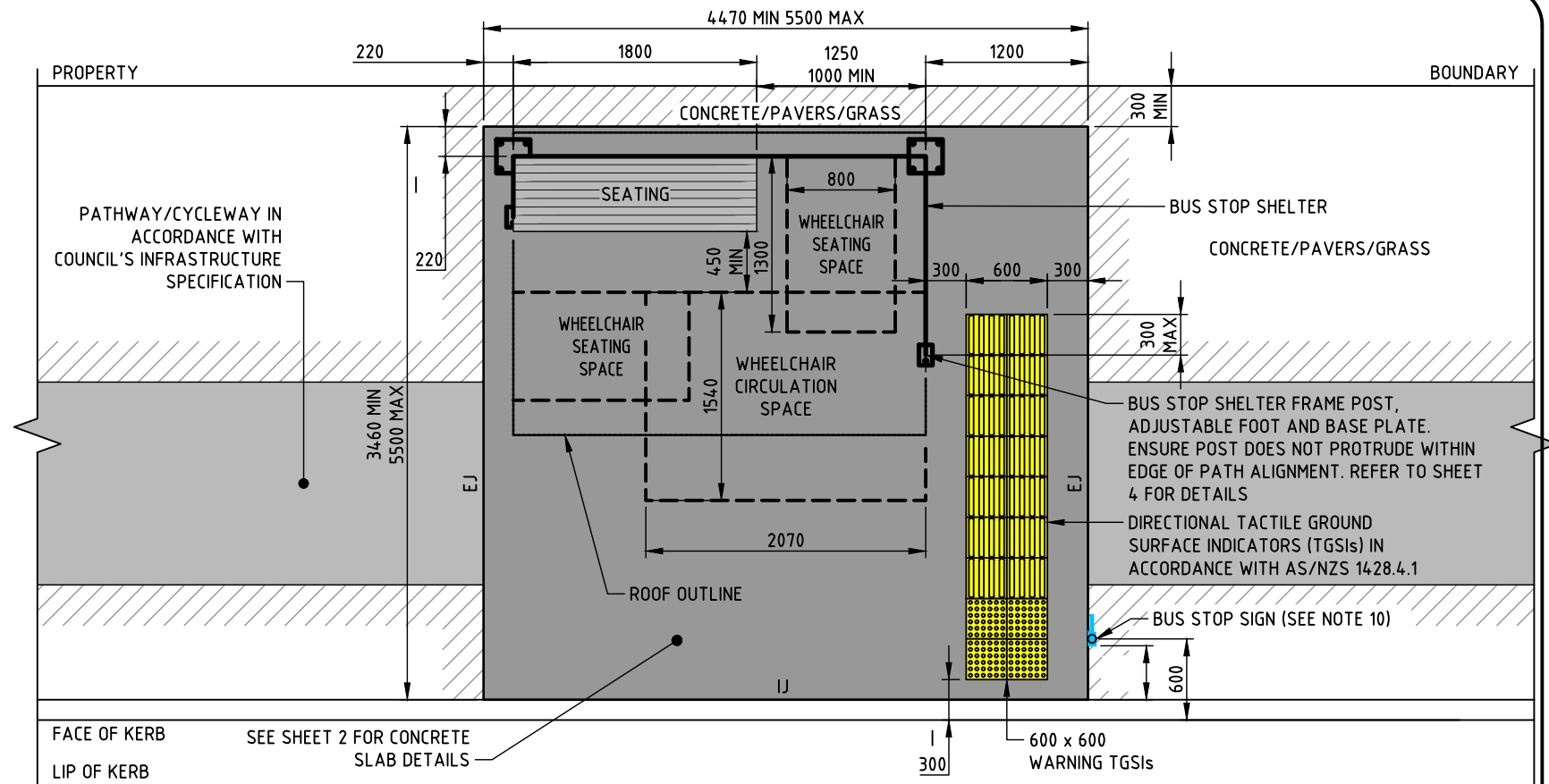


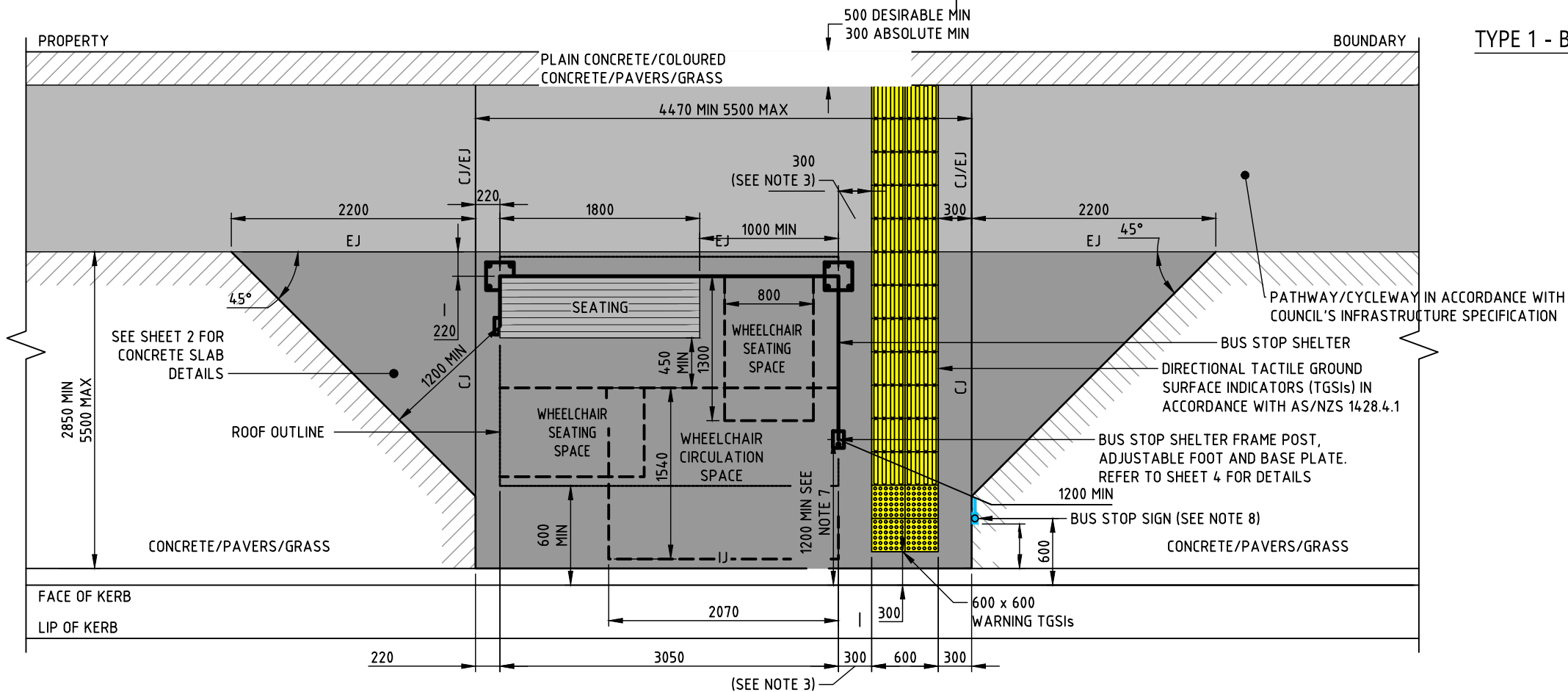
NOTES:

1. THIS DRAWING IS BASED ON FIGURES PROVIDED IN AS/NZS 1428.4.1:2009 APPENDIX D
2. VERTICAL CLEARANCE FROM PATH TO UNDERSIDE OF BUS STOP SHELTER ROOF SHALL BE 2.4m.
3. WHERE 2.2m SPLAY IS NOT PROVIDED ADJACENT TO BOARDING PAD AS SHOWN BELOW, THIS DIMENSION SHALL BE INCREASED FROM 300mm TO 1200mm, TO PROVIDE A TGSi-FREE ACCESS PATH FOR WHEELCHAIR USERS.
4. BUS STOP BOARDING PAD SHALL BE POSITIONED CLEAR OF UTILITY COVERS.
5. WHERE NO KERB AND CHANNEL EXISTS, THE SLAB SHALL BE 150mm ABOVE THE ADJOINING ROAD SURFACE.
6. THE SLAB MUST CONNECT TO THE ADJACENT PATH, FOOTWAY OR VERGE AREA AT A GRADIENT NO STEEPER THAN 14:1. NO STEPS ARE PERMITTED.
7. SHELTER MAY BE INSTALLED NEAR KERB (600mm MINIMUM OFFSET FROM INVERT OF KERB TO ROOF) IN COMMERCIAL AREAS WHERE AWNINGS ARE LOCATED AND SHALL BE CONFIGURED IN ACCORDANCE WITH AS/NZS 1428.4.1 AND DDA/DSAPT REQUIREMENTS.
8. BUS STOP SIGN POLE (B-POLE) FOR TfNSW UTILISED BUS STOPS SHALL BE DESIGNED AND INSTALLED TO TfNSW STANDARDS
9. BOARDING PAD CONTROL JOINTS AND EXPANSION JOINTS SHALL BE CONSTRUCTED AS REQUIRED IN ACCORDANCE WITH COUNCIL'S INFRASTRUCTURE SPECIFICATION.



TYPE 1 - BUS STOP WITH SHELTER SET BACK FROM PATH

SCALE 1:50



TYPE 2 - BUS STOP WITH SHELTER IN FRONT OF PATH

SCALE 1:50

ACKNOWLEDGEMENT:
PORT STEPHENS COUNCIL ACKNOWLEDGES THE ASSISTANCE OF THE CITY OF NEWCASTLE IN THE DEVELOPMENT OF THIS DRAWING.

SR PCG - STANDARDS REVIEW PROJECT CONTROL GROUP
ASM - ASSET SECTION MANAGER

Date	Amendment	Rev	By	Approved
20.06.24	ISSUED FOR CONSTRUCTION	0	SR PCG	ASM



Project:	STANDARD DETAILS
EDRMS No:	PSC2016-01993-005
Drawing Title:	BUS STOP / SHELTER SHEET 1 OF 5

APPROVED	Revision: 0
SHEET No:	Date: 20.06.24
BS-100	Sheet Size: A3