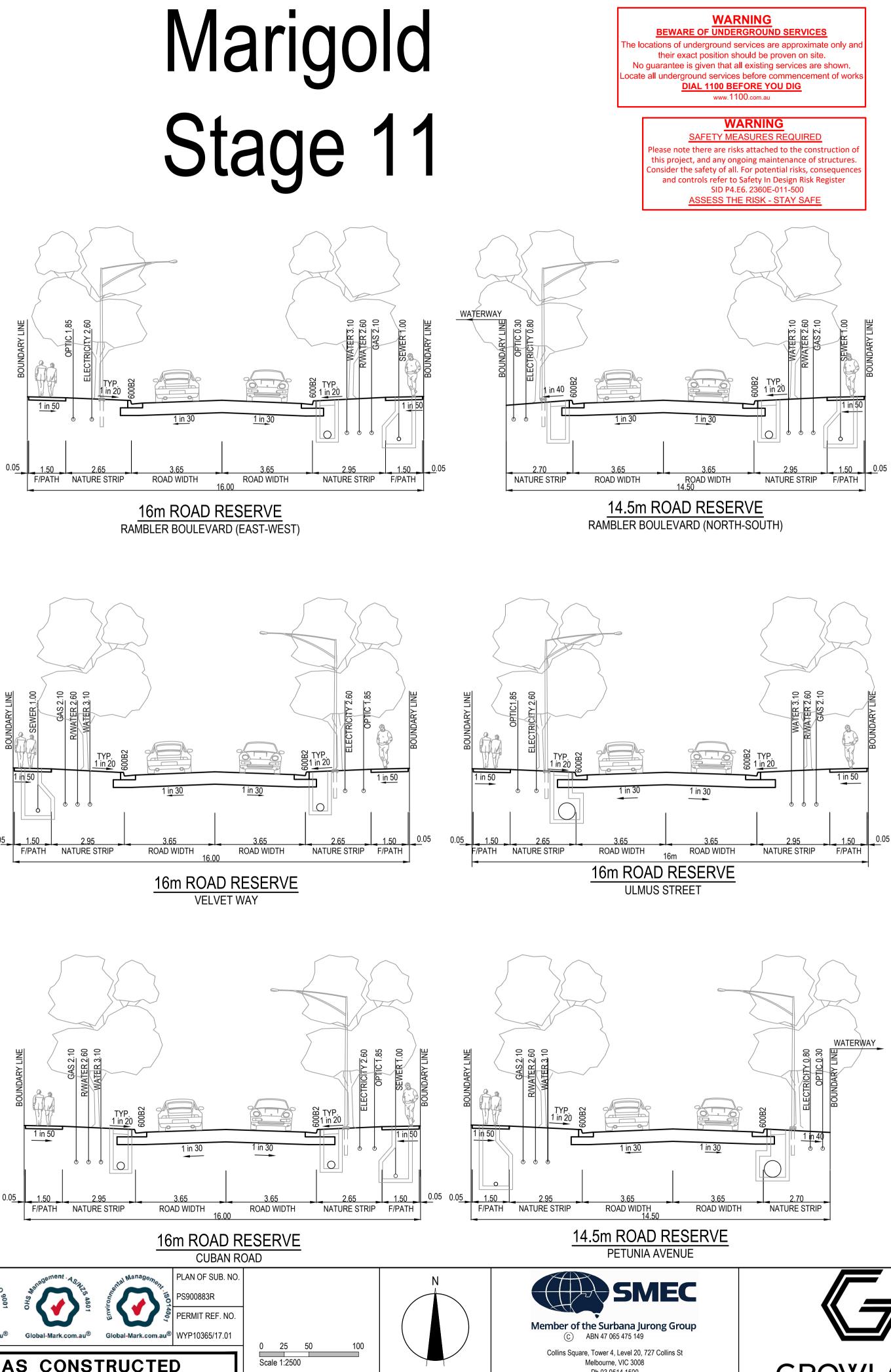


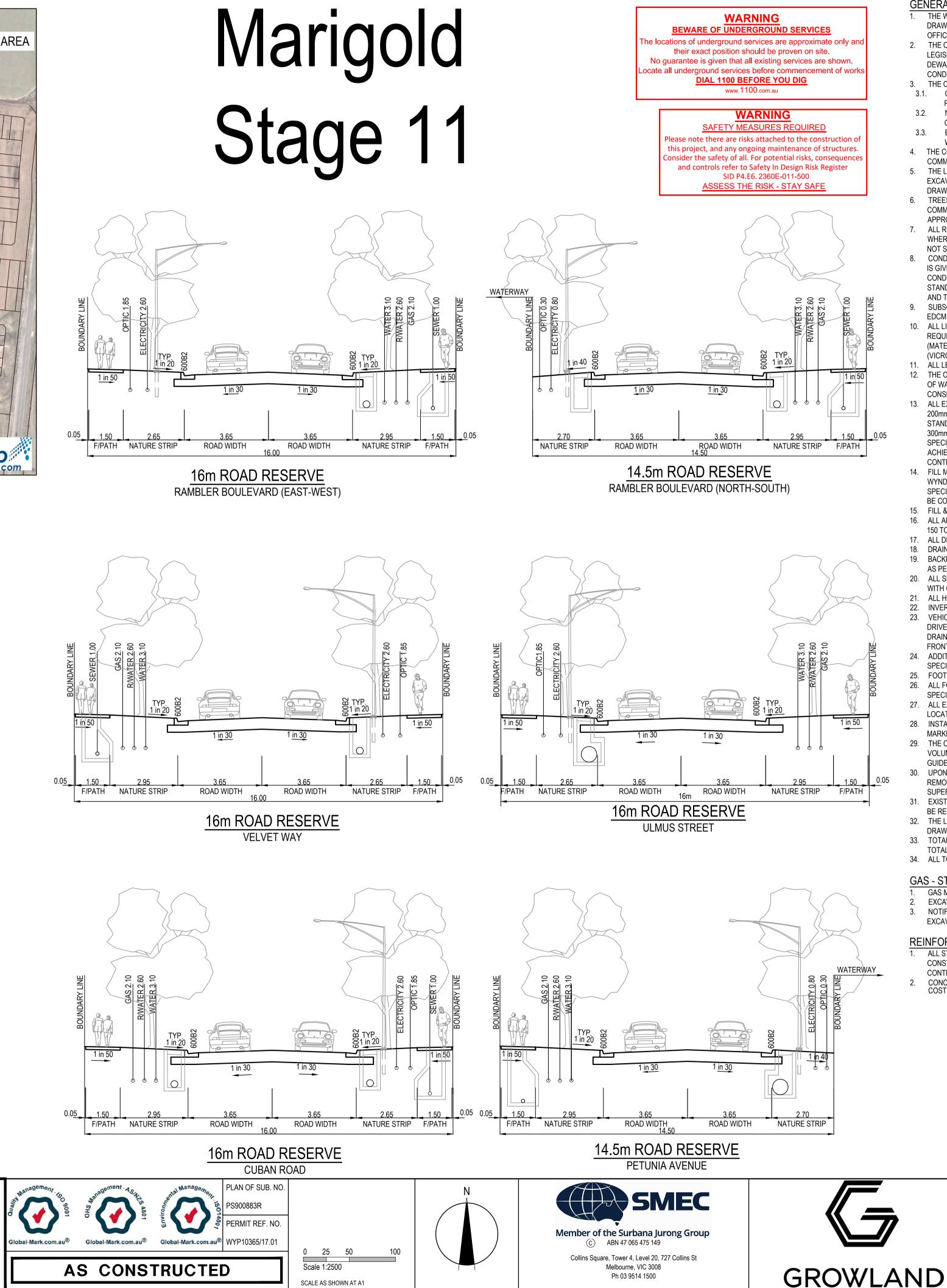
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AS CONSTRUCTED PLANS

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DEWATERING DEVICES, BARRICADES, SIGNS, LIGHTS, ETC, NECESSARY TO KEEP WORKS IN A SAFE AND STABLE CONDITION, AND TO PROTECT THE PUBLIC FROM HAZARDS ASSOCIATED WITH THE WORKS. 3. THE CONTRACTOR SHALL 3.1. COMPLY WITH THE SAFETY REQUIREMENTS OF THE MINES ACT, GENERAL REGULATIONS AND STATUTORY RULES, AND THE MINES (TRENCHES) REGULATIONS 1982. NOTIFY THE OCCUPATIONAL HEALTH AND SAFETY AUTHORITY OF THEIR INTENTION TO COMMENCE TRENCHING 3.2. OPERATIONS WHERE TRENCHES ARE 1.5 METRES OR DEEPER. ENSURE THAT THE MINE MANAGER OR THEIR DEPUTY AS REQUIRED BY THE REGULATIONS IS IN ATTENDANCE 3.3. WHEN TRENCHING OPERATIONS ARE IN PROGRESS 4. THE CONTRACTOR IS TO NOTIFY COUNCIL AND ALL SERVICE AUTHORITIES SEVEN (7) DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. 5. THE LOCATION OF EXISTING SERVICES SHOULD BE DETERMINED BY THE CONTRACTOR PRIOR TO COMMENCING ANY EXCAVATION BY CONTACTING ALL RELEVENT SERVICE AUTHORITIES. ANY EXISTING SERVICES SHOWN ON THE DRAWINGS ARE OFFERED AS A GUIDE ONLY AND ARE NOT GUARANTEED AS CORRECT TREES MARKED ON THE APPROVED PLANS FOR REMOVAL MUST BE REMOVED FROM THE SITE PRIOR TO THE COMMENCEMENT OF WORKS. NO EXCAVATION SHALL BE CARRIED OUT WITHIN 5.0m OF ANY EXISTING TREE UNTIL APPROVAL HAS BEEN GIVEN BY COUNCIL'S SUPERVISING OFFICER. ALL ROAD CHAINAGES ARE MEASURED ALONG THE ROAD CENTRELINE EXCEPT KERB RETURNS AND COURTHEADS, WHERE LIP OF KERB CHAINAGES ARE SPECIFIED. ALL DIMENSIONS AND RADII ARE GIVEN TO THE LIP OF KERB. DO NOT SCALE OFF THESE DRAWINGS, WRITTEN DIMENSIONS ONLY SHALL BE USED. CONDUIT LOCATIONS ARE SUBJECT TO AMENDMENT AND CONDUITS SHALL NOT BE LAID UNTIL WRITTEN APPROVAL IS GIVEN BY THE SUPERINTENDENT. BOTH KERBS ARE TO BE MARKED WITH THE LETTERS E.G.H.R.T&W ABOVE CONDUIT LOCATIONS AS SPECIFIED. RESPECTIVE LETTERS TO BE INDICATED ABOVE RELEVANT CONDUITS AS PER STANDARD DRAWING EDCM 303. CONDUITS TO BE PLACED MINIMUM OF 5m FROM BOUNDARIES WHERE POSSIBLE AND TO THE SATISFACTION OF THE SUPERINTENDENT IN ACCORDANCE WITH COUNCIL STANDARD DRAWINGS. SUBSOIL DRAINS SHALL BE INSTALLED BEHIND OR BELOW ALL KERB AND CHANNEL AS PER STANDARD DRAWINGS EDCM 202 (EXPANSIVE SUBGRADE). 10. ALL LINEMARKING, SIGNING AND TRAFFIC CONTROL DEVICES TO BE IN ACCORDANCE WITH VICROADS REQUIREMENTS WITH LATERAL WORKS AND ARROWSBEING COLD APPLIED PLASTIC TROWELLED INTO PLACE (MATERIAL DEGAOUR OR PLASTELINE) AND LONGITUDINAL LINES BEING EXTRUDED THERMOPLASTIC MATERIAL (VICROADS SPECIFICATION SEE SECTION 710&722). 11. ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM. 12. THE CONTRACTOR WHEN ENGAGED IN BLASTING OPERATION, SHALL NOT BLAST WITHIN 4.5m OF AN EXISTING LINE OF WATER, GAS OR SEWER PIPES OR WITHIN 15m OF ANY COMPLETED PART OF THE WORKS WITHOUT THE CONSENT OF THE ENGINEER. 13. ALL EXCAVATED OR FILLED AREAS OUTSIDE THE ROAD RESERVES SHALL BE SURFACED WITH A 100mm MINIMUM TO 200mm MAXIMUM LAYER OF TOPSOIL AS SPECIFIED. ALL FILLING ON ALLOTMENTS TO BE COMPACTED TO 95% STANDARD COMPACTION IN 150mm LAYERS AND AS PER THE SPECIFICATION. WHERE THERE IS FILL IN EXCESS OF 300mm IN DEPTH, THE CONTRACTOR IS TO CARRY OUT SOIL TESTS TO THE REQUIREMENTS OF APPENDIX B AS SPECIFIED IN THE AUSTRALIAN STANDARD AS 3798 TO SHOW THAT LEVEL 1 COMPACTION STANDARDS HAVE BEEN ACHIEVED. TEST RESULTS AND LOCATION OF TESTS FOR EACH ALLOTMENT SHALL BE APPROVED BY THE CONTRACTOR AND FORWARDED TO COUNCIL 14. FILL MATERIAL USED UNDER PAVEMENTS AND FOOTPATHS MUST BE AN APPROVED MATERIAL TO THE STANDARD OF WYNDHAM CITY COUNCIL. ALL SUCH MATERIAL IS TO BE COMPACTED AS PER THE REQUIREMENTS OF THE SPECIFICATION APPROVED WITH THESE DRAWINGS PRIOR TO FORMWORK BEING PLACED. COMPACTION TESTS TO BE COMPLETED AND PROVIDED TO SUPERINTENDENT. 15. FILL & CUT BATTERS ARE NOT TO EXCEED 1 in 6 SLOPE, UNLESS SHOWN OTHERWISE. 16. ALL ALLOTMENTS SHALL BE SMOOTHED, GRADED AND SHAPED TO AN EVEN SURFACE WITH A MINIMUM FALL OF 1 in 150 TO THE DRAINAGE OUTLET SHOWN 17. ALL DRAINAGE PIPES ARE CLASS 2 RCP PIPES, RUBBER RING JOINTED UNLESS OTHERWISE SPECIFIED. 18. DRAINAGE PITS SHALL BE CAST MONOLITHICALLY. CEMENT RENDER SHALL ONLY BE USED TO REPAIR DEFECTS. 19. BACKFILLING OF TRENCHES WHERE DRAINAGE AND SEWERAGE ARE IN CLOSE PROXIMITY ARE TO BE BACKFILLED AS PER WYNDHAM CITY COUNCIL STANDARD DRAWING SD6-10. 20. ALL SERVICING TRENCHES UNDER ROADS, FOOTPATHS, DRIVEWAYS, PARKING BAYS ETC. ARE TO BE BACKFILLED WITH CLASS 2 F.C.R. ALL HOUSE DRAIN CONNECTIONS ARE TO BE LOCATED AT 6m FROM THE DRIVEWAY SIDE BOUNDARY U.NO. INVERT OF PROPERTY INLETS TO BE 500mm MINIMUM BELOW FINISHED SURFACE UNLESS NOTED OTHERWISE 23. VEHICLE CROSSINGS TO BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWINGS EDCM 501 TO 503. DRIVEWAYS TO BE LOCATED MIN 0.75m FROM BUILDING LINE UNLESS SPECIFIED OTHERWISE AND CLEAR OF DRAINAGE PITS. SEWER MAINTENANCE HOLES AND EXISTING TREES, DOUBLE DRIVEWAY WIDTH TO BE 7.0m AT FRONT OF PATH/BUILDING LINE. 24. ADDITIONAL AND OVER-EXCAVATION SHALL BE BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF THE SPECIFICATION. 25. FOOTPATH CROSSFALL TO BE 1:50 ALL FOOTPATHS AND SHARED PEDESTRIAN/BICYCLE PATHS ARE TO BE CONSTRUCTED AS PER CITY OF WYNDHAI SPECIFICATIONS AND MPA STANDARD DRAWINGS EDCM 401 TO 403. ALL EXOTIC (NON NATIVE) TREES AND SHRUBS, INCLUDING DEAD TREES, NOT SHOWN ON THE DRAWINGS BUT LOCATED WITHIN THE WORKS ARE TO BE REMOVED AND DISPOSED OFFSITE INSTALL BLUE RAISED REFLECTIVE PAVEMENT MARKER (BRRPM) ON ROAD CENTRELINE AND "GROUND BALL' MARKER POST TO INDICATE LOCATION OF FIREPLUG. THE CONTRACTOR IS TO ENSURE THAT THEIR CONSTRUCTION PROCEDURES AND STANDARDS CONTROL THE VOLUME AND LOCATION FOR COLLECTION OF SEDIMENT RUNOFF ACCORDING TO CURRENT EPA - ENVIRONMENTAL GUIDELINES FOR MAJOR CONSTRUCTION SITES 30. UPON COMPLETION OF CONSTRUCTION THE WHOLE SITE SHALL BE CLEANED UP, GRADED AND ALL RUBBISH REMOVED. THE SITE IS TO BE LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT EXISTING PAVEMENT OR DRAINAGE WORKS DAMAGED DURING CONSTRUCTION OR THE MAINTENANCE PERIOD TO BE REINSTATED TO THE SATISFACTION OF THE COUNCIL ENGINEER. THE LOWER SUB-BASE MATERIAL SHALL WILL BE N.D.C.R. FOR PAVEMENT MAKE UPS AS PER THE STANDARD DRAWINGS OF WYNDHAM CITY COUNCIL. 33. TOTAL LENGTH OF ROADS CONSTRUCTED IS ROADLENGTH TOTAL LENGTH OF DRAINS CONSTRUCTED IS DRAINLENGTH 34. ALL TGSI TO BE INSTALLED IN ACCORDANCE WITH AS1428 **GAS - STANDARD NOTES** GAS MAINS, FITTINGS AND MARKER TAPE ARE TO BE SUPPLIED BY THE GAS AUTHORITY EXCAVATION, SUPPLY AND PLACEMENT OF REQUIRED BACKFILL TO BE UNDERTAKEN BY OTHERS NOTIFICATION MUST BE GIVEN TO THE GAS AUTHORITY TWO WEEKS PRIOR TO THE COMMENCEMENT OF EXCAVATION WORKS. REINFORCED CONCRETE PIPE ALL STORMWATER DRAINAGE PIPES SHALL NOT BE SUBJECTED TO CONSTRUCTION TRAFFIC LOADING DURING CONSTRUCTION UNLESS THE PIPE STRENGTH CHARACTERISTICS HAVE BEEN COMPUTED AND APPROVED BY THE CONTRACTORS ENGINEER. COMPUTATIONS ARE TO ACCORD WITH AS.3725-2007, LOADS ON BURIED PIPES. CONCRETE PIPES DAMAGED DUE TO CONSTRUCTION LOADS SHALL BE REPLACED & RELAID AT THE CONTRACTOR'S Marigold - Stage 11 Wyndham City Council Road and Drainage Locality Plan, Typical Cross Sections & General Notes MELWAYS REF PROJECT / DRAWING No. 2360E-011-101 SHEET No. REVISION 359 F9 01 of 28 0 © SMEC 2021. 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GENERAL NOTES (WYNDHAM CITY COUNCIL)

OFFICER.

THE WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDCM ADDENDUM STANDARD

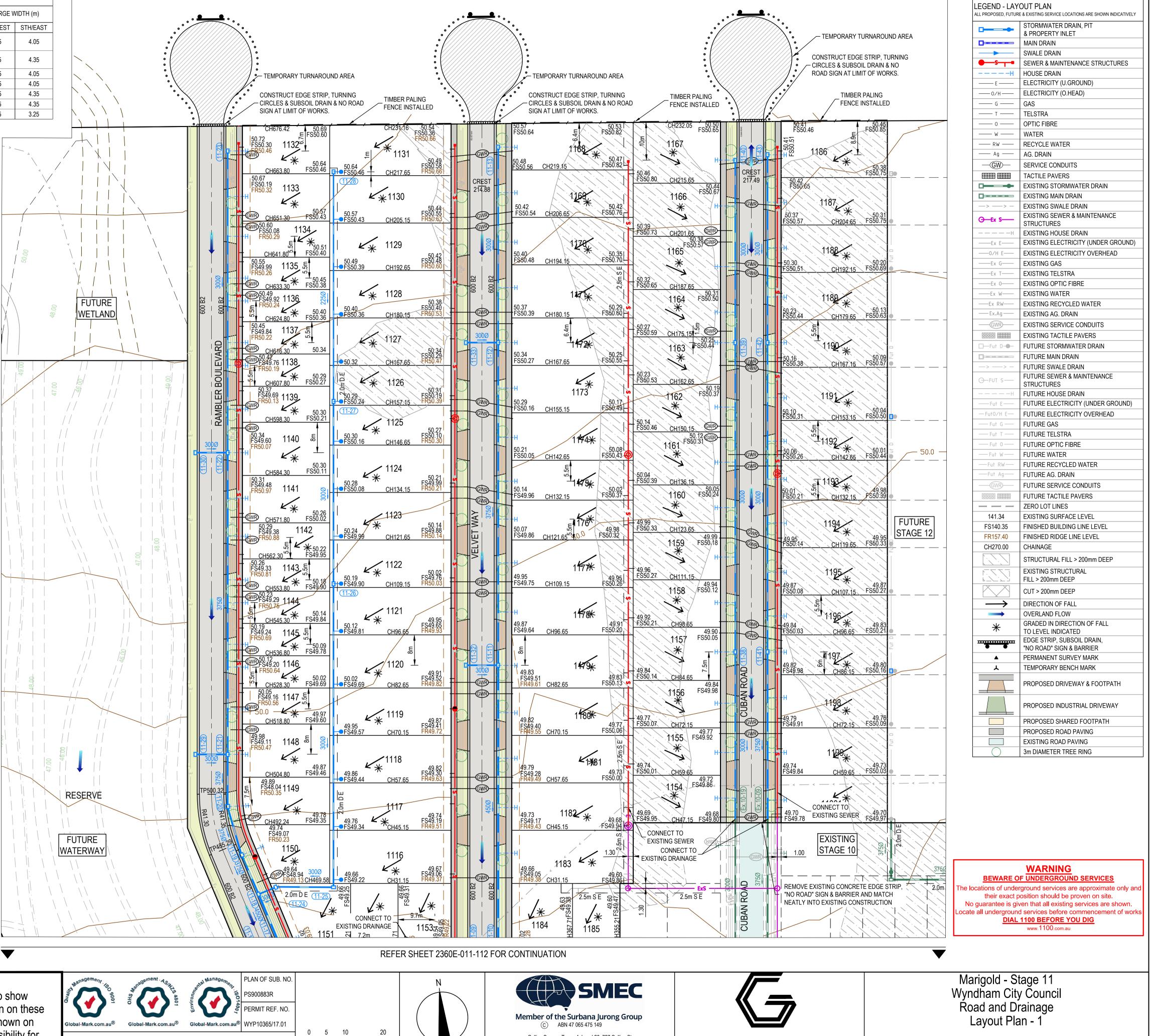
2. THE CONTRACTOR IS RESPONSIBLE FOR SAFETY OF WORK ON SITE IN ACCORDANCE WITH APPROPRIATE

LEGISLATION. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL SHORING, PLANKING AND STRUTTING,

DRAWINGS AND SPECIFICATIONS. WORKS TO BE CARRIED OUT TO THE SATISFACTION OF COUNCIL'S SUPERVISING

	ROAD LAYOUT TABLE							
ROAD NAME	ROAD RESERVE	ROAD WIDTH (m)		KERB TYPE		VERGE WIDTH (m)		
	WIDTH (m)	LIP TO LIP	INV TO INV	BACK TO BACK	NTH/WEST	STH/EAST	NTH/WEST	STH/EAST
RAMBLER BOULEVARD (EAST-WEST)	16.00	6.40	7.30	7.60	600 B2	600 B2	4.35	4.05
RAMBLER BOULEVARD (NORTH-SOUTH)	14.50	6.40	7.30	7.60	600 B2	600 B2	2.55	4.35
VELVET WAY	16.00	6.40	7.30	7.60	600 B2	600 B2	4.35	4.05
CUBAN ROAD	16.00	6.40	7.30	7.60	600 B2	600 B2	4.35	4.05
ULMUS STREET	16.00	6.40	7.30	7.60	600 B2	600 B2	4.05	4.35
PETUNIA AVENUE	14.5	6.40	7.30	7.60	600B2	600B2	2.55	4.35
REUNION PARADE	16.0	6.10	7.00	7.30	600B2	600B2	5.45	3.25

	SERVICES OFFSET TABLE				
ROAD NAME	GAS	RECYCLED WATER	WATER	ELECTRICITY	OPTIC
	OFFSET (m)	OFFSET (m)	OFFSET (m)	OFFSET (m)	OFFSET (m)
RAMBLER BOULEVARD (EAST-WEST)	2.10 N	2.60 N	3.10 N	2.60 S	1.85 S
RAMBLER BOULEVARD (NORTH-SOUTH)	2.10 E	2.60 E	3.10 E	0.80 W	0.30 W
VELVET WAY	2.10 W	2.60 W	3.10 W	2.60 E	1.85 E
CUBAN ROAD	2.10 W	2.60 W	3.10 W	2.60 E	1.85 E
ULMUS STREET	2.10 S	2.60 S	3.10 S	2.60 N	1.85 N
PETUNIA AVENUE	2.10 E	2.60 E	3.10 E	0.80 W	0.30 W
REUNION PARADE	3.15 N	3.65 N	4.15 N	2.55 S	1.85 S

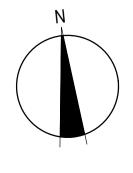


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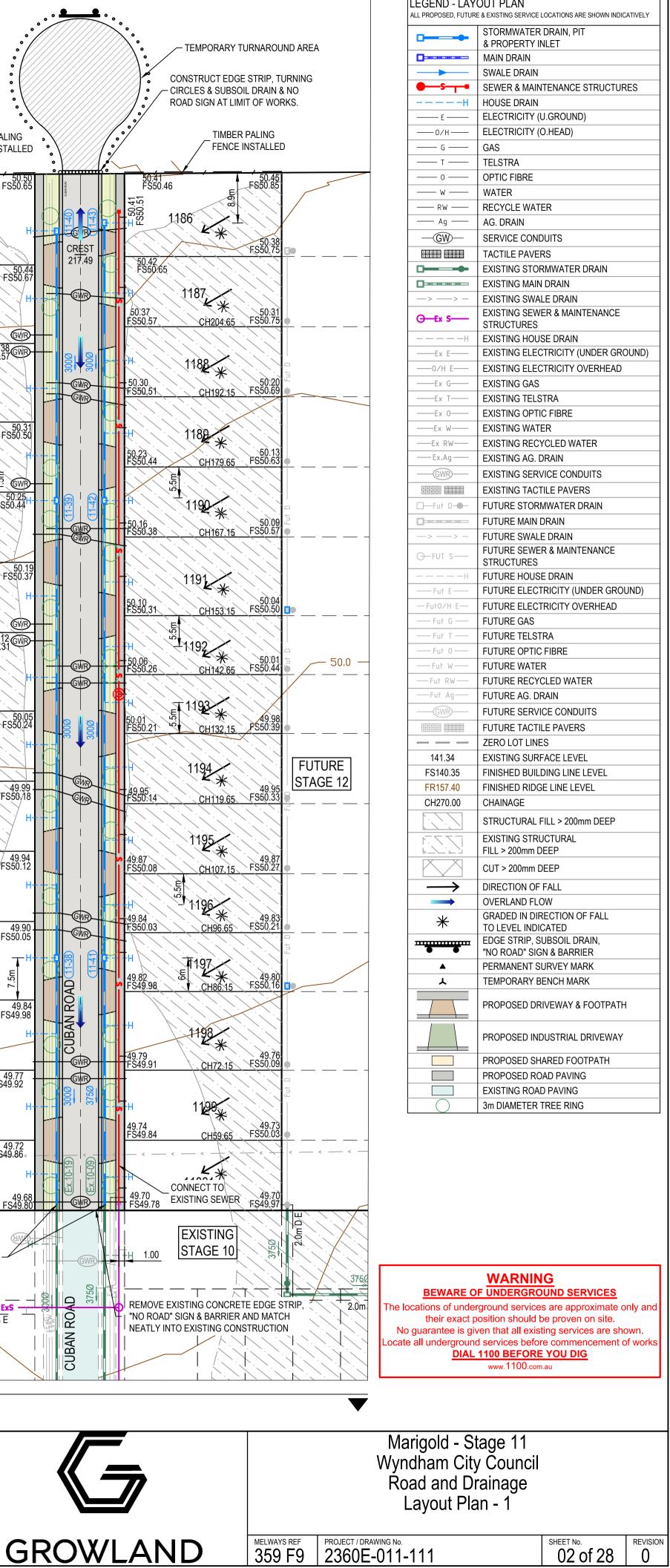


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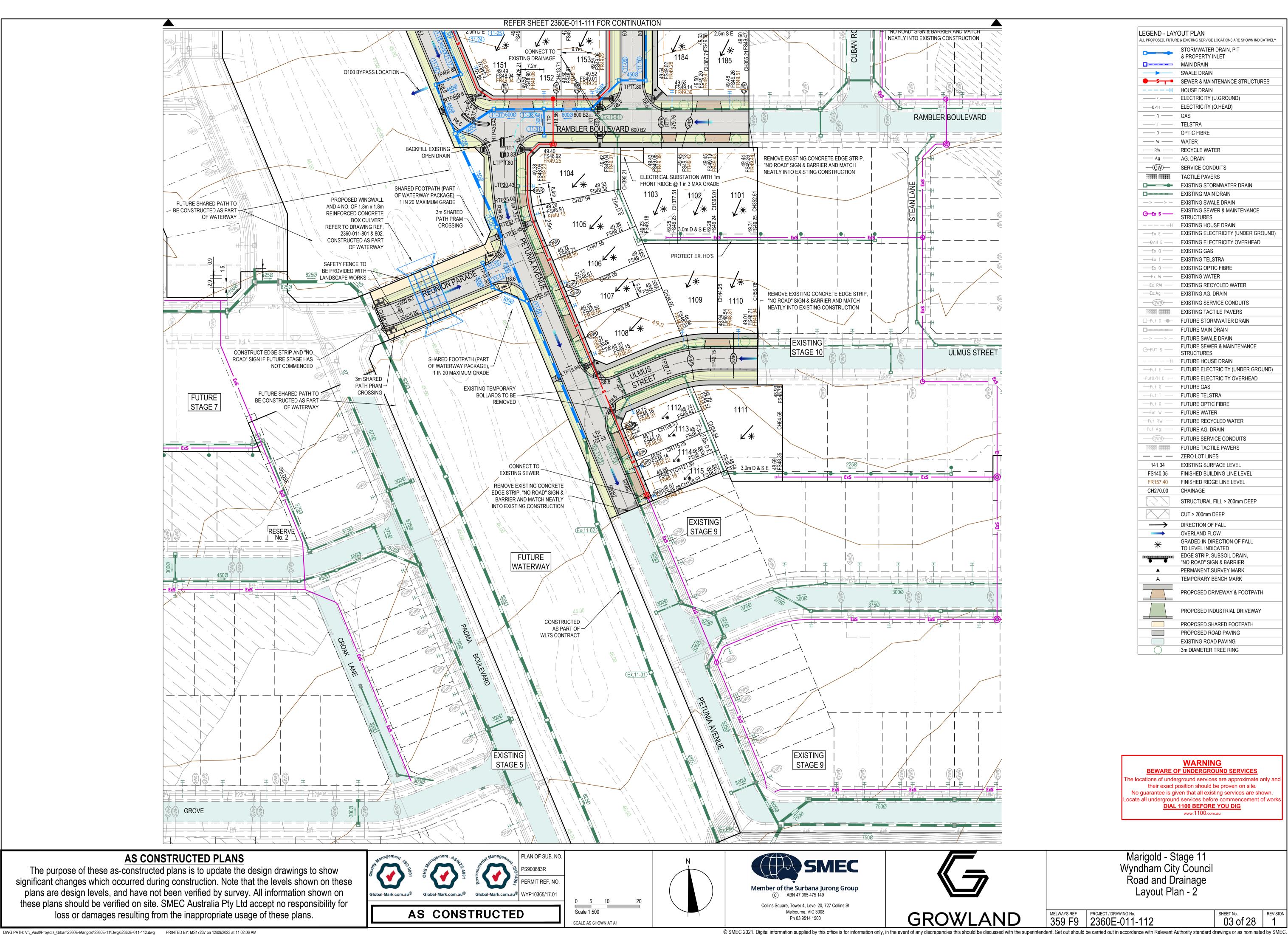
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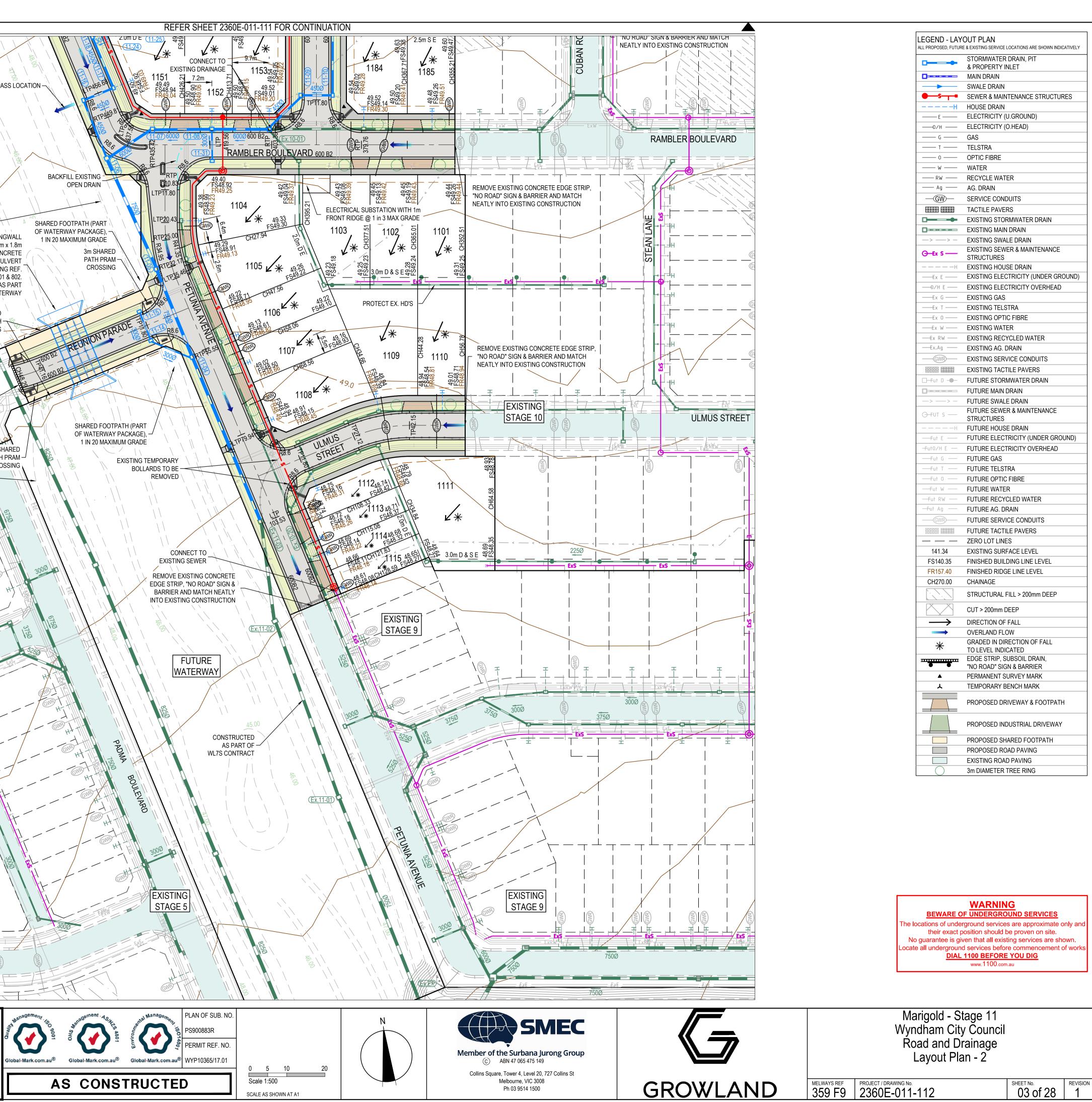


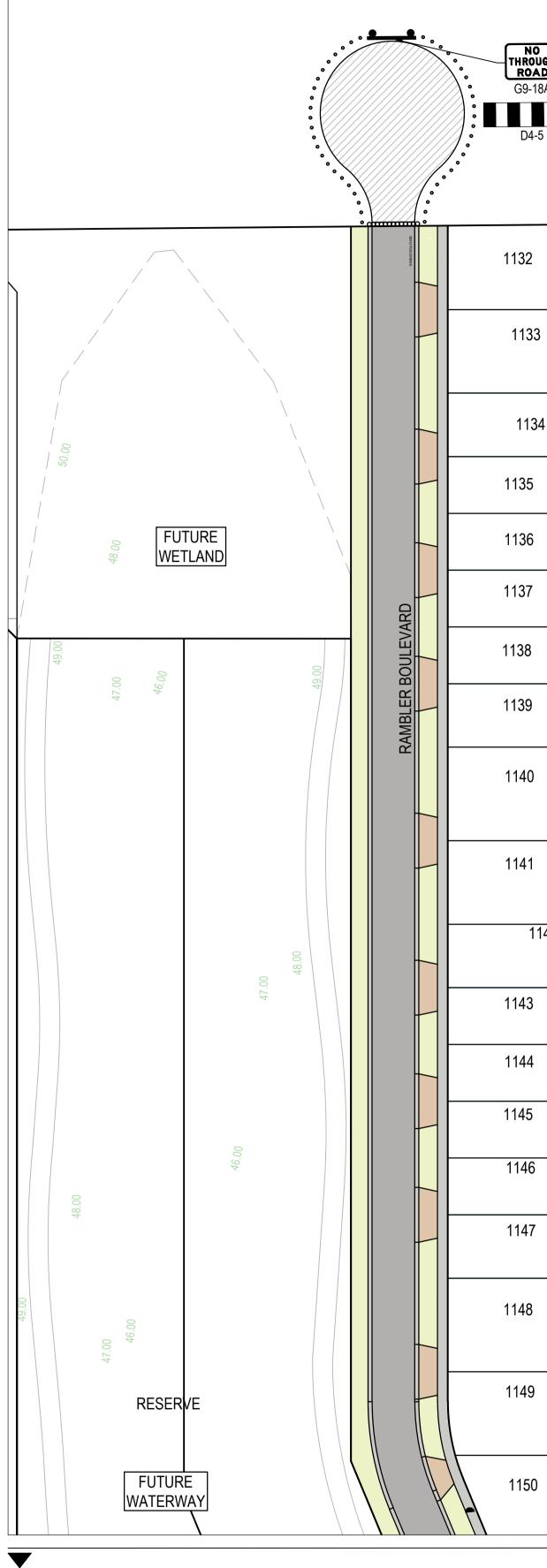


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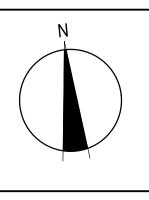
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NO BOJAD 0-18A 04-5			NO THROUGH ROAD G9-18A D4-5			NO THROUGH ROAD G9-18A • D4-5
2	1131		1168	1167		1186
33	1130		1169	1166		1187
134	1129		1170	1165		1188
5 - 6	1128		1171	1164		1189
7	1127		1172	1163		1190
9	1126		1173	1162		1191
0	1125		1174	1161		1192
1	1124		1175	1160		1193
1142	1123	VELVET WAY	1176	1159		1194
3	1122		1177	1158		1195
4 5	1121		1178			1196
6	1120		1179	1157	toap	1197
17	1119		1180	1156	CUBAN ROAD	1198
8	1118		1181	1155		1199
9	1117		1182	1154		11001
50	1116		1183			EXISTING STAGE 10
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REFER SHEET 2360E-011-172 FOR CONTINUATION

0 5 10 Scale 1:500 SCALE AS SHOWN AT A1





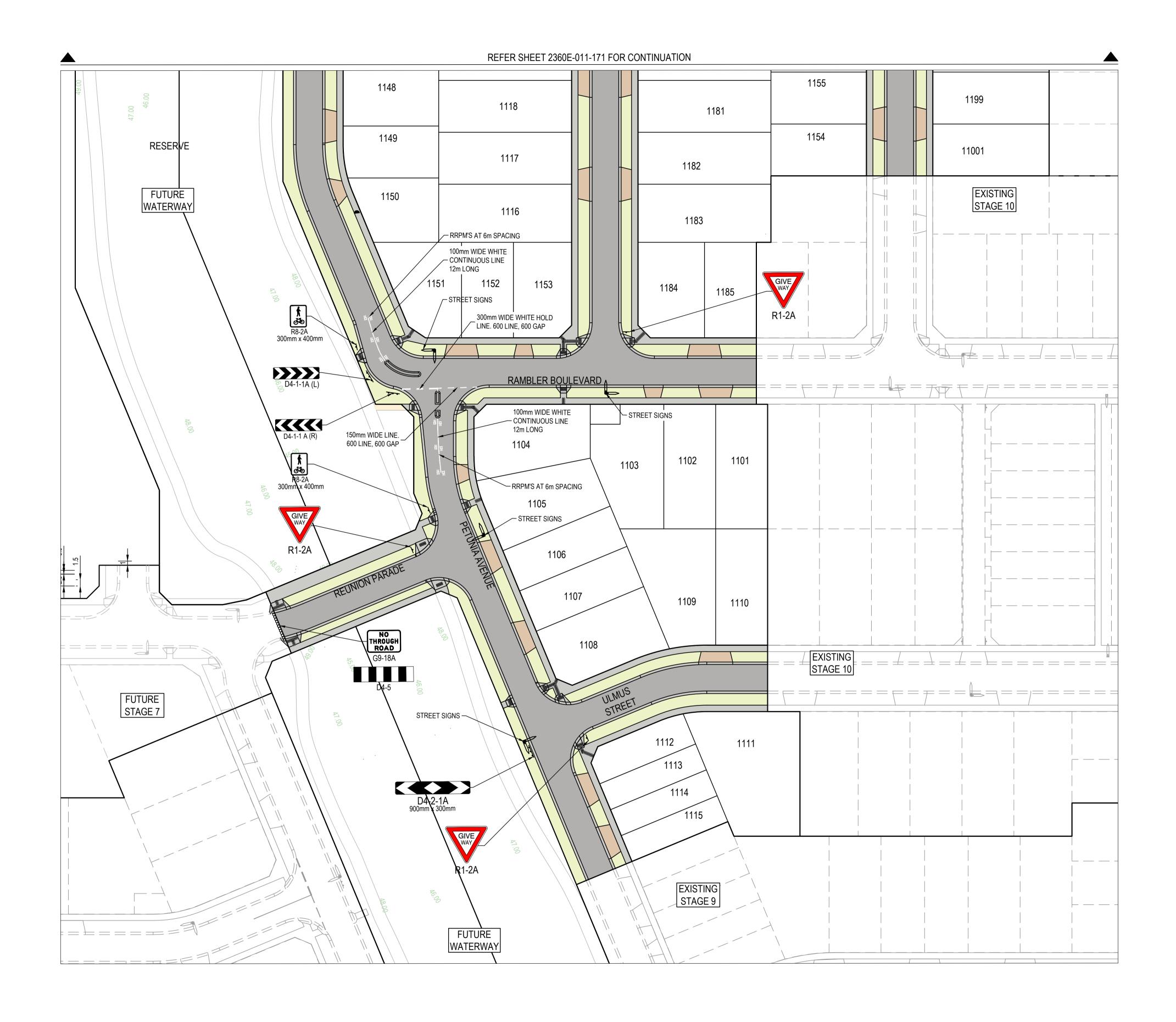


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]
FUTURE STAGE 12	
	BEWARE OF UNDERGROUND SERVICES The locations of underground services are approximate only and their exact position should be proven on site. No guarantee is given that all existing services are shown. Locate all underground services before commencement of works DIAL 1100 BEFORE YOU DIG www.1100.com.au
	www.1100.com.au
7	Marigold - Stage 11 Wyndham City Council Road and Drainage Signage & Linemarking Plan - 1

MELWAYS REF PROJECT / DRAWING No.

SHEET NO. REVISION 04 of 28 0



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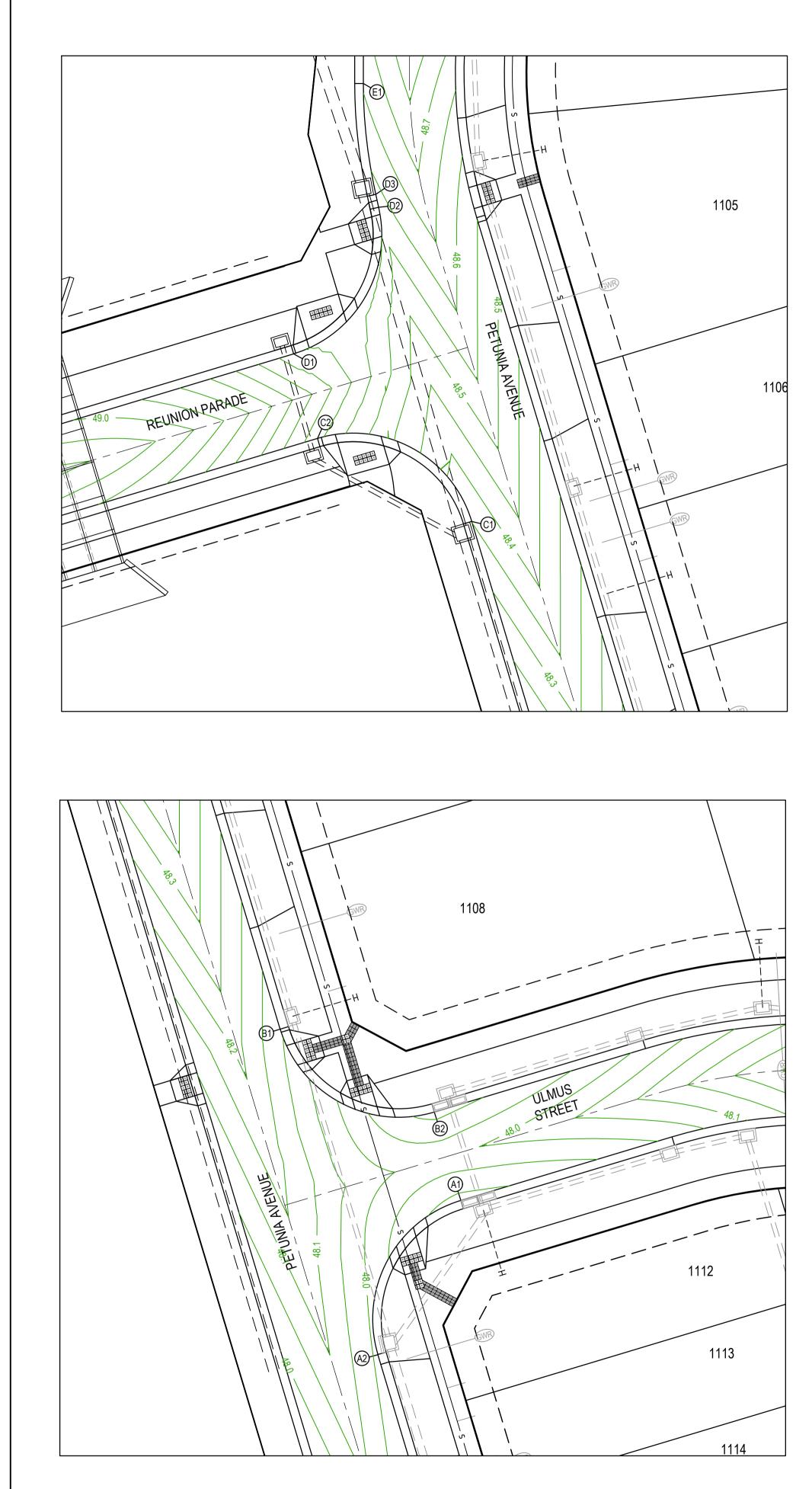
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Marigold - Stage 11 Wyndham City Council Road and Drainage Signage & Linemarking Plan - 2

SHEET No.	REVISION
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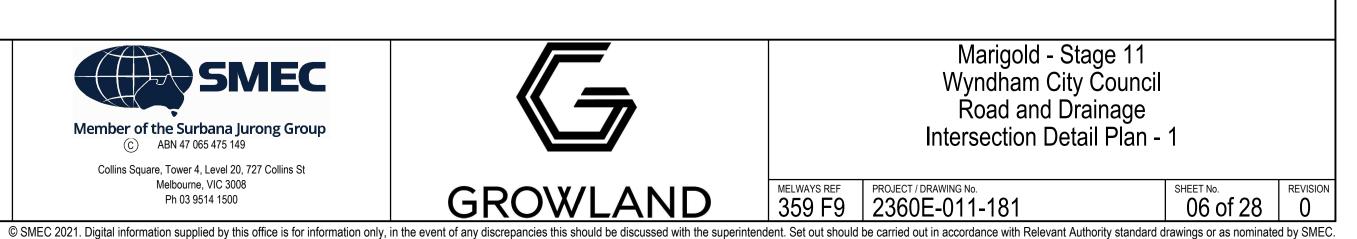
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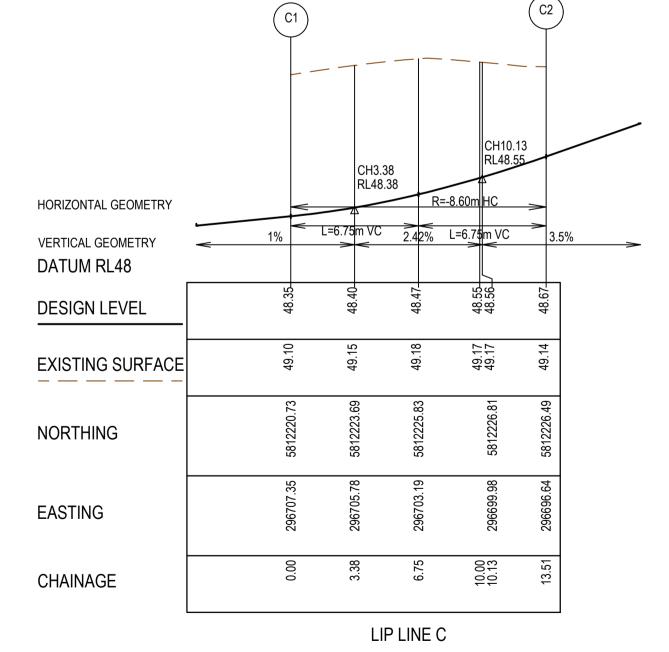
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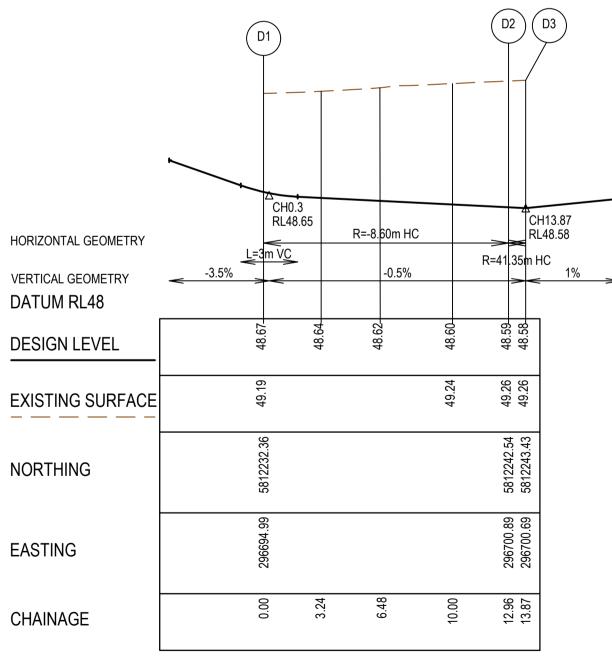
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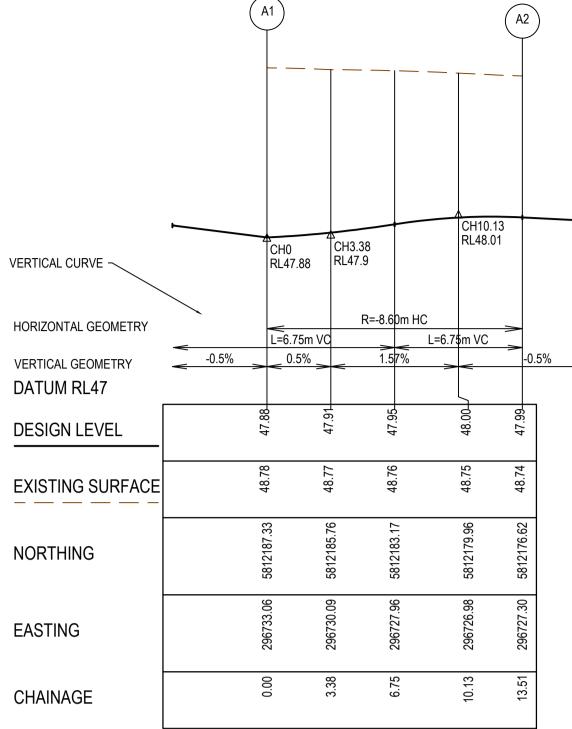
Member of the Surbana Jurong Group C ABN 47 065 475 149 Collins Square, Tower 4, Level 20, 727 Collins St Melbourne, VIC 3008



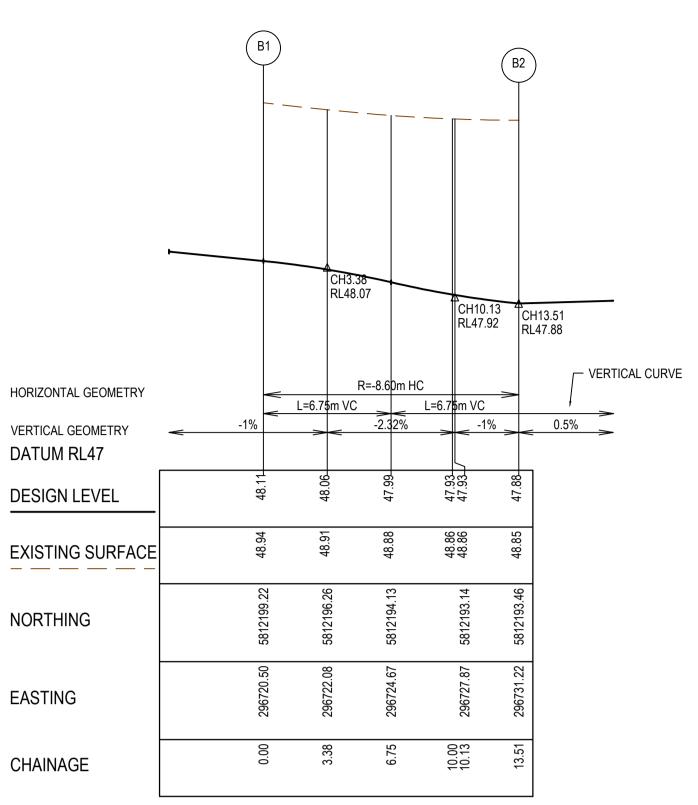








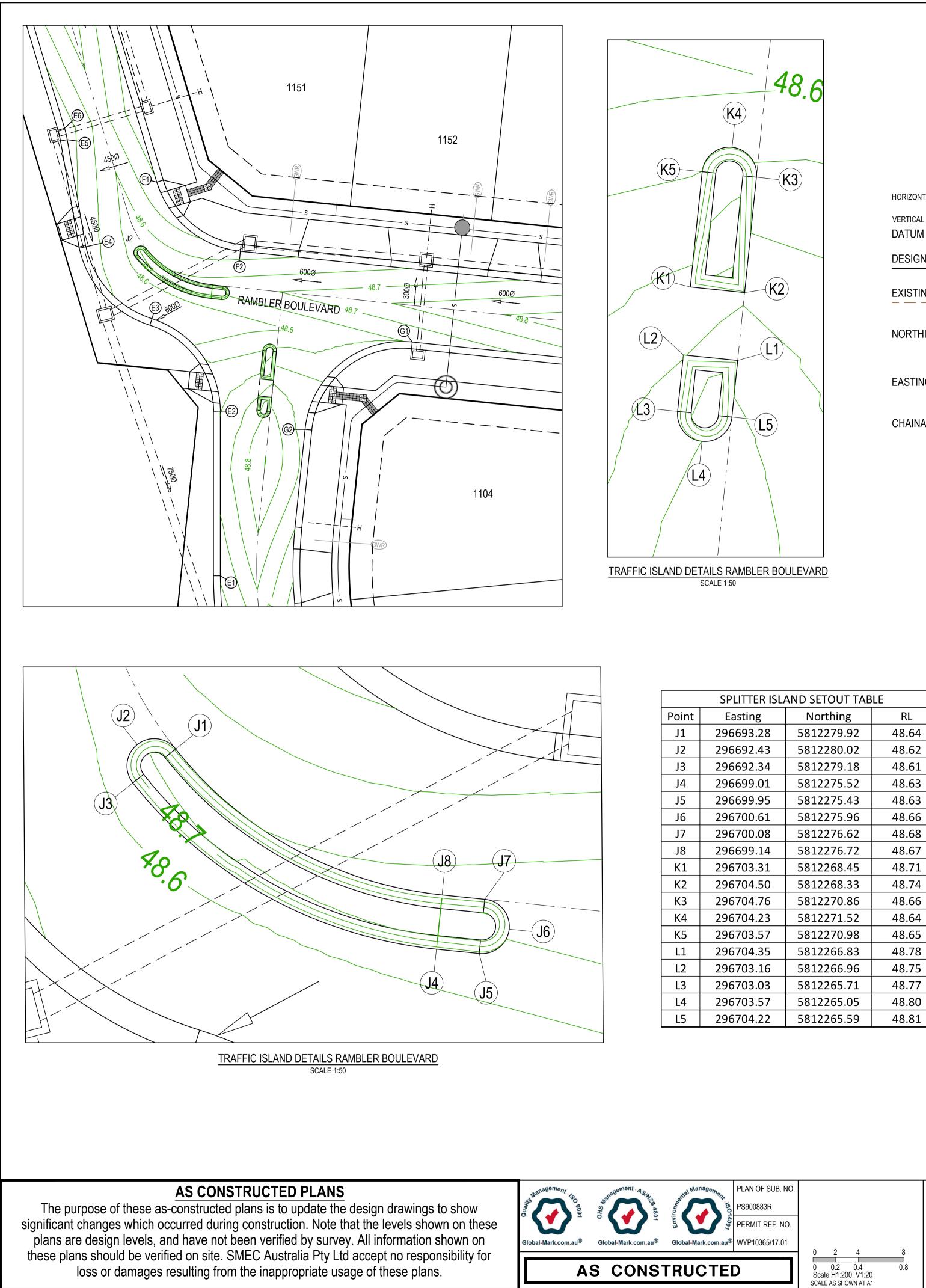


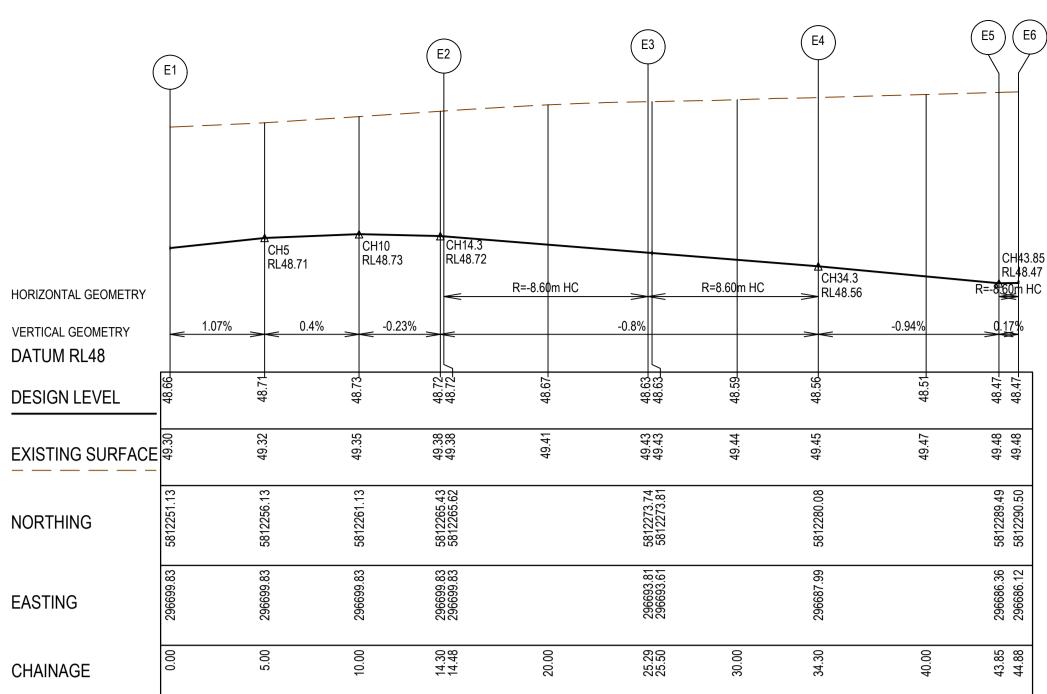


LIP LINE B

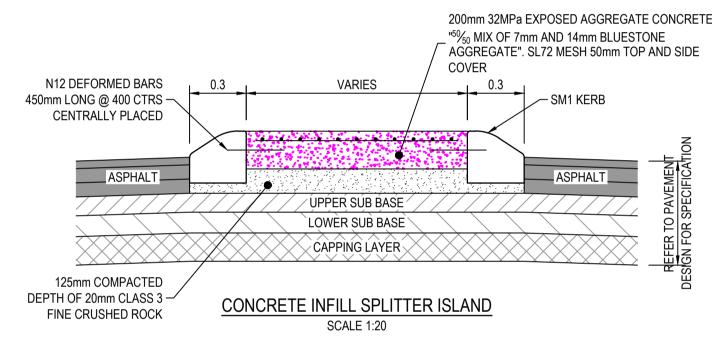
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□= = = =	STORMWATER DRAIN, PIT & PROPERTY INLET
	MAIN DRAIN
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— — — — — H	HOUSE DRAIN
	SERVICE CONDUITS
	TACTILE PAVERS
	EXISTING STORMWATER DRAIN
	EXISTING MAIN DRAIN
⊖—Ех S ——	EXISTING SEWER & MAINTENANCE STRUCTURES
GWR	EXISTING SERVICE CONDUITS
	EXISTING TACTILE PAVERS
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	FUTURE MAIN DRAIN
G-fut s —	FUTURE SEWER & MAINTENANCE STRUCTURES
— — — — — H	FUTURE HOUSE DRAIN
GWR	FUTURE SERVICE CONDUITS
	FUTURE TACTILE PAVERS
	EXISTING RETAINING WALL
	RETAINING WALL
	FUTURE RETAINING WALL
•••	EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER
A	PERMANENT SURVEY MARK
7	TEMPORARY BENCH MARK
	PROPOSED DRIVEWAY & FOOTPATH

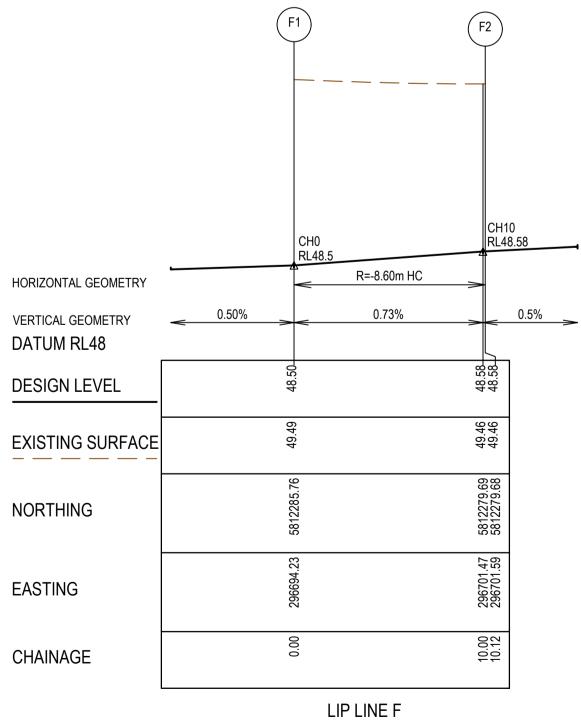






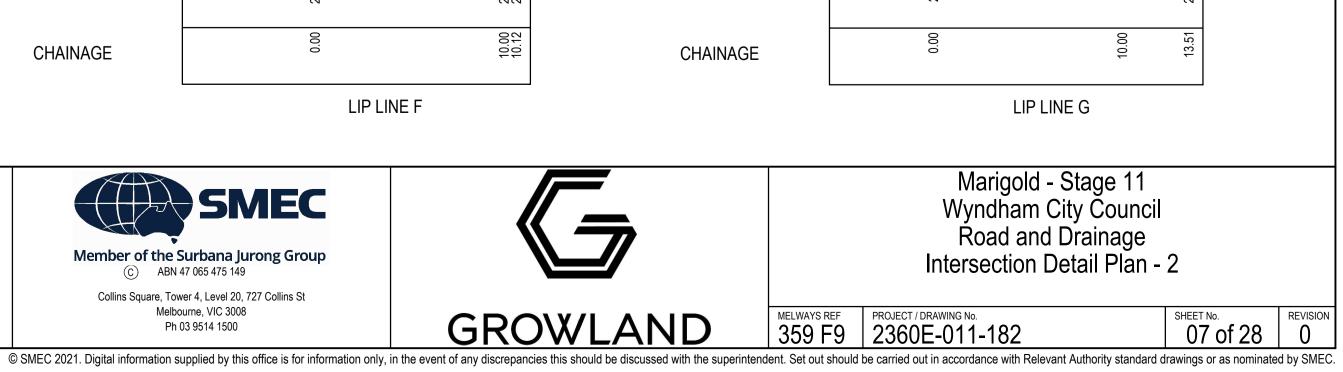
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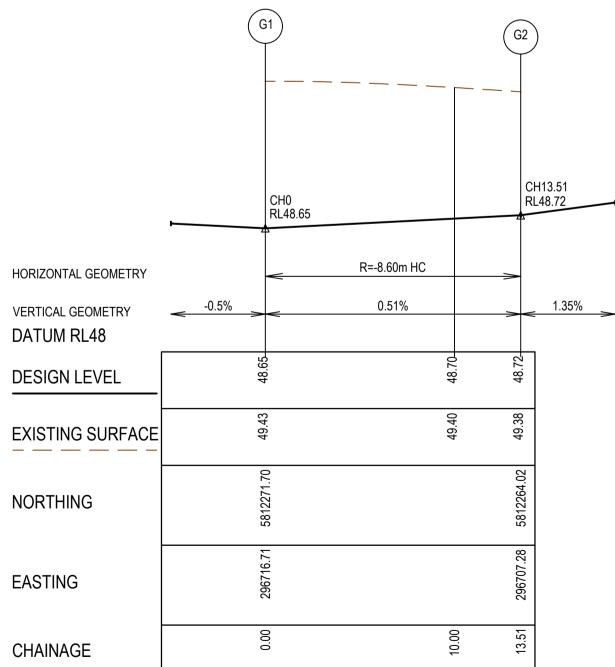




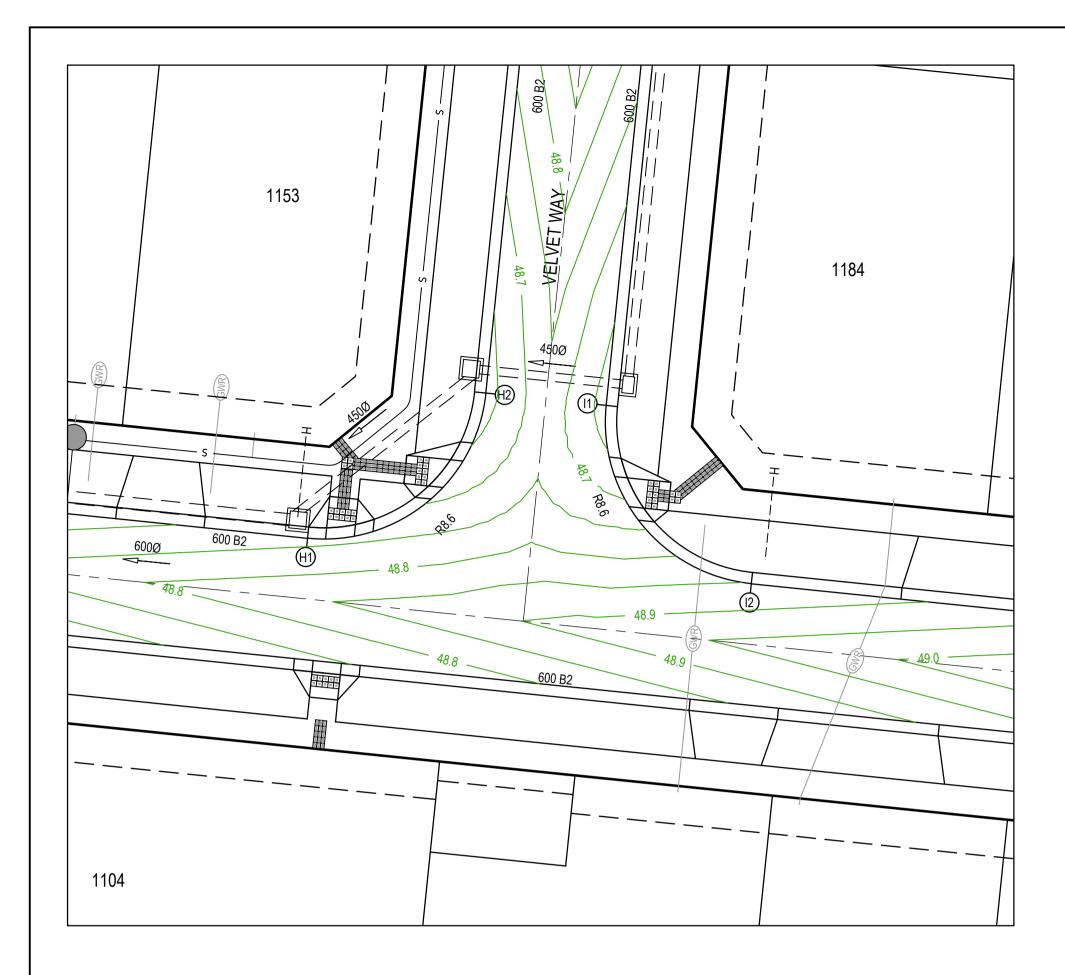
48.63 48.66 48.68 48.67 48.71 48.74 48.66 48.64 48.65 48.78 48.75 48.77 48.80 48.81







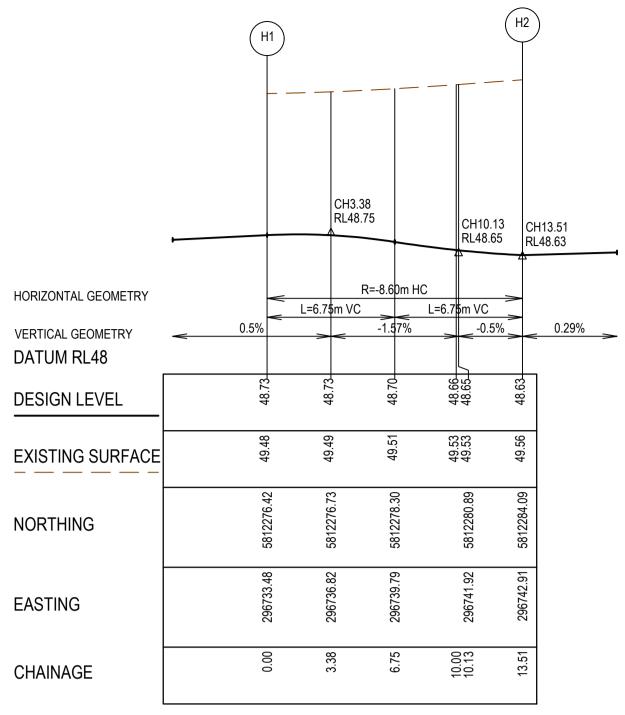
	ERSECTION DETAIL PLAN E & EXISTING SERVICE LOCATIONS ARE SHOWN INDICATIVELY
	STORMWATER DRAIN, PIT
	& PROPERTY INLET
	MAIN DRAIN
•S	SEWER & MAINTENANCE STRUCTURES
— — — — — H	HOUSE DRAIN
GWR	SERVICE CONDUITS
	TACTILE PAVERS
	EXISTING STORMWATER DRAIN
$\Box = = = = =$	EXISTING MAIN DRAIN
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GWR	EXISTING SERVICE CONDUITS
	EXISTING TACTILE PAVERS
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	FUTURE MAIN DRAIN
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GWR	FUTURE SERVICE CONDUITS
	FUTURE TACTILE PAVERS
	EXISTING RETAINING WALL
	RETAINING WALL
	FUTURE RETAINING WALL
•	EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER
	PERMANENT SURVEY MARK
٨.	TEMPORARY BENCH MARK
	PROPOSED DRIVEWAY & FOOTPATH

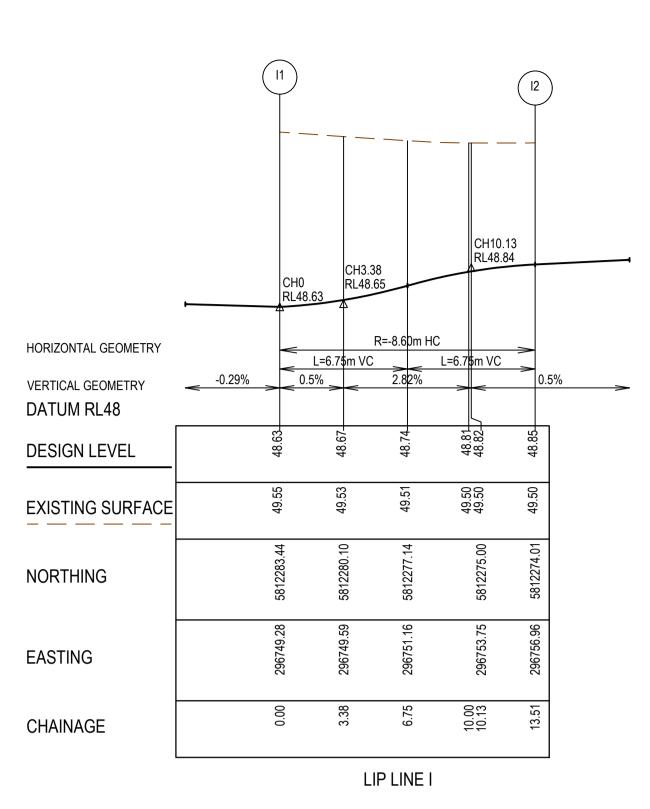


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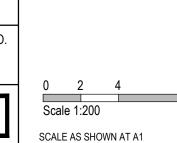
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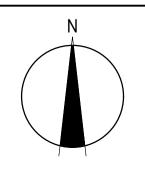




LIP LINE H











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	ERSECTION DETAIL PLAN & EXISTING SERVICE LOCATIONS ARE SHOWN INDICATIVELY
□= = = =	STORMWATER DRAIN, PIT & PROPERTY INLET
D = = = = = =	MAIN DRAIN
•S	SEWER & MAINTENANCE STRUCTURES
— — — — —H	HOUSE DRAIN
GWR	SERVICE CONDUITS
	TACTILE PAVERS
	EXISTING STORMWATER DRAIN
	EXISTING MAIN DRAIN
⊖—Ex S—	EXISTING SEWER & MAINTENANCE STRUCTURES
	EXISTING SERVICE CONDUITS
	EXISTING TACTILE PAVERS
	FUTURE STORMWATER DRAIN
	FUTURE MAIN DRAIN
⊖—fut s—	FUTURE SEWER & MAINTENANCE STRUCTURES
— — — — — H	FUTURE HOUSE DRAIN
GWR	FUTURE SERVICE CONDUITS
	FUTURE TACTILE PAVERS
	EXISTING RETAINING WALL
	RETAINING WALL
	FUTURE RETAINING WALL
• •	EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER
	PERMANENT SURVEY MARK
٢	TEMPORARY BENCH MARK
	PROPOSED DRIVEWAY & FOOTPATH

NC	
	DTES
1.	ALL VEHICLE CROSSINGS AND PRAM CROSSINGS TO BE MINIMUM OF 0.75m FROM PITS.
2.	ALL PRAM CROSSINGS TO BE MINIMUM OF 2.0m FROM VEHICLE CROSSINGS.
3.	VEHICLE EXCLUSION MEASURES BETWEEN ROAD RESERVE AND RESERVE TO FORM PART OF THE LANDSCAPE WORKS.
4.	INDUSTRIAL DRIVEWAYS TO COUNCIL RESERVES TO BE PROVIDED AS PART OF LANDSCAPE WORKS.
5.	SHARE PATH THROUGH CREEK CORRIDOR TO FORM PART OF LANDSCAPE WORKS.
	Marigold - Stage 11
	Wyndham City Council
	Road and Drainage
	Intersection Detail Plan - 3

SHEET NO. REVISION 08 of 28 0

 MELWAYS REF
 PROJECT / DRAWING No.

 359 F9
 2360E-011-183

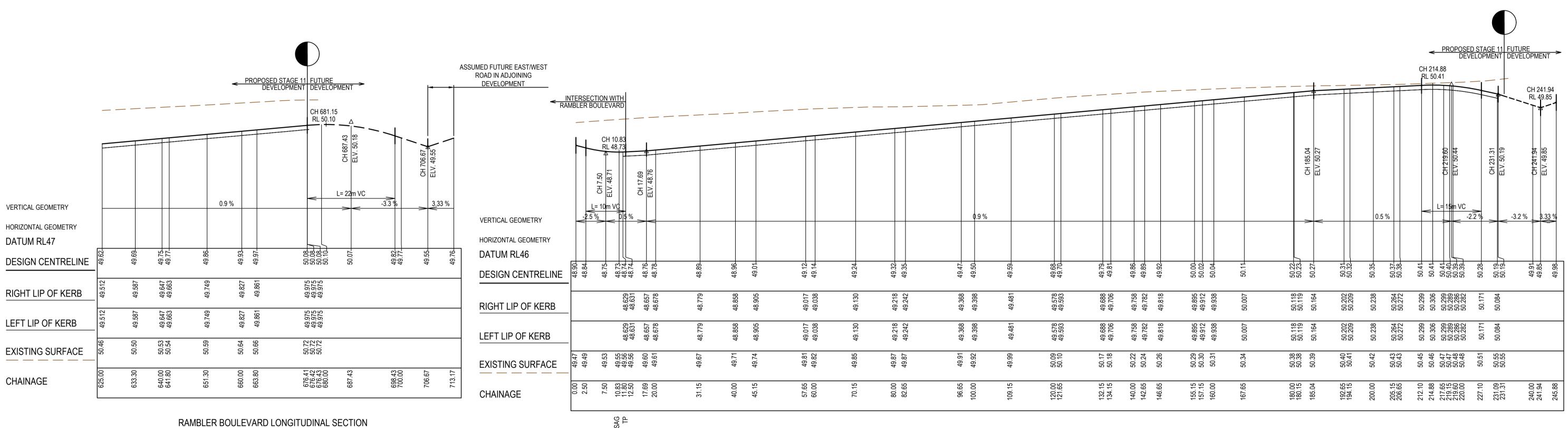
7	

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DWG PATH: V:_Vault\Projects_Urban\2360E-Marigold\2360E-11\Dwgs\2360E-011-201.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:06:09 AM

AS CONSTRUCTED PLANS





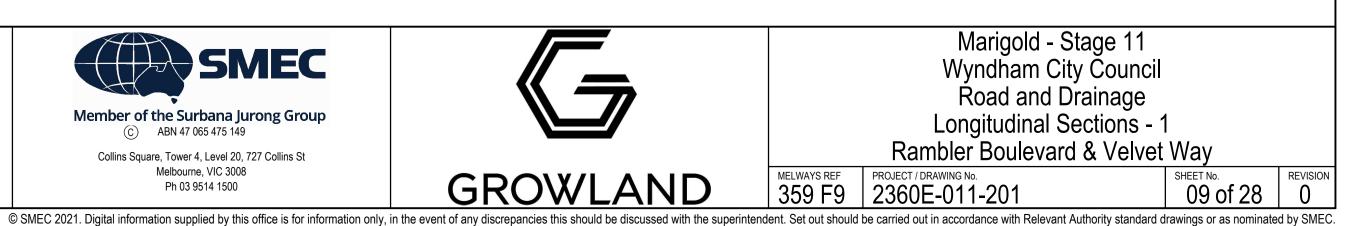
			EXISTING ST DEVELO	AGE 10 PROPOSEI PMENT DEVELOPM	D STAGE 11 >	INTERSEC			- INTERSECT																- — — ·		
																						CH 575.31	1				
						-0.5 %				R= 8.6	m HC	V CH 456.35 A ELV. 48.58			_ R= 38,15m	НС	0.5 %					>	5		0.9 %		
HORIZONTAL GEOMETRY DATUM RL46 DESIGN CENTRELINE	49.33	49.26	49.16	49.08	49.02	48.96	48.86 48.85 48.85 48.85	48.79	48.76 48.76 48.73	48.68 48.67 48.67 48.66	48.62	48.58 48.58 48.59 48.59	48.64	48.69	48.72	48.79 48.80 48.80 48.80 48.82	48.89	48.94	48.98 48.99 49.00	49.06	49.09 49.11	49.1 5 49.17-	49.21 49.25		49.46 49.46 49.46	49.54	49.57 49.62 49.62
RIGHT LIP OF KERB	49.227	49.152	49.052	48.976 48.952	48.913	48.853	48.735	48.683	48.654 48.652 48.621 48.621	48.575	48.503	48.470 48.470 48.488	48.536	48.588	48.615 48.615 48.650	48.688 48.690 48.712 48.712	48.782 48.788	48.830	48.872 48.888	40.9-0	48.988	49.047 49.065	49.107 49.146		49.287 49.287 49.357	49.434	49.467 49.510 49.512
LEFT LIP OF KERB	49.227	49.152	49.052	48.976 48.952	48.913	48.853 48.852 48.843	48.752 48.752 48.735	48.683	48.654 48.652 48.652 48.621	48.573 48.561 48.542	48.503	48.488	48.536	48.588	48.615 48.615 48.650	48.688 48.690 48.690 48.712	48.782 48.788	48.830	48.872 48.888	40.313	48.988	49.047 49.065	49.107 49.146	070 ok	49.2/2 49.287 49.287 49.357	49.434	49.467 49.510 49.512
EXISTING SURFACE	49.47	49.51	49.51	49.46 49.47	49.48	49.48 49.48 49.48	49.46 49.46 49.46	49.45	49.45 49.45 49.45	49.45 49.45 49.45	49.47 49.48	49.50 49.50 49.51	49.58	49.66 49.70	49.70 49.77	49.85 49.86 49.86 49.96	49.99 49.99	50.05	50.12 50.15	50.23	50.25 50.26	50.26 50.26	50.26 50.26	FU 30	50.31 50.31 50.37	50.41	50.43 50.46 50.46
CHAINAGE	305.00	320.00	340.00	355.21 360.00	367.71	379.76 380.00 381.71	400.00 401.71 403.36	413.71	419.56 420.00 426.21	435.42 437.56 440.00	447.68 449.81	456.35 456.35 460.00	469.58	480.00	485.29	500.00 500.32 500.32 504.80	518.80 520.00	528.30	536.80 540.00 545.30	553.80	560.00 562.30	571.80 575.31	580.00 584.30	50K 30	00.000 600.000 600.000 607.80	616.30	620.00 624.80 625.00
L						RTP	RTP		LTP	D۸					₽ NC	ЧТ											

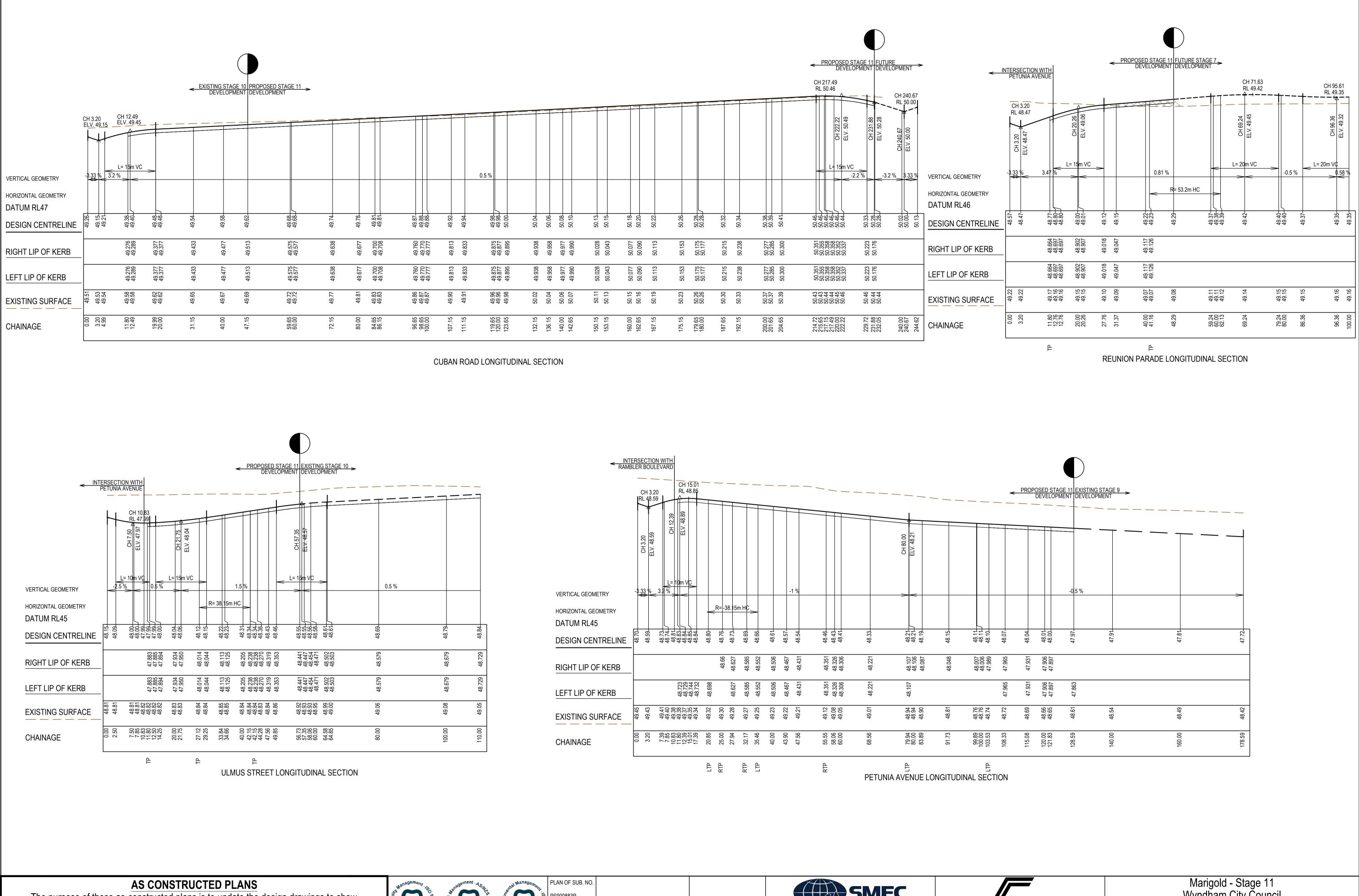
RAMBLER BOULEVARD LONGITUDINAL SECTION

SAG TP

VELVET WAY LONGITUDINAL SECTION



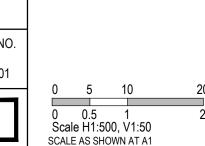




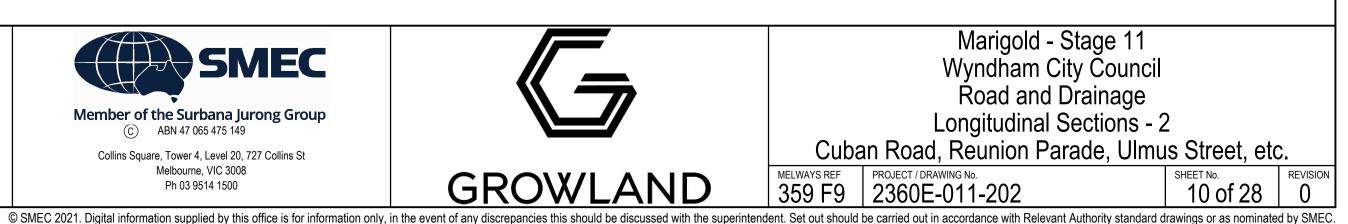
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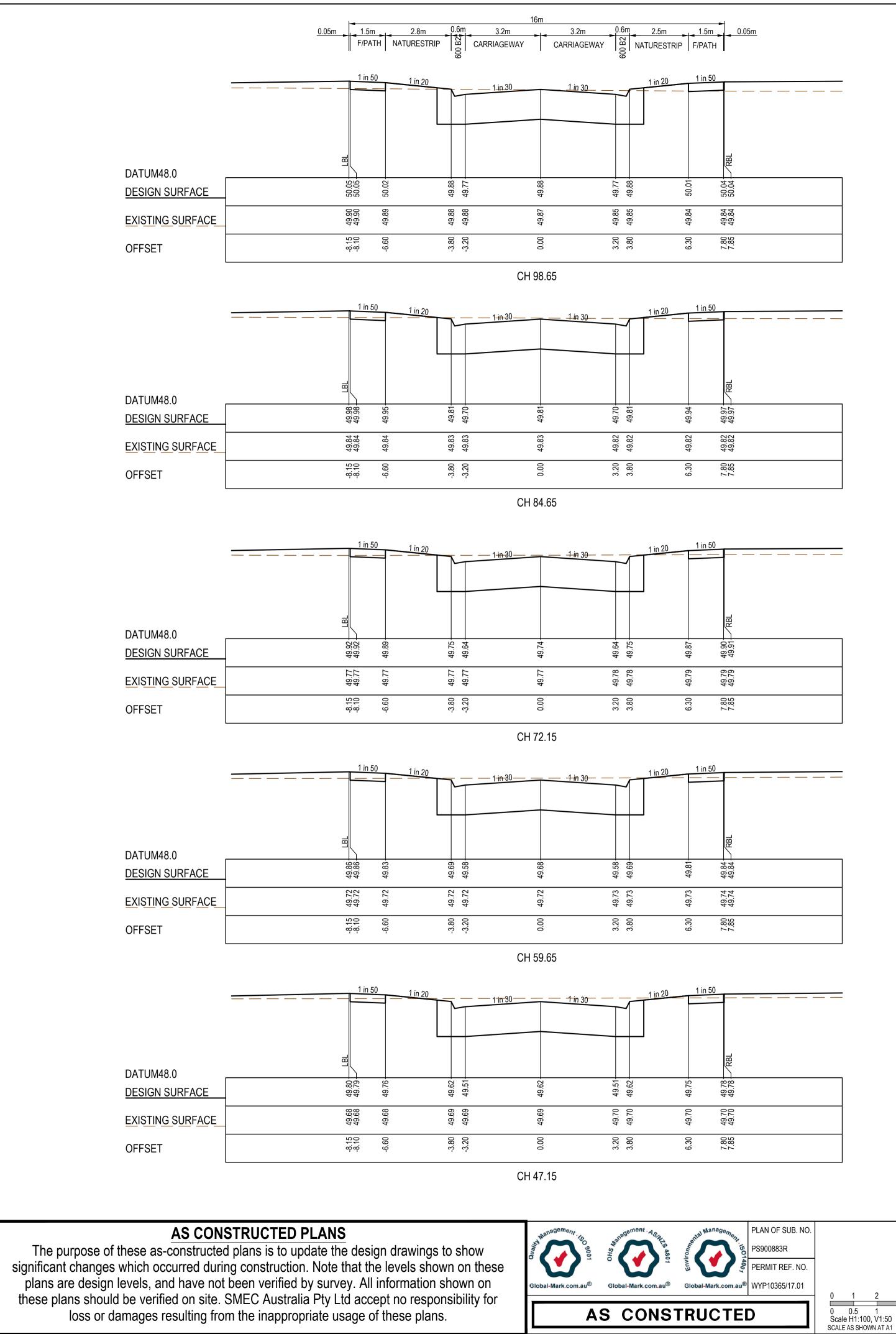
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DWG PATH: V:_Vault\Projects_Urban\2360E-Marigold\2360E-11\Dwgs\2360E-011-251.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:06:58 AM

1 in 20 1 in 30 _____ DATUM49.0 50.37 50.37 50.20 50.09 DESIGN SURFACE 6 50.19 50.19 50.18 50.18 19 EXISTING SURFACE 50 -8.15 -8.10 -3.80 -3.20 8 OFFSET

1 in 50

CH 162.65

DATUM49.0		1 in 50	<u>1 in 20</u>	<u> </u>	1 in 30	1 in 20 1 in 50	
	50 .31	28 31	14 + 03		14 03	26	220.30
DESIGN SURFACE	20	50.31 50.28	50.14 50.03	50.	50.03 50.14	50.	20.
EXISTING SURFACE	50.12	50.12 50.12	50.12 50.11	50.11	50.10 50.10	50.09	000 200
OFFSET	ထဲ က	-8.10 -6.60	-3.80 -3.20	0.00	3.20 3.80	6.30	7.80

CH 150.15

DATUM49.0	 1 in 50	<u>1 in 20</u>		1_in 30	1 in 30		1 in 20	1 in 50	RB
DESIGN SURFACE	50.24 - 50.24 -	50.21-	50.07	4 9 1 1	50.06 -	49.96		20.19	20.23 20.23
EXISTING SURFACE	50.05 50.05	50.05	50.04	50.04 4	50.04	50.03	50.03	50.03	200.03
OFFSET	-8.15 -8.10	-6.60	-3.80	-3.20	0.00	3.20	3.80 2.00		7.85

CH 136.15

	 1 in 5	50 <u>1 in 20</u>		1_in 30	<u> </u>	1 in 20	1 in 50	ЧШ — — — — — — Ц
DATUM49.0								Ν
DESIGN SURFACE	50.18- 50.18-	50.15	50.01- 49.90-	50 DD-	49.90	50.01-	50.13	20.10 20.10 .10
EXISTING SURFACE	49.99 49.99	49.99	49.99 49.98	40 08 1	49.98	49.98	49.97	49.94 49.97
OFFSET	-8.15 -8.10	-6.60	-3.80 -3.20		3.20	3.80	6.30	7.85

CH 123.65



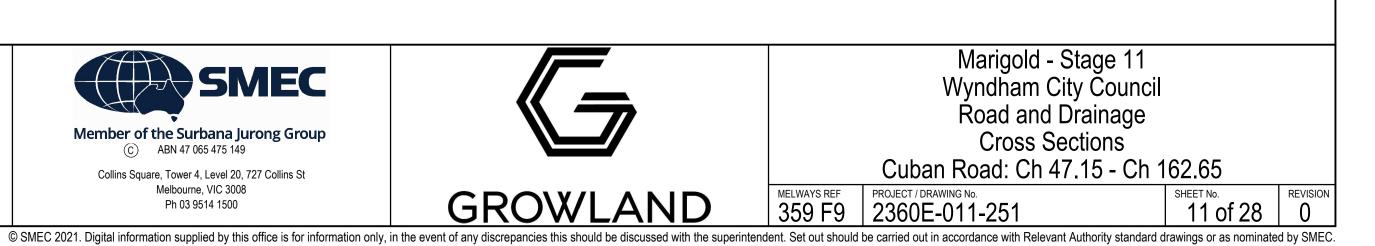
CH 111.15





1 in 30	1 in 20	1 in 50		
50.09	50.20 -	50.33 -	50.36 - 50.36 -	
50.15	50.15	50.14	50.14 50.14	
3.20	3.80	6.30	7.80 7.85	

1 in 3 <u>0</u>	1 in 20	1 in 50	
		RBI	
49.83 -	49.94	50.10	2
49.90	49.90	49.90 49.90	2 2 5 6
3.20	3.80	0.30 7.80	3



					16r	n		
		0.05m1.5m	2.8m	0.6m	3.2m	3.2m	0.6m	
		F/PAT	H NATURESTRI	600 B2	CARRIAGEWAY	CARRIAGEWAY	600 B2	N
	<u> </u>	1 in 50	0 <u>1 in 20</u>		1_in 30	_1 in 30		
DATUM49.0		EBL						
DESIGN SURFACE		50.57 - 50.57 -	50.54-	50.40- 50.29-		90.00	50.29- 50.40-	25.20
EXISTING SURFACE		50.38 50.38	50.38	50.38 50.38	1 C C L	/p://c	50.37	10.00
OFFSET		-8.15 -8.15	-6.60	-3.80 -3.20		00.00	3.20 3.80	20.00
					CH 20	1.65		

		<u>n 50 1 in 2</u>	01_in.3	301 in	1 in 20	1 in 50	
DATUM49.0		~	5 3		3 7	48 45 45	
DESIGN SURFACE	50.50 50.50	50.47	50.33 50.22	50.32	50.22 50.33	50.45 50.48 50.48	
EXISTING SURFACE	50.31 50.31	50.31	50.30	50.30	50.29	50.28 50.27 50.27	
OFFSET	ය.එ .15	-6.60	-3.80 -3.20	0.00	3.20 3.80	6.30 7.80 7.85	

CH 187.65

	<u> </u>	1 in :	50	1 in 20		1 <u>in 3</u> 0	1 in 30		1
DATUM49.0 DESIGN SURFACE		50.44 LBL	50.40	ac L	50.15	50 JB	D 2 2 2 2 2	50.15	50.26
EXISTING SURFACE		50.25 50.25	50.25	בה אב	50.24	50 3 3	2 2 2 2 2 2	50.22	50.22
OFFSET		-8.15 -8.10	-6.60	0 0	-3.20			3.20	3.80

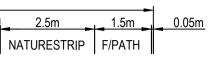
CH 175.15

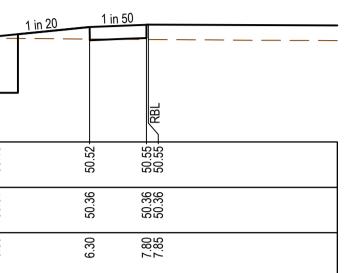
lobal-Mark.com.au® Global-Mark.com.au® AS CONSTRUCTED

AS CONSTRUCTED PLANS

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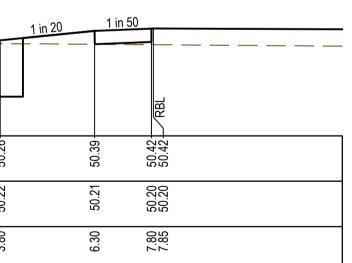
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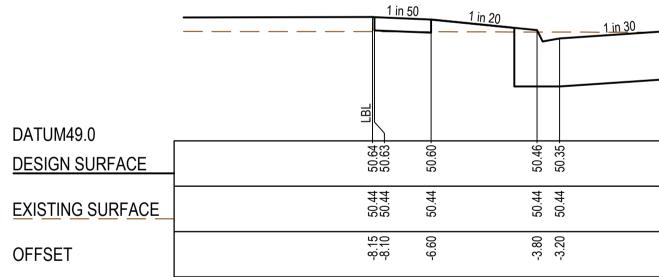




	<u> </u>	<u>in 50</u>	<u>- 1 in 20</u>	1 in 30	1 in 30	1 in 20	1 in 5		
DATUM49.0	550 550 5450 5450	50.42		50.17	-11	50.28	.41	50.44 50.44	
DESIGN SURFACE	20	20	50	50	50.	50	50.	50	
EXISTING SURFACE	50.48 50.48	50.47	50.46	50.46 50.44	50.42	50.42	50.42	50.42 50.42	
OFFSET	8.45 15 10	-6.60	-3.80	-3.20 0.00	3.20	3.80	6.30	7.85 7.85	
				СЦ 221	02				

	 1 in 50	<u>1 in 20</u>		<u>1 in 30</u>	<u>1 in 30</u>		1 in 20	1 in 5		
DATUM49.0										
DESIGN SURFACE	50.64 50.64	50.61	50.47	50.36	50.46	50.36	50.47	50.59	50.62	
EXISTING SURFACE	50.45 50.45	50.45	50.45	50.45	50.44	50.43	50.43	50.42	50.42 50.42	
OFFSET	-8.15 -8.10	-6.60	-3.80	-3.20	0.00	3.20	3.80	6.30	7.80 7.85	





CH 215.65





STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE EXISTING SURFACE

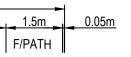
CH 231.93

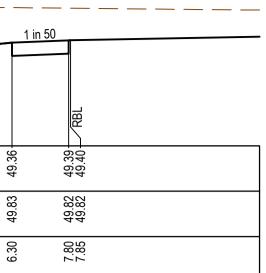
CH 217.49

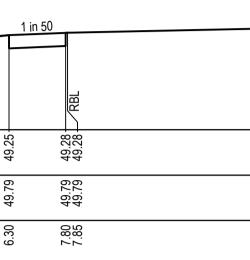
1 in 30	1 in 2	<u>0 1 in 5</u>	50	
			RBL	
50.46-	50.35 - 50.46 -	50.59 -	50.62 50.62	
50.43	50.43 50.43	50.42	50.41 50.41	
0.00	3.20	6.30	7.80 7.85	

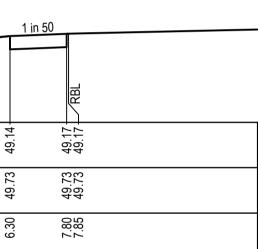
	1 in 5	50 1	<u>in 20</u> 1 in	30 1 ir	1 30 <u>1 in 2</u>	20 1 in 50	
				30 11	130		
DATUM48.0	[B]					KBL	
DESIGN SURFACE	49.41 49.41	49.38	49.24	49.24	49.13	49.36- 49.39- 49.40-	
EXISTING SURFACE	49.87 49.87	49.87	49.86	49.85	49.84	49.83 49.82 49.82	
OFFSET		-6.60	-3.80 -3.20	8 CH 70.15	3.20	6.30 7.80 7.85	
	·				·		
	1 in 5	50 1	in 20 1 in	<u>30 1 ir</u>	<u>1 30 1 in 2</u>	20 1 in 50	
	E					RBL	
	49.30 L	49.27	49.13	49.12	49.02	49.25 49.28 49.28	
DESIGN SURFACE	49.82 49.82 49.82 49	49.82	49.81 49	49.81	49.80 49	49.79 49 49.79 49 49.79 49	
OFFSET	-8-8- -8-15 -8-49 -849 -849	-6.60 45	-3.80 49	0.00 45	3.20 49	6.30 49 6.30 49 7.80 49 7.85 49	
		7	., .,	CH 57.65		_ 10	
					·		
	1 in 5		<u>in 20</u> 1 in	<u>30 1 ir</u>	<u>1 30 1 in 2</u>	20 1 in 50	
DATUM48.0	LBL					KBL	
DESIGN SURFACE	49.19 49.18	49.15	49.01-	49.01	48.90 49.01	49.14 - 49.17 - 49.17 -	
EXISTING SURFACE	49.74 49.74	49.74	49.74 49.74	49.74	49.74 49.73	49.73 49.73 49.73	
OFFSET	άά 151 10	-6.60	-3.80 -3.20	0.00	3.20	6.30 7.80 7.85	
				CH 45.15			
	1 in 5	50 1	in 201 in	30 1 ir	1 in 2	20 1 in 50	
DATUM47.0			 ۍ ∞		<u> </u>	54 11 54 13	
DESIGN SURFACE	7 49.06-	7 49.03	48.89	48.89	6 48.78	6 49.01 66 49.01 66 49.04	
EXISTING SURFACE	15 49.67 49.67	60 49.67	80 49.67 20 49.67	00 49.67	20 49.66 80 49.66	30 49.66 85 49.66 85 49.66	
OFFSET	8.8. 8.0. 70.	-6.60	-3.80 -3.20	ु CH 31.15	3.20	6.30 7.80 7.85	
					·		
	1 in 5		<u>in 10</u> 1 in	<u>30 1 ir</u>		10 1 in 50	
						KBL	
DATUM47.0 DESIGN SURFACE	49.05	49.02	48.74	48.74	48.63	48.99 49.02 49.02	
EXISTING SURFACE	49.55 49.55	49.55	49.56 49.56	49.56	49.55 2 49.55	49.55 4 49.55 4 49.55 2 49.55 2	
OFFSET	8,8, 7,5, 2, 2,	-6.60	-3.80 2	00.0	3.20 2	6.30 6.30 7.85 7.85 7.85 7.85 7.85 7.85 7.85 7.85	
				TPCH 11.80			
AS CONSTRU	CTED PLANS			Manage	ment.	Au anal Manage	PL

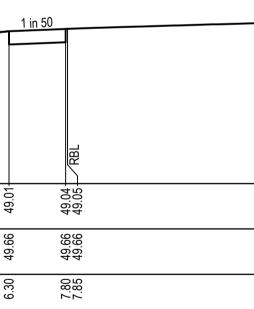
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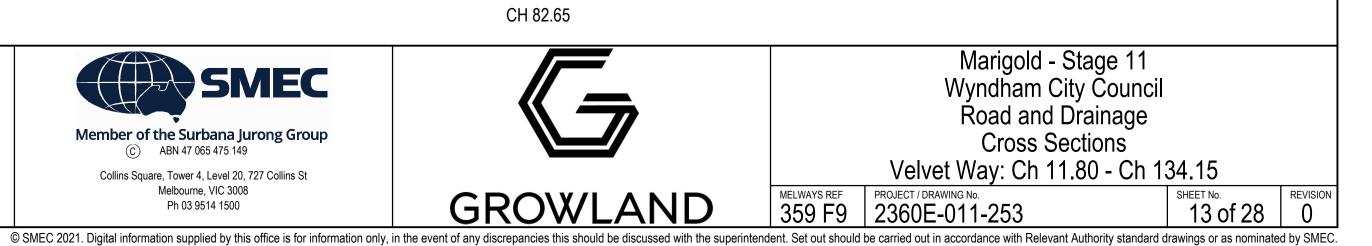






0 1 2 0 0.5 1 Scale H1:100, V1:50 SCALE AS SHOWN AT A1





		1 in 50	1 in 20		1 in 30)	
DATUM48.0	В	\mathbf{Y}	L				
DESIGN SURFACE	49.52	49.52 - 49.40 -	0 t. f	49.35	49.24 -	49.35-	
EXISTING SURFACE	- 49.91	49.91 49.01	0 7 7	49.89	49.89	49.87	
OFFSET	8. .1 51	-8.10 6.60		-3.80	-3.20	0.00	

		<u>1 in 50</u>	1 in 20			1 in 30 1 in 30		1 in 20	1 in 5	
DATUM48.0	LBI	\mathbf{Y}								<u>KBI</u>
DESIGN SURFACE	10 65.	49.65	49.02	49.48	49.37	49.47 -	49.37	49.48	49.60-	49.63
EXISTING SURFACE	10 05	49.95	40. U4	49.93	49.92	49.91	49.89	49.89	49.88	49.87 49.87
OFFSET	م ئە	-9.10	00.0-	-3.80	-3.20	0.00	3.20	3.80	6.30	7.80
						CH 96.65				
			·							

	 1 in 5	0 <u>1 in 20</u>		1 in 30 1 in	30 <u>1 in 20</u>	1 in 50		_
DATUM48.0 DESIGN SURFACE	 49.65	49.62	49.48 49.37	- 74.6	49.37	49.60	449 69.63 64 78 80	
EXISTING SURFACE	49.95	49.94	49.93 49. 49.92 49.	49.91	49.89 4	49.88	49.87 49.87	_
OFFSET	-8.15 -8.10	-6.60	-3.80 -3.20	0.00	3.20	6.30	7.85	

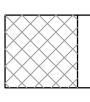
	 1 in 50	1 in 20		1 in 30	1 in 30		1 in 20	1 in 50	
DATUM48.0	 ς	e.	6	 φ	6		6		
DESIGN SURFACE	49.76	49.73	49.59	49.48	49.59	49.48	49.59	49.7	49.75 49.75
EXISTING SURFACE	50.02 50.02	50.02	50.00	50.00	49.99	49.97	49.97	49.96	49.95 49.95
OFFSET	- 9 - 9 - 9 - 9 - 9 - 9 - 9 - 9 - 9 - 9	-6.60	-3.80	-3.20	0.00	3.20	3.80	6.30	7.85

CH 109.15

	В					
DATUM48.0						
DESIGN SURFACE	49.88	49.87	02.04	49.59	02 04	
EXISTING SURFACE	- 50. 14	50.14 50.13	50.12	50.11	50 10	2
OFFSET	ຊາ ເບ	-8.10 -6.60	0.00 8 C	-3.20		
					CH 12	1.65

DESIGN SURFACE		49.99 49.99	49.96	49.8 <u>%</u>	49.8
EXISTING SURFACE	-	50.21 50.21	50.21	50.20 50.20	50.18
OFFSET		-8.15 -8.10	-6.60	-3.80 -3.20	0.00
					CH 134.15
		1 in 5	50	1 in 20	1 in 30 1 in

DATUM48.0	LBL	<u>\</u>				
DESIGN SURFACE	- 66 67	49.99	- 00. 	49.82	49.71-	49.81-
EXISTING SURFACE	20 27	50.21	17.00	50.20	02.06	50.18
OFFSET	م د 1		00.0-	-3.80	-3.20	00.0
					C	+ 134 15



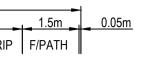
	50 <u>1 in 20</u>		in 30 1 in 3	2 <u>1 in 20</u>	1 in 1	50 KBL	 <u>. </u>
49.99 49.99	49.96	49.82-	49.81-	49.71-	49.94 -	49.97 -	
50.21 50.21	50.21	50.20 50.20	50.18	50.17 50.17	50.16	50.15 50.15	
-8.15 -8.10	-6.60	-3.80 -3.20	0.00	3.20	6.30	7.80 7.85	

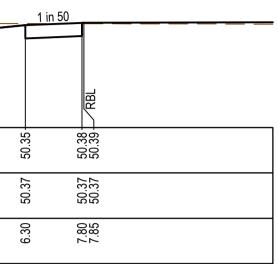
in 30	1 in 20	1 in 50	KBL	
49.59 49.70		49.83	8.64 8.66 8.00 8.00 8.00 8.00 8.00 8.00 8.00	
50.09 50.08		20.02	20.02	
3.20 3.80		6.3U	7.85	

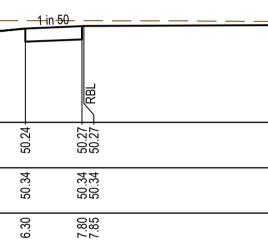
1 in 30	1 in 20	1 in 50	RBL
49.24 -	49.35-	49.48	49.51- 49.51
49.85	49.85	49.84	49.83 49.83
3.20	3.80	6.30	7.85

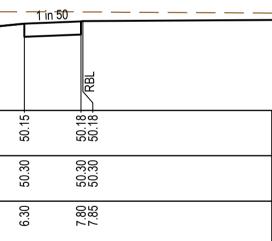
						16m		
	<u>0.05m</u>	1.5m F/PATH	2.8m	600 B2 40.0	3.2m CARRIAGEWAY	3.2m CARRIAGEWAY	m6.0 600 B2	2.5m NATURESTRIP
				Û			9	
		1 in 50						
			<u> </u>	7-	1 in 30	1 in 30	$\neg \uparrow$	1 in 20
	Ē							
DATUM49.0 DESIGN SURFACE		50.40 50.40 60.40	50.37	50.23	0.12	50.23	50.12 50.23	20.23 E0.25
EXISTING SURFACE			50.38	50.38		20.38	50.38	
OFFSET			-9.60	-3.80		00.0	3.20	
L					СН	180.15		
		1 in 50	1 in 20					1 in 20
					1 in 30	1 in 30	$\neg \uparrow$	1111 20
DATUM49.0		ij						
DESIGN SURFACE		50.29 + 50.29 +	50.26 -	50.12		50.11-	50.01	20.12
EXISTING SURFACE		50.34 50.34	50.34	50.34	00.04	50.34	50.34	00.04 00.04
OFFSET		-8.15 -8.10	-6.60	-3.80	- 3.20	0.00	3.20 3.80	0.00
					СН	167.65		
		- <u>-1 in FO</u>						
		<u>1 in 50</u>	<u>1 in 20</u>		1 in 30	1 in 30	$\neg \uparrow$	1 in 20
DATUM49.0	<u>a</u>							
DESIGN SURFACE		50.19 + 50.19 +	50.16-	50.02	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	50.02	49.91	- ZU.UC
EXISTING SURFACE		50.31 50.31	50.30	50.30	00.00	50.30	50.30	
OFFSET		-8.15 -8.10	-0.6	-3.80	9.20	0.00	3.20 3.80	0.0 0 0
_					СН	157.15		
		1 := 50						
		1 in 50	1 in 20		1 in 30	1 in 30	$\neg \uparrow$	1 in 20
DATUM49.0		<u>i</u>						
DESIGN SURFACE		50.10 - 50.10 -	50.07 -	49.93	49.02	49.92 -	49.82 - 49 93 -	49.90 00 01
EXISTING SURFACE		50.27 50.27	50.27	50.26 E0.26	97-NC	50.26	50.25 50.25	
OFFSET		-8.15 -8.10	-6.60	-3.80	-3.20	0.00	3.20 3.80	0.00 0.00
					CH	146.65		
AS CONS The purpose of these as-constructed	STRUCTED PLANS	_	an drawings	to s	how	whanagement to good	Manage SHO	ement. August
significant changes which occurred during plans are design levels, and have not	ng construction. Note t	that the	e levels sho	wn c	on these			
these plans should be verified on site.	SMEC Australia Pty Lt	d acce	ept no respo	onsib		Global-Mark.com.au®		
loss or damages resulting from	m the inappropriate us	sage o	r these plan	S.			> (CONST

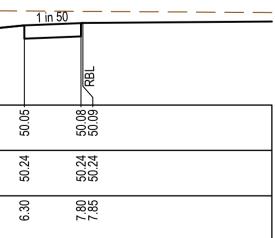
DWG PATH: V:_Vault\Projects_Urban\2360E-Marigold\2360E-11\Dwgs\2360E-011-254.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:08:32 AM







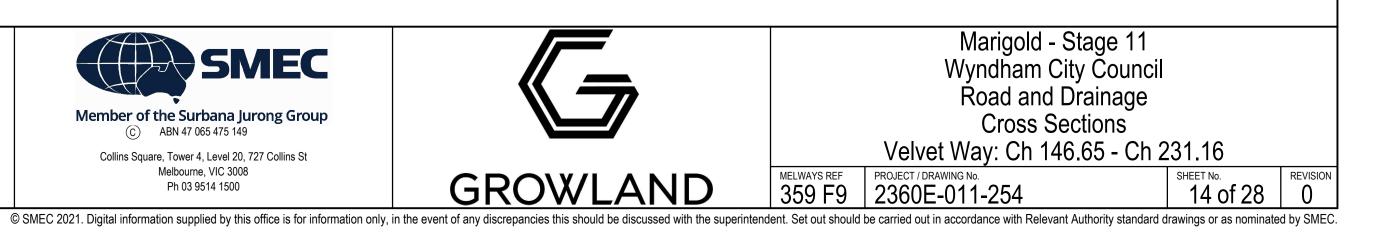






0 1 2 0 0.5 1 Scale H1:100, V1:50 SCALE AS SHOWN AT A1



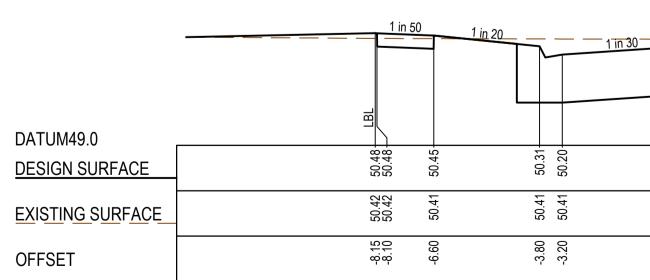


	<u> </u>	1 in :	50 <u>1 in 20</u>		<u>in 30</u> 1 in 30	0 <u>1 in 20</u>	1 in 50	
DATUM49.0 DESIGN SURFACE		50.36 L	50.33	50.08	50.19	50.08	50.32 50.35 50.35	
EXISTING SURFACE		50.54 50.54	50.54	50.55 50.55	50.55	50.55 50.55	50.56 50.56 50.56	
OFFSET		-8.15 -8.10	-6.60	-3.80 -3.20	0.00	3.20	6.30 6.30 7.85 7.85	

		in 50 <u>1 in 20</u>	1-in 30-	- <u> </u>	1 in 20	1 in 50	
DATUM49.0						5	
DESIGN SURFACE	50.58 50.58	50.55	50.41 50.30	50.41	50.30	50.53 50.56 50.56	
EXISTING SURFACE	50.49 50.49	50.48	50.47 50.47	50.47	50.47 50.47	50.47 50.47 50.47 50.48	
OFFSET	ထဲထဲ (၂-၃-၃-	-6.60	-3.80 -3.20	0.00	3.20 3.80	6.30 7.80 7.85	

	 1 in 5	50 <u>1 in 2</u>	20 1 in 3	0 <u> </u>	301 in 20	1 in	50 	·
DATUM49.0								
DESIGN SURFACE	50.59	50.56	50.42	50.41	50.31	50.54	50.57 50.57	
EXISTING SURFACE	50.47 50.47	50.47	50.46 50.46	50.46	50.45 50.45	50.46	50.46 50.46	
OFFSET	-8.15 -8.10	-6.60	-3.80 -3.20	0.00	3.20 3.80	6.30	7.80 7.85	

	 1 in 5	0 <u>1 in 20</u>		<u>1-in 30</u>	1 in 30		1 in 20	1 in 5	80 	
DATUM49.0										
DESIGN SURFACE	50.55 50.54	50.51	50.37	50.26	50.37	50.26	50.37	50.50	50.53 50.53	
EXISTING SURFACE	50.44 50.44	50.44	50.43	50.43	50.43	50.42	50.42	50.42	50.42 50.42	
OFFSET	-8.15 -8.10	-6.60	-3.80	-3.20	0.00	3.20	3.80	6.30	7.80 7.85	



CH 192.65

	1 in 20	1 in 50	
1 in 30		KBL	
50.31-	50.31-	50.44 50.47 50.47	
50.40	50.40	50.40 50.40 50.40	
0.00	3.80	6.30 7.80 7.85	

CH 205.15

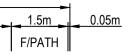
CREST CH 214.88

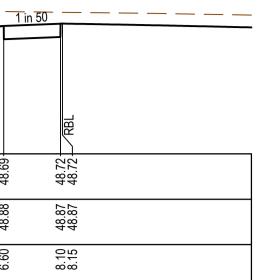
CH 217.65

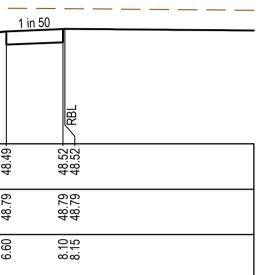
CH 231.16

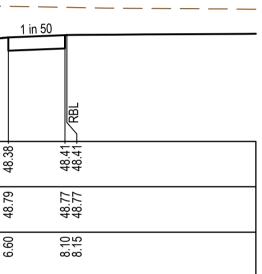
		◄				16m				
	<u>0.05m</u>	F/PA		2.5m 0. URESTRIP	.6m <u>3.2m</u> 22 CARRIAGEW	VAY		0.6m Za N/	2.8m ATURESTRIP	
_										
-		1 in 50)	1 in 20	1 in 30		1 in 30		1 in 20	1
DATUM47.0	LBL									
DESIGN SURFACE	8 7 7	48.71	48.68	48.55	48.44	48.55	48.44	48.55		48.69
EXISTING SURFACE		49.01	48.99	48.96	48.95	48.92	48.90	48.90		48.88
OFFSET	7 86		-6.30	-3.80	-3.20	0.00	3.20	3.80		6.60
						CH 56.7	8			
		1 in	50	<u>1 in 20</u>	1 in 30		1 in 30		1 in 20	
DATUM47.0										
DESIGN SURFACE		48.51	1 48.47	48.35		4 48.34	1 48.24			9 48.49
EXISTING SURFACE		5 48.94 0 48.94	0 48.91	0 48.88		0 48.84	0 48.81			0 48.79
OFFSET		-7.85 -7.80	-6.30	-3.80	-3.20	0.00	3.20	3.80		6.60
						TPCH 42	2.15			
		1 in :	50	<u>1 in 20</u>	1 in 30		1 in 30		1 in 20	T
	ī	LBL]	
DATUM47.0 DESIGN SURFACE		48.39	48.36	48.24	48.13	48.23	48.13	48.24		48.38
EXISTING SURFACE		48.94 48.94	48.92	48.88		48.85	48.82			48.79
OFFSET		-7.85 -7.80	-6.30	-3.80	-3.20	00.0	3.20	3.80		6.60
L						CH 34.	66			
		1 in :	50	1 in 20	1 in 30		1 in 30		1 in 20	-
	-	7								
		48.28	48.25	48.12	48.01	48.12	48.01	48.12	_	48.26
DESIGN SURFACE		48.91 48 48.91 48	48.90 48	48.87		48.84 48	48.81			48.78 48.
<u>EXISTING SURFACE</u> OFFSET		-7.85 48 -7.80 48	-6.30 48	-3.80		0.00 48		3.80 48		6.60 48
			Ť			TPCH 27		-		
		1 in	50	4						
				<u>1 in 20</u>	1 in 30		1 in 30		1 in 20	
DATUM47.0	- -									
DESIGN SURFACE		1 48.15 0 48.15	9 48.12	66-71-99-		2 47.99-	8 47.88 -			3 48.13
EXISTING SURFACE		5 48.91 0 48.90	0 48.89	0 48.86	48	0 48.82	48	0 48.77		0 48.76
OFFSET		-7.85 -7.80	-6.30	<u>م</u> . بې	-3.20	0.00		3.80		6.60
					U	TPCH 1 ² ILMUS ST				
AS CO	NSTRUCTED PLA	NS					wanagement.		nagement . Asy	4
The purpose of these as-construct significant changes which occurred du	ted plans is to update	the c	desigr at the	n drawing levels sh	s to show own on the	se		SHO N		S 4801
plans are design levels, and have n these plans should be verified on site	iot been verified by su	irvey.	. All in	formatior	ו shown on		Global-Mark.com.au [®]	Glo	bal-Mark.com.a	u®
loss or damages resulting f							A	S	CON	ST

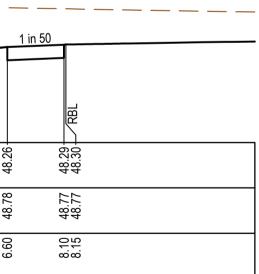
DWG PATH: V:_Vault\Projects_Urban\2360E-Marigold\2360E-11\Dwgs\2360E-011-255.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:08:59 AM

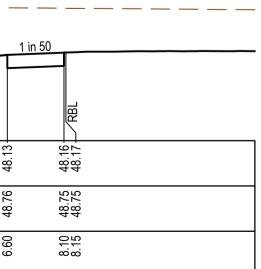




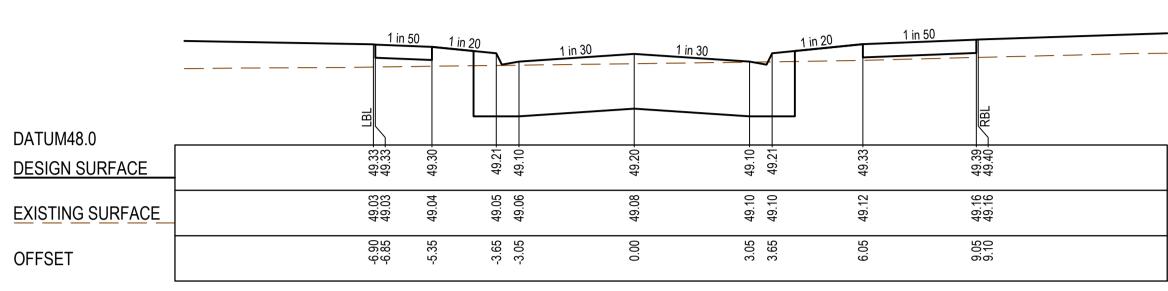












1.5m 1.7m 0.6m 3.05m

<u>0.05m</u>

		1 in 50	1 in 20			<u>1 in 30</u>	<u>1 in 30</u>		1 in 20	1 in 50	
DATUM48.0 DESIGN SURFACE	-	49.29	49.26	49.18	49.07	49.17	49.07	49.18	49.30	49.36 49.36	
EXISTING SURFACE		49.03 49.03	49.04	49.05	49.06	49.07	49.10	49.11	49.14	49.17 49.18	
OFFSET		-6.90 -6.85	-5.35	-3.65	-3.05	0.00	3.05	3.65	6.05	9.05 9.10	

TPCH 41.17

	 1 in 50	1 in 20	 		1 in 30	1 in 30			<u>1 in 20</u>	1 in 50	
DATUM47.0 DESIGN SURFACE	48.89	48.86	48.78	48.67		48.77	48.67	48.78	48.90	488 96 488 96 788	
EXISTING SURFACE	49.12 49.12 49.12	49.12	49.14 4	49.14 4		49.17		49.20 4	49.22	49.23 49.23 49.23	
OFFSET	-6.90 -6.85	-5.35	-3.65	-3.05		0.00	3.05	3.65	6.05	9.0 105	

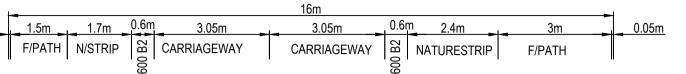
TPCH 11.80 **REUNION PARADE**



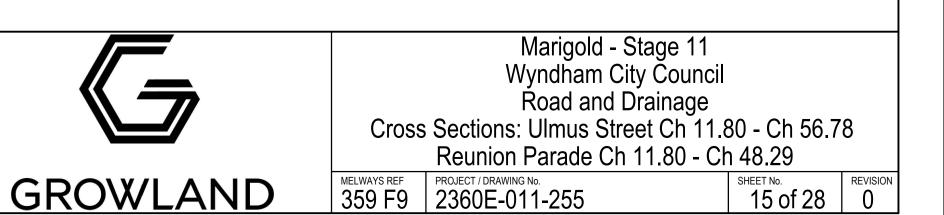
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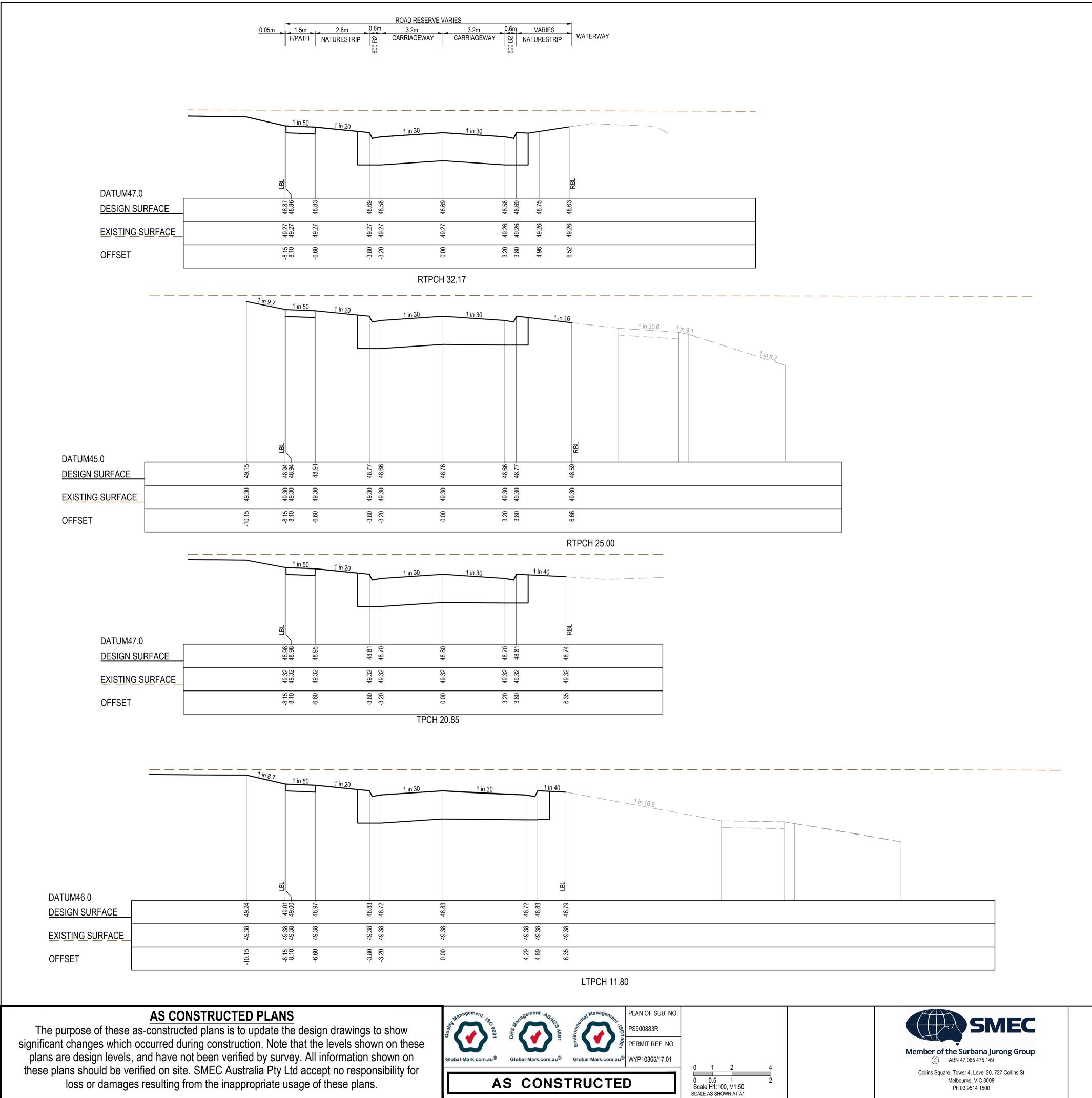


STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE EXISTING SURFACE

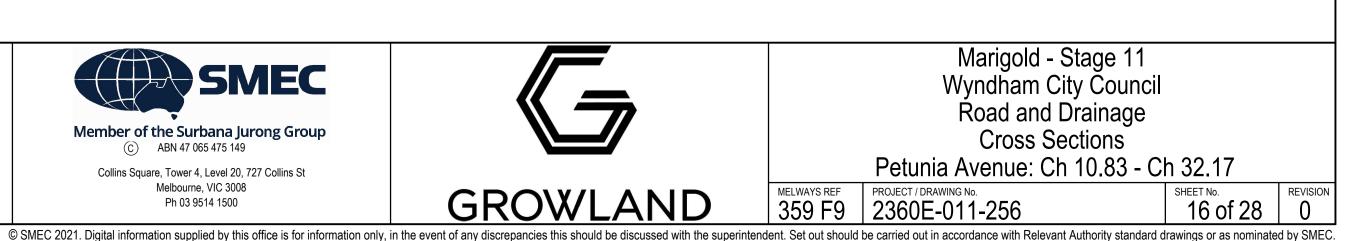


CH 48.29

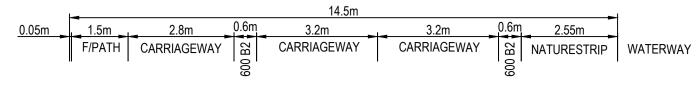


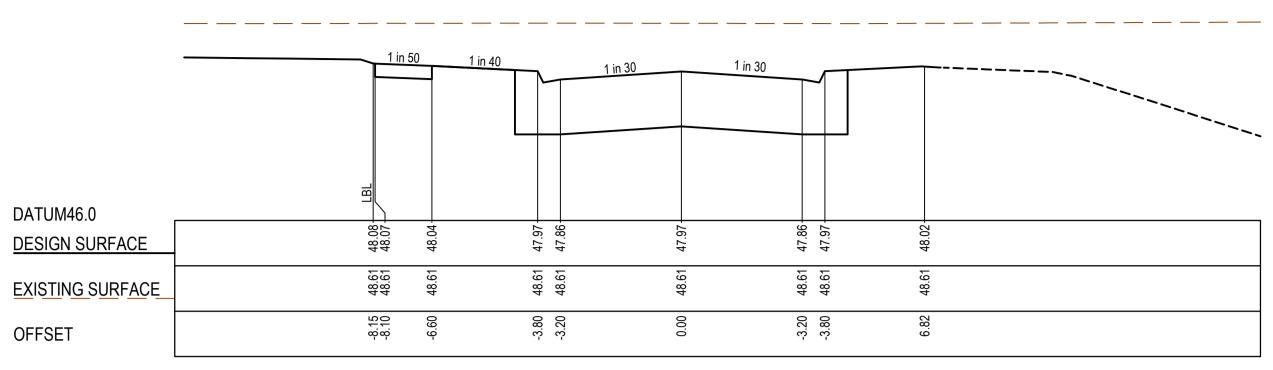


	RBL				
10 71					
10 22					
6 25	0.00				







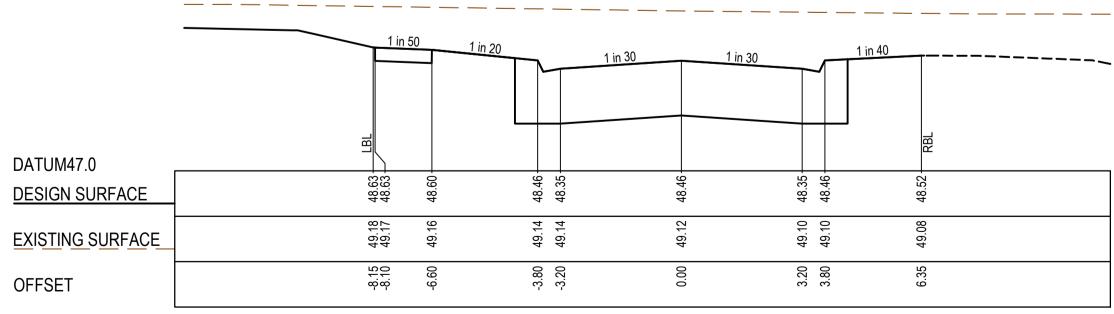


1 in 49.9 1 in 40 DATUM46.0 OFFSET DESIGN SURFACE 48.10-47.99-48.20 48. 48.74 48.74 48.74 48.74 48.74 EXISTING SURFACE 쯐 -8.15 -8.10 -8.10 -3.80 -3.20

LTPCH 103.51

		1 in 5	50	1 in 20		1 in 30	
DATUM47.0		B		L			
DESIGN SURFACE		48.39 +	48.36		48.22		48.21-
	·						
EXISTING SURFACE		48.95 48.95	48.95		48.94	Ď.	48.94
OFFSET		-8.15 -8.10	-6.60		-3.80	07.0-	0.00

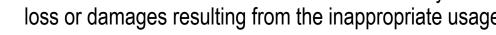
LTPCH 79.94



RTPCH 55.55



The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.



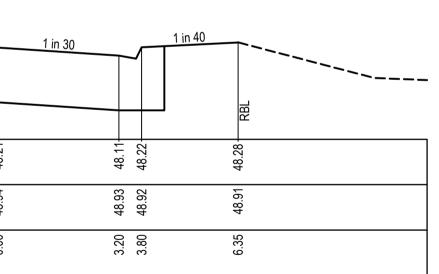


CH 128.59

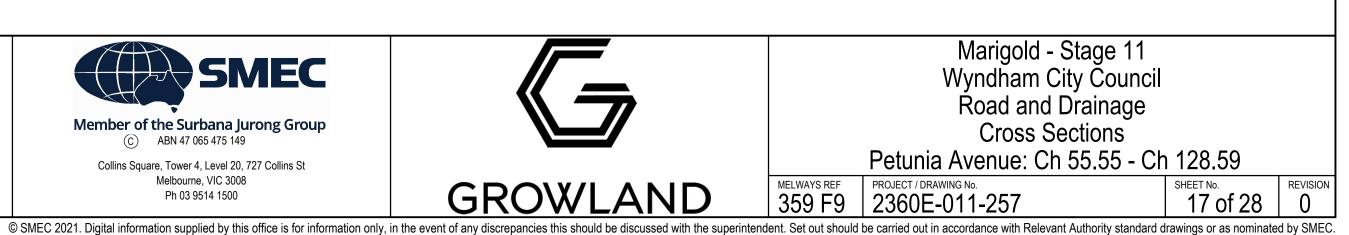
0.6m 2.55m

3.2m

1 in 49.9	1 in 40 1 in 30	1 in 30 1 in 40	
48.20 - 48.20 - 48.17 -	48.10 - 47.99 -	48.10-47.99-47.99-48.10-	48.16
48.74 48.74 48.74	48.74 48.74	48.74 48.75 48.75	48./5
é, é, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10,	-3.80 -3.20	0.00 3.20 3.80	ç Ç







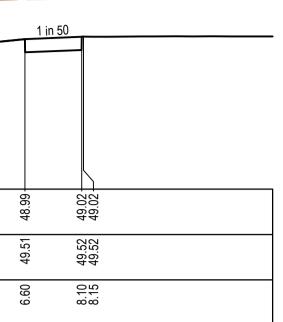


	<u>0.05m</u>	1.5m			3.2m	3.2m CARRIAGEWAY	0.6m	2.8m NATURESTRIP	1.5m F/PATH	
		I	I	- 009	I		-009		1	· II
-		1 in 5(D1 in ;					1 in 20	1 in 50	
					1 in 30	1 in 30				
DATUM47.0 DESIGN SURFACE		49.00	48.97	48.85	48.84		48.74 48.85		48.99	49.02
EXISTING SURFACE		49.41 49.41	49.42	49.43 4 49.44 4	49.46		49.48 4 49.49 4		49.51 4	49.52 4
		-7.85	-6.30	-3.80 4	0.00		3.20 4 3.80 4		6.60	8.10
OFFSET			Ψ	Υ Υ 	RTPCH		ന		<u> </u>	
-		1 in 5() 1 in ;	20	1 in 30	1 in 30		1 in 20	1 in 50	0
DATUM47.0										
DESIGN SURFACE		49.12- 49.12-	49.09	48.96-	48.96		48.85- 48.96		49.10-	49.13- 49.14-
EXISTING SURFACE		49.45 49.45	49.45	49.46 49.47	49.48		49.50 49.50		49.51	49.52 49.52
OFFSET		-7.85 -7.80	-6.30	-3.80	0.00		3.20 3.80		6.60	8.10 8.15
						379.76				
-		1 in 50) <u>1 in ;</u>	20	1 in 30	1 in 30	$\neg \uparrow$	1 in 20	1 in 5(
DATUM48.0										
DESIGN SURFACE		49.18- 49.18-	49.15-	49.02 - 48.91-	49.02		48.91- 49.02 -		49.16-	49.19- 49.20-
EXISTING SURFACE		49.45 49.45	49.46	49.47 49.47	49.48		49.48 49.48		49.49	49.50 49.50
OFFSET		-7.85 -7.80	-6.30	-3.80 -3.20	00.0		3.20 3.80		6.60	8.10 8.15
					CH 3	67.71				
-		1 in 5() <u>1 in :</u>	20	1 in 30	1 in 30		1 in 20	1 in 50	
DATUM48.0 DESIGN SURFACE		49.24	49.21	49.09	49.08		48.98	_	49.23	49.26
		49.44	49.44	49.46 49 49.46 48	49.46		49.47 48 49.47 49		49.47 49	49.48
EXISTING SURFACE		-7.85 49	-6.30 49	-3.80 49 -3.20 49	0.00		3.20 49 3.80 49		6.60 49	8.10 49
OFFSET		<u>-</u> -	မု	ကိုက်	Ö		n n		9	∞∞

The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

DWG PATH: V:_Vault\Projects_Urban\2360E-Marigold\2360E-11\Dwgs\2360E-011-258.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:10:44 AM



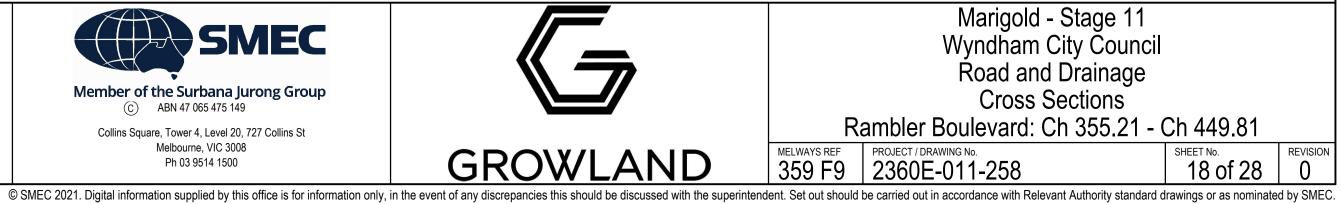


		1 in 50	1 in 20		1 in 3	30	1 in 30
DATUM47.0		<u> </u>					
DESIGN SURFACE		48.92	48.89	48.76	48.65	48.76	
EXISTING SURFACE		49.40 49.40	49.41	49.43	49.43	49.45	
OFFSET	7 OF	-7.00 08.7-	-6.30	-3.80	-3.20	00.0	

LTPCH 419.56

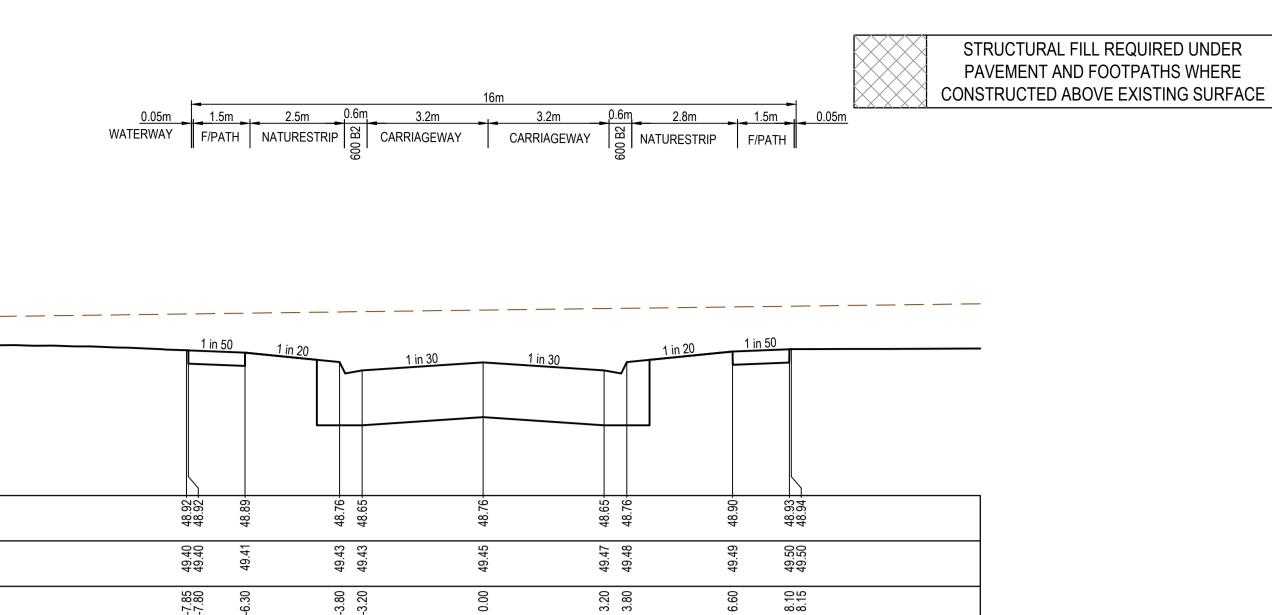
0 1 2 4 0 0.5 1 2 Scale H1:100, V1:50 SCALE AS SHOWN AT A1



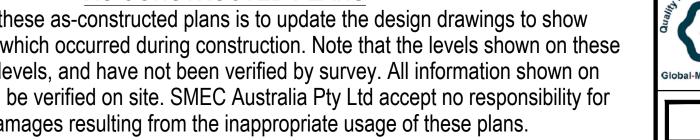


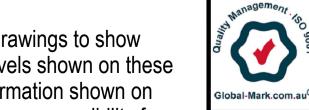
 0.05m
 1.5m
 2.5m
 0.6m
 3.2m
 3.2m
 0.6m
 2.8m
 1.5m
 0.05m

 WATERWAY
 F/PATH
 NATURESTRIP
 B
 CARRIAGEWAY
 CARRIAGEWAY
 CARRIAGEWAY
 CARRIAGEWAY
 F/PATH



7		Marigold - Stage 11									
		Wyndham City Council									
77		Road and Drainage									
<u> </u>		Cross Sections									
_	R	ambler Boulevard: Ch 355.21 - (Ch 449.81								
AND	MELWAYS REF	ELWAYS REF PROJECT / DRAWING No. SHEET No. REVISION									

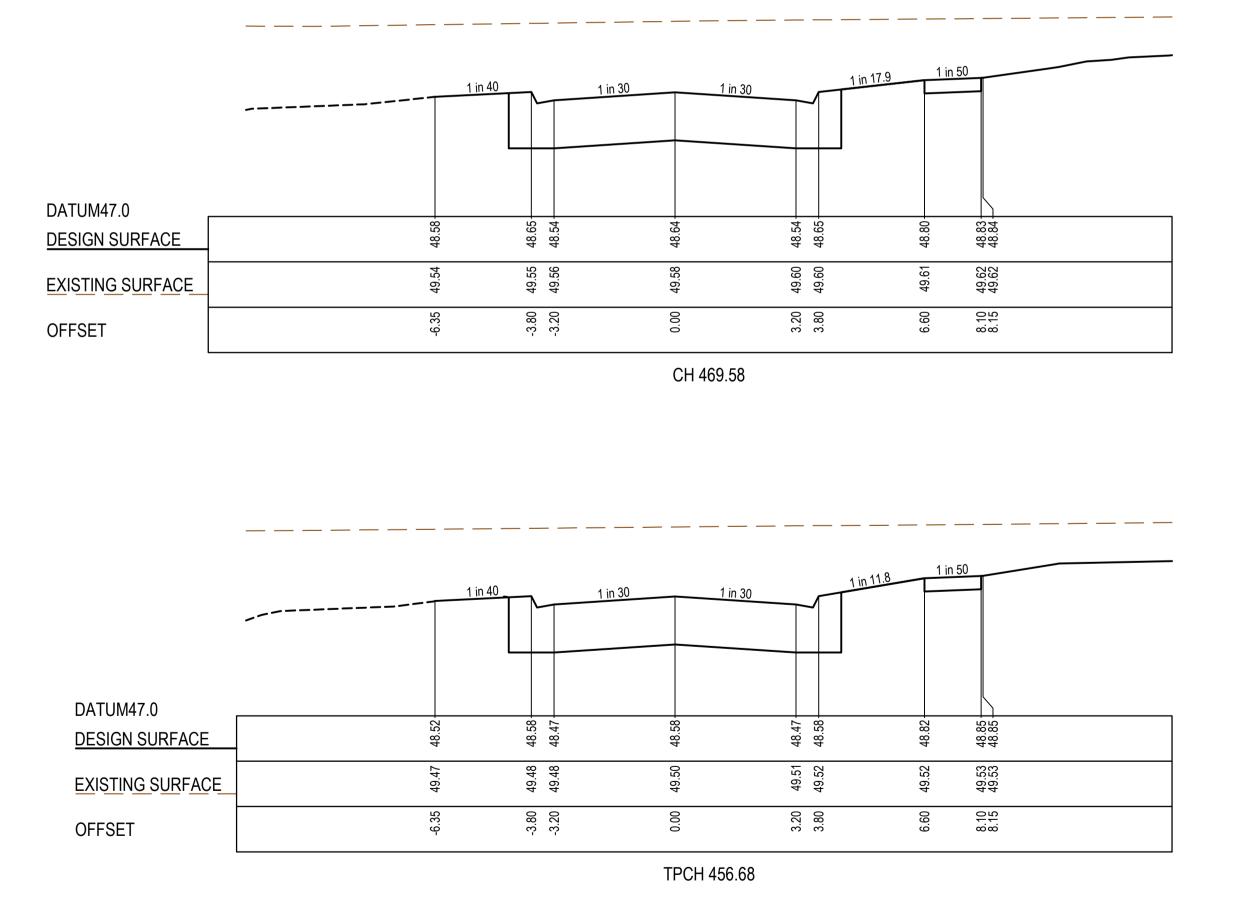




The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

DWG PATH: V:_Vault\Projects_Urban\2360E-Marigold\2360E-11\Dwgs\2360E-011-259.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:11:09 AM

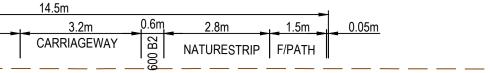


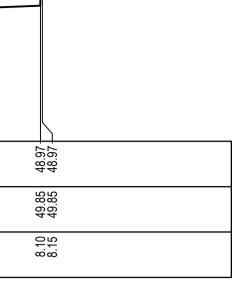


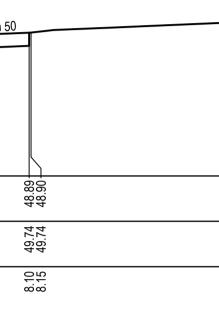
	 1 in 40		1 in 30 1 in 30		1 in 20	<u>1 in</u>	50	
DATUM47.0								
DESIGN SURFACE	48.00	48.61	48.72	48.61	48.72	48.86	48.89 48.90	
EXISTING SURFACE	49.68 66 86 86	49.69	49.70	49.71	49.72	49.73	49.74 49.74	
OFFSET	-5.35 -3.80	-3.20	00.00	3.20	3.80	6.60	8.10 8.15	
l			TPCH 485.29					

					14.000		
	WATERWAY	2.55m	0.6m	3.2m	3.2m	0.6m	2.8m - 1.
		NATURESTRIP	600 B2	CARRIAGEWAY	CARRIAGEWAY	60 <u>0</u> B2	NATURESTRIP F/P.
		1 in 30.7	_	1 in 30	1 in 30	1 ir	20 1 lh 50
DATUM47.0							
DESIGN SURFACE		48.72 -	48.80- 48.69-		48.80	48.69- 48.80-	48.94 -
EXISTING SURFACE		49.87	49.86 49.86		49.86	49.85 49.85	49.85
OFFSET		-6.35	-3.80 -3.20		0.00	3.20 3.80	6.60
				٦	FPCH 500.32		

14.5m



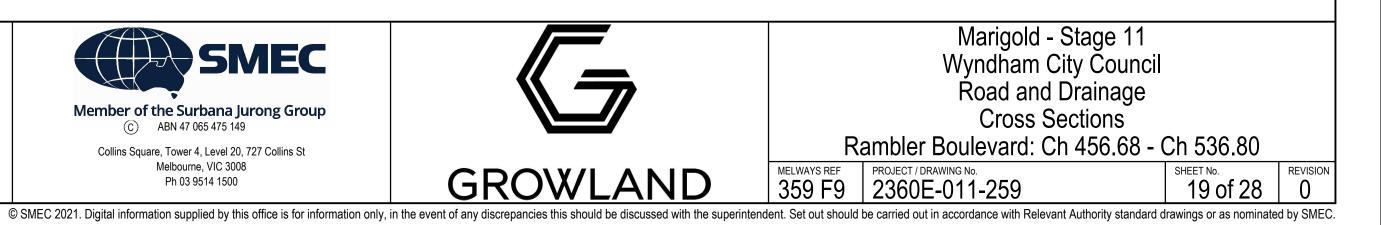




	-	1 in 22.3	1 in 30	1 in 30	1 in 20	1 in 5	50
DATUM48.0							
DESIGN SURFACE	48.87	48.98 -	48.87	48.98	48.87 48.98	49.12-	49.15- 49.15-
<u>EXISTING SURFACE</u>	50.12	50.12	50.12	50.12	50.12 50.12	50.12	50.12 50.12
OFFSET	-0.35	-3.80	-3.20	00.00	3.20	6.60	8.10
				CH 536.80			
		1 in 21.6	1 in 30	1 in 30	1 in 20	1 in 5	50
DATUM48.0	5		33	34	33	8	<u> </u>
DESIGN SURFACE	48.82	48.94		48.94	48.83 - 48.94 -	49.08	49.11+
EXISTING SURFACE	50.05	50.05	50.05	50.05	50.05 50.05	50.05	50.05 50.05
OFFSET	-6.35	-3.80	-3.20	0.00	3.20 3.80	6.60	8.15 8.15
				CH 528.30			
		1 in 26	1 in 30	1 in 30	1 in 20	1 in 5	50
	1						
DATUM47.0	62		818	8.89	8.78	9.03	9000
DESIGN SURFACE	99 48.79			99 48.89	99 48.78 98 48.89	98 49.03	98 49.06 49.06
	49.99	66 67	49.99	49.99	49.98	49.98	49.98 49.98
DESIGN SURFACE		66 67					
DESIGN SURFACE	49.99	66 67	-3.20 49.99	49.99	49.98	49.98	49.98 49.98
DESIGN SURFACE	49.99	66 67	-3.20 49.99	0.00 49.99	49.98	49.98	49.98 49.98
DESIGN SURFACE	49.99	66 67	-3.20 49.99	0.00 49.99	49.98	49.98	49.98 49.98
DESIGN SURFACE	49.99		CH	86 97 80 518.80	3.20 49.99 3.80 49.98	49.98	8.10 49.98 8.15 49.98
DESIGN SURFACE	49.99	66 67	-3.20 49.99	0.00 49.99	49.98	6.60 49.98	8.10 49.98 8.15 49.98
DESIGN SURFACE	49.99		CH	86 97 80 518.80	3.20 49.99 3.80 49.98	6.60 49.98	8.10 49.98 8.15 49.98
DESIGN SURFACE	49.99		CH	86 97 80 518.80	3.20 49.99 3.80 49.98	6.60 49.98	8.10 49.98 8.15 49.98
DESIGN SURFACE		1 in 29.8	20 66 07 02 07 02 07 02 07 07 07 07 07 07 07 07 07 07	8: 8: 518.80 1 in 30	3.20 49.99	9.60 9.60 9.60	00 8,10 8,10 8,10 9,10 15 49,98 8,10
DESIGN SURFACE	49.99	1 in 29.8	20 66 07 02 07 02 07 02 07 07 07 07 07 07 07 07 07 07	86 97 80 518.80	3.20 49.99 3.80 49.98	6.60 49.98	8.10 49.98 8.15 49.98
DESIGN SURFACE EXISTING SURFACE OFFSET DATUM47.0		1 in 29.8	1 in 30	8: 8: 518.80 1 in 30	3.20 49.99	9.60 9.60 9.60	00 8,10 8,10 8,10 9,10 15 49,98 8,10
DESIGN SURFACE EXISTING SURFACE OFFSET DATUM47.0 DESIGN SURFACE	48.74	1 in 29.8	CH	⁸⁶ 90 518.80 <u>1 in 30</u> 	48.71 48.82 48.82 07 ui 1 3.80 49.99 49.98	48.96 1 in 5 6.60 49.98	48.99

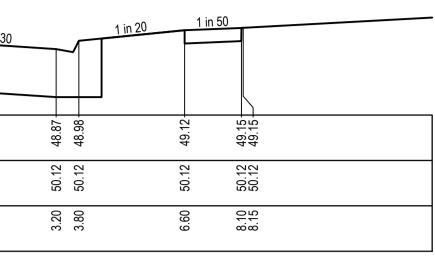


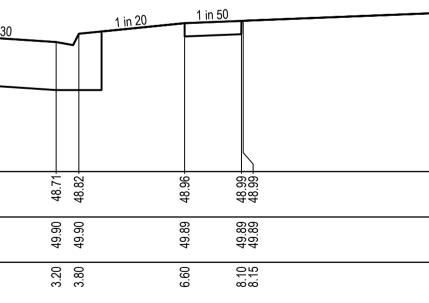






STRUCTURAL FILL REQUIRED UNDER PAVEMENT AND FOOTPATHS WHERE CONSTRUCTED ABOVE EXISTING SURFACE

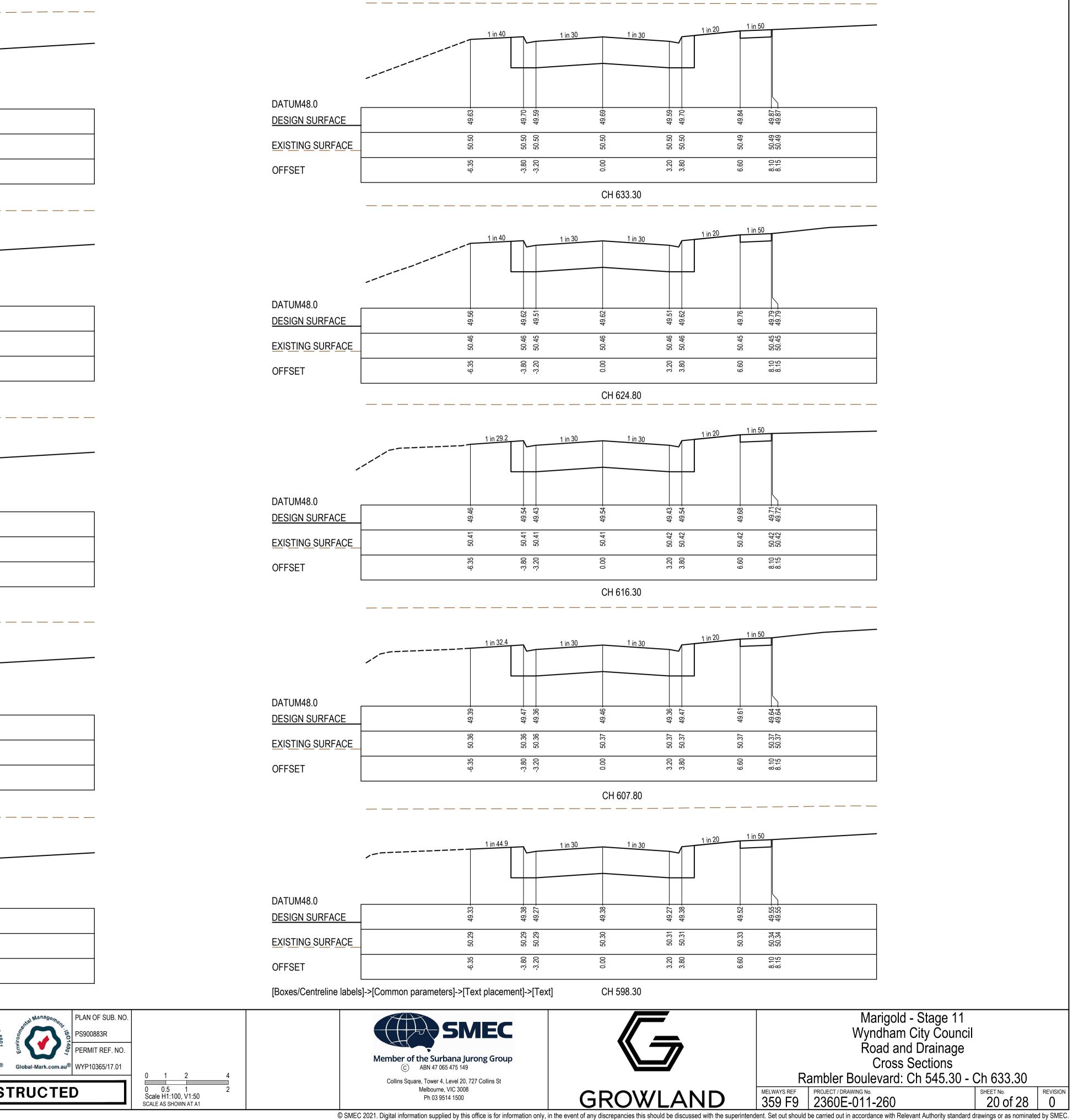




	WATERWAY	2.55m NATURESTRIP	600B2 0.0		14.5m 3.2m CARRIAGEWAY	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		F/PATH	0.0
		1 in 62.3	_	1 in 30	1 in 30		1 in 20	1 in 50	
	//								
DATUM48.0									
DESIGN SURFACE			49.26-		49.25		49.26 -	49.40 -	49.43 - 49.43 -
EXISTING SURFACE			50.24		50.26	50.28		50.30	50.31 50.31
OFFSET		-6.35	-3.80		0.00	3.20	3.80	6.60	8.10 8.15
				CH 	584.30				
		1 in 60.8	7	1 in 30	1 in 30		1 in 20	1 in 50	
DATUM48.0			9	0	2	12	9	0	
DESIGN SURFACE			6 49.16 ⁻				49.16	9 49.30	9 49.33-
EXISTING SURFACE			30 50.26		50.26		30 50.28	6.60 50.29	10 50.29 15 50.29
OFFSET		-6.35	-3.80		§ 571.80	3.20		9.6	8.10 8.15
		1 in 39.6	\sim	1 in 30	1 in 30		1 in 20	1 in 50	
DATUM48.0 DESIGN SURFACE		49.05	49.11	00	49.11	49.00	49.11	49.25	49.28
EXISTING SURFACE			50.26 ⁴		50.26	-	50.26	50.26	50.26 4 50.26 4
OFFSET		-6.35	-3.80	0 2 2 2	0.00	3.20	3.80	6.60	8.10 8.15
				СН	562.30				
								1 in 50	
		1 in 31.5	\mathbf{r}	1 in 30	1 in 30		1 in 20		
DATUM48.0			49.07	00	90	48.96		49.21	49.24
DESIGN SURFACE			50.23 49.07		50.23 49.06	50.23 48.	23 49.07	50.23 49	50.23 49. 50.23 49.
EXISTING SURFACE			-3.80 50		0.00	3.20 50		6.60 50	8.10 50 8.15 50
OFFSET		Y			553.80				
		1 in 26.1	\mathbf{r}	1 in 30	1 in 30		1 in 20	1 in 50	
DATUM48.0									
DESIGN SURFACE			49.02		49.02	48.91-		49.16-	49.19- 49.20-
EXISTING SURFACE			50.20		50.19	50.19		50.19	50.19
OFFSET		-6.35	-3.80		00.0	3.20	3.80	6.60	8.10 8.15
• ~		ANO		CH	545.30		agemes	ament	
urpose of these as-cont t changes which occurr	S CONSTRUCTED PI structed plans is to updated during construction.	ate the des Note that th	ne l	evels shown	on these	Man		hanagement	SINLS A801
re design levels, and ha	ave not been verified by on site. SMEC Australia	survey. Al	linf	ormation sho	wn on	Global-	Mark.com.au [®] G	ilobal-Mark.c	com.au®
	Iting from the inappropri				.,		AS	CO	NS

DWG PATH: V:_Vault\Projects_Urban\2360E-Marigold\2360E-11\Dwgs\2360E-011-260.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:11:55 AM

0.05m





		1 in 20	1 ir	n 50	
	\int				
		J			
49.51	49.62		49.76	49.79	
50.46	50.46		50.45	50.45 50.45	
3.20	3.80		6.60	8.10 8.15	

		1 in 20	1 in 50		
	\int				
49.43	49.54-		49.68 -	49.71- 49.72-	
50.42	50.42		50.42	50.42 50.42	
3.20	3.80		6.60	8.10 8.15	

		1 in 20	1 in 50			
49.36	49.47 -		49.01	49.64		
50.37	50.37	1 2 1	70.00	50.37		
3.20	3.80		0.00	8.15		

	50.02	50.08	20.08	50.08	50.25 50.25 50.26	
DESIGN SURFACE						
EXISTING SURFACE	50.73	50.72 50.72	50.72	50.72 50.72	50.72 50.72 50.72	
OFFSET	-6.35	-3.80	0.00	3.20 3.80	6.60 8.10 8.15	
			CH 676.42			
		1 in 40	1 in 30 1 in	30 <u>1 in 1</u>	5 1 in 50	
DATUM49.0						
DESIGN SURFACE	49.91	49.97 - 49.86 -	49.97	49.86-	50.11- 50.14- 50.14-	
EXISTING SURFACE	50.67	50.66 50.66	50.66	50.67 50.67	50.67 50.67 50.67	
OFFSET	-6.35	-3.80 -3.20	0.00	3.20 3.80	6.60 8.10 8.15	
			CH 663.80			
					5 <u>1 in 50</u>	
		1 in 40	<u>1 in 30 1 in</u>	<u>30</u> 1 in 1!		
DATUM48.0 DESIGN SURFACE	49.80	49.86	49.86	49.75	20.00	
DESIGN SOM ACE						
EXISTING SURFACE	50.59	50.59	50.59	50.60	50.60 50.60	
OFFSET	-6.35	-3.80 -3.20	0.00	3.20 3.80	6.60 8.10 8.15	
			CH 651.30			

	 1 in 40	1 in 30	1 in 30		<u>in 15 1 in 5</u>		
DATUM48.0	1	- 90	2	90		22	
DESIGN SURFACE	49.71	49.66	49.77	49.66 49.77	49.91	49.94 49.95	
EXISTING SURFACE	50.54	50.54	50.54	50.55 50.55	50.55	50.55 50.55	
OFFSET	-6.35 -9 -6.35	-3.20	0.00	3.20 3.80	6.60	88.10 8.10	
		(CH 641.80				

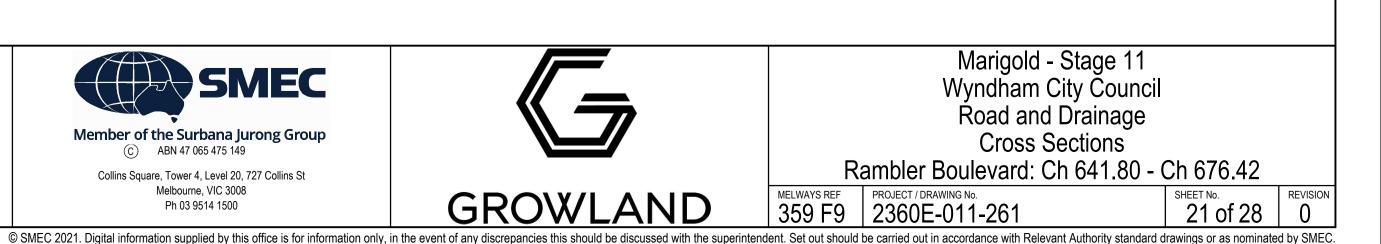


AS CONSTRUCTED PLANS

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DWG PATH: V:_Vault\Projects_Urban\2360E-Marigold\2360E-11\Dwgs\2360E-011-261.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:12:20 AM





	1 in 40			1 in 30	1 in 30			1 in 15	1 in 50			_
	49.80-	49.86-	49.75-	49.86-		49.75-	49.86-	50 00-	50.02	50.03		
2 2 2 2	6C.UC	50.59	50.59	50.59		50.60	50.60	50 60		50.60		
L C C	cy.o-	-3.80	-3.20	00.0		3.20	3.80	6 6 0		8.15 8.15		

CH	663.80

	1 in 40	1 in 30	1 in 30	1 in 15	1 in 50	
49.91-	49.97 -	49.86	-79.94	49.97- 49.97	50.11-	50.14-50.14-
50.67	50.66	50.66	90.06	50.67 50.67	50.67	50.67
-6.35	-3.80	-3.20	0.00	3.20	6.60	8.8 5.0

CH 676.42	
011010.12	

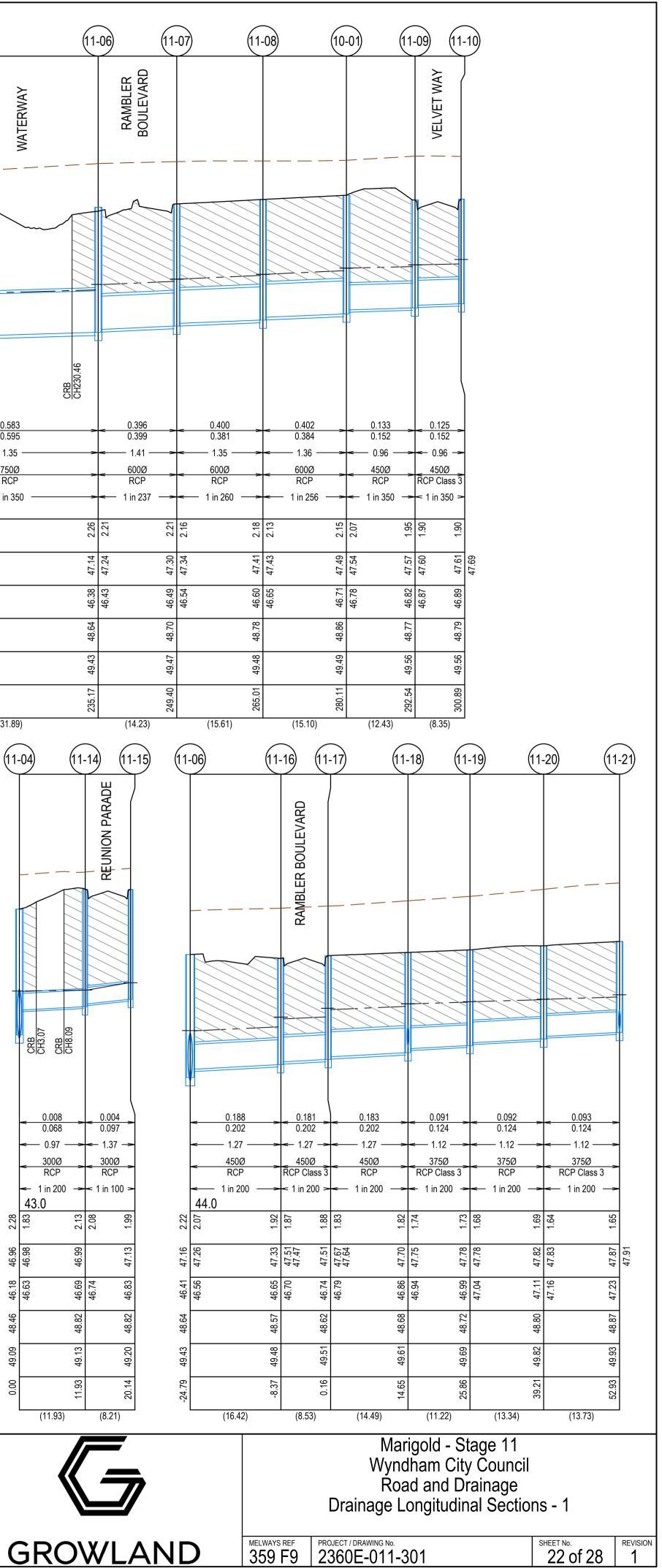
 1 in 40	1 in 30	1 in 30	1 in 15	1 in 50	
- 20.09	50.08 - 49.97 -	50.08	49.97 50.08	50.22-	50.25
50./3	50.72 50.72	50.72	50.72 50.72	50.72	50.72
-6.35	-3.20	0.00	3.20	6.60	88 150 150

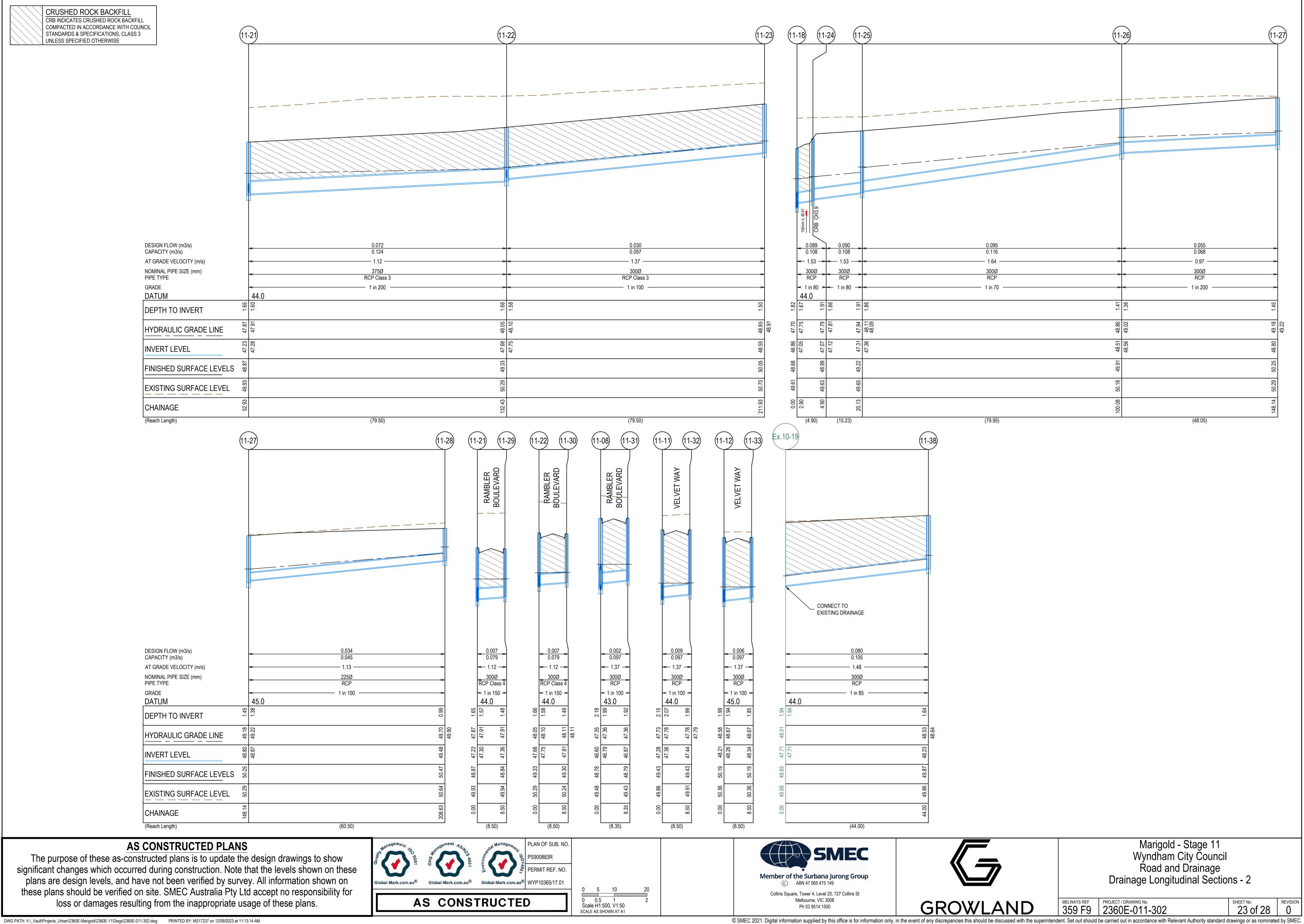
	1-			14.5m				L
WATERWAY	2.55m	0.6m	3.2m	3.2m	0.6m	2.8m	1.5m	0.05m
	NATURESTRIP	600 B2	CARRIAGEWAY	CARRIAGEWAY	600 B2	NATURESTRIP	F/PATH	

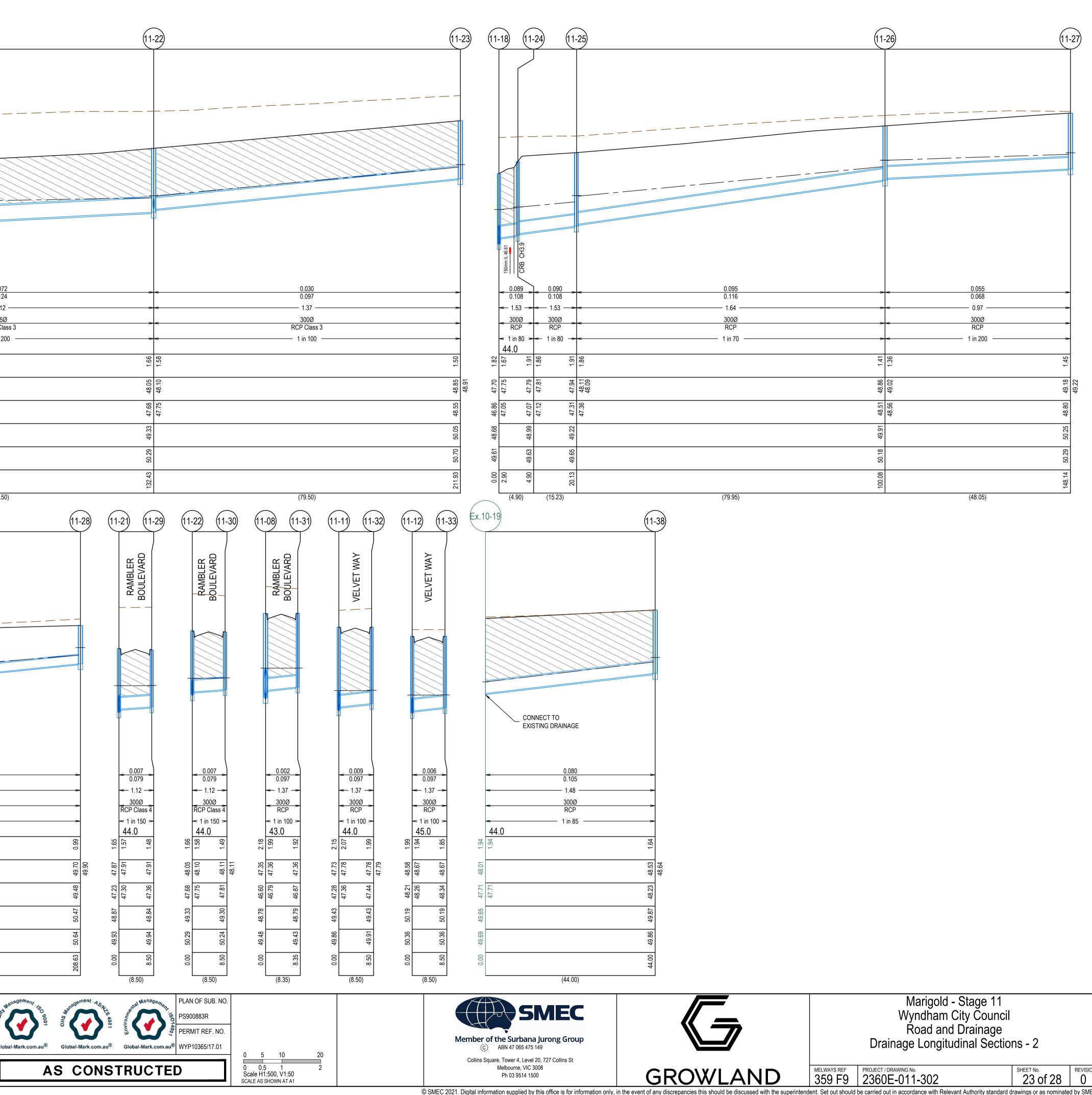


DICATES CRUSHED ROCK BACKFILL CTED IN ACCORDANCE WITH COUNCIL ARDS & SPECIFICATIONS, CLASS 3	Ex.EP	(Ex.11-01)	(Ex.11-02)	(Ex.11-03)	(11-04) (11-	-05
S SPECIFIED OTHERWISE					REUNION PARADE	WATERWAY
			CRB CH132 15			CRB CH213.42
DESIGN FLOW (m3/s) CAPACITY (m3/s)	0.5370.595	<u>0</u> .	.552 0.560 .595 0.643	0.574 0.595	<mark>> − 0.574 →</mark> 0.595	0.583 0.595
AT GRADE VELOCITY (m/s) NOMINAL PIPE SIZE (mm)	< 1.35 <	75	1.35 1.46 50Ø 750Ø	→ < 1.35	>< 1.35> >< 750Ø > RCP	 1.35 750Ø RCP
PIPE TYPE GRADE	RCP 1 in 350		RCP RCP n 350	RCP 	RCP 	RCP
DATUM DEPTH TO INVERT	43.0 99:1 1	1.67	2.02	2.13 2.13	2.35	2.41
HYDRAULIC GRADE LINE	46.45	46.58	46.72	46.80 46.83	46.95 46.97 47.04	47.06
INVERT LEVEL	45.44 45.44	45.65	45.79	45.93	46.11 46.24	46.29
FINISHED SURFACE LEVELS	4 . 	47.28	47.87	48.11	48.69	
EXISTING SURFACE LEVEL	48.27	48.44	48.61	48.75	49.26	
	0.00	55.83	105.04	131.57	178.35	
(Reach Length)	(55.83)	(4	9.21) (26.53)	(46.78)	(24.93)	(31.89)
						CRB CH3.07 CRB CRB
DESIGN FLOW (m3/s) CAPACITY (m3/s) AT GRADE VELOCITY (m/s) NOMINAL PIPE SIZE (mm)	0.1 	13	0.081 0.175 1.59 375Ø		0.027 0.097 	<u>0.008</u> 0.068 0.97
CAPACITY (m3/s) AT GRADE VELOCITY (m/s) NOMINAL PIPE SIZE (mm) PIPE TYPE GRADE	0.1 	180	0.175		0.027 0.097 	 0.008 0.068 0.97 300Ø RCP 1 in 200
CAPACITY (m3/s) AT GRADE VELOCITY (m/s) NOMINAL PIPE SIZE (mm) PIPE TYPE	0.1 	180 13	0.175 	1.99 1.91 1.91	0.097 1.37 300Ø RCP Class 3	<u> </u>
CAPACITY (m3/s) AT GRADE VELOCITY (m/s) NOMINAL PIPE SIZE (mm) PIPE TYPE GRADE DATUM	0.1 	180 13 00 CP 250	0.175 	48.58 1.99 V V V V V V V V V V V V V V V V V V	0.097 1.37 300Ø RCP Class 3	$\begin{array}{c} & 0.008 \\ 0.068 \\ \hline 0.97 \\ \hline 3000 \\ \hline RCP \\ \hline 1 \text{ in } 200 \\ \hline 43.0 \end{array}$
CAPACITY (m3/s) AT GRADE VELOCITY (m/s) NOMINAL PIPE SIZE (mm) PIPE TYPE GRADE DATUM DEPTH TO INVERT	0.1 	180 13 00 CP 250 \$2	0.175 	.67 1.	0.097 1.37 300Ø RCP Class 3	→ 0.008 0.068 → 0.97 → 300Ø RCP → 1 in 200 43.0 ¹ 5 ¹ 5
CAPACITY (m3/s) AT GRADE VELOCITY (m/s) NOMINAL PIPE SIZE (mm) PIPE TYPE GRADE DATUM DEPTH TO INVERT HYDRAULIC GRADE LINE	0.1 1.7 450 RC 1 in 44.0 181 198 1 22 1 38 45.23 1 in 44.22 1 38 45.23 1 in 44.22 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 45.25 1 in 45.2	180 13 000 CP 250 215 201 215 201 201 201 201 201 201 201 201	0.175 	48.58 1. 48.67	0.097 1.37 300Ø RCP Class 3	→ 0.008 → 0.97 → 0.97 → 0.97 → 0.97 → 0.97 → 0.008 → 0.97 → 0.97 → 0.008 → 0.97 → 0.97 → 0.008 → 0.97 → 0.97 → 0.97 → 0.97 → 0.97 → 0.97 → 0.97 → 1 in 200 43.0 EV + 1 in 200 43.0
CAPACITY (m3/s) AT GRADE VELOCITY (m/s) NOMINAL PIPE SIZE (mm) PIPE TYPE GRADE DATUM DEPTH TO INVERT HYDRAULIC GRADE LINE INVERT LEVEL	0.1 1.7 450 RC 1 in 44.0 181 198 1 22 1 38 45.23 1 in 44.22 1 38 45.23 1 in 44.22 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 45.25 1 in 45.2	180 13 000 CP 250 215 201 215 201 201 201 201 201 201 201 201	0.175 	48.58 1. 48.67	0.097 1.37 300Ø RCP Class 3	→ 0.008 → 0.97 → 0.97 → 0.97 → 0.97 → 0.97 → 0.008 → 0.97 → 0.97 → 0.008 → 0.97 → 0.97 → 0.008 → 0.97 → 0.97 → 0.97 → 0.97 → 0.97 → 0.97 → 0.97 → 0.97 → 1 in 200 43.0 ECP → 1 in 200 43.0
CAPACITY (m3/s) AT GRADE VELOCITY (m/s) NOMINAL PIPE SIZE (mm) PIPE TYPE GRADE DATUM DEPTH TO INVERT HYDRAULIC GRADE LINE INVERT LEVEL FINISHED SURFACE LEVELS	0.1 1.7 450 RC 1 in 44.0 181 198 1 22 1 38 45.23 1 in 44.22 1 38 45.23 1 in 44.22 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 44.25 1 in 45.25 1 in 45.2	180 13 000 CP 250 215 201 215 201 201 201 201 201 201 201 201	0.175 	48.58 1. 48.67	0.097 1.37 300Ø RCP Class 3	40.008 40.00

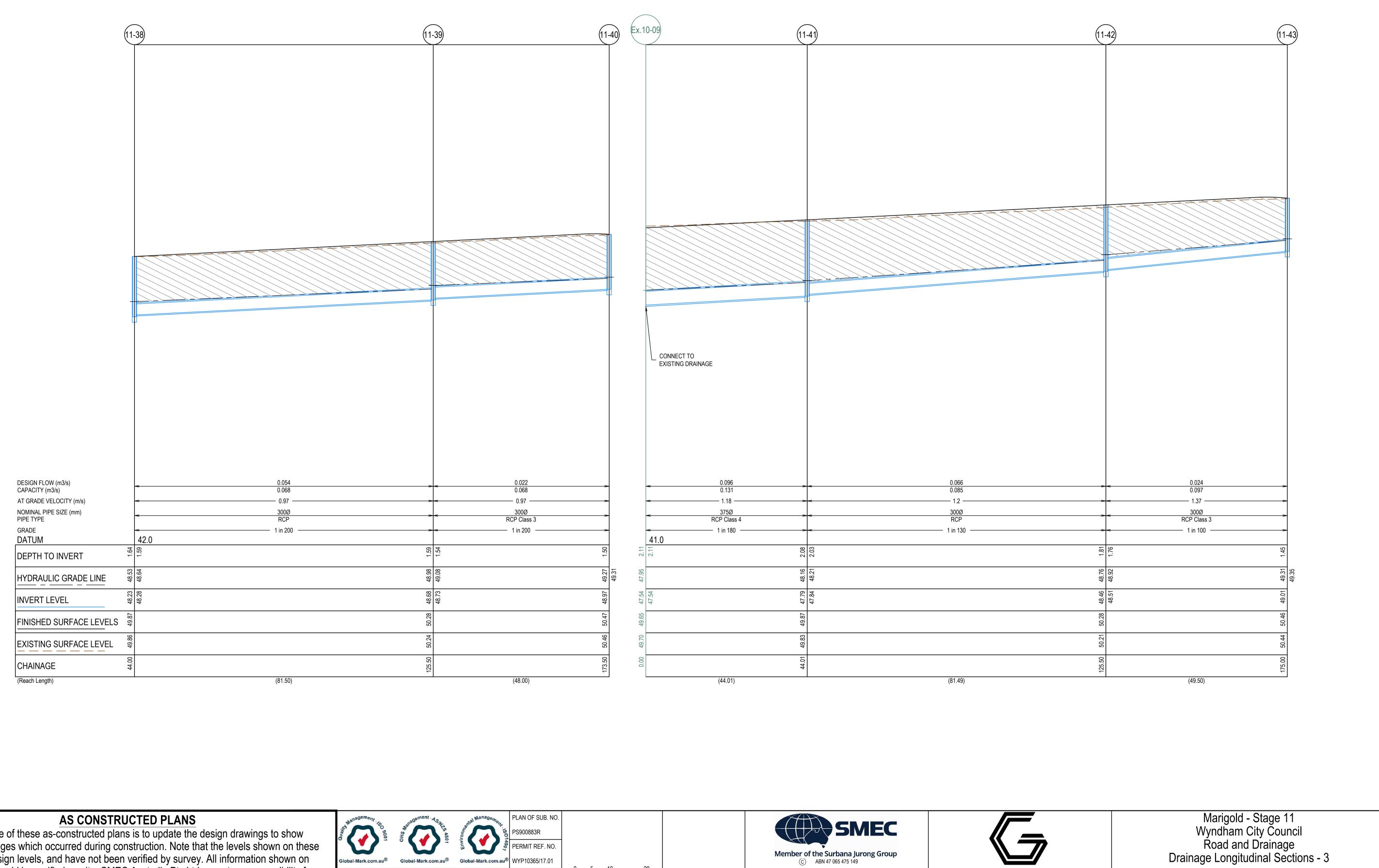
Ph 03 9514 1500	GROWLAND	359 F9	2360E-011-301	22 of 28	1	
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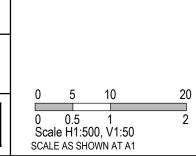
; 7 7		Marigold - Stage 11 Wyndham City Council Road and Drainage							
'		Road and Drainage Drainage Longitudinal Sections - 2							
AND	MELWAYS REF	PROJECT / DRAWING No. 2360E-011-302	SHEET NO. 23 Of 28	REVISION 0					



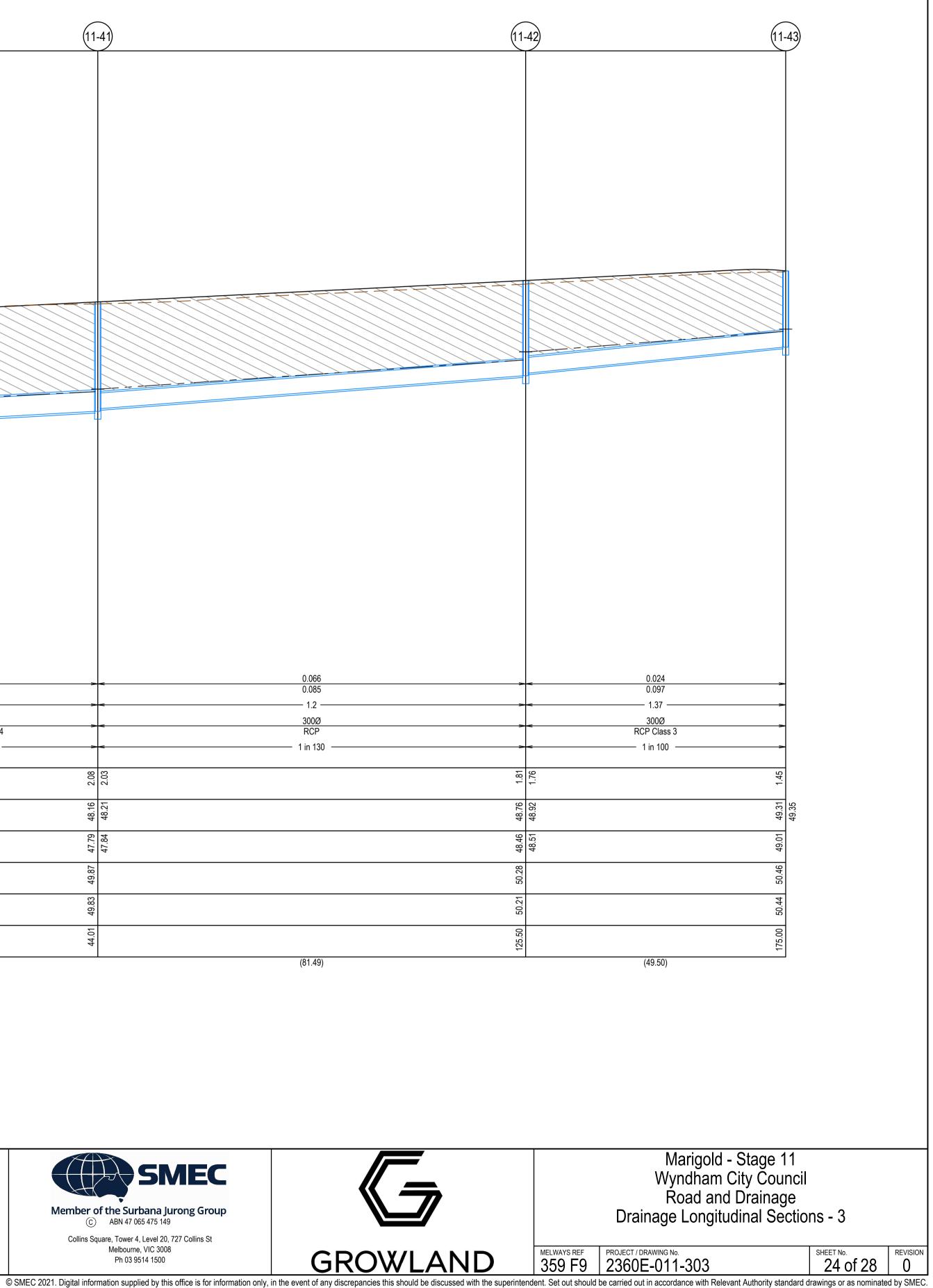
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DWG PATH: V:_Vault\Projects_Urban\2360E-Marigold\2360E-11\Dwgs\2360E-011-303.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:13:41 AM







CRUSHED ROCK BACKFILL
CRB INDICATES CRUSHED ROCK BACKFILL COMPACTED IN ACCORDANCE WITH COUNCIL STANDARDS & SPECIFICATIONS, CLASS 3 UNLESS SPECIFIED OTHERWISE

DRAINAGE PIT NOTES:

ALL PITS WITH A WIDTH (W) GREATER THAN 600 TO BE HAUNCHED WITH A 600x900 RISER AND THE CHAMBER LOCATED BENEATH THE KERB WHERE APPLICABLE.

		PIT SCHEDULE									
REI	STANDARD DRAWING	DEPTH	F.S.L.	LET	OUT	.ET	INL	RNAL	INTEF	ТҮРЕ	PIT NUMBER
	STANDARD DRAWING	DEFIN	F.O.L.	INV R.L. (m)	DIAMETER (mm)	INV R.L. (m)	DIAMETER (mm)	LENGTH (mm)	WIDTH (mm)	IIFE	FIT NOWBER
		1.56	47.00	45.44	750	45.44	750			ENDPIPE	Ex.EP
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UN	EDCM 601	1.68	47.28	45.60	750	45.65	750	900	1050	JUNCTION PIT	Ex.11-01
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UN	EDCM 601	1.91	47.71	45.79	750	45.84	750	900	1200	JUNCTION PIT	Ex.11-02
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UN	EDCM 601	2.18	48.11	45.93	750	45.98	750	900	1050	SIDE ENTRY PIT	Ex.11-03
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UN	EDCM 601	2.35	48.46	46.12	750	46.17	750	900	1050	SIDE ENTRY PIT	11-04
						46.57	300				
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UN	EDCM 601	2.46	48.70	46.24	750	46.29	750	900	1050	SIDE ENTRY PIT	11-05
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UN	EDCM 601	2.19	48.57	46.38	750	46.43	600	900	1050	JUNCTION PIT	11-06
						46.53	450				
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UN	EDCM 601	2.19	48.70	46.49	600	46.54	600	900	1200	JUNCTION PIT	11-07
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UN	EDCM 601	2.18	48.78	46.60	600	46.65	600	900	900	JUNCTION PIT	11-08
						46.75	300				
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UN	EDCM 601	1.96	48.77	46.82	450	46.87	450	900	900	DOUBLE SIDE ENTRY PIT	11-09
PROVIDE P	EDCM 601	1.90	48.79	46.89	450	46.94	450	900	600	DOUBLE SIDE ENTRY PIT	11-10
	EDCM 601	2.18	49.43	47.25	450	47.32	375	900	600	SIDE ENTRY PIT	11-11
						47.32	300				
	EDCM 601	2.02	50.19	48.17	375	48.25	300	900	600	SIDE ENTRY PIT	11-12
						48.26	300				
	EDCM 601	1.58	50.34	48.76	300			900	600	JUNCTION PIT	11-13
	EDCM 601	2.19	48.82	46.62	300	46.67	300	900	600	SIDE ENTRY PIT	11-14
	EDCM 601	2.06	48.81	46.76	300			900	600	SIDE ENTRY PIT	11-15
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UNDER KERB. R	EDCM 601	1.94	48.55	46.61	450	46.66	450	900	750	DOUBLE SIDE ENTRY PIT	11-16
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UNDER KERB. R	EDCM 601	1.92	48.62	46.70	450	46.75	450	900	750	DOUBLE SIDE ENTRY PIT	11-17
	EDCM 601	1.85	48.68	46.82	450	46.90	375	900	600	SIDE ENTRY PIT	11-18
						46.97	300				
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UN	EDCM 601	1.77	48.73	46.96	375	47.01	375	900	900	JUNCTION PIT	11-19
PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UN	EDCM 601	1.73	48.80	47.07	375	47.12	375	900	900	JUNCTION PIT	11-20
	EDCM 601	1.69	48.88	47.19	375	47.24	375	900	600	SIDE ENTRY PIT	11-21
						47.27	300				
	EDCM 601	1.70	49.34	47.64	375	47.71	300	900	600	SIDE ENTRY PIT	11-22
						47.71	300				
	EDCM 601	1.55	50.06	48.51	300			900	600	JUNCTION PIT	11-23
CONSTRUCT PIT COVER WITH 1 IN	EDCM 601	1.95	48.98	47.04	300	47.09	300	900	600	JUNCTION PIT	11-24
	EDCM 601	1.94	49.22	47.28	300	47.33	300	900	600	JUNCTION PIT	11-25
	EDCM 601	1.45	49.91	48.47	300	48.52	300	900	600	JUNCTION PIT	11-26
	EDCM 601	1.49	50.25	48.76	300	48.83	225	900	600	JUNCTION PIT	11-27
	EDCM 601	1.03	50.47	49.44	225			900	600	JUNCTION PIT	11-28
	EDCM 601	1.51	48.84	47.32	300			900	600	SIDE ENTRY PIT	11-29
	EDCM 601	1.53	49.30	47.77	300			900	600	SIDE ENTRY PIT	11-30
	EDCM 601	1.96	48.79	46.83	300			900	600	SIDE ENTRY PIT	11-31
	EDCM 601	2.02	49.43	47.41	300			900	600	SIDE ENTRY PIT	11-32
	EDCM 601	1.85	50.19	48.34	300			900	600	SIDE ENTRY PIT	11-33
	EDCM 601	1.65	49.87	48.23	300	48.28	300	900	600	SIDE ENTRY PIT	11-38
	EDCM 601	1.60	50.28	48.68	300	48.73	300	900	600	SIDE ENTRY PIT	11-39
	EDCM 601	1.50	50.47	48.97	300			900	600	JUNCTION PIT	11-40
	EDCM 601	2.08	49.87	47.79	375	47.84	300	900	600	SIDE ENTRY PIT	11-41
	EDCM 601	1.81	50.28	48.46	300	48.51	300	900	600	SIDE ENTRY PIT	11-42
	EDCM 601	1.45	50.46	49.01	300			900	600	JUNCTION PIT	11-43

AS CONSTRUCTED PLANS

The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site. SMEC Australia Pty Ltd accept no responsibility for loss or damages resulting from the inappropriate usage of these plans.

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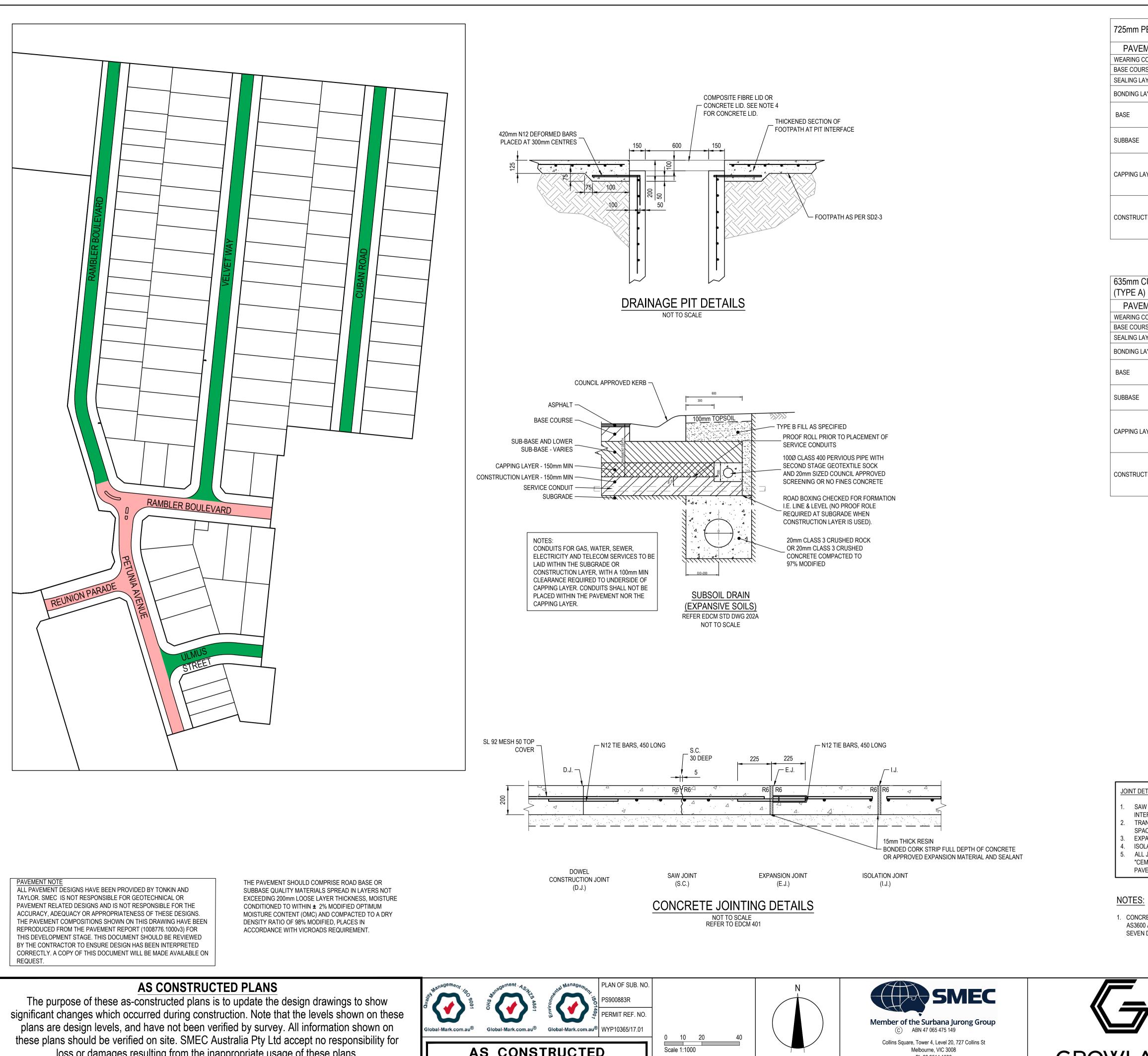
SCALE AS SHOWN AT A1

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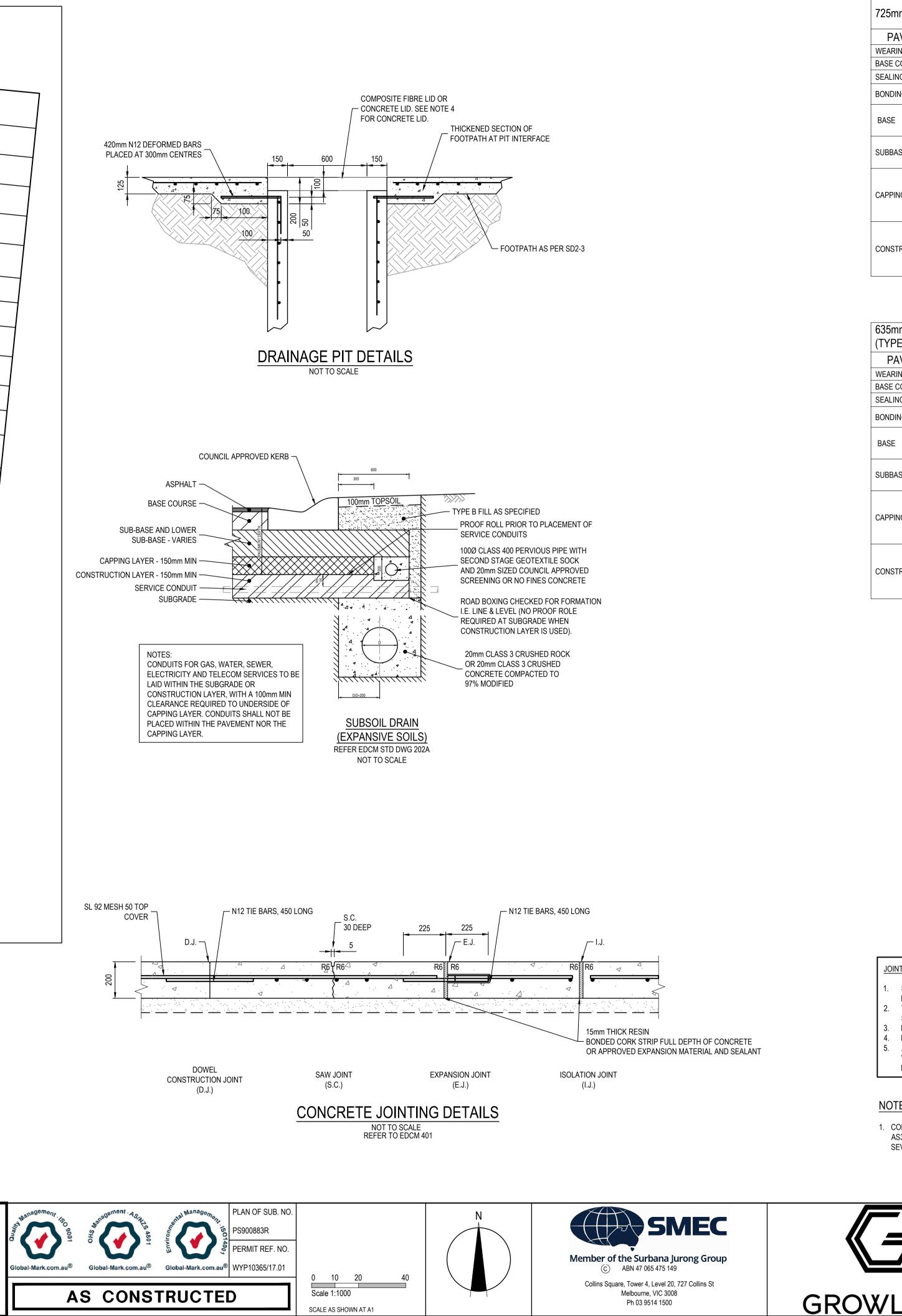


CRUSHED ROCK BACKFILL CRB INDICATES CRUSHED ROCK BACKFILL COMPACTED IN ACCORDANCE WITH COUNCIL STANDARDS & SPECIFICATIONS, CLASS 3 UNLESS SPECIFIED OTHERWISE

REMARKS					
MBER UNDER KERB. REFER TO MBER UNDER KERB. REFER TO					
MBER UNDER KERB. REFER TO					
MBER UNDER KERB. REFER TO	SHEET 421 - G	ENERAL DETAILS FOR P	IT DETAILS		
MBER UNDER KERB. REFER TO					
MBER UNDER KERB. REFER TO			_		
MBER UNDER KERB. REFER TO	SHEET 421 - G	ENERAL DETAILS FOR P	IT DETAILS		
MBER UNDER KERB. REFER TO	SHEET 421 - C	ENERAL DETAILS FOR P	IT DETAILS		
MBER UNDER KERB. REFER TO	SHEET 421 - G	ENERAL DETAILS FOR P	IT DETAILS		
ROVIDE PIT DEFLECTOR					
R KERB. REFER TO SHEET 421 - (R KERB. REFER TO SHEET 421 - (
MBER UNDER KERB. REFER TO	SHEET 421 - G	ENERAL DETAILS FOR P	IT DETAILS		
MBER UNDER KERB. REFER TO	SHEET 421 - C	ENERAL DETAILS FOR P	IT DETAILS		
VITH 1 IN 10 SLOPE TOWARDS	THE FOOTPAT	Н			
		Marigo	old - Stage 11		
			m City Council		
			and Drainage Schedule		
	MELWAYS REF	PROJECT / DRAWING No.		SHEET No.	REVISION
WLAND	359 F9	2360E-011-351		25 of 28	1 REVISION



loss or damages resulting from the inappropriate usage of these plans.



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AVEMENT LAYER	LAYER THICKNESS (mm)	MATERIAL
RING COURSE	40	SIZE 14 TYPE N ASPHALT, CLASS 320 BINDER
COURSE	40	SIZE 14 TYPE HP ASPHALT, CLASS A10E BINDER
NG LAYER	10	SIZE 10 SAMI TREATEMENT
ING LAYER		PRIME COAT IF NOT SUBJECTED TO TRAFFIC OTHERWISE PRIMER SEAL
	110	SIZE 20 CLASS 2 FCR, COMPACTED DEPTH. COMPACTED TO A MINIMUM CHARACTERISTIC DENSITY RATIO OF 98% (MODIFIED) MAXIMUM DRY DENSITY AS1289,5.2.1
ASE	225	SIZE 20 CLASS 3 FCR, COMPACTED DEPTH. (PLACED IN TWO EQUI-THICK LAYERS) COMPACTED TO A MINIMUM DENSITY RATIO OF 97% (MODIFIED) MAXIMUM DRY DENSITY AS1289, 5.2.1
ING LAYER	150	TYPE A CAPPING LAYER MATERIAL (MIN CBR 8%, SWELL ≤ 1.5%, PERMEABILITY ≤ 5x10 ⁻⁹ m/s) COMPACTED TO A MINIMUM DENSITY CHARACTERISTIC DENSITY RATIO OF 98% (STANDARD) MAXIMUM DRY DENSITY AS1289, 5.1.1
TRUCTION LAYER	150	TYPE A CAPPING LAYER FILL MATERIAL (MIN CBR 8%, SWELL ≤ 1.5%, PERMEABILITY 5x10 ⁻⁹ m/s) COMPACTED TO A MINIMUM CHARACTERISTIC DENSITY RATIO OF 98% STANDARD MAXIMUM DRY DENSITY AS1289,5.1.1

635mm CUBAN RD, ULMUS ST, VELVET WAY AND RAMBLER BLVD (NORTH-SOUTH) COMPOSITION

AVEMENT LAYER	LAYER THICKNESS (mm)	MATERIAL
RING COURSE	30	SIZE 10 TYPE N ASPHALT, CLASS 320 BINDER
COURSE	30	SIZE 10 TYPE N ASPHALT, CLASS 320 BINDER
NG LAYER	10	SIZE 10 SAMI TREATEMENT
ING LAYER		PRIME COAT IF NOT SUBJECTED TO TRAFFIC OTHERWISE PRIMER SEAL
	130	SIZE 20 CLASS 2 FCR, COMPACTED DEPTH. COMPACTED TO A MINIMUM CHARACTERISTIC DENSITY RATIO OF 98% (MODIFIED) MAXIMUM DRY DENSITY AS1289, 5.2.1
ASE	135	SIZE 20 CLASS 3 FCR, COMPACTED DEPTH. COMPACTED TO A MINIMUM DENSITY RATIO OF 97% (MODIFIED) MAXIMUM DRY DENSITY AS1289, 5.2.1
ING LAYER	150	TYPE A CAPPING LAYER MATERIAL (MIN CBR 8%, SWELL \leq 1.5%, PERMEABILITY \leq 5x10 ⁻⁹ m/s) COMPACTED TO A MINIMUM DENSITY CHARACTERISTIC DENSITY RATIO OF 98% (STANDARD) MAXIMUM DRY DENSITY AS1289, 5.1.1
TRUCTION LAYER	150	TYPE A FILL CAPPING LAYER MATERIAL (MIN CBR 8%, SWELL ≤ 1.5%, PERMEABILITY 5x10 ⁻⁹ m/s) COMPACTED TO A MINIMUM CHARACTERISTIC DENSITY RATIO OF 98% STANDARD MAXIMUM DRY DENSITY AS1289, 5.1.1
	1	1

JOINT DETAIL NOTES:

SAW JOINTS ARE TO BE PLACED AT A MAXIMUM 5m SPACING AT INTERSECTIONS AND CONSTRUCTED 18-24 HOURS AFTER POURING. TRANSVERSE/CONTRACTION JOINTS ARE TO BE PLACED AT A MAXIMUM SPACING OF 12m.

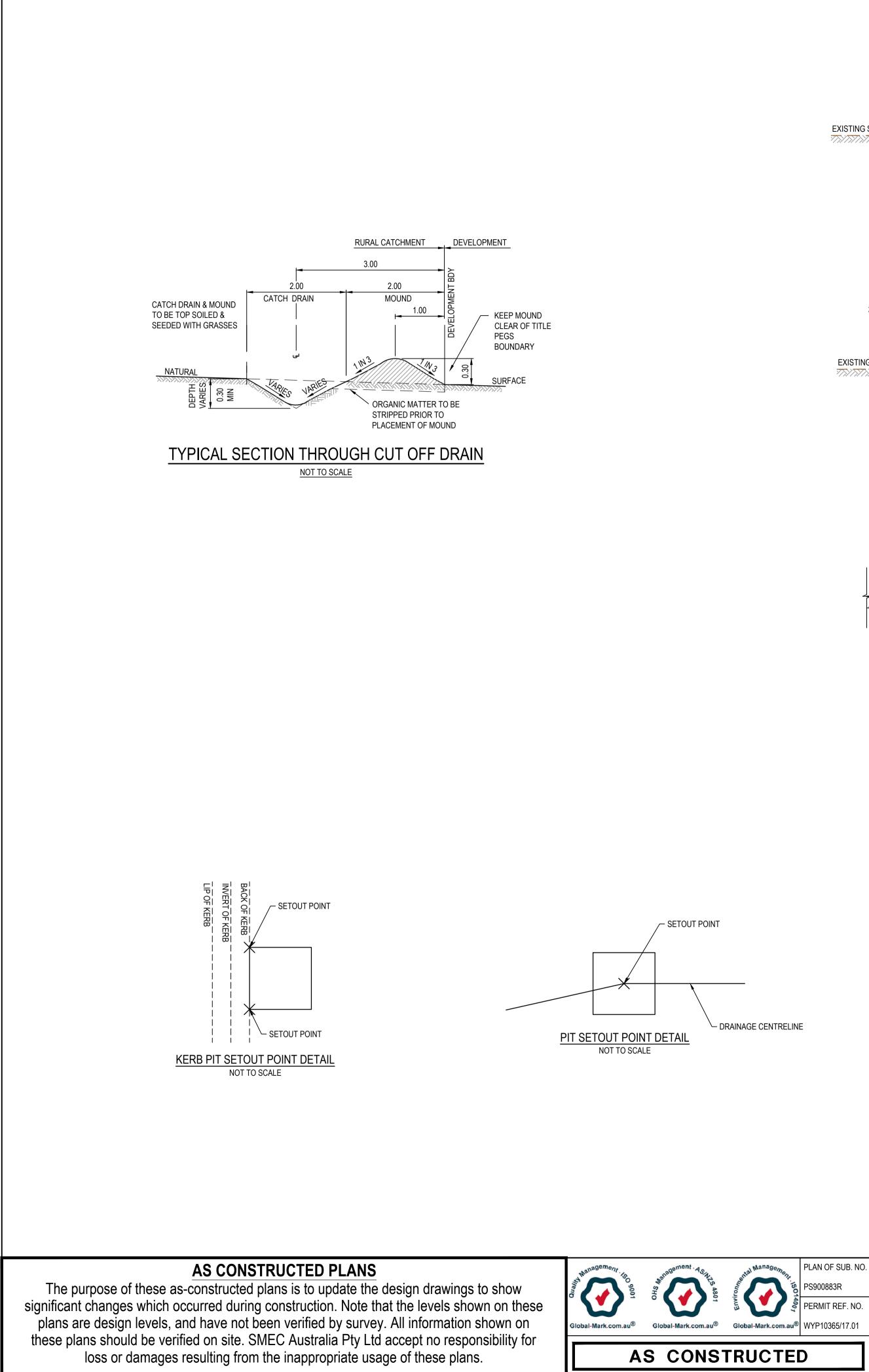
EXPANSION JOINTS ARE TO BE PLACED AT A SPACING OF 12m.

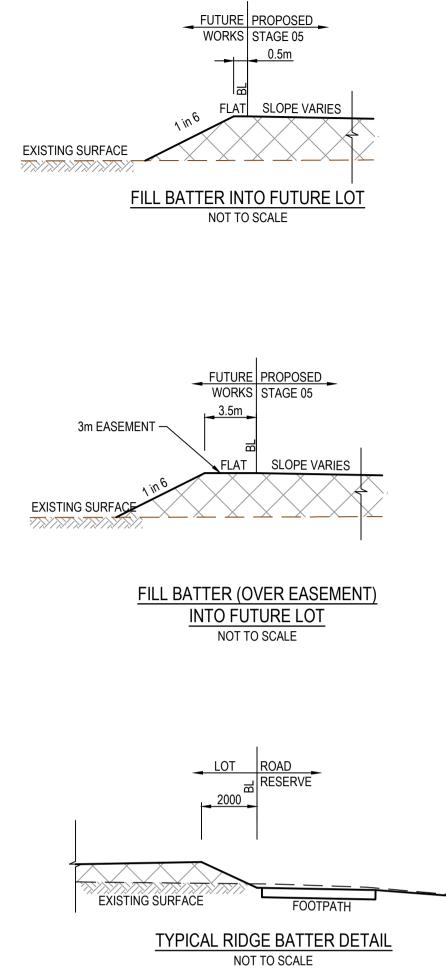
ISOLATION JOINTS ARE TO BE PLACED AROUND PITS. ALL JOINTS SHALL BE LOCATED AND SPACED IN ACCORDANCE WITH

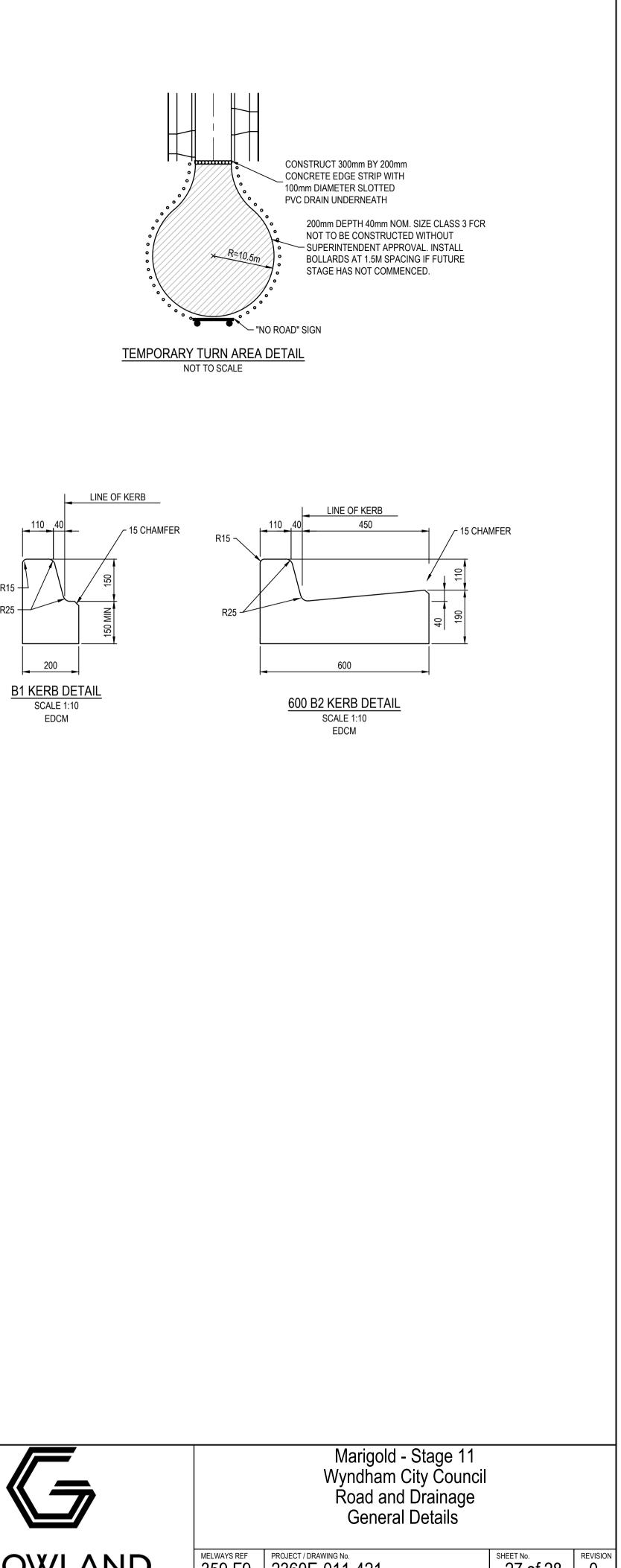
"CEMENT AND CONCRETE ASSOCIATION OF AUSTRALIA - CONCRETE PAVEMENT DESIGN FOR RESIDENTIAL STREETS 1997".

1. CONCRETE SHALL BE CURED IN ACCORDANCE WITH AS3600 AND NOT TO BE TRAFFICKED UNTIL AT LEAST SEVEN DAYS AFTER POURING.

-	Marigold - Stage 11						
		Wyndham City Council					
77		Road and Drainage					
4	Pavement Details						
—							
			SHEET No.	REVISIO			
	359 F9	2360E-011-411	26 of 28	0			

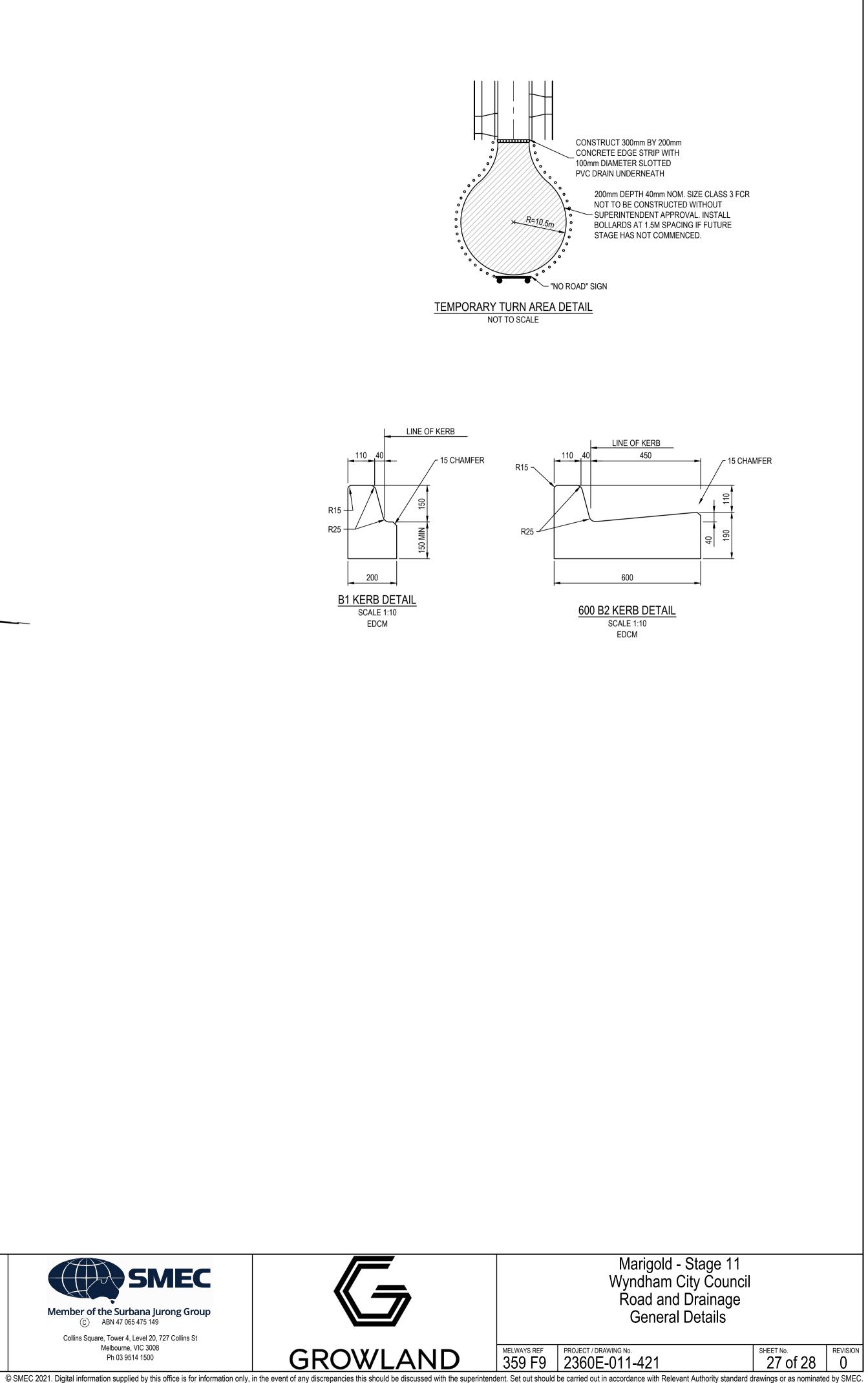








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SCALE AS SHOWN AT A1

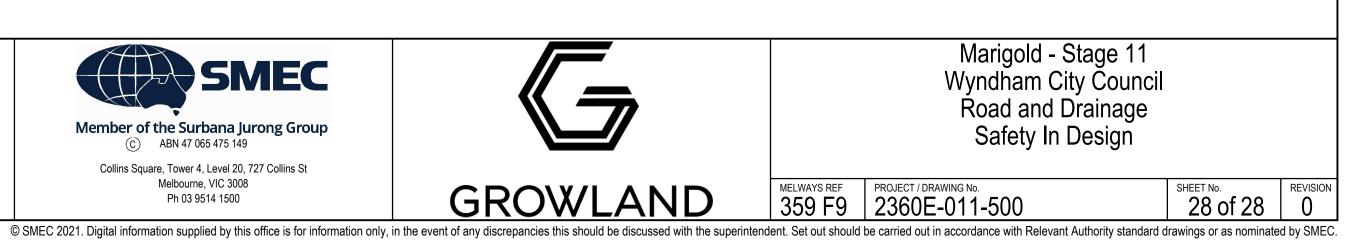
PHASE	DISC	CIPLINE CODE		TENTIAL RISK Operations, Maintenance)	RISK OWNER	POTENTIAL CONSEQUENCES	POTENTIAL ELIMINATION MEASURE, DESIGN INITIATIVE or CONTROL (Identify any Standard or Code of practice used)	HOW ISSUE ADDRESED IN DESIGN AND/OR CONSTRUCTION OF THE WORKS	IS THE RISK ELIMINATED? YES / NO	RESIDUAL RISK LIKELIHOOD (0-5)	RESIDUAL RISK CONSEQUENCE (0-5)	<u>RESIDUAL</u> <u>RISK</u> <u>RATING</u>	RESIDUAL RISK OWNER
Road Furniture / Roadside Features													
Construction	RD	Roads	Construction close to live traffic	New works will be constructed adjacent to live traffic when abutting existing stages.	Contractor	Disruptions to live traffic, construction incident involving live traffic.	Provide safe temporary traffic control (TCP)	TCP provided within contract	Ν	5	3	15	Constructor
Construction	US	Utilities or Services	Utilities become a hazard within clear zones	Vehicle conflict with utility / pit	Contractor	Personal injury, vehicle damage	Sequence works and protect with temp barrier or traffic control (TCP)	TCP provided within contract	Ν	1	5	5	Constructor
Operational	RD	Roads	Sight Lines	Inadequate drivers response time.	Road Authority	Increased potential for accidents	Ensure design complies with relevant standard. Undertake thorough Safety Audit	Vis lines checked and discussed with approval authority as part of design approval process	Ν	1	4	4	Road Authority
Operational	LS	Lines and Signs	Signs and street lights	Potential for drivers / riders to strike signs and street lights	Road Authority	Increased potential for accidents	Ensure design complies with relevant standard. Undertake thorough Safety Audit	Refer to appropriate standard for sign and lighting offsets	Ν	1	4	4	Road Authority
Operational	RF	Road Furniture	Headwalls	Potential vehicle conflict within clear zone	Road Authority	Increased potential for accidents	Establish adequate clear zone provision	Adequate barrier provided as per appropriate standard where within clear zone. Culvert headwall selection in accordance with authority standard	Ν	2	4	8	Road Authority
Operational	RD	Roads	Culverts	Potential fall hazard during maintenance, by vechicles and pedestrians	Relevant Authority	Falling from a height	Barriers to be provided in accordance with road standards	Barriers to be provided and safe batter slopes (>1:3)	Ν	2	5	10	Constructor
Drainage													
Operational	DR	Drainage	Grated Pits	Trip/fall hazard with large spaced grate	Relevant Authority	Increased potential for accidents	Provide pedestrian/bicycle friendly grates where applicable. Refer to pit schedule	Design in accordance with authority and manufacturers standards	Ν	3	2	6	Authority
Operational	DR	Drainage	Non Standard Large Pits	Potential for pit failure	Relevant Authority	Increased risk to maintenance crews/ vehicles	Structural design in accordance with relevant design principles.	Refer to structural drawings and calculations	Ν	1	4	4	Authority
Maintenance	DR	Drainage	Access to Pits	Lack of safe access for maintenance	Relevant Authority	Increased risk to maintenance crews	Provide safe working conditions for maintenance. Provide safe landing/ access arrangements as per relevant authority standards	Where possible design pit in location for easy access and outside of permanent water bodies	Ν	2	5	10	Authority
Maintenance	DR	Drainage	Deep Pits	Lack of safe entry for maintenance	Relevant Authority	Increased potential for accidents	Contractor to be certified for work in confined spaces, step irons to be provided to appropriate authority standards. Refer to pit schedule	Design in accordance with authority standards	Ν	1	5	5	Authority
Maintenance	DR	Drainage	Access to drains / culverts	Lack of safe access for maintenance	Relevant Authority	Increased risk to maintenance crews	Provide safe working conditions for maintenance. Access as approved by authority	Design pit in location for easy access as agreed with authority	Ν	2	3	6	
Sewer													
Maintenance	SE	Sewer	Deep Manholes	Lack of safe entry for maintenance	Relevant Authority	Increased potential for accidents	Contractor to be certified for work in confined spaces, landings and step access provided as per authority standards and schedule	Design in accordance with authority standards. Refer pit schedule on drawings	Ν	1	5	5	Authority
Maintenance	SE	Sewer	Access to Manholes	Lack of safe access for maintenance	Relevant Authority	Increased risk to maintenance crews	Provide safe working conditions for maintenance. Manholes located in compliance with authority standards	Where possible design manhole in location for easy access	Ν	1	5	5	Authority
Electricity													
Operational	ES	Electrical Services	Electrical Design	Location of assets within clear zones e.g pits/ substations	Relevant Authority	Increased potential for accidents	Electrical designed by sub consultant with appropriate accreditation and in accordance with authority standards	Pits designed below ground. Where above ground adequate offset from vehicle clear zones has been provided or barrier protection provided	Ν	2	3	6	Authority
Telstra													
Operational	TE	Telstra	Telstra Design	Location of assets within clear zones e.g pits	Relevant Authority	Increased potential for accidents	Telecommunications designed by authority consultant with appropriate accreditation and in accordance with authority standards	Pits designed below ground. Where above ground adequate offset from vehicle clear zones has been provided or barrier protection provided	Ν	2	3	6	Authority
Water													
	WA	Water	Water Design	Location of assets within clear zones e.g pits/ substations	Relevant Authority	Increased potential for accidents	Water pits designed in accordance with authority standards	Pits designed below ground. Where above ground adequate offset from vehicle clear zones has been provided or barrier protection provided	Ν	2	3	6	Authority
Gas													
Operational	GA	Gas	Gas Design	Location of assets within clear zones e.g pits/ substations	Relevant Authority	Increased potential for accidents	Water pits designed in accordance with authority standards	Pits designed below ground. Where above ground adequate offset from vehicle clear zones has been provided or barrier protection provided	Ν	1	1	1	Authority



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