(DATE)

(SIGNATURE)

(BLOCK LETTERS)

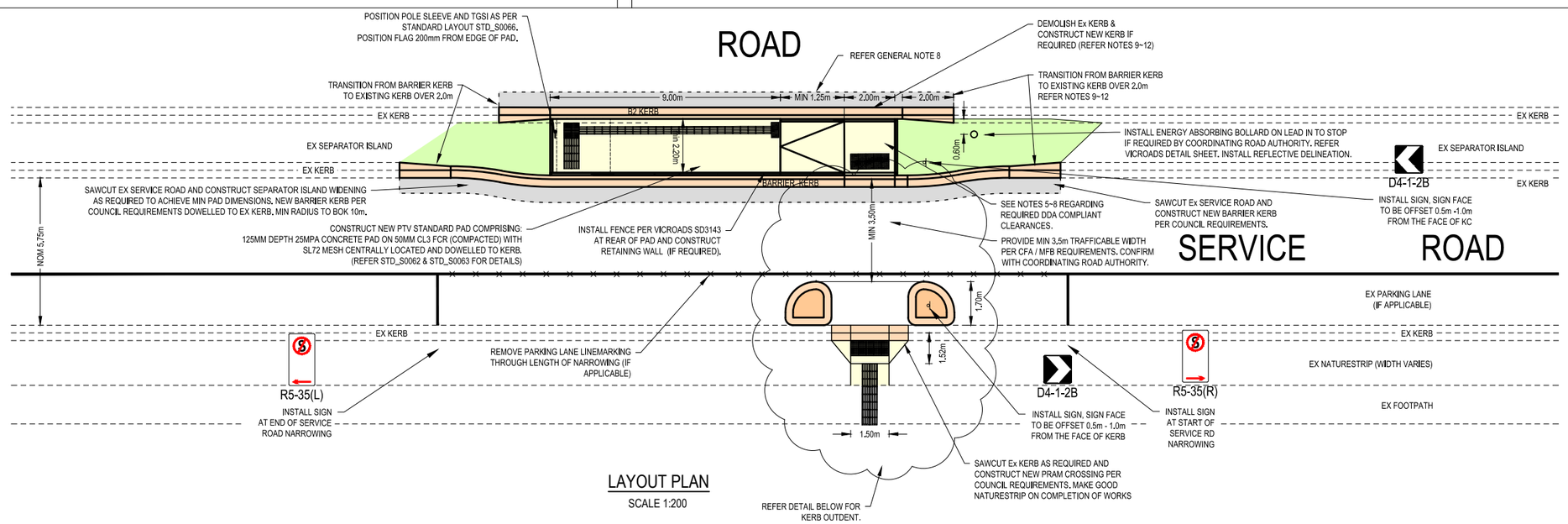
Certified By:

GENERAL DESIGN DETAIL PLAN NOTES

APPLIES IN ALL CASES UNLESS STATED OTHERWISE

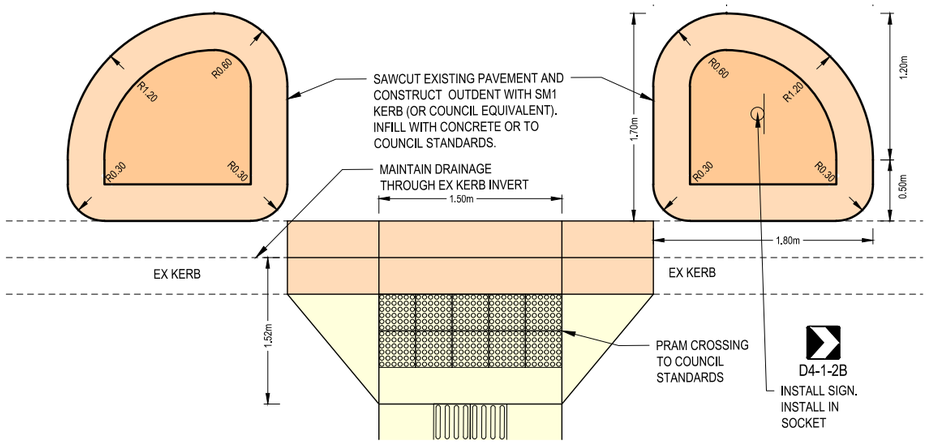
- ALL KERB IS TO BE AS DETAILED BY THE COORDINATING ROAD AUTHROITY
- ALL KERB RETURNS ARE RADIUS TO BoK

SEALED PAVEMENT | KERB | CONCRETE FOOTPATH | NATURESTRIP LANDSCAPING



LAYOUT PLAN

SCALE 1:200



OPTIONAL KERB OUTDENT

SCALE 1:50

KERB OUTDENT NOTES:

1. OUTDENTS TO BE INSTALLED WHERE SAFETY OF CROSSING PEDESTRIANS IS OF CONCERN. FOR EXAMPLE:
   - SERVICE ROAD CLEAR CROSSING WIDTH IS GREATER THAN 5.5m
   - PARKED CARS MAY BLOCK PEDESTRIAN VISIBILITY.
   - BUS SHELTER, FENCE OR PAD EXTENSION MAY BLOCK PEDESTRIAN VISIBILITY.
2. OUTDENTS TO BE CLEARLY DELINEATED WITH UNI-DIRECTIONAL HAZARD MARKER SIGNAGE.
3. OUTDENT DEPTH MAY BE INCREASED TO 2.3m WHERE PARKING LANES EXIST.
4. MINIMUM 3.5m SERVICE LANE WIDTH (FROM FACE OF KERB TO FACE OF KERB) SHOULD BE MAINTAINED.

GENERAL NOTES

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH PTV STANDARD DRAWINGS STD_S0062~81 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)
   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

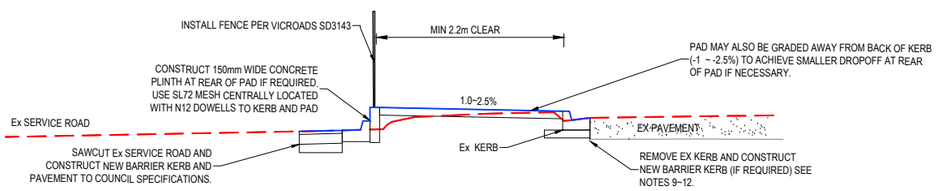
   FOR FURTHER GUIDANCE, PLEASE REFER TO GUIDANCE AND REQUIREMENT TO KEY FEATURES FOR WALKWAYS, RAMPS AND STEP OR KERB RAMPS TO SATISFY DSAPT (AND AS1428.1-2001 & AS1428.2-1992)

KERB 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.

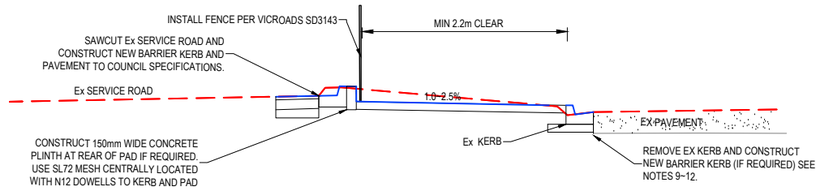
PEDESTRIAN ACCESS NOTES

13. ALTERNATE ACCESS MAY BE PROVIDED VIA A PATH ALONG MEDIAN ON EITHER APPROACH OR DEPARTURE SIDE OF RAMPS. ANY ACCESS PATH SHALL BE SUBJECT TO THE ABOVE MENTIONED DDA COMPLIANT GRADES AND CLEAR AREAS.



TYPICAL BUS STOP SECTION - FOR LOWER SERVICE ROAD THAN PAVEMENT

NTS



TYPICAL BUS STOP SECTION - FOR HIGHER SERVICE ROAD THAN PAVEMENT

NTS

ORGANISATION	AUTHORISED BY	DATE
DOT		

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

08/05/19

Consultant

Franchisee / Lessee

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STRUCTURAL

STANDARD DRAWING

BUS STOP DESIGN FOR BUS STOP BETWEEN SERVICE LANE AND MAIN ROAD (KERBSIDE - APPROACH SIDE PATH)

Up Location	Down Location	Datum
East.	East.	
North.	North.	
ID#	ID#	

PUBLIC TRANSPORT VICTORIA

File Name	STD_S0076.DWG
Sheet No.	1 of 1
In Serv.	
Scale	AS SHOWN
Sheet Size	A3

Drawn By	AM
Designed By	JG
Checked By	JH
Ind. Review	RQ
Approved	JG
Approval Date	15/10/21
Drawing Number	STD_S0076
Revision	B