

SITE PLAN – EXISTING CONDITIONS AND REMOVALS

SCALE: 1:125
0m 1 2 3 4 5 6 7 8 9 10m

NOTES

SURVEY PARTY CHIEF DARRYL GREEN
SURVEY VESSEL SCOTIA SURVEYOR
SURVEY DATE(S) MAY 11, 16, 2006

SOUNDER TYPE: NAWITRONICS MCS2000 SWEEP SYSTEM
SOUNDER SETTING: N/A VEL. OF SOUND 1475m/s
DEPTH DATE USED: 1.0 FREQ. OF TRANS. 210 KHz

POSITIONING SYSTEM USED: TRIMBLE 5700 DGPS (RTK)
LAND SURVEY POSITION BY: TRIMBLE 5700 DGPS (RTK)

RAW DATA FILE(S): MRJ136MX.ZIP
CAD DRAWING FILE(S): MRJ136A.DWG

TIDAL REDUCTION SCHEME: PWC BM, TOP OF CONCRETE CURB, EL. 3.48m
ABOVE C.D.; REFERENCED TO CHS BM 89N9190, EL. 5.189m ABOVE C.D.

OFFICE PROCESSOR: B. WAGNER
DATE OF PROCESSING: JUNE 26, 27, 2006

MODE OF PLOTTING: AVERAGE DEPTHS
MATRIX CELL WIDTH X LENGTH 1.2 X 3.0

CONTROL POINTS:

| PL. NAME | EASTING | NORTHING | CD EL. | DESCRIPTION |
|----------|------------|-------------|--------|--|
| 10913 | 572158.347 | 4980492.549 | 19.385 | N.S. CONTROL MONUMENT |
| TURNPROP | 572556.411 | 4979513.302 | 3.842 | PWCSG CONTROL |
| 89N9190 | 572544.979 | 4979504.582 | 5.189 | CHS BENCHMARK |
| 89N9191 | 572539.377 | 4979521.502 | 5.309 | CHS BENCHMARK |
| BOLT | 572889.314 | 4979521.457 | 3.433 | PWCSG CONTROL (BOLT IN TIMBER) |
| I.P. | 572551.910 | 4979532.912 | 3.819 | PROPERTY PIN |
| TBM | 572643.213 | 4979552.135 | 3.48 | PWCSG BENCHMARK (TOP OF CONCRETE CURB) |

SYMBOL LEGEND

0.0 SOUNDING BELOW CHS CHART DATUM
0.1 SOUNDING ABOVE CHS CHART DATUM
+1.50 SPOT ELEVATION ABOVE CHS CHART DATUM

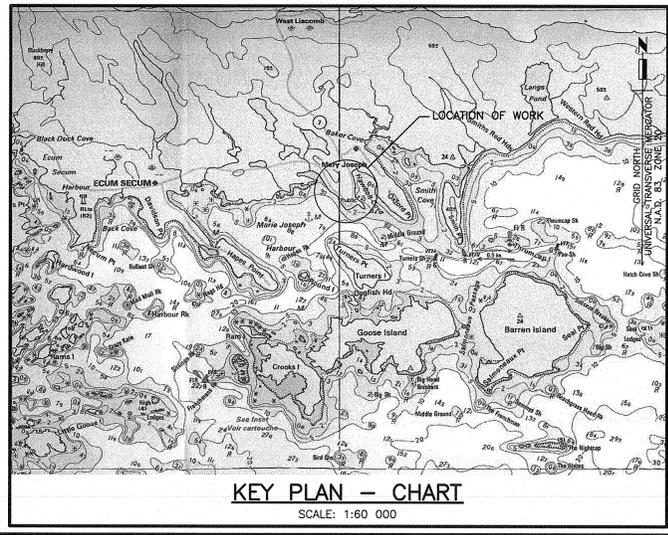
● BENCHMARK
⊙ PROPERTY MARKER/BOLT
○ DERRICK
○ HYDRO POLE
○ LIGHT/POWER POLE
⊗ TIMBER LADDER
○ CLEAT
○ BEARING PILE
○ BATTER PILE AND DIRECTION OF BATTER
⊕ BOREHOLE
± PLUS OR MINUS (APPROXIMATE)
⊕ NORTHING, EASTING

TEXT LEGEND

APPROX. APPROXIMATE
BLDG. BUILDING
C/C CENTRE TO CENTRE
C/W COMPLETE WITH
C/L CENTRELINE
CD CHART DATUM
DIA. DIAMETER
EL. ELEVATION
GALV. HOT DIP GALVANIZED
HNT HIGH NATURAL TIDE
LNT LOW NATURAL TIDE
N/A NOT APPLICABLE
REF. REFERENCED
T.O. TOP OF
TBM TEMPORARY BENCH MARK
TYP TYPICAL
U.N.O. UNLESS NOTED OTHERWISE
U/S UNDERSIDE

GENERAL NOTES

- THE WORK UNDER THIS CONTRACT CONSISTS OF, BUT IS NOT LIMITED TO THE FOLLOWING:
 - REMOVAL OF TIMBER WHEELGUARD/BLOCKING, SHEATHING, FENDERS AND LADDER AT END OF WHARF AT GRID LINE 35. REINSTALL MEMBERS WHICH ARE NOT DAMAGED. DISPOSE ALL HARDWARE REMOVED.
 - ADDITION OF TIMBER PILES, WALES, SHEATHING, FENDERS, AND LADDERS FOR THE ELL EXTENSION INCLUDING GALV. HARDWARE.
 - INSTALLATION OF NEW PAINTED, CAST IRON CLEATS FOR THE ELL EXTENSION.
 - ADDITION OF REINFORCED CONCRETE DECK, WHEELGUARD AND PILE CAPS FOR THE ELL EXTENSION.
- ELEVATIONS ARE IN METERS AND REFERENCED TO CHART DATUM.
- CHART DATUM IS, BY INTERNATIONAL AGREEMENT, A PLANE BELOW WHICH THE TIDE WILL SELDOM FALL. THE CANADIAN HYDROGRAPHIC SERVICE HAS ADOPTED THE PLANE OF LOWEST NORMAL TIDE (L.N.T.) AS CHART DATUM. AS THE RISE, FALL AND RANGE OF TIDES VARIES DAILY, THE CANADIAN TIDE AND CURRENT TABLES, AS ISSUED BY THE CANADIAN HYDROGRAPHIC SERVICE, SHOULD BE CONSULTED FOR TIDAL PREDICTIONS AND OTHER TIDAL INFORMATION RELATING TO WORK.
- THE CONTRACTOR SHALL BE HELD TO HAVE VISITED THE SITE AND TO HAVE BECOME FAMILIAR WITH THE EXISTING CONDITIONS PRIOR TO COMMENCING WORK. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INFORM THE DEPARTMENTAL REPRESENTATIVE IN WRITING OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS AND THE PLAN BEFORE STARTING WORK.
- SEE DRAWING "SHT.2" FOR GEOTECHNICAL REPORTS AND NOTES.



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|-----------|-------------------|----------|
| 0 | ISSUED FOR TENDER | 27/11/14 |
| revisions | | date |

**WHARF CONSTRUCTION
MARIE JOSEPH
GUYSBOROUGH COUNTY
NOVA SCOTIA**

**EXISTING CONDITIONS
AND REMOVALS**

| | | |
|-----------------------|---------------------|--------------------------------|
| designed | ECT | conçu |
| date | | |
| drawn | JNT | dessiné |
| date | SEPTEMBER 3, 2015 | |
| approved | ECT | approuvé |
| date | | |
| Tender | | Submission |
| PWCSG Project Manager | | Administrateur de Projets TPSC |
| project number | | no. du projet |
| | R.076162.001 | |
| drawing no. | | no. du dessin |
| | SHT.1 | |