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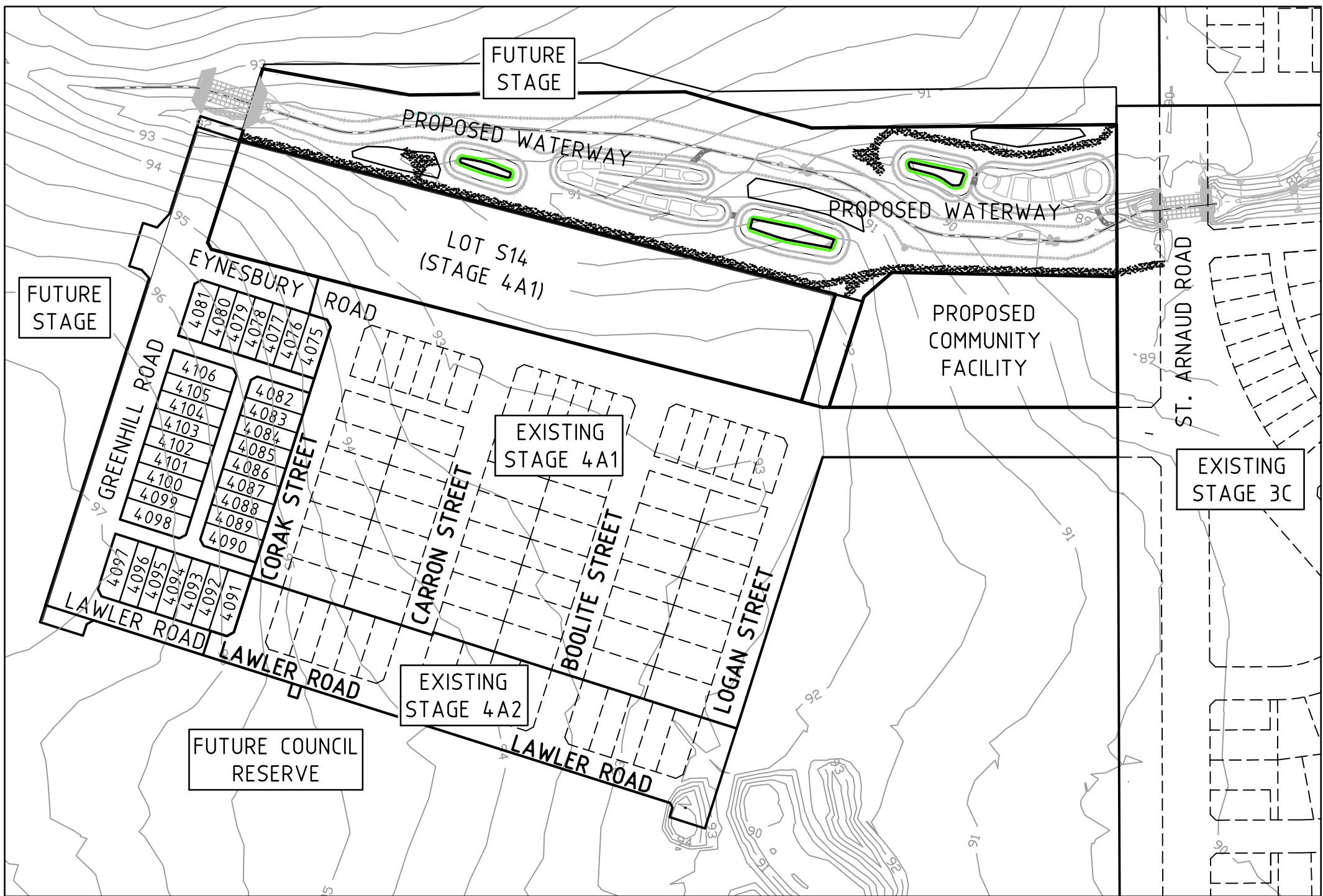
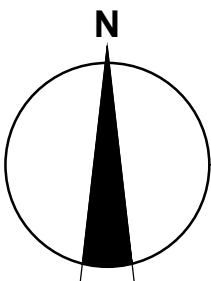
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A.B.N. 47 065 475 149

EYNESBURY TOWNSHIP

Stage 4A3

City of Melton



LOCALITY PLAN
MELWAYS REF: 226 D5

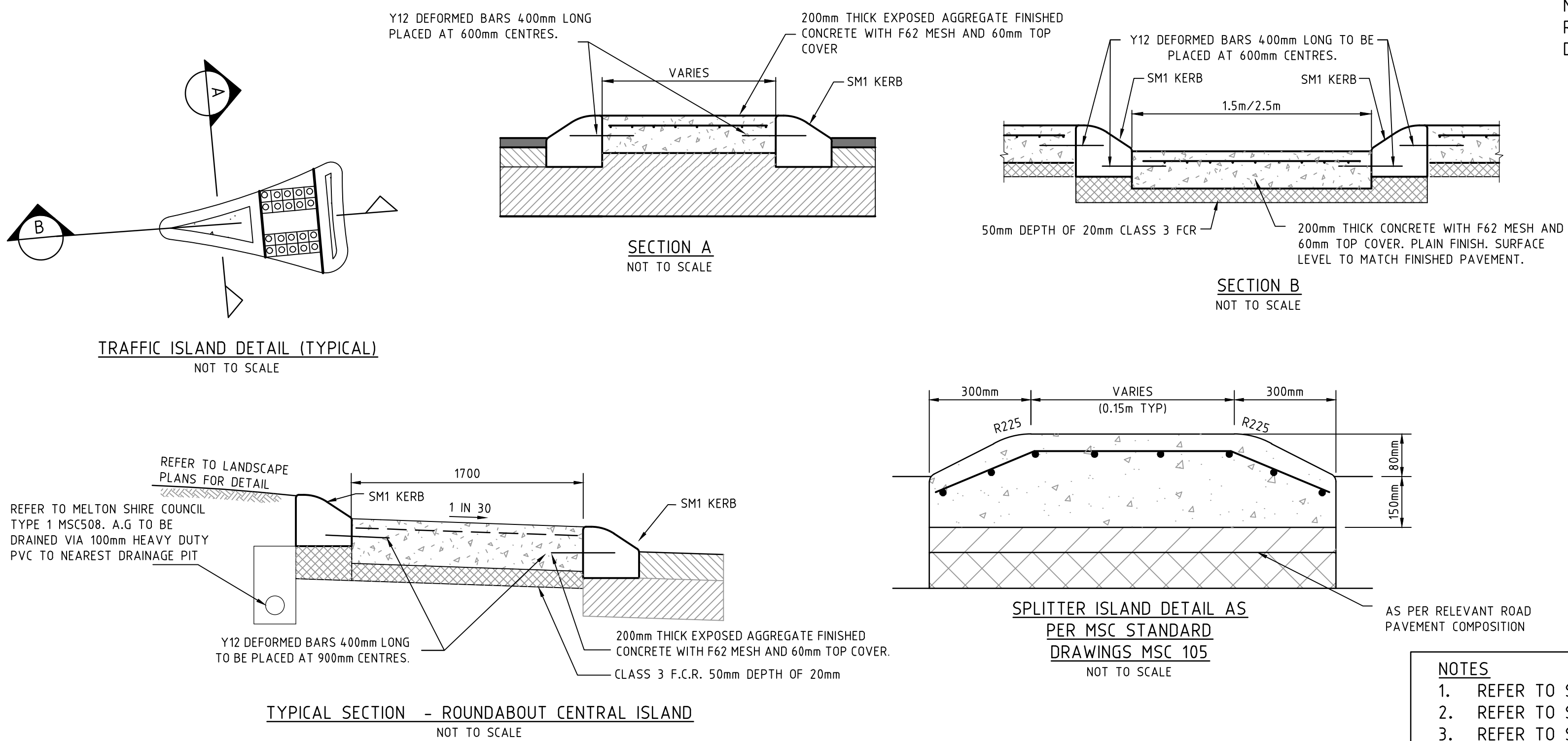
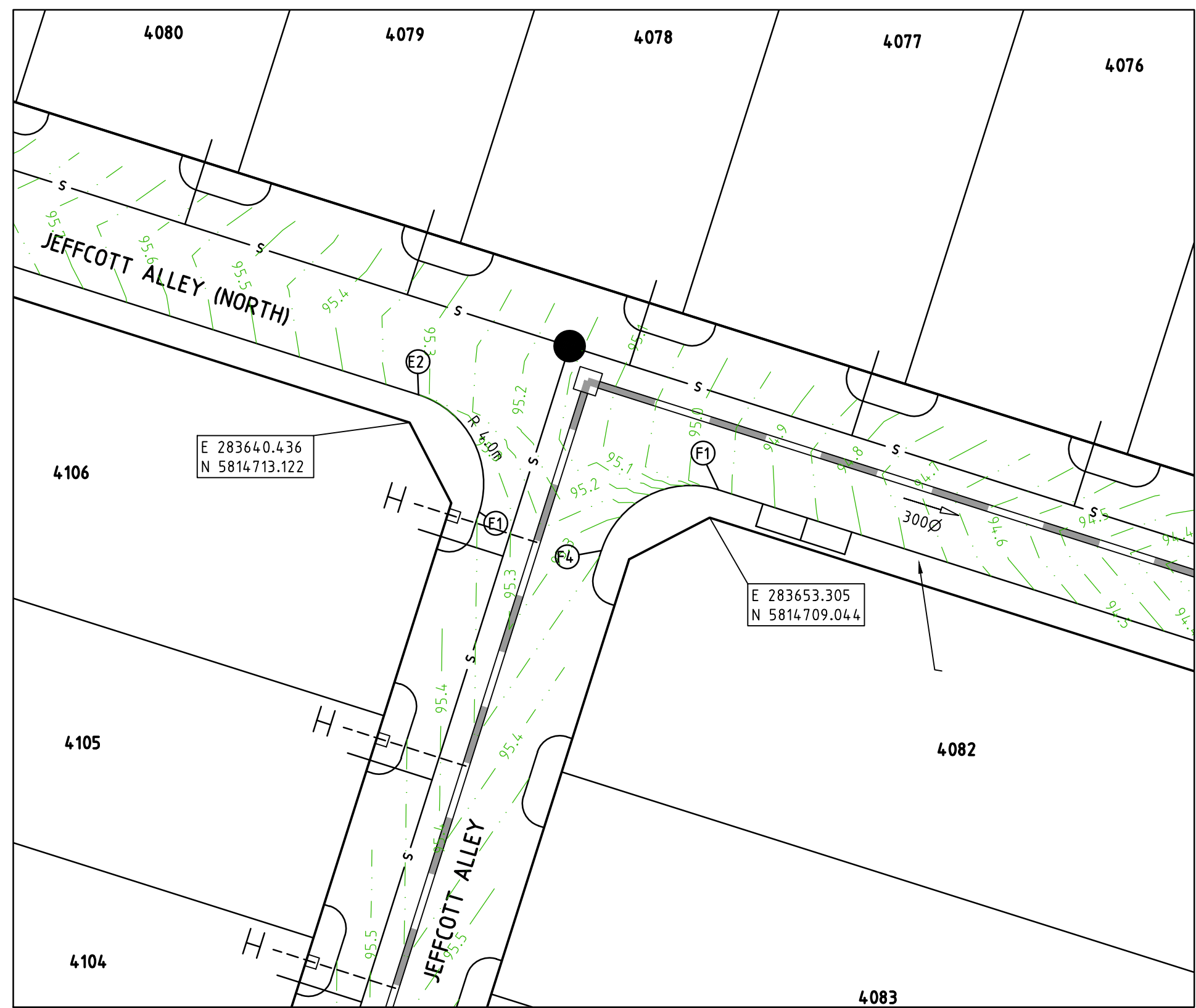
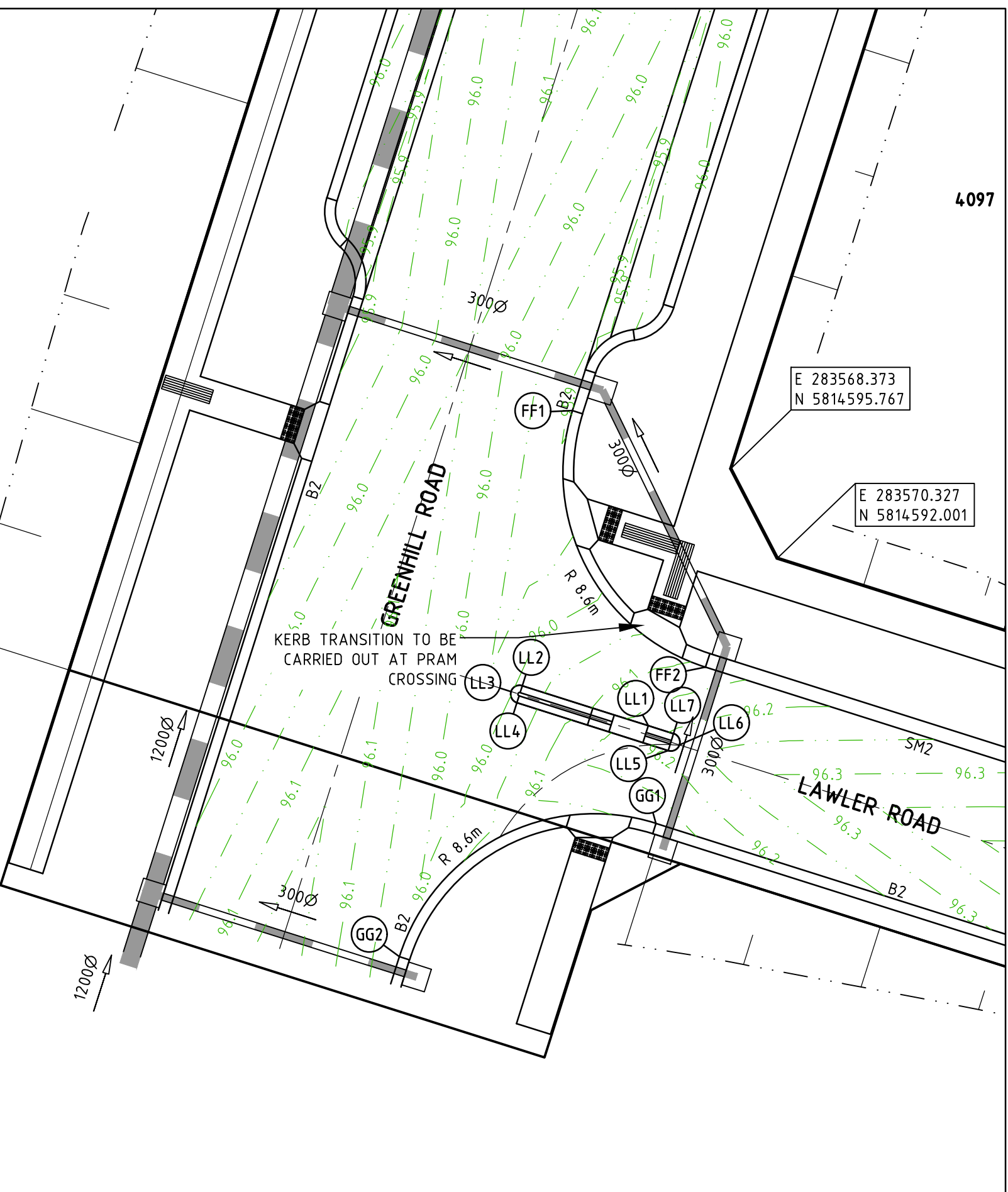


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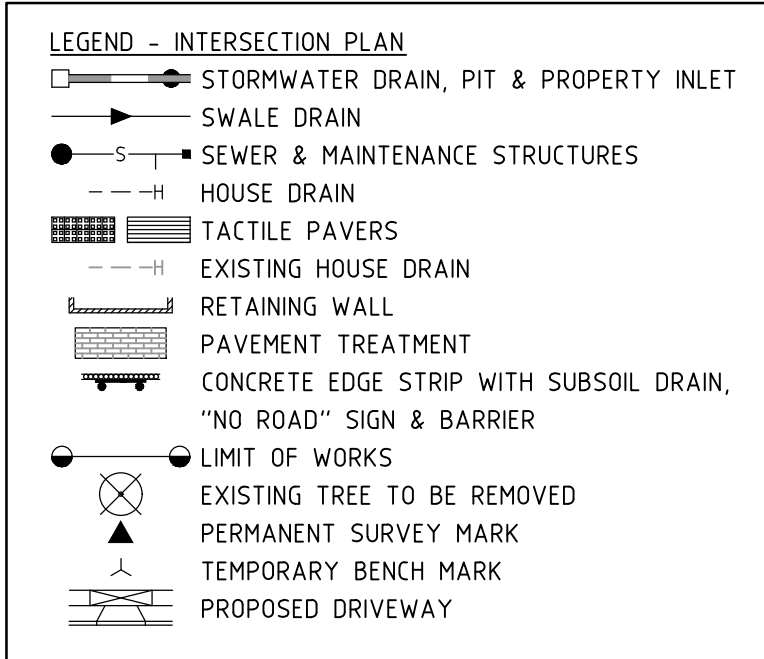
Eynesbury Property Development Pty. Ltd.

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ALL T-INTERSECTION SPLITTER ISLANDS AS
PER TYPICAL ISLAND CROSS SECTION - S13,
MSC105.
ROUNDAABOUT SPLITTER ISLANDS REFER BELOW
DETAIL.



WARNING
BEWARE OF UNDERGROUND SERVICES
The locations of underground services are approximate only and their exact position should be proven on site.
No guarantee is given that all existing services are shown.
Locate all underground services before commencement of works
DIAL 1100 BEFORE YOU DIG
www.1100.com.au

NOTES

1. REFER TO SHEET No's 05 FOR SIGNS AND LINEMARKING.
2. REFER TO SHEET No's 06 FOR LIP PROFILES.
3. REFER TO SHEET No. 07 FOR SETOUT INFORMATION.

B	RE-ISSUED TO COUNCIL FOR APPROVAL	31.05.17	ZS	JM
A	ISSUED TO COUNCIL FOR APPROVAL	22.12.16	JM/JM	JM
REVISION		DATE	DES/DT	APP'D



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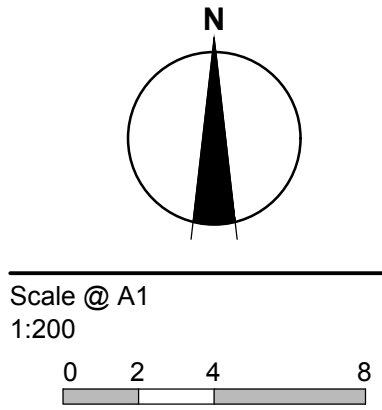
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J. Monahan

Drawn
J. Monahan

Checked
C. Sexton

Authorised
J. Munro

Date
Dec-16



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EYNESBURY TOWNSHIP

Stage 4A3
City of Melton
Roadworks and Drainage
Intersection Detail Plan

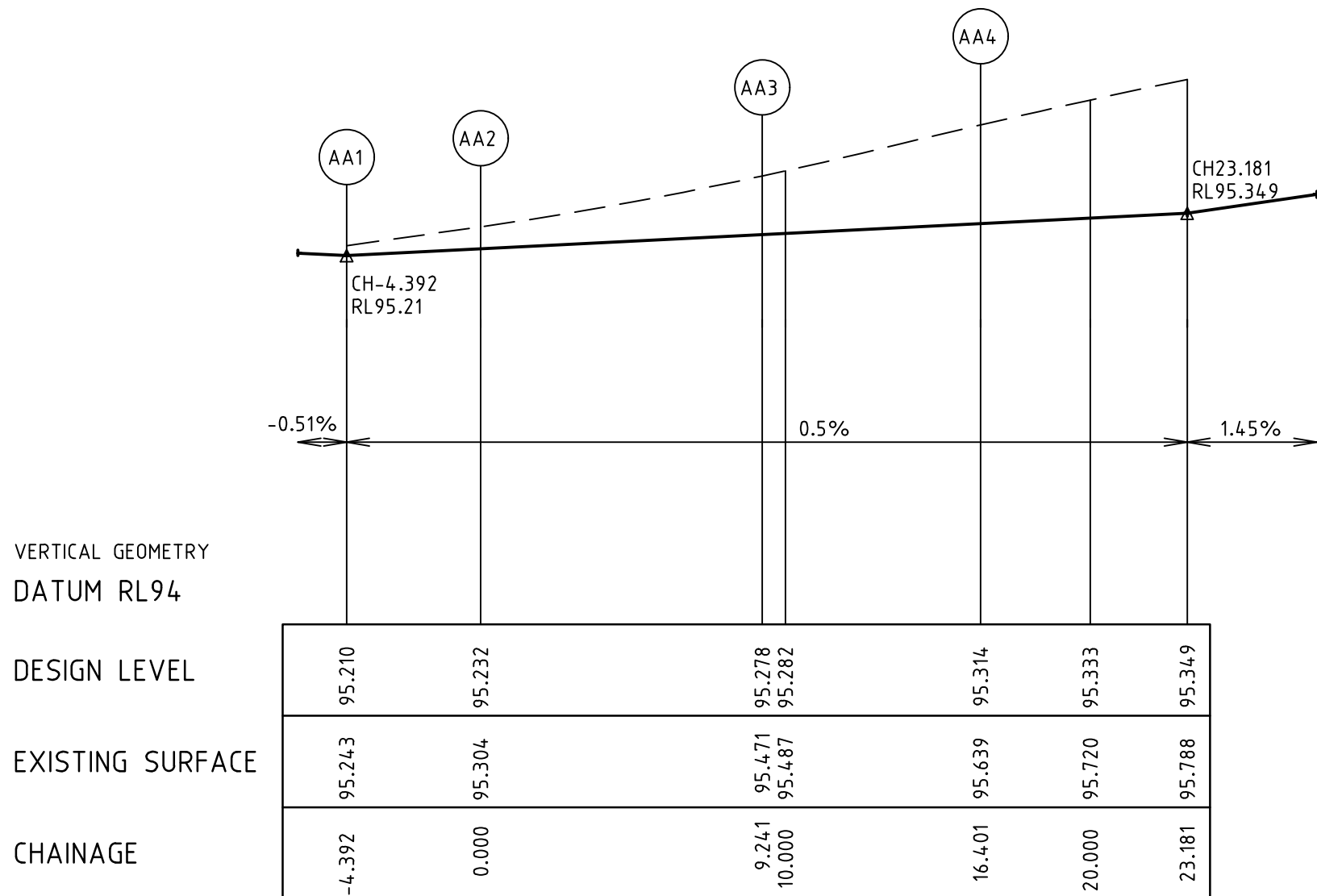
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Sheet No. 4 of 27

Rev B

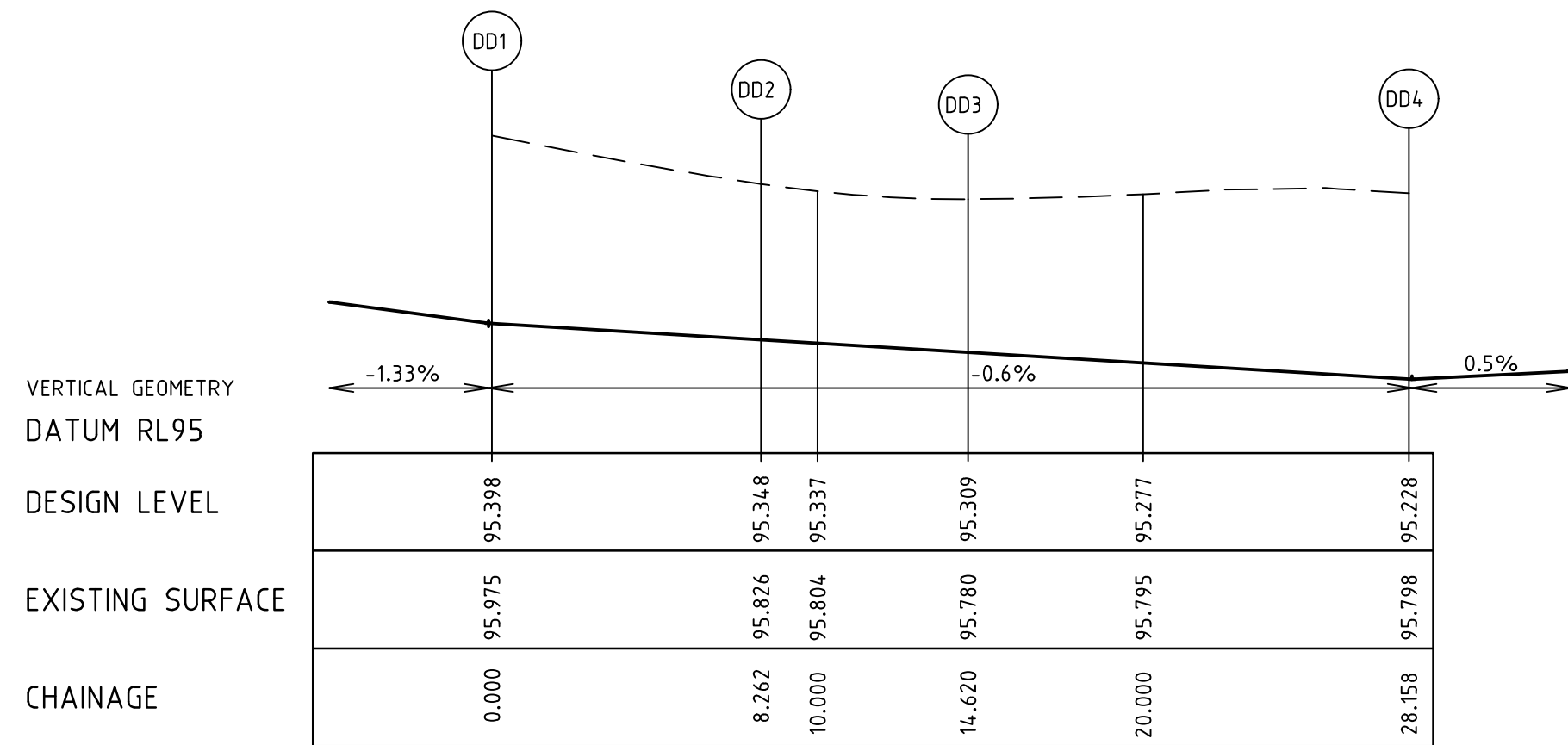
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— DESIGN LINE
- - - FUTURE DESIGN LINE

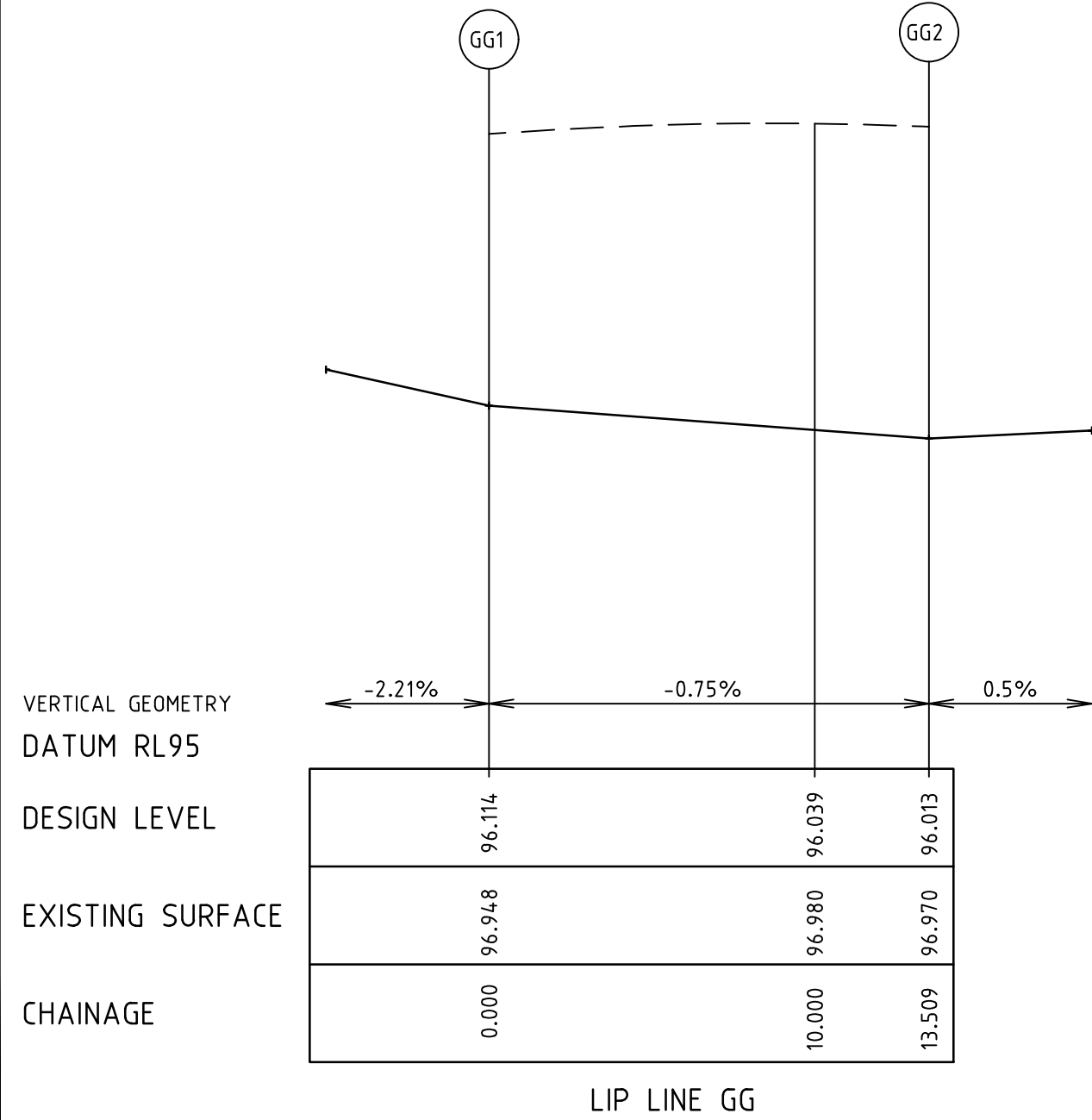
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- CHAINAGES REFER TO LIP OF KERB/EDGE OF CONCRETE.
 - REFER TO SHEET No. 07 FOR SETOUT INFORMATION.



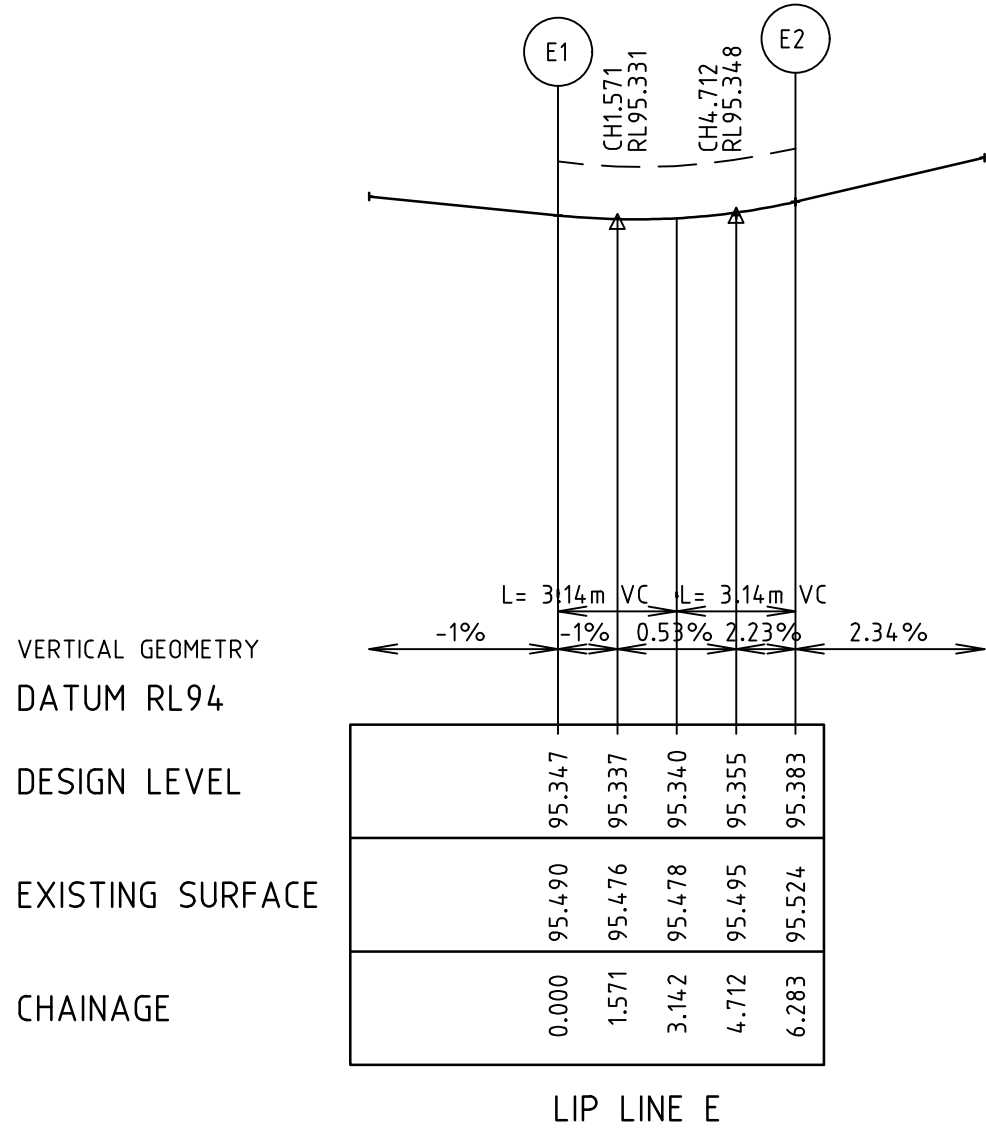
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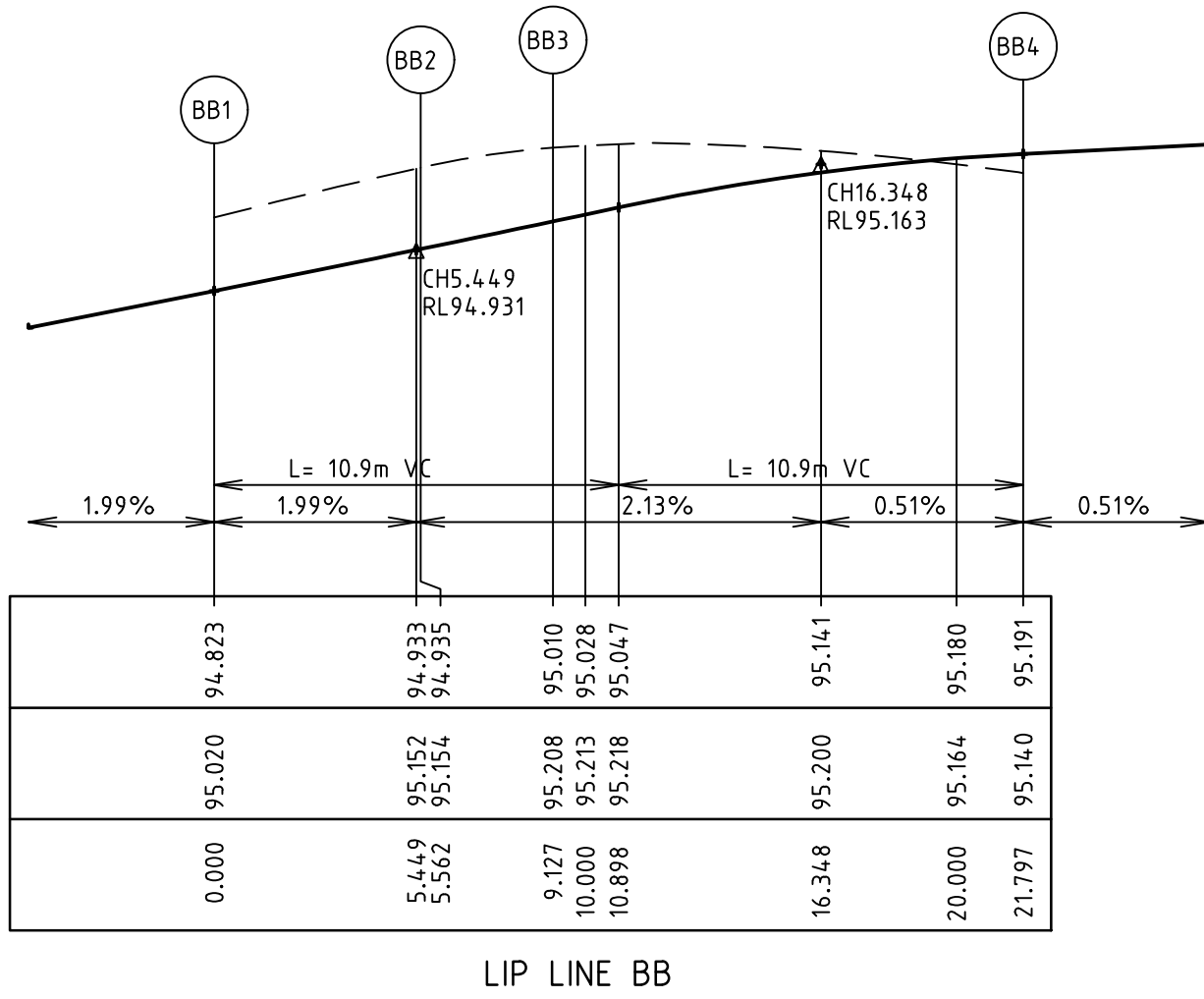
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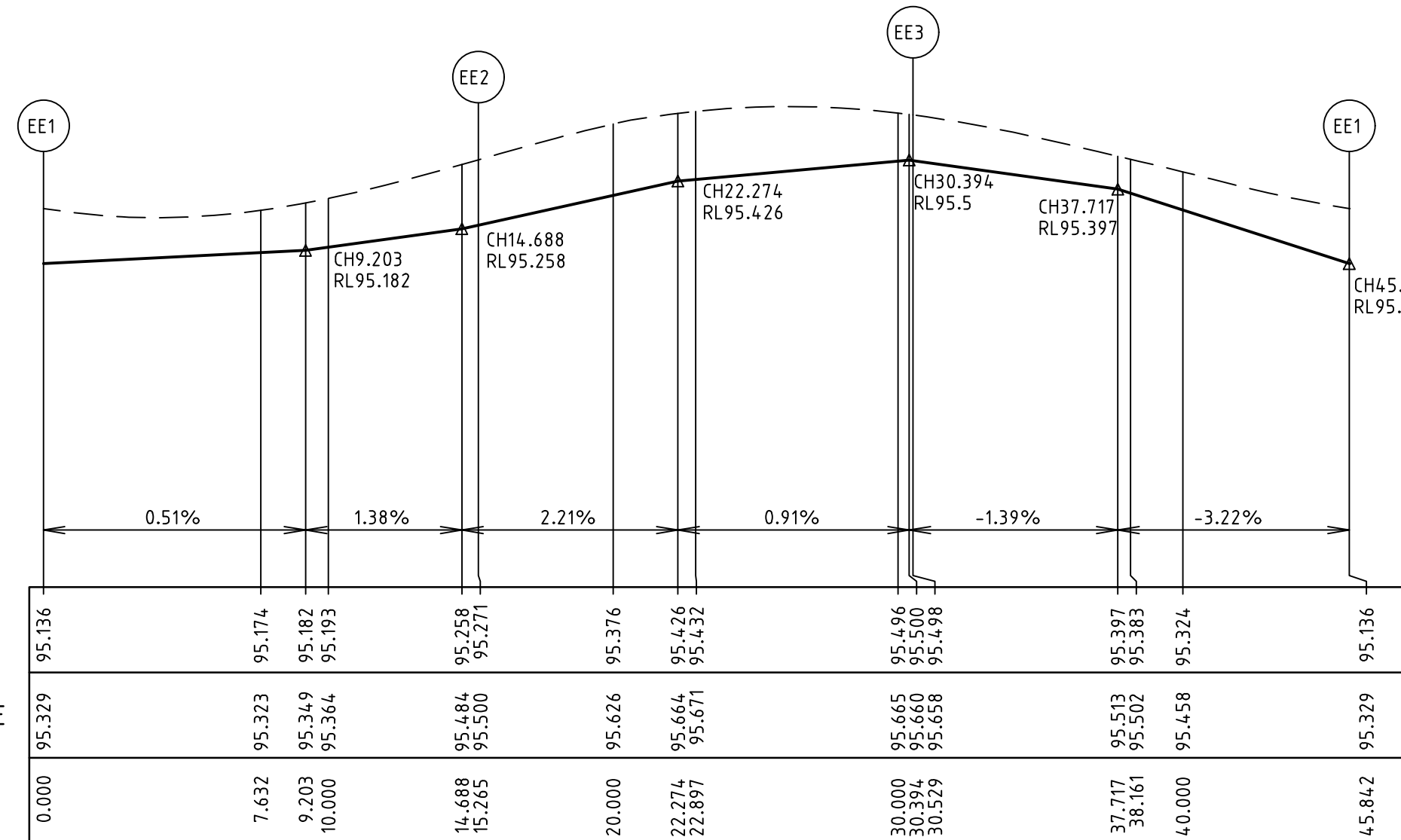
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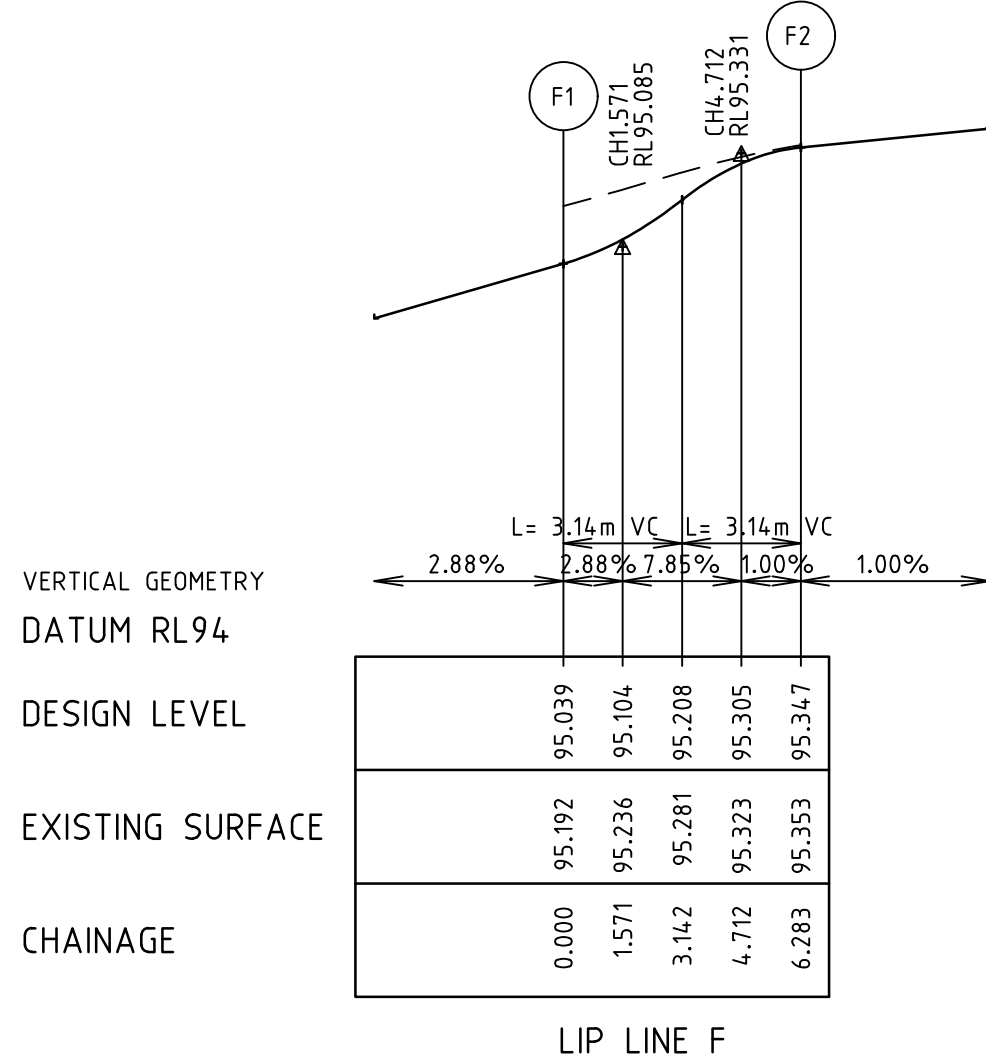
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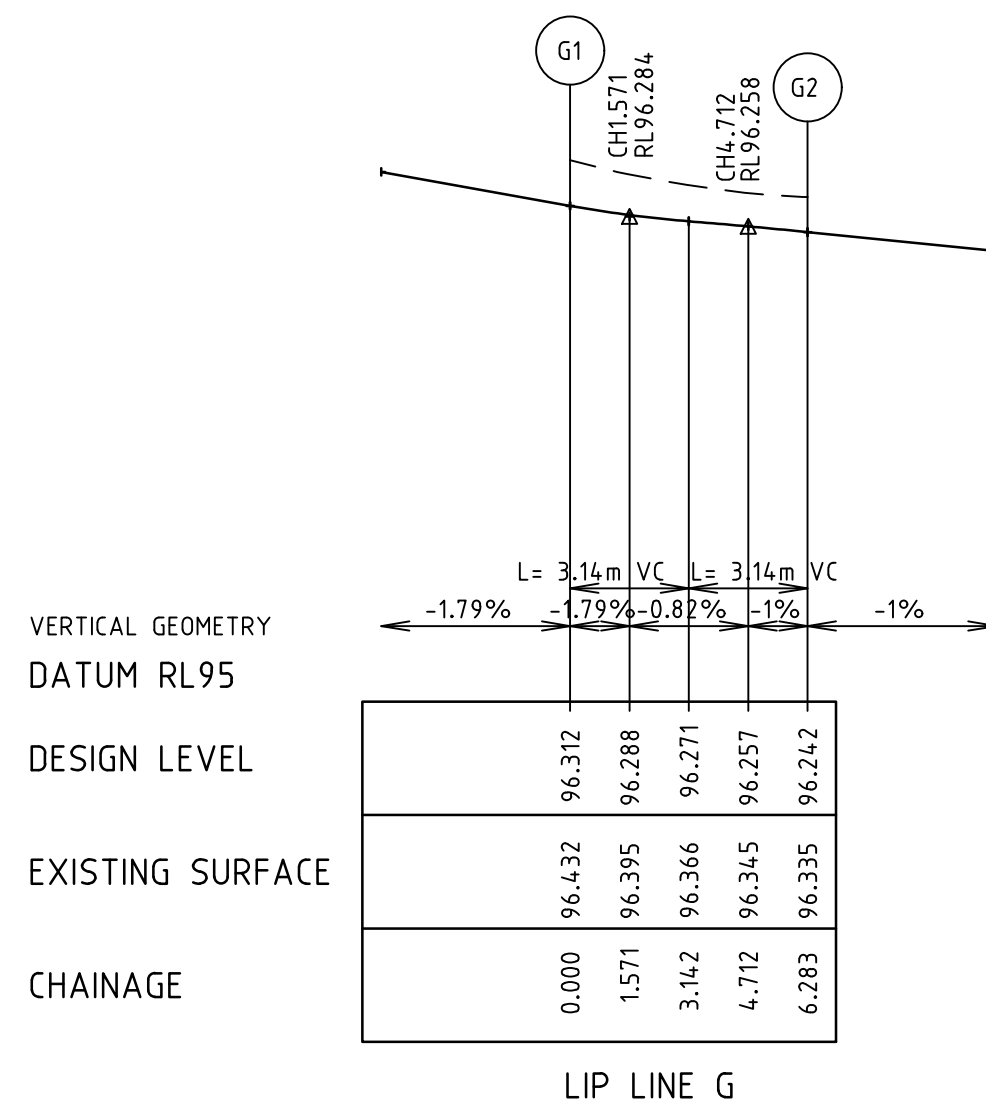
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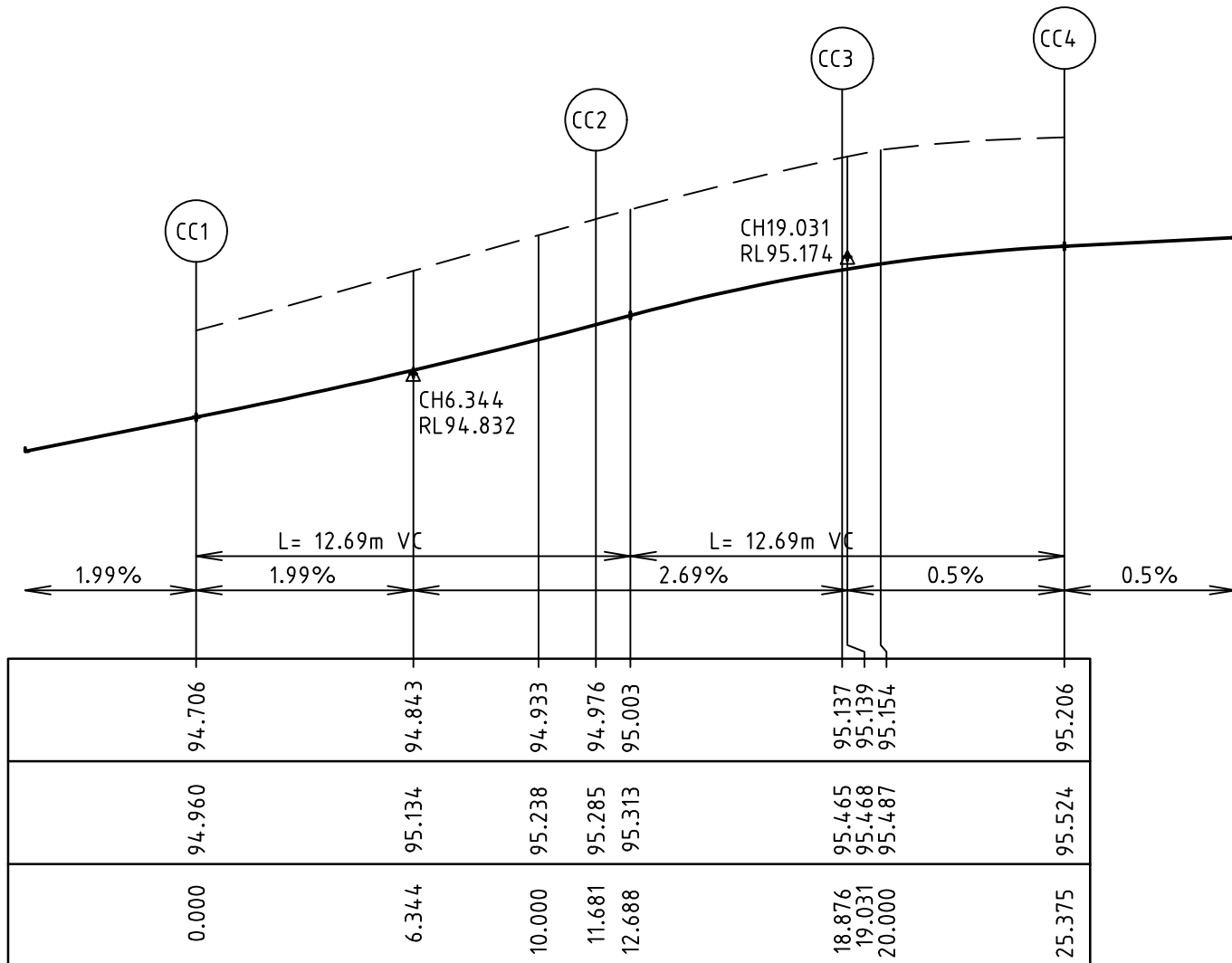
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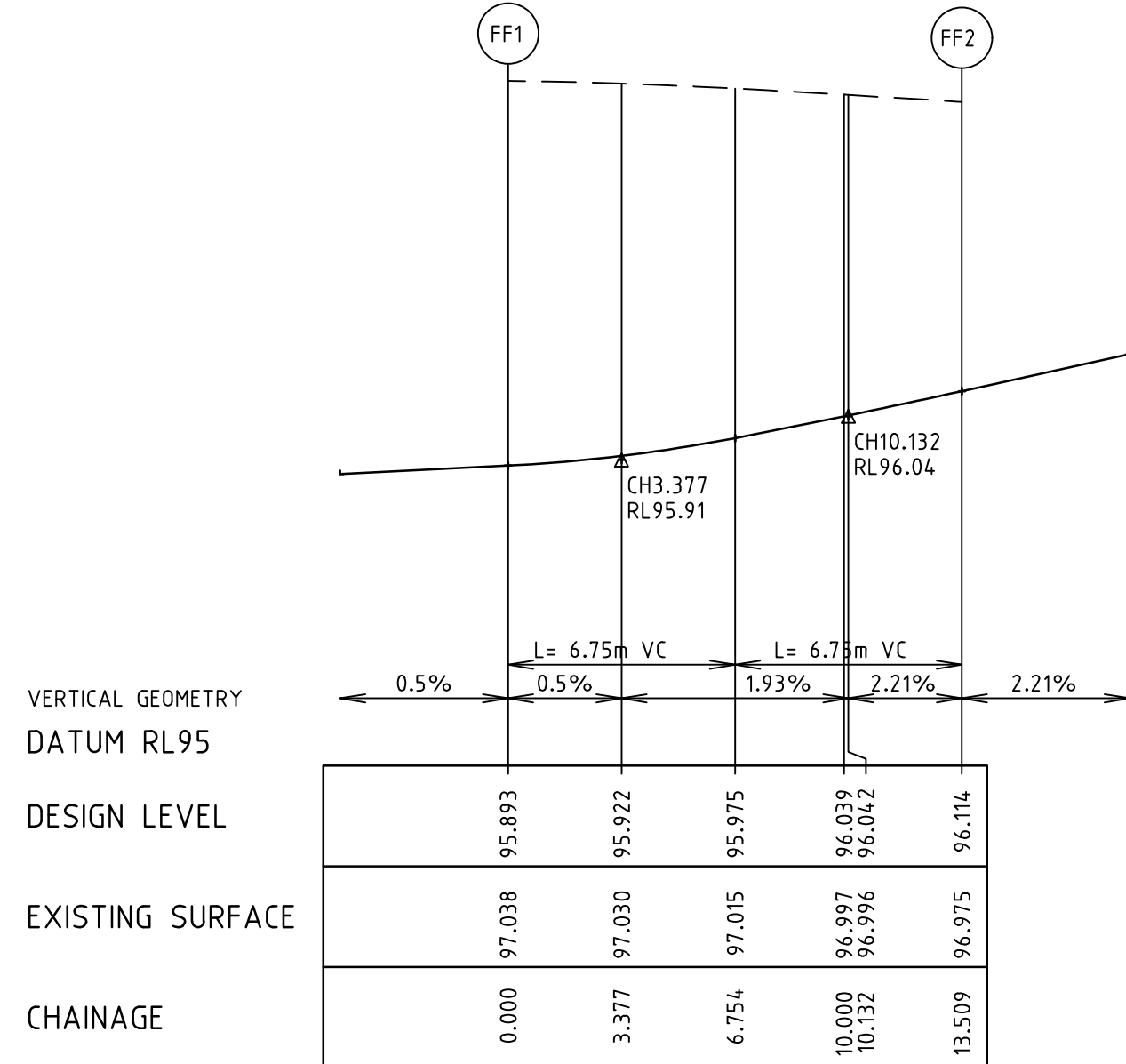
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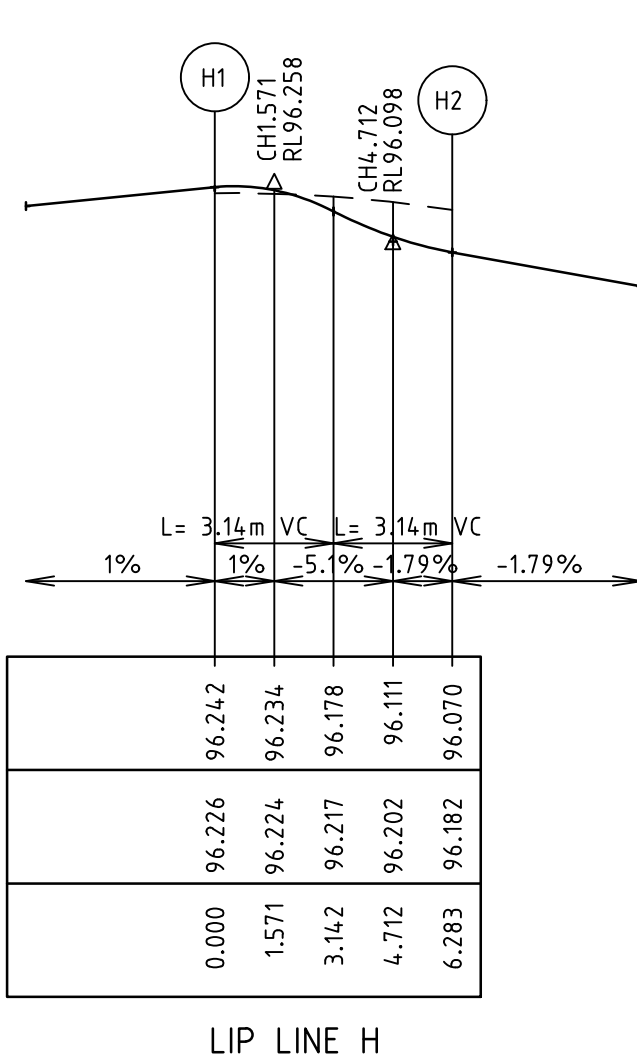
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LIP LINE CC

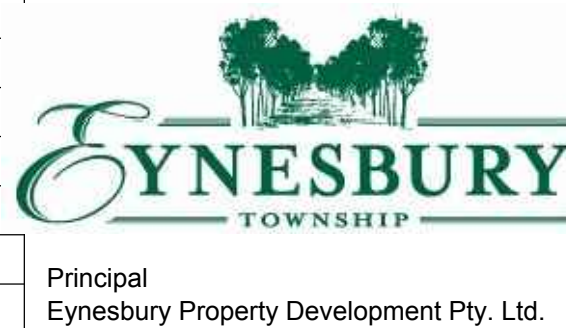


LIP LINE FF



LIP LINE H

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J. Monahan
Drawn
J. Monahan
Checked
C. Sexton
Authorised
J. Munro
Date
Dec-16

Scale @ A1
H1:500 V1:50
0 2 4 8
0 0.2 0.4 0.8

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EYNESBURY TOWNSHIP
Stage 4A3
City of Melton
Roadworks and Drainage
Lip Profiles

Drawing No. 0520E-04A3-06
Sheet No. 6 of 27

RevC.1

Subject to Approval

v:_year\projects_urban\0520e-eynesbury\0520e-04a3\dwg\0520e-04a3-04a3-07

ALIGNMENT AA										
POINT NO	EASTING	NORTHING	RL							
AA1	283633.600	5814762.852	95.210							
AA2	283629.348	5814763.951	95.232							
AA3	283620.191	5814764.154	95.278							
AA4	283614.280	5814760.390	95.314							
AA5	283611.185	5814754.393	95.349							
CURVE NO	I	RADIUS	ARC	A	B	X	Y	L	MID POINT RL	
AA2 - AA3	26.474	20.000	9.241	0.531	0.398	2.305	2.274	2.310	95.255	
AA3 - AA4	41.022	10.000	7.160	0.634	0.474	1.780	1.723	1.790	95.296	
AA4 - AA5	19.425	20.000	6.781	0.287	0.215	1.693	1.681	1.695	95.332	
ALIGNMENT BB										
POINT NO	EASTING	NORTHING	RL							
BB1	283621.175	5814785.920	94.823							
BB2	283620.249	5814780.454	94.935							
BB3	283621.372	5814777.150	95.010							
BB4	283631.862	5814770.428	95.191							
CURVE NO	I	RADIUS	ARC	A	B	X	Y	L	MID POINT RL	
BB1 - BB2	15.934	20.000	5.562	0.193	0.145	1.389	1.383	1.390	94.879	
BB2 - BB3	40.849	5.000	3.565	0.314	0.235	0.886	0.858	0.891	94.972	
BB3 - BB4	36.297	20.000	12.670	0.995	0.745	3.154	3.075	3.168	95.129	
ALIGNMENT CC										
POINT NO	EASTING	NORTHING	RL							
CC1	283613.604	5814794.470	94.706							
CC2	283607.112	5814784.959	94.976							
CC3	283600.578	5814782.172	95.137							
CC4	283594.156	5814782.753	95.206							
CURVE NO	I	RADIUS	ARC	A	B	X	Y	L	MID POINT RL	
CC1 - CC2	33.463	20.000	11.681	0.847	0.634	2.910	2.848	2.920	94.832	
CC2 - CC3	31.712	13.000	7.195	0.495	0.370	1.793	1.759	1.799	95.067	
CC3 - CC4	24.824	15.000	6.499	0.351	0.263	1.622	1.603	1.625	95.180	
ALIGNMENT DD										
POINT NO	EASTING	NORTHING	RL							
DD1	283600.808	5814754.086	95.398							
DD2	283601.629	5814762.249	95.348							
DD3	283598.868	5814767.829	95.309							
DD4	283587.303	5814774.644	95.228							
CURVE NO	I	RADIUS	ARC	A	B	X	Y	L	MID POINT RL	
DD1 - DD2	23.669	20.000	8.262	0.425	0.319	2.062	2.040	2.066	95.373	
DD2 - DD3	40.475	9.000	6.358	0.556	0.416	1.581	1.532	1.589	95.329	
DD3 - DD4	25.856	30.000	13.538	0.760	0.570	3.377	3.334	3.385	95.268	
ALIGNMENT EE										
POINT NO	EASTING	NORTHING	RL							
EE1	283616.870	5814774.939	95.136							
EE2	283604.462	5814777.301	95.271							
EE3	283608.580	5814765.360	95.498							
EE1	283616.894	5814774.869	95.136							
CURVE NO	I	RADIUS	ARC	A	B	X	Y	L	MID POINT RL	
EE1 - KERB EE2	119.807	7.300	15.265	3.639	2.664	3.645	2.671	3.816	95.174	
EE2 - KERB EE3	119.807	7.300	15.265	3.639	2.664	3.645	2.671	3.816	95.432	
EE3 - KERB EE1	119.807	7.300	15.265	3.639	2.664	3.645	2.671	3.816	95.383	
ALIGNMENT FF										
POINT NO	EASTING	NORTHING	RL							
FF1	283561.695	5814598.197	95.893							
FF2	283567.296	5814587.402	96.114							
CURVE NO	I	RADIUS	ARC	A	B	X	Y	L	MID POINT RL	
FF1 - FF2	90.000	8.600	13.509	2.519	1.864	3.291	2.790	3.377	95.975	
ALIGNMENT GG										
POINT NO	EASTING	NORTHING	RL							
GG1	283565.212	5814580.824	96.114							
GG2	283554.416	5814575.223	96.013							
CURVE NO	I	RADIUS	ARC	A	B	X	Y	L	MID POINT RL	
GG1 - GG2	90.000	8.600	13.509	2.519	1.864	3.291	2.790	3.377	96.064	
ALIGNMENT E										
POINT NO	EASTING	NORTHING	RL							
E1	283643.418	5814709.292	95.347							
E2	283640.813	5814714.313	95.383							
Curve no	I	Radius	Arc	A	B	X	Y	L	Mid point RL	
E1 - E2	90.000	4.000	6.283	1.172	0.867	1.531	1.298	1.571	95.340	
ALIGNMENT F										
POINT NO	EASTING	NORTHING	RL							
F1	283653.683	5814710.236	95.039							
F2	283648.661	5814707.631	95.347							
CURVE NO	I	RADIUS	ARC	A	B	X	Y	L	MID POINT RL	
F1 - F2	90.000	4.000	6.283	1.172	0.867	1.531	1.298	1.571	95.208	
ALIGNMENT G										
POINT NO	EASTING	NORTHING	RL							
G1	283611.472	5814621.711	96.312							
G2	283616.494	5814624.316	96.242							
CURVE NO	I	RADIUS	ARC	A	B	X	Y	L	MID POINT RL	
G1 - G2	90.000	4.000	6.283	1.172	0.867	1.531	1.298	1.571	96.271	
ALIGNMENT H										
POINT NO	EASTING	NORTHING	RL							
H1	283621.737	5814622.654	96.242							
H2	283624.342	5814617.633	96.070							
CURVE NO	I	RADIUS	ARC	A	B	X	Y	L	MID POINT RL	
H1 - H2	90.000	4.000	6.283	1.172	0.867	1.531	1.298	1.571	96.178	
ALIGNMENT HH										
POINT NO	EASTING	NORTHING	RL							
HH1	283615.863	5814782.522	95.053							
HH2	283616.168	5814782.523	95.042							
HH3	283616.315	5814782.791	95.034							
HH4	283616.652	5814788.042	94.971							

HH5	283616.461	5814788.371	94.958
HH6	283616.101	5814788.249	94.954
HH7	283613.349	5814784.501	95.033
HH8	283613.616	5814783.540	95.068

Curve no	I	Radius	Arc	A	B	X	Y	L	Mid point RL
HH1 - HH2	61.184	0.300	0.320	0.042	0.031	0.079	0.074	0.080	95.048
HH2 - HH3	61.184	0.300	0.320	0.042	0.031	0.079	0.074	0.080	95.037
HH3 - HH4	11.161	27.054	5.270	0.128	0.096	1.317	1.314	1.318	95.009
HH4 - HH5	78.685	0.412	0.068	0.050	0.101	0.089	0.103	94.965	
HH5 - HH6	78.685	0.300	0.412	0.068	0.050	0.101	0.089	0.103	94.954
HH6 - HH7	8.801	30.300	4.654	0.089	0.067	1.163	1.162	1.164	94.996
HH7 - HH8	112.427	0.600	1.177	0.266	0.196	0.283	0.216	0.294	95.049
HH8 - HH1	12.204	11.600	2.471	0.066	0.049	0.617	0.616	0.618	95.079

ALIGNMENT II			
POINT NO	EASTING	NORTHING	RL
111	283625.345	5814768.578	95.305
112	283625.651	5814768.793	95.294
113	283625.509	5814769.139	95.282
114	283622.382	5814771.115	95.228
115	283621.440	5814770.720	95.251
116	283620.946	5814768.737	95.326
117	283621.283	5814768.344	95.326



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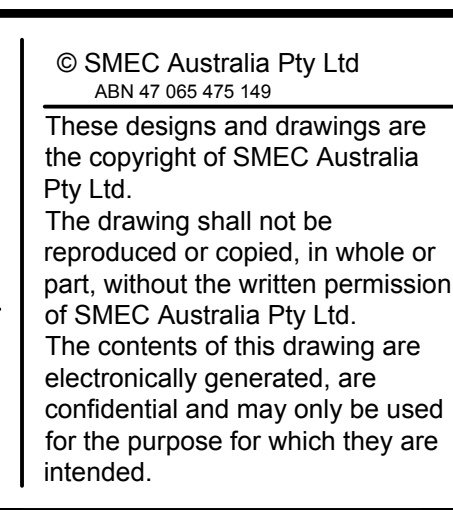
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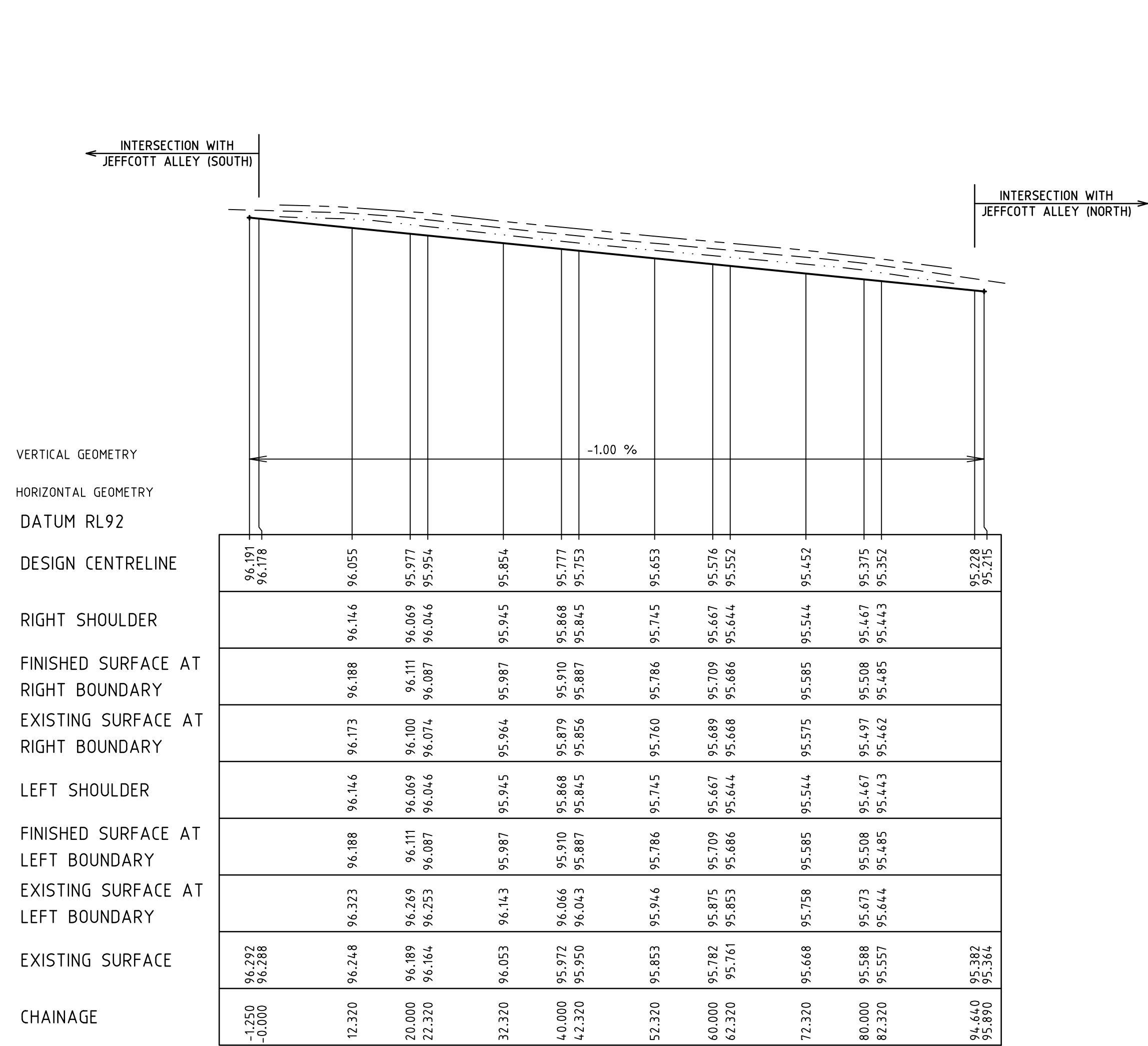
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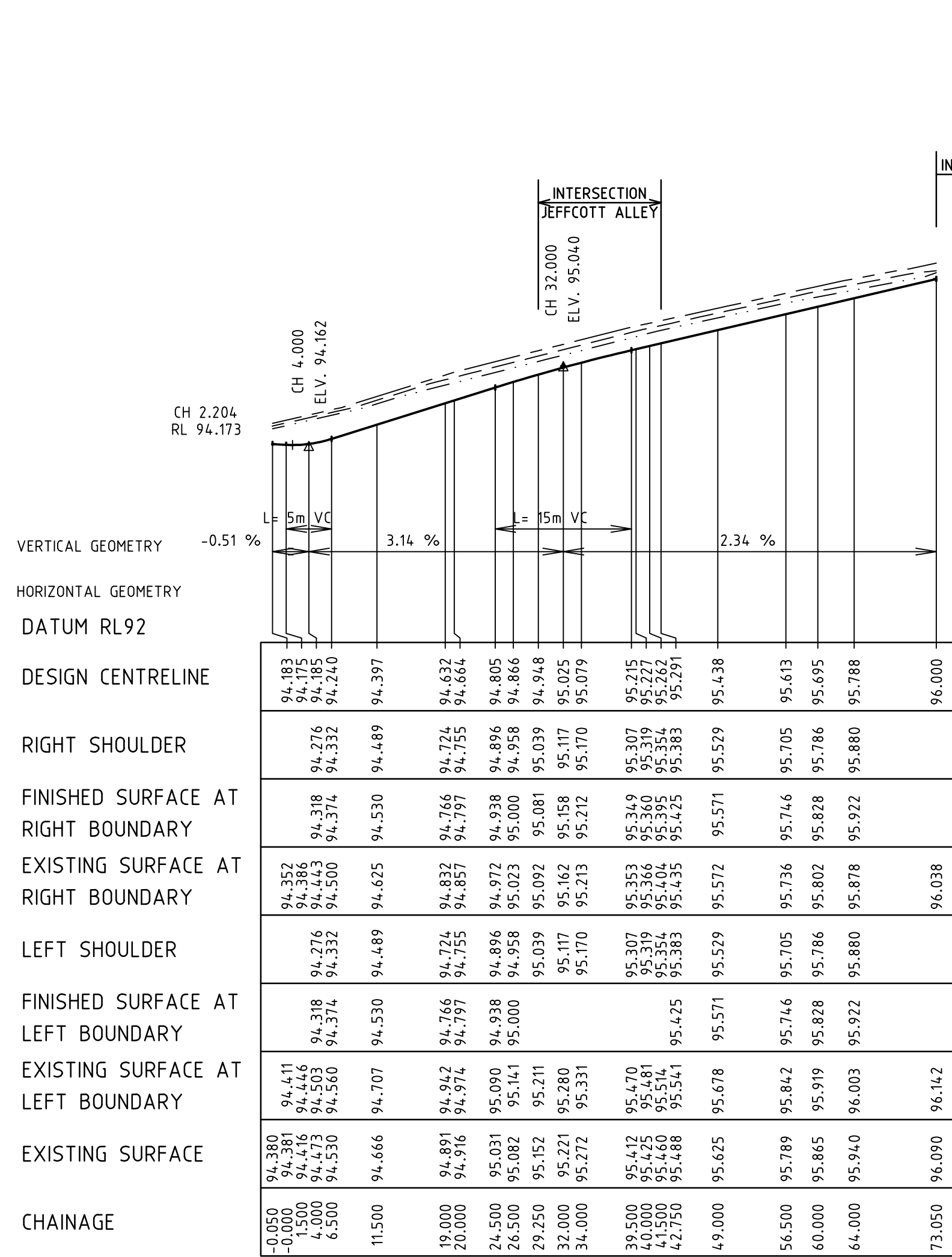


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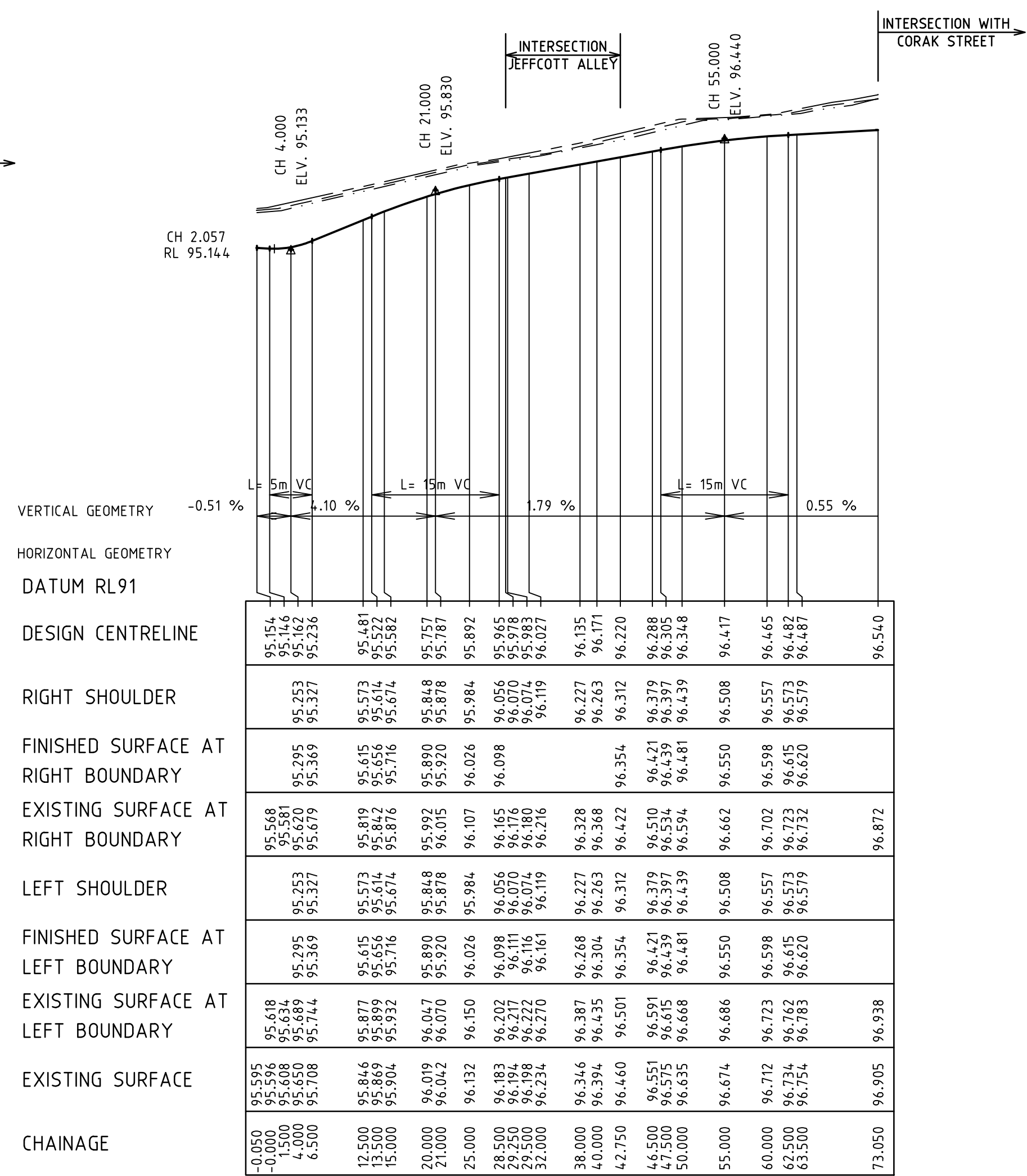
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— . — — —	RIGHT LIP OF KERB
— - - - -	LEFT BUILDING LINE
— - — — —	LEFT LIP OF KERB



JEFFCOTT ALLEY LONGITUDINAL SECTION



JEFFCOTT ALLEY (NORTH) LONGITUDINAL SECTION



JEFFCOTT ALLEY (SOUTH) LONGITUDINAL SECTION

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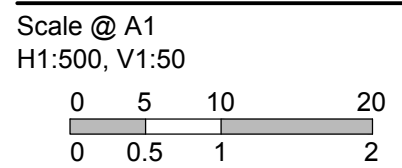
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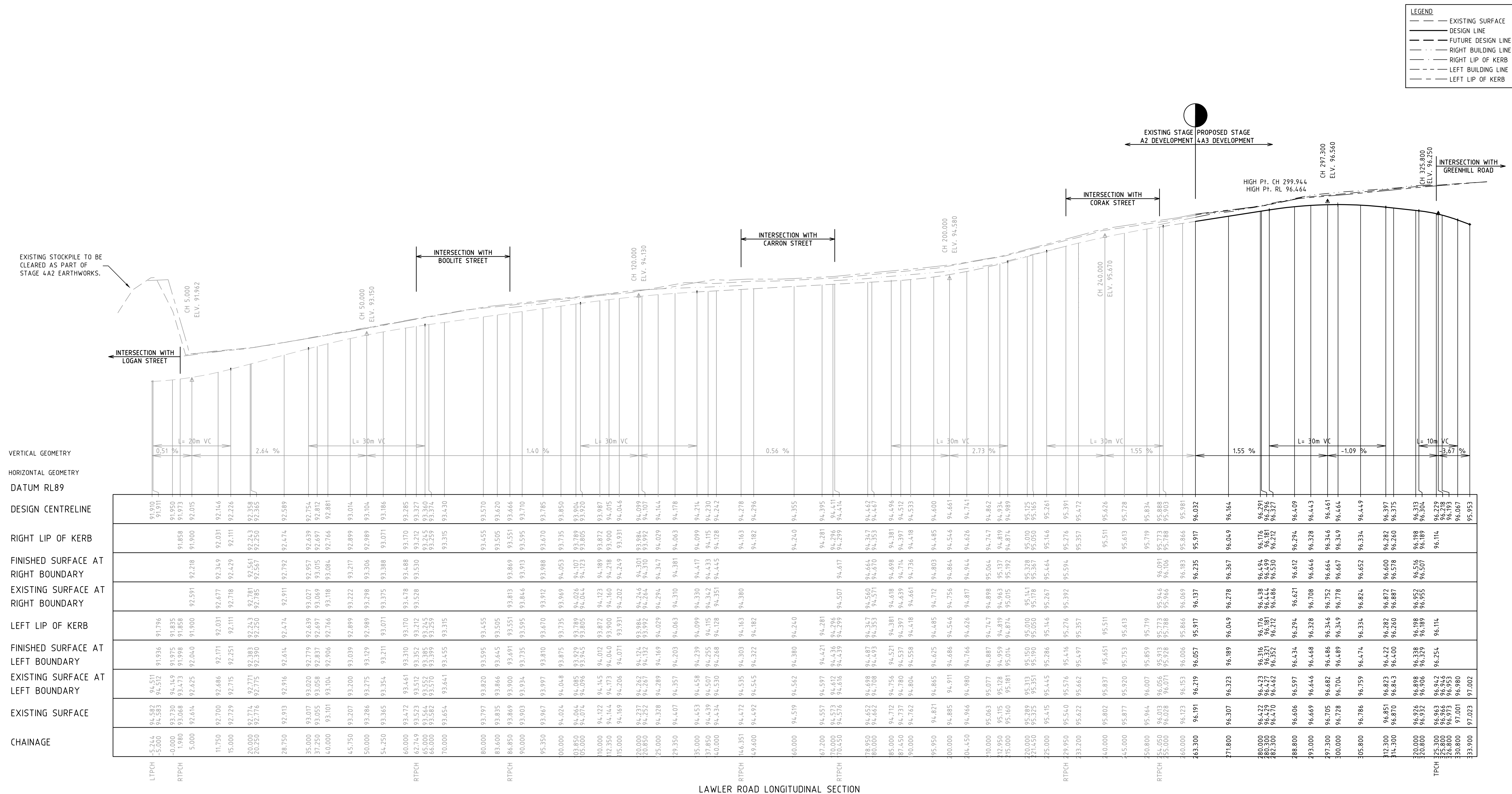
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City of Melton
Roadworks and Drainage
Longitudinal Sections: Jeffcott Alley, Jeffcott
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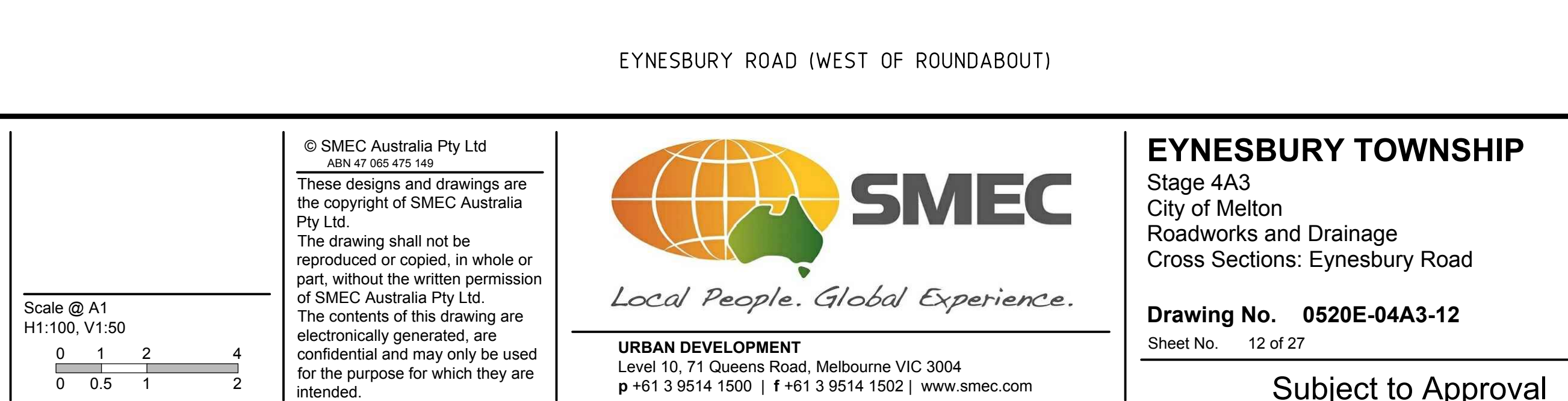
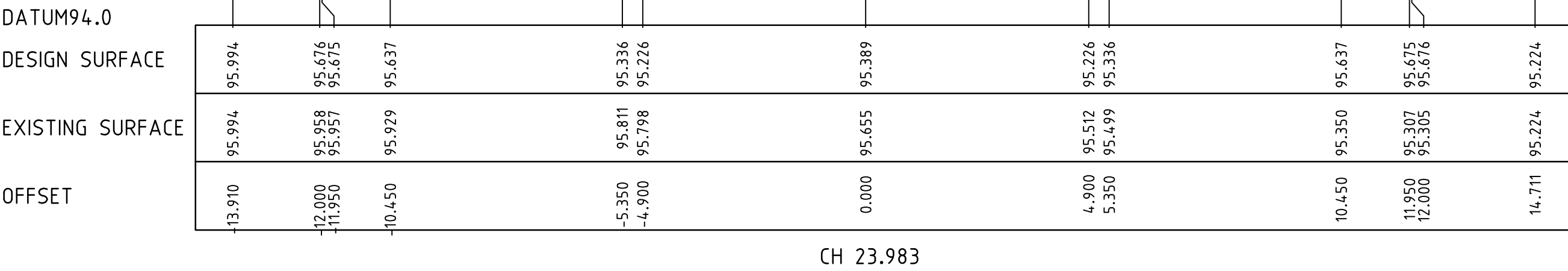
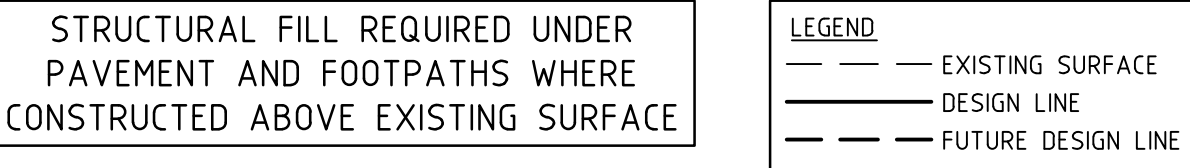
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Rev B

Sheet No. 9 of 27

Subject to Approval





EYNESBURY TOWNSHIP
Stage 4A3
City of Melton
Roadworks and Drainage
Cross Sections: Eynesbury Road

Drawing No. 0520E-04A3-12 **Rev B**
Sheet No. 12 of 27

Subject to Approval

B	RE-ISSUED TO COUNCIL FOR APPROVAL	31.05.17	ZS	JM
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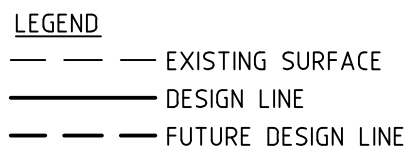
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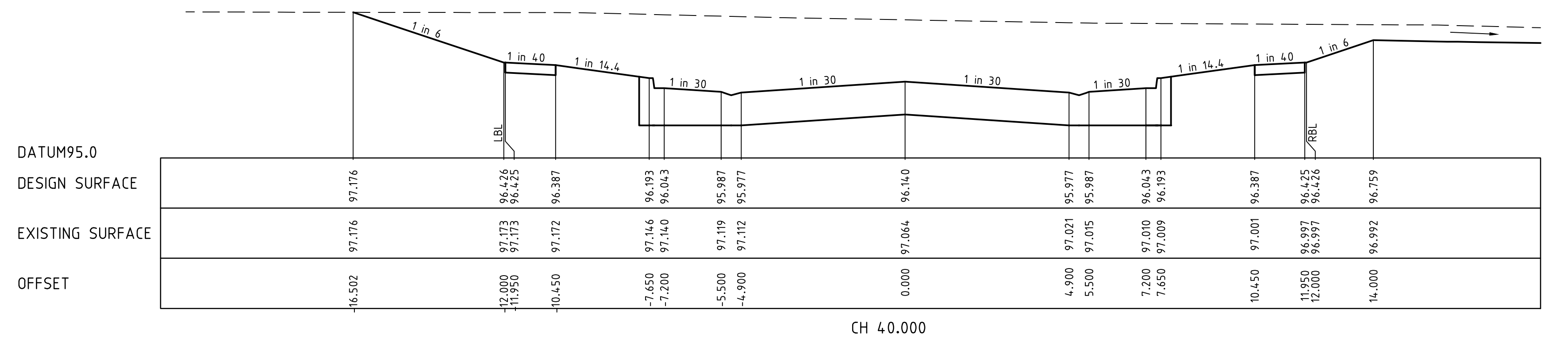
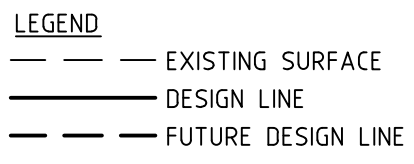


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EYNESBURY TOWNSHIP
 Stage 4A3
 City of Melton
 Roadworks and Drainage
 Cross Sections: Green Hill Road
 Ch -7.300 - Ch 22.221
Drawing No. 0520E-04A3-13 **Rev B**
 Sheet No. 13 of 27

Subject to Approval

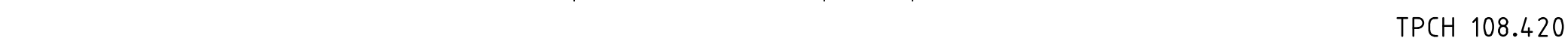


B	RE-ISSUED TO COUNCIL FOR APPROVAL	31.05.17	ZS	JM
A	ISSUED TO COUNCIL FOR APPROVAL	22.12.16	JM/JM	JM
REVISION		DATE	DES/DFT	APPD

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LEGEND

— — — EXISTING SURFACE
————— DESIGN LINE
— — — FUTURE DESIGN LINE



B	RE-ISSUED TO COUNCIL FOR APPROVAL	31.05.17	ZS	JM
A	ISSUED TO COUNCIL FOR APPROVAL	22.12.16	JM/JM	JM
I	REVISION	DATE	DES/DFT	APPD



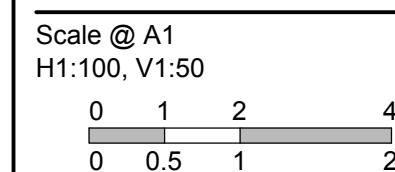
Designed
J. Monahan

Drawn
J. Monahan

Checked
C. Sexton

Authorised
J. Munro

Date
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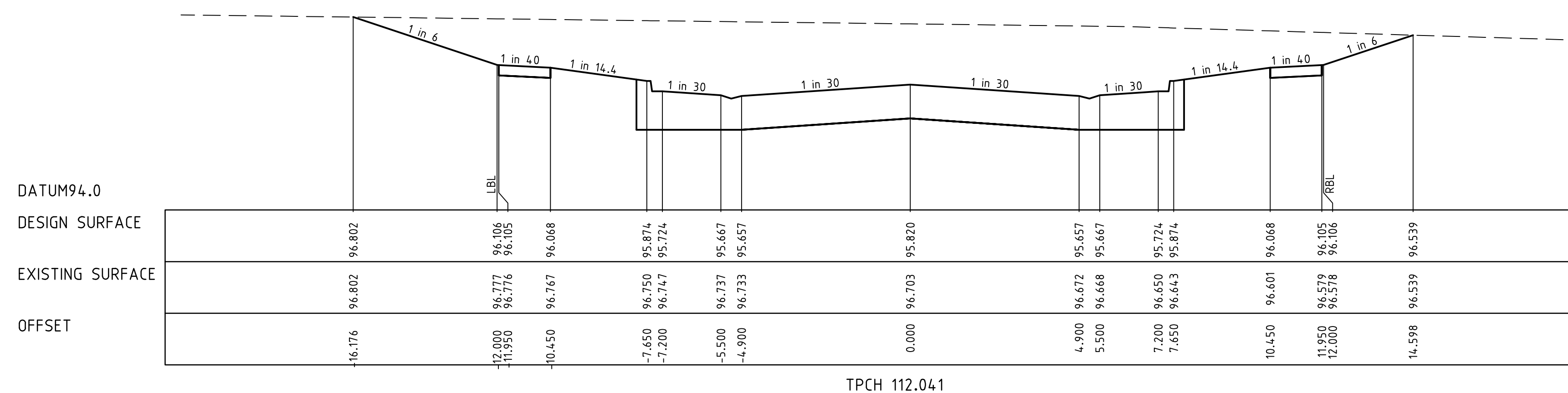
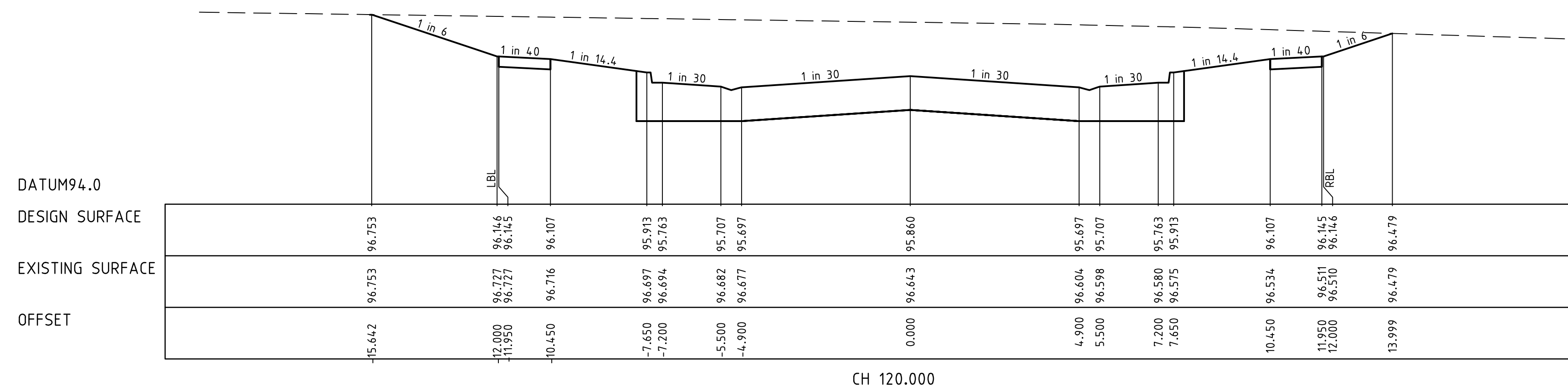
Sheet No. 15 of 27

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LEGEND

— — — EXISTING SURFACE
————— DESIGN LINE
— — — FUTURE DESIGN LINE



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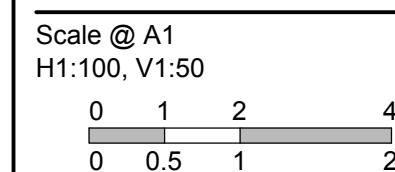
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J. Munro

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Stage 4A3
City of Melton
Roadworks and Drainage
Cross Sections: Green Hill Road
Ch 112.041 - Ch 140.000

Drawing No. 0520E-04A3-16

Rev B

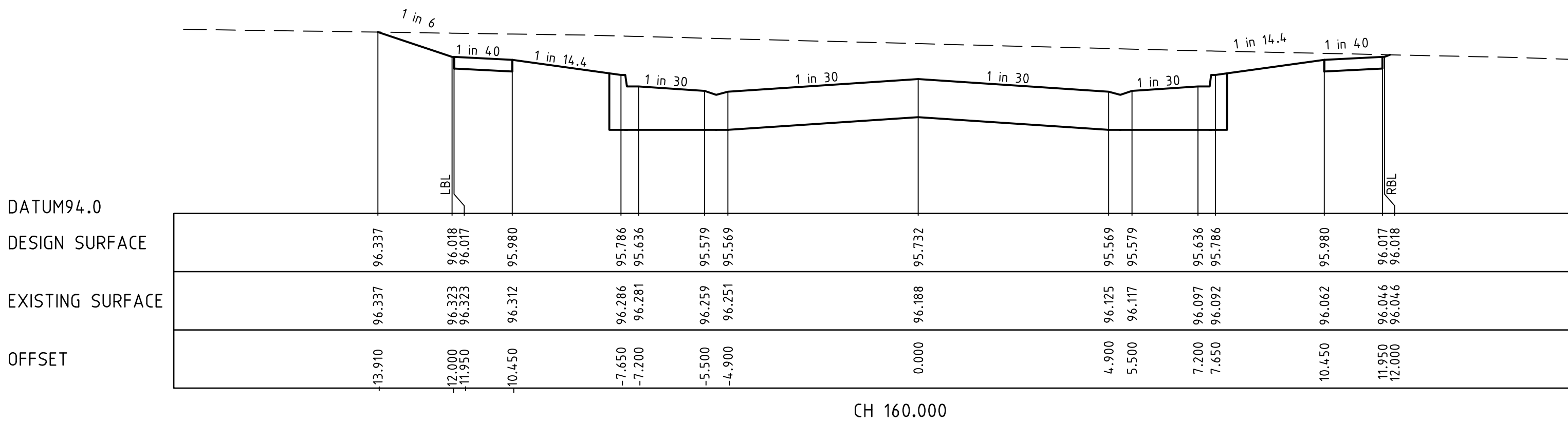
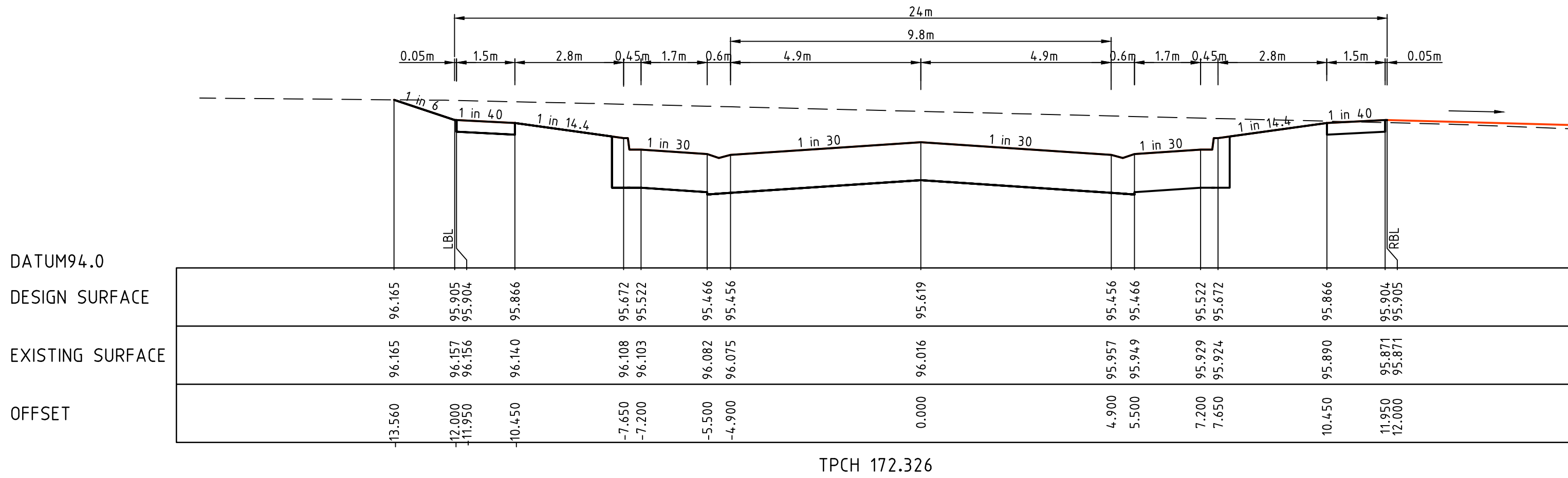
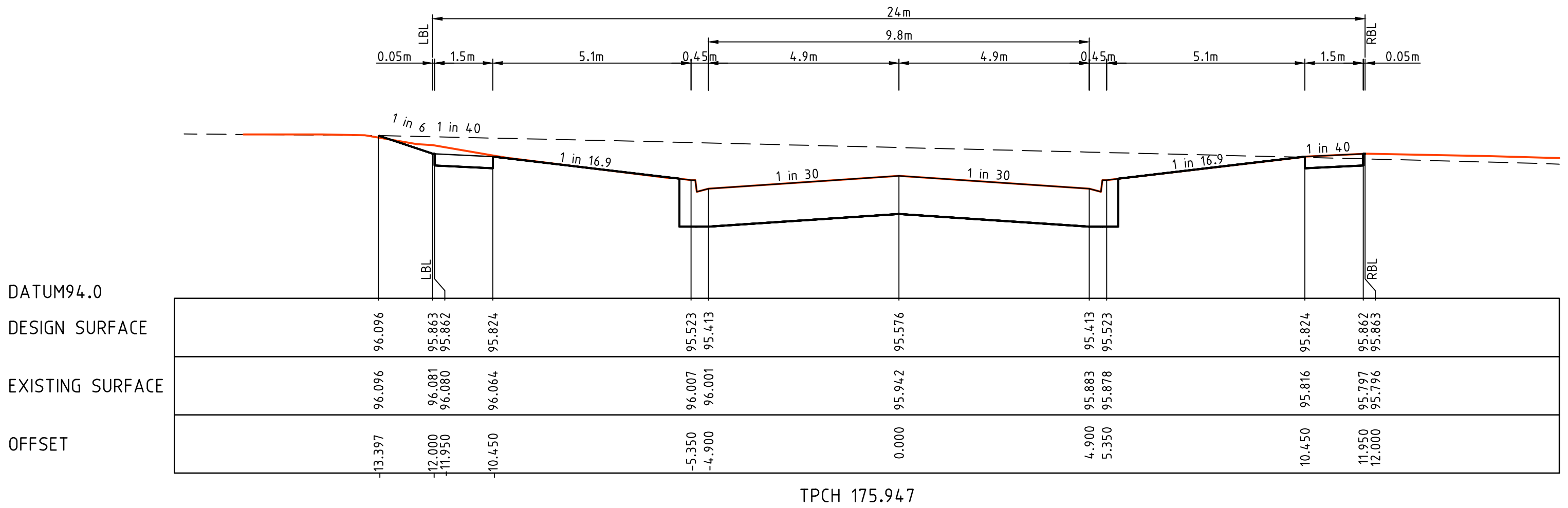
Sheet No. 16 of 27

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

LEGEND	
	EXISTING SURFACE
	DESIGN LINE
	FUTURE DESIGN LINE



Principal
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Designed
J. Monahan
Drawn
J. Monahan
Checked
C. Sexton
Authorised
J. Munro
Date
Dec-16

Scale @ A1
H1:100, V1:50
0 1 2 4
0 0.5 1 2

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EYNESBURY TOWNSHIP

Stage 4A3
City of Melton
Roadworks and Drainage
Cross Sections: Green Hill Road
Ch 160.000 - Ch 175.947
Drawing No. 0520E-04A3-17

Rev B

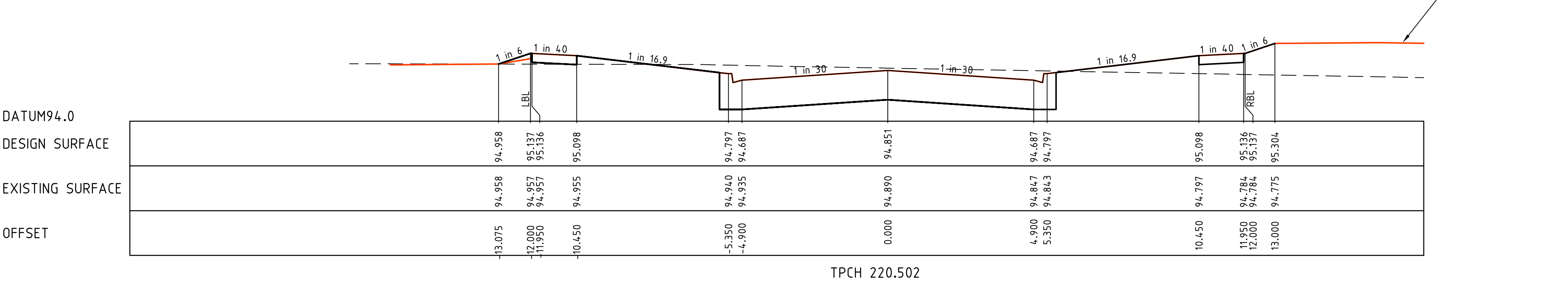
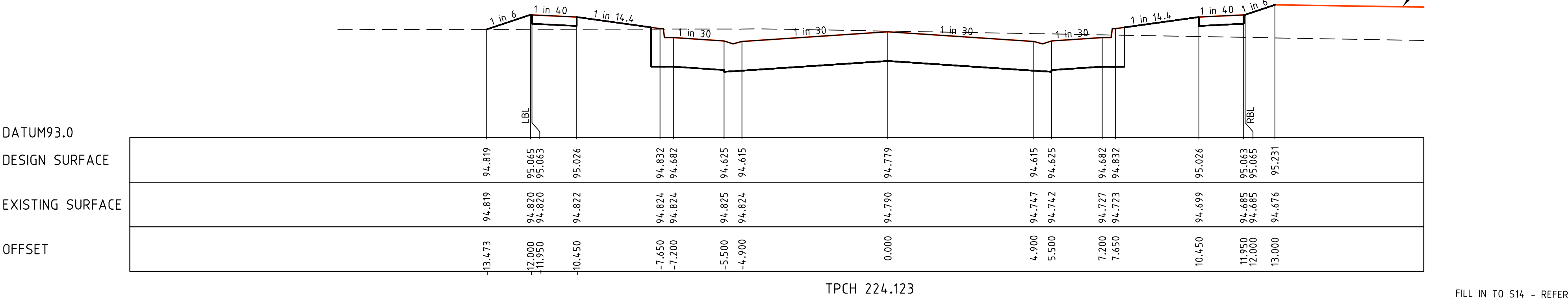
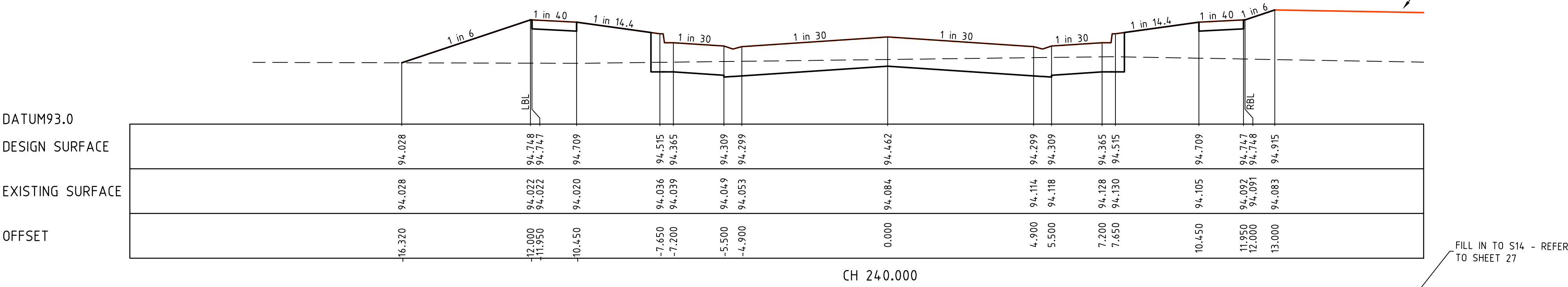
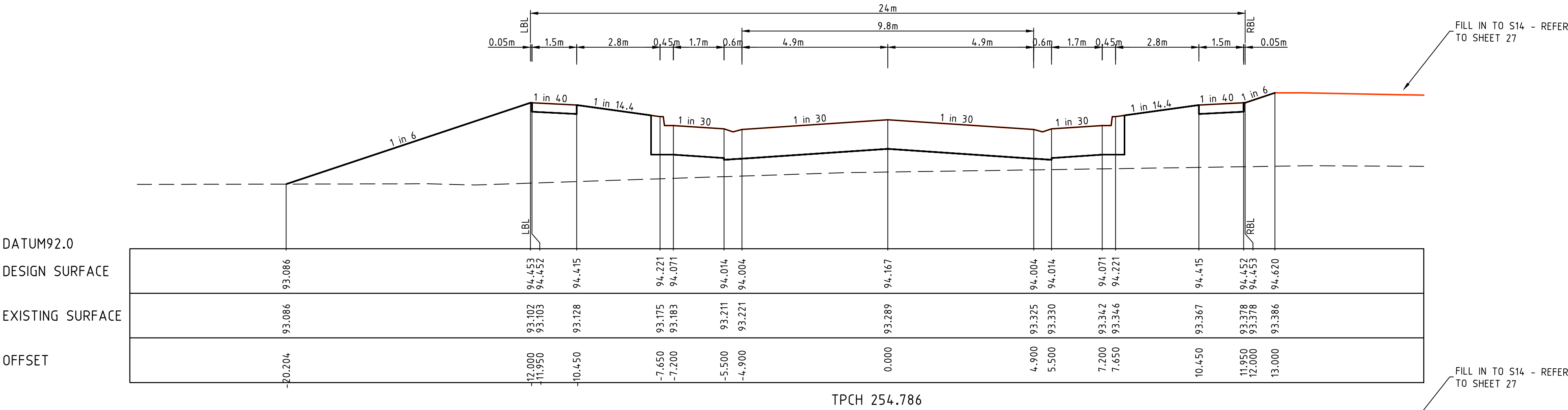
Sheet No. 17 of 27

Subject to Approval

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

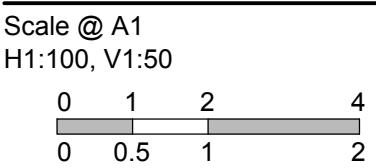
LEGEND	
	EXISTING SURFACE
	DESIGN LINE
	FUTURE DESIGN LINE



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EYNESBURY TOWNSHIP

Stage 4A3
City of Melton
Roadworks and Drainage
Cross Sections: Green Hill Road
Ch 220.502 - Ch 254.786
Drawing No. 0520E-04A3-18

Rev B

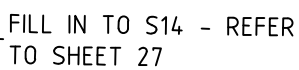
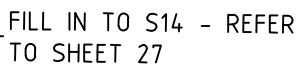
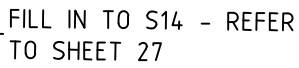
Sheet No. 18 of 27

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LEGEND

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————— DESIGN LINE
— — — FUTURE DESIGN LINE



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H1:100, V1:50



0 1 2 4

0 0.5 1 2



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LEGEND

— — — EXISTING SURFACE

———— DESIGN LINE

— — — FUTURE DESIGN LINE



JEFFCOTT ALLEY (SOUTH) CROSS SECTIONS

B	RE-ISSUED TO COUNCIL FOR APPROVAL	31.05.17	ZS	JM
A	ISSUED TO COUNCIL FOR APPROVAL	22.12.16	JM/JM	JM
REVISION		DATE	DES/DFT	APPD



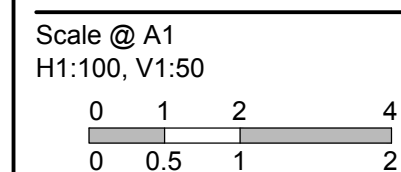
Designed
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J. Monahan

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Stage 4A3
City of Melton
Roadworks and Drainage
Cross Sections: Jeffcott Alley (North)
& Jeffcott Alley (South)

Rev B

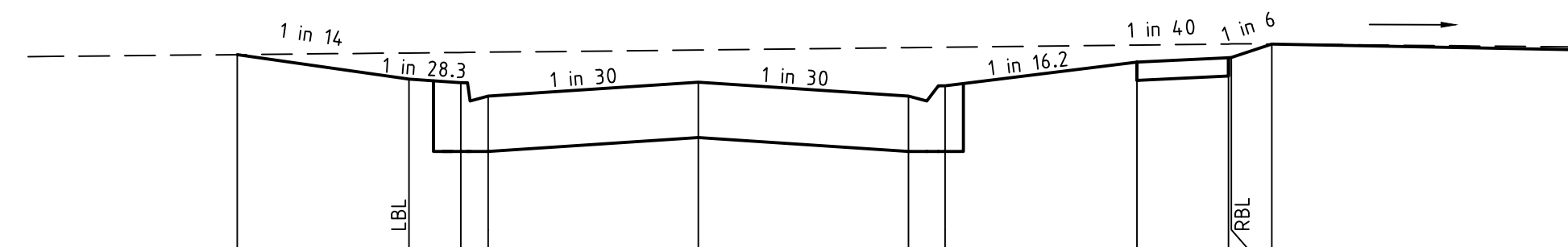
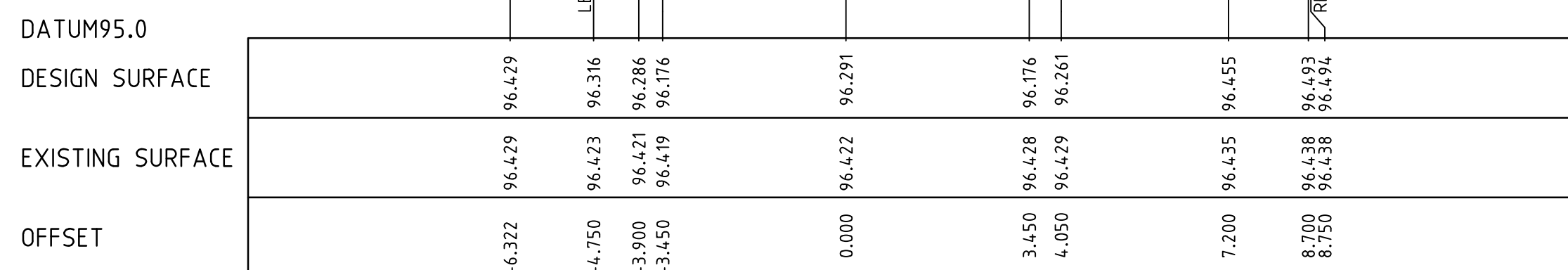
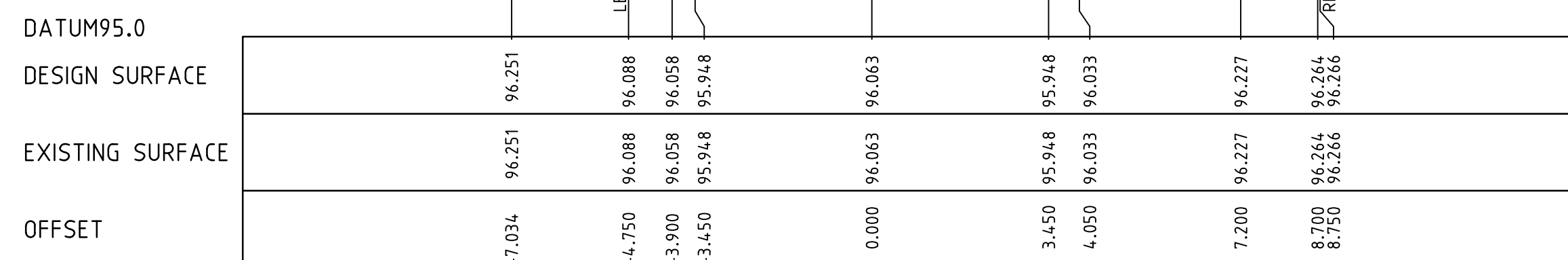
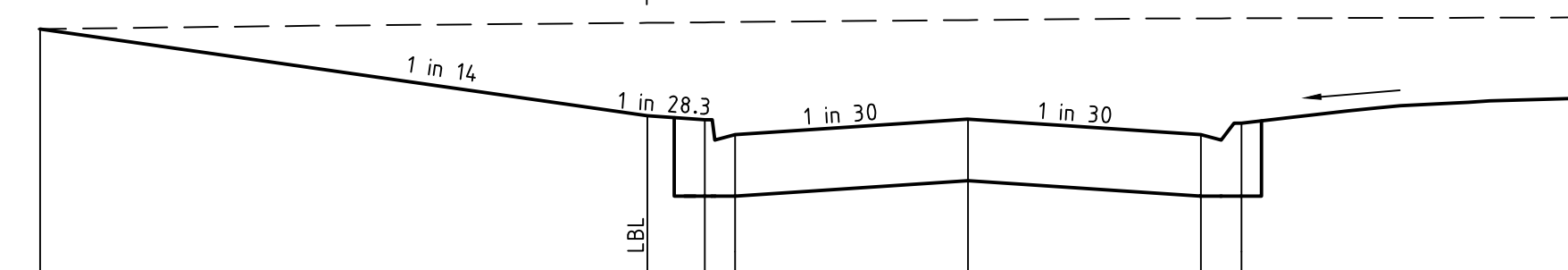
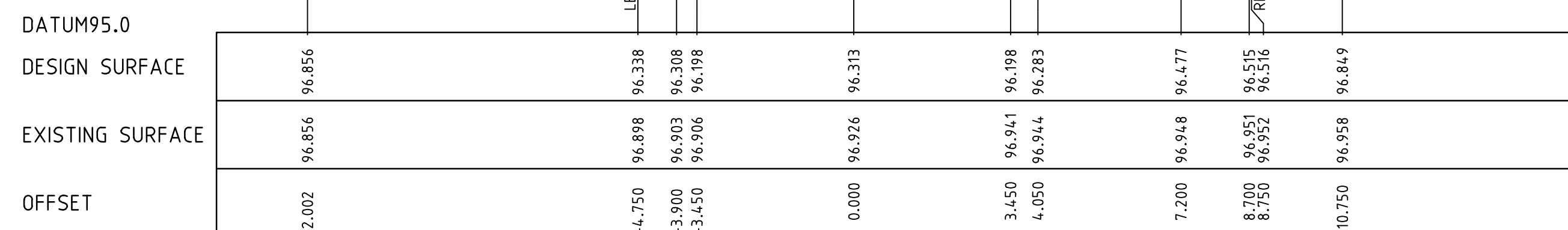
Sheet No. 20 of 27

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LEGEND

— — — EXISTING SURFACE
————— DESIGN LINE
— — — FUTURE DESIGN LINE

CH 300.000CH 280.000CH 265.300TPCH 325.300CH 320.000

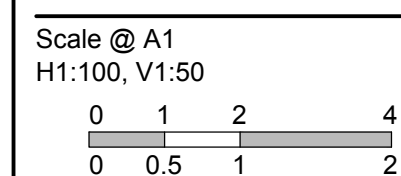
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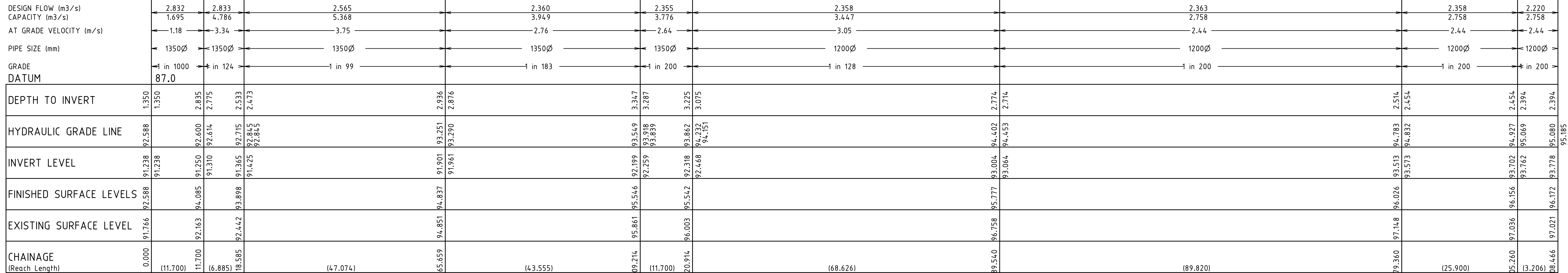
Subject to Approval


1. PIPE TRENCHES WITHIN THE ROAD RESERVE MUST BE BACKFILLED WITH 20mm CLASS 3 CRUSHED ROCK TO BE COMPACTED TO A DRY DENSITY NOT LESS THAN 97% OF MAXIMUM FOUND IN THE STANDARD COMPACTION TEST FOR THE FOLLOWING:
 - BENEATH THE ROAD PAVEMENT OR DRIVEWAY (CROSSOVER TO THE UNDERSIDE OF THE PAVEMENT OR CROSSOVER.
 - ADJACENT TO KERBS OR CONCRETE WORKS TO A LEVEL THAT IS NOT AFFECTED BY A 45 DEGREE ANGLE OF FILL FROM NEAR THE LOWER EDGE.
2. ALL DRAINAGE PIPES TO BE RUBBER RING BELLED SOCKET JOIN TYPE (RRJ).
3. ALL DRAINAGE PIPES SHALL BE CLASS 2 RCP, UNLESS OTHERWISE NOTED.
4. WHERE PITS DROP LESS THAN 50mm, THE PIT FLOOR MUST BE SHAPED TO MATCH THE LOWER HALF OF THE PIPE.

- - - - - EXISTING SURFACE
 _____ DESIGN SURFACE
 _____ DRAINAGE PIPE/PIT
 - - - - - EXISTING DRAINAGE PIPE/PIT
 _____ - - - - - HYDRAULIC GRADE LINE

REFER TO BIO
FILTRATION SYSTEM B—
FOR DETAIL, SHEET 25.

REFER TO BIO
FILTRATION SYSTEM B
FOR DETAIL, SHEET 25.




Principal
Eynesbury Property Development Pty. Ltd.

Designed
J. Monahan


Drawn
J. Monahan

Checked
C. Sexton

Authorised
J. Munro

Date
Dec-16

Scale @ A1
H1:500, V1:50



0 5 10 20
0 0.5 1 2

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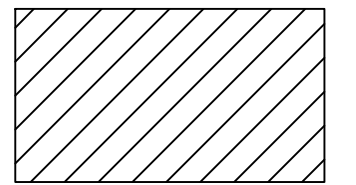


Drawing No. 0520E-04A3-23 **Rev B**
Sheet No. 23 of 27

Subject to Approval

1. PIPE TRENCHES WITHIN THE ROAD RESERVE MUST BE BACKFILLED WITH 20mm CLASS 3 CRUSHED ROCK TO BE COMPACTED TO A DRY DENSITY NOT LESS THAN 97% OF MAXIMUM FOUND IN THE STANDARD COMPACTION TEST FOR THE FOLLOWING:
 - BENEATH THE ROAD PAVEMENT OR DRIVEWAY (CROSSOVER TO THE UNDERSIDE OF THE PAVEMENT OR CROSSOVER.
 - ADJACENT TO KERBS OR CONCRETE WORKS TO A LEVEL THAT IS NOT AFFECTED BY A 45 DEGREE ANGLE OF FILL FROM NEAR THE LOWER EDGE.
2. ALL DRAINAGE PIPES TO BE RUBBER RING BELLED SOCKET JOIN TYPE (RRJ).
3. ALL DRAINAGE PIPES SHALL BE CLASS 2 RCP, UNLESS OTHERWISE NOTED.
4. WHERE PITS DROP LESS THAN 50mm, THE PIT FLOOR MUST BE SHAPED TO MATCH THE LOWER HALF OF THE PIPE.

- - - - - EXISTING SURFACE
 _____ DESIGN SURFACE
 _____ DRAINAGE PIPE/PIT
 - - - - - EXISTING DRAINAGE PIPE/PIT
 _____ - - - - - HYDRAULIC GRADE LINE

[illegible]

B	RE-ISSUED TO COUNCIL FOR APPROVAL	31.05.17	ZS	JM
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J. Monahan

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J. Munro

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0 0.5 1 2

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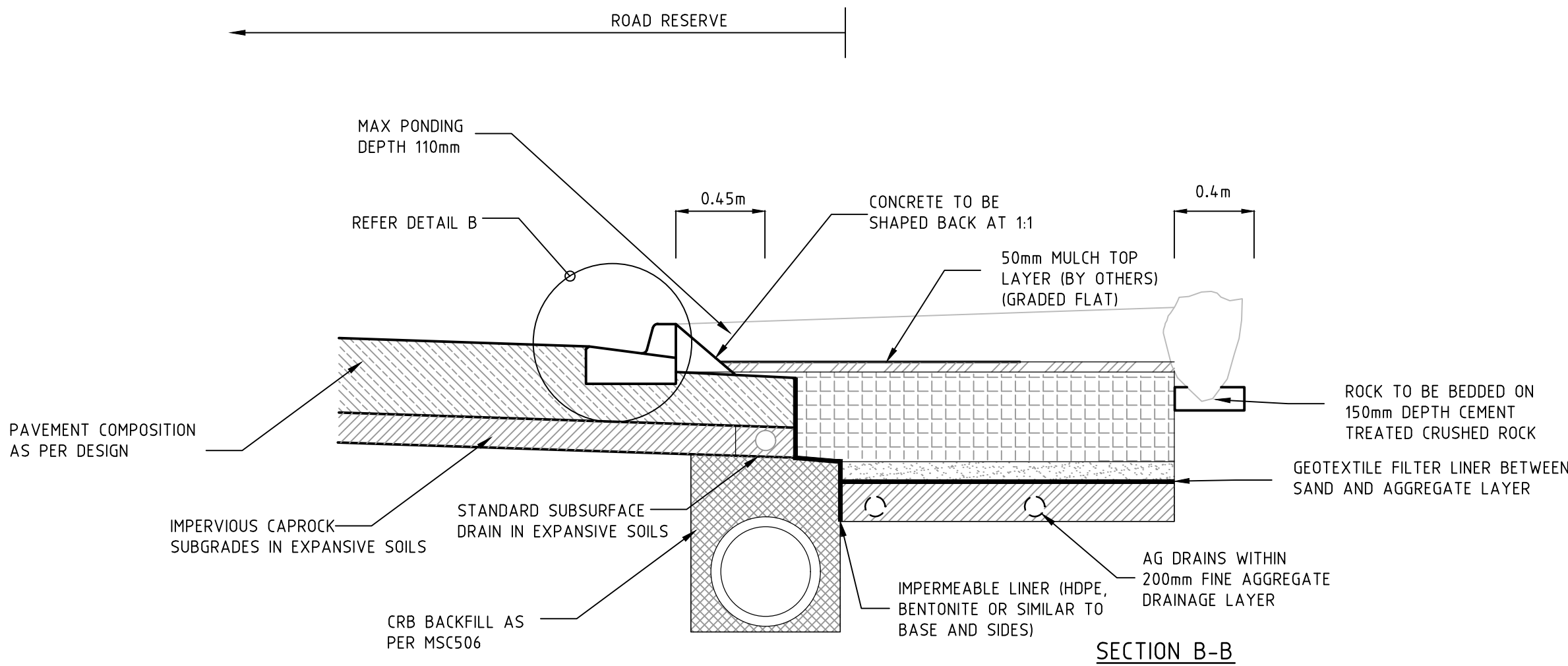
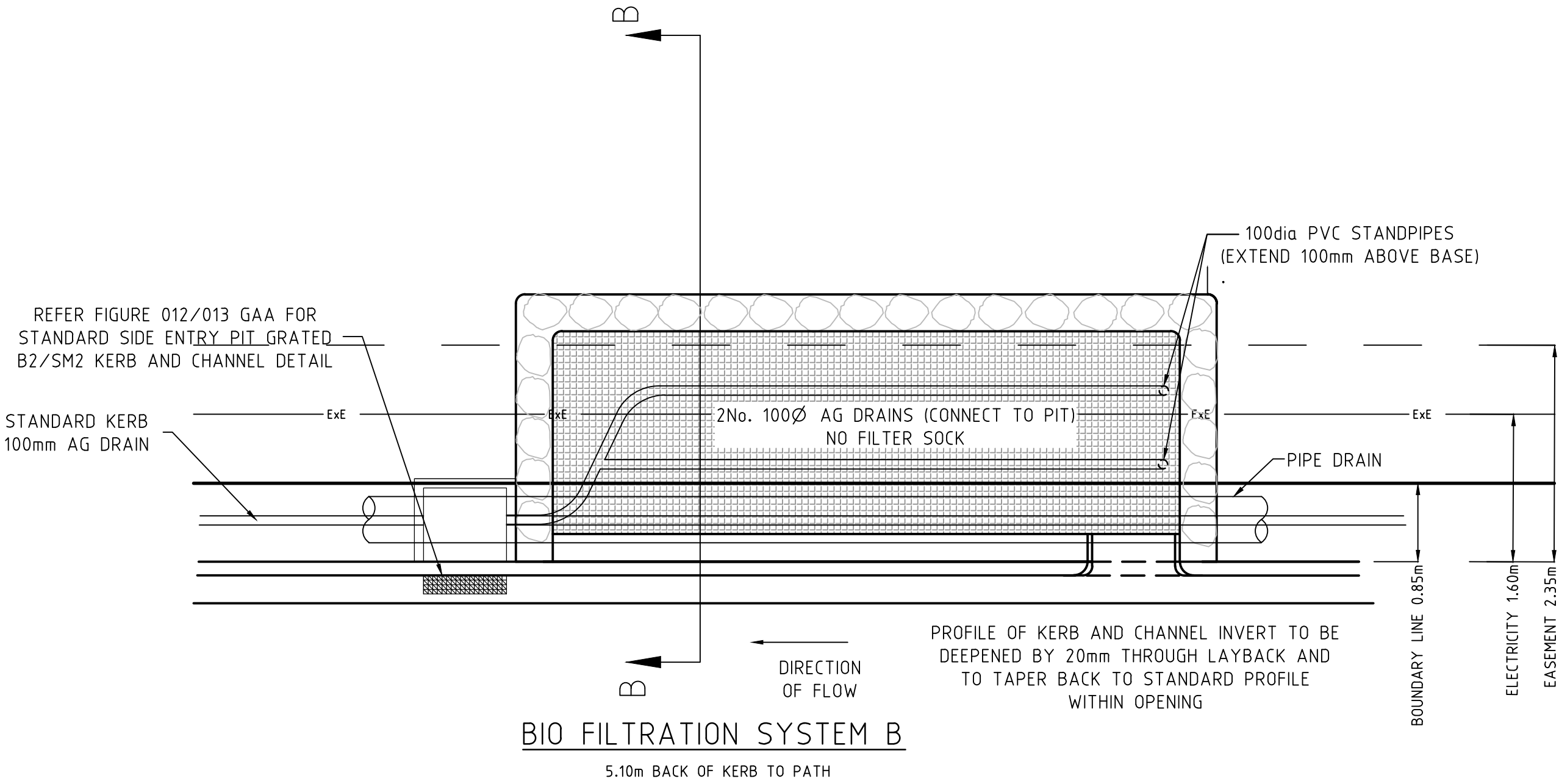
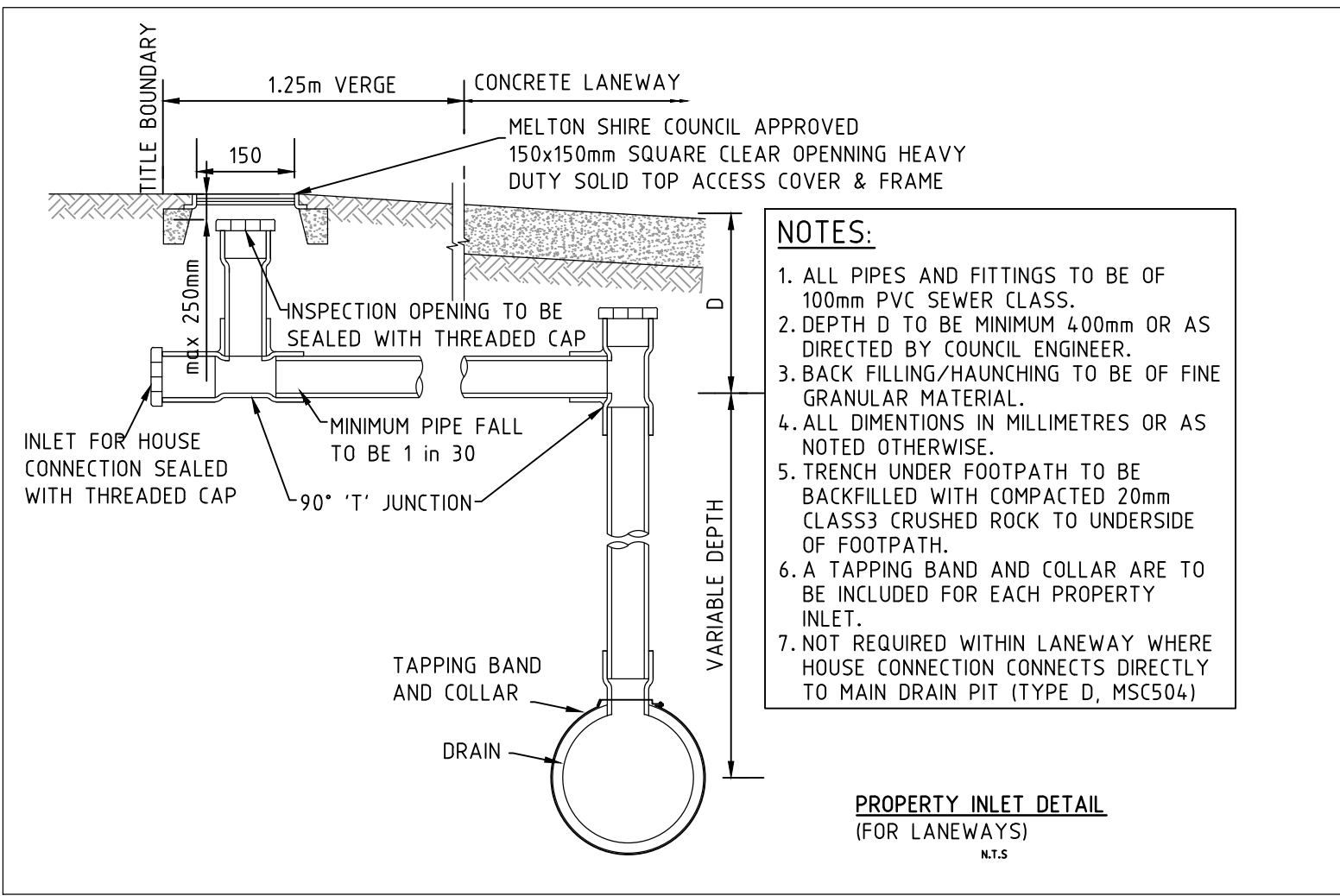
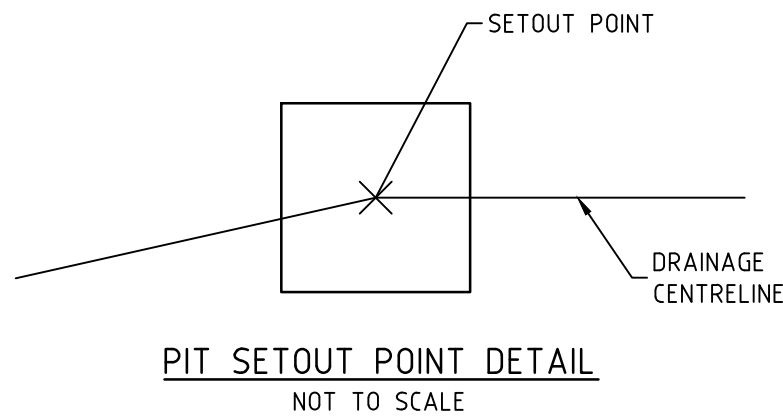
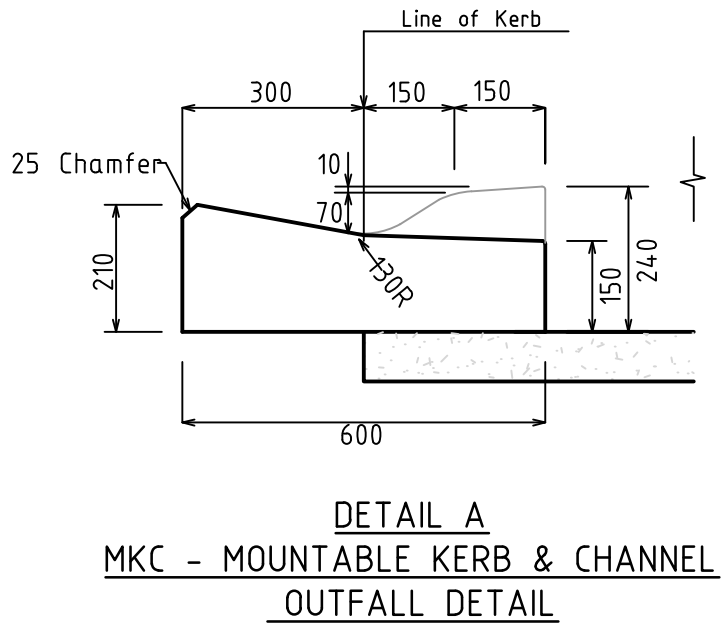
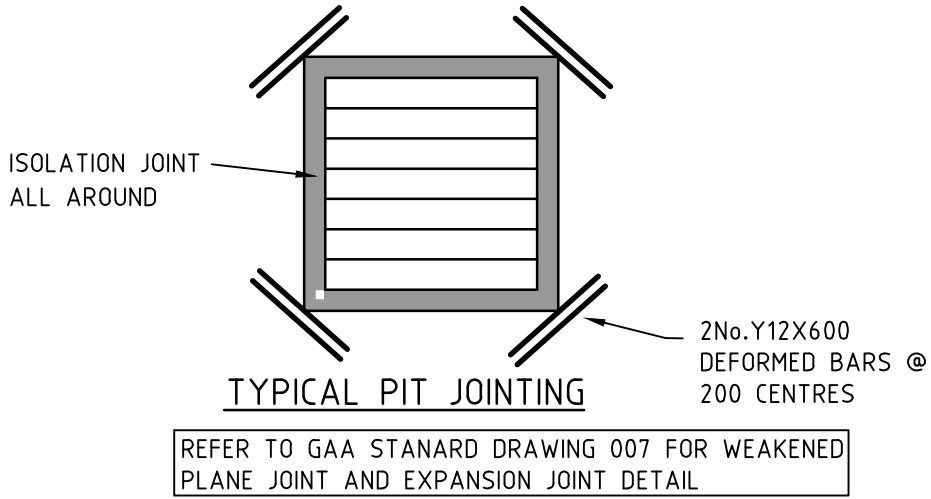
EYNESBURY TOWNSHIP

Stage 4A3
City of Melton
Roadworks and Drainage
Drainage Longitudinal Sections - 2

Drawing No. 0520E-04A3-24 **Rev B**
Sheet No. 24 of 27

Subject to Approval

PIT SCHEDULE											
PIT		INTERNAL		INLET		OUTLET		PIT		STD DWG	REMARKS
NAME	TYPE	WD	LEN	DIA	INV LEV	DIA	INV LEV	SETOUT RL	DEPTH		
1	SANDBAG OUTLET			1350	91.238			92.588	1.350		AS PER SANDBAG OUTLET DETAILS, SHEET 27
1A	JUNCTION PIT	1800	1200	1350	91.310	1350	91.250	94.085	2.835	MSC 401	PROVIDE 450Ø BLOCKOUT IN EAST WALL TO CATER FOR FUTURE WETLAND
2	GAA SIDE ENTRY PIT	1650	900	1350	91.425	1350	91.365	93.898	2.533	GAA FIG. 012/013	AS PER BIO FILTRATION SYSTEM DETAILS, SHEET 25. HAUNCH PIT TO 600x900 COVER
2A	JUNCTION PIT	1650	900	600	91.425	1350	91.901	94.837	2.936	MSC 401	HAUNCH PIT TO 600x900 COVER
				1350	91.961						
3	SIDE ENTRY PIT	1650	1650	1350	92.259	1350	92.199	95.546	3.347	MSC 403	HAUNCH PIT TO 600x900 COVER
4	SIDE ENTRY PIT	1500	1650	1200	92.468	1350	92.318	95.542	3.225	MSC 403	HAUNCH PIT TO 600x900 COVER
5	GAA SIDE ENTRY PIT	1500	900	1200	93.064	1200	93.004	95.777	2.774	GAA FIG. 012/013	AS PER BIO FILTRATION SYSTEM DETAILS, SHEET 25. HAUNCH PIT TO 600x900 COVER
6	SIDE ENTRY PIT	1500	900	300	93.904	1200	93.513	96.026	2.514	MSC 403	HAUNCH PIT TO 600x900 COVER
7	SIDE ENTRY PIT	1500	900	1200	93.573						
EP8	ENDPIPE			300	94.413	1200	93.702	96.156	2.454	MSC 403	HAUNCH PIT TO 600x900 COVER
2B	GAA SIDE ENTRY PIT	900	900	600	91.544	600	91.484	93.898	2.415	GAA FIG. 012/013	BLANK OFF ENDPIPE
EP2B	ENDPIPE					600	91.625	93.875	2.250		AS PER BIO FILTRATION SYSTEM DETAILS, SHEET 25.
10	GAA SIDE ENTRY PIT	600	900			300	94.398	95.777	1.379	GAA FIG. 012/013	AS PER BIO FILTRATION SYSTEM DETAILS, SHEET 25.
11	SIDE ENTRY PIT	600	900	300	94.707	300	94.647	96.026	1.379	MSC 403	
12	SIDE ENTRY PIT	600	900	300	94.849	300	94.789	96.243	1.454	MSC 403	
13	SIDE ENTRY PIT	600	900			300	94.888	96.255	1.367	MSC 403	
14	SIDE ENTRY PIT	600	900			300	94.777	96.156	1.379	MSC 403	
130	JUNCTION PIT	900	900	525	92.929	525	92.869	94.837	1.968	MSC 401	
131	SIDE ENTRY PIT	900	900	525	93.165	525	93.105	95.348	2.243	MSC 403	
132	SIDE ENTRY PIT	900	900			525	93.264	95.368	2.104	MSC 403	
43	SIDE ENTRY PIT	600	900			300	93.976	95.326	1.350	MSC 403	
90	GRATED PIT	600	900	300	93.033	300	92.973	94.174	1.201	MSC 401	BIKE/PEDESTRIAN SAFE HEAVY DUTY V TYPE GRATE COVER AS PER AS3996. CONSTRUCT GRATED PIT OVER EXISTING END PIPE.
91	GRATED PIT	600	900	300	94.141	300	94.081	95.130	1.049	MSC 401	BIKE/PEDESTRIAN SAFE HEAVY DUTY V TYPE GRATE COVER AS PER AS3996
92	JUNCTION PIT	600	900			300	95.055	96.060	1.005	MSC 401	
94	GRATED PIT	600	900	300	94.004	300	93.944	95.146	1.202	MSC 401	BIKE/PEDESTRIAN SAFE HEAVY DUTY V TYPE GRATE COVER AS PER AS3996. CONSTRUCT GRATED PIT OVER EXISTING END PIPE.
95	JUNCTION PIT	600	900			300	95.478	96.490	1.012	MSC 401	



B	RE-ISSUED TO COUNCIL FOR APPROVAL		31.05.17	ZS	JM
A	ISSUED TO COUNCIL FOR APPROVAL		22.12.16	JM/JM	JM
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J. Monahan
Checked
C. Sexton
Authorised
J. Munro
Date
Dec-16

Scale @ A1
AS SHOWN

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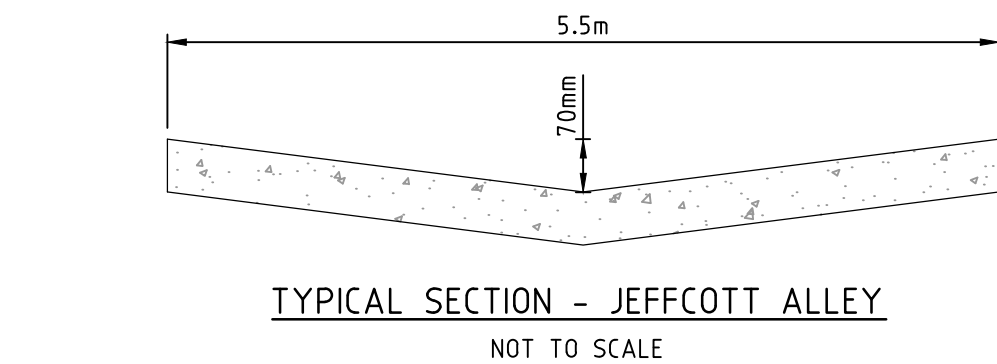
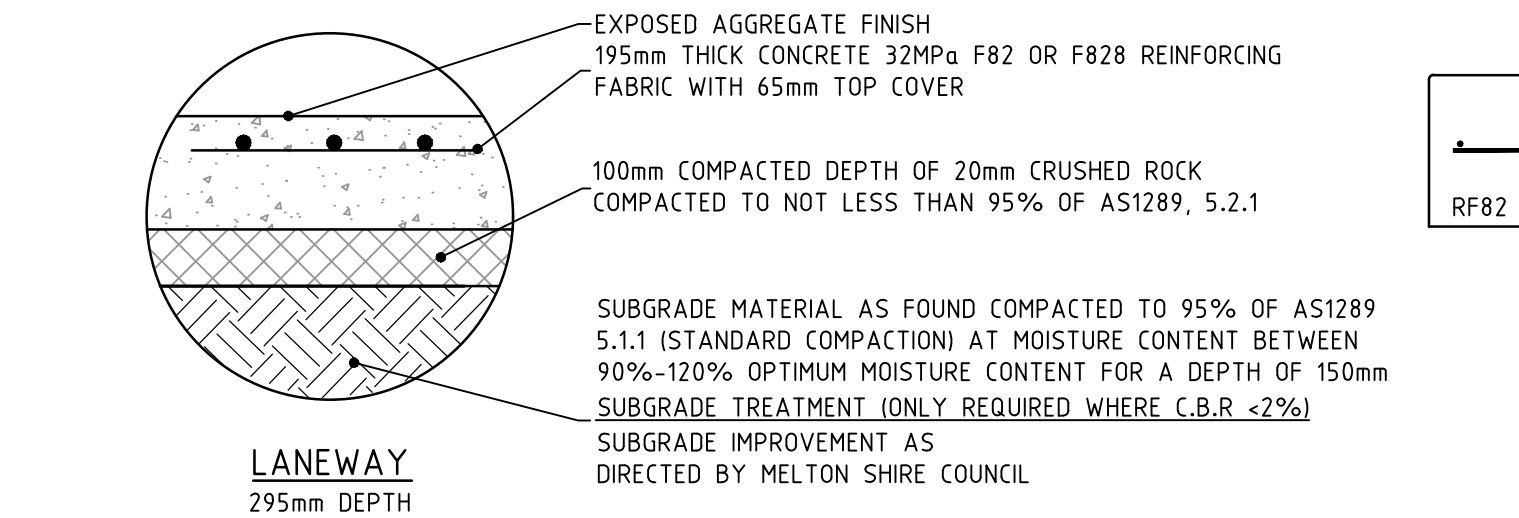
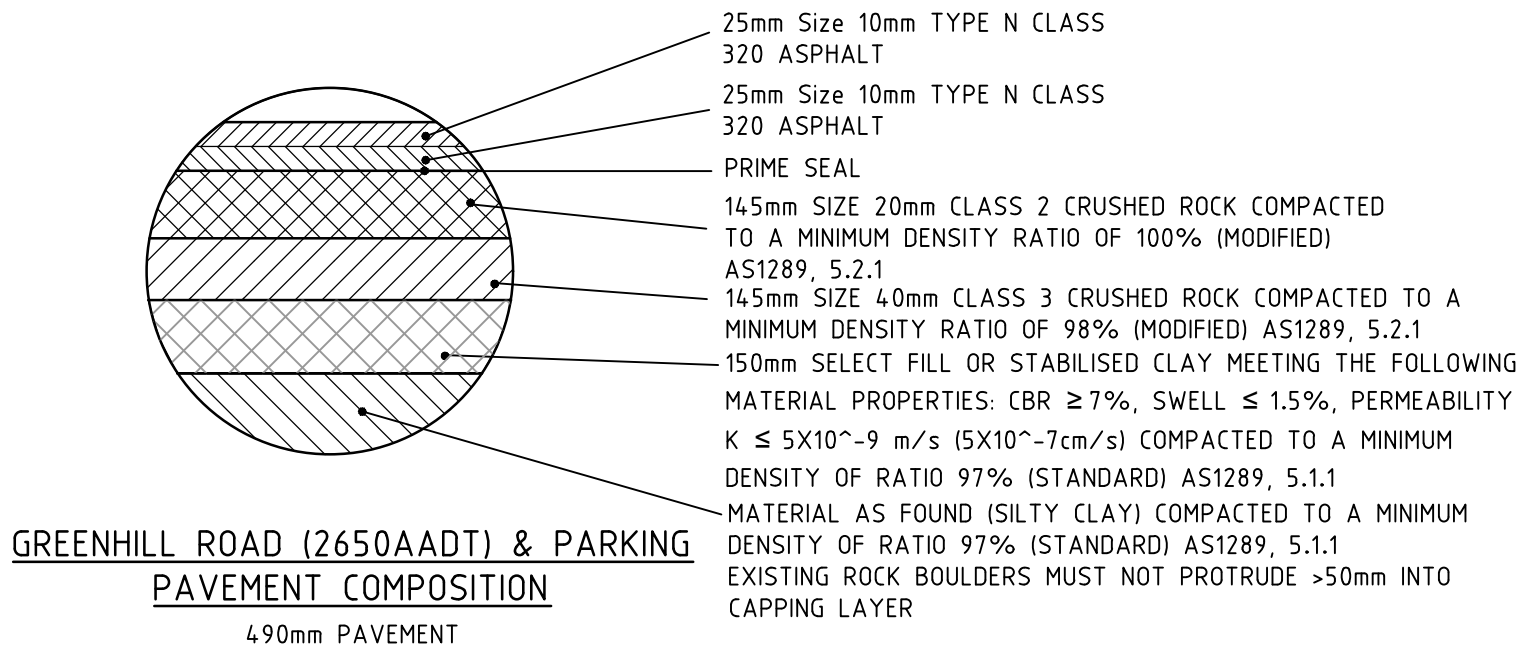
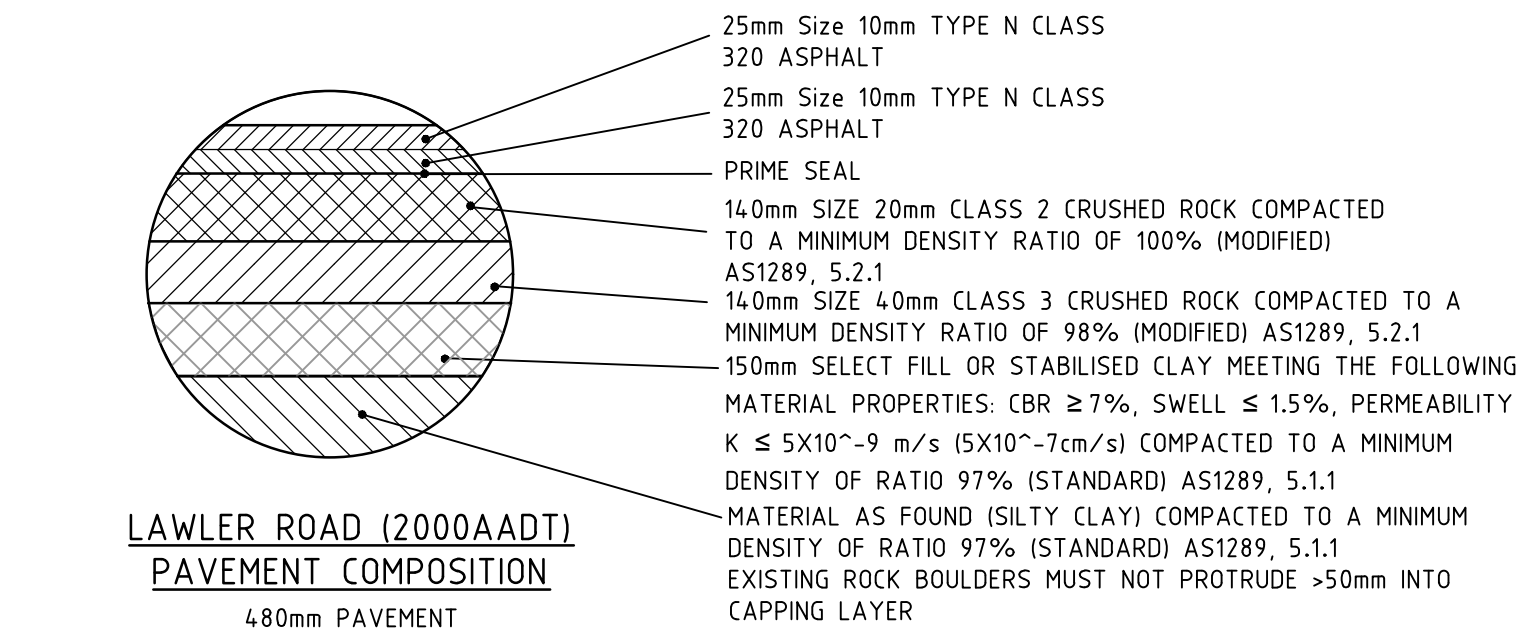
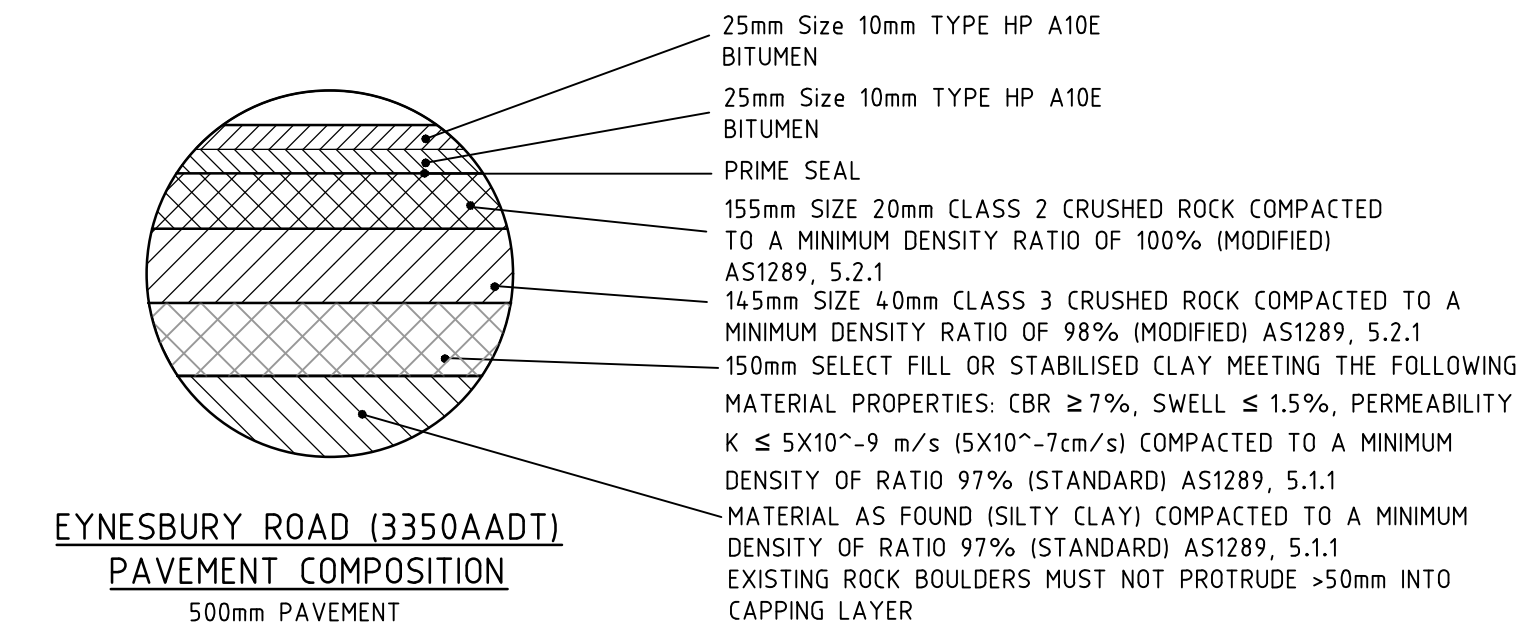


EYNESBURY TOWNSHIP
Stage 4A3
City of Melton
Roadworks and Drainage
Pit Schedule, Rock Outlet
& Bio Filtration Details
Drawing No. 0520E-04A3-25
Sheet No. 25 of 27

Rev B

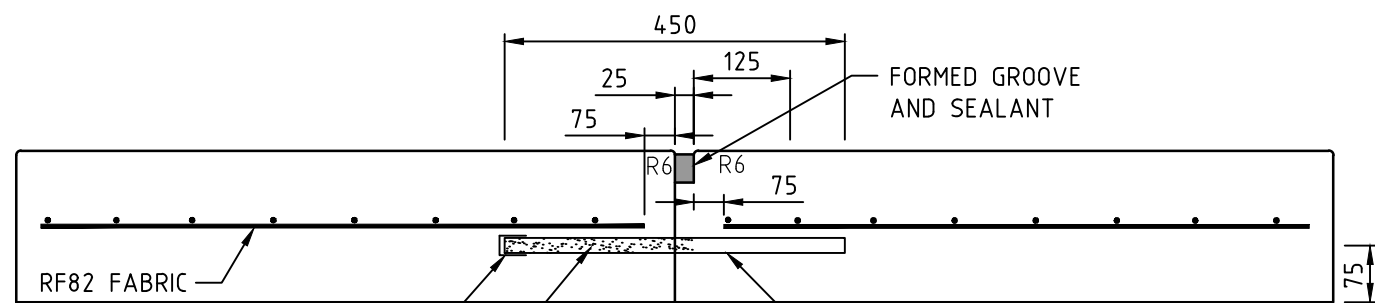
Subject to Approval

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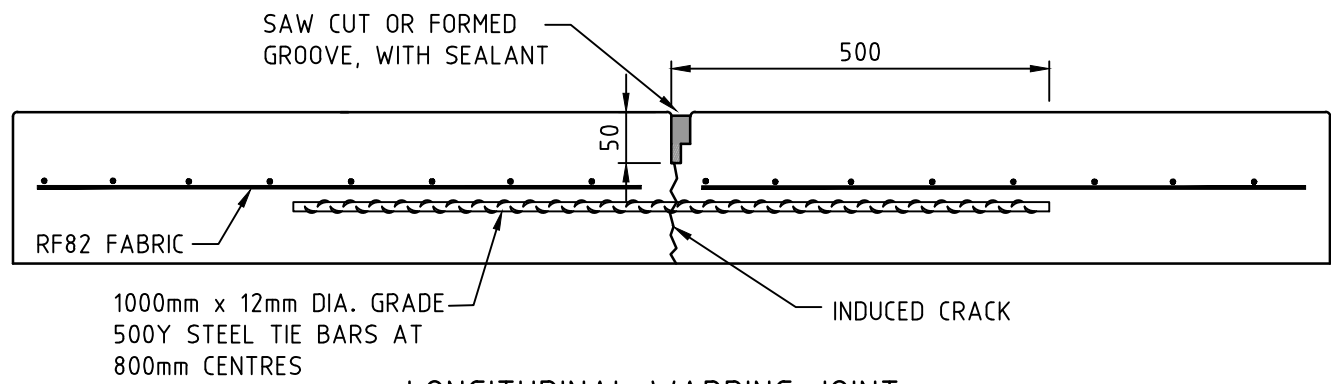


NOTES:

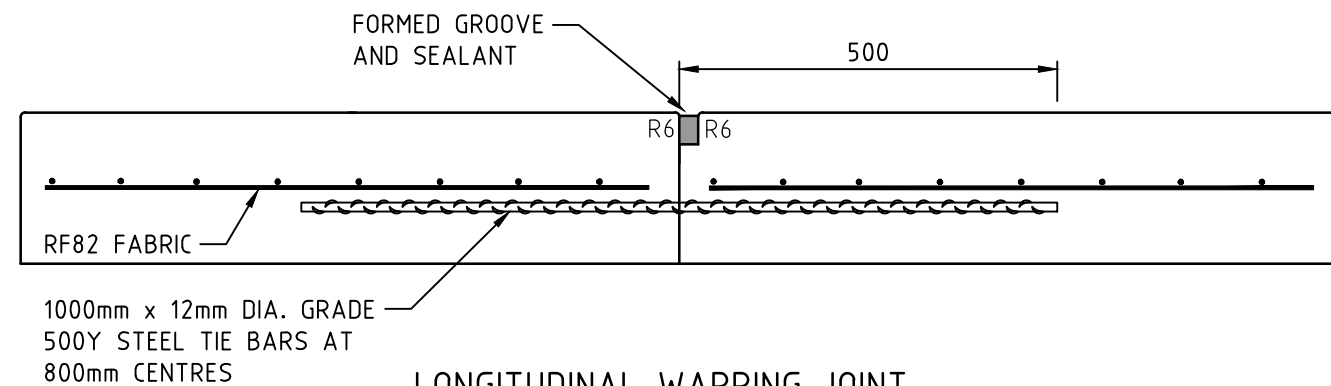
- PAVEMENT DESIGNS INDICATIVE ONLY. REFER TO CIVILTEST REPORT FOR DETAILED GEOTECHNICAL INFORMATION AND TONKIN & TAYLOR REPORT FOR PAVEMENT DESIGN.
- PARKING PAVEMENT DESIGN IS ONLY APPLICABLE TO BAYS WHERE AN OPEN INVERT DELINEATES CARRIAGEWAY.
- ASPHALT TO BE 5mm PROUD OF LIP OF KERB FOR ALL KERB PROFILES EXCEPT M3 B3 AND EDGE STRIP.
- CAPPING LAYER TO HAVE THE FOLLOWING PROPERTIES: COMPACTED TO NOT LESS THAN 95% OF AS1289 5.1.1 SWELL - MAX 1.5% PERMEABILITY - 5X10^-9 m/s
- CONCRETE SHALL BE CURED IN ACCORDANCE WITH AS3600 AND NOT TO BE TRAFFICKED UNTIL AT LEAST SEVEN DAYS AFTER POURING.
- SAW JOINTS ARE TO BE PLACED AT A MAXIMUM 5m SPACING AND CONSTRUCTED 18-24 HOURS AFTER POURING.
- TRANSVERSE/CONTRACTION JOINTS ARE TO BE PLACED AT A MAXIMUM SPACING OF 12m.
- ISOLATION JOINTS ARE TO BE PLACED AROUND PITS.
- ALL JOINTS SHALL BE LOCATED AND SPACED IN ACCORDANCE WITH "CEMENT AND CONCRETE ASSOCIATION OF AUSTRALIA - CONCRETE PAVEMENT DESIGN FOR RESIDENTIAL STREETS 1997".



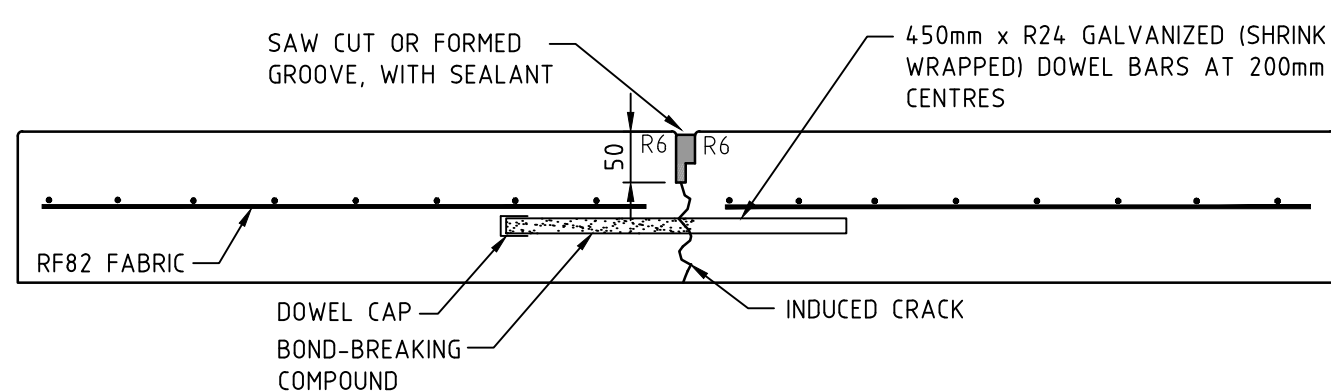
TRANSVERSE CONTRACTION JOINT - DOWELLED BUTT JOINT AT CONSTRUCTION JOINT (DJ)



LONGITUDINAL WARPING JOINT - WEAKENED PLANE JOINT (WJ)



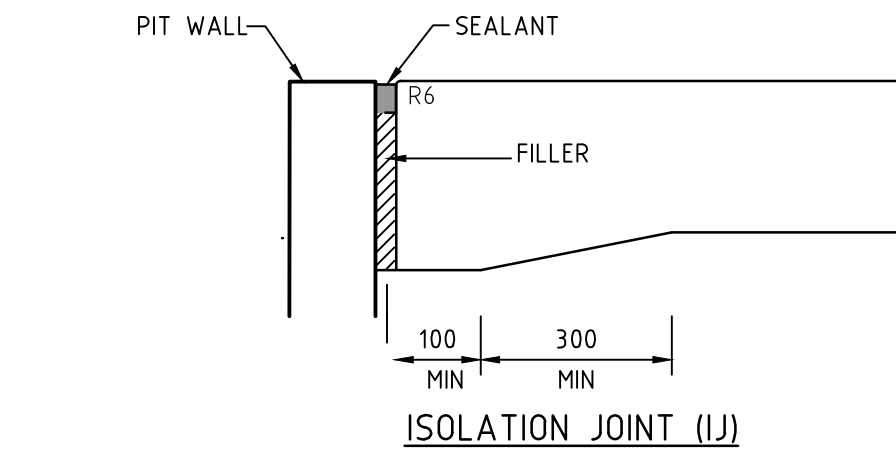
LONGITUDINAL WARPING JOINT - CONSTRUCTION JOINT (WCJ)



TRANSVERSE CONTRACTION JOINT - DOWELLED JOINT (CJ)

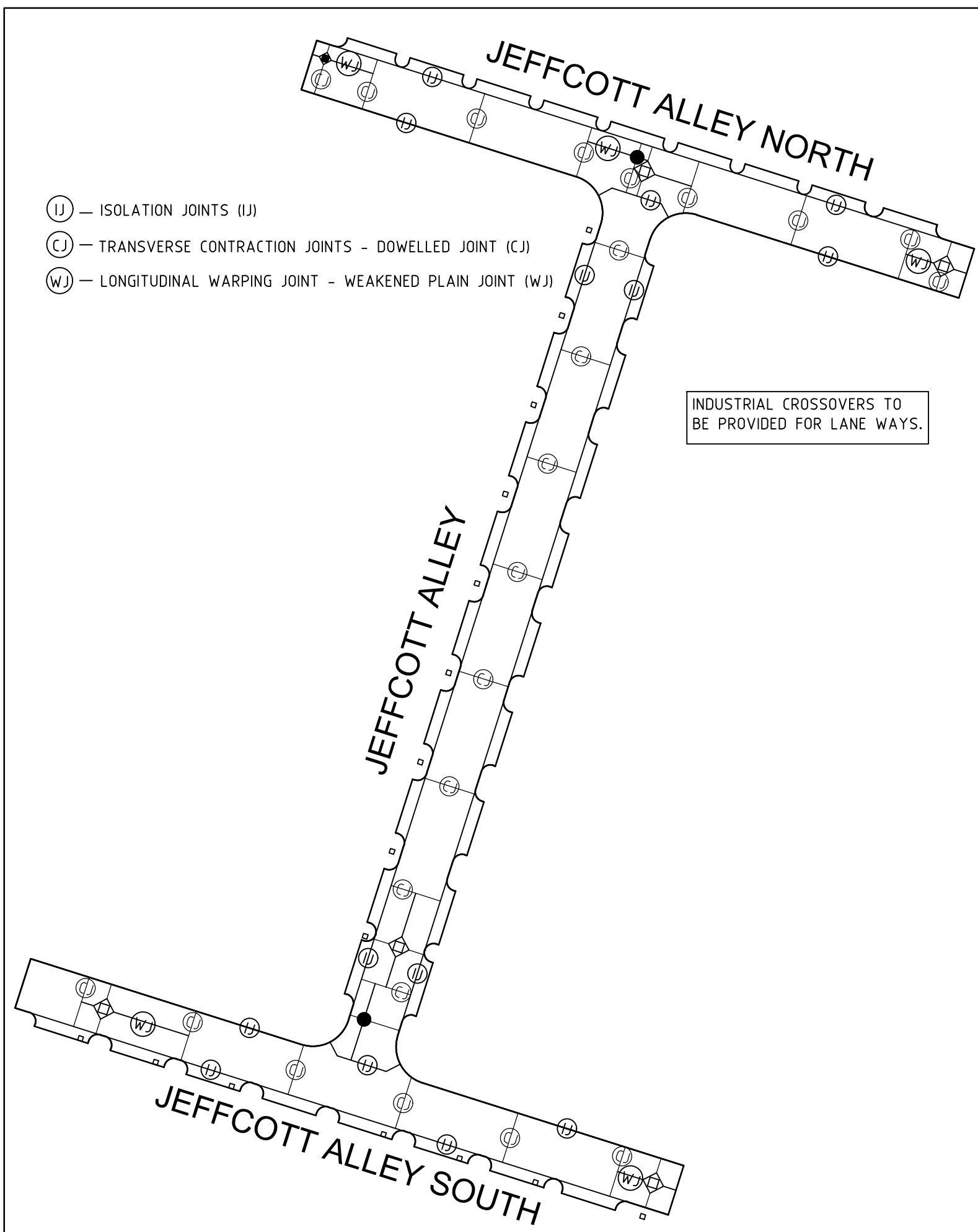
CONCRETE JOINTING DETAILS

NOT TO SCALE



TYPICAL TEMPORARY TURN AREA DETAIL

NOT TO SCALE



GENERAL NOTES

- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH A.S. 4000-1992 GENERAL CONDITIONS OF CONTRACT AND CURRENT MELTON SHIRE COUNCIL SPECIFICATIONS AND STANDARD DRAWINGS AND TO THE SATISFACTION OF THE SUPERVISING ENGINEER OR HIS REPRESENTATIVE.
- THE CONTRACTOR IS RESPONSIBLE FOR SAFETY OF WORK ON SITE IN ACCORDANCE WITH APPROPRIATE LEGISLATION. THEY SHALL ERECT AND MAINTAIN ALL SHORING, PLANKING AND STRUTTING, DEWATERING DEVICES, BARRICADES, SIGNS, LIGHTS, ETC. NECESSARY TO KEEP WORKS IN A SAFE AND STABLE CONDITION, AND TO PROTECT THE PUBLIC FROM HAZARDS ASSOCIATED WITH THE WORKS.
- THE CONTRACTOR SHALL:
 - COMPLY WITH THE SAFETY REQUIREMENTS OF THE MINES ACT, GENERAL REGULATIONS AND STATUTORY RULES, AND THE MINES (TRENCHES) REGULATIONS 1982.
 - NOTIFY THE OCCUPATIONAL HEALTH AND SAFETY AUTHORITY OF HIS INTENTION TO COMMENCE TRENCHING OPERATIONS WHERE TRENCHES ARE 1.5 METRES OR DEEPER.
 - ENSURE THAT THE MINE MANAGER OR HIS DEPUTY AS REQUIRED BY THE REGULATIONS IS IN ATTENDANCE WHEN TRENCHING OPERATIONS ARE IN PROGRESS.
- THE CONTRACTOR IS TO NOTIFY COUNCIL AND ALL SERVICE AUTHORITIES SEVEN (7) DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- THE LOCATION OF EXISTING SERVICES SHOULD BE DETERMINED BY THE CONTRACTOR PRIOR TO COMMENCING ANY EXCAVATION BY CONTACTING ALL RELEVANT SERVICE AUTHORITIES. ANY EXISTING SERVICES SHOWN ON THE DRAWINGS ARE OFFERED AS A GUIDE ONLY AND ARE NOT GUARANTEED AS CORRECT.
- TREES MARKED ON THE APPROVED PLANS FOR REMOVAL MUST BE REMOVED FROM THE SITE PRIOR TO THE COMMENCEMENT OF WORKS. NO EXCAVATION SHALL BE CARRIED OUT WITHIN 5.0m OF ANY EXISTING TREE UNTIL APPROVAL HAS BEEN GIVEN BY COUNCIL'S SUPERVISING ENGINEER.
- ALL ROAD CHAINAGES ARE MEASURED ALONG THE ROAD CENTRELINE EXCEPT KERB RETURNS AND COURTHEADS, WHERE LIP OF KERB CHAINAGES ARE SPECIFIED. ALL DIMENSIONS AND RADII ARE GIVEN TO THE LIP OF KERB. DO NOT SCALE OFF THESE DRAWINGS, WRITTEN DIMENSIONS ONLY SHALL BE USED.
- THE CONTRACTOR WHEN ENGAGED IN BLASTING OPERATION, SHALL NOT BLAST WITHIN 4.5m OF AN EXISTING LINE OF WATER, GAS OR SEWER PIPES OR WITHIN 15m OF ANY COMPLETED PART OF THE WORKS WITHOUT THE CONSENT OF THE ENGINEER AND MUST OBTAIN ALL RELEVANT PERMITS.
- THE CONTRACTOR IS TO OBTAIN THE NECESSARY ROAD OPENING PERMIT PRIOR TO UNDERTAKING ANY WORKS WITHIN A PREVIOUSLY CONSTRUCTED ROADWAY.
- ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM.
- THE CONTRACTOR SHALL CO-OPERATE WITH OTHER AUTHORITIES AND SHALL ENSURE THAT ALL SERVICES ARE INSTALLED PRIOR TO THE FINAL PAVEMENT COURSE.
- ANY EXISTING PAVEMENT OR DRAINAGE WORKS DAMAGED DURING CONSTRUCTION OR THE MAINTENANCE PERIOD TO BE REINSTATED TO THE SATISFACTION OF THE COUNCIL REPRESENTATIVE.
- TBMS TO BE MAINTAINED AND PROTECTED BY THE CONTRACTOR FOR THE DURATION OF THE WORKS.
- ALL CONCRETE TO BE USED IN THE CONTRACT WORKS SHALL DEVELOP A MINIMUM COMPRESSIVE STRENGTH OF 25MPa AT 28 DAYS.
- THE CONTRACTOR IS TO ENSURE THAT HIS CONSTRUCTION PROCEDURES AND STANDARDS CONTROL THE VOLUME AND LOCATION FOR COLLECTION OF SEDIMENT DISCHARGE ACCORDING TO CURRENT EPA - ENVIRONMENTAL GUIDELINES FOR MAJOR CONSTRUCTION SITES. THE CONTRACTOR IS TO CONSTRUCT SEDIMENT TRAPS AT THE ENDS OF ALL TEMPORARY CHANNELS AND CATCH DRAINS. THEY ARE TO BE MAINTAINED THROUGHOUT THE DURATION OF WORKS AND MAINTENANCE TO BE TRANSFERRED TO DELFIN ON COMPLETION OF THE WORKS.
- ALL BATTERS TO BE 1 IN 6 UNLESS OTHERWISE INDICATED. FILLING IN PROPERTIES AND ROAD RESERVE IS TO BE CARRIED OUT USING APPROVED CLAY FILL. TOPSOIL AND ALL VEGETABLE MATTER TO BE STRIPPED FROM FILL SITE PRIOR TO FILLING. WHERE FILL IS IN EXCESS OF 300mm IN DEPTH, THE FILL IS TO BE LEVEL 1 IN ACCORDANCE WITH AS3798. EARTH FILL IS TO BE COMPACTED TO A RELATIVE COMPACTION COMPARED TO A STANDARD COMPACTION TEST AS SPECIFIED BY VIC ROADS OF:
 - 100% FOR ALL FILL MATERIAL AND MATERIAL UNDER FILL THAT IS LESS THAN 450mm FROM THE SURFACE.
 - 95% FOR ALL FILL GREATER THAN 450mm FROM THE SURFACE.
- ADDITIONAL AND OVEREXCAVATION SHALL BE BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF THE SPECIFICATION.
- THE NATURE STRIPS AND CUT OR FILLED AREAS ARE TO BE TOPSOILED WITH 100mm OF APPROVED MATERIAL.
- THE SUBGRADE BELOW ALL PAVEMENTS SHALL BE COMPACTED TO A DRY DENSITY NOT LESS THAN 97% OF THE MAX. FOUND IN STANDARD COMPACTION TEST IN AREAS OF CUT TO A DEPTH OF 150mm AND IN AREAS OF FILL TO A DEPTH OF 450mm.
- THE RELATIVE COMPACTION OF CRUSHED ROCK FOR PAVEMENTS SHALL BE COMPLETED AT THE OPTIMUM MOISTURE CONTENT TO A DRY DENSITY (BASED ON THE PERCENTAGE OF THE MAXIMUM DRY DENSITY OBTAINED IN THE MODIFIED COMPACTION TEST) AS BELOW:
 - FOR DEPTH 0-100mm BELOW TOP OF BASE, RELATIVE COMPACTION OF 100%.
 - FOR DEPTH 100-300mm BELOW TOP OF BASE, RELATIVE COMPACTION OF 98%.
 - FOR DEPTH OVER 300mm BELOW TOP OF BASE, RELATIVE COMPACTION OF 97%.
- 100mm NOMINAL DIAMETER SUBSOIL DRAIN SHALL BE PROVIDED BEHIND ALL KERB AND CHANNEL AS PER STANDARD DRAWING MSC 508.
- CONDUIT LOCATIONS ARE SUBJECT TO AMENDMENT AND CONDUITS SHALL NOT BE LAID UNTIL WRITTEN APPROVAL IS GIVEN BY THE SUPERINTENDENT. CONDUITS TO BE PLACED A MINIMUM OF 5m FROM BOUNDARIES/EASEMENTS AND TO THE SATISFACTION OF THE SUPERINTENDENT. BOTH KERBS ARE TO BE MARKED WITH THE LETTERS G,W,E AND T ABOVE CONDUIT LOCATIONS AS PER STANDARD DRAWING MSC 104.
- ALL SERVICING TRENCHES UNDER ROADS, FOOTPATHS, DRIVEWAYS, PARKING BAYS ETC. ARE TO BE BACKFILLED WITH CLASS 2 FCR.
- ALL HOUSE DRAIN CONNECTIONS ARE TO BE LOCATED NO CLOSER THAT 6.00m FROM THE SIDE BOUNDARY OR FROM ANY EASEMENT ALONG THE SIDE BOUNDARY.
- ALL PROPERTY INLETS TO BE LOCATED 1.0m FROM THE LOW SIDE BOUNDARY UNLESS OTHERWISE SHOWN. THEY ARE TO BE LAID AT A MINIMUM DEPTH OF 400mm AS SPECIFIED IN THE STANDARD DRAWINGS.
- DRAINAGE PITS SHALL BE CAST MONOLITHICALLY. CEMENT RENDER SHALL ONLY BE USED TO REPAIR DEFECTS.
- ALL RESIDENTIAL FOOTPATHS TO BE MINIMUM 1.50m WIDE UNLESS OTHERWISE INDICATED. FOOTPATH TO BE 125mm DEPTH OF 25MPa CONCRETE CENTRALLY REINFORCED WITH F62 MESH ON 50mm COMPACTED DEPTH 20mm CLASS 3 FCR BASE.
- ALL RESIDENTIAL DRIVEWAYS TO BE CONSTRUCTED IN ACCORDANCE WITH MSC 301 AND MSC 303. SINGLE DRIVEWAYS TO BE OFFSET 1.0m FROM SIDE BOUNDARY OR EASEMENT.
- ALL ALLOTMENTS AND RESERVES SHALL BE SMOOTHED, GRADED AND SHAPED TO AN EVEN SURFACE.
- APPROVAL FOR THE REMOVAL AND DISPOSAL OF ANY EXCAVATED MATERIAL OR TOPSOIL IS REQUIRED FROM COUNCIL.
- THE CONTRACTOR TO ERECT STREET NAME SIGNS & POLE AS DIRECTED BY THE SUPERINTENDENT.
- ALL LINEMARKING, SIGNING & TRAFFIC CONTROL DEVICES FOR THIS PROJECT TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARD AS1742. ALL LINEMARKING TO BE LONG LIFE THERMOPLASTIC PAINT.
- CONFIRMATION OF THE ASPHALT WEARING COURSE IS TO BE DEFERRED UNTIL INSTRUCTED BY THE SUPERINTENDENT.
- ALL EXOTIC (NON-NATIVE) TREES AND SHRUBS, INCLUDING DEAD TREES, NOT SHOWN ON THE DRAWINGS BUT LOCATED WITHIN THE WORKS AREA TO BE REMOVED AND DISPOSED OFFSITE.
- ALL EXCAVATED OR FILLED AREAS OUTSIDE THE ROAD RESERVE SHALL BE SURFACED WITH A 100mm LAYER TOPSOIL AS SPECIFIED. ALL FILLING ON ALLOTMENTS TO BE COMPACTED TO 95% STANDARD COMPACTION IN 150mm LAYERS AND AS PER THE SPECIFICATION. WHERE THERE IS FILL IN EXCESS OF 300mm IN DEPTH, THE CONTRACTOR IS TO CARRY OUT SOIL TESTS TO THE REQUIREMENTS OF SECTION 8 AS SPECIFIED IN AS3798-1996 TO SHOW THAT THE REQUIRED COMPACTION HAS BEEN ACHIEVED.
- INSTALL BLUE RAISED REFLECTIVE PAVEMENT MARKER (BRP) ON ROAD CENTRELINE AND "GROUND BALL" MARKER POST TO INDICATE LOCATION OF FIRE PLUG.
- UPON COMPLETION OF CONSTRUCTION, THE WHOLE SITE SHALL BE CLEANED UP AND GRADED OVER. ALL RUBBISH IS TO BE REMOVED AND THE SITE IS TO BE LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT.
- ALL DRAINAGE PIT COVERS AND GRATES IN ACCORDANCE WITH AS3996. FIBRE GLASS LIDS TO BE CLASS B OR ABOVE. NOT GREATER THAN 25kg IN WEIGHT FOR 600x900 PIT IMPRINTED WITH "AS3996 CLASS B" AND WEIGHT IN KILOGRAMS, IN 25mm LETTERING

TXU NETWORKS (GAS) - STANDARD NOTES

- GAS MAINS, FITTINGS AND MARKER TAPE ARE TO BE SUPPLIED BY TXU NETWORKS (GAS).
- EXCAVATION, SUPPLY AND PLACEMENT OF REQUIRED BACKFILL TO BE BY OTHERS.
- TWO WEEKS OF NOTIFICATION OF COMMENCEMENT OF EXCAVATION WORKS SHALL BE GIVEN TO THE RELEVANT AUTHORITY.



Principal
Eynesbury Property Development Pty. Ltd.

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

Designed
J. Monahan
Drawn
J. Monahan
Checked
C. Sexton
Authorised
J. Munro
Date
Dec-16

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Scale @ A1
H1:100, V1:50



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EYNESBURY TOWNSHIP

Stage 4A3
City of Melton
Roadworks and Drainage
Drainage Details

Drawing No. 0520E-04A3-26

Sheet No. 26 of 27

Rev A

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