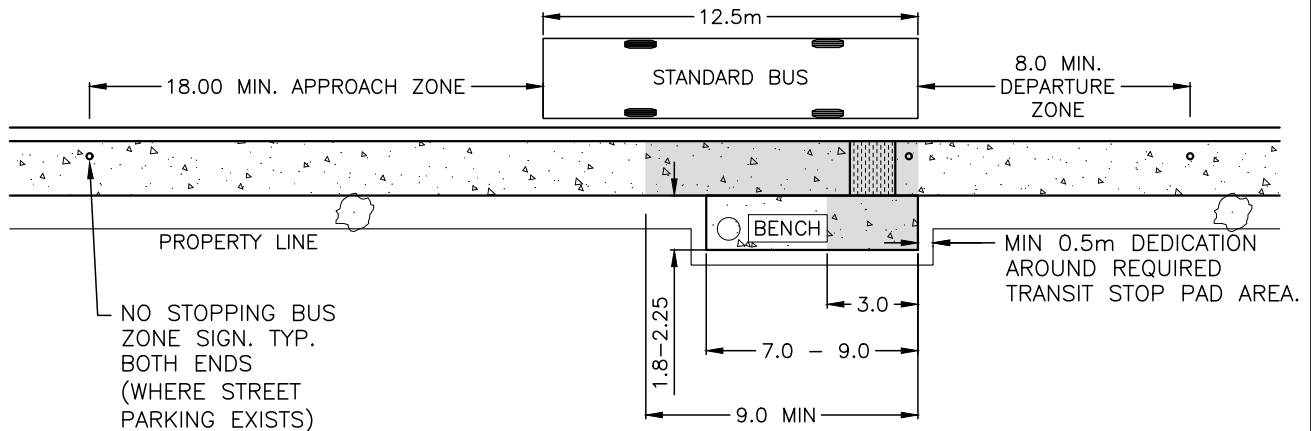


SHELTER GENERAL LAYOUT

TREES TO BE PLACED MINIMUM OF 9.0m AWAY FROM PASSENGER LANDING PAD. WHERE TREES ARE PLACED WITHIN THE APPROACH AND DEPARTURE ZONES, THEY ARE TO BE COLUMNAR TYPE TO AVOID OVERHANG INTO ROAD.

WHERE ARTICULATED BUSES ARE USED OR PLANNED FOR USE ON TRANSIT ROUTE, PASSENGER LANDING PAD TO BE INCREASED TO 15m AND SHELTER PAD TO BE INCREASED TO MIN. 10m MAX. 15m



BENCH GENERAL LAYOUT

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
2. THIS DRAWING IS INTENDED TO BE USED AS A GENERAL DESIGN GUIDANCE, SITE SPECIFIC DESIGN IS REQUIRED.
3. REFER TO ADDITIONAL DETAILS AND INFORMATION IN THE BC TRANSIT INFRASTRUCTURE DESIGN SUMMARY AND CONSULT CITY ENGINEER.
4. BOULEVARD AND SIDEWALK AS PER STANDARD CROSS SECTIONS.
5. IN RURAL AREAS, AS REQUIRED BY CITY ENGINEER, STOP REQUIREMENTS AS PER BC TRANSIT GUIDANCE FOR RURAL BUS STOP PADS.
6. ON ARTERIAL AND COLLECTOR ROADS WHERE BOULEVARD IS >3.5m, SHELTER PAD COULD BE ACCOMMODATED IN BOULEVARD IF IT DOES NOT BLOCK PEDESTRIAN FACILITY
7. IF NO SHELTER AND BENCH WARRANTED AS PER TABLE 4.13.2 SCHEDULE 4 SECTION 4, CONSTRUCT STOP AS PER GENERAL BENCH LAYOUT WITHOUT BENCH.

CLEAR ZONE FREE OF OBSTRUCTIONS

**STANDARD
DETAIL
DRAWING**

DATE:
OCT 31/22
SCALE:
NTS

**URBAN TRANSIT
STOP LAYOUT**

DWG. NO.

SS-R59

