

Transportation Impact Study

Flatt Point Subdivision

Prince Edward County, Ontario



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1 Introduction

Arcadis (formerly IBI Group) was initially retained to prepare a Transportation Brief in support of the proposed residential subdivision, located in the Half Moony Bay area of Prince Edward County, and referred to as the 'Half Moon Bay Subdivision'. Following the issuance of this memorandum on February 21, 2020, the County requested that a reduced-scope Transportation Impact Study (TIS) be conducted to support this development application instead.

This report presents the methodology, findings and conclusions of the TIS for the proposed development.

It should be noted that under previous submissions the proposed development was referred to as the 'Half Moon Bay Subdivision' but has since been renamed to the 'Flatt Point Subdivision'.

1.1 Study Objectives

The objectives of this study were to:

- Determine the impact of the proposed site-generated traffic volumes on the adjacent road network;
- Recommend appropriate measures/strategies/improvements, as required, to ensure the adjacent road network can accommodate site-generated traffic from the proposed Flatt Point Subdivision;
- Evaluate the feasibility of establishing a new private road access on County Road 13 for the proposed subdivision lands within the vicinity of the Half Moon Bay Winery and/or use the existing private road entrance at the intersection of the unopened road allowance with County Road 13 to provide access to the new single lot (Lot 17); and
- Review the proposed design of the new private road and vehicular connection to County Road 13 from a transportation perspective to ensure that it aligns with TAC guidelines and Zoning By-law requirements.

1.2 Study Methodology

This study includes the following sections, as outlined below:

- Proposed Development
- Transportation Network
- Trip Generation
- Geometric Review

The Prince Edward County Official Plan was referenced for information regarding the transportation network within the study area.

2 Proposed Development

2.1 Site Location

The subject parcel is an undeveloped greenfield site located in the southeastern portion of Prince Edward County adjacent to Half Moon Bay and in close proximity to County Road 13. The site is landlocked, though there is frontage on an unopened municipal road allowance. A portion of the unopened road allowance between the travelled County Road 13 and the proposed subdivision lands is part of a coastal wetland and, as such, there are challenges associated constructing portions of a new road within this right-of-way.

The site location and its surrounding context are illustrated in **Figure 1** below.

2.2 Land Use Details

Table 1 below summarizes the land use statistics for the proposed development.

Table 1 – Land Use Statistics

LAND USE	SIZE (dwelling units)
Single-Family Detached Housing	17

The Draft Plan of Subdivision for the proposed development is illustrated in **Figure 2** below.

Figure 1 – Site Location



Figure 2 – Proposed Development (Conceptual Site Plan)



3 Transportation Network

3.1 Existing Road Network

The proposed development is generally bound by the following road:

- **County Road 13** is classified as a County Collector under the jurisdiction of Prince Edward County in the Official Plan. Within the study area, County Road 13 consists of a two-lane cross-section and generally follows the Prince Edward Bay coastline. County Road 13 extends from Long Point Road in the east and County Road 8 in the north. The posted speed limit on County Road 13 within the study area is 70 km/h.

There are no other roads or intersections of significance within the study area.

3.2 Pedestrian and Cycling Network

A desktop review of the study area indicates that there are no formal pedestrian or cycling facilities within the vicinity of the subject site.

3.3 Transit Network

Given its rural context, regular transit service is not currently provided within the study area.

4 Trip Generation

Future traffic generated by the development was determined using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. Based on the proposed development characteristics, the 'Single-Family Detached Housing' land use was selected to calculate the number of trips generated by the subject site.

The resulting trip generation for the subject site is summarized in **Table 2** below.

Table 2 – Flatt Point Subdivision Trip Generation

LAND USE	SIZE (units)	PERIOD	GENERATED TRAFFIC (vph)		
			IN	OUT	TOTAL
210 - Single-Family Detached Housing	17	AM	3	9	12
		PM	10	6	16

As indicated in **Table 2** above, the vehicular trip generation for the subject site is expected to be 12 and 16 two-way trips during the weekday morning and afternoon peak hours, respectively. Distributed evenly over the course of an hour, these low two-way volumes would generate approximately 1 vehicle every four minutes. As such, the increase in traffic on the adjacent road is not expected to be a concern.

Based on this nominal trip generation, which is much less than the 100-vehicle per hour trip generation threshold that typically triggers the need for a full TIS, a reduced scope study is considered acceptable to support the proposed development. The 100 vehicle trip generation threshold is referenced from the Institute of Transportation Engineers' (ITE) Transportation Impact Analyses for Site Development. This threshold is also used by numerous nearby municipalities, including the City of Kingston, City of Hamilton, Durham Region, City of Windsor, City of London and Waterloo Region, among others.

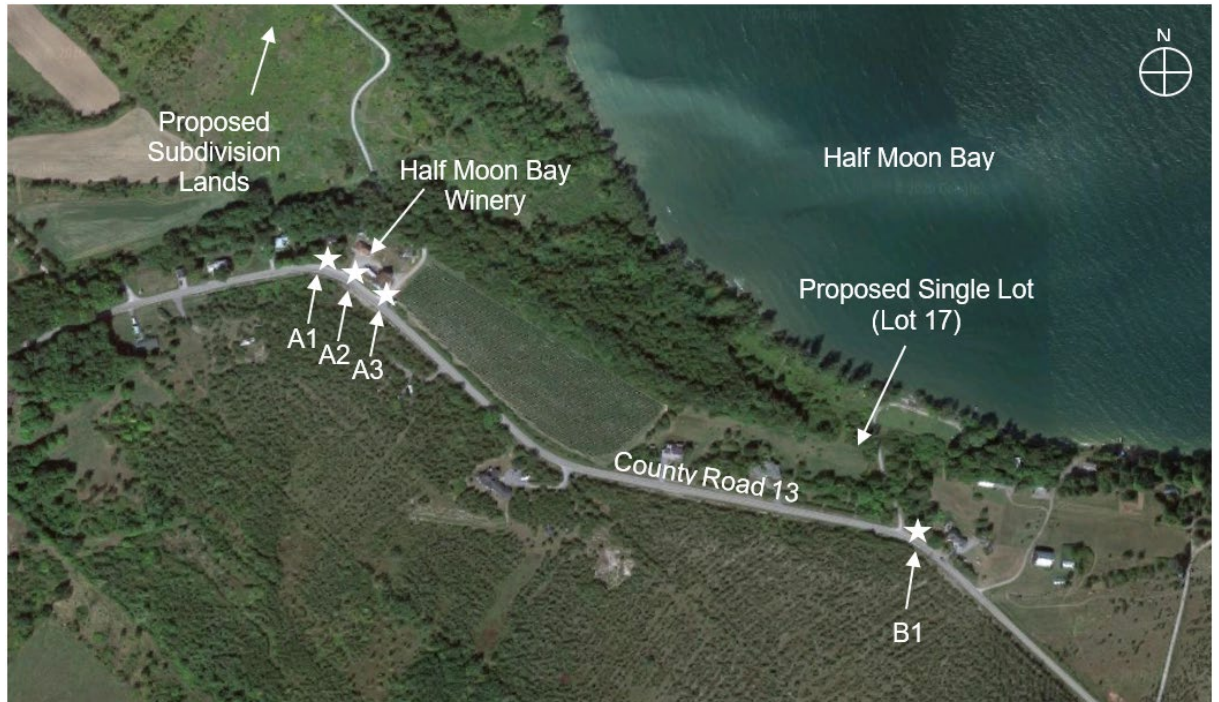
Relevant extracts from the ITE Trip Generation Manual with respect to the 'Single-Family Detached Housing' land use are provided in **Appendix A**.

5 Geometric Review

5.1 Site Line Review

Based on the study area, four access locations were contemplated for the proposed development, as shown in **Figure 3** below.

Figure 3 – Potential Access Locations



A field investigation was undertaken by Arcadis (formerly IBI) to document the existing sight lines and visibility constraints at each of the four potential access locations for comparison with minimum standards for safe egress (intersection sight distance) and stopping sight distance, as prescribed in the Transportation Association of Canada (TAC) Geometric Design Guidelines.

Sight distance requirements were considered for vehicles approaching and departing from a stopped position at the intersection. Stopping sight distance is the distance required for a motorist to react to an observed hazard and come to a complete stop, given an initial operating speed. Intersection sight distance criteria for stop-controlled intersections are longer than the minimum stopping sight distance to allow the intersection to operate smoothly. In this case, the intersection sight distance considers the required visibility to an approaching vehicle on the main road to safely make a left turn from the side street or driveway.

The segment of County Road 13 within the study area has a posted speed limit of 70 km/h, therefore an operating speed of 80 km/h, representing 10 km/h above the posted speed limit, is assumed to be appropriate for analysis purposes. It shall be noted that the Advisory Speed at curve A1/A2/A3 is posted at 30 km/h, while at the B1 curve, it is posted at 40 km/h. The sight line analysis can therefore be considered conservative, in that motorists are advised to reduce their speed on the approach to the proposed access locations.

Corresponding TAC standards for *intersection* and *stopping sight* distances with an 80 km/h design speed are provided in **Table 1** below, with respect to the sight line constraints measured

at each of the four locations. The critical upstream or downstream visibility constraints were evaluated against the TAC standards.

The sight line field measurements for each potential site access compared against the TAC standards are shown graphically for each alternative in **Appendix B**. The analysis considered a driver’s eye height of 1.08 metres and an object (target) height of 1.3 metres.

Table 1 – Visibility at Potential Site Access Locations

SIGHT DISTANCE TYPE	MINIMUM SIGHT DISTANCE	ACHIEVABLE SIGHT DISTANCE			
		A1	A2	A3	B1
Intersection Sight Distance (ISD)	170m	>170m	120m	90m	>170m
Stopping Sight Distance (SSD)	105m	>170m	120m	90m	>170m

Source: Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads

Based on the results in **Table 1** above, Alternatives ‘A2’ and ‘A3’ provide substandard intersection and stopping sight distances, as prescribed by TAC. Further, these alternatives also would impact the existing access configuration of the Half Moon Bay Winery. By contrast, Site Access ‘A1’ and ‘B1’ have the advantage of being located on the outside edge of a horizontal curve on County Road 13, affording motorists adequate sight distance both upstream and downstream when egressing the site.

5.2 Auxiliary Lane Analyses

With consideration of the low traffic generation expected for the proposed development, as presented in Section 4, left- or right-turn auxiliary lanes will not be required to accommodate site-generated volumes at either location ‘A1’ or ‘B1’.

5.3 Private Road Connection

Following the sight line and auxiliary lane analysis review summarized in the preceding sections, Alternative ‘A1’ was selected as the preferred vehicular connection to serve 16 dwelling units within the proposed development, while it was determined that Alternative ‘B1’ would logically serve the remaining dwelling unit via an unopened road allowance, given their adjacency without overlapping with the existing coastal wetlands.

The design of the private road and vehicular connection to County Road 13 following Alternative ‘A1’ was developed and is included in **Appendix C** to facilitate the roadway consent application process. A review of this proposed conceptual design is summarized in the following sub-sections and confirms its acceptability from a transportation operations and safety perspective.

5.3.1 Separation Distance Between Access driveways (Corner Clearances)

In accordance Figure 8.8.2 of TAC, the separation distance from the nearest access driveway should be at least 20 metres. The proposed vehicular connection was designed to ensure that this minimum separation distance to the nearest existing driveway serving the Half Moon Bay Winery was respected.

5.3.2 Throat Length

According to Section 8.9.10 of TAC, a vehicular connection with a collector road (i.e. County Road 13) serving less than 100 dwelling units should have a minimum throat length of 8 metres or more

between the cross-street and the first point of conflict (typically vehicular parking stalls or an internal intersection) within the site. Given the rural nature of this site and long private road connection to access the proposed subdivision, the throat length is not anticipated to be of concern with respect to the proposed design.

5.3.3 Private Access Width

Section 4.1.6 of the Council-Approval Comprehensive Zoning By-law (2025) indicates that a minimum 6-metre pavement width is required for two-way vehicular travel. As such, the proposed 7-metre proposed width exceeds the minimum requirement and is therefore acceptable.

5.3.4 Sight Corner Triangles

In accordance with Table 3-3 of the Council-Approval Comprehensive Zoning By-law (2025), 5m x 5m sight corner triangles are generally required at northwest and northeast corners of the proposed vehicular connection with County Road 13.

In this context, however, given that southbound vehicles egressing from the private road would be stopped within the County Road 13 ROW, maintaining this ROW within the vicinity of the proposed vehicular connection clear from obstructions would sufficiently allow for proper sightlines at the intersection. Obstructions would include vegetation, plantings, structures, signs exceeding 0.60m of the average centreline elevation of adjacent streets or any grade changes that would block the view of motorists or other road users, as specified in Section 3.28 of the Zoning By-law.

Furthermore, as discussed previously in Section 5.1, the stopping sight distance and intersection design distance requirements are achievable with the proposed vehicular connection at Access 'A1'.

5.3.5 Tangent & Intersection Angle

According to Figure 9.7.2 in TAC, the proposed site access intersection should intersect with County Road 13 at an angle of 70 to 90 degrees, while the tangent length for a minor road should be at least 20 metres.

- In reviewing the proposed vehicular connection, the intersection angle is approximately 80 degrees and is therefore within the tolerable range specified in TAC.
- The tangent length of the proposed site access intersection is approximately 12.9 metres which is less than the 20 metres specified in TAC; however the TAC value is more applicable for public roads and is considered overly conservative in the context of a private road serving a small-scale subdivision where queue spillback associated with the vehicular connection is expected to be minimal. To this end, the proposed tangent length of 12.9 metres is appropriate and would provide stacking for up to two passenger vehicles.

5.3.6 Swept Path Analyses

A swept path analysis exercise was undertaken and confirmed the functionality of the proposed vehicular connection with a fire truck and waste collection design vehicle.

The resulting turning templates are provided in **Appendix D**.

6 Conclusion

Arcadis (formerly IBI Group) was retained to prepare a reduced-scope Transportation Impact Study in support of the proposed 17-unit residential subdivision, located in the Half Moony Bay area of Prince Edward County, and referred to as the Flatt Point Subdivision.

Based on the trip generation exercise conducted for this study, the proposed development is anticipated to generate just 12 and 16 two-way trips during the weekday morning and afternoon peak hours, respectively. Distributed evenly over the course of an hour, these low two-way volumes would generate approximately one vehicle every four minutes. As such, the increase in traffic on the adjacent road is not expected to be a concern.

Following the sight line and auxiliary lane analyses review of four potential options, Alternatives 'A1' and 'B1' were selected as the most suitable options to serve the proposed development. Alternative 'A1' was identified as the preferred alternative for 16 dwelling units within the subdivision, while it was determined that the remaining unit would be best served by Alternative 'B1'. Given that Alternative 'B1' was identified as an unopened road allowance and would not require encroachment on the coastal wetlands, the focus of the design exercise was to support the approval for the proposed vehicular connection associated with Alternative 'A1'.

A review of this proposed conceptual design was undertaken, in accordance with applicable TAC guidelines and Zoning By-law requirements, confirming its acceptability from a transportation operations and safety perspective. A swept path analysis exercise was undertaken and confirmed the functionality of the proposed connection to accommodate fire truck and waste collection design vehicles.

Based on the analysis undertaken as part of this TIS, it is the overall opinion of Arcadis that the Flatt Point Subdivision can be safely accommodated on the adjacent road network, with the off-site road modifications and mitigation strategies discussed in this study.

7 Professional Authorization

Report Prepared By:



Ben Pascolo-Neveu, P.Eng.
Transportation Engineer

Appendix A – Trip Generation

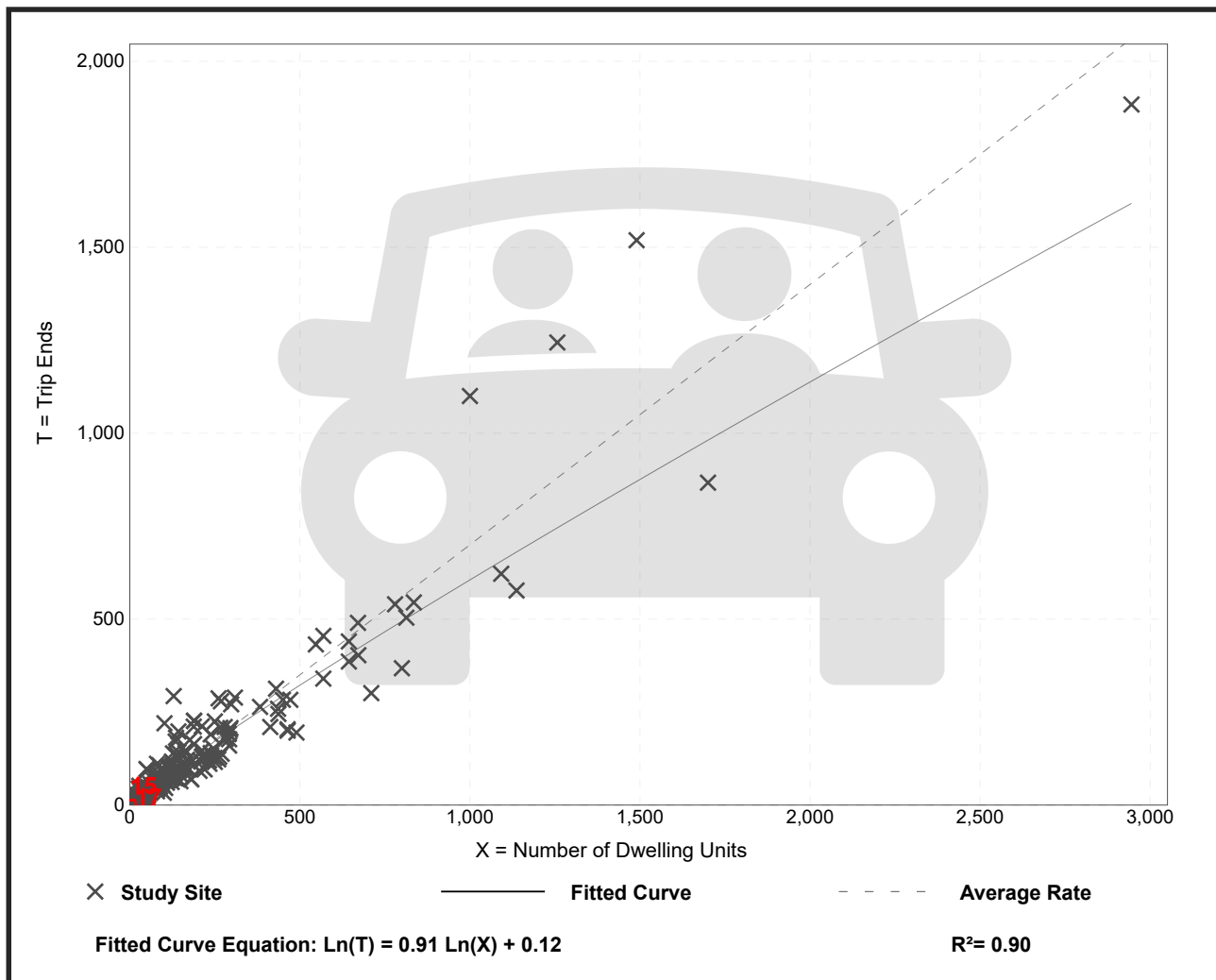
Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 192
 Avg. Num. of Dwelling Units: 226
 Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.

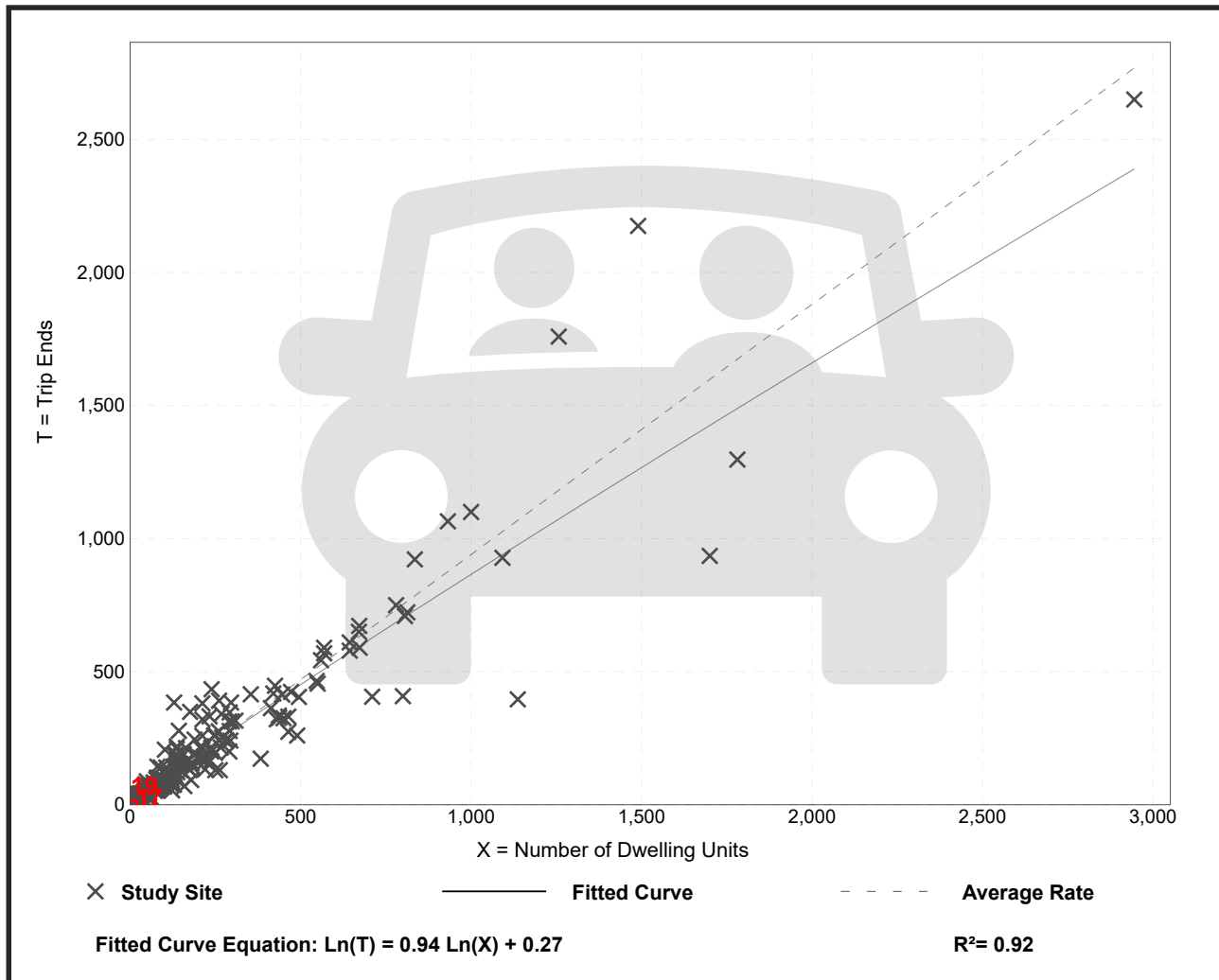
Setting/Location: General Urban/Suburban

Number of Studies: 208
 Avg. Num. of Dwelling Units: 248
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Appendix B – Sight Line Field Measurements



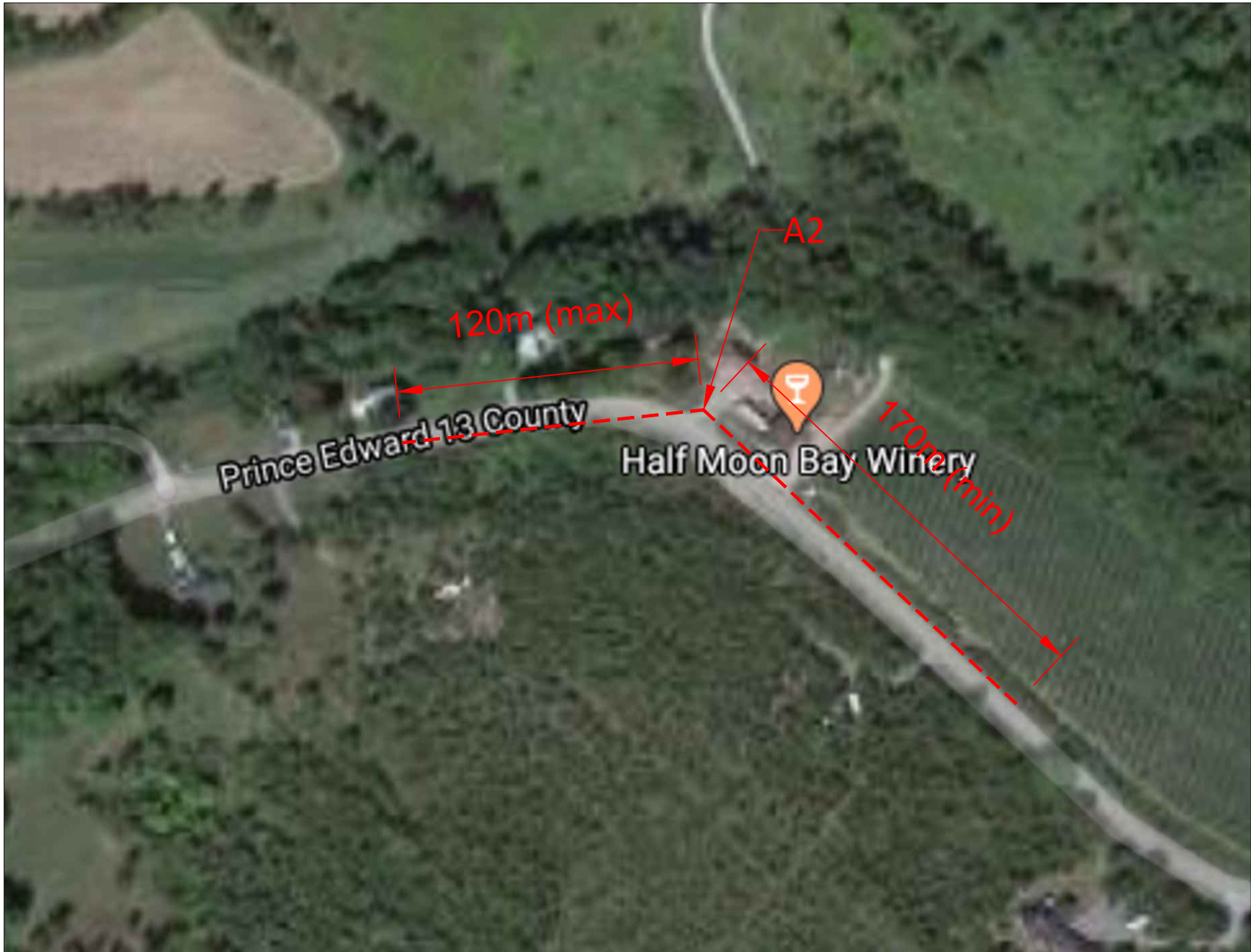
170m (min)

Prince Edward 13 County

A1

Half Moon Bay Winery

170m (min)



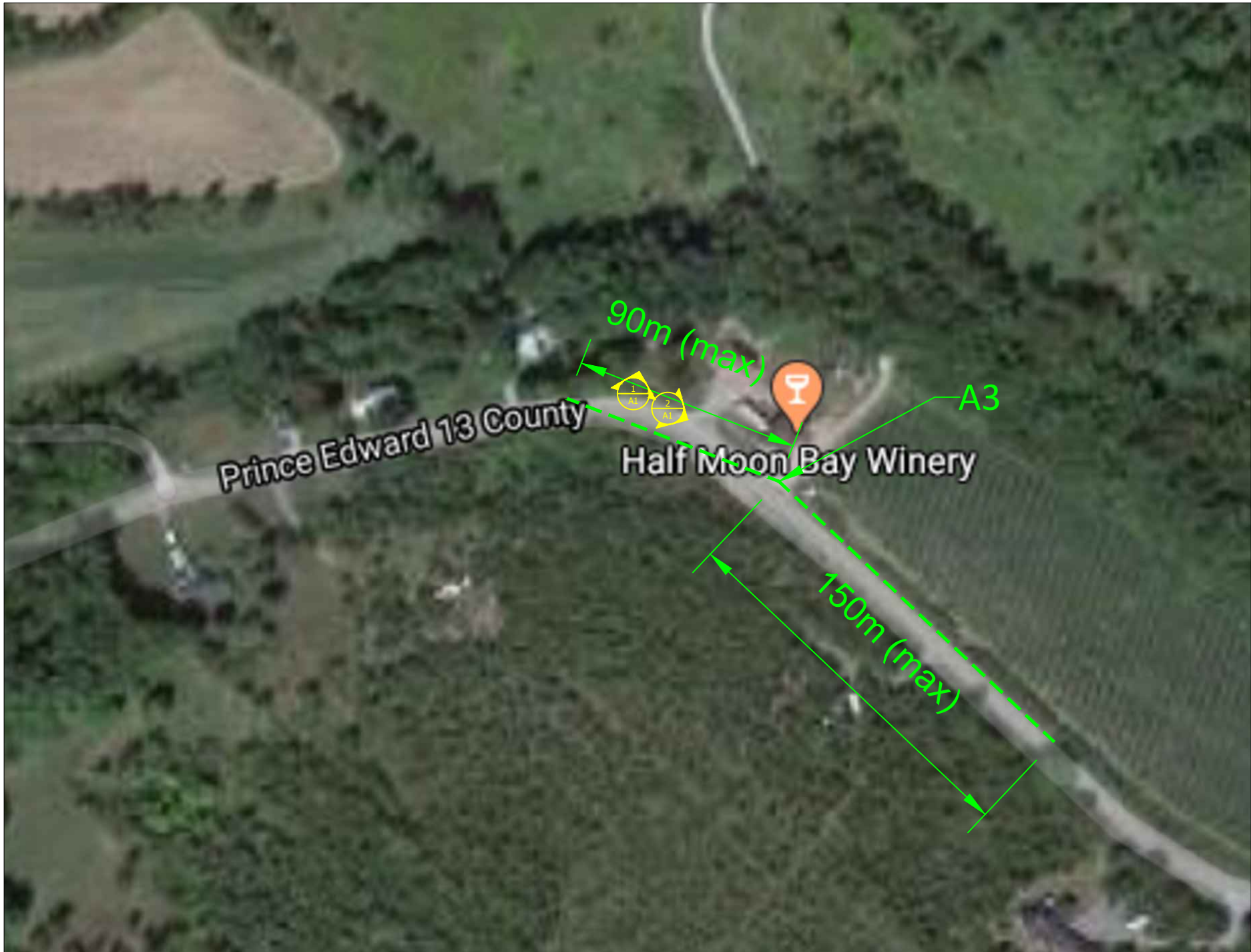
120m (max)

A2

Prince Edward 13 County

Half Moon Bay Winery

170m (min)





Hicks House

B1

170m (min)

170m (min)

Prince Edward 13 County

Looking eastbound toward access location A1 from 170m away



Looking westbound toward access location A1 from 170m away



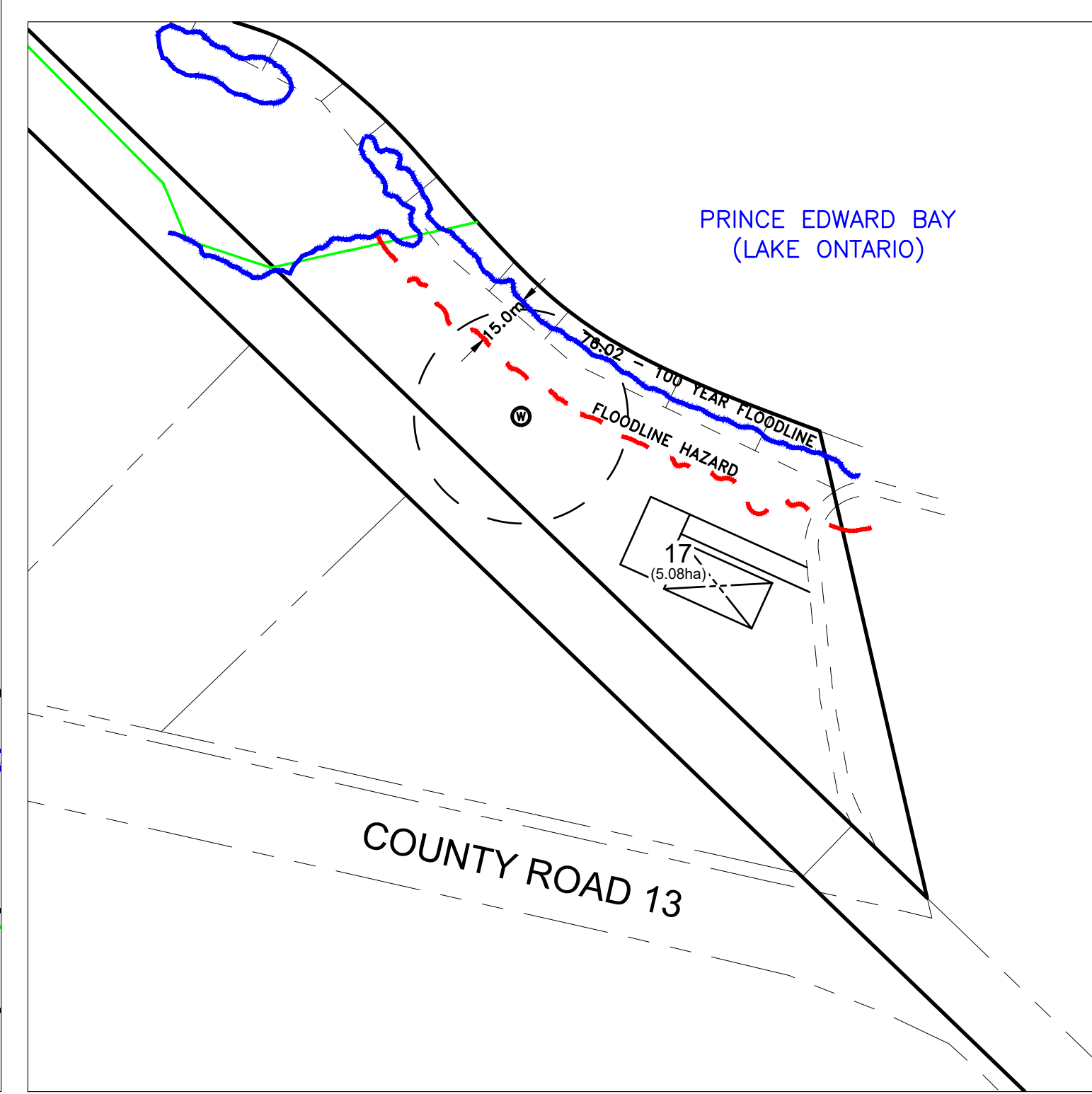
Looking east from Access A1



Looking west from Access A1



Appendix C – Private Road Conceptual Design



GENERAL NOTES:

- ALL INFORMATION TO BE VERIFIED ON SITE PRIOR TO COMMENCING ANY WORK. ANY DISCREPANCIES ARE TO BE REPORTED TO THE CONSULTANT IMMEDIATELY.
- ALL UTILITY LOCATIONS SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL CONFIRM THE LOCATION ON SITE AND ASSUME ALL LIABILITY FOR DAMAGE TO ALL UTILITIES.
- EXCLUDING THE BENCHMARK AND DESCRIPTION PROVIDED FOR THIS PROJECT, NO OTHER ELEVATIONS ARE TO BE USED AS A REFERENCE ELEVATION FOR ANY PURPOSE.

METRIC NOTE:

- ALL DIMENSIONS SHOWN ARE IN METRES OR MILLIMETRES, UNLESS OTHERWISE NOTED.

GEOMETRIC NOTE:

- ALL SURVEY DATA SHOWN ON THIS DRAWING WAS RECORDED USING REAL-TIME KINETIC (RTK) GPS OBSERVATIONS IN REFERENCE TO UTM 18 NORTH COORDINATE SYSTEM.
- ALL ELEVATIONS ARE IN REFERENCE TO LOCAL DATUM NAD83 - GEODETIC MODEL HTF2, UNLESS DESCRIBED OTHERWISE.

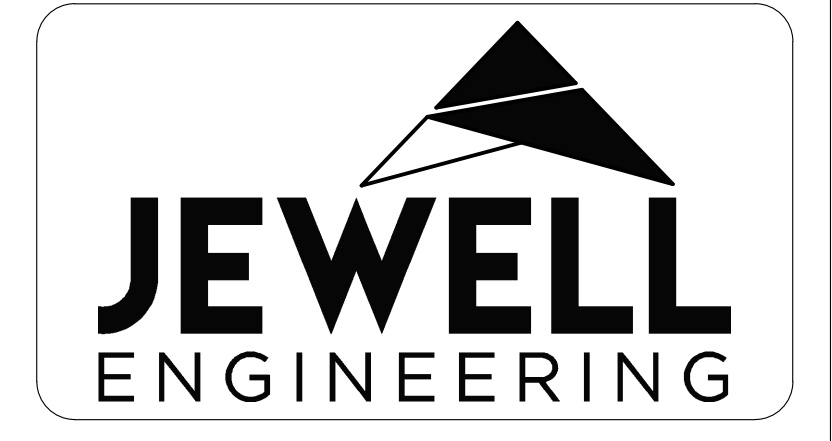
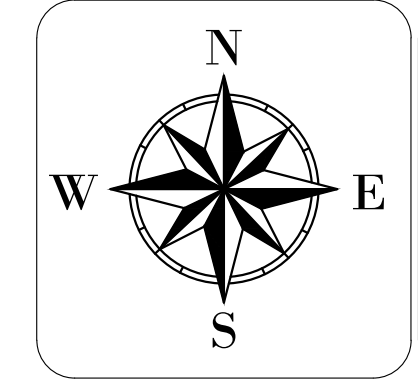
**** DRAWINGS ARE NOT TO BE SCALED ****

REVISIONS

NO.	DATE	DESCRIPTION	BY

LEGEND

- FLOODLINE HAZARD
- 100-YR FLOODLINE - 76.02m
- WETLAND BOUNDARY



FLATT'S POINT
SUBDIVISION

COUNTY OF PRINCE EDWARD

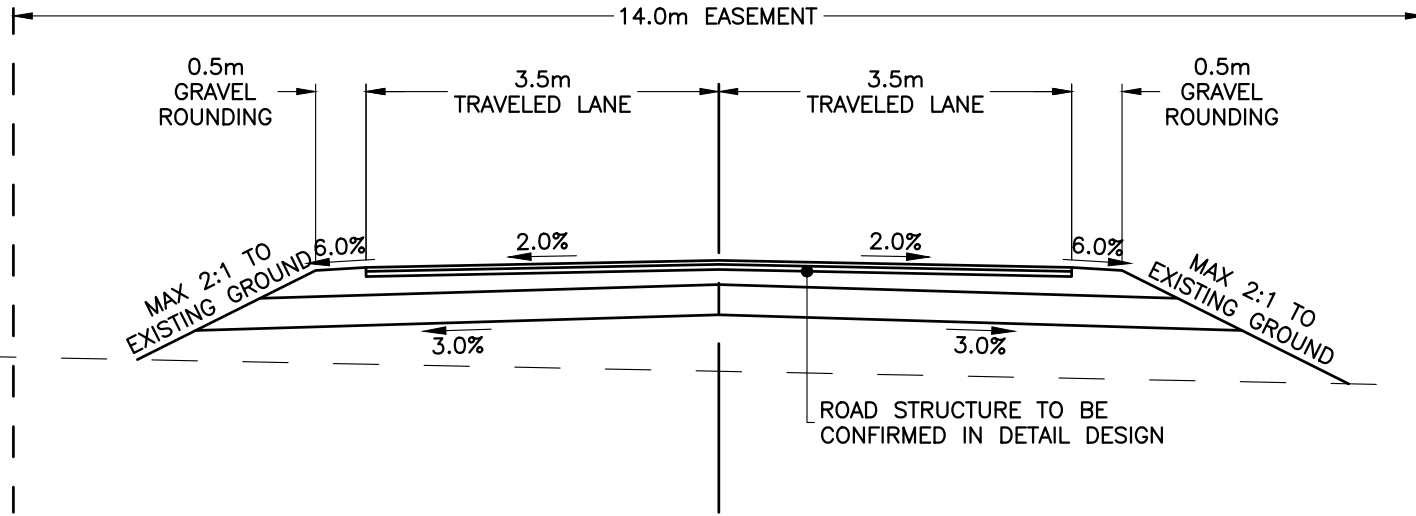
DEVELOPMENT PLAN

DRAWN BY: JH PROJECT NO: 210-5054

DESIGNED BY: DATE: November 2025

CHECKED BY: BK SCALE: HORIZONTAL - 1:1,500 VERTICAL - N/A

APPROVED BY: CONTRACT NO: DRAWING NO: DVP-1



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- LIDAR CONTOURS SHOWN, DATUM CGVD25.

METRIC NOTE:

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** DRAWINGS ARE NOT TO BE SCALED **

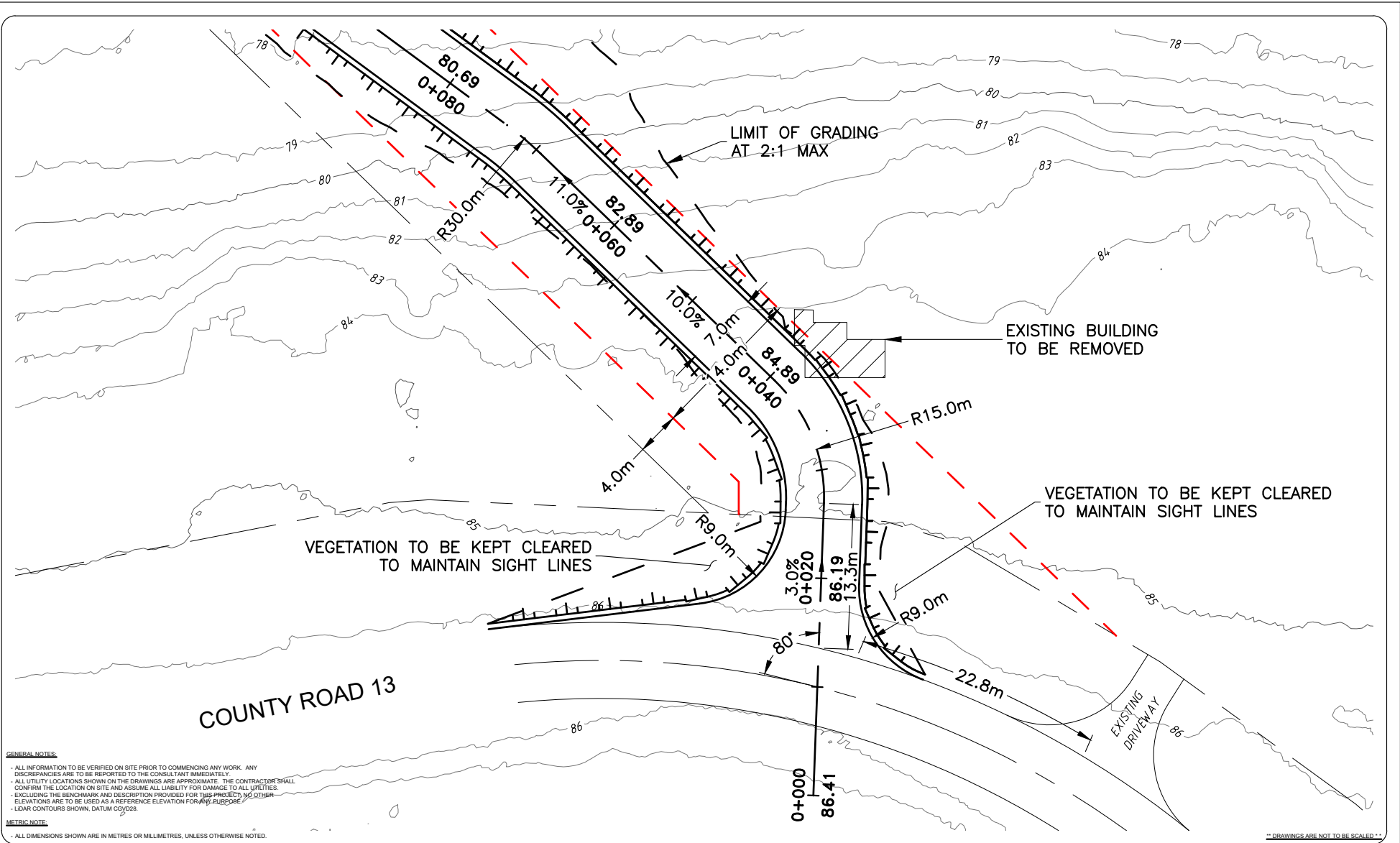


REVISIONS			
NO.	DATE	DESCRIPTION	BY

**FLATT'S POINT
SUBDIVISION
COUNTY OF PRINCE EDWARD**

14.0m EASEMENT
TYPICAL ROAD CROSS-SECTION

DRAWN BY:	JH	PROJECT NO:	210-5054
DESIGNED BY:	BK	DATE:	November 2025
CHECKED BY:	BK	SCALE:	HORIZONTAL -1:75 VERTICAL -N/A
APPROVED BY:		CONTRACT NO:	
			DRAWING NO: DE-1



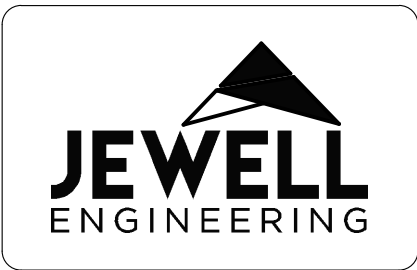
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- LIDAR CONTOURS SHOWN, DATUM CGVD23.

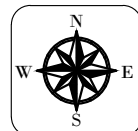
METRIC NOTE:

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*** DRAWINGS ARE NOT TO BE SCALED ***



REVISIONS			
NO.	DATE	DESCRIPTION	BY

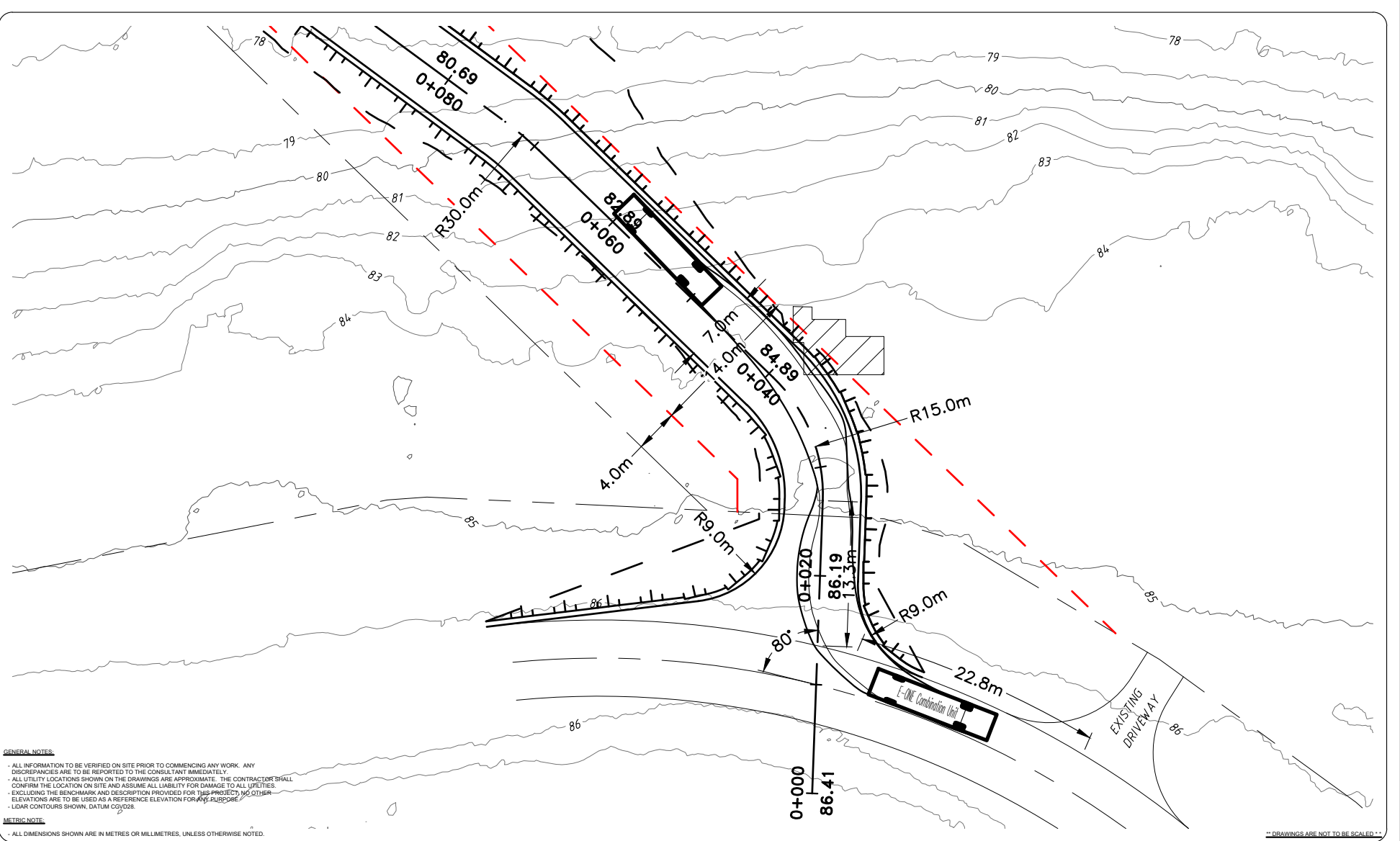


FLATT'S POINT SUBDIVISION
COUNTY OF PRINCE EDWARD

COUNTY ROAD 13 CONNECTION DETAIL

DRAWN BY: JH	PROJECT NO: 210-5054
DESIGNED BY:	DATE: November 2025
CHECKED BY: BK	SCALE: HORIZONTAL -1:500 VERTICAL -N/A
APPROVED BY:	CONTRACT NO:
	DRAWING NO: DE-2A

Appendix D – Swept Path Analyses



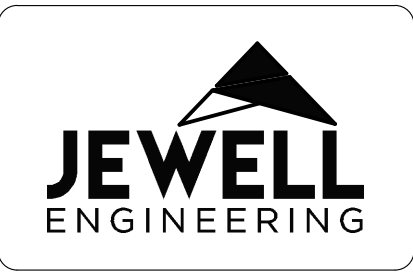
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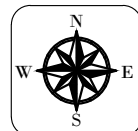
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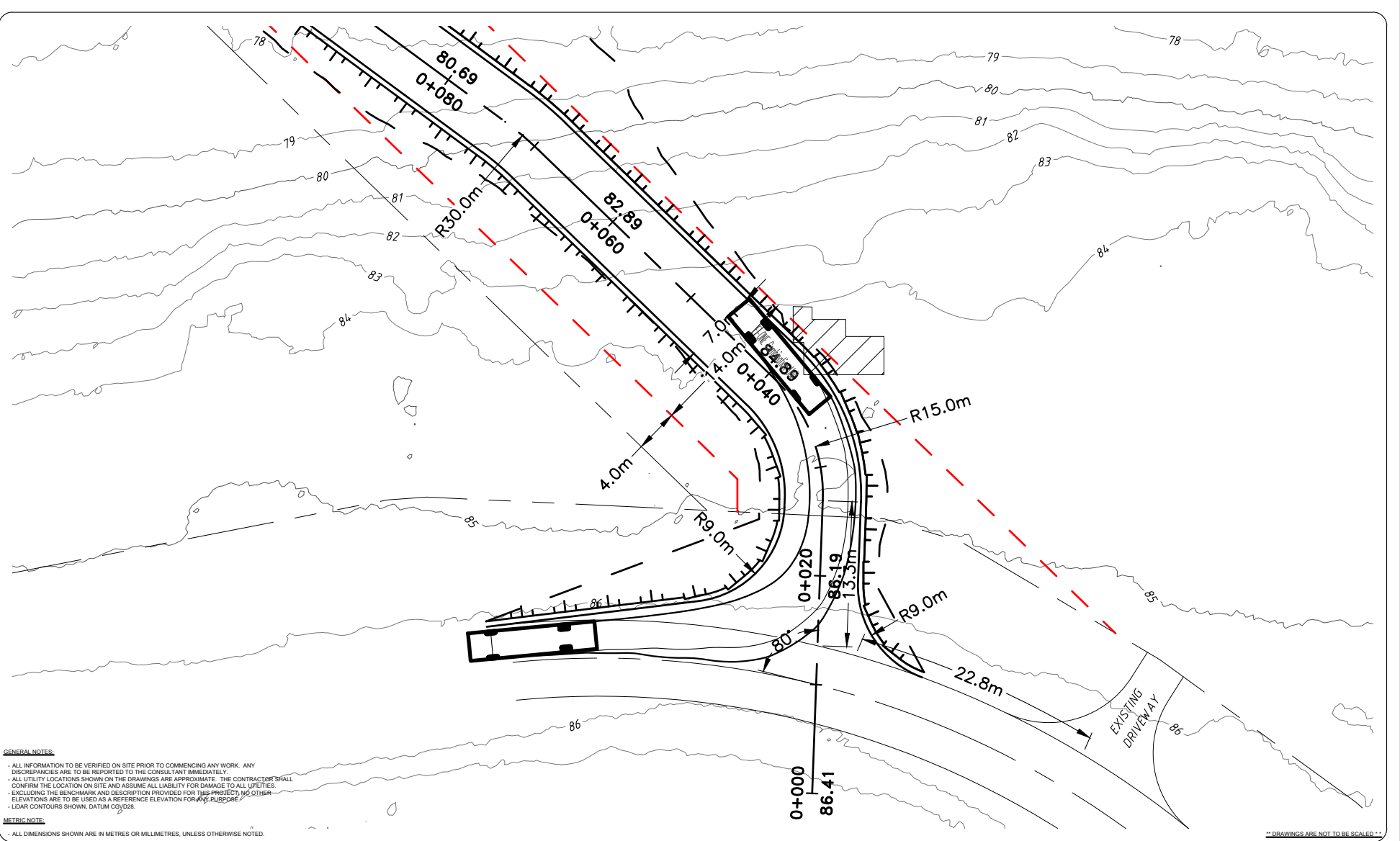
REVISIONS			
NO.	DATE	DESCRIPTION	BY



**FLATT'S POINT
SUBDIVISION
COUNTY OF PRINCE EDWARD**

COUNTY ROAD 13 CONNECTION DETAIL
VEHICLE TURNING (FIRE TRUCK - IN)

DRAWN BY: JH	PROJECT NO: 210-5054
DESIGNED BY:	DATE: November 2025
CHECKED BY: BK	SCALE: HORIZONTAL -1:500 VERTICAL -N/A
APPROVED BY:	CONTRACT NO: DRAWING NO: DE-2B



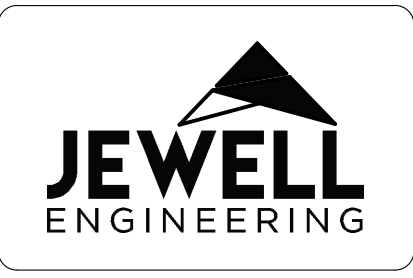
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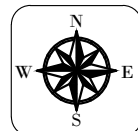
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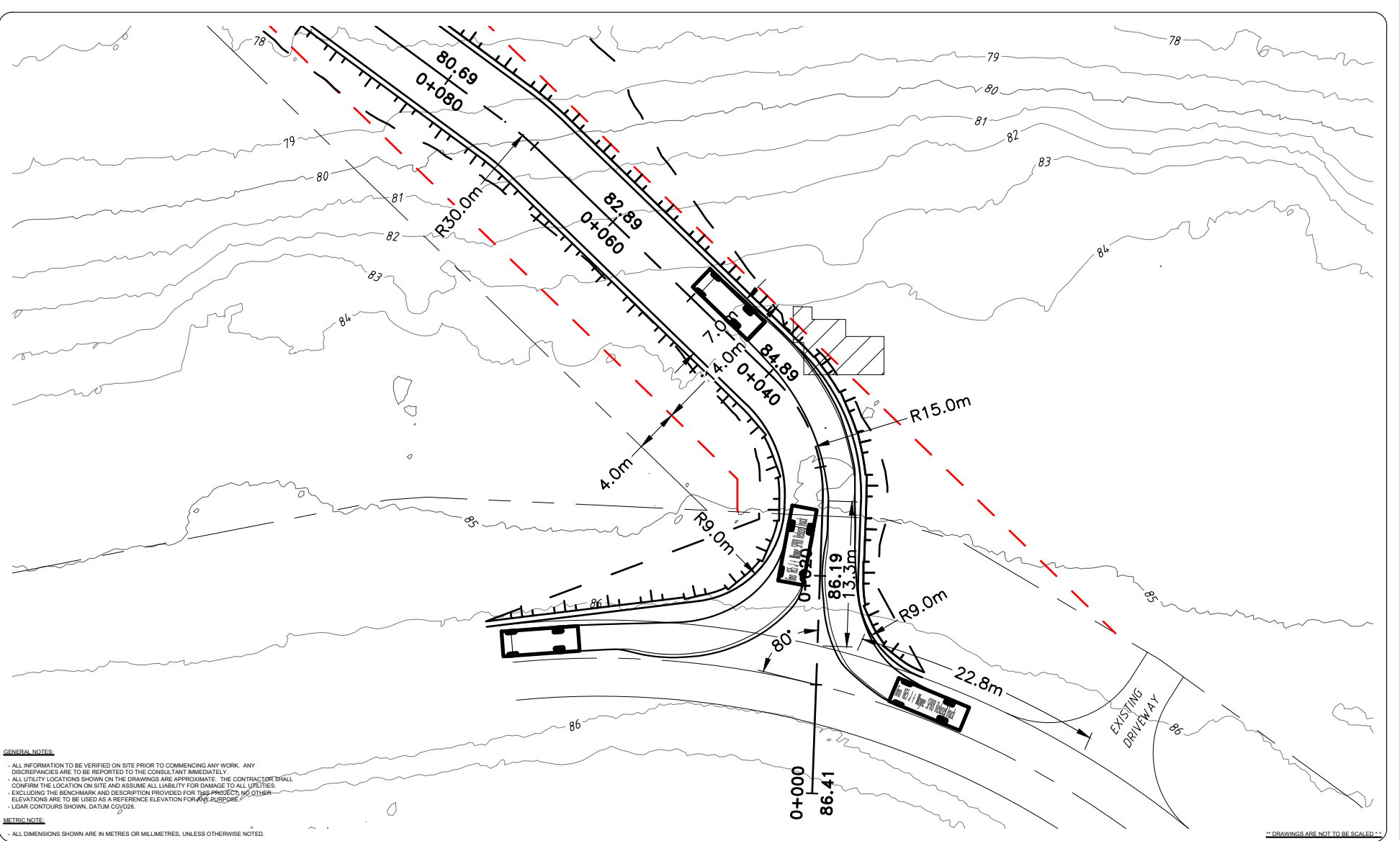
REVISIONS			
NO.	DATE	DESCRIPTION	BY



**FLATT'S POINT
SUBDIVISION
COUNTY OF PRINCE EDWARD**

COUNTY ROAD 13 CONNECTION DETAIL
VEHICLE TURNING (FIRE TRUCK - OUT)

DRAWN BY: JH	PROJECT NO: 210-5054
DESIGNED BY:	DATE: November 2025
CHECKED BY: BK	SCALE: HORIZONTAL -1:500 VERTICAL -N/A
APPROVED BY:	CONTRACT NO: DRAWING NO: DE-2C



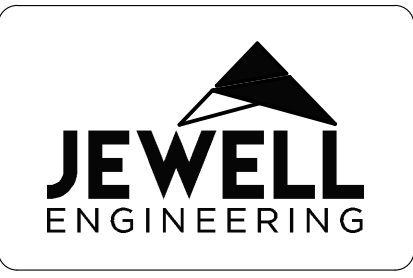
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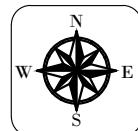
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REVISIONS			
NO.	DATE	DESCRIPTION	BY



**FLATT'S POINT
SUBDIVISION
COUNTY OF PRINCE EDWARD**

COUNTY ROAD 13 CONNECTION DETAIL
VEHICLE TURNING (GARBAGE TRUCK)

DRAWN BY: JH	PROJECT NO: 210-5054
DESIGNED BY:	DATE: November 2025
CHECKED BY: BK	SCALE: HORIZONTAL -1:500 VERTICAL -N/A
APPROVED BY:	CONTRACT NO: DRAWING NO: DE-2D