

TYPE # 3

125mm THICK 25MPa REINFORCED CONCRETE SLAB WITH SL72 MESH PLACED CENTRALLY ON BAR CHAIRS AND 50mm THICK CLASS 2 COMPACTED CRUSHED ROCK BASE. CONCRETE SLAB TO HAVE A BROOM FINISH WITH NO HIGHLIGHTS AND BE DOWELLED INTO KERB.

IF ANY STEP RESULTS FROM WORK BETWEEN NEW CONCRETE SLAB AND NATURAL NATURESTRIP LEVEL, SOIL AND SEED A BATTER AT MAXIMUM GRADE OF 1:6

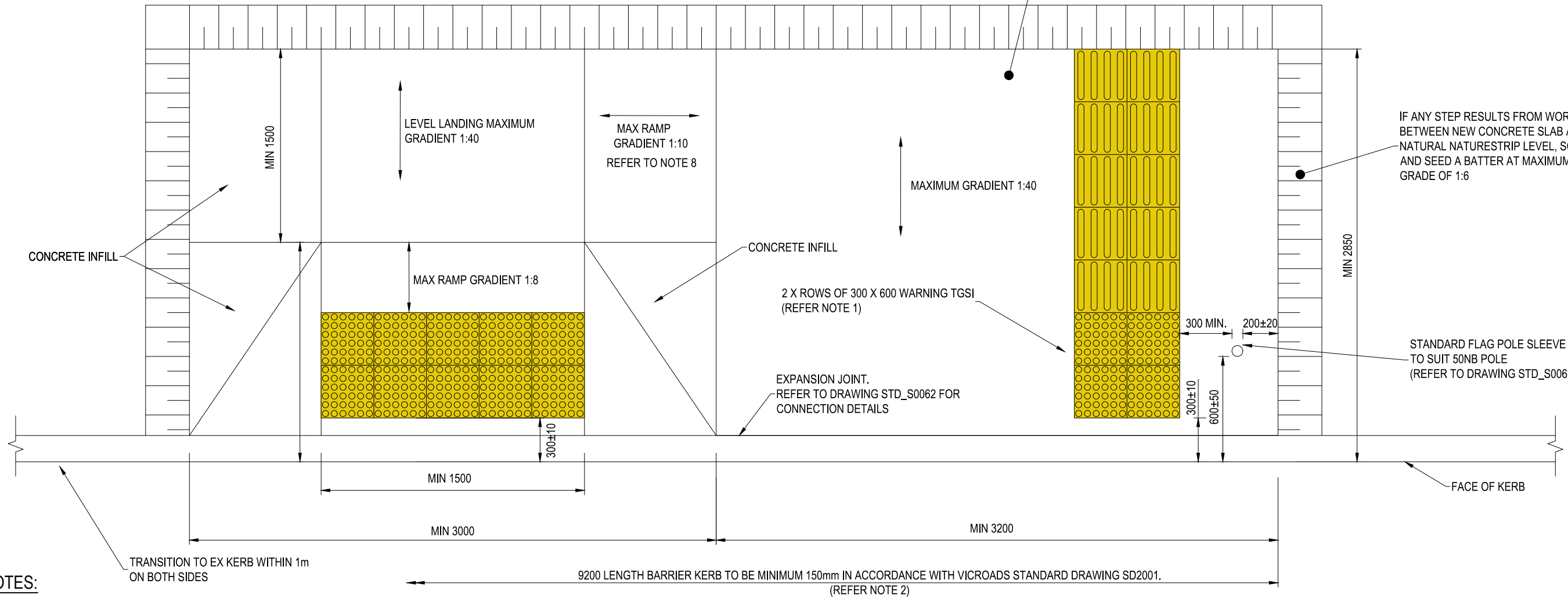
STANDARD FLAG POLE SLEEVE TO SUIT 50NB POLE (REFER TO DRAWING STD_S0062)

Certified By:

(DATE)

(SIGNATURE)

(BLOCK LETTERS)



NOTES:

- DOT ONLY ACCEPTS YELLOW TGSI'S, MECHANICALLY AND CHEMICALLY SECURED ON ANY STABLE SURFACE, AS PER MANUFACTURERS SPECIFICATIONS. TGSI'S MUST BE AN APPROVED PRODUCT BY VICROADS AS PER VICROADS DESIGN NOTE RDN06-05.
- A) RETAIN EXISTING KERB IF KERB IS A BARRIER KERB OF MINIMUM HEIGHT 150MM.
B) 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.
C) WHERE PEDESTRIAN FENCE IS REQUIRED, EXTEND THE HARDSTAND BY 150MM.
D) KERB TRANSITION SHALL BE PROVIDED IN ACCORDANCE WITH VICROADS STANDARD DRAWING SD2102.
E) KERB RETURN SHALL BE PROVIDED IN ACCORDANCE WITH VICROADS STANDARD DRAWING SD2101.
F) 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.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
- DRAWINGS STD_S0062 - STD_S0081 SHALL BE READ IN ASSOCIATION WITH EACH OTHER.
- THIS DESIGN MAY BE CONSIDERED INACCESSIBLE TO WHEELCHAIR USERS. HENCE THIS DESIGN SHOULD ONLY BE ALLOWED WITH WRITTEN AGREEMENT FROM PTV. AFTER IT HAS BEEN CONFIRMED THAT THE STOP CANNOT BE CONNECTED TO A FOOTPATH NETWORK AND IT HAS BEEN CONFIRMED THAT A RAMP FROM THE ROAD (eg DRAWING 13222-1) WOULD BE INAPPROPRIATE.
- ENSURE INVERT OF NEW KERB IS ALIGNED AND CONTINUES WITH EXISTING KERB.
- EXPANSION JOINT IS REQUIRED IF HARDSTAND IS MORE THAN 6M LONG.
- 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 TAMPS TO SATISFY DSAPT (AND AS1428.1-2001 & AS1428.2-1992)

23/04/19 12:00:00 PM

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
TOMKINSON		E	15/10/21	AMENDMENTS AS PER DOT COMMENTS	OB	JH	MM	MM
TOMKINSON		D	12/10/21	AMENDMENTS AS PER DOT COMMENTS	OB	JH	MM	MM
TOMKINSON		C	07/02/20	AS PER PTV COMMENTS	JG	JG	RQ	JG
TOMKINSON		B	20/01/20	AS PER PTV COMMENTS	JG	JG	RQ	JG
TOMKINSON		A	08/05/19	AS SUBMITTED TO PTV	JG	JG	RQ	JG

Consultant	
Franchisee / Lessee	

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All written dimensions take precedence over scaled dimensions.

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STRUCTURAL STANDARD DRAWING		
BUS STOP FOR A SITE WITH NO EXISTING FOOTPATH		
Up Location	Down Location	Datum
East. .	East. .	
North. .	North. .	
ID# .	ID# .	

PUBLIC TRANSPORT VICTORIA PTV	
File Name	STD_S0067_REVA.DWG
Sheet No.	1 of 1
In Serv.	
Scale	1:25
Sheet Size	A3

ORGANISATION	AUTHORISED BY	DATE
DOT		
Drawn By	OB	Designed By
Checked By	JH	Ind. Review
Approved	MM	Approval Date
		15/10/21
Drawing Number	STD_S0067	Revision
		E