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NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF OVERSEEING ORGANISATION.
2. ALL DIMENSIONS TO BE CHECKED BEFORE COMMENCEMENT OF WORK ON SITE.
3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
4. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM UNLESS NOTED OTHERWISE

KEY

- OS/TOPOGRAPHICAL INFORMATION
- HB2 — PCC 125x255mm HALF BATTERED KERBS, BS REFS HB2. SET WITH 125mm UPSTAND.
- DL1/DR1 — PCC 125x255/150mm HB2 TO BN DROPPER KERBS (BS REFS DL1 & DR1) USED FOR TRANSITION FROM HALF BATTERED TO DROPPED KERB
- BN1 — PCC 125x150mm BULLNOSE KERBS (BS REF 'BN1'). MINIMUM 2No KERBS TO BE PROVIDED
- BN2 — PCC 125X305mm BULLNOSE KERBS (BS REF 'BN2'). WITH UPSTAND OF 160mm IN LINE WITH TfGM REQUIREMENTS
- TR/TL — PCC 125X340 TRANSITION KERB FROM BN2 TO DL1/DL2 0.472m in length
- BUS STOP SIGN
- PAVEMENT REF F2
- PAVEMENT REF F3

REVISIONS

REV	DESCRIPTION	DATE	BY
–	–	–	–

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Client Name:
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Project Title:
THE GREEN END, BURNAGE

Drawing Title:
BUS STOP DETAIL

Date:	27.07.2016	Drawn By:	JL
Scale:	1:200 @ A1	Checked:	ES
Status:	DESIGN	Approved:	SC

Drawing No.: SCP/16314/D10
Rev.: