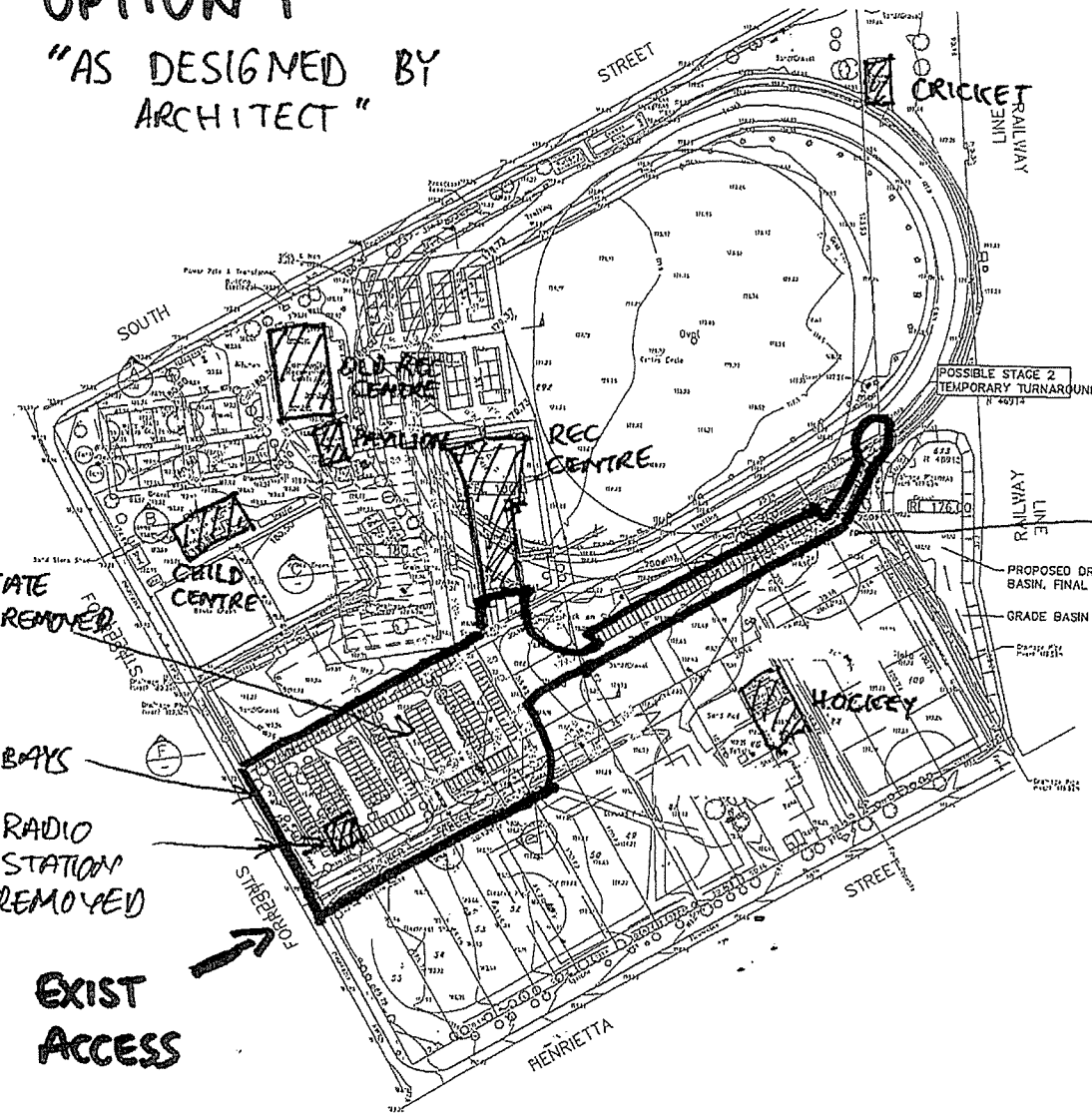
OPTION 1

"AS DESIGNED BY ARCHITECT"



NOTES

1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE SPECIFICATION AND REQUIREMENTS OF THE SHIRE OF YORK.
2. THE CONTRACTOR SHALL LIAISE WITH ALL RELEVANT AUTHORITIES TO LOCATE ALL EXISTING SERVICES WITHIN THE CONTRACT AREA PRIOR TO THE COMMENCEMENT OF WORK. WHERE EXISTING AND PROPOSED WORKS INTERSECT, LEVELS ARE TO BE TAKEN AND SUPPLIED TO THE SUPERINTENDENT.
3. THE CONTRACTOR SHALL LOCATE ALL LEVELS FROM ESTABLISHED BENCH MARKS.
4. ALL BENCH MARKS ARE TO BE PROTECTED AND PRESERVED.
5. THE CONTRACTOR SHALL INSTALL ALL DUCTS FOR SERVICE PROVIDERS ROAD CROSSIN
6. ALL KERB RETURNS AT INTERSECTIONS TO BE 12m RADIUS UNLESS SHOWN OTHERWISE
7. ALL KERBING TO BE SEMI-MOUNTABLE TYPE UNLESS OTHERWISE SHOWN. KERBING ON CORNER SWEEPS TO BE SEMI MOUNTABLE. (ALL KERBING ON A RADIUS OF 40m OR LESS MUST BE KEYED)
8. TRANSITIONS BETWEEN DIFFERENT KERB SECTIONS SHALL BE MADE OVER A LENGTH OF 2m AND SHALL COMMENCE AT THE TANGENT POINT OF KERB RETURNS IN THE CASE OF INTERSECTIONS
9. ALL CONSTRUCTION SHALL MAKE SMOOTH CONNECTION TO EXISTING WORK.
10. UNLESS OTHERWISE DETAILED, STORMWATER PIPE ALIGNMENT SHALL BE AS FOLLOWS:
    A) IN ROAD RESERVE – 3.0m FROM BOUNDARY UNLESS OTHERWISE NOTED.
    B) IN LOTS & P.A.W.'s – 1.0m FROM BOUNDARY UNLESS OTHERWISE SHOWN.
11. STORMWATER PIPES ARE TO BE REINFORCED CONCRETE RUBBER RING JOINT (CLASS 2 UNLESS OTHERWISE NOTED.
12. JUNCTION AND ENTRY PITS ARE TO BE LOCATED IN POSITIONS SHOWN, SUBJECTIVE OF THE INDICATED PIPE LENGTHS.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SUPPORT OF ALL EXISTING SERVICES ALL SEWER CROSSINGS SHALL BE PROVIDED WITH EITHER TIMBER BEARERS OR STEEL H TIMBER PILES AS REQUIRED.
14. ALL ROAD VERGES SHALL BE SURFACED WITH MINIMUM 75mm OF TOPSOIL – FREE OF DELETERIOUS MATERIAL. IF REQUIRED, HYDROMULCHING WILL BE INSTRUCTED BY THE SUPERINTENDENT.
15. WHERE CONNECTING INTO EXISTING DRAINAGE, THE CONTRACTOR IS TO PICK UP UPSTREAM AND DOWNSTREAM INVERT LEVELS OF EXISTING DRAINAGE LINE IMMEDIATELY DOWNSTREAM OF PROPOSED CONNECTION. THE CONTRACTOR TO SUPPLY THIS SURVEY INFORMATION TO THE SUPERINTENDENT PRIOR TO THE COMMENCEMENT OF ANY DRAINAGE CONSTRUCTION. THE CONTRACTOR TO THEN AWAIT NOTIFICATION FROM THE SUPERINTENDENT THAT DRAINAGE CONSTRUCTION MAY COMMENCE.
16. TRAFFIC ISLANDS TO HAVE SEMI-MOUNTABLE KERBING WITH FAUX BRICK INFILL OR EQUIVALENT.
17. ALL PAVEMENT TO BE CONSTRUCTED USING BLACK ASPHALT UNLESS OTHERWISE NOTE

LEGEND

- PROPOSED KERBING
- EXISTING KERBING
- PROPOSED STORMWATER DRAINAGE
- EXISTING STORMWATER DRAINAGE
- EXISTING & PROPOSED SEWER
- STREET SIGN AND POST
- EXISTING PAVEMENT
- MIDLAND BRICK "CLASSIC STYLE" 76mm "ROADPAVE" PAVERS WITH HERRINGBONE AND HEADER COURSE PATTERN
- UNITS OF WORKS BOUNDARY
- JP 12 CH. 47.00 — PIT NUMBER, TYPE AND CHAINAGE
- JP — JUNCTION PIT
- SEP — SIDE ENTRY PIT
- CSEP — COMBINATION SIDE ENTRY PIT
- GP — GRATED PIT
- MK — MOUNTABLE KERB
- FK — FLUSH KERB
- SMK — SEMI-MOUNTABLE KERB
- BK — BARRIER KERB
- PROPOSED JUNCTION PIT
- PROPOSED SIDE ENTRY PIT
- PROPOSED COMBINATION SIDE ENTRY PIT
- PROPOSED GRATED PIT
- EXISTING DRAINAGE PIT
- FINISHED GROUND CONTOUR
- PROPOSED 1.2m WIDE CONCRETE PATH REFER DETAIL DRAWING 7177-17-017
- 2m KERB TRANSITION
- U/S 88.78 — UPSTREAM PIPE INVERT LEVEL
- 375/2/37.8 — PIPE SIZE/PIPE CLASS/GRADE
- 44.6 — DISTANCE FROM C PIT TO C PIT
- D/S 85.57 — DOWNSTREAM PIPE INVERT LEVEL
- PROPOSED PRAM RAMP

PRELIMINARY - NOT FOR CONSTRUCTION

No.	Revision	Checked	Approved	Date
A	PRELIMINARY ISSUE	KK	KK	XX.XX.XX

groundWORK Consulting Engineers

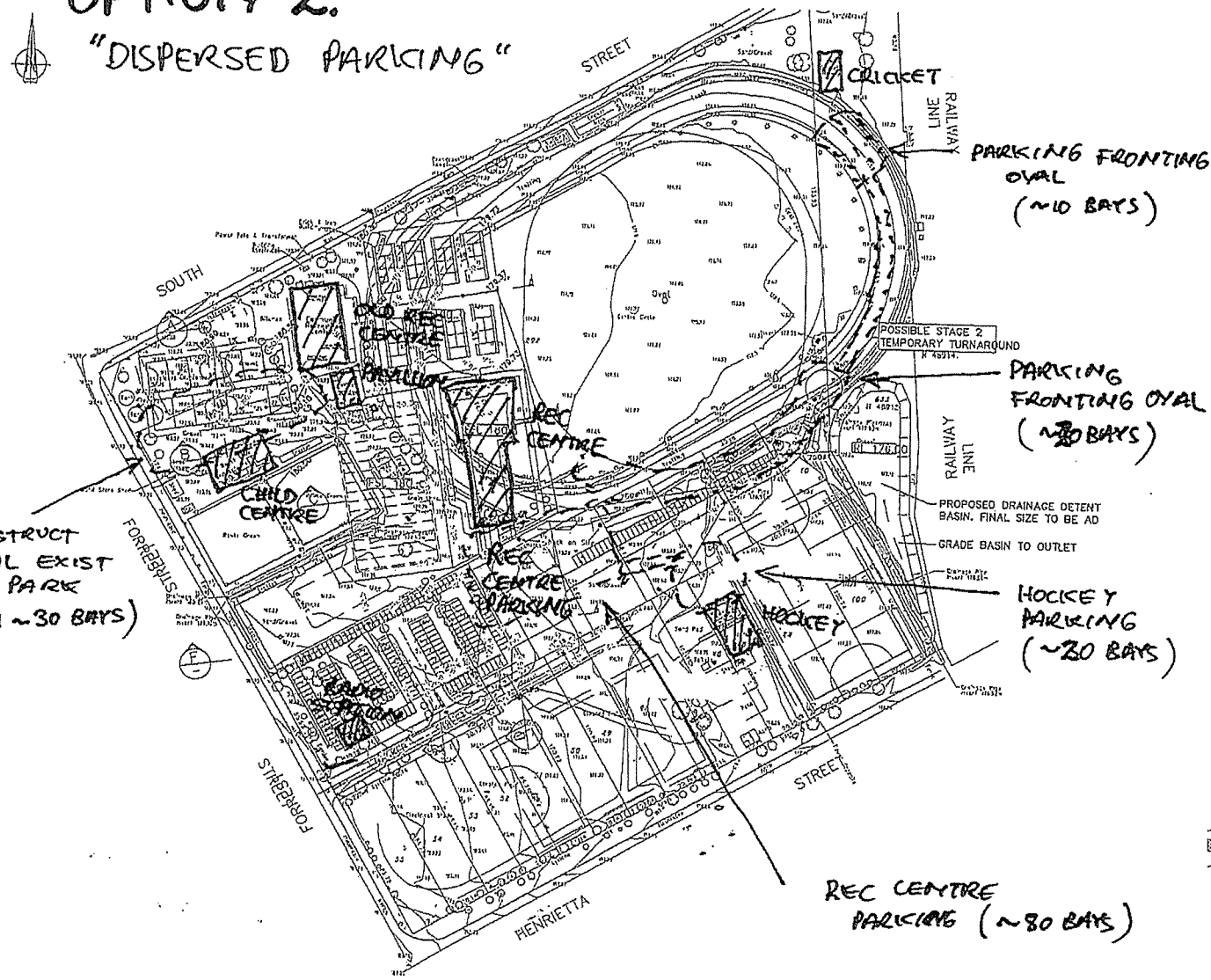
Scale 1:1000 (0 20 40 60)

SHIRE OF YORK
FORREST OVAL YORK
ROADS AND DRAINAGE LAYOUT PLAN

Original Size A1 | Drg. No. DRAFT | Rev. A

OPTION 2.

"DISPERSED PARKING"



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3. THE CONTRACTOR SHALL LOCATE ALL LEVELS FROM ESTABLISHED BENCH MARKS.
4. ALL BENCH MARKS ARE TO BE PROTECTED AND PRESERVED.
5. THE CONTRACTOR SHALL INSTALL ALL DUCTS FOR SERVICE PROVIDERS ROAD CRO
6. ALL KERB RETURNS AT INTERSECTIONS TO BE 12m RADIUS UNLESS SHOWN OTHER
7. ALL KERBING TO BE SEMI-MOUNTABLE TYPE UNLESS OTHERWISE SHOWN. KERBING ON CORNER SPLAYS TO BE DEMI MOUNTABLE. (ALL KERBING ON A RADIUS OF 40m OR LESS MUST BE KEYED)
8. TRANSITIONS BETWEEN DIFFERENT KERB SECTIONS SHALL BE MADE OVER A LENGT 2m AND SHALL COMMENCE AT THE TANGENT POINT OF KERB RETURNS IN THE CA INTERSECTIONS
9. ALL CONSTRUCTION SHALL MAKE SMOOTH CONNECTION TO EXISTING WORK.
10. UNLESS OTHERWISE DETAILED, STORMWATER PIPE ALIGNMENT SHALL BE AS FOLLOT
    A) IN ROAD RESERVE ~ 3.5m FROM BOUNDARY UNLESS OTHERWISE NOTED.
    B) IN LOTS & P.A.W.'s ~ 1.5m FROM BOUNDARY UNLESS OTHERWISE SHOWN.
11. STORMWATER PIPES ARE TO BE REINFORCED CONCRETE RUBBER RING JOINT CLAS UNLESS OTHERWISE NOTED.
12. JUNCTION AND ENTRY PITS ARE TO BE LOCATED IN POSITIONS SHOWN, WITH PECIF OF THE INDICATED PIPE LENGTHS.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SUPPORT OF ALL EXISTING SE ALL SEWER CROSSINGS SHALL BE PROVIDED WITH EITHER TIMBER BEARERS OR REC TIMBER PALES AS REQUIRED.
14. ALL ROAD VERGES SHALL BE SURFACED WITH MINIMUM 75mm OF TOPSOIL. ~ FREE DELETERIOUS MATERIAL. IF REQUIRED, HYDROMULCHING WILL BE INSTRUCTED BY TH SUPERINTENDENT.
15. WHERE CONNECTING INTO EXISTING DRAINAGE, THE CONTRACTOR IS TO PICK UP UPSTREAM AND DOWNSTREAM INVERT LEVELS OF EXISTING DRAINAGE LINE IMMEDIAT DOWNSTREAM OF PROPOSED CONNECTION. THE CONTRACTOR TO SUPPLY THIS SURV INFORMATION TO THE SUPERINTENDENT PRIOR TO THE COMMENCEMENT OF ANY DRA CONSTRUCTION. THE CONTRACTOR TO THEN AWAIT NOTIFICATION FROM THE SUPERI THAT DRAINAGE CONSTRUCTION MAY COMMENCE.
16. TRAFFIC ISLANDS TO HAVE SEMI-MOUNTABLE KERBING WITH FAUX BRICK WALL OR EQUIVALENT.
17. ALL PAVEMENT TO BE CONSTRUCTED USING BLACK ASPHALT UNLESS OTHERWISE IN

LEGEND

- PROPOSED KERBING
- EXISTING KERBING
- PROPOSED STORMWATER DRAINAGE
- EXISTING STORMWATER DRAINAGE
- EXISTING & PROPOSED SEWER
- STREET SIGN AND POST
- EXISTING PAVEMENT
- KINGLAND BRICK 'CLASSIC' EDGE 76mm 'TRAFFICAIR' PAVERS WITH HERRINGBONE AND HEADER COURSE PATTERN.
- LIMITS OF WORKS BOUNDARY
- (JP 12) CH. 47.00 — PIT NUMBER, TYPE AND CHAINAGE
- JP — JUNCTION PIT
- SEP — SIDE ENTRY PIT
- CSEP — COMBINATION SIDE ENTRY PIT
- GP — GRATED PIT
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- PROPOSED JUNCTION PIT
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- PROPOSED GRATED PIT
- EXISTING DRAINAGE PIT
- FINISHED GROUND CONTOUR
- PROPOSED 1.2m WIDE CONCRETE PATH REFER DETAIL DRAWING ????-??-CI?
- 2m KERB TRANSITION
- U/S 65.76 / 375/3/37.8 / 46.8 / D/S 65.57 — UPSTREAM PIPE INVERT LEVEL; PIPE SIZE/PIPE CLASS/GRADE; DISTANCE FROM C PIT TO C PIT; DOWNSTREAM PIPE INVERT LEVEL
- PROPOSED PRAM RAMP

PRELIMINARY - NOT FOR CONSTRUCTION

No.	Revision	Checked	Approved	Date
A	PRELIMINARY ISSUE			XX.XX.XX

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Scale 1:1000 — 0 20 40 60

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Client SHIRE OF YORK

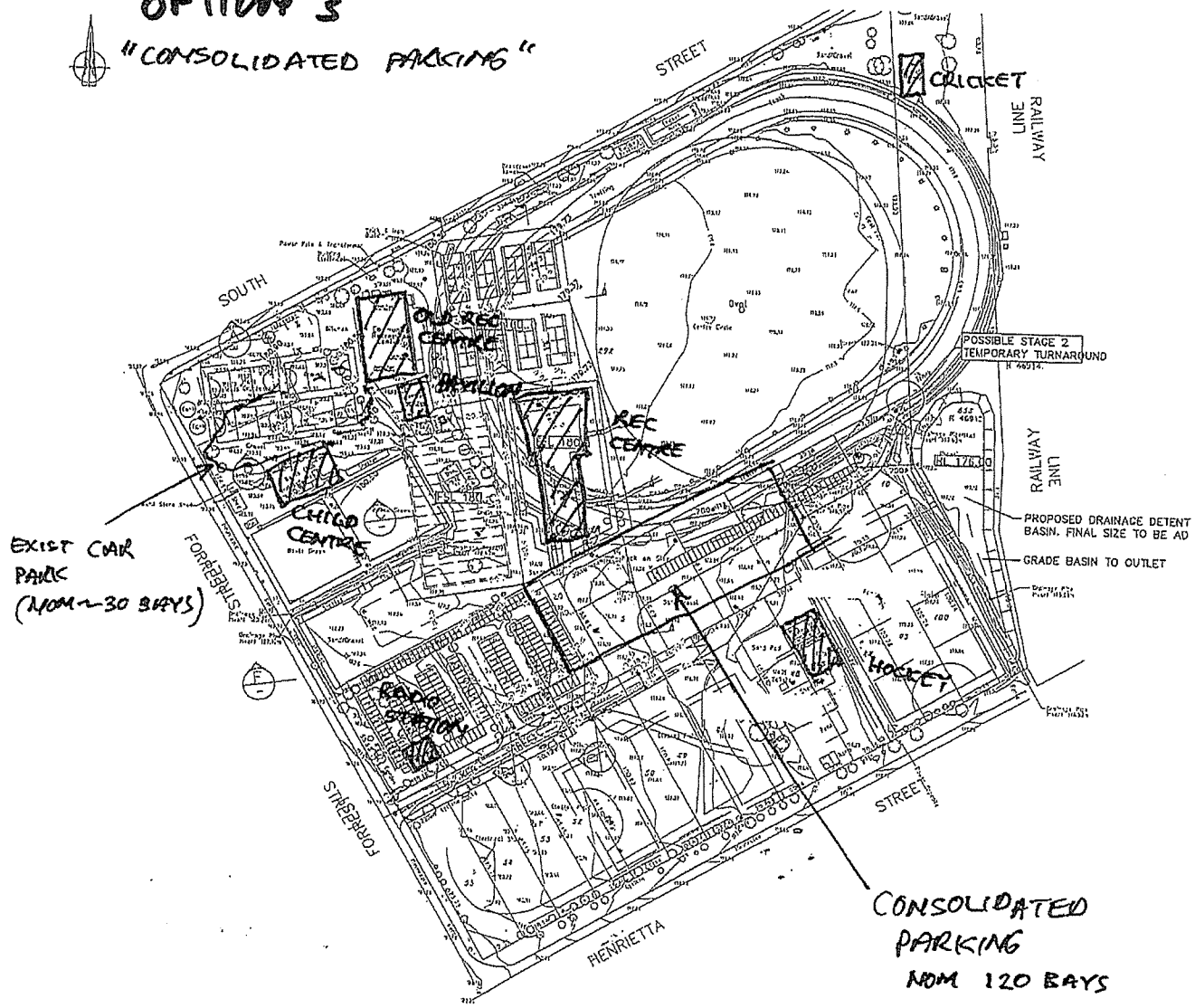
Job FORREST OVAL YORK

Title ROADS AND DRAINAGE LAYOUT PLAN

Original Size A1 — Drg. No. DRAFT — Revision A

OPTION 3

"CONSOLIDATED PARKING"



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9. ALL CONSTRUCTION SHALL MAKE SMOOTH CONNECTION TO EXISTING WORK.
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    A) IN ROAD RESERVE – 3.0m FROM BOUNDARY UNLESS OTHERWISE NOTED.
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11. STORMWATER PIPES ARE TO BE REINFORCED CONCRETE RUBBER RING JOINT (CLASS UNLESS OTHERWISE NOTED.
12. JUNCTION AND ENTRY PITS ARE TO BE LOCATED IN POSITIONS SHOWN, WITH SPECIFIC OF THE INDICATED PIPE LENGTHS.
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- PROPOSED GRATED PIT
- EXISTING DRAINAGE PIT
- FINISHED GROUND CONTOUR
- PROPOSED 1.2m WIDE CONCRETE PATH REFER DETAIL DRAWING 7777-77-CC
- 2m KERB TRANSITION
- U/S 85.78 / 375/2/37.8 / 44.0 / D/S 85.57 — UPSTREAM PIPE INVERT LEVEL; PIPE SIZE/PIPE CLASS/GRADE; DISTANCE FROM C PIT TO C PIT; DOWNSTREAM PIPE INVERT LEVEL
- PROPOSED PRAM RAMP

PRELIMINARY - NOT FOR CONSTRUCTION

No.	Revision	Checked	Approved	Date
A	PRELIMINARY ISSUE	KK	KK	KK.KK.YY

groundWORK Consulting Engineers

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Fax (08) 9221-5883

Scale 1:1000 (0 20 40 60)
Drawn RJH 01-02-10 Signed ALS 01-02-10
Quantity Design Owner
Approved
Work No.

Client SHIRE OF YORK
Job FORREST OVAL YORK
Title ROADS AND DRAINAGE LAYOUT PLAN

Drawing No. A1 Dwg. No. DRAFT
Revision A