

Bus-Stop Pull-Out Design Elements and Guidelines (Sheet 1 of 3)

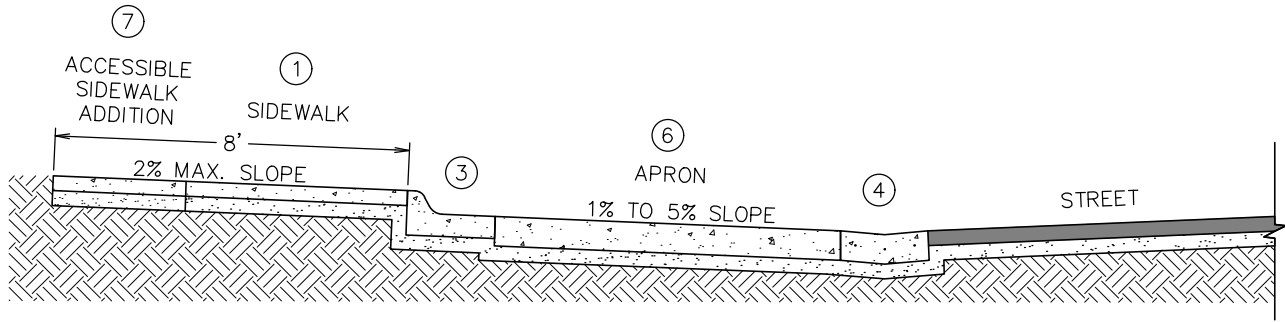


Engineering Division

Approved By
City Engineer
Kevin J. Slovarp

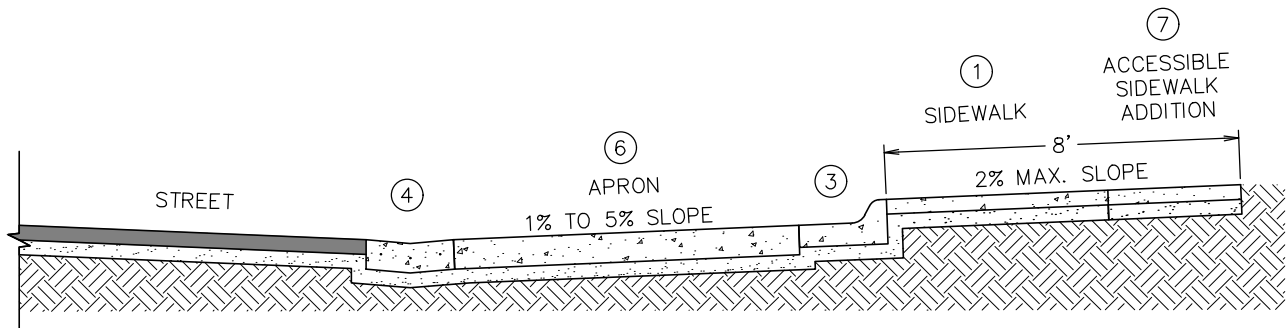
Adopted: 01/1973
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STD - 712-1



SECTION A-A

BOULEVARD
BUS-STOP LOCATION



SECTION B-B

CURBSIDE
BUS-STOP LOCATION



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Bus-Stop Pull-Out Design Elements and Guidelines (Sheet 2 of 3)

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CONSTRUCTION NOTES:

1. TYPICAL SIDEWALK CONSTRUCTED AS PER CITY OF MISSOULA STANDARD DRAWING STD-141.
2. MINIMUM TWO (2') FOOT FILLET.
3. TYPICAL "L" TYPE CURB/GUTTER CONSTRUCTED AS PER COM STD-121 AMENDED AS FOLLOWS;
 - 3.1. TYPICAL "L" TYPE CURB/GUTTER (NEW OR FULL-REPLACED) SHALL BE CONSTRUCTED AT EIGHT (8") INCHES BASE THICKNESS.
 - 3.2. TYPICAL "L" TYPE CURB/GUTTER (EXISTING AND IN GOOD CONDITION) TO REMAIN AT SIX (6") INCHES BASE THICKNESS UNLESS DIRECTED TO BE REMOVE AND REPLACED BY CITY ENGINEER.
4. COVE GUTTER CONSTRUCTED AS PER COM STD-128.
5. LANDSCAPE RETAINING CURB SHALL BE INSTALLED AS PER STD-129, WHEN REQUIRED.
6. APRON SHALL BE CONSTRUCTED ON A MINIMUM OF SIX (6") INCHES COMPACTED SUBGRADE AND FOUR (4") INCHES COMPACTED CRUSHED 3/4 INCH BASE AND EIGHT (8") INCHES M-4000 CONCRETE.
 - 6.1. FLOW LINE SHALL BE MAINTAINED THROUGH ALL CURB LINES AND ACROSS APRON TO COVE GUTTER.
7. ACCESSIBLE LANDING ZONE SHALL BE MINIMUM FIFTEEN (15') FEET WIDE BY EIGHT (8') FEET DEEP PUBLIC SIDEWALK.
 - 7.1. ACCESSIBLE LANDING ZONE SHALL BE CONSTRUCTED SO AS TO NOT EXCEED TWO (2%) PERCENT OR A RATIO OF ONE-TO-FORTY-EIGHT (1:48), IN ANY DIRECTION.
8. TAPERS SHALL BE A MINIMUM OF TWENTY (20') FEET FROM ANY ADJACENT DRIVEWAY, CROSSWALK OR POINT-OF-CURVATURE (PC) / POINT-OF-TANGENCY (PT) OF AN INTERSECTION.
9. WHEN EXISTING ASPHALT IS DISTURBED ALL ASPHALT REPAIRS SHALL BE AS PER COM STD-127
10. ALL SIGNS SHALL BE FIELD LOCATED BY CITY TRAFFIC SERVICES DIVISION AND SHALL CONFORM TO SIGN BASE AND MOUNTING REQUIREMENTS AS PER STD-270, STD-274 AND STD-276.
11. IF DRAINAGE IS REQUIRED REFER TO STORM DRAINAGE STANDARD DRAWINGS, STD-600 SERIES.
12. SIDEWALK EASEMENTS MAY BE REQUIRED AND RECORDED AS NECESSARY. PUBLIC ACCESS AND SIDEWALK MAINTENANCE EASEMENTS EXTEND TO ONE (1') FOOT BEYOND EDGE-OF-SIDEWALK.
13. BUS SHELTER INSTALLATION WILL BE AT THE DIRECTION OF THE CITY ENGINEER IN CONSULTATION WITH MOUNTAIN LINE. BUS SHELTER PAD TO BE DESIGNED TO ADA STANDARDS AND APPROVED BY CITY ENGINEER.



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Bus-Stop Pull-Out Design Elements and Guidelines (Sheet 3 of 3)

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