TYPE # 2A

9200 LENGTH BARRIER KERB TO BE MINIMUM 150mm IN ACCORDANCE WITH VICROADS STANDARD DRAWING SD2001. (REFER NOTE 2)

NOTES:

23/04/19 12:00:00 PM

- DOT ONLY ACCEPTS YELLOW TGSI'S, MECHANICALLY AND CHEMICALLY SECURED ON ANY STABLE SURFACE, AS PER MANUFACTURES SPECIFICATIONS. TGSI'S MUST BE AN APPROVED PRODUCT BY VICROADS AS PER VICROADS DESIGN NOTE RDN06-05.
- 2. A) RETAIN EXISTING KERB IF KERB IS A BARRIER KERB OF MINIMUM HEIGHT 150MM.
 - B) IF THE EXISTING KERB IS NOT A BARRIER KERB, REPLACE THE EXISTING KERB WITH A BARRIER KERB MINIMUM 9.2M LENGTH AND A MINIMUM 150MM HIGH (MAX 190MM) FROM KERB INVERT. IF THE EXISTING KERB IS A BARRIER KERB WITH A HEIGHT LESS THAN 150MM FROM THE KERB INVERT, REPLACE THE BARRIER KERB UP TO THE LENGTH OF THE BUS STOP HARDSTAND. KERB INVERT TO BE ALIGNED. C) WHERE PEDESTRIAN FENCE IS REQUIRED. EXTEND THE HARDSTAND BY 150MM.
- D) KERB TRANSITION SHALL BE PROVIDED IN ACCORDANCE WITH VICROADS STANDARD DRAWING SD2102.
- E) KERB RETURN SHALL BE PROVIDED IN ACCORDANCE WITH VICROADS STANDARD DRAWING SD2101.
- F) IF A DRIVEWAY IS SITUATED WITHIN 9M OF THE BUS STOP FLAG POLE ON APPROACH, THE DRIVEWAY WILL NEED TO REMAIN, SO ANY NEW BARRIER KERB SHALL BE TIED INTO THE EDGE OF DRIVEWAY.
- 3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
- 4. ALL CONSTRUCTED ASPHALT AND CONCRETE HARDSTANDS SHOULD BE BUILT TO LOCAL COUNCIL STANDARDS. WHERE EXISTING FOOTPATH IS ASPHALT, MINIMUM PANEL WIDTH TO BE REPLACED WITH CONCRETE
- 5. DRAWINGS STD_S0062 S0081 SHALL BE READ IN ASSOCIATION WITH EACH OTHER.
- 6. DIMENSIONS MUST BE A MINIMUM 300 BETWEEN TACTILE EDGE AND POLE EDGE. PREFERABLY BELOW 400 BUT MAY BE FURTHER WITH PTV APPROVAL WHERE IT WOULD CREATE SAFETY/ACCESSIBILITY ISSUES.
- 7. IF FOOTPATH IS ASPHALT HARDSTAND PAVEMENT PROFILE TO BE AS PER COUNCIL REQUIREMENTS.
- 8. IF A GRADE OF 1:40 CANNOT BE ACHIEVED ON THE LANDING THE FOOTPATH WILL NEED TO BE LOWERED/RAISED AND TRANSITION GRADE TO BE BETWEEN 1:14 AND 1:20 AS PER COUNCIL REQUIREMENTS.
- 9. ENSURE INVERT OF NEW KERB IS ALIGNED AND CONTINUES WITH EXISTING KERB
- 10. EXPANSION JOINT IS REQUIRED IF HARDSTAND IS MORE THAN 6M LONG.

11. IF FOOTPATH IS TO REMAIN ASPHALT THEN GRAIDENT CAN BE 1:33.														ORGANISATION AUTHORISED BY		DATE		
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รี [-					contained in this drawing. Each user of this drawing release PTV from all and any loss, damage, cost, expense or	BUS STOP FOR A SITE WITH FOOTPATH UP TO KERB LINE			File Name		JH	MM	
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MIN 1540mm

300 MIN.

200

-REFER NOTE 6

STANDARD FLAG POLE SLEEVE

TO SUIT 50NB POLE (REFER TO DRAWING STD_S0062)

WHERE REAR OF EXISTING FOOTPATH IS

FOOTPATH TO BE LOCALLY WIDENED AT

REAR, MIN LENGTH OF WIDENING 1200mm

WITH 45° TAPERS BACK TO EXISTING PATH.

125mm THICK 25MPa REINFORCED CONCRETE SLAB WITH SL72

CLASS 2 COMPACTED CRUSHED ROCK BASE. CONCRETE SLAB TO HAVE A BROOM FINISH WITH NO HIGHLIGHTS AND BE

FACE OF KERB

MESH PLACED CENTRALLY ON BAR CHAIRS AND 50mm THICK

DOWELLED INTO KERB AND FOOTPATH (PROVIDED EXISTING

FOOTPATH DEPTH IS GREATER THAN 90mm).

LESS THAN 2400 FROM FACE OF KERB,