

Drawing Index



0.05m

1.5m

2.95m

F/PATH NATURE STRIP

SID P4.E6. 2360E-011-500 ASSESS THE RISK - STAY SAFE

WARNING

BEWARE OF UNDERGROUND SERVICES he 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. ocate all underground services before commencement of works DIAL 1100 BEFORE YOU DIG www.**1100**.com.au

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.



0.05m

1 5m

DWG PATH: V:\ Vault\Projects Urban\2360E-Marigold\2360E-12\DWG\2360E-012-101.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:34:52 AM

Marigold Stage 12



KRANZ ROAD



16m ROAD RESERVE CRICKET CIRCUIT (WEST)

LEGISLATION. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL SHORING, PLANKING AND STRUTTING, 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 COMPLY WITH THE SAFETY REQUIREMENTS OF THE MINES ACT, GENERAL REGULATIONS AND STATUTORY 3.1. 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. 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. 6. 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. 7. 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. 8. CONDUIT LOCATIONS ARE SUBJECT TO AMENDMENT AND CONDUITS SHALL NOT BE LAID UNTIL WRITTEN APPROVA 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. 9. 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. 21. ALL HOUSE DRAIN CONNECTIONS ARE TO BE LOCATED AT 6m FROM THE DRIVEWAY SIDE BOUNDARY U.NO. 22. 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 26. ALL FOOTPATHS AND SHARED PEDESTRIAN/BICYCLE PATHS ARE TO BE CONSTRUCTED AS PER CITY OF WYNDHAM SPECIFICATIONS AND MPA STANDARD DRAWINGS EDCM 401 TO 403. 27. ALL EXOTIC (NON NATIVE) TREES AND SHRUBS, INCLUDING DEAD TREES, NOT SHOWN ON THE DRAWINGS BUT OCATED WITHIN THE WORKS ARE TO BE REMOVED AND DISPOSED OFFSITE. 28. INSTALL BLUE RAISED REFLECTIVE PAVEMENT MARKER (BRRPM) ON ROAD CENTRELINE AND "GROUND BALL ARKER POST TO INDICATE LOCATION OF FIREPLUG. 29. 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 - ENVIRONMENTA GUIDELINES FOR MAJOR CONSTRUCTION SITES 30. UPON COMPLETION OF CONSTRUCTION THE WHOLE SITE SHALL BE CLEANED UP, GRADED AND ALL RUBBISH EMOVED. THE SITE IS TO BE LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT 31. EXISTING PAVEMENT OR DRAINAGE WORKS DAMAGED DURING CONSTRUCTION OR THE MAINTENANCE PERIOD TO BE REINSTATED TO THE SATISFACTION OF THE COUNCIL ENGINEER. 32. 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 2. ~-----Marigold - Stage 12 Wyndham City Council Road and Drainage Locality Plan, Typical Cross Sections & General Notes MELWAYS REF PROJECT / DRAWING No. SHEET No. REVISION 2360E-012-101 359 F9 01 of 18

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

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



ROAD LAYOUT TABLE												
ROAD NAME			ROAD WIDTH (m)		KERB	TYPE	VERGE WIDTH (m)					
		LIP TO LIP	INV TO INV	BACK TO BACK	NTH/WEST	STH/EAST	NTH/WEST	STH/EAST				
MABER STREET	16.00	6.40	7.30	7.60	600 B2	600 B2	4.35	4.05				
KRANZ ROAD	16.00	6.40	7.30	7.60	600 B2	600 B2	4.05	4.35				
CRICKET CIRCUIT (WEST)	16.00	6.40	7.30	7.60	600 B2	600 B2	4.35	4.05				
CRICKET CIRCUIT (EAST)	14.00	5.60	6.50	6.80	600 B2	600 B2	4.35	2.85				
CRICKET CIRCUIT (NORTH)	14.00	5.60	6.50	6.80	600 B2	600 B2	2.85	4.35				
		•	•									
SERVICES OFFSET TABLE												

ROAD NAME	GAS	RECYCLED WATER	WATER	ELECTRICITY	TELECOM							
	OFFSET (m)	OFFSET (m)	OFFSET (m)	OFFSET (m)	OFFSET (m)							
MABER STREET	2.10 W	2.60 W	3.10 W	2.60 E	1.85 E							
KRANZ ROAD	2.10 S	2.60 S	3.10 S	2.60 N	1.85 N							
CRICKET CIRCUIT (WEST)	2.10 W	2.60 W	3.10 W	2.60 E	1.85 E							
CRICKET CIRCUIT (EAST)	2.10 W	2.60 W	3.10 W	1.575 E	1.225 E							
CRICKET CIRCUIT (NORTH)	2.10 S	2.60 S	3.10 S	1.575 N	1.225 N							



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	E & EXISTING SERVICE LOCATIONS ARE SHOWN INDICATIVELY
	STORMWATER DRAIN, PIT
	SEWER & MAINTENANCE STRUCTURES
н	HOUSE DRAIN
—— Е ——	ELECTRICITY (U.GROUND)
0/H	ELECTRICITY (O.HEAD)
G	GAS
T	TELSTRA
0	
W	
Ag	AG DRAIN
	SERVICE CONDUITS
	TACTILE PAVERS
	EXISTING STORMWATER DRAIN
	EXISTING MAIN DRAIN
>>	EXISTING SWALE DRAIN
Ө — Ех S ——	EXISTING SEWER & MAINTENANCE
—————H	EXISTING HOUSE DRAIN
——Ex E ——	EXISTING ELECTRICITY (UNDER GROUND)
0/H E	EXISTING ELECTRICITY OVERHEAD
——————————————————————————————————————	EXISTING GAS
——Ex T ——	EXISTING TELSTRA
——Ex 0 ——	
——Ex W ——	
——Ex RW ——	
Ex.Ay	
>>	FUTURE SWALE DRAIN
G-FUT S	FUTURE SEWER & MAINTENANCE
	FUTURE FLECTRICITY (UNDER GROUND)
-Fut0/H E	FUTURE ELECTRICITY OVERHEAD
——Fut G ——	FUTURE GAS
—-Fut T	FUTURE TELSTRA
——Fut 0 ——	FUTURE OPTIC FIBRE
Fut W	FUTURE WATER
—Fut RW —	
	ZERO LOT LINES
141.34	EXISTING SURFACE LEVEL
FS140.35	FINISHED BUILDING LINE LEVEL
FR157.40	FINISHED RIDGE LINE LEVEL
CH270.00	CHAINAGE
	STRUCTURAL FILL > 200mm DEEP
	EXISTING STRUCTURAL
	FILL > 200mm DEEP
	FILL > 200mm DEEP CUT > 200mm DEEP
	FILL > 200mm DEEP CUT > 200mm DEEP DIRECTION OF FALL
	FILL > 200mm DEEP CUT > 200mm DEEP DIRECTION OF FALL OVERLAND FLOW
	FILL > 200mm DEEP CUT > 200mm DEEP DIRECTION OF FALL OVERLAND FLOW GRADED IN DIRECTION OF FALL TO LEVEL INDICATED
	FILL > 200mm DEEP CUT > 200mm DEEP DIRECTION OF FALL OVERLAND FLOW GRADED IN DIRECTION OF FALL TO LEVEL INDICATED EDGE STRIP, SUBSOIL DRAIN,
	FILL > 200mm DEEP CUT > 200mm DEEP DIRECTION OF FALL OVERLAND FLOW GRADED IN DIRECTION OF FALL TO LEVEL INDICATED EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER DEDMANENT OUD/EX MADIA
	FILL > 200mm DEEP CUT > 200mm DEEP DIRECTION OF FALL OVERLAND FLOW GRADED IN DIRECTION OF FALL TO LEVEL INDICATED EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER PERMANENT SURVEY MARK TEMPORARY BENCH MARK
	FILL > 200mm DEEP CUT > 200mm DEEP DIRECTION OF FALL OVERLAND FLOW GRADED IN DIRECTION OF FALL TO LEVEL INDICATED EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER PERMANENT SURVEY MARK TEMPORARY BENCH MARK PROPOSED DRIVEWAY & FOOTPATH
	FILL > 200mm DEEP CUT > 200mm DEEP DIRECTION OF FALL OVERLAND FLOW GRADED IN DIRECTION OF FALL TO LEVEL INDICATED EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER PERMANENT SURVEY MARK TEMPORARY BENCH MARK PROPOSED DRIVEWAY & FOOTPATH PROPOSED INDUSTRIAL DRIVEWAY
	FILL > 200mm DEEPCUT > 200mm DEEPDIRECTION OF FALLOVERLAND FLOWGRADED IN DIRECTION OF FALLTO LEVEL INDICATEDEDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIERPERMANENT SURVEY MARKTEMPORARY BENCH MARKPROPOSED DRIVEWAY & FOOTPATHPROPOSED INDUSTRIAL DRIVEWAY
	FILL > 200mm DEEPCUT > 200mm DEEPDIRECTION OF FALLOVERLAND FLOWGRADED IN DIRECTION OF FALLTO LEVEL INDICATEDEDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIERPERMANENT SURVEY MARKTEMPORARY BENCH MARKPROPOSED DRIVEWAY & FOOTPATHPROPOSED INDUSTRIAL DRIVEWAYPROPOSED SHARED FOOTPATH
	FILL > 200mm DEEPCUT > 200mm DEEPDIRECTION OF FALLOVERLAND FLOWGRADED IN DIRECTION OF FALLTO LEVEL INDICATEDEDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIERPERMANENT SURVEY MARKTEMPORARY BENCH MARKPROPOSED DRIVEWAY & FOOTPATHPROPOSED INDUSTRIAL DRIVEWAYPROPOSED SHARED FOOTPATHPROPOSED ROAD PAVINGEXISTING BOAD PAVING
	FILL > 200mm DEEPCUT > 200mm DEEPDIRECTION OF FALLOVERLAND FLOWGRADED IN DIRECTION OF FALLTO LEVEL INDICATEDEDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIERPERMANENT SURVEY MARKTEMPORARY BENCH MARKPROPOSED DRIVEWAY & FOOTPATHPROPOSED INDUSTRIAL DRIVEWAYPROPOSED SHARED FOOTPATHPROPOSED ROAD PAVINGEXISTING ROAD PAVING3m DIAMETER TREE PINCE





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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5 10 Scale 1:500 SCALE AS SHOWN AT A1







RRPM'S AT 6m SPACING. - 100mm WHITE LINE TO EXTEND 5m PAST TP

> RRPM'S AT 6m SPACING. - 100mm WHITE LINE TO EXTEND 5m PAST TP



Marigold - Stage 12 Wyndham City Council Road and Drainage Signage & Linemarking Plan

 MELWAYS REF
 PROJECT / DRAWING No.

 359 F9
 2360E-012-171

SHEET No. REVISION 03 of 18 0 SHEET No.



DWG PATH: V:_Vault\Projects_Urban\2360E-Marigold\2360E-12\DWG\2360E-012-181.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:38:08 AM



LIP LINE A



LIP LINE B



LIP LINE C





Scale 1:200 SCALE AS SHOWN AT A1











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LIP LINE F



LIP LINE I





LEGEND - INTE ALL PROPOSED, FUTUR	ERSECTION DETAIL PLAN & EXISTING SERVICE LOCATIONS ARE SHOWN INDICATIVELY
□= = = =	STORMWATER DRAIN, PIT & PROPERTY INLET
$\Box = = = = =$	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
GWR	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
▲	
X	
	PROPOSED DRIVEWAY & FOOTPATH







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	К1	(K2)		(КЗ)	К4	
HORIZONTAL GEOMETRY		CH6.38 RL50.5	5 7 R=8.60m HC	CH19.04 RL50.65		
VERTICAL GEOMETRY DATUM RL50	< 0.5% ── -	><	0.61%			.5%
DESIGN LEVEL	50.54	50.57	50.59	50.65- 50.65- 50.65-	50.69	50.71
EXISTING SURFACE	50.25	50.28 50.28	50.30	50.31 50.31 50.31	50.30	
NORTHING	5812464.11	5812469.65 5812470.42	5812475.67	5812477.33 5812477.33	5812476.72	
EASTING	296981.49	296982.06 296982.17	296985.48	296991.44 296991.46	296997.77	
CHAINAGE	0.00	5.56 6.35	10.00	19.02 20.00	25.38	30.00
			LIP LINE K			

0 2 4 Scale 1:200 SCALE AS SHOWN AT A1







LEGEND - INTE ALL PROPOSED, FUTUR	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
⊖—Ех S——	EXISTING SEWER & MAINTENANCE STRUCTURES
GWR	EXISTING SERVICE CONDUITS
	EXISTING TACTILE PAVERS
□—Fut D-●-	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
~	TEMPORARY BENCH MARK
	PROPOSED DRIVEWAY & FOOTPATH

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DATUM RL47								<							>						
DESIGN CENTRELINE	50.01	50.05		50.11	50.15	50 18		50.21 50.21 50.22	50.25	50.25	50.31		50.35	20.38	50.40	50.42 50.42	50.45	50 A0	0 1 .00	50.55	50.56
RIGHT LIP OF KERB		49.953		50.021	50.053	000	160.00	50.122 50.122 50.122	50.153 50.153	50.160 50.160 50.161	50.212		50.253 50.253	50.265 50.265 50.266 50.266	50.303 50.303	50.303 50.322	50.353		50.384	 50.453	50.467
		9.953		50.021	0.053	500	1 60.00	0.122 0.122 0.122	0.153	0.160 0.160 0.161	0.212		0.253	0.265 0.265 0.266 0.266	0.303	0.303	0.353		0.384	0.453	0.467
	6	5	-	5	5		2 9	000	5 2 2 2 2 2 2	1000 1000	4 5	1	20	مىمىمە مەمەمە	55	24 00	2	י נ	م 	1 5	2
EXISTING SURFACE	49.4	49.5		49.6	49.6	9.07		49.7 49.7 49.7	49.7 49.7	49.7 49.7	49.7		49./	49.7 49.7 7.64 7.64 7.64	40.04 0.04 0.00	49.0 49.8	49.8		4 20 20	50.0	50.0
CHAINAGE	152.58	160.00		173.63	180.00	187.63		193.78 193.78 193.80	200.00	201.44 201.44 201.67	211.93		220.00	222.45 222.45 222.45 222.57	230.04 230.04	230.06 233.81	240.00	246.24	10.042	 260.00	262.81
	LTP						1	Ч		Ъ				ЧT	đ						





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KRANZ ROAD LONGITUDINAL SECTION





				INTERSECTION WITH KRANZ ROAD
		-0,5 %		CH 509.64
50.34 50.33 50.29	50.28 50.22 50.21	50.19 50.16 50.15	50.09 50.09 50.08	50.01 49.97 49.95 49.95
50.233 50.223 50.185	50.170 50.118 50.108	50.085 50.055 50.045	49.985 49.985 49.975	49.905 49.864 49.846
50.233 50.223 50.185	50.170 50.118 50.108	50.085 50.055 50.045	49.985 49.985 49.975	49.905 49.864 49.846
49.90 49.89 49.86	49.85 49.82 49.81	49.79 49.76 49.75	49.69 49.69 49.68	49.60 49.58 49.58 49.57
430.49 432.49 440.00	442.99 453.49 455.49	460.00 465.99 467.99	479.99 480.00 481.99	496.04 500.00 501.04 506.04 510.00
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		Marigold - Stage 12											
		Wyndham City Council											
7		Road and Drainage Longitudinal Sections - 1											
AND	MELWAYS REF	PROJECT / DRAWING No. 2360E-012-201	SHEET No. 07 of 18	REVISION 0									





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-12\DWG\2360E-012-202.dwg PRINTED BY: MS17237 on 12/09/2023 at 11:41:10 AM

MABER STREET LONGITUDINAL SECTION

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DESIGN SURFACE	+ + 0000 20000	49.97	49.83 49.72	49.83	49.72 49.83	49.95	49.9 9.9
EXISTING SURFACE	49.75 49.75	49.75	49.75	49.74	49.74	49.74	49.74 49.74
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				RTPCH 83.10			
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EXISTING SURFACE	49.68 49.68	49.68	49.68 49.68	49.68	49.68	49.68	49.67 49.67
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CH 107.15

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					CH	132.15				











CH 160.65





CH 208.65

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DATUM49.0 DESIGN SURFACE	50.53 LBL	50.50	50.36	50.25	50.35	
EXISTING SURFACE	 50.37 50.37	50.36	50.36	50.36	50.37	2
OFFSET	-8.15 -8.10	-6.60	-3.80	-3.20	00.0	>
					CH 232	2.33



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









CH 36.35



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.







		1 in 50		<u>1 30 1 in :</u>			
DATUM49.0							
DESIGN SURFACE	50 F	50.14	49.99 49.88	49.99	49.88 49.99	50.13 50.16 50.16	
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	Marigold - Stage 12												
	Wyndham City Council												
		Road and Drainage											
		Cross Sections											
		Kranz Road: Ch 11.80 - Ch 1	33.09										
	MELWAYS REF	PROJECT / DRAWING No. 2360E-012-252	SHEET No. 10 of 18	REVISION 0									
ussed with the superintend	ent. Set out should	be carried out in accordance with Relevant Authority standard d	rawings or as nominate	d by SMEC									

LTPCH 83.80

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CH 110.35

LTPCH 133.09

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

Image: Second State Second							BERM SLOF	ED AT 1 in 10 <u>n</u>		
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AS CONSTRUCTED PLANS The purpose of these as-constructed plans is to update the design drawings to show ificant changes which occurred during construction. Note that the levels shown on these ans are design levels, and have not been verified by survey. All information shown on	XISTING SURFACE	-7.75 49.45 50.20 49.59 6 49.59 -7.70 49.59 -7.70 49.59	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1 in 30 1 in 30 6767 0000 6767 0000 6767 1000 0000	2.80 49.50 49.92 3.40 49.51 50.03 1.40 49.63 3.40 49.63 3.40 49.63 3.40 49.63 1.41 49.63	5.10 49.52 49.86 5.10 49.67 5.10 49.67	8.10 49.57 49.80 49.74 6 8.30 49.59 49.78 79.74 6 8.30 49.72 4 9.30 49.72 4	10.10 49.60 49.48 49.60		
AS CONSTRUCTED PLANS The purpose of these as-constructed plans is to update the design drawings to show ificant changes which occurred during construction. Note that the levels shown on these ans are design levels, and have not been verified by survey. All information shown on	ATUM49.0 ESIGN SURFACE KISTING SURFACE FFSET	-7.75 -7.75 49.45 50.20 49.59 -7.70 49.59 -7.70 49.59	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1 in 30 1 i	CH 173.60 3.40 0.07 0.07 0.07 0.07 0.03 0.07 0.03 0	5.10 49.52 49.86 5.10 49.52 49.86	8.10 49.57 49.80 0 8.10 49.74 6 8.30 49.72	10.10 49.60 49.48		
AS CONSTRUCTED PLANS The purpose of these as-constructed plans is to update the design drawings to show ificant changes which occurred during construction. Note that the levels shown on these ans are design levels, and have not been verified by survey. All information shown on	ATUM49.0 ESIGN SURFACE KISTING SURFACE FFSET	-7.75 -7.70 49.45 50.20 -7.70 49.59 -7.70 -7.70 49.59	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1 in 30 1 i	CH 173.63 3.40 4.62 3.40 4.62 4	5.10 49.52 49.86 2.10 49.67 2.10	8.10 49.57 49.80 0 8.10 49.74 49.78 8.30 49.72 4 49.72 4	10.10 49.60 49.48 49.60 10.10 49.60		
AS CONSTRUCTED PLANS The purpose of these as-constructed plans is to update the design drawings to show ificant changes which occurred during construction. Note that the levels shown on these ans are design levels, and have not been verified by survey. All information shown on	XISTING SURFACE	-7.75 -7.75 49.45 50.20 -7.70 49.59 -7.70 49.59 -7.70 49.59	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1 in 30 1 in 30 1 in 30 1 in 30 67:67 0:00 1 in 30 1 in 30	CH 173.63 3. 43 5. 69 67 68 68 68 68 68 68 68 68 68 68	5.10 49.52 49.86 0 49.67	8.10 49.57 49.80 0 8.10 49.74 49.74 49.78 49.78 49.78 49.78 49.78 49.78 49.78 49.78 49.72 49.77 49.72 49.77 49.72 49.77 49.72 49.77 49.77 49.72 49.77 49.72 49.77 49.72 49.77 49.72 49.77 49.72 49.77	10.10 49.60 49.48		
ans are design levels, and have not been verified by survey. All information shown on	EXISTING SURFACE		$-6.20 49.46 50.17 \\ -6.20 49.46 50.17 \\ -6.20 49.47 50.03 \\ -3.40 49.47 50.03 \\ -2.80 49.47 50.03 \\ -2.80 49.47 49.92 \\ -2.80 49.47 49.92 \\ -2.80 49.47 49.92 \\ -2.80 49.47 49.92 \\ -2.80 49.47 50.03 \\ -2.80 49.47 50.03 \\ -2.80 49.47 \\ -2.80 40.47 \\ -2.80 40.47 \\ -2.8$	1 in 30 1 in 30 1 in 30 1 in 30 000 0 1 in 30 1 in	CH 173.63 3.40 43.20	2:10 48.67	8.10 49.57 49.80 0 8.10 49.74 5 8.30 49.72 4 9.72 4 49.72 4 49.72 4 49.72 4 49.72 4 49.72 4 49.72 4 4 4 49.72 4 4 4 49.72 4 4 4 49.72 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	10.10 49.60 49.48		
	XISTING SURFACE	1 in 50 967 97.7- 9668 97.7- 97.70 9668 97.7- 97.70 97.7- 97.70 97.7- 97.70 97.7- 97.70 97.7- 97.70 97.7- 97	ED PLANS o update the design	000 1 in 30 1 in 30 1 in 30 1 in 30 000 000 000 000 000 000 000	CH 173.63 07.07	2:10 40.00 2:10 40.00 2:10 40.00 2:10 40.00	8:10 49:57 49:80 0 49:74 6 8:30 49:72 49:78 8:30 49:72 49:78 8:30 49:72 4:0	10.10 49.60 49.48	PLAN OF SUB. NO. PS847495U	

		1 in :	50 <u>1 in 20</u>			1 in 30 1 in 30		1 in 10 1 in 50		1 in 6 M/	<u>x</u>	
DATUM49.0												
DESIGN SURFACE	-	50.86 50.85	50.82	50.68	50.57	50.67	50.57	50.68	50.45	50.43	50.13	
EXISTING SURFACE	-	50.16 50.16	50.17	50.18	50.18	50.18	50.21	50.23 50.26	50.32	50.33	50.33	
OFFSET		-7.75 -7.70	-6.20	-3.40	-2.80	00.0	2.80	3.40 5.10	8.10	8.30	10.10	

	 1 in 50) <u>1 in 20</u>		1 in 30	1 in 30		<u>1 in 10</u> 1 in 5	50		in 6 MAX	
DATUM49.0 DESIGN SURFACE	50.75	50.72	50.58	50.47	50.56	50.47 50.58	50.41	50.35	50.33	50.03	
EXISTING SURFACE	50.04 50.04	50.04	50.06	50.06	50.07	50.09 50.09	50.10	50.13	50.14	50.15	
OFFSET	-7.75 -7.70	-6.20	-3.40	-2.80	0.00	2.80 3.40	5.10	8.10	8.30	10.10	

		50	1 in 20		1 in 30	1 in 30		1 in 10	1 in 50	<u> </u>	1 in 6	б <u>мах</u> /	 7
DATUM49.0 DESIGN SURFACE	50.59	50.55	:	50.30	50.40		50.30	1 4.00	50.24	50.18	50.16	49.86	
EXISTING SURFACE	 49.83 49.83	49.83		49.82 49.82	49.81		49.82	49.00 00	49.86	49.92	49.93	49.95	
OFFSET	-7.75 -7.70	-6.20		-3.40 -2.80	0.0		2.80	0.40	5.10	8.10	8.30	10.10	

	 1 in 5		1 in 20		1 in 30	1 in 30
DATUM49.0 DESIGN SURFACE	50.55	50.51		50.37	07.0C	50.36
EXISTING SURFACE	49.75 49.75	49.75		49.76	49.70	49.78
OFFSET	-7.75	-6.20		-3.40	08.2-	0.00











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

CH 284.26

CH 262.81

CH 230.04



TPCH 222.45



			<u> </u>	
RIP	F/PATH			
	1 in 50			
		<u> </u>		
£0 70	e	50.82 50.82		
50 JE		50.25		
6.60		8.10 8.15		



TPCH 501.04

		1 in	50 1	<u>l in 20</u>		1 in 30 1 in 30		1 in 20	1 in 50		
DAT 010149.0		<u>, 1</u>	28	16	02	15	05	16	30	 33	
DESIGN SURFACE		20.2	50.	50.	50.	50.	50.	50.	50.	50.	
EXISTING SURFACE	-	49.72 49.73	49.73	49.74	49.75	49.75	49.75	49.75	49.75	49.75 49.75	
OFFSET		-7.85 -7.80	-6.30	-3.80	-3.20	00.0	3.20	3.80	6.60	8.10 8.15	

CH 467.99



CH 442.99

	 1 in 5() <u>1 in</u>		1 in 30		<u>1 i</u>
DATUM49.0 DESIGN SURFACE	0.56	0.53	50.41		0.40	
EXISTING SURFACE	49.94	49.95	49.95	c 	49.95	
OFFSET	-7.80	-6.30	-3.80	-3.20	0.00	

CH 417.99



CH 391.49



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

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

	1 in 20	1 in 50	
n 30			
49.85 - 49.96 -	50.10 -	50.13 50.13-	
49.57 49.57	49.57	49.57	
3.20 3.80	6.60	8.10 8.15	





loss or damages resulting fro	om the inappropriate usage of the
DWG PATH: V:_Vault\Projects_Urban\2360E-Marigold\2360E-12\DWG\2360E-012-301.dwg	PRINTED BY: MS17237 on 12/09/2023 at 11:43:59 AM



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TED IN ACCORDANCE ASS 3 UNLESS		0.00		(12	-01)
TED IN ACCORDANCE SS 3 UNLESS				(12	-01)
	-				
CONNECT TO EXISTING DRAINAGE	/				
DESIGN FLOW (m3/s) CAPACITY (m3/s)		<	0.095	>	<
AT GRADE VELOCITY (m/s)		<	1.12	>	<
NOMINAL PIPE SIZE (mm) PIPE TYPE		<	375Ø RCP	>	<
GRADE DATUM		45.0	1 in 200	>	<
DEPTH TO INVERT	1.99	1.99		1.98	1.93
HYDRAULIC GRADE LINE	48.41			48.56	48.61
INVERT LEVEL	47.99	47.99		48.19	48.24
FINISHED SURFACE LEVELS	49.98			50.17	
EXISTING SURFACE LEVEL	49.70			49.80	
CHAINAGE	0.00			39.00	
(Reach Length)		,	(39.00)		

0 0.5 1 0 0.5 1 Scale H1:500, V1:50 SCALE AS SHOWN AT A1

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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
DIT		INTE	RNAL	INI	LET	OU	TLET			STANDARD	
NUMBER	TYPE	WIDTH	LENGTH	DIAMETER	INV R.L.	DIAMETER	INV R.L.	F.S.L.	DEPTH	DRAWING	REMARKS
10.50		(mm)	(mm)	(mm)	(m)	(mm)	(m)	10.001			
10-58	ENDPIPE			375	47.994			49.981	1.987	EDCM 601	
12-01		600	900	300	48.239	375	48.189	50.172	1.983	EDCM 601	
12-02	JUNCTION PIT	600	900	300	48.959	300	48.909	50.515	1.606	EDCM 601	
12-03	JUNCTION PIT	600	900			300	49.599	50.756	1.157	EDCM 601	
10-46	ENDPIPE			375	47.664			49.769	2.104	EDCM 601	
12-04	DOUBLE SIDE ENTRY PIT	600	900	300	47.764	375	47.689	49.745	2.056	EDCM 601	
12-05	SIDE ENTRY PIT	600	900	300	47.979	300	47.929	49.877	1.948	EDCM 601	
12-06	SIDE ENTRY PIT	600	900	300	48.079	300	48.029	49.877	1.848	EDCM 601	
12-07	SIDE ENTRY PIT	600	900	300	48.376	300	48.326	50.164	1.838	EDCM 601	
				300	48.376						
12-08	DOUBLE SIDE ENTRY PIT	600	900	300	48.67	300	48.62	50.11	1.489	EDCM 601	
				300	48.67						
12-09	JUNCTION PIT	600	900			300	48.893	50.43	1.537	EDCM 601	
12-10	SIDE ENTRY PIT	600	900			300	48.418	50.164	1.746	EDCM 601	
12-11	DOUBLE SIDE ENTRY PIT	600	900			300	48.713	50.11	1.397	EDCM 601	
10-69	ENDPIPE			600	47.702			49.764	2.062	EDCM 601	
12-12	DOUBLE SIDE ENTRY PIT	1200	900	600	47.777	600	47.727	49.724	1.997	EDCM 601	PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UNDER KERB. REFER TO SHEET 421 - GENERAL DETAILS FOR PIT DETAILS
12-13	DOUBLE SIDE ENTRY PIT	1200	900	600	47.852	600	47.802	49.78	1.978	EDCM 601	PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UNDER KERB. REFER TO SHEET 421 - GENERAL DETAILS FOR PIT DETAILS
12-14	DOUBLE SIDE ENTRY PIT	900	900	600	47.918	600	47.868	49.794	1.926	EDCM 601	PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UNDER KERB. REFER TO SHEET 421 - GENERAL DETAILS FOR PIT DETAILS
12-15	DOUBLE SIDE ENTRY PIT	900	900	450	48.063	600	48.013	49.795	1.782	EDCM 601	PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UNDER KERB. REFER TO SHEET 421 - GENERAL DETAILS FOR PIT DETAILS
				375	48.238						
				300	48.063						
12-16	SIDE ENTRY PIT	600	900	450	48.163	450	48.113	49.918	1.805	EDCM 601	
12-17	DOUBLE SIDE ENTRY PIT	600	900	375	48.32	450	48.27	49.914	1.644	EDCM 601	
				300	48.32						
12-18	SIDE ENTRY PIT	600	900	375	48.404	375	48.354	50.051	1.698	EDCM 601	
				300	48.404						
12-20	SIDE ENTRY PIT	600	900	300	48.587	375	48.537	50.251	1.714	EDCM 601	
				300	48.587						
12-21	SIDE ENTRY PIT	600	900	300	48.679	300	48.629	50.316	1.687	EDCM 601	
12-22	JUNCTION PIT	600	900	300	48.801	300	48.751	50.423	1.672	EDCM 601	
12-23	SIDE ENTRY PIT	600	900	300	48.95	300	48.9	50.547	1.646	EDCM 601	
				300	48.95						
12-24	JUNCTION PIT	600	900	300	49.126	300	49.076	50.703	1.628	EDCM 601	
12-25	SIDE ENTRY PIT	600	900			300	49.164	50.664	1.5	EDCM 601	
12-26	SIDE ENTRY PIT	900	900	300	48.368	375	48.318	49.981	1.663	EDCM 601	PIT TO BE HAUNCHED. 600x900 RISER BEHIND KERB. CHAMBER UNDER KERB. REFER TO SHEET 421 - GENERAL DETAILS FOR PIT DETAILS
				300	48.393						
12-28	SIDE ENTRY PIT	600	900	300	48.911	300	48.861	50.385	1.524	EDCM 601	
12-29	SIDE ENTRY PIT	600	900	300	49.178	300	49.128	50.656	1.528	EDCM 601	
12-30	JUNCTION PIT	600	900			300	49.225	50.729	1.504	EDCM 601	
12-31	SIDE ENTRY PIT	600	900	300	48.49	300	48.44	49.989	1.549	EDCM 601	
12-33	SIDE ENTRY PIT	600	900	300	48.91	300	48.86	50.385	1.525	EDCM 601	
12-34	SIDE ENTRY PIT	600	900	300	49.106	300	49.056	50.568	1.511	EDCM 601	
				300	49.106						
12-35	JUNCTION PIT	600	900			300	49.188	50.67	1.482	EDCM 601	
12-36	SIDE ENTRY PIT	600	900			300	49.549	50.845	1.296	EDCM 601	
12-37	DOUBLE SIDE ENTRY PIT	600	900			300	48.105	49.81	1.705	EDCM 601	
12-38	DOUBLE SIDE ENTRY PIT	600	900			300	48.368	49.913	1.545	EDCM 601	
12-39	SIDE ENTRY PIT	600	900			300	48.442	50.04	1.598	EDCM 601	
12-40	SIDE ENTRY PIT	600	900			300	48.625	50.183	1.558	EDCM 601	
12-41	SIDE ENTRY PIT	600	900			300	48.989	50.479	1.49	EDCM 601	
12-42	GRATED PIT	600	900			300	48.44	49.98	1.54	EDCM 605	PIT COVER TO BE GRATED
12-43	GRATED PIT	600	900			300	48.63	50.18	1.55	EDCM 605	
12-44	GRATED PH	600	900			300	48.99	50.48	1.49	EDCIVI 605	PII COVER IO BE GRAIED

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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RUCTED							
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4007	PERMIT REF. NO.						
LOSI A	PS847495U						
atal Managemen	PLAN OF SUB. NO.						

40

R STREET,	KRANZ ROAD AND CRICKET	CIRCUIT COMPOSITION (TYPE A)
T LAYER	LAYER THICKNESS (mm)	MATERIAL
E	30	SIZE 10 TYPE N ASPHALT, CLASS 320 BINDER
	30	SIZE 10 TYPE N ASPHALT, CLASS 320 BINDER
	10	SIZE 10 SAMI TREATEMENT
		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
	135	SIZE 20 CLASS 3 FCR, COMPACTED DEPTH. COMPACTED TO A MINIMUM DENSITY RATIO OF 97% (MODIFIED) MAXIMUM DRY DENSITY AS1289, 5.2.1
	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
AYER	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

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".

NOTES:

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

WARNING

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

Marigold - Stage 12 Wyndham City Council Road and Drainage Pavement Details

MELWAYS REF PROJECT / DRAWING No. 359 F9 2360E-012-411

SHEET No. 16 of 18 0

REVISION

SCALE AS SHOWN AT A1

PHASE	DIS	SCIPLINE CODE	POTENTIAL RISK (Construction, Operations, Maintenance)			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)H	RESIDUAL RISK CONSEQUENCE (0-5)	<u>Residual</u> <u>Risk</u> <u>Rating</u>	<u>RESIDUAL</u> <u>RISK OWNER</u>
Road Furniture / Ro	padside	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													
Operational	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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SCALE AS SHOWN AT A1