



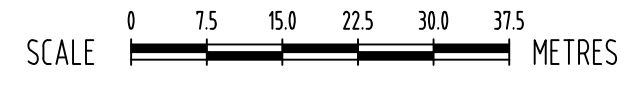




**WARNING**  
 BEWARE UNDERGROUND SERVICES  
 THE LOCATIONS OF SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN



**OVERALL PLAN**















**FOR CONSTRUCTION**

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| 1 FOR CONSTRUCTION<br>A DETAILED DESIGN - ISSUED FOR REVIEW   | 29-10-2024<br>30-09-2024 | KC<br>KC   | KC<br>KC        | ALL WORK MUST BE EXECUTED IN ACCORDANCE WITH THE RULES, REGULATIONS, BY-LAWS AND REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION OVER ANY PART OF THE WORK.<br>CONTRACTORS MUST SET OUT ALL WORK AND VERIFY ALL CONDITIONS, LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORK OR MAKING OF ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED AND APPROVED PRIOR TO ANY MANUFACTURE.<br>ELECTRONIC COPIES OF THIS DRAWING ARE NOT TO BE USED FOR DIMENSIONAL SETOUT. | OR AS SHOWN  | REV.  | 1  |

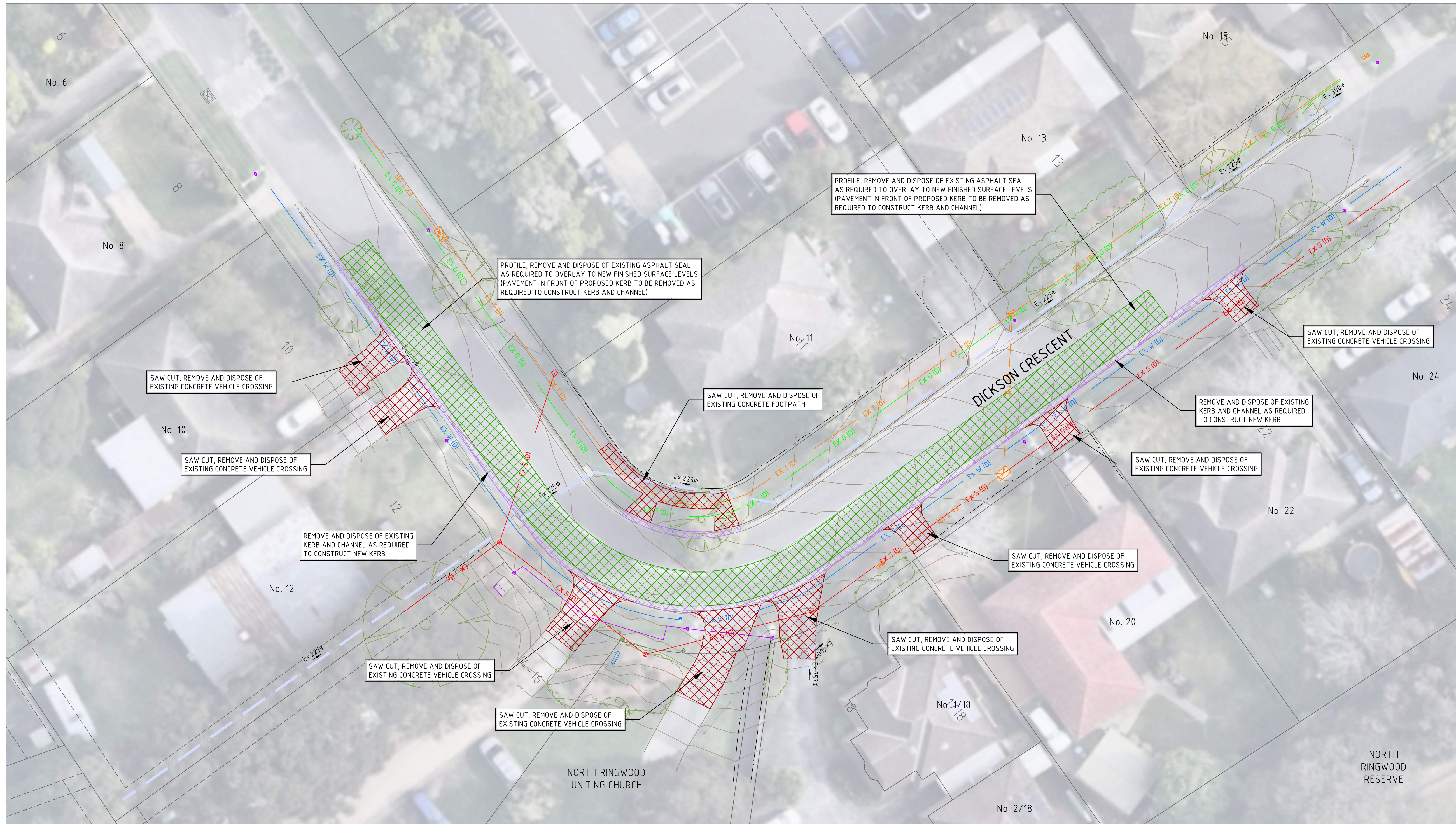


**LEGEND**

-  EXISTING ASPHALT ROAD PAVEMENT TO BE PROFILED, REMOVED AND DISPOSED
-  EXISTING ASPHALT VEHICLE CROSSING TO BE SAW CUT, REMOVED AND DISPOSED
-  EXISTING CONCRETE VEHICLE CROSSING / FOOTPATH TO BE SAW CUT, REMOVED AND DISPOSED
-  - EX W (D) - EXISTING WATER WITH QUALITY LEVEL
-  - EX G (D) - EXISTING GAS WITH QUALITY LEVEL
-  - EX S (D) - EXISTING SEWER WITH QUALITY LEVEL
-  - EX T (D) - EXISTING TELECOMMUNICATIONS WITH QUALITY LEVEL
-  - EX E (D) - EXISTING ELECTRICITY WITH QUALITY LEVEL
-  - E O/H - EXISTING OVERHEAD CABLE
-  - 1.0m - EXISTING CONTOUR MAJOR (1.0m)
-  - 0.2m - EXISTING CONTOUR MINOR (0.2m)
-  - EX D - EXISTING DRAINAGE PIPE



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CONTINUED ON SHEET C004

**EXISTING CONDITIONS AND DEMOLITION PLAN**



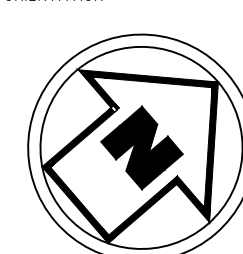
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| A   | DETAILED DESIGN - ISSUED FOR REVIEW | 30-09-2024 | KC   | KC  |  |
| REV | DESCRIPTION                         | DATE       | INIT | APP |  |

CLIENT



ORIENTATION



HEIGHT DATUM

AHD  
COORDINATE DATUM  
MGA 20 ZONE 55  
SURVEY DATE  
22-08-2024  
AERIAL IMAGE DATE  
04-08-2024

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CLIENT

MAROONDAH CITY COUNCIL  
PROJECT TITLE  
**FOOTPATH UPGRADE AND ROAD MODIFICATION WORKS**  
SITE ADDRESS  
DICKSON CRESCENT  
RINGWOOD NORTH, VIC, 3134  
DRAWING TITLE  
**EXISTING CONDITIONS AND DEMOLITION PLAN**

|                   |               |               |            |
|-------------------|---------------|---------------|------------|
| DESIGNED          | KC / EW       | DRAWN         | KC         |
| CHECKED           | SS            | NO. OF SHEETS | 15         |
| SCALE             | 1:200@A1      | DATE STARTED  | 04-09-2024 |
| SITE ID & JOB NO. | S70485-291529 | REV.          |            |
| DRAWING NO.       | C003          |               | 1          |



**LEGEND**

- CONCRETE FOOTPATH - CONSTRUCTED IN ACCORDANCE WITH MAROONDAH CITY COUNCIL MCC-401
- OVERLAY ASPHALT PAVEMENT - CONSTRUCTED IN GENERAL ACCORDANCE WITH MAROONDAH CITY COUNCIL STANDARD DRAWING MCC-101 (30mm COMPACTED DEPTH SIZE 10mm TYPE H ASPHALT WEARING COURSE OVERLAYING A VARYING DEPTH REGULATION SIZE 14mm TYPE H ASPHALT BASE COURSE) (COMPOSITION TO BE CONFIRMED BY MAROONDAH CITY COUNCIL)
- 150mm THICK CONCRETE VEHICLE CROSSING - CONSTRUCTED IN ACCORDANCE WITH MAROONDAH CITY COUNCIL MCC-503
- ASPHALT FOOTPATH REINSTATEMENT - CONSTRUCTED IN GENERAL ACCORDANCE WITH MAROONDAH CITY COUNCIL MCC-404

- CONCRETE PEDESTRIAN CROSSING - CONSTRUCTED IN ACCORDANCE WITH MAROONDAH CITY COUNCIL STANDARD DRAWING MCC-405, MCC-406 AND MCC-407
- TOPSOIL & SEED (MAROONDAH CITY COUNCIL APPROVED) REINSTATEMENT - REINSTATED IN ACCORDANCE WITH MAROONDAH CITY COUNCIL SPECIFICATIONS
- EXISTING DRAINAGE PIPE
- DIRECTION OF PAVEMENT SHEET FLOW
- FILL BATTER EXTENT
- CUT BATTER EXTENT

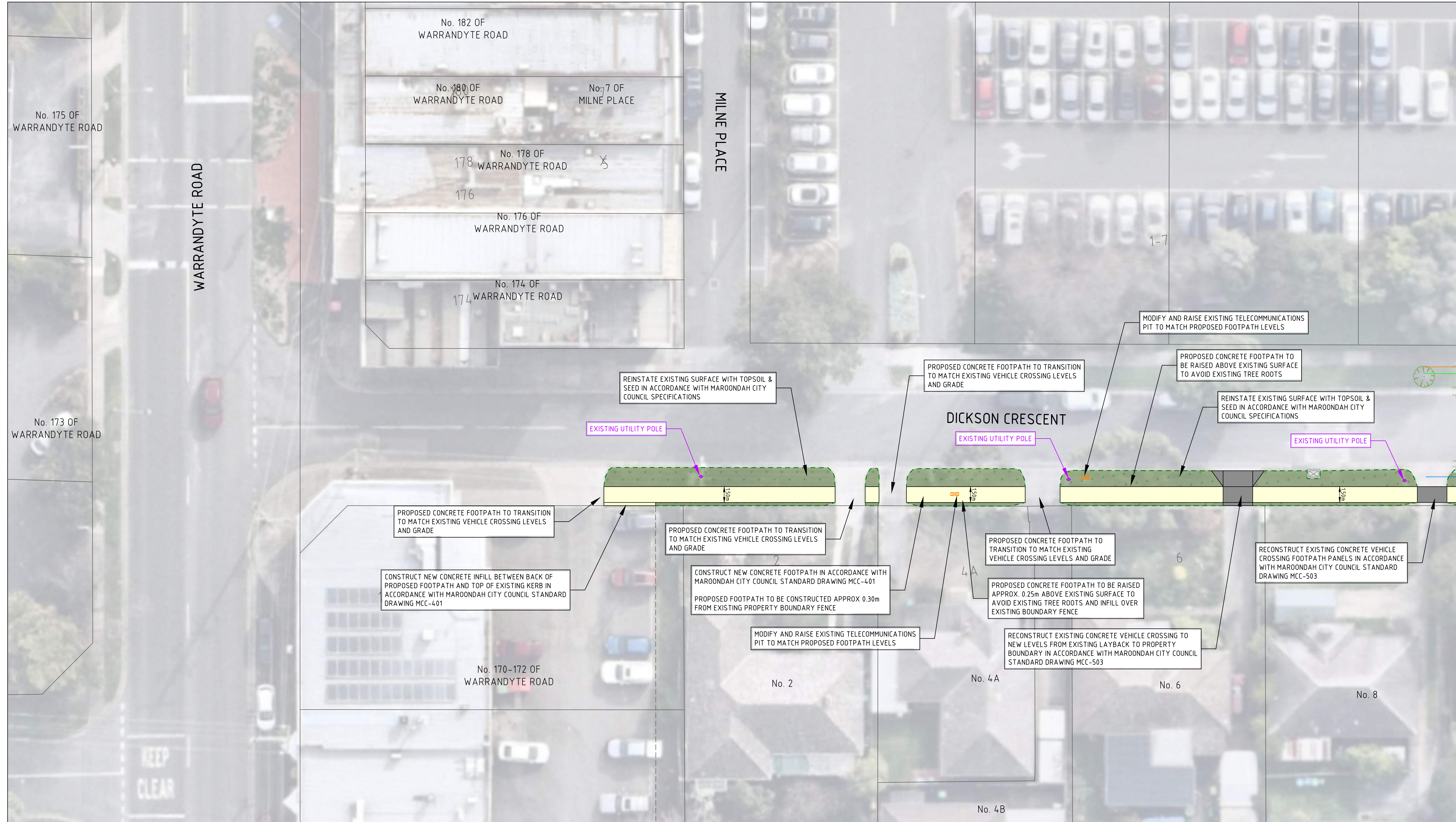
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- EX W (DI) - EXISTING WATER WITH QUALITY LEVEL
- EX G (DI) - EXISTING GAS WITH QUALITY LEVEL
- EX S (DI) - EXISTING SEWER WITH QUALITY LEVEL
- EX T (DI) - EXISTING TELECOMMUNICATIONS WITH QUALITY LEVEL
- EX E (DI) - EXISTING ELECTRICITY WITH QUALITY LEVEL
- E O/H - EXISTING OVERHEAD CABLE

**NOTES:**

1. EXISTING SERVICES/UTILITIES (STORMWATER, TELECOMMUNICATION, ELECTRICAL POLES ETC.) ARE DRAWN INDICATIVELY AND NOT TO SCALE. LOCATIONS OF THESE UTILITIES ARE BASED ON:
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4. THIS DRAWING SET DOES NOT ACCOUNT FOR STORMWATER DRAINAGE DESIGN AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE, THAT STORMWATER IS HANDLED EFFECTIVELY AFTER FOOTPATH CONSTRUCTION TO AVOID IMPACTING EXISTING PROPERTIES
5. BATTERING/REINSTATEMENT WITH TOPSOIL AND SEED TO BE COMPLETED FOR NEWLY CONSTRUCTED FOOTPATH AND TIED INTO EXISTING SURFACE



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CONTINUED ON SHEET C005

**GENERAL LAYOUT PLAN (CONCEPT ONLY)**



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CLIENT

MAROONDAH CITY COUNCIL

PROJECT TITLE

FOOTPATH UPGRADE AND ROAD MODIFICATION WORKS

SITE ADDRESS

DICKSON CRESCENT  
RINGWOOD NORTH, VIC, 3134

DRAWING TITLE

GENERAL LAYOUT PLAN (CONCEPT ONLY)

|                   |               |               |            |
|-------------------|---------------|---------------|------------|
| DESIGNED          | KC / EW       | DRAWN         | KC         |
| CHECKED           | SS            | NO. OF SHEETS | 15         |
| SCALE             | 1:200@A1      | DATE STARTED  | 04-09-2024 |
| SITE ID & JOB NO. | S70485-291529 | REV.          |            |
| DRAWING NO.       | C004          |               | 1          |



**LEGEND**

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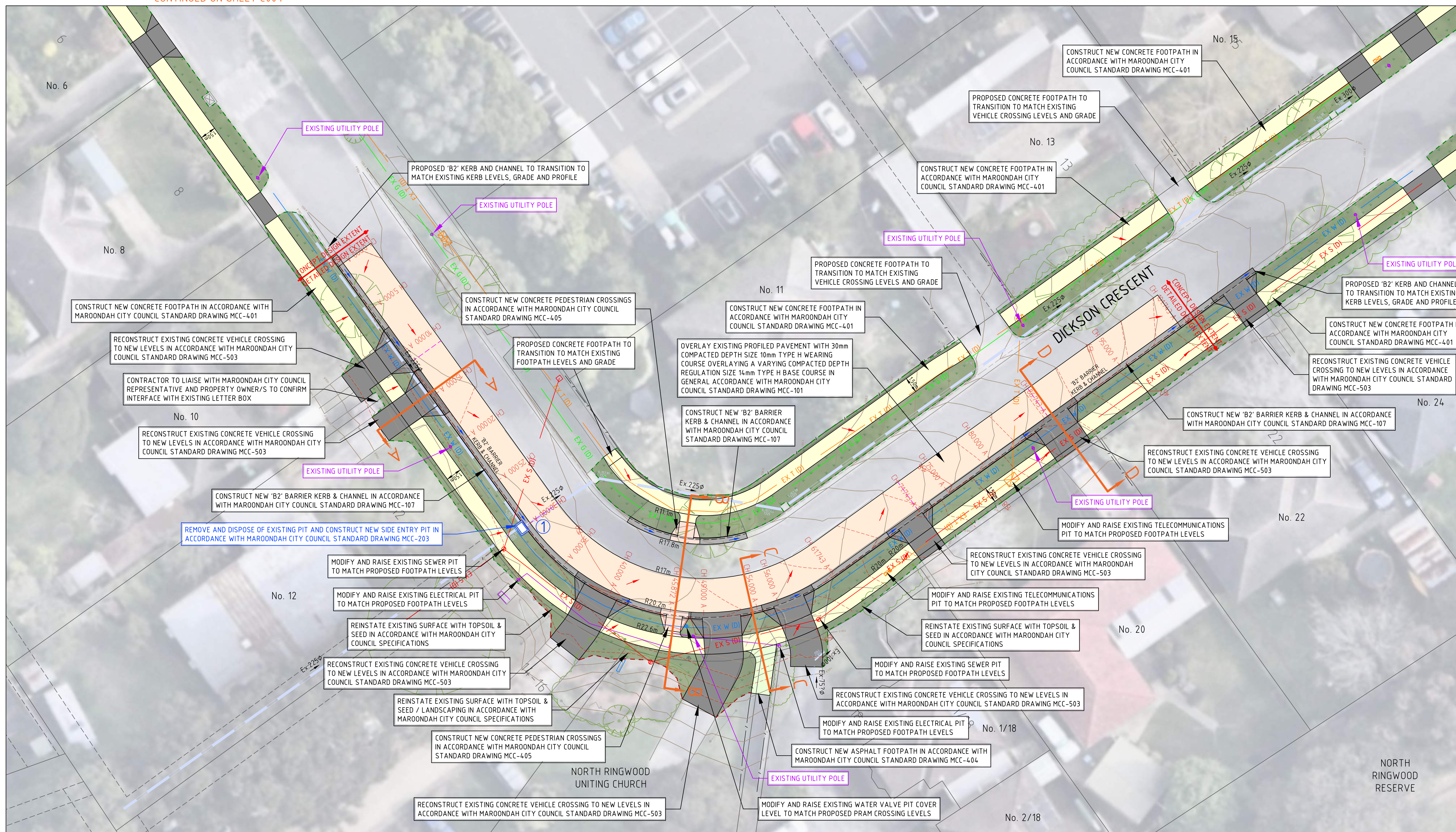
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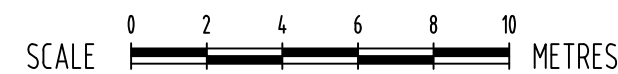
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CONTINUED ON SHEET C004

CONTINUED ON SHEET C006



**GENERAL LAYOUT PLAN**



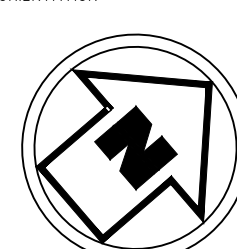
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CLIENT



ORIENTATION



HEIGHT DATUM

AHD

COORDINATE DATUM

MGA 20 ZONE 55

SURVEY DATE

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AERIAL IMAGE DATE

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CLIENT

MAROONDAH CITY COUNCIL

PROJECT TITLE

FOOTPATH UPGRADE AND ROAD MODIFICATION WORKS

SITE ADDRESS

DICKSON CRESCENT

RINGWOOD NORTH, VIC, 3134

DRAWING TITLE

GENERAL LAYOUT PLAN

DESIGNED

KC / EW KC

CHECKED

SS No. OF SHEETS 15

SCALE

1:200@A1 DATE STARTED

04-09-2024

SITE ID & JOB No.

S70485-291529 REV.

DRAWING No.

C005 1



**LEGEND**

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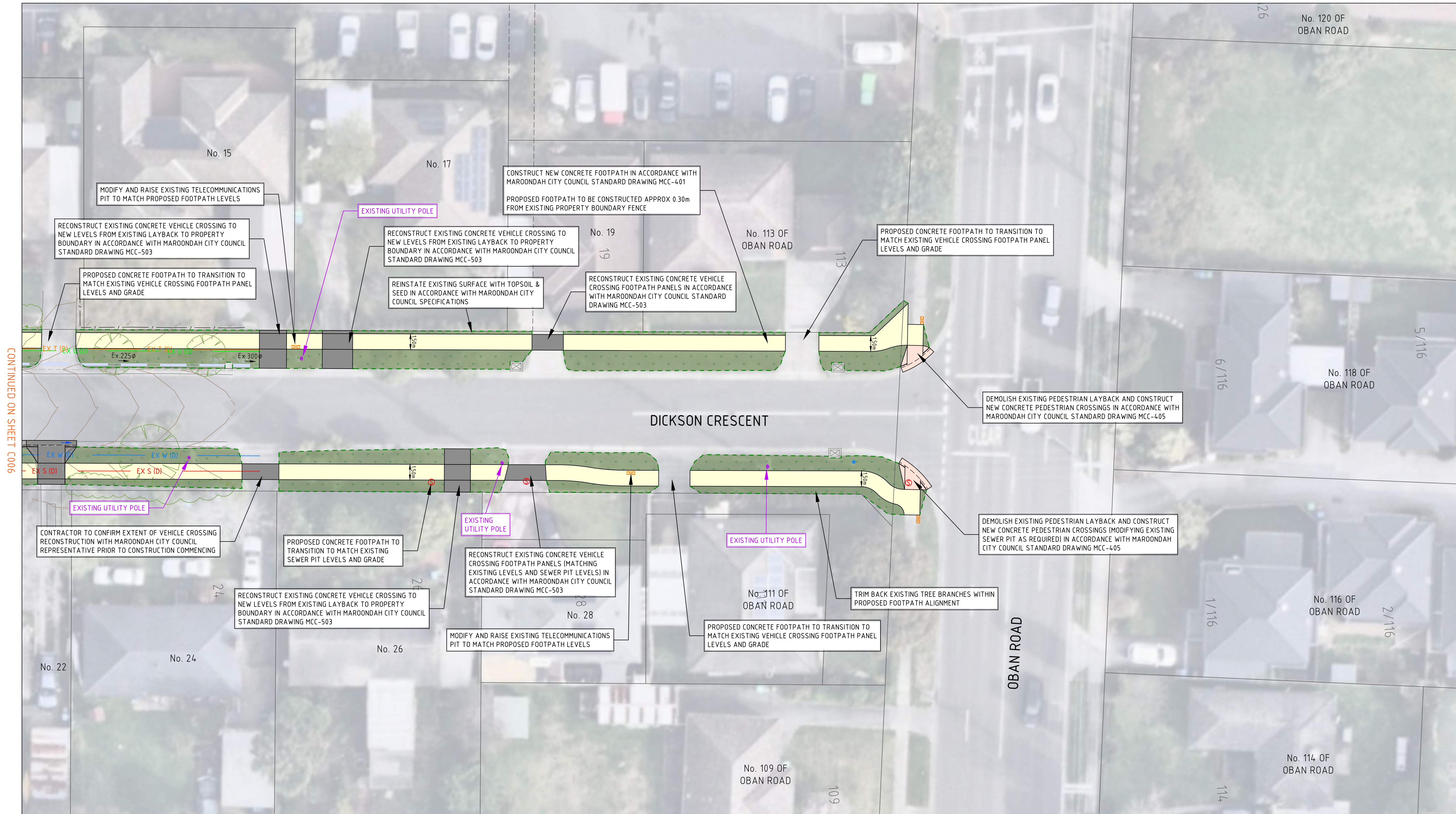
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**GENERAL LAYOUT PLAN (CONCEPT ONLY)**



**FOR CONSTRUCTION**

|   |             |      |      |     |   |  |  |   |  |  |  |   |  |  |  |   |  |
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| CUT(-) / FILL(+) DEPTHS |                 |                 |        |
|-------------------------|-----------------|-----------------|--------|
| No.                     | LOWER DEPTH (m) | UPPER DEPTH (m) | COLOUR |
| 1                       | 0.000           | 0.025           | ■      |
| 2                       | 0.025           | 0.050           | ■      |
| 3                       | 0.050           | 0.75            | ■      |
| 4                       | 0.75            | 0.40            | ■      |
| 5                       | 0.40            | 0.50            | ■      |

| CUT(-) / FILL(+) DEPTHS |                 |                 |        |
|-------------------------|-----------------|-----------------|--------|
| No.                     | LOWER DEPTH (m) | UPPER DEPTH (m) | COLOUR |
| 6                       | 0.50            | 0.60            | ■      |
| 7                       | 0.60            | 0.70            | ■      |
| 8                       | 0.70            | 0.80            | ■      |
| 9                       | 0.70            | 0.80            | ■      |

**NOTES:**  
 CUT/FILL DEPTHS SHOWN ARE BASED ON EXISTING SURFACE LEVEL (TOP OF EXISTING SEAL) & THE FINISHED SURFACE LEVEL (TOP OF PROPOSED SEAL)  
 THIS PLAN IS PROVIDED FOR INFORMATION PURPOSES ONLY TO PRESENT THE DESIGN INTENT AND TO ASSIST MAROONDAH CITY COUNCIL TO DETERMINE THE PAVEMENT REINSTATEMENT METHODOLOGY THEY WOULD LIKE TO ACHIEVE



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PAVEMENT LEVELS PLAN - EXISTING vs. FINISHED SURFACE



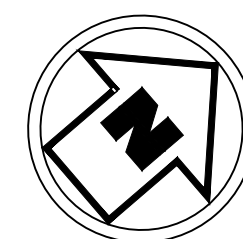
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**FMG 50 YEARS**  
 ENGINEERING FORWARD THINKING  
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**fmgeengineering.com.au** | P 1300 975 878 | ABN 58 083 071 185  
 ISO 9001 Quality Management System | ISO 45001 OH&S Management System

CLIENT

MAROONDAH CITY COUNCIL

PROJECT TITLE

FOOTPATH UPGRADE AND ROAD MODIFICATION WORKS

SITE ADDRESS

DICKSON CRESCENT

RINGWOOD NORTH, VIC, 3134

DRAWING TITLE

PAVEMENT LEVELS PLAN - EXISTING vs. FINISHED SURFACE

|                   |               |               |            |
|-------------------|---------------|---------------|------------|
| DESIGNED          | KC / EW       | DRAWN         | KC         |
| CHECKED           | SS            | NO. OF SHEETS | 15         |
| SCALE             | 1:200@A1      | DATE STARTED  | 04-09-2024 |
| SITE ID & JOB NO. | S70485-291529 | REV.          |            |
| DRAWING NO.       | C007          |               | 1          |





**WARNING**  
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### DRAINAGE PIT SCHEDULE

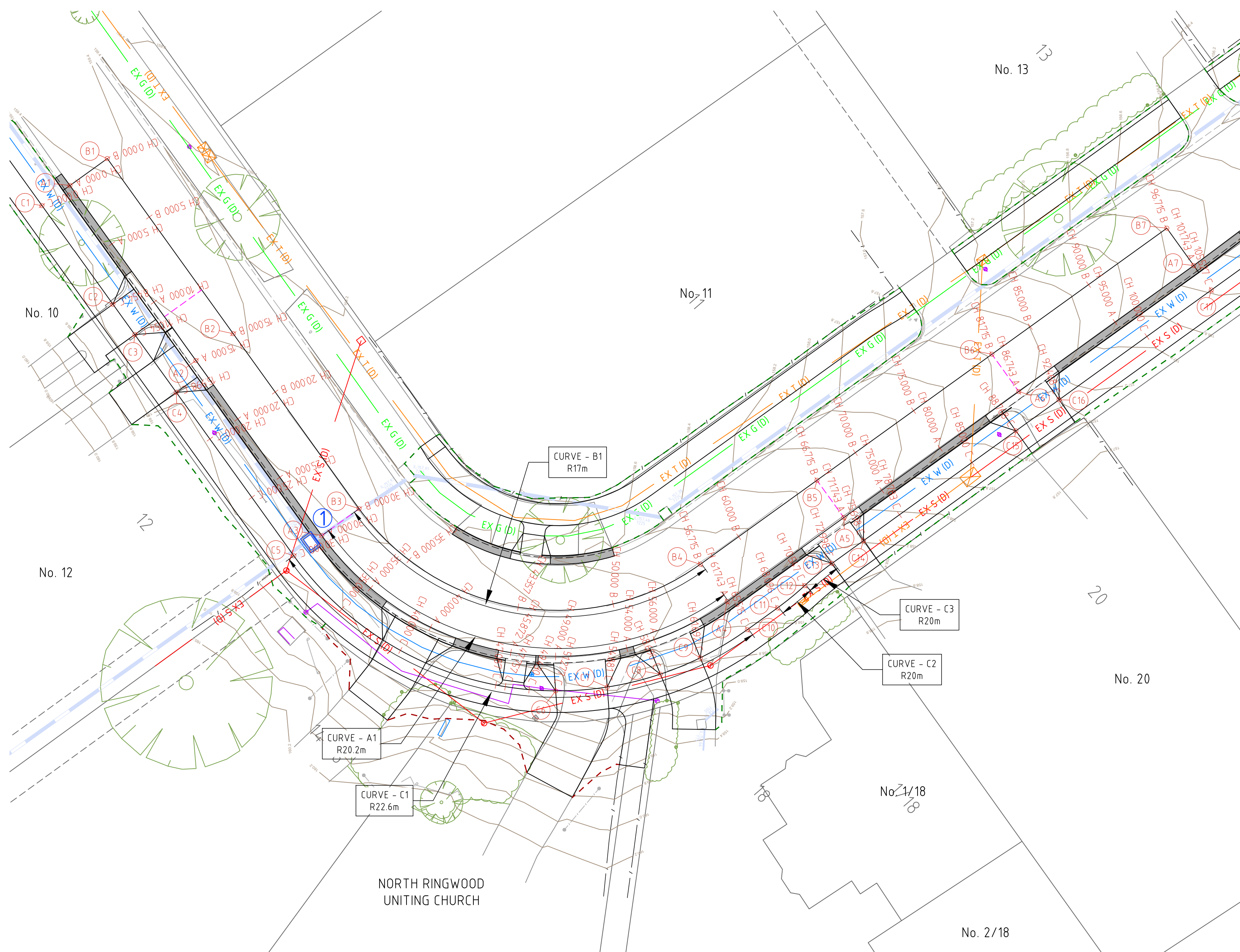
| PIT NUMBER | PIT TYPE | EASTING    | NORTHING    | INTERNAL    |            | INLET              |              | OUTLET             |              | PIT         |           | REFERENCE TO NOTE ON PLAN  |
|------------|----------|------------|-------------|-------------|------------|--------------------|--------------|--------------------|--------------|-------------|-----------|--|
|            |          |            |             | LENGTH (mm) | WIDTH (mm) | PIPE DIAMETER (mm) | INVERT LEVEL | PIPE DIAMETER (mm) | INVERT LEVEL | SETOUT R.L. | DEPTH (m) |  |
| 1          | SEP      | 344779.161 | 5815417.484 | 900         | 600        | Ex. 225            | Ex. 158.37   | Ex. 225            | Ex. 158.05   | 159.290     | 1.240     | Remove and dispose of existing pit and construct new Side Entry Pit in accordance with Maroondah City Council Standard Drawing MCC-203 |

#### Drainage Pit Schedule Notes

- Horizontal (xy) setout is to pit centre and is to be positioned longitudinally along the kerb
- Vertical (R.L.) setout level is to pit cover level and is to be confirmed through kerb setout prior to construction
- If pit interfaces with kerb, the kerb is to be set out prior to drainage pit construction to confirm interface and design intent is achieved

#### Pit Types

SEP Side Entry Pit



#### SURVEY SETOUT PLAN



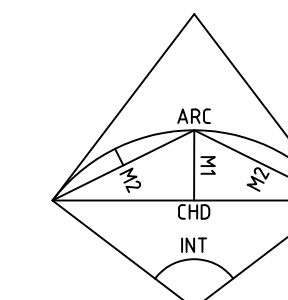
#### CURVE / ARC SETOUT DETAILS

##### LIP OF KERB 'A' CURVE - A1 SET OUT DETAILS

|      |          |
|------|----------|
| RAD. | 20.2     |
| INT  | 90°2'15" |
| TAN  | 20.213   |
| CHD  | 28.576   |
| ARC  | 31.743   |
| M1   | 5.921    |
| M2   | 1.539    |

##### CENTRELINE 'B' CURVE - B1 SET OUT DETAILS

|      |          |
|------|----------|
| RAD. | 17       |
| INT  | 90°2'15" |
| TAN  | 17.011   |
| CHD  | 24.049   |
| ARC  | 26.715   |
| M1   | 4.983    |
| M2   | 1.295    |



##### FRONT OF FOOTPATH 'C' CURVE - C1 SET OUT DETAILS

|      |          |
|------|----------|
| RAD. | 22.6     |
| INT  | 90°2'15" |
| TAN  | 22.615   |
| CHD  | 31.972   |
| ARC  | 35.515   |
| M1   | 6.625    |
| M2   | 1.722    |

##### FRONT OF FOOTPATH 'C' CURVE - C2 SET OUT DETAILS

|      |         |
|------|---------|
| RAD. | 20      |
| INT  | 7°1'18" |
| TAN  | 1.227   |
| CHD  | 2.449   |
| ARC  | 2.451   |
| M1   | 0.038   |
| M2   | 0.009   |

##### LIP OF KERB 'D' CURVE - C3 SET OUT DETAILS

|      |         |
|------|---------|
| RAD. | 20      |
| INT  | 7°1'18" |
| TAN  | 1.227   |
| CHD  | 2.449   |
| ARC  | 2.451   |
| M1   | 0.038   |
| M2   | 0.009   |

#### SURVEY SETOUT INFORMATION

##### LIP OF KERB 'A' (LOK A)

SETOUT POINT SHOWN AS: A2

| SETOUT NUMBER | EASTING    | NORTHING    | R.L.    |
|---------------|------------|-------------|---------|
| A1            | 344749.424 | 5815420.947 | 159.322 |
| A2            | 344764.368 | 5815419.661 | 159.219 |
| A3            | 344779.313 | 5815418.375 | 159.140 |
| A4            | 344801.172 | 5815436.781 | 158.612 |
| A5            | 344802.023 | 5815446.744 | 158.222 |
| A6            | 344803.300 | 5815461.690 | 157.380 |
| A7            | 344804.576 | 5815476.634 | 156.446 |

#### SURVEY SETOUT INFORMATION

##### CENTRELINE 'B' (CL B)

SETOUT POINT SHOWN AS: B2

| SETOUT NUMBER | EASTING    | NORTHING    | R.L.    |
|---------------|------------|-------------|---------|
| B1            | 344749.699 | 5815424.136 | 159.420 |
| B2            | 344764.643 | 5815422.849 | 159.219 |
| B3            | 344779.587 | 5815421.563 | 159.044 |
| B4            | 344797.984 | 5815437.054 | 158.516 |
| B5            | 344798.835 | 5815447.017 | 158.126 |
| B6            | 344800.111 | 5815461.963 | 157.380 |
| B7            | 344801.388 | 5815476.907 | 156.573 |

#### SURVEY SETOUT INFORMATION

##### FRONT OF FOOTPATH 'C' (FOFP C)

SETOUT POINT SHOWN AS: C2

| SETOUT NUMBER | EASTING    | NORTHING    | R.L.    |
|---------------|------------|-------------|---------|
| C1            | 344749.219 | 5815418.556 | 159.475 |
| C2            | 344757.640 | 5815417.831 | 159.506 |
| C3            | 344760.232 | 5815417.619 | 159.487 |
| C4            | 344765.157 | 5815417.184 | 159.457 |
| C5            | 344779.107 | 5815415.983 | 159.383 |
| C6            | 344798.107 | 5815423.680 | 159.025 |
| C7            | 344800.244 | 5815426.577 | 159.040 |
| C8            | 344801.972 | 5815429.966 | 159.008 |
| C9            | 344802.924 | 5815432.812 | 158.926 |
| C10           | 344803.563 | 5815436.576 | 158.734 |
| C11           | 344803.783 | 5815439.148 | 158.605 |
| C12           | 344803.842 | 5815441.597 | 158.483 |
| C13           | 344803.900 | 5815444.046 | 158.360 |
| C14           | 344804.130 | 5815446.736 | 158.252 |
| C15           | 344805.242 | 5815459.758 | 157.550 |
| C16           | 344805.557 | 5815463.445 | 157.410 |
| C17           | 344806.669 | 5815476.456 | 156.584 |

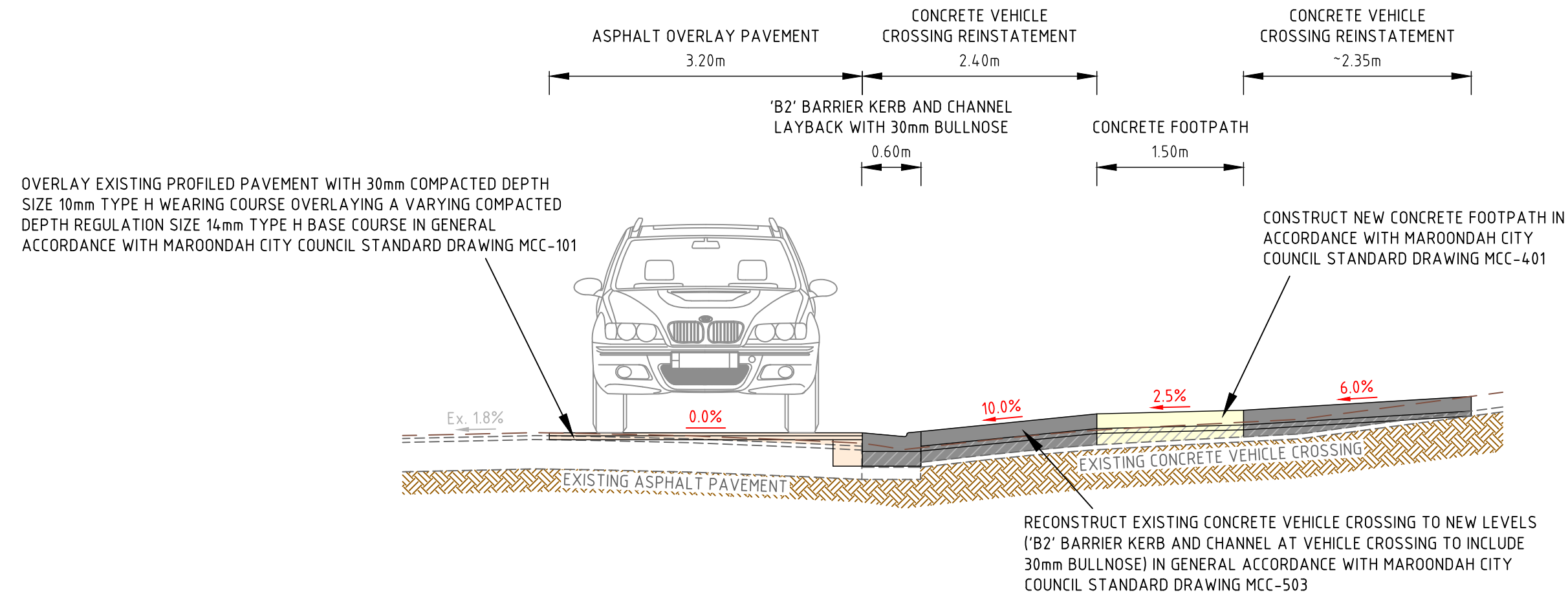
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|---|--|---------------|---------------------------------------|--|---|--|---|--|

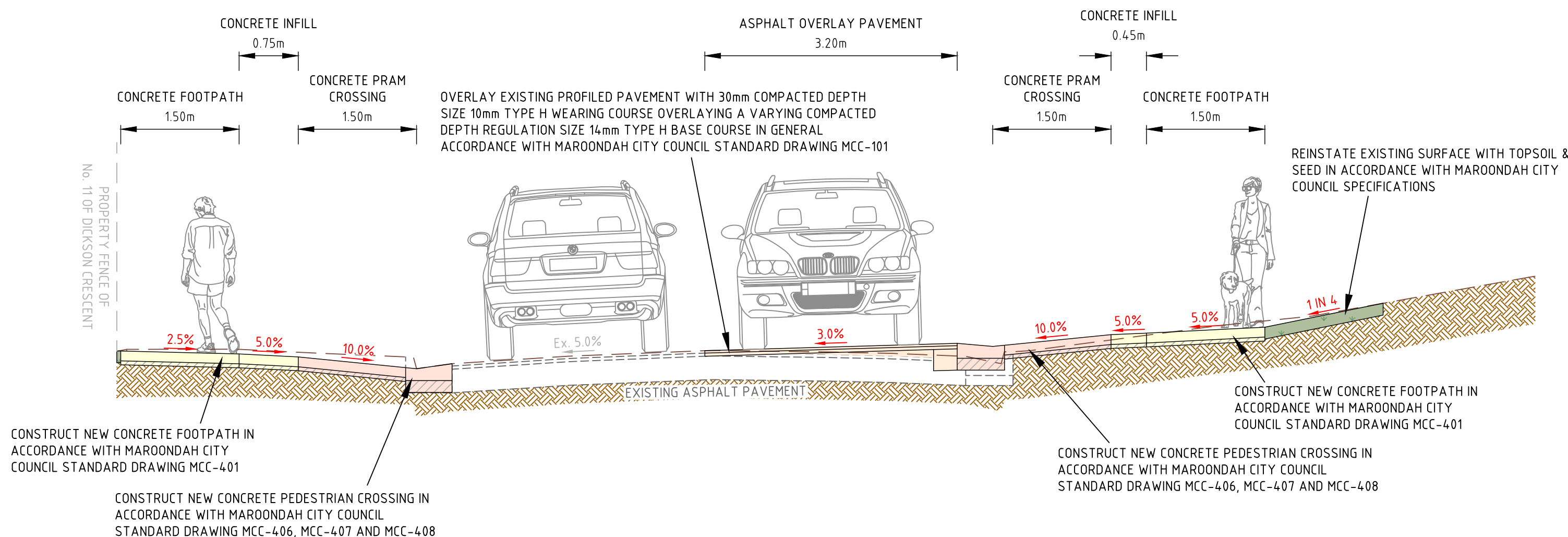
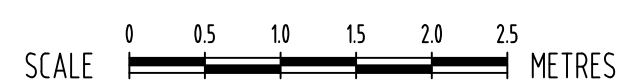




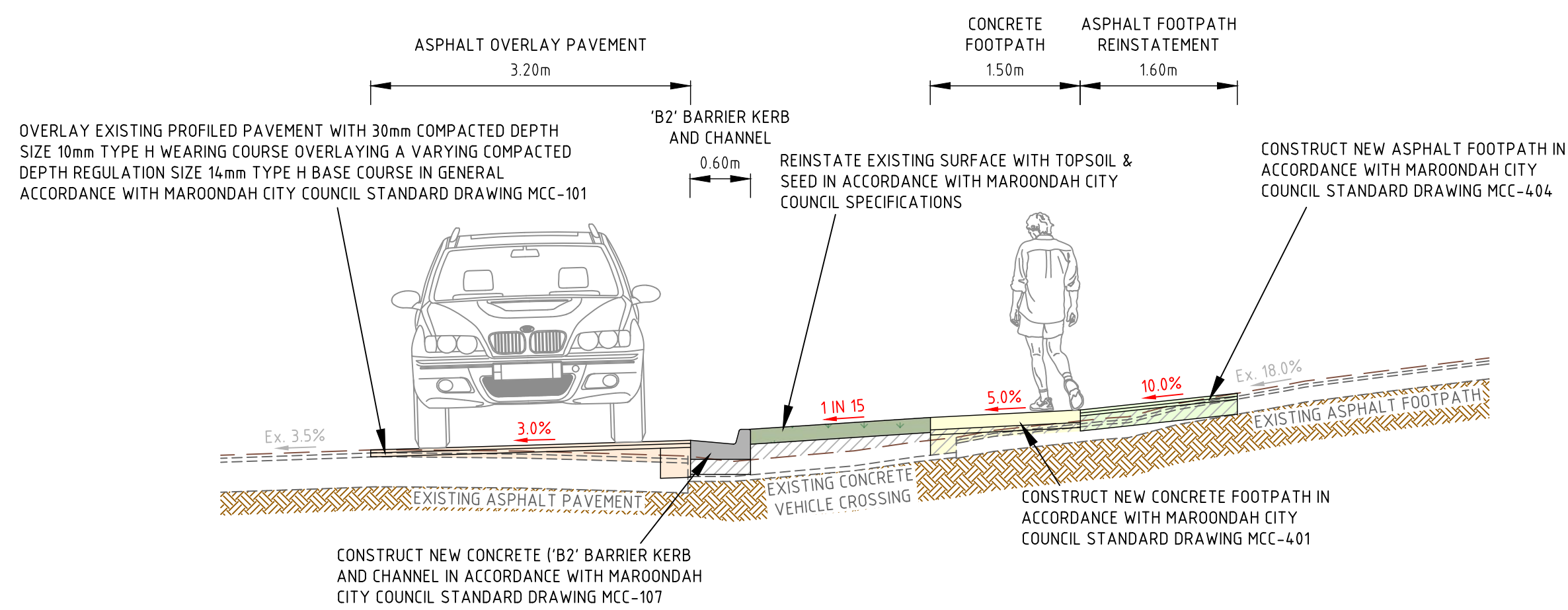
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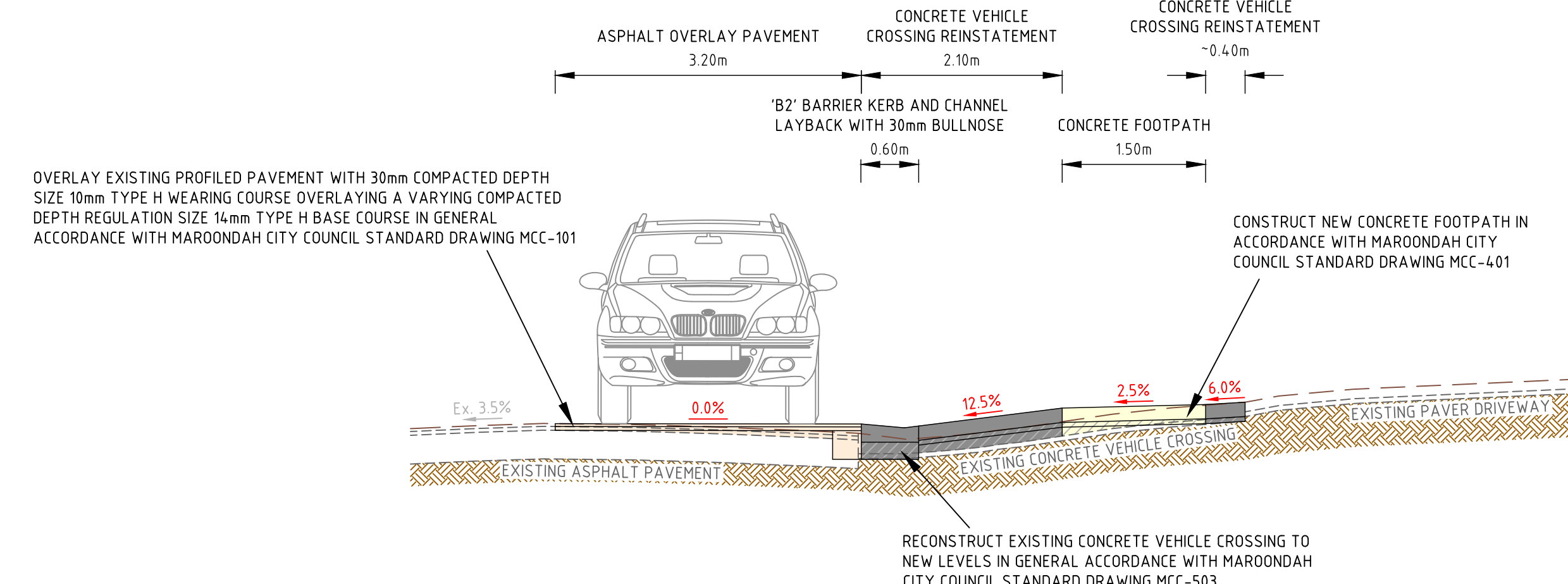
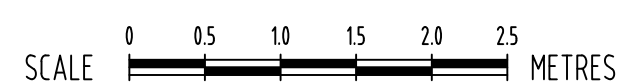
**TYPICAL SECTION A-A**



**TYPICAL SECTION B-B**



**TYPICAL SECTION C-C**



**TYPICAL SECTION D-D**



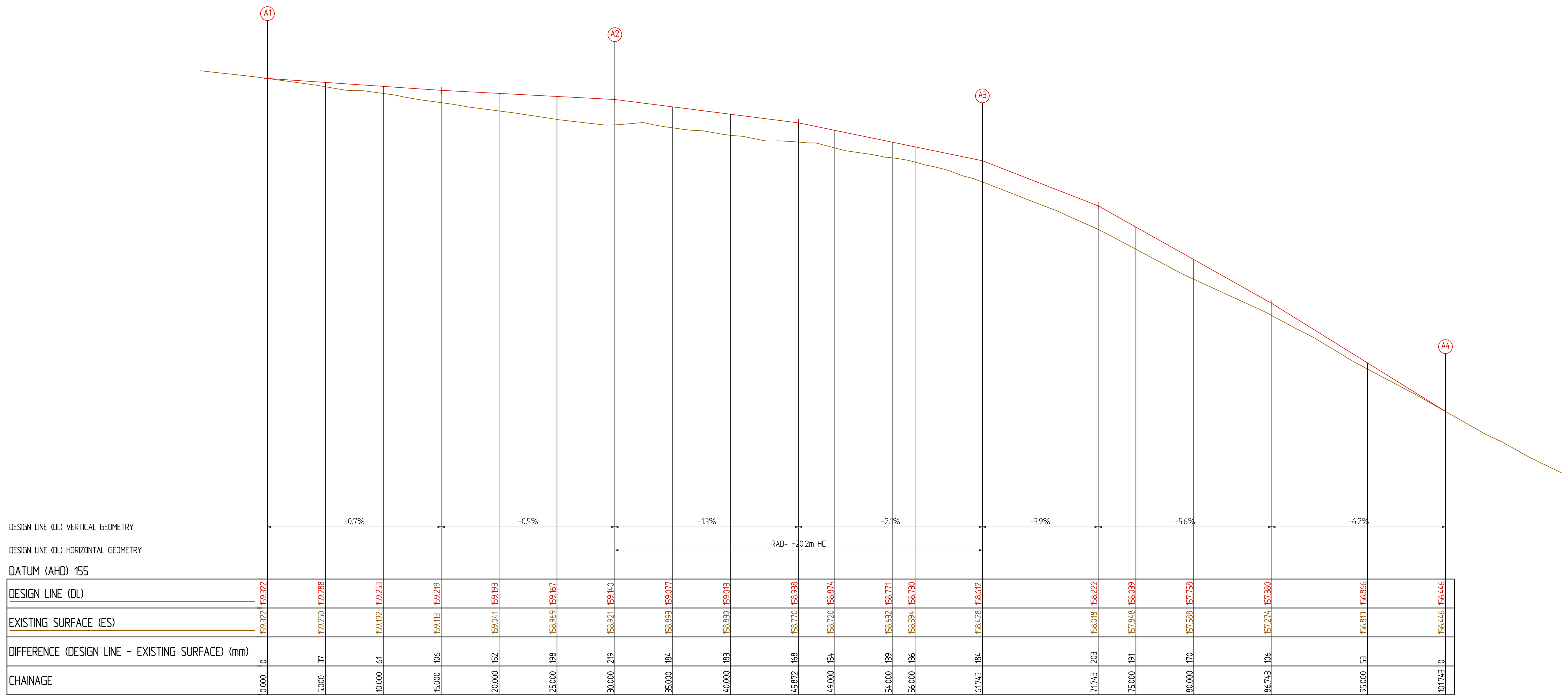
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| <p>1 FOR CONSTRUCTION</p>  | <p>29-10-2024</p> | <p>KC KC</p>                               | <p>CONTRACTORS MUST SET OUT ALL WORK AND VERIFY ALL CONDITIONS, LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORK OR MAKING OF ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED AND APPROVED PRIOR TO ANY MANUFACTURE.</p> | <p>ALL WORK MUST BE EXECUTED IN ACCORDANCE WITH THE RULES, REGULATIONS, BY LAWS AND REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION OVER ANY PART OF THE WORK.</p>               | <p>ELECTRONIC COPIES OF THIS DRAWING ARE NOT TO BE USED FOR DIMENSIONAL SETOUT.</p>   | <p>REV</p>  | <p>DESCRIPTION</p>   | <p>DATE</p>  | <p>INIT</p> | <p>APP</p> |

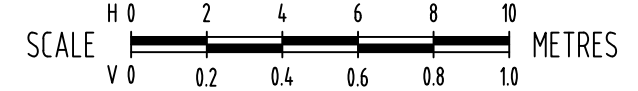




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LONGITUDINAL SECTION - LIP OF KERB 'A' - (LOK A)



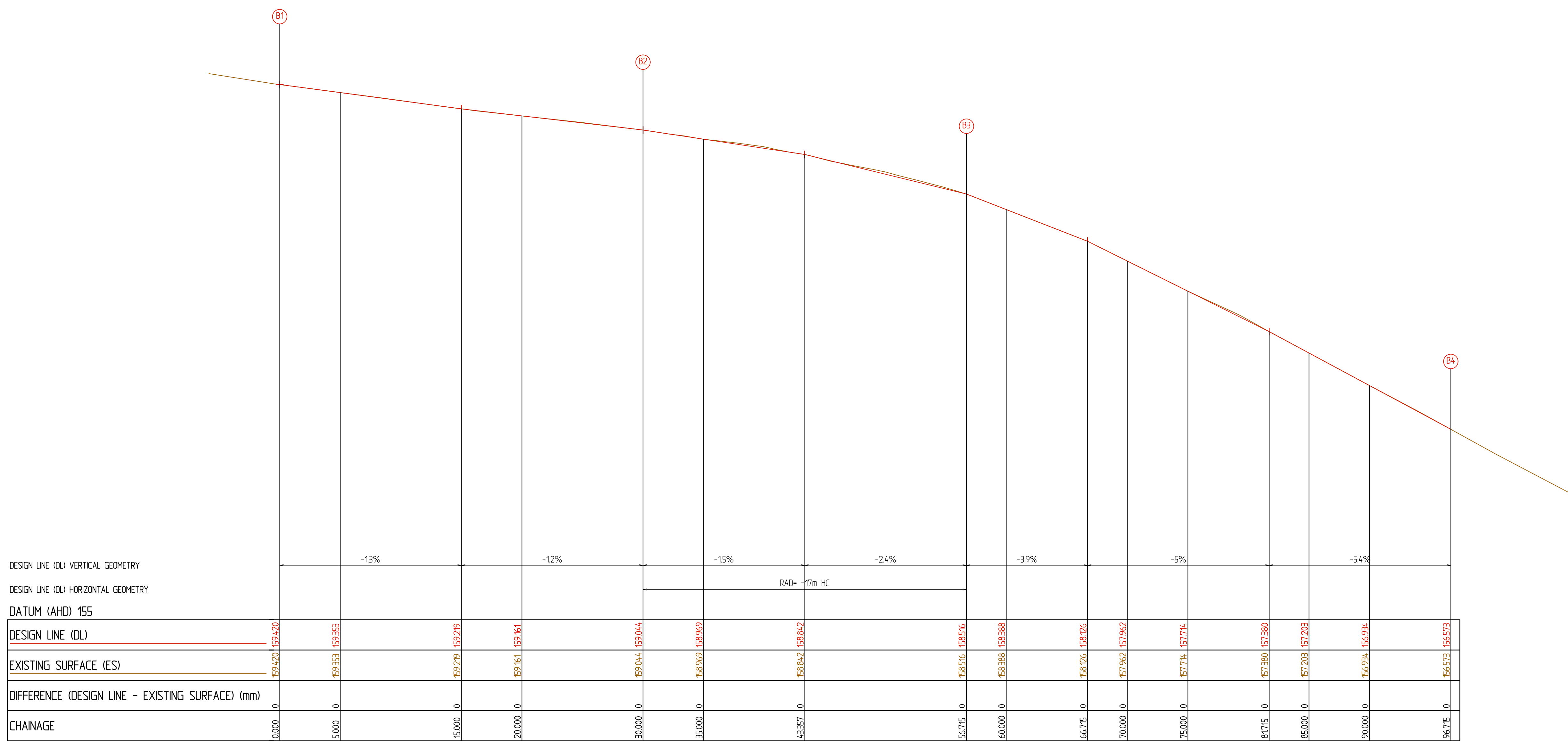
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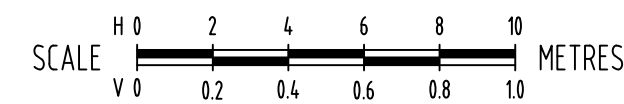




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LONGITUDINAL SECTION - CENTRELINE 'B' - (CL B)



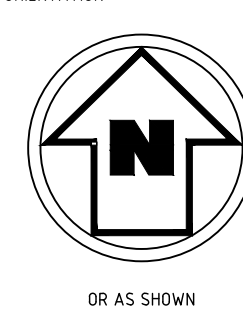
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|-----|-------------------------------------|------------|------|-----|--|
| A   | DETAILED DESIGN - ISSUED FOR REVIEW | 30-09-2024 | KC   | KC  |  |
| REV | DESCRIPTION                         | DATE       | INIT | APP |  |

CLIENT



ORIENTATION



HEIGHT DATUM

AHD  
COORDINATE DATUM  
MGA 20 ZONE 55  
SURVEY DATE  
22-08-2024  
AERIAL IMAGE DATE  
04-08-2024

**FMG** **50 YEARS** | ADELAIDE MELBOURNE SYDNEY BRISBANE  
ENGINEERING FORWARD THINKING  
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**fmgeengineering.com.au** | P 1300 975 878 | ABN 58 083 071 185  
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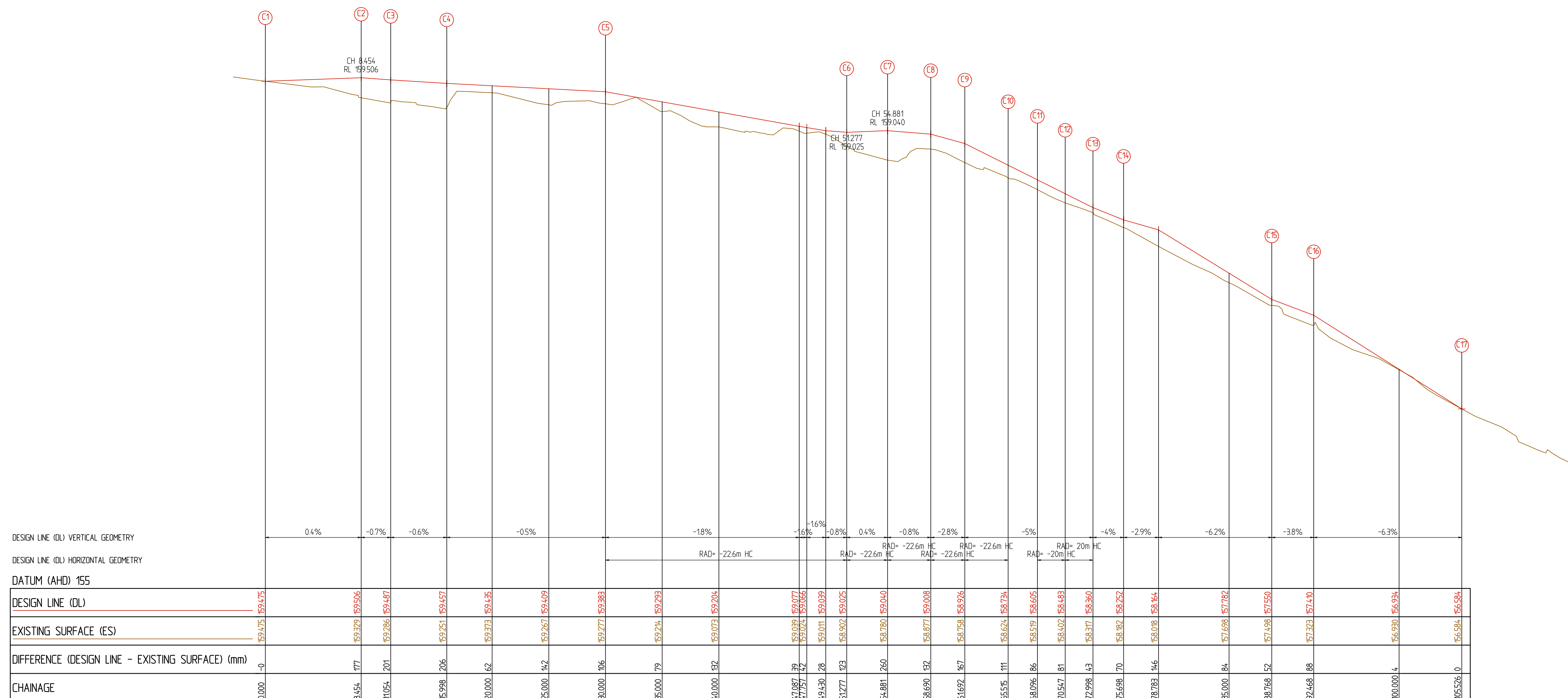
MAROONDAH CITY COUNCIL  
PROJECT TITLE  
**FOOTPATH UPGRADE AND ROAD MODIFICATION WORKS**  
SITE ADDRESS  
DICKSON CRESCENT  
RINGWOOD NORTH, VIC, 3134  
DRAWING TITLE  
**LONGITUDINAL SECTION - CENTRELINE 'B' - (CL B)**

|                   |                 |               |            |
|-------------------|-----------------|---------------|------------|
| DESIGNED          | KC / EW         | DRAWN         | KC         |
| CHECKED           | SS              | NO. OF SHEETS | 15         |
| SCALE             | H1:200/V1:20@A1 | DATE STARTED  | 04-09-2024 |
| SITE ID & JOB No. | S70485-291529   | REV.          |            |
| DRAWING No.       | C011            |               | 1          |

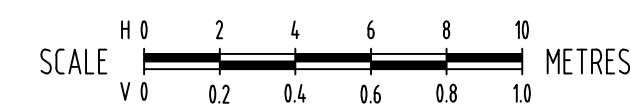




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LONGITUDINAL SECTION - FRONT OF FOOTPATH 'C' - (FOFP C)



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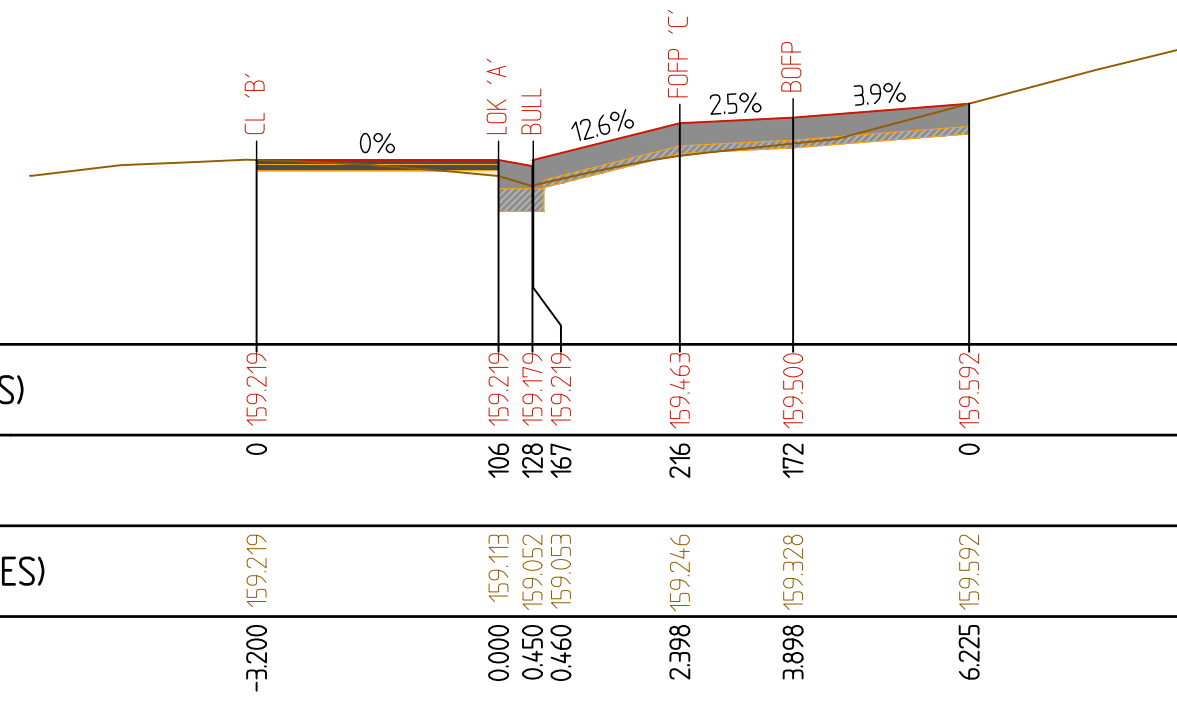
CROSS SECTION LEGEND

| CODE | REFERENCE                   |
|------|-----------------------------|
| CL   | CENTRELINE                  |
| LOK  | LIP OF KERB                 |
| BOK  | BACK OF KERB                |
| F0FP | FRONT OF FOOTPATH           |
| B0FP | BACK OF FOOTPATH            |
| B0PC | BACK OF PEDESTRIAN CROSSING |
| BULL | VEHICLE CROSSING BULLNOSE   |



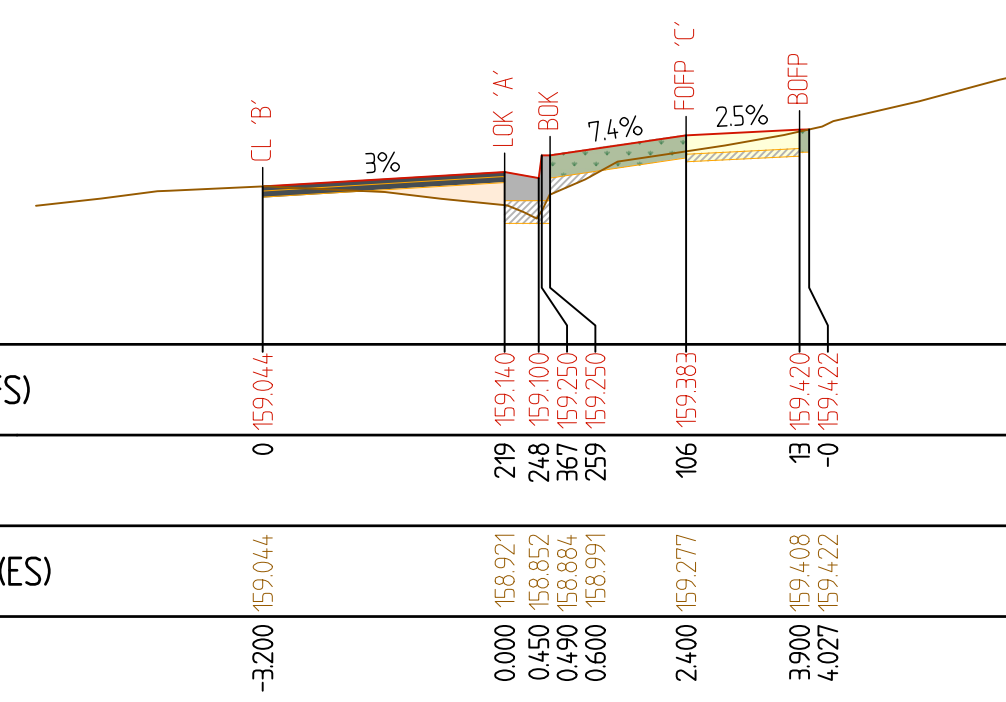
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CENTRELINE (CL A) DATA  
X = 344764.368  
Y = 5815419.661  
Z = 159.219



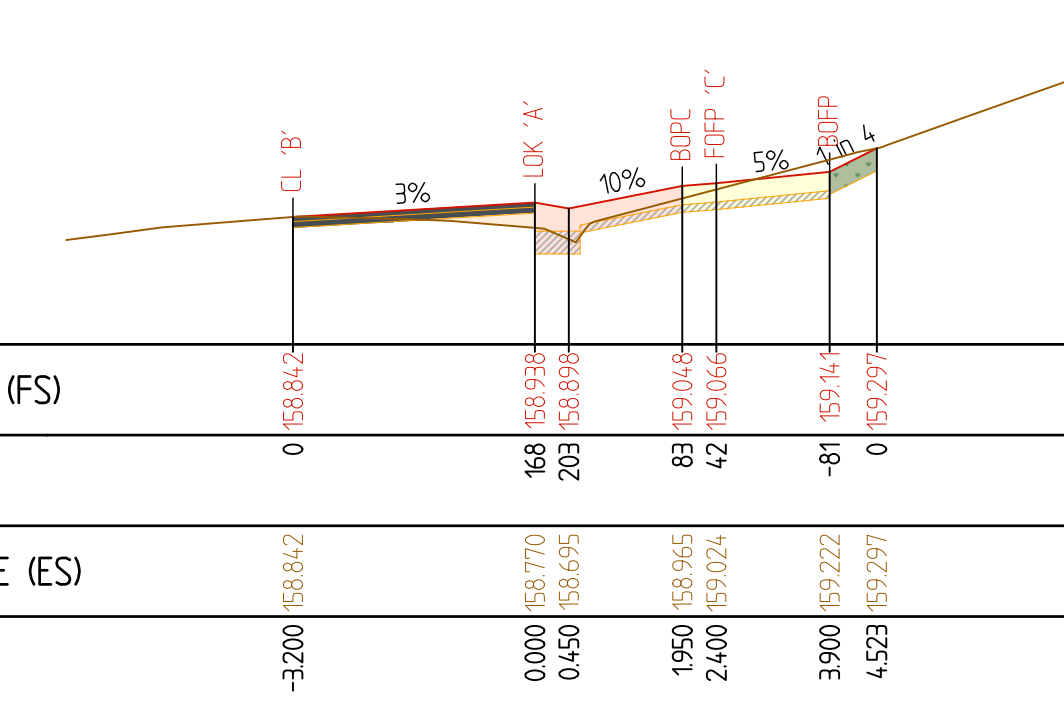
CH 15.000

CENTRELINE (CL A) DATA  
X = 344779.319  
Y = 5815418.375  
Z = 159.14



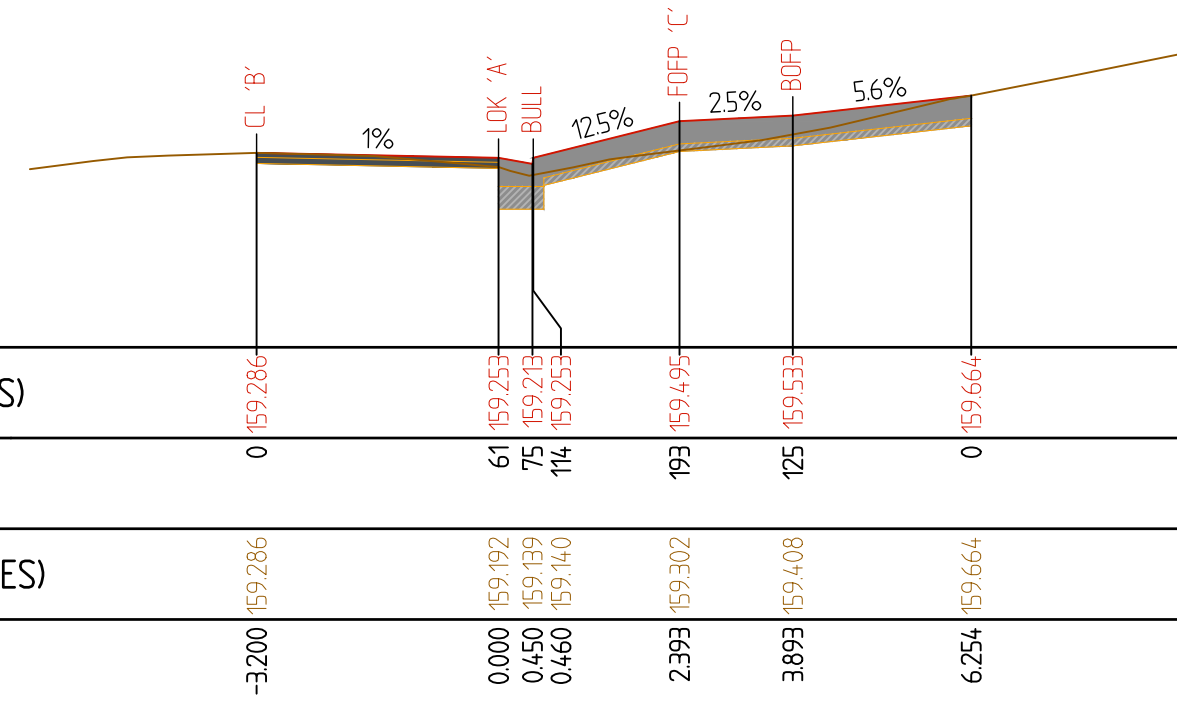
CH 30.000

CENTRELINE (CL A) DATA  
X = 344794.056  
Y = 5815423.048  
Z = 158.938



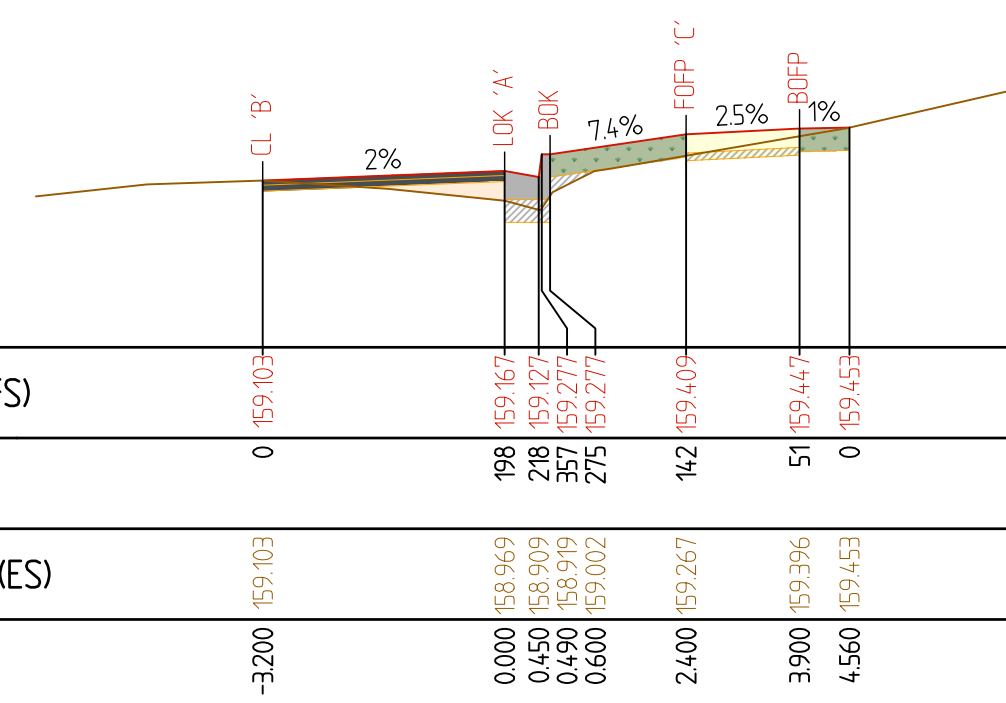
CH 45.872

CENTRELINE (CL A) DATA  
X = 344759.387  
Y = 5815420.019  
Z = 159.253



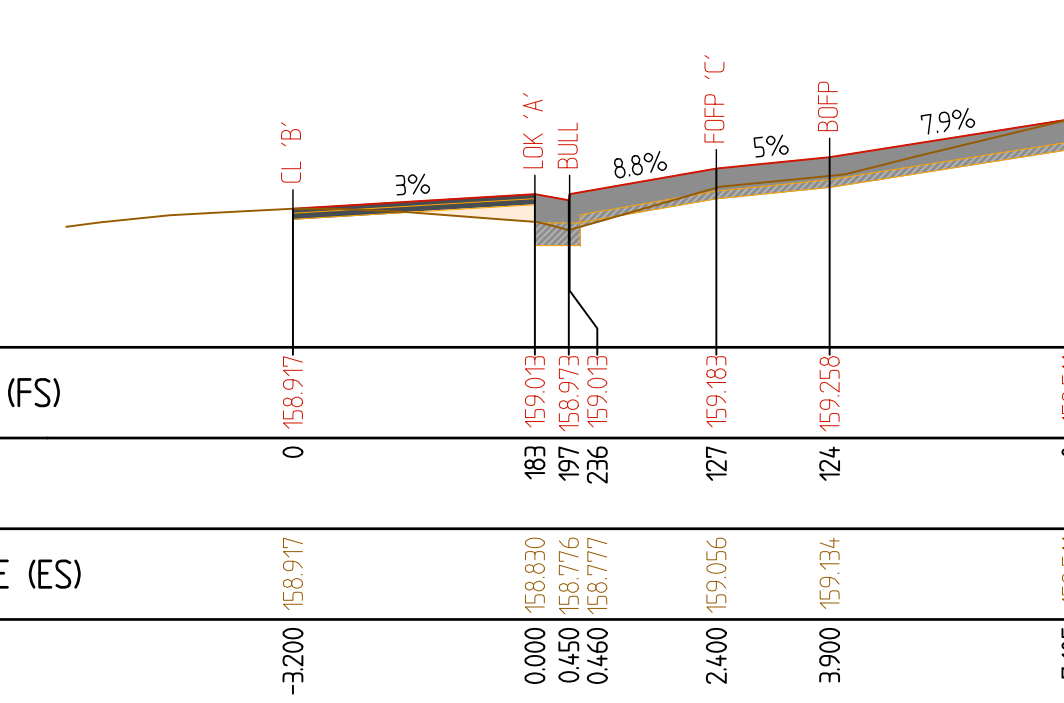
CH 10.000

CENTRELINE (CL A) DATA  
X = 344774.331  
Y = 5815418.803  
Z = 159.167



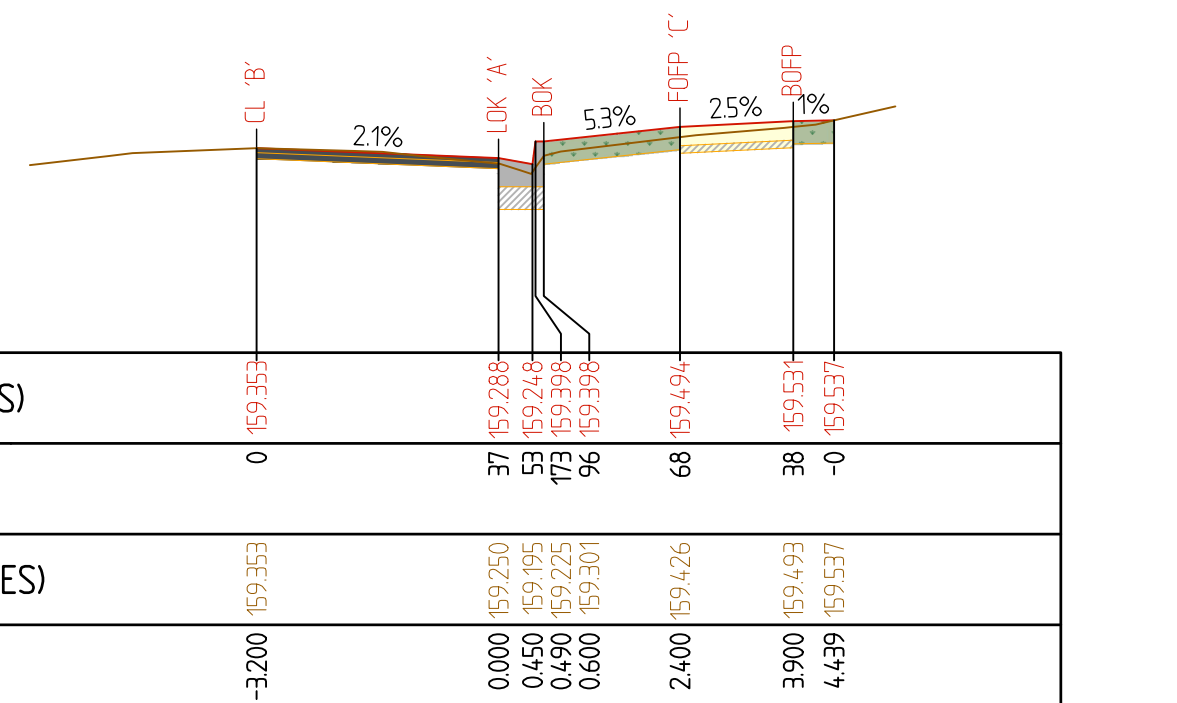
CH 25.000

CENTRELINE (CL A) DATA  
X = 344789.082  
Y = 5815419.968  
Z = 159.019



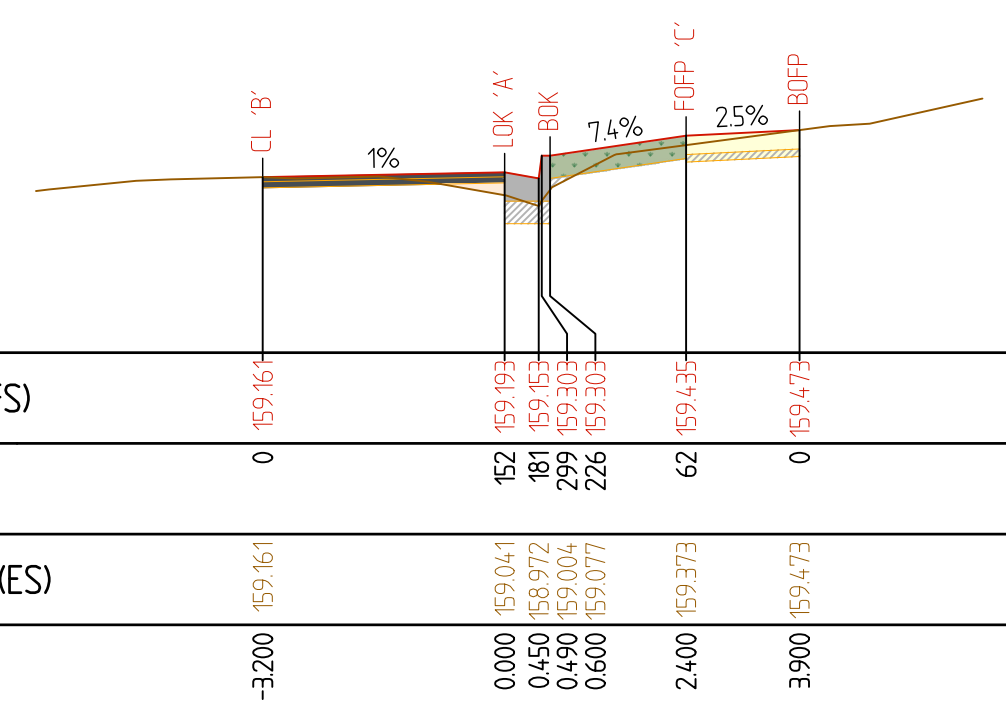
CH 40.000

CENTRELINE (CL A) DATA  
X = 344754.405  
Y = 5815420.519  
Z = 159.288



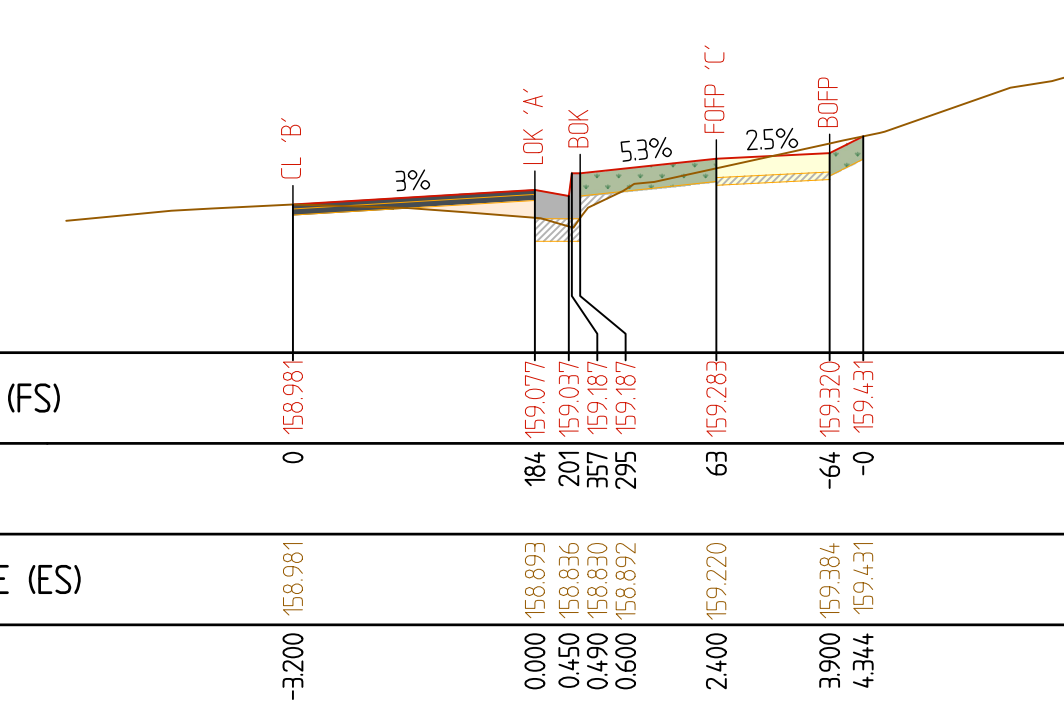
CH 5.000

CENTRELINE (CL A) DATA  
X = 344769.35  
Y = 5815419.232  
Z = 159.193



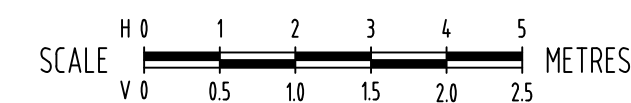
CH 20.000

CENTRELINE (CL A) DATA  
X = 344784.297  
Y = 5815418.563  
Z = 159.077



CH 35.000

CROSS SECTIONS - REFERENCE LINE (OFFSET 0.00) - LIP OF KERB 'A' - (LOK A)



**FOR CONSTRUCTION**

|  |                   |   |                         |  |  |   |   |   |
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| <p>1 FOR CONSTRUCTION</p>  | <p>29-10-2024</p> | <p>KC</p>                                       | <p>KC</p>               | <p>ALL WORK MUST BE EXECUTED IN ACCORDANCE WITH THE RULES, REGULATIONS, BY LAWS AND REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION OVER ANY PART OF THE WORK.</p> | <p>CONTRACTORS MUST SET OUT ALL WORK AND VERIFY ALL CONDITIONS, LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORK OR MAKING OF ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED AND APPROVED PRIOR TO ANY MANUFACTURE.</p>  | <p>CONTRACTORS MUST SET OUT ALL WORK AND VERIFY ALL CONDITIONS, LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORK OR MAKING OF ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED AND APPROVED PRIOR TO ANY MANUFACTURE.</p>                             | <p>CONTRACTORS MUST SET OUT ALL WORK AND VERIFY ALL CONDITIONS, LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORK OR MAKING OF ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED AND APPROVED PRIOR TO ANY MANUFACTURE.</p> | <p>CONTRACTORS MUST SET OUT ALL WORK AND VERIFY ALL CONDITIONS, LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORK OR MAKING OF ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED AND APPROVED PRIOR TO ANY MANUFACTURE.</p> |
| <p>A DETAILED DESIGN - ISSUED FOR REVIEW</p>   | <p>30-09-2024</p> | <p>KC</p>                                       | <p>KC</p>               | <p>ELECTRONIC COPIES OF THIS DRAWING ARE NOT TO BE USED FOR DIMENSIONAL SETOUT.</p>  | <p>ELECTRONIC COPIES OF THIS DRAWING ARE NOT TO BE USED FOR DIMENSIONAL SETOUT.</p>  | <p>ELECTRONIC COPIES OF THIS DRAWING ARE NOT TO BE USED FOR DIMENSIONAL SETOUT.</p>   | <p>ELECTRONIC COPIES OF THIS DRAWING ARE NOT TO BE USED FOR DIMENSIONAL SETOUT.</p>   | <p>ELECTRONIC COPIES OF THIS DRAWING ARE NOT TO BE USED FOR DIMENSIONAL SETOUT.</p>   |



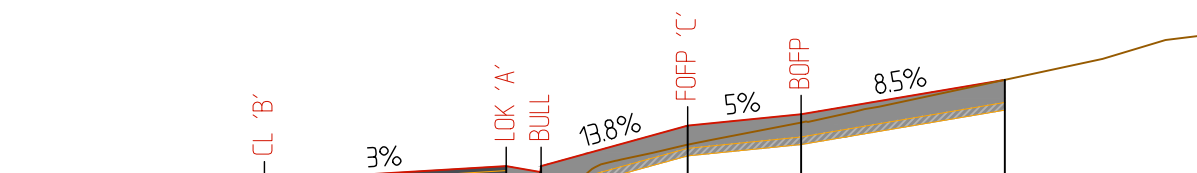
CROSS SECTION LEGEND

| CODE | REFERENCE                   |
|------|-----------------------------|
| CL   | CENTRELINE                  |
| LOK  | LIP OF KERB                 |
| BOK  | BACK OF KERB                |
| F0FP | FRONT OF FOOTPATH           |
| B0FP | BACK OF FOOTPATH            |
| B0PC | BACK OF PEDESTRIAN CROSSING |
| BULL | VEHICLE CROSSING BULLNOSE   |



**WARNING**  
BEWARE UNDERGROUND SERVICES  
THE LOCATIONS OF SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN

CENTRELINE (CL A) DATA  
X = 344799.882  
Y = 5815431204  
Z = 158.73

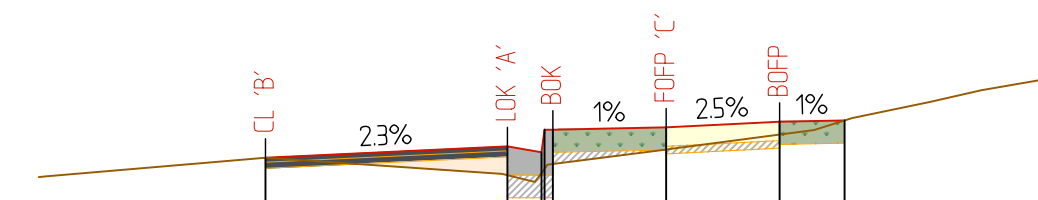


DATUM (AHD) 158.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 158.634                      | 0                         | -3.200 158.634                 |        |
| 136 158.720                    | 136                       | 0.000 158.584                  | 0.000  |
| 145 158.690                    | 145                       | 0.150 158.540                  | 0.150  |
| 186 158.730                    | 186                       | 0.460 158.544                  | 0.460  |
| 126 158.997                    | 126                       | 2.399 158.872                  | 2.399  |
| 55 159.072                     | 55                        | 3.899 159.018                  | 3.899  |
| 0 159.300                      | 0                         | 6.594 159.300                  | 6.594  |

CH 56.000

CENTRELINE (CL A) DATA  
X = 344802.3  
Y = 5815449.989  
Z = 158.039

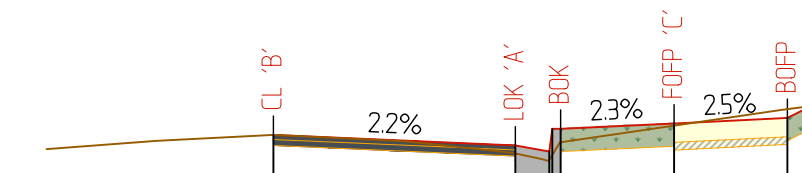


DATUM (AHD) 157.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 157.964                      | 0                         | -3.200 157.964                 |        |
| 191 158.039                    | 191                       | 0.000 157.848                  | 0.000  |
| 137 157.862                    | 137                       | 0.450 157.862                  | 0.450  |
| 260 158.149                    | 260                       | 0.490 157.889                  | 0.490  |
| 226 158.149                    | 226                       | 0.600 157.923                  | 0.600  |
| 146 158.164                    | 146                       | 2.700 158.018                  | 2.700  |
| 85 158.200                     | 85                        | 3.600 158.117                  | 3.600  |
| 0 158.210                      | 0                         | 4.458 158.210                  | 4.458  |

CH 75.000

CENTRELINE (CL A) DATA  
X = 344804.003  
Y = 5815469.977  
Z = 156.866

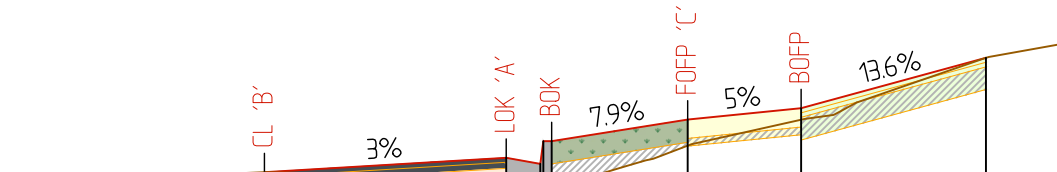


DATUM (AHD) 156.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 156.936                      | 0                         | -3.200 156.936                 |        |
| 53 156.866                     | 53                        | 0.000 156.813                  | 0.000  |
| 55 156.771                     | 55                        | 0.450 156.771                  | 0.450  |
| 74 156.825                     | 74                        | 0.490 156.802                  | 0.490  |
| 89 156.976                     | 89                        | 0.600 156.881                  | 0.600  |
| 14 157.011                     | 14                        | 2.700 156.997                  | 2.700  |
| -58 157.048                    | -58                       | 3.600 157.106                  | 3.600  |
| 0 157.187                      | 0                         | 3.954 157.187                  | 3.954  |

CH 95.000

CENTRELINE (CL A) DATA  
X = 344799.068  
Y = 5815429.378  
Z = 158.771

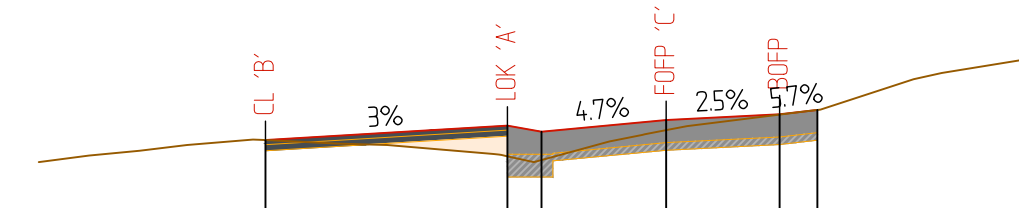


DATUM (AHD) 158.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 158.675                      | 0                         | -3.200 158.675                 |        |
| 139 158.771                    | 139                       | 0.000 158.632                  | 0.000  |
| 150 158.731                    | 150                       | 0.150 158.681                  | 0.150  |
| 207 158.688                    | 207                       | 0.460 158.584                  | 0.460  |
| 287 158.888                    | 287                       | 0.600 158.594                  | 0.600  |
| 173 159.023                    | 173                       | 2.400 158.851                  | 2.400  |
| 76 159.098                     | 76                        | 3.900 159.022                  | 3.900  |
| 0 159.432                      | 0                         | 6.345 159.432                  | 6.345  |

CH 54.000

CENTRELINE (CL A) DATA  
X = 344802.023  
Y = 5815446.745  
Z = 158.222

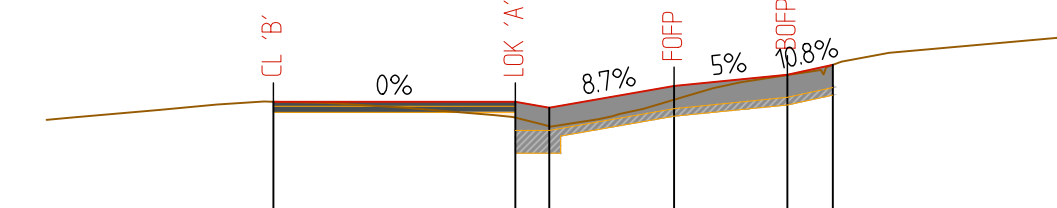


DATUM (AHD) 157.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 158.126                      | 0                         | -3.200 158.126                 |        |
| 203 158.222                    | 203                       | 0.000 158.018                  | 0.000  |
| 187 158.182                    | 187                       | 0.450 157.994                  | 0.450  |
| 67 158.259                     | 67                        | 2.700 158.192                  | 2.700  |
| 2 158.296                      | 2                         | 3.600 158.295                  | 3.600  |
| 0 158.325                      | 0                         | 4.200 158.325                  | 4.200  |

CH 71.743

CENTRELINE (CL A) DATA  
X = 344803.3  
Y = 5815461.69  
Z = 157.38

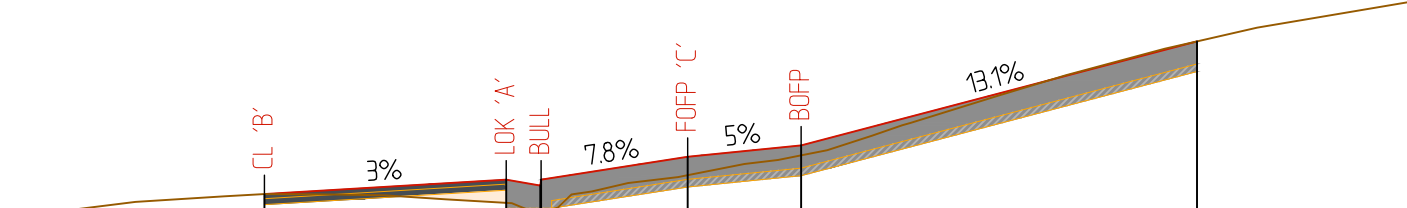


DATUM (AHD) 156.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 157.380                      | 0                         | -3.200 157.380                 |        |
| 106 157.380                    | 106                       | 0.000 157.274                  | 0.000  |
| 122 157.340                    | 122                       | 0.450 157.278                  | 0.450  |
| 91 157.484                     | 91                        | 2.700 157.392                  | 2.700  |
| 3 157.559                      | 3                         | 3.600 157.556                  | 3.600  |
| 0 157.623                      | 0                         | 4.200 157.623                  | 4.200  |

CH 86.743

CENTRELINE (CL A) DATA  
X = 344796.284  
Y = 5815425.24  
Z = 158.874

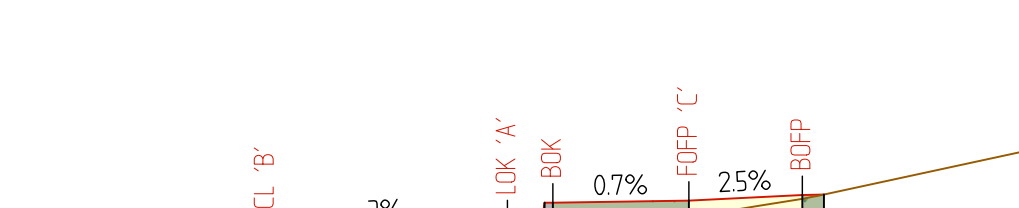


DATUM (AHD) 158.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 158.778                      | 0                         | -3.200 158.778                 |        |
| 154 158.874                    | 154                       | 0.000 158.720                  | 0.000  |
| 186 158.824                    | 186                       | 0.150 158.649                  | 0.150  |
| 226 158.874                    | 226                       | 0.460 158.648                  | 0.460  |
| 122 159.025                    | 122                       | 2.400 158.903                  | 2.400  |
| 66 159.100                     | 66                        | 3.900 159.034                  | 3.900  |
| 0 159.788                      | 0                         | 9.187 159.788                  | 9.187  |

CH 49.000

CENTRELINE (CL A) DATA  
X = 344801.172  
Y = 5815436.781  
Z = 158.612

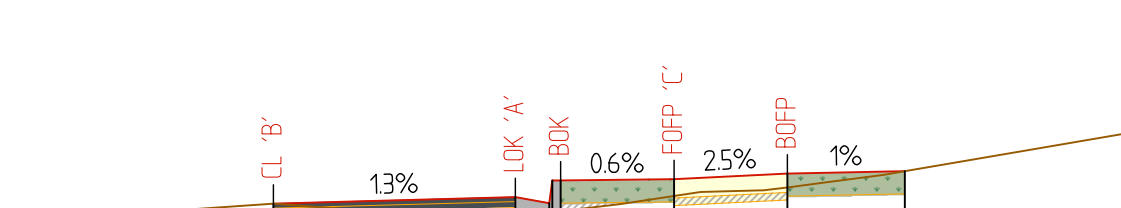


DATUM (AHD) 158.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 158.516                      | 0                         | -3.200 158.516                 |        |
| 184 158.612                    | 184                       | 0.000 158.428                  | 0.000  |
| 178 158.572                    | 178                       | 0.450 158.394                  | 0.450  |
| 293 158.722                    | 293                       | 0.490 158.429                  | 0.490  |
| 207 158.722                    | 207                       | 0.600 158.514                  | 0.600  |
| 111 158.734                    | 111                       | 2.400 158.624                  | 2.400  |
| 25 158.772                     | 25                        | 3.900 158.747                  | 3.900  |
| 0 158.775                      | 0                         | 4.886 158.775                  | 4.886  |

CH 61.743

CENTRELINE (CL A) DATA  
X = 344802.726  
Y = 5815454.971  
Z = 157.758

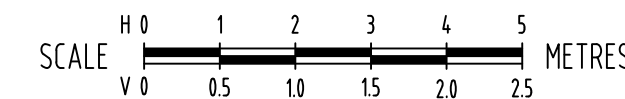


DATUM (AHD) 157.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 157.758                      | 0                         | -3.200 157.758                 |        |
| 170 157.758                    | 170                       | 0.000 157.588                  | 0.000  |
| 193 157.718                    | 193                       | 0.450 157.586                  | 0.450  |
| 252 157.668                    | 252                       | 0.490 157.616                  | 0.490  |
| 204 157.668                    | 204                       | 0.600 157.665                  | 0.600  |
| 111 157.677                    | 111                       | 2.700 157.766                  | 2.700  |
| 92 157.914                     | 92                        | 3.600 157.822                  | 3.600  |
| 0 157.930                      | 0                         | 5.154 157.930                  | 5.154  |

CH 80.000

CROSS SECTIONS - REFERENCE LINE (OFFSET 0.00) - LIP OF KERB 'A' - (LOK A)



**FOR CONSTRUCTION**

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| <p>1 FOR CONSTRUCTION</p> <p>A DETAILED DESIGN - ISSUED FOR REVIEW</p>   | <p>29-10-2024</p> <p>30-09-2024</p> | <p>KC</p> <p>KC</p>                             | <p>KC</p> <p>KC</p>     | <p>DATE</p> <p>INIT</p> <p>APP</p>   | <p>ELECTRONIC COPIES OF THIS DRAWING ARE NOT TO BE USED FOR DIMENSIONAL SETOUT.</p>  | <p>REV</p> <p>DESCRIPTION</p>   | <p>DATE</p> <p>INIT</p> <p>APP</p>  | <p>DATE</p> <p>INIT</p> <p>APP</p>   |



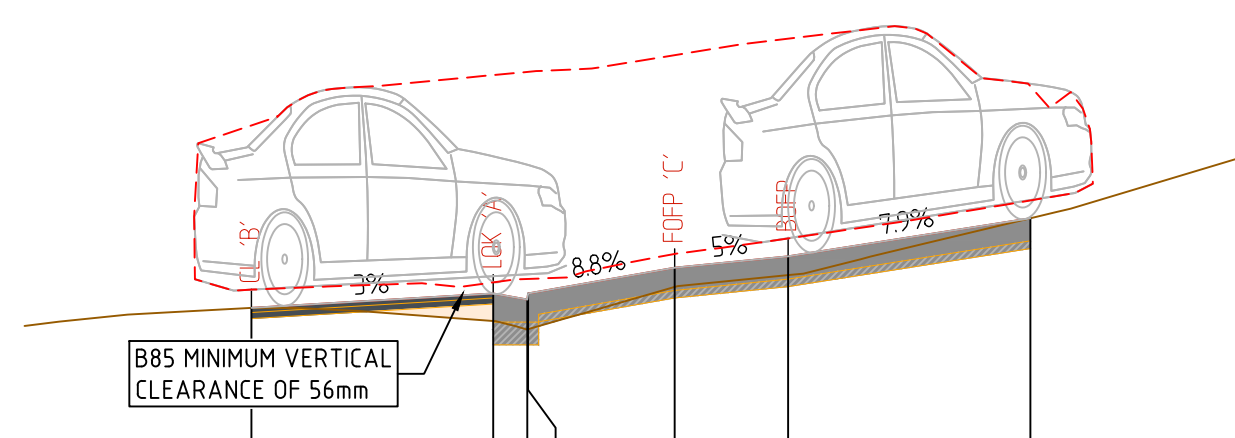
CROSS SECTION LEGEND

| CODE | REFERENCE                   |
|------|-----------------------------|
| CL   | CENTRELINE                  |
| LOK  | LIP OF KERB                 |
| BOK  | BACK OF KERB                |
| FOPF | FRONT OF FOOTPATH           |
| BOFP | BACK OF FOOTPATH            |
| BOPC | BACK OF PEDESTRIAN CROSSING |
| BULL | VEHICLE CROSSING BULLNOSE   |



**WARNING**  
BEWARE UNDERGROUND SERVICES  
THE LOCATIONS OF SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN

CENTRELINE (CL A) DATA  
X = 344789.082  
Y = 5815419.968  
Z = 159.019

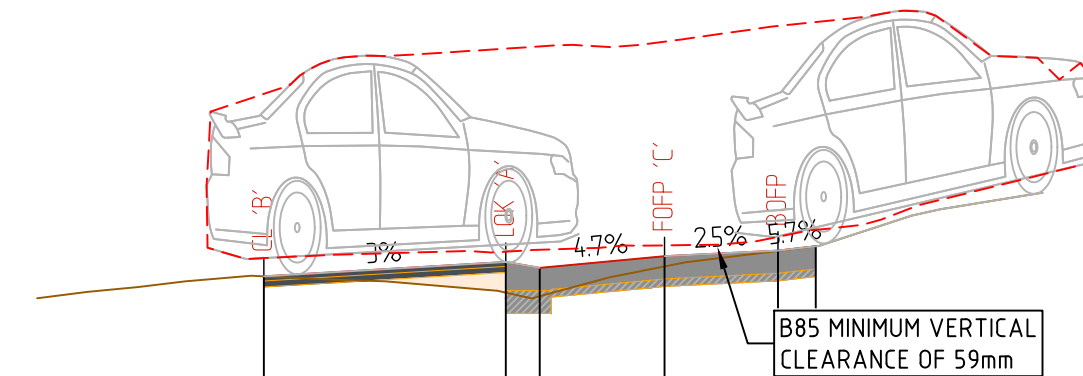


DATUM (AHD) 158.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 159.911                      | 0                         | 159.917                        | -3.200 |
| 181 159.019                    | 181                       | 158.830                        | 0.000  |
| 197 158.973                    | 197                       | 158.776                        | 0.450  |
| 226 159.019                    | 226                       | 158.777                        | 0.460  |
| 127 159.183                    | 127                       | 159.056                        | 2.400  |
| 124 159.259                    | 124                       | 159.194                        | 3.900  |
| 0 159.511                      | 0                         | 159.511                        | 7.005  |

CH 40.000 - NORTH RINGWOOD UNITING CHURCH (SOUTHERN VEHICLE CROSSING)

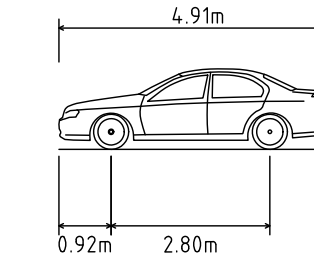
CENTRELINE (CL A) DATA  
X = 344802.023  
Y = 5815446.745  
Z = 158.222



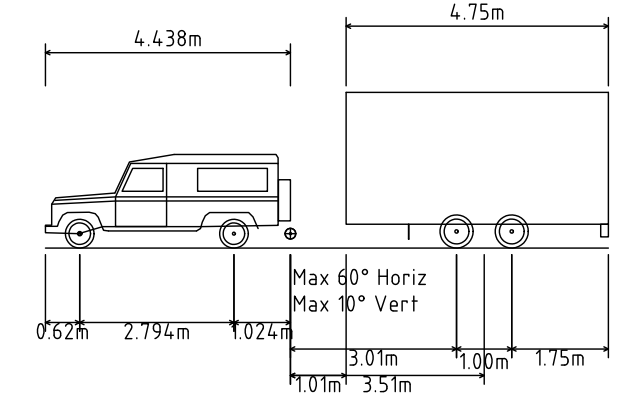
DATUM (AHD) 157.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 158.126                      | 0                         | 158.126                        | -3.200 |
| 203 158.222                    | 203                       | 158.018                        | 0.000  |
| 187 158.182                    | 187                       | 157.994                        | 0.450  |
| 67 158.259                     | 67                        | 158.192                        | 2.100  |
| 2 158.296                      | 2                         | 158.295                        | 3.600  |
| 0 158.325                      | 0                         | 158.325                        | 4.100  |

CH 71.743 - No. 20 OF DICKSON CRESCENT (PRIMARY VEHICLE CROSSING)



B85 Vehicle (8m min radius) (2004)



LAND ROVER 110 (DOUBLE CAB) + 1for WILLIAMS HB510XL HORSEBOX

**B85 VEHICLE VERTICAL CLEARANCE PROFILE VEHICLE + TRAILER VERTICAL CLEARANCE PROFILE**

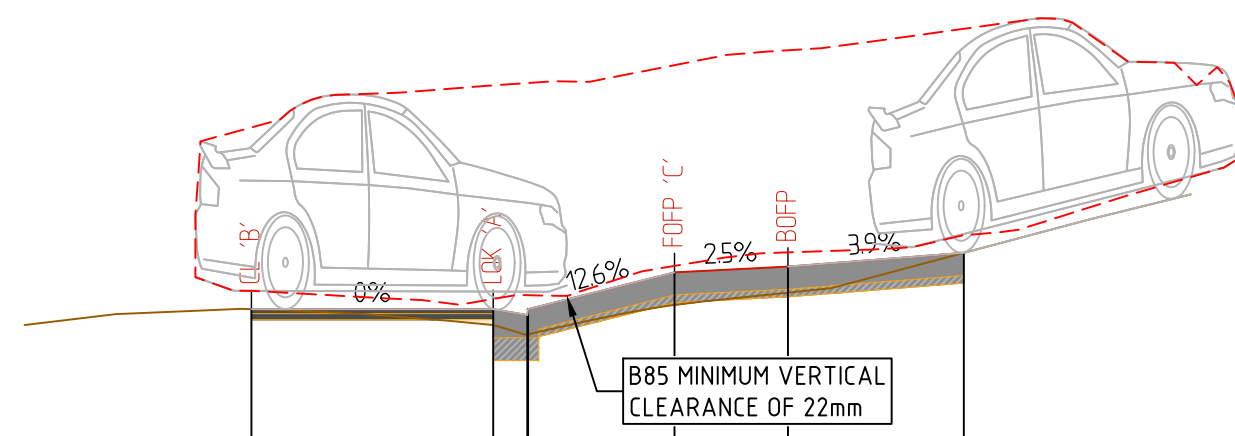
VEHICLE CROSSING VERTICAL CLEARANCE CHECKS HAVE BEEN COMPLETED IN AUTODESK VEHICLE TRACKING WITH SCALED (2x VERTICAL EXAGGERATION) RESULTS PRESENTED ON CROSS-SECTIONS

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MAROONDAH CITY COUNCIL TO CONFIRM ACCEPTANCE OF VEHICLE CROSSING VERTICAL CLEARANCES PROVIDED (FURTHER WORKS TO GRADE INTO PRIVATE PROPERTY MAY BE REQUIRED IF ADDITIONAL CLEARANCE IS REQUESTED)

MAROONDAH CITY COUNCIL TO CONFIRM ACCEPTANCE OF VEHICLE CROSSING VERTICAL CLEARANCES PROVIDED (FURTHER WORKS TO GRADE INTO PRIVATE PROPERTY MAY BE REQUIRED IF ADDITIONAL CLEARANCE IS REQUESTED)

CENTRELINE (CL A) DATA  
X = 344764.368  
Y = 5815419.661  
Z = 159.219

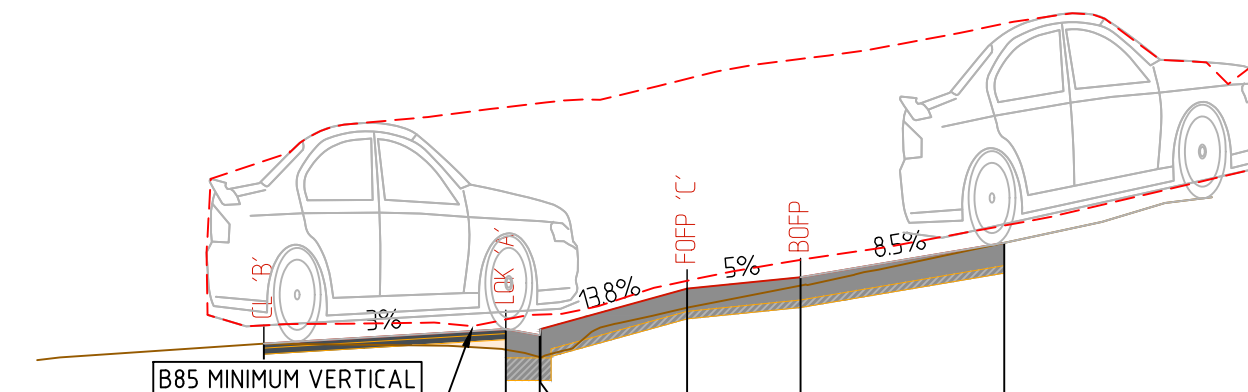


DATUM (AHD) 158.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 159.219                      | 0                         | 159.219                        | -3.200 |
| 106 159.219                    | 106                       | 159.113                        | 0.000  |
| 128 159.174                    | 128                       | 159.052                        | 0.450  |
| 151 159.219                    | 151                       | 159.053                        | 0.460  |
| 216 159.463                    | 216                       | 159.246                        | 2.398  |
| 172 159.500                    | 172                       | 159.328                        | 3.898  |
| 0 159.592                      | 0                         | 159.592                        | 6.225  |

CH 15.000 - No. 12 OF DICKSON CRESCENT

CENTRELINE (CL A) DATA  
X = 344799.882  
Y = 5815431.204  
Z = 158.73

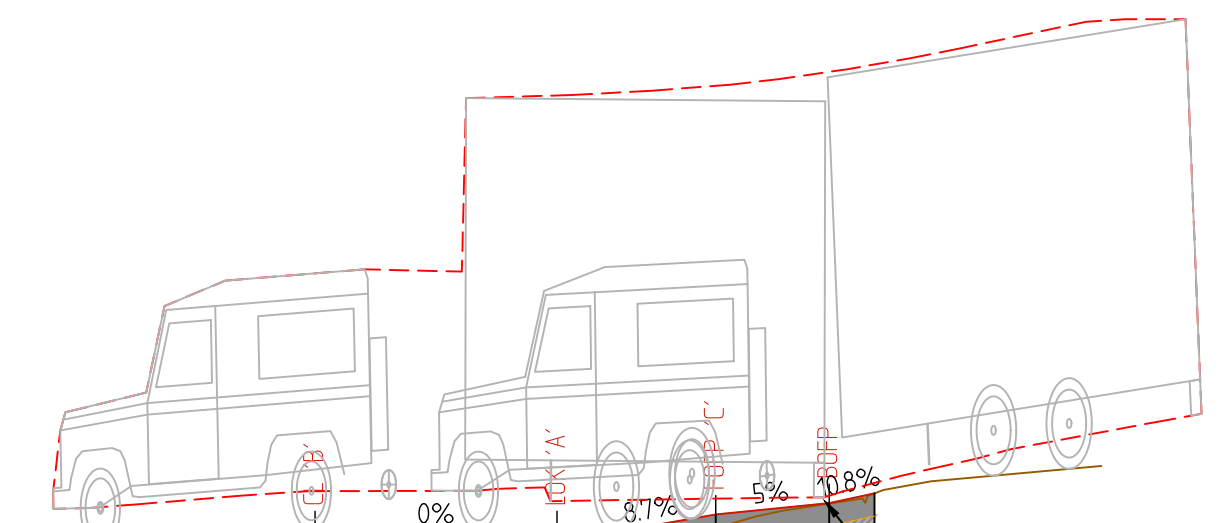


DATUM (AHD) 158.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 158.633                      | 0                         | 158.634                        | -3.200 |
| 136 158.730                    | 136                       | 158.594                        | 0.000  |
| 145 158.690                    | 145                       | 158.545                        | 0.450  |
| 186 158.730                    | 186                       | 158.544                        | 0.460  |
| 126 158.997                    | 126                       | 158.872                        | 2.399  |
| 55 159.072                     | 55                        | 159.018                        | 3.899  |
| 0 159.300                      | 0                         | 159.300                        | 6.594  |

CH 56.000 - No. 18 OF DICKSON CRESCENT

CENTRELINE (CL A) DATA  
X = 3448033  
Y = 5815461.69  
Z = 157.38

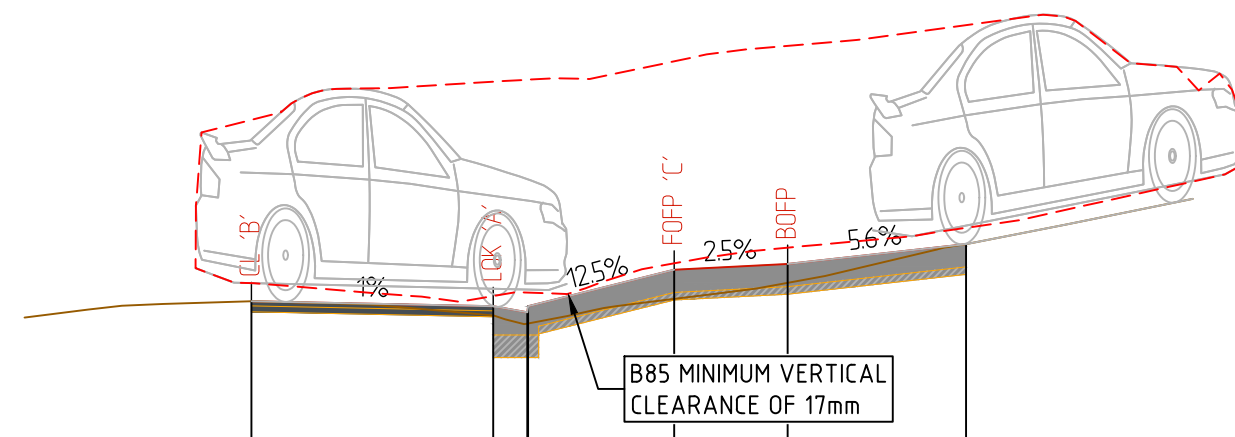


DATUM (AHD) 156.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 157.380                      | 0                         | 157.380                        | -3.200 |
| 106 157.380                    | 106                       | 157.274                        | 0.000  |
| 122 157.340                    | 122                       | 157.218                        | 0.450  |
| 91 157.484                     | 91                        | 157.392                        | 2.100  |
| 3 157.556                      | 3                         | 157.556                        | 3.600  |
| 0 157.623                      | 0                         | 157.623                        | 4.200  |

CH 86.743 - No. 20 OF DICKSON CRESCENT (SECONDARY VEHICLE CROSSING)

CENTRELINE (CL A) DATA  
X = 344759.387  
Y = 5815420.09  
Z = 159.253

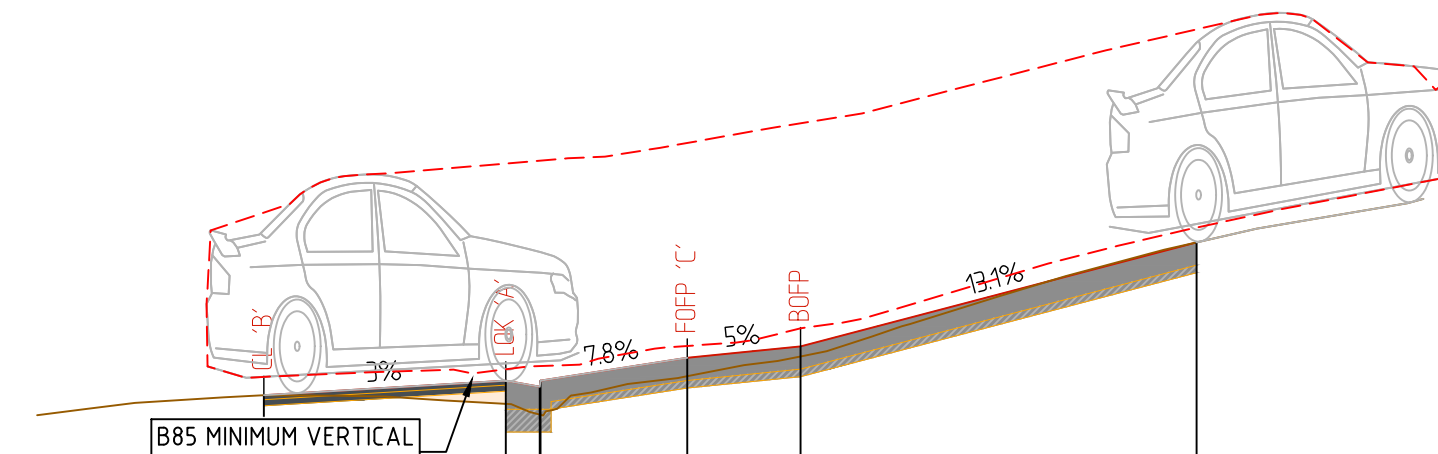


DATUM (AHD) 158.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 159.286                      | 0                         | 159.286                        | -3.200 |
| 61 159.253                     | 61                        | 159.192                        | 0.000  |
| 15 159.219                     | 15                        | 159.157                        | 0.450  |
| 14 159.253                     | 14                        | 159.140                        | 0.460  |
| 193 159.495                    | 193                       | 159.302                        | 2.393  |
| 125 159.533                    | 125                       | 159.408                        | 3.893  |
| 0 159.664                      | 0                         | 159.664                        | 6.254  |

CH 10.000 - No. 10 OF DICKSON CRESCENT

CENTRELINE (CL A) DATA  
X = 344796.284  
Y = 5815425.24  
Z = 158.874

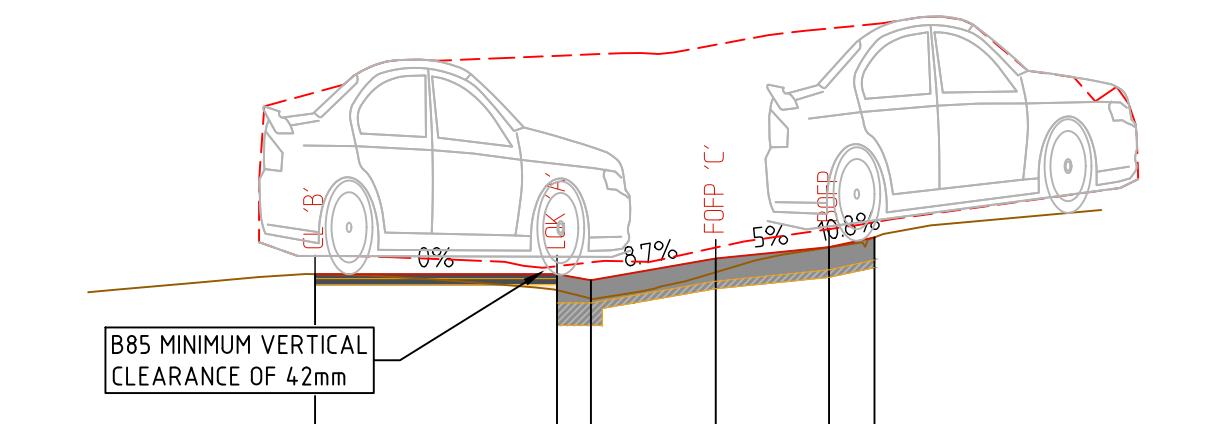


DATUM (AHD) 158.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 158.779                      | 0                         | 158.778                        | -3.200 |
| 154 158.874                    | 154                       | 158.720                        | 0.000  |
| 185 158.834                    | 185                       | 158.649                        | 0.450  |
| 226 158.874                    | 226                       | 158.648                        | 0.460  |
| 122 159.025                    | 122                       | 158.903                        | 2.400  |
| 66 159.100                     | 66                        | 159.034                        | 3.900  |
| 0 159.788                      | 0                         | 159.788                        | 9.187  |

CH 49.000 - NORTH RINGWOOD UNITING CHURCH (EASTERN VEHICLE CROSSING)

CENTRELINE (CL A) DATA  
X = 3448033  
Y = 5815461.69  
Z = 157.38

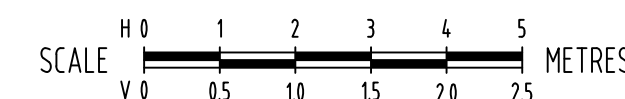


DATUM (AHD) 156.0

| DESIGN - FINISHED SURFACE (FS) | DIFFERENCE (ES - FS) (mm) | SURVEY - EXISTING SURFACE (ES) | OFFSET |
|--------------------------------|---------------------------|--------------------------------|--------|
| 0 157.380                      | 0                         | 157.380                        | -3.200 |
| 106 157.380                    | 106                       | 157.274                        | 0.000  |
| 122 157.340                    | 122                       | 157.218                        | 0.450  |
| 91 157.484                     | 91                        | 157.392                        | 2.100  |
| 3 157.556                      | 3                         | 157.556                        | 3.600  |
| 0 157.623                      | 0                         | 157.623                        | 4.200  |

CH 86.743 - No. 20 OF DICKSON CRESCENT (SECONDARY VEHICLE CROSSING)

VEHICLE CROSSING VERTICAL CLEARANCE CHECKS



**FOR CONSTRUCTION**

|  |                   |   |                         |  |  |   |   |             |            |   |
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