#### GENERAL NOTES:

#### <u>SURVEY</u>

- ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM AND ALL COORDINATES ARE TO MAP GRID OF AUSTRALIA MGA 94, ZONE 55.
- ALL EXISTING SURFACE LEVELS SHOWN ON THE ENGINEERING DRAWINGS HAVE BEEN INTERPOLATED FROM A DIGITAL TERRAIN MODEL. THESE LEVELS HAVE BEEN USED AS THE BASIS FOR ALL ENGINEERING DESIGN AND DETERMINATION OF QUANTITIES AND ARE ACCURATE TO WITHIN ±0.05m.
- 3. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH AS2124–1992 GENERAL CONDITIONS OF CONTRACT. THE ROAD & DRAINAGE SPECIFICATION, APPROVED MUNICIPALITY SPECIFICATIONS AND STANDARD DRAWINGS AND TO THE SATISFACTION OF THE SUPERINTENDENT AND THE MUNICIPAL ENGINEER OR HIS REPRESENTATIVE.
- 4. ROAD CHAINAGES REFER TO ROAD CENTRELINES. CHAINAGES FOR INTERSECTIONS AND CUL-DE-SACS REFER TO THE LIP OF KERB

#### <u>EARTHWORKS</u>

- THE LOCATION OF EXISTING SERVICES SHOULD BE DETERMINED BY THE CONTRACTOR 5 PRIOR TO COMMENCING ANY EXCAVATION BY CONTACTING ALL LOCAL SERVICE AUTHORITIES. ANY EXISTING SERVICES SHOWN ON THESE DRAWINGS ARE OFFERED AS A GUIDE ONLY AND ARE NOT GUARANTEED AS CORRECT.
- WHERE REQUIRED ANY BUILDINGS, TROUGHS, FENCES AND OTHER STRUCTURES ON SITE 6 ARE TO BE REMOVED AS DIRECTED BY THE ENGINEER. THE COST OF REMOVAL IS TO BE INCLUDED IN THE OVERALL EARTHWORKS FIGURE UNLESS A SPECIFIC ITEM FOR REMOVAL IS DENOTED IN THE SCHEDULE.
- 7. ALL EXCAVATED ROCK AND SURPLUS SPOIL TO BE REMOVED AND DISPOSED OFF SITE UNLESS NOTED OTHERWISE.
- 8. ALL FILLING ON LOTS AND WITHIN ROAD RESERVES GREATER THAN 200mm IS TO BE 3798–2007. FILL AREAS ARE TO BE STRIPPED OF TOPSOIL, FILLED AND REPLACED WITH TOPSOIL (WHERE REQUIRED) TO OBTAIN THE FINAL LEVELS SHOWN ON THE DRAWINGS.
- 9. FILLING MATERIAL IS TO BE IN ACCORDANCE WITH THE SPECIFICATION, AS 3798–2007 & TO THE SATISFACTION OF COUNCIL AND THE SUPERINTENDENT.
- 10. ALL BATTERS SHALL BE 1 IN 6, UNLESS OTHERWISE SHOWN.
- 11. NO FILL OR STOCKPILING OF MATERIAL IS TO BE PLACED ON ANY RESERVE FOR PUBLIC OPEN SPACE UNLESS OTHERWISE DIRECTED OR APPROVED BY THE SUPERINTENDENT.
- 12. TBM'S TO BE RE-ESTABLISHED BY THE LICENSED SURVEYOR IF FOUND TO BE MISSING AT THE COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR CARE AND MAINTENANCE OF T.B.M.'S THEREAFTER.
- 13. AT LEAST 3 DAYS PRIOR TO COMMENCING WORK ON EXCAVATIONS IN EXCESS OF 1.50m DEEP, A NOTIFICATION FORM MUST BE SENT TO WORKSAFE. THE CONTRACTOR IS TO COMPLY WITH WORKSAFE, THE MINES (TRENCHES) REGULATION 1982, THE MINES ACT 1958 AND OCCUPATIONAL HEALTH AND SAFETY ACT 1985, 2004.
- 14. ALL SERVICE TRENCHES UNDER DRIVEWAYS, FOOTPATHS AND PARKING BAYS TO BE BACKFILLED WITH CLASS 2 CRUSHED ROCK. SERVICE TRENCHES LESS THAN 750mm BEHIND KERB AND CHANNEL OR PAVED TRAFFIC AREAS ARE ALSO TO BE BACKFILLED WITH COMPACTED CLASS 2 CRUSHED ROCK.
- 15. WHERE REQUIRED, ALL EXISTING DAMS, DEPRESSIONS AND DRAINS ARE TO BE BREACHED, DRAINED, DESLUDGED AND SHALL BE EXCAVATED TO A CLEAN FIRM BASE. THE SURFACE SHALL BE INSPECTED, APPROVED AND LEVELED BY THE ENGINEER PRIOR TO COMMENCEMENT OF FILLING. THE FILL SHALL BE APPROVED SELECTED ON SITE MATERIAL OR APPROVED IMPORTED MATERIAL. THE FILL SHALL BE PLACED UNDER CONTROLLED MOISTURE CONDITIONS IN ACCORDANCE WITH THE SPECIFICATION
- 16. NO BLASTING TO BE CARRIED OUT WITHIN THE MUNICIPALITY WITHOUT OBTAINING COUNCILS PERMISSION.

#### **SERVICES**

17. GAS AND WATER CONDUITS ARE TO BE , Ø50mm . CLASS 12 P.V.C. – SINGLE SERVICE Ø100mm . CLASS 12 P.V.C. – DUAL SERVICE (DRINKING AND NON DRINKING WATER) WITH THE FOLLOWING MINIMUM COVER TO FINISHED SURFACE LEVELS: ROAD PAVEMENT - 0.80m

VERGE, FOOTPATHS - 0.45m

- 18. ALL SERVICE CONDUIT TRENCHES UNDER ROAD PAVEMENTS TO BE BACKFILLED IN ACCORDANCE WITH RELEVANT MUNICIPALITY OR ROAD AUTHORITY SPECIFICATION.
- 19. WATER TAPPINGS TO BE LOCATED IN CENTRE OF ALLOTMENTS UNLESS OTHERWISE SHOWN.
- 20. TELSTRA ARE TO BE NOTIFIED 7 DAYS PRIOR TO PLACEMENT OF CONCRETE WORKS. STORM WATER DRAINAGE

- 21. AG/SUBSOIL DRAIN TO BE LAID BEHIND KERB WHERE REQUIRED IN ACCORDANCE WITH THE COUNCIL STANDARD DRAWINGS AND CONNECTED TO UNDERGROUND DRAINAGE.
- 22. ALL STORMWATER DRAINS ARE TO BE CLASS '2' R.C. PIPES UNLESS OTHERWISE SHOWN. ALL R.C. JOINTS ARE TO BE RUBBER RING JOINTED (R.R.J.).
- 23. CENTRELINES OF ALL EASEMENT DRAINS ARE OFFSET 1.0m OR 2.2m (WHERE OUTSIDE OF SEWER) FROM THE PROPERTY LINE UNLESS SHOWN OTHERWISE.

24. WHERE CURVED PIPES ARE SHOWN ON THE FACE PLANS THEY ARE TO BE LAID PARALLEL TO THE BACK OF KERB, EXCEPT WHERE A RADIUS HAS BEEN SPECIFICALLY NOMINATED. CURVED PIPES ARE TO BE APPROVED BY COUNCIL AND IN ACCORDANCE WITH THE MANUFACTURERS SPECIFICATIONS.

#### PAVEMENT

- 25. PAVEMENT DEPTHS MAY BE MODIFIED AS DIRECTED BY THE SUPERINTENDENT PAVEMENT TO BE BOXED OUT TO MINIMUM DEPTH DENOTED, INSPECTED AND IF SUBGRADE IS IN QUESTION, FURTHER TESTING CARRIED OUT TO DETERMINE FINAL PAVEMENT DEPTH.
- 26. WHERE PAVEMENT IS CONSTRUCTED ON FILLING, FILL MATERIAL IS TO BE APPROVED BY THE SUPERINTENDENT AND COUNCIL. FILLING TO BE CONSTRUCTED IN LAYERS 150mm THICK WITH COMPACTION ACHIEVING 95% AUSTRALIAN STANDARD DENSITY.
- 27. WHEN PAVEMENT EXCAVATION IS IN ROCK ALL LOOSE MATERIAL (INCLUDING ROCKS AND CLAY) MUST BE REMOVED. THE SUB-GRADE MUST THEN BE REGULATED WITH COUNCIL APPROVED MATERIAL

#### SIGNAGE AND LINEMARKING

- 28. LINEMARKING AND SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH AS 1742 SERIES UNLESS NOTED OTHERWISE. STREET SIGNS ARE TO BE INSTALLED IN ACCORDANCE WITH COUNCIL STANDARDS.
- 29. ALL TEMPORARY WARNING SIGNS USED DURING CONSTRUCTION SHALL BE SUPPLIED AND MAINTAINED IN ACCORDANCE WITH AS 1742-3.
- 30. TACTILE GROUND SURFACE INDICATORS ARE TO BE INSTALLED IN ACCORDANCE WITH THE DISABILITY DISCRIMINATION ACT AND RELEVANT COUNCIL STANDARD DRAWINGS.

#### <u>ENVIRONMENTAL</u>

- UNDERTAKEN USING LEVEL 1 SUPERVISION AND BE COMPLETED IN ACCORDANCE WITH AS 31. CONTRACTOR TO PROVIDE AN ENVIRONMENTAL MANAGEMENT PLAN INCLUDING SILT AND SEDIMENT RUNOFF PROTECTION ETC. PRIOR TO THE COMMENCEMENT OF WORKS.
  - 32. ALL TREES AND SHRUBS ARE TO BE RETAINED UNLESS OTHERWISE SHOWN. IF ROAD AND DRAINAGE CONSTRUCTION NECESSITATES THEIR REMOVAL, WRITTEN PERMISSION MUST BE OBTAINED FROM THE SUPERINTENDENT.
  - 33. TREES NOT SPECIFIED FOR REMOVAL ARE TO BE PROTECTED WITH APPROPRIATE EXCLUSION FENCING PRIOR TO COMMENCEMENT OF ANY WORKS.
  - 34. THE CONTRACTOR IS REQUIRED TO OBTAIN A 'PERMIT TO WORK' FROM MELBOURNE WATER'S SURVEILLANCE OFFICER AT THE PRE-COMMENCEMENT MEETING. THE CONTRACTOR IS REQUIRED TO ENSURE THAT THE 'PERMIT TO WORK' IS KEPT UP TO DATE FOR THE DURATION OF THE CONTRACT.



#### WARNING

BEWARE OF UNDERGROUND/OVERHEAD SERVICES THE LOCATION OF SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN. SPECIAL CONSIDERATION SHOULD BE GIVEN TO CONSTRUCTION PROCEDURES UNDER OVERHEAD ELECTRICITY TRANSMISSION LINES.

ALA	6	AS CONSTRUCTED	M.R	23/06/23	Scale
	5	AMENDED MD CROSSOVERS	MI.R	14/02/23	
7470	4	DRAINAGE ADDED TO FACE PLAN	MI.R	10/01/23	
1067	3	AMENDEMENT SHEETS CR200, CR300, CR301, CR403-CR405, CR503, CR600-CR602, CR	R702M.R	18/11/22	
	2	LOT LAYOUT AMENDED AND HOBBY LANE CHAINAGES UPDATED	MI.R	04/11/22	
5	1	LOT LAYOUT, RETAINING WALL, ROUNDABOUT & PAVEMENT DETAILS AMENDED	MI.R	11/10/22	
	0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22	
וחרפ	С	PLANS AMENDED AS PER COUNCIL COMMENTS	M.R	04/08/22	
ע ביי	Rev	Amendments	Approved	Date	



# MAMBOURIN STAGE 17 FRASERS PROPERTY LTD



LOCALITY PLAN H 1:4000 0 40 80 120 160 SCALE @ A1

#### DRAWING SCHEDULE

DRAWING	DESCRIPTION	SHEET No.	REVISION
CR100	GENERAL NOTES	1	6
CR200	ROAD LAYOUT PLAN	2	6
CR201	SERVICES PLAN	3	3
CR300	SHILLINGS RD, RANGELAND ST & DISC LANE LONG SECTIONS	4	3
CR301	PURSUIT ST, RAIL CIRCUIT & HOBBY LANE LONG SECTIONS	5	4
CR400	ROAD CROSS SECTIONS – SHEET 1 OF 6	6	2
CR401	ROAD CROSS SECTIONS - SHEET 2 OF 6	7	1
CR402	ROAD CROSS SECTIONS - SHEET 3 OF 6	8	1
CR403	ROAD CROSS SECTIONS - SHEET 4 OF 6	9	2
CR404	ROAD CROSS SECTIONS - SHEET 5 OF 6	10	4
CR405	ROAD CROSS SECTIONS - SHEET 6 OF 6	11	3
CR500	INTERSECTION DETAILS – SHEET 1 OF 2	12	2
CR501	INTERSECTION DETAILS - SHEET 2 OF 2	13	2
CR502	INTERSECTION DETAILS – SHEET 3 OF 3	14	2
CR503	INTERSECTION DETAILS - SHEET 4 OF 4	15	2
CR600	DRAINAGE LONG SECTIONS - SHEET 1 OF 2	16	3
CR601	PIT SCHEDULE & DRAINAGE LONG SECTIONS - SHEET 2 OF 2	17	2
CR602	RAIL INTERFACE FLOW LAYOUT PLAN	18	2
CR700	PAVEMENT AND TYPICAL DETAILS	19	3
CR701	RAISED PAVEMENT DETAILS & CONCRETE JOINT PLAN	20	2
CR702	RETAINING WALL DETAILS	21	3
CR800	SIGNAGE AND LINEMARKING	22	1
CR801	SIGNAGE AND LINEMARKING DETAIL	23	1





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## Mambourin

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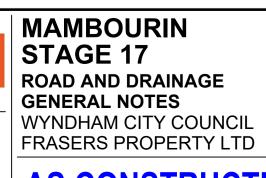
Designed K. FEARN-WANNAN L6 414 LA TROBE STREET PO BOX 16084 MELBOURNE Authorised G. KOHLMAN

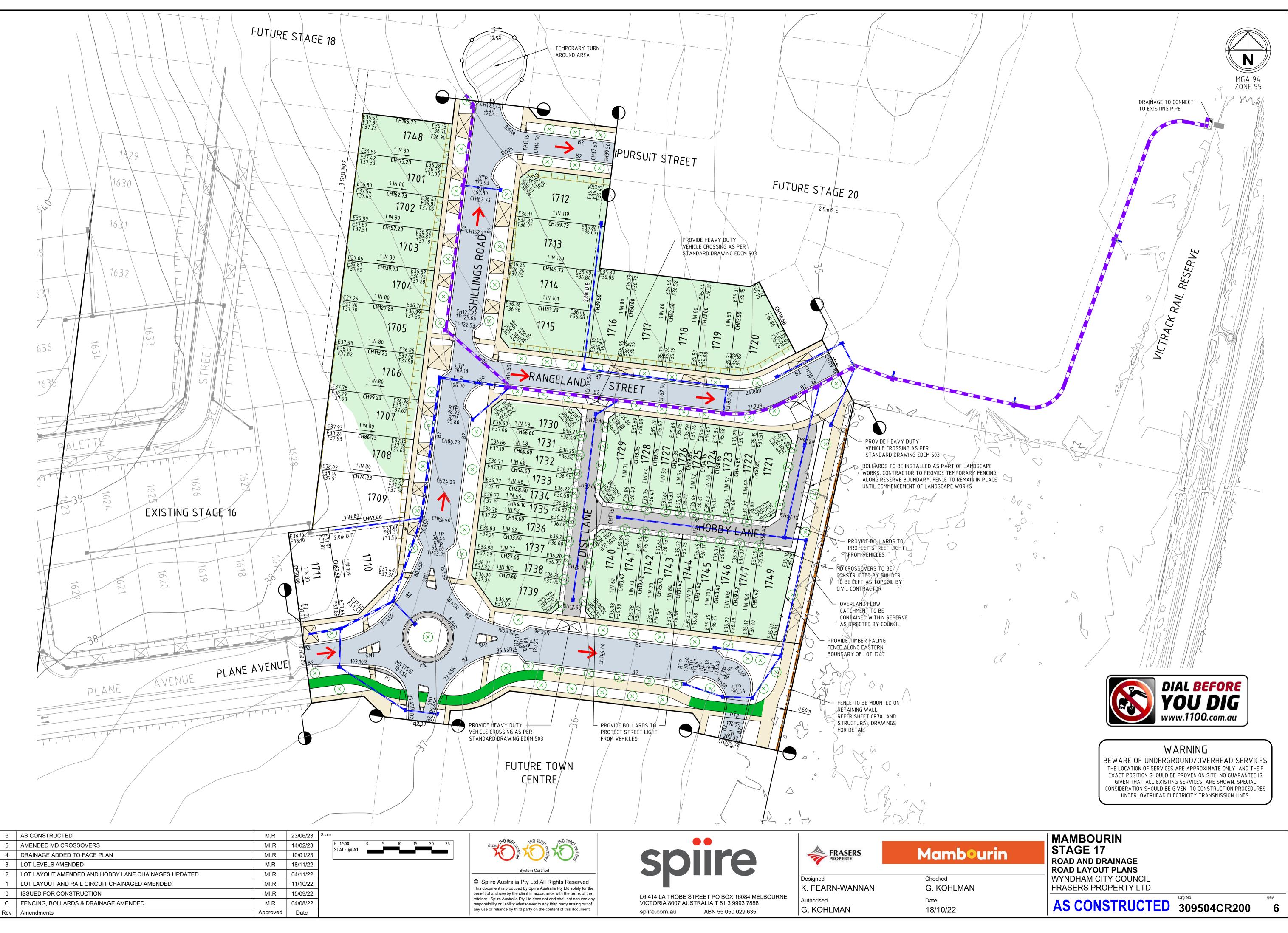
Checked G. KOHLMAN Date 18/10/22

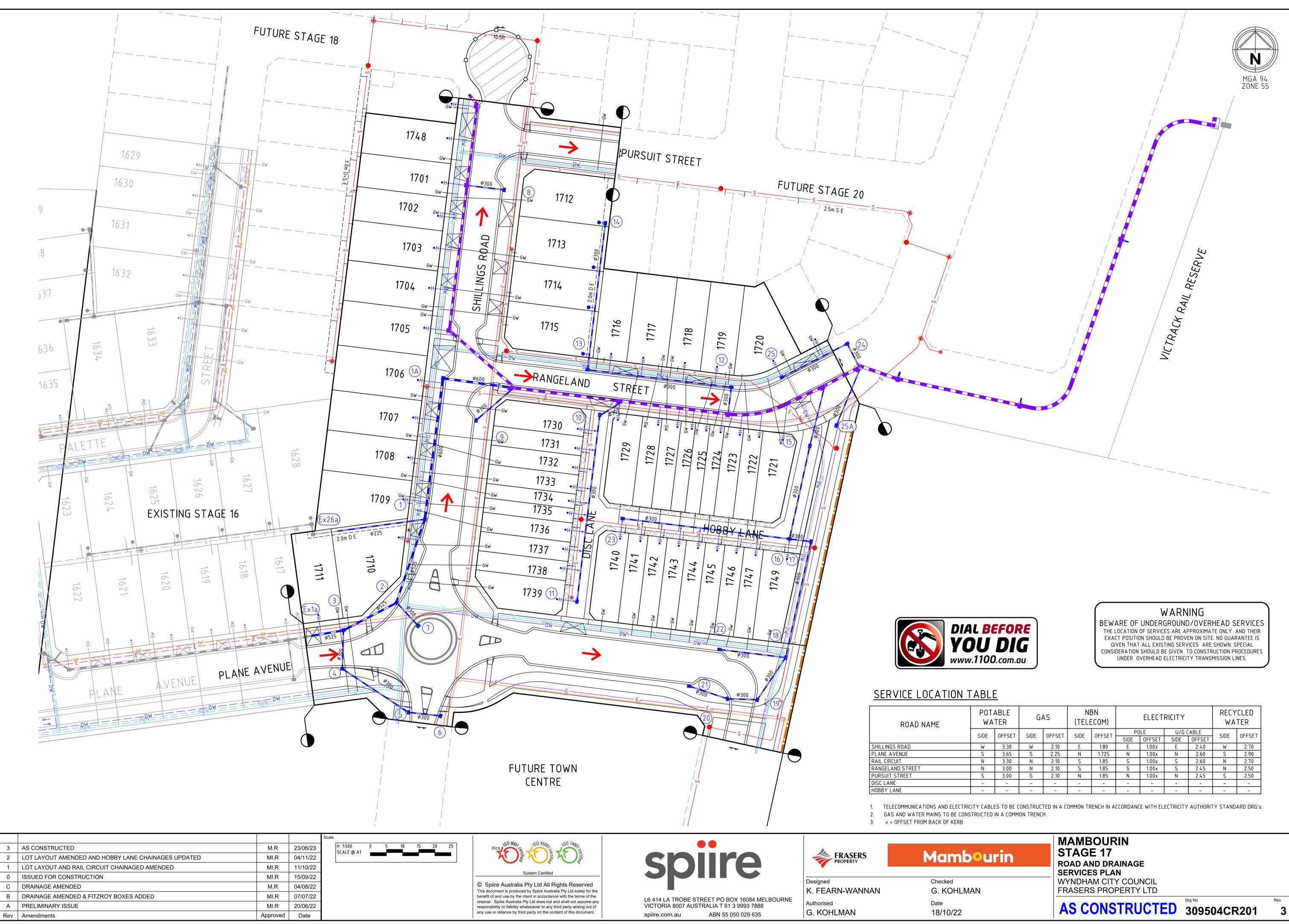
#### LEGEND

DESCRIPTION	EXISTING	PROPOSED
WATER MAIN, VALVE AND HYDRANT		DW
	— — NDW — — —	
UNDERGROUND ELECTRICITY OVERHEAD ELECTRICITY & POLE		Е ОЕ
TELECOMMUNICATIONS & SERVICE PIT		T
OPTIC FIBRE	— — OF — — —	OF
OVERHEAD TELECOMMUNICATIONS	— — — OT — — —	
		G
BRANCH SEWER & MAINTENANCE STRUCTURE SEWER & MAINTENANCE STRUCTURE		S
SEWER RISING MAIN	— — — SRM — — —	SRM
CENTRAL INVERT	> > _	>>
COUNCIL STORMWATER DRAIN AND PIT		
STORM WATER DRAINAGE PROPERTY INLETS COUNCIL STORM WATER PITS		
HOUSE DRAIN	•H	•H
AG DRAIN AND FLUSHER	> AG	───> AG ── <b>●</b> ─
MWC STORM WATER DRAIN & PIT		
MWC STORM WATER PITS		
STORM WATER DRAINAGE PIT NUMBER	(Ex.47)	(1)
GAS & WATER CONDUITS	GW	GW
CONCRETE VEHICLE CROSSING		
HEAVY DUTY VEHICLE CROSSING		$\searrow$
RETAINING WALL		
RIDGE / CHANGE OF GRADE LINE	· · · · ·	
SURFACE CONTOUR MINOR SURFACE CONTOUR MAJOR		169.00 
SURFACE LEVEL	E123.45	F124.68
BATTER LEVEL (TOP / TOE)	T124.80	T124.80
RETAINING WALL LEVEL (TOP/BOTTOM)	TW112.76	TW128.50 BW126.74
EARTHWORKS GRADE SIGN AND POST		1 in 150
LIGHT & POLE (BY OTHERS)		
STREET SIGN	∘ ≥>	•>>>
PERMANENT SURVEY MARK	$\mathbf{V}$	<b>↓</b>
TEMPORARY BENCH MARK		
BOLLARD	+	+
ROAD CHAINAGES	CH1 <u>16</u> .57 (L/ <u>R</u> )TP CH116.57	CH1 <u>16</u> .57 (L/ <u>R</u> )TP CH116.57
LOT CHAINAGES	CH20.06	CH20.06
SETOUT POINT		AZ
LIMIT OF WORKS		
BATTER		
EXCAVATION GREATER THAN 0.20m		
FILLING GREATER THAN 0.20m		
ROCK BEACHING	4444	0000
FENCE – VEHICLE EXCLUSION		
FENCES		
TREE (& SURVEYED CANOPY) TO BE RETAINED	ATA.	
TREE (& SORVETED CANOPT) TO BE RETAINED	~ EJZ	
TREE TO BE PROTECTED		
	the second secon	
TREE TO BE REMOVED		
VEGETATION LINE	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
FOOTPATH		[r+1r+1]
TACTILE GROUND SURFACE INDICATOR		
KERB TRANSITION		B2 SM2









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ABLE TER	G٨	4S		BN ECOM)		ELECT	RICITY		RECY WA	
OFFSET	SIDE	OFFSET	SIDE	OFFSET	PC	LE	U/G (	ABLE	SIDE	OFFSET
ULISEI	SIDL	ULISEI	SIDL	ULISET	SIDE	OFFSET	SIDE	OFFSET	SIDL	ULISET
3.30	W	2.10	E	1.80	E	1.00x	Е	2.40	W	2.70
3.65	S	2.25	Ν	1.725	N	1.00x	N	2.60	S	2.90
3.30	Ν	2.10	S	1.85	S	1.00x	S	2.60	Ν	2.70
3.00	Ν	2.10	S	1.85	S	1.00x	S	2.45	Ν	2.50
3.00	S	2.10	Ν	1.85	N	1.00x	N	2.45	S	2.50
-	_	-	-	-	-	-	-	-	-	-
-	_	-	-	-	-	_	-	-	_	-

				Scale H 1:500	0 1	5 10	15	20	25	\$0 900, \$0 4500, \$0 1400,
				SCALE @ A1 V 1:50	0 0	5 1	1.5	20	2.5	
3	AS CONSTRUCTED	M.R	23/06/23							
2	AMENDMENT TO DISC LANE	M.R	18/11/22							System Certified
1	VC ADDED TO DISC LANE	MI.R	11/10/22							© Spiire Australia Pty Ltd All Rights Reserved
0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22							This document is produced by Spiire Australia Pty Ltd solely for the benefit of and use by the client in accordance with the terms of the
A	PRELIMINARY ISSUE	MI.R	20/06/22							retainer. Spiire Australia Pty Ltd does not and shall not assume any responsibility or liability whatsoever to any third party arising out of
Rev	Amendments	Approved	Date							any use or reliance by third party on the content of this document.

FUTURE STAGE 32	STAGE 17						ł	RANGELA	AND STREE	.⊤ ►-					ŀ		AGE 17 SUIT STRE		FUT STA	URE GE 18			
VERTICAL GEOMETRY DESIGN GRADELINE	-1.80%	15.00m VC >									-0	0.50%											
DATUM RL 33.5	<	-><			\																		
DESIGN CENTRELINE	37.354 37.321	37.243 37.181	37.147	37.080 37.066 37.064 37.047 37.034	36.975 36.975	36.913	36.868 36.852 36.850	36.847 36.817 36.801	36.780	36.734 36.734 36.718	36.710 36.680	36.648 36.648	36.618 36.585	36.548 36.547	36.533 36.508 36.492	36.480 36.447	36.418	36.384 36.378	36.374 36.369 36.347 36.373	36.303 36.287	36.253 36.251 36.247	36.190	36.160 36.147 36.128
LEFT DESIGN LIP OF KERB				36.927 36.861 36.857 36.858 36.855	36.814 36.814	36.751	36.706 36.690 36.689	36.685 36.655 36.708	36.695	36.649 36.557 36.557	36.549 36.519	36.486 36.485	36.456 36.424	36.386 36.385	36.371 36.346 36.330	36.319 36.285	36.256	36.223 36.251	36.273 36.284 36.262 36.262	36.218 36.202	36.168 36.166 36.156 36.156	36.029	35.998 35.985 35.966
RIGHT DESIGN LIP OF KERB				36.992 36.905 36.903 36.885 36.885	36.814 26.814		36.706 36.767			36.649 36.557	36.549 36.519	36.486 36.485	36.456 36.424	36.386 36.385	36.371 36.346 36.407			36.293	36.289 36.284 36.262 36.262		36.091 36.089 36.085	36.029	35.998 35.985 35.966
EX SURFACE LEFT BOUNDARY	37.237 37.237	37.328 37.428	37.461	37.467 37.451 37.428 37.428 37.428			37.032 36.982 36.977	36.965 36.906 36.881	36.863	36.827 36.806 36.778	36.762 36.692	36.623 36.621	36.574 36.522	36.440 36.437	36.405 36.345 36.307	36.279 36.196	36.128	36.062 36.049	36.041 36.031 35.994 35.965	35.944	35.897 35.895 35.890 35.890	35.857	35.874 35.881 35.891
EX SURFACE RIGHT BOUNDARY	36.782 36.781	36.799 36.827	36.858	36.892 36.868 36.868 36.837 36.837		36.671	36.586 36.576 36.575		36.523	36.454 36.454 36.431	36.419 36.364	36.301 36 299	36.243 36.176	36.107 36.105	36.082 36.040 36.017	36.004 35.948	35.889	35.834 35.823	35.819 35.814 35.792 35.781	35.773 35.770	35.760 35.758 35.754 35.77.3	35.724	35.730 35.732 35.735
CHAINAGE	18.067 20.000	25.567 33.067	40.000	53.311 56.200 56.441 60.000 62.460			95.800 98.928 99.226		113.226	120.000 122.528 125.657	127.226 133.228	139.726 14.0.000	145.728 152.226		162.726 167.800 170.928		185.726	192.410 193.728	194.528 195.538 200.000 204.728	208.800 211.957	218.728 219.138 220.000	231.228	237.338 240.000 243.728

## RANGELAND STREET

	SHILL	INGS ROA	D															STAGE	E 17			) _		TUR	2E E 20					
VERTICAL GEOMETRY																			V	15.	00m	vc	>							
DESIGN GRADELINE	-3.33%	-2.06%	~>~		-1.25%		_><	_					-2	2.00%				>	-2	.40%	>~						0.	50%		 
DATUM RL 32.5				$\downarrow$			(	$\downarrow$	$\leq$	}		_		$\downarrow$	$ \rightarrow $	<u> </u>	$\square$		$\leq$	$\rightarrow$		$\downarrow$								
DESIGN CENTRELINE	<b>1</b> 36.793 36.708	36.530	36.461 36.461	36.392	36.14.8	36.017	35.933 35.906	35.866	35.816 35.786	35.666	35.606	04C.CE	35.466 35.426	35.396	35.325	052.ct	35.056	34.870	34.852 24.812		<b>34.687</b> 34.686	4	L +		34.673 34.681	+	34.752		 34.822 34.833	34.883
LEFT DESIGN LIP OF KERB	_		36.355	36.286	36.042	35.910	35.827 35.800	35.760	35.710 35.680	35.560		35.440	35.360 35.320	35.290	35.284 35.219	<u>۲/1.45</u>	34.950	34.763	34.745 21.705		34.580 34.580	34.577	34.559	; L_C;	34.567 34.574	34.627	34.645	34.663	 34.715 34.727	34.777
RIGHT DESIGN LIP OF KERB	_		36.355	36.286	، اف ف	35.910	35.827 35.800	35.760	35.710 35.680	35.560	35.500 35.40	35.440	35.360 35.320	35.290	35.219 35.219	621.ct	34.950	34.763	34.745 21.705		<b>34.580</b> 34.580	34.577	34.559	202	34.567			34.663	 34.715 34.727	34.777
EX SURFACE LEFT BOUNDARY	36.605	36.488	36.434 36.434	36.352	36.095	٤٢٤.٢٤	35.870 35.853	35.825	35.774 35.744	35.623	35.568 75 568	402.25	35.413 35.367	35.332	35.272 35.272	52.223 DE 4E1	1c1.cc 35.14.7	35.070	35.067 35.067		<b>35.032</b>	35.031	35.014	86	34.975 34.963	6	34.886	34.869	34.831 34.825	34.810
EX SURFACE RIGHT BOUNDARY	 36.735 36.689	36.569	36.519 36.519			1.66.45	35.897 35.874				35.602 35.502	٥٧ <u>٢</u> .٢٤	35.424 35.373	35.334	35.238 35.238	160 25 A20	35.022	34.962	34.957 27.051		<b>35.041</b>	35.021	34.938	34.894	34.892 34.889	34.832	34.807	34.792	34.765 34.762	34.756
CHAINAGE	0.000 2.550	11.150	14.490 14.500	20.000	39.500	000.05	56.652 58.000				73.000	/9.000	80.000 82.000	83.500	<u>83.78</u> 87.048	122.14	100.511	109.830	110.584		736	000	084 650		978 436	0.000	143.638		157.658 160.000	170.000

plotted by Kevin Nguyei 23/06/2023 3:26 PM Shi AD plot date 9504CR300.dwg layout G:\30\309504\Civil\AC ю name locati

SHILLINGS ROAD









Designed K. FEARN-WANNAN Authorised G. KOHLMAN

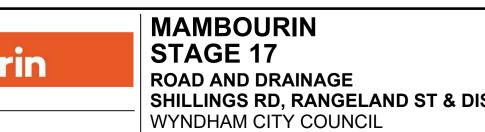
## Mambourin

Checked G. KOHLMAN Date 18/10/22

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#### DISC LANE

		RAIL	. CIRC								ł	ORE	BIT	LAN		ł							RAN	IGEL	AND	STRI	EET
VERTICAL GEOMETRY												15.	00	n VC													
DESIGN GRADELINE		-3.34%	5.20%	97%					2.07%				>	<				0.50	%			->	-2.(	00%	1.453 <del></del>	⁄a3% ◄>	5
DATUM RL 33.5					$\square$		$\square$				$\sum$	$\supset$		$\mathbb{Z}$	$\rightarrow$	$\downarrow$	$\sum$	$\square$		$\square$						$ \rightarrow $	$\rightarrow$
DESIGN CENTRELINE	37.095	36.923	37.125	37.155	37.113	36.978	36.959	36.854	36.730	36.642	36.617	36.607	36.557	36.516	36.513 27 / 77	0C4.0C	36.448	36.425	36.401	36.395	36.365	36.347	36.302	36.231	35.988	35.992	36.095
LEFT DESIGN LIP OF KERB					37.176	37.047	37.028	36.923	36.798	36.711	36.685	36.676	36.626	36.585	36.982 26.75	د <i>ع</i> د.ور ۶۸ ج	36.517	36.494	36.470	36.464	36.434	36.415	36.370				
RIGHT DESIGN LIP OF KERB					37.080	37.028	37.021	36.923	36.798								36.517	36.494	36.470	36.464	36.434	36.415	36.370				
EX SURFACE LEFT BOUNDARY	36.175	36.172	36.181	36.184	36.192	36.208	36.206	36.197	36.208	36.216	36.217	36.217	36.220	36.207	36.206	כאט.סכ רבר אב	36.239	36.279	36.251	36.244	36.207	36.185	36.177	36.165	36.154	36.153	36.143
EX SURFACE RIGHT BOUNDARY		36.021	36.009	36.004	35.999	35.987	35.985	35.976	35.987	36.000	36.004	36.006	36.015	36.021	36.021	2CU.0C	36.065	36.103	36.113	36.113	36.073	36.047	36.038	36.026	36.015	36.015	36.017
CHAINAGE	0.000	5.150	9.050	10.550	12.600	19.100	20.000	25.100	31.100	35.350	36.600	37.100	40.000	42.850	43.100	4 9.100 50 350	50.600	55.100	60.000	61.100	67.100	70.855	73.100	76.650	79.900	80.000	83.100



ROAD AND DRAINAGE SHILLINGS RD, RANGELAND ST & DISC LANE LONG SECTIONS WYNDHAM CITY COUNCIL FRASERS PROPERTY LTD AS CONSTRUCTED 309504CR300 Rev

3

AD												
					Scale							
					H 1:500 SCALE @ A1	0	5	10	15	20	25	
74 /C	4	AS CONSTRUCTED	M.R	23/06/23	V 1:50	0	0.5	1	1.5	2	2.5	
309504 \(	3	AMENDMENT TO HOBBY LANE	M.R	18/11/22								
	2	LOT LAYOUT AMENDED AND HOBBY LANE CHAINAGES UPDATED	MI.R	04/11/22								-
G:\30\	1	RAIL CIRCUIT SECTION EXTENDED TO INCLUDE EXISTING	MI.R	11/10/22								
tion	0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22								
location	А	PRELIMINARY ISSUE	MI.R	20/06/22								
file	Rev	Amendments	Approved	Date								

## PURSUIT STREET

									Ň	:										
VERTICAL GEOMETRY																				
DESIGN GRADELINE	-	3.31%	<		-1.10%					^	.10%									
DATUM RL 33.0							_													
DESIGN CENTRELINE	36.433	36.348	36.254	36.217	36.157	36.102	36.020	35.943	35.937	35.882		701.CC	35.718	35.652	35.633	35.536	35.498		35.421 35.394	
LEFT DESIGN LIP OF KERB				36.111	36.050	35.995	35.913	35.836	35.831	35.776		200.CC	35.611	35.545	35.526	35.430	35.391		35.314 35.287	
RIGHT DESIGN LIP OF KERB				36.111	36.050	35.995	35.913	35.836	35.831	35.776		200.CC אבא קב	35.611	35.545	35.526	35.430	35.391		35.314 35.287	
EX SURFACE LEFT BOUNDARY				35.828	35.808	35.785	35.748	35.698	35.695	35.658		ננניננ ניון אד	35.401	35.300						
EX SURFACE RIGHT BOUNDARY				35.953	35.876	35.836	35.794	35.749	35.746	35.681		1 CC.CC	35.438	35.333	35.306	35.197	35.154	C C C C C	35.120 35.118	
CHAINAGE	0.000	2.550	11.150	14.500	20.000	25.000	32.500	39.500	40.000	45.000		00272	60.000	66.000	67.700	76.500	80.000	E	87.000	

STAGE 17

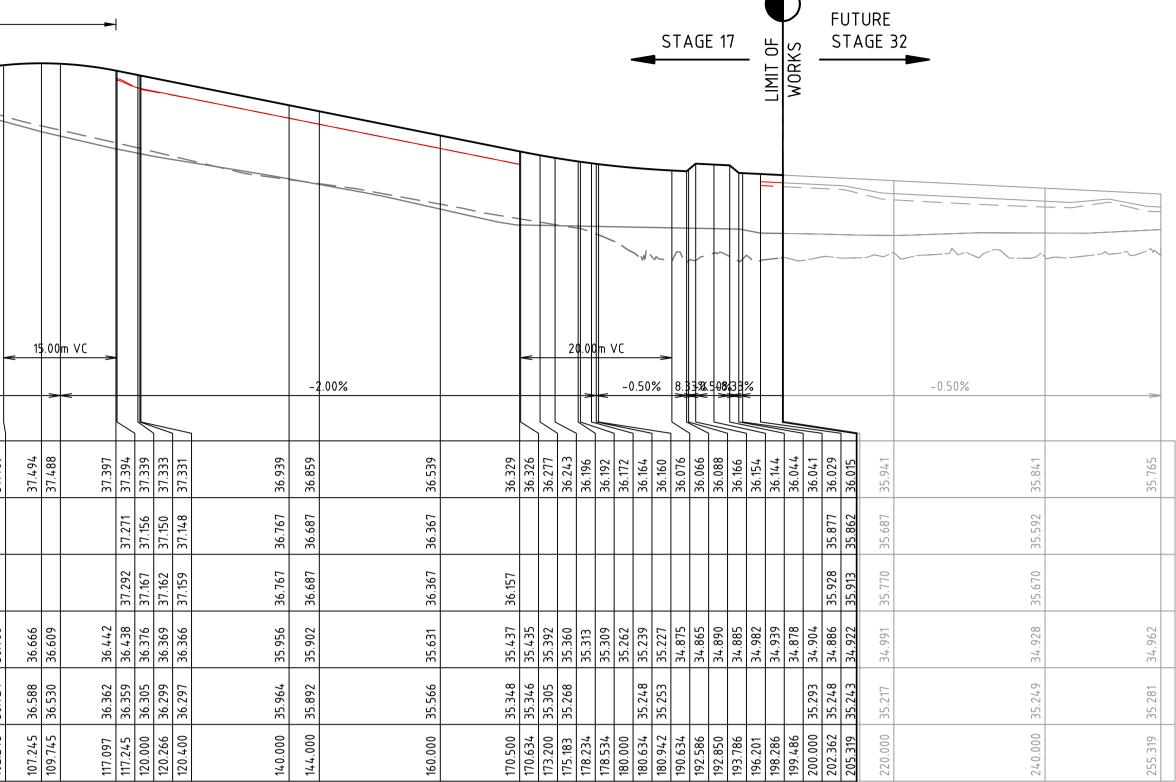
#### RAIL CIRCUIT

				EXIST STAGE		MORKS	ST	٩GE	17		SHIL	LING	is Ro	DAD		
								ı —								
VERTICAL GEOMETRY												•	15.00	m VC ->		
DESIGN GRADELINE			-0.51%			-0.	80% _			-0.50%		-			1.00%	Y0
DATUM RL 32.5					_						L					
DESIGN CENTRELINE	37.788	37.687		37.585	37 535		37.459	37.456	1.431		37.357	37.356 37.356	37.348	37.395	37.446	37.469
LEFT DESIGN LIP OF KERB	37.616	37.515		37.414	554 TS		37.381	37.380								
RIGHT DESIGN LIP OF KERB	37.616	37.515		37.414	857 CE	1	37.363	37.359								
EX SURFACE LEFT BOUNDARY	37.889	37.872		37.835	997 TE		37.657	37.654	1.621		37.412	37.407 37.280	37.213	37.027	36.842	36.788
EX SURFACE RIGHT BOUNDARY	37.621	37.520		37.435	195 TE		37.281	37.278	762.15		37.112	37.110 37.060	37.033	36.824	36.785	36.724
CHAINAGE	0.000	20.000		40.000	50 000		59.510	60.000	000.cg		79.817	80.000	87.317	94.817	100.000	102.245

FUTURE

/OR

STAGE 20



																									-		_		
VERTICAL GEOMETRY																													
DESIGN GRADELINE	-1.00%	<					+		1.309	%			_					V	V			0.90%	-		2.49	%-5	i.55%	% <u>3</u> .	44% <>
DATUM RL 32.5		$\sum$	$\square$			$\sum$		$\geq$	$\searrow$	$\searrow$	$\geq$	$\geq$	$\rightarrow$	$\geq$	$\downarrow$	$ \rightarrow $	$\leq$		$\leq$	$\rightarrow$				$\sum$		$\square$	$\rightarrow$		$\square$
DESIGN CENTRELINE	36.455 36.455	36.367	36.366	36.289 36.288	36.281	36.211 36.210	36.153	36.132	36.094 36.057	36.036	36.021	35.976	אכץ.ל <u>ל</u> אכא קר	35.880	35.820	35.780	35.761	35.685	35.685	35.673	35.557		35.440 35.440	35 1.07	35.356	35.286	35.268	34.881	34.991
LEFT DESIGN LIP OF KERB	ውሀ <u>ን</u> እና	36.436	36.435	36.358 36.357	36.349	36.280 36.279	36.221	36.201	36.163 36.123	26.104	36.089	36.045	36.026 35 967	35.948	35.889	35.849	35.829	35.754	35.753	35.742	35.626		35.499 35.499						
RIGHT DESIGN LIP OF KERB	96 509	36.436	36.435	36.358	36.349	36.280 36.279	36.221	36.201	36.163	36.104	36.089	36.045	36.026 35 067	35.948	35.889	35.849	35.829	35.754	35.753	35.742	35.626		35.524	פאג פג					
EX SURFACE LEFT BOUNDARY	35.988	35.858	35.857	35.746	35.735	35.636 35.634	35.536	35.512	35.4.79	35.428	35.414	35.375	35.380 35.280	35.266	35.193	35.145	35.141	35.132	35.132	35.127	35.081		35.044						
EX SURFACE RIGHT BOUNDARY	35.974 35.974	35.845	35.844	35.747	35.737	35.639 35.638	35.557	35.529	35.496 35.460	35.444	35.431	35.385	35.364 35.200	35.267	35.191	35.145	35.103	35.036	35.035	35.014	34.979		34.983	3/, 968					
CHAINAGE	6.250	13.347	13.419	19.347 19.419	20.000	25.347 25.419	29.847	31.419	34.34.7 37.1.19	38.847	40.000	43.419	1.44.84.1	50.847	55.419	58.467	60.000	65.801	65.851	67.168	80.000		97.984	96,687.	98.754	100.000	100.334	107.310	110.509

DISC LANE

HOBBY LANE



## Mambourin

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System Certified

spire L6 414 LA TROBE STREET PO BOX 16084 MELBOURNE VICTORIA 8007 AUSTRALIA T 61 3 9993 7888 ABN 55 050 029 635 spiire.com.au

Designed K. FEARN-WANNAN Authorised G. KOHLMAN

Checked G. KOHLMAN Date 18/10/22

## AS CONSTRUCTED 309504CR301

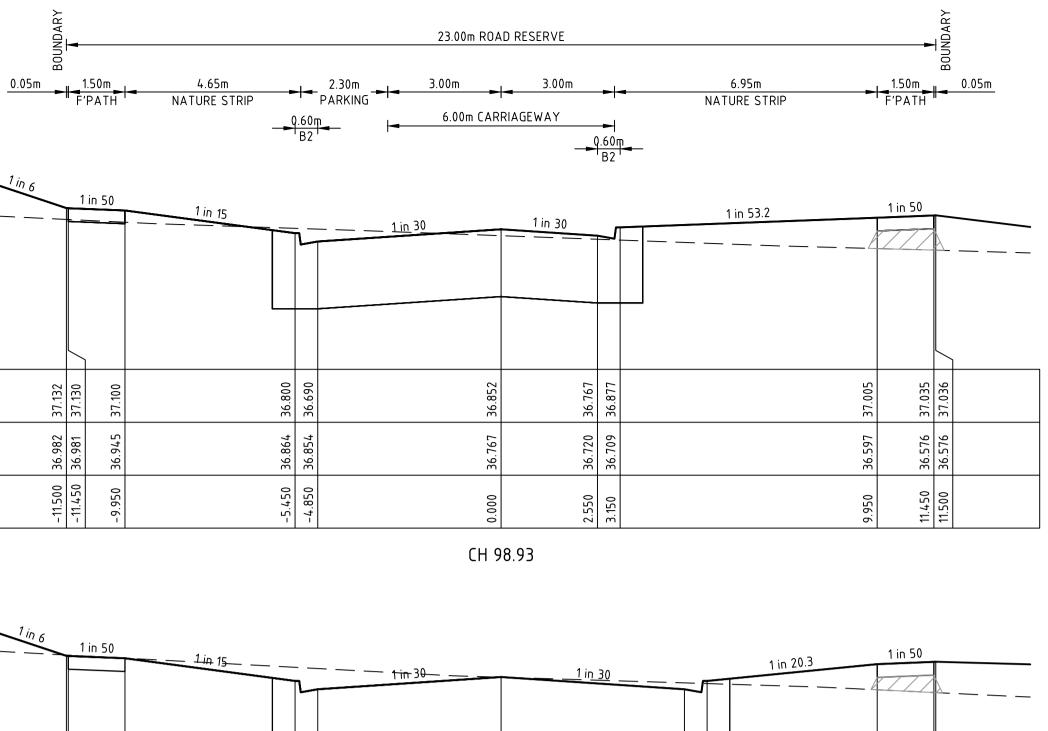
MAMBOURIN STAGE 17 ROAD AND DRAINAGE PURSUIT ST, RAIL CIRCUIT & HOBBY LANE LONG SECTIONS WYNDHAM CITY COUNCIL FRASERS PROPERTY LTD

RANGELAND STREET

ALL FILLING WITHIN ROAD RESERVES IS TO BE UNDERTAKEN USING LEVEL 1 SUPERVISION AND BE COMPLETED IN ACCORDANCE WITH AS 3798-2007 AND TO THE SATISFACTION OF COUNCIL AND THE SUPERINTENDENT. FILL AREAS ARE TO BE STRIPPED OF TOPSOIL, FILLED AND REPLACED WITH TOPSOIL (WHERE REQUIRED) TO OBTAIN THE FINAL LEVELS SHOWN ON THE DRAWINGS.



STRUCTURAL FILL IN ACCORDANCE WITH AS3798-2007, LEVEL 1



DATUM R.L.35.0			
DESIGN SURFACE LEVEL	37.132	37.130	
EXISTING SURFACE LEVEL	36.982	36.981	
OFFSET	- 11.500	-11.450	

#### SHILLINGS ROAD

		1 in 6	1 ii	n 50	<u>1 in 15</u>	<u> </u>		<u>1 in 30</u>			1 in 20.3	1 in 50		
DATUM R.L.35.0			5										5	
DESIGN SURFACE LEVEL	37.585	37.255	37.254	37.224	36.924	36.814	36.975		36.814	36.924	37.146	37,176	37.178	
EXISTING SURFACE LEVEL	37.321	37.266	37.265	37.225	37.104	37.088	36.972		36.898	36.889	36.807	36.771	36.769	
OFFSET	-13.477	-11.500	-11.450	-9.950	-5.450	-4.850	000.0		4.850	5.450	9.950	11450	11.500	

#### SHILLINGS ROAD

		<u>1 in 6</u>	- <u>1-in</u>	-50			1 in 30	- <u>- 1 in</u> 30		1 in 40.9	1 in 50		
DATUM R.L.35.0		l										K	
DESIGN SURFACE LEVEL	37.527	37.360		37.328	750.7E	36.927	37.080	2000 76	37.102	37.265	37.295	37.297	
EXISTING SURFACE LEVEL	37.491	37.467		37.430	37.317	37.303	37.180	211 CC	37.102	36.932	36.893	36.892	
OFFSET	-12.503	-11.500	-11.450	-9.950	-5.191	-4.591	00000	077 6	3.249	9.950	11.450	11.500	

SHILLINGS ROAD


DATUM R.L.36.0	
DESIGN SURFACE LEVEL	
EXISTING SURFACE LEVEL	
OFFSET	

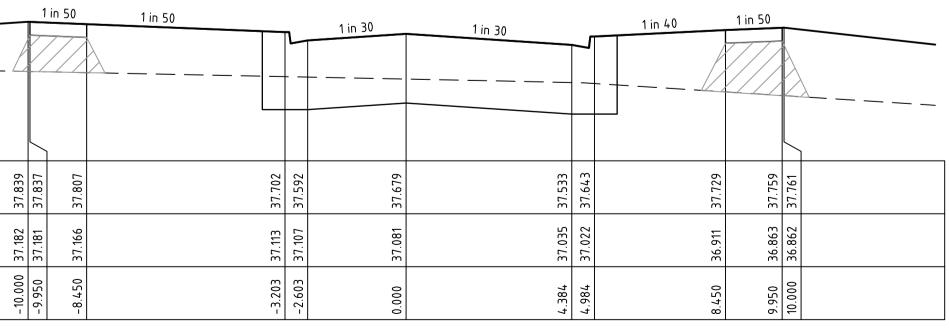
SHILLINGS ROAD

Scale								
	H 1:100 SCALE @ A1	0	1	2	3	4	5	
	V 1:50	0	0.5	1	1.5	2	2.5	

2	AS CONSTRUCTED	M.R	23/06/23
1	FOOTPATH AMENDED	MI.R	11/10/22
0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22
А	PRELIMINARY ISSUE	MI.R	20/06/22
Rev	Amendments	Approved	Date

CH 74.23

CH 53.31



CH 0.00





L6 414 LA TROBE STREET PO BOX 16084 MELBOURNE VICTORIA 8007 AUSTRALIA T 61 3 9993 7888 spiire.com.au ABN 55 050 029 635

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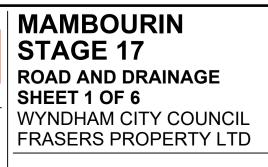


## Mambourin

Designed K. FEARN-WANNAN Authorised G. KOHLMAN

Checked G. KOHLMAN Date 18/10/22





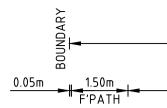
AS CONSTRUCTED 309504CR400

2

ALL FILLING WITHIN ROAD RESERVES IS TO BE UNDERTAKEN USING LEVEL 1 SUPERVISION AND BE COMPLETED IN ACCORDANCE WITH AS 3798-2007 AND TO THE SATISFACTION OF COUNCIL AND THE SUPERINTENDENT. FILL AREAS ARE TO BE STRIPPED OF TOPSOIL, FILLED AND REPLACED WITH TOPSOIL (WHERE REQUIRED) TO OBTAIN THE FINAL LEVELS SHOWN ON THE DRAWINGS.



STRUCTURAL FILL IN ACCORDANCE WITH AS3798-2007, LEVEL 1



		1 in 6	1	in 5(
		/		
DATUM R.L.34.0				
DESIGN SURFACE LEVEL	37.021	36.772	36.770	
EXISTING SURFACE LEVEL	36.325	36.307	36.306	
OFFSET	-12.995	-11.500	-11.450	

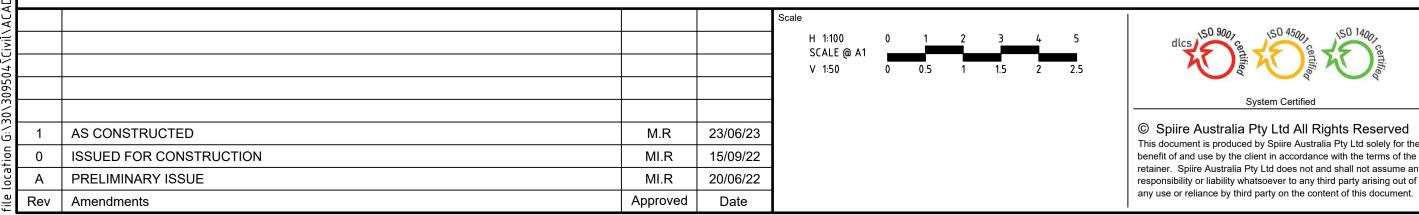
#### SHILLINGS ROAD

	_	1 in 6	1	in 5
DATUM R.L.35.0				
DESIGN SURFACE LEVEL	37.177	36.865	36.864	
EXISTING SURFACE LEVEL	36.549	36.522	36.521	
OFFSET	-13.372	-11.500	-11.450	

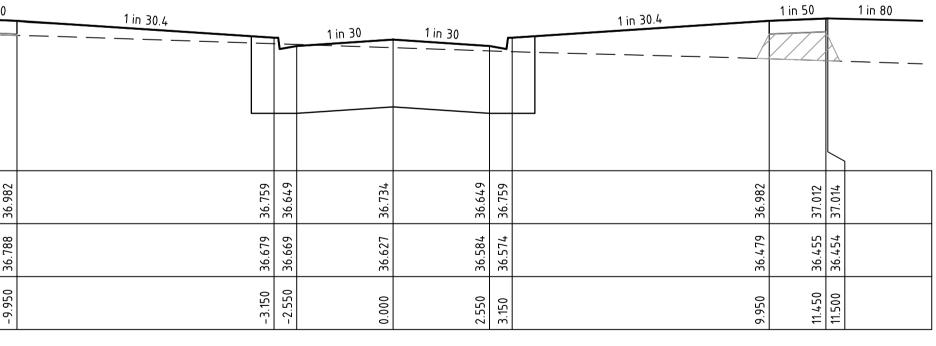
#### SHILLINGS ROAD

		<u>1 in 6</u>	1	in 5
DATUM R.L.35.0	5			
DESIGN SURFACE LEVEL	37.426	37.014	37.012	
EXISTING SURFACE LEVEL	36.833	36.806	36.805	
OFFSET	-13.970	- 11.500	-11.450	

SHILLINGS ROAD







CH 122.53

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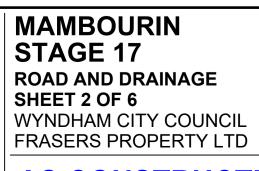


Designed



Checked G. KOHLMAN Date 18/10/22



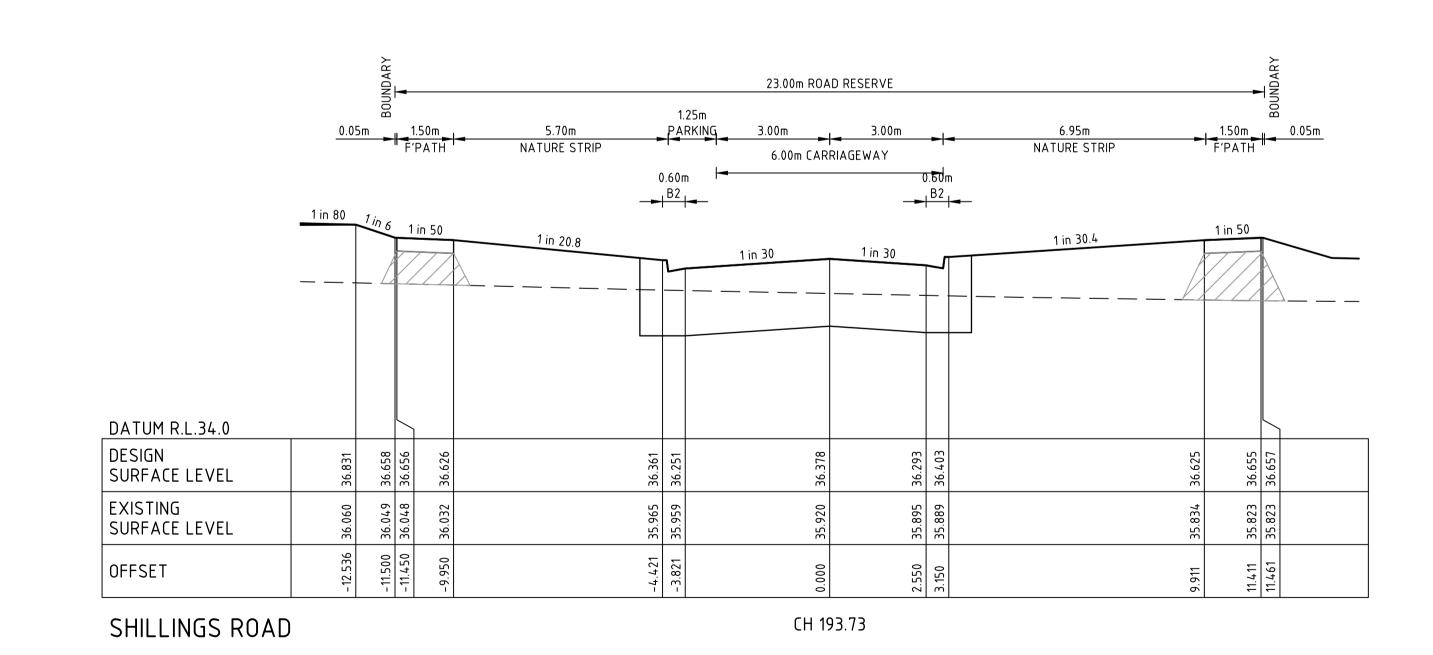


AS CONSTRUCTED 309504CR401

ALL FILLING WITHIN ROAD RESERVES IS TO BE UNDERTAKEN USING LEVEL 1 SUPERVISION AND BE COMPLETED IN ACCORDANCE WITH AS 3798-2007 AND TO THE SATISFACTION OF COUNCIL AND THE SUPERINTENDENT. FILL AREAS ARE TO BE STRIPPED OF TOPSOIL, FILLED AND REPLACED WITH TOPSOIL (WHERE REQUIRED) TO OBTAIN THE FINAL LEVELS SHOWN ON THE DRAWINGS.



STRUCTURAL FILL IN ACCORDANCE WITH AS3798-2007, LEVEL 1



				Scale								
					1 1:100	0	1	2	3	4	5	
					SCALE @ A1 / 1:50	0	0.5	1	1.5	2	2.5	
1	AS CONSTRUCTED	M.R	23/06/23									© S
)	ISSUED FOR CONSTRUCTION	MI.R	15/09/22									benefi
٩	PRELIMINARY ISSUE	MI.R	20/06/22									retain respo
ev	Amendments	Approved	Date									any u





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L6 414 LA TROBE STREET PO BOX 16084 MELBOURNE

ABN 55 050 029 635

Designed K. FEARN-WANNAN

## Mambou

Checked G. KOHLMAN Date 18/10/22

PURSUIT STREET

Authorised

G. KOHLMAN

	/		50	1 in 30	<b>-</b>	1 in 30	1 in 30	7	1 in 30	1 in 50		1 in 6	
DATUM R.L.34.0											$ \  \  \  \  \  \  \  \  \  \  \  \  \ $		
DESIGN SURFACE LEVEL	36.341	36.339	36.309	36.221	36.111	36.217	36.111	36.221	36.309	36.339	36.341	36.674	
EXISTING SURFACE LEVEL	35.828	35.828	35.838	35.861	35.866	35.898	35.925	35.929	35.944	35.953	35.953	35.964	
OFFSET		-7.950	-6.450	- 3.800	-3.200	0.000	3.200	3.800	6.450	7.950	8.000	10.000	
	· T					CH 1/, 50							

## PURSUIT STREET

		1 in 50	1 in 30		1 in 30	1 in 30		1 in 30	1 in 50		<u>1 in 6</u>	
DATUM R.L.34.0										$\square$		
DESIGN SURFACE LEVEL	36.14.3	36.141 36.111	36.023	35.913	36.020	35,913	36.023	36.111	36.141	36.143	36.476	
EXISTING SURFACE LEVEL	35.748	35.748 35.758	35.769	35.771	35.777	35.784	35.785		35.794	35.794	35.798	
OFFSET	-8.000	-7.950 -6.450	- 3.800	-3.200	0.00.0	3.200	3.800	6.450	7.950	8.000	10.000	

#### PURSUIT STREET

		in 50	1 in 30		1 in 30	1 in 30	7	1 in 30	1 in 50		1 in 6	
DATUM R.L.34.0	\									$\geq$	}	
DESIGN SURFACE LEVEL	36.066 36.066	36.034	35.946	35.836	35.943	35.836	35.946	4E0.9E	36.064	36.066	36.411	
EXISTING SURFACE LEVEL	35.698 35.698	35.708	35.718	35.720	35.728	35.737	35.738	35.745	35.749	35.749	35.753	
OFFSET	-8.000 -7.950	-6.450	-3.800	-3.200	0.000	3.200	3.800	6.450	7.950	8.000	10.069	

AS CONSTRUCTED 309504CR402



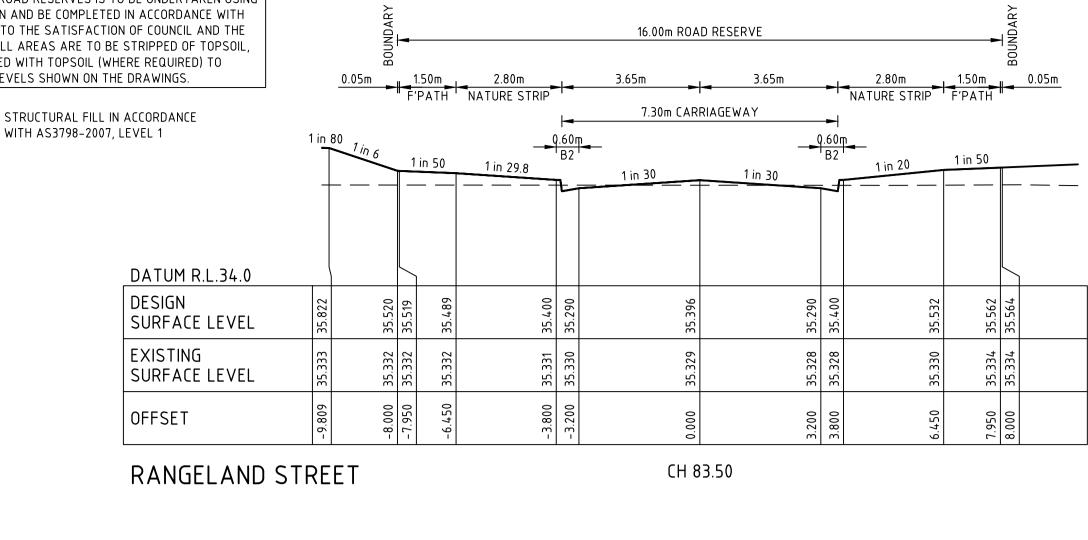
MAMBOURIN STAGE 17 ROAD AND DRAINAGE SHEET 3 OF 6 WYNDHAM CITY COUNCIL FRASERS PROPERTY LTD

0		

CH 14.50

O	
CH 32.50	

ALL FILLING WITHIN ROAD RESERVES IS TO BE UNDERTAKEN USING LEVEL 1 SUPERVISION AND BE COMPLETED IN ACCORDANCE WITH AS 3798-2007 AND TO THE SATISFACTION OF COUNCIL AND THE SUPERINTENDENT. FILL AREAS ARE TO BE STRIPPED OF TOPSOIL, FILLED AND REPLACED WITH TOPSOIL (WHERE REQUIRED) TO OBTAIN THE FINAL LEVELS SHOWN ON THE DRAWINGS.



CH 62.50

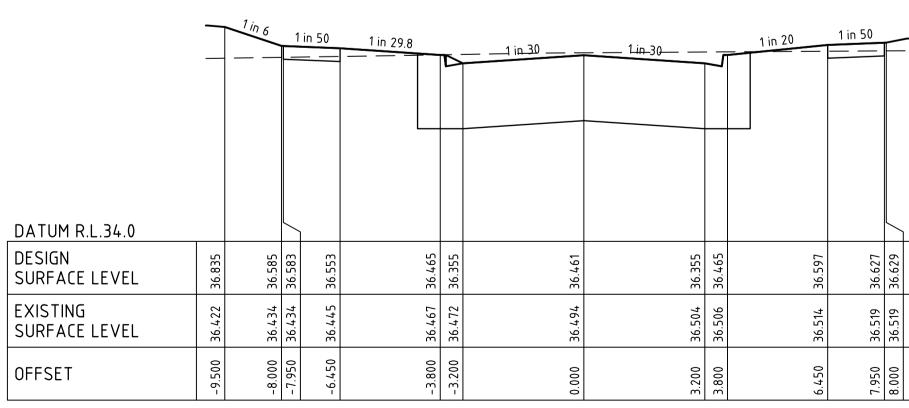
	1 <u>in 8</u>	30 1 in 6	1	in 50 	1 in 30.9	Ľ	1 i <u>n 30</u>	<u>1 in 30</u>		1 in 20	1 in 50
DATUM R.L.35.0			$\leq$	1							
DESIGN SURFACE LEVEL	36.187	35.937	35.935	35.905	35.820	35.710	35.816	35.710	35.820	35.952	35.982
EXISTING SURFACE LEVEL	35.767	35.774	35.774	35.781	35.792	35.794	35.802	35.805	35.804	35.801	35.799
OFFSET	-9.500	-8.000	-7.950	-6.450	- 3.800	-3.200	0.000	3.200	3.800	6.450	7.950

#### RANGELAND STREET

1 in 80 1 in 50 1 in 50 1 in 20 1 in 29.8 1 i<u>n 30</u> <u>1 in 30</u> DATUM R.L.34.0 DESIGN 36.272 36.270 36.152 36.042 042 SURFACE LEVEL é 8 8 EXISTING 102 SURFACE LEVEL 36. 36. 36. 36 20 -3.800 -3.200 -8.000 450 OFFSET 200 800

#### RANGELAND STREET

CH 39.50



#### RANGELAND STREET

CH 14.50

ACA					Scale								
309504 \Civil\AC					1	H 1:100	0	1	2	3	4	5	
14 \C					1	SCALE @ A1 V 1:50	0	0.5	1	1.5	2	2.5	
0950					1								
80/3	2	AS CONSTRUCTED	M.R	23/06/23									-
ق	1	AMENDMENT TO CROSS SECTIONS	M.R	18/11/22									С ТI
tion	0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22									be
location	А	PRELIMINARY ISSUE	MI.R	20/06/22									re re
	Rev	Amendments	Approved	Date									ar

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K. FEARN-WANNAN

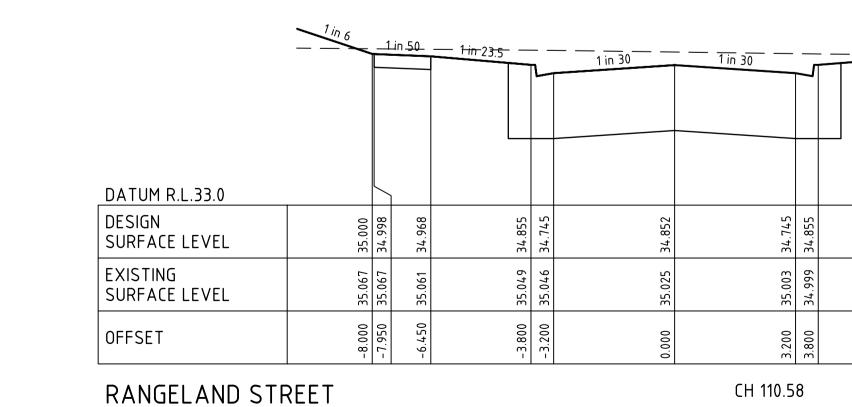
Designed

Authorised

G. KOHLMAN

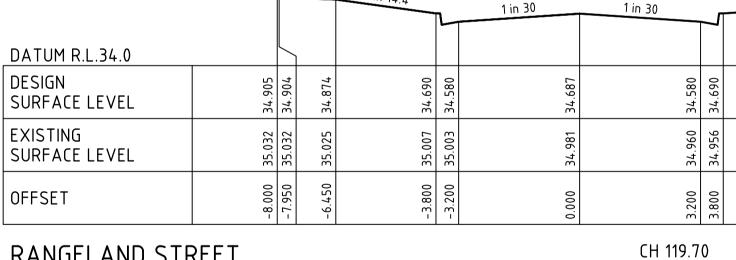
## Mambo

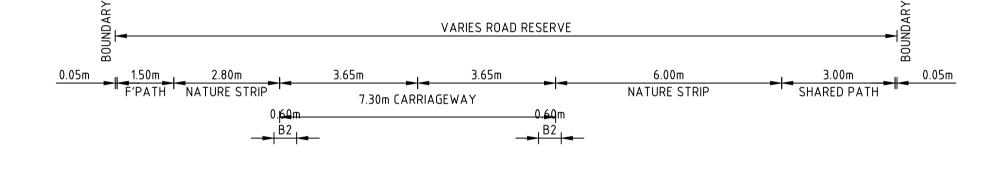
Checked G. KOHLMAN Date 18/10/22

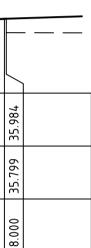


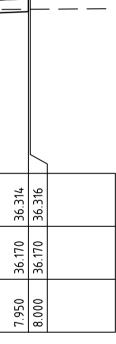
## RANGELAND STREET

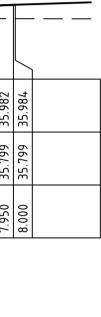
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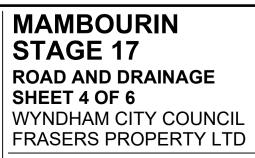






Drg No AS CONSTRUCTED 309504CR403 Rev

2



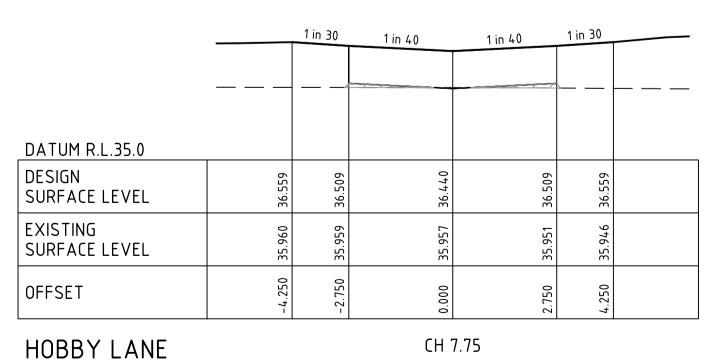
	n	

	35.174	35.224	
	34.966	34.956	
	11.876	14.373	

11im-25503

6	-1	in <del>50</del>	<u>1 in 14.4</u>		1 in 30	1 in 30		1 in 30		
34.905	34.904	34.874	34.690	34.580	783.4E	34.580	34.690	34.885	34.945	
35.032	35.032	35.025	35.007	35.003	34.981	096.4E	34.956	34.928	34.997	
-8.000	-7.950	-6.450	-3.800	-3.200	0.000	3.200	3.800	9.632	12.632	

name CR AD plot (												
ut nar ACAD					Scale							
layout ivil\AC,	4	AS CONSTRUCTED	M.R	23/06/23	H 1:100	0	1	2	3	4	5	
name 309504CR400.dwg location G:\30\309504\C	3	AMENDMENT TO CROSS SECTIONS	M.R	18/11/22	SCALE @ A1 V 1:50	0	0.5	1	1.5	2	2.5	
+00.c	2	LOT LAYOUT AMENDED AND HOBBY LANE CHAINAGES UPDATED	MI.R	04/11/22								
+CR4 30/3	1	RETAINING WALL HEIGHT UPDATED	MI.R	11/10/22								-
9504 G:\3	0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22								
e 30 tion	В	HOBBY LANE CROSS SECTIONS EXTENDED	M.R	04/08/22								
loca	А	PRELIMINARY ISSUE	MI.R	20/06/22								
file file	Rev	Amendments	Approved	Date								



DATUM R.L.34.0						
DESIGN SURFACE LEVEL	36.213	36.163	36.094	36.163	36.213	
EXISTING SURFACE LEVEL	35.479	35.485	35.493	35.495	35.496	
OFFSET	-4.250	-2.750	0000	2.750	4.250	
HOBBY LANE		CH 3	4.35			
		1 in 30	1 in 40	1 in 40	1 in 30	
			11140	1 111 40		

		1 in 30	1 in 40	1 in 40	1 in 30	
			<u></u>	<u>_ / / / / / /</u>	<u>کـــــ</u>	
DATUM R.L.34.0						
DESIGN SURFACE LEVEL	36.213	36.163	36.094	36.163	36.213	
EXISTING SURFACE LEVEL	35.479	35.485	35.493	35.495	35.496	
OFFSET	-4.250	-2.750	0.000	2.750	4.250	

HOBBY	ΙΔΝΕ

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2404 date

				<u></u>	<u> </u>	
DATUM R.L.34.0						
DESIGN SURFACE LEVEL	35.939	35.889	35.820	35.889	35.939	
EXISTING SURFACE LEVEL	35.193	35.199	35.198	35.193	35.191	
OFFSET	-4.250	-2.750	000.0	2.750	4.250	
HOBBY LANE			CH 5	5.42		

1 in 30



1 in 40

1 in 30

1 in 40

FILLING NOTE ALL FILLING WITHIN ROAD RESERVES IS TO BE UNDERTAKEN USING LEVEL 1 SUPERVISION AND BE COMPLETED IN ACCORDANCE WITH AS 3798-2007 AND TO THE SATISFACTION OF COUNCIL AND THE SUPERINTENDENT. FILL AREAS ARE TO BE STRIPPED OF TOPSOIL, FILLED AND REPLACED WITH TOPSOIL (WHERE REQUIRED) TO OBTAIN THE FINAL LEVELS SHOWN ON THE DRAWINGS.

STRUCTURAL FILL IN ACCORDANCE WITH AS3798-2007, LEVEL 1



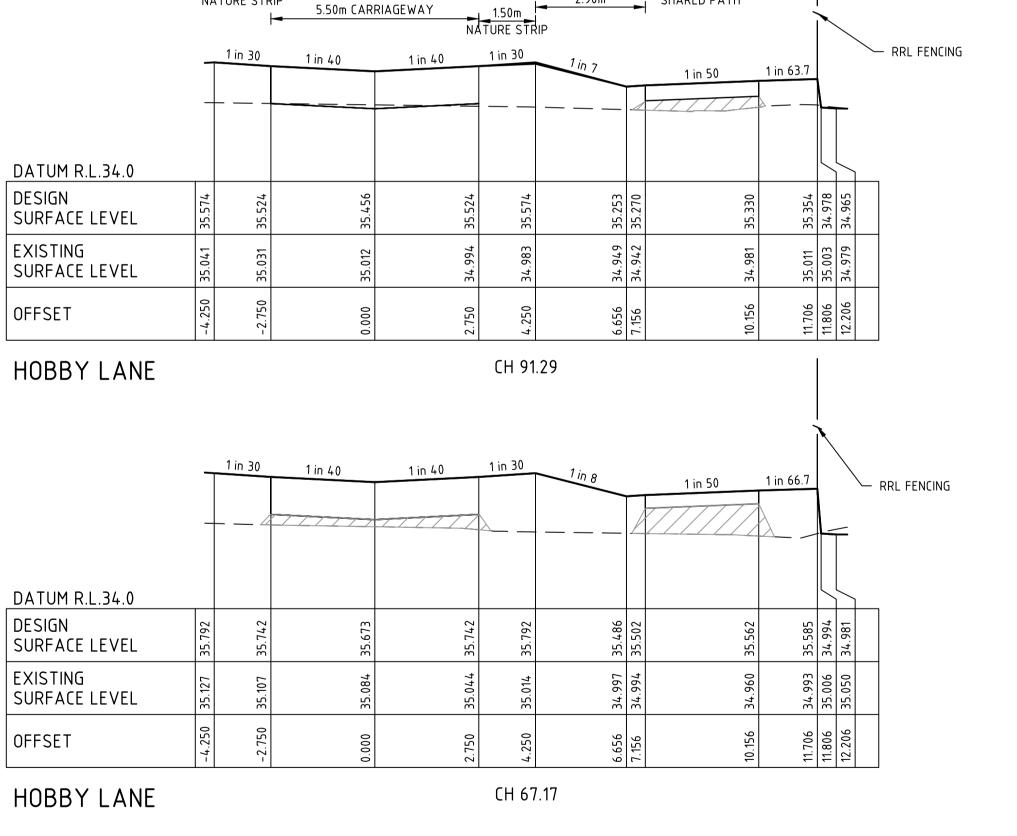
DATUM R.L.35.0						
DESIGN SURFACE LEVEL	36.567	36.517	847.9E	36.517	36.567	
EXISTING SURFACE LEVEL	36.239	36.217	36.176	36.105	36.065	
OFFSET	-4.250	-2.750	0.000	2.750	4.250	
DISC LANE			CH 5	0.60		

		1 in 30	1 in 40	1 in 40	1 in 30	
					<u> </u>	
DATUM R.L.35.0						
DESIGN SURFACE LEVEL	36.973	36.923	36.854	36.923	36.973	
EXISTING SURFACE LEVEL	36.197	36.153	36.073	35.996	35.976	
OFFSET	-4.250	-2.750	000.0	2.750	4.250	
DISC LANE			CH 2	25.10		

DISC LANE

		1 in 30	1 in 43.5	1 in 83.4	1 in 30	
					<u> </u>	
DATUM R.L.35.0						
DESIGN SURFACE LEVEL	37.226	37.176	37.113	37.080	37.130	
EXISTING SURFACE LEVEL	36.192	36.155	36.089	36.019	35.999	
OFFSET	-4.250	-2.750	0000	2.750	4.250	
DISC LANE			CH 1	2.60		

DISC LANE



2.90m

SHARED PATH



8.50m ROAD RESERVE

A 1.50m 2.75m NATURE STRIP

DATUM R.L.34.0

SURFACE LEVEL

SURFACE LEVEL

DATUM R.L.34.0

SURFACE LEVEL

EXISTING SURFACE LEVEL

DESIGN

OFFSET

DESIGN

EXISTING

OFFSET

2.75m

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L6 414 LA TROBE STREET PO BOX 16084 MELBOURNE VICTORIA 8007 AUSTRALIA T 61 3 9993 7888 spiire.com.au ABN 55 050 029 635



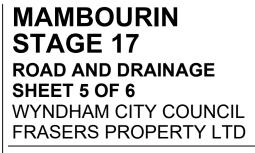
## Mambourin

Designed K. FEARN-WANNAN Authorised G. KOHLMAN

Checked

G. KOHLMAN Date 18/10/22

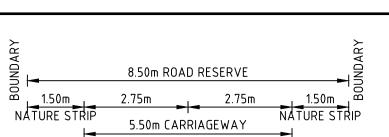
#### Drg No AS CONSTRUCTED 309504CR404

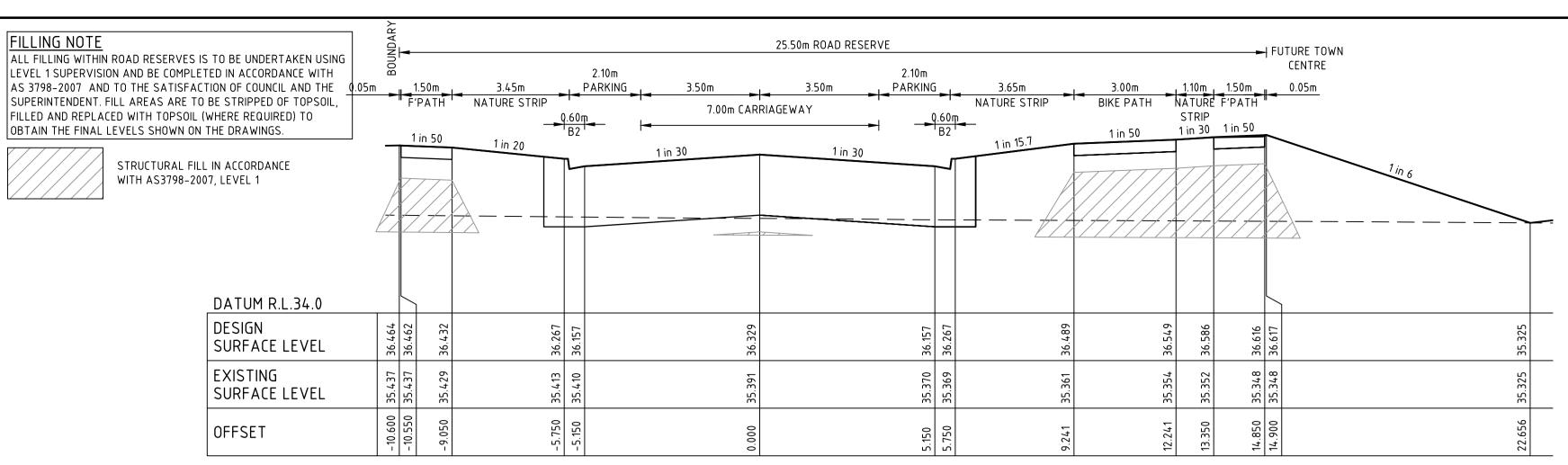


		1 in 30	1 in 40	1 in 40	1 in 30	
DATUM R.L.35.0						
DESIGN SURFACE LEVEL	36.420	36.370	36.302	36.370	36.420	
EXISTING SURFACE LEVEL	36.177	36.158	36.112	36.064	36.038	
OFFSET	-4.250	-2.750	0.000	2.750	4.250	

CH 73.10

1 in 30 1 in 40 1 in 40 1 in 30





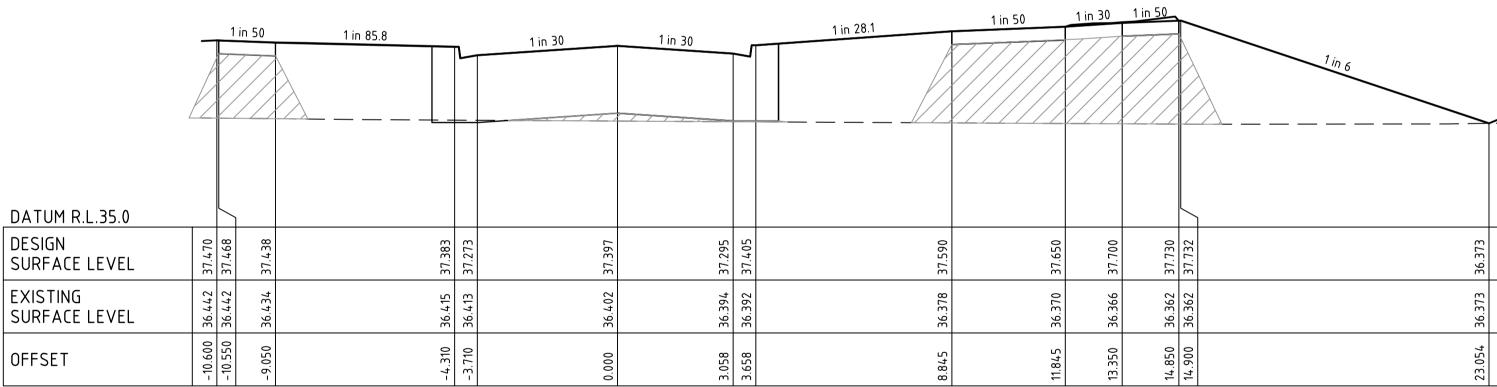
#### RAIL CIRCUIT

CH 170.50

#### 1 in 50 1 in 17.2 1 in 34.1 1 in 30 1 in 30 DATUM R.L.35.0 DESIGN 36.926 36.924 687 797 797 687 SURFACE LEVEL . 196 - 196 36. -10.600 35.902 -10.550 35.902 EXISTING 35.912 35.911 .917 .918 SURFACE LEVEL 50 ഗ് ഗ 750 150 OFFSET 5.150 5.750 ~| ~|

## RAIL CIRCUIT

CH 144.00



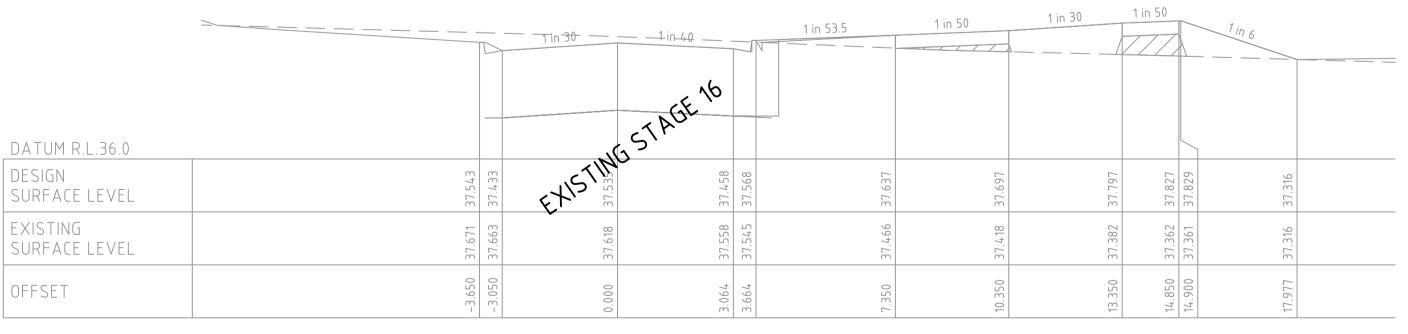
#### RAIL CIRCUIT

RAIL CIRCUIT

CH 117.10

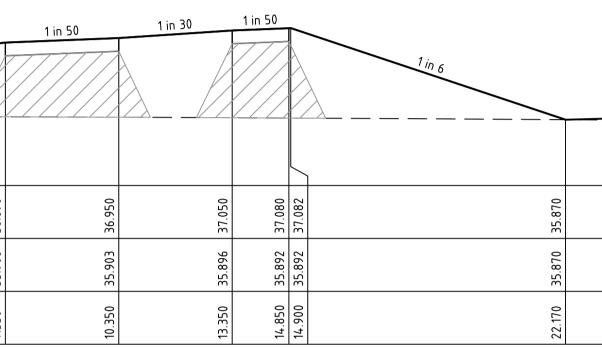


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CH 50.00

				Scale								
					1:100 CALE @ A1	0	1	2	3	4	5	
3	AS CONSTRUCTED	M.R	23/06/23		1:50	0	0.5	1	1.5	2	2.5	
2	AMENDMENT TO CROSS SECTIONS	M.R	18/11/22									
1	RETAINING WALL HEIGHT UPDATED	MI.R	11/10/22									
0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22									© Th
В	RAIL CIRCUIT SECTIONS EXTENDED & FILLING ADDED	M.R	04/08/22									be
А	PRELIMINARY ISSUE	MI.R	20/06/22									ret res
Rev	Amendments	Approved	Date									an





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RAIL CIRCUIT

#### RETAINING WALL REFER — STRUCTURAL DRAWINGS DATUM R.L.34.0 DESIGN 34.918 34.932 35.922 35.697 35.680 SURFACE LEVEL EXISTING 34.918 34.924 34.925 965 SURFACE LEVEL 34. 34. -15.400 -15.000 -14.900 -8.250 -7.750 OFFSET RAIL CIRCUIT RRL FENCING — RETAINING WALL REFER — STRUCTURAL DRAWINGS 1 in 27.7 1 in 50 DATUM R.L.34.0 DESIGN 34.886 34.923 35.913 35.737 35.720 SURFACE LEVEL EXISTING 34.886 34.896 34.897 34.944 34.945 SURFACE LEVEL -15.400 -15.000 -14.900 -8.250 -7.750 OFFSET

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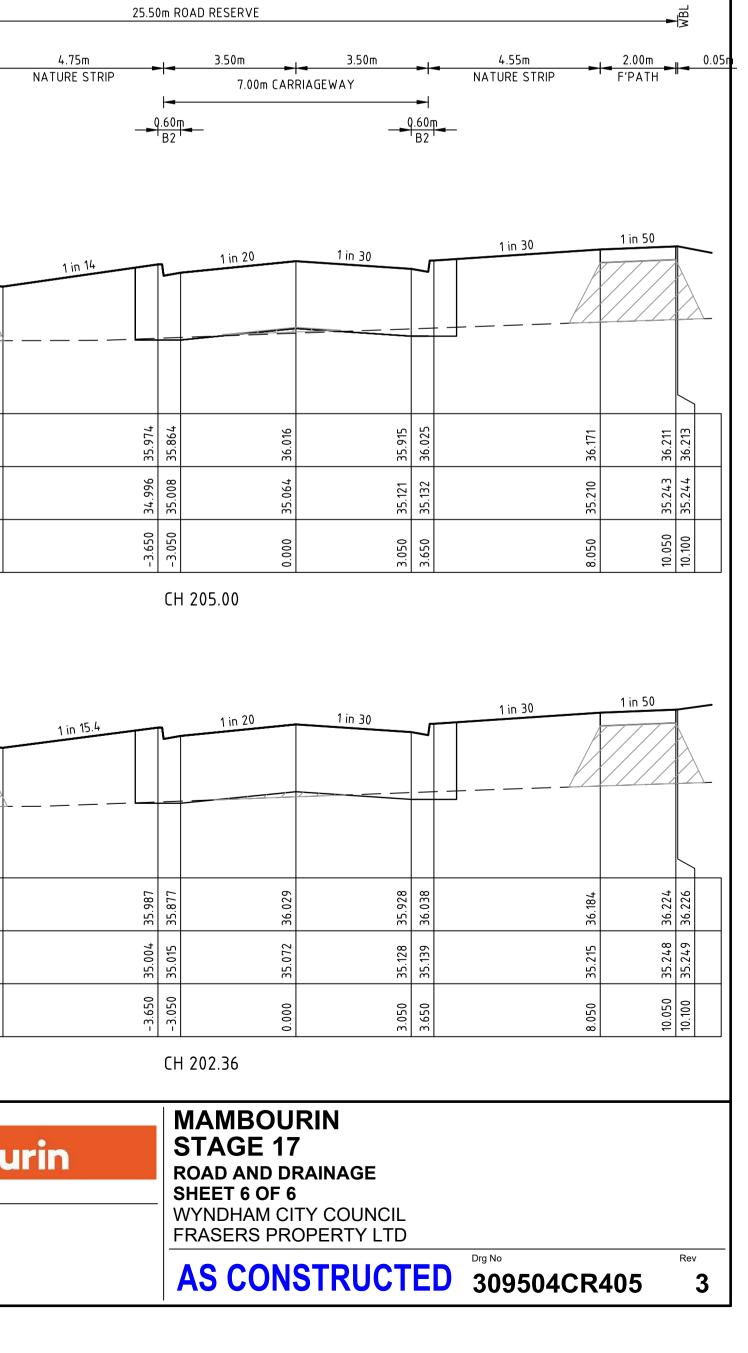
0.50m - 2.65m 4.00m NATURE STRIP F'PATH

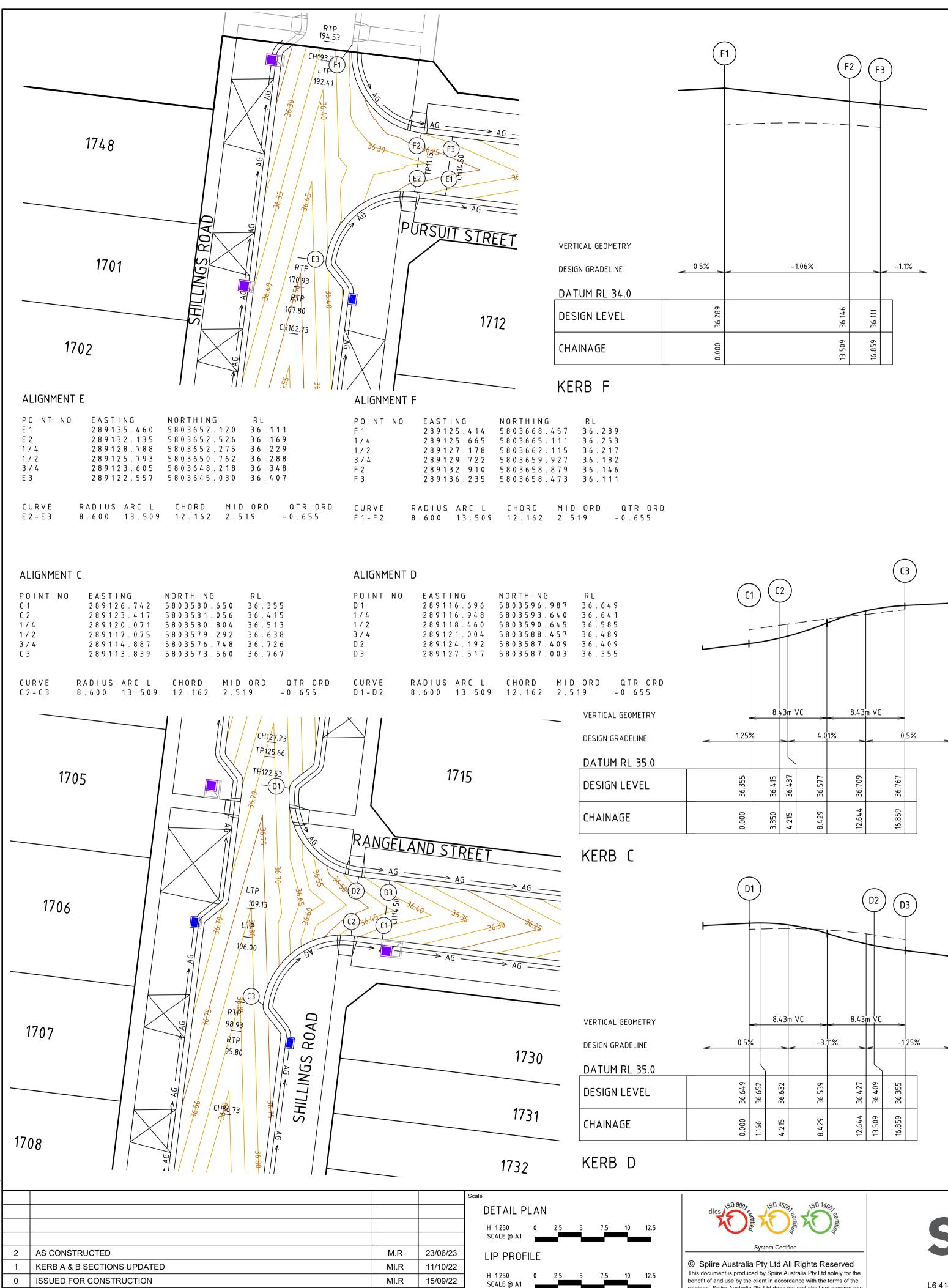
1 in 18.3

1 in 50

RES RES

RRL FENCING —





MI.R

Approved

20/06/22

Date

V 1:25

0 0.25 0.50 0.75 1.00

A PRELIMINARY ISSUE

Rev Amendments

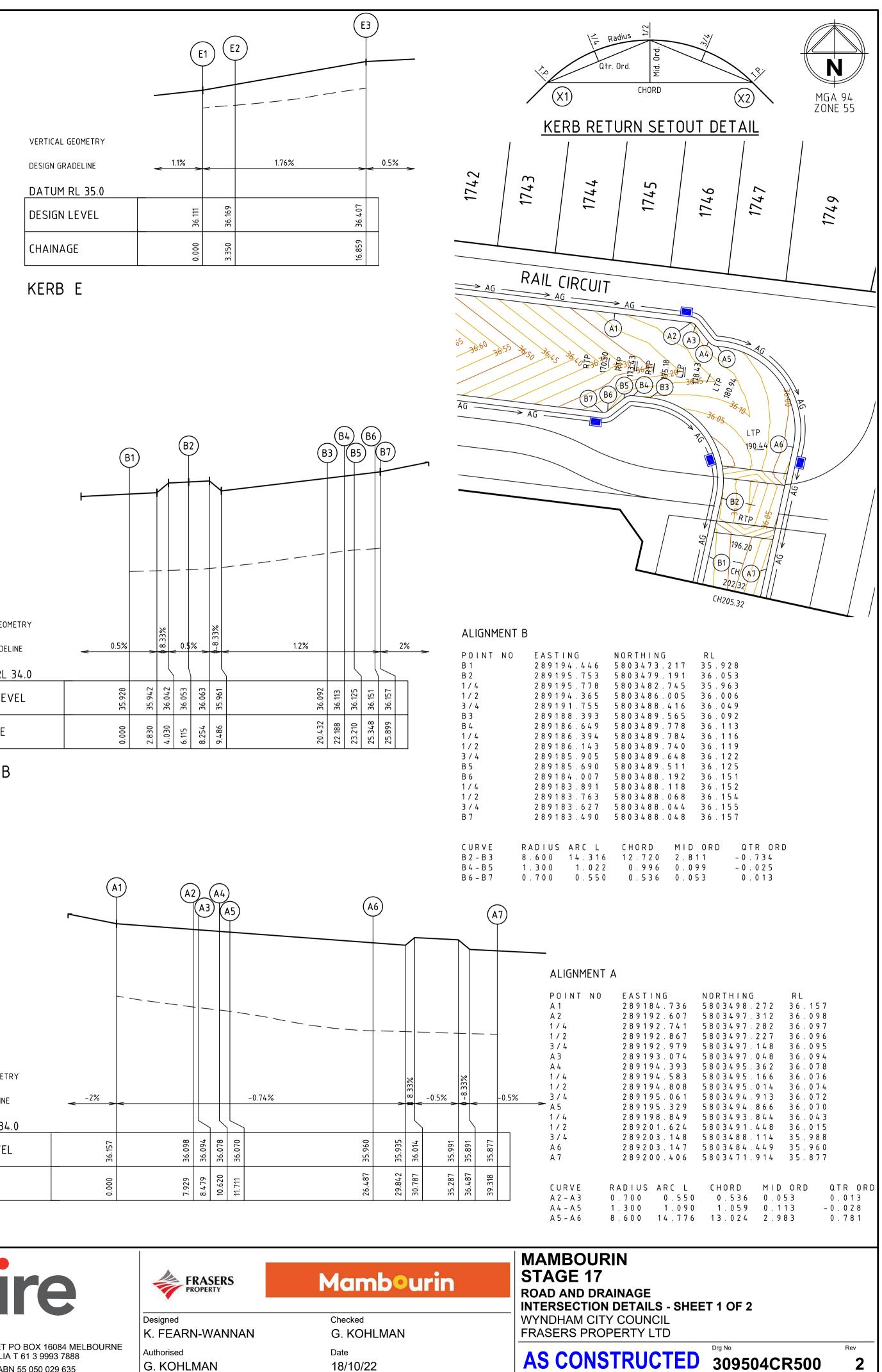
by Kev



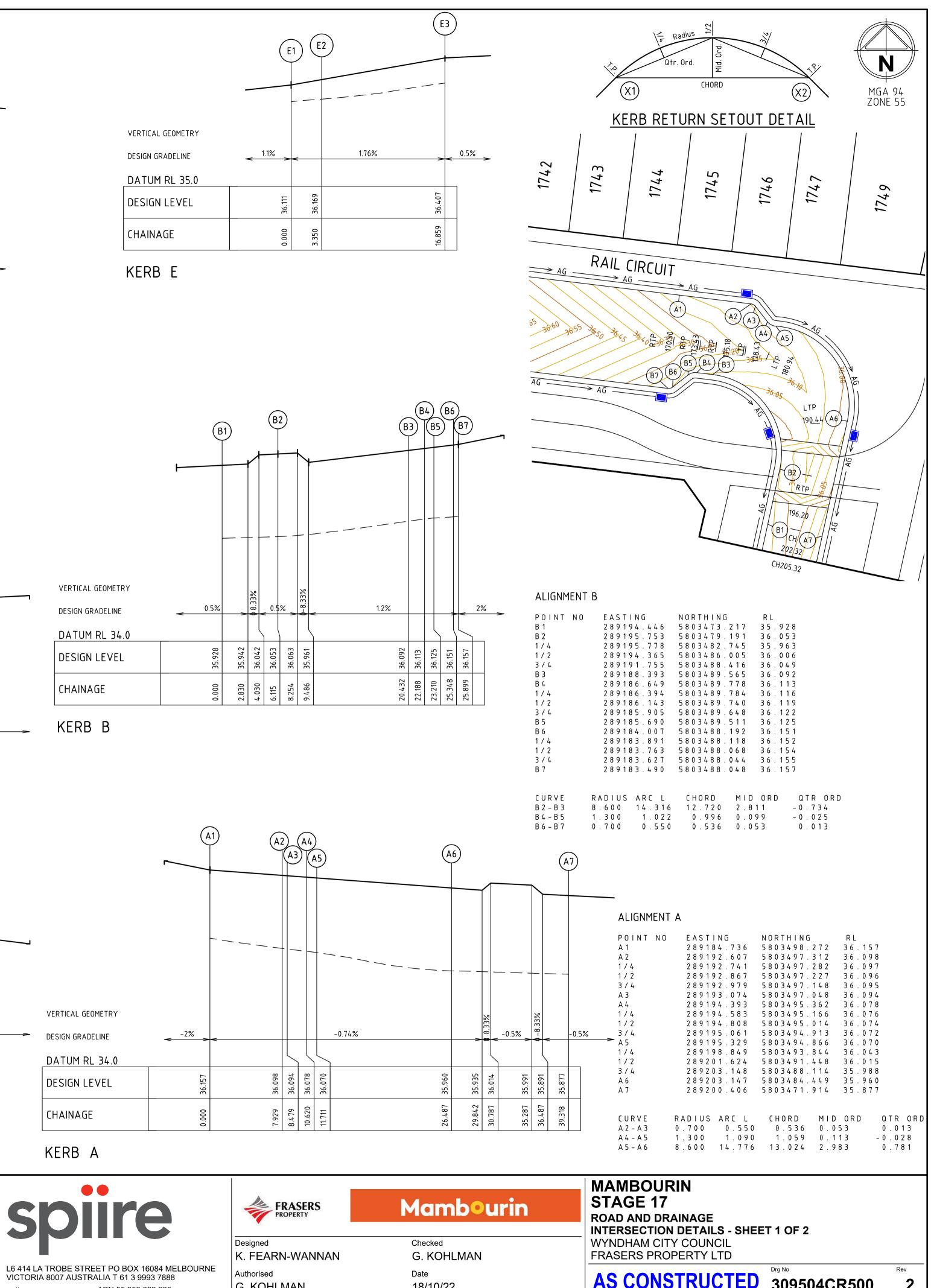


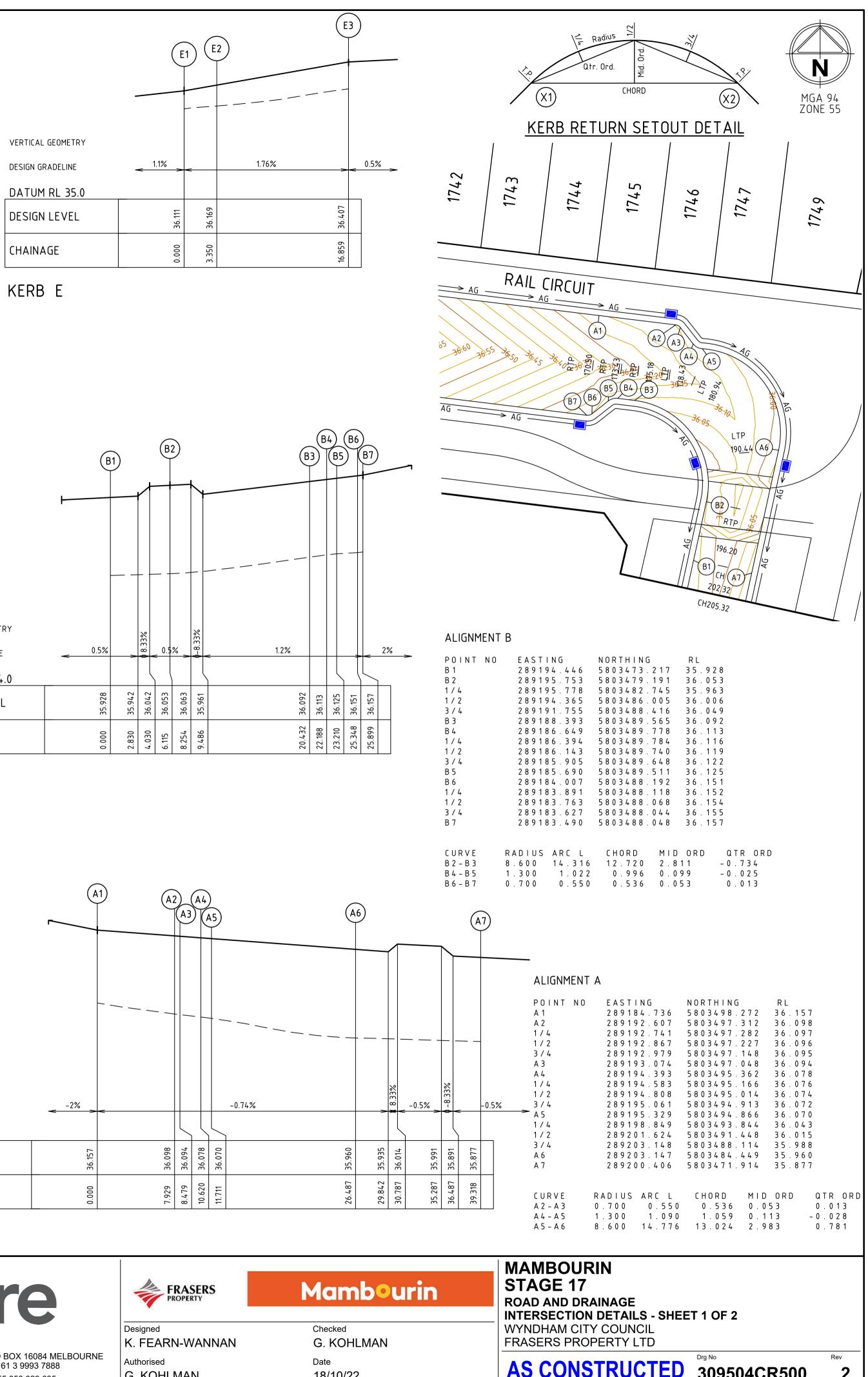


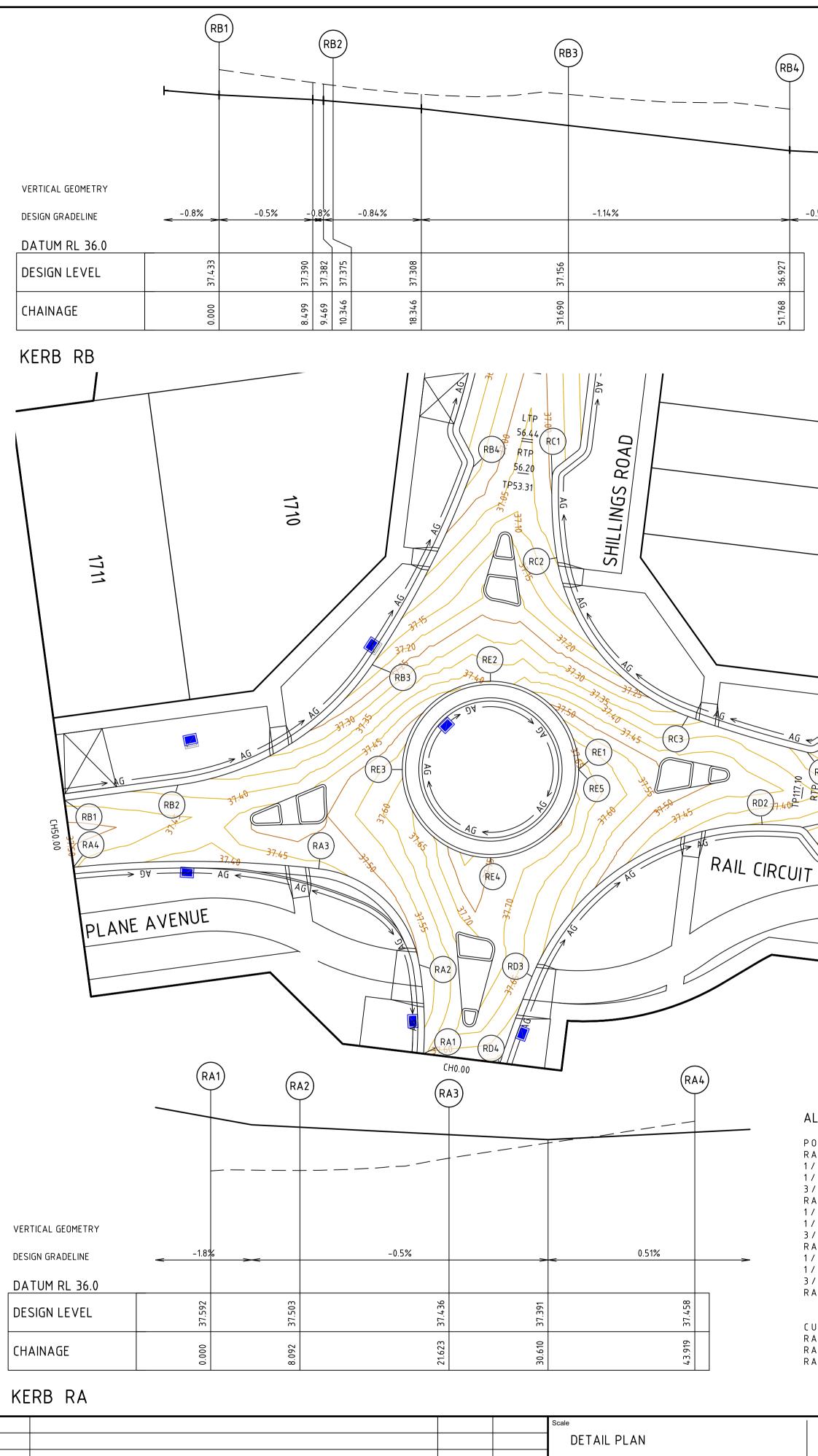
Checked Date 18/10/22



## KERB B

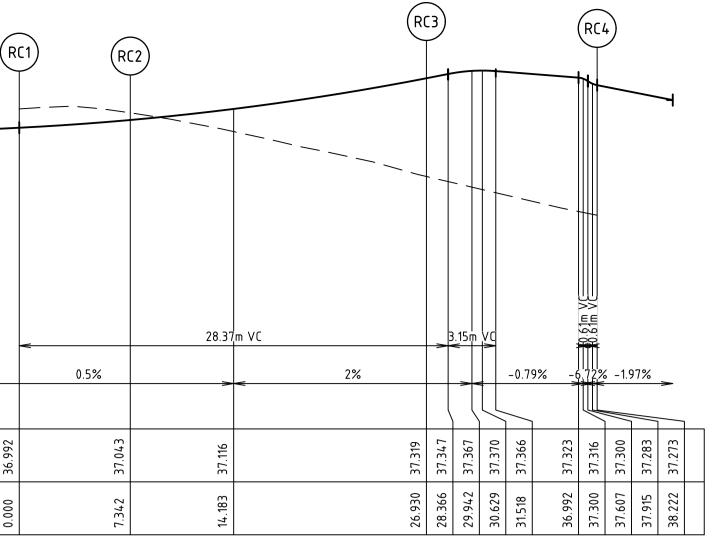


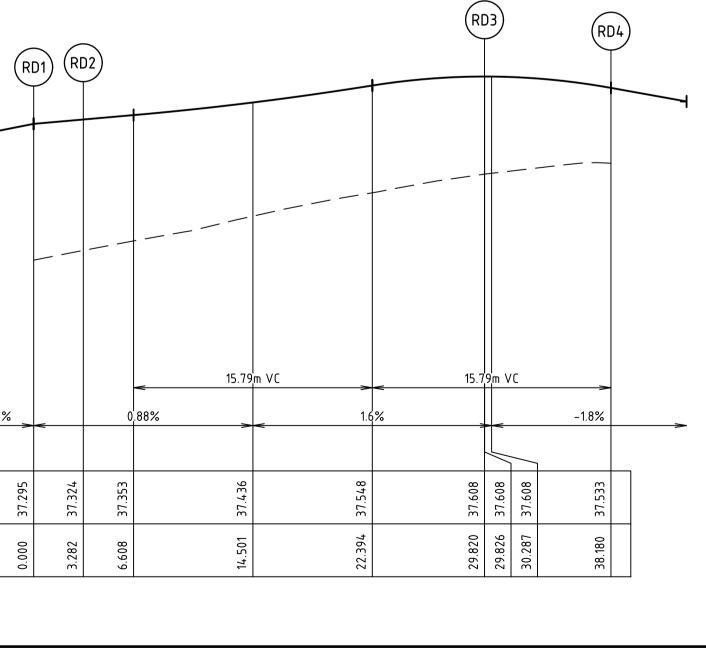




file name 309504CR500.dwg layout name CR501 plotted by Kevin Nguyen file location G:\30\309504\Civil\ACAD plot date 23/06/2023 3:27 PM Sheel @ V 0 L 0

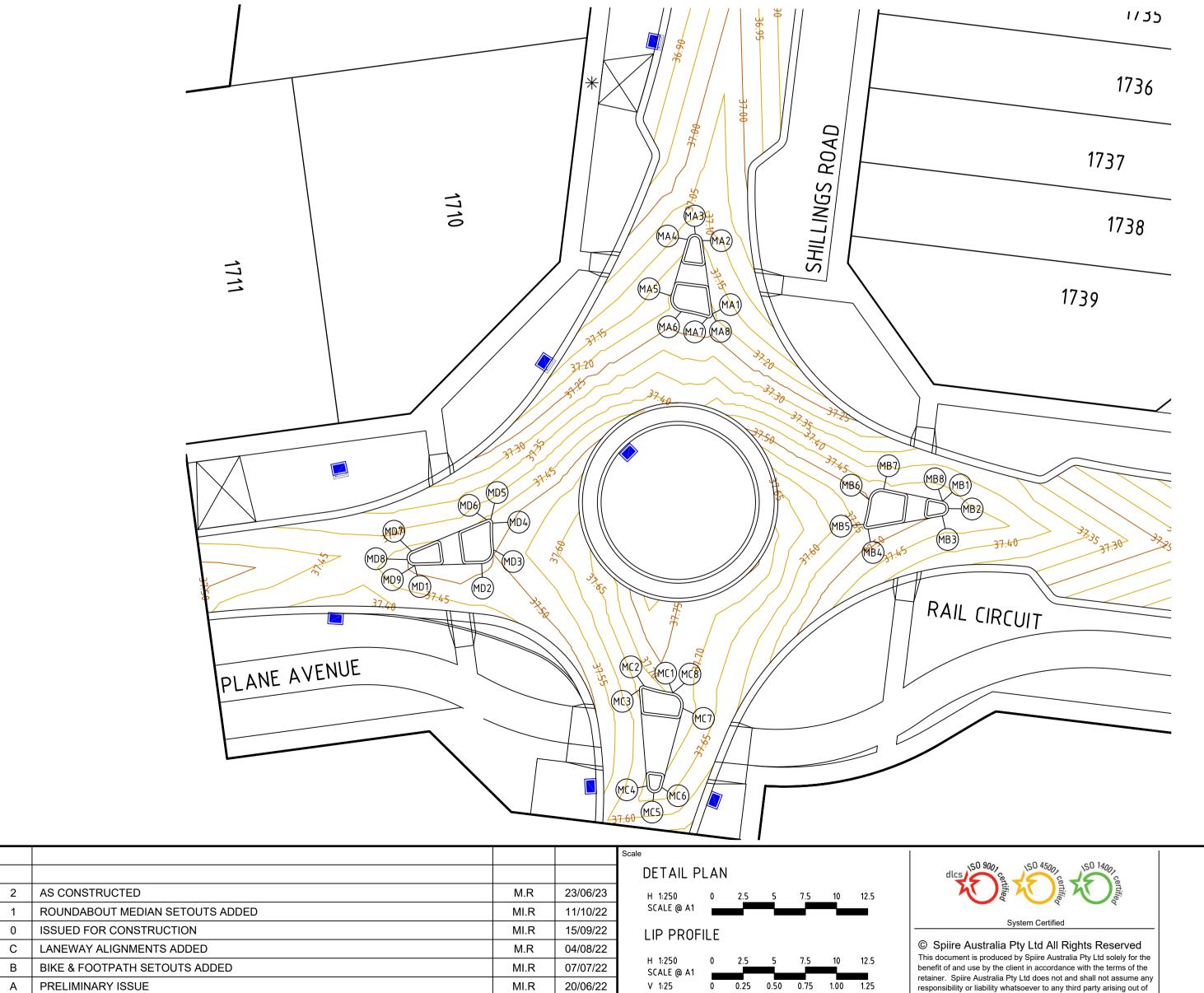
(RB1)	ALIGNMENT RB	
(RB2) (RB3)	POINT NO       EASTING       NORTHING       RL         RB1       289064.209       5803498.952       37.433         RB2       289074.461       5803500.340       37.375         1/4       289079.635       5803501.604       37.330         1/2       289084.434       5803503.916       37.277	RC1 RC2 RC3 (RC4)
	1/2       289084.434       3803303.916       37.217         3/4       289088.645       5803507.177       37.216         RB3       289092.086       5803511.243       37.156         1/4       289094.779       5803515.478       37.098         1/2       289097.202       5803519.872       37.041	
	3/4       289099.347       5803524.410       36.984         RB4       289101.204       5803529.072       36.927       KERB RETURN SET	OUT DETAIL
VERTICAL GEOMETRY  DESIGN GRADELINE -0.8% -0.8% -0.84% -1.14%	CURVE RADIUS ARC L CHORD MID ORD QTR ORD RB2-RB3 25.450 21.345 20.725 2.205 -0.557 RB3-RB4 80.380 20.077 20.025 0.626 -0.157	
DATUM RL 36.0	ALIGNMENT RC	VERTICAL GEOMETRY 28.37m VC 3.15m VC
DESIGN LEVEL         E7/LE         667/LE         97/LE	POINT NO EASTING NORTHING RL RC1 289108.414 5803528.266 36.992	DESIGN GRADELINE     0.5%     2%     -0.79%     -6.72%     -1.97%
KERB RB	1/4       289108.377       5803526.431       37.002         1/2       289108.434       5803524.597       37.014         3/4       289108.586       5803522.768       37.027         RC2       289108.833       5803520.949       37.043         1/4       289110.245       5803516.275       37.093	DATUM RL 35.0
	1/2 289112.833 5803512.135 37.155 3/4 289116.417 5803508.819 37.231 RC3 289120.745 5803506.560 37.319 1/4 289123.412 5803505.633 37.366	CHAINAGE 0.0000 3 31.518 3 33.222 33.30.629 3 33.222 33.518 3 33.222 33.518 3 33.222 3 32.223 3 32.222 3 32.223
RB4 RTP RTP RTP RTP	MGA 94       1/2       289126.103       5803504.782       37.358         ZONE 55       3/4       289128.818       5803504.007       37.335         RC4       289131.553       5803503.308       37.273	KERB RC
56.20 Q S S	1737 CURVE RADIUS ARCL CHORD MID ORD QTR ORD RC1-RC2 35.549 7.342 7.329 0.189 -0.047 RC2-RC3 18.450 19.588 18.681 2.539 -0.646	(RE1) (RE5) (RE6)
	RC3-RC4 100.431 11.292 11.286 0.159 -0.040 1738	(RE2) (RE3)
	ALIGNMENT RE           POINT NO         EASTING         NORTHING         RL           1739         3/4         289097.156         5803496.094         37.689	
	RE5289110.8135803501.75037.679RE1289110.8135803501.75037.6791/4289110.2045803504.81237.6001/2289108.4705803507.40737.514	
31-20 RE2 32-50 RE2 32-50 RE2 32-50 RE2 32-50 RE2	3/4       289105.874       5803509.141       37.428         RE2       289102.813       5803509.750       37.390         1/4       289099.751       5803509.141       37.440         1/2       289097.156       5803507.407       37.489	VERTICAL GEOMETRY DESIGN GRADELINE -2.46% -2.73% -1.92% -1.56%
AND BARK AND ON A RANK AND	3/4       289095.422       5803504.812       37.539         RE3       289094.813       5803501.750       37.588         1/4       289095.422       5803498.689       37.638         1/2       289097.156       5803496.094       37.689         1/2       289097.156       5803496.094       37.689	DATUM RL 36.0
AG RE3 RE3	3/4       289099.751       5803494.359       37.780         RE4       289102.813       5803493.750       37.821         1/4       289105.874       5803494.359       37.804	CHAINAGE     37.39       5.133     37.59       37.59     37.39       5.133     37.58       5.133     37.58       5.133     37.58       5.133     37.58       5.133     37.58       5.133     37.58       5.133     37.58       5.133     37.58       5.133     37.58       5.133     37.58       5.133     37.58       5.133     37.58       5.133     37.82       5.133     37.82       5.133     37.82       5.133     37.82       5.131     37.82       5.132     37.82       5.133     37.82       5.131     37.82       5.100     37.72       5.131     37.82       5.114     37.82       5.114     37.82       5.114     37.82       5.114     37.82       5.114     37.82       5.114     37.82       5.114     37.82       5.114     37.82       5.114     37.82       5.114     37.82       5.114     37.82       5.114     37.82       5.114     37.82       5.114
E RB1 3148 3145 3145	RD2       R	No.
$\begin{array}{c} 8 \\ 8 \\ \hline \\ 8 \\$	ALCIRCUIT RE3-RE4 8.000 12.566 11.314 2.343 -0.609 RE4-RE1 8.000 -37.699 -11.314 13.657 -4.939	
PLANE AVENUE	ALIGNMENT RD POINT NO EASTING NORTHI	
PLANE RAZ RD3	RD1       289130.733       580349         1/4       289129.916       580349         1/2       289129.098       580349         3/4       289128.278       580349	6.663 37.302 6.717 37.309 6.751 37.316
	RD2       289127.458       580349         1/4       289120.912       580349         1/2       289114.920       580349         3/4       289110.001       580348	5.840 37.384 3.049 37.463 8.633 37.560
CH0.00	RD3       289106.581       580348         1/4       289105.795       580348         1/2       289105.050       580347         3/4       289104.345       580347	1.039 37.603 9.087 37.589 7.119 37.566
(RA1) (RA2) (RA3) (RA4)	RD4 289103.681 580347 CURVE RADIUS ARCL CHORE RD1-RD2 34.264 3.282 3.	MID ORD QTR ORD
	ALIGNMENT RA POINT NO EASTING NORTHING RL RA1 289096.745 5803475.984 37.592 1/4 289096.823 5803478.005 37.556 RD1-RD2 34.264 3.282 3. RD2-RD3 22.450 26.538 25. RD3-RD4 100.450 8.360 8. RD3-RD4 100.450 8.360 8.	020 3.809 -0.973
	1/2       289096.784       5803480.027       37.524         3/4       289096.631       5803482.044       37.513         RA2       289096.362       5803484.049       37.503         1/4       289095.292       5803487.243       37.486	
VERTICAL GEOMETRY DESIGN GRADELINE -1.8% -0.5% 0.51%	1/2       289093.261       5803489.930       37.470         3/4       289090.481       5803491.831       37.453         RA3       289087.241       5803492.750       37.436          1/4       289081.689       5803493.236       37.408	VERTICAL GEOMETRY         15.79 m VC         15.79 m VC           DESIGN GRADELINE         1.97%         0.88%         1.6%         -1.8%
DATUM RL 36.0	1/2       289076.119       5803493.421       37.402         3/4       289070.547       5803493.305       37.430         RA4       289064.989       5803492.888       37.458	DATUM RL 35.0 567 725 57 57 57 57 57 57 57 57 57 57 57 57 57
DESIGN LEVEL         37.59         37.50         37.50         37.50         37.43         5.919         37.45	CURVE RADIUS ARC L CHORD MID ORD QTR ORD RA1-RA2 35.450 8.092 8.075 0.231 –0.058 RA2-RA3 10.450 13.531 12.606 2.115 –0.543	CHAINAGE 337.1 38.180 37.1 38.180 37.1
KERB RA	RA3-RA4 103.096 22.296 22.252 0.602 -0.151	KERB RD
Scale       DETAIL PLAN		SERS Mambourin MAMBOURIN STAGE 17 BOAD AND DRAINAGE
Image: Constructed       Image: Co	12.5 Sponted System Certified Spire Australia Pty Ltd All Rights Reserved Designed	ERTY       ROAD AND DRAINAGE         Checked       ROAD AND DRAINAGE         WYNDHAM CITY COUNCIL       WYNDHAM CITY COUNCIL
1         ROUNDABOUT LEVELS UPDATED         MI.R         11/10/22           0         ISSUED FOR CONSTRUCTION         MI.R         15/09/22         H 1:250         0         2.5         5         7.5	Spille Australia Fty Ltd All Rights Reserved	WANNAN G. KOHLMAN FRASERS PROPERTY LTD
0         ISSUED FOR CONSTRUCTION         MI.R         15/09/22         H 1:250 SCALE (0) A1         0         2.5         5         7.5           A         PRELIMINARY ISSUE         MI.R         20/06/22         V 1:25         0         0.25         0.5         0.55           Rev         Amendments         Approved         Date	1.00       1.25         retainer. Spiire Australia Pty Ltd does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.       Ltd + Lth + NOBE Of NEE F1 O BOX 10004 NEE BOOK 100	





ALIGNMENT MA

POINT NO	) EASTING	NORTHING	RL	
MA 1	289105.550	5803516.896	37.209	
3/4	289105.532	5803517.026	37.208	
M A 2	289104.727	5803522.772	37.152	
1/4	289104.665	5803522.965	37.150	
1/2	289104.542	5803523.127	37.147	
3/4	289104.373	5803523.238	37.144	
M A 3	289104.176	5803523.287	37.141	
1/4	289103.974	5803523.267	37.139	
1/2	289103.790	5803523.181	37.136	
3/4	289103.645	5803523.039	37.133	
MA4	289103.556	5803522.856	37.131	
M A 5	289102.237	5803518.326	37.187	
1/4	289102.207	5803517.905	37.189	
1/2	289102.354	5803517.509	37.191	
3/4	289102.650	5803517.209	37.193	
M A 6	289103.045	5803517.058	37.195	VERTICAL GEOMETRY
1/4	289103.581	5803516.965	37.198	
1/2	289104.114	5803516.852	37.201	
3/4	289104.642	5803516.720	37.204	DESIGN GRADELINE
1/2	289104.779	5803516.682	37.204	
1/4	289105.039	5803516.606	37.206	DATUM RL 36.0
M A 7	289105.164	5803516.568	37.209	
				DESIGN LEVEL
CURVE	RADIUS ARC L		DORD QTR ORD	
M A 2 – M A 3			0.133 -0.034	
M A 3 – M A 4			0.133 -0.034	CHAINAGE
M A 5 – M A 6			0.341 – 0.089	
M A 6 – M A 7			0.040 0.010	
MA 7 – MA 1	0.300 – 16.	162 - 0.584 (	0.369 -0.114	
				KERB MA



V 1:25

Approved

Date

0 0.25 0.50 0.75 1.00

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С

Rev Amendments

ALIGNMENT	MB

M B 1

1/4

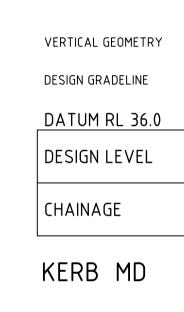
1/2

POINT NO

EASTING

1 3 M	/ / B B	2 4 7			
M M M	B B B B	1 2 4 5	 E M M M M	B B B	- - -

3 / MEE 1 / 1 / 3 / MEE 1 / 1 / 3 / MEE 1 / 1 / 3 / MEE 1 / 1 / 3 / MEE 1 /	3 2 2 4 3 4 2 4 3 4 2 4 5 4 2 4 6 4 2 4 7		
M E M E	JRV 31– 32– 34–	M B M B	3



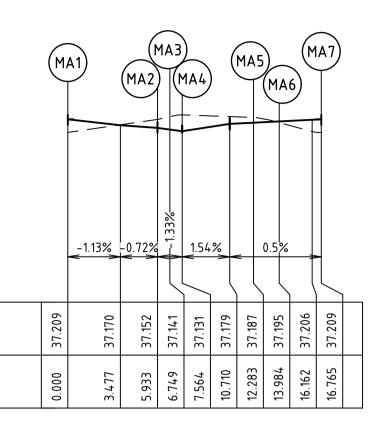
ALIGNM	1ENT	MD
	NO	-

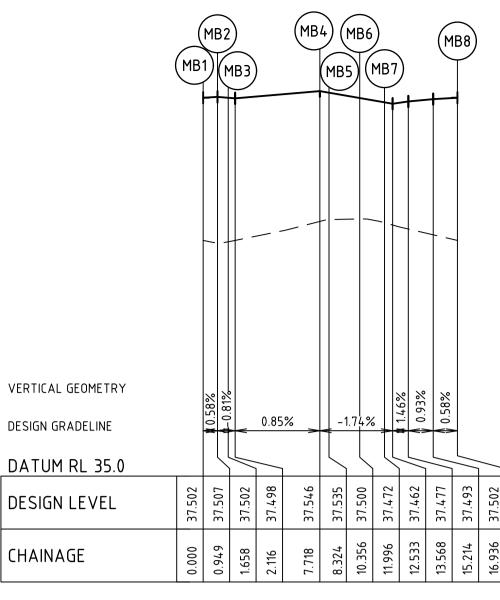
ALIGNMENT	MD			
POINT NO MD1 MD2 1/4 1/2 3/4 MD3 1/4 1/2 3/4 MD4 1/4 1/2 3/4 MD5 1/4 1/2 3/4 MD5 1/4 1/2 3/4 MD5 1/4 1/2 3/4 MD6 MD7 1/4 1/2 3/4 MD8 1/4 1/2 3/4 MD8 1/4 1/2 3/4 MD9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} N \ O \ R \ T \ H \ I \ N \ G \\ 5 \ 8 \ 0 \ 3 \ 4 \ 9 \ 6 \ . \ 6 \ 7 \ 6 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 9 \ 6 \ . \ 9 \ 2 \ 1 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 9 \ 7 \ . \ 1 \ 6 \ 9 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 9 \ 7 \ . \ 7 \ 2 \ 3 \\ 7 \ 8 \ 0 \ 3 \ 4 \ 9 \ 7 \ . \ 7 \ 3 \ 7 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 9 \ 7 \ . \ 7 \ 3 \ 7 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 9 \ 9 \ . \ 0 \ 0 \ 9 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 9 \ 9 \ . \ 0 \ 0 \ 9 \\ 7 \ 6 \ 0 \ 3 \ 4 \ 9 \ 9 \ . \ 0 \ 0 \ 9 \\ 7 \ 6 \ 0 \ 3 \ 5 \ 0 \ 0 \ . \ 0 \ 1 \ 6 \\ 5 \ 8 \ 0 \ 3 \ 5 \ 0 \ 0 \ . \ 0 \ 1 \ 1 \ 6 \\ 5 \ 8 \ 0 \ 3 \ 5 \ 0 \ 0 \ . \ 3 \ 1 \ 6 \\ 5 \ 8 \ 0 \ 3 \ 5 \ 0 \ 0 \ . \ 3 \ 1 \ 6 \\ 5 \ 8 \ 0 \ 3 \ 5 \ 0 \ 0 \ . \ 3 \ 1 \ 6 \\ 5 \ 8 \ 0 \ 3 \ 5 \ 0 \ 0 \ . \ 3 \ 1 \ 6 \ 5 \ 8 \ 0 \ 3 \ 4 \ 9 \ 7 \ . \ 8 \ 2 \ 9 \ 5 \ 5 \ 8 \ 0 \ 3 \ 4 \ 9 \ 7 \ . \ 8 \ 2 \ 9 \ 5 \ 8 \ 0 \ 3 \ 4 \ 9 \ 7 \ . \ 8 \ 2 \ 9 \ 5 \ 8 \ 0 \ 3 \ 4 \ 9 \ 7 \ . \ 8 \ 2 \ 8 \ 6 \ 8 \ 0 \ 3 \ 4 \ 9 \ 7 \ . \ 8 \ 8 \ 6 \ 8 \ 6 \ 6 \ 8 \ 6 \ 6 \ 8 \ 6 \ 8 \ 6 \ 6 \ 8 \ 6 \ 6 \ 6 \ 8 \ 6 \ 6 \ 6 \ 8 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 8 \ 6 \ 7 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \$	37.521 37.516 37.516 37.505 37.500 37.495 37.495 37.488 37.488 37.475 37.467 37.4667 37.4667 37.4667 37.4663 37.4663 37.4663 37.4661 37.4660 37.4672 37.4660 37.4660 37.4672 37.4660 37.4660 37.4672 37.4660 37.5000 37.507 37.514	
C U R V E MD 2 – MD 3 MD 3 – MD 4 MD 4 – MD 5 MD 5 – MD 6 MD 7 – MD 8 MD 8 – MD 9	RADIUS       ARC         1.000       1.6         14.000       2.1         0.300       0.3         0.300       0.3         0.600       0.8         0.600       0.8	5       5       1       .       4       7       2         5       0       2       .       1       4       8         3       9       0       .       3       2       1         3       9       0       .       3       2       1         3       9       0       .       3       2       1         3       2       0       .       7       6       7	MID ORD 0.323 0.041 0.047 0.047 0.139 0.139	Q T R O R - 0 . 0 8 4 0 . 0 1 0 - 0 . 0 1 2 - 0 . 0 1 2 - 0 . 0 3 6 - 0 . 0 3 6

Т	MD	
D	E A S T I N GN O R T H I N GR L2 8 9 0 8 1 . 6 4 15 8 0 3 4 9 6 . 6 7 63 7 . 5 2 12 8 9 0 8 7 . 0 2 05 8 0 3 4 9 6 . 8 2 63 7 . 5 1 62 8 9 0 8 7 . 4 2 05 8 0 3 4 9 6 . 9 2 13 7 . 5 1 12 8 9 0 8 7 . 7 4 75 8 0 3 4 9 7 . 16 93 7 . 5 0 52 8 9 0 8 7 . 9 4 75 8 0 3 4 9 7 . 5 2 83 7 . 5 0 02 8 9 0 8 7 . 9 4 75 8 0 3 4 9 7 . 9 3 73 7 . 4 9 52 8 9 0 8 7 . 9 3 45 8 0 3 4 9 7 . 9 3 73 7 . 4 9 52 8 9 0 8 7 . 9 3 45 8 0 3 4 9 9 . 0 9 93 7 . 4 8 12 8 9 0 8 7 . 9 0 35 8 0 3 4 9 9 . 5 4 63 7 . 4 7 52 8 9 0 8 7 . 9 0 35 8 0 3 5 0 0 . 0 8 43 7 . 4 6 82 8 9 0 8 7 . 8 9 65 8 0 3 5 0 0 . 0 8 43 7 . 4 6 62 8 9 0 8 7 . 8 9 65 8 0 3 5 0 0 . 2 4 73 7 . 4 6 62 8 9 0 8 7 . 8 9 65 8 0 3 5 0 0 . 3 1 43 7 . 4 6 62 8 9 0 8 7 . 7 4 85 8 0 3 5 0 0 . 3 6 53 7 . 4 6 72 8 9 0 8 7 . 7 4 85 8 0 3 5 0 0 . 3 8 53 7 . 4 6 72 8 9 0 8 7 . 5 0 35 8 0 3 5 0 0 . 3 8 53 7 . 4 6 72 8 9 0 8 7 . 5 0 35 8 0 3 5 0 0 . 3 8 53 7 . 4 6 72 8 9 0 8 1 . 5 0 35 8 0 3 4 9 7 . 7 1 83 7 . 4 7 92 8 9 0 8 1 . 2 1 95 8 0 3 4 9 7 . 5 5 43 7 . 4 7 92 8 9 0 8 1 . 0 3 75 8 0 3 4 9 7 . 5 5 43 7 . 4 7 92 8 9 0 8 1 . 0 3 75 8 0 3 4 9 6 . 9 5 83 7 . 5 0 02 8 9 0 8 1 . 0 3 75 8 0 3 4 9 6 . 7 0 63 7 . 5 1 42 8 9 0 8 1 . 2 5 45 8 0 3 4 9 6 . 6 7 6<	
	1.000 1.655 1.472 0.323	Q T R O R - 0 . 0 8 4 0 . 0 1 0 - 0 . 0 1 2 - 0 . 0 1 2 - 0 . 0 3 6 - 0 . 0 3 6



Checked G. KOHLMAN Date 18/10/22





ΚE	ERB	MB

	MC	1) (MC2		3)	(	MC4		(6)					)	
VERTICAL GEOMETRY					0.5%	.81%	1.66%	1.28%						
DESIGN GRADELINE		<	-0.88	3%>	<				91%	-0	.88%	>		
DATUM RL 36.0			$\leq$			$\subseteq$								
DESIGN LEVEL	37.691	37.670	37.665	37.627	37.638	37.640	37.656	37.670	37.683	37.702	37.727	37.706	37.691	
CHAINAGE	0.000	2.361	2.951	7.245	9.472	9.834	10.698	11.538	12.378	13.834	16.574	18.944	20.621	

POINT NO MC1 1/4 1/2 3/4 MC2 1/4 1/2 3/4 MC3 MC4 1/4 1/2 3/4 MC5 1/4 1/2 3/4 MC5 1/4 1/2 3/4 MC5 1/4 1/2 3/4 MC6 1/4 MC7	$ \begin{array}{c} {\sf E} \; {\sf A} \; {\sf S} \; {\sf T} \; {\sf I} \; {\sf N} \; {\sf G} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 2} \; . \; {\sf 3} \; {\sf 7} \; {\sf 1} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 1} \; . \; {\sf 7} \; {\sf 8} \; {\sf 9} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 1} \; . \; {\sf 2} \; {\sf 1} \; {\sf 2} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 0} \; . \; {\sf 9} \; {\sf 0} \; {\sf 2} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 0} \; . \; {\sf 9} \; {\sf 0} \; {\sf 2} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 0} \; . \; {\sf 9} \; {\sf 0} \; {\sf 2} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 0} \; . \; {\sf 6} \; {\sf 4} \; {\sf 1} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 0} \; . \; {\sf 0} \; {\sf 7} \; {\sf 7} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 0} \; {\sf 9} \; {\sf 9} \; . \; {\sf 7} \; {\sf 9} \; {\sf 8} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 0} \; {\sf 9} \; {\sf 9} \; . \; {\sf 7} \; {\sf 9} \; {\sf 8} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 0} \; {\sf 9} \; {\sf 9} \; . \; {\sf 7} \; {\sf 0} \; {\sf 9} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 0} \; . \; {\sf 3} \; {\sf 0} \; {\sf 6} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 0} \; . \; {\sf 3} \; {\sf 5} \; {\sf 8} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 0} \; . \; {\sf 4} \; {\sf 7} \; {\sf 7} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 0} \; . \; {\sf 8} \; {\sf 4} \; {\sf 9} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 1} \; . \; {\sf 2} \; {\sf 4} \; {\sf 7} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 1} \; . \; {\sf 3} \; {\sf 9} \; {\sf 5} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 1} \; . \; {\sf 3} \; {\sf 9} \; {\sf 5} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 1} \; . \; {\sf 4} \; {\sf 8} \; {\sf 3} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 1} \; . \; {\sf 1} \; {\sf 8} \; {\sf 2} \\ {\sf 2} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 1} \; {\sf 1} \; {\sf 4} \; {\sf 8} \; {\sf 3} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 1} \; {\sf 1} \; {\sf 1} \; {\sf 2} \; {\sf 4} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 3} \; {\sf 1} \; {\sf 1} \; {\sf 8} \; {\sf 2} \\ {\sf 2} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 1} \; {\sf 1} \; {\sf 1} \; {\sf 2} \; {\sf 1} \; {\sf 1} \; {\sf 1} \; {\sf 2} \; {\sf 2} \\ {\sf 2} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 1} \; {\sf 1} \; {\sf 1} \; {\sf 1} \; {\sf 2} \; {\sf 2} \; {\sf 1} \; {\sf 1} \; {\sf 1} \; {\sf 1} \; {\sf 2} \; {\sf 1} $	$\begin{array}{c} N \ O \ R \ T \ H \ I \ N \ G \\ S \ 8 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 5 \ 5 \ 0 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 6 \ 7 \ 6 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 6 \ 7 \ 6 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 6 \ 7 \ 5 \\ 6 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 7 \ 5 \ 4 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 7 \ 7 \ 5 \\ 6 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 9 \ 9 \ 9 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 9 \ 9 \ 9 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 9 \ 9 \ 9 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 9 \ 9 \ 9 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 9 \ 9 \ 9 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 8 \ 6 \ . \ 9 \ 9 \ 6 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 7 \ 8 \ . \ 9 \ 6 \ 8 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 7 \ 8 \ . \ 9 \ 6 \ 8 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 7 \ 8 \ . \ 9 \ 6 \ 8 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 7 \ 8 \ . \ 4 \ 7 \ 3 \\ 5 \ 8 \ 0 \ 3 \ 4 \ 7 \ 8 \ . \ 4 \ 4 \ 1 \ 8 \ 5 \ 6 \ 7 \ 1 \ 8 \ 6 \ 7 \ 1 \ 1 \ 8 \ 6 \ 6 \ 7 \ 1 \ 6 \ 7 \ 1 \ 6 \ 7 \ 1 \ 6 \ 7 \ 1 \ 6 \ 7 \ 1 \ 6 \ 6 \ 7 \ 1 \ 6 \ 6 \ 7 \ 7 \ 1 \ 6 \ 6 \ 7 \ 1 \ 1 \ 6 \ 6 \ 7 \ 7 \ 1 \ 6 \ 6 \ 7 \ 6 \ 6 \ 7 \ 6 \ 7 \ 7 \ 6 \ 6 \ 7 \ 6 \ 6 \ 6 \ 6 \ 6 \ 7 \ 6 \ 6 \ 7 \ 6 \ 7 \ 6 \ 6 \ 6 \ 6 \ 7 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 6 \ 7 \ 6$	R L 3 7 . 6 9 1 3 7 . 6 8 6 3 7 . 6 8 1 3 7 . 6 7 8 3 7 . 6 7 6 3 7 . 6 7 0 3 7 . 6 6 9 3 7 . 6 6 9 3 7 . 6 6 5 3 7 . 6 6 5 3 7 . 6 5 9 3 7 . 6 6 5 3 7 . 6 7 0 3 7 . 6 7 0 3 7 . 6 8 0 3 7 . 6 8 3 3 7 . 7 1 9 3 7 . 7 0 6	
		5803485.203		

RADIUS ARC L CHORD MID ORD QTR ORD

1.000 – 18.944 0.094 1.999

2.358 0.050

0.499 0.134

0.773 0.141

0.773 0.141

0.012

-0.036

-0.036

-0.036

-0.976

K. FEARN-WANNAN

Designed

Authorised

G. KOHLMAN

# ALIGNMENT MC

CURVE

M C 1 – M C 2

M C 2 – M C 3

M C 4 – M C 5

M C 5 – M C 6

M C 7 – M C 1

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14.000 2.361

0.300 0.590

0.600 0.840

0.600 0.840

spire

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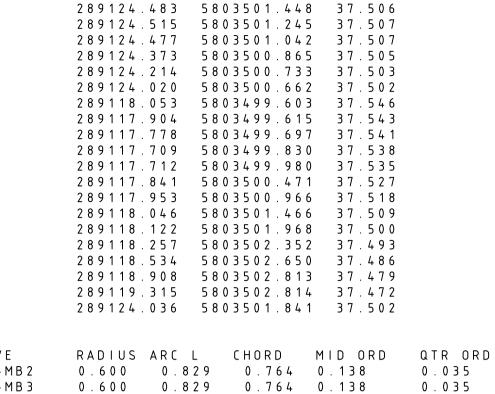
ABN 55 050 029 635

# KERB MC

RD MAMBOURIN **STAGE 17** ROAD AND DRAINAGE **INTERSECTION DETAILS - SHEET 3 OF 3** WYNDHAM CITY COUNCIL

FRASERS PROPERTY LTD

B 6 B 7		14.00 1.00		2 . 1 .	032 640		2 . 1 .	030	2	0.0			-	009083	
	M	01)	M	(ME	)3) ( (MD4		~	)	MD7	(MD8	) MD9	)			
		0.81%		-1.	26%		0.6	9% 0	0.7%	3.33%					
						Ĺ									
	37.521	37.546	37.516	37.495	37.468	37.463	37.459	37.434	37.447	37.466	37.493	37.521			
	0.000	3.024	5.382	7.037	9.187	9.526	9.864	11.864	13.685	16.403	17.235	18.068			



0.300 0.606 0.508 0.140

NORTHING

289124.036 5803501.841 37.502

289124.228 5803501.765 37.503

289124.383 5803501.629 37.504

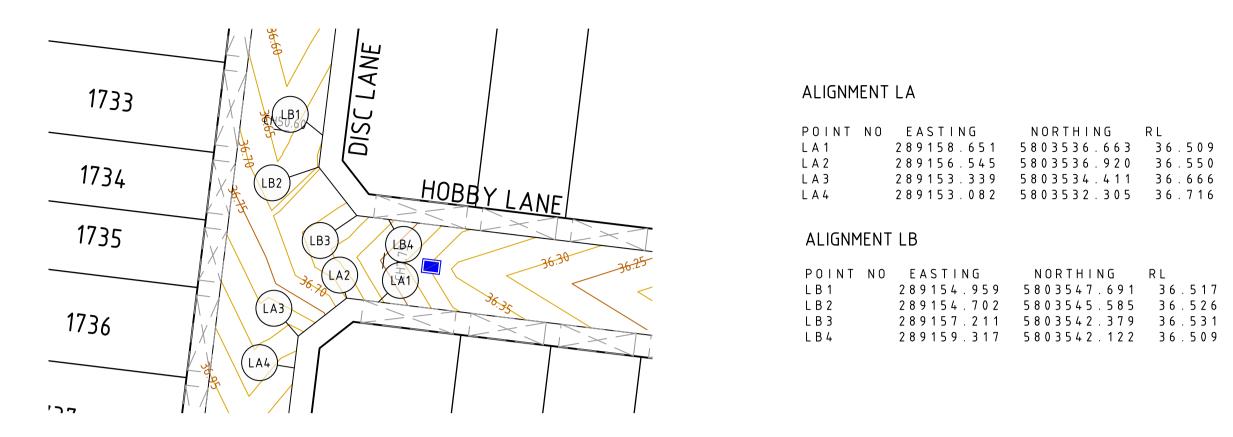
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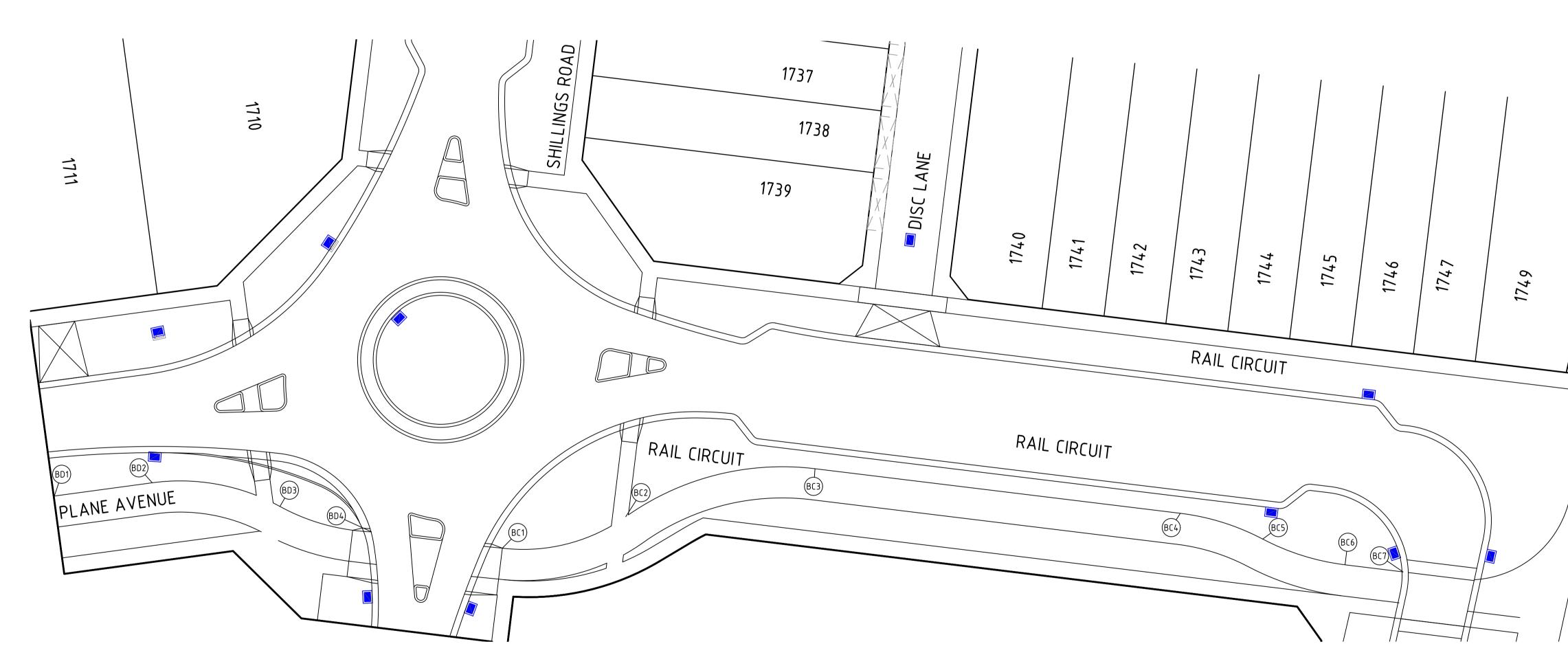
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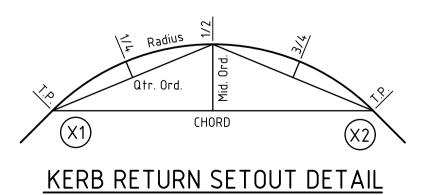
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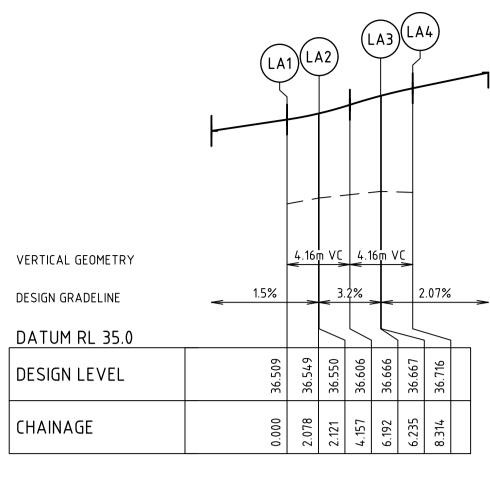
Rev AS CONSTRUCTED 309504CR502 2







2					
					Scale
					DETAIL PLAN
	2	AS CONSTRUCTED	M.R	23/06/23	H 1:250 0 2.5 5 7.5 10 12.5
	1	AMENDMENT TO LANEWAY KERB RETURNS	M.R	18/11/22	SCALE @ A1
	0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22	LIP PROFILE
2	С	LANEWAY ALIGNMENTS ADDED	MI.R	04/08/22	
5	В	BIKE & FOOTPATH SETOUTS ADDED	MI.R	07/07/22	H 1:250 0 2.5 5 7.5 10 12.5 SCALE @ A1
	А	PRELIMINARY ISSUE	MI.R	20/06/22	V 1:25 0 0.25 0.50 0.75 1.00 1.25
2	Rev	Amendments	Approved	Date	

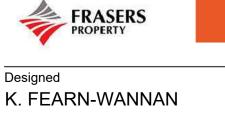


KERB LA



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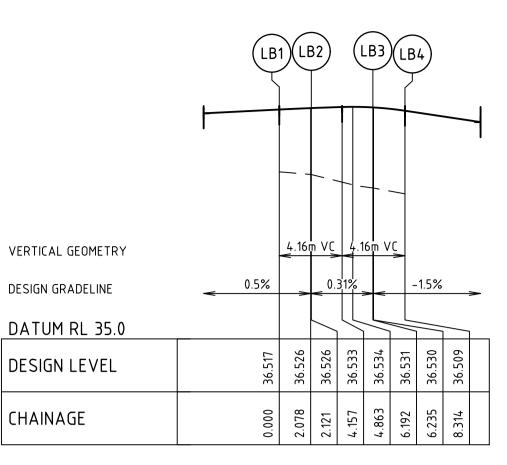
ABN 55 050 029 635



Mambourin

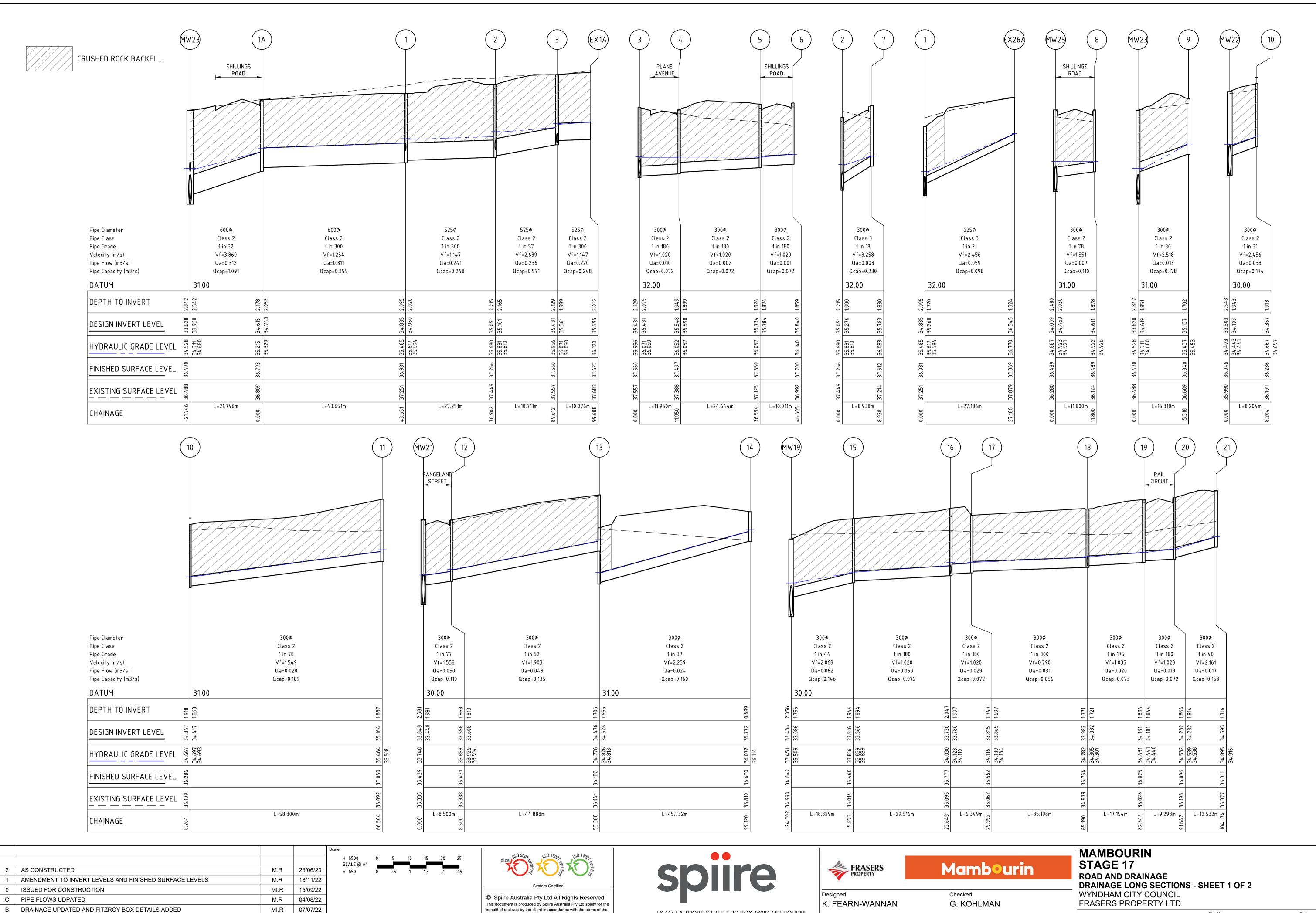
Checked G. KOHLMAN Date 18/10/22





KERB LB

/ / /				
	ALIGNMENT	BD		
	POINT NO BD1 BD2 1/4 1/2 3/4 BD3 1/4 1/2 3/4 BD3 1/4 BD4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		
	C U R V E B D 2 – B D 3 B D 3 – B D 4	RADIUS       ARC       L         20.000       12.71         20.000       9.22	4 12.501 1.002	Q T R O R D 0.252 -0.133
/	ALIGNMENT	BC		
	POINT NO BC1 1/4 1/2 3/4 BC2 1/4 1/2 3/4 BC3 BC4 1/4 1/2 3/4 BC5 1/4 1/2 3/4 BC5 1/4 BC5 2 BC7 BC7 BC7 BC7 BC7 BC7 BC7 BC7 BC7 BC7	$ \begin{array}{c} {\sf E} \; {\sf A} \; {\sf S} \; {\sf T} \; {\sf I} \; {\sf N} \; {\sf G} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 0} \; {\sf 8} \; . \; {\sf 7} \; {\sf 4} \; {\sf 6} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 1} \; {\sf 1} \; . \; {\sf 8} \; {\sf 7} \; {\sf 5} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 1} \; {\sf 4} \; . \; {\sf 9} \; {\sf 6} \; {\sf 8} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 1} \; {\sf 4} \; . \; {\sf 9} \; {\sf 6} \; {\sf 8} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 1} \; {\sf 7} \; . \; {\sf 9} \; {\sf 1} \; {\sf 7} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 2} \; {\sf 0} \; . \; {\sf 6} \; {\sf 2} \; {\sf 5} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 2} \; {\sf 0} \; . \; {\sf 6} \; {\sf 2} \; {\sf 5} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 2} \; {\sf 4} \; . \; {\sf 7} \; {\sf 7} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 2} \; {\sf 9} \; . \; {\sf 3} \; {\sf 0} \; {\sf 1} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 3} \; {\sf 4} \; . \; {\sf 0} \; {\sf 4} \; {\sf 2} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 3} \; {\sf 4} \; . \; {\sf 0} \; {\sf 0} \; {\sf 7} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 7} \; {\sf 8} \; . \; {\sf 0} \; {\sf 8} \; {\sf 4} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 7} \; {\sf 8} \; . \; {\sf 0} \; {\sf 8} \; {\sf 4} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; 0 \; . \; {\sf 0} \; {\sf 4} \; {\sf 6} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 1} \; {\sf 9} \; {\sf 3} \; {\sf 5} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 1} \; {\sf 9} \; {\sf 3} \; {\sf 5} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 1} \; {\sf 9} \; {\sf 3} \; {\sf 5} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 5} \; {\sf 7} \; {\sf 8} \; {\sf 6} \; {\sf 3} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 7} \; {\sf 8} \; {\sf 6} \; {\sf 3} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 6} \; {\sf 3} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 6} \; {\sf 3} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 6} \; {\sf 3} \\ {\sf 2} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 8} \; {\sf 9} \; {\sf 1} \; {\sf 9} \; {\sf 5} \; {\sf 4} \; {\sf 4} \; {\sf 9} \end{cases} $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
	C U R V E B C 1 – B C 2 B C 2 – B C 3 B C 4 – B C 5 B C 5 – B C 6	RADIUS       ARC       L         17.000       12.54         26.000       19.22         23.000       8.35         23.000       8.35	1       1       2       5       8       1       .       1       4       3         7       1       8       .       7       9       2       1       .       7       5       7         2       8       .       3       0       .       3       7       8	Q T R O R D - 0 . 2 8 8 0 . 4 4 3 0 . 0 9 5 - 0 . 0 9 5
		17 DRAINAGE		
	AS CO	NSTRUCTI	Drg No 309504CR5	Rev <b>2</b>



B DRAINAGE UPDATED AND FITZROY BOX DETAILS ADDED

MI.R

Approved

20/06/22

Date

A PRELIMINARY ISSUE

Rev Amendments



K. FEARN-WANNAN Authorised G. KOHLMAN

L6 414 LA TROBE STREET PO BOX 16084 MELBOURNE

ABN 55 050 029 635

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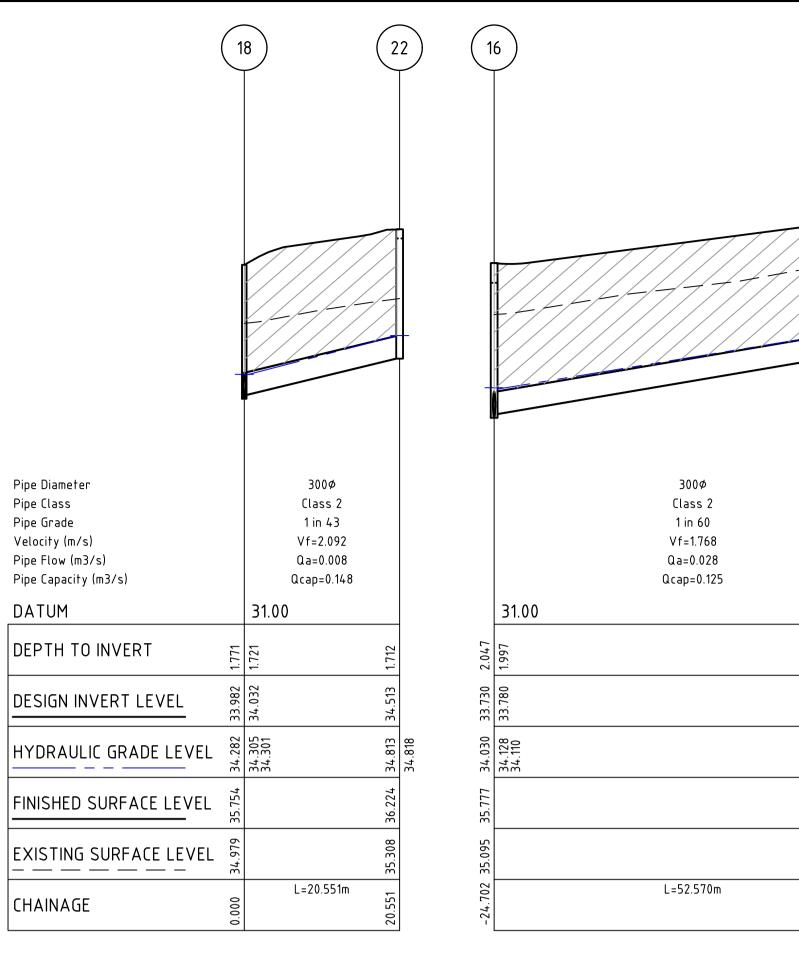
G. KOHLMAN Date 18/10/22

## AS CONSTRUCTED 309504CR600

Rev

2

# FRASERS PROPERTY LTD



#### DRAINAGE PIT SCHEDI II E

	PIT	INTE	RNAL		NLET	(	DUTLET	PI	-	REMARKS
NAME	TYPE	WIDTH	LENGTH	DIA	INV LEVEL	DIA	INV LEVEL	FS LEVEL	DEPTH	
1A	GRATED SIDE ENTRY PIT	900	900	600	34.740	600	34.615	36.793	2.178	
1	JUNCTION PIT	900	900	525	34.960	600	34.885	36.981	2.095	
				225	35.260					
2	GRATED ENTRY PIT	900	900	525	35.101	525	35.051	37.266	2.215	
				300	35.276					
3	JUNCTION PIT	900	900	525	35.561	525	35.431	37.560	2.129	
				300	35.481					
4	GRATED SIDE ENTRY PIT	600	900	300	35.598	300	35.548	37.497	1.949	
5	GRATED SIDE ENTRY PIT	600	900	300	35.784	300	35.734	37.659	1.924	
6	GRATED SIDE ENTRY PIT	600	900			300	35.840	37.700	1.859	
7	JUNCTION PIT	600	900			300	35.783	37.612	1.830	
8	GRATED SIDE ENTRY PIT	600	900			300	34.611	36.489	1.878	
9	GRATED SIDE ENTRY PIT	600	900			300	35.137	36.840	1.702	
10	GRATED ENTRY PIT	600	900	300	34.417	300	34.367	36.286	1.918	
11	JUNCTION PIT	600	900			300	35.164	37.050	1.887	
12	GRATED SIDE ENTRY PIT	600	900	300	33.608	300	33.558	35.421	1.863	
13	JUNCTION PIT	600	900	300	34.526	300	34.476	36.182	1.706	
14	JUNCTION PIT	600	900			300	35.772	36.670	0.899	
15	GRATED ENTRY PIT	600	900	300	33.566	300	33.516	35.460	1.944	
16	GRATED ENTRY PIT	600	900	300	33.780	300	33.730	35.777	2.047	
				300	33.780					
17	JUNCTION PIT	600	900	300	33.865	300	33.815	35.562	1.747	
18	GRATED ENTRY PIT	600	900	300	34.032	300	33.982	35.754	1.771	
				300	34.032					
19	GRATED SIDE ENTRY PIT	600	900	300	34.181	300	34.131	36.025	1.894	
20	GRATED SIDE ENTRY PIT	600	900	300	34.282	300	34.232	36.096	1.864	
21	GRATED SIDE ENTRY PIT	600	900			300	34.595	36.311	1.716	
22	GRATED SIDE ENTRY PIT	600	900			300	34.513	36.224	1.712	
23	JUNCTION PIT	600	900			300	34.657	36.405	1.748	
24	JUNCTION PIT	600	900	300	32.872	300	32.822	34.697	1.875	A GRATED SIDE ENTRY PIT TO BE CONNECTED TO JUNCTION PI IN FUTURE ROAD CONSTRUCTION
25	JUNCTION PIT	600	900			300	33.276	35.045	1.769	
25A	GRATED ENTRY PIT	600	900			300	33.478	35.169	1.690	

NOTES: 1. ALL GRATED SIDE ENTRY PITS ARE TO BE IN ACCORDANCE WITH EDCM601 AND EDCM605 OR EDCM606 (UNLESS NOTED OTHERWISE)

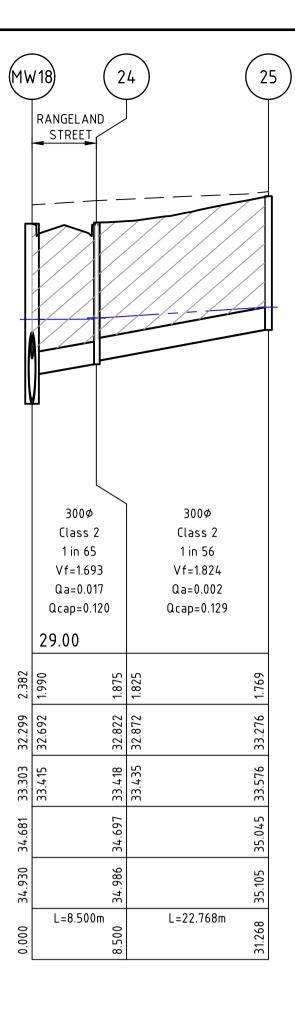
ALL JUNCTION PITS ARE TO BE IN ACCORDANCE WITH EDCM605 OR EDCM606 (UNLESS NOTED OTHERWISE)

3. ALL PITS WITH A WIDTH GREATER THAN 600mm ARE TO BE HAUNCHED PITS IN ACCORDANCE WITH EDCM607 OR EDCM608 (UNLESS NOTED OTHERWISE) 4. ALL GRATED ENTRY ARE TO BE IN ACCORDANCE WITH EDCM605 OR EDCM606 WITH "BIKE-SAFE" HOT DIP GALVANIZED CLASS D GRATING & FRAME TO SUIT (UNLESS NOTED OTHERWISE)

5. ENDWALL TO BE STANDARD ROCLA HEADWALL (OR APPROVED EQUIVALENT)

PD P					-								
					Scale								
504LK600.0wg layouf G:\30\309504\Civil\AC					H 1:5	00 E@ A1	0	5	10	15	20	25	
0/ 40	2	AS CONSTRUCTED	M.R	23/06/23	V 1:5		0	0.5	1	1.5	2	2.5	
0.00.0	1	AMENDMENT TO INVERT LEVELS AND FINISHED SURFACE LEVELS	M.R	18/11/22									
	0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22									
	С	PIPE FLOWS & FITZROY BOX DETAIL UPDATED	M.R	04/08/22									© This
e 30 tion	В	DRAINAGE UPDATED AND FITZROY BOX DETAILS ADDED	MI.R	07/07/22									bene
location	A	PRELIMINARY ISSUE	MI.R	20/06/22									retai resp
file	Rev	Amendments	Approved	Date									any

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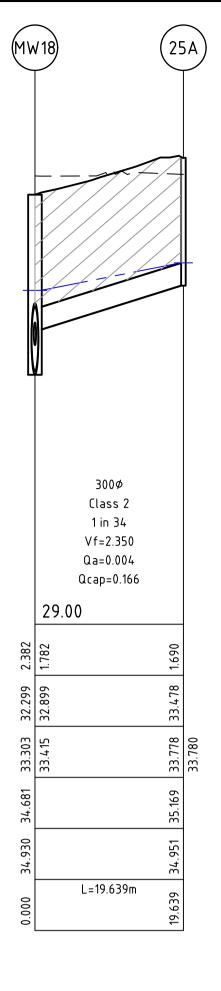
35.

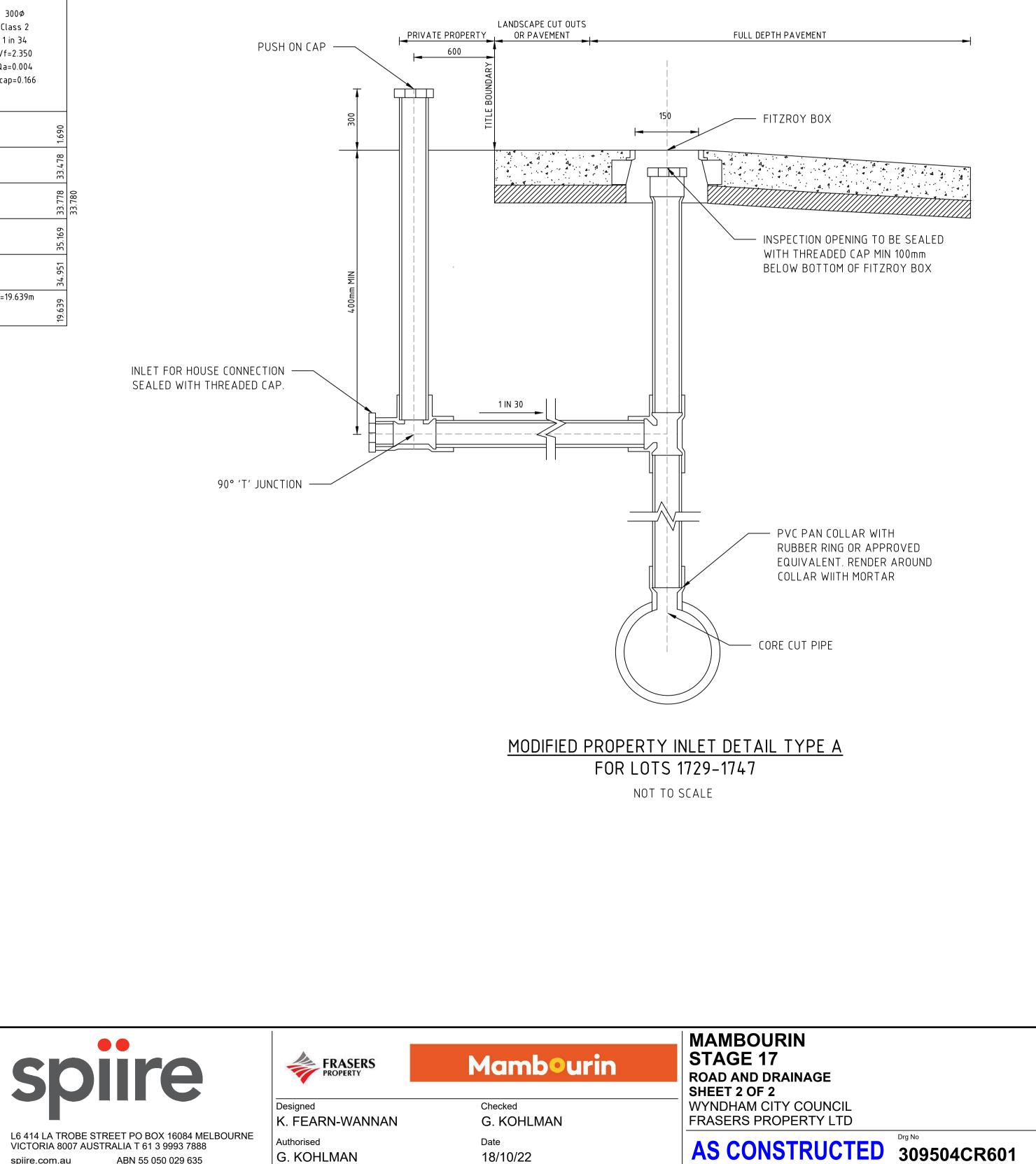




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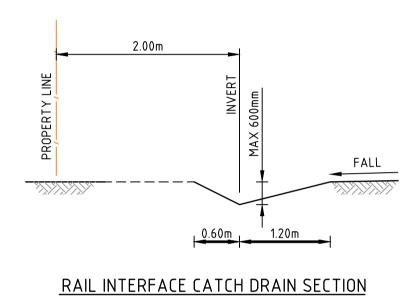




G. KOHLMAN

Date 18/10/22

2



0.50m 0.50m 0.50m BUND DETAIL FOR RAIL INTERFACE

- 1													
AC					Scale								
ואור						H 1:500 SCALE @ A1	0	5	10	15	20	25	
7 + 7						V 1:50	0	0.5	1	1.5	2	2.5	
C 4 7 1													
													-
5	2	AS CONSTRUCTED	M.R	23/06/23									C Th
	1	AMENDMENT TO INVERT LEVELS AND FINISHED SURFACE LEVELS	M.R	18/11/22									be
וחרפ	0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22	]								ret re
<u>ה</u>	Rev	Amendments	Approved	Date									an



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Designed K. FEARN-WANNAN Authorised G. KOHLMAN

Checked G. KOHLMAN Date 18/10/22

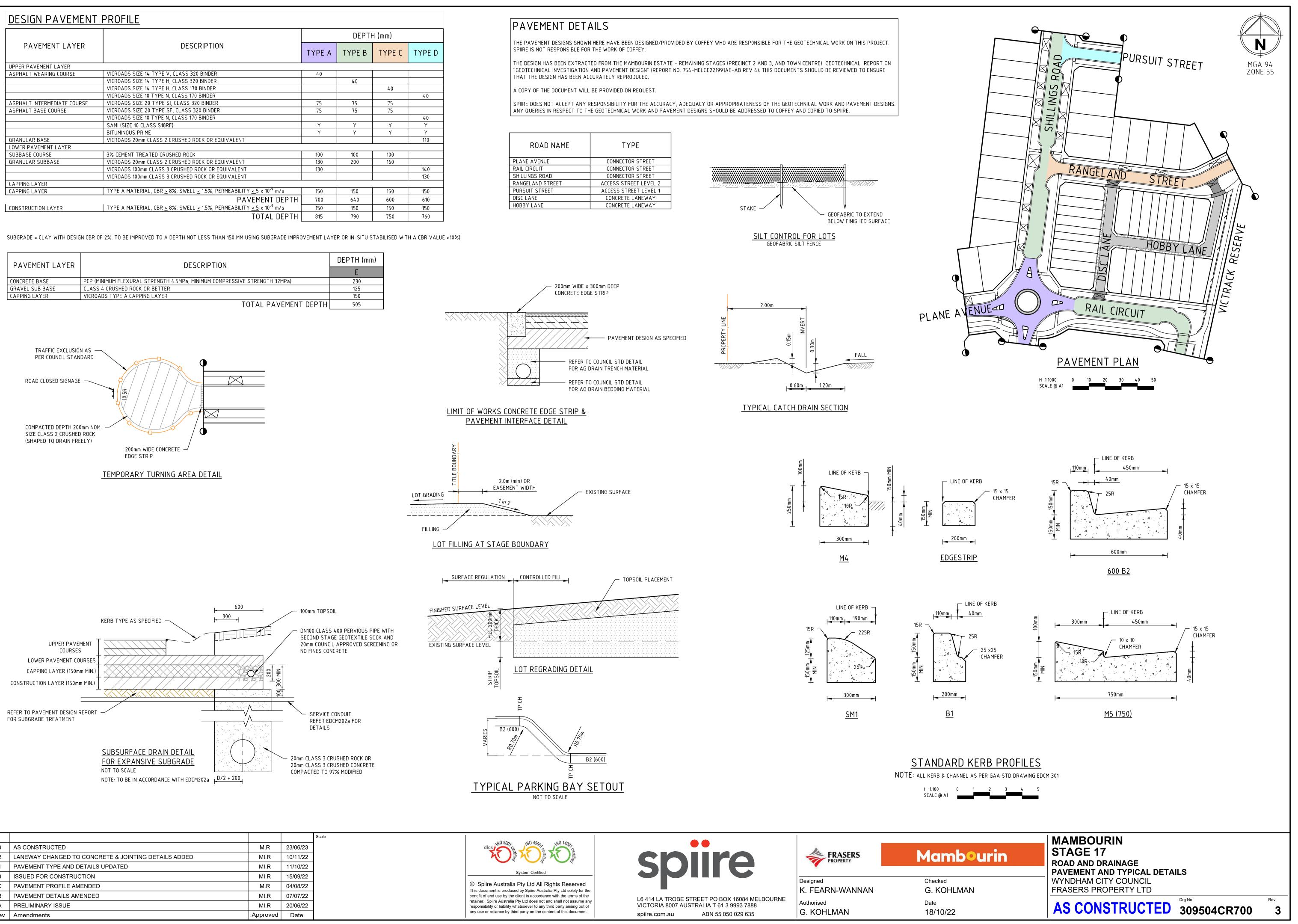


MAMBOURIN STAGE 17 ROAD AND DRAINAGE RAIL INTERFACE FLOW LAYOUT PLAN WYNDHAM CITY COUNCIL FRASERS PROPERTY LTD

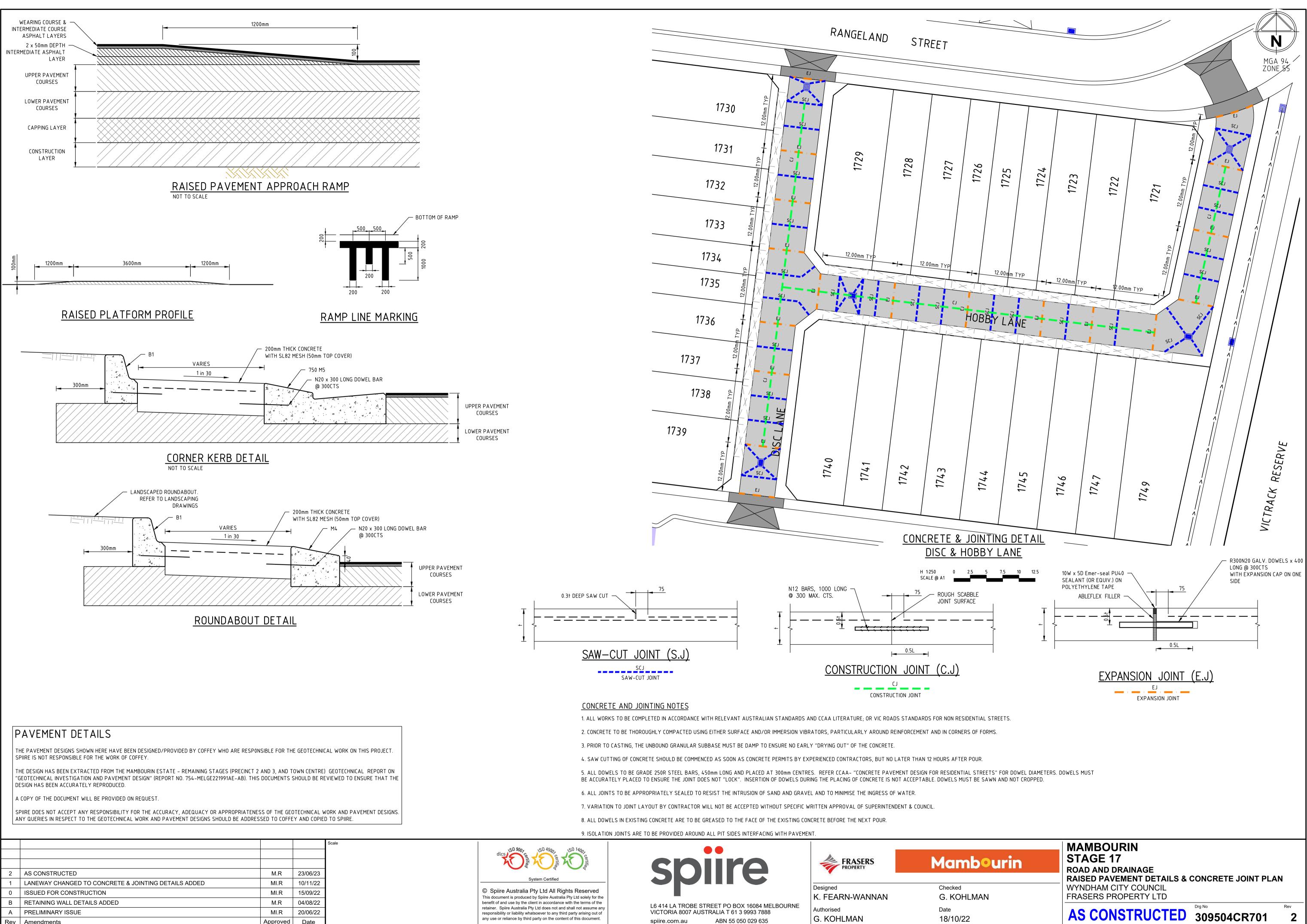
AS CONSTRUCTED 309504CR602

2

DESIGN PAVEMENT	PRUFILE				
			DEPTH		
PAVEMENT LAYER	DESCRIPTION	TYPE A	TYPE B	TYPE C	TYPE D
UPPER PAVEMENT LAYER					
ASPHALT WEARING COURSE	VICROADS SIZE 14 TYPE V, CLASS 320 BINDER	40			
	VICROADS SIZE 14 TYPE H, CLASS 320 BINDER		40		
	VICROADS SIZE 14 TYPE H, CLASS 170 BINDER			40	
	VICROADS SIZE 10 TYPE N, CLASS 170 BINDER				40
ASPHALT INTERMEDIATE COURSE	VICROADS SIZE 20 TYPE SI, CLASS 320 BINDER	75	75	75	
ASPHALT BASE COURSE	VICROADS SIZE 20 TYPE SF, CLASS 320 BINDER	75	75	75	
	VICROADS SIZE 10 TYPE N, CLASS 170 BINDER				40
	SAMI (SIZE 10 CLASS S18RF)	Y	Y	Y	Y
	BITUMINOUS PRIME	Y	Y	Y	Y
GRANULAR BASE	VICROADS 20mm CLASS 2 CRUSHED ROCK OR EQUIVALENT				110
LOWER PAVEMENT LAYER					
SUBBASE COURSE	3% CEMENT TREATED CRUSHED ROCK	100	100	100	
GRANULAR SUBBASE	VICROADS 20mm CLASS 2 CRUSHED ROCK OR EQUIVALENT	130	200	160	
	VICROADS 100mm CLASS 3 CRUSHED ROCK OR EQUIVALENT	130			140
	VICROADS 100mm CLASS 3 CRUSHED ROCK OR EQUIVALENT				130
CAPPING LAYER					
CAPPING LAYER	TYPE A MATERIAL, CBR $\geq$ 8%, SWELL $\leq$ 1.5%, PERMEABILITY $\leq$ 5 x 10 <sup>-9</sup> m/s	150	150	150	150
	PAVEMENT DEPTH	700	640	600	610
CONSTRUCTION LAYER	TYPE A MATERIAL, CBR <u>&gt;</u> 8%, SWELL <u>&lt;</u> 1.5%, PERMEABILITY <u>&lt; 5</u> x 10 <sup>-9</sup> m/s	150	150	150	150
	TOTAL DEPTH	815	790	750	760



AC A					Scale
204504	3	AS CONSTRUCTED	M.R	23/06/23	
ž	2	LANEWAY CHANGED TO CONCRETE & JOINTING DETAILS ADDED	MI.R	10/11/22	
	1	PAVEMENT TYPE AND DETAILS UPDATED	MI.R	11/10/22	
ľ	0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22	
	С	PAVEMENT PROFILE AMENDED	M.R	04/08/22	
	В	PAVEMENT DETAILS AMENDED	MI.R	07/07/22	
	A	PRELIMINARY ISSUE	MI.R	20/06/22	
	Rev	Amendments	Approved	Date	

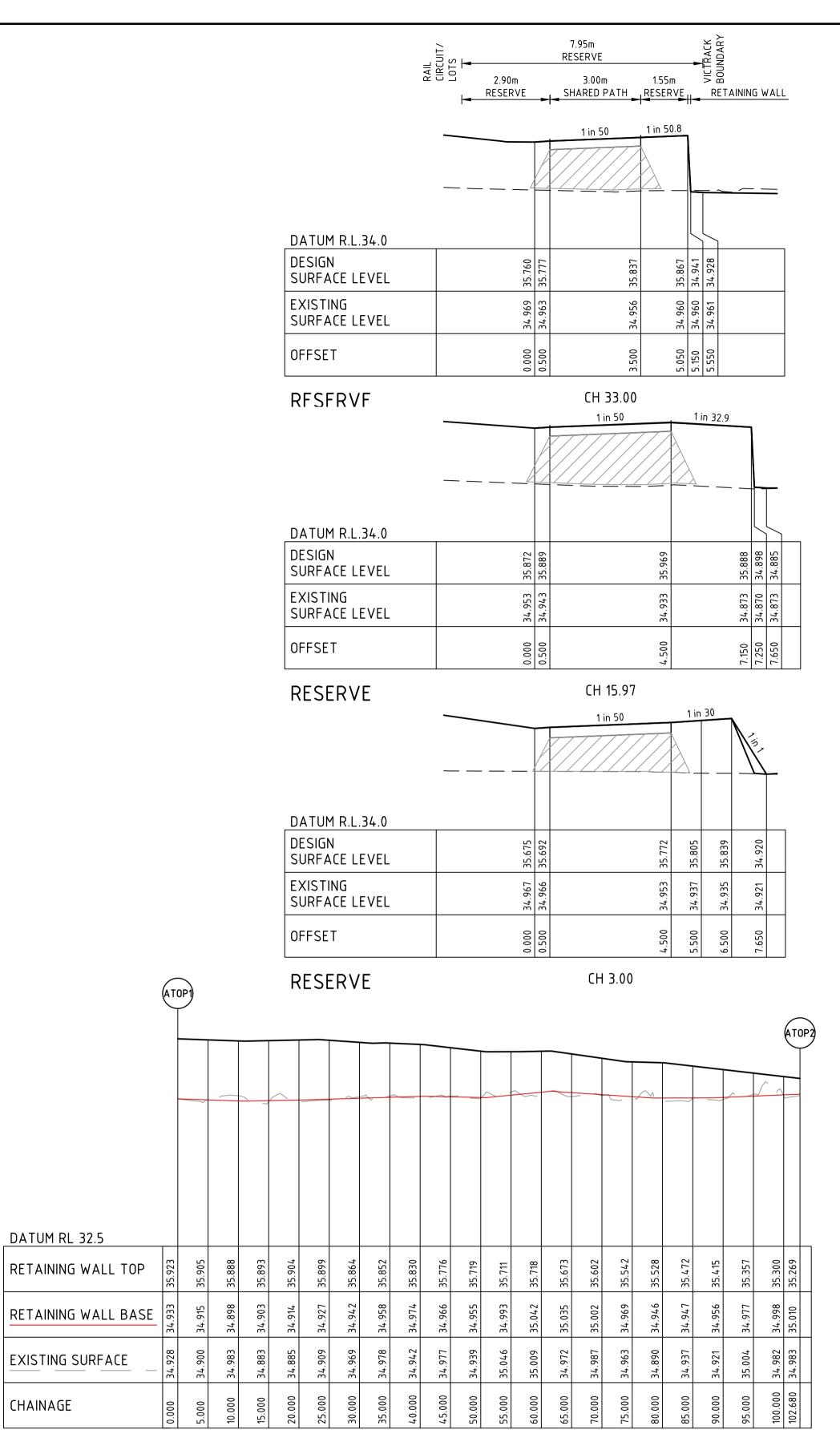


ACA				
309504CR700.dwg layout on G:\30\309504\Civil\AC				
1wg 04 \(				
700.c	2	AS CONSTRUCTED	M.R	23/06/23
4CR7 30/3	1	LANEWAY CHANGED TO CONCRETE & JOINTING DETAILS ADDED	MI.R	10/11/22
950/ G:\]	0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22
e 30 tion	В	RETAINING WALL DETAILS ADDED	M.R	04/08/22
name 30 location	А	PRELIMINARY ISSUE	MI.R	20/06/22
file file	Rev	Amendments	Approved	Date





		Mambou
	Designed	Checked
	K. FEARN-WANNAN	G. KOHLMAN
١E	Authorised	Date
	G. KOHLMAN	18/10/22



#### RETAINING WALL

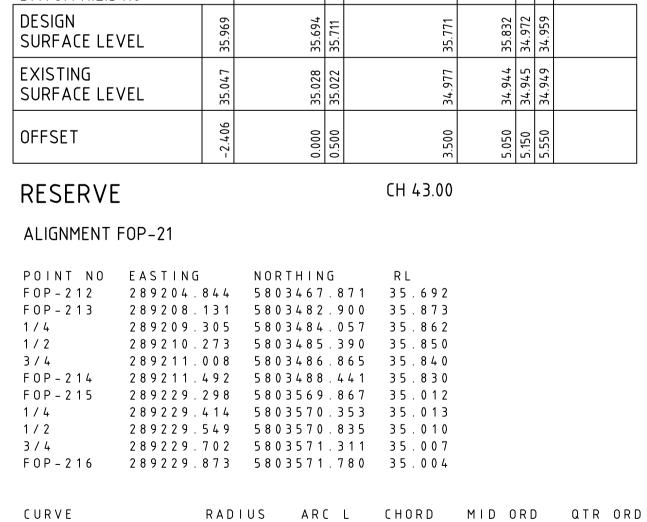
NOTES

1. REFER STRUCTURAL PLANS FOR RETAINING WALL CONSTRUCTION. 2. FENCE TO BE MOUNTED ON RETAINING WALL AS PER "FENCE POST FIXING DETAIL"

SHOWN ON STRUCTURAL PLAN.

3. FENCE TO BE AS PER PAGE 21, APPENDIX B – CORRIDOR SAFETY FENCES FROM VLINE "FENCING RIGHT OF WAY PROJECT NEW CONSTRUCTION" DOCUMENT.

				Scale
	AS CONSTRUCTED	M.R	23/06/23	
3 2 1 0 B	AMENDMENT TO RETAINING WALL AND RESERVE BATTER LEVELS	M.R	18/11/22	
1	RETAINING WALL DETAILS ADDED	MI.R	11/10/22	
0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22	
В	CONCRETE JOINTING DETAILS UPDATED	M.R	04/08/22	
А	CONCRETE JOINTING DETAILS ADDED	MI.R	07/07/22	]
Rev	Amendments	Approved	Date	



FOP-213-FOP-214 10.000 6.600 6.481 0.540 -0.136

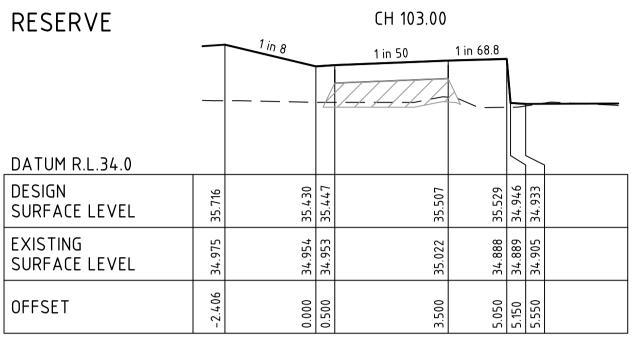
FOP-215-FOP-216 13.000 1.999 1.997 0.038 0.010

## CH 63.00 1 in 25.4 1 in 50 DATUM R.L.34.0

## RESERVE

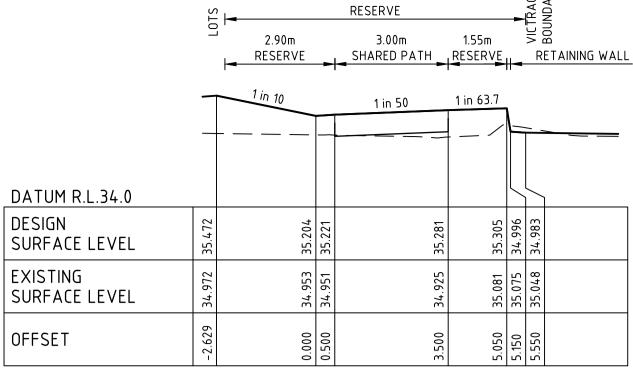
		1 in 8		1 in 50	1 in 19.8			
			2		<u> </u>			-
DATUM R.L.34.0								
DESIGN SURFACE LEVEL	35.861	35.562	35.579	35.639	35.717	35.037	35.024	
EXISTING SURFACE LEVEL	35.060	35.042	35.039	35.038	34.991	34.988	34.976	
OFFSET	-2.406	000.0	0.500	3.500	5.050	5.150	5.550	
				רע גס ממ				

## RESERVE



CH 83.00

## OFFSET



7.95m



G. KOHLMAN

Authorised

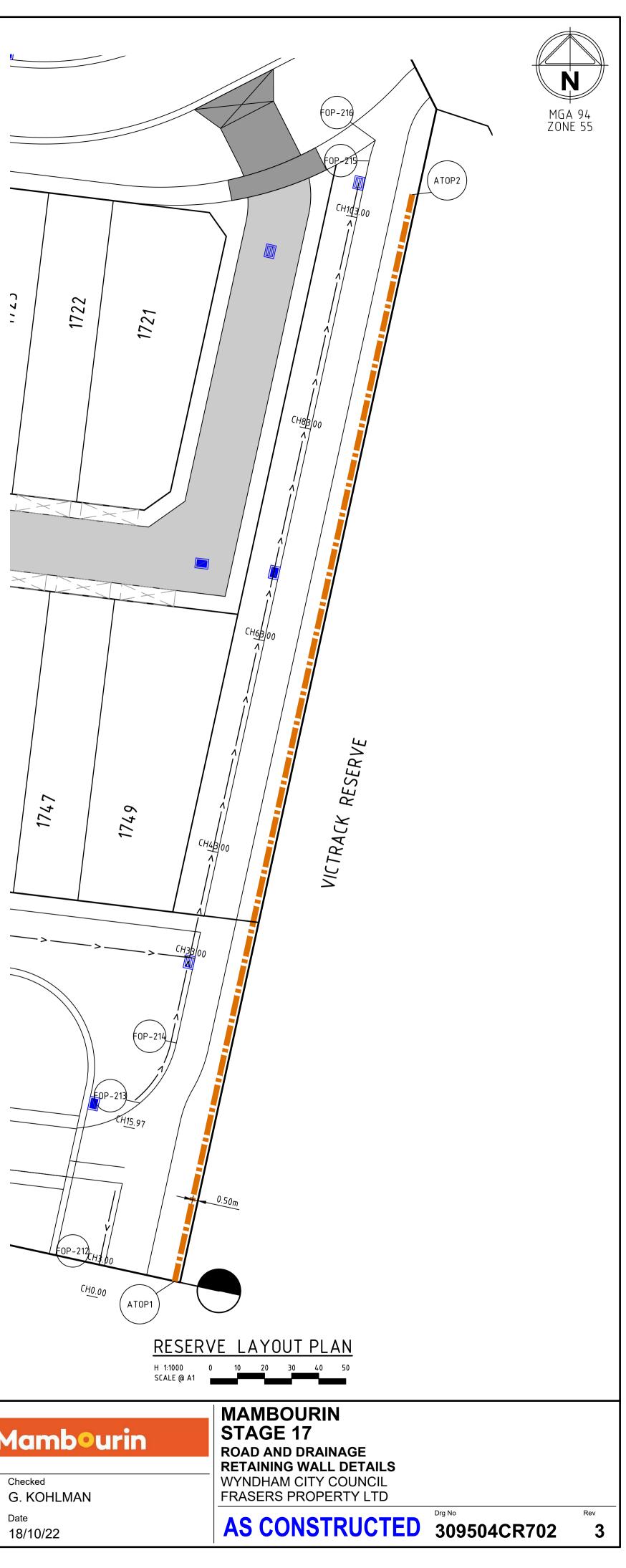


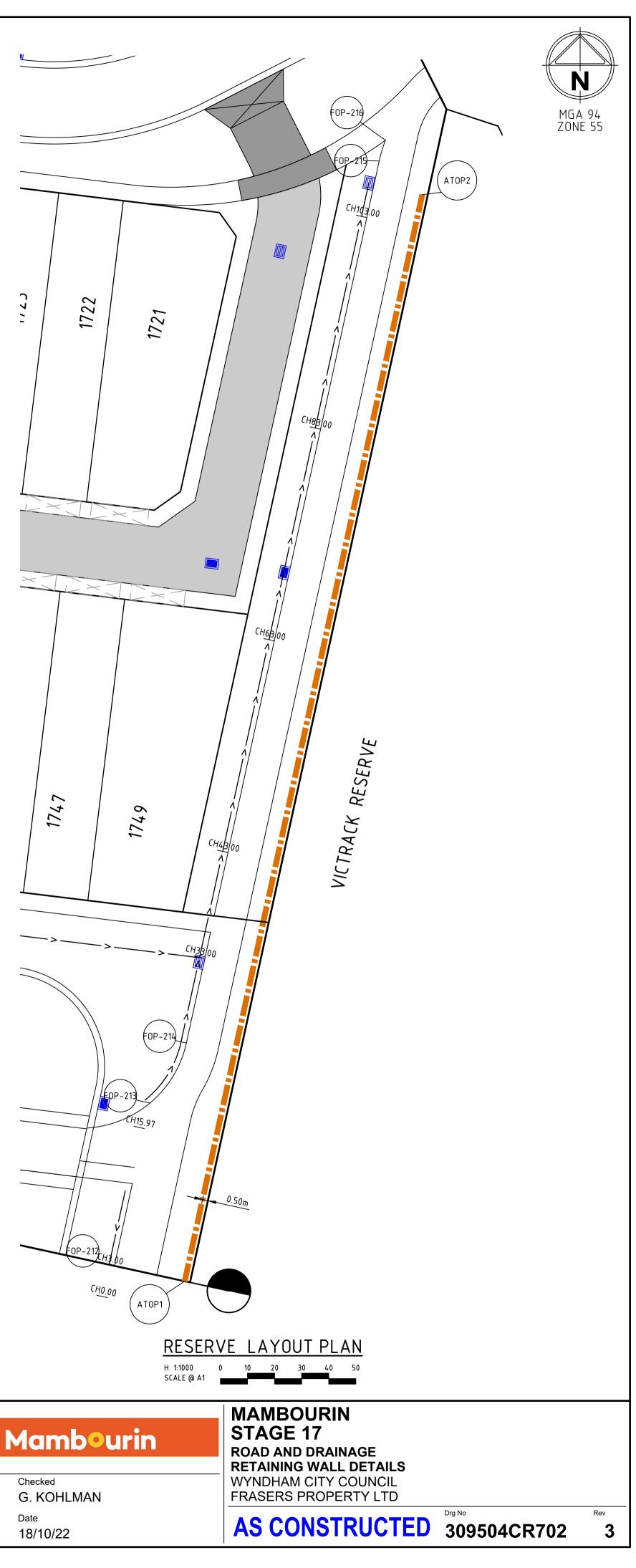
Checked Date 18/10/22

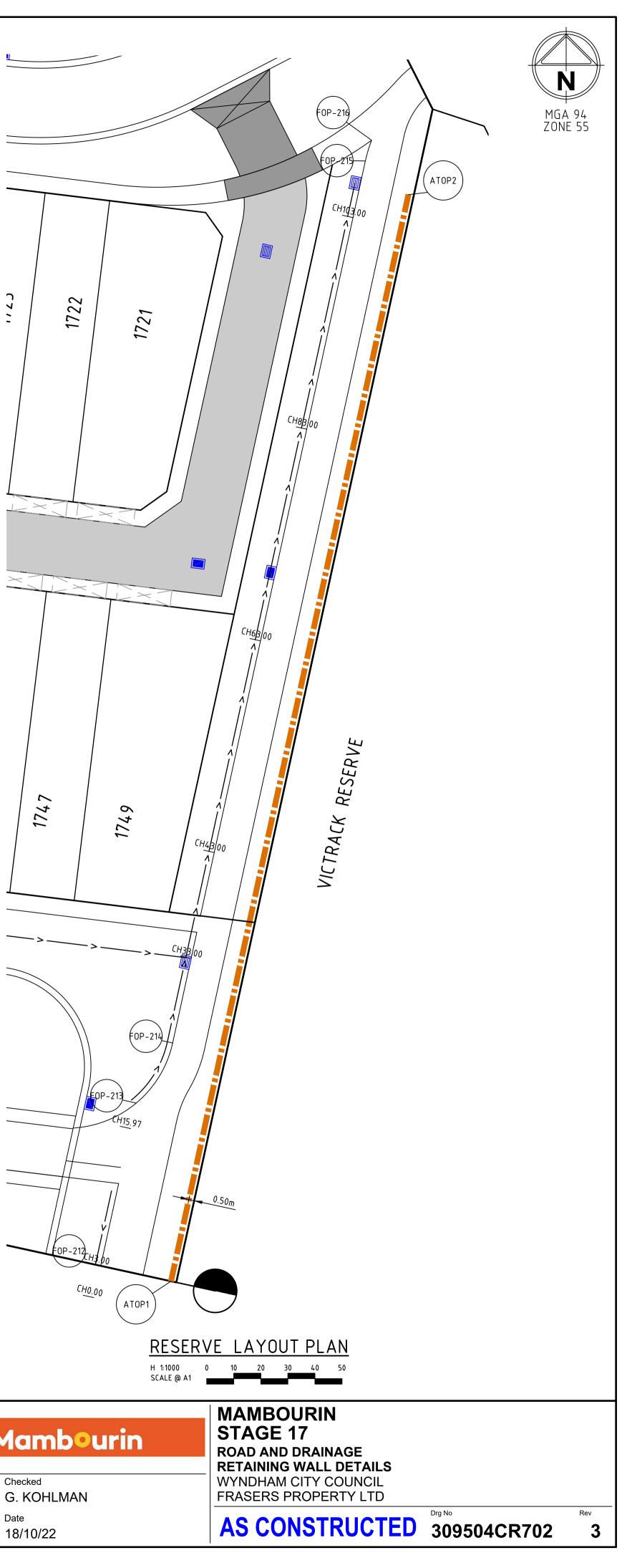
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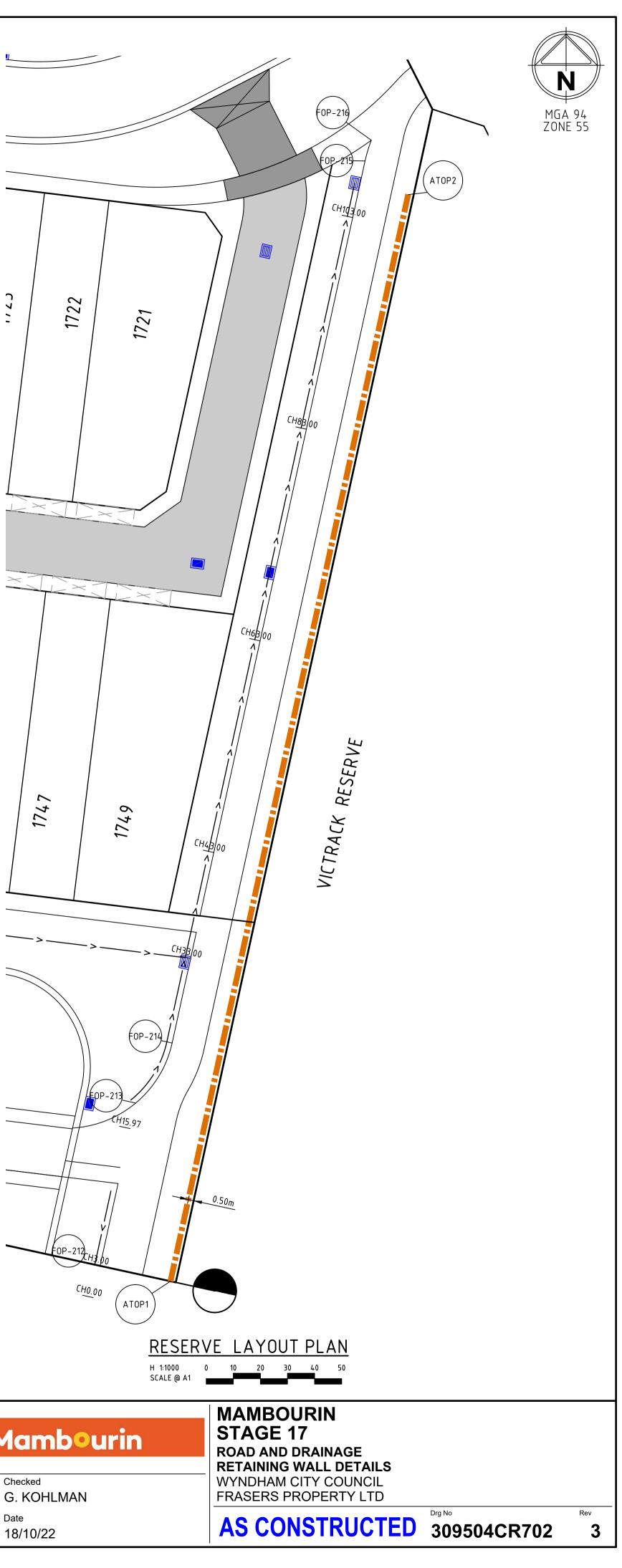
L6 414 LA TROBE STREET PO BOX 16084 MELBOURNE VICTORIA 8007 AUSTRALIA T 61 3 9993 7888 spiire.com.au ABN 55 050 029 635

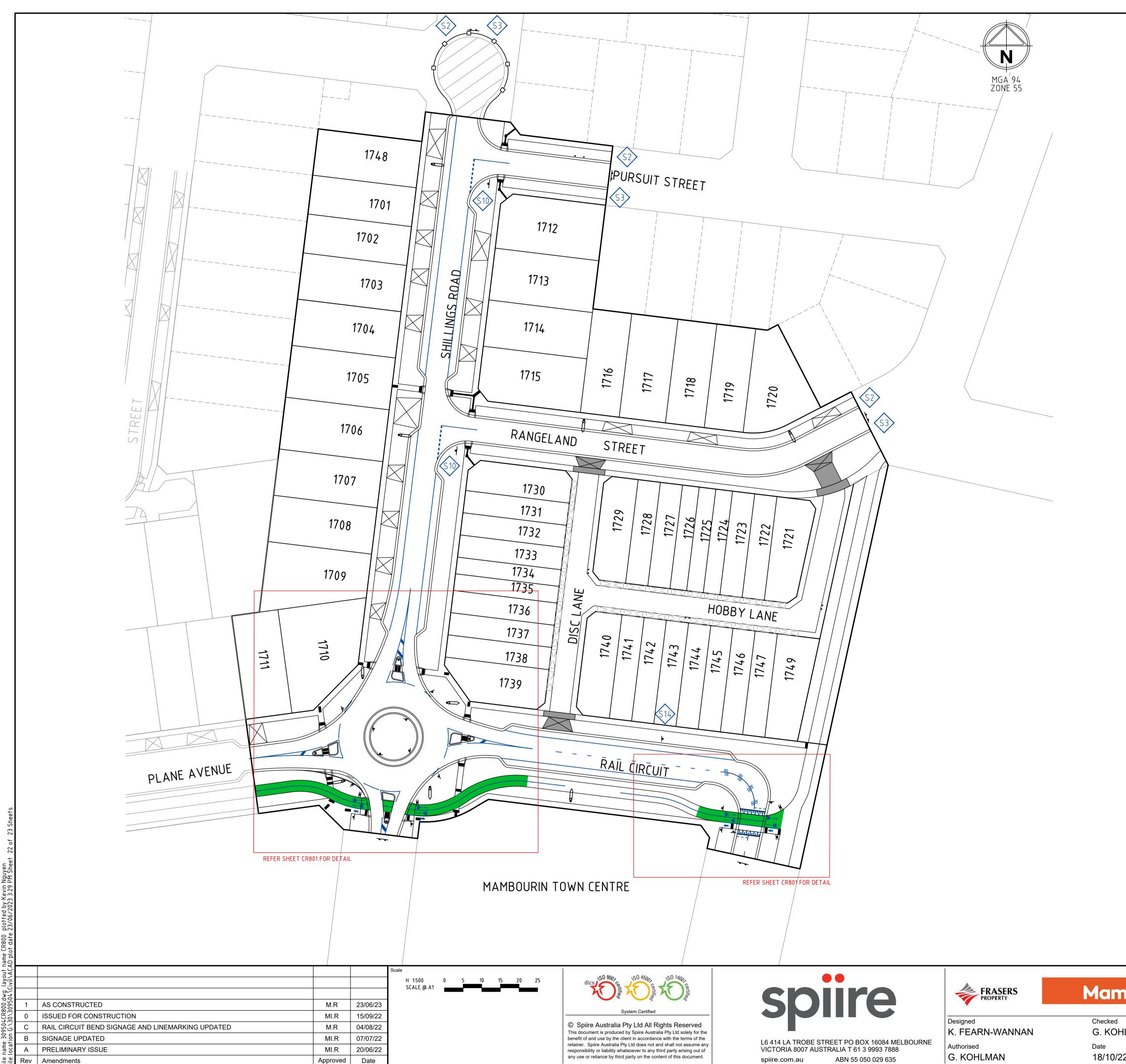
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Rev Amendments

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Mambourin

G. KOHLMAN 18/10/22

SIGNAGE SCHEDULE REFERENCE No. SIGN COMMENTS										
SI	SIGN	STREET NAME PLATES AS PER WYNDHAM CITY COUNCIL STANDARDS								
\$2	ROAD CLOSED	G9-20								
\$3		D4-5								
S4		D4-1-2								
\$5	KEEP LEFT	R2-3(L)								
\$6		R1-3								
\$7	<b>*</b> <b>3</b> 20	R8-2								
58		R8-3(L)								
\$9	ONLY ONLY	R8-3(R)								
\$10	GIVE WAY	R1-2								
\$11>	END	R7-4								
\$12	* 550	W6-9								
<b>S</b> 13		W5-10								
	<b>20</b> km / h	W8-2								
\$14		W3-4								

#### LINEMARKING LEGEND

SYMB	OL	DESCRIPTION	REMARK
GW	-	HOLDING LINE (GIVEWAY)	600mm LINE, 600mm GAP, 300mm WIDE
		CONTINUOUS LANE LINE	150mm WIDE
		TACTILE GROUND SURFACE INDICATORS	REFER AS1428.4.1 - 2009
		RRPM	REFER AS1742.2 - 2009

<u>NOTE:</u>

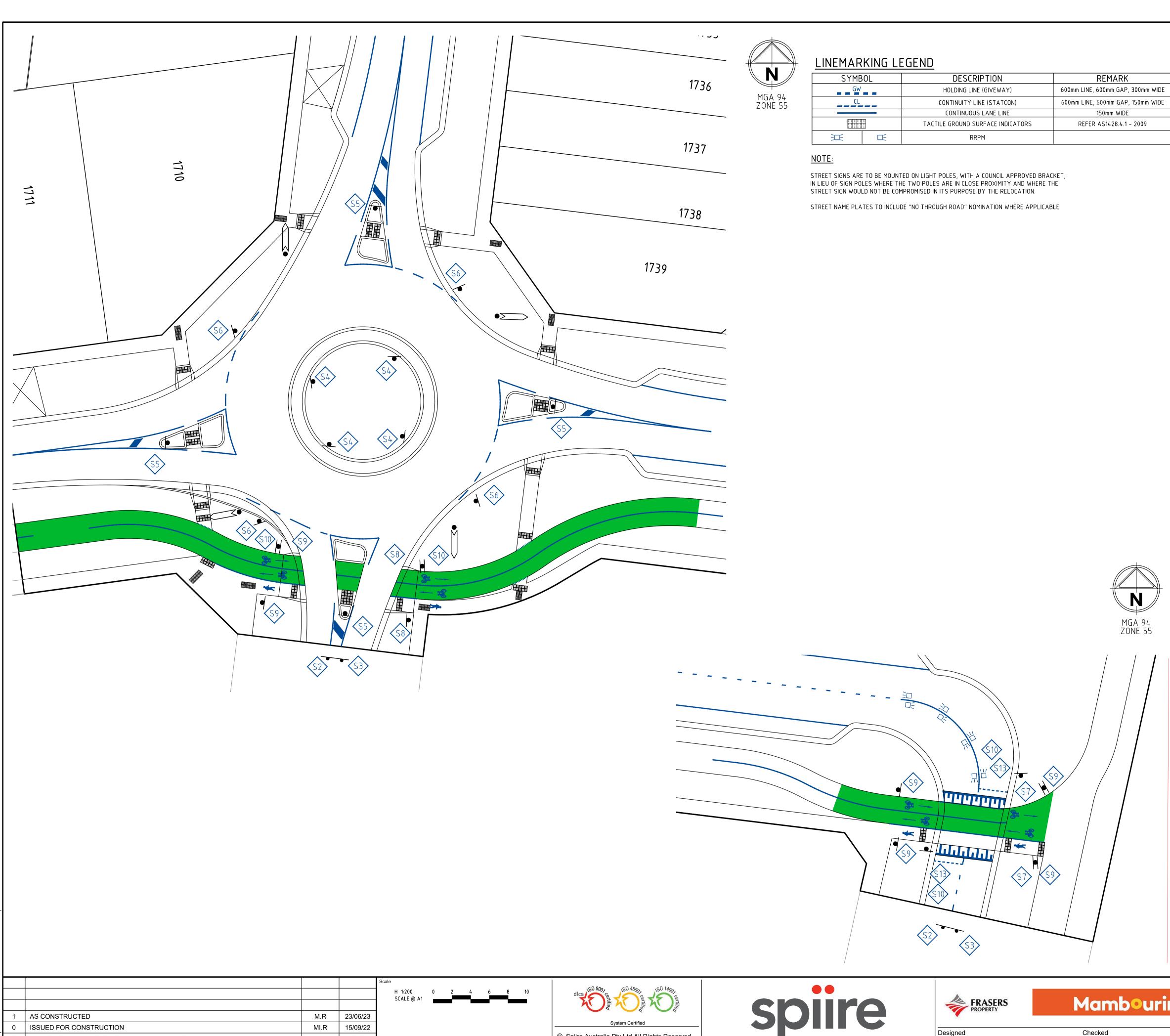
STREET SIGNS ARE TO BE MOUNTED ON LIGHT POLES, WITH A COUNCIL APPROVED BRACKET, IN LIEU OF SIGN POLES WHERE THE TWO POLES ARE IN CLOSE PROXIMITY AND WHERE THE STREET SIGN WOULD NOT BE COMPROMISED IN ITS PURPOSE BY THE RELOCATION.

STREET NAME PLATES TO INCLUDE "NO THROUGH ROAD" NOMINATION WHERE APPLICABLE



## MAMBOURIN STAGE 17 ROAD AND DRAINAGE SIGNAGE AND LINEMARKING - LAYOUT PLAN WYNDHAM CITY COUNCIL FRASERS PROPERTY LTD

AS CONSTRUCTED 309504CR800



/a/					Scale
a/Ďata					H 1:200 0 2 4 6 8 10 SCALE @ A1
ion \\spiire\meldāt					
₩ E	1	AS CONSTRUCTED	M.R	23/06/23	
	0	ISSUED FOR CONSTRUCTION	MI.R	15/09/22	
	С	RAIL CIRCUIT BEND SIGNAGE AND LINEMARKING UPDATED	M.R	04/08/22	
	В	SIGNAGE UPDATED	MI.R	07/07/22	
	А	PRELIMINARY ISSUE	MI.R	20/06/22	
ן א ווע	Rev	Amendments	Approved	Date	1



	SYMBOL GW CL		DESCRIPTION	REMARK
			HOLDING LINE (GIVEWAY)	600mm LINE, 600mm GAP, 300mm V
			CONTINUITY LINE (STATCON)	600mm LINE, 600mm GAP, 150mm W
			CONTINUOUS LANE LINE	150mm WIDE
			TACTILE GROUND SURFACE INDICATORS	REFER AS1428.4.1 - 2009
			RRPM	



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Checked G. KOHLMAN Date 18/10/22

REFERENCE No.	HEDULE SIGN	COMMENTS
< <u>S1</u>	STREET NAME	STREET NAME PLATES AS PER WYNDHAM CITY COUNCIL STANDARDS
S2	ROAD CLOSED	G9-20
\$3		D4-5
S4	K	D4-1-2
\$5	KEEP LEFT	R2-3(L)
<u>\$6</u>		R1-3
\$7	<b>*</b> 370	R8-2
S8	ONLY ONLY	R8-3(L)
\$9		R8-3(R)
\$10	GIVE	R1-2
\$11	END	R7-4
\$12	A CONTRACT OF CONTRACT.	W6-9
		W5-10
< <u>\$13</u>	20 km / h	W8-2



MAMBOURIN STAGE 17 ROAD AND DRAINAGE SIGNAGE AND LINEMARKING - DETAIL SHEET WYNDHAM CITY COUNCIL FRASERS PROPERTY LTD

AS CONSTRUCTED 309504CR801