INDENTED BUS BAY – GEOMETRIC LAYOUT

Length may vary to suit the number and type of buses proposed to use Bus Stop.

INDENTED BUS BAY – PAVEMENT LAYOUT

Transverse contraction joint (max spacing 15.0)

SIDE DRAIN TO CONNECT TO EXISTING GULLY OR APPROVED DISCHARGE POINT

TRANVERSE CONTRACTION JOINT

1. 20 x 10 Silicon rubber sealant (1 part) or Polyurethane sealant (1 component)
2. 50 x 6 Saw cut
3. Plain Dowels R24 350 long at 300 centres

NOTES:

1. The specified pavement standard does not apply to poor Subgrade.
2. The pavement design assumes a minimum Subgrade CBR of 5 ( soaked 4 days).
3. A Geofabric layer (600 4/4 or equivalent) shall be used where the Subgrade CBR is <3.0 and for silty/clayey soils.
4. Bus bay concrete to be grade N32.
5. Concrete to be broom finished and have a maximum aggregate size of 20mm.
6. Reinforcement to comply with AS1333 for plain bars and AS1334 for welded fabric. Lap mesh 400 and tie at 500 spacings.
7. Where a bus bay is constructed adjacent to an existing concrete pavement, the transverse joints in the bus bay shall line up with those in the existing pavement.
8. If a gully is required, it should be located so as to intercept any water before it reaches the Bus Bay.
9. Alternative pavement designs may be considered for approval by the relevant council upon receipt of a formal submission by a RPD.
10. All dimensions are in millimetres unless noted otherwise.

INDENTED BUS BAY OPTIONS
ADVERSE CROSSFALL

STANDARD DRAWINGS

INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALASIA

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