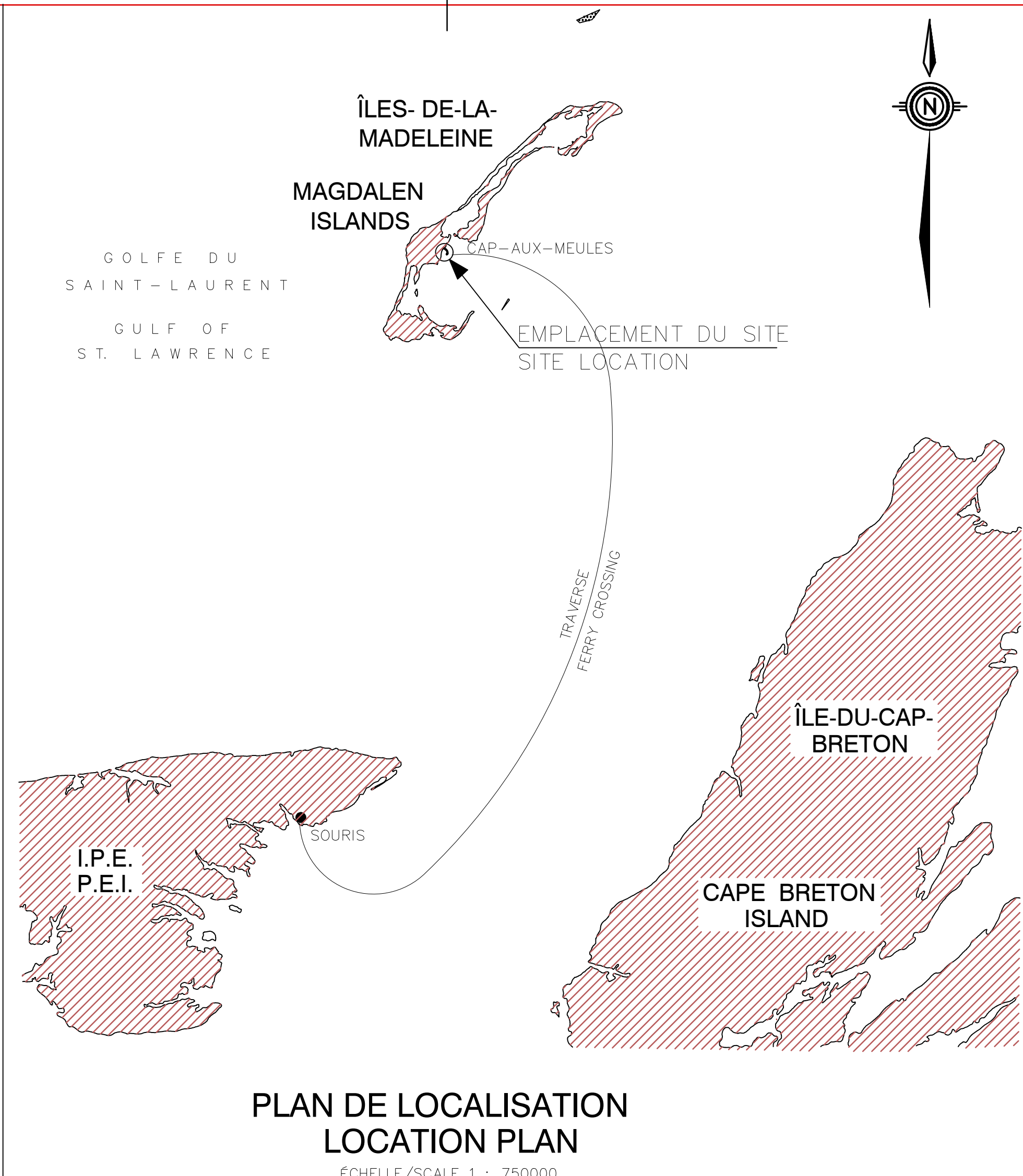
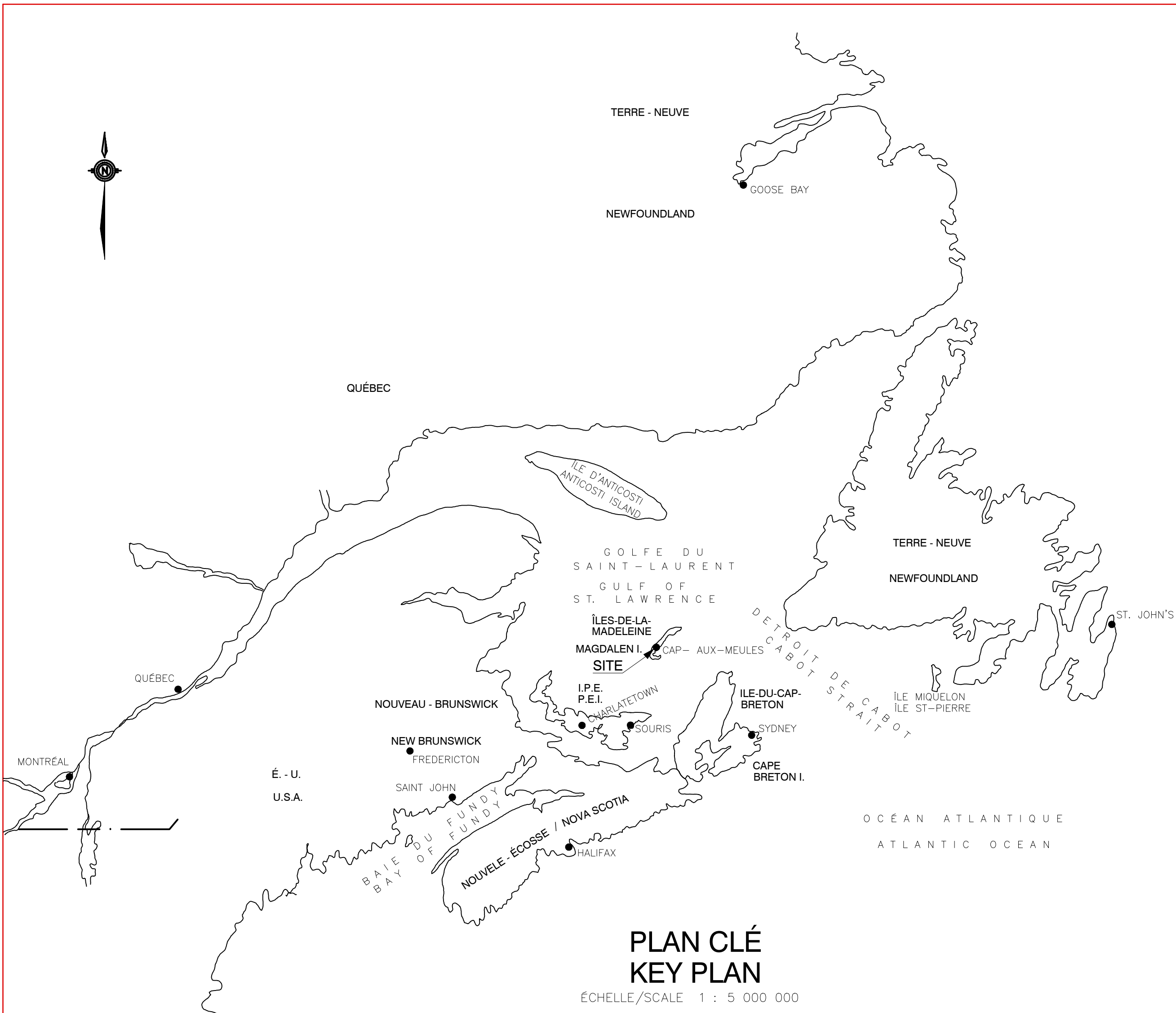


APPENDIX

3 AS-BUILT DRAWINGS



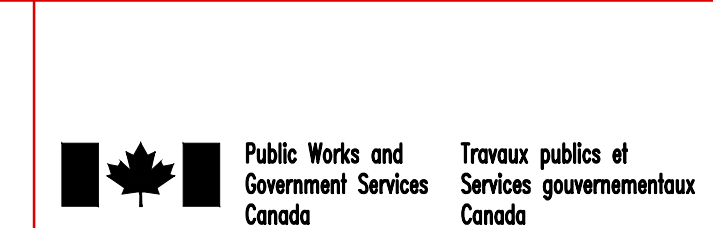
REMARQUES GÉNÉRALES :

- 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 AMARRÉS:
 - 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
 - PALANCHES - 1. MUR: SECTION EN Z AVEC UN MODULE DE SECTION Sx=2550 x 10⁶ 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. BORNES D'AMARRAGE: 1. MATÉRIEL: ACIER AU CARBONE COULÉ SELON ASTM-A27-87A, NUANCE 65-35.
 - 2. TÊTE COURBÉE 75 TONNES
 - 3. TÊTE RONDE 75 TONNES
 - 4. TÊTE COURBÉE 45 TONNES
 - 5. BOULONS D'ANCRAGE SELON ASTM-A307.
 - 6. Soudure et fourniture de soudure selon CAN/CSA-W59-M88.
- BÉTON ARMÉ:
 - 1. LE MATÉRIEL ET LES MÉTHODES DE CONSTRUCTION SELON CAN/CSA A23.1-94.
 - 2. RÉSISTANCE À LA COMPRESSION MINIMALE À 28 JOURS DE 35 MPa.
 - 3. ARMATURE SELON CAN/CSA G30.18-M92, NUANCE 400.
 - 4. 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:
 - 1. TYPE 1, ÉNERGIE MINIMALE - 19.6 TONNES-MÈTRES
 - 2. TYPE 2, ÉNERGIE MINIMALE - 39.9 TONNES-MÈTRES
 - 3. TYPE 3, ÉNERGIE MINIMALE - 100.0 TONNES-MÈTRES
- BORNES D'AMARRAGE:
 - 1. MATÉRIEL: ACIER AU CARBONE COULÉ SELON ASTM-A27-87A, NUANCE 65-35.
 - 2. TÊTE COURBÉE 75 TONNES
 - 3. TÊTE RONDE 75 TONNES
 - 4. TÊTE COURBÉE 45 TONNES
 - 5. BOULONS D'ANCRAGE SELON ASTM-A307.
 - 6. 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:
 - 1. 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.
 - 2. 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
 - 3. 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:
 - 1. 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.
 - 2. STEEL SHEET PILING
 - 1. SHEET PILING WALL-Z SECTION WITH SECTION MODULUS Sx=2550x10⁶ 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.
 - 3. STRUCTURAL AND MISCELLANEOUS EMBEDDED STEEL
 - 1. 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
 - 2. GALVANIZING TO CAN/CSA G164-M92.
 - 3. STRUCTURAL BOLTS TO ASTM-A325.
 - 4. ANCHOR BOLTS TO ASTM-A307.
 - 4. REINFORCED CONCRETE
 - 1. CONCRETE MATERIALS AND METHODS OF CONSTRUCTION TO CSA A23.1-94.
 - 2. MINIMUM 28 DAY COMPRESSIVE STRENGTH 35MPa.
 - 3. CONCRETE REINFORCEMENT TO CAN/CSA G30.18-M92, GRADE 400.
 - 4. MINIMUM CLEAR COVER 75mm FOR ALL BEAMS, AND SLABS ON GRADE, 65mm FOR DECK SLABS (ENERGY AND REACTION VALUES INCLUDE MANUFACTURERS TOLERANCES)
 - 1. TYPE 1 FENDER PANELS - MINIMUM ENERGY 19.6 TONNE-MÈTRES
 - 2. TYPE 2 FENDER PANELS - MINIMUM ENERGY 39.9 TONNE-MÈTRES
 - 3. TYPE 3 FENDER PANELS - MINIMUM ENERGY 100.0 TONNE-MÈTRES
 - 5. FENDERS
 - 1. TYPE 1: CURVED HEAD - 75 TONNES
 - 2. TYPE 2: ROUND HEAD - 75 TONNES
 - 3. TYPE 3: CURVED HEAD - 45 TONNES
 - 6. BOLLARDS
 - 1. MATERIAL: CARBON STEEL CASTING TO ASTM A27-87A, GRADE 65-35.
 - 2. TYPE 1: CURVED HEAD - 75 TONNES
 - 3. TYPE 2: ROUND HEAD - 75 TONNES
 - 4. TYPE 3: CURVED HEAD - 45 TONNES
 - 7. WELDING
 - WELDING AND WELDING MATERIALS TO CSA-W59-M88.



National Centre of Expertise
Centre d'expertise national

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

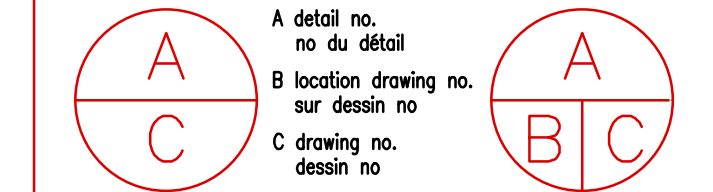
Centre d'expertise national
Services d'architecture et d'ingénierie
Direction générale des services immobiliers
Génie civil

NOTE

- PIEUX TUBULAIRES
SELON RAPPORT D'ESSAI Fy = 470 mpa
- PALANCHES
- MUR: ARBÉD A2-26
- t = 2600 x 10⁶ mm⁴ / 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: 625 Mpa (70000 psi)
Long: 915 mm
Diamètre: 48 mm
TYPE 2: Part no. 8124.3639
Boulons: 625 Mpa (70000 psi)
Long: 915 mm
Diamètre: 48 mm
TYPE 3: Part no. 870.30.30M80
Boulons: 625 Mpa (70000 psi)
Long: 915 mm
Diamètre: 48 mm

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-MADELEINE QUÉBEC

drawing PLAN CLÉ, dessin

PLAN DE LOCALISATION,

PLAN DE SONDAGE,

REMARQUES GÉNÉRALES

KEY, LOCATION,

SOUNDING PLANS

AND GENERAL NOTES

designed conçu

E. DeCOURTIS SEPT. 1997

date

drawn E. MATATKO SEPT. 1997

date

approved Y. MORIN SEPT. 1997

date

Tender GUY PARENT Soumission

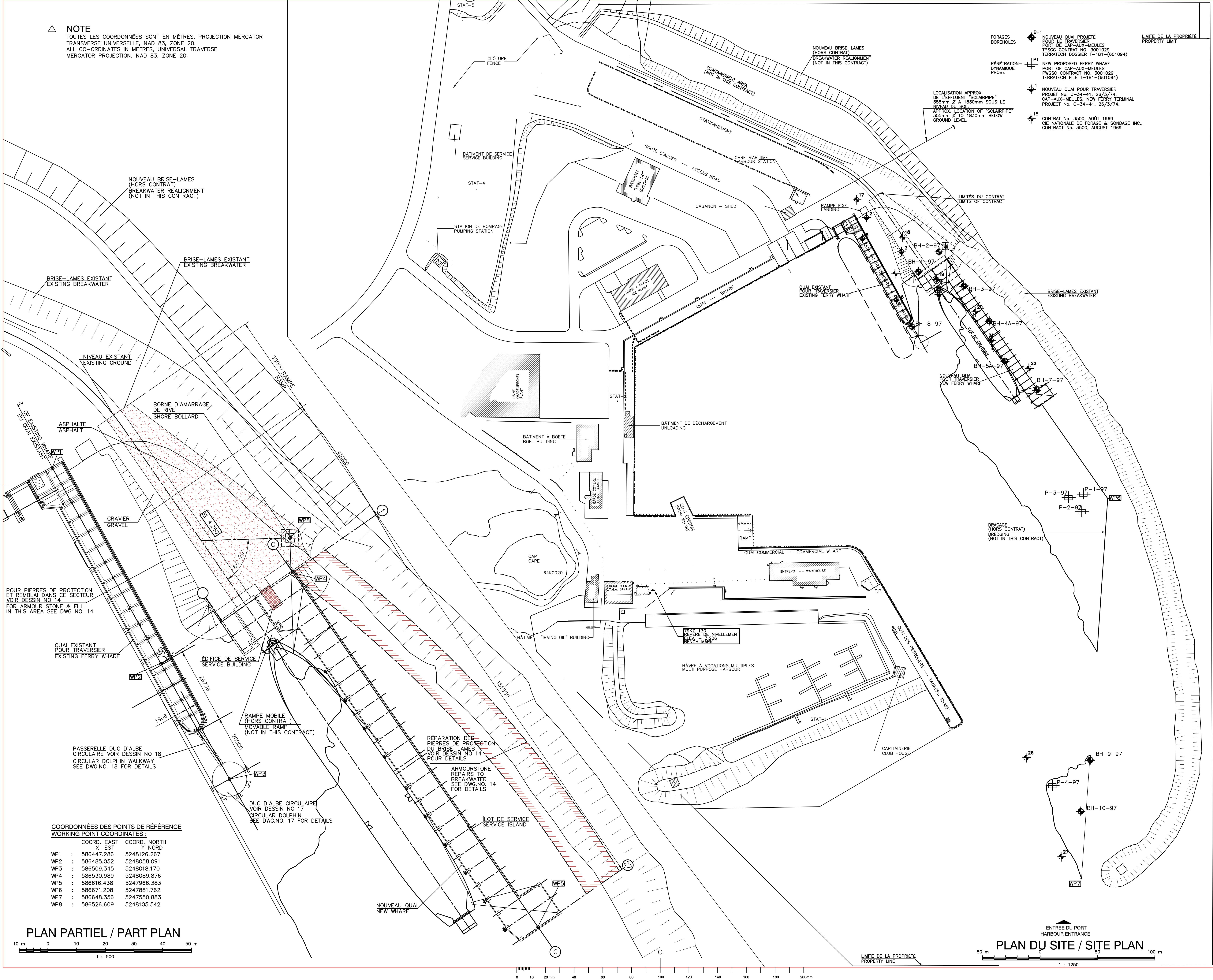
Project Manager Administrateur de projets

project no. 704861 no du projet

drawing no. 1 no du dessin

QU97161M

J-0440
SPOT 22069



TEL QUE CONSTRUIT
AS BUILT
1998-10-20

NOTE REVISEE
NOTE REVISED
98/01

revisions
date

A detail no.
or du dessin
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-MADELINE
QUÉBEC

drawing
dessin

PLANS DU SITE
SITE PLANS

designed
E. DeCURTIS
conçu
SEPT 1997

date
drawn
T. DeCURTIS
dessiné
SEPT 1997

approved
Y. MORIN
approuvé
SEPT 1997

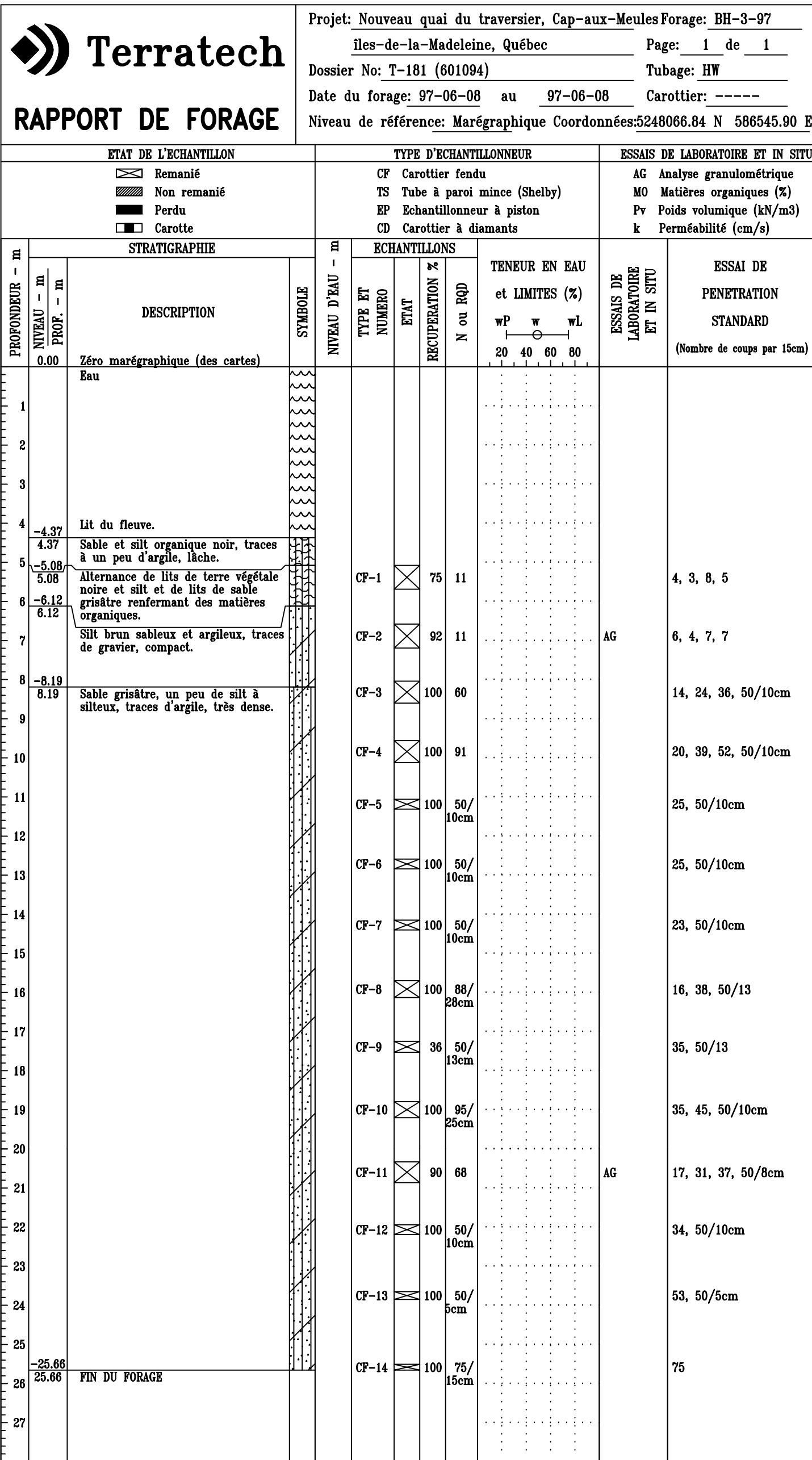
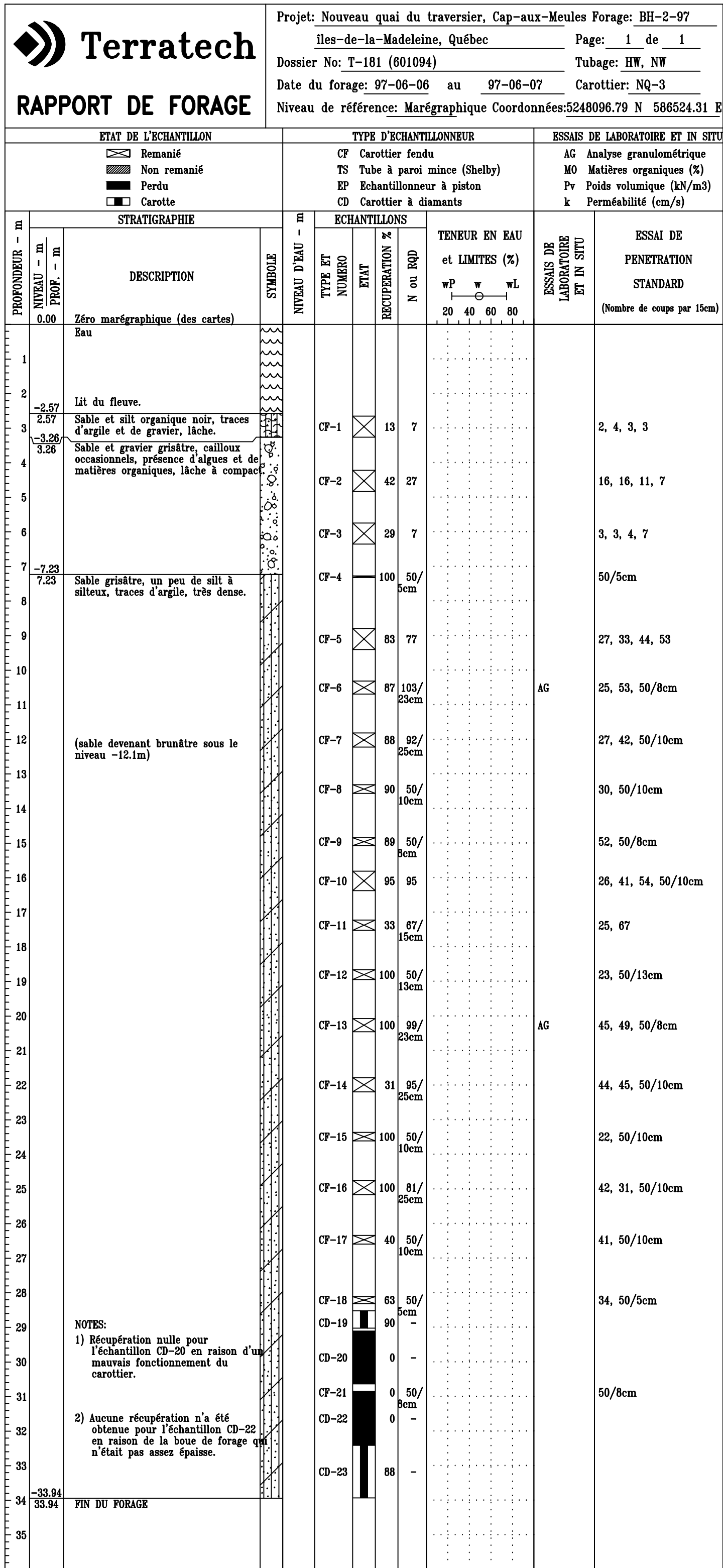
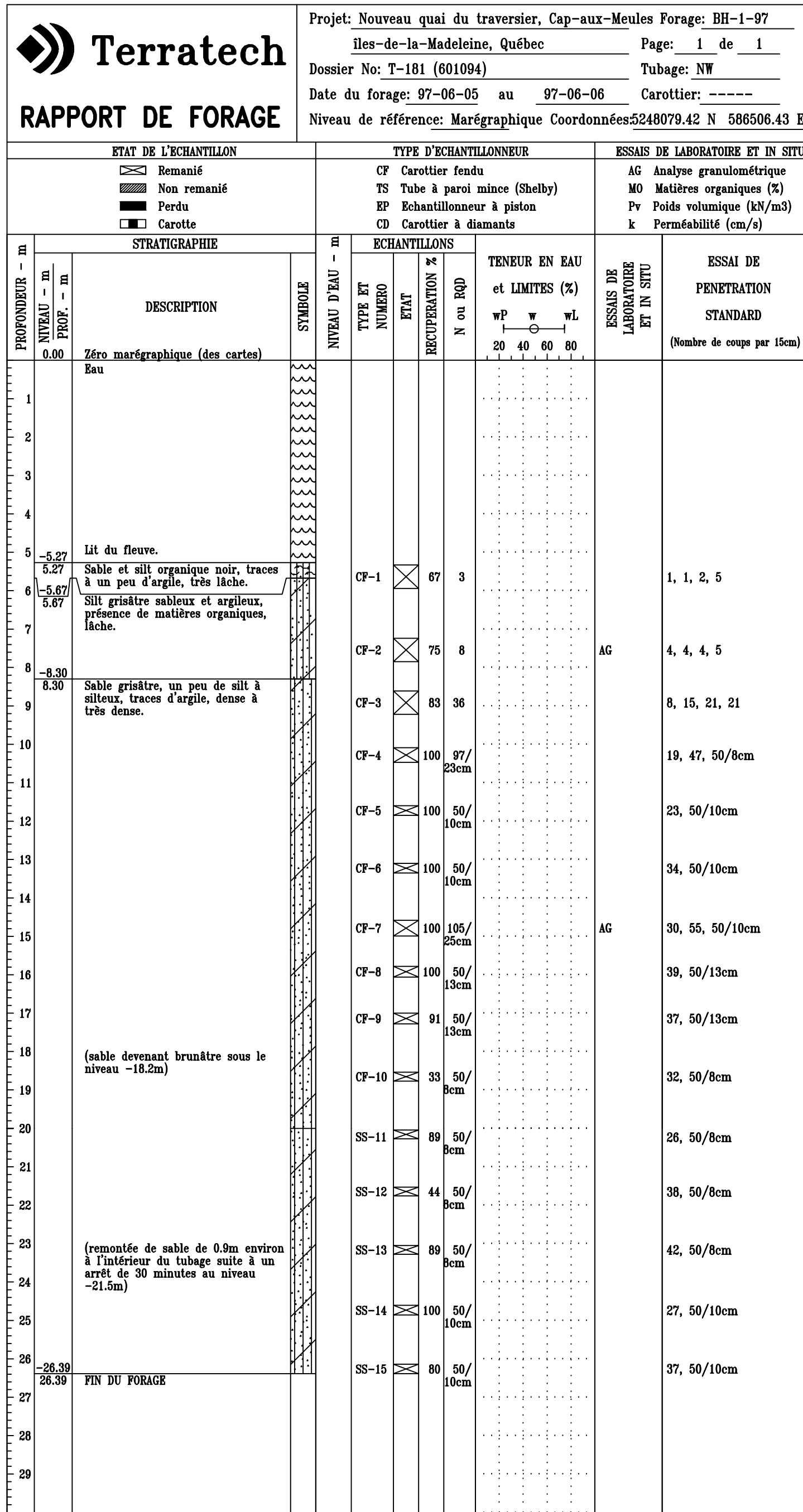
Tender
Project Manager
GUY PARENT
Administrateur de projets
no du projet

704861

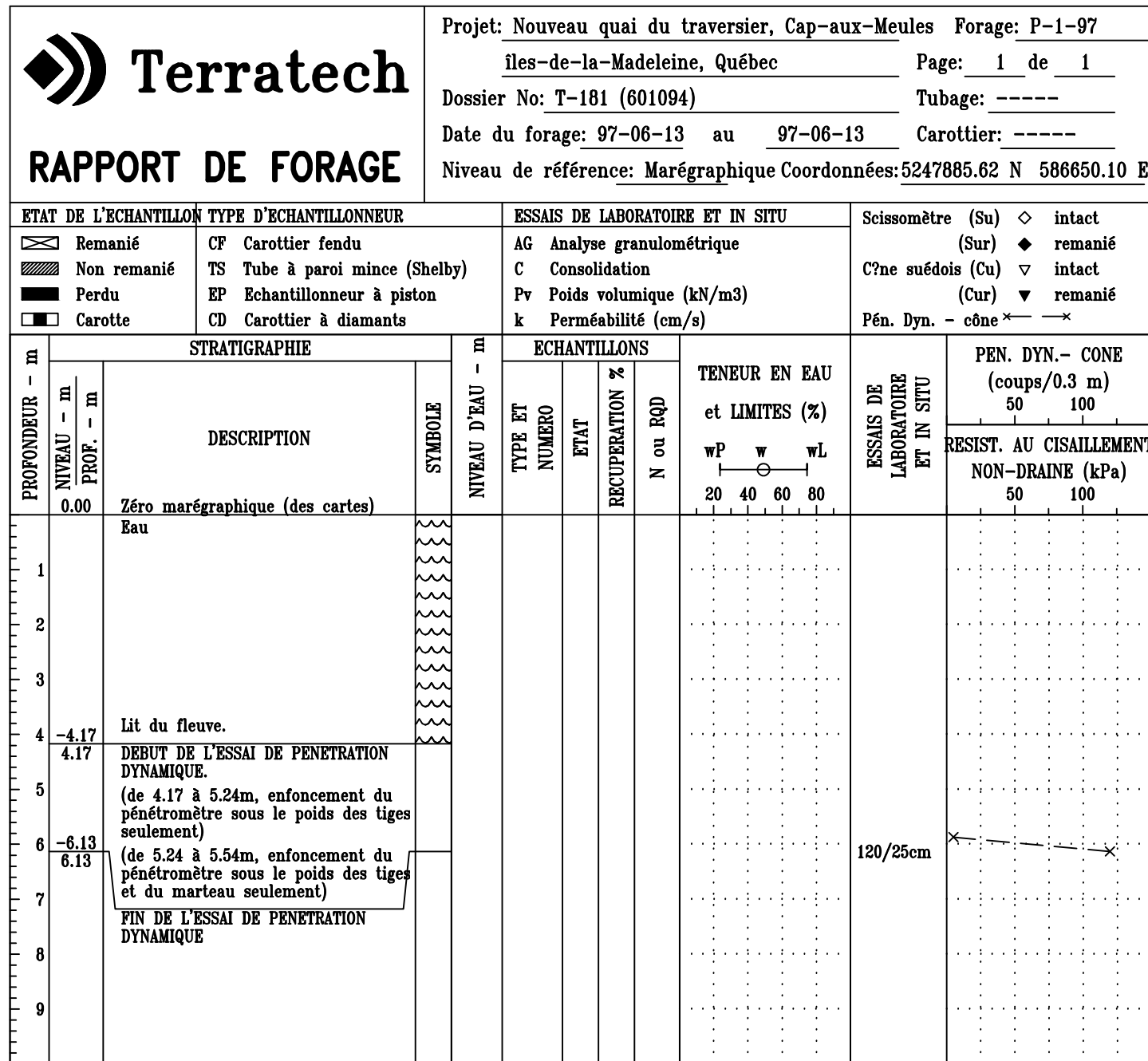
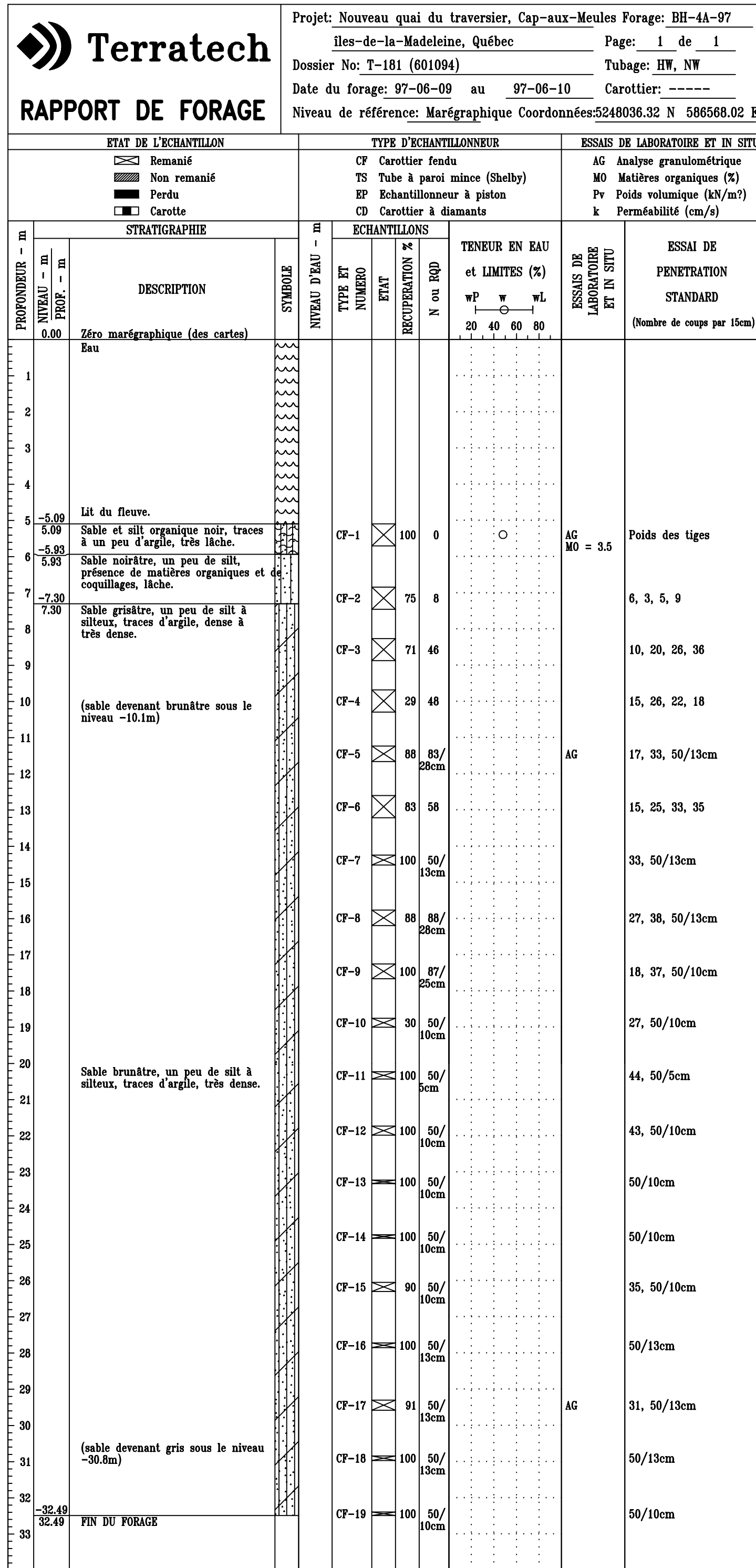
drawing no.
2
no du dessin
QU97161M

SPDT 22079
JO441

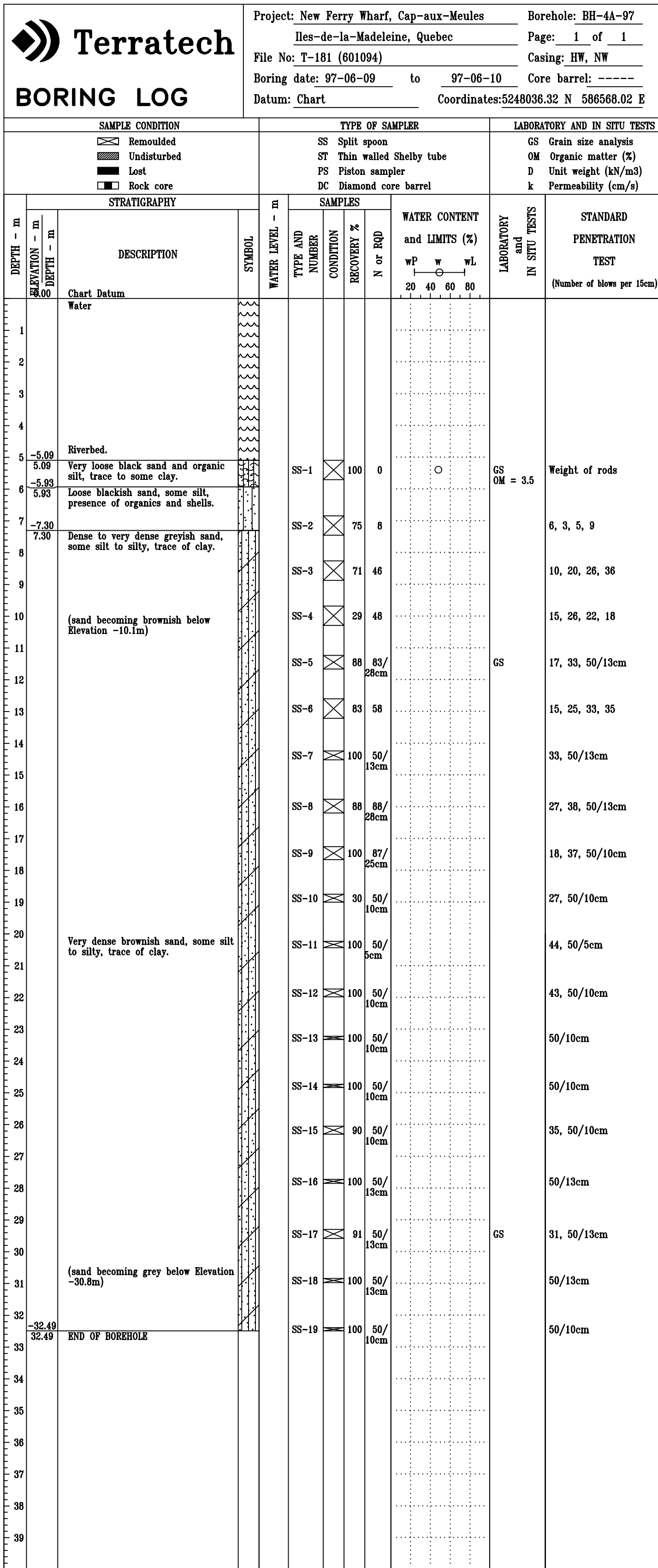
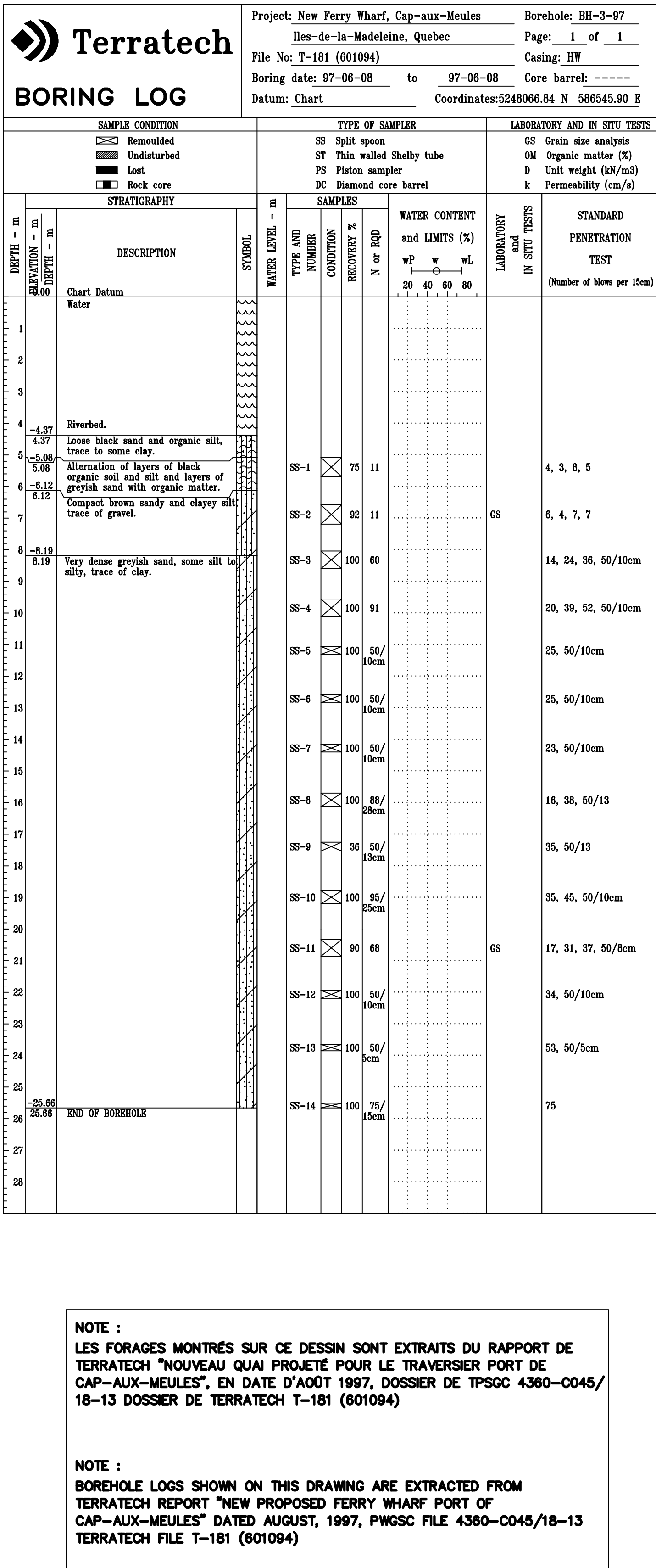
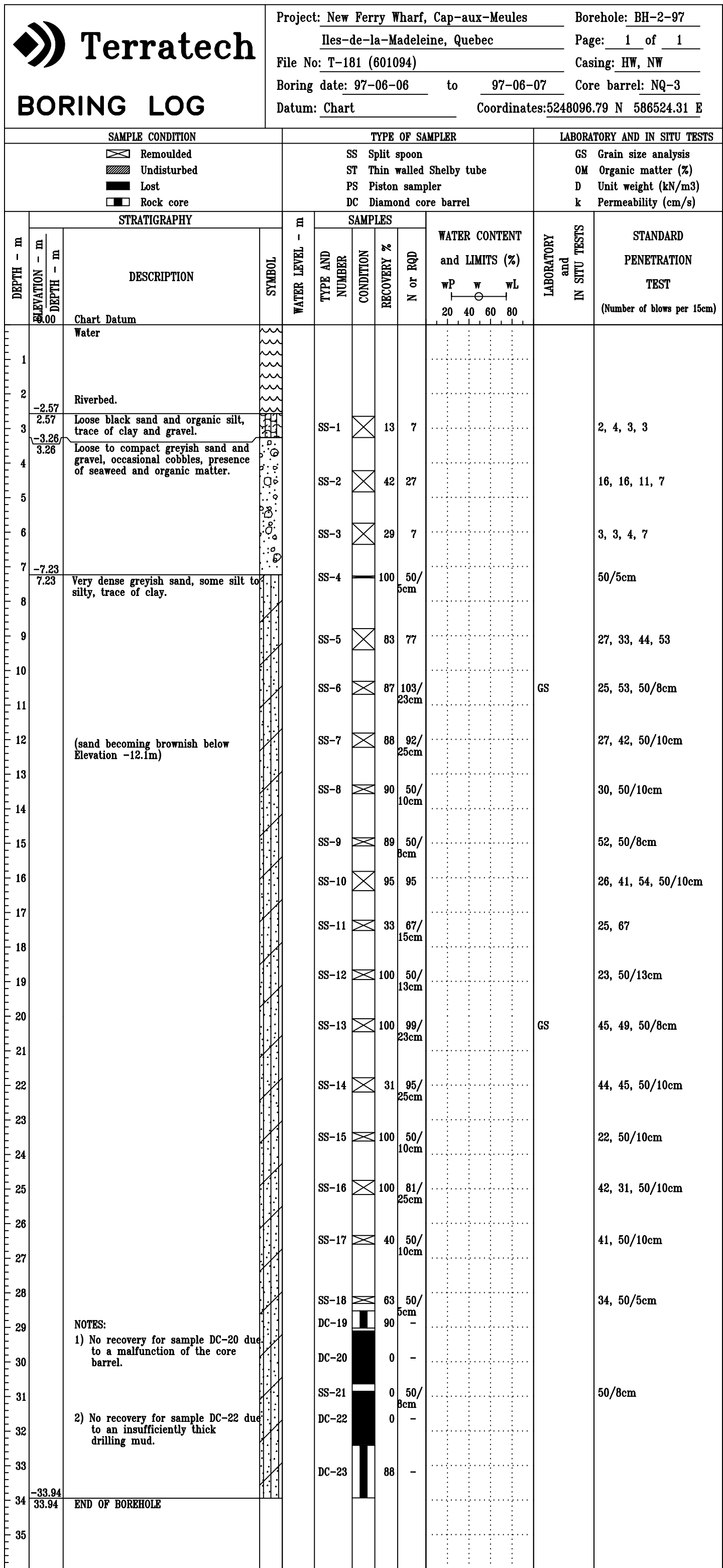
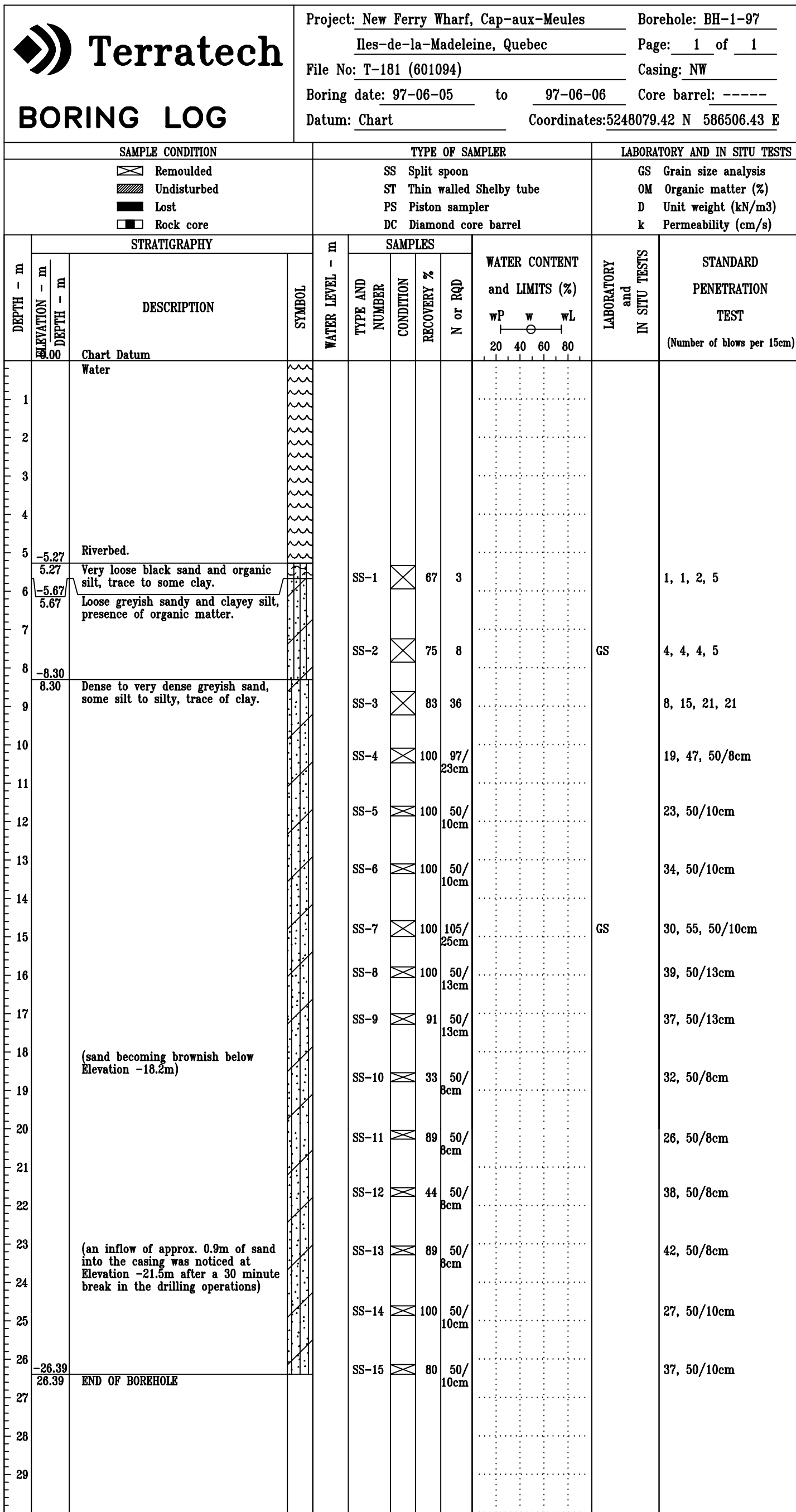
PLOT SCALE SCALE

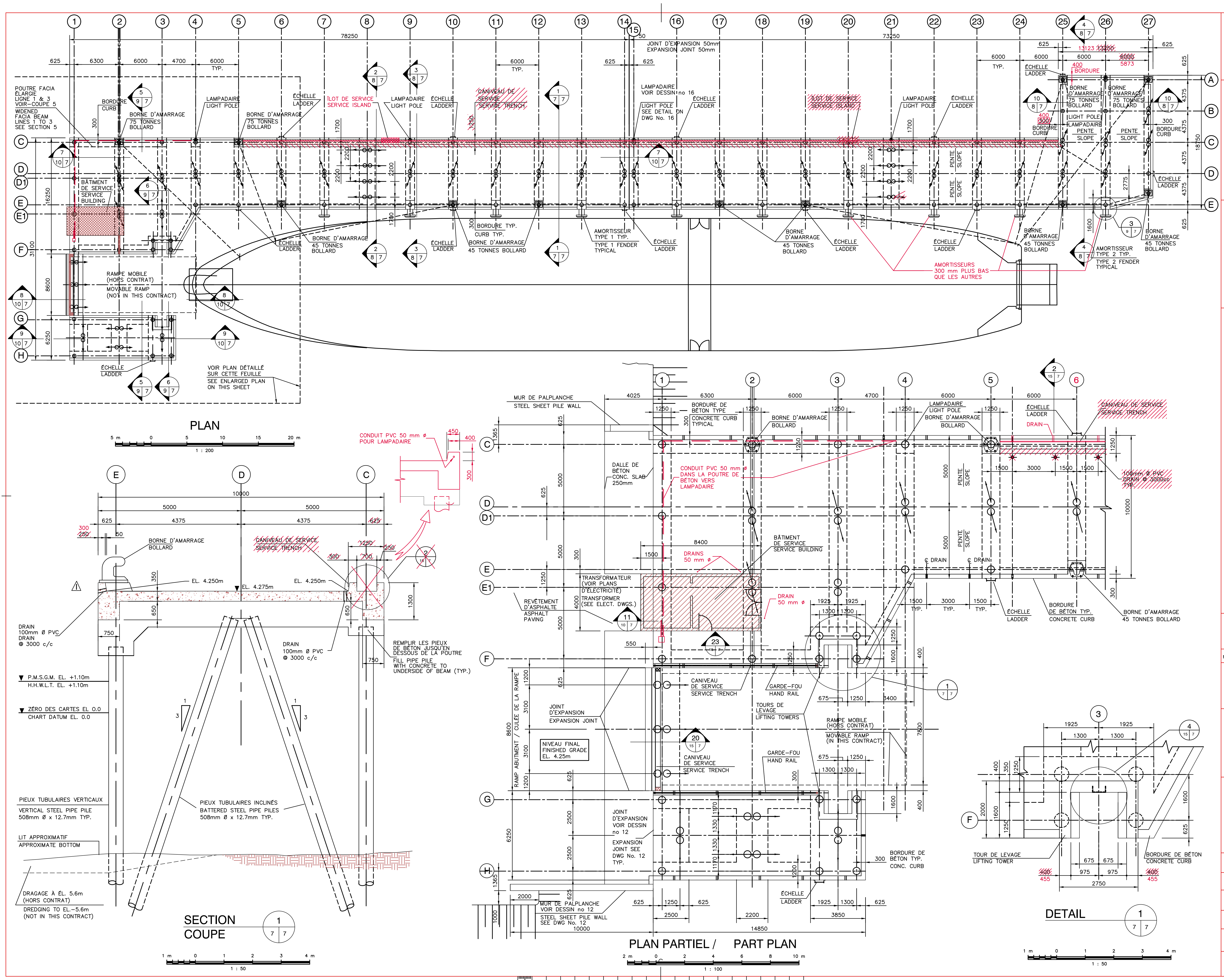


NOTE :
BOREHOLE LOGS SHOWN ON THIS DRAWING ARE EXTRACTED FROM TERRATECH REPORT "NEW PROPOSED FERRY WHARF PORT OF CAP-AUX-MEULES" DATED AUGUST, 1997, PWSCG FILE 4360-C045/16-13 TERRATECH FILE T-181 (601094)



PLOT SCALE SCALE







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

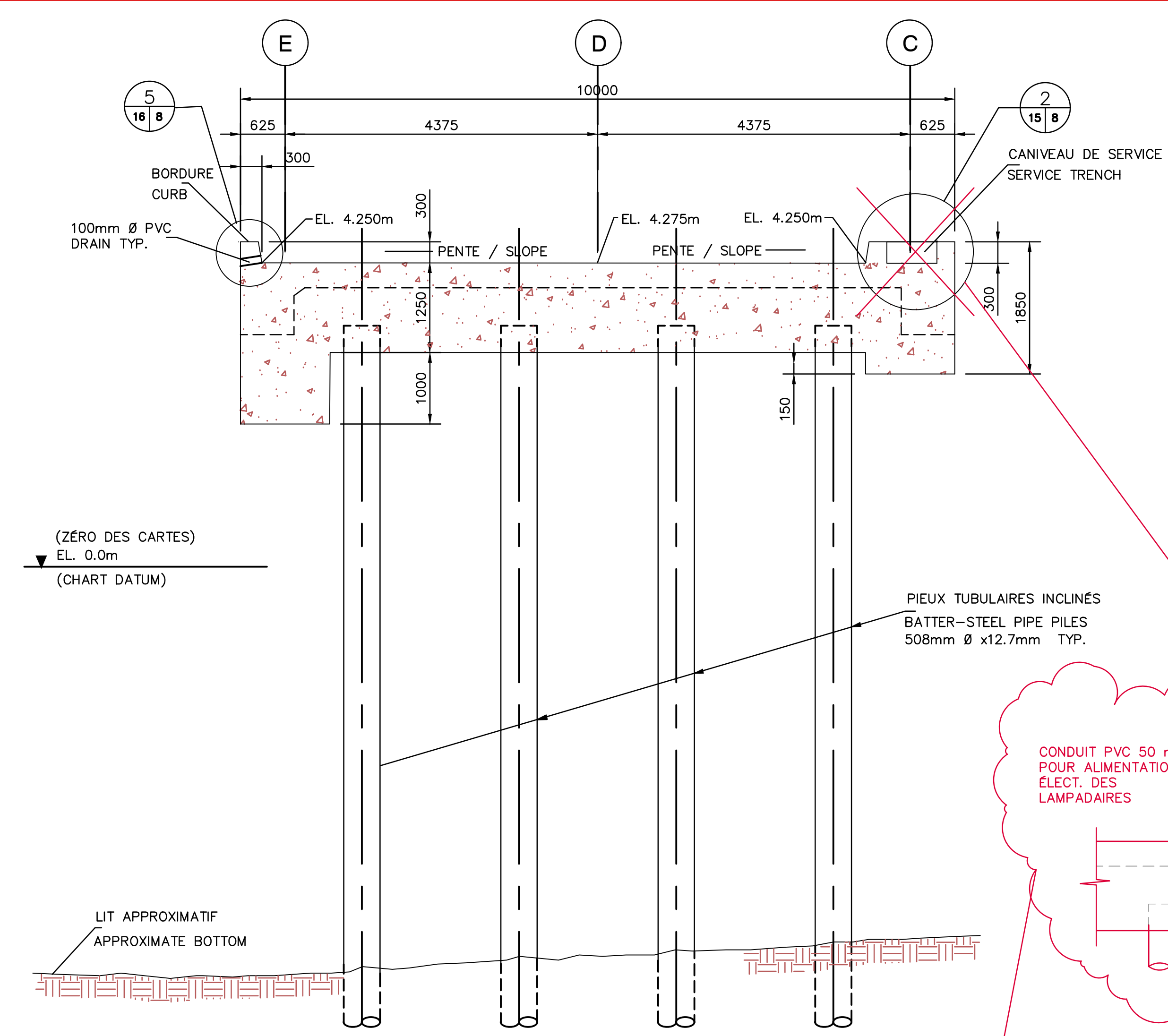
TEL QUE CONSTRUIT
AS BUILT
1998-10-20

	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	
ILES-DE-LA-MADELINE	QUEBEC	
drawing		dessin
	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

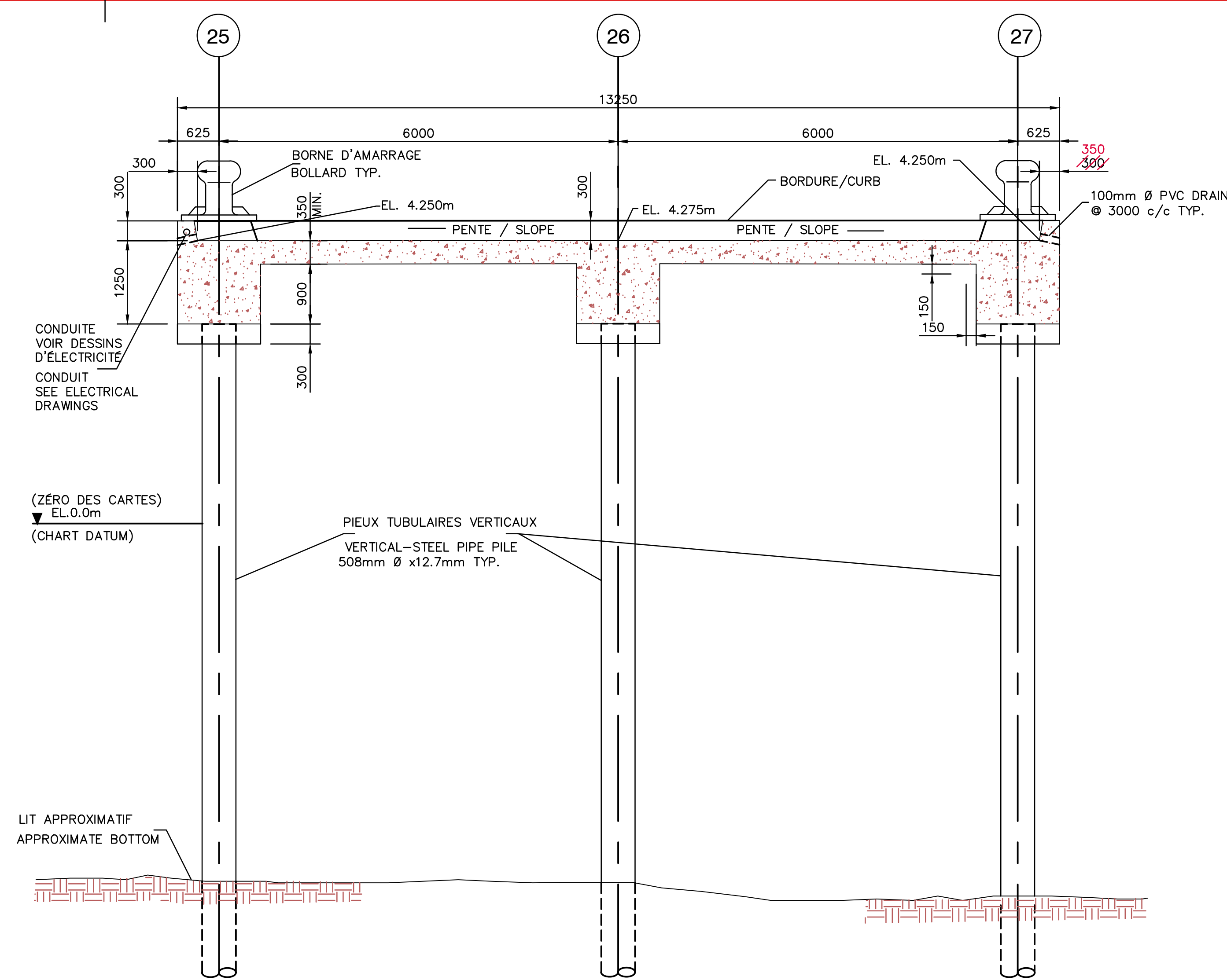
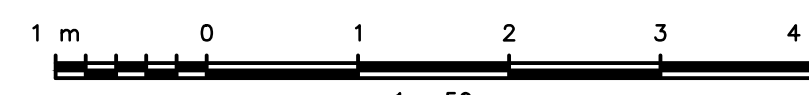
U-0446

SIPDT 22102

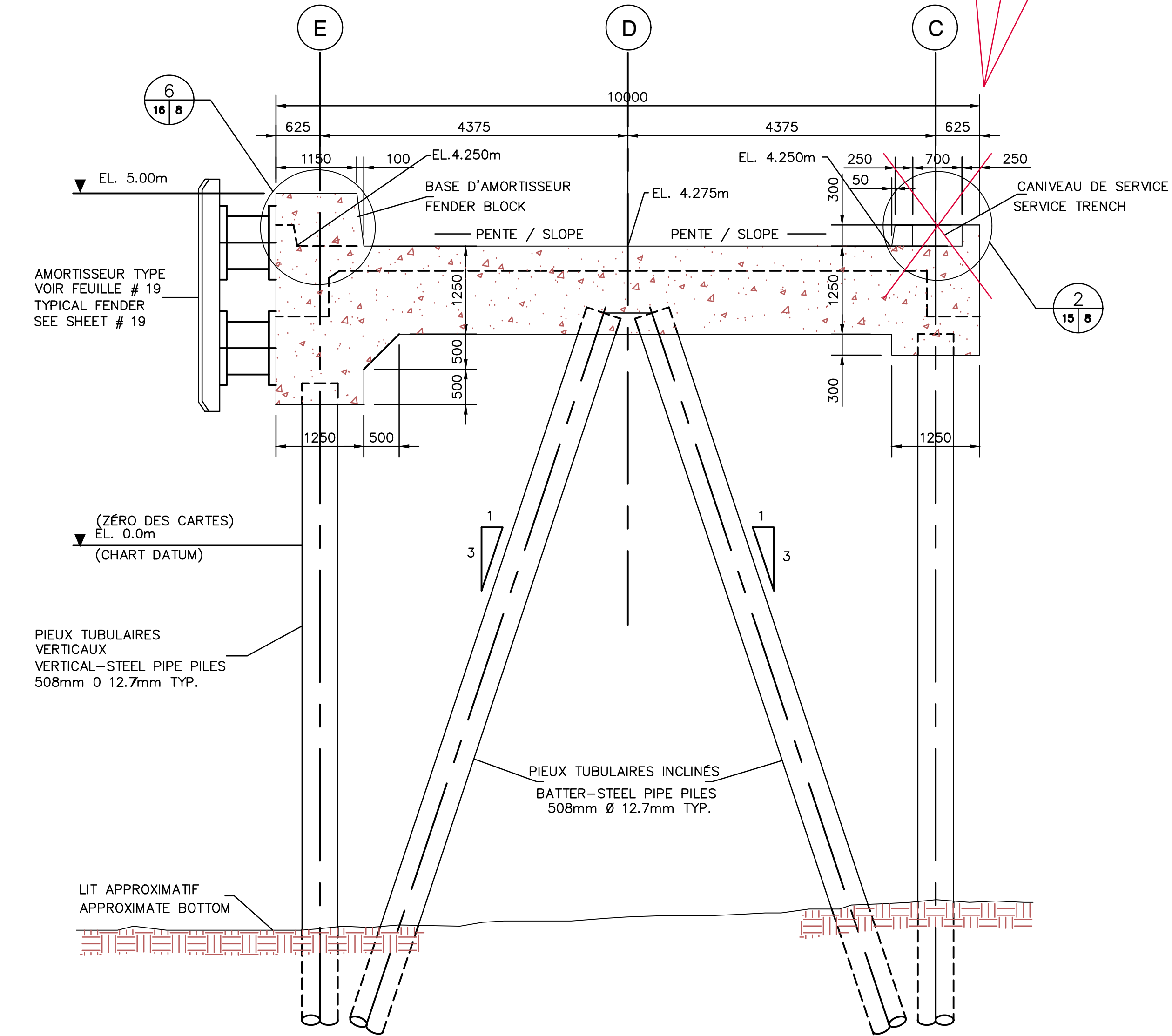
PLOT SCALE



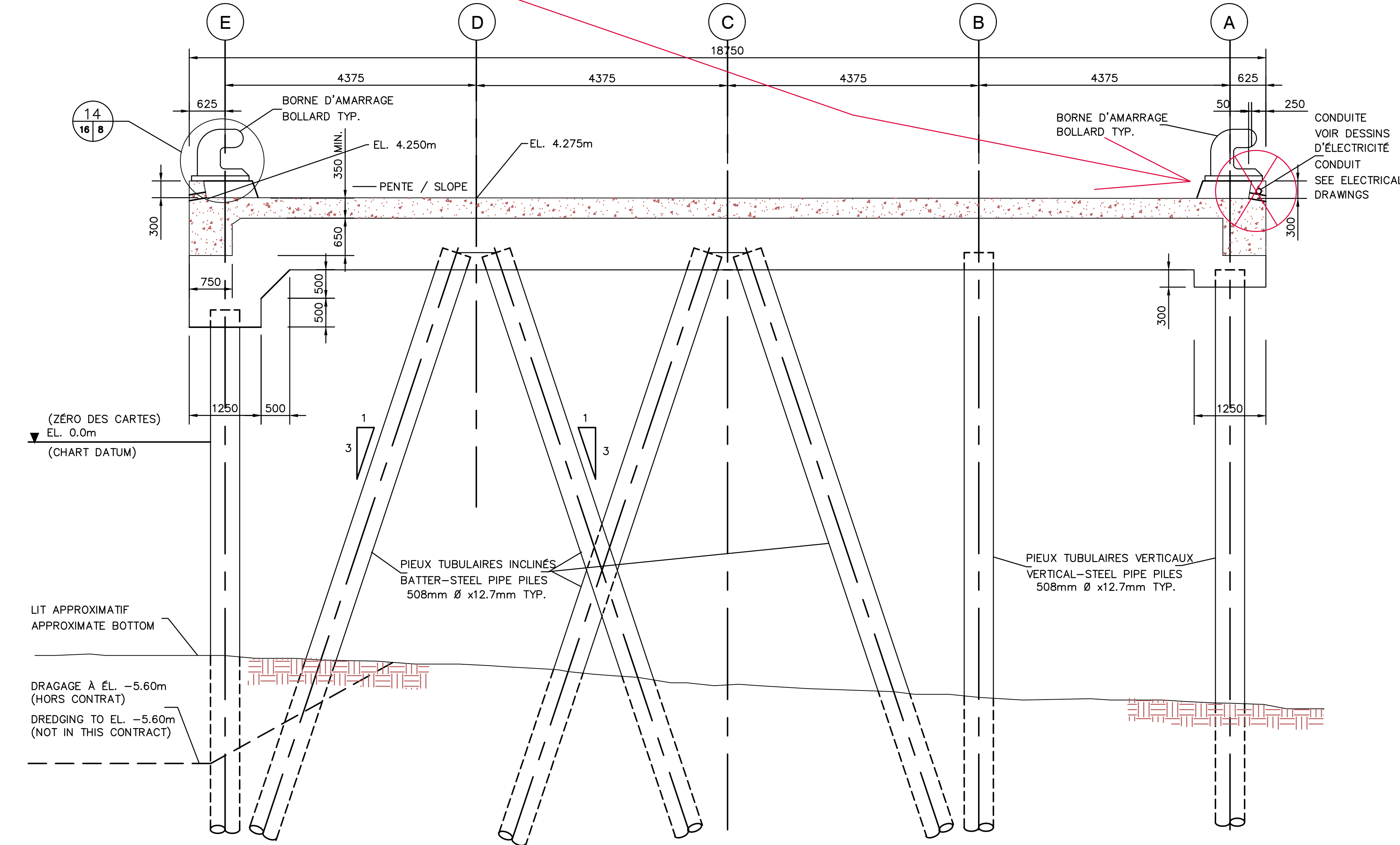
SECTION COUPE 2
7 8



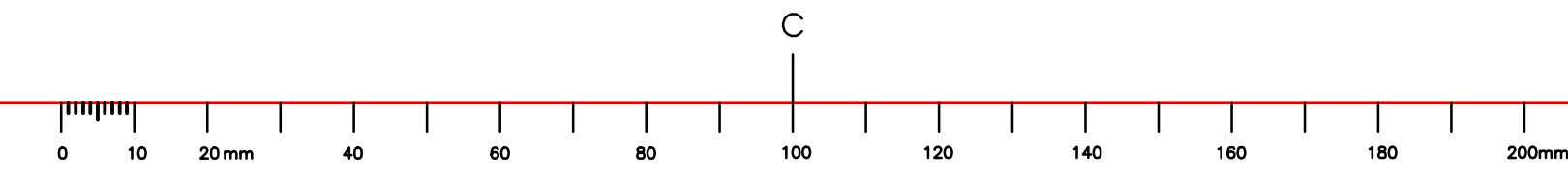
SECTION COUPE 10
7 8



SECTION COUPE 3
7 8



SECTION COUPE 4
7 8





Public Works and
Government Services
Canada



Travaux publics et
Services gouvernementaux
Canada

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

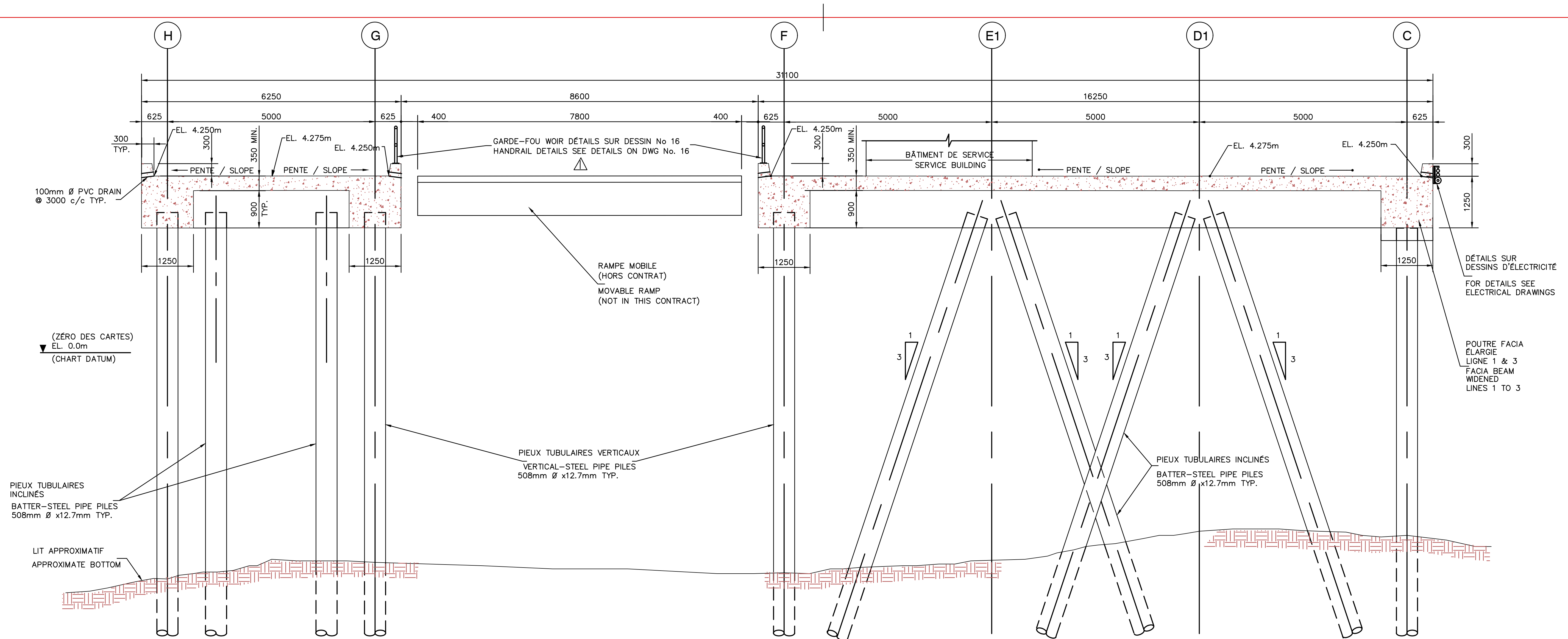
Centre d'expertise national
Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

revisions	date
<div><div>A C</div><div>A B C</div></div>	
project	CAP-AUX-MEULES project
PHASE I	
NOUVEAU QUAI POUR TRAVERSIER	
NEW FERRY WHARF	
ILES-DE-LA-MOULINE	QUÉBEC
drawing	dessin
COUPES 2,3,4 ET 10 SECTIONS 2,3,4 AND 10	
designed	E. DeCURTIS conçu
date	SEPT. 1997
drawn	E.B. MATATKO dessiné
date	SEPT. 1997
approved	Y. MORIN approuvé
date	SEPT. 1997
Tender	GUY PARENT Soumission
Project Manager	Administrateur de projets
project no.	no du projet
	704861
drawing no.	no du dessin
	8 QU97161M

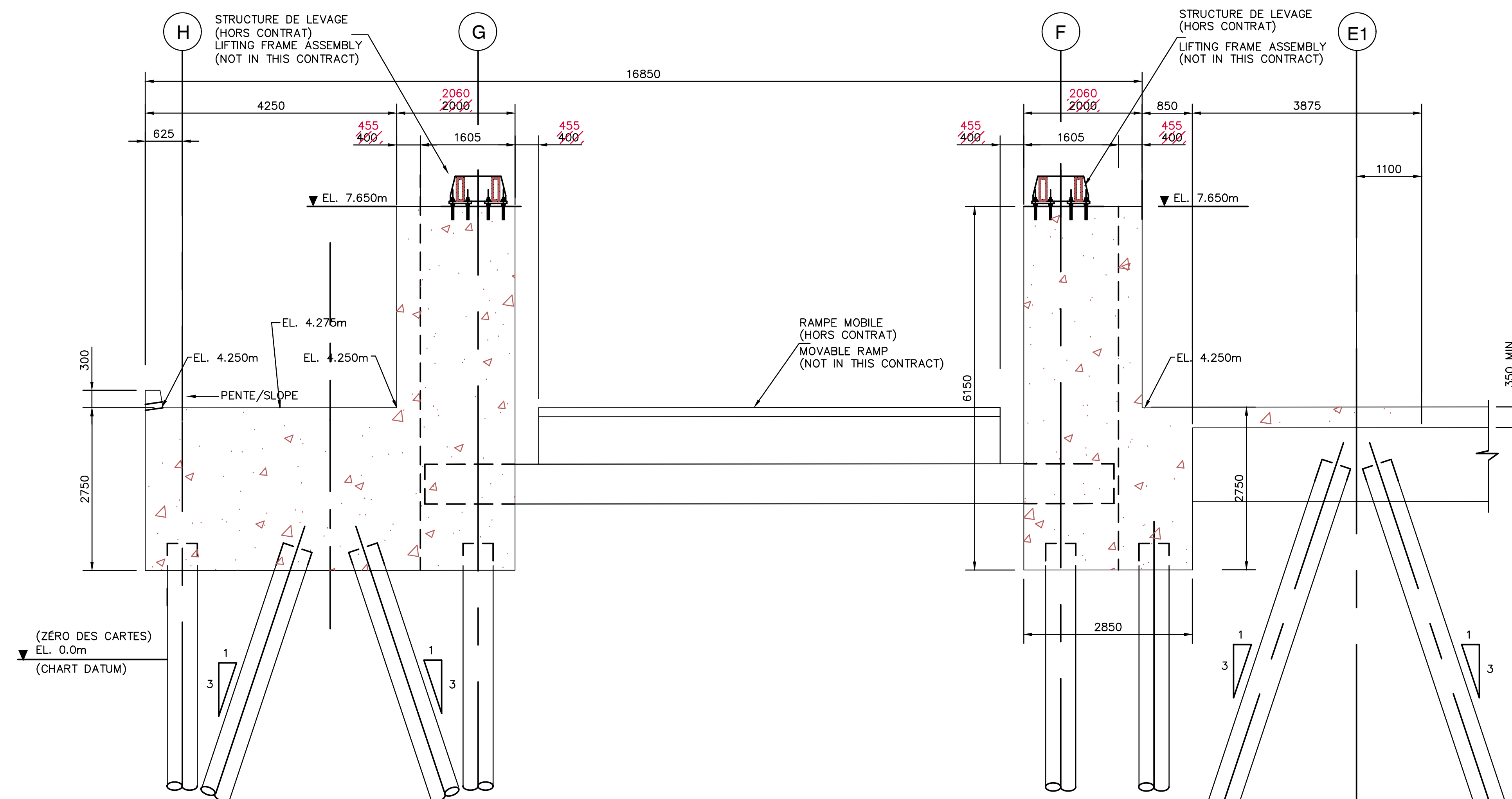
J-0447
SIPDT 22105

PLOT SCALE



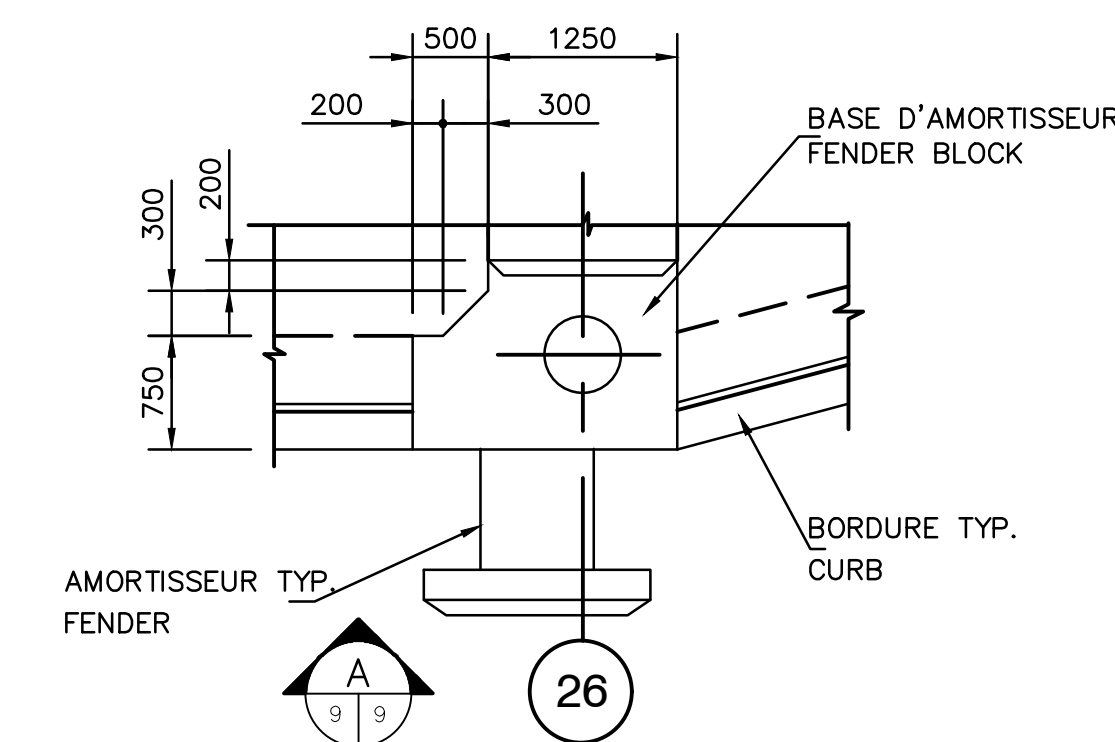
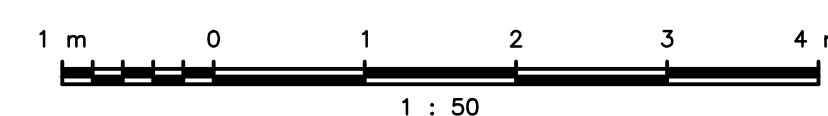
SECTION
COUPE

5
7 9



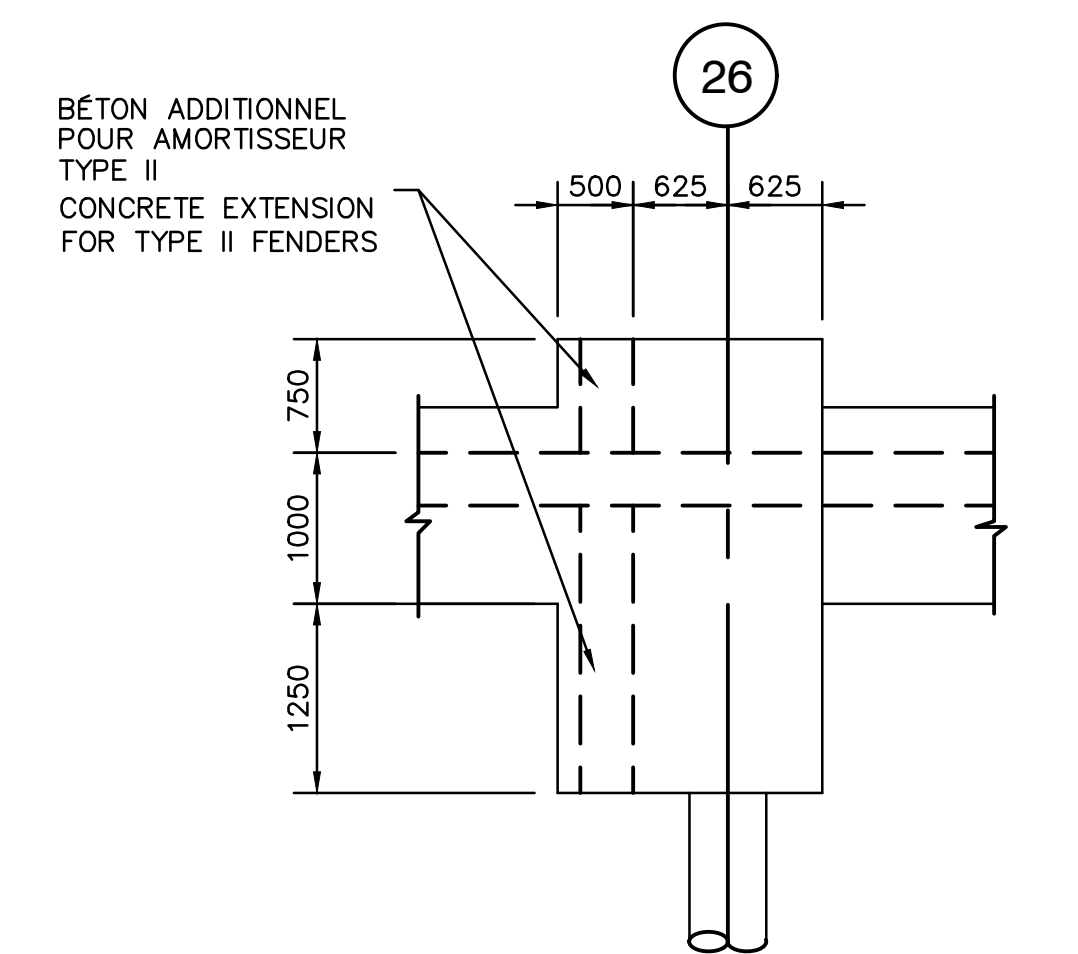
SECTION
COUPE

6
7 9



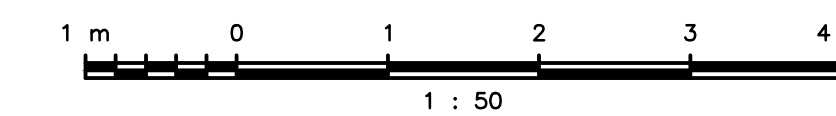
DETAIL

26
3
7 9



ELEVATION

26
A
9 9



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		

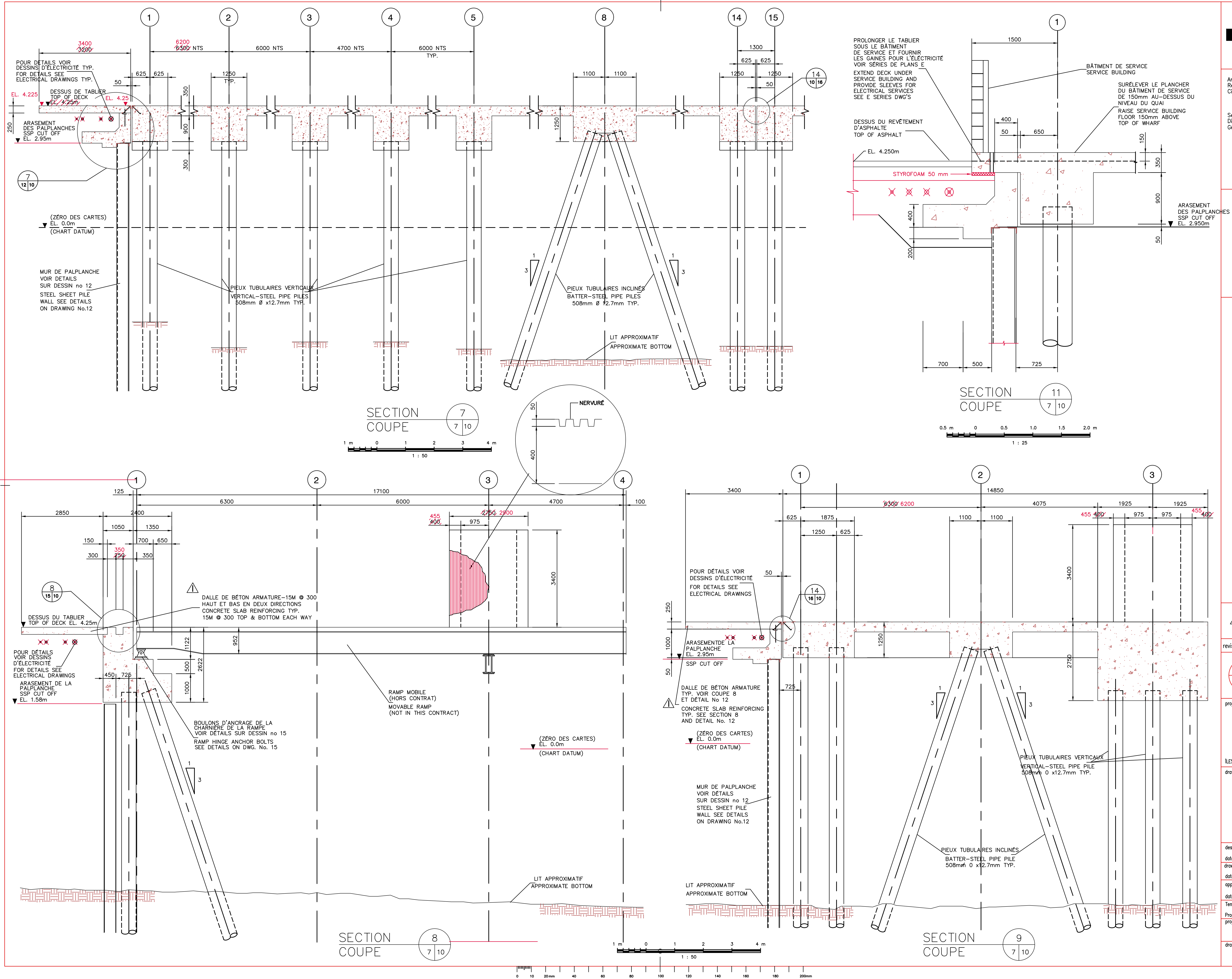
A	A detail no. no. du détail	A
C	B location, drawing no. sur dessin no.	B/C
	C drawing no. dessin no.	


project	CAP-AUX-MEULES	project
	PHASE I	
	NOUVEAU QUAI POUR TRAVERSIER	
	NEW FERRY WHARF	
ILES-DE-LA-MOULLENE		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

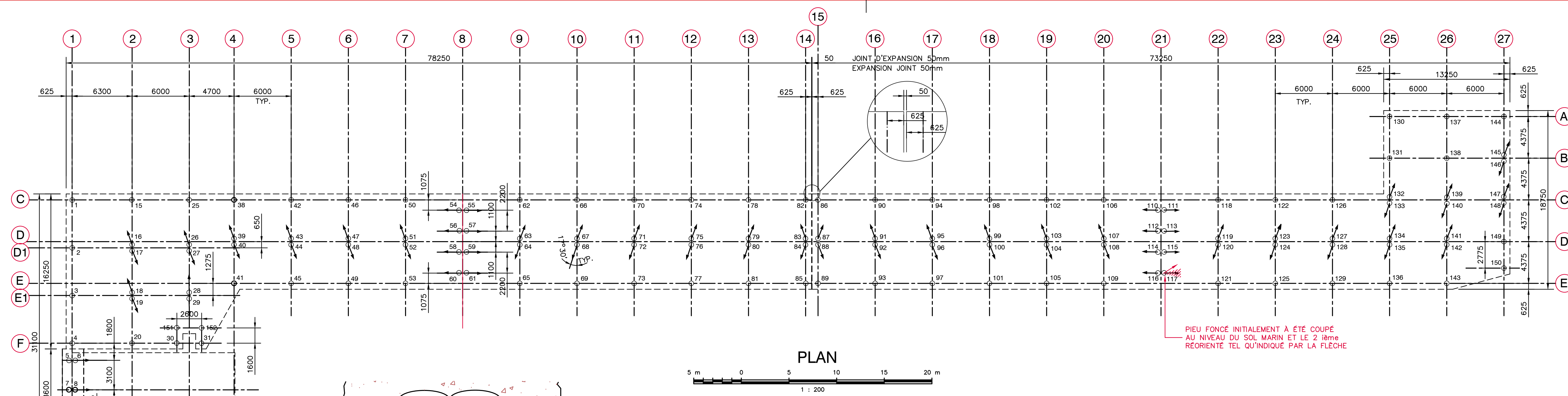
Services d'architecture et génie
Direction générale des services immobiliers
Génie civil

TEL QUE CONSTRUIT
AS BUILT
1998-10-20

revisions	<div><div>A</div><div>B</div><div>C</div></div> <div>ARMATURE DE DALLE DE BÉTON AJOUTÉE CONCRETE SLAB REINFORCING ADDED</div>	98/01	date
project	CAP-AUX-MEULES		
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	
approved	Y. MORIN	SEPT. 1997	
date		approved	
Tender	GUY PARENT	Submission	
Project Manager	Administrateur de projets	no du projet	
project no.	704861		
drawing no.	10	no du dessin	
	QU97161M		

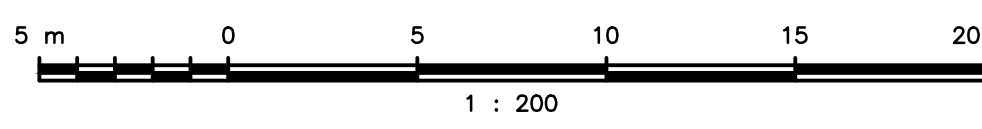
J-0449

SIPT 2211

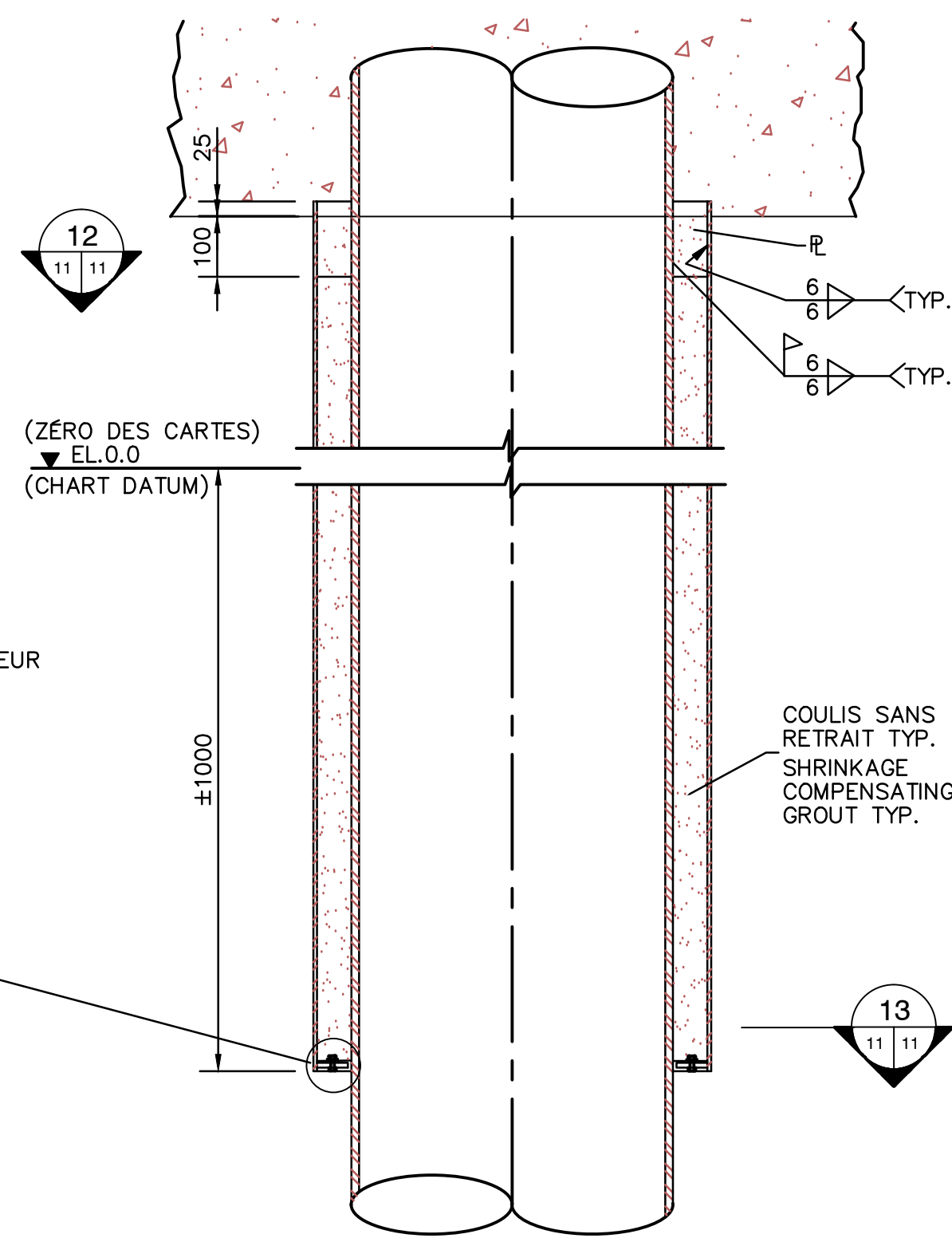
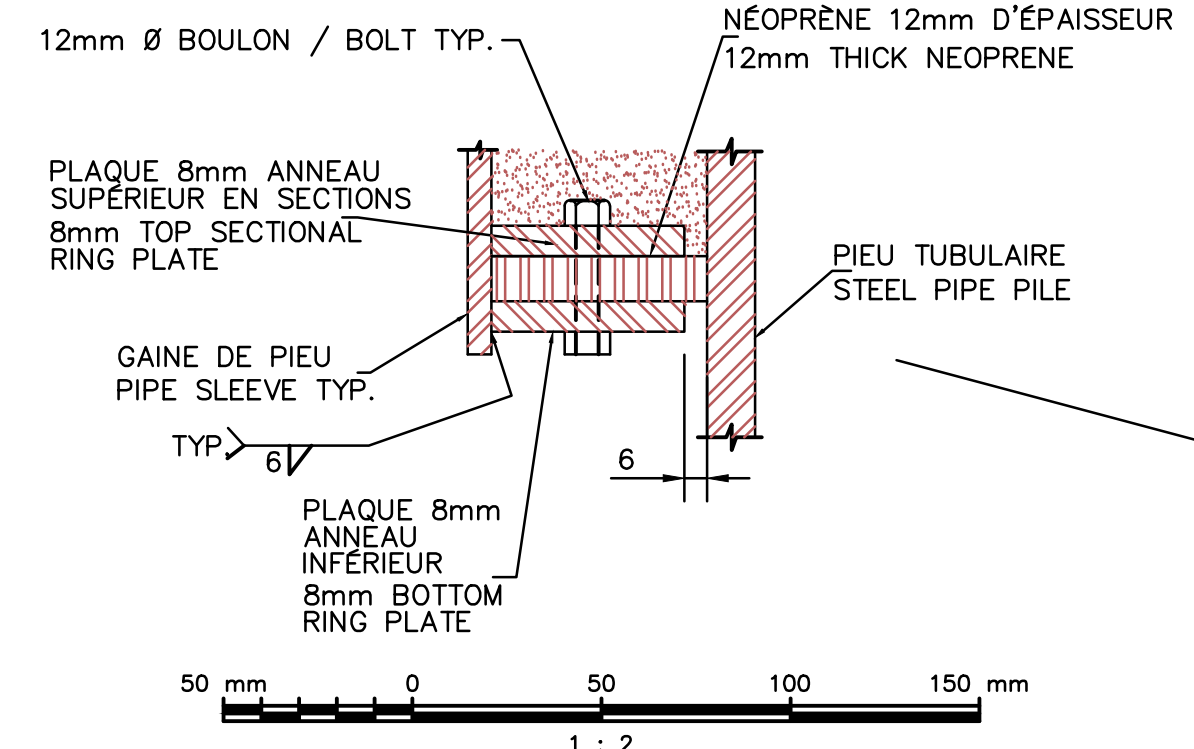


PIEU FORCÉ INITIALEMENT À ÊTRE COUPÉ
AU NIVEAU DU SOL MARIN ET LE 2^{ème} BÂTIMENT
REORIENTÉ TEL QU'INDIQUE PAR LA FLÈCHE

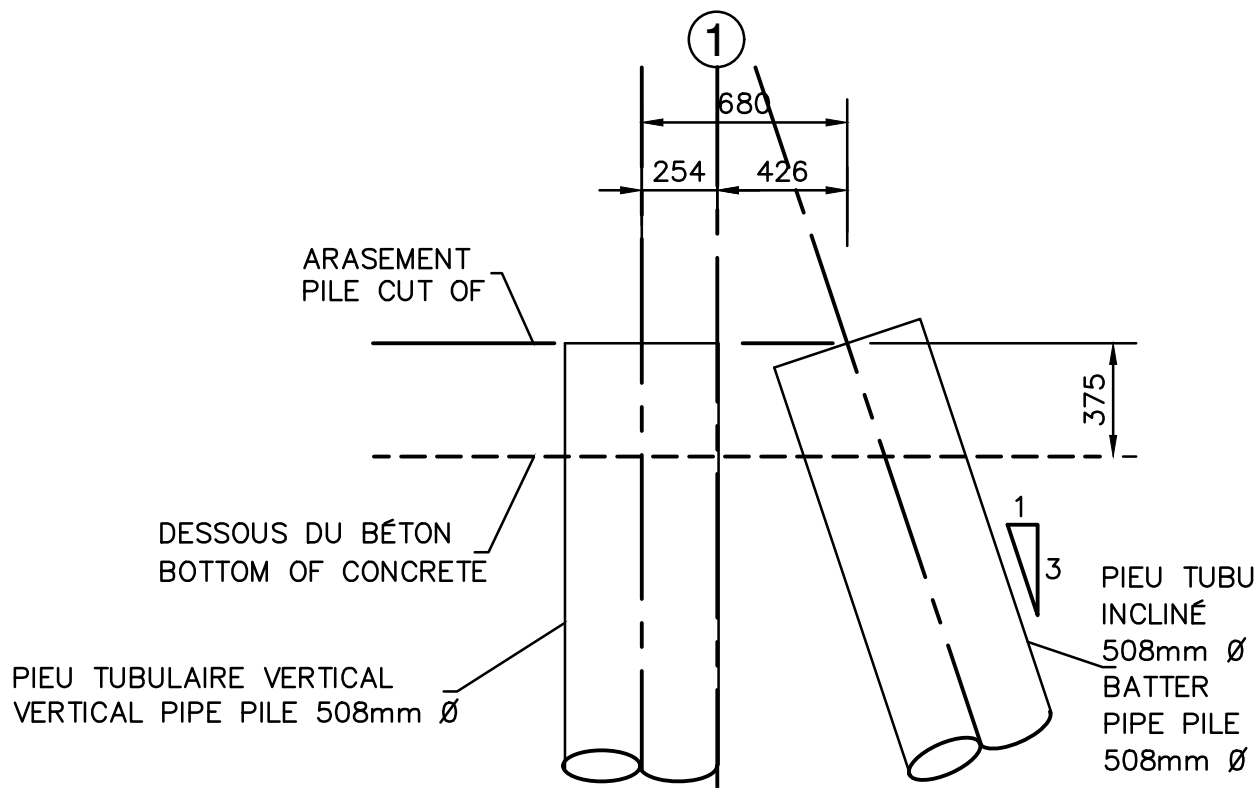
PLAN



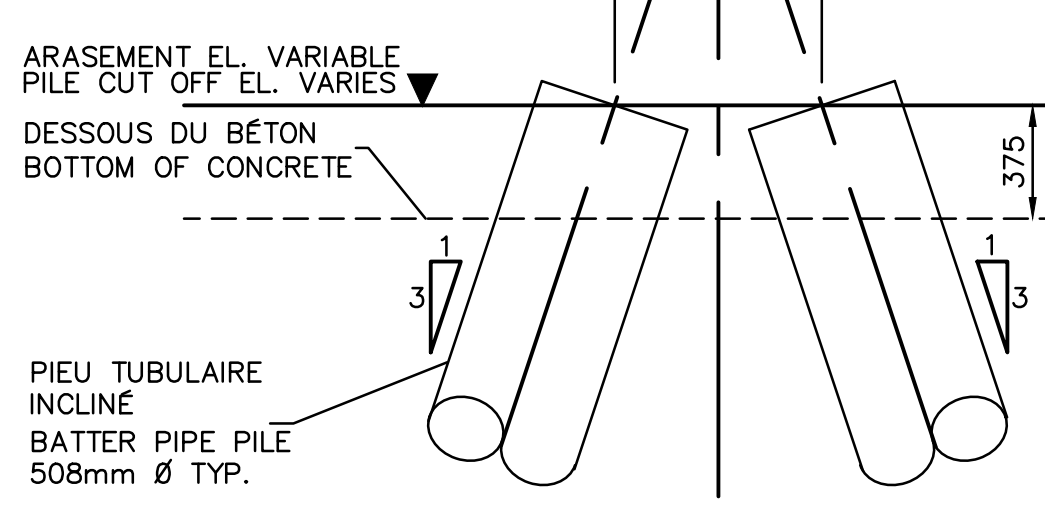
PLOT SCALE SCALE



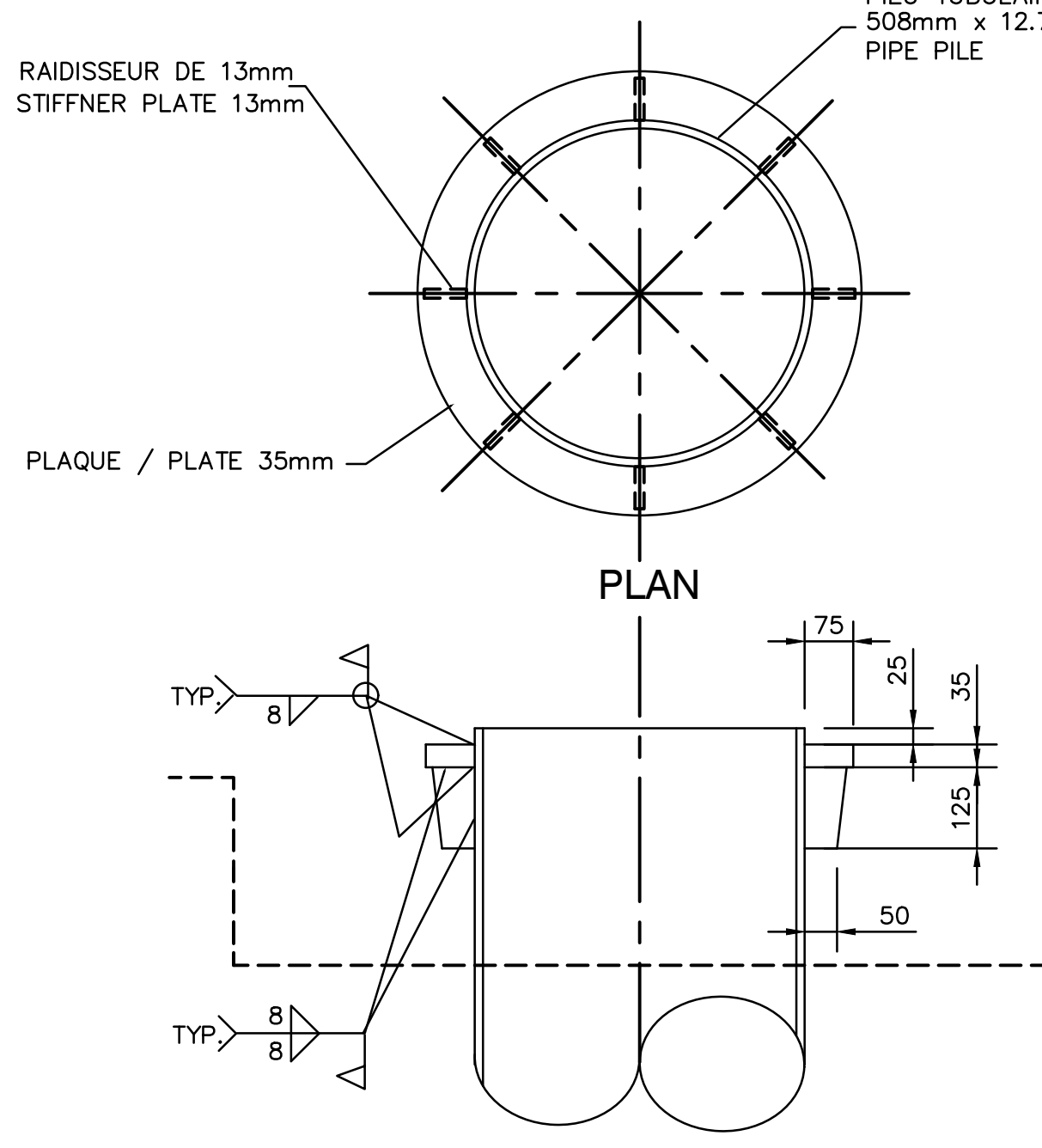
ELEVATION



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)

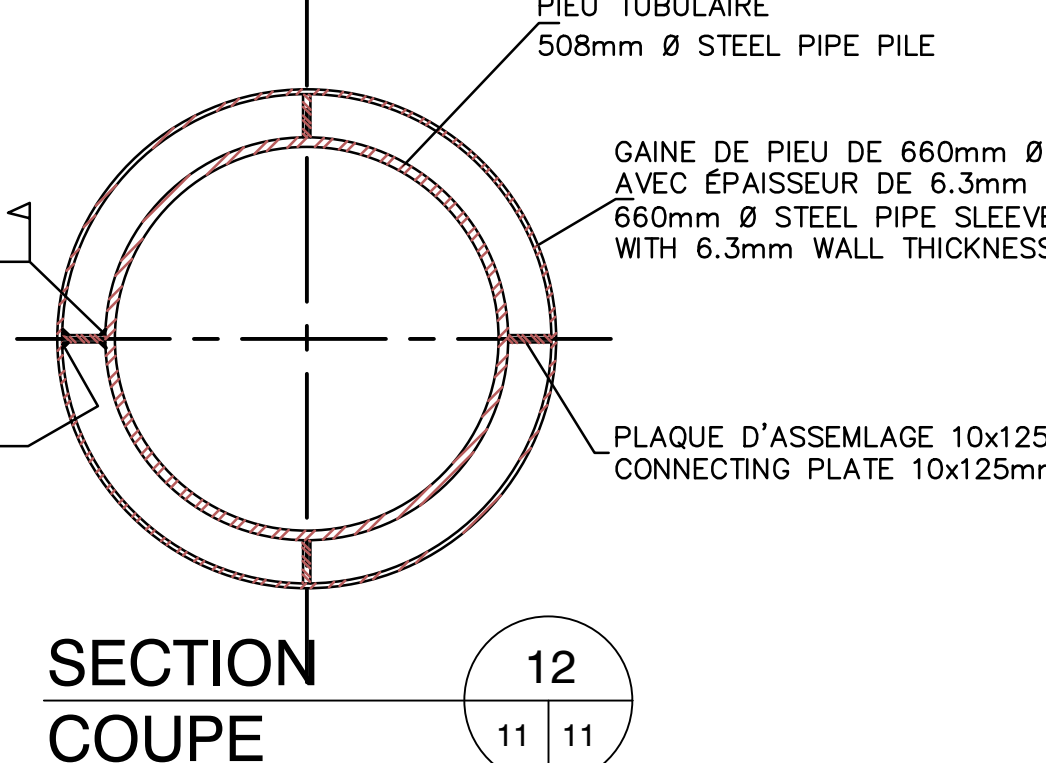
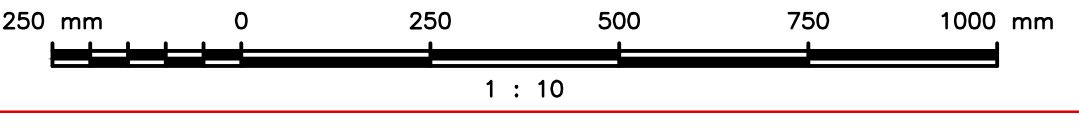


PIEUX INCLINÉS
BATTER PILES

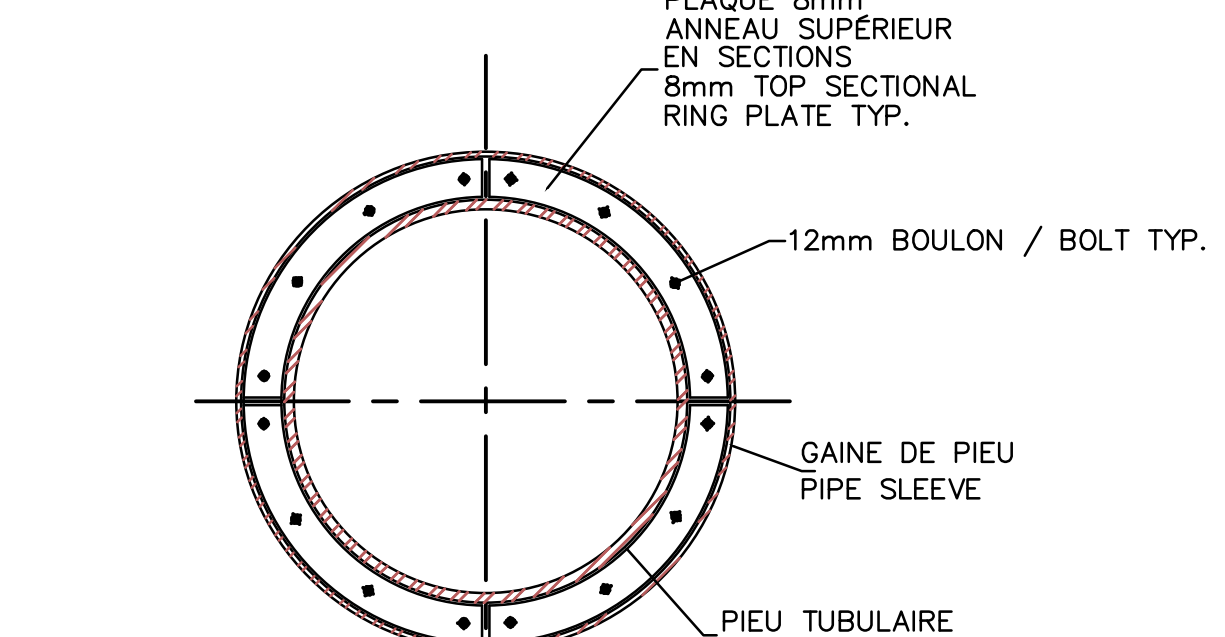


SECTION

DÉTAIL TÊTE DE PIEUX
PILE CAP DETAIL

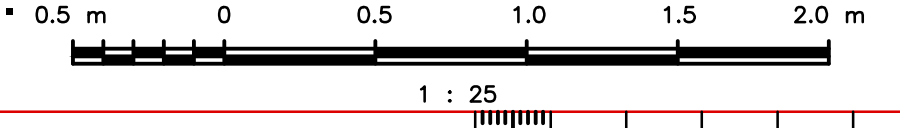


SECTION
COUPE



SECTION
COUPE

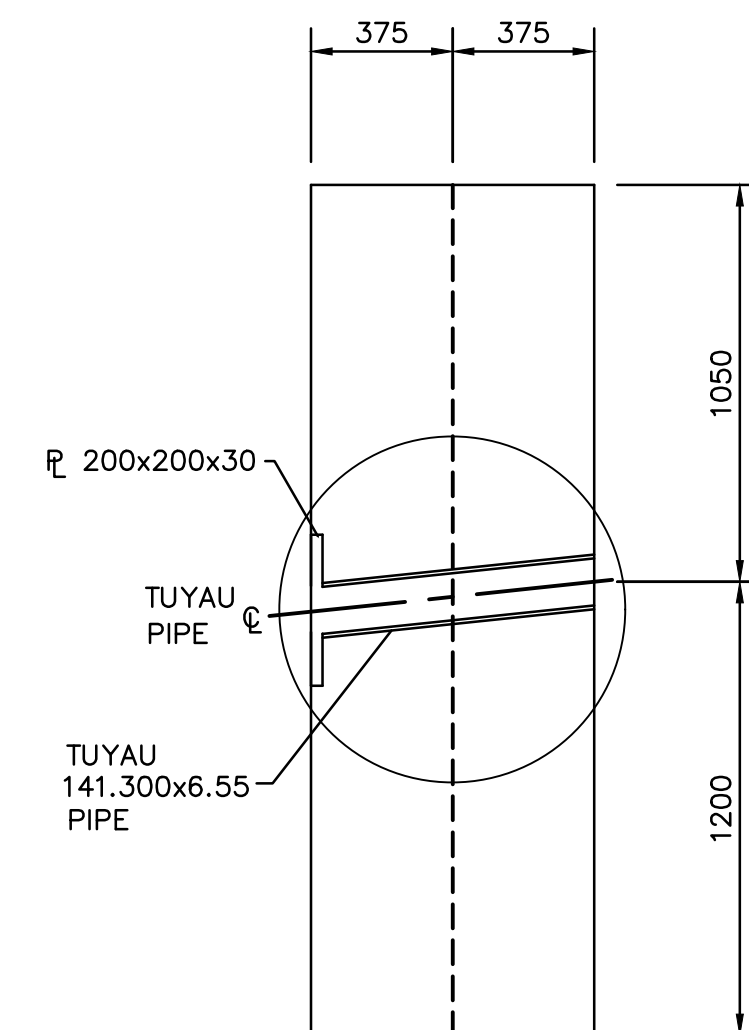
DÉTAIL GAINÉ DE PIEUX TYP.
PIPE SLEEVE DETAIL



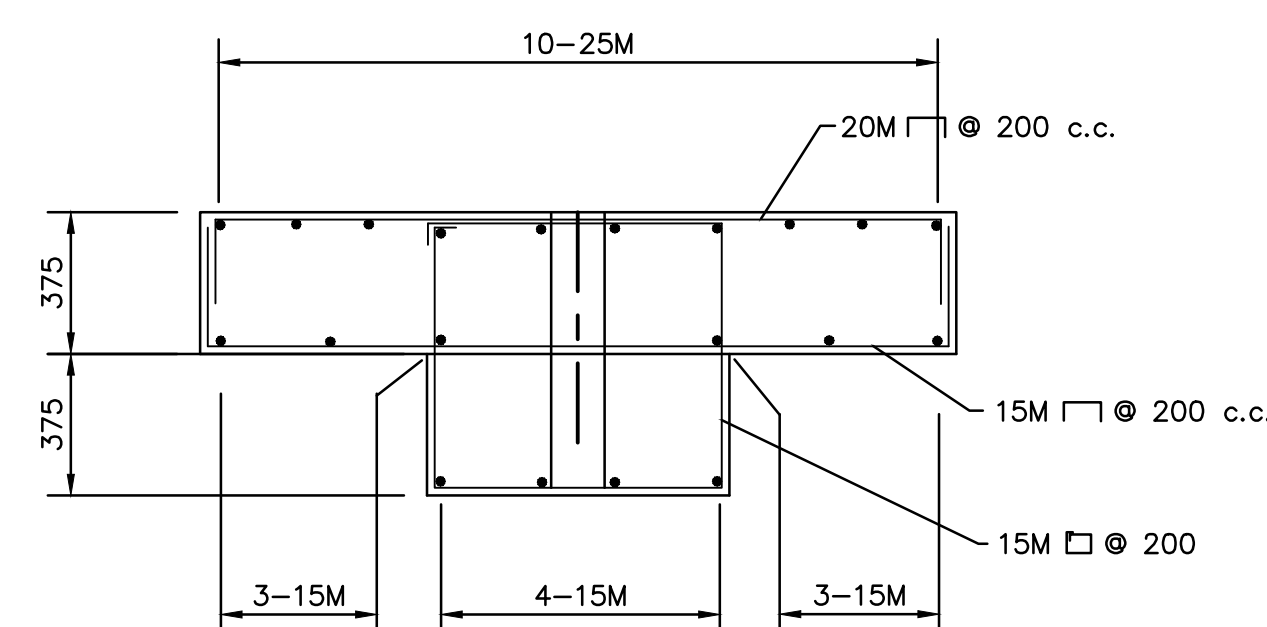
TEL QUE CONSTRUIT									
BORDEREAU DES PIEUX / PILE SCHEDULE									
PILE	DIA. #	LOCALISATION LOCATION	ELEVATION ARASEMENT CUT OFF	PIED TOE (+/-)	INCLINASON BATTER				
1	508	1C	3.075	-16.428	-				
2	101	1E1	3.375	-16.373	-				
3	1E1	3.375	-16.302	-					
4	1F	3.375	-16.788	-					
5	1F	2.008	-17.400	-					
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	-18.895	-					
16	2D1	3.375	-18.740	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	-17.650	-					
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	-20.326	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	ELEVATION ARASEMENT CUT OFF	PIED TOE (+/-)	INCLINASON BATTER	
76	508	12D	3.406	-19.642	-	
77	12E	2.390	-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	-20.016	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	21C	3.354	-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		
117	21E	3.342	-18.156	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	-18.284	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	-	

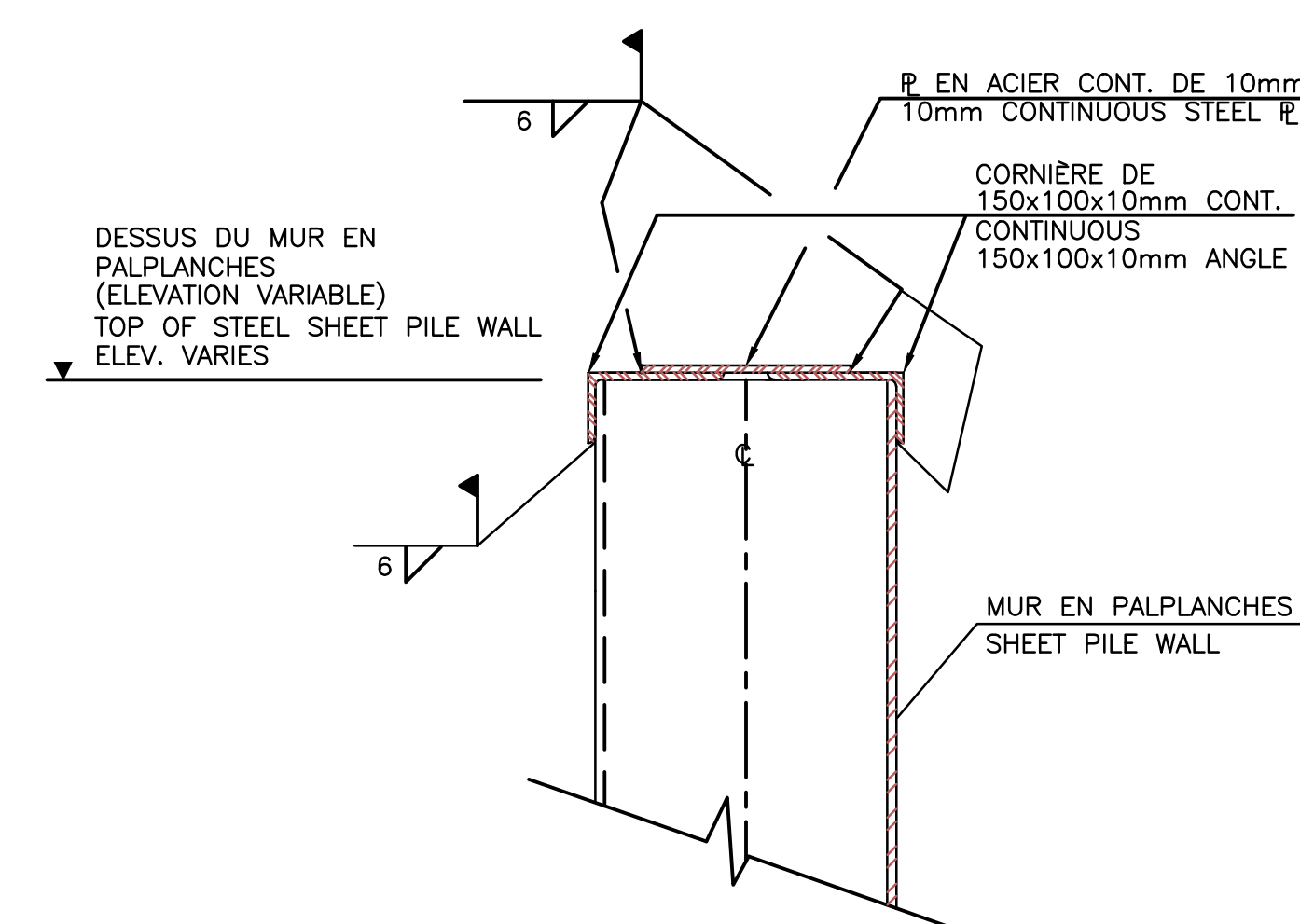


SECTION
COUPE

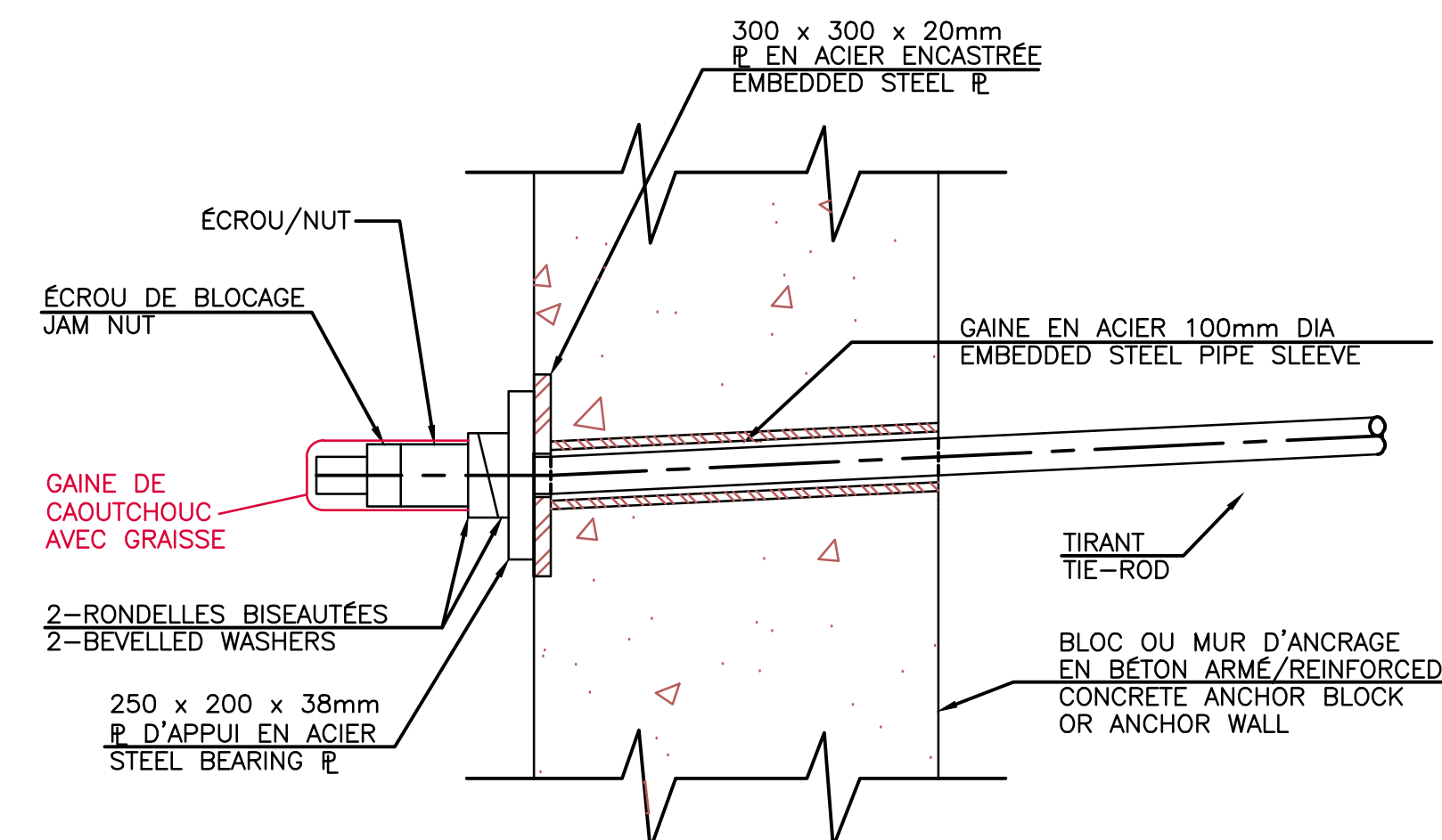
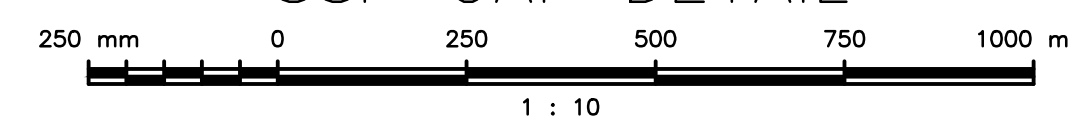


PLAN

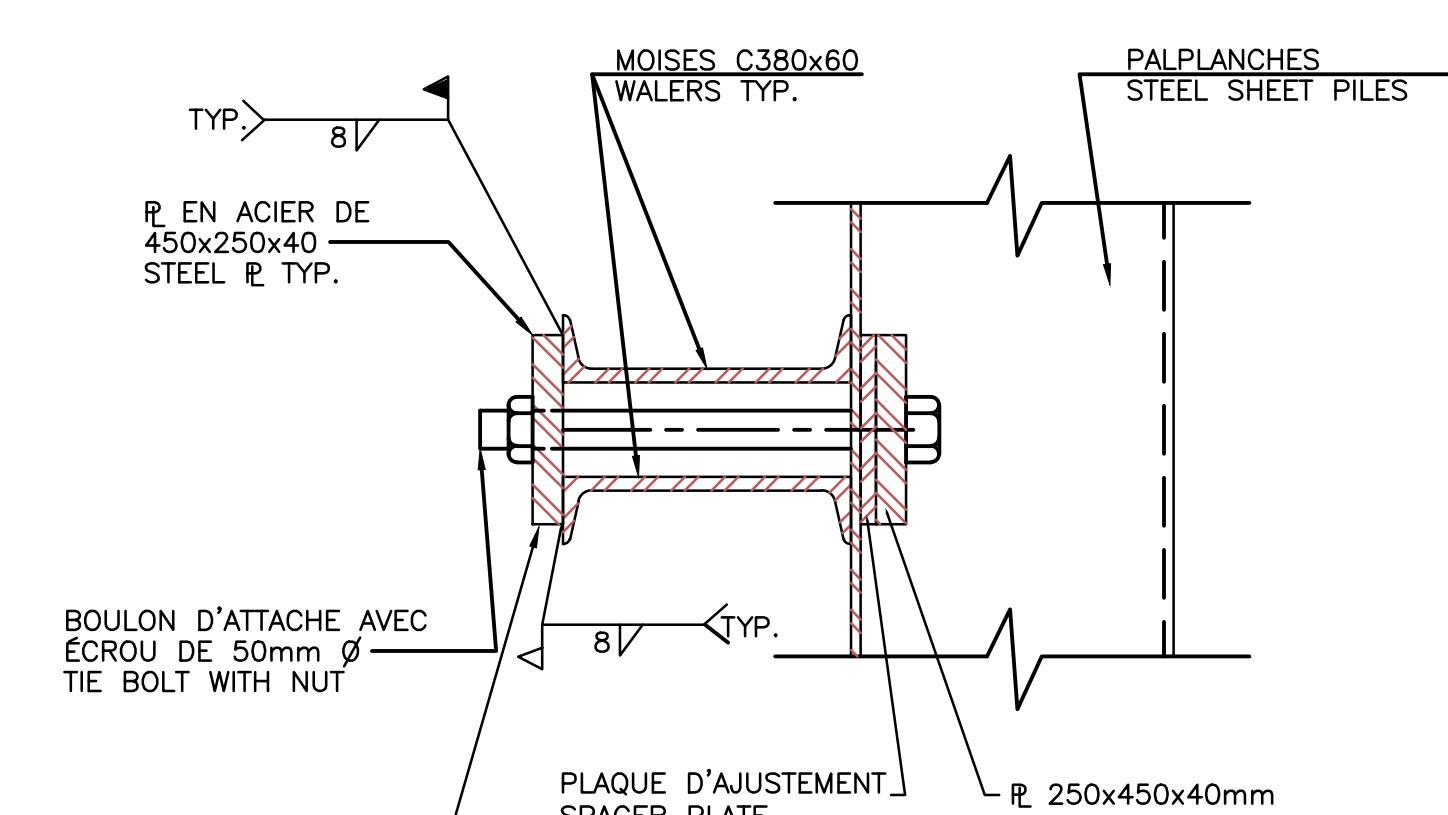
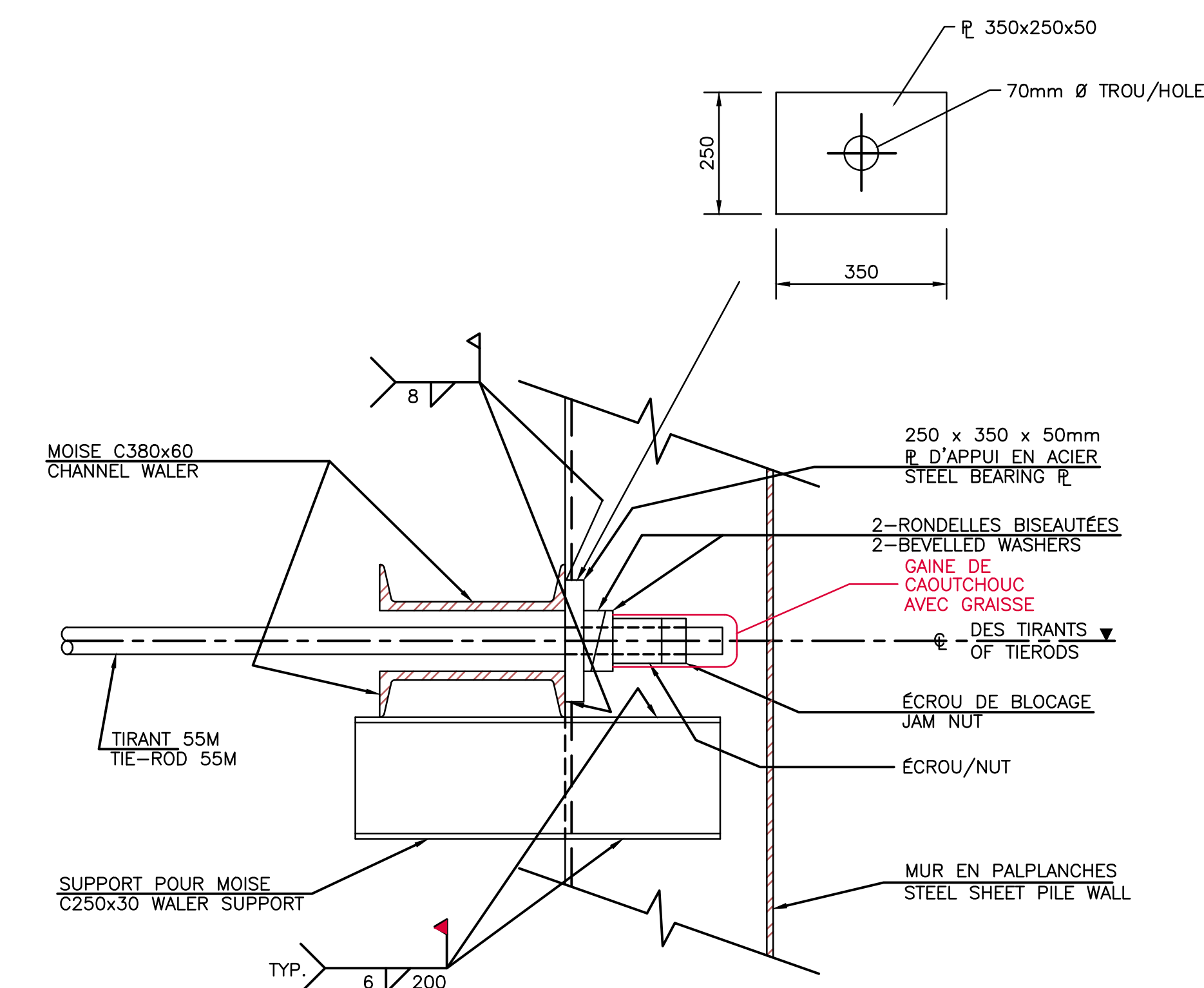
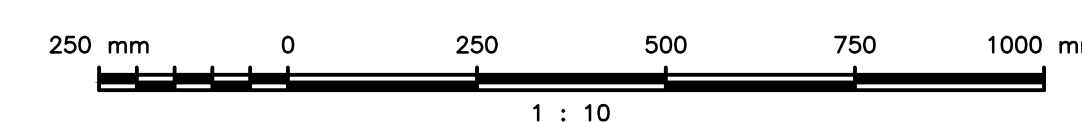
DÉTAIL DU BLOC D'ANCRAGE
ANCHOR BLOCK DETAIL



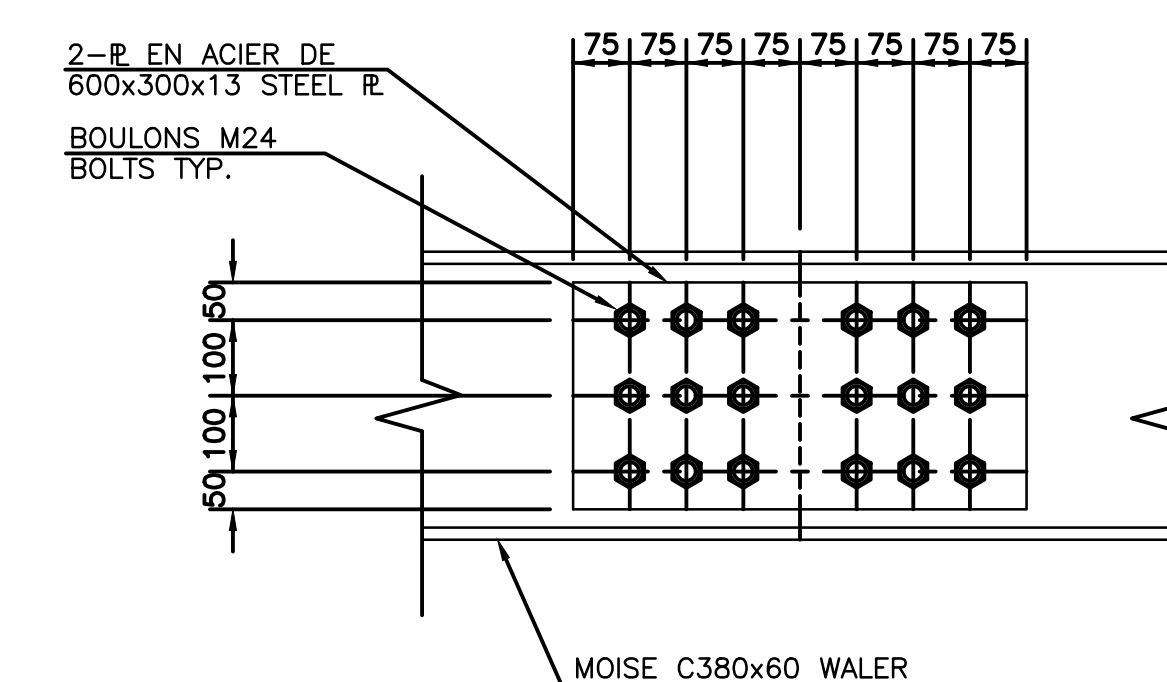
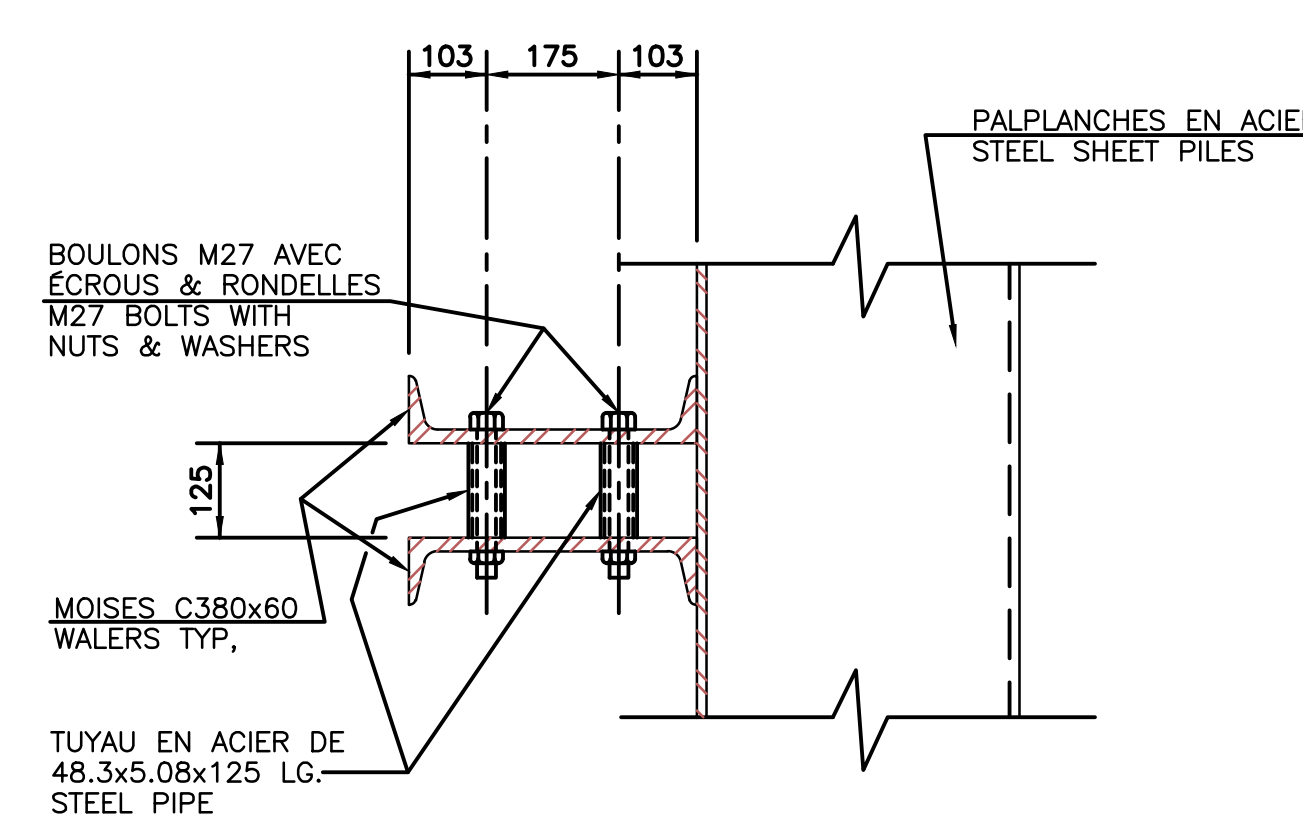
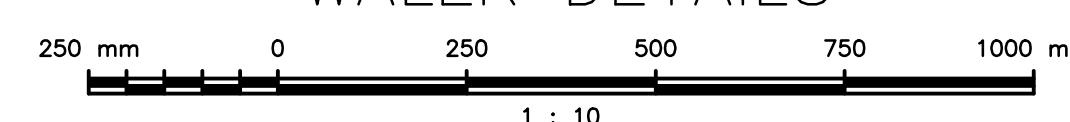
DÉTAIL CHAPEAU DU MUR DE PALPLANCHE
SSP CAP DETAIL



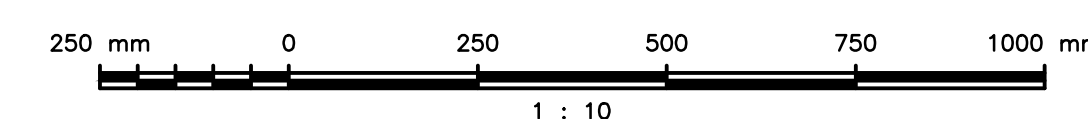
DÉTAIL DES CONNEXIONS DES TIRANTS
TIE-ROD CONNECTIONS DETAILS



DÉTAILS DE LA MOISE WALER DETAILS



DÉTAILS ÉPISSURE DE LA MOISE
WALER SPLICE DETAIL



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

PHASE I

NOUVEAU QUAI POUR TRAVERSIER

NEW FERRY WHARF

ILES-DE-LA-MADELEINE

QUÉBEC

DÉTAILS DES
PALPLANCHES
STEEL SHEET PILE
DETAILS

designed	conçu
----------	-------

designed	E. DeCURTIS	conçu
date		SEPT. 1997

drawn	T. DeCURTIS	dessiné
-------	-------------	---------

date	E.B. MATATKO	SEPT. 1997	22
------	--------------	------------	----

approved	Y. MORIN	approuvé	SEPT. 1997	PDT
----------	----------	----------	------------	-----

date	2017-11-15
Tender	CLIX PARENT Soumission

Project Manager	GUY PARENT	Administrateur de projets
-----------------	------------	---------------------------

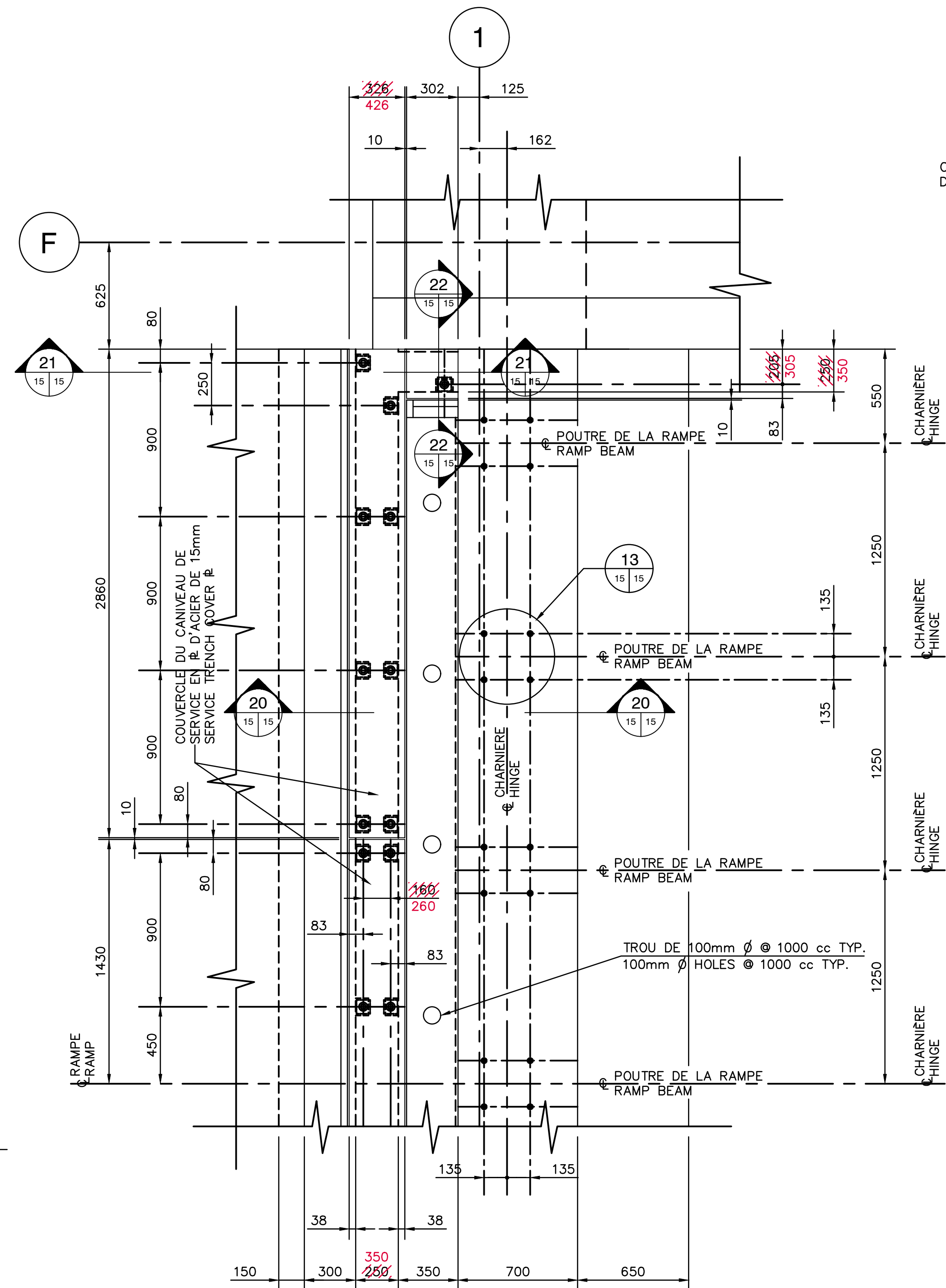
project no.	no du projet
704861	52

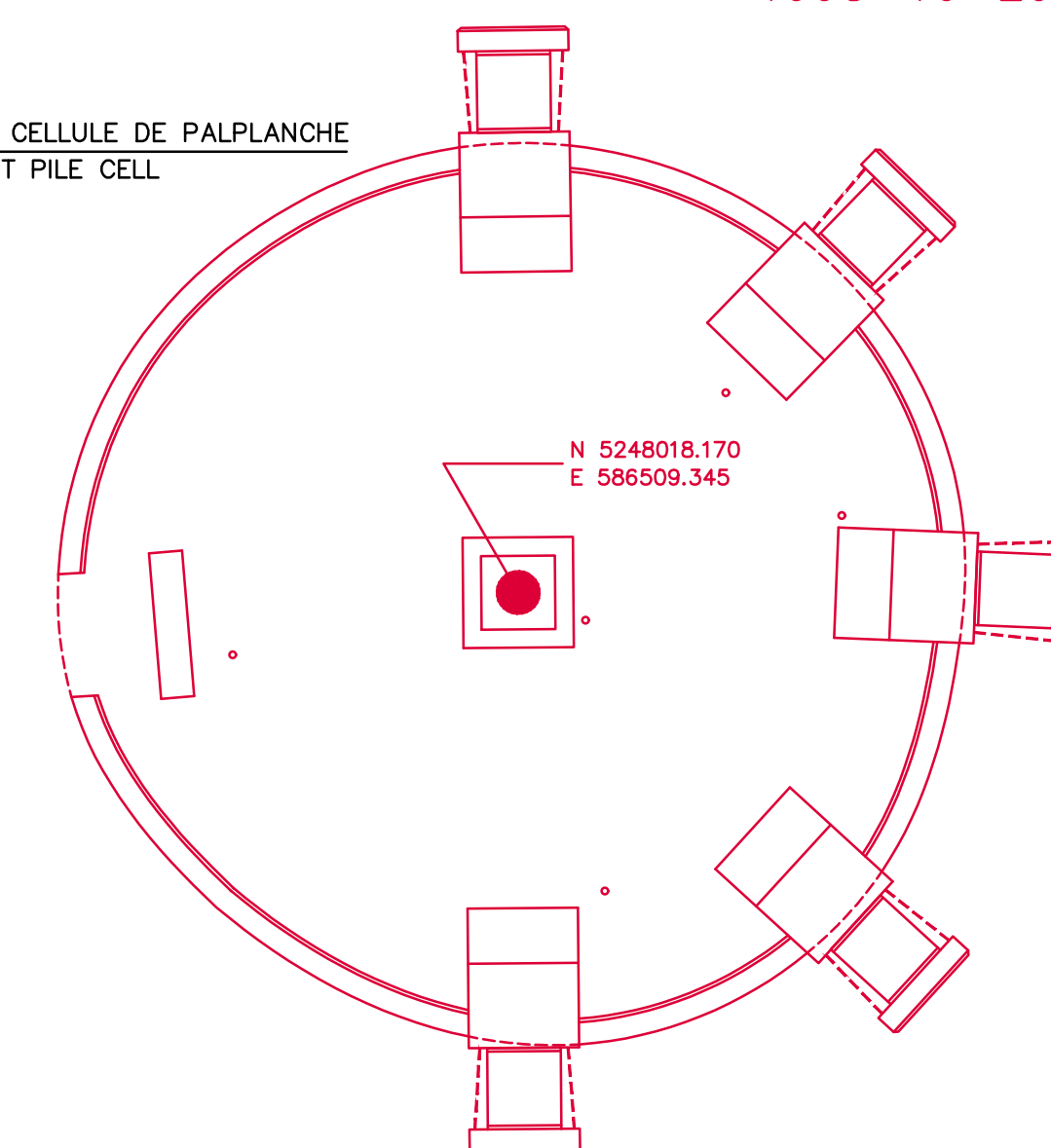
704861

drawing no.	no du dessin
13	QU03161M

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

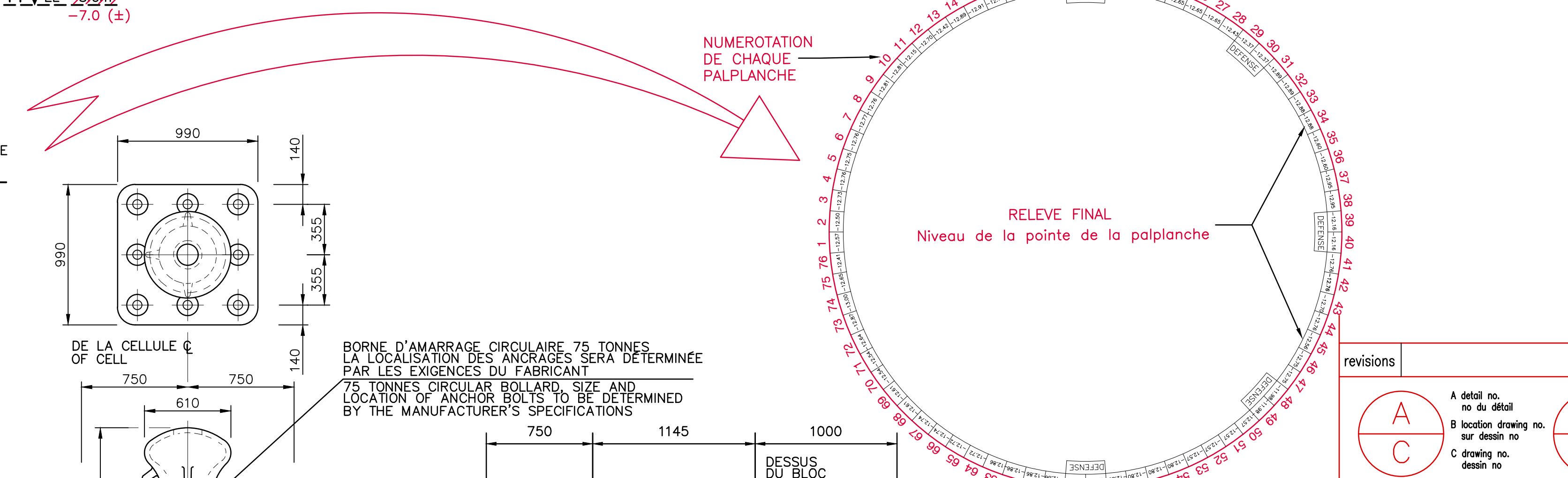
PLOT SCALE SCALE



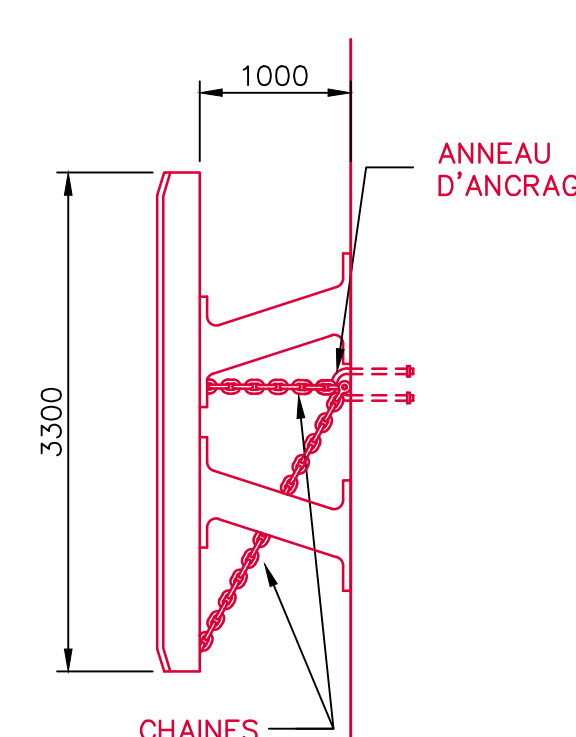


TEL QUE CONSTRUIT
AS BUILT
1998-10-20

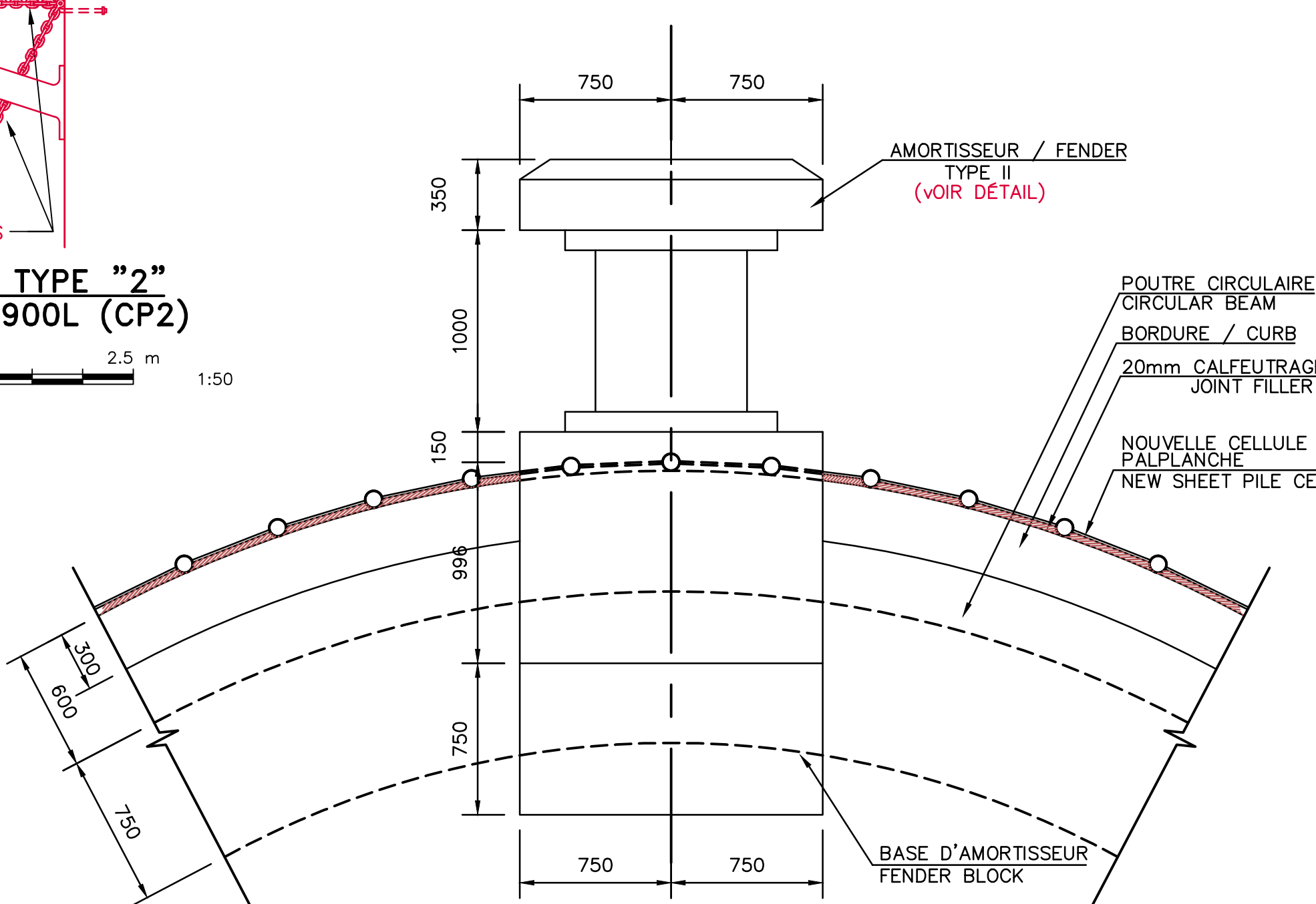
PLAN DE LA NOUVELLE CELLULE
PLAN OF NEW CELL



TYPE "2"
900L (CP2)

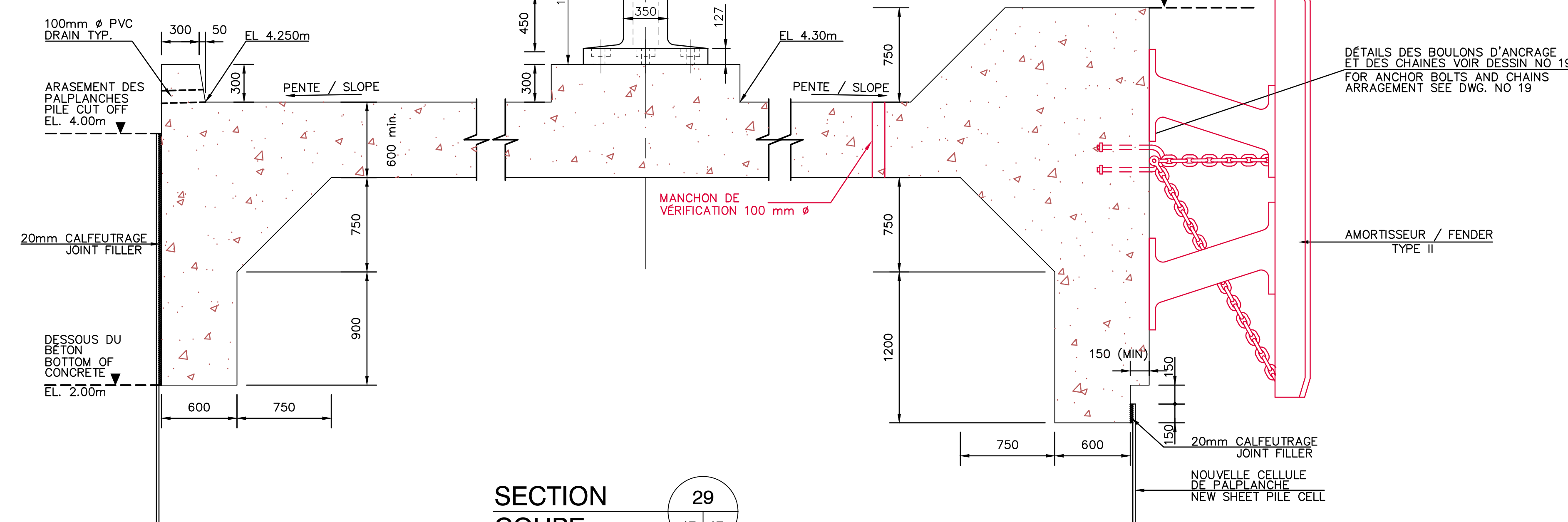




DETAIL



SECTION

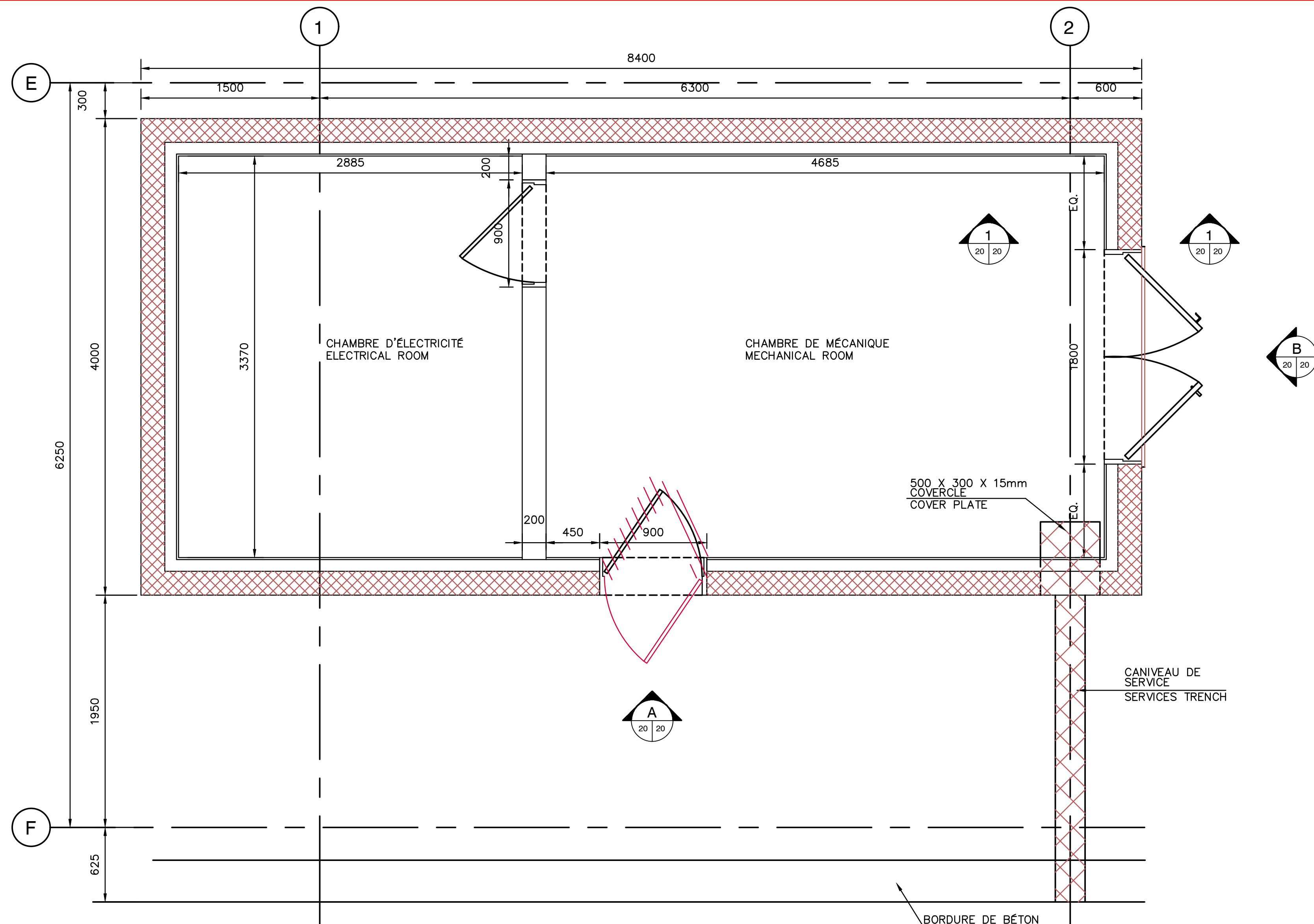
COUPE



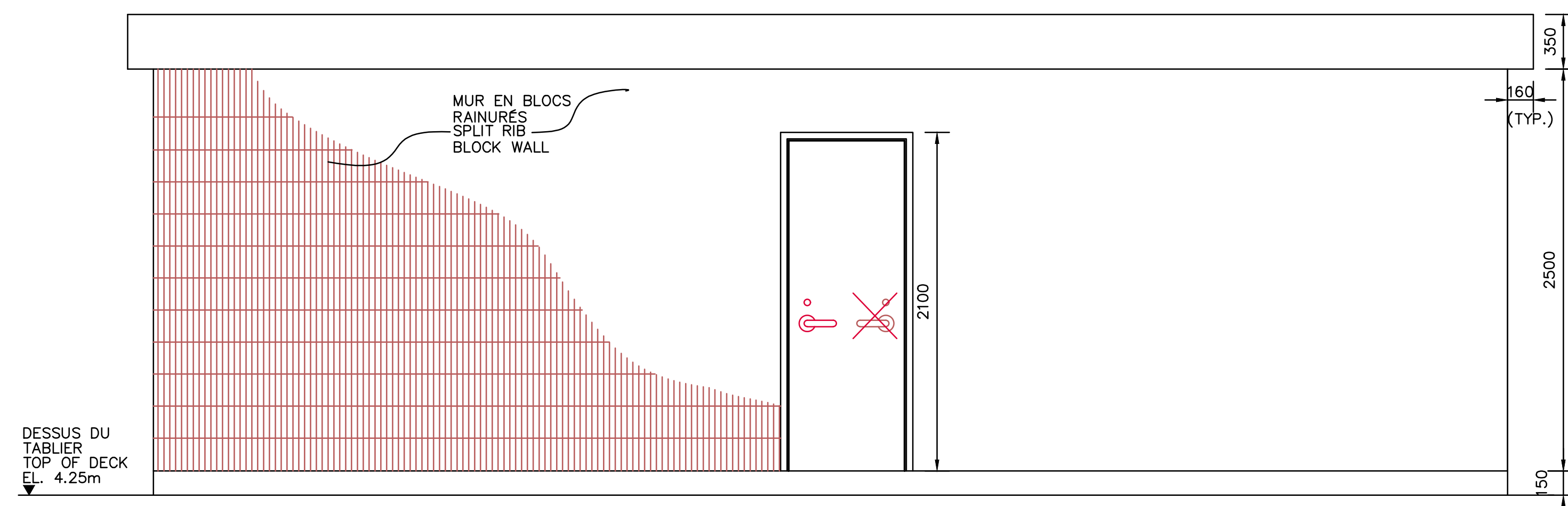
revisions			date
 <p>A detail no. no du détail</p>  <p>B location drawing no. sur dessin no.</p> <p>C drawing no. dessin no.</p>			
project	CAP-AUX-MEULES		project
PHASE I			
NOUVEAU QUAI POUR TRAVERSIER			
NEW FERRY WHARF			
ILES-DE-LA-MAGELINE		QUYBEC	
drawing			dessin
<p>PLAN DU DUC D'ALBE CIRCULAIRE ET DÉTAILS</p> <p>CIRCULAR DOLPHIN LAYOUT AND DETAILS</p>			
designed date	T FENNINGTON D S MURPHY	conçu sept. 1999	
drawing date	DESHANDE	dessiné sept. 1999	
approved date	Y MORIN	approuvé sept. 1999	
Project Manager	GUY PARENT	Soumission	
project no.	704861	Administrateur de projet no du projet	
drawing no.	17	no du dessin	
		QUY9161M1	

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

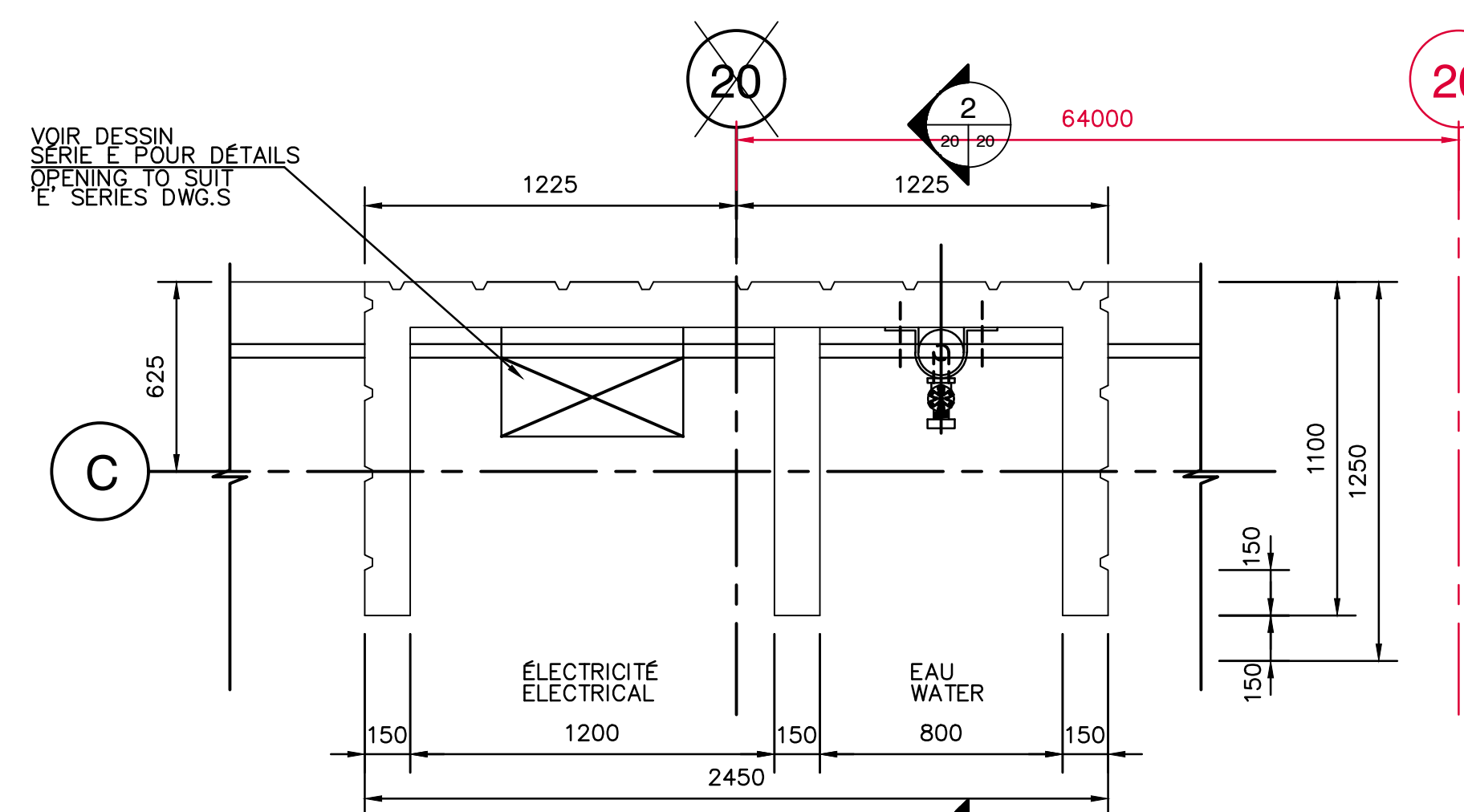
PLOT SCALE SCALE



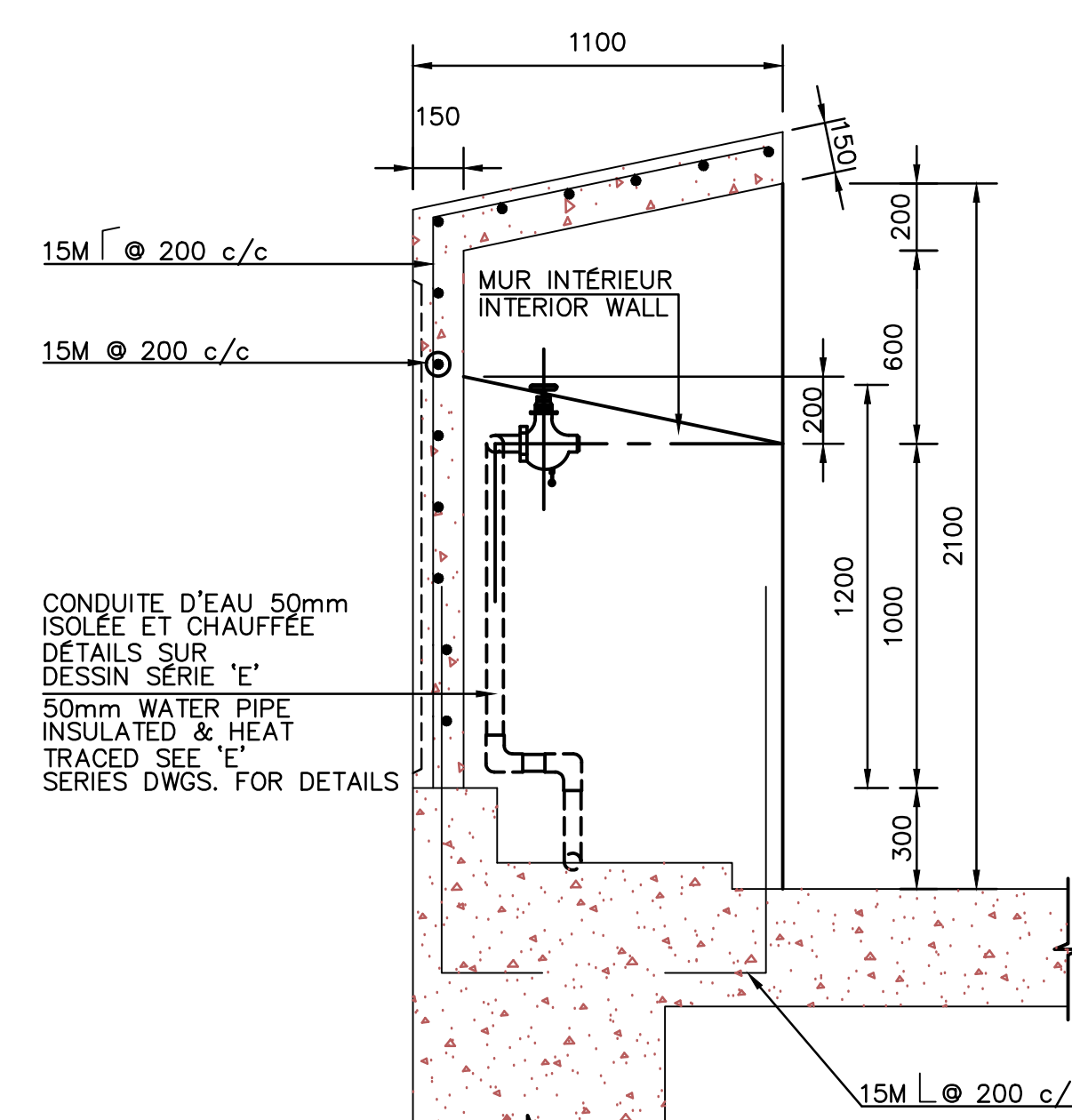
PLAN : BÂTIMENT DE SERVICE
PLAN : SERVICE BLDG.



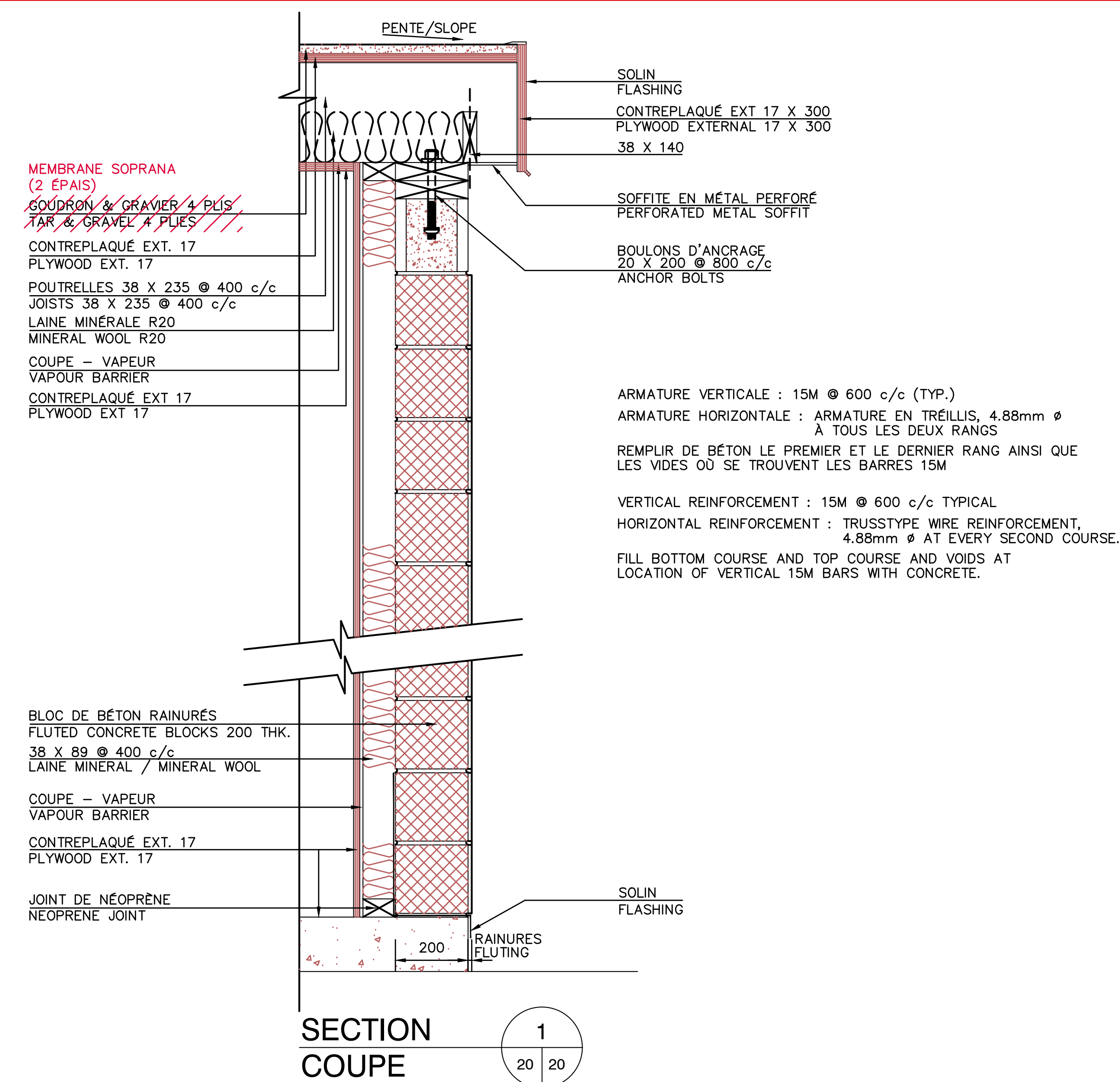
ELEVATION A



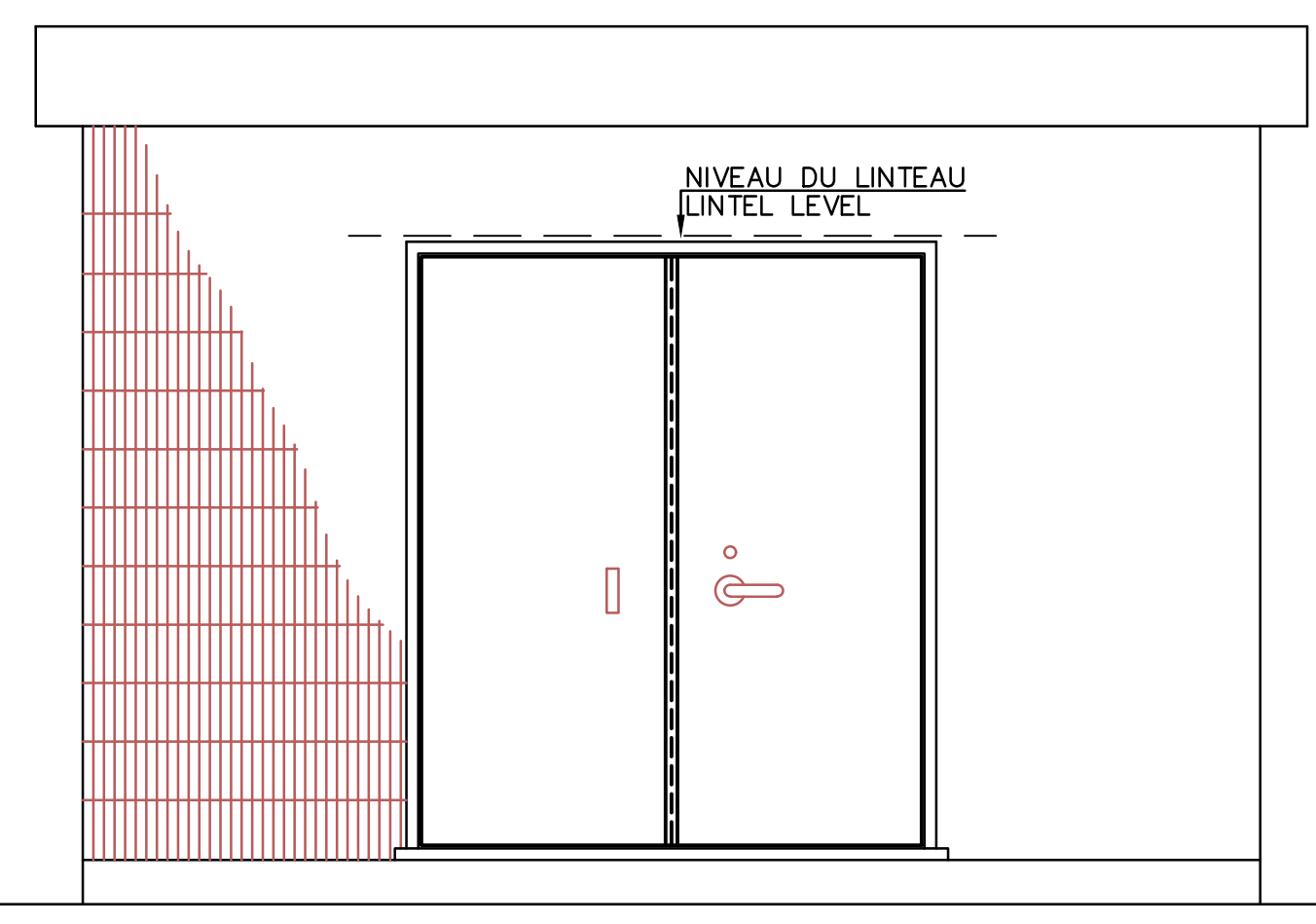
PLAN : ÎLOT DE SERVICE
PLAN : SERVICE ISLAND



SECTION COUPE 2



SECTION COUPE 1



ELEVATION B

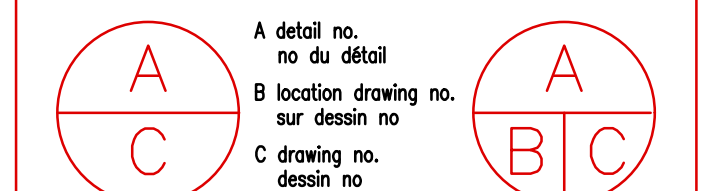


Architectural and Engineering Services
Real Property Services Branch
Civil Engineering

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

SIPDT 22417
J-0439