

## GENERAL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR MEANS AND METHODS FOR CONSTRUCTION SITE SAFETY AND SHALL BE IN COMPLIANCE WITH OH&S AND CONSTRUCTION SAFETY PLAN.
2. STATIONING IS ALONG ROAD CENTERLINE UNLESS NOTED OTHERWISE.
3. PROFILES AND SPOT ELEVATIONS ARE FINISHED GRADE UNLESS NOTED OTHERWISE.
4. VERIFY LAYOUT WITH THE ENGINEER BEFORE EXECUTING THE ASSOCIATED WORK INCLUDING ELEVATION, DIMENSIONS, AND ANY CONFLICTS WITH EXISTING INFRASTRUCTURE.
5. THE CONTRACTOR IS RESPONSIBLE FOR ALL BURIED UTILITY LOCATES. THE LOCATIONS OF ANY UTILITIES SHOWN ON THE DRAWINGS SHALL NOT BE RELIED UPON.
6. ALL WORK SHALL COMPLY WITH ALL APPLICABLE CADES, REGULATIONS, AND STANDARDS AND THE CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN FOR THE PROJECT.

## ROAD DESIGN













1. ROAD DESIGN PARAMETERS:

MINIMUM HORIZONTAL CURVES RADIUS	22m
DESIGN SPEED	30 km/h
ROAD VERTICAL CURVE	K > 5.0
ROAD MAX GRADE	8.0%
AXLE LOAD	1500kg DUAL WHEEL 800kPa TIRE PRESSURE.
MAXIMUM RUT DEPTH	50mm
2. ROADS WILL REQUIRE PERIODIC MAINTENANCE INCLUDING ADDING SURFACING MATERIAL. GRADING MAINTENANCE FREQUENCY WILL DEPEND ON USAGE, WEATHER, AND SUBGRADE VARIABILITY.

## QUANTITIES

1. MASS HAUL VOLUMES ARE INTENDED TO REPRESENT ROUGH GRADING WORK AND DO NOT INCLUDE: STRIPPING, ROAD BASE, ROAD SURFACING, SUBGRADE REWORK, TURBINE FOUNDATION EXCAVATION OR BACKFILL, BOOM ASSEMBLY AREA, CRANE PAD, INSULATING GRAVEL, OR RECLAMATION WORK. MASS HAUL VOLUMES ARE NOT STRICTLY ACCURATE BUT CONSIDERED APPROPRIATE FOR THE INTENDED PURPOSE. WHEREAS THE MASS HAUL VOLUMES ARE PROVIDED AS A REASONABLY CLOSE REPRESENTATION OF ROUGH GRADING QUANTITIES, THE WORKS SHALL NEVERTHELESS BE CONSTRUCTED TO THE LINES, GRADES, AND THICKNESSES SHOWN ON THE DRAWINGS AND NOT NECESSARILY TO THE MASS' HAUL QUANTITIES.
2. QUANTITIES, LOCATIONS, ORIENTATIONS, EXTENTS, AND DETAILS OF WATER RELATED WORKS INCLUDING CREEK CROSSINGS, CULVERTS, TRENCH BLOCKS, DRAINS, SILT FENCE, GEOTEXTILE, DITCH BAFFLES, SAFETY BERM BREAKS, AND STRIPPING STOCKPILE BREAKS ARE SUBJECT TO FIELD REVIEW AND MODIFICATION BY THE ENGINEER.
3. ORIGINAL GROUND BASED ON SURVEY PROVIDED BY ARCTIC UAV.
4. SURFACE AND SUBSURFACE CONDITIONS ARE ESTIMATES BASED ON VISUAL INSPECTION AND EXPECTATIONS BASED ON OTHER PROJECT EXPERIENCE IN THE AREA. NO SITE SPECIFIC GEOTECHNICAL INVESTIGATION WORK HAS BEEN COMPLETED. DESIGNS ARE SUBJECT TO CHANGE FURTHER TO OBSERVATION AND TESTING CONDUCTED BY THE GEOTECHNICAL ENGINEER DURING CONSTRUCTION.

## MATERIALS LEGEND

	OVERBURDEN		BEDROCK
	COMMON FILL		ARMOUR
	GRANULAR FILL		COARSE SAND
	STRUCTURAL FILL		INSULATING GRAVEL
	GRANULAR FILTER		SEMI-IMPERVIOUS FILL
	CONCRETE		ORGANICS

## ABBREVIATIONS

BE	BEGINNING OF CURVE	MAX	MAXIMUM
BE	BOUNDARY ELEMENT	MIN	MINIMUM
BOT	BOTTOM	NF	NEAR FACE
C/W	COMPLETE WITH	NTS	NOT TO SCALE
CJ	CONSTRUCTION JOINT	OD	OUTSIDE DIAMETER
CL	CENTERLINE	OMC	OPTIMAL MOISTURE CONTENT
CLR	CLEAR	OUTLET Z	CULVERT OUTLET INVERT
CLSM	CONTROLLED LOW STRENGTH MATERIAL	PIL	PILASTER
CON J	CONTRACTION JOINT	PL	PLATE
CONC	CONCRETE	PROJ	PROJECTION
CCTR J	CONTROL JOINT	R/W	REINFORCE WITH
DWG	DRAWING	REF	REFERENCE
EA	EACH	SIM	SIMILAR
EC	END OF CURVE	SPEC	SPECIFICATIONS
EF	EACH FACE	STA	STATION
EEL	ELEVATION	STD	STANDARD
EMP	ENVIRONMENTAL MANAGEMENT PLAN	STIF	STIFFENER
EW	EACH WAY	T&B	TOP AND BOTTOM
EXP J	EXPANSION JOINT	TDC	TOP DEAD CENTER
FF	FAR FACE	TOF	TOP OF FOUNDATION
HOR	HORIZONTAL	THK	THICK
INLET Z	CULVERT INLET ELEVATION	TYP	TYPICAL
INV	INVERT	U/S	UNDER SIDE
P X	CURVE INTERSECTION POINT EASTING	VERT	VERTICAL
P Y	CURVE INTERSECTION POINT NORTHING	VIP	VERTICAL CURVE INTERSECTION POINT
-STA	ROAD STATIONING (HORIZONTAL)	WP	WORKING POINT
LG	LONG	WS	WATERSTOP
LLH	LONG LEG HORIZONTAL	WTG	WIND TURBINE GENERATOR
LLV	LONG LEG VERTICAL		

# FOR CONSTRUCTION



0	23	06	16	FOR CONSTRUCTION						AT	GS	AM	CPB
REV	Y	M	D	REVISION DESCRIPTION						DES	CHK	DRN	CHK



NUNAVUT NUKKIKSAUTIIT CORPORATION	
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