IF IN DOUBT ASK ! - UKUBA UYATHANDABUZE BUZA!

Rev	Drawing	Contract
01	05	1233

ADDITIONAL NOTES

1. ALL 'GENERAL NOTES' AND 'ADDITIONAL NOTES' INDICATED ON DRAWING NO. 1233-06 PERTAIN AND ARE APPLICABLE TO THIS DRAWING.
2. SETTING OUT POINT (S.O.P) IS FROM BENCH MARK "JET 1" . REFER GRIDLINE A BETWEEN GRIDLINES 4 & 5
3. SETTING OUT OF GRIDLINES IS PARALLEL TO EDGE OF CONCRETE WALL BETWEEN GRIDLINE B & N . AT DECK LEVEL, AND PERPENDICULAR TO THIS CONCRETE WALL.
4. EXISTING I-SECTION STANCHIONS TO BE EXTENDED FROM CUT LEVEL AT APPROXIMATE 0.0m MSL.
5. PROPOSED RIB & BLOCK SLAB TO VARY IN THICKNESS BETWEEN 270mm AND 340mm TO OBTAIN FALLS FOR STORMWATER DRAINAGE. HOLLOW BLOCKS TO BE 200mm WITH TOPSLAB VARYING BETWEEN 70mm AND 140mm.
6. SLEEVES (HDPE) AROUND R.C. COLUMNS TO BE PE-HD PIPE TO SABS ISO 4427, PE 80 PN6, NOMINAL DIA. 630mm
7. ALL DIMENSIONS ARE TO BE CHECKED AND VERIFIED ON SITE PRIOR TO MANUFACTING OF ANY WORKS.
8. EXISTING STANCHION BETWEEN GRIDLINES B & C TO BE EXPOSED TO APPROVED LEVEL BELOW CUT LEVEL FOR EXTENDING THE STANCHION AND PLACING THE SLEEVE FOR R.C. COLUMN.
9. PROPOSED FINISHED DECK LEVELS TO TIE IN WITH THE EXISTING ADJACENT CONCRETE SURFACEBED LEVELS EAST OF GRIDLINE "S". THE LEVELS ACCORDING TO THE SURVEYOR'S PLAN VARIES BETWEEN 2.67m MSL AND 2.84m MSL BUT MUST BE VERIFIED ON SITE. PLEASE REFER SECTION G-G ON DRAWING NO. 1233-05.
10. TIMBER AS RUBBING BLOCKS AND FIXED VERTICALLY TO EACH CB1 VERTICAL CHANNEL AS BARRIERS FOR BOATS, TO BE 150x225 "BALAU RED" PAR TIMBER, EACH WITH A LENGTH OF 2,97m. TIMBER MUST BE PRE-TREATED ON ALL SIDES PRIOR TO INSTALLATION WITH 3 APPLICATIONS OF CREOSOTE TO SPECIFICATION.
11. ALL STEEL TO BE HOT DIP GALVANISED AND PAINTED TO SPECIFICATION.
12. BOLT HOLES ARE TO BE SLOTTED AS PER ENGINEER'S DETAILS ONLY - OR AS APPROVED BY THE ENGINEER.
13. SURVEY BENCH MARK "JET 2" INDICATED ON DRAWING 1233-01 MUST BE USED FOR SETTING OUT NEW LEVELS

NOTES ON STORMWATER SYSTEM

1. STORMWATER PIPE TO BE 315mm NOMINAL Ø WITH SOME 180mm Ø PIPE COMPONENTS AND TO BE INSTALLED TO INVERT LEVELS INDICATED TO ACHIEVE FALLS OF APPROX. 1:300. PIPES TO BE TYPE PE-HD (BLACK) PIPE TO SABS ISO 4427, PE 80 PN6 AND SDR 21 (S 8.3). PIPE IS TO BE SUPPLIED WITH COUPLINGS, JUNCTIONS FOR CATCHPITS WELDED AND T JUNCTION TOWARDS SEPARATOR.
2. CATCHPIT 1 TO CATCHPIT 16 TO BE 190mm Ø HINGED GULLY GRATINGS AND FRAMES, PRODUCT NO. 2870 EACH WEIGHING 2,3kg. GULLY GRATINGS AND FRAMES TO BE PRODUCED FROM HIGH QUALITY DUCTILE CAST IRON BY A REPUTABLE FOUNDRY TO SABS STANDARDS.
3. ACCESS MANHOLE #1 TO #3 TO BE INSTALLED ABOVE 3 CHAMBERS OF THE STORMWATER SEPARATOR. COVER AND FRAME TO BE LOCKABLE SECUREX TYPE 4 REPLACEMENT COMPLETE WITH A FRAME INSIDE Ø OF 559mm. COVERS AND FRAMES TO BE FROM DUCTILE CAST IRON AND BY A REPUTABLE FOUNDRY TO SABS STANDARDS.
4. ACCESS MANHOLE #4 ONWARDS ARE TO PROVIDE ACCESS TO UNDERNEATH THE DECK FOR FUTURE MAINTENANCE. COVER AND FRAME TO BE LOCKABLE SECUREX TYPE 4 REPLACEMENT COMPLETE WITH A FRAME INSIDE Ø OF 559mm. COVERS AND FRAMES TO BE FROM DUCTILE CAST IRON AND BY A REPUTABLE FOUNDRY TO SABS STANDARDS.
5. PRECAST BLOCKS CLASHING WITH CATCHPITS AND MANHOLES, TO BE REMOVED TO SUIT AT ALL CATCHPIT AND ACCESS MANHOLE POSITIONS PRIOR TO CASTING, INDEPENDANT FORMWORK AND SHUTTERING TO BE PROVIDED TO CONSTRUCT CATCHPIT AND MANHOLE OPENINGS. PLEASE NOTE THAT THESE BLOCKS ARE INDICATED ON THE DRAWINGS AND HAVE NOT BEEN REMOVED.
6. CATCHPITS ARE INDICATED AT 6m INTERVALS, EXCEPT FOR CATCHPIT 4 AND 5 BEING 7m APART. CATCHPIT 9 AND THE T-JUNCTION TOWARDS THE SEPARATOR HAVE BEEN SET OUT FROM GRIDLINE J.
7. INVERT LEVELS (I.L.) INDICATED AT EACH CATCHPIT ARE THE PIPE INVERT LEVELS.

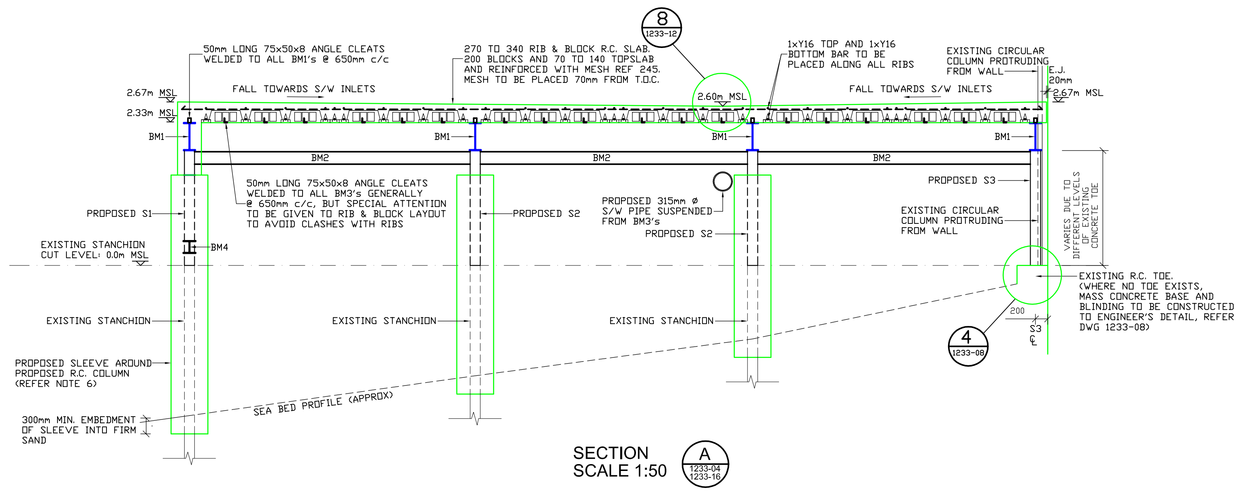
NOTES ON RIB & BLOCK SLAB SYSTEM

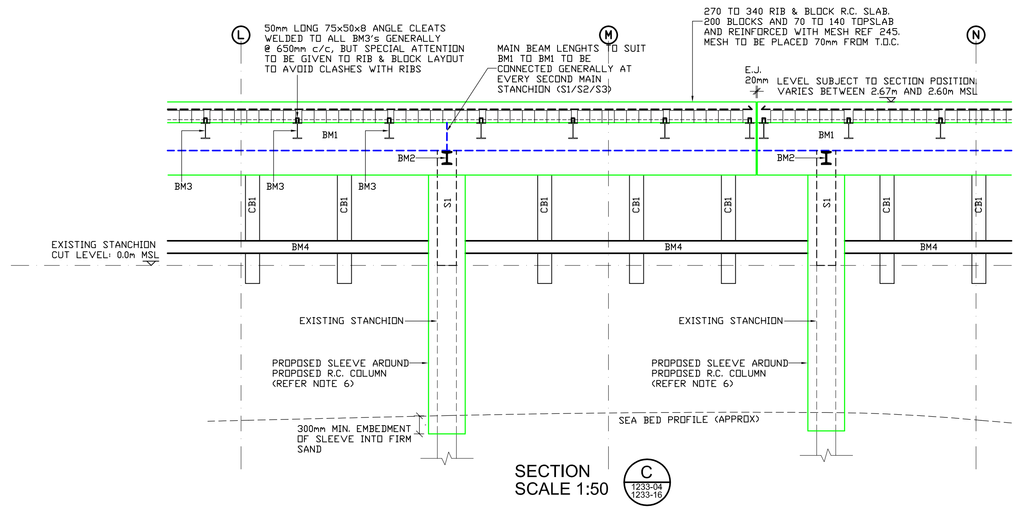
1. ALL CAST IN LATTICES TO RIBS TO BE HOT DIP GALVANISED (BUT UNPASSIVATED).
2. ALL PRECAST RIBS TO BE TREATED ON BOTTOM AND SIDES WITH CEMENTITIOUS WATERPROOFING SYSTEM. TO ENGINEERS WRITTEN APPROVAL.
3. ALL ADDITIONAL SLAB AND BEAM REINFORCING TO BE HOT DIP GALVANISED INCLUDING MESH SHEETS. MESH SHEETS TO LAP 200mm MINIMUM.
4. EXPANSION JOINTS BETWEEN PROPOSED SLAB PANELS OR BETWEEN PROPOSED AND EXISTING CONCRETE SURFACES TO BE FORMED WITH FORMWORK AND WITH 20mm THICK CLOSED CELL EXPANDED POLYETHYLENE PREFORMED JOINT FILLER OF APPROPRIATE WIDTH TO SUIT THE REQUIRED HEIGHT, AND SHOULD INCLUDE A HINGED BLOCKING PIECE FOR TEARING OUT LATER. ALL EXPANSION JOINTS TO BE SEALED WITH POLYSULPHIDE SEALANT.
5. CONCRETE GENERALLY TO BE SMOOTH OFF SHUTTER FINISH.
6. TOP OF CONCRETE DECK TO BE FINISHED WITH A BROOMSWEPT FINISH. DIRECTION OF SWEEP TO BE STRICTLY TOWARDS LINE OF STORMWATER PIPE ONLY.
7. CONCRETE TO BE CURED WITH RESIN-BASED CURING COMPOUND FOR 7 DAYS MINIMUM BEFORE TRAFFICABLE.

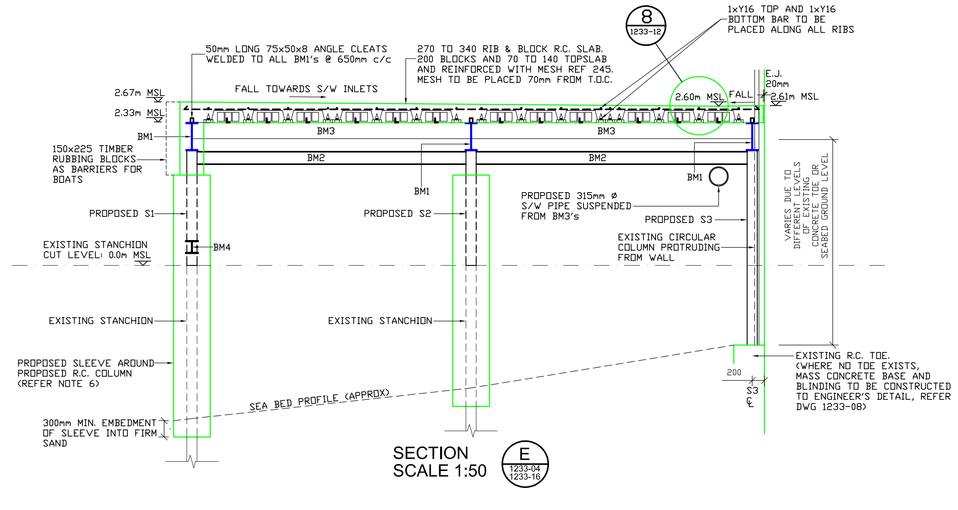
STEEL MARKING LEGEND SIZES

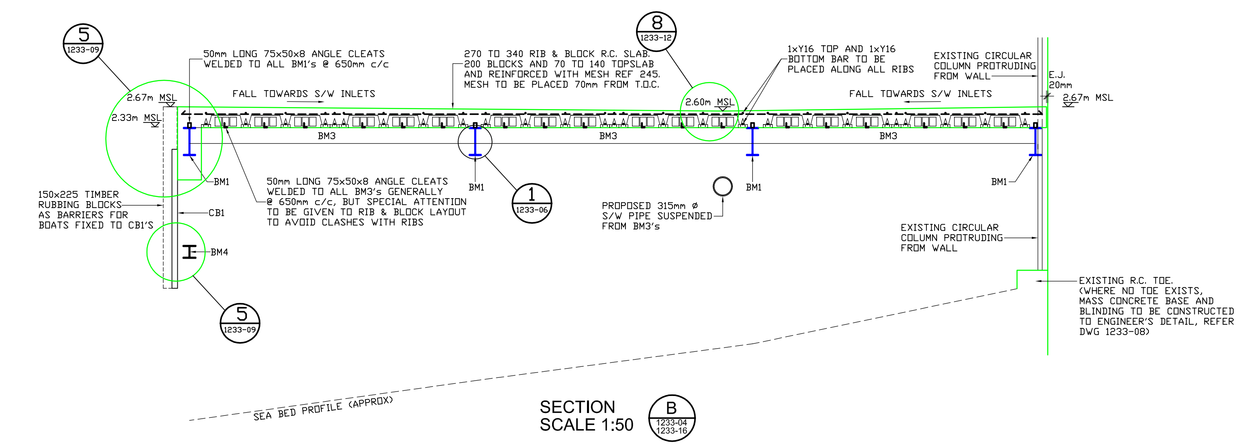
ALL STEEL TO BE HOT DIP GALVANISED AND PAINTED TO SPECIFICATION

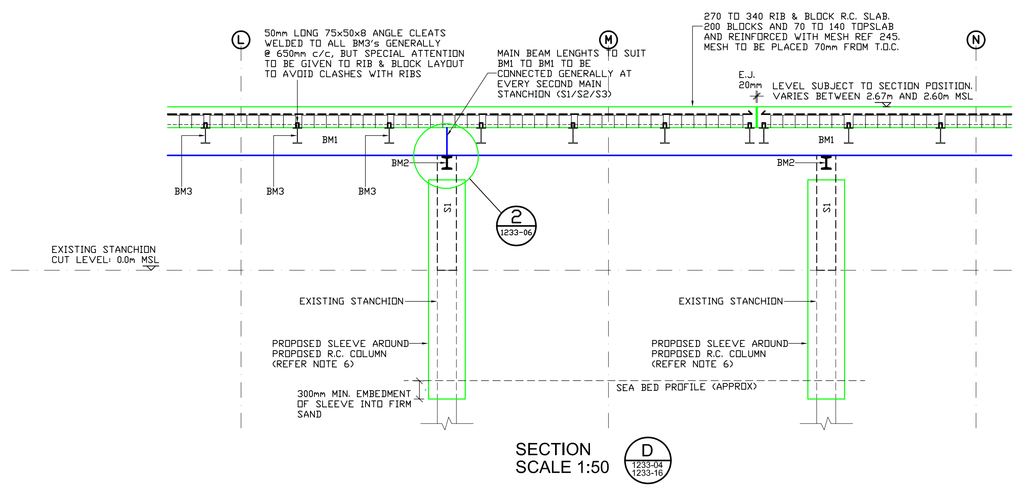
1.1 S1 = 305 x 165 x 54 I-SECTION (PF) - MAIN VERTICAL STANCHION (FRONT ROW)
1.2 S2 = 305 x 165 x 54 I-SECTION (PF) - MAIN VERTICAL STANCHION (INTERMEDIATE ROW)
1.3 S3 = 305 x 165 x 54 I-SECTION (PF) - MAIN VERTICAL STANCHION (BACK ROW CLOSE TO WALL)
2. CB1 = PC 230 x 90 CHANNEL (PF) - VERTICAL BARRIERS FOR BOATS
3. BM1 = 457 x 191 x 67 I-SECTION (PF) - MAIN HORIZONTAL BEAM
4. BM 2 = 203 x 152 x 52 I-SECTION (TF) - HORIZONTAL BEAM CONNECTED TO STANCHIONS S1
5. BM 3 = 254 x 146 x 43 I-SECTION (PF) - HORIZONTAL BEAM CONNECTED TO BM1
6. BM 4 = 203 x 203 x 46 I-SECTION (PF) - LOWER HORIZONTAL BEAM BRACING S1's AND SUPPORTING CB1's

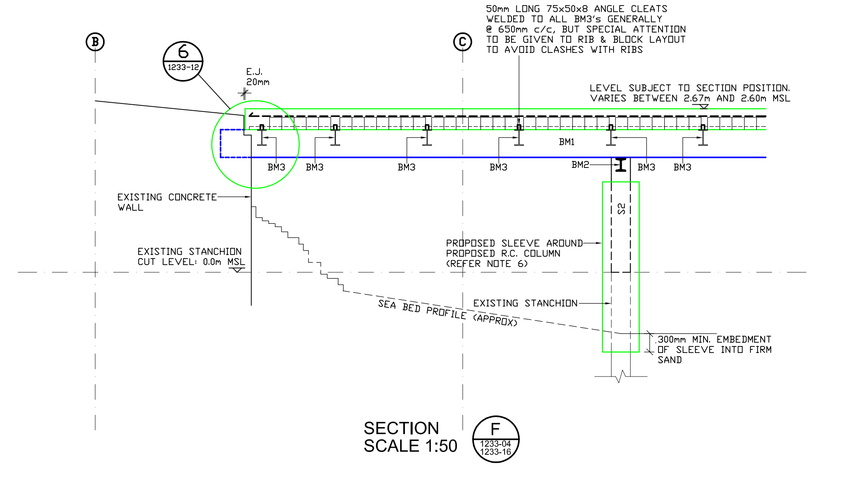


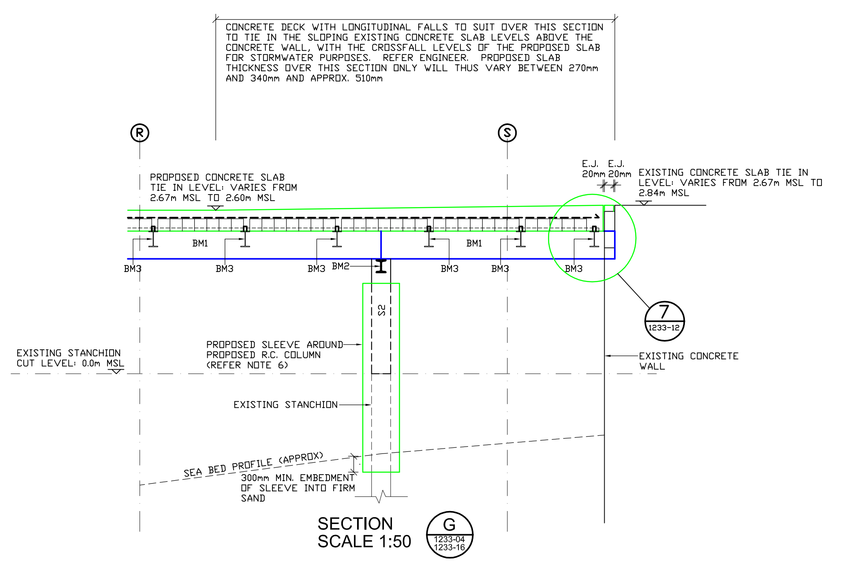












AS BUILT DRAWING

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CK 86/13685/23

Rev.	Date	Description	By
01	09/03/2009	AS BUILT DRAWING	K.V.

Project title: **NPA - PORT ELIZABETH HARBOUR REHABILITATION OF DOM PEDRO QUAY**

Drawing title: **CONCRETE DECK PROPOSAL: SECTIONS AND DETAILS**

AS BUILT DRAWING

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Designed by	I.L.H. & K.V.	Scale	AS SHOWN
Drawn by	K.V.		
Checked by	Pr Eng 840215	Date	11 OCTOBER 2007
Sheet size	A0	DRAWING NO.	Contract 1233 / Drawing 05 / Rev 01