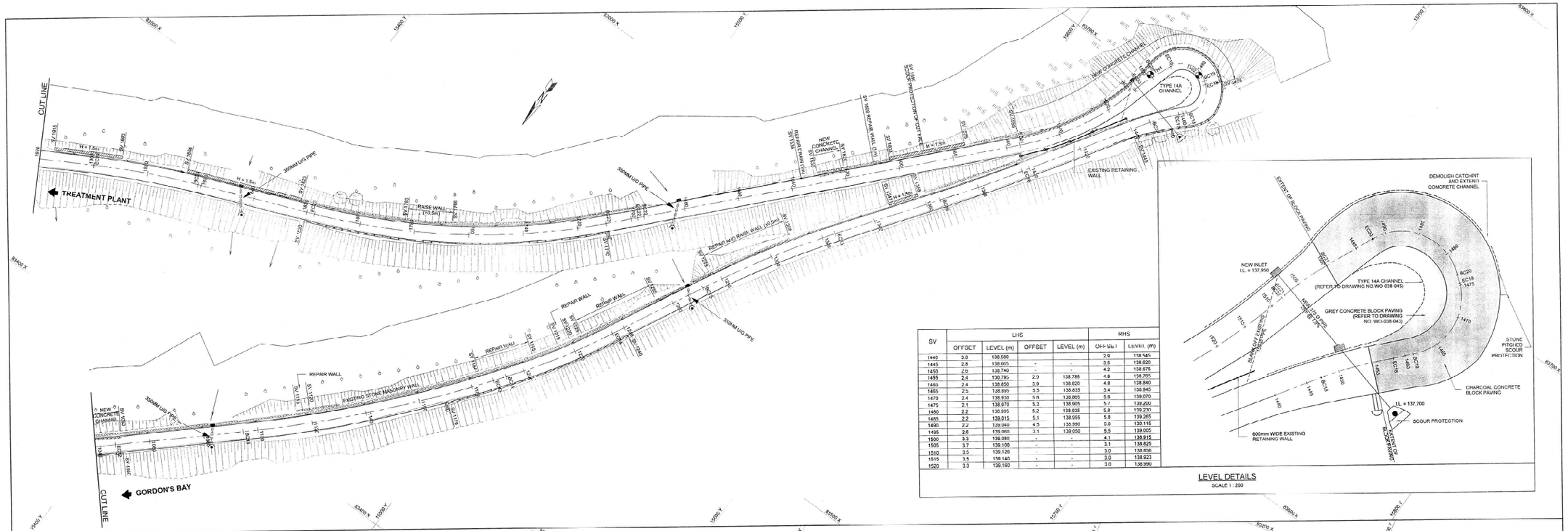
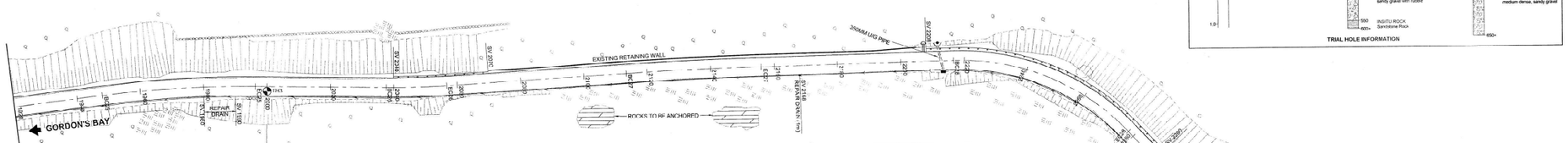
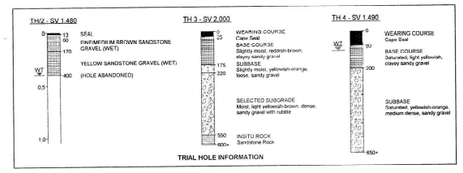


SV	LHS OFFSET	LHS LEVEL (m)	RHS OFFSET	RHS LEVEL (m)	Chainage	Level (m)
1440	3.0	138.580	-	-	2.9	138.545
1445	2.8	138.605	-	-	3.5	138.620
1450	2.5	138.740	-	-	4.2	138.675
1455	2.4	138.785	2.0	138.785	4.8	138.705
1460	2.4	138.850	3.9	138.820	4.8	138.840
1465	2.5	138.890	5.5	138.835	5.4	138.945
1470	2.4	138.930	5.6	138.865	5.6	139.070
1475	2.1	138.970	5.3	138.905	5.7	139.200
1480	2.2	139.005	5.2	138.935	5.8	139.210
1485	2.2	139.015	5.1	138.955	5.8	139.265
1490	2.2	139.040	4.5	138.990	5.0	139.115
1495	2.6	139.060	3.1	139.050	5.5	139.005
1500	3.3	139.080	-	-	4.1	138.915
1505	3.7	139.100	-	-	3.1	138.825
1510	3.5	139.120	-	-	3.0	138.856
1515	3.5	139.140	-	-	3.0	138.923
1520	3.3	139.160	-	-	3.0	138.990

LEVEL DETAILS

SCALE 1 : 200





STEENBRAS ROAD - ALIGNMENT DETAILS WGS84					
	POINT	STAKE VALUE	BEARING	Y	X
				0	0
ALIGNMENT LINE	BC12	988.996	45°02'12"	15357.668	83334.543
	PI12			15383.841	83347.923
	EC12	1047.455		15455.096	83367.578
	BC13	1094.528		15440.700	83399.054
	PI13		30°44'16"	15475.639	83439.872
	EC13	1100.190		15503.745	83468.127
	BC14	1193.043		15506.643	83472.010
	PI14		27°04'32"	15519.202	83488.943
	EC14	1250.202		15528.899	83507.757
	BC15	1272.232		15545.754	83540.720
	PI15		36°01'36"	15557.734	83564.103
	EC15	1324.762		15573.226	83585.439
	BC16	1365.244		15597.054	83618.180
	PI16		32°34'56"	15606.423	83631.031
	EC16	1397.098		15615.072	83644.392
	BC17	1447.279		15642.357	83666.542
	PI17		44°19'46"	15645.344	83691.156
	EC17	1458.235		15648.184	83695.085
	BC18	1461.246		15651.288	83697.241
	PI18		309°21'57"	15657.786	83703.872
	EC18	1475.333		15650.599	83709.752
	BC19	1476.567		15649.644	83710.533
	PI19		204°10'23"	15641.050	83717.585
	EC19	1492.173		15636.408	83707.444
	BC20	1499.957		15633.311	83700.340
	PI20		193°15'17"	15631.746	83696.855
	EC20	1507.579		15630.869	83693.134
	BC21	1508.695		15630.751	83692.672
	PI21		223°08'50"	15625.243	83669.247
	EC21	1555.050		15608.012	83651.710

STEENBRAS ROAD - ALIGNMENT DETAILS WGS84					
	POINT	STAKE VALUE	BEARING	Y	X
				0	0
ALIGNMENT LINE	BC22	1695.190	223°08'50"	15512.074	83549.472
	PI22			15512.177	83548.022
	EC22	1697.519	223°24'51"	15511.377	83547.776
	BC23	1709.357		15503.241	83539.177
	PI23			15485.625	83499.419
	EC23	1817.096	248°18'19"	15414.768	83479.186
	BC24	1861.132		15373.801	83492.907
	PI24			15355.805	83455.728
	EC24	1899.921	240°33'50"	15338.836	83446.282
	BC25	1968.014		15296.787	83422.800
	PI25			15275.665	83411.117
	EC25	1996.330	248°41'31"	15253.133	83402.329
	BC26	2037.013		15214.672	83387.327
	PI26			15205.785	83383.861
	EC26	2096.882	244°10'18"	15197.188	83379.727
	BC27	2113.445		15186.030	83355.120
	PI27			15126.866	83245.918
	EC27	2155.060	246°16'15"	15107.400	83137.369
	BC28	2210.554		15051.937	83312.979
	PI28			15022.073	83299.851
	EC28	2277.911	294°29'41"	14992.371	83313.342
	BC29	2323.732		14950.662	83332.292
	PI29			14960.500	83370.514
	EC29	2453.769	189°29'25"	14951.262	83379.354
	BC30	2485.017		14948.110	83386.534
	PI30			14942.468	83326.749
	EC30	2526.613		14823.912	83214.770

STEENBRAS ROAD - CURVE DETAILS				
CURVE	RADIUS (m)	DEFLECTION	LENGTH (m)	TANGENT (m)
CURVE 12	225	14°53'11"	58.459	29.395
CURVE 13	475	11°17'56"	93.670	46.985
CURVE 14	250	09°39'44"	42.150	21.130
CURVE 15	335	08°58'03"	52.530	26.319
CURVE 16	580	03°08'31"	31.824	15.918
CURVE 17	55	11°04'48"	10.640	5.496
CURVE 18	8.50	94°57'50"	14.088	9.270
CURVE 19	8.50	100°11'34"	15.606	11.116
CURVE 20	40	10°35'06"	7.622	3.823
CURVE 21	90	29°53'33"	46.955	24.025
CURVE 22	500	00°18'01"	2.329	1.165
CURVE 23	248	24°53'28"	107.739	54.733
CURVE 24	300	07°24'29"	38.789	19.422
CURVE 25	355	07°47'41"	48.296	24.185
CURVE 26	250	04°22'13"	19.069	9.539
CURVE 27	1250	01°36'37"	42.524	21.264
CURVE 28	73	48°19'25"	61.337	32.622
CURVE 29	71	104°36'18"	130.037	92.423
CURVE 30	50	47°56'55"	41.598	22.087

SECTIONS OF ROCK SCALING (20m BEYOND TOP OF CUT FACE)	
START SV	END SV
0.00 LHS	1.40 LHS
1.40 RHS	2.00 RHS
2.70 RHS	3.40 RHS

NARROW SECTIONS W = 5.6m (2.8m + 2.8m)	
START SV	END SV
2050	2210
2445	2480

LEGEND

- PROPOSED HEADWALL AT EXISTING CULVERT
- PROPOSED CULVERT AND CATCHPIT
- PROPOSED CHUTES
- PROPOSED SUBSOIL DRAINS
- EXISTING GRID INLETS
- PROPOSED GUARDRAILS
- PROPOSED GABION WALLS
- EXISTING TOE WALL
- PROPOSED TOE WALL
- TRIAL HOLE
- ROCK CLEARANCE 20m FROM TOP OF CUT FACE

NOTES :

1. FOR DETAILS OF ROAD WIDENING REFER TO THE STANDARD CROSS-SECTIONS, DRG No. 1026/X3.
2. THE FINAL LOCATION OF THE SUBSOIL DRAINS TO BE DETERMINED BY THE ENGINEER.
3. FOR DETAILS OF CONCRETE CHANNEL REFER TO DRG No. 1026/D2.
4. NEW CHUTE POSITIONS ARE APPROXIMATE. FINAL POSITIONS TO BE DETERMINED BY THE ENGINEER. EXISTING CHUTE INLETS TO BE MODIFIED AND UTILISED AS DIRECTED BY THE ENGINEER.
5. FOR DETAILS OF RETAINING WALLS REFER TO DRG No. 1026/X3.

APPROVED FOR CONSTRUCTION

REVISIONS	No.	DATE	NATURE OF REVISION

DESIGNED: J. MARAIS
DRAWN: V. EGAN
CHECKED: D. TANNER
CHECKED: J. LIGIANI

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for Jeffares & Green Inc.
Date 20/1/2003
Chief Executive Director
Date :

REHABILITATION OF STEENBRAS WATER TREATMENT PLANT ACCESS ROAD : FAURE MARINE DRIVE TO THE PLANT (SV 0.0 - SV 3.5)

GENERAL ARRANGEMENT SHEET 2 OF 3
SV 1040 TO SV 2500

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

CONTRACT No.: WS 7/2002

SCALE	J & G DRG. No.
1 : 500	1026 / GA2
DATE	CLIENT DRG. No.
JULY 2002	WO-038-041

WO-038-041