

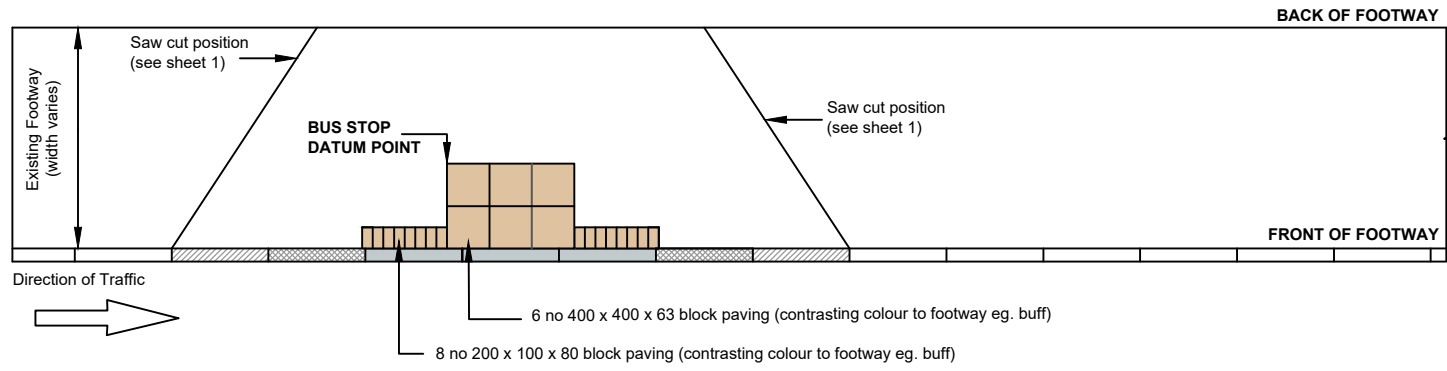
STANDARD BUS BOX DETAIL
NOT TO SCALE
REFER TO ALL NOTES

IMPORTANT NOTE: Either a bus stop pole or shelter MUST be installed at every stop.
Refer to Sheet 2 of 2 (Typical Bus Stop Layout) for further details, positioning and layout.

- KEY:**
- 305 X 150 Bullnose Kerb 160 Face
 - 305 x 150 Bullnose Kerb 160 to 130 Face
 - Transition Kerb 130 to 100 Face

- BUS STOP BOX AND BOARDING POINT:**
1. This drawing to be read in conjunction with the individual stop layout
 2. The specific size of the bus stop box to be used at each stop is shown on the individual bus stop drawing
 3. This information applies to all bus stops unless stated in writing on the individual stop layout
 4. Bus stop legends are to be positioned 3m from the front end of the new bus box, as shown (letters to be 1600mm high).
 5. For bus boxes under 27m long, only the legend at the front is to be marked.
 6. For bus boxes 27m or over in length, both legends are to be marked 3m from each end of the bus box.
 7. Removal of existing thermoplastic markings to be minimised (where appropriate)
 - (a). Overlaying old markings with new markings.
 - (b). Allowing insignificant marks to remain (to wear away)
 8. The Contractor shall avoid the manual handling of pre-cast kerbs etc. by using equipment for the handling, lifting and laying of kerbs, flags and channels.
 9. Where kerbs are to be laid in existing carriageway a chase shall be cut large enough to give full bead and backing as shown and included in the relevant bill item for kerbing, the carriageway shall be saw-cut adjacent to the kerb face to give a neat line.
 10. The joint between the new kerb and the carriageway is to be sealed with hot poured bitumen.
 11. Raised kerbs to be as shown, unless stated otherwise on an individual stop drawing.
 12. Where existing kerbs are bullnosed, the transition kerbs indicated are to be substituted with 125 x 255 bullnosed kerbs.
 13. Each stop with a proposed shelter will require a feeder pillar and 50mm diameter orange uPVC ducts to be installed, the position of which shall be determined on site. The preferred positioning for the feeder pillar is at the back of the footway. If this is not possible, it must be positioned so that there is a minimum footway clearance width of 1200mm to enable full access.
 14. In exceptional circumstances where junctions or property accesses are present, a reduction of the entry/exit length can be made. These natural clearways can be incorporated into the overall length (27m) and therefore do not need to be marked.

- POLES AND SHELTERS:**
15. Bus stop pole or shelter is to be located within the existing highway unless otherwise shown.
 16. Refer to individual stop layout for exact location of datum point.
 17. The type, size and location of the pole or shelter will be detailed on the individual stop layout.
 18. Shelter/ stop type on the individual stop layout will be determined based on site characteristics and must conform with the minimum measurements detailed on the typical layout drawings.



GENERAL ARRANGEMENT
SCALE: (1:150)

1	JULY-2024	Revised Clearway Length	BL	SD	AW	AW
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd

JACOBS
Jacobs House, Sitka Drive, Shrewsbury Business Park, Shrewsbury, Shropshire, SY2 6SD
Tel: +44(0)1743 284 800 Fax: +44(0)1743 245 558
www.jacobs.com

Client
Lancashire County Council

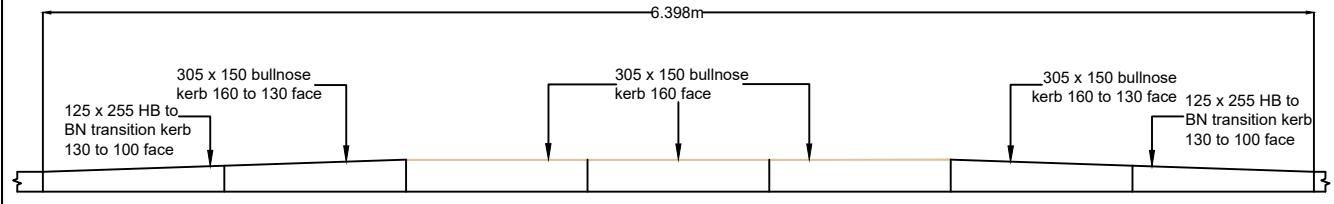
Project
EQUALITY ACT 2010 COMPLIANT
BUS STOP DESIGNS

Drawing Title
Standard Bus Stop Detail and Typical Kerb Profile
Sheet 1 of 2

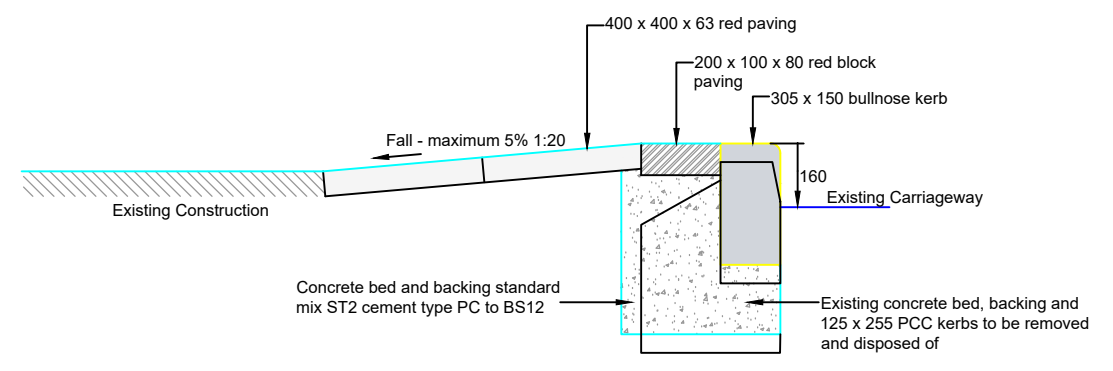
Drawing Status
FOR INFORMATION

Scale	AS SHOWN @ A3	DO NOT SCALE
Jacobs No.	B2237501	
Client no.	-	
Drawing number	B2237501/SD/001	Rev
		2

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.



TYPICAL KERB PROFILE
SCALE: (1:40)



NOTE: All saw cuts to allow the smooth gradient from existing footway level to raised border point level.

TYPICAL SAW CUT DETAIL
(SCALE 1:20)