Materials:

A Minimum concrete compressive strength (f'c=32MPa).
B RL1118 rectangular reinforcing mesh, with 50mm cover.
C 4-N12 dowels, 300mm long at construction joints where joining into existing watertable.

Bed 100mm thick PM2/20QG, compacted to 98% MMDD extended 300mm either side of kerb.

Finish Steel trowel.

Notes:

1. Concrete kerbing shall be constructed in accordance with AS2876.
2. Shrinkage control joints shall be constructed in accordance with AS2876 at spacings 2.5m - 3.0m.

Application:

Minor streets with low traffic flows.

Standard kerb heights:
City - 100mm or 140mm
Parklands - 200mm
Materials:

A. Minimum concrete compressive strength (f'c=32MPa).
B. RL1118 rectangular reinforcing mesh, with 50mm cover.
C. 4-N12 dowels, 300mm long at construction joints where joining into existing watertable.

Bed 100mm thick PM2/20QG, compacted to 98% MMDD extended 300mm either side of kerb.
Finish Steel trowel.

Notes:

1. Concrete kerbing shall be constructed in accordance with AS2876.
2. Shrinkage control joints shall be constructed in accordance with AS2876 at spacings 2.5m - 3.0m.

Application:
Industrial / heavy traffic or bus route.

Standard kerb heights:
City - 100mm or 140mm
Parklands - 200mm

CONSTRUCTION STANDARD
Civil
KERB AND WATERTABLE
Type 2

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STANDARD NUMBER SHEET No
C 111 02
Materials:

A Minimum concrete compressive strength (f'c=32MPa).
B RL1118 rectangular reinforcing mesh, with 50mm cover.
C 4-N12 dowels, 300mm long at construction joints where joining into existing watertable.

Bed 100mm thick PM2/20QG, compacted to 98% MMDD extended 300mm either side of kerb.
Finish Steel trowel.

Notes:
1. Concrete kerbing shall be constructed in accordance with AS2876.
2. Shrinkage control joints shall be constructed in accordance with AS2876 at spacings 2.5m - 3.0m.
Various median infill

Profile bitumen 50mm below existing surface level, 500mm offset from proposed median kerb. Pour median kerb on profile level as shown and key in kerb by reinstating road surface in profiled area with tack coat and 50mm AC10H.

Saw cut existing bitumen prior to profiling.

Road profile level

Materials:

- Minimum concrete compressive strength (f'c=32MPa).
- Bed: 100mm thick PM2/20QG, compacted to 98% MMDD extended 300mm either side of kerb.
- Finish: Steel trowel.
- Paint: Median kerb shall be painted "white" in accordance with the D.P.T.I Pavement Marking Manual.

Notes:

1. Concrete kerbing shall be constructed in accordance with AS2876.
2. Shrinkage control joints shall be constructed in accordance with AS2876 at spacings 2.5m - 3.0m.
UPPER LANDING ZONE TO BE CLEAR OF ANY OBSTRUCTION

RAMP LENGTH
1.0m MIN. TO 1.52m MAX.
(REFER RAMP TABLE)

PROPERTY LINE

TRAFFIC SIGNAL POST
200 - 450mm FROM FACE OF POLE.

TOOLED CONTROL JOINT (WITHOUT HIGHLIGHT)

ISOMETRIC VIEW

NOTES:
1. Kerb ramp shall be laid in the direction of travel across the road, aligned with the kerb ramp on the opposite side.
2. It is desirable that the kerb ramp and sloping sides be kept free of penetrations (i.e. service covers). If unavoidable, the covers must be slip resistant.

PLAN

DIRECTION OF TRAVEL REFER TO NOTE 1

SECTION A-A

CONSTRUCTION DETAILS

CONSTRUCTION STANDARD
Civil
KERB RAMP - STANDARD (TYPE 1)
(Kerb height 100mm and 140mm)

REFERENCES:
Warning tactile indicators in accordance with AS1428.4.1
Kerb ramp alignment in accordance with AS1428.1
Pedestrian push button assemblies in accordance with AS1428.2

WARING TACTILE INDICATORS
300x300x40 CONCRETE PAVER
COLOUR: CHARCOAL
DO NOT USE INDIVIDUAL STUDS

MINIMUM CONCRETE COMPRESSIVE STRENGTH f’c = 32MPa.
BROOM SURFACE FINISH WITHOUT TOOL HIGHLIGHT

FOOTPATH CROSSFALL
150mm

WATERTABLE
100mm THICK RM2/200Q, COMPACTED TO 98% MMDD.

RAMP TABLE

<table>
<thead>
<tr>
<th>Proposed Ramp Length (m)</th>
<th>Max Fall Height (mm)</th>
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<tr>
<td>1.0 (Min)</td>
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<td>1.4</td>
<td>175</td>
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<td>1.52 (Max)</td>
<td>190</td>
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</tbody>
</table>

RESHAPE FOOTPATH SURFACE TO SUIT RAMP
(1:24 MAX, 1:48 MIN)

RAMP FALL HEIGHT
(See Ramp Table)

RAMP GRADIENT (1:8 Max.)

SHARP TRANSITION WITHOUT GAP AT WATERTABLE.

CARRIAGEWAY
RAMP LENGTH
600 TACTILES
300 TACTILES

RAMP WIDTH
1.0m MINIMUM
1.2m PREFERRED

WING 1.2m MAXIMUM
(TYPICAL)

200-450mm TO FACE OF POLE
300mm CLEARANCE
1.2m WIDE WARNING TACTILE INDICATORS, REFER TO NOTE 4

NOTES:
(1) Kerb ramp shall be laid in the direction of travel across the road, aligned with the kerb ramp on the far side.

(2) It is desirable that the kerb ramp and sloping sides be kept free of penetrations (i.e. service covers). If unavoidable, the covers must be slip resistant.

(3) Special kerb ramp is only used where kerb height is 100mm.

(4) Warning Tactile Indicators. 300x300x40 concrete paver. Colour to contrast with footpath. Refer to AS 1428.4 for luminous contrast testing. Do not use individual studs.

REFERENCES:
Warning tactile indicators in accordance with AS1428.4.1
Kerb ramp alignment in accordance with AS1428.1
Pedestrian push button assemblies in accordance with AS1428.2

CONSTRUCTION STANDARD
Civil
KERB RAMP - SPECIAL (TYPE 2)
(Kerb height 100mm)
NOTES:
1. Kerb ramp shall be laid in the direction of travel across the road, aligned with the kerb ramp on the opposite side.
2. It is desirable that the kerb ramp and sloping sides be kept free of penetrations (i.e. service covers). If unavoidable, the covers must be slip resistant.

SECTION A-A

REFERENCES:
- Warning tactile indicators in accordance with AS1428.4.1
- Kerb ramp alignment in accordance with AS1428.1
- Pedestrian push button assemblies in accordance with AS1428.2

CONSTRUCTION STANDARD
Civil
KERB RAMP - PARK LANDS (TYPE 3)
(Kerb height 200mm)

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UPPER LANDING ZONE TO BE CLEAR OF ANY OBSTRUCTION

RAMP LENGTH
1.0m MIN. TO 1.52m MAX. (REFER RAMP TABLE)

NOTES:
(1) Kerb ramp shall be laid in the direction of travel across the road, aligned with the kerb ramp on the opposite side.

(2) It is desirable that the kerb ramp and sloping sides be kept free of penetrations (i.e. service covers). If unavoidable, the covers must be slip resistant.

PLAN

DIRECTION OF TRAVEL REFER TO NOTE 1

SECTION A-A

CARRIAGEWAY RAMP LENGTH

RESHAPE FOOTPATH SURFACE TO SUIT RAMP (1:24 MAX, 1:48 MIN)

RAMP FALL HEIGHT (See Ramp Table)

SHARP TRANSITION WITH NO LIP AT WATERTABLE.

CTORNSTRUCTION DETAILS

CONSTRUCTION STANDARD
Civil
KERB RAMP - VERTICAL SIDE (TYPE 4)
(Kerb height 100mm and 140mm)

REFERENCES:
Warning tactile indicators in accordance with AS1428.4.1
Kerb ramp alignment in accordance with AS1428.1
Pedestrian push button assemblies in accordance with AS1428.2

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CITY OF ADELAIDE

STANDARD NUMBER SHEET No
C 123 01
LEGEND:

- Minimum paved area for bus shelters

NOTES:

1. TGSI = Tactile ground surface indicators.
2. TGSI and shelter to be minimum 30% contrast to surrounding colour.
3. TGSI's shall be concrete type.
   Do not use individual stud tactiles.
TACTILE INDICATORS
300x300x40 CONCRETE PAVER
ON WET MIX CONCRETE
DO NOT USE INDIVIDUAL STUDS

SL72 FABRIC CENTRAL

FOOTPATH SURFACE

100mm THICK PM2/20QG
COMPACTED TO 98% MMDD.

100mm THICK CONCRETE
F't = 32MPa

TACTILE INDICATOR COLOUR CHART

<table>
<thead>
<tr>
<th>FOOTPATH MATERIAL</th>
<th>TACTILE COLOUR</th>
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<tr>
<td>Asphalt</td>
<td>Ivory</td>
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<tr>
<td>Concrete Flagstones (White)</td>
<td>Charcoal</td>
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<tr>
<td>Concrete Flagstones (Slate Grey)</td>
<td>TBA</td>
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<tr>
<td>Other</td>
<td>Ivory or Charcoal (ACC approval required) Minimum luminous contrast of 30%. Refer to AS1428.4.1.</td>
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CONSTRUCTION STANDARD
Civil
TACTILE INDICATORS
Installation Details

REFERENCES:
ACC STANDARD NUMBER C130-01.

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C130 02
1. BUS STOP POLE LOCATION SHALL BE AS PER D.P.T.I BUS OPERATING GUIDELINES.

2. WARNING TACTILE INDICATORS SHALL BE OFFSET 300mm FROM FACE OF KERB.

NOTE:

**CONSTRUCTION STANDARD**

Civil
BUS STOP TREATMENT - SEALED FOOTPATH

REFERENCES:
ACC STANDARD NUMBER C130-01, C130-02 & C130-03.
NOTES:
1. TIMBER EDGE & ASPHALT PAVEMENT SHALL BE AS PER A.C.C URBAN ELEMENTS STANDARD P400-01.
2. BUS STOP POLE LOCATION SHALL BE AS PER D.P.T.I BUS OPERATING GUIDELINES.
3. WARNING TACTILE INDICATORS SHALL BE OFFSET 300mm FROM FACE OF KERB.
**ELEVATION**

- **Notes:**
  1. Vehicle access shall be checked in accordance with AS2890.1 to prevent vehicles scraping or bottoming out.
  2. Footpath maximum grades:
     - 2.5% (1 in 40)
     - 3.0% (1 in 33) for asphalt surface.

**Plan**

- **Footpath**
- **MATERIAL**
- **FOOTPATH**
- **1:10 Grade (max)**
- **(Min)**
- **1.2m**
- **(Refer note 1)**

**Notes:**

- Driveway crossover material and appearance shall match footpath.
- (e.g. flagstone footpath - use insitu concrete with tooled flagstone pattern)

**Application:**

- Entrance to a private property or public area.

**CONSTRUCTION STANDARD**

- **Civil**
- **DRIVEWAY CROSSOVER (PARTIAL FOOTPATH WIDTH)**
- **Profile**

**References:**

- Watertable detail, see standard C140-03 and C140-04.
Driveway crossover material and appearance shall match footpath. (e.g. flagstone footpath - use insitu concrete with tooled flagstone pattern)

ELEVATION

c.j. = Construction joint.

PLAN

Kerb & watertable

Carriageway

Driveway entrance

FOOTPATH MATERIAL

Footpath

1:10 grade (max) (Refer note 1)

References:
Waterable detail, see standard C140-03 and C140-04.

Application:
Entrance to a private property or public area where C140-01 is not possible.

Notes:
1. Vehicle access shall be checked in accordance with AS2890.1 to prevent vehicles scraping or bottoming out.
Materials:
A. Minimum concrete compressive strength (f'c=32MPa).
B. RL1118 rectangular reinforcing mesh, with 50mm cover.
C. 4-N12 dowels, 300mm long at construction joints where joining into existing watertable.

Bed 100mm thick PM2/20QG, compacted to 98% MMDD extended 300mm either side of kerb.
Finish Steel trowel.

Notes:
1. Concrete kerbing shall be constructed in accordance with AS2876.
2. Shrinkage control joints shall be constructed in accordance with AS2876 at spacings 2.5m - 3.0m.

References:
Profile see standard C140-01 or C140-02.

Application:
Minor streets with low traffic flows.
Materials:

A. Minimum concrete compressive strength ($f'_c = 32$ MPa).
B. RL1118 rectangular reinforcing mesh, with 50mm cover.
C. 4-N12 dowels, 300mm long at construction joints where joining into existing watertable.

Bed: 100mm thick PM2/20QG, compacted to 98% MMDD extended 300mm either side of kerb.
Finish: Steel trowel.

Notes:
1. Concrete kerbing shall be constructed in accordance with AS2876.
2. Shrinkage control joints shall be constructed in accordance with AS2876 at spacings 2.5m - 3.0m.

References:
Profile see standard C140-01 or C140-02.

Application:
Industrial / heavy traffic or bus route.

CONSTRUCTION STANDARD
Civil
DRIVEWAY CROSSOVER - WATERTABLE INVERT
Type 2

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C 140 04
**SECTION**

- Break out kerb and then sawcut along invert of watertable to provide match edge.
- Existing road.
- Retained section of kerb and watertable.
- Section of footpath removed and reconstructed to match existing footpath.
- Dowels - N12 bar centrally placed in watertable.

**NOTE:**
For Commercial Cross-overs, reconstruct entire kerb and watertable.

**PLAN**

- Back of kerb: 100mm
- Invert: 400mm
- Dowel N12 bar: 300mm
- Dowels - N12 bar: 100mm
- Edge of watertable:
- c.j. = Construction joint.

**References:**
Profile, see standards C140-01 or C140-02.
Watertable, see standards C140-03 or C140-04.
NOTES:
1) MINIMUM CONCRETE COMpressive STRENGTH (f_c=32MPa).
2) REINFORCEMENT MESH TO BE PLACED CENTRALLY. COVER 50mm TYPICAL
3) FOR FRAME AND GRATE DETAILS, REFER TO CoA DRAWING A2/80/17.

MASS CONCRETE BENCHING (STREAMLINING) TO HALF PIPE DIAMETER OR MAXIMUM HEIGHT AS PRACTICAL. HAND TROWEL TO PROVIDE SMOOTH FINISH AND TRANSITION BETWEEN PIPES

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<tr>
<th>DEPTH</th>
<th>REINFORCEMENT</th>
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<tr>
<td>00 - 1000</td>
<td>SL72</td>
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<tr>
<td>1001 - 1300</td>
<td>SL82</td>
</tr>
<tr>
<td>1301 - 1600</td>
<td>SL92</td>
</tr>
<tr>
<td>1601 - 1900</td>
<td>SL102</td>
</tr>
<tr>
<td>&gt;1900</td>
<td>DESIGN</td>
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</tbody>
</table>
INVERT CATCHPIT FRAME & GRATE AS PER CoA DRAWING A2/80/17, TO BE MODIFIED TO SUIT 40mm INVERT.

DEPTH  REINFORCEMENT
00 - 1000     SL72
1001 - 1300   SL82
1301 - 1600   SL92
1601 - 1900   SL102
>1900         DESIGN

NOTES:
1) MINIMUM CONCRETE COMPRESSIVE STRENGTH (f'c=32MPa)

2) REINFORCEMENT MESH TO BE PLACED CENTRALLY. COVER 50mm TYPICAL.
Materials:

A. Minimum concrete compressive strength (f'c=32MPa).
B. RL1118 rectangular reinforcing mesh, with 50mm cover.
C. 4-N12 dowels, 300mm long at construction joints where joining into existing watertable.

Bed 100mm thick PM2/20QG, compacted to 98% MMDD extended 300mm either side of kerb.

Finish Steel trowel.

Notes:
1. Concrete kerbing shall be constructed in accordance with AS2876.
2. Shrinkage control joints shall be constructed in accordance with AS2876 at spacings 2.5m - 3.0m.

Application:
Minor traffic flows.
Materials:

A. Minimum concrete compressive strength (f'c=32MPa).
B. RL1118 rectangular reinforcing mesh, with 50mm cover.
C. 4-N12 dowels, 300mm long at construction joints where joining into existing watertable.

Bed 100mm thick PM2/20QG, compacted to 98% MMDD extended 300mm either side of kerb.

Finish Steel trowel.

Notes:
1. Concrete kerbing shall be constructed in accordance with AS2876.
2. Shrinkage control joints shall be constructed in accordance with AS2876 at spacings 2.5m - 3.0m.
PLAN

Length equal to footpath width minus 20mm

Refer to note 3

90°

Kerb face

Width (Refer to note 5.)

1000

Crossing Place

Property Boundary

Dry sump for maintenance and stormwater surcharge, refer to sump detail on C230-01. Invert of dry sump to match invert of checker drain.

Case 2:
Use L-Shaped Checker plate drain to avoid service covers, posts and driveways.

SECTION

50mm (approx) thick sand/cement base

Check plate drain must stop at street property line

See enlargement 'A'

Drain pipe type situations to be sealed at the internal pipe and C.P.D junction.

ENLARGEMENT 'A'

Locally shape kerb face to match into edges of recessed checker plate

20

Kerb face

Checker plate drain

2)
Top of C.P.D. and checker plate access lid to be flush with footpath surface.

3) Any C.P.D. wider than 300mm to be provided with a 500mm long internal stiffener, fully welded placed centrally at kerb and at 500mm intervals.

4) All C.P.D.'s to be installed perpendicular to the street property boundary and a minimum of 1.0metre clear of any crossing place.

5) Width dimension to be equal to existing C.P.D. or similar x-sectional area of existing pipe, but not less than minimum width.

6) C.P.D minimum width 150mm.

7) L-Shaped C.P.D. must be In the footpath within the property boundary alignment draining that property.

SECTION A-A

CONSTRUCTION STANDARD

Civil
CHECKER PLATE DRAIN
Type 1

Note:
All costs associated with discharge of private property stormwater to Council stormwater infrastructure (underground stormwater main or kerb & watertable) shall be the responsibility of the property owner.

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CITY OF ADELAIDE

STANDARD NUMBER SHEET No.

C 222 01
Notes:
1) Checker plate drain (CPD) to be constructed of 6mm thick steel plate with steel checker plate top fully welded and hot dipped galvanised.
2) Top of C.P.D. and checker plate access lid to be flush with footpath surface.
3) Any C.P.D. wider than 300mm to be provided with an internal stiffener, placed centrally and fully welded.
4) All C.P.D.'s to be installed perpendicular to the street property boundary.
5) Width dimension to be equal to existing C.P.D. or similar x-sectional area of existing pipe, but not less than minimum width.
6) C.P.D. minimum width 156mm.

SECTION A--A

CONSTRUCTION STANDARD
Civil
CHECKER PLATE DRAIN
Type 2

Note:
All costs associated with discharge of private property stormwater to Council stormwater infrastructure (underground stormwater main or kerb & watertable) shall be the responsibility of the property owner.

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Notes:
1. For backfill details, refer to City Works Guidelines.
2. Direct connection into catchpit only possible where stormwater property connection pipe is equal to or smaller than the main stormwater pipe. Where stormwater connection exceeds main stormwater pipe size, the main stormwater pipe must be up sized.
SECTION

Notes:
1. For backfill details, refer to City Works Guidelines.
2. Direct connection only possible where stormwater property connection pipe is equal to or smaller than the main stormwater pipe. Where stormwater connection exceeds main stormwater pipe size, the main stormwater pipe must be upsized.

Legend:
A. Gap between underside of 'L' bracket and top of concrete to be filled with concrete after adjacent footpath pavement is installed.
B. x to be equal to paver depth plus mortar depth or asphalt thickness, to match surrounding wearing course pavement thickness.
C. Fixing lugs to be installed in each corner. Length of fixing lugs to match set down (x) plus a minimum of 50mm encased in concrete.
D. Frame 25 x 25 x 3mm mild steel angle (hot dipped galvanised)
Construction:
The Corporation of the City of Adelaide and Contractors

Materials:
In situ reinforced Concrete, bitumen and concrete tactile pavers. (Tactile type Warning TGISI's
Colour - Refer to CoA standard C130-02 Tactile Indicators Installation Details

Finish:
Concrete to be steel trowelled.
Bitumen to be smooth

Maintenance:
Cracks or chips in surface to be made good to avoid trip hazards. Damaged parts to be replaced.

Tactiled crossovers are associated with an entrance, either to a minor public road or car park with high vehicular traffic volumes.
**Design Objectives:**

- Any drainage and access must be resolved as part of the design.
- Crossover at the back of footpath to accommodate 1:100 surface flow plus 30mm freeboard from all doorways floor level and damp course.
- All drainage across the crossover to be piped underground.
- Concrete margin to match existing kerbing in the minor road or carpark entrance provided it is 900mm from the building line to allow for site distance and pedestrian safety.

- Footpaths less than 2200mm wide, grade cross over full width.
- Tactiles are used for all public road crossovers and high vehicular traffic flow carpark entrances, (to be approved by Corporation staff).
- Surface finish of crossovers to be bitumen unless otherwise approved by the Corporation.

**Note:**
Vehicle access must be checked in accordance with Australian Standards 2890.1-1993 or appropriate to ensure that a vehicle will not scrape their underside when negotiating the crossover.

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JUNCTION CHAMBER FORMWORK
KIT NO 1
PART NO. Q0107

MATTRESS FOR JUNCTION CHAMBER FORMWORK
KIT NO. 1
PART NO. Q0119

MANHOLE FORMWORK KIT NO. 1
PART NO. Q0108

MATTRESS FOR MANHOLE
FORMWORK KIT NO. 1
PART NO. Q0116

MANHOLE FORMWORK KIT NO. 2
PART NO. Q0109

MATTRESS FOR MANHOLE FORMWORK KIT
KIT NO. 2A
PART NO. Q0120

JUNCTION CHAMBER FORMWORK
KIT NO. 2
PART NO. Q0114

MATTRESS FOR JUNCTION CHAMBER FORMWORK
KIT NO. 2
PART NO. Q0113

NOTES: 1) FORMWORK TO BE CEMENT BINDER STRUCTURAL STEEL DESIGN.

CITY OF ADELAIDE
STANDARD MATTRESS & FORMWORK
FOR JUNCTION CHAMBERS AND MANHOLES
<table>
<thead>
<tr>
<th>Standard Number</th>
<th>Title</th>
<th>Revision</th>
<th>Revision Description</th>
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<td>Nov 2013</td>
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<td>Brighton Lite note removed.</td>
<td>June 2015</td>
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<td>C</td>
<td>Notes amended</td>
<td>Dec 2018</td>
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<td>May 2019</td>
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<td>Kerb ramp wing dimensions added</td>
<td>April 2019</td>
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<td>Tooled joint removed from ramp</td>
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<td>D Kerb ramp wing dimensions added</td>
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<td>Bus Stop Design Template</td>
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<td>Tactile Indicators</td>
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<td>Bus Stop Treatment (Unsealed)</td>
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<td>Catchpit - Kerb &amp; Watertable</td>
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<td>Catchpit - Invert Drain</td>
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<td>Checker plate drain (Type 1)</td>
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<td>D  Dry sump note amended</td>
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<td>Manholes &amp; Junction Chambers</td>
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