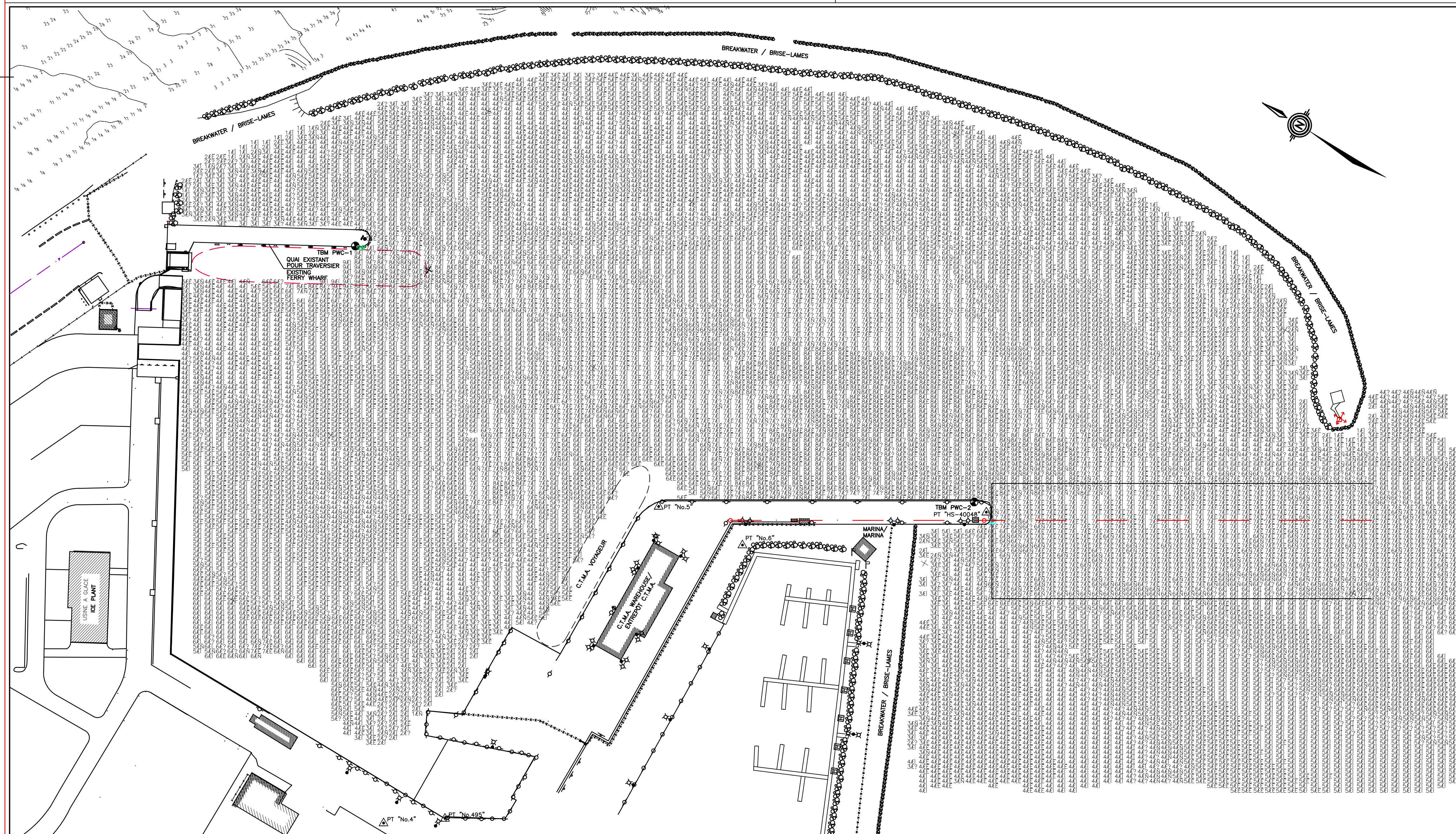
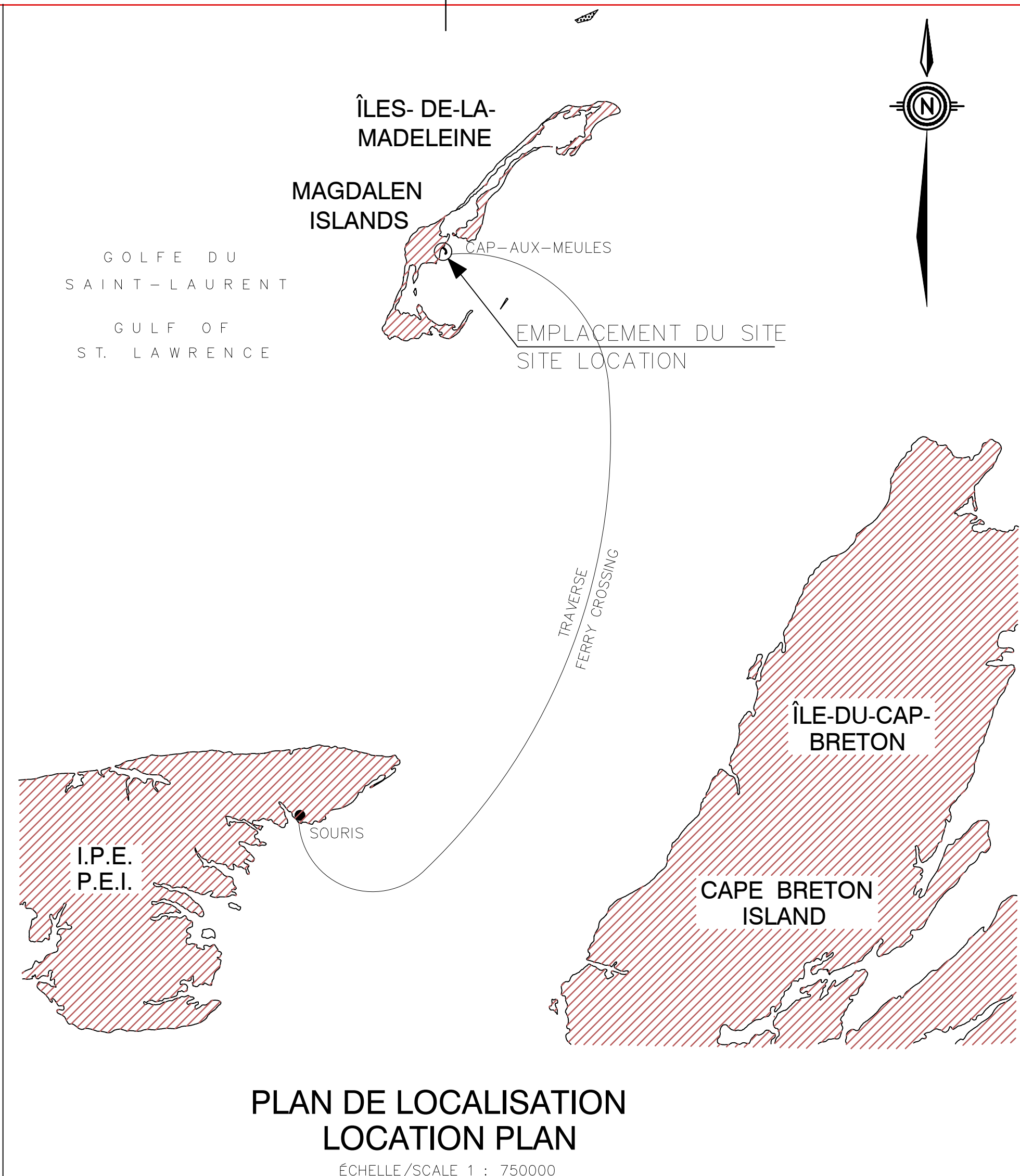
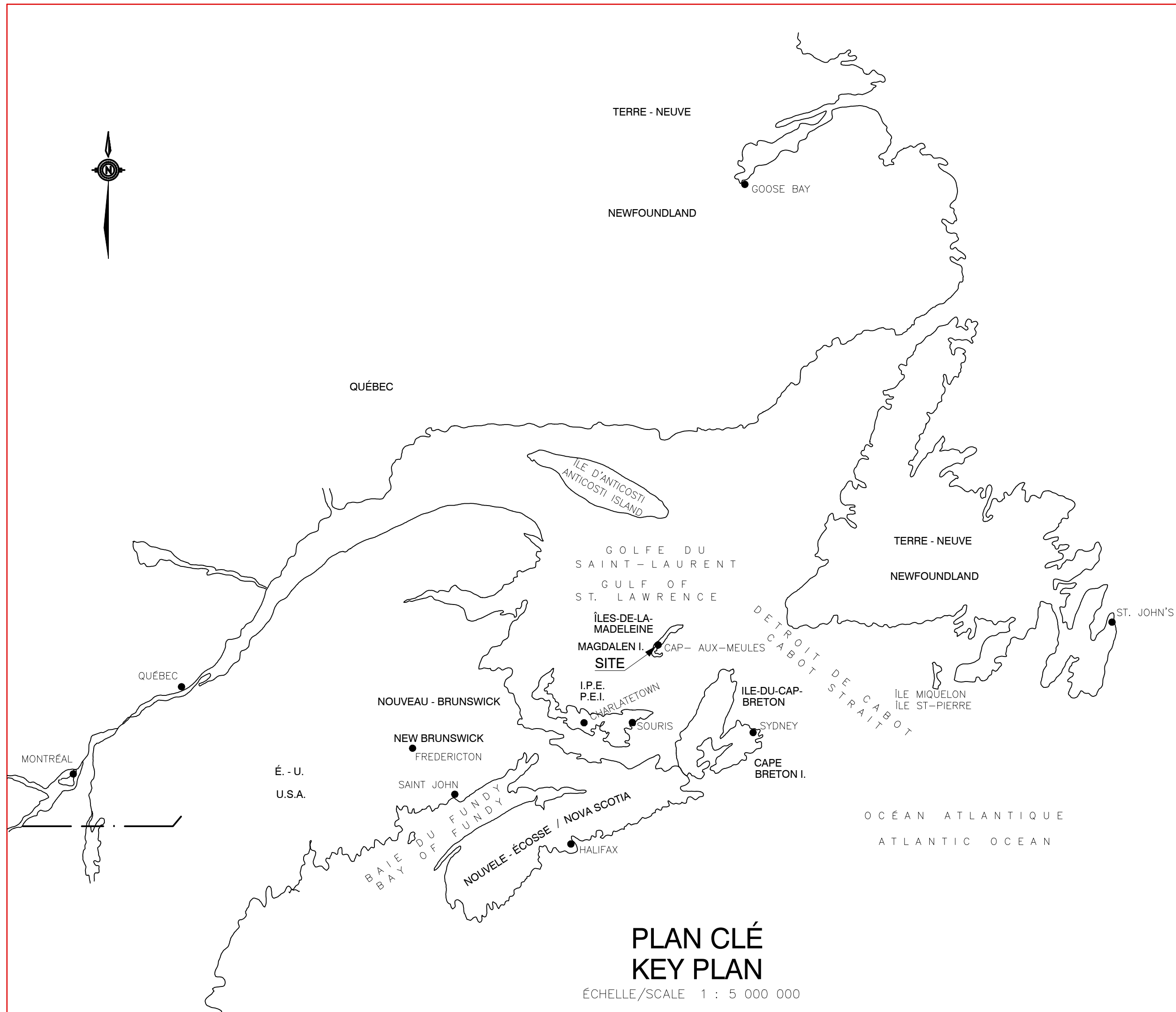


ANNEXE

3 PLANS "TEL QUE CONSTRUIT"



REMARQUES GÉNÉRALES :

- PRINCIPALES CHARGES DE CALCUL:
 - SURCHARGE UNIFORME DE 20 kPa OU CHARGES D'ESSIEUX D'UN CAMION CS-600 SELON CAN/CSA S6-88 OU D'UN CAMION CL-625 SELON LA NORME CANADIENNE DE CALCUL DES PONTS-ROUTES (PRELIMINAIRE 1995) PLACÉES DE FAÇON À PRODUIRE LES CONTRAINTES LES PLUS SÉVÈRES SUR LES ÉLÉMENTS DE LA STRUCTURE DU QUAI.
- NAVIRE DE CONCEPTION:
 - TYPE: TRAVERSIER POUR PASSAGERS, AUTOMOBILES ET CAMIONS
 - LONGUEUR: 122m
 - LARGEUR: 18.6m
 - TIRANT D'EAU MAXIMUM (PLEINE CHARGE) - 4.99m
 - TONNAGE MAXIMUM - 6400 TONNES
 - ANGLE D'APPROCHE MAXIMUM - 15°
 - VITESSE MAXIMALE (PERPENDICULAIRE À LA FACE DU QUAI) - 200mm/sec.
- CHARGES DYNAMIQUES (IMPACT) D'ACCOSTAGE:
 - CHARGE MAXIMALE HORIZONTALE À L'ACCOSTAGE PERPENDICULAIRE À LA FACE DU QUAI (INCLUANT LES TOLERANCES DU FABRICANT) 590 kN POUR LES AMORTISSEURS INTÉRIEURS, TYPE I 980 kN POUR LES AMORTISSEURS EXTÉRIEURS, TYPE II
- CHARGES DES AMARRES:
 - ESTIMÉES À PARTIR D'UNE SIMULATION NUMÉRIQUE EN TENANT COMPTE DE LA VITESSE LOCALE DU VENT ET DE SA DIRECTION SUR LE NAVIRE DE CONCEPTION
 - CAPACITÉ REQUISE POUR LES BORNES D'AMARRAGE DE LA PROUE ET DE LA PROUE, TYPE I, 75 TONNES.
 - CAPACITÉ REQUISE POUR LES BORNES D'AMARRAGE DES LIGNES TRAVERSIÈRES (SPRING LINES) TYPE III, 45 TONNES.
- MATÉRIAUX:
 - PIEUX TUBULAIRES - 508mm (DIAM. EXT.) x 12.7 D'ÉPAISSEUR DE MUR SELON LA NORME ASTM-A252-NUANCE III, LIMITE ÉLASTIQUE DE 310 MPa ET UNE COMPOSITION CHIMIQUE SELON CAN/CSA Z245.1-M88
 - PALPLANCHES - 1 MUR: SECTION EN Z AVEC UN MODULE DE SECTION Sx=2550 x 10⁴ mm⁴/m ET UNE ÉPAISSEUR MINIMALE t=12.2mm. 2 CELLULE: SECTION PLATE AVEC UNE ÉPAISSEUR MINIMALE t=12.2mm. 3 TRANTS: 55mm DE DIAMÈTRE SELON CAN/CSA G30.18-M92, NUANCE 400. 4 ACIER DIVERS: SELON CAN/CSA G40.20-M92 ET CAN/CSA G40.21-M92, NUANCE 300W. 5 BOULONS D'ANCRAGE: SELON ASTM-A307. 6 BOULONS D'ANCRAGE: SELON ASTM-A307. 7 ACIER STRUCTURAL ET ACIER DES PIÈCES NOYÉES DANS LE BÉTON J1 SELON CAN/CSA G40.20-M92 ET CAN/CSA G40.21-M92, NUANCE 350W POUR LES PIÈCES STRUCTURALES, LES PLAQUES, LES BARRES, LES CORNIÈRES, ET NUANCE 350W CLASSE H POUR TOUTES LES SECTIONS TUBULAIRES (HSS). 8 GALVANISATION SELON CAN/CSA G164-M92. 9 BOULONS SELON ASTM-A325. 10 BOULONS D'ANCRAGE SELON ASTM-A307. 11 LE MATÉRIEL ET LES MÉTHODES DE CONSTRUCTION SELON CAN/CSA A23.1-94. 12 RÉSISTANCE À LA COMPRESSION MINIMALE À 28 JOURS DE 35 MPa. 13 ARMATURE SELON CAN/CSA G30.18-M92, NUANCE 400. 14 ENROBAGE MINIMUM 75mm POUR TOUTES LES POUTRES ET DALLES EN CONTACT AVEC LE SOL, 65mm POUR LES TABLIERS. (LES VALEURS INCLUENT LA TOLÉRANCE DU FABRICANT).
- AMORTISSEURS:
 - TYPE 1, ÉNERGIE MINIMALE - 19.6 TONNES-MÈTRES REACTION MAXIMALE - 60.0 TONNES
 - TYPE 2, ÉNERGIE MINIMALE - 39.9 TONNES-MÈTRES REACTION MAXIMALE - 100.0 TONNES
- BORNES D'AMARRAGE: 1 MATÉRIEL: ACIER AU CARBONE COULÉ SELON ASTM-A27-87A, NUANCE 65-35. TYPE 1 TÊTE COURBÉE 75 TONNES TYPE 2 TÊTE RONDE 75 TONNES TYPE 3 TÊTE COURBÉE 45 TONNES 2 BOULONS D'ANCRAGE SELON ASTM-A307. SOUDURE ET FOURNITURE DE SOUDURE SELON CAN/CSA-W59-M88.

GENERAL NOTES :

- PRINCIPAL DESIGN NOTES:
 - SUPERIMPOSED LIVE LOADS ON WHARF DECK - A UNIFORMLY DISTRIBUTED LIVE LOAD (UDLL) OF 20kPa OR WHEEL LOADS FROM CAN/CSA S6-88 CS-600 TRUCK OR CHBDC (1995 DRAFT) CL-625 TRUCK POSITIONED TO PRODUCE MOST SEVERE EFFORTS ON WHARF STRUCTURE ELEMENTS.
- DESIGN VESSEL:
 - VESSEL CHARACTERISTICS
 - TYPE - PASSENGER VEHICLE AND TRUCK FERRY
 - LENGTH - 122m
 - BEAM - 18.6m
 - MAXIMUM LOADED DRAFT - 4.99m
 - MAXIMUM DISPLACEMENT - 6400 TONNES
 - MAXIMUM APPROACH ANGLE - 15°
 - MAXIMUM NORMAL VELOCITY - 200mm/sec.
- BERTHING IMPACT LOADS:
 - MAXIMUM HORIZONTAL BERTHING IMPACT NORMAL TO WHARF FACE, (INCLUSIVE OF MANUFACTURERS TOLERANCES) - 590kN AT INTERIOR FENDERS, TYPE I - 980kN AT EXTERIOR FENDERS, TYPE II
- MOORING LOADS:
 - DERIVED ON THE BASIS OF COMPUTER SIMULATION USING LOCAL WIND SPEED AND DIRECTION FOR DESIGN VESSEL
 - REQUIRED BOLLARD CAPACITY FOR BOW AND STERN BOLLARDS, TYPE I, 75 TONNES.
 - REQUIRED BOLLARD CAPACITY FOR SPRING LINE BOLLARDS, TYPE III, 45 TONNES.
- MATERIALS:
 - STEEL PIPE PILES - 508mm O.D. x 12.7mm, TO ASTM-A252-GRADE III, 310MPa YIELD AND CHEMICAL COMPOSITION TO CAN/CSA Z245.1-M88.
 - STEEL SHEET PILING - TO CAN/CSA G40.20-M92 AND CAN/CSA G40.21-M92, GRADE 300W. 1 SHEET PILING WALL-Z SECTION WITH SECTION MODULUS Sx=2550x10⁴ mm⁴/m AND MINIMAL WALL THICKNESS, t=12.2mm. 2 CIRCULAR CELL-STRAIGHT WEB SECTION WITH MINIMUM WALL THICKNESS, t=12.2mm. 3 TIE-RODS, 55mm DIAMETER TO CAN/CSA G30.18-M92, GRADE 400. 4 MISCELLANEOUS STEEL - TO CAN/CSA G40.20-M92 AND CAN/CSA G40.21-M92, GRADE 300W. 5 TIE-BOLTS - TO ASTM-A307. 6 MISCELLANEOUS EMBEDDED STEEL - TO CAN/CSA G40.20-M92 AND CAN/CSA G40.21-M92, GRADE 300W FOR SHAPES, PLATES, BARS, ANGLES AND GRADE 350W, CLASS H FOR ALL HSS SECTIONS. 7 GALVANIZING TO CAN/CSA G164-M92. 8 STRUCTURAL BOLTS TO ASTM-A325. 9 ANCHOR BOLTS TO ASTM-A307.
- REINFORCED CONCRETE:
 - CONCRETE MATERIALS AND METHODS OF CONSTRUCTION TO CSA A23.1-94.
 - MINIMUM 28 DAY COMPRESSIVE STRENGTH 35MPa.
 - CONCRETE REINFORCEMENT TO CAN/CSA G30.18-M92, GRADE 400.
 - MINIMUM CLEAR COVER 75mm FOR ALL BEAMS, AND SLABS ON GRADE, 65mm FOR DECK SLABS (ENERGY AND REACTION VALUES INCLUDE MANUFACTURERS TOLERANCES)
- FENDERS:
 - TYPE 1 FENDER PANELS - MINIMUM ENERGY 19.6 TONNE-MÈTRES
 - TYPE 2 FENDER PANELS - MINIMUM ENERGY 39.9 TONNE-MÈTRES
- BOLLARDS:
 - MATERIAL: CARBON STEEL CASTING TO ASTM A27-87A, GRADE 65-35.
 - TYPE 1 CURVED HEAD - 75 TONNES
 - TYPE 2 ROUND HEAD - 75 TONNES
 - TYPE 3 CURVED HEAD - 45 TONNES
- WELDING:
 - WELDING AND WELDING MATERIALS TO CSA-W59-M88.



National Centre of Expertise
Centre d'expertise nationale

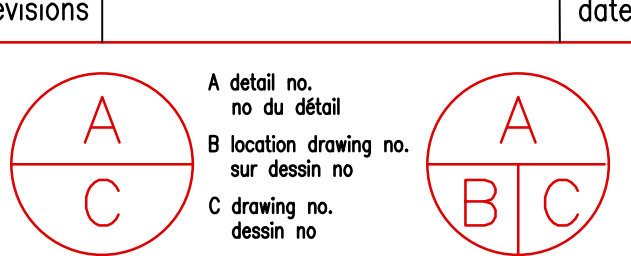
National Center of Expertise
Architectural and Engineering Services
Real Property Services Branch
Civil Engineering

Centre d'expertise nationale
Services d'architecture et d'ingénierie
Direction générale des services immobiliers
Génie civil

NOTE

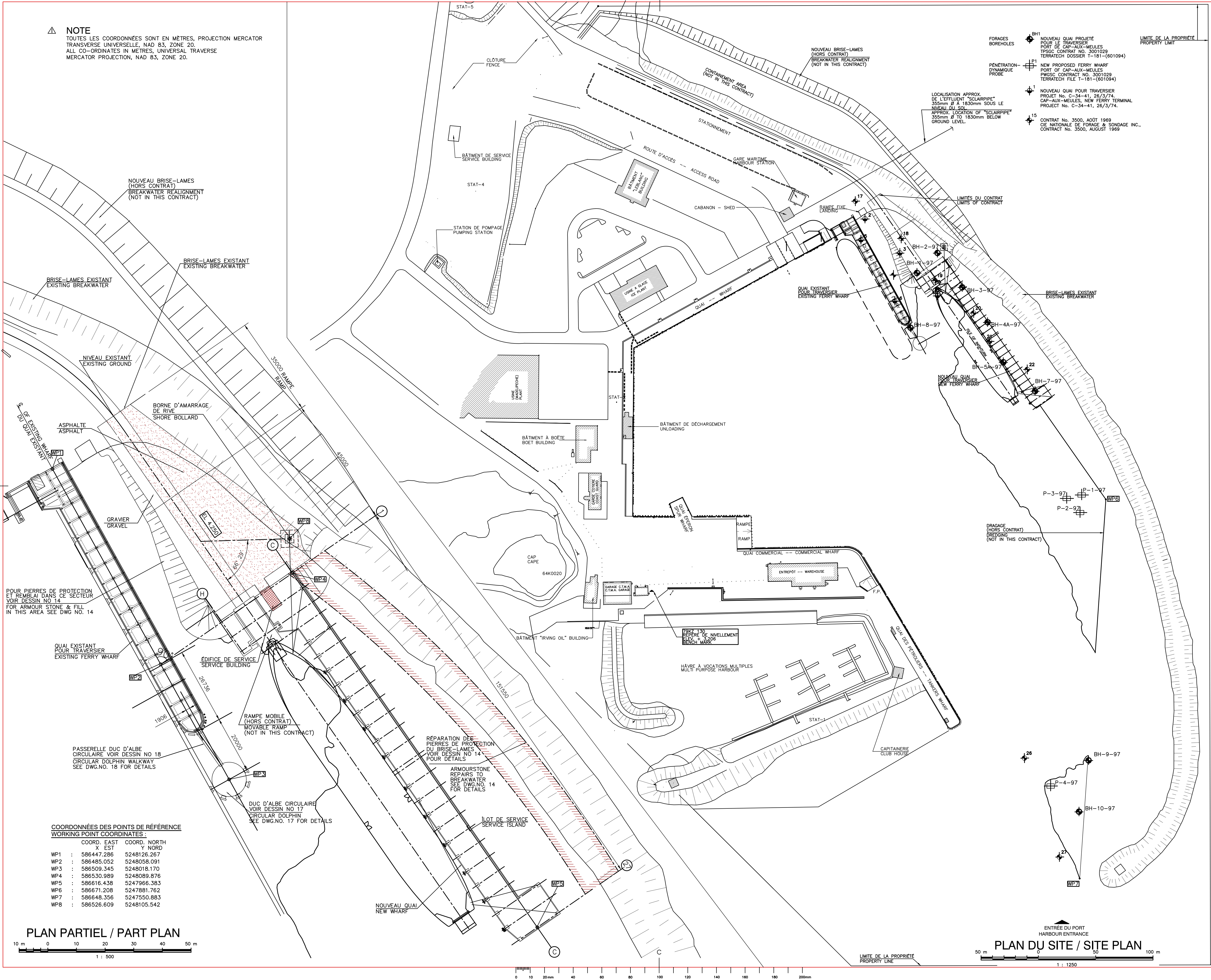
- PIEUX TUBULAIRES
SELON RAPPORT D'ESSAI Fy = 470 mpa
- PALPLANCHES
- MUR: ARBÉD A2-26
s = 2600 457mm⁴/m
- CELLULE: ARBÉD AS-500-12.0
- TRANTS: #18 @ 60 Spacing
- AMORTISSEURS (Sumitomo)
- TYPE 1 = HPI - 1000 H x 900 L (CP2)
- TYPE 2 = HPI - 1150 H x 1000 L (CP2)
- BORNES D'AMARRAGE: Coat steel A65/35
Fabricant: Blue Water Marine
TYPE 1 Part no. 870.30.30M80
Boulons: 825 Mpa (120000 psi)
Long: 915 mm
Diamètre: 48 mm
TYPE 2 Part no. 8124.3639
Boulons: 825 Mpa (120000 psi)
Long: 810 mm
Diamètre: 48 mm
TYPE 3 Part no. 870.30.30M80
Boulons: 825 Mpa (120000 psi)
Long: 810 mm
Diamètre: 48 mm

TEL QUE CONSTRUIT
AS BUILT
1998-10-20



project	CAP-AUX-MEULES	project	
PHASE I			
NOUVEAU QUAI POUR TRAVERSIER			
NEW FERRY WHARF			
IÎLES-DE-LA-MADELEINE QUÉBEC			
drawing	PLAN CLÉ, PLAN DE LOCALISATION, PLAN DE SONDAGE, REMARQUES GÉNÉRALES	dessin	
KEY, LOCATION, SOUNDING PLANS AND GENERAL NOTES			
designed	E. DeCOURTIS	conçu	
date	SEPT. 1997	dessiné	
drawn	E. MATATKO	SEPT. 1997	
approved	Y. MORIN	SEPT. 1997	
date			
Tender	GUY PARENT	Soumission	
Project Manager	Administrateur de projets	no du projet	
project no.	704861		
drawing no.	1	no du dessin	QU97161M

J-0440
SPOT 22069



Architectural and Engineering Services
Real Property Services Branch
Civil Engineering

Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

NOTE REVISEE
NOTE REVISED
98/01
date

A detail no.
no du détail
B location drawing no.
sur dessin no.
C drawing no.
dessin no.

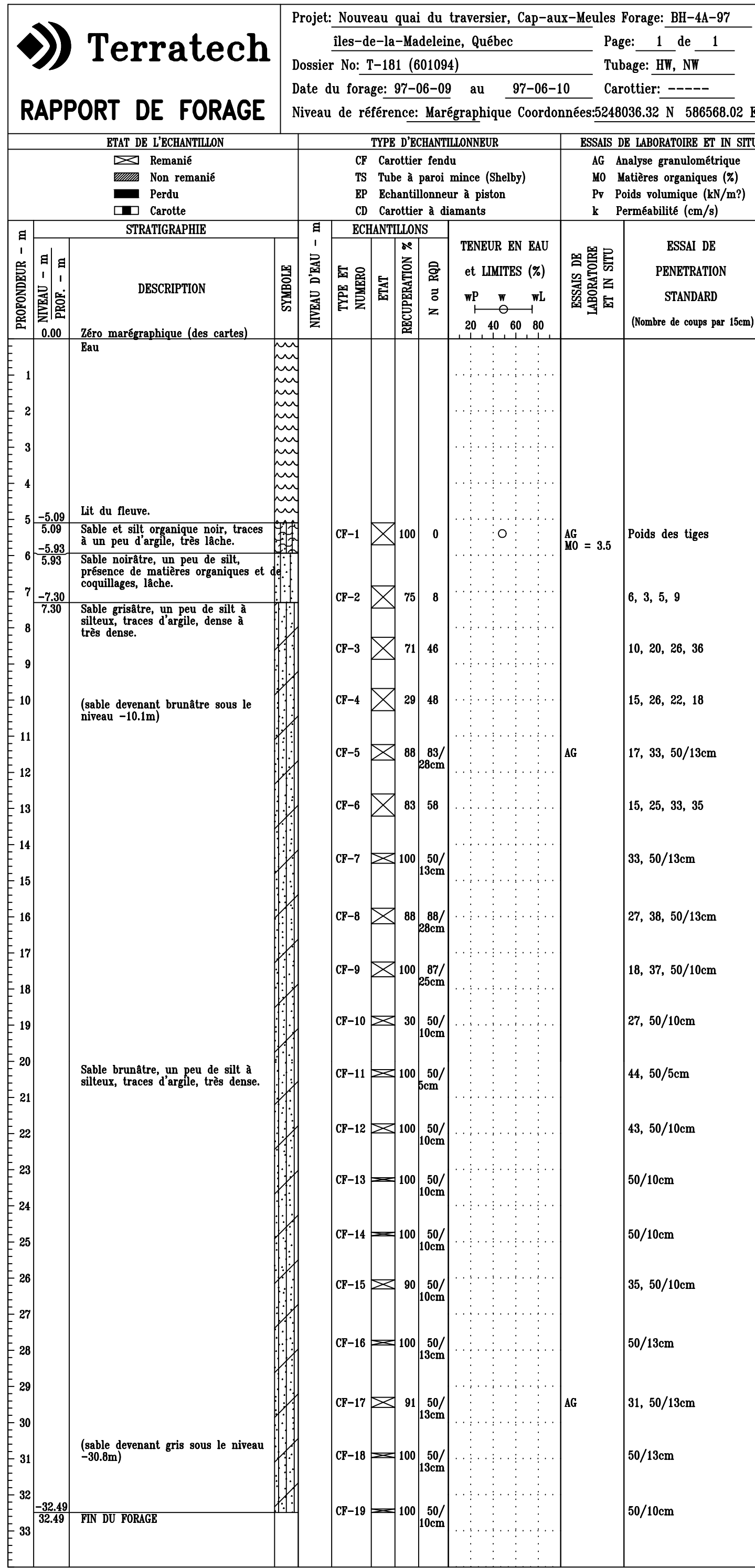
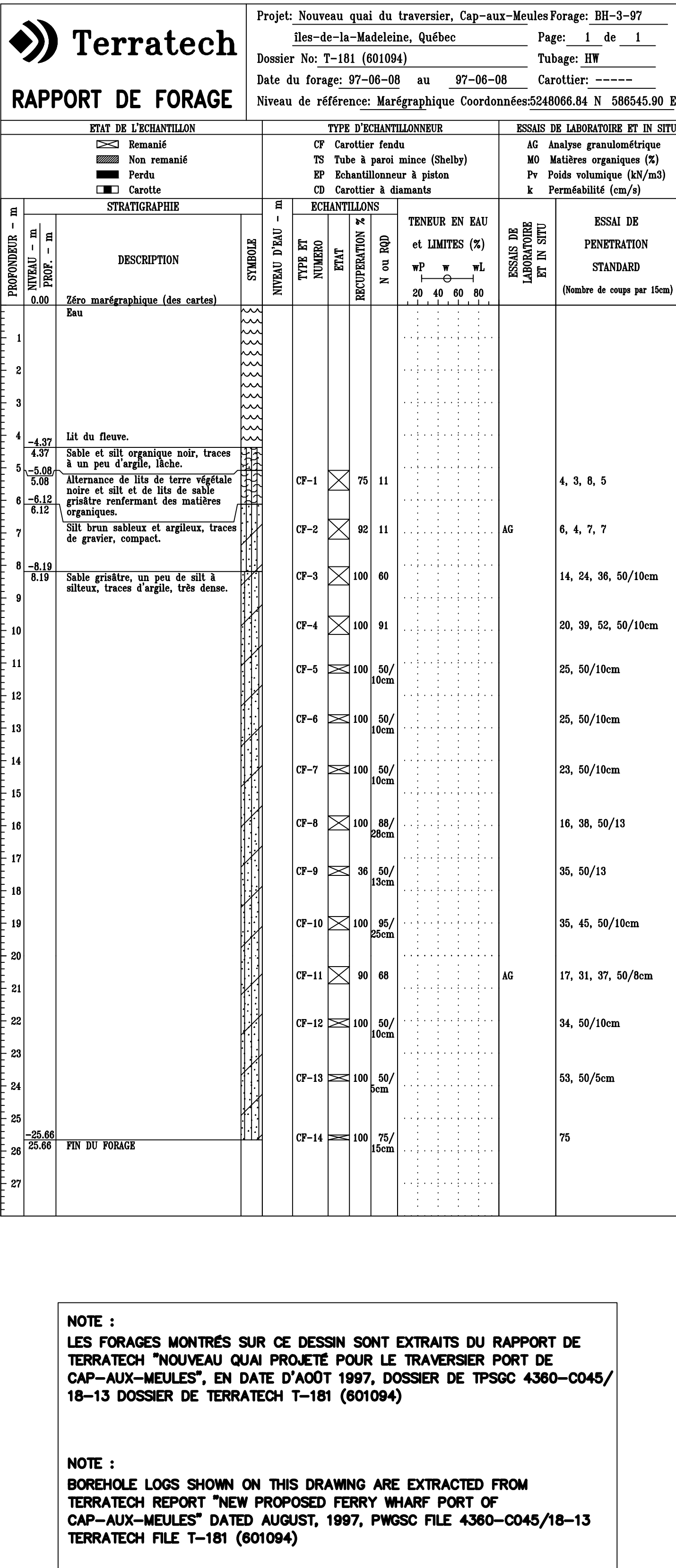
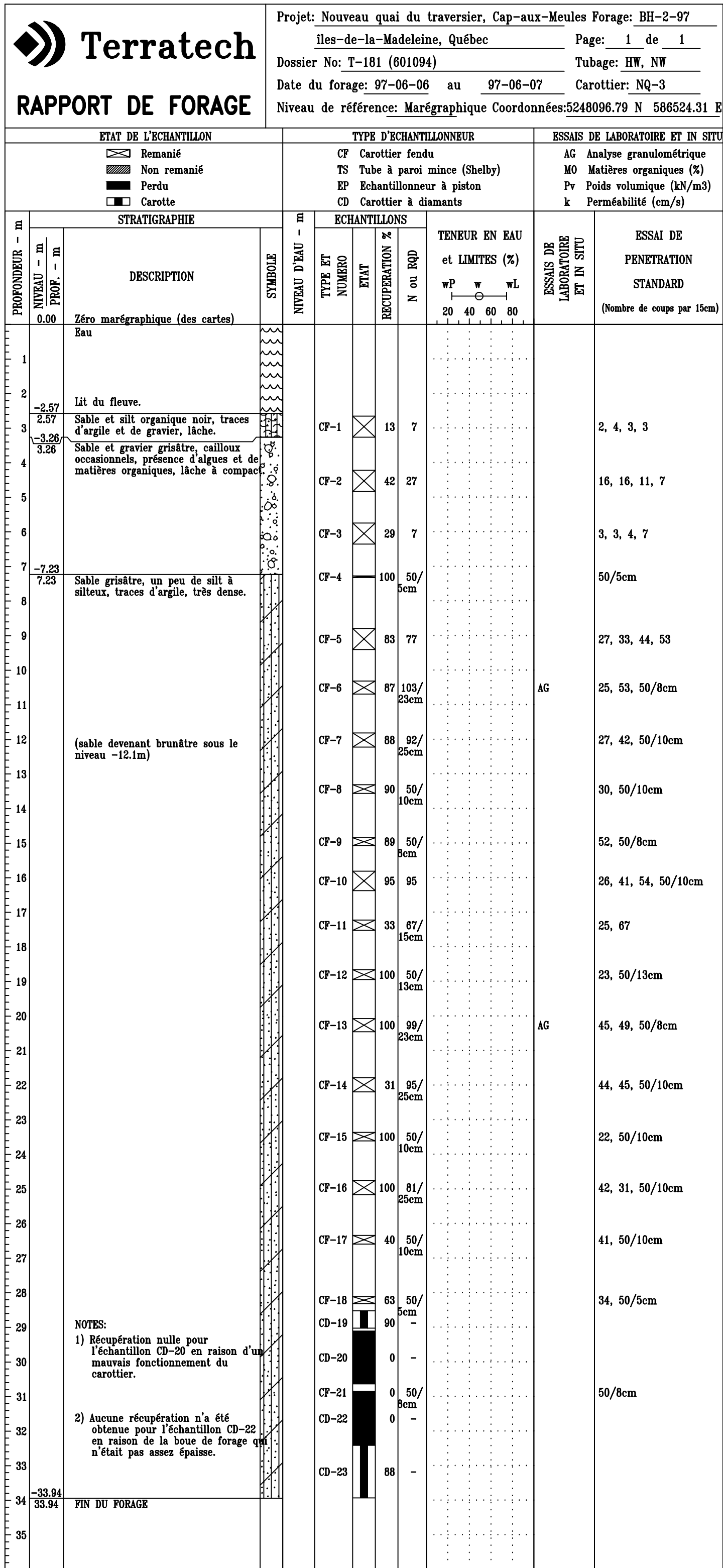
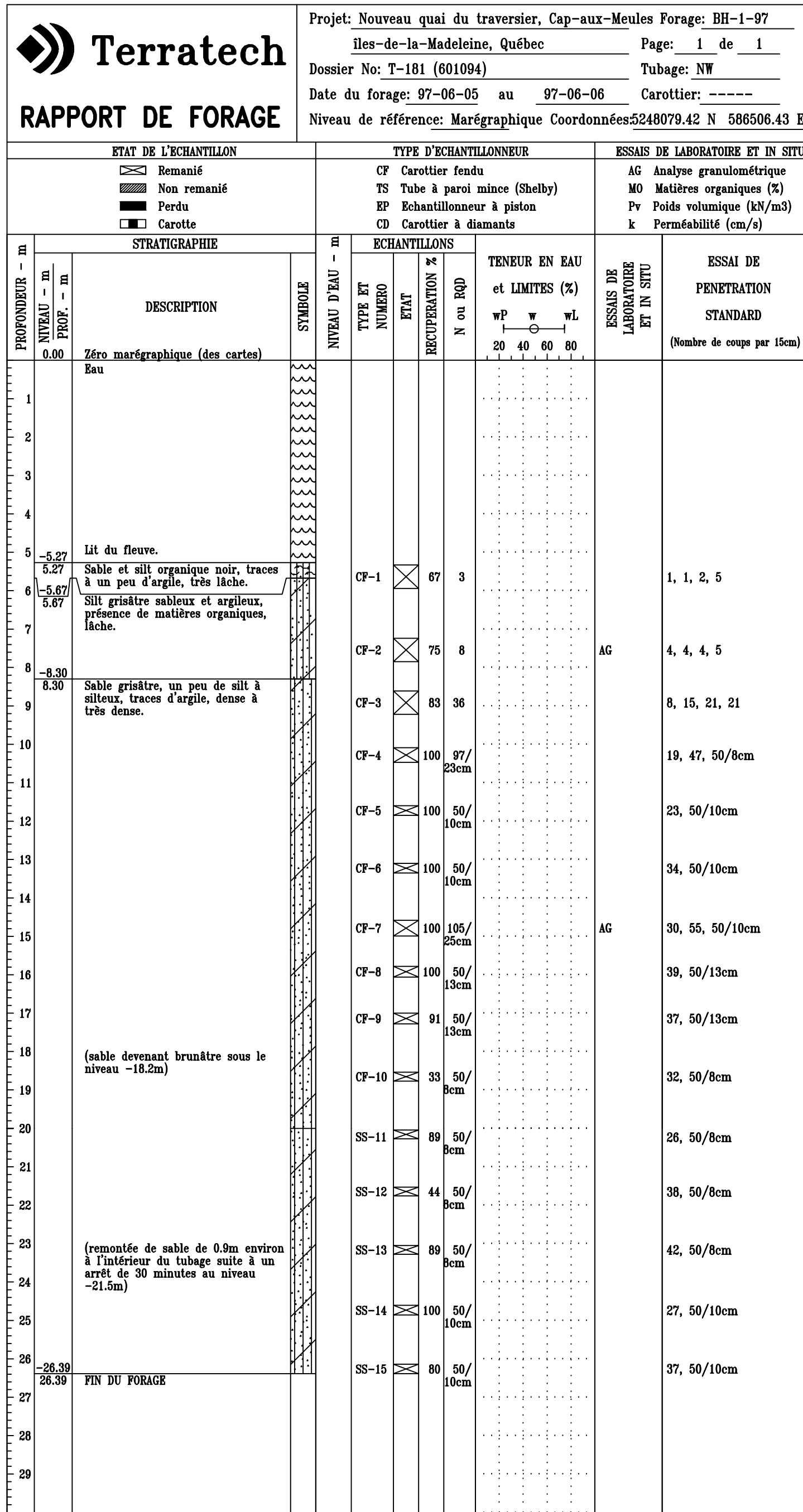
project CAP-AUX-MEULES project
PHASE I
NOUVEAU QUAI POUR TRAVERSIER
NEW FERRY WHARF
ILES-DE-LA-MADELEINE QUÉBEC
drawing dessin

PLANS DU SITE
SITE PLANS

designed E. DeCURTIS conçu
date SEPT 1997
drawn T. DeCURTIS dessiné
date SEPT 1997
approved Y. MORIN approuvé
date SEPT 1997
Tender GUY PARENT soumission
Project Manager Administrateur de projets
project no. 704861 no du projet
drawing no. 2 QU97161M

J-0441
SPDT 22079

PLOT SCALE SCALE

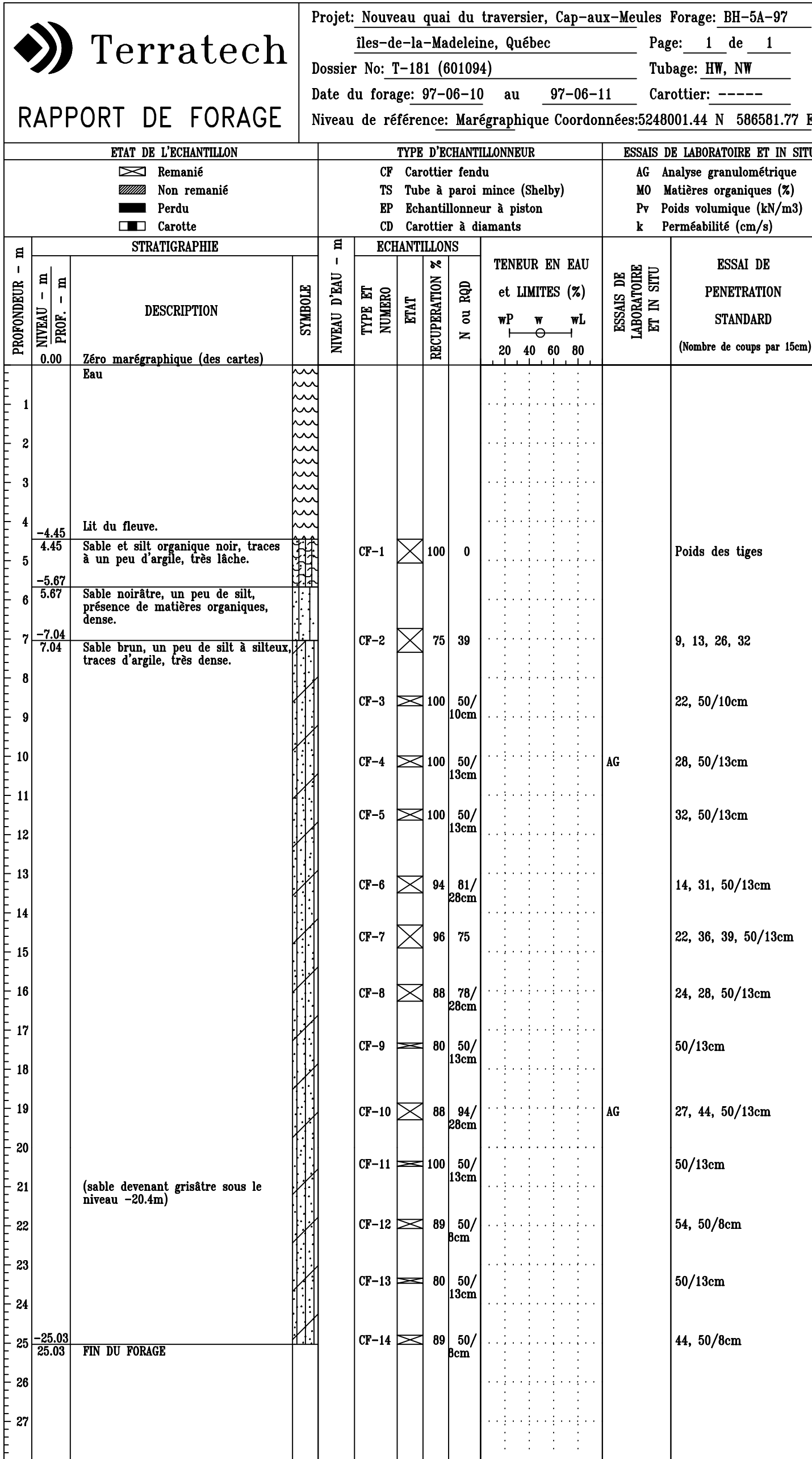


Architectural and Engineering Services
Real Property Services Branch
Civil Engineering

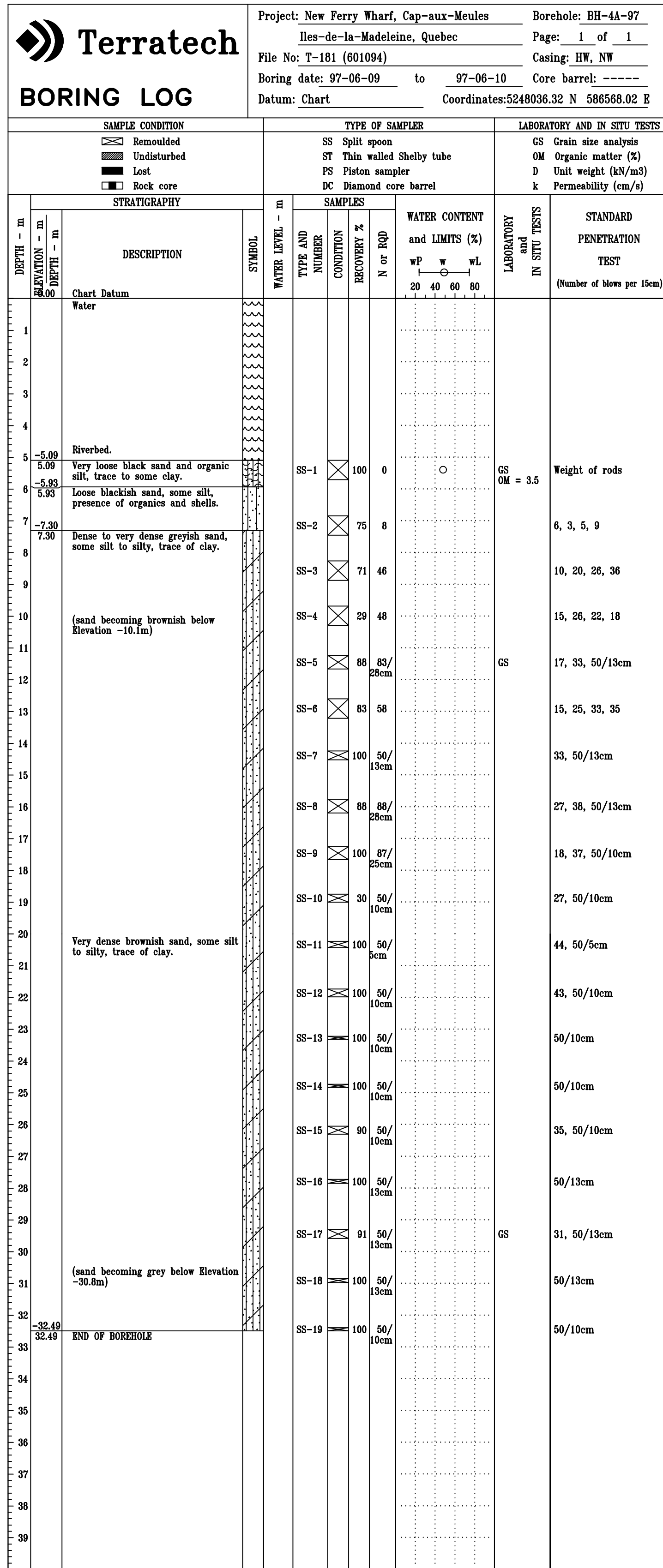
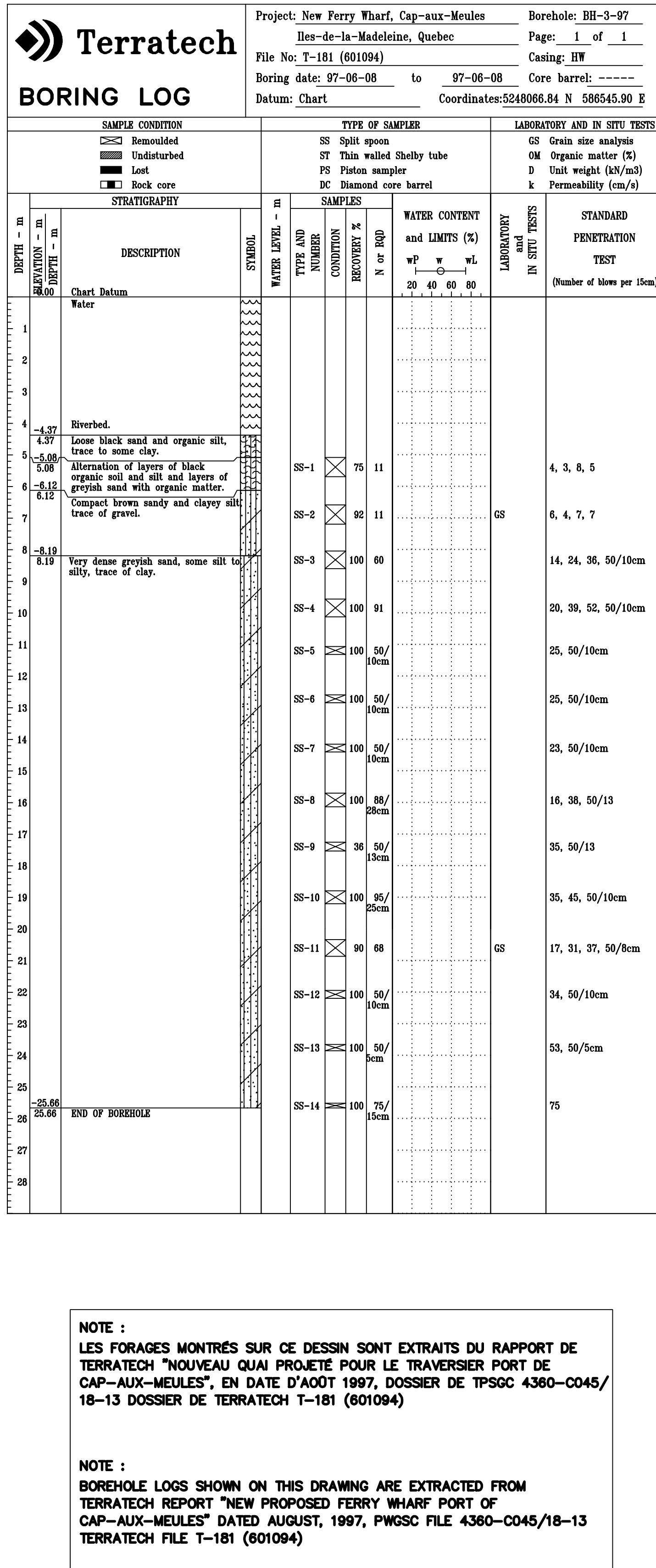
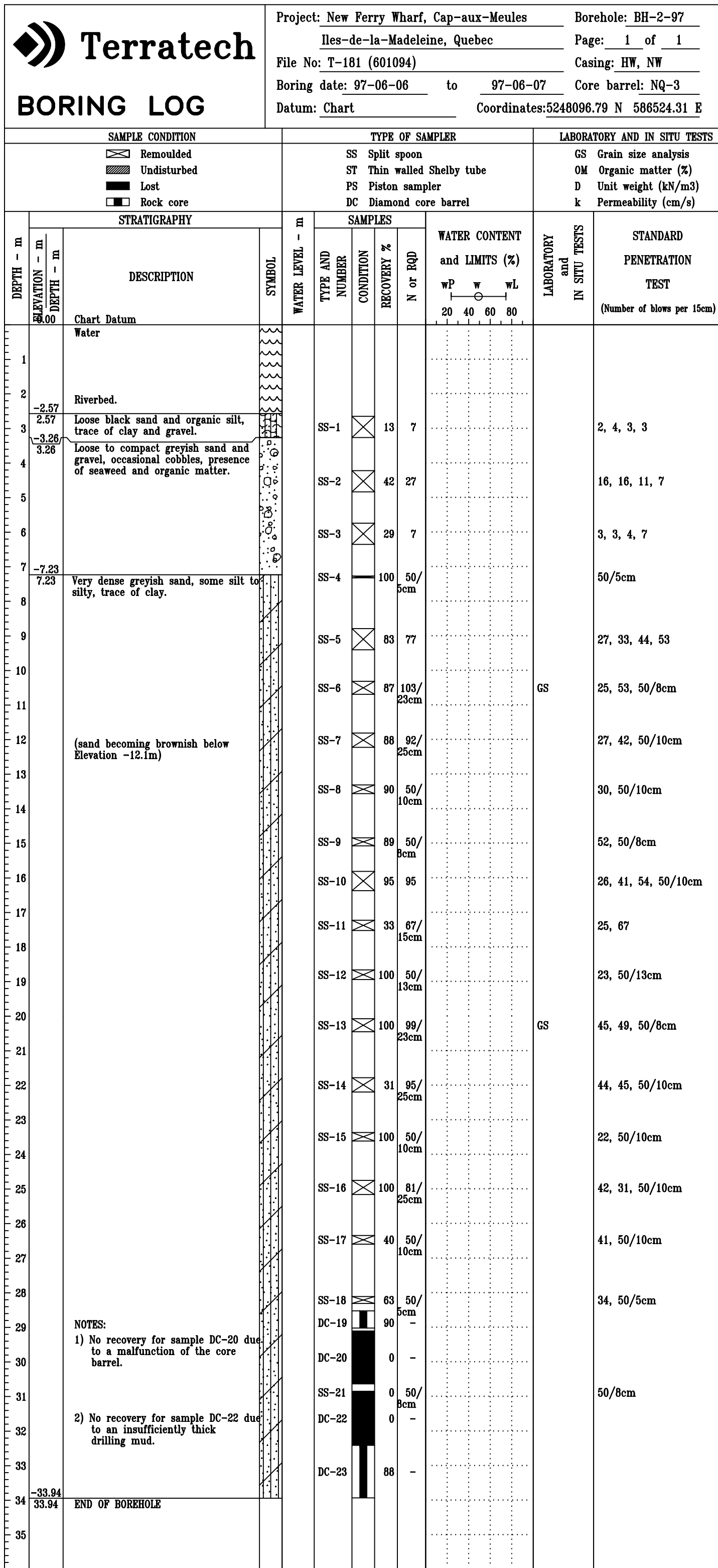
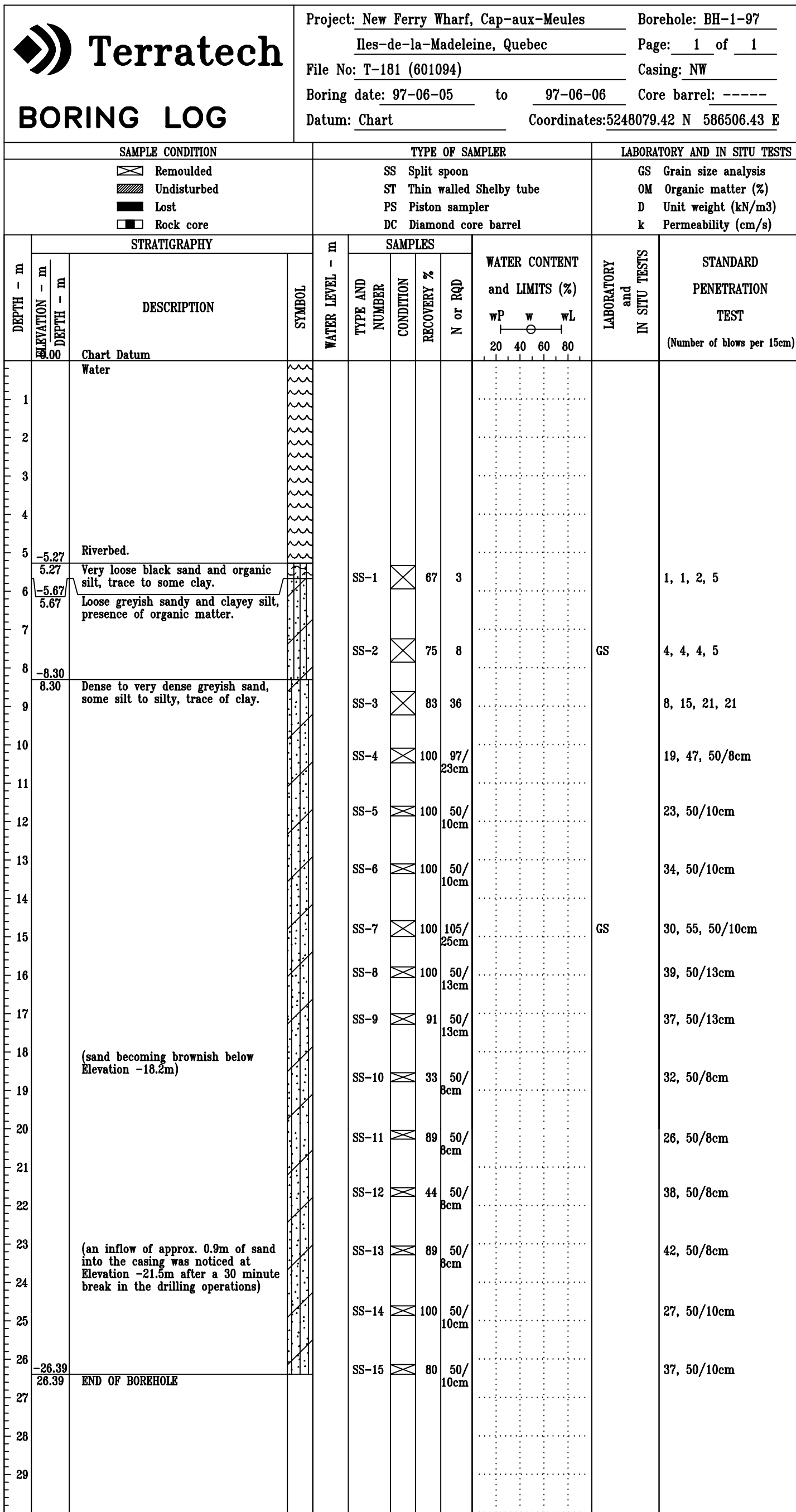
Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

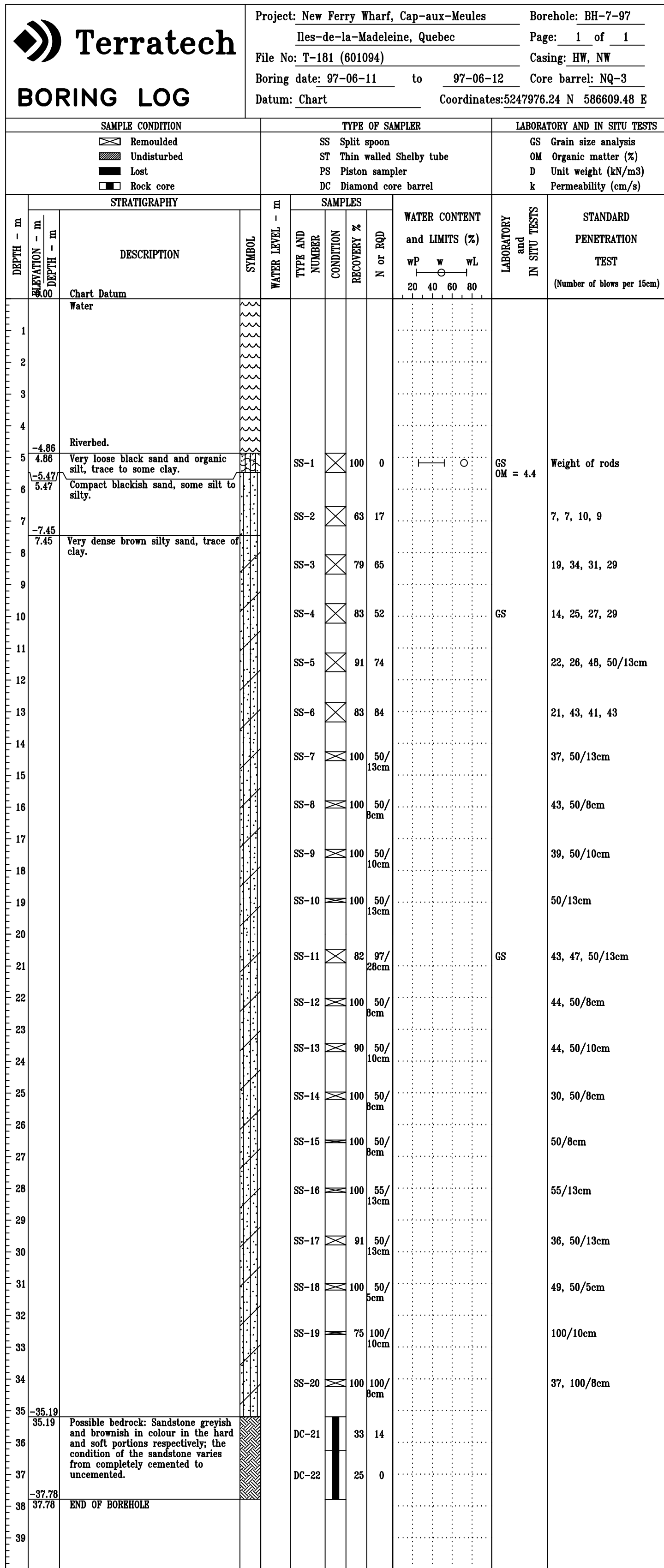
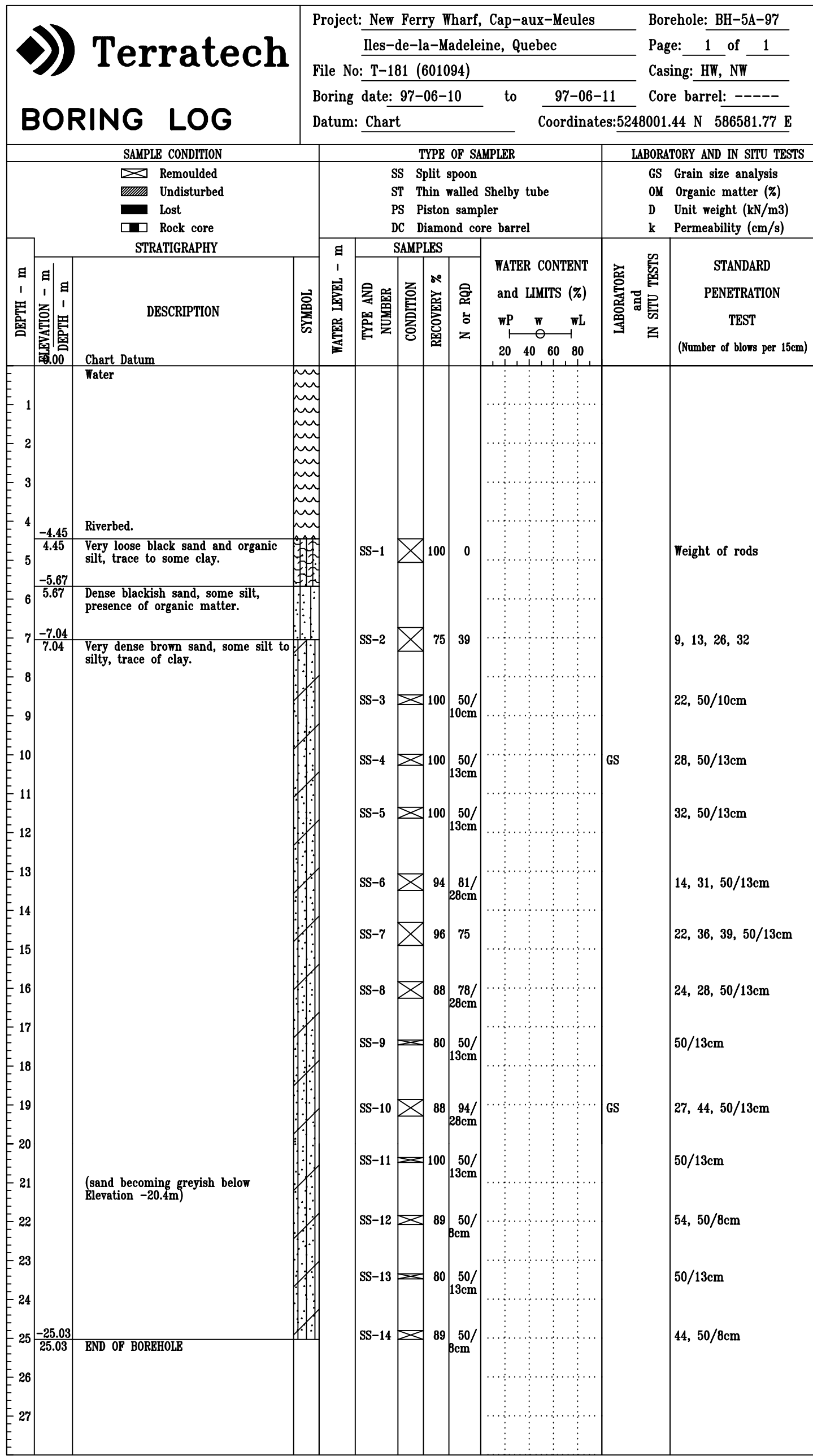
PLOT SCALE SCALE



PLOT SCALE SCALE

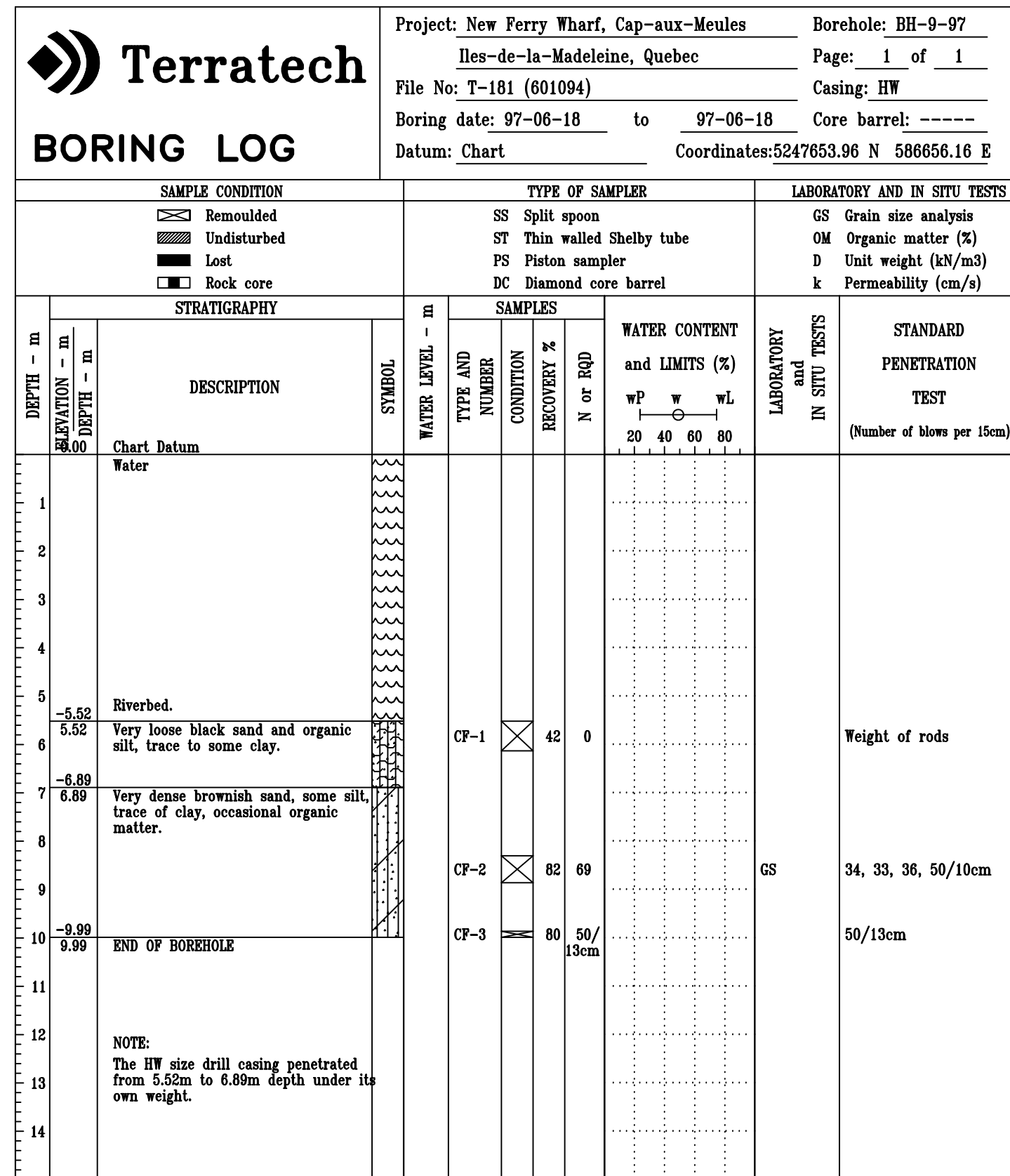
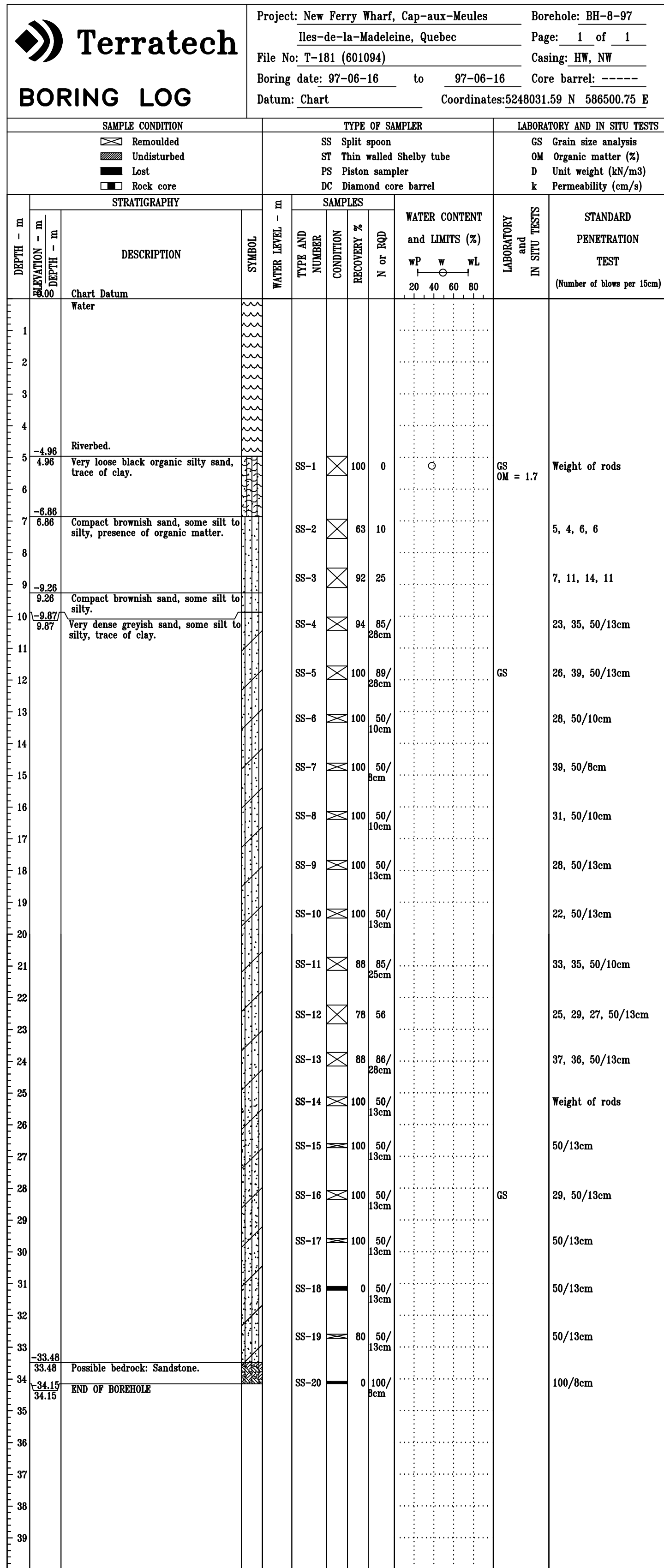


PLOT SCALE SCALE



NOTE :
LES FORAGES MONTRÉS SUR CE DESSIN SONT EXTRAITS DU RAPPORT DE TERRATECH "NOUVEAU QUAI PROJETÉ POUR LE TRAVERSIER PORT DE CAP-AUX-MEULES", EN DATE D'AOUT 1997, DOSSIER DE TPSC 4360-C045/18-13 DOSSIER DE TERRATECH T-181 (601094)

NOTE :
BOREHOLE LOGS SHOWN ON THIS DRAWING ARE EXTRACTED FROM TERRATECH REPORT "NEW PROPOSED FERRY WHARF PORT OF CAP-AUX-MEULES" DATED AUGUST, 1997, PWGSC FILE 4360-C045/18-13 TERRATECH FILE T-181 (601094)



EXPLANATION OF THE FORM BORING LOG

This form summarizes both field information and selected laboratory test results obtained from each boring. An explanation of the symbols used is given on the back of this form.

DEPTH

This column gives the depth scale of the boring.

STRATIGRAPHY

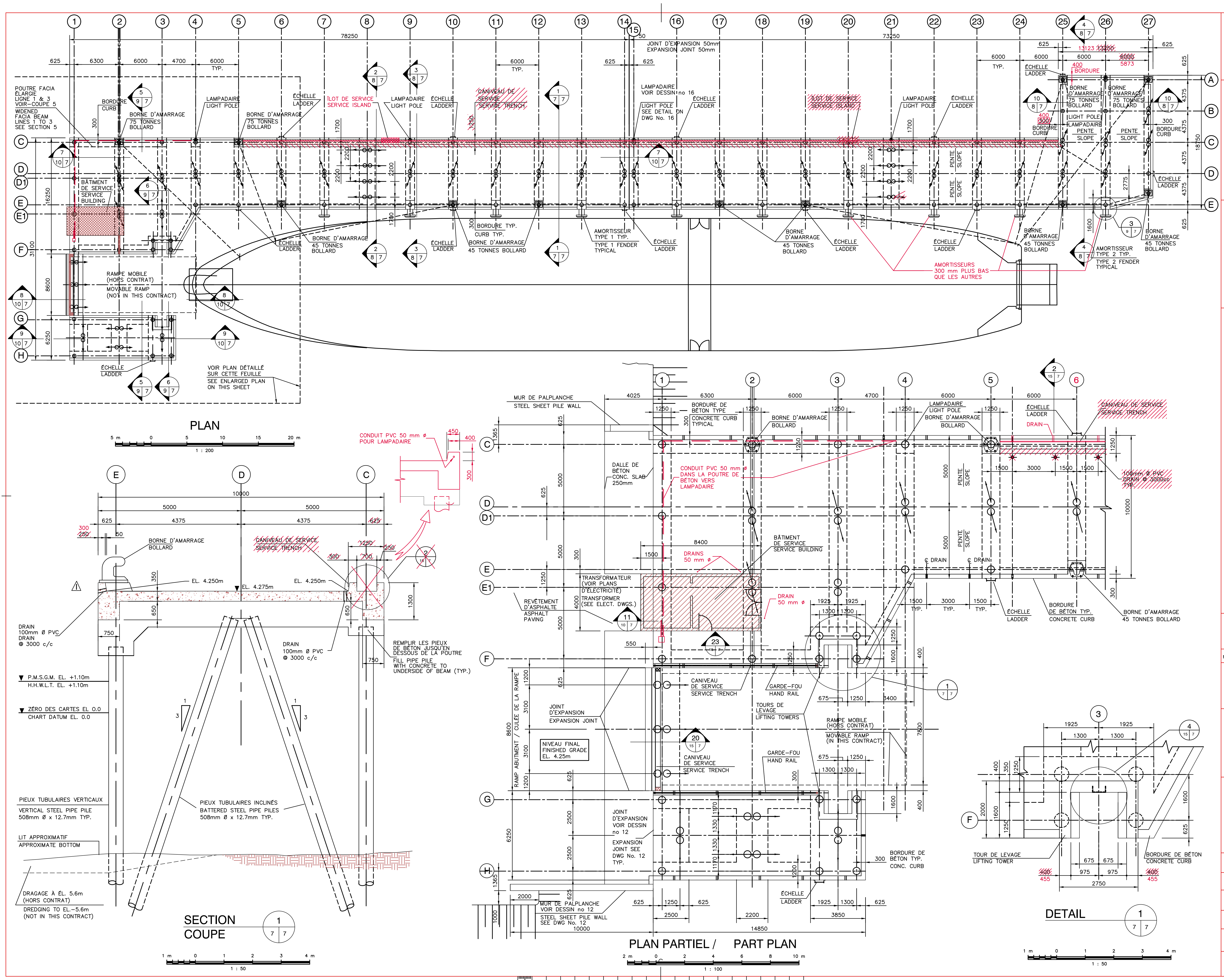
ELEVATION AND DEPTH

This column gives the elevation and depth of selected geologic contacts. The elevation is referred to the datum shown in the general heading.

DESCRIPTION

This column gives a description of the soil based on visual observation of the sample and laboratory tests. Rock strata is described according to the following classification and terminology:

Classification	Terminology
Clay	Very fine sand
Silt	Very fine sand to 0.075 mm
Sand	Very fine sand to 0.425 mm
Gravel	Very fine sand to 2 mm
Coarse sand	Very fine sand to 4.75 mm
Medium sand	Very fine sand to 9.5 mm
Coarse sand	Very fine sand to 19 mm
Gravel	Very fine sand to 47.5 mm
Coarse sand	Very fine sand to 95 mm
Medium sand	Very fine sand to 190 mm
Coarse sand	Very fine sand to 375 mm
Gravel	Very fine sand to 750 mm
Coarse sand	Very fine sand to 1500 mm
Medium sand	Very fine sand to 3000 mm
Coarse sand	Very fine sand to 6000 mm
Gravel	Very fine sand to 12000 mm
Coarse sand	Very fine sand to 24000 mm
Medium sand	Very fine sand to 48000 mm
Coarse sand	Very fine sand to 96000 mm
Gravel	Very fine sand to 192000 mm
Coarse sand	Very fine sand to 384000 mm
Medium sand	Very fine sand to 768000 mm
Coarse sand	Very fine sand to 1536000 mm
Gravel	Very fine sand to 3072000 mm
Coarse sand	Very fine sand to 6144000 mm
Medium sand	Very fine sand to 12288000 mm
Coarse sand	Very fine sand to 24576000 mm
Gravel	Very fine sand to 49152000 mm
Coarse sand	Very fine sand to 98304000 mm
Medium sand	Very fine sand to 196608000 mm
Coarse sand	Very fine sand to 393216000 mm
Gravel	Very fine sand to 786432000 mm
Coarse sand	Very fine sand to 1572864000 mm
Medium sand	Very fine sand to 3145728000 mm
Coarse sand	Very fine sand to 6291456000 mm
Gravel	Very fine sand to 12582912000 mm
Coarse sand	Very fine sand to 25165824000 mm
Medium sand	Very fine sand to 50331648000 mm
Coarse sand	Very fine sand to 100663296000 mm
Gravel	Very fine sand to 201326592000 mm
Coarse sand	Very fine sand to 402653184000 mm
Medium sand	Very fine sand to 805306368000 mm
Coarse sand	Very fine sand to 1610612736000 mm
Gravel	Very fine sand to 3221225472000 mm
Coarse sand	Very fine sand to 6442450944000 mm
Medium sand	Very fine sand to 12884901888000 mm
Coarse sand	Very fine sand to 25769803776000 mm
Gravel	Very fine sand to 51539607552000 mm
Coarse sand	Very fine sand to 103079215104000 mm
Medium sand	Very fine sand to 206158430208000 mm
Coarse sand	Very fine sand to 412316860416000 mm
Gravel	Very fine sand to 824633720832000 mm
Coarse sand	Very fine sand to 1649267441664000 mm
Medium sand	Very fine sand to 3298534883328000 mm
Coarse sand	Very fine sand to 6597069766656000 mm
Gravel	Very fine sand to 13194139533312000 mm
Coarse sand	Very fine sand to 26388279066624000 mm
Medium sand	Very fine sand to 52776558133248000 mm
Coarse sand	Very fine sand to 105553116266496000 mm
Gravel	Very fine sand to 211106232532992000 mm
Coarse sand	Very fine sand to 422212465065984000 mm
Medium sand	Very fine sand to 844424930131968000 mm
Coarse sand	Very fine sand to 1688849860263936000 mm
Gravel	Very fine sand to 3377699720527872000 mm
Coarse sand	Very fine sand to 6755399441055744000 mm
Medium sand	Very fine sand to 13510798882111488000 mm
Coarse sand	Very fine sand to 27021597764222976000 mm
Gravel	Very fine sand to 54043195528445952000 mm
Coarse sand	Very fine sand to 108086391056891904000 mm
Medium sand	Very fine sand to 216172782113783808000 mm
Coarse sand	Very fine sand to 432345564227567616000 mm
Gravel	Very fine sand to 864691128455135232000 mm
Coarse sand	Very fine sand to 1729382256910270464000 mm
Medium sand	Very fine sand to 3458764513820540928000 mm
Coarse sand	Very fine sand to 6917529027641081856000 mm
Gravel	Very fine sand to 13835058055282163712000 mm
Coarse sand	Very fine sand to 27670116110564327424000 mm
Medium sand	Very fine sand to 55340232221128654848000 mm
Coarse sand	Very fine sand to 110680464442257309696000 mm
Gravel	Very fine sand to 221360928884514619392000 mm
Coarse sand	Very fine sand to 442721857769029238784000 mm
Medium sand	Very fine sand to 885443715538058477568000 mm
Coarse sand	Very fine sand to 1770887431076116955136000 mm
Gravel	Very fine sand to 3541774862152233910272000 mm
Coarse sand	Very fine sand to 7083549724304467820544000 mm
Medium sand	Very fine sand to 14167099448608935641088000 mm
Coarse sand	Very fine sand to 28334198897217871282176000 mm
Gravel	Very fine sand to 56668397794435742564352000 mm
Coarse sand	Very fine sand to 113336795588871485128704000 mm
Medium sand	Very fine sand to 226673591177742970257408000 mm
Coarse sand	Very fine sand to 453347182355485940514816000 mm
Gravel	Very fine sand to 906694364710971881029632000 mm
Coarse sand	Very fine sand to 1813388729421943762059264000 mm
Medium sand	Very fine sand to 3626777458843887524118528000 mm
Coarse sand	Very fine sand to 7253554917687775048237056000 mm
Gravel	Very fine sand to 14507109235375550096474112000 mm
Coarse sand	Very fine sand to 29014218470751100192948224000 mm
Medium sand	Very fine sand to 58028436941502200385896448000 mm
Coarse sand	Very fine sand to 116056873883004400771792896000 mm
Gravel	Very fine sand to 232113747766008801543585792000 mm
Coarse sand	Very fine sand to 464227495532017603087171584000 mm
Medium sand	Very fine sand to 928454991064035206174343168000 mm
Coarse sand	Very fine sand to 1856909982128070412348686336000 mm
Gravel	Very fine sand to 3713819964256140824697372672000 mm
Coarse sand	Very fine sand to 7427639928512281649394745344000 mm
Medium sand	Very fine sand to 14855279857024563298789490688000 mm
Coarse sand	Very fine sand to 29710559714049126597578981376000 mm
Gravel	Very fine sand to 59421119428098253195157962752000 mm
Coarse sand	Very fine sand to 118842238856196506390315925504000 mm
Medium sand	Very fine sand to 237684477712393012780631851008000 mm
Coarse sand	Very fine sand to 475368955424786025561263702016000 mm
Gravel	Very fine sand to 950737910849572051122527404032000 mm
Coarse sand	Very fine sand to 1901475821699144102245054808064000 mm
Medium sand	Very fine sand to 38029516433982882044901





Public Works and
Government Services
Canada



Travaux publics et
Services gouvernementaux
Canada

Architectural and Engineering Services
Real Property Services Branch
Civil Engineering

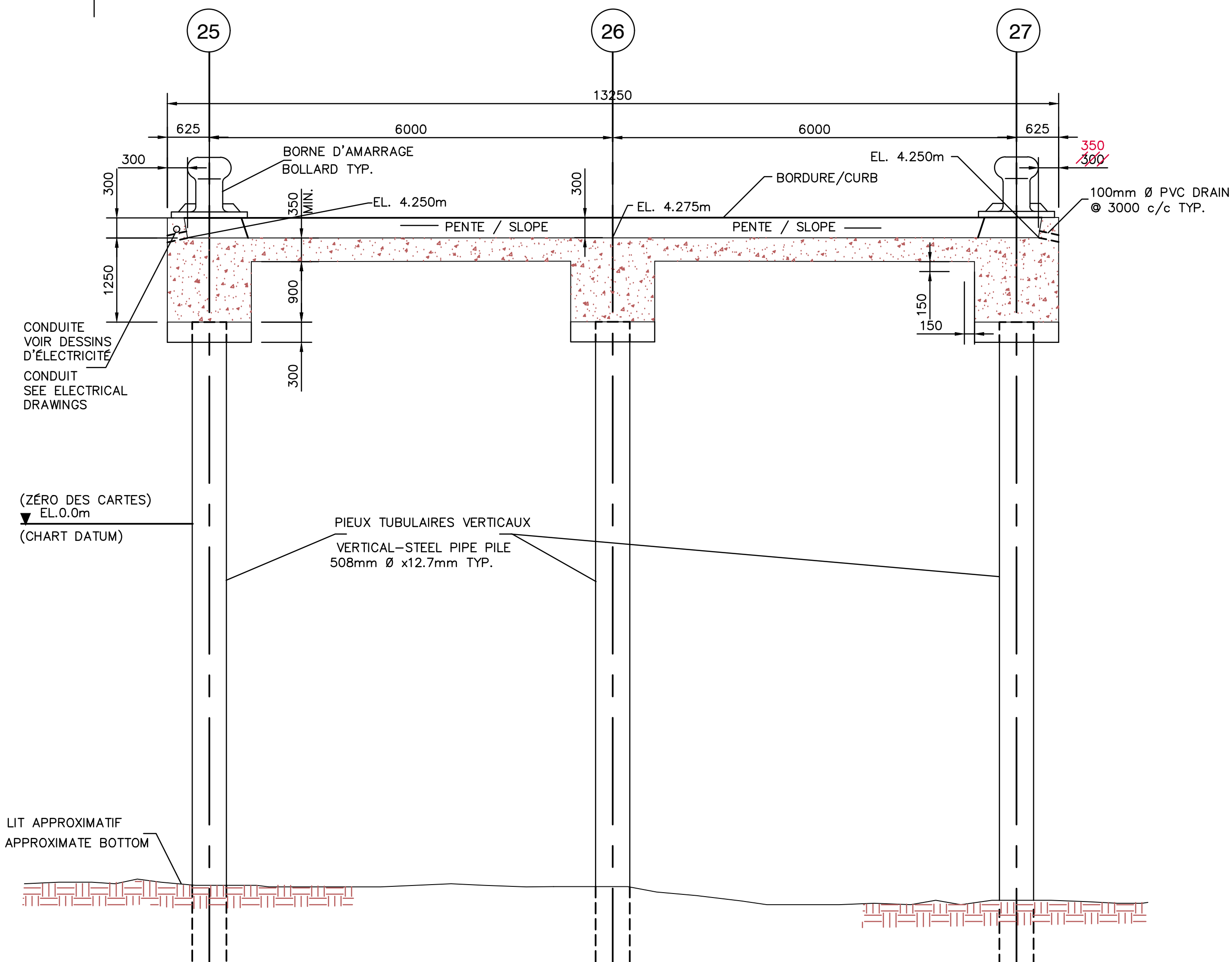
Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

	AMORTISSEUR ET BLOC DE BÉTON ENLEVÉS FENDER PANEL AND CONCRETE BLOCK REMOVED	98/01
revisions		date
<div><div>A</div><div>C</div></div>	A detail no. no du détail B location drawing no. sur dessin no. C drawing no. dessin no.	<div><div>A</div><div>B/C</div></div>
project	CAP-AUX-MEULES	projet
	PHASE I	
	NOUVEAU QUAI POUR TRAVERSIER	
	NEW FERRY WHARF	
drawing	ILES-DE-LA-MADELINE	dessin
	QUEBEC	
	PLANS - AMÉNAGEMENT GÉNÉRAL DU QUAI ET COUPE 1	
	PLANS - WHARF LAYOUT AND SECTION 1	
designed	E. DeCURTIS	conçu
date	D.S. MURPHY	SEPT. 1997
drawn	T. DeCURTIS	dessiné
date	E.B. MATATKO	SEPT. 1997
approved		approuvé
date	Y. MORIN	SEPT. 1997
Tender	GUY PARENT	Soumission
Project Manager	Administrateur de projets	
project no.	no du projet	
	704681	
drawing no.	no du dessin	
	7	QU97161M

U-0446

SIPDT 22102

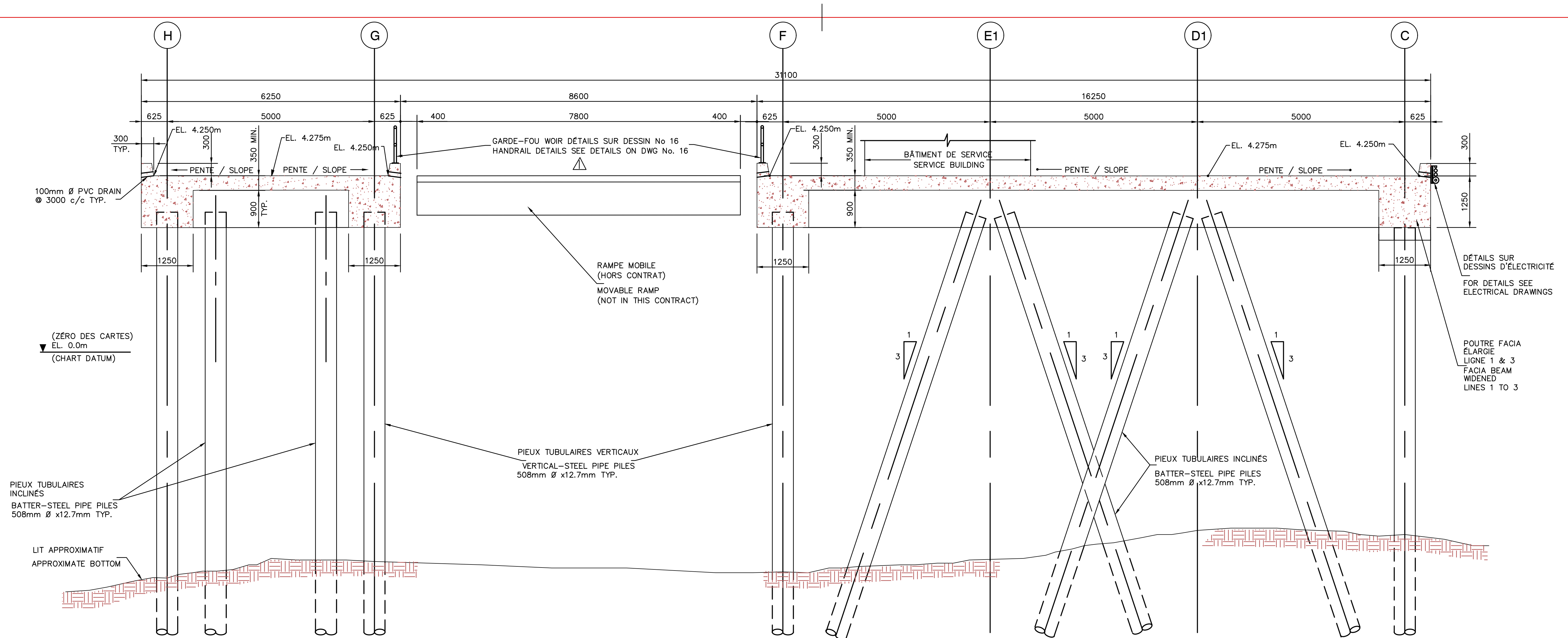


Centre d'expertise national
Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

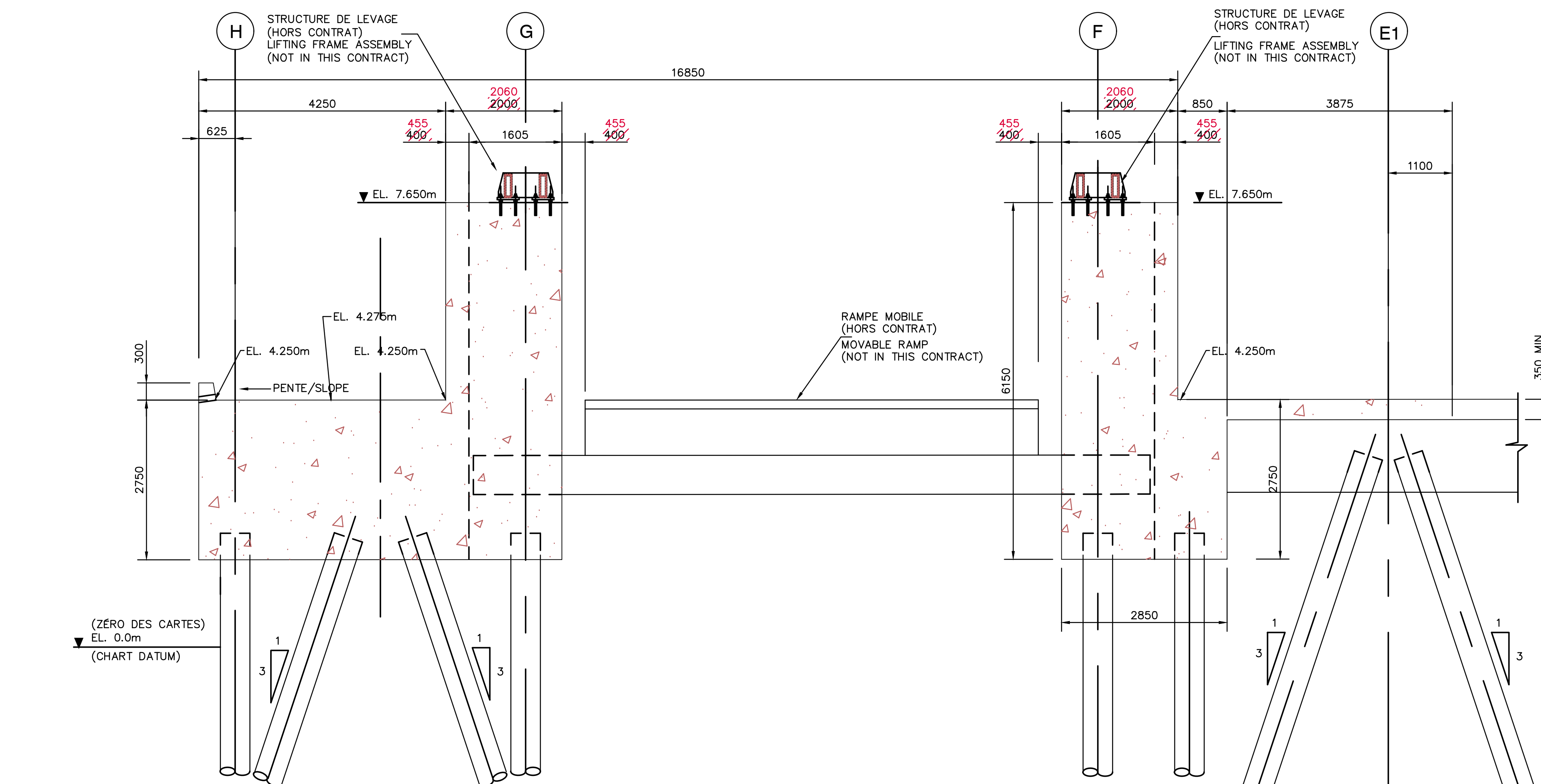
designed	E. DeCURTIS	conçu
drawn		SEPT. 1997
date	E.B. MATATKO	dessiné
date		SEPT. 1997
approved	Y. MORIN	approuvé
date		SEPT. 1997
Tender	GUY PARENT	Soumission
Project Manager	Administrateur	des projets
project no.		no du projet
	704861	
drawing no.		no du dessin
	8	QU97161M

J-0447	SIPDT 22105
--------	-------------

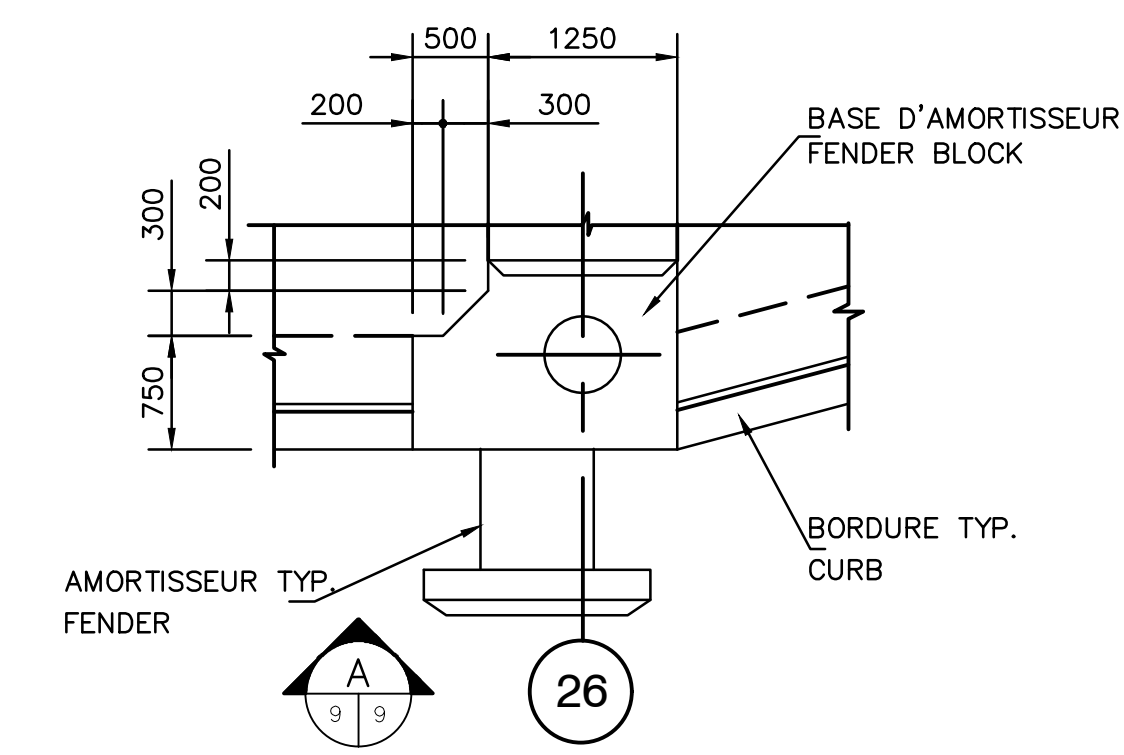
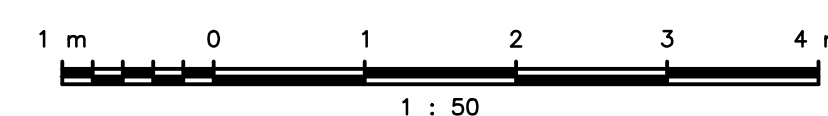
PLOT SCALE



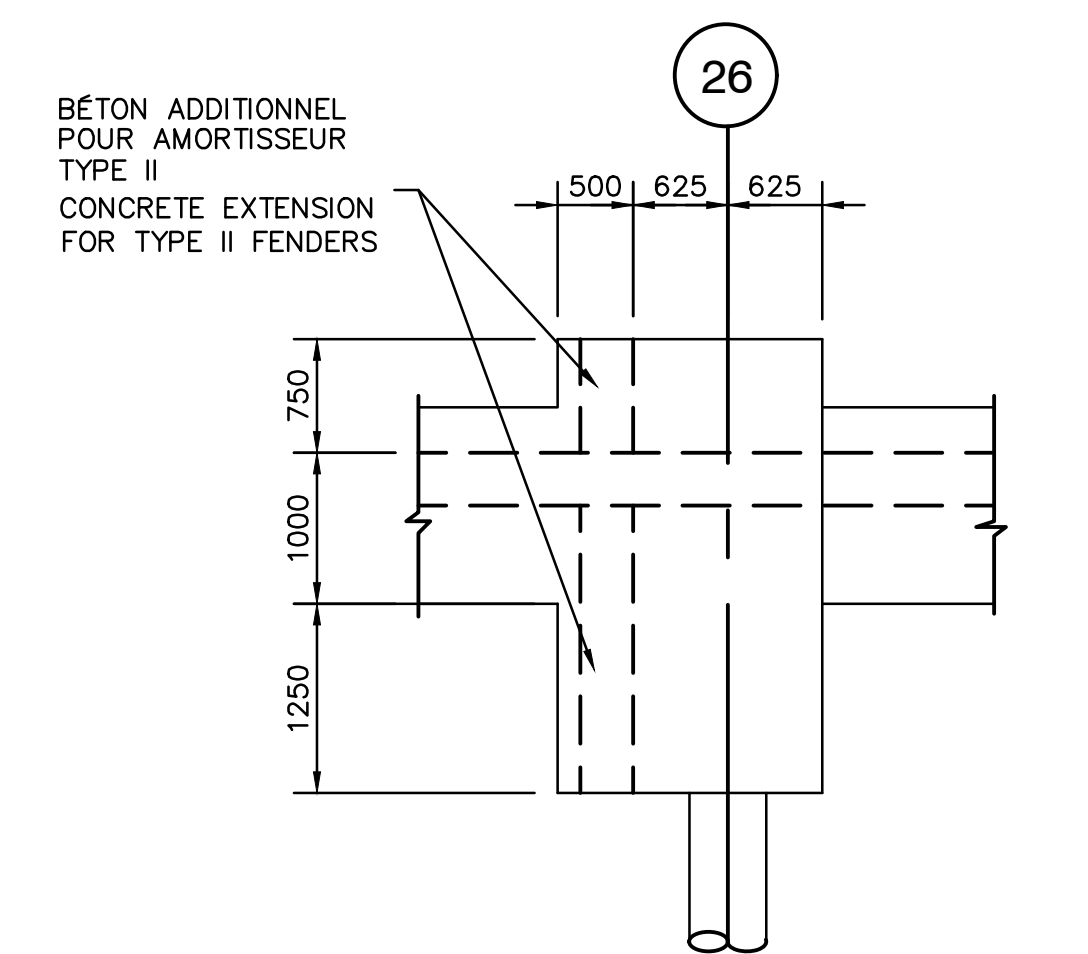
SECTION
COUPE 5



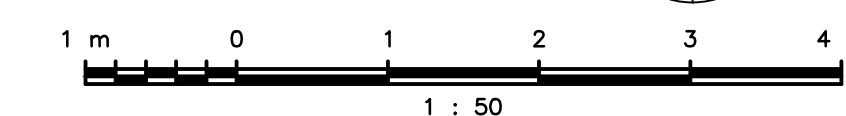
SECTION
COUPE 6



DETAIL 26



ELEVATION 26



Architectural and Engineering Services
Real Property Services Branch
Civil Engineering

Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

revisions	GARDE-FOU AJOUTÉ HANDRAIL ADDED	98/01
date		

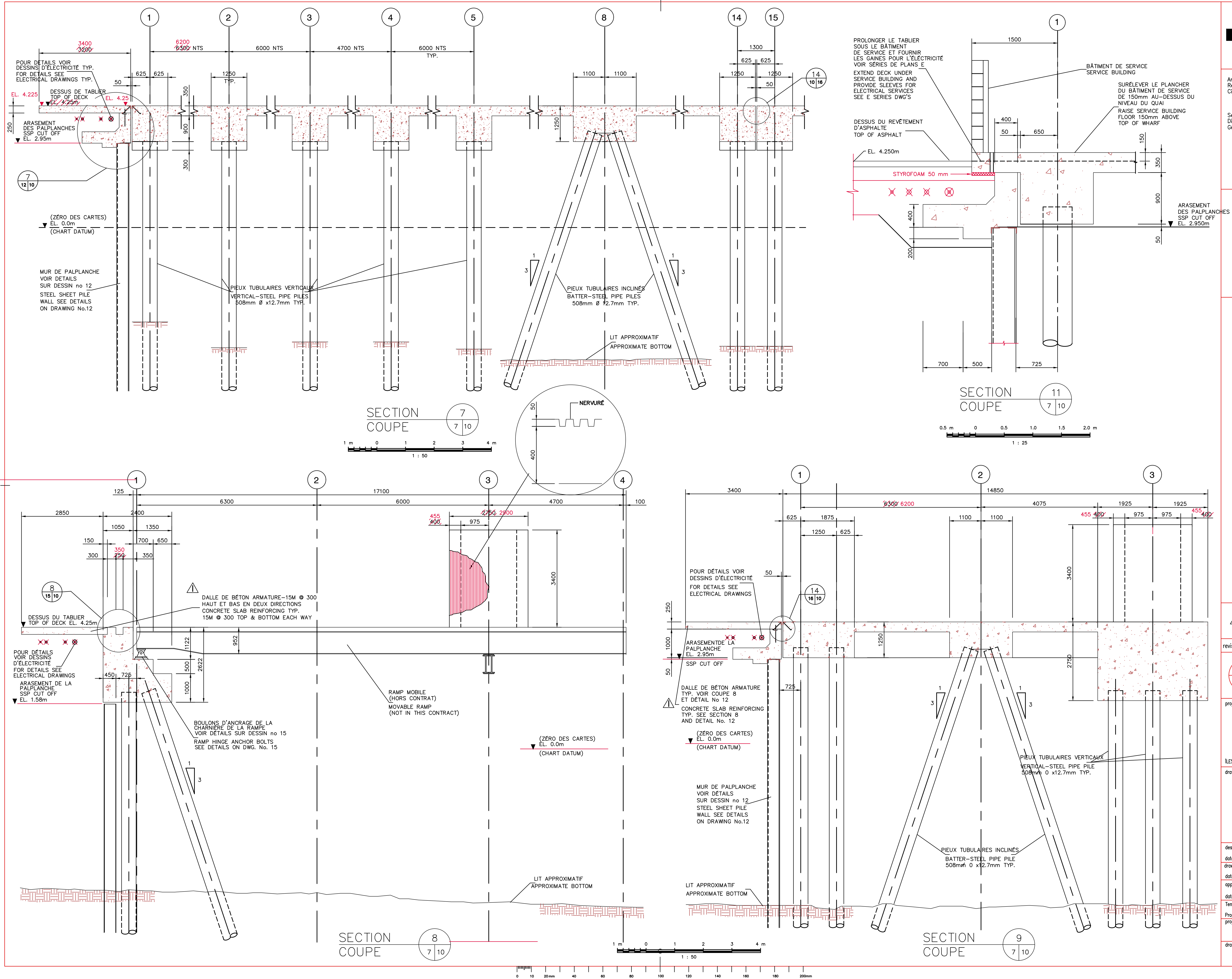
A	A detail no. no. du détail	A
C	B location, drawing no. sur dessin no.	B/C
	C drawing no. dessin no.	


project	CAP-AUX-MEULES	project
	PHASE I	
	NOUVEAU QUAI POUR TRAVERSIER	
	NEW FERRY WHARF	
ILES-DE-LA-MOULÈNE		QUÉBEC
drawing		dessin

COUPES 5 ET 6
SECTIONS 5 AND 6

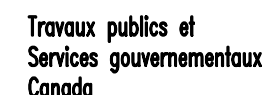
designed	E. DECURTIS	conçu
date	SEPT. 1997	dessiné
drawn	E.B. MATATKO	SEPT. 1997
date	SEPT. 1997	approuvé
approved	Y. MORIN	SEPT. 1997
date		
Tender	GUY PARENT	Submission
Project Manager	Administrateur de projets	
project no.	704861	no du projet
drawing no.	9	no du dessin
	QU97161M	

J-0448
SIPDT 22108





Public Works and
Government Services
Canada



Travaux publics et
Services gouvernementaux
Canada

Architectural and Engineering Services
Real Property Services Branch
Civil Engineering

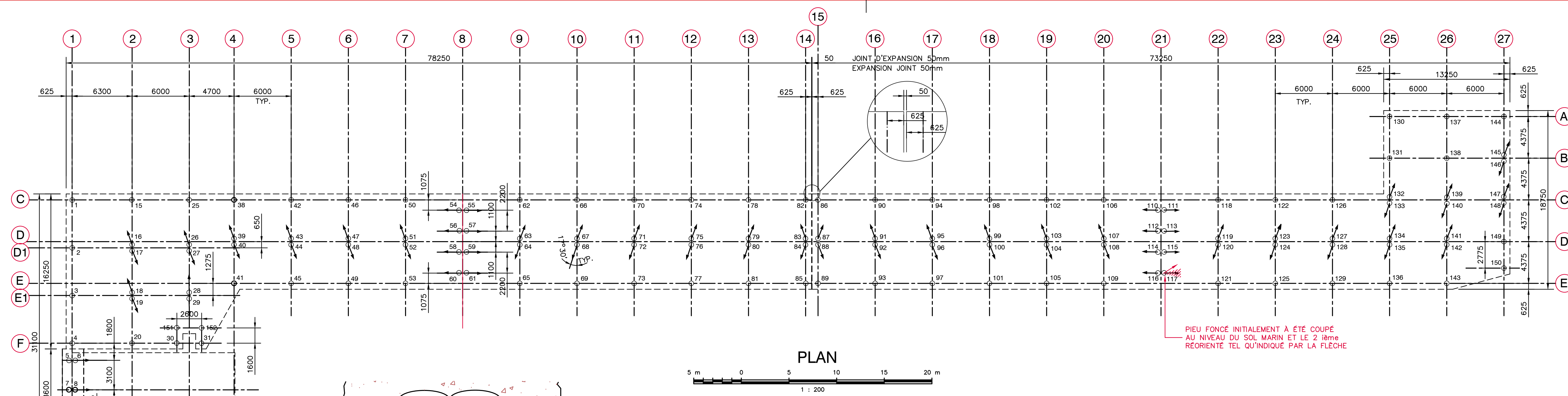
Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT

1998-10-20

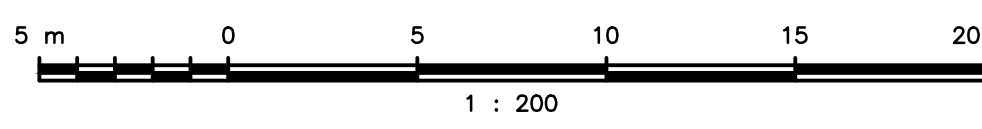
revisions	<div><div>Δ</div><div>ARMATURE DE DALLE DE BÉTON AJOUTÉE CONCRETE SLAB REINFORCING ADDED</div><div>98/01</div></div>	date
project	CAP-AUX-MEULES	project
PHASE I		
NOUVEAU QUAI POUR TRAVERSIER		
NEW FERRY WHARF		
ILES-DE-LA-MOULÈNE	QUÉBEC	
drawing	dessin	
COUPES 7,8,9 & 11 SECTIONS 7,8,9 & 11		
designed	E. DeCURTIS	conçu
date	SEPT. 1997	dessiné
drawn	E.B. MATATKO	SEPT. 1997
date	SEPT. 1997	approuvé
approved	Y. MORIN	SEPT. 1997
date	SEPT. 1997	submission
Tender	GUY PARENT	Administrateur de projets
Project Manager	704861	no du projet
project no.	704861	
drawing no.	10	no du dessin
	QU97161M	

J-0449
SIPT 2211

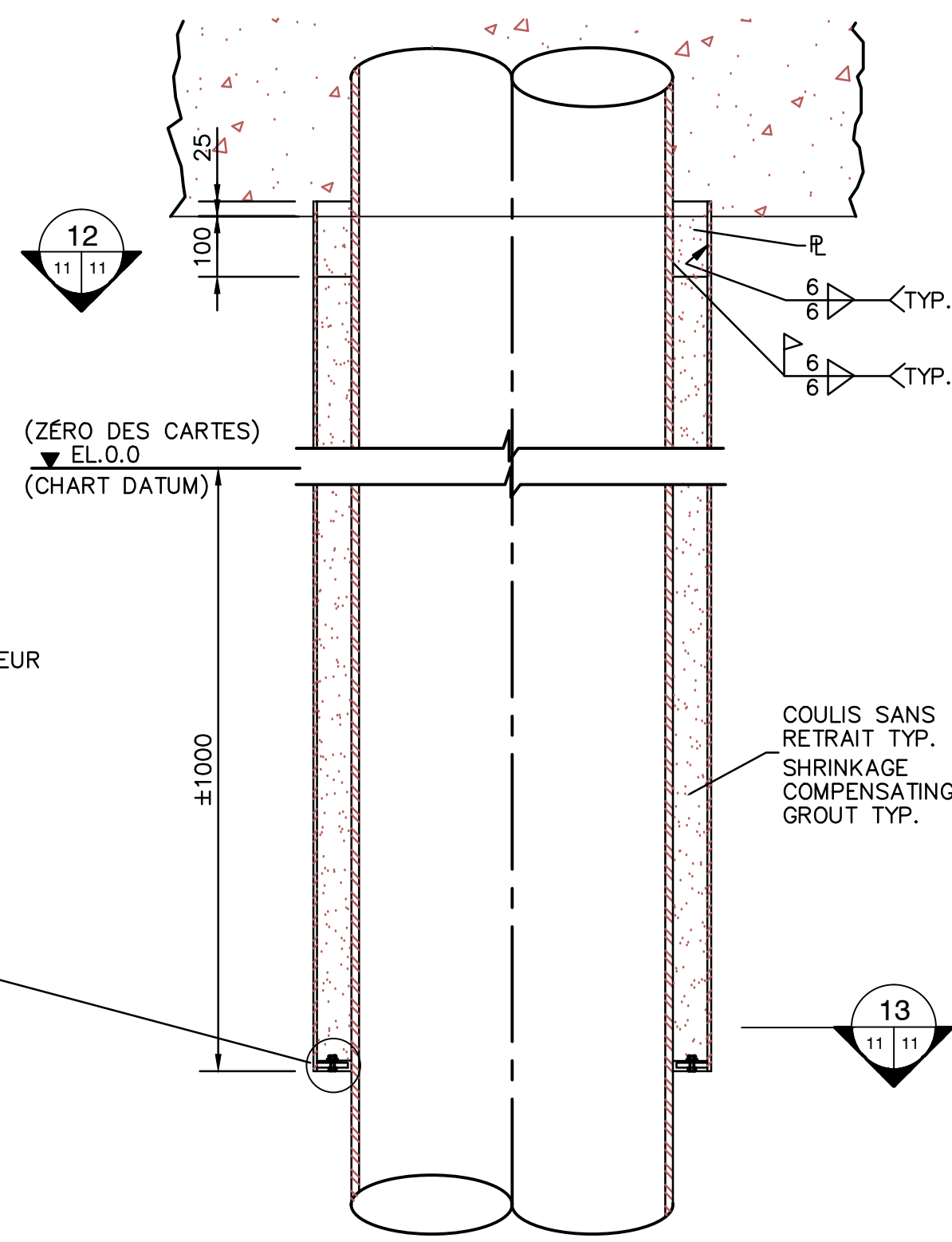
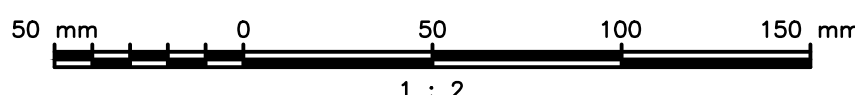
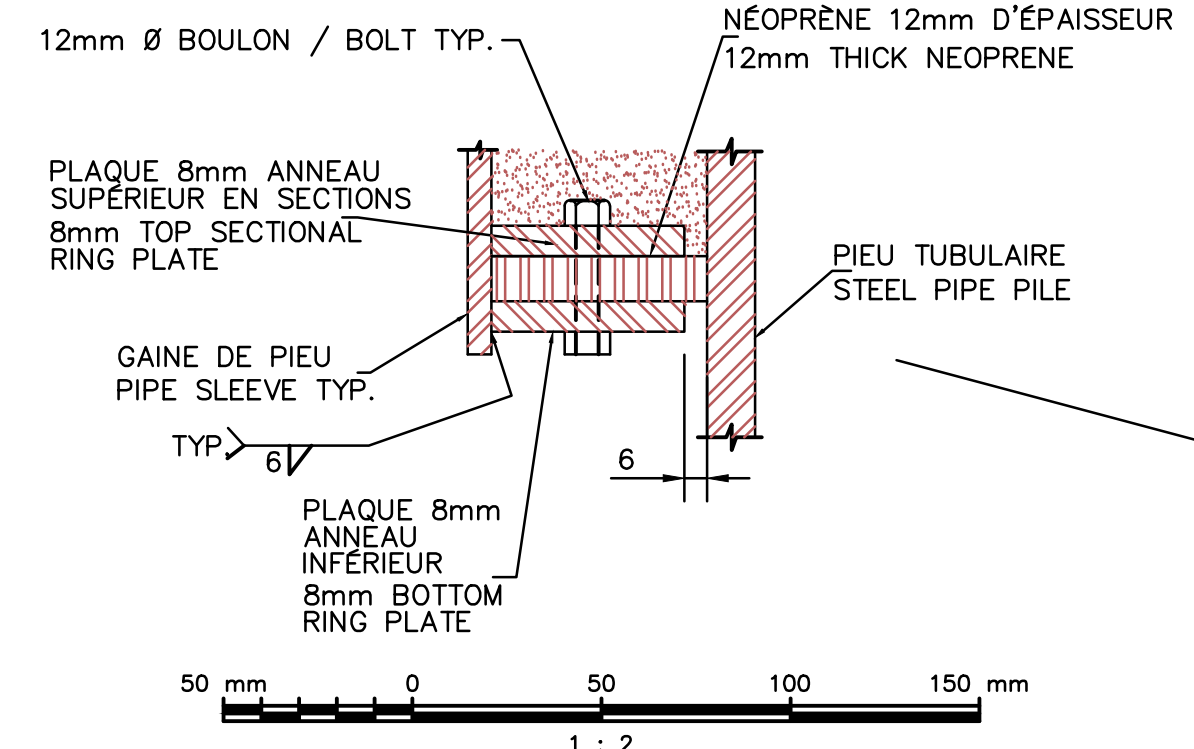


PIEU FORCÉ INITIALEMENT À ÊTRE COUPÉ
AU NIVEAU DU SOL MARIN ET LE 2^{ème} BÂTIMENT
REORIENTÉ TEL QU'INDIQUE PAR LA FLECHE

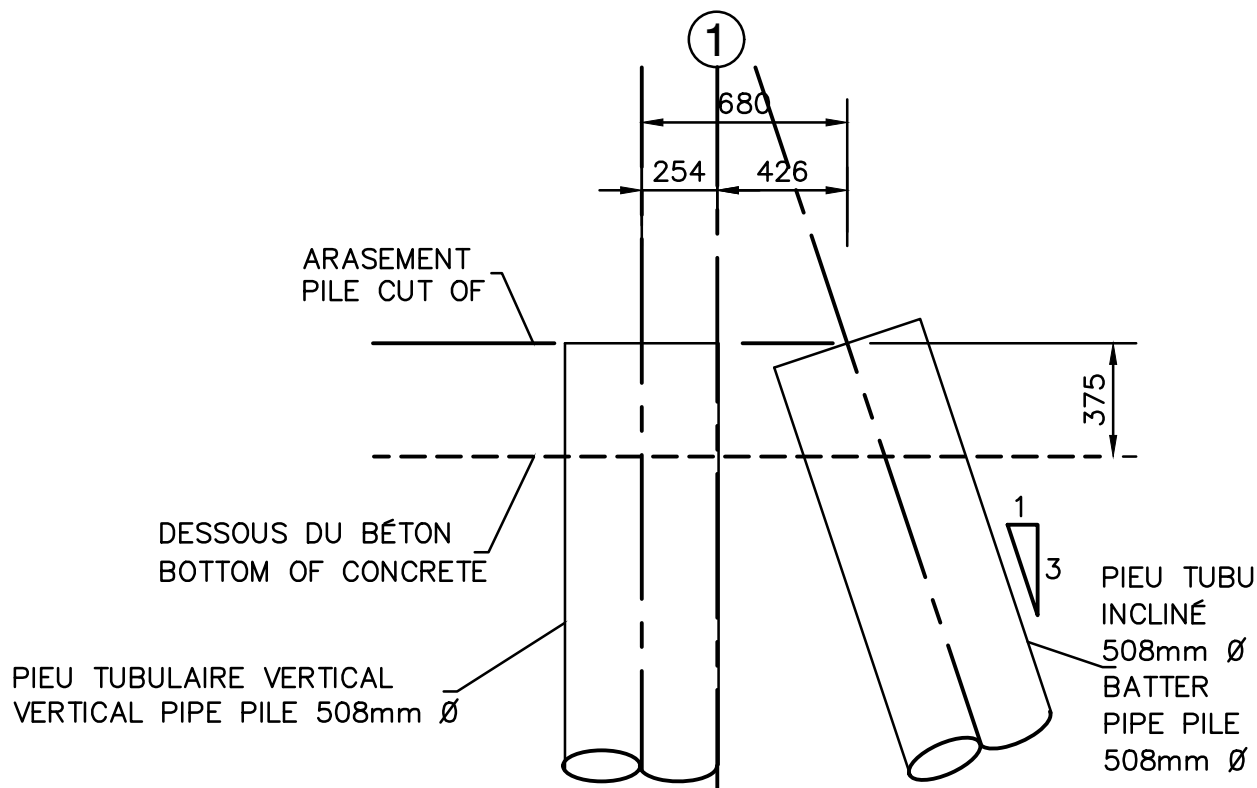
PLAN



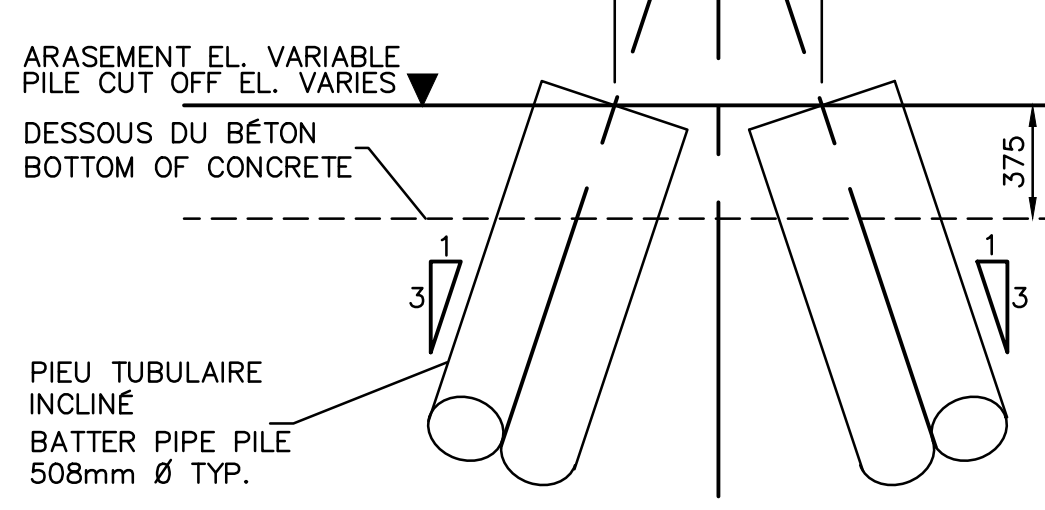
PLOT SCALE SCALE



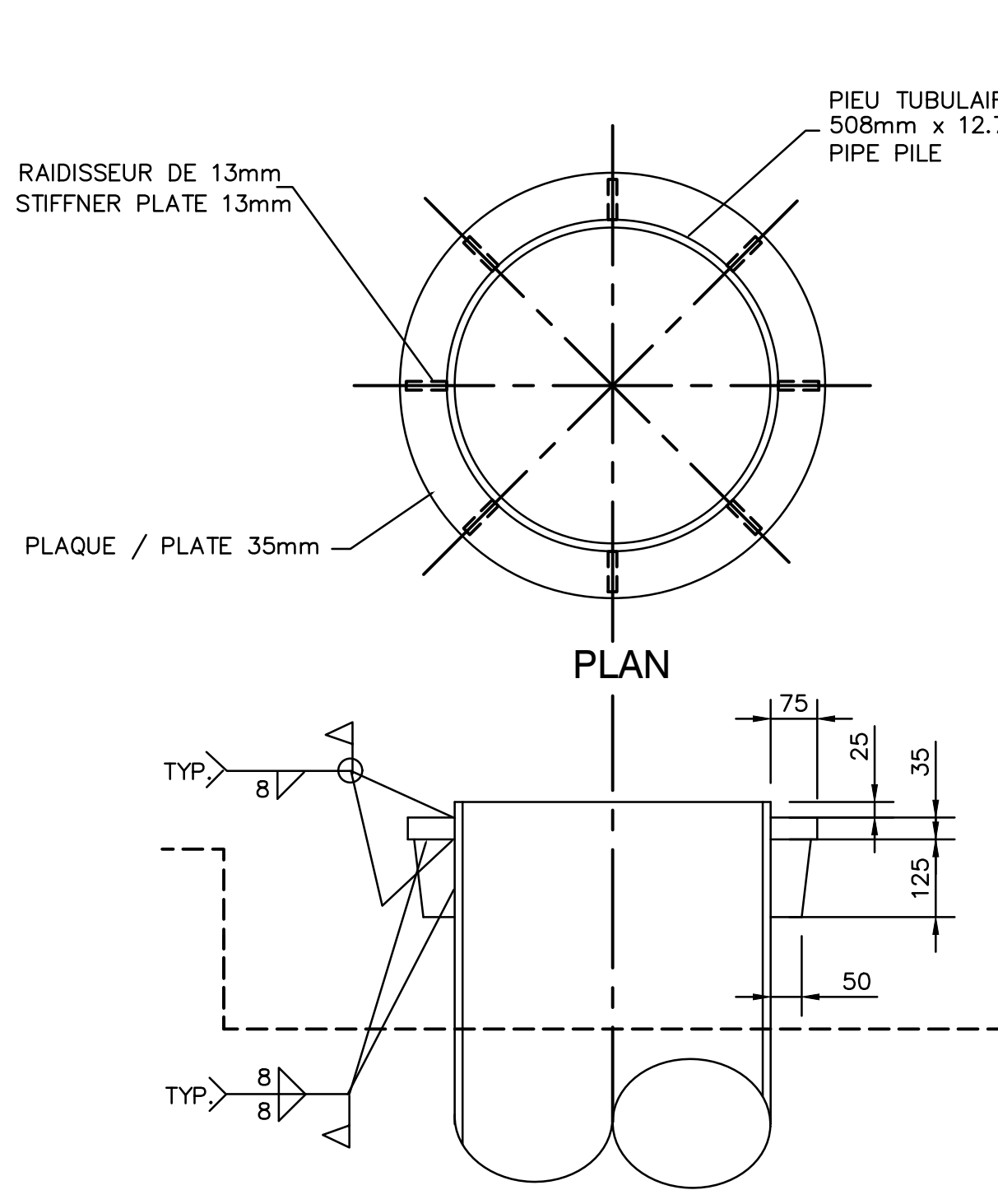
ELEVATION



PIEUX INCLINÉS ET VERTICAUX
VERTICAL AND BATTER PILES
(SUR LA LIGNE 1 ENTRE F & G
POUR LA CULÉE SEULEMENT)
(ON LINE 1 BETWEEN F & G FOR
RAMP ABUTMENT ONLY)

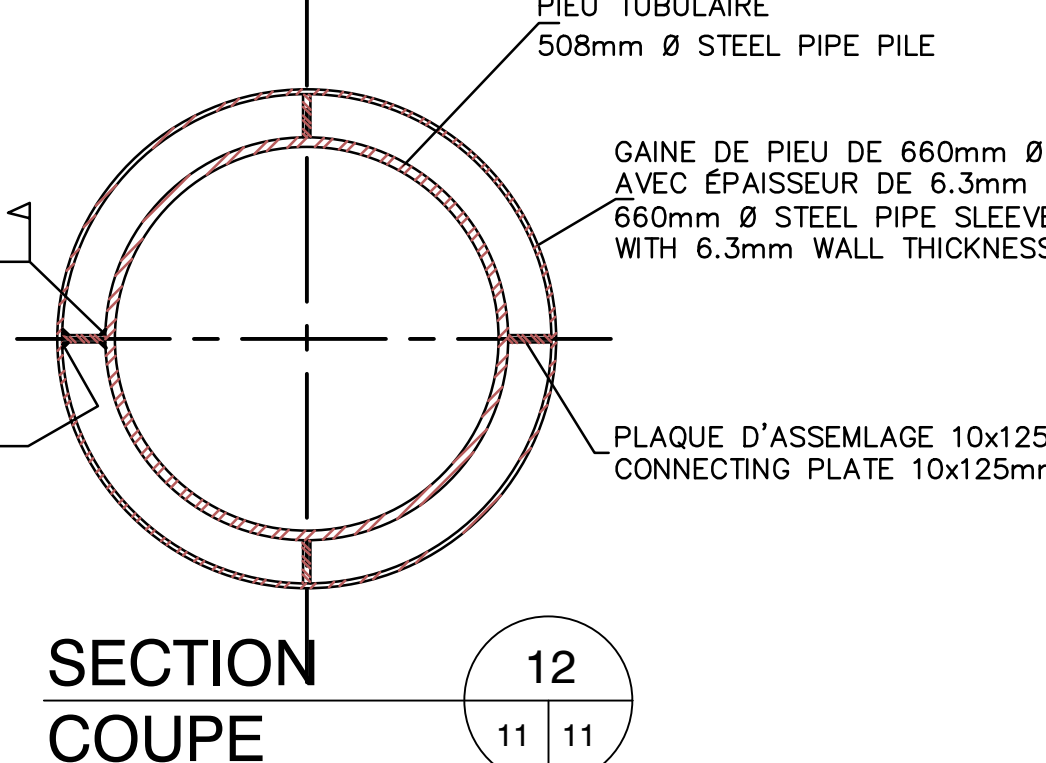
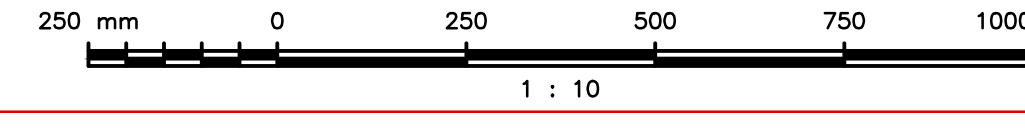


PIEUX INCLINÉS
BATTER PILES



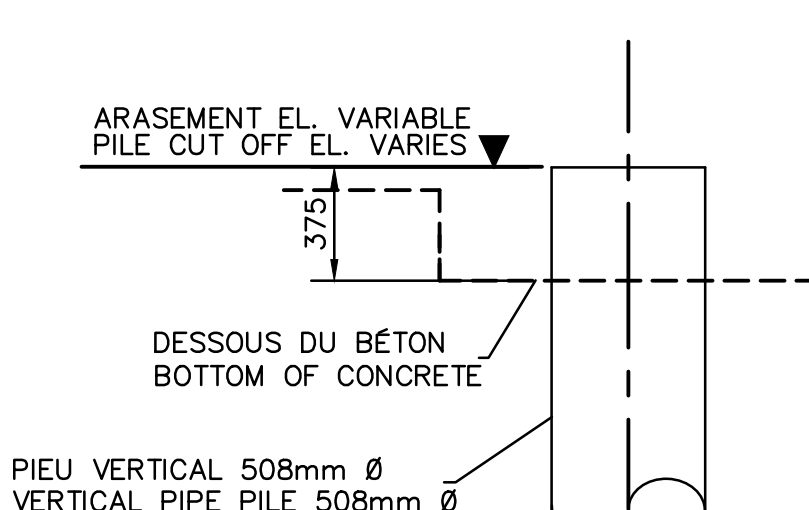
SECTION

DÉTAIL TÊTE DE PIEUX
PILE CAP DETAIL



SECTION
COUPE

DÉTAIL GAINÉ DE PIEUX TYP.
PIPE SLEEVE DETAIL



DÉTAILS D'ARASEMENT DES PIEUX
PILE CUT OFF DETAILS

PIEUX VERTICAUX
VERTICAL PILE

TEL QUE CONSTRUIT

BORDEREAU DES PIEUX / PILE SCHEDULE

PILE	DIA. #	LOCALISATION LOCATION	ARASEMENT CUT OFF	ELEVATION PIED TOE (+/-)	INCLINASON BATTER	
1	508	1C	3.075	-16.428	-	
2	101	1E1	3.375	-16.373	-	
3	1E1	3.375	-16.302	-		
4	1F	3.375	-16.788	-		
5	1F	2.008	-17.400	-		
6	1F	2.003	-17.422	3:1		
7	1FG	2.003	-17.300	-		
8	1FG	2.003	-17.109	3:1		
9	1G	2.003	-17.425	-		
10	1G	2.003	-17.425	3:1		
11	1G	3.375	-17.530	-		
12	1H	3.375	-17.242	-		
13	1&2, G&H	3.375	-17.305	3:1		
14	1&2, G&H	3.375	-18.370	3:1		
15	2C	3.075	-18.885	-		
16	2D1	3.375	-18.140	3:1		
17	2D1	3.375	-17.502	3:1		
18	2E1	3.375	-18.338	3:1		
19	2E1	3.375	-18.739	3:1		
20	2F	3.375	-18.286	-		
21	2G	3.375	-16.142	3:1		
22	2G	3.375	-15.886	3:1		
23	2H	3.375	-18.828	3:1		
24	2H	3.375	-17.926	3:1		
25	3C	3.081	-17.850	-		
26	3D1	3.308	-17.958	3:1		
27	3D1	3.454	-18.797	3:1		
28	3E1	3.375	-18.810	3:1		
29	3E1	3.375	-17.816	3:1		
30	3F	1.875	-17.304	-		
31	3F	1.875	-17.336	-		
32	3G	1.875	-18.850	-		
33	3H	1.875	-18.940	-		
34	3G	1.875	-18.161	-		
35	3G&H	1.875	-17.531	3:1		
36	3G&H	1.875	-18.167	3:1		
37	3H	1.875	-18.829	-		
38	4C	3.073	-17.300	-		
39	4D	3.394	-18.800	3:1		
40	4D	3.354	-18.800	3:1		
41	4E	2.377	-17.300	-		
42	5C	3.064	-17.280	-		
43	5D	3.374	-19.063	3:1		
44	5D	3.446	-18.247	3:1		
45	5E	2.381	-17.300	-		
46	6C	3.071	-17.300	-		
47	6D	3.346	-18.800	3:1		
48	6D	3.353	-19.042	3:1		
49	6E	2.381	-18.720	-		
50	7C	3.016	-18.526	-		
51	7D	3.328	-19.683	3:1		
52	7D	3.340	-19.043	3:1		
53	7E	2.328	-17.800	-		
54	8C	3.388	-18.898	3:1		
55	8C	3.356	-19.064	3:1		
56	8C&D	3.373	-18.837	3:1		
57	8C&D	3.349	-19.193	3:1		
58	8D	3.358	-18.800	3:1		
59	8D	3.366	-19.181	3:1		
60	8E	3.376	-18.516	3:1		
61	8E	3.367	-18.805	3:1		
62	9C	2.993	-18.800	-		
63	9D	3.360	-19.383	3:1		
64	9D	3.386	-19.530	3:1		
65	9E	2.366	-18.570	-		
66	10C	2.980	-18.902	-		
67	10D	3.266	-20.325	3:1		
68	10D	3.315	-19.428	3:1		
69	10E	2.244	-18.801	-		
70	11C	3.070	-17.844	-		
71	11D	3.048	-19.520	3:1		
72	11D	3.351	-20.108	3:1		
73	11E	2.386	-18.522	-		
74	12C	3.101	-18.329	-		
75	508	12D	3.368	-19.069	3:1	

C

TEL QUE CONSTRUIT

BORDEREAU DES PIEUX / PILE SCHEDULE

PILE	DIA. #	LOCALISATION LOCATION	ARASEMENT CUT OFF	ELEVATION PIED TOE (+/-)	INCLINASON BATTER	
76	508	12D	3.406	-19.642	-	
77	12E	2.590	-17.121	-		
78	13C	3.041	-18.325	-		
79	13D	3.382	-19.691	3:1		
80	13D	3.305	-19.111	3:1		
81	13E	2.378	-18.222	-		
82	14C	3.057	-18.017	-		
83	14D	3.347	-19.377	3:1		
84	14D	3.382	-19.737	3:1		
85	14E	2.387	-18.055	-		
86	15C	3.052	-17.267	-		
87	15D	3.413	-19.642	3:1		
88	15D	3.424	-18.783	3:1		
89	15E	2.382	-17.595	-		
90	16C	3.086	-18.048	-		
91	16D	3.256	-20.018	3:1		
92	16D	3.348	-20.247	3:1		
93	16E	2.373	-18.519	-		
94	17C	3.082	-17.889	-		
95	17D	3.290	-19.668	3:1		
96	17D	3.407	-18.883	3:1		
97	17E	2.377	-18.371	-		
98	18C	3.089	-18.153	-		
99	18D	3.346	-19.118	3:1		
100	18D	3.420	-19.420	3:1		
101	18E	2.385	-18.103	-		
102	19C	3.086	-19.094	-		
103	19D	3.377	-18.867	3:1		
104	19D	3.345	-18.809	3:1		
105	19E	2.377	-18.247	-		
106	20C	3.079	-17.646	-		
107	20D	3.375	-19.622	3:1		
108	20D	3.384	-18.481	3:1		
109	20E	2.381	-18.066	-		
110	21D	3.343	-19.873	3:1		
111	21C	3.351	-18.440	3:1		
112	21C&D	3.361	-19.220	3:1		
113	21C&D	3.367	-18.461	3:1		
114	21D	3.343	-18.827	3:1		
115	21D	3.393	-18.448	3:1		
116	21E	3.341	-18.852	3:1		
117	21E	3.378	-18.551	3:1		
118	22C	3.089	-17.974	-		
119	22D	3.387	-18.917	3:1		
120	22D	3.354	-18.859	3:1		
121	22E	2.358	-18.070	-		
122	23C	3.079	-18.827	-		
123	23D	3.419	-18.928	3:1		
124	23D	3.397	-19.407	3:1		
125	23E	2.394	-18.048	-		
126	24C	3.075	-17.769	-		
127	24D	3.412	-18.288	3:1		
128	24D	3.444	-19.753	3:1		
129	24E	2.450	-16.848	-		
130	25A	3.080	-17.911	-		
131	25B	3.279	-17.073	-		
132	26C	3.376	-18.476	3:1		
133	25C	3.365	-18.231	3:1		
134	25D	3.389	-18.511	3:1		
135	25D	3.442	-18.278	3:1		
136	26E	2.399	-16.616	-		
137	26A	3.117	-17.373	-		
138	26B	3.316	-17.057	-		
139	26C	3.389	-18.467	3:1		
140	26C	3.422	-16.394	3:1		
141	26D	3.391	-18.911	3:1		
142	26D	3.368	-18.005	3:1		
143	26E	2.414	-17.300	-		
144	27A	3.121	-16.691	-		
145	27B	3.378	-18.429	3:1		
146	27B	3.385	-18.084	3:1		
147	27C	3.409	-18.398	3:1		
148	27C	3.402	-18.298	3:1		
149	27D	3.404	-16.660	-		
150	27E	2.589	-16.653	-		
151	3F	1.875	-17.433	-		
152	508	3F	1.875	-17.084	-	

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

EL. DU PIED REVISEE
TOE EL. REVISED

98/01

revisions

date

A
C

A
B
C

project

CAP-AUX-MEULES

project

PHASE I

NOUVEAU QUAI POUR TRAVERSIER

NEW FERRY WHARF

ILES-DE-LA-MOULINE

QUÉBEC

drawing

dessin

PLAN D'AMENAGEMENT
DES PIEUX TUBULAIRES
ET DÉTAILS
PIPE PILES LAYOUT
PLAN AND DETAILS

designed

E. DECURTIS

conçu

date

D.S. MURPHY

SEPT. 1997

drawn

E.B. MATATKO

dessiné

date

SEPT. 1997

approved

Y. MORIN

approuvé

date

SEPT. 1997

Tender

GUY PARENT

Submission

Project Manager

Administrateur de projets

no du projet

project no.

704861

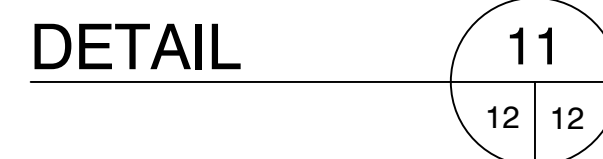
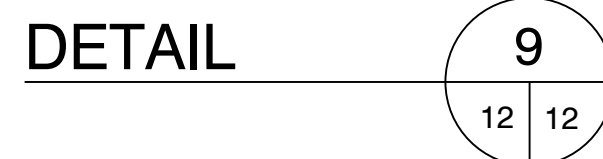
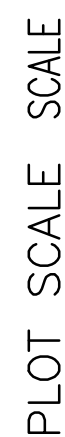
drawing no.

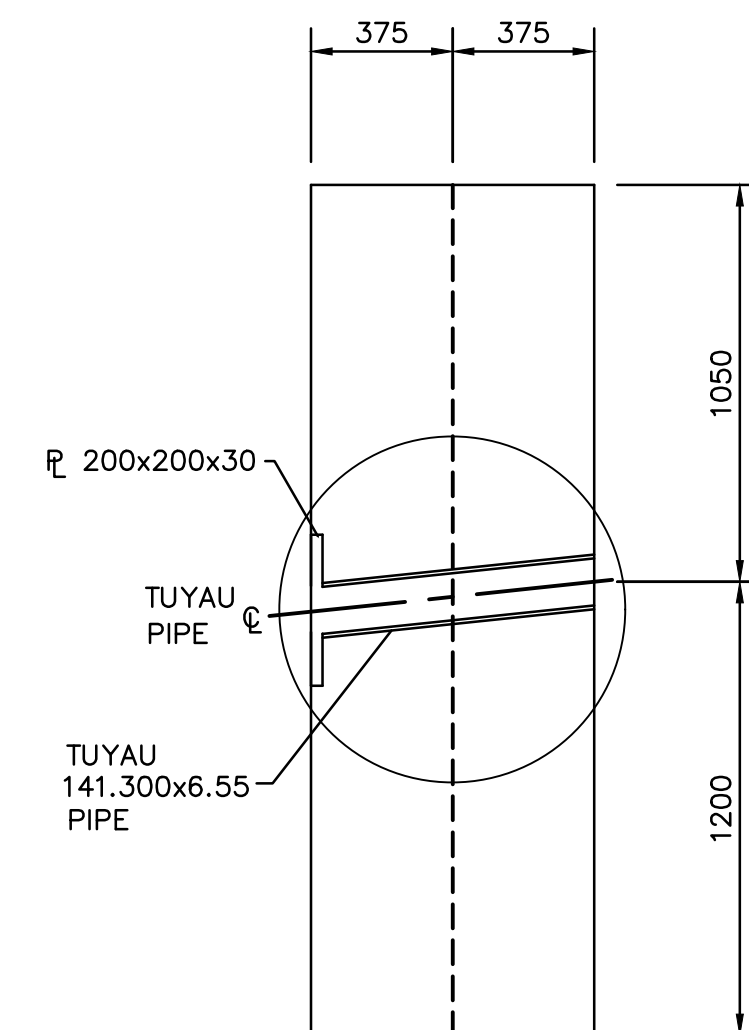
11

no du dessin

QU97161M

J-0450
SPDT 22113

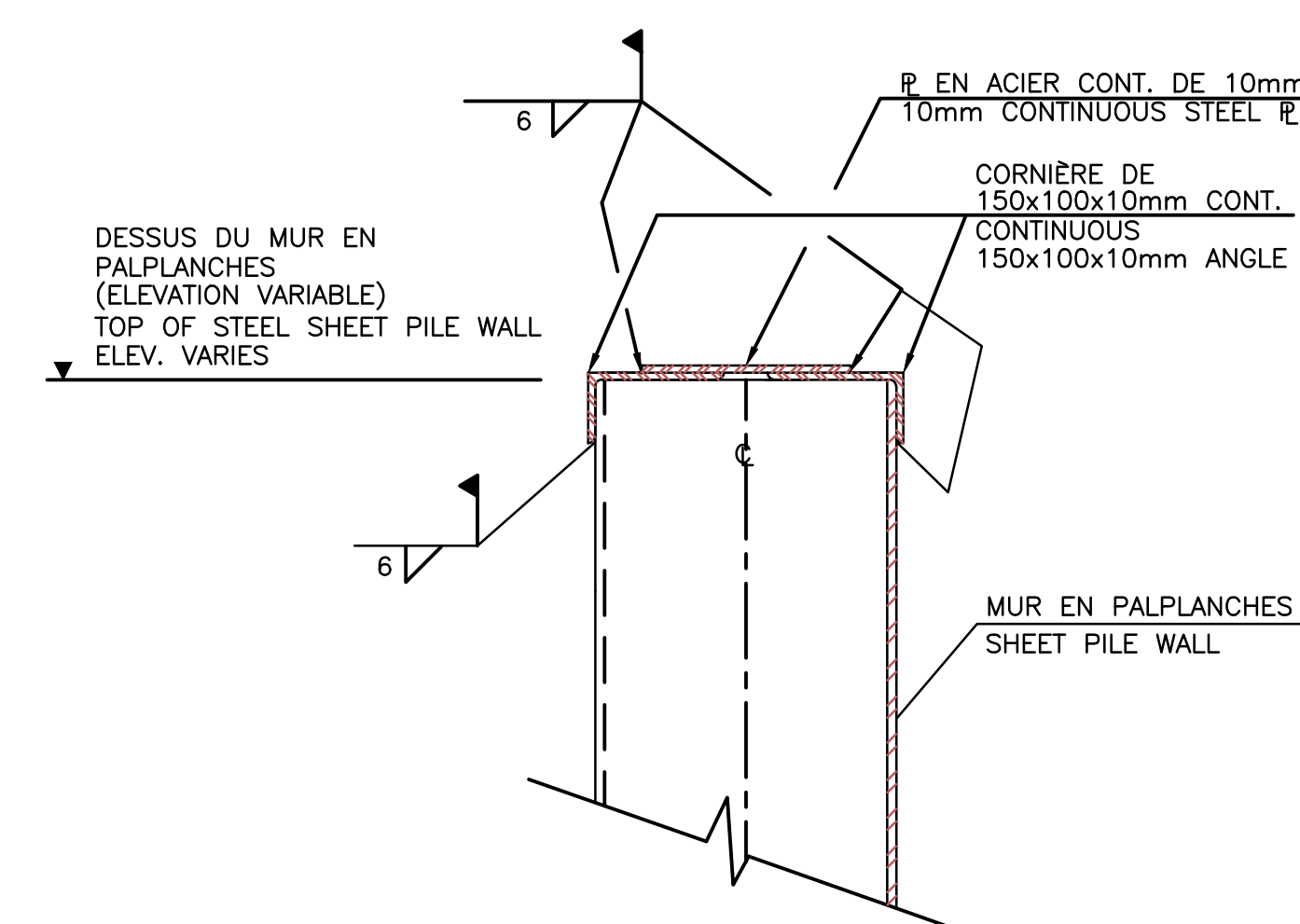




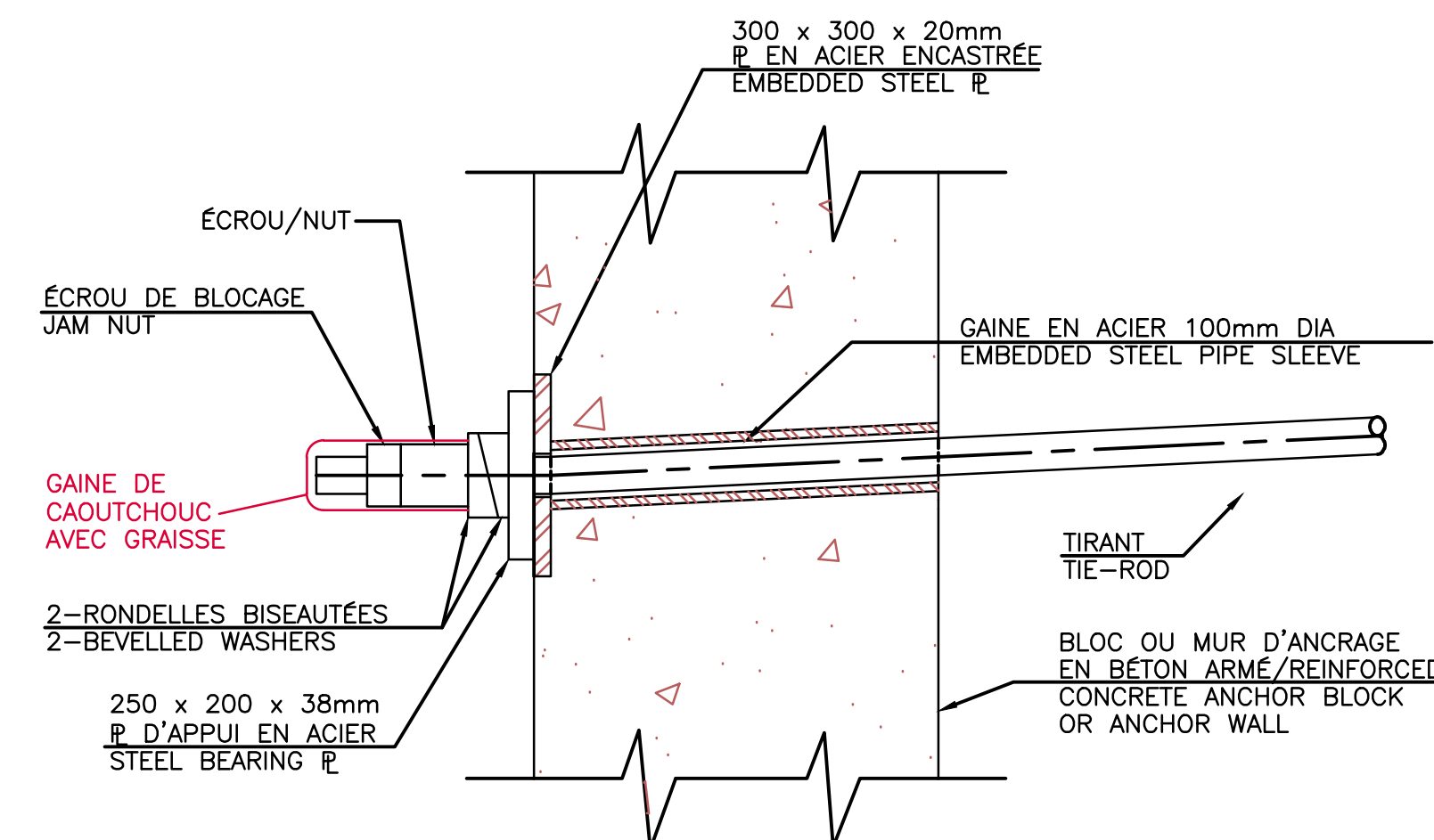
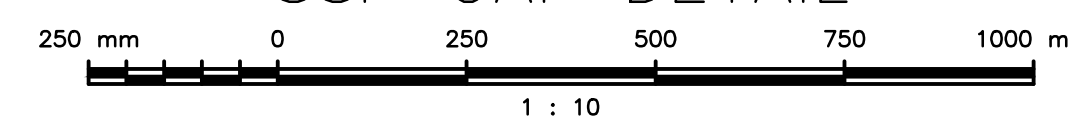
SECTION
COUPE



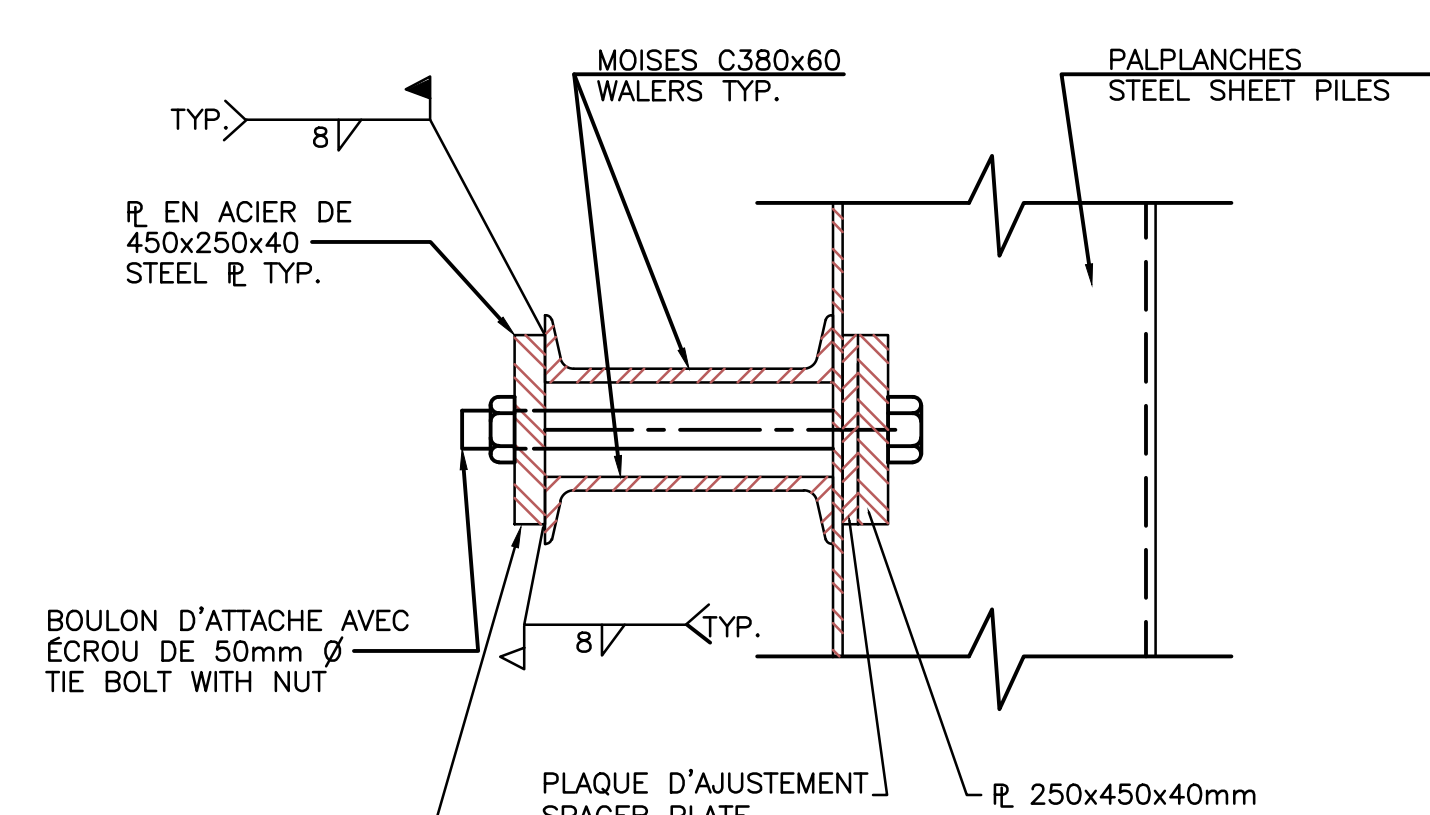
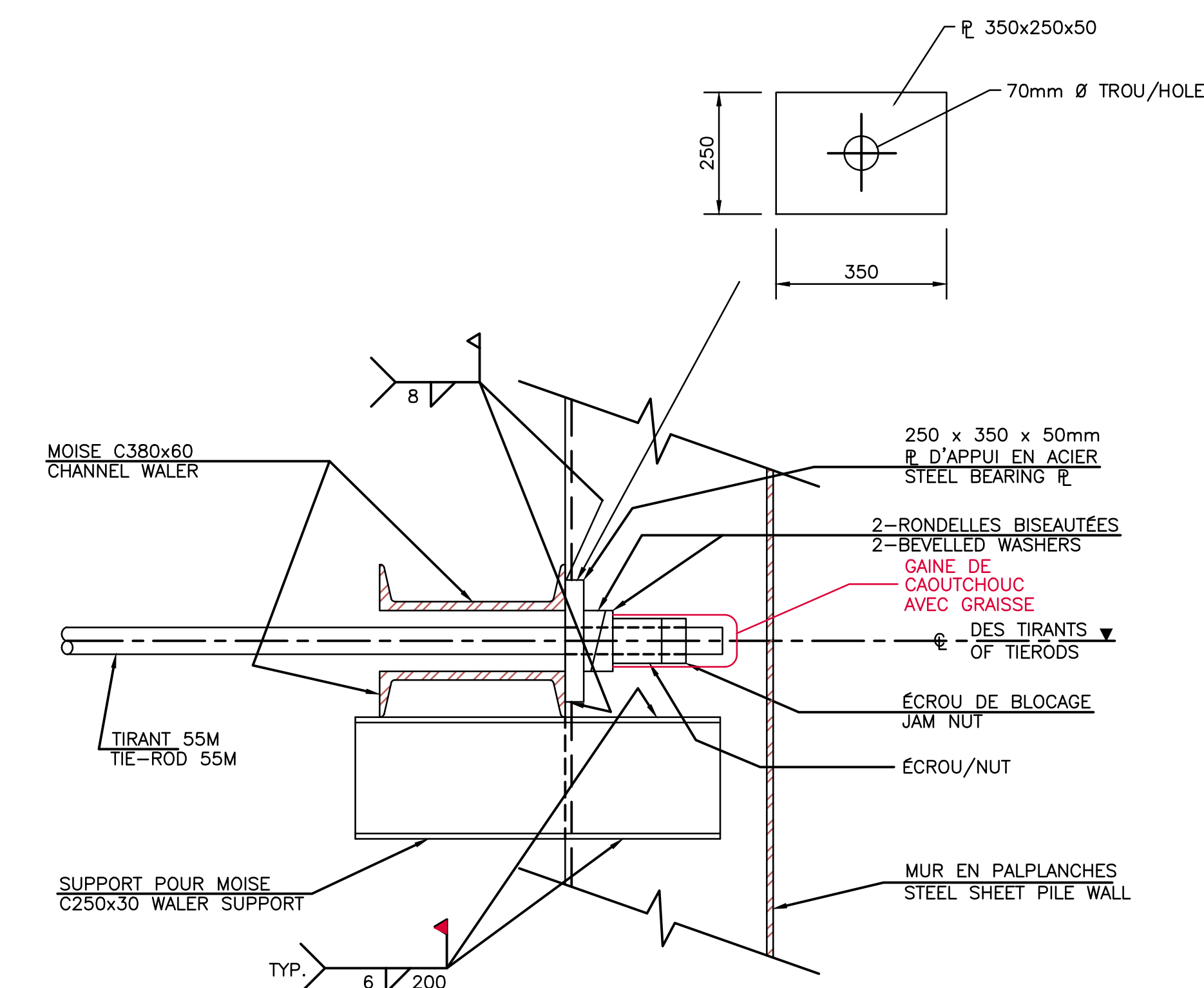
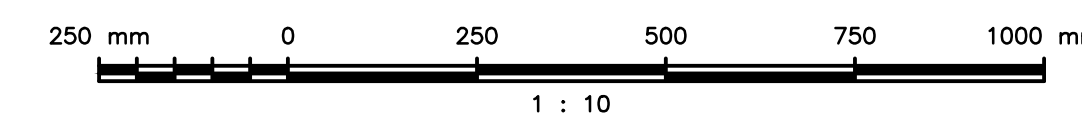
DÉTAIL DU BLOC D'ANCRAGE
ANCHOR BLOCK DETAIL



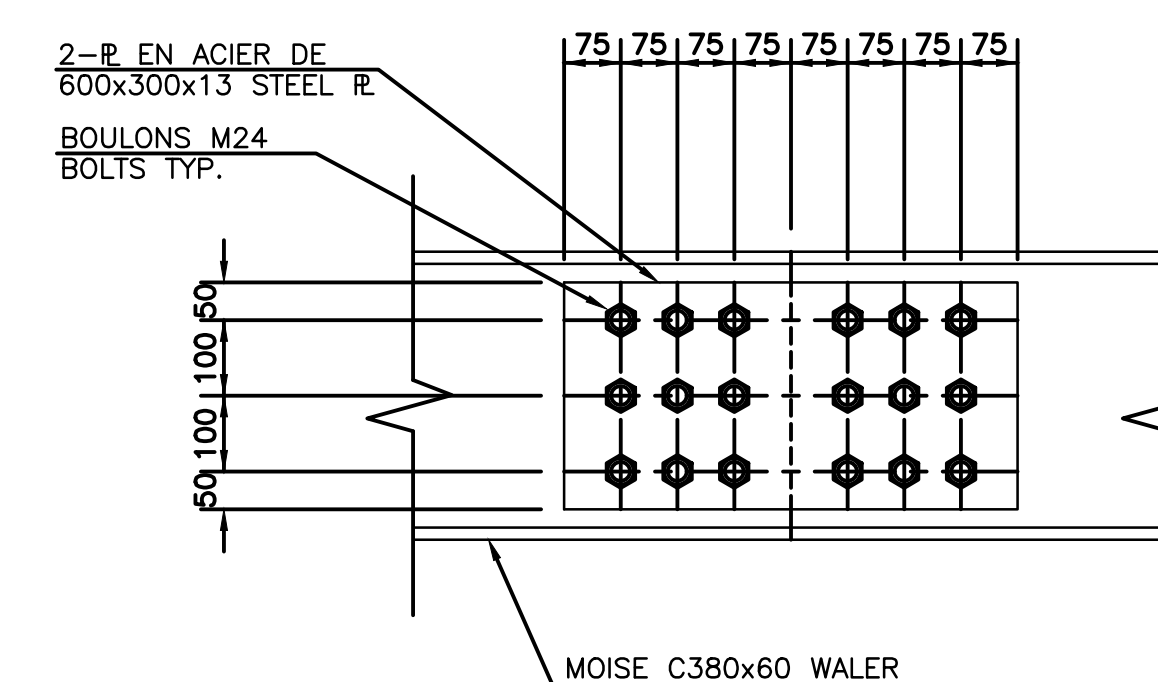
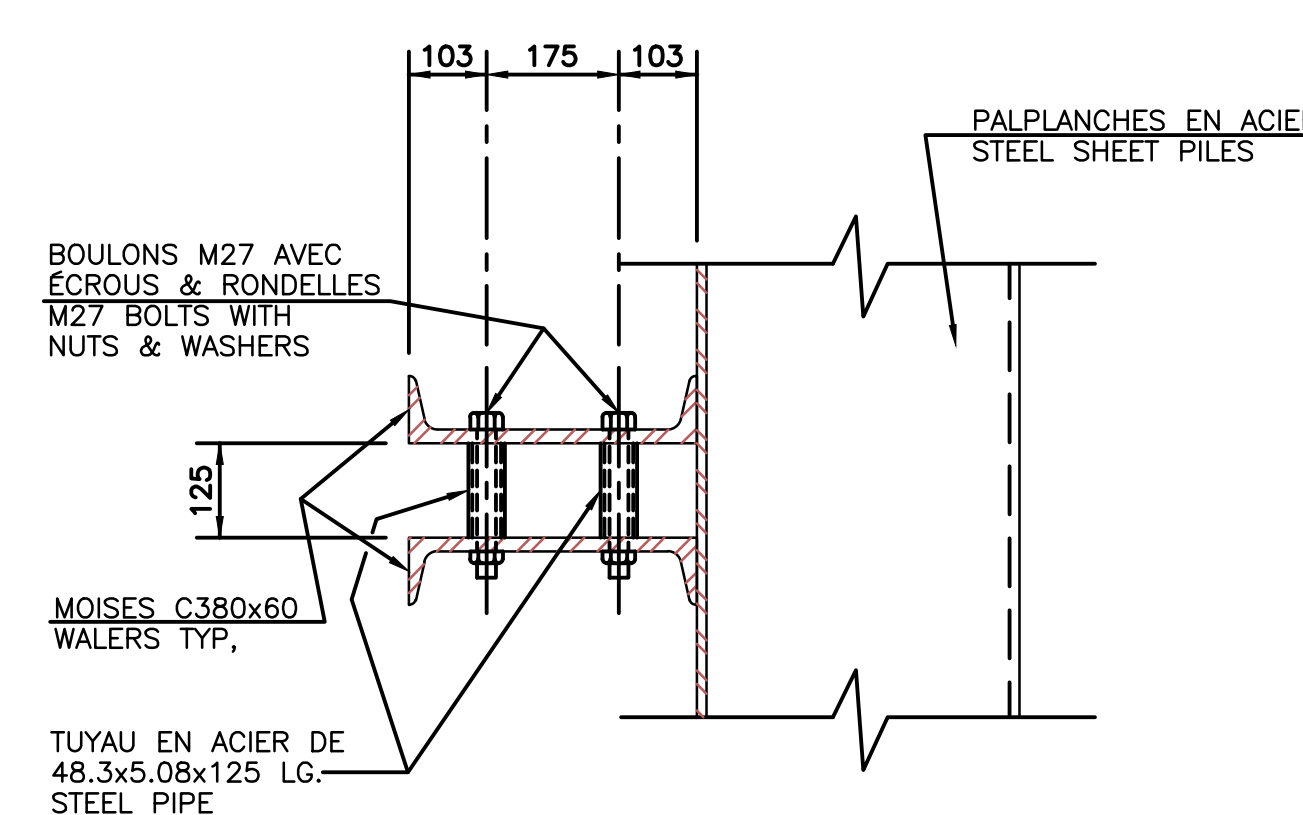
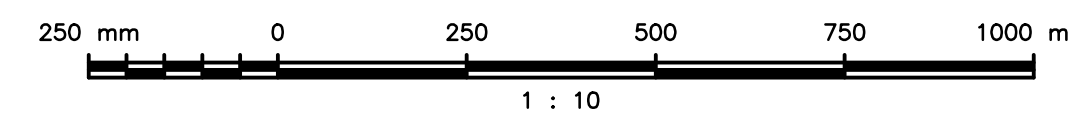
DÉTAIL CHAPEAU DU MUR DE PALPLANCHE
SSP CAP DETAIL



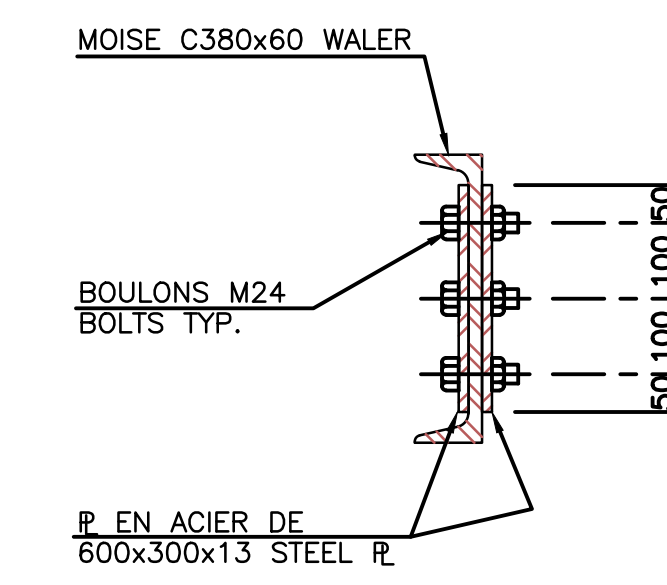
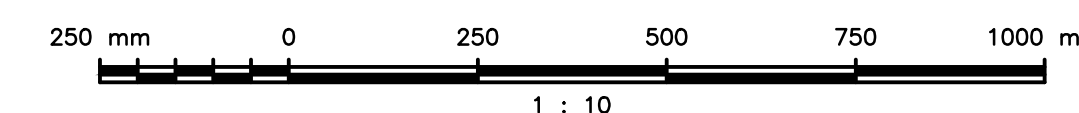
DÉTAIL DES CONNEXIONS DES TIRANTS
TIE-ROD CONNECTIONS DETAILS



DÉTAILS DE LA MOISE WALER DETAILS



DÉTAILS ÉPISSURE DE LA MOISE
WALER SPLICE DETAIL

Public
Gov
ConPublic
Govern
Conad

Works and
ment Service

Travel
Service
Casespublics e
gouverne



စက်ဝှေ့

Architectural and Engineering Services
Real Property Services Branch
Civil Engineering

Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

revisions	date
-----------	------

A detail no.
no du détail
 B location drawing no.
sur dessin no
 C drawing no.
dessin no

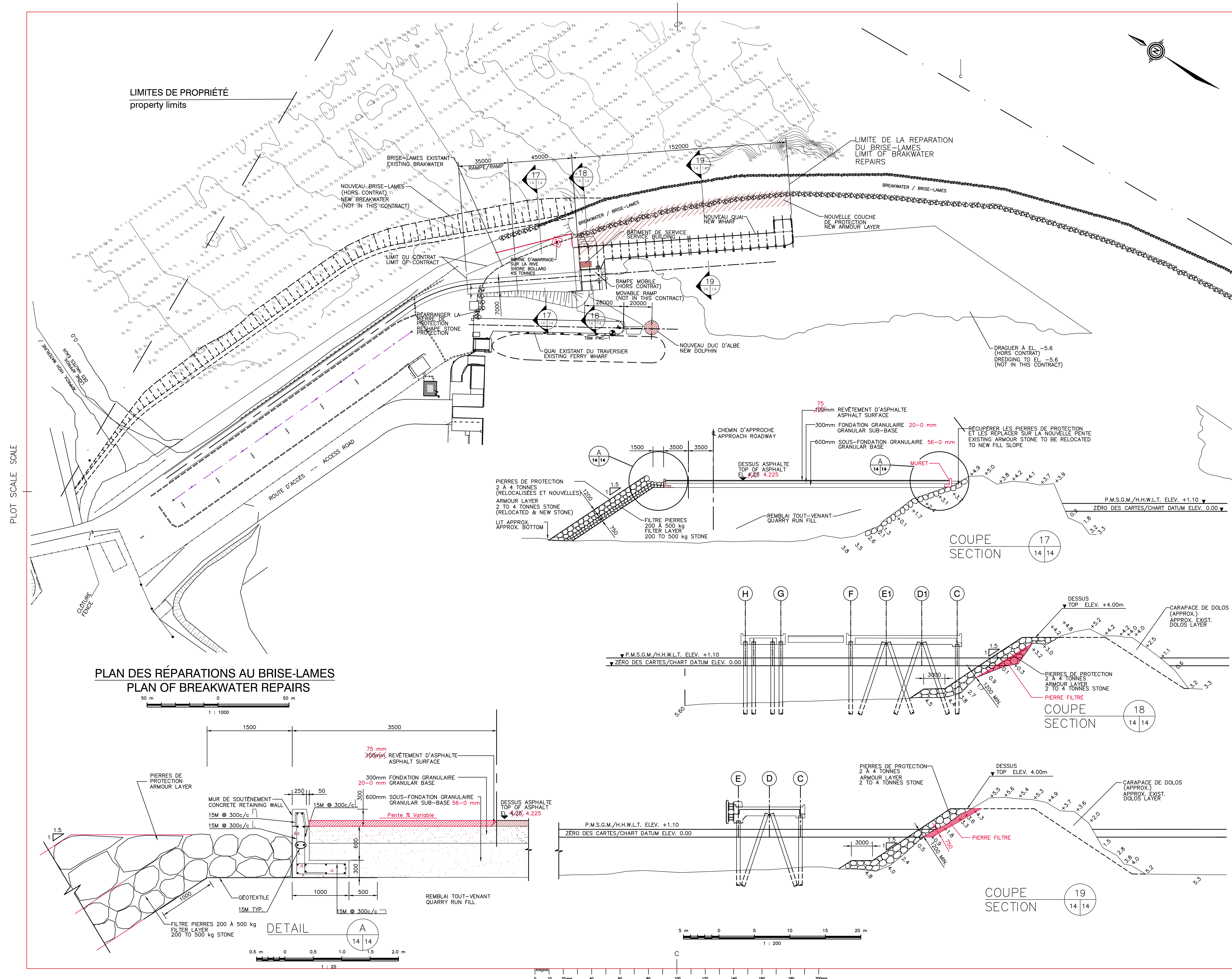
project	CAP-AUX-MEULES	projet
	PHASE I	
	NOUVEAU QUAI POUR TRAVERSIER	
	NEW FERRY WHARF	
ÎLES-DE-LA-MADELEINE		QUÉBEC
drawing		dessin

DÉTAILS DES PALPLANCHES STEEL SHEET PILE DETAILS

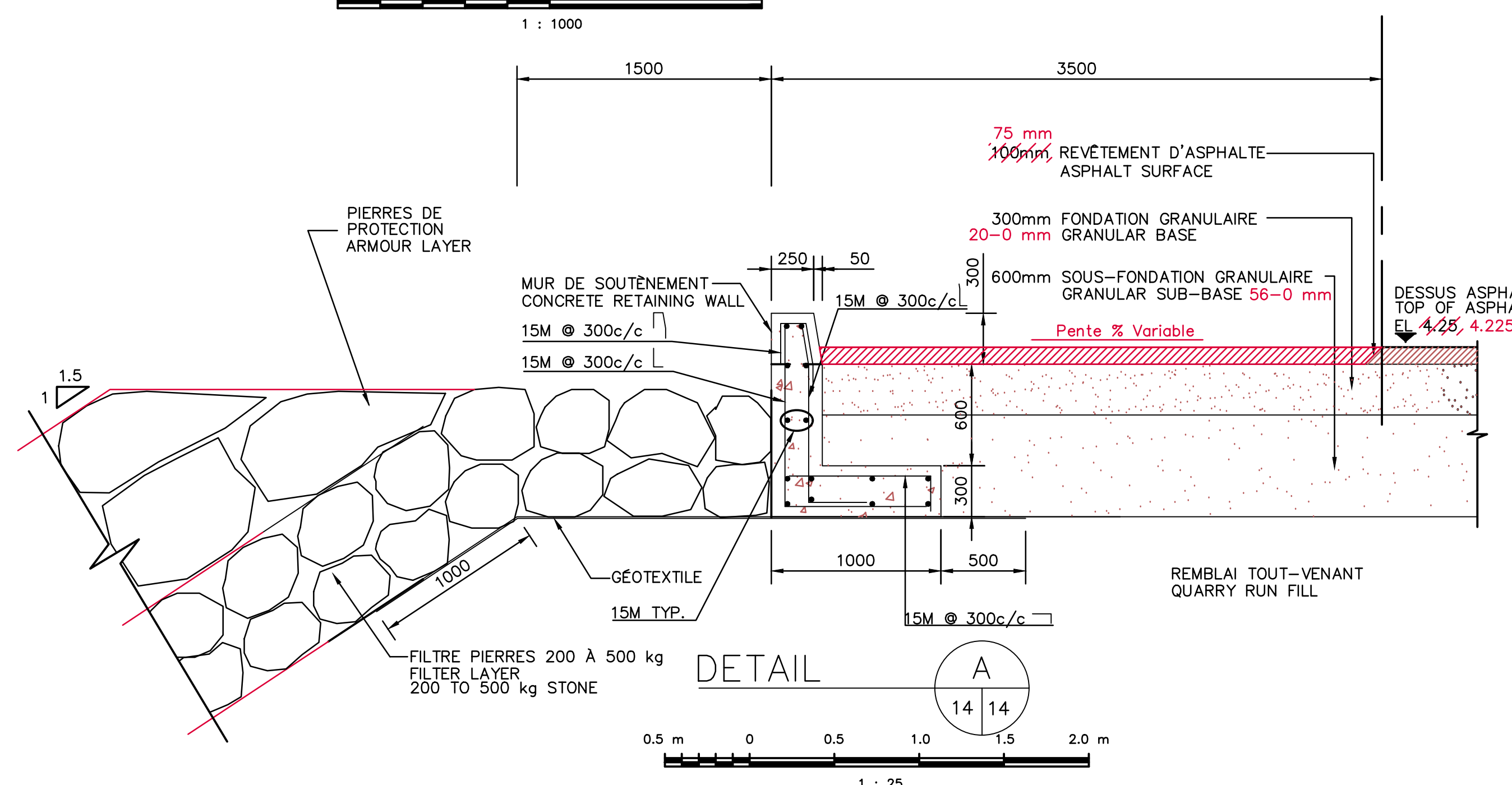
designed	E. DeCURTIS	conçu
date		SEPT. 1999
drawn	T. DeCURTIS	dessiné
date	E.B. MATATKO	SEPT. 1999
approved		approuvé
date	Y. MORIN	SEPT. 1999
Tender	GUY PARENT	Soumission
Project Manager	Administrateur de projets	
project no.	no du projet	
704861		
drawing no.	no du dessin	
13 QU97161M		

J-0452	SIPDT 22118
--------	-------------

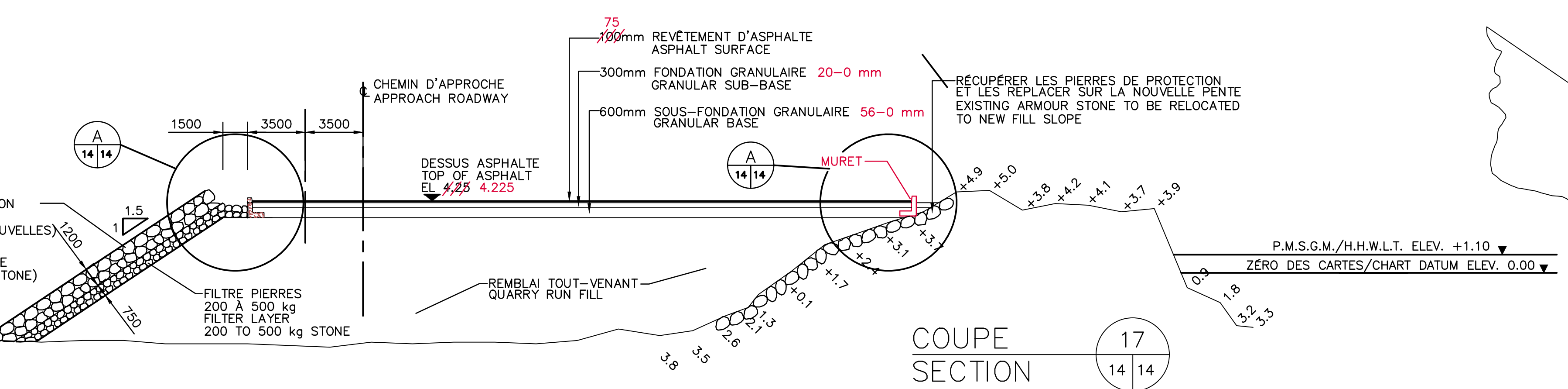
J-0452



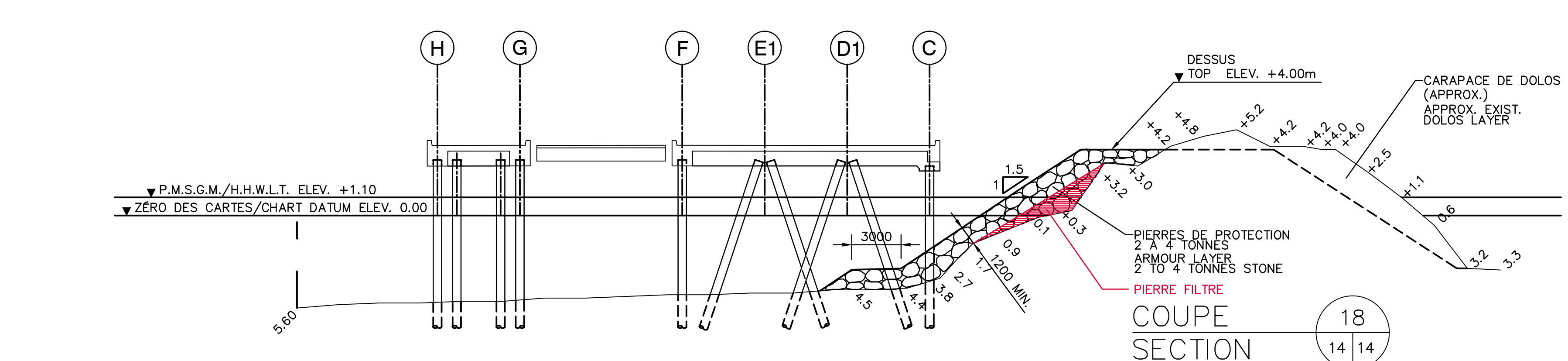
PLAN DES RÉPARATIONS AU BRISE-LAMES
PLAN OF BREAKWATER REPAIRS



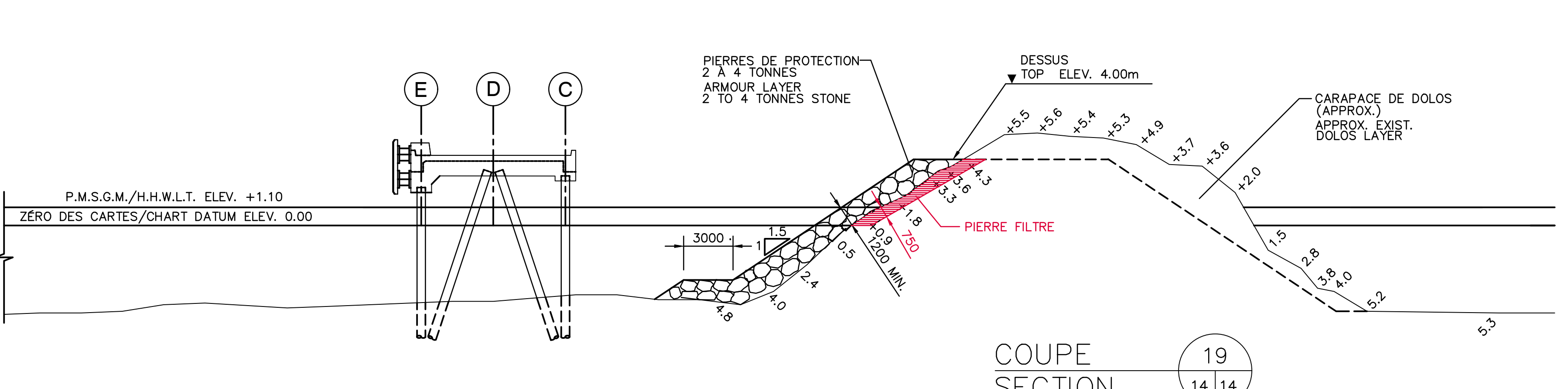
DETAIL



COUPE SECTION 17



COUPE SECTION 18



COUPE SECTION 19



Architectural and Engineering Services
Real Property Services Branch
Civil Engineering

Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

revisions	date
-----------	------

A	A detail no. no. du détail	A
C	B location, drawing no. sur dessin no.	B/C
	C drawing no. dessin no.	

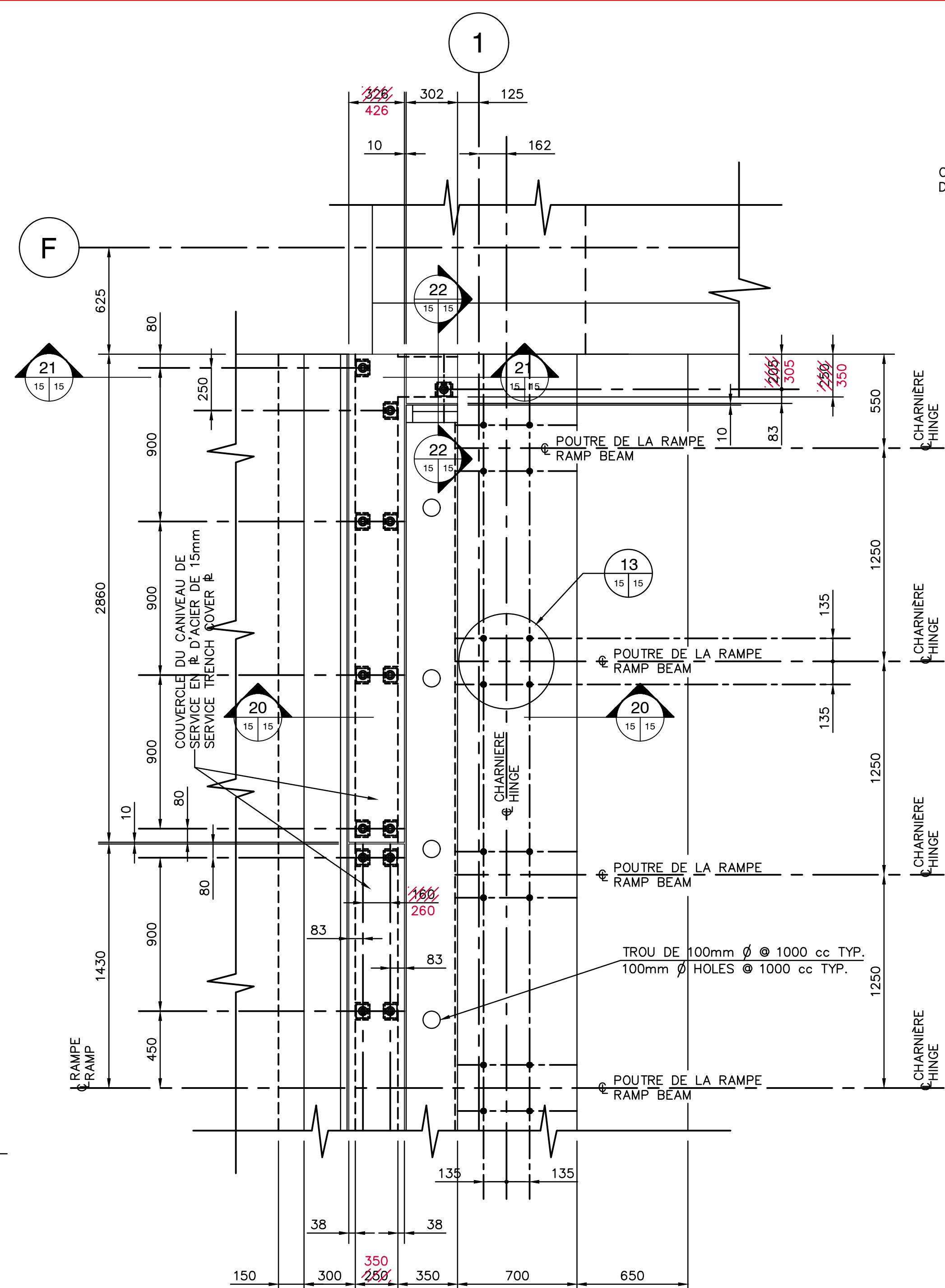
project	CAP-AUX-MEULES	project	
PHASE I			
NOUVEAU QUAI POUR TRAVERSIER			
NEW FERRY WHARF			
ILES-DE-LA-MADELEINE		QUÉBEC	
drawing		dessin	

RÉPARATIONS
DU BRISE-LAMES
BREAKWATER REPAIRS

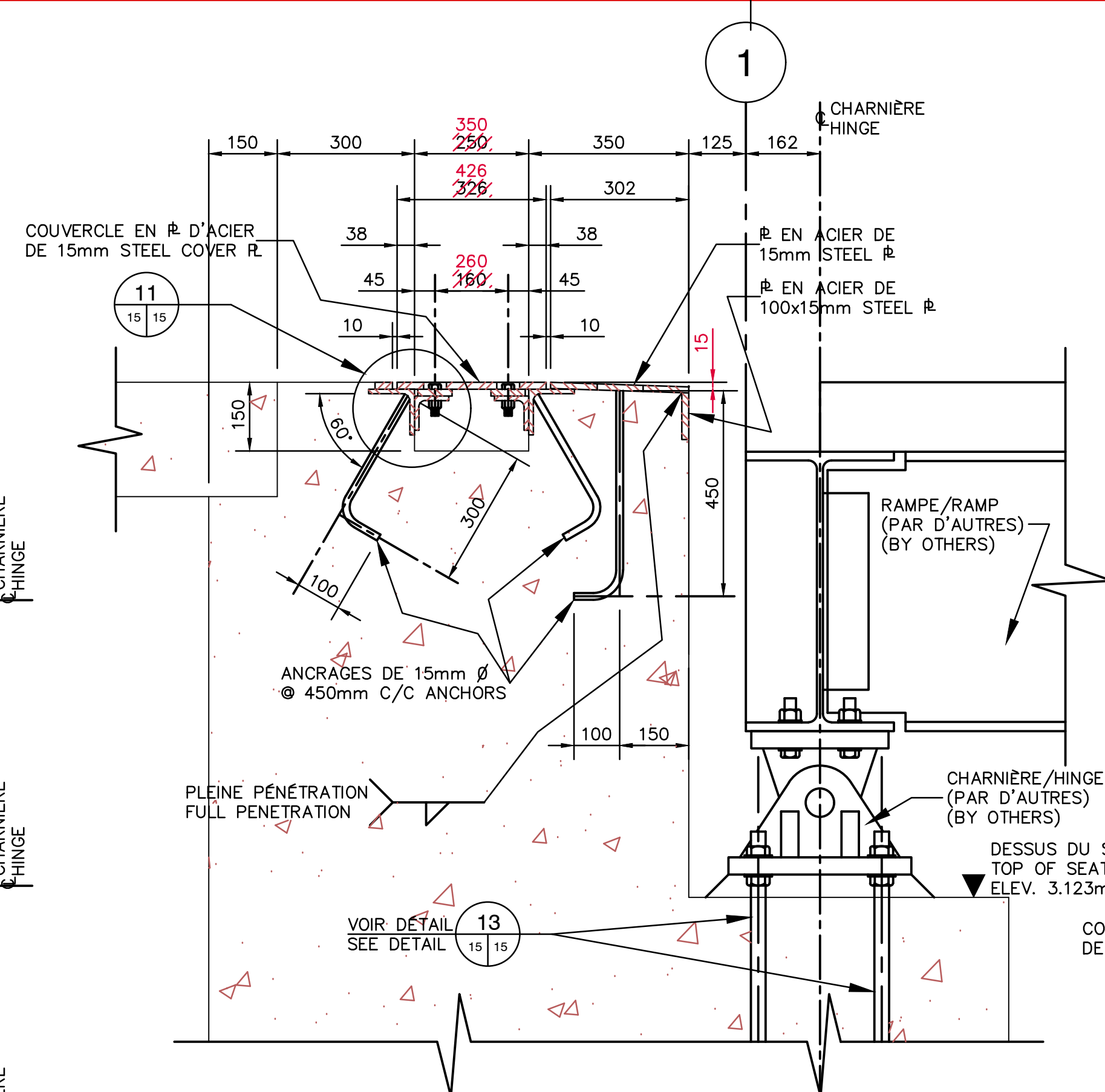
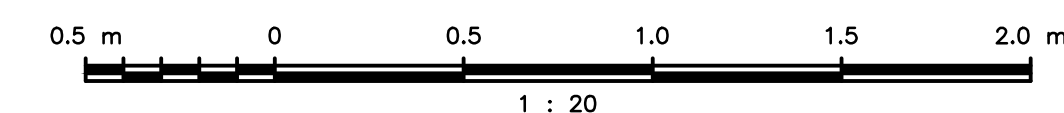
designed	E. DeCURTIS	conçu	
date	D.S. MURPHY	SEPT 1997	
drawn	E. MATATKO	dessiné	
date		SEPT 1997	
approved		approuvé	
date	Y. MORIN	SEPT 1997	
Tender	GUY PARENT	Submission	
Project Manager	Administrateur de projets	no du projet	
project no.	704861		
drawing no.	14	no du dessin	
	QU97161M		

J-POT 22126
J-0453

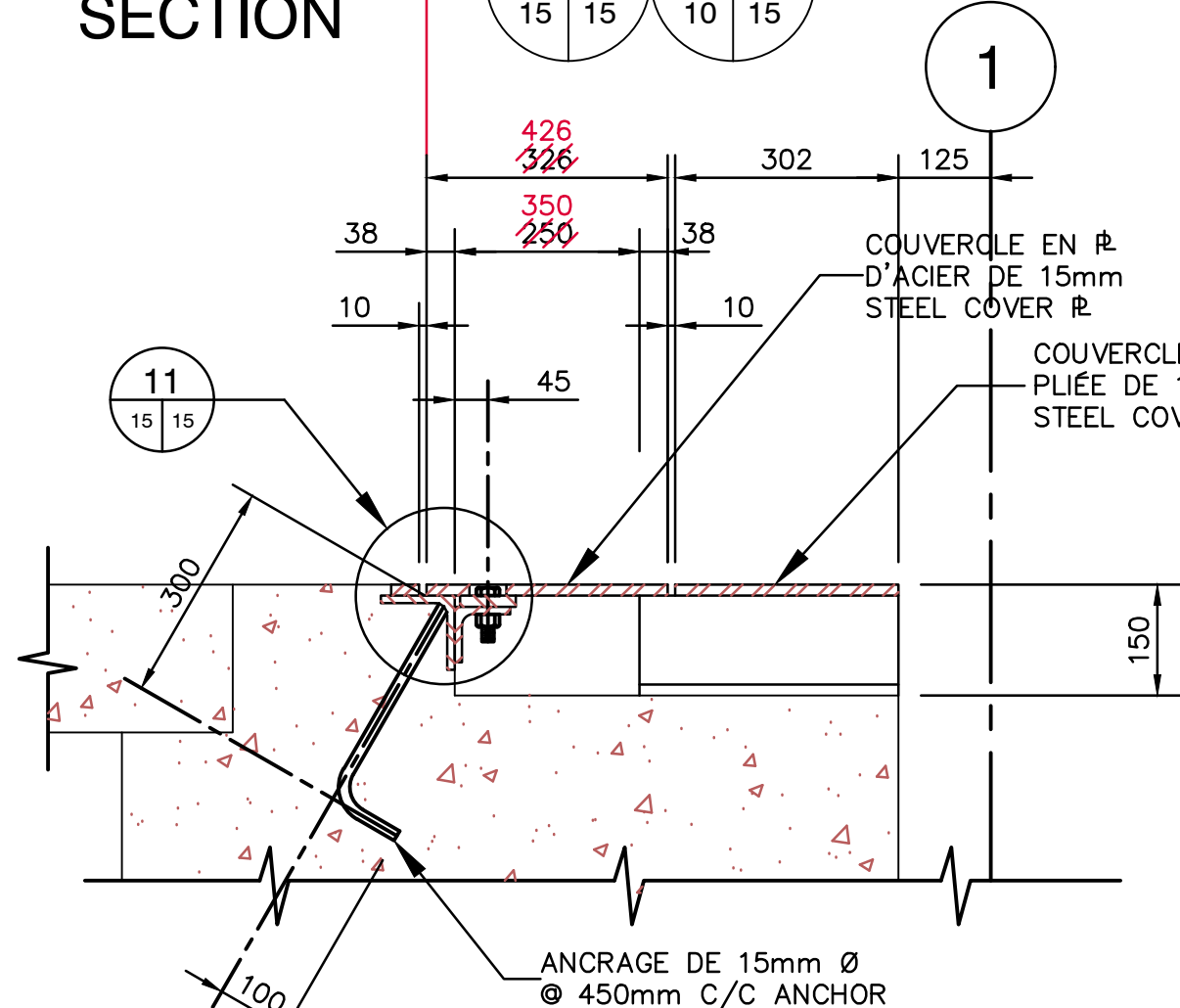
PLOT SCALE SCALE



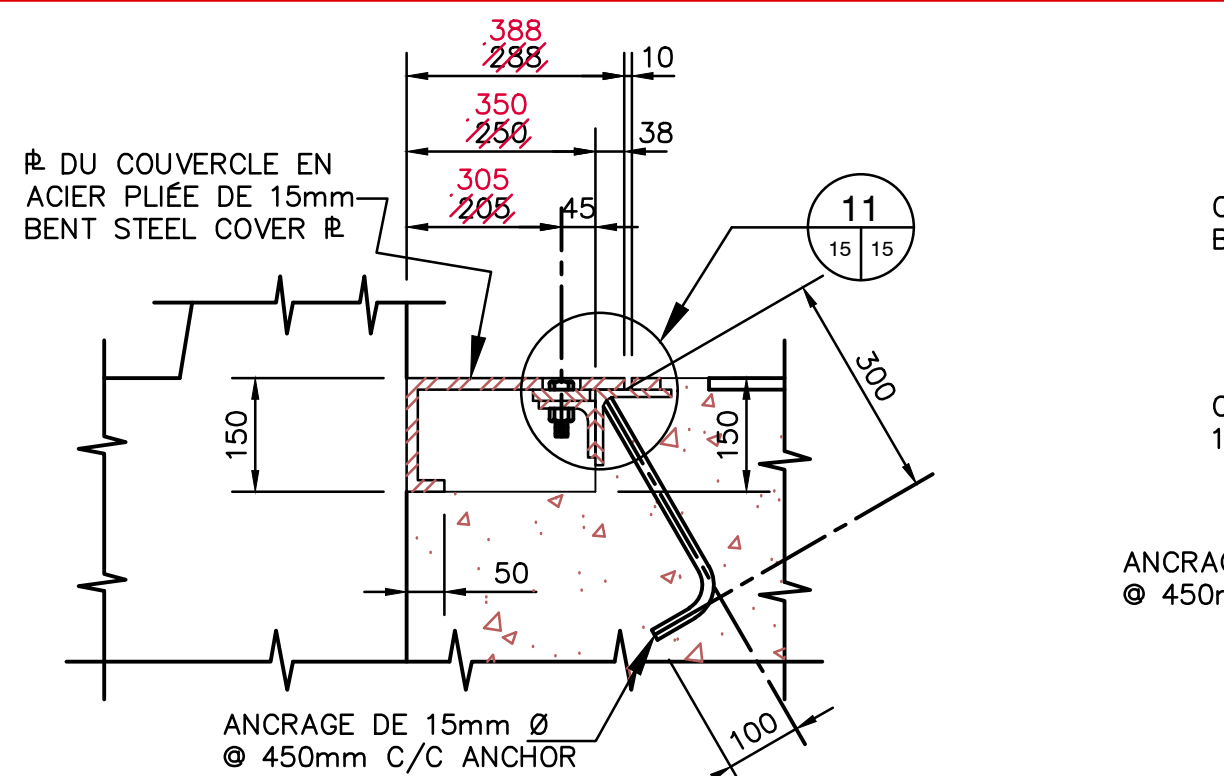
PLAN PARTIEL-CANIVEAU DE SERVICE
PART PLAN-SERVICE TRENCH
(LE CANIVEAU DE SERVICE & LES ANCRAGES SONT SYMÉTRIQUES PAR RAPPORT A Q / SERVICE TRENCH & ANCHORS ARE SYMMETRICAL ABOUT Q)



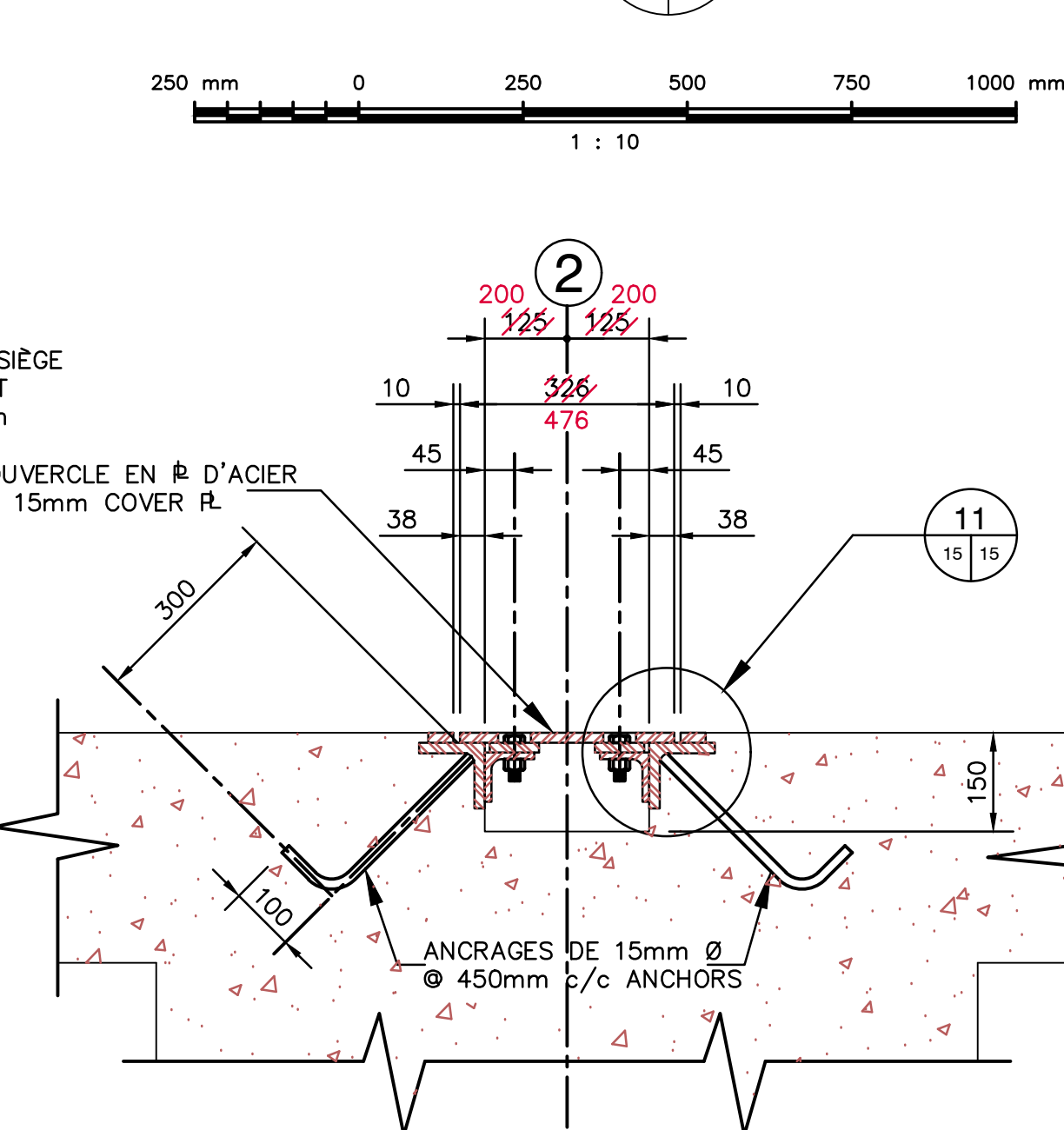
COUPE SECTION



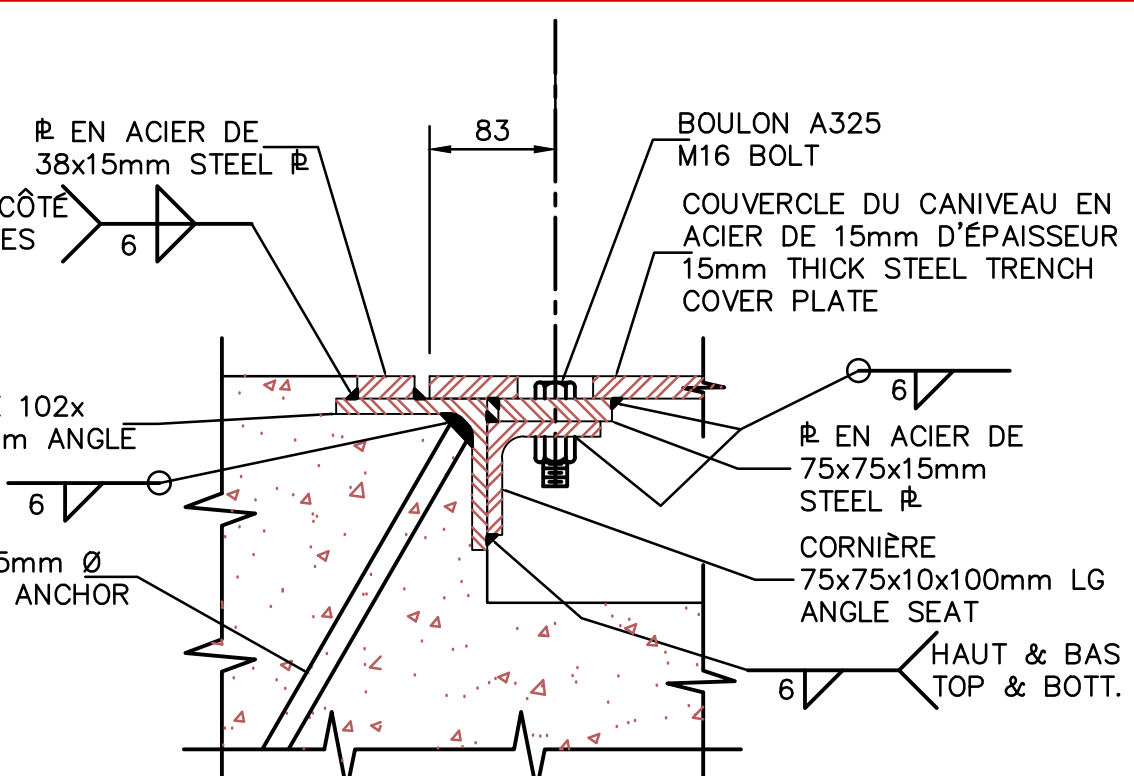
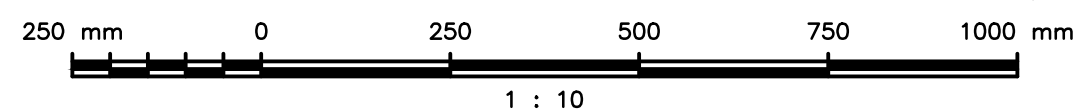
COUPE SECTION



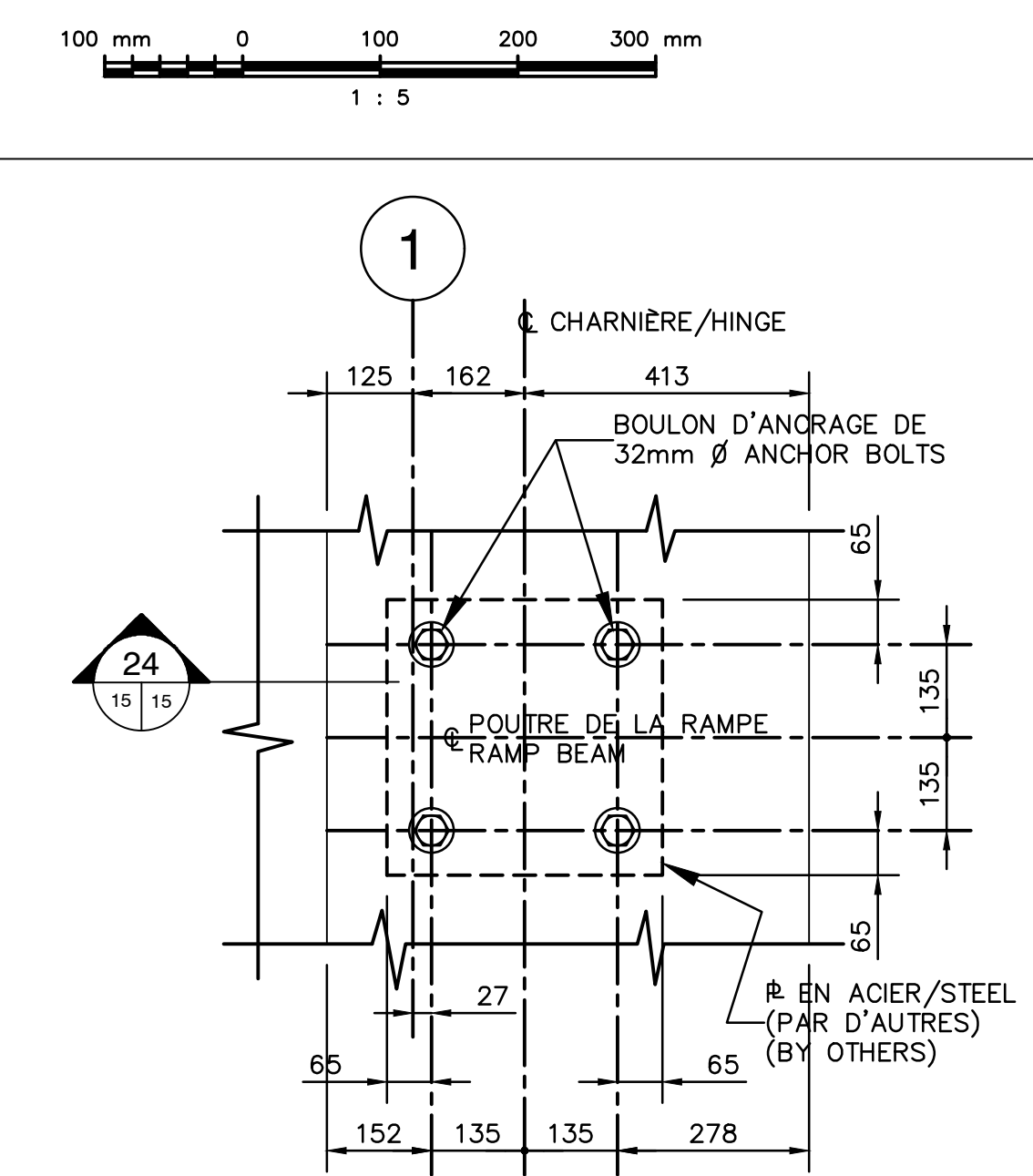
COUPE SECTION



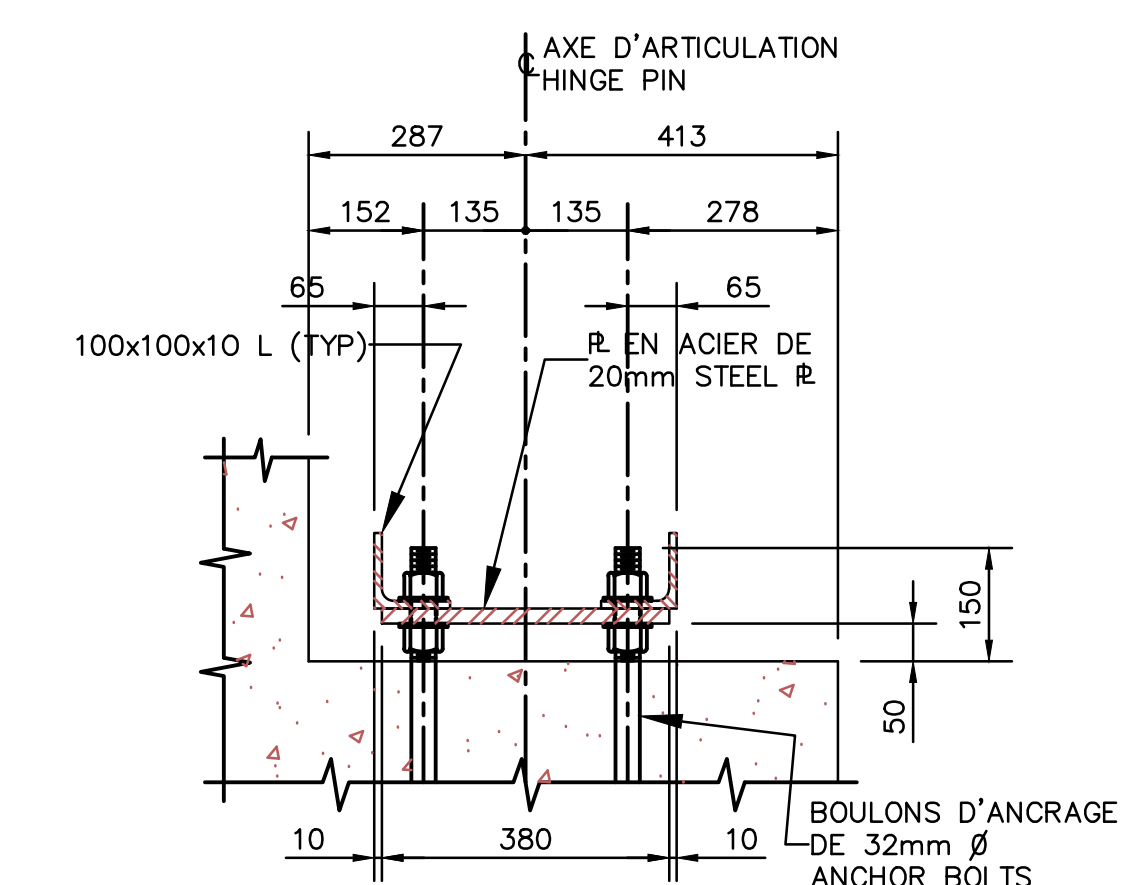
CANIVEAU DE SERVICE SUR LIGNE 2
SERVICE TRENCH ON LINE 2



DETAIL



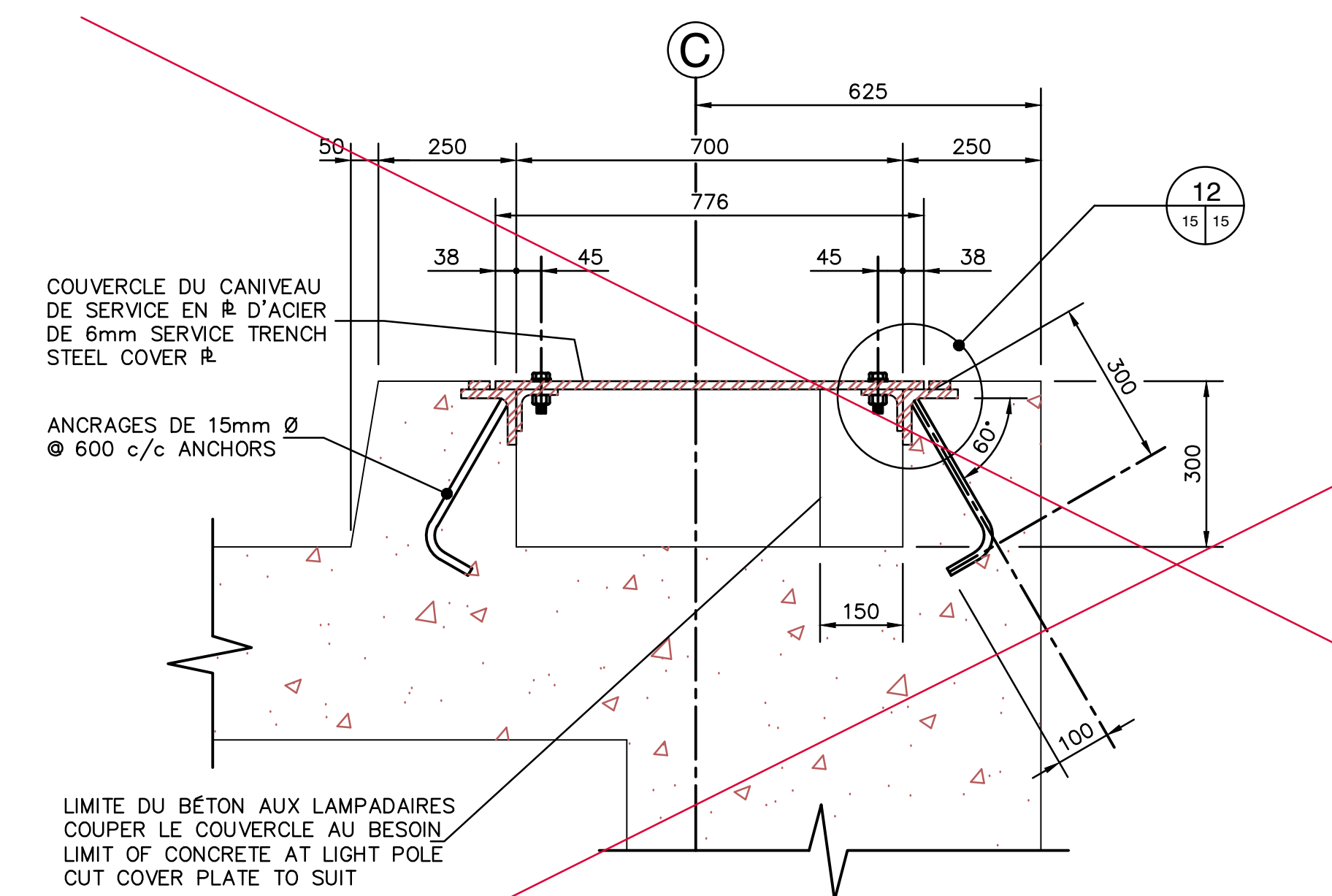
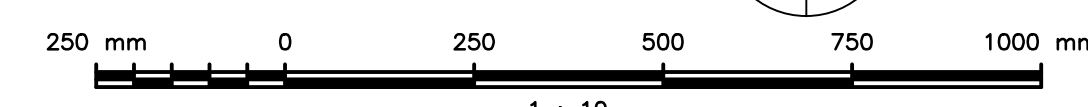
PLAN



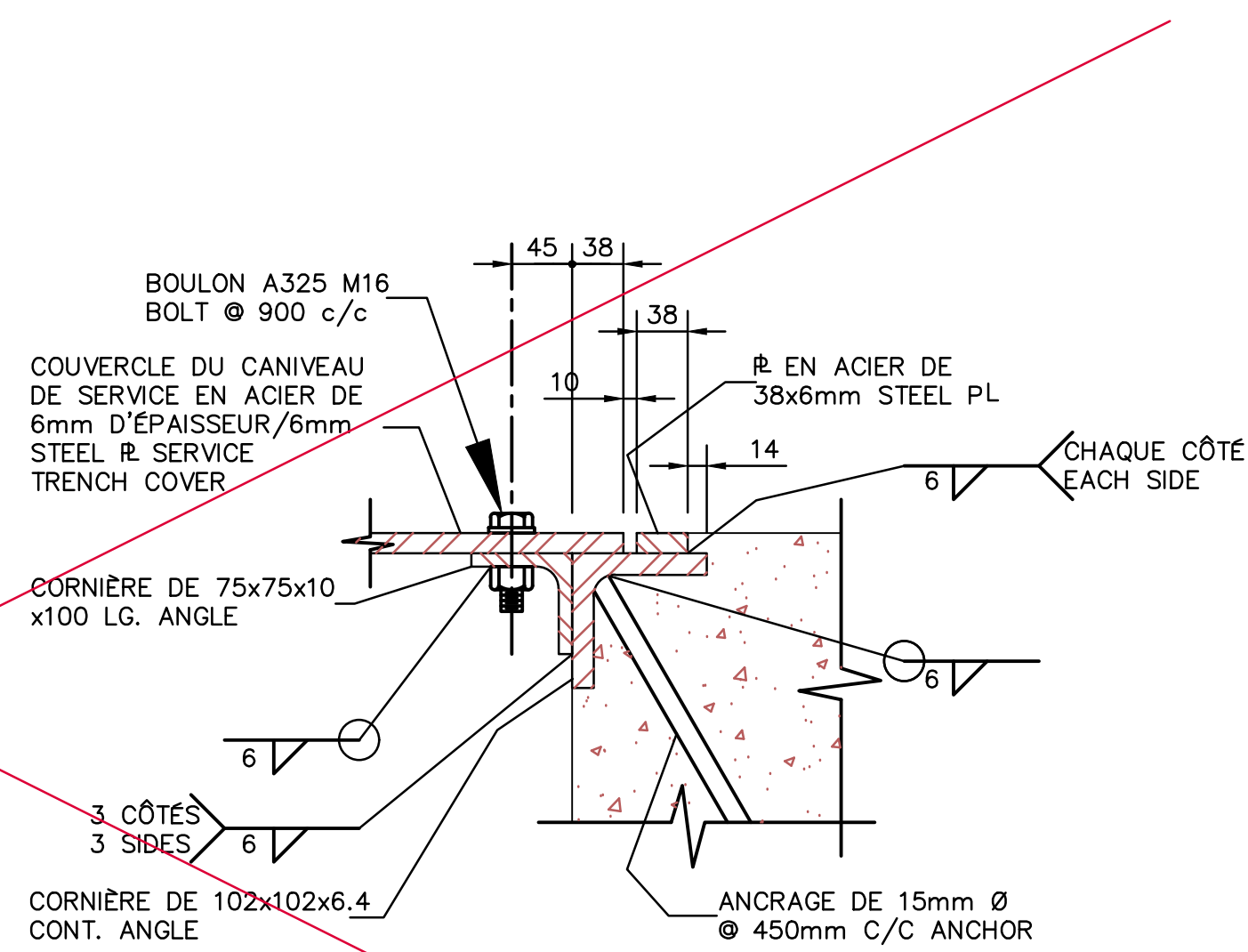
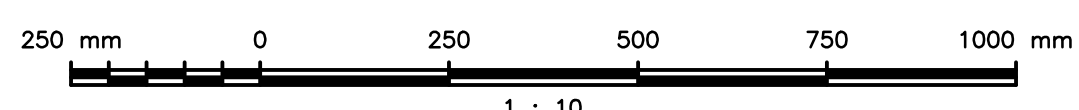
COUPE SECTION

GABARIT ET BOULONS D'ANCRAGE (32mm Ø) FOURNIS PAR D'AUTRES. POUR INSTALLATION SEULEMENT.
TEMPLATE AND ANCHOR BOLTS (32mm Ø) SUPPLIED BY OTHERS. FOR INSTALLATION ONLY.

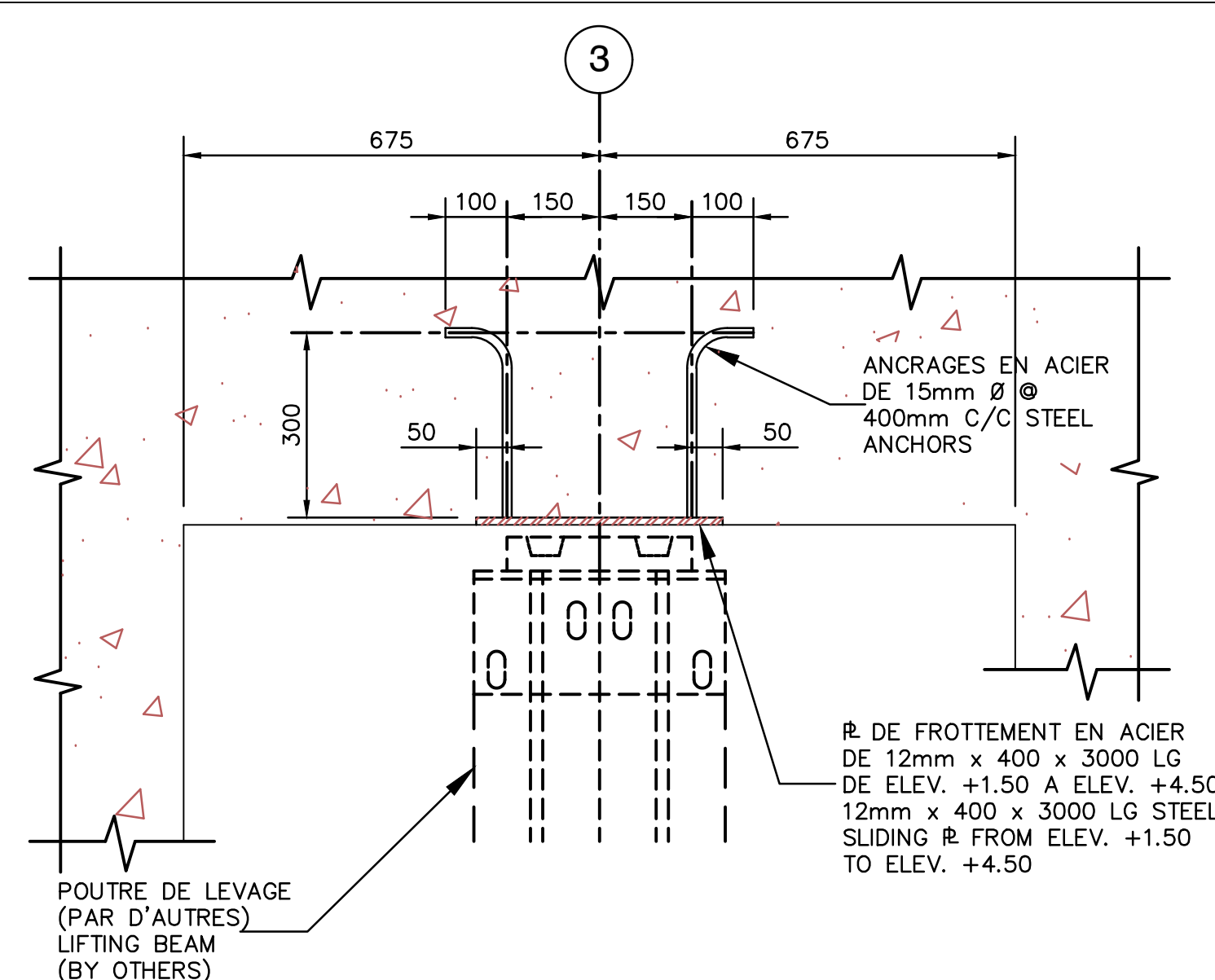
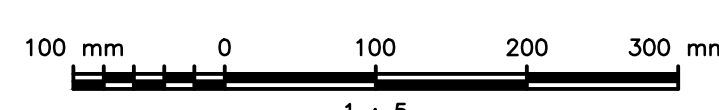
DETAIL



CANIVEAU DE SERVICE ENTRE LIGNES C5 ET C25
SERVICE TRENCH FROM LINE C5 TO C25



DETAIL



POUTRE DE LEVAGE-PLAQUE DE FROTTEMENT
LIFTING BEAM-SLIDING PLATE

DETAIL



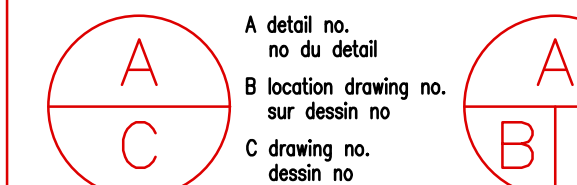
Architectural and Engineering Services
Real Property Services Branch
Civil Engineering

Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

revisions

date



project

CAP-AUX-MEULES

project

PHASE I

NOUVEAU QUAI POUR TRAVERSIER

NEW FERRY WHARF

ILES-DE-LA-MOULÈNE

QUÉBEC

drawing

dessin

DÉTAILS DES
CANIVEAUX DE SERVICE
SERVICE TRENCHES
DETAILS

designed

E. DE CURTIS

conçu

date

D. MURPHY

SEPT. 1997

drawn

J. A. McDONALD

dessiné

date

Y. MORIN

SEPT. 1997

approved

GUY PARENT

approved

Project Manager

Administrateur de projets

no du projet

704861

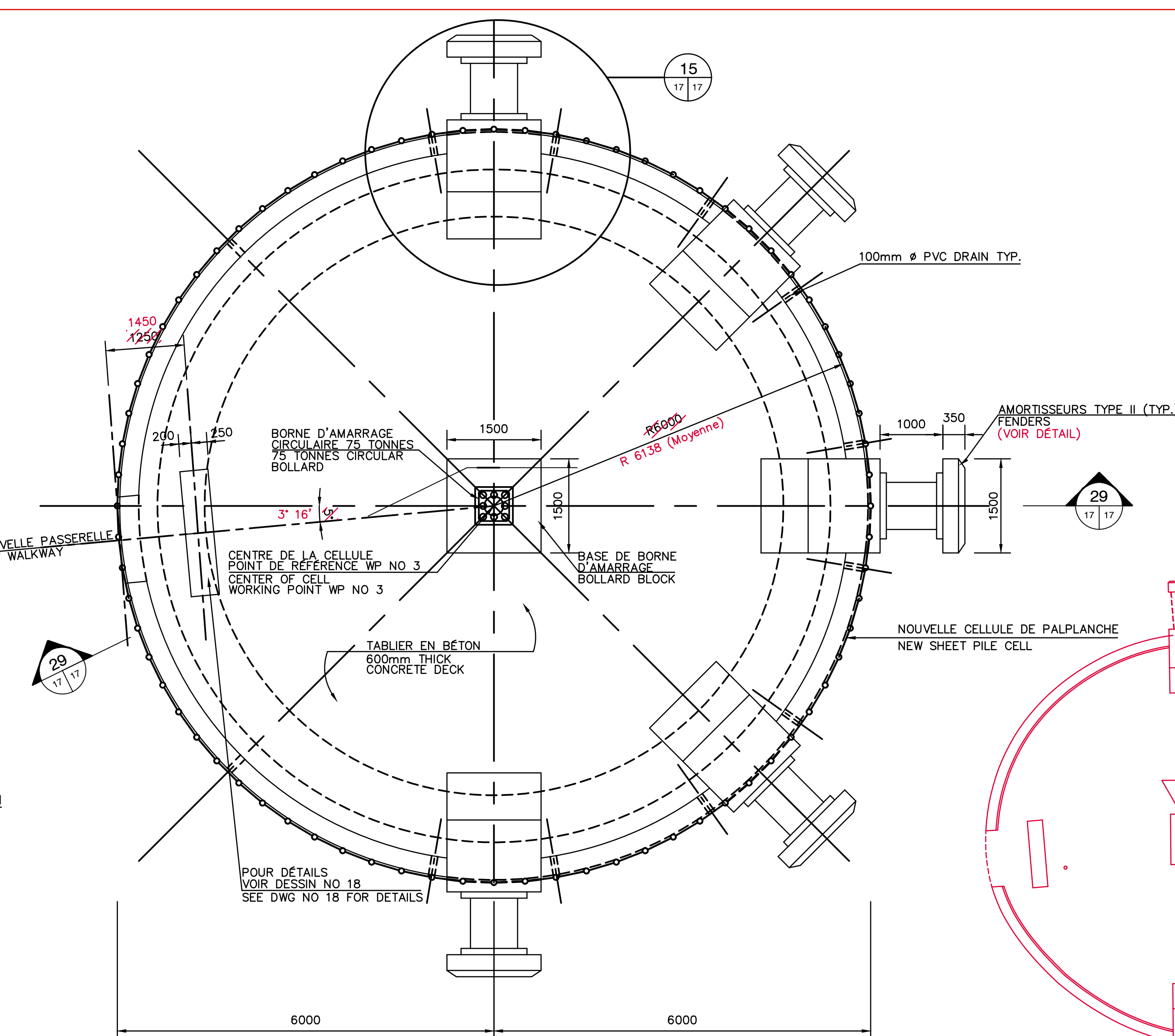
drawing no.

15

no du dessin

QU97161M

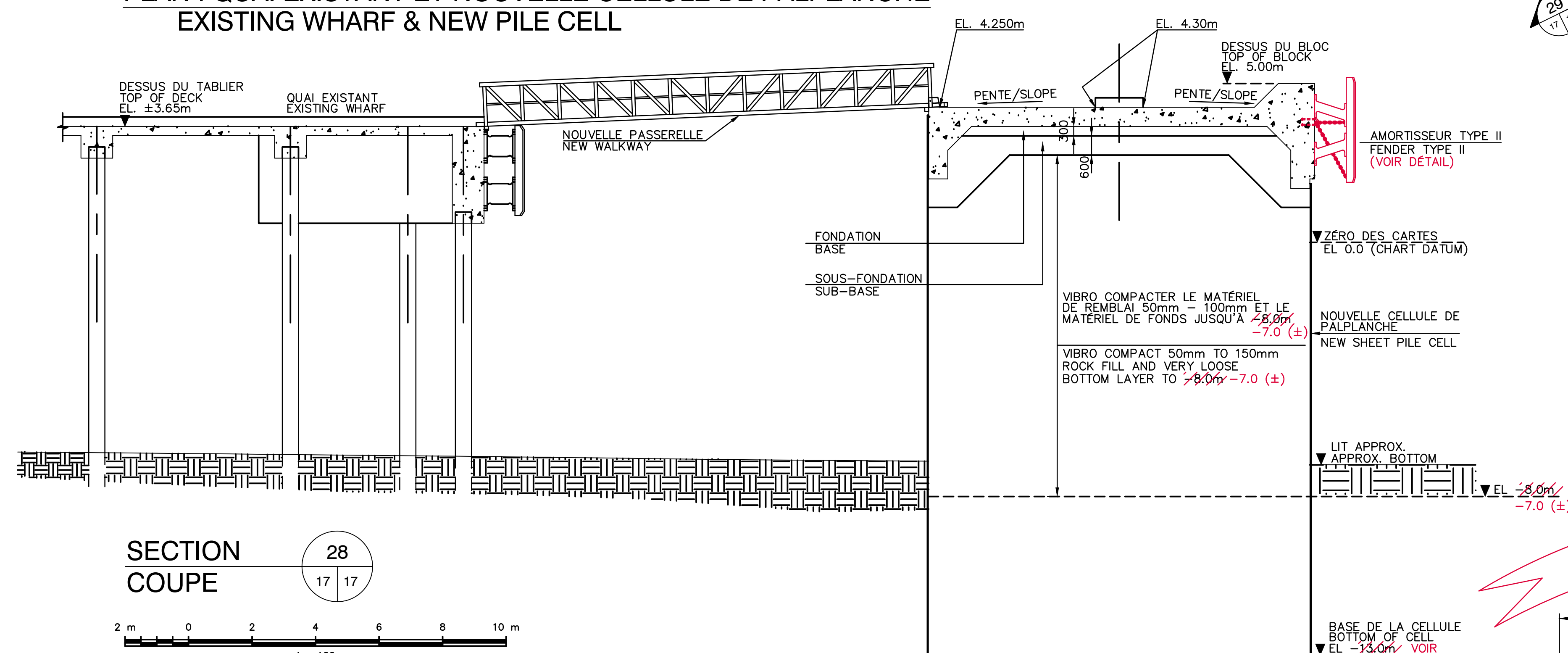
J-0430
SIPT 22127



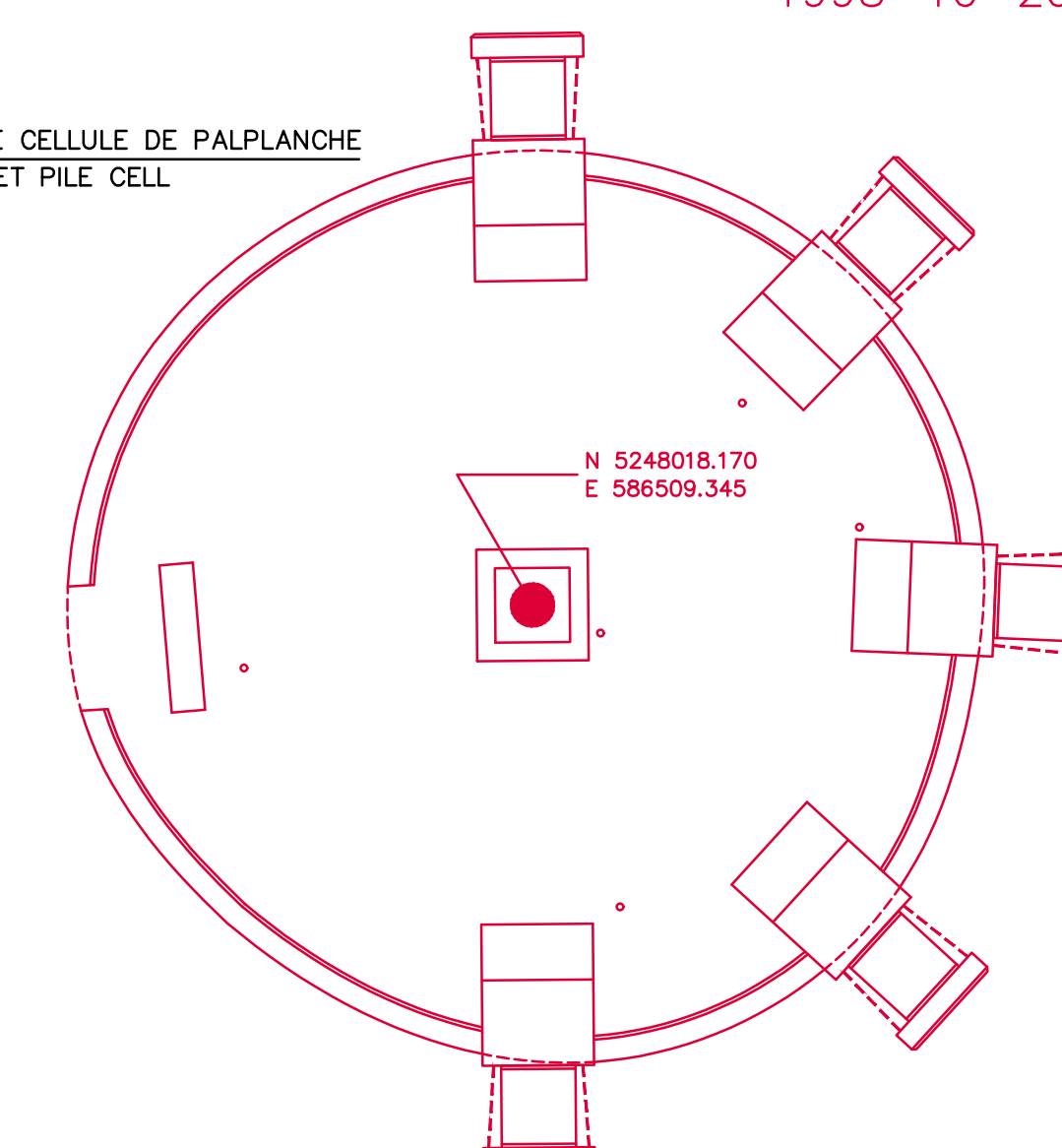
Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

PLAN : QUAI EXISTANT ET NOUVELLE CELLULE DE PALPLANCHE
EXISTING WHARF & NEW PILE CELL



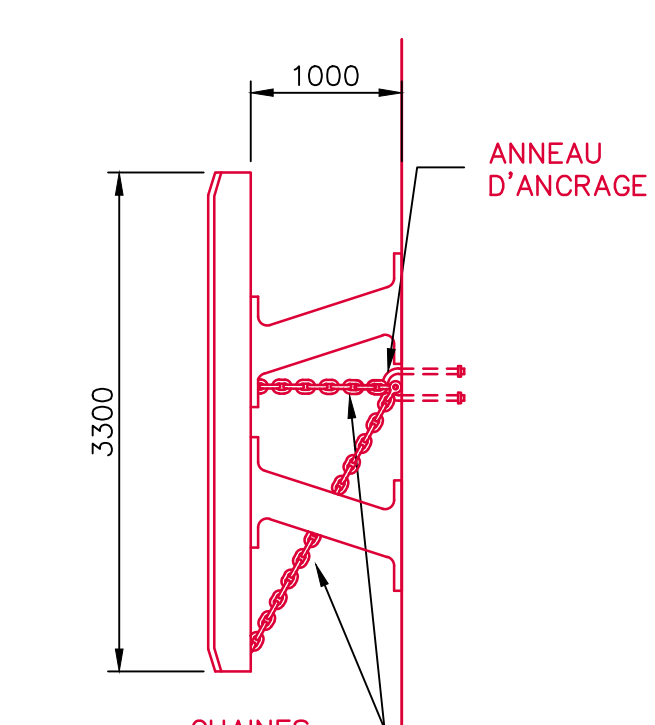
PLAN DE LA NOUVELLE CELLULE
PLAN OF NEW CELL



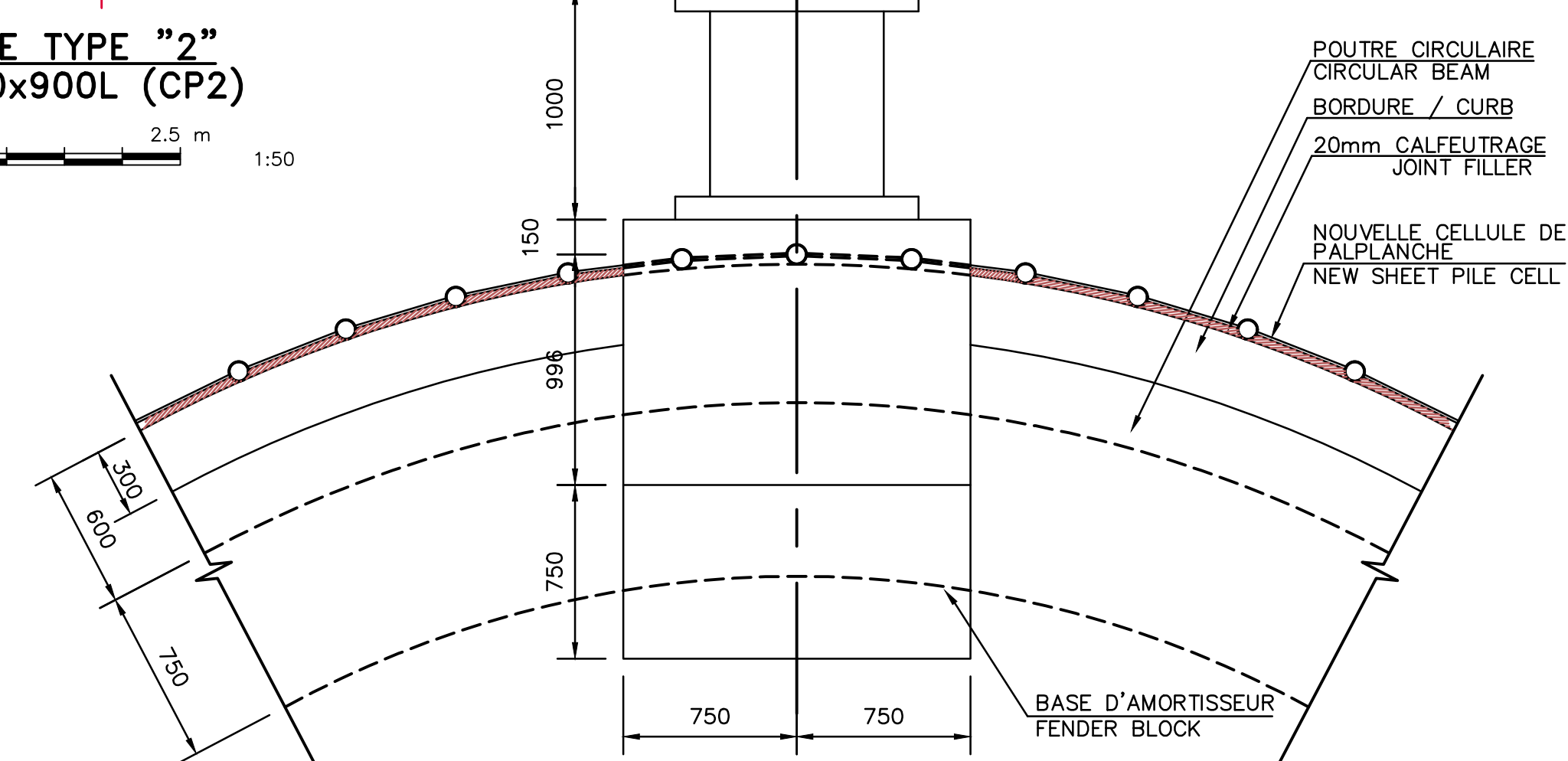
SECTION
COUPE

28
17 17

2 m 0 2 4 6 8 10 m

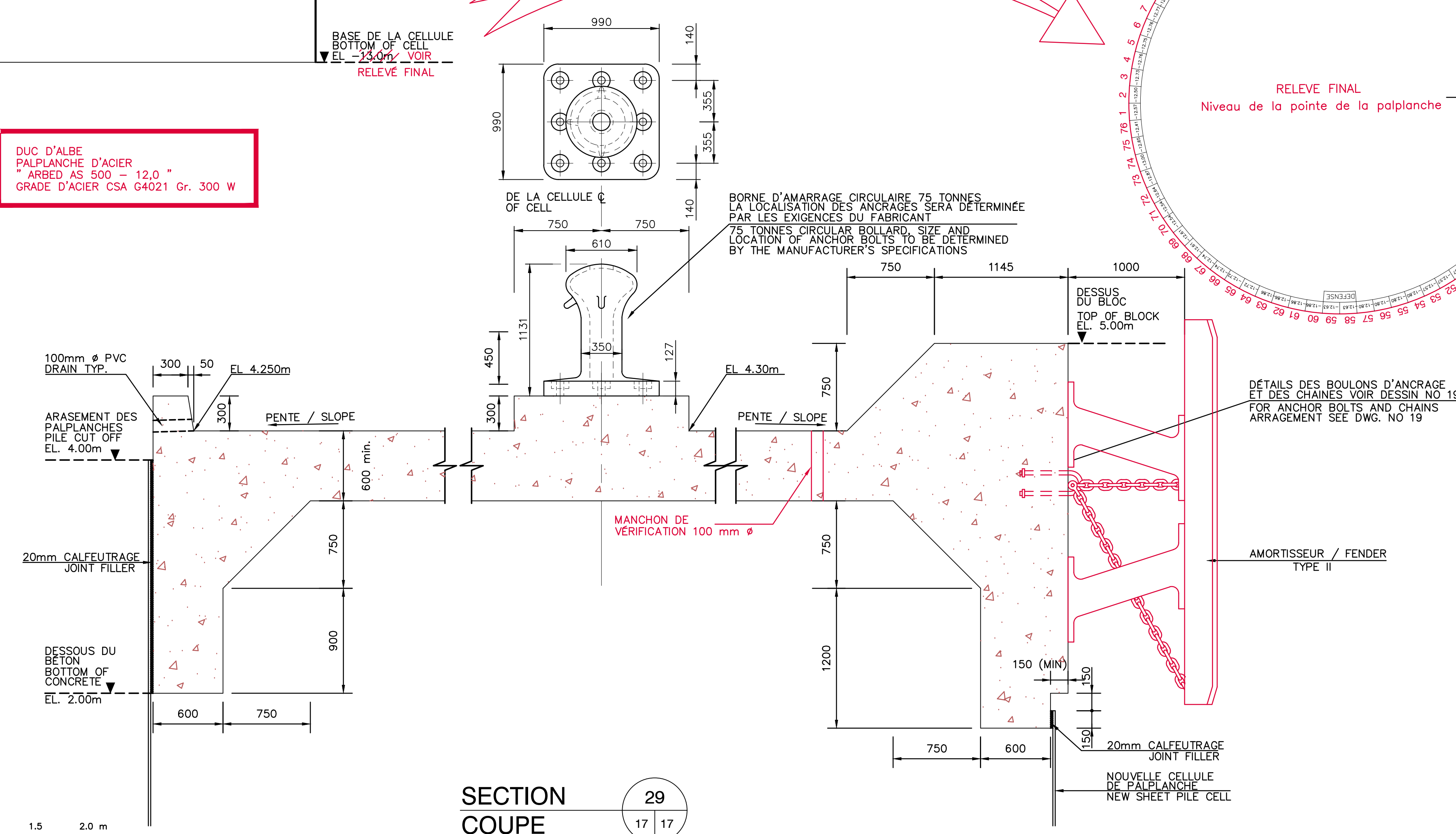


DEFENSE TYPE "2"
HPI-1000x900L (CP2)

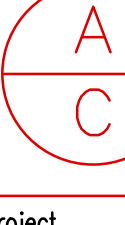



DETAIL 

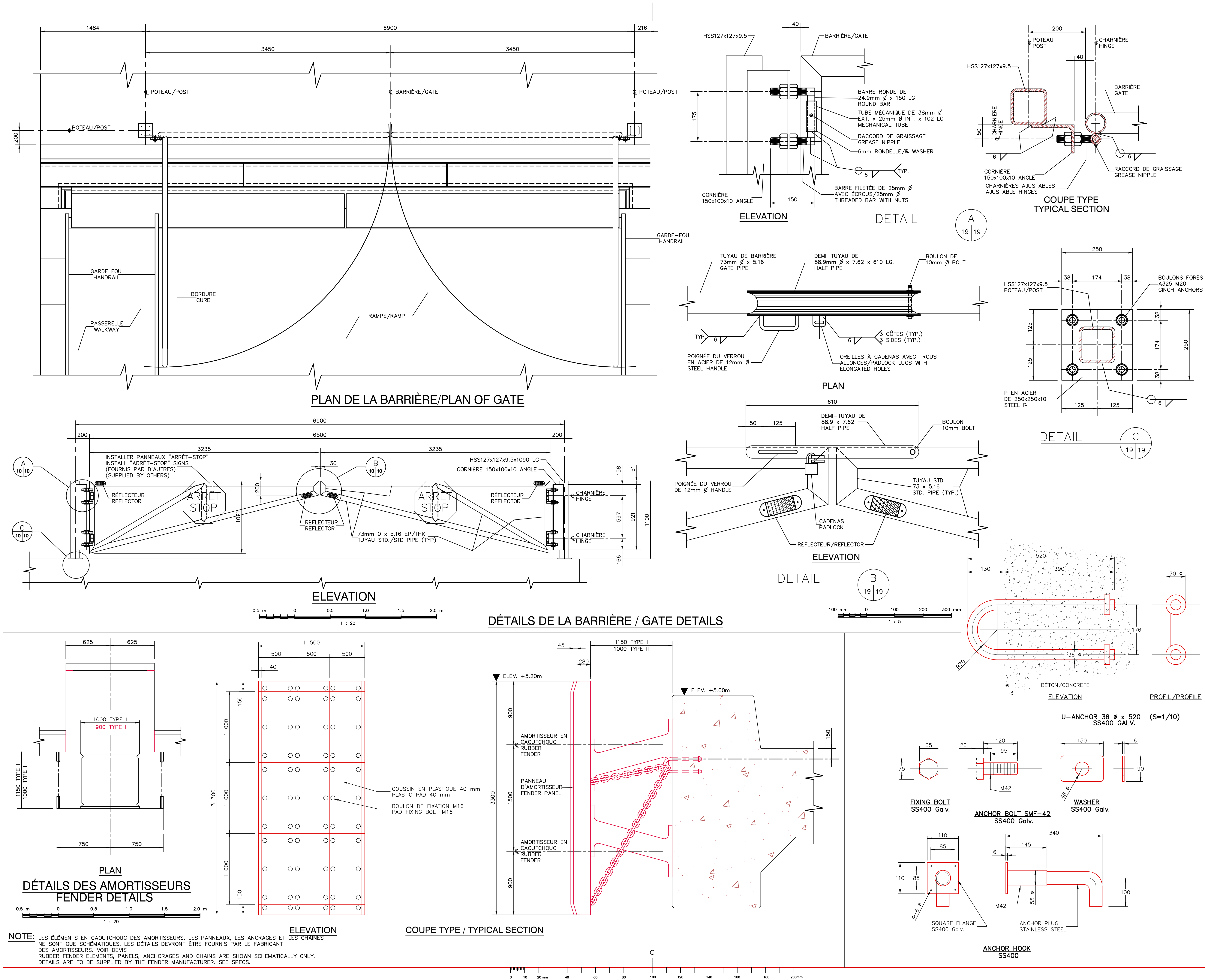
DUC D'ALBE
PALPLANCHE D'ACIER
" ARBED AS 500 - 12,0 "
GRADE D'ACIER CSA G4021 Gr. 300 W



SECTION 29
COUPE 17 17

revisions			date
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p>A detail no. B location drawing no. just inside no. C drawing no. at bottom no.</p> </div> <div style="text-align: center;">  <p>A detail no. B location drawing no. just inside no. B C drawing no. at bottom no.</p> </div> </div>			
project		project	
CAP-AUX-MEULES			
PHASE I			
NOUVEAU QUAI POUR TRAVERSIER			
NEW FERRY WHARF			
ÎLES-DE-LA-MADELEINE		QUÉBEC	
drawing		dessin	
<p>PLAN DU DUC D'ALBE</p> <p>CIRCULAIRE ET DÉTAILS</p> <p>CIRCULAR DOLPHIN</p> <p>LAYOUT AND DETAILS</p>			
designed	T PENNINGTON		conçu
date	D S MURPHY		SEPT. 1997
drawn	DESHANDE		dessiné
date			SEPT. 1997
approved	Y MORIN		approuvé
date			SEPT. 1997
Tender			Submission
GUY PARANT			
Project Manager	Administrateur de projets		
project no.	no du projet		
704861			
drawing no.	no du dessin		
17		QU97161M	

J-0456	SIPDT 22372
--------	-------------



TEL QUE CONSTRUIT
AS BUILT
1998-10-20

revisions

date

project

project

PHASE I

NOUVEAU QUAI POUR TRAVERSIER

NEW FERRY WHARF

ILES-DE-LA-MADELENE QUÉBEC

drawing

PLAN DES AMORTISSEURS

ET DÉTAILS DE LA

BARRIÈRE DE LA RAMPE

FENDER ARRANGEMENT

AND RAMP DETAILS

designed

conçu

date

D. MURPHY

SEPT 1997

drawn

JOHN A. McDONALD

SEPT 1997

approved

Y. MORIN

SEPT 1997

Tender

GUY PARENT

Project Manager

Administrateur de projets

project no.

no du projet

704861

drawing no.

no du dessin

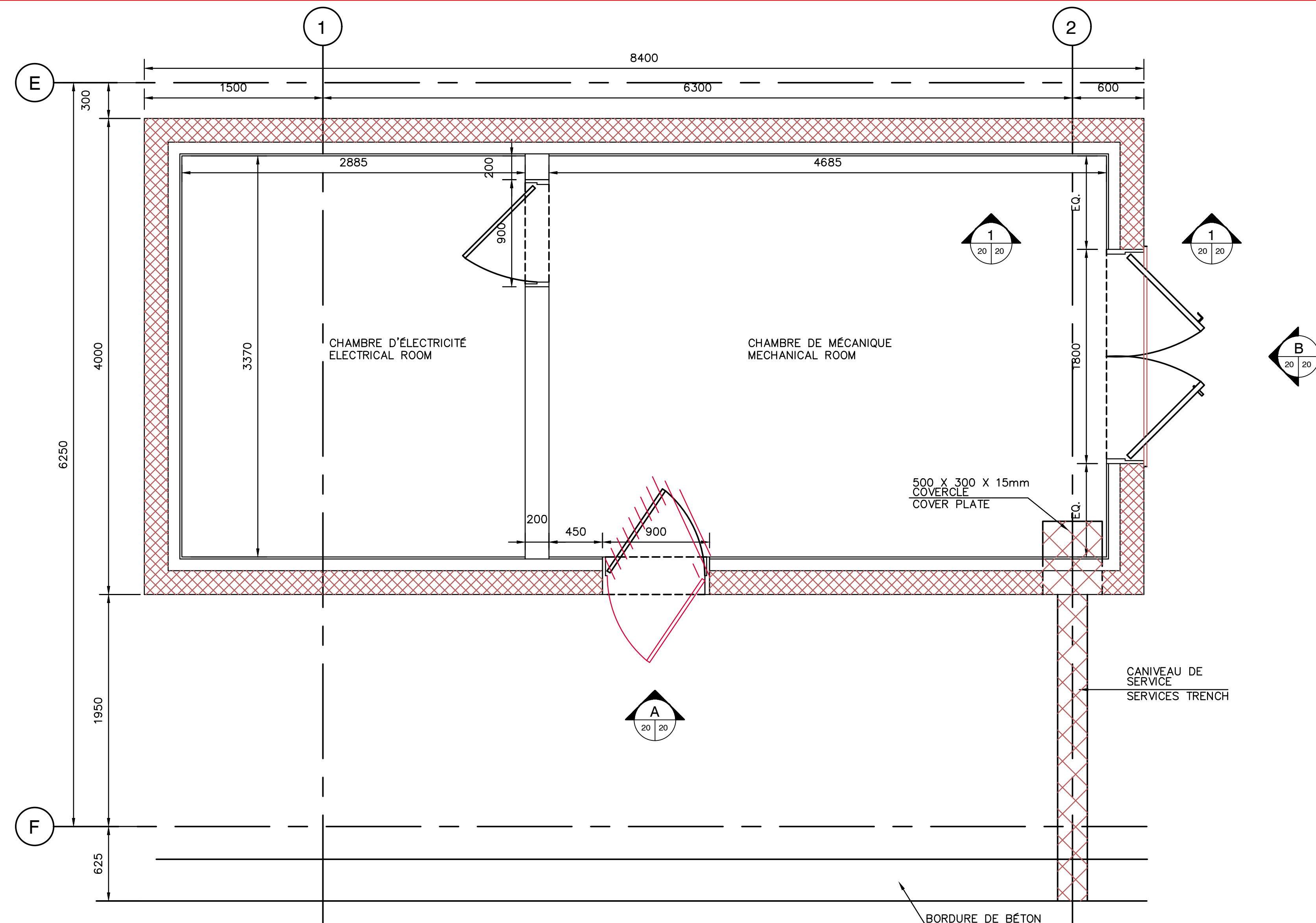
19

QU97161M

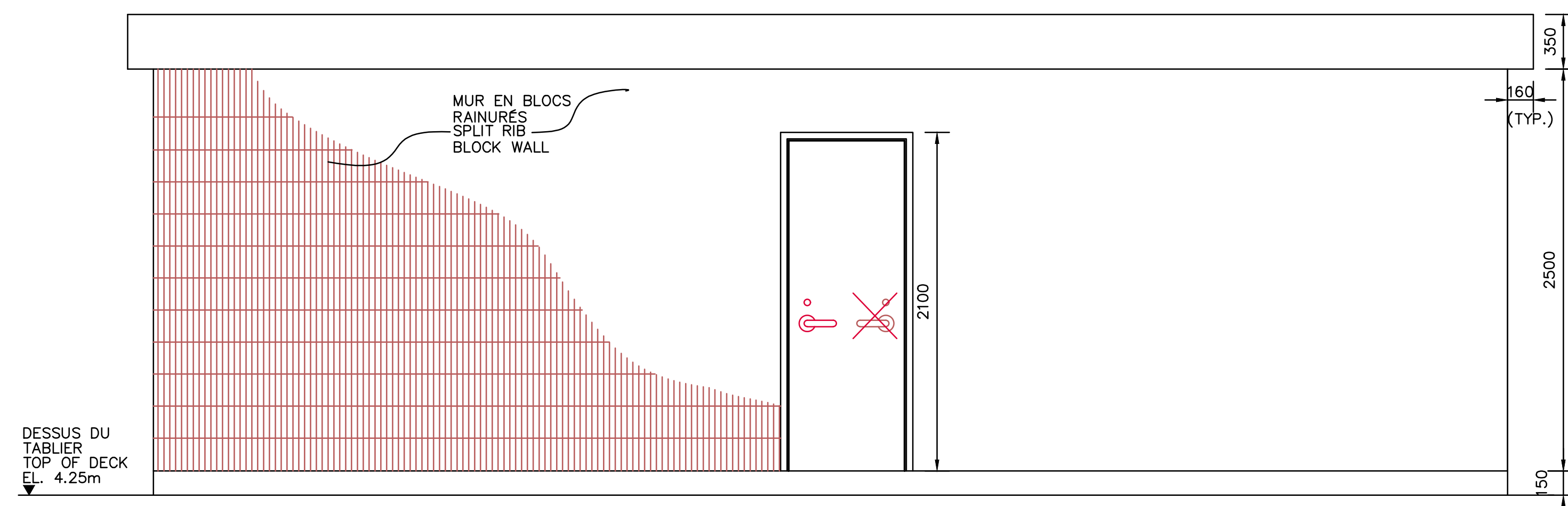
J-0403

SIPDT 22411

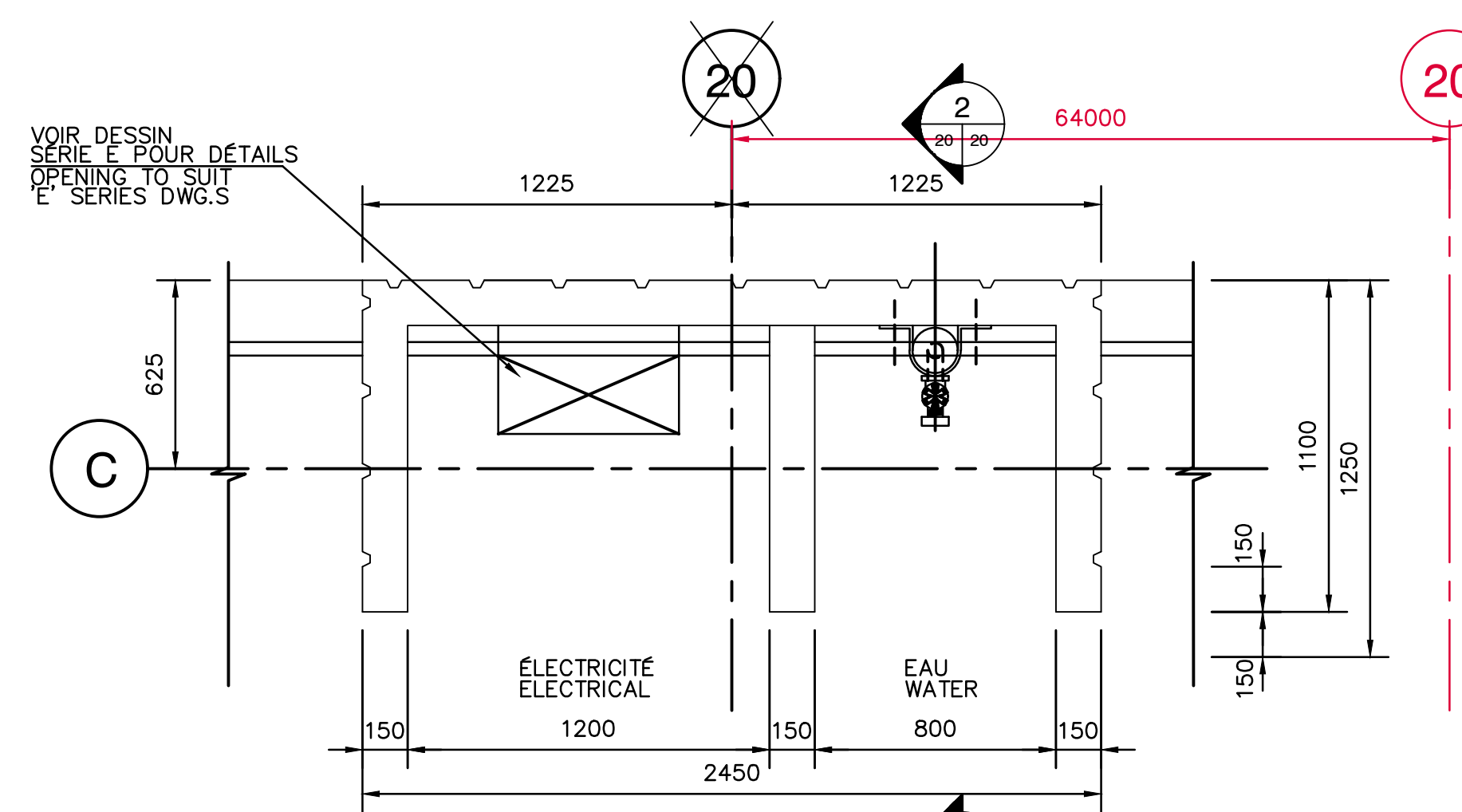
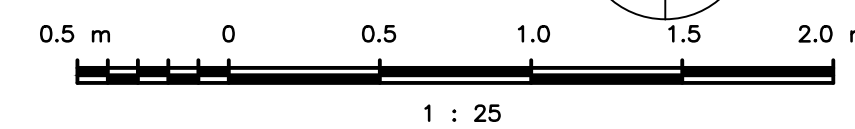
PLOT SCALE SCALE



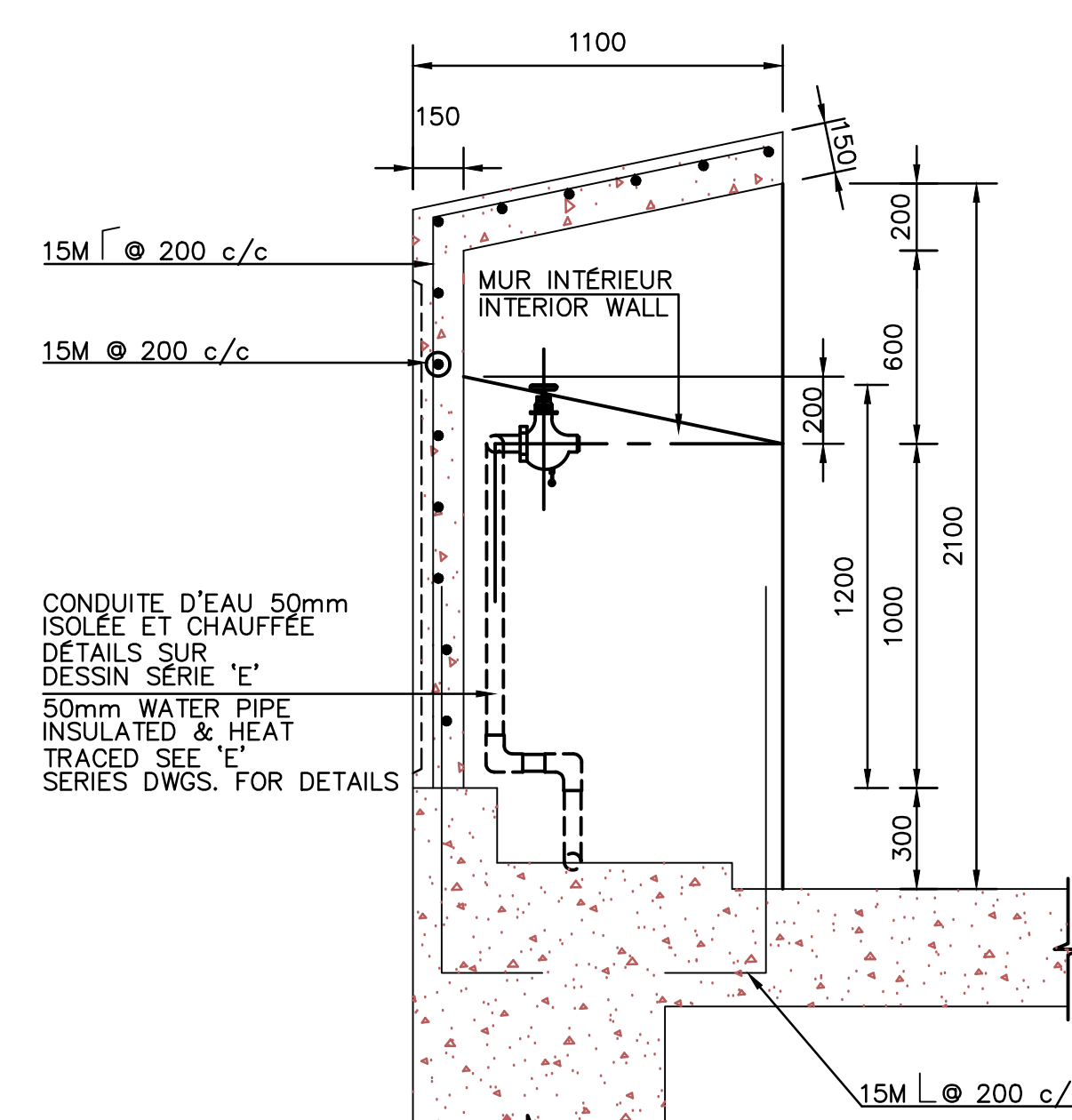
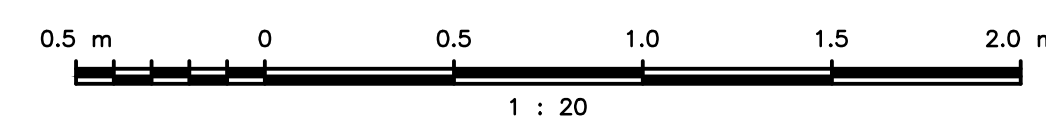
PLAN : BÂTIMENT DE SERVICE
PLAN : SERVICE BLDG.



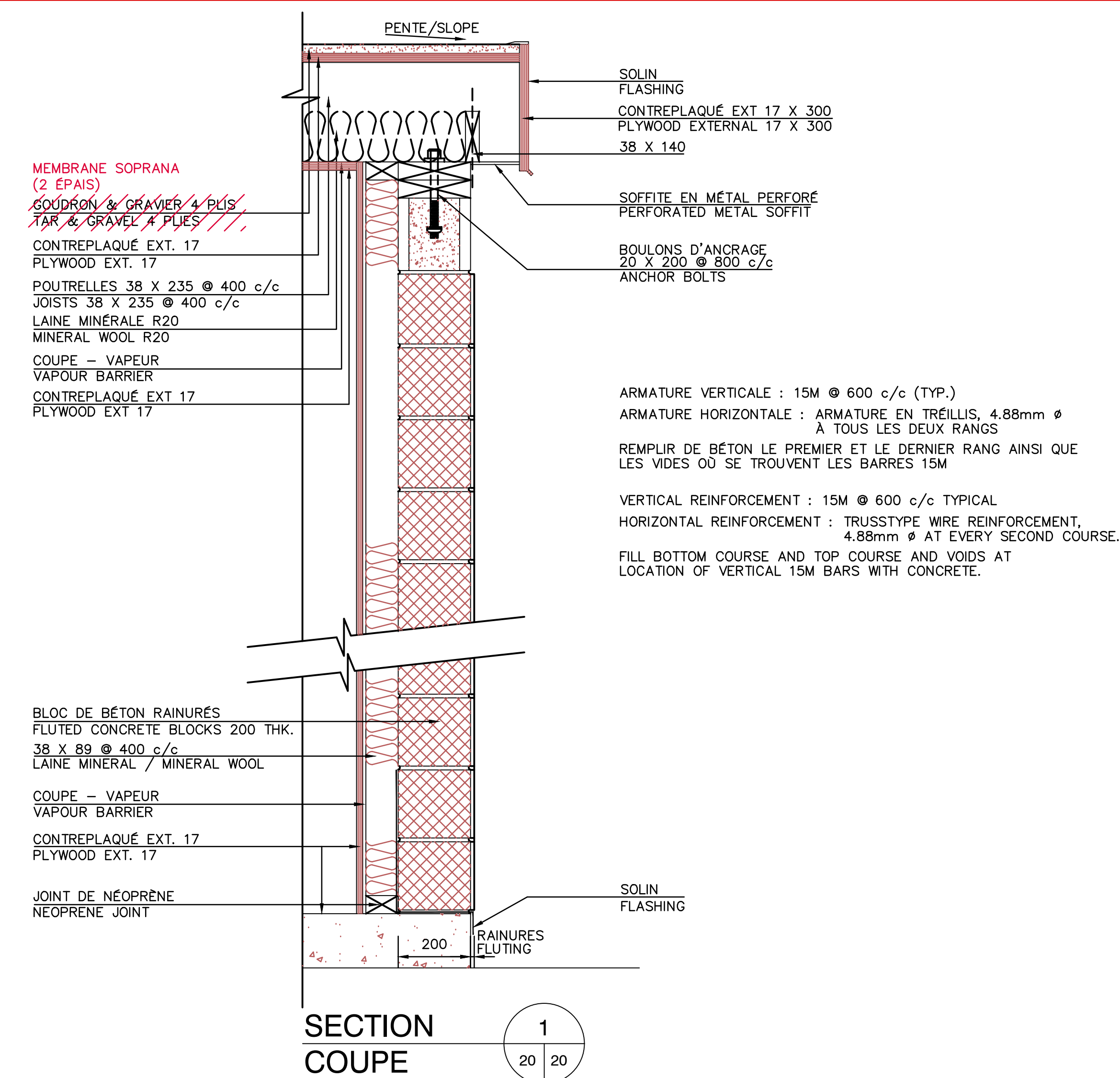
ELEVATION A



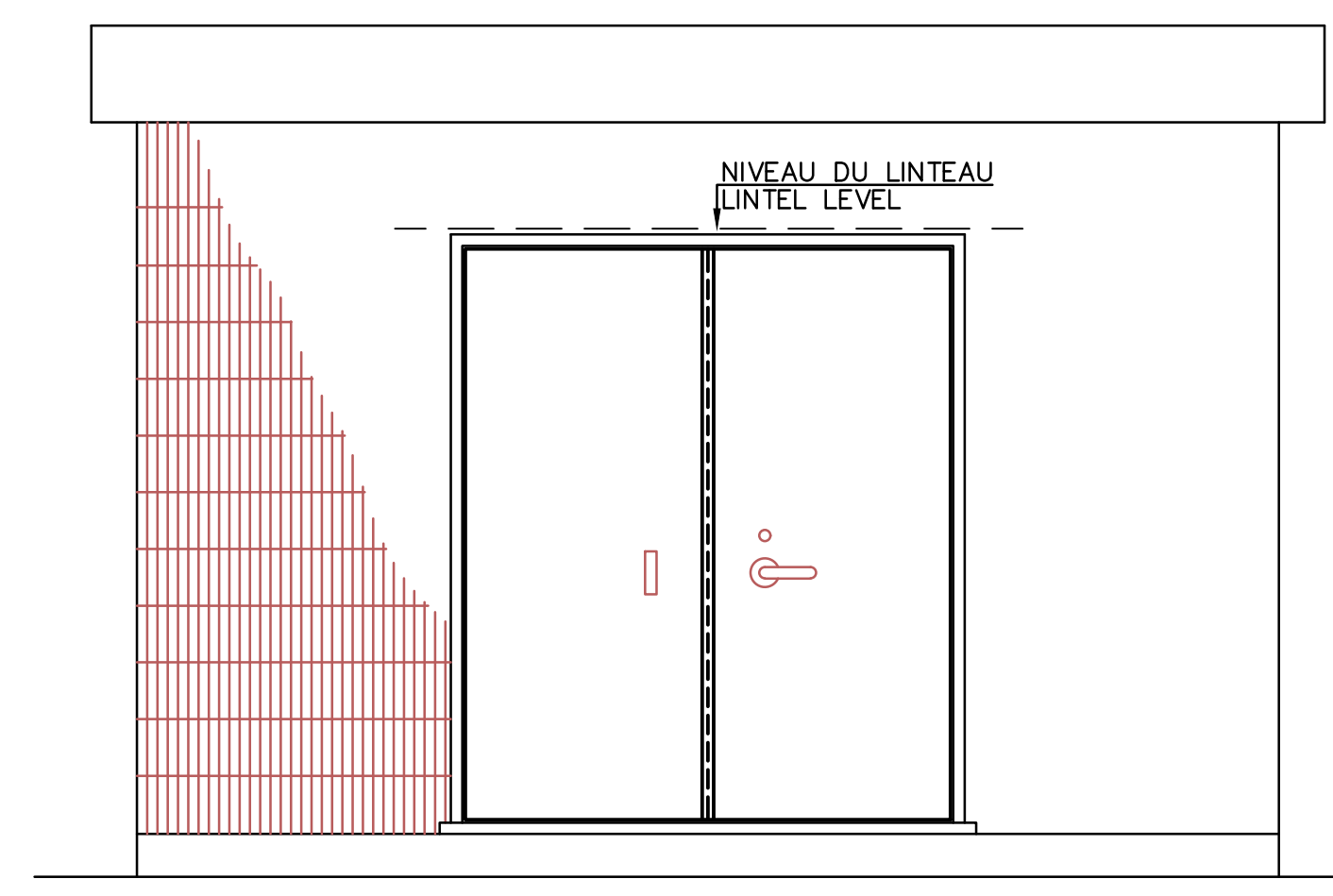
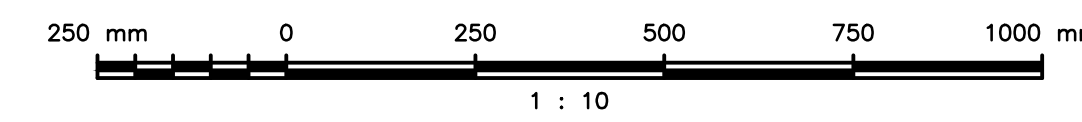
PLAN : ÎLOT DE SERVICE
PLAN : SERVICE ISLAND



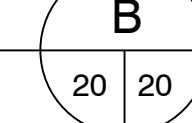
SECTION COUPE 2



SECTION COUPE 1



ELEVATION B

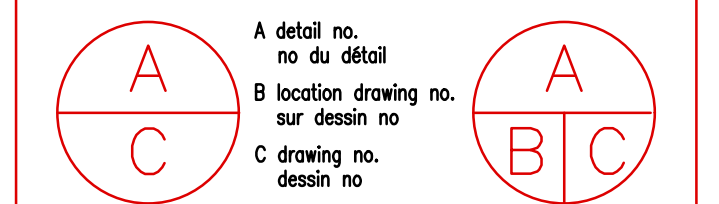


Architectural and Engineering Services
Real Property Services Branch
Civil Engineering

Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

revisions date



project CAP-AUX-MEULES project
PHASE I
NOUVEAU QUAI POUR TRAVERSIER
NEW FERRY WHARF
ÎLES-DE-LA-MADELENE QUÉBEC
drawing dessin
BÂTIMENT DE SERVICE ET
ÎLOT DE SERVICE
SERVICE BUILDING AND
SERVICE ISLAND

designed E DeCURTIS conçu
date SEPT. 1997
drawn DESHPANDE dessiné
date SEPT. 1997
approved Y MORIN approuvé
date SEPT. 1997
Tender GUY PARENT soumission
Project Manager Administrateur de projets
project no. 704861 no du projet
drawing no. 20 QU97161M

J-0439
SIPDT 22417