

GENERAL REQUIREMENTS

GENERAL CONSTRUCTION INSTRUCTIONS

1. Any mulch, leaf litter or other material removed or raked up to construct/maintain the trail will be re-used to stabilise the ground surfaces along the trail or its edges.
2. Any rock required to stabilise the tread surface is to be either won onsite (from within the trail access area ONLY – see access restrictions during construction and maintenance) or imported from a local quarry.
3. The natural soils are reddish brown sandy clay loams and brown slightly sandy-silty topsoil, underlain by grey brown loam and clay loam. The topsoils are well structured and have moderate erodibility, with subsols being low erodibility with areas of sodicity. Therefore, small amounts of imported river sand might be required to help establish compacted berms. This material should be mixed with the in situ soil materials. It must be certified clean fill and should be free from seed.
4. Any soil removed to cut the trail into the hillside can be reused elsewhere along the trails.
5. No soil (or other material) is to be stockpiled after construction of new trails are completed. Temporary stockpiles are permissible during construction although they must adhere to the requirements of the stockpiling notes below.
6. Preferably, hand tools or a small excavator are to be used for construction. Excavators are to remain in the access corridor (see 'Access' notes below) at all times.
7. No trees are to be removed for construction of the new trails – work around them instead. Profruding sticks or branches may be pruned or relocated to the immediate vicinity to promote rider safety.
8. Trail construction is to be staged to minimise the amount of disturbed ground at any one time. Preferably, teams will work on trail sections no more than 100m long at any one time and will complete each section (i.e. to the final, stable surface) before moving onto the next section.
9. Trails are to be constructed in accordance with the Details 1 to 6 on ESCP04. Refer to Photos 1 to 11 for examples on ESCP03 & 06.
10. The access track is to be reshaped to be including crowning, cross-banks (whoa-boys) and mitre drains in accordance with Detail 7 on ESCP05, IECA Standard Drawing CR-01 and Photos 10 & 11 on ESCP06.
11. The time taken to construct each trail section (from initial raking to final stabilisation) is to be completed as soon as possible.
12. Trail width should not exceed 1m except where B or C lines need to be created around challenging obstacles. Minimise disturbance as much as possible.
13. If heavy rain occurs during construction, immediately cover up areas of exposed soil using jute matting, raked leaf litter or similar. This temporary cover can be removed after the rain event has passed.
14. At the end of each working day the site foreman will check the weather forecast. If significant rain (i.e. more than 10mm in a single day) is forecast within 48 hours, areas of exposed soil will be covered at the end of the working day using plastic, geofabric, raked leaf litter or similar.

ACCESS

1. Access during trail construction is to be limited to the alignment of the proposed trails with a 2m buffer either side (i.e. no wider than 5m at any point).
2. The access corridor is to be marked with tape during construction to minimise the amount of disturbance.
3. All access to and from the construction areas will be along the taped corridor. This includes at the start/finish points.
4. All construction personnel will be inducted as to these access restrictions.
5. There is to be no disturbance outside the access corridor except on foot to remove hazards (e.g. protrusions). Rock and other material outside of the access corridor is to be left alone.

STOCKPILING AND SOIL HANDLING

1. Any mulch or leaf litter on the proposed trail is to be raked aside - half on the high side and half to the low side - in a long, consistent row (i.e. don't create intermittent piles). Mulch and leaf litter is not to be stockpiled, but can be moved (e.g. by wheelbarrow) to elsewhere along the trail as required for immediate reuse.
2. Soils can be temporarily stockpiled during construction if required however any stockpiles will accord with the following:
 - a. No stockpiles within 5m of a creek or depression.
 - b. No stockpiles outside the trail access corridor.
 - c. Preferably, place temporary stockpiles along the alignment of the proposed trails to minimise disturbance of the natural ground cover.
 - d. Stockpiles are to have slopes of less than 2:1 (H:V) and are to be no more than 1m high.
3. Soils are not to be disturbed/worked within 24 hours of rainfall exceeding 10mm or after a prolonged (10 days or more) dry spell. Soil structure could be affected otherwise.
4. No stockpiles are to remain after construction - all soil will be reused or removed from site.

WORKS IN AND AROUND WATERCOURSES

1. Any waterfront works (within 10m of a watercourse) must accord with the following provisions (in addition to the standard requirements detailed above):
 - a. Schedule works in these areas for a period of no rainfall and low or no flows.
 - b. Temporary protective ground cover is to be provided over exposed soils any time rain is falling or is forecast within 48 hours (see point (c) below for examples of protective ground cover).
 - c. In these zones protective ground cover could include jute matting, geofabric, rock or gravel. Don't use mulch, leaf litter or wood chip in areas that might be subject to channelised flows of water or inundation.
 - d. Use sandbags (or similar) to divert water away from construction areas if a rain event occurs while soils are exposed.

OPERATIONAL REQUIREMENTS

SIGNAGE

1. Signage is to be included at all trailheads in accordance with IMBA requirements.
2. Signage must clearly designate the MTB trail.
3. In addition to standard IMBA signage at the trailhead, the following should also be included:
 - a. No walkers on the mountain bike trail.
 - b. Please keep to the trail and do not create new lines.
 - c. Please don't remove any rocks, mulch or vegetation.
 - d. If you need to walk around an obstacle, please walk on the trail itself – don't create new pathways or trails.
 - e. Please avoid excessive skidding.
 - f. Some parts of the trail are adjacent to waterways, which are a sensitive environment. Please take extra care to stay on the existing trail and do not disturb any rocks, vegetation or leaf litter.

IMMEDIATELY BEFORE AND DURING EVENTS

1. Install barrier tape along the length of all trails to encourage riders to minimise their disturbance footprint.
2. Inspect all trails for signs of bogginess which might lead to riders creating new lines. Place rock cobbles, wooden boards, gravel, pallets or similar over boggy areas as temporary protection and to minimise the risk of new lines or trails being created.

MAINTENANCE

1. After track days and events, any tree guards, safety fencing, barrier tape or other temporary devices that might impact on fauna movement are to be removed.
2. At the conclusion of a track day or event, a trail maintenance crew will:
 - a. Walk the length of the trails to inspect for signs of erosion, loose rocks, disturbed or damaged obstacles or boggy areas. Appropriate action will be taken within two weeks to rectify any problem areas.
 - b. Walk along the riding trail with rakes ensuring that leaf litter windrows along the lower edge of the trail are in place and consistent.
 - c. Ensure that all cut or fill faces have at least 70% cover of leaf litter. Extra material will be raked over them if required.
 - d. Check that all drainage features (e.g. rock tread armouring, gravel drains, grade reversal drains) are all intact and likely to convey water safely in a rain event.



ACCESS TRACK ONE

ACCESS TRACK TWO

ACCESS TRACK THREE

TRAIL DATA PROVIDED BY GREEN VALLEYS MOUNTAIN BIKE PARK

TRAIL LEGEND:

AMMOS TO FO SHIZZLE TRAIL

BIG FOOT TRAIL

CHICKEN SCHNITZEL TRAIL

DIRTY SOUTH TRAIL

LOCALS TRAIL

PLANTATION TRAIL

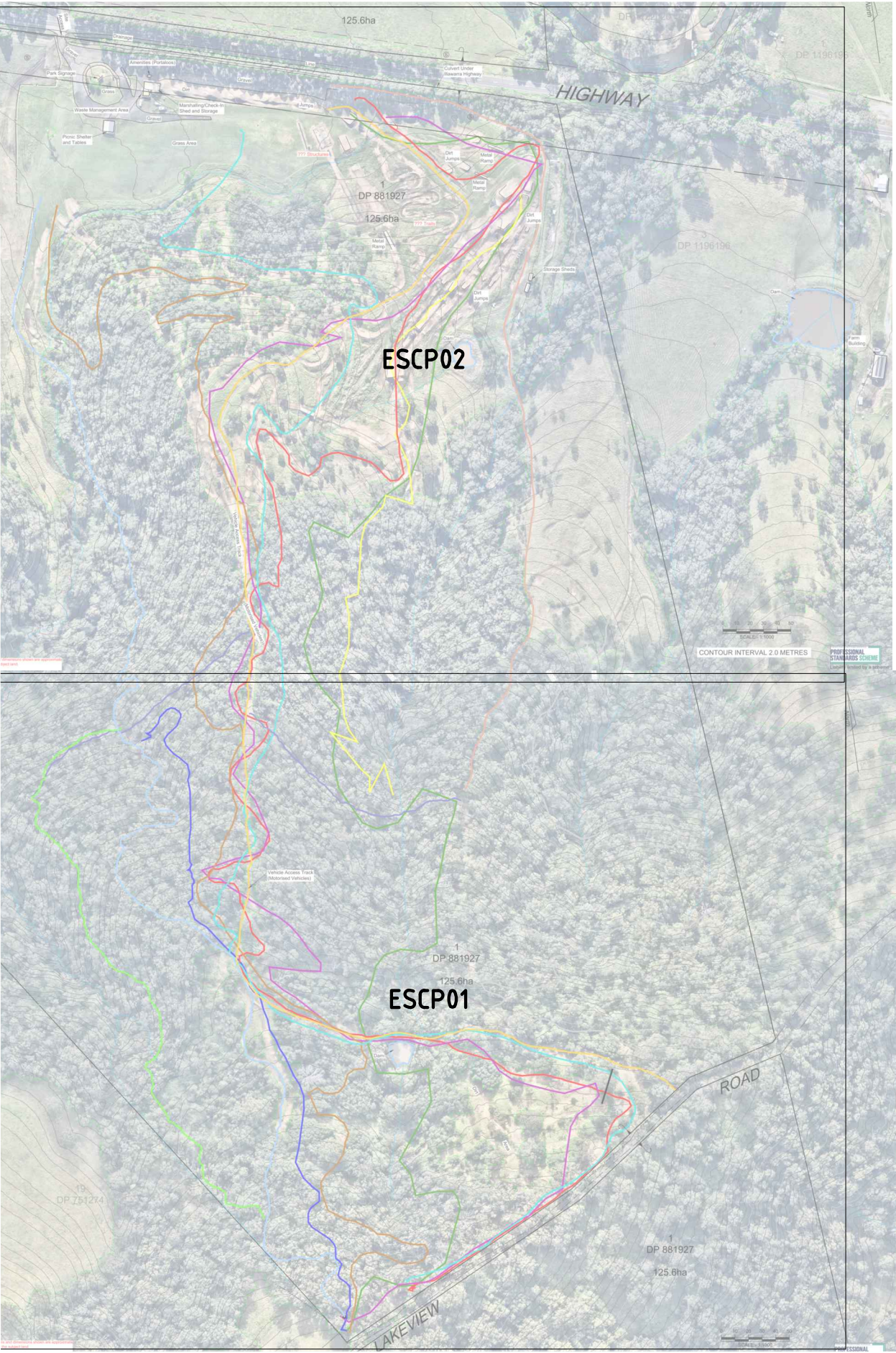
RIPPERS RUN TRAIL

SHAKE AND BAKE TRAIL

SIR BISHOP TRAIL

SQUID TRAIL

TRAIL DATA PROVIDED BY GREEN VALLEYS MOUNTAIN BIKE PARK



REV	DATE	DES.	DRN.	APP.	REVISION DETAILS	DRAWING STATUS		North	CLIENT	PROJECT TITLE		DRAWING TITLE			
						DESIGN BY	L.O.			 <p>Suites 7 & 8, 69-70 Station Street PO Box 1098, Bowral NSW 2576. (t) 02 4862 1633 (f) 02 4862 3088 email: reception@seec.com.au WWW.SEEC.COM.AU</p>	GREENVALLEYS MOUNTAIN BIKE PARK (GBMP)	ESCP OVERALL SITE PLAN AND TRAIL LOCATIONS			
					DRAWN BY	L.O.									
					FINAL APPROVAL	A.M.									
					SCALE: (on A3 Original)	1:4000									
01	24/09/24	L.O.	L.O.	A.M.	FINAL ISSUE – UPDATED SITE PLAN	FINAL									
00	12/10/20	L.O.	L.O.	A.M.	FINAL ISSUE										
A	07/02/20	L.O.	L.O.	A.M.	DRAFT ISSUE										
												PROJECT NO. 19000412	SUB-PR NO. P01	DRAWING NO. ESCP00	REV 01

Plot Date: Tuesday, 24 September 2024 12:03:55 PM CAD File Name: T:\19000412 Greenvalleys Mountain Bike Park\Drawings\19000412_P01_ESCP_REV 01.dwg

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MOTORISED VEHICLE TRACK LEGEND:

- ACCESS TRACK ONE
- ACCESS TRACK TWO
- ACCESS TRACK THREE

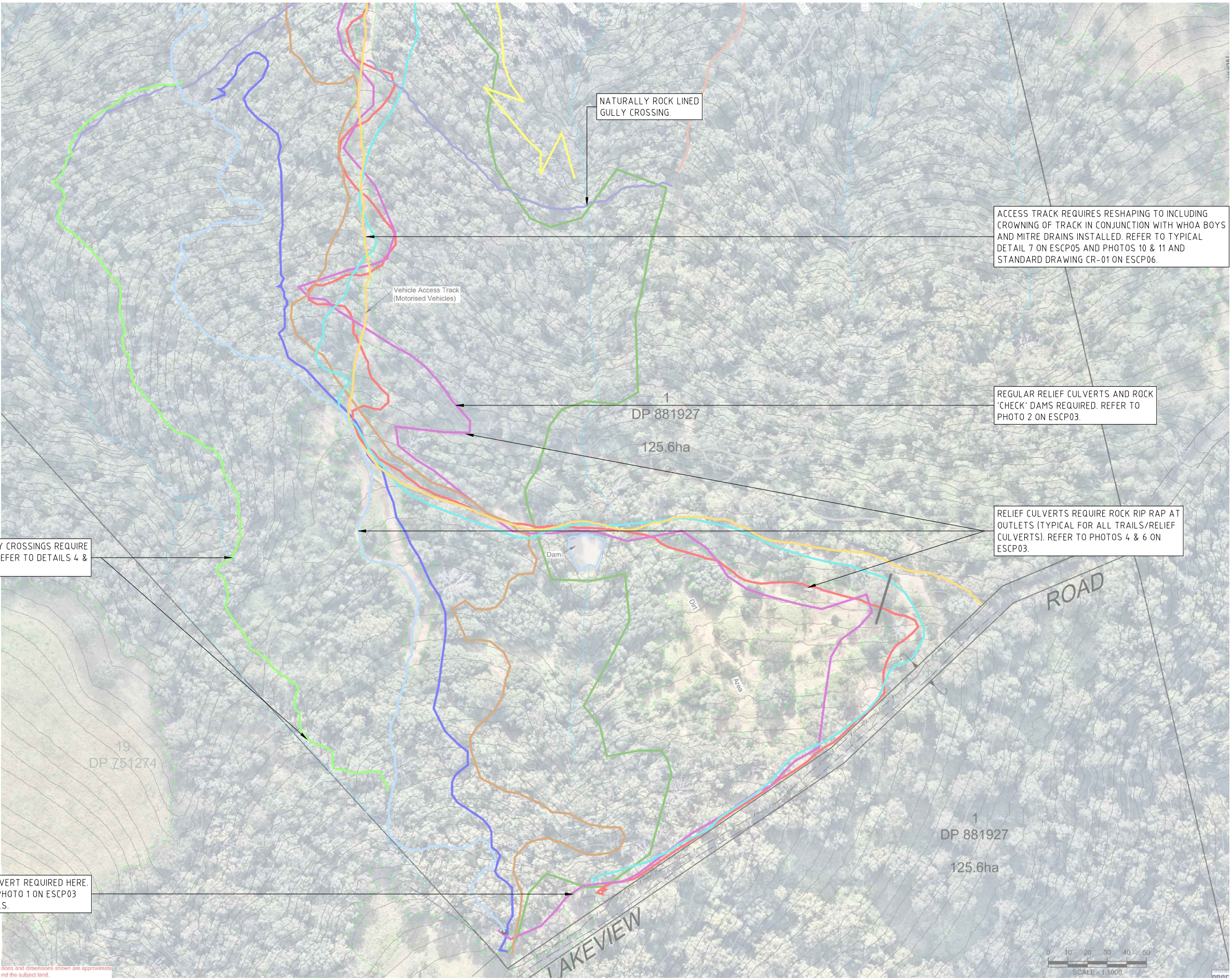
TRAIL DATA PROVIDED BY GREEN VALLEYS MOUNTAIN BIKE PARK

TRAIL LEGEND:

- AMMOS TO FO SHIZZLE TRAIL
- BIG FOOT TRAIL
- CHICKEN SCHNITZEL TRAIL
- DIRTY SOUTH TRAIL
- LOCALS TRAIL
- PLANTATION TRAIL
- RIPPERS RUN TRAIL
- SHAKE AND BAKE TRAIL
- SIR BISHOP TRAIL
- SQUID TRAIL

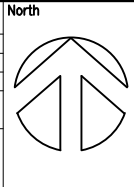
TRAIL DATA PROVIDED BY GREEN VALLEYS MOUNTAIN BIKE PARK

PLEASE NOTE EROSION CONTROL MEASURES SHOWN ON THESE PLANS ARE TYPICAL FOR ALL TRAILS.



REV	DATE	DES.	DRN.	APP.	REVISION DETAILS
01	24/09/24	L.O.	L.O.	A.M.	FINAL ISSUE — UPDATED SITE PLAN
00	12/10/20	L.O.	L.O.	A.M.	FINAL ISSUE
A	07/02/20	L.O.	L.O.	A.M.	DRAFT ISSUE

DRAWING STATUS	
DESIGN BY	L.O.
DRAWN BY	L.O.
FINAL APPROVAL	A.M.
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FINAL	



CLIENT



Suites 7 & 8, 68-70 Station Street
PO Box 1098, Bowral NSW 2576.
(t) 02 4862 1633
(f) 02 4862 3088
email: reception@seec.com.au
WWW.SEEC.COM.AU

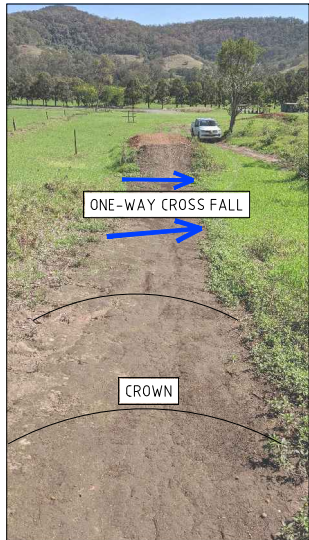
PROJECT TITLE

GREENVALLEYS MOUNTAIN BIKE PARK (GBMP)

DRAWING TITLE

EROSION AND SEDIMENT CONTROL PLAN
SHEET 1 OF 2

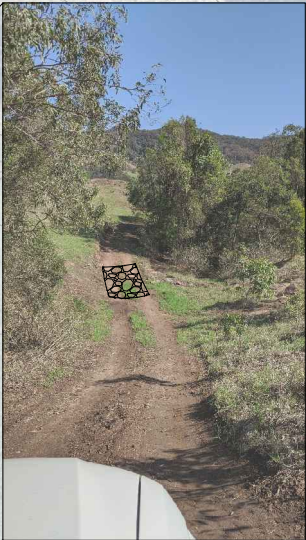
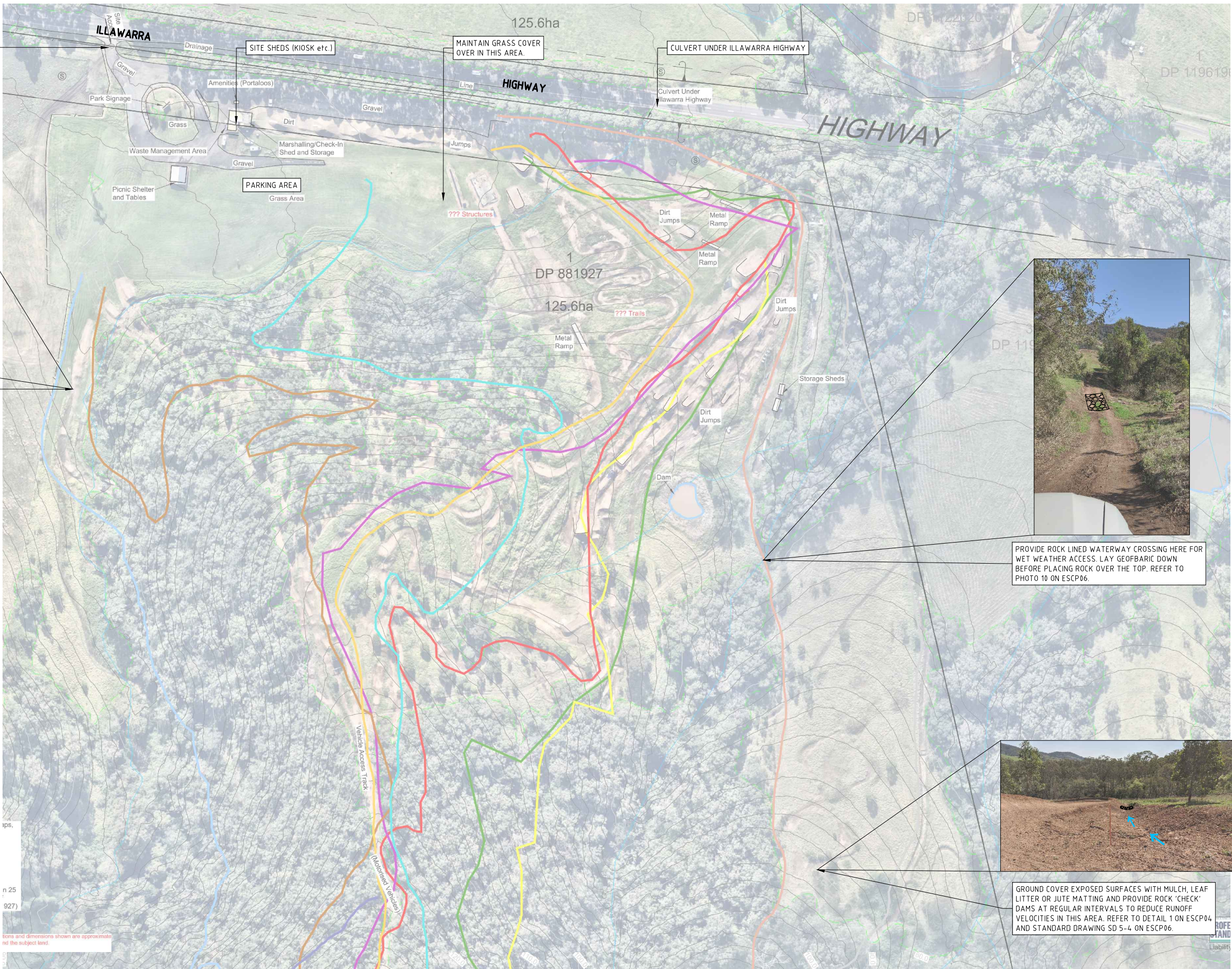
PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
19000412	P01	ESCP01	01



ONE-WAY CROSS FALL

CROWN

CROWN TRAILS OR GRADE (5%) TO ONE SIDE TO SHED WATER OFF TRAIL AND TO MINIMISE RISK OF WATER PONDING AT LOW POINTS ON TRAILS. TYPICAL FOR ALL.



PROVIDE ROCK LINED WATERWAY CROSSING HERE FOR WET WEATHER ACCESS. LAY GEOBARIC DOWN BEFORE PLACING ROCK OVER THE TOP. REFER TO PHOTO 10 ON ESCP06.



GROUND COVER EXPOSED SURFACES WITH MULCH, LEAF LITTER OR JUTE MATTING AND PROVIDE ROCK 'CHECK' DAMS AT REGULAR INTERVALS TO REDUCE RUNOFF VELOCITIES IN THIS AREA. REFER TO DETAIL 1 ON ESCP04 AND STANDARD DRAWING SD 5-4 ON ESCP06.

PLEASE NOTE EROSION CONTROL MEASURES SHOWN ON THESE PLANS ARE TYPICAL FOR ALL TRAILS.

MOTORISED VEHICLE TRACK LEGEND:

- ACCESS TRACK ONE
- ACCESS TRACK TWO
- ACCESS TRACK THREE

TRAIL DATA PROVIDED BY GREEN VALLEYS MOUNTAIN BIKE PARK

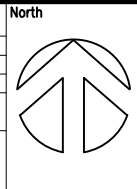
TRAIL LEGEND:

- AMMOS TO FO SHIZZLE TRAIL
- BIG FOOT TRAIL
- CHICKEN SCHNITZEL TRAIL
- DIRTY SOUTH TRAIL
- LOCALS TRAIL
- PLANTATION TRAIL
- RIPPERS RUN TRAIL
- SHAKE AND BAKE TRAIL
- SIR BISHOP TRAIL
- SQUID TRAIL

TRAIL DATA PROVIDED BY GREEN VALLEYS MOUNTAIN BIKE PARK

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00	12/10/20	L.O.	L.O.	A.M.	FINAL ISSUE
A	07/02/20	L.O.	L.O.	A.M.	DRAFT ISSUE

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DRAWN BY	L.O.
FINAL APPROVAL	A.M.
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PROJECT TITLE	
GREENVALLEYS MOUNTAIN BIKE PARK (GBMP)	

DRAWING TITLE			
EROSION AND SEDIMENT CONTROL PLAN SHEET 2 OF 2			
PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV
19000412	P01	ESCP02	01



PHOTO 1: PROVIDE RELIEF CULVERT UNDER BERM TO MINIMISE RISK OF WATER PONDING ON TRAIL. PROVIDE ROCK RIP RAP AT OUTLET TO MINIMISE RISK OF SCOURING.



PHOTO 2: PROVIDE ROCK 'CHECK' DAMS AND RELIEF CULVERTS OR GRAVEL DRAINS (REFER TO DETAILS 4 & 6 ON ESCP04 AND STANDARD DRAWING SD 5-4 ON ESCP06) UNDER TRAIL TO DISPERSE WATER AT REGULAR INTERVALS. PROVIDE ROCK RIP RAP AT CULVERT/DRAIN OUTLETS TO MINIMISE RISK OF SCOURING.



PHOTO 3: STABILISE DOWNSLOPE SIDE OF ALL BATTERS/BERMS WITH LEAF LITTER/MULCH OR JUTE MATTING. TYPICAL FOR ALL BATTERS/BERMS. REFER TO DETAIL 1 ON ESCP04.



PHOTO 4: GOOD USE OF RELIEF CULVERT. HOWEVER, PROVIDE ROCK RIP RAP AT OUTLET OF ALL RELIEF CULVERTS TO MINIMISE RISK OF FURTHER EROSION. REFER TO DETAIL 4.



PHOTO 5: REMOVE BUILD UP OF SEDIMENT AT RELIEF CULVERT INLETS AS REQUIRED. REFER TO DETAIL 4.



PHOTO 6: NOTE EROSION AT OUTLET OF RELIEF CULVERT. RESHAPE DISH DRAIN AND PROVIDE ROCK RIP RAP AT OUTLET OF ALL RELIEF CULVERTS TO MINIMISE RISK OF FURTHER EROSION. REFER TO DETAIL 4.



PHOTO 7: NOTE CONCENTRATED FLOWS RUNNING DOWN EITHER SIDE OF ACCESS TRAIL CAUSING RILLING. RESHAPE AND PROVIDE ROCK 'CHECK' DAMS TO MINIMISE RUNOFF VELOCITIES. WHERE POSSIBLE TURN WATER OUT OFF TRAIL. REFER TO DETAILS 7 ON ESCP05 AND PHOTO 11.



PHOTO 8: GOOD EXAMPLE OF INCORPORATING WATER TURN OUTS INTO TRAIL DESIGN.

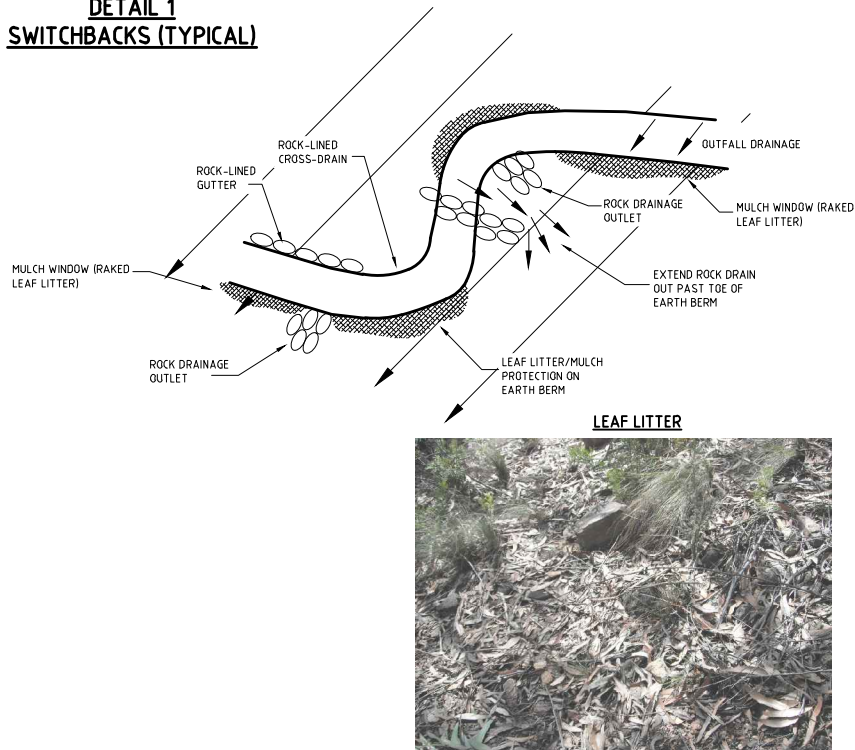
PLEASE NOTE EROSION CONTROL MEASURES SHOWN ON THESE PLANS ARE TYPICAL FOR ALL TRAILS.

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						DRAWN BY L.O.				PLAN – BIKE TRAIL PHOTOS
						FINAL APPROVAL A.M.				AND TYPICAL DETAILS 1 OF 2
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01	24/09/24	L.O.	L.O.	A.M.	FINAL ISSUE – UPDATED SITE PLAN					
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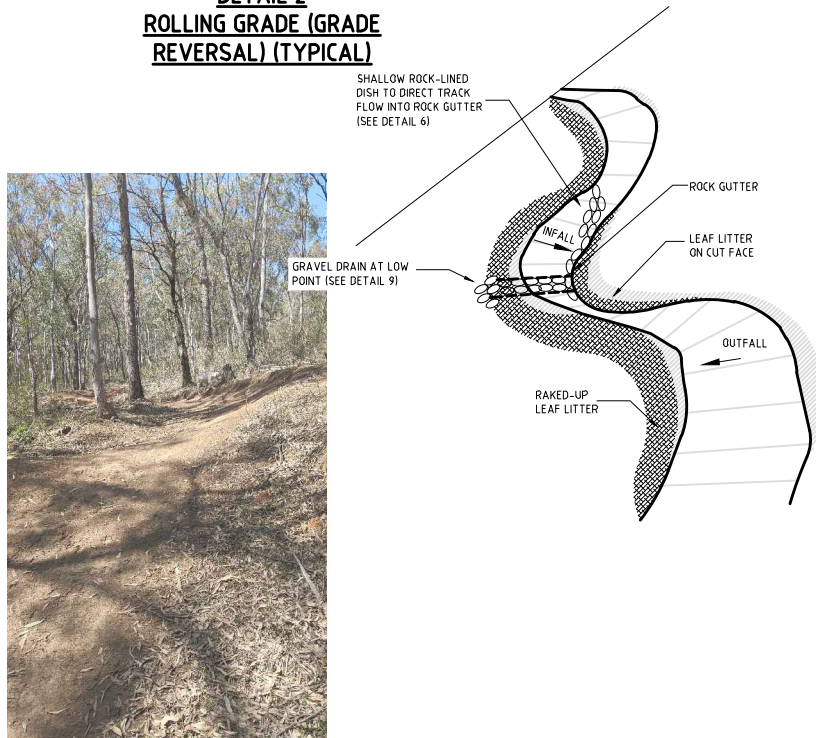
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Greenvalleys Mountain Bike Park	SEEC	Suites 7 & 8, 68-70 Station Street PO Box 1098, Bowral NSW 2576. (t) 02 4862 1633 (f) 02 4862 3088 email: reception@seec.com.au WWW.SEEC.COM.AU	PROJECT TITLE GREENVALLEYS MOUNTAIN BIKE PARK (GBMP)	DRAWING NO. 19000412	SUB-PR NO. P01	DRAWING NO. ESCP03	REV 01
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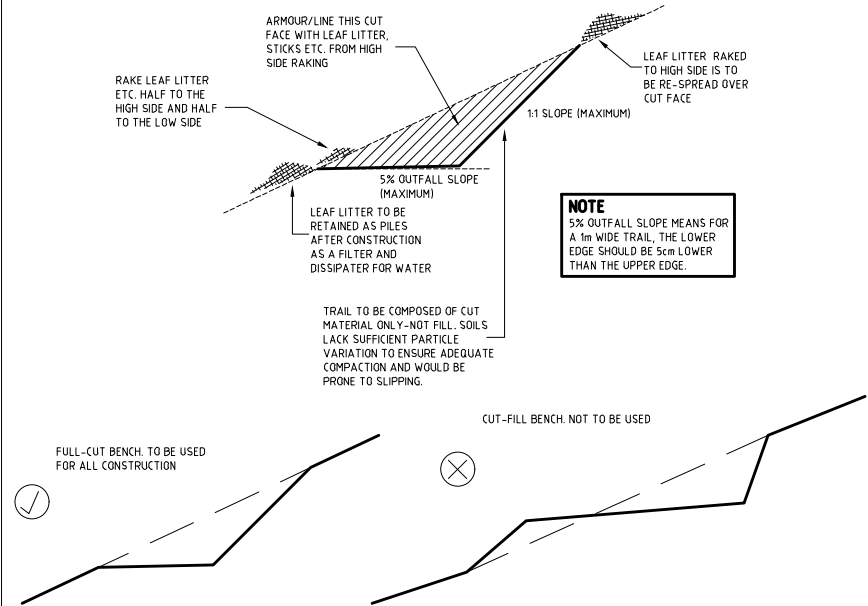
DETAIL 1
SWITCHBACKS (TYPICAL)



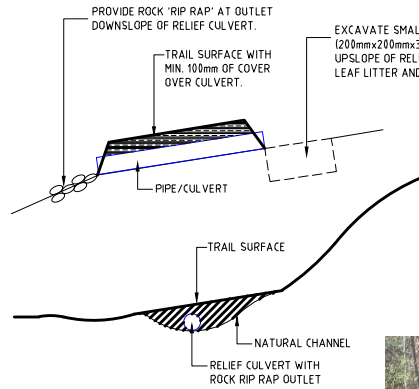
DETAIL 2
ROLLING GRADE (GRADE REVERSAL) (TYPICAL)



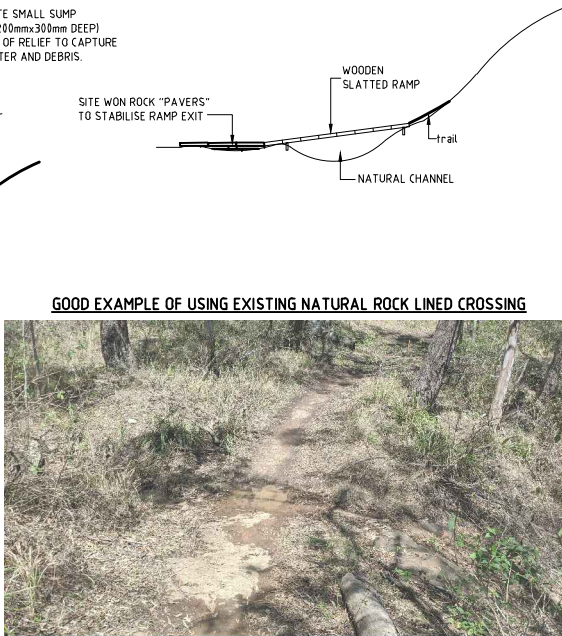
DETAIL 3 STANDARD
DRAINAGE DETAIL (TYPICAL)



DETAIL 4
CREEK/GULLY CROSSINGS
OPTION A (TYPICAL)



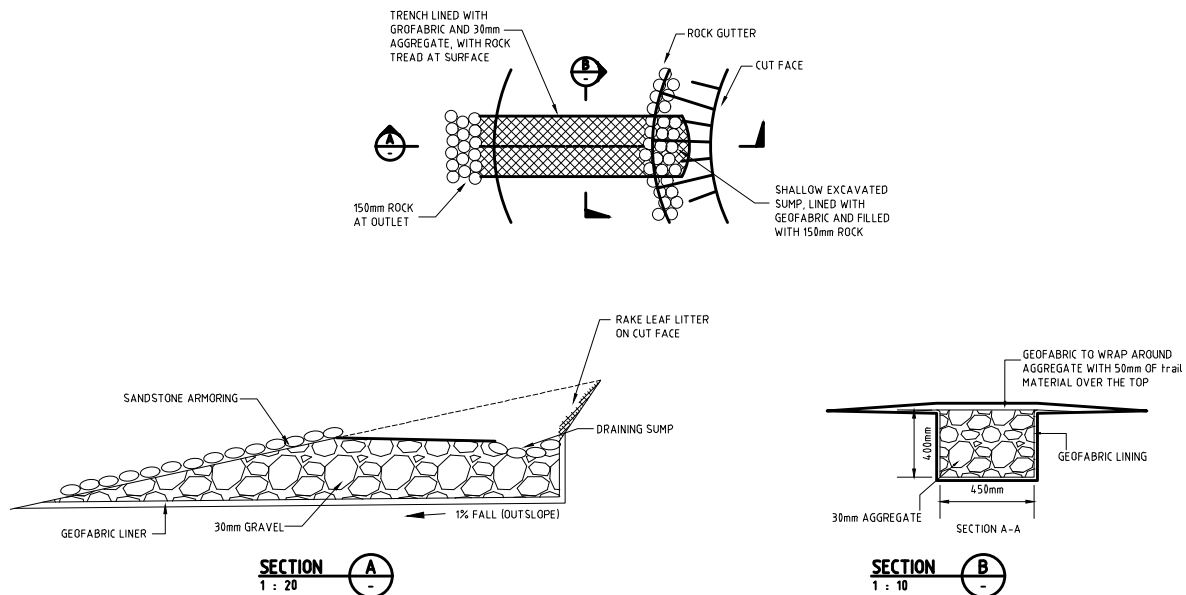
DETAIL 5
CREEK/GULLY CROSSING
OPTION B (TYPICAL)



EXISTING PIPED GULLY CROSSING ON NEW
TRAIL UNDER CONSTRUCTION



DETAIL 6
INFALL DRAINAGE GRAVEL TRENCH DETAIL



PLEASE NOTE EROSION CONTROL MEASURES SHOWN
ON THESE PLANS ARE TYPICAL FOR ALL TRAILS.

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						DRAWN BY L.O.				PLAN - BIKE trail PHOTOS
						FINAL APPROVAL A.M.				AND TYPICAL DETAILS 2 OF 2
						SCALE: (on A3 Original) N.T.S.				
01	24/09/24	L.O.	L.O.	A.M.	FINAL ISSUE - UPDATED SITE PLAN	FINAL			GREENVALLEYS MOUNTAIN BIKE PARK (GBMP)	PROJECT NO. 19000412
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A	07/02/20	L.O.	L.O.	A.M.	DRAFT ISSUE					DRAWING NO. ESCP04
										REV 01

DETAIL 7

FOR ACCESS TRACKS RUNNING UP OR DOWN
(i.e. PERPENDICULAR TO) THE NATURAL SLOPE

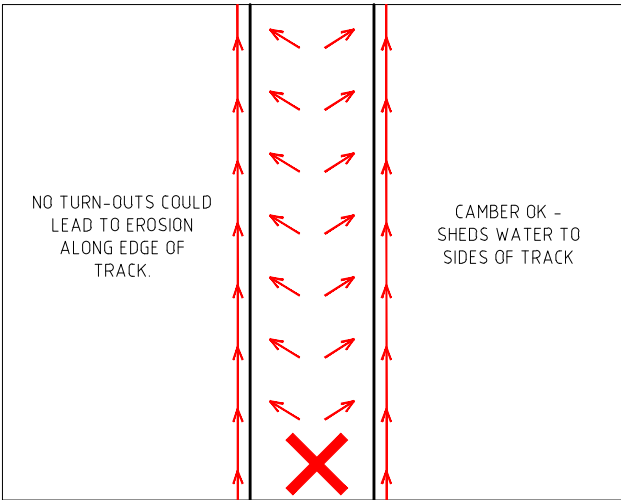
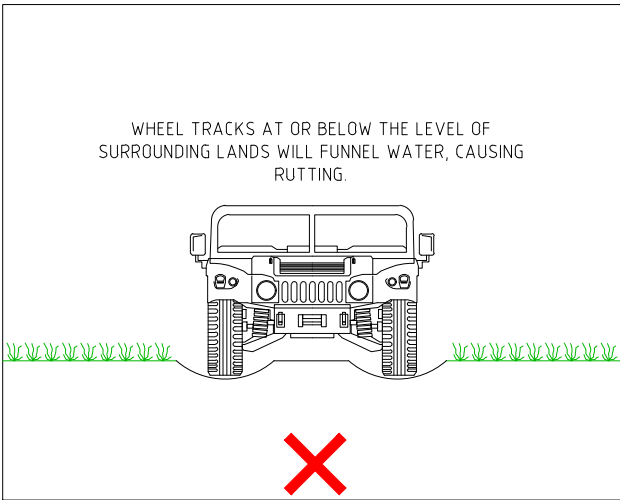
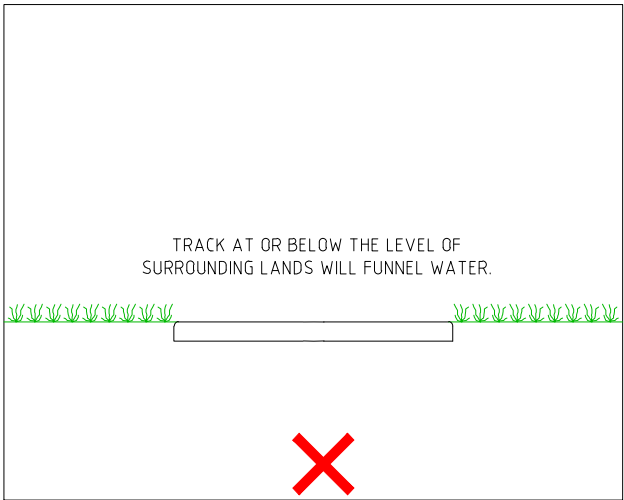
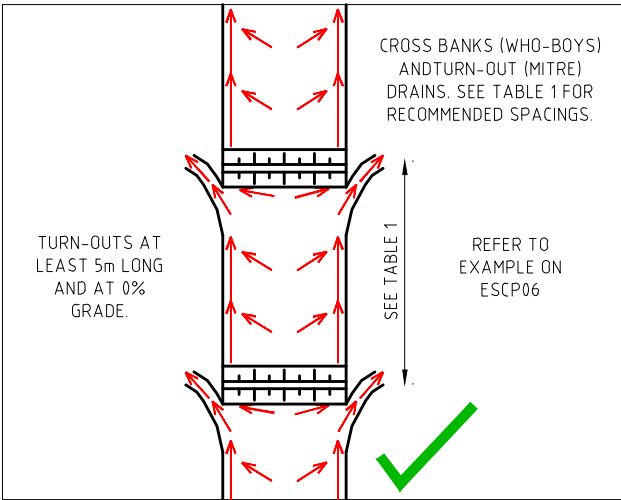
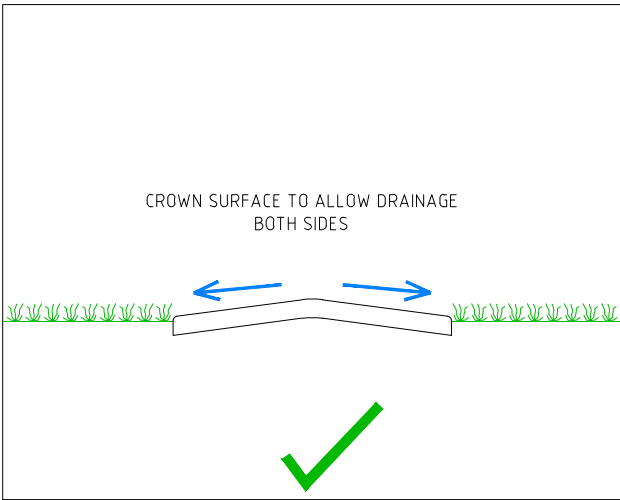
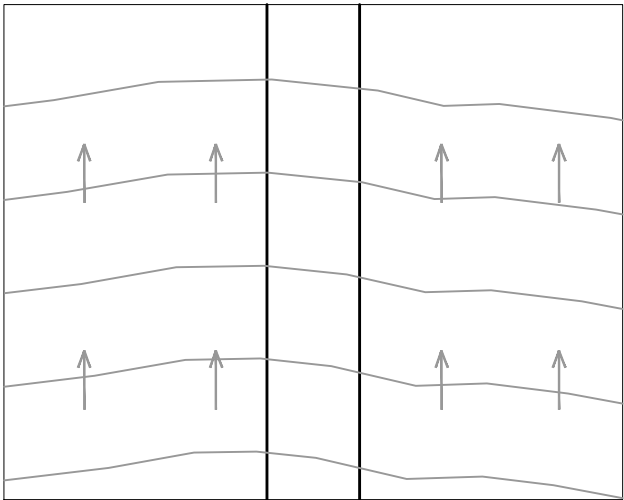


TABLE 1 - (FROM IECA, 2008)	
GRADE	MAX. SPACING OF TURN-OUT (MITRE) DRAINS
0-2%	120m
2-4%	60m
4-8%	30m
>8%	15m

DISTURBANCE SHOULD BE MINIMISE TO
ONLY WHAT IS REQUIRED.

UNSEALED ACCESS TRACKS DO NOT HAVE A PROTECTIVE HARD SEAL, AND, AS SUCH, ARE HIGHLY PRONE TO EROSION AND DAMAGE. THE KEY TECHNIQUES TO MINIMISE EROSION AND DAMAGE TO UNSEALED ROADS AND TRACKS ARE:

- GOOD SHAPING (CAMBER, SUPER-ELEVATION ETC); AND
- GOOD DRAINAGE.

GOOD DRAINAGE IS PARTICULARLY IMPORTANT ON UNSEALED ACCESS DRIVEWAYS, EVEN MORE SO THAN FOR A SEALED ROAD.

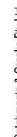


TRACK AT OR BELOW THE LEVEL OF
SURROUNDING LANDS



USE TURN-OUT (MITRE) DRAINS TO MOVE
WATER AWAY FROM TRACK
TURN-OUTS TO BE AT LEAST 5m LONG AND AT
0% GRADE.

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS	DRAWING STATUS	North	CLIENT	PROJECT TITLE	DRAWING TITLE
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01	24/09/24	L.O.	L.O.	A.M.	FINAL ISSUE – UPDATED SITE PLAN	N.T.S.			GREENVALLEYS MOUNTAIN BIKE PARK (GBMP)	PROJECT NO. 19000412
00	12/10/20	L.O.	L.O.	A.M.	FINAL ISSUE					SUB-PR NO. P01
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										REV 01



A photograph showing a white car driving on a dirt road that has been severely eroded. The road surface is uneven, with deep ruts and exposed soil. The surrounding area is a forest with tall trees and dense vegetation. The image highlights the impact of erosion on infrastructure.

A white Toyota Hilux is driving on a dirt road through a forest. The road is partially covered by a shallow stream with a stone bridge. The car is approaching the bridge. The surrounding area is lush with green vegetation and trees.

A photograph of a white pickup truck driving away on a dirt road through a forest. Four blue arrows point to the edges of the road, and two black vertical lines mark the boundaries of the road.

150 mm min.

Spillway
150 mm min.

Rock trenched 200 mm into ground

Aggregate or recycled concrete.

FLOW

Spacing of check dams along centerline and scour protection below each check dam to be specified on SWMP/ESCP

Construction Notes

- Check dams can be built with various materials, including rocks, logs, sandbags and straw bales. The maintenance program should ensure their integrity is retained, especially where constructed with straw bales. In the case of bales, this might require their replacement each two to four months.
- Trench the check dam 200 mm into the ground across its whole width. Where rock is used, fill the trenches to at least 100 mm above the ground surface to reduce the risk of undercutting.
- Normally, their maximum height should not exceed 600 mm above the gully floor. The centre should act as a spillway, being at least 150 mm lower than the outer edges.
- Space the dams so the toe of the upstream dam is level with the spillway of the next downstream dam.

ROCK CHECK DAM

SD 5-4

REV	DATE	DES.	DRN.	APP.	REVISION DETAILS	DRAWING STATUS	
						DESIGN BY	L.O.
						DRAWN BY	L.O.
						FINAL APPROVAL	A.M.
						SCALE: (on A3 Original) N.T.S.	
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A	07/02/20	L.O.	L.O.	A.M.	DRAFT ISSUE		



<p>PROJECT TITLE</p> <p>GREENVALLEYS MOUNTAIN BIKE PARK (GBMP)</p>	<p>DRAWING TITLE</p> <p>EROSION AND SEDIMENT CONTROL PLAN – STANDARD DRAWINGS & ACCESS TRACK PHOTOS</p>								
	<table border="1"> <tr> <td data-bbox="2427 1866 2588 1885">PROJECT NO.</td> <td data-bbox="2588 1866 2680 1885">SUB-PR NO.</td> <td data-bbox="2680 1866 2792 1885">DRAWING NO.</td> <td data-bbox="2792 1866 2884 1885">REV</td> </tr> <tr> <td data-bbox="2427 1885 2588 1902">19000412</td> <td data-bbox="2588 1885 2680 1902">P01</td> <td data-bbox="2680 1885 2792 1902">ESCP06</td> <td data-bbox="2792 1885 2884 1902">01</td> </tr> </table>	PROJECT NO.	SUB-PR NO.	DRAWING NO.	REV	19000412	P01	ESCP06	01
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19000412	P01	ESCP06	01						