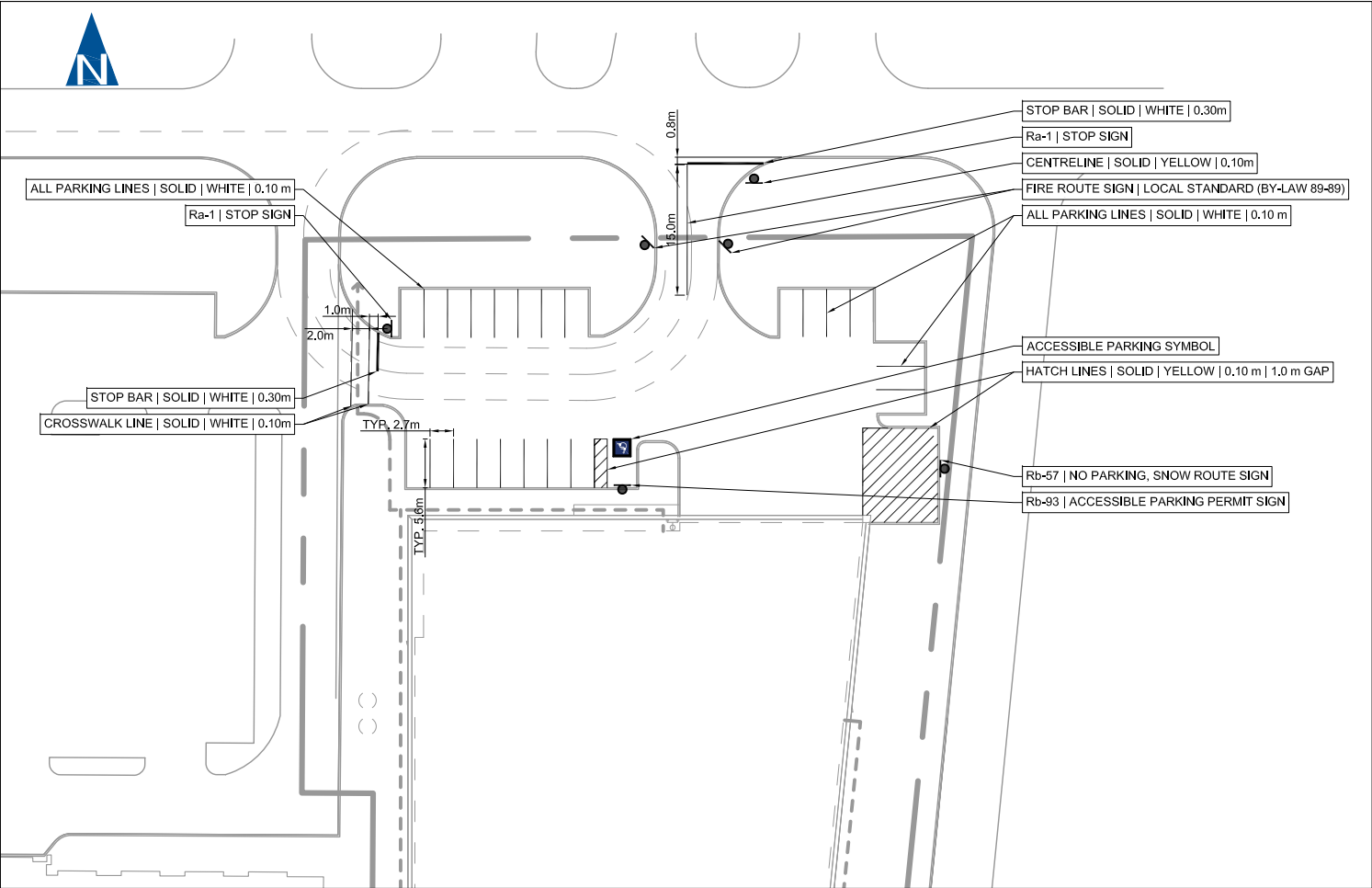




NOTES

EXISTING SIGN LOCATIONS TO BE CONFIRMED IN FIELD.

ONLY FIGURED DIMENSIONS ARE TO BE REFERENCED. ALL DIMENSIONS TO BE CONFIRMED IN FIELD.

ALL TRAFFIC SIGNS AND PAVEMENT MARKINGS MUST COMPLY WITH OTM.

SIGNAGE NOTES

REGULATORY SIGNS SHALL NORMALLY BE LOCATED IN ACCORDANCE WITH SECTION 12 (SIGN POSITION) OF BOOK 1B. HOWEVER, SPECIFIC OR ADDITIONAL REQUIREMENTS FOR CERTAIN REGULATORY SIGNS MAY PRE-EMPT OR REVISE DIRECTIONS OR SPECIFICATIONS PRESCRIBED UNDER THE GENERAL STANDARDS IN BOOK 1B. SUCH DEVIATIONS OR EXCEPTIONS FROM THE BOOK 1B LOCATION PRINCIPLES ARE NOTED IN THIS BOOK UNDER THE HEADING "LOCATION CRITERIA" FOR THE RESPECTIVE SIGNS TO WHICH THEY APPLY. IF FOR A GIVEN SIGN, EXCEPTIONS ARE NOT NOTED UNDER THIS HEADING, THE BOOK 1B LOCATION PRINCIPLES APPLY.

SIGNAGE POSITION NOTES

SIGNAGE SHOULD CONFORM TO ONTARIO TRAFFIC MANUAL STANDARDS WHERE POSSIBLE.

HORIZONTAL MOUNTING OFFSET

THE BASIC GUIDELINES FOR HORIZONTAL MOUNTING OFFSETS ARE AS FOLLOWS:

- URBAN OR RESIDENTIAL AREAS WITH RAISED CURBS: 30 CM TO 2 M FROM THE CURB LINE.

WHERE RESTRICTED BY PHYSICAL FEATURES SUCH AS CLIFFS, OR STRUCTURE FEATURES SUCH AS BRIDGE SUPPORTS, THE HORIZONTAL OFFSET SHOULD BE AS CLOSE AS POSSIBLE TO THE ABOVE GUIDELINES.

VERTICAL MOUNTING OFFSET

THE BASIC GUIDELINES FOR VERTICAL MOUNTING OFFSETS OF GROUND-MOUNTED SIGNS INCLUDE THE FOLLOWING:

- AREAS WITH NO PEDESTRIANS AND WITHOUT RAISED CURBS: 1.5 M TO 2.5 M FROM OUTER EDGE OF OUTER LANE TO BOTTOM OF PRINCIPAL SIGN, REGARDLESS OF WHETHER THERE IS A TAB SIGN MOUNTED BENEATH PRINCIPAL SIGN.
- AREAS WITH NO PEDESTRIANS AND WITH RAISED CURBS: 1.5 M TO 2.5 M FROM CURB LINE TO BOTTOM OF PRINCIPAL SIGN, REGARDLESS OF WHETHER THERE IS A TAB SIGN MOUNTED BENEATH PRINCIPAL SIGN.
- AREAS WITH PEDESTRIANS: 2 M TO 3 M FROM GROUND ELEVATION AT THE BASE OF THE SIGN POST TO THE BOTTOM OF THE OVERALL SIGN, INCLUDING TAB IF PRESENT.

HORIZONTAL & VERTICAL ANGLING OF SIGN FACE

GENERALLY, SIGNS MUST BE MOUNTED AT APPROXIMATELY RIGHT ANGLES TO THE DIRECTION OF TRAFFIC, FACING THE TRAFFIC THAT THEY ARE INTENDED TO ADDRESS. EXCEPTIONS TO THIS RULE INCLUDE REGULATORY PARKING CONTROL SIGNS. THESE SIGNS SHOULD BE PLACED AT AN ANGLE OF 30 TO 45 DEGREES TO THE FLOW OF TRAFFIC, AND SHOULD ALWAYS BE VISIBLE TO APPROACHING TRAFFIC.

SIGN MOUNTING

MOUNTING TO BE DETERMINED IN FIELD.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING SERVICES AND UTILITIES IN WORKING AREA PRIOR TO CONSTRUCTION AND SHALL PROTECT THESE UTILITIES AND SERVICES TO THE SATISFACTION OF THE CONCERNED UTILITY COMPANIES AND OWNER. DAMAGES BY THE CONTRACTOR SHALL BE RESTORED TO THE SATISFACTION OF THE CONCERNED UTILITY COMPANY AT NO EXPENSE TO THE OWNER

PAVEMENT MARKING NOTES

PROVINCIAL LEGISLATION PROVIDES THAT MARKINGS MAY BE PLACED BY THE ROAD AUTHORITY HAVING JURISDICTION FOR THE PURPOSE OF REGULATING, WARNING OR GUIDING TRAFFIC (SECTION 182 OF THE HIGHWAY TRAFFIC ACT (R.S.O. 1990)).

PAVEMENT AND CURB MARKINGS, BEING EXCLUSIVELY WITHIN THE BOUNDARIES OF PUBLIC HIGHWAYS, SHOULD ONLY BE PLACED BY THE ROAD AUTHORITY. DELINEATORS AND OBJECT MARKERS THAT ARE WITHIN THE HIGHWAY RIGHT-OF-WAY ARE SUBJECT TO THE SAME JURISDICTIONAL REGULATIONS.

MARKINGS AND DELINEATION SERVE AN ADVISORY OR WARNING FUNCTION, AND DO NOT HAVE LEGAL FORCE OF THEIR OWN. THEY MAY BE USED TO COMPLEMENT OTHER TRAFFIC CONTROL DEVICES ENFORCEABLE UNDER THE HTA, ITS REGULATIONS, OR A MUNICIPAL BY-LAW, BUT THEIR ENFORCEABILITY DERIVES FROM THE MAIN REGULATORY TRAFFIC CONTROL DEVICE, NOT FROM THE MARKINGS OR DELINEATION. TO AVOID POSSIBLE CONFLICT OR CONFUSION, THE MEANING OF MARKINGS AND DELINEATION SHOULD BE CHECKED AGAINST THE PREVAILING TRAFFIC LAWS AND REGULATIONS BEFORE THEY ARE INSTALLED OR REMOVED

				SIGNAGE AND PAVEMENT MARKING PLAN 447 BAYVIEW DRIVE BARRIE, ON				
					PROJECT NO.: 220465	DATE: SEPTEMBER 2022	SCALE: 1:500	DRAWING NO.: 001
NO.	DATE	INITIAL	REVISION DETAIL		DRAWN: SC	DESIGN: SC	CHECK: ASO	