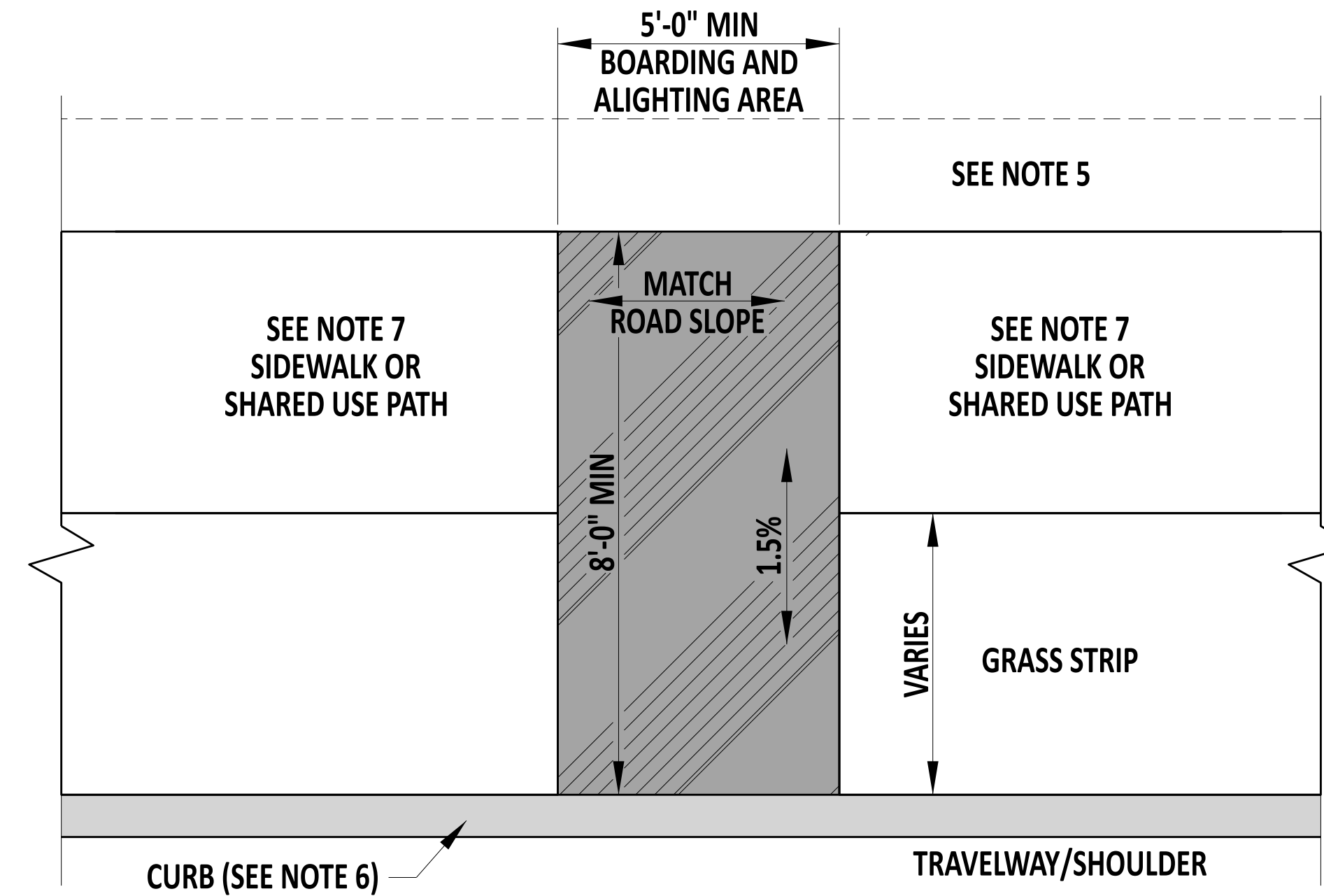


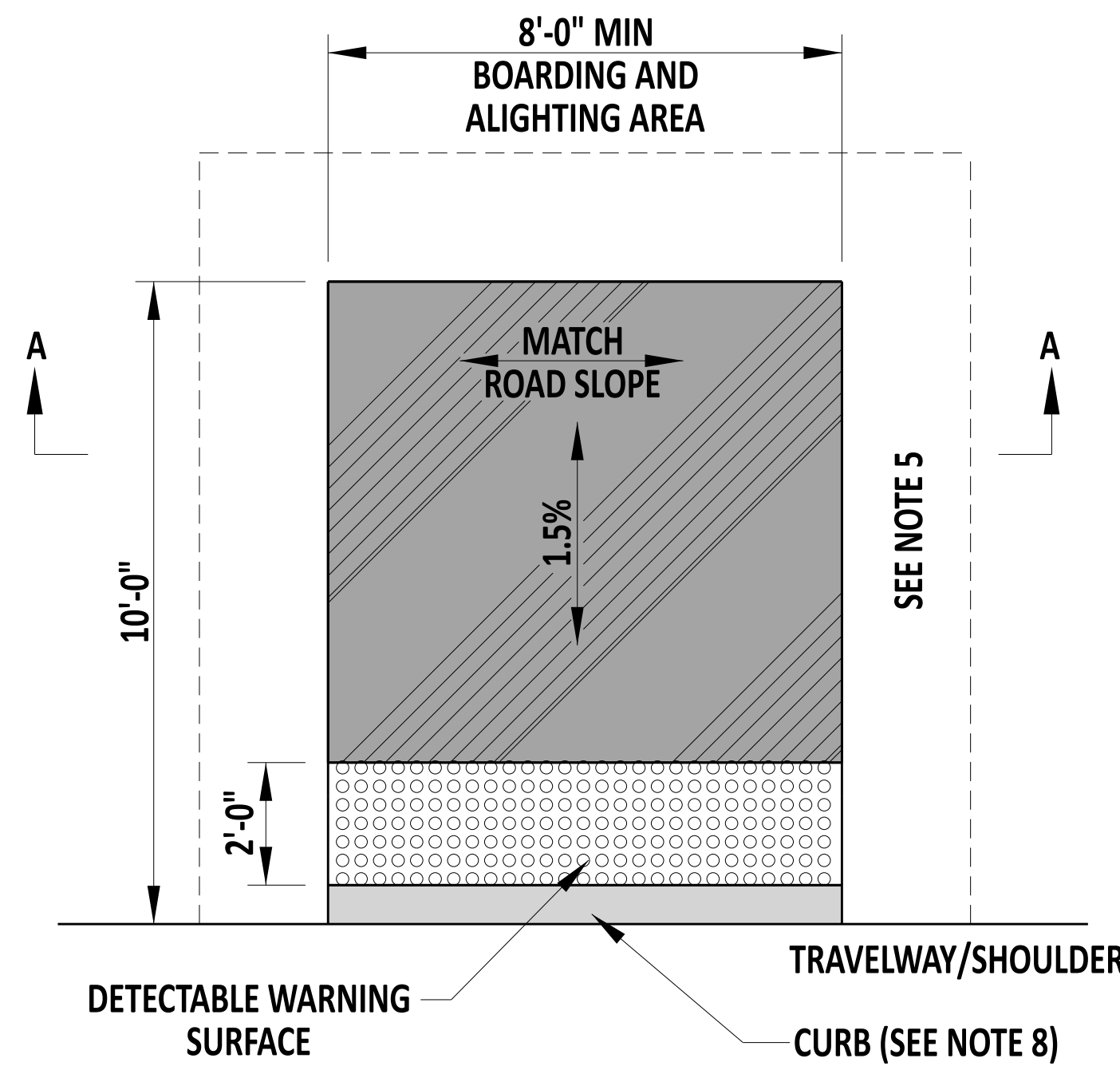
BUS STOP PAD, TYPE 1

- * - TO BE USED WHEN A SIDEWALK OR SHARED USE PATH IS INCLUDED WITHOUT A GRASS STRIP.
- * - WHEN USED AT A LOCATION WITH A SHARED USE PATH, MATCH BUS PAD DIMENSIONS TO FULL WIDTH OF THE PATH.



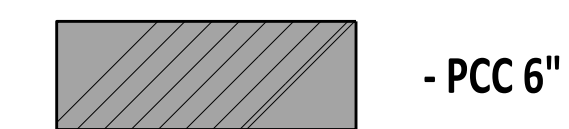
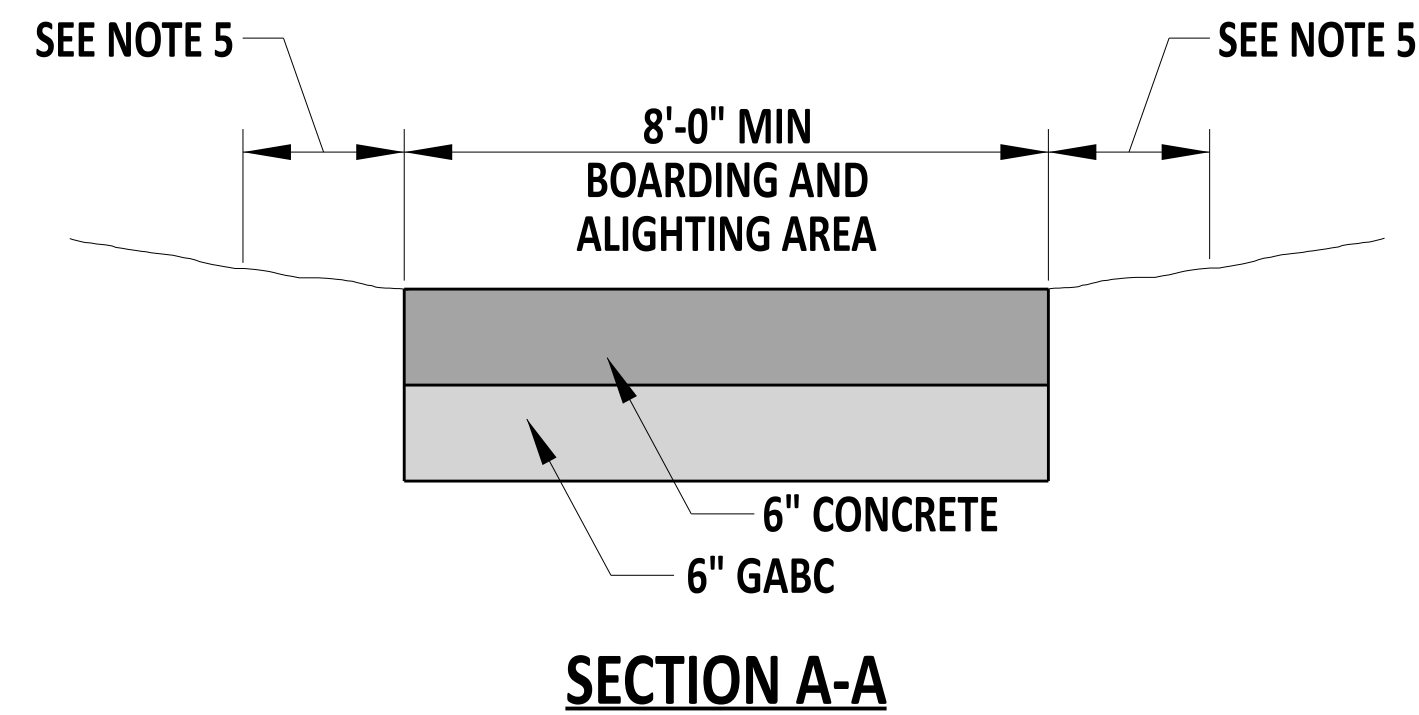
BUS STOP PAD, TYPE 2

- * - TO BE USED WHEN A SIDEWALK OR SHARED USE PATH IS INCLUDED WITH A GRASS STRIP.



BUS STOP PAD, TYPE 3

- * - TO ONLY BE USED WHEN SIDEWALK OR SHARED USE PATH IS NOT INCLUDED.
- * - A 5'-0" MINIMUM SHOULDER IS REQUIRED FOR PEDESTRIAN ACCESS



NOTES:

- 1). BUS STOP PAD LOCATIONS TO BE APPROVED BY BOTH DART AND DELDOT PRIOR TO ANY CONSTRUCTION.
- 2). REFERENCE THE DE MUTCD FOR GENERAL INFORMATION ON PLACEMENT OF SIGNS.
- 3). SEE CONSTRUCTION PLAN SIGNING AND STRIPING SHEETS FOR SPECIFIC SIGN AND SIGN LOCATION DETAILS.
- 4). TYPICAL BUS STOP PADS MAY BE USED IN CONJUNCTION WITH BUS STOP SHELTER LOCATIONS IN THE EVENT OF LAND CONSTRAINTS AT THE SHELTER LOCATIONS. AN INTERCONNECTING PEDESTRIAN ACCESS PATH MUST EXIST THAT IS ACCESSIBLE TO BUS STOP ALIGHTING AREAS, SHELTERS, PEDESTRIAN CONNECTIONS, CROSSWALKS, AND SIDEWALKS.
- 5). A 6:1 GRADE IS REQUIRED FOR A MINIMUM OF 2'-0" IMMEDIATELY ADJACENT TO THE BUS STOP PAD OR APPROACHING SIDEWALK.
- 6). MATCH EXISTING CURB. FOR BUS STOP PADS TYPE 1 AND 2, IF NO CURB IS PRESENT, TYPE 1-4 CURB SHALL BE INSTALLED FOR A MINIMUM OF 5' ON EACH SIDE OF THE BUS PAD UNLESS OTHERWISE NOTED ON PLANS. DO NOT DEPRESS CURB IN FRONT OF BUS PAD TYPE 1 OR 2. TAPER END OF CURB FLUSH WITH PAVEMENT OR ADJACENT AREA AT A RATE OF 12:1.
- 7). SEE DETAIL M-3 FOR ADDITIONAL SIDEWALK AND SHARED USE PATH DETAILS AND REQUIREMENTS.
- 8.) FOR BUS STOP PAD TYPE 1, INSTALL FULLY DEPRESSED CURB MATCHING THE RUNNING SLOPE OF THE BUS PAD WITH THE FRONT OF CURB BEING FLUSH WITH THE SHOULDER OR THE TRAVELWAY.



Andrew Shott
ENGINEERING SUPPORT
RECOMMENDED
DATE 12/22/2023

BUS STOP PAD, TYPES 1, 2 & 3
STANDARD NO. M-9 (2024)
SHT. 1 OF 2

REVIEWED
DEPUTY DIRECTOR - DESIGN
22 December 2023
DATE
APPROVED
CHIEF ENGINEER
01/11/2024
DATE