HENLEY BROOK AVENUE EXTENSION

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Prepared for: City of Swan

Report Date: 29 August 2023

Version:

Report No. 2023-761





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1 INTRODUCTION

1.1 Background

The City of Swan is in the process of widening Henley Brook Avenue south of Gnangara Road and extending the Road through to just south of Henley Street (Figure 1). The proposed road works are within an unmade part of the road reserve at the northern end and mostly through private lots at the southern end (Figure 2).

The widening and extension work will result in the clearing of some native vegetation. An application for a Clearing permit has been submitted to the Department of Water and Environmental Regulation (DWER) (CPS 9953/1).

PGV Environmental was commissioned by the City of Swan to prepare a Construction Environmental Management Plan (CEMP) to be implemented during works to manage the impact of the proposed road works as required by DWER.

1.2 Information Requested

DWER identified a number of risk factors for land degradation to be managed. The factors identified that require management for the construction of the road extension to prevent land degradation are:

- Wind erosion;
- Water erosion;
- Subsurface acidification;
- Flood risk;
- Waterlogging; and
- Phosphorus export risk.

The CEMP includes management measures for dust prevention and stabilisation to minimise the risk of wind and water erosion during clearing and construction to prevent flooding and waterlogging and drainage design to include management of nutrients.

Given that most of the proposed road extension and surrounds are cleared of vegetation it is unlikely that the clearing for the construction of the road will have an impact on subsurface acidification exacerbated by the removal of the small amount of vegetation for the road. Pursuant to the *Contaminated Sites Act 2006* an investigation and if required Acid Sulphate Soils (ASS) Management Plan will be prepared for the road construction if there is any dewatering required or excavation into ASS risk soils. WAPC *Acid Sulphate Soils Planning Guidelines* (WAPC, 2009) indicate that "acid sulphate soils are technically manageable in the majority of cases" which would be applicable to the site.

The assessment of the Clearing Permit raised the following factors to be addressed as outlined in Water Quality Protection Notices (WQPN) as the proposed extension is located in a Public Drinking Water Source Area (PDWSA). The site is partly located within the Priority 2 (P2), Priority 3 (P3) and Priority 3* (P3*) as proclaimed under the *Rights in Water and Irrigation Act 1914* (RiWI Act).



P2 areas are normally assigned over rural land and are managed to minimise water quality risks. P3 areas are generally assigned over urban land, with the aim of managing water quality risks. In the Perth metropolitan area, strategic rezoning sometimes results in special priority 3* (P3*) areas, which recognise the increased risks to water quality and additional best management practices are required.

Specifically, the request from DWER states:

The preliminary assessment identified that the application area is located within the Priority 2 (P2), Priority 3 (P3) and Priority 3* (P3*) PDWSA proclaimed under the Rights in Water and Irrigation Act 1914 (RiWI Act)).

Advice received from the department's Water Source Protection Planning branch indicates that road construction and upgrades would be considered a land use that is compatible with conditions in a P2, P3 and P3* area. However, the Water Source Protection Planning branch has advised that additional information (under specifications) is required to determine whether the proposed road construction and upgrades meets condition 37 specified in WQPN 25 and WQPN's 10, 28, 29, 44, 56 83, 84 and the associated brochure, noting the best environmental practices are applied to the application area

Condition 37 of the WQPN 25 states:

In accordance with Roads to reuse: Product specification – recycled road base and recycled drainage rock:

- Do not use recycled drainage rock in PDWSAs.
- Do not use recycled road base in P1 areas, WHPZs and RPZs.

The definitions of these are within *Roads to Reuse: Product Specification - recycled road base and recycled drainage rock* (Waste Authority, 2018):

recycled drainage rock means a uniformly blended mixture of coarse grained aggregate typically between 20 and 27 mm in particle size consisting of a mixture of rock, brick and other similar rubble material produced from the crushing and screening of C&D waste. This material does not contain concrete.

recycled road base means a uniformly blended mixture of coarse and fine aggregate typically less than 19 mm in particle size consisting largely of concrete produced from the crushing and screening of C&D waste.

The City of Swan confirms that they will not be using recycled drainage rock and recycled road base as meets these definitions due to the proximity of the PDWSA.

Management measures under the WQPNs as detailed in the advice include:

- WQPN 10: Contaminant spills Emergency response plan (DWER, 2020)
- WQPN 28: Mechanical servicing and workshops (DWER, 2013a)
- WQPN 29: Mobile mechanical servicing and cleaning (DWER, 2013b)
- WQPN 44: Roads near sensitive water resources (DWER, 2006)
- WQPN 56: Tanks for fuel and chemical storage near sensitive water resources (DWER, 2018)



- WQPN 83: Infrastructure corridors near sensitive water resources (DWER, 2007)
- WQPN 84: Rehabilitation of disturbed land in PDWSAs (DWER, 2009)
- Brochure: Construction depots near sensitive water resources (DWER, 2008)

Information with regard to WQPNs 10, 44, 83 and 84 and additional details are provided in the CEMP.

WQPNs 28, 29, 56 and the Brochure are not addressed for the following reasons: There are no mechanical workshops or servicing proposed on the site. No fuels or oils will be stored on the site. There will be no on-site servicing or cleaning or depots constructed as part of the road extension works. There will be machinery stored on the site within a compound of hardstand.

The advice from DWER also identified the wetland habitats that are impacted by the proposed clearing for the road extension and provided the following advice:

The preliminary assessment identified that the proposed clearing intersects the St Leonards Creek and intersects 'Multiple use' palusplains (wetlands) (UFI 13758 and UFI 13396), which includes vegetation growing in association with a watercourse / wetland. The proposed clearing may result in the deterioration of surface water quality.

Further information is required as to how the above risks to watercourse and wetland values (including surface water quality) resulting from the proposed clearing are proposed to be minimised or managed.

A construction environmental management plan (or similar) outlining the strategies and procedures that will be implemented to minimise the impacts of clearing on water quality is recommended to be provided.

The area of the road works that intersects St Leonards Creek is already predominantly cleared of native vegetation. The management measures included in the CEMP address the impacts on water quality in surrounding wetland areas.

1.3 Scope of Works

The CEMP has been prepared to manage the relevant factors as required by DWER and includes the following:

- Dust management procedures to manage the impacts of potential wind erosion;
- Management of surface water during clearing and construction to prevent waterlogging, water erosion and offsite impacts on surrounding wetland areas;
- Road design and stormwater controls to manage nutrients and petroleum derivatives in stormwater and ensure that there is no contaminant export from the road and ensure water quality and quantity in St Leonards Creek are maintained;
- Stormwater controls to ensure there is no sedimentation in St Leonards Creek;
- An emergency response plan for any potential spills during clearing and construction;
- Hygiene protocols to prevent the spread of dieback disease and other soil-borne pathogens;



- Management of the crossing of St Leonards Creek to ensure impacts on the creekline are minimised; and
- Landscaping strategies to be used in the road reserve.



2 EXISTING ENVIRONMENT

2.1 Topography

The site is mostly flat 30-32 m Australian Height Datum (AHD) with a central ridge line rising up to 40m AHD (Figure 2).

2.2 Geology and Soils

The site is mapped on the Bassendean Dune System and consists of very low relief, leached, grey siliceous Pleistocene sand dunes, intervening sandy and clayey swamps and gently undulating plains (Bolland, 1998). These soils are very leached, infertile and mildly acidic (DPIRD, 2023).

The soil phases mapped on the site are:

- Bassendean, Jandakot Phase (212Bs_Ja) which is associated with low, gently sloping dunes on Aeolian sands. The soils are described as grey sand over pale yellow sands generally underlain by humic and iron podzols;
- Bassendean Yanga Phase (Bassendean) Phase (212Bs_Ya) which are located on poorly drained flats on alluvial deposits. The soils are semi-wet soils, yellow-brown shallow sands and grey deep sandy duplexes and are usually associated with dense Melaleuca scrub; and
- Bassendean Joel Phase (212Bs_J) which are poorly drained depressions with humus podzols;
 and
- VC Valley complex (Bassendean) (212Bs_VC) which are variable soils associated with drainage lines associated with St Leonards Creek (DPIRD, 2023).

The Land Degradation Risk Categories of the soil phases are outlined in Table 1.

Table 1: Land Degradation Risk Categories

Soil Type	Wind Erosion	Water Erosion	Subsurface Acidification	Flood Risk	Waterlogging	Phosphorus Export Risk
212Bs_Ja	50-70% of map unit has a high to extreme wind erosion risk	<3% of map unit has a high to extreme water erosion risk	>70% of map unit has a high subsurface acidification risk or is presently acid	<3% of the map unit has a moderate to high flood risk	<3% of map unit has a moderate to very high waterlogging risk	>70% of map unit has a high to extreme phosphorus export risk
212Bs_Ya	10-30% of map unit has a high to extreme wind erosion risk	<3% of map unit has a high to extreme water erosion risk	>70% of map unit has a high subsurface acidification risk or is presently acid	<3% of the map unit has a moderate to high flood risk	>70% of map unit has a moderate to very high waterlogging risk	10-30% of map unit has a high to extreme phosphorus export risk



Soil Type	Wind Erosion	Water Erosion	Subsurface Acidification	Flood Risk	Waterlogging	Phosphorus Export Risk
212Bs_J	10-30% of map unit has a high to extreme wind erosion risk	50-70% of map unit has a high to extreme water erosion risk	>70% of map unit has a high subsurface acidification risk or is presently acid	50-70% of the map unit has a moderate to high flood risk	>70% of map unit has a moderate to very high waterlogging risk	>70% of map unit has a high to extreme phosphorus export risk
212Bs_VC	3-10% of map unit has a high to extreme wind erosion risk	>70% of map unit has a high to extreme water erosion risk	>70% of map unit has a high subsurface acidification risk or is presently acid	>70% of the map unit has a moderate to high flood risk	>70% of map unit has a moderate to very high waterlogging risk	>70% of map unit has a high to extreme phosphorus export risk

Source - DPIRD, 2023

2.3 Hydrology

2.3.1 Groundwater

The site is on the Perth Surficial Swan and Mirrabooka aquifer. The Superficial Swan overlays the Leederville aquifer which is further described as the sub area Wanneroo member under the site and consists of poorly sorted fine – to medium-grained quartz with feldspar and occasionally trace heavy minerals. This overlays the Yarragadee aquifer (DoW, 2015).

Groundwater flows generally to the south-east and is between 27mAHD and 30mAHD (DWER, 2023). The depth to groundwater from the natural surface ranges from approximately 3 to 5m (DoW, 2015b). Annual average maximum water levels will be higher than the May 2003 levels as indicated.

2.3.2 Surface Water

The southern end of the road extension works site passes through a 'Multiple Use' palusplain wetland (UFI 13396) (shown in blue on Plate 1). The wetland in this location is highly modified and largely cleared of native vegetation.



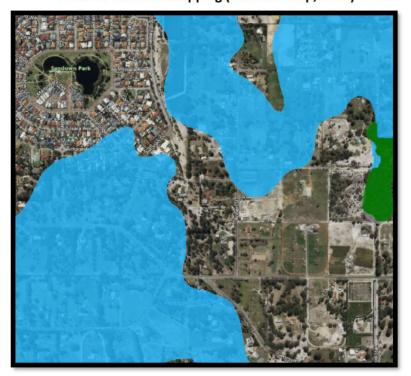


Plate 1: Wetland Mapping (National Map, 2023)

The southern part of the extension also crosses over a portion of the northern arm of St Leonards Creek. In this location the creek has been highly modified into a drain. The aerial photograph from 1965 (Landgate, 2023) shows the creekline has been excavated (Plate 2), most likely to facilitate draining of the Multiple Use palusplain wetland.



Plate 2: St Leonards Creek Excavation in 1965

2.4 Vegetation

2.4.1 Vegetation Description

The road reserve in the northern part of the site is mostly cleared and does not contain native vegetation but is dominated by weeds including non-native Geraldton Wax (Chamelaucium



uncinatum). A few Acacia saligna (Orange Wattle) shrubs and Adenanthos cygnorum (Woolly Bush) occur in the northern half.

The vegetation in the central part of the site is a mixture of planted trees such as River Red Gums (Eucalyptus camaldulensis) and Tuart (Eucalyptus gomphocephala) and scattered remnant native Jarrah (Eucalyptus marginata), Banksia trees (Banksia attenuata, B. menziesii) and Marri (Corymbia calophylla) trees. Most of the Marri trees are young (Plate 8), however several large trees also occur.

2.4.2 Vegetation Condition

The vegetation condition of the road reserve is in Completely Degraded condition, according to the condition scale of Keighery (1994) published in Bush Forever (Government of Western Australia, 2000).



3 CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

3.1 Site access

Access to the site will not be possible for the public during road construction. Temporary fences at both ends of the road construction site will be installed as well as along the rear property boundary that abuts the road to prevent public access to the site. The new road is anticipated to remain closed until the entire section to Park St is completed so fencing arrangements will be necessary for a few years. Therefore, a temporary fence or a 1.2m high rural-style fence with star pickets will be installed and fencing will remain until the entire road is complete. The fence will be inspected weekly to ensure its function and placement are maintained. Contractor access points will only be from the existing roads.

Fencing will be inspected daily to ensure it is intact and repairs undertaken as needed as soon as possible after any damage has been reported.

Management Measures

- M1 Fencing to be erected around to site to prevent public access
- M2 Access to the site to be from existing roads
- M3 Weekly inspections of fencing and timely repair of any damage

3.2 **Dust Management**

3.2.1 Objective

To prevent offsite impacts of dust from wind erosion prone soils.

3.2.2 Site Classification

The site is graded as Classification 2 – Low Risk in accordance with the A Guideline for Managing the Impacts of Dust and Associated Contaminants from Land Development Sites, Contaminated Sites Remediation and other Related Activities (DEC, 2011) as per the Site Classification Assessment Chart for Uncontaminated Dust.

3.2.3 Timing

The soil types on the site have a risk of wind erosion and therefore can have a risk of producing dust. The works are proposed to be undertaken in winter and therefore the risk of dust being produced is lowered due to the wet soils at that time of the year. Works may extent into summer at which time management measures as contained in the CEMP will be employed.

3.2.4 Hours of Operation

No works will be carried out after 5:00pm or before 7:00am Monday to Friday and not at all on Sundays or public holidays. Work will only be undertaken on Saturdays unless required.



3.2.5 Advisory Notices

Advisory notices are not required for Classification 2 sites, however residents of properties adjoining the road have been made aware of the intended works. A letter will be sent two weeks prior to commencement advising of the timing and extent of works.

3.2.6 Speed Limits

Low speeds will be maintained during construction in the road reserve to minimise dust generation. Signage will be erected to indicate appropriate travelling speeds.

3.2.7 Access Roads

Access roads are sealed and are not likely to cause an increased nuisance dust issue. If excessive dirt from operations is spilt onto roads that then create significant dust, the management of the dust will be the same as in the areas of active works.

3.2.8 Stripped and Stockpiled Soil

Topsoil will not be stripped in high wind or adverse conditions. Any stockpiles that are generated will be managed in accordance with Guidelines (DEC, 2011) and the contractor will:

- Locate stockpiles in sheltered areas where possible.
- Limit the height and slope of the stockpiles to reduce wind pick up;
- Orient stockpiles lengthwise into the wind so they offer the minimum cross-sectional area to prevailing winds;
- Stabilise stockpiles with mulch or hydromulch if stockpiles are producing nuisance dust; and
- Limit activity to the downwind side of the stockpile.

3.2.9 Water Carts

The soil will be kept damp whilst machinery is working by use of a water cart. The water cart will be kept onsite at all times and will be able to commence watering within 12 hours during the working week and 48 hrs over weekends of a reported dust complaint.

3.2.10 Stabilisation

Approved hydro-mulching equipment will be instructed to be deployed by the City in the event of sustained dust generation from soil piles or exposed banks.

3.2.11 Monitoring

Dust will be monitored by visual observation from the construction site and stockpiles. Installation of dust monitoring equipment is not proposed due to the low risk of dust being an issue.

3.2.12 Complaints Management

The contractor will be notified of any dust related complaint by either the complainant, the Department of Water and Environment Regulation (DWER) or the Local Authority. In the event that justifiable complaint is received, there will be a set protocol to be followed:

- 1. The site supervisor is informed of the complaint;
- 2. The site supervisor will contact the appropriate manager;



- 3. Upon verification of the legitimacy of the complaint the site supervisor will identify the source for the complaint and if possible provide an immediate solution;
- 4. If an immediate solution is not available the site supervisor will liaise with the manager to develop possible solutions;
- 5. Works that create dust will be ceased on-site until a solution can be implemented;
- 6. Upon the implementation of any solution site supervisor will report to the manager; and
- 7. The complainant will be informed of the actions taken and asked for feedback.

All complaints, actions and outcomes will be recorded and maintained for auditing for the duration of the construction period.

Management Measures

- M4 No works will be carried out after 5:00pm or before 7:00am Monday to Saturday and not at all on Sundays or public holidays
- M5 Low speed limits to be implemented on the site and signage installed at access points
- M6 Stockpiles to be located in sheltered areas, lengthways to prevailing winds with limited height and slope
- M7 Stabilise stockpiles with mulch or hydromulch if stockpiles are producing nuisance dust
- **M8** Water carts to be present in dry conditions
- M9 Complaints register to be set up by the contractor
- M10 All complaints, actions and outcomes will be recorded and maintained for auditing for the duration of the construction period
- M11 Visual monitoring for dust to be undertaken during works

3.3 Surface Water Management

3.3.1 Stormwater

The construction of the road may create areas where surface run-off is exacerbated during construction works. Stormwater will be captured in temporary drainage swales and infiltrated within the road footprint.

The long-term drainage treatment for the proposed extension of Henley Brook Avenue will include a retention basin to be constructed on the north-western side of St Leonards Brook (Appendix 1). The retention basin will retain first flush events, in accordance with the Henley Brook Structure Plan Local Water Management Strategy (LWMS) (Emerge, 2020). The basin will be planted with native vegetation to encourage biological nutrient uptake, consistent with the *Vegetation guidelines for stormwater biofilters in the south-west of Western Australia* (Monash University, 2014). The species chosen will have extensive and fine root systems, be relatively fast growing, be able to withstand temporary and regular inundation, and have long growing seasons. A sufficient density of plants of at least 6/m2 is recommended to provide adequate initial coverage and room for growth. Species will be native and planting in accordance with WQPN 84.



Management Measures

- M12 Stormwater runoff during construction to be managed in temporary swales
- M13 The drainage basin next to St Leonards Creek will be planted with native species as per the Henley Brook Structure Plan LWMS

3.3.2 Erosion and Sedimentation

All batters will be constructed to the specified grade and will be stabilised as soon as possible after they are constructed. The retention basin to be constructed on the west side of the road and close to St Leonards Creek will ensure that soil is not washed into the creekline. Steep road batters will be stabilised with Jute mats or vegetated in accordance with the Landscape Management Plan with stone pitching in areas of surface water overflow to prevent erosion.

During construction any stockpiles showing evidence of water erosion will be stabilised with mulch or hydromulch.

Monitoring of stockpiles, newly contoured land, and batters will be undertaken to inspect for signs of water erosion. Inspections will be undertaken on a weekly basis or after significant rainfall greater than the 1/1 ARI (16 mm in 15 minutes).

Management Measures

- M14 Batters to be constructed to specified grades
- M15 Batters greater than 1:2 to be stabilised as soon as possible after construction
- M16 A retention basin will be constructed near St Leonards Creek to capture first flush stormwater events
- M17 Batters greater than 1:2 to be vegetated and stone pitching to be used in stormwater overflow areas
- M18 Stabilise stockpiles showing signs of water erosion with mulch or hydromulch
- M19 Areas of open soil will be inspected weekly or after a 1/1 ARI rainfall event for signs of water erosion or sedimentation

3.4 Wetland Protection

The footprint of the road runs through St Leonards Creek which is a highly modified creekline that transports water downstream in winter/spring. The creekline has been completely cleared in the past and excavated to provide a drainage function to the surrounding land. Box culverts will be installed under the road at the creek crossing to ensure the function of the creekline is maintained. The construction of the crossover of the creekline will be undertaken in accordance with requirements of the Bed and Banks licence.



Management Measures

M20 St Leonards Creek crossover to be constructed using boxed culverts to ensure pre development water flows are maintained.

3.5 Spills Management

Refuelling machinery will need to take place on-site daily using a fuel trailer located within the compound. Refuelling on site will be undertaken on a sealed or bunded surface within the compound and construction vehicles will not be left unattended when refuelling.

To mitigate the risk of localised spill of hydrocarbon or other contaminant during construction the following will be undertaken:

- All portable toilets will be located in flat areas and managed by an appropriate contractor;
- . No hydrocarbons or other hazardous materials will be stored outside of the compound; and
- A spill kit will be available at the site compound and any hydrocarbon spills will be cleaned up appropriately.

Management Measures

- M21 Refuelling on site shall be undertaken on a sealed or bunded surface within the compound and never left unattended during refuelling.
- M22 Portable toilets to be placed on level ground.
- M23 A spill kit will be available at the site compound.

3.6 Emergency Response Plan

An Emergency Response Plan as per WQPN 10: Contaminant spills – Emergency response plan will be implemented. In the event of a serious emergency at the site, the following procedure will be followed:

- 1. Stop work.
- 2. All personnel shall leave the work zone and return to the emergency assembly area.
- 3. Await further instructions from the Construction Contractor and/or appointed representative.

Personnel will not return to the work area unless advised to do so by the Construction Contractor or an appointed representative. The Construction Contractor will notify the relevant service as to the details regarding any emergency as outlined in Table 4.

Table 2: Emergency Contact Information

Name	Contact Number
Ambulance / Police / Fire Brigade	000
Department of Environment Regulation Pollution Response Services (24/7)	1300 784 782
Wildcare helpline	(08) 9474 9055
City of Swan	(08) 9267 9267



Records will be kept of any incidents, accidents, hazardous situations, unusual events and unsafe health exposures and the corrective action taken. Emergency procedures and contact telephone numbers will be available on site at all times at a central location.

Management Measures

- M24 Emergency procedure to be available on-site and followed if an emergency occurs
- M25 Reporting of any emergencies as required

3.7 Dieback

3.7.1 Dieback Status

There are very few native plants remaining in the road reserve and as such the area is deemed to be 'Uninterpretable' for dieback.

3.7.2 Dieback Management

Phytophthora Dieback (Phytophthora cinnamomi) is a soil-borne pathogen that infects the roots of vulnerable species, limiting the roots ability to take up water, thereby weakening or killing the host plant. The spores of Phytophthora Dieback are transported by water and in soil. In sloping areas Phytophthora dieback spreads quickly in surface and sub-surface water flows. It spreads slower upslope and on flat ground because it is restricted to movement by root-to-root contact.

Hygiene management procedures will be implemented on the site with signage erected at all access points to the development area. The signs should include the following procedures:

- Vehicle inspection protocols to ensure the vehicle is free from soil/organic material prior to entry and exit;
- Brush down of contaminated vehicles and machinery in dry weather
- Wash down of contaminated vehicles and machinery used in clearing with suitable disinfectant such as bleach dilution, methylated spirits or an approved product such as Phytoclean during wet weather.

The spread of *Phytophthora* Dieback is more prevalent in the winter months when the soil is wet and overland flows can spread the disease quickly. Initial clearing works will be scheduled as much as possible in drier conditions when the development areas are not waterlogged or have flowing water down drainage channels.

To prevent transfer of potentially infected soil into adjoining areas there will be no access to the adjoining areas outside of designated access points and no soil will be pushed into these areas. Earthworks will ensure that no contours are created that drain surface water from the development area to outside of the road reserve. Stockpiles of soil and mulch will be located and oriented as per the dust management plan (Section 3.2).

All soils or mulch to be imported to the site during works will be disease and pathogen free. All plants used for landscaping will be free of dieback. Any building materials will be free from soil.



Management Measures

- **M26** Soil in the construction footprint of grades greater than 1:2 will be stabilised so it is not prone to water erosion and being washed into adjoining areas.
- **M27** The following hygiene protocols will be followed:
 - Vehicle inspection protocols to ensure the vehicle is free from soil/organic material prior to entry and exit;
 - Brush down of contaminated vehicles and machinery in dry weather
 - Wash down of contaminated vehicles and machinery used in clearing with suitable disinfectant such as bleach dilution, methylated spirits or an approved product such as Phytoclean during wet weather.
- **M28** Clearing works will be scheduled as much as possible when areas do not have flowing water or are waterlogged.
- M29 There will be no soil pushed to the outside of the road footprint
- **M30** All imported landscaping and revegetation materials (i.e. soil, mulch, seedlings) brought onsite will be weed and certified dieback free.
- **M31** Imported pipes, stone pitching materials and other construction materials are to be free of mud and soil.

3.8 Landscaping

Landscaping in the drainage basin will be made up of largely native species. The retention basin will be planted with a mixed of reeds to trap any sediments and utilise any nutrient run-off to ensure that no nutrients are exported from the road.

Management Measure

M32 Landscaping to be mixture of native species with appropriate nutrient stripping species to be used in drainage infrastructure

3.9 Induction

The Construction Environmental Management Plan will be supplied by the Construction Superintendent to contractors on the site and the induction will address all management procedures and requirements outlined in this plan.

Management Measure

M33 CEMP to be provided as part of Induction Package



4 SUMMARY OF MANAGEMENT PLAN

Table 3 outlines the management actions as contained in the CEMP

Table 3: Summary of Management Plan

Factor	No.	Management Action
	M1	Fencing to be erected around to site to prevent public access
Access	M2	Access to the site to be from existing roads
	M3	Weekly inspections of fencing and timely repair of any damage
	M4	No works will be carried out after 5:00pm or before 7:00am Monday to Saturday and not at all on Sundays or public holidays
	WIS	Low speed limits to be implemented on the site and signage installed at access points
	M6	Stockpiles to be located in sheltered areas, lengthways to prevailing winds with limited height and slope;
Dust	W7	Stabilise stockpiles with mulch or hydromulch if stockpiles are producing nuisance dust
Management	M8	Water carts to be present in dry conditions
	6M	Complaints register to be set up by the contractor
	M10	All complaints, actions and outcomes will be recorded and maintained for auditing for the duration of the construction period
	M11	Visual monitoring for dust to be undertaken during works
20 to 1000 to 10	M12	Stormwater runoff during construction to be managed in temporary swales
Stormwater	M13	The drainage basin next to St Leonards Creek will be planted with native species as per the Henley Brook Structure Plan LWMS
	M14	Batters to be constructed to specified grades
	M15	Batters greater than 1:2 to be stabilised as soon as possible after construction
Erosion and	M16	A retention basin will be constructed near St Leonards Creek to capture first flush stormwater events
Sedimentation	M17	Batters greater than 1:2 to be vegetated and stone pitching to be used in stormwater overflow areas
	M18	Stabilise stockpiles showing signs of water erosion with mulch or hydromulch
	M19	Areas of open soil will be inspected weekly or after a 1/1 ARI rainfall event for signs of water erosion or sedimentation
Wetland	OCM	C+ 1 contract of the second of
Protection	NIEU	of Leonal do Creek crossover to be constructed using boxed curverts to ensure pre development water nows are maintained.
	M21	Refuelling on site shall be undertaken on a sealed or bunded surface within the compound and never left unattended during
Spills	771	refuelling
Management	M22	Portable toilets to be placed on level ground
	M23	A spill kit will be available at the site compound



Factor	No.	Management Action
Emergency	M24	Emergency procedure to be available on-site and followed if an emergency occurs
Response Plan	M25	Reporting of any emergencies as required
	SCIN	Soil in the construction footprint of grades greater than 1:2 will be stabilised so it is not prone to water erosion and being
	INIZO	washed into adjoining areas.
		The following hygiene protocols will be followed:
		 Vehicle inspection protocols to ensure the vehicle is free from soil/organic material prior to entry and exit;
	M27	 Brush down of contaminated vehicles and machinery in dry weather
Jordein		 Wash down of contaminated vehicles and machinery used in clearing with suitable disinfectant such as bleach
Dieback		dilution, methylated spirits or an approved product such as Phytoclean during wet weather.
	M28	Clearing works will be scheduled as much as possible when areas do not have flowing water or are waterlogged.
	M29	There will be no soil pushed to the outside of the road footprint
	OCIV	All imported landscaping and revegetation materials (i.e. soil, mulch, seedlings) brought onsite will be weed and certified
	OCIAI	dieback free.
	M31	Imported pipes, stone pitching materials and other construction materials are to be free of mud and soil.
Landscaping	M32	Landscaping to be mixture of native species with appropriate nutrient stripping species to be used in drainage infrastructure
Induction	M33	CEMP to be provided as part of Induction Package



5 REFERENCES

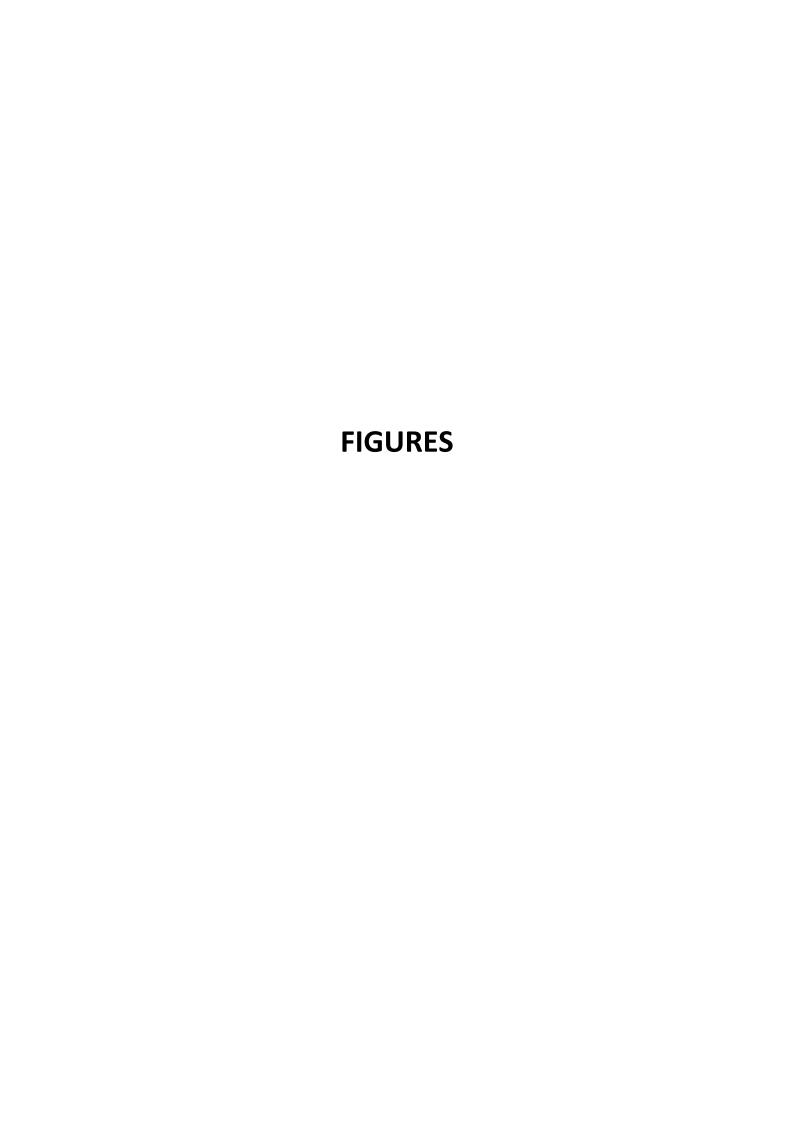
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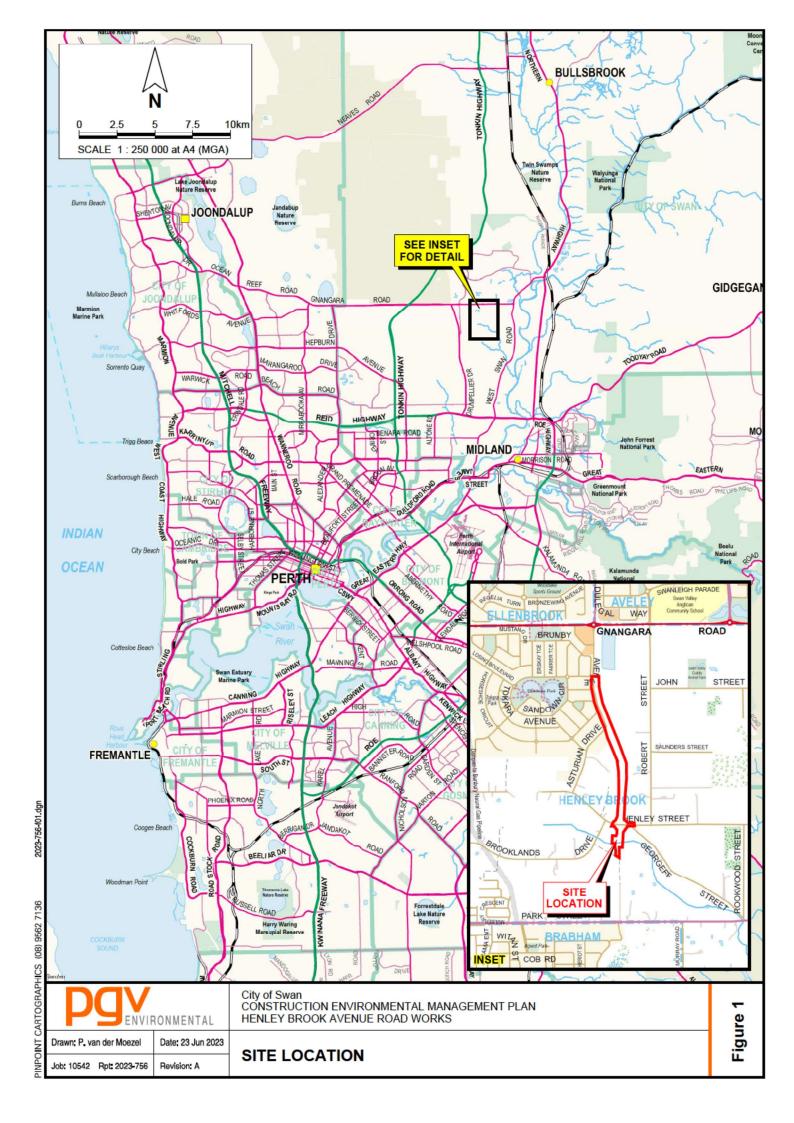
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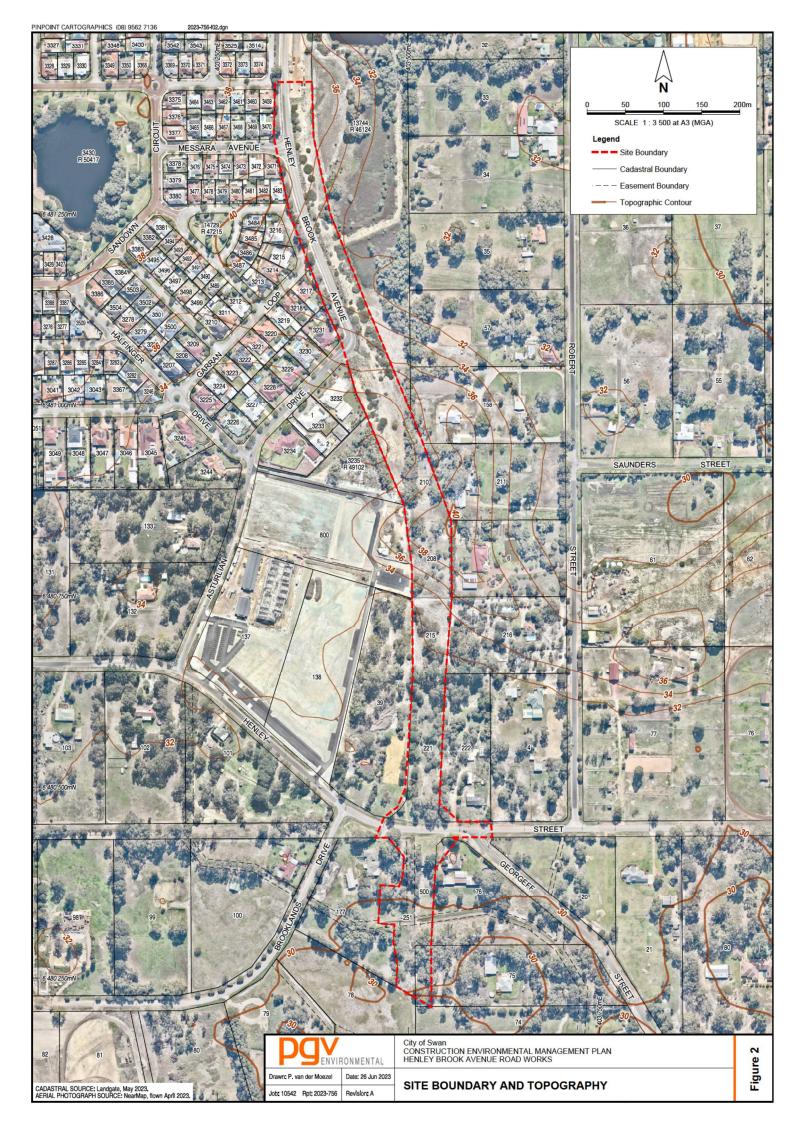
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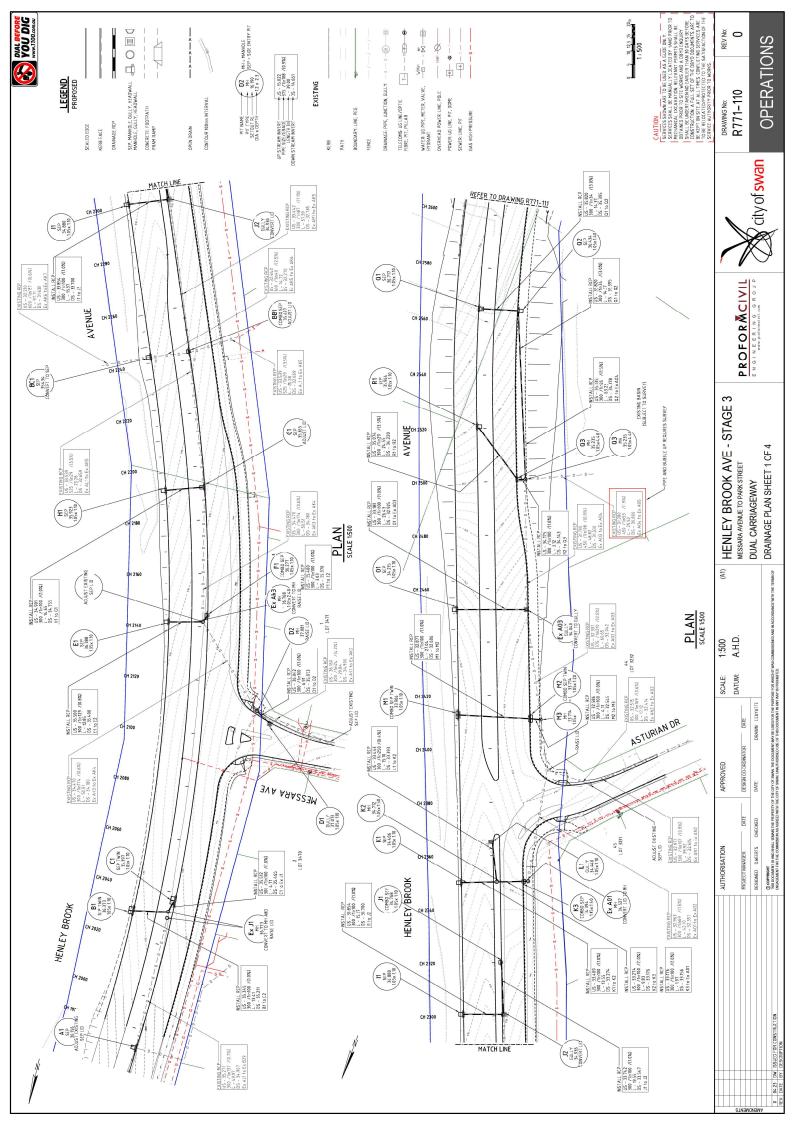


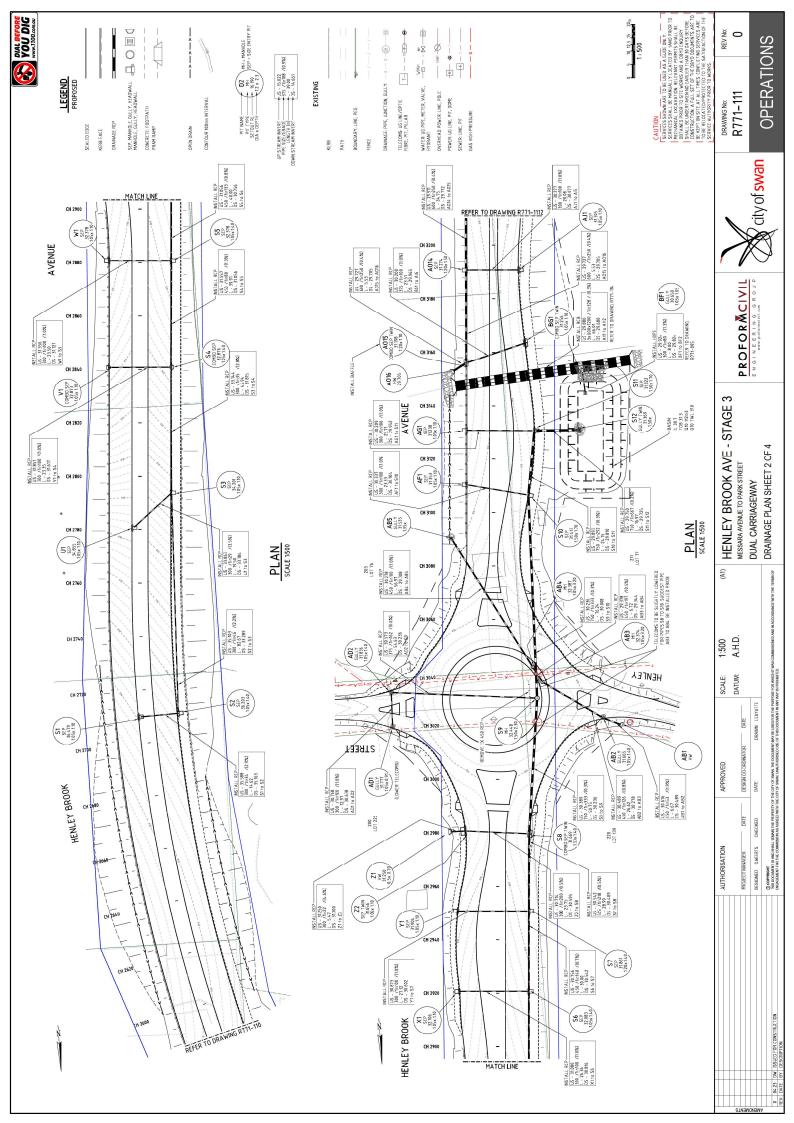


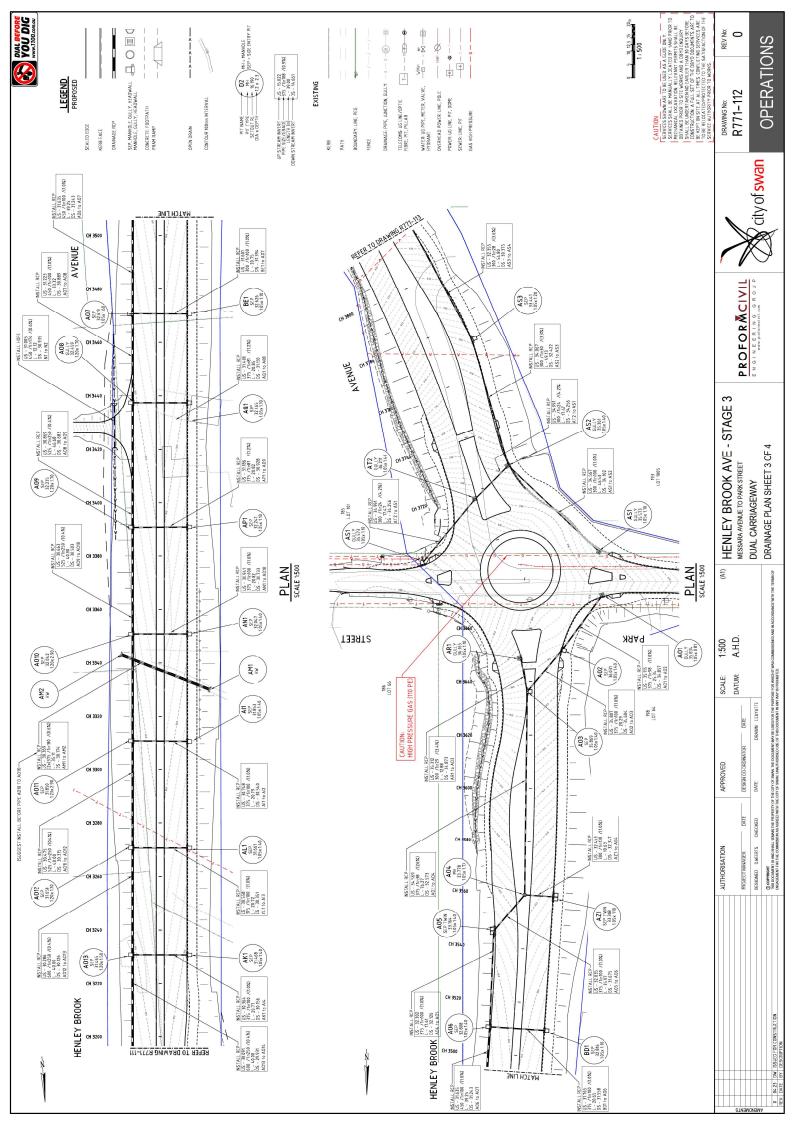


APPENDIX 1

Drainage Design









LEGEND PROPOSED

SEALED EDGE

DRAINAGE RCP KERB FACE

1^1^1 CONTOUR 100mm INTERVAL OPEN DRAIN

CONCRETE: FOOTPATH PRAM RAMP

 $\begin{array}{c|c} \text{PIT NAME} & \textbf{D2} \\ \text{PIT TYPE} & \text{M4} \\ \text{SETOUT RIP} & \text{16,190} \\ \text{DIA x DEPH} & \text{12x 23} \\ \end{array}$

UP STREAM INVERT 15 - 15 022
PPIE STZ CRADE 157 Into 8 / (0.9%)
DOWN STREAM INVERT 55 - 14 661

EXISTING

BOUNDARY: LINE, PEG PATH

DRAINAGE: PIPE, JUNCTION, GULLY - 0 - 0 - 0 - 0

TELECOMS: UG LINE/OPTIC FIBRE, PIT, PILLAR

OVERHEAD POWER: LINE, POLE POWER UG LINE, PIT, DOME SEWER: LINE, PIT GAS HIGH PRESSURE

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OPERATIONS

AVENUE AW2 GULLY 28.150 1.05x NSTALL REP US - 27.970 300 / fin-48 / (2.1%) 1 - 23.48 DS - 27.4.78 AW1 to AW2 AW1 28.053 1.05x120 PLAN SCALE 1:500 AS7 GULLY TWIN 28.760 1.05x US - 30.122 300 / In 38 / (2 6%) 1 - 4.6.52 DS - 28.857 ASS to AS6 \ HENLEY BROOK NSTALL RCP US - 28 812 300 / fin33 / (31%) L - 2251 DS - 28 121 AS6 to AS7 - INSTALL RCP US - 30.314 300 / Inf00 / (1.0%) L - 15.21 DS - 30.162 AS4 to ASS AS4 SEP 31438 31438 05x120 SIL-ICE DINMING BITTLE STATE OF THE STATE OF INSTALL RCP— US - :2.355 300 / Im28 / (3.6%) L - 54.80 DS - :0.375 AS3 b AS4

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MESSARA AVENUE TO PARK STREET
DUAL CARRIAGEWAY

DRAINAGE PLAN SHEET 4 OF 4

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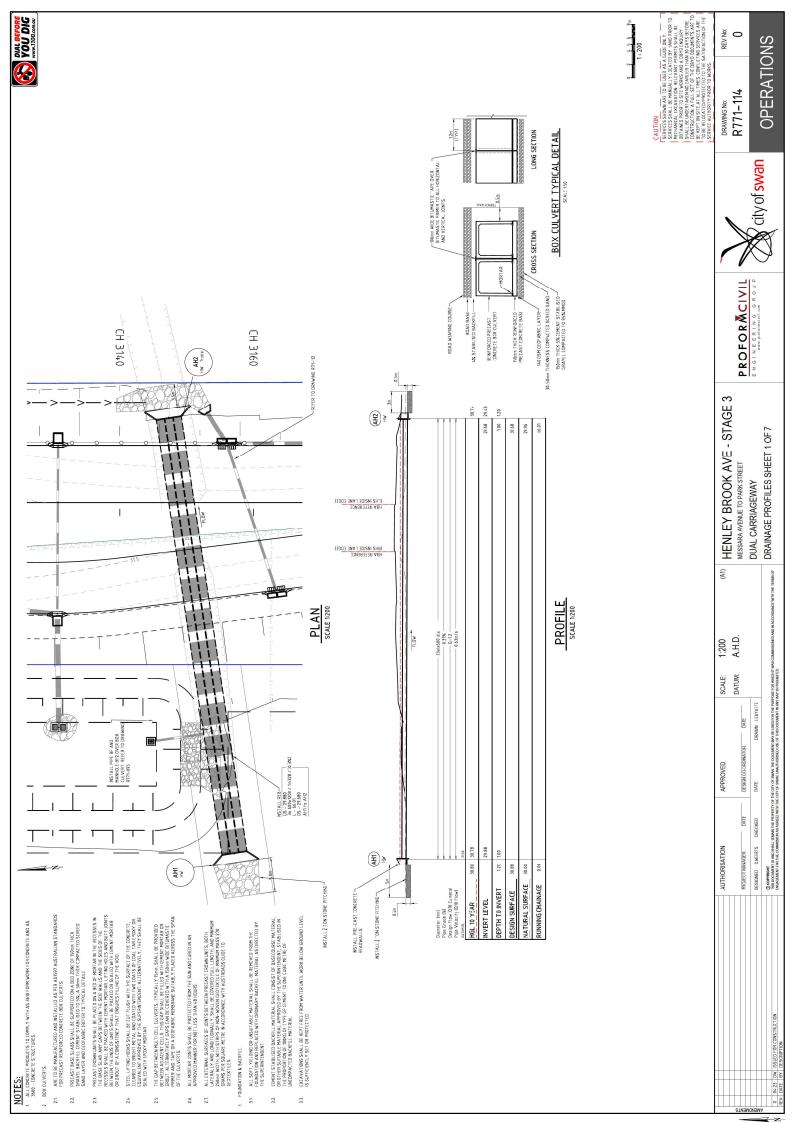
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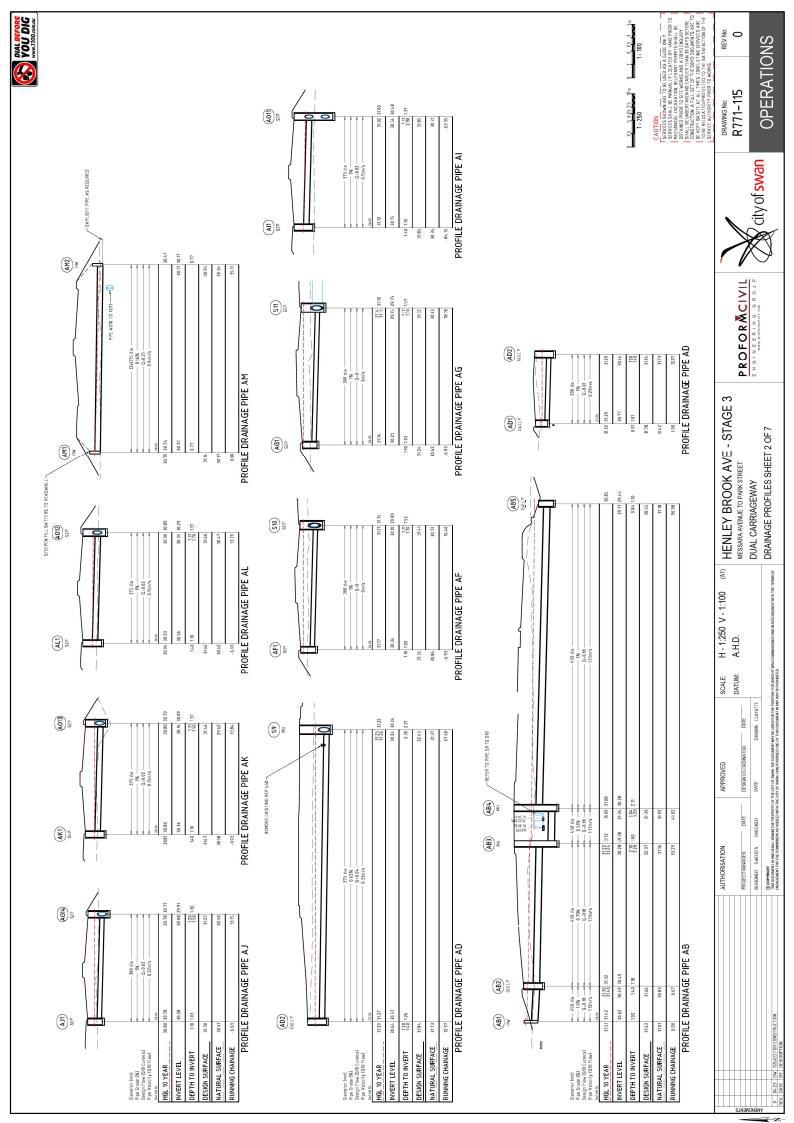
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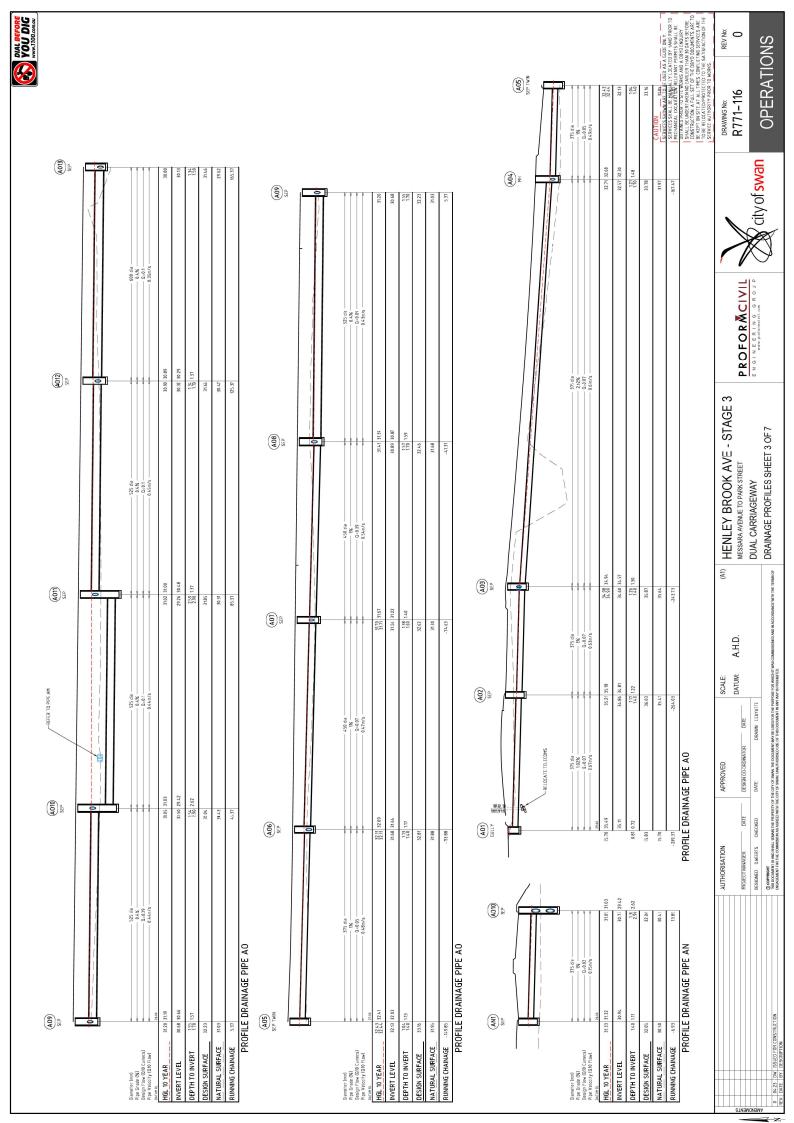
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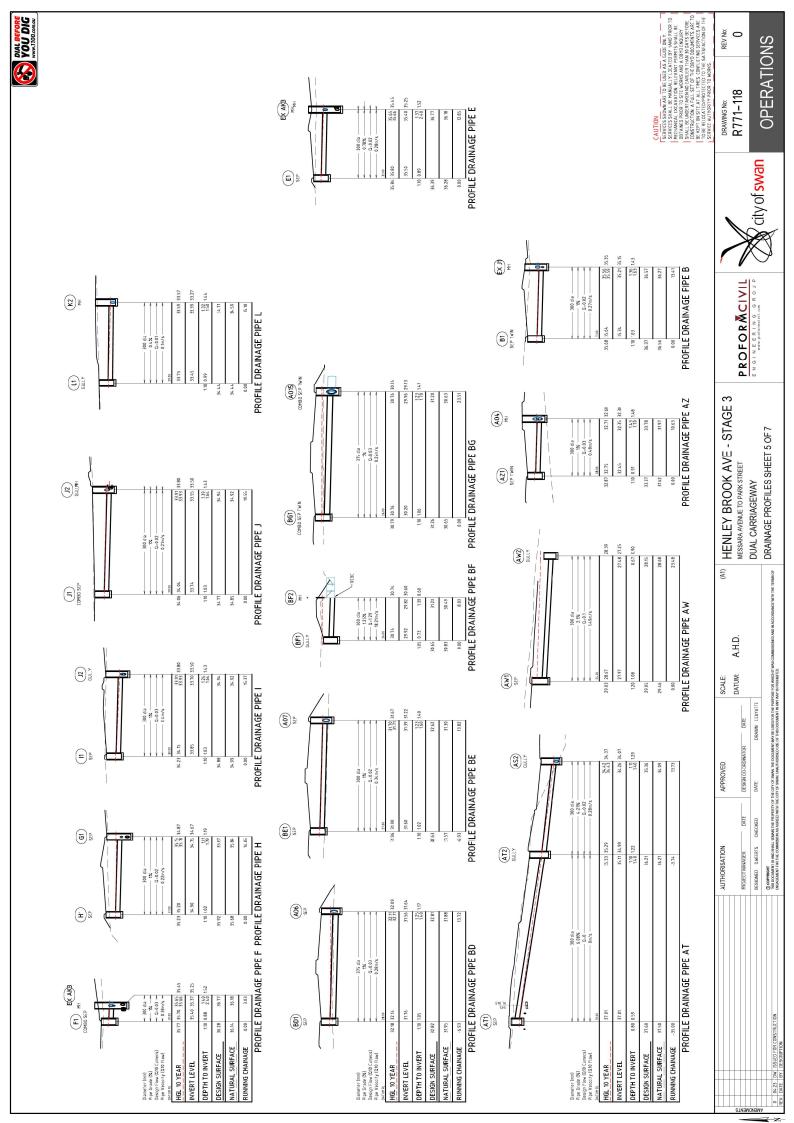
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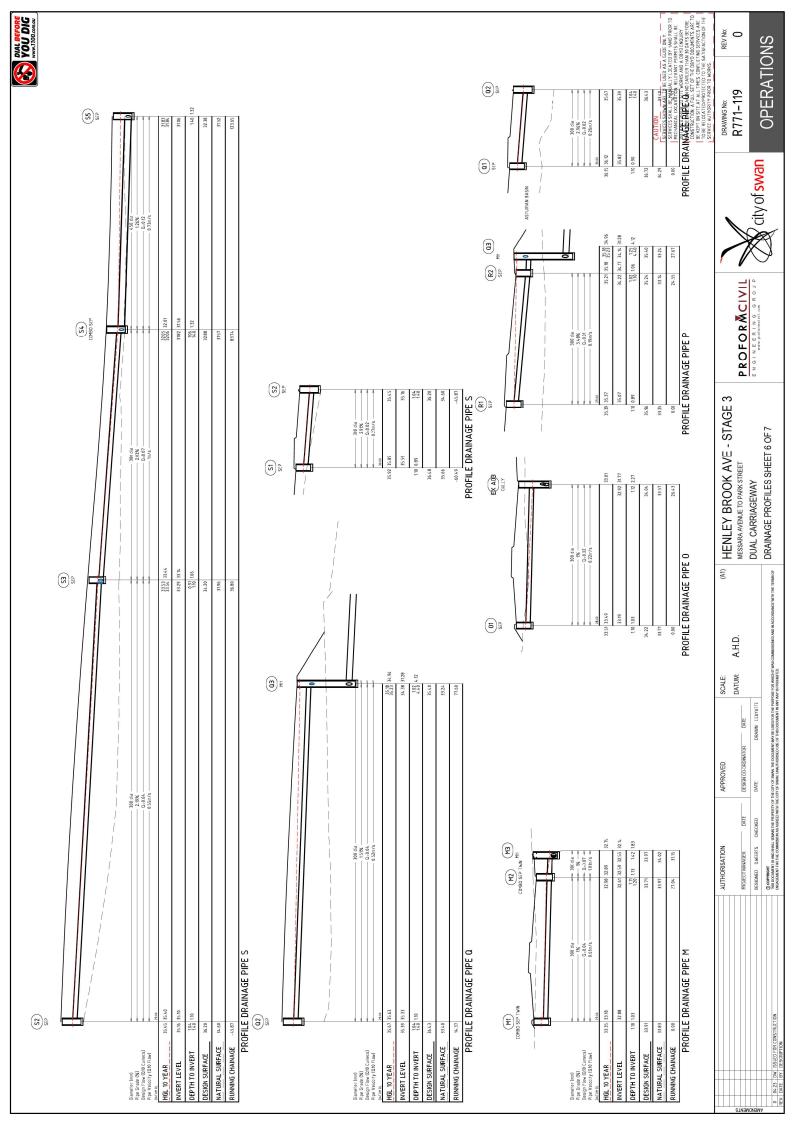
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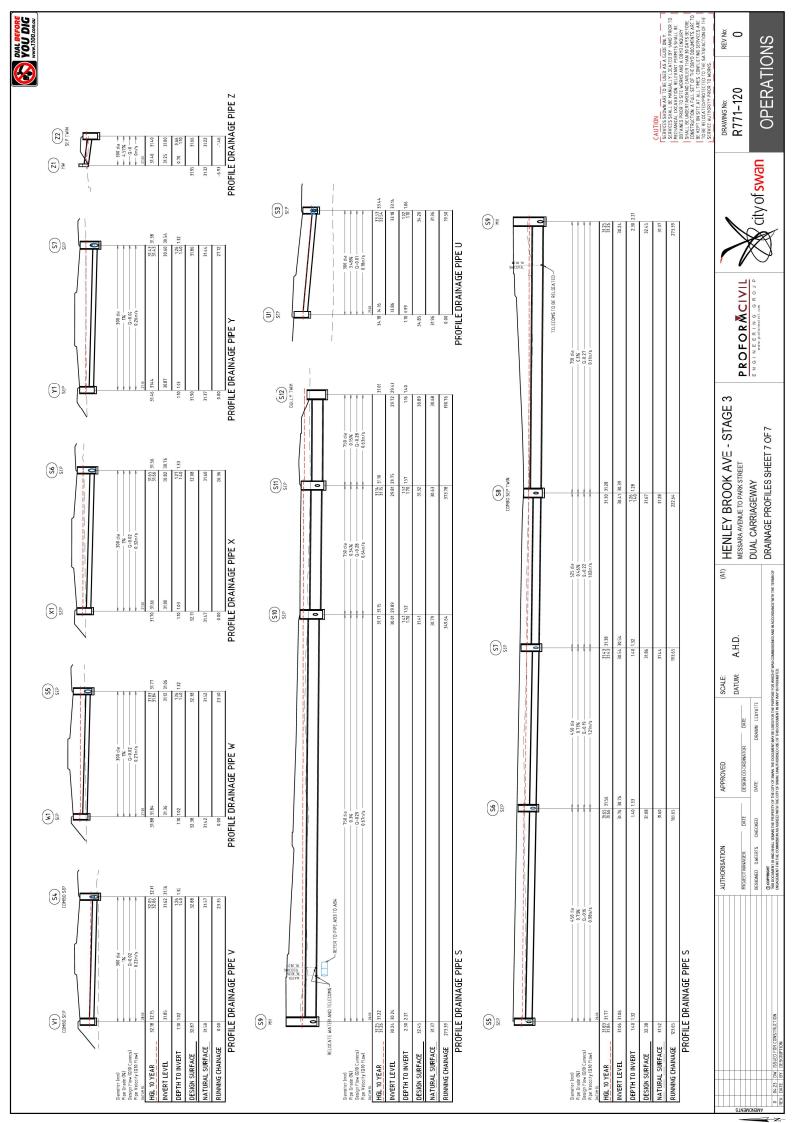












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SERVICE AUTHORITY	DRAWING No:	7 7000

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CAUTION
SERVICES SHOWN ARE TO BE USED AS A GUIDE ONLY.
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DBTAINED PRIOR TO SITE WORKS AND A DBYD ENQUIRY
SHALL BE UNDERTAKEN NO EARLIER THAN 30 DAYS BEFORE
CONSTRUCTION, A FULL SET OF THE DBYD DOCUMENTS ARE TO
BE KEPT ON SITE AT ALL TIMES. CONFLICTING SERVICES ARE
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DUAL CARRIAGEWAY
DRAINAGE SCHEDULES

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DESIGN CO-ORDINATOR

DATE CHECKED

AUTHORISATION PROJECT MANAGER

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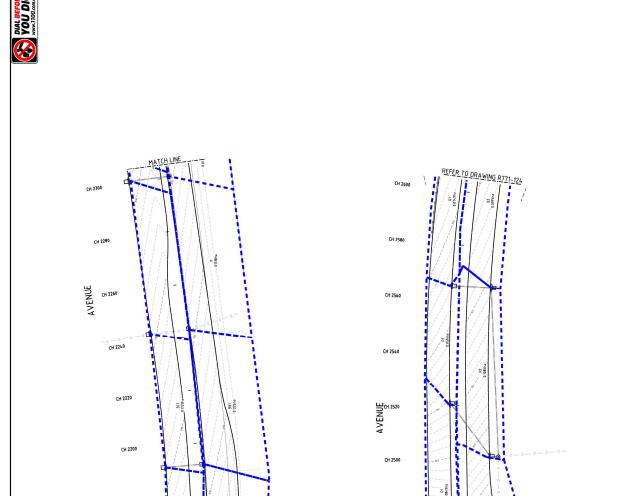
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(A1) HENLEY BROOK AVE - STAGE 3
MESSARA AVENUE TO PARK STREET
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Caver RL (m)	36.16 36.06 31.63	31.66	32.37	30.55 31.78 31.84 31.35	30.88	31.85 31.47 31.47 31.66 31.14	30.95	35.83	35.87	33.16	32.62	32.23	31.66	31.27	32.24	35.47	35.57	31.44	29.81	37.6 36.21 29.05	33.37	35.43	35.69	32.82 32.63 30.65	31.26	36.57	36.39	36.28	35.87	34.94	34.71	34.39	33.71	31.86	35.24	36.72	35.4	36.48		DESIGN CO-ORDINATOR	
t Grate (m)	36.16 36.06 31.63	31.66	32.37	31.54 31.78 31.84 31.35	3124	3185 313 3147 3166 3114	30.95	35.83	35.87	33.16	32.62	32.23	31.66	31.27	32.24	35.37	35.57	313	29.81	37.6 36.21 29.05	33.37	35.43	35.69	32.82 32.63 32.63 30.65	31.26	35.57	36.39	36.28	35.87	34.94	34.41	34.44	33.71	31.86	35.22	36.72	35.23	36.48	APPROVED	N CO-OR	
Setour RL (m)	36.16 36.16 30.62	3166	32.37	31.54	29.88	31.85 31.47 31.66 30.37	30.17	35.83	35.87	33.16	32.62	32.23	3166	3127	32.24	36.37	35.57	31.44	29.81	37.6 36.21 29.05	33.37	35.43	35.69	32.82 32.63 30.65	31.26	37.08	36.39	36.28	35.97	34.94	34.71	34.39	33.71	30.93	35.22	36.43	35.23	36.48	APP	DESIG	Date
Setout Northing (m)	280499.42 280502.61 279492.43	279489.75	179474.46	279418.43 279487.82 279473.87 279398.8	279356.43	2 779700.58 1855 1885 1885 1885 1885 1885 1885 1	279166.53	278839.28	278874.71	279000.2	279039.32	279119.16	279238.87 279238.87	279318.67 279353.34	279355.93	279074.03	278821.88 278789.94 278742.79	78694.49 278689.43	278646.89	8 278827.3 37.6 37.6 37.6 37.6 17.7 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2	278596.7	80240.86	280242.28	279001.59 279040.81 279367.73	79347.4	280447.07	280366.23 280341.26	280335.58 280289.01	280290.03 280293.54 280192.46	280169.22	280146.51	280138.03	280080.13 280079.02	279075.98 279088.07	280051.33 279984.54 279997.78	79942 86	76'7866L8	279799.17			
etout asting (m)	65368.86 65371.15 654.86.16	65492.2	514.09	544.37	472.95	65512.36 65518.36 65508.83 65506.05	525.35	1467.16	6548253	6550976 278950.77 33.78 33.78 33.78 65507.66 278956.22 33.16 33.16 65509.37 279000.2 32.81 32.81 32.81	512.51	520.44	523.22	53156	5539.1	79.167	502.03	54156	57952	5534.28	485.95	408.88	422.38	554574. 7783677. 3 5544 5354 5354 55457. 5 54457. 7783677. 3 654575. 7783677. 3 655757. 3 65757. 3 655757. 3 655757. 3 655757. 3 655757. 3 655757. 3 655757.	367.05	347.56	5393.2	379.58	405.51	436.92	77 677	44.0.01	454.96	522.52	494.91	53046	469.14	80.755		DATE	HEUNEN
S E S	65 65 65	69	65	59 65 65	5 5 5	28 28 28	65	- 55	65 65	188	65	55 55	20 00	59 65	9 9	55	65 65	56 65	95	65	65	92	59 59	28 28 28	9 8 8	65	59 59	65 65	55 55	65	58 58	5 6 6	55 65	65	65 65	65	65	99	NOIL	SER	(BEKIS
Nade Type	SEP WH	GULLY	¥ ¥	435 2011.7 2011.7 2011.7	SEP HW Triple HW out et Triple	SEP SEP SEP SEP HW Double	HW autlet Dauble SEP	GULLY	98 98 8	SEPTWIN	SEP SEP	다 다	3 64 6	SEP COMBO SEP TWIN	HW suffet SEP	SEP	GULLY	95 H	SEP GULLY TWIN	SEP	SEP TWIN	COMBO SEP	₹ 53 3	SEP SEP SEP	COMBO SEP TWIN SEP TWIN	MH GULLY	₹ 8, 3	COMBO SEP SEP	# 98 98	COMBO SEP GULLY	SE SE	GULLY GULLY COMBO SED TWIN	COMBO SEP TWIN	HW sutlet	93 93 93 93 93 93	SEP 43	¥ ¥	SEP	AUTHORISATION	PROJECT MANAGER	© COPYRIGHT
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| Choce | Inlet | Bypass | By | Factor | Curve Name | Flow Qg | Flow Qb | | (-) | (-) | (L/s) | (L/s) |

HYDRAULICS Q10 (10% AEP)

2G,5.0X 215 3.5

178.8

20.4 15.9 16,1.5X 0 0.56,3.0X 0

1 0.56,30X 16.7 0.4 Al.1 1 0.56,30X 16.5 0.2 BCI 1 0.56,30X 16.5 0.4 Al.1 1 0.56,30X 207 - ARI

0.56,30X 16.9 0.5 All 46,0.5X 74 1346.2 LOST

13.9

| R25 MC 836 | 119 | A00 | 10 | 852 MC 22 | 3.5 | A00 | 10 | 852 MC 15 | 3.5 | A00 | 10 | 852 MC 15 | A00 | 11 | 853 MC 12 | A00 | 12 | 853 MC 12 | A00 | 13 | 853 MC 12 | A00 | 14 | 853 MC 12 | A00 | 15 | 853 MC 12 | A00 | 16 | 853 MC 12 | A00 | 17 | 853 MC 12 | A00 | 18 | 853 MC 12 | A00 | 10 | 8

4G,15X 13.7 55 A53 4G,30X 17.9 118 A54 2G,15X 18.8 17.1 A56

1 26,15X 0 L0ST 1 46,15X 201 10.2 L0ST 1 0,56,30X 105 948,5 L0ST

2G,3.0X 26 20.6 AW1

1 26,30X 34,2 18.9 BD1 1 16,15X 19.1 3.1 LOST 0.61 16,30X 21.5 33.2 J2

1 16,3.0X 213 5.8 II

1 0.5G,30X 20.6 10.9 BE1 1 0.5G,30X 23.8 4.2 AQ1 37.3 -

1 0.5G,30X 175 0.6 ANI 1 0.5G,30X 196 14 API 1 4G,15X 51 01 A03

DRAWING NO: R771-127

CAUTION
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10.9 BE1 4.2 AQ1

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213

0.0723 0.0582

213

B01 L0ST

26,3.0X 16,1.5X 16,3.0X 15,3.0X

0.03 0.03

0.05 0.052 0.069 0.012

545.1 6316.1 5109.6

53.1 22.2 54.7 27.1

22.2

0.1447 0.0678 0.1103 0.0651 0.0694 0.0524 0.1142 0.0801

22.2

0.0678 0.0651

117.65 117.65 117.65 117.65 117.65 117.65 LOST

E · 12 E8

23.4

1.5

19.8

7.0

1.72

610.0 0.051

390.5 2195.4

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70.0

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LOST

28.2 6.7

16,3.0X 15,0.5X 0.5G,3.0X 16,3.0X 16,3.0X

270.0

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15.3

31 11.8

31

31

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6.0 117.65 0.9 6.0 6.0

Direct Direct

7789577 2815 778957 2815 778975 2817 78972 281 554 78972 281 554 78972 281 554 78972 281

COMBO SEP TWIN SEP TWIR

22.7 17.1 37.3

0.0524

0.021 2.96 0.01 0.02

238.5

11.8 21.3 38.3

118

9E0.0

0.04 0.036 0.035 118 0.035

213

0.065 0.1171 0.0609 0.0462

0.065 0.1171 0.0609 0.0462 0.0658

21.3

0.065

0.065 0.1171

0.0723 0.1301

117.65

38.3

0.1171

M M

16,15X 16,30X 16,30X 16,30X

0.03

2.2 0 2.07 0 2.07 0 2.01 0

447.4 454.9 2197.2 2384.7 1672.8

M2 L0ST L0ST

6.8 43.4 28.8

0.071

0.02

2.74

0.028 0.028 0.053 0.016

21.5

21.5 8.5 35.6

215 8.5 35.6

0.0558

21.5 8.5 35.6

0.0558

0.0731

6.0

COMBO SEP TWIN
COMBO SEP TWIN
COMBO SEP TWIN

0.0462

0.0462 0.0558

0.0514 0.0677

0.0609

0.0609

117.65 117.65 117.65 117.65 117.65 117.65

114

0.01

0.5G,3.0X

1 26,15X 1 26,15X 1 26,30X 1 16,30X 1 16,15X

1.67 0.03 1.74 0.02 1.85 0.05 1.6 0.03

0.012 0.014 0.051 0.05

723.6 1)118.1 1(79.4 500.9 765.8

25 18.9 42.5 22 29.3

25 25 2 15.1 15.1 5 31.9 31.9 5 29.3 29.3

0.0764 0.0462 0.0976 0.0674 0.0896

0.0764 0.0462 0.0976 0.0896

25 15.1 31.9 22 29.3

0.0764 0.0976 0.0674 0.0896

0.0764 0.0462 0.0976 0.0674 0.0896

0.0849 0.0514 0.1085 0.0749 0.0995

609

5 117.65 5 117.65 5 117.65 5 117.65 5 117.65

city of swan 155 95 LOST 136 54 LOST 147 117 N2 182 38 R1 187 106 R2

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ENLEY BROOK AVE - STAGE
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HENLEY BROOK AVE	MESSARA AVENUE TO PARK STREET	DUAL CARRIAGEWAY	DRAINAGE HYDROLOGY Q10
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ратим: А.Н.Д.	TOR DATE	DRAWN CCAYATTE	TO THE CITY OF SWAN, THE DOCUMENT MAY BE USEDFOR THE PURPOSE FOR INHEHIT WAS COMMISSIONED AND INACCOGNANCE WITH THE CITY OF SWAN, TANDHINGSMED IN BE OFFICE TO THIS DOCUMENT IN ANY NEW YER PROHEITED.
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AUTHORISATION

OSE FOR WHICH IT WAS COMM. AY IS PROHIBITED.	MAY BE USED FOR THE PURPY OF THIS DOCUMENT IN ANY M	S, COPPRIGNED. THE DOCUMENT IS AND SAUL SCHARM THE FRYSCRYT OF THE CITY OF SHINK THE DOCUMENT HAY THE URBOTOOK THE FURDOOK FOR WHOSHIT WAS COMMA NOW-ACEABLET FOR THE COMMENSION AS ACKEDD HITH THE CITY OF SHINK UNAUTH-GORDLUGE OF THIS DOCUMENT IN MY HAY BY NO-HEITED.	SEMAN THE PROPERTY OF SION AS AGREED WITH THE	TI IS AND SHALL	C COPYRIGHT THIS DOCUMENT ENGAGEMENT FOR
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	DATE	DESIGN CO-ORDINATOR	DATE	AVAGER	PROJECT MANAGER

04.23 DW ISSUED FOR CONSTRUCTION
DATE BY DESCRIPTION

[ATTE	ЗВЫЦ ЖАМИ НЕ РОРЕКТУ ОF НЕ СЛУ ОF SMAN. ТНЕ DOCAMENT MAY BE LIBEDORS THE FINENCE FOR MHOSTITY MAS COMMISSIONED MAD INACCORD COMMISSION AS AGREED WITH THE CITY OF SMAN, IMPUTHOSISED 10S OF THIS DOCAMENT IN ANY WAY BY POLHETED.
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0.5 AII 1346.2 LOST

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1.79 1.74

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17.3 482.9

0.0511 16.7 16.7 18748 612.7 14.20.2

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0.0568 0.0339 9.6648 0.067

32.17

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Direct Kinematic Wave 100

15.5

0.56,3.0X 0.56,15X 0.56,3.0X

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482.9 476.7 198 482.9

17.5 16.6 16.9 207

16.6 17.1 16.2 16.5 207

0.0509 0.0524 0.0496 0.0505 7.4433

16.6 17.1 16.2 16.5 207

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117.65 117.65 117.65 10.01

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597.18 0.4

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HW Double
HW outlet Double
SEP
GULLY

65511.09 65511.33 65511.33 65571.94 65537.14 65537.14 55533.73 65537.75

AZ1 LOST

29.6

A06 A07 A09 A010 A011 A013 A013 A015 A015

195 004 2.06 003 188 002 16 002 15 002 151 002 154 002 154 002

0.045 0.0481 0.0481 0.0414 0.0422 0.042 0.042 0.043 0.039

0.045 0.0481 0.0432 0.0422 0.042 0.042 0.042 0.041 0.0377

0.045 0.0481 0.0432 0.0414 0.0422 0.042 0.042 0.042 0.043 0.0337

0.0534 0.0534 0.046 0.046 0.0465 0.0465 0.0465 0.0465 0.0465 0.0465 0.0465 0.0465 0.0465

AN1 AP1 A03 AS3 AS4 AS6 AW1 LOST

0.56,3.0X 0.56,3.0X 46,15X

0.02

1.93

0.05

482.9

46,15X 46,3.0X 26,15X

0.03

1.24 1.49 2.73

0.035 0.055 0.06

7973.4 278 2594.8 63.5

19.1 29.6 35.9

19.2 24.1 24.1 29.4 30.3

0.0511 0.0515 0.0159 0.0588 0.0588 0.0737

0.0511 0.0515 0.0585 0.0588 0.0737 0.0739

0.0511 0.0515 0.0585 0.0588 0.0588 0.0737

0.0568 0.0572 0.0177 0.065 0.0653 0.0819

COMBO SEP TWIN

20.6 10.2

26,3.0X

21 3 2.5 3 4.2 2.6 0.6 3

192 0.05 0.09

5.97

0.0899

0.0899

767 30.3

0.0899 32.9905

66800

5.81

337.9

30.3

30.3

0.0927

0.0878 0.1447 0.0651

0.0927 0.0878 72.9027 0.0578 0.0103 0.0651 0.0694 0.0801

0.103 0.0975 82.2567

6.0 6.0 6.0

5 5 247.65

0.25

624.5 0.6

Direct Direct Kinematic Wave

GULLY TWN SEP

20.1

26,15X 46,15X 0.56,3.0X

LOST AG1 A015

20.4

1 16,15X 1 0.56,3.0X

0.8 2.6

0.014

197

15.9

0.0623 20.4

0.0623

20.4

0.0623

0.0623

0.0542

6'0

17.65

Bypass Flow Qb (L/s)

Inlet Flow Qg | (L/s) 0

Road Xfal

Road Grade (%)

Flooded Vel Dep (sq.m/s)

Width (m)

Depth (m)

Foad F Casacity (,/s)

Direct A Row Odg F (L/s) atchment Flow Qc (L/s)

Partial Partial (Sum CA Qc=CIA (ha) (L/s)

Partial CA (hg)

Full Full Pa Sum CA CC=CIA (ha) (L/s) (1

Area A (ha)

(nm/hr)

Time Tc (min)

Slope (%)

Catch Length (m)

Grate RL (m) 36.16 36.06 31.63

178.8 21.5

2G,5.0X

3011

2.1

0.04

6.0

244.8 0.049

178.8

178.8

0.205 0.0765

6.8632 0.1598

0.002 0.103 19.1 0.0612 0.0133

0.102 6.7612 0.0612 0.0986

0.1133 16.9029 0.068 0.2466

5'0 5'0 5'0

117.65 9.38 117.65 42.98

32.17 0.25 0.25

100

328.23

790.59 0.5

Direct Kinematic Wave

31.66

3166

31.66

65452.2 279489.75

GULLY

Node Name (-) A1 A2 AB1

0

REV No:

R771-128

SERVICE	DRAW	

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HENLEY BF	MESSARA AVENUE TO	DITAL CARRIAG
(A1)	<u>.</u>	
-	J H	

Ϊ	WES	
(A1)		
	A.H.D.	
SCALE:	DATUM:	

Ή	WESS	2
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DRAWN CCAYATTE DATE

DESIGN CC-ORDINATOR

DATE

DESIGNED D.WEERTS

NOT DESCRIPTION

BRAN DAVE BY DESCRIPTION

REAL DAVE BY DESCRIPTION

APPROVED

AUTHORISATION PROJECT MANAGER

HEINEL BROOK AVE
MESSARA AVENUE TO PARK STREET
DUAL CARRIAGEWAY
DOLINIA DE LIVERA IL ICO DATO

	TEINLE I BROOK AVE - STAGE 3
	MESSARA AVENUE TO PARK STREET
	DUAL CARRIAGEWAY
1	DRAINAGE HYDRAIIIICS 0100

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ě	V'head	Œ	0	۰ ،	2 5	10.0	0.02	0	- 3	0.02	5	0.0		0.21	0	0.01	0								0			0	0	10.0	0.01	0	0.0	90.0	9 5		0.65		0.01	0.07	0.02	, 60	0.02	0.05	0.03	10.0		10.0	5 0	0.0	10.0	0.13	0.01	0.02	0.00	ŀ
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i	1.	(w)	0	6.0	-0.934	0.065	0	0.211	0.202	0.000	2970	Callo Callo	0.065	t	1315	0.05	0.035	0.271	1600	70.0	20.0	0.02	1085	-1217	0.03	0.034	0.02	570'0		0.265	0.281	0.304	0.035	0.067	700	5700	T	0.118	0.188		0.045	-0.077	0.171	T	0.237	0.32		0.155	0 U	0.198	0.045	0			0.119	
á	DS Bend	(deg)	6.6	79.7	2 0	1.76	-94.8	-94.2	Ę.	0 0	970.0	-90.2	-90.1		-89.9	3.9	-39.4	703	-38.5	<u>.</u>		. 5	10		-	1.0-	-0.2	28.2	0	-89.1	-90.1	11.8	30.5	5.25	807	Ş		5.5	6:09-	۰	-52.8	-90	-90.2		-13.5	-17.2		115.2	1.71-	147.1	59.4	0		-0.7	6.48-	
	-	-	11.0-	56	5 20	0.0	7.0	20	2.0	0.52	3 5	0.0	. 0	9.76	0.7	-0.01	0.79	5	69	18.0	9 8	96	Ξ	5.16	160	78.0	78.0	98.0	0.2	9.0	9.65	690	2 5	77.0	2 6	0.72	2	64.9	0.75	0.7	9.0	, 44	0.7	0.45	990	0.7	1.0	0.57	5 6	0.0	0.7	Ξ	0.67	68.0	66.0	;
		<u>(E</u>	-	2.0	2 6	0.7	1.0	5	0.7	= 5	3 6	2 0	20	20	0.7	0.7	0.7	5	20		5 6	2	0.7	6.0	1.0	0.7	0.7	7.0		0.7	5.	5	5	3 6	2	0.7	0.0	1.0	7.0	0.7	9.0	5 6	. 6	=	0.7	1.0	7.0	0.7	5 6	10	7.0	0.7	0.7	2.0	20	;
	Grate RL		31.66	32.37	32.59	31.84	32.45	31.41	3132	31.2	31.85	31.27	3166	30.95	32.04	36.03	35.87	33.78	33.16	32.81	30.76	32.23	32.04	31.85	31.66	31.46	31.27	31.2	31.2	32.23	32.46	35.87	35.36	35.44	1,5	29.81	28.76	36.21	35.36	28.15	33.78	10.00	32.62	31.86	31.2	36.57	37.08	36.77	35.87	34.94	34.94	34.94	34.71	34.39	34.71	
			30.49	30.28	20.73	30.64	30.24	ĕ.	29.95	29.68	30.04	30.08	30.35	30.17	30.73	34.86	34.6	32.57	32.13	31.68	30.89	30.68	30.5	29.26	30.32	30.13	29.93	71.62	29.71	30.93	31.15	34.87	200	27.75	30.5	28.86	28.12	35.11	34.26	27.48	32.35	73.52	3139	29.82	29.96	35.47	35.97	35.4	7. 7.	3,7	33.55	67.6	33.27	33.18	33.39 33.39	;
i					86.62		30.57			26.88			30.56					-		32.03					30.48								34.57					37.01	34.99		32.45								4 6 %	33.85				33.27		
1	-		H	$^{+}$	32.37	+	31.84	\forall	$^{+}$	33	$^{+}$	$^{+}$	3166	$^{+}$	-	Н	_	35.87	\forall	33.16	+	+	+	32.04	+	-	$^{+}$	Н	Н	32.24	\dashv	\neg	35.57	$^{+}$	$^{+}$	$^{+}$	t	-	Н	\neg	33.37	+	+	30.65	-	36.4	Н	_	35.97	+	Н	Н	_	$^{+}$	34.44	1
Total Control	Vcap=Qcap/Af		2.47	16	1.78	137	1.25	137	1.37	145	159	150	159	1.18	1.59	1.6	1.59	2.57	1.59	1.59	170	126	126	126	1.26	137	137	1.37	1.37	1.77	17.1	253	137	5 2	13.0	221	5.7	3.38	2.81	1.98	137	150	137	153	1.59	1.37	1.37	121	13.5	5 6	1.37	137	137	137	137	
40.00	Vel Vc=0/Ac	(m/s)	62.96	273	577	1.07	1.2	0	0	1.58	0.97	56.0	0.30	2.12	96'0	1.16	96:0	98.0	0	0 0						0	0	0	0.58	66:0	101	0.63	104	8 2	164	1.62	184	0	0.93	1.47	= :	103	1.08	133	132	1.02	69'0	0.92	10 88	1.06	1.01	176	1.04	13	67	
4	Vel Vn=0/An		63.43	233	2.33	1.28	123	0	0	141	177	1.16	122	2.01	1.23	1.44	123	1.48	0	0					0	0		0	0.51	135	137	1.18	126	2.39	751	235	2.61	0	1.9	2.07	5	1.29	129	162	159	123	0.84	103	108	127	122	162	126	133	0.62	
	Vel Vf=0/Af	(m/s)	5.4	233	233	0.52	0.59		- 5	0.67	25.0	0.36	0.3	2.01	15.0	0.54	0.31	9.18							۰			0	0.02	0.32	0.34	600	67.0	1.04	571	142	172		0.34	1.19	0.57	0.37	0.55	96'0	6.79	97'0	0.12	0.33	0.40	15.0	0.45	162	67.0	0.62	0.13	
	Ratio	(:	16:0	1,46	183	0.38	87.0		0	970	6.0	0.27	0.19	1.7	0.2	0.33	0.19	0.07	0						0			0	0.02	0.18	61.0	0.03	0.36	1,0	106	0.65	0.72		0.12	9.0	0.42	0.23	70	0.63	9.0	0.34	60'0	0.28	0.35	0.38	0.33	1.18	0.36	57.0	0.15	1
	Flow dcap	(L/s)	393.5	254	202	7.96	137.7	7.96	7.96	3127.9	1/5/4	136.	175.4	261.7	175.4	176.9	175.4	283.8	175.4	175.4	285.2	272.1	272.1	272.1	272.1	388.5	388.5	388.5	388.5	195.3	195.3	178.7	26.7	//1	96.7	156.1	7 691	238.6	198.5	1,01	7.96.7	175.6	267	108.2	175.4	1.96	7.96	85.3	26.7	7.96	7.96	7:96	196.7	7.96	¥6.8	
	-	П	378.6	365.3	173													1															İ																T	T					Ť	İ
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HYDRAULICS Q100 (1% AEP)

 Open Collamor (Indicator) (Indi

DRAWING NO: R771-129

REV No: 0

CAUTION

SERVICE SHOWN ART THE RISER AS A CIDIC DRLY

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AVENUE TO PARK STREET
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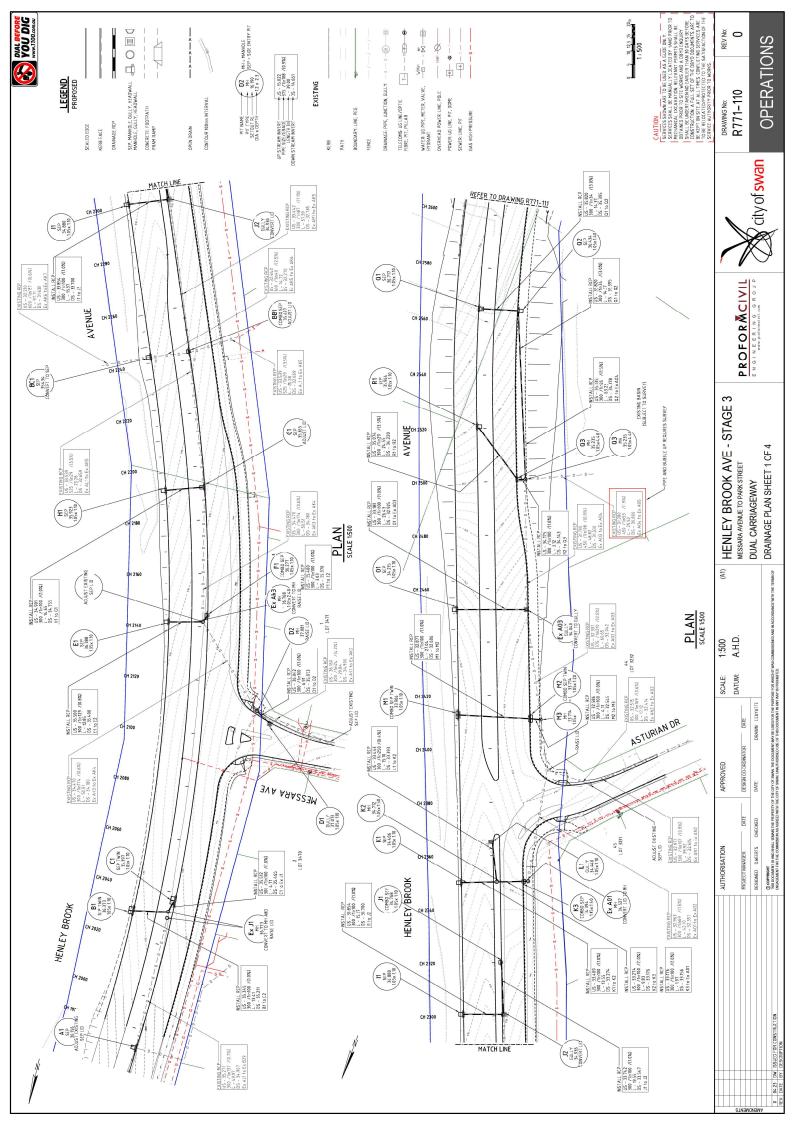
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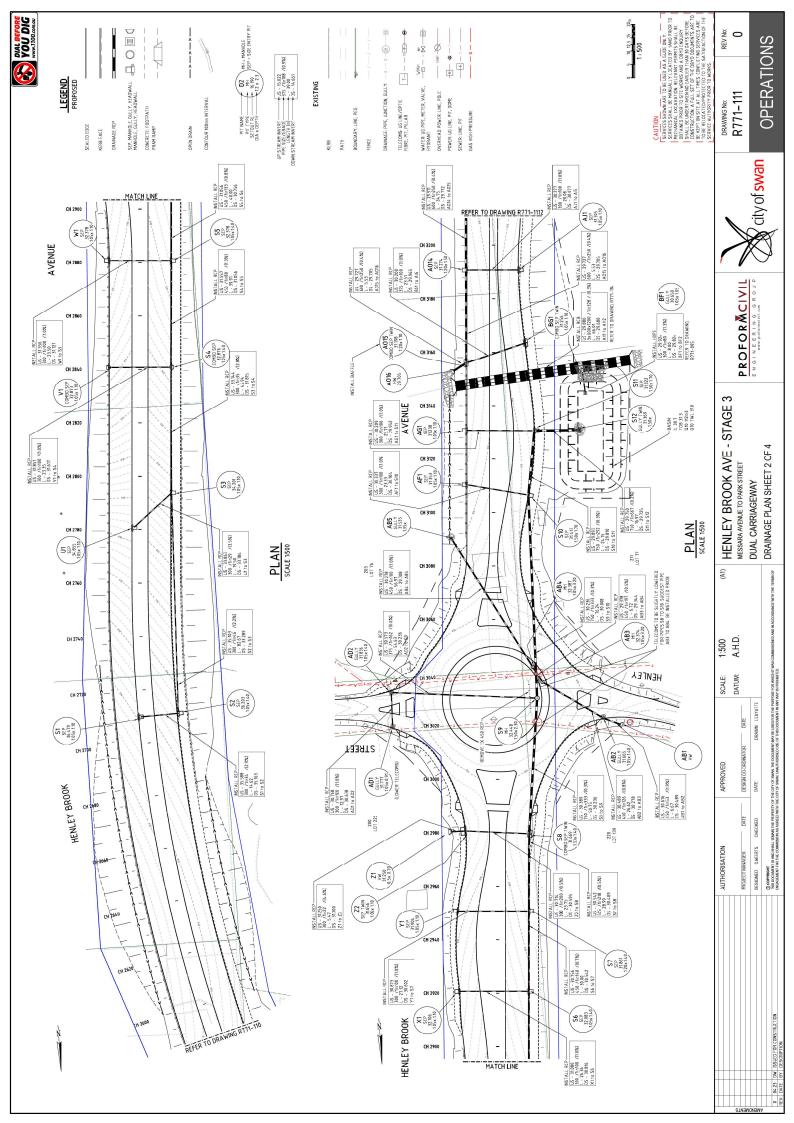
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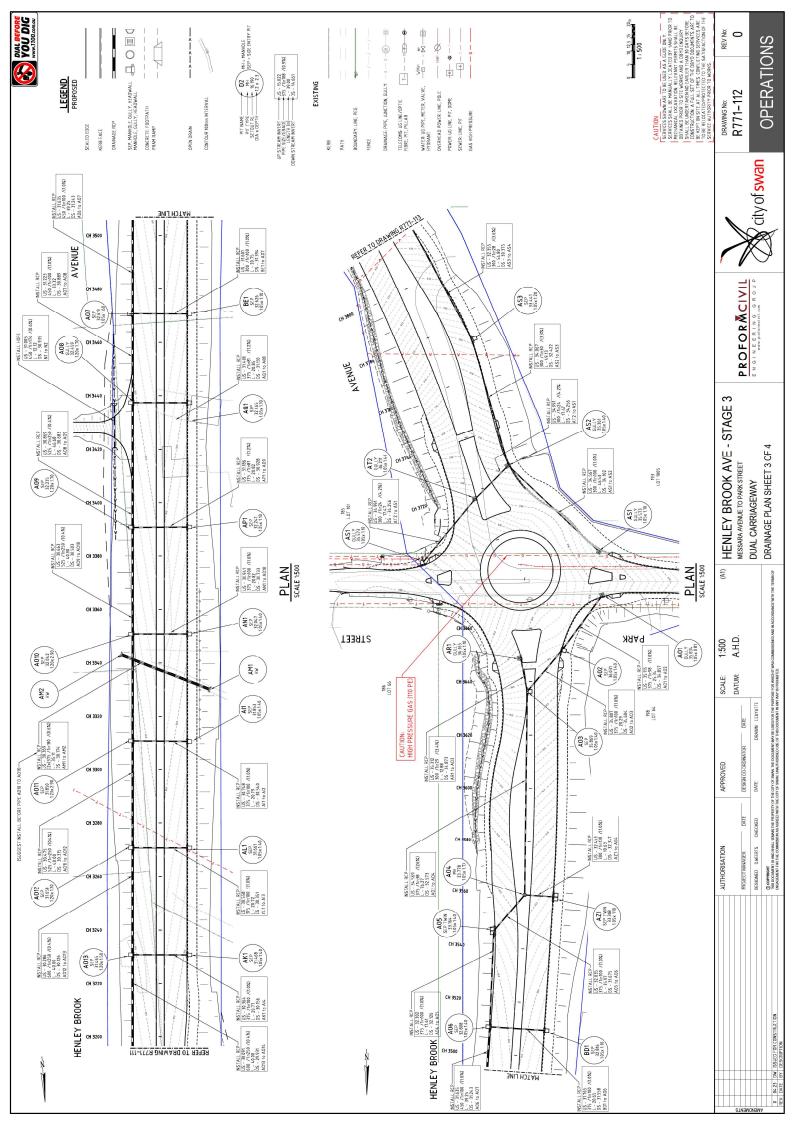
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Bypass Node (-)	1 1	LOST	τc	LOST	A015	2	AL1 BG1	AV1	я с	LOST	AZ1	LOST	A05 A07	A08	A010 A011	A012 A013	A014	AUI	AN1	A03	AS3	AS6	AW1	LOST	LOST	108	LOST	4 = 1	VQ1	LOST	LOST	· E	- 15 gg	B 12	Tost	Σ	¥2	LOST	LOSI	LOST	LOST	M2		ПТ	75 S2	TT	Т
Bypass Flow Qb (L/s)		18.9					39.5	34.5		3262	50.5	6.2	42.2	29.1	25.3	21.5	17.7	0.0	52.4	33	17.4	62	83.1	31.1	22312	46.5	18.6	41.2	593	57	131	15.2	35.4	312	26.8	1.89	26.6	57.7	20	28.6	52	62	32.8	28.8	76.3	86	70.1
Inter itow 2g (L/s)	3815	313		37.1	000	1440	33.5	31.5	7777	34.6	\$	23	33.3	30.1	28.4	26.6	24.8	1.09	35.9	5.1	17.6	22.3	32 1	0 24.1		507	21.7	28.8	38.9	32.5	83	23.5	34.3	20.2	316	34.9	12.6	35.3	683	16.5	11	28.9	20.5	21.7	28.4	14.2	41.4
Inlet (-)		26,5.0X			16,1.5X	Vo.	0.5G,3.0X 0.5G,15X	G.3.0X		0.5G,3.0X 4G,0.5X	26,15X	X5'0'	26,3.0X	C,3.0X	G,3.0X	0.5G,3.0X	Z0 E 3	V0.5,0	0.5G,3.0X 0.5G,3.0X	X51,0	46,1.5X	X51'9	26,3.0X	26,15X 46,15X	G,3.0X	Xux	10,1.5X	3.0X	G.3.0X	16.3.0X	15,0.5X	0.5G,3.0X	3.0X	X X S	16,15X	3.0X	X5.0,5X	16,15X	0.5G,3.0X	26,15X	X51:	26,3.0X 10,3.0X	,15X	26,3.0X 26,15X	30X	6,30X	G,3.0X
Choke Curv		3,8		50	+	+	0.8 0.5	_	\vdash	0.8 0.5		-				0.8 0.5			0.8 0.5	-	97 80			0.8		-	0.9	+	+	0.5	-	0.8 0.5		++	0.8	-	20	0.8 0.0	-	0.8 20	-	0.8 20	\vdash	0.8 20	\rightarrow	\rightarrow	+
Max Pond Ch Depth Far (m)				0.3	+		0 0						00	0 0				0.045 0			-	0		00				, , ,		0 270.0	-				, , ,			0.071	-		-	00				-	0
Road Max Xfall De (%)		301.1		00	2.6	+		m m		m -	1.9	-	m m	m m	m m	m m	 m n	000	m m		3.1	ırı	m	. s	m				, m	00 E	_		3.5	S m (2.2	m	6.0	2 0.0		2.5	-	m m	_	lm m	m m	m m	_
Road Ro Grade Xf		2.1 30			0.8 2		5.0	-		3.2		_	0.6	0.5	6.5	0.5	50 05	20	0.5		3.9 2		2.1	2.5 3	9.0	-	8.0	\rightarrow	50	8.0	13	7.0	9.0		0.9		19 0	p (5	2 2		2.4	\longrightarrow	51 5	32	0.7	0.7
Flocded VelDep (sq.n/s)		0.37					50.0	0.05		0.05	0.03	100	0.05	50.0	79.0	79.0	0.03	0.00	0.05	0.02	0.05	79.0	69.0		0.38		90.00		90.0	0.05	100	79.0	0.05	79.0	0.05	0.07	0.02	0.02	59.0	79.0		0.07		0.05	60.0	0.00	0.07
Nidth (m)		0.93					3.07	3.02		3.14	2.17					253			3.22	E	155	3.75	2.7		5.81		219			246	3.69	2.16	2.65	2.32	3.45	3.01	3.74	188	5.14	2.08	2.43	247	2.29	2.48	2.58	3.19	3.32
Flooded Depth (m)		990'0		0.092	600		0.085	0.083		0.087	70.0	0.02	0.07	0.082	0.077	0.074	0.07 A 0.73	0.09	0.089	0.025	0.043	0.047	0.077	0.005	0.15		0.063			0.123	0.027	0.062			0.075		0.035	0.035	0.118	0.053	170.0	0.057	0.063	90.0	0.082	0.091	0.092
Road Capacity (L/s)		244.8		198.5	500		476.7	482.9		1579.1	1475.2	3048.7	321.6	321.6	321.6	321.6	3216	18.4	482.9	1158.9	7073.4	2594.8	633.5	7.0	337.9	97.5.1	6816.1	454.9	182.9	17.6	238.5	390.5	2975.7	7/277	2797.2	1672.8	2285	35.3	1540.7	723.6	1018.1	500.9	765.8	543	1244.6	596.8	596.8
Approact Flow Q2 ((L/s)	381.5	50.2		37.1	000	1440	73.1	7.99	2 777	77.3 3321.2	35.9	11.4	75.6	59.2	53.7	48.1	7.77	60.1	92.8	+	35		115.5	0 55.2	2315.2	-	-	+	-	87.6	21.6	38.7	+	+	98.4	+	39.2	133	88.5	0 72.5	97	60.6	53.3	76.6	131.9	100.2	111.5
Direct Ap Flow Org FI (L/s)						1440					H							+	+		H						Ħ			H									++							+	-
Or Flo	In land	2		-		++-	. 2	5	2	4 2	- 5		9 80	9 _	9 -		7 0	2 5	2 6				2	2		H.	- m -			L 8		_	-	2	0 -4	5	2	10.6	+		100		_	20.29	5 9 1	6 2	-
A Flow Or (L/s)	3815	50.2		37.1	4		30.3			30.4			\perp			27.7	1	\perp	1	1	35	Ш	53.5		2232	Н	4	++	1	5.85		38.7		36.2	-	27.5	39.2	15.5	4	5'57	27.	58.1		76.6			_
al Parfial	7 1498	30.5		3 371			9 303			11 30.± 2 1673.2	-	9.	7 75.5	12 28.5	24.5	2 25	7 22:	7 7 7			8 35		9 53;		2 6298	\perp				17.77		38.7		9 36.2	-		39.5	1 64.3	+	7 723		107 7		6 763			
Sum CA (ha)	2 0.2517	12 0 0 8 4 3		23 0 0623			99 00509	96 0049	37 8.37	11 0.0511	-	6 0.013	5 0.04	81 0.048 32 0.043	14 0.047	2 25 0.042 0.042 2 1 24.4 0.041 0.041 24	77 0.037	31 0.07	11 0.0511	95 0 0 58	38 0.0588 37 0.0737	99 0 0 TE	66800 66		78 1.0582	7.70	78 0.0678	51 0.06	24 0052	10 0.080	90.036	5 0.065		60900 60		29 0 0 7 6 5	88 0.0658	10.0261	\perp	79200 79		200976 24 00674	96 0 089	50.5 0.0848 0.0848 5 76.6 0.1286 0.1286	55 0 066	250 0052	20 0 0 00
Il Partial F		7 0.0612		37.1 0.0623			30.3 0.0509	5 0.04	2 8.37		35.9 0.0603	1 0.01	6 0.12	7 0.04	1 0.04	70.0 4	7 0.03	5 0.07	7 0.05	8 0.058	35 0.0588	t 0.07	5 0.0899	2 0.09	2.1 0.0878	0.00	3 0.0678	90.00	2 0.052	10801 177		7 0.065	7 0.1171	36.2 0.0609	70.0	27.5 0.0462		15.5 0.0261	+	45.5 0.0764		58.1 0.0976	3 0.08	5 0.084	5 0.06	2 0.05	200
Full Full Sum CA Qc=CIA (ha) (L/s)	7.7083 3815	0.1722 42.7	Н	0.0623 37						511 30.4 797 3321.2		136 8.	27 75	481 28	422 25	42 2	22 778	33 15			0.0588 3		0.0899 53.5	55 T26	37.1033 2232.1						0.036 214	0.065 38.7		0.0609 36	-	0.0462 27	-	0.0261 15.	+	0.0754 45			396 53	34.8 50	11 65	524 31	129 24
Full Sun		0.0612 0.1		0.0623 0.0			509 0.0509	0.0 961	737 8.3	511 0.0511 305 13.3797		136 0.0	27 0.0	481 0.0	414 0.0	42 0.0	377 0.0	731 0.0	511 0.0 515 0.0	159 0.0	0.0588 0.0 0.0737 0.0	739 0.0	0.0899	927 0.0	37.0155	L 0	0.0678 0.0678	651 0.0	524 0.0	0.0801 0.0	0.036 0.0	0.065 0.0		0.0 6090.0		0.0462 0.0	0.0 8590.0	0.0261 0.0	+	0.0764 0.0	162 0.0		968 0.0	0.0848 0.0848	11 0	569 0.0	129 0 0
Area Fu A C (ha) Ih		0.068 0.0		0.0692 0.0			0.0566 0.0509	551 0.0	082 8.3	00	29.6648 13.3	151 0.0	0.0	48 0.0	0.0 691	0.0466 0.042 0.042 0.042	419 0.0	812 0.0			0.0653 0.0		0.0 6660	03 0.0	0.0975 0.0	0.1607	753 0.0	723 0.0	582 0.0	0.089 0.0		0.0723 0.0	\rightarrow	0.0 677 0.0	-	0.0514 0.0	-	0.029 0.0	+	0.0849 0.0		0.1085 0.0976	0.0 595	0.0942 0.0	739 0.0	532 0.0	276 0.0
C , (F)		0.9 0.0		0.0	\rightarrow		0.9 0.0	9 00	45 18.6		0.45 29.6	900	9 0.1	9 0.0	9 00	0.9 0.0	9 00	0.0			0.0 0.0		0 0 0		0.9 0.0		_	_	_	0.9 0.0	-	0.9 0.0	+	0.0	+	0.0 6.0	-	0.9 0.0	+	0.0 0.0		0.9 0.0		0.9 0.0	\rightarrow	\rightarrow	
	+	214.27 0	-	214.27 0	+		214.27 0	_		\vdash	214.27 0	2.27	1.27 0	1.27 0	1.27 0	214.27 0	72.	27 0			214.27 0		214.27 0	-	214.27 0	-		+	-	214.27 0	\perp	214.27 0		214.27		214.27 0		214.27 0	+	214.27 0		214.27 0	\square	214.27 0	\rightarrow	\rightarrow	_
Time Infe Tc (min) (mn	5 21			5 21	,		5 21		229.3	5 21	21 86	5 21	5 21	5 21	5 21	5 21	5 21	212	5 21	5 21	5 21	5 21	5 21	5 21	5 21		2 21	2 2 2	5 21 21 2	5 21	5 21	5 21	5 21	2 212	2 21	5 21	5 21	5 21	+	5 21	5 21	5 21	5 21	5 21	5 21	5 21	- 23
									0.25 22	H	0.25							+	+		H																		+	+					+	+	_
th Catch be Retardance) (-)	8														\perp	\perp	\perp	\perp	\perp	\perp	Ш				0.25	Н													4		\perp		\sqcup	Ш	\perp		_
Catch Catch Length Slope (m) (%)	00 00							+	597.18 0.4		00 2.5	+			+	+	+	+	+	\vdash	H		+	H	624.5 0.6	-	+		+	H			+	H					+	#	\vdash		-	+	+	+	_
	910	Nave							/ave		Nave 1						H	+	+	H	H				d A P				H										+	+					#	#	_
Tc Method (-)	Direct	Direct Inematic 1		Direct	2		Direct	Direct	inematic	Direct	inematic V Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct Kinematic N	199	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct		Direct	Direct	Direct	Direct	Direct	Direct	Direct	Dinge
Catch ID	= 8	, = &			=		= =		35	= =	€ =	=			= =		= =	= =	==	= =	==	=	=	=	= %		= =			= =	=	=		= :	= =	=	=	= =	Ш	=	=	= =	=		= = :	= =	-
RL (m) 36.16	31.63			31.78							36.03	35.87	33.16	32.62	32.23	31.85	31.46	31.2	32.24	36.37	33.54	31.44	29.81	37.6	29.05	28.15	36.37	35.43	32.63	31.26	36.57	36.39	36.77	35.92	76 77	34,41	34.39	33.91	33.77	34.22	34.04	35.24	36.43	36.48	34.2	32.3b 32.08	3186
out Grate RL) (m) 16 36.16	16 36.06 52 31.63	3166	37 32.37 39 32.39	31.54	3135	33 33 33 34 312	3 31.3	7 31.47	37 31.14	32.05 33 35.83	38.03	35.87 33.78	33.16 81 32.81	52 32.62 46 32.46	32.23	31.85	31.75	2 312	279120.4 32.24 32.24 3 7 279074.03 32.47 32.47 3	35.37 57 35.57	35.36	3 313	81 29.81 76 28.76	5 37.6	29.05	15 28.15	36.37	28.05	53 32.63	5 31.26	77 36.57 90.7E 80	36.39	77 36.78	35.92	34.77	11 34.77	35 37.53	91 33.91	33.71	279088.07 30.93 31.79 3.80 280051.33 34.22 34.22 3	36 32 06	24 35.24	13 36.42 23 35.23	2 36.48	34.2	38 32.38	21 84
ng RL (m) (m) 142 36.16	61 36	313	32.	182 31.78	88 31	43 29.	99 31	22 31	58 30.	73 32	36.	.71 35.	0.2 32	59 32	16 32.	.96 31. 187 31.	17, 31	134 31	03 32	2.01 36.	94 35	116 677	4.4 28	7.3 36	77 58	6.7 28	366 36	513 25 25	32 32	16 83	7.07 36.	23 37.	58 36.	56 42	75 34 34 34 34 34 34	651 34.	28 34.	105 33	1.02 33.	33 34.	54 35	35.	96 35.	36 17 36	134 32	62 32	371 31
Setor (m) 280499	280502.61	279489.75	279474	279418.43	27939	279356	279200	279280	279181	279150	27885	278872	278964	279035	279119	279198	279278	279353	27912	278852	278785	278694	27864	27882	278597	27859	280449	28024	279047	279347	28044	28036	280335	28029	280169	280146	280138	280085	280075	279085	280042	279997	279938	27979	279716	279523	2705
Setout Easting (m) 65368.86	65486.16	65492.2	65514.09	65544.37	65537.14	65538.75	65502.9	65508.83	65493.63	65500.49	6548253	65495.39	65507.66 65509.37	65512.51	65517.66	65523.22	65529.22	65533.97	65497.7	65497.64	65502.03	65554156	65579.52	65534.28	65615.78	65639.59	65381.44	65422.38	65492.15	65311.88	65368.75	65353.57	65379.58	65405.51	65436.92	65461.39	654.28.19	65455.38	65454.96	65522.52 65522.52 65498.65	65473.83	65494.91	65516.35	65554.08	65536.19	65530.15	45525 04
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Node (-)	A2 AB1	AB2	AB4	A01	AF.	AHZ	AJ1	AL1	AMZ	AO	A02	AOA	AOS	AGE	AOT	ACT	ACT	ACT	AP1 A01	AS1	AS	ASI	ASC	A P	Α×	AW.	100	98	96	98	E J	D2	Q E 5	5 E :	5 2	Z Z	Ex A	5 E S	M3 M2	N 20	Ex A	R2 10	03	S2 S2	2 2 2	88	S

ATTACHMENT 4

Road Design









LEGEND PROPOSED

SEALED EDGE

DRAINAGE RCP KERB FACE

1^1^1 CONTOUR 100mm INTERVAL OPEN DRAIN

CONCRETE: FOOTPATH PRAM RAMP

 $\begin{array}{c|c} \text{PIT NAME} & \textbf{D2} \\ \text{PIT TYPE} & \text{M4} \\ \text{SETOUT RIP} & \text{16,190} \\ \text{DIA x DEPH} & \text{12x 23} \\ \end{array}$

UP STREAM INVERT 15 - 15 022
PPIE STZ CRADE 157 Into 8 / 10 9%)
DOWN STREAM INVERT 55 - 14 661

EXISTING

BOUNDARY: LINE, PEG PATH

DRAINAGE: PIPE, JUNCTION, GULLY - 0 - 0 - 0 - 0

TELECOMS: UG LINE/OPTIC FIBRE, PIT, PILLAR

OVERHEAD POWER: LINE, POLE POWER UG LINE, PIT, DOME SEWER: LINE, PIT GAS HIGH PRESSURE

Ø # | - S - S 0 5 10 12.5 15 20m 1:500

C AUTON
SERVICES SOM, RET DEL USED AS A GUID DUV.
SERVICES SOM, RET DEL USED AS A GUID DUV.
SERVICES SOM, RET MAND TO SERVICE SOM. RET SOM TO SERVICE MENT PRODUS SOM. RET SOM TO SERVICE MENT PRODUS SOM. RET SOM TO SERVICE AS A GUID SERVICE AS A G REV No: DRAWING NO.
R771-113 dity of swan

0

OPERATIONS

AVENUE AW2 GULLY 28.150 1.05x NSTALL REP US - 27.970 300 / Int-8 / (2.1%) 1 - 23.48 DS - 27.4.78 AW1 to AW2 AW1 28.053 1.05x120 PLAN SCALE 1:500 AS7 GULLY TWIN 28.760 1.05x US - 30.122 300 / In 38 / (2 6%) 1 - 4.6.52 DS - 28.857 ASS to AS6 \ HENLEY BROOK NSTALL RCP US - 28 812 300 / fin33 / (31%) L - 2251 DS - 28 121 AS6 to AS7 - INSTALL RCP US - 30.314 300 / Inf00 / (1.0%) L - 15.21 DS - 30.162 AS4 to ASS AS4 SEP 31438 31438 05x120 SIL-ICE DINMING BITTLE STATE OF THE STATE OF INSTALL RCP— US - :2.355 300 / Im28 / (3.6%) L - 54.80 DS - :0.375 AS3 b AS4

PROFOR MCIVIL ENGINEERINGGROUP (A1) HENLEY BROOK AVE - STAGE 3
MESSARA AVENUE TO PARK STREET
DUAL CARRIAGEWAY

DRAINAGE PLAN SHEET 4 OF 4

1:500 A.H.D.

SCALE: DATUM:

DATE

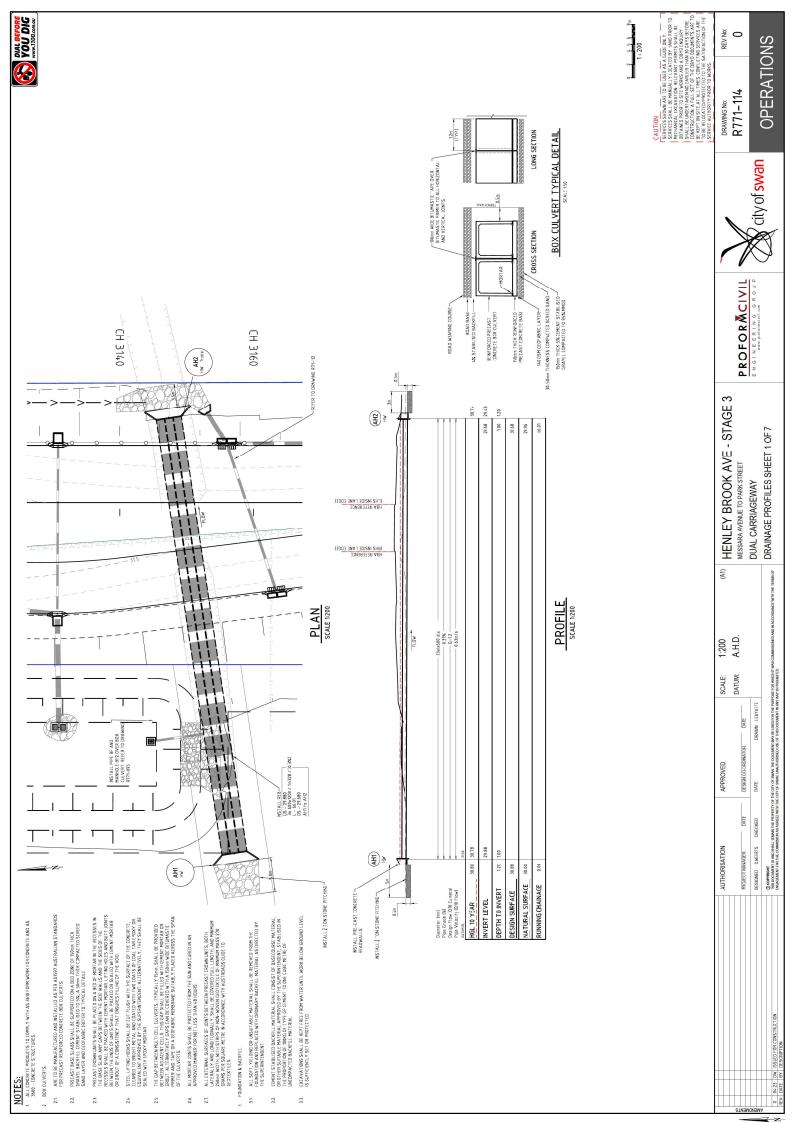
DESIGN CO-ORDINATOR APPROVED

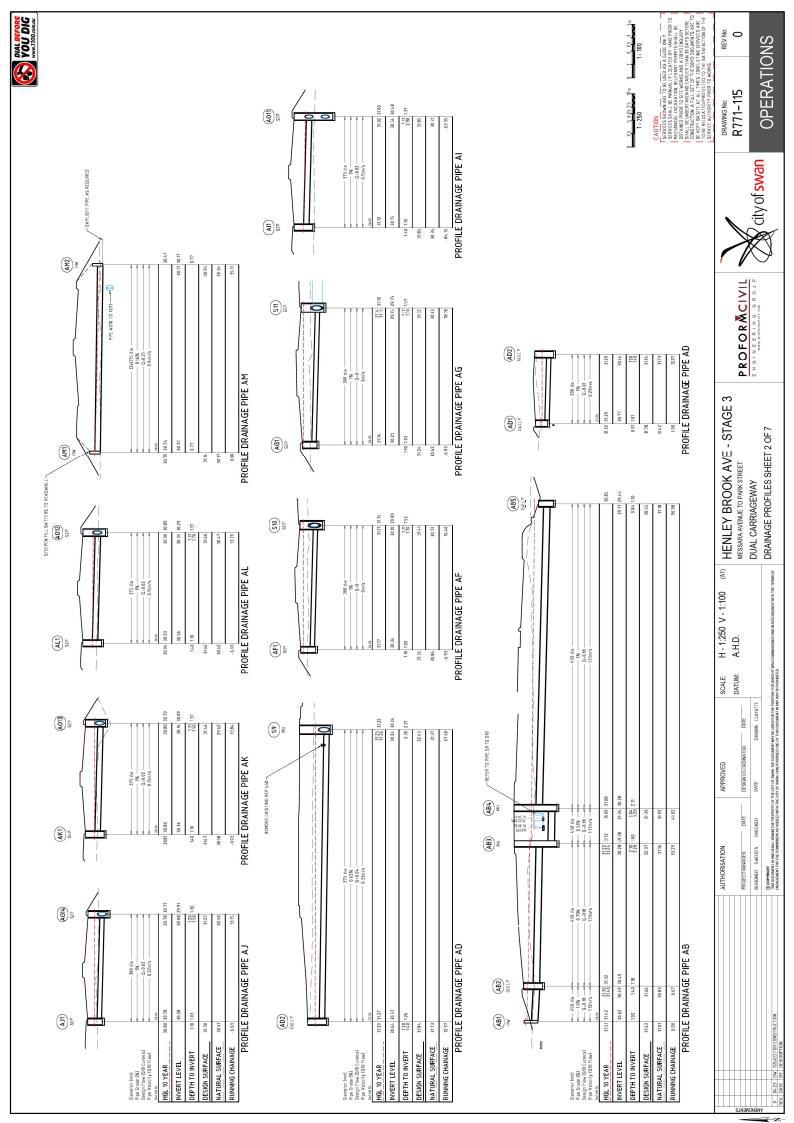
DATE

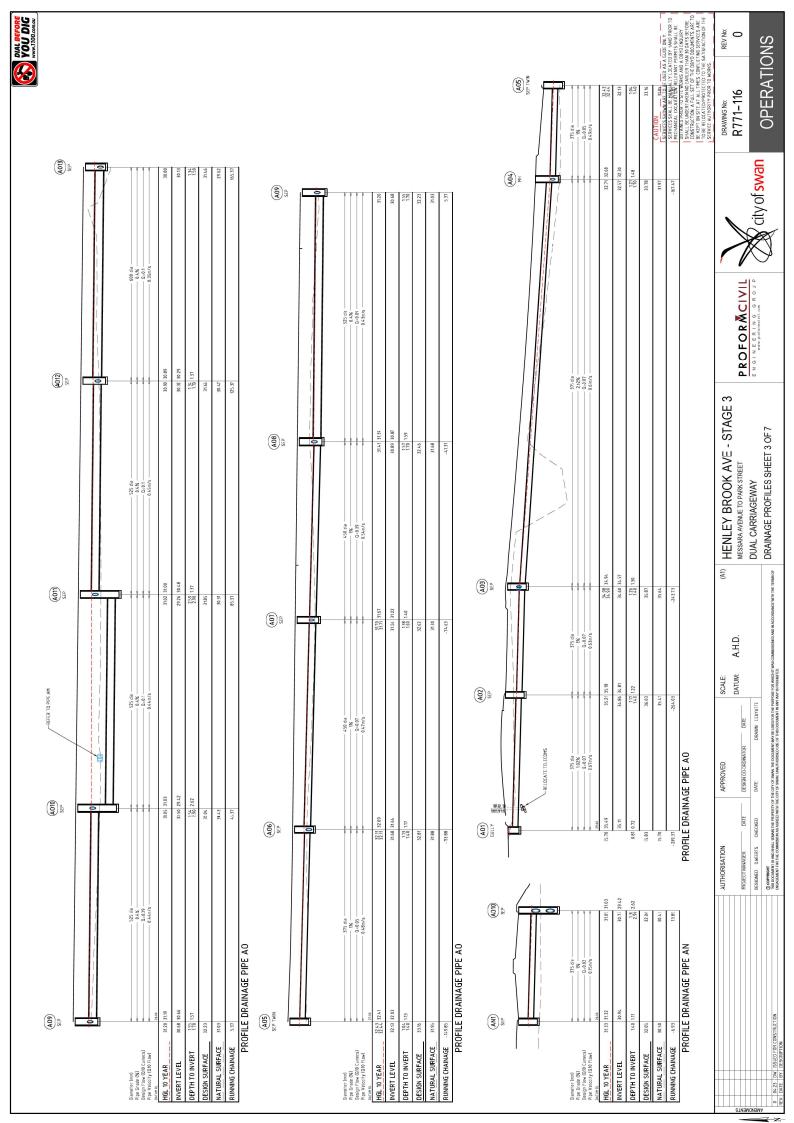
AUTHORISATION PROJECT MANAGER

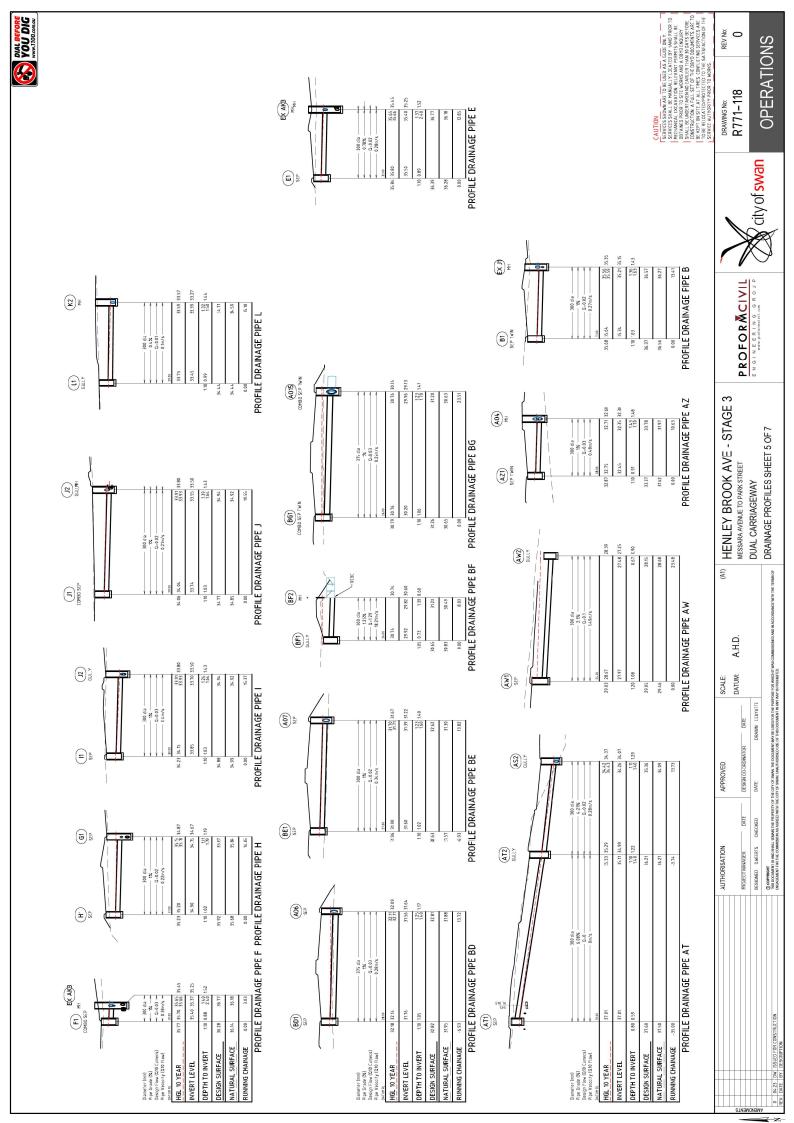
DRAWN CCAYATTE CHECKED DESIGNED D.WEERTS

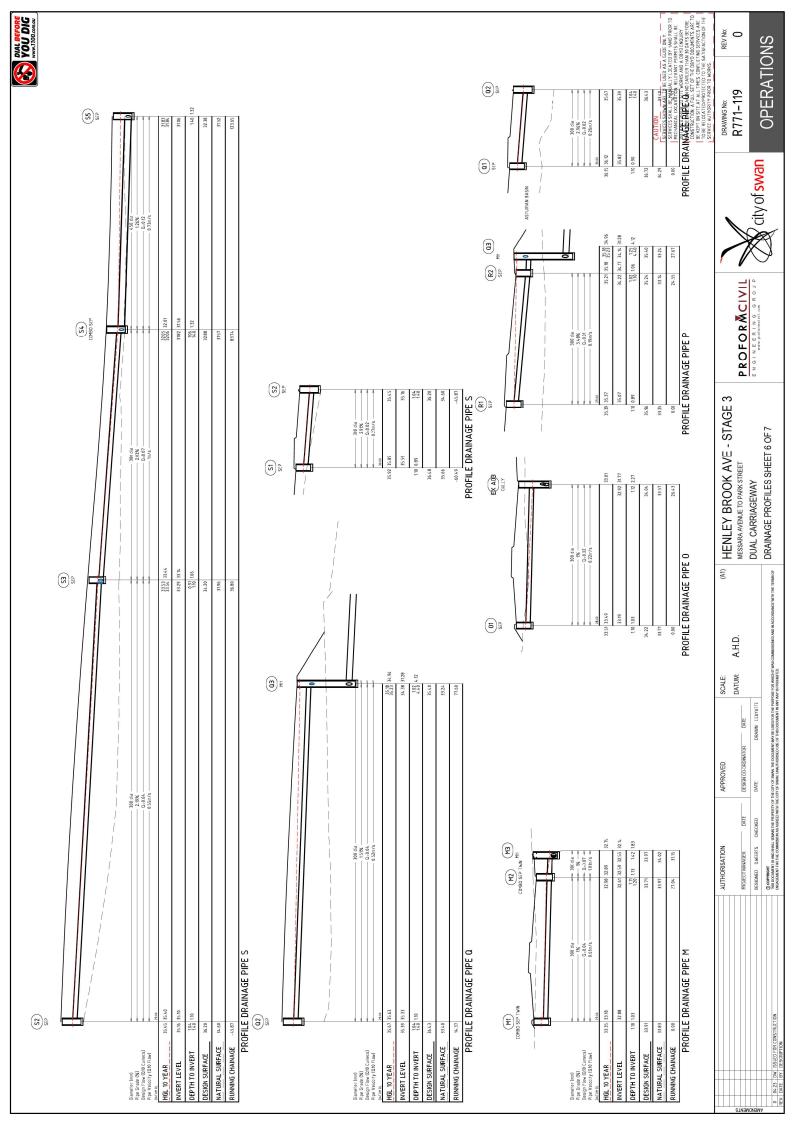
0 04.23 DW ISSUED FOR CONSTRUCTION REV. DATE BY DESCRIPTION

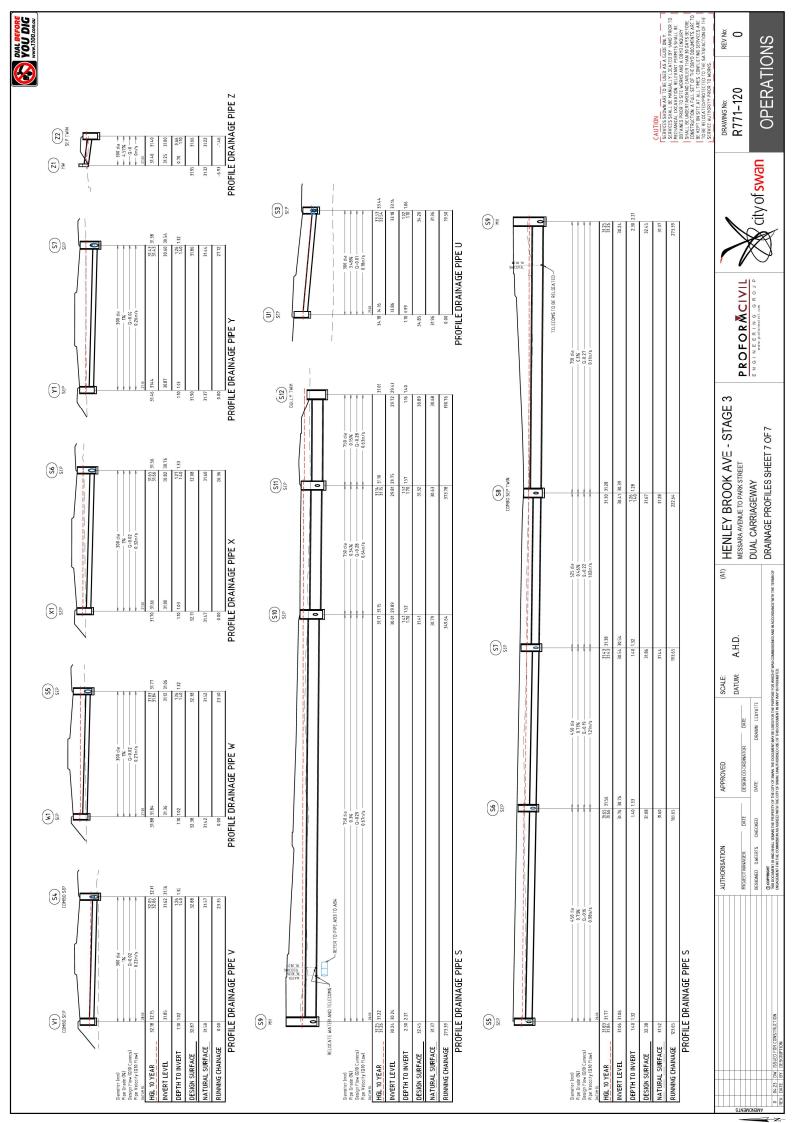












R771-121

SERVICE AUTHORITY	DRAWING No:	7 7000

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CAUTION
SERVICES SHOWN ARE TO BE USED AS A GUIDE ONLY.
, SERVICES SHALL BE MANUALLY LOCATED BY HAND PRIOR TO
MECHANICAL EXCAVATION RELEVANT PERMITS SHALL BE
DBTAINED PRIOR TO SITE WORKS AND A DBYD ENQUIRY
SHALL BE UNDERTAKEN NO EARLIER THAN 30 DAYS BEFORE
CONSTRUCTION, A FULL SET OF THE DBYD DOCUMENTS ARE TO
BE KEPT ON SITE AT ALL TIMES. CONFLICTING SERVICES ARE
TO BE RELOCATED/PROTECTED TO THE SATISFACTION OF THE
SERVICE AUTHORITY PRIDR TO WORKS.

CS-50-106-06-06-06-06-06-06-06-06-06-06-06-06-0
003000.043 20030331 30.100 1.03 2.4
280042.043 34.04 1.05 2.27 CONVERT MH TO GULLY
65473827 280042043 34.04 105 2.27 CONVERT MH TO GULLY 65368753 280447,074 36.773 105 163 CONVERT TO MH AND RAISE LID
65366753 280447074 36.773 1.05 163 CONVERTIO MH AND RAISE LID
SEP 65379.584 280335.578 36.277 1.05 1.17
65391734 280289,009 35.865 1.05
65251.75 200285.00 35.805 1.05 1.17 (5.64.2.3.97) 2802935.6 35.935 1.05 1.17 (5.64.2.3.97) 281392.6 31.88 1.05 1.11
65442337 2801245.54 33.923 105 65442337 280192.46 34.88 105 65436.923 280169.222 34.768 105
654.3397 280192.46 34.88 105 654.36.823 280169.222 34.768 1.05 654.29.797 280187.425 34.936 1.05
654.36.723 280169.222 34.768 654.29.797 280187.425 34.936 654.61.387 280146.51 34.406
65429,797 280187,425 65461,387 280146,51 65449,142 280141,652 65440,007 280138,03
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COMBO SEP TWIN HW

ADJUST LID CONVERT LID TO SEP

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PIPE SCHEDULE

PIT SCHEDULE

REMARKS CONVERT SEF

DRMCIVIL
RING GROUP

	PROFO	ENGINEER	
VE - STAGE S	ь		

MESSARA AVENUE TO PARK STREET
DUAL CARRIAGEWAY
DRAINAGE SCHEDULES

(A1)	HENLEY BROOK AVE - STAGE (
	MESSARA AVENUE TO PARK STREET
	DUAL CARRIAGEWAY
	DRAINAGE SCHEDIII ES

DUAL CARRIAGEWAY DRAINAGE SCHEDULES	AN ANAMATINA MANAMETRIAN PROPERTY OF THE PROPE
DUAL CARRIAGEWAY	
MESSARA AVENUE TO PARK STREET	

A.H.D.

DATUM: SCALE

> DRAWN CCAYATTE DATE

> > DATE

DESIGNED D.WEERTS

C COPYRIGHT
THIS DOCUMENT
FOR COMPANY FOR

DESIGN CO-ORDINATOR

DATE CHECKED

AUTHORISATION PROJECT MANAGER

CH 2360

CH 2340

CH 2320

CH 2300

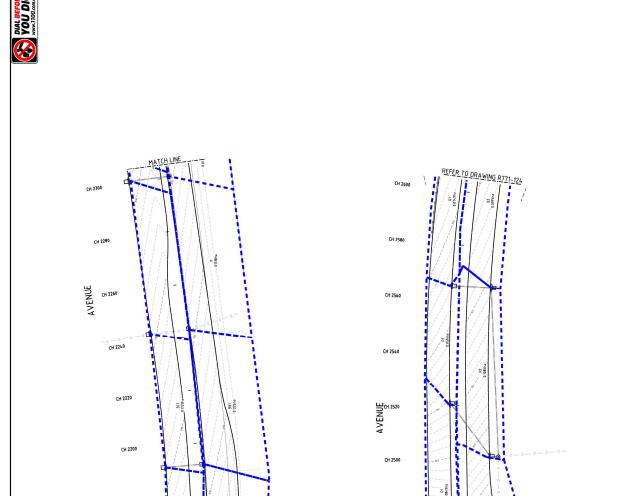
MATCH LINE

HENLEY BROOK

CH 2040

HENLEY BROOK

45 L0T 323





0 § 10 12.5 15 20⊪ 1:500

AVENUE

HENLEY BROOK

REFER TO DRAWING RITTLE

CH 3980

CAUTION
Services source in the LISED AS A GUID ONLY.
SERVICES SOURCE SOURCE IN SERVICE **OPERATIONS** DRAWING NO: R771-125

REV No: 0

s city of swan

PROFORMCIVIL ENGINEERING GROUP

PLAN SCALE 1:500

SCALE DATUM:

(A1) HENLEY BROOK AVE - STAGE 3
MESSARA AVENUE TO PARK STREET
DUAL CARRIAGEWAY DRAINAGE CATCHMENT PLAN SHEET 4 OF 4

1:500 A.H.D.

DESIGN CO-ORDINATOR APPROVED

DATE

AUTHORISATION PROJECT MANAGER

DESIGNED D.WEERTS

0 04.23 DW ISSUED FOR CONSTRUCTION REV. DATE BY DESCRIPTION

DRAWING NO: R771-126

C (AUTION
SERVICES SOUND HE TO BE USED AS A GLOBE ONLY
SERVICES SOUND HE HARMALT TO BE USED AS A GLOBE ONLY
SERVICES SOUND HE CHARMALT TO CATE DRY AND PROPER TO THE CHARMAL END PROPER SOUND HE CHARMAL BE CHARMAL BE CHARMAL BE CHARMAL BE CHARMAL BE CHARMAL BE CHARMAL BE CHARMAL BE CHARMAL BE CHARMAL BE CHARMAL BE CHARMAL SET OFFICE TO THE CHARMAL SET OFFICE TO THE CHARMAL SET OFFICE TO THE CHARMAL SET OFFI CHARM

1 26,15x 155 95 (10ST) 1 26,15x 136 54 (10ST) 1 16,35x 24.7 177 M2 1 16,35x 187 106 R2

1 2G,3.0X 19.1 8.6 UI

1 16,13X 15.6 5.8 BC1 1 16,3X 28.4 16.2 K1 1 16,3X 15.1 75 10.5T 1 16,3X 23.5 13. J1 1 16,3X 23.5 7.8 M1

1 16,3.0X 27 11,3 G1 1 16,3.0X 29,4 18.6 BB1

15,0 5X 6.7 5.1

19.8

0.5G,3.0X

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15,3.0X

0.047 1

0071 1 26,05X 105 111 M2 1 16,15X 6.8 17 105T 0071 1 434 105T 1 0.56,30X 28.8 10ST

city of swan

HENLEY B	MESSARA AVENUE	DUAL CARRIA	ND AINIAGE UV
(A1)			
L			

DUAL CARRIAGEWAY	
MESSARA AVENUE TO PARK STRE	

0 04.23 DW ISSUED FOR CONSTRUCTION REV. DATE BY DESCRIPTION

Σ C														0											0																
Road Xfall (%)		301.1		2.6			Е	-	19	m m	m m	m m r	n m n	n m	m	2.3	3.1	51	m	3 3	т (n m	m	mm	m	-	m	3.5	m m	3.3	m :	2	е.		2.6	. m m		m		= \$	
Road Grade		2.1		8:0	7.0	0.5		3.2	3.9	15	0.5	0 5	00 00			3.9	3.9	m	21	4.2	-	0.9	-	9 0 0 2	9.0	13	0.7	0.9		0.9	- :	11	0.1		21 21 2.4		-	1.6		> 2	
Flooded Vel.)ep [sq.n/s]		73.0				0.02	0.02	9:0	0.11	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.0	0.05	0.05	0.03	0.03	0.03	0.91	0.02	70.0	0.03	0.02	9	0.91	0.02		000	0.03		0.03		V 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CIVIL
Flooded Width (m)		6.0				1.78 1.76 1.71	179	96.9	123	2.06	183	161	159	791	1.82	1.93	177	273	192	5.81	21.2	575	1.82	2.49	1.97	967	1.72	2.12	1.67	2.07	192	1.5	174		177	16		1.67		2	proform
Tooded Depth (m)		670'0		0.038		0.049 0.052 0.049	670.0	0.14.6	0.032	3.5 0.056 1.6 0.059	0.052	970.0	0.046	0.036	0.05	0.053	0.035	0.034	0.055	0.005	0.058	690'0	0.052	0.069	0.042	0.021	670'0	0.061	0.063	0.045	0.055	0.028	0.076		0.034	0.05		870.0		Ĭ.	W W W
Road Capacity (L/s)		244.8		397		482.9	482.9		3048.7	321.6	321.6	3216	321.6	36.8	482.9	482.9			633.5	337.9	1,546	5809.6	6757	482.9	35.3	238.5	390.5	2975.7	47.74	2797.2	1672.8	114	1540.7		1018.1	500.9		243		PROFOR MCIVIL	
Pproach Tow Qa (L/s)	0 178.8	22		20.4	0	17.1 17.5 16.6 16.9 207	17.3	1420.2	4.5	26.6	19.4	13.8	13.4	12.7	18.1	5.2	19.2	35.9	5.97	30.3	53.1	24.7	27.1	415 28 37.3	31	118	21.3	38.3	21.4	33.2	£ :	8.5	28.8	0	18.9	22 29.3		1.7.2	3		
Direct A low Ody 1 (L/s)											T																														
atchment Flow Q; F	178.8	52		20.4		16.6 17.1 16.2 16.5	16.7	1420.2	19.7	14.7	15.7	13.8	13.7	12.7	16.7	16.8	19.2	24.1	29.7	30.3	47.3	36	213	22.7 17.1 37.3	31	118	213	38.3	19.9	13.4	15.1	215	000		15.1	22 29.3		27.7	- STAGE		
tc=CA (L/s)	19	22		20.1		16.6 16.2 16.2 16.5 207	16.	612.7	19.1	14.0	15.	38	13.4	12.7	16.7	16.8	19.2	77.	29.1	303	7.73	36	21.3	17.	31	11.8	213	36.8	38.8	13.4	ýź ;	8.5	0.00		15.	22	П	27.7	Ä		210
artial P .m.CA 0 (ha)	3,205	0765		0.0623					0.0503	1,127	04.32	04.72	2,042	0339	1150	0515	0585	0739	66800	0.0927	1447	0.0578	0.0651	0.0694	0801	9203	5900	0.1171	1186	1700	0.0462	0.0558	6					0.0848	X	STREE	SS
CA Si	102 (0.103	3	0.0623 0		0.0509 0.0509 0.0524 0.0524 0.0505 0.0496 0.0505 0.0505 7.4433 7.4433	0511	1.8443	0.0503 0	0.127 0.127 4	0432 0	0472 0	270	039 (0.0511 0	0515 0	0.0585 0.0585 0.0588 0.0588 0.0737 0.0737	0739 0	0.0899	0.0927 0		0.1103 0	0.0651 0	0.0694 0 0.0524 0 0.1142 0	0 6760	036	0.065	0.1171 0	0.0609 0			0.0251 0	601		0.0754 0.0754 0.0764 0.0462 0.0462 0.0462	0 9580		0.0848 0	8	PARK S	SAUL
Full P	178.8	19.1	,	15.9 0		16.6 0 17.1 0 16.2 0 16.5 0 207 7.	16.7	01	4.5	14.7	15.7	13.8	13.4	12.7	16.7 0		19.2 0 24.1 0	24.1 0	29.7	30.3 0 1032.9 0	-	35 0	21.3	22.7 0 17.1 0 37.3 0	31 0	118	21.3	36.8 0	19.9 0	-	\neg	8.5 0 8.5 0			15.1	22 0		27.7 0	BR	IUE TO	HAD
Full thal	6.8632	0.1558		0.0623		0.0509	0.0511		0.0503	0.127	0.0481	0.0414	0.042	0.039	0.0511	0.0515	0.0585		65800	32,9905 1	-	0.1103	1590.0	0.0654	0.0801	0.035	0.065	0.1171	0.0609	0.041	0.0462	0.0558	2		10462	71900		0.0848 27.7	LEY	CARE	AGE
Full CA S (ha)		-		0.0623 0		0.0566 0.0509 0.0509 0.0583 0.0224 0.0504 0.0551 0.0496 0.0496 0.0561 0.0505 0.0505 18.6082 7.4433 7.4433	0.0511		0.0136	0.1411 0.127 0.127 0.045	0.0432	0.0422	0.042	0.039	0.0511	0.0515	0.0585 0.0585 0.0588 0.0588 0.0737 0.0737	0.0739	0.0899	0.0927 0.0878 32.9027	0.1447		0.0651	0.0694 0	0.0949	0.036	0.065	0.1171	0.0609 (-	\rightarrow	0.0558			0.0764 0.0764	9680.0		0.0848	HENLEY BROOK AVE	MESSARA AVENUE TO PARK S'	DRAINAGE HYDRAUL
Area A (ha)	0.1133	0.058		0.0542		0.0565 0.0583 0.0551 0.0561 8.6082	0.0568	9.0339	0.067	0.14.11	0.0534	970.0	0.0455	0.0433	0.0568	0.0572	0.0653		0.0999	0.103 0.0975 82.2567	0.1607	0.1226	0.0723	0.0771	0.089	70.0	0.0723	0.125	0.0677	0.0455	0.0514	0.0731	21212		0.0849	0 0749		0.0942	(A1)		Т
Sunoff (-)	6.0	50		6.0		60 60 60	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6:0	6.0	60	6.0	6.0	6:0	6.0	6.0	6.0	6.0	6.0	6.0	\vdash	6.0	6.0			6.0	6.0					
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t Grate (m)	36.16 36.06 31.63	31.66	32.37	31.54 31.78 31.84 31.35	3124	3185 313 3147 3166 3114	30.95	35.83	35.87	33.16	32.62	32.23	31.66	31.27	32.24	35.37	35.57	313	29.81	37.6 36.21 29.05	33.37	35.43	35.69	32.82 32.63 32.63 30.65	31.26	35.57	36.39	36.28	35.87	34.94	34.41	34.44	33.71	31.86	35.22	36.72	35.23	36.48	APPROVED	N CO-OR	
Setour RL (m)	36.16 36.16 30.62	3166	32.37	31.54	29.88	31.85 31.47 31.66 30.37	30.17	35.83	35.87	33.16	32.62	32.23	3166	3127	32.24	36.37	35.57	31.44	29.81	37.6 36.21 29.05	33.37	35.43	35.69	32.82 32.63 30.65	31.26	37.08	36.39	36.28	35.97	34.94	34.71	34.39	33.71	30.93	35.22	36.43	35.23	36.48	APP	DESIG	Date
Setout Northing (m)	280499.42 280502.61 279492.43	279489.75	179474.46	279418.43 279487.82 279473.87 279398.8	279356.43	2 779700.58 1855 1885 1885 1885 1885 1885 1885 1	279166.53	278839.28	278874.71	279000.2	279039.32	279119.16	279238.87 279238.87	279318.67 279353.34	279355.93	279074.03	278821.88 278789.94 278742.79	78694.49 278689.43	278646.89	8 278827.3 37.6 37.6 37.6 37.6 17.7 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2	278596.7	80240.86	280242.28	279001.59 279040.81 279367.73	79347.4	280447.07	280366.23 280341.26	280335.58 280289.01	280290.03 280293.54 280192.46	280169.22	280146.51	280138.03	280080.13 280079.02	279075.98 279088.07	280051.33 279984.54 279997.78	79942 86	76'7866L8	279799.17			
etout asting (m)	65368.86 65371.15 654.86.16	65492.2	514.09	544.37	472.95	65512.36 65518.36 65508.83 65506.05	525.35	1467.16	6548253	6550976 278950.77 33.78 33.78 33.78 65507.66 278956.22 33.16 33.16 65509.37 279000.2 32.81 32.81 32.81	512.51	520.44	523.22	53156	5539.1	79.167	502.03	54156	57952	5534.28	485.95	408.88	422.38	554574. 7783677. 3 5544 5354 5354 55457. 5 54457. 7783677. 3 654575. 7783677. 3 655757. 3 65757. 3 655757. 3 655757. 3 655757. 3 655757. 3 655757. 3 655757.	367.05	347.56	5393.2	379.58	405.51	436.92	77 677	44.0.01	454.96	522.52	494.91	53046	469.14	80.755		DATE	HEUNEN
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Nade Type	SEP WH	GULLY	¥ ¥	435 2011.7 2011.7 2011.7	SEP HW Triple HW out et Triple	SEP SEP SEP SEP HW Double	HW autlet Dauble SEP	GULLY	98 98 8	SEPTWIN	SEP SEP	다 다	3 64 6	SEP COMBO SEP TWIN	HW suffet SEP	SEP	GULLY	95 H	SEP GULLY TWIN	SEP	SEP TWIN	COMBO SEP	₹ 53 3	SEP SEP SEP	COMBO SEP TWIN SEP TWIN	MH GULLY	₹ 8, 3	COMBO SEP SEP	# 98 98	COMBO SEP GULLY	SE SE	GULLY GULLY COMBO SED TWIN	COMBO SEP TWIN	HW sutlet	93 93 93 93 93 93	SEP 43	¥ ¥	SEP	AUTHORISATION	PROJECT MANAGER	© COPYRIGHT
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| Choce | Inlet | Bypass | By | Factor | Curve Name | Flow Qg | Flow Qb | | (-) | (-) | (L/s) | (L/s) |

HYDRAULICS Q10 (10% AEP)

2G,5.0X 215 3.5

178.8

20.4 15.9 16,1.5X 0 0.56,3.0X 0

1 0.56,30X 16.7 0.4 Al.1 1 0.56,30X 16.5 0.2 BCI 1 0.56,30X 16.5 0.4 Al.1 1 0.56,30X 207 - ARI

0.56,30X 16.9 0.5 All 46,0.5X 74 1346.2 LOST

13.9

| R25 MC 836 | 119 | A00 | 10 | 852 MC 22 | 3.5 | A00 | 10 | 852 MC 15 | 3.5 | A00 | 10 | 852 MC 15 | A00 | 10 | 852 MC 15 | A00 | 10 | 852 MC 15 | A00 | 10 | 852 MC 15 | A00 | 11 | 853 MC 12 | A00 | 12 | 853 MC 12 | A00 | 13 | 853 MC 12 | A00 | 14 | 853 MC 12 | A00 | 15 | 853 MC 12 | A00 | 16 | 853 MC 12 | A00 | 17 | 853 MC 12 | A00 | 18 | 853 MC 12 | A00 | 18 | 853 MC 12 | A00 | 18 | 853 MC 12 | A00 | 18 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 853 MC 12 | A00 | 10 | 8

4G,15X 13.7 55 A53 4G,30X 17.9 118 A54 2G,15X 18.8 17.1 A56

1 26,15X 0 L0ST 1 46,15X 201 10.2 L0ST 1 0,56,30X 105 948,5 L0ST

2G,3.0X 26 20.6 AW1

1 26,30X 34,2 18.9 BD1 1 16,15X 19.1 3.1 LOST 0.61 16,30X 21.5 33.2 J2

1 16,3.0X 213 5.8 II

1 0.5G,30X 20.6 10.9 BE1 1 0.5G,30X 23.8 4.2 AQ1 37.3 -

1 0.5G,30X 175 0.6 ANI 1 0.5G,30X 196 14 API 1 4G,15X 51 01 A03

DRAWING NO: R771-127

155 95 LOST 136 54 LOST 24,7 11,7 M2 182 38 R1 18,7 106 R2

1 26,15X 1 26,15X 1 26,30X 1 16,30X 1 16,15X

1.67 0.03 1.74 0.02 1.85 0.05 1.6 0.03

0.0.2 0.031 0.051 0.05

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25 15.1 31.9 22 29.3

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Direct

COMBO SEP TWIN
COMBO SEP TWIN
COMBO SEP TWIN

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HENLEY BROOK AVE	MESSARA AVENUE TO PARK STREET	DUAL CARRIAGEWAY	DRAINAGE HYDROLOGY Q10
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SCALE

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AUTHORISATION PROJECT MANAGER

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DESIGN CO-ORDINATOR	DATE	ALL SEMBI HE PRYSPERTY OF THE CITY OF SMARK THE DOCIMENT MAY BE USED FOR THE PURPOSE FOR WHACHTET WAS COMM MARRISHON AS AGREED WITH THE CITY OF SMARK THAUTHORSED USE OF THIS DOCUMENT IN ANY WAY B PROPHEITED.
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President	PAULTOTE	prejoying purrant currents	DATE	DDAMAI	CONVETTE	
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ISSUED FOR CONSTRUCTION DESCRIPTION

DATE BY D

YOU E

Bypass Flow Qb (L/s)

Road Xfal

Road Grade (%)

Flooded Vel Dep (sq.m/s)

Width (m)

Depth (m)

Foad FI Casacity (

Direct A Row Odg F (L/s) Elow Oc (L/s) 178.8 21.5

2G,5.0X

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2.1

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178.8

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178.8 0.102 0.103 19.1 0.0612 0.0153

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5'0 5'0

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Direct Kinematic Wave

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GULLY

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Kinematic Wave 100

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HW Double
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65511.09 65511.33 65511.33 65571.94 65537.14 65537.14 55533.73 65537.75

AZ1 L0ST

A06 A07 A09 A010 A011 A012 A013 A013 A015

195 004 2.06 003 188 002 16 002 15 002 151 002 154 002 154 002

0.045 0.045 0.0432 0.0414 0.0422 0.042 0.042 0.042 0.042 0.043

0.045 0.0481 0.0432 0.0422 0.042 0.042 0.042 0.041 0.0377

0.045 0.0481 0.0432 0.0414 0.0422 0.042 0.042 0.042 0.043 0.0337

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AN1 AP1 A03 AS3 AS4 AS6 AW1 LOST

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19.1 29.6 35.9

19.2 24.1 24.1 29.4 30.3

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0.0511 0.0515 0.0585 0.0588 0.0737 0.0739

0.0511 0.0515 0.0585 0.0588 0.0588 0.0737

0.0568 0.0572 0.0177 0.065 0.0653 0.0819

NIMI 438 08MC

20.6 10.2

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5 117.65 5 117.65 24.7.65 11.27

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Direct Direct Kinematic Wave

GULLY TWN SEP

LOST AG1 A015

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ORE DIG

Partial Partial C Sum CA Qc=CIA (ha) (L/s) HYDROLOGY Q10 (10% AEP)

Full Full Partial
Sum CA Cc=CIA CA
(Ina) (L/s) (he)

. Runoff Area Full
C A CA
(-) (ha) (ha)

Time Tc (min)

Slope (%)

Catch Length (m)

Grate RL (m) 36.16 36.06 31.63

DRAWING NO: R771-128

SERVICES SHOWN ARE TO BE USED AS A GUID, ONLY.
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HYDRAULICS Q100 (1% AEP)

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PROFORMCIVIL	ENGINEERING GROUP www.pioformctvii.com

NLEY BROOK AVE - STAGE 3

A.H.D.

DATUM: SCALE

> DRAWN CCAYATTE DATE

DESIGN CO-ORDINATOR

DATE CHECKED

AUTHORISATION PROJECT MANAGER DESIGNED D.WEERTS

HENLEY BROOK AV	MESSARA AVENUE TO PARK STREET	DUAL CARRIAGEWAY	O SOLILIVACION POVINIVACION DE COMPANIA DE
(A1)			

MESSARA AVENIETO DARK STREET
DUAL CARRIAGEWAY
DRAINIAGE HYDRAIII ICS 0400

ENLEY BROOK AVE - STAGE 3
SSARA AVENUE TO PARK STREET
JAL CARRIAGEWAY

DRAWING NO: R771-129

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CAUTION

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SERVICE SHOWN ART THE RISER AS A CIDIC DRLY

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A	city of swan
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EY BROOK AVE - STAGE 3
AVENUE TO PARK STREET
4RRIAGEWAY

MESSARA AVENUE TO PARK STREET DUAL CARRIAGEWAY

MEINLET BROOK A MESSARA AVENUE TO PARK STREE DUAL CARRIAGEWAY	MESSAF
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APPROVED		SCALE:	(A1)	HENI EV
		DATUM:	A.H.D.	
DESIGN CO-ORDINATOR	DATE			MESSAKA AVENUE
DATE	DRAWN CCAYATTE			DUAL CARRIA
THE CITY OF SWAN, THE DOCUMENT MAY BE USED FOR THE FURSYOSE FOR WHICH ITY CITY OF SWAN, UNAUTHORSED USE OF THIS DOCUMENT IN ANY TANY IS PROHEITED.	T MAY BE USED FOR THE PURPY E OF THIS DOCUMENT IN ANY W	OSE FOR WHICH IT WA	HECTO'S SHAN, THE DOCUMENT MAY HE RESCHOOL THE DROVES FOR HADDIT WAS COMMISSIONED AND INJODICANCE WITH THE TEXAS OF DIT OF SHAN, UNLITEDIED LIKE OF THE DOCUMENT IN MAY WAY IS POSSIBLED.	DRAINAGE HY

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ISSUED FOR CONSTRUCTION DESCRIPTION

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Bypass Node (-)	1 1	LOST	τc	LOST	A015	2	AL1 BG1	AV1	X E	LOST	AZ1	LOST	A05 A07	A08	A010 A011	A012 A013	A014	AUI	AN1	A03	AS3	AS6	AW1	LOST	LOST	108	LOST	4 = 1	VQ1	LOST	LOST	· E	- 15 gg	B 12	Tost	Σ	¥2	LOST	LOSI	LOST	LOST	M2		ПТ	75 S2	TT	Т
Bypass Flow Qb (L/s)		6.81					39.5	34.5		3262	50.8	6.2	42.2	33.5	25.3	21.5	17.7	0.0	46.9	33	17.4	62	83.1	31.1	22312	7 44 5	18.6	41.2	593	57	131	15.2	35.4	312	26.8	1.89	59.5	97.7	20	28.6	58	18.5	32.8	28.8	76.3	98	70.1
Inter itow 2g (L/s)	381;	313		37.1	000	1440	33.5	31.5	7777	34.6	\$	23	33.3	30.1	28.4	26.6	24.8	1.09	35.9	5.1	17.6	22.3	32 1	0 24.1		507	21.7	28.8	38.9	32.5	83	23.5	34.3	20.2	316	34.9	12.6	35.3	683	16.5	11	28.9	20.5	21.7	28.4	14.2	41.4
Inlet (L)		26,5.0X			16,1.5X	Vo.	0.5G,3.0X 0.5G,15X	G.3.0X		0.5G,3.0X 4G,0.5X	26,15X	X5'0'	26,3.0X	G,3.0X	G,3.0X	0.5G,3.0X	Z0 E 3	V0.5,0	0.5G,3.0X 0.5G,3.0X	X51,0	46,1.5X	X51'9	26,3.0X	26,15X 46,15X	G,3.0X	XUX	10,1.5X	3.0X	G.3.0X	16.3.0X	15,0.5X	0.5G,3.0X	3.0X	X X S	16,15X	3.0X	X5.0,5X	16,15X	0.5G,3.0X	26,15X	15X	26,3.0X 10,3.0X	,15X	26,3.0X 26,15X	30X	6,30X	G,3.0X
Choke Curv		32		50	+	+	0.8 0.5	_		0.8 0.5		-				0.8 0.5			0.8 0.5	-	97 80			0.8		-	0.9	+	+	0.5	-	0.8 0.5		++	0.8	-	20	0.8 0.0	-	0.8 20		0.8 20	\vdash	0.8 20	\rightarrow	\rightarrow	\pm
Max Pond Ch Depth Far (m)		0		0.3	+		0 0						0 0	00				0.045 0				0		00				, , ,		0 270.0	-				, , ,			0.071	-			00				-	0
Koad Max Xfall Deg (%)		301.1		0 0	2.6		m m	m m		m -	1.9	-	m m	m m	Im m	m m	J	0.0	m m		3.1	ırı	m	. 9		- m			<u></u>	00			3.5	S m (22	m	6.0	2 00		2.5	- 2	m m		Im m	m m	m m	_
Road Ro Grade Xf		2.1 30			0.8 2		5.0	-		3.2		_	1.5	0.5	50 05	0.5	50 05	20	0.5		3.9 2		2.1	2.5 3	9.0	-	8.0	\rightarrow	50	8.0	13	7.0	9.0		0.9		19 0	p (5	2 2	-	2.4	\longrightarrow	51 5	32	0.7	0.7
Flocded VelDep (sq.n/s)		0.17					50.0	0.05		0.05	0.03	100	0.05	50.0	79.0	79.0	0.03	0.00	0.05	0.02	0.05	79.0	69.0		0.38		90.00		90.0	0.05	1(0	79.0	0.05	79.0	0.05	0.07	0.02	0.02	59.0	79.0		0.07		0.05	60.0	0.00	0.07
Nidth (m)		0.93					3.07	3.02		3.14	2.17					253			3.22	E	155	3.75	2.7		5.81		219			246	3.69	2.16	2.65	2.32	3.45	3.01	3.74	188	5.14	2.08	2.43	247	2.29	2.48	2.58	3.19	3.32
Flooded Depth (m)		990.0		0.092	600		0.085	0.083		0.087	70.0	0.02	0.07	0.082	0.077	0.074	0.07 A 0.73	0.09	0.089	0.025	0.043	0.047	0.077	0.005	0.15		0.063			0.123	0.027	0.062			0.075		0.035	0.035	0.118	0.053	170.0	0.057	0.063	90.0	0.082	0.091	0.092
Road Capacity (L/s)		244.8		198.5	500		476.7	482.9		1579.1	1475.2	3048.7	321.6	321.6	321.6	321.6	3216	18.4	482.9	1158.9	7073.4	2594.8	633.5	7.0	337.9	97.5.1	6816.1	454.9	182.9	17.6	238.5	390.5	2975.7	7/277	2797.2	1672.8	2285	35.3	1540.7	723.6	1018.1	500.9	765.8	543	1244.6	596.8	596.8
Approact Flow Q2 ((L/s)	381.5	50.2		37.1	000	1440	73.1	7.99	7777	77.3 3321.2	35.9	11.4	75.6	59.2	53.7	48.1	7.77	60.1	92.8	+	35		115.5	0 55.2	2315.2	-	-	+	-	87.6	21.6	38.7	+	+	98.4	+	39.2	133	88.5	0 72.5	97	60.6	53.3	76.6	131.9	100.2	111.5
Direct Ap Flow Org FI (L/s)						1440			_		Н							+	+		\vdash						Ħ			H									++							+	-
Or Flo	0	2		-		++-	. 2	5	2	4 2	5		2 80	9	9 -		7 0	2 5	2 6		-		2	2		H.	- m -			L 8		_	-	2	0 -4	5	2	10.6	+		150		_	20.29	5 9 1	6 2	-
A Flow Or (L/s)	381.5	50.2		37.1	4		30.3			30.4			\perp			27.7	1	\perp	1	1	35	Ш	53.5		2232	Н	4	++	1	5.85		38.7		36.2	-	27.5	39.2	15.5	4	5'57	27.	58.1		76.6			_
al Parfial	7 1498	3 20%		3 371			9 303			11 30.± 2 1673.2	-	9.	7 75.5	31 28.5 12 25.7	24.5	2 25	7 22:	7 7 7			8 35		9 53;		2 6298	\perp				17.77		38.7		9 36.2	-		39.5	1 64.3	+	7 723		107 7		6 763			
Sum CA (ha)	2 0.2517	12 0 0 8 4 3		23 0 0623			99 00509	96 0049	57 8.37	11 0.0511	-	6 0.013	5 0.04	81 0.048 32 0.043	14 0.047	2 25 0.042 0.042 2 1 24.4 0.041 0.041 24	77 0.037	31 0.07	11 0.0511	95 0 0 58	38 0.0588 37 0.0737	99 0 0 TE	66800 66		78 1.0582	7.70	78 0.0678	51 0.06	24 0052	10 0.080	90.036	5 0.065		60900 60		29 0 0 7 6 5	88 0.0658	10.0261	\perp	79200 79		200976 24 00674	96 0 089	50.5 0.0848 0.0848 5 76.6 0.1286 0.1286	55 0 066	250 0052	5700 50
Il Partial F		7 0.0612		37.1 0.0623			30.3 0.0509	5 0.04	.2 8.37		35.9 0.0603	1 0.01	6 0.12 8 0.04	70.0 4	1 0.04	70.0 4	7 0.03	5 0.07	7 0.05	8 0.058	35 0.0588	t 0.07	5 0.0899	2 0.09	2.1 0.0878	0.00	3 0.0678	90.00	2 0.052	10801 177		7 0.065	7 0.1171	36.2 0.0609	70.0	27.5 0.0462		15.5 0.0261	+	45.5 0.0764		58.1 0.0976	3 0.08	5 0.084	5 0.06	2 0.05	E LANK
Full Full Sum CA Qc=CIA (ha) (L/s)	7.7083 381.5	0.1722 42.7	Н	0.0623 37						511 30.4 797 3321.2		136 8.	27 75	481 28	422 25	42 24	22 778	33 15			0.0588 3		0.0899 53.5	55 T26	37.1033 2232.1						0.036 214	0.065 38.7		0.0609 36	-	0.0462 27	-	0.0261 15.	+	0.0754 45			396 53	34.8 50	11 65	524 31	129 25
Full Sun		0.0612 0.1		0.0623 0.0			509 0.0509	0.0 961	737 8.3	511 0.0511 305 13.3797		136 0.0	27 0.0	481 0.0	414 0.0	42 0.0	377 0.0	731 0.0	511 0.0 515 0.0	159 0.0	0.0588 0.0 0.0737 0.0	739 0.0	0.0899	927 0.0	37.0155	L 0	0.0678 0.0678	651 0.0	524 0.0	0.0801 0.0	0.036 0.0	0.065 0.0		0.0 6090.0		0.0462 0.0	0.0 8590.0	0.0261 0.0	+	0.0764 0.0	162 0.0		968 0.0	0.0848 0.0848	11 0	524 0.0	129 00
Area Fu A C (ha) Ih		0.068 0.0		0.0692 0.0			0.0566 0.0509	551 0.0	082 8.3	00	29.6648 13.3	151 0.0	411 0.1 05 0.0	234 0.0	0.0 691	0.0466 0.042 0.042 0.042	419 0.0	812 0.0			0.0653 0.0		0.0 6660	03 0.0	0.0975 0.0	0.1607	753 0.0	723 0.0	582 0.0	0.089 0.0		0.0723 0.0	\rightarrow	0.0 677 0.0	-	0.0514 0.0	-	0.029 0.0	+	0.0849 0.0		0.1085 0.0976	0.0 595	0.0942 0.0	739 0.0	532 0.0	776 0 0
C , (F)		0.9 0.0		0.0	\rightarrow		0.9 0.0	9 00	45 18.6		0.45 29.6	900	9 0.	9 0.0	9 00	0.9 0.0	9 00	0.0			0.0 0.0		0 0 0		0.9 0.0		_	_	_	0.9 0.0	-	0.9 0.0	+	0.0	+	0.0 6.0	-	0.9 0.0	+	0.0 0.0		0.9 0.0		0.9 0.0	\rightarrow	\rightarrow	
	\rightarrow	214.27 0	-	214.27 0	+		214.27 0	_		\vdash	214.27 0	2.27	1.27 0	1.27	1.27 0	214.27 0	72.	27 0			214.27 0		214.27 0	-	214.27 0	-		+	-	214.27 0	\perp	214.27 0		214.27		214.27 0		214.27 0	+	214.27 0		214.27 0	\square	214.27 0	\rightarrow	\rightarrow	_
Time Infe Tc (min) (mn	5 21			5 21	,		5 21		229.3 1	5 21	21 86	5 21	5 21	5 21	5 21	5 21	5 21	212	5 21	5 21	5 21	5 21	5 21	5 21	5 21		2 21	2 2 2	5 21 21 2	5 21	5 21	5 21	5 21	2 212	2 21	5 21	5 21	5 21	+	5 21	5 21	5 21	5 21	5 21	5 21	5 21	21
									0.25 22	H	0.25							+	+		H																		+	+					+	+	_
th Catch be Retardance) (-)	100	Ш													\perp	\perp	\perp	\perp	\perp	\perp	Ш				0.25	Н													4		4		\sqcup	Ш	\perp		_
Catch Catch Length Slope (m) (%)	700 50							+	597.18 0.4		00 2.5	+			+	\vdash	+	+	+	\vdash	+		+	H	624.5 0.6	-	+		+	H			+	H					+	#	+		-	+	+	+	-
	0.00	Nave							Jave		Nave 1						H	+	+	H	H				d A P				H										+	+					#	#	_
Tc Method (-)	Direct	Direct Inematic N		Direct	2		Direct	Direct	inematic	Direct	inematic N	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct Kinematic N	199	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct	Direct		Direct	Direct	Direct	Direct	Direct	Direct	Direct	Dinner
Catch ID	= 2	= &			=		= =		35	= =	€ =	=		= =	= =		= =	= =	==	= =	==	=	=	=	= %		= =		===	= =	=	=		= :	= =	=	=	= =	Ш	=	=	= =	=		= = :	= =	-
RL (m) 36.16	36.06			31.78							36.03	35.87	33.16	32.62	32.23	31.85	31.46	31.2	32.24	36.37	33.54	31.44	29.81	37.6	29.05	28.15	36.37	35.43	32.63	31.26	36.57	36.39	36.77	35.92	76 77	34,41	34.39	33.91	33.77	34.22	34.04	35.24	36.43	36.48	34.2	32.3b 32.08	3186
out Grate RL) (m) 16 36.16	16 36.06 52 31.63	31.66	37 32.37 39 32.39	31.54	3135	33 33 33 34 34 34 34 34 34 34 34 34 34 3	3 31.3	7 31.47	37 31.14 17 30.95	32.05 33 35.83	38.03	35.87 33.78	33.16 81 32.81	52 32.62	32.23	31.85	31.75	2 312	279120.4 32.24 32.24 3 7 279074.03 32.47 32.47 3	35.37 57 35.57	35.36	3 313	81 29.81 76 28.76	5 37.6	29.05	15 28.15	36.37	28.05	53 32.63	5 31.26	77 36.57 90.7E 80	36.39	77 36.78	35.92	34.77	11 34.77	35 37.53	91 33.91	33.71	279088.07 30.93 31.79 3.80 280051.33 34.22 34.22 3	36 37 96	24 35.24	13 36.42 23 35.23	2 36.48	34.2	38 32.38	24.86
ng RL (m) (m) 142 36.16	261 36	31.	32.	182 31.78	88 31	43 29.	99 31	22 31	.58 30.	73 32	36.	.71 35.	0.2 33	59 32	16 32.	.96 31 187 31	17, 31	134 31	03 32	2.01 36.	94 35	116 677	4.4 28	7.3 36	77 58	6.7 28	366 36	513 25 25	32 32	16 83	7.07 36.	23 37.	58 36.	56 42	75 34 34 34 34 34 34	651 34.	28 34.	105 33	1.02 33.	33 34.	54 35	35.	96 35.	36 17 36	134 32	62 32	371 31
Setor (m) 280499	280502.61	279489.75	279474	279418.43	27939	279356	279200	279280	279181	279150	27885	278872	278964	279035	279119	279198	279278	279353	27912	278852	278785	278694	27864	27882	278597	27859	280449	28024	279047	279347	28044	28036	280335	28029	280169	280146	280138	280085	280075	279085	280042	279997	279938	27979	279716	279523	27055
Setout Easting (m) 65368.86	65371.15	65492.2	65514.09	65544.37	65537.14	65538.75	65502.9	65508.83	65493.63	65500.49	6548253	65495.39	65507.66 65509.37	65512.51	65517.66	65523.22	65529.22	65533.97	65497.7	65497.64	65502.03	65554156	65579.52	65534.28	65615.78	65639.59	65381.44	65422.38	65492.15	65311.88	65368.75	65353.57	65380.84	65405.51	65436.92	65461.39	654.28.19	65455.38	65454.96	65522.52 65498.65	65473.83	65494.91	65516.35	65554.08	65536.19	65530.15	70 56559
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Yode (-)	₩ ¥	CULLY	五至	CULLY	SEP	HW Tripl	SEP	SEP	HW Doub	SEP	SEP	SEP	SEP TWI	SEP	SEP	SEP	g g	4BOSEP 1	SEP SEP	EULLY EULLY	CULLY	SEP MH	SUL Y TW	SEP	SEP	CULLY SES TWIN	SEP TWI	SEP	SEP	MB0 SEP	MH	SEP	CONBO S	SEP	CONBO SI	SEP	CONBO S.	WB0 SEP	MBC SEP	Hw outlet SEP	SEP	SEP	SEP ₩	SEP	CONBO SE	SEP SEP	di)
						H.W.H			HW									00												8									3								
0 0										Ш	H				0.5		- m	٠٠ ١٥٠ س		H	-			H		0:	\parallel	\perp	H				rp	\parallel	\perp		-		\perp	4	03		\mathbb{H}	\exists	+	\perp	_
Node (-)	A2 AB1	AB2	AB4	AB5 AD1	AF.	AHZ	AJ1	AL1	AMZ	AO	A02	AOA	A0:	AOE	AOT	ACT.	ACT	ACT	AP1 A01	AS1	AS	ASI	ASC	A P	Α×	AW.	15 6	98	96	98	E J	D2	Q E 5	5 E :	5 2	Z Z	Ex A	5 E S	M3 M2	N 20	Ex A	R2 10	03	S2 S2	2 2 2	88	S

