



TYPICAL BUS STOP SECTION

GENERAL NOTES

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH PTV STANDARD DRAWINGS STD. S0062 - STD. S0081 ANY PROPOSAL THAT REQUIRES A PLINTH/DROP GREATER THAN 300mm SHALL BE REFERRED TO PTV TO DETERMINE IF A FULL DESIGN IS REQUIRED.

SIGNAGE NOTES

- ALL SIGNAGE DISTURBED BY THE PROPOSED WORKS IS TO BE REINSTATED TO THE SATISFACTION OF THE COORDINATING ROAD AUTHORITY
- 2. BUS STOP AND PEDESTRIAN CROSSING WARNING SIGNAGE (W6-1, W6-3, W8-213, ETC) TO BE INSTALLED IN ADVANCE OF STOP AS REQUIRED BY COORDINATING ROAD AUTHORITY
- 3. DIRECTIONAL HAZARD MARKER (D4-1-2B) TO BE INSTALLED IN ADVANCE OF SERVICE ROAD NARROWING AS REQUIRED BY COORDINATING ROAD AUTHORITY.
- 4. PARKING RESTRICTION SIGNAGE TO BE INSTALLED ON SERVICE ROAD THROUGH NARROWING AS REQUIRED BY COORDINATING ROAD AUTHORITY.

REQUIRED CLEAR AREAS AND RAMP GRADES

- 5. A MINIMUM 1.2M GAP CLEAR OF OBSTACLES MUST BE PROVIDED PAST ANY OBSTRUCTION TO ALLOW FOR WHEELCHAIR ACCESS (EG GAP BETWEEN SHELTER AND FLAG, ETC)
- 6. A MINIMUM 2 2M X 2 2M AREA MUST BE AVAILABLE ADJACENT TO THE FLAG IN FRONT OF THE FRONT DOOR BOARDING LOCATION TO ENABLE A WHEELCHAIR USER TO TURN AROUND AND BACK UP AND TO ALLOW FOR A RAMP TO BE EXTENDED OUT FROM THE BUS TO FACILITATE THEIR BOARDING / DISEMBARKING.

- 7. A MINIMUM 2.0M X 1.5M TURNING AREA MUST BE AVAILABLE AT ANY CHANGE IN DIRECTION ASSOCIATED WITH A PRAM CROSSING.
- 8. PER AS1428.2: PRAM CROSSINGS TO HAVE MAX 1:8 GRADE @ MAX 1.52m LONG STEP RAMP TO HAVE MAX 1:10 GRADE @ MAX 1:9m LONG (MAX HEIGHT 190mm)
 RAMPS TO HAVE MAX 1:14 GRADE @ MAX 6.0m BETWEEN LANDINGS AND ADDITIONAL TGSI WILL BE REQUIRED AS PER AS1428.4 RAMPS TO HAVE MAX 1:19 GRADE @ MAX 14m BETWEEN LANDINGS AND ADDITIONAL TGSI WILL BE REQUIRED AS PER AS1428.4

FOR FURTHER GUIDANCE, PLEASE REFER TO GUIDANCE AND REQUIREMENT TO KEY FEATURES FOR WALKWAYS, RAMPS AND STEP OR KERB RAMPS TO SATISFY DSAPT (AND AS1428.1-2001 & AS1428.2-1992)

KERB

- 9 IF THE EXISTING KERB IS NOT A BARRIER KERB REPLACE THE EXISTING KERB WITH A BARRIER KERB IF THE EAST HIS READ IS NOT A BARRHER KERB, KEPLACE THE EAST HIS ACRE WHITH A BARRHER KERB MINIMUM 9.2M LENGTH AND A MINIMUM 150MM HIGH (MAX 190MM) FROM KERB INVERT, IF THE EXISTING KERB IS A BARRIER KERB WITH A HEIGHT LESS THAN 150MM FROM THE KERB INVERT, REPLACE THE BARRIER KERB UP TO THE LENGTH OF THE BUS STOP HARDSTAND. KERB INVERT TO BE ALIGNED.
- 10. KERB TRANSITION SHALL BE PROVIDED IN ACCORDANCE WITH VICROADS STANDARD DRAWING SD2102.
- 11. IF A DRIVEWAY IS SITUATED WITHIN 9m OF THE BUS STOP FLAG POLE ON APPROACH, THE DRIVEWAY WILL NEED TO REMAIN, SO ANY NEW BARRIER KERB SHALL BE TIED INTO THE EDGE OF DRIVEWAY.

12. IF DDA COMPLIANT GRADES ARE NOT ACHIEVABLE BETWEEN EXISTING PATH AND FACE OF KERB, THE EXISTING PATH MAY BE REQUIRED TO BE RAISED OR LOWERED. ANY ALTERATIONS SHALL REQUIRE THE APPROVAL OF PTV AND COORDINATING ROAD AUTHORITY. ADJACENT PROPERTY OWNERS TO BE NOTIFIED AND IMPACT OF PATH RAISING OR LOWERING ON ADJACENT FENCES, ENTRANCES AND CROSSOVERS TO BE CONSIDERED.

| | | | | | | | | | | | | | | | ORGANIS | ATION AUTHORISE | ED BY DATE |
|---------------|------------|---------|------|--------|--------------------------------|------------|---|-------------|----------|---|--|---------------------------------|---------------------|---------------|---------------|-----------------|---------------|
| | | | | | | | | | | | | | | | | | |
| | | | | | | Consultant | This drawing has been prepared by, or compiled from information provided by, persons other than PTV. To the | STRUCTURAL | | | | Drawn By | Designed By | | | | |
| | | | | | | | | | | maximum extent permissible by law, PTV takes no | | | PUBLIC DT | | OB | OB | |
| | | | | | | | | | | | responsibility for, and makes no representations in relation to, the completeness, accuracy or quality of any information | RUS STOD FOR KERR SIDE RUS STOD | | VICTORIA | | Checked By | Ind. Review |
| | | | | | | | | | | | contained in this drawing. Each user of this drawing releases PTV from all and any loss, damage, cost, expense or liability in relation to the use of, or any reliance on, this drawing or the information contained in it. | | | File Name | | ⊢ JH | MM |
| | | | | | | | | | | | | | | I lie ivallie | STD_S0078.DWG | Approved | Approval Date |
| T | OMKINSON | | C 15 | /10/21 | AMENDMENTS AS PER DOT COMMENTS | OB | JH | MM | MM | Franchisee / Lessee | All written dimensions take precedence over scaled | | | Sheet No. | 1 of 1 | MM | 15/10/21 |
| € I | OMKINSON | | B 11 | /10/21 | AMENDMENTS AS PER DOT COMMENTS | ОВ | JH | MM | MM | dime | dimensions. This drawing is provided only for the information of the person or organisation to whom PTV provides it. It may not be provided to, or used by, any other person without PTVs prior written consent. | Up Location | Down Location Datum | | | Drawing Number | Revision |
| 20 10 | OMKINSON | | A 07 | /03/20 | AS SUBMITTED TO PTV | JG | JH | RQ | JG | | | East. | East. | In Serv. | | | · |
| $\overline{}$ | Revised By | In Serv | Rev. | Date | Description | Designed | Checked | Ind. Review | Approved |] | | North. | Ni. di | Scale | Sheet Size | ⊢STD S0 | 0/8 C |
| 23 | | | | | | | | | | | PTV's prior written consent. | ID# | ID# | AS SHOW | | | |