

INTERMEDIATE BUS STOP - PREFERRED

NOTES:

1. REFER BSD-2103 FOR CONCRETE HARDSTAND DETAILS (WHERE APPLICABLE). HARDSTAND FINISH TO MATCH SURROUNDING AREA FINISH.
2. BOARDING POINT AREA TO HAVE CROSSFALL OF 1 IN 40 MAX. WHERE BOARDING POINT HAS A CROSSFALL OF GREATER THAN 1 IN 40, REFER TO COUNCIL FOR ALTERNATIVE OPTIONS.
3. LONGITUDINAL GRADE TO MATCH EXISTING ROAD.
4. CUTTING OF TGSIs:
 - a. NO WARNING TGSIs SHALL BE CUT;
 - b. CUTTING OF DIRECTIONAL TGSIs SHALL BE KEPT TO A MINIMUM;
 - c. WHERE DIRECTIONAL TGSIs ARE TO BE CUT, THEY SHALL BE CUT IN ADJACENT PAIRS;
 - d. THE MINIMUM LENGTH OF EACH OF THE CUT TGSIs PAIRS SHALL NOT BE LESS THAN 150mm, MEASURED IN THE DIRECTION OF THE PATH OF TRAVEL;
 - e. THE PAIR OF DIRECTIONAL TGSIs AT THE END OF THE PATH OF TRAVEL SHALL NOT BE CUT.
5. TGSIs TYPE, COLOUR AND INSTALLATION AS PER BSD-5218.
6. STORM WATER SOLUTION TO BE ASSESSED ON A SITE-BY-SITE BASIS.
7. MODIFY EXISTING KERB ON APPROACH SIDE OF THE BUS STOP TO ENSURE SAFE ALIGHTING FROM BUSES:
 - FOR 12.5m AND 14.5m BUSES: 9m OF TYPE 'E' KERB;
 - FOR 18m BUSES: 14m TYPE 'E' KERB;
 - CONSTRUCT 1.0m TRANSITION AT EACH END.
8. WASTE BIN TO BE APPROVED BY COUNCIL.
9. TYPE 'E' KERB AS PER BSD-2001.
10. BLADE SIGN TO TRANSLINK BUS NETWORK INFRASTRUCTURE SIGNAGE MANUAL SIGN IS-10a.
11. CENTRES ARE LAND ZONED AS CENTRE BY BRISBANE CITY PLAN 2014 AND INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.
12. DIMENSIONS IN MILLIMETRES (U.N.O.).
13. POINT OF SUPPLY PRIORITY:
 1. EP/ELP (ELECTRICITY POWER/LIGHT POLE)
 2. EPIL (ELECTRICITY PILLAR)
 3. EPIT (ELECTRICITY No.4 PIT)
 4. LP (STREET LIGHT POLE)

LIGHTING NOTES:

- L1. ILLUMINATION WITHIN THE BUS SHELTER TO COMPLY WITH AS/NZS1158.3.1 - LIGHTING FOR ROADS AND PUBLIC SPACES - PART 3.1: PEDESTRIAN AREA (CATEGORY P) LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS SUB CATEGORY PA1.
- L2. LUMINAIRE/LIGHT IS TO BE POSITIONED AT THE FRONT OF THE SHELTER FROM THE ROOF, LIGHTING IS TO NOT ADVERSELY IMPACT ON THE ADJACENT TRAFFIC.
- L3. LUMINAIRE IS TO BE PRE-WIRED INTO THE SHELTER.
- L4. SWITCHBOARD FOR THE SHELTER IS TO BE LOCATED IN THE REAR POST. PE CELL IS TO BE LOCATED ON THE SAME POST IN A POSITION THAT WILL NOT BE IMPACTED BY LIGHTING IN THE PROXIMITY.
- L5. LIGHT SOURCE IS TO BE LED WITH A CORRELATED COLOUR TEMPERATURE OF 4000K AND A COLOUR RENDERING INDEX (CRI) $R_a \geq 80$.
- L6. LED LUMINAIRES OR LAMPS USED FOR BRISBANE CITY COUNCIL SHALL COMPLY WITH THE FOLLOWING MINIMUM ENERGY PERFORMANCE STANDARDS (MEPS) EFFICACY REQUIREMENTS AS SHOWN IN TABLE 1. THE EFFICACY CALCULATION SHALL BE BASED ON INITIAL LUMINOUS FLUX MEASUREMENTS ACCORDING TO CIE S 025/E (OR IES LM-79).
- L7. THE LUMINAIRE DISTRIBUTOR SHOULD ALSO SUPPLY PHOTOMETRIC DATA (IN IES AND/OR CIE FORMAT) FROM A NATA ACCREDITED LABORATORY OR A LABORATORY, WHOSE ACCREDITATION IS RECOGNISED BY NATA UNDER THE MUTUAL RECOGNITION SCHEME.
- L8. THERE IS NO REQUIREMENT FOR ADDITIONAL PUBLIC SAFETY LIGHT (STREET LIGHT) NEAR A BUS SHELTER, OVER AND ABOVE LIGHTING REQUIRED TO COMPLY WITH AS/NZS1158.

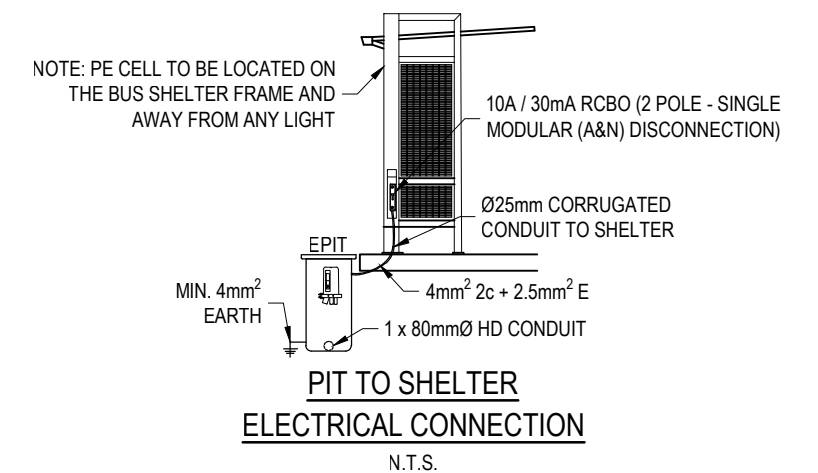


TABLE 1: LED LUMINAIRES EFFICACY REQUIREMENTS

EFFICACY	LED LAMPS		LED LUMINAIRES (SMALL)	LED PLANAR, BATTENS & TROFFERS
	DIRECTIONAL & NON-DIRECTIONAL LAMPS	LINEAR LED (TUBE)	LUMINOUS FLUX ≥ 100 lm & $< 2,500$ lm	LUMINOUS FLUX: $\geq 2,500$ lm & $< 5,000$ lm
	≥ 65 lm/W	≥ 100 lm/W	≥ 65 lm/W	≥ 90 lm/W



BRISBANE CITY COUNCIL STANDARD DRAWING

INTERMEDIATE BUS STOP
PREFERRED LAYOUT
SHEET 1 OF 3

PUBLISH DATE		MAR 2021
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-2104
ORIGINAL SIZE	REVISION	
A3	E	