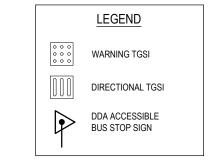
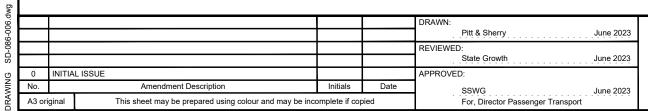
HARDSTAND SURFACE SHALL BE SLIP RESISTANT, TEXTURED AND ACHIEVE AN EVEN LONGITUDINAL AND CROSS FALL WIDTH VARIES BASED ON SHELTER SIZE AS PER STANDARD DRAWING SD-087-020 TO SD-087-032 LENGTH BASED ON BUS SHELTER SIZE AS PER STANDARD DRAWING SD-087-020 TO SD-087-032 GRADIENT OF MAXIMUM 1:40 FALL. IF REQUIRED GRADE CANNOT BE MET DUE TO SITE CONSTRAINTS, THIS SHALL BE SUBJECT TO CONSULTATION WITH THE RELEVANT ROAD MANAGER, IN COMBINATION WITH ALERTING PASSENGERS WHERE STEEP GRADIENT MEANS THAT THE BUS STOP MAY NOT BE SUITABLE FOR PEOPLE USING WHEEL CHAIRS. IF SITE CONSTRAINTS ALLOW TACTILE GROUND SURFACE INDICATORS (TGSI) ARE TO BE IN ACCORDANCE WITH AS 1428.4. COLOUR OF TGSI SHALL BE SELECTED BASED ON SITE SPECIFIC REQUIREMENTS. SUFFICIENT SPACE BEHIND SHELTER KERB TO BE A MINIMUM 150mm ABOVE ROAD SURFACE. BUILDING LINE / BACK OF PATH SEATS ARE TO BE "IDENTIFIED" FOR DISABILITY USE AND TO CONFORM TO AS1428.2. WHERE BUS STOPS ARE LOCATED ALONG BICYCLE ROUTES, SHARED ACCESS PATH GEOMETRY SHOULD BE APPLIED WHEEL CHAIR WAITING AREA SIGNAGE WHERE 1200 MINIMUM CLEAR ACCESS IS TO BE PROVIDED IN ACCORDANCE WITH-AS PER SITE SPECIFIC REQUIREMENTS. NOT ACHIEVABLE, REDUCE DIRECTIONAL AS1428.1 CLAUSE 5.2 CIRCULATION OF WHEELCHAIRS SHOULD BE CONSIDERED AT EACH BUS STOP BASED ON SITE SPECIFIC CONDITIONS. LINE-MARKING OF THE ALLOCATED SPACES IS NOT REQUIRED. ALLOCATED SPACE VARIES 10. FOR DETAILS OF BUS STOP SIGNAGE DETAILS REFER TO STANDARD DRAWINGS SD-087-005. AS PER STANDARD DRAWING-SD-087-020 TO SD-087-032 11. ALL BUS STOP COMPONENTS SHOULD BE POSITIONED IN CONSIDERATION OF RELEVANT ONSITE CONDITIONS. 12. ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. SEATING -DIRECTIONAL TGSI 800 X 1300 800 X 1300 ALLOCATED ACCESS PATH ALLOCATED CLEAR SPACE WHEEL CHAIR WHEEL CHAIR BUS SHELTER FOOTING VARIES 1540 x 2070 WHEELCHAIR BOARDING POINT MAY BE SPACE **SPACE** REDUCED TO 1500 X 1500 AT CONSTRAINED SITE. SUBJECT TO APPROVAL BY THE DEPARTMENT OF AS PER STANDARD DRAWING SD-087-020 TO SD-087-032 -STATE GROWTH -STANDARD BUS BLADE -WARNING TGSI BUS SHELTER AS PER STANDARD DRAWINGS SD-087-020 TO SD-087-032 BUS STOP SIGN MANOFUVRING AREA TIMETABLE CASE **BOTTOM MINIMUM 900** ABOVE GROUND FACE OF KERB **TOP MAXIMUM 1500** ABOVE GROUND IF SITE CONSTRAINTS DON'T ALLOW CLEAR ACCESS BEHIND SHELTER OF KERB 600 - 800_ 400-500 2070 MIN. 1200 MIN. ACCESS PATH 1:3 MAX 1:40 MAX ROAD MAXIMUM GRADE 1:40 BASE MATERIAL 150 HARDSTAND SECTION (A TRAFFIC DIRECTION

MINIMUM GRADE A BUS STOP WITH KERB (N.T.S.)







Department of State Growth

STANDARD DRAWING
TRAFFIC FACILITIES
BUS STOPS
DDA ACCESSIBLE BUS STOP
GRADE A (WITH KERB)

NOTES:

ALL BUS STOPS STANDARD DRAWINGS ARE INTENDED TO REPRESENT THE TARGET PARAMETERS FOR A TYPICAL SITE. CONSTRAINTS AT SPECIFIC SITES HOWEVER MAY DICTATE THE NECESSITY TO VARY FROM THESE DRAWINGS. THIS SHALL BE CONSIDERED ON A SITE SPECIFIC BASIS, SUBJECT TO CONSULTATION WITH THE RELEVANT ROAD MANAGER.

2. ALL STOPS SHALL BE IN ACCORDANCE WITH AUSTROADS GUIDE TO ROAD DESIGN PART 3 CLAUSE 4.13.

HARDSTANDS AND FOOTPATHS SHALL BE CONCRETE IN ACCORDANCE WITH IPWEA/LGAT STANDARD DRAWING

DO NOT SCALE

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STANDARD DRAWING NUMBER

REVISION NUMBER

SD-087-006

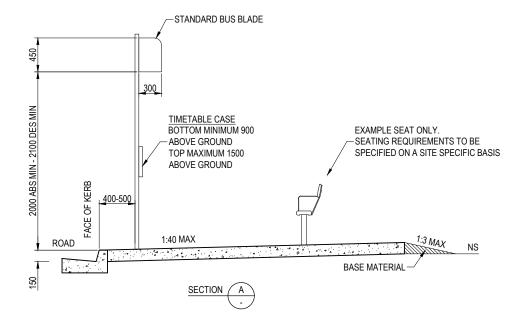
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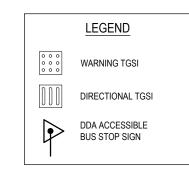
IF SITE CONSTRAINTS ALLOW SUFFICIENT SPACE BEHIND SEATING WIDTH VARIES ____ 800 MIN. BUILDING LINE / BACK OF PATH WHERE 1200 MINIMUM CLEAR ACCESS IS NOT ACHIEVABLE, REDUCE DIRECTIONAL WHEELCHAIR WAITING AREA TGSI TO SUIT SIGNAGE TO BE IN ACCORDANCE WITH AS 1428.1 CLAUSE 5.2 SEATING -DIRECTIONAL TGSI -ACCESS PATH ALLOCATED CLEAR SPACE WHEEL CHAIR 1540 x 2070 WHEELCHAIR BOARDING POINT MAY BE SPACE REDUCED TO 1500 X 1500 AT A CONSTRAINED SITE. SUBJECT TO APPROVAL BY THE DEPARTMENT OF STATE GROWTH -WARNING TGSI -BUS STOP SIGN MANOEUVRING AREA IF SITE CONSTRAINTS DON'T ALLOW FACE OF KERB CLEAR ACCESS BEHIND SEATING 300 600 - 800 _600 MIN ACCESS PATH MAXIMUM GRADE 1:40 HARDSTAND TRAFFIC DIRECTION

MINIMUM GRADE B BUS STOP WITH KERB NTS

NOTES:

- ALL BUS STOPS STANDARD DRAWINGS ARE INTENDED TO REPRESENT THE TARGET PARAMETERS FOR A TYPICAL SITE.
 CONSTRAINTS AT SPECIFIC SITES HOWEVER MAY DICTATE THE NECESSITY TO VARY FROM THESE DRAWINGS. THIS
 SHALL BE CONSIDERED ON A SITE SPECIFIC BASIS, SUBJECT TO CONSULTATION WITH THE RELEVANT ROAD MANAGER.
- 2. ALL STOPS SHALL BE IN ACCORDANCE WITH AUSTROADS GUIDE TO ROAD DESIGN PART 3 CLAUSE 4.13.
- 3. HARDSTANDS AND FOOTPATHS SHALL BE CONCRETE IN ACCORDANCE WITH IPWEA/LGAT STANDARD DRAWING
- 4. HARDSTAND SURFACE SHALL BE SLIP RESISTANT, TEXTURED AND ACHIEVE AN EVEN LONGITUDINAL AND CROSS FALL GRADIENT OF MAXIMUM 1:40 FALL. IF REQUIRED GRADE CANNOT BE MET DUE TO SITE CONSTRAINTS, THIS SHALL BE SUBJECT TO CONSULTATION WITH THE RELEVANT ROAD MANAGER, IN COMBINATION WITH ALERTING PASSENGERS WHERE STEEP GRADIENT MEANS THAT THE BUS STOP MAY NOT BE SUITABLE FOR PEOPLE USING WHEEL CHAIRS.
- TACTILE GROUND SURFACE INDICATORS (TGSI) ARE TO BE IN ACCORDANCE WITH AS 1428.4. COLOUR OF TGSI SHALL BE SELECTED BASED ON SITE SPECIFIC REQUIREMENTS.
- 6. KERB TO BE A MINIMUM 150mm ABOVE ROAD SURFACE.
- 7. SEATS ARE TO BE "IDENTIFIED" FOR DISABILITY USE AND TO CONFORM TO AS1428.2.
- 8. WHERE BUS STOPS ARE LOCATED ALONG BICYCLE ROUTES, SHARED ACCESS PATH GEOMETRY SHOULD BE APPLIED AS PER SITE SPECIFIC REQUIREMENTS.
- CIRCULATION OF WHEELCHAIRS SHOULD BE CONSIDERED AT EACH BUS STOP BASED ON SITE SPECIFIC CONDITIONS. LINE-MARKING OF THE ALLOCATED SPACES IS NOT REQUIRED.
- 10. FOR DETAILS OF BUS STOP SIGNAGE DETAILS REFER TO STANDARD DRAWINGS SD-087-005.
- 11. ALL BUS STOP COMPONENTS SHOULD BE POSITIONED IN CONSIDERATION OF RELEVANT ONSITE CONDITIONS.
- 12. ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.





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Department of State Growth

STANDARD DRAWING
TRAFFIC FACILITIES
BUS STOPS
DDA ACCESSIBLE BUS STOP
GRADE B (WITH KERB)

DO NOT SCALE

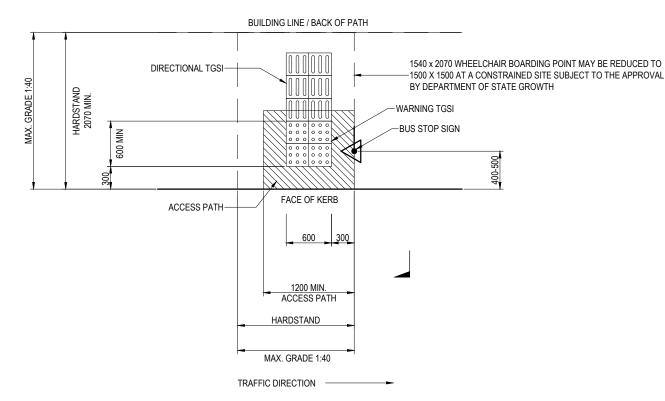
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STANDARD DRAWING NUMBER

REVISION NUMBER

SD-087-008

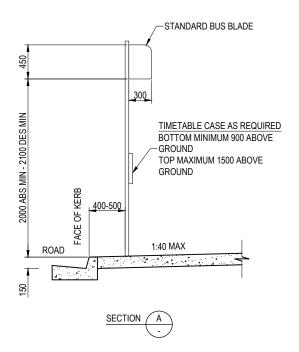


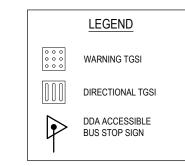


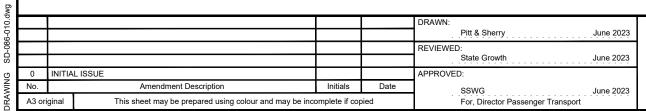
MINIMUM GRADE C BUS STOP WITH KERB

NOTES:

- ALL BUS STOPS STANDARD DRAWINGS ARE INTENDED TO REPRESENT THE TARGET PARAMETERS FOR A TYPICAL SITE.
 CONSTRAINTS AT SPECIFIC SITES HOWEVER MAY DICTATE THE NECESSITY TO VARY FROM THESE DRAWINGS. THIS
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- 2. ALL STOPS SHALL BE IN ACCORDANCE WITH AUSTROADS GUIDE TO ROAD DESIGN PART 3 CLAUSE 4.13.
- 3. HARDSTANDS AND FOOTPATHS SHALL BE CONCRETE IN ACCORDANCE WITH IPWEA/LGAT STANDARD DRAWING
- 4. HARDSTAND SURFACE SHALL BE SLIP RESISTANT, TEXTURED AND ACHIEVE AN EVEN LONGITUDINAL AND CROSS FALL GRADIENT OF MAXIMUM 1:40 FALL. IF REQUIRED GRADE CANNOT BE MET DUE TO SITE CONSTRAINTS, THIS SHALL BE SUBJECT TO CONSULTATION WITH THE RELEVANT ROAD MANAGER, IN COMBINATION WITH ALERTING PASSENGERS WHERE STEEP GRADIENT MEANS THAT THE BUS STOP MAY NOT BE SUITABLE FOR PEOPLE USING WHEELCHAIRS.
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- 6. KERB TO BE A MINIMUM 150mm ABOVE ROAD SURFACE.
- 7. SEATS ARE TO BE "IDENTIFIED" FOR DISABILITY USE AND TO CONFORM TO AS1428.2.
- WHERE BUS STOPS ARE LOCATED ALONG BICYCLE ROUTES, SHARED ACCESS PATH GEOMETRY SHOULD BE APPLIED
 AS PER SITE SPECIFIC REQUIREMENTS.
- CIRCULATION OF WHEELCHAIRS SHOULD BE CONSIDERED AT EACH BUS STOP BASED ON SITE SPECIFIC CONDITIONS. LINE-MARKING OF THE ALLOCATED SPACES IS NOT REQUIRED.
- 10. FOR DETAILS OF BUS STOP SIGNAGE DETAILS REFER TO STANDARD DRAWINGS SD-087-005.
- 11. ALL BUS STOP COMPONENTS SHOULD BE POSITIONED IN CONSIDERATION OF RELEVANT ONSITE CONDITIONS.
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Department of State Growth

STANDARD DRAWING
TRAFFIC FACILITIES
BUS STOPS
DDA ACCESSIBLE BUS STOP
GRADE C (WITH KERB)

DO NOT SCALE

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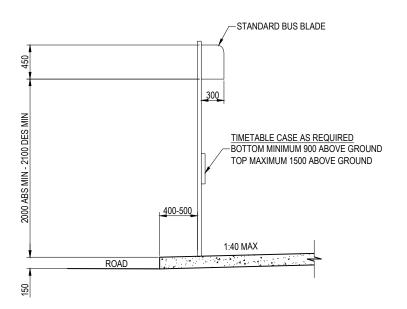
REVISION NUMBER

SD-087-010

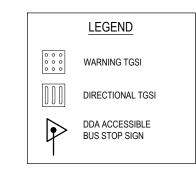
HARDSTAND MAX. GRADE 1:40 1330 MIN. LENGTH 3000 PAVEMENT LENGTH 1330 MIN. 1540 x 2070 WHEELCHAIR BOARDING POINT MAY BE REDUCED TO -1500 X 1500 AT A CONSTRAINED SITE SUBJECT TO THE APPROVAL BY DEPARTMENT OF STATE GROWTH MAX. GRADE 1:40 009 EDGE OF SHOULDER 600 TRAFFIC DIRECTION ----RURAL BUS STOP WITHOUT KERB

NOTES:

- ALL BUS STOPS STANDARD DRAWINGS ARE INTENDED TO REPRESENT THE TARGET PARAMETERS FOR A TYPICAL SITE.
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- 6. KERB TO BE A MINIMUM 150mm ABOVE ROAD SURFACE.
- 7. SEATS ARE TO BE "IDENTIFIED" FOR DISABILITY USE AND TO CONFORM TO AS1428.2.
- 8. WHERE BUS STOPS ARE LOCATED ALONG BICYCLE ROUTES, SHARED ACCESS PATH GEOMETRY SHOULD BE APPLIED AS PER SITE SPECIFIC REQUIREMENTS.
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- 10. FOR DETAILS OF BUS STOP SIGNAGE DETAILS REFER TO STANDARD DRAWINGS SD-087-005.
- 11. ALL BUS STOP COMPONENTS SHOULD BE POSITIONED IN CONSIDERATION OF RELEVANT ONSITE CONDITIONS.
- 12. ALL DRAWING DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.







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Department of State Growth

STANDARD DRAWING
TRAFFIC FACILITIES
BUS STOPS
DDA ACCESSIBLE BUS STOP
RURAL BUS STOP

DO NOT SCALE

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SD-087-011

