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CIRCULAR TO PROFESSIONAL INSTITUTIONS

Who should know

Building owners, developers, contractors, architects, engineers and transport / traffic consultants

Effective date

1st August 2022

REVISION TO STANDARD DETAILS OF ROAD ELEMENTS (SDRE)

1. This circular is to inform the industry on the latest update to the Standard Details of Road Elements (SDRE). This set of SDRE Revision E is issued based on the list of changes listed in **ANNEX A**.
2. Please download the updated SDRE from LTA's website using this link:

http://www.lta.gov.sg/content/dam/ltagov/industry_innovations/industry_matters/development_construction_resources/Street_Work_Proposals/Standards_and_Specifications/SDRE/Content_Page_April_2022.pdf
3. The updated SDRE will be soft launched on 1st June 2022 till 31st July 2022. The current version will be removed from website on 1st August 2022 and the new version of the SDRE will take effect from the same date.
4. Please email nadarajah_thurairajasingam@lta.gov.sg on any queries pertaining to this revision of SDRE.

We would appreciate if you could convey the content of this circular to members of your respective organisations.

Thank you.

A handwritten signature in blue ink, appearing to be 'K. Goh', written in a cursive style.

Dr Kelvin Goh
1 Deputy Director,
Commuter & Road Infrastructure Division

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All CORENET e-Info subscribers

Chapter	Drawing No	Chapter Name	Brief description of changes
Chapter 2	LTA/SDRE14/2/DRA2	Cast-in-situ box culvert	- 450 mm headwall at culvert next to open drain removed and replaced with details shown in Drawing No: LTA/SDRE14/3/KER10
	LTA/SDRE14/2/DRA4	Precast slabbed over U-drains	- Currently the depth of U-drain precast section is fixed at 600mm. Proposal is to allow the depth of precast section to vary up to 1350mm for U-drain and 1200mm for slabbed over drain. Added note that for adoption of precast U-drain/ slabbed over drain with height of more than 1500mm, submission to BCA is required as stipulated in the Building Control Act
	LTA/SDRE14/2/DRA5	Precast slabbed over U-drain	- Drawing updated to show 1800mm slabbed over a 1200mm U-drain
Chapter 3	LTA/SDRE14/3/KER10	Kerbs & Footpaths	- Details updated to place safety railing at end of culvert and next to open drain
Chapter 4	LTA/SDRE14/3/GRA1	Pedestrian grating for sump/drain-without mild steel plate	- Added note No 7
Chapter 6	LTA/SDRE/14/6/VIG7	Guardrails in front of Column without adjoining vehicular impact guardrails	- Table included to provide information on the application of safety barriers
	LTA/SDRE/14/6/VIG8	Guardrails in front of Column with adjoining vehicular impact guardrails	- Clearance between VIG and column revised to 600mm
Chapter 9	LTA/SDRE/14/9/TMM9	Waiting area for motorcyclists	- To show overlapping details of VIG at the waiting area
Chapter 10	LTA/SDRE/14/10/SUP5	Support for traffic signs	- Added the traffic sign of 1200mm x 600mm - Number of rivets increased

Chapter	Drawing No	Chapter Name	Brief description of changes
Chapter 11	LTA/SDRE14/11/BUS1	Bus stops	<ul style="list-style-type: none"> - Change absolute width of bus bay width from 3m to 3.3m - Extend bus stop pavement to cater for 3-door bus
	LTA/SDRE/14/11/BUS2	Bus bay/layby for Authorised Vehicles	<ul style="list-style-type: none"> - Traffic sign updated from “Except NParks Vehicles” to “Except Authorised Vehicles - Revised cross fall gradient for bus stop platform, it shall not be steeper than 1 in 40 - Provision of underground UPVC pipes across bus stop platform for cable replacement work-street lightings and cycling path lightings - Provide details for roof fixing requirements at bus shelter
	LTA/SDRE14/11/BUS5	Bus stop layout and Elevation	<ul style="list-style-type: none"> - Revised cross fall gradient for bus stop platform, it shall not be steeper than 1 in 40 - Provision of underground UPVC pipes across bus stop platform for cable replacement work-street lightings and cycling path lightings
Chapter 12	LTA/SDRE14/12/PNR1	Planting Requirements	<ul style="list-style-type: none"> - Aeration trough is no longer as it is in line with ISA (International Society of Arboriculture) Best Management Practices (BMP) for tree planting where provision of good quality soil (such as Approved Soil Mix) and adequate planting space are more essential aspects to support healthy and strong-vigor tree saplings.
Chapter 21	LTA/SDRE17/21/CYC 1-9	- Cycling Chapter	<ul style="list-style-type: none"> - Addition of dimension for spacing between markings - Revised yellow stop line to be aligned with the kerb instead of placing it too far away from the kerb. - Removal of note that was meant for use for the grey colour old typology cycling path - Addition of notes where cyclist or shared track logo (pedestrian & cyclist) marking to be placed at minimum 50m interval if there is no cyclist logo along the cycling track or shared track to indicate to users that they are travelling on the cycling track or shared track, and to indicate that all associated road markings, signages and road elements shall be adjusted accordingly in compliance with SDRE standards when crossings are widened. - Removal of “Give Way to Pedestrians” sign and relocating “Stay on Track” sign to be on the same pole as “Watch out for Vehicles” sign for Treatment at development/carpark access without side footpath access from development. - For bicycle crossing drawing, signages along cycling path/shared path are included and footprint markings are included in the “zoom in” view. - Addition of shared track treatment detail at development/carpark access - Revised start point of red cycling path at bus stop area where it will start after the concrete path which is for bus boarding/alighting activities and red dash line to be continuous across at speed regulating strips and “LOOK” marking - Changed description for solid red line marking from “AT CENTRAL AREA ONLY” to “NON-CONCRETE FINISHES ONLY”