PROPOSED TATTE CAR PARK	
DRAWING NO.	DRAWING TITLE
A000	SITE LOCATION
A101	GENERAL NOTES
A102	EXISTING SITE AND DEMOLITION PLAN
A103	CAR PARKING SCHEDULE
A104	MARKINGS, SIGNAGE AND LIGHTING PLAN
A105	SIGNAGE SCHEDULE
A106	PAVEMENT MARKING SCHEDULE
A107	TURN TEMPLATE AND DESIGN VEHICLE PROFILES
A108	SWEPT PATH ANALYSIS
A109	TYPICAL PAVEMENT DESIGN AND KERB PROFILE
A110	DRAINAGE NOTES
A111	DRAINAGE PLAN VIEW
A112	TRENCH DRAIN SECTIONS AND METAL GRATING DETAILS
A113	TRENCH DRAIN EXTENSION & INTEGRATED PORT CONNECTION DETAILS

1 SITE LOCATION



FOR CONSTRUCTION			A
DESIGN BY:	MWTI	DATE:	29/09/26
DRAWN BY:	MWTI	DATE:	20/09/26
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26

FA'AVAE I LE ATUA SAMOA

GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA

LOCATION:	TATTE BUILDING	DRAWING NO:	A000
PROJECT TITLE:	TATTE CAR PARK	REVISION	A
SCALE:		DESCRIPTION	SITE LOCATION

GENERAL

G1 - THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL ASSOCIATED DRAWINGS PROVIDED BY THE CLIENT AND SPECIFICATIONS OR WRITTEN INSTRUCTIONS AS MAY BE ISSUED DURING THE COURSE OF THE PROJECT OR CONTRACT. ALL DISCREPANCIES SHALL BE REFERRED TO THE SUPERINTENDENT FOR DECISION BEFORE PROCEEDING WITH THE WORK.

G2 - ALL DIMENSIONS RELEVANT TO SETTING OUT AND OFF-SITE WORK SHALL BE VERIFIED BY THE CONTRACTOR BEFORE CONSTRUCTION IS COMMENCED.

G3 - NO SUBSTITUTIONS SHALL BE MADE OR CHANGES TO THE DESIGN MADE WITHOUT OBTAINING THE APPROVAL OF THE SUPERVISING ENGINEER. THE APPROVAL OF A SUBSTITUTION FROM THE ENGINEER SHALL NOT BE AN AUTHORISATION FOR AN EXTRA. ANY EXTRA INVOLVED SHALL BE TAKEN UP WITH THE SUPERINTENDENT BEFORE THE WORK COMMENCES.

G4 - WORKMANSHIP AND MATERIALS ARE TO BE IN ACCORDANCE WITH THE RELEVANT CURRENT SAMOAN STANDARDS INCLUDING ALL AMENDMENTS, AND THE LOCAL STATUTORY AUTHORITIES, EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS. WHERE SAMOAN STANDARDS AND SPECIFICATIONS DO NOT EXIST, THE CONTRACTOR SHALL USE AUSTROADS STANDARDS AND SPECIFICATIONS.

G5 - THE CONTRACTOR SHALL UNDERTAKE A DETAILED ENGINEERING SURVEY AND ACCURATELY PEG THE PROPERTY BOUNDARY TO ENSURE THAT ALL CONSTRUCTION WORK IS WITHIN THE PROPERTY. SURVEY PLANS (INCLUDING A CONTOUR PLAN) SHALL BE SUBMITTED TO THE SUPERVISING ENGINEER FOR APPROVAL.

G6 - THE CONTRACTOR SHALL ACCURATELY LOCATE ALL UTILITIES (E.G. ELECTRICITY, WATER, SEWER, STORM WATER, TELECOMMUNICATION), MARK THOSE LOCATIONS ON THE GROUND AND A UTILITIES PLAN AND SUBMIT THE PLAN TO THE SUPERVISING ENGINEER. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES FROM DAMAGE AND ENSURE WORKPLACE HEALTH AND SAFETY FOR EMPLOYEES AND THE PUBLIC.

G7 - THE CONTRACTOR SHALL UNDERTAKE A GEOTECHNICAL INVESTIGATION TO ESTABLISH THE CBR OF THE SUB-GRADE AT SIX LOCATIONS EVENLY SPREAD ACROSS THE SITE. THE PAVEMENT DESIGN IS BASED ON A SUB-GRADE COMPACTION OF 95% MAXIMUM DRY DENSITY AND A CBR OF 10. THE CONTRACTOR SHALL SUBMIT FIELD AND LABORATORY TESTS TO THE SUPERVISING ENGINEER FOR APPROVAL BEFORE PROCEEDING WITH LAYING SUB-BASE. IF THE SUB-GRADE CBR IS LESS THAN 10 THEN THE SUPERVISING ENGINEER WILL ADVISE THE CONTRACTOR IF SECTIONS OF SUB-GRADE NEED TO BE EXCAVATED, COMPACTED AND REPLACED WITH SUB-BASE.

G8 - THE SUPERVISING ENGINEER SHALL REVIEW THE PAVEMENT AND DRAINAGE DESIGNS BASED ON THE SURVEY INFORMATION, GEOTECHNICAL INFORMATION AND UTILITIES PLAN SUBMITTED BY THE CONTRACTOR. THE CONTRACTOR WILL BE ADVISED IF CHANGES ARE MADE TO THE CONSTRUCTION DRAWINGS AND QUANTITIES. IF SO, QUANTITIES IN THE BILL OF QUANTITIES WILL BE UPDATED AND UNIT RATES APPLIED.

NOTES

N1 - NOTES SHALL APPLY TO ALL DRAWINGS.
DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED.

N2 - THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ELEVATIONS RELATING TO EXISTING CONDITIONS BY FIELD SURVEYS AND MEASUREMENTS PRIOR TO COMMENCING FABRICATION OR CONSTRUCTION.

N3 - THE CONTRACTOR SHALL ENSURE THAT ALL CONSTRUCTION METHODS USED DO NOT CAUSE DAMAGE TO ADJACENT BUILDINGS, UTILITIES, OR OTHER PROPERTIES. THIS REQUIREMENT IS PARTICULARLY IMPORTANT DURING FOUNDATION INSTALLATION.

N4 - THE CONTRACTOR IS ADVISED TO CONDUCT PHOTOGRAPHIC SURVEYS AND OTHER DOCUMENTATION OF THE CONDITION OF ADJACENT BUILDINGS AND STRUCTURES BEFORE THE START OF CONSTRUCTION.

N5 - THE CONTRACTOR SHALL COMPARE AND COORDINATE DRAWINGS FROM ALL DISCIPLINES AND REPORT ANY DISCREPANCIES TO THE SUPERVISING ENGINEER.

N6 - WHERE CONFLICTS ARISE BETWEEN DRAWINGS AND OTHER REQUIREMENTS, THE SUPERVISING ENGINEER'S DECISION SHALL GOVERN.

N7 - CONTRACTORS SHALL MAINTAIN THE CONSTRUCTION SITE IN A CLEAN AND SAFE CONDITION.

N8 - THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR TAKING ALL NECESSARY STEPS TO PROTECT THE PUBLIC FROM INJURY AND TO PREVENT DAMAGE TO ADJACENT PROPERTY DURING CONSTRUCTION.

N9 - THE CONTRACTOR SHALL REPAIR ALL EXISTING CONSTRUCTION AFFECTED BY NEW WORK TO ITS ORIGINAL CONDITION OR BETTER.

SPECIFICATIONS

S1 - ALL CONCRETE COMPONENTS SHALL BE 25 MPA UNLESS OTHERWISE SPECIFIED.

S2 - ALL PAVEMENT MATERIALS SHALL MEET THE REQUIREMENTS OF SAMOAN SPECIFICATIONS. WHERE SUCH SPECIFICATIONS DO NOT EXIST, AUSTROADS SHALL BE USED.

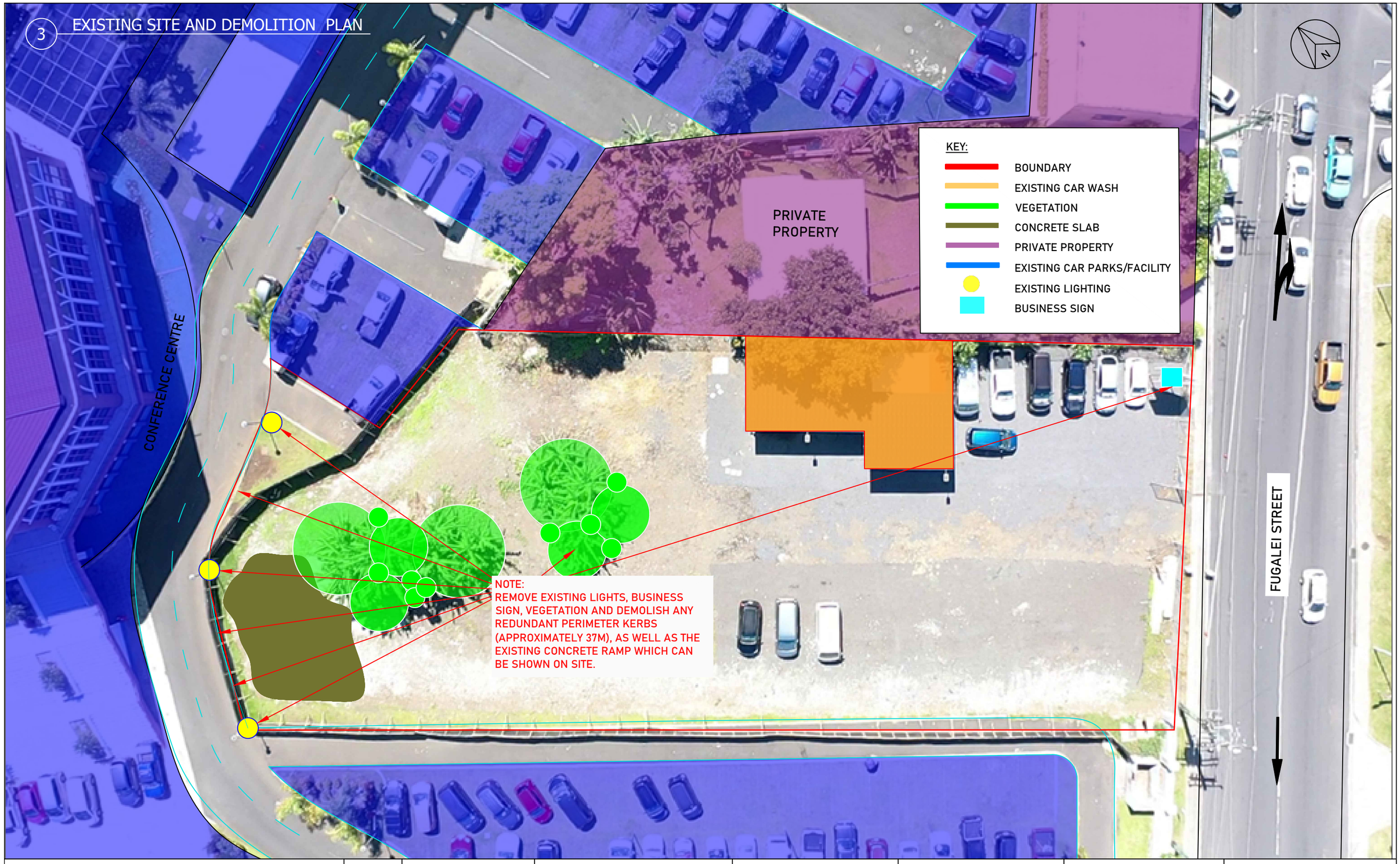
S3 - SUB-GRADE SHALL BE COMPACTED TO 95% MAXIMUM DRY DENSITY.

S4 - SUB-BASE AND BASE LAYERS SHALL BE COMPACTED TO 95% MODIFIED MAXIMUM DRY DENSITY.

S5 - TESTING (E.G. COMPACTION TESTING) SHALL BE CARRIED OUT AT THE FREQUENCY SPECIFIED BY THE SUPERVISING ENGINEER. THE COST OF TESTING SHALL BE COVERED IN THE TOTAL CONTRACT AMOUNT.

FOR CONSTRUCTION			A	GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA				
DESIGN BY:	MWTI	DATE:	29/09/26		LOCATION:	TATTE BUILDING	DRAWING NO:	A101
DRAWN BY:	MWTI	DATE:	20/09/26		PROJECT TITLE:	TATTE CAR PARK	REVISION	A
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26		SCALE:	N/A	DESCRIPTION	GENERAL NOTES

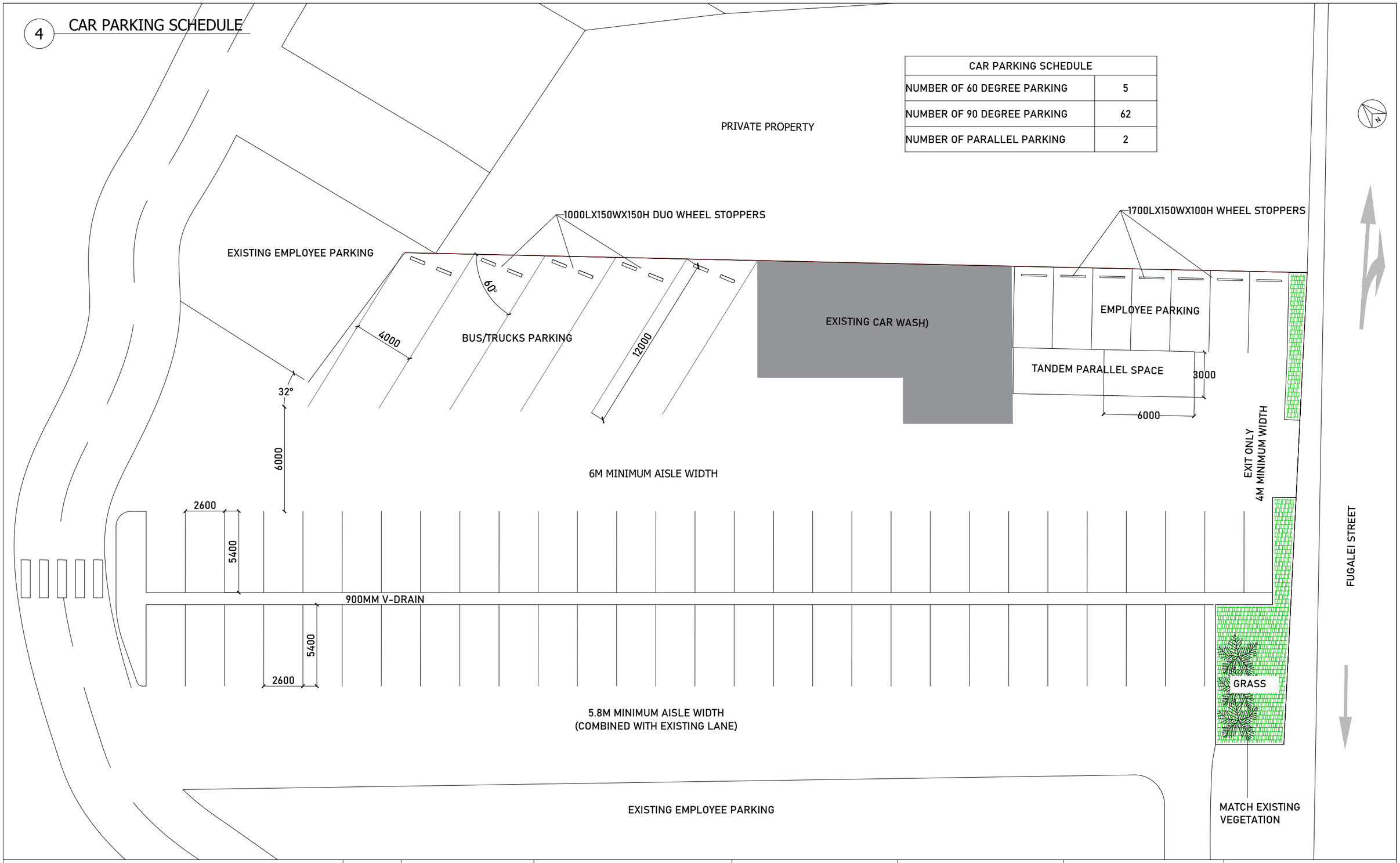
3 EXISTING SITE AND DEMOLITION PLAN



FOR CONSTRUCTION			A	GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA	LOCATION:	TATTE BUILDING	DRAWING NO:	A102
DESIGN BY:	MWTI	DATE:	29/09/26		PROJECT TITLE:	TATTE CAR PARK	REVISION	A
DRAWN BY:	MWTI	DATE:	20/09/26		SCALE:	N/A	DESCRIPTION	EXISTING SITE AND DEMOLITION PLAN
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26					

4 CAR PARKING SCHEDULE

CAR PARKING SCHEDULE	
NUMBER OF 60 DEGREE PARKING	5
NUMBER OF 90 DEGREE PARKING	62
NUMBER OF PARALLEL PARKING	2



FOR CONSTRUCTION			A	GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA	LOCATION:	TATTE BUILDING	DRAWING NO:	A103
DESIGN BY:	MWTI	DATE:	29/09/26		PROJECT TITLE:	TATTE CAR PARK	REVISION	A
DRAWN BY:	MWTI	DATE:	20/09/26		SCALE:	N/A	DESCRIPTION	CAR PARKING SCHEDULE
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26					

5 MARKINGS, SIGNAGE AND LIGHTING PLAN

KEY: CAR PARK SIGN SCHEDULE			
ID	SIGN NAME	APPLICATION CONTEXT	SIGN SCHEMATIC
REG-ST-01	STOP SIGN	PLACED AT BOTH EXITS	
WRN-PC-04	PEDESTRIAN CROSSING ADVANCED WARNING SIGN	MOUNTED 3-5 METRES IN ADVANCE OF THE CROSSWALK	
REG-NL-03	NO RIGHT TURN SIGN	MOUNTED ON MAIN EXIT COLUMN	

FOR CONSTRUCTION			A
DESIGN BY:	MWTI	DATE:	29/09/26
DRAWN BY:	MWTI	DATE:	20/09/26
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26

GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA

LOCATION:	TATTE BUILDING	DRAWING NO:	A104
PROJECT TITLE:	TATTE CAR PARK	REVISION	A
SCALE:	N/A	DESCRIPTION	MARKINGS, SIGNAGE AND LIGHTING PLAN

6 SIGNAGE SCHEDULE

ID	SGN NAME	DIMENSIONS (W X H)	MOUNTING HEIGHT (CLEARANCE)	APPLICATION CONTEXT	SIGN
REG-ST-01	STOP SIGN	600 MM × 600 MM	2100 MM MINIMUM	PLACED AT BOTH EXITS. ONE SIGN NEAR THE MAIN ENTRANCE TO BE MOUNTED ON COLUMN GATE, AND THE OTHER TO BE INSTALLED ON A POLE	
WRN-PC-04	PEDESTRIAN CROSSING ADVANCE WARNING SIGN	600 MM × 600 MM	2.1 METERS MINIMUM CLEARANCE	MOUNTED 3 - 5 METERS IN ADVANCE OF THE CROSSWALK	
REG-NL-03	NO RIGHT TURN SIGN	450 MM X 900 MM	1500 MM TO 2100 MM	MOUNTED ON MAIN EXIT COLUMN	

SIGNAGE SCHEDULE NOTES (AS 1742 & SAMOA LTA COMPLIANT):

1. GENERAL MANUFACTURING
- ALL SIGN PANELS SHALL BE FABRICATED FROM 2.0MM SOLID FLAT ALUMINUM ALLOY SHEET (GRADE 5052-H32 OR EQUIVALENT).
- SIGN FACES SHALL BE FORMED IN ONE PIECE WITH SMOOTH, DIE-CUT RADIUSED CORNERS OF 38MM NO SHARP EDGES ALLOWED.

2. RETROREFLECTIVE MATERIAL REQUIREMENTS
- REGULATORY SIGNS (STOP, SPEED LIMIT, ACCESSIBLE PARKING) MUST UTILIZE CLASS 2 HIGH INTENSITY PRISMATIC (HIP) SHEETING AS PER AS/NZS 1906.1.
- PRIVATE PARKING INSTRUCTIONAL PROPERTY SIGNS MUST USE CLASS 1 ENHANCED ENGINEER GRADE OR HIGHER FILM FOR OPTIMAL OFF-STREET LOW-LIGHT PERFORMANCE.

3. MOUNTING & FIXINGS SPECIFICATIONS
- SIGNS SHALL BE FIXED TO SINGLE OR DUAL 50MM NOMINAL BORE (NB) MEDIUM-GRADE HOT-DIP GALVANIZED STEEL POSTS COMED WITH COMPLIANT GALVANIZED CAP PLUGS.
- VANDAL-RESISTANT / ANTI-THEFT STAINLESS STEEL GRADE 304 U-BOLT SADDLE CLAMPS AND FLANGED NUTS TO BE USED ON ALL MULTI-POST CONFIGURATIONS.
- DIRECT WALL MASONRY FIXING CONTEXTS REQUIRE MINIMUM 4x M8 INOX EXPANSION ANCHOR ANCHORING MECHANISMS FASTENED THROUGH STAINLESS WASHERS.

4. CLEARANCE & SAFETY COMPLIANCE
- MINIMUM HEAD CLEARANCE BETWEEN LOWER SIGN EDGE AND FINISHED CONCRETE FLOOR FLOOR AREA MUST BE STRICTLY MAINTAINED AT 2100MM UNLESS SPECIFIED

FOR CONSTRUCTION			A	GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA				
DESIGN BY:	MWTI	DATE:	29/09/26		LOCATION:	TATTE BUILDING	DRAWING NO:	A105
DRAWN BY:	MWTI	DATE:	20/09/26		PROJECT TITLE:	TATTE CAR PARK	REVISION	A
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26		SCALE:	N/A	DESCRIPTION	SIGNAGE SCHEDULE

7 PAVEMENT MARKING SCHEDULE

PAVEMENT MARKING ELEMENT	STANDARD DIMENSIONS (AS/NZS 2890.1)	COLOUR SPECIFICATION	STANDARD PLACEMENT & RULES (AS/NZS COMPLIANCE)	SCHEMATIC
STRAIGHT ARROW	2.0M TOTAL LENGTH. ARROW HEAD: 0.7M LONG X 0.4M WIDE (AT BASE OF TRIANGLE). STEM: 1.3M LONG X 0.15M WIDE	RETROREFLECTIVE WHITE	THE ARROW MUST BE ALIGNED PRECISELY IN THE CENTER OF THE DRIVING LANE	
RIGHT-TURN ARROW	2.0M TOTAL LENGTH. ARROW HEAD: 0.7M LONG X 0.4M WIDE. STEM WIDTH: 150MM. STEM LENGTH: 1.3M TOTAL UP TO THE CURVE	RETROREFLECTIVE WHITE	CENTERED IN THE LANE. PLACE 5M TO 10M AHEAD OF THE INTERSECTION POINT.	
"STOP" TEXT PAVEMENT STENCIL	1.2M CHARACTER HEIGHT. LETTER SPACING: 200MM GAP BETWEEN CHARACTERS	WHITE (YELLOW FOR HIGH-RISK PEDESTRIAN ZONES)	CENTERED IN THE LANE. POSITION 2.0M TO 3.0M BEHIND THE 200MM–300MM SOLID STOP BAR LINE.	
"NO ENTRY" TEXT PAVEMENT STENCIL	1.2M CHARACTER HEIGHT. LETTER SPACING: 200MM GAP BETWEEN CHARACTERS	RETROREFLECTIVE WHITE OR TRAFFIC YELLOW	PLACE AT THE WRONG-WAY ENTRY THROAT.	
PEDESTRIAN CROSSWALK AHEAD WARNING (DIAMOND)	MATCH TO EXISTING	RETROREFLECTIVE WHITE	10–15 METRES FROM THE CROSSWALK	

PAVEMENT MARKING NOTES:

1. SLIP RESISTANCE: THE FINISHED THERMOPLASTIC MUST ACHIEVE A MINIMUM WET SLIP RESISTANCE RATING OF CLASS P4 / V (CONFORMING TO AS 4586).
2. MATERIAL QUALITY: SCREEDED OR PREFORMED THERMOPLASTIC CONFORMING DIRECTLY TO AS 4049.2 (OR EQUIVALENT STATE TRANSPORT AUTHORITY HEAVY-DUTY MASTER SPECIFICATION).
3. COLOR SCHEME: ALL OPERATIONAL TRAFFIC MARKINGS, ARROWS, TEXT, AND STOP LINES MUST BE HIGH-OPACITY, RETROREFLECTIVE TRAFFIC WHITE, UNLESS OTHERWISE SPECIFIED.
4. GLASS BEADS: ALL MARKINGS SHALL BE REFLECTORIZED WITH GLASS BEADS CONFORMING TO AS/NZS 2009. THERMOPLASTIC BINDER SHALL CONTAIN TYPE C (PRE-MIXED) BEADS AND HAVE TYPE B (DROP-ON) BEADS APPLIED UNIFORMLY AT THE TIME OF LAYDOWN TO PROVIDE IMMEDIATE NIGHTTIME RETRO-REFLECTIVITY

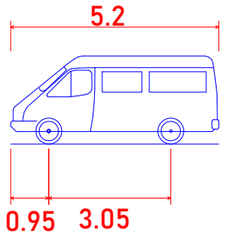
FOR CONSTRUCTION			A
DESIGN BY:	MWTI	DATE:	29/09/26
DRAWN BY:	MWTI	DATE:	20/09/26
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26

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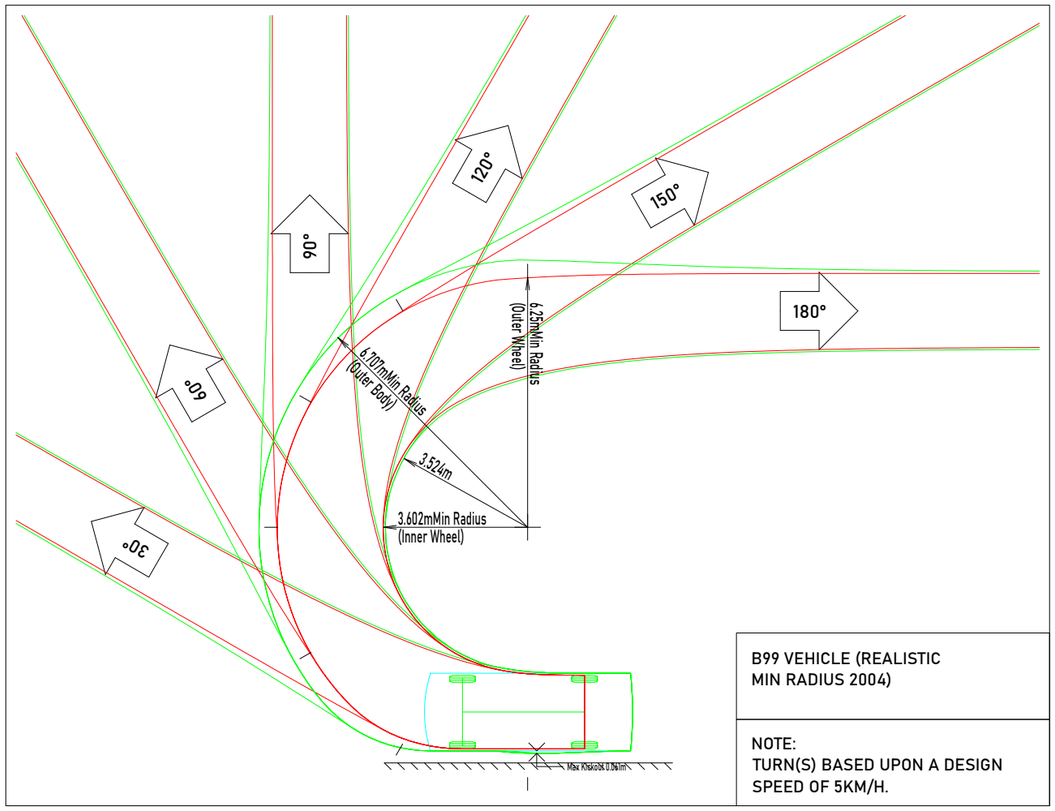
LOCATION:	TATTE BUILDING	DRAWING NO:	A106
PROJECT TITLE:	TATTE CAR PARK	REVISION	A
SCALE:	N/A	DESCRIPTION	PAVEMENT MARKING SCHEDULE

8 TURN TEMPLATE & DESIGN VEHICLE PROFILES



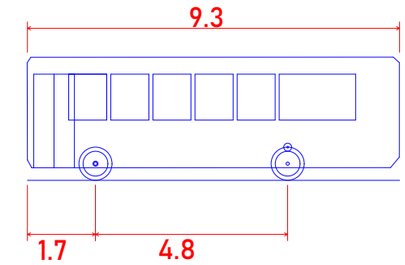
B99 VEHICLE (REALISTIC RADIUS) (2004)

OVERALL LENGTH	5.200M
OVERALL WIDTH	1.940M
OVERALL BODY HEIGHT	2.200M
MIN BODY GROUND CLEARANCE	0.312M
TRACK WIDTH	1.840M
LOCK-TO-LOCK TIME	4.00S
CURB TO CURB TURNING RADIUS	6.250M
TURN(S) ARE BASED ON DESIGN SPEED	5KM/H



B99 VEHICLE (REALISTIC MIN RADIUS 2004)

NOTE:
TURN(S) BASED UPON A DESIGN SPEED OF 5KM/H.

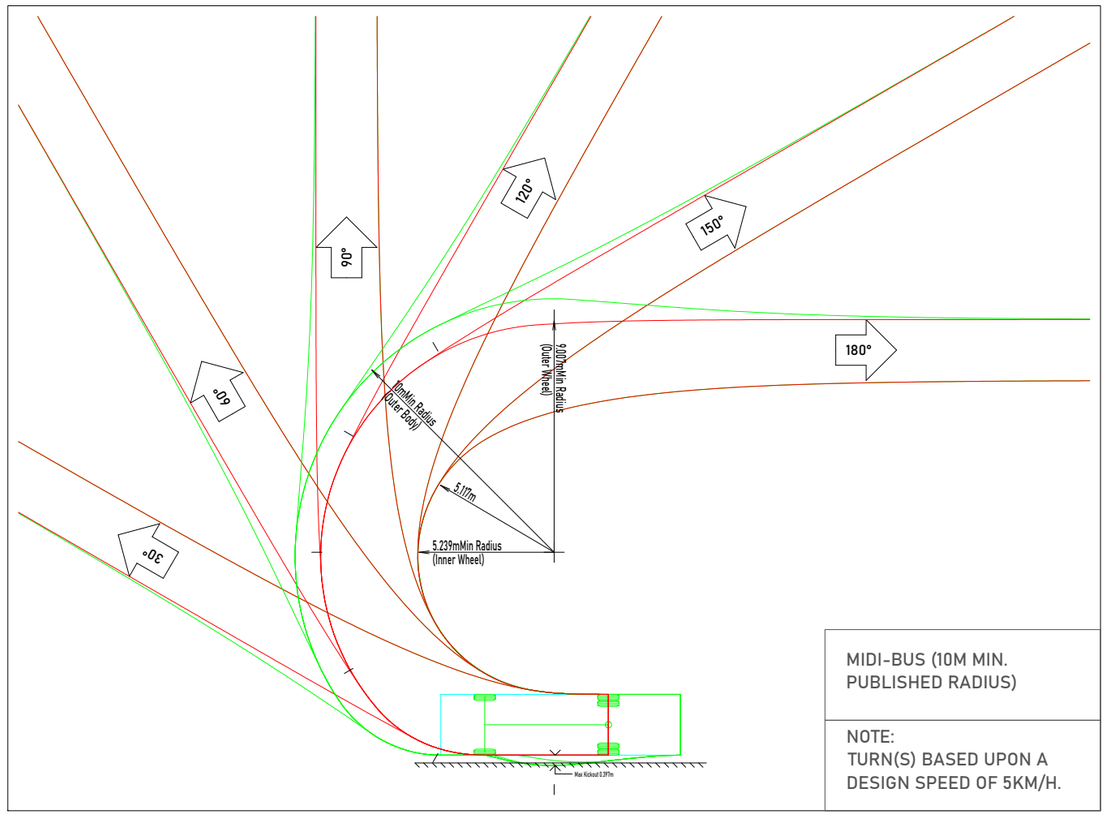


KEY:

- UPPER BODY CLEARANCE
- UNDERCARRIAGE CLEARANCE
- VEHICLE OUTLINE
- VISIBILITY SIGHTLINES

MIDI-BUS (10M MIN. PUBLISHED RADIUS)

OVERALL LEGTH	9.300M
OVERALL WIDTH	2.360M
OVERALL BODY HEIGHT	3.077M
MIN BODY GROUND CLEARANCE	0.312M
TRACK WIDTH	2.360M
LOCK-TO-LOCK TIME	6.00S
WALL TO WALL RADIUS	10.000M
TURN(S) ARE BASED ON DESIGN SPEED	5KM/H



MIDI-BUS (10M MIN. PUBLISHED RADIUS)

NOTE:
TURN(S) BASED UPON A DESIGN SPEED OF 5KM/H.

FOR CONSTRUCTION			A
DESIGN BY:	MWTI	DATE:	29/09/26
DRAWN BY:	MWTI	DATE:	20/09/26
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26

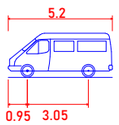
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GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA

LOCATION:	TATTE BUILDING	DRAWING NO:	A107
PROJECT TITLE:	TATTE CAR PARK	REVISION	A
SCALE:	N/A	DESCRIPTION	TURN TEMPLATE AND DESIGN VEHICLE PROFILES

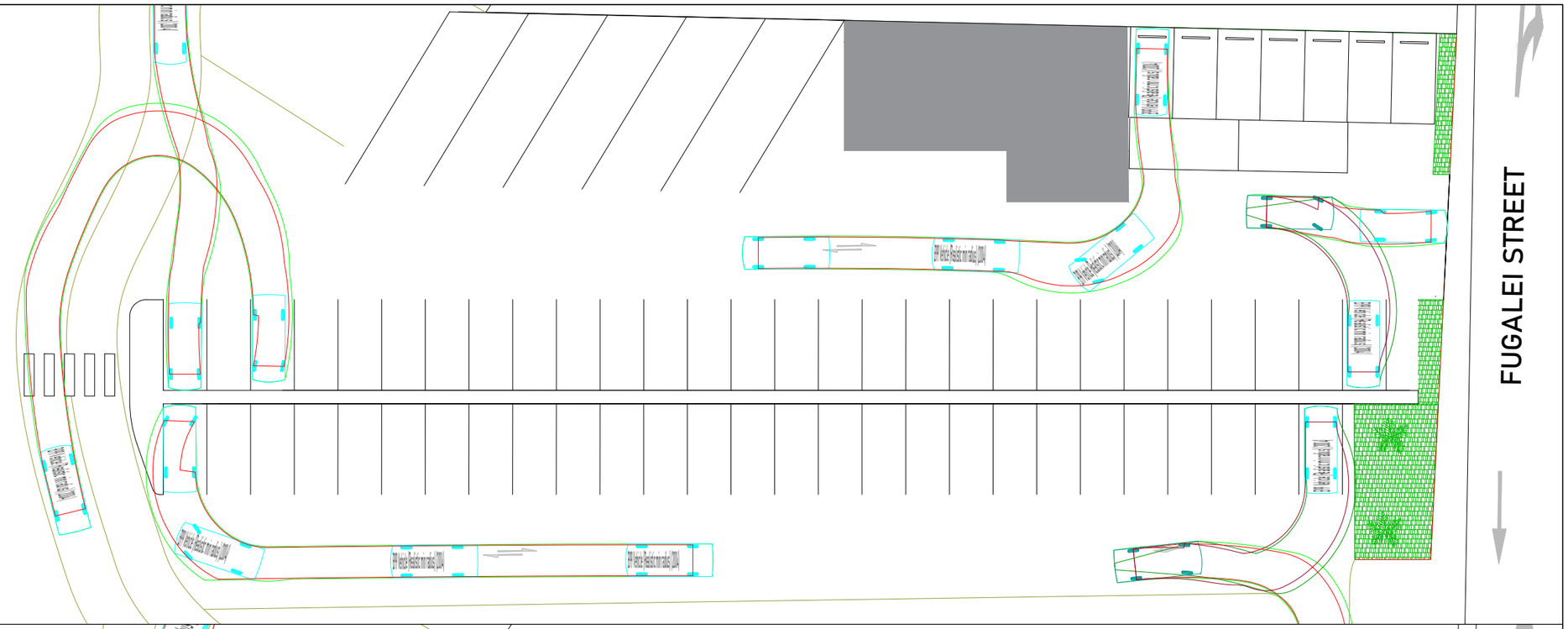
9 SWEPT PATH ANALYSIS

KEY:
- UPPER BODY CLEARANCE
- UNDERCARRIAGE CLEARANCE
- VEHICLE OUTLINE
- VISIBILITY SIGHTLINES

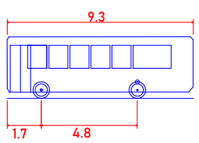


B99 VEHICLE (REALISTIC RADIUS) (2004)

OVERALL LENGTH	5.200M
OVERALL WIDTH	1.940M
OVERALL BODY HEIGHT	2.200M
MIN BODY GROUND CLEARANCE	0.312M
TRACK WIDTH	1.840M
LOCK-TO-LOCK TIME	4.00S
CURB TO CURB TURNING RADIUS	6.250M
TURN(S) ARE BASED ON DESIGN SPEED	5KM/H

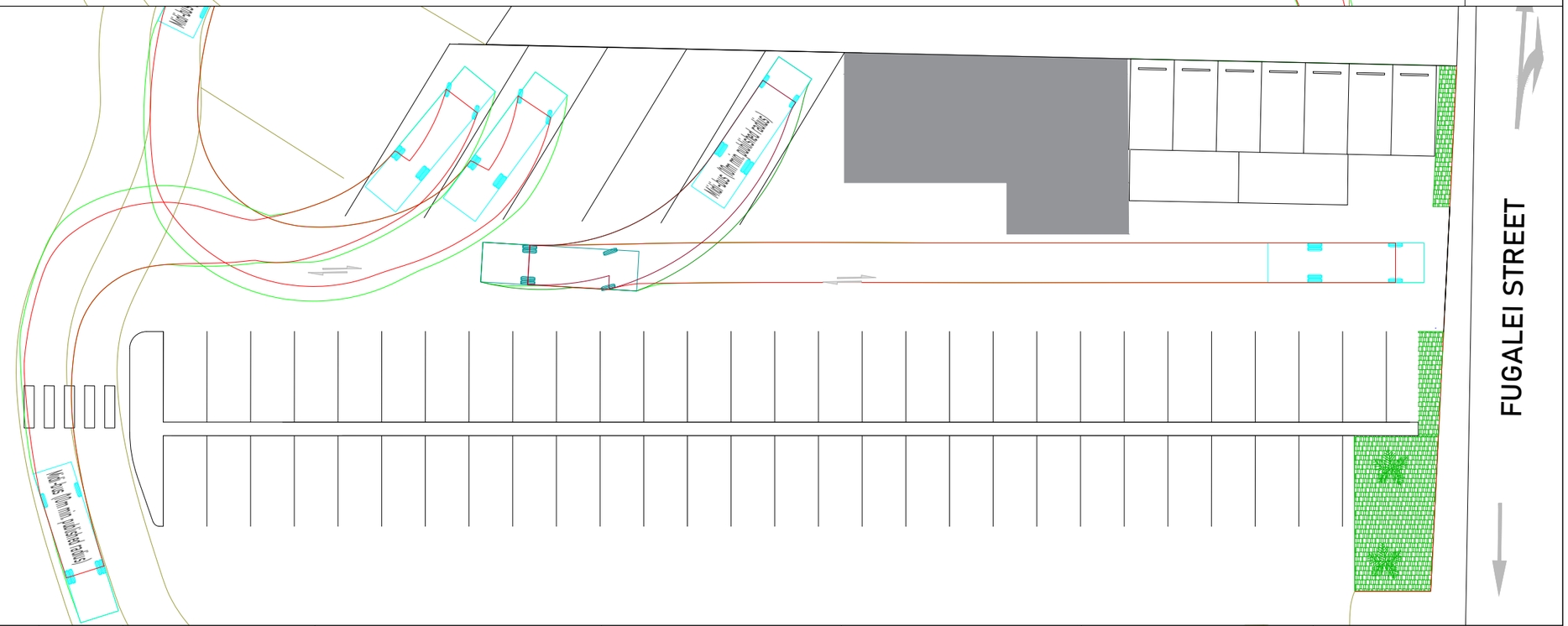


KEY:
- UPPER BODY CLEARANCE
- UNDERCARRIAGE CLEARANCE
- VEHICLE OUTLINE
- VISIBILITY SIGHTLINES



MIDI-BUS (10M MIN. PUBLISHED RADIUS)

OVERALL LEGTH	9.300M
OVERALL WIDTH	2.360M
OVERALL BODY HEIGHT	3.077M
MIN BODY GROUND CLEARANCE	0.312M
TRACK WIDTH	2.360M
LOCK-TO-LOCK TIME	6.00S
WALL TO WALL RADIUS	10.000M
TURN(S) ARE BASED ON DESIGN SPEED	5KM/H



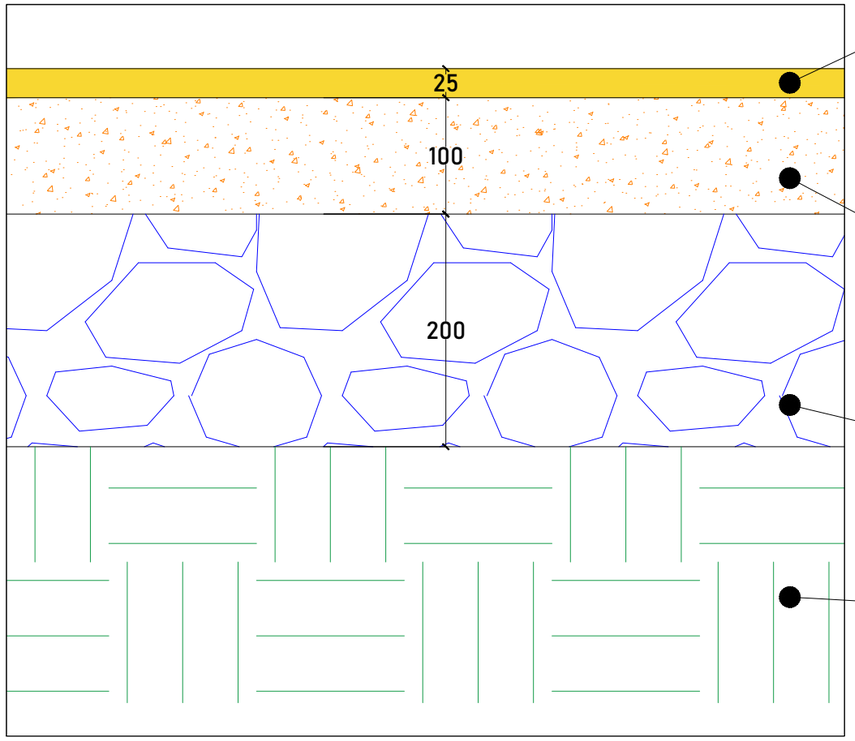
FOR CONSTRUCTION			A
DESIGN BY:	MWTI	DATE:	29/09/26
DRAWN BY:	MWTI	DATE:	20/09/26
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26

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GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA

LOCATION:	TATTE BUILDING	DRAWING NO:	A108
PROJECT TITLE:	TATTE CAR PARK	REVISION	A
SCALE:	N/A	DESCRIPTION	SWEPT PATH ANALYSIS

10 TYPICAL PAVEMENT DESIGN



BITUMEN SURFACE:
TOP LAYER: SPRAY BITUMEN AT AN APPLICATION RATE OF 1.4 L/M^2 THEN LAY AND COMPACT A 10MM CHIP SEAL. BOTTOM LAYER: SPRAY BITUMEN WITH AN APPLICATION RATE OF 1.2 L/M^2, THEN APPLY AND COMPACT 14MM CHIP SEAL LAYER.

BASE LAYER:
SUPPLY, LAY, LEVEL & COMPACT CRUSHED BASE-COURSE LAYER (100MM THICKNESS BASE CLASS A). COMPACT TO 95% MODIFIED MAXIMUM DRY DENSITY

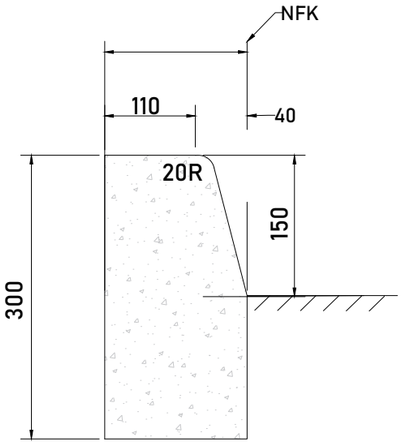
SUB-BASE LAYER:
SUPPLY, LAY, LEVEL & COMPACTED CRUSHED SUB-BASE LAYER (200MM THICKNESS SUB-BASE 1). COMPACT TO 95% MODIFIED MAXIMUM DRY DENSITY

SUB-GRADE:
SCARIFY EXISTING SOIL AND RE-COMPACT AS SUB-GRADE LAYER. COMPACT TO 95% MAXIMUM DRY DENSITY MINIMUM CBR 10

NOTE:
THE CONTRACTOR SHALL CLEAR THE SITE AND COMPACT THE SUB-GRADE TO THE FINISHED LEVEL AND TEST TO ENSURE MINIMUM CBR 10. IF THE SUB--GRADE IS LESS THAN CBR 10, ADVICE SHALL BE SOUGHT FROM THE SUPERVISING ENGINEER AND SOME OF THE SUB-GRADE MAY NEED TO EXCAVATED AND REPLACED WITH SUB-BASE.

11 DETAIL 1: 150MM KERB

NFK = NOMINAL FACE OF KERB



FOR CONSTRUCTION			A	GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA	LOCATION:	TATTE BUILDING	DRAWING NO: A109
DESIGN BY:	MWTI	DATE:	29/09/26		PROJECT TITLE:	TATTE CAR PARK	REVISION: A
DRAWN BY:	MWTI	DATE:	20/09/26		SCALE:	N/A	DESCRIPTION: TYPICAL PAVEMENT DESIGN & KERB PROFILE
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26				

DRAINAGE NOTES

1. DESIGN AND CONFORMANCE CODES:

- ALL CIVIL PLACEMENTS SHALL COMPLY WITH THE NATIONAL BUILDING CODE (NBC) 2017 SAMOA, AS 3600:2018 (CONCRETE STRUCTURES), AND AS/NZS 3500.3:2021 (STORMWATER DRAINAGE).
- TRENCH DRAINAGE CHANNELS AND RUNOFF CONNECTIONS SHALL COMPLY WITH THE LOGISTICAL INTENT OF AS/NZS 3500.3:2021
- PERFORMANCE METRICS FOR SURFACE GRATINGS ARE CONVERTED TO A CUSTOM STRUCTURAL WELDED DESIGN SPECIALLY MANUFACTURED
- TO FIT SYSTEM TRENCH WIDTH CONTEXTS (SEE SECTION 4 BELOW).

2. LOGISTICAL GRADING PARAMETERS:

- MID-GAP HIGH POINT BASELINE INVERT INTAKE IS UNIFORMLY ANCHORED AT A DEPTH VALUE OF 300MM.
- SYSTEM INVERT TRACKS DROP OUTWARD FROM CRESTS IN DUAL VECTORS SLOPING UNIFORMLY AT 0.5% (5MM/1M).
- GRADIENT LINES GENERATE A REPEATING SYSTEM DISCHARGE PORT ENTRY INVERT DEPTH OF EXACTLY 318MM.
- WATER INTRODUCES RUNOFF INTO HEADWALLS VIA HORIZONTAL STRAIGHT 100MM CLASS SN8 PVC SLEEVES.
- STANDARDISED DEPTH VALUES PERMIT SYSTEM-WIDE REPETITION OF IDENTICAL 1-METER MODULE CHUTES.
- MANDATORY EXCAVATION AND POUR CORE DEPTH MATRIX EXTENSIONS:
- CONCRETE COMPRESSIVE MIX PROFILE: ALL SOAKAGE PIT TOP SLABS AND HEADWALL ELEMENTS SHALL BE CAST USING GRADE 30 MPA REINFORCED MATERIAL.
- SLAB REINFORCING MESH: WHERE SL82 IS NOT AVAILABLE BY LOCAL INVENTORY, SUBSTITUTE MESH 665, DOUBLE THE SHEETS (PLACING 2x LAYERS TIED BACK-TO-BACK WITH STEEL TIE-WIRE) ON BOTH THE TOP AND BOTTOM FACES OF THE 175MM CONCRETE CAP COVER (SEE DRAWING A113). ENSURE A STRICT MINIMUM 50MM REINFORCEMENT CLEAR COVER ON ALL EXPOSED BOUNDARY SURFACES.

3. SOAKHOLE FILTRATION CRITERIA:

- FILTER MEDIA: VAULTS TO BE PACKED TIGHTLY WITH 50MM TO 150MM CRUSHED VOLCANIC BASALT ROCKS (VOID RATIO ~38%). BRITTLE SCORIA AGGREGATE IS STRICTLY BANNED.
- GEOTEXTILE FABRIC / BIDIM A29 (CLASS C) LINER: FILTER JACKET EXTENDS UN-PERFORATED UP VERTICALLY AND FINISHED WITH A 500MM HORIZONTAL FLAP OVERLAP JOINT TOE COVERED BY FILTER MATERIAL.
- BASE OF SOAKAGE PIT (1500MM TOTAL EXCAVATION DEPTH) MUST REMAIN A MINIMUM CLEAR SURVEY FACTOR CAPACITY DISTANCE OF 500MM ELEVATED ABOVE PEAK SEASONAL TIDAL WATER TABLES.

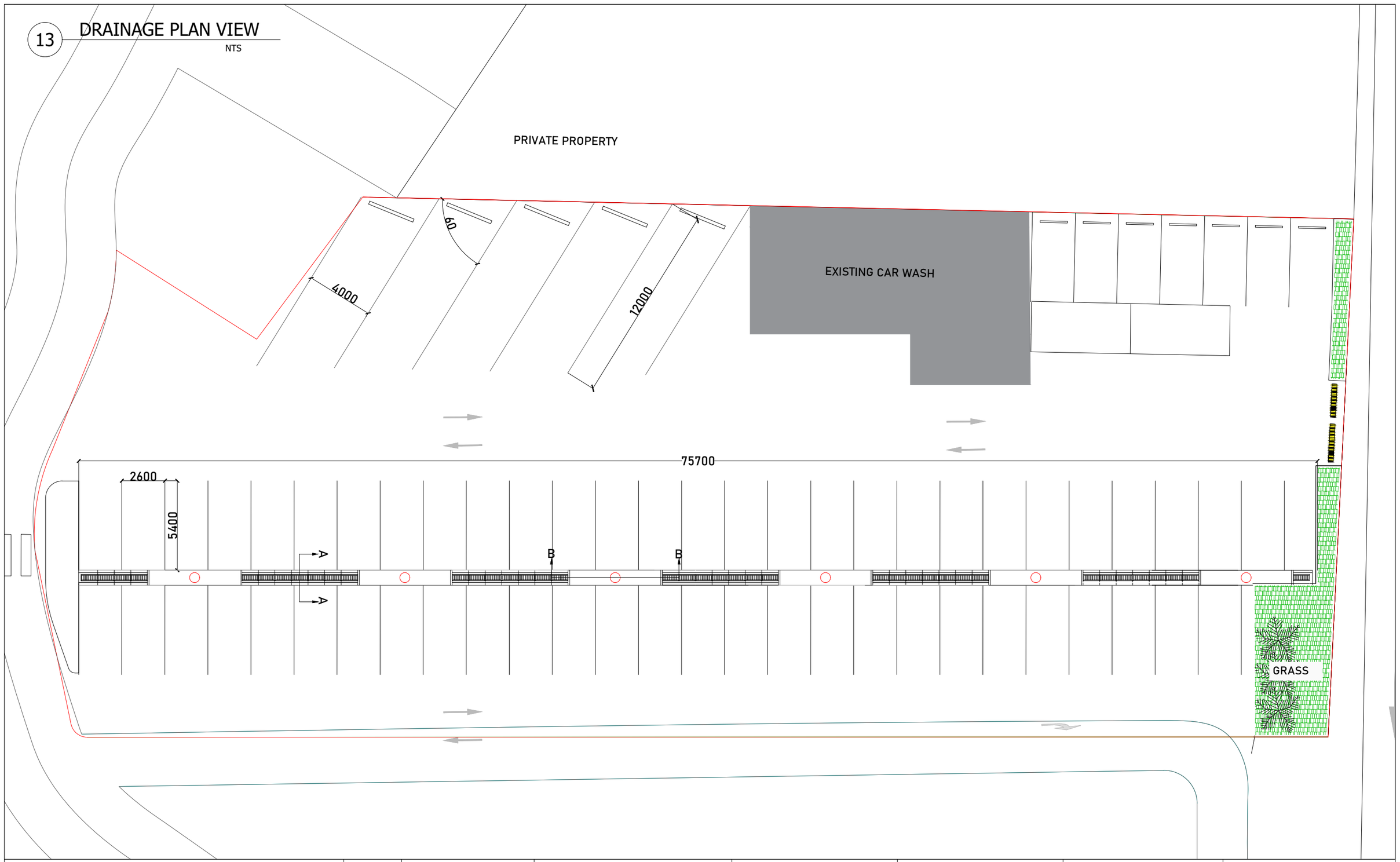
4. CUSTOM METAL GRATING SPECIFICATIONS:

- FABRICATION MATERIAL: ALL GRATES SHALL BE FABRICATED EXCLUSIVELY USING STRUCTURAL SQUARE HOLLOW SECTIONS (SHS).
- SHALL SPECIFY 8x INDIVIDUAL 50x50x2.0MM SHS PROFILES SPACED UNIFORMLY AT 136MM CENTER-TO-CENTER (C-C TYP.).
- MANUFACTURING DIMENSIONS: STANDARD MANUFACTURED MODULE UNITS SHALL LOG A FIXED PROFILE LENGTH OF 1000mm AND AN OUTSIDE FRAME WIDTH OF 375MM.
- PERFORMANCE CLEARANCE: FABRICATOR TO APPLY A -4MM COMPENSATING MANUFACTURING TOLERANCE ALL AROUND EXTERNAL BOUNDARIES (367MM x 992MM ACTUAL) TO ACCOUNT FOR POST-WELD DISTORTION AND DROP-IN ALIGNMENT WITHIN THE TRENCH FRAME CHANNEL.
- ASSEMBLY PROFILE: CORNER FRAME BOUNDARIES MUST BE RENDERED AS 45-DEGREE MITER CUTS. INTERNAL SHS SLATS SHALL INCORPORATE SQUARE-CUT ENDS ALIGNED FLUSH TO THE BOTTOM OF THE OUTBOARD FRAME HULL.
- STRUCTURAL WELD SPECIFICATION: WIRE ALL CONNECTIONS AND PROFILE INTERSECTIONS (INTERNAL AND EXTERNAL) COMPLIANT WITH AS/NZS 1554.1 USING A CONTINUOUS 3MM FILLET WELD SEATING ALL AROUND EACH ELEMENT JUNCTION. STITCH OR SPOT WELDING IS STRICTLY FORBIDDEN TO COMPLETELY ELIMINATE VOID EXPOSURES.
- ANTI-CORROSION FINISH: COMPLETED MODULE ASSEMBLIES MUST BE ENTIRELY CLEANED OF INDUSTRIAL SPATTER AND RE-FINISHED BY HOT-DIP GALVANIZING POST-FABRICATION TO COMPLY WITH COMPREHENSIVE AS/NZS 4680 SPECIFICATION MINIMUMS.
- INTERNAL BATTERY SAFETY VENTS: DRILL A MINIMUM 5MM GAS EXPANSION AND LIQUID EXPULSION HOLE ENTIRELY THROUGH ONE INTERIOR CONCEALED WALL OF REPEATING SLAT INTERFACES TO PREVENT STRUCTURAL TUBE COMPRESSION OR BURSTING IN THE HOT GALVANIZING LIQUID SYSTEM BATH.

FOR CONSTRUCTION			A	GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA				
DESIGN BY:	MWTI	DATE:	29/09/26		LOCATION:	TATTE BUILDING	DRAWING NO:	A110
DRAWN BY:	MWTI	DATE:	20/09/26		PROJECT TITLE:	TATTE CAR PARK	REVISION	A
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26		SCALE:	N/A	DESCRIPTION	DRAINAGE NOTES

13 DRAINAGE PLAN VIEW

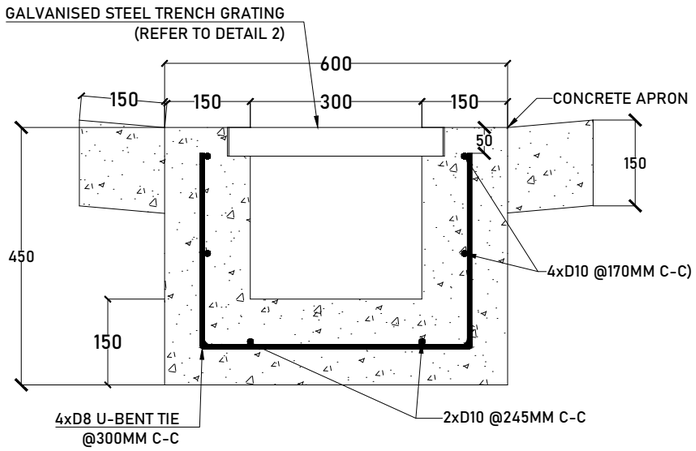
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FOR CONSTRUCTION			A	GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA	LOCATION:	TATTE BUILDING	DRAWING NO:	A111
DESIGN BY:	MWTI	DATE:	29/09/26		PROJECT TITLE:	TATTE CAR PARK	REVISION	A
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DESIGN CHECKED BY:	MWTI	DATE:	01/10/26					

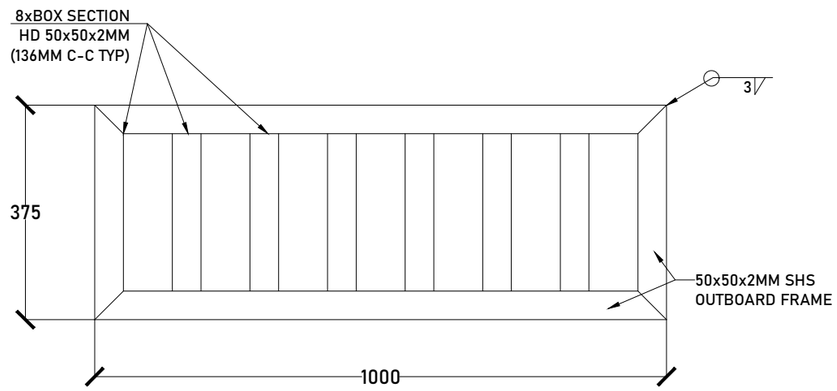
14 TRENCH DRAIN SECTIONS AND METAL GRATING DETAILS

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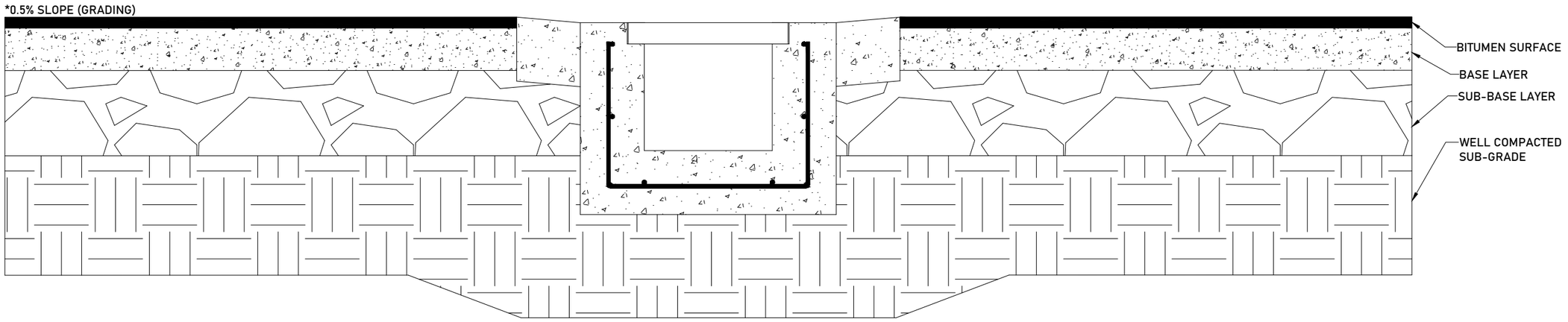
DETAIL 1

TRENCH DRAIN
STRUCTURAL DESIGN



DETAIL 2

WELDED GALVANIZED
STEEL TRENCH GRATING
SPECIFICATIONS



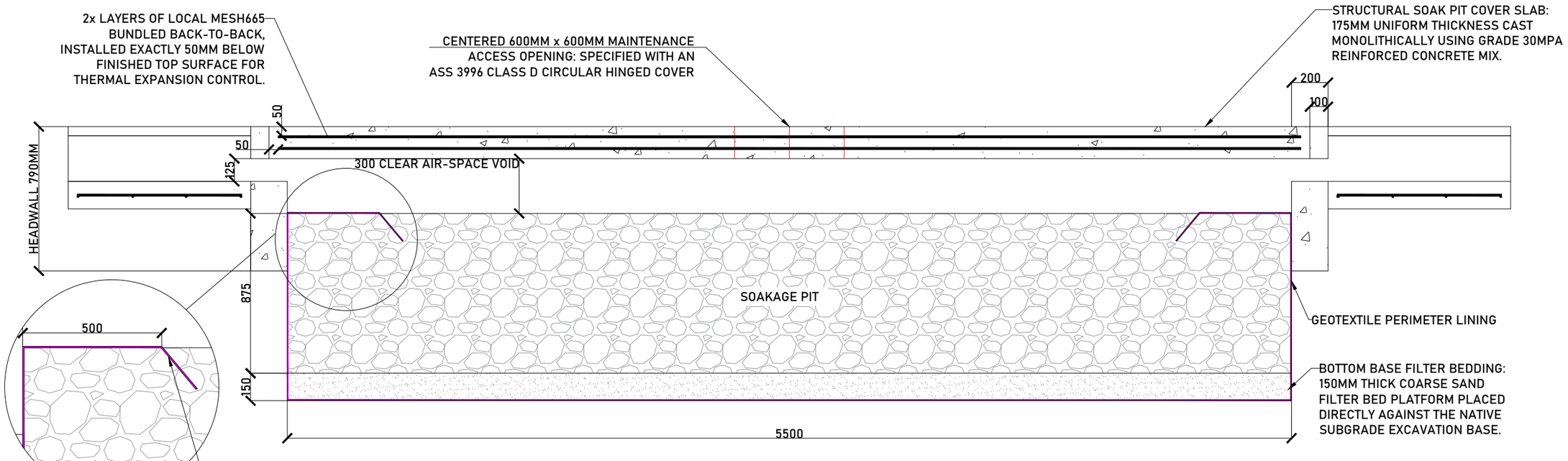
SECTION A-A

INTEGRATED TRENCH AND
PAVEMENT INTERFACE

FOR CONSTRUCTION			A	GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA	LOCATION:	TATTE BUILDING	DRAWING NO:	A112
DESIGN BY:	MWTI	DATE:	29/09/26		PROJECT TITLE:	TATTE CAR PARK	REVISION	A
DRAWN BY:	MWTI	DATE:	20/09/26		SCALE:	N/A	DESCRIPTION	TRENCH DRAIN SECTIONS & METAL GRATING DETAILS
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26					

15 TRENCH DRAIN EXTENSION & INTEGRATED PORT CONNECTION DETAILS

NTS



FOR CONSTRUCTION			A
DESIGN BY:	MWTI	DATE:	29/09/26
DRAWN BY:	MWTI	DATE:	20/09/26
DESIGN CHECKED BY:	MWTI	DATE:	01/10/26

FA'AVAE I LE ATUA SAMOA

GOVERNMENT OF THE INDEPENDENT STATE OF SAMOA

LOCATION:	TATTE BUILDING	DRAWING NO:	A113
PROJECT TITLE:	TATTE CAR PARK	REVISION	A
SCALE:	N/A	DESCRIPTION	TRENCH DRAIN EXTENSION & INTEGRATED PORT CONNECTION DETAILS