



CLIENT:

CLIENT REF: ---

NOTES:

- DIMENSIONS ARE IN MILLIMETRES UNLESS SPECIFIED OTHERWISE.
- ELEVATION VALUES ARE IN METRES.
- HORIZONTAL DATUM : NORTH AMERICA DATUM 1983 CSRS (NAD 83 CSRS) 6 DEGREE UNIVERSAL TRANSVERSAL MERCATOR UTM ZONE 15 GRID COORDINATES, COMBINED SCALE FACTOR 0.999544
- VERTICAL DATUM : CANADIAN GEODETIC VERTICAL DATUM (CGVD28).

SEAL:

**FOR PERMIT**

(THIS DESIGN SHALL NOT BE USED FOR CONSTRUCTION UNTIL SO NOTED)

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COPYRIGHT: IF THIS BAR IS NOT 25 MM LONG, ADJUST YOUR PLOTTING SCALE.

25 mm

ISSUED FOR - REVISION:

IS.	REV.	DATE	DESCRIPTION

PROJECT:

NORTH BALA  
SMALL HYDRO PROJECT

FILE : 131-13550-00

DISCIPLINE: CIVIL

DESIGNED BY: J. JUFFS / J. VILORIA

DRAWN BY: K. BOYERHAMADI / E. WALL / A. LE PAGE

CHECKED BY: J. JUFFS, P. ENG.

TITLE:

TEMPORARY  
CONSTRUCTION  
ACCESS TO BALA DAM  
NORTH ABUTMENT

SCALE:

SHEET: 131-13550-NBC-02

ISSUE: DRAFT

DATE:

**LEGEND**

	EXISTING POLE
	EXISTING LAMP STAND
	EXISTING AERIAL ELECTRIC LINES
	EXISTING UNDERGROUND UTILITIES
	EXISTING SAFETY BOOM
	EXISTING GUARD RAIL
	EXISTING CANADIAN PACIFIC RAILWAY
	EXISTING TOPOGRAPHIC OR BATHYMETRIC CONTOUR
	PROPERTY LIMIT LINE

NOTES:

- PROPERTY BOUNDARIES ARE AS SHOWN ON PRELIMINARY ENGINEERING DRAWINGS
- ACCESS ROAD GEOMETRY BASED ON AUTOTURN SIMULATION OF TANDEM DUMP TRUCK (8.2m)

SCALE : 1:200

NOTES:

TEMPORARY ENTRANCE

CROWN LANDS NORTH OF BALA NORTH DAM

LIGHT VEHICLES, CARS AND PICKUP TRUCKS, WOULD USE THE ACCESS WHILE CONFORMING TO NORMAL TRAFFIC CRITERIA.

LARGE LOADS AND LONG LOADS REQUIRE FLAGMAN

HEAVY VEHICLES USE THIS ENTRANCE USING THE PROPOSED TRAFFIC SIGNALS (AND FLAGMAN IF SIGNALS ARE NOT IN OPERATION.)

THERE ARE FOUR TRAFFIC POTENTIAL MOVEMENTS AT THIS LOCATION. HEAVY VEHICLES WOULD USE THE FOLLOWING PROTOCOLS FOR THE FOUR TRAFFIC MOVEMENTS:

SOUTHBOUND ENTERING

- THE TURNING MOVEMENT IS A RIGHT HAND TURN AND VEHICLES WOULD ENTER FOLLOWING RESTRICTION OF THE ADJACENT TRAFFIC SIGNAL. NO FLAGMAN OR SIGNAL SEQUENCING REQUIRED.

SOUTHBOUND EXITING

- THE TURNING MOVEMENT IS A RIGHT HAND TURN AND VEHICLES WOULD LEAVE USING NORMAL SIGNAL. VEHICLE MUST HAVE CLEAR VIEW OF THE PEDESTRIAN WALK SIGNAL AND WOULD ONLY EXIT WHEN THE WALK SIGNAL IS ORANGE. DURING HIGH TRAFFIC PERIODS, SUMMER TOURIST SEASON, SIGNAL CONTROLS WOULD BE INSTALLED ON THE CROSS WALK SIGNAL LIGHTS TO ALLOW THE EXITING VEHICLE TO REQUEST A COINCIDENT RED SIGNAL IN BOTH DIRECTIONS AND ORANGE DON'T WALK SIGNALS. VEHICLE WOULD THEN EXIT WITH ROADWAY AND PEDESTRIAN TRAFFIC BOTH STOPPED.

NORTHBOUND ENTERING

- THE TURNING MOVEMENT IS A LEFT HAND TURN AND VEHICLES WOULD ENTER FOLLOWING RESTRICTION OF THE ADJACENT TRAFFIC SIGNAL. DURING HIGH TRAFFIC PERIODS IN THE SUMMER TOURIST SEASON, SIGNAL CONTROLS WOULD BE INSTALLED ON THE CROSS WALK SIGNAL LIGHTS TO ALLOW THE ENTERING VEHICLE TO REQUEST A COINCIDENT RED SIGNAL AND ORANGE DON'T WALK SIGNALS WITH GREEN NORTHBOUND SIGNAL. NO FLAGMAN OR SIGNAL SEQUENCING REQUIRED. IF SIGNAL CONTROL IS NOT USED A SITE SPECIFIC FLAGMAN TRAFFIC CONTROL PROTOCOL WOULD BE PREPARED.

NORTHBOUND EXITING

- THE TURNING MOVEMENT IS A LEFT HAND TURN WITH VISIBILITY LESS THAN THE OBJECTIVE 120 METRE CLEARANCE. VEHICLES WOULD LEAVE USING NORMAL SIGNAL AND FLAGMAN. VEHICLE MUST HAVE CLEAR VIEW OF THE PEDESTRIAN WALK SIGNAL AND WOULD ONLY EXIT WHEN THE WALK SIGNAL IS ORANGE. DURING HIGH TRAFFIC PERIODS IN THE SUMMER TOURIST SEASON, SIGNAL CONTROLS WOULD BE INSTALLED ON THE CROSS WALK SIGNAL LIGHTS TO ALLOW THE EXITING VEHICLE TO REQUEST A COINCIDENT RED SIGNAL IN BOTH DIRECTIONS AND AN ORANGE DON'T WALK SIGNAL. VEHICLE WOULD EXIT WITH ROADWAY AND PEDESTRIAN TRAFFIC STOPPED. FLAGMAN WOULD BE USED IF SIGNAL CONTROL NOT AVAILABLE.

LARGE LOADS AND LONG LOADS WHICH USE EXTRA TIME OR SPACE, WHICH IS NOT PROVIDED IN SIGNAL SEQUENCES REQUIRE FLAGMAN

SPECIAL CONSIDERATIONS MUST BE MADE ON A TIME TO TIME BASIS FOR SITE SPECIFIC CONDITIONS SUCH AS VISIBILITY RESTRICTION DUE TO SNOW STORAGE ACCUMULATION. FLAGMAN OR OTHER PROCEDURES REQUIRED