

**LEGEND:**

- APPROXIMATE PEAT THICKNESS CONTOUR
- ROAD ALIGNMENT
- BRIDGE STRUCTURES
- NON PEAT
- PEAT
- PRELOAD AND SURCHARGE
- EXCAVATE AND REPLACE

**NOTES:**

1. PROPOSED PEAT TREATMENT OPTIONS SHOWN. THESE METHODS ARE INTERCHANGEABLE AND MAY VARY FROM OPTION SHOWN.

Original Scale (A3)  
1:5000

1	AEE LODGEMENT	NRN	15.03.12
Revision:	Amendment	Approved:	Date:



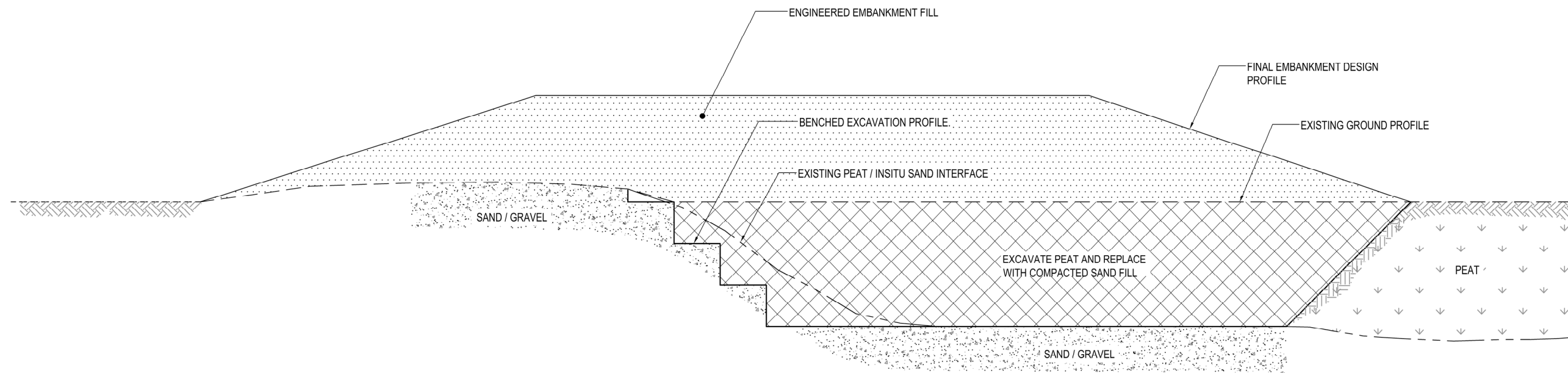
**Project:** MACKAYS TO PEKA PEKA EXPRESSWAY

**Title:** PEAT THICKNESS CONTOURS AND PEAT TREATMENT SHEET 11 OF 11

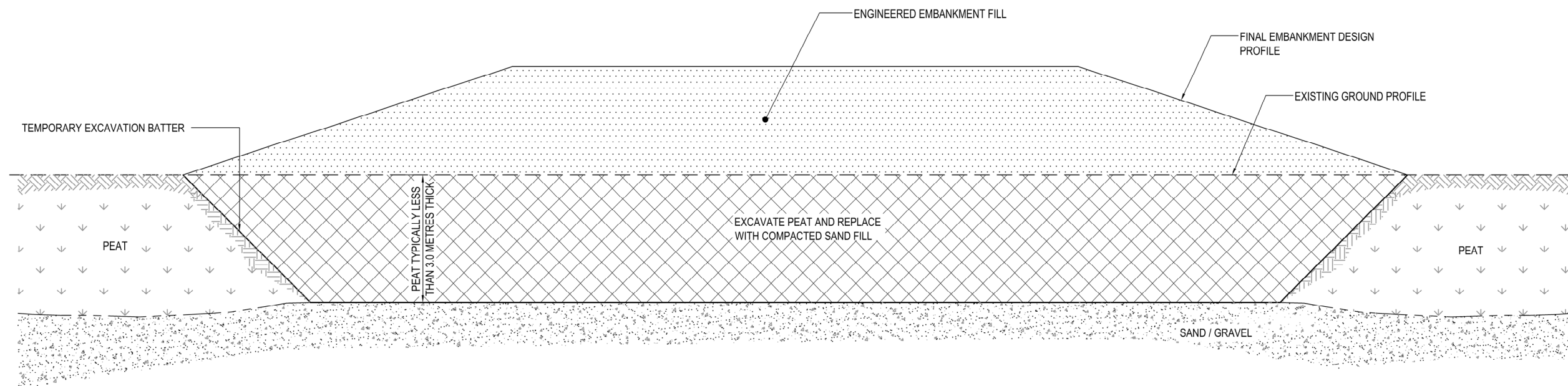
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Drawing No:	CV-EW-111
Rev:	1

NOTES:

1. TEMPORARY RETAINING OF THE EXCAVATION MAY BE REQUIRED TO LIMIT THE EXTENT OF EXCAVATION AT SPECIFIC LOCATIONS.
2. WATER INGRESS IS EXPECTED TO BE VARIABLE. WATER INGRESS SHALL BE MANAGED DURING FILLING TO ACHIEVE ADEQUATE COMPACTION OF SAND FILL.



TYPICAL SECTION - PEAT UNDERCUT FOR EMBANKMENT ON PEAT AND SAND  
N.T.S



TYPICAL SECTION - PEAT UNDERCUT SECTION 1  
N.T.S

NOTES:

Original Scale (A3)

1	AEE LODGEMENT	NRN	15.03.12
Revision:	Amendment	Approved:	Date:



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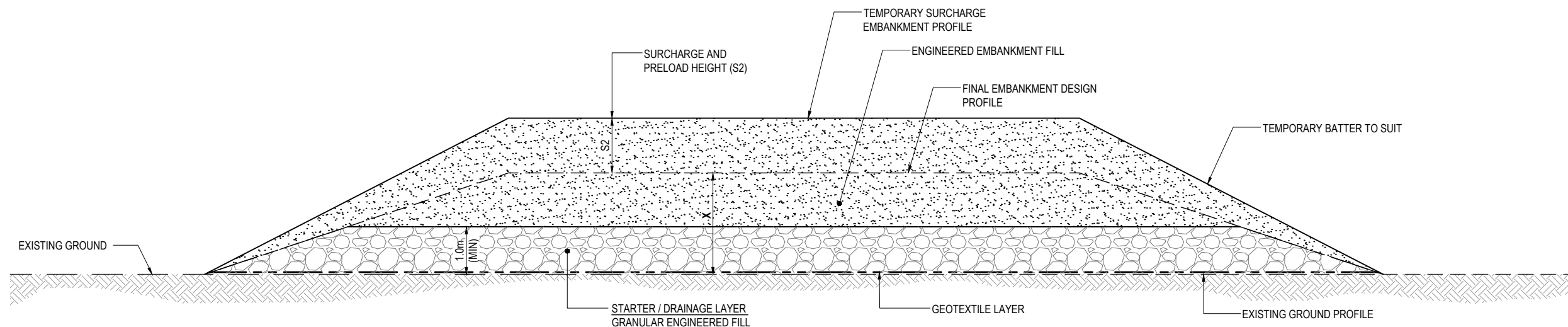
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Status: FOR CONSENTING

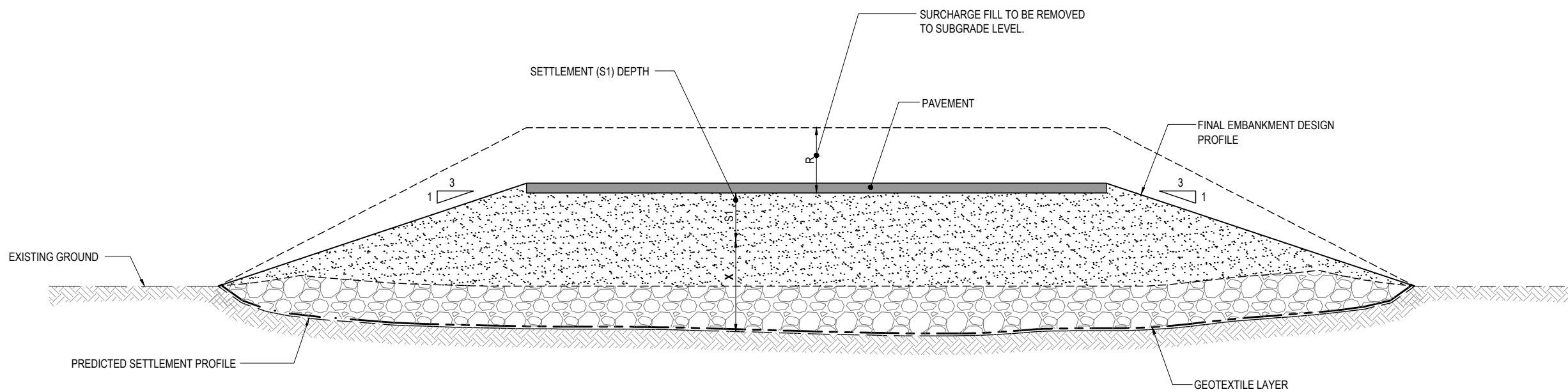
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Drawing No: CV-EW-120

Rev: 1



**TYPICAL SECTION - STAGE 1 PRELOAD AND SURCHARGE, EMBANKMENT CONSTRUCTION**  
N.T.S



**TYPICAL SECTION - STAGE 2 PRELOAD AND SURCHARGE, REMOVAL/ FINAL EMBANKMENT CONSTRUCTION**  
N.T.S

NOTES:

1. THE EMBANKMENT IS CONSTRUCTED ABOVE FINAL SEAL LEVEL. ADDITIONAL HEIGHT ABOVE FINISHED SEAL LEVEL IS THE SURCHARGE AND THE PRE-LOAD HEIGHT. THE PRE-LOAD HEIGHT IS EQUIVALENT TO THE EXPECTED SETTLEMENT DEPTH. THE SURCHARGE HEIGHT IS THE ADDITIONAL HEIGHT THAT IS PLACED AND THEN REMOVED FOLLOWING SETTLEMENT.
2. PRELOAD AND SURCHARGE HEIGHT (S2) TYPICALLY VARIES BETWEEN 1.5m TO 3.0m.

Original Scale (A3)

Revision	Amendment	NRN	Approved	Date
1	AEE LODGEMENT	NRN		15.03.12



Project: **MACKAYS TO PEKA PEKA EXPRESSWAY**

Title: **GEOTECHNICAL SURCHARGE EMBANKMENT TYPICAL SECTIONS**

Status: FOR CONSENTING

Document ID: M2PP-AEE-DWG

Drawing No: CV-EW-121

Rev. 1