



GMR Engineering Services

PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

REDUCED SCALE

Rural City of Wangaratta Prosecco Bicycle Trail - Proposed Alignment King Valley



DRAWING SCHEDULE		
DRAWING NUMBER	DRAWING TITLE	REVISION
GMR21020.A1.01	Cover Sheet	
GMR21020.A1.02	Preliminary Alignment - Overall	F
GMR21020.S1.01	Preliminary Alignment - Section 1	D
GMR21020.S1.02 - S1.08	Preliminary Alignment Enlargement	F
GMR21020.S1.09 - S1.18	Preliminary Cross Sections	C
GMR21020.S2.01	Preliminary Alignment - Section 2	D
GMR21020.S2.02 - S2.15	Preliminary Alignment Enlargement	F
GMR21020.S2.16 - S32	Preliminary Cross Sections	C
GMR21020.S3.01	Preliminary Alignment - Section 3	D
GMR21020.S3.02 - S3.09	Preliminary Alignment Enlargement	F
GMR21020.S3.10 - S3.20	Preliminary Cross Sections	C
GMR21020.S4.01	Preliminary Alignment - Section 4	D
GMR21020.S4.02 - S4.05	Preliminary Alignment Enlargement	F
GMR21020.S4.06 - S4.10	Preliminary Cross Sections	C
GMR21020.S5.01	Preliminary Alignment - Section 4	D
GMR21020.S5.02 - S5.09	Preliminary Alignment Enlargement	F
GMR21020.S5.10 - S5.18	Preliminary Cross Sections	C
GMR21020.S6.01	Preliminary Alignment - Section 6	D
GMR21020.S6.02 - S6.08	Preliminary Alignment Enlargement	F
GMR21020.S6.09 - S6.16	Preliminary Cross Sections	C
GMR21020.S7.01	Preliminary Alignment - Section 7	D
GMR21020.S7.02 - S7.05	Preliminary Alignment Enlargement	F
GMR21020.S7.06 - S2.11	Preliminary Cross Sections	C
GMR21020.S8.01	Preliminary Alignment - Section 8	E
GMR21020.S8.02 - S8.07	Preliminary Alignment Enlargement	G
GMR21020.S8.08 - S8.17	Preliminary Cross Sections	C

DRAWING SCHEDULE		
DRAWING NUMBER	DRAWING TITLE	REVISION
GMR21020.A1.01	Cover Sheet	
GMR21020.S9.01	Preliminary Alignment - Section 9	D
GMR21020.S9.02 - S9.04	Preliminary Alignment Enlargement	F
GMR21020.S9.05 - S9.13	Preliminary Cross Sections	C
GMR21020.BR.01 - BR.02	Existing Bridge 1 - Stoney Creek	A
GMR21020.BR.03 - BR.04	Existing Bridge 2 - Stoney Creek	A
GMR21020.BR.05 - BR.06	Existing Bridge 4 - King River	A
GMR21020.BR.07 - BR.08	Existing Bridge 5 - King River	A
GMR21020.TR.01	Truss Bridge Details	B
GMR21020.TR.02 - TR.05	Truss Bridge Enlargement	B
GMR21020.EW.01 - EW.08	Proposed Elevated Boardwalk Details	B
GMR21020.EE.01 - EE.20	Boardwalk Enlargement	B
GMR21020.SG.01 - SG.07	Proposed Staging Area & Structures	B
GMR21020.RC.01 - RC.05	Proposed Road Crossings & Typical Structures	B
GMR21020.LA.01 - LA.04	Land Acquisition Enlargement	A
GMR21020.SB.01	Spoil Berm Arrangement	A
GMR21020.RW.01	Retaining Wall Detail	A
GMR21020.BH.01	Bore Hole Logs	A
GMR21020.R01 - R07	Proposed Alignment Review	D

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WARNING
BEWARE OF UNDERGROUND SERVICES
The locations of underground services are approximate only and their exact position should be proven on site. No guarantee is given that all existing services are shown.

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NOTE !
BEWARE OF EXISTING OVERHEAD POWER CABLES.

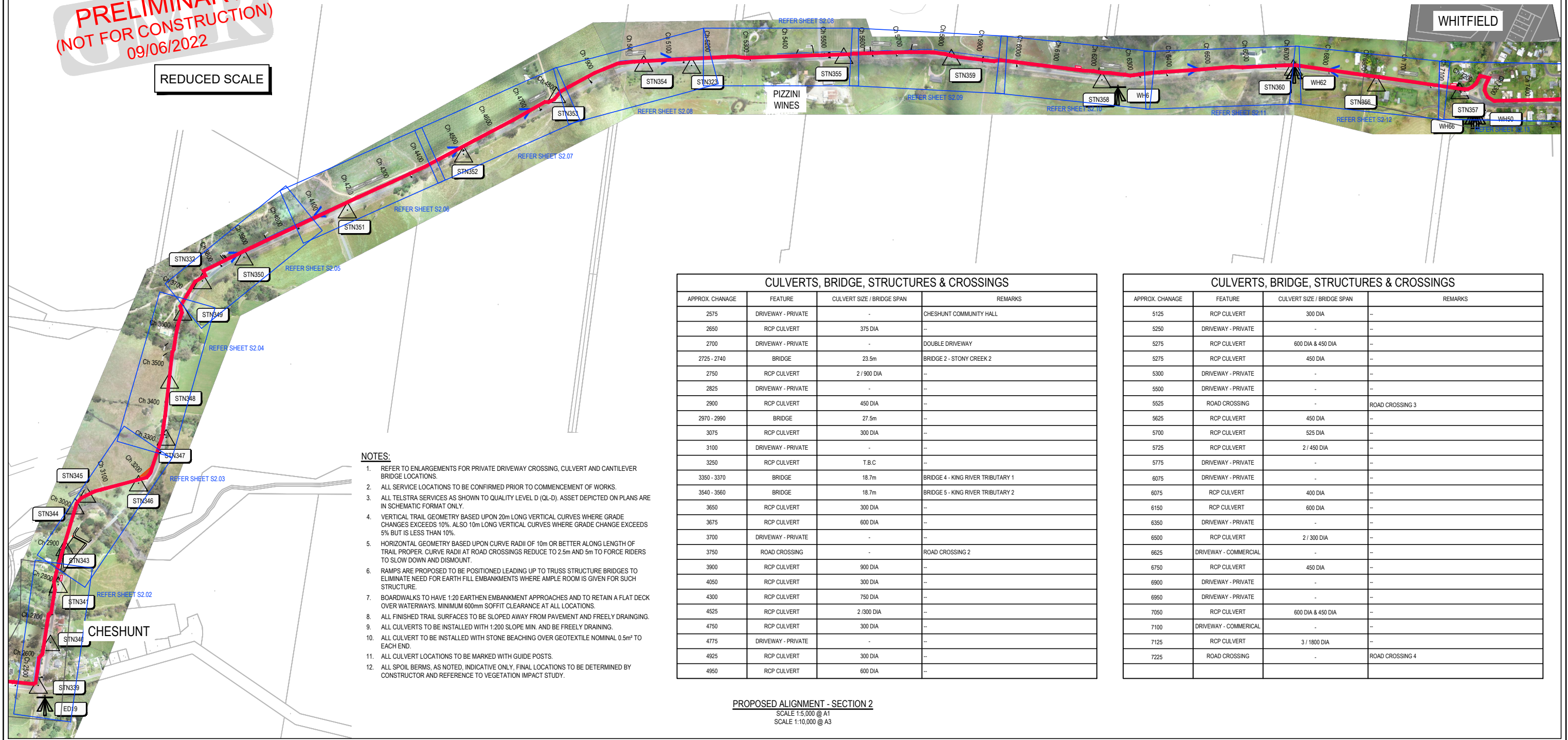
- GENERAL NOTES:**
1. THESE PLANS HAVE BEEN PREPARED FOR RURAL CITY OF WANGARATTA FROM A FIELD SURVEY FOR THE PURPOSE OF DESIGNING NEW CONSTRUCTIONS AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.
 2. BUILDINGS AND FENCES SHOWN ALONG BOUNDARY LINES ARE FOR IDENTIFICATION PURPOSES ONLY AND THE SAME IN RELATION TO THE TITLE BOUNDARIES HAS NOT BEEN DETERMINED BY THIS SURVEY.
 3. THE LOCATION OF SURFACE PITS, VALVE COVERS, ETC SHOWN HEREON HAVE BEEN NOTED FROM EXISTING RECORDS AND AS VARIATIONS WITH RECORDS MAY EXIST COMPLETE ACCURACY CANNOT BE GUARANTEED.
 4. PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE THE RELEVANT AUTHORITY SHOULD BE CONTACTED TO ASCERTAIN THE POSSIBLE LOCATIONS OF FURTHER SERVICES AND DETAILED LOCATIONS OF ALL SERVICES.
 5. LEVELS SHOWN ARE IN METERS AND TO A.H.D.

Coordinate Table	PM/STN	Easting	Northing	Elevation	Description
	PMED19	449275.682	5927253.904	266.858	BRASS PLAQUE IN CONCRETE
	PMWH6	447707.512	5930014.089	251.595	BRASS PLAQUE IN CONCRETE
	PMWH62	447650.638	5930467.621	247.290	BRASS PLAQUE IN CONCRETE
	PMWH66	447767.219	5930926.344	245.448	BRASS PLAQUE IN CONCRETE
	PMWH50	447767.148	5930939.249	245.681	BRASS PLAQUE IN CONCRETE
	STN339	449248.435	5927236.590	266.896	NAIL IN DUMPY
	STN340	449138.533	5927268.159	266.488	NAIL IN DUMPY
	STN341	448989.332	5927288.041	265.419	NAIL IN DUMPY
	STN343	448894.584	5927305.174	264.484	NAIL IN DUMPY
	STN342	448894.599	5927305.176	264.467	NAIL IN DUMPY
	STN344	448781.436	5927331.333	266.461	NAIL IN DUMPY
	STN345	448757.461	5927360.657	265.104	NAIL IN DUMPY
	STN346	448728.499	5927494.539	263.571	NAIL IN DUMPY
	STN347	448610.999	5927565.447	264.978	NAIL IN DUMPY
	STN348	448464.590	5927574.314	263.885	NAIL IN DUMPY

Coordinate Table	PM/STN	Easting	Northing	Elevation	Description
	STN349	448289.370	5927608.509	265.257	NAIL IN DUMPY
	STN322	448208.903	5927658.852	265.057	NAIL IN DUMPY
	STN350	448147.691	5927765.785	264.032	NAIL IN DUMPY
	STN351	448026.876	5928031.783	266.089	NAIL IN DUMPY
	STN352	447893.373	5928330.736	268.141	NAIL IN DUMPY
	STN353	447730.558	5928569.416	270.091	NAIL IN DUMPY
	STN354	447649.957	5928794.227	265.446	NAIL IN DUMPY
	STN323	447655.190	5928917.130	262.028	NAIL IN DUMPY
	STN355	447629.694	5929308.895	253.975	NAIL IN DUMPY
	STN359	447633.830	5929585.771	252.947	NAIL IN DUMPY
	STN358	447632.142	5929972.913	253.465	NAIL IN DUMPY
	STN360	447660.018	5930465.250	247.776	NAIL IN DUMPY
	STN356	447700.630	5930678.577	246.305	NAIL IN DUMPY
	STN357	447720.418	5930893.636	246.554	NAIL IN DUMPY

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- NOTES:**
1. REFER TO ENLARGEMENTS FOR PRIVATE DRIVEWAY CROSSING, CULVERT AND CANTILEVER BRIDGE LOCATIONS.
 2. ALL SERVICE LOCATIONS TO BE CONFIRMED PRIOR TO COMMENCEMENT OF WORKS.
 3. ALL TELSTRA SERVICES AS SHOWN TO QUALITY LEVEL D (QL-D). ASSET DEPICTED ON PLANS ARE IN SCHEMATIC FORMAT ONLY.
 4. VERTICAL TRAIL GEOMETRY BASED UPON 20m LONG VERTICAL CURVES WHERE GRADE CHANGES EXCEEDS 10%. ALSO 10m LONG VERTICAL CURVES WHERE GRADE CHANGE EXCEEDS 5% BUT IS LESS THAN 10%.
 5. HORIZONTAL GEOMETRY BASED UPON CURVE RADII OF 10m OR BETTER ALONG LENGTH OF TRAIL. PROPER CURVE RADII AT ROAD CROSSINGS REDUCE TO 2.5m AND 5m TO FORCE RIDERS TO SLOW DOWN AND DISMOUNT.
 6. RAMPS ARE PROPOSED TO BE POSITIONED LEADING UP TO TRUSS STRUCTURE BRIDGES TO ELIMINATE NEED FOR EARTH FILL EMBANKMENTS WHERE AMPLE ROOM IS GIVEN FOR SUCH STRUCTURE.
 7. BOARDWALKS TO HAVE 1:20 EARTHEN EMBANKMENT APPROACHES AND TO RETAIN A FLAT DECK OVER WATERWAYS. MINIMUM 600mm SOFFIT CLEARANCE AT ALL LOCATIONS.
 8. ALL FINISHED TRAIL SURFACES TO BE SLOPED AWAY FROM PAVEMENT AND FREELY DRAINING.
 9. ALL CULVERTS TO BE INSTALLED WITH 1:200 SLOPE MIN. AND BE FREELY DRAINING.
 10. ALL CULVERT TO BE INSTALLED WITH STONE BEACHING OVER GEOTEXTILE NOMINAL 0.5m² TO EACH END.
 11. ALL CULVERT LOCATIONS TO BE MARKED WITH GUIDE POSTS.
 12. ALL SPOIL BERMS, AS NOTED, INDICATIVE ONLY. FINAL LOCATIONS TO BE DETERMINED BY CONSTRUCTOR AND REFERENCE TO VEGETATION IMPACT STUDY.

CULVERTS, BRIDGE, STRUCTURES & CROSSINGS			
APPROX. CHANGE	FEATURE	CULVERT SIZE / BRIDGE SPAN	REMARKS
2575	DRIVEWAY - PRIVATE	-	CHESHUNT COMMUNITY HALL
2650	RCP CULVERT	375 DIA	-
2700	DRIVEWAY - PRIVATE	-	DOUBLE DRIVEWAY
2725 - 2740	BRIDGE	23.5m	BRIDGE 2 - STONY CREEK 2
2750	RCP CULVERT	2 / 900 DIA	-
2825	DRIVEWAY - PRIVATE	-	-
2900	RCP CULVERT	450 DIA	-
2970 - 2990	BRIDGE	27.5m	-
3075	RCP CULVERT	300 DIA	-
3100	DRIVEWAY - PRIVATE	-	-
3250	RCP CULVERT	T.B.C	-
3350 - 3370	BRIDGE	18.7m	BRIDGE 4 - KING RIVER TRIBUTARY 1
3540 - 3560	BRIDGE	18.7m	BRIDGE 5 - KING RIVER TRIBUTARY 2
3650	RCP CULVERT	300 DIA	-
3675	RCP CULVERT	600 DIA	-
3700	DRIVEWAY - PRIVATE	-	-
3750	ROAD CROSSING	-	ROAD CROSSING 2
3900	RCP CULVERT	900 DIA	-
4050	RCP CULVERT	300 DIA	-
4300	RCP CULVERT	750 DIA	-
4525	RCP CULVERT	2 / 300 DIA	-
4750	RCP CULVERT	300 DIA	-
4775	DRIVEWAY - PRIVATE	-	-
4925	RCP CULVERT	300 DIA	-
4950	RCP CULVERT	600 DIA	-

CULVERTS, BRIDGE, STRUCTURES & CROSSINGS			
APPROX. CHANGE	FEATURE	CULVERT SIZE / BRIDGE SPAN	REMARKS
5125	RCP CULVERT	300 DIA	-
5250	DRIVEWAY - PRIVATE	-	-
5275	RCP CULVERT	600 DIA & 450 DIA	-
5275	RCP CULVERT	450 DIA	-
5300	DRIVEWAY - PRIVATE	-	-
5500	DRIVEWAY - PRIVATE	-	-
5525	ROAD CROSSING	-	ROAD CROSSING 3
5625	RCP CULVERT	450 DIA	-
5700	RCP CULVERT	525 DIA	-
5725	RCP CULVERT	2 / 450 DIA	-
5775	DRIVEWAY - PRIVATE	-	-
6075	DRIVEWAY - PRIVATE	-	-
6075	RCP CULVERT	400 DIA	-
6150	RCP CULVERT	600 DIA	-
6350	DRIVEWAY - PRIVATE	-	-
6500	RCP CULVERT	2 / 300 DIA	-
6625	DRIVEWAY - COMMERCIAL	-	-
6750	RCP CULVERT	450 DIA	-
6900	DRIVEWAY - PRIVATE	-	-
6950	DRIVEWAY - PRIVATE	-	-
7050	RCP CULVERT	600 DIA & 450 DIA	-
7100	DRIVEWAY - COMMERCIAL	-	-
7125	RCP CULVERT	3 / 1800 DIA	-
7225	ROAD CROSSING	-	ROAD CROSSING 4

PROPOSED ALIGNMENT - SECTION 2
SCALE 1:5,000 @ A1
SCALE 1:10,000 @ A3

GMR Engineering Services
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Website: gmreng.com.au

LEGEND:

- STORMWATER PIPE
- JUNCTION PIT
- SIDE ENTRY PIT
- GRATED TOP ENTRY PIT
- KERB AND CHANNEL
- CENTRELINE OF BITUMEN
- EDGE OF SEAL
- INVERT OF TABLEDRAIN
- MINOR CONTOUR INTERVAL IS 0.20m
- MAJOR CONTOUR INTERVAL IS 1.0m
- TREES
- DEAD TREE
- PERMANENT SURVEY MARK
- GATE
- OVERHEAD ELECTRICITY
- UNDERGROUND ELECTRICITY
- ELECTRICITY POLE
- UNDERGROUND WATER MAIN
- TELSTRA PIT
- TELSTRA CABLE
- SIGN POST
- GAS MAIN
- FENCELINE
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- ALIGNMENT > 6m FROM ROAD
- ALIGNMENT < 6m FROM ROAD
- GUARD RAIL
- ELEVATED BOARDWALK
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- WHITFIELD ALIGNMENT (BY OTHERS)
- TREE REMOVAL
- LAND ACQUISITION



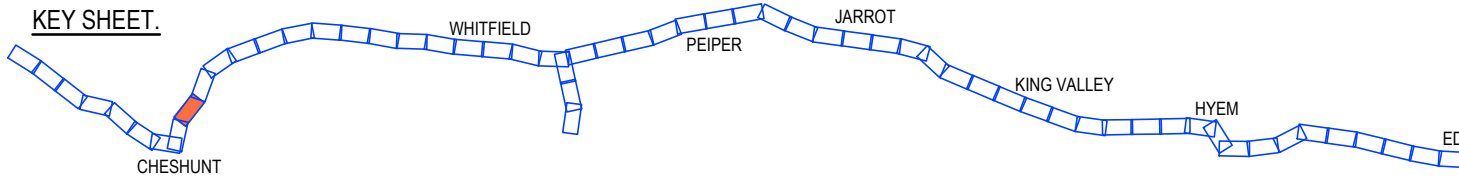
DESIGNED BY G.Ryan
DRAFTED BY T.Ainsworth
VERIFIED BY

REV	AMENDMENTS	DATE	BY
D	AMENDED AS PER ALIGNMENT REVIEW	04/05/22	TA
C	AMENDED AS PER GMR ALIGNMENT REVIEW	13/04/22	TA
B	AMENDED AS PER GMR MARKUP	04/03/22	TA
A	INITIAL DRAFT	18/02/22	TA

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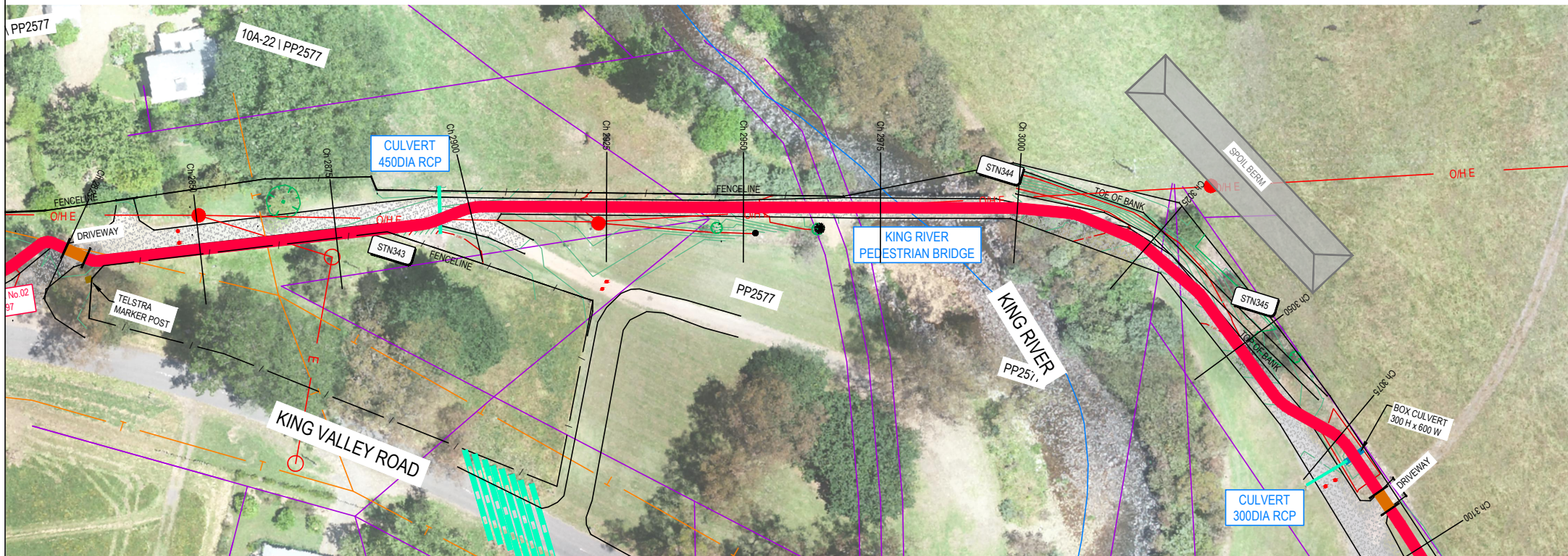
GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi
Concept Alignment - Section 2
Drawing No. GMR21020.S2.01
Revision. D Sheet No. S2.01
GMR21020.03 - Proposed Alignment Overall.dwg

PM/STN	Easting	Northing	Elevation	Description
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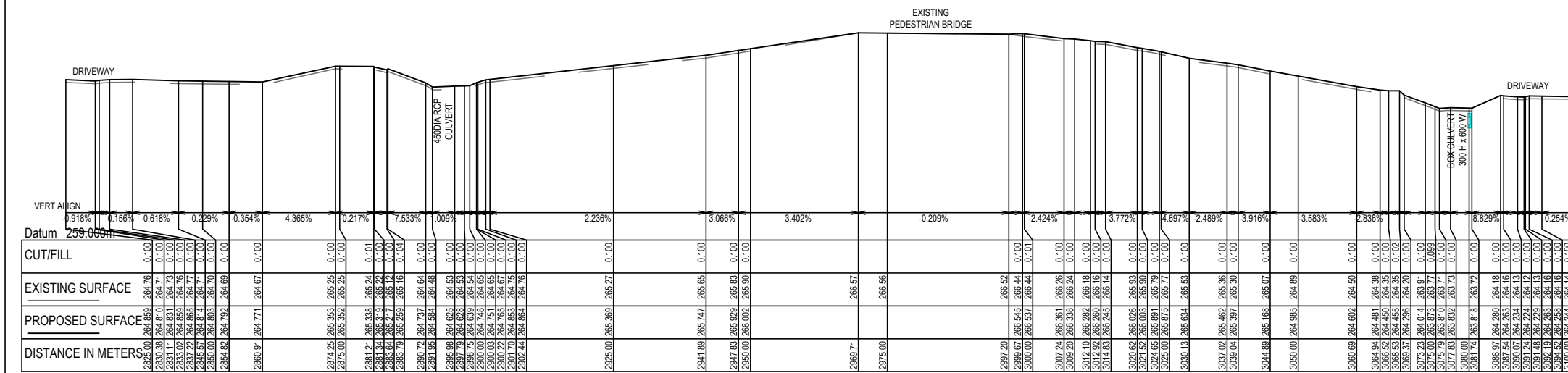


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PROPOSED ALIGNMENT - ENLARGEMENT
 SCALE 1:500 @ A1
 SCALE 1:1,000 @ A3



PROPOSED LONG SECTION
 SCALE 1:2,500V, 1:500H @ A1
 SCALE 1:5,000V, 1:1,000H @ A3

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- WHITFIELD ALIGNMENT (BY OTHERS)
- TREE REMOVAL
- LAND ACQUISITION

RURAL CITY OF WANGARATTA

DESIGNED BY G.Ryan
 DRAFTED BY T.Ainsworth
 VERIFIED BY

December 2021
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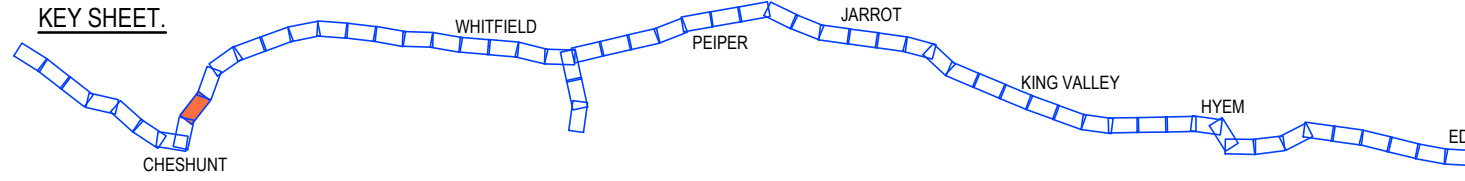
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REV	AMENDMENTS	DATE	BY
F	AMENDED FROM DESIGN REVIEW	04/05/22	TA
E	AMENDED AS PER GMR ALIGNMENT REVIEW	13/04/22	TA
D	AMENDED AS PER GMR MARKUPS	04/03/22	TA
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Rural City of Wangaratta
Prosecco Trail
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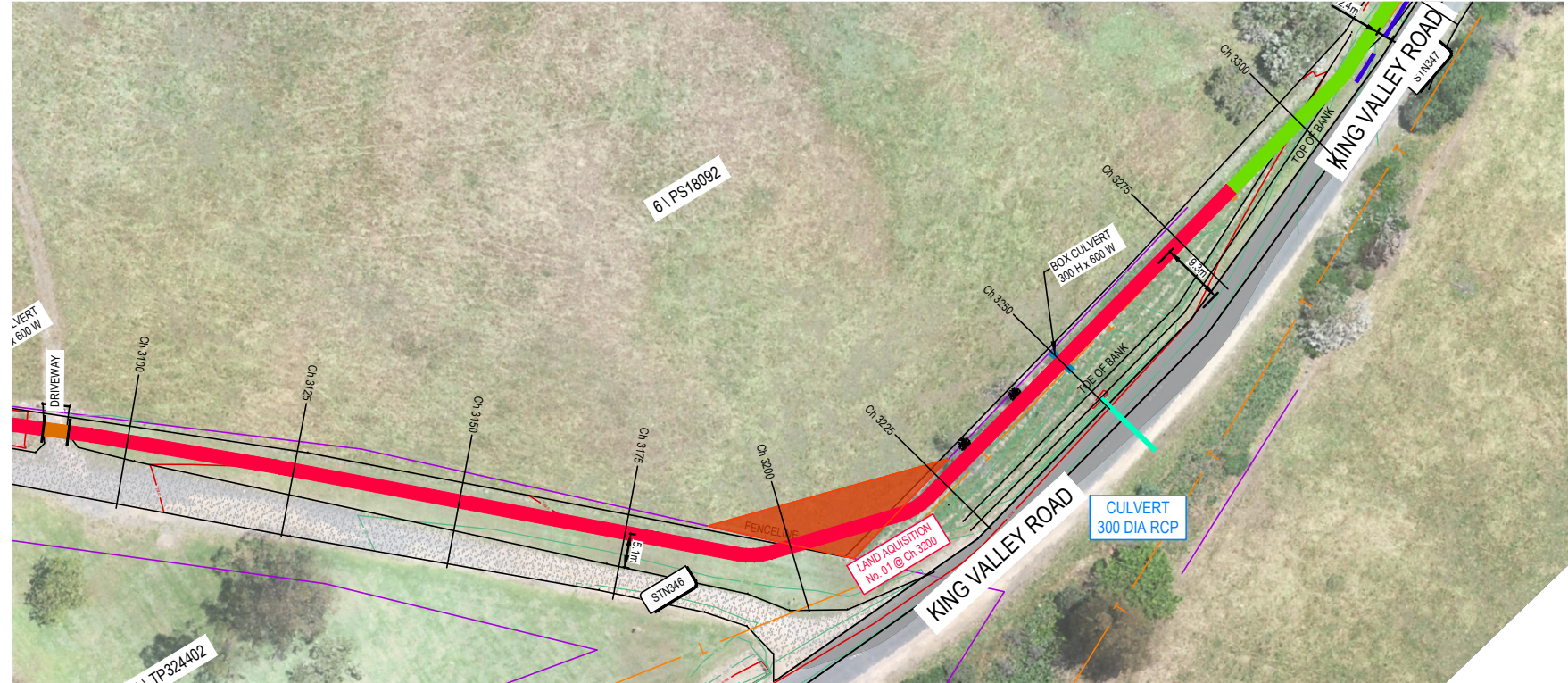
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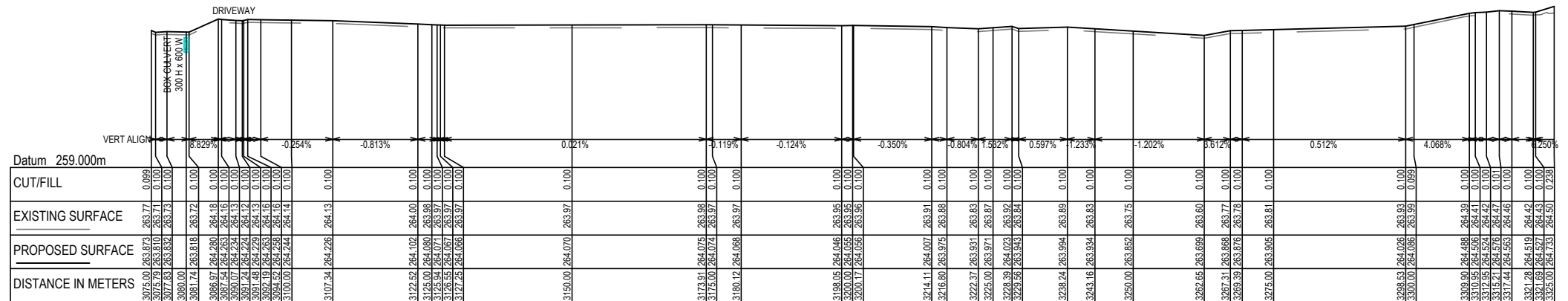


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LEGEND.

STORMWATER PIPE	MINOR CONTOUR INTERVAL IS 0.20m	UNDERGROUND WATER MAIN	ALIGNMENT > 6m FROM ROAD	TREE REMOVAL
JUNCTION PIT	MAJOR CONTOUR INTERVAL IS 1.0m	TELSTRA PIT	ALIGNMENT < 6m FROM ROAD	LAND ACQUISITION
SIDE ENTRY PIT	TREES	TELSTRA CABLE	GUARD RAIL	
GRATED TOP ENTRY PIT	DEAD TREE	SIGN POST	ELEVATED BOARDWALK	
KERB AND CHANNEL	PERMANENT SURVEY MARK	GAS MAIN	ELEVATED RAMP	
CENTRELINE OF BITUMEN	GATE	FENCELINE	BRIDGE STRUCTURE	
EDGE OF SEAL	OVERHEAD ELECTRICITY	LINEMARKING	PRIVATE DRIVEWAY	
INVERT OF TABLEDRAIN	UNDERGROUND ELECTRICITY		COMMERCIAL DRIVEWAY	
	ELECTRICITY POLE		WHITFIELD ALIGNMENT (BY OTHERS)	

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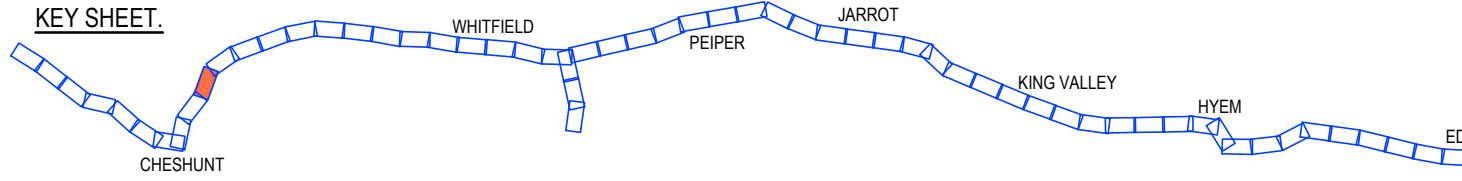
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 SCALE 1:1,000 @ A3

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Rural City of Wangaratta
Prosecco Trail
 Chrismont Winery to Edi - Section 2

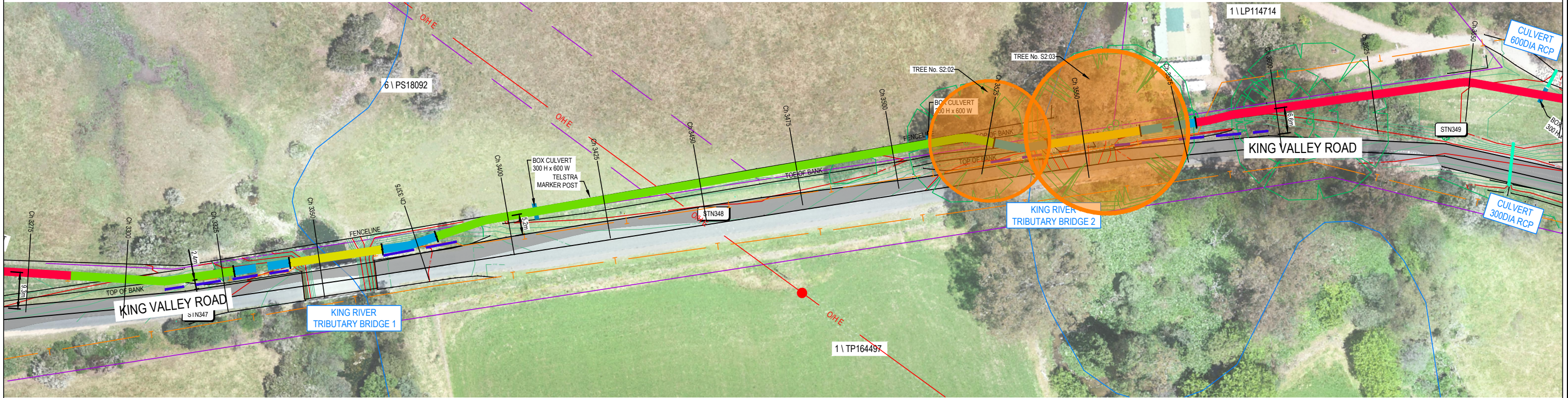
Proposed Alignment - Enlargement
 Drawing No. GMR21020.S2.03B
 Revision. F Sheet No. S2.03B
 GMR21020.03 - Proposed Alignment Sht 13 - 22.dwg

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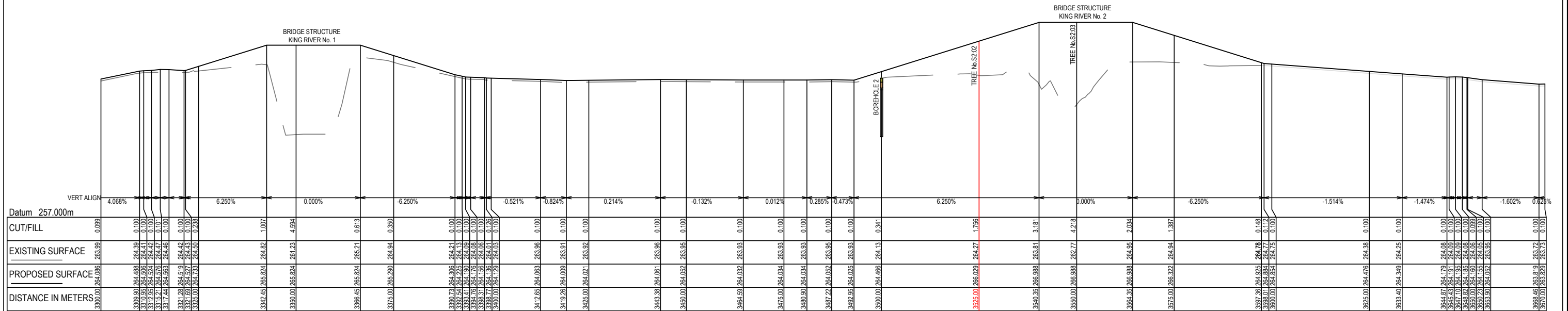


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SCALE 1:1,000 @ A3



PROPOSED LONG SECTION
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SCALE 1:5,000V, 1:1,000H @ A3

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LEGEND.

STORMWATER PIPE	MINOR CONTOUR INTERVAL IS 0.20m	UNDERGROUND WATER MAIN	ALIGNMENT > 6m FROM ROAD	TREE REMOVAL
JUNCTION PIT	MAJOR CONTOUR INTERVAL IS 1.0m	TELSTRA PIT	ALIGNMENT < 6m FROM ROAD	LAND ACQUISITION
SIDE ENTRY PIT	TREES	TELSTRA CABLE	GUARD RAIL	
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KERB AND CHANNEL	PERMANENT SURVEY MARK	GAS MAIN	ELEVATED RAMP	
CENTRELINE OF BITUMEN	GATE	FENCELINE	BRIDGE STRUCTURE	
EDGE OF SEAL	OVERHEAD ELECTRICITY	LINEMARKING	PRIVATE DRIVEWAY	
INVERT OF TABLEDRAIN	UNDERGROUND ELECTRICITY		COMMERCIAL DRIVEWAY	
	ELECTRICITY POLE		WHITFIELD ALIGNMENT (BY OTHERS)	

RURAL CITY OF WANGARATTA

DESIGNED BY: G.Ryan
 DRAFTED BY: T.Ainsworth
 VERIFIED BY:

December 2021
 December 2021

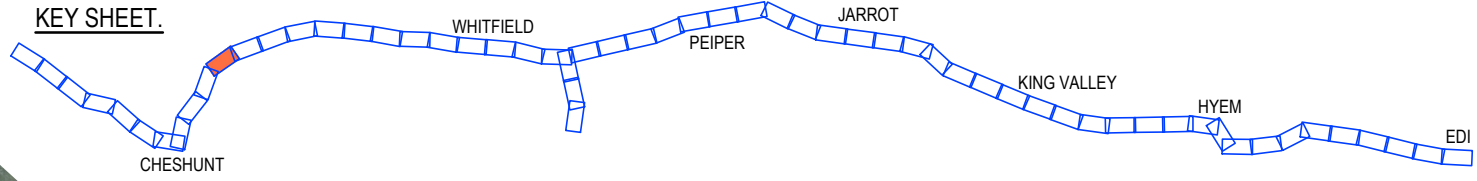
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E	AMENDED AS PER GMR ALIGNMENT REVIEW	13/04/22	TA
D	AMENDED AS PER GMR MARKUPS	04/03/22	TA
C	AMENDED AS PER GMR MARKUPS	18/02/22	TA
B	AMENDED AS PER GMR MARKUPS	03/02/22	TA
A	INITIAL DRAFT	09/12/21	TA

0 5 10 20
 SCALE 1:500 @ A1
 SCALE 1:1,000 @ A3

GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
 Chrismont Winery to Edi - Section 2

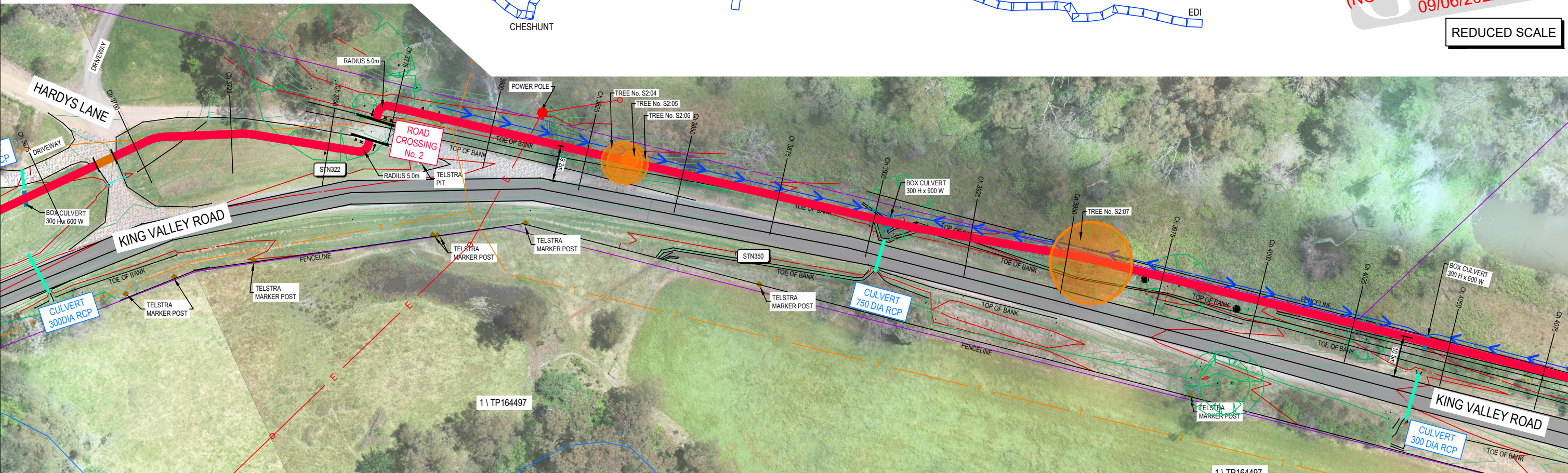
Proposed Alignment - Enlargement
 Drawing No. GMR21020.S2.04
 Revision. F Sheet No. S2.04
 GMR21020.03 - Proposed Alignment Sht 13 - 22.dwg

PM/STN	Easting	Northing	Elevation	Description
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STN350	448147.691	5927765.785	264.032	NAIL IN DUMPY

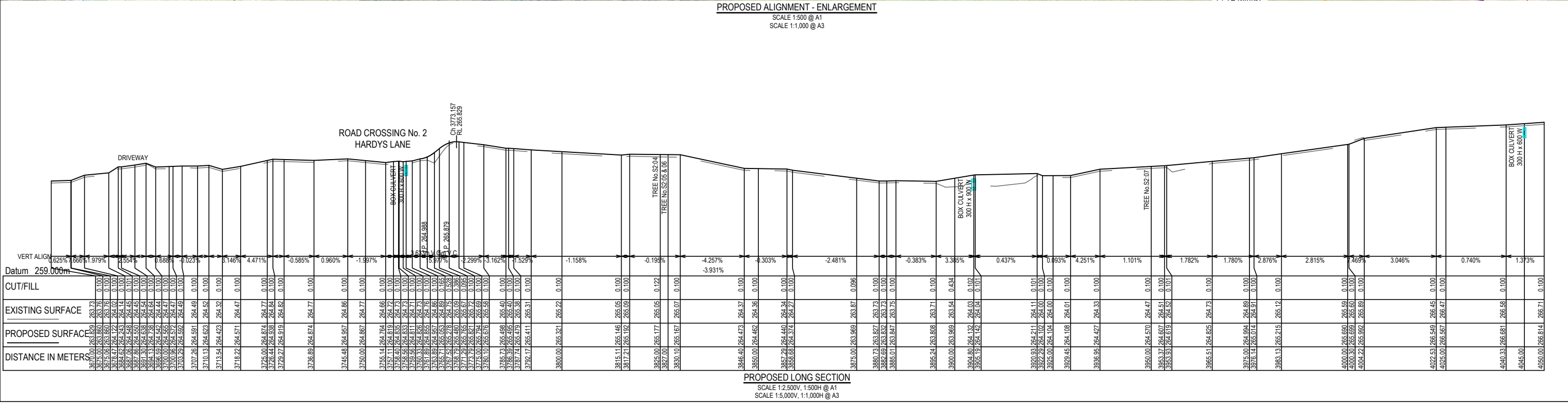


PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

REDUCED SCALE



PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3



PROPOSED LONG SECTION
SCALE 1:2,500, 1:500H @ A1
SCALE 1:5,000V, 1:1,000H @ A3

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Fax: (03) 5822 0033
Website: gmrengr.com.au

LEGEND

STORMWATER PIPE	MINOR CONTOUR INTERVAL IS 0.20m	UNDERGROUND WATER MAIN	ALIGNMENT > 6m FROM ROAD	TREE REMOVAL
JUNCTION PIT	MAJOR CONTOUR INTERVAL IS 1.0m	TELSTRA PIT	ALIGNMENT < 6m FROM ROAD	LAND ACQUISITION
SIDE ENTRY PIT	TREES	TELSTRA CABLE	GUARD RAIL	
GRATED TOP ENTRY PIT	DEAD TREE	SIGN POST	ELEVATED BOARDWALK	
KERB AND CHANNEL	PERMANENT SURVEY MARK	GAS MAIN	ELEVATED RAMP	
CENTRELINE OF BITUMEN	GATE	FENCELINE	BRIDGE STRUCTURE	
EDGE OF SEAL	OVERHEAD ELECTRICITY	LINE MARKING	PRIVATE DRIVEWAY	
INVERT OF TABLE DRAIN	UNDERGROUND ELECTRICITY		COMMERCIAL DRIVEWAY	
	ELECTRICITY POLE		WHITFIELD ALIGNMENT (BY OTHERS)	

RURAL CITY OF WANGARATTA

DESIGNED BY G.Ryan
DRAFTED BY T.Ainsworth
VERIFIED BY

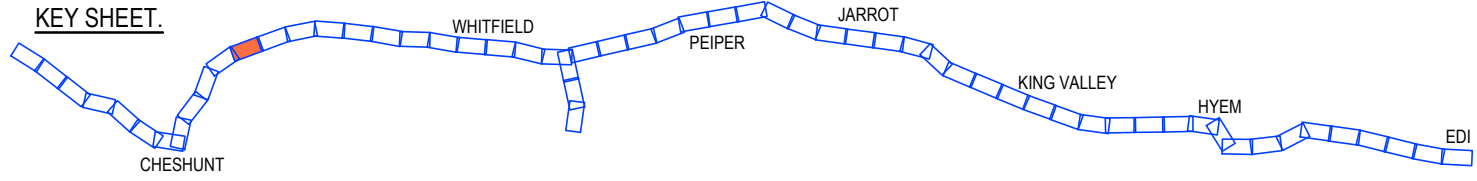
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A	INITIAL DRAFT	09/12/21	TA

0 5 10 20
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3

GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi - Section 2

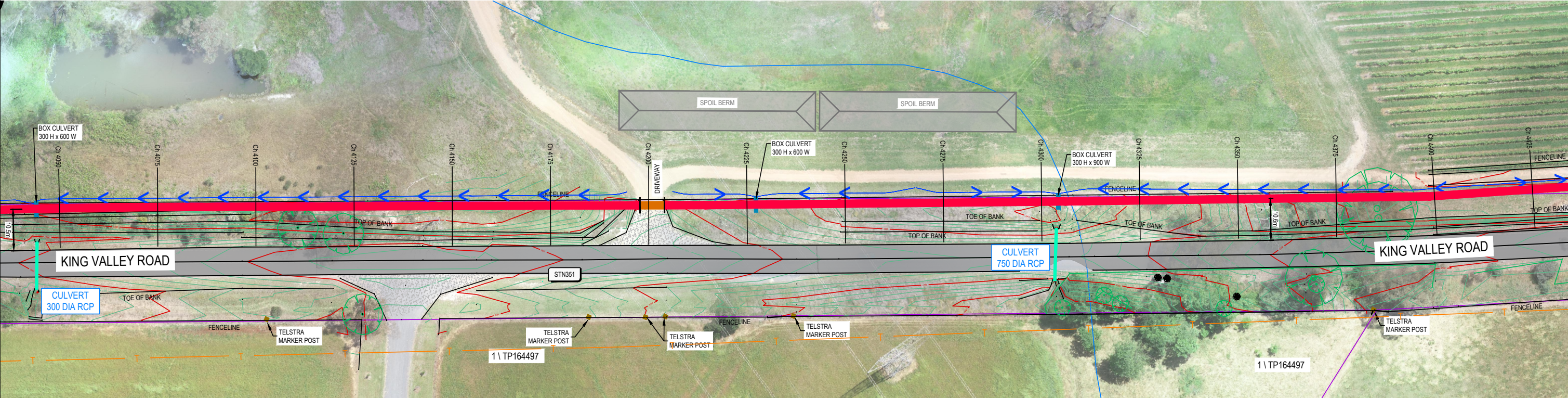
Proposed Alignment - Enlargement
Drawing No. GMR21020.S2.05
Revision. F Sheet No. S2.05
GMR21020.03 - Proposed Alignment Sht 13 - 22.dwg

PM/STN	Easting	Northing	Elevation	Description
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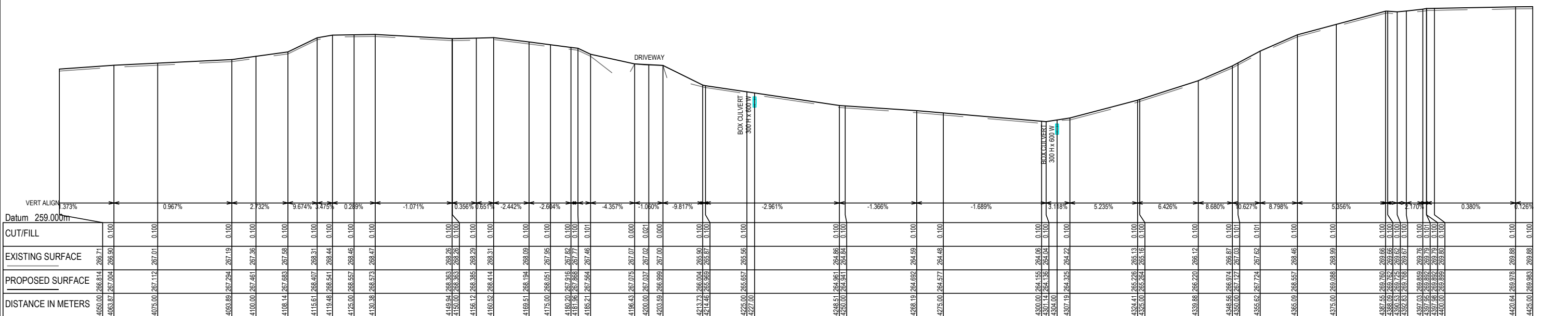


PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

REDUCED SCALE



PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3



PROPOSED LONG SECTION
SCALE 1:2,500V, 1:500H @ A1
SCALE 1:5,000V, 1:1,000H @ A3

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LEGEND.

STORMWATER PIPE	MINOR CONTOUR INTERVAL IS 0.20m	UNDERGROUND WATER MAIN	ALIGNMENT > 6m FROM ROAD	TREE REMOVAL
JUNCTION PIT	MAJOR CONTOUR INTERVAL IS 1.0m	TELSTRA PIT	ALIGNMENT < 6m FROM ROAD	LAND ACQUISITION
SIDE ENTRY PIT	TREES	TELSTRA CABLE	GUARD RAIL	
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EDGE OF SEAL	OVERHEAD ELECTRICITY	GATE	PRIVATE DRIVEWAY	
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	ELECTRICITY POLE		WHITFIELD ALIGNMENT (BY OTHERS)	

RURAL CITY OF WANGARATTA

DESIGNED BY G.Ryan
 DRAFTED BY T.Ainsworth
 VERIFIED BY

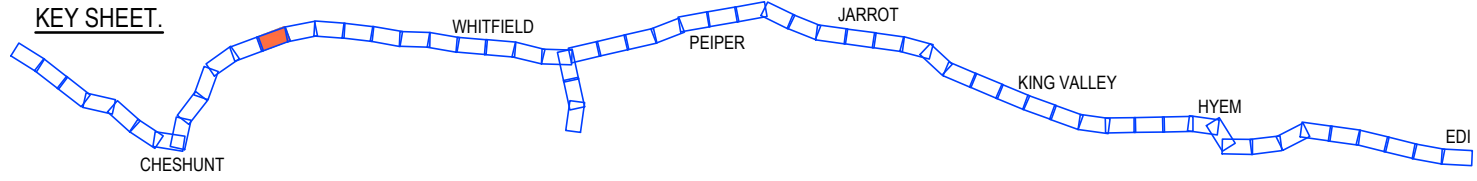
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B	AMENDED AS PER GMR MARKUPS	03/02/22	TA
A	INITIAL DRAFT	09/12/21	TA

0 5 10 20
 SCALE 1:500 @ A1
 SCALE 1:1,000 @ A3

GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
 Chrismont Winery to Edi - Section 2

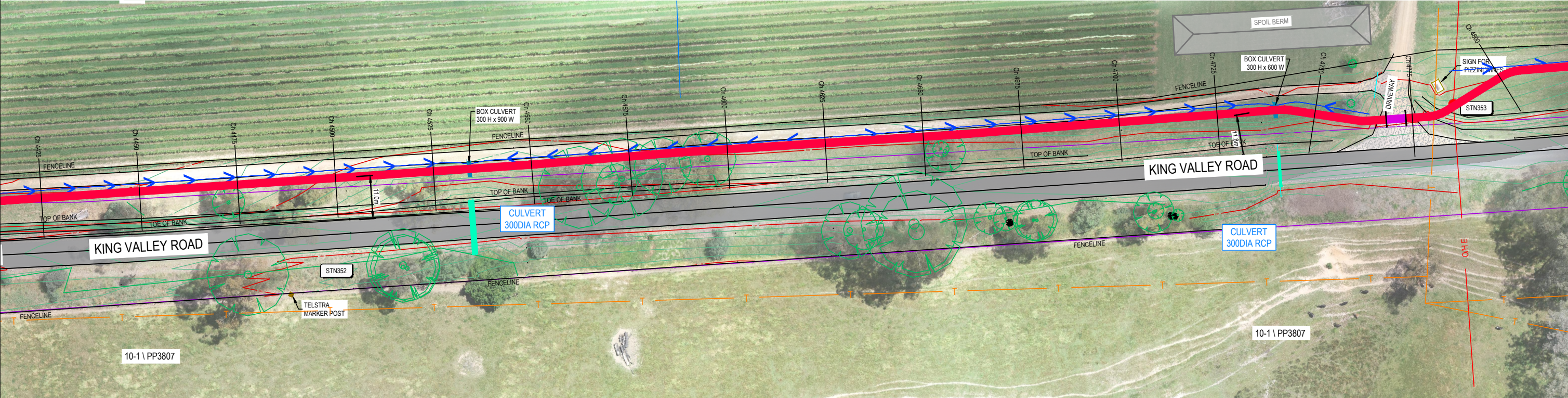
Proposed Alignment - Enlargement
 Drawing No. GMR21020.S2.06
 Revision. F Sheet No. S2.06
 GMR21020.03 - Proposed Alignment Sht 13 - 22.dwg

PM/STN	Easting	Northing	Elevation	Description
STN352	447883.373	5928330.736	268.141	NAIL IN DUMPY
STN353	447730.558	5928569.416	270.091	NAIL IN DUMPY



PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

REDUCED SCALE



PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3

VERT ALIGN	CUT/FILL		EXISTING SURFACE	PROPOSED SURFACE	DISTANCE IN METERS
0.126%	0.100	0.100	269.88	269.91	4475.00
-1.239%	0.100	0.100	269.85	269.85	4485.94
-2.627%	0.100	0.100	269.54	269.53	4495.00
-2.342%	0.100	0.100	269.03	269.03	4500.00
-2.893%	0.100	0.100	268.91	268.91	4505.00
-0.428%	0.100	0.100	268.88	268.88	4510.00
0.971%	0.100	0.100	268.50	268.50	4515.00
1.132%	0.100	0.100	268.59	268.59	4520.00
0.939%	0.100	0.100	268.60	268.60	4525.00
0.767%	0.100	0.100	268.64	268.64	4530.00
0.568%	0.100	0.100	268.72	268.72	4535.00
-0.041%	0.100	0.100	268.96	268.96	4540.00
-0.044%	0.100	0.100	269.01	269.01	4545.00
0.174%	0.100	0.100	269.06	269.06	4550.00
0.0719%	0.100	0.100	269.18	269.18	4555.00
0.882%	0.100	0.100	269.24	269.24	4560.00
0.354%	0.100	0.100	269.39	269.39	4565.00
0.886%	0.100	0.100	269.53	269.53	4570.00
0.022%	0.100	0.100	269.65	269.65	4575.00
0.767%	0.100	0.100	269.66	269.66	4580.00
0.305%	0.100	0.100	269.68	269.68	4585.00
0.500%	0.100	0.100	269.70	269.70	4590.00
0.189%	0.100	0.100	269.75	269.75	4595.00
0.442%	0.100	0.100	269.81	269.81	4600.00
5.406%	0.101	0.101	269.82	269.82	4605.00
2.651%	0.100	0.100	269.83	269.83	4610.00

PROPOSED LONG SECTION
SCALE 1:2,500V, 1:500H @ A1
SCALE 1:5,000V, 1:1,000H @ A3

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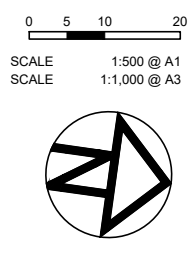
LEGEND.

STORMWATER PIPE	MINOR CONTOUR INTERVAL IS 0.20m	UNDERGROUND WATER MAIN	ALIGNMENT > 6m FROM ROAD	TREE REMOVAL
JUNCTION PIT	MAJOR CONTOUR INTERVAL IS 1.0m	TELSTRA PIT	ALIGNMENT < 6m FROM ROAD	LAND ACQUISITION
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EDGE OF SEAL	OVERHEAD ELECTRICITY	LINE MARKING	PRIVATE DRIVEWAY	
INVERT OF TABLE DRAIN	UNDERGROUND ELECTRICITY		COMMERCIAL DRIVEWAY	
	ELECTRICITY POLE		WHITFIELD ALIGNMENT (BY OTHERS)	



DESIGNED BY G.Ryan
DRAFTED BY T.Ainsworth
VERIFIED BY

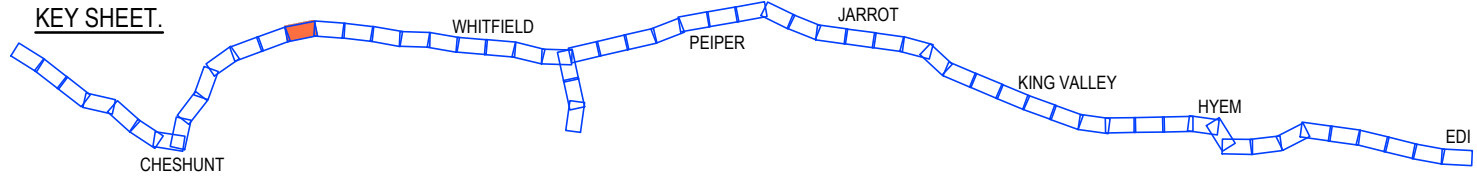
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A	INITIAL DRAFT	09/12/21	TA



GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi - Section 2

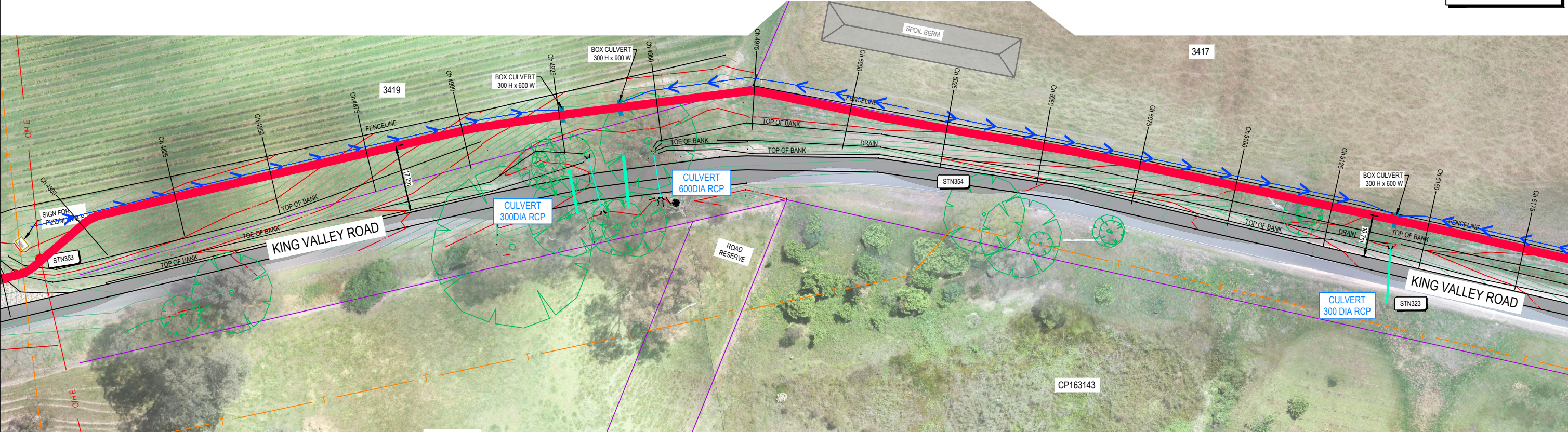
Proposed Alignment - Enlargement
Drawing No. GMR21020.S2.07
Revision. F Sheet No. S2.07
GMR21020.03 - Proposed Alignment Sht 13 - 22.dwg

PM/STN	Easting	Northing	Elevation	Description
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STN354	447649.957	5928794.227	265.446	NAIL IN DUMPY

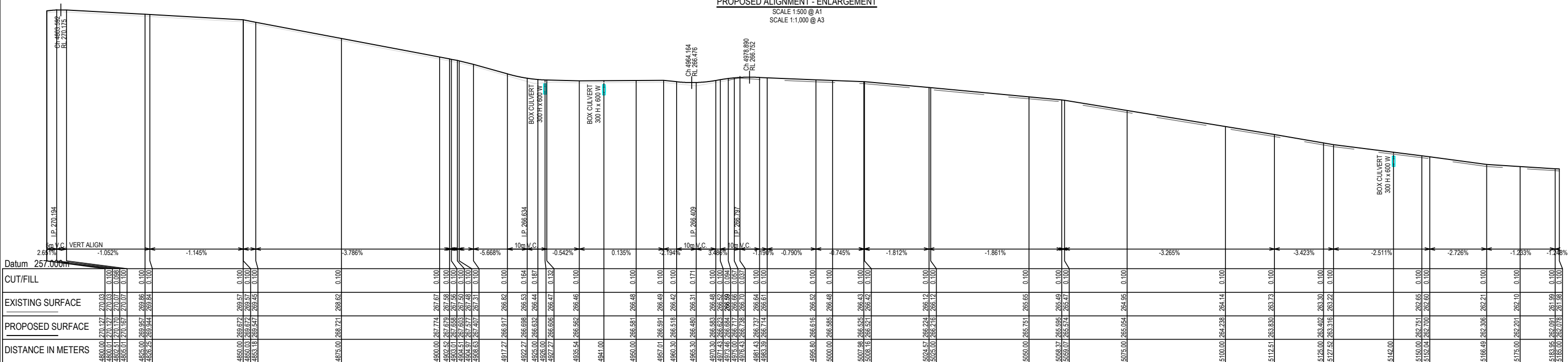


PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

REDUCED SCALE



PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3



PROPOSED LONG SECTION
SCALE 1:2,500V, 1:500H @ A1
SCALE 1:5,000V, 1:1,000H @ A3

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Engineering Services

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Website: gmreng.com.au

LEGEND.

STORMWATER PIPE	MINOR CONTOUR INTERVAL IS 0.20m	UNDERGROUND WATER MAIN	ALIGNMENT > 6m FROM ROAD	TREE REMOVAL
JUNCTION PIT	MAJOR CONTOUR INTERVAL IS 1.0m	TELSTRA PIT	ALIGNMENT < 6m FROM ROAD	LAND ACQUISITION
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GRATED TOP ENTRY PIT	DEAD TREE	SIGN POST	ELEVATED BOARDWALK	
KERB AND CHANNEL	PERMANENT SURVEY MARK	GAS MAIN	ELEVATED RAMP	
CENTRELINE OF BITUMEN	GATE	FENCELINE	BRIDGE STRUCTURE	
EDGE OF SEAL	OVERHEAD ELECTRICITY	LINEMARKING	PRIVATE DRIVEWAY	
INVERT OF TABLEDRAIN	UNDERGROUND ELECTRICITY		COMMERCIAL DRIVEWAY	
	ELECTRICITY POLE		WHITFIELD ALIGNMENT (BY OTHERS)	

DESIGNED BY G.Ryan
DRAFTED BY T.Ainsworth
VERIFIED BY

December 2021
December 2021

0 5 10 20
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3

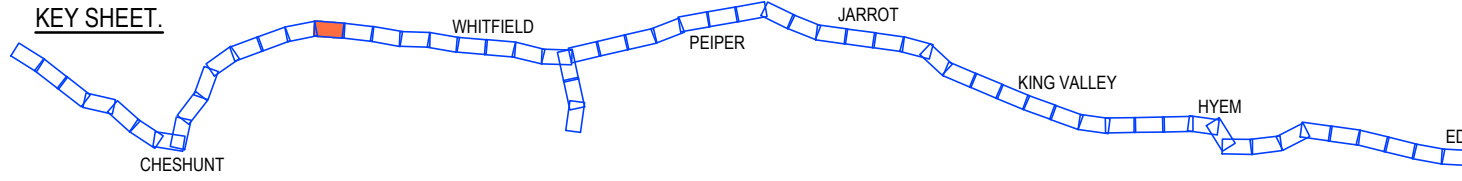
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B	AMENDED AS PER GMR MARKUPS	03/02/22	TA
A	INITIAL DRAFT	09/12/21	TA

GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi - Section 2

Proposed Alignment - Enlargement
Drawing No. GMR21020.S2.08A
Revision. F Sheet No. S2.08A
GMR21020.03 - Proposed Alignment Sht 13 - 22.dwg

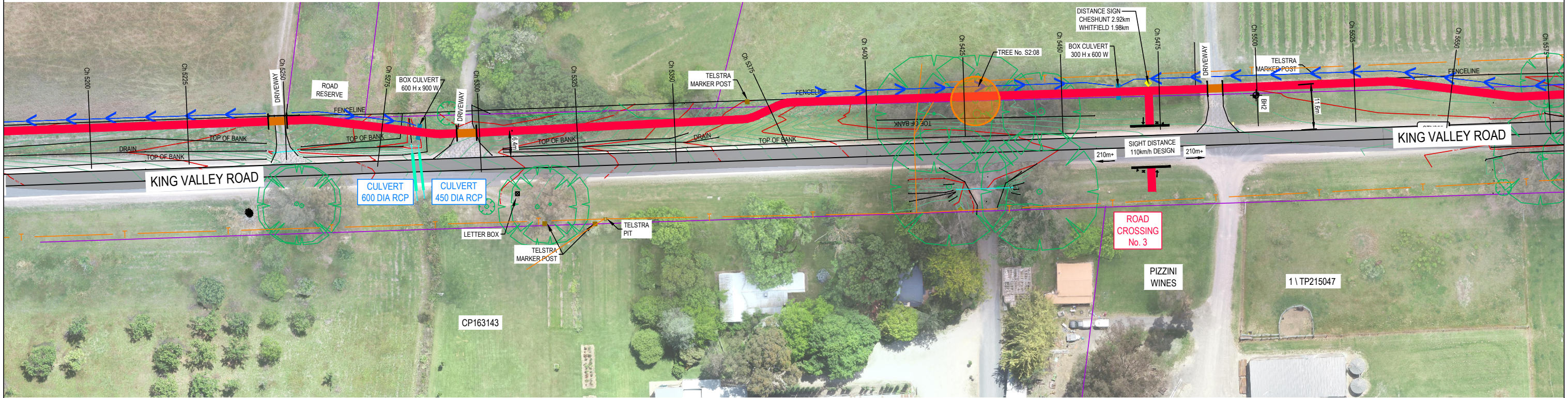


PM/STN	Easting	Northing	Elevation	Description
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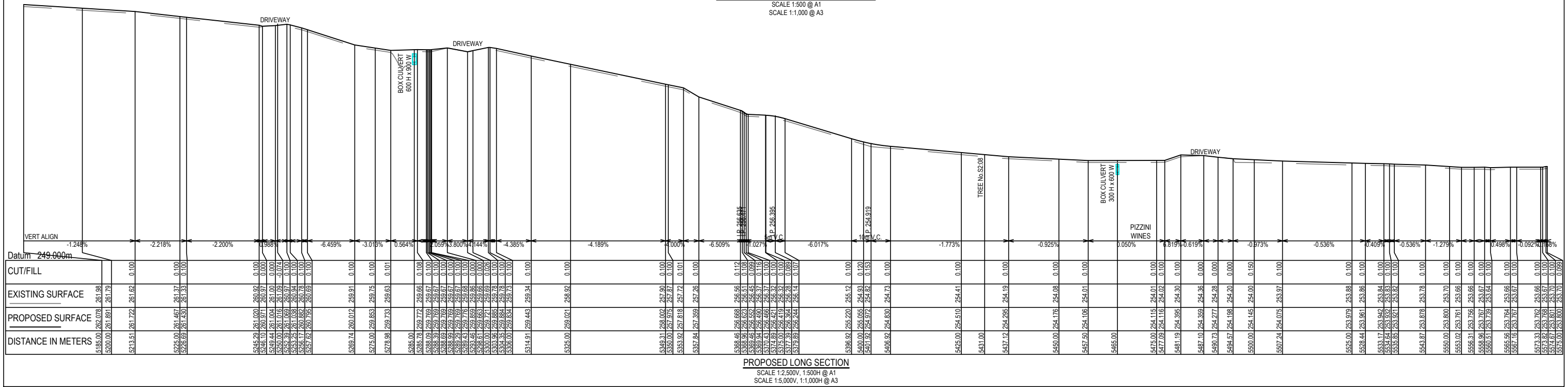


PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

REDUCED SCALE



PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3



PROPOSED LONG SECTION
SCALE 1:2,500V, 1:500H @ A1
SCALE 1:5,000V, 1:1,000H @ A3

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Website: gmrengr.com.au

LEGEND

- STORMWATER PIPE
- JUNCTION PIT
- SIDE ENTRY PIT
- GRATED TOP ENTRY PIT
- KERB AND CHANNEL
- CENTRELINE OF BITUMEN
- EDGE OF SEAL
- INVERT OF TABLEDRAIN
- MINOR CONTOUR INTERVAL IS 0.20m
- MAJOR CONTOUR INTERVAL IS 1.0m
- TREES
- DEAD TREE
- PERMANENT SURVEY MARK
- GATE
- OVERHEAD ELECTRICITY
- UNDERGROUND ELECTRICITY
- ELECTRICITY POLE
- UNDERGROUND WATER MAIN
- TELSTRA PIT
- TELSTRA CABLE
- SIGN POST
- GAS MAIN
- FENCELINE
- LINEMARKING
- ALIGNMENT > 6m FROM ROAD
- ALIGNMENT < 6m FROM ROAD
- GUARD RAIL
- ELEVATED BOARDWALK
- ELEVATED RAMP
- BRIDGE STRUCTURE
- PRIVATE DRIVEWAY
- COMMERCIAL DRIVEWAY
- WHITFIELD ALIGNMENT (BY OTHERS)
- TREE REMOVAL
- LAND ACQUISITION

DESIGNED BY G.Ryan December 2021
DRAFTED BY T.Ainsworth December 2021
VERIFIED BY

0 5 10 20
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3

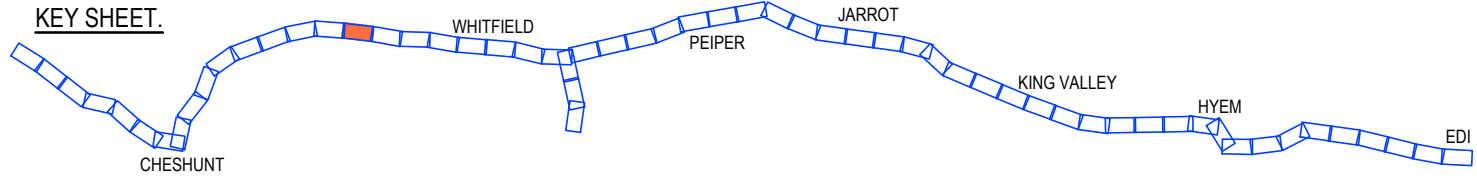
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A	INITIAL DRAFT	09/12/21	TA

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Rural City of Wangaratta
Prosecco Trail
Christmont Winery to Edi - Section 2

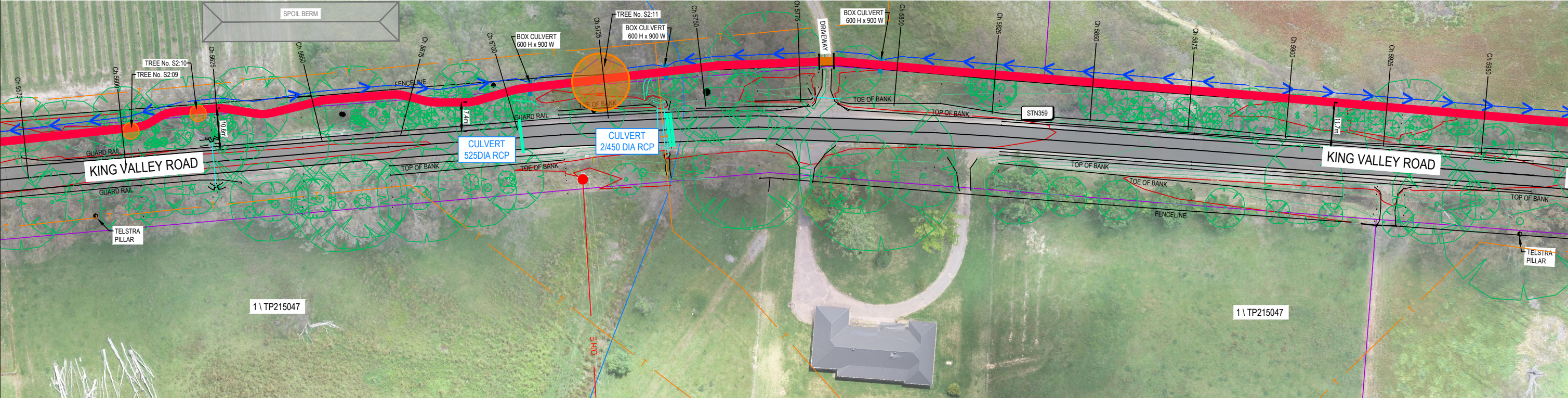
Proposed Alignment - Enlargement
Drawing No. GMR21020.S2.09
Revision. F Sheet No. S2.09
GMR21020.03 - Proposed Alignment Sht 13 - 22.dwg A1

PM/STN	Easting	Northing	Elevation	Description
STN359	447633.830	5929585.771	252.947	NAIL IN DUMPY

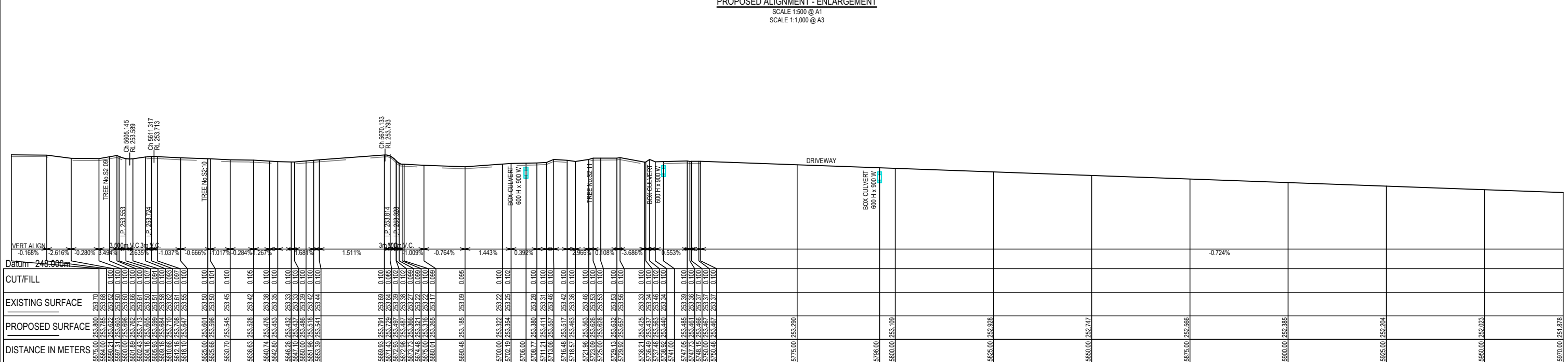


PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

REDUCED SCALE



PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3



PROPOSED LONG SECTION
SCALE 1:2,500V, 1:500H @ A1
SCALE 1:5,000V, 1:1,000H @ A3

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LEGEND

STORMWATER PIPE	MINOR CONTOUR INTERVAL IS 0.20m	UNDERGROUND WATER MAIN	ALIGNMENT > 6m FROM ROAD	TREE REMOVAL
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RURAL CITY OF WANGARATTA

DESIGNED BY G.Ryan
DRAFTED BY T.Ainsworth
VERIFIED BY

December 2021
December 2021

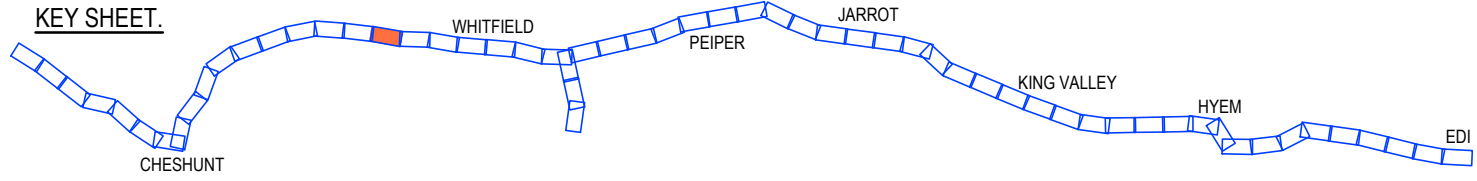
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A	INITIAL DRAFT	09/12/21	TA

0 5 10 20
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3

GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi - Section 2

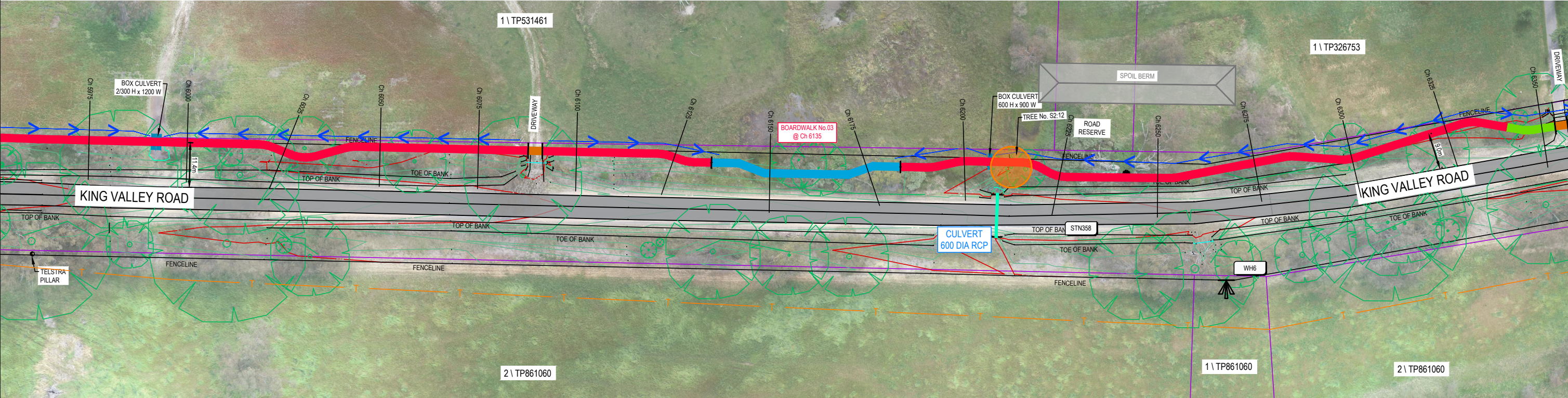
Proposed Alignment - Enlargement
Drawing No. GMR21020.S2.10
Revision. F Sheet No. S2.10
GMR21020.03 - Proposed Alignment Sht 13 - 22.dwg A1

PM/STN	Easting	Northing	Elevation	Description
WH6	447707.512	5930014.089	251.595	BRASS PLAQUE IN CONCRETE
STN358	447692.142	5929972.913	250.465	NAIL IN DUMPY



PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

REDUCED SCALE



PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3

VERT ALIGN	Grading Data	
Datum 245.000m	-0.724%	0.331%
CUT/FILL	0.100	0.100
EXISTING SURFACE	251.46	251.46
PROPOSED SURFACE	251.986	251.986
DISTANCE IN METERS	5975.00	5992.00

PROPOSED LONG SECTION
SCALE 1:2,500, 1:500H @ A1
SCALE 1:5,000, 1:1,000H @ A3

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Website: gmrengr.com.au

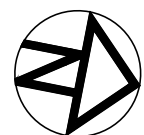
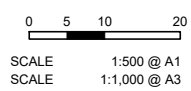
LEGEND

- STORMWATER PIPE
- JUNCTION PIT
- SIDE ENTRY PIT
- GRATED TOP ENTRY PIT
- KERB AND CHANNEL
- CENTRELINE OF BITUMEN
- EDGE OF SEAL
- INVERT OF TABLEDRAIN
- MINOR CONTOUR INTERVAL IS 0.20m
- MAJOR CONTOUR INTERVAL IS 1.0m
- TREES
- DEAD TREE
- PERMANENT SURVEY MARK
- GATE
- OVERHEAD ELECTRICITY
- UNDERGROUND ELECTRICITY
- ELECTRICITY POLE
- UNDERGROUND WATER MAIN
- TELSTRA PIT
- TELSTRA CABLE
- SIGN POST
- GAS MAIN
- FENCELINE
- LINEMARKING
- ALIGNMENT > 6m FROM ROAD
- ALIGNMENT < 6m FROM ROAD
- GUARD RAIL
- ELEVATED BOARDWALK
- ELEVATED RAMP
- BRIDGE STRUCTURE
- PRIVATE DRIVEWAY
- COMMERCIAL DRIVEWAY
- WHITFIELD ALIGNMENT (BY OTHERS)
- TREE REMOVAL
- LAND ACQUISITION



DESIGNED BY: G.Ryan
DRAFTED BY: T.Ainsworth
VERIFIED BY:

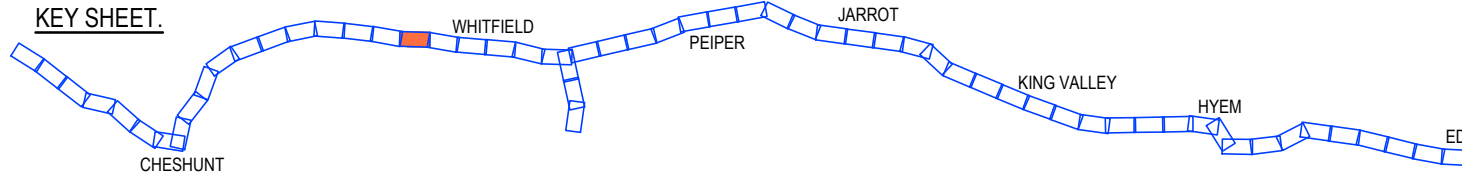
REV	AMENDMENTS	DATE	BY
F	AMENDED FROM DESIGN REVIEW	04/05/22	TA
E	AMENDED AS PER GMR ALIGNMENT REVIEW	13/04/22	TA
D	AMENDED AS PER GMR MARKUPS	04/03/22	TA
C	AMENDED AS PER GMR MARKUPS	18/02/22	TA
B	AMENDED AS PER GMR MARKUPS	03/02/22	TA
A	INITIAL DRAFT	09/12/21	TA



GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi - Section 2

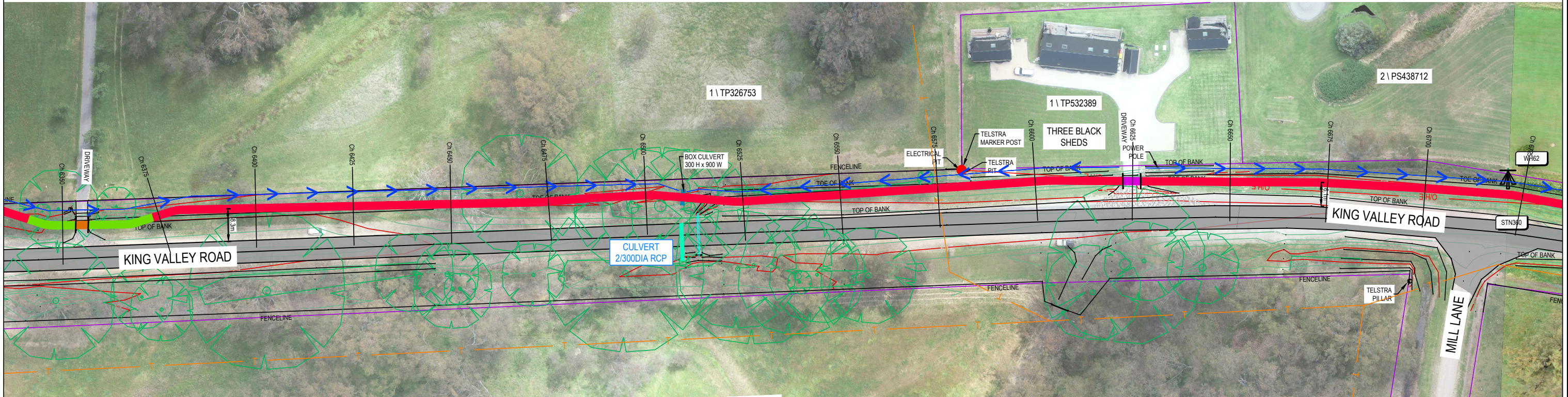
Proposed Alignment - Enlargement
Drawing No. GMR21020.S2.11
Revision. F Sheet No. S2.11
GMR21020.03 - Proposed Alignment Sht 13 - 22.dwg

PM/STN	Easting	Northing	Elevation	Description
PMMH62	447650.638	5930467.621	247.290	BRASS PLAQUE IN CONCRETE
STN360	447660.018	5930465.250	247.776	NAIL IN DUMPY

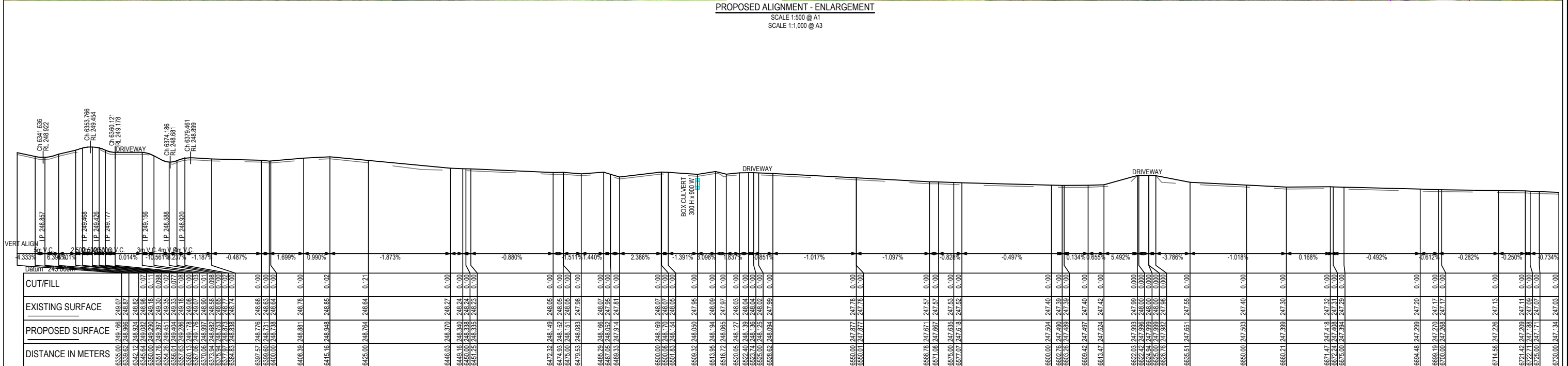


PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

REDUCED SCALE



PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3



PROPOSED LONG SECTION
SCALE 1:2,500V, 1:500H @ A1
SCALE 1:5,000V, 1:1,000H @ A3

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LEGEND.

STORMWATER PIPE	MINOR CONTOUR INTERVAL IS 0.20m	UNDERGROUND WATER MAIN	ALIGNMENT > 6m FROM ROAD	TREE REMOVAL
JUNCTION PIT	MAJOR CONTOUR INTERVAL IS 1.0m	TELSTRA PIT	ALIGNMENT < 6m FROM ROAD	LAND ACQUISITION
SIDE ENTRY PIT	TREES	TELSTRA CABLE	GUARD RAIL	
GRATED TOP ENTRY PIT	DEAD TREE	SIGN POST	ELEVATED BOARDWALK	
KERB AND CHANNEL	PERMANENT SURVEY MARK	GAS MAIN	ELEVATED RAMP	
CENTRELINE OF BITUMEN	GATE	FENCELINE	BRIDGE STRUCTURE	
EDGE OF SEAL	OVERHEAD ELECTRICITY	LINEMARKING	PRIVATE DRIVEWAY	
INVERT OF TABLEDRAIN	UNDERGROUND ELECTRICITY		COMMERCIAL DRIVEWAY	
	ELECTRICITY POLE		WHITFIELD ALIGNMENT (BY OTHERS)	

RURAL CITY OF WANGARATTA

DESIGNED BY G.Ryan
DRAFTED BY T.Ainsworth
VERIFIED BY

December 2021
December 2021

REV	AMENDMENTS	DATE	BY
F	AMENDED FROM DESIGN REVIEW	04/05/22	TA
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B	AMENDED AS PER GMR MARKUPS	03/02/22	TA
A	INITIAL DRAFT	09/12/21	TA

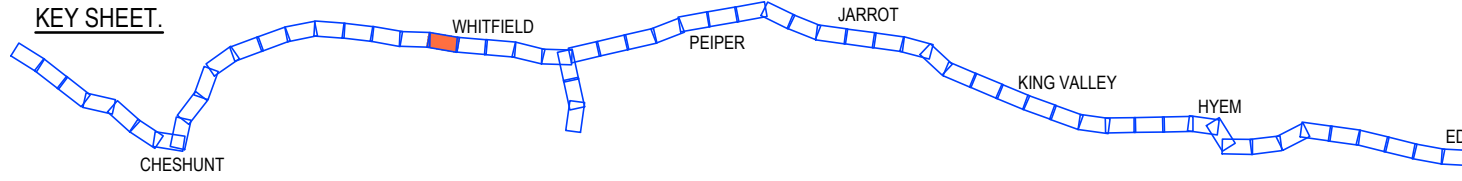
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SCALE 1:500 @ A1
SCALE 1:1,000 @ A3

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Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi - Section 2

Proposed Alignment - Enlargement
Drawing No. GMR21020.S2.12
Revision. F Sheet No. S2.12
GMR21020.03 - Proposed Alignment Sht 13 - 22.dwg

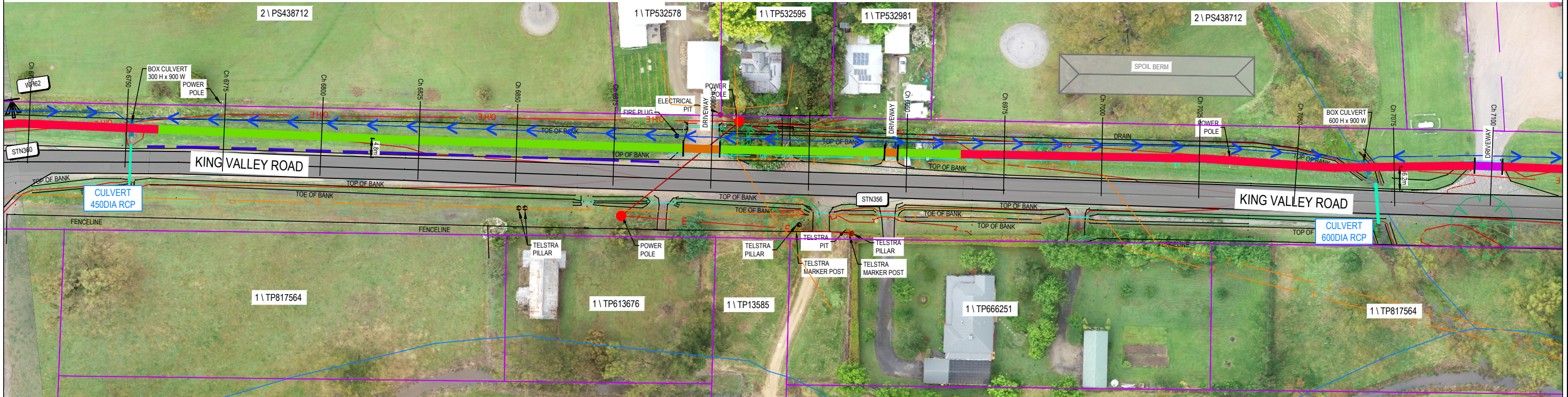
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PM/STN	Easting	Northing	Elevation	Description
WH62	447650.638	5930467.621	247.290	BRASS PLAQUE IN CONCRETE
STN356	447700.630	5930678.577	246.305	NAIL IN DUMPY
STN360	447660.018	5930465.250	247.776	NAIL IN DUMPY

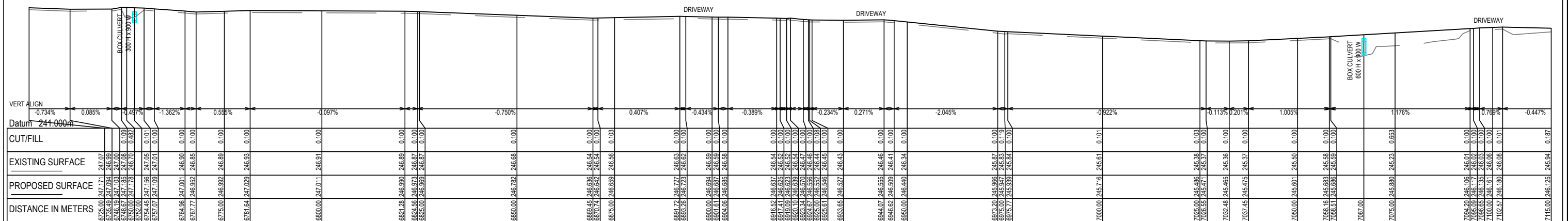


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09/06/2022

REDUCED SCALE



PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3



PROPOSED LONG SECTION
SCALE 1:2,500V, 1:500H @ A1
SCALE 1:5,000V, 1:1,000H @ A3

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LEGEND.

STORMWATER PIPE	MINOR CONTOUR INTERVAL IS 0.20m	UNDERGROUND WATER MAIN	ALIGNMENT > 6m FROM ROAD	TREE REMOVAL
JUNCTION PIT	MAJOR CONTOUR INTERVAL IS 1.0m	TELSTRA PIT	ALIGNMENT < 6m FROM ROAD	LAND ACQUISITION
SIDE ENTRY PIT	TREES	TELSTRA CABLE	GUARD RAIL	
GRATED TOP ENTRY PIT	DEAD TREE	SIGN POST	ELEVATED BOARDWALK	
KERB AND CHANNEL	PERMANENT SURVEY MARK	GAS MAIN	ELEVATED RAMP	
CENTRELINE OF BITUMEN	GATE	FENCELINE	BRIDGE STRUCTURE	
EDGE OF SEAL	OVERHEAD ELECTRICITY	LINEMARKING	PRIVATE DRIVEWAY	
INVERT OF TABLEDRAIN	UNDERGROUND ELECTRICITY		COMMERCIAL DRIVEWAY	
	ELECTRICITY POLE		WHITFIELD ALIGNMENT (BY OTHERS)	

DESIGNED BY G.Ryan
DRAFTED BY T.Ainsworth
VERIFIED BY

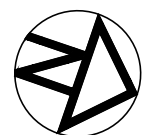
December 2021
December 2021

0 5 10 20
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3

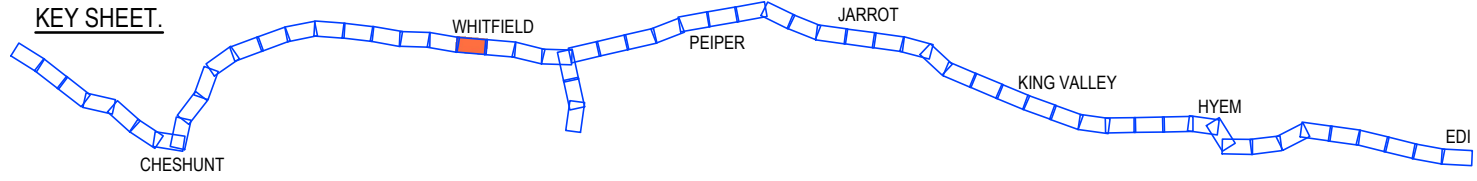
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GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi - Section 2

Proposed Alignment - Enlargement
Drawing No. GMR21020.S2.13
Revision. F Sheet No. S2.13
GMR21020.03 - Proposed Alignment Sht 23 - 33.dwg

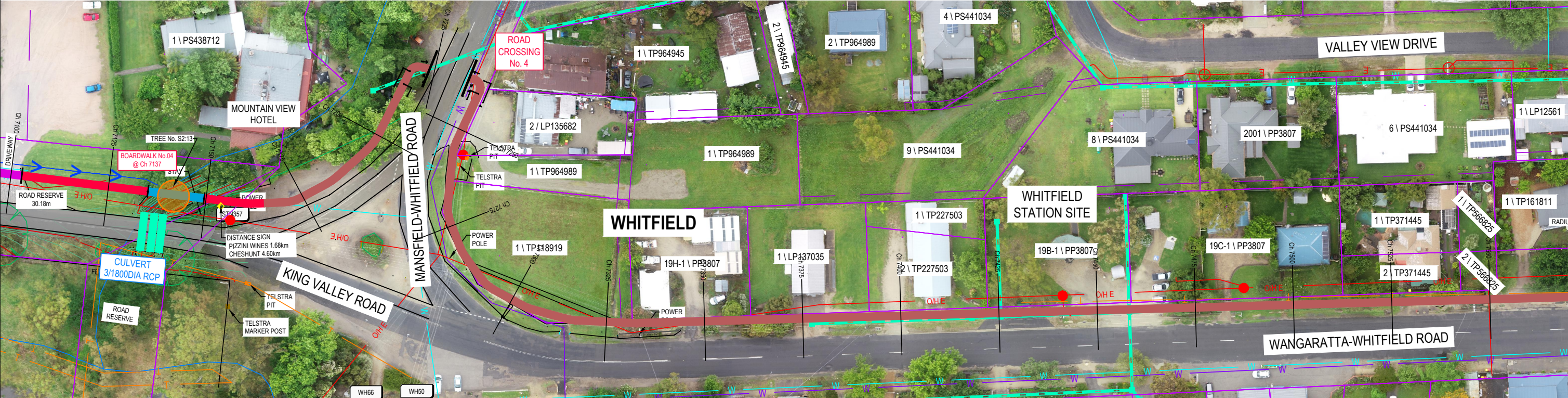


PM/STN	Easting	Northing	Elevation	Description
STN357	447720.418	5930893.636	246.554	NAIL IN DUMPY



PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

REDUCED SCALE



PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3

VERT ALIGN	BOARDWALK No. 4									
	0+789.00	0+847.00	0+905.00	0+963.00	1+021.00	1+079.00	1+137.00	1+195.00	1+253.00	1+311.00
0.789%	-0.447%	1.699%	6.250%	0.000%	9.250%	2.067%				
Datum: 241.066m										
CUT/FILL										
EXISTING SURFACE	246.05	246.08	246.10	246.11	246.12	246.13	246.14	246.15	246.16	246.17
PROPOSED SURFACE	246.05	246.08	246.10	246.11	246.12	246.13	246.14	246.15	246.16	246.17
DISTANCE IN METERS	7100.00	7102.57	7105.14	7107.71	7110.28	7112.85	7115.42	7117.99	7120.56	7123.13

PROPOSED LONG SECTION
SCALE 1:2,500V, 1:500H @ A1
SCALE 1:5,000V, 1:1,000H @ A3

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LEGEND.

STORMWATER PIPE	MINOR CONTOUR INTERVAL IS 0.20m	UNDERGROUND WATER MAIN	ALIGNMENT > 6m FROM ROAD	TREE REMOVAL
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INVERT OF TABLEDRAIN	UNDERGROUND ELECTRICITY	LINE MARKING	COMMERCIAL DRIVEWAY	
	ELECTRICITY POLE		WHITFIELD ALIGNMENT (BY OTHERS)	

RURAL CITY OF WANGARATTA

DESIGNED BY G.Ryan December 2021
 DRAFTED BY T.Ainsworth December 2021
 VERIFIED BY

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0 5 10 20
 SCALE 1:500 @ A1
 SCALE 1:1,000 @ A3

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Prosecco Trail
 Chrismont Winery to Edi - Section 2

Proposed Alignment - Enlargement
 Drawing No. GMR21020.S2.14
 Revision. F Sheet No. S2.14
 GMR21020.03 - Proposed Alignment Sht 23 - 33.dwg A1