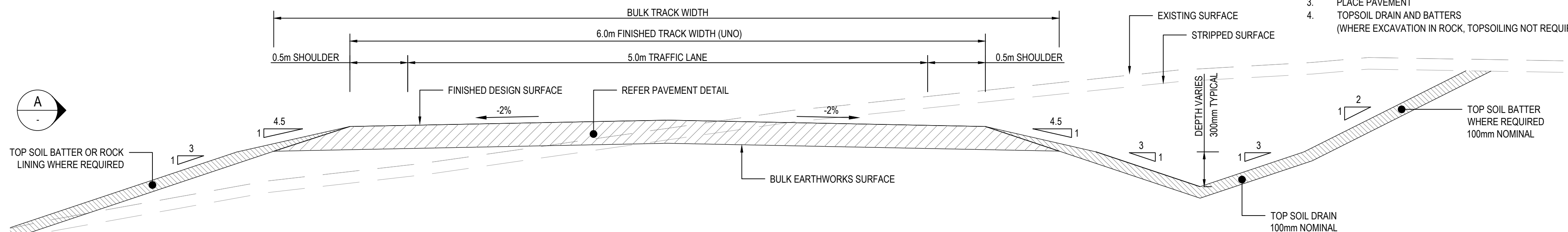


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**TOPSOILED DRAIN ORDER**

1. STRIP SURFACE
2. CUT BULK EARTHWORKS SURFACE
3. PLACE PAVEMENT
4. TOPSOIL DRAIN AND BATTERS (WHERE EXCAVATION IN ROCK, TOPSOILING NOT REQUIRED)

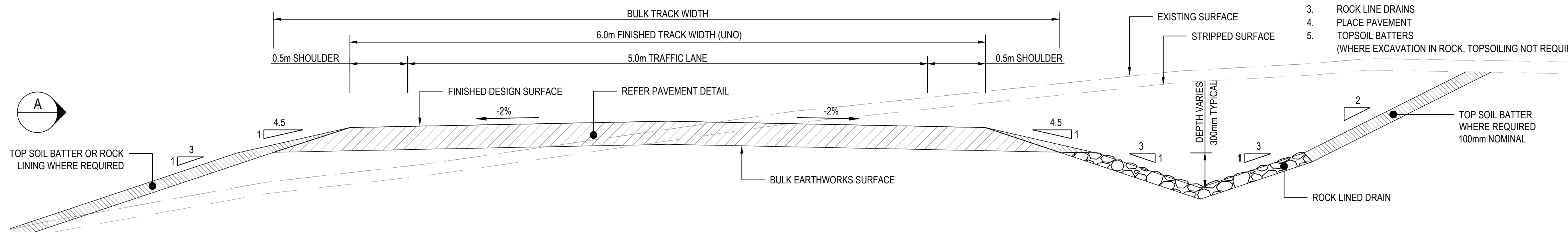


**TYPICAL WIND FARM ACCESS TRACK CROSS SECTION - TOP SOIL DRAIN**

NTS

**ROCK LINED DRAIN ORDER**

1. STRIP SURFACE
2. CUT BULK EARTHWORKS SURFACE
3. ROCK LINE DRAINS
4. PLACE PAVEMENT
5. TOPSOIL BATTERS (WHERE EXCAVATION IN ROCK, TOPSOILING NOT REQUIRED)

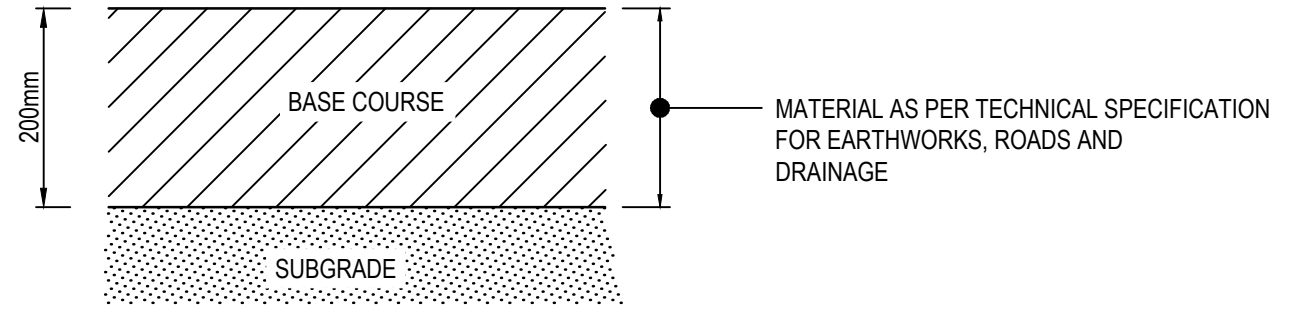


**TYPICAL WIND FARM ACCESS TRACK CROSS SECTION - ROCK LINED DRAIN**

NTS

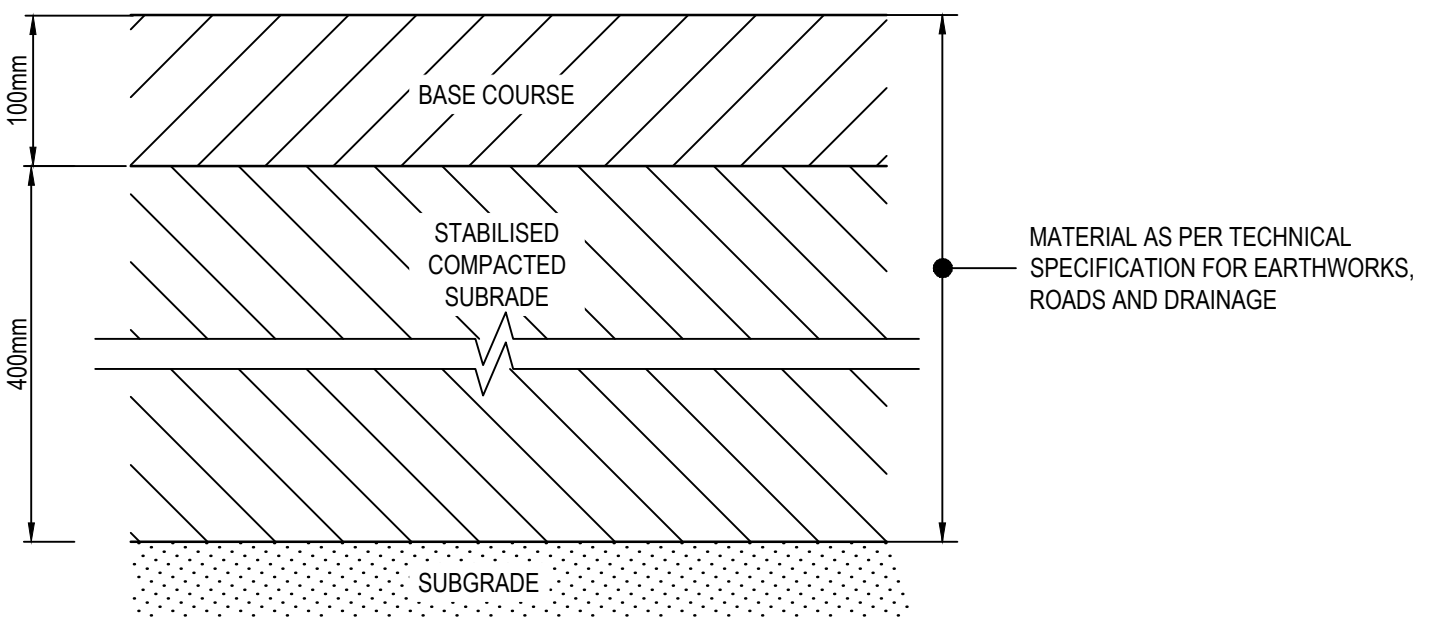
**PAVEMENT NOTES**

ALL PAVEMENTS ARE BASED ON A SOUND AND TRAFFICABLE SUBGRADE. WET AND/OR SOFT AREAS FAILING THE SUBGRADE PROOF ROLL TEST MAY REQUIRE SOME FORM OF SUBGRADE IMPROVEMENT. THE DESIGN ENGINEER SHALL BE CONSULTED TO ASSESS OPTIONS SUCH AS:  
 - STABILISATION  
 - GEOTEXTILE STRENGTHENING  
 - COARSE ROCKFILL STRENGTHENING  
 - SUBGRADE REPLACEMENT  
 OR A COMBINATION OF ALL THESE OPTIONS. SUBGRADE UNDRAINED SHEAR STRENGTH TO BE TBC OR BETTER.



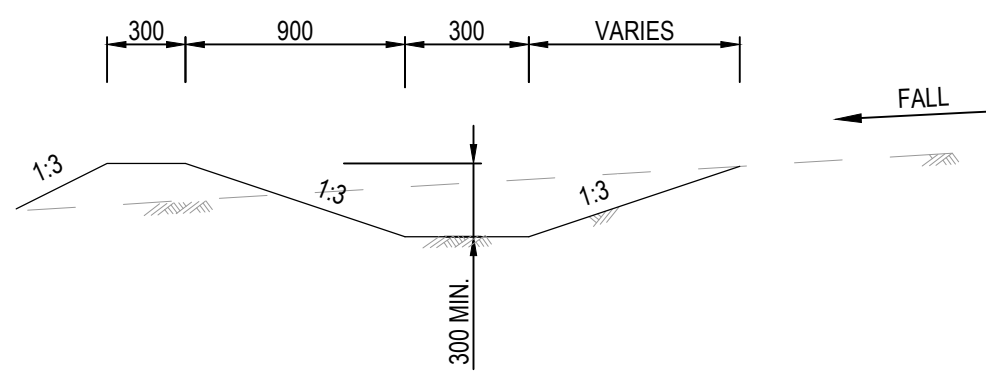
**ACCESS TRACK PAVEMENT DETAILS**

SUBJECT TO FINAL DESIGN BASED ON INSITU STRENGTH TESTING



**ALTERNATIVE PAVEMENTS - STABILISED SUBGRADE DETAILS**

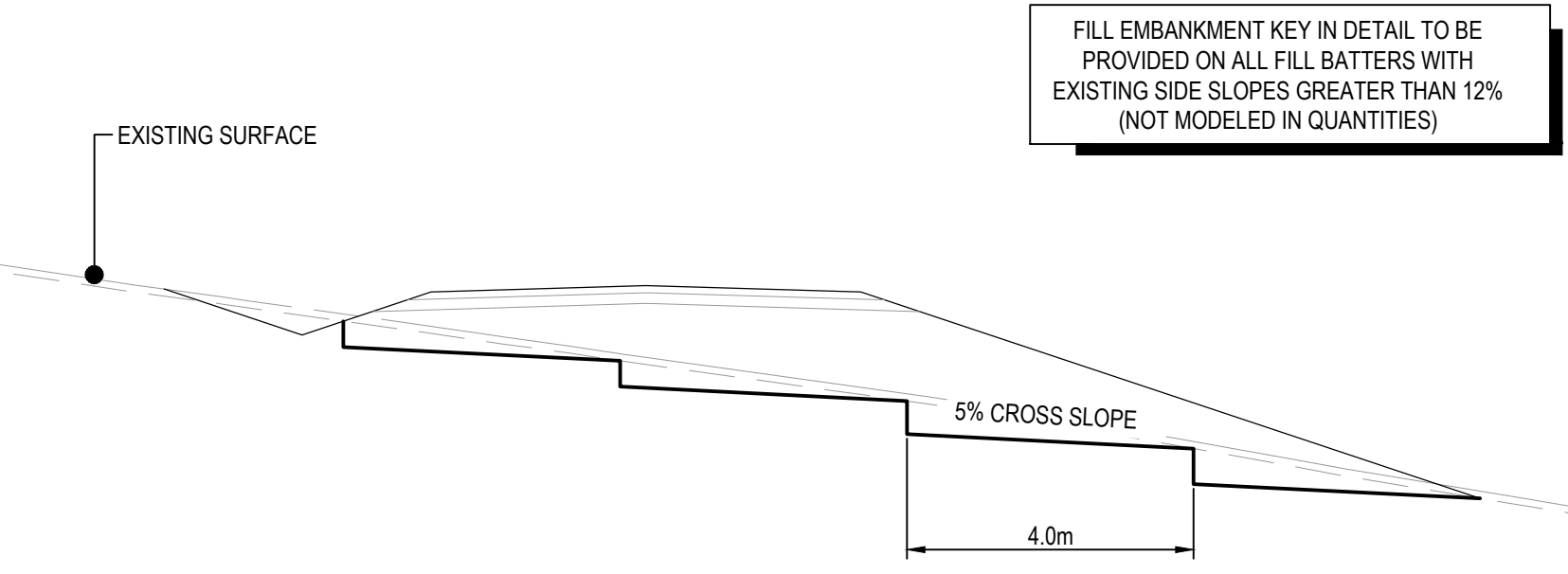
SUBJECT TO FINAL DESIGN BASED ON INSITU STRENGTH TESTING



**TYPICAL CUTOFF DRAIN DETAIL**

NTS

CUTOFF DRAIN NOTE: CUTOFF DRAINS SHALL BE CONSTRUCTED AT THE TOP OF CUT BATTERS TO DIVERT CLEAN UPSLOPE WATER AWAY FROM CUT BATTERS.



**TYPICAL EMBANKMENT FILL KEY DETAIL**

NTS

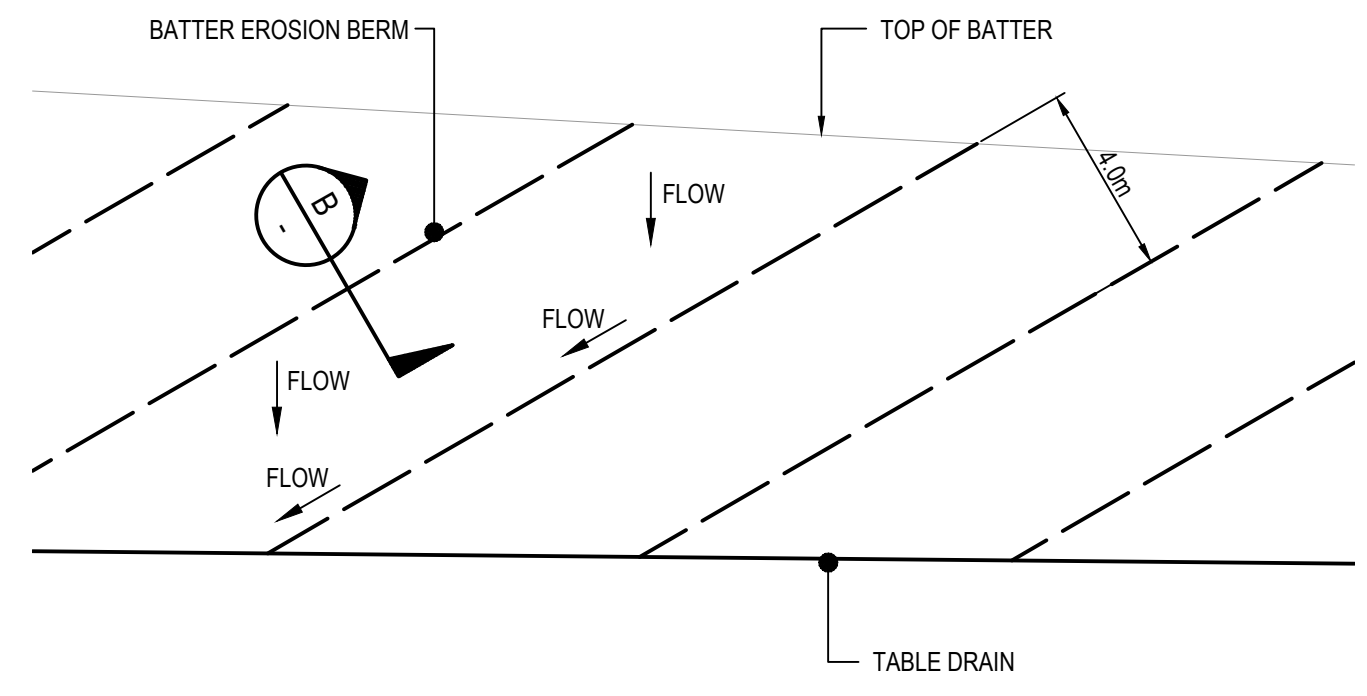
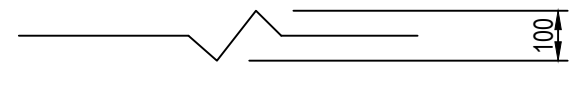
**ACCESS TRACK NOTES**

1. DRAIN TO BE TOP SOILED, ROCK LINED OR LEFT UN-TREATED AS REQUIRED. FINAL FINISH TO BE DETERMINED BY CONSULTING ENGINEER FOLLOWING GEOTECHNICAL BATTER STABILITY STUDY.
  2. BATTERS TO BE TOP SOILED, ROCK LINED OR LEFT UN-TREATED AS REQUIRED. FINAL FINISH TO BE DETERMINED BY CONSULTING ENGINEER FOLLOWING GEOTECHNICAL BATTER STABILITY STUDY.
  3. TRACK WIDTH 6.0m EXCEPT WHERE STRAIGHT SEGMENTS ARE IN A COMPLETE CUT ON BOTH SIDES.
  4. LG1750 MUST TRAVEL CENTRALLY ALONG TRACK.
- \* FINAL BATTER SLOPE TO BE DETERMINED BY CONSULTING ENGINEER FOLLOWING GEOTECHNICAL BATTER STABILITY STUDY.  
 \*\* FINAL CHANGE OF BATTER DEPTH TO BE DETERMINED BY CONSULTING ENGINEER FOLLOWING GEOTECHNICAL BATTER STABILITY STUDY.

BATTER EROSION BERMS SHALL BE PROVIDED ON ALL CUT AND FILL BATTER

**BATTER EROSION BERM SECTION**

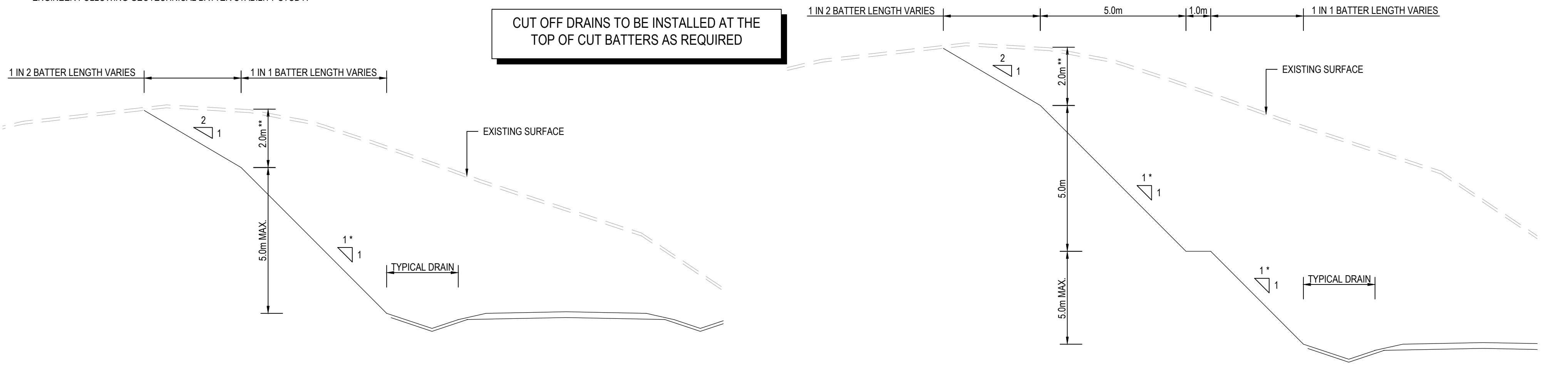
NTS



**BATTER EROSION BERM ELEVATION**

NTS

CUT OFF DRAINS TO BE INSTALLED AT THE TOP OF CUT BATTERS AS REQUIRED



**TYPICAL BATTER SECTION - BATTERS IN CUT GREATER THAN 2m DEPTH**

NTS

**TYPICAL BATTER SECTION - BATTERS IN CUT GREATER THAN 7m DEPTH**

NTS

No	DESCRIPTION	L.K.	DES	DRN	B.P.	CHK	N.C.	APP	DATE
A	PRELIMINARY								04.08.22

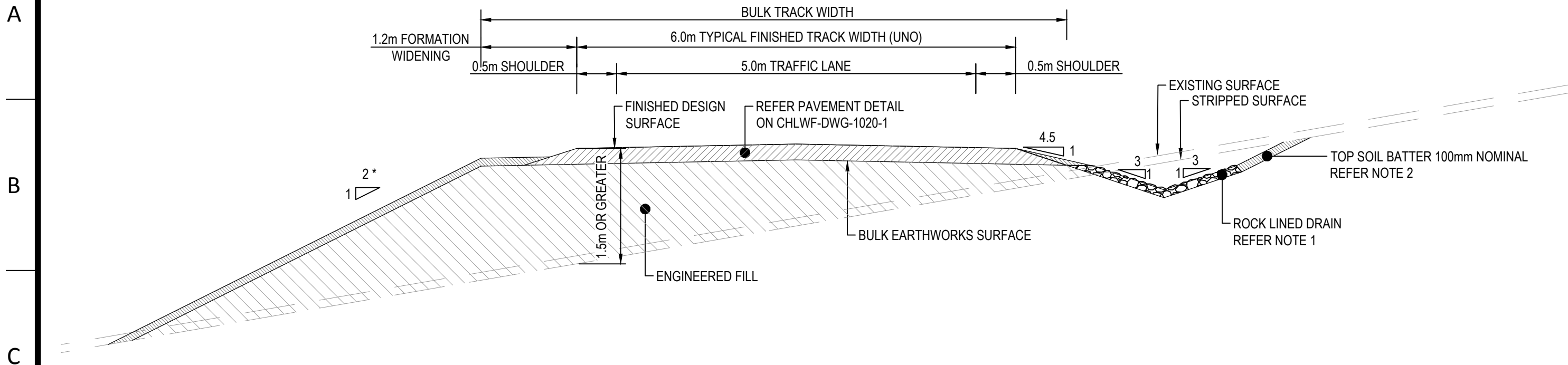
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SIZE A1	SCALE AS SHOWN	PROJECT TYPICAL WIND FARM
STATUS PRELIMINARY NOT FOR CONSTRUCTION	TITLE TYPICAL ACCESS TRACK CROSS SECTION DETAILS AND NOTES	
COORDINATE REFERENCE SYSTEM N/A	DRAWING No. 22-155-WF-TYP-001	REV A

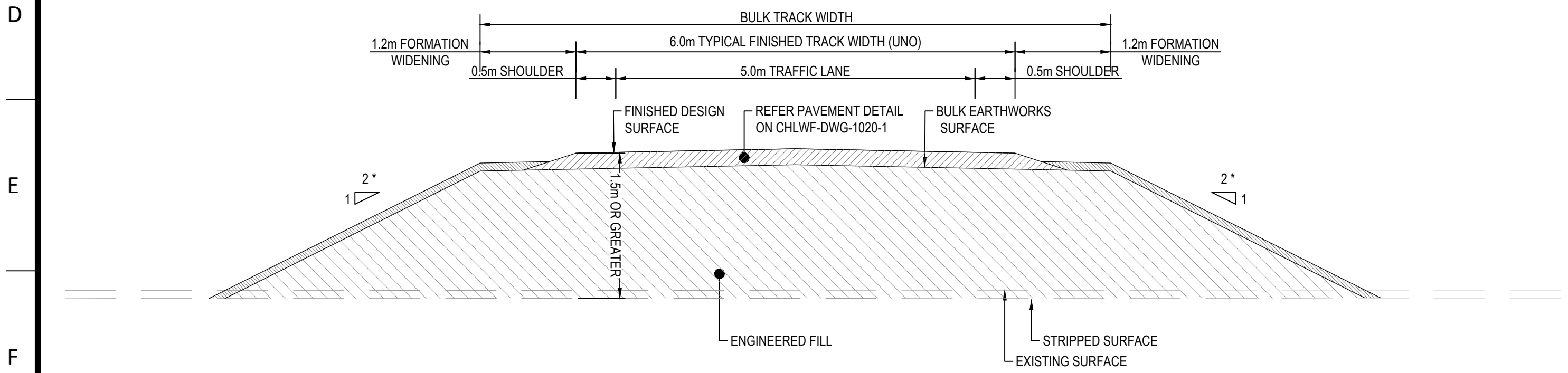
**ACCESS TRACK WIDENING NOTES**

PARAMETERS FOR TRACK WIDENING ARE TYPICAL ONLY AND FINAL WIDENING IS AT THE DISCRETION OF THE DESIGNER AND ON SITE CONSULTING ENGINEERS.



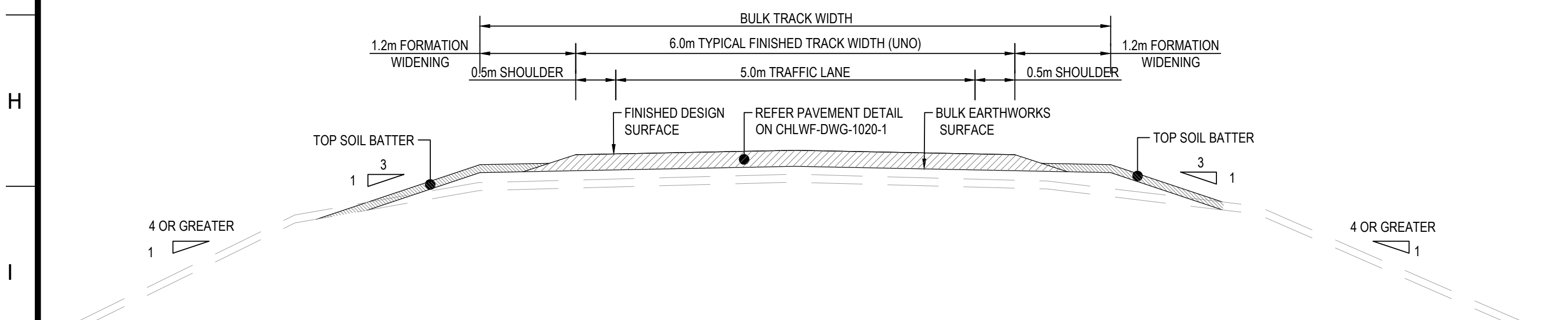
**TYPICAL WIND FARM ACCESS TRACK WIDENING - CROSS SECTION TYPE 1**

NTS



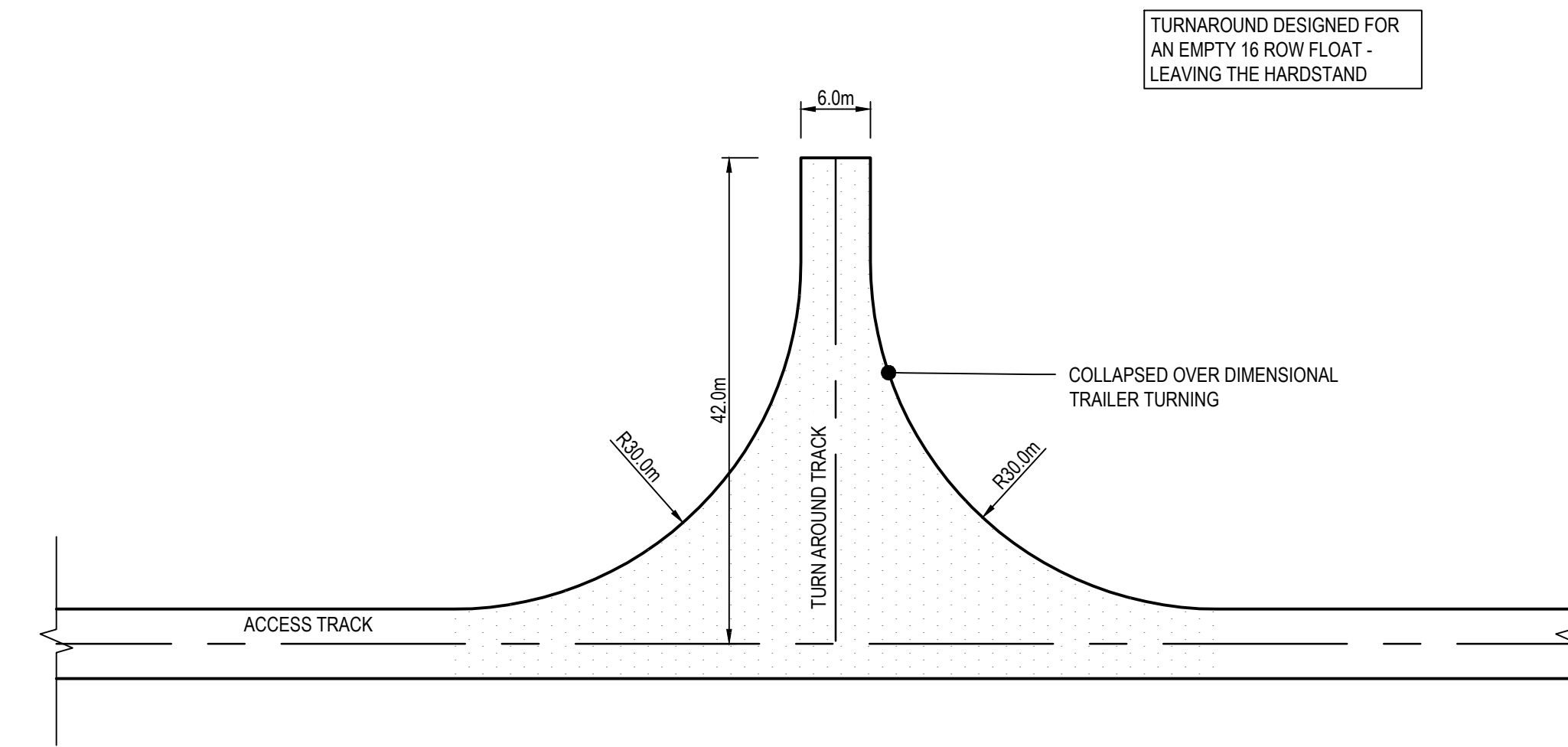
**TYPICAL WIND FARM ACCESS TRACK WIDENING - CROSS SECTION TYPE 2**

NTS



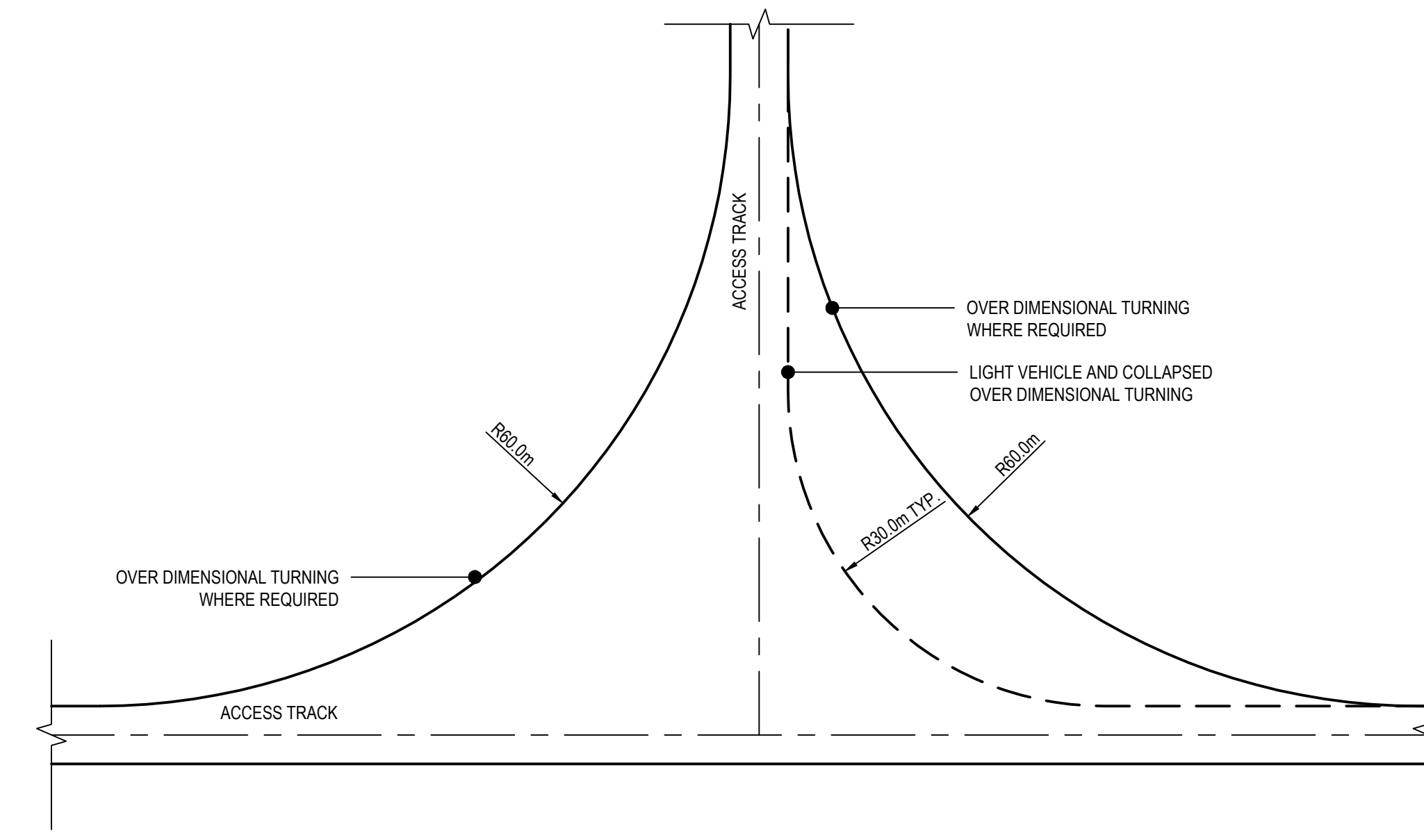
**TYPICAL WIND FARM ACCESS TRACK WIDENING - CROSS SECTION TYPE 3**

NTS



**TYPICAL HARDSTAND TURNAROUND DETAIL**

NTS



**TYPICAL INTERSECTION DETAIL**

NTS

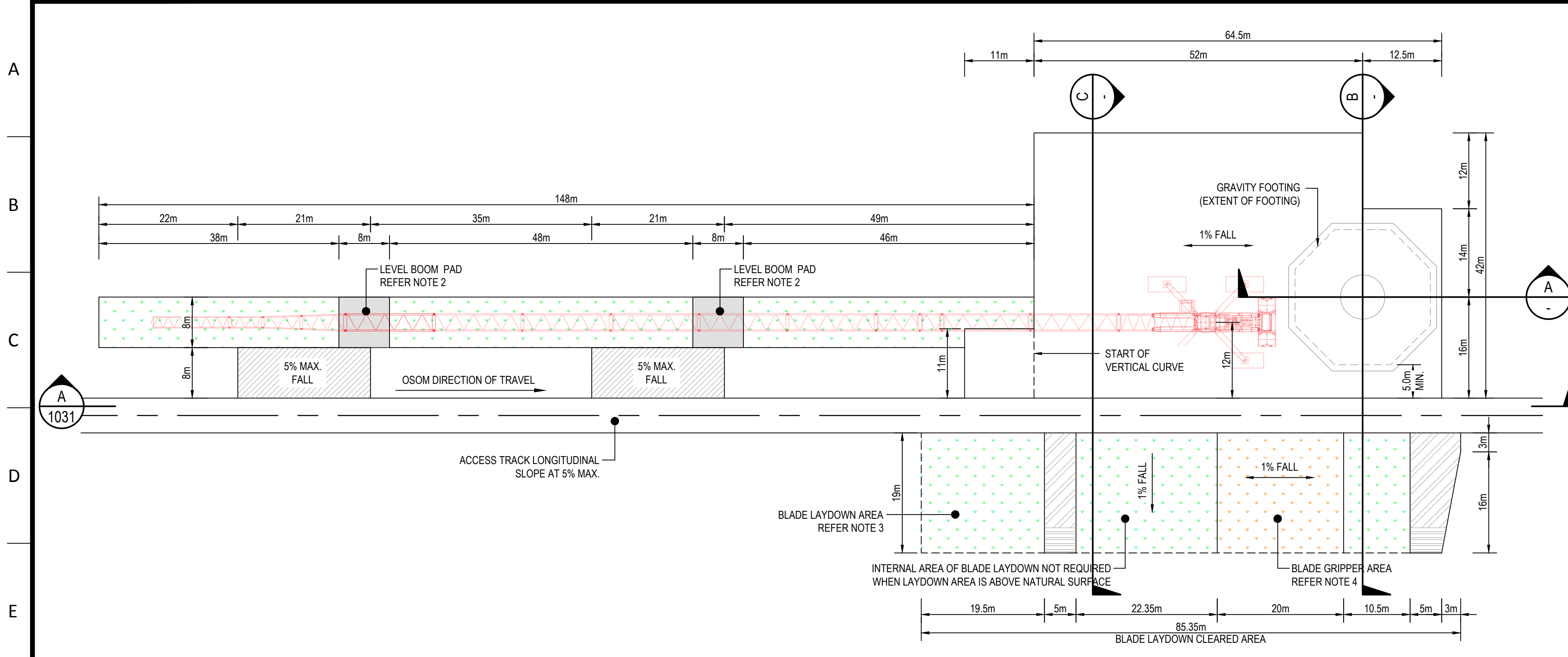
No	DESCRIPTION	DES	DRN	CHK	APP	DATE
A	PRELIMINARY	L.K.	L.K.	B.P.	N.C.	04.08.22

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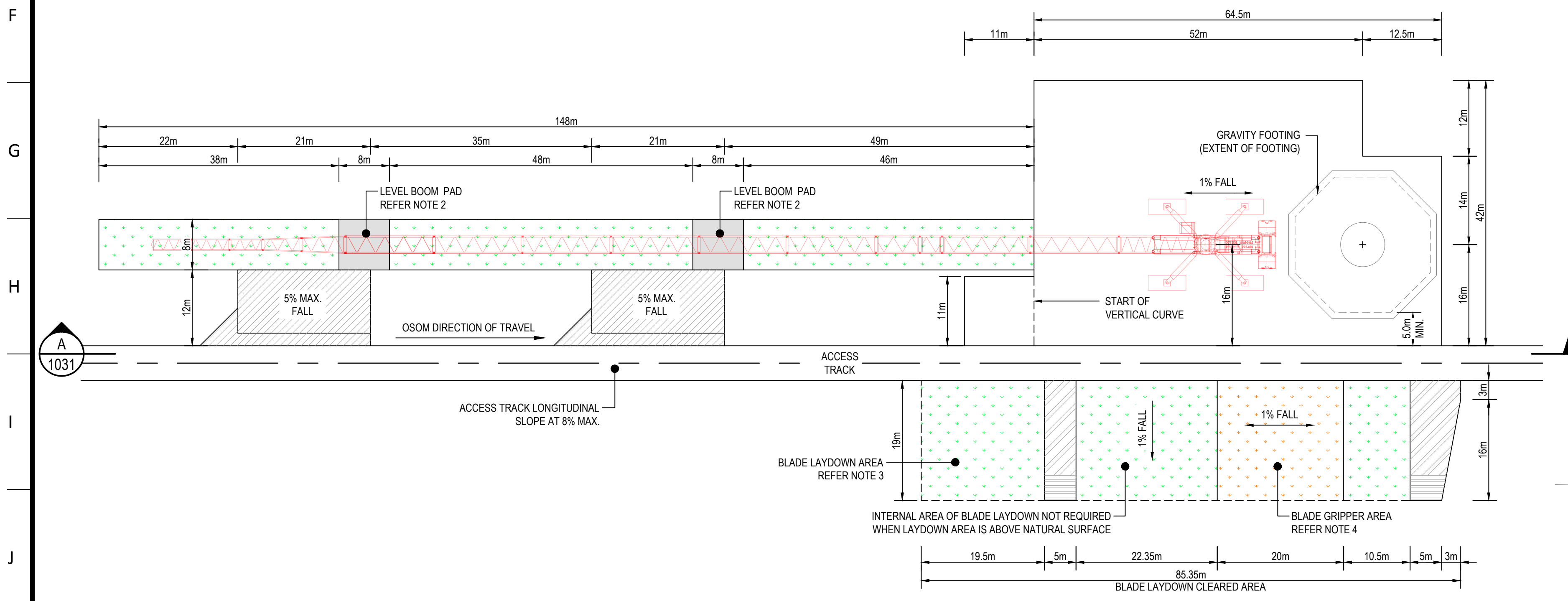


SIZE A1	SCALE AS SHOWN	PROJECT TYPICAL WIND FARM
STATUS PRELIMINARY NOT FOR CONSTRUCTION	TITLE TYPICAL INTERSECTION AND WIDENING DETAILS	
COORDINATE REFERENCE SYSTEM N/A		DRAWING No. 22-155-WF-TYP-002
		REV A





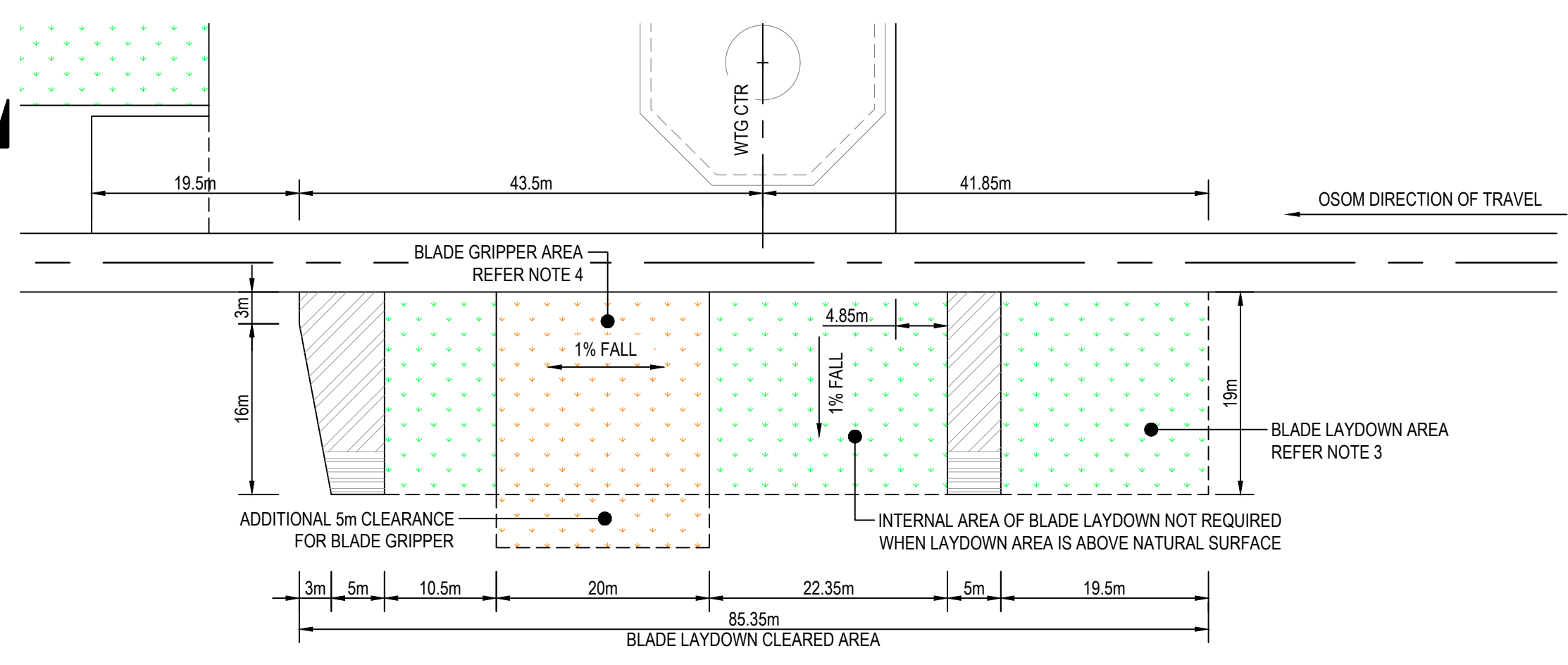
**MOBILE HARDSTAND GENERAL ARRANGEMENT TYPE 1 - < 5% LONGITUDINAL SLOPE**  
SCALE 1:500



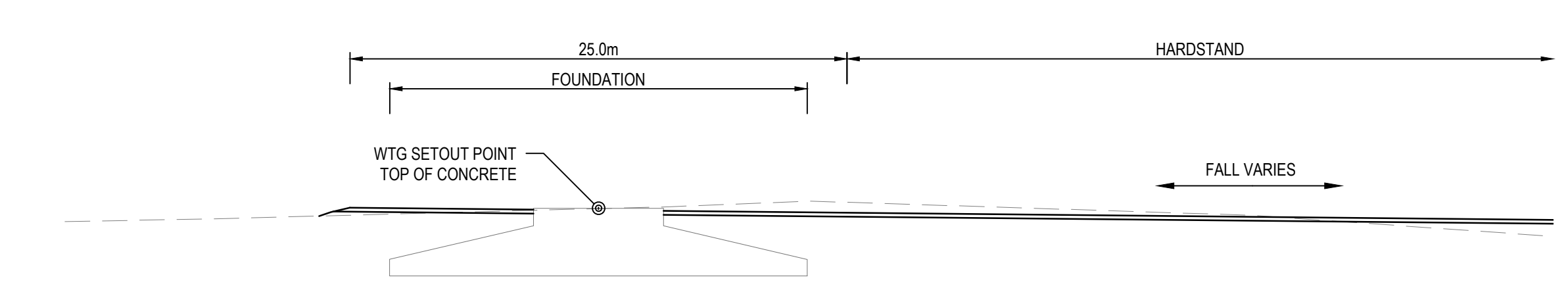
**MOBILE HARDSTAND GENERAL ARRANGEMENT TYPE 1 - 5-8% LONGITUDINAL SLOPE**  
SCALE 1:500

**HARDSTAND NOTES**

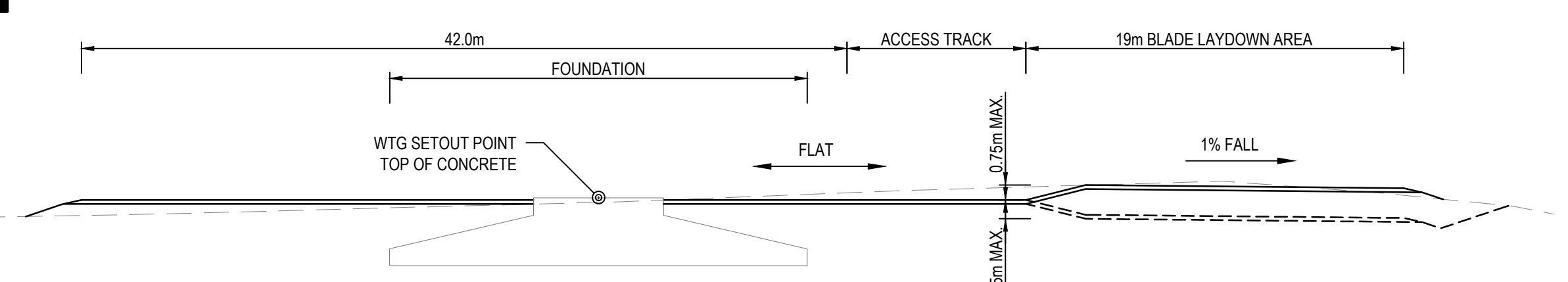
1. CRANE BOOM ASSEMBLY AREA TO BE CLEAR OF OBSTRUCTIONS AND NON-TRAFFICABLE.
2. BOOM PAD TO BE TYPICALLY CONSTRUCTED FLAT AND WITHIN ± 8% ELEVATION FROM THE EDGE OF HARDSTAND.
3. LONGITUDINAL SLOPE BETWEEN BLADE SUPPORT PADS TO BE MAXIMUM 1%. BLADE SUPPORT PADS TO BE WITHIN ± 0.75m OF THE ACCESS TRACK. BLADE LAYDOWN AREA TO BE CLEARED OF OBSTRUCTIONS AND NON-TRAFFICABLE.
4. BLADE GRIPPER AREA TO BE MINIMUM 0.5m LOWER THAN BLADE FINGERS.
5. CRANE ESTABLISHMENT ON THE HARDSTANDS AND IN PROXIMITY TO SLOPES AND TRENCHES, SHALL BE IN ACCORDANCE WITH PARTICULAR CRANE'S OPERATIONS MANUAL AND THE CRANE INDUSTRY COUNCIL GUIDANCE NOTE, CICA-GN-0013-C.
6. HARDSTAND ARRANGEMENT, ORIENTATION AND DIRECTION OF TRAVEL TO BE DETERMINED BY DESIGNER TO BEST SUIT EARTHWORKS.



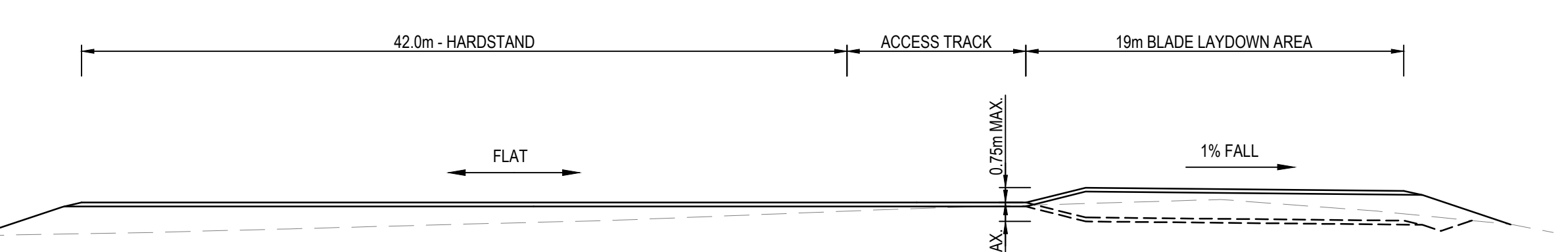
**BLADE LAYDOWN ALTERNATE ARRANGEMENT**  
SCALE 1:500



**A WTG - HARDSTAND TYPICAL SECTION**  
SCALE 1:250



**B WTG - TRACK TYPICAL SECTION**  
SCALE 1:250



**C HARDSTAND TYPICAL SECTION**  
SCALE 1:250

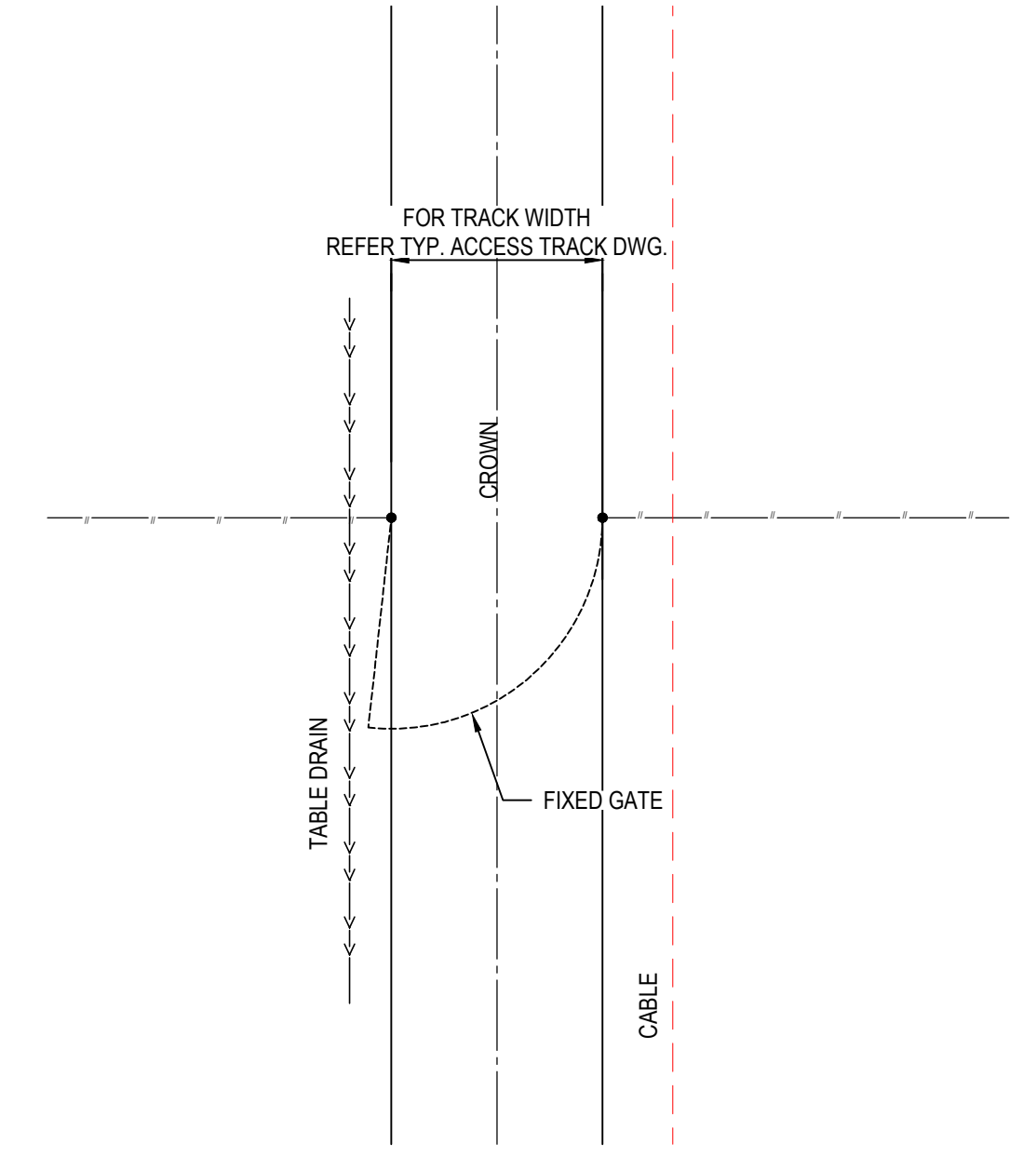
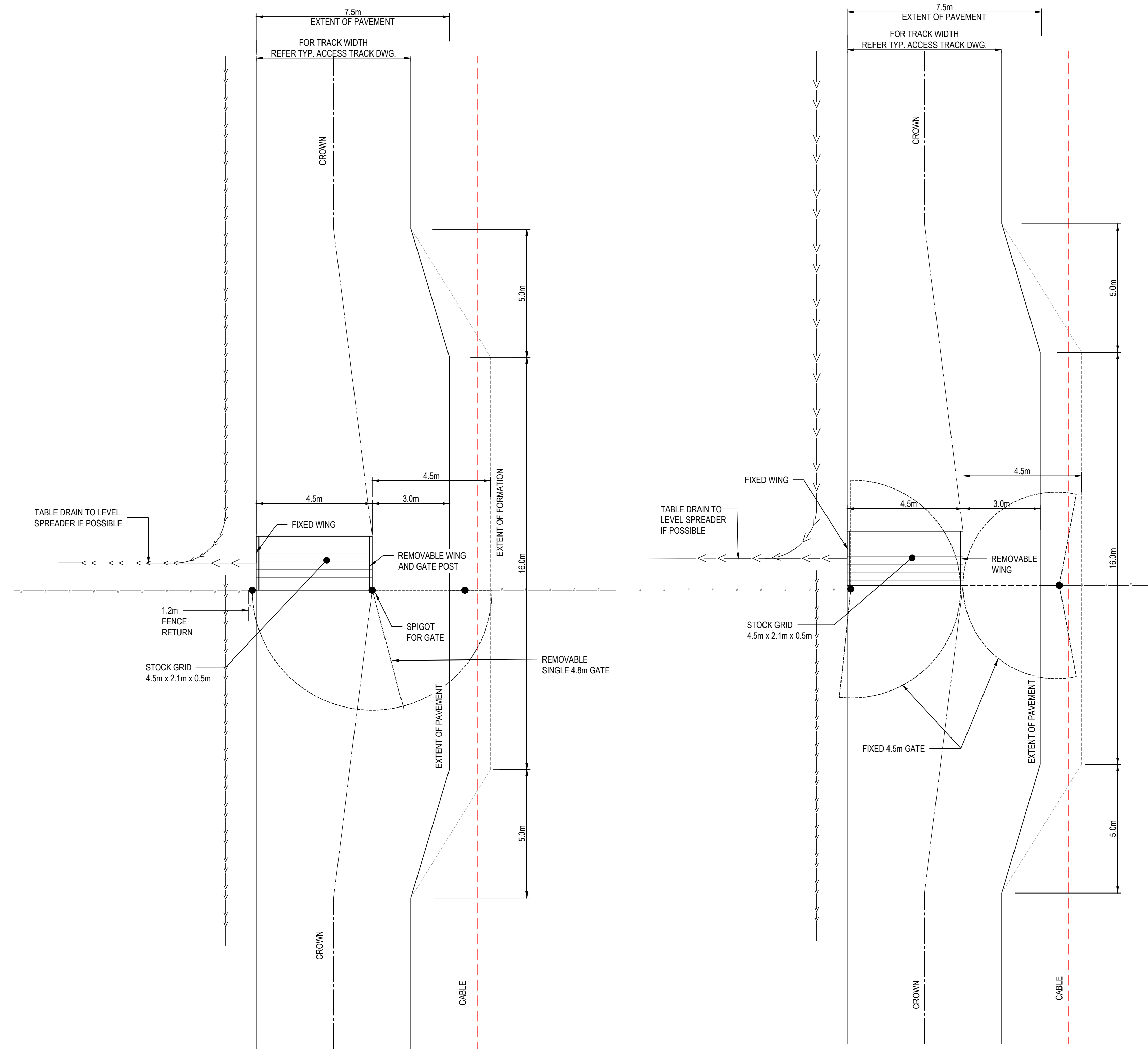
No	DESCRIPTION	L.K.	DES	DRN	B.P.	N.C.	APP	DATE
A	PRELIMINARY							04.08.22

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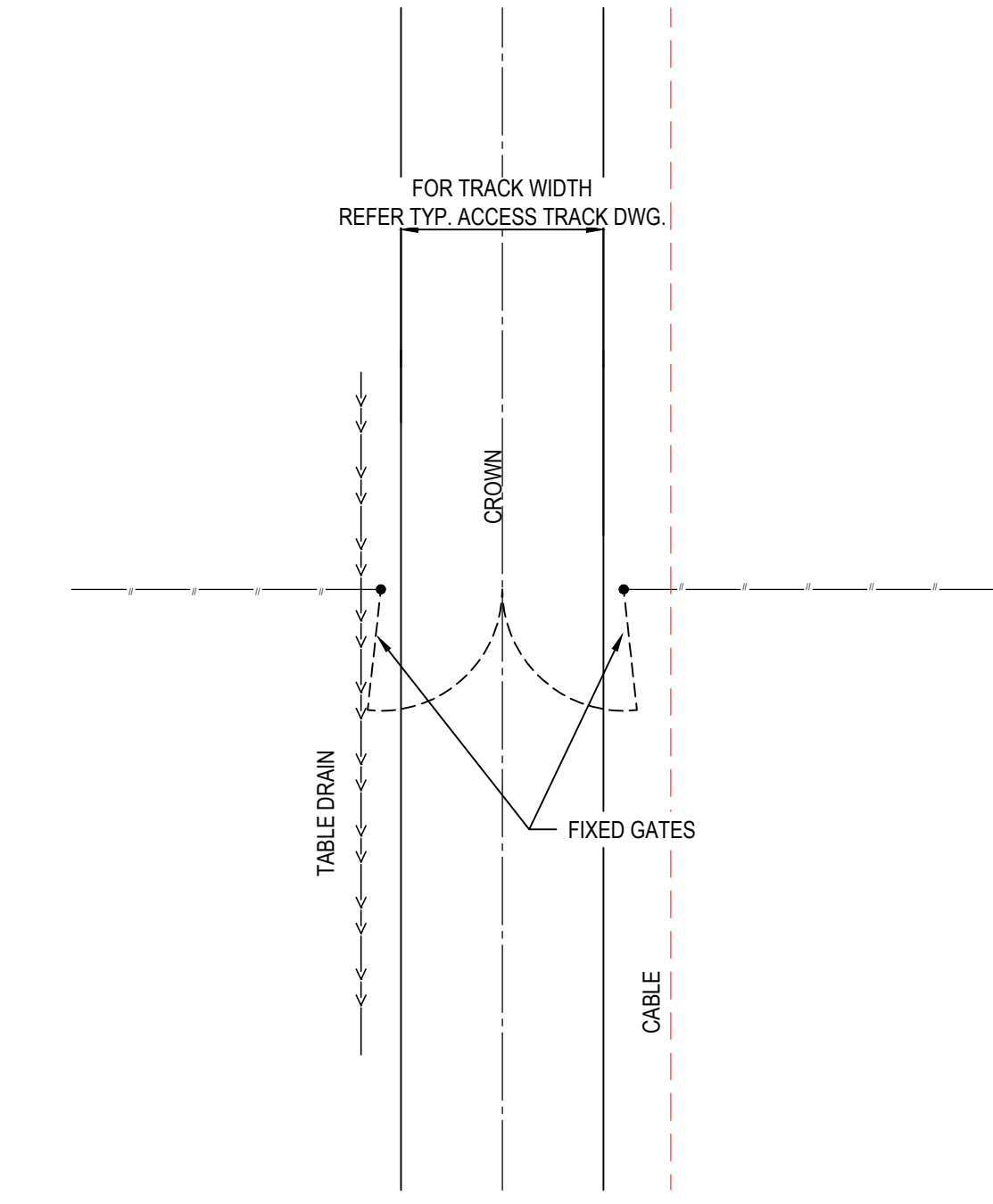


SIZE A1	SCALE AS SHOWN	PROJECT TYPICAL WIND FARM
STATUS PRELIMINARY NOT FOR CONSTRUCTION	COORDINATE REFERENCE SYSTEM N/A	TITLE TYPICAL HARDSTAND LAYOUT
DRAWING No. 22-155-WF-TYP-003		REV A

- NOTES**
- HEAVY DUTY GRID TO ASS100 BRIDGE DESIGN 16T AXLE, 42.7T MAX LOAD APRILLA S4-5H OR EQUIVALENT.
  - GRID WING TO BE REMOVED AND STEEL PLATES USED FOR MAIN CRAWLER CRANE.
  - CROSS FALL OF GRID TO SUIT ROAD GRADES.
  - WIDEN TO OPPOSITE SIDE OF CABLE TRENCH.
  - FARM GATES SHALL BE HEAVY DUTY, 25Nb TUBE.
  - PAVEMENT WIDENING AT GRIDS AND GATES HAS NOT BEEN MODELED IN DESIGN STRINGS.
  - WHERE POSSIBLE GRIDS ARE TO BE LOCATED ON THE PADDOCK SIDE OF STOCK LANEWAYS
  - ALLOWANCE IS TO BE MADE FOR THE CONTINUATION OF ELECTRIC FENCING WHERE EXISTING



**TYPICAL SINGLE 6m GATE DETAIL**  
SCALE 1:200



**TYPICAL TWIN 3.6m GATE DETAIL**  
SCALE 1:200

**TYPICAL SINGLE 4.8m GATE AND GRID DETAIL**  
SCALE 1:100

**TYPICAL TWIN 4.8m GATE AND GRID DETAIL**  
SCALE 1:100

No	DESCRIPTION	DES	DRN	CHK	APP	DATE
A	PRELIMINARY	L.K.	L.K.	B.P.	N.C.	04.08.22
REVISION HISTORY						

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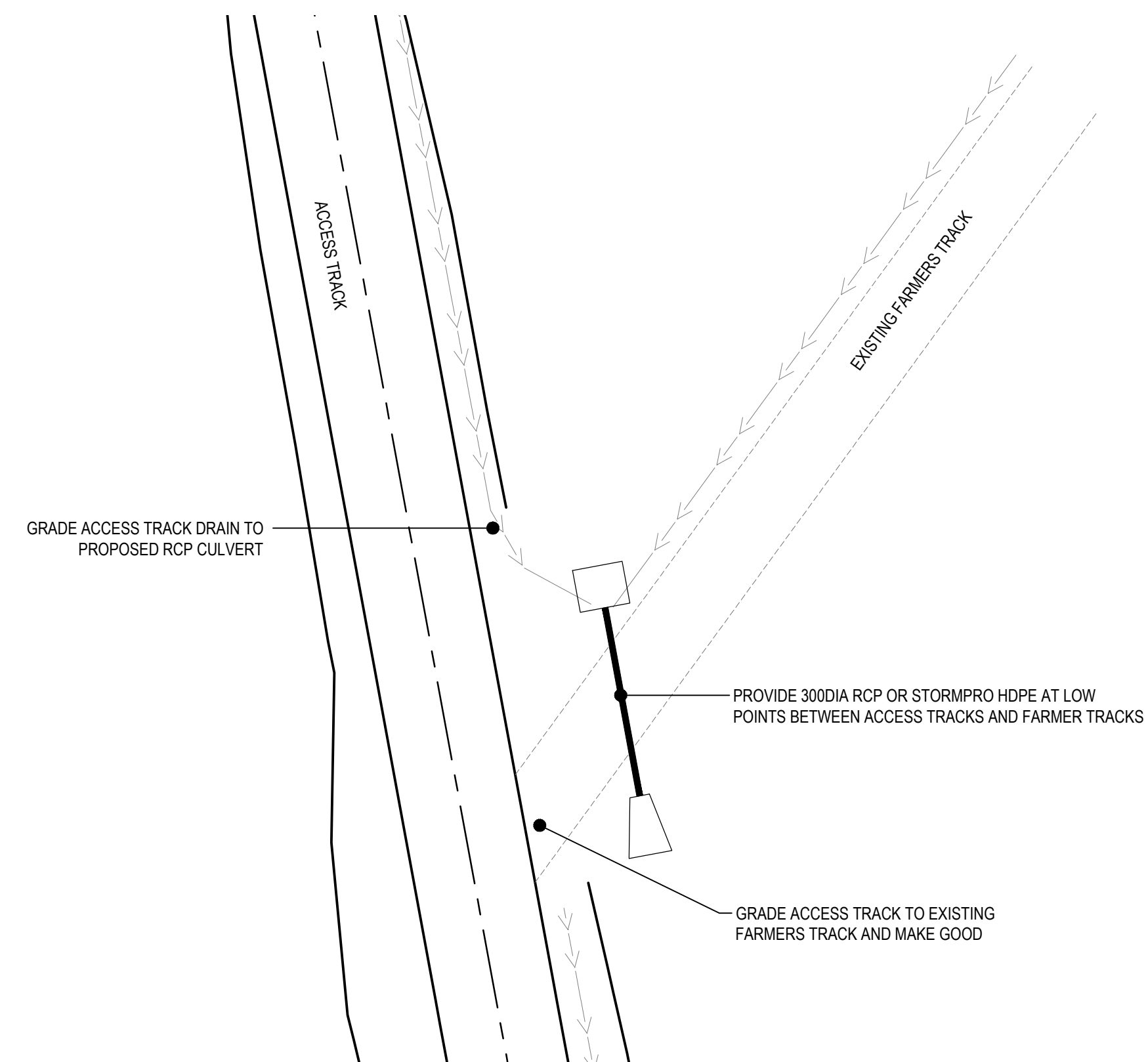
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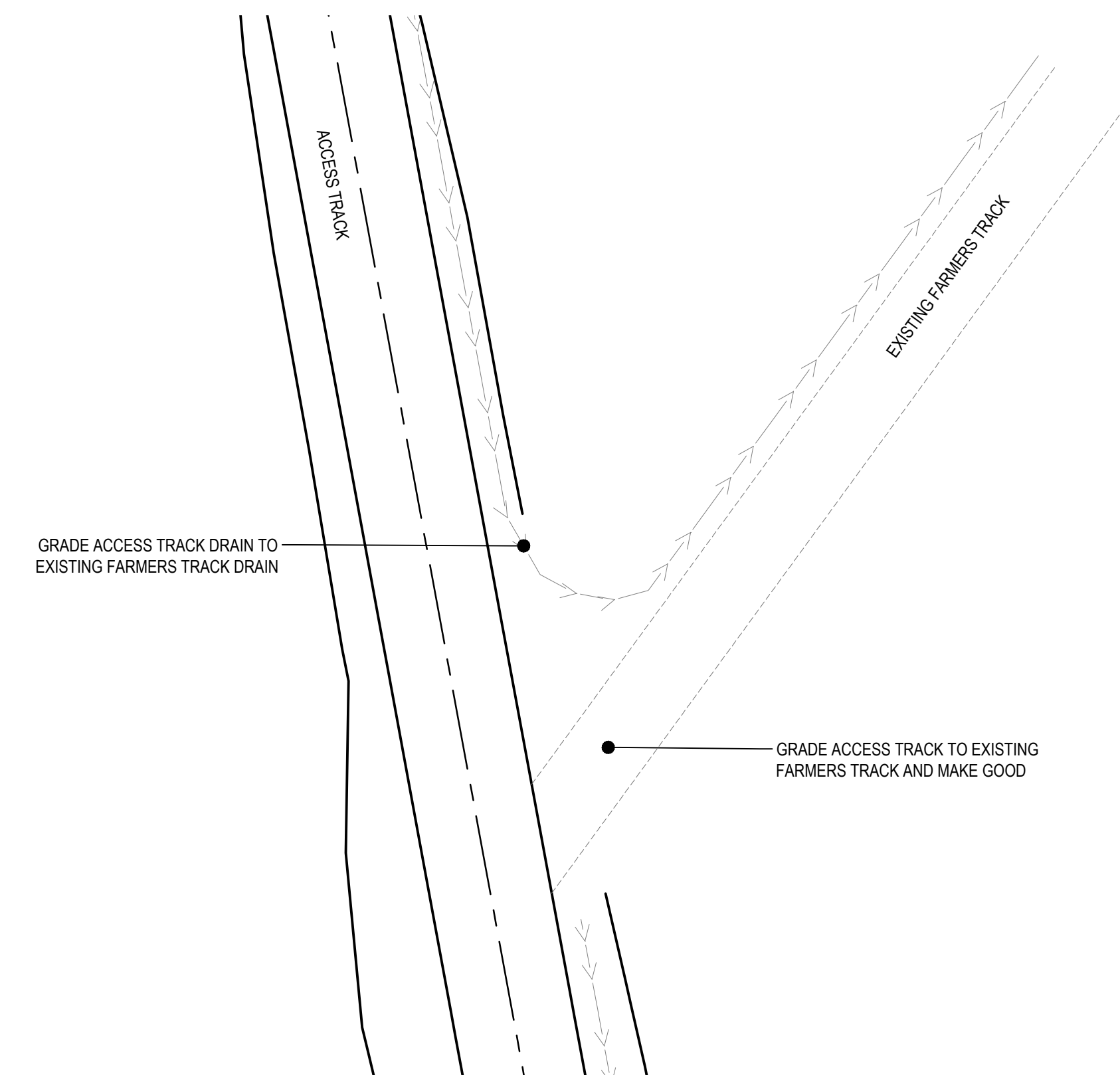
SIZE A1	SCALE AS SHOWN	PROJECT TYPICAL WIND FARM
STATUS PRELIMINARY NOT FOR CONSTRUCTION	TITLE TYPICAL LANDOWNER BOUNDARY CROSSING DETAILS	
COORDINATE REFERENCE SYSTEM N/A		DRAWING No. 22-155-WF-TYP-004
		REV A



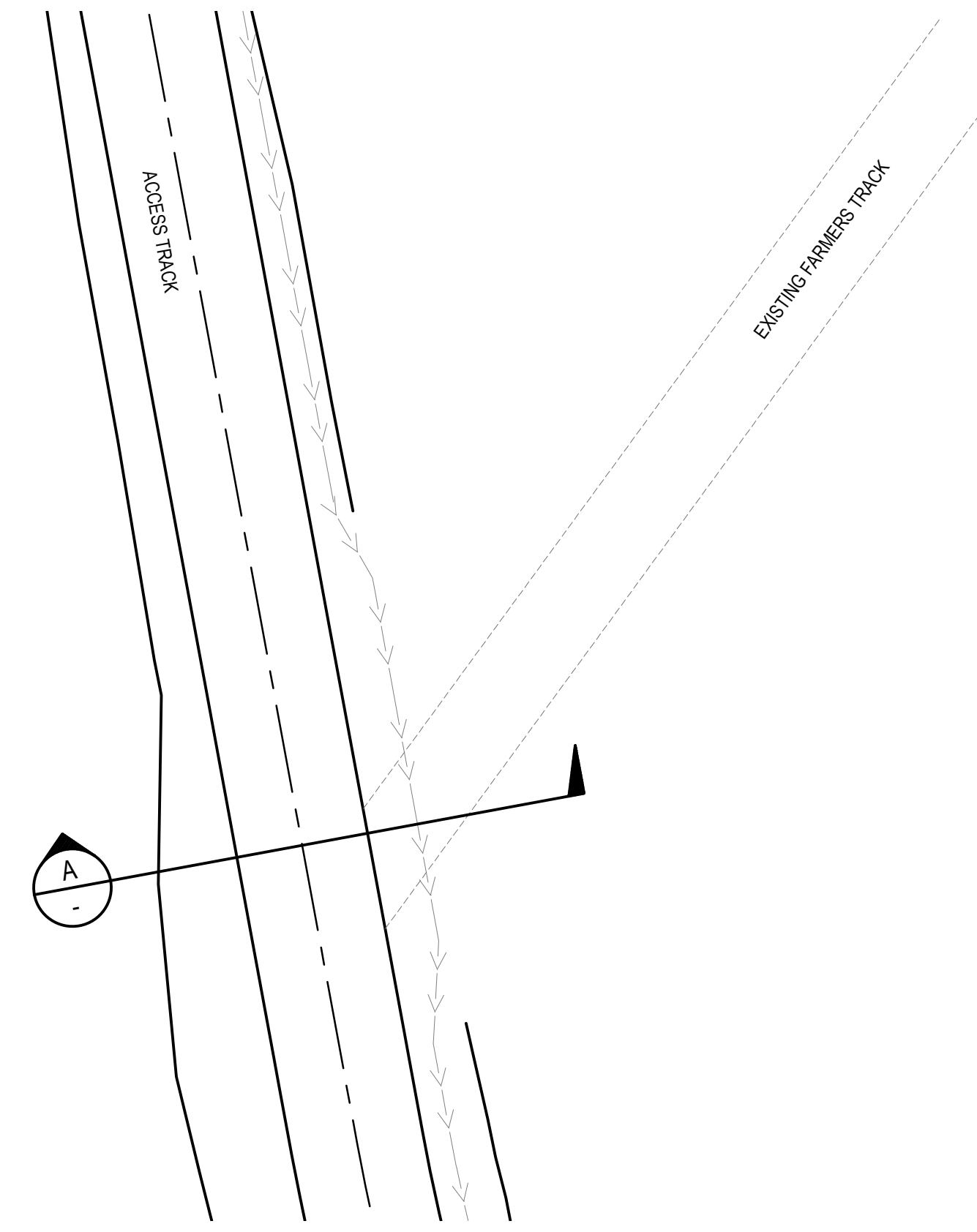
- NOTES**
1. THE INTERFACE BETWEEN DESIGN ACCESS TRACKS AND EXISTING FARMERS TRACKS HAVE NOT BEEN MODELLED. CONSULTING ENGINEER TO ADVISE AND MAKE CONSTRUCTION TEAM AWARE PRIOR TO CONSTRUCTION
  2. THE INTERFACE BETWEEN THE TOE OF BATTERS, NATURAL SURFACE AND EXISTING FARMERS TRACKS SHALL BE SHAPED LOCALLY AS REQUIRED TO AVOID PONDING.
  3. INTERFACE TO BE AGREED WITH THE LAND HOLDER.
  4. CONTRACTOR TO COORDINATE WITH ON SITE TEAM TO ENSURE NO WORKS ARE CONSTRUCTED OUTSIDE OF THE SITE BOUNDARY OR SITE ENTRY CORRIDOR.



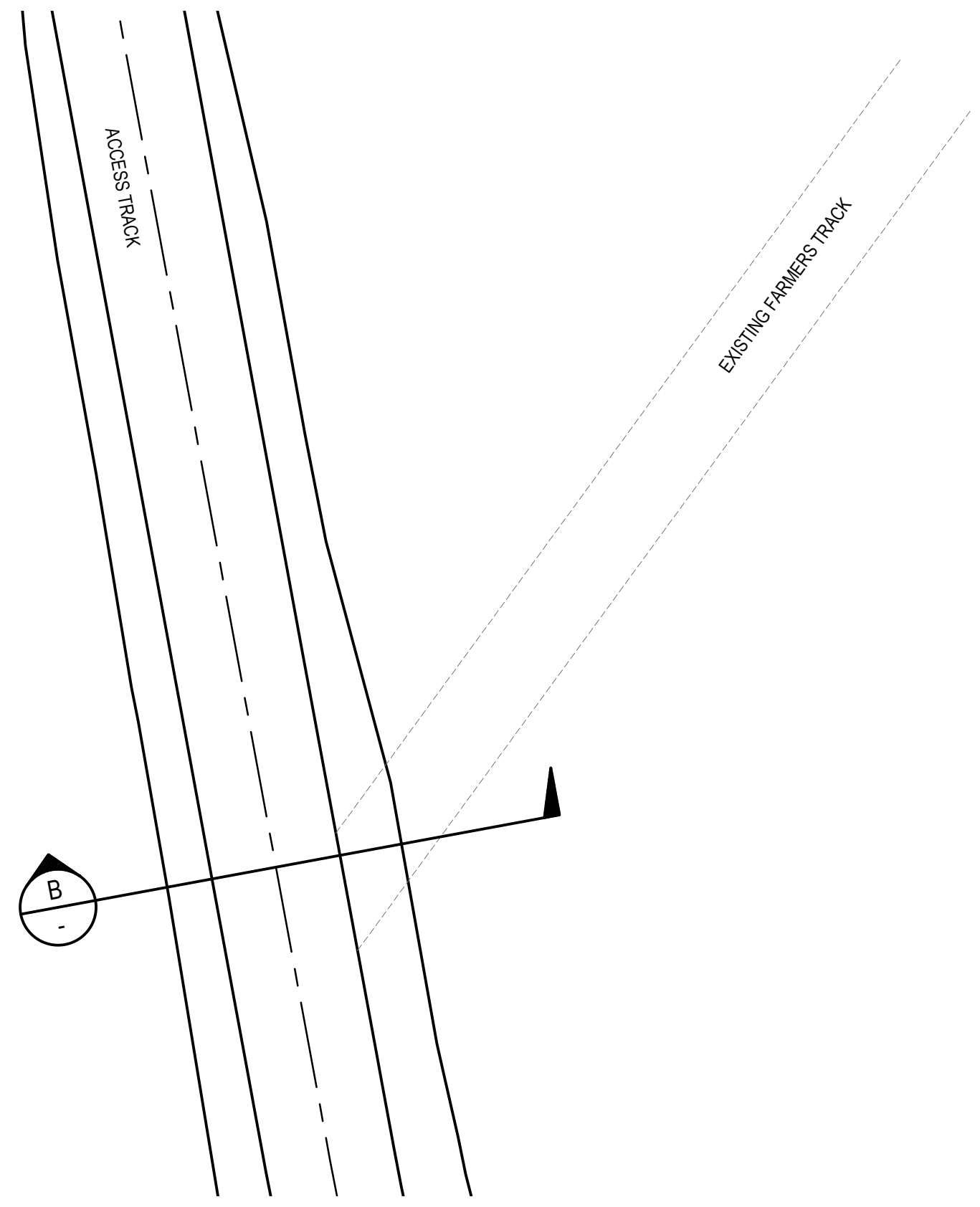
**TYPICAL ACCESS TRACK/ FARMERS TRACK INTERFACE DETAIL 1**  
NTS



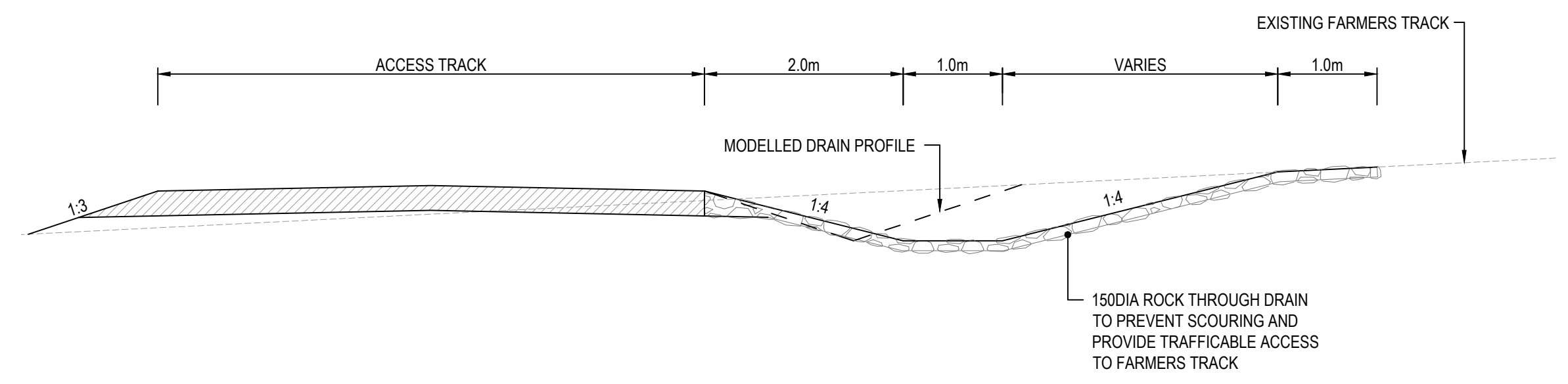
**TYPICAL ACCESS TRACK/ FARMERS TRACK INTERFACE DETAIL 2**  
NTS



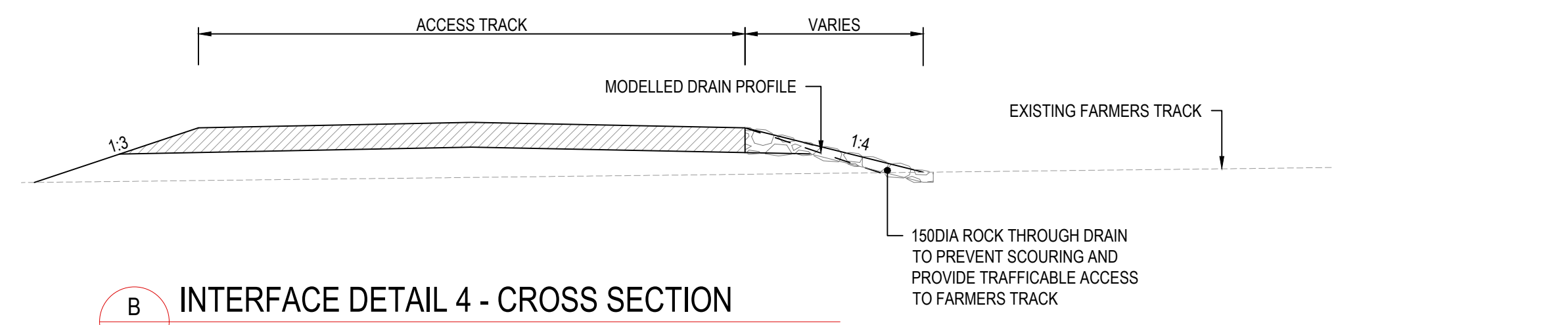
**TYPICAL ACCESS TRACK/ FARMERS TRACK INTERFACE DETAIL 3**  
NTS



**TYPICAL ACCESS TRACK/ FARMERS TRACK INTERFACE DETAIL 4**  
NTS



**A** INTERFACE DETAIL 3 - CROSS SECTION  
NTS



**B** INTERFACE DETAIL 4 - CROSS SECTION  
NTS

No	DESCRIPTION	L.K.	DES	DRN	B.P.	CHK	N.C.	APP	DATE
A	PRELIMINARY								04.08.22

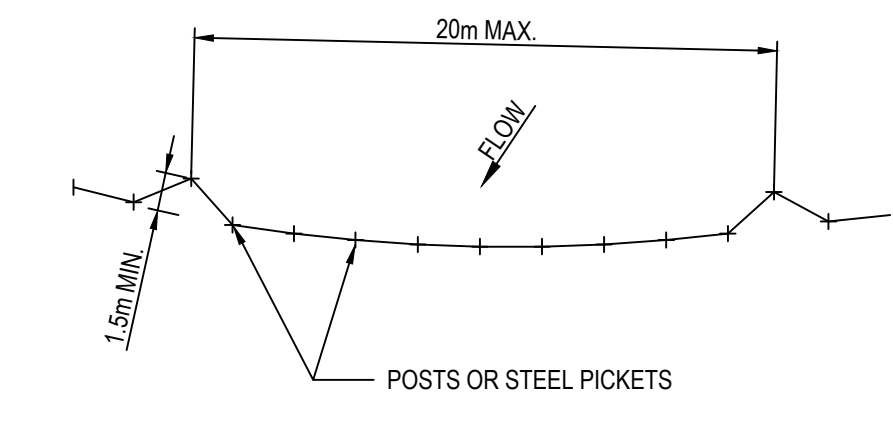
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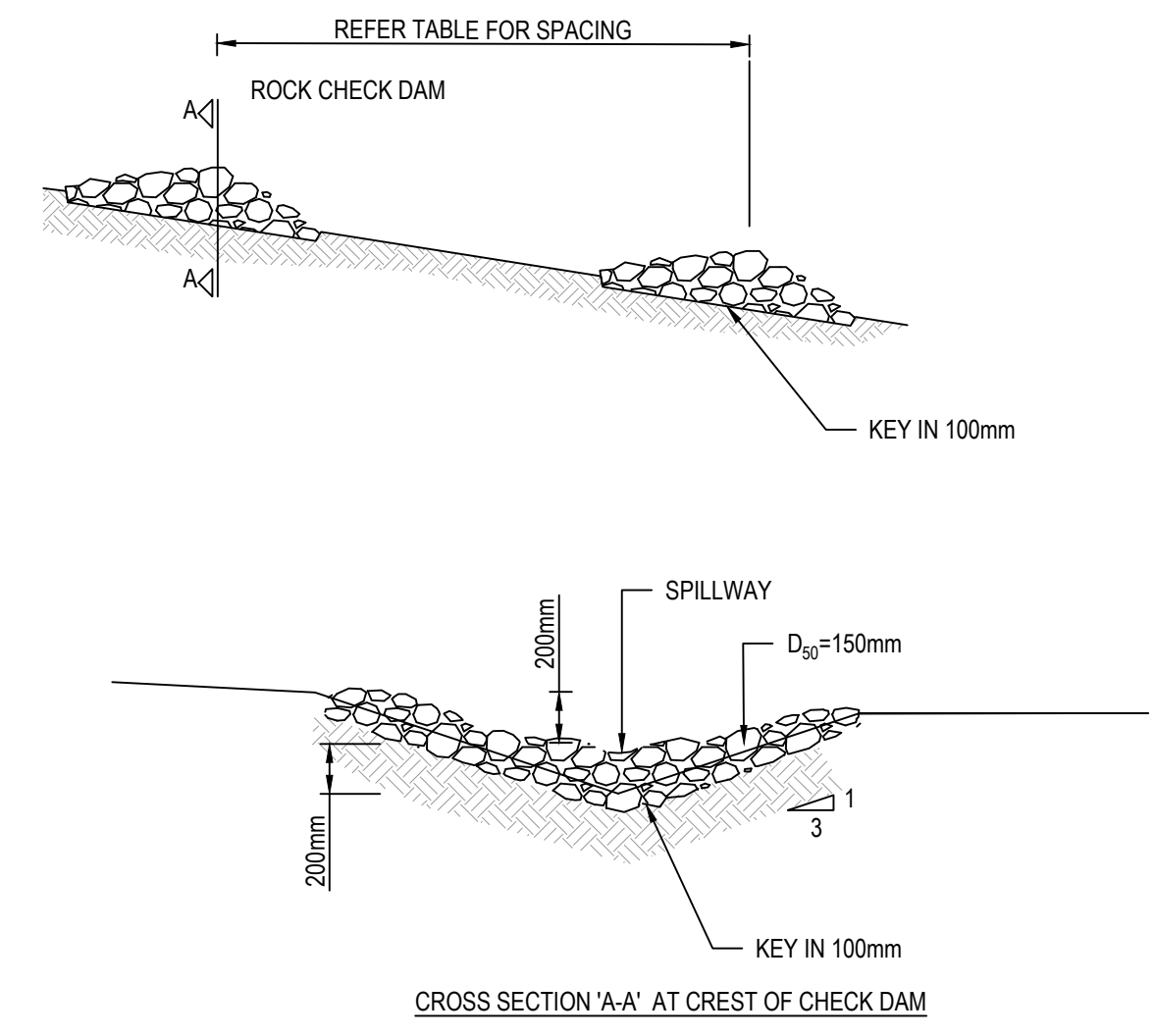
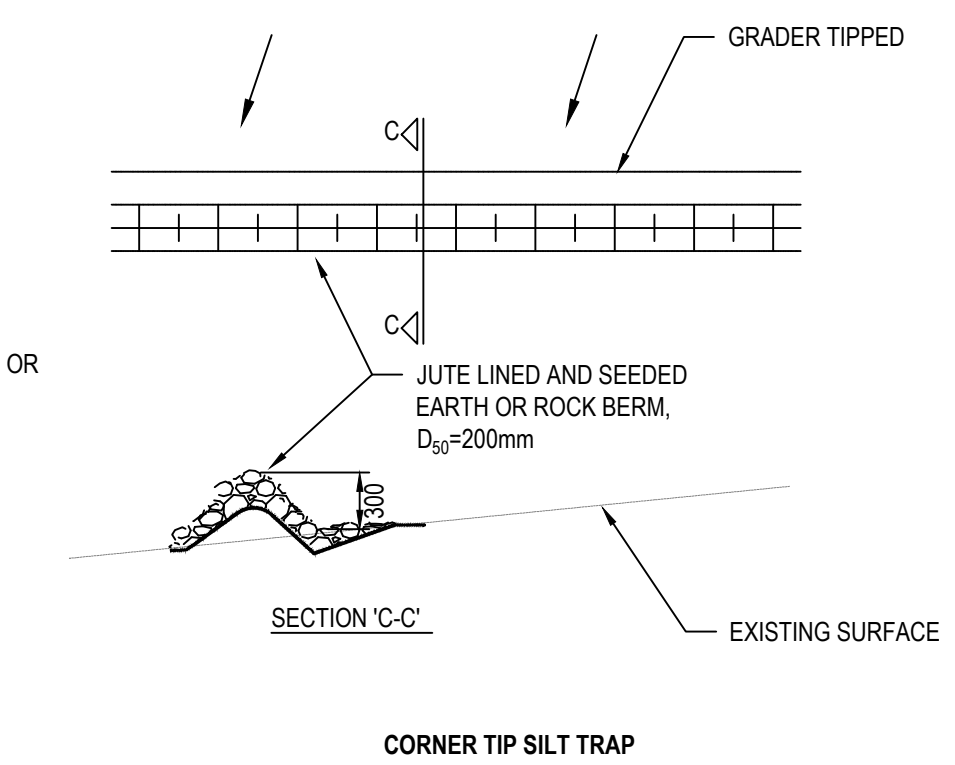
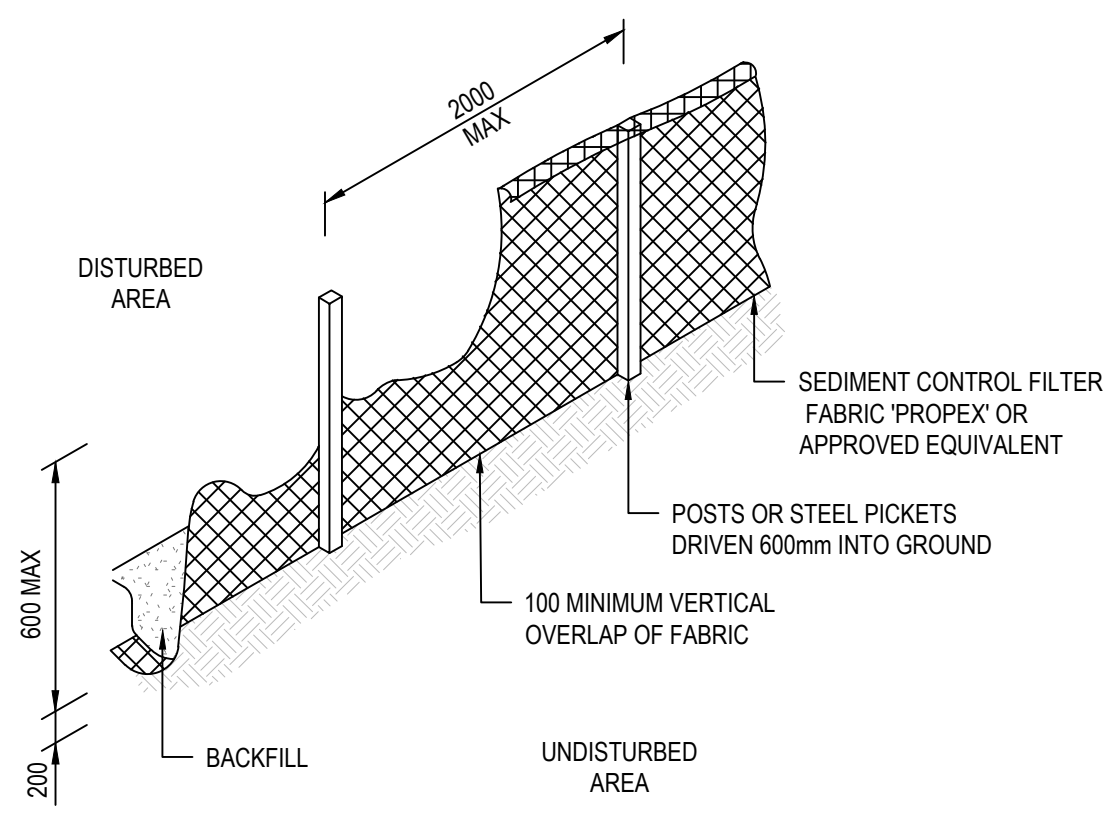
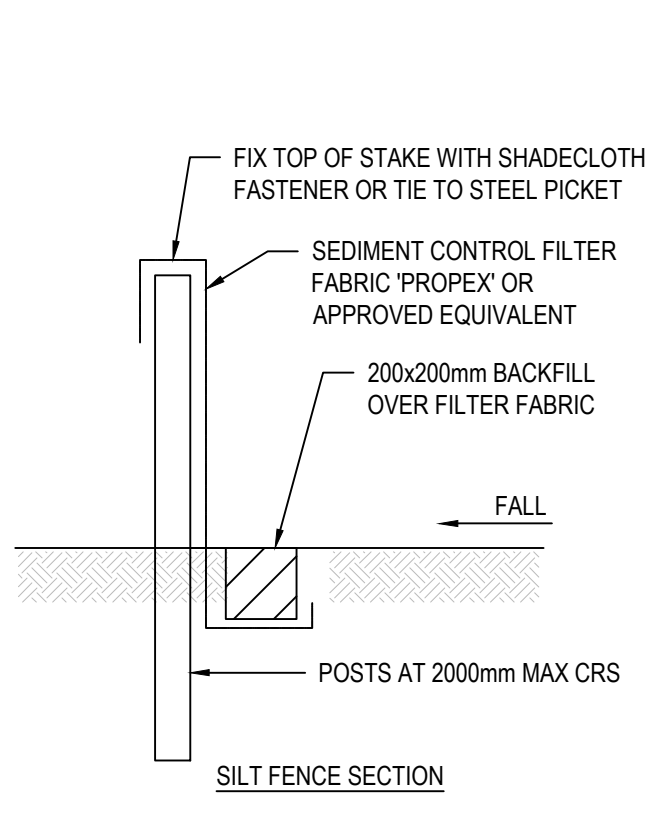


SIZE A1	SCALE AS SHOWN	PROJECT <b>TYPICAL WIND FARM</b>
STATUS PRELIMINARY NOT FOR CONSTRUCTION	COORDINATE REFERENCE SYSTEM N/A	TITLE <b>TYPICAL ACCESS TRACK FARMERS TRACK INTERFACE DETAILS</b>
DRAWING No. <b>22-155-WF-TYP-005</b>		REV <b>A</b>



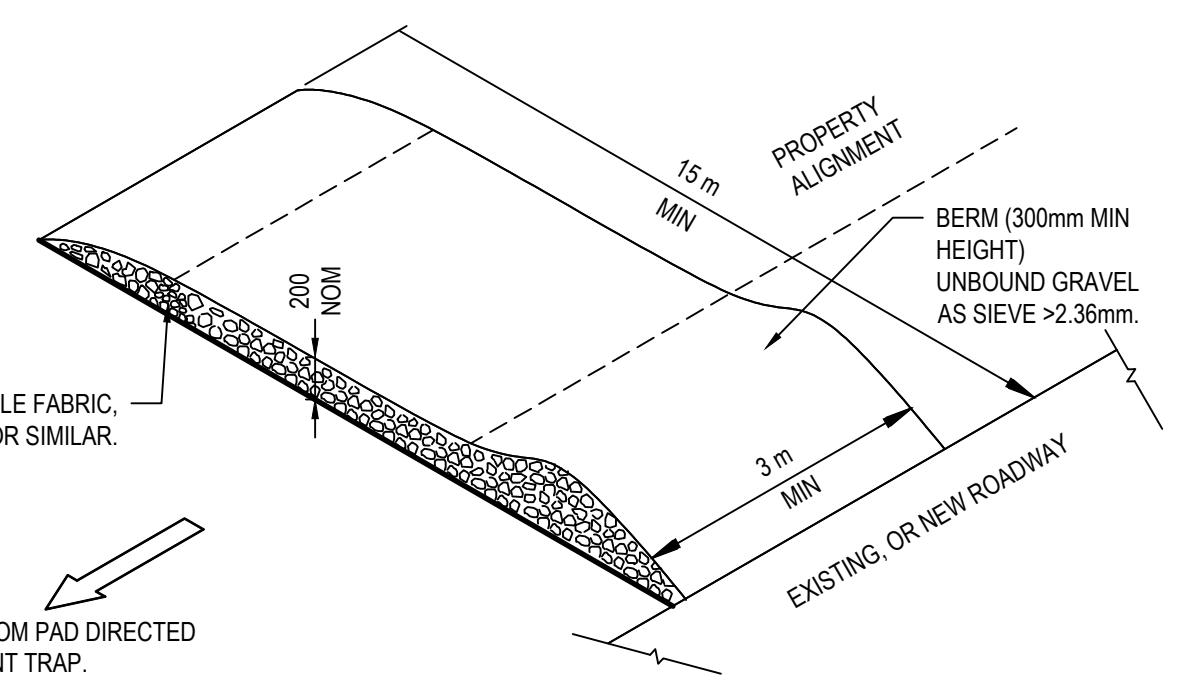
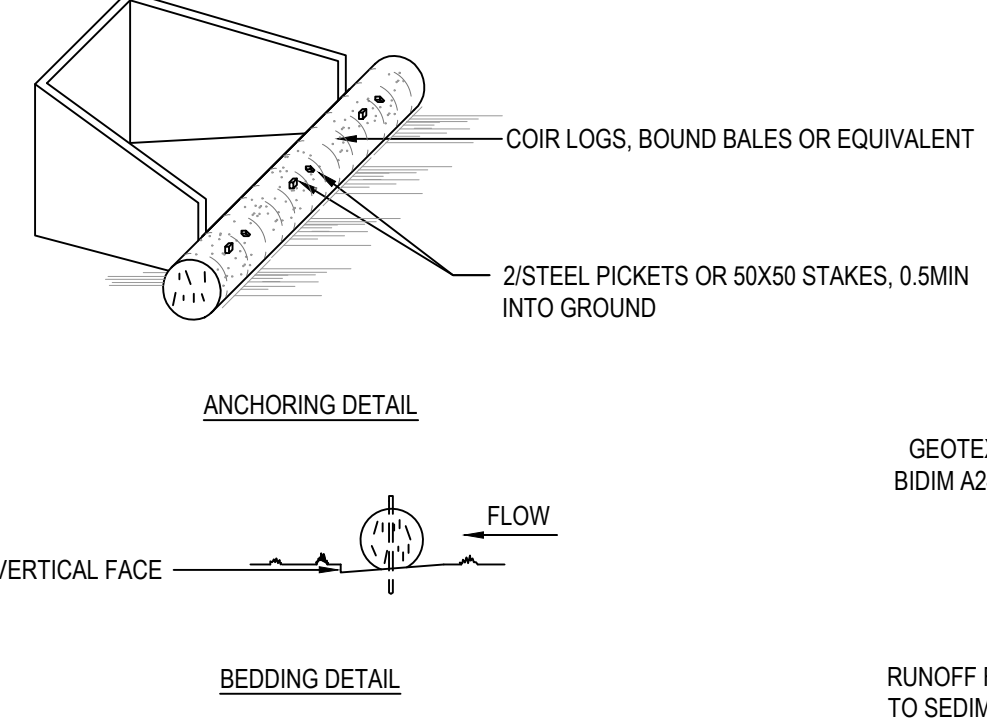


ENSURE POST HOLES AND TRENCH ARE PROPERLY BACKFILLED AND COMPACTED



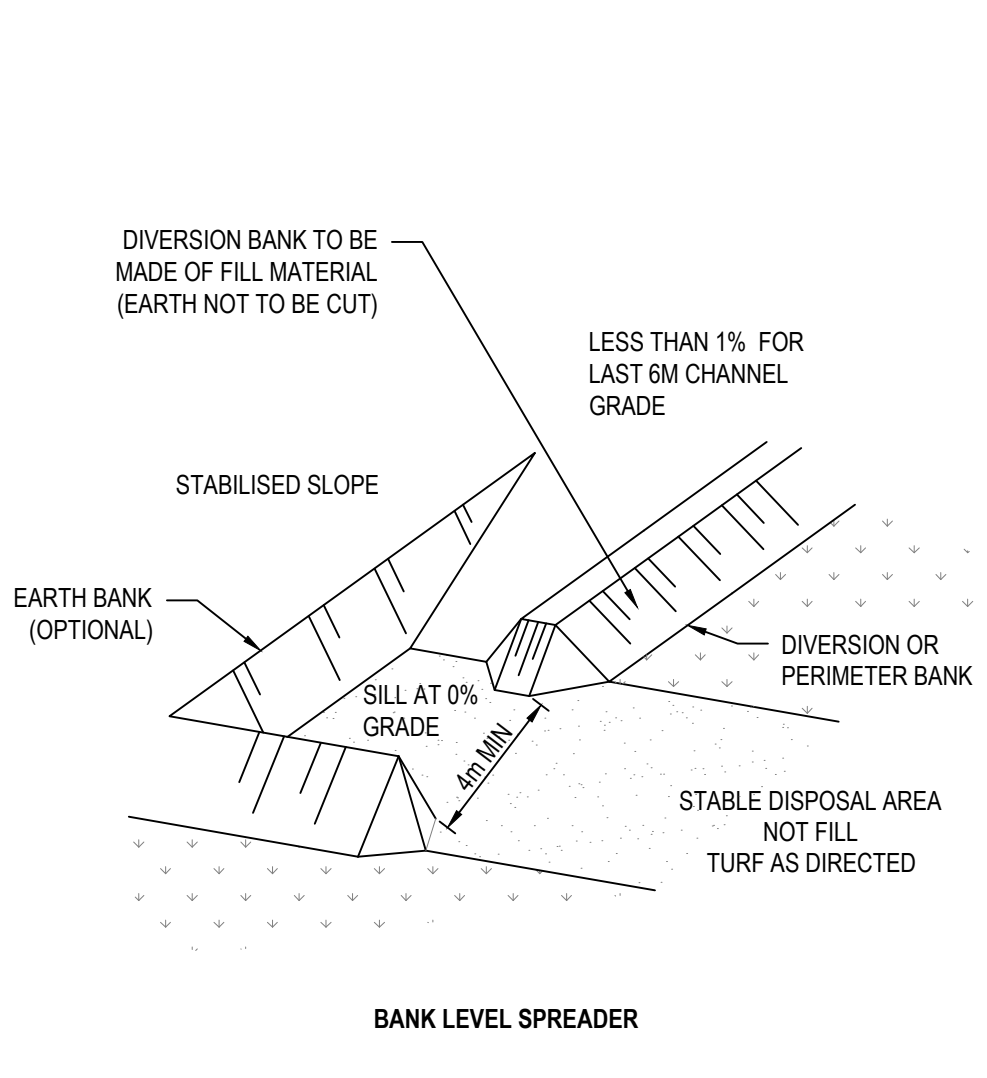
**SILT ENTRAPMENT OPTIONS**

NTS



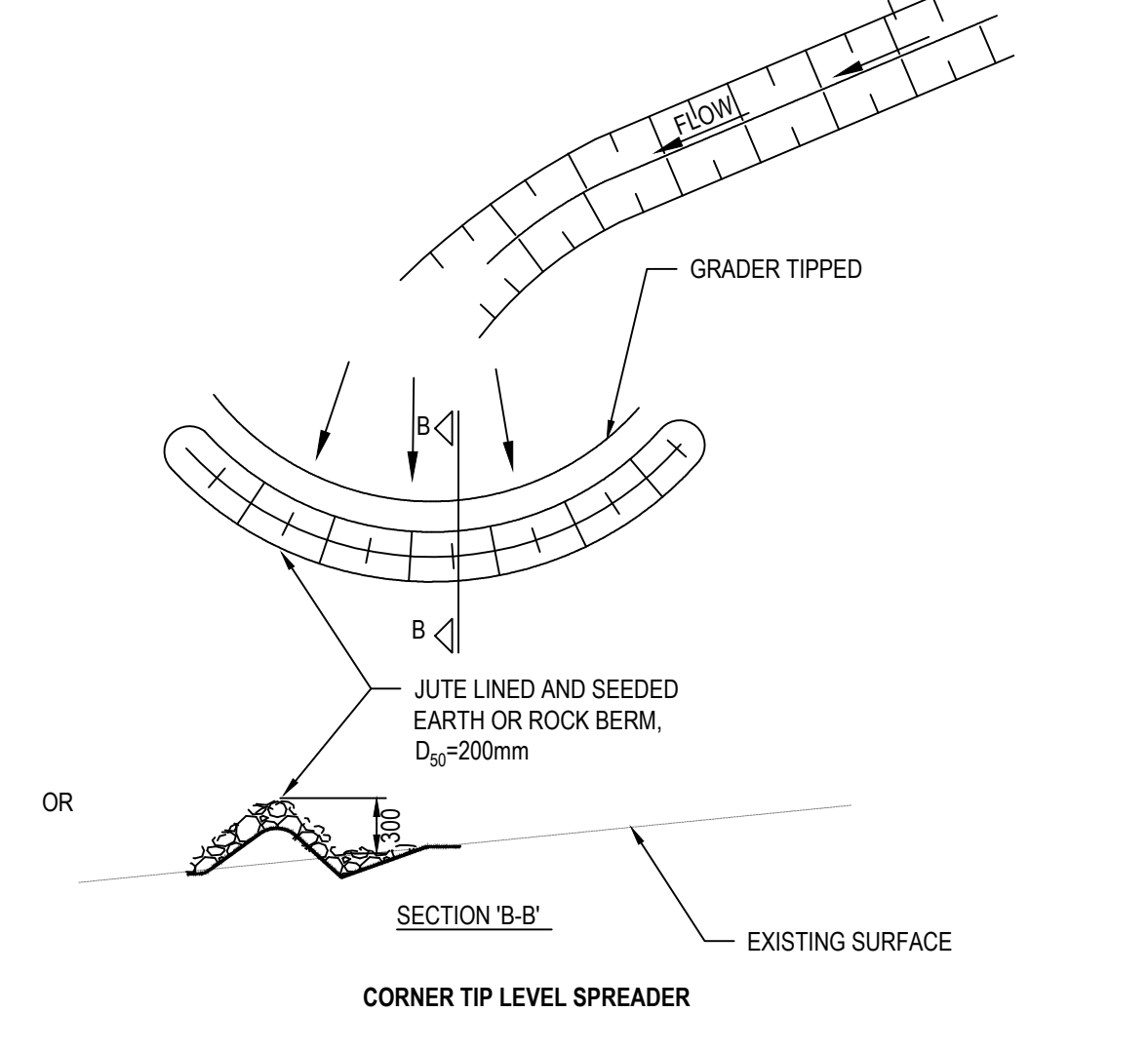
**INLET CONTROL DETAIL**

NTS



**SHAKEDOWN DETAIL**

NTS



**LEVEL SPREADER OPTIONS**

NTS

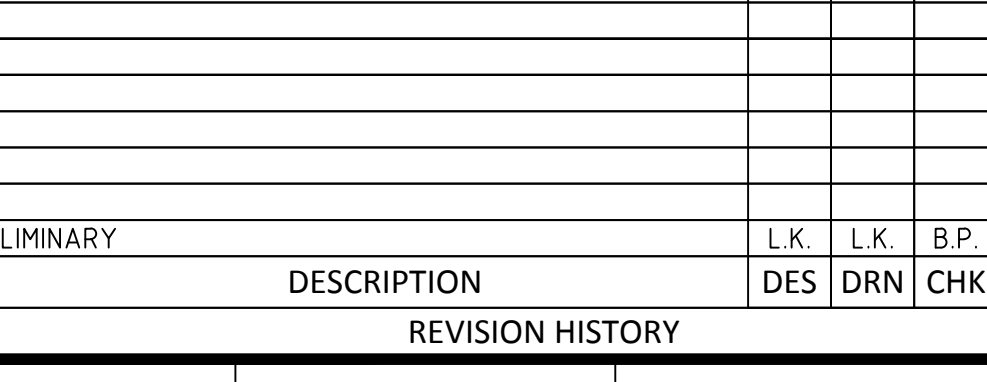


TABLE DRAINS & CUTOFF DRAINS - SCOUR PROTECTION TREATMENTS				
GRADE < 2.5%	2.5% < GRADE < 5%	5% < GRADE < 7%	7% < GRADE < 10%	GRADE > 10%
TOP SOILED & GRASSED WITH ROCK CHECK DAMS AT 20m CENTRES	TOP SOILED & GRASSED WITH ROCK CHECK DAMS AT 10m CENTRES	TOP SOILED & GRASSED WITH ROCK CHECK DAMS AT 5m CENTRES	ROCK LINED WITH COMPACTED D50=100mm CRUSHED ROCK (150mm THICK)	ROCK LINED WITH COMPACTED D50=100mm CRUSHED ROCK (150mm THICK)

**OPERATIONS & MAINTENANCE NOTES**

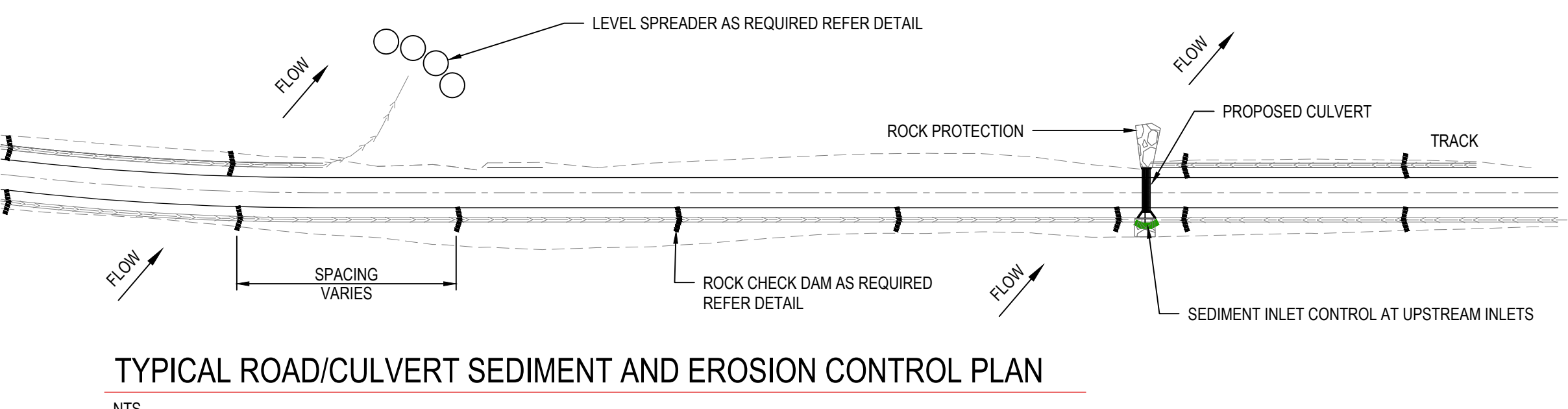
ALL ESC MEASURES MUST BE INSPECTED:  
 - AT LEAST DAILY (WHEN WORK IS OCCURRING ON SITE) OR WEEKLY (WHEN WORK IS NOT OCCURRING ON SITE);  
 - WITHIN 24 HOURS OF EXPECTED RAIN; AND  
 - WITHIN 18 HOURS OF A RAINFALL EVENT (ie AN EVENT OF SUFFICIENT INTENSITY AND DURATION TO MOBILISE SEDIMENT ON SITE).

ESC MEASURE	MAINTENANCE TRIGGER	TIMEFRAME FOR COMPLETION OF MAINTENANCE
OTHER ESC MEASURES	THE CAPACITY OF ESC MEASURES FALLS BELOW 70%.	WITHIN 7 DAYS OF THE INSPECTION.

PRIOR TO LONG PERIOD OF SHUT DOWN ALL ESC MEASURES TO BE INSPECTED AND CLEANED.

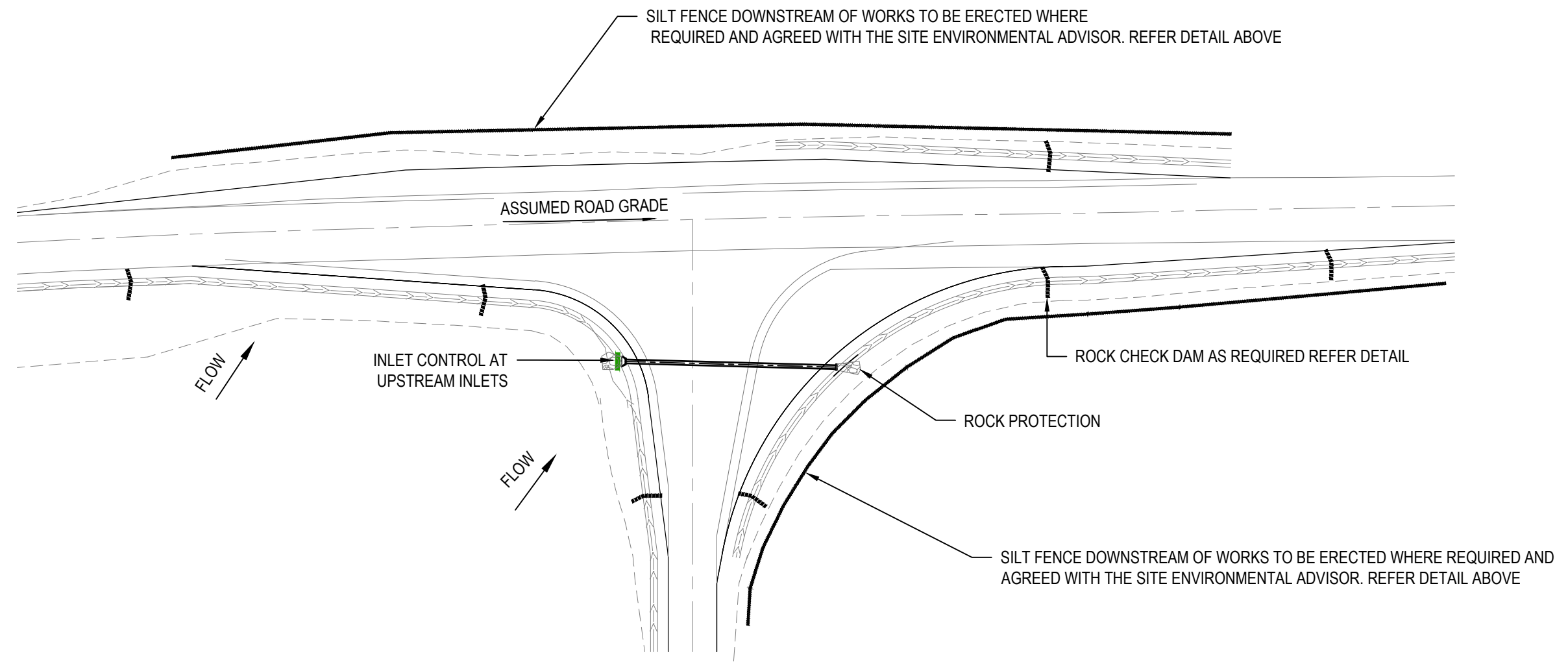
**EROSION & SEDIMENT CONTROL NOTES**

- CONSTRUCTION OF ALL SEDIMENT MANAGEMENT DEVICES SHALL BE COMPLETED AND EFFECTIVE PRIOR TO:
  - STRIPPING OF TOPSOIL AND GRASS
  - BULK EARTHWORKS TO THE SITE.
  - SERVICE INSTALLATION
- PRIOR TO CLEARING, AREAS OF PROTECTED VEGETATION AND SIGNIFICANT AREAS OF RETAINED VEGETATION SHALL BE CLEARLY IDENTIFIED (WITH HIGH VISIBILITY TAPE OR SIMILAR) FOR THE PURPOSES OF MINIMISING THE RISK OF UNNECESSARY CLEARING.
- ESC FOR DRAINS AND DISTURBED AREAS SHOULD BE PROVIDED IN ORDER OF PREFERENCE FROM SITE ENGINEER
  - SCARIFY AND GRASS SEED
  - SCARIFY, JUTE MAT AND GRASS SEED
  - SHOT ROCK AROUND CULVERT INLETS AND OUTLETS
  - SHOT ROCK CHECK DAMS IN TABLE DRAINS WHERE REQUIRED
- ENSURE NO RUN OFF OR SEDIMENT DISCHARGES TO ROAD, LAND, DRAINAGE LINES, WATER BODIES OR ADJOINING PROPERTIES.
- CONTRACTOR TO NOMINATE SITE REPRESENTATIVE TO BE RESPONSIBLE FOR THE IMPLEMENTATION AND UP KEEP OF THE EROSION AND SEDIMENT MANAGEMENT CONTROLS.
- ALL EROSION AND SEDIMENT CONTROLS ARE TO REMAIN UNTIL WRITTEN NOTICE FROM THE PROJECTS ENVIRONMENTAL ADVISOR/S.
- BOTH TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROLS SHALL BE MAINTAINED DURING CONSTRUCTION.
- SEDIMENT FENCES ARE TO BE CLEANED OUT WHEN CAPACITY IS REDUCED BY 30%.
- IF EROSION AND SEDIMENT CONTROL DEVICES HAVE BEEN FOUND TO BE DEFICIENT OR FAILED IN SERVICE, DUE TO UNFORESEEN CIRCUMSTANCES, CORRECTIVE ACTION IS TO BE UNDERTAKEN IMMEDIATELY WHICH MAY INCLUDE AMENDMENTS/ADDITIONS TO THE ORIGINAL APPROVED EROSION CONTROL PLANS. SUCH ADDITIONS OR AMENDMENTS ARE TO BE APPROVED BY THE PROJECTS ENVIRONMENTAL ADVISOR/S.
- THE INSTALLATION, REMOVAL, RELOCATION OR MODIFICATION TO EROSION AND SEDIMENT CONTROL DEVICES MAY BE MADE BY THE PROJECTS ENVIRONMENTAL ADVISOR/S, IF DEEMED NECESSARY AND RELEVANT.
- ALL TEMPORARY EARTH BANKS, FLOW DIVERSION SYSTEMS AND EMBANKMENTS SHALL BE MACHINE-COMPACTED AND STABILISED WITH APPROPRIATE COVER APPROVED BY THE PROJECTS ENVIRONMENTAL ADVISOR/S WITHIN 10 DAYS OF DISTURBANCE.
- ALL EARTHWORKS ENVIRONMENTAL CONTROLS SHALL BE GENERALLY IN ACCORDANCE WITH 'MANAGING URBAN STORMWATER: SOILS AND CONSTRUCTION' BY LANDCOM.
- SILT FENCE MAY BE USED AS AN ALTERNATE AT DRAINAGE INLETS.
- SHAKEDOWNS TO BE CONSTRUCTED AT EXITS TO COUNCIL ROADS OR WHERE DEEMED NECESSARY BY THE PROJECTS ENVIRONMENTAL ADVISOR.



**TYPICAL ROAD/CULVERT SEDIMENT AND EROSION CONTROL PLAN**

NTS



**TYPICAL INTERSECTION SEDIMENT AND EROSION CONTROL PLAN**

NTS

- SOIL AND STOCKPILE MANAGEMENT**
- STOCKPILES SHALL BE APPROPRIATELY PROTECTED FROM THE WIND, RAIN, CONCENTRATED SURFACE FLOW AND EXCESSIVE UP-SLOPE STORMWATER SURFACE FLOWS.
  - STOCKPILES SHALL BE LOCATED UPSTREAM OF AN APPROPRIATE SEDIMENT CONTROL SYSTEM. IF THE MATERIALS ARE LIKELY TO BE STOCKPILED FOR LONGER THAN 28 DAYS THEY SHALL BE PROTECTED BY PROVIDING AN APPROPRIATE COVER APPROVED BY THE PROJECTS ENVIRONMENTAL ADVISOR/S WITHIN 10 DAYS.

TABLE DRAINS, CATCH DRAINS AND DIVERSION DRAINS SHALL BE STABILISED WITH APPROPRIATE COVER APPROVED BY THE PROJECTS ENVIRONMENTAL ADVISOR/S AND SUPPLEMENTED WITH ROCK WEIRS AS DETAILED.

No	DESCRIPTION	L.K.	L.K.	B.P.	N.C.	DATE
DES	DRN	CHK	APP			
A	PRELIMINARY					04.08.22

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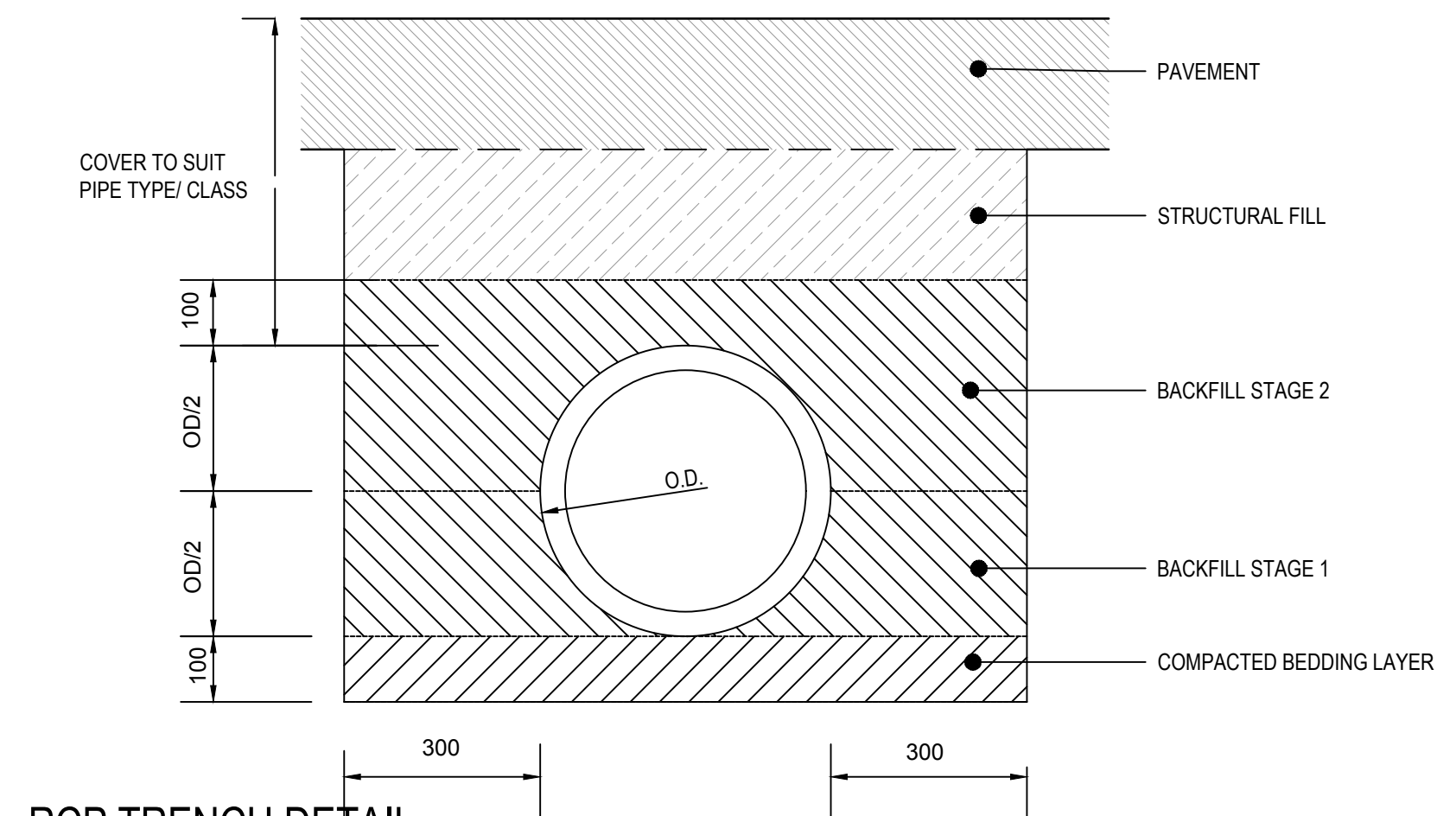
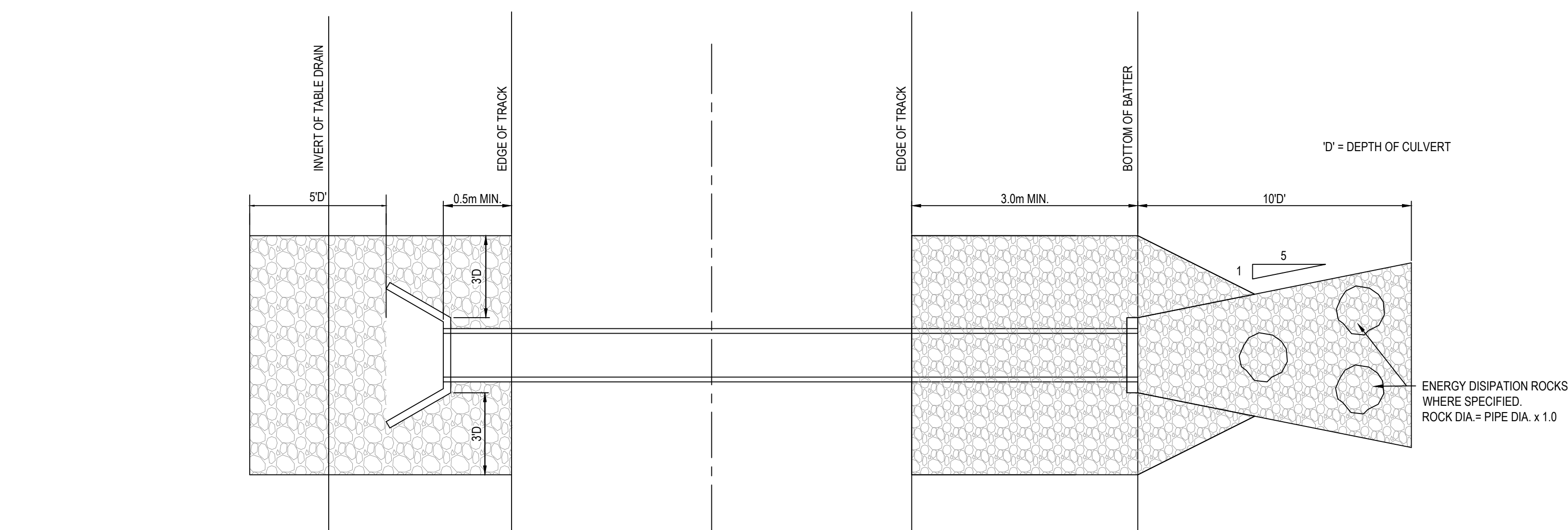
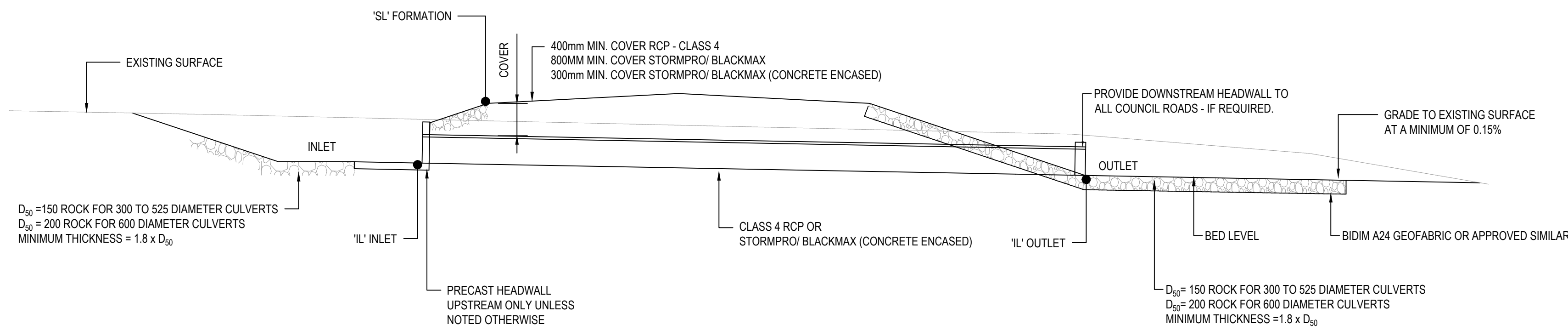
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SIZE A1	SCALE AS SHOWN	PROJECT <b>TYPICAL WIND FARM</b>
STATUS PRELIMINARY NOT FOR CONSTRUCTION	TITLE <b>TYPICAL EROSION AND SEDIMENT CONTROL PLAN AND DETAILS</b>	
COORDINATE REFERENCE SYSTEM N/A	DRAWING No. <b>22-155-WF-TYP-006</b>	REV <b>A</b>

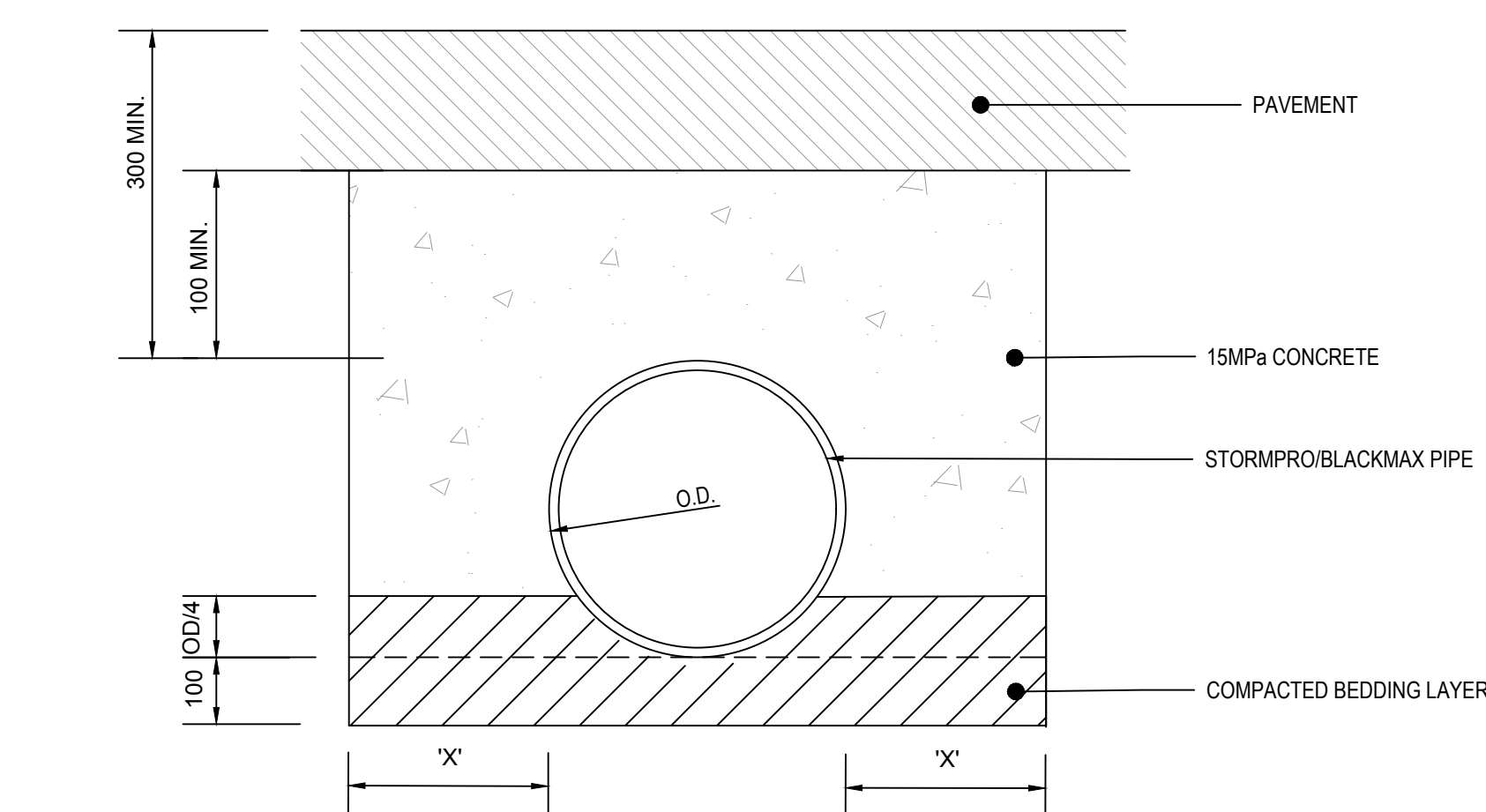


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RCP TRENCH DETAIL  
NTS



STORMPRO/ BLACKMAX (CONCRETE ENCASED) TRENCH DETAIL  
NTS

**BEDDING LEGEND**

- EVENLY GRADED BED, 20mm NOMINAL SIZE CLASS 2 FCR OR OTHER APPROVED BEDDING
- CLASS 3 FCR, 30mm NOMINAL SIZE OR OTHER APPROVED MATERIAL

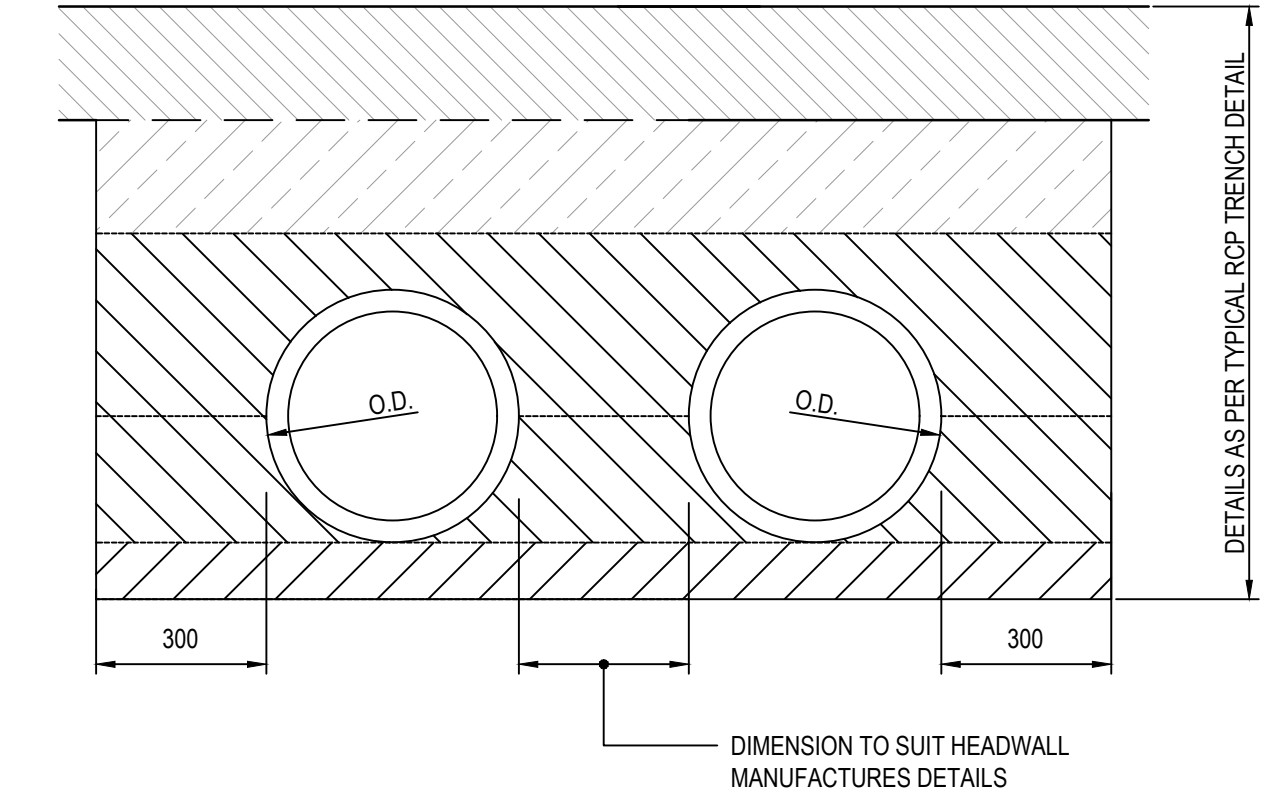
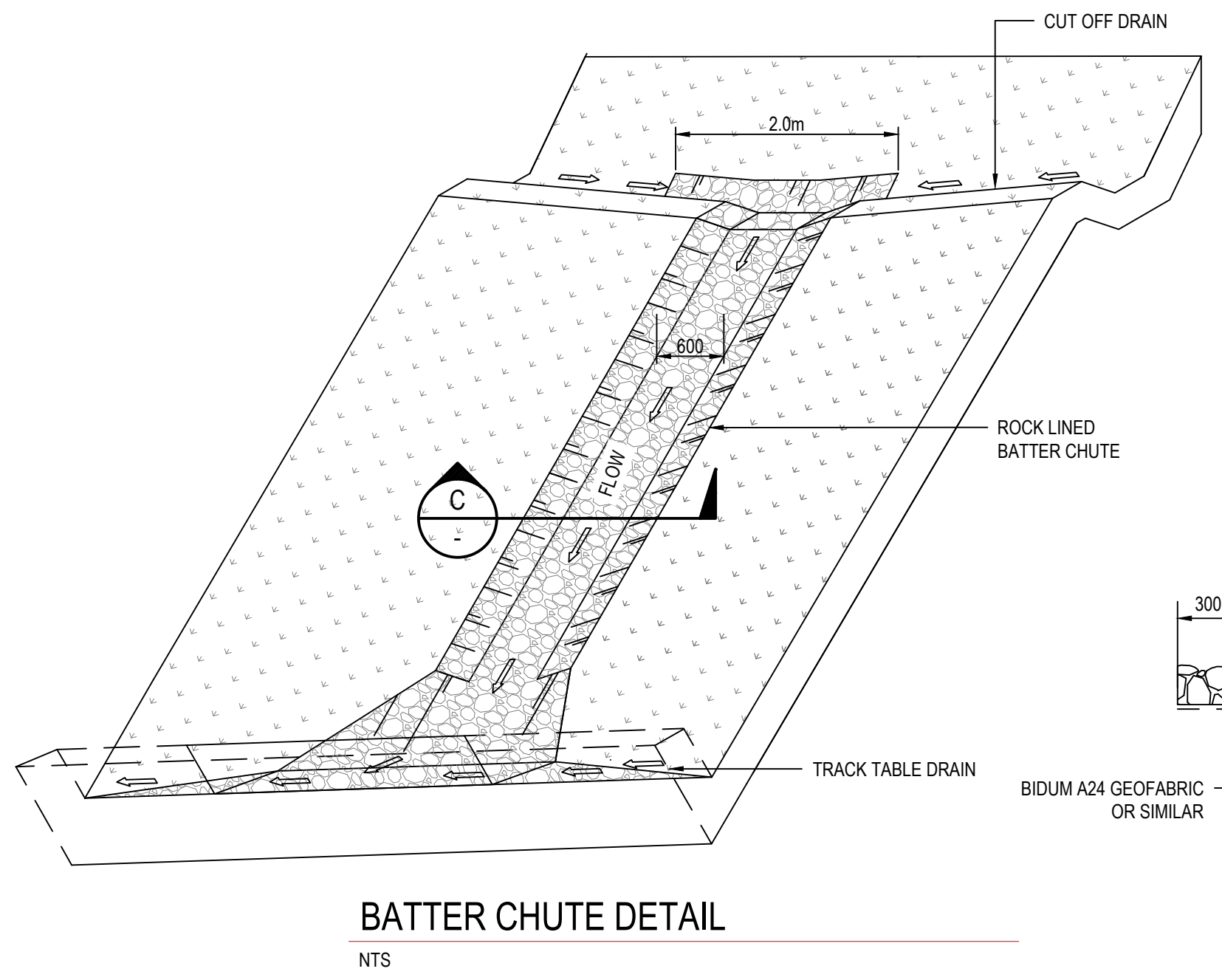
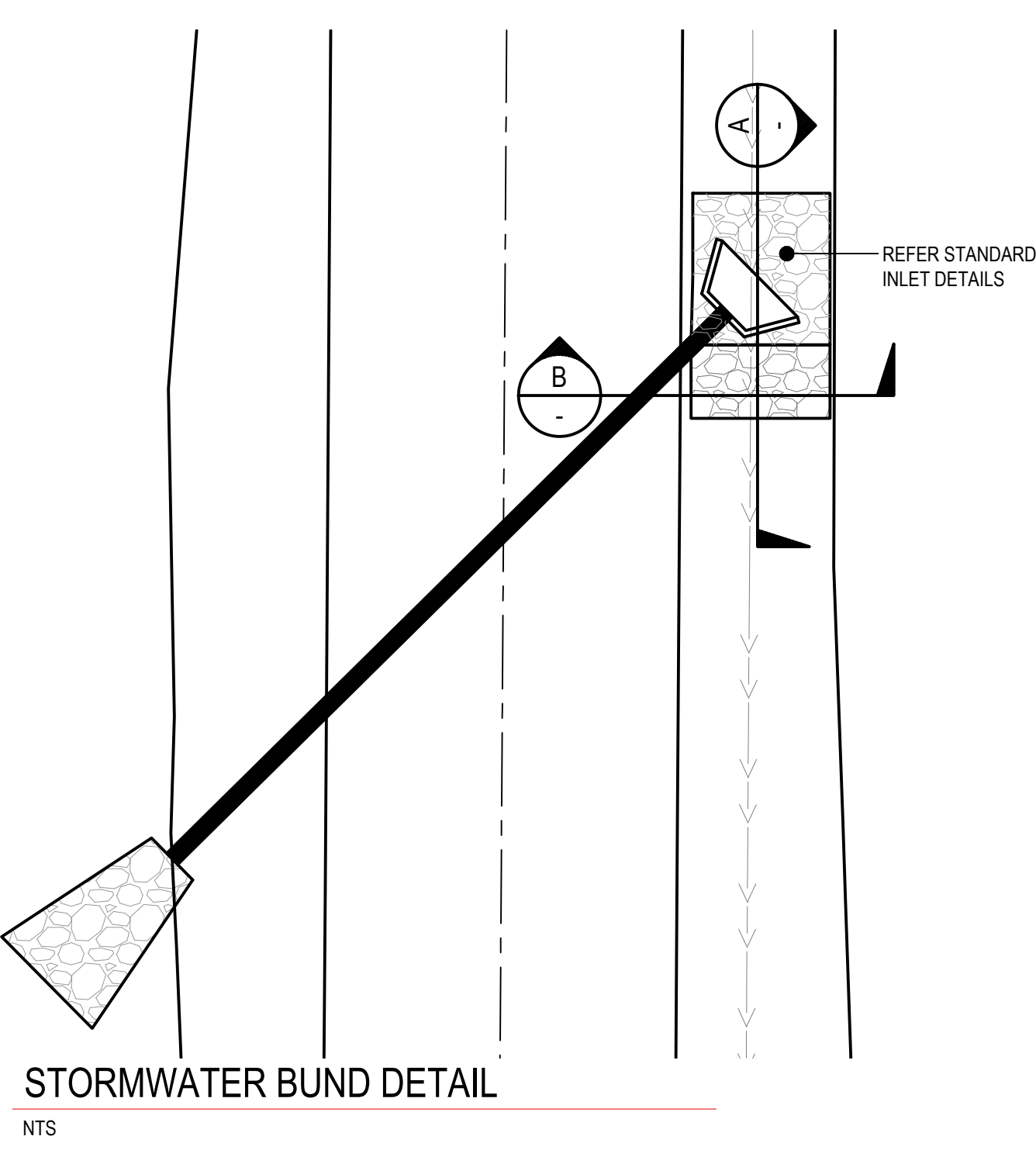
- DRAINAGE NOTES**
- THE USE OF FIBRE REINFORCED CONCRETE CULVERTS IS NOT APPROVED.
  - STORMPRO/BLACKMAX WITH AT MINIMUM 0.8m COVER REFER RCP TRENCH DETAILS. STORMPRO/BLACKMAX WITH LESS THAN 0.8m COVER REFER CONCRETE ENCASED TRENCH DETAILS.
  - RCP-CLASS 4 PIPES WITH LESS THAN 400mm COVER MUST BE CONCRETE ENCASED.

- GENERAL NOTES**
- ALL DIMENSIONS WITH DECIMALS ARE IN METRES. ALL THOSE WITHOUT ARE IN MILLIMETRES
  - BACKFILL SHALL BE COMPACTED TO 98% STANDARD MDD COMPACTED AT ± 3% OMC. PAVEMENT LAYERS SHALL BE AS PER TYPICAL ACCESS TRACK

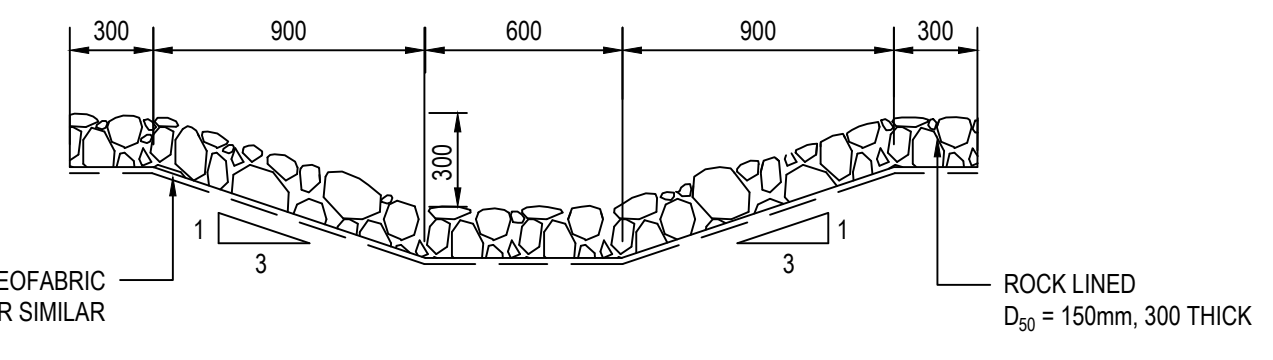
**TRENCH DIMENSIONS**

PIPE SIZE	'X' MINIMUM
300 DIA	0.15m
375 DIA	0.175m
450 DIA	0.2m

STORMWATER RCP CULVERT DETAIL - 0.4m TO 2.0m COVER  
NTS



MULTI BARREL - RCP DETAIL  
NTS



BATTER CHUTE DETAIL  
NTS

No	DESCRIPTION	L.K.	L.K.	B.P.	N.C.	DATE
DES	DRN	CHK	APP			
A	PRELIMINARY					04.08.22
REVISION HISTORY						

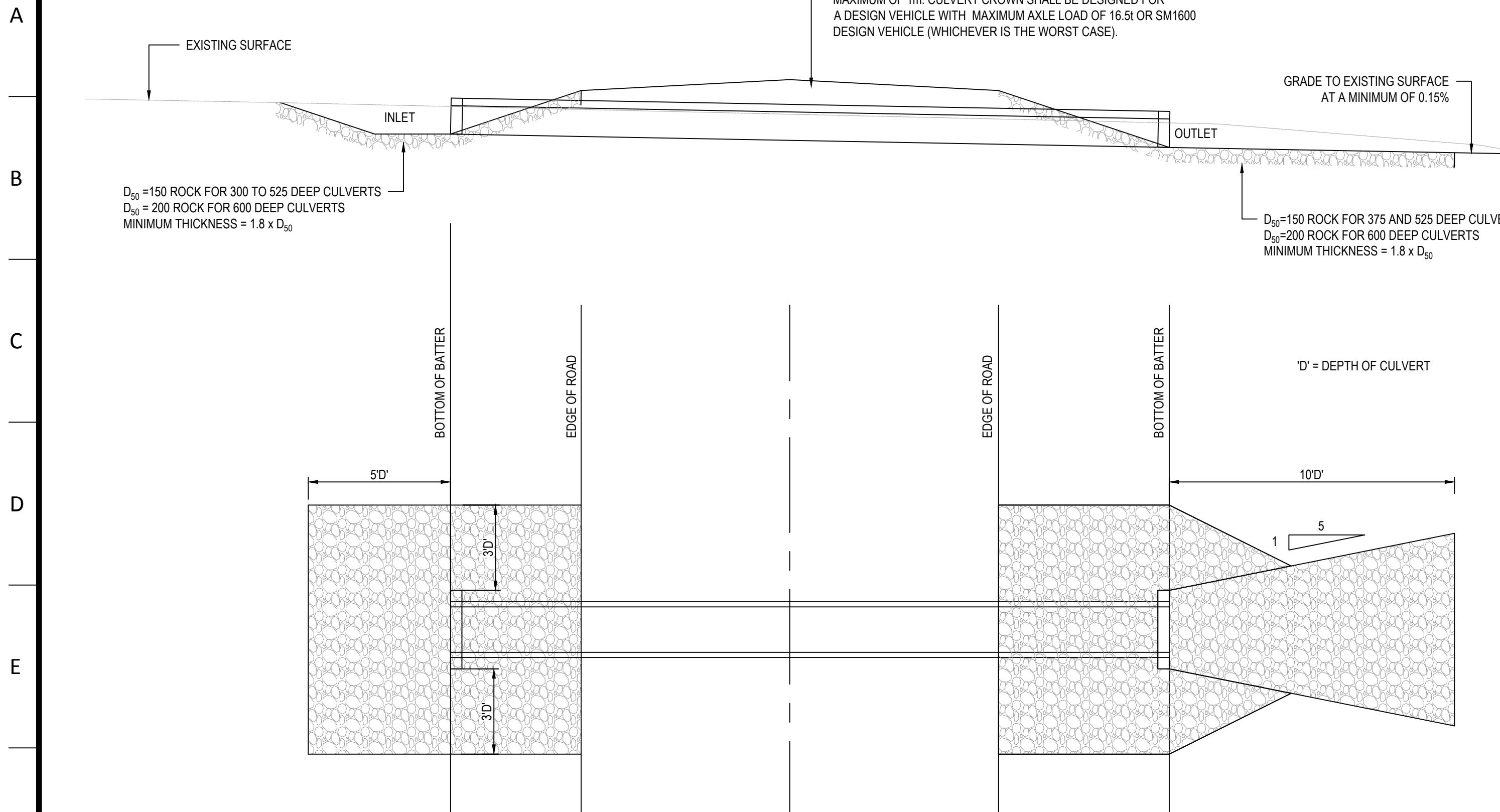
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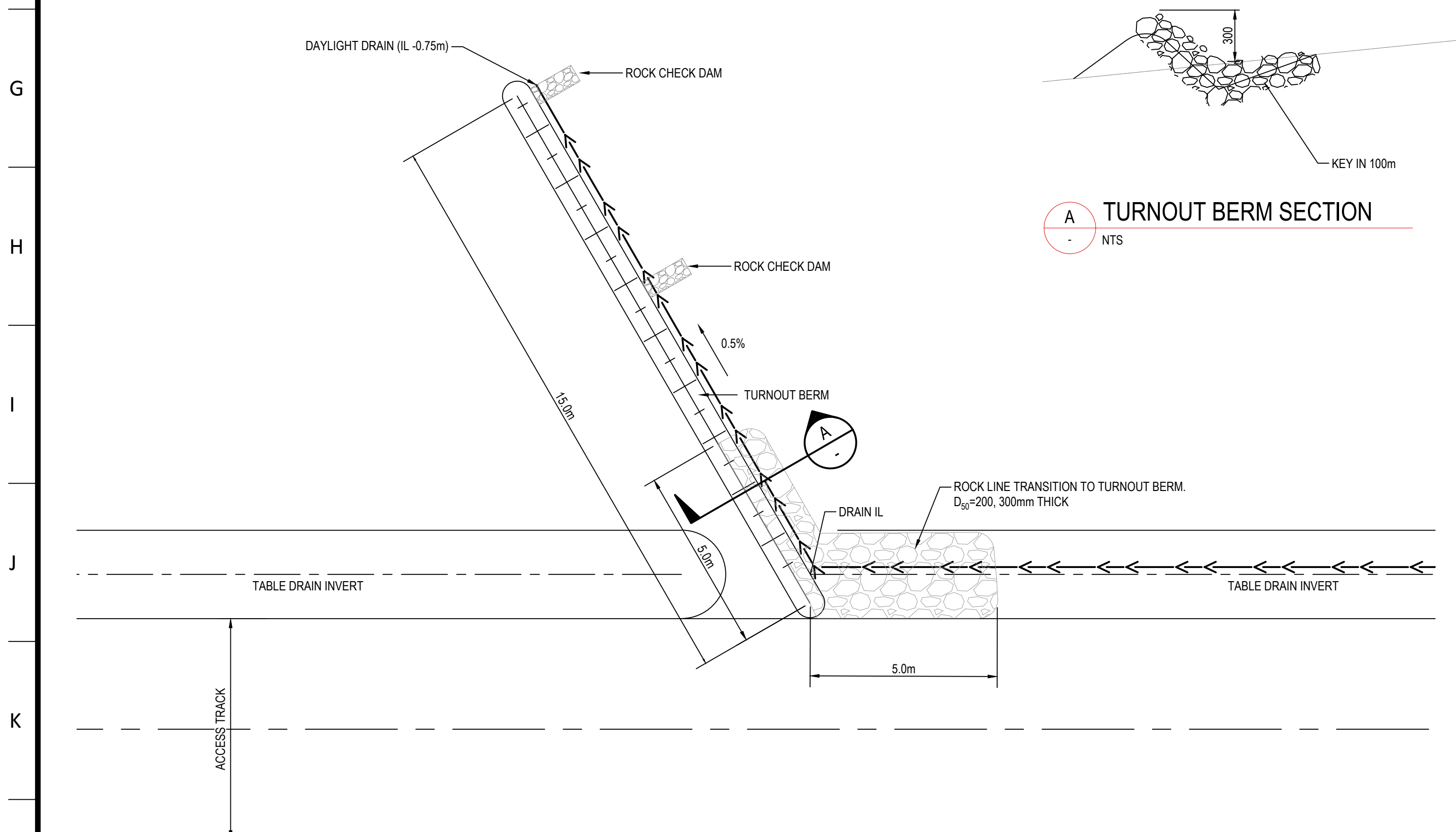
SIZE A1	SCALE AS SHOWN	PROJECT TYPICAL WIND FARM
STATUS PRELIMINARY NOT FOR CONSTRUCTION	COORDINATE REFERENCE SYSTEM N/A	TITLE TYPICAL STORMWATER DETAILS SHEET 1
DRAWING No. 22-155-WF-TYP-007		REV A





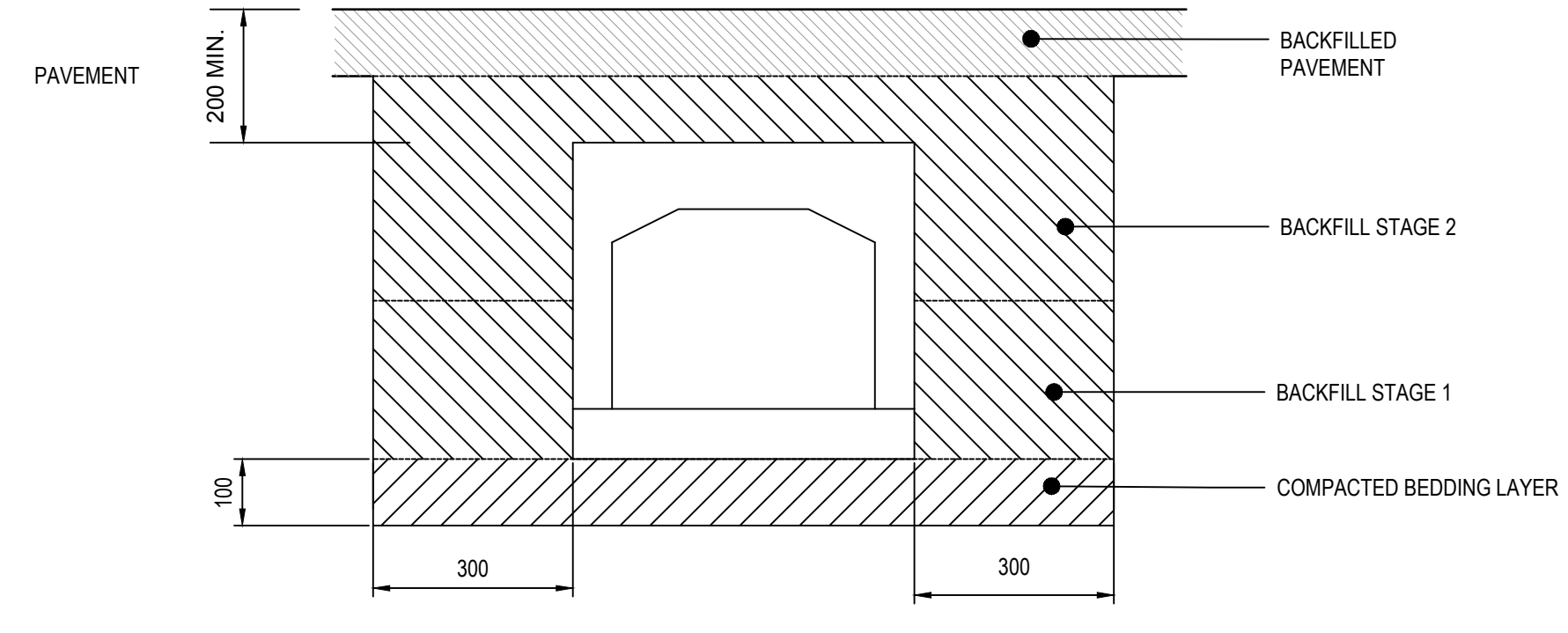
STORMWATER RCBC CULVERT DETAIL

NTS



TURNOUT BERM TYPICAL DETAIL

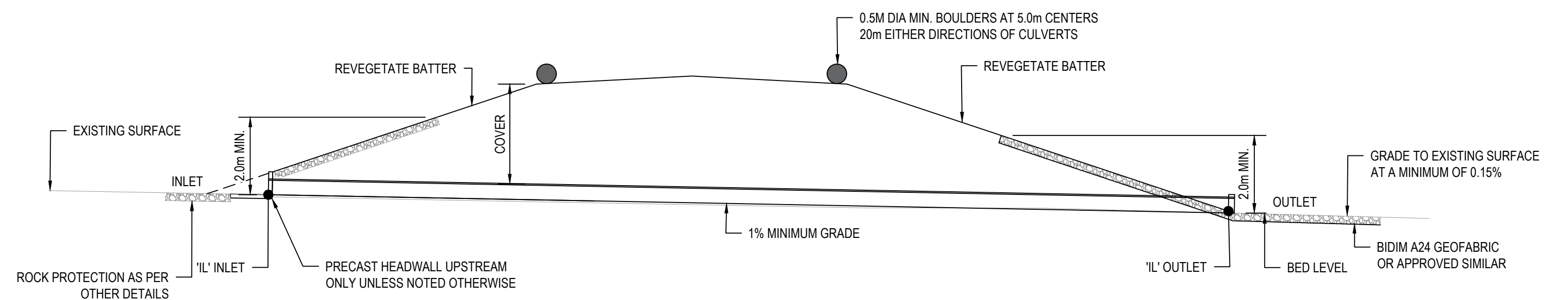
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RCBC TRENCH DETAIL

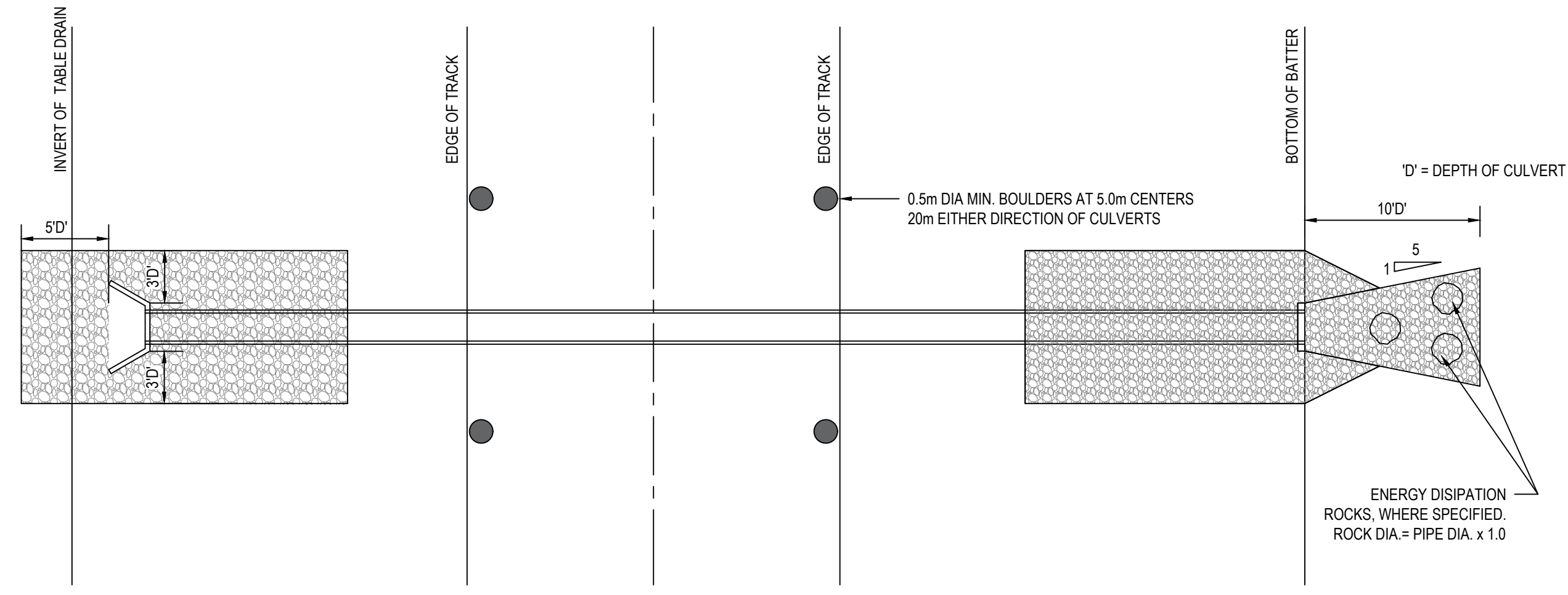
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NOTE:  
IF BOTTOM OF PAVEMENT IS ABOVE 100mm ABOVE THE TOP OF CULVERT, INCLUDE BACKFILL STAGE 3.



STORMWATER CULVERT DETAIL - 2.0m + COVER

NTS



BEDDING LEGEND

- EVENLY GRADED BED, 20mm NOMINAL SIZE CLASS 2 FCR OR OTHER APPROVED BEDDING
- CLASS 3 FCR, 30mm NOMINAL SIZE OR OTHER APPROVED MATERIAL

GENERAL NOTES

- ALL DIMENSIONS WITH DECIMALS ARE IN METRES. ALL THOSE WITHOUT ARE IN MILLIMETRES
- BACKFILL SHALL BE COMPACTED TO 98% STANDARD MDD COMPACTED AT  $\pm 3\%$  OMC. PAVEMENT LAYERS SHALL BE AS PER TYPICAL ACCESS TRACK

No	DESCRIPTION	DES	DRN	CHK	APP	DATE
A	PRELIMINARY	L.K.	L.K.	B.P.	N.C.	04.08.22
REVISION HISTORY						

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SIZE A1	SCALE AS SHOWN	PROJECT TYPICAL WIND FARM
STATUS PRELIMINARY NOT FOR CONSTRUCTION	TITLE TYPICAL STORMWATER DETAILS SHEET 2	
COORDINATE REFERENCE SYSTEM N/A	DRAWING No. 22-155-WF-TYP-008	REV A