

SURVEY NOTES:

- FIELD SURVEYS WERE CARRIED OUT BY CBCL LIMITED ON NOVEMBER 29, 2013. THE DATA IS VALID ONLY ON THE DATE TAKEN.
- BATHYMETRIC SURVEY WAS PROVIDED BY PWGSC AND WAS CARRIED OUT ON SEPTEMBER 17, 2009.

SURVEY PARTY CHIEF: PAUL SCOTT
SURVEY DATE(S): NOVEMBER 29, 2013
LAND SURVEY EQUIP.: LEICA 900 GPS
CONTROL POINTS: UTM ZONE 20 NAD83 (VALUES)

POINT NAME	EASTING	NORTHING	ELEV.	DESCRIPTION
DECK	537649.417	5095663.715	+2.89m	PWGSC CONTROL
BM	537597.146	5095696.735	+3.284m	SITE BENCHMARK (SPIKE IN ASPHALT)
HUB	537582.526	5095715.439	+4.10m	CBCL CONTROL (SPIKE IN RAMP)

LEGEND

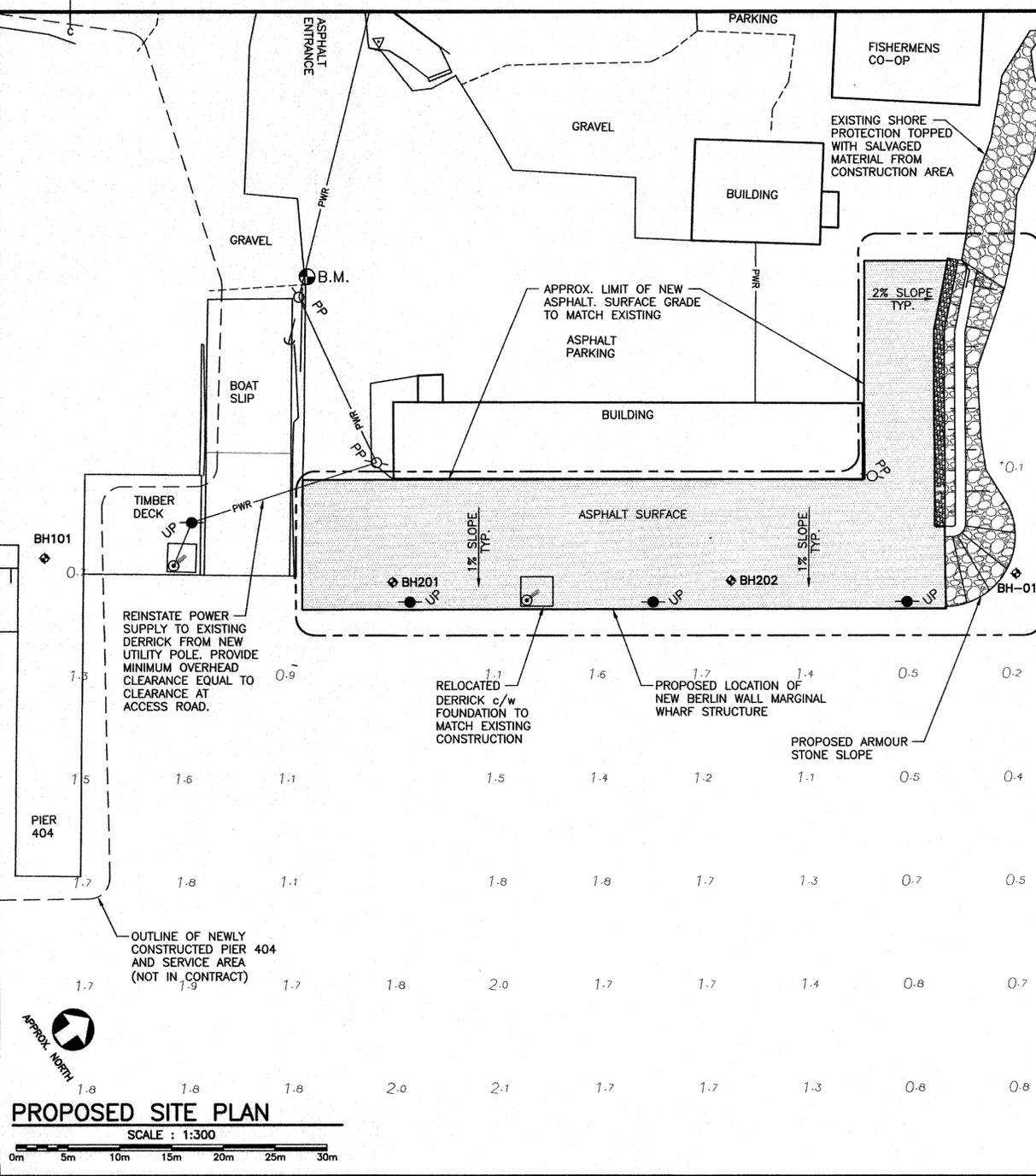
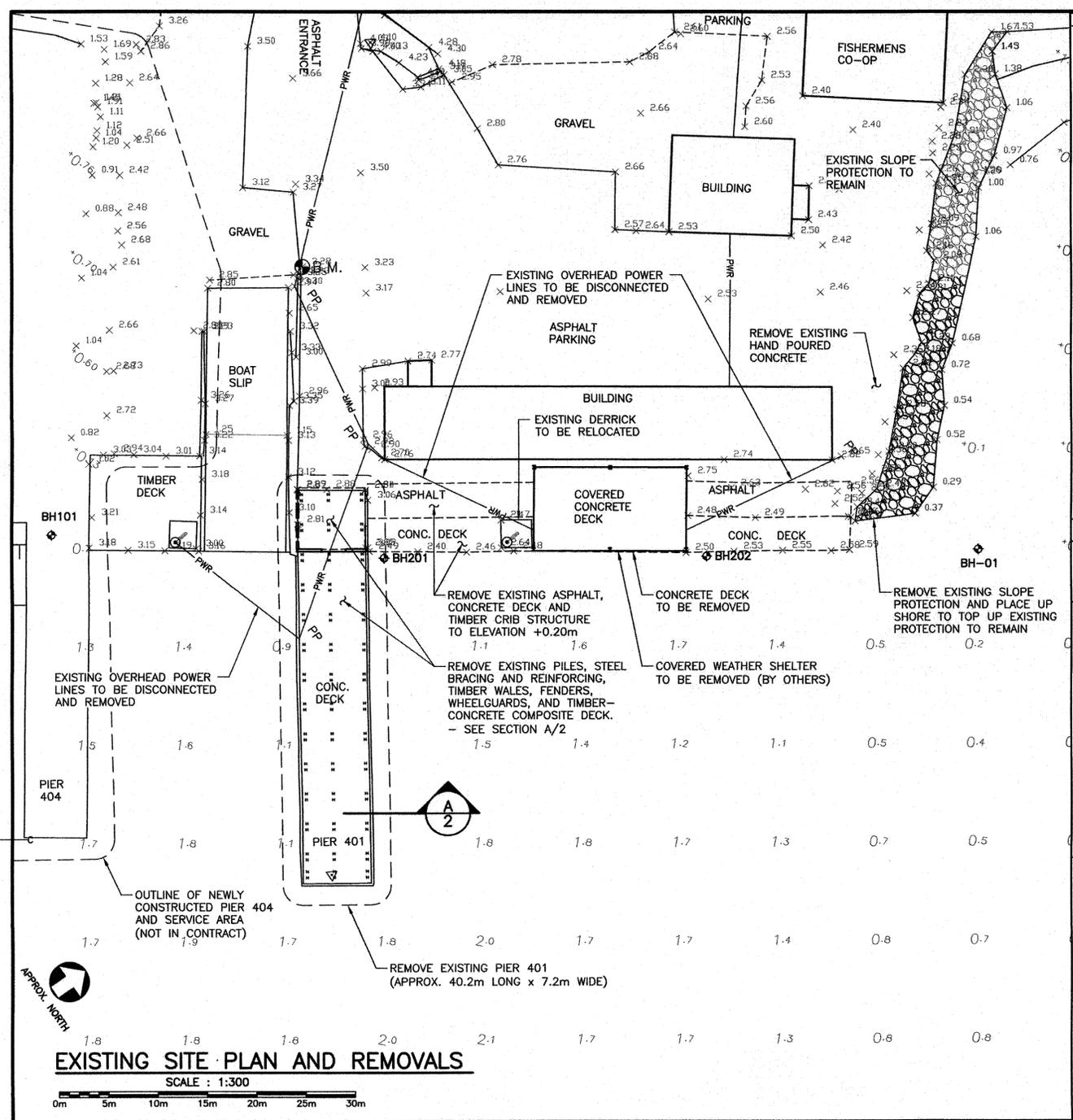
- B.M. BENCHMARK
- BHX BOREHOLE
- UP UTILITY POLE (EXISTING)
- UP UTILITY POLE (NEW)
- PP POWER POLE (EXISTING)
- MOORING CLEAT
- H-PILE
- DERRICK
- PROPOSED SPOT ELEVATION
- SCOPE OF WORK AREA
- PWR OVERHEAD POWER
- NEW ASPHALT
- NEW GRAVEL

0	ISSUED FOR TENDER	01/22/2016
revisions		date
project		project

MACHON'S POINT MARGINAL WHARF
MURRAY HARBOUR KINGS COUNTY, PEI

EXISTING CONDITIONS, REMOVALS AND SITE PLAN

designed	K. McCARTHY	conçu
date	AUGUST, 2015	
drawn	J. PEMBERTON	dessiné
date	AUGUST, 2015	
approved	J. MACLEOD	approuvé
date	DECEMBER, 2015	
Tender	J. MacLeod	Soumission
PWGSC Project Manager	Administrateur de projets TPSGC	
project number	no. du projet	
R.077232.001		
drawing no.	no. du dessin	
1 OF 7		



- GENERAL NOTES:**
- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE IN METERS. DO NOT SCALE FROM DRAWINGS, CALCULATED DIMENSIONS ARE TO BE USED.
 - ELEVATIONS ARE IN REFERENCE TO CHART DATUM. CHART DATUM IS, BY THE INTERNATIONAL AGREEMENT, A PLANE BELOW WHICH THE TIDE WILL SELDOM FALL. THE CANADIAN HYDROGRAPHIC SERVICE HAS ADOPTED THE PLANE OF LOWEST NORMAL TIDE (LNT) AS CHART DATUM. THE RISE, FALL AND RANGE OF TIDES VARIES DAILY, CONSEQUENTLY THE CANADIAN TIDE AND CURRENT TABLES, AS ISSUED BY THE CANADIAN HYDROGRAPHIC SERVICE, SHOULD BE CONSULTED FOR TIDAL PREDICTIONS AND OTHER TIDAL INFORMATION RELATED TO THE WORK.
 - FOR SOUNDINGS, ELEVATIONS DEPICTED WITH A (X) OR (+) ARE ABOVE 0.0M LNT DATUM AND THOSE WITHOUT ARE BELOW 0.0M LNT DATUM.
 - CONTRACTOR SHALL CONFIRM ALL DIMENSIONS AND ELEVATIONS PRIOR TO CONSTRUCTION. SOUNDINGS ARE NOT CURRENT AND ARE PROVIDED FOR REFERENCE ONLY. THEY ARE NOT TO BE RELIED UPON TO BE ACCURATE FOR THE TIME OF WORK.
 - FOR BOREHOLE NOTES REFER TO DRAWING 2.
 - CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ADEQUATE NAVIGATION LIGHTING DURING CONSTRUCTION. CONTRACTOR IS TO COORDINATE THIS WITH DEPARTMENTAL REPRESENTATIVE AND THE HARBOUR AUTHORITY. NAVIGATION LIGHTS WILL BE DONE BY OTHERS AFTER CONSTRUCTION IS COMPLETED.
 - THERE ARE POTENTIALLY WATER INTAKES AND OTHER BURIED INFRASTRUCTURE AND UTILITIES ON SITE. DETERMINE LOCATIONS PRIOR TO DEMOLITION AND CONSTRUCTION. COORDINATE LOCATING INTAKES AND OTHER INFRASTRUCTURE WITH THE DEPARTMENTAL REPRESENTATIVE, FISHERIES CO-OP ASSOCIATION LTD., THE LOCAL HARBOUR AUTHORITY, MARITIME ELECTRIC AND OTHER UTILITY PROVIDERS.
 - REMOVE PIER 401 SHOWN IN SECTION A/2 AS INDICATED. REMOVE ALL STEEL H-PILES, CHANNELS, LONGITUDINAL AND TRANSVERSE BRACING AND CAP BEAMS, TIMBER STRINGERS, WHALES, FENDERS, WHEELGUARDS, CURBS AND UTILITY/POWER POLES, TIMBER-CONCRETE COMPOSITE DECK AND OTHER MISCELLANEOUS MATERIALS. ALL STEEL PILES MUST BE FULLY REMOVED.

- REMOVE EXISTING OVERHEAD POWER FROM EXISTING POWER POLE TO PIER 401 AND FROM PIER 401 TO EXISTING DERRICK ADJACENT TO BOAT SLIP. REINSTATE OVERHEAD POWER FROM EXISTING POWER POLE TO EXISTING DERRICK.
- CONTRACTOR IS RESPONSIBLE FOR SUPPLY AND INSTALLATION OF NEW UTILITY/POWER POLES. INSTALL NEW TIMBER POLES AS PER MARITIME ELECTRIC AND PROVINCIAL STANDARDS. CONFIRM LOCATION OF ALL NEW TIMBER POLES WITH THE DEPARTMENTAL REPRESENTATIVE AND THE HARBOUR AUTHORITY PRIOR TO INSTALLATION. REINSTATE POWER TO EXISTING.
- REINSTATE ALL DISTURBED SURFACES WITH 150mm THICK MINIMUM LAYER OF GRAVEL UNLESS NOTED OTHERWISE ON THE PROJECT DRAWINGS.
- CLEAT AND LADDER LAYOUT TO BE CONFIRMED WITH DEPARTMENTAL REPRESENTATIVE AND/OR HARBOUR AUTHORITY PRIOR TO PANEL FABRICATION AND INSTALLATION.
- DESIGN, SUPPLY AND INSTALLATION OF LIGHTS/UTILITIES AND NEW POWER FEED FROM EXISTING YARD LIGHTING POWER SOURCE FOR MARGINAL WHARF BY OTHERS.

LOADING NOTES:

- DESIGN LOADING: THE NEW WHARF STRUCTURE SHOWN ON THESE DRAWINGS HAS BEEN DESIGNED FOR THE FOLLOWING LIVE LOADS: UNIFORMLY DISTRIBUTED LOAD: 15.0 kN/m²
- ALLOWABLE DESIGN VEHICLE LOADING (AT 500mm FROM WALL):

2 AXLE TRUCK CONFIGURATION

SPECIFIED LOADS:
 GW MAX AXLE LOAD = 175 kN
 MAX AXLE LOAD = 140 kN

3 AXLE TRUCK CONFIGURATION

SPECIFIED LOADS:
 GW MAX AXLE LOAD = 315 kN
 MAX AXLE LOAD = 140 kN

- NO FILL SHALL BE PLACED AGAINST REINFORCED CONCRETE WALL PANELS OR TIMBER LAGGING UNTIL THE TIE RODS ARE INSTALLED AND TIGHTENED. FILL SHALL BE BROUGHT UP EVENLY ALONG THE LENGTH OF WALL PANELS.
- PROVIDE A MINIMUM OF 500mm COMPACTED FILL THICKNESS ABOVE THE TIE RODS PRIOR TO OPERATING HEAVY CONSTRUCTION EQUIPMENT OVER THE TIE RODS.
- PILE DRIVING EQUIPMENT IS ASSUMED TO NOT EXCEED A TOTAL LOAD OF 270kN USING A TRACKED CRANE. DO NOT OPERATE ANY EQUIPMENT EXCEEDING THIS LOAD ON THE EXISTING MARGINAL WHARF STRUCTURE.
- CONTRACTOR IS RESPONSIBLE TO DETERMINE AND PROVIDE EQUIPMENT SUITABLE FOR DRIVING PILES AND PREVENT FAILURE OF WORKS DURING CONSTRUCTION.
- PIER 401 HAS BEEN BARRICADED TO ALL LOADING AND CANNOT BEAR ANY LOADING TO CARRY OUT DEMOLITION AND/OR CONSTRUCTION.

