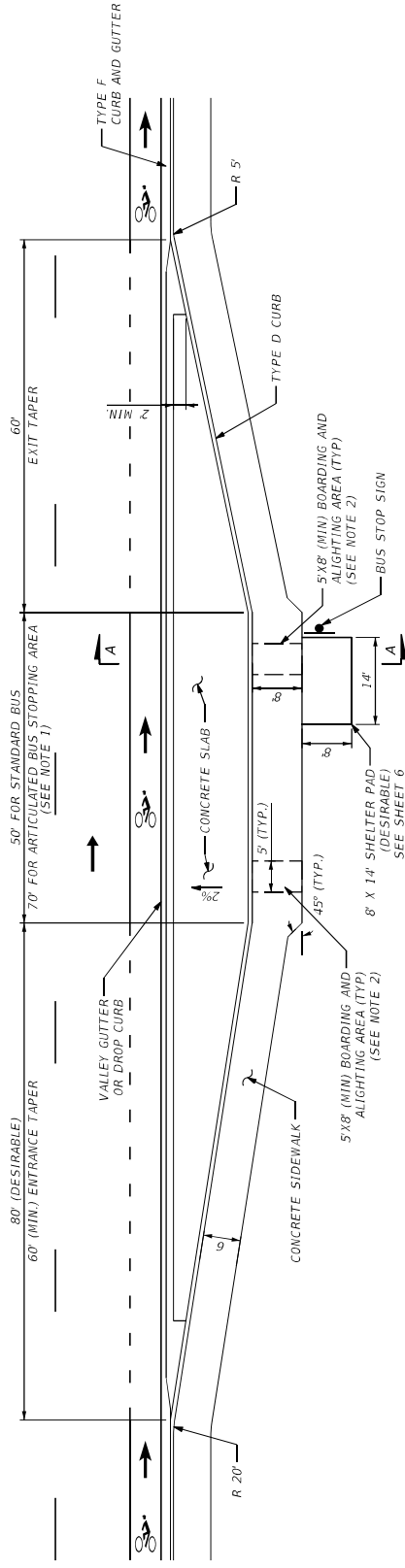
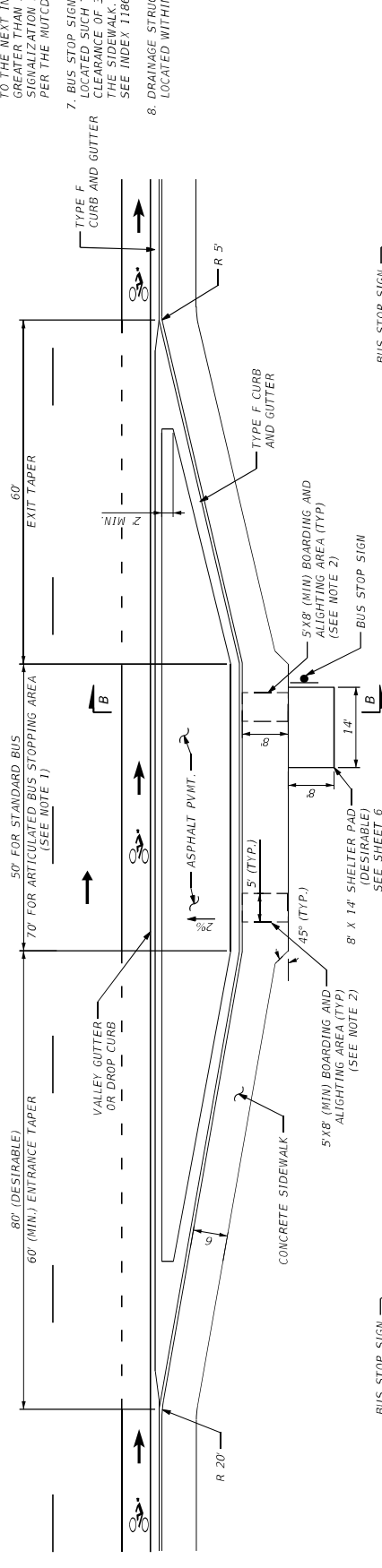


GENERAL NOTES

1. DIMENSIONS SHOWN ARE FOR ONE BUS. INCREASE LENGTH OF BUS BAY BY 50' FOR EACH 40-FOOT BUS AND 70' FOR EACH 60-FOOT ARTICULATED BUS EXPECTED TO BE AT THE STOP SIMULTANEOUSLY.
2. WHEN NO BUS SHELTER IS USED, EXTEND THE SIDEWALK TO PROVIDE A BOARDING AND ALIGHTING AREA WITH A MINIMUM CLEAR LENGTH OF 8' AND A MINIMUM CLEAR WIDTH OF 5'.
3. FOR CURB & GUTTER TRANSITION DETAILS, SEE INDEX 300.
4. FOR SHELTER AND SHELTER PAD DETAILS, REFER TO SHEET 6.
5. ALL CONCRETE JOINTS SHALL BE AS PER THE LATEST VERSION OF THE FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS.
6. A WID-BLOCK CROSSLWALK CAN BE USED IN LOCATIONS WHERE THERE IS A MAJOR TRANSIT ORIENTED ACTIVITY CENTER OR THE DISTANCE TO THE NEXT INTERSECTION IS GREATER THAN 300 FEET. SIGNALIZATION MAY BE PROVIDED AS PER THE MUTCD.
7. BUS STOP SIGN PANEL MUST BE LOCATED SUCH THAT A MINIMUM CLEARANCE OF 36" IS PROVIDED ON THE SIDEWALK. FOR SIGN DETAILS SEE INDEX 11800.
8. DRAINAGE STRUCTURES ARE NOT TO BE LOCATED WITHIN THE BUS BAY.



CLOSED BUS BAY LAYOUT URBAN/CURB AND GUTTER PLAN
CONCRETE SLAB OPTION



CLOSED BUS BAY LAYOUT URBAN/CURB AND GUTTER PLAN
NE
ASPHALT PAVEMENT OPTION



SECTION A-A

TYPICAL BUS BAY
URBAN/CURB & GUTTER CONDITION
WITH CONCRETE PAVEMENT

SECTION B-B

TYPICAL BUS BAY
URBAN/CURB & GUTTER CONDITION
WITH ASPHALT PAVEMENT