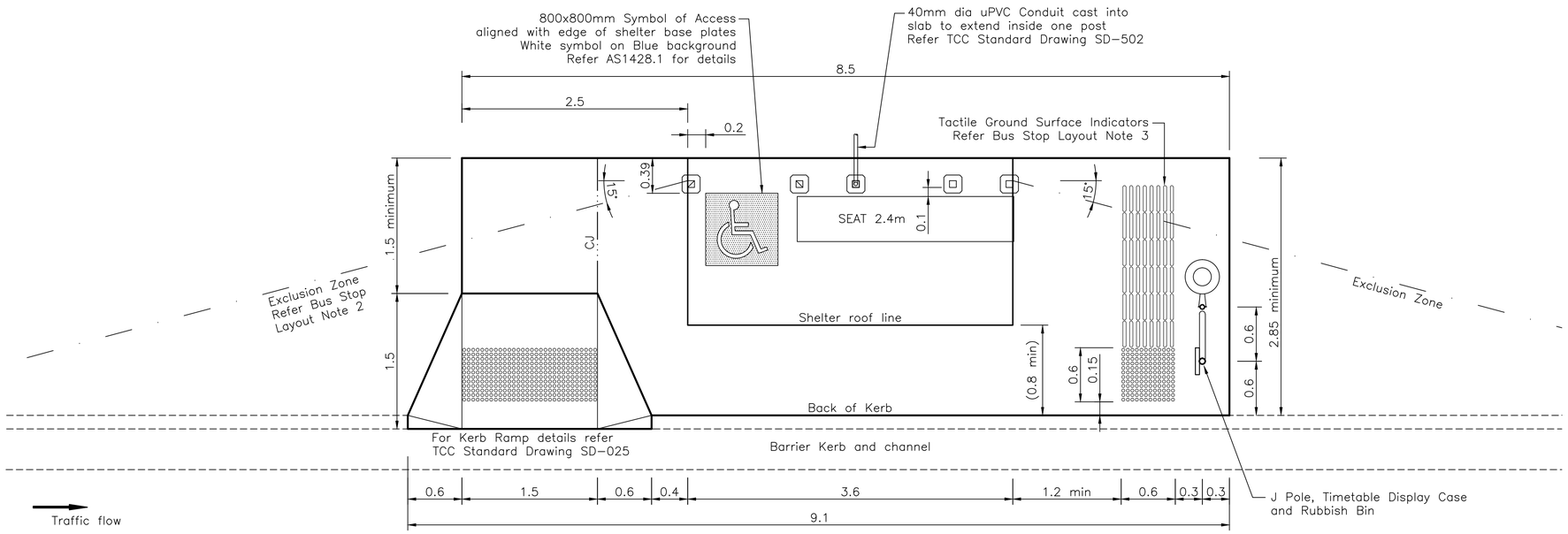
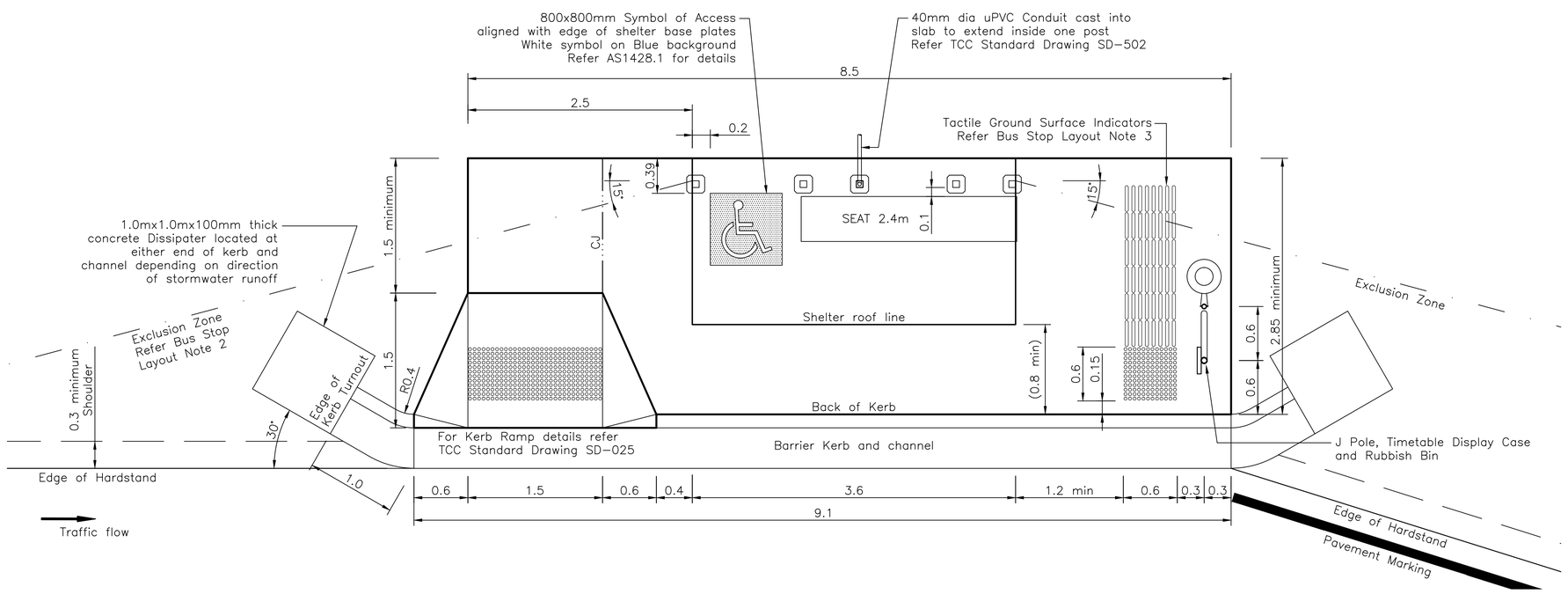


STANDARD SHELTER – KERB AND CHANNEL TYPE 7



STANDARD SHELTER – KERB TURNOUT/DISSIPATER TYPE 8

NOTES

GENERAL

1. All dimensions are in metres, unless noted otherwise.
2. Do not scale these drawings. Use figured dimensions.
3. The Contractor shall check, verify on site and be responsible for the correctness of all dimensions shown on the drawings and discrepancies shall be reported immediately to the Superintendent before any work proceeds.
4. These drawings shall be read in conjunction with all other drawings and specifications and with such other written instructions as may be issued during the course of construction. All discrepancies shall be reported immediately for decision before proceeding with the project.
5. All workmanship and materials shall be in accordance with the requirements of the Townsville City Council Design Specifications and Construction Standards, Standards Australia Codes and the by-laws and ordinances of the relevant authorities.
6. During construction any structure and neighbouring structures shall be maintained in a stable condition, ensuring no parts are overstressed.
7. It is the contractors responsibility to ensure that the project is carried out in accordance with the drawings and specifications.

CONCRETE

1. Refer Standard Drawing SD-502 for concrete slab details.

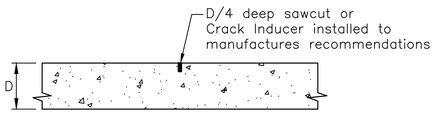
BUS STOP LAYOUT

1. Where existing accessible path is steeper than 1:14 reconstruct and regrade as required.
2. Where plantings exist or made available, use only ground cover or low shrubs (<0.5m high). Trees for shade should be long-trunked with minimum branch height of 4.5m. Plantings should not obstruct line of sight between approaching bus and waiting passengers.
3. TGSI (Tactile Ground Surface Indicators) shall be in accordance with AS/NZS1428.4.1 Design for Access and Mobility: Tactile Ground Surface Indicators, AS1428.1 and AS4586 Slip Resistance of Pedestrian Surfaces. Install Indicators as per manufacturers specification and in accordance with AS1884.
   Warning and Directional TGSI shall be:
   - drill and lock
   - yellow for grey concrete
4. Concrete slab to be 0.15m minimum offset from property boundary.
5. Clear zone requirements to be taken in consideration, if necessary, dependant on bus stop location.
6. Bus Stop concrete slab crossfall
   1.0% minimum
   2.0% desirable
   2.5% maximum

LEGEND

Warning Tactile Ground Surface Indicators as per AS/NZS1428.4.1

Directional Tactile Ground Surface Indicators as per AS/NZS1428.4.1



CONTRACTION JOINT – CJ

No.	DATE	DESCRIPTION	AP'D
B	16/3/2015	NOTES AND DIMENSIONS AMENDED TO SUIT NEW AUSTRALIAN STD	
A	24/10/2011	ORIGINAL ISSUE	

REVISIONS

NOTES :
REFERENCE DRAWINGS
SD-020 – CONCRETE KERBING
SD-025 – KERB RAMP
SD-500 – STANDARD BUS SHELTER FRAMING DETAILS SHEET 1 OF 2
SD-502 – STANDARD BUS SHELTER SLAB AND FOOTING DETAILS SHEET 2 OF 2
SD-535 – J POLE, TIMETABLE DISPLAY CASE, RUBBISH BIN AND SLEEVE INSTALLATION DETAILS
SD-555 – BUS SETDOWN RURAL LOCATION LAYOUT DETAILS

Full Size A1

Not to scale

DRAWN: DESIGN OFFICE | CHECKED: WJP

Design Engineer Approved: Original signed by J EL-KHOURI
Date: 19/3/2015

Manager Approved: Original signed by C DEKIEVIT (Acting)
Date: 20/3/2015

City of Townsville
Ph: (07) 4727 9000
www.townsville.qld.gov.au

STANDARD BUS STOP URBAN AND RURAL LOCATIONS LAYOUT DETAILS – TYPE 7 AND 8

STANDARD DRAWING
TRANSPORT
SD-530 | B