



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:**
- 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.
 - 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.
 - 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.
 - 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.
 - LEVELS SHOWN ARE IN METERS AND TO A.H.D.

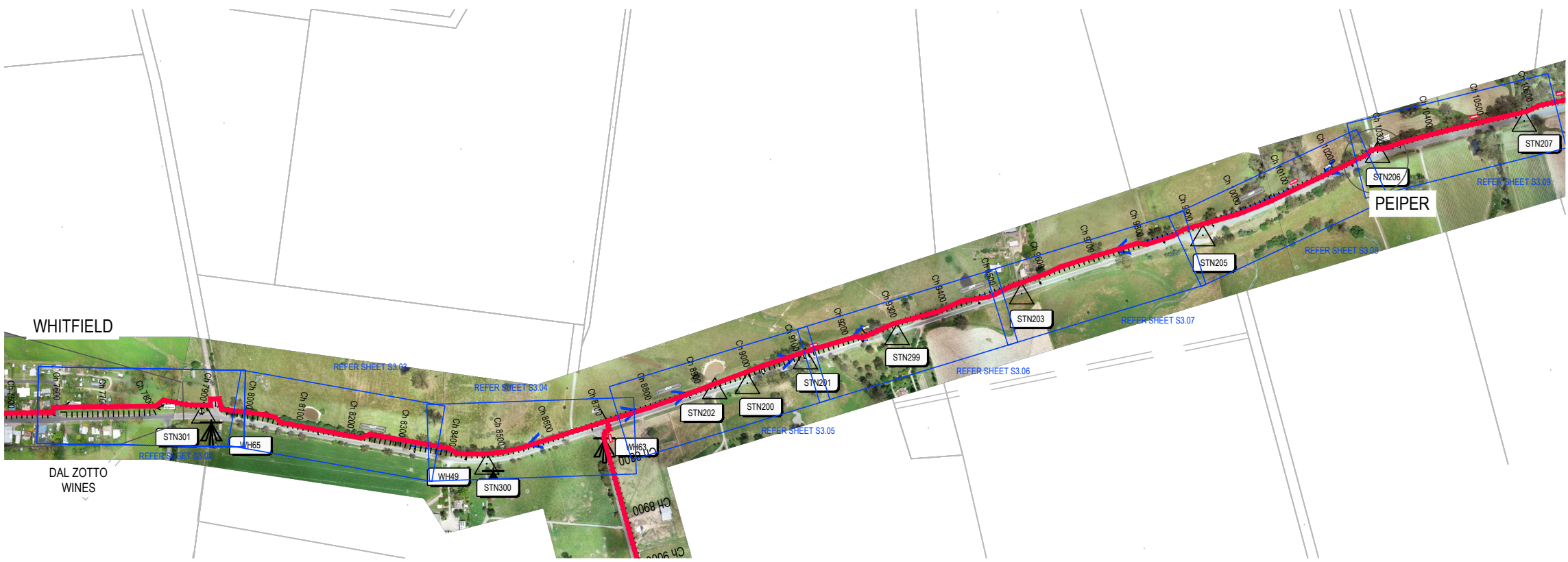
- NOTES:**
- REFER TO ENLARGEMENTS FOR PRIVATE DRIVEWAY CROSSING, CULVERT AND CANTILEVER BRIDGE LOCATIONS.
 - ALL SERVICE LOCATIONS TO BE CONFIRMED PRIOR TO COMMENCEMENT OF WORKS.
 - ALL TELSTRA SERVICES AS SHOWN TO QUALITY LEVEL D (QL-D). ASSET DEPICTED ON PLANS ARE IN SCHEMATIC FORMAT ONLY.
 - VERTICAL 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%.
 - 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.
 - 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.
 - BOARDWALKS TO HAVE 1:20 EARTHEN EMBANKMENT APPROACHES AND TO RETAIN A FLAT DECK OVER WATERWAYS. MINIMUM 600mm SOFFIT CLEARANCE AT ALL LOCATIONS.
 - ALL FINISHED TRAIL SURFACES TO BE SLOPED AWAY FROM PAVEMENT AND FREELY DRAINING.
 - ALL CULVERTS TO BE INSTALLED WITH 1:200 SLOPE MIN. AND BE FREELY DRAINING.
 - ALL CULVERT TO BE INSTALLED WITH STONE BEACHING OVER GEOTEXTILE NOMINAL 0.5m² TO EACH END.
 - ALL CULVERT LOCATIONS TO BE MARKED WITH GUIDE POSTS.
 - ALL SPOIL BERMS, AS NOTED, INDICATIVE ONLY. FINAL LOCATIONS TO BE DETERMINED BY CONSTRUCTOR AND REFERENCE TO VEGETATION IMPACT STUDY.

| Coordinate Table | PM/STN | Easting | Northing | Elevation | Description |
|------------------|--------|------------|-------------|-----------|--------------------------|
| | PMWH65 | 447756.176 | 5931564.398 | 242.658 | BRASS PLAQUE IN CONCRETE |
| | PMWH49 | 447850.064 | 5932098.435 | 238.945 | BRASS PLAQUE IN CONCRETE |
| | PMWH63 | 447787.093 | 5932313.232 | 237.303 | BRASS PLAQUE IN CONCRETE |
| | STN301 | 447740.456 | 5931539.907 | 243.374 | NAIL IN DUMPY |
| | STN900 | 447838.927 | 5932085.734 | 238.883 | STAR PICKET |
| | STN106 | 448866.416 | 5932351.592 | 239.122 | NAIL IN DUMPY |
| | STN105 | 448694.846 | 5932379.437 | 238.635 | NAIL IN DUMPY |
| | STN100 | 448092.815 | 5932381.658 | 236.775 | NAIL IN DUMPY |
| | STN103 | 448578.741 | 5932427.903 | 237.415 | STAR PICKET |
| | STN101 | 448369.305 | 5932456.479 | 236.288 | NAIL IN DUMPY |
| | STN102 | 448438.782 | 5932485.298 | 236.362 | NAIL IN DUMPY |
| | STN104 | 448543.913 | 5932477.173 | 236.659 | NAIL IN DUMPY |
| | STN202 | 447693.224 | 5932525.688 | 235.673 | NAIL IN DUMPY |
| | STN200 | 447683.493 | 5932588.720 | 235.367 | NAIL IN DUMPY |
| | STN201 | 447635.894 | 5932700.620 | 235.368 | NAIL IN DUMPY |
| | STN299 | 447589.001 | 5932877.431 | 234.601 | NAIL IN DUMPY |
| | STN203 | 447510.650 | 5933117.744 | 233.368 | NAIL IN DUMPY |
| | STN205 | 447398.192 | 5933467.348 | 232.040 | NAIL IN DUMPY |
| | STN206 | 447237.459 | 5933804.467 | 230.522 | NAIL IN DUMPY |
| | STN207 | 447177.460 | 5934087.442 | 229.429 | NAIL IN DUMPY |

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| CULVERTS, BRIDGE, STRUCTURES & CROSSINGS | | | |
|--|-----------------------|----------------------------|---|
| APPROX. CHANGE | FEATURE | CULVERT SIZE / BRIDGE SPAN | REMARKS |
| 7575 | ROAD CROSSING | - | ROAD CROSSING 5 |
| 7675 | DRIVEWAY - COMMERCIAL | - | -- |
| 7775 | ROAD CROSSING | - | ROAD CROSSING 6 |
| 7800 | RCP CULVERT | 2 / 1080 DIA | -- |
| 7875 | RCP CULVERT | 375 DIA | -- |
| 7900 | ROAD CROSSING | - | ROAD CROSSING 7 |
| 8450 | RCP CULVERT | 300 DIA | -- |
| 8650 | ROAD CROSSING | - | ROAD CROSSING 8 |
| 8700 | ROAD CROSSING | - | ROAD CROSSING 9 - GENTLE ANNE CAMP GROUND |
| 9325 | DRIVEWAY - PRIVATE | - | -- |
| 9450 | BOX CULVERT | 300 HIGH x 450 WIDE | -- |
| 9500 | DRIVEWAY - PRIVATE | - | -- |
| 9550 | DRIVEWAY - PRIVATE | - | -- |
| 10275 | ROAD CROSSING | - | ROAD CROSSING 10 |
| 10450 | RCP CULVERT | 825 DIA | -- |
| 10500 | BOX CULVERT | 3 / 900 HIGH x 1200 WIDE | -- |



PROPOSED ALIGNMENT - SECTION 3
SCALE 1:5,000 @ A1
SCALE 1:10,000 @ 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 | GATE | PRIVATE DRIVEWAY | |
| INVERT OF TABLEDRAIN | UNDERGROUND ELECTRICITY | LINEMARKING | COMMERCIAL DRIVEWAY | |
| | ELECTRICITY POLE | | WHITFIELD ALIGNMENT (BY OTHERS) | |



DESIGNED BY G.Ryan February 2022
 DRAFTED BY T.Ainsworth February 2022
 VERIFIED BY

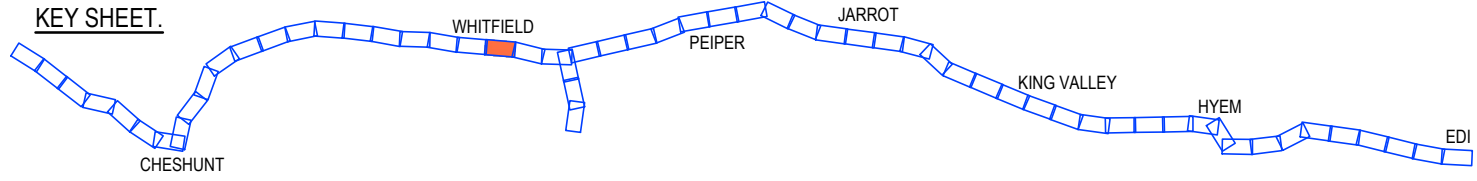
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| C | AMENDED AS PER GMR ALIGNMENT REVIEW | 13/04/22 | TA |
| B | AMENDED AS PER GMR MARKUP | 04/03/22 | TA |
| A | INITIAL DRAFT | 18/02/22 | TA |
| REV | AMENDMENTS | DATE | BY |

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 SCALE 1:5,000 @ A1
 SCALE 1:10,000 @ A3

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Prosecco Trail
 Chrismont Winery to Edi

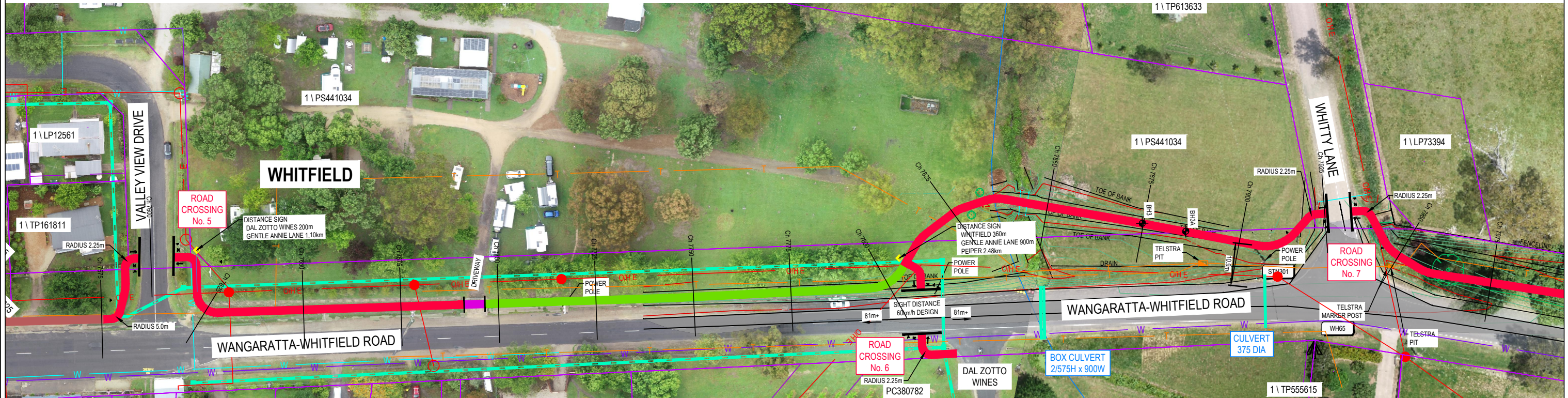
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 Drawing No. GMR21020.S3.01
 Revision. D Sheet No. S3.01
 GMR21020.03 - Proposed Alignment Overall.dwg

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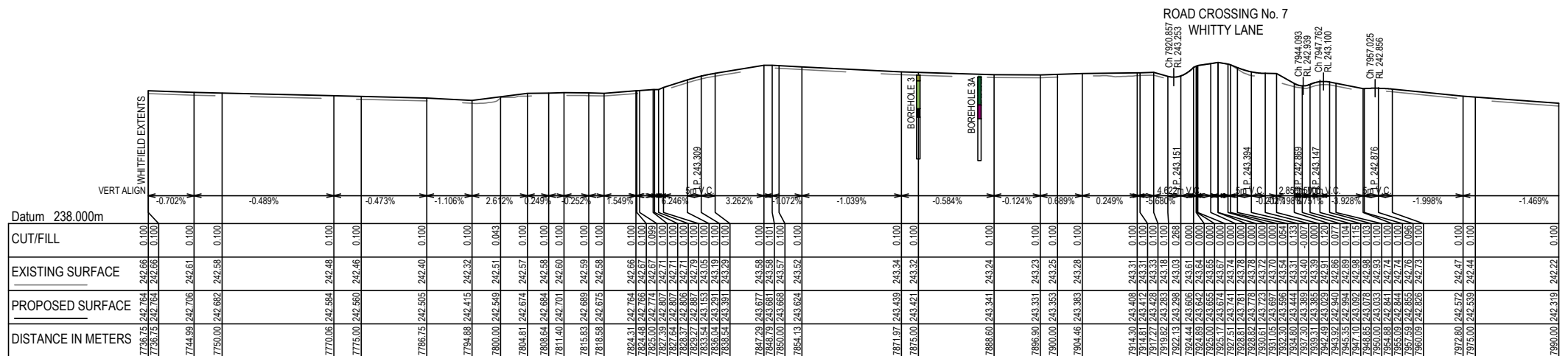


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PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3



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

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LEGEND

| | | | | |
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| | ELECTRICITY POLE | | | |

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

December 2021
December 2021

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

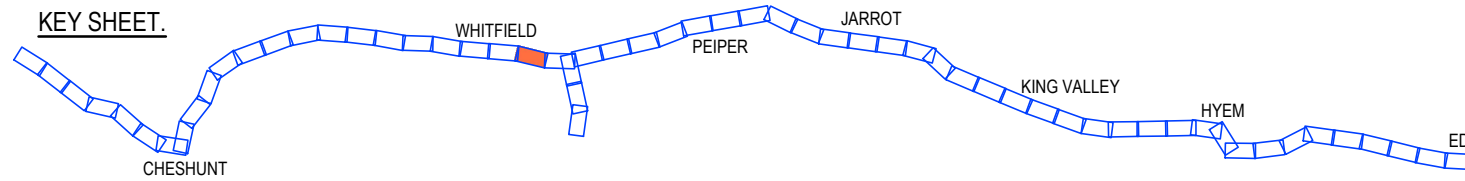
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Prosecco Trail
Chrismont Winery to Edl - Section 3

Proposed Alignment - Enlargement
Drawing No. GMR21020.S3.02
Revision. F Sheet No. S3.02
GMR21020.03 - Proposed Alignment Sht 23 - 33.dwg

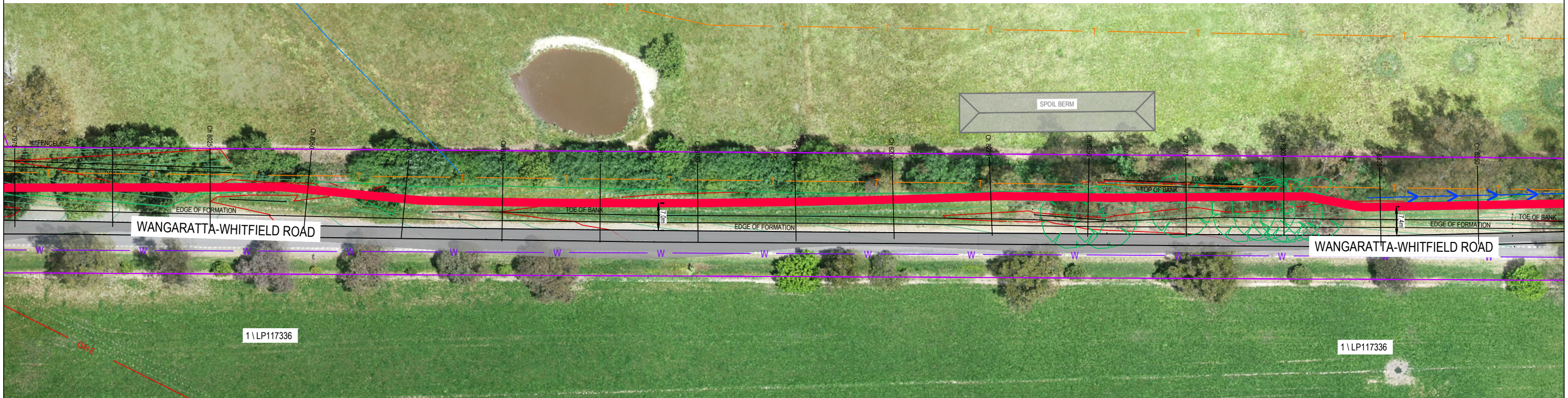


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| PM/STN | Easting | Northing | Elevation | Description |
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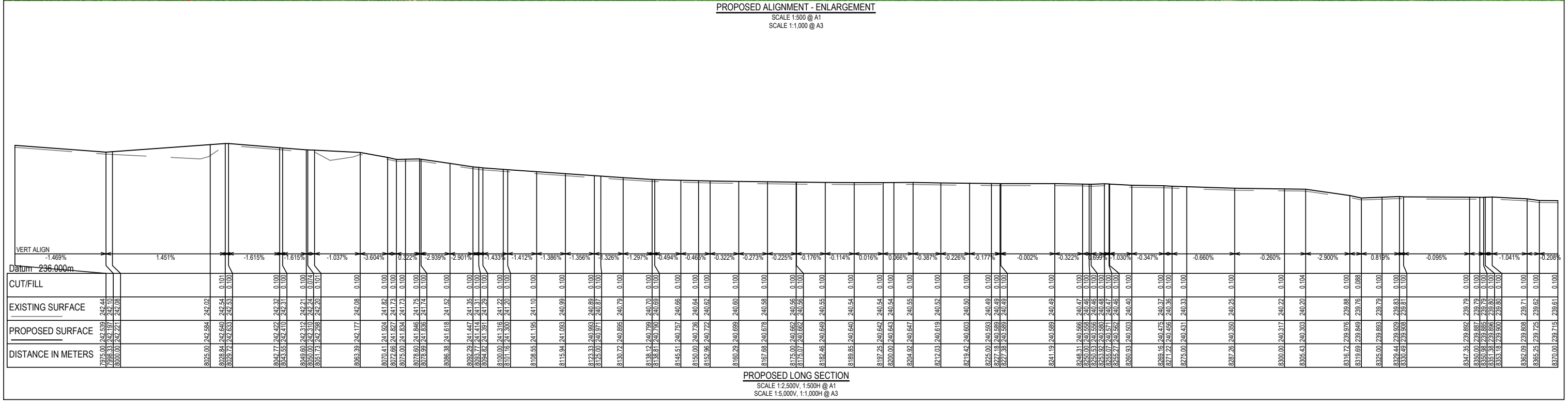


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PROPOSED ALIGNMENT - ENLARGEMENT
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3



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

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Website: gmrengr.com.au

LEGEND.

| | | | | |
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RURAL CITY OF WANGARATTA

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

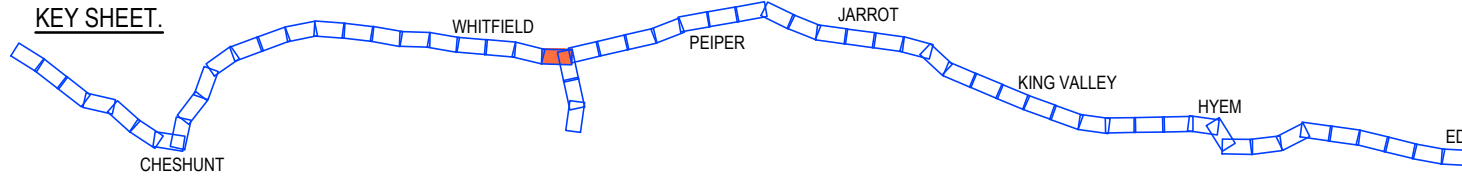
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SCALE 1:500 @ A1
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GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi - Section 3

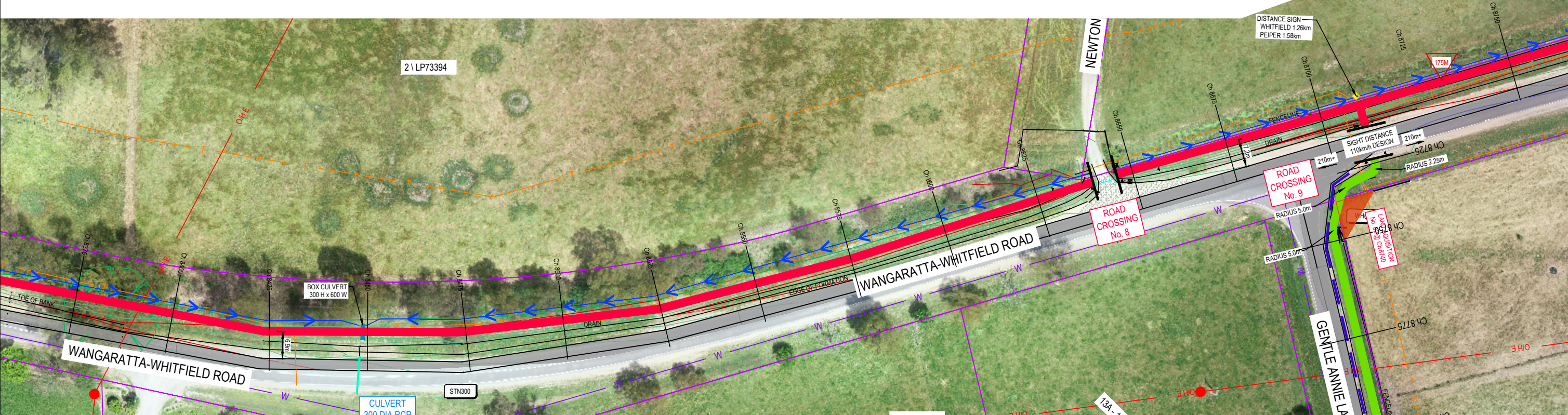
Proposed Alignment - Enlargement
Drawing No. **GMR21020.S3.03**
Revision. **F** Sheet No. **S3.03**
GMR21020.03 - Proposed Alignment Sht 23 - 33.dwg

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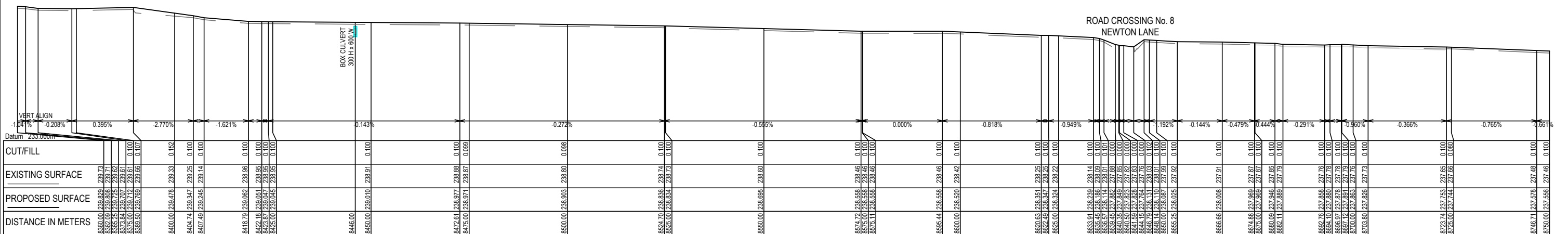


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REDUCED SCALE



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

GMR
Engineering Services

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

LEGEND.

| | | | | |
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DRAFTED BY T.Ainsworth
VERIFIED BY

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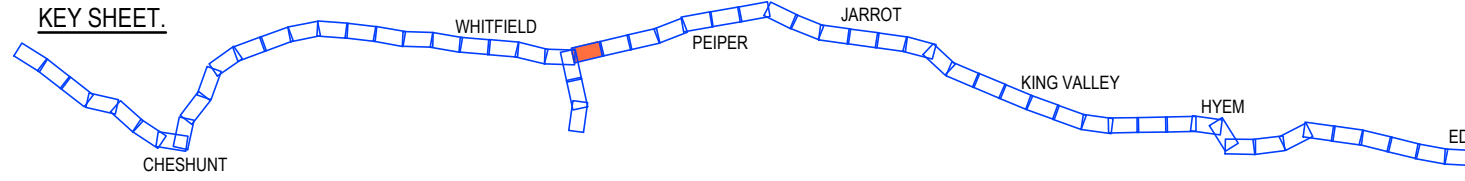
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| A | INITIAL DRAFT | 09/12/21 | TA |

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

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Prosecco Trail
Chrismont Winery to Edi - Section 3

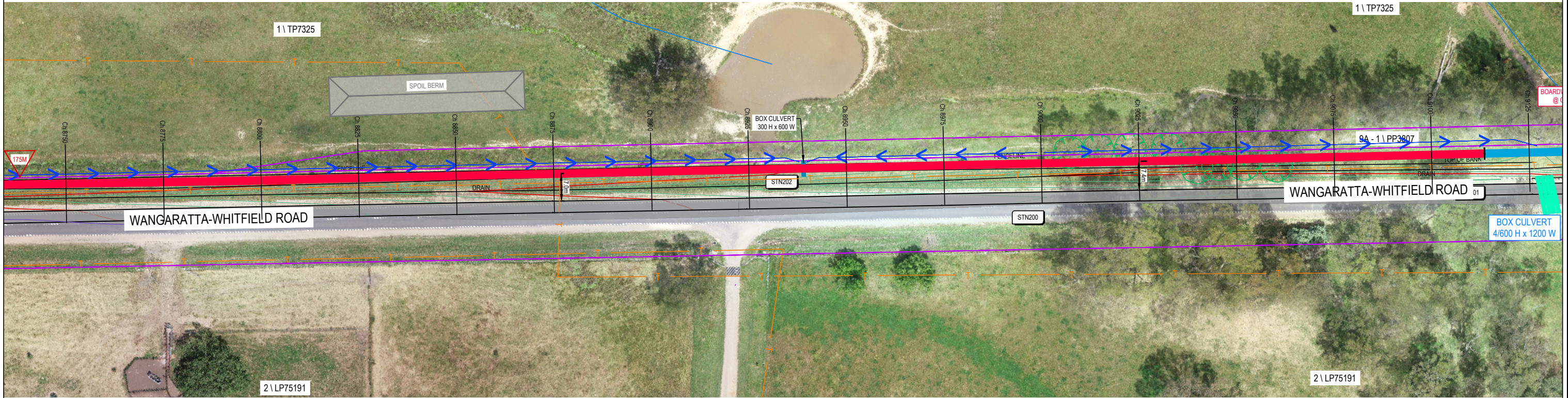
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Drawing No. GMR21020.S3.04
Revision. F Sheet No. S3.04
GMR21020.03 - Proposed Alignment Sht 23 - 33.dwg

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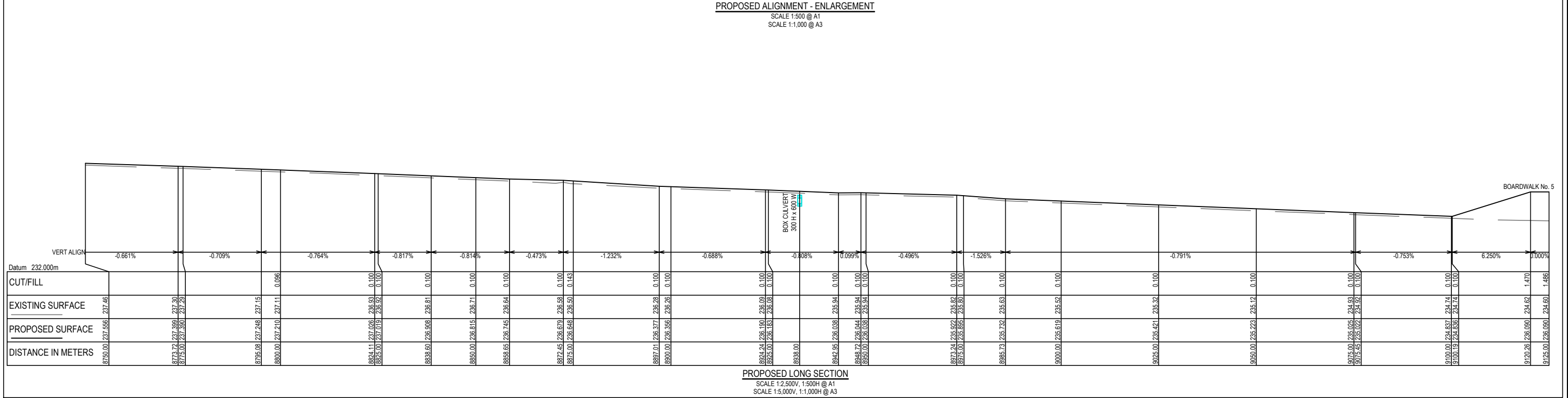


PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

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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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 | LINEMARKING | PRIVATE DRIVEWAY | |
| INVERT OF TABLEDRAIN | UNDERGROUND ELECTRICITY | | COMMERCIAL DRIVEWAY | |
| | ELECTRICITY POLE | | WHITFIELD ALIGNMENT (BY OTHERS) | |

RURAL CITY OF WANGARATTA

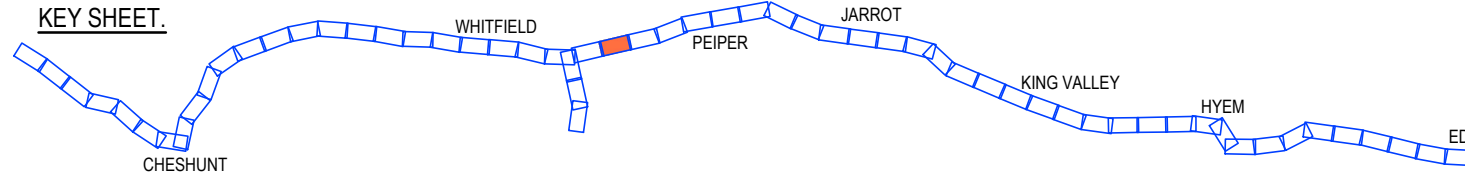
DESIGNED BY G.Ryan
DRAFTED BY T.Ainsworth
VERIFIED BY
December 2021
December 2021

| REV | AMENDMENTS | DATE | BY |
|-----|-------------------------------------|----------|----|
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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

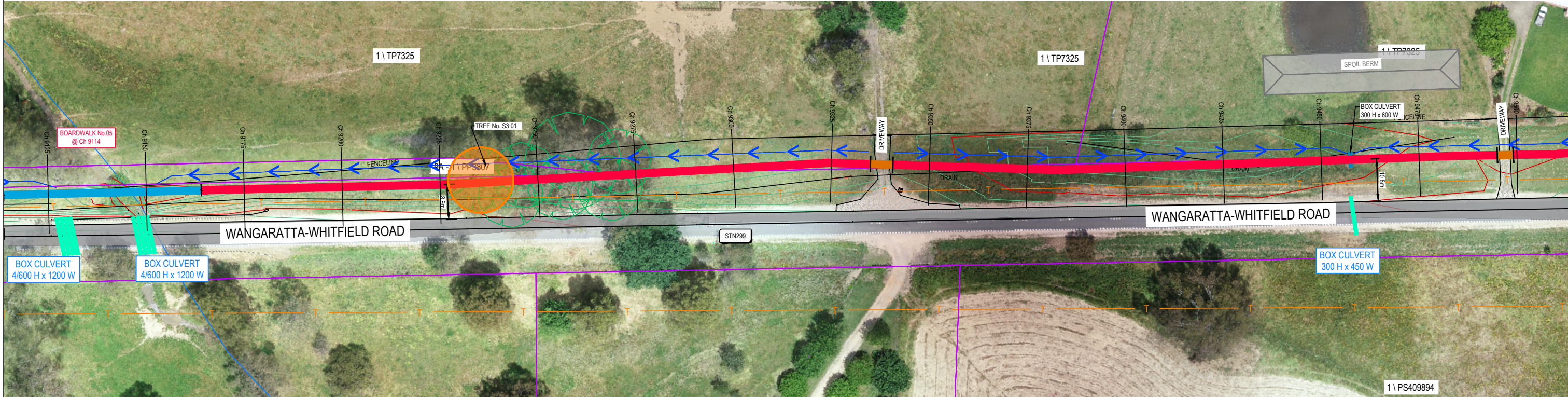
GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi - Section 3
Proposed Alignment - Enlargement
Drawing No. GMR21020.S3.05
Revision. F Sheet No. S3.05
GMR21020.03 - Proposed Alignment Sht 23 - 33.dwg

| PM/STN | Easting | Northing | Elevation | Description |
|--------|------------|-------------|-----------|---------------|
| STN299 | 447589.001 | 5932877.431 | 234.601 | NAIL IN DUMPY |

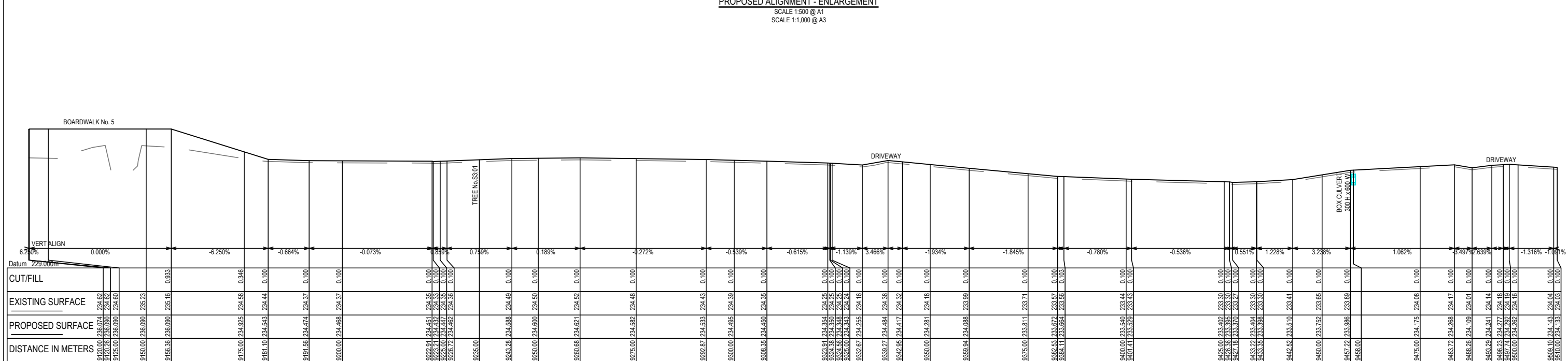


PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

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
- 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 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

December 2021
December 2021

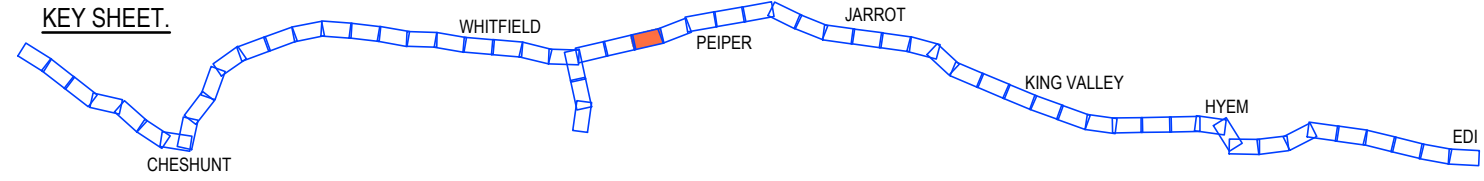
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| B | AMENDED AS PER GMR MARKUPS | 03/02/22 | TA |
| A | INITIAL DRAFT | 09/12/21 | TA |

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 3

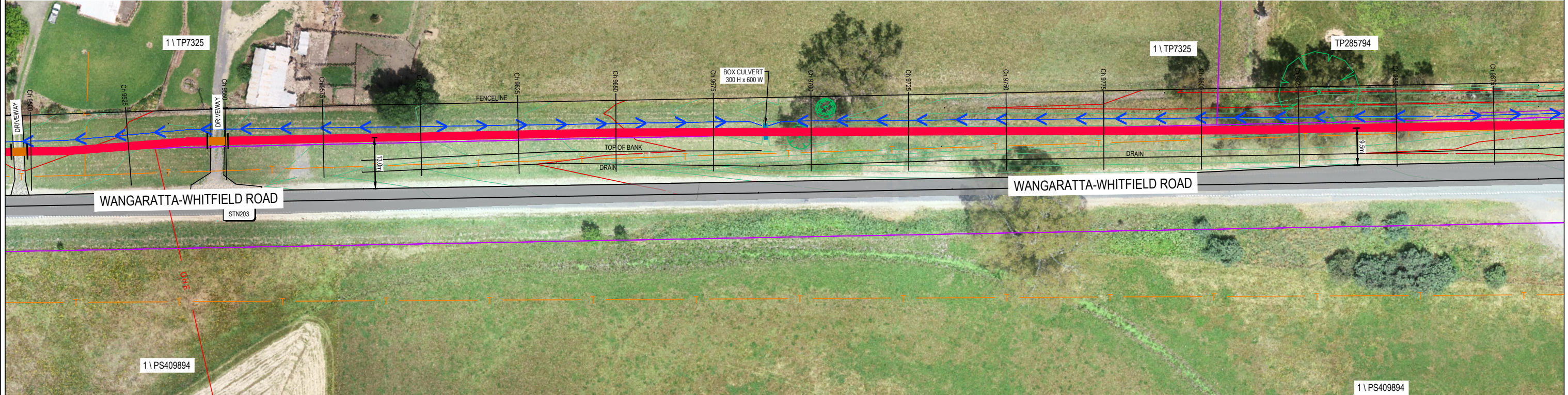
Proposed Alignment - Enlargement
Drawing No. GMR21020.S3.06
Revision. F Sheet No. S3.06
GMR21020.03 - Proposed Alignment Sht 23 - 33.dwg

| PM/STN | Easting | Northing | Elevation | Description |
|--------|------------|-------------|-----------|---------------|
| STN203 | 447510.650 | 5933117.744 | 233.368 | 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 | |
|------------|----------|---------|------------------|--------|------------------|-------|--------------------|-------|
| -1.316% | 0.00 | 234.262 | 234.16 | 233.81 | 233.81 | 0.00 | 0.00 | 0.00 |
| -1.091% | 0.00 | 234.143 | 234.04 | 233.77 | 233.77 | 0.119 | 0.100 | 0.100 |
| 0.515% | 0.00 | 233.959 | 233.87 | 233.76 | 233.76 | 0.100 | 0.100 | 0.100 |
| -0.975% | 0.00 | 233.853 | 233.75 | 233.59 | 233.59 | 0.095 | 0.100 | 0.100 |
| -0.722% | 0.00 | 233.654 | 233.55 | 233.51 | 233.51 | 0.100 | 0.100 | 0.100 |
| -0.797% | 0.00 | 233.610 | 233.51 | 233.47 | 233.47 | 0.100 | 0.100 | 0.100 |
| -0.613% | 0.00 | 233.554 | 233.45 | 233.41 | 233.41 | 0.100 | 0.100 | 0.100 |
| -1.074% | 0.00 | 233.301 | 233.20 | 233.03 | 233.03 | 0.100 | 0.100 | 0.100 |
| -1.054% | 0.00 | 233.128 | 233.03 | 232.84 | 232.84 | 0.100 | 0.152 | 0.152 |
| 0.002% | 0.00 | 232.936 | 232.84 | 232.76 | 232.76 | 0.100 | 0.100 | 0.100 |
| 2.667% | 0.00 | 232.955 | 232.82 | 232.66 | 232.66 | 0.100 | 0.100 | 0.100 |
| 0.162% | 0.00 | 232.814 | 232.71 | 232.67 | 232.67 | 0.100 | 0.100 | 0.100 |
| 0.503% | 0.00 | 232.822 | 232.72 | 232.66 | 232.66 | 0.100 | 0.100 | 0.100 |
| -0.298% | 0.00 | 232.806 | 232.71 | 232.69 | 232.69 | 0.100 | 0.100 | 0.100 |
| -0.251% | 0.00 | 232.672 | 232.57 | 232.53 | 232.53 | 0.100 | 0.100 | 0.100 |
| -0.210% | 0.00 | 232.651 | 232.53 | 232.51 | 232.51 | 0.100 | 0.100 | 0.100 |
| -0.136% | 0.00 | 232.605 | 232.51 | 232.40 | 232.40 | 0.100 | 0.100 | 0.100 |
| -0.848% | 0.00 | 232.503 | 232.50 | 232.39 | 232.39 | 0.100 | 0.100 | 0.100 |
| 1.087% | 0.00 | 232.556 | 232.49 | 232.30 | 232.30 | 0.100 | 0.100 | 0.100 |
| | 0.00 | 232.563 | 232.46 | 232.30 | 232.30 | 0.100 | 0.100 | 0.100 |
| | 0.00 | 232.579 | 232.43 | 232.25 | 232.25 | 0.100 | 0.100 | 0.100 |

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

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LEGEND.

| | | | | |
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| CENTRELINE OF BITUMEN | GATE | FENCELINE | BRIDGE STRUCTURE | |
| EDGE OF SEAL | OVERHEAD ELECTRICITY | PRIVATE DRIVEWAY | COMMERCIAL DRIVEWAY | |
| INVERT OF TABLEDRAIN | UNDERGROUND ELECTRICITY | WHITFIELD ALIGNMENT (BY OTHERS) | | |
| | ELECTRICITY POLE | | | |

RURAL CITY OF WANGARATTA

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

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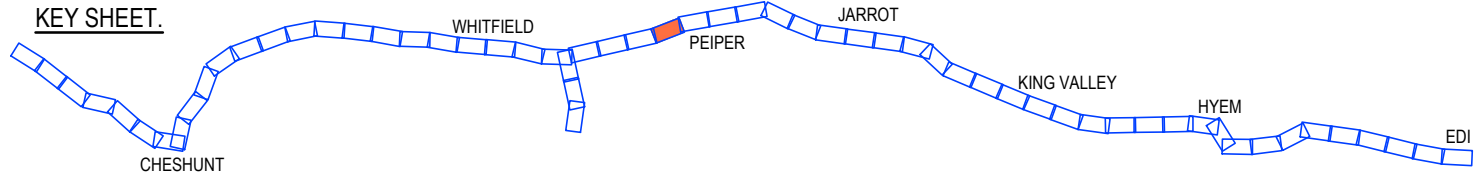
0 5 10 20
SCALE 1:500 @ A1
SCALE 1:1,000 @ A3

GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi - Section 3

Proposed Alignment - Enlargement
Drawing No. GMR21020.S3.07
Revision. F Sheet No. S3.07
GMR21020.03 - Proposed Alignment Sht 23 - 33.dwg

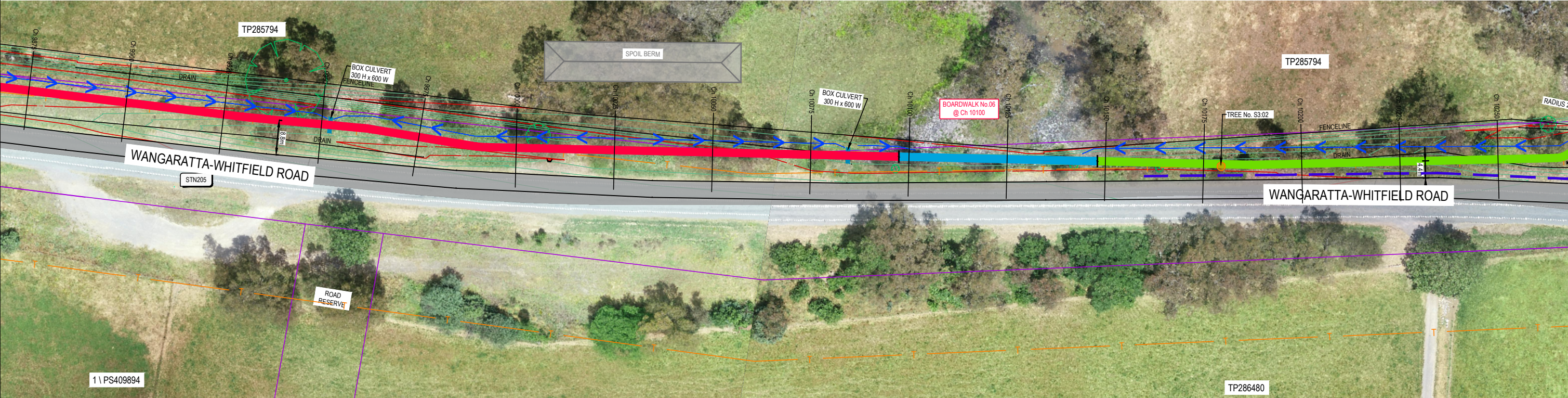
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| PM/STN | Easting | Northing | Elevation | Description |
|--------|------------|-------------|-----------|---------------|
| STN205 | 447398.192 | 5933467.348 | 232.040 | NAIL IN DUMPY |

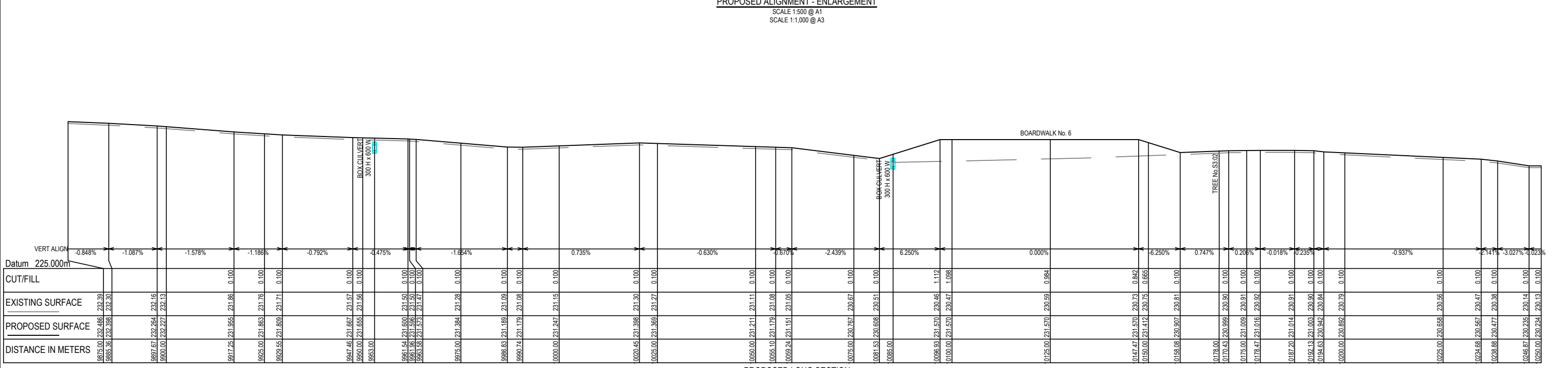


PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

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.

| | | | | |
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DESIGNED BY G.Ryan
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December 2021

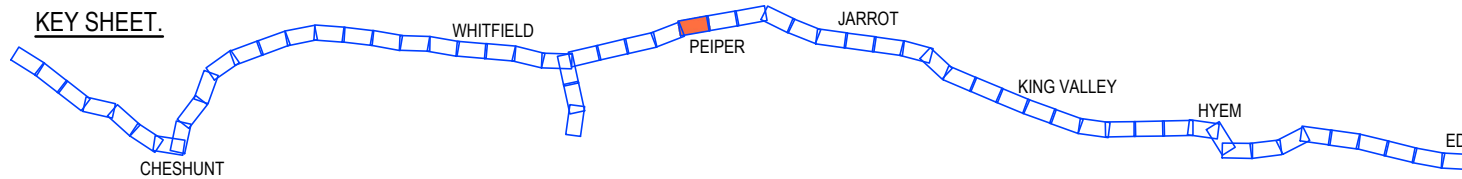
RURAL CITY OF WANGARATTA

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

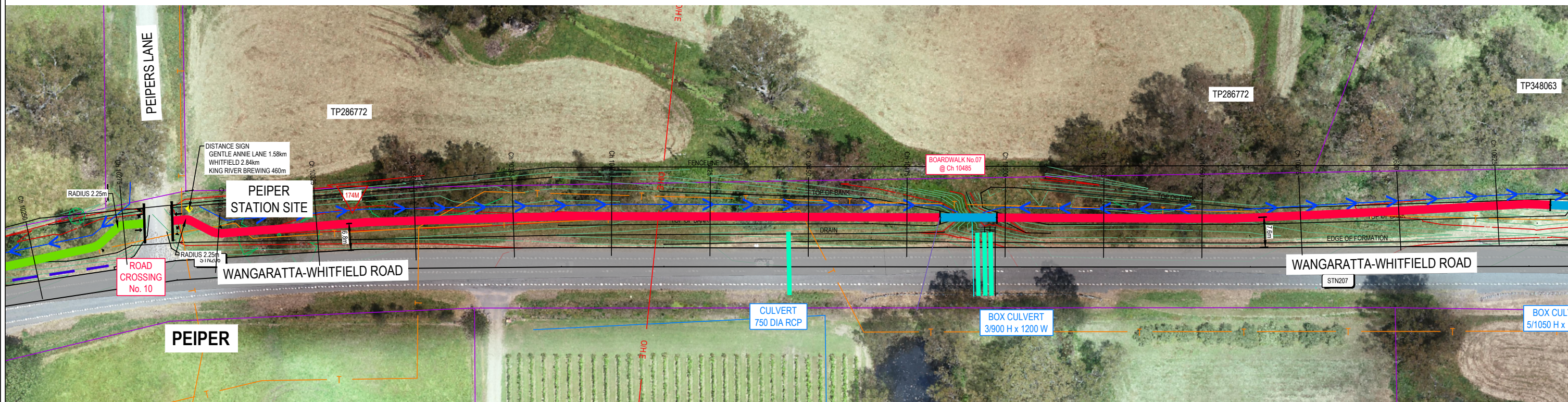
GMR Engineering Services
Rural City of Wangaratta
Prosecco Trail
Chrismont Winery to Edi - Section 3
Proposed Alignment - Enlargement
Drawing No. GMR21020.S3.08
Revision. F Sheet No. S3.08
GMR21020.03 - Proposed Alignment Sht 23 - 33.dwg

| PM/STN | Easting | Northing | Elevation | Description |
|--------|------------|-------------|-----------|---------------|
| STN206 | 447237.459 | 5933804.467 | 230.522 | NAIL IN DUMPY |
| STN207 | 447177.460 | 5934087.442 | 229.429 | NAIL IN DUMPY |

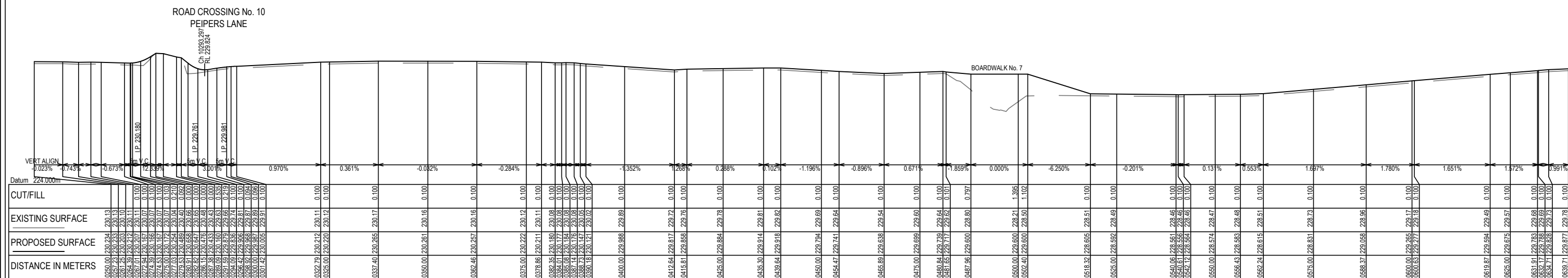


PRELIMINARY
(NOT FOR CONSTRUCTION)
09/06/2022

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.

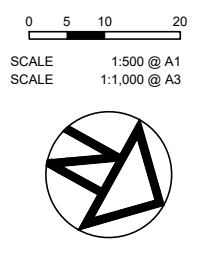
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Rural City of Wangaratta
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Proposed Alignment - Enlargement
Drawing No. GMR21020.S3.09
Revision: F Sheet No. S3.09
GMR21020.03 - Proposed Alignment Sht 23 - 33.dwg