NOTES:

HARDEST
1. The mandatory (compliant to CSAPT) 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 1:14 fall.

3. Hardstands shall be minimum 125mm thick broom finished (for slip resistance) grade N25 concrete (2.75m2 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 on reference to relevant guideline dimensions given in the applicable standards, TMR guidelines, and Austroads.

6. Circulation of wheelchair users should be considered at each bus stop based on site specific conditions and to address compliance with CSAPT, line marking of the 2nd allocated spaces (PAS waiting zones) is not required.

7. Tactile ground surface indicators (TGSI) should preferably be installed as shown on the TransLink drawings. Where there is a pathway accessing a bus stop, directional TGSI 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 TGSI shall be used across the open space from the access pathway directional TGSI to the boarding point warning TGSI. TGSI to extend to the shoreline - i.e. building line, wall, fence, or grass verge where applicable.

8. The colour of TGSI shall be selected based on site specific requirements. Integrated TGSI 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) TGSI may be appropriate. For a light between path of travel, light coloured (e.g. white or yellow) TGSI 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 (pole/blade) and footing details refer to TransLink signage manual.

11. Setup of blaze 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 CSAPT. 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 CSAPT. 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 backgrounds (e.g. flooring). Bin to be minimum 300mm 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.
NOTES:

1. THE MANDATORY (COMPATIBLE TO DSAPT) MINIMUM BOARDING POINT HARDEST AREA IS 1460MM X 2070MM, POSITIONED AS SHOWN ON THE TRANSLINK DRAWINGS. A LARGER HARDEST AREA IS PREFERRED AND IS DEPENDENT ON SITE SPECIFIC CONDITIONS.

2. THE MANDATORY LONGITUDINAL AND CROSS FALL GRADIENT AT BOARDING POINT IS MAXIMUM 1:14 FALL ACROSS THE BOARDING POINT AREA (SHOWN HATCHED). ALL OTHER HARDSTAND AND ALIGNED 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 1:14 FALL.

3. HARDEST STANDS SHALL BE MINIMUM 125MM THICK BROOK FINISHED (FOR SLIP RESISTANCE) GRANITE CONCRETE SLabs 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 HARDEST ACCESS SPACE OF 1500MM IS REQUIRED BETWEEN AND AROUND ALL BUS STOP INFRASTRUCTURE (1500MM DESIRABLE).

ACCESS

5. WHERE BUS STOPS ARE LOCATED ALONG CYCLE ROUTES, SHARED ACCESS PATHS SHOULD BE APPLIED AS PER LOCAL GOVERNMENT REQUIREMENTS OR WITH REFERENCE TO RELEVANT GUIDELINE DIMENSIONS GIVEN IN THE APPLICABLE STANDARDS, TRP-GUIDELINES, AND AUSTRACODES.

6. CIRCULATION OF WHEELCHAIRS SHOULD BE CONSIDERED AT EACH BUS STOP BASED ON SITE SPECIFIC CONDITIONS AND TO ADDRESS COMPLIANCE WITH DSAPT. LINE MARKINGS OF THE 2NL ALLOCATED SPACES (PRO RATING 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 300MM 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 GRADED SURFACE WHERE APPROPRIATE.

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.

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

10. FOR DETAILS OF BUS STOP SIGNAGE (J-POLE/BLADE) AND FOOTING DETAILS REFER TO TRANSLINK SIGNAGE MANUAL.

11. SET OUT 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 LIASE 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 HARDEST BOARDING POINT AREA AND MOUNTED ON EASILY MANNED 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 600MM 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 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 PTM 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.
NOTES:

HARDSTAND
1. THE MANDATORY (COMPLIANT TO DSAPT) MINIMUM BOARDING POINT HARDSTAND AREA IS 1480MM X 2090MM, 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 HARDSTANDS AND ADJACENT AREAS TO THE BUS STOP SHALL MEET APPLICABLE STANDARDS IN RELATION TO THE ADJACENT SITE CONDITIONS, AND TO PREVENTively ACHIEVE A LONGITUDINAL AND CROSS FALL GRADIENT OF MAXIMUM 1:40 FALL.
3. HARDSTANDS SHALL BE MINIMUM 128MM THICK BROAD FINISHED FOR SLIP RESISTANCE (GRADE NS2 CONCRETE S7.3 MESH PLACED CENTRALLY, OR, AS REQUIRED BY THE RELEVANT STATUTORY AUTHORITY). FOR SLAB THICKENING AND DOWEL PLACING AT THE END OF CONCRETE HARDSTAND AREAS, JOIN LAYOUT AND SPECIFICATIONS REFER TO LOCAL GOVERNMENT SPECIFIC REQUIREMENTS.

ACCESS
5. WHERE BUS STOPS ARE LOCATED ALONG CYCLE ROUTES, SHARED ACCESS PATHS SHOULD BE APPLIED AS PER LOCAL GOVERNMENT REQUIREMENTS OR WITH REFERENCE TO RELEVANT GUIDELINE DIMENSIONS GIVEN IN THE APPLICABLE STANDARDS, TRANSLINK GUIDELINES, AND EU GUIDELINES.
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 2x 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 ALQACKET PATHWAY OF TRAVEL. FOR EXAMPLE, FOR A LIGHT CONCRETE COLOURED PATHWAY (A BLACK COLOURED TGS MAY BE APPROPRIATE). FOR A BLACK BITUMEN PATHWAY (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 (P-POLE/BLADE) AND FOOTING DETAILS REFER TO TRANSLINK SIGNAGE MANUAL.
11. SET OUT OF BLACK SIGN (REFER TO THE PREMIUM STOP TRANSLINK DRAWING) IS POSITIONED AS SHOWN DUE TO BUS STOP OPERATIONS, AND ROADS SAFETY REQUIREMENTS AND IS NON-COMPLIANT WITH DSAPT. PLACE LAVISH WITH TRANSLINK FOR DETAILS ON THIS REQUIREMENT.
12. BUS STOP SEAT SHALL INCLUDE ANODISED ALUMINIUM 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 PATHWAY OF TRAVEL ENABLE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).
13. BUS STOP BIN SHOULD BE AN 80LITRE CIRCULAR CONSTRUCTION (SMALL SLIT PERFORATIONS) WHICH CAN BE EASILY MAINTAINED. BIN SHOULD INCLUDE A GALVANISED STEEL LINER AND A BIRD-PROOF LID. WHERE BIN ABUTS A CONTINUOUS ACCESSIBLE PATHWAY OF TRAVEL ENABLE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING). BIN TO BE MINIMUM 600MM 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 GUARDIAN 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.
NOTES:

HAIRDSTAND
1. THE MANDATORY COMPLIANT TO DSAPT. MINIMUM BOARDING POINT HAIRDSTAND AREA IS 1.5M X 2.7M, POSITIONED AS SHOWN ON THE TRANSLINK DRAWINGS. A LARGER HAIRDSTAND AREA IS PREFERRED AND IS DEPENDENT ON SITE SPECIFIC CONDITIONS.
2. THE MANDATORY LONTUDINAL AND CROSS FALL GRADIENT AT BOARDING POINT IS MAXIMUM 1:45 FALL ACROSS THE BOARDING POINT AREA. SHOWN HATCHED. ALL OTHER HAIRDSTAND AND ADJACENT AREAS TO THE BUS STOP SHALL MEET APPLICABLE STANDARDS IN RELATION TO THE ADJACENT SITE CONDITIONS. AND TO PREVIOUSLY ACHIEVE A LONTUDINAL AND CROSS FALL GRADIENT OF MAXIMUM 1:41 FALL.
3. HAIRDSTANDS SHALL BE MINIMUM 120MM THICK BROOM FINISHED FOR SLIP RESISTANCE. GRADE N25 CONCRETE 0.72 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 HAIRDSTAND ACCESS SPACE OF 150MM MINIMUM IS REQUIRED BETWEEN AND AROUND ALL BUS STOP INFRASTRUCTURE (150X150MM DESIRABLE).

ACCESS
5. WHERE BUS STOPS ARE LOCATED ALONG CYCLE 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 AUSTRAC.
6. CIRCULATION OF WHEELCHAIRS SHOULD BE CONSIDERED AT EACH BUS STOP BASED ON SITE SPECIFIC CONDITIONS AND TO ADDRESS COMPLIANCE WITH DSAPT. LINEMARKING OF THE 2M ALLOCATED SPACES (PWD WAITING ZONES) IS NOT REQUIRED.
7. TACTILE GROUND SURFACE INDICATORS (TGSI) SHOULD BE PREFERABLY BE INSTALLED AS SHOWN ON THE TRANSLINK DRAWINGS. WHERE THERE IS A PATHWAY ACCESSING A BUS STOP, DIRECTIONAL TGSI SHALL BE INSTALLED FOR THE FULL WIDTH OF THE PATH OF TRAVEL OVER A MINIMUM 300M DEPTH AND PERPENDICULAR TO THE DIRECTION OF TRAVEL WHEN APPROACHING. DIRECTIONAL TGSI SHALL BE USED ACROSS THE OPEN SPACE FROM THE ACCESS PATHWAY DIRECTIONAL TGSI TO THE BOARDING POINT. WARNING TGSI: TGSI TO EXTEND TO THE SHORELINE - I.E. BUILDING LINE, WALL, A FENCE, A CURB, OR A GRASS VERGE WHERE APPLICABLE.
8. THE COLOUR OF TGSI SHALL BE SELECTED BASED ON SITE SPECIFIC REQUIREMENTS. INTEGRATED TGSI SHALL HAVE A MINIMUM COLOUR CONTRAST OF 30% COMARED 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) TGSI MAY BE APPROPRIATE. FOR A BLACK BITUMEN PATH OF TRAVEL LIGHT COLOURED (E.G. WHITE OR YELLOW) TGSI 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 PATHWAY" ACCESSIBLE PATH OF TRAVEL ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).

FURNITURE & SIGNAGE
10. FOR DETAILS OF BUS STOP SIGNAGE (PLOMBLACE) AND FOOTING DETAILS REFER TO TRANSLINK SIGNAGE MANUAL.
11. SETOUT OF BLADE SIGN (REFER TO THE PREMIUM STOP TRANSLINK NOTES)
12. BUS STOP SEAT SHOULD INCLUDE ANODISED ALUMINIUM BATTENS WITH ARMSRENDS 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 INHIBITS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).
13. BUS STOP BIN SHOULD BE AN 80LITRE CIRCULAR CONSTRUCTION (SMALL SLOT PERFORATIONS WHICH CAN BE EASILY MAINTAINED). BIN SHOULD INCLUDE A GALLERISED 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 300MM 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 SITE CONDITIONS WITH REFERENCE TO THE GUIDANCE CONTAINED WITHIN THE PTIM, AND FOR ADDITIONAL REQUIREMENTS AND DESIGN ALTERNATIVES REFER TO THE COMPONENT 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.
NOTES:

HARDEST

1. THE MANDATORY (COMPLIANT TO DSAPT) MINIMUM BOARDING POINT HARDSTAND AREA IS 1500MM X 2100MM, 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 1:40 FALL ACROSS THE BOARDING POINT AREA (SHOWN HATCHED). ALL OTHER HARDSTAND AND ALLEYS 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 120MM THICK BROOM FINISHED (FOR SLIP RESISTANCE GRAGE N25 CONCRETE 0.73M 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.


ACCESS

5. WHERE BUS STOP 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 AUSTROADS.

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 (TGSI) SHOULD PREFERABLY BE INSTALLED AS SHOWN ON THE TRANSLINK DRAWINGS, WHERE THERE IS A PATHWAY ACCESSING A BUS STOP DIRECTLY, TGSI 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 TGSI SHALL BE USED ACROSS THE OPEN SPACE FROM THE ACCESS PATHWAY DIRECTIONAL TGSI TO THE BOARDING POINT WARNING TGSI. TGSI TO EXTEND TO THE SHORELINE (I.E. BUILDING LINE). WALL A FENCE, A KERB OR A GRASS VERGE WHERE APPLICABLE.

8. THE COLOUR OF TGSI SHALL BE SELECTED BASED ON SITE SPECIFIC REQUIREMENTS. INTEGRATED TGSI 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) TGSI MAY BE APPROPRIATE. FOR A DARK BETWEEN PATH OF TRAVEL LIGHT COLOURED (E.G. WHITE OR YELLOW) TGSI 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 AVOIDS 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 (POLY/BLADE) AND FOOTING DETAILS REFER TO TRANSLINK SIGNAGE MANUAL.

11. SET UP 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 ARMSETS 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 300MM 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 SITE CONDITIONS WITH REFERENCE TO THE GUIDANCE CONTAINED WITHIN THE PTM AND FOR ADDITIONAL REQUIREMENTS AND DESIGN ALTERNATIVES REFER TO THE COMPONENTS TABLE CONTAINED IN THE PTM.

16. REFER TO PTM GLOSSARY FOR DEFINITIONS OF TERMS AND PTM 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.

* NOTES:

12 BUS STOP SEAT SHOULD INCLUDE ANODISED ALUMINIUM BATTENS WITH

14 ALL BUS STOPS TO BE DSAPT COMPLIANT. FOR FURTHER GUIDANCE REFER TO THE RELEVANT STANDARDS, TRANSLINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.

16 REFER TO PTM GLOSSARY FOR DEFINITIONS OF TERMS AND PTM 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.

*
NOTES:

1. **HARDSTAND**
   - THE MANDATORY (COMPLIANT TO DSAPT) MINIMUM BOARDING POINT HARDSTAND AREA IS 1484MM X 230MM, POSITIONED AS SHOWN ON THE TRANSLINK DRAWINGS. A LARGER HARDSTAND AREA IS PREFERRED AND IS DEPENDENT ON SITE SPECIFIC CONDITIONS.
   - THE MANDATORY LONGITUDINAL AND CROSS FALL GRADING AT BOARDING POINT IS MAXIMUM 1:40 FALL ACROSS THE BOARDING POINT AREA (SHOWN WHERE A LARGER HARDSTAND AREA IS PREFERRED). THE SHORELINE SHOULD 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.
   - HARDSTANDS SHALL BE MINIMUM 128MM THICK BRICKWORK FINISHED (FOR SLIP RESISTANCE) GRADE NO.5 CONCRETE SL72 MESH PLACED CENTRALLY OR, AS REQUIRED BY THE RELEVANT STATUTORY AUTHORITY FOR SLAB THICKENING AT MACHINE LOCATIONS AND JOINT DESIGN AND SPECIFICATIONS REFER TO LOCAL GOVERNMENT SPECIFIC REQUIREMENTS.
   - A CLEAR HARDSTAND ACCESS SPACE OF 1300MM MINIMUM IS REQUIRED BETWEEN AND AROUND ALL BUS STOP INFRASTRUCTURE (1500MM DESIRABLE).

2. **ACCESS**
   - WHERE BUS STOPS ARE LOCATED ALONG CYCLE 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 AUSTRAD.
   - 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 (PRO WATING ZONES) IS NOT REQUIRED.
   - TACTILE SURFACE INDICATORS (TSI) SHOULD BE SELECTED AT EACH BUS STOP BEING CONSIDERED AS SHOWN IN THE TRANSLINK DRAWINGS. WHERE THERE IS A PATHWAY ACCESSING A BUS STOP, DIRECTIONAL TSI 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 TSI SHALL BE USED ACROSS THE OPEN SPACE FROM THE ACCESS PATHWAY DIRECTIONAL, TSI TO THE BOARDING POINT WARNING TSI TSI TO EXTEND TO THE SHORELINE - I.E. BUILDING LINE, WALL, FENCE, A BIRD, OR A CROSS VERGE WHERE APPLICABLE.
   - THE COLOUR OF TSI SHALL BE SELECTED BASED ON SITE SPECIFIC REQUIREMENTS. INTEGRATED TSI SHALL HAVE A MINIMUM COLOUR CONTRAST OF 30% COMPARED TO THE AMOUNT OF LIGHT REFLECTED FROM THE SURFACE OF THE_adjacent PathWAY TRAVEL. FOR EXAMPLE, FOR A LIGHT CONCRETE COLOURED PATH OF TRAVEL DARK COLOURED (E.G. BLACK) TSI MAY BE APPROPRIATE. FOR A DARK BROWN PATH OF TRAVEL LIGHT COLOURED E.G. WHITE OR YELLOW TSI MAY BE APPROPRIATE. THIS CONTRAST MUST BE MAINTAINED IN BOTH WET AND DRY CONDITIONS.

3. **SHELTER**
   - 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).
   - BUS STOP SEAT SHOULD INCLUDE ARMREST Aluminium BATTELS WITH ARMRESTS ALONG THE SEAT. SEATS SHOULD BE BOLTED TO HARDSTAND AREA AND MADE FROM EASILY MAINTAINED MATERIALS. SEATS TO BE COMPATIBLE WITH DSAPT. WHERE A SEAT ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL, ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).
   - BUS STOP BIN SHOULD BE AN 80 LITRE CIRCULAR CONSTRUCTION (SMALL SLOT PERFORATION) 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 80MM SETBACK FROM ACCESS PATHWAY.

4. **ADDITIONAL REQUIREMENTS**
   - ALL BUS STOPS TO BE DSAPT COMPLIANT. FURTHER GUIDANCE REFER TO THE RELEVANT STANDARD, TRANSLINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.
   - 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.
   - REFER TO PTIM GLOSSARY FOR DEFINITIONS OF TERMS AND PTIM ABBREVIATIONS FOR DEFINITIONS OF ACRONYMS.
   - ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
   - DIMENSION TO BE CONFIRMED ON SITE IN RELATION TO SITE CONDITIONS.
NOTES:

HARDSTAND
1 THE MANDATORY (COMPULSORY 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 LONUTIONAL AND CROSS FALL GRADIENT AT BOARDING POINT IS MAXIMUM 1:40 FALL ACROSS THE BOARDING POINT AREA (SHOWN HATCHED). ALL OTHER HARDSTANDS AND ALIGNED AREAS TO THE BUS STOP SHALL MEET APPLICABLE STANDARDS IN RELATION TO THE ADJACENT SITE CONDITIONS, AND TO PREPARE MESS A LONUTIONAL AND CROSS FALL GRADIENT OF MAXIMUM 1:40 FALL.
3 HARDSTANDS SHOULD BE MINIMUM 150MM THICK BRIQ FLOORING FOR SLIP RESISTANCE, GRADE N23 CONCRETE SL17M 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 100MM MINIMUM IS REQUIRED BETWEEN AND AROUND ALL BUS STOP INFRASTRUCTURE (1000MM DESIRABLE).

ACCESS
5 WHERE BUS STOPS ARE LOCATED ALONG CYCLE ROUTES, SHARED-ACCESS PATHS SHOULD BE APPLIED AS PER LOCAL GOVERNMENT REQUIREMENTS OR WITH REFERENCE TO RELEVANT GUIDELINE DIMENSIONS GIVEN IN THE APPLICABLE STANDARDS, TRANSLINK GUIDELINES, AND AUSTRACOS.
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 2ND ALLOCATED SPACES (PWD WAITING ZONES) IS NOT REQUIRED.
7 TACTILE GROUND SURFACE INDICATORS (TGSI) SHOULD PREFERABLY BE INSTALLED AS SHOWN ON THE TRANSLINK DRAWINGS. WHERE THERE IS A PATHWAY ACCESSING A BUS STOP, DIRECTIONAL TGSI SHALL BE INSTALLED FOR THE FULL WIDTH OF THE PATH OF TRAVEL OVER A MINIMUM NOOKM DEPTH AND PERPENDICULAR TO THE DIRECTION OF TRAVEL. WHEN APPROACHING DIRECTIONAL TGSI SHALL BE USED ACROSS THE OPEN SPACE FROM THE ACCESS PATHWAY DIRECTIONAL TGSI TO THE BOARDING POINT WARNING TGSI. TGSI TO EXTEND TO THE SHORELINE - I.E. BUILDING LINE, WALL, A FENCE, A KERN OR A GRASS-VERGE WHERE APPLICABLE.
8 THE COLOUR OF TGSI SHALL BE SELECTED BASED ON SITE SPECIFIC REQUIREMENTS. INTEGRATED TGSI 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) TGSI MAY BE APPROPRIATE. FOR A BLACK BITUMEN PATH OF TRAVEL LIGHT COLOURED (E.G. WHITE OR YELLOW) TGSI 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).
10 FOR DETAILS OF BUS STOP SIGNAGE (UPPER/LOWER) AND FOOTING DETAILS REFER TO TRANSLINK SIGNAGE MANUAL.
11 SETOUT OF SIGNAGE (REFER TO THE PREMIUM STOP TRANSLINK DRAWING) IS POSITIONED AS SHOWN DUE TO BUS STOP OPERATIONS, AND ROAD SAFETY REQUIREMENTS AND IS NON-COMPATIBLE 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 CONSTRUCTION (SMALL SLOP PERFORATIONS WHICH CAN BE EASILY MAINTAINED). BIN SHOULD INCLUDE A GAVANISED 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 50MM SETBACK FROM ACCESS PATHWAY.

ADDITIONAL REQUIREMENTS
14 ALL BUS STOPS TO BE DSAPT COMPLIANT. FURTHER GUIDANCE REFERENCE THE RELEVANT STANDARDS, TRANSLINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.
15 ALL BUS STOP COMPONENTS SHOULD BE POSITIONED IN CONSIDERATION OF RELEVANT SITE CONDITIONS WITH REFERENCE TO THE GUIDELINE-contained WITHIN THE PTM AND FOR ADDITIONAL REQUIREMENTS AND DESIGN ALTERNATIVES Refer TO THE COMPONENTS TABLE CONTAINED IN THE PTM.
16 REFER TO PTM GLOSSARY FOR DEFINITIONS OF TERMS AND PTM 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.
NOTES:

1. ALL BUS STOPS TO BE ASPT COMPLIANT. FOR FURTHER GUIDANCE REFER TO THE PREMIUM STOP TRANSLINK SIGNAGE MANUAL.

2. CIRCULATION OF WHEELCHAIRS SHOULD BE CONSIDERED AT EACH BUS STOP WHERE BUS STOPS ARE LOCATED ALONG BICYCLE ROUTES, SHARED ACCESS PATHWAYS OR IN close PROXIMITY TO POOLS OR RECREATIONAL AREAS. WHERE THERE IS A PATHWAY ACCESSING A BUS STOP, DIRECTIONAL TGSI SHALL BE INSTALLED FOR THE FULL WIDTH OF THE PATH OF TRAVEL OVER A MINIMUM 600MM WIDTH AND PERPENDICULAR TO THE DIRECTION OF TRAVEL. WHEN APPROACHING DIRECTIONAL TGSI SHALL BE USED ACROSS THE OPEN SPACE FROM THE ACCESS PATHWAY DIRECTIONAL TGSI TO THE BOARDING POINT WARNING TGSI. TGSI TO EXTEND TO THE SHORELINE - i.e. BUILDING LINE, WALL, A FENCE, A KERB OR A GRASS VERGE WHERE APPLICABLE.

3. THE COLOUR OF TGSI SHALL BE SELECTED BASED ON SITE SPECIFIC REQUIREMENTS. INTEGRATED TGSI 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, A LIGHT CONCRETE COLOURED PATH OF TRAVEL, DARK COLOURED (E.G. BLACK) TGSI MAY BE APPROPRIATE. FOR A BLACK BITUMEN PATH OF TRAVEL LIGHT COLOURED (E.G. WHITE OR YELLOW) TGSI MAY BE APPROPRIATE. THIS CONTRAST MUST BE MAINTAINED IN BOTH WET AND DRY CONDITIONS.


ADDITIONAL REQUIREMENTS

14. ALL BUS STOPS TO BE ASPT 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.

HARDBOARD

1. THE MANDATORY (COMPULSORY TO DSAPT) MINIMUM BOARDING POINT HARDBOARD AREA IS 1500MM X 2000MM, POSITIONED AS SHOWN ON THE TRANSLINK DRAWINGS. A LARGER HARDBOARD AREA IS PREREFERRED 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 HARDBOARD AND ACCESSIBLE AREAS TO THE BUS STOP SHALL MEET APPLICABLE STANDARDS IN RELATION TO THE ADJACENT SITE CONDITIONS, AND TO PREPAREDLY ACHIEVE A LONGITUDINAL AND CROSS FALL GRADIENT OF MAXIMUM 1:40 FALL.

3. HARDBOARDS SHALL BE MINIMUM 120MM THICK BROOM FINISHED (FOR SLIP RESISTANCE) UNDERNOAKET CONCRETE 0.37 MESH PLACED CENTRALLY OR AT THE REQUIRED BY THE RELEVANT STATUTORY AUTHORITY. FOR SLAB THICKENING AT FURNITURE LOCATIONS, AND JOIN LAYOUT AND SPECIFICATIONS REFER TO LOCAL GOVERNMENT SPECIFIC REQUIREMENTS.


ACCESS

5. WHERE BUS STOPS ARE LOCATED ALONG BICYCLE ROUTES, SHARED ACCESS PATHWAYS SHOULD BE APPLIED AS PER LOCAL GOVERNMENT REQUIREMENTS OR WITH REFERENCE TO RELEVANT GUIDE LINES, DIMENSIONS GIVEN IN THE APPLICABLE STANDARDS, TRANSLINK GUIDELINES, AND AUSTROADS.

6. ROAD SAFETY REQUIREMENTS AND IS NON-COMPLIANT WITH DSAPT. PLEASE LIAISE WITH TRANSLINK FOR DETAILS ON THIS REQUIREMENT.

7. SETOUT OF BLADE SIGN (REFER TO THE TRANSFALK DRAWINGS. WHERE A SHELTER ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).

8. 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 NON-COMPLIANT WITH DSAPT. WHERE A SEAT ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).

9. 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 50MM SETBACK FROM ACCESS PATHWAY.

10. FOR DETAILS OF BUS STOP SIGNAGE (POLYMER/AIRCLE) AND FOOTING DETAILS REFER TO TRANSLINK SIGNAGE MANUAL.

11. 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 NON-COMPLIANT WITH DSAPT. WHERE A SEAT ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL ENSURE MINIMUM 30% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).

12. 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 50MM SETBACK FROM ACCESS PATHWAY.

13. BUS STOP BUCKET 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 50MM SETBACK FROM ACCESS PATHWAY.

14. ALL BUS STOPS TO BE ASPT 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.
NOTES:

HARDESTAND
1. The mandatory (compliant to DSAPT) minimum boarding point hardstand area is 14MM X 258MM, 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 minimum 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 250MM thick broom finished (for Slip Resistance) grade NS2 concrete. (2.5MM Mesh) placed centrally. Or, as required by the relevant statutory authority. For slab thinning at furniture locations, and joint layout and specifications refer to local government specific requirements.
4. A clear hardstand access space of 105MM minimum is required between and around all bus stop infrastructure (150MM 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. This guidelines and Austroads.
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 (TGSi) should preferably be installed as shown on the Translink Drawings. Where there is a path way accessing a bus stop, directional TGSi 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 TGSi shall be used across the open space from the access pathway. Directional TGSi to the boarding points marking TGSi to extend to the shoreline - i.e building line, wall, a fence, a kerb, or a grass verge where applicable.
8. The colour of TGSi shall be selected based on site specific requirements. Integrated TGSi 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). TGSi may be appropriate. For a black bitumen path of travel, light coloured (e.g. white) or yellow TGSi may be appropriate. This contrast must be maintained in both wet and dry conditions.
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).

SH iel ter
10. For details of bus stop signage (2 pole/flag) and footpath details refer to Translink signage manual.
11. Setout of black sign (refer to the Premium stop Translink signage) 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 seats should include angled aluminium batten 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 80Litre circular construction (small slop 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 30MM setback from access pathway.

ADDITIONAL REQUIREMENTS
14. All bus stops to be DSAPT compliant. For further guidance refer to the relevant guidelines, 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 PTM and for additional requirements and design alternatives refer to the components table contained in the PTM.
16. Refer to PTM Glossary for definitions of terms and PTM 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.
**NOTES:**

**HARDESTAND**
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 preferentially achieve a longitudinal and cross fall gradient of maximum 1:40 fall.
3. Hardstands shall be minimum 150mm thick exposed finish (for slab thickness, refer to PTIM, Bus stop infrastructure chapter). All other hardstand and adjacent areas to the bus stop shall meet applicable standards in relation to the adjacent site conditions.
4. A clear hardstand access space of 1000mm minimum is required between and around all bus stop infrastructure (1000mm 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 Austracodes.
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 (in red waiting zones) is not required.
7. Tactile ground surface indicators (TGSI) should preferably be installed as shown on the translink drawings, where there is a pathway accessing a bus stop. Directional TGSI 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 TGSI shall be used across the open space from the access pathway. Directional TGSI to the boarding point are shown on the translink drawings. Where a shelter abuts a continuous accessible path of travel, ensure minimum 30% luminance contrast against background (e.g. flooring).
8. The colour of TGSI shall be selected based on site specific requirements. Integrated TGSI 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) TGSI may be appropriate. For a black bitumen path of travel, light coloured (e.g. white) or yellow TGSI 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).
10. For details of bus stop signage (light pole/face) and footing details refer to translink signage manual.
11. Setout of black face (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 800x1300 PWD waiting zone. Bin should include a galvanised steel liner and a bird-proof lid. Where a 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 PTM, and for additional requirements and design alternatives refer to the components table contained in the PTM.
16. Refer to PTM glossary for definitions of terms and PTM abbreviations for definitions of acronyms.
17. All drawings dimensions are in millimetres unless noted otherwise.

* dimension to be confirmed on site in relation to site conditions.
NOTES:

1. HARDSTAND/SLAB DESIGN TO BE SUITED TO SITE SPECIFIC REQUIREMENTS.

2. SHELTER FOOTING DESIGN TO BE SUITED TO GRADIENTS NOT GREATER THAN 2% FALL PRIOR TO MECHANICAL SHIMS.

3. SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR SHELTER STRUCTURE COLOUR TO BE RESINE JON.

4. 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).

5. LIGHTING DESIGN TO COMPLY WITH THE RELEVANT STANDARDS AND BE COMPLIANT WITH DSAPT.

6. BUS STOP COMPONENTS SHOULD BE POSITIONED IN CONSIDERATION OF RELEVANT ONSITE CONDITIONS WITH REFERENCE TO THE GUIDANCE CONTAINED WITHIN THE PTIM.

7. ALL BUS STOPS TO BE DSAPT COMPLIANT, FOR FURTHER GUIDANCE REFER TO THE PTIM MANUAL.

8. AD PANEL

9. ALL BUS STOPS TO BE DSAPT COMPLIANT, FOR FURTHER GUIDANCE REFER TO THE PTIM, BUS STOP INFRASTRUCTURE CHAPTER.

10. ALL MEASUREMENTS AND DIMENSIONS SHALL HAVE AN APPLIED TOLERANCE OF 3MM.

11. SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR SHELTER CONSTRUCTION.

12. ALL BUS STOPS TO BE DSAPT COMPLIANT. FOR FURTHER GUIDANCE REFER TO THE RELEVANT STANDARDS, TRANSLINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.

13. 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.

14. REFER TO PTIM GLOSSARY FOR DEFINITIONS OF TERMS AND, PTIM ABBREVIATIONS FOR DEFINITIONS OF ACRONYMS.

15. ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
NOTES:

1 HARDSTAND/SLAB DESIGN TO BE SUITED TO SITE SPECIFIC REQUIREMENTS.

2 HARDSTAND/SLAB DESIGN TO BE SUITED TO GRADIENTS NOT GREATER THAN 2% FALL PRIOR TO MECHANICAL SHIMS.

3 SHELTER FOOTING DESIGN BY OTHERS AND TO LOCAL GOVERNMENT REQUIREMENTS.

4 FOR FURTHER INFORMATION AND GUIDANCE ON BUS SHELTER LOCATIONAL REQUIREMENTS AND SITE PLACEMENT REFER TO THE PTIM SITE LAYOUT DRAWINGS.

5 SHELTER STRUCTURE COLOUR TO BE RESINE JON.

6 SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR THE RELEVANT SUITABILITY OF THE SHELTER.

7 FOR DETAILS OF BUS STOP SIGNAGE REFER TO TRANSLINK SIGNAGE MANUAL.

8 BUS STOP SEAT SHOULD INCLUDE ANODISED ALUMINIUM BATTENS WITH ARMRESTS ALONG THE SEAT. SEATS SHOULD BE BOLTED TO HARDSTAND AND MADE FROM EASILY MAINTAINED MATERIALS. SEATS TO BE COMPATIBLE WITH DSAPT. WHERE A SEAT ABUTS A CONTINUOUS CONTRAST AGAINST BACKGROUND (E.G. FLOORING).

9 LIGHTING DESIGN TO COMPLY WITH THE RELEVANT STANDARDS AND BE COMPATIBLE WITH DSAPT.

ADDITIONAL REQUIREMENTS

10 ALL MEASUREMENTS AND DIMENSIONS SHALL HAVE AN APPLIED TOLERANCE OF 3MM.

11 SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR SHELTER CONSTRUCTION.

12 ALL BUS STOPS TO BE DSAPT COMPLIANT. FOR FURTHER GUIDANCE REFER TO THE RELEVANT STANDARDS, TRANSLINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.

13 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.

14 REFER TO PTIM GLOSSARY FOR DEFINITIONS OF TERMS, AND, PTIM ABBREVIATIONS FOR DEFINITIONS OF ACRONYMS.

15 ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
NOTES:

HARDSTAND
1 HARDSTAND/SLAB DESIGN TO BE SUITED TO SITE SPECIFIC REQUIREMENTS.
2 HARDSTAND/SLAB DESIGN TO BE SUITED TO GRADIENTS NOT GREATER THAN 2% FALL PRIOR TO MECHANICAL SHIMS.
3 SHELTER FOOTING DESIGN BY OTHERS AND TO LOCAL GOVERNMENT REQUIREMENTS.

SHELTER & SITE LAYOUT
4 FOR FURTHER INFORMATION AND GUIDANCE ON BUS SHELTER LOCATIONAL REQUIREMENTS AND SITE PLACEMENT REFER TO THE PTIM SITE LAYOUT DRAWINGS.
5 SHELTER STRUCTURE COLOUR TO BE RESINE JON.
6 SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR STRUCTURAL DESIGN.

FURNITURE, SIGNAGE & LIGHTING
7 FOR DETAILS OF BUS STOP SIGNAGE REFER TO TRANSLINK SIGNAGE MANUAL.
8 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 SLATTED SEAT. SEATS TO BE BOLTED TO HARDSTAND AND MADE FROM EASILY MAINTAINED MATERIALS. SEATS TO BE BOLTED TO HARDSTAND AREAS, 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).
9 LIGHTING DESIGN TO COMPLY WITH THE RELEVANT STANDARDS AND BE COMPATIBLE WITH DSAPT.

ADDITIONAL REQUIREMENTS
10 ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
11 ALL BUS STOPS TO BE DSAPT COMPLIANT. FOR FURTHER GUIDANCE REFER TO THE RELEVANT STANDARDS, TRANSLINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.
12 BUS STOP COMPONENTS SHOULD BE POSITIONED IN CONSIDERATION OF RELEVANT SITE CONDITIONS WITH REFERENCE TO THE GUIDANCE CONTAINED WITHIN THE PTIM. FOR ADDITIONAL REQUIREMENTS AND DESIGN ALTERNATIVES REFER TO THE COMPONENTS TABLE CONTAINED IN THE PTIM.
13 REFER TO PTIM GLOSSARY FOR DEFINITIONS OF TERMS, AND, PTIM ABBREVIATIONS FOR DEFINITIONS OF ACRONYMS.
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2. HARDSTAND/SLAB DESIGN TO BE SUITED TO GRADIENTS NOT GREATER THAN 2% FALL PRIOR TO MECHANICAL SHIMS.
3. SHELTER FOOTING DESIGN BY OTHERS AND TO LOCAL GOVERNMENT REQUIREMENTS.
4. FOR FURTHER INFORMATION AND GUIDANCE ON BUS SHELTER LOCATIONAL REQUIREMENTS AND SITE PLACEMENT REFER TO THE PTM SITE LAYOUT DRAWINGS.
5. SHELTER STRUCTURE COLOUR TO BE RESINE JON.
6. SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR ALL MEASUREMENTS AND DIMENSIONS SHALL HAVE AN APPLIED TOLERANCE OF 3MM.
7. BUS STOP SEAT SHOULD INCLUDE ANODISED ALUMINIUM BATTENS WITH ARMRESTS ALONG THE SEAT. SEATS SHOULD BE BOLTED TO HARDSTAND AREA, AND MADE FROM EASILY MAINTAINABLE MATERIALS. SEATS TO BE COMPLIANT WITH DSAPT WHERE A SEAT ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL, ENSURE MINIMUM 3% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).
8. LIGHTING DESIGN TO COMPLY WITH THE RELEVANT STANDARDS AND BE COMPLIANT WITH DSAPT.
9. ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED.
10. ALL BUS STOPS TO BE DSAPT COMPLIANT, FOR FURTHER GUIDANCE REFER TO PTIM GLOSSARY FOR DEFINITIONS OF TERMS, AND, PTIM MANUAL.
11. ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

ADDITIONAL REQUIREMENTS

1. ALL MEASUREMENTS AND DIMENSIONS SHALL HAVE AN APPLIED TOLERANCE OF 3MM.
2. SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR SHELTER CONSTRUCTION.
3. ALL BUS STOPS TO BE DSAPT COMPLIANT, FOR FURTHER GUIDANCE REFER TO THE RELEVANT STANDARDS, TRANSLINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.
4. ALL BUS STOP COMPONENTS SHOULD BE POSITIONED IN CONSIDERATION OF RELEVANT ONSITE CONDITIONS WITH REFERENCE TO THE GUIDANCE CONTAINED WITHIN THE PTM AND FOR ADDITIONAL REQUIREMENTS AND DESIGN ALTERNATIVES REFER TO THE COMPONENTS TABLE CONTAINED IN THE PTM.
5. REFER TO PTIM GLOSSARY FOR DEFINITIONS OF TERMS, AND, PTIM ABBREVIATIONS FOR DEFINITIONS OF ACRONYMS.
6. ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

Bus Shelter Designs - Type 2A

PTIM, Bus Stop Infrastructure Chapter

BUS SHELTER DESIGNS - TYPE 2A

Queensland Government

DRAWN: - DATE: JULY 2013

SCALE: AS SHOWN

DRG 5-0201

TRANSLink
NOTES:

1. HARDSTAND/SLAB DESIGN TO BE SUITED TO SITE SPECIFIC REQUIREMENTS.
2. HARDSTAND/SLAB DESIGN TO BE SUITED TO GRADIENTS NOT GREATER THAN 2% FALL PRIOR TO MECHANICAL SHIMS.
3. SHELTER FOOTING DESIGN BY OTHERS AND TO LOCAL GOVERNMENT REQUIREMENTS.

SHELTER & SITE LAYOUT

4. FOR FURTHER INFORMATION AND GUIDANCE ON BUS SHELTER LOCATIONAL REQUIREMENTS AND SITE PLACEMENT REFER TO THE PTIM SITE LAYOUT DRAWINGS.
5. SHELTER STRUCTURE COLOUR TO BE RESINE JON.
6. SHELTER FOOTING DESIGN TO BE SUITED TO SITE SPECIFIC.

FURNITURE, SIGNAGE & LIGHTING

7. FOR DETAILS OF BUS STOP SIGNAGE REFER TO TRANSLINK SIGNAGE MANUAL.
8. BUS STOP SEAT SHOULD INCLUDE ANCHORED 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).
9. LIGHTING DESIGN TO COMPLY WITH THE RELEVANT STANDARDS AND BE COMPLIANT WITH DSAPT.

ADDITIONAL REQUIREMENTS

10. ALL MEASUREMENTS AND DIMENSIONS SHALL HAVE AN APPLIED TOLERANCE OF 3MM.
11. SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR SHELTER CONSTRUCTION.
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4 FOR FURTHER INFORMATION AND GUIDANCE ON BUS SHELTER LOCATIONAL REQUIREMENTS AND SITE PLACEMENT REFER TO THE PTIM SITE LAYOUT DRAWINGS.
5 SHELTER STRUCTURE COLOUR TO BE RESINE JON.
6 SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR ALL MEASUREMENTS AND DIMENSIONS SHALL HAVE AN APPLIED TOLERANCE OF 3MM.
7 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 3% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).
8 BUS STOP SEAT WITH SLATTED ARMRESTS WITH ARMRESTS ALUMINIUM
9 LIGHTING DESIGN TO COMPLY WITH THE RELEVANT STANDARDS AND BE COMPLIANT WITH DSAPT.

ADDITIONAL REQUIREMENTS
10 ALL BUS STOP SIGNAGE REFER TO TRANSLINK SIGNAGE MANUAL.
11 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 3% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).
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3. SHELTER FOOTING DESIGN BY OTHERS AND TO LOCAL GOVERNMENT REQUIREMENTS.

SHELTER & SITE LAYOUT
4. FOR FURTHER INFORMATION AND GUIDANCE ON BUS SHELTER LOCAIONAL REQUIREMENTS AND SITE PLACEMENT REFER TO THE PTM SITE LAYOUT DRAWINGS.
5. SHELTER STRUCTURE COLOUR TO BE RESINE JON.
6. SHELTER PAINTWORK TO MEET RELEVANT AUSTRALIAN STANDARDS.

FURNITURE, SIGNAGE & LIGHTING
7. FOR DETAILS OF BUS STOP SIGNAGE REFER TO TRANSLINK SIGNAGE MANUAL.
8. 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 3% LUMINANCE CONTRAST AGAINST BACKGROUND (E.G. FLOORING).
9. LIGHTING DESIGN TO COMPLY WITH THE RELEVANT STANDARDS AND BE COMPLIANT WITH DSAPT.

ADDITIONAL REQUIREMENTS
10. ALL MEASUREMENTS AND DIMENSIONS SHALL HAVE AN APPLIED TOLERANCE OF 3MM.
11. SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR SHELTER CONSTRUCTION.
12. ALL BUS STOPS TO BE DSAPT COMPLIANT. FOR FURTHER GUIDANCE REFER TO THE RELEVANT STANDARDS, TRANSLINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.
13. ALL BUS STOP COMPONENTS SHOULD BE POSITIONED IN CONSIDERATION OF RELEVANT ONSITE CONDITIONS WITH REFERENCE TO THE GUIDANCE CONTAINED WITHIN THE PTM AND FOR ADDITIONAL REQUIREMENTS AND DESIGN ALTERNATIVES REFER TO THE COMPONENTS TABLE CONTAINED IN THE PTM.
14. REFER TO PTIM GLOSSARY FOR DEFINITIONS OF TERMS, AND PTIM ABBREVIATIONS FOR DEFINITIONS OF ACRONYMS.
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SHELTER & SITE LAYOUT
4 FOR FURTHER INFORMATION AND GUIDANCE ON BUS SHELTER LOCATIONAL REQUIREMENTS AND SITE PLACEMENT REFER TO THE PTM SITE LAYOUT DRAWINGS.
5 SHELTER STRUCTURE COLOUR TO BE RESINE JON
6 SHELTER PAINTWORK TO MEET RELEVANT AUSTRALIAN STANDARDS
7 FOR DETAILS OF BUS STOP SIGNAGE REFER TO TRANSLINK SIGNAGE MANUAL.
8 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 COMPATIBLE WITH DSAPT. WHERE A SEAT ABUTS A CONTINUOUS ACCESSIBLE PATH OF TRAVEL, ENSURE MINIMUM 30% CONTRAST AGAINST BACKGROUND (E.G. FLOORING).
9 LIGHTING DESIGN TO COMPLY WITH THE RELEVANT STANDARDS AND BE COMPATIBLE WITH DSAPT.

ADDITIONAL REQUIREMENTS
10 ALL MEASUREMENTS AND DIMENSIONS SHALL HAVE AN APPLIED TOLERANCE OF 3MM.
11 SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR SHELTER CONSTRUCTION.
12 ALL BUS STOPS TO BE DSAPT COMPLIANT. FOR FURTHER GUIDANCE REFER TO THE RELEVANT STANDARDS, TRANSLINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.
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14 REFER TO PTM GLOSSARY FOR DEFINITIONS OF TERMS, AND, PTM ABBREVIATIONS FOR DEFINITIONS OF ACRONYMS.
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NOTES:

1 HARDSTAND/SLAB DESIGN TO BE SUITED TO SITE SPECIFIC REQUIREMENTS.

2 HARDSTAND/SLAB DESIGN TO BE SUITED TO GRADIENTS NOT GREATER THAN 2% FALL PRIOR TO MECHANICAL BORNS.

3 SHELTER FOOTING DESIGN BY OTHERS AND TO LOCAL GOVERNMENT REQUIREMENTS.

4 SHELTER STRUCTURE COLOUR TO BE RESINE JON.

5 ALL BUS STOP COMPONENTS SHOULD BE POSITIONED IN CONSIDERATION OF RELEVANT ONSITE CONDITIONS WITH REFERENCE TO THE GUIDANCE CONTAINED WITHIN THE PTM AND FOR ADDITIONAL REQUIREMENTS AND DESIGN ALTERNATIVES REFER TO THE COMPONENTS TABLE CONTAINED IN THE PTM.

6 LIGHTING DESIGN TO COMPLY WITH THE RELEVANT STANDARDS AND BE COMPLIANT WITH DSAPT.

7 ARMRESTS ALONG THE SEAT. SEATS SHOULD BE BOLTED TO HARDSTAND Area, AND MADE FROM EASILY MAINTAINED MATERIALS. SEATS TO BE OTHERWISE.

8 BUS STOP SEAT SHOULD INCLUDE ANODISED ALUMINIUM BATTENS WITH АрМЕстр-along-the-seat. seAts shOULd be bolteD to hardSTAnd

9 LIGHTING DESIGN TO COMPLY WITH THE RELEVANT STANDARDS AND BE COMPLIANT WITH DSAPT.

10 ATTACHMENT OF LEAVES TO PROVIDE ENGINEERING CERTIFICATION FOR SHELTER CONSTRUCTION.

11 ALL BUS STOP TO BE DSAPT COMPLIANT, FOR FURTHER GUIDANCE REFER TO THE RELEVANT STANDARDS, TRANSLINK GUIDANCE AND RELEVANT LOCAL GOVERNMENT REQUIREMENTS.

12 SHELTER MANUFACTURER TO PROVIDE ENGINEERING CERTIFICATION FOR SHELTER CONSTRUCTION.

13 FOR FURTHER INFORMATION AND GUIDANCE ON BUS SHELTER DESIGN AND TO LOCAL GOVERNMENT REQUIREMENTS.

14 REFER TO PTIM GLOSSARY FOR DEFINITIONS OF TERMS, AND, PTIM ABBREVIATIONS FOR DEFINITIONS OF ACRONYMS.

15 ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.