SECTION A-A

BUS STOP WITH SHELTER PAD, TYPE 1

NOTES:
1. BUS STOP SHELTER PAD LOCATIONS MUST BE APPROVED BY DART AND DELDOT PRIOR TO ANY CONSTRUCTION.
2. REFER TO THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR GENERAL INFORMATION ON
   PLACEMENT OF SIGNS.
3. SEE CONSTRUCTION PLANS SIGNING AND STRIPING SHEETS FOR SPECIFIC SIGN AND SIGN LOCATION DETAILS
4. BUS STOP CONFIGURATIONS MAY VARY DUE TO TOPOGRAPHIC OBSTRUCTIONS OR GRADES. CONSULT DART
   OR DELDOT FOR OPTIONAL PAD DETAILS.
5. 6. A 6.1 MAX SLOPE IS REQUIRED FOR Z‘O’ ON ALL SIDES OF THE BUS STOP PAD AND APPROACHING SLOWWALKS.
6. CURB TYPE VARIES: SEE PLANS FOR CORRECT CURB TYPE.
7. “RUNNING SLOPE TO TRANSITION THE SLOWWALK TO MEET BUS STOP ELEVATION IS 12:1 (8.3%), HOWEVER,
   20:1 (5%) IS PREFERRED.
8. SEE DETAIL M-5, SHEET 1 FOR ADDITIONAL SLOWWALK DETAIL.

SECTION B-B

BUS STOP WITH SHELTER PAD, TYPE 2

Delaware Department of Transportation

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1/7/2019

1/2/2019

1/20/2018