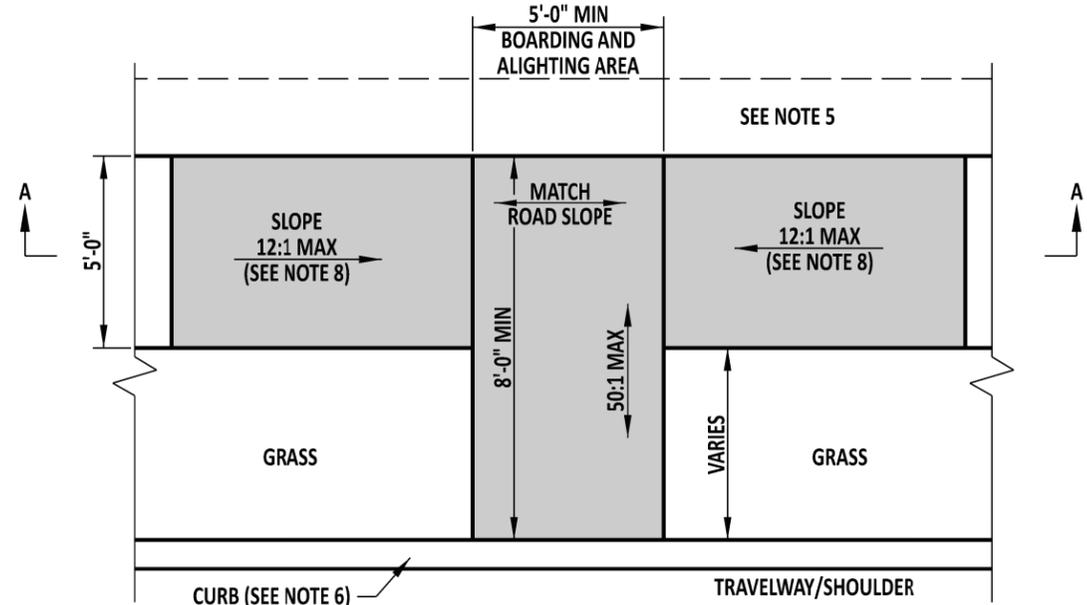


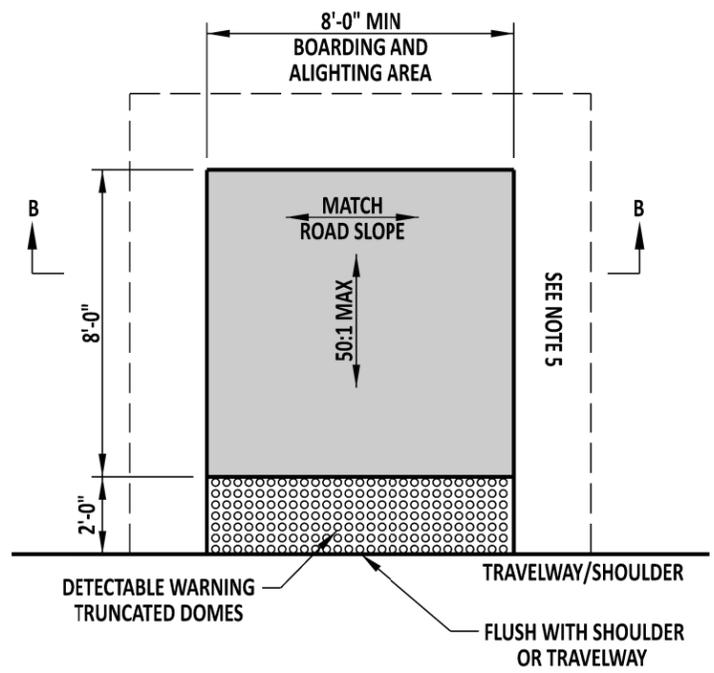
**BUS STOP PAD, TYPE 1**

\* - TO BE USED WHEN THE PAD IS PLACED BEHIND CURB AND INCLUDES A SIDEWALK WITHOUT A GRASS STRIP



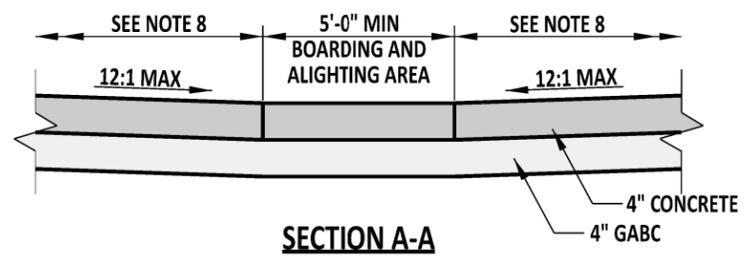
**BUS STOP PAD, TYPE 2**

\* - TO BE USED WHEN THE PAD IS PLACED BEHIND CURB AND INCLUDES A SIDEWALK WITH A GRASS STRIP

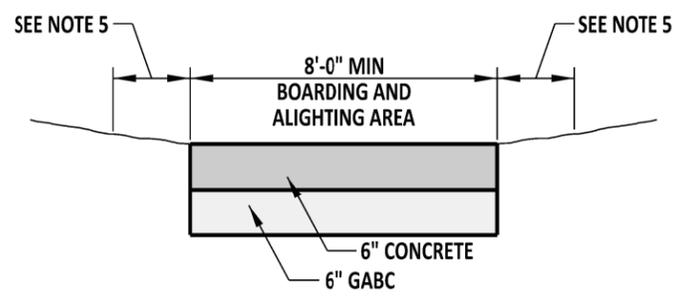


**BUS STOP PAD, TYPE 3**

\* - TO BE USED WHEN THE PAD IS PLACED FLUSH WITH THE TRAVELWAY AND NO CURB OR SIDEWALK IS INCLUDED



**SECTION A-A**



**SECTION B-B**

**NOTES:**

- 1). BUS STOP PAD LOCATIONS MUST BE APPROVED BY BOTH DART AND DELDOT PRIOR TO ANY CONSTRUCTION.
- 2). REFERENCE THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES 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 MAX SLOPE IS REQUIRED FOR 2'-0" ON ALL SIDES OF THE BUS STOP PAD AND APPROACHING SIDEWALK.
- 6). CURB TYPE VARIES, SEE PLANS FOR CORRECT CURB TYPE.
- 7). SEE DETAIL M-3, SHEET 1 OF 1 FOR ADDITIONAL SIDEWALK DETAILS AND REQUIREMENTS.
- 8). THE MAXIMUM RUNNING SLOPE TO TRANSITION THE SIDEWALK TO MEET BUS STOP PAD ELEVATION IS 12:1 (8.3%), HOWEVER, 20:1 (5%) IS PREFERRED.