CONSTRUCTION NOTES AND SPECIFICATION:

1. ALL WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH THE RELEVANT DIT STANDARDS, SPECIFICATIONS AND PAVEMENT DESIGN/CONSTRUCTION REQUIREMENTS.

2. ALL WORK TO BE CARRIED OUT BY SUITABLY EXPERIENCED AND QUALIFIED PERSONNEL.

3. CONCRETE BASE AND KERB/GUTTER SHALL CONFORM TO AS3600.

3. MATERIAL REQUIREMENTS (REFER TO DIT MASTER SPECIFICATION PART ST-SC-S7)
   - 3.1. JOINTED REINFORCED CONCRETE PAVEMENT (JRCP) BASE MIX
     - 3.1.1. MINIMUM 28-DAY CONCRETE COMPRESSIVE STRENGTH OF 40MPa
     - 3.1.2. MINIMUM 28-DAY CONCRETE FLEXURAL STRENGTH OF 4.8MPa
     - 3.1.3. CEMENT - TYPE SL TO AS 3972
     - 3.1.4. SLUMP - MAXIMUM 80mm, MINIMUM 50mm
     - 3.1.5. MAXIMUM AGGREGATE SIZE, 20mm
     - 3.1.6. MAXIMUM CONCRETE SHRINKAGE AT 21 DAYS IS 600µm TO AS 1012.13
     - 3.1.5. NO ADDITIVES SHALL BE USED IN THE CONCRETE, UNLESS OTHERWISE APPROVED BY THE CLIENT
   - 3.2. STEEL FIBRE REINFORCE CONCRETE PAVEMENT (SFCP) BASE MIX
     - 3.2.1. MINIMUM 28-DAY CONCRETE COMPRESSIVE STRENGTH OF 40MPa
     - 3.2.2. MINIMUM 28-DAY CONCRETE FLEXURAL STRENGTH OF 5.5MPa
     - 3.2.3. CEMENT - TYPE SL TO AS 3972
     - 3.2.4. SLUMP - MAXIMUM 80mm, MINIMUM 50mm
     - 3.2.5. MAXIMUM AGGREGATE SIZE, 20mm
     - 3.2.6. MAXIMUM CONCRETE SHRINKAGE AT 21 DAYS IS 600µm TO AS 1012.13
     - 3.2.7. NO ADDITIVES SHALL BE USED IN THE CONCRETE, UNLESS OTHERWISE APPROVED BY THE CLIENT.
     - 3.2.8. STEEL FIBRES MUST COMPLY WITH THE FOLLOWING PROPERTIES IN ACCORDANCE WITH EN 14889-1:
       - 3.2.8.1. ULTIMATE TENSILE STRENGTH EQUAL OR EXCEEDING 750 MPa
       - 3.2.8.2. ASPECT RATIO (λ) MUST BE GREATER THAN 30 AND LESS THAN 68
       - 3.2.8.3. HARDNESS (GROUP II FIBRES ONLY) MUST BE GREATER THAN 84 HRB (HARDNESS ROCKWELL: B SCALE)
       - 3.2.8.4. MAXIMUM LENGTH OF FIBRES IS 50mm
     - 3.2.9. MINIMUM FIBRE DOSAGE RATE, 55 KG/M3

4. REINFORCEMENT, DOWELS AND TIE-BARS (REFER TO DIT MASTER SPECIFICATION PART ST-SC-S6)
   - 4.1. SUPPLY AND FIX REINFORCEMENT TO AS/NZS 4671
   - 4.2. ALL DOWELS TO MEET THE REQUIREMENTS OF AS/NZS 3679.1
   - 4.3. ALL TIE-BARS TO MEET THE REQUIREMENTS OF AS/NZS 4671
   - 4.4. ALL BAR CHAIRS USED TO SUPPORT REINFORCEMENT IS TO MEET THE REQUIREMENTS OF AS/NZS 2425

5. SUBBASE DEBONDING 2
   - 5.1. SUBBASE COMPRISING OF PLANT MIX STABILISED MATERIAL SPM2/20 C4 SHALL INCLUDE A DEBONDING LAYER TO THE SURFACE COMPRISING OF A 7 mm BITUMEN EMULSION SEAL WITH RESIDUAL BINDER RATE >= 1 L/M2.
   - 5.2. WHERE ACCESS TO A SEALING CREW IS UNAVAILABLE, ON APPROVAL, THIS MAY BE SUBSTITUTED WITH MIN 200 MICRON IMPACT RESISTANT POLYETHYLENE SHEETING PLACED IN ACCORDANCE TO ST-SC-C7.

6. JOINT SEALANT AND FILLER
   - 6.1. FOSROC NITOSEAL SC820 OR APPROVED EQUIVALENT SEALANTS ARE PERMITTED FOR USE IN JOINTS.
   - 6.2. ALL BACKER ROADS USED ARE TO BE CLOSED-CELL POLYETHYLENE.
   - 6.3. ALL RELEVANT TEST RESULTS ENDORSED BY AN AS/NSZ ISO 9001 CERTIFIED LABORATORY WHOSE QUALITY MANAGEMENT SYSTEM IS CERTIFIED BY A CONFORMITY ASSESSMENT BODY OR BY JAS-ANZ EXCEPT THAT JAS-ANZ CERTIFICATION IS NOT REQUIRED FOR TEST METHODS RMS T1192 AND T1193.
   - 6.4. PROVIDE A FULL TECHNICAL DESCRIPTION, INCLUDING THE METHOD OF INSTALLATION RECOMMENDED BY THE MANUFACTURE.
   - 6.5. PROPOSED SEALANT IS TO CONFORM TO THE FOLLOWING REQUIREMENTS.

TEST METHOD	ATTRIBUTE	REQUIREMENTS
ASTM-D792 (METHOD A)	SPECIFIC GRAVITY	1.1 - 1.55
ASTM-C661 (STANDARD CURING)	DUROMETER HARDNESS	MAX 25 AT -29°C, MAX 30 AT +23°C
ASTM-C603	EXTRUSION RATE	90 - 250 G/MINUTE
ASTM-C679	TACK FREE TIME	TACK FREE AT 5 HOURS
ASTM-C793	ACCELERATED WEATHERING	NO SURFACE CRAZING, HARDENING, CHALKING OR BOND LOSS AT 5000 HOURS
ASTM-C794	ADHESION TO CONCRETE	MINIMUM 35 N AVERAGE PEEL STRENGTH
RMS T1193	ACCELERATE AGEING	CONDITION OF SPECIMEN AFTER ONE AGING CYCLE
RMS T1192	ADHESION TO CONCRETE	CONDITION AS PER RMS T1193. EXTENSION TO 70%, COMPRESSION TO 50%. AFTER 500 CYCLES, NOT MORE THAN 10% FAILURE OVER THE CROSS-SECTIONAL AREA.
	COLOUR	GREY, COMPATIBLE WITH PAVEMENT CONCRETE

7. FORMWORK (REFER TO DIT MASTER SPECIFICATION PART ST-SC-C6)
   - 7.1. FORMWORK IS TO BE OF STEEL OR SUITABLE DRESSED SEASONED TIMBER PLANKS, FREE OF WARPS, BENDS OR KINKS. THE SURFACE ON WHICH THE FORMS ARE TO BE PLACED IS TO BE EVEN, CONTINUOUS AND FIRM, AND NO GAPS ARE ALLOWED UNDER THE FORM BOARDS.
   - 7.2. FORMS ARE TO BE STAKED WITH NO LESS THAN 3 STAKES AND NOT MORE THAN 1.5m APART TO PREVENT UNSPECIFIED WARPS AND BENDS.
   - 7.3. FORMS TO BE IN ONE PIECE FOR THE CONCRETE PAVEMENT THICKNESS SPECIFIED.

8. PLACEMENT OF CONCRETE (REFER TO DIT MASTER SPECIFICATION PART ST-SC-C7)
   - 8.1. CONCRETE IS TO BE DISCHARGED BY CHUTES AS CLOSE AS POSSIBLE TO THE FINAL PLACEMENT OF CONCRETE. CONCRETE PUMPING IS NOT PERMITTED.
   - 8.2. VIBRATION NEAR UNSUPPORTED EDGES OF CONCRETE OR WHEN THE CONCRETE IS MOVING IS NOT INCLUDED AS PART OF THE COMPACTION TIME OR EFFORT. THE NUMBER OF VIBRATORS USED FOR THE WORK MUST BE AT LEAST ONE FOR EVERY 10m^3 OR PART THEREOF OF CONCRETE PLACED PER HOUR. THERE MUST BE AT LEAST ONE OPERATIONAL VIBRATOR UNIT ON STAND-BY AT THE SITE. 2
   - 8.3. THE CONCRETE MUST FINALLY BE COMPACTED AND FINISHED BY AT LEAST TWO PASSES OF A HAND-GUIDED VIBRATORY SCREED TRAVERSING THE FULL WIDTH OF THE SLAB ON EACH PASS. A SUITABLE VOLUME OF FRESH CONCRETE IS TO BE MAINTAINED IN FRONT OF THE SCREED OVER ITS WHOLE LENGTH TO ENSURE THE UNIFORM TRANSMISSION OF VIBRATION INTO THE CONCRETE.
   - 8.4. THE SURFACE IS TO BE SCREED OFF TO FALLS AND FINISH WITH A STEEL HAND TROWEL UNLESS NOTED ON THE DRAWINGS.
   - 8.5. NO ADDITIONAL WATER IS TO BE ADDED TO THE TRANSIT MIXER BETWEEN LEAVING THE PREMIX CONCRETE SITE AND DISCHARGE. WATER IS NOT PERMITTED TO BE SPRAYED ONTO CONCRETE DISCHARGED ONTO THE GROUND BEFORE OR AFTER VIBRATION HAS COMMENCED.

9. CURING (REFER TO DIT MASTER SPECIFICATION PART ST-SC-C7)
   - 9.1. ALL CONCRETE SHALL BE KEPT CONTINUOUSLY DAMP FOR AT LEAST 7 DAYS OR UNTIL THOROUGHLY CURED. IN HOT, DRY OR WINDY CONDITIONS, THE EXPOSED CONCRETE SHALL BE COVERED AND SEALED WITH A PVC MEMBRANE OR SIMILAR APPROVED MATERIAL, SUCH THAT ADEQUATE MOISTURE IS RETAINED FOR PROPER CURING.
   - 9.2. EVAPORATION RETARDERS ARE NOT PERMITTED FOR USE BEFORE AND AFTER COMPACTION OF THE CONCRETE IN THE FORMS.
   - 9.3. THE CURING COMPOUND IS TO BE APPLIED AFTER THE SURFACE APPLICATION HAS BEEN COMPLETED.
   - 9.4. APPLY THE CURING COMPOUND IN TWO APPLICATIONS TO FORM A CONTINUOUS AND UNBROKEN FILM IN ACCORDANCE WITH THE FOLLOWING CONDITIONS: 2
     - 9.4.1. THE FIRST APPLICATION WITHIN 15 MINUTES OF THE SURFACE REACHING THE LOW-SHEEN BLEED WATER CONDITION;
     - 9.4.2. THE SECOND APPLICATION BETWEEN 10 MINUTES AND 30 MINUTES LATER OR AS RECOMMENDED BY THE MANUFACTURE;
     - 9.4.3. SPRAY THE FIRST APPLICATION WITHIN 30 MINUTES OF STRIPPING OF FORMS AND THE SECOND BETWEEN 10 MINUTES TO 30 MINUTES AFTER THE FIRST APPLICATION. AT THE TIME OF THE FIRST APPLICATION, THE CONCRETE MUST BE IN A DAMP CONDITION.
   - 9.5. WET CURING WHERE THE CONCRETE SURFACE IN MAINTAINED IN A WET CONDITION IS NOT PERMITTED.
   - 9.6. THE CURING METHOD MUST BE EITHER A POLYETHYLENE SHEETING OR APPROVED SPRAYED CURING COMPOUND APPLIED USING A HAND LANCE WITH TWO APPLICATIONS AS DESCRIBED ABOVE.

10. FINISH (REFER TO DIT MASTER SPECIFICATION PART ST-SC-C7)
    - 10.1. ALL CONCRETE SURFACES SHALL BE BROOM FINISHED, DENSE WITH NO CRACKING VISIBLE. ALL CRACKED AND/OR HONEYCOMBED PORTIONS SHALL BE CUT OUT AND REPLACED TO THE SATISFACTION OF THE CLIENT IMMEDIATELY AFTER THE FORM WORK HAS BEEN STRUCK.

11. SURFACE APPLICATION
    - 11.1. SURFACE SEALANT IS TO BE APPLIED AFTER CURING AND TEXTURING OF THE CONCRETE HAS BEEN COMPLETED AND NOT WITHIN 7 DAYS OF CONCRETE PLACEMENT.

12. CONSTRUCTION OF JOINTS
    - 12.1. SAW-CUTTING IS TO BE COMPLETED USING A WET SAWING METHOD. DRY OR EARLY ENTRY SAWING IS NOT PERMITTED.
    - 12.2. JOINT SEALANTS MAY ONLY BE APPLIED IF THE JOINT IS CLEAN AND DRY, AND NOT WITHIN 7 DAYS OF CONCRETE PLACEMENT.
    - 12.3. PROVIDE A 10mm ISOLATION JOINT IN PAVING AT FIXED EDGES INCLUDING, STRUCTURAL ELEMENTS, SERVICE LIDS, DRAINAGE PITS, ROAD FURNITURE AND FITTINGS. REFER TO DETAIL ON DRAWING 95271 SHEET 3 FOR JOINT DETAIL.

13. TESTING AND CONFORMANCE OF CONCRETE BASE: (REFER TO DIT MASTER SPECIFICATION PART ST-SC-S7)
    - 13.1. ALL TESTING ASSOCIATED WITH SURVEILLANCE AND AUDITS WILL BE CONDUCTED BY A LABORATORY WITH NATA ACCREDITATION FOR THE TEST METHODS SPECIFIED. THE RESULTS OF SUCH TESTING WILL BE RECORDED ON NATA ENDORSED TEST REPORTS. IF NATA HAS NOT ACCREDITED A LABORATORY FOR A TEST, THE TEST MUST BE CARRIED OUT AT A LABORATORY APPROVED BY THE CLIENT.
    - 13.2. BASE THICKNESS: +20mm, -5mm. THE ASSESSMENT OF THICKNESS IS TO BE UNDERTAKEN ON A GRID PATTERN BASED ON BUS BAY GEOMETRY, BY CONDUCTING A SURVEY ON THE TOP OF THE SUBBASE AND CONCRETE. IF MORE THAN TWO READING WITHIN A SLAB ARE OUTSIDE OF THICKNESS TOLERANCE, THE WHOLE SLAB WILL BE REPLACED WITH NEW WORK.
    - 13.3. ALL TEST RESULTS TO BE SUBMITTED WITHIN 7 DAYS OF TESTING BEING CONDUCTED.
    - 13.4. CONCRETE CORING MAY BE REQUIRED IF THE CYLINDER STRENGTHS OR THICKNESS IS NON-CONFORMING.
    - 13.5. CRACKING: DRYING AND PLASTIC SHRINKAGE CRACKING IS NOT PERMITTED IN THE CONCRETE BASE.

14. KERBS
    - 14.1. JOINTS IN KERBS (ETC) MUST BE LOCATED TO COINCIDE WITH JOINTS IN THE ADJOINING BASE.
    - 14.2. WHERE THE KERB IS PLACED ON TOP OF OR INTEGRAL WITH BASE PAVEMENT, THE KERB JOINT MUST BE ALIGNED WITH THE BASE JOINT. OTHERWISE KERB JOINTS MUST BE ALIGNED AT 90°±2° TO THE KERB LINE.
    - 14.3. UNLESS OTHERWISE ALLOWED, KERB MUST HAVE A CONCRETE STRENGTH GRADE OF MINIMUM 32MPa AND MUST NOT BE EXTRUDED.

15. SERVICES
    - 15.1. ANY INTRUSIVE SERVICES WHICH ARE LOCATED WITHIN THE RIGID PAVEMENT AREA ARE TO BE LINED UP TO MATCH WITH TRANSVERSE JOINT LOCATIONS AND ISOLATED AROUND ALL EDGES, WITH A MINIMUM OF 1.5m OF CONCRETE COVER TO THE NEAREST JOINT. PROJECT SPECIFIC DETAILS ARE TO BE DESIGNED AND SUBMITTED FOR REVIEW/APPROVAL PRIOR TO CONSTRUCTION. REFER TO DETAILS D1 AND D2 ON DRAWING 95271 SHEET 2 FOR EXAMPLE.

16. TYPICAL RIGID PAVEMENT BUS BAY DESIGN JOINTED REINFORCED CONCRETE PAVEMENT (JRCP)
    - 16.1. LENGTH IS THE LARGEST EDGE MEASURE BETWEEN TRANSVERSE CONTRACTION JOINTS, OR THE LONGEST CHORD ON CURVED SLABS.
    - 16.2. WIDTH IS THE LARGEST SQUARE MEASURE BETWEEN LONGITUDINAL EDGES OR JOINTS, OR THE LARGEST RADIAL MEASURE ON CURVED SLABS.

TABLE 1: JOINT TYPE NUMBERS AND DESCRIPTIONS

TYPE	DESCRIPTION
J7	TRANSVERSE CONSTRUCTION: FORMED AND TIED
J7d	TRANSVERSE CONSTRUCTION: FORMED AND DRILL-TIED
J9	TRANSVERSE CONTRACTION: SAWN AND DOWELLED
J10	TRANSVERSE CONTRACTION: FORMED AND DOWELLED
J10d	TRANSVERSE CONTRACTION: FORMED AND DRILL-DOWELLED
J11	TRANSVERSE CONTRACTION: KNIFED (UNDOWELLED)

TABLE 2: SYMBOLS

SYMBOL	DESCRIPTION
J9	JOINT TYPE: 'J9'
E-N12@500	TIEBAR SPACING BETWEEN JOINTS IN mm.

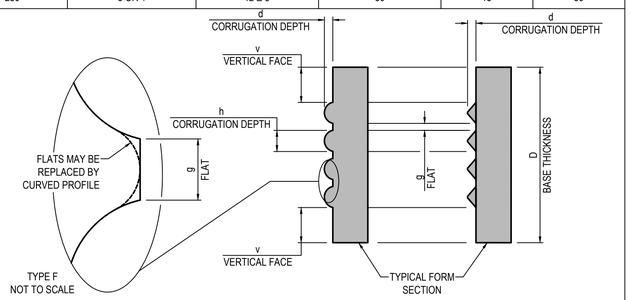
TABLE 3: JRCP SLAB DIMENSIONAL LIMITS

MIN CORNER ANGLES		84°
SLAB LENGTH L (a) (METRES)	L MAX	6.0
	L MIN	3.5

TABLE 4: JOINT CORRUGATION DESIGN

TYPE F: CORRUGATIONS LINKED BY FLATS

BASE THICKNESS 'D' (mm)	NUMBER OF CORRUGATIONS	CORRUGATION DEPTH 'd' (mm)	MINIMUM CORRUGATION HEIGHT 'h' (mm)	MINIMUM FLAT 'G' (MM)	MINIMUM VERTICAL 'v' (mm)
250	3 OR 4	12 ± 3	30	15	50



NOTES: THE TOP AND BOTTOM CORRUGATIONS MUST BE CONCAVE IN THE FIRST-PLACED FACE (THAT IS, CONVEX ON THE FORM).

TABLE 5: MESH REINFORCEMENT

TYPICAL CONCRETE BASE

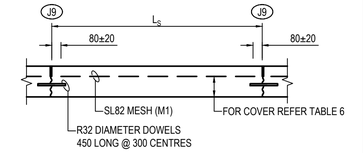
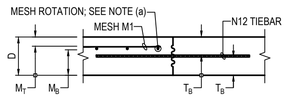


TABLE 6: COVER TO MESH M1 & TIEBARS

BASE DEPTH D (mm)	MINIMUM COVERS (mm)			
	MESH		TIEBARS	
	TOP COVER MT	BOTTOM COVER MB	TOP COVER TT	BOTTOM COVER TB
250	80	120	90	110



NOTES: MESH M1 CAN BE PLACED WITH LONGITUDINAL BARS EITHER ABOVE OR BELOW THE TRANSVERSE BARS, UNLESS THE ROTATION IS DICTATED BY OTHER FACTORS SUCH AS LAPPING REQUIREMENTS.

TABLE 7: REINFORCEMENT NOTATION

	BAR	MESH	DOWELS
SHAPE	DEFORMED	ROUND OR DEFORMED	ROUND
STRENGTH (MPA)	500	500	250
DUCTILITY CLASS	NORMAL	LOW	NORMAL
NOTATION USED IN DRAWINGS	N12	SL82	R32

TABLE 8: REINFORCEMENT SCHEDULE AND BAR SPACING

MARK	DIA	SHAPE	LOCATION / DESCRIPTION	LENGTH (mm)	SPACING (mm)
E1	N12	1	TIEBARS IN J7 JOINTS	1000	500
E2	N12	1 OR 2	DRILLED-TIES IN J7D JOINTS, DISH DRAIN (DD) JOINT, STANDARD KERB AND GUTTER (SKG) JOINT	750	500 (J7D, DD) 1000 (SKG)
J3	N12	3	KERB ONLY	500	500 MAX
M1	SL82	-	JRCP GENERAL (SL82)	TO SUIT SLAB DIMENSION	-

TABLE 9: BAR REINFORCEMENT SHAPES

SHAPE 1	SHAPE 2	SHAPE 3
L	250, 500, 10° MAX	150, 175

PAVEMENT WORK SCHEDULE FOR : RP1 (TYPICAL JRCP OR SFCP BUS BAY DESIGN)

JOINTED REINFORCED CONCRETE PAVEMENT (JRCP) - WITH DOWELLED TRANSVERSE CONTRACTION JOINTS; OR
STEEL FIBRE REINFORCED CONCRETE PAVEMENT (SFRC) - WITH DOWELLED TRANSVERSE CONTRACTION JOINTS

DESIGN LEVEL OF UPPER SURFACE OF COURSE IN RELATION TO FINISHED DESIGN LEVELS (mm)	TOP OF LAYER LEVEL TOLERANCE (mm)	NOMINAL COMPACTED THICKNESS (mm)	LAYER	MATERIAL	APPLICATION RATES AND ADDITIONAL REQUIREMENTS TO MASTER SPECIFICATION - DIVISION 2 ROADWORKS
00	+5, -0	-	BASE SURFACE TREATMENT	TRANSVERSE BROOM FINISH (SURFACE TEXTURE RANGE BETWEEN 0.3 TO 0.5mm)	AS PER DIT TECHNICAL NOTE 25, ROAD SURFACE TEXTURE MEASUREMENT RECOMMENDED INVESTIGATORY LEVELS
-250	±15	250	BASE COURSE	40 MPa JOINTED REINFORCED CONCRETE PAVEMENT (JRCP) BASE WITH SL82 REINFORCEMENT MESH; OR	REFER TO NOTE 3.1 MATERIAL REQUIREMENTS
				40 MPa STEEL FIBRE REINFORCED CONCRETE PAVEMENT (SFCP) BASE NOTE: SL82 REINFORCEMENT MESH IS ONLY REQUIRED IN INTEGRAL SFCP BASE/KERB POURS (SFCP-R)	REFER TO NOTE 3.2 MATERIAL REQUIREMENTS
-450	+0, -40	200	SUBBASE	CURING TREATMENT PLANT MIXED CEMENT STABILISED PM2/20 SPM2/20C4; OR	AS PER DIT MASTER SPECIFICATION PARTS RD-PV-S1 AND RD-PV-S2 TARGET BINDER 4% TYPE GB CEMENT COMPACTED TO 98% MMDD
				4 PM2/20 (PAVEMENT MATERIAL)	AS PER DIT MASTER SPECIFICATION PARTS RD-PV-S1 AND RD-PV-C2 COMPACTED TO 98% MMDD
			SUBGRADE	REFER TO SITE SPECIFIC GEOTECHNICAL INVESTIGATION REPORT AND PROJECT SPECIFIC EARTHWORK/SUBGRADE REQUIREMENTS	AS PER DIT MASTER SPECIFICATION PART RD-EW-C1 AS PER TABLE 3.3, MINIMUM SUPPORT REQUIREMENTS FOR HEAVY DUTY PAVEMENTS, DIT MASTER SPECIFICATION PART RD-PV-D1

No.	AMENDMENT DESCRIPTION	BY	CHECK	ACCEPTANCE	DATE
2	NOTES AMENDED	WGA	MA	MITCHELL ALLEN	03.10.25
1	NOTE AMENDED	GE	PAS	ECHO CUI	16.03.20

INDEX SHEET REFERENCE: N/A SHEET N/A

UNCONTROLLED COPY WHEN PRINTED ◄ 100 MILLIMETRES ON ORIGINAL DRAWING ► ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE

Government of South Australia
Department of Planning, Transport and Infrastructure

PROJECT No.: FILE No.:
DESIGN No.: SURVEY No:
PROJECT START ROAD RUNNING DISTANCE:
PROJECT END ROAD RUNNING DISTANCE:
SCALES: NOT TO SCALE

STANDARD DRAWING
RIGID PAVEMENTS
INDENTED BUS BAYS
TYPICAL NOTES & TABLES
SHEET 4 OF 4

DESIGNED:	DRAFTED:	ACCEPTED FOR USE:	ACCEPTANCE FORM KNET No.:	DRAWING No.:	SHEET No.:	AMEND No.:
PAS	GE	COSTA TSEMTSIDIS	14058151	95271	4	2
CHECKED: PAS	CHECKED: PAS	TITLE: PRINCIPAL PAVEMENT ENG. DATE: 9/10/2019	IN ACCORDANCE WITH DP013	SHEET LATITUDE	SHEET LONGITUDE	

CAD FILE NAME: 95271 SHEET 0004.DWG