



**REGULAR STOP**  
SCALE 1:50

**GENERAL LAYOUT**

- ALL BUS STOPS TO BE DISABILITY STANDARDS ACCESSIBLE PUBLIC TRANSPORT (DSAPT) COMPLIANT.
- EACH SITE IS UNIQUE WITH DIFFERENT REQUIREMENTS TO BE TAKEN INTO ACCOUNT. REFER CHAPTER 5 - BUS STOP INFRASTRUCTURE, PUBLIC TRANSPORT INFRASTRUCTURE MANUAL, DEPARTMENT OF TRANSPORT AND MAIN ROADS.
- HARDSTAND DESIGN ALLOWS FOR FUTURE RETRO-FIT OF SHELTERS (1500 X 3580) AND OTHER FURNITURE. REFER TO MRC STD DWG A3-00872.
- CURRENT AND FUTURE CIRCULATION OF WHEELCHAIRS SHOULD BE CONSIDERED AT EACH BUS STOP BASED ON SITE CONDITIONS. SITE SPECIFIC KERB ACCESS RAMP AND CONNECTOR PATH TO BE DESIGNED AS REQUIRED. SEE TYPE A KERB RAMP ON MRC STD DRAWING A2-00576 AND CONCRETE FOOTPATH ON MRC STD DRAWING A2-00500 FOR DETAILS.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

**HARDSTAND AREA**

- HARDSTAND AREA SHALL BE FULL VERGE WIDTH (KERB TO PROPERTY BOUNDARY), MINIMUM 215mm THICK BROOM FINISHED (FOR SLIP RESISTANCE) GRADE N32 CONCRETE SL72 REINFORCING MESH PLACED CENTRALLY OR AN EQUIVALENT FIBRE REINFORCED CONCRETE SLAB. BOARDING POINT MUST BE AT LEAST 150mm HIGHER THAN ROAD SURFACE
- THE MANDATORY MINIMUM BOARDING POINT IS SHOWN HATCHED ON THIS DRAWING. THIS AREA (2070mm x 2070mm) IS TO REMAIN CLEAR OF ALL FURNITURE EXCEPT TGSI'S, UNLESS APPROVAL FROM MTDIP IS SOUGHT TO REDUCE TO 1540mm x 2070mm DUE TO SITE CONSTRAINTS.
- THE CROSSFALL GRADIENT AT BOARDING POINT IS MAXIMUM 1:40. ALL OTHER HARDSTAND AREAS TO ACHIEVE A GRADIENT OF 1:20 TO COMPLY WITH DISABILITY STANDARDS.

**FURNITURE**

- A CLEAR HARDSTAND ACCESS SPACE OF 1500mm IS REQUIRED BETWEEN AND AROUND ALL BUS STOP INFRASTRUCTURE, UNLESS APPROVAL FROM MTDIP IS SOUGHT TO REDUCE TO 1200mm DUE TO SITE CONSTRAINTS.
- TACTILE GROUND SURFACE INDICATORS (TGSI) SHALL BE INSTALLED PERPENDICULAR TO THE KERB AND ACROSS THE FULL WIDTH OF THE PATH OF TRAVEL, TO EXTEND TO THE SHORELINE. ALL FURNITURE SHOULD BE A MINIMUM 300mm CLEAR OF TGSI'S. TGSI TO COMPLY WITH AS1428 AND IN ACCORDANCE WITH MRC SUPPLEMENTARY SPECIFICATION 8500.
- BUS STOP IDENTIFICATION MARKER TO BE J-POLE STYLE. REFER TO MRC STD DWG A3-00863 FOR DETAILS. BUS ZONE SIGNS R5-20(R) AND R5-20(L) TO BE INSTALLED AT THE BUS ZONE EXTENTS. BUS ZONE TO BE MARKED BY BROKEN YELLOW ZONE LINE 80MM TO 100mm WIDE WITH 600mm LINE SEGMENTS AND 900mm GAPS PLACED PARALLEL TO THE KERB.
- SEAT TO BE PARKWAY TYPE AND SUPPLIED BY GOSSI PARK & STREET FURNITURE. THE SEAT REQUIRES "CLASSIC COAST ARMS" AND FLANGE MOUNT LEGS. SEAT TO BE CLEAR ANODISED PLANKS ON BLUE "DEEP OCEAN" POWDER COATED LEGS. REFER TO MANUFACTURER INSTRUCTIONS.
- STREET LIGHTING TO BE UTILIZED WHERE POSSIBLE (MINIMUM 2.5m ON DEPARTURE SIDE OF THE BUS IDENTIFICATION MARKER). CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) PRINCIPLES TO BE APPLIED. ADDITIONAL BUS STOP LIGHTING TO BE PROVIDED ONLY WITH MACKAY REGIONAL COUNCIL APPROVAL.

**VEGETATION**

- VEGETATION MUST NOT OBSTRUCT SIGHT LINES BETWEEN APPROACHING BUS AND PASSENGERS, SHELTERS OR SEATS. VEGETATION MUST NOT OBSTRUCT PASSIVE SURVEILLANCE AT STOP (CPTED). TREE TRUNKS MUST BE CLEAR OF VEGETATION FOR A MINIMUM OF 4.5m FROM UNDERSIDE OF TREE CANOPY. TREES ARE TO BE SET BACK A MINIMUM 600mm FROM FACE OF KERB.

C:\Users\benjamin\OneDrive - MRC\Ben\Drawings\Bus Stop\Final Drawings\Bus-Stop- Regular Standard - final.dwg

		SURVEYED BY		DRAWN		SIGNED		DATE		ASSET OWNER		SHEET 1 OF 1	
		SURVEY FILE No		DESIGNED		SIGNED		DATE		SIGNED BY RPEQ 6430		WORKS JOB No.	
C 20/07/22		REVISED DESIGN		CHECKED		SIGNED		DATE		CERTIFIED		DRAWING No.	
B 02/2/15		REVISED FORMAT AND TITLE BLOCK		MANAGER / CO-ORDINATOR						JASON DEVITT		AMEND.	
A 11/4/14		J-POLE LOCATION AMENDED		ORIGINAL SIGNED BY C. BROWN		12/8/10		DATE		G. HAWES RPEQ 5693		A3-00871	
NO.		DATE		DESCRIPTION		APPVD		HOR. DATUM / DATE		MGA 94/2020		C	
AMENDMENTS AND REVISIONS													



**STANDARD**  
**BUS STOP STANDARDS**  
**REGULAR STOP (URBAN)**

A3-00871 C