

1 **Re: 2009 Capital Projects \$200,000 - \$500,000 p. C-74 - Highway Off-Loading**  
2 **Ramps**

3 Q. a) At p. C-77 NLH indicates that it has targeted 8 provincial highways for the  
4 construction of off-loading areas. Does NLH have plans to add off-loading  
5 areas to other provincial highways beyond those eight, and if so, how many  
6 highways and loading areas are contemplated?

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9 b) At page C-75, NLH states that *“flag persons and signage are often*  
10 *required to divert traffic or shut down traffic lanes altogether”*, and at page  
11 C-80, NLH states that *“construction of the off-loading areas will increase the*  
12 *level of safety associated with off-loading operations as the potential of*  
13 *vehicular incidents will be reduced, resulting in safer working conditions for*  
14 *our employees and less danger for the motoring public.”*

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16 i) Does NLH consider that its current practice of lane closures creates  
17 actual danger to its employees or the public, and if so, how?

18 ii) Is NLH's current practice of lane closures permitted by the  
19 Department of Transportation and Works?

20 iii) To NLH's knowledge, does NLH's current off-loading practice pose  
21 a greater danger to workers and the public than that posed by the  
22 vehicle off-loading and road maintenance practices currently  
23 employed by the Department of Transportation and Works?

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25 c) Will the establishment of off-loading areas as proposed by NLH  
26 necessarily result in the delivery of off-road maintenance vehicles to  
27 locations closer to potential maintenance and repair sites than currently is the  
28 case?

1 d) Will the off-loading sites be oriented parallel to the highway or  
2 perpendicular to the highway?

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4 e) Will the requirement for flag persons be completely obviated by the  
5 construction of the off-loading ramps?

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8 A. a) Hydro has plans to add approximately twenty off-loading areas to the  
9 Northern Peninsula Highway starting in 2010.

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11 b) i) Hydro considers its current practice very dangerous to both its  
12 employees and the general public. The current process for roadside off-  
13 loading heavy equipment constitutes a hazardous operation. This is  
14 particularly so during adverse weather conditions such as fog, snow,  
15 rain, or sleet.



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18 Motorists are diverted into the oncoming highway lane  
19 due to partial lane closure.

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ii) For Hydro to close any lanes they must obtain prior approval from the Department of Transportation and Works. However, in emergency situations Hydro has had to close lanes without approvals.

iii) Hydro's current off-loading practice is the same as currently employed by the Department of Transportation and Works.

c) The establishment of off-loading areas as proposed by Hydro will result in the delivery of off-road maintenance vehicles closer to designated access points.

d) The off-loading sites will be oriented parallel to the highway or perpendicular to the highway depending on the orientation of the transmission line. Most sites will be perpendicular to the highway.

e) There will be no requirement for flag persons after the construction of the off-loading ramps.