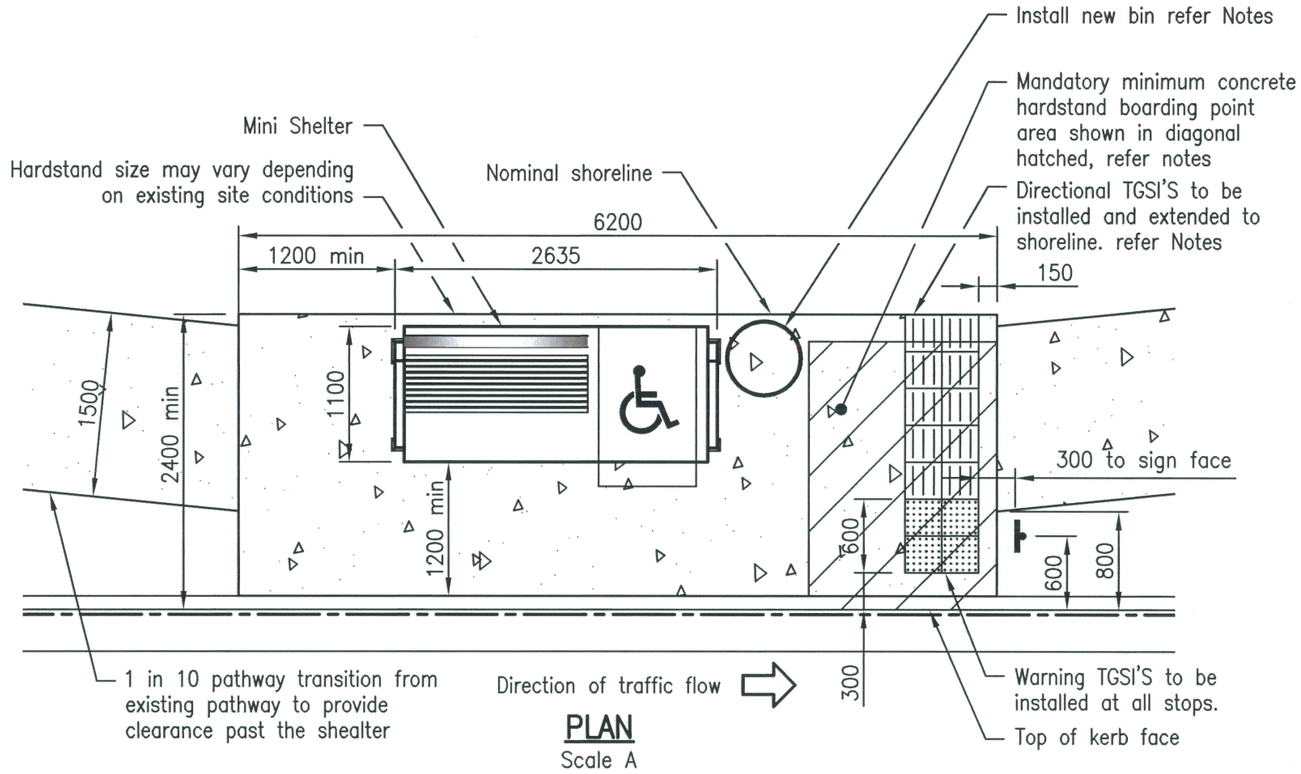

PLAN
Scale A

NOTES:

HARDSTAND

1. 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 in accordance with IPWEA standard drawings RS–065.
4. A clear hardstand access space of 1200mm minimum is required between and around, to the extent of allowing passage past and access to, all bus stops infrastructure (1500mm desirable).

ACCESS

5. Circulation of wheelchairs should be considered at each bus stop based on site specific conditions and to address compliance with dsapt.
6. Tactile ground surface indicators (TGSI) should be installed as shown. 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 TGSI to extend to the shoreline – i.e. building line, wall, a fence, a kerb, or a grass verge where applicable.
7. The colour of TGSI shall be selected based on site specific requirements. TGSI shall have a minimum colour contrast as specified in AS1428.4.

SHELTER

8. Gossi Mini Non–AD Bus Shelter or approved equivalent.
9. Where a shelter abuts a continuous accessible path of travel, ensure minimum 30% luminance contrast against background (e.g. flooring).

FURNITURE AND SIGNS

10. For details of bus stop signage (flag/j–pole/blade) and footing details refer to Translink Signage manual.
11. Setout of blade sign (refer to the Premium Stop Translink Drawing) is positioned as shown due to bus stop operations, and road safety requirements and is non–compliant with DSAPT. Please liaise with Translink for details on this requirement.
12. Bus stop seat should include anodised aluminium battens.
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 and in accordance with relevant Translink and MBRC standard drawings.
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.

REVISIONS		INIT	DATE
E			
D			
C			
B			
A			
X	ORIGINAL ISSUE	TL	07/16

SCALES
A 0m 0.25 0.50 0.75 1.00 1:50

Drawn	TL	Date	07/16
Coordinator	PP	Date	07/16

AUTHORISED
07/07/16
Manager Integrated Transport Planning & Design
RPEQ 6872

MINI BUS SHELTER

Moreton Bay Regional Council

DRG No. **BI-2500**

ORIGINAL SIZE A3 | REVISION

File name: E:\User_Group\Design_Services\Projects\MBRC Standard Drawings\New MBRC Standard Drawings\06 – Bus Infrastructure\BI–2500 – Mini Bus Shelter.dwg Date: Jul 06, 2016 – 9:55am