

- CONSTRUCTION NOTES:**
- RECONSTRUCT THE ROAD TO PROVIDE 2.0% CROWN (SEE SECTION A).
 - RELOCATE UTILITY POLE TO HYDRO REQUIREMENTS.
 - TAPER WIDTH OF NEW PAVEMENT TO MEET EXISTING PAVEMENT AT APPROX. STA. 1+233.5
 - ONSITE ROAD TO BE 7.0m PAVEMENT WIDTH AT INTERSECTION AND WILL REDUCE TO 5.5m WIDE TYPICAL WIDTH AT APPROX. 20.0m FROM HOOSON ROAD.
 - INSTALL 600 CSP CULVERT.
 - REMOVE EXISTING PAVEMENT AND CREATE WIDER SHOULDER.
- INTERSECTION DESIGN:**
- GOOD 70.0m+ SIGHT DISTANCE TO RIGHT EXISTING CUL-DE-SAC.
 - GOOD 70.0m+ SIGHT DISTANCE FOR VEHICLE TRAVELLING WESTBOUND AND TURNING LEFT INTO OLD ROAD.
 - GOOD 70.0m+ SIGHT DISTANCE FOR WESTBOUND CARS APPROACHING A CAR STOPPED TO TURN LEFT INTO NEW ROAD.

LEGEND

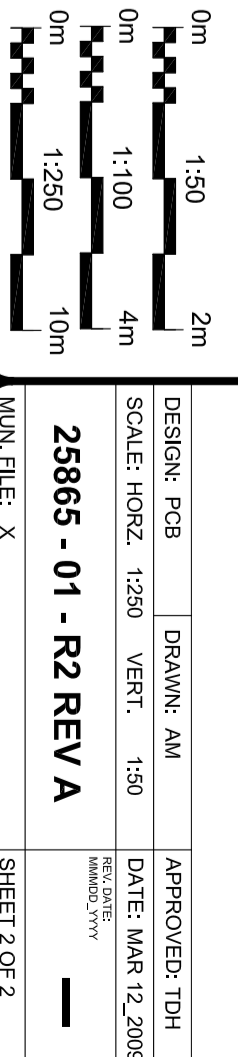
DESCRIPTION	PROPOSED	EXISTING
SANITARY SEWER	—	—
WATER	—	—
GAS	—	—
HYDRO TELEPHONE	—	—
HYDRO TELEVISION	—	—
MANHOLE	—	—
CLEANOUT	—	—
VALVE	—	—
VALVE	—	—
FINE HYDRANT	—	—
REDUCER	—	—
DIFFERENTIAL	—	—
HYDRO TRANSFORMER	—	—
JUNCTION BOX	—	—
HYDRO SERVICE BOX	—	—
POLE TOP MTD. LIGHT	—	—
NON-MOUNTABLE CURB	—	—
FLUSHING PLAN	—	—

NO.	DRAWING REVISIONS	DATE
A	DRAWING REVISIONS	MAR 12/09

CERTIFIED

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MR. ALLAN COCKELL
 NORTH-NORTHWEST PENDER ISLAND
 HOOSON ROAD



DESIGN: PCB DRAWN: AM APPROVED: THJ
 SCALE: HORZ. 1:250 VERT. 1:50 DATE: MAR 12, 2009
25865 - 01 - R2 REV A
 SHEET 2 OF 2