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STREETSIDE BUS FACILITY GENERAL GUIDELINES

1. Far side bus stops and bays are generally preferred over near side stops and bays. - Exception is at two-lane roadways where vehicles are restricted from going around the bus stopped at a curbside stop.

2. Bus bays are generally preferred over curbside bus stops in travel lanes. - Particularly for arterial design speeds greater than or equal to 30 mph and where there is significant bus and passenger volumes and where placed downstream from a traffic signal.

3. Closed bus bays are generally preferred over open bus bays. - Exception would be at a physically constrained site.
**MINOR INTERSECTION-UNSIGNALIZED**

**FAR SIDE BUS STOP**

**40' SB**

**DRAINAGE STRUCTURE**

**STRUCTURE**

**FAR SIDE BUS STOP**

**40' SB**

**DRAINAGE STRUCTURE**

**LEGEND**

- **BUS STOP**
- **FIRE HYDRANT**
- **STANDARD BUS**

---

**ACCIDENT BUS STOP/DRIVEWAY ARRANGEMENTS**

---

**DRIVEWAY BUS STOP LOCATION GUIDELINES**

1. **AVOID BUS STOPS THAT BLOCk THE DRIVEWAY OF A LOT WITH A SINGLE DRIVEWAY.**
2. **BUS STOPS SHOULD NOT BE LOCATED WITHIN THE AREA OF DECELERATION OR ACCELERATION LANE CONFLICTS.**
3. **LOCATE THE STOP AS FAR DOWNSTREAM (FAR SIDE FROM THE CURB).**
4. **AVOID UPSTEAM (NEAR SIDE) STOPS IN THE TRAVEL LANE.**
5. **LOCATE THE STOP TO ALLOW APPROPRIATE VISIBILITY FOR VEHICLES ENTERING OR LEAVING THE DEVELOPMENT AND TO MINIMIZE VEHICLE-VEHICLE CONFLICTS.**
6. **LOCATE THE STOP SO THAT PASSENGERS ARE NOT FORCED TO WAIT FOR A BUS IN THE MIDDLE OF A DRIVEWAY.**
7. **LOCATE THE STOP SO THAT PASSENGERS ARE NOT FORCED TO WALK FROM THE CURB TO THE DRIVEWAY.**
8. **LOCATE THE STOP SO THAT THE FRONT DOOR IS LOCATED OUTSIDE THE DRIVEWAY.**
9. **ATTEMPT TO KEEP AT LEAST ONE EXIT AND ENTRANCE DRIVEWAY CLEAR FOR VEHICLES ACCESSING THE DEVELOPMENT WHILE A BUS IS LOADING OR UNLOADING PASSENGERS.**
10. **FOR AN UNACCEPTABLE CONDITION AT A CORNER PARCEL, MOW DOWN THE STOP DOWNSTREAM TO THE NEXT PARCEL SHOULD BE EVALUATED.**

---

**INTERSECTION BUS STOP LOCATION CRITERIA**

<table>
<thead>
<tr>
<th>BUS STOP VARIABLES</th>
<th>NO TURN LANES IN DIRECTION OF TRANSIT</th>
<th>RIGHT TURN LANE ON NEAR SIDE IN DIRECTION OF TRANSIT</th>
<th>RIGHT TURN LANE ON FAR SIDE IN DIRECTION OF TRANSIT</th>
<th>AUXILIARY LANE ON FAR SIDE IN DIRECTION OF TRANSIT **</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DIMENSION (FAR SIDE BUS STOP)</strong></td>
<td><strong>NOT RECOMMENDED</strong></td>
<td><strong>10' BEFORE ENTRY TAPER FOR TURN BAY</strong></td>
<td><strong>100' IF DROP STOP</strong></td>
<td><strong>NOT RECOMMENDED</strong></td>
</tr>
<tr>
<td><strong>DIMENSION (NEAR SIDE BUS STOP)</strong></td>
<td><strong>RECOMMENDED</strong></td>
<td><strong>110'</strong></td>
<td><strong>RECOMMENDED</strong></td>
<td><strong>110'</strong></td>
</tr>
</tbody>
</table>

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**GENERAL NOTES**

1. THESE BUS STOP CONFIGURATIONS ARE PROVIDED AS GUIDELINES. ACTUAL BUS STOP PLACEMENT SHOULD TAKE ALL LOCATION FACTORS INTO ACCOUNT AND BE BASED ON ENGINEERING JUDGMENT FOR SAFETY.
2. **ALL BUS STOPS IN URBAN AREAS (CURB & GUTTER AND SIDEWALKS) SHOULD BE LOCATED SO THAT PASSENGERS BOARD AND ALIGHT AT A LOCATION WHERE FULL HEIGHT CURB & GUTTER IS PRESENT AND NOT IN A DRIVEWAY.**
3. **ALL BUS STOPS IN URBAN AREAS (CURB & GUTTER AND SIDEWALKS) SHOULD BE LOCATED TO BE 20' OR MORE AWAY FROM THE CURB AND 15' OR MORE AWAY FROM A FIRE HYDRANT OR DISABLED PARKING SPACE.**
4. **WHEN POSSIBLE, PROVIDE BUS STOP AT AN EXISTING ROADWAY LIGHT PILLAR. A 6' CLEAR TRANSIT PATH MUST BE PROVIDED ON SIDEWALKS AT ALL TIMES IN THE VICINITY OF THE BUS STOP. THE RECOMMENDED MINIMUM ILLUMINATION LEVEL IS 1.0 HORIZONTAL FOOT CANDLE FOR THE ENTIRE BUS STOP AREA (REFERENCE PLANS PREPARATION MANUAL).**
5. **FOR BOARDING AND ALIGHTING AREA REQUIREMENTS SEE BUS STOP PAD AND SIGNAGE DETAILS.**
6. **ALL BUS BAY DRAWINGS REPRESENT A BUS STOP WITH SPACE FOR ONE BUS AT A TIME. IF MORE THAN ONE BUS IS EXPECTED, ADD 50' FOR EACH ADDITIONAL STANDARD BUS AND 70' FOR EACH ADDITIONAL ARTICULATED BUS.**
7. **DECELERATION/ACCELERATION LANE REQUIREMENTS SHOULD BE CONSIDERED FOR BUS BAY TYPE DESIGNS IF RIGHT OF WAY ALLOWS.**

---

**TRANSIT FACILITIES GUIDELINES**

**SHEET NO: 3 of 41**
URBAN BUS STOP NEAR AT-GRADE RAILROAD CROSSING

GENERAL NOTES

1. WHEN POSSIBLE IT IS RECOMMENDED TO PLACE BUS STOPS ON THE NEAR SIDE OF A RAILROAD CROSSING TO AVOID CREATING A QUEUE THAT WOULD CONFLICT WITH THE CROSSING.

2. NEAR SIDE BUS STOPS SHALL BE LOCATED SO THAT RAILROAD WARNING SIGNS ARE NOT OBstructED BY A STOPPED BUS.

3. SEE INDEX 17946 AND 17982 FOR RAILROAD MARKING AND SIGN DETAILS NOT SHOWN HERE.

4. FOR NEAR SIDE OR FAR SIDE BUS BAYS, PROVIDE A MINIMUM OF 50 FT TO THE NEAREST RAIL LINE. (PER FLORIDA STATUTE 316.1945(1))

5. FOR BOARDING AND ALIGHTING AREA REQUIREMENTS SEE SHEET 5.

* MIN VALUE CALCULATED BASED ON PROVIDING APPROPRIATE STopping SIGHT DISTANCE TO RAILROAD CROSSING. DIMENSION SHOULD BE VERIFIED BASED ON THE SPECIFIC DESIGN CONDITIONS OF EACH CROSSING.

** MIN VALUE CALCULATED BASED ON ACCOMMODATING THE QUEUE THAT WOULD DEVELOP DURING A 60 SECOND PERIOD BUS STOP. DIMENSION SHOULD BE VERIFIED BASED ON THE SPECIFIC DESIGN CONDITIONS, TRAFFIC PROJECTIONS, AND EXPECTED BUS STOP DELAYS AT EACH CROSSING.

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
<th>SSD MIN. (FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>135</td>
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<tr>
<td>30</td>
<td>150</td>
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<td>35</td>
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<td>65</td>
<td>255</td>
</tr>
<tr>
<td>70</td>
<td>270</td>
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</tbody>
</table>

** SSD MIN VALUE CALCULATED BASED ON PROVIDING APPROPRIATE STOPPING SIGHT DISTANCE TO RAILROAD CROSSING. DIMENSION SHOULD BE VERIFIED BASED ON THE SPECIFIC DESIGN CONDITIONS OF EACH CROSSING.
GENERAL NOTES

1. IF PERMITTED BY R.O.W., PROVIDE A CONTINUOUS WIDE CONCRETE PAD ALONG THE ENTIRE LENGTH. 40' STANDARD BUS – 60' ARTICULATED BUS. THE BUS STOP ADJACENT TO THE CURB & GUTTER. AN ADDITIONAL 90 LENGTH IS RECOMMENDED FOR EACH ADDITIONAL BUS EXPECTED TO SIMULTANEOUSLY STOP AT THE BUS STOP.

2. BOARDING AND ALIGHTING AREA MINIMUM DIMENSIONS ARE TO BE PROVIDED UNLESS R.O.W. DOES NOT ALLOW.

3. A BICYCLE PARKING AREA SHOULD BE PROVIDED ON THE UPSTREAM SIDE OF THE BUS SHELTER PAD BASED ON COORDINATION WITH THE LOCAL TRANSIT AGENCY.

4. BUS STOP PANEL MUST BE LOCATED SUCH THAT A MINIMUM CLEARANCE OF 48" IS PROVIDED ON THE UPSTREAM SIDE OF THE BUS SHELTER PAD BASED ON COORDINATION WITH THE LOCAL TRANSIT AGENCY.

SECTION A-A

ADJUST DESIGN TO LOCAL CONDITIONS. SLOPES ARE REPRESENTATIVE AND VARY WITH LOCATION.

1. LOCAL TRANSIT AGENCY.

2. CLEAR ZONE.

3. THE CONCRETE PAD SHOULD BE LOCATED OUTSIDE THE CLEAR ZONE.

4. SLIDES ARE REPRESENTATIVE AND VARY WITH LOCATION. ADJUST DESIGN TO LOCAL CONDITIONS.

FOR MINIMUM WIDTH OF CLEAR ZONE, REFER TO THE LATEST EDITION OF THE FDOT PLANS PREPARATION MANUAL.

TRANSIT FACILITIES GUIDELINES
**TRANSIT FACILITIES GUIDELINES**

**GENERAL NOTES**
1. Bus shelters shall be located a minimum of 12 ft from the intersection point of curve/tangent.
2. Bus shelters shall not be located within 15 ft of a fire hydrant or disabled parking space.
3. Bicycle racks shall be considered as part of the shelter based on coordination with the transit agency.
4. A clear area of 2 ft minimum should be provided behind shelter for maintenance.
5. Bicycle racks shall be located so as not to block the view of waiting passengers.
6. Bus shelters shall be located at least 15 ft (desirable) and 7 ft (minimum) from the nearest utility pole.
7. Structural and foundation design to be as per all applicable Florida building codes.

**MINIMUM CLEARANCES FOR SHELTERS**

**URBAN CONDITION**

**LARGE TYPICAL SHELTERS**

**MEDIUM TYPICAL SHELTERS**

**SMALL TYPICAL SHELTERS**

**BUS BENCH DIMENSIONS**

**UTILITY POLE**

**BICYCLE RACKS**

**TRANSIT AGENCY**

**BICYCLE RACKS SHALL BE CONSIDERED AS PART OF THE SHELTER BASED ON COORDINATION WITH THE TRANSPORT AGENCY.**

**A CLEAR AREA OF 2 FT MINIMUM SHOULD BE PROVIDED BEHIND SHELTER FOR MAINTENANCE.**

**BICYCLE RACKS SHALL BE LOCATED SO AS NOT TO BLOCK THE VIEW OF WAITING PASSENGERS.**

**TRANSLATION AGENCY.**

**BICYCLE RACKS SHALL NOT BE LOCATED WITHIN 15 FT OF A FIRE HYDRANT OR DISABLED PARKING SPACE.**

**A CLEAR AREA OF 2 FT MINIMUM SHOULD BE PROVIDED BEHIND SHELTER FOR MAINTENANCE.**

**BICYCLE RACKS SHALL BE LOCATED AT LEAST 15 FT (DESIRABLE) AND 7 FT (MINIMUM) FROM THE NEAREST UTILITY POLE.**

**STRUCTURAL AND FOUNDATION DESIGN TO BE AS PER ALL APPLICABLE FLORIDA BUILDING CODES.**
GENERAL NOTES

1. Dimensions shown are for one bus. Increase length of bus bay by 20' for each 40-foot bus and 70' for each 60-foot articulated bus. Expected to be at the stop simultaneously.

2. When no bus shelter is used, extend the sidewalk to provide a boarding and alighting area with a minimum clear length of 8' and a minimum clear width of 5'.

3. For curb & gutter transition details, see Index 200.

4. For shelter and shelter pad details, refer to Sheet 6.

5. All concrete joints shall be as per the latest version of the FDOT roadway and traffic design standards.

6. A mid-block crosswalk can be used in locations where there is a major transit oriented activity center or the distance to the next intersection is greater than 300 feet. Signalization may be provided as per the MUTCD.

7. Bus stop sign panel must be located such that a minimum clearance of 30' is provided on the sidewalk. For sign details, see Index 300.

8. Drainage structures are not to be located within the bus bay.

SECTION A-A
TYPICAL BUS BAY
URBAN/CURB & GUTTER CONDITION
WITH CONCRETE PAVEMENT

SECTION B-B
TYPICAL BUS BAY
URBAN/CURB & GUTTER CONDITION
WITH ASPHALT PAVEMENT

CLOSED BUS BAY LAYOUT URBAN/CURB AND GUTTER PLAN
CONCRETE SLAB OPTION

CLOSED BUS BAY LAYOUT URBAN/CURB AND GUTTER PLAN
ASPHALT PAVEMENT OPTION
**GENERAL NOTES**

1. DIMENSIONS SHOWN ARE FOR ONE BUS. INCREASE LENGTH OF BUS BAY BY 50' FOR EACH 40-FOOT BUS AND 70' FOR EACH 60-FOOT ARTICULATED BUS. EXPECTED TO BE AT THE STOP SIMULTANEOUSLY.

2. WHEN NO BUS SHELTER IS USED, EXTEND THE SIDEWALK TO PROVIDE A BOARDING AND ALIGHTING AREA WITH A MINIMUM CLEAR LENGTH OF 5'. IT IS DESIRABLE TO PROVIDE A 6 FT. SIDEWALK CONNECTION TO LOCATION BEING SERVED.

3. FOR CURB & GUTTER TRANSITION DETAILS, SEE INDEX 300.

4. FOR SHELTER AND SHELTER PAD DETAILS, REFER TO SHEET 6.

5. ALL CONCRETE JOINTS SHALL BE AS PER THE LATEST VERSION OF THE FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS.

6. BUS STOP SIGN PANEL MUST BE LOCATED SUCH THAT A MINIMUM CLEARANCE OF 30 FT IS PROVIDED ON THE SIDEWALK FOR SIGN DETAILS, SEE INDEX 11860.

7. DRAINAGE STRUCTURES ARE NOT TO BE LOCATED WITHIN THE BUS BAY.

8. BUS BAY SIDEWALK SHOULD BE CONNECTED TO EXISTING SIDEWALK OR ACCESSIBLE TO SHOULDER.

**SECTION C-C**

- **TYPICAL BUS BAY**
- **RURAL/SHOULDER CONDITION**
- **WITH CONCRETE PAVEMENT**

**SECTION D-D**

- **TYPICAL BUS BAY**
- **RURAL/SHOULDER CONDITION**
- **WITH ASPHALT PAVEMENT**
NEAR SIDE

WITH RIGHT TURN LANE

WITH ON-STREET PARKING

BUS NUB/BULB → BICYCLE LANE

PRECEDING (N-1)

WITH RIGHT TURN LANE DROP LANE

WITHOUT ON-STREET PARKING

BUS BAY → BICYCLE LANE

PRECEDING (N-2A)

NEAR SIDE BUS FACILITY
DECISION TREE

WITH RIGHT TURN
LANE DROP LANE

 WITHOUT ON-STREET PARKING

BUS BAY → BICYCLE LANE

SHARE TAPER SHARE LANE

PRECEDING (N-2B) (N-2C)

NO RIGHT TURN LANE

WITH ON-STREET PARKING

BUS NUB/BULB → BICYCLE LANE

PRECEDING (N-3A)

NEAR SIDE BUS FACILITY
DECISION TREE

WITH RIGHT TURN
LANE DROP LANE

 WITHOUT ON-STREET PARKING

BUS BAY → BICYCLE LANE

SHARE TAPER SHARE LANE

PRECEDING (N-3B) (N-3C)

WITHOUT ON-STREET PARKING

BUS STOP → BICYCLE LANE

PRECEDING (N-6)

WITHOUT ON-STREET PARKING

BUS BAY → BICYCLE LANE

PRECEDING (N-7) (N-8)

BICYCLE LANE

LEGEND

(N-X) - DETAIL DRAWING

TRANSIT FACILITIES GUIDELINES

SHEET NO.

9 of 41
TYPICAL APPLICATION
1. URBAN AREA WHERE PARKING IS CRITICAL.
2. AREAS WITH HIGH VOLUME OF VEHICLES AND/or PASSENGERS
3. ON STREET PARALLEL PARKING.
4. RIGHT TURN LANE REQUIRED.

CONDITIONS
1. ARTERIAL DESIGN SPEED ≤40 MPH.

NEAR SIDE NUB/BULB WITH ON STREET PARKING PRECEDING RIGHT TURN LANE

GENERAL NOTES
1. BUS STOP AREA SHOWN FOR ONE BUS.
2. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
3. ASSUMPTION DESIGN SPEED FOR 40 MPH QUEUE IS 100 FEET PER GREEN BOOK.
   FIGURE 3-13 FOR TURN LANE DETAILS
   SEE INDEX 17346.
4. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
TYPICAL APPLICATION
1. AREAS WITH HIGH VOLUME OF VEHICLES AND/OR PASSENGERS.
2. ON STREET PARALLEL PARKING.
3. RIGHT TURN LANE REQUIRED.

N-2A
NEAR SIDE BUS BAY WITH ON STREET PARKING PRECEDING RIGHT TURN LANE
CONCLUSIONS
1. ARTERIAL DESIGN SPEED >40 MPH.
2. MOST DESIRABLE DESIGN IF VIABLE.

N-2B
NEAR SIDE BUS BAY WITH ON STREET PARKING PRECEDING RIGHT TURN LANE WITH SHARED TAPER
CONCLUSIONS
1. ARTERIAL DESIGN SPEED >40 MPH.
2. SECOND MOST DESIRABLE DESIGN IF VIABLE.

N-2C
NEAR SIDE BUS BAY WITH ON STREET PARKING SHARED WITH RIGHT TURN LANE
CONCLUSIONS
1. ARTERIAL DESIGN SPEED >40 MPH.
2. MINIMUM DESIGN FOR CONSTRAINED SITES.

GENERAL NOTES
1. BUS STOP AREA SHOWN FOR TWO BUSES.
2. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
3. ASSUMPTION DESIGN SPEED FOR 40 MPH.
4. FOR PAINT MARKINGS SEE INDEX 17346 AND 17347.
5. SUCCEEDING QUEUE BYPASS TO BE CONSIDERED.

ALIGHTING AREA
BOARDING AND ALIGHTING AREA
5'x8' (MIN.)
TYPICAL APPLICATION
1. AREAS WITH HIGH VOLUME OF VEHICLES AND/OR PASSENGERS.
2. ON STREET PARALLEL PARKING.
3. RIGHT TURN LANE REQUIRED.
**TYPICAL APPLICATION**
1. Areas with high volume of vehicles and/or passengers.
2. Right turn lane required.

**CONDITIONS**
1. Arterial design speed ≤45 MPH.
2. Most desirable design if viable.

**GENERAL NOTES**
1. For bus bay details see Sheet 7 & 8.
2. Bus stop area shown for two buses.
3. Curb ramp type is shown only as an illustration.
4. Assumption design speed for 40 MPH queue 100 feet per green book Figure 3-13 for turn lane details see Index 301.
5. For pavement markings see Index 17346 and 17347.

---

**N-5B**
Near side bus bay preceding right turn lane with shared taper

**TYPICAL APPLICATION**
1. Areas with high volume of vehicles and/or passengers.
2. Right turn lane required.

**CONDITIONS**
1. Arterial design speed ≤45 MPH.
2. Second most desirable design if viable.

**GENERAL NOTES**
1. Bus stop area shown for two buses.
2. Curb ramp type is shown only as an illustration.
3. Assumption design speed for 40 MPH queue 100 feet per green book Figure 3-13 for turn lane details see Index 301.
4. For pavement markings see Index 17346 and 17347.

---

**N-5C**
Near side bus bay shared with right turn lane

**TYPICAL APPLICATION**
1. Areas with high volume of vehicles and/or passengers.
2. Right turn lane required.

**CONDITIONS**
1. Arterial design speed ≤45 MPH.
2. Minimum design for constrained sites.

**GENERAL NOTES**
1. Bus stop area shown for one bus.
2. Succeeding queue bypass to be considered.
3. Curb ramp type is shown only as an illustration.
4. Assumption design speed for 40 MPH queue 100 feet per green book Figure 3-13 for turn lane details see Index 301.
5. For pavement markings see Index 17346 and 17347.
**TYPICAL APPLICATION**

1. **RIGHT TURN LANE DROP LANE**

**CONDITIONS**

1. ARTERIAL DESIGN SPEED ≤40 MPH.

**GENERAL NOTES**

1. BUS STOP AREA SHOWN FOR TWO BUSES.
2. SUCCEEDING QUEUE BYPASS TO BE CONSIDERED.
3. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
4. ASSUMPTION DESIGN SPEED FOR 40 MPH QUEUE IS 100 FEET PER GRAY BOOK FIGURE 3.13 FOR TURN LANE DETAILS SEE INDEX 301.
5. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

---

**TYPICAL APPLICATION**

1. **NEAR SIDE BUS BAY WITH PRECEDING LANE DROP RIGHT TURN LANE**

**CONDITIONS**

1. ARTERIAL DESIGN SPEED ≤40 MPH.
2. NO RIGHT TURN BAY ON NEAR SIDE BUS BAY.
3. ON STREET PARALLEL PARKING.
4. AREAS WITH HIGH VOLUME OF PEDESTRIANS ON URBAN AREA WHERE PARKING IS CRITICAL.

**GENERAL NOTES**

1. BUS STOP AREA SHOWN FOR TWO BUSES.
2. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
3. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

---

**TYPICAL APPLICATION**

1. **NEAR SIDE NUB/BULB WITH ON-STREET PARKING**

**CONDITIONS**

1. ARTERIAL DESIGN SPEED ≤40 MPH.
2. NO RIGHT TURN LANE.
3. ON STREET PARALLEL PARKING.

**GENERAL NOTES**

1. BUS STOP AREA SHOWN FOR ONE BUS.
2. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
3. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

---

**TYPICAL APPLICATION**

1. **NEAR SIDE BUS BAY WITH ON-STREET PARKING**

**CONDITIONS**

1. ARTERIAL DESIGN SPEED ≤40 MPH.

**GENERAL NOTES**

1. BUS STOP AREA SHOWN FOR ONE BUS.
2. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
3. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
TYPICAL APPLICATION
1. AREAS WITH LOWER VOLUME OF VEHICLES AND/OR PASSENGERS.
2. NO RIGHT TURN LANE.

N-7
NEAR SIDE BUS STOP

CONDITIONS
1. ARTERIAL DESIGN SPEED ≤45 MPH.

GENERAL NOTES
1. BUS STOP AREA SHOWN FOR ONE BUS.
2. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
3. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

TYPICAL APPLICATION
1. AREAS WITH HIGH VOLUME OF VEHICLES AND/OR PASSENGERS.
2. NO RIGHT TURN LANE.

N-8
NEAR SIDE BUS BAY

CONDITIONS
1. ARTERIAL DESIGN SPEED ≤45 MPH.

GENERAL NOTES
1. FOR BUS BAY DETAILS SEE SHEET 7 & 8.
2. BUS STOP AREA SHOWN FOR TWO BUSES.
3. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
4. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
TRANSIT FACILITIES GUIDELINES
**TRANSIT FACILITIES GUIDELINES**

---

**F-1A**
**FAR SIDE OPEN BUS BAY PRECEDING RIGHT TURN LANE**

**TYPICAL APPLICATION**
1. AREAS WITH HIGH VOLUME OF VEHICLES AND PASSENGERS.
2. RIGHT TURN BAY AT NEAR SIDE AND FAR SIDE OF INTERSECTION.

**CONDITIONS**
1. ARTERIAL DESIGN SPEED 445 MPH.
2. OPEN BUS BAY DESIGN RECOMMENDED FOR A LANE OR LESS ROADWAY.
3. MOST DESIRABLE DESIGN IF VIABLE.

**GENERAL NOTES**
1. BUS STOP AREA SHOWN FOR TWO BUSES.
2. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
3. ASSUMPTION DESIGN SPEED FOR 40 MPH.
4. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

---

**F-1B**
**FAR SIDE OPEN BUS BAY PRECEDING RIGHT TURN LANE WITH SHARED TAPER**

**TYPICAL APPLICATION**
1. AREAS WITH HIGH VOLUME OF VEHICLES AND PASSENGERS.
2. RIGHT TURN BAY AT NEAR SIDE AND FAR SIDE OF INTERSECTION.

**CONDITIONS**
1. ARTERIAL DESIGN SPEED 445 MPH.
2. OPEN BUS BAY DESIGN RECOMMENDED FOR A LANE OR LESS ROADWAY.
3. SECOND MOST DESIRABLE DESIGN IF VIABLE.

**GENERAL NOTES**
1. BUS STOP AREA SHOWN FOR TWO BUSES.
2. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
3. ASSUMPTION DESIGN SPEED FOR 40 MPH.
4. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

---

**F-1C**
**FAR SIDE OPEN BUS BAY SHARED WITH RIGHT TURN LANE**

**TYPICAL APPLICATION**
1. AREAS WITH HIGH VOLUME OF VEHICLES AND PASSENGERS.
2. RIGHT TURN BAY AT NEAR SIDE AND FAR SIDE OF INTERSECTION.

**CONDITIONS**
1. ARTERIAL DESIGN SPEED 445 MPH.
2. OPEN BUS BAY DESIGN RECOMMENDED FOR A LANE OR LESS ROADWAY.
3. MINIMUM DESIGN FOR CONSTRAINED SITES.

**GENERAL NOTES**
1. BUS STOP AREA SHOWN FOR ONE BUS.
2. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
3. ASSUMPTION DESIGN SPEED FOR 40 MPH.
4. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
**F-2A**

**TYPICAL APPLICATION**
1. Areas with high volume of vehicles and/or passengers.
2. Right turn bay at far side of intersection.

**CONDITIONS**
1. Arterial design speed 45-55 MPH.
2. Most desirable design if viable.

**GENERAL NOTES**
1. For bus bay details see Sheet 7 & 8.
2. Curb ramp type is shown only as an illustration.
3. Assumption design speed for 40 MPH queue is 100 feet per Green Book Figure 3-13 for turn lane details see Index 307.
4. For pavement markings see Index 17346 and 17347.

**F-2B**

**TYPICAL APPLICATION**
1. Areas with high volume of vehicles and/or passengers.
2. Right turn bay at far side of intersection.

**CONDITIONS**
1. Arterial design speed 45-55 MPH.
2. Second most desirable design if viable.

**GENERAL NOTES**
1. Bus stop area shown for two buses.
2. Curb ramp type is shown only as an illustration.
3. Assumption design speed for 40 MPH queue is 100 feet per Green Book Figure 3-13 for turn lane details see Index 307.
4. For pavement markings see Index 17346 and 17347.

**F-2C**

**TYPICAL APPLICATION**
1. Areas with high volume of vehicles and/or passengers.
2. Right turn bay at far side of intersection.

**CONDITIONS**
1. Arterial design speed 45-55 MPH.
2. Minimum design for constrained sites.

**GENERAL NOTES**
1. Bus stop area shown for one bus.
2. Curb ramp type is shown only as an illustration.
3. Assumption design speed for 40 MPH queue is 100 feet per Green Book Figure 3-13 for turn lane details see Index 307.
4. For pavement markings see Index 17346 and 17347.
TYPICAL APPLICATION
1. Urban area where parking is critical.
2. Areas with high volume of pedestrians on sidewalk.
3. On-street parallel parking.

CONDITIONS
1. Arterial design speed ≤40 MPH.

GENERAL NOTES
1. Bus stop area shown for one bus.
2. Curb ramp type is shown only as an illustration.
3. For pavement markings see Index 17346 and 17347.

F-3
Far side nub/bulb with on-street parking
F-4

**TYPICAL APPLICATION**
1. Areas with high volume of vehicles and/or passengers.
2. Right turn bay at near side of intersection, and no far side right turn lane.
3. On street parallel parking.

**FAR SIDE OPEN BUS BAY WITH ON STREET PARKING**

**CONDITIONS**
1. Arterial Design Speed ≤40 MPH.
2. Open bus bay design recommended for 4 lane or less divided roadways.

**GENERAL NOTES**
1. Bus stop area shown for one bus.
2. Curb ramp type is shown only as an illustration.
3. For pavement markings see Index 17346 and 17347.

F-5

**TYPICAL APPLICATION**
1. Areas with higher volume of vehicles and/or passengers.
2. No far side right turn lane.

**FAR SIDE CLOSED BUS BAY**

**CONDITIONS**
1. Arterial Design Speed ≤45 MPH.

**GENERAL NOTES**
1. For bus bay details see Sheet 7 & 8.
2. Bus stop area shown for two buses.
3. Curb ramp type is shown only as an illustration.
4. For pavement markings see Index 17346 and 17347.
## TYPICAL APPLICATION

1. AREAS WITH LOWER VOLUME OF VEHICLES AND/OR PASSENGERS.

2. NO FAR SIDE RIGHT TURN LANE.

## CONDITIONS

1. ARTERIAL DESIGN SPEED ≤ 45 MPH.

## GENERAL NOTES

1. BUS STOP AREA SHOWN FOR ONE BUS.

2. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.

3. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

## TYPICAL APPLICATION

1. AREAS WITH HIGHER VOLUME OF VEHICLES AND/OR PASSENGERS.

2. RIGHT TURN BAY AT NEAR SIDE OF INTERSECTION AND NO RIGHT TURN LANE AT FAR SIDE OF INTERSECTION.

## CONDITIONS

1. ARTERIAL DESIGN SPEED ≤ 45 MPH.

## GENERAL NOTES

1. BUS STOP AREA SHOWN FOR TWO BUSES.

2. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.

3. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
### Crosswalk Clear Zone Requirements

<table>
<thead>
<tr>
<th>Design Speed (MPH)</th>
<th>Median/Sidewalk Width</th>
<th>Dimension Di (FT)</th>
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</tbody>
</table>

**S.S.D.** - Stopping Sight Distance

### General Notes

1. Use the same parameters for roadways with more than four lanes.
2. Install advance warning signs as per the MUTCD and Foot Standards to warn motorists of incoming crosswalk.
3. Clear area should be free of all fixed objects such as light/utility poles, signal equipment, trees, vegetation, street furniture, etc. that would obstruct the view of pedestrians. Crossing warning signs are excluded from the clear area requirements.
5. Parking is prohibited for 100' in advance of the crosswalk.
6. Median should be depressed at crossing location to provide even walking surface rather than pedestrian ramps.
7. For 3 or more lane roadway sections midblock crossings must be signalized and approved by Foot's Traffic Operations Department.

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**Transit Facilities Guidelines**

**Sheet No.:** 22 of 41
1. Areas with high volume of pedestrians on sidewalk such as central business districts.
2. Mid-block bus stop needed to access a transit demand generator.
3. On-street parallel parking.

**M-1A**

**Mid-block Nub/Bulb with On-street Parking**

- MID-BLOCK NUB/BULB WITH ON-STREET PARKING
- (NO MID-BLOCK CROSSWALK)

**Conditions**

1. Arterial design speed ≤40 MPH.
2. On street parking provided.

**General Notes**

1. Pedestrian ramp and crosswalk (with optional pedestrian signal) can be provided if no conflict is created with boarding and alighting areas.
2. Bus stop area shown for one bus.
3. See Sheet 22 for further details.
4. For pavement markings see index 17346 and 17347.

**Legend**

- 22 = Parking area
- 205 = Clear area (see Sheet 22 for details)

**Typical Application**

1. Areas with high volume of pedestrians on sidewalk such as central business districts.
2. Mid-block bus stop needed to access a transit demand generator.
3. On-street parallel parking.

**M-1B**

**Mid-block Nub/Bulb on a Divided Roadway with On-street Parking**

- MID-BLOCK NUB/BULB ON A DIVIDED ROADWAY WITH ON-STREET PARKING

**Conditions**

1. Arterial design speed ≤40 MPH.
2. On street parking provided.

**General Notes**

1. Bus stop area shown for one bus.
2. See Sheet 22 for further details.
3. Curb ramp type is shown only as an illustration.
4. Dimension "DL" can be found on Sheet 22.
5. For pavement markings see index 17346 and 17347.
**TYPICAL APPLICATION**

1. Right turn bay exist on near side of intersection and far side bus stop can not be provided.
2. Mid-block bus stop needed to access a transit demand generator.
3. Low volume of pedestrians on sidewalk and low volume of vehicles is high. Nub alternative is preferable.

**CONDITIONS**

1. Arterial design speed ≥45 MPH.

**M-2**

MID-BLOCK BUS BAY ON A DIVIDED ROADWAY WITH ON-STREET PARKING
(NO NUB ALTERNATIVE)

**GENERAL NOTES**

1. Bus stop area shown for one bus.
2. See Sheet 22 for further details.
3. Curb ramp type is shown only as an illustration.
4. For pavement markings see Index 17346 and 17347.

**TYPICAL APPLICATION**

1. Right turn bay exist on near side of intersection and far side bus stop can not be provided.
2. Mid-block crossing needed to access a transit demand generator.
3. Low volume of pedestrians on sidewalk and low volume of vehicles.

**CONDITIONS**

1. Arterial design speed ≥45 MPH.

**M-3**

MID-BLOCK BUS STOP ON A DIVIDED ROADWAY WITHOUT ON-STREET PARKING

**GENERAL NOTES**

1. Bus stop area shown for one bus.
2. See Sheet 22 for further details.
3. Curb ramp type is shown only as an illustration.
4. Dimension "DL" can be found on Sheet 22.
5. For pavement markings see Index 17346 and 17347.

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**LEGEND**

- **PARKING AREA**
- **CLEAR AREA** (see Sheet 22 for details)

**TRANIT FACILITIES GUIDELINES**

Sheet No. 24 of 41
**TYPICAL APPLICATION**

1. Right-turn bay exists on near side of intersection, and far side bus stop can not be provided.
2. Mid-block crossing needed to access a transit demand generator.
3. Areas with high volume of vehicles and/or passengers.

**CONDITIONS**

1. Arterial design speed ≤45 MPH.

**M-4**

**MID-BLOCK BUS BAY ON A DIVIDED ROADWAY WITHOUT ON-STREET PARKING**

**GENERAL NOTES**

1. For bus bay details see Sheet 7 & 8.
2. Bus stop area shown for two buses.
3. See Sheet 22 for further details.
4. Curb ramp type is shown only as an illustration.
5. Dimension "DL" can be found on Sheet 22.
6. For pavement markings see Index 17346 and 17347.

---

**LEGEND**

- **Parking Area**
- **Clear Area** (See Sheet 22 for details)

**TYPICAL APPLICATION**

1. Right-turn bay exists on near side of intersection and far side bus stop can not be provided.
2. Mid-block crossing needed to access a transit demand generator.
3. Low volume of pedestrians on sidewalk, low volume of vehicles and street parking exits.

**M-6**

**MID-BLOCK BUS STOP ON AN UNDIVIDED ROADWAY WITH ON-STREET PARKING**

**GENERAL NOTES**

1. Installation of median island to be properly coordinated with adjacent property access requirements (driveways and side streets).
2. Bus stop area shown for one bus.
3. See Sheet 22 for further details.
4. Curb ramp type is shown only as an illustration.
5. Dimension "DL" can be found on Sheet 22.
6. For pavement markings see Index 17346 and 17347.
M-6
MID-BLOCK BUS STOP ON AN UNDIVIDED ROADWAY WITHOUT ON-STREET PARKING

TYPICAL APPLICATION
1. RIGHT TURN BAY EXISTS ON NEAR SIDE OF INTERSECTION AND FAR SIDE BUS STOP CAN NOT BE PROVIDED.
2. MID-BLOCK CROSSING NEEDED TO ACCESS A TRANSIT DEMAND GENERATOR.
3. LOW VOLUME OF PEDESTRIANS ON SIDEWALK AND LOW VOLUME OF VEHICLES.

CONDITIONS
1. ARTERIAL DESIGN SPEED ≤45 MPH.

M-7
MID-BLOCK NUB/BULB WITH TWO-WAY-LEFT-TURN-LANE MEDIAN AND ON-STREET PARKING

TYPICAL APPLICATION
1. AREAS WITH HIGH VOLUME OF PEDESTRIANS ON SIDEWALK SUCH AS CENTRAL BUSINESS DISTRICTS.
2. MID-BLOCK CROSSING NEEDED TO ACCESS A TRANSIT DEMAND GENERATOR.
3. ON STREET PARALLEL PARKING.

CONDITIONS
1. ARTERIAL DESIGN SPEED ≥45 MPH.

GENERAL NOTES
1. INSTALLATION OF MEDIAN ISLAND TO BE PROPERLY COORDINATED WITH ADJACENT PROPERTY ACCESS REQUIREMENTS (DRIVEWAYS AND SIDE STREETS).
2. BUS STOP AREAS SHOWN FOR ONE BUS.
3. SEE SHEET 22 FOR FURTHER DETAILS.
4. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
5. DIMENSIONS "DC" CAN BE FOUND ON SHEET 22.
6. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

LEGEND
- PARKING AREA
- CLEAR AREA
- TWO WAY LEFT TURN LANE

TRANSIT FACILITIES GUIDELINES
TYPICAL APPLICATION

1. Right turn bay exists on near side of intersection and far side bus stop can not be provided.
2. Mid-block crossing needed to access a transit demand generator.
3. Low volume of pedestrians on sidewalk and street parking exists, when pedestrian volume is high, mid-block alternative is preferable.
4. On street parallel parking.

CONDITIONS

1. Arterial Design Speed ≥45 MPH.

M-8
MID-BLOCK BUS BAY WITH TWO-WAY-LEFT-TURN-LANE MEDIAN AND ON-STREET PARKING

M-9
MID-BLOCK BUS STOP WITH TWO-WAY-LEFT-TURN-LANE MEDIAN WITHOUT ON-STREET PARKING

GENERAL NOTES

1. Installation of median island to be properly coordinated with adjacent property access requirements (driveways and side streets).
2. Bus stop area shown for one bus.
3. See Sheet 22 for further details.
4. Curb ramp type is shown only as an illustration.
5. For pavement markings see Index 17346 and 17347.
NEAR SIDE BUS STOP ADJACENT TO CANAL GUARDRAIL

GENERAL NOTES
1. SEE FDOT STANDARD INDEX 17346 FOR TRAFFIC CONTROL DEVICE DETAILS.
2. SEE FDOT STANDARD INDEXES FOR DETAILS ON GUARDRAIL AND BARRIER WALL.
3. BUS STOP AREA SHOWN FOR ONE BUS.
4. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
5. DIMENSION "DL" CAN BE FOUND ON SHEET 22.
6. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

LEGEND
☐ ☐ ☐ CLEAR AREA (SEE SHEET 22 FOR DETAILS)

TRANSIT FACILITIES GUIDELINES
FAR SIDE BUS STOP ADJACENT TO CANAL BARRIER WALL

FAR SIDE BUS STOP ADJACENT TO CANAL GUARDRAIL

GENERAL NOTES
1. SEE FDOT STANDARD INDEX 17346 FOR TRAFFIC CONTROL DEVICE DETAILS.
2. SEE FDOT STANDARD INDEXES FOR DETAILS ON GUARDRAIL AND BARRIER WALL.
3. BUS STOP AREA SHOWN FOR ONE BUS.
4. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
5. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
CONC. SIDEWALK

MEDIAN OR ISLAND

GUARDRAIL WITH PIPE RAIL

DIRECTION OF TRAFFIC

SHEET 22. DIMENSION "DL" CAN BE FOUND ON AS AN ILLUSTRATION.

CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.

GENERAL NOTES
1. SEE FDOT STANDARD INDEX 17346 FOR TRAFFIC CONTROL DEVICE DETAILS.
2. SEE FDOT STANDARD INDEXES FOR DETAILS ON GUARDRAIL AND BARRIER WALL.
3. BUS STOP AREA SHOWN FOR ONE BUS.
4. SEE SHEET 22 FOR FURTHER DETAILS.
5. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
6. DIMENSION "DL" CAN BE FOUND ON SHEET 22.
7. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

LEGEND
000 CLEAR AREA (SEE SHEET 22 FOR DETAILS)

TRANSPORT FACILITIES GUIDELINES

SHEET NO. 30 OF 41
NEAR SIDE ISOLATED BUS STOP ADJACENT TO CANAL BARRIER WALL

NEAR SIDE ISOLATED BUS STOP ADJACENT TO CANAL GUARDRAIL

GENERAL NOTES
1. SEE FDOT STANDARD INDEX 17346 FOR TRAFFIC CONTROL DEVICE DETAILS.
2. SEE FDOT STANDARD INDEXES FOR DETAILS ON GUARDRAIL AND BARRIER WALL.
3. BUS STOP AREA SHOWN FOR ONE BUS.
4. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
5. DIMENSION "DL" CAN BE FOUND ON SHEET 22.
6. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

LEGEND:
- CLEAR AREA
  (SEE SHEET 22 FOR DETAILS)
FAR SIDE ISOLATED BUS STOP
ADJACENT TO CANAL BARRIER WALL

FAR SIDE ISOLATED BUS STOP
ADJACENT TO CANAL GUARDRAIL

GENERAL NOTES
1. SEE FDOT STANDARD INDEX 17346 FOR TRAFFIC CONTROL DEVICE DETAILS.
2. SEE FDOT STANDARD INDEXES FOR DETAILS ON GUARDRAIL AND BARRIER WALL.
3. BUS STOP AREA SHOWN FOR ONE BUS.
4. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
5. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
GENERAL NOTES
1. SEE FDOT STANDARD INDEX 17346 FOR TRAFFIC CONTROL DEVICE DETAILS.
2. SEE FDOT STANDARD INDEXES FOR DETAILS ON GUARDRAIL AND BARRIER WALL.
3. BUS STOP AREA SHOWN FOR ONE BUS.
4. SEE SHEET 22 FOR FURTHER DETAILS.
5. CURB RAMP TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
6. DIMENSION "DL" CAN BE FOUND ON SHEET 22.
7. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

LEGEND
□ CLEAR AREA (SEE SHEET 22 FOR DETAILS)

TRANSPORT FACILITIES GUIDELINES
GENERAL NOTES

1. BOARDING AND ALIGHTING AREA RAISED 5".

BOARDING AND ALIGHTING AREA
WITH A SUBURBAN BUS STOP

BOARDING AND ALIGHTING AREA
WITH A RURAL BUS STOP
GENERAL NOTES
1. BOARDING AND ALIGHTING AREA RAISED 5”

ACCESSIBLE BOARDING AND ALIGHTING AREA
FOR FLUSH SHOULDER ROADWAYS WITH A CONNECTION
TO ROADWAY

ACCESSIBLE BOARDING AND ALIGHTING AREA
FOR FLUSH SHOULDER ROADWAYS WITH A CONNECTION
TO A SIDEWALK
OFF-STREET HALF-SAWTOOTH BUS BAY

GENERAL NOTES
1. TYPICALLY LOCATED IN BUS WAITING OR PARKING FACILITIES AND ARE NOT LOCATED IN THE ROADWAY RIGHT-OF-WAY.
2. THE LENGTHS SHOULD BE EXTENDED BY 20 FEET FOR ARTICULATED BUSES.
GENERAL NOTES

1. CURB TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
2. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
3. FOR SHELTER AND SHELTER PAD DETAILS, REFER TO SHEET 6.

CONCURRENT FLOW CURB BUS LANES MIDBLOCK, TWO-WAY STREET

* REQUIRES VEHICLES WITH LEFT SIDE DOORS

CONCURRENT FLOW MEDIAN BUS LANES MIDBLOCK, TWO-WAY STREET

* REQUIRES VEHICLES WITH LEFT SIDE DOORS
GENERAL NOTES

1. CURB TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
2. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
3. FOR SHELTER AND SHELTER PAD DETAILS, REFER TO SHEET 6.

CONTRA-FLOW BUS LANES MIDBLOCK, TWO-WAY STREET

CONTRA-FLOW BUS LANE MIDBLOCK, ONE-WAY STREET

FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
GENERAL NOTES
1. CURB TYPE IS SHOWN ONLY AS ILLUSTRATION.
2. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
3. FOR SHELTER AND SHELTER PAD DETAILS, REFER TO SHEET 6.

REVERSIBLE ONE-LANE MEDIAN BUSWAY MIDBLOCK, TWO-WAY STREET

* REQUIRES VEHICLES WITH LEFT SIDE DOORS

TWO WAY BUSWAY, MIDBLOCK, TWO-WAY STREET

FOR SHELTER AND SHELTER PAD DETAILS, REFER TO SHEET 6.

MEDIAN/STATION SEPARATION

6' (CONC. TRAFFIC SEPERATOR) OR 8' (JERSEY BARRIER)
4' MIN. (CONC. TRAFFIC SEPERATOR) OR 8' (JERSEY BARRIER)
6' (CONC. TRAFFIC SEPERATOR) OR 8' (JERSEY BARRIER)
4' MIN. (CONC. TRAFFIC SEPERATOR) OR 8' (JERSEY BARRIER)

CURB TYPE IS SHOWN ONLY AS AN ILLUSTRATION.

FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

1. CURB TYPE IS SHOWN ONLY AS AN ILLUSTRATION.
2. FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.
3. FOR SHELTER AND SHELTER PAD DETAILS, REFER TO SHEET 6.

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CURB TYPE IS SHOWN ONLY AS AN ILLUSTRATION.

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MEDIAN/STATION SEPARATION

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MEDIAN/STATION SEPARATION

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3. FOR SHELTER AND SHELTER PAD DETAILS, REFER TO SHEET 6.

MEDIAN/STATION SEPARATION

6' (CONC. TRAFFIC SEPERATOR) OR 8' (JERSEY BARRIER)
4' MIN. (CONC. TRAFFIC SEPERATOR) OR 8' (JERSEY BARRIER)
6' (CONC. TRAFFIC SEPERATOR) OR 8' (JERSEY BARRIER)
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FOR PAVEMENT MARKINGS SEE INDEX 17346 AND 17347.

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TRANSIT FACILITIES GUIDELINES