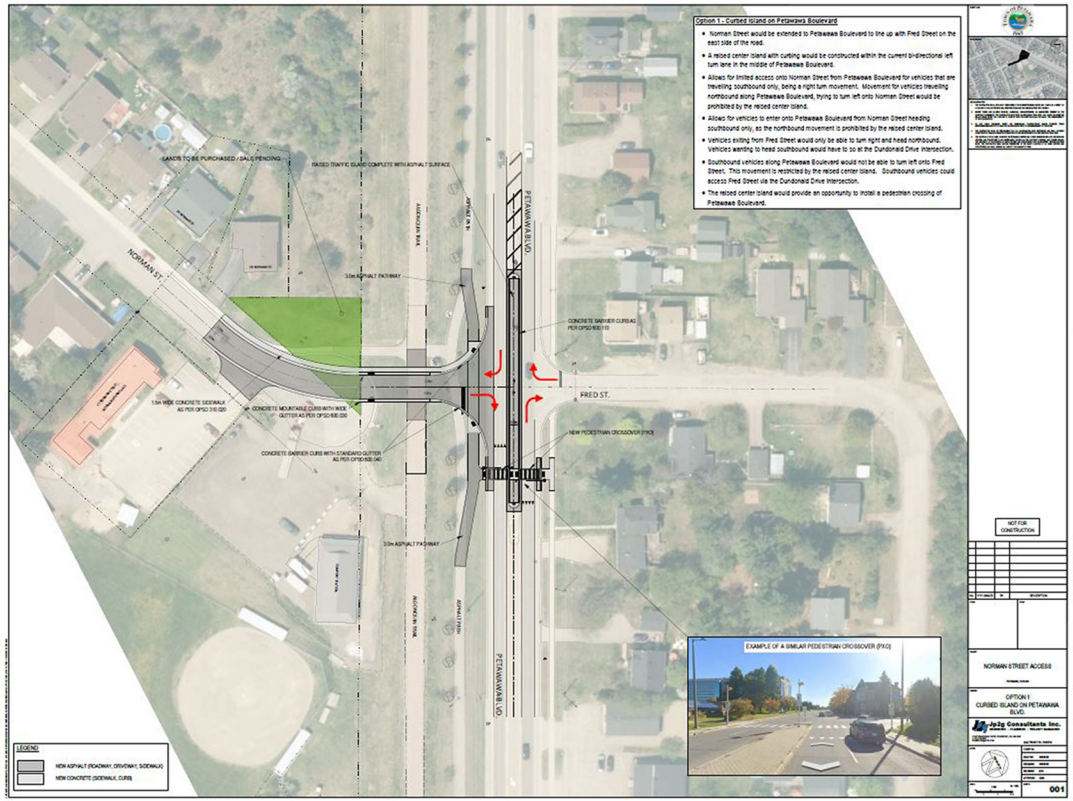
Option 1 - Curbed Island on Petawawa Boulevard
Norman Street would be extended to Petawawa Boulevard to line up with Fred Street on the east side of the road.
A raised center island with curbing would be constructed within the current bi-directional left turn lane in the middle of Petawawa Boulevard.
Allows for limited access onto Norman Street from Petawawa Boulevard for vehicles that are travelling southbound only, being a right turn movement. Movement for vehicles travelling northbound along Petawawa Boulevard, trying to turn left onto Norman Street would be prohibited by the raised center island.
Allows for vehicles to enter onto Petawawa Boulevard from Norman Street heading southbound only, as the northbound movement is prohibited by the raised center island.
Vehicles exiting from Fred Street would only be able to turn right and head northbound. Vehicles wanting to head southbound would have to go at the Dundonald Drive intersection.
Southbound vehicles along Petawawa Boulevard would not be able to turn left onto Fred Street. This movement is restricted by the raised center island. Southbound vehicles could access Fred Street via the Dundonald Drive intersection.
The raised center island would provide an opportunity to install a pedestrian crossing of Petawawa Boulevard.
LANDS TO BE PURCHASED / SALE PENDING
RAISED TRAFFIC ISLAND COMPLETE WITH ASPHALT SURFACE
NORMAN ST.
3.0m ASPHALT PATHWAY
CONCRETE BARRIER CURBS AS PER OPSD 600.010
FRED ST.
1.5m WIDE CONCRETE SIDEWALK AS PER OPSD 310.020
CONCRETE MOUNTABLE CURB WITH WIDE GUTTER AS PER OPSD 600.030
CONCRETE BARRIER CURB WITH STANDARD GUTTER AS PER OPSD 600.040
NEW PEDESTRIAN CROSSOVER (PXO)
3.0m ASPHALT PATHWAY
PETAWAWA BLVD.
EXAMPLE OF A SIMILAR PEDESTRIAN CROSSOVER (PXO)
LEGEND
NEW ASPHALT (ROADWAY, DRIVEWAY, SIDEWALK)
NEW CONCRETE (SIDEWALK, CURB)
NOT FOR CONSTRUCTION
NORMAN STREET ACCESS
OPTION 1
CURBED ISLAND ON PETAWAWA BLVD.
JoZg Consultants Inc.
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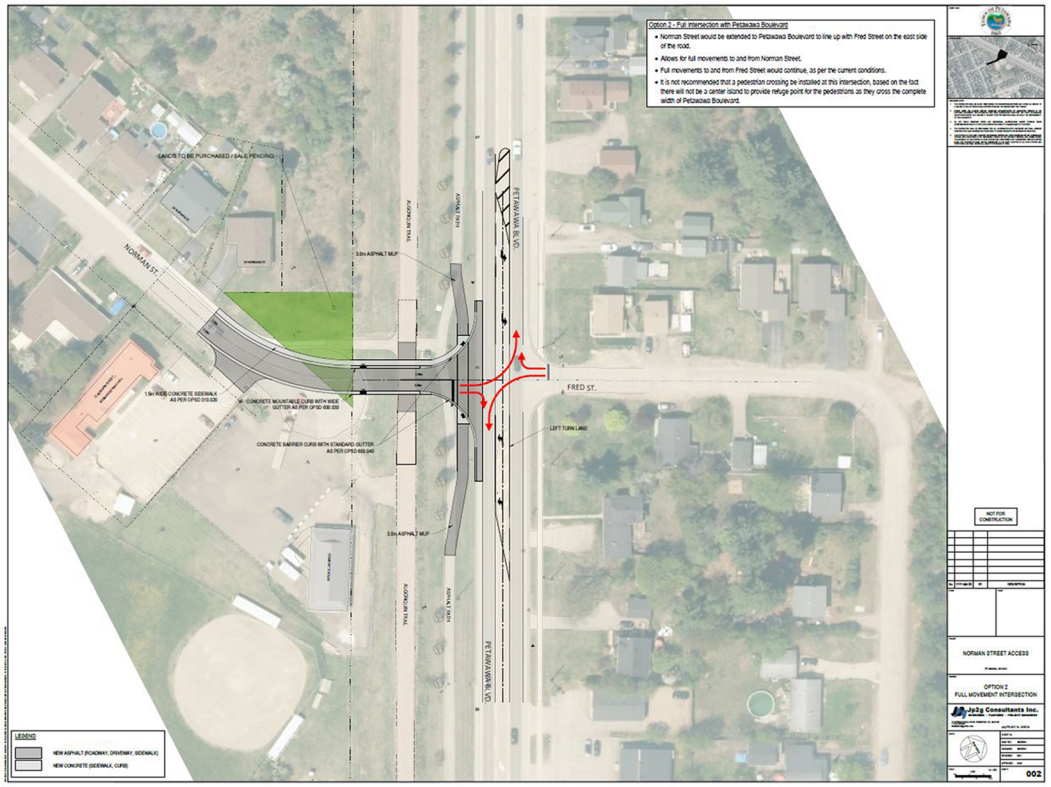
Option 2 - Full Intersection with Petawawa Boulevard
Norman Street would be extended to Petawawa Boulevard to line up with Fred Street on the east side of the road.
Allows for full movements to and from Norman Street.
Full movements to and from Fred Street would continue, as per the current conditions.
It is not recommended that a pedestrian crossing be installed at this intersection, based on the fact there will not be a center island to provide refuge point for the pedestrians as they cross the complete width of Petawawa Boulevard.
LANDS TO BE PURCHASED / SALE PENDING
NORMAN ST.
3.0m ASPHALT MUP
FRED ST.
1.5m WIDE CONCRETE SIDEWALK AS PER OPSD 310.020
CONCRETE MOUNTABLE CURB WITH WIDE GUTTER AS PER OPSD 600.030
CONCRETE BARRIER CURB WITH STANDARD GUTTER AS PER OPSD 600.040
LEFT TURN LANE
3.0m ASPHALT MUP
PETAWAWA BLVD.
LEGEND
NEW ASPHALT (ROADWAY, DRIVEWAY, SIDEWALK)
NEW CONCRETE (SIDEWALK, CURB)
NOT FOR CONSTRUCTION
NORMAN STREET ACCESS
OPTION 2
FULL MOVEMENT INTERSECTION
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002