

**Table A4:  
Head difference across structures**

	<b>Existing</b>	<b>Future</b>	<b>Future (rev.)</b>
<b>Crossing</b>	<b>HW-TW</b>	<b>HW-TW</b>	<b>HW-TW</b>
	<b>(m)</b>	<b>(m)</b>	<b>(m)</b>
<b>Hazeldean</b>	0.38	0.21	0.05
<b>Maple Grove</b>	0.01	0.05	0.03
<b>Palladium</b>	0.02	0.29	0.09
<b>Highway 417 South</b>	0.05	0.17	0.09
<b>Highway 417 North</b>	0.08	0.17	0.12
<b>Future Transitway</b>	n/a	0.02	0.00
<b>Future Campeau</b>	n/a	0.05	0.02
<b>Richardson</b>	0.04	0.00	0.25

**Notes:**

1. Digital copies of modeling received from City of Ottawa in November 2009.
2. Existing = existing condition TPR model of record (modified as per Fernbank existing conditions).
3. Future = future condition TPR model of record modified to include Fernbank in a developed condition (high 'n' values at bridges and lowered 'n' values for channel and approx. 50% of overbanks).
4. Future (rev.) = 3. with all 'n' values revised to match existing condition 'n' values.