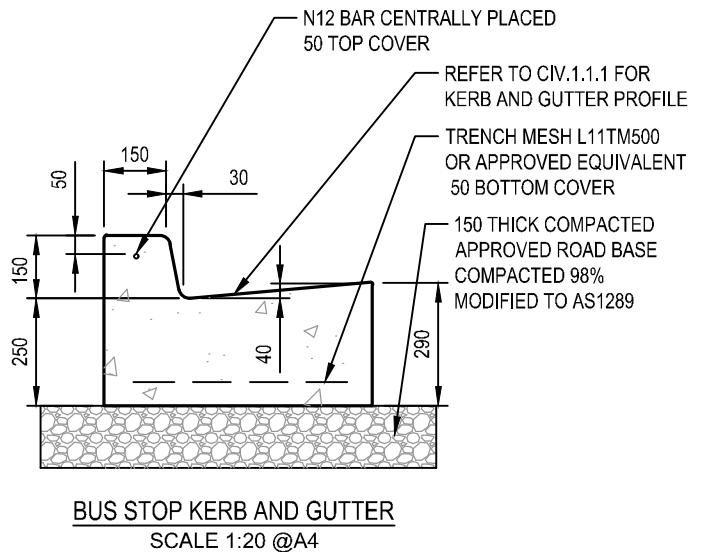


**NOTES:**

1. SLAB SHALL BE SET OUT AS SQUARE AS POSSIBLE. MAXIMUM KEY JOINT SPACING IS 7000. TOOLED JOINT TO BE PROVIDED MIDWAY BETWEEN KEY JOINTS.
2. REFER TO CIV.6.1.1 FOR TYPICAL JOINTING ARRANGEMENT AND CIV.11 FOR JOINT DETAILS. EXPANSION JOINTS SHALL BE PROVIDED AT INTERVALS OF 7m.
3. THIS TYPE OF KERB AND GUTTER IS TO BE USED WHERE BUSES TRAVERSE THE GUTTER.
4. MINIMUM COVER FOR REINFORCEMENT SHALL BE 40mm UNLESS NOTED OTHERWISE.
5. CONCRETE FOR BUS STOP KERB AND GUTTER SHALL BE EARLY SETTING 32MPa STRENGTH CONCRETE (32MPa IN 3 DAYS).
6. CONCRETE FOR BUS STOP SLAB SHALL HAVE A 28 DAY STRENGTH OF 25MPa MINIMUM.
7. REFER TO CIV.1.2.1 FOR ROAD RESTORATION DETAIL.
8. MAXIMUM SLUMP OF CONCRETE SHALL BE 80mm.
9. COLOUR OF THE PAVER SHALL BE BLACK CHARCOAL TO PROVIDE LUMINANCE-CONTRAST IN ACCORDANCE WITH AS1428.4.1. U.N.O ON DESIGN DRAWINGS.
10. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.

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STANDARD DRAWING  
**BUS STOP REINFORCED  
 KERB AND GUTTER  
 AND SLAB**

APPROVED VP DESIGN MANAGER	DATE 15/12/17..
DRAWING NUMBER	REVISION
CIV.1.1.2	E