

Connected and sustainable Canberra - Monaro Highway upgrades

The below table reflects the agreement by cabinet and published figures in the 21-22 Budget, BP3 page....

(these figures may differ from the below business case due to cabinet requiring further information or a reduction in scope)

Connected and sustainable Canberra - Monaro Highway upgrades (TCCS CW11)

	2021-22 \$'000	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	2025-26 \$'000	Total \$'000
Capital	1,500	35,000	45,000	55,000	23,600	160,100
Capital - Provision	0	0	0	0	26,400	26,400
Offset – Capital (Allocated Commonwealth Funding)	-750	-17,500	-22,500	-25,450	-11,800	-78,000
Offset – Capital – Provision (Commonwealth Component)	0	0	0	-15,250	0	-15,250
Offset – Capital – Provision (ACT Component)	0	-28,000	-50,000	-15,250	0	-93,250
Net Capital	750	-10,500	-27,500	-950	38,200	0

The Government will undertake design and construction of an overpass and traffic interchange at Lanyon Drive as part of significant upgrades to the Monaro Highway to improve safety and travel times. In addition to delivering a grade-separated intersection for the Monaro Highway and Lanyon Drive (southbound) this project will extend David Warren Road; deliver a new southbound off-ramp connecting Sheppard Street with Lanyon Drive; remove the traffic signals at David Warren Road and augment the northbound carriageway of the Monaro Highway. The total capital cost of this initiative is \$160.1 million and includes \$23.6 million in capital funding in 2025-26.

This initiative is part of ongoing upgrades to the Monaro Highway, including the construction of a new overtaking lane between Williamsdale Road and Royalla Drive.

This project is being facilitated by a Commonwealth grant through the *National Partnership Agreement on Land Transport Infrastructure Projects*, which will see the Commonwealth contribute 50 per cent of the costs of the project.

This initiative contributes to the wellbeing domains of Access and connectivity, Time and Safety.

B.006.1072

The following table presents remaining funding in the overall Monaro Highway combined commitment to deliver the remaining two components including Isabela Drive and Hume intersections.

Table 1: Monaro Highway funding reconciliation

	Total before CW11 (\$'000)	CW11 Lanyon component amount sought (\$'000)	Balance after Lanyon component (\$'000)
2018-19 Initiative funding (Keeping our growing city moving – Monaro Highway Upgrade)	2,000		
2019-20 initiative funding (Making our roads safer while keeping Canberra moving – Monaro only)	20,000		
Total ACT funding already appropriated	22,000		
ACT Provision	93,250	80,050	13,200
Total ACT funding	115,250	80,050	13,200
Commonwealth funding approved	2,812		
Balance of Commonwealth funding (combination of actual funding and provision)	112,438	80,050	32,388
Total Commonwealth funding	115,250	80,050	32,388
Total project overall	230,500	160,100	45,588

TCCS understands that the remaining funding will be insufficient to achieve the project objective of 100km speed limit for Monaro Highway. The implementation of 100km requires a number of additional treatments such as off-road cycle paths, widening of bridges etc adding to the cost.


ACT
Government

Business Case

Tier 1 (over \$50 million or High Risk)
Tier 2 (\$10 million to \$50 million)

Project Name:	CW11: Monaro Highway Upgrade
Total Project Value (estimated):	\$230.5m
Capital Appropriation Requested:	\$160.1m
Project Stage:	Detailed design and construction
Project Value:	\$160.1m
Risk Assessment (high/med/low):	Medium
Proposed Delivery Model:	Design and Construct
Requesting Directorate:	Transport Canberra and City Services
Requesting Minister:	Minister for Transport
Business Case Advisors:	

NOTE: This template should be completed using the accompanying SAF Business Case Guidance Notes.

Contact Officers

Contact Officer, Requesting Directorate
Reviewing Officer, Infrastructure Finance and Reform, Treasury (IFR):
Reviewing Officer, Major Projects Canberra (MPC)
Reviewing Officer, Finance and Budget Group, Treasury (FABG):
Owen Earl-King

Sign Offs

Requesting Directorate:

Document in order to proceed

IFR

MPC:

FABG:

Document in order to proceed – CMTEDD Sign-offs complete

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1. Executive Summary

This project is being co-funded by the Australian Government under the National Partnership Agreement on Land Transport Infrastructure. The Australian Government investment of \$115.25m has been allocated as part of a 50% co-contribution with the ACT Government, resulting in a total investment for the overall Monaro Highway Upgrade project of \$230.5m.

This business case seeks to access provision of \$160.1m from 2021-22 to 2024-25 in order to progress the design and construction of the Lanyon Drive interchange component.

This business case contains updated costings that have not yet been presented to the Expenditure Review Committee. These costings are based on the completed Preliminary Sketch Plans for the Lanyon Drive interchange and are significantly higher than previous estimates. This puts cost pressure on the Monaro Highway upgrade project and may require additional funds to be sought through future budget processes, including through the Australian Government's National Partnership Agreement on Land Transport Infrastructure.

1.1 Statement of Need

Continued growth in the ACT and surrounding region is placing increased pressure on the existing road transport network. 2019 modelling by Infrastructure Australia identified that the Monaro Highway corridor was the 5th most congested ACT route in 2016 during the AM peak, and was the 2nd most congested corridor in 2016 during the PM peak. The Monaro Highway corridor is expected to rise to 3rd most congested route by 2031.

From a safety perspective the Lanyon Drive / Monaro Highway intersection is ACT's equal fourth worst intersection for casualty crashes (11 between 2015 and 2019) and eighth worst when considering all reported crashes (84 between 2012 and 2019) for the seven-year ranking period identified in the ACT Road Safety Improvement Program Intersection and Mid-block Ranking Report 2019.

This project is focused on safety and capacity improvements.

1.2 Delivery Model

A delivery model assessment has been conducted which has identified a Develop, Design and Construct model as appropriate for the main works package. The secondary works package will be delivered using a construct only model which will afford the opportunity for local tier 1 contractors to be involved in the upgrade project.

1.3 Funding Approval Sought

1.3.1. Type of funding sought

- ☐ Feasibility*
- ☐ Concept design
- ☒ Detailed design (note only where D+C has been justified)
- ☐ Full Business Case
- ☒ Delivery/Construction

*regardless of dollar value of the feasibility funding being sought, it is the estimated total value of the project which guides which Tier the project is considered under.

1.3.2. Cost Estimate

The estimated project cost at P50 level with escalation included is [REDACTED] Package B is estimated at [REDACTED] and Package C is estimated at [REDACTED]. These estimates are inclusive of ACT Procurement fees and TCCS project delivery costs.

A business case for funding the construction works was developed and considered in the 2020-21 budget process. The estimated P90 project cost included in this business case was [REDACTED] and the estimated P50 project cost was [REDACTED]. This cost estimate was prepared based on the preliminary designs which were approximately 90% complete at the time of business case preparation. The completion of the preliminary designs resulted in increased pavement areas, a wider bridge structure and increased streetlighting to address road safety aspect and increases in the capacity of two bridge structures to mitigate flood impacts. As a result the P50 cost estimate (used in this business case) has increased relative to the earlier business case owing to changes during the finalisation of the preliminary design.

1.3.3. Payment Stream (PPP/DCMO only)

N/A

1.3.4. Incremental Procurement/Transaction Costs

N/A

1.3.5. Contingencies Included

The P50 contingency is estimated at a total of [REDACTED] with [REDACTED] attributed to Package B and [REDACTED] attributed to Package C.

1.4 Treasury Budget Summary

Funding Category: *Forward Design / Construction*

Preliminary Financial Impacts Summary

Financial Impact	2021-22	2022-23	2023-24	2024-25	Total
	\$m	\$m	\$m	\$m	\$m
Requested Funding					
- Recurrent (GPO / EBT)					
- Capital Injection	1.5	35.0	45.0	78.6 ¹	160.1
Offsets – Commonwealth contribution	(0.75)	(17.5)	(22.5)	(39.3.)	(80.05)
Offset – Provision	(0.75)	(17.5)	(22.5)	(39.3)	(80.05)
Offset – Capital					
Other Recurrent Impact (not funded)					
- Depreciation ²					
- Maintenance ³					

* Although feasibility studies may be funded through the Capital Works Program, they are expensed in accordance with ACT Treasury's Accounting Policy guideline for capital works. Therefore appropriation for feasibility studies is provided as GPO. For further information: <http://www.treasury.act.gov.au/accounting/html/accounting.htm>.

Staffing Impacts Summary

Impact	2021-22	2022-23	2023-24	2024-25
Total Additional FTEs				

Note: These Budget templates apply for the 2021-22 Budget Year.

¹ Note that \$23.6m of funding requested for 2024-25 is required in the 2025-26 financial year. This will be reprofiled into 2025-26 post appropriation.

² Depreciation will commence in 25/26 with a cost of \$1.343m and 26/27 onwards with a cost of \$2.135m.

³ Maintenance will commence in 26/27 with a cost of \$1.007m. 27/28 cost \$2.608m and 28/29 onwards \$3.202m.

2. Project Outline

2.1 Description of the Project

2.1.1. Overview

- This business case is seeking funding to progress the detailed design and construction of the Lanyon Drive intersection grade separation and the associated adjustments to the local road network.
- An *ACT North/South & East/West Corridor Study* (the Corridor Study) was completed in early 2019, which includes the identification of proposed works with their relative priority order.
 - The corridor study considered travel time, safety, alignment with land use planning and Government policies, provision of access to all road users, provision of redundancy in the transport network, financial feasibility and physical constructability of proposed improvement options when determining the prioritisation of projects.
 - The highest priority from the Corridor Study related to the Monaro Highway, titled '100 km/h Monaro improvements' includes three clustered projects: Lanyon Drive/Monaro Highway grade separated intersection, Isabella Drive/Monaro Highway grade separated intersection and Monaro/Hume upgrades. Delivering the three clustered projects (as listed above) will enable an increased speed limit of 100 km/h north of Johnson Drive to Hindmarsh Drive.
- The Monaro Highway upgrade will benefit both the ACT and the broader regional transport network of NSW and provide improved links to the Canberra International Airport Freight Hub.
- A Commonwealth investment program under the National Partnership Agreement on Land Transport Infrastructure Projects (the Agreement) has allocated \$115.25m for the Monaro Highway upgrade. The Commonwealth investment has been allocated as part of a 50% co-contribution with the ACT Government, resulting in a total proposed investment for the Monaro Highway of \$230.5m (ID: 097113-17ACT-NP).
- As mentioned above the overall Monaro Highway upgrade project has three main elements:
 - 1) Grade separation of Lanyon Drive / Monaro Highway; (**scope of this business case**)
 - *Package 1B (New southbound carriageway, bridge structure over Lanyon Drive and adjustments to the northbound carriageway)*
 - *Package 1C (Completion works and tie into local roads)*
 - 2) Grade separation of Isabella Drive / Monaro Highway; and

- 3) Monaro Highway / Hume upgrades, which includes numerous intersection and access improvements.
- As part of the Agreement for the Monaro Highway upgrade, the ACT Government has committed funding in the 2017-18, 2018-19 and the 2019-20 budgets, at \$1m, \$2m and \$20m respectively.
 - Funding of \$1m was committed in the 2017-18 Budget to prepare options to upgrade the Monaro Highway between Calwell and Symonston. A Project Proposal Report was accepted by the Australian Government to match the committed funding for this project.
 - Funding of \$2m was committed in the 2018-19 Budget for the construction of safety improvements including overtaking lanes and barrier treatments on the Monaro Highway between Angle Crossing Road and Old Cooma Road. The 2018-19 budget identified this project as 'Keeping our city moving – Monaro Highway upgrade'. A Project Proposal Report was accepted by the Australian Government to match the committed funding for this project.
 - The ACT budget 2019-20 provided \$29.7m for the 'Making our roads safer while keeping Canberra moving' project, which includes \$20m for the Monaro Highway upgrade project.
 - The \$22m already committed from the ACT budget is largely focused on preliminary planning and early utility relocation works across the project area. Remaining funds will be attributed to Isabella Drive / Monaro Highway and Monaro Highway / Hume upgrades.
 - TCCS is currently preparing the Project Proposal Report (PPR) to access matched Australian Government funds committed to this project. Tenders for the D&C package will be released following acceptance of the PPR.
 - The P50 cost estimates for Packages 1B + C plus the existing funds (committed) leaves ~\$48.4m to be sought through a future Budget process with 50% from the Australian Government. A bid for these works will come forward in a future budget round once robust cost estimates have been developed.
 - Refer to the Table below for an overview:

Monaro Highway Upgrade project (\$230.5m)

- \$22m committed through 2018-19 and 2019-20 Budgets (being attributed across broader project) – being used for preliminary planning and early utility relocation works across the project area, with remaining funds to be attributed to Isabella Drive / Monaro Highway and Monaro Highway / Hume upgrades.

Lanyon Drive / Monaro Highway (including local access roads) Scope of detailed design and construction:	Isabella Drive / Monaro Highway Cost estimates being developed	Monaro Highway / Hume Cost estimates being developed
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• <i>Package 1B (New southbound carriageway, bridge structure over Lanyon Drive and adjustments to the northbound carriageway)</i> • <i>Package 1C (Completion works and tie into local roads)</i> • P50: [REDACTED] *		
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*Note: Funding is being sought in this business case for estimated project costs at a P50 level of certainty. Further detailed design work will be undertaken as part of the funded scope of works and this may identify areas of project costs which will not be covered by available project contingency. In the event that this occurs, TCCS may seek supplementary funding through a future budget process. A P90 funding request would increase the total project cost to [REDACTED]. TCCS is not seeking this amount at this time in an endeavour to manage the overall size of the capital program and keep project costs as close as possible to those originally agreed to by Cabinet. If ERC wished to adopt a lower risk profile, funding at the P90 level would be preferable.

2.1.2. Scope of works

Package 1B

- Monaro Highway northbound carriageway retained on current alignment and levels;
- Widening on Monaro Highway northbound carriageway to provide extended turning lanes to Lanyon Drive on the right-hand side of highway (exit via fast lane);
- Widening on Monaro Highway northbound carriageway to provide extended entry lanes from Lanyon Drive on the right-hand side of highway (entry via fast lane);
- Monaro Highway southbound carriageway provided on high-level embankment and new alignment to enable 100km/hr posted speed. The southbound carriageway is provided over a bridge structure above Lanyon Drive;
- Exit from Monaro Highway southbound carriageway to Lanyon Drive provided by an interim off ramp connecting to the existing southbound carriageway (refer to the details in Package 1C below for the permanent off ramp solution);
- Entry to Monaro Highway southbound carriageway from Lanyon Drive provided to the west of the signalised intersection between Lanyon Drive and Sheppard St.

Package 1C

- Extension of David Warren Road south to connect to Lanyon Drive and Sheppard Street intersection to compensate for the removal of the intersection on Monaro Highway;
- Intersection of Lanyon Drive and Sheppard Street amended to four-way intersection;

- Widening of Lanyon Drive to provide additional turning lanes to relieve traffic congestion and improve safety for traffic entering and leaving Monaro Highway;
- Exit from Monaro Highway southbound carriageway to Lanyon Drive via new off ramp;
- Entry to Monaro Highway southbound carriageway from Lanyon Drive via the extended on ramp;
- Removal of general access from Monaro Highway northbound carriageway to David Warren Road/AMC. Access from Monaro Highway southbound carriageway modified to left in only, with emergency vehicle access maintained;
- New line marking on northbound carriageway to enable left hand merge north of Lanyon Drive intersection;
- Southbound carriageway regrading in the vicinity of David Warren Road/AMC intersection to enable 100km/h posted speed;
- Existing southbound carriage and Lanyon Drive intersection removed.

2.1.3. Scope of services

- Detailed design of the aforementioned works
- Preparation of the Design and Construct contract documents
- Site surveillance and contract administration

2.1.4. Project Assumptions and Dependencies

Package 1B works are in designated land and are subject to planning approval by the National Capital Authority. Package 1C works are in Territory land and are subject to planning approvals through EPSDD. The approval processes have markedly different timeframes so the Package 1B works will proceed in advance of the Package 1C works. To secure planning approval for Package 1B, the NCA has advised that it must be able to operate as a standalone project. The design adopted facilitates this.

2.2 Review 1 (MPC): Status of Functional Brief/Output Specification

Sign off that the functional brief/output specifications are sufficiently progressed in order to go to market under the delivery model selected and within the procurement timeline outlined in the business case. Attach the Functional Brief at **Appendix A**.

Review 1 (MPC) Officer Name: _____

Signature: _____

Date: _____

This is the first review point for MPC and is an assessment of the status of the functional brief/output specification.

Sign off should only occur if the MPC officer is confident that the functional brief/output specifications are sufficiently progressed in order to go to market under the delivery model selected, and within the procurement timeline outlined in the business case.

Risk workshops and quantification of project risks is mandatory for Tier 1 and 2 projects.

Disclaimer: *This review does not represent an endorsement or agreement by the signing officer as to the contents of the section or a certification that the work was correctly performed.*

3. Needs Analysis

☒ Has an Investment Logic Workshop been undertaken?

Please attach the Investment Logic Map at **Appendix B**.

3.1 Problem

Continued growth in the ACT and surrounding region is placing increased pressure on the existing road transport network. South of the lake, there are two main orbital route that provide access to the city and areas north of Lake Burley Griffin. These are Drakeford Drive/Tuggeranong Parkway and the Monaro Highway. The Monaro Highway is used by over 40,000 vehicles a day as it passes through the Hume industrial area. The Highway in this area operates in an interrupted flow arrangement owing to traffic signals at David Warren Road, Lanyon Drive, Sheppard Street and Mugga Lane and the roundabout at Isabella Drive.

2019 modelling by Infrastructure Australia identified that the Monaro Highway corridor was the 5th most congested ACT route in 2016 during the AM peak, and was the 2nd most congested corridor in 2016 during the PM peak. The Monaro Highway corridor is expected to rise to 3rd most congested route by 2031 for the AM peak and drop to 3rd most congested route during the PM peak.

The Australian Government has provided \$115.25m in funding for upgrades on the Monaro Highway subject to matching funds being allocated by the ACT Government. The Australian Government funds are currently profiled across the 20-21 through 22-23 FY and in the outyears (24-25 onwards). The current funding profile needs to be adjusted to be realistic.

Increasing development in the surrounding region will exacerbate congestion on the Monaro Highway due to developments such as Googong and South Jerrabomberra.

3.2 Benefits

3.2.1. Benefits to be delivered

The project is estimated to deliver the following economic benefits:

- Travel time savings of \$77.8m
- Vehicle operating cost savings of \$33.9m
- Road safety (crash reduction) savings of \$33.7m

The project contributes to the following principles of the ACT Transport Strategy 2020:

- Safe
- City Shaping
- Future Focused
- Connected
- Reliable, and
- Efficient

The project will contribute to achieving the ACT Road Safety Strategy Goal of reducing fatal and serious injury crashes through providing safer intersections and road infrastructure.

3.2.2. Importance of the benefits for Government

The project contributes to the following principles of the ACT Transport Strategy 2020:

- Safe – through decreased crashes owing to safer intersection arrangements
- City Shaping – addresses the increased transport demands associated with change in land use in the region
- Future Focused – considers the future traffic demands and delivers infrastructure that has capacity to manage future traffic growth
- Connected – considers the required local and regional network connectivity
- Reliable – contributes to reduced congestion which yields more reliable journey times
- Efficient – contributes to reduced congestion which increase the efficiency of the transport network

The project will contribute to achieving the ACT Road Safety Strategy Goal of reducing fatal and serious injury crashes through providing safer intersections and road infrastructure.

3.3 Options Analysis

3.3.1. Strategic Solutions Analysis

Strategically, there are minimal options to address safety concerns and shorten journey times along the Monaro Highway to benefit the local ACT and Queanbeyan communities as well as the wider southern New South Wales region. This is an important strategic road corridor and alternative routes are too far away to provide a realistic alternative.

In the initial stage of the project, an alternative alignment to the west of the existing highway was considered, to avoid considerable utility impacts and minimise the number of connections to the highway. The early cost estimates put this option at over \$500m and given a similar level of benefits to upgrading the existing highway, was not pursued in detail.

The Monaro Highway is the primary road corridor to access the Snowy Mountains and north eastern Victoria. It is a well-used road corridor during the snow season for Canberrans, as well as a large volume of interstate visitors. Within the ACT, it provides a key connection between southern suburbs and the industrial areas of Hume and Fyshwick.

The completion of these works will ensure that the strategic road corridor of the Monaro Highway through the ACT continues to provide a strong transport network and supports economic growth into the future, as well as improved access to the Canberra International Airport Freight Hub.

3.3.2. Recommended Strategic Solution

The recommended strategic solution is to upgrade the Monaro Highway/Lanyon Drive intersection to a grade separated intersection (southbound), retain the existing northbound at grade intersection and deliver the ancillary road network works (extension to David Warren Road, new southbound offramp connecting to Sheppard Street/Lanyon Drive, removal of the traffic signals at David Warren Road and augmentation of the northbound carriageway of the Monaro Highway).

A multi criteria workshop and analysis has been used to test upgrade options for the preferred layout of the Lanyon Drive Interchange. The following three options were considered:

- Grade separation of the southbound carriageway only, and associated adjustments to the adjacent road network
- Grade separation of the southbound and northbound carriageway, utilising existing pavements for ramps to access Lanyon Drive
- Grade separation of the southbound and northbound carriageway, with new loop ramps to connect the northbound carriageway to Lanyon Drive

Grade separation of the southbound carriageway only was identified as the preferred arrangement as it best addressed the projects' selection criteria. It has the further advantage of being the lowest cost treatment of the three options considered.

3.3.3. Project Solutions Analysis

The following three project solutions have been considered:

1. Undertaking the full works:

Undertaking the full works will have significant economic benefits, improve safety, reduce congestion, and improve travel times along the road corridor – including the wider, regional transport network.

2. Do nothing option:

The proposed works are considered necessary road network improvements. Not undertaking these works would mean significant economic losses through congestion increases, increased crash risks associated with highly congested road links and increased travel times for both private and public transport and freight movements.

3. Undertaking part of the works (the southbound flyover of Lanyon Drive):

Undertaking the southbound flyover of Lanyon Drive only will result in only partial realisation of the economic and safety benefits. The full works are required to enable the removal of the traffic signals at the Monaro Highway and David Warren Road intersection. The speed limit increase to 100km/h can only be realised if the full works progress.

3.3.4. Base Case

The base case is the do nothing option.

The proposed works are considered necessary road network improvements. Not undertaking these works would mean significant economic losses through congestion increases, increased crash risks associated with highly congested road links and increased travel times for both private and public transport and freight movements.

3.3.5. Recommended Project Solution

Undertaking the full works:

Undertaking the full works will have significant economic benefits, improve safety, reduce congestion, and improve travel times along the road corridor – including the wider, regional transport network.

3.4 Review 2 (FABG): Needs Analysis

Treasury directorate to sign off that a case for the project is present in the business case.

Review 2 (FABG) Officer Name: _____

Signature: _____

Date: _____

This is the first review point for Treasury and is assessment of the needs analysis.

Sign off should only occur if the Treasury officer is confident that the needs analysis is robust, is based on evidence and an Investment Logic Workshop (ILW) has been undertaken (if applicable).

Note that Tier 1 business cases anticipate review and signoff by the Under Treasurer.

Disclaimer: *This review does not represent an endorsement or agreement by the signing officer as to the contents of the section or a certification that the work was correctly performed.*

4. Cost & Contingency

The purpose of the financial evaluation of options is to:

- Assess the incremental financial value or cost of the shortlisted project options when compared to the base case in present value terms
- Assess the commercial viability of the shortlisted project options (where applicable)
- Assess any funding requirements or subsidies from other Government bodies
- Assess the affordability of the shortlisted options.

Completion of the financial analysis provides a set of baseline cash flows. This can be used in the development of cost comparators which are used to assess value for money.

4.1 Preliminary Cost Estimate

The estimated project cost at P50 level with escalation included is [REDACTED]. Package B is estimated at [REDACTED] and Package C is estimated at [REDACTED]. These estimates are inclusive of ACT Procurement fees and TCCS project delivery costs.

A business case for funding the construction works was developed and considered in the 2020-21 budget process. The estimated P50 project cost included in this business case was [REDACTED]. This cost estimate was prepared based on the preliminary designs which were approximately 90% complete at the time of business case preparation.

The preliminary design has subsequently been completed and includes the following changes from the 90% design:

- Increased pavement areas – A road safety audit conducted on the design identified several treatments to increase the safety of the proposal. The first treatment included to separate the right turn holding bays to Lanyon Drive from the through traffic travelling at 100km/h on the northbound carriageway. To achieve this, additional space of constructed pavement of approximately one lane width over approximately 200m was therefore identified between these two lanes. Secondly, it was identified that the 'right

to left 'merge for vehicles heading north from Lanyon Drive onto the northbound carriageway needed improvement by adopting an extended merge to allow a conventional left to right merge on the main northbound carriageway (with the acceleration lane from Lanyon Drive not merging). In addition, the 'third lane' was extended almost to the northern limit of the project, to make provision for long-term future widening of the highway to the north of the Alexander Maconochie Centre, as this was demonstrated as being required by the traffic study. This added approximately an extra 1,000m of single lane width into the design.

- Decreased street light spacing – The provision of additional width of pavement required a decrease to the spacing of streetlights in order to achieve the required lighting levels. This has increased the total number of streetlights required across the project footprint.
- Increased drainage structures – The project flood modelling was completed after the 90% design and identified that increasing the length of the bridge over Dog Trap Creek (approximate doubling of the length) and construction of an additional large box culvert is required to avoid flooding of the carriageway.
- Increased width of southbound bridge structure over Lanyon Drive – To account for the horizontal curve and the associated safe sight distances on the bridge structure over Lanyon Drive, the width of the structure has increased 2.5m in the final preliminary design.
- Staging of works – To minimise disruption to the Alexander Maconochie Centre and Emergency Services Agency facility users, a large section of the northern end of southbound carriageway reconstruction (i.e. about 500m) including removal of the existing Monaro Highway/David Warren Road signals was transferred from Package 1B to Package 1C. This was done so that works on the southbound carriageway near the entrance to the Alexander Maconochie Centre would be the last works done on the project – i.e. after David Warren Road has been extended to Lanyon Drive and opened to traffic (which is in Package 1C). This way, the Alexander Maconochie Centre and Emergency Services Agency will have a second access point (at Lanyon Drive) opened to traffic before any work is done at the Monaro Highway/David Warren Road intersection, minimising disruptions/delay to emergency management personnel who use these sites. This change has not resulted in any net increase to the costs but has reduced the Package B and increased the Package C amounts.

The changes noted above account for the differences in cost between the 90% and 100% preliminary design cost estimates.

4.2 Contingency

4.2.1. Project Contingency

The P50 contingency is estimated at a total of [REDACTED] with [REDACTED] attributed to Package B and [REDACTED] attributed to Package C. Refer to the Cost Estimate at Appendix C for further detail on the contingency estimation.

4.2.2. Delivery Model Contingency

The selected delivery model is a Develop, Design and Construct (DD&C) for the main work based on a fixed scope for the main works and a Construct only for the secondary works. As such no specific delivery model contingency is applicable.

4.3 Whole of Life

Whole of life costing assessment has been undertaken for the pavement assets in the project. This assessment has been used to select the pavements that meet the required design criteria and have the lowest Whole of Life cost impacts. This compared full depth asphalt pavements with thick asphalt over heavily bound subbase pavements for typical applications on the project. The whole of life comparison determined that for both applications, full depth asphalt offered the lower whole of life costs.

4.4 Budget / Funding Strategy

This proposal is seeking capital funding of \$160.1m which will be 50% offset by a funding contribution from the Australian Government.

There are no anticipated additional FTE requirements associated with the delivery of this proposal.

Maintenance costs for the new assets created are required from 1 year following completion of the works. The standard rate of 1% of capital costs in year 2 and then 2% of capital costs from years three onwards is appropriate.

5. Economic Analysis

5.1 Cost Benefit Analysis (or 5.3 Cost Effectiveness Analysis)

A Cost Benefit Analysis has been undertaken for the Lanyon Drive intersection component of the project. This yielded a Benefit Cost Ratio of 1.59 and a Net Present Value of \$55m using a 7% discount rate and 30 year appraisal period.

Sensitivity testing was conducted which yielded BCR's of greater than 1 and positive NPV's for all scenarios, indicating the economic viability of the project.

A Cost Benefit Analysis of the Isabella Drive component will be prepared separately and submitted when funds for that element are sought.

Refer to Appendix I for the full Economic Analysis report.

*a cost effectiveness analysis can be undertaken as an alternative, only on agreement by Treasury

5.2 Wider Economic Benefits (Tier 1 Only)

The economic analysis has not considered wider economic benefits.

6. Delivery Model Analysis

6.1 Outline of Key Risks

TCCS engaged Jacobs (who were also undertaking preliminary design for the project) to conduct a Procurement Options and Delivery Model Assessment. This process included review of the project documentation, identification of strategic project risks, development of risk mitigation measures with a strong focus on procurement related risks, identification of a long list of potential delivery models and then subsequent shortlisting of model, assessment of the shortlisted models through a multi criteria analysis, market analysis and market sounding and completion of a report documenting this process.

Refer to the full report in Appendix J for key risks, risk management process and details of the risk workshop.

6.2 Commercial Principles

Refer to the following table for the weightings assigned to each criteria in selecting the appropriate delivery model.

Weighted Score			Procurement Model					
Criteria ID	Description	Weight	Construct Only	PSD&C	DD&C	DN&C	PMA	MC
C1	Risk Management/ Alignment of Risks	15.0%	8.4%	9.6%	11.7%	9.3%	6.0%	8.1%
C2	Certainty on Time / Schedule	20.0%	11.6%	12.4%	15.2%	13.6%	10.4%	11.6%
C3	Certainty on Budget	25.0%	16.5%	14.5%	18.5%	18.0%	11.0%	12.5%
C4	Quality, Design Objectives, Operations & Maintenance	20.0%	15.6%	11.6%	14.8%	13.2%	11.2%	12.4%
C5	Flexibility to include future scope and design changes	10.0%	5.8%	5.4%	6.6%	5.4%	5.6%	6.2%
C6	Community and Stakeholders	5.0%	3.5%	2.7%	3.0%	3.0%	3.3%	3.5%
C7	Innovation	5.0%	2.4%	3.2%	3.4%	3.3%	2.6%	3.4%
Total		100%	63.80%	59.40%	73.20%	65.80%	50.10%	57.70%
Rank			3	4	1	2	6	5

6.3 Delivery Model Assessment

The following delivery models were initially considered for the project:

- **Design + Construct (construct only)**
- **Design & Construct (3 variants- performance specification design and construct, develop design and construct and design novate and construct)**
- **Project Management Agreement/Construction Management**
- **Managing Contractor**
- Design Construct Maintain (DCM)
- Design Construct Maintain Operate (DCMO)
- Alliance
- PPP (Availability)
- PPP (BOOT)
- Project Management Agreement

Early contractor involvement or early tender involvement were considered, noting that these approaches could apply to many of the above models.

The six models in bold above were shortlisted for more detailed assessment via a multi criteria analysis. DCM and DCMO models were discounted as the proposed models do not offer any significant benefits over the current model where TCCS is responsible for road operations and maintenance. PPP were discounted owing to the scale and complexity of the arrangement not being commensurate with the project scale. Alliance was discounted as the project risk profile does not necessitate use of such a model. Project management agreement was discounted as the increased costs associated did not justify the benefits of increased delivery flexibility.

The remaining delivery options were considered via a multi criteria analysis and workshop to determine the optimum delivery model for the project.

The market sounding exercise identified ACT based contractors had a desire to be involved in the delivery of the project, but owing to the F50, R4 and B3 prequalification requirements for the main works package that opportunities for involvement may be limited. The secondary works package (Package 1C) is of a smaller scale than the main works package, has less significant bridgeworks and generally reduced complexity. Progressing this package via a construct only

model has been identified as appropriate and offers greater opportunities for a broader range of ACT contractors to undertake the role of principal contractor. This is consistent with the ACT Government Local Industry Participation Policy.

6.4 Recommended Delivery Model

The delivery model assessment identified that the Develop, Design and Construct (DD&C) model was the most suited to this project for the main works (1B) package.

Market assessment has confirmed that there is sufficient capacity, appetite and experience available in the region to secure a comprehensive response to a DD&C tender in 2021.

The recommended delivery model for the secondary works package (1C) is a construct only which offers greater opportunities for a broader range of ACT contractors undertake the role of principal contractor. This is consistent with the ACT Government Local Industry Participation Policy.

6.5 Review 3 (MPC): Delivery Model Selection

MPC to sign off that the delivery model selected is appropriate for the project risk profile and value.

Review 3 (MPC) Officer's Name: _____

Signature: _____

Date: _____

- *This is the second review point for MPC and is an assessment of the delivery model analysis.*
- *Sign off should only occur if the MPC officer is confident that the delivery model selected is the most suitable to the project requirements and level of risk.*

Disclaimer: *This review does not represent an endorsement or agreement by the signing officer as to the contents of the section or a certification that the work was correctly performed.*

7. Financial Analysis (PPP and DCMO only) Tier 1 Only

7.1 Financing Assumptions

N/A as delivery model is DD&C

7.2 PPP/DCMO Payment Stream

N/A as delivery model is DD&C

7.3 Incremental Procurement/Transaction Costs

N/A as delivery model is DD&C

7.4 Public Sector Comparator

N/A as delivery model is DD&C

7.5 Review 4 (IFR): Financial (PPP/DCMO only)

☐

Not applicable

Treasury to sign off that the financial analysis has been prepared by an appropriately skilled advisor (IFR Panel) and that there are no unacceptable assumptions in the analysis (only applicable for PPP/DCMO delivery models).

Review 4 (IFR) Officer Name: _____

Signature: _____

Date: _____

- *This is the second review point for Treasury and is an assessment of the financial estimate calculations for PPP and DCMO models.*

Disclaimer: *This review does not represent an endorsement or agreement by the signing officer as to the contents of the section or a certification that the work was correctly performed.*

8. Project Governance

The project has thus far been operating under an executive level governance committee (Monaro Highway and Pialligo Avenue Improvements Program Control Group) which has cross directorate

representation including TCCS, EPSDD, and MPC. This group is chaired at the EGM level from within TCCS. This governance arrangement is intended to continue as the project moves into the delivery phase.

Normal TCCS project delivery processes will apply to this project in relation to approving expenditures, reporting, scope management etc.

9. Stakeholder Engagement Plan (Tier 1 Only)

9.1 Stakeholder Identification

- Minister for Transport and City Services
- TCCS Executive
- Project team
- Infrastructure Delivery Partners
- Roads ACT (including Traffic Management and Safety, Traffic Signals section, Roads Maintenance and Infrastructure Planning)
- Utility providers (Icon Water, Evo Energy, Zinfra/ZNX, Jemena, Telstra, Optus, AARNET, etc)
- Hume businesses
- Members of the public
- Approval entities – EPA, ACT Heritage, ACTPLA, National Capital Authority, Conservator of Flora and Fauna
- Active Travel Office
- Master Builders Association/Civil Contractors Federation
- Construction contractor
- Justice and Community Services Directorate (ESA and AMC)
- Treasury
- Design consultants
- Site management consultants
- Queanbeyan Palerang Regional Council
- Transport for NSW (formerly Roads and Maritime Services)
- Pedal Power
- EPSDD – Parks and Conservation Services
- Aboriginal and Torres Strait Islander Elected Body
- Department of Infrastructure, Transport, Regional Development and Communication.

The following list identifies critical stakeholders and their interest. Full details for all stakeholders can be found in communications strategy (Appendix H).

- Emergency Services Agency – continued access to ESA facilities off David Warren Road, suitable security and noise levels maintained for these facilities

- Alexander Maconochie Centre – suitable provision for emergency vehicle access to and from the correctional facility, no impact on proposed plans for further development of the facilities
Department of Infrastructure, Transport, Regional Development and Communication – effective and timely delivery of value for money infrastructure
Pedal Power – due consideration to the needs of bicycle users in the development of upgrade works

9.2 Stakeholder Involvement & Interest

9.3 Stakeholder Engagement Plan

- There has been active engagement of key stakeholders as the preliminary design has been developed, in accordance with the program communication strategy (refer to Appendix H).
- The communication strategy covers identification of potential stakeholders, assessment of the stakeholders (unaware, resistant, neutral, supportive or leading) level of engagement and desired engagement, key messages, frequency of engagement and methods of engagement.
- The project team will continue to utilise, review and adjust the communication strategy as the project progresses into the detailed design and construction phases.

10. Advisor Engagement Plan (Tier 1 Only)

10.1 Proposed Advisors Roles

10.1.1. Legal

No external legal advisors are expected to be engaged. TCCS has access to in house legal advice and can draw on advice from MPC and the GSO as needed.

10.1.2. Commercial Procurement

A multidisciplinary consulting team will be engaged to progress design (David Warren Road only), contract documentation preparation and planning approvals. The specialists involved in the preparation of the DD&C contract will be able to provide some commercial procurement advice. Engagement with Major Projects Canberra will also provide an avenue to secure additional commercial procurement advice as required.

10.1.3. Commercial Financial

A commercial financial adviser is not required for this project.

10.1.4. Technical Design & Engineering

Technical design and engineering support will be provided via a combination of internal TCCS resources, through the multidisciplinary consulting team(s) and the DD&C contractor.

10.1.5. Other Specialists

Advice will be sought on environmental, heritage/Indigenous and planning advice issues, particularly in areas outside designated land. This specialist advice will be sought through the multidisciplinary consulting team(s).

10.1.6. Stakeholder Management and Communication

Existing TCCS communications resources will be utilised for the management of stakeholders and project communications initiatives.

10.1.7. Project Management

Existing TCCS project delivery resources will be utilised for the management of the project.

11. Timeline

11.1 Project Timetable

11.1.1. Outline

Refer to the Project Programme at **Appendix E**

11.1.2. Proposed float

The program has 18 weeks of float built into the construction period for the construction of the first package of works. The second package of works is on the critical path.

11.1.3. Project constraints and/or deadlines

An early works utility relocation package is being progressed to manage utility risks for the main works (these are already funded). Completion of these works is required prior to commencing the main works under the DD&C contract.

11.1.4. Project decision points

The following are some of the key project decision points:

- Selection of consultancy services for works approval, preparation of DD&C contract documents and detailed design for the second package of works
- Government procurement board presentation for main DD&C contract works
- Selection of preferred tenderer for main DD&C contract works
- Selection of preferred tenderer for second package of construction works

12. Appendices

Appendix A – Functional Brief/Output Specification

Appendix B – Investment Logic Map

Appendix C – Cost Estimate

Appendix D – Risk Register

Appendix E – Project Programme

Additional Appendices for (Tier 1 Only)

Appendix F – Assumptions Book (not used, refer to assumptions in cost estimate)

Appendix G – Risk Management Plan (not used, refer to risk register)

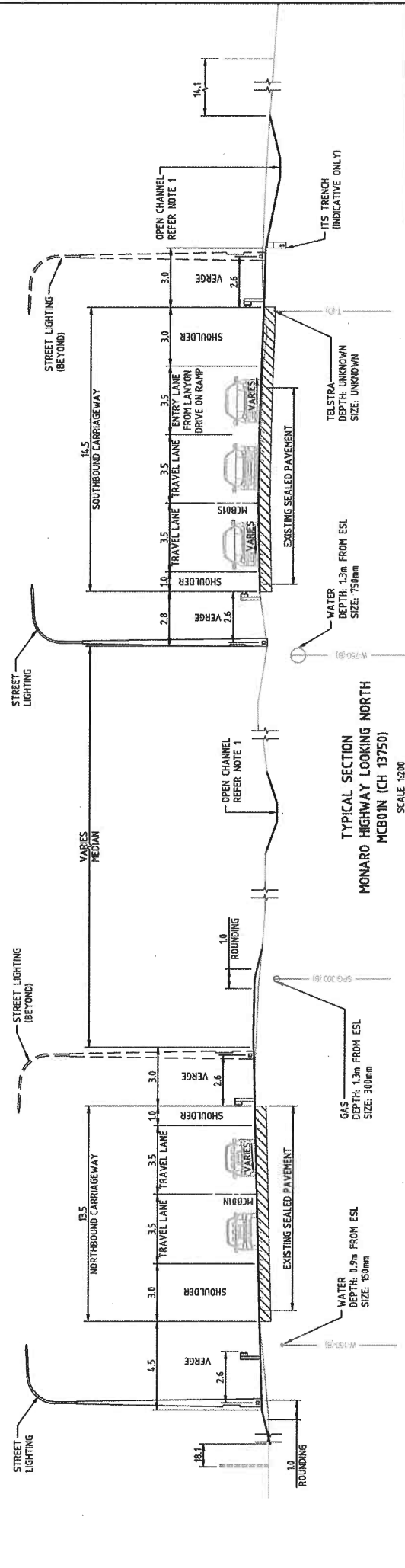
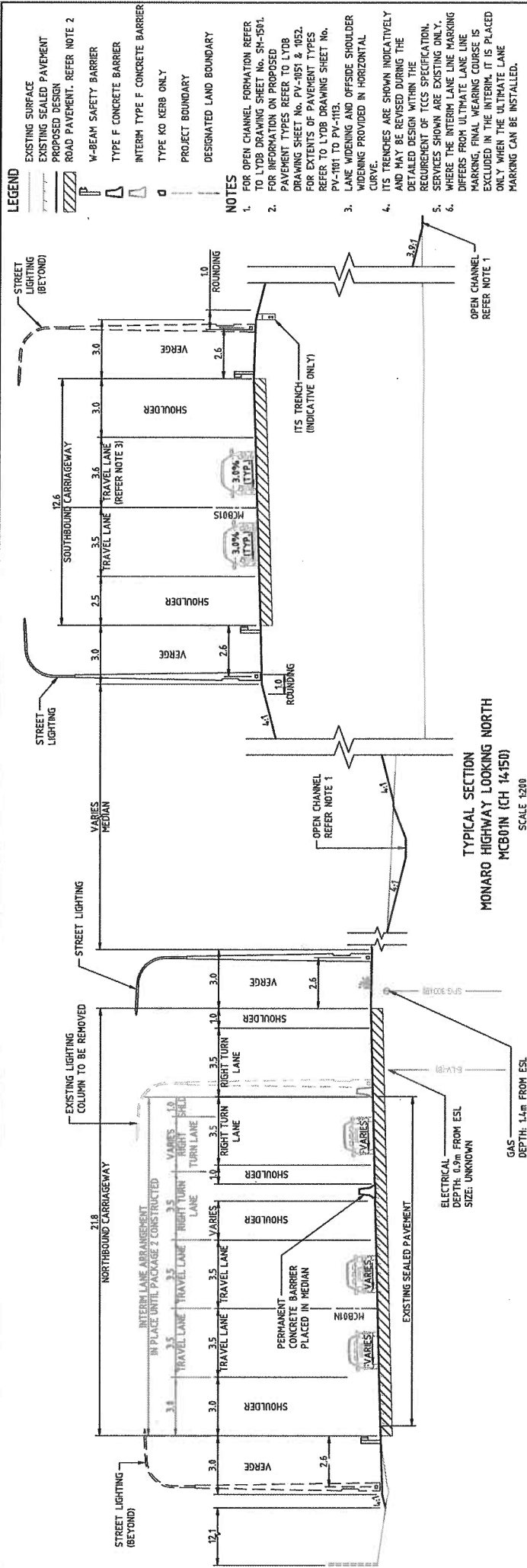
Appendix H1 – Communications Strategy

Appendix H2 – Communications Strategy Attachment A Stakeholder Assessment

Appendix H3 – Communications Strategy Attachment B Communication Matrix

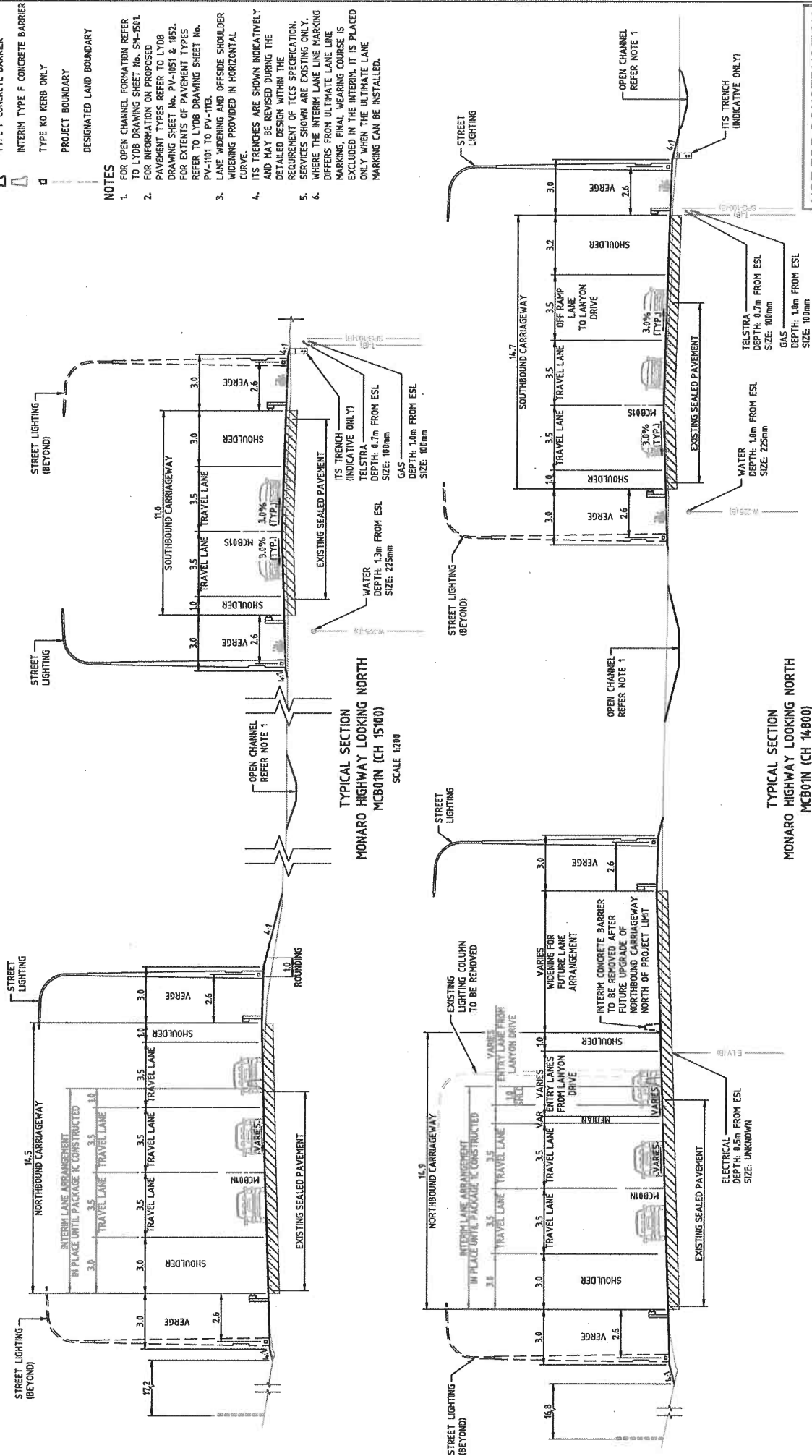
Appendix I – Economic Analysis Report

Appendix J – Delivery Model Assessment



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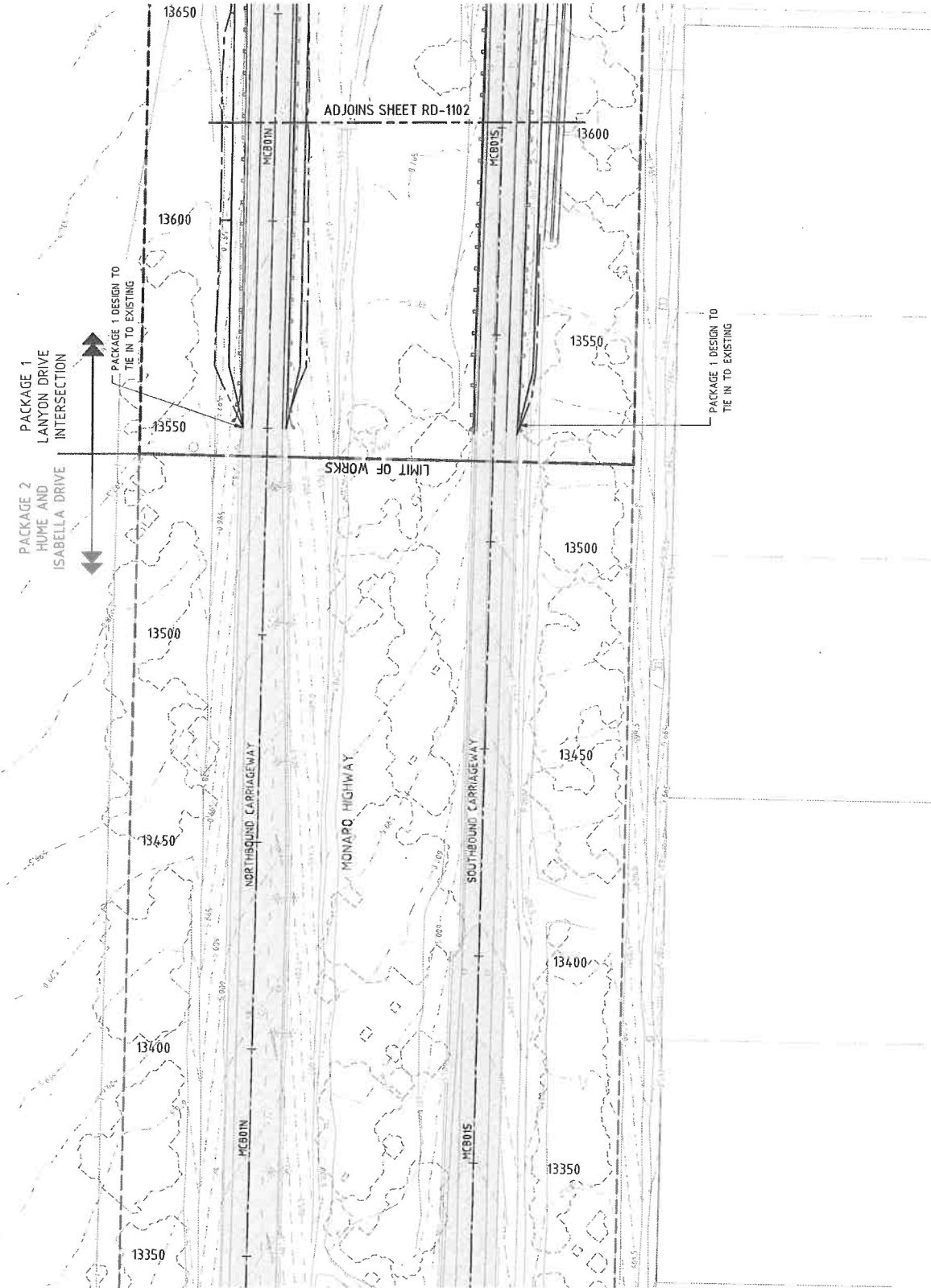
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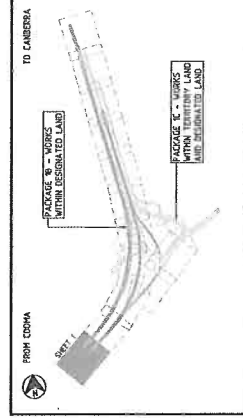


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NOTES

1. FOR GENERAL NOTES REFER TO LY08 SHEET NO. GE-101.
2. FOR GENERAL CROSS SECTIONS REFER TO LY08 SHEET NO. RD-1051 TO RD-1053.
3. COMPLETE LAYOUT SHEET NO. TC-1101 TO TC-1113 FOR PACKAGE 1B CONSTRUCTION, THE ULTIMATE LANEKING LAYOUT AFTER PACKAGE 2 CONSTRUCTION IS PROVIDED IN THE PSP DESIGN PACKAGE 2. CONSTRUCTION LATER FOUNDATION POTENTIAL EXTENTS OF BRIDGING LATER FOUNDATION COUNTERTEARS DURING CONSTRUCTION. REFER TO PSP GEOTECHNICAL PROTECTIVE REPORT. I&22-40-RP-05-16. REVISE SECTION 72-4.
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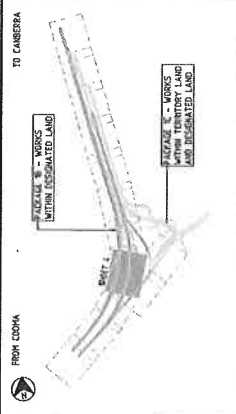


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- NOTES
1. FOR GENERAL NOTES REFER TO LYOB SHEET NO. GE-0021. FOR TYPICAL CROSS SECTIONS REFER TO LYOB SHEET NO. RD-0051 TO RD-1051.
 2. REFER TO LYOB SHEET NO. TC-1001 TO TC-1103 FOR COMPLETE LINEMARKING LAYOUT AT THE END OF PACKAGE 1B CONSTRUCTION. THE ULTIMATE LINEMARKING LAYOUT (AFTER PACKAGE 2 CONSTRUCTION) IS PROVIDED IN THE PSP DESIGN REPORT IAZ24400-RP-GA-09A REVA.
 3. POTENTIAL EXTENTS OF BRIDGING LAYER FOUNDATION EN-COUNTERS DURING CONSTRUCTION. REFER TO PSP GEOTECHNICAL INTERPRETIVE REPORT IAZ24400-RP-GI-10A REVB SECTION 7.7.4.



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PACKAGE 1B - LANYON DRIVE INTERSECTION	
ROAD GEOMETRY	
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DESIGN WORK	R. ARDUGH

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JACOBS GROUP AUSTRALIA PTY LTD
1000 NORTH BRIDGE ROAD, SUITE 100
SYDNEY, NSW 2000
AUSTRALIA

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P. COON
R. ARDUGH

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REVISION
1. 12/02/20
2. 30/03/21

FINAL PSP DOCUMENTATION HAS BEEN ISSUED BY JACOBS IN GOOD FAITH TO THE ACT GOVERNMENT FOR THE PURPOSE OF DELIVERY IN ORDER TO UNDERTAKE ITS REVIEW, AND USE BEYOND THIS REVIEW IS SUBJECT TO AGREEMENT ON FAIR NOT BEEN REACHED BETWEEN THE PARTIES.

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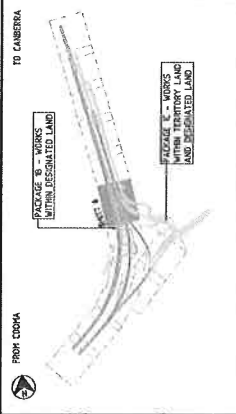
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 - EXISTING PAVEMENT
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 - INTERIM CONCRETE BARRIER
 - PROPOSED W-BEAM SAFETY BARRIER
 - PROPOSED RETAINING WALL
 - PACKAGE 1C DESIGN
 - PACKAGE 1C FOR REFERENCE ONLY
 - PROPOSED WATER QUALITY BASIN (LOCATIONS AND SIZES INDICATIVE ONLY). TO BE UPDATED IN DETAILED DESIGN.
 - PROPOSED DRAINAGE CULVERT / HEADWALL
 - PROPOSED SCOUR PROTECTION
 - EXISTING DRAINAGE CULVERT / HEADWALL
 - EXISTING DRAINAGE PIPE / PIT / HEADWALL

NOTES

- FOR GENERAL NOTES REFER TO L'VOS SHEET No. GE-1021.
- FOR TYPICAL CROSS SECTIONS REFER TO L'VOS SHEET No. RD-1051 TO RD-1053.
- REFER TO L'VOS SHEET No. TC-101 TO TC-113 FOR COMPLETE LINEMARKING LAYOUT AT THE END OF PACKAGE 1B CONSTRUCTION. THE ULTIMATE LINEMARKING LAYOUT (AFTER PACKAGE 2 CONSTRUCTION) IS PROVIDED IN THE PSP DESIGN REPORT A224-100-RP-1A-094, REVA.
- POTENTIAL EXTENTS OF BRIDGING LAYER FOUNDATION TREATMENT DEPENDING ON GROUND CONDITIONS EN-COUNTERED DURING CONSTRUCTION. REFER TO PSP GEOTECHNICAL INTERPRETIVE REPORT A224-100-RP-GI-16, REVB SECTION 7.7.4.



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PACKAGE 1B - LANYON DRIVE INTERSECTION	
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REVISION	RD-1106
DESIGNER	PSP DESIGN



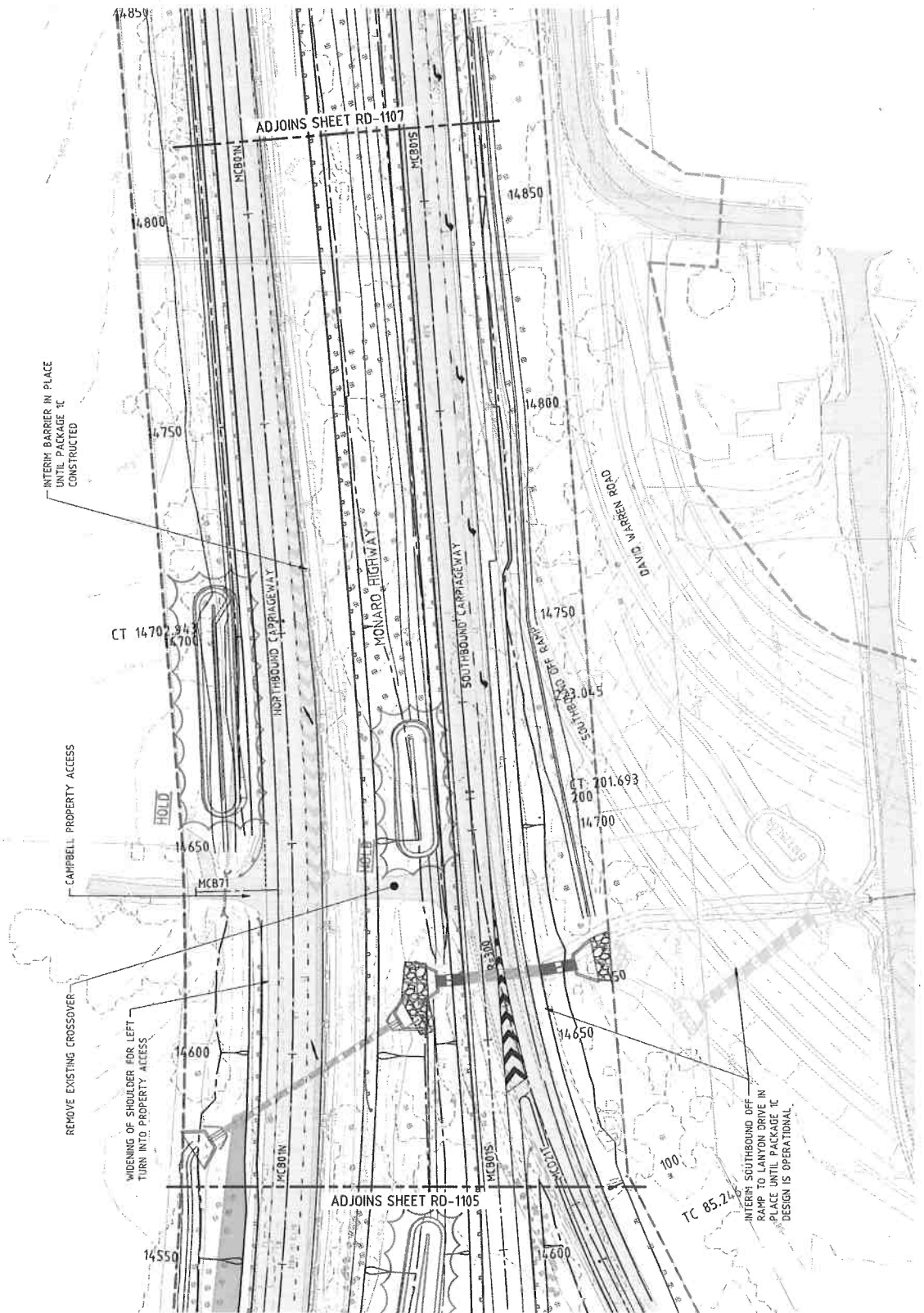
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JACOBS	J. WALLINGTON	30/03/21
JACOBS	R. PERROUCH	30/03/21
JACOBS	R. PERROUCH	30/03/21

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JACOBS	PROJECT NO. 35254.300
JACOBS	DATE 30/03/2021
JACOBS	REVISION RD-1106
JACOBS	DESIGNER PSP DESIGN

JACOBS	PROJECT INFORMATION
JACOBS	PROJECT NO. 35254.300
JACOBS	DATE 30/03/2021
JACOBS	REVISION RD-1106
JACOBS	DESIGNER PSP DESIGN

JACOBS	PROJECT INFORMATION
JACOBS	PROJECT NO. 35254.300
JACOBS	DATE 30/03/2021
JACOBS	REVISION RD-1106
JACOBS	DESIGNER PSP DESIGN

JACOBS	PROJECT INFORMATION
JACOBS	PROJECT NO. 35254.300
JACOBS	DATE 30/03/2021
JACOBS	REVISION RD-1106
JACOBS	DESIGNER PSP DESIGN



FROM COOMA



TO CANBERRA

LEGEND

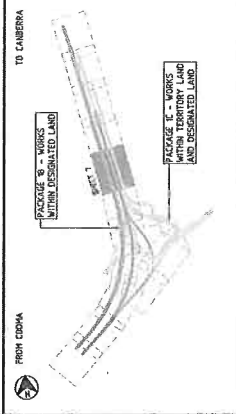
GENERAL	SURVEY
EXISTING FENCELINE	DIGITAL CADASTRE
PROJECT BOUNDARY	DESIGNATED LAND BOUNDARY
CONTROL LINE AND LABEL	EXISTING CONTOURS
EXISTING TREES / VEGETATION EXTENTS	EXISTING PAVEMENT
PROPOSED CONCRETE BARRIER	INTERM CONCRETE BARRIER
PROPOSED W-BEAM SAFETY BARRIER	PROPOSED RETAINING WALL
PACKAGE 1C DESIGN	

DRAINAGE - FOR REFERENCE ONLY

PROPOSED WATER QUALITY BASIN (LOCATIONS AND SIZES INDICATIVE ONLY, TO BE UPDATED IN DETAILED DESIGN)	PROPOSED DRAINAGE CULVERT / HEADWALL	PROPOSED SCOUR PROTECTION	EXISTING DRAINAGE CULVERT / HEADWALL	EXISTING DRAINAGE PIPE / PIT / HEADWALL
--	---	---------------------------	---	--

NOTES

- FOR GENERAL NOTES REFER TO LYOB SHEET No. GE-1021.
- FOR TYPICAL CROSS SECTIONS REFER TO LYOB SHEET No. RD-1051 TO RD-1053.
- REFER TO LYOB SHEET No. TC-101 TO TC-113 FOR COMPLETE LINEMARKING LAYOUT AT THE END OF PACKAGE 1B CONSTRUCTION. THE ULTIMATE LINEMARKING LAYOUT AND TYPICAL CROSS SECTIONS ARE PROVIDED IN THE PSP DESIGN REPORT (A2214400-REV8). POTENTIAL EXTENTS OF BRIDGING LAYER FOUNDATION TREATMENT DEPENDING ON GROUND CONDITIONS EN-COUNTERED DURING CONSTRUCTION. REFER TO PSP GEOTECHNICAL INTERPRETIVE REPORT (A2214400-RP-GI-16-REV8 SECTION 7.7.4).



KEY PLAN

NTS

NOT FOR CONSTRUCTION

ACT GOVERNMENT MONARO HIGHWAY PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY PLAN	ACT REGISTRATION No. 35254.300	ISSUE STATUS PSP DESIGN	DATE RD-1107
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CLIENT	PLAT BY SPRINT	DATE 30/03/2021
NAME S. HALE	NAME L. HALLIBURTON	DATE 30/03/21
DESIGN A. JAO	DESIGN R. FERGUSON	DATE 30/03/21
DESIGN INCH R. FERGUSON	DESIGN INCH R. FERGUSON	DATE 30/03/21
PROJECT NAME R. FERGUSON	PROJECT NAME R. FERGUSON	DATE 30/03/21

JACOBS DOCUMENT NUMBER A2214400-LYOB-DC-RD-1107	EDWIN'S DESIGN PREPARED BY	EDWIN'S DESIGN PREPARED BY
JACOBS DOCUMENT NUMBER A2214400-LYOB-DC-RD-1107	EDWIN'S DESIGN PREPARED BY	EDWIN'S DESIGN PREPARED BY
JACOBS DOCUMENT NUMBER A2214400-LYOB-DC-RD-1107	EDWIN'S DESIGN PREPARED BY	EDWIN'S DESIGN PREPARED BY

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

FROM COOMA

TO CANBERRA

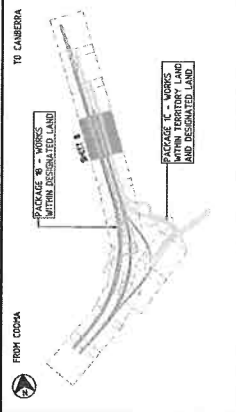
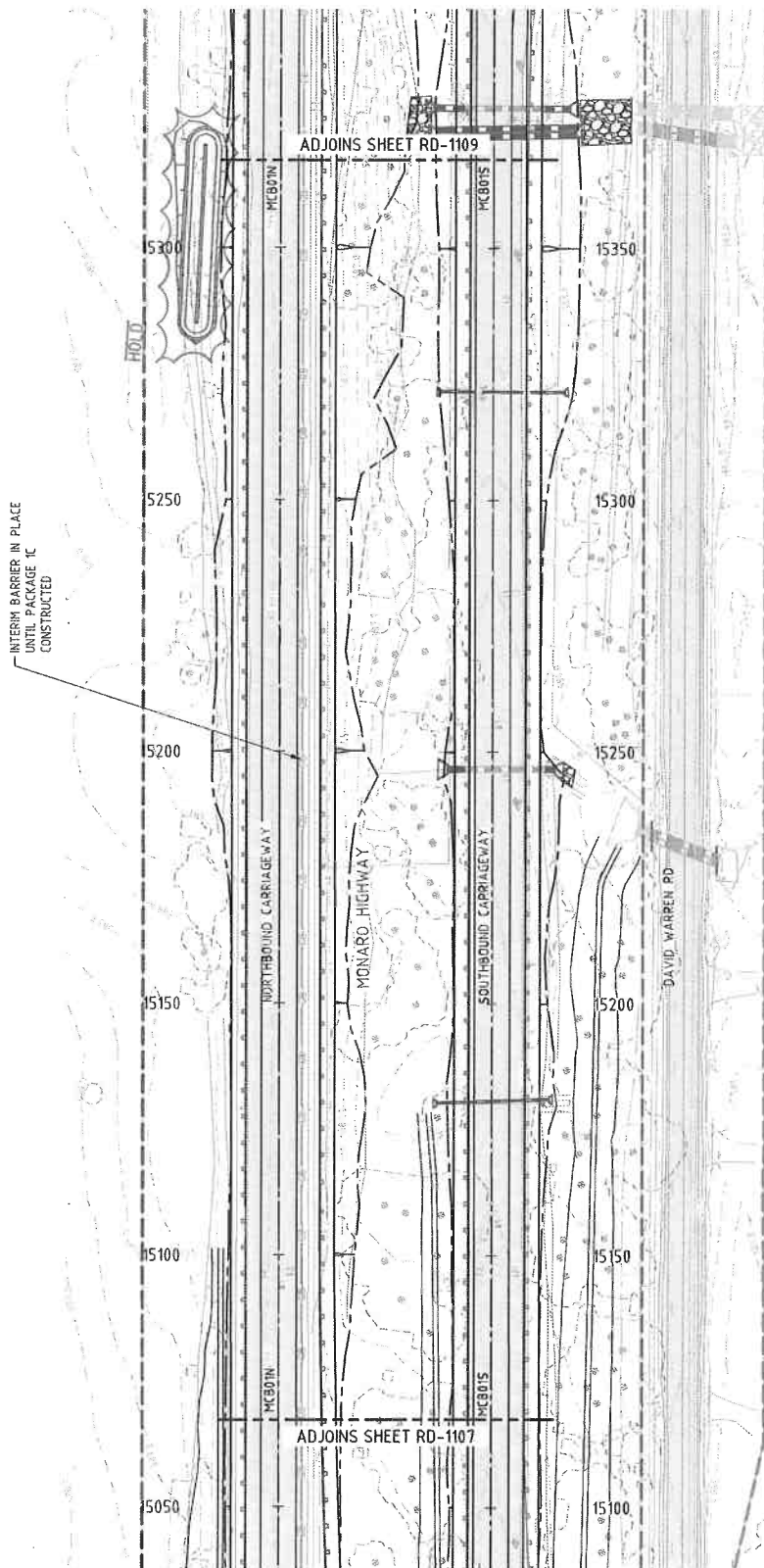
LEGEND

- GENERAL
- SURVEY
 - EXISTING FENCELINE
 - DIGITAL CADASTRE
 - PROJECT BOUNDARY
 - DESIGNATED LAND BOUNDARY
 - CONTROL LINE AND LABEL
 - EXISTING CONTOURS
 - EXISTING TREES / VEGETATION EXTENTS
 - EXISTING PAVEMENT
 - PROPOSED CONCRETE BARRIER
 - INTERIM CONCRETE BARRIER
 - PROPOSED W-BEAM SAFETY BARRIER
 - PROPOSED RETAINING WALL
 - PACKAGE 1C DESIGN
 - DRAINAGE - FOR REFERENCE ONLY

- PROPOSED WATER QUALITY BASIN
(LOCATIONS AND SIZES INDICATIVE ONLY).
TO BE UPDATED IN DETAILED DESIGN.
- PROPOSED DRAINAGE CULVERT / HEADWALL
 - PROPOSED SCOUR PROTECTION
 - EXISTING DRAINAGE CULVERT / HEADWALL
 - EXISTING DRAINAGE PIPE / PIT / HEADWALL

NOTES

- FOR GENERAL NOTES REFER TO LYOB SHEET No. GE-1021.
- FOR TYPICAL CROSS SECTIONS REFER TO LYOB SHEET No. RD-1051 TO RD-1053.
- REFER TO LYOB SHEET No. TC-101 TO TC-119 FOR COMPLETE LINE MARKING LAYOUT AT THE END OF PACKAGE 1B CONSTRUCTION. THE ULTIMATE LINE MARKING LAYOUT (AFTER PACKAGE 2 CONSTRUCTION) IS PROVIDED IN THE PSP DESIGN REPORT (A224400-RP-GA-094 REV1).
- POTENTIAL EXTENTS OF BRIDGING LAYER FOUNDATION EN-COUNTERS DURING CONSTRUCTION. REFER TO PSP GEOTECHNICAL INTERPRETIVE REPORT (A224400-RP-GI-116 REV1 SECTION 7.7.4).



KEY PLAN
NTS

NOT FOR CONSTRUCTION

ACT GOVERNMENT MONARO HIGHWAY PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY PLAN	ACT REGISTRATION No. 35254.300	ISSUE STATUS PSP DESIGN	SHEET No. RD-1108	REV 2
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ACT Government	CLINT
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DATE	NAME	PLAT BY
30/03/2021	S. RAME	SPRABHON
30/03/21	L. HALLIBURTON	
30/03/21	A. AAO	
30/03/21	J. TILLMANN	
30/03/21	R. FERGUSON	
30/03/21	R. ARDUGH	

JACOBS DOCUMENT NUMBER A224400-LYOB-DO-RD-1108	DESIGNED BY DAVID WARREN
---	-----------------------------

PROJECT BREAKDOWN STRUCTURE	SCALES ON A3 SIZE DRAWING
SCALE 1:1000	AT A3
SCALE 1:1000	AT A3

APPROVAL	APPROVAL
P. COON	R. ARDUGH

DESIGN MODEL FILES USED FOR DOCUMENTATION OF THIS DRAWING	PLAT BY
DESIGN MODEL FILES USED FOR DOCUMENTATION OF THIS DRAWING	PLAT BY



TO CANBERRA

LEGEND
GENERAL

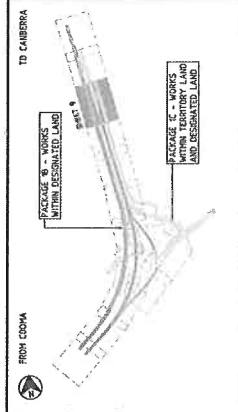
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	EXISTING FENCELINE
	DIGITAL CADASTRE
	PROJECT BOUNDARY
	DESIGNATED LAND BOUNDARY
	CONTROL LINE AND LABEL
	EXISTING CONTOURS
	EXISTING TREES / VEGETATION EXTENTS
	EXISTING PAVEMENT
	PROPOSED CONCRETE BARRIER
	INTERIM CONCRETE BARRIER
	PROPOSED W-BEAM SAFETY BARRIER
	PROPOSED RETAINING WALL
	PACKAGE 10 DESIGN
	DRAINAGE - FOR REFERENCE ONLY

DRAINAGE - FOR REFERENCE ONLY

	PROPOSED WATER QUALITY BASIN (LOCATIONS AND SIZES INDICATIVE ONLY. TO BE UPDATED IN DETAILED DESIGN.)
	PROPOSED DRAINAGE CULVERT / HEADWALL
	PROPOSED SCOUR PROTECTION
	EXISTING DRAINAGE CULVERT / HEADWALL
	EXISTING DRAINAGE PIPE / PIT / HEADWALL

NOTES

1. FOR GENERAL NOTES REFER TO LYOB SHEET NO. GE-102.
2. FOR GENERAL CROSS SECTIONS REFER TO LYOB SHEET NO. RD-0051 TO RD-0053.
3. REFER TO LYOB SHEET NO. TC-101 TO TC-113 FOR COMPLETE UNMARKING LAYOUT AT THE END OF PACKAGE 1B CONSTRUCTION. THE ULTIMATE UNMARKING LAYOUT (LATER PACKAGE 2 CONSTRUCTION) PROVIDED BY POTENTIAL EXTENTS OF BIOGEOGRAPHIC ZONATION TREATMENT DEPENDING ON GROUND CONDITIONS.
4. UN-COUNTERING DURING CONSTRUCTION. REFER TO PSP GEOTECHNICAL REVISE SECTION 7.7.2
IA2240-0P-06-16. REVISE SECTION 7.7.2



KEY PLAN
NTS

NOT FOR CONSTRUCTION

[illegible]

ACT GOVERNMENT MONROVIA HIGHWAY MONRO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY PLAN	35254.300	ACT PROJECTATION NO.	RD-1109	2
ISSUE 5 (1/15)	PSP DESIGN	REMARKS NO.	SHEET NO.	RD-1109
SHEET 5 OF 13				



FROM COOMA

TO CANBERRA

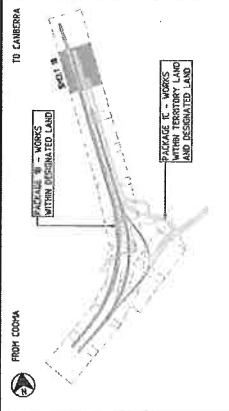
LEGEND

GENERAL	SURVEY
EXISTING FENCELINE	DIGITAL CADASTRE
PROJECT BOUNDARY	DESIGNATED LAND BOUNDARY
CONTROL LINE AND LABEL	EXISTING CONTOURS
EXISTING TREES / VEGETATION EXTENTS	EXISTING PAVEMENT
PROPOSED CONCRETE BARRIER	INTERIM CONCRETE BARRIER
PROPOSED W-BEAM SAFETY BARRIER	PROPOSED RETAINING WALL
PACKAGE 1C DESIGN	DRAINAGE - FOR REFERENCE ONLY

PROPOSED WATER QUALITY BASIN (LOCATIONS AND SIZES INDICATIVE ONLY). TO BE UPDATED IN DETAILED DESIGN.
PROPOSED DRAINAGE CULVERT / HEADWALL
PROPOSED SCOUR PROTECTION
EXISTING DRAINAGE CULVERT / HEADWALL
EXISTING DRAINAGE PIPE / PIT / HEADWALL

NOTES

- FOR GENERAL NOTES REFER TO LY08 SHEET No. GE-001.
- FOR TYPICAL CROSS SECTIONS REFER TO LY08 SHEET No. RD-1051 TO RD-1053.
- REFER TO LY08 SHEET No. TC-101 TO TC-113 FOR COMPLETE LINE MARKING LAYOUT AT THE END OF PACKAGE 1B CONSTRUCTION. THE ULTIMATE LINE MARKING LAYOUT AFTER PACKAGE 2 CONSTRUCTION IS PROVIDED IN THE PSP DESIGN REPORT IA224400-RP-GA-094. REV A. POTENTIAL EXTENTS OF BRIDGING LAYER FOUNDATION TREATMENT DEPENDING ON GROUND CONDITIONS EN-COUNTERED DURING CONSTRUCTION. REFER TO PSP GEOTECHNICAL INTERPRETIVE REPORT IA224400-RP-GI-116. REV B SECTION 7.7.4.



KEY PLAN
NTS

NOT FOR CONSTRUCTION

ACT GOVERNMENT MONARO HIGHWAY PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY PLAN	ACT REGISTRATION No. 35254.300	SHEET No. 13	RD
PROJECT DESIGN	RD-1110	2	



CLIENT	PROJECT NAME	PROJECT NO.	DATE
ALEXANDER MALCONOCHIE CENTRE	ROAD GEOMETRY PACKAGE 1B - LANYON DRIVE INTERSECTION	35254.300	20/03/2021

DESIGNER	CHECKER	DATE
JACOBS	J. L. HALLIBURTON	20/03/21
	A. KEO	20/03/21
	J. ATTILIANI	20/03/21

PROJECT / BREAKDOWN STRUCTURE	APPROVAL	DATE
ROAD GEOMETRY PACKAGE 1B - LANYON DRIVE INTERSECTION	P. CHEN R. AROUSH	20/03/21

DESIGNER / REVISION DESCRIPTION	DATE
FINAL PSP	20/03/21

FINAL PSP DOCUMENTATION HAS BEEN ISSUED BY JACOBS IN GOOD FAITH TO THE ACT GOVERNMENT FOR THE PURPOSES OF DELIVERY IN ORDER TO UNDERTAKE ITS REVIEW, AND USE BEYOND THIS REVIEW IS SUBJECT TO AGREEMENT ON FAIR AND NOT BEEN REACHED BETWEEN THE PARTIES.



FROM COOMA

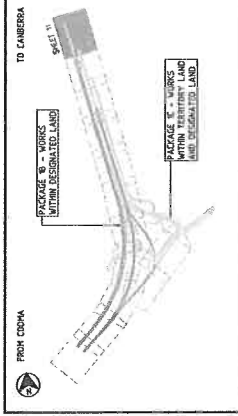
TO CANBERRA

LEGEND
GENERAL

	SURVEY
	EXISTING FENCELINE
	DIGITAL CADASTRE
	PROJECT BOUNDARY
	DESIGNATED LAND BOUNDARY
	CONTROL LINE AND LABEL
	EXISTING CONTOURS
	EXISTING TREES / VEGETATION EXTENTS
	EXISTING PAVEMENT
	PROPOSED CONCRETE BARRIER
	INTERIM CONCRETE BARRIER
	PROPOSED W-BEAM SAFETY BARRIER
	PROPOSED RETAINING WALL
	PACKAGE 1C DESIGN
DRAINAGE - FOR REFERENCE ONLY	
	PROPOSED WATER QUALITY BASIN (LOCATIONS AND SIZES INDICATIVE ONLY. TO BE UPDATED IN DETAILED DESIGN.)
	PROPOSED DRAINAGE CULVERT / HEADWALL
	PROPOSED SCOUR PROTECTION
	EXISTING DRAINAGE CULVERT / HEADWALL
	EXISTING DRAINAGE PIPE / PIT / HEADWALL

NOTES

1. FOR GENERAL NOTES REFER TO LY08 SHEET NO. GE-302.
2. FOR TYPICAL CROSS SECTIONS REFER TO LY08 SHEET NO. RD-1051 TO RD-1053.
3. REFER TO LY08 SHEET NO. TC-101 TO TC-113 FOR COMPLETE LANE MARKING LAYOUT AT THE END OF PACKAGE 1B CONSTRUCTION. THE ULTIMATE LANE MARKING LAYOUT AFTER PACKAGE 2 CONSTRUCTION IS PROVIDED IN THE PSP DESIGN PACKAGE 2 (A22400-RP-GA-094, REV. 1). THE POTENTIAL EXTENTS OF BRIDGING LATER FOUNDATION ENHANCEMENTS ARE SHOWN IN THE LATER FOUNDATION ENHANCEMENTS DURING CONSTRUCTION. REFER TO PSP GEOTECHNICAL REVISIVE PRODUCTION. REFER TO PSP A22400-RP-GA-016, REV. SECTION 7.2.4.



KEY PLAN
NTS

NOT FOR CONSTRUCTION



CLIENT

FLAT DATE/TIME	FLAT/FY	SPR/amen
30.03.2021		
	TITLE	NAME DATE
	DRAWN	S. PAINE 30.03.21
	DRG CHECK	L. HALLIDAY 30.03.21
	DESIGN	A. JAO 30.03.21
	DESIGN CHECK	J. ATTELLAWAGE 30.03.21
	DESIGN MGR	R. FERGUSON 30.03.21
	PROJECT MGR	R. AROUSH 30.03.21

JACOBS

JACOBS DOCUMENT NUMBER
JA224600-LYDS-GR-1111

DRAWINGS DESIGN PREPARED BY

AKS 37 001 024 005 and AKS 001 024 005
AKS 001 024 005
Level 7, 177 Pacific Highway
North Sydney, NSW 2060
AUSTRALIA

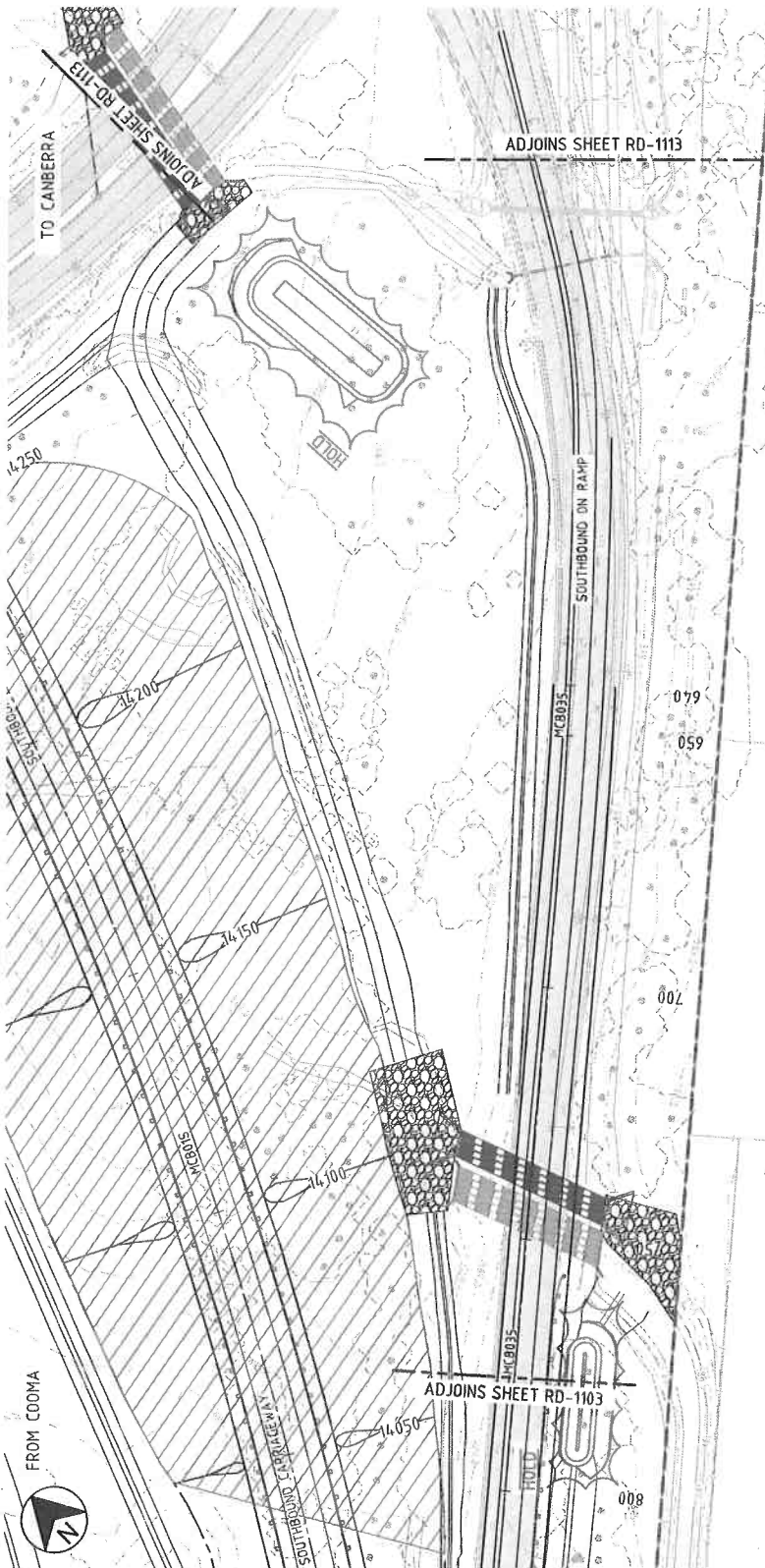
Tel +61 2 6020 2100
Fax +61 2 6024 2500
Web: www.jacobs.com

PROJECT BREAKDOWN STRUCTURE	
SCALES ON A3 SIZE DRAWINGS	
STROMLOO COORDINATE SYSTEM	HEIGHT DATUM AHD
AG066	

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E	AMENDMENT /REVISION DESCRIPTION	APPROVAL		
10.20	80A PSP DRAFT	P. CHON		
00.21	FINAL PSP	R. AMROUSH		

DRAWING FILE LOCATION \\\NAME	PLOT DATE	PLOT TIME
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DESIGN MODEL RELEASED FOR DOCUMENTATION OF THE DRAWING	REV	DATE
FINAL P&ID DOCUMENTATION HAS BEEN ISSUED BY JACOBS TO SUPPORT THE TERRITORY'S PROJECT DELIVERY IN ORDER TO UNDERTAKE ITS REVIEWS, AND USE BEYOND THIS REVIEW IS SUBJECT TO AGREEMENT ON FAIR PAYMENT FOR THIS WORK, WHICH HAS NOT BEEN REACHED BETWEEN THE PARTIES	2	30

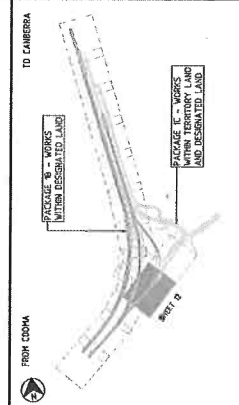
REVIEWS, AND USE BEYOND THIS REVIEW IS
SUBJECT TO AGREEMENT ON FAIR
PAYMENT FOR THIS WORK, WHICH HAS
NOT BEEN REACHED BETWEEN THE PARTIES



- | LEGEND
GENERAL | | SURVEY | |
|-------------------|--|--------|--|
| | EXISTING FENCELINE | | |
| | DIGITAL CADASTRE | | |
| | PROJECT BOUNDARY | | |
| | DESIGNATED LAND BOUNDARY | | |
| | CONTROL LINE AND LABEL | | |
| | EXISTING CONTOURS | | |
| | EXISTING TREES / VEGETATION EXTENTS | | |
| | EXISTING PAVEMENT | | |
| | PROPOSED CONCRETE BARRIER | | |
| | INTERIM CONCRETE BARRIER | | |
| | PROPOSED W-BEAM SAFETY BARRIER | | |
| | PROPOSED RETAINING WALL | | |
| | PACKAGE 1C DESIGN | | |
| | DRainage - FOR REFERENCE ONLY | | |
| | PROPOSED WATER QUALITY BASIN LOCATIONS AND SIZES INDICATIVE ONLY TO BE UPDATED IN DETAILED DESIGN. | | |
| | PROPOSED DRAINAGE CULVERT / HEADWALL | | |
| | PROPOSED SCOUR PROTECTION | | |
| | EXISTING DRAINAGE CULVERT / HEADWALL | | |
| | EXISTING DRAINAGE PIPE / PIT / HEADWALL | | |

NOTES

- FOR GENERAL NOTES REFER TO LYOB SHEET NO. CE-1021.
FOR TYPICAL CROSS SECTIONS REFER TO LYOB SHEET
No. RD-4051 TO RD-4053.
REFER TO LYOB SHEET NO. TC-1101 TO TC-1113 FOR
COMPLETE LEBMARKING LAYOUT AT THE END OF
PACKAGE 1B CONSTRUCTION. THE ULTIMATE UNEMARKING
LAYOUT AFTER PACKAGE 2 CONSTRUCTION IS PROVIDED
IN THE PSP DESIGN REPORT IAZ24400-RP-G4-09, REV. A.
TREATMENT OF THE REMAINING LAYER FOUNDATION
EN-COUNTERS DURING CONSTRUCTION. REFER TO PSP
GEOTECHNICAL INVESTIGATIVE REPORT
IAZ24400-RP-G4-16, REV. B SECTION 7.7.4



KEY PLAN
NTS

NOT FOR CONSTRUCTION

[illegible]

ACT GOVERNMENT
MONARO HIGHWAY
MONARO HIGHWAY
PACKAGE 1B-1
ROAD GEOMETRIC
PLAN

ACT GOVERNMENT
MONARO HIGHWAY



LEGEND
GENERAL

NOTES

- | No. | FOR | FOR | No. |
|-----|-----|-----|-----|
| 1. | | | |
| 2. | | | |



KEY PLAN
NTS

NOT FOR CONSTRUCTION

[illegible]

ACT GOVERNMENT MONARD HIGHWAY MONARD HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY PLAN	ACT REGISTRATION NO. 35254.300	ISSUE STATUS RPT DESIGN	EDMS NO. RD-1113	SHEET NO. 1	DATE 11/13/13	SHEET 13 OF 13
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NOT FOR CONSTRUCTION

ACT GOVERNMENT
MONARO HIGHWAY
MONARO HIGHWAY UPGRADE PROGRAM
PACKAGE 1B - LANYON DRIVE INTERSECTION
ROAD GEOMETRY
LONGITUDINAL SECTION - MONARO HIGHWAY NORTHBOUND (MCB01N)

ACT PROJECT NUMBER: 35254.300

ISSUE STATUS: PSP DESIGN

SHEET NO: RD-1203

REV: 12

CLIENT

ACT GOVERNMENT

ACT PROJECT NUMBER: 35254.300

ISSUE STATUS: PSP DESIGN

SHEET NO: RD-1203

REV: 12

PROJECT INFORMATION

PROJECT NAME: MONARO HIGHWAY UPGRADE PROGRAM

PROJECT NUMBER: 35254.300

ISSUE STATUS: PSP DESIGN

SHEET NO: RD-1203

REV: 12

DESIGN INFORMATION

DESIGN NAME: MONARO HIGHWAY UPGRADE PROGRAM

DESIGN NUMBER: 35254.300

ISSUE STATUS: PSP DESIGN

SHEET NO: RD-1203

REV: 12

APPROVAL

DESIGNER: J. HILLMAN

CHECKER: J. HILLMAN

DATE: 30.03.21

DATE: 30.03.21

LEGEND

PROPOSED DESIGN

EXISTING PAVEMENT

EXISTING GRADES

DATUM R.L. 583.0

VERTICAL ALIGNMENT

HORIZONTAL ALIGNMENT

DESIGN LEVELS

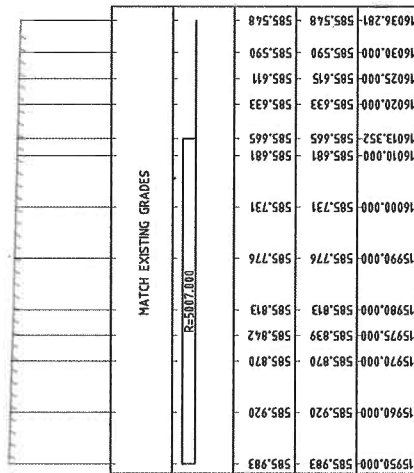
EXISTING LEVELS

CHAINAGE

CHAINAGE

LEGEND

	PROPOSED DESIGN
	SURVEY
	EXISTING PAVEMENT



A3	ACT GOVERNMENT MONARO HIGHWAY MONARO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY LONGITUDINAL SECTION - MONARO HIGHWAY NORTHBOUND (MC60N)	SHEET 9 OF 9 (OF SHEET 8 OF 8) RD-1209
	ACT REGISTRATION NO. 35254.300	RD-1209
	ISSUE STATUS	SHEET NO.
	PSP DESIGN	RD-1209
	ENDS No.	



CLIENT

FLIGHT DATE / TIME	FLIGHT BY	
29/03/2021	S. Shalman	
TITLE	NAME	DATE
DRAWN	S. SHANE	30.03.21
ORG CHECK	L. HALLIBURTON	30.03.21
DESIGN	A. AYO	30.03.21
DESIGN CHECK	A. ATTILUWAGE	30.03.21
DESIGN MGR	R. FERGUSON	30.03.21
PROJECT MGR	R. MCKINOSH	30.03.21

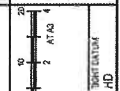
JACOBS
DRAWINGS / DESIGN PREPARED BY

JACOBS

JACOBS ENGINEERING
W2244041 Y08-DG-RD-1207

APR 30 2013 12:02 and 4:20 PM 024 095
Jacobs Group (Australia) Pty Ltd
Level 5, 117 Pacific Highway
Sydney NSW 2000
AUSTRALIA

Tel: +61 2 9020 3100
Fax: +61 2 9020 3101
WWW: www.jacobs.com



PROJECT BREAKDOWN STRUCTURE

SCALES ON A3 SIZE DRAWING

HORIZ. : 1/1000

VERT. : 1/200

STROMLO COORDINATE S

AGD86

07/14/2011	08/03/2011	11:44:43 AM	APPROVAL	S. MROUSSI
REVISION DESCRIPTION				
FINAL PSP				

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FINAL PSP DOCUMENTATION HAS BEEN ISSUED BY JACOBS IN GOOD FAITH TO SUPPORT THE TERRITORY'S PROJECT DELIVERY IN ORDER TO UNDERTAKE ITS OBLIGATIONS. BECAUSE THIS REVIEW IS SUBJECT TO AGREEMENT FROM THE PAYMENT FOR THIS WORK, WHICH HAS NOT BEEN REACHED BETWEEN THE PARTIES	1	30

LEGEND — PROPOSED DESIGN

DRAWING FILE LOCATION NAME	PLOT DATE/TIME
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FINAL PSD DOCUMENTATION HAS BEEN GENERATED TO SUPPORT THE PROJECT'S SUPPLY IN ORDER TO UNDERTAKE ITS REVIEW AND USE BEYOND THIS REVIEW IS SUBJECT TO AGREEMENT ON FAIR PAYMENT FOR THIS WORK, WHICH HAS NOT YET BEEN REACHED BETWEEN THE PARTIES.

[illegible][illegible]

ACT
Government

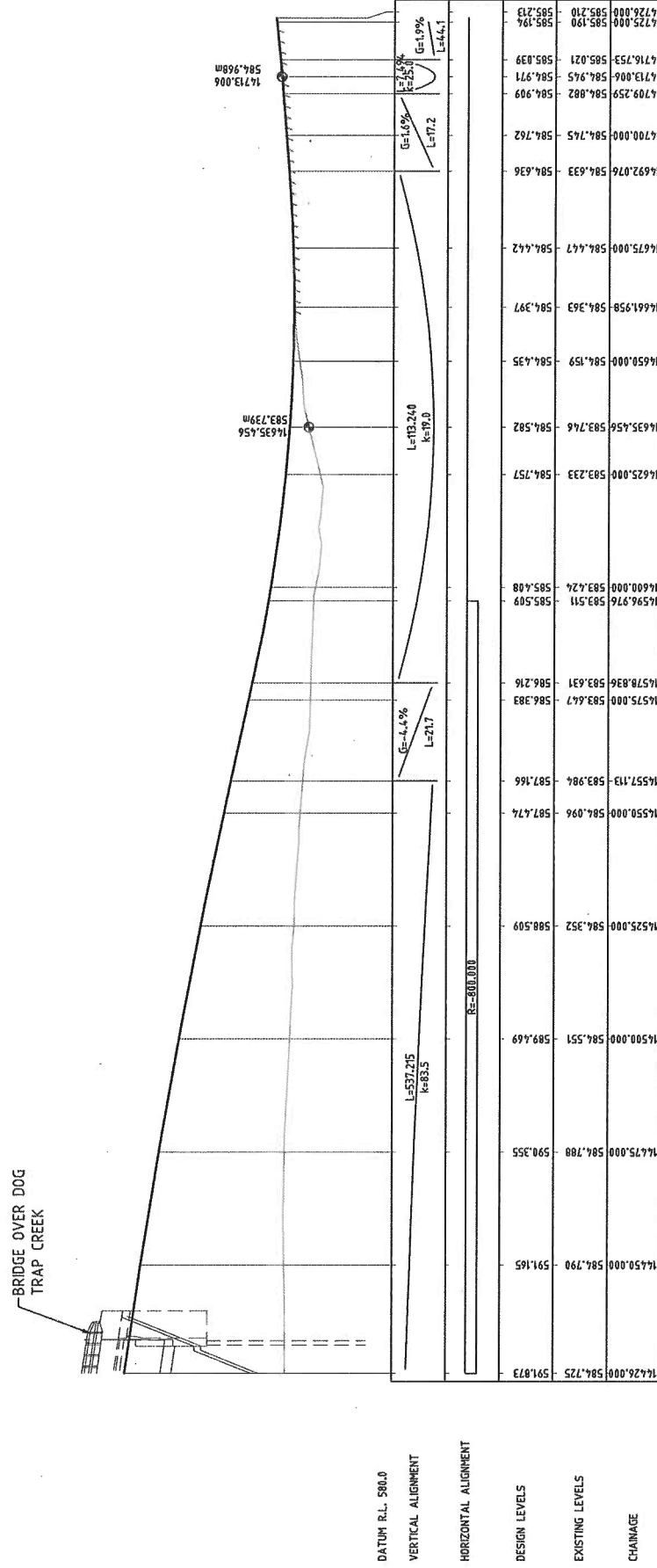


QUEST

NOT FOR CONSTRUCTION		A3	
		PART 1 DATE: 01/11/14	
ACT GOVERNMENT MONARO HIGHWAY MONARO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY LONGITUDINAL SECTION - MONARO HIGHWAY SOUTHBOUND (MCB01S)		SHEET No. RD-1714	SHEET No. RD-1714
ACT REGISTRATION No.		35254.300	DATE STATUS PSP DESIGN

NOT FOR CONSTRUCTION

LONGITUDINAL SECTION - MONARO HIGHWAY SOUTHBOUND (MCB01S)



DATUM R.L. 580.0

VERTICAL ALIGNMENT

HORIZONTAL ALIGNMENT

DESIGN LEVELS

EXISTING LEVELS

CHAINAGE

LEGEND

SURVEY  **EXISTING PAVEMENT**

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1

NOT FOR CONSTRUCTION

A3	ACT GOVERNMENT MONARHO HIGHWAY MONARHO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY ROAD DESIGN		SHEET 6 OF 77 OF PROJECT SHEET 6 OF 77 OF PROJECT LONGITUDINAL SECTION - MONARHO HIGHWAY SOUTHBOUND (MC3801S)	
	ACT REGISTRATION No. 35254.300	DATE OF ISSUE PDP DESIGN	DEDUCE No. RD-1216	YEAR 12

[illegible]

			EIGHT DATUM HD	
		20 10 0	ATAS 4	

PROJECT: BREAST-MNH STRUCTURE

STATION: 1

SCALE: ON A3 SIZE DRAWING

HORIZ. 1:1000

VERT. 1:200

STROMLO COORDINATES

AGD66

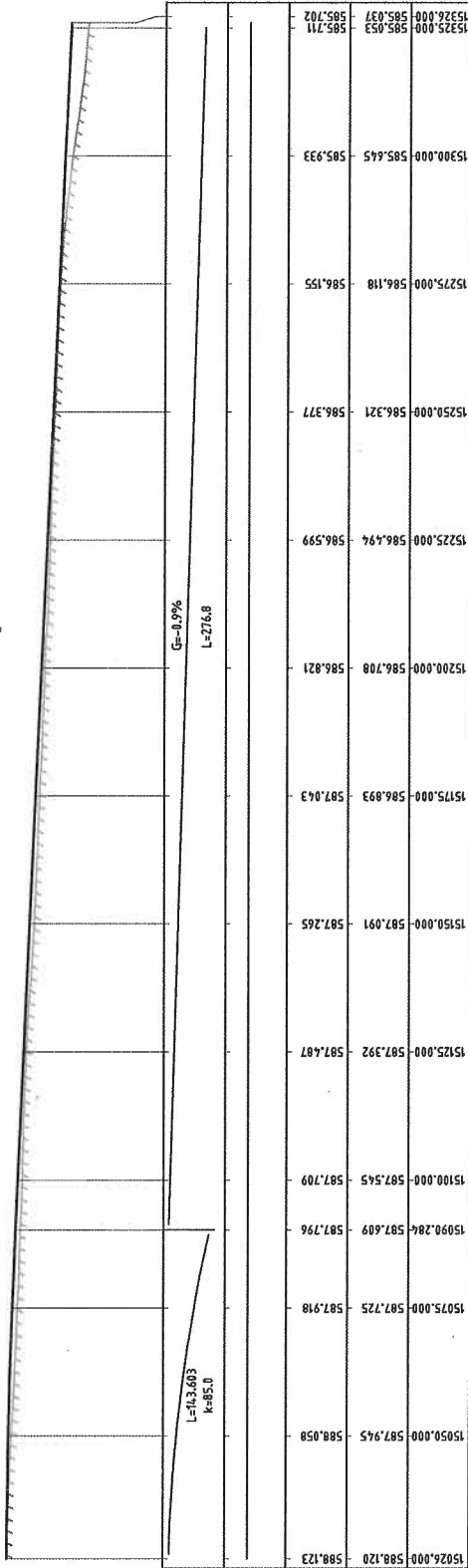
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1	15.09.20	804 RSP BHFT	P. COHEN	SUBMITTED
2	30.09.21	FINAL PSP	R. HATFIELD	APPROVED

PAYING FILE LOCATION NAME PLOT DATE/TIME
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— PROPOSED DESIGN

LONGITUDINAL SECTION - MONARO HIGHWAY SOUTHBOUND (MCB015)



DATUM R.L. 582.0

VERTICAL ALIGNMENT

HORIZONTAL ALIGNMENT

DESIGN LEVELS

EXISTING LEVELS

CHAINAGE

SURVEY

EXISTING PAVEMENT

4

5000

100

LEGEND

PROPOSED DESIGN SURVEY EXISTING PAVEMENT

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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING: REV 2 30/03/21 FINAL PSP
FINAL PSP DOCUMENTATION HAS BEEN ISSUED BY JACOBS IN GOOD FAITH TO SUPPORT THE TERRITORY'S PROJECT DELIVERY IN ORDER TO UNDERTAKE ITS PAYMENT FOR THIS WORK, WHICH HAS NOT BEEN REACHED BETWEEN THE PARTIES

PROJECT PRELIMINARY STRUCTURE	APPROVAL	REASON FOR REVISION
SRUBMAN	P. CHAN	80% PSP DRAFT
SRUBMAN	R. ANDRUSH	FINAL PSP

STANDARD COORDINATE SYSTEM	HEIGHT DATUM
AGDS85	AHD

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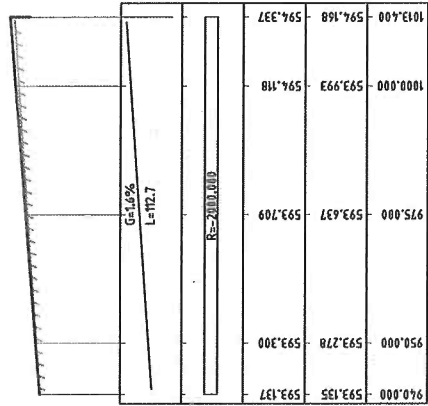
NAME	DATE
S. CHAN	30/03/21
DESIGN CHECK	30/03/21
DESIGN	30/03/21
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DESIGN	30/03/21
DESIGN CHECK	30/03/21
DESIGN	30/03/21
DESIGN CHECK	30/03/21
DESIGN	30/03/21

CLIENT



ACT GOVERNMENT
ROADS
MONARO HIGHWAY UPGRADE PROGRAM
PACKAGE 1B - LANYON DRIVE INTERSECTION
ROAD GEOMETRY
LONGITUDINAL SECTION - MONARO HIGHWAY SOUTHBOUND ON RAMP (MCB035)
ACT REGISTRATION NO. 35254.300
ISSUE STATUS: PSP DESIGN
SHEET NO. RD-1222
PAGE 2

LONGITUDINAL SECTION - MONARO HIGHWAY SOUTHBOUND ON RAMP (MCB035)



DATUM R.L. 590.0

VERTICAL ALIGNMENT

HORIZONTAL ALIGNMENT

DESIGN LEVELS

EXISTING LEVELS

CHAINAGE

NOT FOR CONSTRUCTION

ACT GOVERNMENT ROADS AND TRANSPORT MONARO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCB01N) ACT REGISTRATION No. 35254.300 ISSUE STATUS PSP DESIGN	PROJECT NAME RD-1301	SHEET No. 2
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CLIENT	ACT GOVERNMENT
PROJECT NAME	RD-1301
PROJECT NO.	35254.300
ISSUE STATUS	PSP DESIGN

DATE	NAME	BY	DATE
20/03/2021	L. HILLIARD	DESIGN	20/03/2021
20/03/21	A. JAO	DESIGN	20/03/21
20/03/21	J. ATULLUWAGE	DESIGN	20/03/21
20/03/21	R. FERRESON	DESIGN	20/03/21
20/03/21	R. ARDUSH	DESIGN	20/03/21

JACOBS DOCUMENT NUMBER J224400-LYDB-DC-RD-1301 DRAWINGS / DESIGN PREPARED BY	JACOBS 100 Sturt Street Melbourne VIC 3000 Australia Tel: +61 3 9603 3300 Fax: +61 3 9603 3300 Web: www.jacobs.com
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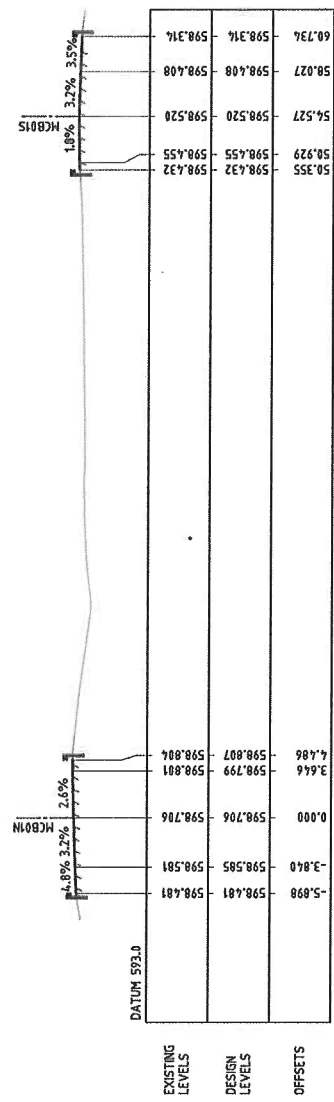
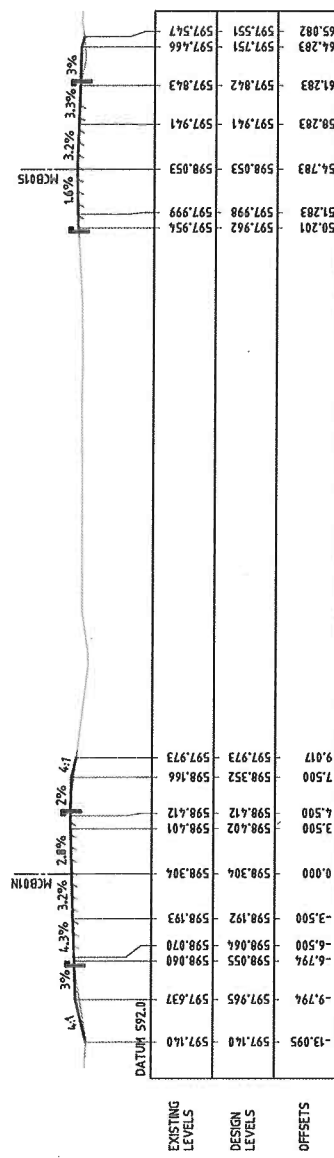
PROJECT BRIEF AND STRUCTURE	SCALE 1:400	STRAIGHT COORDINATE SYSTEM	HEIGHT DATUM AHD
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APPROVAL	DATE	DESCRIPTION
P. CHON	12/03/20	80% PSP DRAFT
R. ARDUSH	20/03/21	FINAL PSP

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LEGEND

CONTROL LINE SAFETY BARRIER EXISTING PAVEMENT EXISTING SURFACE DESIGN SURFACE



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ACT GOVERNMENT MONARO HIGHWAY MONARO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCB01N)	ACT Government	35254.300	RD-1302
ACT REGISTRATION NO. PSP DESIGN	EDMS NO. R. ARDISH	30.03.21	2

CLIENT	PROJECT NAME	PROJECT NUMBER	PROJECT DATE
ACT Government	MONARO HIGHWAY UPGRADE PROGRAM	1B214004LYDB-DC-RD-1302	29/03/2021
DESIGNER	DATE	DESIGNER	DATE
JACOBS	30.03.21	JACOBS	30.03.21
DESIGN CHECK	30.03.21	DESIGN CHECK	30.03.21
DESIGN APPROV	30.03.21	DESIGN APPROV	30.03.21
PROJECT MANAGER	30.03.21	PROJECT MANAGER	30.03.21

JACOBS	100% OF ROAD CROSS SECTION AND ACTIVITY 015-005
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JACOBS CROSS SECTION (PSP) 100% OF ROAD CROSS SECTION AND ACTIVITY 015-005	100% OF ROAD CROSS SECTION AND ACTIVITY 015-005
JACOBS CROSS SECTION (PSP) 100% OF ROAD CROSS SECTION AND ACTIVITY 015-005	100% OF ROAD CROSS SECTION AND ACTIVITY 015-005

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2 1:1000	2 1:1000	2 1:1000	2 1:1000

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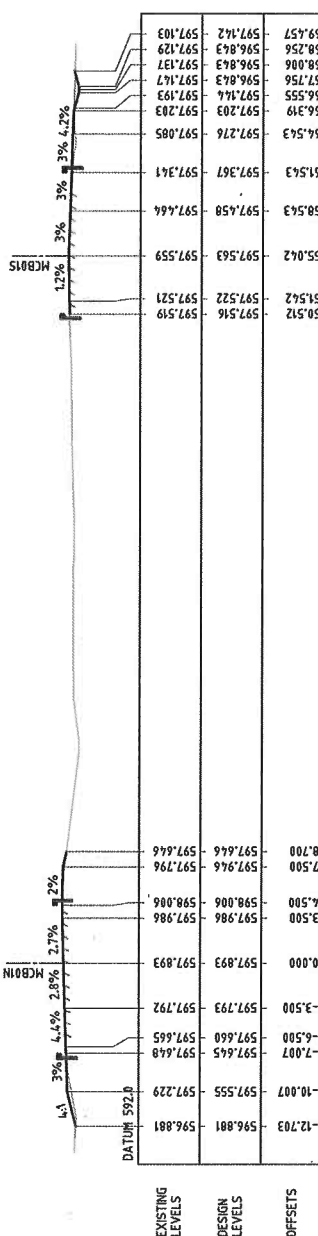
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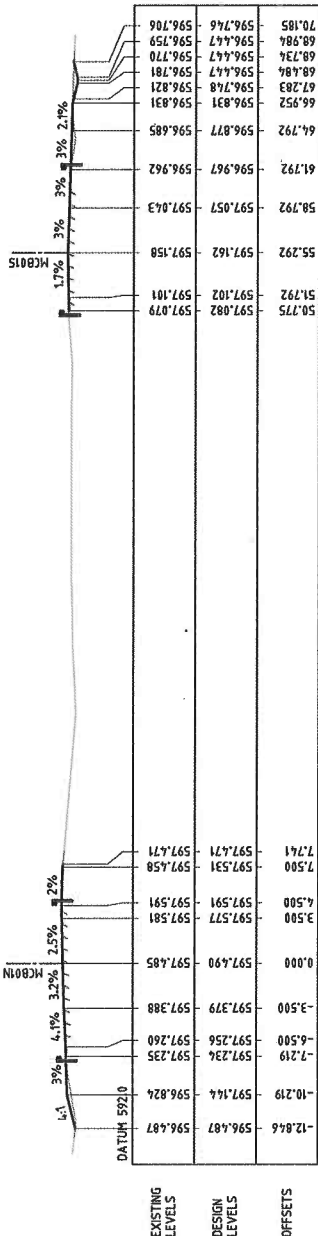
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CONTROL LINE SAFETY BARRIER EXISTING PAVEMENT EXISTING SURFACE DESIGN SURFACE

13600



13625



NOT FOR CONSTRUCTION

ACT GOVERNMENT ROADS AND TRANSPORT MONARO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCB01N) ACT REGISTRATION No. 35254.300 ISSUE STATUS PSP DESIGN	PROJECT NAME RD-1303	SHEET No. 2
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DATE	NAME	DATE	NAME
20.03.21	2. NAME	20.03.21	1. HUBBARD
20.03.21	DESIGN	20.03.21	DESIGN CHECK
20.03.21	DESIGN CHECK	20.03.21	DESIGN CHECK
20.03.21	DESIGN CHECK	20.03.21	DESIGN CHECK

JACOBS PROJECT NUMBER M224600-LYDB-DC-RD-1303	JACOBS PROJECT NAME MONARO HIGHWAY UPGRADE PROGRAM
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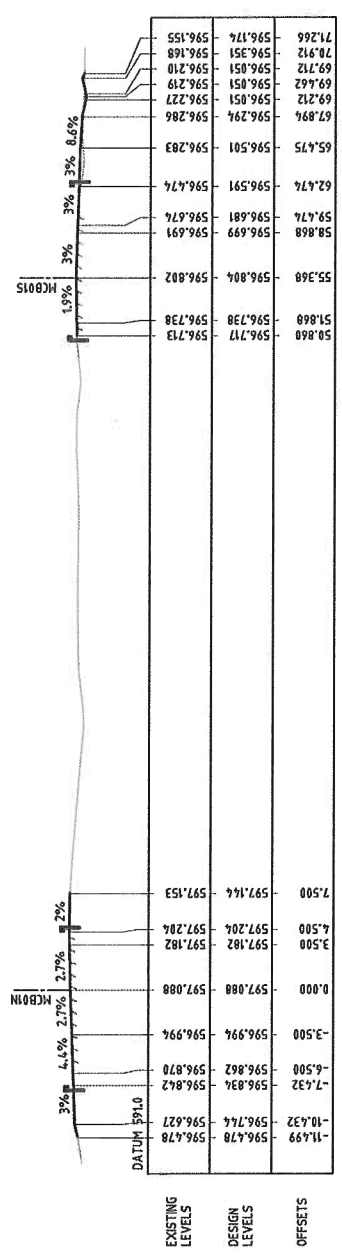
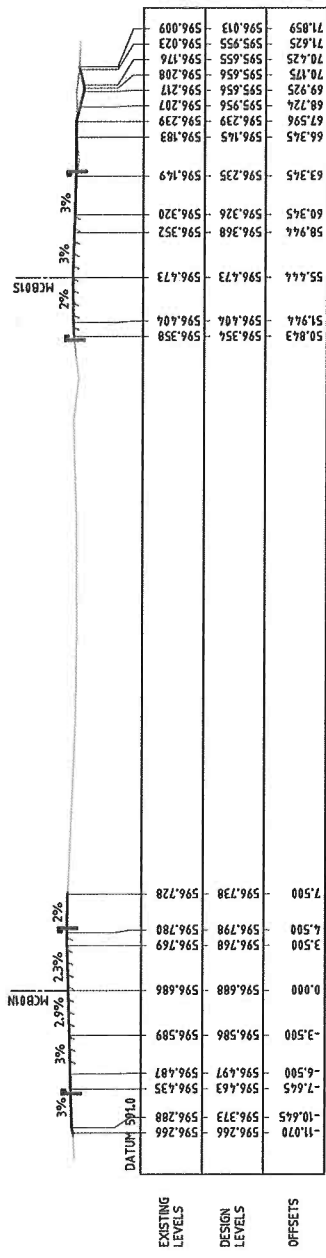
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APPROVAL	DATE	APPROVAL	DATE
P. CHON	12.03.20	P. CHON	12.03.20
R. ARDUGH	20.03.21	R. ARDUGH	20.03.21

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LEGEND

CONTROL LINE SAFETY BARRIER EXISTING PAVEMENT EXISTING SURFACE DESIGN SURFACE



A3	ACT GOVERNMENT HIGHWAY MONARDO HIGHWAY UPGRADE PROGRAM PACKAGE 1B LANYON DRIVE INTERSECTION ROAD GEOMETRY SHEET 5 OF 41 CROSS SECTION MONARDO HIGHWAY NORTHBOUND (ACSB70)	DATE 10/1/2011	RD NO RD-1305
	ACT PROJECT NUMBER 35254.300	SHEET NO 2	ISSUE STATUS PSB DESIGN

Jacobs

AS/NZS 37 891 024 025 and AS/NZS 37 891 024 025
Jacobs Group (Australia) Pty Ltd
Level 7, 177 Pacific Highway
North Sydney, NSW 2060
AUSTRALIA

PROJECT BREAKDOWN STRUCTURE	Station
APPROVAL	
DESIGN	
PLANNING	
	
STROMLO COORDINATE SYSTEM	HEIGHT DATUM
AGS966	AHD

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CONTROL

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ACT GOVERNMENT MONARO HIGHWAY MONARO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCB01N)	SHEET NO. RD-1306
35254.300	2

ACT Government	PROJECT NO. RD-1306
DATE 29/03/2021	DESIGN NO. R. FERRELL
DATE 29/03/2021	PROJECT MANAGER R. FERRELL

CLIENT ACT GOVERNMENT	DATE 29/03/2021
DATE 29/03/2021	DATE 29/03/2021
DATE 29/03/2021	DATE 29/03/2021
DATE 29/03/2021	DATE 29/03/2021

JACOBS JACOBS ENGINEERING GROUP JACOBS ENGINEERING GROUP JACOBS ENGINEERING GROUP	DATE 29/03/2021
DATE 29/03/2021	DATE 29/03/2021
DATE 29/03/2021	DATE 29/03/2021

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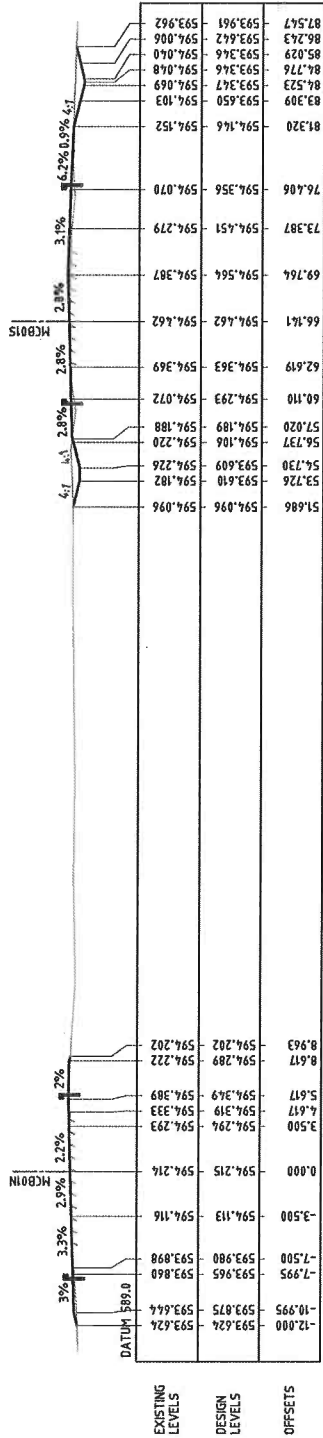
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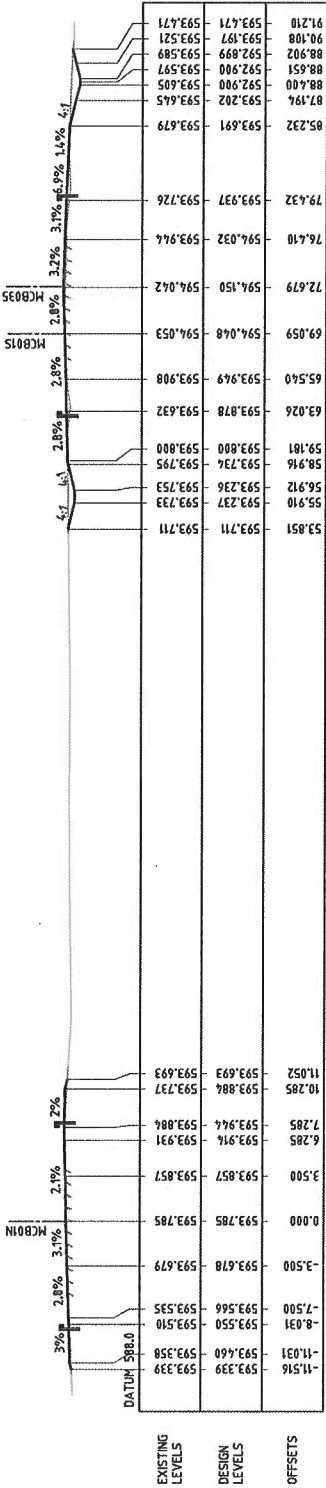
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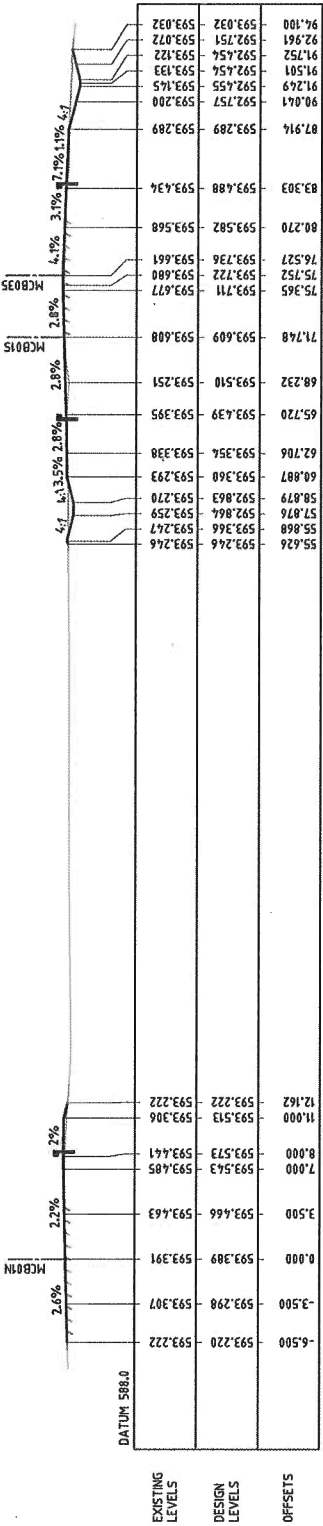
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ACT GOVERNMENT
ACT HIGHWAY
MONARO HIGHWAY UPGRADE PROGRAM
PACKAGE 1B - LANYON DRIVE INTERSECTION
ROAD GEOMETRY
CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCBS1N)
SHEET 7 OF 41
ACT REGISTRATION NO. 35254.300
ISSUE STATUS
PSP DESIGN



CLIENT	PROJECT NAME	PROJECT NUMBER	PROJECT DATE
ACT GOVERNMENT	MONARO HIGHWAY UPGRADE PROGRAM	35254.300	2020.03.21

DESIGNER	CHECKER	DATE
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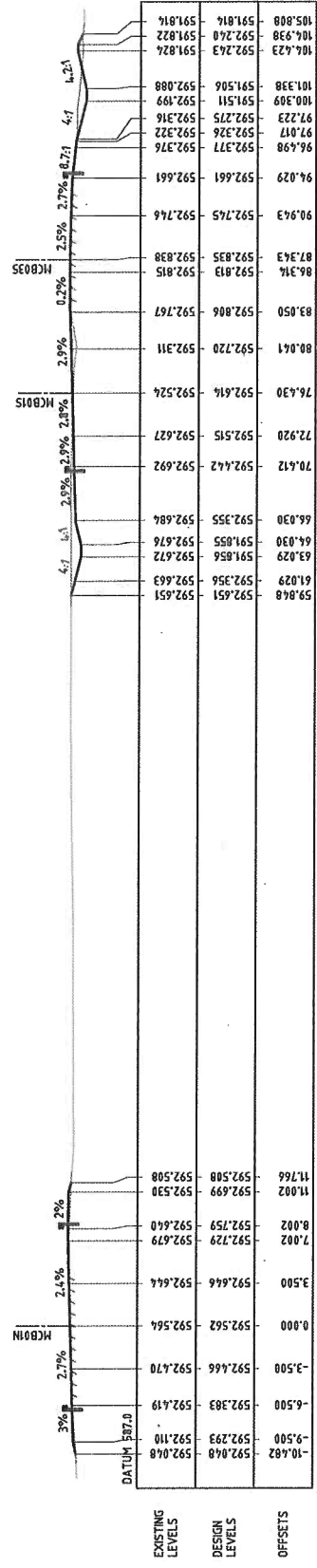
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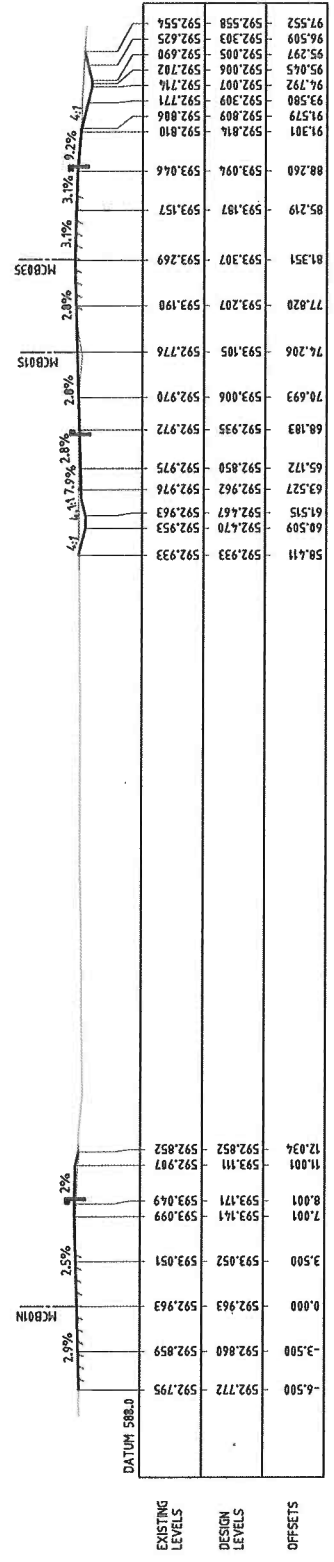
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JACOBS	JACOBS	2020.03.21

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13925



13900

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ACT GOVERNMENT MONARHO HIGHWAY MONARHO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY ROAD SECTION - MONARHO HIGHWAY NORTHBOUND (MCB01N)	ACT PROJECT NO. 35254.300	ISSUE STATUS PSP DESIGN	ISSUE NO. RD-1309	PROJECT NO. 2	DATE 12/1/2011
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CLIENT	FLYER	FLYER BY	FLYER DATE/TIME	TITLE	NAME	DATE
		Shahman	26/03/2021			
				DRAWN	S. PAME	30.03.21
				DIG CHECK	L. HALLIBURTON	30.03.21
				DESIGN	A. JAO	30.03.21
				DESIGN CHECK	J. LUTHLING	30.03.21
				DESIGN MNR	R. FERGUSON	30.03.21
				PROJECT MNR	R. MCKOUGH	30.03.21

JACOBS DOCUMENT NUMBER
J2224400-LY08-DG-RD-1309

PLANNING/DESIGN PREPARED BY

JACOBS

ADIN 37 001 024 000 and ADIN 301 074 005
Jacobs Group (Australia) Pty Ltd
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AUSTRALIA

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Fax +61 2 9239 2550
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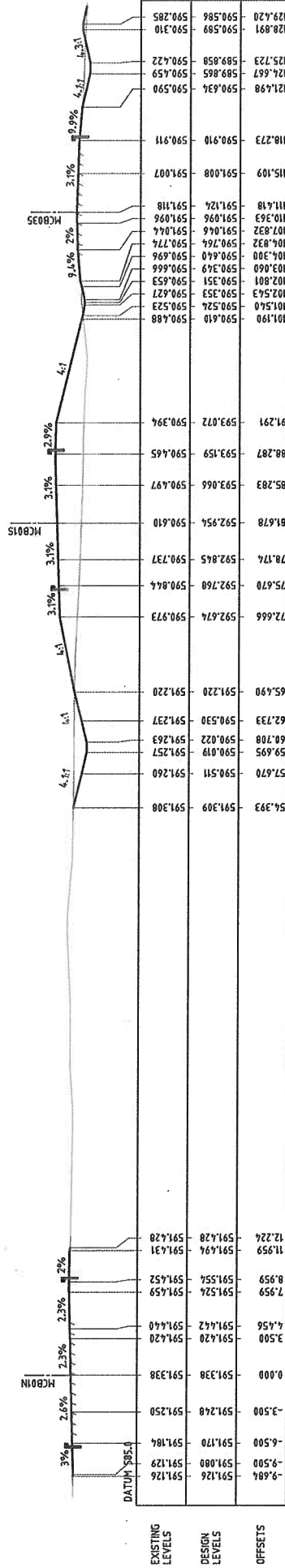
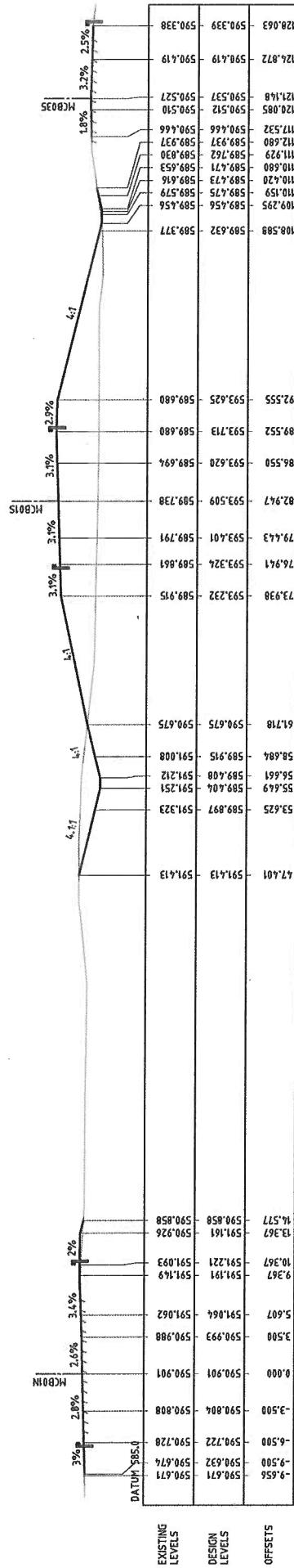
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AGD86			AHD

DATE	AUCTION / REVISION DESCRIPTION	APPROVAL
12.10.20	SCM POP DRAFT	P. CHON
20.03.21	FINAL PSP	R. AKROUSH

	FLOT DATE/TIME	FLOT DATE/TIME
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LEGEND

XX CONTROL LINE SAFETY BARRIER EXISTING PAVEMENT EXISTING SURFACE DESIGN SURFACE



00071

ACT GOVERNMENT MONARRO HIGHWAY MONARRO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONARRO HIGHWAY NORTHBOUND (MCB01YN)	SHEET 10 OF 41	PARCEL NO. 2
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PROJECT NO. 35254.300	DRAWING NO.	P&P DESIGN



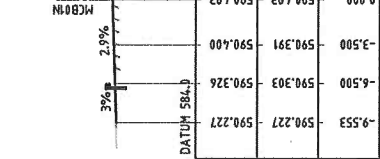
142065 EQUIPMENT RAILROAD
 14274400-LY 108-DG-RD-1310
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 North Sydney NSW 2060
 AUSTRALIA
 Tel: +61 1 9398 3110
 Fax: +61 1 938 2920
 Web: www.jacobs.com

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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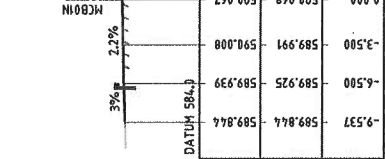


XX) CONTROL LINE SAFETY BARRIER

LEGEND



14075



EXISTING
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EXISTING
LEVELS

NOT FOR CONSTRUCTION

ACT GOVERNMENT
MONARO HIGHWAY
PACKAGE 1B - LANYON DRIVE INTERSECTION
ROAD GEOMETRY
CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCB015)
SHEET 12 OF 41
ISSUE NO. 35254.300
ISSUE STATUS: RD
PSP DESIGN

CLIENT
ACT GOVERNMENT
DATE: 29/03/2021
DRAWN: J. HALLIBURTON
CHECKED: J. HALLIBURTON
DESIGNED: J. HALLIBURTON
PROJECT MANAGER: R. ARDSON

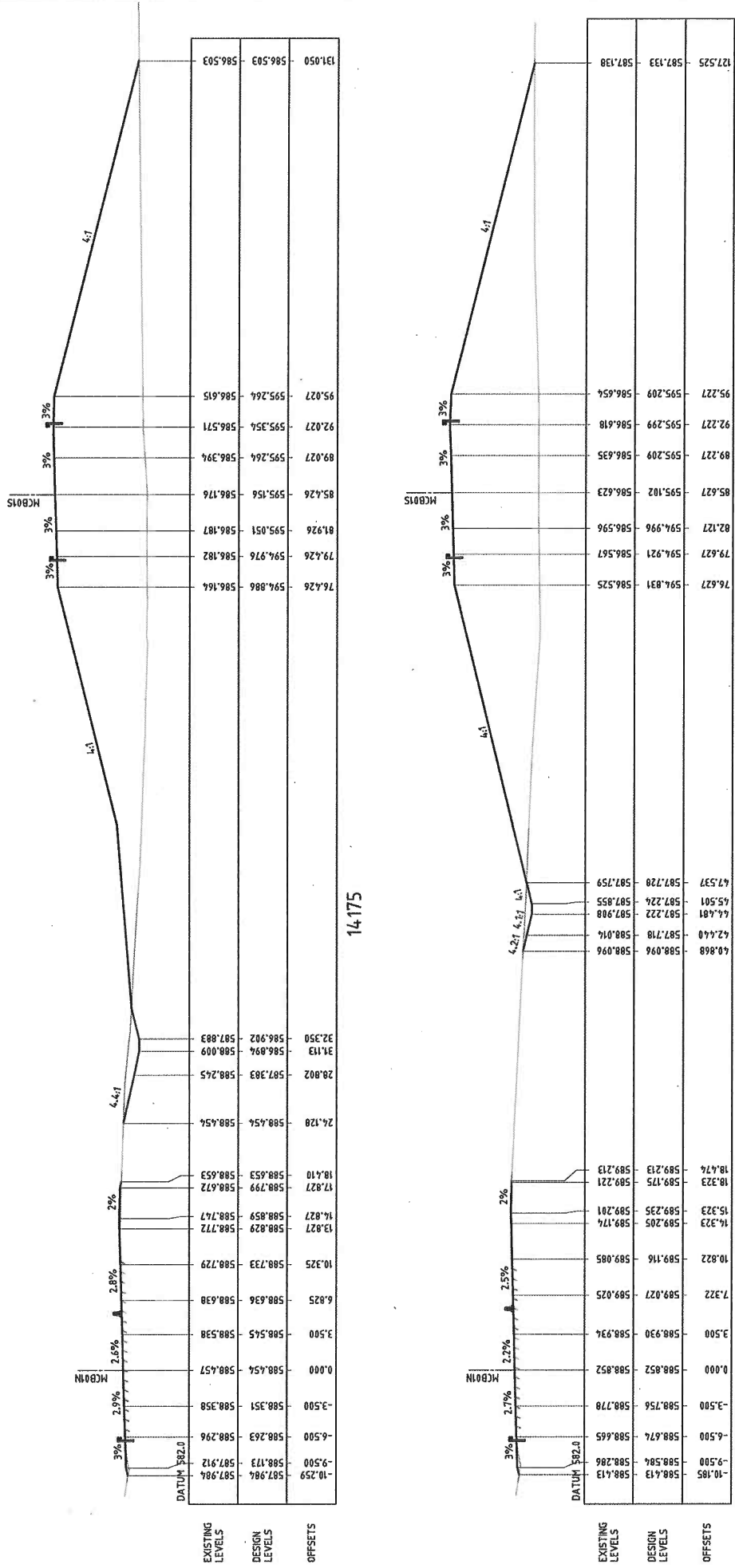
PROJECT INFORMATION
PROJECT NAME: MONARO HIGHWAY NORTHBOUND (MCB015)
PROJECT NUMBER: 35254.300
PROJECT MANAGER: R. ARDSON
DATE: 29/03/2021

JACOBS
JACOBS DOCUMENT NUMBER: J4244004YD06-06-RD-1312
DESIGNED BY: J. HALLIBURTON
DATE: 29/03/2021
SCALE: 1:500
STRAIGHT DIRECTION: AT 13
HD

LEGEND
CONTROL LINE
SAFETY BARRIER
EXISTING PAVEMENT
EXISTING SURFACE
DESIGN SURFACE

APPROVAL
P. CHON
R. ARDSON
DATE: 29/03/2021
REVISION: 1
REVISION: 2

FINAL PSP DOCUMENTATION HAS BEEN ISSUED BY JACOBS IN GOOD FAITH TO SUPPORT THE TERRITORY'S PROJECT REVIEW. AND USE BEYOND THIS REVIEW IS SUBJECT TO AGREEMENT ON FAIR PAYMENT FOR THIS WORK, WHICH HAS NOT BEEN REACHED BETWEEN THE PARTIES.



14175

14150

As

Age Group	Percentage of Respondents
18-29	85%
30-49	80%
50-69	75%
70+	70%



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Fax: +81 2 9028 2500
Web: www.jacoby.com

HEIGHT DATUM
AHD

0 4 8
AT 23

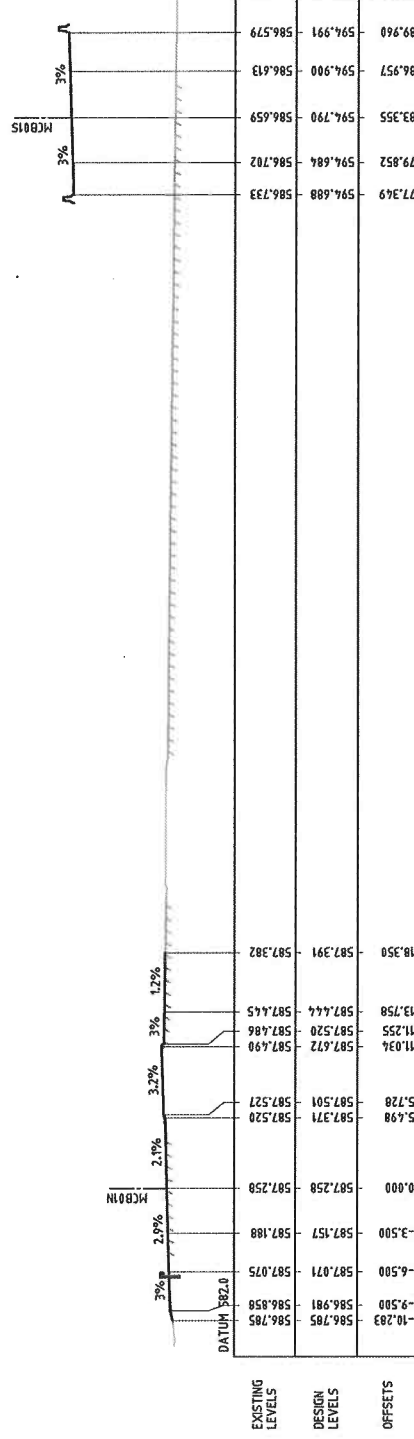
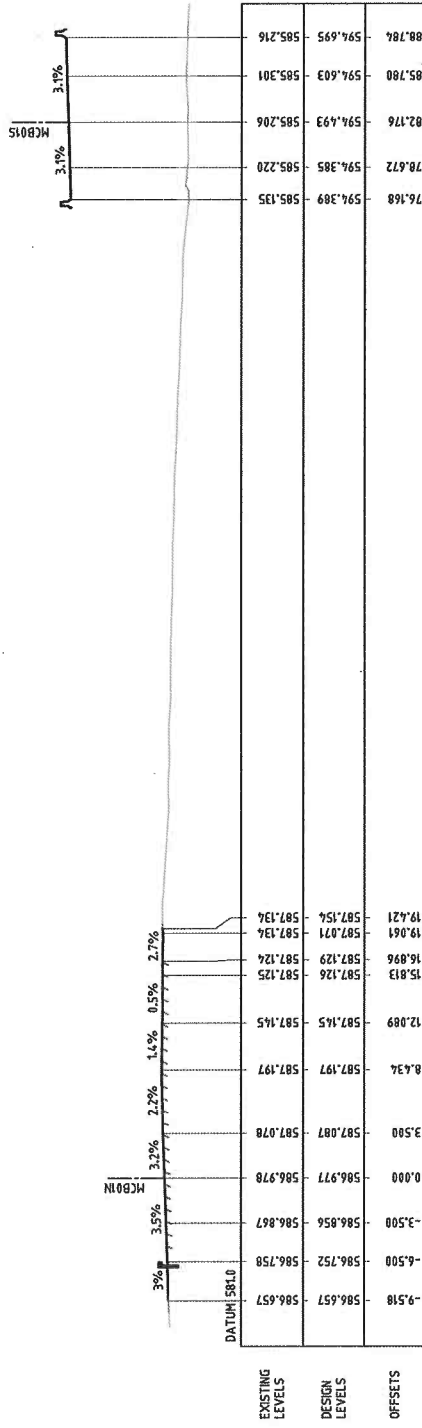
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APPROVAL	P. CHON	SALES ON	SCALE 1:100	AGD66
APPROVAL	P. CHON	SALES ON	SCALE 1:100	AGD66

day - 290326
 AMENDMENT / REVISION
 10% PSP DRAFT
 FINAL PSP

NOT DATE 1 TIME
- 12:04 19550A 22:400.
TION OF THIS DRAWING
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ORTAKE ITS
THIS REVIEW IS
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DESIGN MODEL FILED IN

1



LEGEND

XX | CONTROL LINE

SAFETY BARRIER

EXISTING PAVEMENT

----- EXISTING SURFACE

DESIGN SURFACE

TO THE

APPENDIX

DRAWING FILE LOCATION | IMAGE | PLOT DATE | TIME
 C:\Users\michael.fisk\Documents\project\p00006_m_a_cad\m00006.dwg |  | 11/1/2017 | 11:00 AM

RAWING	REV	DATE	AMENDMENT / REVISION
1		12.10.20	80% PSP DRAFT
2		30.03.21	FINAL PSP

23/03/2021 11:57:59 AM	Station	APPROVAL	SCD	STR
EMERSON DESCRIPTION		P. CHON R. M. ROUSH		AG

INSECT BROADCASTING STRUCTURE

SCALE ON A3 SIZE DRAWING

SCALE 1:400

0 4

RIGHT DATUM

0 4

0.00 COORDINATE

0.00

JACOBS DOCUMENT NUMBER
JA22-4404-LYD-DG-RD-1314
DOCUMENTS FOLDING PREPARED BY

Jacob

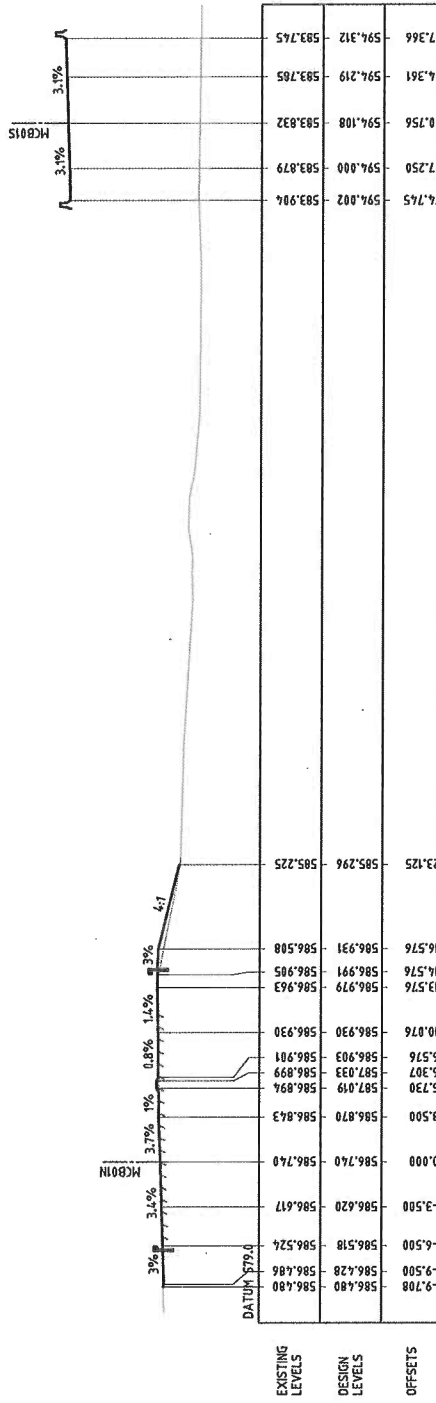
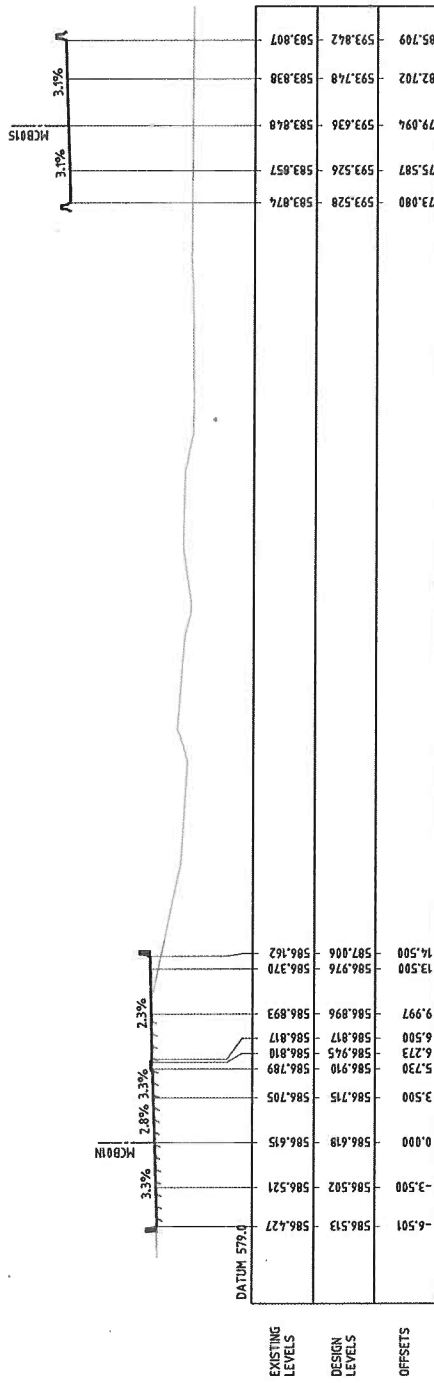
JOHN 301 0N 052 and 02N 001 074 0
JACOBS COMPANY Pty Ltd
Level 1, 177 Pacific Highway
North Sydney, NSW 2060
AUSTRALIA

NAME	DATE
S. PANE	30.03.21
M. HALLIBURTON	30.03.21
A. AYO	30.03.21
A. MULLWAGE	30.03.21
R. FERGUSON	30.03.21
R. JAMESON	30.03.21

ACT government

GOVERNMENT CITY OF MONROE MONROE HIGHWAY PACKAGE 1B - LANYON DRIVE D GEOMETRY	PROJECT SECTION - MONROE HIGHWAY N REGISTRATION NO.	35254.300	STATUS DESIGN
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A		E PROGRAM E INTERSECTION	SHEET 14 OF 41	RD	R		
				MS No.	SHEET No	RI	2
		NORTHBOUND (MCB01N)				RD-1314	



LEGEND

CONTROL LINE

EXISTING SURFACE ——— DESIGN SURFACE

NOT FOR CONSTRUCTION

DRAWING FILE LOCATION NAME * PLOT DATE/TIME
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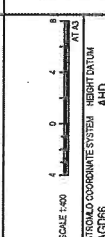
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FLUTBY	CLIENT	
FLUT DATE/TIME	FLUT BY	
20/03/2021	SRahman	
TITLE	NAME	DATE
DRAWN	S. RAHE	30.03.21
DWG CHECK	L. HALLIBURTON	30.03.21
DESIGN	A. JAO	30.03.21
DESIGN CHECK	J. ATTALLAWAGE	30.03.21
DESIGN INVR	R. FERGUSON	30.03.21
PROJECT MGR	R. FERGUSON	30.03.21

ACT GOVERNMENT MONARHO HIGHWAY MONARHO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY SHEET 15 OF 41 CROSS SECTION - MONARHO HIGHWAY NORTHBOUND (ACB(N))	PROJECT NO. 35254.300	ISSUE STATUS PSP DESIGN	EXAMS NO.	SHEET NO. RD-1315	DATE 2
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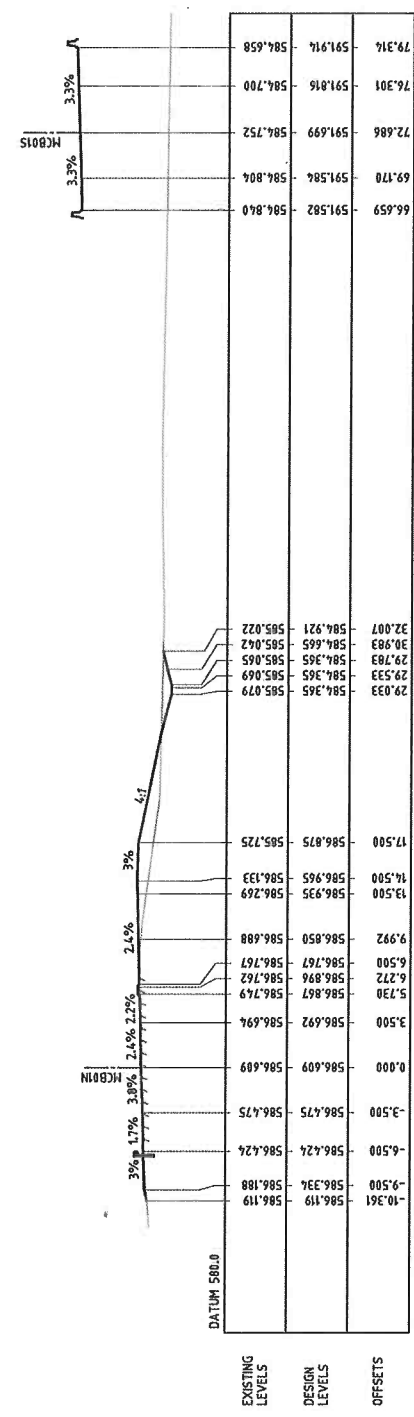
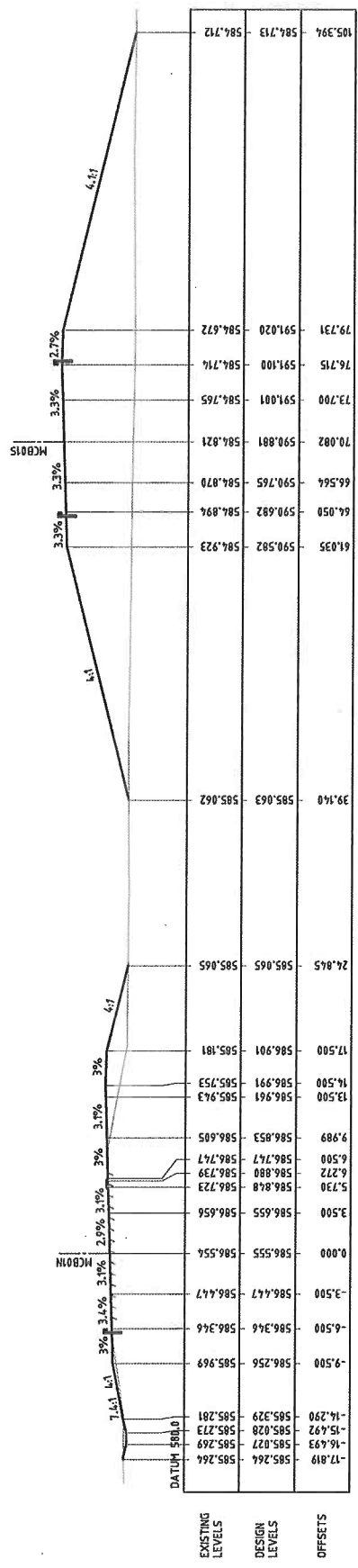
NOT FOR CONSTRUCTION

ACT GOVERNMENT
MONARO HIGHWAY
MONARO HIGHWAY UPGRADE PROGRAM
PACKAGE 1B - LANTON DRIVE INTERSECTION
ROAD GEOMETRY
CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCB01N)
ACT REGISTRATION No. 35254.300
SHEET 17 OF 41
PSP DESIGN
RD-1317



STRAIGHT COORDINATE SYSTEM
AGD66
AHD

LEGEND
CONTROL LINE SAFETY BARRIER EXISTING PAVEMENT EXISTING SURFACE DESIGN SURFACE



ACT GOVERNMENT MONAROO HIGHWAY MONAROO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONAROO HIGHWAY NORTHBOUND (MC620) SHEET 18 OF 41	<table border="1"> <tr> <td>PROJECT NO.</td> <td>35254.300</td> </tr> <tr> <td>ROUTE</td> <td>RD-1318</td> </tr> <tr> <td>SECTION NO.</td> <td>2</td> </tr> <tr> <td>DESIGN NO.</td> <td>RD-1318</td> </tr> <tr> <td>DATE</td> <td></td> </tr> </table>	PROJECT NO.	35254.300	ROUTE	RD-1318	SECTION NO.	2	DESIGN NO.	RD-1318	DATE	
PROJECT NO.	35254.300										
ROUTE	RD-1318										
SECTION NO.	2										
DESIGN NO.	RD-1318										
DATE											

Jacobs

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LEGEND

 CONTROL LINE
 SAFETY BARRIER
 EXISTING PAVEMENT
  EXISTING SURFACE
 DESIGN SURFACE

A3



Jacobs

CTURE

PROJECT BFA

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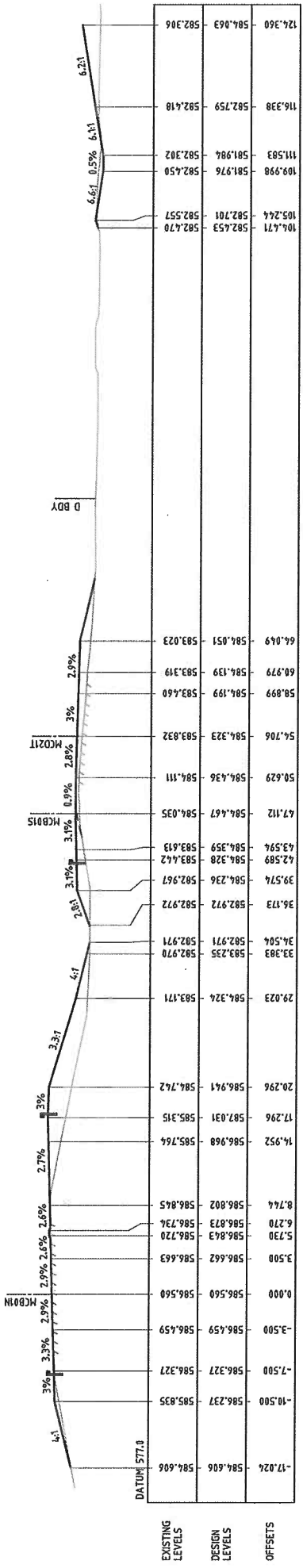
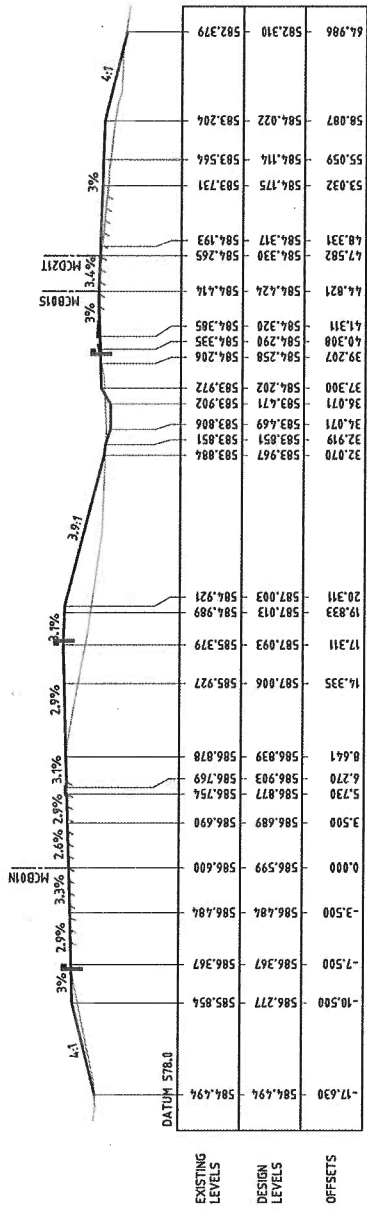
DRAWING FILE

SAFETY BARRIER — EXISTING PAVEMENT — EXISTING SURFACE — DESIGN SURFACE

LEGEND



14500



LEGEND

XX CONTROL LINE

XX CONTROL LINE SAFETY BARRIER

XX	CONTROL LINE	SAFETY BARRIER	EXISTING PAVEMENT

XX	CONTROL LINE	SAFETY BARRIER	EXISTING PAVEMENT	EXISTING SIDEWALK

XX CONTROL LINE SAFETY BARRIED EXISTING DAVENANT EXISTING SIDEWALK DESIGN SIDEWALK

XX CONTROL LINE SAFETY BARRIERS EXISTING PAVEMENT EXISTING SURFACE DESIGN SURFACE

XX | CONTROL LINE

SAFETY BARRIED

EXISTING PAVEMENT

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DESIGN SURFACE

XX CONTROL LINE

SAFETY BARRIED

EXISTING PAVEMENT

EXISTING SURFACE

DESIGN SURFACE

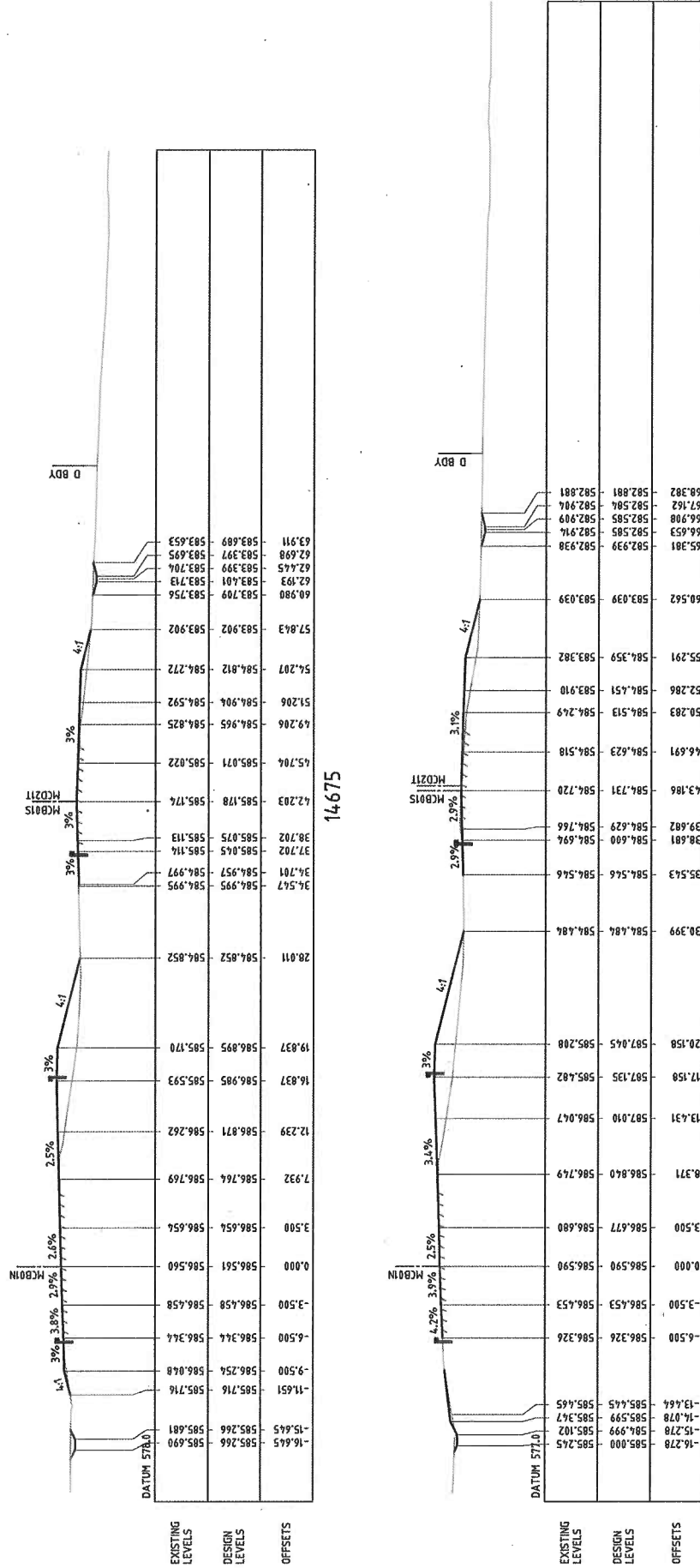
XX CONTROL LINE SAFETY BARRIED EXISTING DAVEMENT EXISTING SURFACE DESIGN SURFACE

XX CONTROL LINE SAFETY RAMPED EXISTING PAVEMENT EXISTING SIDEWALK DESIGN SIDEWALK

XX CONTROL LINE SAFETY RADDIES EXISTING PAVEMENT EXISTING SURFACE DESIGN SURFACE

CONTROL LINE	SAFETY RAILING	EXISTING BAUMENT	EXISTING SIDEWALK	DESIGN SIDEWALK
XX				

ACT GOVERNMENT MONAROW HIGHWAY	MONAROW HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY	SHEET 22 OF 41 SHEET 22 OF 41 CROSS SECTION - MONAROW HIGHWAY NORTHBOUND (ACB01N)	DATE RIT	SHEET NO. RD-1322	2
ISSUE STATUS PSP DESIGN		EDMS NO.	35254.300		

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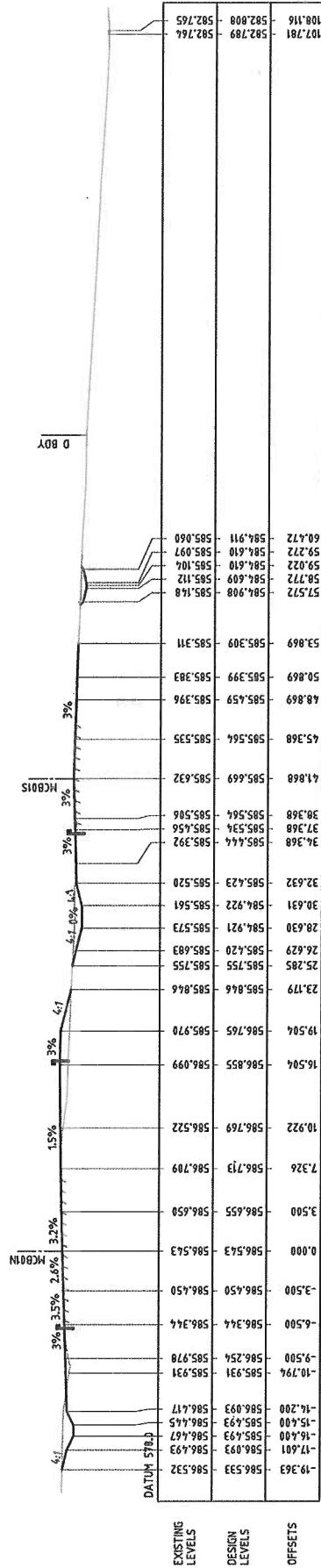
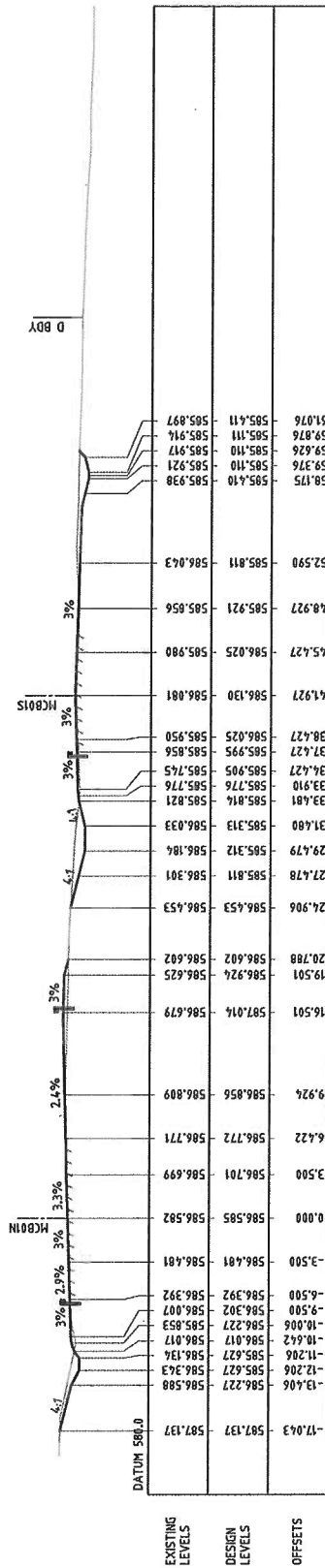
100

EVICTING SLIPPAGE

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LEGEND

 CONTROL LINE
 SAFETY BARRIER
 EXISTING PAVEMENT
 EXISTING SURFACE
 DESIGN SURFACE

NOT FOR CONSTRUCTION

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NOT FOR CONSTRUCTION

ACT GOVERNMENT MONARO HIGHWAY PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCB01N)	ACT Government	ACT REGISTRATION NO. 35254.300	DATE RD REV RD REV
PROJECT STATUS PSP DESIGN		PROJECT NO. RD-1324	SHEET NO. 2

CLIENT	PROJECT NAME	PROJECT NO.	DATE
ACT GOVERNMENT	MONARO HIGHWAY	RD-1324	20/03/2021

DESIGNER	CHECKER	DATE
SPRABHAN	SPRABHAN	20/03/2021

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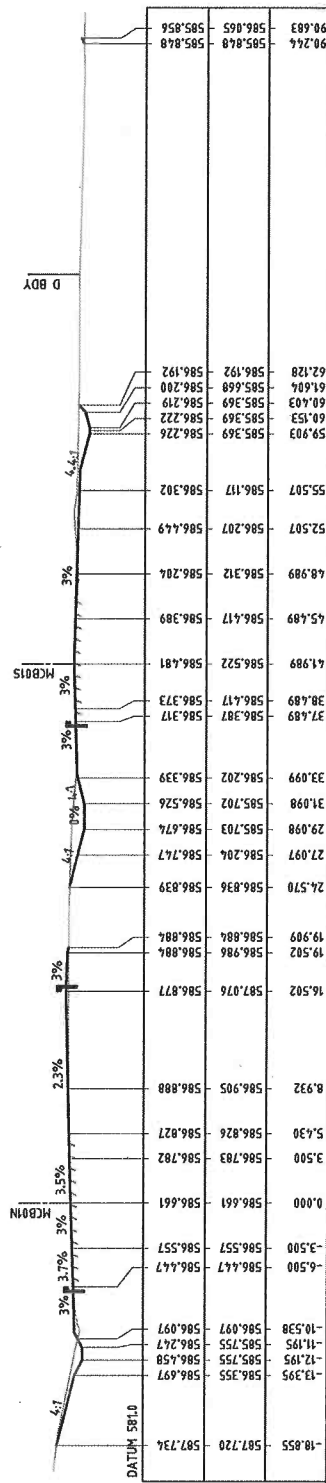
APPROVAL	DATE	SCALE
P. DICK	20/03/21	1:500

AMENDMENT / REVISION DESCRIPTION	DATE	SCALE
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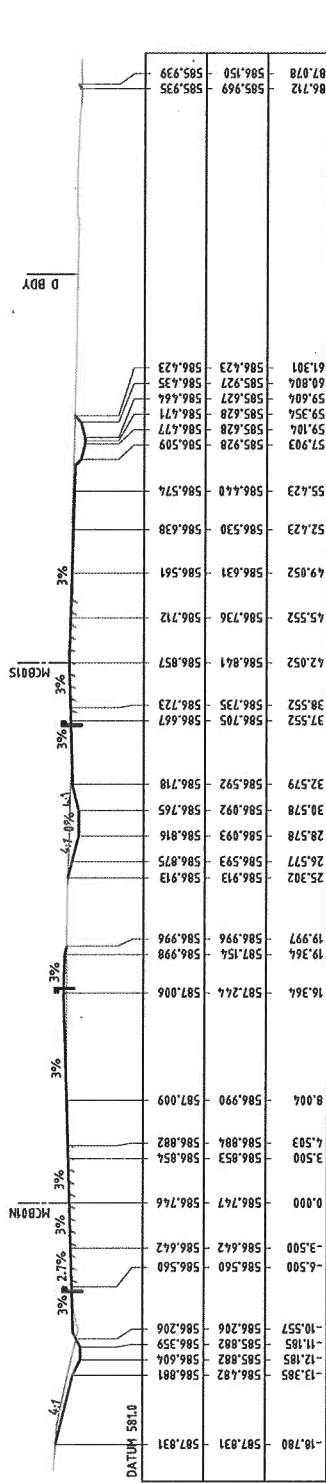
FINAL PSP DOCUMENTATION HAS BEEN ISSUED BY JACOBS IN GOOD FAITH TO THE ACT GOVERNMENT FOR THE PURPOSE OF DELIVERY IN ORDER TO UNDERTAKE ITS REVIEWS, AND USE BEYOND THIS REVIEW IS SUBJECT TO AGREEMENT ON FAIR AND REASONABLE BASIS BETWEEN THE PARTIES.	DATE	SCALE
FINAL PSP	20/03/21	1:500

DATE	SCALE
20/03/21	1:500

14750



14775



LEGEND

CONTROL LINE

SAFETY BARRIER

EXISTING PAVEMENT

EXISTING SURFACE

DESIGN SURFACE

NOT FOR CONSTRUCTION

ACT GOVERNMENT MONARRO HIGHWAY PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONARRO HIGHWAY NORTHBOUND (MC267N)	SHEET NO. RD-1326
ACT REGISTRATION NO. 35254.300	ISSUE NO. REV 2
ISSUE STATUS PSP DESIGN	EDITION 2

ACT Government	PROJECT NAME MONARRO HIGHWAY NORTHBOUND (MC267N)
PROJECT NO. RD-1326	PROJECT MGR R. AROUSH
DESIGN NO. 35254.300	DESIGN MGR R. AROUSH
DATE 20.03.21	DATE 20.03.21

DESIGN CHECK 2. A. TULLOCH	DESIGN MGR R. AROUSH
DESIGN MGR R. AROUSH	PROJECT MGR R. AROUSH
DATE 20.03.21	DATE 20.03.21

JACOBS	JACOBS DOCUMENT NUMBER 1A224400-LYDB-DG-RD-1326
DESIGN CHECK 2. A. TULLOCH	DESIGN MGR R. AROUSH
DATE 20.03.21	DATE 20.03.21

SCALE 1:400	STRUCK COORDINATE 5% AC006
AT 1:400	AT 1:400

DESIGN NO. 35254.300	DESIGN MGR R. AROUSH
DATE 20.03.21	DATE 20.03.21

DESIGN NO. 35254.300	DESIGN MGR R. AROUSH
DATE 20.03.21	DATE 20.03.21

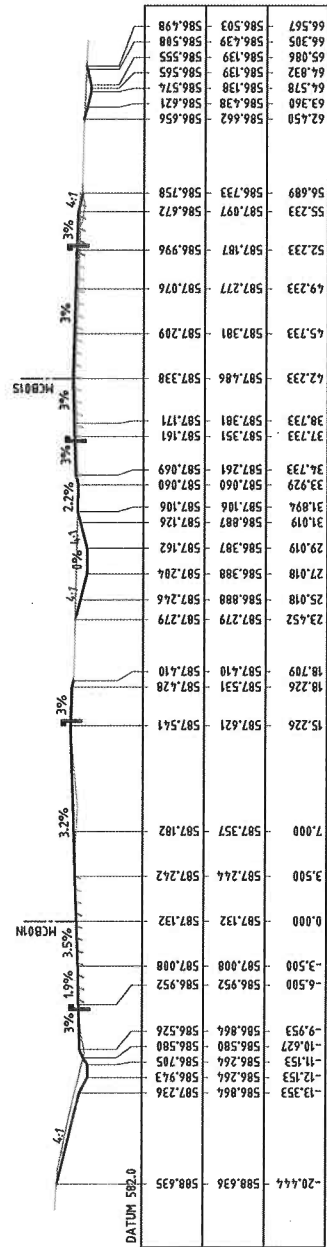
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EXISTING PAVEMENT — SAFETY BARRIER

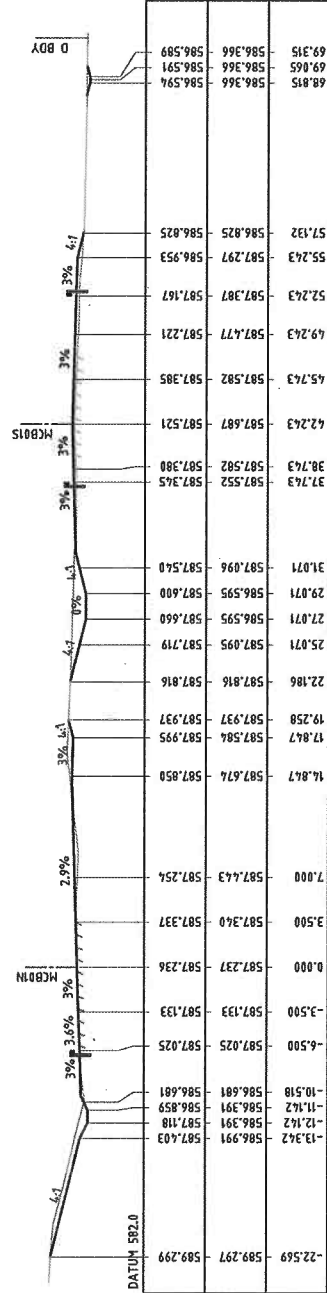
CONTROL LINE

LEGEND

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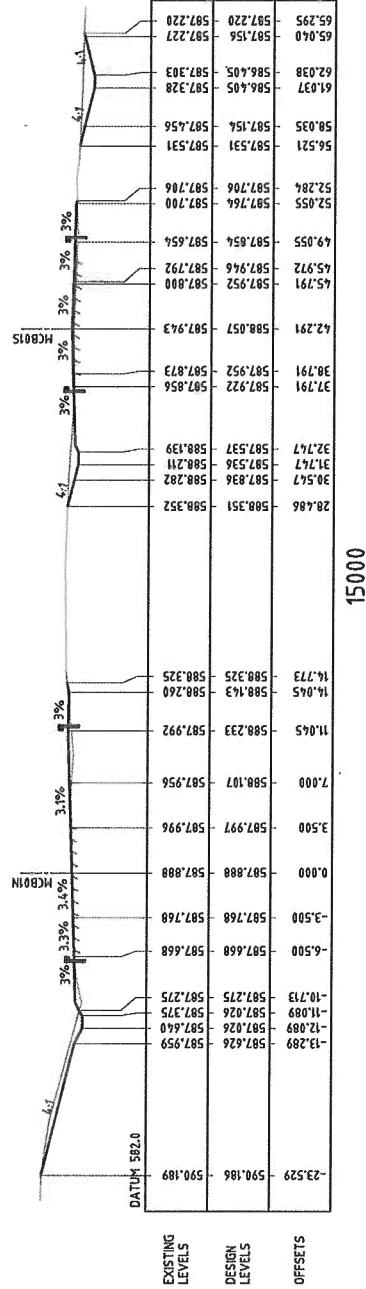
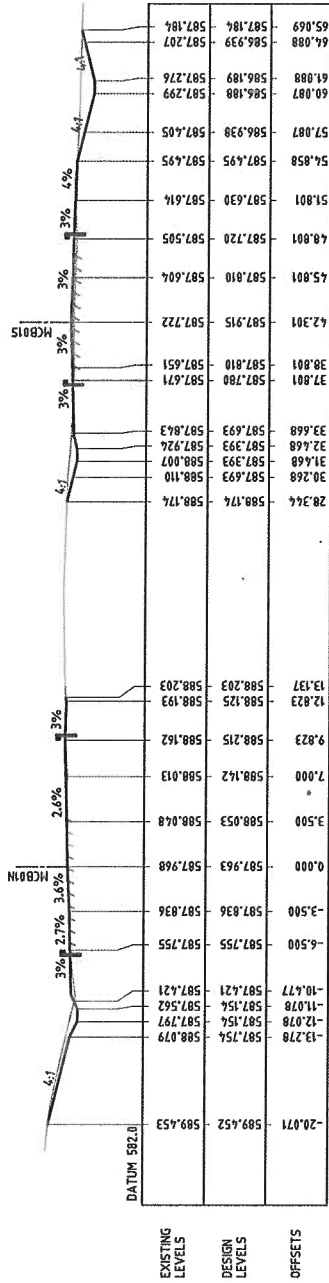


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	ACT REGISTRATION NO. 35254.300		DMS NO. 12-1329	ISSUE STATUS PSP DESIGN	

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NOT FOR CONSTRUCTION

ACT GOVERNMENT MONARO HIGHWAY PACKAGED 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCB01N)	ACT REGISTRATION NO. 35254.300	ISSUE STATUS PSP DESIGN	SHEET NO. RD-1330	2
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CLIENT	ACT Government
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PROJECT NAME	MONARO HIGHWAY
PROJECT NUMBER	RD-1330
PROJECT MANAGER	R. MROUSEH
DATE	20/02/21
DESIGNER	J. WILLIAMS
CHECKER	J. WILLIAMS
APPROVED	

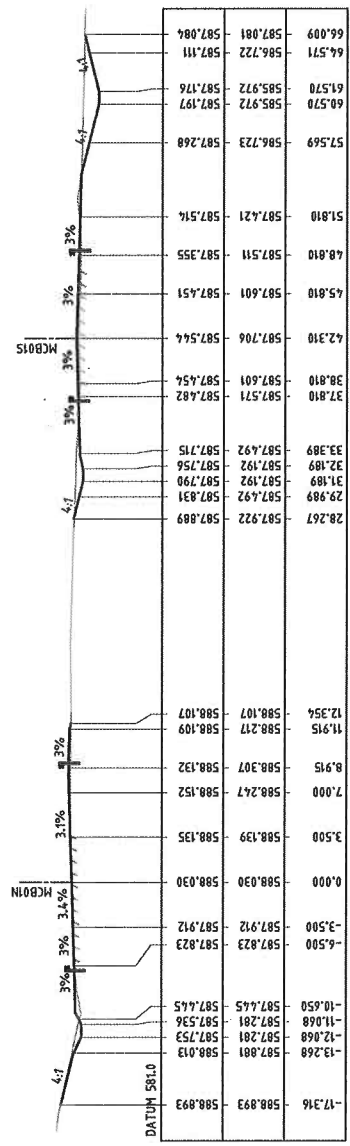
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DESIGNER	JACOBSON
SCALE	1:400
STATION COORDINATE	AC006

DATE	20/02/21
TIME	12:00 PM
REVISION	1
DESCRIPTION	80% PSP DRAFT
DATE	20/02/21
TIME	12:00 PM
REVISION	2
DESCRIPTION	FINAL PSP

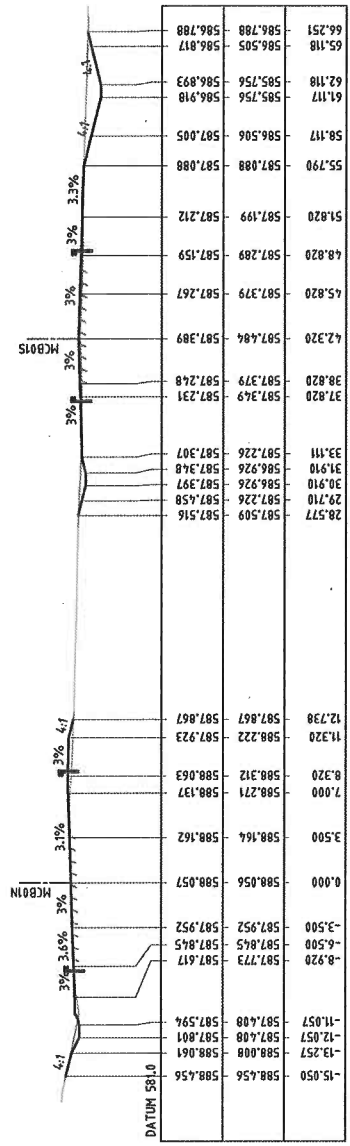
FINAL PSP DOCUMENTATION HAS BEEN ISSUED BY JACOBS IN GOOD FAITH TO SUPPORT THE TERRITORY'S PROJECTS. DELIVERABLES ARE PROVIDED FOR REVIEW, COMMENTS AND USE BEYOND THIS REVIEW IS SUBJECT TO AGREEMENT ON FAIR PAYMENT FOR THIS WORK, WHICH HAS NOT BEEN REACHED BETWEEN THE PARTIES.

LEGEND

CONTROL LINE SAFETY BARRIER EXISTING PAVEMENT EXISTING SURFACE DESIGN SURFACE



15075



EXISTING LEVELS
DESIGN LEVELS
OFFSETS

NOT FOR CONSTRUCTION

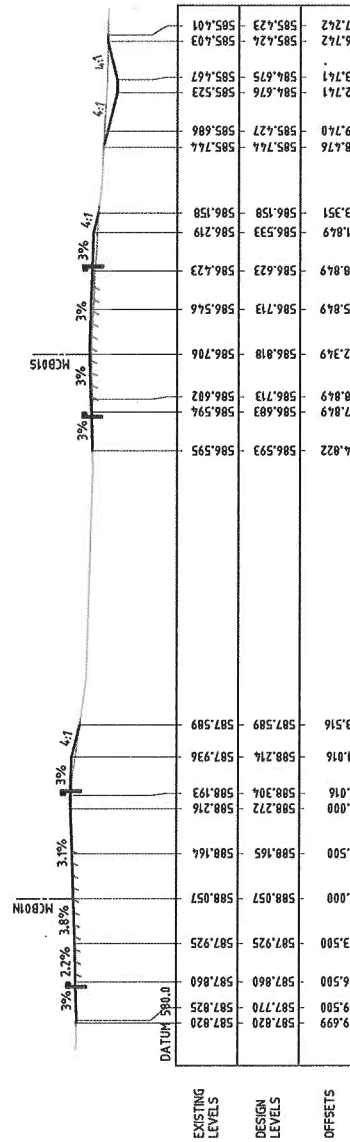
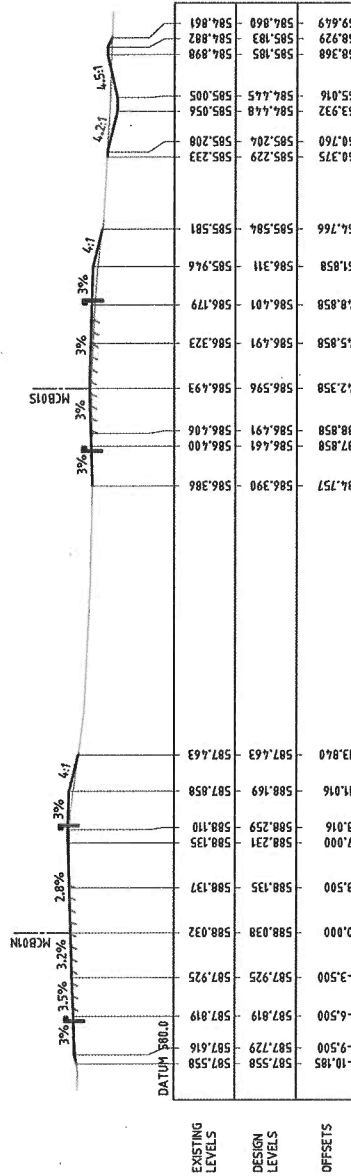
ACT GOVERNMENT MONARRO HIGHWAY PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONARRO HIGHWAY NORTHBOUND (MCB01N)	ISSUE NO. RD-1332	2
ACT REGISTRATION NO. 35254.300	ISSUE NO.	
ACT REGISTRATION NO. 35254.300	ISSUE NO.	

ACT GOVERNMENT	CLIENT
ACT GOVERNMENT	CLIENT
ACT GOVERNMENT	CLIENT

ACT GOVERNMENT	CLIENT
ACT GOVERNMENT	CLIENT
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ACT GOVERNMENT	CLIENT
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ACT GOVERNMENT	CLIENT
ACT GOVERNMENT	CLIENT
ACT GOVERNMENT	CLIENT



LEGEND

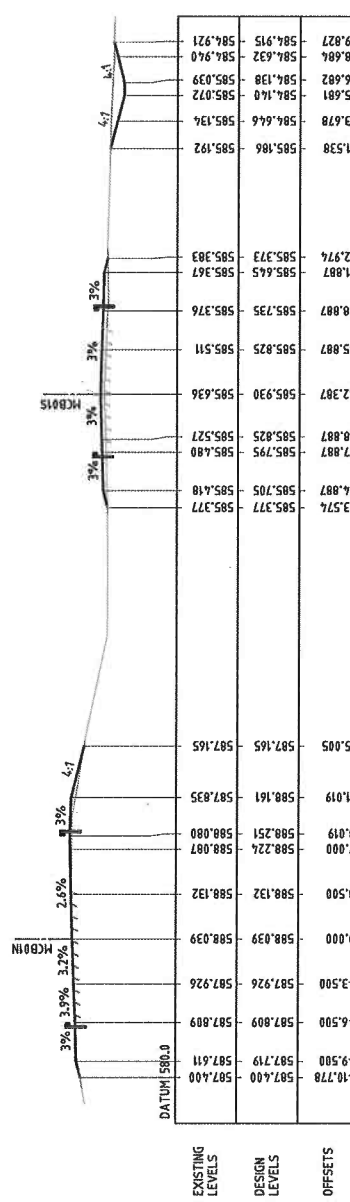
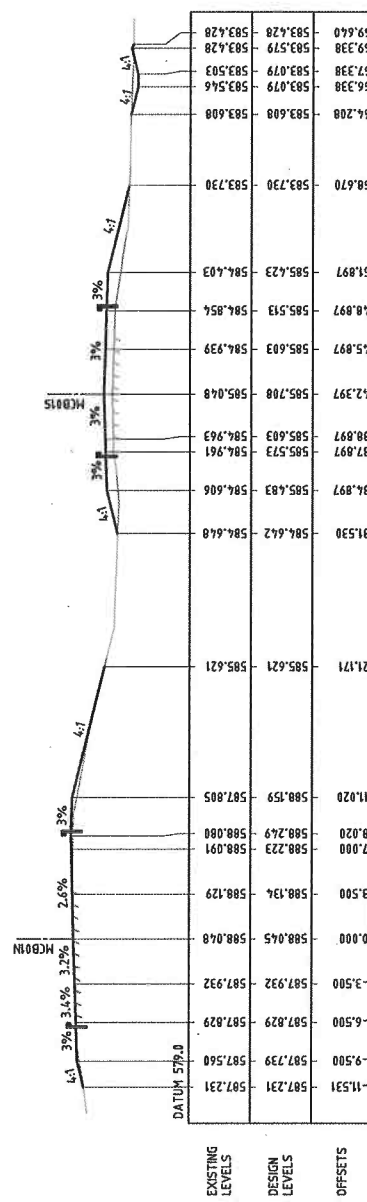
CONTROL LINE

SAFETY BARRIER

EXISTING PAVEMENT

EXISTING SURFACE

DESIGN SURFACE



NOT FOR CONSTRUCTION

ACT Government

ACT GOVERNMENT
MONARO HIGHWAY
MONARO HIGHWAY UPGRADE PROGRAM
PACKAGE 1B - LANYON DRIVE INTERSECTION
ROAD GEOMETRY
CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCB01N)
ACT REGISTRATION: 35254.300

CLIENT

ACT GOVERNMENT
MONARO HIGHWAY
MONARO HIGHWAY UPGRADE PROGRAM
PACKAGE 1B - LANYON DRIVE INTERSECTION
ROAD GEOMETRY
CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCB01N)
ACT REGISTRATION: 35254.300

ISSUE STATE
PSP DESIGN

PROJECT INFORMATION

PROJECT NAME
RD-1334

PROJECT NUMBER
RD-1334

PROJECT DATE
30.03.21

DESIGN INFORMATION

DESIGN CHECK
30.03.21

DESIGN CHECK
30.03.21

DESIGN CHECK
30.03.21

PLANNING INFORMATION

PLANNING CHECK
30.03.21

PLANNING CHECK
30.03.21

PLANNING CHECK
30.03.21

LEGEND

CONTROL LINE

SAFETY BARRIER

EXISTING PAVEMENT

EXISTING SURFACE

DESIGN SURFACE

SCALE

1:100

1:200

1:400

1:800

1:1600

STANDARD COORDINATES

AGDS85

UTM

48Q

PROJECT INFORMATION

PROJECT NAME
RD-1334

PROJECT NUMBER
RD-1334

PROJECT DATE
30.03.21

DESIGN INFORMATION

DESIGN CHECK
30.03.21

DESIGN CHECK
30.03.21

DESIGN CHECK
30.03.21

PLANNING INFORMATION

PLANNING CHECK
30.03.21

PLANNING CHECK
30.03.21

PLANNING CHECK
30.03.21

LEGEND

CONTROL LINE

SAFETY BARRIER

EXISTING PAVEMENT

EXISTING SURFACE

DESIGN SURFACE

SCALE

1:100

1:200

1:400

1:800

1:1600

STANDARD COORDINATES

AGDS85

UTM

48Q

NOT FOR CONSTRUCTION

ACT GOVERNMENT MONARO HIGHWAY PACKAGED 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONARO HIGHWAY NORTHBOUND (MCB01N)	ACT Government	ACT PREPARATION NO. 35254.300	ISSUE NO. RD-1336	DATE 20/03/2021
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CLIENT	ACT GOVERNMENT
PROJECT NAME	MONARO HIGHWAY UPGRADE PROGRAM
PROJECT NO.	35254.300
PROJECT MANAGER	R. FERDINAND
DESIGN MANAGER	R. FERDINAND
DESIGNER	J. ATILLANGE
CHECKER	J. ATILLANGE
DATE	20/03/2021

FLAT DATE / TIME	20/03/2021
FLAT BY	SPRABHON
TITLE	ROAD GEOMETRY
DATE	20/03/2021
NAME	S. RAME
DATE	20/03/2021
NAME	L. HALLIBURTON
DATE	20/03/2021
NAME	A. RAO
DATE	20/03/2021
NAME	J. ATILLANGE
DATE	20/03/2021
NAME	R. FERDINAND
DATE	20/03/2021

JACOBS DOCUMENT NUMBER 14224404LYDB-DG-RD-1336	DESIGNER J. ATILLANGE
DESIGN CHECKER J. ATILLANGE	DATE 20/03/2021
DESIGN MANAGER R. FERDINAND	DATE 20/03/2021
PROJECT MANAGER R. FERDINAND	DATE 20/03/2021

PROJECT BROADWAY STRUCTURE	APPROVAL	SCALE ON A3 SIZE DRAWING
APPROVAL	APPROVAL	APPROVAL
APPROVAL	APPROVAL	APPROVAL

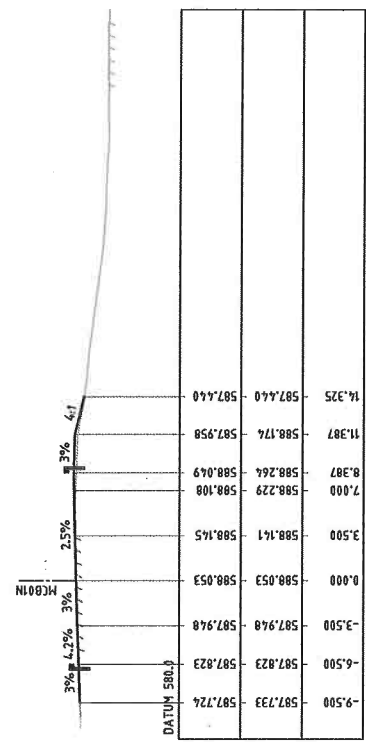
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FLAT BY	SPRABHON
REVISION	1
DATE	20/03/2021
DESCRIPTION	FINAL PSP

FINAL PSP DOCUMENTATION HAS BEEN ISSUED BY JACOBS IN GOOD FAITH TO THE CLIENT FOR THE PURPOSE OF FACILITATING DELIVERY IN ORDER TO UNDERTAKE ITS REVIEWS, AND USE BEYOND THIS REVIEW IS SUBJECT TO AGREEMENT ON FAIR AND REASONABLE BASIS WHICH HAS NOT BEEN REACHED BETWEEN THE PARTIES.

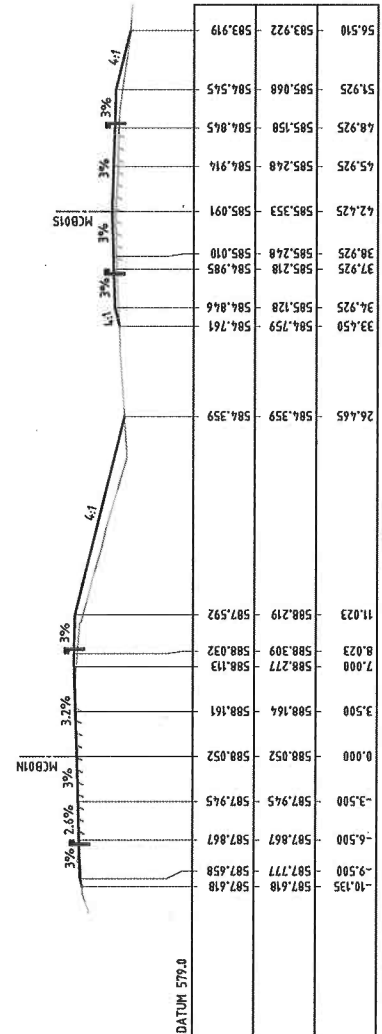
LEGEND

CONTROL LINE SAFETY BARRIER EXISTING PAVEMENT EXISTING SURFACE DESIGN SURFACE

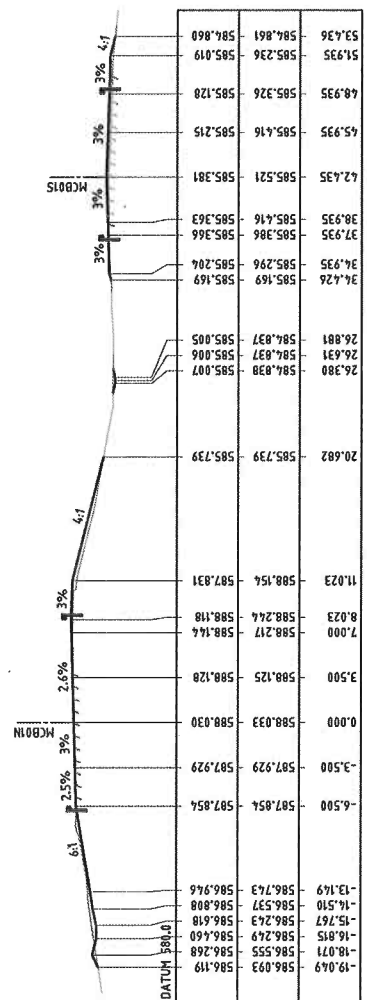
15400



15350



15375





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SAFETY BARRIER

EXISTING PAVEMENT

EXISTING SURFACE

DESIGN SURFACE

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[illegible]



XX CONTROL LINE

EXISTING SLIDEAGE

DESIGN SUITE

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JACQUES FROST

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MUNARU HIGHWAY?
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[illegible]

PACKAGE 1B - LAN

— 20 —

21

CROSS SECTION - MONA

1000

SET DATUM	Level 7, 177 Pa North Sydney, N
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21

ISSUE STATUS

REV	
RD	



 CONTROL LINE
 SAFETY BARRIER
 EXISTING PAVEMENT
 EXISTING SURFACE
 DESIGN SURFACE

[illegible]



CONTROL LINE SAFETY BARRIER EXISTING PAVEMENT EXISTING SURFACE DESIGN SURFACE

[illegible]

A3	ACT GOVERNMENT MONARO HIGHWAY MONARO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY CROSS SECTION - MONARO HIGHWAY SOUTHBOUND ON RAMP (MC0305)	SHEET 1 OF 4	RD-1351
	ACT REGISTRATION No. 35254.300	DATE OF DRAWING PSP DESIGN	DATE OF DRAWING RD-1351

[illegible]

PROJECT BREAKDOWN STRUCTURE

SCALE: 1"=400'

HT DATUM

STROMLO COORDINATE SYS

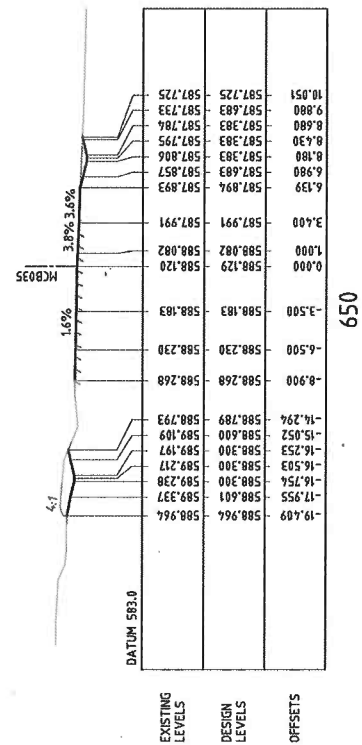
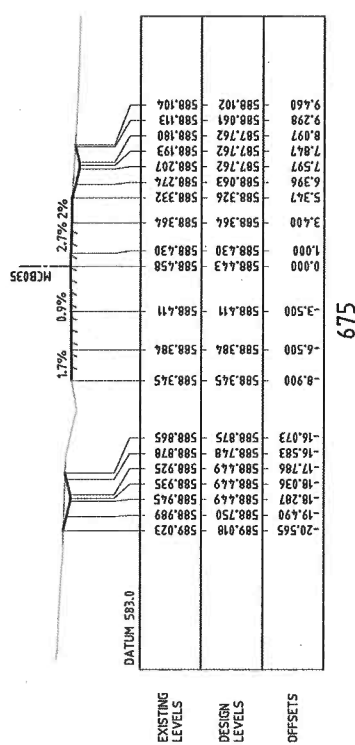
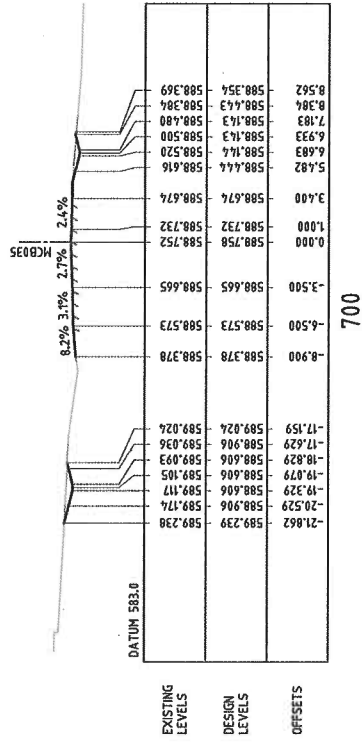
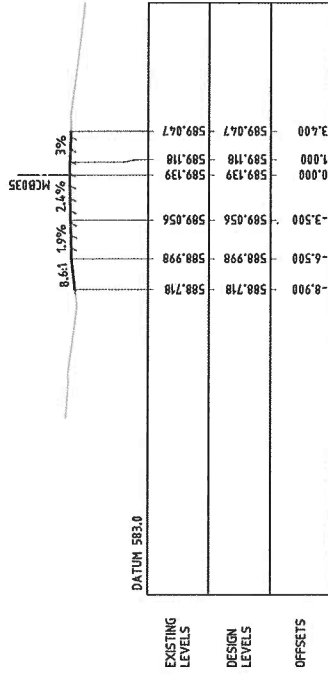
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E	10:20 SQA PSP DRAFT FINAL PSP 03:21	P. GHON R. AMROUSH	

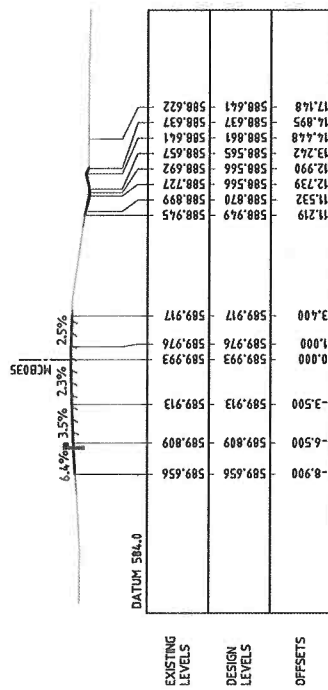
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FINAL PSP DOCUMENTATION HAS BEEN ISSUED BY JACOBS IN GOOD FAITH TO SUPPORT THE TERRITORY'S PROJECT DELIVERY IN ORDER TO UNDERTAKE ITS REVIEWS, AND USE BEYOND THIS REVIEW IS SUBJECT TO AGREEMENT ON FAIR PAYMENT FOR THIS WORK, WHICH HAS NOT BEEN REACHED BETWEEN THE PARTIES.	1 2 30

CONTROL LINE
 SAFETY BARRIER
 EXISTING PAVEMENT
 EXISTING SURFACE
 DESIGN SURFACE

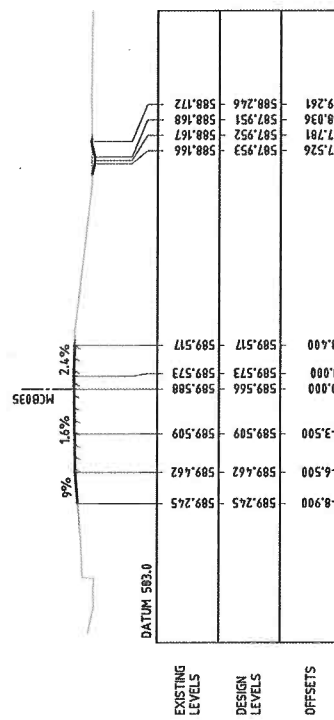
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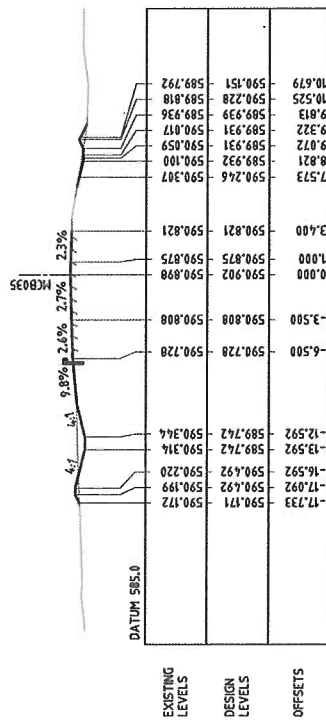
LEGEND
KX CONTROL LINE
SAFETY BARRIER
EXISTING PAYMENT
EXISTING SURFACE
DESIGN SURFACE



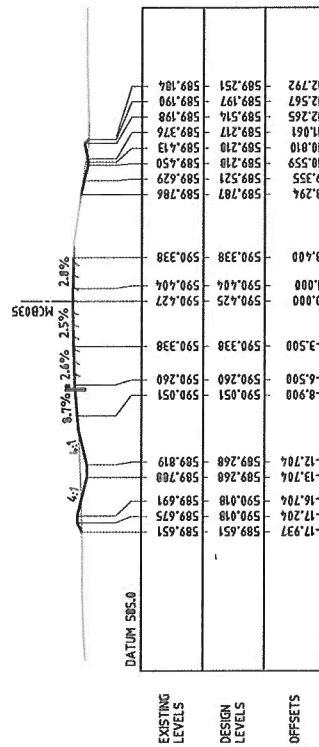
775



750



825



800

NOT FOR CONSTRUCTION

ACT GOVERNMENT

ACT ROAD DESIGN

MONARRO HIGHWAY UPGRADE PROGRAM

PACKAGE 1B - LANYON DRIVE INTERSECTION

ROAD GEOMETRY

CROSS SECTION - MONARRO HIGHWAY SOUTHBOUND ON RAMP (MCB035)

ACT REGISTRATION No. 35254.300

ISSUE STATUS

PSP DESIGN

ACT

GOVERNMENT

PROJECT NO.

RD-1352

SHEET NO.

2

CLIENT

ACT GOVERNMENT

PROJECT NAME

MONARRO HIGHWAY UPGRADE PROGRAM

PROJECT NO.

RD-1352

ISSUE STATUS

PSP DESIGN

ACT REGISTRATION No.

35254.300

ISSUE STATUS

PSP DESIGN

PROJECT NAME

MONARRO HIGHWAY UPGRADE PROGRAM

PROJECT NO.

RD-1352

ISSUE STATUS

PSP DESIGN

ACT REGISTRATION No.

35254.300

ISSUE STATUS

PSP DESIGN

PROJECT NAME

MONARRO HIGHWAY UPGRADE PROGRAM

PROJECT NO.

RD-1352

ISSUE STATUS

PSP DESIGN

ACT REGISTRATION No.

35254.300

ISSUE STATUS

PSP DESIGN

PROJECT NAME

MONARRO HIGHWAY UPGRADE PROGRAM

PROJECT NO.

RD-1352

ISSUE STATUS

PSP DESIGN

ACT REGISTRATION No.

35254.300

ISSUE STATUS

PSP DESIGN

PROJECT NAME

MONARRO HIGHWAY UPGRADE PROGRAM

PROJECT NO.

RD-1352

ISSUE STATUS

PSP DESIGN

ACT REGISTRATION No.

35254.300

ISSUE STATUS

PSP DESIGN

LEGEND

CONTROL LINE SAFETY BARRIER EXISTING PAVEMENT EXISTING SURFACE DESIGN SURFACE

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DESIGN MODEL: TUGAN USED FOR DOCUMENTATION OF THIS DRAWING: 25/03/2021 12:05:59 PM
FINAL PSP DOCUMENTATION HAS BEEN ISSUED BY JACOBS IN GOOD FAITH TO THE CLIENT AND IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF JACOBS. DELIVERY IN ORDER TO UNDERTAKE ITS REVIEWS, AND USE BEYOND THIS REVIEW IS SUBJECT TO AGREEMENT ON FAIR NOT BEEN REACHED BETWEEN THE PARTIES.

PROJECT BREAKDOWN STRUCTURE
APPROVAL: P. O'DON
P. O'DON
R. ARDISH
SCALE 1:500
STATION COORDINATE SYS: AGDB6
UT DATUM

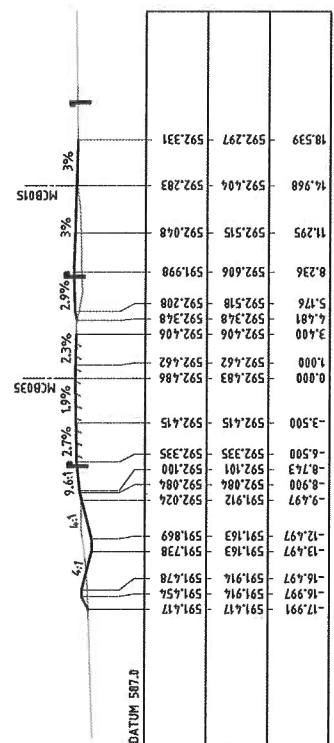
JACOBS
JACOBS GROUP (AUSTRALIA) PTY LTD
140-150 LINDSEY DRIVE
MELBOURNE VIC 3002
AUSTRALIA
T: +61 3 9592 2500
F: +61 3 9592 2501
WWW.JACOBS.COM.AU

FLAT DATE/TIME	FLAT BY	NAME	DATE
25/03/2021	SRB/SH/MT	S. RAME	20/02/21
		L. HULBERTON	20/02/21
		A. ARD	20/02/21
		J. ATTILLAGE	20/02/21
		R. PERDUE	20/02/21
		R. ARDISH	20/02/21

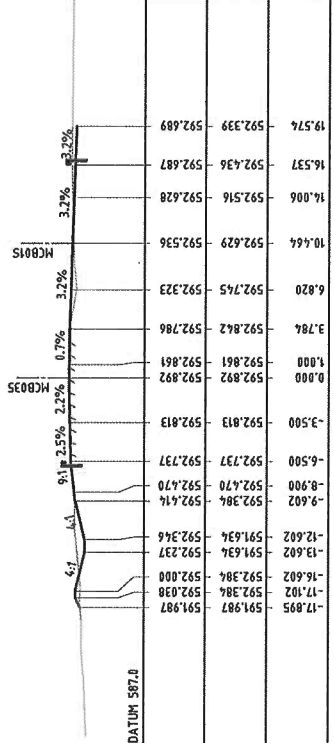
ACT GOVERNMENT
MONARO HIGHWAY
MONARO HIGHWAY UPGRADE PROGRAM
PACKAGE 1B - LANYON DRIVE INTERSECTION
ROAD GEOMETRY
CROSS SECTION - MONARO HIGHWAY SOUTHBOUND ON RAMP (MCB035)
ACT REGISTRATION No. 35254.300
ISSUE STATUS: PSP DESIGN
SHEET NO. RD-1363
SHEET 3 OF 4

NOT FOR CONSTRUCTION

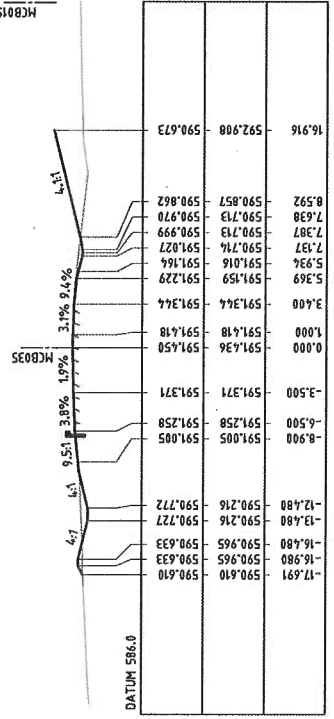
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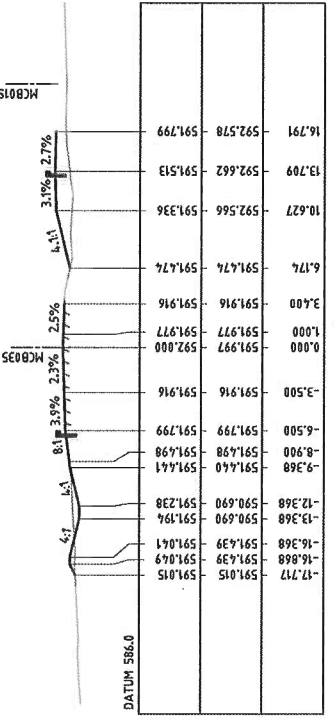
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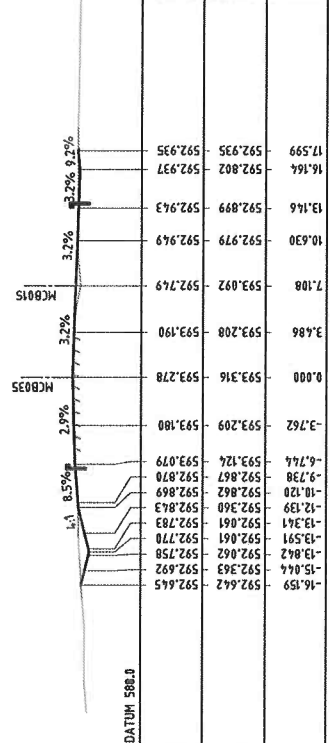
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3

NOT FOR CONSTRUCTION

[illegible]

ACT GOVERNMENT MONARHO HIGHWAY MONARHO HIGHWAY UPGRADE PROGRAM PACKAGE 1B - LANYON DRIVE INTERSECTION ROAD GEOMETRY SHEET 1 OF 2 CROSS SECTION - MONARHO HIGHWAY INTERIM SOUTHBOUND OFF RAMP [MC0217] RD-1361	A3
ACT REGISTRATION NO. 35254.300	RD-1361
SIGNATURE STATUS PSP DESIGN	SHEET NO. RD-1361
DRAWN BY.	REV.



MCXX	CONTROL LINE
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ACE

EXISTING SURFACE

EXISTING PAVEMENT

SAFETY BARRIER

PLOT DATE \ TIME

PLOT BY

PROJECT BREAKDOWN STRUCTURE

888 DOCUMENT NUMBER

PLOT DATE / TIME

PLATE 1

INT

ACT	
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VERNMENT

[illegible]

1 12.10.20 180% PSP DRAFT
2 30.03.21 FINAL PSP

SCALE 1:400

Jacobs
PO Box 100, Sydney NSW 1585
Tel: 02 955 0600
Fax: 02 955 0601
Email: info@jacobs.com.au
Web: www.jacobs.com.au

DESIGN MNGR	01 2 9926 2160
DESIGN CHECK	01 2 9926 2500
DESIGN	
DRG CHECK	
DRAWN	

FRANK	30.03.21
HALLIBURTON	30.03.21
IAO	30.03.21
ITALUNWAGE	30.03.21
FERGUSON	30.03.21



CT
ment

AGE 1B - LANYON DRIVE
GEOMETRY
SECTION - MONARRO HIGHWAY INTERSECTION No. **35254.300**

INTERSECTION
SHEET 2 OF 2
SOUTHBOUND OFF RAMP (MCD2)

NOT FOR CONSTRUCTION

CLIENT

PLOT BY

DATE/TIME

100

DOCUMENT NUMBER

100

TEARDOWN STRUCTURE

	F

BY

DATE \ TIME

ATION \ NAME

REF: 5



ACT GOVERNMENT
MONARO HIGHWAY
MONARO HIGHWAY
PACKAGE 1B - 1
ROAD GEOMET
CROSS SECTION - MON
ACT REGISTRATION No. 3
ISSUE STATUS

WAY UPGRA
ANYON DRIV
RY
ARO HIGHWAY INTIT
5254.300

EDMS No.

SHEET No. 2 OF 2
OFF RAMP (MCD22)

Monaro Highway Upgrades

Improving efficiency, safety and connectedness along the road corridor

INVESTMENT LOGIC MAP

Initiative

