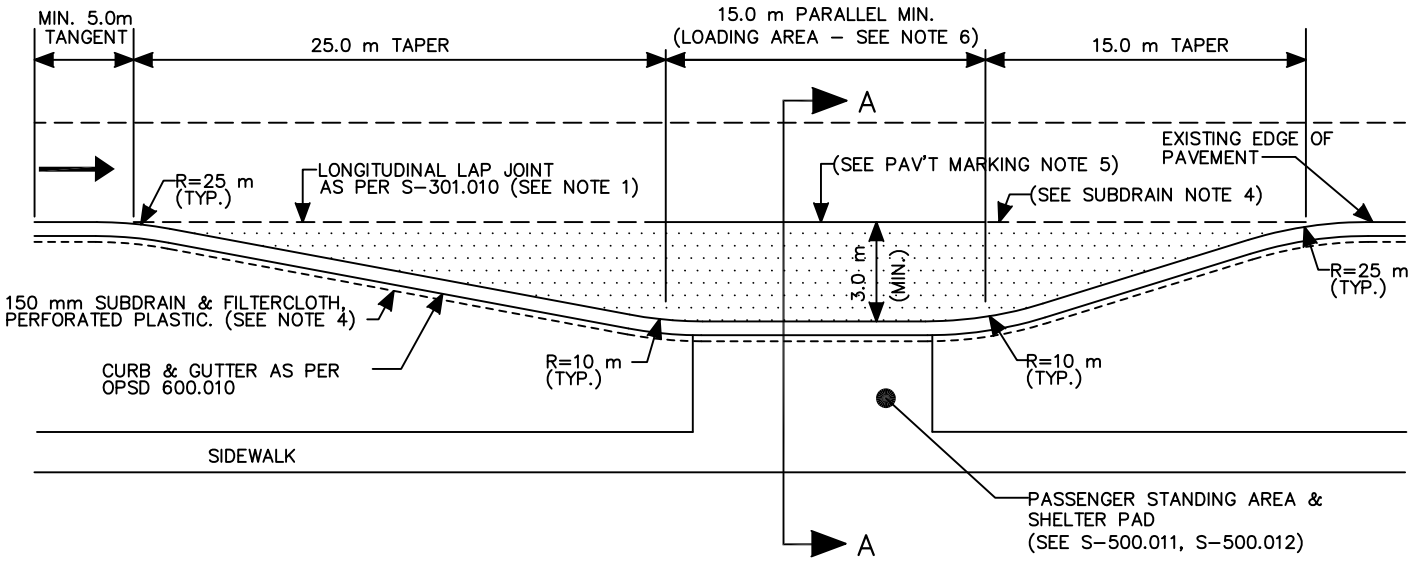
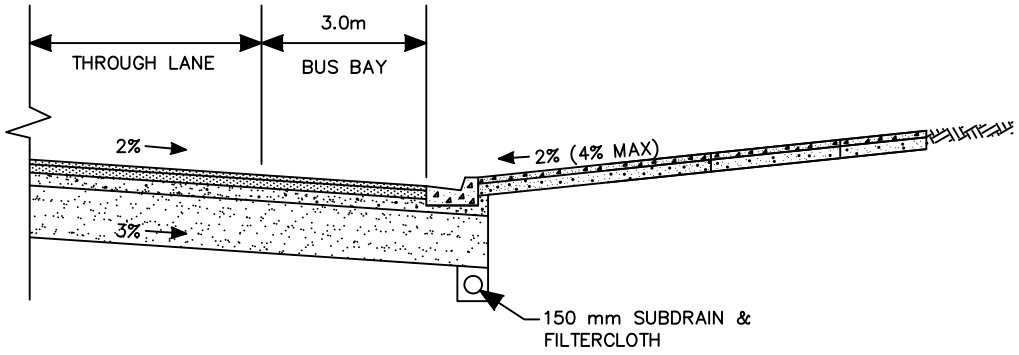


BUS BAY



SECTION A–A

NOTES:

1. LONGITUDINAL LAPJOINT REQUIRED IF BUS BAY IS CONSTRUCTED SEPARATE OF ROAD CONSTRUCTION. AS PER S–301.010.
2. PAVEMENT AND GRANULAR BASE STRUCTURE TO BE REVIEWED BY THE ROAD AUTHORITY. IF NO GEOTECH IS AVAILABLE, USE MIN. 40mm HL1 (PG 64–28), 100mm HDBC (PG 64–28 2 LIFTS), 150mm GRAN. 'A', 600mm GRAN. 'B', OR MATCH EXISTING PAVEMENT CONSTRUCTION.
3. ROAD DRAINAGE TO BE REVIEWED, IF A LOW POINT IS FOUND WITHIN THE BUS BAY, A CATCH BASIN WILL BE REQUIRED. PROPOSED CATCH BASIN TO BE CONNECTED TO EXISTING STORM SEWER. LOW POINT SHOULD NOT BE LOCATED WITHIN THE BUS LOADING AREA.
4. IF BUS BAY IS RETROFIT TYPE CONSTRUCTION, ENSURE PROPOSED SUBDRAIN IS CONNECTED TO EXISTING (BOTH FIT POINTS). EXISTING SUBDRAIN WITHIN BUS BAY TO BE REMOVED.
5. PAVEMENT MARKING: DURABLE PAINT , TAPER 1–1–1 BROKEN WHITE, PARALLEL SOLID LINE 10 cm WIDE AS PER OTM BOOK 11.
6. FOR BAYS TO ACCOMODATE ARTICULATED BUSES, PARALLEL SHALL BE INCREASED BY 10.0m. D.R.T. PLANNING TO CONFIRM.

ALL DIMENSIONS IN METRES EXCEPT WHERE NOTED.

DURHAM REGION
WORKS DEPARTMENT

BUS BAY

DWG. DATE:	2012 05
REVISION NO.:	6
REV. DATE:	2019 04
SCALE:	N.T.S.

S-500.020