural Score

- 5
- 4
- 3
- 2
- 1

0 190 380 metres

1:10,000 (At original document size of 11x17)

Stantec

Project Location
Town of Lakeshore

165620165 REVA
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Client/Project
LAKESHORE SWMP

Figure No.

Title
Structural Score - Map 3

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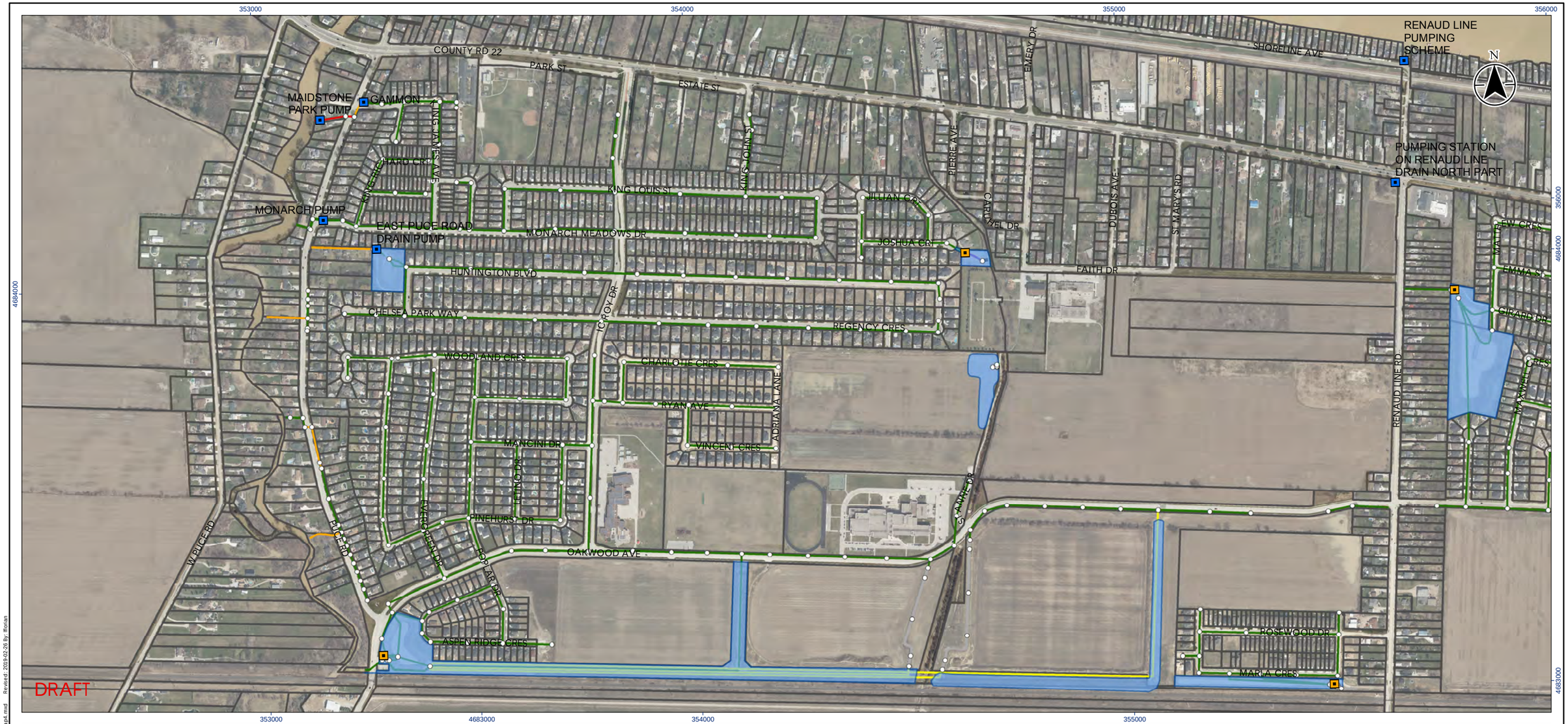

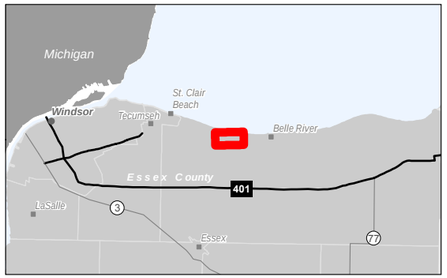

Legend

- Parcel Fabric
- Subdivision
- Proposed Pond
- Existing Ponds
- Storm Pond Pump
- Municipal Drain Pump
- Model Nodes
- Outfalls
- Assumed Data Gap
- Natural Channel

Structural Score

- 5
- 4
- 3
- 2
- 1

0 170 340 metres

1:9,000 (At original document size of 11x17)

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Project Location
Town of Lakeshore

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Client/Project
LAKESHORE SWMP

Figure No.

Title
Structural Score - Map 4

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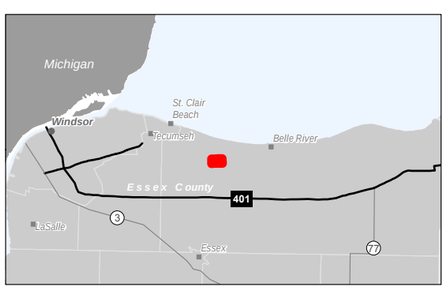

Legend

- Parcel Fabric
- Subdivision
- Proposed Pond
- Existing Ponds
- Storm Pond Pump
- Municipal Drain Pump
- Model Nodes
- Outfalls
- Assumed Data Gap
- Natural Channel

Structural Score

- 5
- 4
- 3
- 2
- 1

0 60 120 metres

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Project Location
Town of Lakeshore

165620165 REVA
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Client/Project
LAKESHORE SWMP

Figure No.

Title
Structural Score - Map 5

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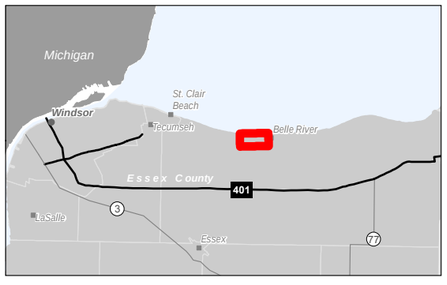

Legend

- Parcel Fabric
- Subdivision
- Proposed Pond
- Existing Ponds
- Storm Pond Pump
- Municipal Drain Pump
- Model Nodes
- Outfalls
- Assumed Data Gap
- Natural Channel

Structural Score

- 5
- 4
- 3
- 2
- 1

0 175 350 metres

1:9,000 (At original document size of 11x17)

Stantec

Project Location
Town of Lakeshore

165620165 REVA
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Client/Project
LAKESHORE SWMP

Figure No.

Title
Structural Score - Map 6

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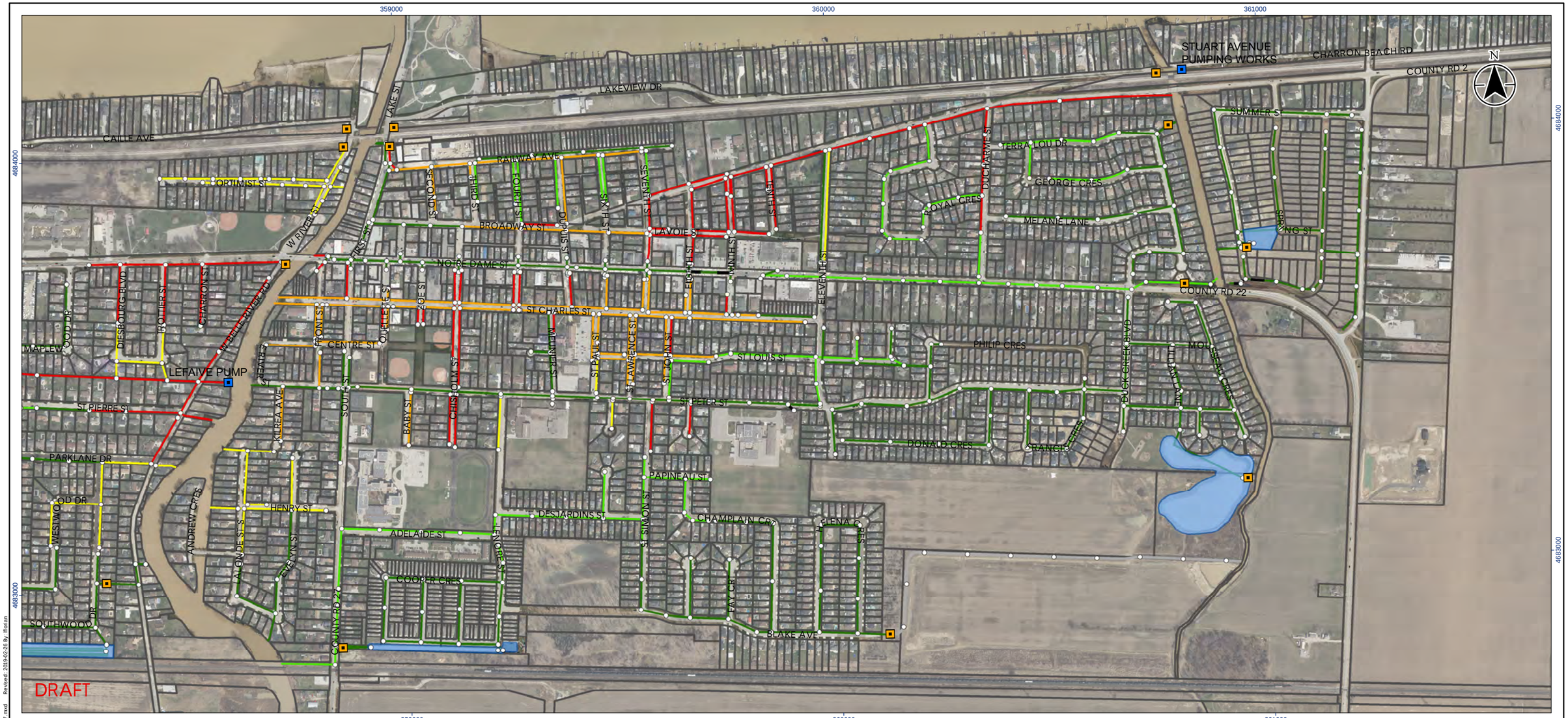

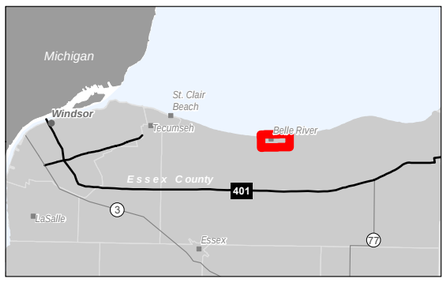

Legend

- Parcel Fabric
- Subdivision
- Proposed Pond
- Existing Ponds
- Storm Pond Pump
- Municipal Drain Pump
- Model Nodes
- Outfalls
- Assumed Data Gap
- Natural Channel

Structural Score

- 5
- 4
- 3
- 2
- 1

0 175 350 metres

1:9,000 (At original document size of 11x17)

Stantec

Project Location
Town of Lakeshore

165620165 REVA
Prepared by LMF on 2019-02-26

Client/Project
LAKESHORE SWMP

Figure No.

Title
Structural Score - Map 7

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Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
C086_SC	4	5	9	3	40	1.2	5	60	3	5	100	5	4.2	5	9.2
ST-M-03962	1	5	6	2	40	0.8	5	60	3	5	100	5	3.8	5	8.8
ST-M-00347	1	6	7	2	40	0.8	5	60	3	5	100	5	3.8	5	8.8
ST-M-00346	1	6	7	2	40	0.8	5	60	3	5	100	5	3.8	5	8.8
ST-M-00344	1	6	7	2	40	0.8	5	60	3	5	100	5	3.8	5	8.8
ST-M-00889_2	5	3	8	2	40	0.8	4	60	2.4	5	100	5	3.2	5	8.2
ST-M-00801	4	8	12	4	40	1.6	2	60	1.2	5	100	5	2.8	5	7.8
ST-M-00652	4	6	10	3	40	1.2	2	60	1.2	5	100	5	2.4	5	7.4
ST-M-03601	5	6	11	4	40	1.6	1	60	0.6	5	100	5	2.2	5	7.2
ST-M-01050	4	7	11	4	40	1.6	1	60	0.6	5	100	5	2.2	5	7.2
ST-M-01049	4	8	12	4	40	1.6	1	60	0.6	5	100	5	2.2	5	7.2
ST-M-01009	3	7	10	3	40	1.2	5	60	3	3	100	3	4.2	3	7.2
ST-M-01003	2	8	10	3	40	1.2	5	60	3	3	100	3	4.2	3	7.2
ST-M-01001_3	2	8	10	3	40	1.2	5	60	3	3	100	3	4.2	3	7.2
ST-M-01000	1	8	9	3	40	1.2	5	60	3	3	100	3	4.2	3	7.2
ST-M-00266	5	6	11	4	40	1.6	1	60	0.6	5	100	5	2.2	5	7.2
C30	3	6	9	3	40	1.2	5	60	3	3	100	3	4.2	3	7.2
ST-M-01105	1	6	7	2	40	0.8	2	60	1.2	5	100	5	2	5	7
ST-M-00885_2	5	6	11	4	40	1.6	4	60	2.4	3	100	3	4	3	7
ST-M-00391	1	6	7	2	40	0.8	2	60	1.2	5	100	5	2	5	7
ST-M-00390	1	6	7	2	40	0.8	2	60	1.2	5	100	5	2	5	7
ST-M-00379_2	5	6	11	4	40	1.6	4	60	2.4	3	100	3	4	3	7
ST-M-00379_1	5	6	11	4	40	1.6	4	60	2.4	3	100	3	4	3	7
ST-M-00222	3	5	8	2	40	0.8	2	60	1.2	5	100	5	2	5	7
ST-M-01522	2	6	8	2	40	0.8	5	60	3	3	100	3	3.8	3	6.8
ST-M-01154	1	6	7	2	40	0.8	5	60	3	3	100	3	3.8	3	6.8
ST-M-01051	3	6	9	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-01048	3	7	10	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-01047	4	6	10	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-00894	5	8	13	5	40	2	3	60	1.8	3	100	3	3.8	3	6.8
ST-M-00750	5	4	9	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-00719	4	5	9	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-00707	2	7	9	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-00694	1	6	7	2	40	0.8	5	60	3	3	100	3	3.8	3	6.8
ST-M-00655	2	4	6	2	40	0.8	5	60	3	3	100	3	3.8	3	6.8
ST-M-00564	3	6	9	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-00555	3	6	9	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-00397	4	6	10	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-00396	4	6	10	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-00395	5	5	10	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-00393	2	8	10	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-00364	1	6	7	2	40	0.8	5	60	3	3	100	3	3.8	3	6.8
ST-M-00168	1	6	7	2	40	0.8	5	60	3	3	100	3	3.8	3	6.8
ST-M-00161	2	7	9	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-00094	1	6	7	2	40	0.8	5	60	3	3	100	3	3.8	3	6.8
ST-M-00093	1	6	7	2	40	0.8	5	60	3	3	100	3	3.8	3	6.8
ST-M-00047_2	4	5	9	3	40	1.2	1	60	0.6	5	100	5	1.8	5	6.8
ST-M-01135	5	4	9	3	40	1.2	4	60	2.4	3	100	3	3.6	3	6.6
ST-M-04422	5	7	12	4	40	1.6	3	60	1.8	3	100	3	3.4	3	6.4
ST-M-01488	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-01487	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-01121	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-01120	2	6	8	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-01119	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-01106	4	2	6	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-01102	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-01034	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-01029	2	4	6	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-01017	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-01012	2	6	8	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00995	2	4	6	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00971	1	5	6	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00842	2	5	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00841	2	6	8	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00840	2	5	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00772	2	4	6	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00751	4	4	8	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00729	3	4	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00716	2	5	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-00583	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00581	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00565	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00563	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00561	2	6	8	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00560	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00559	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00558	2	6	8	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00557	2	6	8	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00418	2	6	8	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00398	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00392	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00304	2	5	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00272	2	4	6	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00264	1	6	7	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
ST-M-00180	2	4	6	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
D-MD-001037	1	5	6	2	40	0.8	1	60	0.6	5	100	5	1.4	5	6.4
C39_2_R	1	4	5	1	40	0.4	5	60	3	3	100	3	3.4	3	6.4
ST-M-01521	1	6	7	2	40	0.8	4	60	2.4	3	100	3	3.2	3	6.2
ST-M-01520	2	6	8	2	40	0.8	4	60	2.4	3	100	3	3.2	3	6.2
ST-M-01335	1	6	7	2	40	0.8	4	60	2.4	3	100	3	3.2	3	6.2
ST-M-01334	1	6	7	2	40	0.8	4	60	2.4	3	100	3	3.2	3	6.2
ST-M-00884_2	1	6	7	2	40	0.8	4	60	2.4	3	100	3	3.2	3	6.2
ST-M-00825	1	6	7	2	40	0.8	4	60	2.4	3	100	3	3.2	3	6.2
ST-M-00378	2	6	8	2	40	0.8	4	60	2.4	3	100	3	3.2	3	6.2
ST-M-00377	1	6	7	2	40	0.8	4	60	2.4	3	100	3	3.2	3	6.2
ST-M-00136	1	6	7	2	40	0.8	4	60	2.4	3	100	3	3.2	3	6.2
ST-M-04416	2	8	10	3	40	1.2	3	60	1.8	3	100	3	3	3	6
ST-M-04415	1	8	9	3	40	1.2	3	60	1.8	3	100	3	3	3	6
ST-M-04414	1	8	9	3	40	1.2	3	60	1.8	3	100	3	3	3	6
ST-M-04413	1	8	9	3	40	1.2	3	60	1.8	3	100	3	3	3	6
ST-M-04411	1	8	9	3	40	1.2	3	60	1.8	3	100	3	3	3	6
ST-M-04410	1	8	9	3	40	1.2	3	60	1.8	3	100	3	3	3	6
ST-M-04409	1	8	9	3	40	1.2	3	60	1.8	3	100	3	3	3	6
ST-M-04408	1	8	9	3	40	1.2	3	60	1.8	3	100	3	3	3	6
ST-M-04407	1	8	9	3	40	1.2	3	60	1.8	3	100	3	3	3	6
ST-M-03127	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-01039	5	8	13	5	40	2	5	60	3	1	100	1	5	1	6
ST-M-00998	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00997	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00996	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00994	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00977	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00893	1	8	9	3	40	1.2	3	60	1.8	3	100	3	3	3	6
ST-M-00822	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00821	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00820	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00819	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00818	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00817	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00816	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00815	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00728	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00503	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00451	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00450	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00449	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00359	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00339	1	3	4	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00337	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00336	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00335	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00332_2	2	8	10	3	40	1.2	3	60	1.8	3	100	3	3	3	6
ST-M-00271	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00270	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00160	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-00047	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
D-MD-001043	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
D-MD-001042	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
D-MD-001040	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
C138_R	1	4	5	1	40	0.4	1	60	0.6	5	100	5	1	5	6
ST-M-01044	5	7	12	4	40	1.6	5	60	3	1	100	1	4.6	1	5.6
ST-M-01037	5	6	11	4	40	1.6	5	60	3	1	100	1	4.6	1	5.6
ST-M-01010	3	8	11	4	40	1.6	5	60	3	1	100	1	4.6	1	5.6
ST-M-01001_4	4	8	12	4	40	1.6	5	60	3	1	100	1	4.6	1	5.6
C32	5	6	11	4	40	1.6	5	60	3	1	100	1	4.6	1	5.6
ST-M-03040	1	8	9	3	40	1.2	2	60	1.2	3	100	3	2.4	3	5.4
ST-M-00796	2	7	9	3	40	1.2	2	60	1.2	3	100	3	2.4	3	5.4
ST-M-00651	3	6	9	3	40	1.2	2	60	1.2	3	100	3	2.4	3	5.4
ST-M-00294	4	5	9	3	40	1.2	2	60	1.2	3	100	3	2.4	3	5.4
ST-M-00293	5	5	10	3	40	1.2	2	60	1.2	3	100	3	2.4	3	5.4
ST-M-00292	5	5	10	3	40	1.2	2	60	1.2	3	100	3	2.4	3	5.4
ST-M-00237	5	4	9	3	40	1.2	2	60	1.2	3	100	3	2.4	3	5.4
ST-M-04576	5	6	11	4	40	1.6	1	60	0.6	3	100	3	2.2	3	5.2
ST-M-02985	5	4	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-01244	4	8	12	4	40	1.6	1	60	0.6	3	100	3	2.2	3	5.2
ST-M-01111	5	6	11	4	40	1.6	1	60	0.6	3	100	3	2.2	3	5.2
ST-M-01110	5	6	11	4	40	1.6	1	60	0.6	3	100	3	2.2	3	5.2
ST-M-01011	2	8	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-01008	3	6	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-01007	4	6	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-01006	5	4	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-01005	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-01002	4	6	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-01001_1	2	8	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00999	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00959	4	6	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00958	4	6	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00831	2	7	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00626	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00625	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00624	2	8	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00623	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00622	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00621	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00381	5	4	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00371	4	6	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00369	4	6	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00329	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00328	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00316	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00263	5	6	11	4	40	1.6	1	60	0.6	3	100	3	2.2	3	5.2
ST-M-00171	4	6	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00167	4	6	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00142	3	8	11	4	40	1.6	1	60	0.6	3	100	3	2.2	3	5.2
ST-M-00128	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00127	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00126	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00125	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00124	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00123	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-00122	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
D-MD-001417	5	6	11	4	40	1.6	1	60	0.6	3	100	3	2.2	3	5.2
C57_R	4	5	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
C54_R	4	6	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
C50_2_R	5	4	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
C50_1_R	5	4	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
C41_R	5	4	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
C33	5	4	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
C31	4	6	10	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
C055_LEF	5	4	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
C051_LEF	5	4	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
C041	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
C039	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
C038	1	8	9	3	40	1.2	5	60	3	1	100	1	4.2	1	5.2
ST-M-01508	3	8	11	4	40	1.6	4	60	2.4	1	100	1	4	1	5
ST-M-01507	4	7	11	4	40	1.6	4	60	2.4	1	100	1	4	1	5
ST-M-01506	5	6	11	4	40	1.6	4	60	2.4	1	100	1	4	1	5

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-01021	1	6	7	2	40	0.8	2	60	1.2	3	100	3	2	3	5
ST-M-01020	1	6	7	2	40	0.8	2	60	1.2	3	100	3	2	3	5
ST-M-01019	1	6	7	2	40	0.8	2	60	1.2	3	100	3	2	3	5
ST-M-01014	1	6	7	2	40	0.8	2	60	1.2	3	100	3	2	3	5
ST-M-00490	5	6	11	4	40	1.6	4	60	2.4	1	100	1	4	1	5
ST-M-00389	1	6	7	2	40	0.8	2	60	1.2	3	100	3	2	3	5
ST-M-00295	3	5	8	2	40	0.8	2	60	1.2	3	100	3	2	3	5
ST-M-00135	5	7	12	4	40	1.6	4	60	2.4	1	100	1	4	1	5
ST-M-00076	5	7	12	4	40	1.6	4	60	2.4	1	100	1	4	1	5
ST-M-04557	4	4	8	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-01540	2	6	8	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-01538	2	4	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-01519	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-01485	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-01136	5	5	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-01124	4	6	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-01038	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-01013	4	6	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-01004	1	7	8	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00991	4	5	9	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00957	2	6	8	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00897	1	7	8	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00872	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00871	2	6	8	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00870	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00837	4	6	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00827	1	7	8	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00715	3	6	9	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00628	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00620	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00587	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00579	3	6	9	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00578	3	6	9	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00577	3	6	9	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00556	3	6	9	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00541	2	5	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00529	2	7	9	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00370	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00368	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00366	2	6	8	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00365	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00363	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00349	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00348	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00345	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00319	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00318	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00317	1	7	8	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00262	5	5	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00207	2	8	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00206	3	7	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00205	3	6	9	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00204	3	6	9	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00203	4	6	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00202	4	6	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00201	4	6	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00200	4	6	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00199	4	6	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00175	2	6	8	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00172	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00169	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00166	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00165	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00145	2	8	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00138	2	8	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
ST-M-00078	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-00077	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
D-MD-001420	5	5	10	3	40	1.2	1	60	0.6	3	100	3	1.8	3	4.8
D-MD-001136	4	2	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
D53_3_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
D52_2_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
D52_1_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
D51_3_R	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
D44_R	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
D43_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
D42_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C56_R	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C55_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C53_4_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C53_1_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C52_1_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C51_8_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C51_7_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C51_2_R	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C21	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C209_LEF	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C207_LEF	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C20	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C13	3	3	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C12	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C11	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C10	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C088_SC	4	3	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C087_SC	3	4	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C056_LEF	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C053_LEF_4	2	4	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C053_LEF_3	2	4	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C053_LEF_2	2	4	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C040	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C036	1	6	7	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C019	1	5	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
C002_LEF	2	4	6	2	40	0.8	5	60	3	1	100	1	3.8	1	4.8
ST-M-01495	3	6	9	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00888_2	4	6	10	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00888_1	3	6	9	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00887_2	3	6	9	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00886_4	4	6	10	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00885_4	4	6	10	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00885_3	3	6	9	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00881_4	4	6	10	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00881_3	3	6	9	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00878_1	3	6	9	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00877	1	8	9	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00875	1	8	9	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00874	1	8	9	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00692	3	7	10	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-00327	4	6	10	3	40	1.2	4	60	2.4	1	100	1	3.6	1	4.6
ST-M-04425	4	7	11	4	40	1.6	3	60	1.8	1	100	1	3.4	1	4.4
ST-M-03967	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-03966	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-03491	1	7	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-03331	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
ST-M-02398	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01494	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01492	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01491	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01489	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01481	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01480	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01318	3	4	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01317	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01316	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01315	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01314	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01313	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01312	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01207	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01206	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

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ST-M-01202	5	6	11	4	40	1.6	3	60	1.8	1	100	1	3.4	1	4.4
ST-M-01118	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01117	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01115	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01113	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01112	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01108	4	3	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01107	4	3	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01104	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01046	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01032	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
ST-M-01022	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01018	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01016	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-01015	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00891	4	8	12	4	40	1.6	3	60	1.8	1	100	1	3.4	1	4.4
ST-M-00838	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00793	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00789	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00769	2	4	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00754	1	7	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00749	5	3	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00734	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00718	4	4	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00717	3	4	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00714	3	4	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00697	3	5	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00681	3	3	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00669	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00636	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
ST-M-00635	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
ST-M-00634	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
ST-M-00616	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00615	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00584	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00582	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00580	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00562	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00552	2	5	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00528	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00523	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00512	4	4	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00511	5	3	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00492	5	7	12	4	40	1.6	3	60	1.8	1	100	1	3.4	1	4.4
ST-M-00491	5	6	11	4	40	1.6	3	60	1.8	1	100	1	3.4	1	4.4
ST-M-00485	2	4	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00479	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00471	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00446	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00436	3	4	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00433	5	6	11	4	40	1.6	3	60	1.8	1	100	1	3.4	1	4.4
ST-M-00432	4	7	11	4	40	1.6	3	60	1.8	1	100	1	3.4	1	4.4
ST-M-00424	2	4	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00419	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00413	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00408	3	4	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00405	2	4	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00399	3	5	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00394	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00303	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00301	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
ST-M-00274	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00273	2	5	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00265	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00181	3	4	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00170	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
ST-M-00164	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00154	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
ST-M-00144	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-00102	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00098	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00095	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00086	1	6	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00083	2	6	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00055	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00054	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00045	1	5	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00004	3	3	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
ST-M-00003	3	4	7	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
D-MD-00799	3	2	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-00795	3	2	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-00794	3	2	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-00791	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-00790	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-00788	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-00787	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-00786	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-00785	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-00784	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-00783	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-00193	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
D-MD-001419	3	5	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
D-MD-001418	3	5	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
D-MD-001036	2	4	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
C91	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C9_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C9_1	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C8_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C8_1_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C8_1	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C7_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C7_1	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C6_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C6_1	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C5_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C5_1	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C49_R	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C48_2_R	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C48_1_R	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C47_R	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C46_2_R	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C46_1_R	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C45_R	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C42_2	2	4	6	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
C40_R	4	4	8	2	40	0.8	1	60	0.6	3	100	3	1.4	3	4.4
C4_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C4_2	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C39_1_R	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C3_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C3_1	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C28_SC	1	3	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C28_1_SC	1	4	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C27_SC	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C26_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C25_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C24_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C23_SC	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C23_1_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C22	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C213_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C21_SC	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C21_1_SC	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C20_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C2_1	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C19_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C18_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C17_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C17_2	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
C17_1	1	3	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C16_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C16_2	1	4	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C15_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C15_1	1	4	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C14_1	1	4	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C14	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C13_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C13_4	1	3	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C13_2	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C13_1_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C12_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C12_1	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C11_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C11_1	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C10_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C10_2	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C10_1	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C1_1	1	5	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C079_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C077_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C076_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C075_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C074_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C073_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C072_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C071_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C070_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C069_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C068_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C059	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C054_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C052_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C050_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C049_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C048_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C047_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C046_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C045_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C044_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C043_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C042_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C041_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C040_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C039_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C038_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C037_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C036_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C035_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C035_2_SC	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C034_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C033_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C032_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C021	1	6	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C020_LEF	3	2	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C019_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C018_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C017_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C016_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C015_LEF	1	2	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C014_LEF	1	2	3	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C013_LEF	1	3	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C012_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C011_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C010_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C009_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C008_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C007_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C006_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
C005_LEF	1	4	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C004_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C003_LEF	2	3	5	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
C001_LEF	1	3	4	1	40	0.4	5	60	3	1	100	1	3.4	1	4.4
ST-M-03108	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-03107	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-02229	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-02225	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-01483	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-01343	1	5	6	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-01341	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-01340_2	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-01340_1	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-01339	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-01337_2	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-01337_1	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-01333	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-01331	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00919	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00918	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00917	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00912	2	6	8	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00907	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00906	2	6	8	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00905	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00904	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00902	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00901	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00900_2	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00900_1	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00898	1	7	8	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00896	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00890	2	6	8	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00889_1	2	5	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00887_1	2	6	8	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00886_3	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00886_1	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00884_4	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00884_3	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00883_4	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00883_3	2	6	8	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00883_2	2	6	8	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00882_5	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00882_3	1	5	6	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00882_2	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00882_1	1	5	6	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00881_2	2	6	8	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00880	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00879	1	7	8	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00878_2	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00852	3	5	8	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00832	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00826	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00695	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00376	2	4	6	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00326	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00137_2	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-00137_1	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
C9	1	6	7	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
C8	1	5	6	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
C19	1	5	6	2	40	0.8	4	60	2.4	1	100	1	3.2	1	4.2
ST-M-04688	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-04687	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-04686	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-04421	3	7	10	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-04419	5	4	9	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-04417	3	7	10	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-04412	1	8	9	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-04406	1	8	9	3	40	1.2	3	60	1.8	1	100	1	3	1	4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

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ST-M-04159	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-04158	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-04157	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-03440	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-03439	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-03438	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-03437	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-03307	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-02440	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-01239	3	6	9	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-01229	5	5	10	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-01220	3	2	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-01129	5	4	9	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-01109	1	3	4	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00976	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00777	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00776	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00752	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00733	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00732	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00731	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00730	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00706	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00705	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00701	5	5	10	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-00698	5	5	10	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-00507	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00506	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00505	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00504	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00466	1	2	3	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00452	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00431	1	8	9	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-00410	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00354	2	8	10	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-00350	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00343	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00342	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00341	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00338	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00276	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00146	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00108	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00059	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00007	2	3	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
ST-M-00006	3	2	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
D-MD-001044	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
D-MD-001041	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
D-MD-001039	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
D-MD-001038	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
C42_1	1	4	5	1	40	0.4	1	60	0.6	3	100	3	1	3	4
C037	3	7	10	3	40	1.2	3	60	1.8	1	100	1	3	1	4
C017_2	5	5	10	3	40	1.2	3	60	1.8	1	100	1	3	1	4
ST-M-00947	1	4	5	1	40	0.4	4	60	2.4	1	100	1	2.8	1	3.8
ST-M-00828	5	6	11	4	40	1.6	2	60	1.2	1	100	1	2.8	1	3.8
ST-M-00804	3	8	11	4	40	1.6	2	60	1.2	1	100	1	2.8	1	3.8
D-MD-00182	1	4	5	1	40	0.4	4	60	2.4	1	100	1	2.8	1	3.8
D-MD-00180	1	3	4	1	40	0.4	4	60	2.4	1	100	1	2.8	1	3.8
C089_LEF	1	4	5	1	40	0.4	4	60	2.4	1	100	1	2.8	1	3.8
C026	1	3	4	1	40	0.4	4	60	2.4	1	100	1	2.8	1	3.8
C010	2	3	5	1	40	0.4	4	60	2.4	1	100	1	2.8	1	3.8
ST-M-04424	1	6	7	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-04423	1	6	7	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-02984	1	7	8	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-01541	2	5	7	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-01240	3	5	8	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-01228	2	6	8	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-01224	1	5	6	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-01203	5	3	8	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

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ST-M-01131	5	3	8	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-00916	1	6	7	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-00860	2	4	6	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-00517	1	5	6	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-00430	1	7	8	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
C25	4	2	6	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
C16_1	5	3	8	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
C052	5	3	8	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
C051	5	3	8	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
C028_2	5	3	8	2	40	0.8	3	60	1.8	1	100	1	2.6	1	3.6
ST-M-03542	4	6	10	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-03006	3	7	10	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-01198	4	5	9	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-00963	4	5	9	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-00913	3	6	9	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-00908	3	6	9	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-00805	1	8	9	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-00803	1	8	9	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-00802	2	8	10	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-00649	3	6	9	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-00648	4	6	10	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-00642	3	6	9	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-00236	5	4	9	3	40	1.2	2	60	1.2	1	100	1	2.4	1	3.4
ST-M-04322	5	7	12	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
ST-M-04156	5	6	11	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
ST-M-03920	5	6	11	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
ST-M-03327	1	2	3	1	40	0.4	3	60	1.8	1	100	1	2.2	1	3.2
ST-M-03326	1	4	5	1	40	0.4	3	60	1.8	1	100	1	2.2	1	3.2
ST-M-03325	1	4	5	1	40	0.4	3	60	1.8	1	100	1	2.2	1	3.2
ST-M-03324	1	2	3	1	40	0.4	3	60	1.8	1	100	1	2.2	1	3.2
ST-M-02542	1	4	5	1	40	0.4	3	60	1.8	1	100	1	2.2	1	3.2
ST-M-01482	5	6	11	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
ST-M-01293	5	6	11	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
ST-M-01280	5	7	12	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
ST-M-01130	1	4	5	1	40	0.4	3	60	1.8	1	100	1	2.2	1	3.2
ST-M-01065	1	4	5	1	40	0.4	3	60	1.8	1	100	1	2.2	1	3.2
ST-M-01054	1	4	5	1	40	0.4	3	60	1.8	1	100	1	2.2	1	3.2
ST-M-00855	5	6	11	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
ST-M-00532	5	6	11	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
ST-M-00356	5	6	11	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
C35	5	6	11	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
C3	5	7	12	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
C29	5	7	12	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
C26	1	2	3	1	40	0.4	3	60	1.8	1	100	1	2.2	1	3.2
C027	5	6	11	4	40	1.6	1	60	0.6	1	100	1	2.2	1	3.2
C006_2	1	4	5	1	40	0.4	3	60	1.8	1	100	1	2.2	1	3.2
ST-M-03532	1	7	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-03005	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-02986	5	2	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-01486	1	5	6	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-01484	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-01342	1	5	6	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-01338	1	5	6	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-01330	1	5	6	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-01329	1	5	6	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-01204	3	4	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-01099	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00962	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00961	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00960	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00955	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00911	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00910	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00909	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00903	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00895	1	5	6	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00800	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00799	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00797	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-00779	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00778	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00653	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00647	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00646	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00645	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00644	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00643	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00516	3	4	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00387	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00330	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00291	3	4	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00290	2	4	6	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00288	1	5	6	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00235_2	5	2	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00235_1	5	3	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00223	3	5	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00221	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00152	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00151	2	6	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00148	1	6	7	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-00133	3	5	8	2	40	0.8	2	60	1.2	1	100	1	2	1	3
ST-M-04753	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-04107	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-04106_2	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-04065	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-03914_2	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-03914_1	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-03913	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-03912	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-03911	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-03773	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-03600	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-03470_2	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-03470_1	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-03416	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-03301	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01510	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01493	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01309	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01274	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01238	2	8	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01237	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01236	1	8	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01235	1	8	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01233	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01232	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01231	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01223	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01222	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01218	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01197	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01189	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01185	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01098	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01035	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-01030	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00978	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00939	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00938	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00934	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00933	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00850	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00836	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00813_4	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00813_3	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00812_2	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00811_2	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00687	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-00686	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00685	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00684	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00599	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00585	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00554	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00553	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00551	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00548	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00547	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00544	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00535	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00531	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00530	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00527	2	7	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00298	4	5	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00261	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00214	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00143	2	7	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00141	1	8	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00140	1	8	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00139	1	8	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C82	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C74_R	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C61	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C60	3	6	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C40	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C332-S_LEF	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C329-S_LEF	5	5	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C263_LEF	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C25_R	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C087_LEF	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C055	5	4	9	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
C006_1	4	6	10	3	40	1.2	1	60	0.6	1	100	1	1.8	1	2.8
ST-M-00519	1	4	5	1	40	0.4	2	60	1.2	1	100	1	1.6	1	2.6
ST-M-00289	1	4	5	1	40	0.4	2	60	1.2	1	100	1	1.6	1	2.6
C27	1	4	5	1	40	0.4	2	60	1.2	1	100	1	1.6	1	2.6
C058	1	3	4	1	40	0.4	2	60	1.2	1	100	1	1.6	1	2.6
C057	1	3	4	1	40	0.4	2	60	1.2	1	100	1	1.6	1	2.6
C01_R	1	4	5	1	40	0.4	2	60	1.2	1	100	1	1.6	1	2.6
ST-M-04757	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04754	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04743	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04742	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04741	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04739	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04666	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04665	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04635	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04634	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04633	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04609	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04583	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04577	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04333	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04332	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04331	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04323	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04321	3	3	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04274	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04273	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04271	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04270	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04269	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04247	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04246	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04245	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04216	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04215	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-04214	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04213	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04212	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04211	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04210	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04209	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04208	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04203	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04202	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04193	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04192	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04118	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04109	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04106_1	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04105	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04104	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04103	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04102	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04100	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04085	3	3	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04084	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04083	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04069	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04068	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04067	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04066	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04001	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03999	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03964	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03963	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03960	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03947	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03944	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03933	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03932	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03928	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03927_4	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03927_3	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03927_1	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03924	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03910	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03909	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03908	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03907	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03906	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03905_2	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03905_1	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03904	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03892	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03891	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03879	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03868	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03784	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03783	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03772	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03681	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03645	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03644	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03643	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03642	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03641	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03639	3	3	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03635	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03634	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03633	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03602	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03597	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03595	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03594	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-03591	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03586	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03584	4	2	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03582	4	2	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03545	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03506	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03443	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03442	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03430	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03417	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03415	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03414	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03409	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03408	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03403	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03402	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03328	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03312	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03311	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03310	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03303	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03270	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03250	5	3	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03248	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03247	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03106	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03103	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03101	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03067	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-03004	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02983	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02982	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02981	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02980	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02977	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02846	5	3	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02451	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02448	3	3	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02401	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02400	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02399	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02351	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02339	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02224	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02223	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02222	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-02221	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01997	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01344	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01336	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01332	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01325	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01320	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01319	4	3	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01311	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01310	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01308	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01304	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01288	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01283	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01282	4	3	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01234	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01230	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01221	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01219	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01217	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01214	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01205	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01199	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-01196	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01195	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01193	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01192	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01191	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01190	5	3	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01188	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01182	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01181	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01179	4	3	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01178	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01177	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01176	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01165	4	3	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01164	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01163	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01162	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01156	4	2	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01155	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01153	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01152	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01151	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01149	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01134	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01133_2	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01133_1	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01127	3	3	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01116	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01114	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01103	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01101	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01100	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01097	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01096	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01095	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01094	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01087	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01086	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01085	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01084	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01083	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01079	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01078	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01077	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01076	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01075	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01074	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01073	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01072	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01071	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01070	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01067	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01066	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01064	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01063	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01062	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01061	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01053	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01031	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01028	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01027	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01026	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01025	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01024	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-01023	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00993	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00992	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00990	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00989	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-00979	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00973	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00972	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00956	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00937	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00936	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00935	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00932	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00926	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00925	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00924	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00923	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00922	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00876	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00861	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00839	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00835	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00834	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00813_1	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00812_1	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00811_1	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00810	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00809	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00795	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00794	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00792	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00791	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00790	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00787	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00785	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00784	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00775	4	3	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00774	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00771	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00770	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00768	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00767	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00766	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00765	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00764	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00761	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00760	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00758	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00757	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00756	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00753	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00748	4	3	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00747	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00746	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00745	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00744	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00743	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00742	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00741	3	3	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00740	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00738	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00727	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00726	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00725	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00724	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00702	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00700	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00699	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00691	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00690	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00689	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00688	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00682	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00679	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-00678	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00673	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00671	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00668	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00667	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00666	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00665	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00664	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00663	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00662	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00661	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00659	4	2	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00614	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00612	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00610	4	2	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00606	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00605	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00604	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00603	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00602	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00601	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00600	5	3	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00598	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00597	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00596	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00594	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00586	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00573	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00572	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00570	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00569	4	3	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00568	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00567	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00550	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00549	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00546	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00543	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00534	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00526	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00525	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00514	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00513	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00510	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00509	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00493	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00482	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00480	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00478	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00473	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00470	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00469	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00468	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00455	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00454	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00453	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00448	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00447	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00445	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00444	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00442	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00441	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00440	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00439	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00438	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00437	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00435	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00434	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00425	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00423	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-00420	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00417	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00416	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00415	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00414	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00412	3	3	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00411	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00409	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00407	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00406	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00386	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00367	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00357	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00355	1	7	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00353	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00351	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00302	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00299	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00297	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00287	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00277	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00275	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00234	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00233	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00232	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00231	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00230	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00229	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00228	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00227	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00226	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00225	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00215	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00212	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00208	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00193	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00186	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00183	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00174	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00163	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00162	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00158	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00157	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00156	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00155	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00116	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00115	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00104	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00103	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00101	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00100	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00099	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00097	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00092	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00091	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00089	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00088	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00087	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00085	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00082	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00081	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00080	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00074	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00072	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00057	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00056	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00051	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00040	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00039	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-00008	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-00001	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
RW_PS_OUTLET_R	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
L_PS_OUTLET_R	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
FUTURE011_SC	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C81	5	3	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C72	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C71	2	6	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C7	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C69	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C67	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C64	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C59	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C58	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C47	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C46_2	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C44	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C43	3	3	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C42_7	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C42_6	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C41	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C38	4	3	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C37	5	3	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C36	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C268_LEF	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C266_LEF	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C262_LEF	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C24	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C23	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C211_LEF	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C210_LEF	3	5	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C208_LEF	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C2	1	7	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C17_R	4	3	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C16	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C15	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C127_LEF	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C10_KGE	3	4	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C088_LEF	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C083_LEF	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C060	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C053	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C050	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C049	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C048	5	2	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C047	4	2	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C03_R	4	2	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C028_4	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C028_3	2	5	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C026_5	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C026_2	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C025	2	4	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C024	4	4	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C011_BUL	5	3	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C011	1	6	7	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C005	1	5	6	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
C003	5	3	8	2	40	0.8	1	60	0.6	1	100	1	1.4	1	2.4
ST-M-04777	2	3	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04756	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04755	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04740	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04678	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04677	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04676	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04664	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04352	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04351	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04350	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04349	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-04348	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04347	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04346	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04345	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04344	2	3	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04343	2	3	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04342	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04341	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04325	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04319	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04318	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04309	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04303	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04302	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04272	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04155	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04111	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04110_2	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04110_1	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04108	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04101	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04082	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04081	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-04080	2	3	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03968	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03885	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03880	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03878	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03867	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03771	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03770	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03638	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03599	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03598	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03596	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03593	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03590	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03588	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03585	2	3	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03583	3	2	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03441	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03436	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03431	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03330	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03304	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03110	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03109	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03041	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-03023	2	2	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02995	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02994	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02993	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02990	2	3	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02954	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02952	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02847_2	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02847_1	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02845	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02844	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02561	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02439	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02352	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02001	2	2	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-02000	2	2	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01999	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01544	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01543	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01542	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01512	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-01511	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01509	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01505	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01504	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01503	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01502	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01501	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01500	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01499	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01328	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01327	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01326	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01324	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01307	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01306	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01302	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01301	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01299	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01297	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01296	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01294	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01292	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01290	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01286	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01285	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01284	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01273	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01272	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01210	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01194	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01186	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01184	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01183	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01180	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01171	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01170	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01169	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01168	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01167	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01166	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01157	3	2	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01148	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01128	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01126	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01082	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01081	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01080	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01069	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01068	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01060	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01059	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01058	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01057	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01056	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-01055	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00988	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00987	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00986	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00985	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00984	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00983	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00982	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00975	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00974	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00970	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00969	2	3	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00968	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00965	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00964	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-00869	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00868	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00867	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00865	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00863	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00862	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00856	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00853	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00849	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00848	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00847	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00846	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00845	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00844	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00843	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00833	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00788	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00786	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00783	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00782	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00781	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00780	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00773	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00739	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00737	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00736	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00735	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00709	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00683	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00676	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00675	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00674	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00672	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00660	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00619	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00618	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00617	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00611	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00609	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00608	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00607	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00595	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00593	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00592	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00591	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00576	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00575	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00574	2	3	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00571	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00566	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00545	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00542	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00540	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00539	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00538	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00537	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00536	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00524	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00522	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00521	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00520	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00515	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00508	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00489	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00487	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00486	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00484	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00483	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00481	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-00477	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00476	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00475	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00474	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00472	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00467	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00465	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00464	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00463	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00462	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00461	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00460	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00459	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00458	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00457	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00456	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00429	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00428	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00427	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00426	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00404	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00374	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00373	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00372	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00360	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00358	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00352	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00340	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00324	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00323	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00322	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00321	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00315	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00314	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00313	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00312	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00311	2	3	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00310	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00309	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00308	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00307	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00306	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00305	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00300	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00296	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00278	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00269	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00268	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00267	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00211	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00210	2	2	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00209	2	3	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00197	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00195	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00184	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00182	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00159	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00150	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00149	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00147	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00121	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00120	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00119	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00118	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00117	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00114	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00113	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00112	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00111	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2

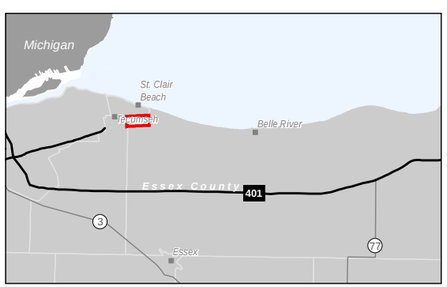
Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
ST-M-00110	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00109	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00107	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00106	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00105	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00073	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00060	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00058	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00053	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00052	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00046	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00044	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00043	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00042	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00041	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00005	3	2	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
ST-M-00002	2	3	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
RW_PS_OVERFLOW_R	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
D-MD-00769	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
D-MD-001046	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
D-MD-001045	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C90	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C89	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C88	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C87	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C86	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C85	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C84	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C83	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C70	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C68	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C66	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C65	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C63	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C62	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C6	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C57	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C56	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C55	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C54	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C53	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C52	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C51	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C50	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C5	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C49	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C48_R	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C48	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C46_R	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C46	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C42	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C4	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C39_R	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C38_R	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C331-S_LEF	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C28	2	2	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C269_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C267_LEF	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C265_LEF	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C264_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C261_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C260_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C259_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C258_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C257_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C256_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C255_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C254_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C253_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2

Lakeshore Stormwater Master Plan - Phase 2
Minor System Scoring Summary

NAME	Capacity Score	Tailwater Score	Hydraulic Capacity Score	Capacity LOF Score	LOF Weight for Capacity (%)	Capacity LOF Weighted Score	Structural LOF Score	LOF Weight for Structural (%)	Structural LOF Weighted Score	Overland Risk Score	Risk Weight (%)	Overland Risk Weighted Score	LOF	RISK	TOTAL
C252_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C251_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C250_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C212_LEF	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C18	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C174_LEF	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C17	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C142_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C141_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C140_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C14_2	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C139_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C137_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C136_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C135_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C134_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C133_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C132_R	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C131_R	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C13_1	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C11_KGE	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C10_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C1	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C09_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C086_LEF	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C08_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C07_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C061	3	2	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C06_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C056	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C054	2	2	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C05_R	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C046	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C045	1	2	3	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C026_3	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C026_1	1	4	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C023	1	5	5	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C017	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2
C009	1	3	4	1	40	0.4	1	60	0.6	1	100	1	1	1	2

Appendix F
Overland Flow Routes



Legend

- Stormwater Ponds
- Catchment Boundary
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 125 250 metres

1:6,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Municipality of Lakeshore

165620165 REVA
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Client/Project
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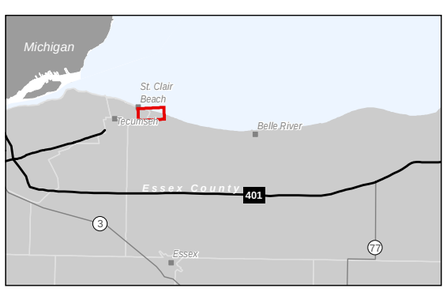
Figure No.
F - 1

Title
Overland Flow - Amycroft



Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

- Spill Point
- Interim High Point

Elevation (m)
- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 140 280 metres
1:7,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

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Figure No.
F - 2

Title
Overland Flow - Russell Woods

M:\active\165620165\project_resources\GIS\MXD\APPENDIX F\165620165_ANSIB_F2_RUSSELLWOODS.mxd Revised: 2019-10-28 By: lflorian

348000 348100 348200 348300 348400 348500 348600 348700 348800 348900 349000 349100 349200 349300 349400

4685400 4685300 4685200 4685100 4685000 4684900 4684800

N

Canadian National Railway

COUNTY RD 22

178.05

178.24

E PIKE CREEK RD

W PIKE CREEK RD

CROFT DR

PROSPECT DR

ROBIN CRES

WILDER DR

HOLLY ST

LAVINDALE ST

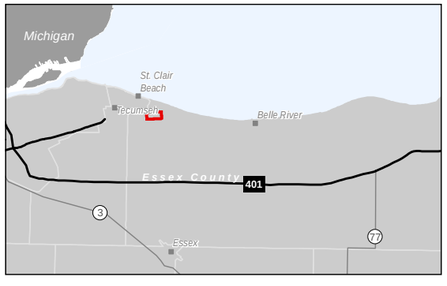
JULIE LANE

TOWER DR

PAULA CRES

MICHAEL DR

ADVANCE BLVD



Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

- Spill Point
- Interim High Point

Elevation (m)
- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 80 160 metres

1:4,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

165620165 REVA
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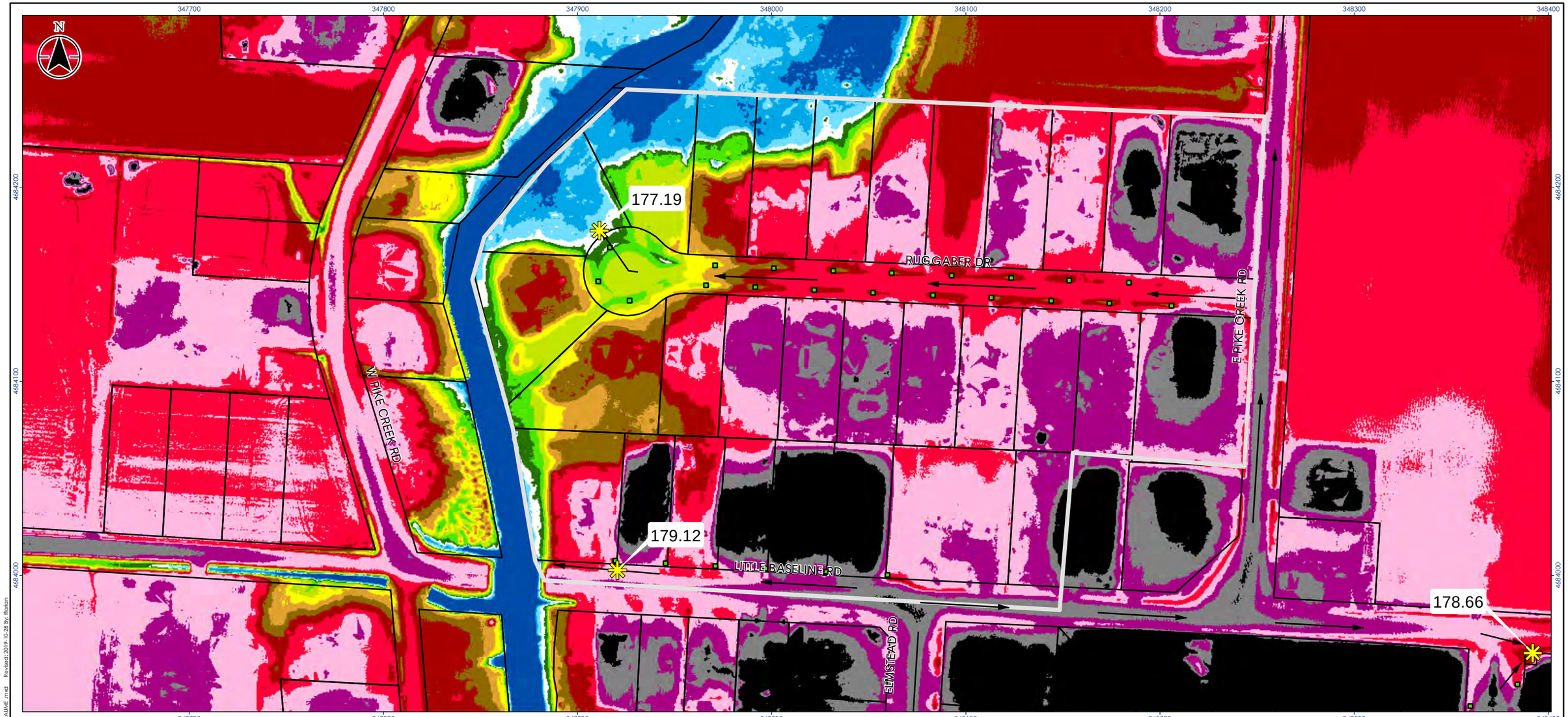
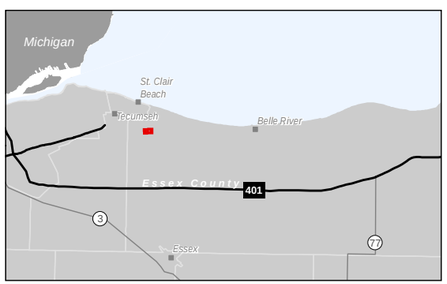
Client/Project
LAKESHORE SWMP

Figure No.
F - 3

Title
Overland Flow - Croft Drive

W:\active\165\20165\project_resource\GIS\MXD\APPENDIX_F\165620165_ANSIB_F3_CROFT.mxd Revised 2019-10-28 By: lfloton





Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

- Spill Point
- Interim High Point

Elevation (m)
- ≥ 179.6
- 179.4 - 179.6
- 179.2 - 179.4
- 179.0 - 179.2
- 178.8 - 179.0
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- ≤ 176.8

0 40 80 metres
1:2,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

165620165 REVA
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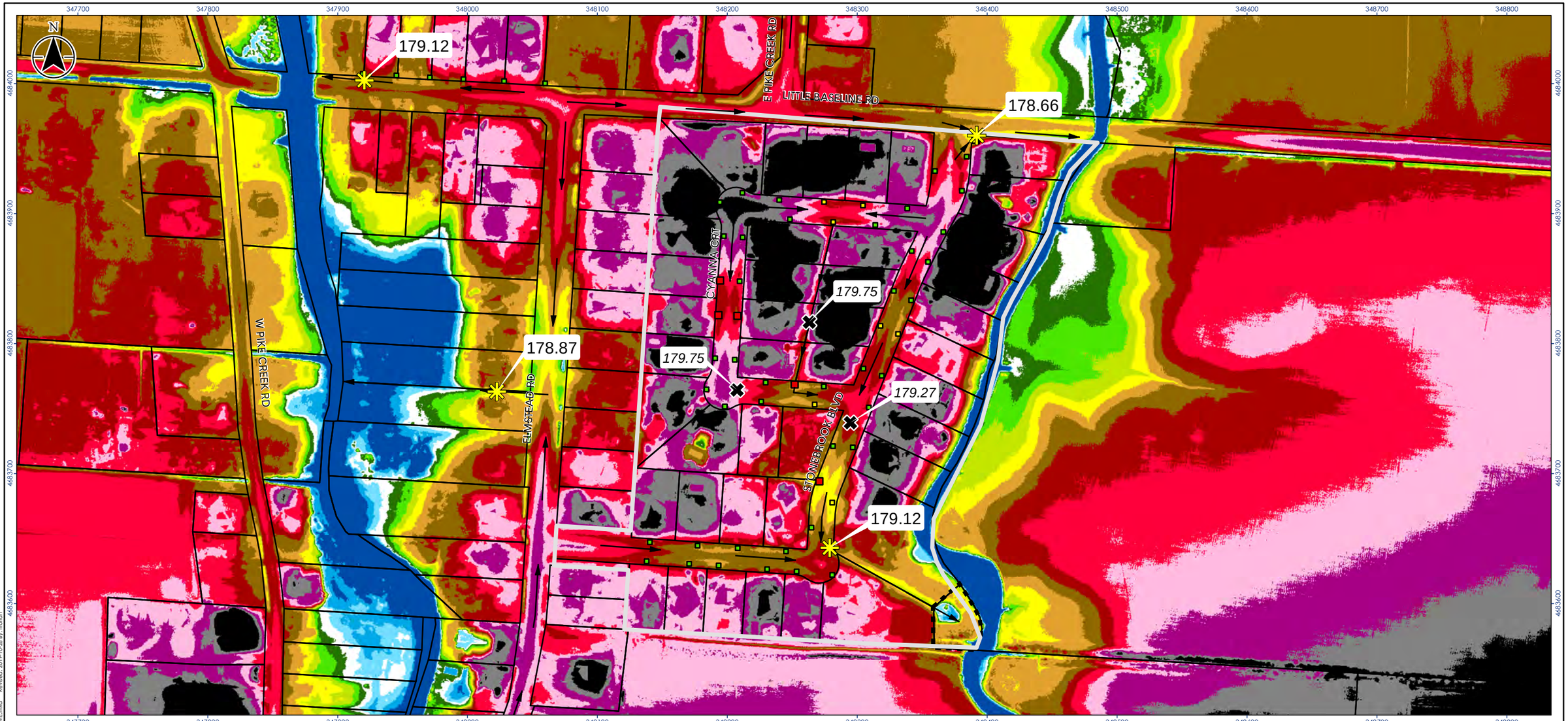
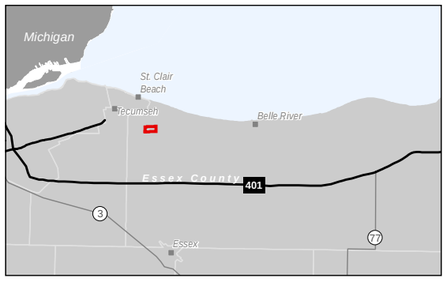
Figure No.
F - 4

Title
Overland Flow - Ruggaber Reaume Residential





Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≤ 180.2
- 180.0 - 180.2
- 179.8 - 180.0
- 179.6 - 179.8
- 179.4 - 179.6
- 179.2 - 179.4
- 179.0 - 179.2
- 178.8 - 179.0
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- ≤ 177.4

0 60 120 metres

1:3,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

165620165 REVA
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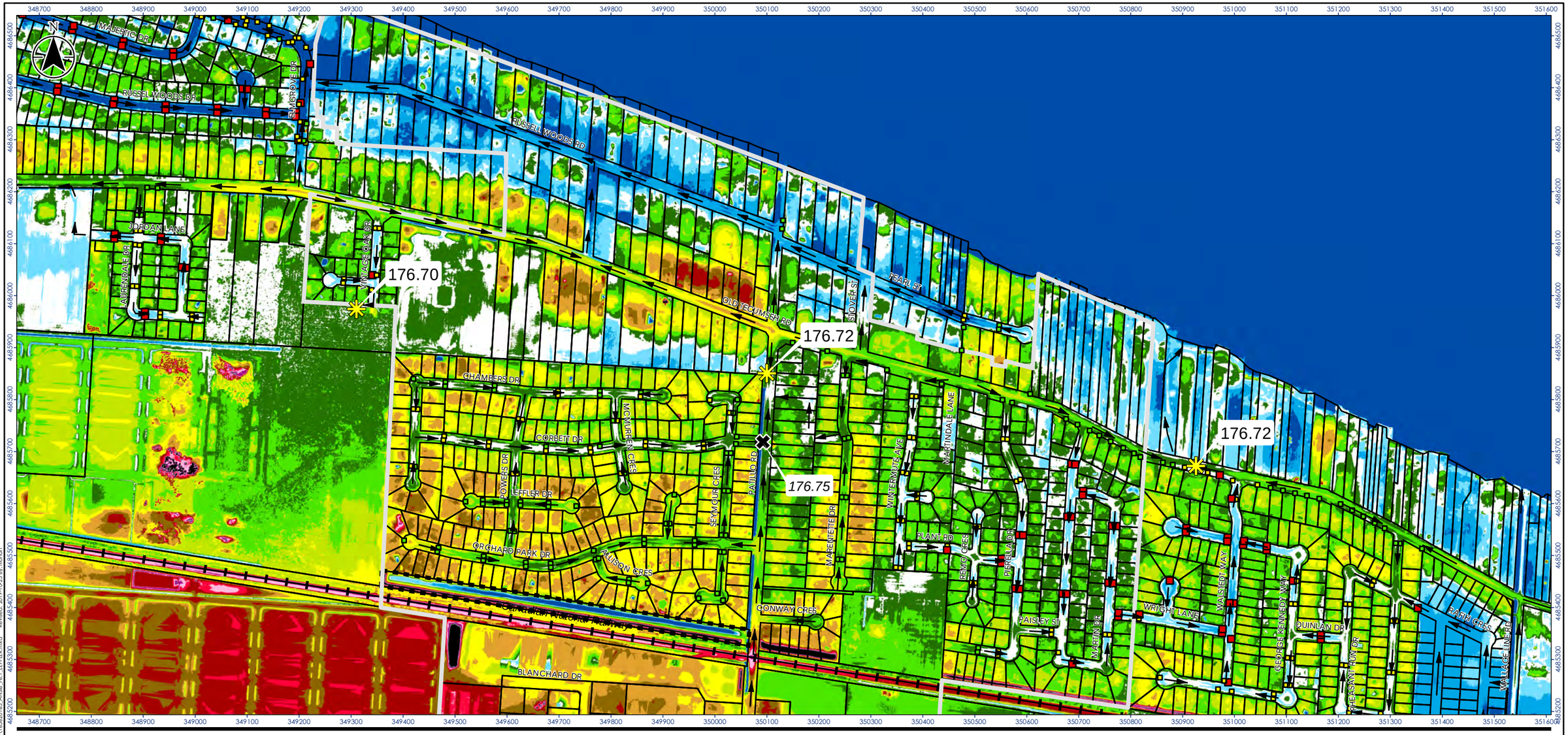
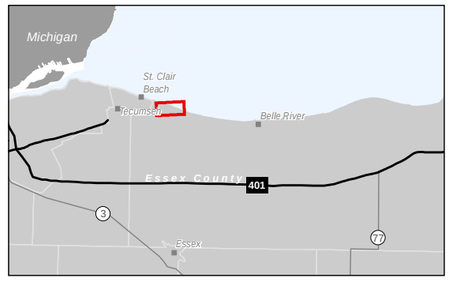
Figure No.
F - 5

Title
Overland Flow - Bulcke - Reaume

W:\active\165620165\project_resources\GIS\MXD\APPENDIX_F\165620165_ANSIB_F5_BULCKE-REAUME.mxd Revised: 2019-10-28 By: lfloran





Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 150 300 metres

1:7,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
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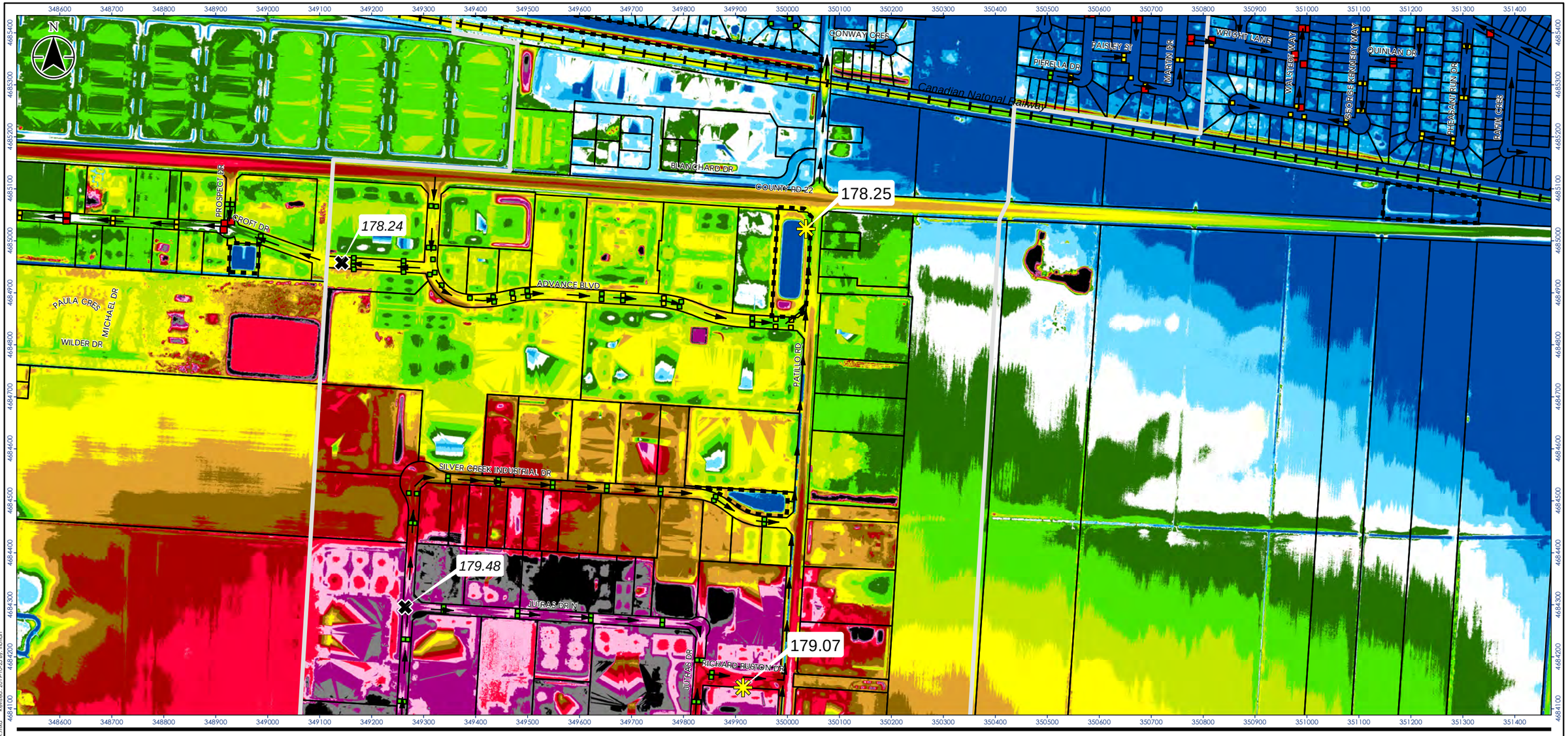
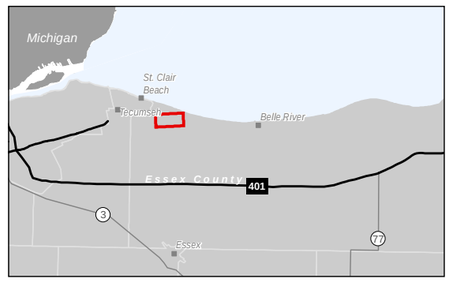
Figure No.
F - 6.1

Title
Overland Flow - Leffler Drain





Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

- Spill Point
- Interim High Point

Elevation (m)
- ≥ 179.9
- 179.6 - 179.8
- 179.4 - 179.6
- 179.2 - 179.4
- 179.0 - 179.2
- 178.8 - 179.0
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- ≤ 177.0

0 150 300 metres

1:7,500 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

165620165 REVA
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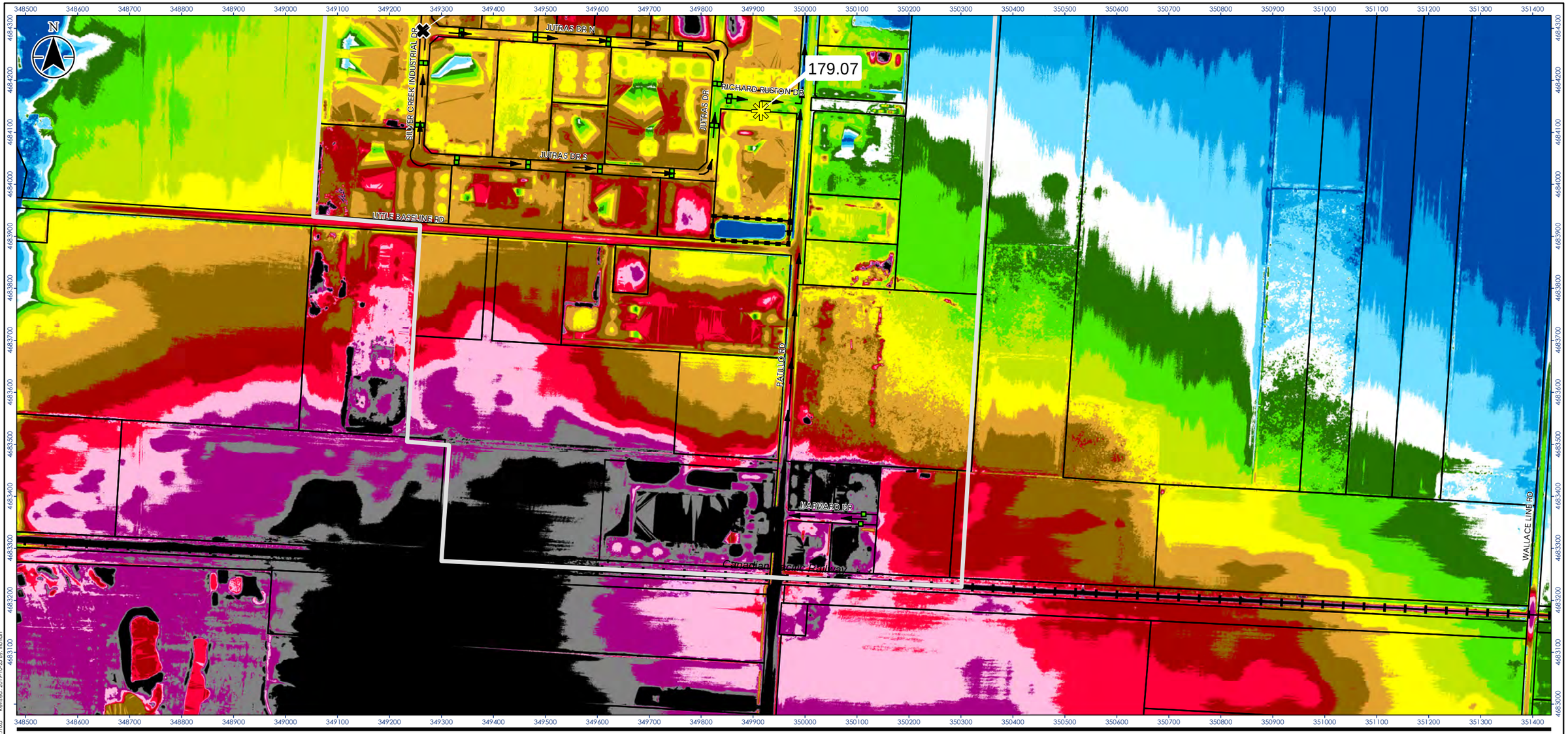
Figure No.
F - 6.2

Title
Overland Flow - Leffler Drain

W:\active\165620165\project_resource\GIS\MXD\APPENDIX_F\165620165_ANSIB_F6.2_LEFFLER.mxd Revised: 2019-10-25 By: lfarian



Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 180.8
- 180.6 - 180.8
- 180.4 - 180.6
- 180.2 - 180.4
- 180.0 - 180.2
- 179.8 - 180.0
- 179.6 - 179.8
- 179.4 - 179.6
- 179.2 - 179.4
- 179.0 - 179.2
- 178.8 - 179.0
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- ≤ 178.0

0 150 300 metres

1:7,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
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Project Location
Municipality of Lakeshore

165620165 REVA
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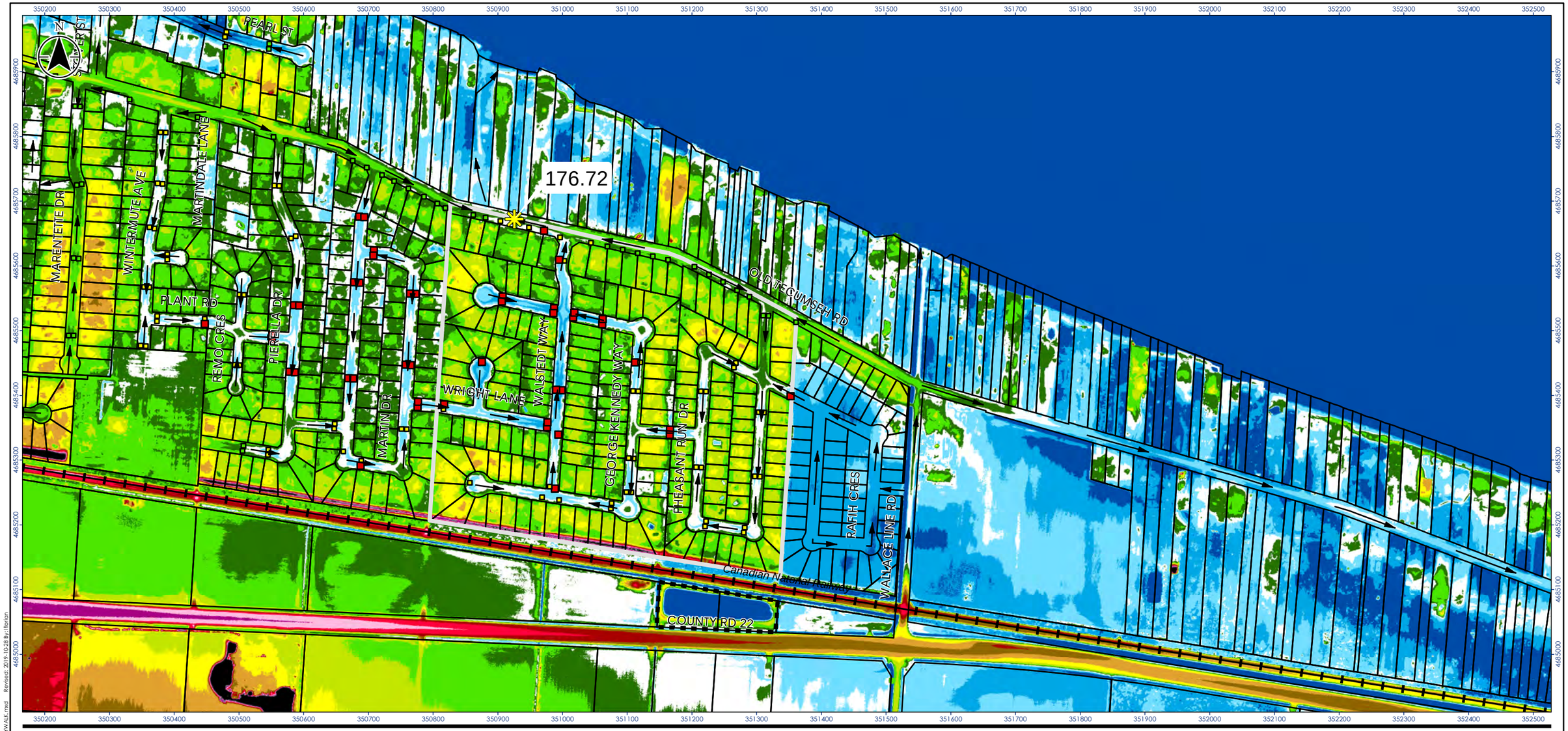
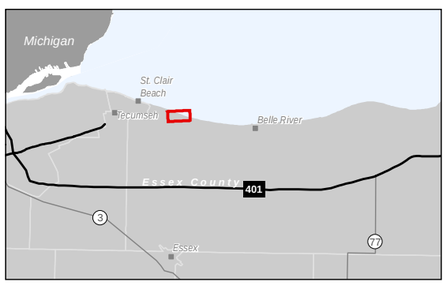
Figure No.
F - 6.3

Title
Overland Flow - Leffler Drain

W:\active\165620165\project_resource\GIS\MXD\APPENDIX_F\165620165_ANSIB_F6.3_LEFFLER.mxd Revised: 2019-10-25 By: lfbrian





Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 125 250 metres

1:6,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
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Project Location
Municipality of Lakeshore

165620165 REVA
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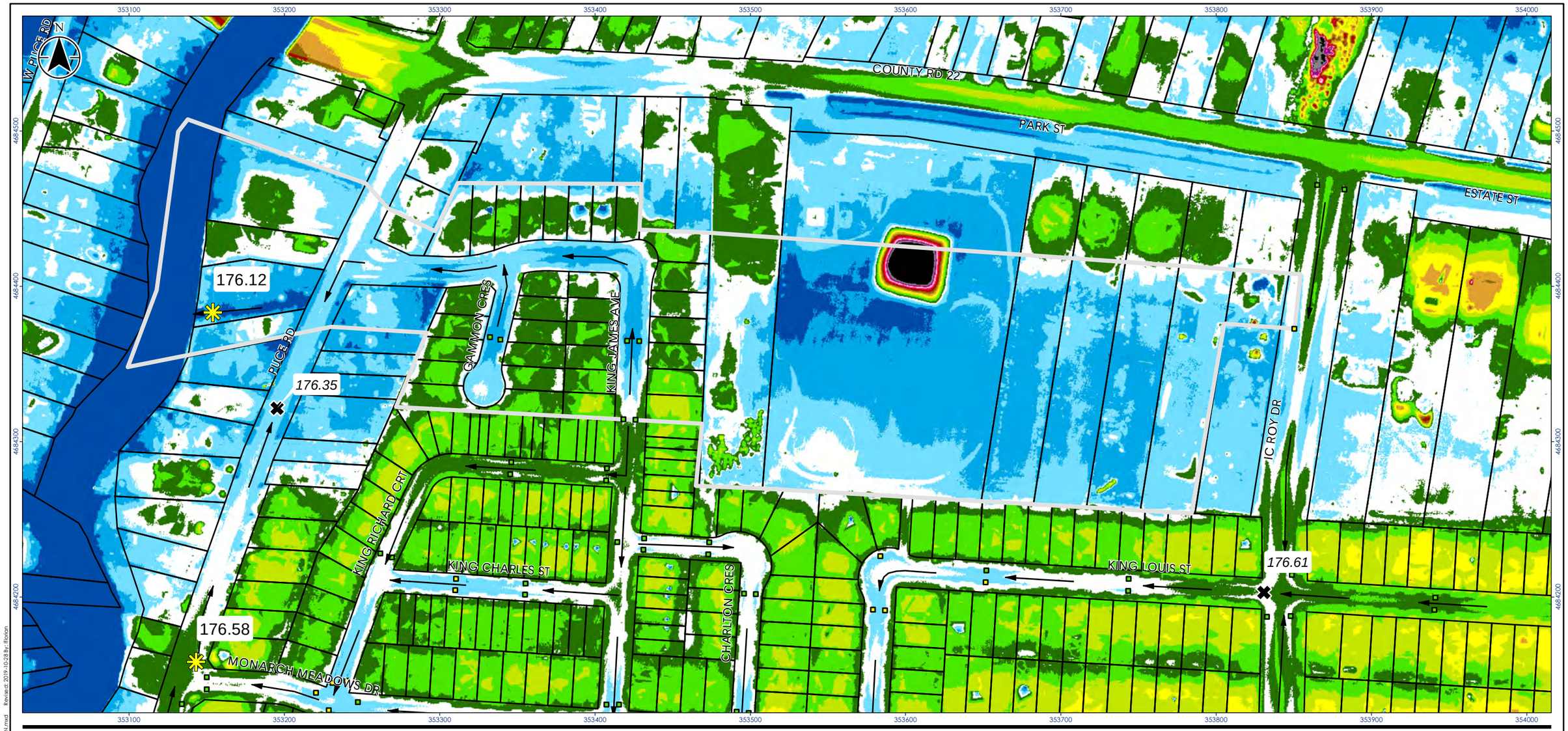
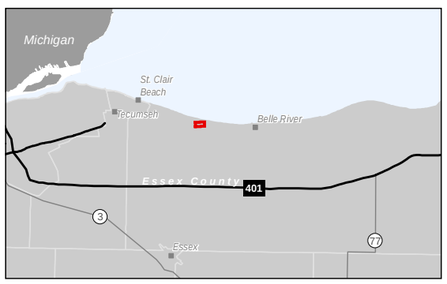
Figure No.
F - 7

Title
Overland Flow - Countrywalk

W:\active\165620165\project_resources\GIS\MXD\APPENDIX_F\165620165_ANSIB_F7_COUNTRYWALK.mxd Revised: 2019-10-28 By: lflorian





Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)
- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 50 100 metres
1:2,500 (At original document size of 11x17)

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Project Location
Municipality of Lakeshore

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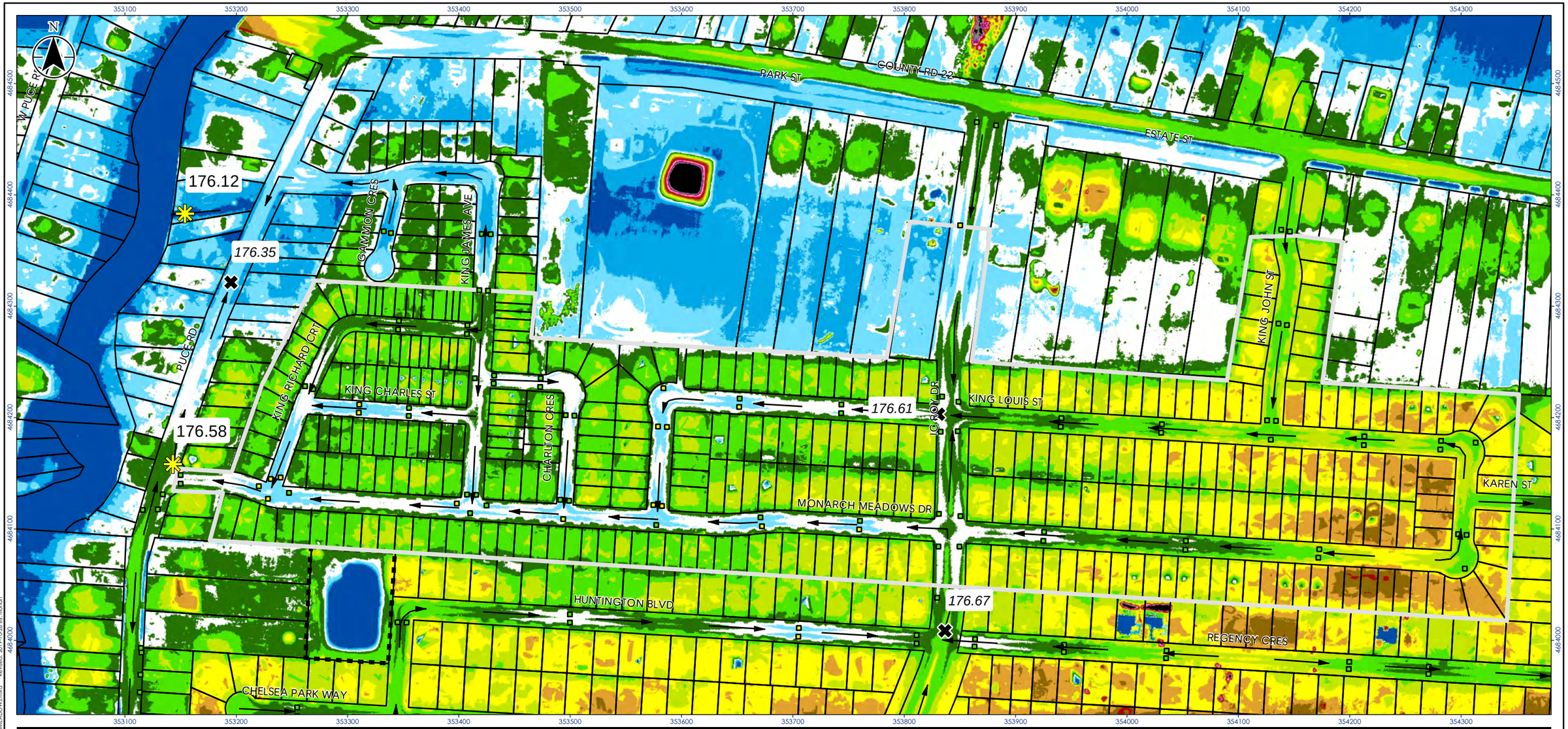
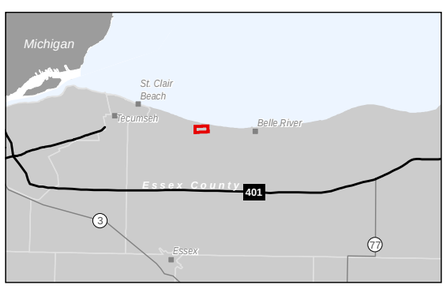
LAKESHORE SWMP

Figure No.
F - 8

Title
Overland Flow - Gammon

W:\active\165620165\project_resources\GIS\MXD\APPENDIX_F\165620165_ANSIB_F8_GAMMON.mxd Revised: 2019-10-28 By: lflorian





Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

- Spill Point
- Interim High Point

Elevation (m)
- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 70 140 metres

1:3,500 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
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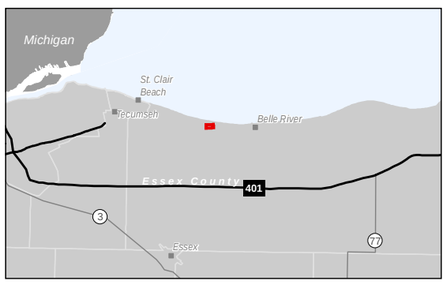
LAKESHORE SWMP

Figure No.
F - 9

Title
Overland Flow - Monarch Meadows



Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

- Spill Point
- Interim High Point

Elevation (m)
- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 40 80 metres
1:2,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

165620165 REVA
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Client/Project
LAKESHORE SWMP

Figure No.
F - 10

Title
Overland Flow - King Emeryville

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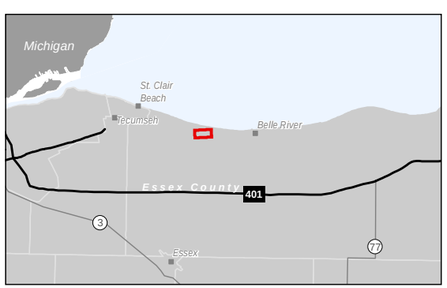

Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route

- Spill Point
- Interim High Point

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)
- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 90 180 metres
1:4,500 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

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LAKESHORE SWMP

Figure No.
F - 9

Title
Overland Flow - Monarch Meadows

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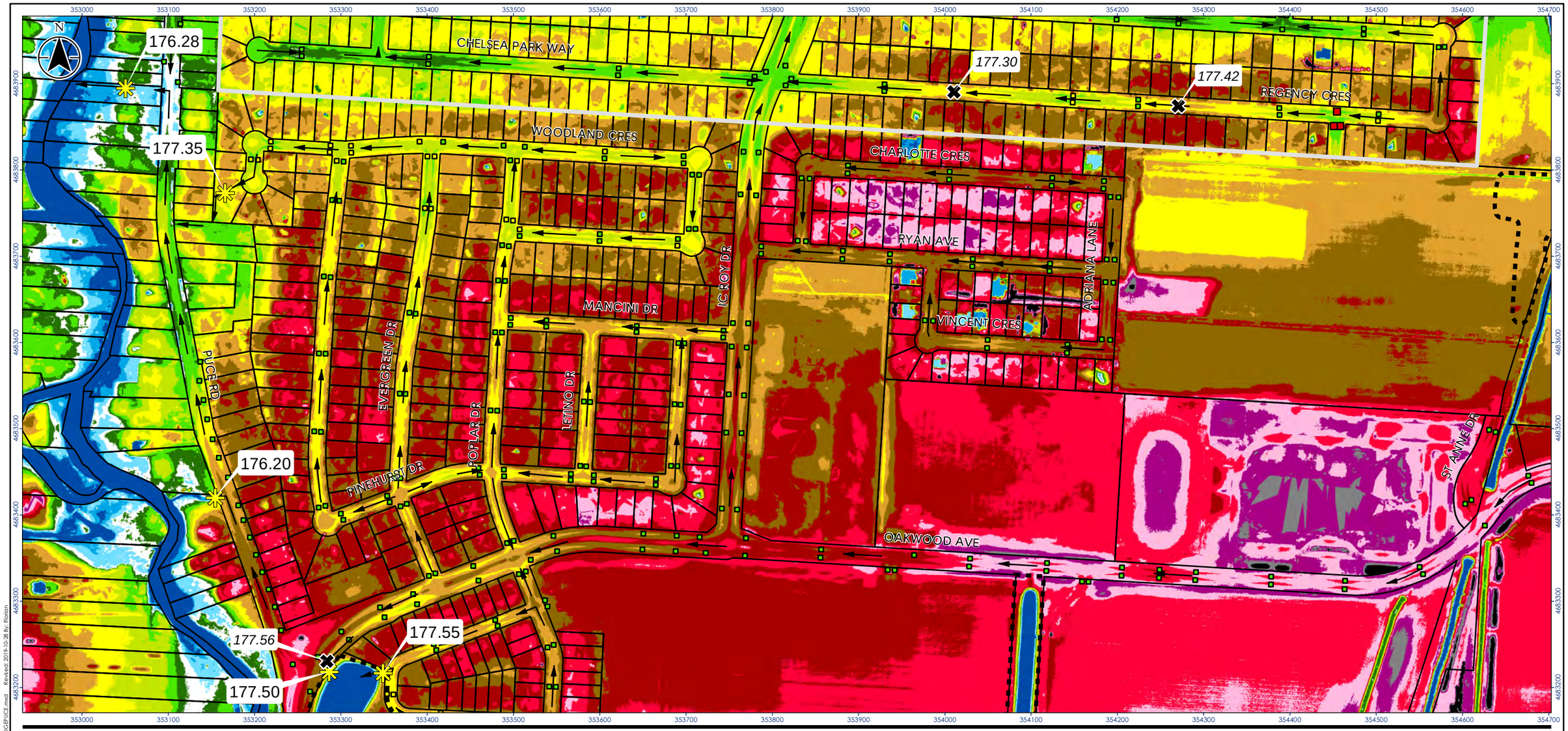

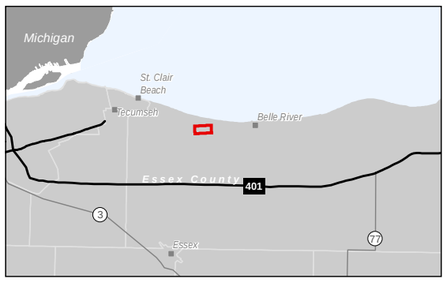

Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

- Spill Point
- Interim High Point

Elevation (m)
- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 90 180 metres
1:4,500 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Municipality of Lakeshore

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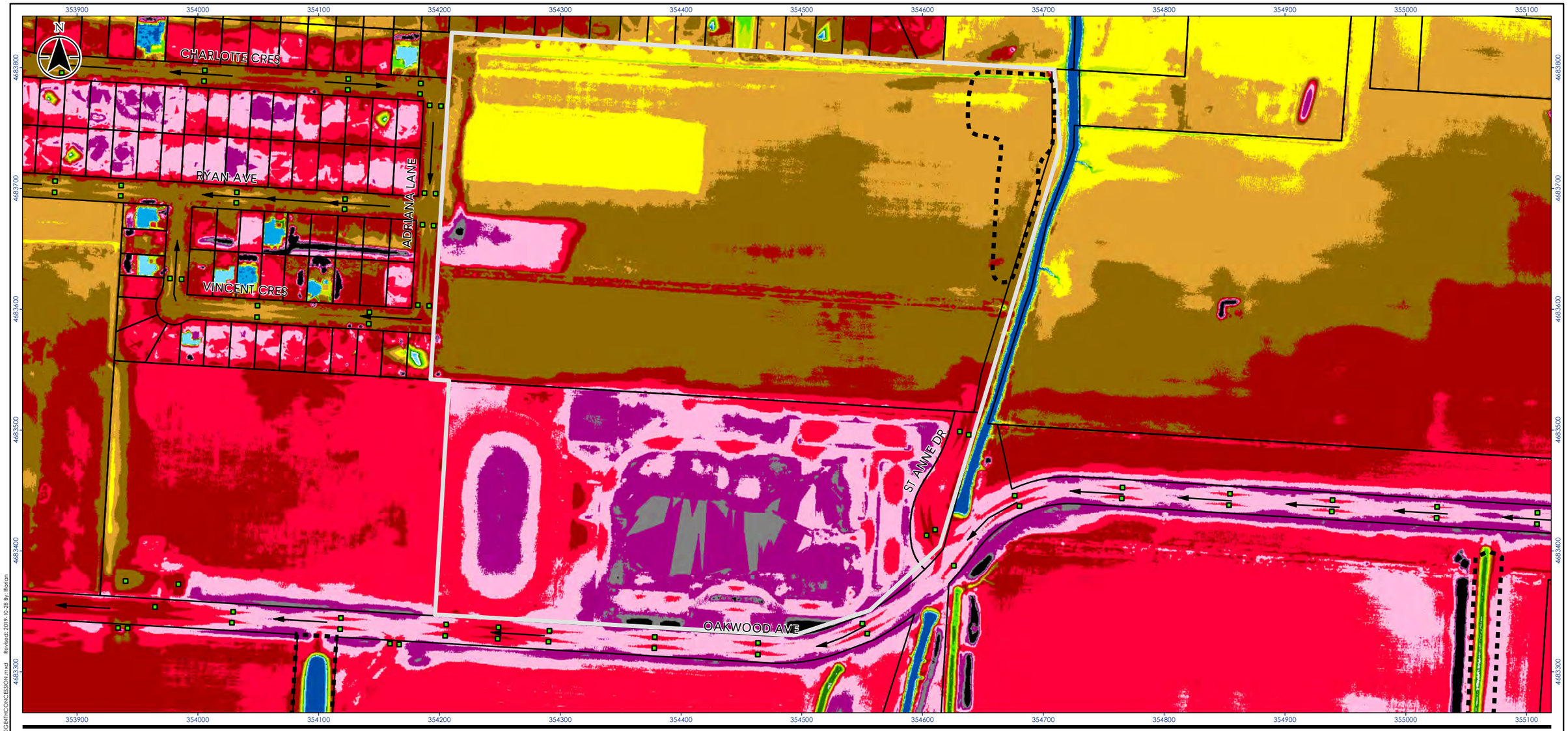
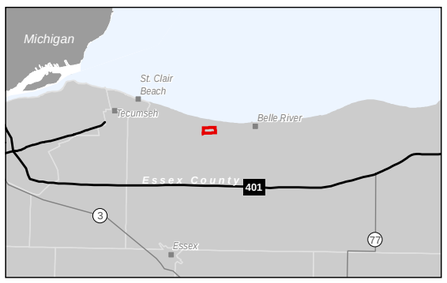
Figure No.
F - 12

Title
Overland Flow - River Ridge Puce





Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)
- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 60 120 metres

1:3,218 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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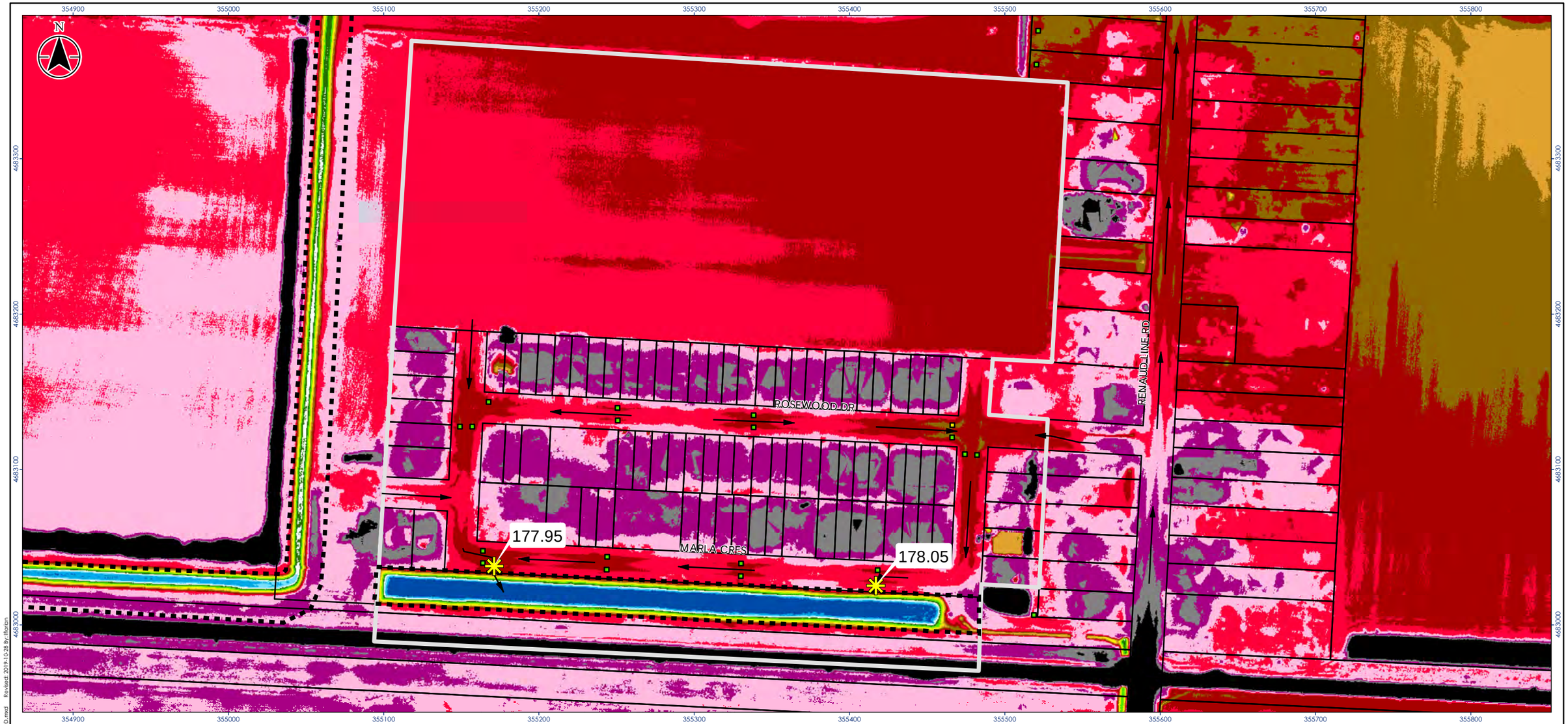
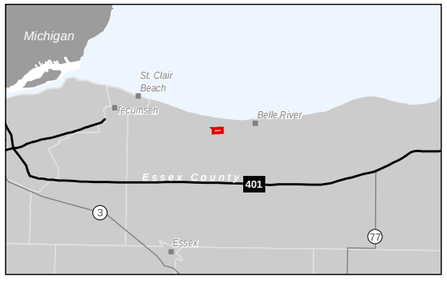
Figure No.
F - 13

Title
Overland Flow - River Ridge 4th Concession





Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 50 100 metres

1:2,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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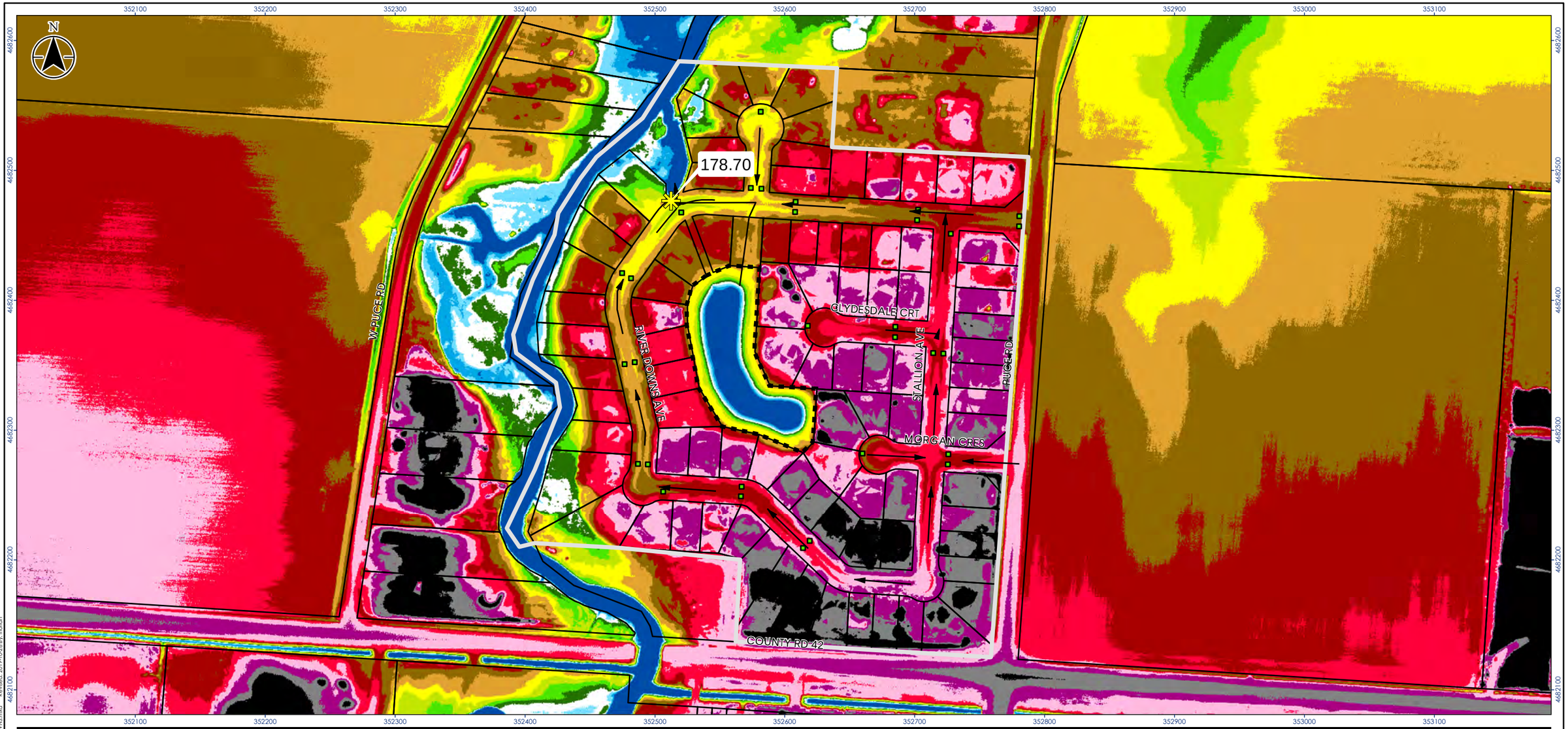
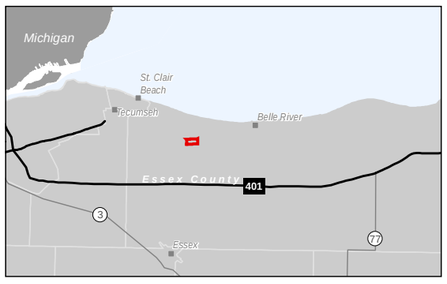
Figure No.
F - 14

Title
Overland Flow - Rosewood





Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≤ 180.2
- 180.0 - 180.2
- 179.8 - 180.0
- 179.6 - 179.8
- 179.4 - 179.6
- 179.2 - 179.4
- 179.0 - 179.2
- 178.8 - 179.0
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- ≤ 177.4

0 60 120 metres

1:3,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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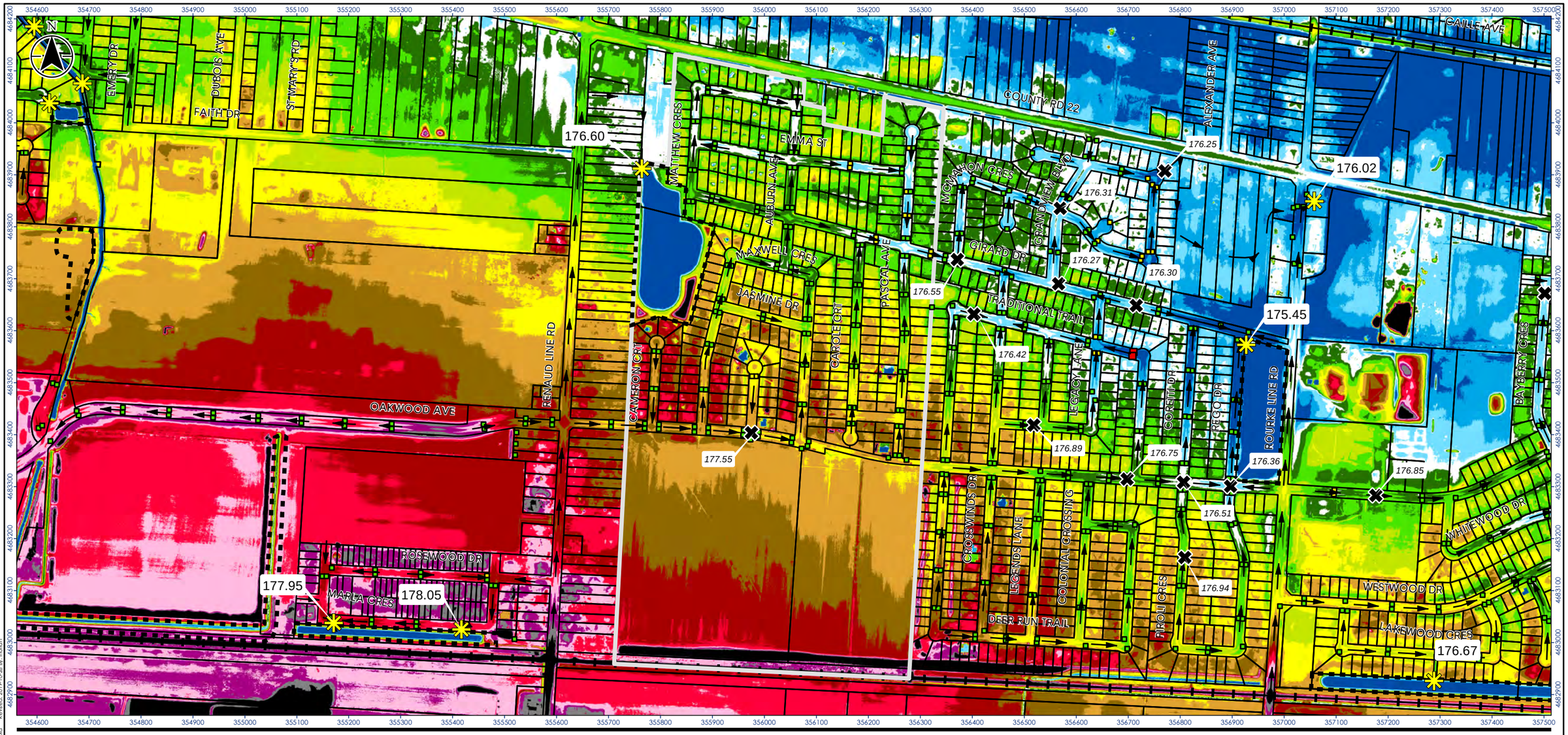
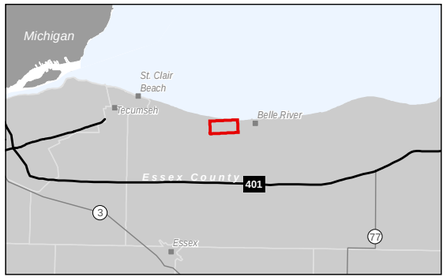
Figure No.
F - 15

Title
Overland Flow - Riverdowns

W:\active\165620165\project resources\GIS\MXD\APPENDIX_F\165620165_ANSB_F15_RIVERDOWNS.mxd Revised: 2019-10-28 By: lflorian





Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 150 300 metres

1:7,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Municipality of Lakeshore

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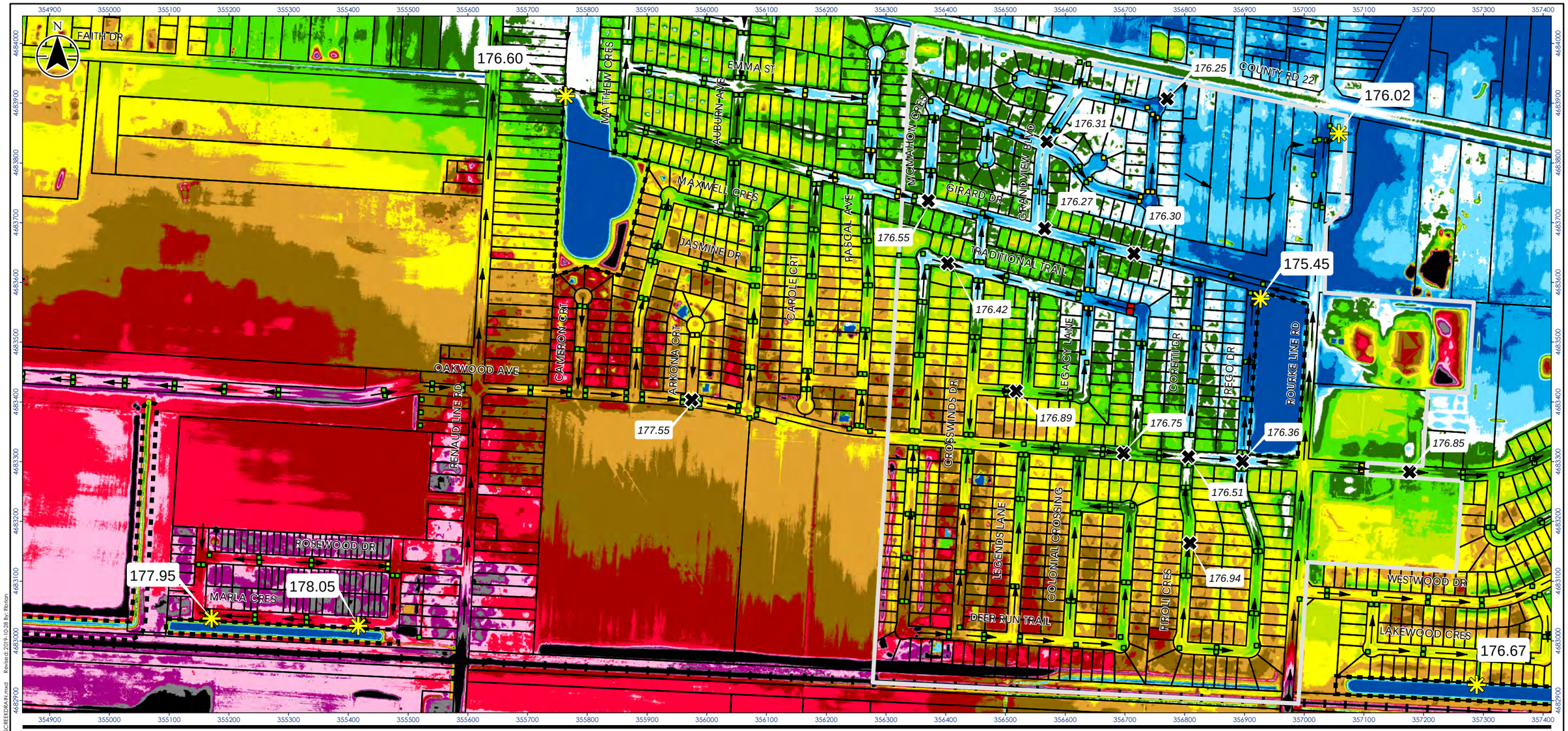
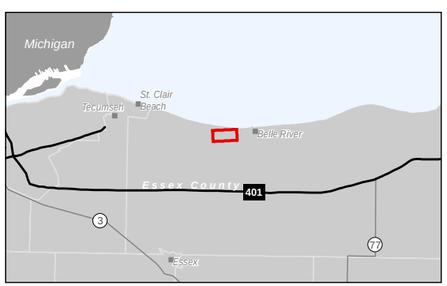
Figure No.
F - 16

Title
Overland Flow - Lakeshore New Centre Estates

W:\active\165620165\project resources\GIS\MXD\APPENDIX_F\165620165_ANSB_F16_NLCE.mxd Revised: 2019-10-28 By: lflorian





Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 130 260 metres

1:6,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Municipality of Lakeshore

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Figure No.
F - 17

Title
Overland Flow - Brown's Creek Drain

W:\active\165620165\project_resources\GIS\MXD\APPENDIX_F\165620165_ANSB_F17_BROWNSCREEKDRAIN.mxd Revised 2019-10-28 By: tflorion

358300 358400 358500 358600 358700 358800 358900 359000

N

CAILLE AVE

OPTIMIST ST

W RIVER ST

FIRST ST

RAILWAY AVE

BROADWAY ST

NORTH ST

NOTRE DAME ST

176.02

176.15

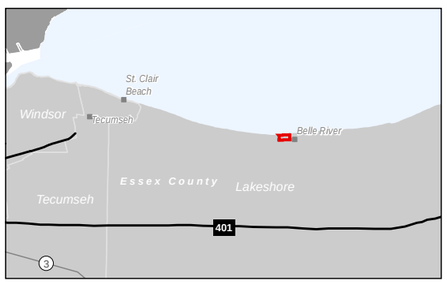
176.31

176.37

4684000

4683900

4683800



Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

- Spill Point
- Interim High Point

Elevation (m)
- ≥ 178.4
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- 175.8 - 176.0
- 175.6 - 175.8
- ≤ 175.6

0 40 80 metres

1:2,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

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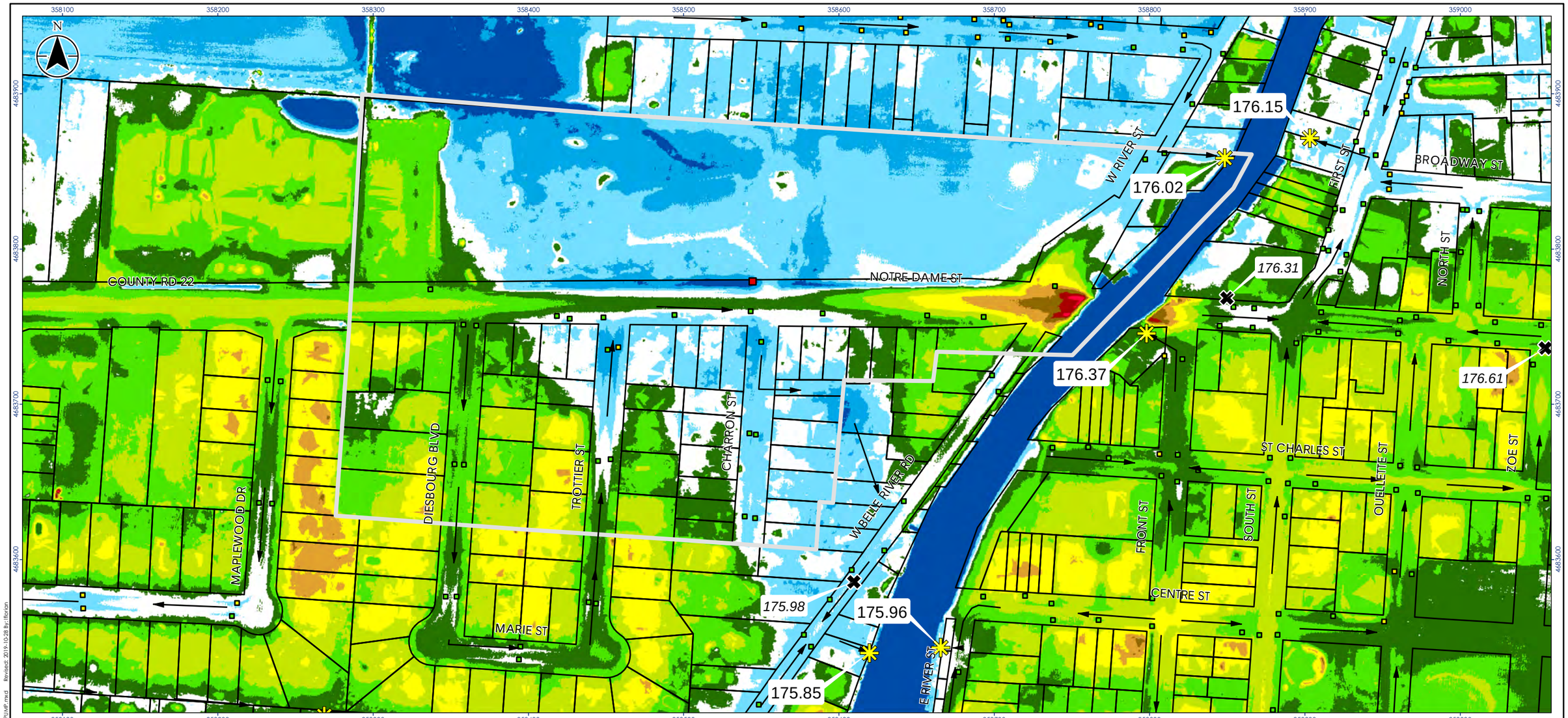
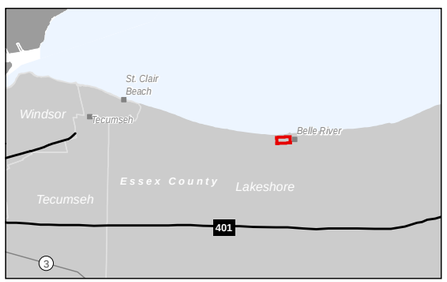
Figure No.
F - 18

Title
Overland Flow - Optimist





Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.4
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- 175.8 - 176.0
- 175.6 - 175.8
- ≤ 175.6

0 50 100 metres

1:2,500 (At original document size of 11x17)

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Project Location
Municipality of Lakeshore

165620165 REVA
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Client/Project
LAKESHORE SWMP

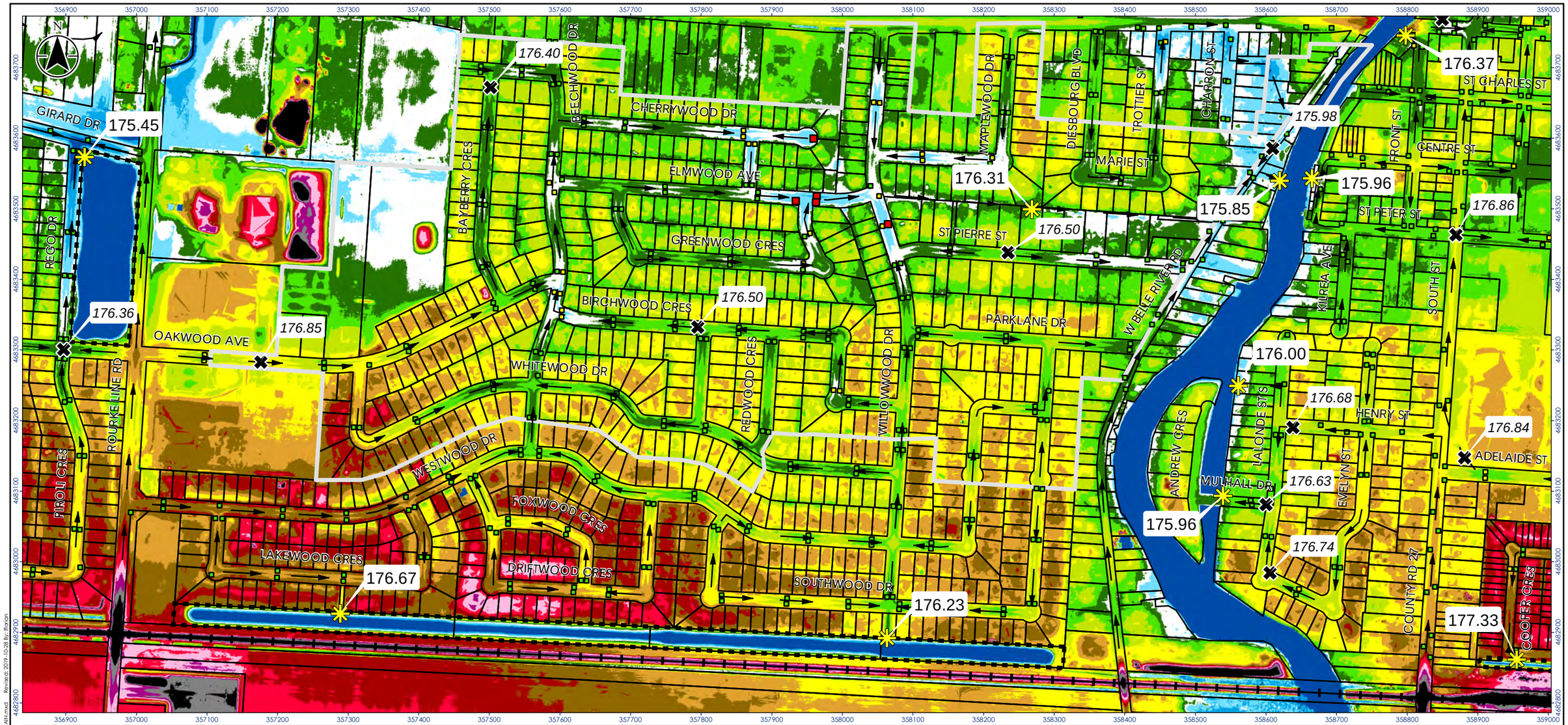
Figure No.
F - 19

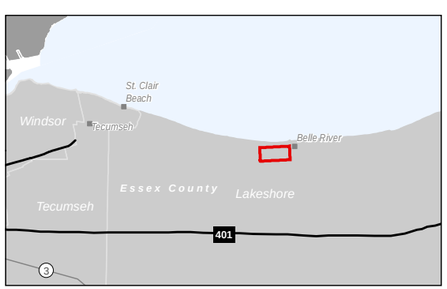
Title
Overland Flow - Notre Dame Pump

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

W:\active\165620165\project_resource\GIS\MXD\APPENDIX_F\165620165_ANSIB_F19_NOTREDAMEPUMP.mxd Revised: 2019-10-28 By: lfloran





Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.4
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- 175.8 - 176.0
- 175.6 - 175.8
- ≤ 175.6

0 110 220 metres

1:5,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

165620165 REVA
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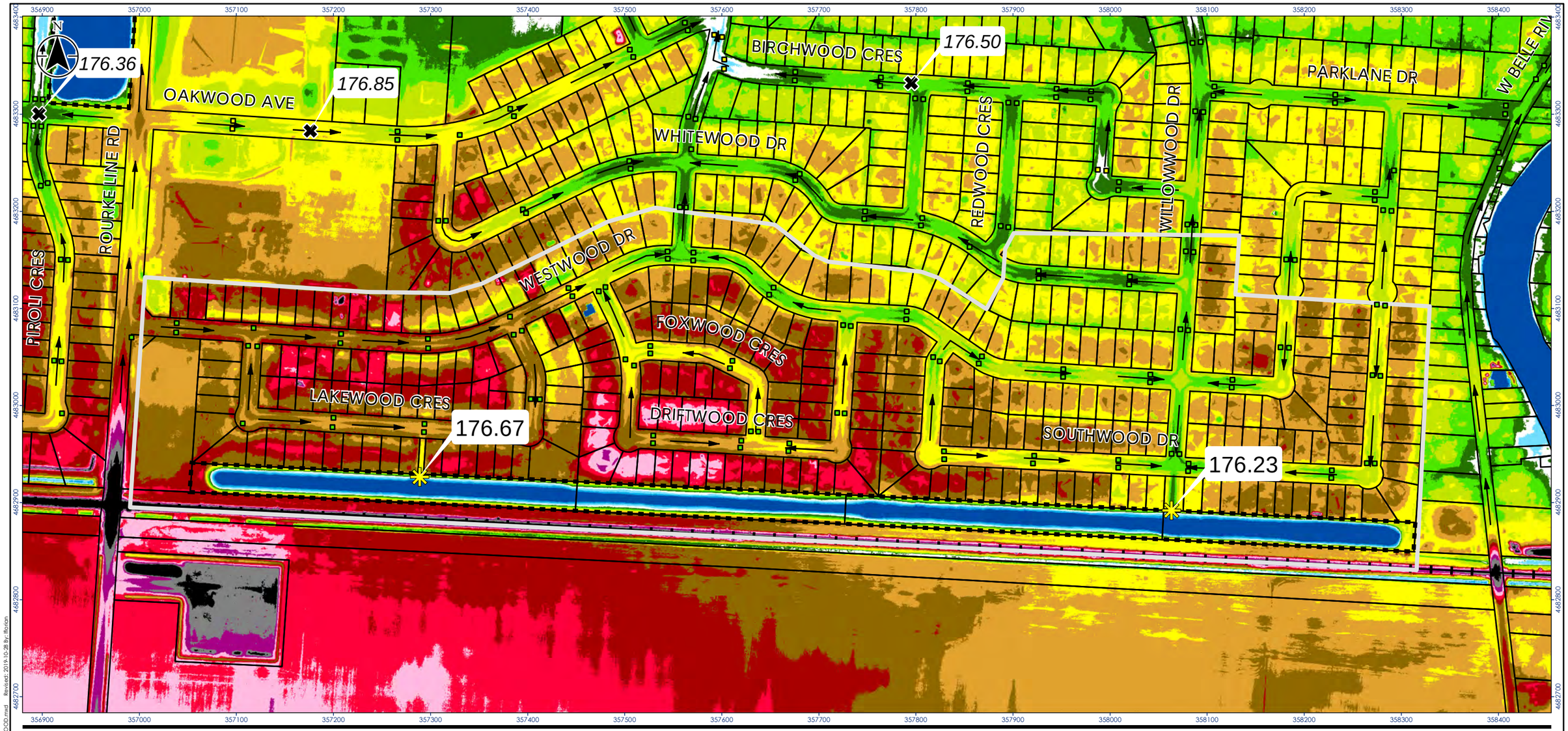
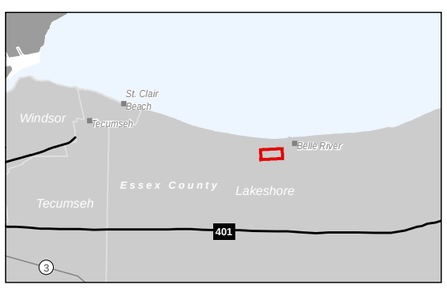
Figure No.
F - 20

Title
Overland Flow - Lefaive Drain

M:\active\165620165\project_resources\GIS\MXD\APPENDIX F\165620165_ANSIB_F20_LEFAIVEDRAIN.mxd Revised: 2019-10-28 By: lfraser





Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.4
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- 175.8 - 176.0
- 175.6 - 175.8
- ≤ 175.6

0 80 160 metres

1:4,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
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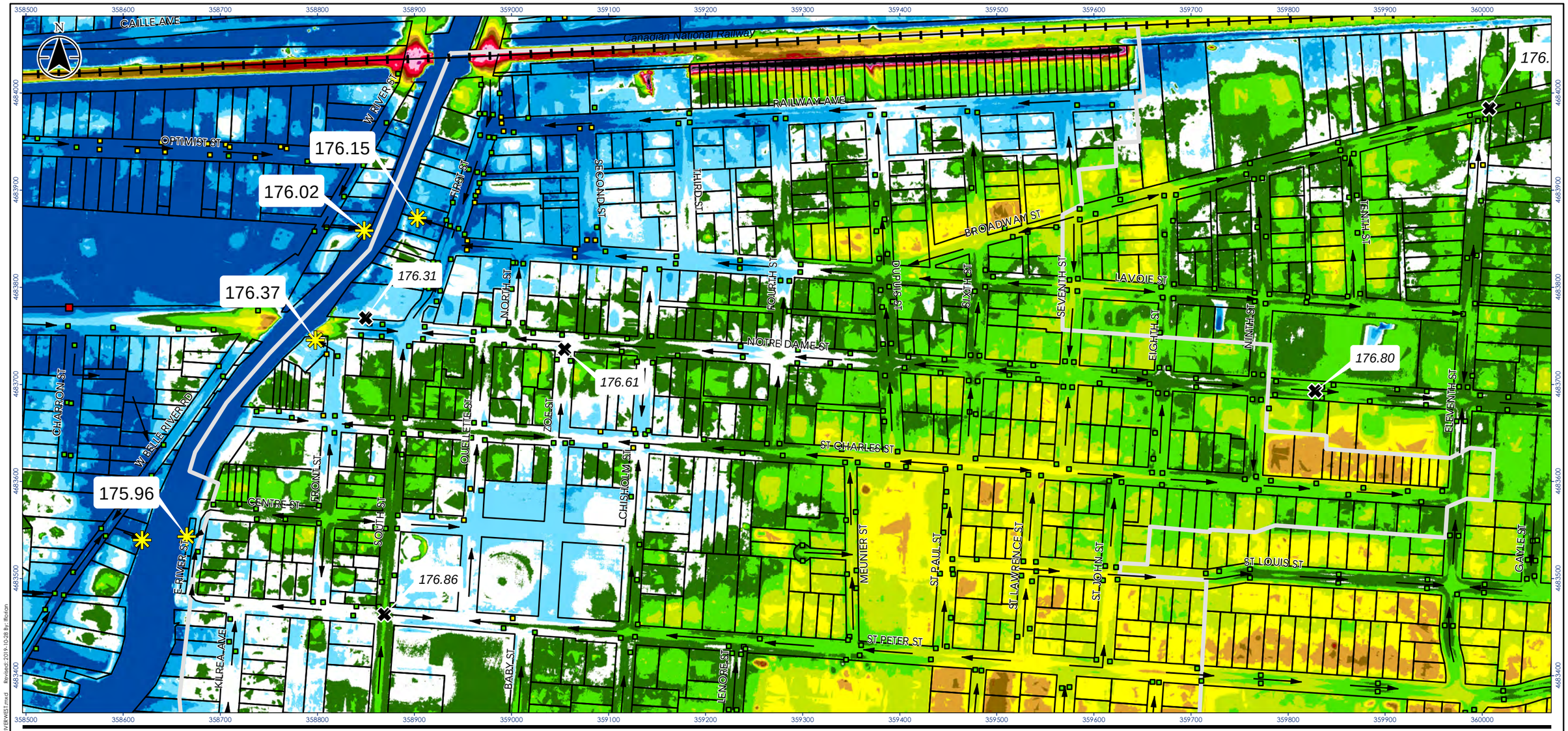
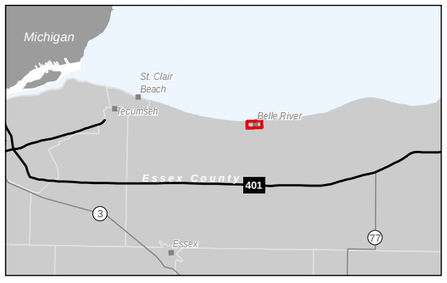
Figure No.
F - 21

Title
Overland Flow - Whitewood





Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 80 160 metres

1:4,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

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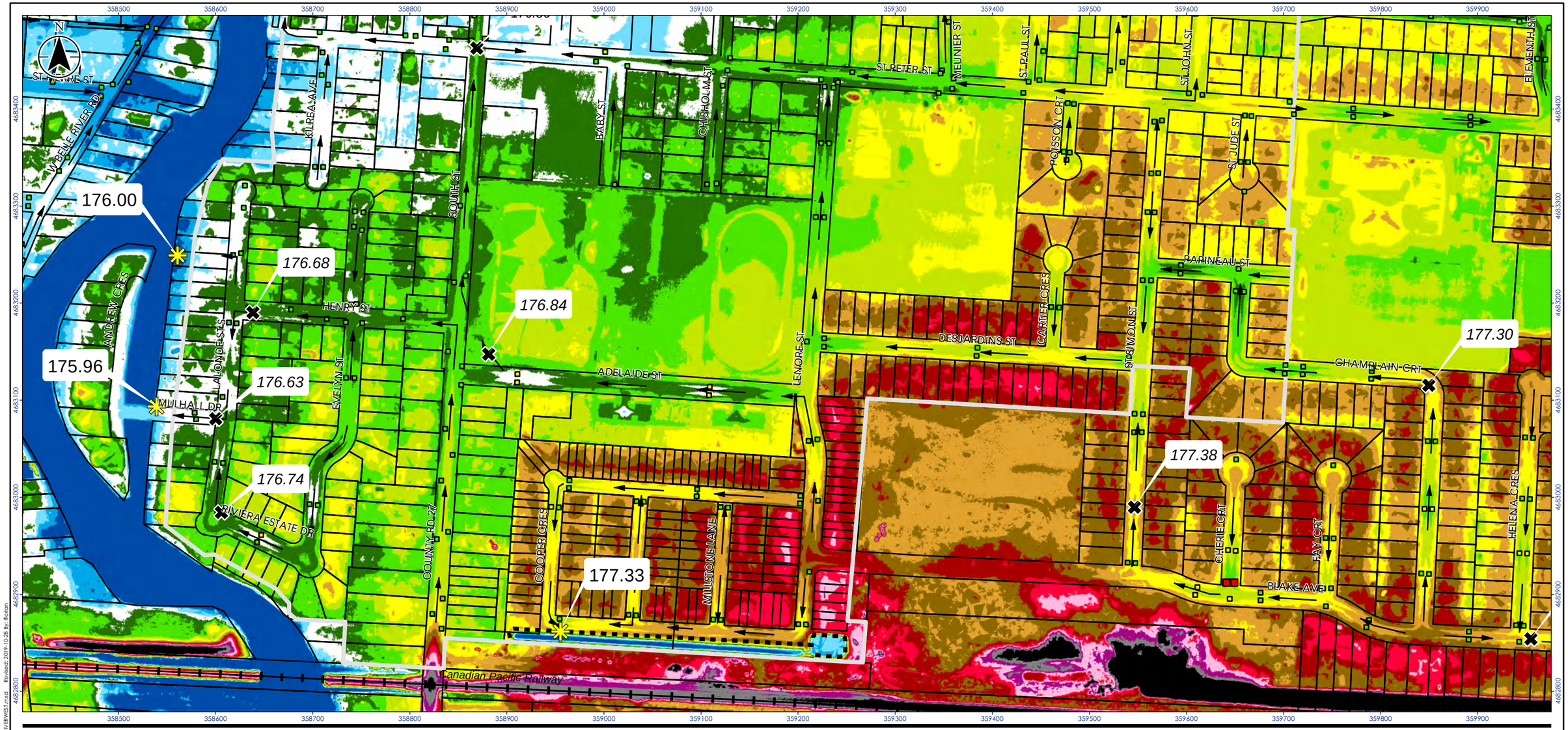
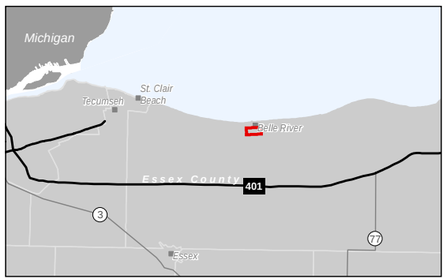
Figure No.
F - 22.1

Title
Overland Flow - Belle River West





Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 80 160 metres

1:4,000 (At original document size of 11x17)

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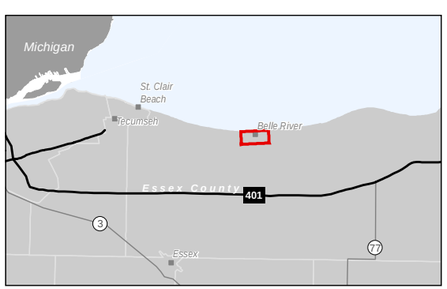
Project Location
Municipality of Lakeshore

165620165 REVA
Prepared by LMF on 2019-10-28

Client/Project
LAKESHORE SWMP

Figure No.
F - 22.2

Title
Overland Flow - Belle River West



Legend

- Parcel Fabric
- Stormwater Ponds
- Catchment Boundary
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 150 300 metres

1:7,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

165620165 REVA
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LAKESHORE SWMP

Figure No.
F - 22

Title
Overland Flow - Belle River West

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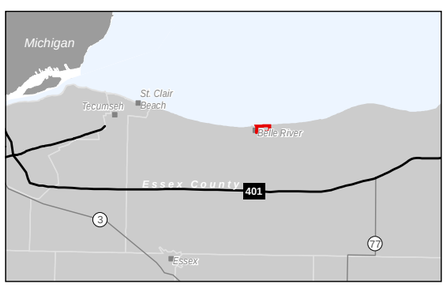

Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 70 140 metres

1:3,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

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LAKESHORE SWMP

Figure No.
F - 23

Title
Overland Flow - Terra Lou

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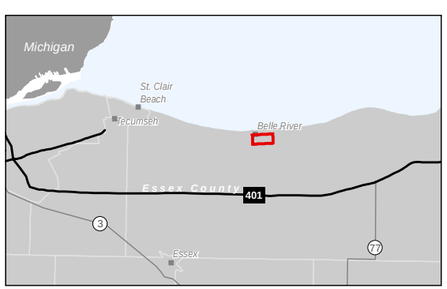

Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)

- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)

- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 110 220 metres

1:5,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

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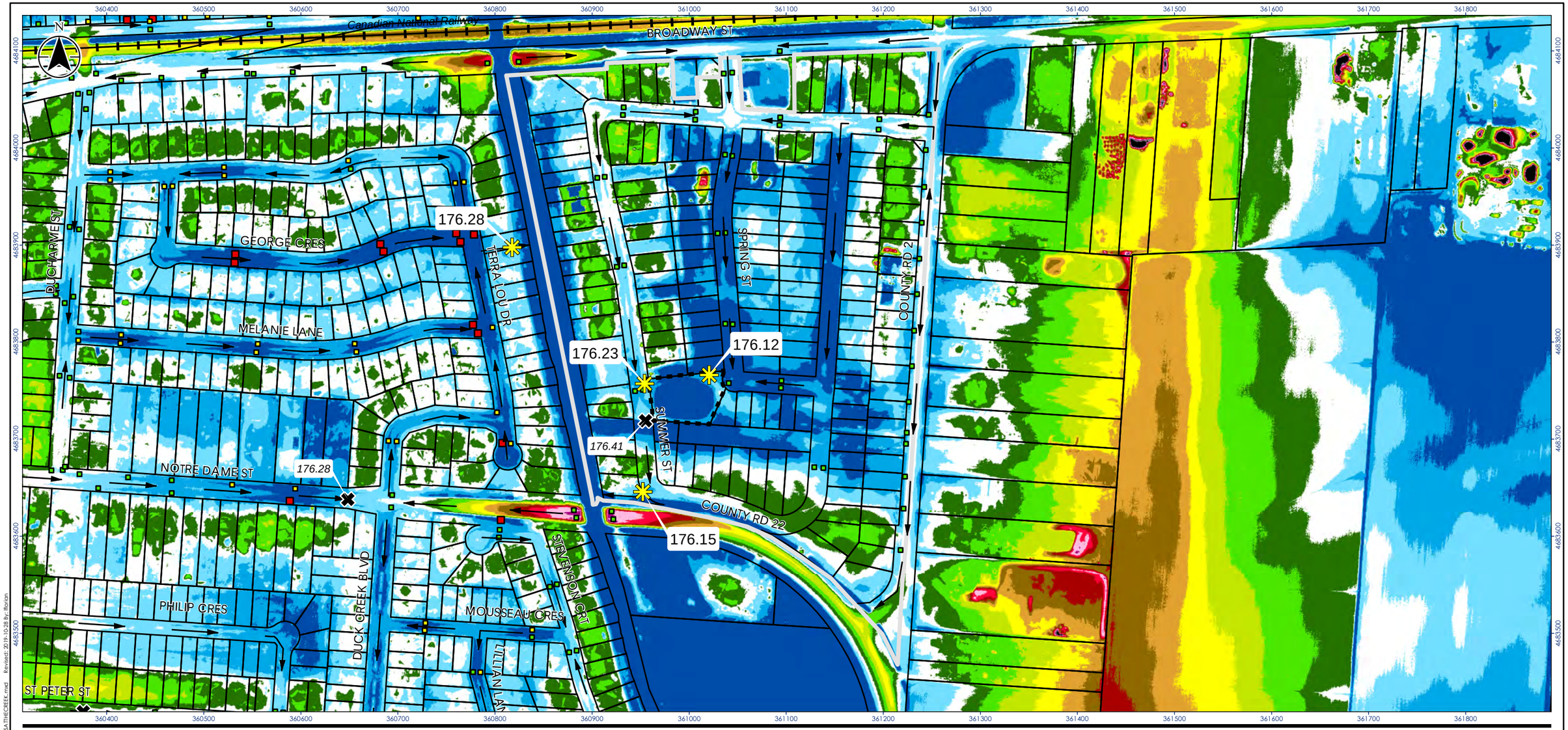
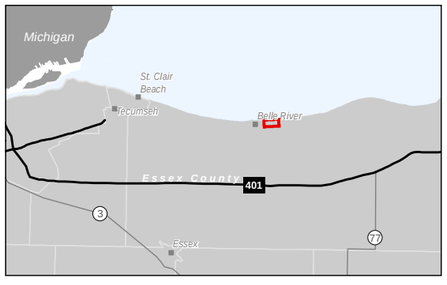
Figure No.
F - 24

Title
Overland Flow - Bacon / Forest Hill





Legend

- Catchment Boundary
- Stormwater Ponds
- Parcel Fabric
- Railway
- Overland Flow Route
- Spill Point
- Interim High Point

Ponding Depth (m)
- ≥ 0.50
- 0.30 - 0.50
- ≤ 0.30

Elevation (m)
- ≥ 178.8
- 178.6 - 178.8
- 178.4 - 178.6
- 178.2 - 178.4
- 178.0 - 178.2
- 177.8 - 178.0
- 177.6 - 177.8
- 177.4 - 177.6
- 177.2 - 177.4
- 177.0 - 177.2
- 176.8 - 177.0
- 176.6 - 176.8
- 176.4 - 176.6
- 176.2 - 176.4
- 176.0 - 176.2
- ≤ 176.0

0 80 160 metres

1:4,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Elevation from Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) Topographic Lidar – Digital Terrain Model (2017) produced under the Open Government Licence – Ontario.

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Project Location
Municipality of Lakeshore

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Figure No.
F - 25

Title
Overland Flow - Seasons at the Creek

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