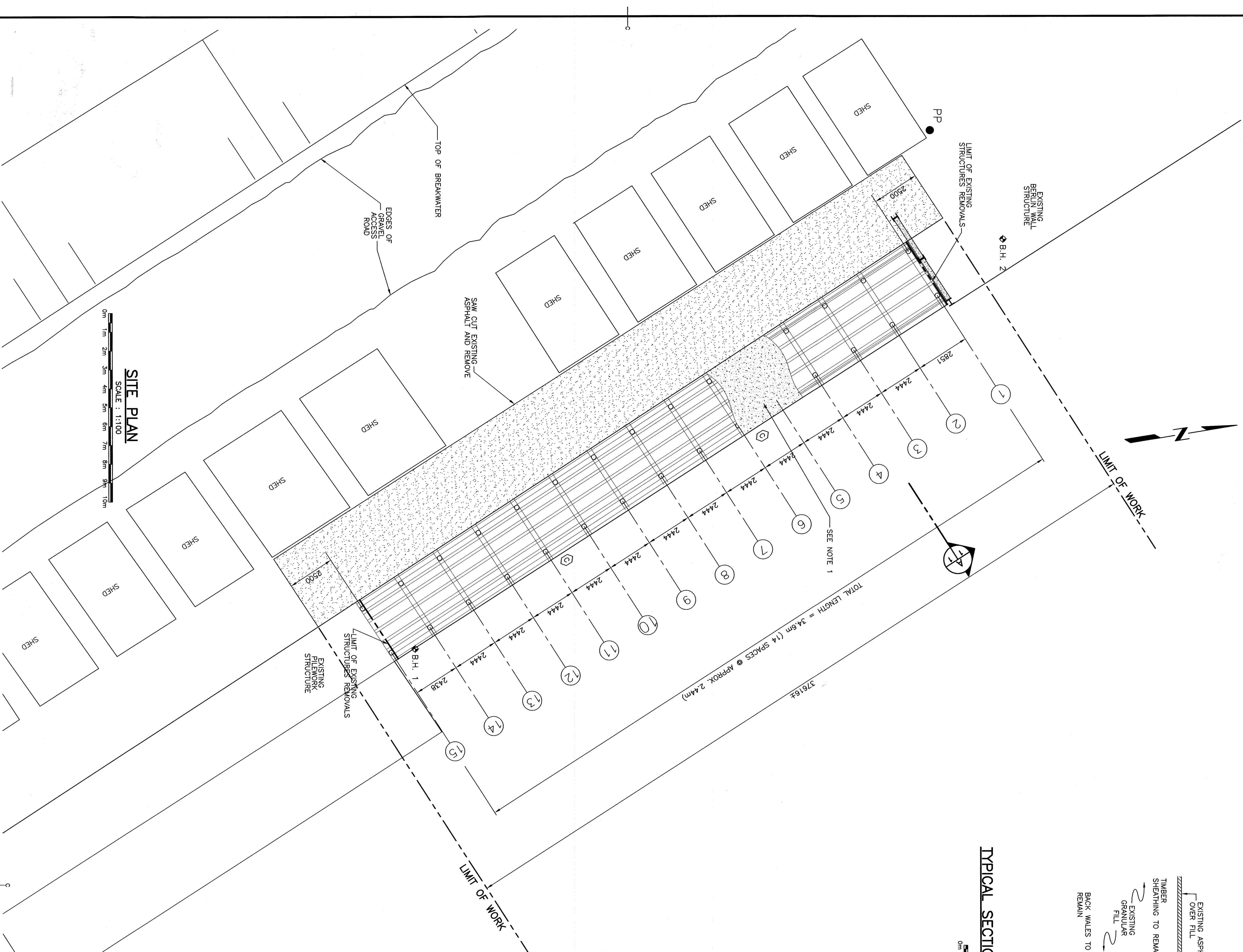


EXISTING ASPHALT  
OVER FILL  
TIMBER SHEATHING TO REMAIN  
EXISTING GRANULAR FILL  
BACK WALES TO REMAIN  
250-300 CAP BEAM  
3962  
100-200 BRACING  
TO REMAIN  
REMOVE FRONT  
REMOVE CURBING AND BLOCKING  
REMOVE CONCRETE DECK  
REMOVE TIMBER PILE CAPS  
TOP OF EXIST. DECK WALES  
REMOVE FRONT AND FENDERS  
APPROX. EXISTING HARBOUR BOTTOM  
CROSS, TIMBER PILE  
SEE NOTE 12



SCALE: 1:2000



EXISTING POWER POLE LOCATION

EXISTING MOORING CLEATS TO BE REMOVED

Ø B.H. 2 BOREHOLE


1. DUE TO LACK OF SURVEY INFORMATION WORK MUST BE LAID OUT BASED ON OFFERS FROM EXISTING STRUCTURES.
2. TO LAUNCH REMOVALS LOCATE EXISTING PILE BENTS 1 & 15. REMOVE PILES OF BENT 15. REMOVE EXISTING PILES OF BENT 1. REMOVE EXISTING COMMONING AND SOUTH FACE OF EXISTING BRINLY WALL. STRUCTURE TO NORTH FACE OF PILE CAP AT BENT 15. BENT 15 MUST REMAIN AS IT SUPPORTS ADJACENT STRUCTURE.
3. TO LAUNCH NEW WORK, LOCATE PILE 14. POSITION TO ALLOW PLACEMENT OF PILE 15. REMOVE EXISTING PILE 15. USE EXISTING NEW STRUCTURE FOR RUN PARALLEL WITH OLD. WHERE NEW STRUCTURE MEETS EXISTING AT SOUTH END OF PILE 14, REMOVE EXISTING PILE 14. WHERE NEW STRUCTURE REPRESENTATIVE IF OFFSET AT SOUTH END OF PILE 14, REMOVE EXISTING PILE 14.
4. FOR VERTICAL CONTROL, USE ADJACENT STRUCTURES. FINISH GRADE TO MATCH.

2. EXISTING PILEWALK STRUCTURE AT SOUTH END OF NEW WORK DEEMED UNSAFE FOR CONSTRUCTION LOADING.
3. ELEVATIONS ARE REFERENCED TO CANADIAN HYDROGRAPHIC SERVICE BENCHMARK 51P-8538 HAVING AN ELEVATION OF 2389 METRES ABOVE CHART DATUM.
4. CHART DATUM IS EQUAL TO LOWEST NORMAL TIDE (LNT) DATUM.
5. ELEVATIONS DEPICTED WITH A (+) ARE ABOVE 0.0M LNT DATUM AND THOSE WITH A (-) ARE BELOW 0.0M LNT DATUM.
6. DESIGN LOADING: THE NEW WHARF STRUCTURE SHOWN ON THESE DRAWINGS HAS BEEN DESIGNED FOR THE FOLLOWING LINE UNIFORMLY DISTRIBUTED LOAD: 15.0 kN/M.
7. CONTRACTOR SHALL CONFIRM ALL ELEVATIONS PRIOR TO CONSTRUCTION.
8. NEW BENT SPACING NOT TO EXCEED 2444mm UNLESS OTHERWISE NOTED.
9. CONCRETE COVER FOR REINFORCEMENT IS 75mm ON ALL FACES AND 100mm AT CORNERS.
10. CONTRACTOR IS RESPONSIBLE TO DETERMINE PANEL WIDTH BASED ON PILE DRIVING AND SITE CONDITIONS. MAINTAIN A MINIMUM 80mm BEARING ON PANEL SUPPORTS.
11. WITHIN LIMITS OF DECK REMOVAL, REMOVE EXISTING CONCRETE DECK, FENDERS, FRONT WAILS, PILE CAP, FASCIA, CURB, STEEL CAPS AND ANY EXISTING STRUCTURAL ELEMENTS CREATING INTERFERENCE WITH INSTALLATION OF NEW WORK.
12. CUT DOWN TIMBER PILES WHERE REQUIRED TO INSTALL THE PILES.
13. LEAVE IN PLACE TO THE GREATEST EXTENT POSSIBLE, EXISTING FRONT AND REAR TIMBER PILES, TIMBER DIAGONAL BRACING, REAR TIMBER SOIL RETENTION WALL, AND REAR WAILS.
14. SANDSTONE TO BE 98% STANDARD PROCTOR MAXIMUM DRY DENSITY.
15. SLOPE FINISHED GRAVEL SURFACE TO PROVIDE POSITIVE DRAINAGE TOWARDS WHARF MIN. SLOPE 1% WHERE NEW GRAVEL SURFACE MEETS EXISTING GRADE. MATCH TO EXISTING.
16. IF THERE ARE WATER INTAKES AND OTHER BLURRED INFRASTRUCTURE ON SITE, DETERMINE LOCATIONS OF INTAKES PRIOR TO CONSTRUCTION. COORDINATE LOCATIONS OF INTAKES WITH THE LOCAL HARBOUR AUTHORITY.
17. MINIMIZE THE POTENTIAL IMPACTS ON WATER INTAKES AND FISH LOADING AND UNLOADING.
18. BURNED INFRASTRUCTURE TO A CONDITION EQUAL OR BETTER THAN BEFORE CONSTRUCTION.

WHARF 407  
RECONSTRUCTION  
REDHEAD SCH  
KINGS COUNTY  
PRINCE EDWARD ISLAND

0	ISSUED FOR TENDER	JAN, 2014
revisions		date

designed	M. WALSH	concept
date	DEC.2013	
drown	R.L. SMELTZER	design
date	DEC.2013	

Tender  Soumission  
 PWSC Project Manager Administrateur de projets TPSCS  
 2014-01-11  
 project number no. du projet  
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