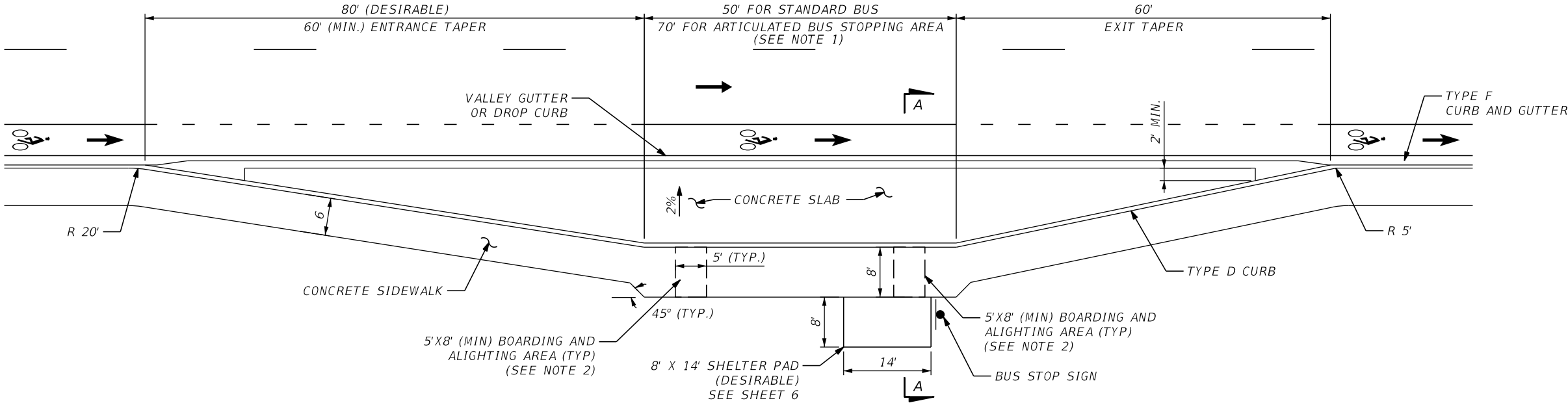
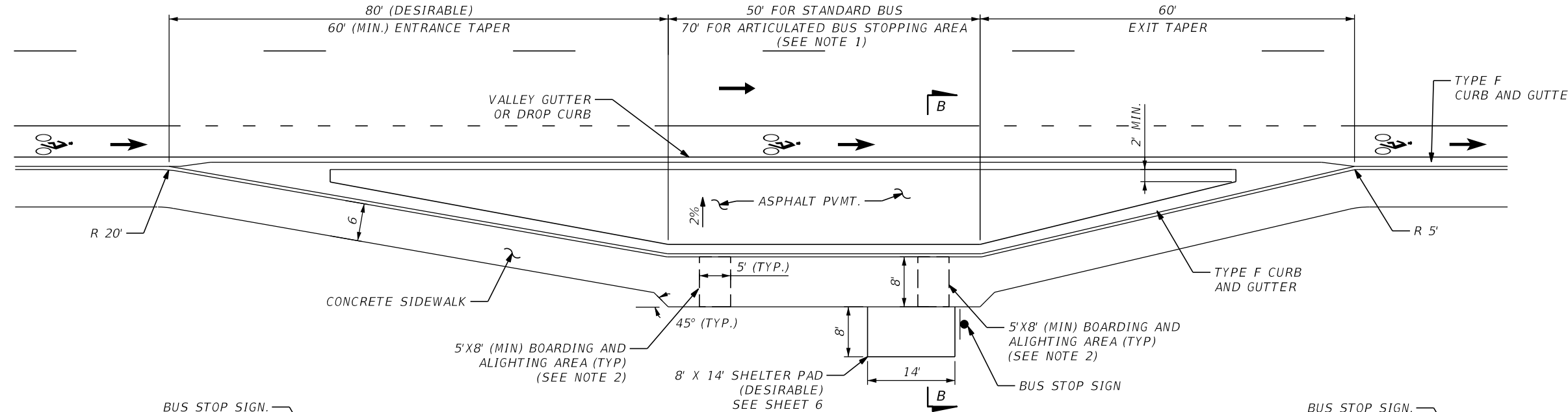


GENERAL NOTES

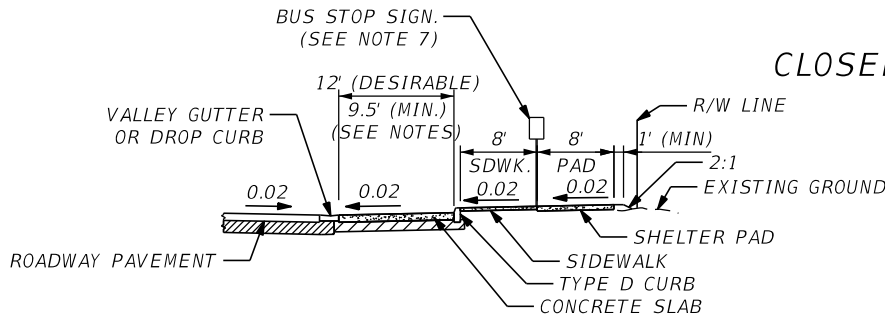
- 1. DIMENSIONS SHOWN ARE FOR ONE BUS. INCREASE LENGTH OF BUS BAY BY 50' FOR EACH 40-FOOT BUS AND 70' FOR EACH 60-FOOT ARTICULATED BUS EXPECTED TO BE AT THE STOP SIMULTANEOUSLY.
- 2. WHEN NO BUS SHELTER IS USED, EXTEND THE SIDEWALK TO PROVIDE A BOARDING AND ALIGHTING AREA WITH A MINIMUM CLEAR LENGTH 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 MID-BLOCK CROSSWALK 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 11860.
- 8. DRAINAGE STRUCTURES ARE NOT TO BE LOCATED WITHIN THE BUS BAY.



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

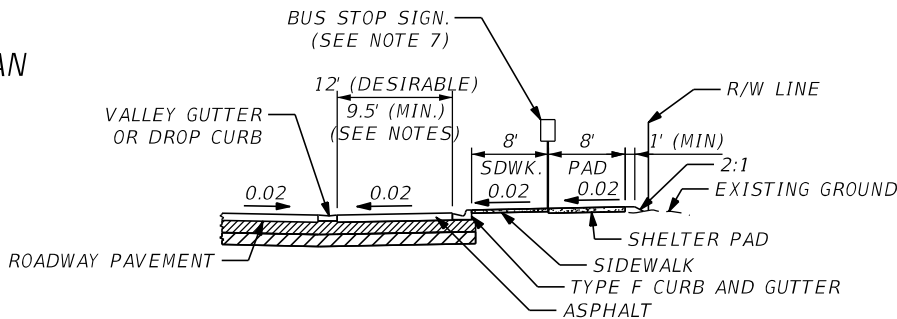


CLOSED BUS BAY LAYOUT URBAN/CURB AND GUTTER PLAN
ASPHALT PAVEMENT OPTION



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