Our Reference: 6037354

Thursday, 9 April 2020

Aaron Yip
DPM Consulting Group
22 Business Park Drive
Notting Hill  Vic  3168

Dear Aaron,

**PA2015-4832 - Modeina Estate - Stage 13 – Amended Engineering Plans - Approval Letter**

The above mentioned amended plans, received by Council on 8.4.20, are approved.

Please find attached the amended approved and stamped road & drainage plans.

Council believes the list below represents the latest amended engineering plan submission:

| Drawing # | Sheet # | Revision |
|---|---|---|
| 1275/13/NE/1 | 1 | |
| 1275/13/NE/2 | 2 | C5 |
| 1275/13/NE/3 | 3 | C5 |
| 1275/13/NE/4 | 4 | C4 |
| 1275/13/NE/5 | 5 | C2 |
| 1275/13/NE/6 | 6 | C2 |
| 1275/13/NE/7 | 7 | C1 |
| 1275/13/NE/8 | 8 | C2 |
| 1275/13/NE/9 | 9 | C2 |
| 1275/13/NE/10 | 10 | C1 |
| 1275/13/NE/11 | 11 | C1 |
| 1275/13/NE/12 | 12 | C1 |
| 1275/13/NE/13 | 13 | C1 |
| 1275/13/NE/14 | 14 | C1 |
| 1275/13/NE/15 | 15 | C1 |
| 1275/13/NE/16 | 16 | C3 |
| 1275/13/NE/17 | 17 | C6 |

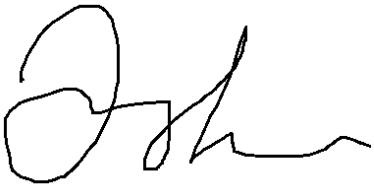
The approval is subject to compliance of all statutory and legal obligations and granted with the understanding that the engineering consultant, developer and land owner take full responsibility for the design contained in the amended approved engineering plans.

This amended approval is subject to all the conditions, comments and notes in the original approval letter.

Should you have any queries, please contact me at Email: pengh@melton.vic.gov.au or

T: 9747 7200

Regards,



PENG HUA
**DEVELOPMENT ENGINEER**

# MODEINA STAGE 13

## CITY OF MELTON


DPM

DENNIS, PRICE & MILLER PTY. LTD.

A.C.N. 006 550 803

CONSULTING CIVIL ENGINEERS & PROJECT MANAGERS

22 Business Park Drive, Notting Hill, 3168

Telephone: (03) 9538 5000, Facsimile: (03) 9538 5050


## DRAWING INDEX


| | |
|---|---|
| 1275/13//NE/1 | COVER SHEET AND LOCALITY PLAN |
| 1275/13//NE/2 | LAYOUT PLAN & SERVICES OFFSET TABLE |
| 1275/13//NE/3 | INTERSECTION DETAILS - SHEET 1 of 2 |
| 1275/13//NE/4 | INTERSECTION DETAILS - SHEET 1 of 2 |
| 1275/13//NE/5 | GENERAL NOTES & PAVEMENT COMPOSTIONS |
| 1275/13//NE/6 | TYPICAL SECTIONS & KERB DETAILS |
| 1275/13//NE/7 | SOHO CIRCUIT- LONGITUDINAL SECTION |
| 1275/13//NE/8 | SOHO CIRCUIT - CROSS SECTIONS - SHEET 1 of 2 |
| 1275/13//NE/9 | SOHO CIRCUIT - CROSS SECTIONS - SHEET 2 of 2 |
| 1275/13//NE/10 | MILANO ROAD- LONGITUDINAL SECTION |
| 1275/13//NE/11 | MILANO ROAD - CROSS SECTIONS |
| 1275/13//NE/12 | NAROOMA AVENUE - LONGITUDINAL & CROSS SECTIONS & LAYOUT PLAN - ROCKBANK MIDDLE ROAD SHARED PATH CONNECTION |
| 1275/13//NE/13 | ROCKBANK MIDDLE ROAD - LONGITUDINAL SECTION |
| 1275/13//NE/14 | ROCKBANK MIDDLE ROAD - CROSS SECTIONS - SHEET 1 of 2 |
| 1275/13//NE/15 | ROCKBANK MIDDLE ROAD - CROSS SECTIONS - SHEET 2 of 2 |
| 1275/13//NE/16 | DRAINAGE LONGITUDINAL SECTIONS & PIT SCHEDULE |
| 1275/13//NE/17 | SIGNAGE & LINEMARKING PLAN |


CITY OF MELTON
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DETAILED ENGINEERING PLANS
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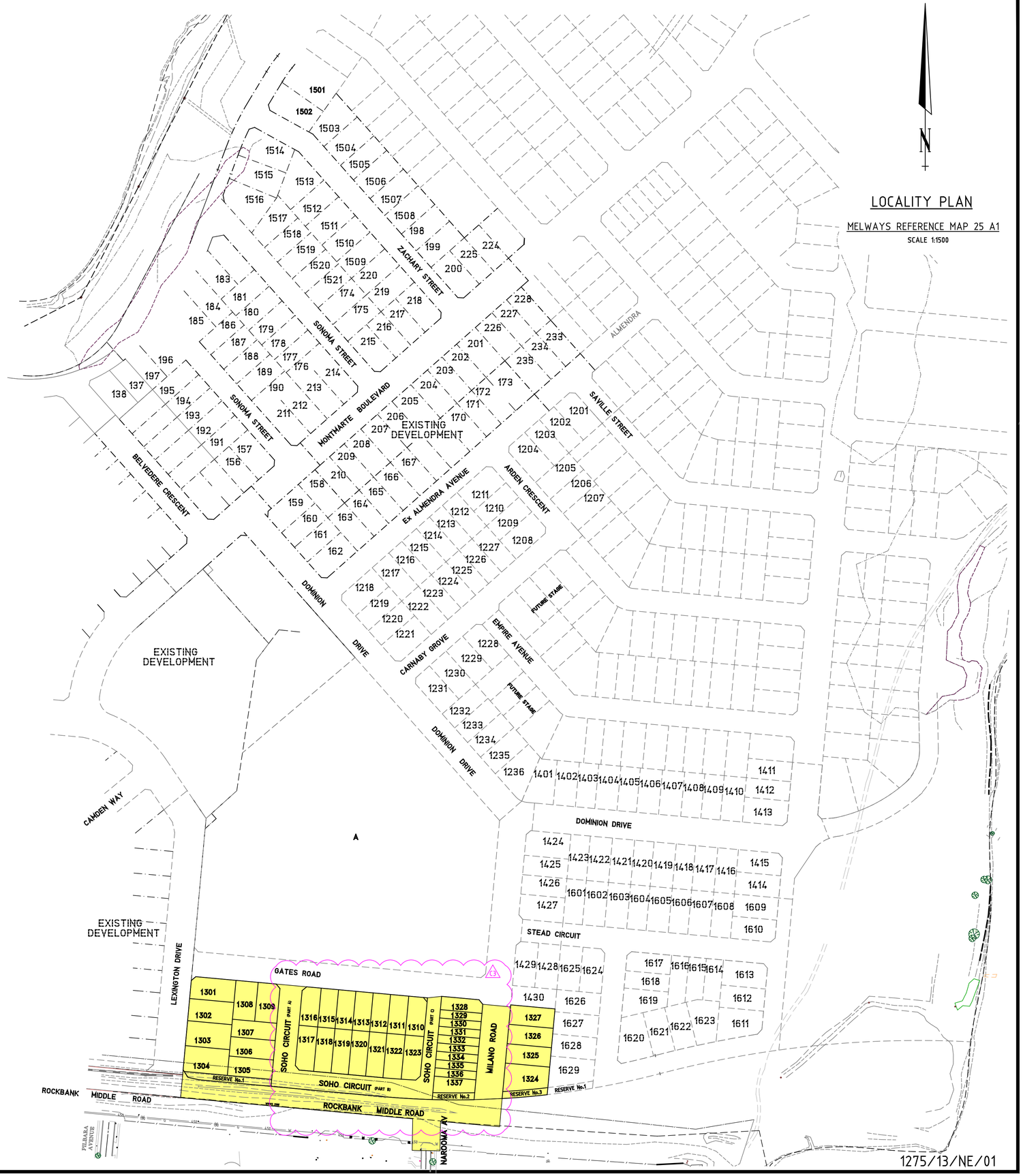
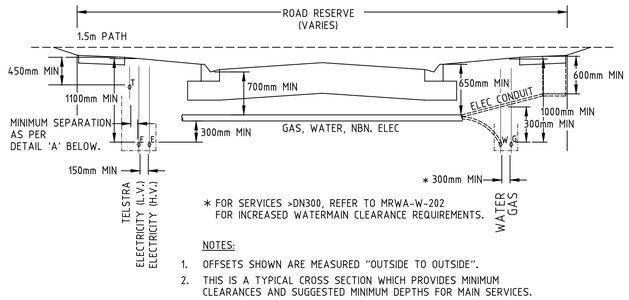
ENGINEERING SERVICES
Date: 09/04/2020

FOR CONSTRUCTION



## SERVICES OFFSET TABLE

| STREET | GAS | | WATER | | TELECOMMUNICATIONS | | ELECTRICITY | | LIGHTING | ROAD RES. |
|---|---|---|---|---|---|---|---|---|---|---|
| | SIDE | OFFSET | SIDE | OFFSET | SIDE | OFFSET | SIDE | OFFSET | COLUMN | WIDTH |
| Ex. GATES ROAD (ADJACENT FUT LOT 1322) | N | Ex.2.25 | N | Ex.2.68 | S | Ex.1.80 | S | Ex.2.35 | Ex.1.00 BOK | 16.00 |
| Ex. GATES ROAD (ELSEWHERE) | N | Ex.2.25 | N | Ex.2.68 | S | Ex.1.80 | S | Ex.2.50 | Ex.1.00 BOK | 18.00 |
| SOHO CIRCUIT (PART A) | W | 2.25 | W | 2.68 | E | 1.80 | E | 2.35 | 1.00 BOK | 16.00 |
| SOHO CIRCUIT (PART B) | N | 2.25 | N | 2.68 | S | 0.50 | S | 1.25 | 1.00 BOK | 13.50 |
| SOHO CIRCUIT (PART C) | E | 0.50 | E | 1.00 | - | - | - | - | - | 10.00 |
| ROCKBANK MIDDLE ROAD | S | Ex.3.17 | S | Ex.4.00 | - | - | - | - | - | 34.31 |
| Ex. LEXINGTON DRIVE | E | Ex2.25 | E | Ex2.75 | W | Ex1.85 | W | Ex2.60 | 1.00 BOK | 21.50 |
| MILANO ROAD (south of Pattinson Street) | E | 2.25 | E | 2.75 | E | 1.75 | W | 3.00 | 4.40 | 20.00 |




* FOR SERVICES >DN300, REFER TO MRWA-W-202 FOR INCREASED WATERMAIN CLEARANCE REQUIREMENTS.

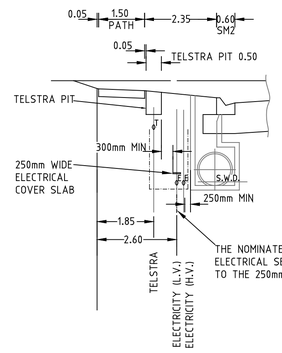
NOTES:

1. OFFSETS SHOWN ARE MEASURED "OUTSIDE TO OUTSIDE".
2. THIS IS A TYPICAL CROSS SECTION WHICH PROVIDES MINIMUM CLEARANCES AND SUGGESTED MINIMUM DEPTHS FOR MAIN SERVICES.

PREPARED 26th MARCH 2014

## SERVICES CROSS SECTION

N.T.S.




## DETAIL A

TYPICAL TELSTRA AND ELECTRICAL SERVICES OFFSETS ARRRANGEMENT
N.T.S.

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PROVIDE VEHICLE CROSSINGS TO Ex.LEXINGTON DRIVE FOR LOTS 1301 TO 1304.

MATCH TO EXISTING PED LAYBACK.

NEATLY MATCH TO EXISTING WORKS

CAUTION: EXISTING SERVICES.

BREAK OUT EXISTING EDGE STRIP & A.G. DRAIN, NEATLY MATCH TO EXISTING WORKS.

CONNECT TO Ex.END OF PIPE.

EXISTING KERB AND CHANNEL TO BE REMOVED

EXISTING HOUSE DRAIN TO BE REMOVED

EXISTING DRAINAGE PIT TO BE RELOCATED APPROX. 3.6m DOWNSTREAM TO PIT 74. PIT BETWEEN Ex74 AND 74 TO BE RELAYED.

EXISTING PIPE (Ex74 to 74a) TO BE CAP AND SEAL.

EXISTING DRIVEWAY TO BE REMOVED.

ADJUST EXISTING ELECTRICAL PITS FOR NEW LOT LAYOUT

NEW DRIVE WAY TO BE CONSTRUCTED.

ALL INDENTED PARKING BAYS ARE TO BE CONCRETE. REFER TO INDENTED PARKING BAY PAVEMENT DETAIL ON SHEET 7.

CONNECT TO Ex.END OF PIPE.

EXISTING VEHICLE CROSSOVER TO BE REMOVED AND REINSTATED AS INDUSTRIAL STANDARD MCC504.

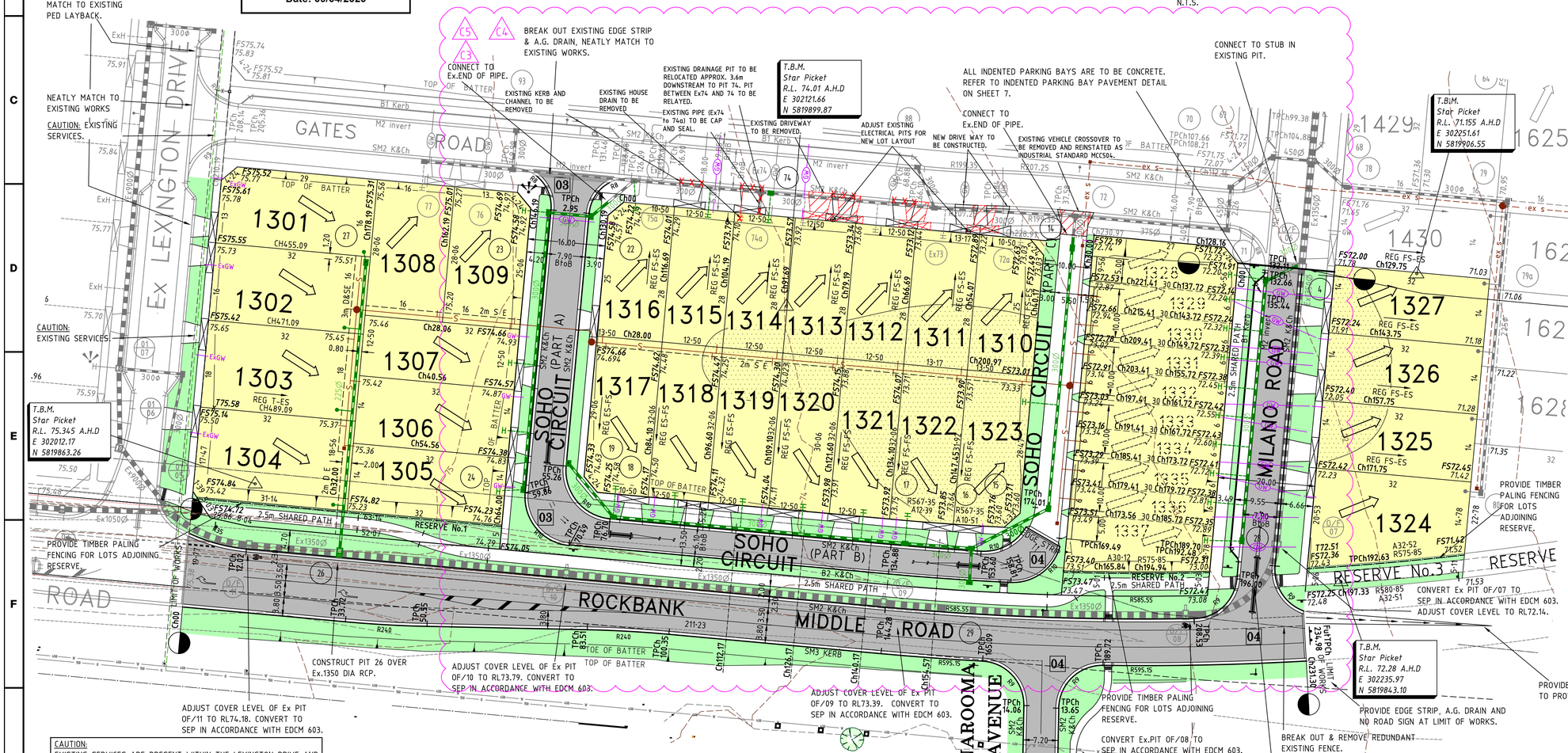
CONNECT TO STUB IN EXISTING PIT.

T.B.M.
Star Picket
R.L. 74.01 A.H.D
E 302121.66
N 5819899.87

T.B.M.
Star Picket
R.L. 71.155 A.H.D
E 302251.61
N 5819906.55

T.B.M.
Star Picket
R.L. 75.345 A.H.D
E 302012.17
N 5819863.26

T.B.M.
Star Picket
R.L. 72.28 A.H.D
E 302235.97
N 5819843.10




PROVIDE TIMBER PALING FENCING FOR LOTS ADJOINING RESERVE.

CONSTRUCT PIT 26 OVER Ex.1350 DIA RCP.

ADJUST COVER LEVEL OF Ex PIT OF/10 TO RL73.79. CONVERT TO SEP IN ACCORDANCE WITH EDCM 603.

ADJUST COVER LEVEL OF Ex PIT OF/11 TO RL74.18. CONVERT TO SEP IN ACCORDANCE WITH EDCM 603.

ADJUST COVER LEVEL OF Ex PIT OF/09 TO RL73.39. CONVERT TO SEP IN ACCORDANCE WITH EDCM 603.

PROVIDE TIMBER PALING FENCING FOR LOTS ADJOINING RESERVE.

CONVERT Ex.PIT OF/08 TO SEP IN ACCORDANCE WITH EDCM 603. ADJUST COVER LEVEL TO RL72.57.

CAUTION: EXISTING WATERMAIN. THE CONTRACTOR IS TO ARRANGE FOR THE WATERMAIN TO BE PROVEN ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

BREAK OUT & REMOVE REDUNDANT EXISTING FENCE.

SPLITTER ISLAND OPENING TO BE IN-LINE WITH EXISTING FOOTPATH. REFER TO MCC 307 AND MCC 305.

PROVIDE EDGE STRIP, A.G. DRAIN AND NO ROAD SIGN AT LIMIT OF WORKS.

CONVERT Ex PIT OF/07 TO SEP IN ACCORDANCE WITH EDCM 603. ADJUST COVER LEVEL TO RL72.14.

PROVIDE V-DRAIN TO KERB INVERT LEVEL TO PROVIDE FREE OUTLET FOR SURFACE FLOWS.

CAUTION: EXISTING SERVICES ARE PRESENT WITHIN THE LEXINGTON DRIVE AND ROCKBANK MIDDLE ROAD RESERVES. THE CONTRACTOR IS TO DIAL 1100 AND PROVE ALL EXISTING SERVICES BY HAND PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WORKS.

BEWARE OF EXISTING SERVICES. SERVICES SHOWN ON THIS DRAWING ARE INDICATIVE ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LOCATION OF ALL SERVICES PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION, AND SHALL PROTECT THESE AT ALL TIMES.

## LAYOUT PLAN

0 5 10 20 30 40

SCALE 1:500 AT A1 SIZE

THIS PLAN SHOWS DETAILS OF WORKS AFFECTING THE EXISTING SURFACE OF THE LAND WITHIN THE SUBDIVISION WHICH HAVE BEEN CARRIED OUT OR ARE PROPOSED TO BE CARRIED OUT PRIOR TO REGISTRATION OF THE PLAN OF SUBDIVISION, BEING FILL PLACED ON THE LAND TO THE EXTENT AND DEPTH SHOWN ON THIS PLAN.

THIS PLAN DOES NOT SHOW ANY OTHER FILL WHICH MAY HAVE BEEN PLACED ON THE LAND.

WHERE THE WORDS 'REG TO ..' OR '1 IN 150 TO ..' APPEAR ALONG AN ALLOTMENT BOUNDARY, THAT LOT IS TO BE GRADED EVENLY BETWEEN THE LEVELS INDICATED UNLESS NOTED OTHERWISE.

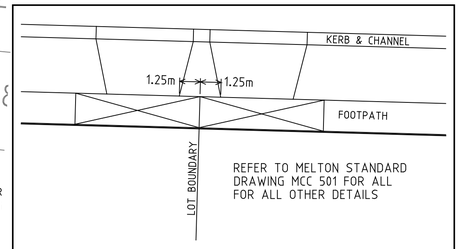
'FS' INDICATES THE GRADING IS TO COMMENCE FROM THE FINISHED SURFACE LEVEL AT THE PROPERTY BOUNDARY

'T' INDICATES THE GRADING IS TO COMMENCE FROM THE TOP OR TOE LEVEL OF ANY BATTER AT THE FRONT OF THE PROPERTY

'R' INDICATES THE GRADING IS TO COMMENCE FROM A RIDGE LEVEL WHICH IS TO BE FORMED AT THE OFFSET INDICATED

ALL OTHER ALLOTMENTS REQUIRE NO REGRADING UNLESS DIRECTED IN WRITING BY THE SUPERINTENDENT.

CONVERT Ex PIT OF/06 TO SEP IN ACCORDANCE WITH EDCM 603. BREAK INTO PIT, REMOVE Ex STUB AND REINSTATE TO COUNCIL SATISFACTION. ADJUST COVER LEVEL TO RL71.83.




REFER TO MELTON STANDARD DRAWING MCC 501 FOR ALL FOR ALL OTHER DETAILS

## TYPICAL DOUBLE VEHICLE CROSSING DETAIL

N.T.S.

NOTE:
SINGLE VEHICLE CROSSINGS ARE TO BE AT AN OFFSET OF 1.25m FROM THE PROPERTY SIDE BOUNDARY UNLESS NOTED OTHERWISE.

# FOR CONSTRUCTION

THESE DRAWINGS ARE TO BE USED ONLY FOR THE PURPOSE FOR WHICH THEY WERE INTENDED. NO RESPONSIBILITY WILL BE BORNE BY THE ENGINEERING CONSULTANT SHOULD THESE DRAWINGS BE USED FOR ANY OTHER PURPOSE.

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C5 | ADDRESSED COUNCIL COMMENTS | 04/03/20 | M.C. |
| C4 | ADJUSTED MEDIUM DENSITY LOT LAYOUT | 06/02/20 | M.C. |
| C3 | ADJUSTED LOT LAYOUT | 20/01/20 | M.C. |
| C2 | MINOR AMENDMENTS | 20/12/18 | J.B. |
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |

### LEGEND

| | | | | | |
|---|---|---|---|---|---|
| W | WATER MAIN | | PROPERTY INLET PIT | 20.06 | EXISTING SURFACE LEVEL |
| G | GAS MAIN | | EXISTING PROPERTY INLET PIT | FS.21.35 | FINISHED LEVEL (TITLE BOUNDARY) |
| E | ELECTRICITY CABLE | | DRAIN AND PIT | T21.35 | DESIGN TOP OF BATTER LEVEL |
| T | TELECOM CABLE | | EXISTING DRAIN AND PIT | P21.350 | DESIGN PAVEMENT LEVEL |
| W | WATER CONDUIT | S | SEWER LINE AND MANHOLE | R21.35 | DESIGN RIDGE LEVEL |
| G | GAS CONDUIT | | KERB AND CHANNEL | 19.20 | EXISTING CONTOUR LINE & LEVEL |
| T | TELECOM CONDUIT | | EXISTING KERB AND CHANNEL | | FILLING IN EXCESS OF 200mm |
| H | HOUSE DRAIN | | KERB TO BE REMOVED OFFSITE | | CATCH DRAIN |
| | T.B.M. PEG IN GROUND | | P.S.M. | | STREET SIGN |
| | | | | T T | EX. BATTER / PROP. BATTER |


DPM
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22 Business Park Drive Notting Hill 3168
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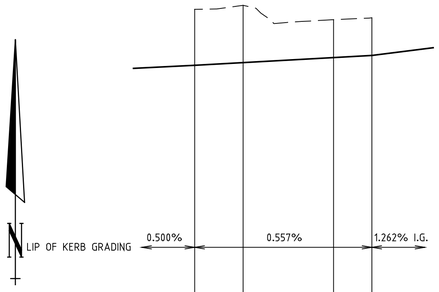
E:consulting@dpmvic.com.au | W: www.dpmvic.com.au


DRAWN: J.BEVERIDGE
DESIGNED: J.BEVERIDGE
CHECKED: L.PAPAZOIS
AUTHORISED: T.DAVOLI
DATE: DEC '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: LAYOUT PLAN & SERVICE OFFSET TABLE

SCALE 1:500
LEVEL DATUM A.H.D.
SHEET 02 OF 17
DRAWING No. 1275/13/NE/2
C5 C4 C3 C2 C1

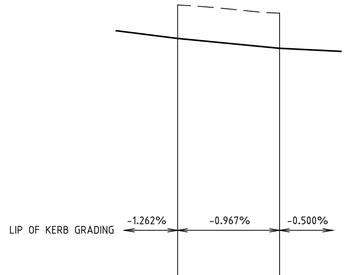



DATUM 69

| | | | | |
|---|---|---|---|---|
| LIP OF KERB DESIGN | 73.971 | 74.015 | 74.097 | 74.132 |
| EXISTING SURFACE LEVEL | 74.88 | 74.95 | 74.72 | 74.75 |
| CHAINAGE | 0.00 | 7.90 | 22.67 | 28.92 |

TPCh70.49 TPCh59.86

## SOUTH LIP OF KERB LONGITUDINAL SECTION




DATUM 69

| | | | |
|---|---|---|---|
| LIP OF KERB DESIGN | 74.132 | | 73.971 |
| EXISTING SURFACE LEVEL | 74.68 | | 74.54 |
| CHAINAGE | 0.00 | | 16.65 |

TPCh55.26 TPCh76.70

## NORTH LIP OF KERB LONGITUDINAL SECTION

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ENGINEERING SERVICES
Date: 09/04/2020




DATUM 71

| | | | | |
|---|---|---|---|---|
| LIP OF KERB DESIGN | 74.344 | | 74.395 | 74.439 |
| EXISTING SURFACE LEVEL | 74.82 | | 74.89 | 74.96 |
| CHAINAGE | 0.00 | | 10.13 | 13.51 |

TPCh2.95 TPCh149.99

## WEST LIP OF KERB LONGITUDINAL SECTION

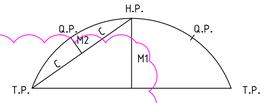



DATUM 71

| | | | | | |
|---|---|---|---|---|---|
| LIP OF KERB DESIGN | 73.888 | 73.992 | 74.146 | 74.286 | 74.344 |
| EXISTING SURFACE LEVEL | 74.43 | 74.49 | 74.56 | 74.62 | 74.66 |
| CHAINAGE | 0.00 | 3.38 | 6.75 | 10.13 | 13.51 |

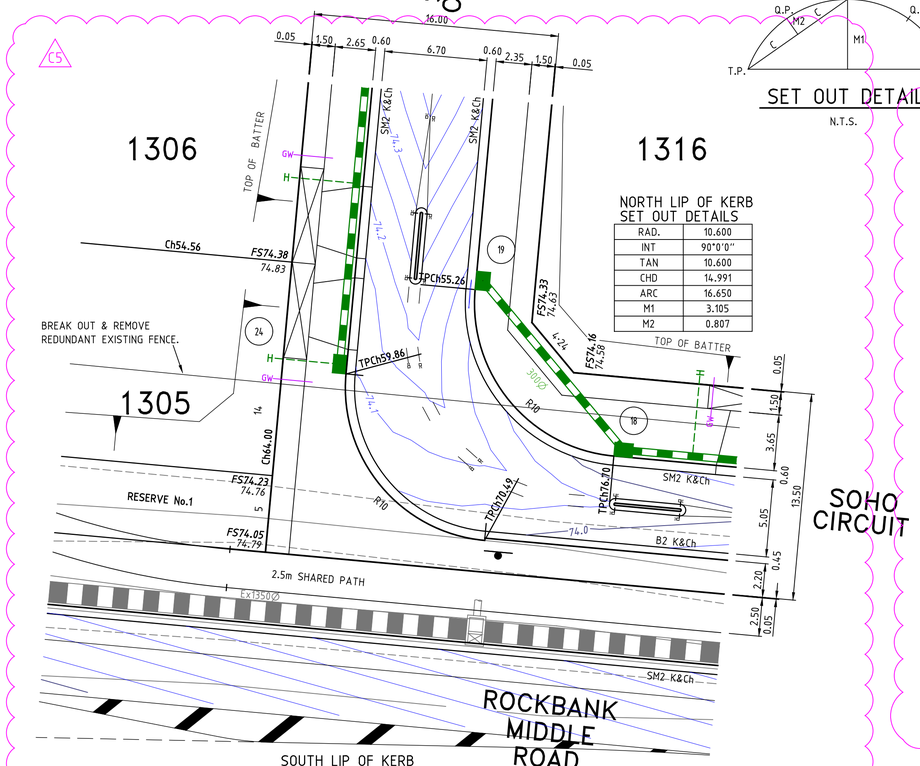
TPCh126.09 TPCh2.95

## EAST LIP OF KERB LONGITUDINAL SECTION




## SET OUT DETAIL

N.T.S.

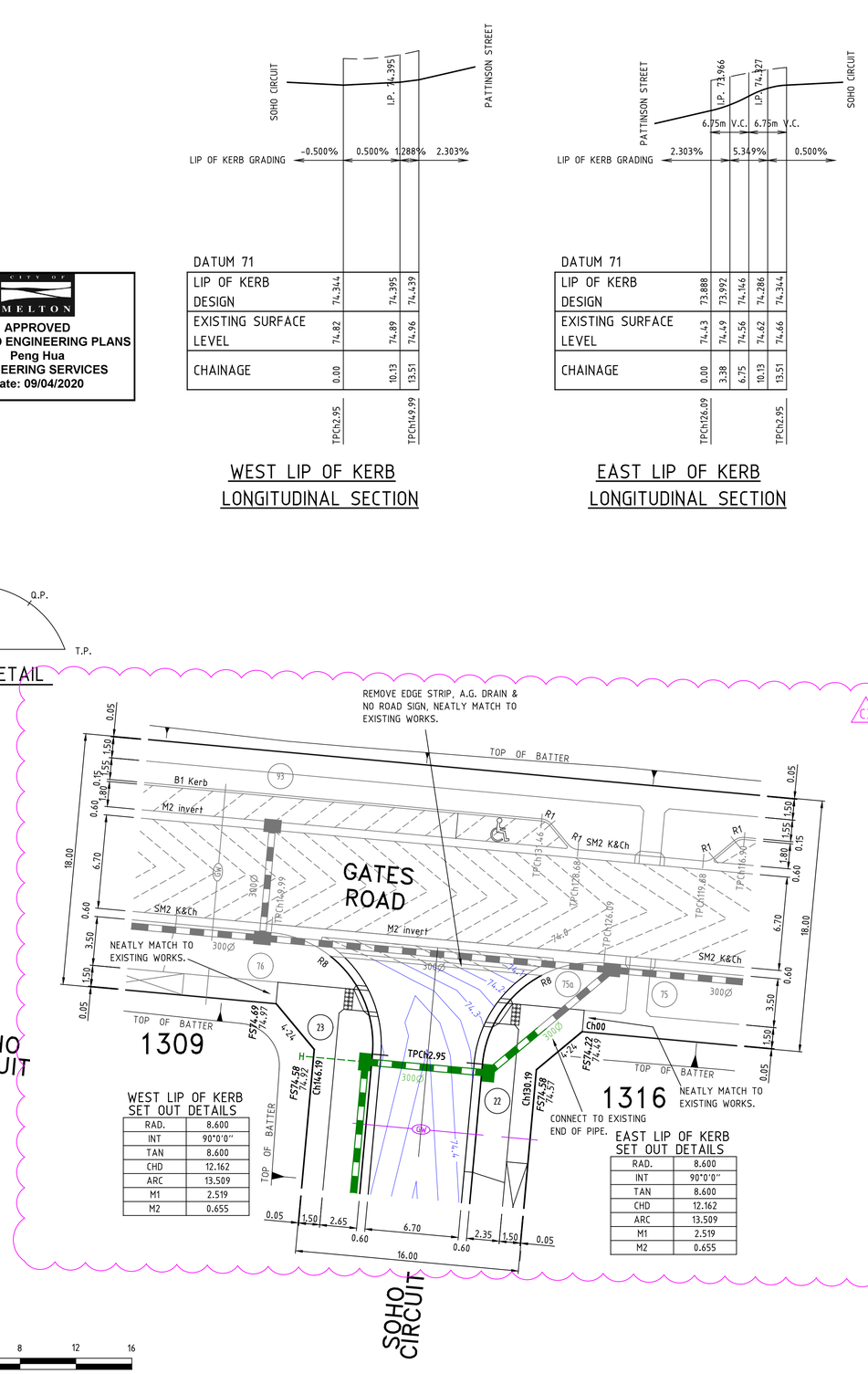



NORTH LIP OF KERB SET OUT DETAILS

| | |
|---|---|
| RAD. | 10.600 |
| INT | 90°0'0" |
| TAN | 10.600 |
| CHD | 14.991 |
| ARC | 16.650 |
| M1 | 3.105 |
| M2 | 0.807 |

SOUTH LIP OF KERB SET OUT DETAILS

| | |
|---|---|
| RAD. | 9.400 |
| INT | 90°0'0" |
| TAN | 9.400 |
| CHD | 13.294 |
| ARC | 14.765 |
| M1 | 2.753 |
| M2 | 0.716 |

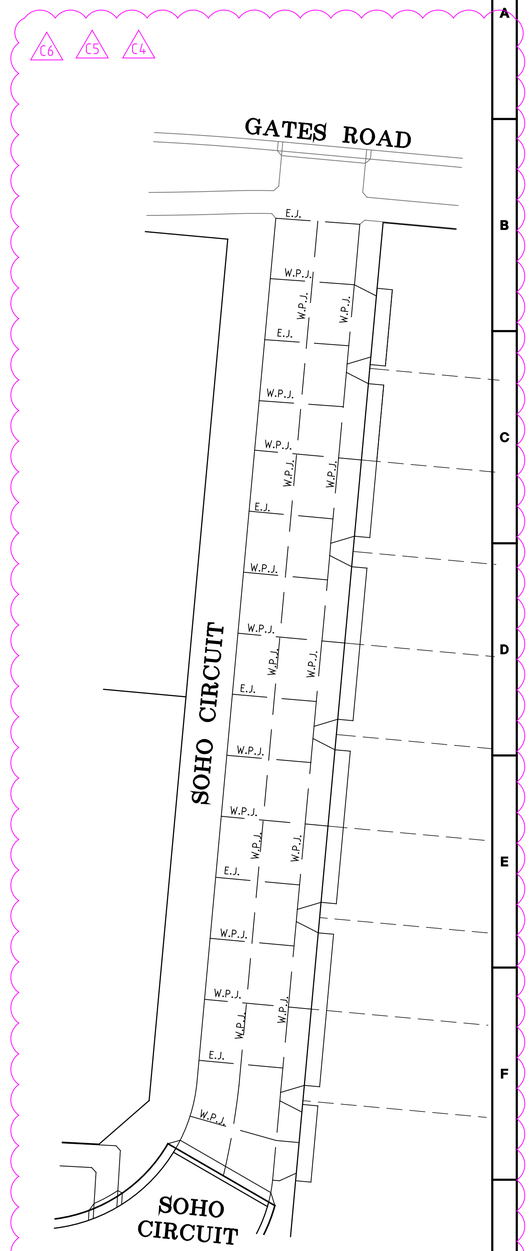



WEST LIP OF KERB SET OUT DETAILS

| | |
|---|---|
| RAD. | 8.600 |
| INT | 90°0'0" |
| TAN | 8.600 |
| CHD | 12.162 |
| ARC | 13.509 |
| M1 | 2.519 |
| M2 | 0.655 |

EAST LIP OF KERB SET OUT DETAILS

| | |
|---|---|
| RAD. | 8.600 |
| INT | 90°0'0" |
| TAN | 8.600 |
| CHD | 12.162 |
| ARC | 13.509 |
| M1 | 2.519 |
| M2 | 0.655 |




## JOINTING DETAILS - SOHO CIRCUIT

LEGEND

W.P.J. — W.P.J. WEAKENED PLANE JOINT AS PER MPA STD DRG EDCM 401

E.J. — E.J. EXPANSION JOINT AS PER MPA STD DRG EDCM 401

DOWELL BARS TO BE N32, 450 LONG WITH PVC SLEEVE.

0 4 8 12 16

SCALE 1:200 AT A1 SIZE

# FOR CONSTRUCTION

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C6 | AMENDED CONCRETE JOINTING DETAIL | 06/03/20 | M.C. |
| C5 | AMENDED CONCRETE JOINTING DETAIL AND REMOVED TACTILES | 04/03/20 | M.C. |
| C4 | AMENDED CONCRETE DETAIL | 07/02/20 | M.C. |
| C3 | AMENDED LOT NUMBER | 17/01/20 | M.C. |
| C2 | MINOR AMENDMENTS | 20/12/18 | J.B. |

LEGEND

| | | | |
|---|---|---|---|
| WATER MAIN | PROPERTY INLET PIT | 20.06 | EXISTING SURFACE LEVEL |
| GAS MAIN | EXISTING PROPERTY INLET PIT | FS.21.35 | FINISHED LEVEL (TITLE BOUNDARY) |
| ELECTRICITY CABLE | DRAIN AND PIT | T21.35 | DESIGN TOP OF BATTER LEVEL |
| TELECOM CABLE | EXISTING DRAIN AND PIT | P21.350 | DESIGN PAVEMENT LEVEL |
| WATER CONDUIT | SEWER LINE AND MANHOLE | R21.35 | DESIGN RIDGE LEVEL |
| GAS CONDUIT | KERB AND CHANNEL | | EXISTING CONTOUR LINE & LEVEL |
| TELECOM CONDUIT | EXISTING KERB AND CHANNEL | | FILLING IN EXCESS OF 150mm |
| HOUSE DRAIN | KERB TO BE REMOVED OFFSITE | | CATCH DRAIN |
| T.B.M. PEG IN GROUND | P.S.M. / STREET SIGN | | EX. BATTER / PROP. BATTER |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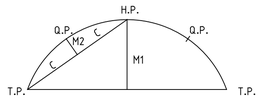
DRAWN: J.BEVERIDGE
DESIGNED: J.BEVERIDGE
CHECKED: L.PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: DEC '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: INTERSECTION DETAILS - SHEET 1 of 2

SCALE 1:200
LEVEL DATUM A.H.D.
SHEET 03 OF 17
DRAWING No. 1275/13/NE/3
C5 C4 C3 C2 C1




SET OUT DETAIL

N.T.S.

CITY OF MELTON

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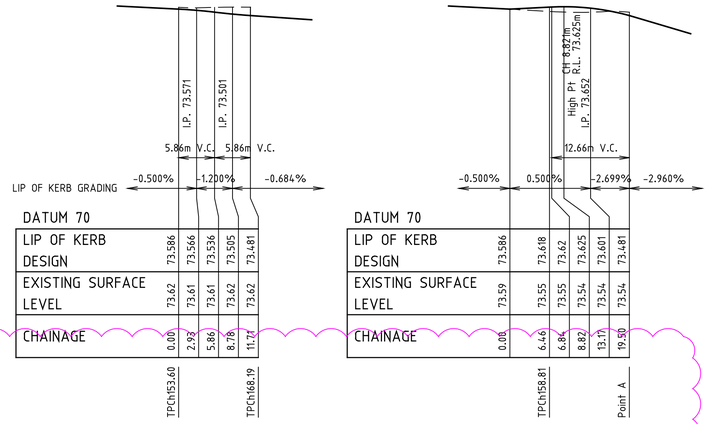
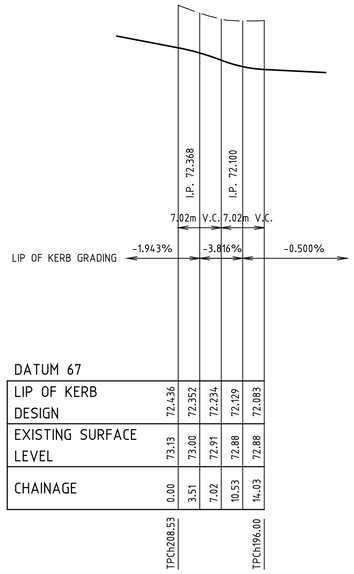
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020



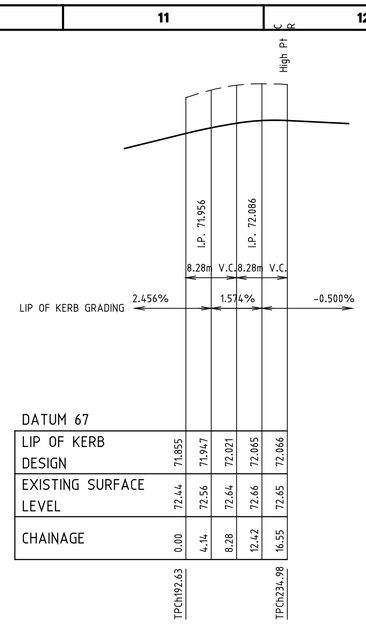

NORTH LIP OF KERB
LONGITUDINAL SECTION



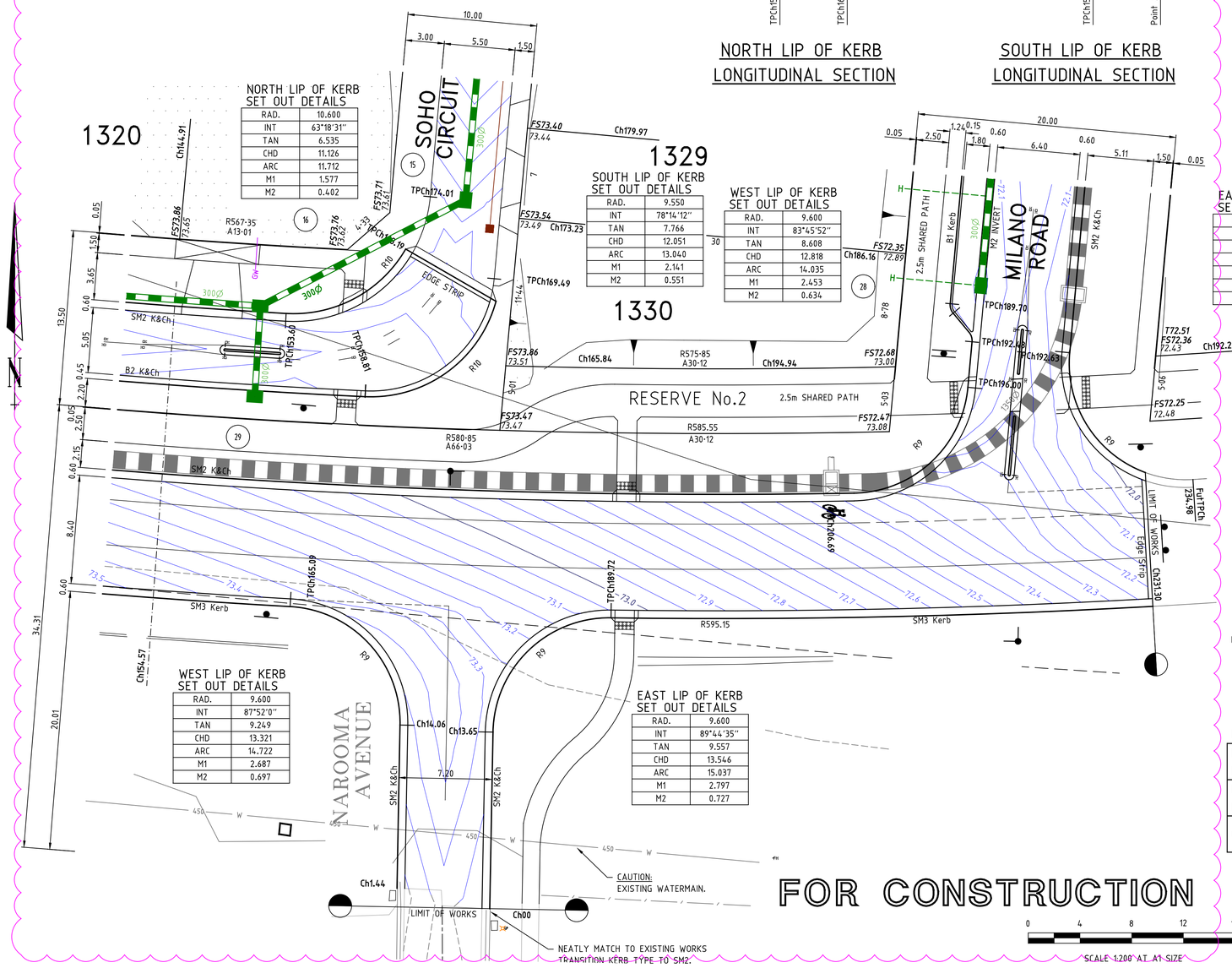

SOUTH LIP OF KERB
LONGITUDINAL SECTION




WEST LIP OF KERB
LONGITUDINAL SECTION




EAST LIP OF KERB
LONGITUDINAL SECTION




NORTH LIP OF KERB SET OUT DETAILS

| | |
|---|---|
| RAD. | 10.600 |
| INT | 63°18'31" |
| TAN | 6.535 |
| CHD | 11.126 |
| ARC | 11.712 |
| M1 | 1.577 |
| M2 | 0.402 |

SOUTH LIP OF KERB SET OUT DETAILS

| | |
|---|---|
| RAD. | 9.550 |
| INT | 78°14'12" |
| TAN | 7.766 |
| CHD | 12.051 |
| ARC | 13.040 |
| M1 | 2.141 |
| M2 | 0.551 |

WEST LIP OF KERB SET OUT DETAILS

| | |
|---|---|
| RAD. | 9.600 |
| INT | 83°45'52" |
| TAN | 8.608 |
| CHD | 12.818 |
| ARC | 14.035 |
| M1 | 2.453 |
| M2 | 0.634 |

EAST LIP OF KERB SET OUT DETAILS

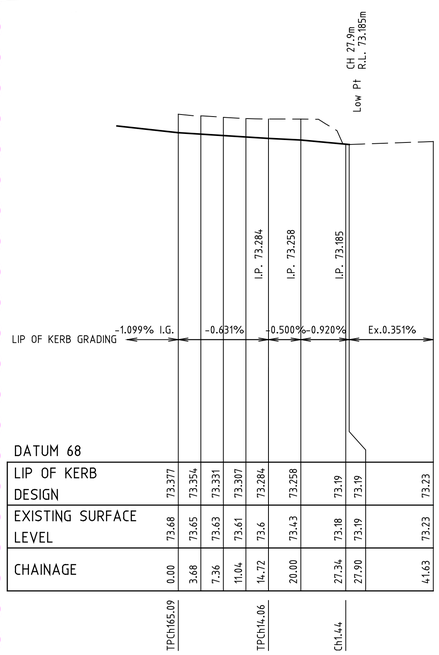
| | |
|---|---|
| RAD. | 9.600 |
| INT | 76°28'45" |
| TAN | 7.565 |
| CHD | 11.884 |
| ARC | 12.814 |
| M1 | 2.060 |
| M2 | 0.530 |

WEST LIP OF KERB SET OUT DETAILS

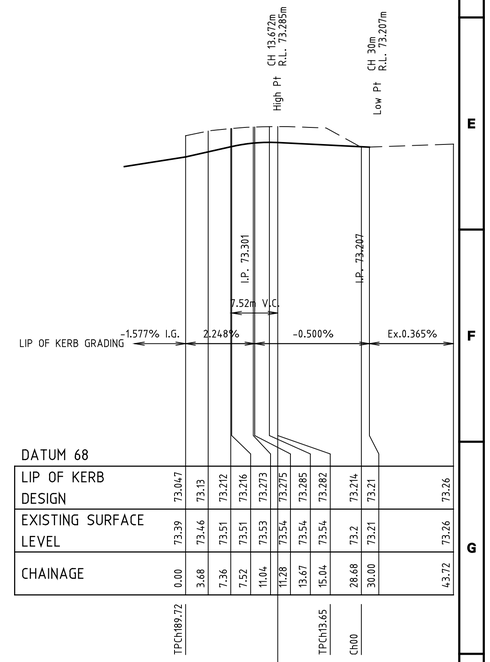
| | |
|---|---|
| RAD. | 9.600 |
| INT | 87°52'0" |
| TAN | 9.249 |
| CHD | 13.321 |
| ARC | 14.722 |
| M1 | 2.687 |
| M2 | 0.697 |

EAST LIP OF KERB SET OUT DETAILS

| | |
|---|---|
| RAD. | 9.600 |
| INT | 89°44'35" |
| TAN | 9.557 |
| CHD | 13.546 |
| ARC | 15.037 |
| M1 | 2.797 |
| M2 | 0.727 |




WEST LIP OF KERB
LONGITUDINAL SECTION




EAST LIP OF KERB
LONGITUDINAL SECTION

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C4 | ADDED SPLITTER ISLAND | 06/03/20 | M.C. |
| C3 | REMOVED TACTILES AND LINEMARKING ON SHARED PATH | 4/3/20 | M.C. |
| C2 | MINOR AMENDMENTS | 20/12/18 | J.B. |
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

LEGEND

| | | | |
|---|---|---|---|
| WATER MAIN | PROPERTY INLET PIT | 20.06 | EXISTING SURFACE LEVEL |
| GAS MAIN | EXISTING PROPERTY INLET PIT | FS21.35 | FINISHED LEVEL (TITLE BOUNDARY) |
| ELECTRICITY CABLE | DRAIN AND PIT | T21.35 | DESIGN TOP OF BATTER LEVEL |
| TELECOM CABLE | EXISTING DRAIN AND PIT | P21.350 | DESIGN PAVEMENT LEVEL |
| WATER CONDUIT | SEWER LINE AND MANHOLE | R21.35 | DESIGN RIDGE LEVEL |
| GAS CONDUIT | KERB AND CHANNEL | | EXISTING CONTOUR LINE & LEVEL |
| TELECOM CONDUIT | EXISTING KERB AND CHANNEL | | FILLING IN EXCESS OF 150mm |
| HOUSE DRAIN | KERB TO BE REMOVED OFFSITE | | CATCH DRAIN |
| T.B.M. PEG IN GROUND | P.S.M. / STREET SIGN | | EX. BATTER / PROP. BATTER |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DRAWN: J.BEVERIDGE
DESIGNED: J.BEVERIDGE
CHECKED: L.PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: DEC '16

MUNICIPALITY: CITY OF MELTON

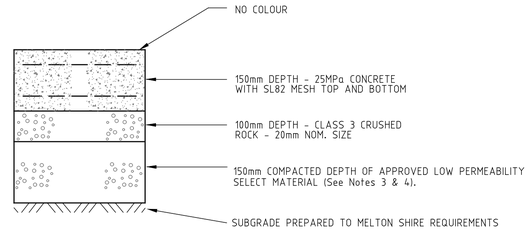
PROJECT: MODEINA STAGE 13

DETAILS: INTERSECTION DETAILS - SHEET 2 of 2

SCALE 1:200
LEVEL DATUM A.H.D.
SHEET 4 OF 17
DRAWING No. 1275/13/NE/4 C3 C2 C1 P2

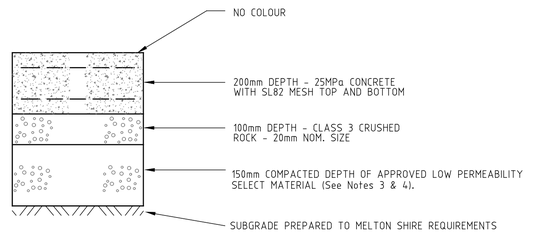
# GENERAL NOTES

1. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE GROWTH AREAS AUTHORITY (G.A.A.) ENGINEERING DESIGN AND CONSTRUCTION MANUAL FOR SUBDIVISION IN GROWTH AREAS (APRIL 2011) AND TO THE SATISFACTION OF THE CITY OF MELTON'S CHIEF EXECUTIVE OFFICE OR HIS/HER NOMINATED REPRESENTATIVE. COUNCIL'S SENIOR SUBDIVISION APPROVALS ENGINEER IS TO BE NORIFIED IN WRITING, SEVEN (7) DAYS PRIOR TO THE COMMENCEMENT OF WORKS.
2. THE LOCATION OF EXISTING SERVICES SHOULD BE DETERMINED BY THE CONTRACTOR SEVEN DAYS PRIOR TO COMMENCING ANY EXCAVATION BY CONTACTING ALL SERVICE AUTHORITIES. ANY EXISTING SERVICES SHOWN ON THE DRAWINGS ARE OFFERED AS A GUIDE ONLY AND ARE NOT GUARANTEED AS CORRECT.
3. CHAINAGES REFER TO CENTRELINE OF ROAD RESERVE UNLESS INDICATED OTHERWISE.
4. THE NATURE STRIPS AND CUT OR FILLED AREAS ON ALLOTMENTS ARE TO BE TOPSOILED WITH 100mm OF APPROVED MATERIAL. IF THE STRIPPED MATERIAL ON SITE IS NOT SUITABLE, THE TOPSOIL SHALL BE IMPORTED AT THE CONTACTOR'S EXPENSE.
5. ALL ALLOTMENTS SHALL BE SMOOTHED, GRADED AND SHAPED TO AN EVEN SURFACE WITH A MINIMUM FALL OF 1 in 150 TO THE DRAINAGE OUTLET SHOWN.
6. ALL EASEMENT DRAINS ARE TO BE OFFSET 1.00m FROM PROPERTY BOUNDARY UNLESS OTHERWISE SHOWN.
7. ALL DRAINAGE PIPES UNDER ROAD PAVEMENTS, FOOTPATHS OR DRIVEWAYS, ETC. SHALL BE BACKFILLED WITH FINE CRUSHED ROCK IN ACCORDANCE WITH THE CITY OF MELTON ROAD & DRAINAGE SPECIFICATION.
8. UPON COMPLETION OF CONSTRUCTION THE WHOLE SITE SHALL BE CLEANED UP, GRADED AND ALL RUBBISH REMOVED AND LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT.
9. TELECOMMUNICATIONS CONDUITS WILL BE SUPPLIED AND LAID BY TELSTRA AND OPTUS AND THE TRENCHES EXCAVATED AND BACKFILLED BY THE CONTRACTOR. THE CONTRACTOR SHALL GIVE THE TELECOMMUNICATIONS AREA ENGINEER 7 DAYS NOTICE PRIOR TO COMMENCING TRENCHING WORK.
10. TRENCHING FOR UNDERGROUND ELECTRICAL CABLES, SUPPLY AND INSTALLATION OF CONDUITS, AND SUPPLY AND PLACEMENT OF BACKFILL IS TO BE UNDERTAKEN BY THE CONTRACTOR UNDER THE THE SUPERVISION OF THE RELEVANT ELECTRICAL AUTHORITY.
11. THE CONTRACTOR SHALL CO-OPERATE WITH OTHER CONTRACTORS AND/OR AUTHORITIES AND SHALL ENSURE THAT ALL SERVICES ARE TO BE INSTALLED PRIOR TO THE FINAL PAVEMENT COURSE.
12. WHEN ROADWAYS ARE TRUNCATED AGAINST RISING LANDS PENDING DEVELOPMENT OF FUTURE STAGES, TEMPORARY A.G. DRAINS SHALL BE INSTALLED ACROSS THE END OF ROAD TO PREVENT SEEPAGE INTO THE PAVEMENT.
13. 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 SUPERINTENDENT.
14. PROPERTY INLETS AND HOUSE DRAINS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH G.A.A. STANDARD DRAWINGS FIGURES 016, 017 & 018. HOUSE DRAINS FOR ALLOTMENTS SHALL BE AT A SUFFICIENT DEPTH TO CONTROL DISCHARGE AT A MINIMUM OF 1 IN 100 FALL FROM ALL POINTS WITHIN THE PROPERTY AREA, AND SHALL BE CONNECTED TO UNDERGROUND DRAINS IN ROAD RESERVES WHERE POSSIBLE WITH 600mm MINIMUM COVER AT THE PROPERTY LINE. PROPERTY INLETS ARE TO BE A MINIMUM DEPTH OF 500mm BELOW FINISHED SURFACE LEVEL. HOUSE DRAINS ARE TO BE LOCATED 5.00m FROM THE LOW SIDE PROPERTY BOUNDARY UNLESS OTHERWISE SHOWN.
15. ALL STORMWATER DRAINS SHALL BE R.C.P CLASS 2 UNLESS OTHERWISE STATED.
    ALL PIPES LESS THAN OR EQUAL TO 525mm DIA ARE TO BE RUBBER RING JOINTED.
    ALL DRAINS BEHIND KERB & CHANNEL SHALL BE BACKFILLED WITH CLASS 3 C.R. (20mm NOM. SIZE).
    ALL DRAINS AND SEWERS BENEATH THE ROAD PAVEMENT AND CONCRETE FOOTPATHS, DRIVEWAYS OR ANY SEALED SURFACE AND KERB & CHANNEL SHALL BE BACKFILLED WITH 20mm NOM. SIZE CLASS 2 C.R.
    ALL BACKFILLING TO BE COMPACTED TO 95% AUSTRALIAN DRY DENSITY.
16. BEFORE COMMENCING WORK ON DRAINS IN EXCESS OF 1.5 METRES DEEP A NOTICE OF SUCH A PROPOSAL IS TO BE SENT TO THE OCCUPATION HEALTH AND SAFETY AUTHORITY IN ACCORDANCE WITH CLAUSE 202 OF THE MINES (TRENCHES) REGULATIONS. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL SHORING, PLANKING AND STRUTTING, DEWATERING DEVICES, BARRICADES, SIGNS, LIGHTS, ETC. NECESSARY TO KEEP WORKS IN A SAFE STABLE CONDITION AND TO PROTECT THE PUBLIC FROM HAZARDS ASSOCIATED WITH THE WORKS. A FOREMAN QUALIFIED AS A PERMITTED MINES MANAGER, MUST BE IN ATTENDANCE AT ALL TIMES DURING SUCH EXCAVATIONS.
17. BOTH KERBS ARE TO BE MARKED WITH THE LETTERS G, W AND T ABOVE CONDUIT LOCATIONS AS SPECIFIED.
18. CUT BATTERS ARE NOT TO EXCEED 1 IN 6 AND FILL BATTERS ARE NOT TO EXCEED 1 IN 6 UNLESS INDICATED OTHERWISE. CUT BATTERS TO BE GRASSED, MULCHED WITH A MIXTURE OF CHOPPED GRASS, HAY, STRAW AND BITUMINOUS EMULSION TO THE SATISFACTION OF THE CITY OF MELTON SUPERVISING ENGINEER. CUT BATTERS WITHIN PROPERTIES ADJACENT TO VEHICLE CROSSINGS ARE NOT TO EXCEED 1 IN 6.
19. DRIVEWAY & PRAM CROSSINGS SHOWN ON THESE PLANS ARE DIAGRAMMATIC ONLY. FOR PRAM CROSSING DETAILS REFER TO E.D.C.M. 403. FOR VEHICLE CROSSING DETAILS REFER TO CITY OF MELTON STD DRG MCC 501.
20. STREET SIGNS ARE TO BE INSTALLED IN ACCORDANCE WITH AS 1742.5 & THE CURRENT CITY OF MELTON REQUIREMENTS INCLUDING THE PROVISION OF LOGOS.
21. THE CONTRACTOR IS TO ENSURE THAT HIS/HER CONSTRUCTION PROCEDURES AND STANDARDS CONTROL THE VOLUME AND LOCATION FOR COLLECTION OF SEDIMENT DISCHARGE ACCORDING TO CURRENT BEST PRACTICES.
22. OPTUS AND TELSTRA SERVICE CONDUITS ARE TO BE EXTENDED TO 1000mm INSIDE THE PROPERTY BOUNDARY, AND GAS AND WATER CONDUITS SHALL EXTEND 300mm PAST THE PROPERTY BOUNDARY WHERE FOOTPATHS ARE TO BE CONSTRUCTED. LOCATION OF CONDUITS IS TO BE MARKED ON FOOTPATHS. CONDUITS ARE TO BE 50mm HD PVC LAID AT A MIN. DEPTH OF 200mm BELOW PAVEMENT SUBGRADE.
23. ALL LINEMARKING TO BE WITH REFLECTORISED GLASS BEAD PAINT OF LONG LIFE TYPE. FOR LINE PATTERNS AND DIMENSIONS OF LONGITUDINAL AND TRAVERSE LINES REFER TO THE VIC ROADS TRAFFIC ENGINEERING MANUAL VOL. 2 (JULY 1986) TABLE 18-3.
24. THE CONTRACTOR IS TO BE RESPONSIBLE FOR ENSURING THAT SUFFICIENT WARNING SIGNS, LIGHTS AND BARRIERS ARE ERECTED AND MAINTAINED DURING THE PROGRESS OF WORK. SIGNS, MARKINGS AND DELINEATORS SHOULD BE ERECTED IN ACCORDANCE WITH AS1742-1,2,3 1986, WHICH COMPLIES WITH THE VIC ROADS ROADWORKS SIGNAGE CODE OF PRACTICE.
25. THE CONTRACTOR IS TO INSTALL BLUE RAISED REFLECTIVE PAVEMENT MARKERS ON THE ROAD CENTRELINE AND MARKER POSTS TO INDICATE THE LOCATION OF THE FIREPLUG.
26. ANY FOOTPATHS OR KERB AND CHANNEL DAMAGED DURING CONSTRUCTION AND MAINTENANCE PERIODS TO BE REINSTATED TO THE SATISFACTION OF THE CITY OF MELTON.
27. REMOVAL OR RETENTION OF EXISTING TREES OR VEGETATION MUST BE IN ACCORDANCE WITH THE APPROVED TREE RETENTION PLAN. NO MATERIAL IS TO BE BURNT ON SITE.
28. EARTHWORKS ARE TO BE PERFORMED IN ACCORDANCE WITH AS3798-1996. ON COMPLETION THE CONTRACTOR SHALL PRESENT A "LEVEL 1" TYPED REPORT NOMINATING THE EXTENT OF FILL PLACED, ITS CONFORMANCE WITH THE SPECIFICATION AND ITS CLASSIFICATION AS CONTROLLED FILL. FILLING IN PROPERTIES IS TO BE CARRIED OUT USING APPROVED CLAY FILL. TOPSOIL AND ALL VEGETABLE MATTER IS TO BE STRIPPED FROM SITE PRIOR TO FILLING. ALL FILLING TO BE CARRIED OUT IN 150mm LAYERS AND COMPACTED TO MINIMUM DRY DENSITY RATIO OF 95% STANDARD IN ACCORDANCE WITH AS3978. COMPACTION RESULTS ARE TO BE PROVIDED TO THE SUPERINTENDENT FOR ALLOTMENTS WITH EXCESS OF 300mm OF FILL.
29. A.G. DRAINS (100mm) ARE TO BE INSTALLED BEHIND ALL KERB & CHANNEL AND CONCRETE INVERTS IN ACCORDANCE WITH G.A.A. STANDARD DRAWING FIGURE 020. AG'S BEHIND CONCRETE INVERTS SHALL BE BACKFILLED WITH CLASS 3 BASALTIC SCREENINGS OR NO FINES CONCRETE BLOCKS COVERED WITH GEOTEXTILE FABRIC EXTENDING 225mm EITHER SIDE OF THE AG TRENCH.
30. ALL CONCRETE FOR KERB AND CHANNEL, FOOTPATH AND DRIVE CROSSINGS TO BE 25MPa UNLESS NOTED OTHERWISE
31. THE CONTRACTOR CANNOT CONSTRUCT ANY ELECTRICAL WORKS WITHOUT THE PRIOR CONSENT OF THE RELEVANT ELECTRICITY AUTHORITY
32. PRIOR TO COMMENCEMENT OF WORKS, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING INFORMATION:-
    i) SOURCE OF QUARRY MATERIAL
    ii) OPTIMUM MOISTURE CONTENT AND MAXIMUM DRY DENSITY OF THE F.C.R. TO BE USED (FROM N.A.T.A. APPROVED LABORATORY)
    iii) IF THE SOURCE OF THE QUARRY MATERIAL IS CHANGED DURING THE COURSE OF THE WORKS, NEW TEST RESULTS SHALL BE PROVIDED.
33. THE DISPOSAL SITE FOR SPOIL FROM SITE & THE TRUCK ROUTE IS TO BE SUBMITTED TO & APPROVED BY CITY OF MELTON IN WRITING PRIOR TO COMMENCEMENT OF ANY WORK. ALL EXCAVATED CLEAN MATERIAL IS TO BE STOCKPILED ON SITE AS DIRECTED BY THE ENGINEER.
34. COMPACTION RESULTS FOR SEWER MAINS CROSSING ROAD RESERVES ARE TO BE SUBMITTED TO THE SUPERINTENDENT.
35. BACKFILL OF ALL SERVICE TRENCHES & CONDUITS UNDER PARKING BAYS, DRIVEWAYS AND FOOTPATHS, ARE TO BE FULLY CONSTRUCTED WITH LOW PERMEABILITY CLASS 4 CRUSHED ROCK BACKFILL.
36. WHERE A NEW ROAD MEETS AN UNDEVELOPED STAGE, EARTHWORKS TO TOP OF FOOTPATH LEVEL ARE TO BE EXTENDED FOR A DISTANCE OF 8m TO FINAL LEVELS.
37. PERAMBULATOR CROSSING SHOWN ON THESE DRAWINGS ARE DIAGRAMATIC ONLY. FOR DETAILS REFER TO G.A.A. STANDARD DRAWING FIGURE 009.
38. PSMs ARE TO BE IN ACCORDANCE WITH CITY OF MELTON STANDARD DRAWING SM 1.
    TO BE EXTENDED FOR A DISTANCE OF 8m TO FINAL LEVELS.
39. PRIOR TO START OF ANY WORK, A PRE-COMMENCEMENT MEETING MUST BE HELD ON SITE BETWEEN COUNCIL REPRESENTATIVE, DEVELOPER'S REPRESENTATIVE AND THE CONTRACTOR.
40. THE CONTRACTOR SHALL NOT CONSTRUCT ANY ELECTRICAL WORKS WITHOUT THE AUTHORITY OF THE LOCAL ELECTRICAL AUTHORITY.
41. MAP GRID OF AUSTRALIA (MGA) SHALL BE USED AS THE CO-ORDINATE SYSTEM AND AUSTRALIAN HEIGHT DATUM (AHD) SHALL BE USED AS THE REFERENCE SYSTEM FOR ALL LEVELS.




## INDENTED PARKING BAYS

(EXCLUDING DOMINION DRIVE N-S).




## SOHO CIRCUIT (PART C)

PAVEMENT NOTES:

Note 1. SELECTION DEPENDENT ON WEATHER CONDITIONS AND NEED OR OTHERWISE TO TRAFFIC PRIOR TO ASPHALT PLACEMENT. CONTRACTOR SHOULD NOMINATE AND SEEK APPROVAL OF TYPE, APPLICATION RATE AND CURING REQUIREMENTS PRIOR TO APPLICATION.

Note 2. STONE SIZE DEPENDENT ON LAYER THICKNESS.

Note 4. MAXIMUM PERMEABILITY $5x10^{-9}$ m/s, MINIMUM SOAKED CBR 8%, MAX CBR SWELL 1%. LAYER THICKNESS SHOULD BE RAISED WHERE ROCK ENCOUNTERED ABOVE UNDERSIDE OF LAYER.

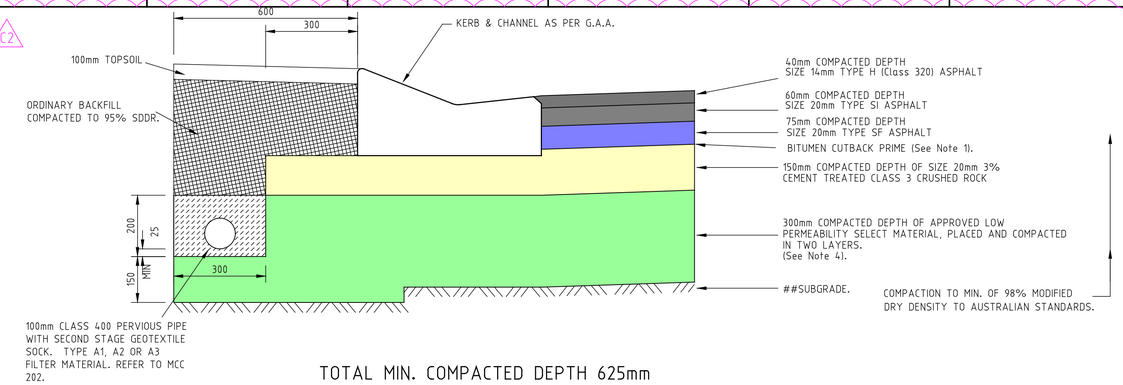
## PREPARED IN ACCORDANCE WITH MELTON SHIRE COUNCIL REQUIREMENTS.

WHERE/IF WEAK SUBGRADE CONDITIONS REQUIRE IMPROVEMENT TO FACILITATE CONSTRUCTION THE CAPPING LAYER THICKNESS CAN BE ADJUSTED/USED AS A REPLACEMENT MATERIAL. COLLOQUIALLY NAMED 'CRAGIE CLAY' OR OTHER APPROVED MATERIALS TYPICALLY USED. LIME STABILISATION IS UNLIKELY TO BE VIABLE ON THIS SITE DUE TO THE ABUNDANCE OF ROCK FLOATERS.

THE DEEP LIFT WIDENING PAVEMENT FOR ROCKBANK MIDDLE ROAD MEETS THE MINIMUM COVER REQUIREMENT FOR EXPANSIVE SUBGRADES. WHERE ROCK IS ENCOUNTERED ABOVE SUBGRADE LEVEL THE CAPPING LAYER THICKNESS SHOULD BE ADJUSTED TO AVOID STRONG BASALT ROCK REMOVAL. THE BASALT ROCK IN THE AREA IS TYPICALLY OF HIGH TO VERY HIGH STRENGTH. IT MAY NOT BE POSSIBLE TO SHAVE OFF ROCK PINNACLES SO THAT ROCK PIECES WILL DETACH ALONG DEFECT LINES CREATING VERY IRREGULAR SURFACES WITH LARGE TROUGHS. THIS WORSENS THE SUBGRADE CONDITIONS AND SHOULD BE AVOIDED, WITH ROCK PINNACLES LEFT TO PROTRUDE INTO THE LOWER PART OF THE CAPPING LAYER WHERE NECESSARY, BUT NO HIGHER THAN SAY 100mm FROM THE UNDERSIDE OF THE CTCR BASE.

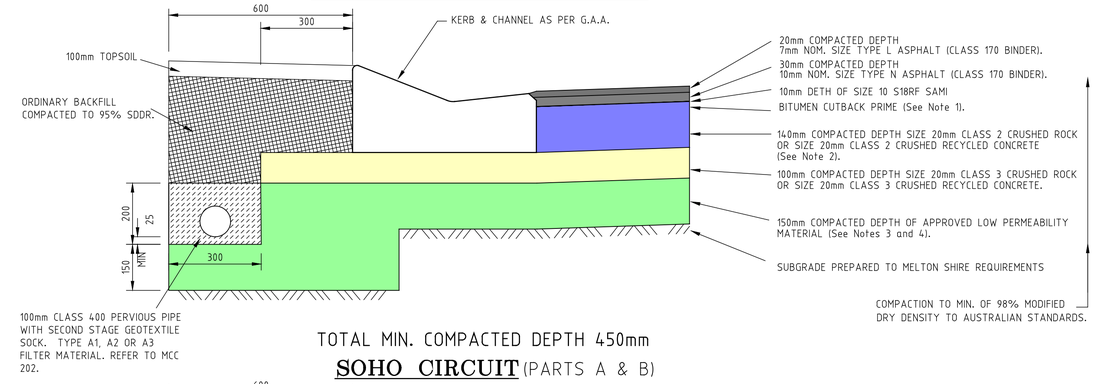
CITY OF MELTON
APPROVED
DETAILED ENGINEERING PLANS
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020

C2



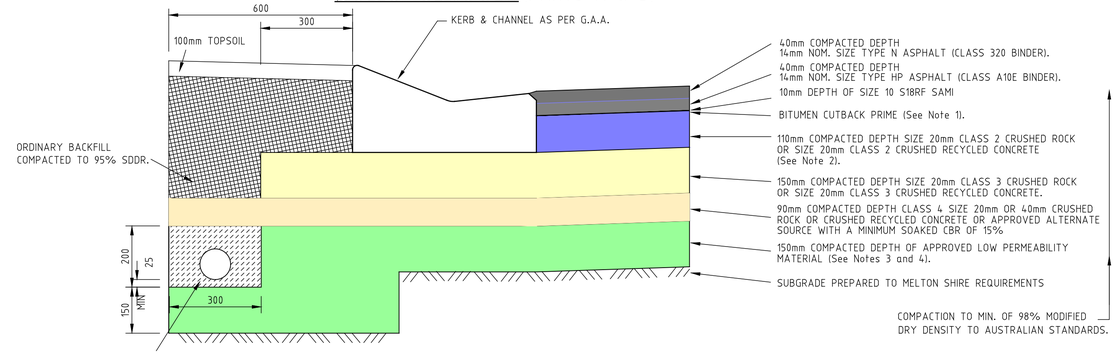

TOTAL MIN. COMPACTED DEPTH 625mm

## ROCKBANK MIDDLE ROAD




TOTAL MIN. COMPACTED DEPTH 450mm

## SOHO CIRCUIT (PARTS A & B)

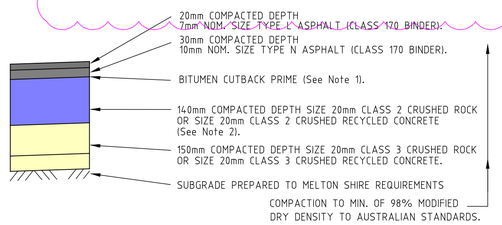



TOTAL MIN. COMPACTED DEPTH 590mm

## MILANO ROAD & NAROOMA AVENUE

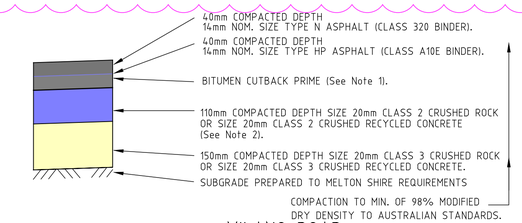
# PAVEMENT COMPOSITIONS

NOT TO SCALE DESIGN CBR=3




SOHO CIRCUIT (PARTS A& B)

TOTAL MIN. COMPACTED DEPTH 340mm




MILANO ROAD

TOTAL MIN. COMPACTED DEPTH 340mm

ALTERNATE PAVEMENT COMPOSITIONS TO BE USED ONLY AT THE DIRECTION OF COUNCIL'S WORKS SUPERVISOR DESIGN CBR=10

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C2 | AMENDED SUBSURFACE DRAINAGE | 4/3/20 | M.C. |
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

FOR CONSTRUCTION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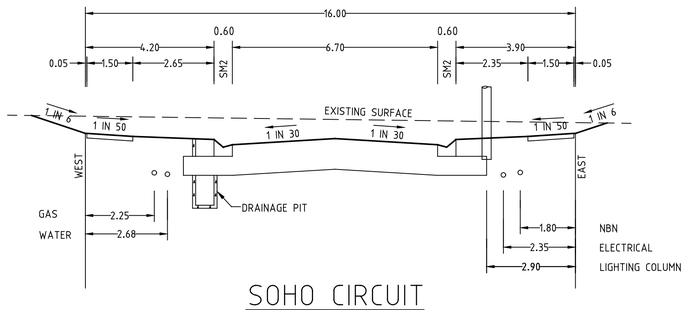
DESIGNED: J. BEVERIDGE
CHECKED: L. PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: DEC '16

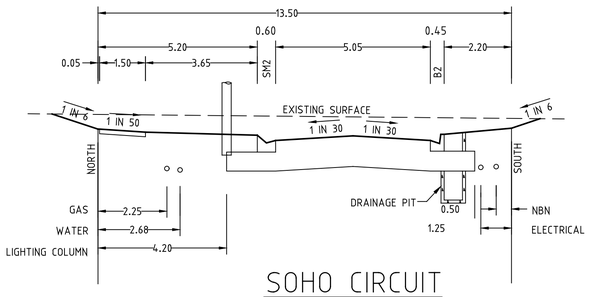
MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: GENERAL NOTES & PAVEMENT COMPOSITIONS

SCALE AS SHOWN
LEVEL DATUM -
SHEET 5 OF 17
DRAWING No. 1275/13/NE/5 C2 C1 P2

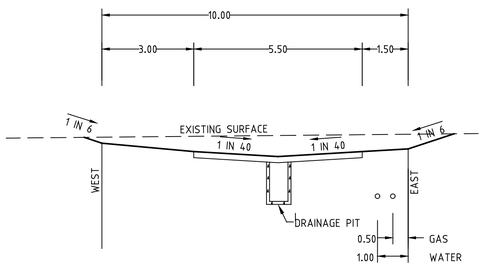
APPROVED
DETAILED ENGINEERING PLANS
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020



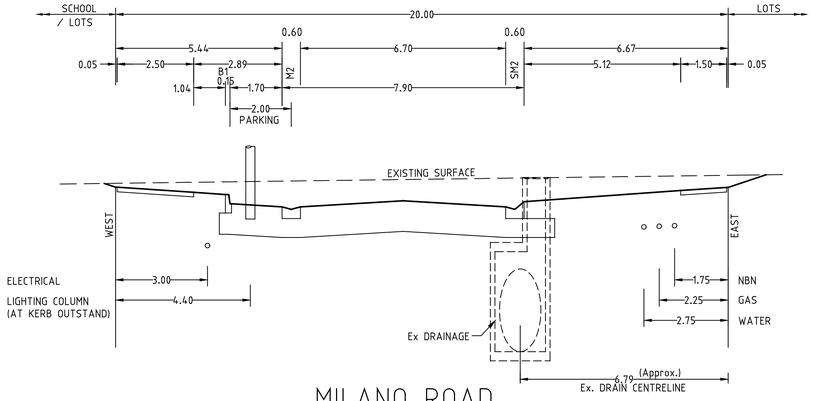

SOHO CIRCUIT
(PART A)



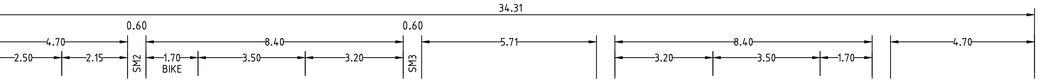

SOHO CIRCUIT
(PART B)

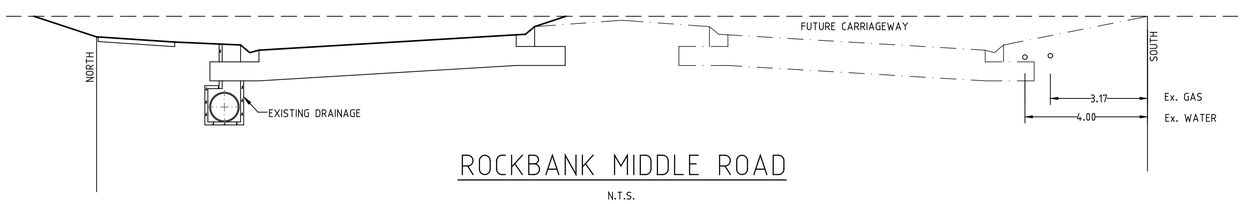



SOHO CIRCUIT
(PART C)




MILANO ROAD
N.T.S.

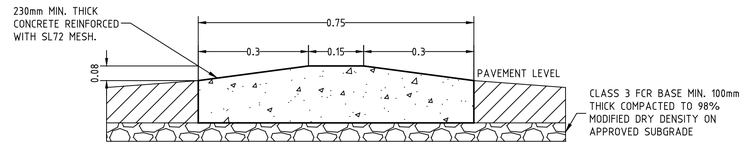


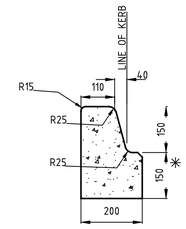

ROCKBANK MIDDLE ROAD
N.T.S.

**TYPICAL SECTIONS**
N.T.S.

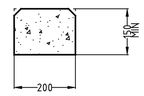
C2



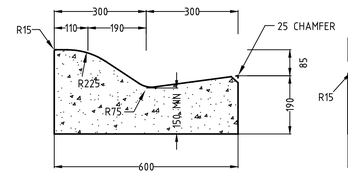

TYPICAL SPILTTER ISLAND CROSS SECTION
REFER TO MCC 305
N.T.S.



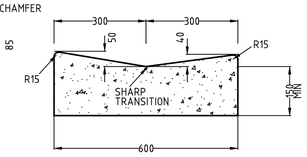

B1 KERB PROFILE
✳ BASE OF B1 KERB TO MATCH 200mm THICK CONCRETE DEPTH EXTEND BASE TO 200mm WHEN REQUIERED



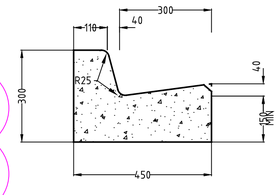

EDGE STRIP PROFILE



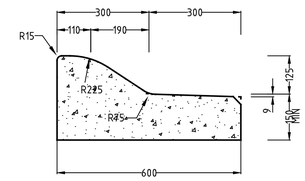

SM2 K&Ch PROFILE




M2




B2 KERB PROFILE




SM3 KERB PROFILE

**KERB DETAILS**
N.T.S.

FOR CONSTRUCTION

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C2 | ADDED SPLITTER ISLAND DETAIL | 4/3/20 | M.C. |
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

LEGEND

| | | | | | |
|---|---|---|---|---|---|
| W | WATER MAIN | | PROPERTY INLET PIT | 20.06 | EXISTING SURFACE LEVEL |
| G | GAS MAIN | | EXISTING PROPERTY INLET PIT | FS.21.35 | FINISHED LEVEL (TITLE BOUNDARY) |
| E | ELECTRICITY CABLE | | DRAIN AND PIT | T21.35 | DESIGN TOP OF BATTER LEVEL |
| T | TELECOM CABLE | | EXISTING DRAIN AND PIT | P21.350 | DESIGN PAVEMENT LEVEL |
| W | WATER CONDUIT | S | SEWER LINE AND MANHOLE | R21.35 | DESIGN RIDGE LEVEL |
| G | GAS CONDUIT | | KERB AND CHANNEL | 20.20 | EXISTING CONTOUR LINE & LEVEL |
| T | TELECOM CONDUIT | | EXISTING KERB AND CHANNEL | | FILLING IN EXCESS OF 150mm |
| H | HOUSE DRAIN | | KERB TO BE REMOVED OFFSITE | | CATCH DRAIN |
| | T.B.M. PEG IN GROUND | | P.S.M. STREET SIGN | | EX. BATTER / PROP. BATTER |


DPM
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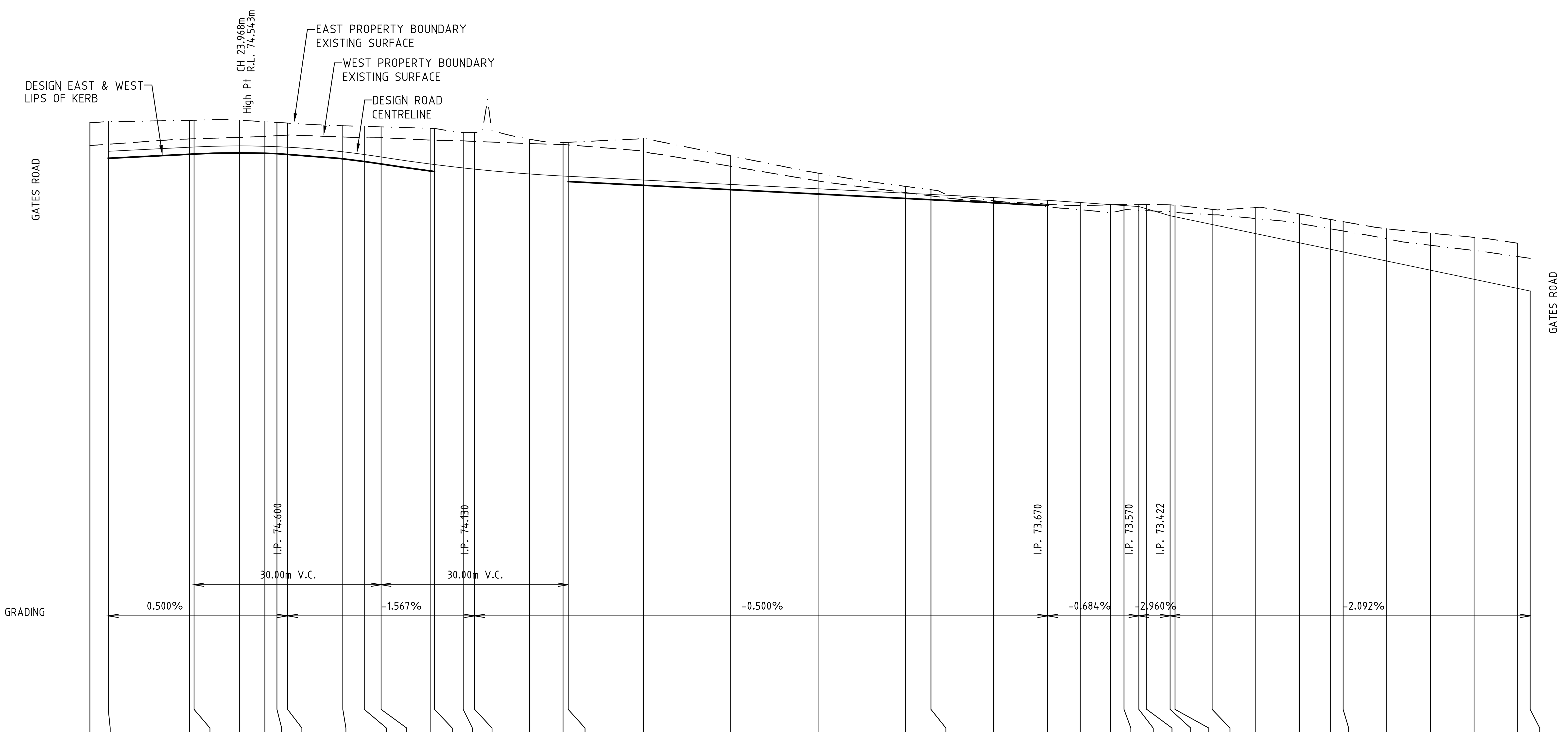
CONSULTING CIVIL ENGINEERS & PROJECT MANAGERS
22 Business Park Drive Notting Hill 3168
Telephone: (03) 9538 5000, Facsimile: (03) 9538 5050


DRAWN: J.BEVERIDGE
DESIGNED: J.BEVERIDGE
CHECKED: L.PAPAZOIS
AUTHORISED: T.DAVOLI
DATE: DEC '15

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: TYPICAL SECTIONS & KERB DETAILS

SCALE 1:500
LEVEL DATUM A.H.D.
SHEET 6 OF 17
DRAWING No. 1275/13/NE/6
C2 C1 P2




DATUM 65

| CHAINAGE | CENTRE LINE DESIGN | DESIGN RIGHT LIP OF KERB/EDGE OF PAVEMENT | DESIGN LEFT LIP OF KERB/EDGE OF PAVEMENT | RIGHT PROPERTY BOUNDARY EXISTING SURFACE | LEFT PROPERTY BOUNDARY EXISTING SURFACE | |
|---|---|---|---|---|---|---|
| -0.00 | | | | 74.91 | 74.55 | |
| 2.95 | 74.456 | 74.344 | 74.344 | 74.93 | 74.57 | TP |
| 16.00 | 74.521 | 74.409 | 74.409 | 74.95 | 74.65 | |
| 16.70 | 74.525 | 74.413 | 74.413 | 74.95 | 74.66 | |
| 23.97 | 74.543 | 74.431 | 74.431 | 74.96 | 74.68 | |
| 28.06 | 74.537 | 74.425 | 74.425 | 74.93 | 74.69 | |
| 30.00 | 74.531 | 74.419 | 74.419 | 74.92 | 74.71 | |
| 31.70 | 74.522 | 74.406 | 74.406 | 74.91 | 74.72 | |
| 40.56 | 74.448 | 74.336 | 74.336 | 74.87 | 74.69 | |
| 44.00 | 74.405 | 74.293 | 74.293 | 74.86 | 74.67 | |
| 46.70 | 74.365 | 74.253 | 74.253 | 74.85 | 74.67 | |
| 54.56 | 74.253 | 74.141 | 74.141 | 74.83 | 74.64 | |
| 55.26 | 74.244 | 74.132 | 74.132 | 74.82 | 74.63 | ETP |
| 59.86 | 74.19 | | | 74.76 | 74.62 | WTP |
| 61.70 | 74.17 | | | 74.76 | 74.62 | |
| 70.49 | 74.093 | | | 74.65 | 74.58 | STP |
| 75.88 | 74.059 | | | 74.6 | 74.56 | |
| 76.70 | 74.055 | 73.971 | 73.971 | 74.6 | 74.56 | NTP |
| 88.77 | 73.995 | 73.911 | 73.911 | 74.66 | 74.45 | |
| 102.77 | 73.924 | 73.84 | 73.84 | 74.38 | 74.22 | |
| 116.77 | 73.854 | 73.77 | 73.77 | 74.11 | 73.98 | |
| 130.77 | 73.784 | 73.7 | 73.7 | 73.89 | 73.79 | |
| 134.88 | 73.764 | 73.68 | 73.68 | 73.84 | 73.74 | TP |
| 144.91 | 73.713 | 73.629 | 73.629 | 73.66 | 73.65 | |
| 153.60 | 73.67 | 73.586 | 73.586 | 73.57 | 73.6 | NTP |
| 158.81 | 73.634 | | | 73.52 | 73.59 | STP |
| 163.66 | 73.601 | | | 73.47 | 73.6 | |
| 165.84 | 73.586 | | | 73.51 | 73.6 | |
| 168.22 | 73.57 | | | 73.51 | 73.61 | |
| 169.49 | 73.532 | | | 73.5 | 73.6 | ETP |
| 173.22 | 73.422 | | | 73.49 | 73.6 | |
| 174.01 | 73.405 | 73.474* | 73.474* | 73.48 | 73.59 | ETP |
| 179.97 | 73.281 | 73.350* | 73.350* | 73.44 | 73.53 | |
| 186.97 | 73.134 | 73.203* | 73.203* | 73.38 | 73.55 | |
| 193.97 | 72.988 | 73.057* | 73.057* | 73.3 | 73.45 | |
| 198.97 | 72.883 | 72.952* | 72.952* | 73.21 | 73.36 | |
| 200.97 | 72.842 | 72.911* | 72.911* | 73.18 | 73.33 | |
| 207.97 | 72.695 | 72.764* | 72.764* | 73.05 | 73.21 | |
| 214.97 | 72.549 | 72.618* | 72.618* | 72.95 | 73.14 | |
| 221.97 | 72.402 | 72.471* | 72.471* | 72.86 | 73.08 | |
| 228.97 | 72.256 | | | 72.77 | 72.98 | |
| 230.97 | 72.214 | | | 72.74 | | |

* DENOTES EDGE OF PAVEMENT LEVEL

# ROAD LONGITUDINAL SOHO CIRCUIT

SCALES HOR 1 : 500 VER 1 : 50

# FOR CONSTRUCTION

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

HORIZ 0 5 10 20 30 40
VERT 0 0.5 1 2 3 4
SCALE 1:500 AT A1 SIZE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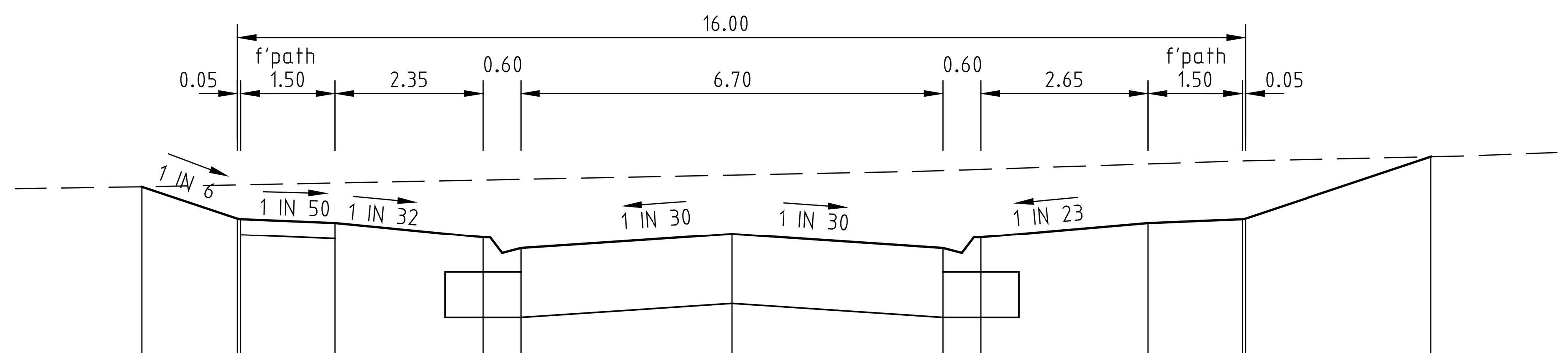
Telephone: (03) 9538 5000, Facsimile: (03) 9538 5050


DRAWN: J. BEVERIDGE
DESIGNED: J. BEVERIDGE
CHECKED: L. PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: OCT '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: SOHO CIRCUIT LONGITUDINAL SECTION

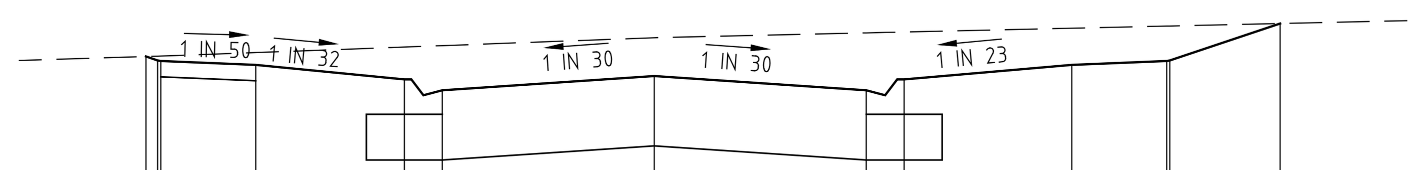
SCALE 1:500 1:50
LEVEL DATUM AHD
SHEET 7 OF 17
DRAWING No. 1275/13/NE/7 C1 P2




DATUM72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 74.619 | 74.367 | 74.362 | 74.332 | 74.217 | 74.132 | 74.244 | 74.132 | 74.217 | 74.332 | 74.362 | 74.367 | 74.856 |
| EXISTING SURFACE HEIGHT | 74.62 | 74.63 | 74.63 | 74.65 | 74.67 | 74.68 | 74.71 | 74.75 | 74.76 | 74.8 | 74.82 | 74.82 | 74.86 |
| OFFSETS | -9.36 | -7.85 | -7.80 | -6.30 | -3.95 | -3.35 | 0.00 | 3.35 | 3.95 | 6.60 | 8.10 | 8.15 | 11.09 |

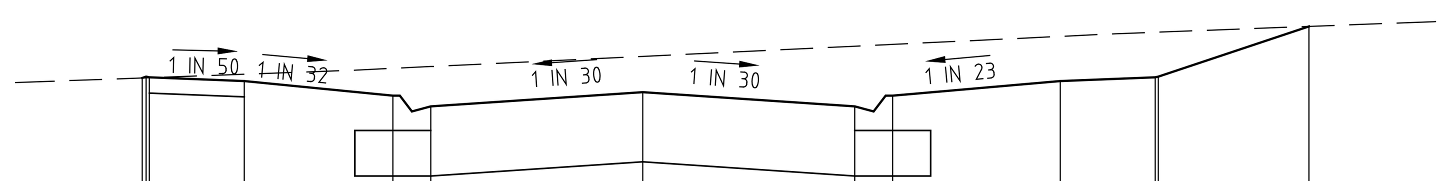
CH 55.26




DATUM72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 74.691 | 74.66 | 74.655 | 74.625 | 74.51 | 74.425 | 74.537 | 74.425 | 74.51 | 74.625 | 74.655 | 74.66 | 74.951 |
| EXISTING SURFACE HEIGHT | 74.69 | 74.69 | 74.7 | 74.72 | 74.77 | 74.78 | 74.84 | 74.88 | 74.88 | 74.91 | 74.93 | 74.93 | 74.95 |
| OFFSETS | -8.04 | -7.85 | -7.80 | -6.30 | -3.95 | -3.35 | 0.00 | 3.35 | 3.95 | 6.60 | 8.10 | 8.15 | 9.89 |

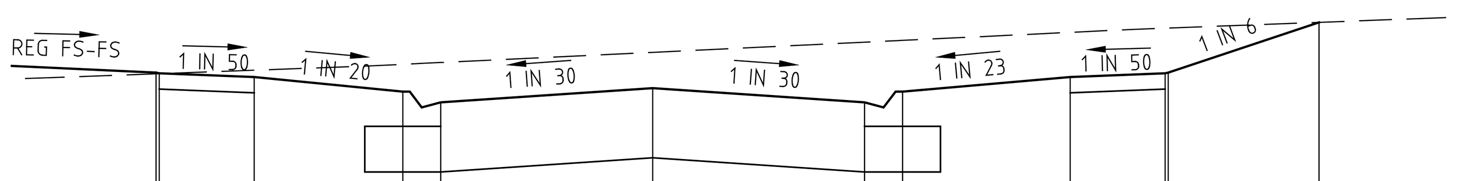
CH 28.00




DATUM72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 74.569 | 74.579 | 74.574 | 74.544 | 74.429 | 74.344 | 74.456 | 74.344 | 74.429 | 74.544 | 74.574 | 74.579 | 74.976 |
| EXISTING SURFACE HEIGHT | 74.57 | 74.57 | 74.57 | 74.6 | 74.64 | 74.66 | 74.74 | 74.82 | 74.83 | 74.9 | 74.93 | 74.93 | 74.98 |
| OFFSETS | -7.91 | -7.85 | -7.80 | -6.30 | -3.95 | -3.35 | 0.00 | 3.35 | 3.95 | 6.60 | 8.10 | 8.15 | 10.53 |

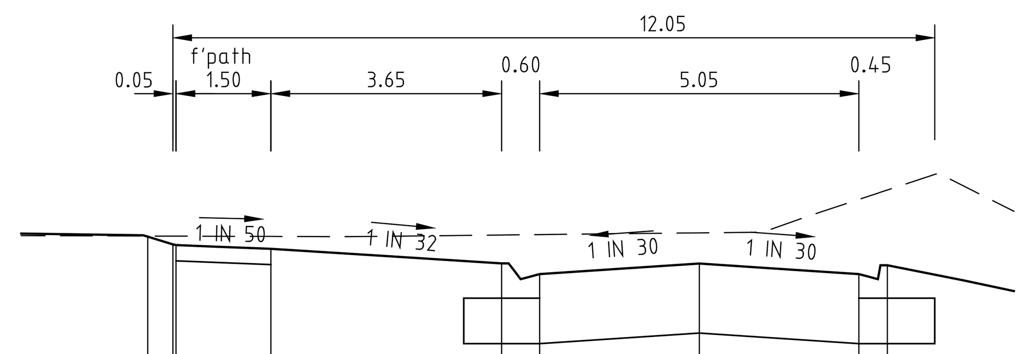
CH 3.00




DATUM72

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 74.579 | 74.574 | 74.544 | 74.429 | 74.344 | 74.456 | 74.344 | 74.429 | 74.544 | 74.574 | 74.579 | 74.976 |
| EXISTING SURFACE HEIGHT | 74.57 | 74.57 | 74.6 | 74.64 | 74.66 | 74.74 | 74.82 | 74.83 | 74.9 | 74.93 | 74.93 | 74.98 |
| OFFSETS | -7.85 | -7.80 | -6.30 | -3.95 | -3.35 | 0.00 | 3.35 | 3.95 | 6.60 | 8.10 | 8.15 | 10.53 |

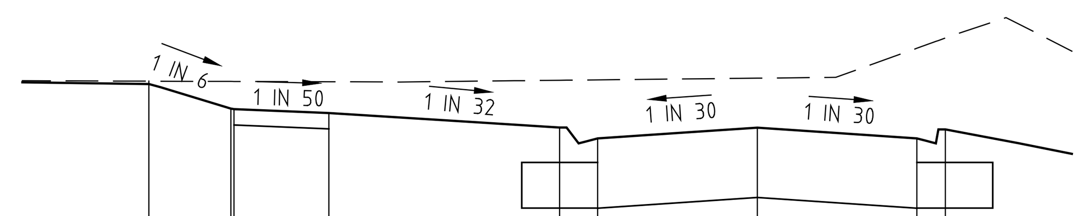
CH 2.95




DATUM72

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 74.11 | 74.044 | 74.039 | 74.009 | 73.894 | 73.809 | 73.893 | 73.809 | 73.879 |
| EXISTING SURFACE HEIGHT | 74.11 | 74.11 | 74.11 | 74.11 | 74.12 | 74.12 | 74.14 | 74.4 | 74.47 |
| OFFSETS | -8.72 | -8.33 | -8.27 | -6.78 | -3.13 | -2.53 | 0.00 | 2.53 | 2.97 |

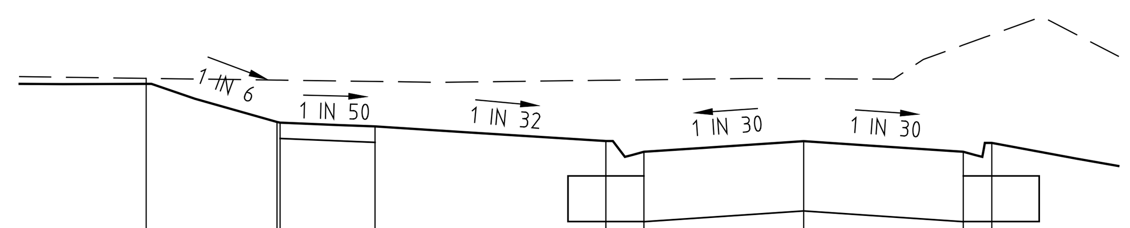
CH 109.10




DATUM72

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 74.322 | 74.106 | 74.101 | 74.071 | 73.956 | 73.871 | 73.955 | 73.871 | 73.941 |
| EXISTING SURFACE HEIGHT | 74.32 | 74.32 | 74.32 | 74.32 | 74.33 | 74.33 | 74.35 | 74.58 | 74.66 |
| OFFSETS | -9.62 | -8.33 | -8.27 | -6.78 | -3.13 | -2.53 | 0.00 | 2.53 | 2.97 |

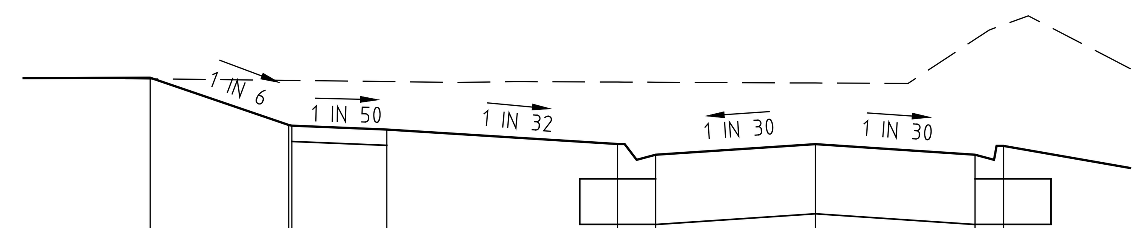
CH 96.60




DATUM72

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 74.513 | 74.169 | 74.164 | 74.134 | 74.019 | 73.934 | 74.018 | 73.934 | 74.004 |
| EXISTING SURFACE HEIGHT | 74.51 | 74.5 | 74.5 | 74.49 | 74.5 | 74.5 | 74.51 | 74.78 | 74.86 |
| OFFSETS | -10.39 | -8.33 | -8.27 | -6.78 | -3.13 | -2.53 | 0.00 | 2.53 | 2.97 |

CH 84.10




DATUM72

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 74.571 | 74.206 | 74.201 | 74.171 | 74.056 | 73.971 | 74.055 | 73.971 | 74.041 |
| EXISTING SURFACE HEIGHT | 74.57 | 74.56 | 74.56 | 74.55 | 74.55 | 74.54 | 74.54 | 74.88 | 75 |
| OFFSETS | -10.57 | -8.33 | -8.27 | -6.78 | -3.13 | -2.53 | 0.00 | 2.53 | 2.97 |

CH 76.70

CITY OF MELTON
APPROVED
DETAILED ENGINEERING PLANS
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020

# FOR CONSTRUCTION

## ROAD CROSS SECTIONS SOHO CIRCUIT - SHEET 1 of 2

SCALES HOR 1 : 100 VER 1 : 50

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C2 | ADJUSTED TO REFLECT NEW LOT LAYOUT | 20/01/20 | M.C. |
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

HORIZ 0 1 2 4 6 8
VERT 0 0.5 1 2 3 4
SCALE 1:100 AT A1 SIZE

DPM
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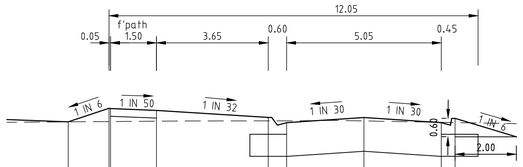
22 Business Park Drive Notting Hill 3168
Telephone: (03) 9538 5000, Facsimile: (03) 9538 5050

DRAWN: J. BEVERIDGE
DESIGNED: J. BEVERIDGE
CHECKED: L. PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: DEC '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: SOHO CIRCUIT CROSS SECTIONS - SHEET 1 of 2

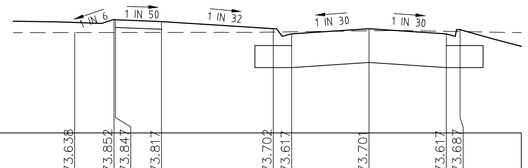
SCALE 1:100 1:50
LEVEL DATUM AHD
SHEET 8 OF 17
DRAWING No. 1275/13/NE/8
C2 C1 P2




DATUM72

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | | 73.599 | 73.821 | 73.816 | 73.786 | 73.671 | 73.586 | 73.67 | 73.586 | 73.656 |
| EXISTING SURFACE HEIGHT | | 73.6 | 73.6 | 73.6 | 73.61 | 73.62 | 73.62 | 73.61 | 73.59 | 73.59 |
| OFFSETS | | -9.65 | -8.32 | -8.28 | -6.77 | -3.13 | -2.53 | 0.00 | 2.53 | 2.98 |

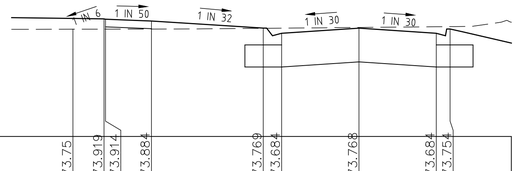
CH 153.60




DATUM72

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | | 73.638 | 73.852 | 73.847 | 73.817 | 73.702 | 73.617 | 73.701 | 73.617 | 73.687 |
| EXISTING SURFACE HEIGHT | | 73.64 | 73.64 | 73.64 | 73.64 | 73.65 | 73.65 | 73.67 | 73.66 | 73.65 |
| OFFSETS | | -9.61 | -8.33 | -8.28 | -6.78 | -3.13 | -2.52 | 0.00 | 2.52 | 2.98 |

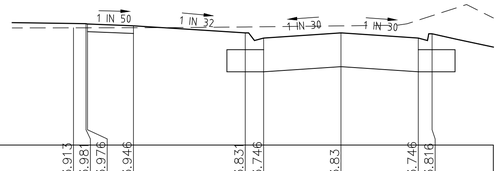
CH 147.45




DATUM72

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | | 73.75 | 73.919 | 73.914 | 73.884 | 73.769 | 73.684 | 73.768 | 73.684 | 73.754 |
| EXISTING SURFACE HEIGHT | | 73.75 | 73.75 | 73.75 | 73.75 | 73.76 | 73.77 | 73.78 | 73.79 | 73.79 |
| OFFSETS | | -9.34 | -8.33 | -8.27 | -6.78 | -3.13 | -2.53 | 0.00 | 2.53 | 2.97 |

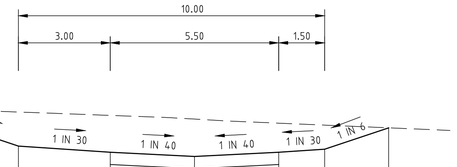
CH 134.10




DATUM72

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | | 73.913 | 73.98 | 73.976 | 73.946 | 73.83 | 73.746 | 73.83 | 73.746 | 73.816 |
| EXISTING SURFACE HEIGHT | | 73.91 | 73.91 | 73.91 | 73.92 | 73.93 | 73.93 | 73.94 | 74.04 | 74.11 |
| OFFSETS | | -8.73 | -8.33 | -8.27 | -6.78 | -3.13 | -2.53 | 0.00 | 2.53 | 2.97 |

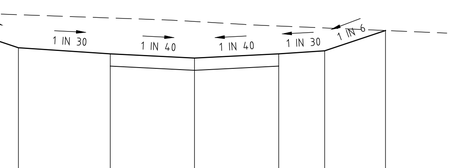
CH 121.60




DATUM70

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | | 73.047 | 72.425 | 72.325 | 72.256 | 72.325 | 72.375 | 72.723 | |
| EXISTING SURFACE HEIGHT | | 73.05 | 72.98 | 72.93 | 72.87 | 72.8 | 72.77 | 72.72 | |
| OFFSETS | | -9.48 | -5.75 | -2.75 | 0.00 | 2.75 | 4.25 | 6.34 | |

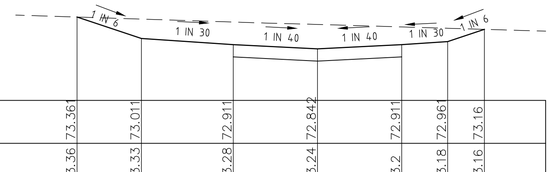
CH 228.97




DATUM70

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | | 73.09 | 72.488 | 72.388 | 72.319 | 72.388 | 72.438 | 72.769 | |
| EXISTING SURFACE HEIGHT | | 73.09 | 73.03 | 72.97 | 72.92 | 72.84 | 72.81 | 72.77 | |
| OFFSETS | | -9.37 | -5.75 | -2.75 | 0.00 | 2.75 | 4.25 | 6.24 | |

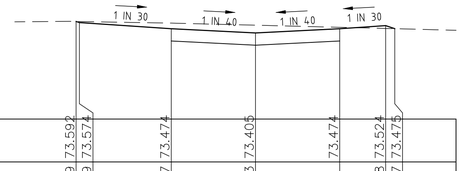
CH 225.97




DATUM72

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | | 73.361 | 73.011 | 72.911 | 72.842 | 72.911 | 72.961 | 73.16 | |
| EXISTING SURFACE HEIGHT | | 73.36 | 73.33 | 73.28 | 73.24 | 73.2 | 73.18 | 73.16 | |
| OFFSETS | | -7.85 | -5.75 | -2.75 | 0.00 | 2.75 | 4.25 | 5.45 | |

CH 200.97




DATUM72

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | | 73.592 | 73.574 | 73.474 | 73.405 | 73.474 | 73.524 | 73.475 | |
| EXISTING SURFACE HEIGHT | | 73.59 | 73.59 | 73.57 | 73.53 | 73.5 | 73.48 | 73.47 | |
| OFFSETS | | -5.86 | -5.75 | -2.75 | 0.00 | 2.75 | 4.25 | 4.55 | |

CH 174.01

CITY OF MELTON

APPROVED
DETAILED ENGINEERING PLANS
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020

# ROAD CROSS SECTIONS SOHO CIRCUIT - SHEET 2 of 2

SCALES HOR 1 : 100 VER 1 : 50

FOR CONSTRUCTION

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C2 | ADJUSTED TO REFLECT NEW LOT LAYOUT | 20/01/20 | M.C. |
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

HORIZ 0 1 2 4 6 8
VERT 0 0.5 1 2 3 4
SCALE 1:100 AT A1 SIZE


DPM
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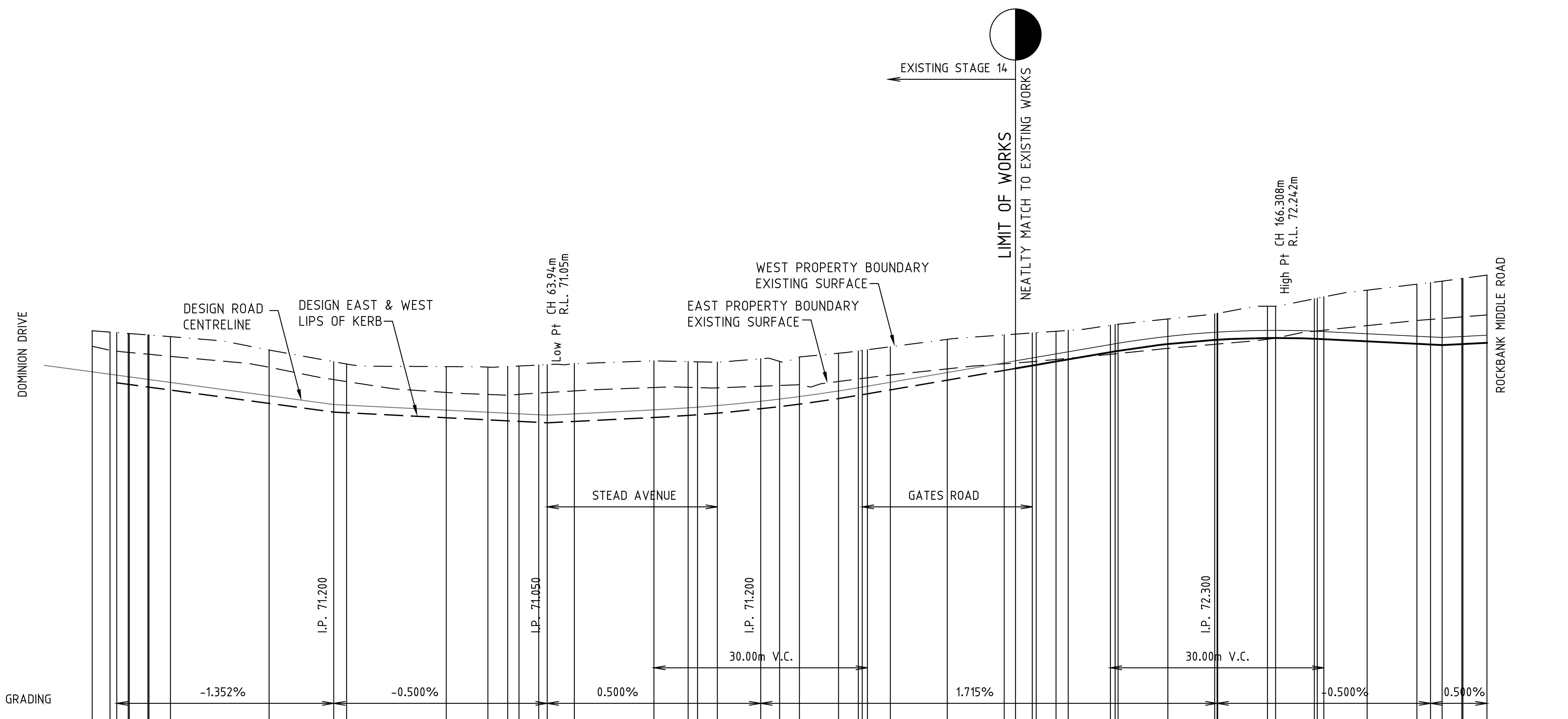
22 Business Park Drive Notting Hill 3168
Telephone: (03) 9538 5000, Facsimile: (03) 9538 5050


DRAWN: J. BEVERIDGE
DESIGNED: J. BEVERIDGE
CHECKED: L. PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: DEC '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: SOHO CIRCUIT CROSS SECTIONS - SHEET 2 of 2

SCALE 1:100 1:50
LEVEL DATUM AHD
SHEET 9 OF 13
DRAWING No. 1275/13/NE/9
C2 C1 P2

APPROVED
DETAILED ENGINEERING PLANS
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020




DATUM 65

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CENTRE LINE DESIGN | 71.659 | 71.625 | 71.612 | 71.591 | 71.589 | 71.553 | 71.551 | 71.51 | 71.323 | 71.2 | 71.191 | 71.121 | | | 71.07 |
| DESIGN WEST LIP OF KERB | | | | 71.484 | 71.482 | 71.446 | 71.444 | 71.403 | 71.216 | 71.093 | 71.084 | 71.014 | 70.985 | 70.971 | 70.963 |
| DESIGN EAST LIP OF KERB | | | | 71.484 | 71.482 | 71.446 | 71.444 | 71.403 | 71.216 | 71.093 | 71.084 | 71.014 | 70.985 | 70.971 | 70.963 |
| WEST PROPERTY BOUNDARY EXISTING SURFACE | 72.24 | 72.22 | 72.21 | 72.2 | 72.2 | 72.18 | 72.18 | 72.15 | 71.97 | 71.8 | 71.77 | 71.73 | | | 71.74 |
| EAST PROPERTY BOUNDARY EXISTING SURFACE | | 71.96 | 71.95 | 71.93 | 71.93 | 71.91 | 71.91 | 71.88 | 71.72 | 71.55 | 71.52 | 71.37 | | | 71.34 |
| CHAINAGE | 0.00 | 2.50 | 3.44 | 5.05 | 5.20 | 7.82 | 7.98 | 10.99 | 24.85 | 33.94 | 35.75 | 49.75 | 55.60 | 58.38 | 59.97 |
| | | | ETP | | ETP | WTP | ETP | TP | | | | | TP | TP | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CENTRE LINE DESIGN | 71.056 | 71.05 | | 71.069 | 71.125 | 71.154 | 71.163 | 71.186 | 71.246 | 71.276 | 71.312 | 71.391 | 71.436 | 71.445 |
| DESIGN WEST LIP OF KERB | 70.949 | 70.943 | 70.951 | 70.962 | 71.018 | 71.047 | 71.056 | 71.079 | 71.141 | 71.169 | 71.205 | 71.284 | 71.329 | 71.338 |
| DESIGN EAST LIP OF KERB | 70.949 | 70.943 | 70.951 | 70.962 | 71.018 | 71.047 | 71.056 | 71.079 | 71.141 | 71.169 | 71.205 | 71.284 | 71.329 | 71.338 |
| WEST PROPERTY BOUNDARY EXISTING SURFACE | 71.75 | 71.76 | | 71.77 | 71.81 | 71.8 | 71.8 | 71.79 | 71.84 | 71.81 | 71.87 | 71.92 | 71.95 | 71.96 |
| EAST PROPERTY BOUNDARY EXISTING SURFACE | 71.36 | 71.37 | | 71.39 | 71.44 | 71.44 | 71.44 | 71.43 | 71.46 | 71.47 | 71.48 | 71.52 | 71.56 | 71.57 |
| CHAINAGE | 62.75 | 63.94 | 65.57 | 67.75 | 78.94 | 83.75 | 85.07 | 87.85 | 93.94 | 96.60 | 99.38 | 104.88 | 107.66 | 108.21 |
| | | ETP | WTP | | | | | ETP | | ETP | ETP | TP | TP | WTP |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CENTRE LINE DESIGN | 71.457 | 71.512 | 71.65 | 71.787 | 71.814 | 71.855 | 71.864 | 71.912 | 71.941 | 72.043 | 72.054 | 72.061 | 72.157 | 72.215 |
| DESIGN WEST LIP OF KERB | 71.35 | 71.405 | 71.543 | 71.68 | 71.707 | 71.748 | 71.757 | 71.805 | 71.834 | 71.936 | 71.947 | 71.954 | 72.05 | 72.108 |
| DESIGN EAST LIP OF KERB | 71.35 | 71.405 | 71.543 | 71.68 | 71.707 | 71.748 | 71.757 | 71.805 | 71.834 | 71.936 | 71.947 | 71.954 | 72.05 | 72.108 |
| WEST PROPERTY BOUNDARY EXISTING SURFACE | 71.97 | 72.01 | 72.12 | 72.18 | 72.19 | 72.21 | 72.21 | 72.23 | 72.24 | 72.31 | 72.32 | 72.33 | 72.4 | 72.47 |
| EAST PROPERTY BOUNDARY EXISTING SURFACE | 71.58 | 71.61 | 71.7 | 71.77 | 71.78 | 71.8 | 71.81 | 71.83 | 71.85 | 71.91 | 71.91 | 71.92 | 71.99 | 72.05 |
| CHAINAGE | 108.94 | 112.16 | 120.16 | 128.16 | 129.75 | 132.11 | 132.66 | 135.44 | 137.16 | 143.08 | 143.75 | 144.16 | 151.16 | 157.75 |
| | | | | | | WTP | WTP | WTP | | | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CENTRE LINE DESIGN | 72.217 | 72.217 | 72.241 | 72.242 | 72.231 | 72.229 | 72.225 | 72.195 | 72.160 | 72.150 | 72.158 | 72.172 | 72.173 | 72.190 |
| DESIGN WEST LIP OF KERB | 72.11 | 72.11 | 72.134 | 72.135 | 72.124 | 72.122 | 72.118 | 72.088 | 72.053 | 72.043 | 72.051 | 72.065 | 72.066 | - |
| DESIGN EAST LIP OF KERB | 72.11 | 72.11 | 72.134 | 72.135 | 72.124 | 72.122 | 72.118 | 72.088 | 72.053 | 72.043 | 72.051 | 72..065 | 72.066 | - |
| WEST PROPERTY BOUNDARY EXISTING SURFACE | 72.48 | 72.48 | 72.58 | 72.58 | 72.69 | 72.69 | 72.71 | 72.81 | 72.89 | 72.91 | 72.94 | 72.97 | 72.97 | 73.02 |
| EAST PROPERTY BOUNDARY EXISTING SURFACE | 72.05 | 72.05 | 72.12 | 72.13 | 72.23 | 72.23 | 72.24 | 72.31 | 72.38 | 72.40 | 72.42 | 72.45 | 72.45 | 72.46 |
| CHAINAGE | 158.08 | 158.16 | 165.16 | 166.31 | 171.75 | 172.16 | 173.08 | 179.16 | 186.16 | 188.08 | 189.70 | 192.48 | 192.63 | 196.00 |
| | | | | | | | | | | | WTP | WTP | ETP | |

# ROAD LONGITUDINAL MILANO ROAD

SCALES HOR 1 : 500 VER 1 : 50

# FOR CONSTRUCTION

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

HORIZ 0 5 10 20 30 40
VERT 0 0.5 1 2 3 4
SCALE 1:500 AT A1 SIZE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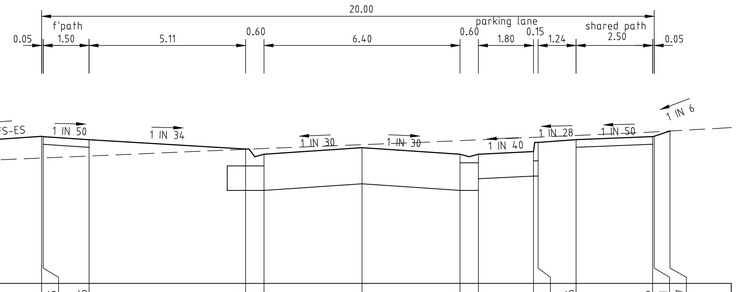
Telephone: (03) 9538 5000, Facsimile: (03) 9538 5050


DRAWN: J. BEVERIDGE
DESIGNED: J. BEVERIDGE
CHECKED: L. PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: OCT '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: MILANO ROAD LONGITUDINAL SECTION

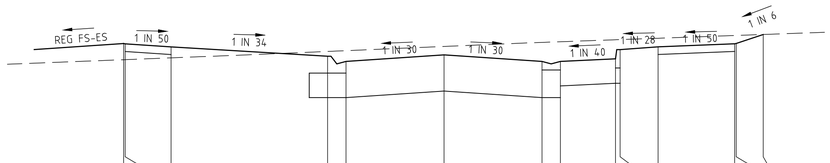
SCALE 1:500 1:50
LEVEL DATUM AHD
SHEET 10 OF 17
DRAWING No. 1275/13/NE/10 C1 P2

APPROVED
DETAILED ENGINEERING PLANS
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020



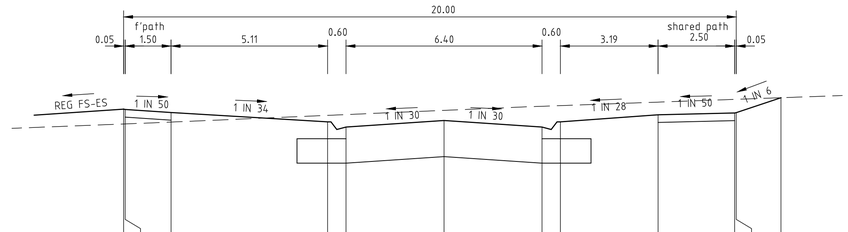

| DATUM 70 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 72.4 | 72.395 | 72.345 | 72.193 | 72.108 | 72.215 | 72.108 | 72.108 | 72.151 | 72.301 | 72.346 | 72.396 | 72.401 | 72.487 |
| EXISTING SURFACE HEIGHT | 72.05 | 72.05 | 72.08 | 72.19 | 72.2 | 72.26 | 72.33 | 72.34 | 72.38 | 72.39 | 72.41 | 72.47 | 72.47 | 72.49 |
| OFFSETS | -10.46 | -10.41 | -8.91 | -3.80 | -3.20 | 0.00 | 3.20 | 3.80 | 5.60 | 5.75 | 6.99 | 9.49 | 9.54 | 10.06 |

CH 157.75



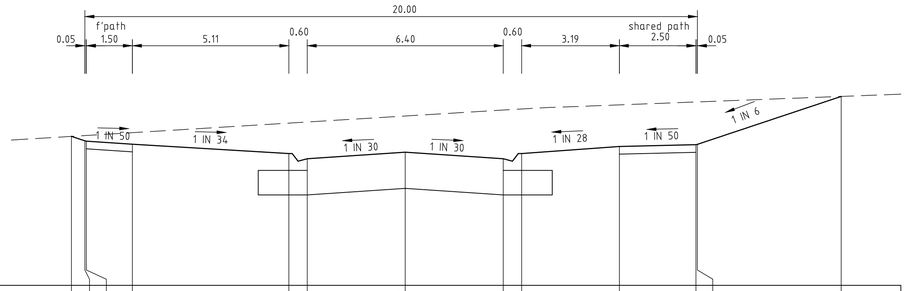

| DATUM 70 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 72.097 | 72.092 | 72.042 | 71.89 | 71.805 | 71.912 | 71.805 | 71.805 | 71.848 | 71.998 | 72.043 | 72.093 | 72.098 | 72.245 |
| EXISTING SURFACE HEIGHT | 71.83 | 71.83 | 71.86 | 71.97 | 71.98 | 72.05 | 72.12 | 72.13 | 72.16 | 72.16 | 72.18 | 72.23 | 72.23 | 72.24 |
| OFFSETS | -10.46 | -10.41 | -8.91 | -3.80 | -3.20 | 0.00 | 3.20 | 3.80 | 5.60 | 5.75 | 6.99 | 9.49 | 9.54 | 10.42 |

CH 135.44



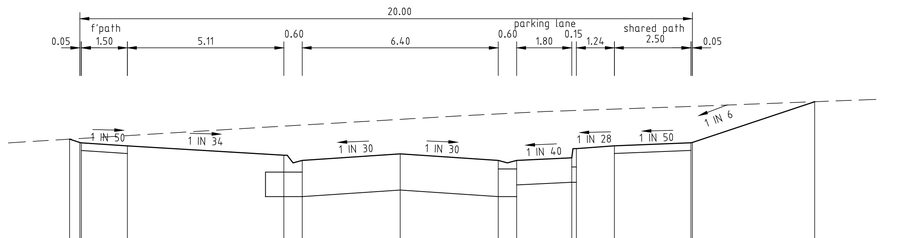

| DATUM 70 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 72.049 | 72.044 | 71.994 | 71.842 | 71.757 | 71.864 | 71.757 | 71.842 | 71.957 | 71.987 | 71.992 | 72.236 | | |
| EXISTING SURFACE HEIGHT | 71.81 | 71.81 | 71.84 | 71.95 | 71.96 | 72.03 | 72.1 | 72.11 | 72.16 | 72.21 | 72.21 | 72.24 | | |
| OFFSETS | -10.46 | -10.41 | -8.91 | -3.80 | -3.20 | 0.00 | 3.20 | 3.80 | 6.99 | 9.49 | 9.54 | 11.00 | | |

CH 132.66



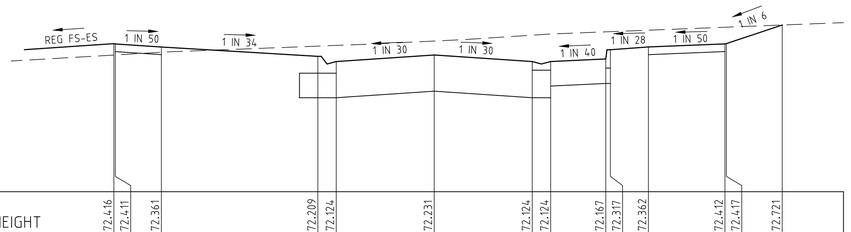

| DATUM 70 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 72.431 | 72.385 | 72.380 | 72.330 | 72.176 | 72.066 | 72.200 | 72.066 | 72.176 | 72.293 | 72.323 | 72.328 | 73.085 | |
| EXISTING SURFACE HEIGHT | 72.43 | 72.44 | 72.45 | 72.49 | 72.65 | 72.67 | 72.76 | 72.86 | 72.88 | 72.95 | 72.99 | 72.99 | 73.08 | |
| OFFSETS | -10.86 | -10.46 | -10.41 | -8.91 | -3.80 | -3.20 | 0.00 | 3.20 | 3.80 | 6.99 | 9.49 | 9.54 | 14.18 | |

CH 192.48




| DATUM 70 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 72.399 | 72.343 | 72.338 | 72.288 | 72.136 | 72.051 | 72.158 | 72.051 | 72.051 | 72.094 | 72.244 | 72.289 | 72.339 | 72.344 | 73.009 |
| EXISTING SURFACE HEIGHT | 72.4 | 72.41 | 72.41 | 72.46 | 72.61 | 72.63 | 72.72 | 72.81 | 72.83 | 72.86 | 72.87 | 72.89 | 72.93 | 72.93 | 73.01 |
| OFFSETS | -10.79 | -10.46 | -10.41 | -8.91 | -3.80 | -3.20 | 0.00 | 3.20 | 3.80 | 5.60 | 5.75 | 6.99 | 9.49 | 9.54 | 13.53 |

CH 189.70




| DATUM 70 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 72.416 | 72.411 | 72.361 | 72.209 | 72.124 | 72.231 | 72.124 | 72.124 | 72.167 | 72.317 | 72.362 | 72.412 | 72.417 | 72.721 |
| EXISTING SURFACE HEIGHT | 72.23 | 72.23 | 72.28 | 72.38 | 72.39 | 72.46 | 72.55 | 72.57 | 72.61 | 72.61 | 72.64 | 72.68 | 72.69 | 72.72 |
| OFFSETS | -10.46 | -10.41 | -8.91 | -3.80 | -3.20 | 0.00 | 3.20 | 3.80 | 5.60 | 5.75 | 6.99 | 9.49 | 9.54 | 11.36 |

CH 171.75

## ROAD CROSS SECTIONS MILANO ROAD

SCALES HOR 1 : 100 VER 1 : 50

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

FOR CONSTRUCTION

HORIZ 0 1 2 4 6 8
VERT 0 0.5 1 2 3 4
SCALE 1:100 AT A1 SIZE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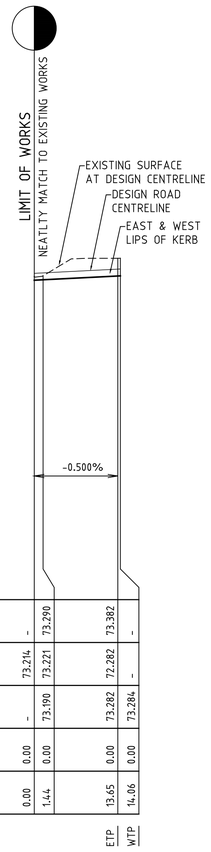
22 Business Park Drive Notting Hill 3168
Telephone: (03) 9538 5000, Facsimile: (03) 9538 5050


DRAWN: J. BEVERIDGE
DESIGNED: J. BEVERIDGE
CHECKED: L. PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: DEC '16

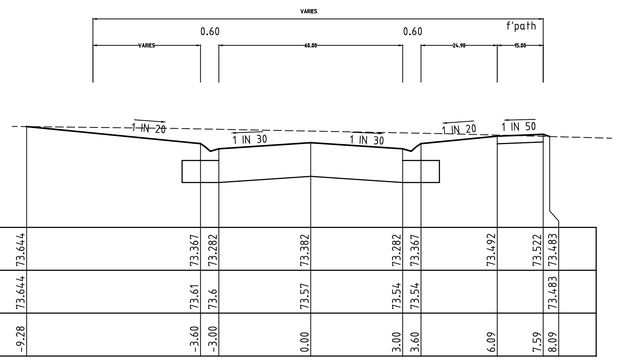
MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: MILANO ROAD CROSS SECTIONS

SCALE 1:100 1:50
LEVEL DATUM AHD
SHEET 11 OF 17
DRAWING No. 1275/13/NE/11 C1 P2

APPROVED
DETAILED ENGINEERING PLANS
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020

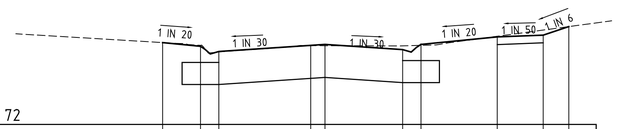



| DATUM 68 | | | | |
|---|---|---|---|---|
| CENTRE LINE DESIGN | - | 73.290 | 73.382 | - |
| DESIGN EAST LIP OF KERB | 73.214 | 73.221 | 72.282 | - |
| DESIGN WEST LIP OF KERB | - | 73.190 | 73.282 | 73.284 |
| DESIGN CENTRELINE EXISTING SURFACE | 0.00 | 0.00 | 0.00 | 0.00 |
| CHAINAGE | 0.00 | 1.44 | 13.65 | 14.06 |
| | | | ETP | WTP |



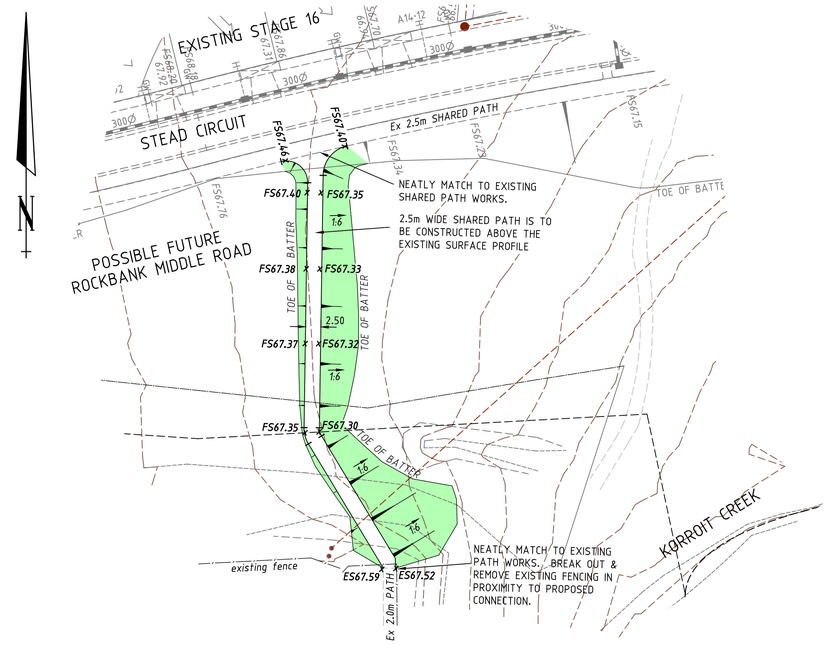

| DATUM 72 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 73.644 | 73.367 | 73.282 | 73.382 | 73.282 | 73.367 | 73.492 | 73.522 | 73.483 | |
| EXISTING SURFACE HEIGHT | 73.644 | 73.61 | 73.6 | 73.57 | 73.54 | 73.54 | | | 73.483 | |
| OFFSETS | -9.28 | -3.60 | -3.00 | 0.00 | 3.00 | 3.60 | 6.09 | 7.59 | 8.09 | |

CH 13.64




| DATUM 72 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 73.336 | 73.275 | 73.190 | 73.290 | 73.306 | 73.221 | 73.306 | 73.431 | 73.461 | 73.597 |
| EXISTING SURFACE HEIGHT | 73.336 | 73.29 | 73.18 | 73.29 | 73.28 | 73.28 | 73.29 | | 73.597 | |
| OFFSETS | -4.84 | -3.60 | -3.00 | 0.00 | 0.47 | 3.00 | 3.60 | 6.09 | 7.59 | 8.43 |

CH 1.44




## ROAD LONGITUDINAL NAROOMA AVENUE

SCALES HOR 1 : 500 VER 1 : 50

HORIZ 0 5 10 20 30 40
VERT 0 0.5 1 2 3 4
SCALE 1:500 AT A1 SIZE

## ROAD CROSS SECTIONS NAROOMA AVENUE

SCALES HOR 1 : 100 VER 1 : 50

HORIZ 0 1 2 4 6 8
VERT 0 0.5 1 2 3 4
SCALE 1:100 AT A1 SIZE

## LAYOUT PLAN - ROCKBANK MIDDLE ROAD SHARED PATH CONNECTION

0 5 10 20 30 40
SCALE 1:500 AT A1 SIZE

# FOR CONSTRUCTION

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

LEGEND

| | | | | | |
|---|---|---|---|---|---|
| W | WATER MAIN | | PROPERTY INLET PIT | 20.06 | EXISTING SURFACE LEVEL |
| G | GAS MAIN | | EXISTING PROPERTY INLET PIT | FS.21.35 | FINISHED LEVEL (TITLE BOUNDARY) |
| E | ELECTRICITY CABLE | | DRAIN AND PIT | T21.35 | DESIGN TOP OF BATTER LEVEL |
| T | TELECOM CABLE | | EXISTING DRAIN AND PIT | P21.350 | DESIGN PAVEMENT LEVEL |
| | WATER CONDUIT | S | SEWER LINE AND MANHOLE | R21.35 | DESIGN RIDGE LEVEL |
| | GAS CONDUIT | | KERB AND CHANNEL | 19.20 | EXISTING CONTOUR LINE & LEVEL |
| | TELECOM CONDUIT | | EXISTING KERB AND CHANNEL | | FILLING IN EXCESS OF 200mm |
| H | HOUSE DRAIN | | KERB TO BE REMOVED OFFSITE | | CATCH DRAIN |
| | T.B.M. PEG IN GROUND | | P.S.M. | | STREET SIGN / EX. BATTER / PROP. BATTER |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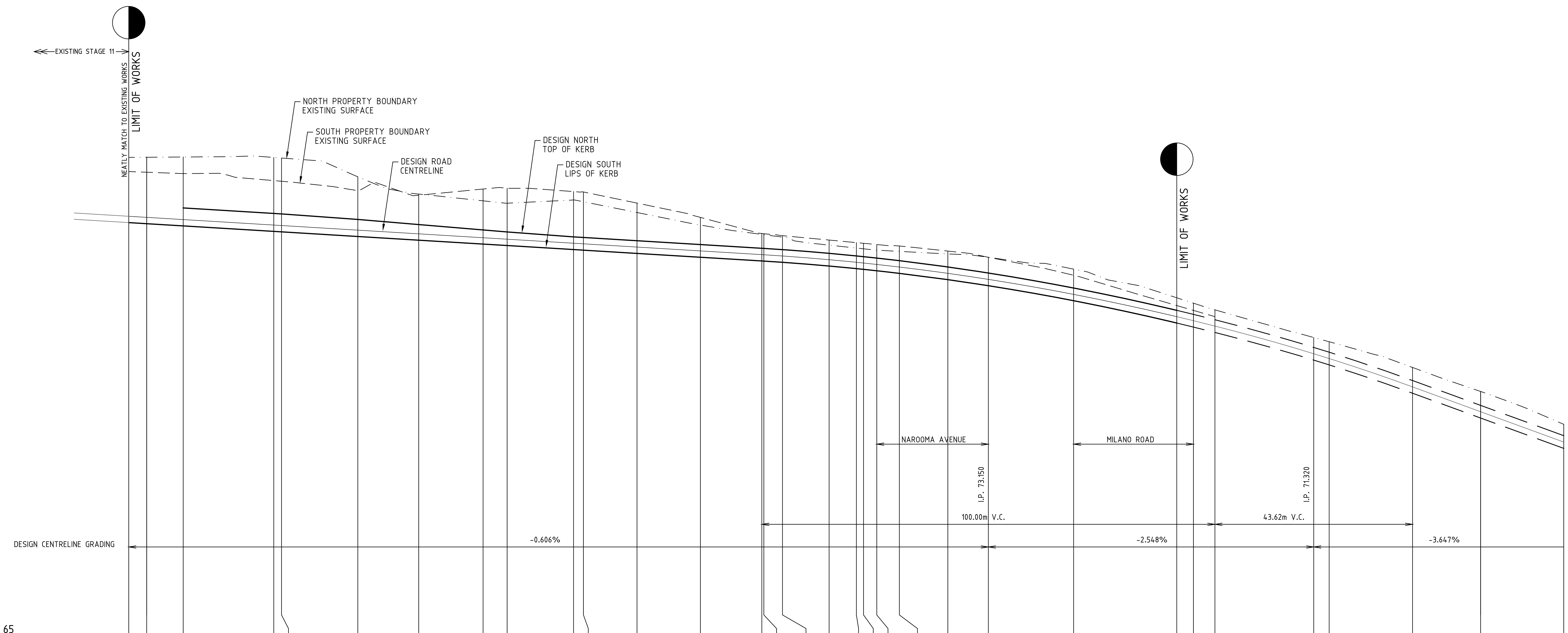
E:consulting@dpmvic.com.au | W: www.dpmvic.com.au


DRAWN: J. BEVERIDGE
DESIGNED: J. BEVERIDGE
CHECKED: L. PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: DEC '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: NAROOMA AVENUE - LONGITUDINAL & CROSS SECTIONS & LAYOUT PLAN - ROCKBANK MIDDLE ROAD SHARED PATH CONNECTION

SCALE AS SHOWN
LEVEL DATUM AHD
SHEET 12 OF 17
DRAWING No. 1275/13/NE/12 C1 P2

CITY OF MELTON
APPROVED
DETAILED ENGINEERING PLANS
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020




DATUM 65

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CENTRE LINE DESIGN | 74.3 | 74.276 | 74.227 | 74.106 | 74.096 | 73.994 | 73.912 | 73.826 | 73.794 | 73.705 | 73.692 | 73.62 | 73.535 | 73.453 | 73.45 | 73.423 |
| DESIGN SOUTH LIP OF KERB | | | 74.484 | 74.363 | 74.352 | 74.23 | 74.117 | 73.998 | 73.953 | 73.845 | 73.832 | 73.76 | 73.675 | 73.593 | 73.590 | 73.563 |
| DESIGN NORTH LIP OF KERB | | 74.136 | 74.087 | 73.966 | 73.956 | 73.854 | 73.772 | 73.686 | 73.654 | 73.565 | 73.552 | 73.48 | 73.395 | 73.313 | 73.310 | 73.283 |
| SOUTH PROPERTY BOUNDARY EXISTING SURFACE | 75.29 | 75.27 | 75.24 | 75.09 | 75.07 | 74.86 | 74.76 | 74.9 | 74.92 | 74.84 | 74.84 | 74.59 | 74.28 | 73.92 | 73.91 | 73.87 |
| NORTH PROPERTY BOUNDARY EXISTING SURFACE | 75.6 | 75.6 | 75.61 | 75.6 | 75.59 | 75.17 | 74.79 | 74.64 | 74.59 | 74.66 | 74.62 | 74.38 | 74.11 | 73.9 | 73.89 | 73.84 |
| CHAINAGE | 0.00 | 3.96 | 12.02 | 32.00 | 33.72 | 50.55 | 64.00 | 78.20 | 83.51 | 98.17 | 100.35 | 112.17 | 126.17 | 139.72 | 140.17 | 144.28 |
| | | | | | | | | | | | | | | | | TP |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CENTRE LINE DESIGN | 73.342 | 73.284 | 73.268 | 73.237 | 73.18 | 73.04 | 72.907 | 72.576 | 72.481 | 71.995 | 71.876 | 71.260 | 71.154 | 70.525 | 69.977 | 69.307 |
| DESIGN SOUTH LIP OF KERB | 73.482 | 73.424 | 73.408 | 73.377 | 73.320 | 73.180 | 73.047 | 72.716 | 72.621 | 72.135 | 72.016 | | | | | |
| DESIGN NORTH LIP OF KERB | 73.202 | 73.144 | 73.128 | 73.097 | 73.04 | 72.901 | 72.767 | 72.436 | - | 71.855 | 71.736 | | | | | |
| SOUTH PROPERTY BOUNDARY EXISTING SURFACE | 73.77 | 73.72 | 73.7 | 73.68 | 73.64 | 73.53 | 73.39 | 73.00 | 72.33 | 72.22 | 72.08 | | | | | |
| NORTH PROPERTY BOUNDARY EXISTING SURFACE | 73.66 | 73.6 | 73.58 | 73.55 | 73.52 | 73.47 | 73.39 | 73.13 | 72.50 | 72.38 | 72.23 | 71.62 | 71.53 | | 70.43 | 69.71 |
| CHAINAGE | 154.57 | 160.59 | 162.17 | 165.09 | 170.07 | 180.78 | 189.72 | 208.53 | 231.30 | 234.98 | 239.72 | 261.53 | 264.93 | 283.34 | 298.36 | 316.71 |
| | | | | STP | | | STP | NTP | | Fut.NTP | | | | | | |

# ROAD LONGITUDINAL ROCKBANK MIDDLE ROAD

SCALES HOR 1 : 500 VER 1 : 50

FOR CONSTRUCTION

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

HORIZ 0 5 10 20 30 40
VERT 0 0.5 1 2 3 4
SCALE 1:500 AT A1 SIZE

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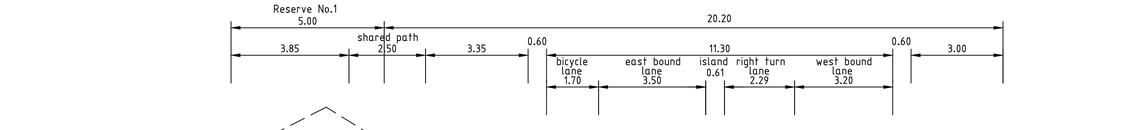
DRAWN: J. BEVERIDGE
DESIGNED: J. BEVERIDGE
CHECKED: L. PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: OCT '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: ROCKBANK MIDDLE ROAD LONGITUDINAL SECTION

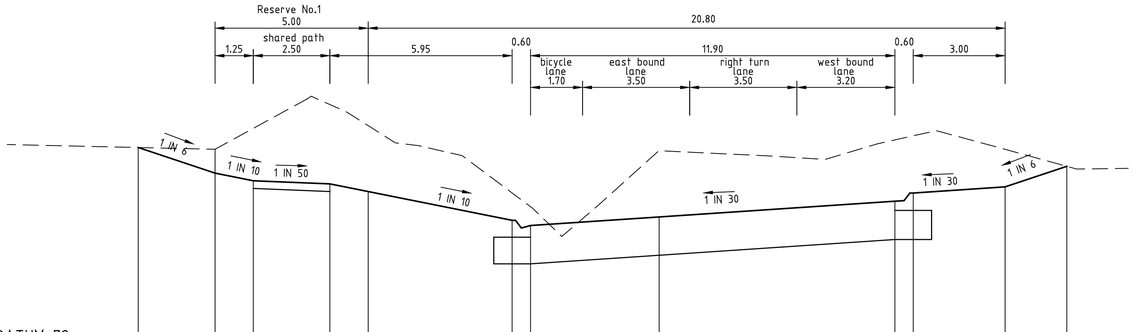
SCALE 1:500 1:50
LEVEL DATUM AHD
SHEET 13 OF 17
DRAWING No. 1275/13/NE/13 C1 P2




DATUM 72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 74.970 | 74.709 | 74.323 | 74.300 | 74.273 | 73.939 | 73.854 | 73.994 | 74.23 | 74.364 | 74.464 | 74.828 | |
| EXISTING SURFACE HEIGHT | 74.970 | 74.96 | | 75.17 | | 74.17 | 73.95 | 74.96 | 75.18 | 75.18 | 75.13 | 74.83 | |
| OFFSETS | -16.07 | -14.50 | -10.65 | -9.50 | -8.15 | -4.80 | -4.20 | 0.00 | 7.10 | 7.70 | 10.70 | 12.89 | |

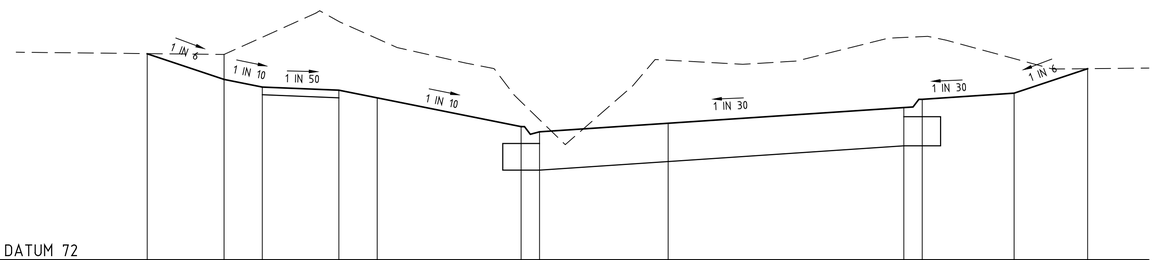
CH 50.55




DATUM 72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 75.229 | 74.811 | 74.685 | 74.635 | 74.510 | 74.041 | 73.956 | 74.096 | 74.352 | 74.486 | 74.586 | 74.922 | |
| EXISTING SURFACE HEIGHT | 75.20 | 75.20 | | | 75.59 | 74.49 | 74.26 | 75.18 | 75.35 | 75.42 | 75.2 | 74.92 | |
| OFFSETS | -17.01 | -14.50 | -13.25 | -10.75 | -9.50 | -4.80 | -4.20 | 0.00 | 7.70 | 8.30 | 11.30 | 13.31 | |

CH 33.72



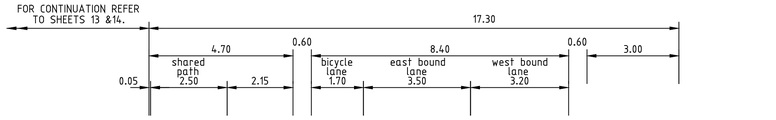

DATUM 72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 75.360 | 74.942 | 74.817 | 74.767 | 74.642 | 74.172 | 74.087 | 74.227 | 74.484 | 74.618 | 74.718 | 75.117 | |
| EXISTING SURFACE HEIGHT | 75.360 | | | | | 74.58 | 74.29 | 75.26 | 75.63 | 75.64 | 75.28 | 75.12 | |
| OFFSETS | -17.01 | -14.50 | -13.25 | -10.75 | -9.50 | -4.80 | -4.20 | 0.00 | 7.70 | 8.30 | 11.30 | 13.69 | |

CH 12.02

CITY OF MELTON

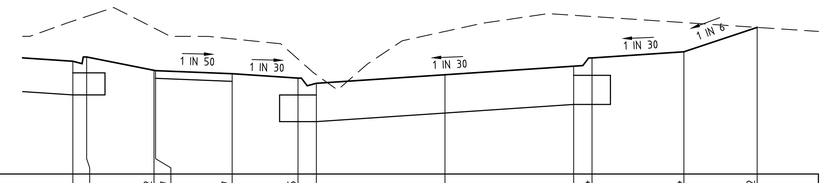
APPROVED
DETAILED ENGINEERING PLANS
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020




DATUM 72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 73.77 | 73.84 | 73.607 | 73.602 | 73.552 | 73.48 | 73.395 | 73.535 | 73.675 | 73.809 | 73.909 | 74.069 | |
| EXISTING SURFACE HEIGHT | 74.24 | 74.31 | 74.11 | 74.09 | 73.96 | 73.82 | 73.61 | 74.1 | 74.27 | 74.25 | 74.11 | 74.07 | |
| OFFSETS | -12.15 | -11.70 | -9.50 | -9.45 | -6.95 | -4.80 | -4.20 | 0.00 | 4.20 | 4.80 | 7.80 | 8.76 | |

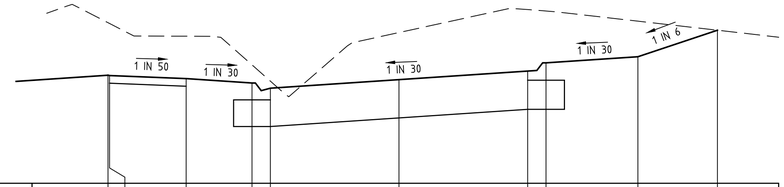
CH 126.17




DATUM 72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 73.84 | 73.91 | 73.692 | 73.687 | 73.637 | 73.565 | 73.48 | 73.62 | 73.76 | 73.894 | 73.994 | 74.392 | |
| EXISTING SURFACE HEIGHT | 74.5 | 74.57 | 74.38 | 74.37 | 74.21 | 73.88 | 73.62 | 74.33 | 74.59 | 74.57 | 74.47 | 74.39 | |
| OFFSETS | -12.15 | -11.70 | -9.50 | -9.45 | -6.95 | -4.80 | -4.20 | 0.00 | 4.20 | 4.80 | 7.80 | 10.19 | |

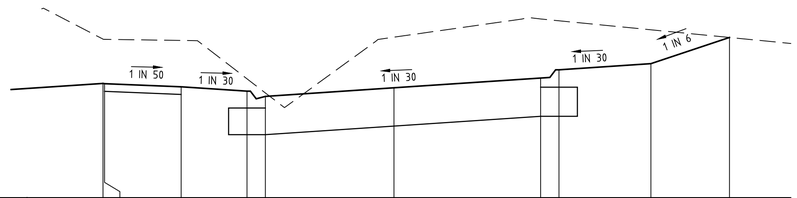
CH 112.17




DATUM 72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | | 73.763 | 73.758 | 73.708 | 73.637 | 73.552 | 73.692 | 73.832 | 73.966 | 74.066 | 74.498 | | |
| EXISTING SURFACE HEIGHT | | 74.62 | 74.61 | 74.4 | 73.93 | 73.67 | 74.46 | 74.84 | 74.81 | 74.65 | 74.5 | | |
| OFFSETS | | -9.50 | -9.45 | -6.95 | -4.80 | -4.20 | 0.00 | 4.20 | 4.80 | 7.80 | 10.40 | | |

CH 100.35




DATUM 72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | | 73.865 | 73.86 | 73.81 | 73.739 | 73.654 | 73.794 | 73.953 | 74.087 | 74.187 | 74.615 | | |
| EXISTING SURFACE HEIGHT | | 74.59 | 74.58 | 74.57 | 73.94 | 73.71 | 74.62 | 74.92 | 74.89 | 74.74 | 74.62 | | |
| OFFSETS | | -9.50 | -9.45 | -6.95 | -4.80 | -4.20 | 0.00 | 4.79 | 5.39 | 8.39 | 10.95 | | |

CH 83.51

## ROAD CROSS SECTIONS ROCKBANK MIDDLE ROAD - SHEET 1 of 2

SCALES HOR 1 : 100 VER 1 : 50

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

# FOR CONSTRUCTION

HORIZ 0 1 2 4 6 8
VERT 0 0.5 1 2 3 4
SCALE 1:100 AT A1 SIZE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DENNIS, PRICE & MILLER PTY. LTD.
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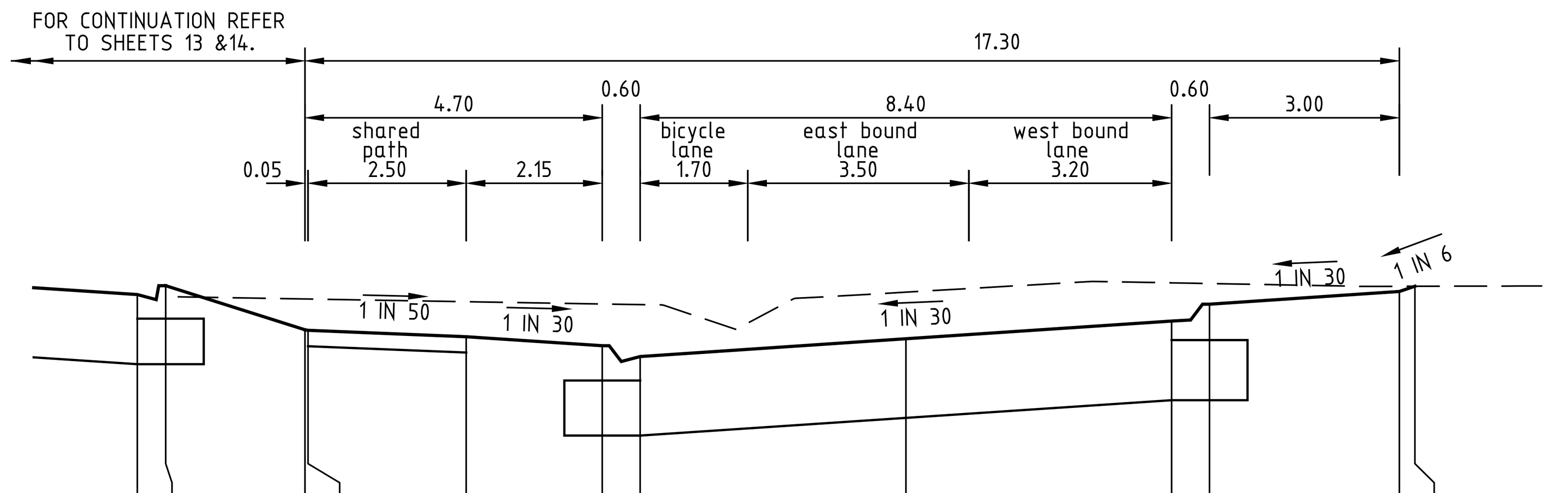
22 Business Park Drive Notting Hill 3168
Telephone: (03) 9538 5000, Facsimile: (03) 9538 5050


DRAWN: J. BEVERIDGE
DESIGNED: J. BEVERIDGE
CHECKED: L. PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: DEC '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: ROCKBANK MIDDLE ROAD CROSS SECTIONS - SHEET 1 of 2

SCALE 1:100 1:50
LEVEL DATUM AHD
SHEET 14 OF 17
DRAWING No. 1275/13/NE/14 C1 P2

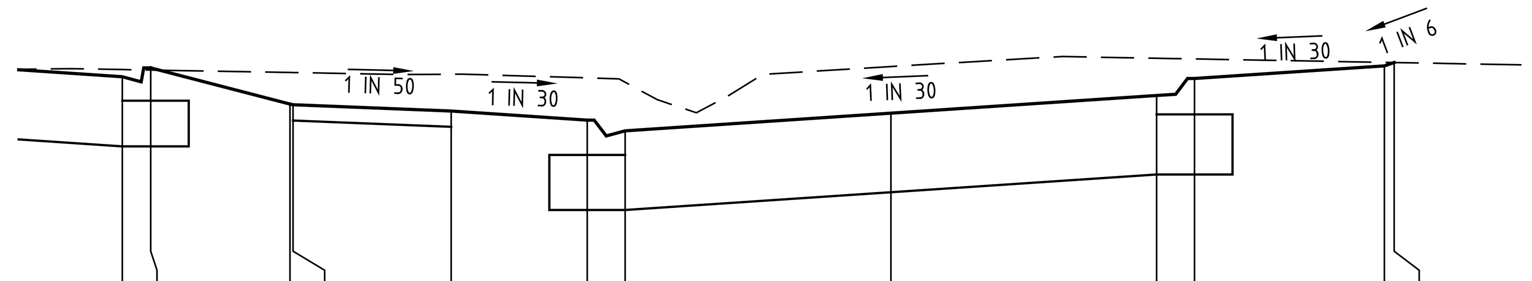
CITY OF MELTON
APPROVED
DETAILED ENGINEERING PLANS
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020




DATUM 72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 73.586 | 73.656 | 73.308 | 73.303 | 73.253 | 73.182 | 73.097 | 73.237 | 73.377 | 73.511 | 73.611 | 73.652 | |
| EXISTING SURFACE HEIGHT | 73.59 | 73.59 | 73.55 | 73.55 | 73.53 | 73.51 | 73.51 | 73.61 | 73.68 | 73.67 | 73.65 | 73.65 | |
| OFFSETS | -12.15 | -11.70 | -9.50 | -9.45 | -6.95 | -4.80 | -4.20 | 0.00 | 4.20 | 4.80 | 7.80 | 8.05 | |

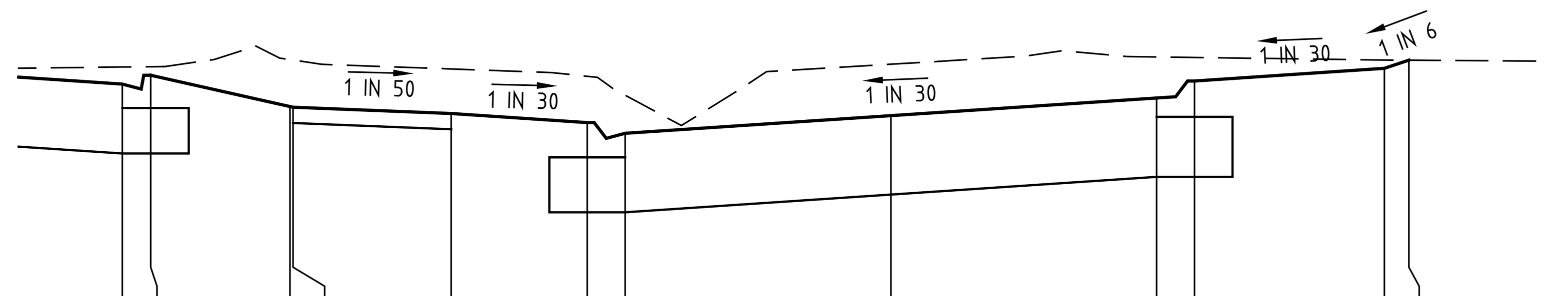
CH 165.09




DATUM 72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 73.629 | 73.699 | 73.413 | 73.408 | 73.358 | 73.287 | 73.202 | 73.342 | 73.482 | 73.616 | 73.716 | 73.741 | |
| EXISTING SURFACE HEIGHT | 73.69 | 73.68 | 73.66 | 73.66 | 73.65 | 73.62 | 73.59 | 73.71 | 73.78 | 73.77 | 73.74 | 73.74 | |
| OFFSETS | -12.15 | -11.70 | -9.50 | -9.45 | -6.95 | -4.80 | -4.20 | 0.00 | 4.20 | 4.80 | 7.80 | 7.95 | |

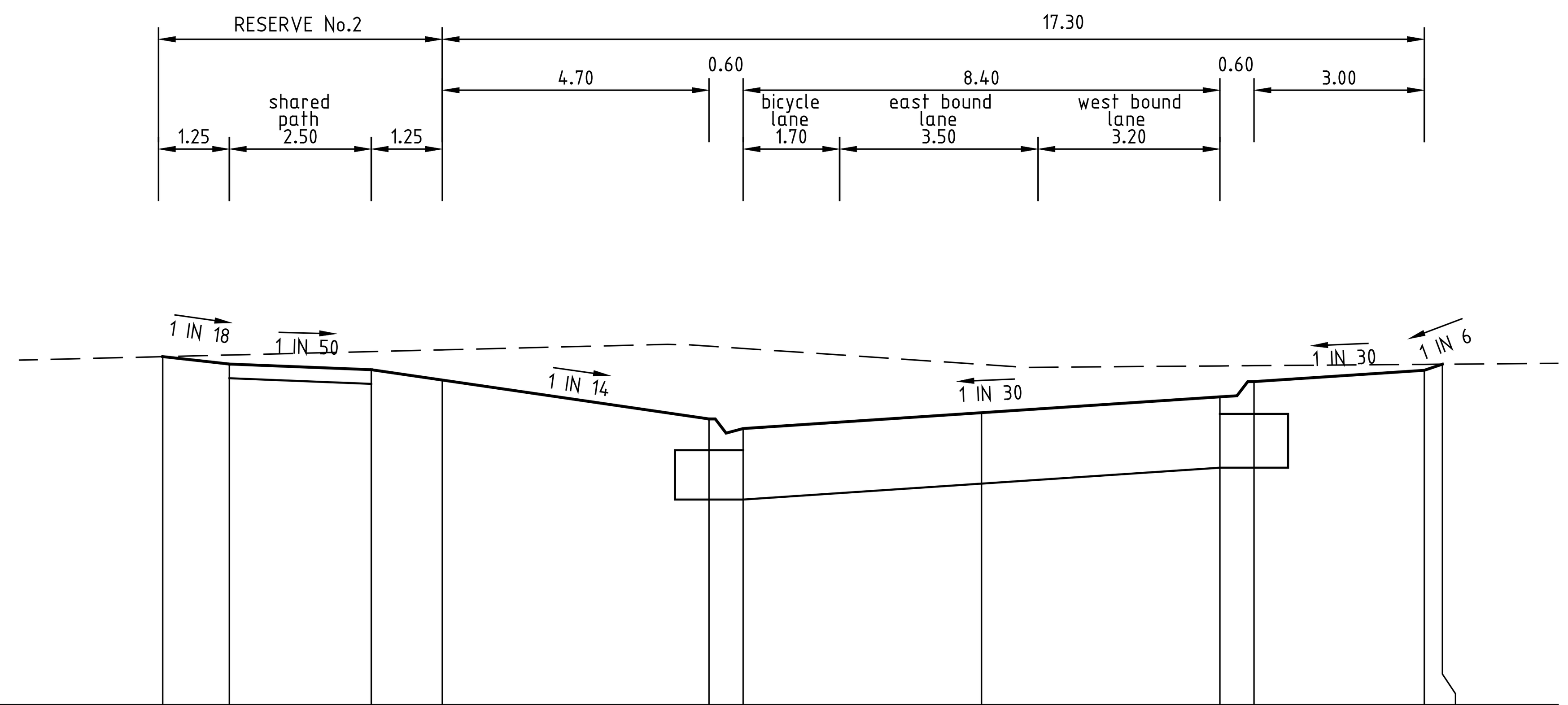
CH 154.57




DATUM 72

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 73.7 | 73.77 | 73.522 | 73.517 | 73.467 | 73.395 | 73.31 | 73.45 | 73.59 | 73.724 | 73.824 | 73.889 | |
| EXISTING SURFACE HEIGHT | 73.83 | 73.84 | 73.89 | 73.89 | 73.82 | 73.76 | 73.61 | 73.86 | 73.91 | 73.91 | 73.89 | 73.89 | |
| OFFSETS | -12.15 | -11.70 | -9.50 | -9.45 | -6.95 | -4.80 | -4.20 | 0.00 | 4.20 | 4.80 | 7.80 | 8.19 | |

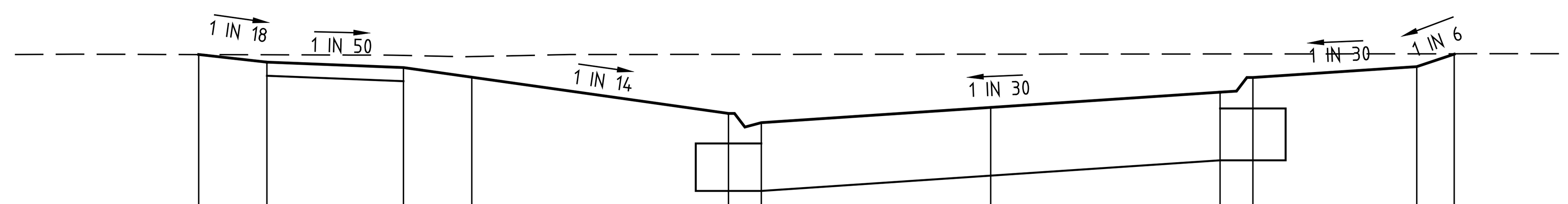
CH 140.17




DATUM 70

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 73.070 | 73.004 | 72.954 | 72.863 | 72.521 | 72.436 | 72.576 | 72.716 | 72.850 | 72.950 | 73.003 | |
| EXISTING SURFACE HEIGHT | 73.070 | | | 73.130 | | | 73.000 | | | | 73.003 | |
| OFFSETS | -14.50 | -13.25 | -10.75 | -9.50 | -4.80 | -4.20 | 0.00 | 4.20 | 4.80 | 7.80 | 8.12 | |

CH 208.53




DATUM 72

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESIGN SURFACE HEIGHT | 73.392 | 73.322 | 73.272 | 73.183 | 72.852 | 72.767 | 72.907 | 73.047 | 73.181 | 73.281 | 73.396 | |
| EXISTING SURFACE HEIGHT | 73.392 | | | 73.39 | 73.39 | 73.39 | 73.39 | 73.39 | | | | |
| OFFSETS | -14.50 | -13.25 | -10.75 | -9.50 | -4.80 | -4.20 | 0.00 | 4.20 | 4.80 | 7.80 | 8.49 | |

CH 189.72

## ROAD CROSS SECTIONS ROCKBANK MIDDLE ROAD - SHEET 2 of 2

SCALES HOR 1 : 100 VER 1 : 50

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/7/18 | J.B. |

# FOR CONSTRUCTION

HORIZ 0 1 2 4 6 8
VERT 0 0.5 1 2 3 4
SCALE 1:100 AT A1 SIZE


D P M
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CONSULTING CIVIL ENGINEERS & PROJECT MANAGERS
22 Business Park Drive Notting Hill 3168
Telephone: (03) 9538 5000, Facsimile: (03) 9538 5050

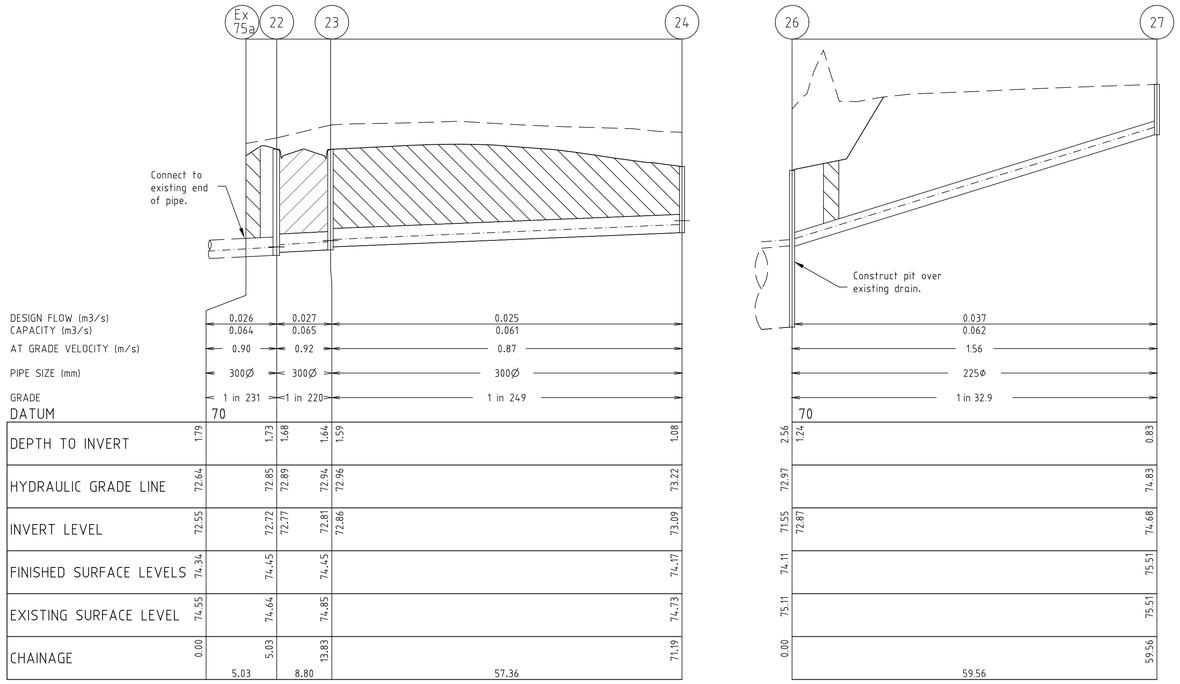

DRAWN: J. BEVERIDGE
DESIGNED: J. BEVERIDGE
CHECKED: L. PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: DEC '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: ROCKBANK MIDDLE ROAD CROSS SECTIONS - SHEET 2 of 2

SCALE 1:100 1:50
LEVEL DATUM AHD
SHEET 15 OF 17
DRAWING No. 1275/13/NE/15 C1 P2

INDICATES CLASS 2 CRUSHED ROCK BACKFILL

INDICATES CLASS 3 CRUSHED ROCK BACKFILL



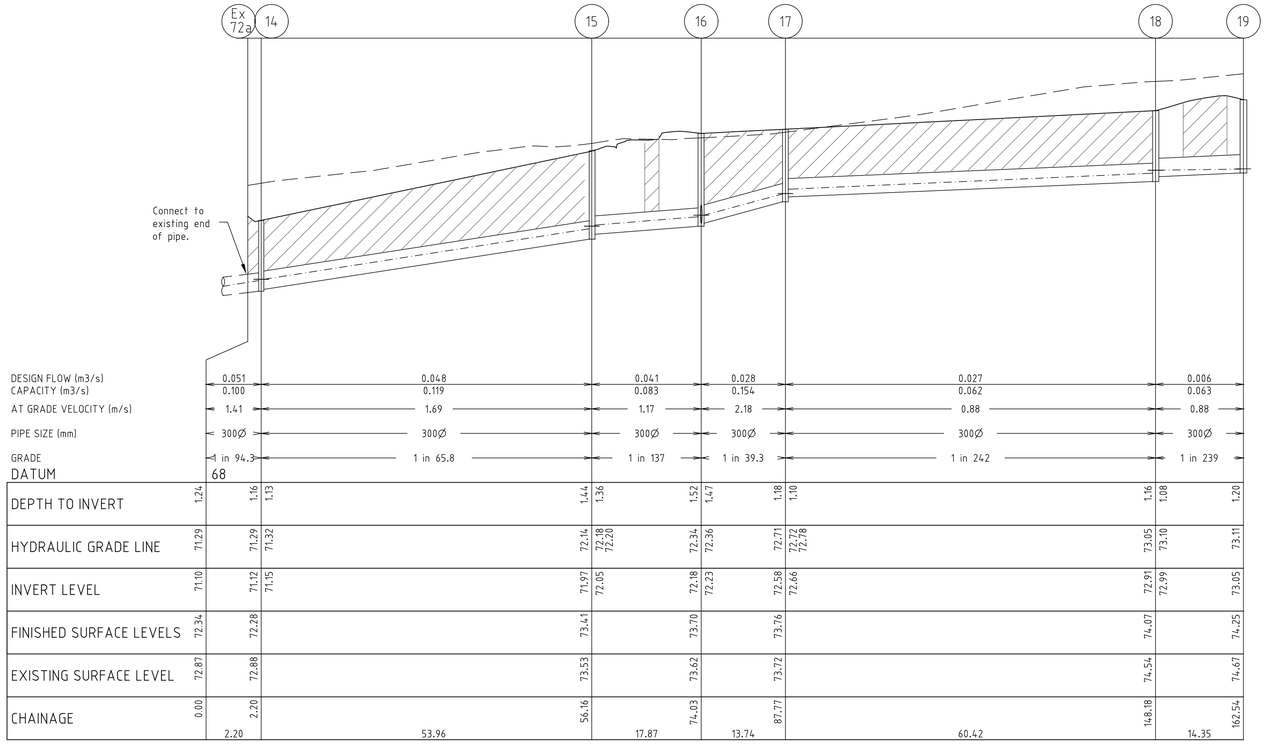

## PIT SCHEDULE

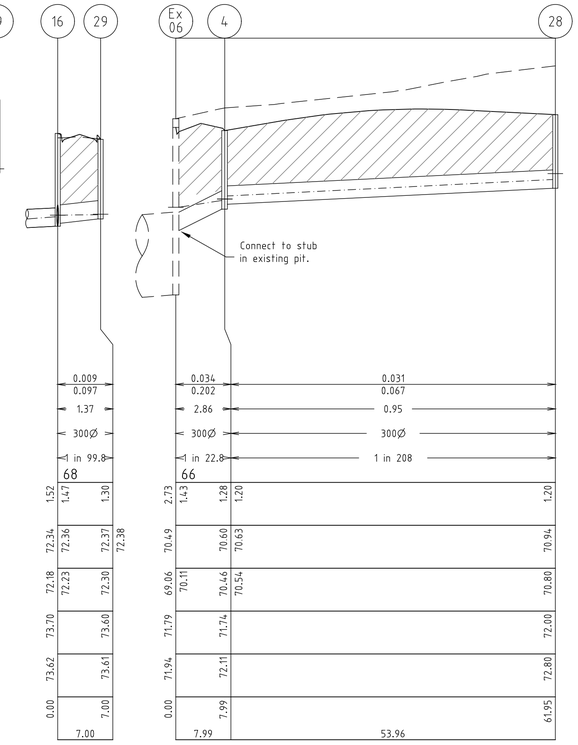
| PIT No. | TYPE | INTERNAL WID. | INTERNAL LEN. | INLET DIA. | INLET INV R.L. | OUTLET DIA. | OUTLET INV R.L. | F.S.L. | PIT DEPTH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| Ex0/F6 | Ex.JP | 1650 | 900 | Ex1350<br>300 | 69.09<br>70.11 | Ex1350 | 69.06 | 71.79 | 2.73 | CONNECT TO STUB IN EXISTING PIT. |
| 4 | JP | 600 | 900 | 300 | 70.54 | 300 | 70.46 | 71.74 | 1.28 | REFER EDCM 605. PROVIDE H.D. GATIC GRATED COVER TO SUIT M2 INVERT PROFILE. |
| 14 | JP | 600 | 900 | 300 | 71.15 | 300 | 71.12 | 72.28 | 1.16 | REFER EDCM 605. PROVIDE H.D. GATIC GRATED COVER. |
| 15 | JP | 600 | 900 | 300 | 72.05 | 300 | 71.97 | 73.41 | 1.44 | REFER EDCM 605. PROVIDE H.D. GATIC GRATED COVER. |
| 16 | SEP | 600 | 900 | 300<br>300 | 72.23<br>72.23 | 300 | 72.18 | 73.70 | 1.52 | REFER EDCM 603. |
| 17 | JP | 600 | 900 | 300 | 72.66 | 300 | 72.58 | 73.76 | 1.18 | REFER EDCM 605. |
| 18 | JP | 600 | 900 | 300 | 72.99 | 300 | 72.91 | 74.07 | 1.16 | REFER EDCM 605. |
| 19 | SEP | 600 | 900 | – | – | 300 | 73.05 | 74.25 | 1.20 | REFER EDCM 603. |
| 22 | SEP | 900 | 600 | 300 | 72.77 | 300 | 72.72 | 74.45 | 1.73 | REFER EDCM 603. |
| 23 | SEP | 900 | 600 | 300 | 72.86 | 300 | 72.81 | 74.45 | 1.64 | REFER EDCM 603. |
| 24 | SEP | 600 | 900 | – | – | 300 | 73.09 | 74.17 | 1.08 | REFER EDCM 603. |
| 26 | JP | 1650 | 900 | Ex1350<br>225 | 71.55<br>72.87 | Ex1350 | 71.55 | 74.11 | 2.56 | REFER EDCM 607. CONSTRUCT PIT OVER Ex 1350 R.C.P.<br>SHAFT TO BE 600mm X 900mm. |
| 27 | JP | 600 | 900 | – | – | 225 | 74.68 | 75.51 | 0.83 | REFER EDCM 605. |
| 28 | JP | 600 | 900 | – | – | 300 | 70.80 | 72.00 | 1.20 | REFER EDCM 605. PROVIDE H.D. GATIC GRATED COVER TO SUIT M2 INVERT PROFILE. |
| 29 | SEP | 900 | 600 | – | – | 300 | 72.30 | 73.60 | 1.30 | REFER EDCM 601. |
| Ex74 | JP | 600 | 900 | 300<br>225 | 72.32<br>72.52 | 300 | 72.24 | 73.52 | 1.28 | REMOVE EXISTING PIT & RELAY DN300 PIPE TO NEW PIT 74 (3.6M DOWNSTREAM). |
| 74 | JP | 600 | 900 | 300 | 72.30 | 300 | 72.16 | 73.46 | 1.30 | REFER EDCM 605. REMOVE EXISITNG PIT & RELAY DN300 PIPE TO NEW PIT 74. |

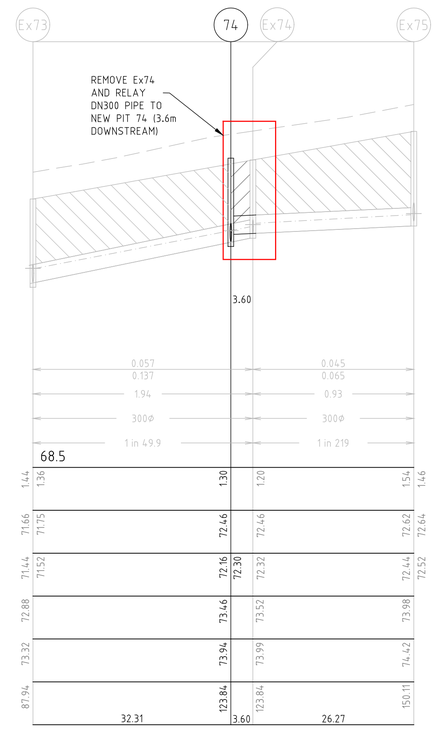
NOTATION:
JP = JUNCTION PIT
SEP = SIDE ENTRY PIT
WIDTH OF PIT IS MEASURED AT THE OUTLET

CITY OF MELTON
APPROVED
DETAILED ENGINEERING PLANS
Peng Hua
ENGINEERING SERVICES
Date: 09/04/2020

# FOR CONSTRUCTION




| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C3 | ADJUSTED EXISTING PIT Ex74 | 20/01/20 | M.C. |
| C2 | MINOR AMENDMENTS | 20/12/18 | J.B. |
| C1 | COUNCIL REQUIREMENTS | 7/11/18 | J.B. |
| P2 | STAGE BOUNDARY AMENDED | 4/07/18 | J.B. |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Telephone: (03) 9538 5000, Facsimile: (03) 9538 5050


DRAWN: J.BEVERIDGE
DESIGNED: J.BEVERIDGE
CHECKED: L.PAPAZOIS
AUTHORISED: T. DAVOLI
DATE: DEC '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: DRAINAGE LONGITUDINAL SECTIONS & PIT SCHEDULE

SCALE 1:500 1:50
LEVEL DATUM A.H.D.
SHEET 16 OF 17
DRAWING No. 1275/13/NE/16 C3 C2 C1 P2

SIGNAGE LEGEND

- A — STREET SIGN - DOUBLE BLADE
- B — GIVE WAY SIGN (R1-2A) - CLASS 1.
- C — NO PARKING R5-40R
- D — NO PARKING R5-40L
- E — NO ROAD AND OBSTRUCTION MARKER SIGN (D4-5).
- F — SHARED PATH R8-2
- TGSI - to be located and installed in accordance with Melton MSC 202.

NOTE:
THE LOCATIONS OF TGSIs SHOWN ON THESE PLANS ARE INDICATIVE ONLY. TGSIs ARE TO BE INSTALLED IN ACCORDANCE WITH CITY OF MELTON REQUIREMENTS. PLEASE REFER TO MCC 403. REFER TO VICROADS TRAFFIC ENGINEERING MANUAL VOLUME 2, TABLE 18.3 FOR LINEMARKING DETAILS.

CITY OF MELTON
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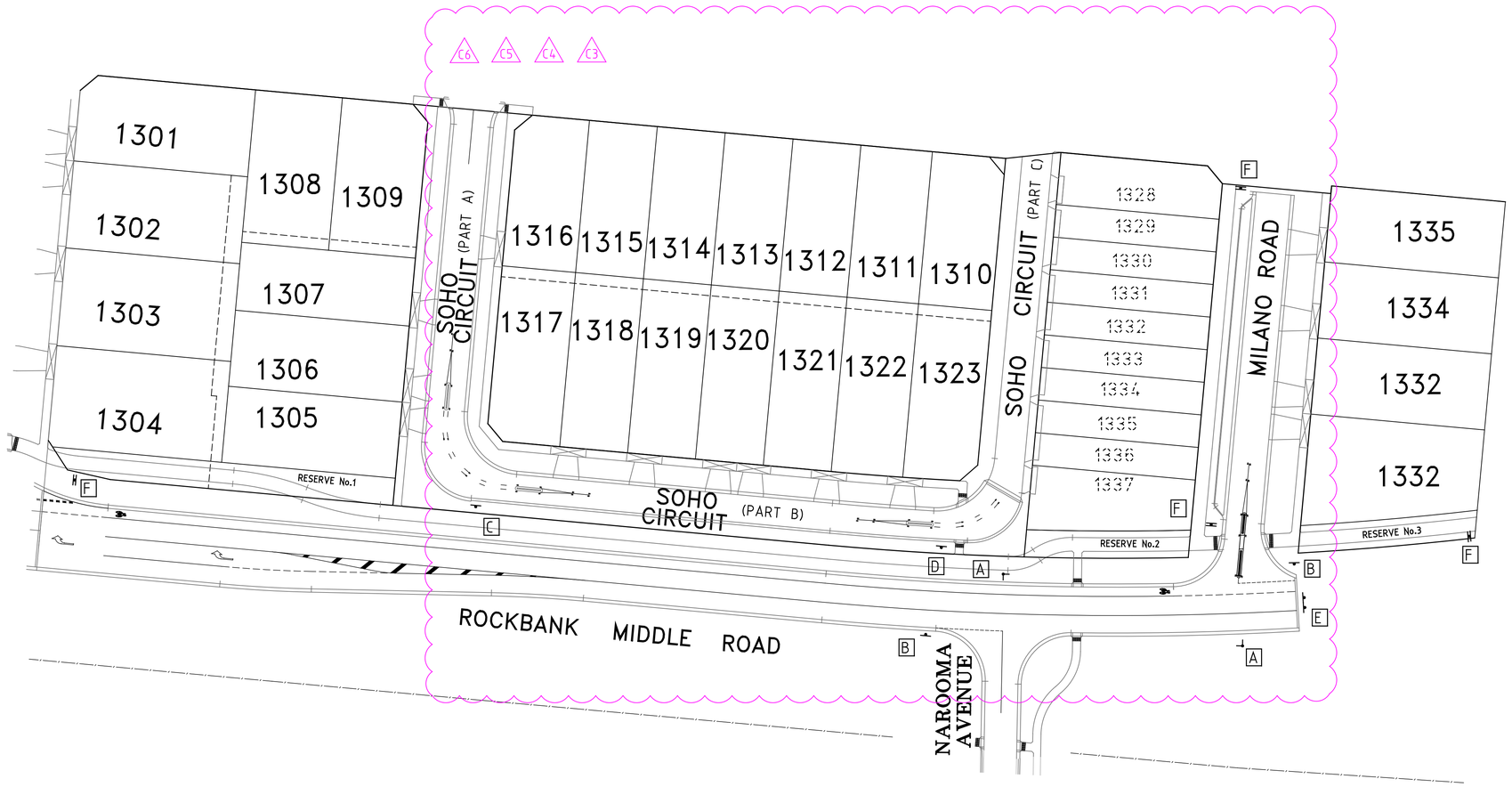


# FOR CONSTRUCTION

## SIGNAGE & LINEMARKING PLAN

0 5 10 20 30 40

SCALE 1:500 AT A1 SIZE

| REF. | REVISION | DATE | APPD. |
|---|---|---|---|
| C6 | ADD SPLITTER ISLAND | 06/3/20 | M.C. |
| C5 | ADDRESSED COUNCIL COMMENTS | 04/3/20 | M.C. |
| C4 | ADJUSTED MEDIUM LOT LAYOUT | 06/2/20 | M.C. |
| C3 | ADJUSTED LOT LAYOUT | 17/01/20 | M.C. |
| C2 | COUNCIL REQUIREMENTS | 20/2/18 | J.B. |

LEGEND

| | | | |
|---|---|---|---|
| W — WATER MAIN | PROPERTY INLET PIT | 20.06 | EXISTING SURFACE LEVEL |
| G — GAS MAIN | EXISTING PROPERTY INLET PIT | FS.21.35 | FINISHED LEVEL (TITLE BOUNDARY) |
| E — ELECTRICITY CABLE | DRAIN AND PIT | T21.35 | DESIGN TOP OF BATTER LEVEL |
| T — TELECOM CABLE | EXISTING DRAIN AND PIT | P21.350 | DESIGN PAVEMENT LEVEL |
| WATER CONDUIT | S — SEWER LINE AND MANHOLE | R21.35 | DESIGN RIDGE LEVEL |
| GAS CONDUIT | KERB AND CHANNEL | 20.20 | EXISTING CONTOUR LINE & LEVEL |
| TELECOM CONDUIT | EXISTING KERB AND CHANNEL | | FILLING IN EXCESS OF 200mm |
| H — HOUSE DRAIN | KERB TO BE REMOVED OFFSITE | | CATCH DRAIN |
| T.B.M. PEG IN GROUND | P.S.M. — STREET SIGN | Y — Y | EX. BATTER — PROP. BATTER |


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AUTHORISED: T.DAVOLI
DATE: DEC '16

MUNICIPALITY: CITY OF MELTON
PROJECT: MODEINA STAGE 13
DETAILS: SIGNAGE & LINEMARKING PLAN

SCALE 1:500
LEVEL DATUM A.H.D.
SHEET 17 OF 17
DRAWING No. 1275/13/NE/17
C6 C5 C4 C3 C2