

NOTES:

HARDSTAND

- 1 THE MANDATORY (COMPLIANT TO DSAPT) MINIMUM BOARDING POINT HARDSTAND AREA IS 1500MM 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.
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- 4 A CLEAR HARDSTAND ACCESS SPACE OF 1200MM MINIMUM IS REQUIRED BETWEEN AND AROUND ALL BUS STOP INFRASTRUCTURE (1500MM DESIRABLE).

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- 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 AUSTRADDS.
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- 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.
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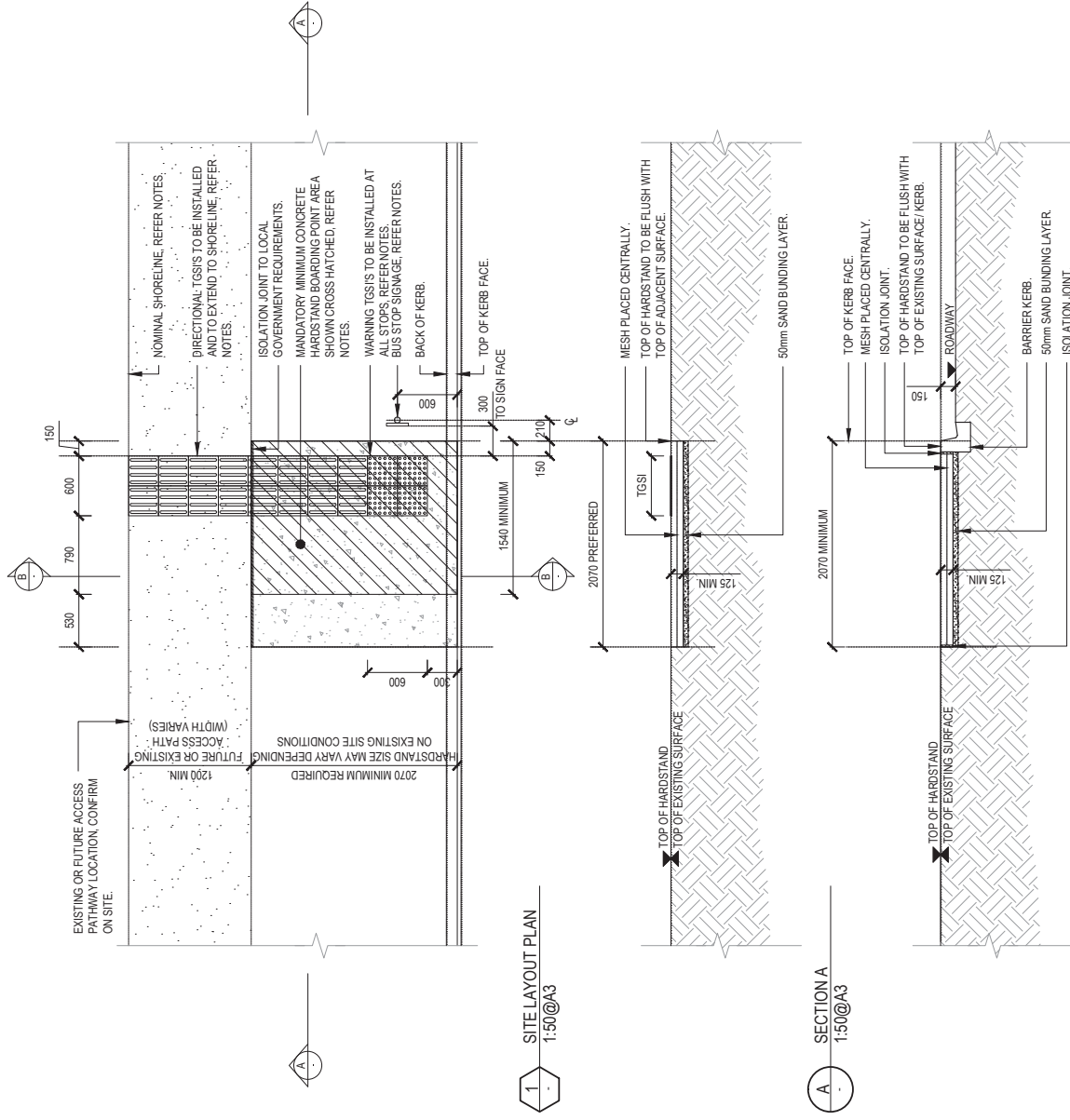
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- 12 BUS STOP SEAT SHOULD INCLUDE ANODISED ALUMINIUM BATTENS WITH ARMRESTS ALONG THE SEAT. SEATS SHOULD BE BOLTED TO HARDSTAND AREA, AND MADE FROM EASILY MAINTAINED MATERIALS. SEATS TO BE COMPLIANT WITH DSAPT. WHERE A SEAT ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL, ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).
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ADDITIONAL REQUIREMENTS

- 14 ALL BUS STOPS TO BE DSAPT COMPLIANT. FOR FURTHER GUIDANCE REFER TO THE RELEVANT STANDARDS, TRANSINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.
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PTIM, BUS STOP INFRASTRUCTURE CHAPTER

REGULAR STOP - MINIMUM BOARDING POINT - WITH EXISTING KERB

SCALE : AS SHOWN

DRG 5-0011

DRAWN : - DATE : JULY 2013

A



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- 4 A CLEAR HARDSTAND ACCESS SPACE OF 1200MM MINIMUM IS REQUIRED BETWEEN AND AROUND ALL BUS STOP INFRASTRUCTURE (1500MM DESIRABLE)

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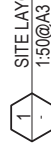
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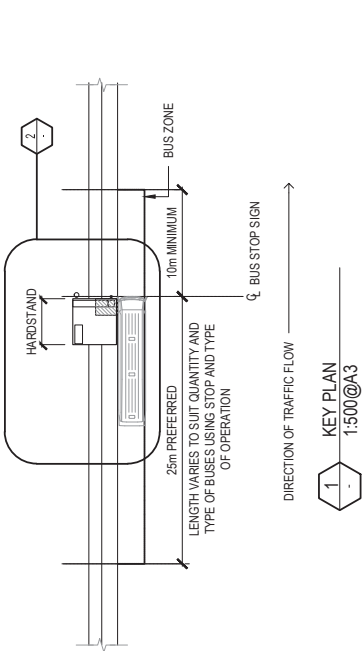
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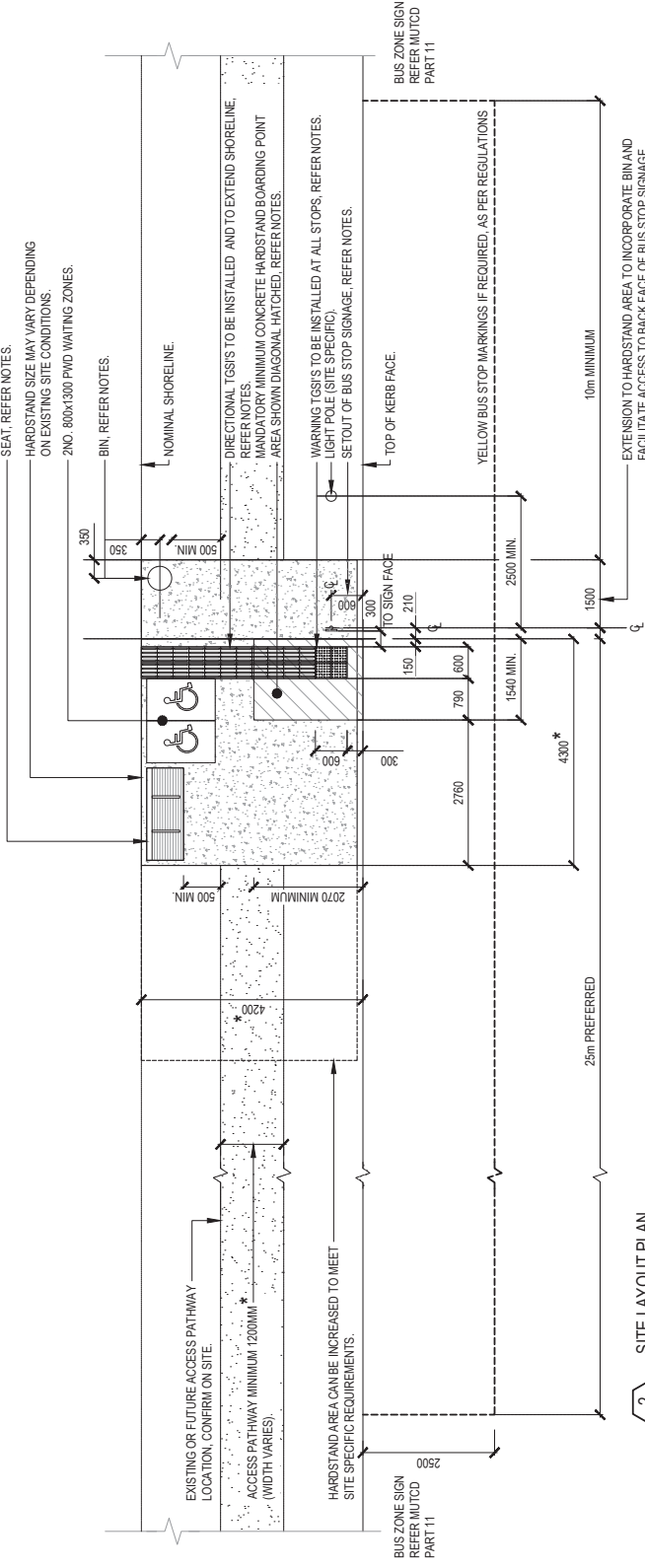
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KEY PLAN
1:500@A3



SITE LAYOUT PLAN
1:100@A3

PTIM, BUS STOP INFRASTRUCTURE CHAPTER

REGULAR STOP - SITE LAYOUT - WITHOUT INDENTED BUS BAY

SCALE : AS SHOWN

DRAWN : DATE : JULY 2013

A

DRG 5-0013



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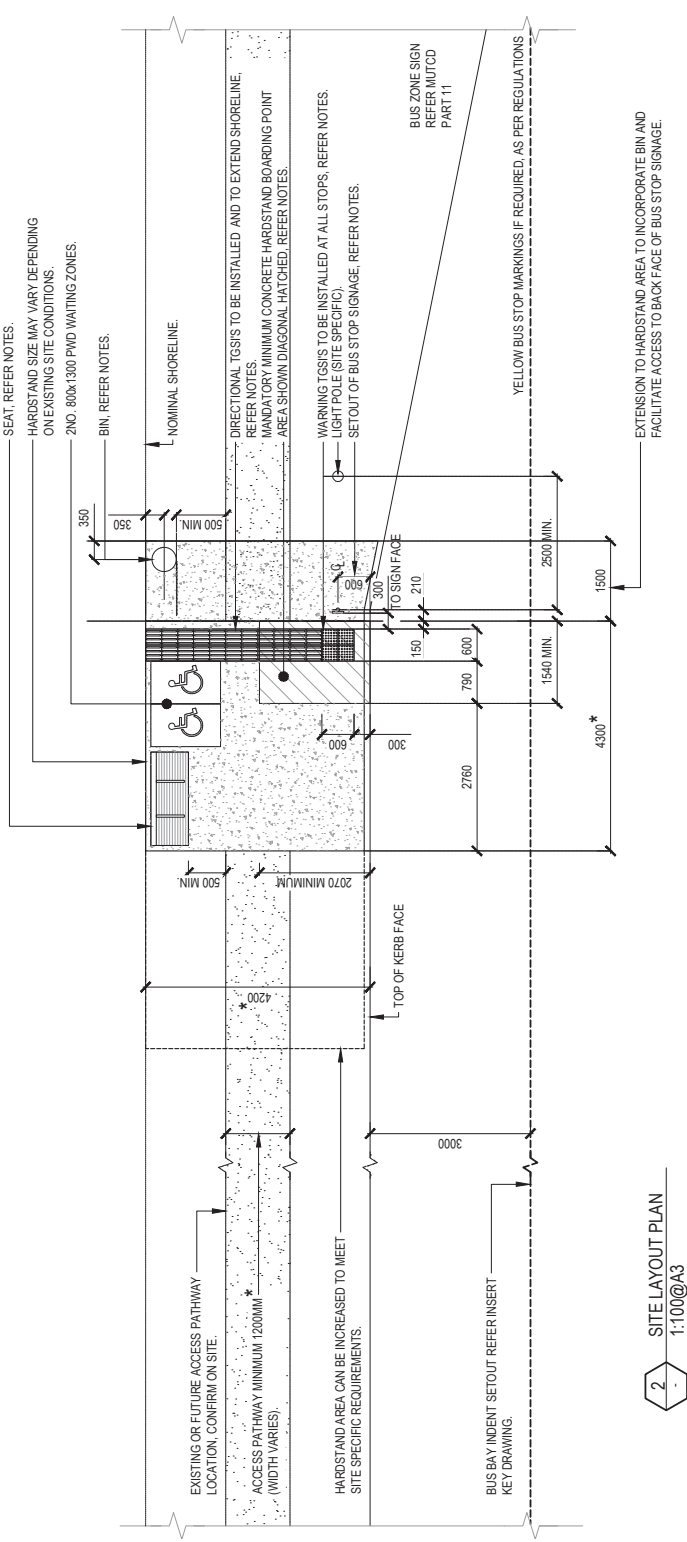
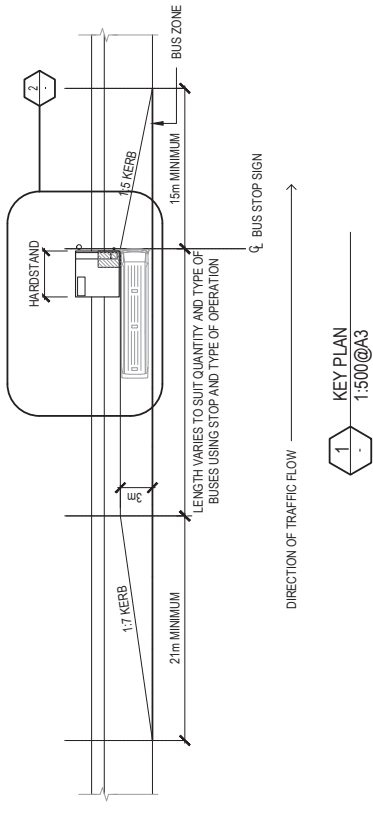
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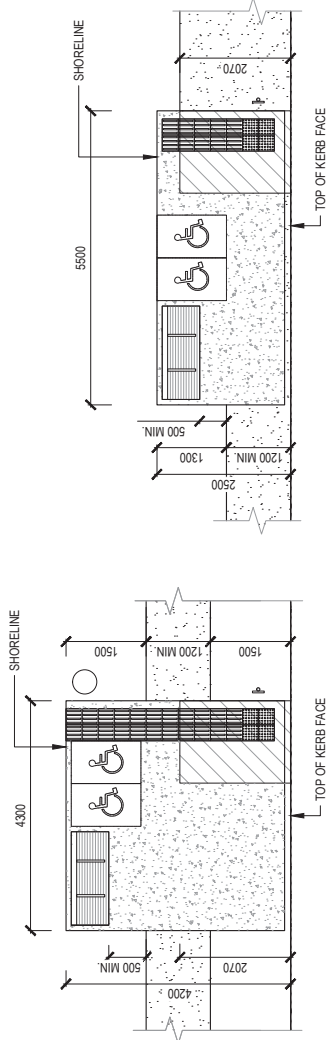
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- 13 BUS STOP BIN SHOULD BE AN 80 LITRE CIRCULAR CONSTRUCTION (SMALL SLOT PERFORATIONS) WHICH CAN BE EASILY MAINTAINED. BIN SHOULD INCLUDE A GALVANISED STEEL LINER AND A BIRD-PROOF LID. WHERE BIN ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING). BIN TO BE MINIMUM 500MM SETBACK FROM ACCESS PATHWAY.

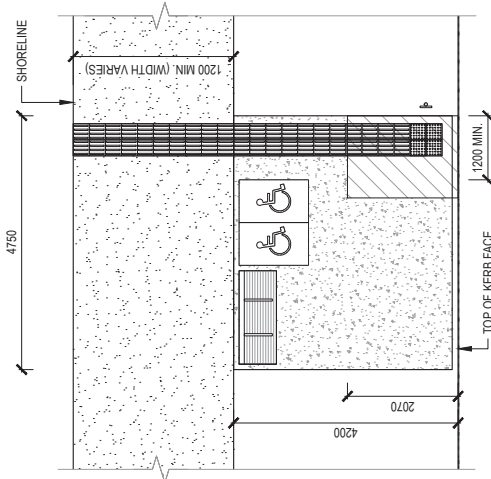
ADDITIONAL REQUIREMENTS

- 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 ON-SITE 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.

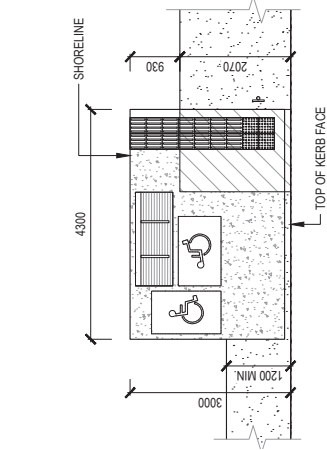


3 HARDSTAND - MID/BACK FOOTPATH
1:100@A3

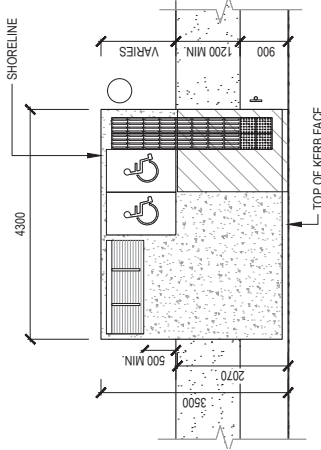
5 CONSTRAINED SITE
1:100@A3



4 HARDSTAND - SHARED ACCESS PATH BEHIND
1:100@A3



1 CONSTRAINED SITE
1:100@A3



2 HARDSTAND - MID/ FRONT FOOTPATH
1:100@A3



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 NO5 CONCRETE SL/2 MESH PLACED CENTRALLY, OR, AS REQUIRED BY THE RELEVANT STATUTORY AUTHORITY FOR SLAB THICKENING AT FUTURE 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 AUSTRADDS.
- 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 2m ALLOCATED SPACES (PMD WAITING ZONES) IS NOT REQUIRED.
- 7 TACTILE GROUND SURFACE INDICATORS (TGSIs) SHOULD PREFERABLY BE INSTALLED AS SHOWN ON THE TRANSLINK DRAWINGS, WHERE THERE IS A PATHWAY ACCESSING A BUS STOP DIRECTIONAL TGSIs 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 TGSIs SHALL BE USED ACROSS THE OPEN SPACE FROM THE ACCESS PATHWAY DIRECTIONAL TGSIs TO THE BOARDING POINT WARNING TGSIs TO EXTEND TO THE SHORELINE - I.E. BUILDING LINE, WALL, A FENCE, A KERB OR A GRASS VERGE WHERE APPLICABLE.
- 8 THE COLOUR OF TGSIs SHALL BE SELECTED BASED ON SITE SPECIFIC REQUIREMENTS. INTEGRATED TGSIs 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) TGSIs MAY BE APPROPRIATE. FOR A BLACK BITUMEN PATH OF TRAVEL LIGHT COLOURED (E.G. WHITE OR YELLOW) TGSIs MAY BE APPROPRIATE. THIS CONTRAST MUST BE MAINTAINED IN BOTH WET AND DRY CONDITIONS.

SHELTER

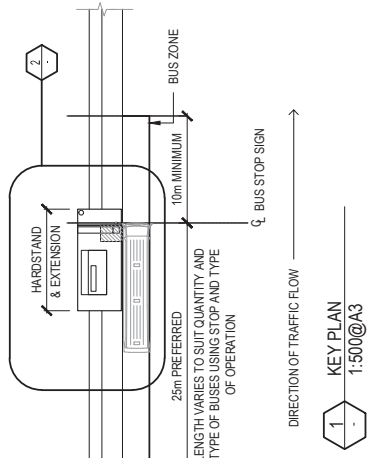
- 9 FOR OPTIONS OF SHELTER TYPES FOR INTERMEDIATE AND PREMIUM STOPS REFER TO TRANSLINK DRAWINGS. WHERE A SHELTER ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).

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.
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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 ON-SITE 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.
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- 17 ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- * DIMENSION TO BE CONFIRMED ON SITE IN RELATION TO SITE CONDITIONS.



HARDSTAND SIZE MAY VARY DEPENDING ON EXISTING SITE CONDITIONS.

INTERMEDIATE SHELTER.

2NO. 800x1300 PMD WAITING ZONES.

BIN, REFER NOTES.

NOMINAL SHORELINE.

DIRECTIONAL TGSIs TO BE INSTALLED AND EXTEND TO SHORELINE. REFER NOTES.
APPROX. 2m AREA TO BE KEPT CLEAR OF ALL INFRASTRUCTURE FOR MAINTENANCE ACCESS TO LIGHTBOX ADVERTISING CABINET.

MANDATORY MINIMUM CONCRETE HARDSTAND BOARDING POINT AREA SHOWN DIAGONAL HATCHED. REFER NOTES.
WARNING TGSIs TO BE INSTALLED AT ALL STOPS. REFER NOTES.
LIGHT POLE (SITE SPECIFIC).
SETOUT OF BUS STOP SIGNAGE. REFER NOTES.

TOP OF KERB FACE.

BUS ZONE SIGN
REFER MUTCD
PART 11

YELLOW BUS STOP MARKINGS IF REQUIRED, AS PER REGULATIONS.

EDGE OF SHELTER TO EDGE OF HARDSTAND.

EXTENSION TO HARDSTAND AREA TO INCORPORATE BIN AND FACILITATE ACCESS TO BACK FACE OF BUS STOP SIGNAGE.

2 SITE LAYOUT PLAN
1:100@A3



PTIM, BUS STOP INFRASTRUCTURE CHAPTER

INTERMEDIATE STOP - SITE LAYOUT - WITHOUT INDENTED BUS BAY

SCALE : AS SHOWN

DATE : JULY 2013

A

DRG 5-0021

NOTES:

HARDSTAND

- 1 THE MANDATORY COMPLIANT TO DSAPT) MINIMUM BOARDING POINT HARDSTAND AREA IS 1500MM 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 N5 CONCRETE S172 MESH PLACED CENTRALLY OR AS REQUIRED BY THE RELEVANT STATUTORY AUTHORITY. FOR S1AB THICKENING AT FURNITURE LOCATIONS, AND JOINT LAYOUT AND SPECIFICATIONS REFER TO LOCAL GOVERNMENT SPECIFIC REQUIREMENTS.
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SHELTER

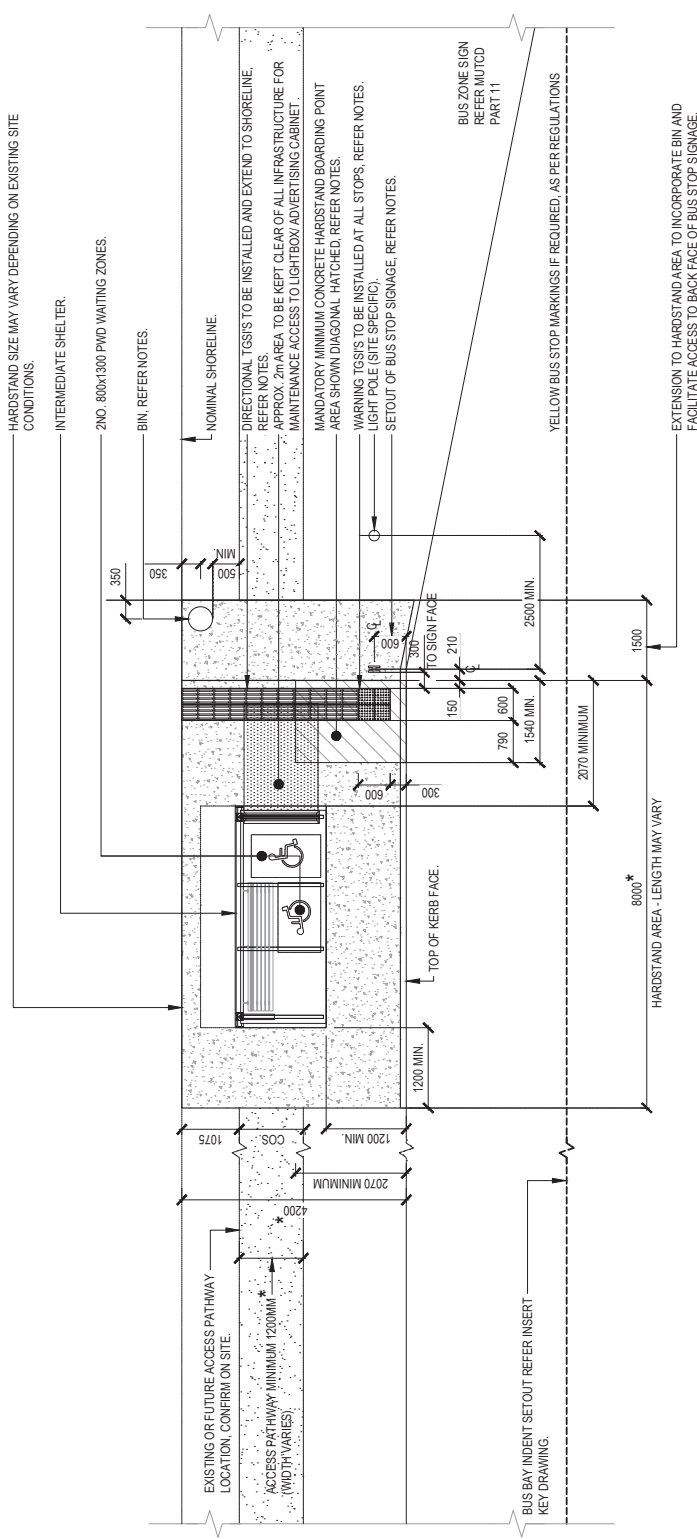
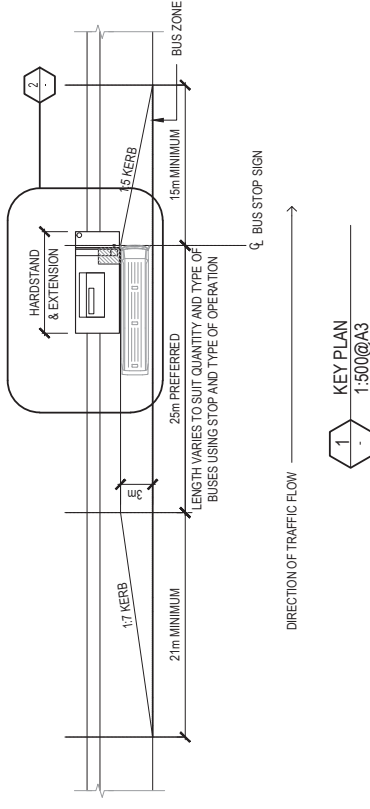
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ADDITIONAL REQUIREMENTS

- 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 ON-SITE 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.



2 SITE LAYOUT PLAN 1:100@A3

PTIM, BUS STOP INFRASTRUCTURE CHAPTER

INTERMEDIATE STOP - SITE LAYOUT - WITH INDENTED BUS BAY

SCALE : AS SHOWN

DRAWN : - DATE : JULY 2013 A

DRG 5-0022



HARDSTAND

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9 SHELTER

9 FC RI AC AC

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HARDSTAN

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- ACCESS

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9 SHELTER

- FURNITURE

11

- 13 E

— — — — —

- ## ADDITIONAL

FC

- 16 F



HARDSTAN

17

- ## ACCESS

5

- 7

- 8

- ## SHELTER

- FURNITURE**

- 12

- 13

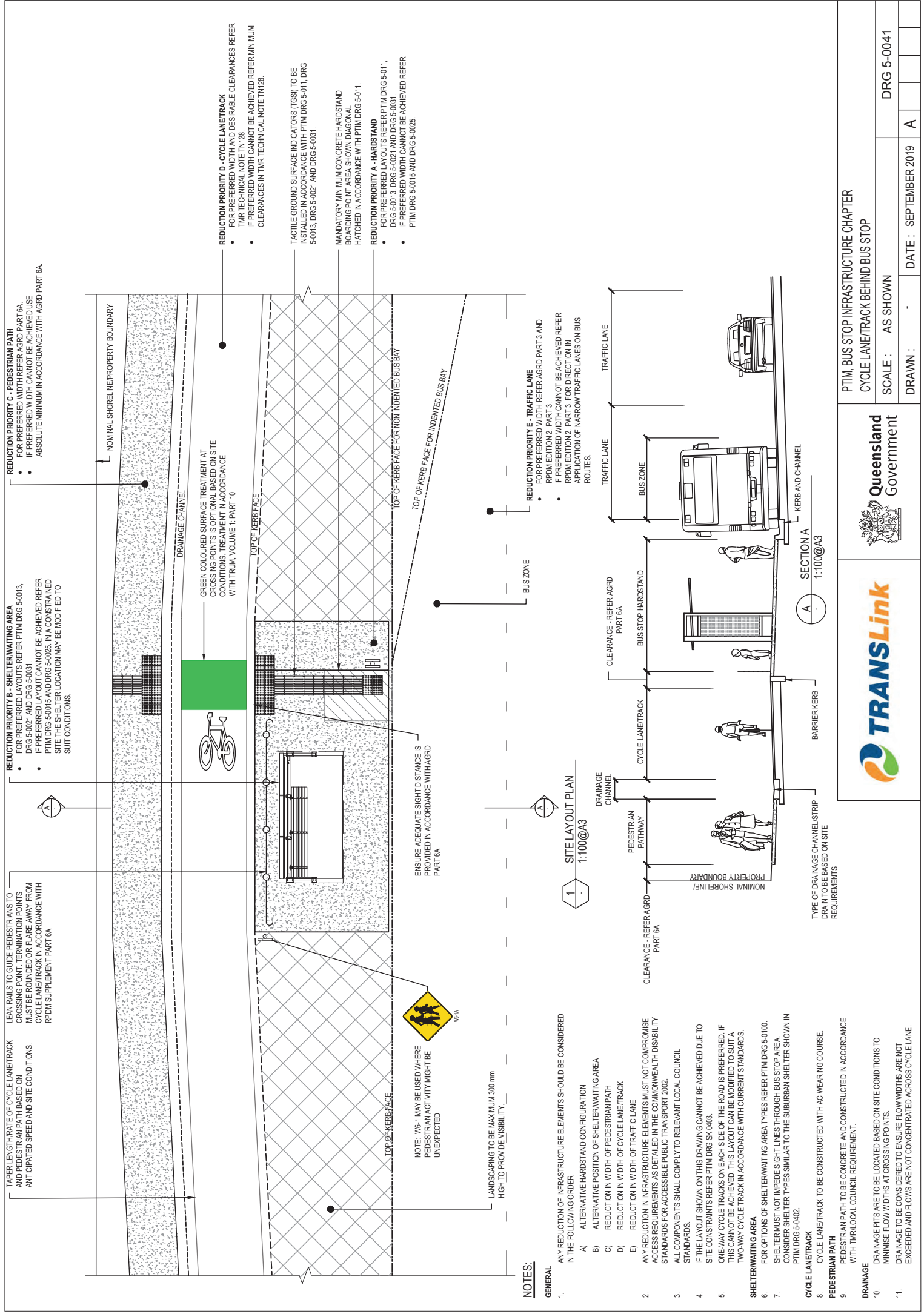
- ## ADDITION

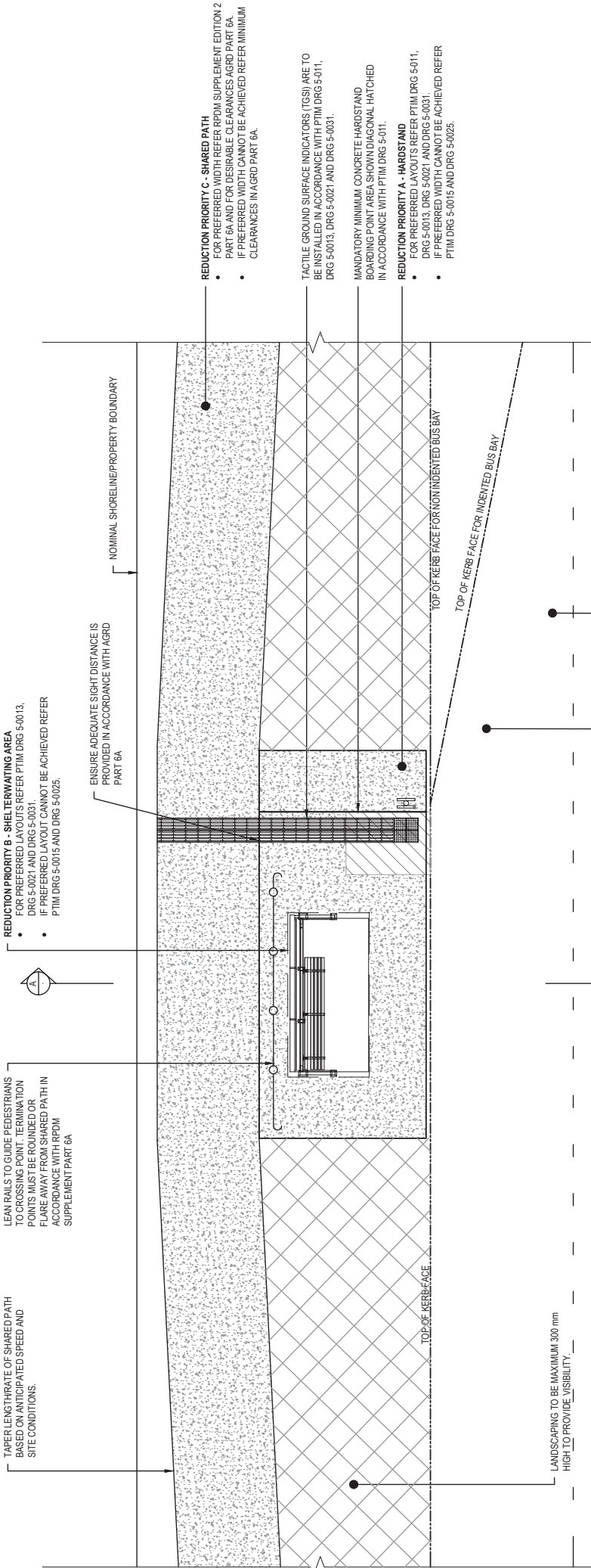
- 15

- 16

- 17







REDUCTION PRIORITY B - SHELTER WAITING AREA

- FOR PREFERRED WIDTH REFER RPDIM SUPPLEMENT EDITION 2 DRG 5-0021 AND DRG 5-0031.
- IF PREFERRED LAYOUT CANNOT BE ACHIEVED REFER PTIM DRG 5-0015 AND DRG 5-0025.

REDUCTION PRIORITY C - SHARED PATH

- FOR PREFERRED WIDTH REFER RPDIM SUPPLEMENT EDITION 2 PART 6A AND FOR DESIRABLE CLEARANCES AGRD PART 6A.
- IF PREFERRED WIDTH CANNOT BE ACHIEVED REFER MINIMUM CLEARANCES IN AGRD PART 6A.

REDUCTION PRIORITY A - HARDSTAND

- FOR PREFERRED LAYOUTS REFER PTIM DRG 5-011, DRG 5-0013, DRG 5-0021 AND DRG 5-0031.
- IF PREFERRED WIDTH CANNOT BE ACHIEVED REFER PTIM DRG 5-0015 AND DRG 5-0025.

REDUCTION PRIORITY D - TRAFFIC LANE

- FOR PREFERRED WIDTH REFER AGRD PART 3 AND RPDIM EDITION 2, PART 3.
- IF PREFERRED WIDTH CANNOT BE ACHIEVED REFER RPDIM EDITION 2, PART 3, FOR DIRECTION IN APPLICATION OF NARROW TRAFFIC LANES ON BUS ROUTES.

NOTES:

GENERAL

1. ANY REDUCTION OF INFRASTRUCTURE ELEMENTS SHOULD BE CONSIDERED IN THE FOLLOWING ORDER
 - A) ALTERNATIVE HARDSTAND CONFIGURATION
 - B) ALTERNATIVE POSITION OF SHELTER WAITING AREA
 - C) REDUCTION IN WIDTH OF SHARED PATH
 - D) REDUCTION IN WIDTH OF TRAFFIC LANE
2. ANY REDUCTION IN INFRASTRUCTURE ELEMENTS MUST NOT COMPROMISE ACCESS REQUIREMENTS AS DETAILED IN THE COMMONWEALTH DISABILITY STANDARDS FOR ACCESSIBLE PUBLIC TRANSPORT 2002.
3. ALL COMPONENTS SHALL COMPLY TO RELEVANT LOCAL COUNCIL STANDARDS.
4. IF THE LAYOUT SHOWN ON THIS DRAWING CANNOT BE ACHIEVED DUE TO SITE CONSTRAINTS REFER PTIM DRG SKT 0803.
5. ONE-WAY CYCLE TRACKS ON EACH SIDE OF THE ROAD IS PREFERRED. IF THIS CANNOT BE ACHIEVED, THIS LAYOUT CAN BE MODIFIED TO SUIT A TWO-WAY CYCLE TRACK IN ACCORDANCE WITH CURRENT STANDARDS.

SHELTER WAITING AREA

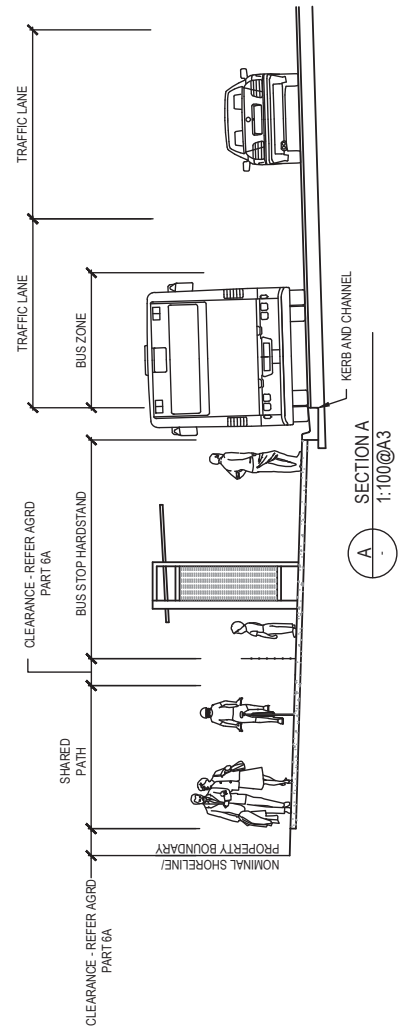
6. FOR OPTIONS OF SHELTER WAITING AREA TYPES REFER PTIM DRG 5-0100.
7. SHELTER USED MUST NOT IMPEDE SIGHT LINES THROUGH BUS STOP AREA. CONSIDER SHELTER TYPES SIMILAR TO THE SUBURBAN SHELTER SHOWN IN PTIM DRG 5-0402.

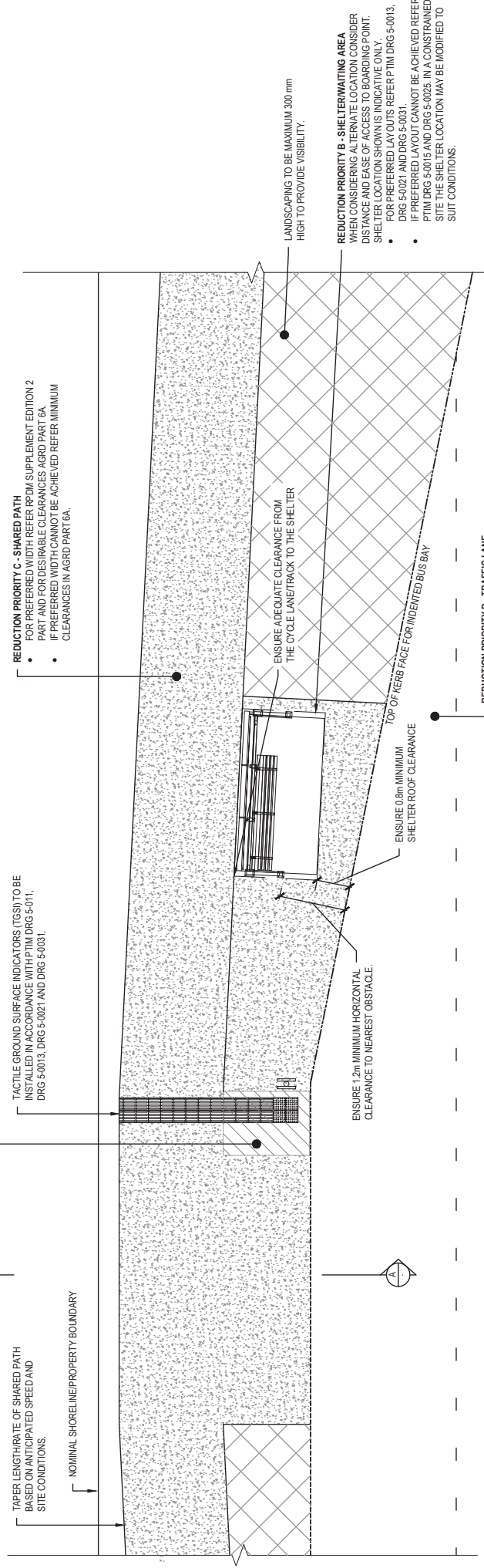
SHARED PATH

8. SHARED PATH TO BE CONCRETE AND CONSTRUCTED IN ACCORDANCE WITH TMR/LOCAL COUNCIL REQUIREMENT.

DRAINAGE

9. DRAINAGE PITS ARE TO BE LOCATED BASED ON SITE CONDITIONS TO MINIMISE FLOW WIDTHS AT CROSSING POINTS.



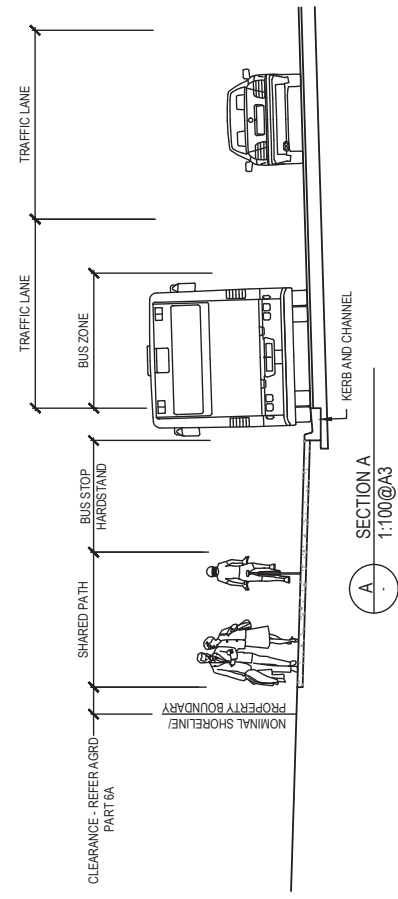


1 CONSTRAINED SITE - ALTERNATIVE SHELTER LOCATION
1:100@A3

NOTES:

GENERAL

1. THIS LAYOUT SHOULD ONLY BE CONSIDERED IF THE LAYOUT SHOWN ON PTM DRG SK 08011 CANNOT BE ACHIEVED DUE TO SITE CONSTRAINTS.
2. ANY REDUCTION OF INFRASTRUCTURE ELEMENTS SHOULD BE CONSIDERED IN THE FOLLOWING ORDER:
 - A) ALTERNATIVE HARDSTAND CONFIGURATION
 - B) ALTERNATIVE POSITION OF SHELTERWAITING AREA
 - C) REDUCTION IN WIDTH OF SHARED PATH
 - D) REDUCTION IN WIDTH OF TRAFFIC LANE
3. ANY REDUCTION IN INFRASTRUCTURE ELEMENTS MUST NOT COMPROMISE ACCESS REQUIREMENTS AS DETAILED IN THE COMMONWEALTH DISABILITY STANDARDS FOR ACCESSIBLE PUBLIC TRANSPORT 2002.
4. ALL COMPONENTS SHALL COMPLY TO RELEVANT LOCAL COUNCIL STANDARDS.
5. SHELTERWAITING AREA TYPES REFER PTM DRG 5-0100.
6. SHELTER MUST NOT IMPEDE SIGHT LINES THROUGH BUS STOP AREA. CONSIDER SHELTER TYPES SIMILAR TO THE SUBURBAN SHELTER SHOWN IN PTM DRG 5-002.
7. SHARED PATH TO BE CONCRETE AND CONSTRUCTED IN ACCORDANCE WITH TMR LOCAL COUNCIL REQUIREMENT.
8. DRAINAGE PITS ARE TO BE LOCATED BASED ON SITE CONDITIONS TO MINIMISE FLOW WIDTHS AT CROSSING POINTS.



SHARED PATH

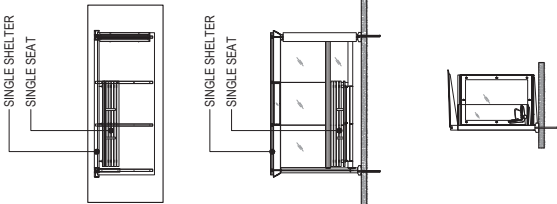
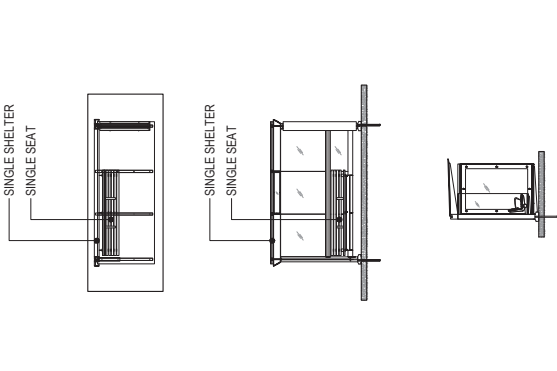
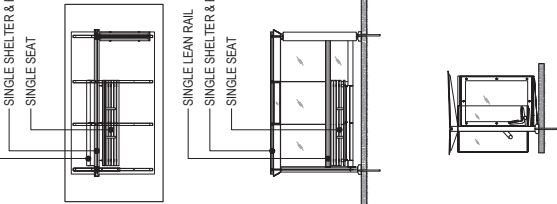
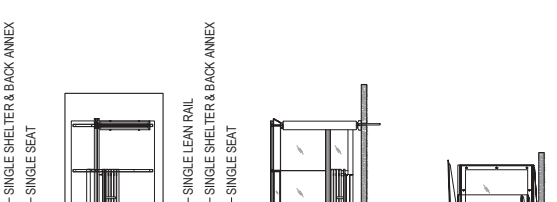
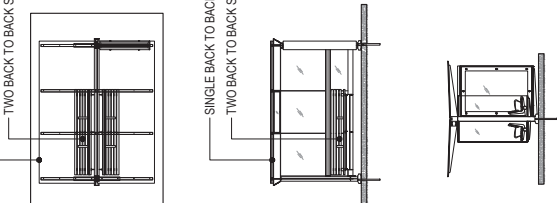
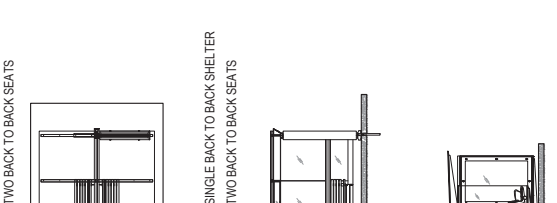
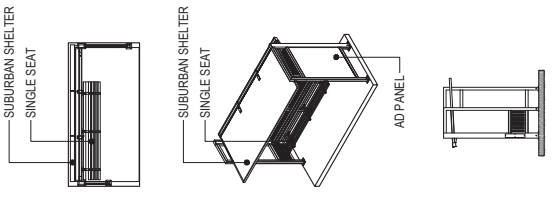
7. SHARED PATH TO BE CONCRETE AND CONSTRUCTED IN ACCORDANCE WITH TMR LOCAL COUNCIL REQUIREMENT.

DRAINAGE

8. DRAINAGE PITS ARE TO BE LOCATED BASED ON SITE CONDITIONS TO MINIMISE FLOW WIDTHS AT CROSSING POINTS.

PTM, BUS STOP INFRASTRUCTURE CHAPTER		AUGUST 2019		A	
SHARED PATH BEHIND BOARDING HARDSTAND - ALTERNATE SHELTER LOCATION EXAMPLE		AS SHOWN		DRG 5-0044	
SCALE :		DATE :			
DRAWN :					



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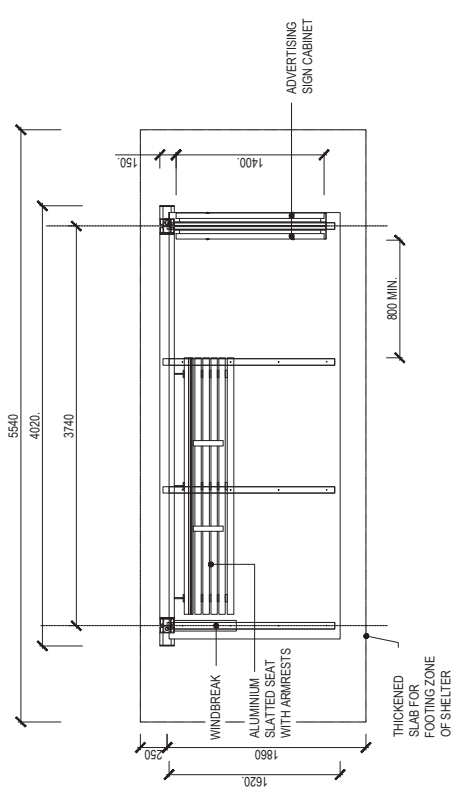
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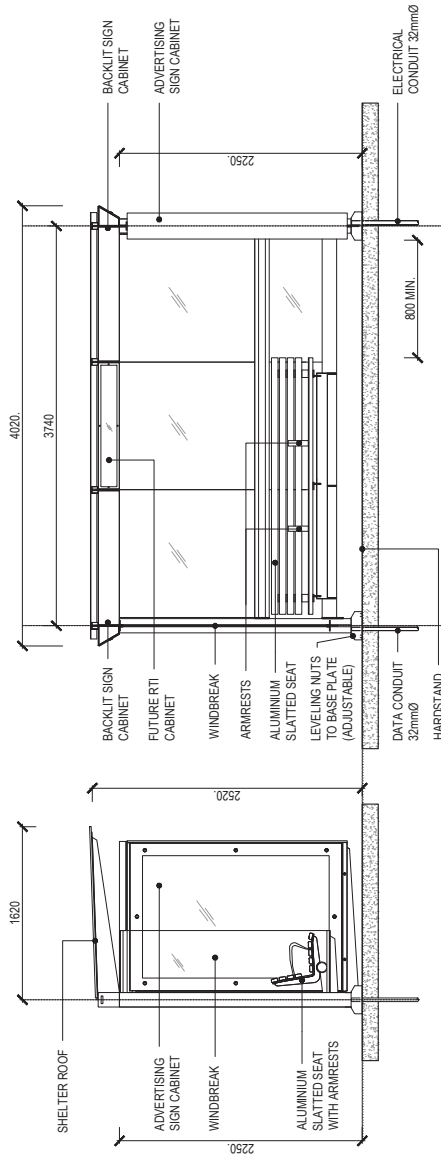
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1 SHELTER PLAN
1:50@A3

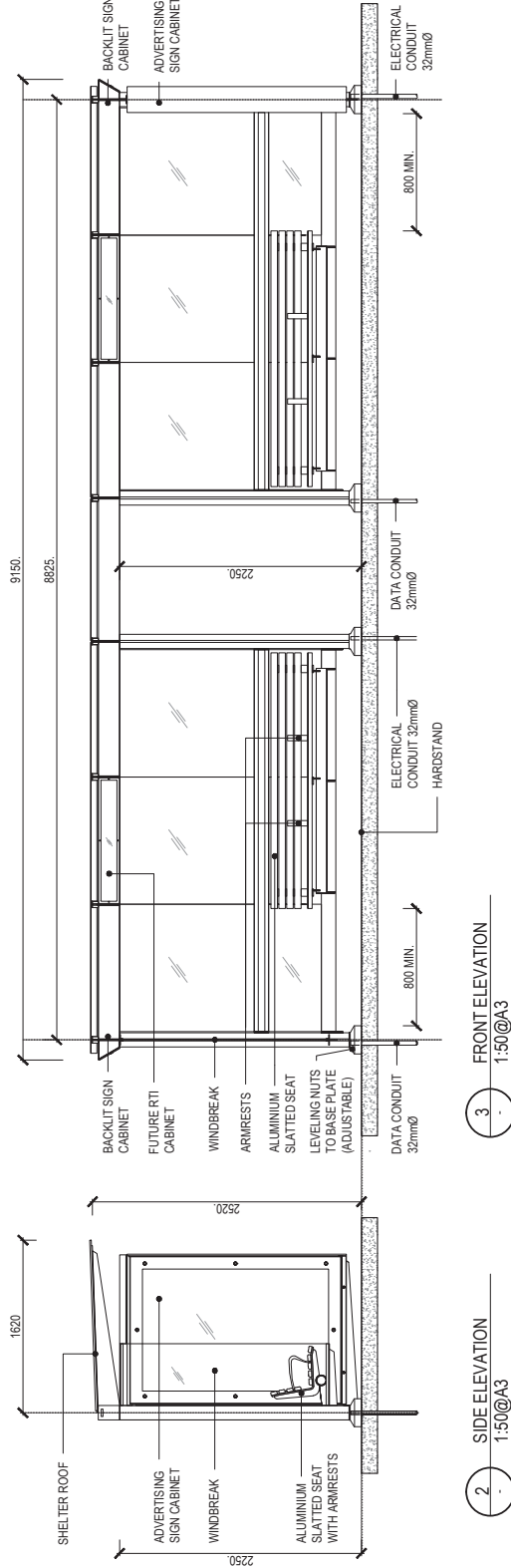
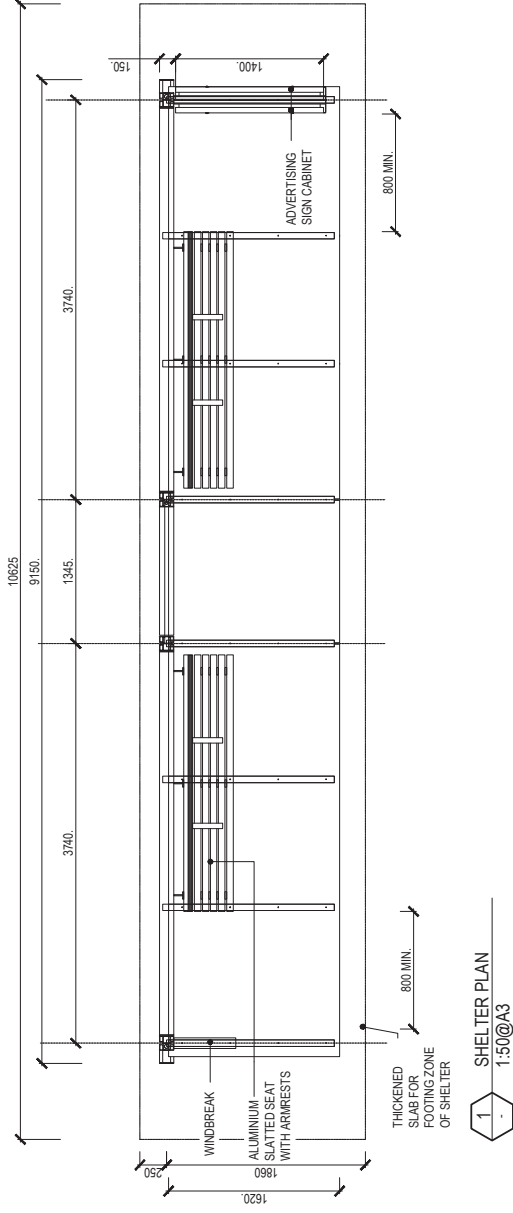


2 SIDE ELEVATION
1:50@A3

3 FRONT ELEVATION
1:50@A3

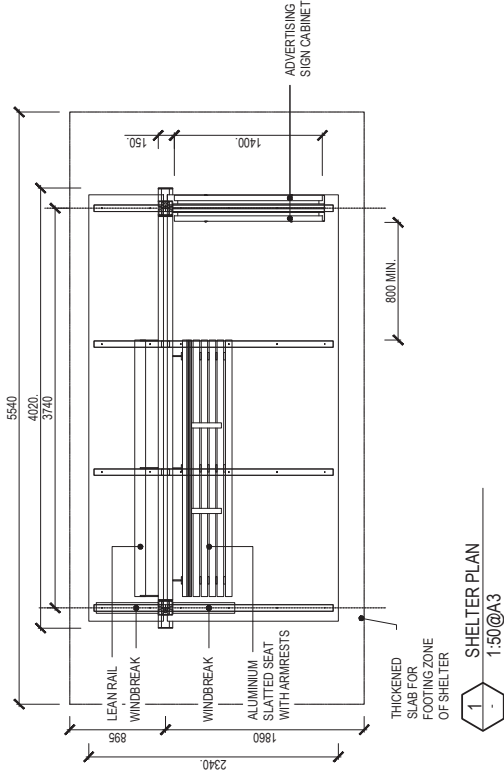
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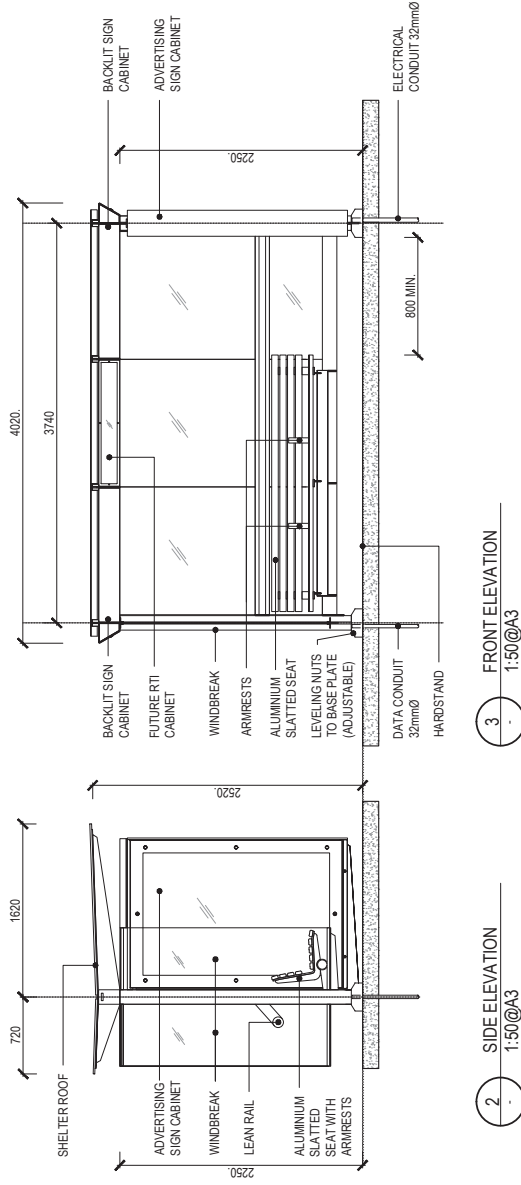


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1:50@A3

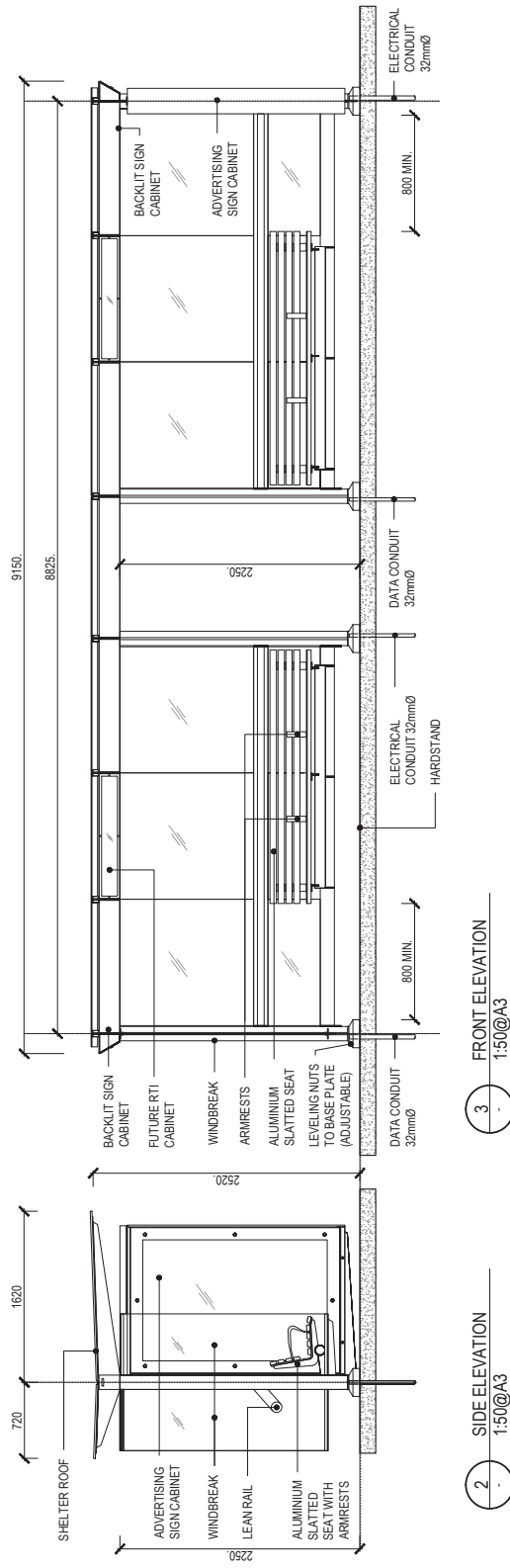
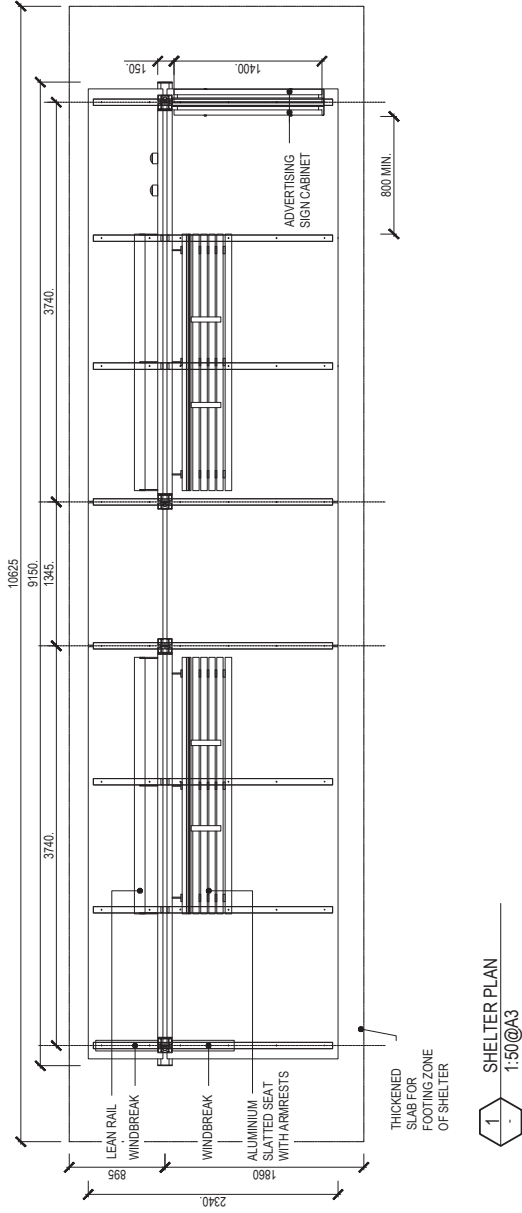


2 SIDE ELEVATION
1:50@A3

3 FRONT ELEVATION
1:50@A3

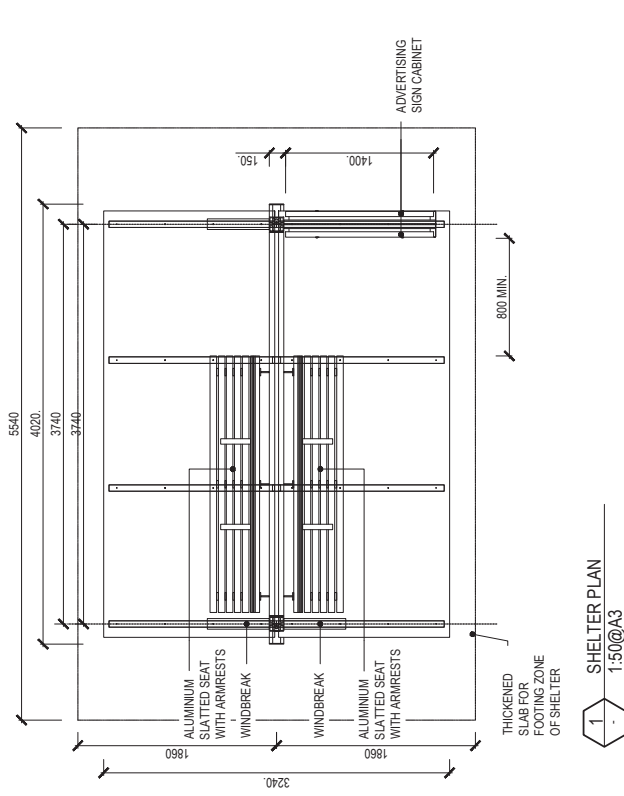
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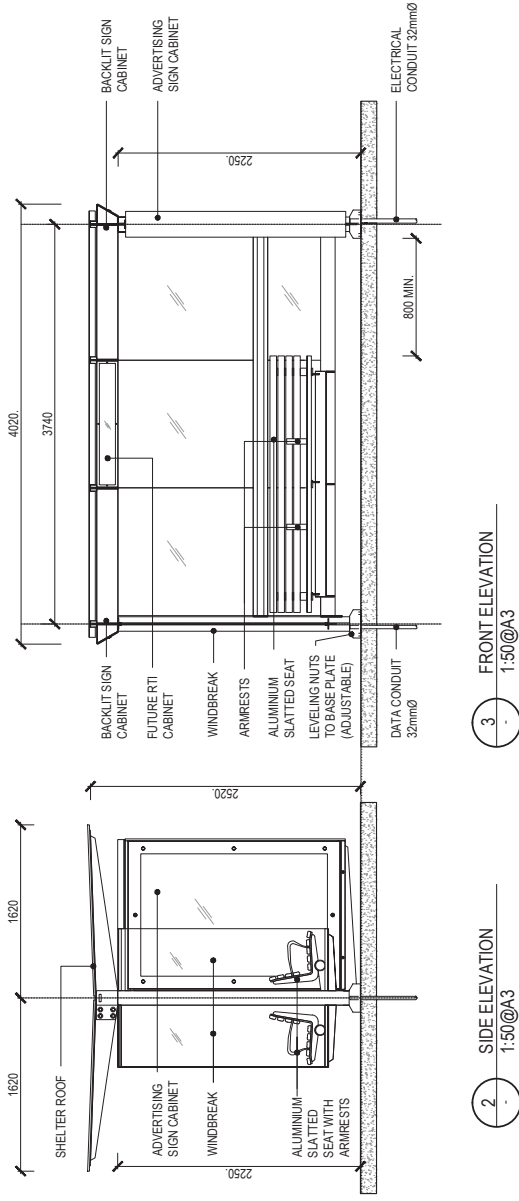


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1:50@A3



3 FRONT ELEVATION
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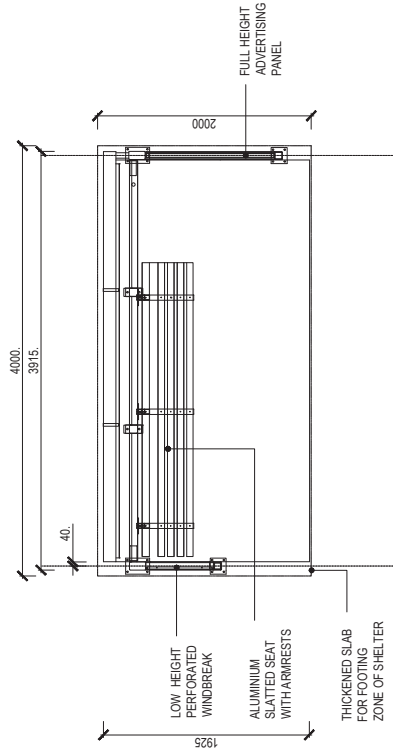
2 SIDE ELEVATION
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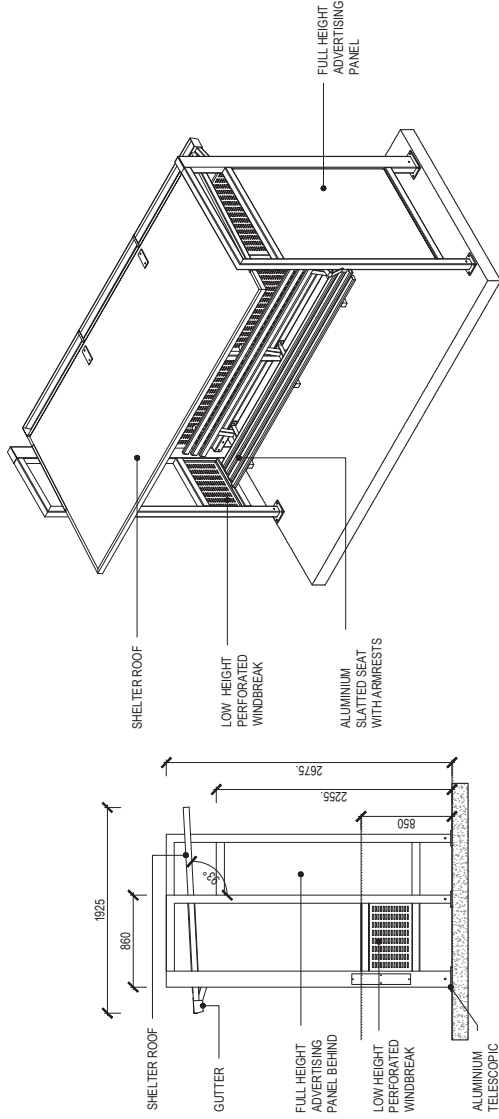


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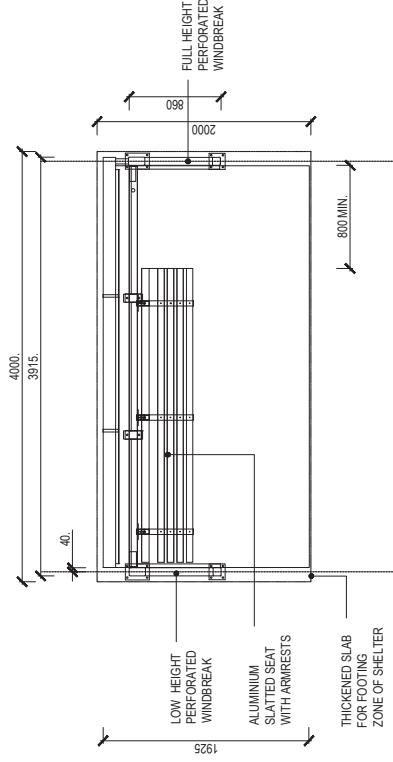


2 SIDE ELEVATION
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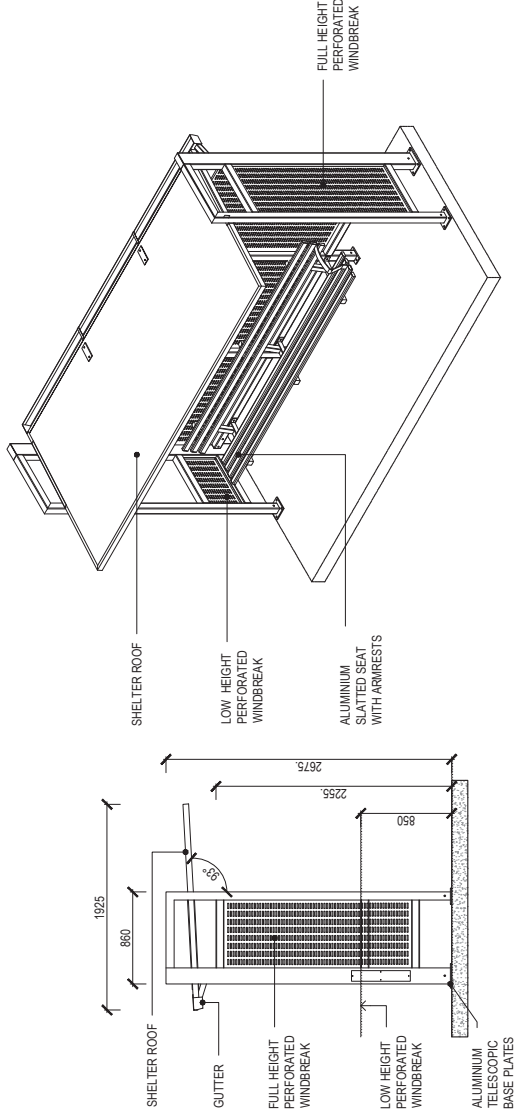
3 ISOMETRIC
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