

REFERENCE No. 2

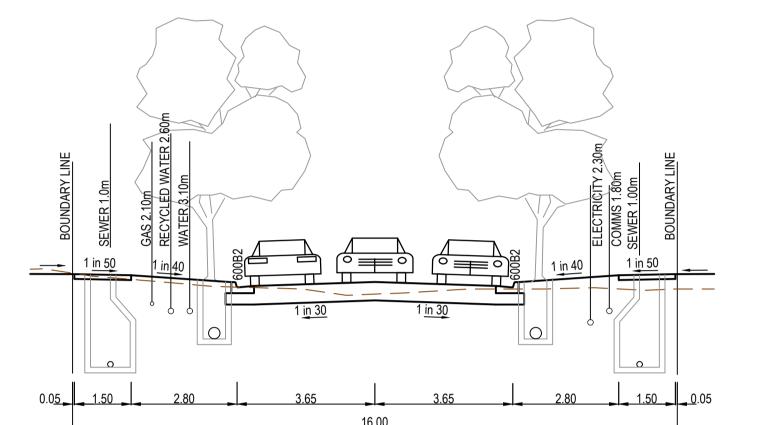
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**AS CONSTRUCTED** 

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<ul> <li>A. LINGS AND SERIES OWNERS, WITTEN INFORMATION FOR MERCENT REPAREMENTING AND OUX PHANE DO NOT SENIES AND THE SUPERIMENTING AND OUX PHANE DO NOT SENIES AND THE SUPERIMENTING AND OUX PHANE DO NOT SENIES AND AND THE SUPERIMENTING AND AND AND AND AND AND AND AND AND AND</li></ul>	6.	TREES MARKED	ON THE APPROVED	PLANS FOR REMOVA	L MUST BE REMOV	ED FROM THE S		
<ul> <li>PLEUP OF REBE CHARGES ARE SPECIFICIAL DIRECTION OF SPECIE DURING WITH THE LIPPOPER CHARGES AND THE REPORT OF LIPPOPER CHARGES AND THE REPORT OF</li></ul>		APPROVAL HAS	BEEN GIVEN BY COL	INCIL'S SUPERVISING	OFFICER.			
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<ul> <li>Control to Cartonic A Separate Data Processing Control to the Processing Control to Contro to Control to Control to Control to Control to Control to Con</li></ul>	8.						NTIL WRITTEN APPROVAL	
<ul> <li>STANAED DRAWING EVOLUTIES TO BE HAVED MINIMUM OF SHIP TO BOUNDARY AND AND TAKEN AND AND AND AND AND AND AND AND AND AN</li></ul>								
<ul> <li>Bender LEWARS Binklung mission and Training Control Relicion ALL KERRE MOD CHANNEL AS PER TRAINARD DRAWING SERVICES IN A SAFE DECAMPORE AND TRAINING MODE AND TRA</li></ul>		STANDARD DRA	WING EDCM 303. COI	NDUITS TO BE PLACE	D MINIMUM OF 5m	FROM BOUNDA	RIES WHERE POSSIBLE	
<ul> <li>AL LINEMARKING, SIMMA AND INSPECTIONING, LEVINES TO BE A ACCORDANCE WITH MICRADIA SITE OF ACCOMMENDATION AND AND AND AND AND AND AND AND AND AN</li></ul>	9.	SUBSOIL DRAINS	S SHALL BE INSTALLE					
<ul> <li>MITHAL DESAURA OR PLATELING AND LONGTUDINAL LINES BLING EXTRUDED THERMOPLASTIC MATERIAL MORPHANE HEART TANAN HEA</li></ul>	10.	ALL LINEMARKIN	IG, SIGNING AND TRA					
<ul> <li>14. LEVELS AND TO SHALL AVERAGE NAME AND SOFTATION. SHALL NOT BLAST WITHIN 4.5m OF AN EXISTING LINE OF MATER, GALD REMER INFO. GOWING TO THE VOIDS WITHING TO THE VOIDS WITHING TO SOFTATION WITHING AND SOTTATION TO THE VOIDS WITHING TO SOFTATION WITHING AND SOTTATION TO THE VOIDS WITHING TO SOFTATION WITHING AND SOFTATION WITHIN TO AND SOFTATION WITHIN TO AND SOFTATION WITHING AND SOFTATION WITHIN TO AND SOFTATION WITHIN TO AND SOFTATION WITHING AND SOFTATION WITHIN TO AND SOFTATION WITH</li></ul>		(MATERIAL DEG/	AOUR OR PLASTELIN	E) AND LONGITUDINA				
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<ul> <li>1.4. LECKAYEE OR FILED AREAS OUTSIDE THE ROAD RESERVES SHALL BE SURPACED WITH A 100m NUMMUN TO STANDARD COMPACTION IN SIGNI LAYERS AND AS PER THE SPECIFICATION. WHere Interest ET LL IS SUSSESS OF SOME INTEREST THE INSTANT AND AS AND AS PER THE SPECIFICATION. WHere Interest ET LL IS SUSSESS OF SOME INTEREST THE INSTANT AND ADDRESS OF AND AS PER THE SPECIFICATION. WHERE INTERES IS TALL IN SUBJECT TO SOME INTEREST THE INSTANT AND INFORM THE INSTANT AND ADDRESS TO SOME TO SOME TO SOME TO SOME TO SOME THE INSTANT AND INFORMATION IS SOME THE INSTANT AND ADDRESS OF SOME INTEREST IS AND LOCATION OF ISST SPECIFICATION. WHERE HARED COMPACING IS STORE SOME INTERNATION ADDRESS AND INTERESS IS SOME TO SOME THE ISST SOME TO SOME THE ISST SOME THE ISST SOME THE ISST SOME SOME INTERNATION ADDRESS AND INTERESS INTERNATION AND INTERNATION ISST STORE INTERNATION ISST STORE SOME INTERNATION ADDRESS AND INTERESS INTERNATION AND INTERNATION ISST STORE SOME INTERNATION ADDRESS AND INTERESS INTERNATION AND INTERNATION INTERN</li></ul>	12.	OF WATER, GAS	OR SEWER PIPES O					
Strong Networks (Strong Networks) (Strong Net	13.			OUTSIDE THE ROAD R	ESERVES SHALL B	E SURFACED W	ITH A 100mm MINIMUM TO	
<ul> <li>Berner IN BEPTH. THE CONTRACTOR IS TO CARRY OUT SOL TESTS TO THE RECUMERENTS OF APPENDIX BAS SPECIFIED TEST ABLAIS AND LOCATION OF TESTS FOR EACH ALDTHEN SHALB BE APPROVED BY THE CONTRACTOR AND PORNAUES TO COULCIL.</li> <li>International Contraction Control Con</li></ul>								
<ul> <li>Adjenden Test Hesultis AND LOCATION OF TESTS FOR EACH ALLOTMENT SHALL BE APPROVED BY THE CONTRACTOR AND FORWARDEN SUCH AMERICAN, LESS COMMENTES ARE PER THE REQUERENTS OF THE SPECIFICATION, AND OLIGINATION IN THESE BRAINEDSOFT.</li> <li>HILA CONTRACTOR IS AND EXCENTION AND POLICIAL MATERIAL SCIENCE COMMENTES ARE PER THE REQUERENTS OF THE SPECIFICATION, AND OLIGINATION IN THESE BRAINEDSOFT.</li> <li>HILA CONTRACTOR IS AND EXCENTION AS OFTEN DECENTION AS OFTEN DECENTION AS OFTEN DECENTION TO SECENTION AS OFTEN DECENTION TO SECENTION AS OFTEN DECENTION AS OFTEN DECENTRAL DECENTION AS OFTEN DECENTRAL DECENT</li></ul>		300mm IN DEPTH	I, THE CONTRACTOR	IS TO CARRY OUT S	OIL TESTS TO THE	REQUIREMENT	S OF APPENDIX B AS	
<ul> <li>14. Lu Materiau, Lieb under Averagination and Production Test and Averagination and the structure of the structu</li></ul>		ACHIEVED. TEST	RESULTS AND LOCA	ATION OF TESTS FOR				
<ul> <li>PECIFICATION APPROVED WITH THESE DRAWINGS PRIOR TO PORWYORK BEING PLACED. COMPACTION TESTS 10 BE COMPLETED AND PROVIDED ON SUPERINTED AND EVENTS.</li> <li>FILL &amp; CUTTATTERS ARE NOT TO SCIEDE In a SLOPE UNLESS SHOWN OTHERWISE.</li> <li>ALL ALL MATTERS SHALL ES CONTED GRAWINGS TO ANOTHER TO UNLESS WITH A NINMAUM FALL OF 1 In 10 TO THE DRAWINGS CUTET SHOW.</li> <li>STOTE THE DRAWINGS CUTET SHOW.</li> <li>STOTE DRAWINGS DE CUTET SHOW.</li> <li>STOTE DRAWINGS DE CUTET SHOW.</li> <li>ALL SCHWICHTS SHALL ES CALIFORMULITICATURE COMPARE ARE IN CLOSE FROMMITY ARE TO BE BACKFILLED AT SHOWLING THEORY IN USES STOTATION TO BE AND THE LOW SUB DRAWING TO THE CONTENT TO BE COMPLEXATION STOLE AND SHOW THE COMPARE AND STOTATION TO BE AND THE COMPARE AND SHOWLING THE COMPARE AND STATE TO THE COMPARE AND SHOW TO BE COMPLEXATION STOLE AND THE COMPARE AND SHOW TO BE COMPLEXATION STOLE AND THE COMPARE AND SHOW TO BE COMPLEXATION STOLE AND THE COMPARE AND SHOW TO BE COMPLEXATION STOLE AND THE COMPARE AND SHOW TO BE COMPLEXATION TO BE COMPLEXATION STOLE COMPARE AND SHOW TO BE COMPLEXATION STOLE AND SHOW TO BE COMPLEXATION TO BE COMPLEXATION STOLE COMPARE AND SHOW TO BE COMPLEXATION TO BE COMPLEXATION TO BE COMPLEXATION TO BE COMPLEXATION STOLE COMPLEXATION TO BE COMPLEXATION TO BE COMPLEXATION TO BE COMPLEXATION STOLE COMPARE AND SHOW TO BE COMPLEXATION TO BE COMPLEXATION TO BE COMPLEXATION STOLE COMPLEXATION STALE DATA THE SHOW TO BE COMPLEXATION THE COMPLEXATION THE PROVISIONS OF THE SHOW TO BE AND SHOW TO BE COMPLEXATION STALE DATA THE COMPLE</li></ul>	14.	FILL MATERIAL U	JSED UNDER PAVEM	ENTS AND FOOTPATH				
<ul> <li>19. ELLA CUT BATTERS ARE NOT TO EXCEED 1 In 63 LOPE. UNLESS SHOW OTHERWISE.</li> <li>19. ALL CONTRACT PRES ARE CONTROL OR ADOMED, CARACIA DNA SHAPE DO TAVEYAN SURFACE. WITH A MINIMUM FALL OF 1 In 53 TO THE DRAMAGE OUTER 5 HOM.</li> <li>19. ALL DRAMAGE PRES ARE CONTROL OWNED, NULLESS OTHERWISE SPECIFIED.</li> <li>19. DRAMAGE PRES ARE CONTROL OWNED, DRAMAGE DRAWAGE SHALL OWN'SE LOSS OF TOWNED WAS FOR CONTROL OWNED.</li> <li>19. DRAMAGE PRES ARE COUNDER RADAS, DOOTNED, OWNED WAS, PARKING BAYS ETC, ARE TO BE BACKFILLED WITH TO COUNCE INCLUDE RADAS OF TOWNED.</li> <li>19. ALL HOUSE DRAN CONNECTIONS TO BE INSTALLED AT 6n FROM THE LOW SIDE BOUNDARY UND.</li> <li>19. WHAT CONNECTIONS TO BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWINGS EDCO SOI TO 533. DRIPHOWS TO BE LOCATE BOLD TO BE STANLED AT 6n FROM THE LOW SIDE BOUNDARY UND.</li> <li>10. WHAT OF TOPOERTY INTERS TO BE 500m. MINIMUM BELOW FINISMED SUPERCE UNDERS NOTE OTHERWISE.</li> <li>10. WHAT OF TOPOERTY INTERS TO BE SOM MUMINUM BELOW FINISMED SUPERCE UNDERS NOTE OTHERWISE.</li> <li>11. MONTON DOWNED TO BE SOM THE DATAS TO BE SOM THE SIDE OWNED AND THE SID</li></ul>		SPECIFICATION	APPROVED WITH TH	ESE DRAWINGS PRIC				
<ul> <li>ALL DAMAGE PITS MALL BE CAST MONOLITICALLY. CENENT RENDER SNALL ONLY BE USED TO REPAR DEFECTS.</li> <li>BACKELLING OF TRENDERS WHERE DRAINAGE AND SEVERAGE ARE IN CLOSE PROXIMITY ARE TO BE RACKELLED AS PER WINDHAM CITY COURCL STANDARD DRAWING SOA IN. SEVERATE ARE NOT EXPLOSING TO WIND THE TO BE DATE TO</li></ul>		FILL & CUT BATT	ERS ARE NOT TO EX	CEED 1 in 6 SLOPE, L				
18. DRAINAGE PTIS SHALL BE CAST MONOLITICALLY. CENENT RENDERS SHALL OUT, YE USED TO REPAR CEPECIS. 29. BACKFULLSD COTTEXNOLS WHERE DRAINAGE ON SUPERAGE ARE IN CLOSE PROMITY ARE TO BE BACKFULLDD WITH CLASS 2 F.C. ARE TO BE DRAIN CONCENTRATIS, DRIVENAYS, PARKING BAYS ETC. ARE TO BE DACKFULLD WITH CLASS 2 F.C. ARE TO BE DATAFILID AT 5th FROM THE LOW SIDE BOUNDARY U NO. 20. NUMERI OF PROPERTY INLETS TO BE DIM MINIAUM BELOW FINISHED SUPPARE UNLESS NOTED OTHERWISE. 20. VIENT OF PROPERTY INLETS TO BE DIM MINIAUM BELOW FINISHED SUPPARE UNLESS NOTED OTHERWISE. 20. VIENT OF PROPERTY INLETS TO BE DIM MINIAUM BELOW FINISHED SUPPARE UNLESS NOTED OTHERWISE. 20. VIENT OF PROPERTY INLETS TO BE DIM MINIAUM BELOW FINISHED SUPPARE UNLESS NOTED OTHERWISE. 20. VIENT OF PROPERTY INLETS TO BE DIM DRIVEN DUC DATA DECISION THEORY OF THE DIFFERENCE FOR DUC DATA DATA DECISION OF THE DIFFERENCE FOR DUC DATA DATA DATA DATA DATA DATA DATA DAT		150 TO THE DRA	INAGE OUTLET SHOW	VN				
<ul> <li>ALL SERVICES TREAMES USED RADAS, DEATHIL, DRIVENANS, PARKING BAYS ETC. ARE TO BE BOAKFILLED WITH CLASS 2 F.C.M.</li> <li>ALL HOUSE DRANG CONNECTIONS TO BE INSTALLED AT 6m FROM THE LOW SIDE BOUNDARY U.N.O.</li> <li>MINCHT OF PROPERTY INLETS TO BE SOME MINIMUM BELOWER HISHED SUFFACE UNLESS NOTED OTHERWISE.</li> <li>WHERT OF PROPERTY INLETS TO BE SOME MINIMUM BELOWER UNLESS SPECIFIED OTHERWISE BOLD CLEAR OF DIRAKINGS.</li> <li>WHERT OF PROPERTY INLETS TO BE SOME MINIMUM BELOWER UNLE UNLESS SPECIFIED OTHERWISE AND CLEAR OF DIRAKINGS TO BE LOATED MINI 27m FROM BULDING LINE UNLESS SPECIFIED OTHERWISE AND CLEAR OF DIRAKING SUT CLE</li></ul>								
<ul> <li>WITH CLASS 2 F.C.R.</li> <li>11. ALL HOUSE PRAIN CONNECTIONS TO BE INSTALLED AT 5m FROM THE LOW SIDE BOUNDARY U N.O.</li> <li>12. INVERT OF PROPERTY IN LETS TO BE SOOm MINIMUM BELCW FINSHED SURFACE UNLESS NOTED OTHERWISES.</li> <li>13. PORTOLING CONSTRUCTION AND CONSTRUCTION UNLESS SPECIFIED OTHERWISES AND CLEAR OF DENIARAGE THIS SEWER MANIFEMANCE HOLES AND EXCISION THE SERVER MAIN TERNORE OF LOCATED WIN 30 FM FROM BUILDING LINE.</li> <li>14. ADDITIONAL MOD OVER EXCLANTION SHALL BE BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF THE SPECIFICATION.</li> <li>15. FOOTATH ICROSSFALL TO BE 1:30</li> <li>16. ADDITIONAL HOROSFALL TO BE 1:30</li> <li>17. ALL EXCIDINAL TOROSFALL TO BE 1:50</li> <li>18. ADDITIONAL HOROSFALL TO BE 1:50</li> <li>19. ADDITIONAL HOROSFALL TO BE 1:50</li> <li>18. ADDITIONAL HOROSFALL TO BE 1:50</li> <li>19. ADDITIONAL HOROSFALL FOR PROVIDENT MARKER (BREPRING) NO ROAD CENTRELINE AND TRYCOMOND BALL MARKER POST TO NICATE LOCATION OF FREPLUG.</li> <li>19. INSTALL BUE HOROSTRUCTION PERFENDENCE AND STANDARDS CONTROL THE WOLDES THE SHALL BE CLEARED UP, GRADED AND ALL RUBBISH REMOVED WITH BUTCH TO ROLD CONTRUCTION TRACE HOROSTRUCTION PERCENCE AND STANDARDS CONTROL THE WITHOUT THE MARKER (BREPRING NO ROAD CENTRELINE AND TOYOCOMONTHELES FOR MAJOR CONSTRUCTION OF THE MANITES FOR MAJOR CONSTRUCTION OF THE MANITES FOR MAJOR CONSTRUCTION OF CHARGE DURING CONSTRUCTION OF COLLECTION OF SEDMENT RUNOFF ACCORDING TO CURRENT FEASTING TO THE SATISFACTION OF THE WOLDE STRUCTION ROLD AND ALL RUBBISH REMOVED. THE SITE SHALL BE NOT CRY CONSTRUCTION OR THE MAND TRYCOMONE W</li></ul>	19.					SE PROXIMITY	ARE TO BE BACKFILLED	
<ul> <li>11. ALL HOUSE DRAIN CONNECTIONS TO BE INSTALLED AT 60 FROM THE LOW SIDE BOUNDARY UNCO.</li> <li>22. INVERT OF PROPERT IN ULSTS TO BE SOM INMUMB ELCUR MILESS SPECIFICS ULLESS NOT ELCAR OF DRIVINASE TO SE LOCATENUCTED IN ACCORDANCE WITH STANDARD DRIVINGS BOCK SOT TO S0.</li> <li>23. SEVER MAINTENNOSE HOLES AND EXISTING TREES. OUBLE DRIVEWAY WIDTH TO BE 7 an AT FRONT OF PATHOBILIONS INII.</li> <li>24. ADDITIONAL AND OVER EXCAVATION SHALL BE BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF THE SPECIFICATION.</li> <li>25. FOOTPATH OROSEFALL TO BE 1:9</li> <li>26. ALL CONTINUES AND MAY STANDARD DRAWINGS EDCL PATHS ARE TO BE CONSTRUCTED AS PER CITY OF WYNDHAM SPECIFICATIONS AND MAY STANDARD DRAWINGS EDCL PATHS ARE TO BE CONSTRUCTED AS PERCITY OF WYNDHAM SPECIFICATIONS AND MAY STANDARD DRAWINGS EDCL PATHS ARE TO BE CONSTRUCTED AS PERC ITY OF WYNDHAM MARCE POST TO INDICATE LOCATION OF PREPAUG.</li> <li>27. ALL EXOR (INC. MAIN THE WORKS ARE TO BE REALWING WOLK THESES. NOT SHOWN ON THE DRAWINGS BUT LOCATED WITHIN THE WORKS ARE TO BE REMOVED AND DISPOSED OFFSITE.</li> <li>28. THE CONTINUE ON THE RESE AND SHAUDD DRAWINGS EDCL OF STEES.</li> <li>29. THE CONTINUE TO BE FREATURE CONSTRUCTION FRACEDURES AND STANDARDS CONTROL. THE VOLUME AND LOCATED TO FRACE CONSTRUCTION FRACEDURES AND STANDARDS CONTROL. THE VOLUME AND LOCATED TO THE SUBJECT TO TAKE THE CONSTRUCTION TRAFFIC CONSTRUCTION TRAFFIC CONTROL THE VOLUME AND LOCATED TO THE SUBJECT TO CONSTRUCTION TRAFFIC LOADING DURING CONTRACTORS TO BE LEST TO A CLEAN AND TDY CONDITION TO THE SATISFACTION OF THE SUPERIMENTICI.</li> <li>30. FOR OWNERTION TRAFFICATION THE EVALUATE THAN CONSTRUCTION TRAFFIC LOADING DURING CONTRACTORS DIVENTION TO THE CONSTRUCTION TRAFFIC LOADING DURING CONTRACTORS DIVENTION TO CONSTRUCTION TRAFFIC LOADING DURING CONTRACTORS DIVENTION TO THE PREPS STREAM THE LOW TO ADARPOYED BY THE CONTRACTOR SUPPORT ON TRAFFIC TO THE PRESS STREAM THE CONTRACTORS THE ESTIMAL THE CONSTRUCTION TRAFFIC LOADING DURING CONTRACTOR</li></ul>	20.			OADS, FOOTPATHS,	DRIVEWAYS, PARK	ING BAYS ETC.	ARE TO BE BACKFILLED	
<ul> <li>24. VEHICLE CROSSINGS TO BE CONTRUCTED IN ACCORDANCE WITH STANDARD DRAWINGS EDCM SOT TO 503. DRAWN STO TO BE LOAD BUN JÖRF FORM TO HEASS SPECIFIED DITERWISE AND CLEAR OF DRAWNAE PTS. SEWER MAINTENANCE HOLES AND EXISTING TREES. DOUBLE DRIVEWAY WIDTH TO BE 7.0 m AT FRONT OF PATHEBULIOBS (INE).</li> <li>25. FOOTPATH CROSSFALL TO BE 150</li> <li>26. ALL CONTRUCTION SAND MAY STANDARD DRAWINGS EDCD THES AND THE SERVER AND MAY STANDARD DRAWINGS EDC MOT TO 403.</li> <li>27. ALL EXIT (RON ANTE): THESE AND SHALL BE BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF THE SPECIFICATIONS AND MAY STANDARD DRAWINGS EDC MOT TO 403.</li> <li>27. ALL EXIT (RON ANTE): THESE AND SHALLINGS CLIC PATHS ARE TO BE CONSTRUCTED AS PERC ITY OF WYNDHAM SPECIFICATIONS AND MAY STANDARD DRAWINGS EDC MOT THESE. NOT SHOWN ON THE DRAWINGS BUT LOCATED WITHIN THE WORKS ARE TO BE RENOVED AND DISPOSED OFTSITE.</li> <li>28. INSTALLE PRASED REFECTIVE PAYLEMENK INCLUCINE DATE TREES. NOT SHOWN ON THE DRAWINGS BUT LOCATED WITHIN THE WORKS ARE TO BE RENOVED AND DISPOSED OFTSITE.</li> <li>29. INTE CONTRICTION OF FIREFLUE.</li> <li>20. THE CONTRUCTION OF SEMENT TAIL CONSTRUCTION ROCEDURES AND STANDARDS CONTRUCT. THE VILLE PASE DEPENDENT AND THE WORKS DRAWING CONSTRUCTION TO THE SATISFACTION OF THE SEMENTAL GUIDED FOR MACCE DORING TO CURRENT EPA - EWINKOMMETTAL GUIDED FOR MACCE DORING CONSTRUCTION OR THE MAINTENANCE PERIOD TO BE REATING TOON THE WORKS DAMAGED DURING CONSTRUCTION OR THE MAINTENANCE PERIOD TO BE EXISTING TRUCTOR THENDER IN TOTAL LENGTH OF ROADS CONSTRUCTION TO THE SATISFACTION OF THE SUBJECTED TO CONSTRUCTION OR THE MAINTENANCE PERIOD TO BE EXISTING TRUCTED THE CONSTRUCTION TRAFFIC LOADING DURING SOF WORK DAMAGED DURING CONSTRUCTION OR THE MAINTENANCE PERIOD TO BE EXISTING TRUCTED THE CONTRUCTION TRAFFIC LOADING DURING SOF WORK DAMAGED DURING CONSTRUCTION TRAFFIC LOADING DURING SOF WORK DAMAGED DURING CONSTRUCTION TRAFFIC LOADING DURING SOF WORKED AND CONSTRUCTION TRAFFIC LOADING DURING SOF WORK DAMAGED DUR</li></ul>		ALL HOUSE DRA	IN CONNECTIONS TO					
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<ul> <li>ADDITIONAL AND OVER-EXCAVATION SHALL BE BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF THE SPECIFICATIONS. AND IMPA STANDARD DRAWINGS EDCM 401 TO 403.</li> <li>ALL EXOTTO KNON ANTHY. TREES AND STRANDBORG VIELE PATHS ARE TO BE CONSTRUCTED AS PER CITY OF WYNDHAM SPECIFICATIONS AND IMPA STANDARD DRAWINGS EDCM 401 TO 403.</li> <li>ALL EXOTTO KNON ANTHY. TREES AND STRANDBORG VIELE DEAD TREES. NOT SHOWN ON THE DRAWINGS BUT LOCATED WITHIN THE WORKS ARE TO BE REMOVED AND DISPOSED DEFSTIE.</li> <li>INSTAL BUE RASID ENDINE THAT THEIR CONSTRUCTION PROCEDURES AND STANDARDS CONTROL THE VIELINE AND FOR COLLECTION OF FREPLUG.</li> <li>THE CONTRACTOR IS TO BUIGE THAT THEIR CONSTRUCTION PROCEDURES AND STANDARDS CONTROL THE VIELINE AND CONSTRUCTION TREE CONSTRUCTION STRES.</li> <li>UPON COMPLETION OF CONSTRUCTION STRES.</li> <li>UPON COMPLETION OF CONSTRUCTION STRES.</li> <li>UPON COMPLETION OF CONSTRUCTION THE WHOLE SITE SHALL BE CLEANED UP, GRADED AND ALL RUBBIH REMOVED. THE SATISFACTION OF THE SATISFACTI</li></ul>		DRAINAGE PITS,	SEWER MAINTENAN					
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Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Cover Plan	2.	CONCRETE PIPE						
1 + 40       0       1 in 30       1 in 30       1 in 30       1 in 30       0.05         1 + 50       14.50       14.50       1.50       0.05       0.05         14.50m ROAD RESERVE CORONADO WAY       14.50       1.50       0.05       1.50         Alamora Estate, Sayers Road, Tarneit - Stage 1       Wyndham City Council Road and Drainage Cover Plan       Weither the second s			ζ			RECY		
1 + 40       0       1 in 30       1 in 30       1 in 30       1 in 30       0.05         1 + 50       14.50       14.50       1.50       0.05       0.05         14.50m ROAD RESERVE CORONADO WAY       14.50       1.50       0.05       1.50         Alamora Estate, Sayers Road, Tarneit - Stage 1       Wyndham City Council Road and Drainage Cover Plan       Weither the second s	8		) \		WATE	SEWE GAS :	BOL	
1 + 40       0       1 in 30       1 in 30       1 in 30       1 in 30       0.05         1 + 50       14.50       14.50       1.50       0.05       0.05         14.50m ROAD RESERVE CORONADO WAY       14.50       1.50       0.05       1.50         Alamora Estate, Sayers Road, Tarneit - Stage 1       Wyndham City Council Road and Drainage Cover Plan       Weither the second s	IMS 0		$\rangle$		<u>ER 3.10</u>	<u>ER 1.0</u> 2.10 WATE	JNDAF	
1 1 40       0       1 1 30       1 1 30       1 1 30         1 1 30       1 1 30       1 1 30       0       0       0         285       3.65       2.80       1.50       0.05         14.50m       14.50       14.50       14.50       14.50         14.50m       ROAD RESERVE       CORONADO WAY       14.50       14.50         Alamora Estate, Sayers Road, Tarneit - Stage 1       Wyndham City Council       Road and Drainage         Cover Plan       Neuways Ref       PROJECT / DRAWING No.       SHEET No.       REVISIO	18 8						RY LIN	
1 in 30       1 in 30       1 in 30       0	1 in	600B2						
2.85 3.65 3.65 2.80 0.05 14.50 14.50m ROAD RESERVE <u>CORONADO WAY</u> Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Cover Plan MELWAYS REF PROJECT / DRAWING No. SHEET No. REVISIO			1 in 30	1 in 30				
2.85 3.65 3.65 2.80 1.50 0.05 14.50 14.50m ROAD RESERVE <u>CORONADO WAY</u> Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Cover Plan	6							
14.50     14.50m ROAD RESERVE       CORONADO WAY       Alamora Estate, Sayers Road, Tarneit - Stage 1       Wyndham City Council       Road and Drainage       Cover Plan								
14.50     14.50m ROAD RESERVE       CORONADO WAY       Alamora Estate, Sayers Road, Tarneit - Stage 1       Wyndham City Council       Road and Drainage       Cover Plan								
14.50m ROAD RESERVE CORONADO WAY         Alamora Estate, Sayers Road, Tarneit - Stage 1         Wyndham City Council Road and Drainage Cover Plan         MELWAYS REF	-	2.85	3.65	3.65	2.80	1.50	0.05	
CORONADO WAY         Alamora Estate, Sayers Road, Tarneit - Stage 1         Wyndham City Council         Road and Drainage         Cover Plan	-			14.50				
ORA       Wyndham City Council         Road and Drainage       Road and Drainage         Welways Ref       PROJECT / DRAWING NO.								
PRA       Road and Drainage         Weith       Cover Plan         MELWAYS REF       PROJECT / DRAWING NO.			Alamo	•			eit - Stage 1	_
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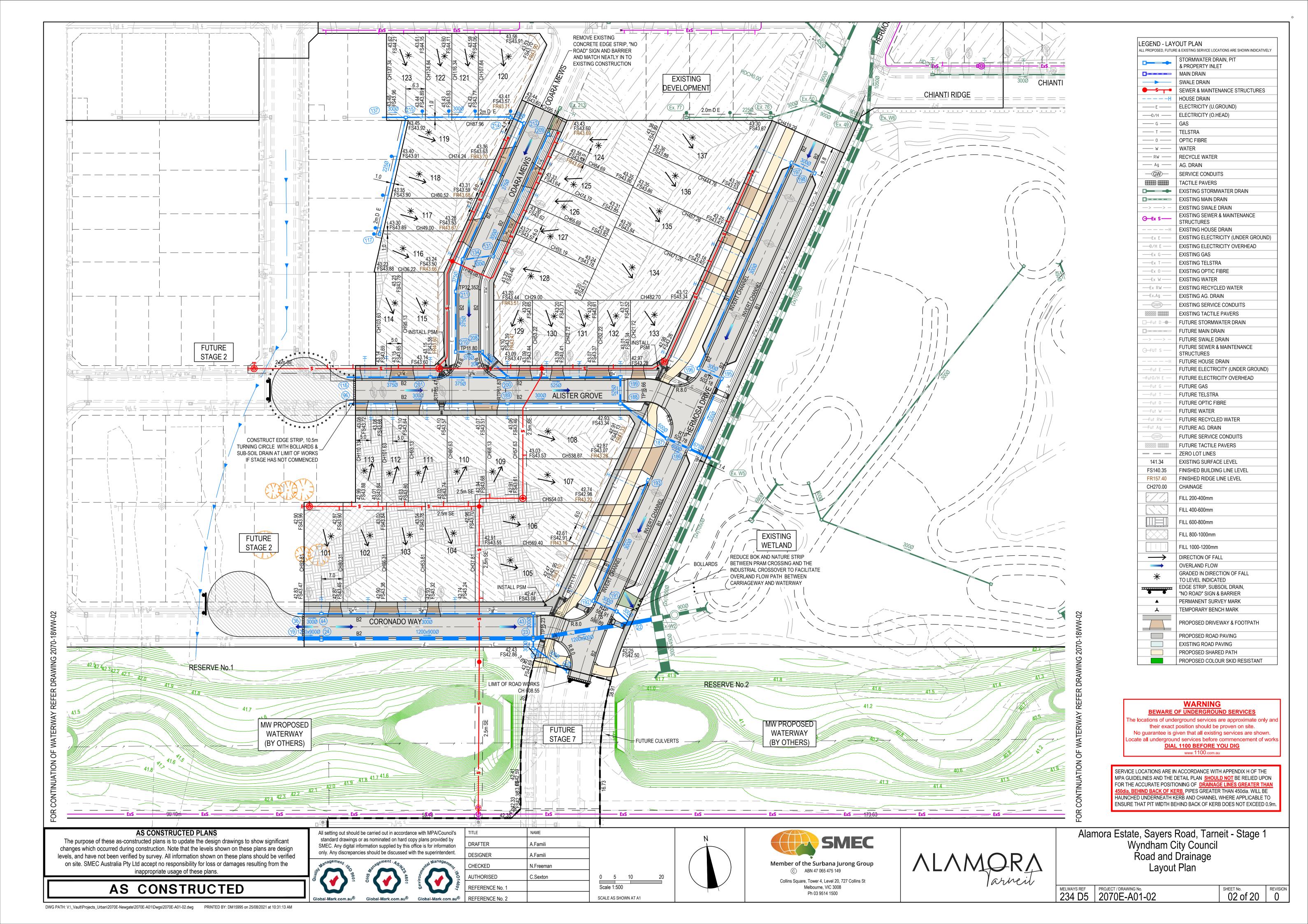
GENERAL NOTES (WYNDHAM CITY COUNCIL)

OFFICER

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

THE CONTRACTOR IS RESPONSIBLE FOR SAFETY OF WORK ON SITE IN ACCORDANCE WITH APPROPRIATE LEGISLATION. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL SHORING, PLANKING AND STRUTTING. DEWATERING DEVICES, BARRICADES, SIGNS, LIGHTS, ETC. NECESSARY TO KEEP WORKS IN A SAFE AND STABLE

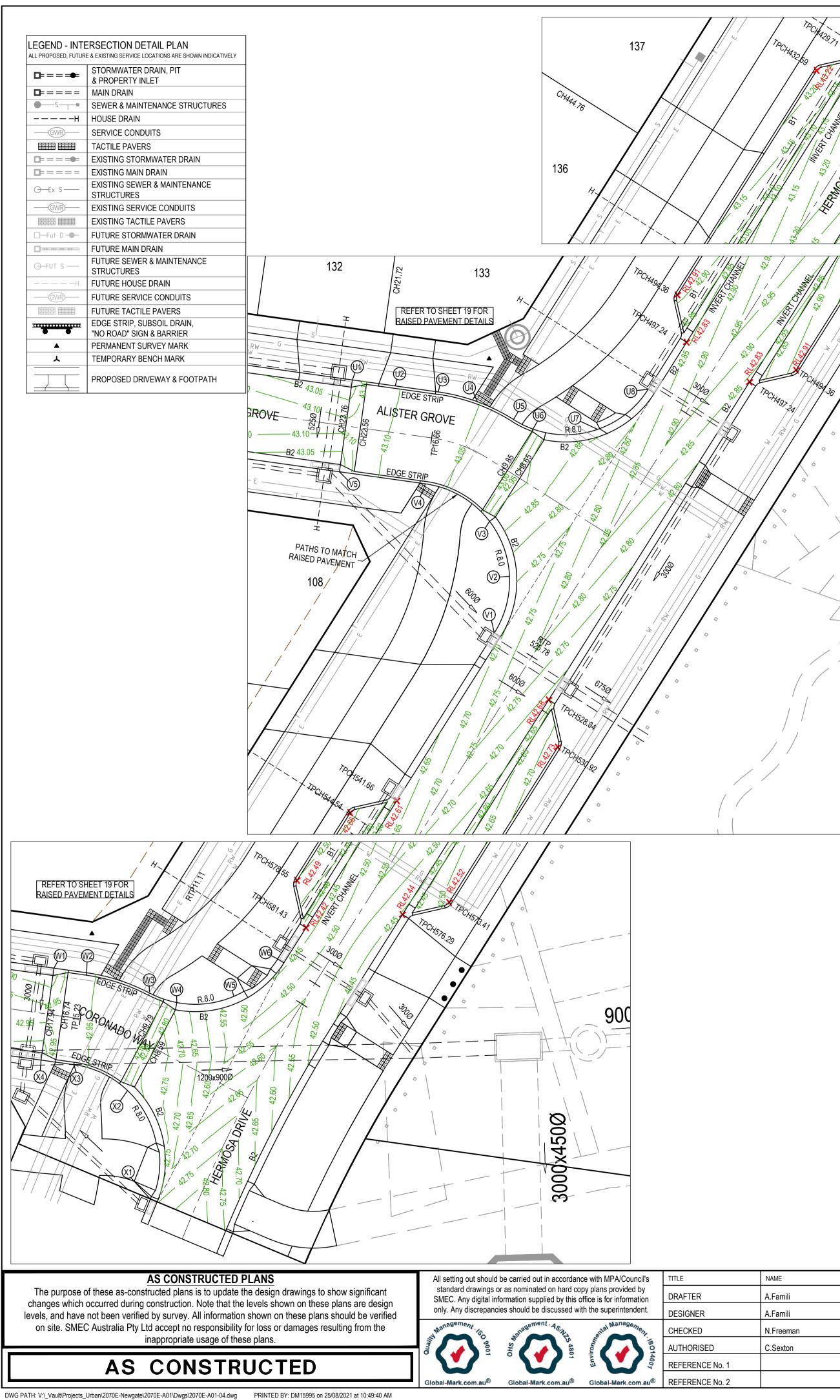
DRAWINGS AND SPECIFICATIONS. WORKS TO BE CARRIED OUT TO THE SATISFACTION OF COUNCIL'S SUPERVISING





DWG PATH: V:\\_Vault\Projects\_Urban\2070E-Newgate\2070E-A01\Dwgs\2070E-A01-03.dwg PRINTED BY: DM15995 on 25/08/2021 at 10:49:01 AM

 $\begin{array}{c|c} \text{SHEET NO.} & \text{REVISION} \\ \hline 03 \ of \ 20 & 0 \end{array}$ 



			U2	U3	U4	U5 U6	U7	U8	
				CH6.75 RL42.9	8		CH20.24 R_42.85	CH26.98 RL42.81	
HORIZONTAL GEOMETRY		<	I	_=13.49m VC	15.00m HC	><	R=-8.60m HC L=13.49m VC	<b>&gt;</b>	HORIZONTAL GEOMETRY
VERTICAL GEOMETRY DATUM RL42	<	-0.5%				-0.98%	-0.5%	2<	
DESIGN LIP LEVEL		43.01- 43.01-	42.99	42.97- 42.97-	42.94-	42.91- 42.91- 42.90-	42.87- 42.86- 42.86-	42.81-42.81-	DESIGN LIP LEVEL
DESIGN BACK LEVEL		43.12 43.12	43.10	43.08 43.08	43.05	43.02 43.02 43.01	42.98 42.97 42.97	42.99	DESIGN BACK LEVE
EXISTING SURFACE		42.99 42.98	42.97	42.95 42.95	42.93	42.92 42.92 42.91	42.91 42.91 42.91	42.93 42.93	EXISTING SURFACE
NORTHING		5808439.40 5808439.24	5808438.91	5808438.47 5808438.42	5808437.62	5808436.16 5808436.16 5808435.38 5808435.38	5808434.35 5808434.53 5808435.36	5808438.65 5808438.32	NORTHING
EASTING		292166.81 292168.00	292170.33	292173.50 292173.85	292177.06	292180.02 292180.03 292181.61 292181.61	292185.00 292186.20 292186.91	292191.06 292191.57	EASTING
BACK KERB LINE		0.00 1.20	3.55	6.75 7.11	10.42	13.48 13.73 15.51	19.03 20.24 20.91	26.31 26.98	BACK KERB LINE

LIP LINE U

DATUM RL42 DESIGN LIP LEVEL DESIGN BACK LEVEL

	X1	(	X2	(X3)	) (x	(4)
					$\square$	
		CH4.18 RL42.77				
HORIZONTAL GEOMETRY	<	R=-8.60m	HC	_ >	-	_
VERTICAL GEOMETRY DATUM RL42	< 0.5% ≥		0.7%			>
DESIGN LIP LEVEL	42.75-	42.77-	42.81-	42.84-	42.85-	42.80- 42.87-
DESIGN BACK LEVEL	42.86	42.88	42.92	42.95	42.96	42.90
EXISTING SURFACE	42.29	42.31	42.35	42.40	42.40	42.42 42.43
NORTHING	5808349.11	5808353.20	5808357.85	5808360.12	5808360.71	5808361.09 5808361.09
EASTING	292136.46	292137.01	292134.73	292130.19	292130.27	292127.59
BACK KERB LINE	0.00	4.18	9.459	14.63	15.72	17.34 18.43
		LIP LI	INE X			

VERTICAL GE
DATUM R

DESIGN LIP LEVEL

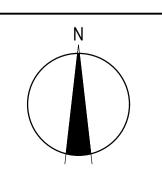
NORTHING

EASTING

BACK KERB LINE

LIP LINE X

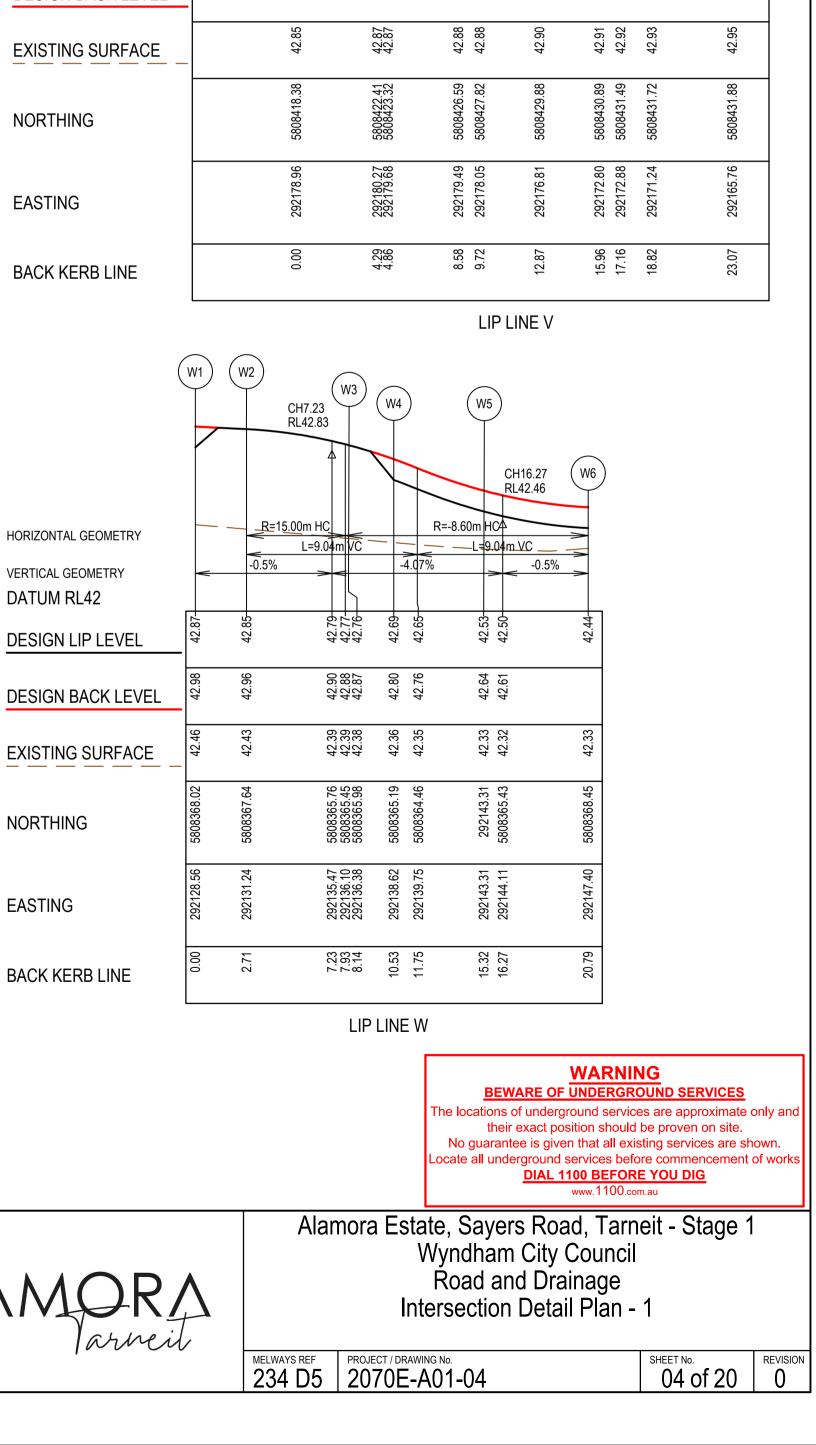
) 2 4 0 0.2 0.4 Scale H1:200, V1:20 0 2 4 Scale 1:200 SCALE AS SHOWN AT A1





C ABN 47 065 475 149 Collins Square, Tower 4, Level 20, 727 Collins St Melbourne, VIC 3008 Ph 03 9514 1500

ALAMORA Parmeit



(V6)

0.5%

43.01

43.12

 $\left( V4 \right)$ 

42.96<sup>-</sup> 42.98<sup>-</sup> 42.99-

43.80 43.09 43.10

CH12.87

RL42.96

( V3 )

(V2)

CH4.29

RL42.72

L=8.58m VC

42.74-42.75

42.85 42.86

R=-8.60m HC

2.79%

84-84-

42

95 98

44

L=8.58m VC

8

V1

0.5%

5



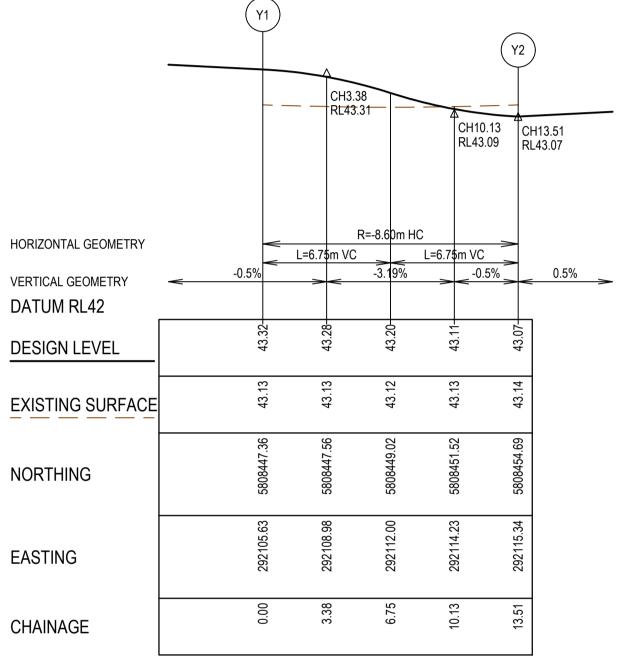
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standard drawings or as nominated on hard copy plans provided by SMEC. Any digital information supplied by this office is for information





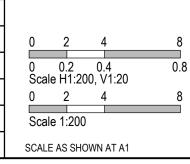
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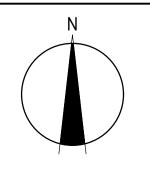


LIP LINE Y

		Z1	
		CH0 RL43.0	CH3 07 RL4
HORIZONTAL GEOMETRY VERTICAL GEOMETRY DATUM RL42	-0.5%		L=6.75m V(
DESIGN LEVEL		43.07-	43.10-
EXISTING SURFACE		43.12	43.10
NORTHING		5808453.80	5808450.45
EASTING		292121.67	292121.87
CHAINAGE		0.00	3.38
			L

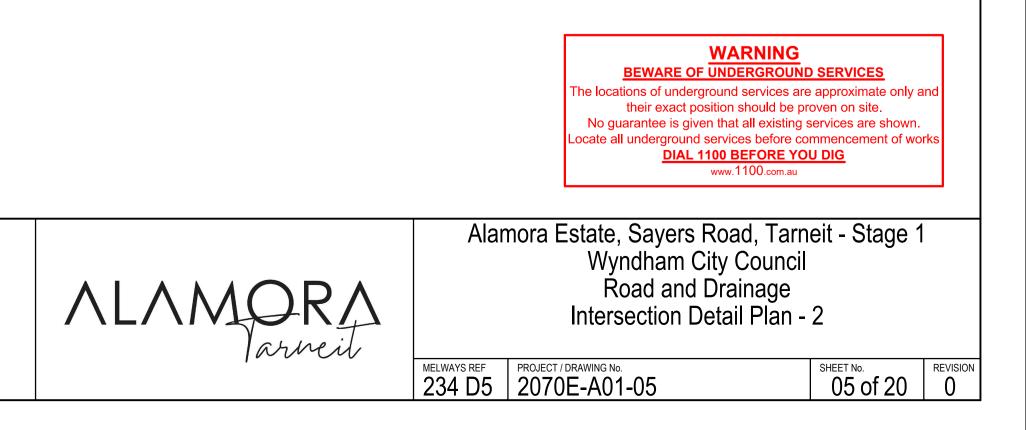
	NAME
	A.Famili
२	A.Famili
	N.Freeman
SED	C.Sexton
CE No. 1	
CE No. 2	



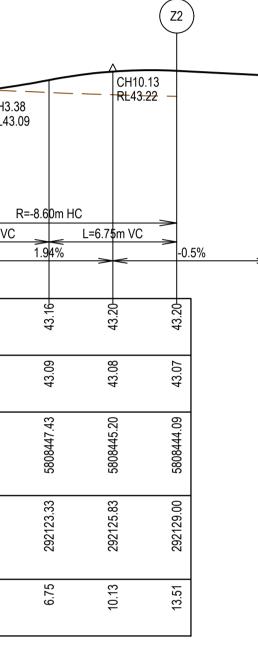




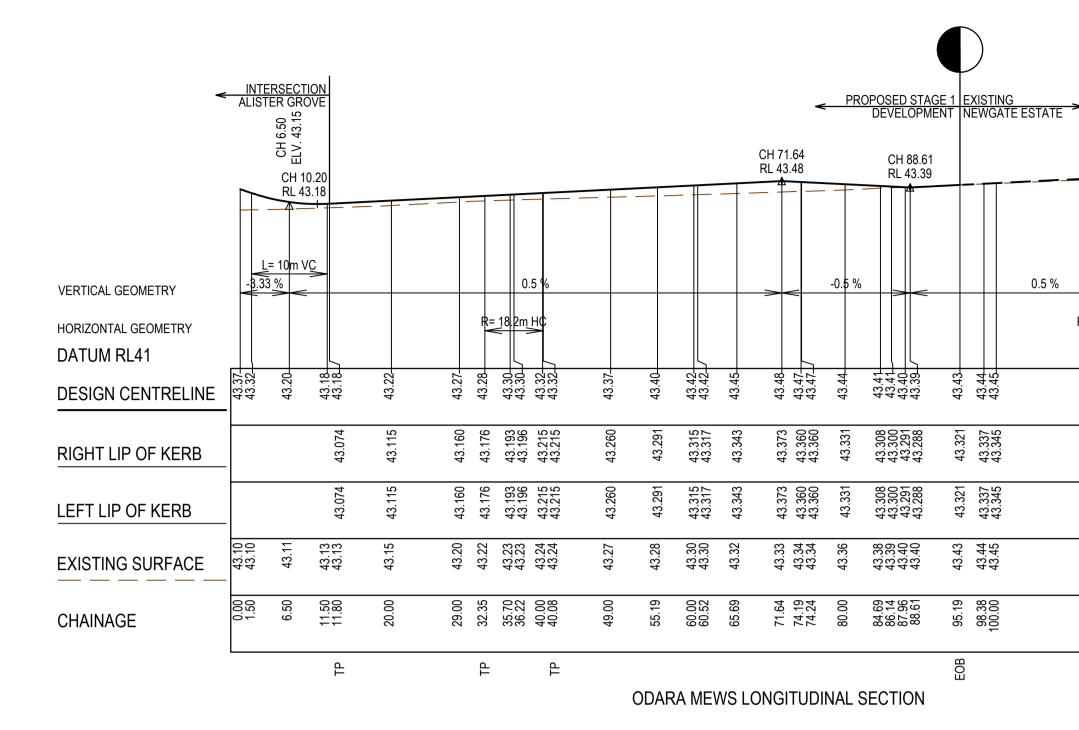
Member of the Surbana Jurong Group ⓒ ABN 47 065 475 149 Collins Square, Tower 4, Level 20, 727 Collins St Melbourne, VIC 3008 Ph 03 9514 1500

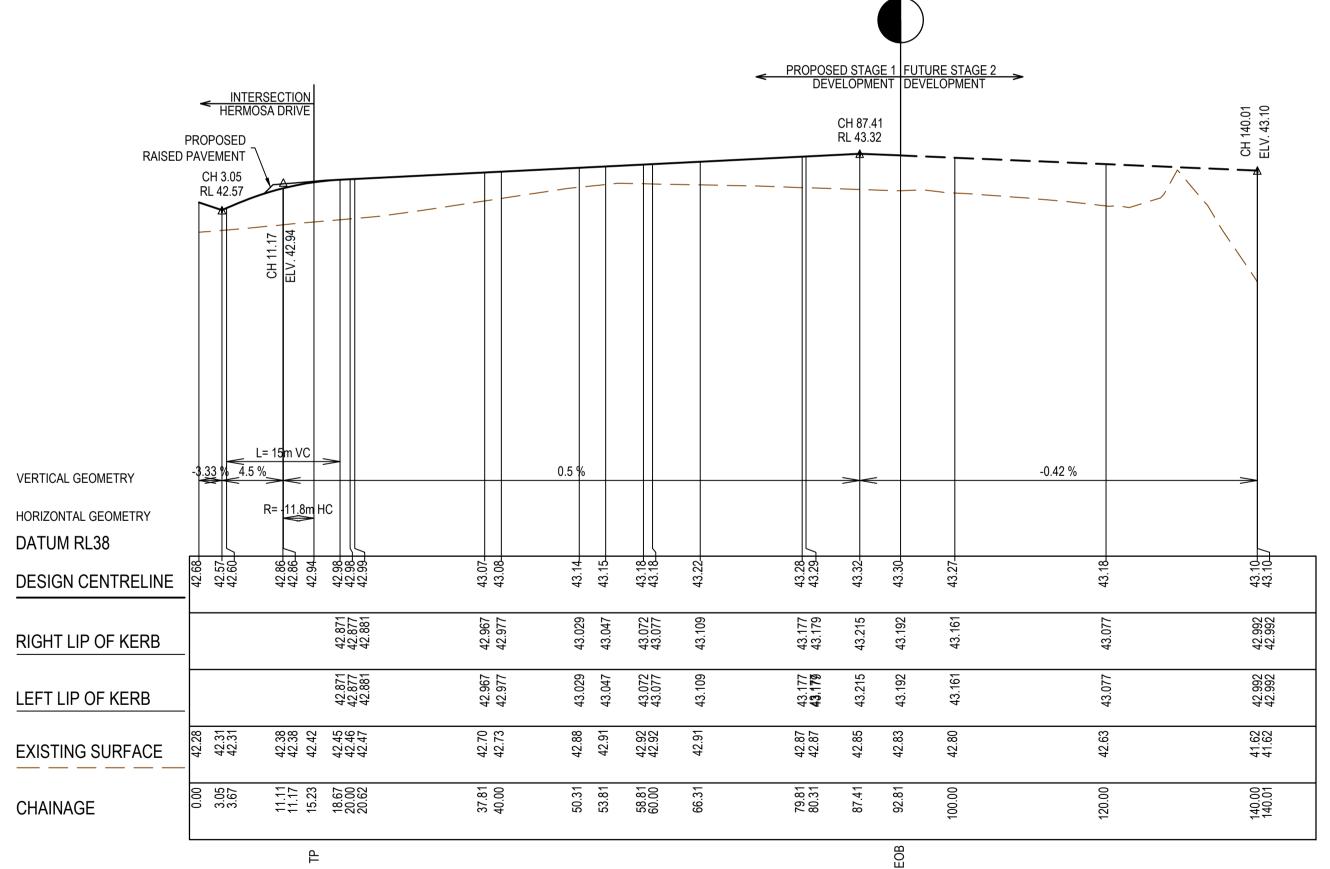


	RSECTION DETAIL PLAN							
ALL PROPOSED, FUTURE & EXISTING SERVICE LOCATIONS ARE SHOWN INDICATIVELY								
□= = ==	STORMWATER DRAIN, PIT & PROPERTY INLET							
□====	MAIN DRAIN							
•s	SEWER & MAINTENANCE STRUCTURES							
— — — — — H	HOUSE DRAIN							
GWR	SERVICE CONDUITS							
	TACTILE PAVERS							
	EXISTING STORMWATER DRAIN							
$\Box = = = = =$	EXISTING MAIN DRAIN							
<u> — Ех S</u> — —	EXISTING SEWER & MAINTENANCE STRUCTURES							
GWR	EXISTING SERVICE CONDUITS							
	EXISTING TACTILE PAVERS							
Fut D	FUTURE STORMWATER DRAIN							
	FUTURE MAIN DRAIN							
G-fut s —	FUTURE SEWER & MAINTENANCE STRUCTURES							
— — — — — H	FUTURE HOUSE DRAIN							
GWR	FUTURE SERVICE CONDUITS							
	FUTURE TACTILE PAVERS							
······	EDGE STRIP, SUBSOIL DRAIN, "NO ROAD" SIGN & BARRIER							
<b></b>	PERMANENT SURVEY MARK							
٨	TEMPORARY BENCH MARK							
	PROPOSED DRIVEWAY & FOOTPATH							



LIP LINE Z





TITLE All setting out should be carried out in accordance with MPA/Council's standard drawings or as nominated on hard copy plans provided by DRAFTER SMEC. Any digital information supplied by this office is for information only. Any discrepancies should be discussed with the superintendent. DESIGNER CHECKED AUTHORISE REFEREN

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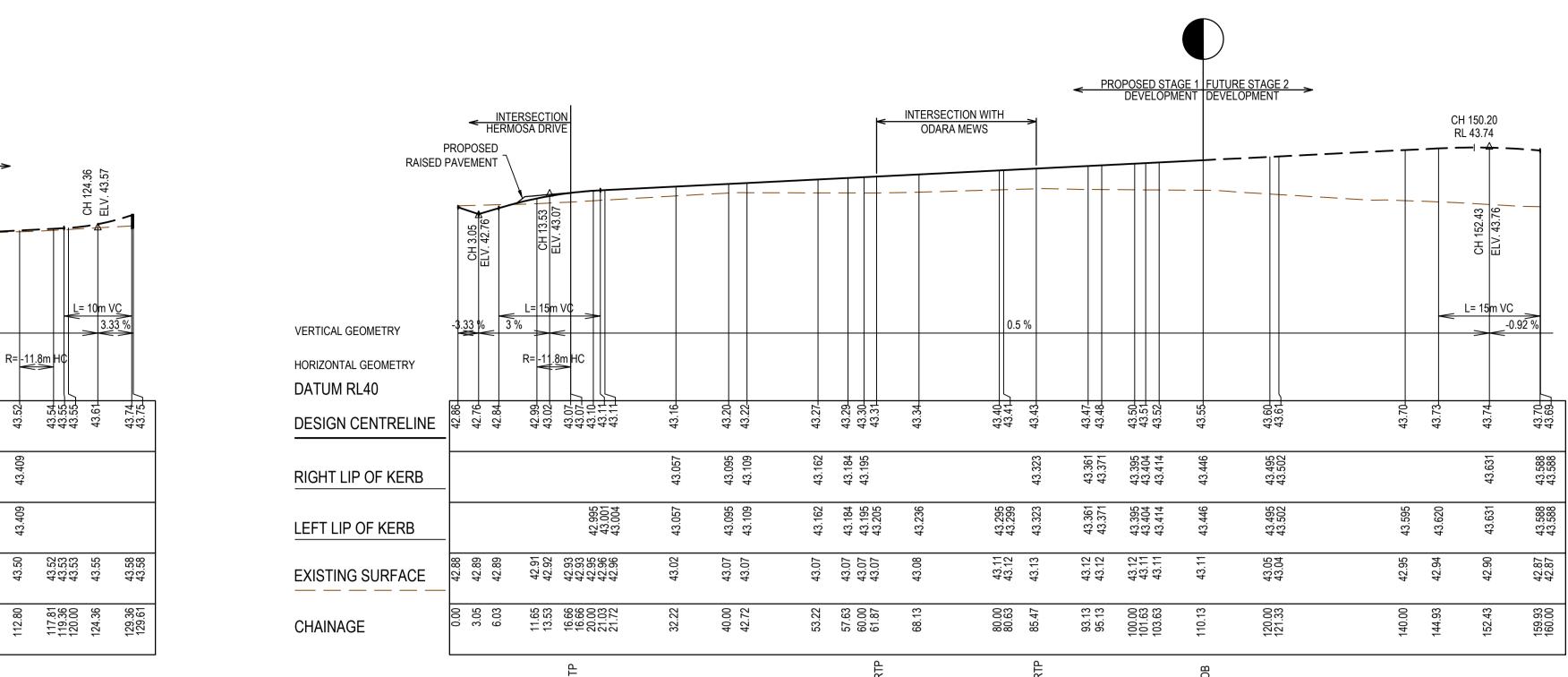
Global-Mark.com.au<sup>®</sup> Global-Mark.com.au<sup>®</sup> REFEREN

### 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.

## **AS CONSTRUCTED**

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ALISTER GROVE LONGITUDINAL SECTION

CORONADO WAY LONGITUDINAL SECTION

	NAME				
	A.Famili				
ł	A.Famili				
	N.Freeman				
ED	C.Sexton	0	5	10	20
CE No. 1		0	0.5	1	2
CE No. 2				00, V1:50 DWN AT A1	





Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Longitudinal Sections - 1

 MELWAYS REF
 PROJECT / DRAWING No.

 234 D5
 2070E-A01-06

SHEET NO. REVISION 06 of 20 0

DWG PATH: V:\\_Vault\Projects\_Urban\2070E-Newgate\2070E-A01\Dwgs\2070E-A01-07.dwg PRINTED BY: DM15995 on 25/08/2021 at 10:53:23 AM

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.

VERTICAL GEOMETRY

DATUM RL40

HORIZONTAL GEOMETRY

RIGHT LIP OF KERB

LEFT LIP OF KERB

EXISTING SURFACE

CHAINAGE

DESIGN CENTRELINE

R= 122.65m HC

43.

43.54

\_<u></u>Ω

43

<u></u>





TITLE REFERENCE

All setting out should be carried out in accordance with MPA/Council's standard drawings or as nominated on hard copy plans provided by SMEC. Any digital information supplied by this office is for information only. Any discrepancies should be discussed with the superintendent.

EXISTING PROPOSED STAGE 1 NEWGATE ESTATE DEVELOPMENT

43.33 43.33

43.229 43.225

43.229 43.225

43.25 43.25

419.29 420.00

EOB

<u>۲</u>

<u></u>



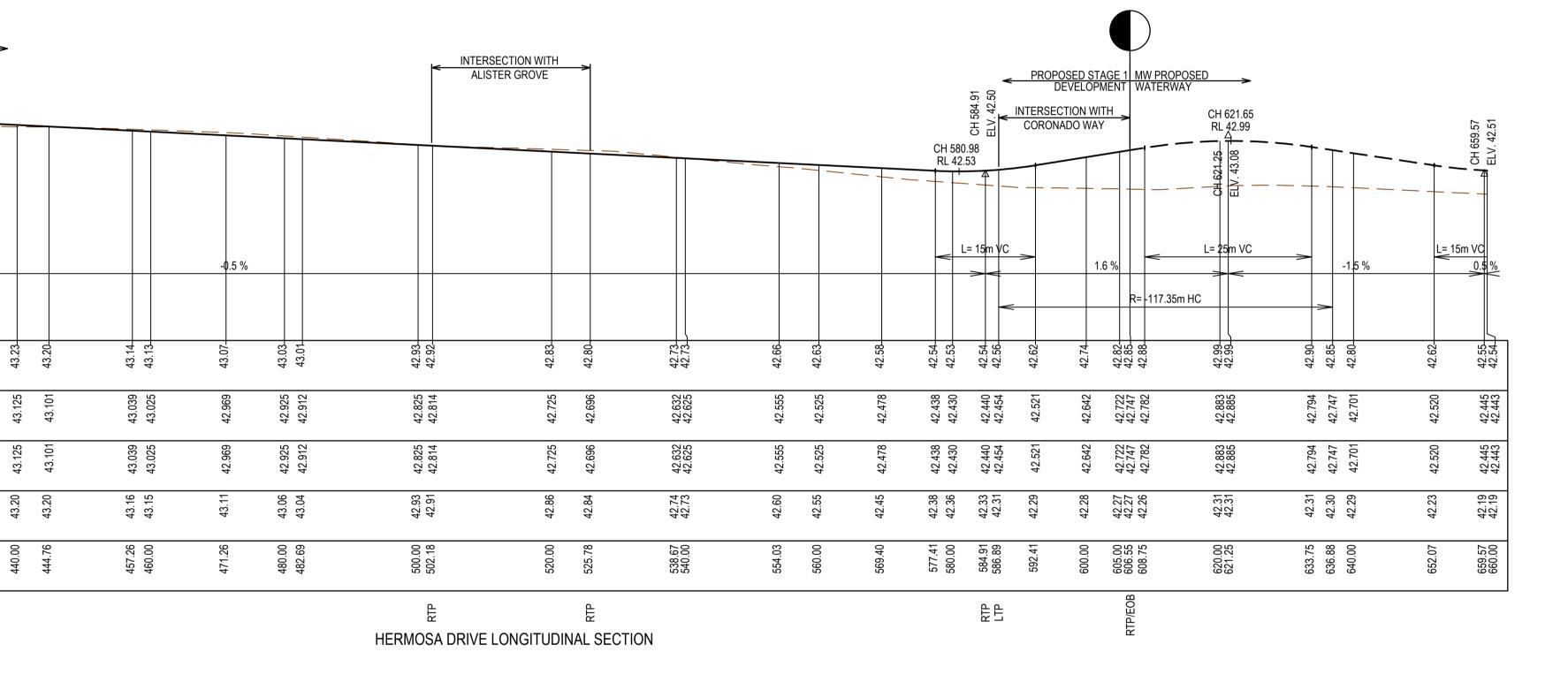


DRAFTER

Global-Mark.com.au<sup>®</sup> Global-Mark.com.au<sup>®</sup> REFERENCE I

DESIGNER CHECKED AUTHORISED

AS CONSTRUCTED PLANS





	NAME				
	A.Famili				
	A.Famili				
	N.Freeman				
)	C.Sexton	0	1	2	
No. 1		0	0.5	1	
No. 2				00, V1:50 OWN AT A1	



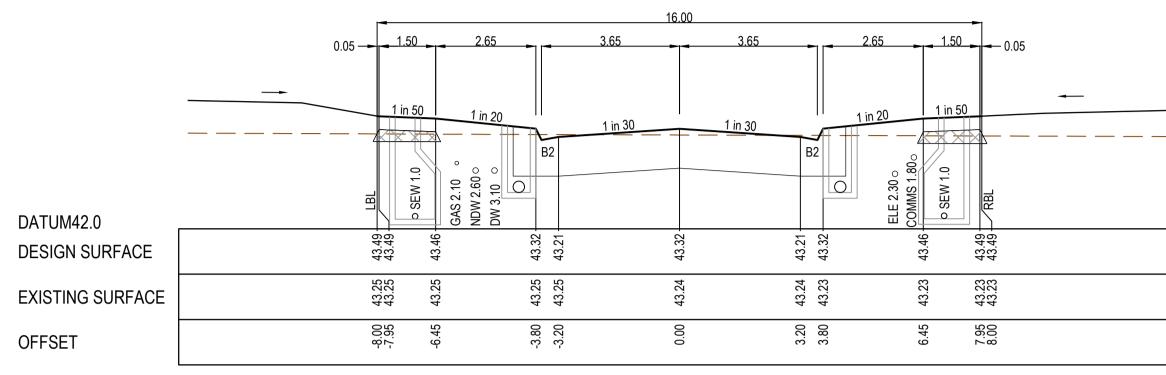
/	۱L	. ^	M



Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Longitudinal Sections - 2

MELWAYS REF	PROJECT / DRAWING No.				
234 D5	2070E-A01-07				

SHEET NO. REVISION 07 of 20 0



TP CH 40.08

	 1 in 5(	1 11 18.9		<u>1 in 30</u>	<u>1 in 30</u>		1 in 19.7	1 in 50	×
DATUM42.0 DESIGN SURFACE	43.46 LBI 43.46	43.43	43.29	43.18	43.28	43.18	43.29	43.42	43.45 43.45 RBI
EXISTING SURFACE	43.22 43.22	43.22	43.22	43.22	43.22	43.22	43.22	43.22	43.21
OFFSET	-8.00	-6.45	-3.80	-3.20	00.0	3.20	3.80	6.45	8.00

TP CH 32.35

	 <u>1 in 50 1</u>	<u>in 15</u> 1	in 30 1 in	30
DATUM42.0 DESIGN SURFACE	43.39 43.39 43.36 43.36	43.18	43.18	43.07
EXISTING SURFACE	43.15 43.15 43.14 43.14	43.14 43.14	43.13	43.12
OFFSET	-8.00 -7.95 -6.45	-3.80 -3.20	0.00	3.20

DATUM42.0						
DESIGN SURFACE	53 909 - 000	43.39	43.30	43.07 -	43.18-	
EXISTING SURFACE	43 15	43.15	4.0.14 4.3.14 4.3.14	43.14	43.13	
OFFSET	10 100 190	-/.95 6.75	-0.43	-3.20	0.00	

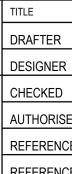
TP CH 11.80

### AS CONSTRUCTED PLANS All setting out should be carried out in accordance with MPA/Council's standard drawings or as nominated on hard copy plans provided by SMEC. Any digital information supplied by this office is for information only. Any discrepancies should be discussed with the superintendent.

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.

AS CONSTRUCTED

Global-Mark.com.au<sup>®</sup> Global-Mark.com.au<sup>®</sup> REFERENCE



Global-Mark.com.au®

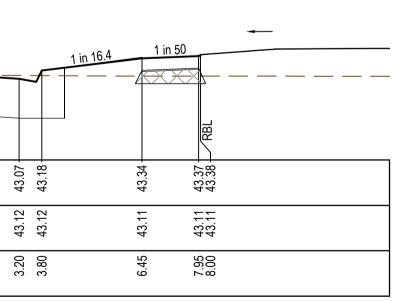
DWG PATH: V:\\_Vault\Projects\_Urban\2070E-Newgate\2070E-A01\Dwgs\2070E-A01-08.dwg PRINTED BY: DM15995 on 25/08/2021 at 10:53:51 AM

	 1 in 50	) <u>1 in 2</u>		- <u>1 in 30</u>	<u> </u>	
DATUM42.0 DESIGN SURFACE	43.60	43.56	43.43	57 57 57 57	5	00.07
EXISTING SURFACE	43.44 43.44	43.44	43.43 43.43	57 57 57	2	
OFFSET	-8.00 -7.95	-6.45	-3.80 -3.20			

EOB CH 95.19

	 1 in 50	1 in 20		<u>1 in 30</u> <u>1 in 30</u>	1 in 20	1 in 50	<u> </u>
DATUM42.0 DESIGN SURFACE	43.64 LBL	43.60	43.47 43.36	43.47	43.36 43.47	43.60	_
EXISTING SURFACE	43.36 43.36	43.35	43.35 43.35	43.34	43.34 43.34	43.33 43.33	43.33
OFFSET	-8.00	-6.45	-3.80 -3.20	0.00	3.20 3.80	6.45 7.95	8.00

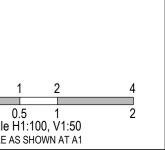
CH 74.19



	 <u>1 in 5</u>	0	1 in 20	<b>~</b>		<u>1 in 30</u>		<u>1 in 30</u>
DATUM42.0 DESIGN SURFACE	43.59 LI	43.56		43.43	43.32		43.42	
EXISTING SURFACE	43.31 43.31	43.31		43.31	43.30		43.30	
OFFSET	-8.00 -7.95	-6.45		-3.80	-3.20		0.00	

CH 60.52

	NAME	
	A.Famili	
	A.Famili	
	N.Freeman	
ED	C.Sexton	0
E No. 1		0 (
E No. 2		Scale I SCALE A



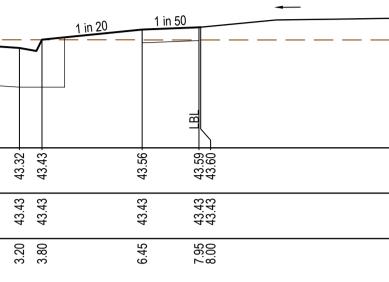


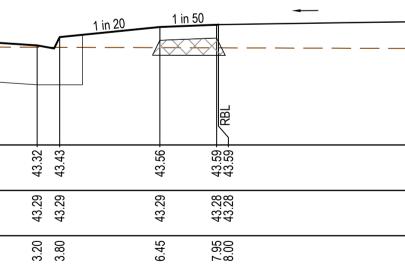
Member of the Surbana Jurong Group C ABN 47 065 475 149 Collins Square, Tower 4, Level 20, 727 Collins St Melbourne, VIC 3008 Ph 03 9514 1500

ALAMORA Varmeit



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



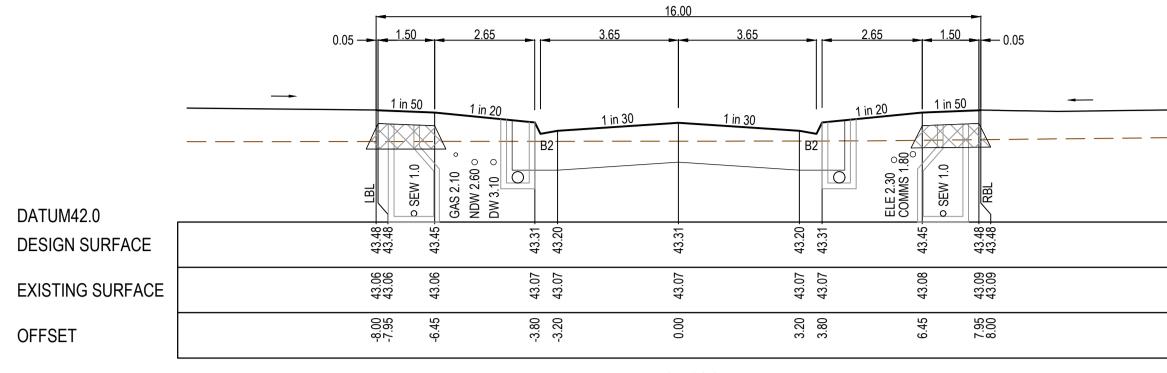




Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Cross Sections: Odara Mews

ELWAYS REF	PROJECT / DRAWING No.
234 D5	2070E-A01-08

SHEET No. REVISION 0



RTP CH 61.87

DATUM42.0	   	<u>1 in 50 1 in 16.3</u>	<u>1 in 30</u>	1 in 30	1 in 16.7	1 in 50
DESIGN SURFACE	43.40	43.40	43.21	43.20	43.10	43.36
EXISTING SURFACE	43.03	43.03 43.03	43.05 43.05	43.07	43.08 43.08	43.08 43.09 43.09
OFFSET	80 00 00	- / .45 -6.45	-3.80 -3.20	0.00	3.20 3.80	6.45 7.95 8.00

CH 40.16

DATUM42.0 DESIGN SURFACE	 43.36 LBL 43.35	43:32	tin 14.3 43.03 43.03	1 in 30 1	43.03 43.14 43.14
EXISTING SURFACE	42.95 42.95	42.96	42.97 42.97	42.99	43.01 43.01
OFFSET	-8.00	-6.45	-3.80 -3.20	0.00	3.20 3.80

CH 26.16



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.

## AS CONSTRUCTED

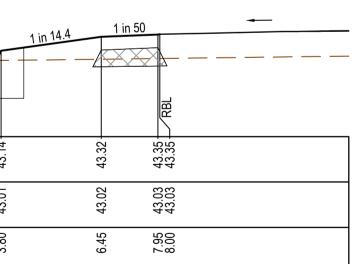
DWG PATH: V:\\_Vault\Projects\_Urban\2070E-Newgate\2070E-A01\Dwgs\2070E-A01-09.dwg PRINTED BY: DM15995 on 25/08/2021 at 10:54:35 AM

	 1 in 50	1 in 20		1 in 30	1 in 30			1 in 50	
DATUM42.0 DESIGN SURFACE	43.72 LBL	43.69	43.56 43.45		60.54 	43.45	43.56	43.69	43.72 43.72 RBL
EXISTING SURFACE	43.08 43.08	43.08	43.09 43.10		43.11	43.12	43.12	43.13	43.14
OFFSET	-8.00 -7.95	-6.45	-3.80 -3.20		0.00	3.20	3.80	6.45	8.00

CH 110.13

	 1 in 50 1	<u>1 in 20</u>	1 in	<u>30 1 in 20</u>	0 1 in 50	
DATUM42.0 DESIGN SURFACE	43.65 LBL 43.64 43.61	43.48	43.48	43.37 43.48	43.64 43.64 43.65 7BL	
EXISTING SURFACE	43.09 43.09 43.10 43.10	43.10 43.11	43.12	43.13 43.13	43.14 43.15 43.15	
OFFSET	-8.00 -7.95 -6.45	-3.80 -3.20	0.00	3.20 3.80	6.45 6.45 7.95 8.00	

CH 95.38



	 1 in 50	1 in 20		1 in 30	1 in 30		1 in 20	1 in 50		<u> </u>
DATUM42.0 DESIGN SURFACE	43.60 LBL 43.60	43.57	43.43	43.32	43.43	43.32	43.43	43.57	43.60 43.60 RBL	
EXISTING SURFACE	43.12 43.12	43.12	43.12	43.12	43.13	43.13	43.14	43.14	43.15 43.15	
OFFSET	-8.00	-6.45	-3.80	-3.20	0.00	3.20	3.80	6.45	7.95 8.00	

RTP CH 85.47

All setting out should be carried out in accordance		TITLE	NAME	
standard drawings or as nominated on hard co SMEC. Any digital information supplied by this o		DRAFTER	A.Famili	
only. Any discrepancies should be discussed with		DESIGNER	A.Famili	]
Nanagement is go of sharesement As As	ental Management	CHECKED	N.Freeman	
A80 Starting SH2	in the second	AUTHORISED	C.Sexton	0 1
	AU3	REFERENCE No. 1		0 0.5 Scale H1:
Global-Mark.com.au <sup>®</sup> Global-Mark.com.au <sup>®</sup>	Global-Mark.com.au®	REFERENCE No. 2		SCALE AS S

0.5 1 H1:100, V1:50 IS SHOWN AT A1



Member of the Surbana Jurong Group C ABN 47 065 475 149 Collins Square, Tower 4, Level 20, 727 Collins St Melbourne, VIC 3008 Ph 03 9514 1500

ALAMORA Varmeit



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



Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Cross Sections: Alister Grove

ELWAYS REF	PROJECT / DRAWING No.
234 D5	2070E-A01-09



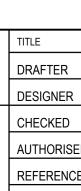
DWG PATH: V:\\_Vault\Projects\_Urban\2070E-Newgate\2070E-A01\Dwgs\2070E-A01-10.dwg PRINTED BY: DM15995 on 25/08/2021 at 10:55:04 AM

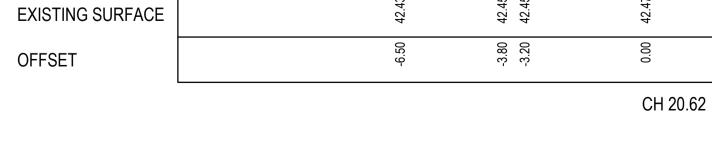
AS CONSTRUCTED PLANS The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should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

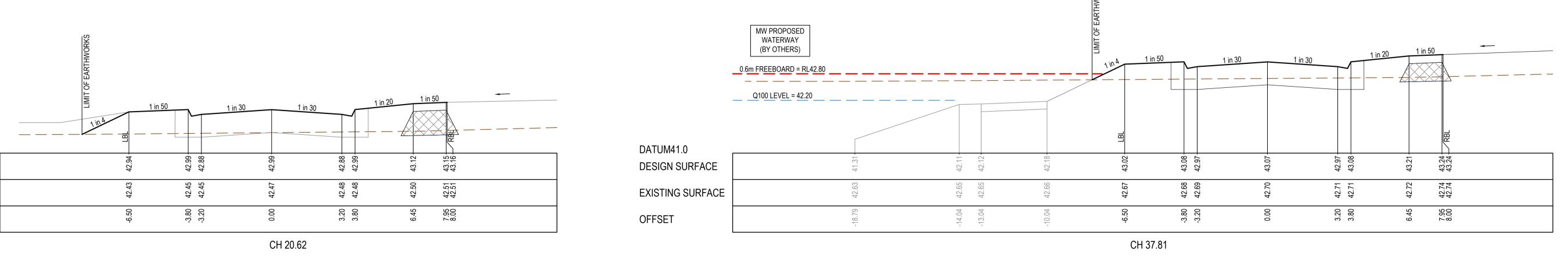
DATUM42.0

DESIGN SURFACE



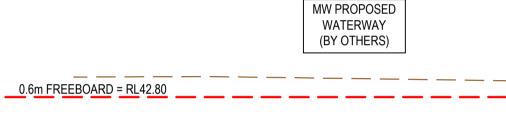






EXISTING SURF
OFFSET

DATUM40.0	
DESIGN SURFACE	40.77
EXISTING SURFACE	43.06
OFFSET	-33.95



DATUM40.0	
DESIGN SURFACE	
EXISTING SURFACE	
OFFSET	

\_\_\_\_\_

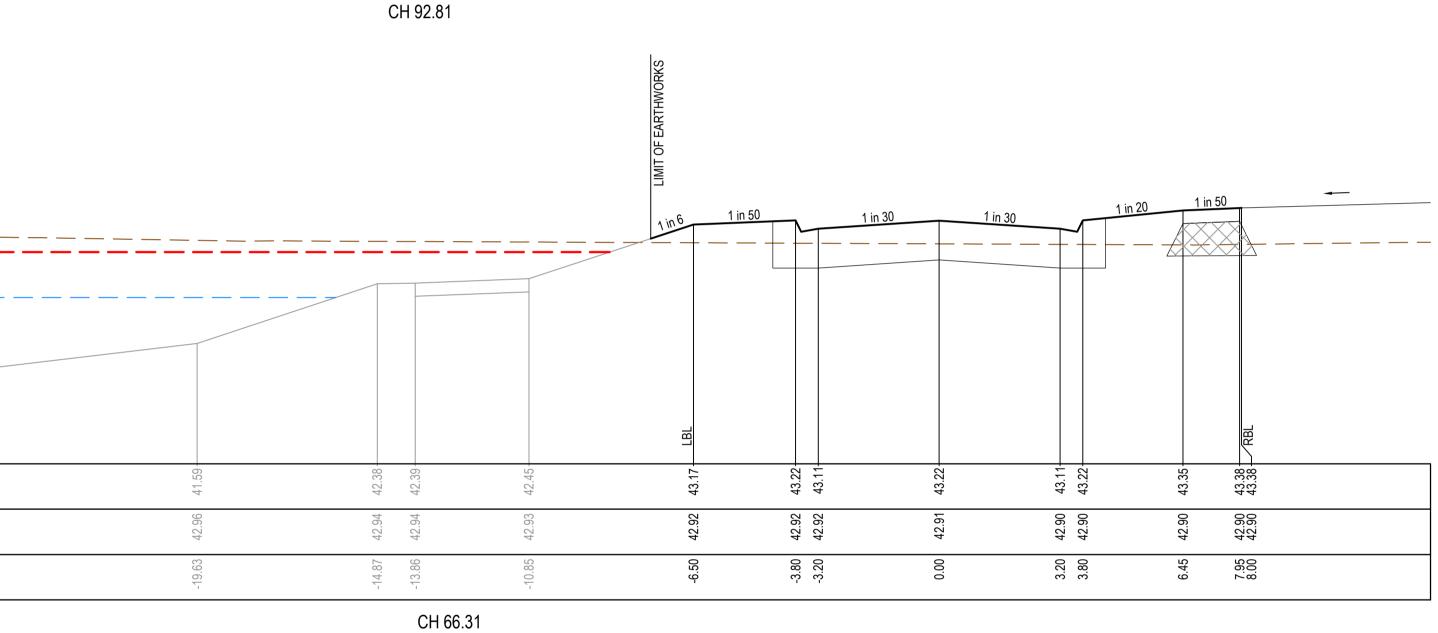
Q100 LEVEL = 42.20

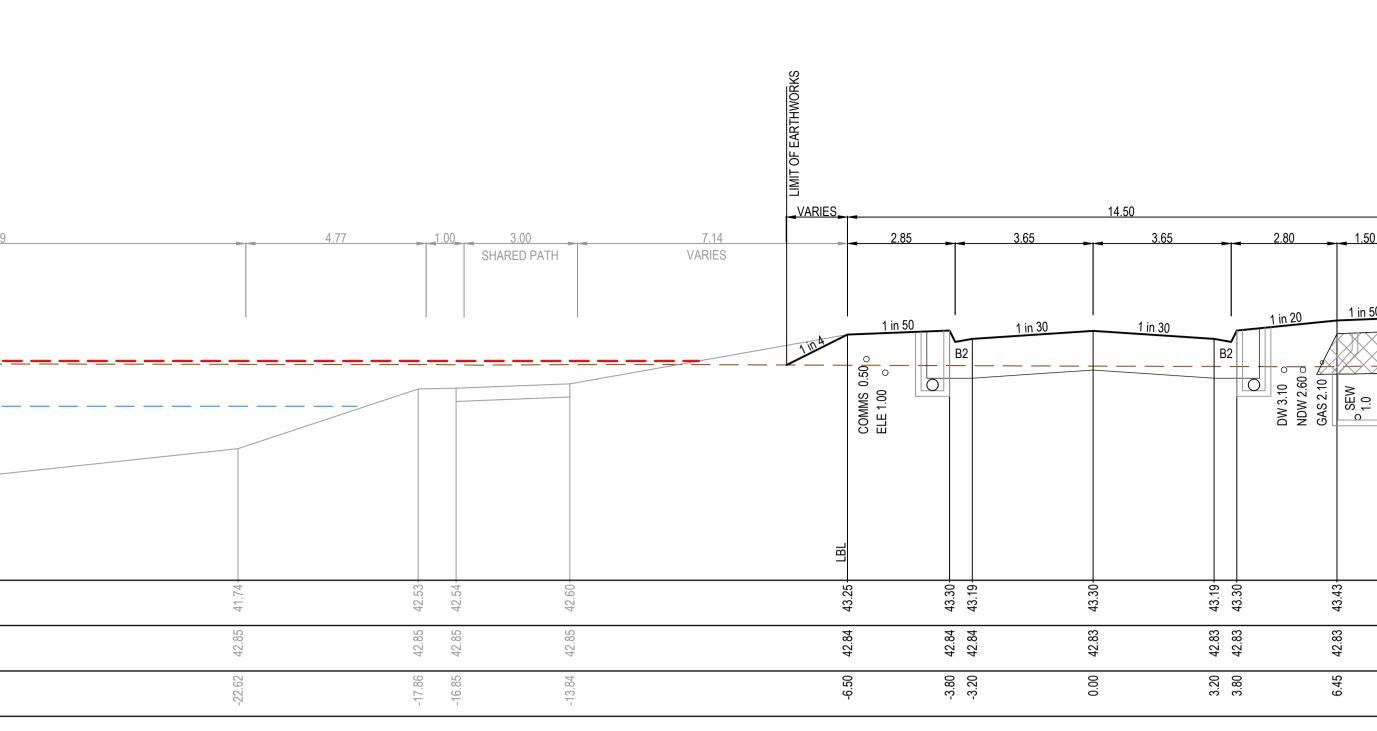
	 	Q1	00 LEVEL = 42.30	
M40.0 GN SURFACE	40.80	40.80	41.29	
ING SURFACE	42.86	42.86	42.86	
ΞT	-35.51	-33.78	-30.97	

MW PROPOSED WATERWAY (BY OTHERS)

0.6m FREEBOARD = RL42.90

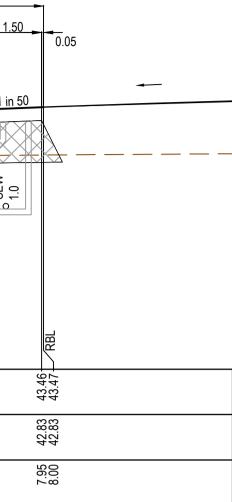
	NAME			
	A.Famili		<b>SMEC</b>	
२	A.Famili			
)	N.Freeman		Member of the Surbana Jurong Group	
SED	C.Sexton	<u>0 5 10 2</u> 0	C ABN 47 065 475 149 Collins Square, Tower 4, Level 20, 727 Collins St	
CE No. 1		0 0.5 1 2 Scale H1:500, V1:50	Melbourne, VIC 3008	
CE No. 2		SCALE AS SHOWN AT A1	Ph 03 9514 1500	







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





Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Cross Sections: Coronado Way

MELWAYS REF PROJECT / DRAWING No. 234 D5 2070E-A01-10

SHEET NO. REVISION 10 OF 20 0

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.

AS CONSTRUCTED

DWG PATH: V:\\_Vault\Projects\_Urban\2070E-Newgate\2070E-A01\Dwgs\2070E-A01-11.dwg PRINTED BY: DM15995 on 25/08/2021 at 10:55:33 AM





All setting out should be can standard drawings or as no SMEC. Any digital information

CHECKED AUTHORISED **REFERENCE** No. 1

0 5 10 20 0 0.5 1 2 Scale H1:500, V1:50 SCALE AS SHOWN AT A1

Collins Square, Tower 4, Level 20, 727 Collins St

Melbourne, VIC 3008 Ph 03 9514 1500

DATUM41.0 DESIGN SURFACE WETLAND SURFACE EXISTING SURFACE OFFSET

DATUM41.0

OFFSET

DATUM41.0

OFFSET

DESIGN SURFACE

WETLAND SURFACE

EXISTING SURFACE

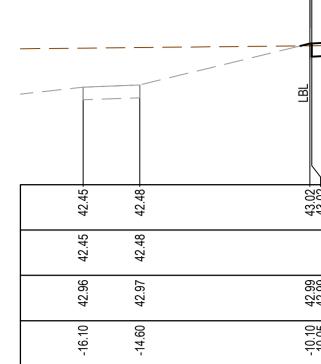
DESIGN SURFACE

WETLAND SURFACE

EXISTING SURFACE

	EXISTI						25.50	LP 8.65		<b>►</b> 1	
		<u>1.50</u>	2.60	10.10 2.45	5	5 3.3			3.00 3 ED PATH	.50 <u>1.50</u> F/PATH	0.05
										n 40 1 in 50	
		1 in 40	1 in 40	<u>1 in 30</u>	<u> </u>	<u>301 in :</u>	30				
		LBL	10 ∘ 2.60 ∘ 3.10 ∘				0			2.30 o 1.80 o RBL	
			GAS 2.10 NDW 2.60 DW 3.10							ELE 2.30 o COMMS 1.80o RBL	
	 ∞	55	2	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				e 398	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		
5 42.45	8 42.48	43.02- 43.02- 43.06-	2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2	43.13 42.98	42.91	43.01	42.91	42.98- 43.13 43.16-	43.22	43.31 43.34 43.34	
3 42.45	42.48									2 00	
42.96	42.97	42.99		43.02	5 43.03	43.04	43.06	43.07	43.09	43.11 43.12 43.12	
-16.10	-14.60	-10.10 -10.05		-5.95 -5.75	-3.05	0.00	3.05	5.75 5.95 7.35	10.35	13.85 15.35 15.40	
						CH 482.69					
									1 in 50	1 in 40 <u>1 in 50</u>	
		1 in 40	1 in 40	<u> </u>	30	in <del>301 ii</del>	n <del>30</del> 1 ir				
_											
		FBI								KBI	
42.45 -	42.48-	43.08 <del>-</del> 43.08 -	43.12 <del>-</del>	43.18 <del>-</del> 43.03 -	42.97	43.07	42.97	43.03 43.18 43.22	43.28	43.37 - 43.40 - 43.40 -	5
42.45	42.48										
43.01	43.02	43.05 43.05	43.06	43.08 43.08	43.09 43.09	43.11	43.12 43.13	43.14 43.14 43.14 43.14	43.16	43.17 43.18 43.18	
-16.10	-14.60	-10.10	-8.55	-5.95 -5.75	-3.80	0.00	3.05	5.75 5.95 7.35	10.35	13.85 15.35 15.35	
						CH 471.26					
								1 in 40	1 in 50	1 in 40 1 in 50	
			1 in 40	<u>1 in 3</u>	301	in <u>301</u> ii	n.301+				
		EBL								KBL	
42.47	42.50	43.21	43.25	43.32	43.10	43.20	43.10	43.17	43.41	43.53 43.53 43.53 43.53	222
42.47	42.50										
43.12	43.13	43.15 43.15	43.16	43.17 43.17	43.18 43.18	43.20	43.21	43.22 43.22 43.23	43.24	43.25 43.26 43.26	
-16.10	-14.60		-8.55	-5.95 -5.75	-3.05	0.00	3.05	5.75 5.95 7.35	10.35	13.35 15.35 15.40	
<u>,</u>	<u>,</u>	· · ·	·		· ·	CH 444.76			<del>.</del>		-
										1 in 30 1 in 50	
		<u>1 in 40</u>	<u>1 in 4</u>	0		in <u>301</u> ii	n 30	1 in 30	1 in 50	<u>1 in 30 1 in 50</u>	
			-								
42.71	42.74	43.18- 43.18-	43.22-		43.34 43.23	43.33	43.23 43.34	43.46	43.52	43.67 43.67	
42.71	42.74										
43.21	43.21	43.22 43.22	43.23		43.24	43.25	43.26 43.26	43.27	43.28	43.29 43.30 43.30	
34	-14.82	-10.10 -10.05	-8.55		-3.65 -3.05	0.00	3.05 3.65	7.35	10.35	13.85 15.35 15.35	
-16.34						CH 419.29					
-16.			<u> </u>					<u> </u>			<b></b> _
t in accordan	ce with MPA/Council's py plans provided by	TITLE	NAME A.Famili						S	MEC	Τ
t in accordan d on hard co blied by this c	py plans provided by office is for information ith the superintendent.	DRAFTER	NAME A.Famili A.Famili N.Freema						ber of the Surbana	MEC	

DATUM42.0 DESIGN SURFACE WETLAND SURFACE EXISTING SURFACE OFFSET



EARTHWORTHS UNDERTAKEN AS PART OF WETLANDS.

$\times$	$\langle \rangle$
	$\times$
$\times \times \times \times$	$\times$
	$\mathbf{\tilde{\mathbf{x}}}$
	$\mathbf{x}$

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



Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Cross Sections: Hermosa Drive Ch 419.29 - Ch 482.69 MELWAYS REF PROJECT / DRAWING No. 234 D5 2070E-A01-11  $\begin{array}{c|c} \text{SHEET No.} & \text{REVISION} \\ 11 \text{ of } 20 & 0 \end{array}$ 

					-		25.50			<b>&gt;</b>
			PROPOSED WATERW	0.05	5 <u>1.50</u> F/PATH	4.90 3.50	3.50	3.70 3. SHARE	00 3.50 D PATH	<u>1.50</u> 0.05 F/PATH
			INSTALL TEM BATTER TO I	IPORARY EXISTING	편 1	in 40 1 in 30	1 in 30	1 in 401 in	n 50 1 in 40	
				1in4			B2		1 11 40	1 in 50
					MMS 1.80 ° ELE 2.30 °				DW 3.10	AS 2:10
			DATUM41.0 DESIGN SURFACE		2.70 COM	42.75	42.85	2.76	12.70 N	42.65 67
			EXISTING SURFACE		42.18 4:	42.24 4:	42.27 4: 4: 4: 4: 4: 4: 4: 4: 4: 4: 4: 4: 4:	42.32	42.35	42.38
			OFFSET		-10.10	-3.65	3.65	7.35	10.35	13.85
	EARTHWORTHS		L				CH 608.55			
	UNDERTAKEN AS PART OF WETLANDS.			1 in 30 1 in 50	1 in 30	1 in 50				
		<u>1 in 40</u> <u>1 in</u>	30 1 in 30							
	Б					38L				
DATUM41.0 DESIGN SURFACE	42.43	42.55	42.54	42.67	42.73	42.85				
EXISTING SURFACE	42.31 42.31 42.31	42.32	42.33 42.33 42.33	42.37	42.41	42.46 42.48 42.48				
OFFSET	-10.10 -8.55	-3.65	0.00 3.05 3.65	7.35	10.35	13.85 15.35 15.40				
			RTP CH 584.91						1 in 40	1 in 50
					1 in 40	<u>1 in 30</u> 1 in 30	<u> </u>	1 in 40 1 in 50		
		DATUM41.0		<u> </u>						
			42.		42.67 42.67 42.71	42.77 42.55 42.55 42.55	42.66	42.62	42.86	42.95
				42.47	42.51 42.51 42.52	42.55 42.55 42.57 42.57	42.60 42.63 42.64	42.65 42.66 42.67	42.70	42.73 42.74 42.74
		EXISTING SURFACE		-	-10.10 -10.05 -8.55 -8.55 -8.55		0.00 42 3.05 42 3.80 42	5.75         42           5.95         42           7.35         42	0.35	13.85 13.85 15.35 15.35 15.35 15.40
				`• 		CH 554	4.03			
					in-4 in-4	10 1 <del></del> 1 <del>in 3</del> 0	1 <del>in 3</del> 0	1 in 301 in 50	) <u>1 in 30</u>	1 in 50
				= = = = = = = = = = = = = = = = = = =						
		DATUM41.0	.42	.45	42.64	42.81	42.80		66.	43.14
		DESIGN SURFACE WETLAND SURFACE	4	2.45 42	422 422	42 43	42 42 42 42	42.	42	43 43
		EXISTING SURFACE	70 4	42.72 4	42.77 42.77 42.78	42.82	42.84 42.85 42.85	42.87	42.89	42.91
		OFFSET		-14.60	-10.10 -10.05 -8.55	-3.65	0.00 3.05 3.65	7.35	10.35	13.85 15.40 15.40
						CH 52	25.78		1 in 30	1 in 50
					in 40	1 in 30	1.in_301	<u>in 30 1 in 50</u>		
		DATUM42.0		 FBF						
			46 43 42.46 42.46		42.76	42.92.		43.05	43.1	43.22
		WETLAND SURFACE	85 84 42, 42,	<u>i</u>	42.88	42.90	42.93	2.95	2.96	42.97 42.98 42.98
		OFFSET	.16.10 .14.60 .42. .42.		-10.05 42:	-3.65 -3.05 -		7.35 42	10.35	13.85 13.85 15.35 15.40 15.40
			· · · ·	· · · · · · · · · · · · · · · · · · ·		CH 502				
The purpose of these as	AS CONSTRUCTED PLANS s-constructed plans is to update the design drawing during construction. Note that the levels shown on t	is to show significant standard	out should be carried out in accordance with MPA/C I drawings or as nominated on hard copy plans provi ny digital information supplied by this office is for info	ided by ormation DRAFTER	NAME A.Famili				SMEC	
levels, and have not been	verified by survey. All information shown on these p a Pty Ltd accept no responsibility for loss or damage	only. Any only are design only. Any only and the set of	discrepancies should be discussed with the superin	agenera CHECKED	A.Famili N.Freeman			Member of the	Surbana Jurong Group	$\wedge \wedge $
_	inappropriate usage of these plans.		OHS MA	AUTHORISED	C.Sexton	0 5 10 20			47 065 475 149 wer 4, Level 20, 727 Collins St	

		PROPO		1.50	4.90		3.50	25.50	3.70	3.00	3.50 1.50 0.05
			RWAY TEMPORARY TO EXISTING	F/PATH	4.30					RED PATH	<u>F/PATH</u>
		DATIEN			1 in 40	B2	1 in 30	_1 in 30			1 in 40 1 in 50
		_			ELE 2.30 0						DW 3.10 0 NDW 2.60 0 GAS 2.10 0
	DATUM41. DESIGN SU			42.70	)	42.86	42.85	42.75	42.76	42.70	42.62
	EXISTING	SURFACE		42.18		42.24	42.27	42.29	42.32	42.35	42.38 42.40 42.40
	OFFSET			-10.10		-3.65	00.0	01 600 EE	7.35	10.35	13.85 15.35 15.40
								CH 608.55			
1 in	30 1 in 30		1 in 30	1 in 50 1 ir	n 30 1 in						
			<del></del>	<u>-</u> 25 <u>2</u>		RBL					
42.55	42.54	42.44	42.67	42.73	42.85	42.88					
42.32	42.33	42.33 42.33	42.37	42.41	42.46	42.48 42.48					
-3.65 -3.05	00.00	3.05 3.65	7.35	10.35	13.85	15.35 15.40					
	RTP CH	1 584.91								so 1 in 4	10 1 in 50
				1 in 4		1 in 30 1	<u>n 30 1 in</u>	0 <u>301 in 30</u>	1 in 40 1 in 5	50 1 in 4 	
				E							RE
UM41.0		42.40	42.43	42.67	42.77	42.55	42.66	42.55	42.62	42.86	422.38
ILAND SURFACE		42.40	42.43								
STING SURFACE		42.46	42.47	42.51 42.51 42.52	42.55 42.55	42.57 42.57	42.60		42.65 42.66 42.67 42.67	42.70	42.73 42.74 42.74
SET		-16.10	-14.60	-10.10 -10.05 -8.55	-5.95 -5.75	-3.05	0.00	3.05	5.75 5.95 7.35 7.35	10.35	13.85 15.35 15.40
							CH 554.03				30 1 in 50
					1 in 40		<del>in 3</del> 0 <u> </u>	in 30 1 ir	1 30 <u>1 in</u>	50 1 in	<u></u>
				TBL							
DATUM41.0 DESIGN SURFACE		42.42	42.45	42.64		42.81	42.80	42.70	42.93	42.99	43.11
WETLAND SURFACE		42.42	42.45								
EXISTING SURFACE		0 42.70	0 42.72	6 42.77 5 42.77 5 42.78		5 42.82 5 42.82	0 42.84	5 42.85	5 42.87	5 42.89	5 42.91 6 42.91 7 42.91
OFFSET		-16.10	-14.60	-10.10 -10.05 -8.55		-3.65	00.00	3.05	7.35	10.35	13.85 15.35 15.40
							CH 525.78		30 <u>1 in 5</u>	50 <u>1 in 3</u>	30 1 in 50
					1 in 40		<u>.301 in 3</u>				
		42.43	42.46	42.76 LBL 42.76 42.80		42.92	42.92	42.92	43.05	43.11	43.22 43.25 43.26 RB
DESIGN SURFACE		42.43 42.	46	422		42	42	42	43.	43	
EXISTING SURFACE		42.84 42	42.85	42.88 42.88 42.89 42.89		42.90	42.91	42.93	42.95	42.96	42.97 42.98 42.98
OFFSET		-16.10	-14.60	-10.10 -10.05 -8.55 -4,		-3.65 42	0.00	3.65 45	7.35 42	10.35 42	13.85 15.40 15.40 42
			<u>``</u>				CH 502.18			-	
v significant standar	g out should be carried out in acco d drawings or as nominated on ha	rd copy plans p	provided by	NAME						SME	· · · · · · · · · · · · · · · · · · ·
ns are design SMEC. A only. Any	ny digital information supplied by discrepancies should be discuss	this office is for ed with the sup	erintendent. DESIGN	IER A.Famili		4			Mombor of th	e Surbana Jurong G	
	Nent. 150 9001 SHOWENT ASIA	AS 4801		ED N.Freem RISED C.Sextor		0 5 10	20		C AE	BN 47 065 475 149 Tower 4, Level 20, 727 Collin:	

		POSED MW TERWAY	0.05 <u>1.50</u> F/PATH	4.90		3.50	<u>25.50</u>	3.70 SH	3.00	3.50 <u>1.50</u> 0.05 F/PATH	
	INSTAL BATTE	L TEMPORARY R TO EXISTING	[B]	1 in 40		1 in 30	1 in 30	1 in 40	1 in 50	<u>1 in 40</u> 1 in 50	
					B2		B2				
				COMMS 1.80 o ELE 2.30 o						DW 3.10 0 NDW 2.60 0 GAS 2.10 0	
	DATUM41.0 DESIGN SURFACE		42.70	55	42.86	42.85	42.75	42.76	42.70	42.59 42.59 42.59 42.59 42.59 42.59 42.59	
	EXISTING SURFAC		42.18		42.24 4	42.27 4	42.29 4 42.29 4	42.32 4	42.35 4	42.38 42.40 42.40 42.40	
	OFFSET		-10.10		-3.65 -3.05	00.0	3.05 3.65	7.35	10.35	13.85 15.35 15.40	
							CH 608.55				
	44.55	1 in 30	1 in 50 1	<u>in 30 1 in</u>	50						
1 in 30	1 in 30				<u> </u>						
					RBL						
42.54	42.55		42.67	42.85	42.88						
42.33	42.33		42.37	42.46	42.48						
0.00	3.05 3.65		7.35	13.85	15.35 15.40						
	RTP CH 584.91									1 in 50	
			1 in		in 30	1 in 30 1	<u>in 30 1 in 3</u>	<u>30 1 in 40 1 ir</u>	<u>50 1 in</u>	40 1 in 50	
			EB							Land Land Land Land Land Land Land Land	
	42.40 -	42.43	42.67 - 42.67 - 42.67 -	42.77 42.62 -	42.55-	42.66-	42.55 -	42.77 – 42.77 – 42.80 –	42.86 -	42.95 <del>-</del> 42.98 <del>-</del> 42.98 <del>-</del>	
	42.40	42.43	<u></u>	1010			~ -		-	~	
	10 42.46	50 42.47	10 42.51 15 42.51 15 42.52	95 42.55 42.55	30 42.57 35 42.57	00 42.60	)5 42.63 30 42.64	75 42.65 35 42.65 35 42.67 35 42.67	35 42.70	42.73 42.73 42.74 42.74	
	-16.10	-14.60	-10.10 -10.05 -8.55	-5.95 -5.75	-3.80 -3.05	0.0	3.05	5.75 5.95 7.35	10.35	13.85 15.35 15.40	
						CH 554.03			n 50 <u>1 i</u>	n 30 1 in 50	
				1 in 40		-1 <del>in 3</del> 0	<u>1 in 30</u>	1 in 301			
ACE	42.42-	42.45	42.64 - 42.64 - 42.68 -		42.81-	42.80-	42.70 -	42.93 -	42.99-	43.11- 43.14- 43.14-	
RFACE	.0 42.42	2 42.45			2 2	4	5 <u>5</u>	2	6	5 55	
FACE	.10 42.70	60 42.72	10.10 42.77 10.05 42.77 -8.55 42.78		-3.65 42.82 -3.05 42.82	0.00 42.84	3.05 42.85 3.65 42.85	7.35 42.87	10.35 42.89	13.85 42.91 15.35 42.91 15.40 42.91	
	-16.10	-14.60	-10.10 -10.05 -8.55			CH 525.78	ო ო 	~	6	9 <u>9</u> 9	
				1 in_40	1		n 30	1 in 30 1 ii	n 50 1 ir	n 30 1 in 50	
										E E E E E E E E E E E E E E E E E E E	
CE	42.43	42.46	42.76 LBL 42.76 42.80		42.92	42.92	42.81	43.05	43.11	43.22 43.25 43.26 R	
	42.43	42.46	<u>44</u> 4				4 4	4	4		
ACE	42.84	42.85	42.88 42.88 42.89		42.90	42.91	42.93	42.95	42.96	42.97 42.98 42.98	
	-16.10	-14.60	-10.10 2 -10.05 2 -8.55 2		-3.05 4	00.0	3.05 2	7.35	10.35	13.85 15.35 15.40	
L	· ·					CH 502.18					
standard drawings or a	carried out in accordance with s nominated on hard copy plan	s provided by	rle NAME RAFTER A.Fami	i					SMI	= <b>C</b>	
SIVIEC. Any digital inform	nation supplied by this office is should be discussed with the s		ESIGNER A.Fami							Group	

	3.00	<u>3.50 1.50 0.</u> 05
SHARE	ARED PATH	F/PATH
40 <u>1 ir</u>	1 in 50	1 in 40 1 in 50
		· · · · · · · · · · · · · · · · · · ·
		DW 3.10 0 NDW 2.60 0 GAS 2.10 0
42.76	42.70	42.59 6 - 42.59
42.32 43	42.35 4;	42.40 41 42
7.35 4	10.35	13.85 15.35 4 4 4 4 4 4
	~	~ ~~
1 in 40 1 in 50	50 <u>1 ir</u>	n 40 1 in 50
42.80	42.86	42.95 42.98 42.98
42	42	4 42
42.67	42.70	42.73 42.74 42.74
7.35 4.	10.35	13.85 15.35 15.44 15.40
		~ ~~
1 in 50	n 50 <u>1</u>	<u>in 30 1 in 50</u>
1 in 50		
42.93	42.99	43.11
42.87	42.89	42.91 42.91 42.91
7.35	10.35	13.85 15.35 15.40
1 in 50	50 <u>1i</u>	in 30 1 in 50
		KBL
43.05	43.11	43.22 43.22 43.25
42.95	42.96	42.97 42.98 42.98
7.35	10.35	13.85 15.35 15.40
	SM	FC
	<b>W</b>	
	Member of th ©	Member of the Surbana Jurong © ABN 47 065 475 149 Collins Square, Tower 4, Level 20, 727 Co

	PROPOSED MW				25.50			
	WATERWAY	0.05 - 1.50 F/PATH	4.90	3.50	3.50	3.70 SHA	3.00 RED PATH	<u>3.50 1.50 0.05</u> F/PATH
	INSTALL TEMPORARY BATTER TO EXISTING	LBL	1 in 40	1 in 30	1 in 30	1 in 40	<u>1 in 50 1</u>	
		11/14	B2		B2			1 in 40 1 in 50
		COMMS 1.80 0						DW 3.10 0 NDW 2.60 0 GAS 2.10 0
C	ATUM41.0	COMMS						
C	ESIGN SURFACE	42.70	42.86	42.85	42.75	42.76	42.70	42.62 - 42.59 - 42.59 -
E	XISTING SURFACE	42.18	42.24 42.24	42.27	42.29	42.32	42.35	42.38 42.40 42.40
С	OFFSET	-10.10	-3.65	0.00	3.05	7.35	10.35	13.85 15.35 15.40
					CH 608.55			
	1 in 30	1 in 50 <u>1 in 30</u>	1 in 50					
1 in 30								
			SIL					
42.55	42.44	42.67	42.88 + + + 2.88 + + + 2.88 + + + + 2.88 + + + + + + 2.88 + + + + + + + + + + + + + + + + + +					
42.32	42.33 42.33	42.37	42.46					
-3.65 -3.05 0.00	3.05	7.35	13.85 15.40 15.40					
	RTP CH 584.91						4 :- 4	10 1 in 50
		1 in 40	1 in 30 1	1 in 30 1	in <u>30 1 in 3</u>	301 in 40 in	50 1 in 4 	
								L R R
ACE	42.40	42.67	42.62	42.66	42.55	42.62	42.86	42.95
RFACE	42.40	44 4		7	7 7		7	
RFACE	42.46	42.51 42.52 42.52	42.55 42.55 42.57 42.57	42.60	42.63 42.64	42.65 42.66 42.67	42.70	42.73 42.74 42.74
	-16.10 -	-10.10 -8.55	-5.95 2	00.0	3.05 2	7.35	10.35	13.85
				CH 554.03			~	
						1 in 30 1 ir	50 <u>1 in 1</u>	30 1 in 50
		— — — — — — — — — — — — — — — — — — —	1 in 40	-1 <del>in 3</del> 0 <u> </u>	l-in-30	<u>1 in 30 1 in</u>		
41.0 SURFACE	42.42	42.64	42.81	42.80	42.70	42.93	42.99	43.14
	42.42 42.45 4		~ ~	7		4	7	
IG SURFACE	42.70 42.72 4	42.77 42.77 42.78	42.82	42.84	42.85	42.87	42.89	42.91 42.91 42.91
-	-16.10 4	-10.10 -10.05 -8.55 -8.55	-3.65 4	0.00	3.05 4	7.35	10.35	13.85
				CH 525.78			<del>~</del>	
					20	1 in 30 1 in	50 1 in 3	30 1 in 50
		i	<u>n401</u>		1-30			
2.0	46 43		81		92 92	22		2655 22
	43 42.43	42.76 - 42.76 - 42.80 -	42.92	42.92	42.81-	43.05	43.11	43.22- 43.25- 43.26-
O SURFACE	42.	ගුගු ග	9 2		<u>ന</u> ന	Ū	é	88 89
SURFACE	0 42.84	0 42.88 5 42.88 42.88 42.88	15 42.91 15 42.91	42.91	15 15 15 12.93	42.95	5 42.96	55 42.97 55 42.98 42.98
	-16.10 -14.60	-10.10 -10.05 -8.55	-3.65	8.0	3.05	7.35	10.35	13.85 15.40 15.40
			Γ	CH 502.18				
standard drawings or as no SMEC. Any digital information	ied out in accordance with MPA/Council's minated on hard copy plans provided by on supplied by this office is for information	TITLE     NAME       DRAFTER     A.Famili					SME	:C
only. Any discrepancies sho	uld be discussed with the superintendent.	DESIGNER A.Famili CHECKED N.Freeman				Member of th	💘 e Surbana Jurong G	
OHS Mo 00	agement. AGIN to agental Management is often	AUTHORISED C.Sexton	0 5 10	20		C A	BN 47 065 475 149 Tower 4, Level 20, 727 Collins	

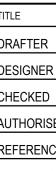
			SED MW RWAY	0.05	<u>1.50</u> F/PATH	4.90		3.50	- <b>&gt;</b>  4	25.50 3.50	3.70		3.00 RED PATH	3.50	1.50 F/PATH	<u>_0.</u> 05
		INSTALL BATTER	TEMPORARY TO EXISTING	LBL							<i></i>					RBL
				1104		1 in 40	B	1 in 30		1 in 30	1 in 40		<u>in 50</u>	1 in 40	1 in 50	
				_ Z	1.800 2.30 0						φ			DW 3.10 0 NDW 2.60 0 GAS 2.10 0		
	DATUM41	.0			COMMS 1.80 ° ELE 2.30 °									DW 3 NDW 6AS 2		\
	DESIGN S	URFACE		42.70			42.86		42.85	42.75		2 42.76	42.70			42.59
	EXISTING	SURFACE		0 42.18			5 42.24		0 42.27	5 42.29 5 42.29		5 42.32	5 42.35			42:40
	OFFSET			-10.10			-3.65	-3.0 	0.00	ଞ୍ଚ ଞ୍ଚ CH 608.55		7.35	10.35		13.85	15.40
										CH 008.55						
<u>1</u> i	in 30 1 in 30		1 in 30	1 in 50	1 in 30	1 in !										
		$\mp$	&		<u> </u>											
							RBL									
42.55	42.54	42.44	42 67	42 73		42.85	42.88									
42.32	42.33	42.33 42.33	42.37			42.46	42.48									
-3.65	00.0	3.05 3.65	7.35	10.35		13.85	15.35 15.40									
	RTP C	H 584.91														
					1 in 40	1	in 30	1 in 30	1 in	<u>30                                    </u>	n 30	40 1 in 5	0	1 in 40	1 in 50	
				BL											Ш	
		42.40	.43	42.67	42.71	42.77	42.55		42.00	42.55	42.62	42.80	42.86	42.95	42.98 42.98 RI	
		42.40	42.43 42.	42	42	42	42		42	42	42	42	42	42	42	
		42.46	42.47 42	42.51 42.51	42.52	42.55 42.55	42.57 42.57		42.60	42.63	42.65 42.66	42.67	42.70	42.73	42.74 42.74	
		-16.10 4	-14.60 4	-10.05	-8.55	-5.95	-3.05 4		00 	3.05 4.	5.75 4	7.35	10.35	13.85		
		<u> </u>	<b>`</b>		·			CH 554	4.03							
											1 in 30	1 in	50	1 in 30	1 in 50	
						n 40		— —_1 <del>in 3</del> 0 —	<u> </u>	n 30	111130					
UM41.0				<u> </u>												
IGN SURFACE		42.42-	42.45 -	42.64 - 42.64 -	42.68		42.81 <del>-</del> 42.70 <del>-</del>		42.80	42.70 -		42.93 -	42.99		43.11 <del>1</del> 43.14 43.14	
LAND SURFACE		42.42	42.45													
TING SURFACE		42.70	42.72	42.77 42.77	42.78		42.82 42.82		42.84	42.85 42.85		42.87	42.89	10 01	42.91 42.91 42.91	
SET		-16.10	-14.60	-10.10 -10.05	-8.55		-3.65 -3.05		00.0	3.05 3.65		7.35	10.35	1.0 BF	13.85 15.35 15.40	
								CH 52	5.78					1 in 30	1 in 50	
					1 in 4	.0		1 in 30	1 in 3	30	<u>1 in 30</u>	1 in 5				
M42.0				TBI TBI											RBL	
IN SURFACE		42.43-	42.46+	42.76+ 42.76	42.80-		42.92-42.81-	- CP C4		42.81-		43.05-	43.11-	43.22+	43.25 43.26-	
AND SURFACE		42.43	42.46													
ING SURFACE		42.84	42.85	42.88 42.88	42.89		42.90 42.91	42 91		42.93 42.93		42.95	42.96	42.97		
ET		-16.10	- 14.60	-10.10 -10.05	-8.55		-3.65			3.05		7.35	10.35	13.85	15.35 15.40	
								CH 502								

DATUM42.0
DESIGN SURFACE
WETLAND SURFA
EXISTING SURFAC

				0.05	.50	4.90		3.50	3.50	50	3.70		3.00	3.50	1.50 0.05
	INST		<b>、</b>	5.00 F/F	PATH							SHAI	RED PATH		F/PATH
	BAI	TER TO EXISTING $^{\sim}$	11	FBL	1	in 40	B2	1 in 30	1 in 30		1 in 40		1 in 50	1 in 40	1 in 50
					<u> </u>										
					COMMS 1.80 ° ELE 2.30 °									DW 3.10 0 NDW 2.60 0 GAS 2.10 0	
	DATUM41.0 DESIGN SURFAC	F		42.70	8		42.86	42.85		42.75		42.76	42.70	42.62	42.59
	EXISTING SURFA			42.18 4			42.24 4	42.27 4		42.29 4 42.29 4		42.32	42.35	42.38	42.40
	OFFSET			-10.10 4			-3.65 4 -3.05 4	0.00		3.65 4		7.35 4	10.35	13.85	
				<u>``</u>					CH 608	.55				`	
					1 in 30	1 in 5	50								
1 in 30	0 <u>1 in 30</u>	1 in 30	1 in 5		1   1 30										
							RBL								
	42.54 - 42.54 - 42.55 -		42.67 -	42.73-		42.85-	42.88 42.88								
	42.33 42.33 42.33		42.37	42.41		42.46	42.48 42.48								
	0.00 3.05 3.65		7.35	10.35		13.85	15.35 15.40								
	RTP CH 584.9	1												1 in 40 1 in	50
					1 in 40		<u>in 30 1 i</u>	n 30	1 in <u>3</u> 0	<u>1 in</u>	<u>30 1 in 4</u>	<u>1 in 5</u>	50	<u>1 in 40 1 in</u> 	
_															
				[B]											RBL
	42.40	42.43		42.67	42.71	42.77	42.55	42.66	42.55	42.55	42.62	42.80	42.86	42.95	42.98
	42.40	42.43		77		~ ~ ~	7 7	7	7	7	77	7	7	7	
	42.46	42.47		42.51 42.51	42.52	42.55 42.55	42.57 42.57	42.60	42.63	42.64	42.65	42.67	42.70	42.73	42.74
	-16.10	-14.60		-10.10 -10.05	-8.55	-5.95	-3.80	0.00		3.80	5.75	7.35	10.35	13.85	15.35
	<u> </u>							CH 554.03							
											1 in 30	1 in	50	<u>1 in 30 1 i</u>	n 50
			 		1 in4	40		<del>in 3</del> 0 <u> </u>	<u> </u>						
			$\bigcirc$	TBL											
Ξ [	42.42	42.45 -		42.64 -	42.68		42.81-	42.80	42.70-	42.81		42.93 -	42.99	43.11-	43.14 - 43.14 -
CE	42.42	42.45													
CE	42.70	42.72		42.77 42.77	42.78		42.82	42.84	42.85	42.85		42.87	42.89	42.91	42.91 42.91
	-16.10	-14.60		-10.10 -10.05	-8.55		-3.05	0.00	3.05	3.65		7.35	10.35	13.85	15.35 15.40
								CH 525.78						1 ir	50
_					1 in 40			30	<u>_1_in_30</u>		<u>1 in 30</u>	1 in 9	50	<u>1 in 30 1 ir</u>	
				TBL	1										RBL
	42.43	42.46			42.80		42.92	42.92	42.81	42.92		43.05	43.11	43.22	43.25
E	42.43	42.46													
E	42.84	42.85		42.88 42.88	42.89		42.90	42.91	42.93	42.93		42.95	42.96	42.97	42.98 42.98
	-16.10	-14.60		-10.10 -10.05	-8.55		-3.65 -3.05	00.0	3.05	3.65		7.35	10.35	13.85	15.35 15.40
								CH 502.18							
andard d	but should be carried out in accordance wi drawings or as nominated on hard copy pl	ans provided by	TITLE DRAFTER		NAME A.Famili								SM	FC	
±∪. Any	/ digital information supplied by this office iscrepancies should be discussed with the		DESIGNER		A.Famili										ΛL

DWG PATH: V:\\_Vault\Projects\_Urban\2070E-Newgate\2070E-A01\Dwgs\2070E-A01-12.dwg PRINTED BY: DM15995 on 25/08/2021 at 10:56:23 AM





Collins Square, Tower 4, Level 20, 727 Collins St Melbourne, VIC 3008 Ph 03 9514 1500

0 5 10 20 0 0.5 1 2 Scale H1:500, V1:50 SCALE AS SHOWN AT A1

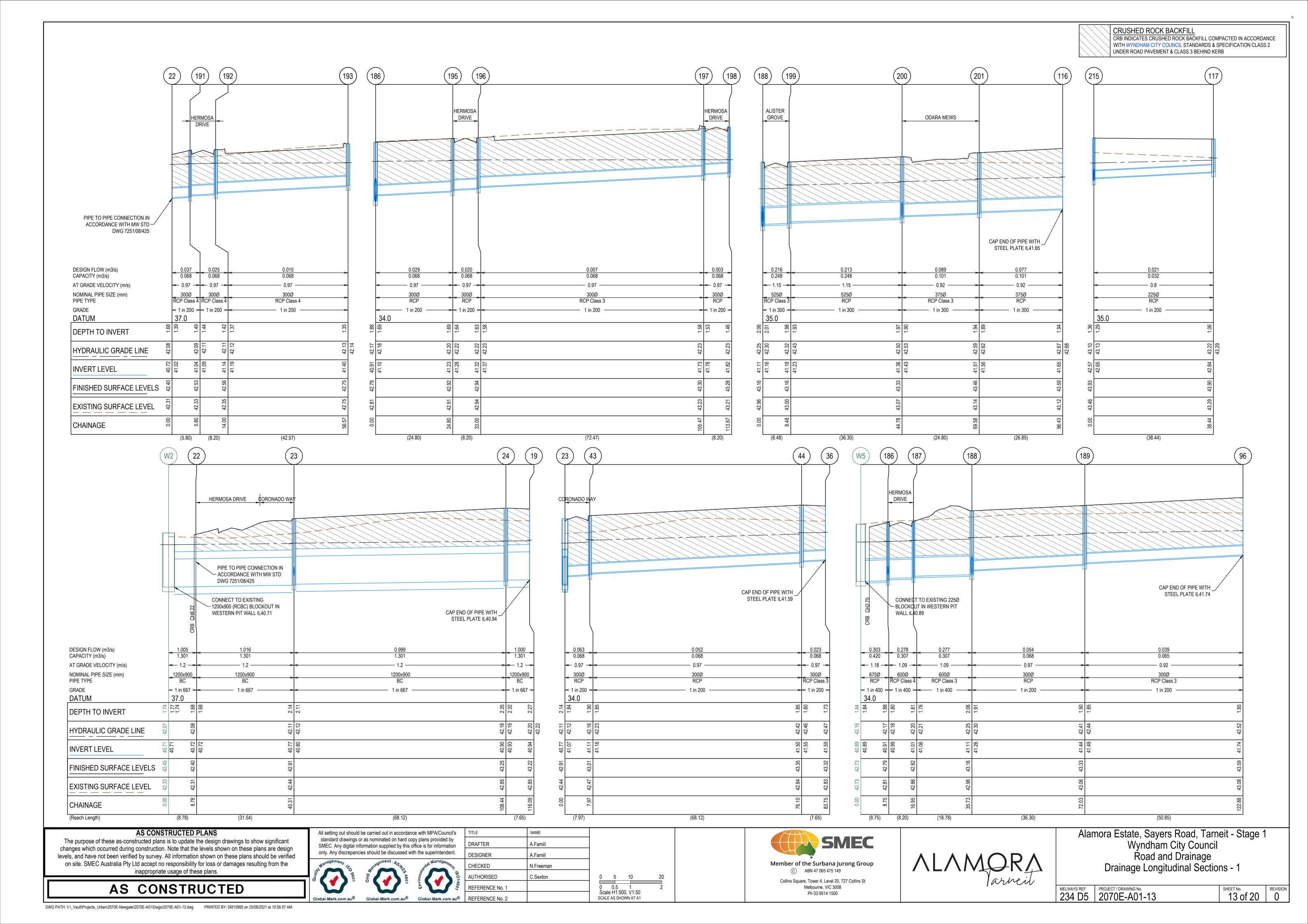
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$\times$	$\times$	$\times \times$

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



Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Cross Sections: Hermosa Drive Ch 502.18 - Ch 606.55 
 MELWAYS REF
 PROJECT / DRAWING No.

 234 D5
 2070E-A01-12
 SHEET NO. REVISION 12 OF 20 0



	(134) (131)		209 (213)	200	208 (21	0) (	211 (134)		(212) (214)		(215) (1	137
	ODARA MEWS				ODARA MEWS							
												CAP END OF STEEL PLATE
DESIGN FLOW (m3/s) CAPACITY (m3/s)	< <u>0.043</u> <	<u>0.045</u> 0.064	80.038 0.038 0.064	<u> </u>		<u>0.113</u> 0.124	<ul> <li>&gt; 0.114</li> <li>&gt; −</li> <li>0.124</li> </ul>	<u>0.077</u> 0.124	0.050 0.050 <	<u>0.044</u> 0.097	> <u>0.014</u> 0.045	
AT GRADE VELOCITY (m/s) NOMINAL PIPE SIZE (mm)		0.9		450Ø		1.12	>< 1.12 ->< 375Ø			1.37 300Ø	→ - 1.13 → 300Ø	<b>~</b>
PIPE TYPE GRADE	RCP Class 4 < 1 in 200 → 35.0	RCP 1 in 200	ŘCP Class 4 → < 1 in 200 →			RCP Class 3	RCP Class 4	RCP 1 in 200	RCP Class 4           ><	RCP 1 in 100	RCP = = = = = = = = = = = = = = = = = = =	>
DATUM DEPTH TO INVERT	1.55 1.40 0.CC		1.24 1.19 1.19	0.25 1:97	1.75 1.70 1.67	1.62	1.61 1.56 1.55 1.50		1.34 1.26 1.46 1.41		1.36 1.31	1.28
HYDRAULIC GRADE LINE	42.83 42.86 42.88 42.88 42.89		42.99 43.00 43.02 43.07	42.50	42.55 42.56 42.60	42.71	42.78 42.79 42.83 42.86		42.95 43.01 43.01 43.01 43.01 43.03		43.10 43.13 43.14 43.14	43.14
INVERT LEVEL	41.80 41.87 41.92 41.97		42.18 42.23 42.28	41.36	41.45 41.50 41.55		41.69 41.74 41.80 41.85		42.09 42.16 42.18 42.23		42.57 42.62 42.70	42.70 J
FINISHED SURFACE LEVELS	22 22		43.42	43.33	43.20		43.31		43.42		43.93 43.93	43.98
EXISTING SURFACE LEVEL	43.25		43.40	43.07	43.12 43.14		43.22		43.40		43.46	43.48
	0.00		52.79 62.01	0.00	12.02 20.37		39.72 50.38		98.30 03.05 03.05		36.75	44.40
(Reach Length)	(9.77)	(43.02)	(9.22)	(12.02)	(8.35)	(19.35)	(10.66)	(47.92)	(4.75)	(33.70)	(7.65)	

## AS CONSTRUCTED PLANS

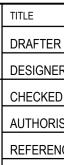
The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site.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

AS CONSTRUCTED

All setting out should be carried out in accordance with MPA/Council's standard drawings or as nominated on hard copy plans provided by SMEC. Any digital information supplied by this office is for information only. Any discrepancies should be discussed with the superintendent.





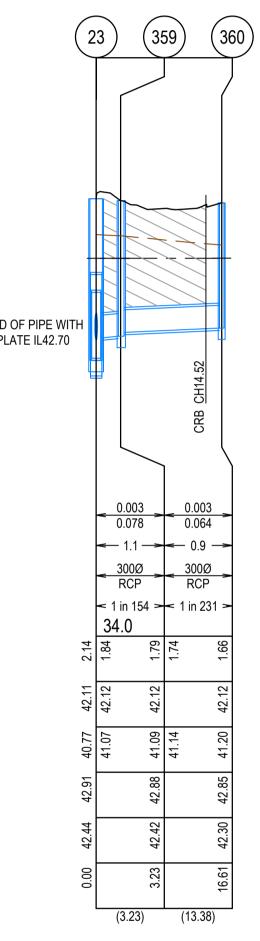


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	NAME			
FTER	A.Famili		SMEC	
IGNER	A.Famili			
CKED	N.Freeman		Member of the Surbana Jurong Group (C) ABN 47 065 475 149	
HORISED	C.Sexton	0 5 10 20	C ABN 47 065 475 149 Collins Square, Tower 4, Level 20, 727 Collins St	-
ERENCE No. 1		0 0.5 1 2 Scala H1:500 V1:50	Melbourne, VIC 3008	
ERENCE No. 2		Scale H1:500, V1:50 SCALE AS SHOWN AT A1	Ph 03 9514 1500	



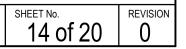
	CRUSHED ROCK BACKFILL CRB INDICATES CRUSHED ROCK BACKFILL COMPACTED IN ACCORDANCE
$\langle     \rangle$	WITH WYNDHAM CITY COUNCIL STANDARDS & SPECIFICATION CLASS 2 UNDER ROAD PAVEMENT & CLASS 3 BEHIND KERB





Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Drainage Longitudinal Sections - 2

MELWAYS REF	PROJECT / DRAWING No.
234 D5	2070E-A01-14



Dec:     Provide of the state o		PIT	INTERNAL		INLET		OUTLET		PIT					
0         0	NAME	ТҮРЕ	WD	LEN	DIA	INV LEV	DIA	INV LEV	SETOUT RL	DEPTH	STD DWG		REMARKS	
1         1	ExW2	BYPASS PIT WITH GRILLE			900	40.71	450	41.582	0	1.768				
1         1					1050	40.732								
D         COUNTY         DD         D </td <td>22</td> <td>ENDPIPE</td> <td></td> <td></td> <td>900</td> <td>40.723</td> <td>900</td> <td>40.723</td> <td>42.403</td> <td>1.68</td> <td></td> <td>CONNECTION II</td> <td>N ACCORDANCE WITH MELBOURNE WA</td> <td>ATER STANDARD DRAWING 7251/08/321</td>	22	ENDPIPE			900	40.723	900	40.723	42.403	1.68		CONNECTION II	N ACCORDANCE WITH MELBOURNE WA	ATER STANDARD DRAWING 7251/08/321
Image: state in the s					300	41.016								
Image: Second	23	DOUBLE SIDE ENTRY PIT	1650	900	900	40.8	900	40.77	42.908	2.138	EDCM 602 & 607		PIT TO BE HAUNCH TO 600x900 COVE	R TOWARDS PAVEMENT
A       JAK, DATA       Bats       Li       Li       Bats       Li       Bats       Li       Bats       Li       Bats       Ba					300	41.07								
Bit Bit Int         Sol Adva					300	41.07								
4       30.44.242 tr tr 11       10       9.0       9.0       4.14       90       4.13       48.0       100       100       100         a       30.47 Mar       50       40       10.01       100       10.01       100       10.01       100       10.01       100       10.01       100       10.01       100       10.01       100	24	JUNCTION PIT	1650	900	900	40.933	900	40.903	43.249	2.346	EDCM 607		PIT TO BE HAUNCH TO 600x900 COVE	R TOWARDS PAVEMENT
Image: constraint of the second sec	19	ENDPIPE			900	40.944	900	40.944	43.218	2.274				
n       100071       100       100       400       400       400       400       400       100         1       1000000000000000000000000000000000000	43	DOUBLE SIDE ENTRY PIT	600	900	300	41.16	300	41.11	43.006	1.895	EDCM 605			
ARCLOM       Image: set of the set of	44	JUNCTION PIT	600	900	300	41.551	300	41.501	43.346	1.845				
Image: state in the state	36	ENDPIPE			300	41.589	300	41.589	43.315	1.726				
10       1000       <		JUNCTION PIT			675	40.892	1050	40.842	0	1.889				
Image: Normal biology of the set o					1050	40.892								
D1       OP       OP <th< td=""><td>186</td><td>SIDE ENTRY PIT</td><td>600</td><td>900</td><td>600</td><td>40.989</td><td>675</td><td>40.914</td><td>42.792</td><td>1.878</td><td>EDCM 601</td><td></td><td></td><td></td></th<>	186	SIDE ENTRY PIT	600	900	600	40.989	675	40.914	42.792	1.878	EDCM 601			
Image: Property and the state of t					300	41.102								
Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction       Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction       Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction       Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction       Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction       Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction       Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction       Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction       Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction       Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Constr	187	SIDE ENTRY PIT	600	900	600	41.06	600	41.01	42.818	1.809	EDCM 601			
10       316       100       100       4.44       844       4.43       4.13       100       100         10       10.00       1	188	DOUBLE SIDE ENTRY PIT	900	900	300	41.256	600	41.106	43.162	2.056	EDCM 602 & 607		PIT TO BE HAUNCH TO 600x900 COVE	R TOWARDS PAVEMENT
9       96       96       96       97					525	41.156								
94         00.06.2 BOL(NTPF)         95         90         90         90         9.00	189	SIDE ENTRY PIT	600	900	300	41.488	300	41.438	43.334	1.896	EDCM 601			
Pin         Coulds SO CUTIVITY         Could	96	ENDPIPE			300	41.742	300	41.742	43.589	1.846				
10         300 FBUTVOT         60         60         1         1         0.00         4.100	191	DOUBLE SIDE ENTRY PIT	600	900	300	41.095	300	41.045	42.533	1.488	EDCM 602			
105         307 K/MP/H1         400         300         41.75         300         41.75         14.8         400.40           36         300 K/MP/H1         400         300         41.73         300         41.73         12.8         12.68         100.400.00           37         300 K/MP/H1         400         47.73         300         41.73         12.8         12.68         100.400.00           37         300 K/MP/H1         400         47.73         300         41.73         12.8         12.68         100.600.00           37         300 K/MP/H1         400         41.28         41.81         41.81         13.8         41.81         13.8         12.69         100.600.00           300 K/MP/H1         400         41.42         52.8         41.81         41.81         41.81         13.87         12.81         10.600           40         41.44         52.8         41.83         41.83         41.83         1.84	192	DOUBLE SIDE ENTRY PIT	600	900	300	41.186	300	41.136	42.559	1.423	EDCM 602			
Ins         Societhy Print         Geo         Societhy Print         Geo Addition         Geo Addition </td <td>193</td> <td>SIDE ENTRY PIT</td> <td>600</td> <td>900</td> <td></td> <td></td> <td>300</td> <td>41.399</td> <td>42.745</td> <td>1.346</td> <td>EDCM 601</td> <td></td> <td></td> <td></td>	193	SIDE ENTRY PIT	600	900			300	41.399	42.745	1.346	EDCM 601			
17         500 FMTKYT         55         400         400         400         4100 <th< td=""><td>195</td><td>SIDE ENTRY PIT</td><td>600</td><td>900</td><td>300</td><td>41.276</td><td>300</td><td>41.226</td><td>42.916</td><td>1.69</td><td>EDCM 601</td><td></td><td></td><td></td></th<>	195	SIDE ENTRY PIT	600	900	300	41.276	300	41.226	42.916	1.69	EDCM 601			
19         SOC CM INVERT         600         900         1         1         100         4.42         4.276         1.48         CCM 001           19         SOULLA SUBLINTER MI         900         900         575         4.125         333         41.18         4.413         1.376         EDCM 602 6.007         PTT DE HAUNCH TO X00000000000000000000000000000000000	196	SIDE ENTRY PIT	600	900	300	41.367	300	41.317	42.942	1.626	EDCM 601			
19         DOULD SUD ENTRY IPT         900         900         526         41.25         91.25         41.85         43.85         1976         DOM 02.6.67         PIT TO 01 (AUNCH TO 0000000 COVIR TOWAR           20         JUNCHON PT         500         907         375         41.41         975         41.356         43.367         1.971         600/ 607         PIT TO 01 (AUNCH TO 000000 COVIR TOWAR           20         SUG ENTRY IPT         600         600         375         41.36         775         41.368         41.368         1.945         (DOW 001         PIT TO 01 (AUNCH TO 000000 COVIR TOWAR           215         JUNCHON PT         600         600         375         41.36         775         41.368         1.945         (DOW 001         PIT TO 01 (AUNCH TO 000000 COVIR TOWAR           215         JUNCHON PT         600         500         42.81         775         41.369         1.945         (DOW 001         PIT TO 01 (AUNCH TO 000000 COVIR TOWAR           141         JUNCHON PT         600         500         42.81         1.75         41.97         1.901         PIT TO 01 (AUNCH TO 00000 COVIR TOWAR           141         JUNCHON PT         600         500         3.00         42.35         43.97         1.901         P	197	SIDE ENTRY PIT	600	900	300	41.779	300	41.729	43.305	1.576	EDCM 601			
2DD         I.N.N.TION PIT         950         900         975         41.48         925         41.38         44.327         1.971         EDD/VE/F         PIT TO BE HAUNDED TO SCORED CLIVES TO PARA           211         SUDF HNTPY PIT         650         900         975         41.585         375         41.581         44.583         1.045         FDD/VE01           116         BROMPE         773         47.486         320         42.571         0         1.357         1.045         PDD/VE01           116         BROMPE         773         47.486         320         42.571         0         1.357         PDD/VE01           117         J.N.CTION PIT         650         900         773         47.486         775         41.786         0         1.553         PDD/VE01           117         J.N.CTION PIT         650         900         900         42.255         500         41.571         375         41.476         0         1.553         PDD/VE01         PDD/VE01 <td>198</td> <td>SIDE ENTRY PIT</td> <td>600</td> <td>900</td> <td></td> <td></td> <td>300</td> <td>41.82</td> <td>43.278</td> <td>1.458</td> <td>EDCM 601</td> <td></td> <td></td> <td></td>	198	SIDE ENTRY PIT	600	900			300	41.82	43.278	1.458	EDCM 601			
Image: state	199	DOUBLE SIDE ENTRY PIT	900	900	525	41.235	525	41.185	43.161	1.976	EDCM 602 & 607		PIT TO BE HAUNCH TO 600x900 COVE	R TOWARDS PAVEMENT
201         SDC ENTRY PT         600         900         757         41.51         775         41.63         775         41.63         775         41.63         775         41.63         775         41.63         775         41.63         775         41.63         775         41.63         775         41.63         775         41.63         775         41.63         775         41.63         775         41.63         775	200	JUNCTION PIT	900	900	375	41.431	525	41.356	43.327	1.971	EDCM 607		PIT TO BE HAUNCH TO 600x900 COVE	R TOWARDS PAVEMENT
16         6.40 PPP (         10         375         41.63         375         41.63         43.99         1.64         1.64         1.64           115         JUNCTON PT         1.0         2.25         42.64         300         42.57         0         1.36         1.00           117         JUNCTON PT         600         500         1.00         2.25         42.58         43.97         1.650         1.00					450	41.406								
11         11         1         1         2         42.66         300         42.572         0         1.362         1           17         111         111         300         42.62         1         1         1.69         1.69	201	SIDE ENTRY PIT	600	900	375	41.563	375	41.513	43.458	1.945	EDCM 601			
Image: Normal state	116	ENDPIPE			375	41.653	375	41.653	43.593	1.94				
11         JUNCTION RT         600         900	215	JUNCTION PIT			225	42.646	300	42.571	0	1.362				
134         SIDE ENTRY PIT         1         300         41.81         375         41.96         0         1.555         Image: Constraint of the second of the sec					300	42.621								
Image: Note Note Note Note Note Note Note Note	117	JUNCTION PIT	600	900			225	42.838	43.897	1.059				
13.1         SIDE ENTRY PIT         660         900         300         41.97         300         41.92         43.375         1.455         EDCM 601           209         DOUBLE SIDE ENTRY PIT         660         900         300         42.285         300         42.285         12.35         EDCM 601           213         JUNCTION PIT         660         900         375         41.54         43.00         41.285         EDCM 601           208         SIDE ENTRY PIT         900         900         375         41.540         43.02         1.75         EDCM 601           210         SIDE ENTRY PIT         600         900         375         41.540         43.02         1.67         EDCM 601           211         SIDE ENTRY PIT         600         900         375         41.540         43.07         1.615         EDCM 601           212         DOUBLE SIDE ENTRY PIT         600         900         300         42.281         300         43.42         1.335         EDCM 602         PIT TO BE HAUNCH TO 600x900 COVER TOWA           214         JUNCTION PIT         600         900         300         42.697         300         42.683         1.792         EDCM 605         EDCM 605	134	SIDE ENTRY PIT			300	41.871	375	41.796	0	1.555				
209         DOUBLE SDE ENTRY PIT         600         900         300         42.285         300         42.185         43.42         1.235         EDCM 602           213         JUNCTION PIT         600         900         375         41.504         43.00         41.454         43.204         1.75         EDCM 601         PITTO BE HAUNCH TO 600:900 COVER TOWA           210         SIDE ENTRY PIT         600         900         375         41.596         375         41.692         43.204         1.75         EDCM 601         PITTO BE HAUNCH TO 600:900 COVER TOWA           211         SIDE ENTRY PIT         600         900         375         41.596         375         41.692         43.307         1.615         EDCM 601           211         SIDE ENTRY PIT         600         900         375         41.72         375         41.692         43.307         1.615         EDCM 601           212         DOUBLE SIDE ENTRY PIT         600         900         300         42.24         300         42.895         1.355         EDCM 601           313         ENDPIPE					375	41.846								
213         JUNCTION PIT         600         900         Image: constraint of the substrate of the s	131	SIDE ENTRY PIT	600	900	300	41.97	300	41.92	43.375	1.455	EDCM 601			
208         SIDE ENTRY PIT         900         900         375         41.504         450         41.454         43.204         1.75         EDCM 601         PIT TO BE HAUNCH TO 600x900 COVER TOWARD (210         SIDE ENTRY PIT         600         900         375         41.506         375         41.546         43.215         1.67         EDCM 601         PIT TO BE HAUNCH TO 600x900 COVER TOWARD (211         SIDE ENTRY PIT         600         900         375         41.546         43.215         1.65         EDCM 601           212         DOUBLE SIDE ENTRY PIT         600         900         300         42.16         375         41.692         43.307         1.615         EDCM 601           214         JUNCTION PIT         600         900         300         42.16         375         43.064         1.462         EDCM 605           375         JUNCTION PIT         600         900         300         42.697         43.976         1.278	209	DOUBLE SIDE ENTRY PIT	600	900	300	42.235	300	42.185	43.42	1.235	EDCM 602			
210         SIDE ENTRY PIT         600         900         375         41.596         375         41.546         43.215         1.67         EDCM 601           211         SIDE ENTRY PIT         600         900         375         41.742         375         41.692         43.307         1.615         EDCM 601           212         DOUBLE SIDE ENTRY PIT         600         900         300         42.16         375         42.085         43.42         1.335         EDCM 602         PIT TO BE HAUNCH TO 600:900 COVER TOWAR           214         JUNCTION PIT         600         900         300         42.234         300         42.697         43.976         1.278         EDCM 605           137         ENDPIPE         1         600         900         300         41.141         300         41.991         42.883         1.792         EDCM 605           359         JUNCTION PIT         600         900         300         41.141         300         41.991         42.893         1.656         EDCM 605           360         DOUBLE SIDE ENTRY PIT         600         900         300         41.191         42.891         1.656         EDCM 605           360         DOUBLE SIDE ENTRY PIT	213	JUNCTION PIT	600	900			300	42.281	43.466	1.185	EDCM 605			
211         SIDE ENTRY PIT         600         900         375         41.742         375         41.692         43.307         1.615         EDCM 601           212         DOUBLE SIDE ENTRY PIT         600         900         300         42.16         375         42.085         43.42         1.335         EDCM 602         PIT TO BE HAUNCH TO 600x900 COVER TOWAR           214         JUNCTION PIT         600         900         300         42.697         300         42.697         43.976         1.278         EDCM 605           137         ENDPIPE         0         300         42.697         300         42.697         43.976         1.278         EDCM 605           359         JUNCTION PIT         600         900         300         41.141         300         41.091         42.883         1.792         EDCM 605           360         DOUBLE SIDE ENTRY PIT         600         900         300         41.199         42.883         1.656         EDCM 605           Control of davings or as nonimated or han according on plans providently singlificant or as nonimated or han according on plans providently singlificant or as nonimated or han according on plans providently singlificant or as nonimated or han according on plans provident or as nonimated or han according on plans provident or as nonimated or han according o	208	SIDE ENTRY PIT	900	900	375	41.504	450	41.454	43.204	1.75	EDCM 601		PIT TO BE HAUNCH TO 600x900 COVE	R TOWARDS PAVEMENT
212         DOUBLE SIDE ENTRY PIT         600         900         300         42.16         375         42.085         43.42         1.335         EDCM 602 & 607         PIT TO BE HAUNCH TO 600x900 COVER TOWARD           214         JUNCTION PIT         600         900         300         42.234         300         42.184         43.666         1.462         EDCM 605           137         ENDPIPE         300         42.697         300         42.697         1.278             359         JUNCTION PIT         600         900         300         41.141         300         41.091         42.883         1.792         EDCM 605           350         JUNCTION PIT         600         900         300         41.191         42.883         1.792         EDCM 605           350         JUNCTION PIT         600         900         100         41.191         42.883         1.792         EDCM 605           350         JUNCTION PIT         600         900         100         41.191         42.883         1.656         EDCM 605           350         JUNCTION PIT         600         900         100         NFeeman         FEEME         AFemii         EDCM 605         EDCM 605 <td>210</td> <td>SIDE ENTRY PIT</td> <td>600</td> <td>900</td> <td>375</td> <td>41.596</td> <td>375</td> <td>41.546</td> <td>43.215</td> <td>1.67</td> <td>EDCM 601</td> <td></td> <td></td> <td></td>	210	SIDE ENTRY PIT	600	900	375	41.596	375	41.546	43.215	1.67	EDCM 601			
214         JUNCTION PIT         600         900         300         42.234         300         42.884         43.646         1.462         EDCM 605           137         ENDPIPE         1         300         42.697         300         42.697         43.976         1.278            359         JUNCTION PIT         600         900         300         41.141         300         41.091         42.883         1.792         EDCM 605           360         DOUBLE SIDE ENTRY PIT         600         900         300         41.199         42.883         1.792         EDCM 605           mgs to show significant in these plans are designificant in these plans should be carried out in accordance with MPA/Council's SMEC. Ary digital information supplet by this formation only. Any discrepancies should be discussed with the superintendent.         Intel         NAME           DEVIEV         SMEC Ary digital information supplet by this formation only. Any discrepancies should be discussed with the superintendent.         NFreeman         N	211	SIDE ENTRY PIT	600	900	375	41.742	375	41.692	43.307	1.615	EDCM 601			
137       ENDPIPE       300       42.697       300       42.697       43.976       1.278         359       JUNCTION PIT       600       900       300       41.141       300       41.091       42.883       1.792       EDCM 605         360       DOUBLE SIDE ENTRY PIT       600       900       0       300       41.199       42.854       1.656       EDCM 602 & 607         Impose books significant in these plans are design on byoky dylatil information suppled by this fore is for inform on suppled by this fore is for inform to fore is provided by suffice on the superintendent in the superi	212	DOUBLE SIDE ENTRY PIT	600	900	300	42.16	375	42.085	43.42	1.335	EDCM 602 & 607		PIT TO BE HAUNCH TO 600x900 COVE	R TOWARDS PAVEMENT
359       JUNCTION PIT       600       900       300       41.091       42.883       1.792       EDCM 605         360       DOUBLE SIDE ENTRY PIT       600       900       0       300       41.091       42.854       1.656       EDCM 605         Intellige out should be carried out in accordance with MPA/Council is for information supplied by this office is for information suppl			600	900							EDCM 605			
360       DOUBLE SIDE ENTRY PIT       600       900       Image: Constraint of the service of the servic														
All setting out should be carried out in accordance with MPA/Council's standard drawings or as nominated on hard copy plans provided by this office is for information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information supplied by this office is for information null information null information supplied by this office is for information null information null information supplied by this office is for information null info					300	41.141								
ngs to show significant in these plans are design e plans should be verified ages resulting from the D D D D D D D D D D	360	DOUBLE SIDE ENTRY PIT	600	900			300	41.199	42.854	1.656	EDCM 602 & 607			
In those plane drop grand drop grand       only. Any discrepancies should be discussed with the superintendent.       DESIGNER       A.Famili         Designer       Impagement	ngs to show s	ignificant standard drav	wings or as nominal	ted on hard copy p	lans provided by									
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D Collins Square, Tower 4, Level 20, 727 Collins St Melbourne, VIC 3008 Ph 03 9514 1500 REFERENCE No. 2 REFERENCE No. 2	ages resulting	from the	to satagem	AS N.S	ental Management				_			Memb	er of the Surbana Jurong Group ⓒ ABN 47 065 475 149	$  \Lambda L \Lambda M \langle$
Global-Mark.com.au® Global-Mark.com.au® Global-Mark.com.au® REFERENCE No. 2 SCALE AS SHOWN AT A1	D		101 HO	LOBI	014007			J. SEXION				Collin	Melbourne, VIC 3008	10
			.au <sup>®</sup> Global-Ma	ark.com.au <sup>®</sup> G	lobal-Mark.com.au <sup>®</sup>	REFERENCE NO	p. 2		SCALE AS S	HOWN AT A1			Pn U3 9514 1500	

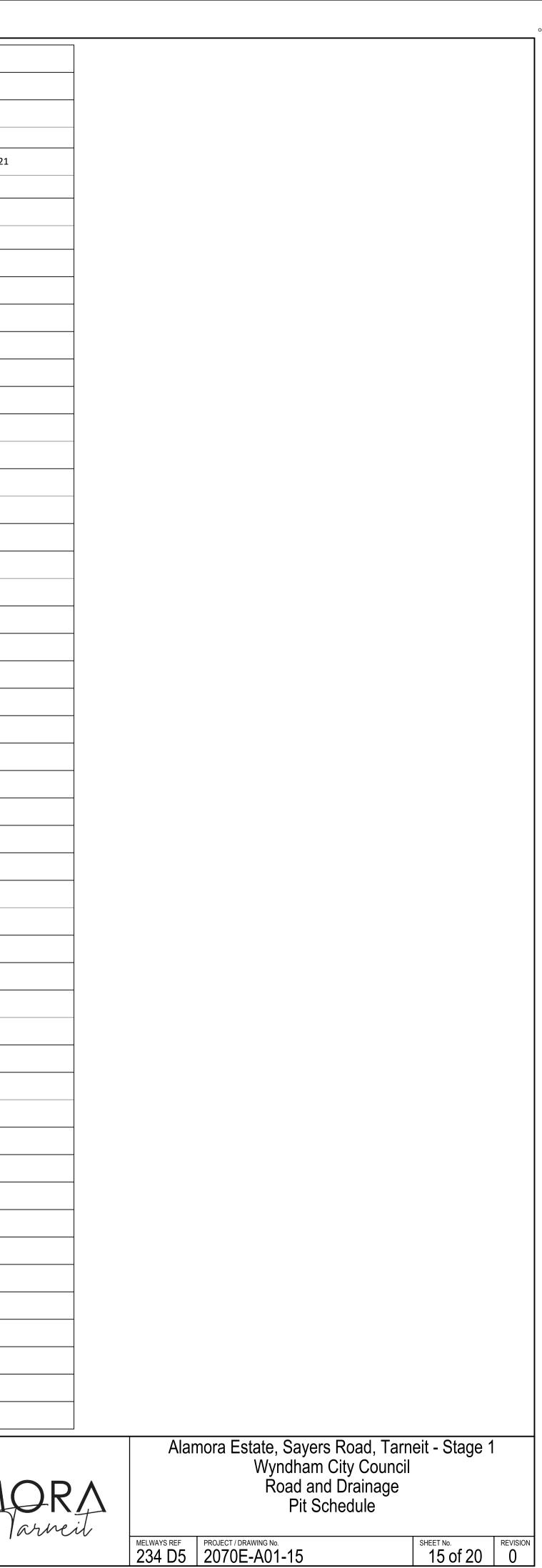
## AS CONSTRUCTED PLANS

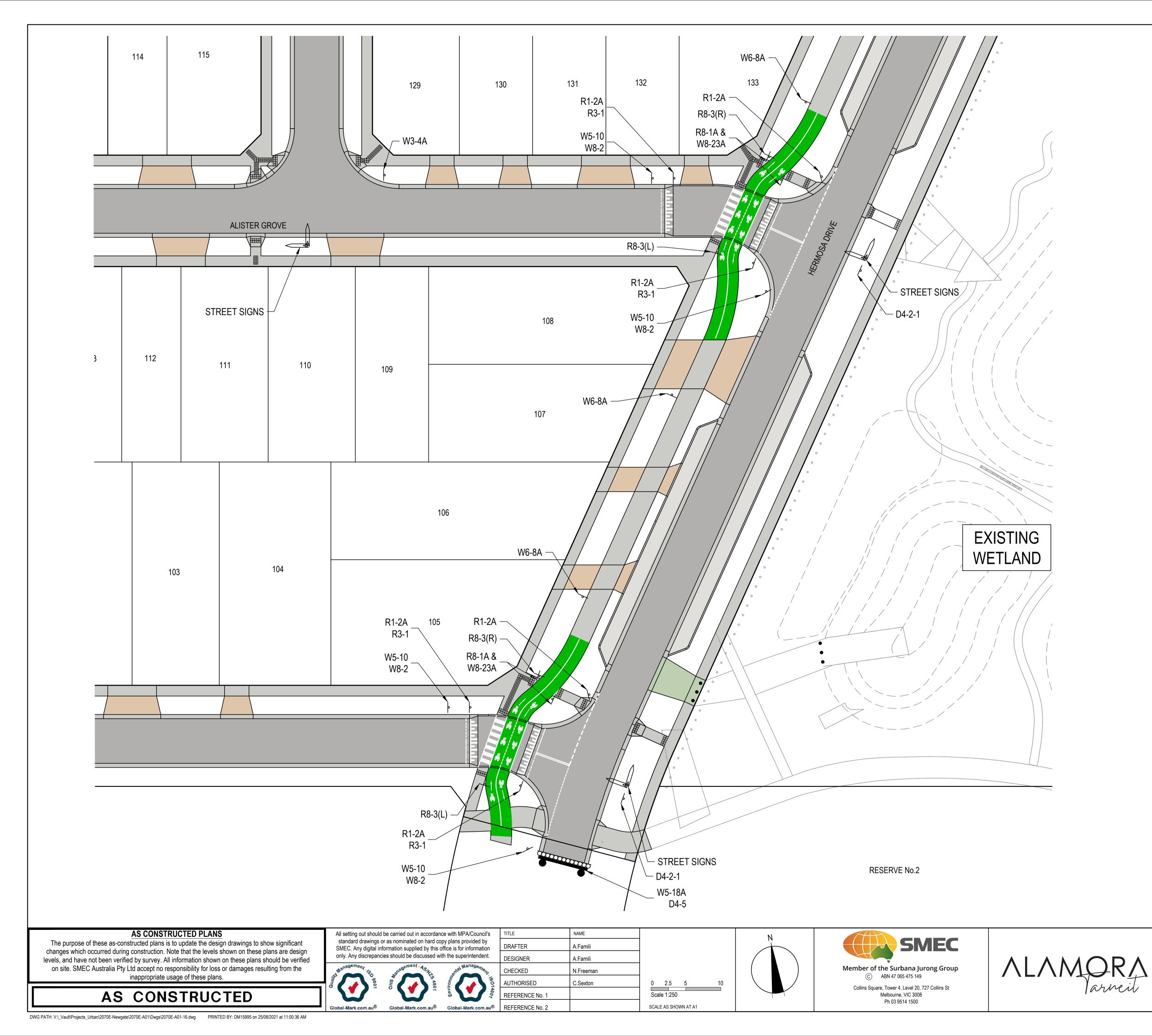
The purpose of these as-constructed plans is to update the design drawings to changes which occurred during construction. Note that the levels shown on thes levels, and have not been verified by survey. All information shown on these plan on site. SMEC Australia Pty Ltd accept no responsibility for loss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

DWG PATH: V:\\_Vault\Projects\_Urban\2070E-Newgate\2070E-A01\Dwgs\2070E-A01-15.dwg PRINTED BY: DM15995 on 25/08/2021 at 10:59:15 AM

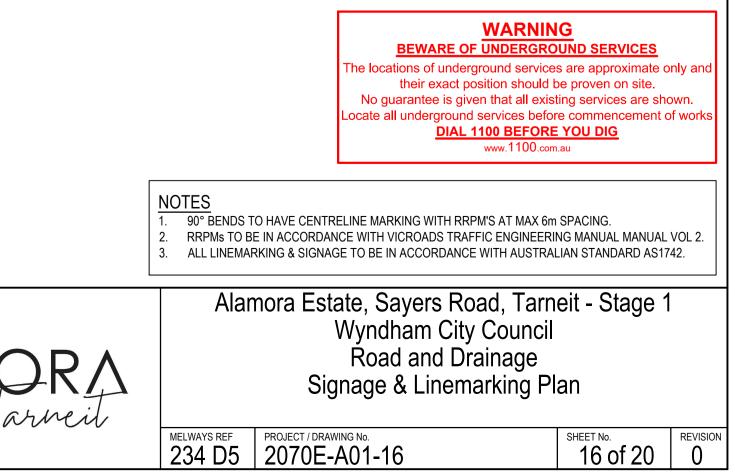
AS CONSTRUCTED







LEGEND - SIGN AND LINEMAR ALL PROPOSED, FUTURE & EXISTING SERVICE LO	
R1-2A	GIVE WAY
R3-1	PEDESTRIAN PATH
W5-10	SPEED HUMP
W8-2 (20km/h)	SPEED LIMIT
ROAD AHEAD W6-8A	ROAD AHEAD
ONLY ONLY R8-3(L)	SHARED PATH
ONLY ONLY R8-3(R)	SHARED PATH
W3-4A	SPEED HUMP AHEAD
ROAD ENDS W5-18A	ROAD ENDS
D4-5	HAZARD MARKER
D4-3	DIRECTIONAL HAZARD MARKER
Image: W8-23A	BIKE PATH ONLY AND DIRECTIONAL ARROWS





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## 300 VP

520mm

ASPHALT

BASE COL

SUBBASE

CAPPING

SUBGRAD LAYER

\_\_\_\_\_

4200 V 550mm

ASPHALT

SUBBASE

CAPPING

SUBGRA

200 VPE

LAYER

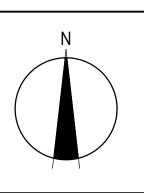
> NOTE ALL PAVEMENT DESIGNS HAVE BEEN PROVIDED BY TONKIN AND TAYLOR. SMEC IS NOT RESPONSIBLE FOR GEOTECHNICAL OR PAVEMENT RELATED DESIGNS AND IS NOT RESPONSIBLE FOR THE ACCURACY, ADEQUACY OR APPROPRIATENESS OF THESE DESIGNS. THE PAVEMENT COMPOSITIONS SHOWN ON THIS DRAWING HAVE BEEN REPRODUCED FROM THE PAVEMENT REPORT FOR THIS DEVELOPMENT STAGE. THIS DOCUMENT SHOULD BE REVIEWED BY THE CONTRACTOR TO ENSURE DESIGN HAS BEEN INTERPRETED CORRECTLY. A COPY OF THIS DOCUMENT WILL BE MADE AVAILABLE ON REQUEST. ANY DIFFERENCES FROM THIS REQUIREMENTS SHOWN ARE TO BE NOTIFIED TO THE SUPERINTENDENT BEFORE PROCEEDING.

NAME A.Famili A.Famili N.Freeman C.Sexton

137

136

5 10 Scale 1:500 SCALE AS SHOWN AT A1





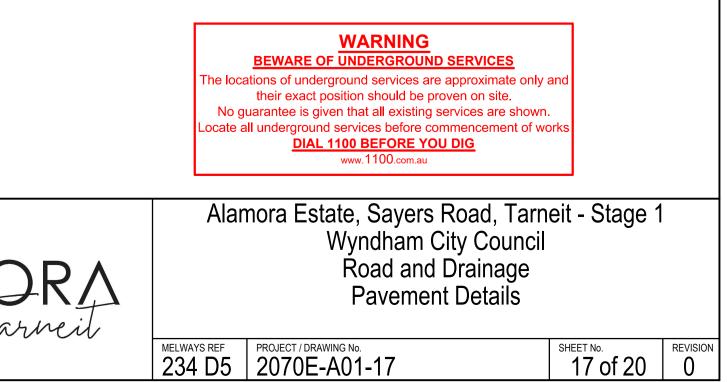
Member of the Surbana Jurong Group C ABN 47 065 475 149 Collins Square, Tower 4, Level 20, 727 Collins St Melbourne, VIC 3008 Ph 03 9514 1500

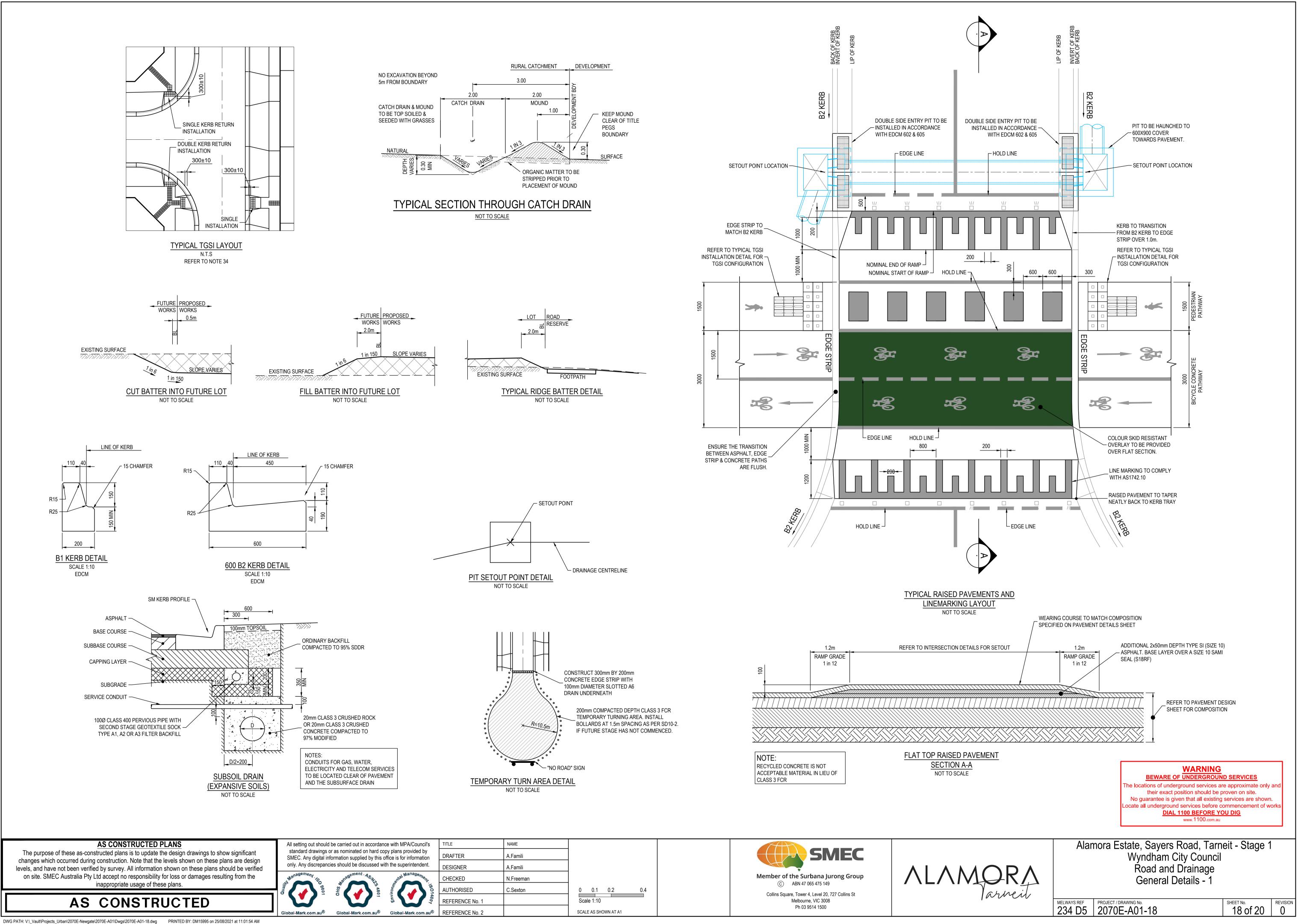
ALAMORA Varneit

n DEPTH PAVEMENT COMPOSITION		LAYER	
PAVEME	PAVEMENT LAYER		MATERIAL
	WEARING COURSE	20	SIZE 7 TYPE L CLASS 320 ASPHALT
	INTERMEDIATE COURSE	30	SIZE 10 TYPE N CLASS 320 ASPHALT
T	BASE COURSE	-	-
	SAMI SEAL	10	SIZE 10 SAMI SEAL S18RF
	BITUMINOUS PRIME	7	BITUMINOUS PRIME
OURSE	BASE	140	SIZE 20 CLASS 2 CRUSHED ROCK. COMPACTED TO A MINIMUM DENSITY RATIO OF 98% (MODIFIED) AS1289, 5.2.1
SE COURSE LOWER BASE COURSE		130	SIZE 20 CLASS 3 CRUSHED ROCK. COMPACTED TO A MINIMUM DENSITY RATIO OF 96% (MODIFIED) AS1289, 5.2.1
G	CAPPING LAYER	200	RIPPED ROCK OR STABILISED CLAY MEETING THE FOLLOWING PROPERTIES: CBR >=7%, PERMEABILITY k < 1x10 <sup>9</sup> m/s AND SWELL < 1.5% MATERIAL. COMPACTED TO A MINIMUM DENSITY RATIO 98% (STANDARD) AS1289, 5.1.1
ADE/CONSTRUCTION	SUBGRADE/CONSTRUCTION LAYER	200	RIPPED ROCK OR STABILISED CLAY MEETING THE FOLLOWING PROPERTIES: CBR >=7%, PERMEABILITY k < 1x10 <sup>-9</sup> m/s AND SWELL < 1.5% MATERIAL. COMPACTED TO A MINIMUM DENSITY RATIO 98% (STANDARD) AS1289, 5.1.1

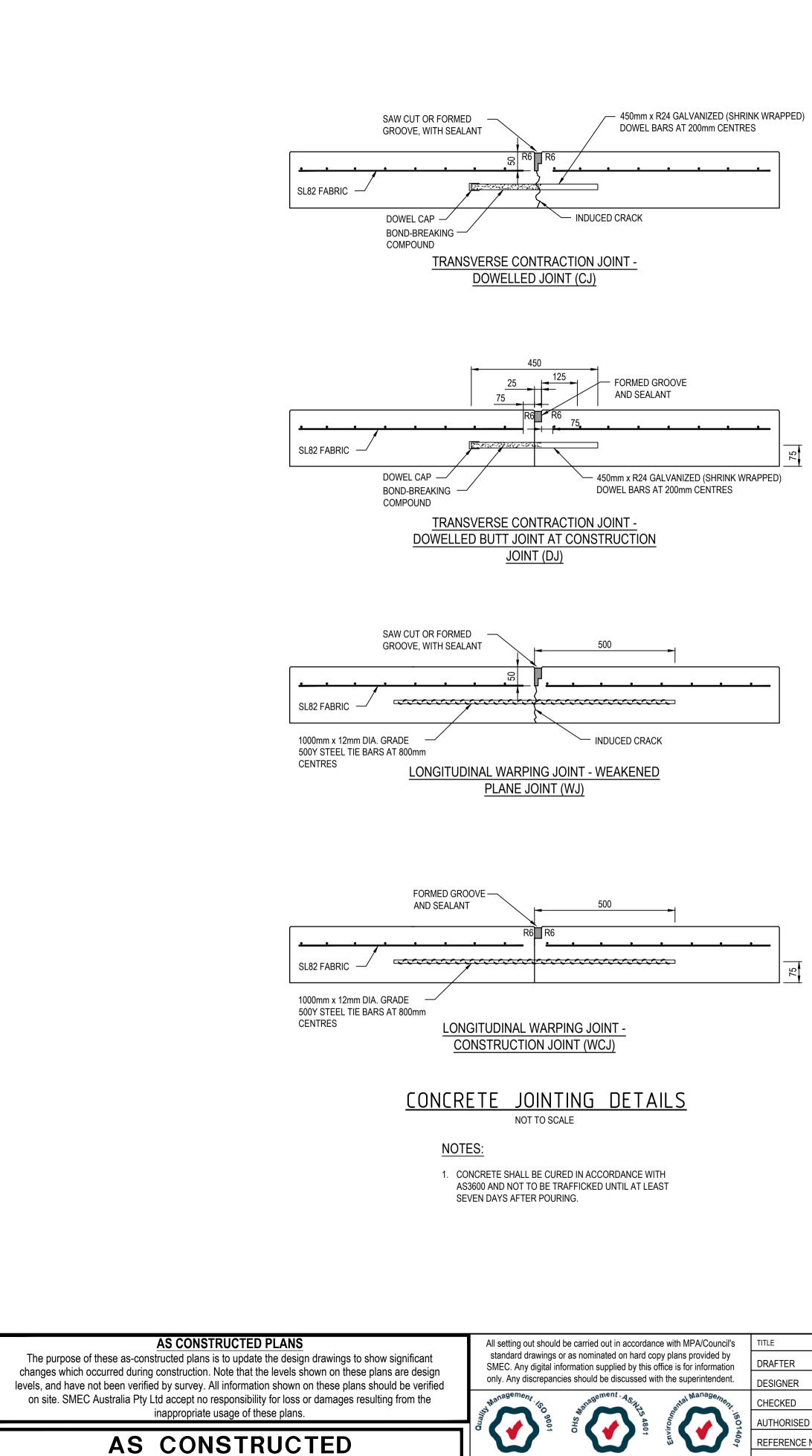
VPD - HERMOSA DRIVE NORTH PAVEMENT COMPOSITION								
m DEPTH PAVEMENT COMPOSITION		LAYER						
PAVEMEN	PAVEMENT LAYER		MATERIAL					
	WEARING COURSE	40	SIZE 14 TYPE N CLASS 320 ASPHALT					
	INTERMEDIATE COURSE	75	SIZE 20 TYPE SI ASPHALT CLASS 320 ASPHALT					
LT	BASE COURSE	75	SIZE 20 TYPE SI ASPHALT CLASS 320 ASPHALT					
	SAMI SEAL	-	-					
	BITUMINOUS PRIME	-	-					
SE COURSE	UPPER	100	SIZE 20 CLASS 3 CEMENT TREATED CRUSHED ROCK (CTCR) 3% CEMENT. COMPACTED TO A MINIMUM DENSITY RATIO OF 98% (MODIFIED) AS1289, 5.2.1					
	LOWER	110	SIZE 20 CLASS 3 CRUSHED ROCK. COMPACTED TO A MINIMUM DENSITY OF 96% (MODIFIED) AS1289, 5.2.1					
IG	CAPPING LAYER	150	RIPPED ROCK OR STABILISED CLAY MEETING THE FOLLOWING PROPERTIES: CBR >=7%, PERMEABILITY k < 1x10 <sup>-9</sup> m/s AND SWELL < 1.5% MATERIAL. COMPACTED TO A MINIMUM DENSITY RATIO 98% (STANDARD) AS1289, 5.1.1					
ADE/CONSTRUCTION SUBGRADE/CONSTRUCTION LAYER		200	RIPPED ROCK OR STABILISED CLAY MEETING THE FOLLOWING PROPERTIES: CBR >=7%, PERMEABILITY k < 1x10 <sup>-9</sup> m/s AND SWELL < 1.5% MATERIAL. COMPACTED TO A MINIMUM DENSITY RATIO 98% (STANDARD) AS1289, 5.1.1					

200 VPD - PARKING BAY PAVEMENT COMPOSITION								
300mm DEPTH PA	VEMENT COMPOSITION	LAYER						
PAVE	MENT LAYER	THICKNESS (mm)	MATERIAL					
CONCRETE	UPPER LAYER	200	CONCRETE. SL82 MESH. 40mm TOP COVER					
CRUSHED ROCK BASE		100	CLASS 3 CRUSHED ROCK 20mm NOM. SIZE					

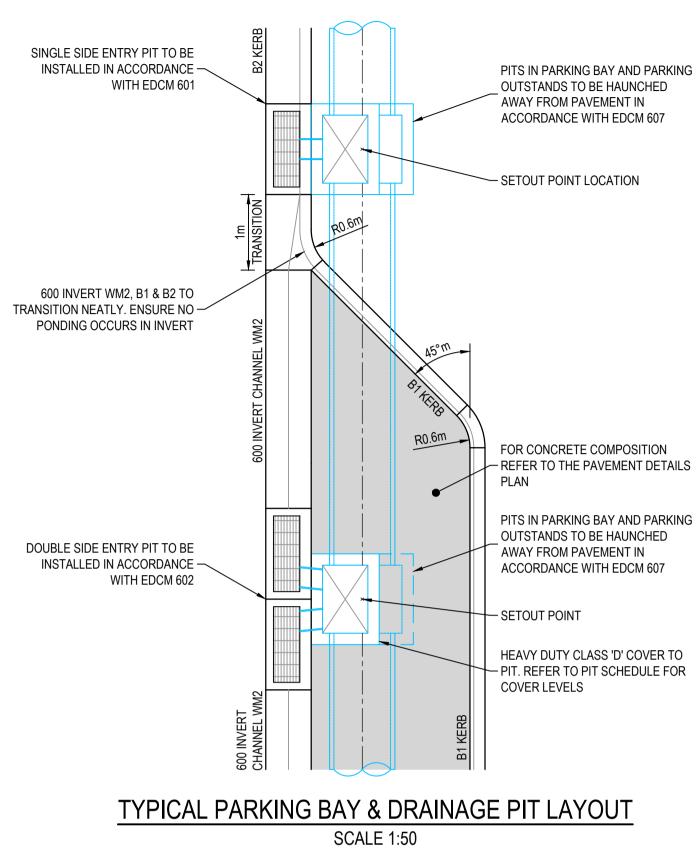


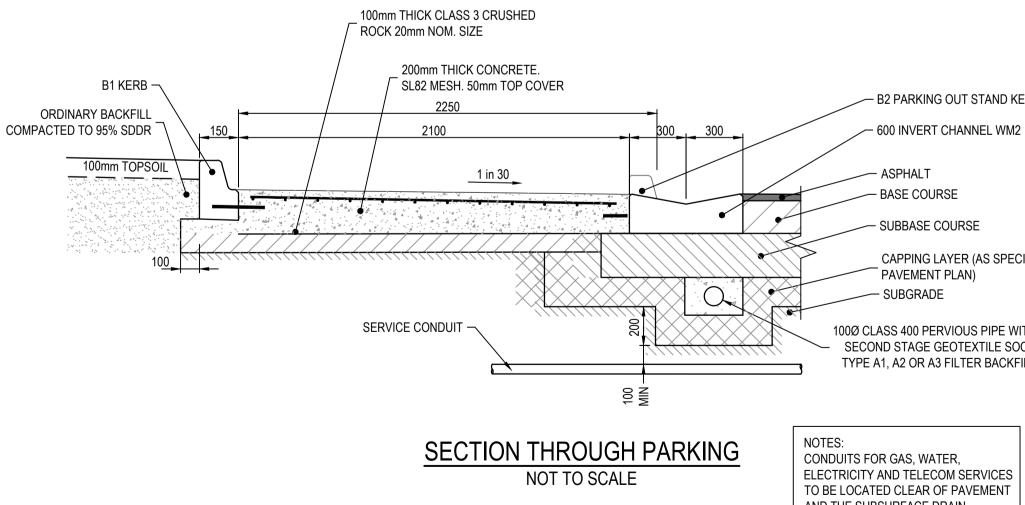


	A.Famili	
	A.Famili	
	N.Freeman	
	C.Sexton	0 0.1 0.2 0.
. 1		Scale 1:10
. 2		SCALE AS SHOWN AT A1



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e carried out in accordance with MPA/Council's as nominated on hard copy plans provided by rmation supplied by this office is for information as should be discussed with the superintendent.	TITLE DRAFTER DESIGNER	NAME A.Famili A.Famili		<b>SMEC</b>		
sanagement durit and management	CHECKED	N.Freeman		Member of the Surbana Jurong Group (C) ABN 47 065 475 149	/ \ L/ \/V]	
PISH States	AUTHORISED	C.Sexton	0 0.1 0.2 0.4	Collins Square, Tower 4, Level 20, 727 Collins St		
	REFERENCE No. 1		Scale 1:10	Melbourne, VIC 3008		
Global-Mark.com.au <sup>®</sup> Global-Mark.com.au <sup>®</sup>	REFERENCE No. 2		SCALE AS SHOWN AT A1	Ph 03 9514 1500		

J	1	2
N	'	-

- B2 PARKING OUT STAND KERB

- ASPHALT

CAPPING LAYER (AS SPECIFIED ON PAVEMENT PLAN) - SUBGRADE

100Ø CLASS 400 PERVIOUS PIPE WITH SECOND STAGE GEOTEXTILE SOCK TYPE A1, A2 OR A3 FILTER BACKFILL

ELECTRICITY AND TELECOM SERVICES TO BE LOCATED CLEAR OF PAVEMENT AND THE SUBSURFACE DRAIN



Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage General Details - 2

MELWAYS REF PROJECT / DRAWING No. 234 D5 2070E-A01-19

SHEET No. REVISION 19 of 20 0 SHEET No.

DWG PATH: V:\\_Vault\Projects\_Urban\2070E-Newgate\2070E-A01\Dwgs\2070E-A01-19.dwg PRINTED BY: DM15995 on 25/08/2021 at 12:20:54 PM

Project Name:	Design Package: 2070E-A01											
Alamora Stage 1	Date: 14/02/2020											
<u>PHASE</u>	DISCIPLINE CODE		nstruction- Operations- Maintenance OTENTIAL RISK	RISK OWNER	POTENTIAL CONSEQUENCES	POTENTIAL ELIMINATION MEASURE, DESIGN INITIATIVE or CONTROL ( Identify any Standard or Code of practice used)	HOW ISSUE ADDRESED IN DESIGN AND/OR CONSTRUCTION OF THE WORKS	IS THE RISK ELIMINATED YES/NO	Risk Likelihoo	Residual Risk Conseque nce (0-5)	_	RESIDUAL RIS OWNER
		Road Furniture / Roadside features										
Construction	RD Roads	Construction close to live traffic	New works will be constructed adjacent to live traffic when abutting existing stages.	Contractor	Disruptions to live traffic, construction incident involving live traffic.	Provide safe temporary traffic control (TCP)	TCP provided within contract	Ν	5.000	3.000	15.000	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	N	1.000	5.000	5.000	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	1.000	4.000	4 000	Road Authority
Dperational	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	N	1.000	4.000		Road Authority
Dperational	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)	N	2.000	5.000	10.000	Constructor
		Drainage										
Dperational	DR Drainage	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	N	3.000	2.000	6.000	Authority
Dperational	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	N	1 000	4 000	4.000	Authority
				,		Fencing to be provided where culverts/headwalls are at height in accordance		N	1.000	4.000		
Operational	DR Drainage	Culvert Endwalls/Headwalls	Potential for falling from height	Relevant Authority	Increased potential for accidents	with relevant authority standards	Allow for fencing in Design Process	N	1.000	4.000	4.000	Authority
Dperational	DR Drainage	Culvert Endwall/Headwall Outlets	Children playing in large pipes / watercourses and access for maintenance	Relevant Authority	Increased potential for accidents	Grate provided to authority standards	Design in accordance with authority and manufacturers standards	Ν	2.000	5.000	10.000	Authority
<i>l</i> aintenance	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	N	2.000	5.000	10.000	Authority
<i>N</i> aintenance	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	N	1.000	5.000	5.000	Authority
Naintenance	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	N	2.000	3.000	6.000	
		Sewer										
<i>N</i> aintenance	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	N	1.000	5.000	5.000	Authority
Naintenance	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	1.000	5.000	5.000	Authority
		Electricity										
						Electrical designed by sub consultant with appropriate accreditation and in	Pits designed below ground. Where above ground adequate offset from vehicle clear zones has been provided or barrier protection					A. 11 - 11
Dperational	ES Electrical Services	Electrical Design	Location of assets within clear zones e.g., pits/ substations	Relevant Authority	Increased potential for accidents	accordance with authority standards	provided	N	2.000	3.000	6.000	Authority
		Telstra										
Descriptional		Telstra Design	Leastion of constantithin close zance a guite	Delevent Authority	lacrossed activities for accidente	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					Authority
Dperational	TE Telstra		Location of assets within clear zones e.g pits	Relevant Authority	Increased potential for accidents			N	2.000	3.000	6.000	Authonity
		Water					Pits designed below ground. Where above ground adequate offset					
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	from vehicle clear zones has been provided or barrier protection provided	N	2.000	3.000	6.000	Authority
		Gas										
							Pits designed below ground. Where above ground adequate offset					
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	from vehicle clear zones has been provided or barrier protection provided	Ν	1.000	1.000	1.000	Authority

AS CONSTRUCTED PLANS

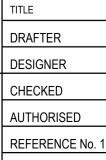
The purpose of these as-constructed plans is to update the design drawings to show significant changes which occurred during construction. Note that the levels shown on these plans are design levels, and have not been verified by survey. All information shown on these plans should be verified on site.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

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NAME A.Famili A.Famili N.Freeman C.Sexton

SCALE AS SHOWN AT A1



Member of the Surbana Jurong Group ⓒ ABN 47 065 475 149 Collins Square, Tower 4, Level 20, 727 Collins St Melbourne, VIC 3008 Ph 03 9514 1500

ALAMORA Varneit



Alamora Estate, Sayers Road, Tarneit - Stage 1 Wyndham City Council Road and Drainage Safety In Design

MELWAYS REFPROJECT / DRAWING No.234 D52070E-A01-85

 $\begin{array}{c|c} \text{SHEET No.} & \text{Revision} \\ \hline 20 \ of \ 20 & 0 \end{array}$