



NOTES:

1. X=DISTANCE BETWEEN PADS, STA TO PROVIDE DISTANCE BASED ON BUS TYPE.
2. BOARDING AND ALIGHTING PAD CONCRETE SECTION SHALL MATCH SIDEWALK SECTION PER LOCAL JURISDICTION STANDARDS.
3. FRONT OF BUS ZONE MARKED BY BUS STOP SIGN.
4. WHERE FEASIBLE, EXTEND HARDSCAPE TO ESTABLISH CLEAR ZONE FOR BUS AND TO ALLOW FOR REAR DOOR ALIGHTING. COORDINATE WITH STA TO DETERMINE WIDTH (X) OF HARDSCAPE.
5. COORDINATE WITH STA TO DETERMINE IF BUS SHELTER WILL BE CONSTRUCTED. REFER TO STA STANDARD PLAN C1 FOR BUS SHELTER FOUNDATION DETAIL.
6. EXPANSION JOINTS SHALL BE 1/2" PREMOLDED JOINT FILLER AND SHALL EXTEND THE FULL DEPTH OF CONCRETE.
7. REFER TO STA STANDARD PLAN C2 FOR BUS STOP LOCATION DETAILS. REFER TO STA STANDARD PLAN C3 FOR BUS BUMPOUT DETAILS. REFER TO STA STANDARD PLAN C6 FOR HORIZONTAL BUS STOP SIGN PLACEMENT DETAILS. REFER TO STA STANDARD PLAN C7 FOR STREET TREE PLACEMENT DETAILS.

PREPARED BY: **COFFMAN ENGINEERS**



REV #	DATE	DESCRIPTION
BOARDING AND ALIGHTING PAD AT SEPARATED SIDEWALK		

BY	DLS
DATE	02/02/16
CHECKED	CBM
DATE	02/02/16

C5