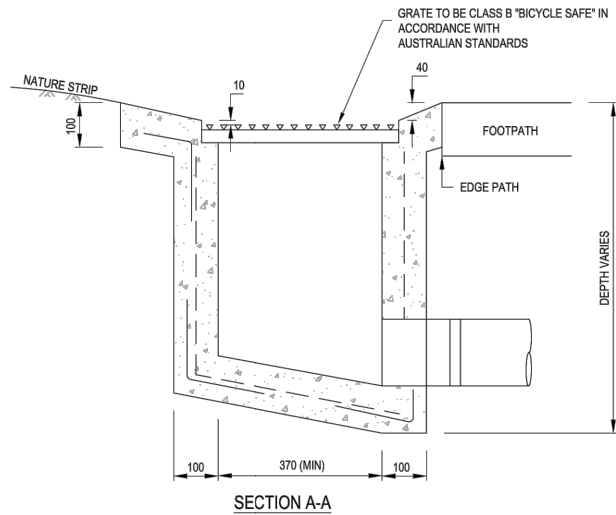
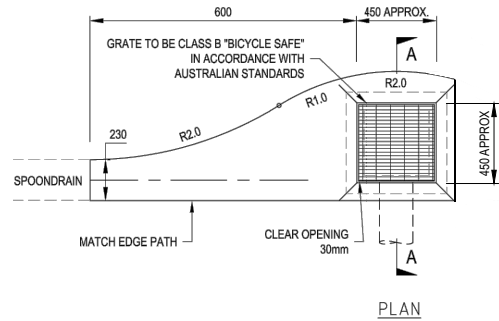


(DATE)

(SIGNATURE)

(BLOCK LETTERS)

Certified By:



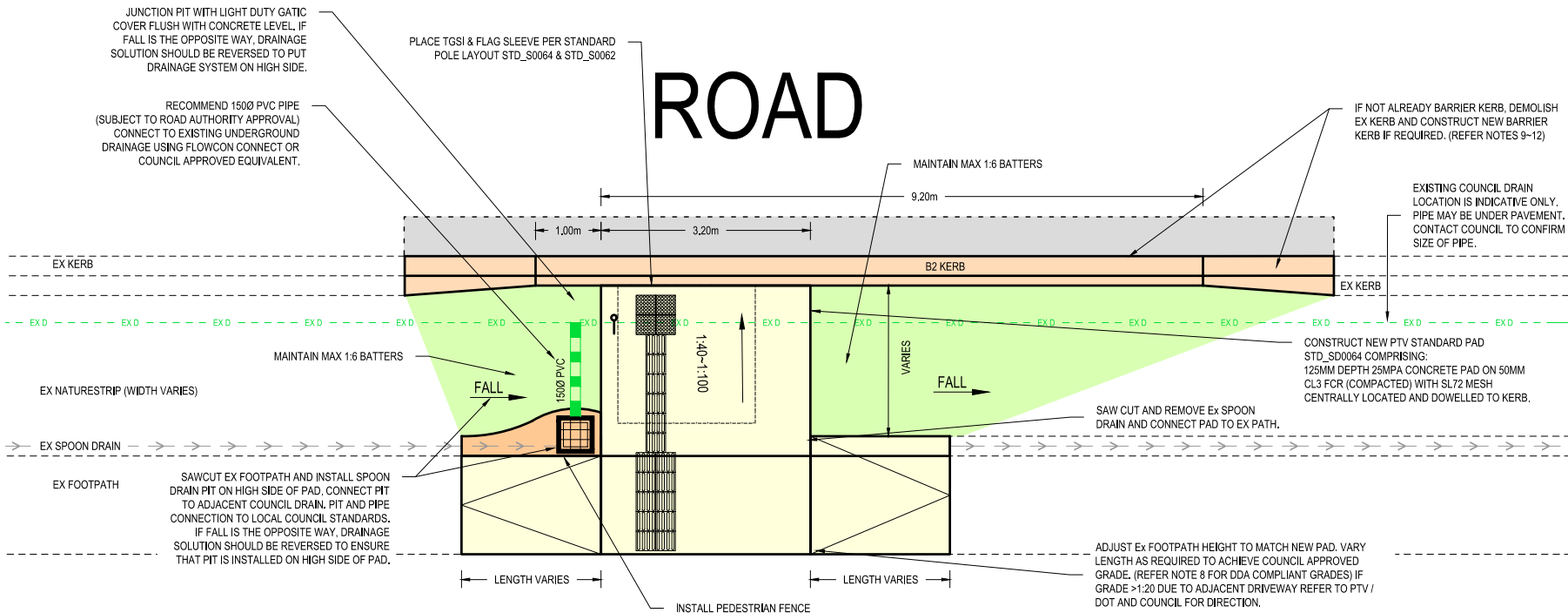
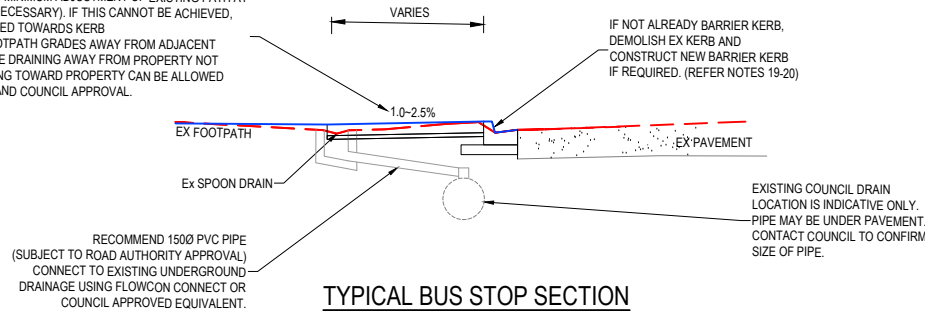
NOTES.

1. CONCRETE APRON AROUND PERIMETER OF GRATE.
2. TOP OF GRATE 50mm BELOW EDGE OF PIT SURROUND.
3. DO NOT BOND GRATE TO CONCRETE TO ALLOW EASY ACCESS TO PIT.
4. CONCRETE TO BE SMOOTH TROWELLED FINISH.
5. CONCRETE STRENGTH 25MPa (MIN) AT 28 DAYS.
6. ALL MEASUREMENTS IN MILLIMETERS.

TYPICAL SPOON DRAIN PIT DETAIL

(REFER INFRASTRUCTURE DESIGN MANUAL (IDM) SD495)

PAD SHALL GENERALLY BE GRADED AWAY FROM KERB (-1.0 ~ -2.5%) TO ACHIEVE MINIMUM ADJUSTMENT OF EXISTING PATH AT REAR OF PAD (IF NECESSARY). IF THIS CANNOT BE ACHIEVED, PAD CAN BE GRADED TOWARDS KERB. ENSURE THAT FOOTPATH GRADES AWAY FROM ADJACENT PROPERTY. WHERE DRAINING AWAY FROM PROPERTY NOT POSSIBLE, DRAINING TOWARD PROPERTY CAN BE ALLOWED SUBJECT TO PTV AND COUNCIL APPROVAL.



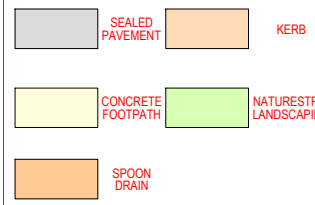
LAYOUT PLAN

SCALE 1:100

GENERAL DESIGN DETAIL PLAN NOTES

APPLIES IN ALL CASES UNLESS STATED OTHERWISE

- ALL KERB IS TO BE AS DETAILED BY THE COORDINATING ROAD AUTHORITY
- ALL KERB RETURNS ARE RADIIUS TO BxK



GENERAL NOTES

THIS DRAWING IS TO BE READ IN ASSOCIATION WITH PTV STANDARD DRAWINGS STD_S0062-STD_S081. 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

1. 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) RAMP TO HAVE MAX 1:14 GRADE @ MAX 6.0m BETWEEN LANDINGS AND ADDITIONAL TGS1 WILL BE REQUIRED AS PER AS1428.4 RAMP TO HAVE MAX 1:19 GRADE @ MAX 14m BETWEEN LANDINGS AND ADDITIONAL TGS1 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 NOTES

9. IF THE EXISTING KERB IS NOT A BARRIER KERB, REPLACE THE EXISTING KERB WITH A BARRIER 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. KERB RETURN SHALL BE PROVIDED IN ACCORDANCE WITH VICROADS STANDARD DRAWING SD2101.
12. 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.

PATH NOTES

13. 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 RAISING OR LOWERING 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.

- CONCRETE INFILL SLAB @ GRADIENT OF 1 IN 20 ~ 1 IN 33
14. WHERE THE RAMP IS LESS THAN 3m IN LENGTH, INSTALL 300mm DIRECTIONAL TGS1'S CENTERED ALONG RAMP LENGTH. NO DIRECTIONAL TGS1'S ARE REQUIRED FOR RAMP OR ACCESSIBLE PATH WHICH IS LONGER THAN 3m AND PROVIDED WITH A SHORELINE.
 15. NO DIRECTIONAL TGS1'S ARE REQUIRED FOR AN ACCESSIBLE PATH WHICH IS NO LONGER THAN 3m AND PROVIDED WITH A SHORELINE.

Consultant

Franchisee / Lessee

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STRUCTURAL
STANDARD DRAWING
KERB SIDE BUS STOP WITH SPOON DRAIN
OPTION B

Up Location
East.
North.
ID#

Down Location
East.
North.
ID#

Datum

PUBLIC
TRANSPORT
VICTORIA

File Name
STD_S0080.DWG

Sheet No.
1 of 1

In Serv.

Scale
AS SHOWN

Sheet Size
A3

ORGANISATION
DOT

Drawn By
OB

Checked By
JH

Approved
MM

Drawing Number
STD_S0080

Approval Date
15/10/21

Revision
C

AUTHORISED BY

Designed By
OB

Ind. Review
MM

Approval Date
15/10/21

Revision
C

31/07/2019