

NOTES:

HARDSTAND

- 1 THE MANDATORY (COMPLIANT TO DSAPT) MINIMUM BOARDING POINT HARDSTAND AREA IS 1540MM X 2070MM, POSITIONED AS SHOWN ON THE TRANSLINK DRAWINGS. A LARGER HARDSTAND AREA IS PREFERRED AND IS DEPENDENT ON SITE SPECIFIC CONDITIONS.
- 2 THE MANDATORY LONGITUDINAL AND CROSS FALL GRADIENT AT BOARDING POINT IS MAXIMUM 1:40 FALL ACROSS THE BOARDING POINT AREA (SHOWN HATCHED). ALL OTHER HARDSTAND AND ADJACENT AREAS TO THE BUS STOP SHALL MEET APPLICABLE STANDARDS IN RELATION TO THE ADJACENT SITE CONDITIONS, AND TO PREFERABLY ACHIEVE A LONGITUDINAL AND CROSS FALL GRADIENT OF MAXIMUM 1:40 FALL.
- 3 HARDSTANDS SHALL BE MINIMUM 125MM THICK BROOM FINISHED (FOR SLIP RESISTANCE) GRADE N25 CONCRETE SL72 MESH PLACED CENTRALLY, OR, AS REQUIRED BY THE RELEVANT STATUTORY AUTHORITY. FOR SLAB THICKENING AT FURNITURE LOCATIONS, AND JOINT LAYOUT AND SPECIFICATIONS REFER TO LOCAL GOVERNMENT SPECIFIC REQUIREMENTS.
- 4 A CLEAR HARDSTAND ACCESS SPACE OF 1200MM MINIMUM IS REQUIRED BETWEEN AND AROUND ALL BUS STOP INFRASTRUCTURE (1500MM DESIRABLE).

ACCESS

- 5 WHERE BUS STOPS ARE LOCATED ALONG BICYCLE ROUTES, SHARED ACCESS PATHS SHOULD BE APPLIED AS PER LOCAL GOVERNMENT REQUIREMENTS OR WITH REFERENCE TO RELEVANT GUIDELINE DIMENSIONS GIVEN IN THE APPLICABLE STANDARDS, TMR GUIDELINES, AND AUSTRROADS.
- 6 CIRCULATION OF WHEELCHAIRS SHOULD BE CONSIDERED AT EACH BUS STOP BASED ON SITE SPECIFIC CONDITIONS AND TO ADDRESS COMPLIANCE WITH DSAPT. LINE-MARKING OF THE 2No. ALLOCATED SPACES (PWD WAITING ZONES) IS NOT REQUIRED.
- 7 TACTILE GROUND SURFACE INDICATORS (TGS) SHOULD PREFERABLY BE INSTALLED AS SHOWN ON THE TRANSLINK DRAWINGS. WHERE THERE IS A PATHWAY ACCESSING A BUS STOP, DIRECTIONAL TGS SHALL BE INSTALLED FOR THE FULL WIDTH OF THE PATH OF TRAVEL OVER A MINIMUM 600MM DEPTH AND PERPENDICULAR TO THE DIRECTION OF TRAVEL WHEN APPROACHING. DIRECTIONAL TGS SHALL BE USED ACROSS THE OPEN SPACE FROM THE ACCESS PATHWAY DIRECTIONAL TGS TO THE BOARDING POINT WARNING TGS. TGS TO EXTEND TO THE SHORELINE - I.E. BUILDING LINE, WALL, A FENCE, A KERB, OR A GRASS VERGE WHERE APPLICABLE.
- 8 THE COLOUR OF TGS SHALL BE SELECTED BASED ON SITE SPECIFIC REQUIREMENTS. INTEGRATED TGS SHALL HAVE A MINIMUM COLOUR CONTRAST OF 30% COMPARED TO THE AMOUNT OF LIGHT REFLECTED FROM THE SURFACE OF THE ADJACENT PATH OF TRAVEL. FOR EXAMPLE: FOR A LIGHT CONCRETE COLOURED PATH OF TRAVEL, DARK COLOURED (E.G. BLACK) TGS MAY BE APPROPRIATE. FOR A BLACK BITUMEN PATH OF TRAVEL LIGHT COLOURED (E.G. WHITE OR YELLOW) TGS MAY BE APPROPRIATE. THIS CONTRAST MUST BE MAINTAINED IN BOTH WET AND DRY CONDITIONS.

SHELTER

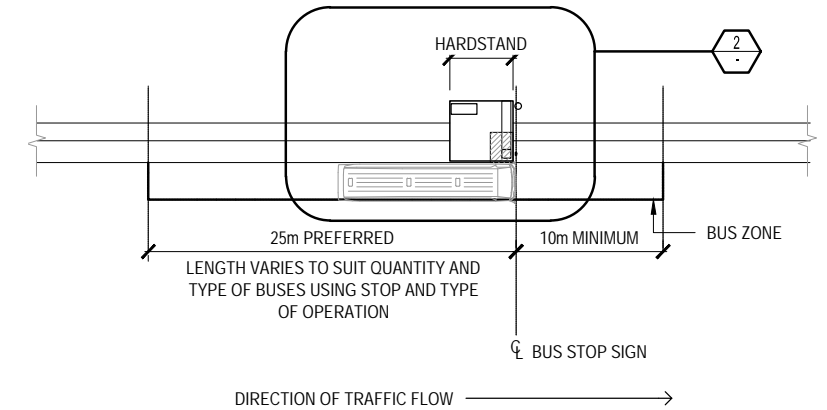
- 9 FOR OPTIONS OF SHELTER TYPES FOR INTERMEDIATE AND PREMIUM STOPS REFER TO TRANSLINK DRAWINGS. WHERE A SHELTER ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL, ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).

FURNITURE & SIGNAGE

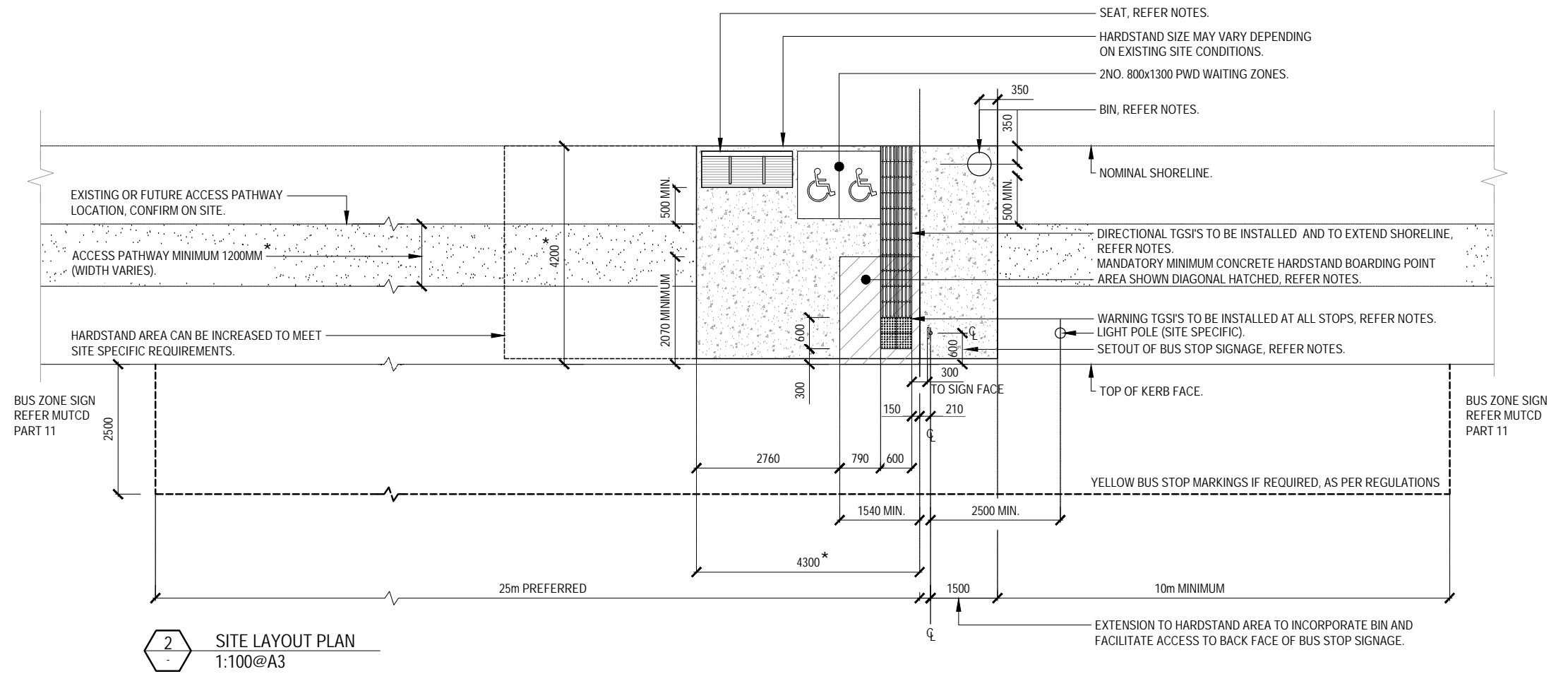
- 10 FOR DETAILS OF BUS STOP SIGNAGE (J-POLE/BLADE) AND FOOTING DETAILS REFER TO TRANSLINK SIGNAGE MANUAL.
- 11 SETOUT OF BLADE SIGN (REFER TO THE PREMIUM STOP TRANSLINK DRAWING) IS POSITIONED AS SHOWN DUE TO BUS STOP OPERATIONS, AND ROAD SAFETY REQUIREMENTS AND IS NON-COMPLIANT WITH DSAPT. PLEASE LIAISE WITH TRANSLINK FOR DETAILS ON THIS REQUIREMENT.
- 12 BUS STOP SEAT SHOULD INCLUDE ANODISED ALUMINIUM BATTENS WITH ARMRESTS ALONG THE SEAT. SEATS SHOULD BE BOLTED TO HARDSTAND AREA, AND MADE FROM EASILY MAINTAINED MATERIALS. SEATS TO BE COMPLIANT WITH DSAPT. WHERE A SEAT ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL, ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).
- 13 BUS STOP BIN SHOULD BE AN 80 LITRE CIRCULAR CONSTRUCTION (SMALL SLOT PERFORATIONS) WHICH CAN BE EASILY MAINTAINED. BIN SHOULD INCLUDE A GALVANISED STEEL LINER AND A BIRD-PROOF LID. WHERE BIN ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING). BIN TO BE MINIMUM 500MM SETBACK FROM ACCESS PATHWAY.

ADDITIONAL REQUIREMENTS

- 14 ALL BUS STOPS TO BE DSAPT COMPLIANT. FOR FURTHER GUIDANCE REFER TO THE RELEVANT STANDARDS, TRANSLINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.
- 15 ALL BUS STOP COMPONENTS SHOULD BE POSITIONED IN CONSIDERATION OF RELEVANT ONSITE CONDITIONS WITH REFERENCE TO THE GUIDANCE CONTAINED WITHIN THE PTIM, AND FOR ADDITIONAL REQUIREMENTS AND DESIGN ALTERNATIVES REFER TO THE COMPONENTS TABLE CONTAINED IN THE PTIM.
- 16 REFER TO PTIM GLOSSARY FOR DEFINITIONS OF TERMS AND PTIM ABBREVIATIONS FOR DEFINITIONS OF ACRONYMS.
- 17 ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- * DIMENSION TO BE CONFIRMED ON SITE IN RELATION TO SITE CONDITIONS.



1 KEY PLAN
1:500@A3



2 SITE LAYOUT PLAN
1:100@A3



PTIM, BUS STOP INFRASTRUCTURE CHAPTER
REGULAR STOP - SITE LAYOUT - WITHOUT INDENTED BUS BAY

SCALE : AS SHOWN

DRG 5-0013

DRAWN :

DATE : JULY 2013

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