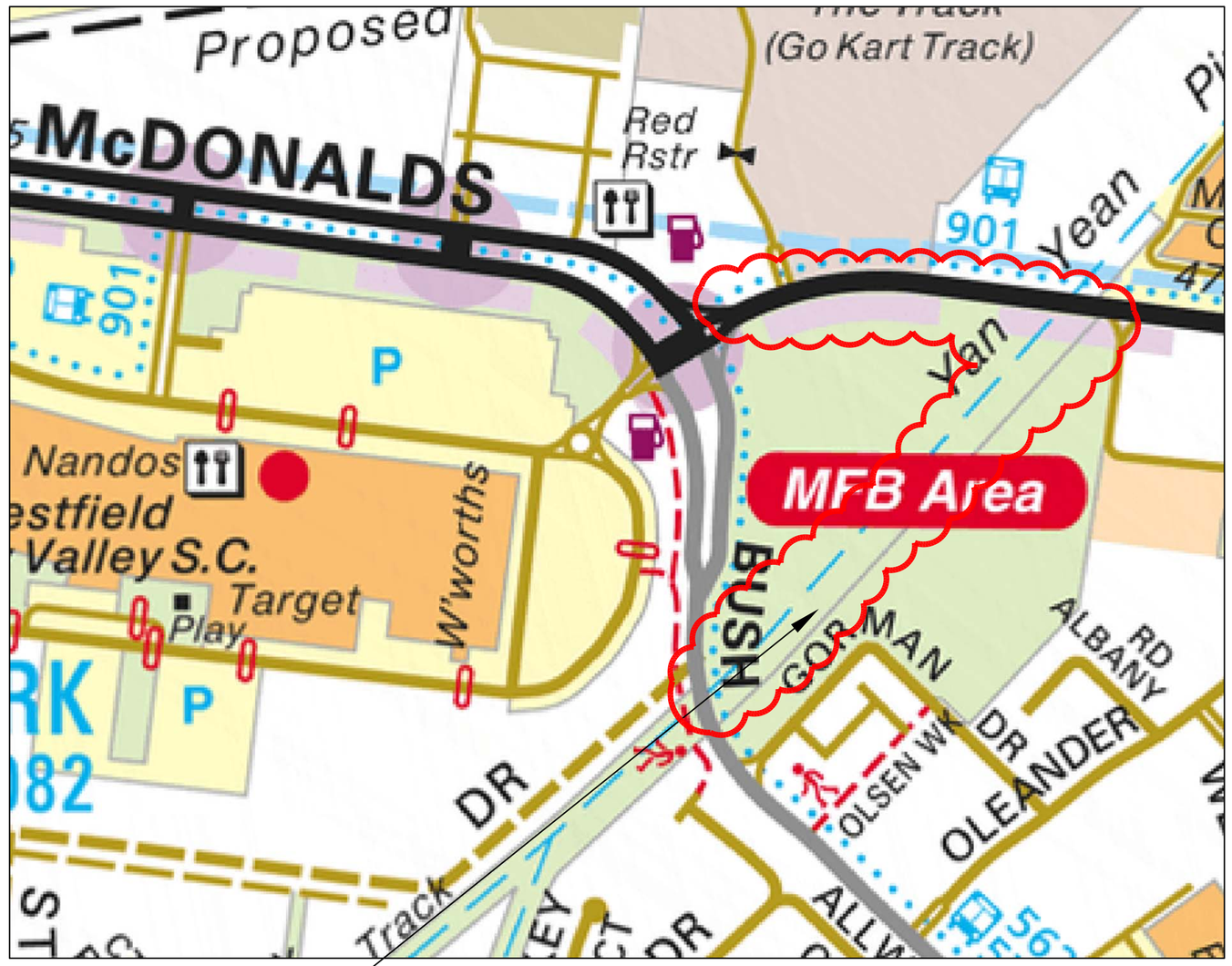
CITY OF WHITTLESEA

YAN YEAN PIPE TRACK, MILL PARK - SHARED PATH
BUSH BOULEVARD TO McDONALDS ROAD - STAGE 6



Project Location

LOCALITY PLAN
NOT TO SCALE

DRAWING INDEX	
SHEET No.	DESCRIPTION
1	LOCALITY PLAN & DRAWING INDEX
2	GENERAL CONSTRUCTION , TREE SITE SPECIFIC AND LINEMARKING NOTES
3	SHARED PATH, BOLLARD AND HANDRAIL DETAILS
4	LINEMARKING AND SIGNAGE DETAILS
5	KEY OVERALL PLAN
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9	DETAIL PLAN
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11	LONGITUDINAL SECTIONS MAIN LEG 3.0m WIDE & SIDE LEG 1.50m WIDE
12	LONGITUDINAL SECTIONS SIDE LEG 2.50m WIDE
13	CROSS SECTIONS MAIN LEG 3.0m WIDE
14	CROSS SECTIONS MAIN LEG 3.0m WIDE
15	CROSS SECTIONS MAIN LEG 3.0m WIDE
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17	CROSS SECTIONS SIDE LEG 2.50m WIDE
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WARNING

BEWARE OF UNDERGROUND SERVICES
AND OVERHEAD POWERLINES
THE LOCATION OF UNDERGROUND SERVICES
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MELBOURNE ONE CALL SYSTEM DIAL 1100 DIAL BEFORE YOU DIG

CRS Dwg. No.	1411
CRS Revision No.	P3

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60 Thompson Street, Avondale Heights, 3034
Phone: (03) 9331 4683, Mob: 0402 231310
Email: rimrek@civilroadsolutions.com ABN 13 151 174 104

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CITY OF WHITTLESEA

YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD,
MILLPARK – STAGE 6
PROPOSED SHARED PATH
LOCALITY PLAN & DRAWING INDEX

DRAWING NO. 1411P3
Engineering File No.
SCALE 1:250 @A1
SHEET 1 OF 19

GENERAL NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE CITY OF WHITTLESEA STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF THE SUPERINTENDENT NOMINATED REPRESENTATIVE.

2. THE LOCATION OF EXISTING SERVICES SHOULD BE DETERMINED BY THE CONTRACTOR PRIOR TO COMMENCING ANY EXCAVATION BY CONTACTING ALL SERVICE AUTHORITIES. ANY EXISTING SERVICES SHOWN IN THE DRAWINGS ARE OFFERED AS A GUIDE ONLY AND ARE NOT GUARANTEED AS CORRECT.

3. TBM'S ARE NAILS LOCATED IN FOOTPATHS AND ISLANDS. ALL TBM'S ARE TO BE CONFIRMED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS. IT IS THE CONTRACTORS RESPONSIBILITY TO INSTALL EXTRA TBM'S IF SO REQUIRED.

4. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN INFORMATION REGARDING GROUND CONDITIONS THROUGHOUT THE WORKS AND TO ASCERTAIN WHETHER SHORING OF THE TRENCH IS REQUIRED.

5. ALL TRENCHING SHALL COMPLY WITH THE CODE OF PRACTICE FOR TRENCHES. BEFORE COMMENCING EXCAVATION ON ANY TRENCH GREATER THAN 1.5 METRES IN DEPTH, A NOTICE IS TO BE SENT TO THE VICTORIAN WORKCOVER AUTHORITY IN ACCORDANCE WITH THE CODE.

6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE CONSTRUCTION AREA IN A SAFE MANNER AND TO BE SURE THAT ADEQUATE BARRIERS, LIGHTS AND SIGNS ARE INSTALLED AND MAINTAINED WHERE NECESSARY IN ACCORDANCE WITH A.S. 1742.3 - 2009 AND AS DIRECTED BY THE SUPERINTENDENT'S REPRESENTATIVE.

7. ALL ROAD CROSSINGS, VEHICLE CROSSINGS, FOOTPATHS AND RIGHT OF WAYS TO BE SAWCUT TO EXISTING SOIL / ROCK PRIOR TO EXCAVATION.

8. AT THE COMPLETION OF THE CONSTRUCTION WORKS, ALL AREAS DISTURBED DURING THE CONSTRUCTION e.g. KERBS, FOOTPATHS, VEHICLE CROSSINGS, ROAD PAVEMENT, SIGNS, STREET FURNITURE etc. ARE TO BE REINSTATED BY THE CONTRACTOR AT THE CONTRACTOR'S COST.

9. MINIMUM CONCRETE COMPRESSIVE STRENGTH: 32 MPa AT 28 DAYS.

10. EXCAVATED MATERIAL, INCLUDING PIPES, PITS AND BROKEN CONCRETE ARE TO BE REMOVED FROM THE SITE. ALL TIPPING CHARGES TO BE BORNE BY THE CONTRACTOR.

11. THIS DRAWING IS NOT TO BE SCALED, USE WRITTEN DIMENSIONS ONLY.

12. THE SITE SHALL BE CLEANED UP, ALL RUBBISH REMOVED AND THE SITE LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT'S REPRESENTATIVE. ALL CONCRETE REINSTATEMENT TO BE CARRIED OUT BETWEEN EXISTING JOINTS.

13. ALL TREES CANNOT BE REMOVED AND MUST BE PRESERVED AND PROTECTED AT ALL TIMES.

GENERAL TREE PROTECTION GUIDELINES

THESE RECOMMENDATIONS ARE TO APPLY FOR TREE PROTECTION BOTH DURING DEMOLITION OF EXISTING KERB AND CHANNEL AND ANY OTHER STRUCTURE.

THE FOLLOWING ARE GUIDELINES THAT MUST BE IMPLEMENTED TO MINIMISE THE IMPACT OF THE PROPOSED CONSTRUCTION WORKS ON THE EXISTING TREE.

×NO FUEL, OIL DUMPS OR CHEMICALS SHALL BE ALLOWED IN OR STORED ON THE TREE PROTECTION ZONE AND THE SERVICING AND RE-FUELLING OF EQUIPMENT AND VEHICLES SHOULD BE CARRIED OUT AWAY FROM THE ROOT ZONES.

×NO STORAGE OF MATERIAL, EQUIPMENT OR TEMPORARY BUILDING SHOULD TAKE PLACE OVER THE TREE PROTECTION ZONE OF ANY TREE.

×SUPPLEMENTARY WATERING SHOULD BE PROVIDED TO ALL TREES THROUGH ANY DRY PERIODS DURING AND AFTER THE CONSTRUCTION PROCESS.

×ANY PRUNING THAT IS REQUIRED MUST BE CARRIED OUT BY TRAINED AND COMPETENT ARBORIST WHO HAS A THOROUGH KNOWLEDGE OF TREE PHYSIOLOGY AND PRUNING METHODS AND CARRY OUT PRUNING TO THE AUSTRALIAN STANDARD - AS 4373 - 1996 PRUNING OF AMENITY TREES.

×ALL ROOT EXCAVATION SHOULD BE CARRIED OUT BY HAND DIGGING OR WITH THE USE OF 'AIR-EXCAVATION' TECHNIQUES, AND ROOTS SHOULD BE SEVERED BY SAW CUTTING OR WITH A SHARP AXE AND NOT WITH A BACKHOE OR ANY MACHINERY OR BLUNT INSTRUMENT. IF BACKHOE IS REQUIRED TO EXCAVATE NEAR TREES THE BUCKET SHOULD BE ORIENTATED TO WORK RADIALLY FROM THE TRUNK RATHER THAN ACROSS THE ROOT PLATE. THIS WILL AVOID TEARING THE ROOTS BACK UP TOWARDS THE TRUNK.

SITE SPECIFIC NOTES

1. SOIL TO BE USED AS REINSTATEMENT SHALL BE HIGH QUALITY TOP SOIL (TYPE B) FREE FROM STONES, WEEDS AND FOREIGN MATTER AND GRADED TO AVOID LOCALISED PONDING.
2. WHERE PATH DEVIATES FROM EXISTING GRANITIC SAND WALKING TRACK, OLD TRACK MUST BE REMOVED IN IT'S ENTIRETY AND REPLACED WITH TOPSOIL AND SEED.

   ALL SURPLUS GRANITIC SAND WHERE THE EXISTING PATH IS WIDER THAN THE NEW PATH MUST BE REMOVED AND REPLACED WITH A MINIMUM DEPTH OF 75mm OF TOPSOIL AND SEED.
3. WHERE THE PATH ABUTS EXISTING GARDEN BEDS, SOIL SAND OR SIMILAR MATERIAL MUST BE REMOVED AND THE DISTURBED AREA ADJACENT TO THE PATH TOPPED WITH A MINIMUM OF 100mm OF GARDEN MULCH.

SIGNAGE AND LINEMARKING NOTES

1. ALL SIGNAGE AND LINEMARKING TO BE MANUFACTURED IN ACCORDANCE WITH AS1742.9 "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES- BICYCLE FACILITIES" (CURRENT EDITION)
2. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL SIGNS, RRPM'S AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TRAFFIC ENGINEERING MANUAL VOLUME 2, "SIGNS AND MARKINGS"
3. ALL LINEMARKING TO BE CARRIED OUT BY A CONTRACTOR APPROVED BY COUNCIL'S SUPERINTENDENT'S REPRESENTATIVE.
4. ALL REDUNDANT LINEMARKING TO BE REMOVED BY MECHANICAL GRINDING (OR OTHER METHOD APPROVED BY COUNCIL'S SUPERINTENDENT'S REPRESENTATIVE) PRIOR TO INSTALLATION OF THE NEW LINEMARKING.
5. ALL NEW LINEMARKING SHALL BE SPOTTED OUT AND APPROVED BY THE SUPERINTENDENTS REPRESENTATIVE PRIOR TO INSTALLATION.
6. ALL LINEMARKING MATERIALS TO BE IN ACCORDANCE WITH VICROADS STANDARD SPECIFICATIONS FOR ROADWORKS AND BRIDGEWORKS SECTION 724 LONGLIFE PAVEMENT MARKINGS - NEW INSTALLATIONS.

WATER TRANSFER MAIN PROTECTION NOTES

1. COUNCIL/CONTRACTOR TO DEPTH (NDD) AND VERIFY THE ELECTRONIC DEPTHING OF THE 900Ø WATER TRANSFER MAIN WHERE THE PROPOSED PATH CROSSES THE EXISTING VHR ASSET PRIOR TO COMMENCEMENT OF WORKS. THE ELECTRONIC DEPTHING PROVIDED BY CSA AS PART OF DESIGN PLANS ARE APPROXIMATE ONLY. REFER TO CROSS SECTIONS ON SHEETS 19,21,24.
2. ANY WORKS OVER THE LOCATION OF THE TRANSFER MAIN TO BE SUPERVISED BY COUNCIL REPRESENTATIVE OFFICER AND RELEVANT SERVICE AUTHORITY REPRESENTATIVES TO ENSURE NO DAMAGE TO THE EXISTING ASSET OCCURS.
3. EXCAVATION FOR THE PROPOSED SHARED PATH TO BE NO GREATER THAN 150mm LAYERS TO ENSURE NO DAMAGE TO EXISTING WATER TRANSFER MAIN FOR CLEARANCES OF 500mm TO 1.0m DEPTH.
4. ANY SECTION WHERE THE CLEARANCE BETWEEN THE PROPOSED PATH AND WATER TRANSFER MAIN IS LESS THAN 500mm, WILL REQUIRE SECTION TO BE HAND DUG WITH EXTREME CAUTION. THE PATH BASE IS TO BE CONSTRUCTED WITH 100m CLASS 2 3% CEMENT TREATED CRUSHED ROCK.

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YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH
GENERAL AND SITE SPECIFIC NOTES

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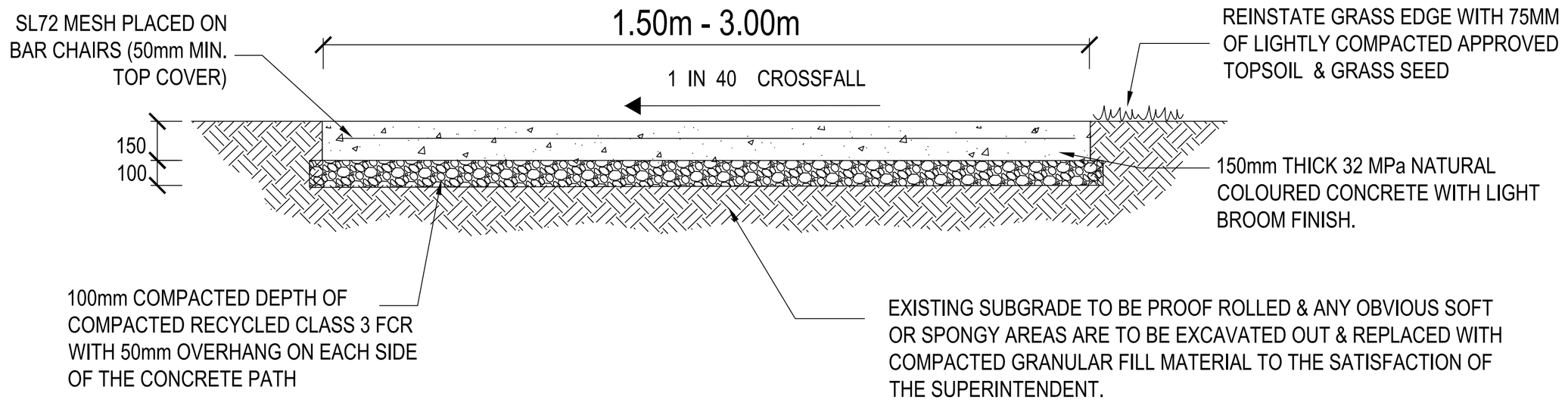
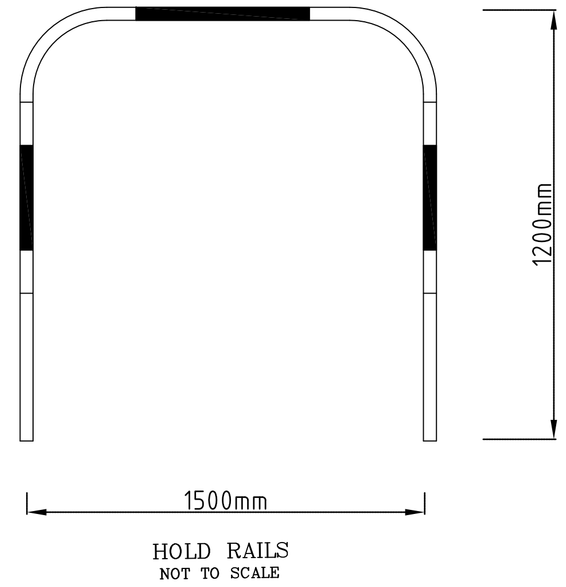




HOLD RAILS
NOT TO SCALE

NOTES:

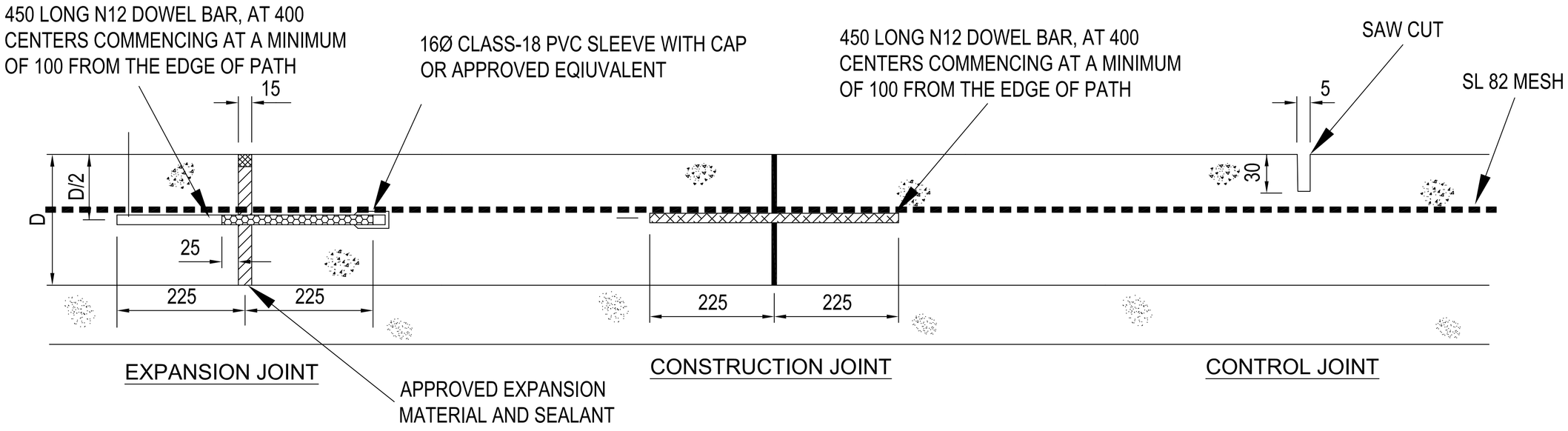
HOLD RAILS TO BE INSTALLED ARE TO AUSTRALIAN STANDARDS.

50MM O/D YELLOW POWDERCOATED TUBE TO BE INSERTED PARALLEL WITH EXISTING SURFACE. UNLESS DIRECTED OTHERWISE.

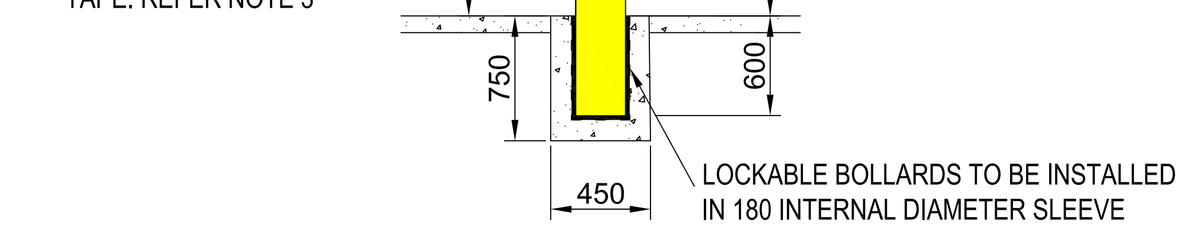
HOLD RAILS TO INSTALLED IN 450min DEPTH X 300 WIDE CONCRETE FOOTINGS.

ALL REFLECTIVE TAPE/ DECALS TO BE CLASS 1 IN ACCORDANCE WITH AS1966.1

SECURELY INSTALL MINIMUM 60mm DIAMETER RED REFLECTIVE DELINATORS TO HOLDRAILS AS DETAILED.



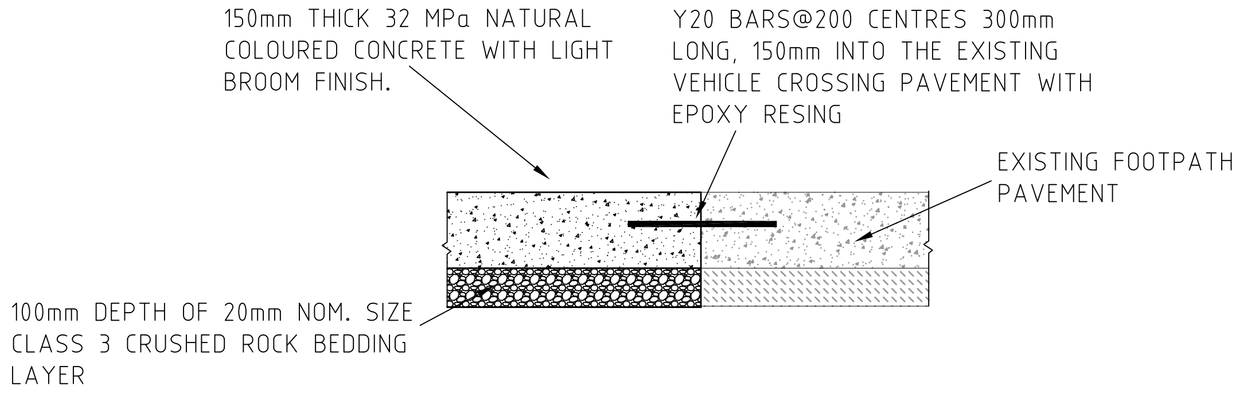
EXPANSION / CONSTRUCTION JOINT DETAIL - NOT TO SCALE



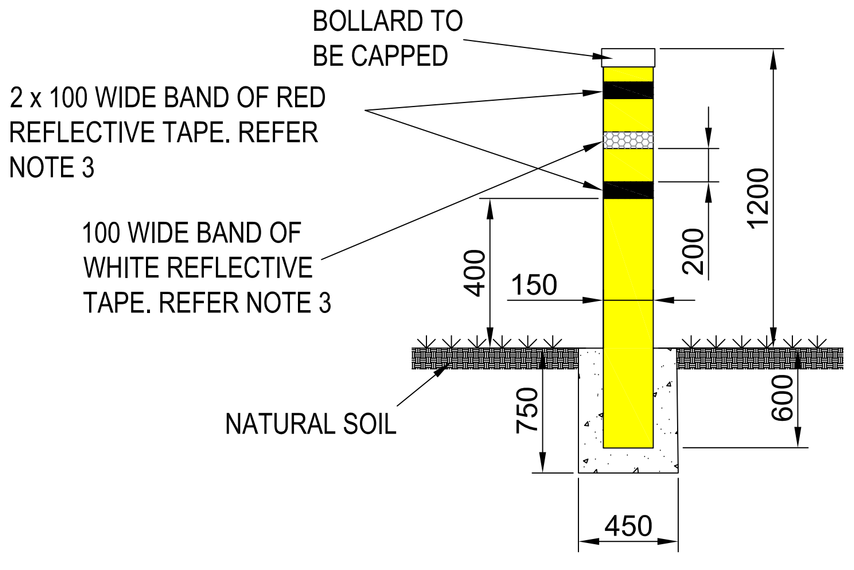
LOCKABLE BOLLARD DETAIL

BOLLARD NOTES

1. PARKS AND OPEN SPACE TO CONFIRM IF A LOCKABLE OR STANDARD BOLLARD IS REQUIRED FOR CENTRAL BOLLARD
2. BOLLARD TO BE GALVANISED STEEL TO BE POWDER COATED IN AS 2700-1996 "Y11 CANARY YELLOW". PREHEAT TUBE BEFORE COATING.
3. REFLECTIVE TAPE TO BE CLASS 1A RETROREFLECTIVE SHEETING



TYPICAL FOOTPATH SECTION AND EXISTING PATH PAVEMENT DETAIL CONNECTION
NOT TO SCALE



FIXED BOLLARD DETAIL

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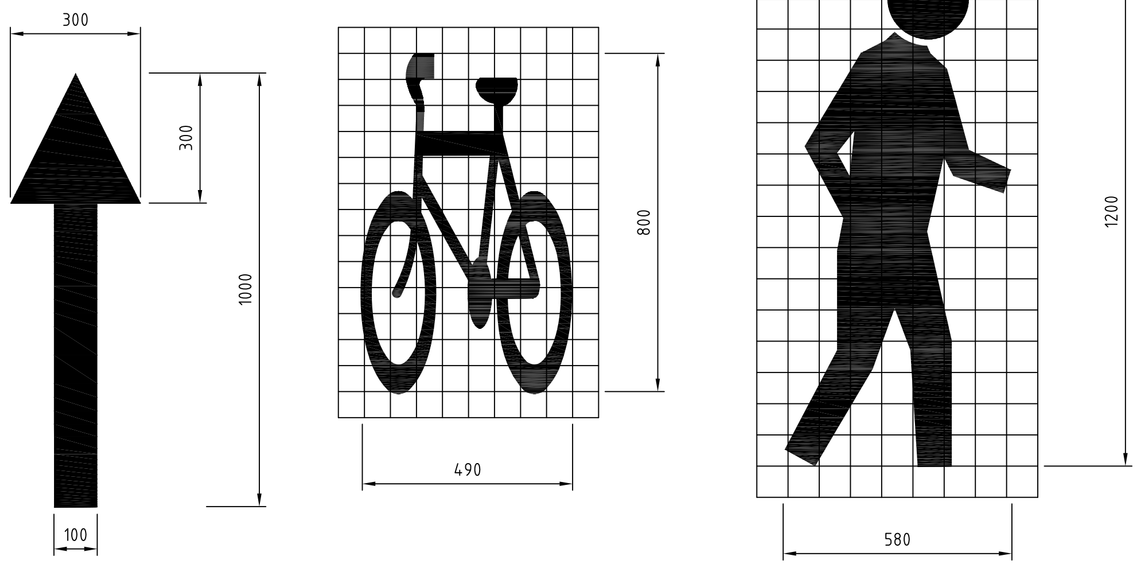
YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH PAVEMENT AND BOLLARD DETAILS

DRAWING NO. 1411P3
Engineering File No.
SCALE 1:250 @A1
SHEET 3 OF 19

SIGNAGE NOTES:

1. THE FOLLOWING SPECIFICATIONS APPLY; AS 1743-1992 ROAD SIGN SPECIFICATION.AS 1742.1 (1991), AS 1742.2 (1994) AND AS 1742.5 (1997) AS 1742 MANUAL AND UNIFORM TRAFFIC CONTROL DEVICES PARTS 1, 2 AND 5 VICROADS-TRAFFIC ENGINEERING MANUAL VOLUME 2 SIGNAGE AND LINE MARKING.
2. AS 4792 HOT DIP GALVANISING.
3. AS 1379 READY MIXED CONCRETE.
4. SIGNS TO BE INSTALLED AS PER SD 810



SIGN SCHEDULE

#16 R8-2

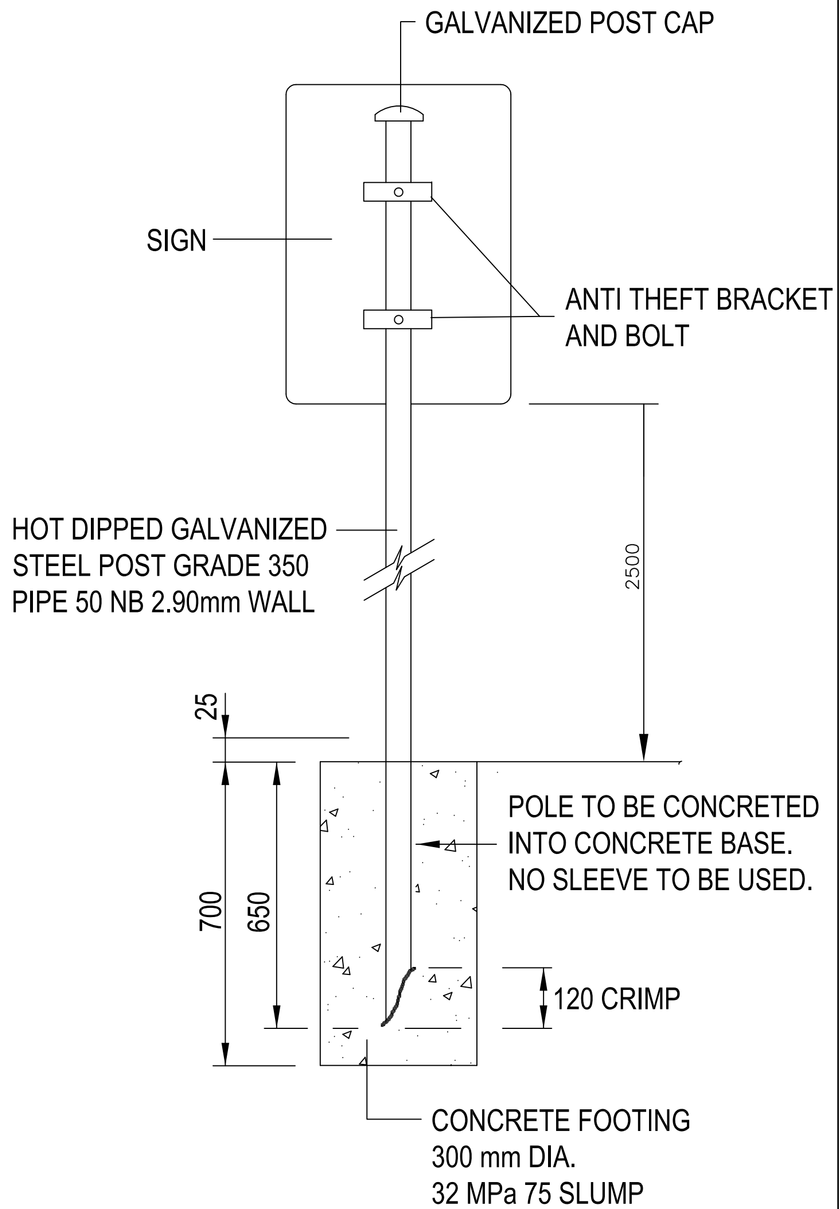
#17 END R7-4

#18 W1-1(L)

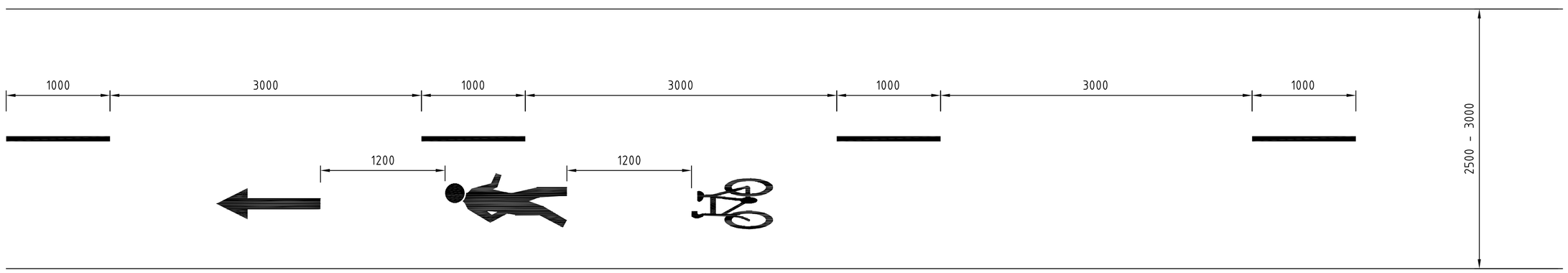
#19 W1-1(R)

#3 W6-9A

W8-23A



1 X 80mm WIDTH (3 METRE SPACINGS) WHITE SHARED PATH CENTRE LINE TO SPECIFICATION. A 80mm WIDTH UNBROKEN LINE IS TO BE INSTALLED ON CURVES WHERE SIGHT DISTANCE IS POOR, IN HIGH VOLUME LOCATIONS AND ON APPROACHES TO PATH/ PATH INTERSECTIONS.



BICYCLE PEDESTRIAN AND ARROW PAVEMENT SYMBOLS TO AS1742.9 GROUPS SPACED AT NO MORE THAN 200m CENTRES ALONG ENTIRE LENGTH OF SHARED PATH.

SHARED PATH LINE MARKING LAYOUT

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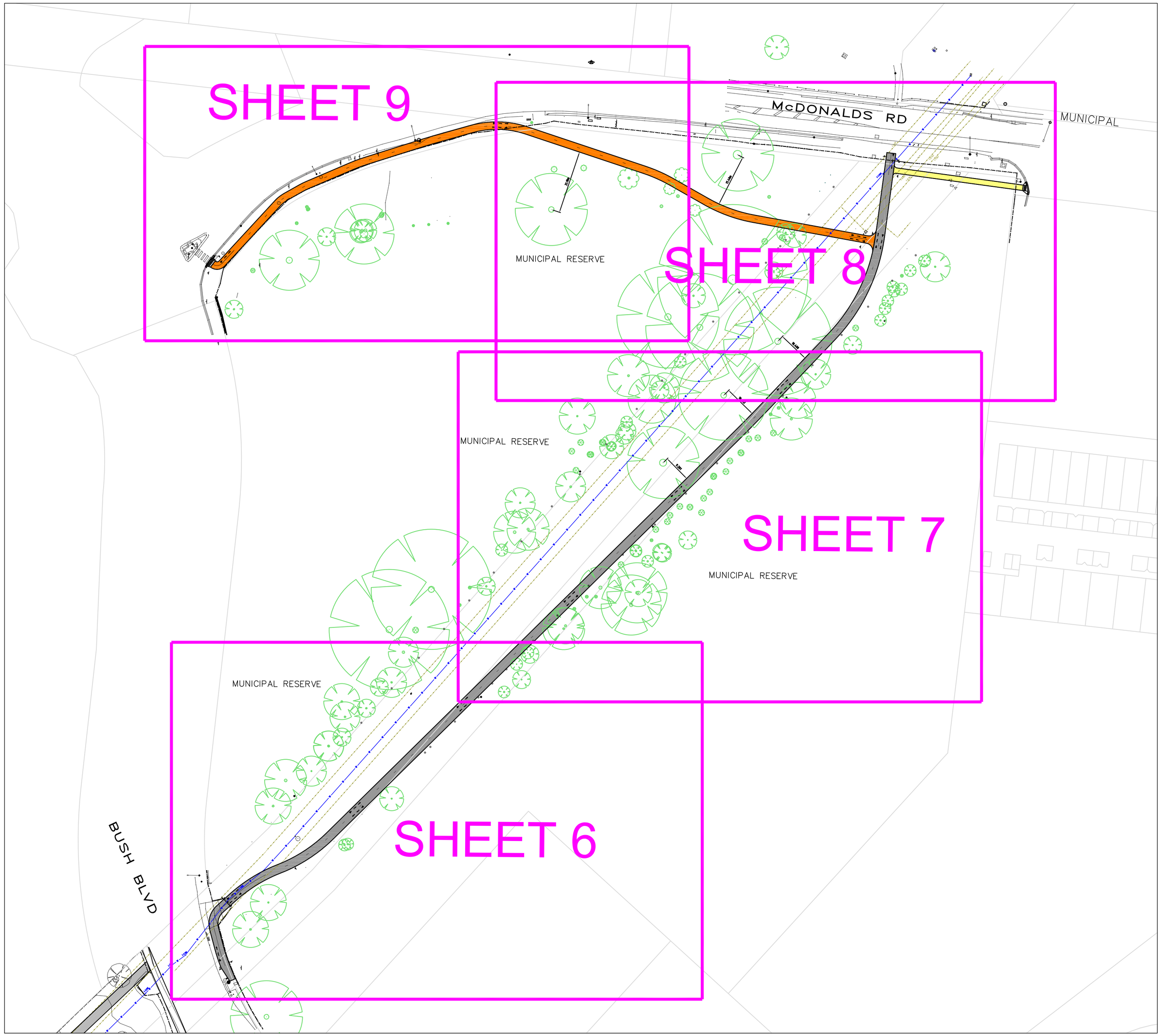

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PROPOSED SHARED PATH
KEY OVERALL PLAN

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SCALE NTS @A1
SHEET 5 OF 19

MUNICIPAL RESERVE

BUSH BOULEVARD

STN 3
E=330321.870
N=5831030.600
RL=146.798
STAR
PICKETT

STN 4
E=330383.969
N=5831063.576
RL=147.137
STAR
PICKETT

TBM 1
E=330299.991
N=5830968.641
RL=147.561
RIVET
IN CONCRETE

REMOVE EXISTING STEEL GATE
INSTALL 1 x LOCKABLE BOLLARD
IN THE CENTRE OF THE PATH AND 2 x
FIXED BOLLARDS EITHER SIDE OF THE
PATH AS PER DETAIL ON SHEET 3

REMOVE ALL TIMBER POSTS ALONG
THE SOUTH SIDE OF THE PROPOSED
SHARED USER PATH (TYP).

REMOVE ALL TIMBER POSTS ALONG
THE SOUTH SIDE OF THE PROPOSED
SHARED USER PATH (TYP).

START OF
STAGE 6

TAPER 3.0m WIDE SHARED
PATH TO 2.0m WIDE OVER
5.0m TO AVOID EXISTING POLE

CONNECT SHARED PATH
INTO EXISTING PATH WITH
CONSTRUCTION JOINTS AS
PER DETAIL ON SHEET 3

INSTALL HANDRAIL AS PER
DETAIL ON SHEET 3

EXISTING FENCE

EXISTING FENCE

LEGEND

CONSTRUCT 150mm DEPTH CONCRETE SHARED
PATH (NOMINAL 3.0m WIDTH)
(REFER TO SHEET 3 FOR DETAILS)

ABANDONED WATER MAIN 1

ABANDONED WATER MAIN 2

WATER TRANSFER MAIN(900Ø) ASSET ID 734273

MELBOURNE ONE CALL SYSTEM
DIAL 1100
DIAL BEFORE YOU DIG

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CAD FILE: YAN YEAN 1411P3

DATUM: A.H.D

PROJECT MANAGER — NAME: DATE:

DESIGN & DELIVERY TEAM MEMBER PEER CHECK — NAME: DATE:

TEAM LEADER DESIGN & DELIVERY — NAME: DATE:

APPROVED: MANAGER CITY DESIGN & TRANSPORT — NAME: DATE:

CITY OF WHITTLESEA

YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH DETAIL PLAN

DRAWING NO. 1411P3

Engineering File No.

SCALE 1:250 @A1

SHEET 6 OF 19

MUNICIPAL RESERVE

STN 5
E=330416.918
N=5831138.594
RL=146.154
STAR
PICKETT

STN 6
E=330485.566
N=5831163.198
RL=145.547
STAR
PICKETT

10.982

9.201

TP 272.37

TP 254.98

PC PRC 264.23

140.000

150.000

160.000

170.000

180.000

190.000

200.000

210.000

220.000

230.000

240.000

250.000

260.000

270.000

280.000

290.000

300.000

310.000

REMOVE ALL TIMBER POSTS ALONG THE SOUTH SIDE OF THE PROPOSED SHARED USER PATH (TYP).

REMOVE ALL TIMBER POSTS ALONG THE SOUTH SIDE OF THE PROPOSED SHARED USER PATH (TYP).

REMOVE ALL TIMBER POSTS ALONG THE SOUTH SIDE OF THE PROPOSED SHARED USER PATH (TYP).

REMOVE ALL TIMBER POSTS ALONG THE SOUTH SIDE OF THE PROPOSED SHARED USER PATH (TYP).

No. 485W

MUNICIPAL RESERVE

No. 8

LEGEND

CONSTRUCT 150mm DEPTH CONCRETE SHARED PATH (NOMINAL 3.0m WIDTH) (REFER TO SHEET 3 FOR DETAILS)

ABANDONED WATER MAIN 1

ABANDONED WATER MAIN 2

WATER TRANSFER MAIN(900Ø) ASSET ID 734273

MELBOURNE ONE CALL SYSTEM DIAL 1100 DIAL BEFORE YOU DIG

WARNING

BEWARE OF UNDERGROUND SERVICES

THE LOCATION OF UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN. THE CONTRACTOR MUST VERIFY ALL SERVICES ON SITE PRIOR TO ANY EXCAVATION WORKS.

CRS Dwg. No.	1411
CRS Revision No.	P3

DATE	AMENDMENTS	REV	DATE	AMENDMENTS	REV
26/9/24	FINAL DESIGN PLANS	P3			
18/9/24	REVISED FUNCTIONAL DESIGN PLAN	P2			
9/9/24	FUNCTIONAL DESIGN PLAN	P1			

CIVIL ROAD SOLUTIONS P/L
60 Thompson Street, Avondale Heights, 3034
Phone: (03) 9331 4683, Mob: 0402 231310
Email: rimrek@civilroadsolutions.com ABN 13 151 174 104

DESIGNED RI	CHECKED TI
DATE 26/09/2024	DATE 26/09/2024
DRAWN RI	APPROVED RI
DATE 26/09/2024	DATE 26/09/2024

SURVEYED BY: MOONLAND GROUP

CAD FILE: YAN YEAN 1411P3

DATUM: A.H.D

PROJECT MANAGER	TEAM LEADER DESIGN & DELIVERY	
NAME: DATE:	NAME: DATE:	
DESIGN & DELIVERY TEAM MEMBER PEER CHECK	APPROVED: MANAGER CITY DESIGN & TRANSPORT	
NAME: DATE:	NAME: DATE:	

CITY OF WHITTLESEA

YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH DETAIL PLAN

DRAWING NO. 1411P3

Engineering File No.

SCALE 1:250 @A1

SHEET 7 OF 19

PSM
E=330420.648
N=5831275.422
RL=147.424
PSM MARK
AS SHOWN

McDONALDS ROAD

EXISTING FENCE

REFER TO TRAFFIC OPERATED SIGNAL PLAN 201131-TSP-20-92 BY TRAFFICWORKS

REMOVE APPROX 8.5m OF SECTION OF EXISTING TO ALLOW FOR PROPOSED 1.50m WIDE PATH.

No. 479W

STN 7
E=330494.739
N=5831249.802
RL=146.561
RIVET NEXT
TO GUARD RAIL

REMOVE 3.0m WIDE EXISTING SECTION OF FENCE TO ALLOW FOR SHARED USER PATH

END OF STAGE 6

CONSTRUCT PRAM CROSSING AS PER C.O.W STD DRG SD 304

STN 8
E=330563.418
N=5831235.035
RL=145.327
RIVET IN
PIT

REMOVE EXISTING BOLLADS AND REINSTATE 5.0m OF FENCE TO MATCH EXISTING

No. 375

REMOVE APPROX 1.5m OF SECTION OF EXISTING TO ALLOW FOR 1.50m WIDE PATH.

21.10m

17.40m

10.400

10.982

MUNICIPAL RESERVE

MBW PSM
E=330518.1846
N=5831188.820
RL=144.912
PSM MARK
AS SHOWN

REMOVE ALL TIMBER POSTS ALONG THE SOUTH SIDE OF THE PROPOSED SHARED USER PATH (TYP).

STN 6
E=330485.566
N=5831163.198
RL=145.547
STAR
PICKETT

LEGEND

- CONSTRUCT 150mm DEPTH CONCRETE SHARED PATH (NOMINAL 3.0m WIDTH) (REFER TO SHEET 3 FOR DETAILS)
- CONSTRUCT 150mm DEPTH CONCRETE FOOTPATH (NOMINAL 1.50m WIDTH) (REFER TO SHEET 3 FOR DETAILS)
- CONSTRUCT 150mm DEPTH CONCRETE SHARED PATH (NOMINAL 2.50m WIDTH) (REFER TO SHEET 3 FOR DETAILS)
- ABANDONED WATER MAIN 1
- ABANDONED WATER MAIN 2
- WATER TRANSFER MAIN(900Ø) ASSET ID 734273

MILLBOURNE ONE CALL SYSTEM DIAL 1100 DIAL BEFORE YOU DIG

WARNING
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CITY OF WHITTLESEA

YAN YEAN PIPE TRACK BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6 PROPOSED SHARED PATH DETAIL PLAN

DRAWING NO. 1411P3
Engineering File No.
SCALE 1:250 @A1
SHEET 8 OF 19

No. 388W

No. 386W

No. 368

No. 479W

McDONALDS ROAD

EXISTING FENCE

PSM
E=330420.648
N=5831275.422
RL=147.424
PSM MARK
AS SHOWN

STN 10
E=330304.097
N=5831220.352
RL=146.890
RIVET IN
TRAFFIC PIT

STN 9
E=330363.627
N=5831248.456
RL=147.582
RIVET IN
TRAFFIC PIT

STN 11
E=330287.831
N=5831212.961
RL=146.794
RIVET IN
TRAFFIC ISLAND

CONSTRUCT PRAM CROSSING AS
PER C.O.W STD DRG SD 304

MATCH PATH NEATLY INTO
EXISTING TRAFFIC ELECTRICAL
PIT

MATCH PATH NEATLY INTO
EXISTING TELSTRA PIT

LOWER TRAFFIC ELECTRICAL PIT TO
MATCH PROPOSED SHARED PATH

RELOCATE
EXISTING SIGN

MATCH PATH NEATLY
INTO EXISTING SEWER PIT

REMOVE APPROX 8.5m OF
SECTION OF EXISTING TO ALLOW
FOR PROPOSED 1.50m WIDE PATH.

21.10m

MUNICIPAL RESERVE

LEGEND

CONSTRUCT 150mm DEPTH CONCRETE SHARED
PATH (NOMINAL 2.50m WIDTH)
(REFER TO SHEET 3 FOR DETAILS)

MELBOURNE ONE CALL SYSTEM
DIAL 1100
DIAL BEFORE YOU DIG

WARNING

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DATE 26/09/2024	DATE 26/09/2024		NAME: DATE:
DRAWN RI	APPROVED RI	CAD FILE: YAN YEAN 1411P3	DESIGN & DELIVERY TEAM MEMBER PEER CHECK
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TEAM LEADER DESIGN & DELIVERY
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APPROVED: MANAGER CITY DESIGN & TRANSPORT
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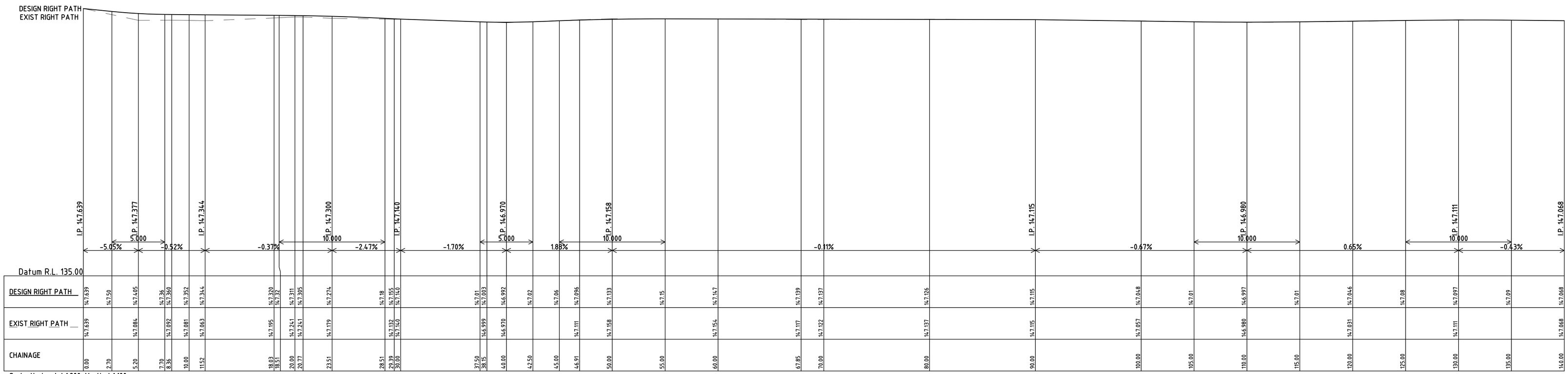
CITY OF WHITTLESEA

YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH
DETAIL PLAN

DRAWING NO.	1411P3
Engineering File No.	
SCALE	1:250 @A1
SHEET	9 OF 19



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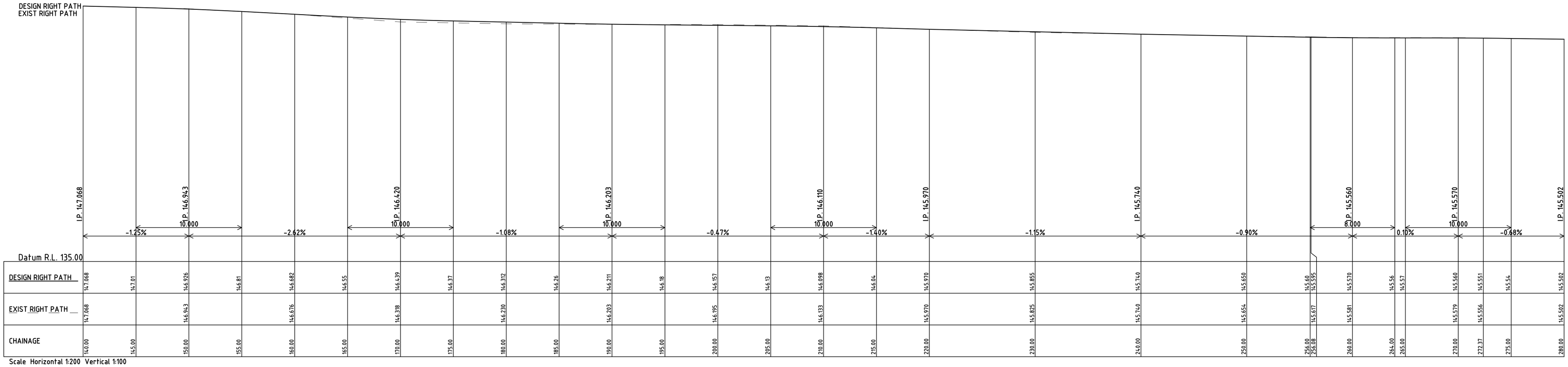
LONGITUDINAL SECTION - MAIN LEG (3.0m WIDE PATH)



Scale Horizontal 1:200 Vertical 1:100

LONGITUDINAL SECTION - MAIN LEG (3.0m WIDE PATH)

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CRS Revision No.	P3

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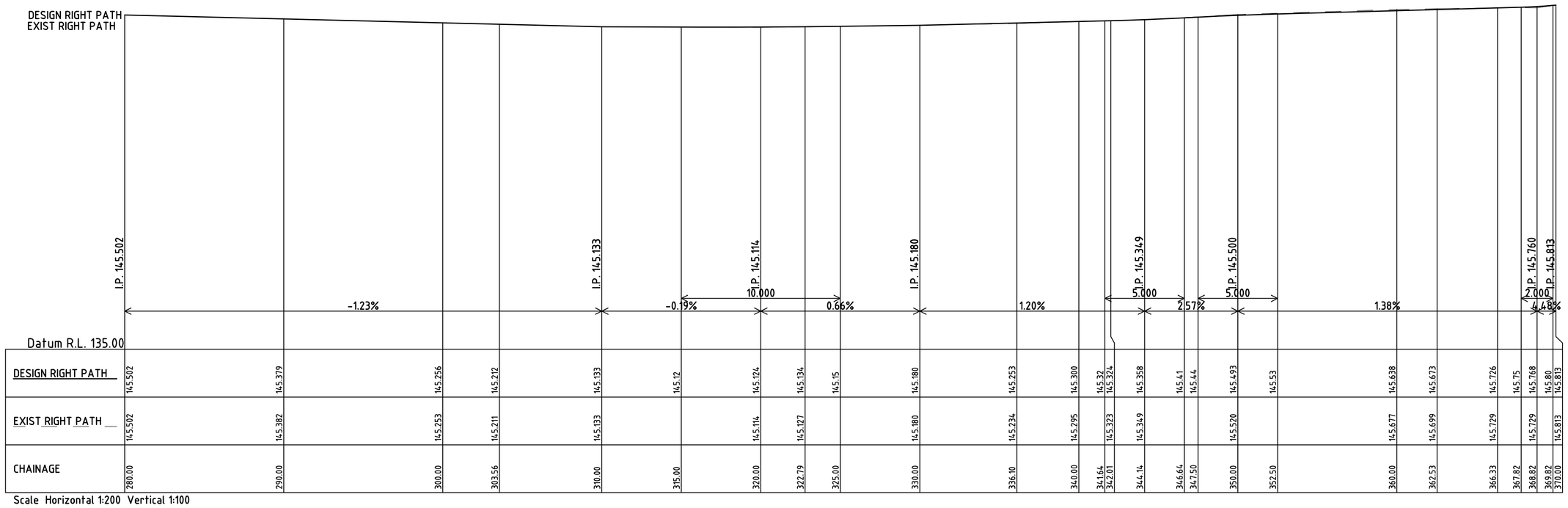
CITY OF WHITTLESEA

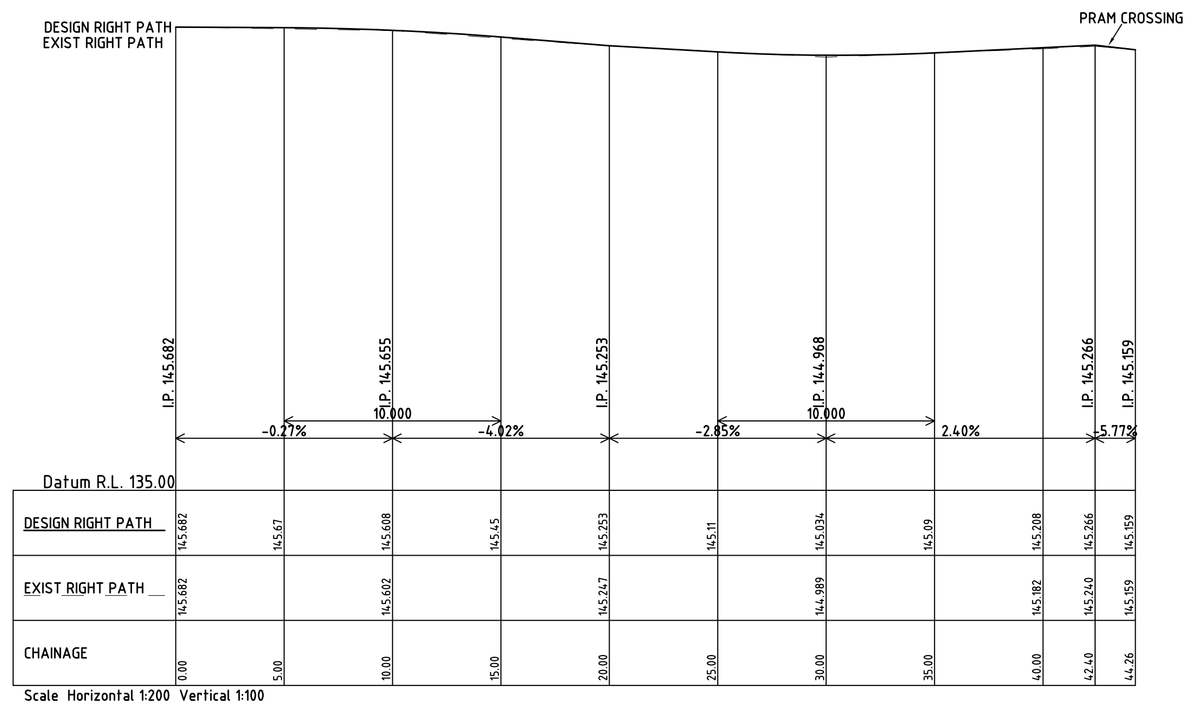
YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH
LONGITUDINAL SECTIONS

DRAWING NO. 1411P3
Engineering File No.
SCALE 1:250 @A1
SHEET 10 OF 19



Scale Horizontal 1:200 Vertical 1:100

LONGITUDINAL SECTION - MAIN LEG (3.0m WIDE PATH)



Scale Horizontal 1:200 Vertical 1:100

LONGITUDINAL SECTION - SIDE LEG (1.50m WIDE PATH)

CRS Dwg. No.	1411
CRS Revision No.	P3

DATE	AMENDMENTS	REV	DATE	AMENDMENTS	REV
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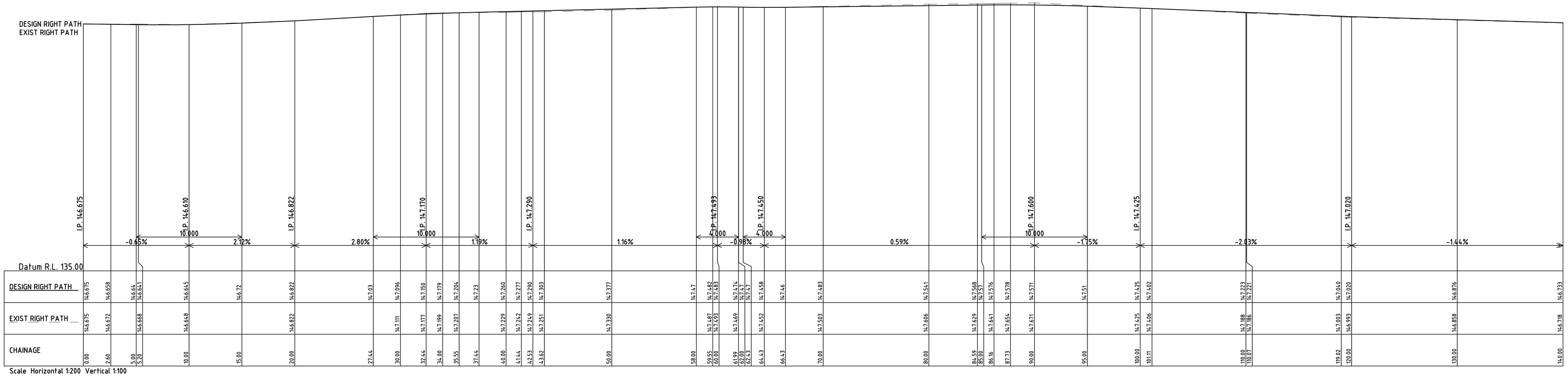
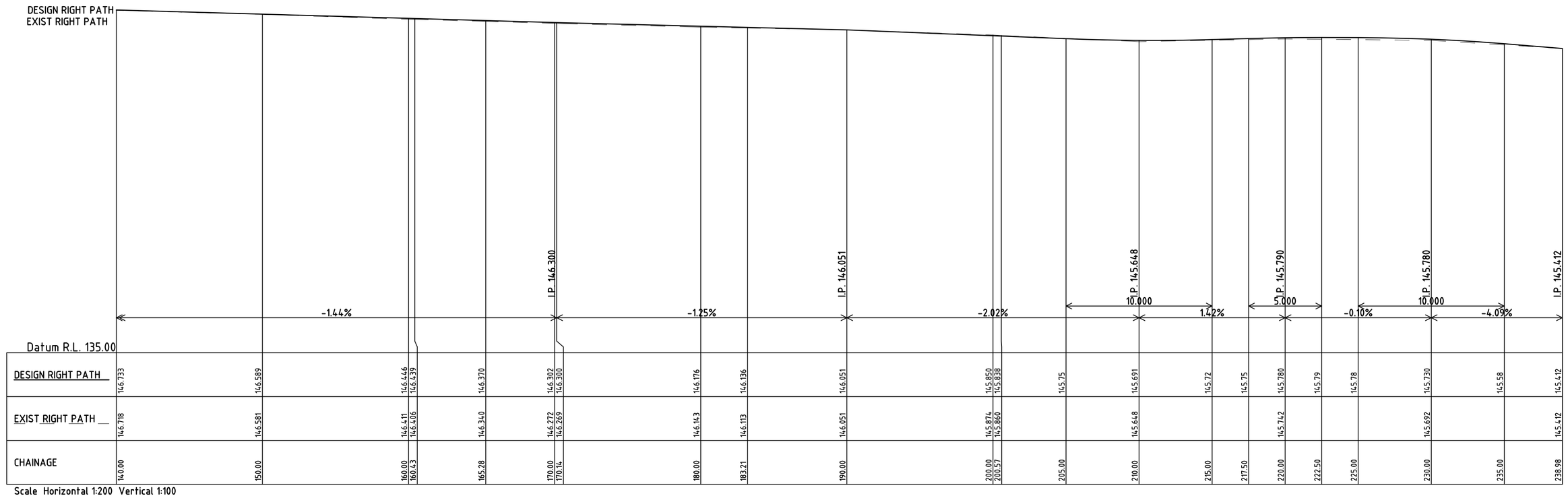
YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH
LONGITUDINAL SECTIONS

DRAWING NO. 1411P3
Engineering File No.
SCALE 1:250 @A1
SHEET 11 OF 19



LONGITUDINAL SECTION - SIDE LEG (2.50m WIDE PATH)



LONGITUDINAL SECTION - SIDE LEG (2.50m WIDE PATH)

CRS Dwg. No.	1411
CRS Revision No.	P3

DATE	AMENDMENTS	REV	DATE	AMENDMENTS	REV
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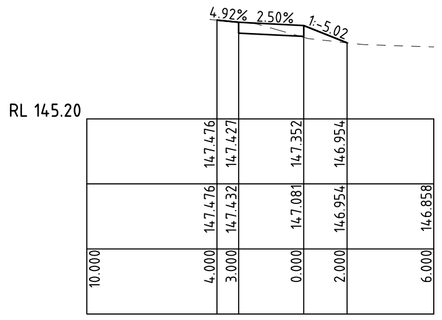
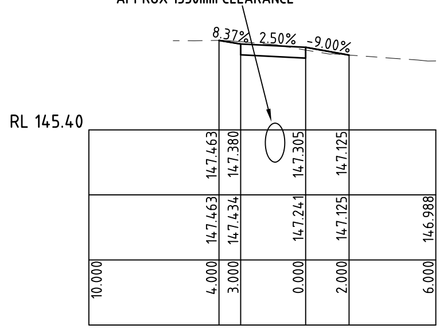
CITY OF WHITTLESEA

YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH
LONGITUDINAL SECTIONS

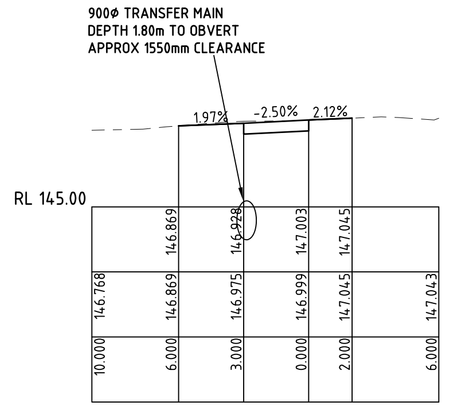
DRAWING NO. 1411P3
Engineering File No.
SCALE 1:250 @A1
SHEET 12 OF 19



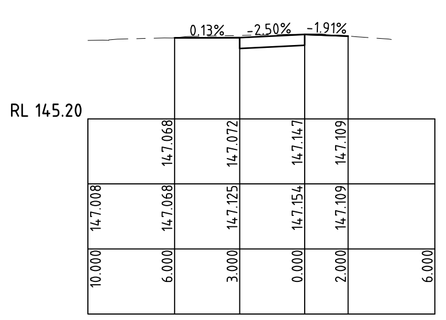
CH 10.00 m



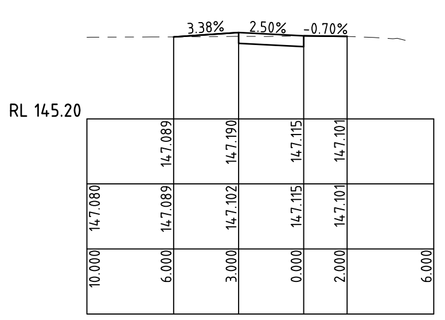
CH 20.77 m



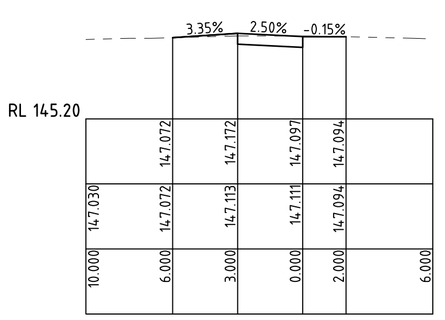
CH 38.15 m



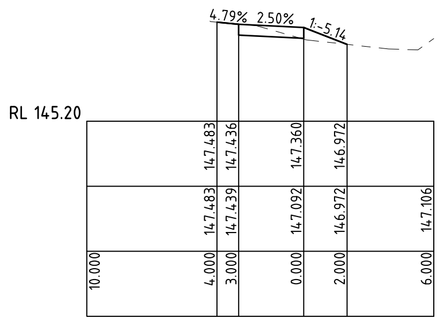
CH 60.00 m



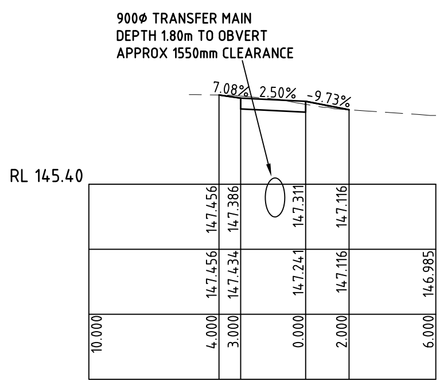
CH 90.00 m



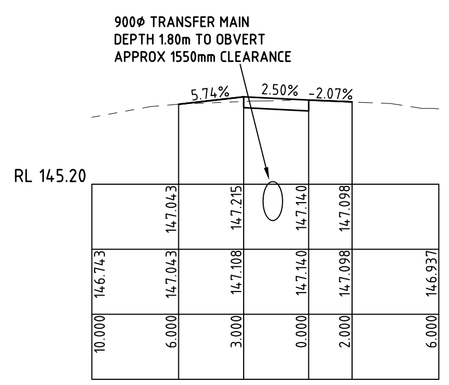
CH 130.00 m



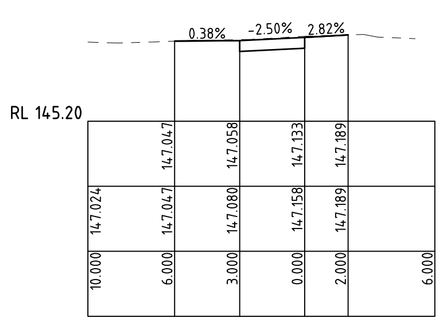
CH 8.36 m



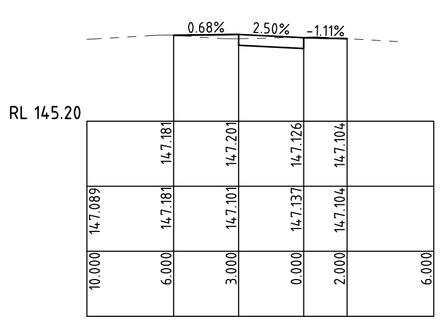
CH 20.00 m



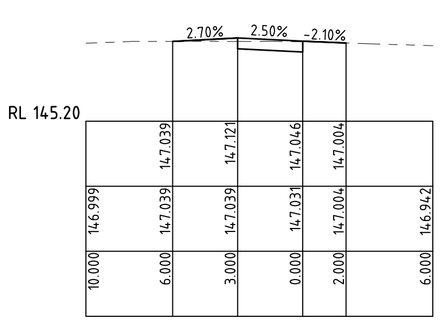
CH 30.00 m



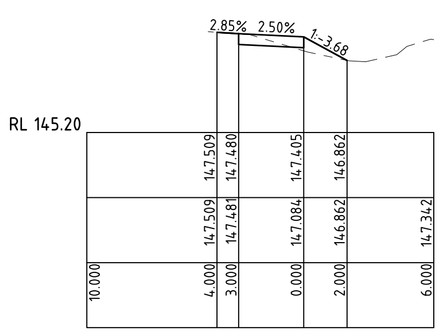
CH 50.00 m



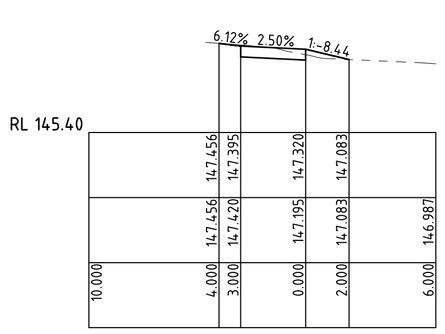
CH 80.00 m



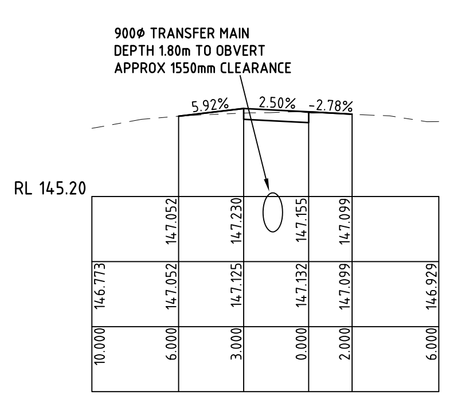
CH 120.00 m



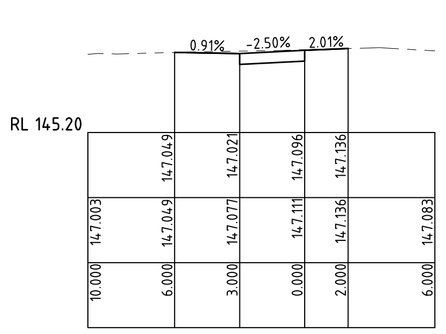
CH 5.20 m



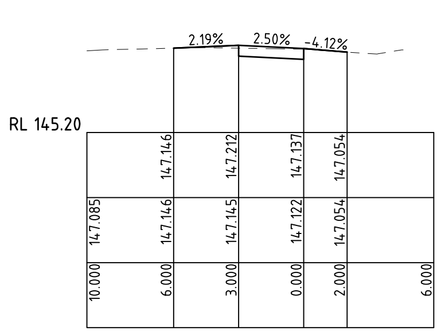
CH 18.03 m



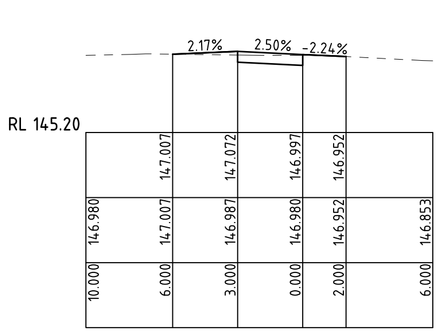
CH 29.39 m



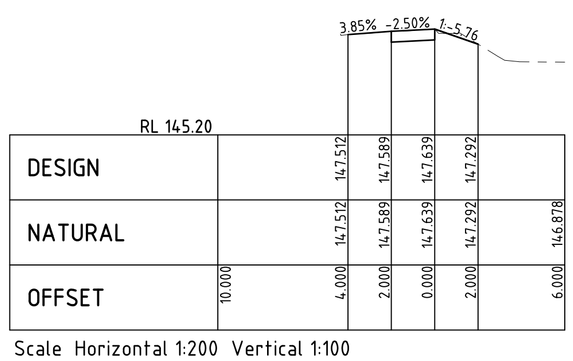
CH 46.91 m



CH 70.00 m



CH 110.00 m



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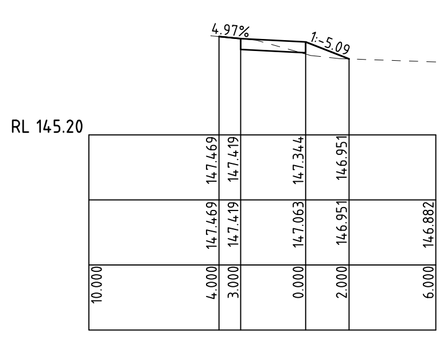
CH 0.00 m



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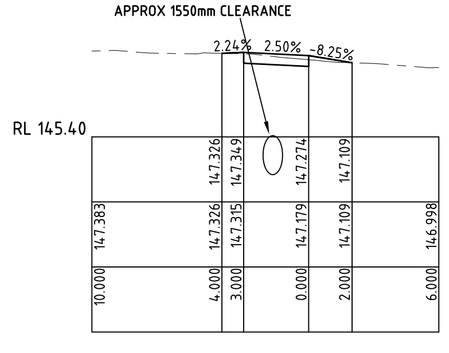

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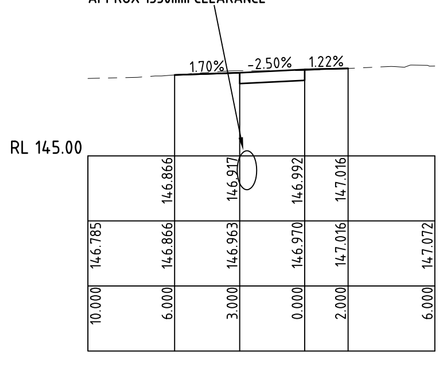

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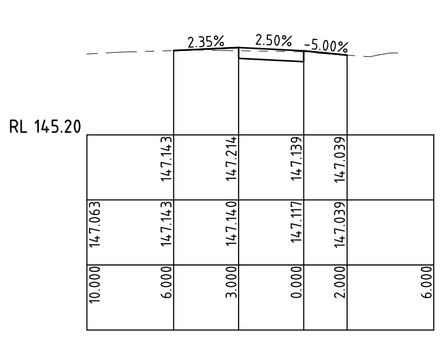

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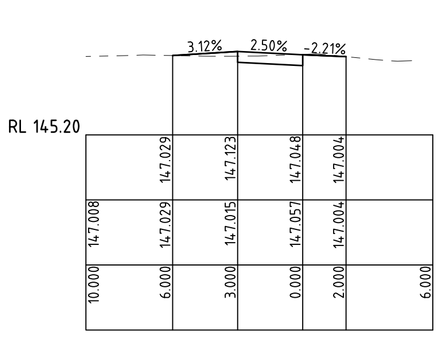

CH 100.00 m

CROSS SECTIONS - MAIN LEG (3.0m WIDE PATH)

CRS Dwg. No.	1411
CRS Revision No.	P3

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APPROVED RI — DATE 26/09/2024

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CAD FILE: YAN YEAN 1411P3
DATUM: A.H.D

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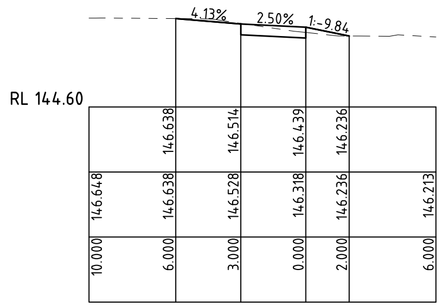
CITY OF WHITTLESEA

YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH
CROSS SECTIONS

DRAWING NO. 1411P3
Engineering File No.
SCALE 1:250 @A1
SHEET 13 OF 19



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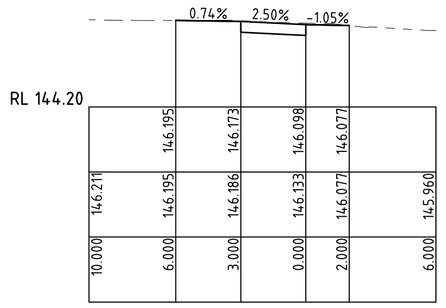

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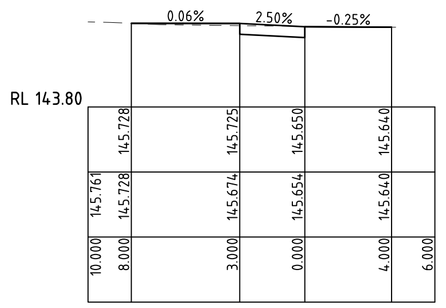

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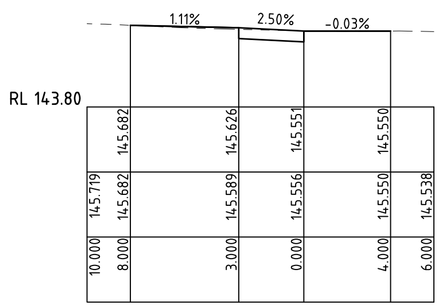

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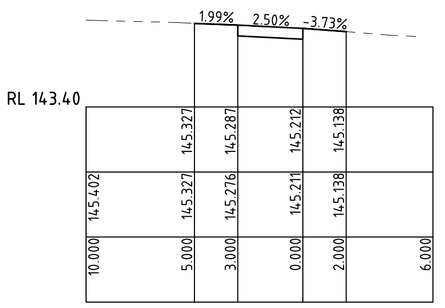

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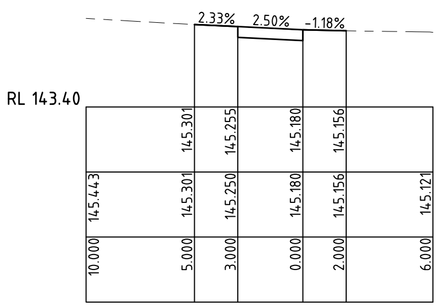

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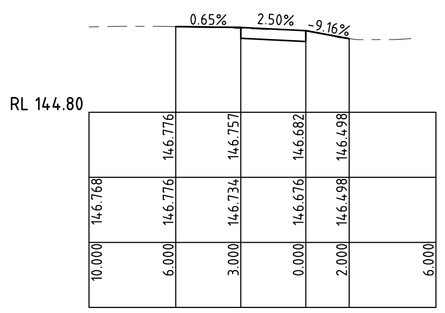

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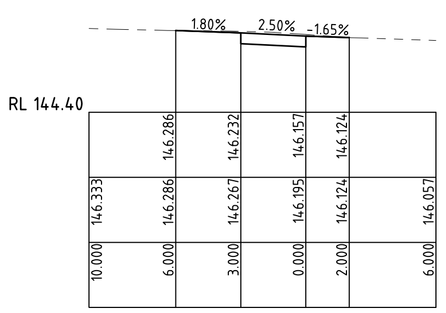

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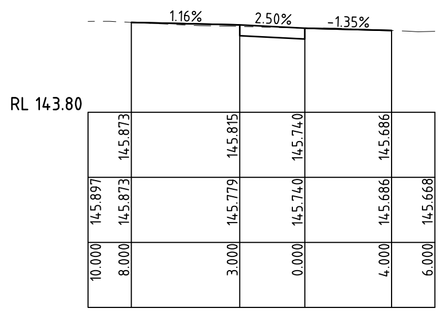

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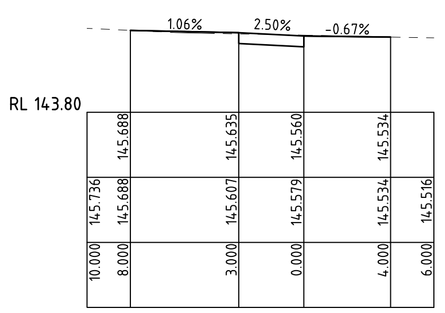

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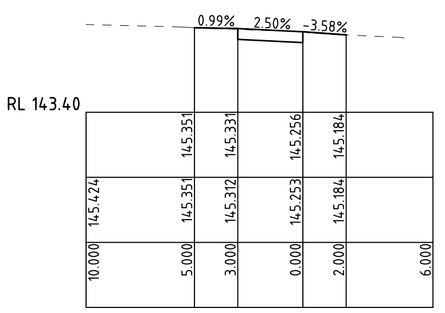

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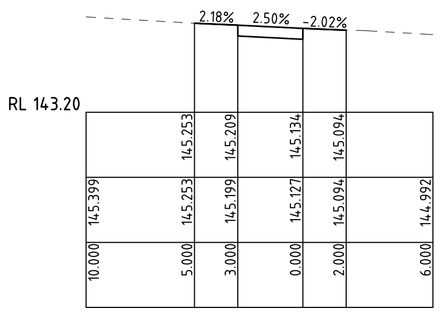

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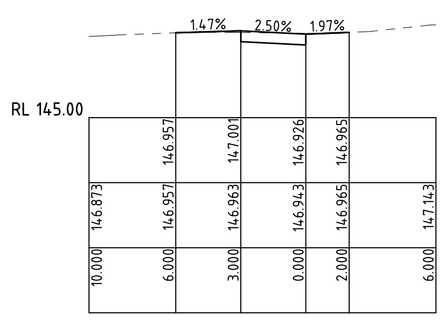

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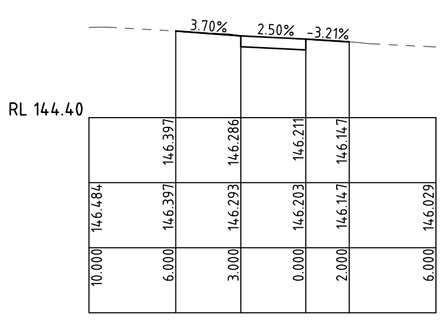

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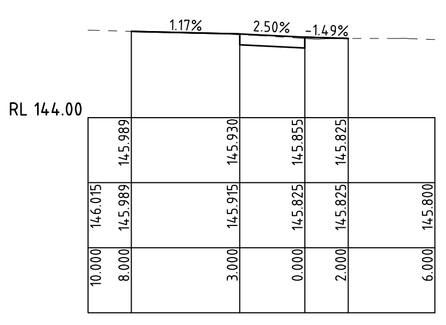

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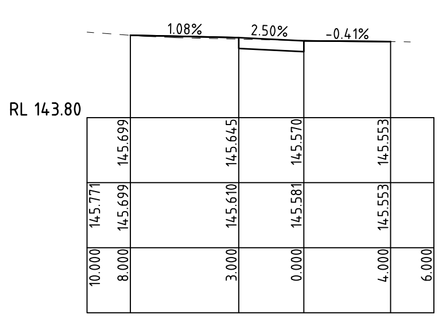

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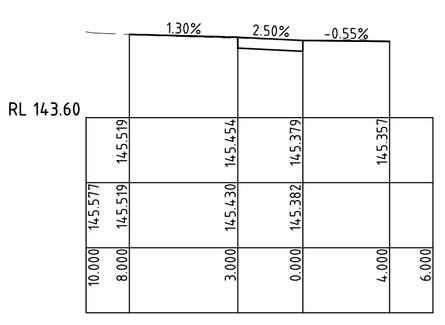

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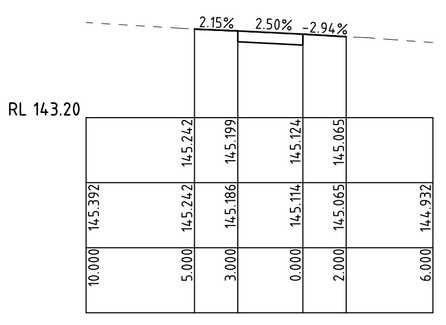

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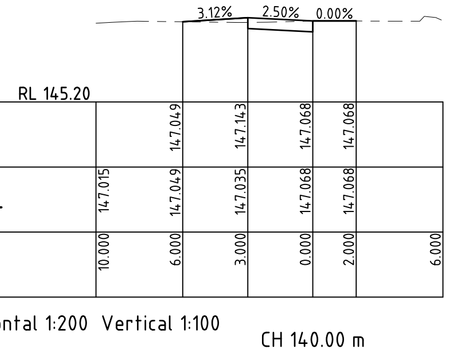

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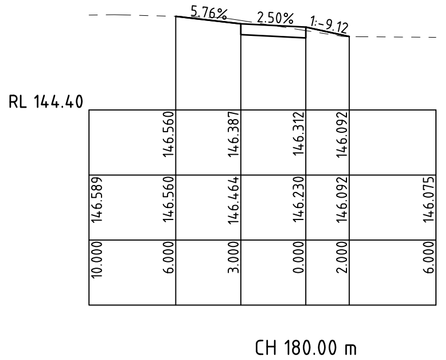

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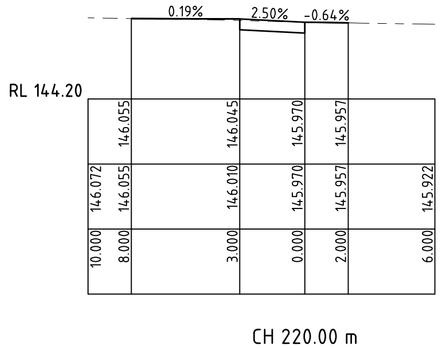

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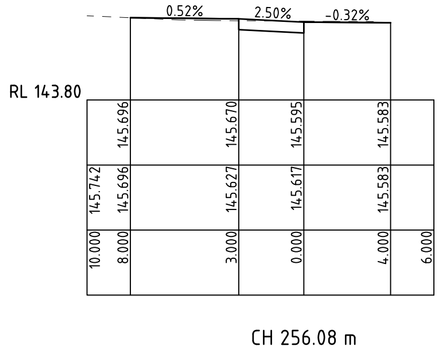

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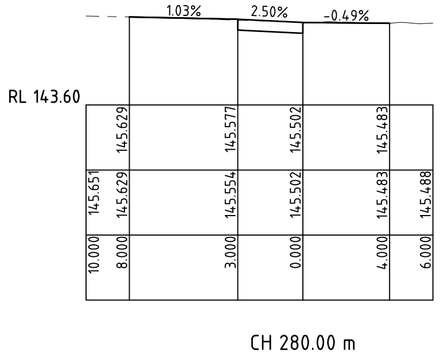

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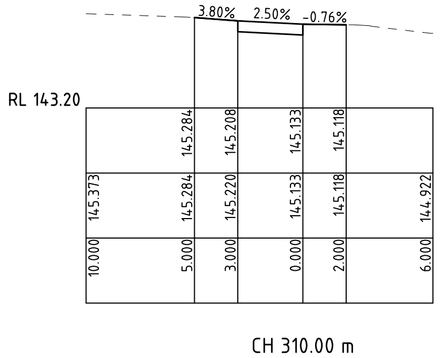

CH 310.00 m

CROSS SECTIONS - MAIN LEG (3.0m WIDE PATH)

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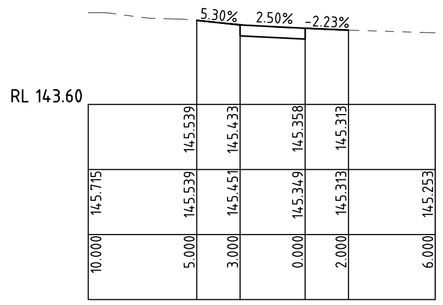
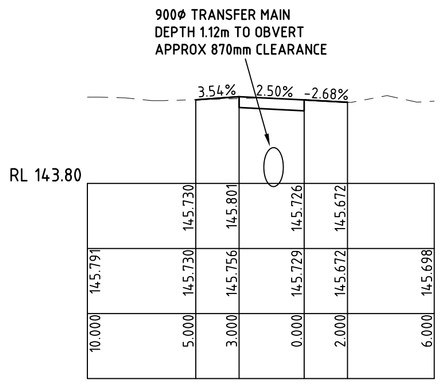
YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH
CROSS SECTIONS

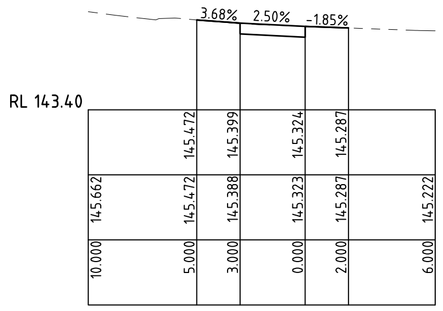
DRAWING NO. 1411P3
Engineering File No.
SCALE 1:250 @A1
SHEET 14 OF 19



CH 344.14 m



CH 366.33 m



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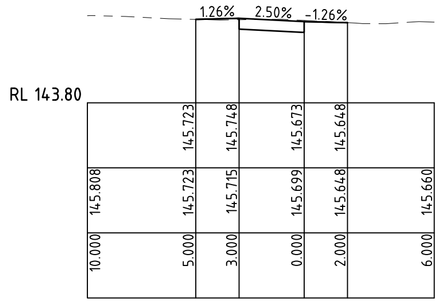
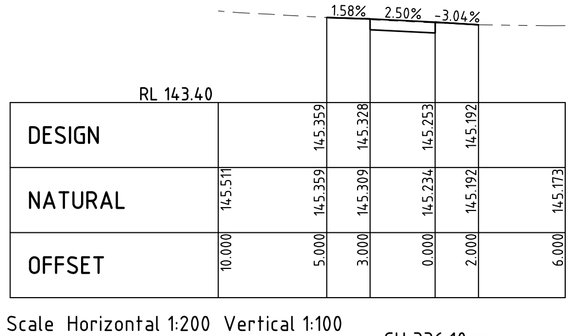


CH 362.53 m

CH 340.00 m

CH 360.00 m

CH 370.00 m



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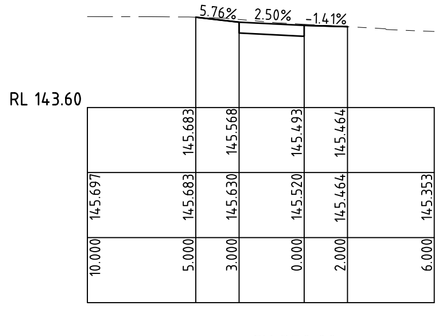
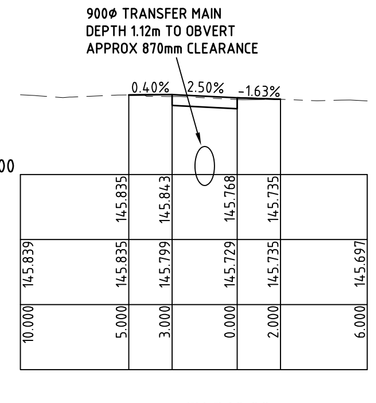
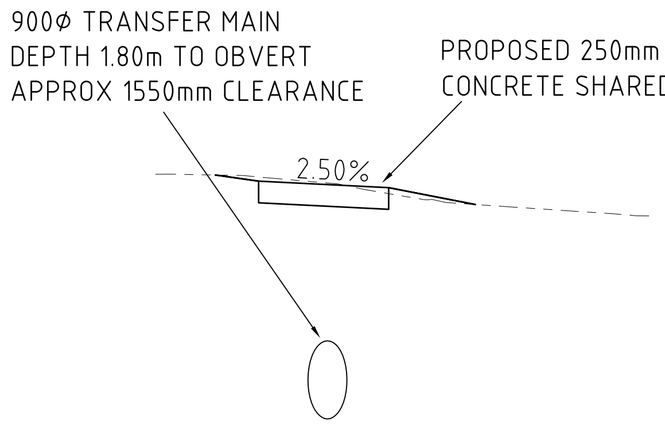


CH 350.00 m

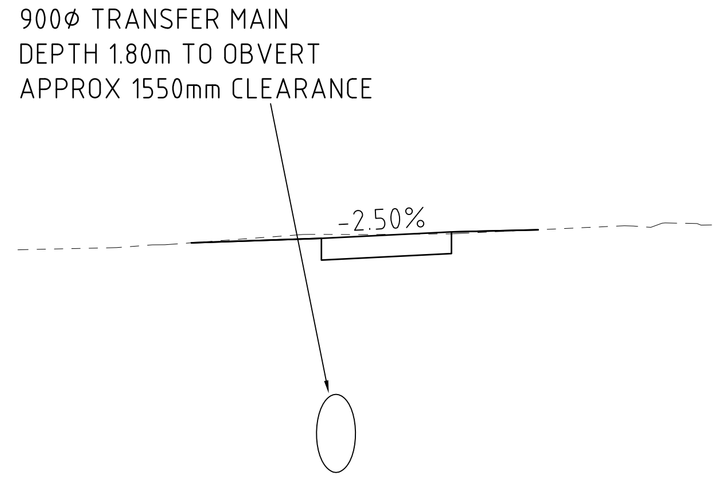


CH 368.82 m

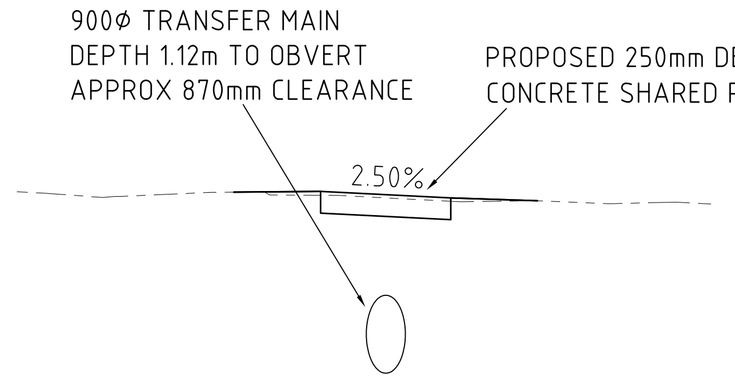
CROSS SECTIONS - MAIN LEG (3.0m WIDE PATH)



SHARED PATH OVER 900ø TRANSFER WATER MAIN
TYPICAL CROSS SECTION CH 20



SHARED PATH OVER 900ø TRANSFER WATER MAIN
TYPICAL CROSS SECTION CH 40



SHARED PATH OVER 900ø TRANSFER WATER MAIN
TYPICAL CROSS SECTION CH 360-370

WATER TRANSFER MAIN PROTECTION NOTES

1. COUNCIL/CONTRACTOR TO DEPTH (NDD) AND VERIFY THE ELECTRONIC DEPTHING OF THE 900ø WATER TRANSFER MAIN WHERE THE PROPOSED PATH CROSSES THE EXISTING VHR ASSET PRIOR TO COMMENCEMENT OF WORKS. THE ELECTRONIC DEPTHING PROVIDED BY CSA AS PART OF DESIGN PLANS ARE APPROXIMATE ONLY.
2. ANY WORKS OVER THE LOCATION OF THE TRANSFER MAIN TO BE SUPERVISED BY COUNCIL REPRESENTATIVE OFFICER AND RELEVANT SERVICE AUTHORITY REPRESENTATIVES TO ENSURE NO DAMAGE TO THE EXISTING ASSET OCCURS.
3. EXCAVATION FOR THE PROPOSED SHARED PATH TO BE NO GREATER THAN 150mm LAYERS TO ENSURE NO DAMAGE TO EXISTING WATER TRANSFER MAIN FOR CLEARANCES OF 500mm TO 1.0m DEPTH.
4. ANY SECTION WHERE THE CLEARANCE BETWEEN THE PROPOSED PATH AND WATER TRANSFER MAIN IS LESS THAN 500mm, WILL REQUIRE SECTION TO BE HAND DUG WITH EXTREME CAUTION. THE PATH BASE IS TO BE CONSTRUCTED WITH 100m CLASS 2 3% CEMENT TREATED CRUSHED ROCK.

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DRAWING NO. 1411P3
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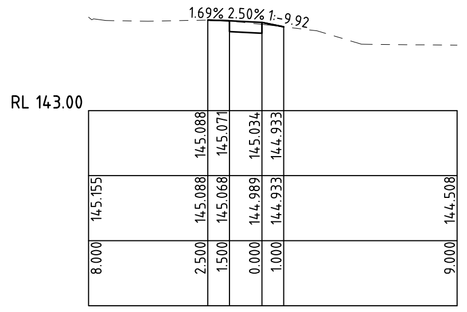
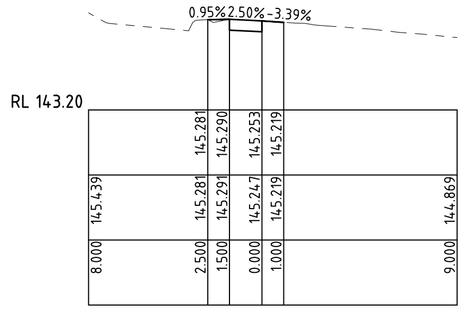
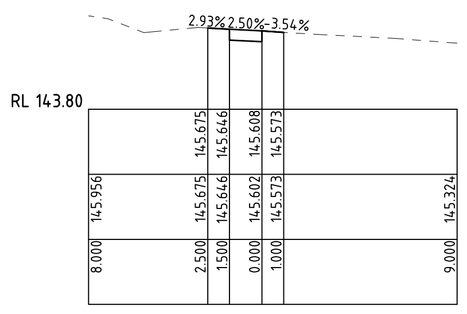


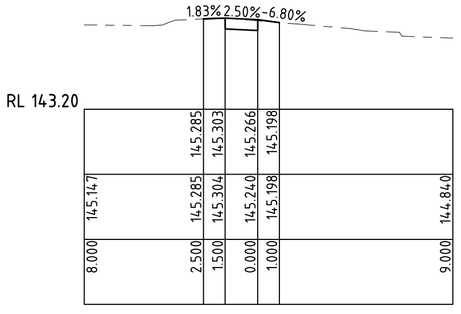
CH 30.00 m



CH 20.00 m



CH 10.00 m



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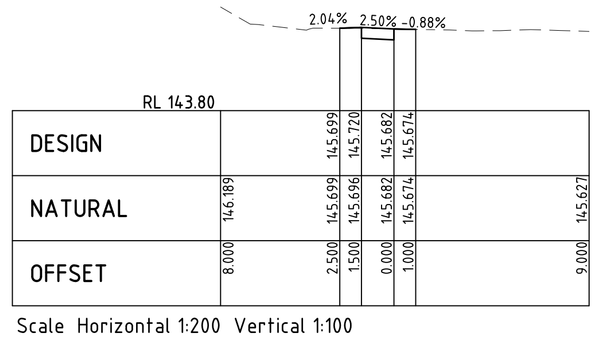

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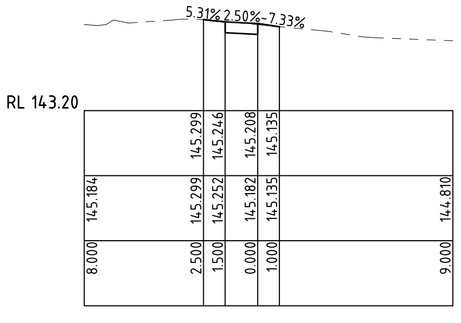

CH 40.00 m

CROSS SECTIONS - SIDE LEG (1.50m WIDE PATH)

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DATUM: A.H.D

PROJECT MANAGER — NAME: DATE:

DESIGN & DELIVERY TEAM MEMBER PEER CHECK — NAME: DATE:

TEAM LEADER DESIGN & DELIVERY — NAME: DATE:

APPROVED: MANAGER CITY DESIGN & TRANSPORT — NAME: DATE:

CITY OF WHITTLESEA

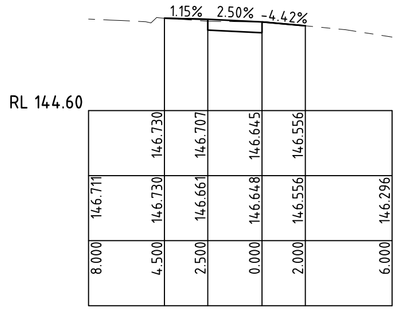
YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD,
MILLPARK – STAGE 6
PROPOSED SHARED PATH
CROSS SECTIONS

DRAWING NO. 1411P3

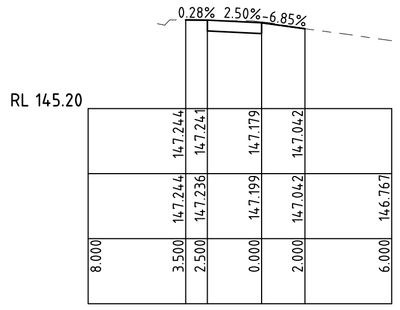
Engineering File No.

SCALE 1:250 @A1

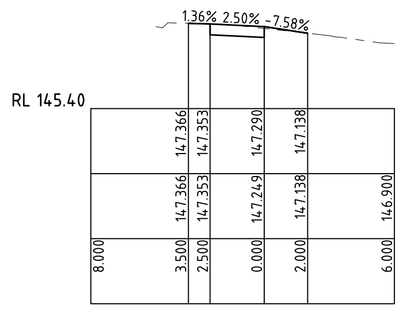
SHEET 16 OF 19



CH 10.00 m



CH 34.00 m



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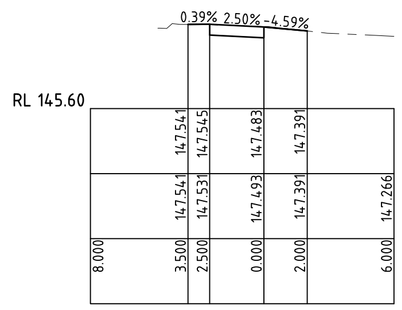
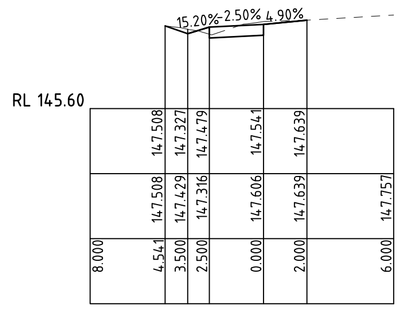
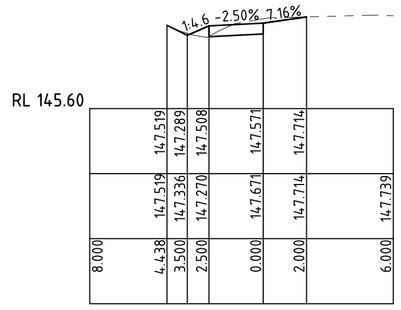


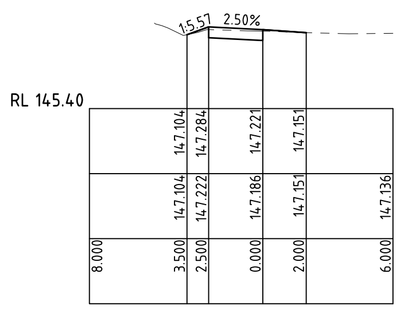
CH 60.00 m



CH 80.00 m



CH 90.00 m



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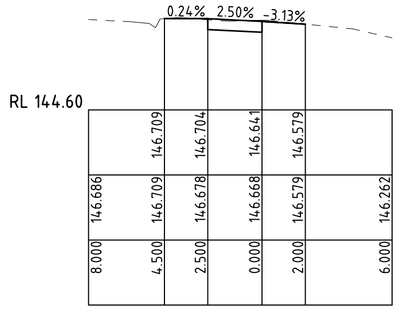
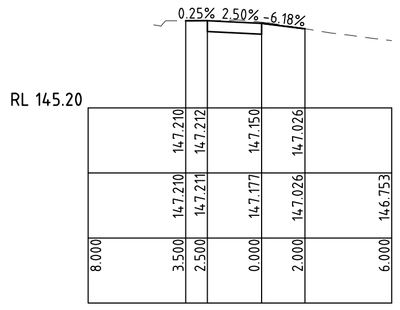
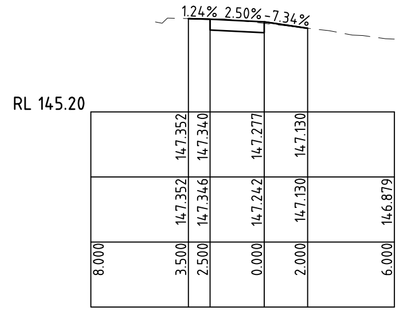


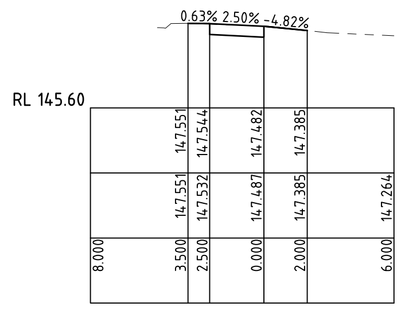
CH 5.20 m



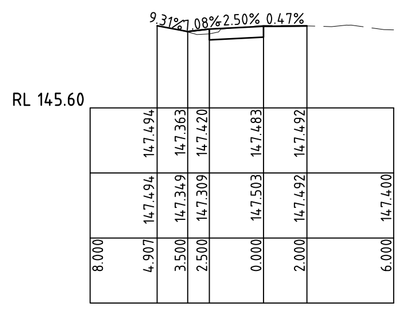
CH 32.44 m



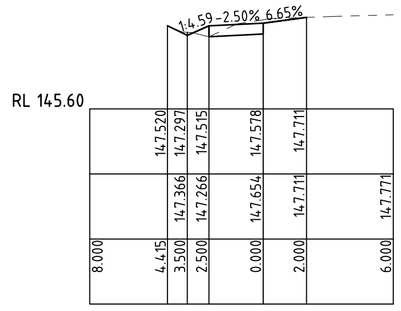
CH 41.44 m



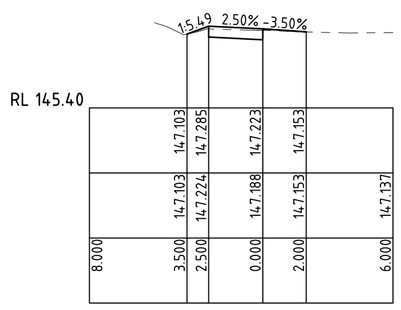
CH 59.55 m



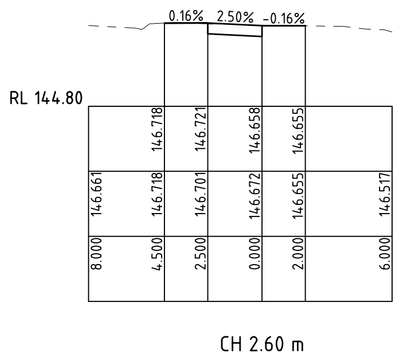
CH 70.00 m



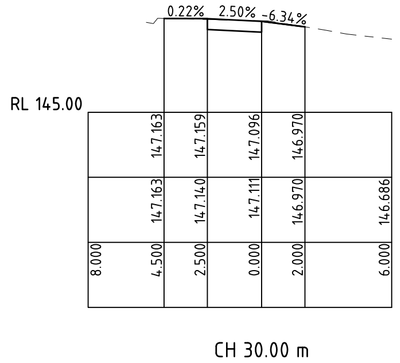
CH 87.73 m



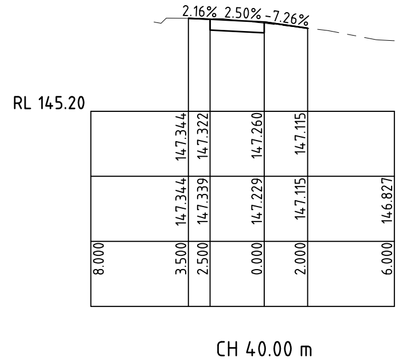
CH 110.00 m



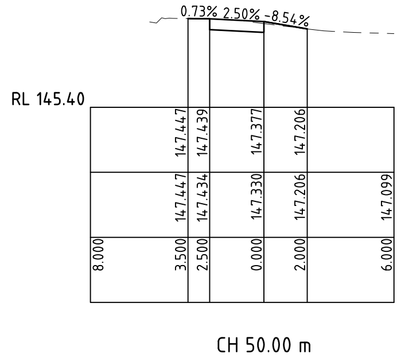
CH 2.60 m



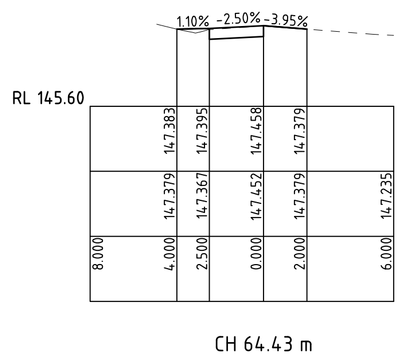
CH 30.00 m



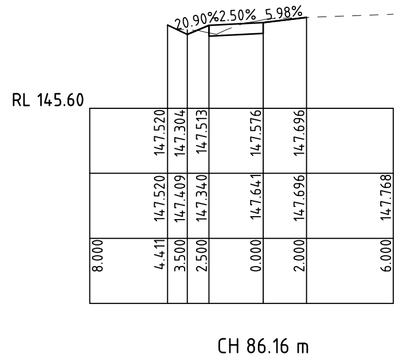
CH 40.00 m



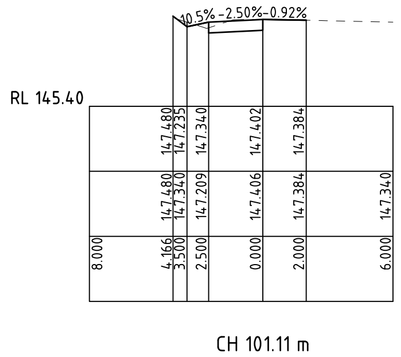
CH 50.00 m



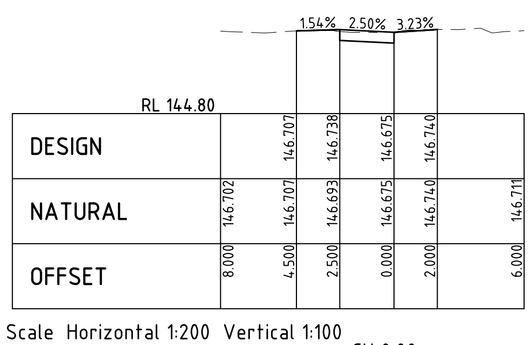
CH 64.43 m



CH 86.16 m

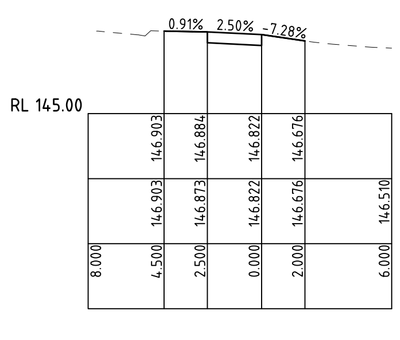


CH 101.11 m

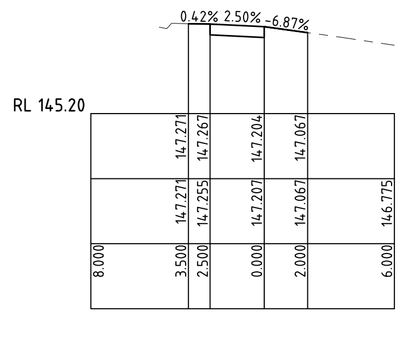


Scale Horizontal 1:200 Vertical 1:100

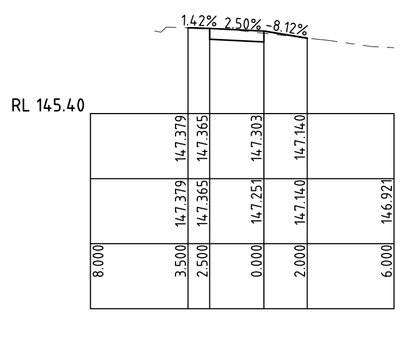
CH 0.00 m



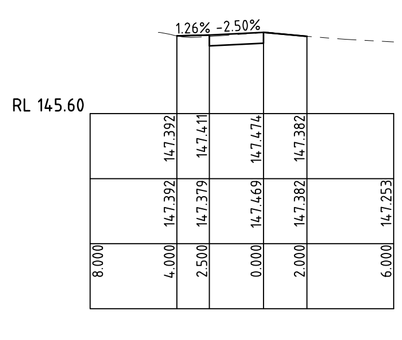
CH 20.00 m



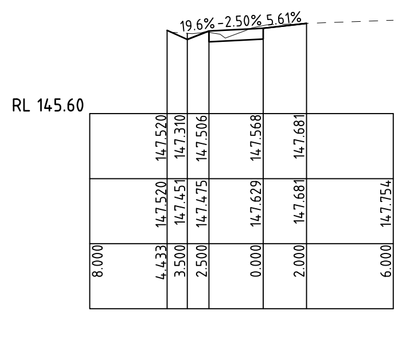
CH 35.55 m



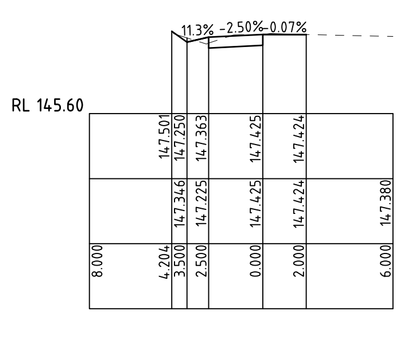
CH 43.62 m



CH 61.99 m



CH 84.59 m



CH 100.00 m

CROSS SECTIONS - SIDE LEG (2.50m WIDE PATH)

CRS Dwg. No.	1411
CRS Revision No.	P3

DATE	AMENDMENTS	REV	DATE	AMENDMENTS	REV
26/9/24	FINAL DESIGN PLANS	P3			
18/9/24	REVISED FUNCTIONAL DESIGN PLAN	P2			
9/9/24	FUNCTIONAL DESIGN PLAN	P1			

CIVIL ROAD SOLUTIONS P/L
60 Thompson Street, Avondale Heights, 3034
Phone: (03) 9331 4683, Mob: 0402 231310
Email: rimrek@civilroadsolutions.com ABN 13 151 174 104

DESIGNED RI — DATE 26/09/2024
CHECKED TI — DATE 26/09/2024
DRAWN RI — DATE 26/09/2024
APPROVED RI — DATE 26/09/2024

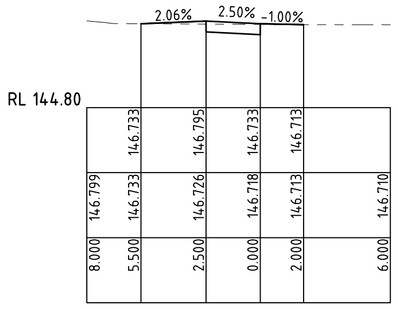
SURVEYED BY: MOONLAND GROUP
CAD FILE: YAN YEAN 1411P3
DATUM: A.H.D

PROJECT MANAGER — NAME: DATE:
DESIGN & DELIVERY TEAM MEMBER PEER CHECK — NAME: DATE:
TEAM LEADER DESIGN & DELIVERY — NAME: DATE:
APPROVED: MANAGER CITY DESIGN & TRANSPORT — NAME: DATE:

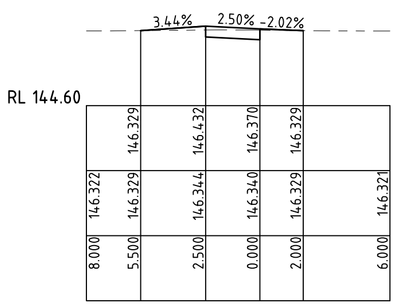
CITY OF WHITTLESEA

YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH
CROSS SECTIONS

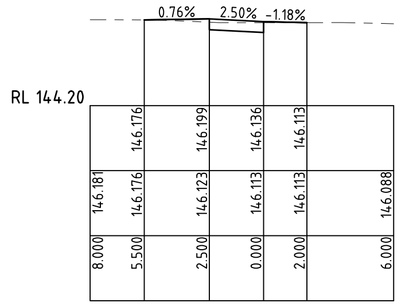
DRAWING NO. 1411P3
Engineering File No.
SCALE 1:250 @A1
SHEET 17 OF 19



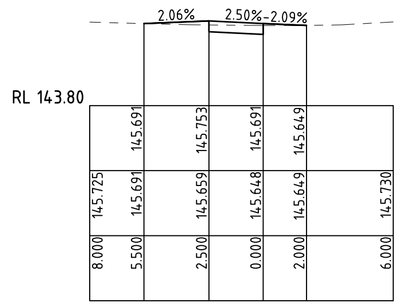
CH 140.00 m



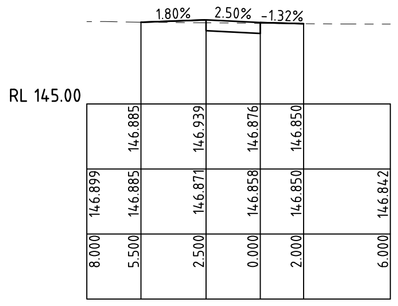
CH 165.28 m



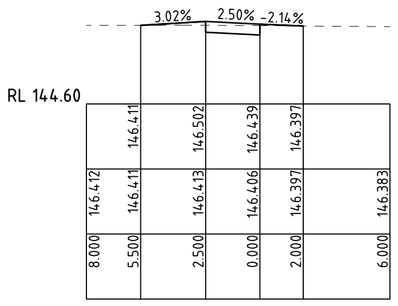
CH 183.21 m



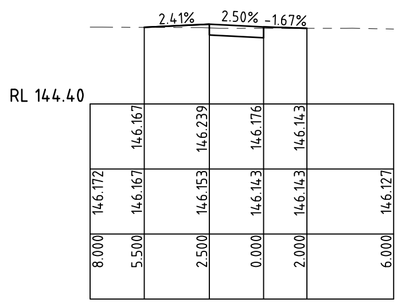
CH 210.00 m



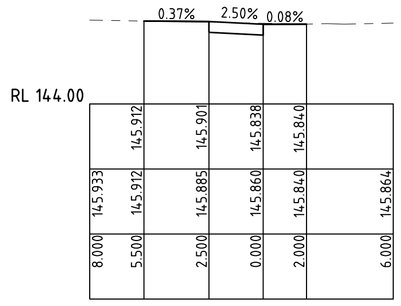
CH 130.00 m



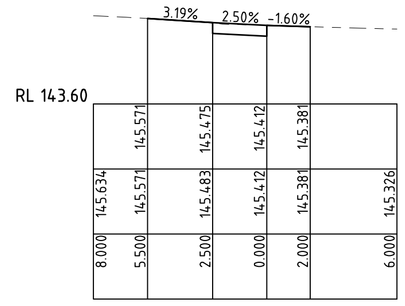
CH 160.43 m



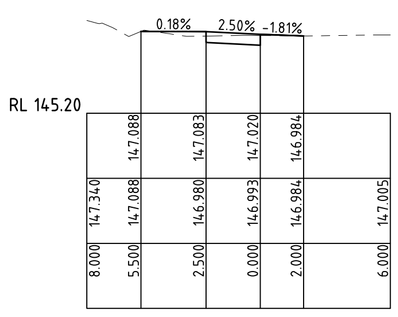
CH 180.00 m



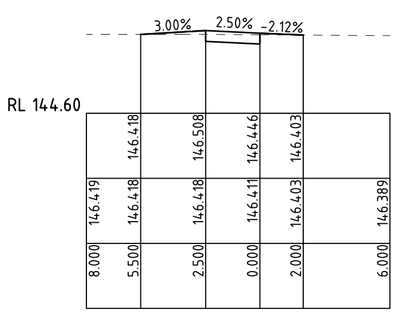
CH 200.57 m



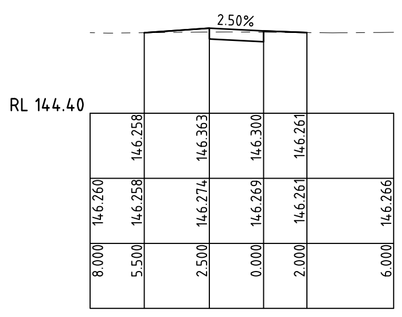
CH 238.98 m



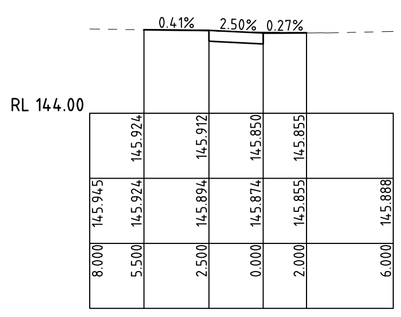
CH 120.00 m



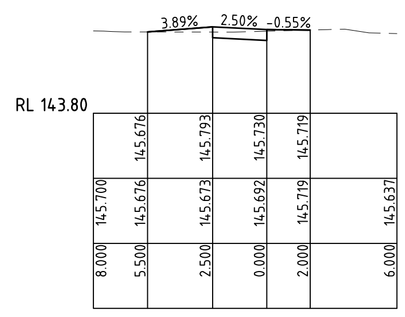
CH 160.00 m



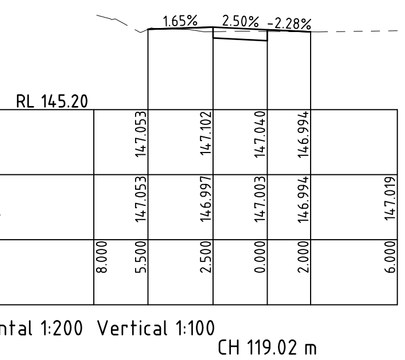
CH 170.14 m



CH 200.00 m

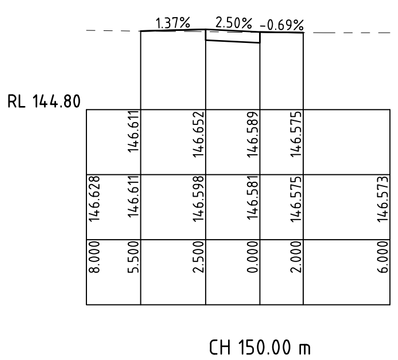


CH 230.00 m

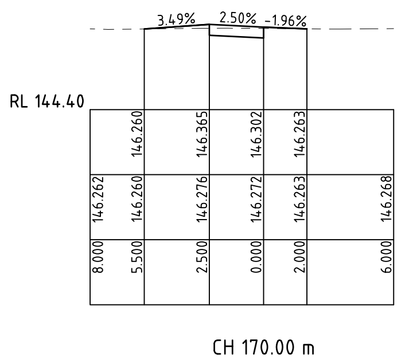


Scale Horizontal 1:200 Vertical 1:100

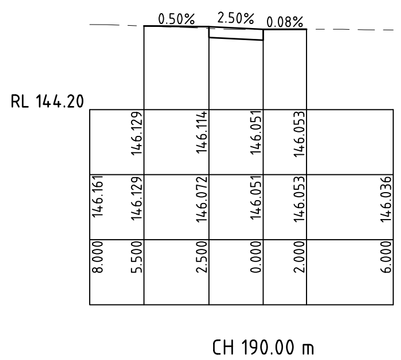
CH 119.02 m



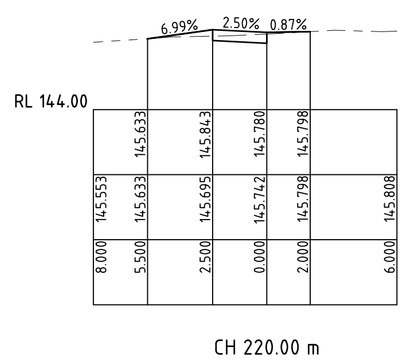
CH 150.00 m



CH 170.00 m



CH 190.00 m



CH 220.00 m

CROSS SECTIONS - SIDE LEG (2.50m WIDE PATH)

26/9/24	FINAL DESIGN PLANS	P3			
18/9/24	REVISED FUNCTIONAL DESIGN PLAN	P2			
9/9/24	FUNCTIONAL DESIGN PLAN	P1			
DATE	AMENDMENTS	REV	DATE	AMENDMENTS	REV

CIVIL ROAD SOLUTIONS P/L
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DESIGNED RI — DATE 26/09/2024
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SURVEYED BY: MOONLAND GROUP
CAD FILE: YAN YEAN 1411P3
DATUM: A.H.D

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CITY OF WHITTLESEA

YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH
CROSS SECTIONS

CRS Dwg. No.	1411
CRS Revision No.	P3
DRAWING NO.	1411P3
Engineering File No.	
SCALE	1:250 @A1
SHEET	18 OF 19

TRAVERSE LINE SETOUT MAIN LEG (3.0m WIDE)

LOCATION	EASTING	NORTHING
CH00	330302.224	5830969.800
MID8.36	330299.176	5830977.581
CH10	330298.682	5830979.147
TP11.52	330298.272	5830980.606
TP18.03	330296.604	5830986.900
CH20	330296.484	5830988.857
MID20.77	330296.646	5830989.608
TP23.51	330298.094	5830991.898
TP29.39	330302.465	5830995.829
CH30	330302.919	5830996.233
MID38.15	330309.471	5831001.070
CH40	330311.062	5831002.008
TP46.91	330317.305	5831004.966
CH50	330320.145	5831006.171
MID57.38	330326.609	5831009.726
CH60	330328.768	5831011.203
TP67.85	330334.760	5831016.266
CH70	330336.291	5831017.774
CH80	330343.415	5831024.791
CH90	330350.540	5831031.808
CH100	330357.664	5831038.825
CH110	330364.789	5831045.842
CH120	330371.913	5831052.859
CH130	330379.038	5831059.877
CH140	330386.163	5831066.894
CH150	330393.287	5831073.911
CH160	330400.412	5831080.928
CH170	330407.536	5831087.945
CH180	330414.661	5831094.962
CH190	330421.785	5831101.980

TRAVERSE LINE SETOUT MAIN LEG (3.0m WIDE)

LOCATION	EASTING	NORTHING
CH200	330428.910	5831108.997
CH210	330436.034	5831116.014
CH220	330443.159	5831123.031
CH230	330450.284	5831130.048
CH240	330457.408	5831137.065
CH250	330464.533	5831144.083
TP256.08	330468.867	5831148.351
CH260	330471.646	5831151.111
MID264.23	330474.621	5831154.111
CH270	330478.645	5831158.253
TP272.37	330480.280	5831159.964
CH280	330485.542	5831165.494
CH290	330492.435	5831172.739
CH300	330499.328	5831179.984
TP303.56	330501.784	5831182.565
CH310	330505.969	5831187.452
CH320	330511.398	5831195.837
MID322.79	330512.661	5831198.320
CH330	330515.397	5831204.990
CH340	330517.862	5831214.671
TP342.01	330518.166	5831216.658
CH344.14	330518.453	5831218.763
CH350	330519.244	5831224.574
CH360	330520.593	5831234.483
CH370	330521.919	5831244.394

TRAVERSE LINE SETOUT SIDE LEG (1.50m WIDE)

LOCATION	EASTING	NORTHING
CH00	330522.060	5831237.844
CH10	330531.969	5831236.495
CH20	330541.878	5831235.146
CH30	330551.786	5831233.796
CH40	330561.695	5831232.447
CH42.40	330564.070	5831232.124
CH44.26	330565.917	5831231.872
A4	330520.935	5831236.989
A5	330522.303	5831239.628
A6	330521.447	5831240.754

TRAVERSE LINE SETOUT SIDE LEG (2.50m WIDE)

LOCATION	EASTING	NORTHING
CH00	330293.994	5831206.607
MID2.60	330296.428	5831205.885
TP5.20	330298.710	5831206.998
CH10	330301.968	5831210.528
CH20	330308.752	5831217.875
CH30	330315.535	5831225.223
TP32.44	330317.188	5831227.013
MID34.00	330318.330	5831228.071
TP35.55	330319.623	5831228.940
CH40	330323.495	5831231.124
TP41.44	330324.747	5831231.830
MID42.53	330325.712	5831232.340
TP43.62	330326.705	5831232.796
CH50	330332.570	5831235.302
TP59.55	330341.353	5831239.055
CH60	330341.767	5831239.229
MID61.99	330343.620	5831239.958
TP64.43	330345.929	5831240.750
CH70	330351.238	5831242.427
CH80	330360.773	5831245.439
TP84.60	330365.155	5831246.822
MID86.16	330366.652	5831247.282
TP87.73	330368.157	5831247.719
CH90	330370.344	5831248.335
CH100	330379.969	5831251.047

TRAVERSE LINE SETOUT SIDE LEG (2.50m WIDE)

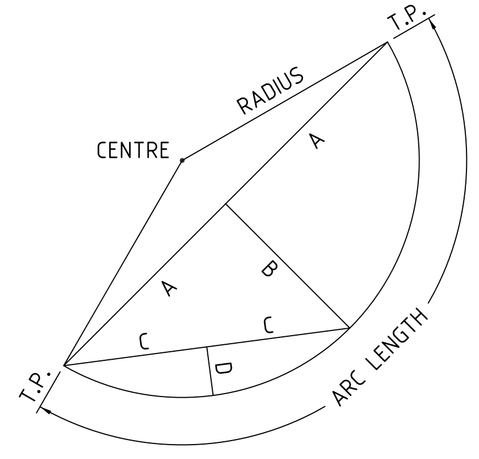
LOCATION	EASTING	NORTHING
TP101.11	330381.041	5831251.349
CH110	330389.824	5831252.466
MID110.07	330389.893	5831252.464
TP119.03	330398.682	5831250.926
CH120	330399.607	5831250.617
CH130	330409.092	5831247.448
CH140	330418.576	5831244.279
CH150	330428.061	5831241.110
CH160	330437.546	5831237.941
TP160.43	330437.951	5831237.806
CH170	330446.685	5831233.924
TP170.14	330446.808	5831233.855
CH180	330455.380	5831228.984
TP183.21	330458.166	5831227.401
CH190	330464.277	5831224.441
MID191.89	330466.039	5831223.763
CH200	330473.848	5831221.597
TP200.57	330474.409	5831221.491
CH210	330483.684	5831219.792
CH220	330493.520	5831217.991
CH230	330503.357	5831216.189
CH238.98	330512.186	5831214.572
A1	330514.169	5831211.539
A2	330512.552	5831217.046
A3	330515.480	5831219.168

TRAVERSE LINE CURVE SETOUT MAIN LEG (3.0m WIDE)

CURVE No.	RADIUS R	ARC LENGTH	A	B	C	D
R1	50.000	6.315	3.155	0.100	1.579	0.025
R2	5.000	5.486	2.608	0.734	1.354	0.187
R3	48.500	17.522	8.713	0.789	4.375	0.198
R4	51.500	20.938	10.397	1.060	5.226	0.266
R5	501.500	16.284	8.141	0.066	4.071	0.017
R6	61.500	38.448	18.912	2.980	9.573	0.750
R7	1.000	1.571	0.707	0.293	0.383	0.076
R8	1.000	1.571	0.707	0.293	0.383	0.076

TRAVERSE LINE CURVE SETOUT SIDE LEG (2.50m WIDE)

CURVE No.	RADIUS R	ARC LENGTH	A	B	C	D
R9	3.500	5.197	2.366	0.921	1.270	0.238
R10	10.000	3.118	1.552	0.121	0.779	0.030
R11	19.900	2.185	1.092	0.030	0.546	0.007
R12	49.900	4.882	2.440	0.060	1.220	0.015
R13	100.000	3.133	1.566	0.012	0.783	0.003
R14	30.000	17.912	8.823	1.327	4.461	0.334
R15	50.000	9.714	4.849	0.236	2.427	0.059
R16	51.750	17.366	8.642	0.727	4.336	0.182
R17	2.500	4.053	1.812	0.777	0.986	0.203
R18	2.500	4.041	1.808	0.773	0.983	0.201



26/9/24	FINAL DESIGN PLANS	P3			
18/9/24	REVISED FUNCTIONAL DESIGN PLAN	P2			
9/9/24	FUNCTIONAL DESIGN PLAN	P1			
DATE	AMENDMENTS	REV	DATE	AMENDMENTS	REV

CRS Dwg. No. 1411
CRS Revision No. P3

CIVIL ROAD SOLUTIONS P/L
60 Thompson Street, Avondale Heights, 3034
Phone: (03) 9331 4683, Mob: 0402 231310
Email: rimrek@civilroadsolutions.com ABN 13 151 174 104

DESIGNED RI — DATE 26/09/2024
CHECKED TI — DATE 26/09/2024
DRAWN RI — DATE 26/09/2024
APPROVED RI — DATE 26/09/2024

SURVEYED BY: MOONLAND GROUP
CAD FILE: YAN YEAN 1411P3
DATUM: A.H.D

PROJECT MANAGER — NAME: DATE:
DESIGN & DELIVERY TEAM MEMBER PEER CHECK — NAME: DATE:
TEAM LEADER DESIGN & DELIVERY — NAME: DATE:
APPROVED: MANAGER CITY DESIGN & TRANSPORT — NAME: DATE:

CITY OF WHITTLESEA

YAN YEAN PIPE TRACK
BUSH BLVD TO McDONALDS ROAD, MILLPARK – STAGE 6
PROPOSED SHARED PATH
SETOUT TABLES

DRAWING NO. 1411P3
Engineering File No.
SCALE 1:250 @A1
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