



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 (CGVD2011).

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:	DATE	DESCRIPTION
A 0	2013-11-28	ACCESS PERMIT APPLICATION

NORTH BALA SMALL HYDRO PROJECT



DISCIPLINE: CIVIL

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 CHECKED BY: J. JUFFS, P. ENG.

TITLE: ACCESS TO POWER STATION WITH SHOULDER WIDENING

SCALE: 1:200
 SHEET: 131-13550-NBC-04

ISSUE:	IS.	REV.
DRAFT	A	0

NOTES:

TEMPORARY CONSTRUCTION TRAFFIC CONTROL PROCEDURES

CROWN LANDS SOUTH OF BALA NORTH DAM AT NEW POWERSTATION

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 SUCH AS DUMP TRUCKS AND CONCRETE MIXER TRUCKS ARE EXPECTED TO BE THE MOST FREQUENT USERS. THERE ARE SIX POTENTIAL TRAFFIC MOVEMENTS AT THIS LOCATION. THESE HEAVY VEHICLES WOULD USE THE FOLLOWING PROTOCOLS IN NORMAL TRAFFIC CONDITIONS:

SOUTHBOUND ENTERING

- THE TURNING MOVEMENT IS A RIGHT HAND TURN. NO FLAGMAN OR SIGNAL SEQUENCING REQUIRED.

SOUTHBOUND EXITING

- THE TURNING MOVEMENT IS A RIGHT HAND TURN. NO FLAGMAN OR SIGNAL SEQUENCING REQUIRED.

NORTHBOUND ENTERING

- THE TURNING MOVEMENT IS A LEFT HAND TURN. FLAGMAN REQUIRED AS ENTRY AREA IN RESTRICTED AND LOW SPEED ENTRY IS REQUIRED.

NORTHBOUND EXITING

- THE TURNING MOVEMENT IS A LEFT HAND TURN. FLAGMAN REQUIRED.

WESTBOUND ENTERING SITE ACCESS FROM BALA FALLS ROAD

- THE TRAFFIC MOVEMENT IS DIRECT MOVEMENT THROUGH AN INTERSECTION. FLAGMAN REQUIRED.

EASTBOUND EXITING TO BALA FALLS ROAD

- THE TRAFFIC MOVEMENT IS A DIRECT MOVEMENT THROUGH AN INTERSECTION. FLAGMAN REQUIRED.

EASTBOUND ENTERING BALA FALLS ROAD

- THE TRAFFIC MOVEMENT IS A DIRECT MOVEMENT THROUGH AN INTERSECTION. FLAGMAN WOULD BE REQUIRED FOR ALL HEAVY VEHICLE ENTRY AND EXIT.

DURING HIGH TRAFFIC PERIODS IN THE SUMMER TOURIST SEASON, FLAGMAN WOULD BE REQUIRED FOR ALL HEAVY VEHICLE ENTRY AND EXIT.

THE SHOULDER WIDENING ON THE SOUTHBOUND SIDE IS PROVIDED TO ALLOW LARGE LOADS AND LONG LOADS WHICH USE EXTRA TIME OR SPACE TO BE PARKED OFF THE TRAVELLED ROADWAY. THESE LOADS REQUIRE FLAGMAN, WHICH ARE NOT PROVIDED ABOVE SIGNAL SEQUENCES REQUIRE FLAGMAN FOR ENTRY AND EXIT FROM THE SHOULDER AREA.

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

NOTES:

1. RECONSTRUCTION OF EXISTING ACCESS TO SOUTH ABUTMENT OF BALA NORTH DAM
2. PROPERTY BOUNDARIES ARE AS SHOWN ON PRELIMINARY ENGINEERING DRAWINGS
3. REFER TO OPSD 912.531 FOR GUIDE RAIL SYSTEM.
4. ACCESS ROAD GEOMETRY BASED ON AUTOTURN SIMULATION OF FLATDECK TRAILER DROPDECK (14.63m TRAILER)

LEGEND

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

