<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
<tr>
<td>901</td>
<td>Bus Turnout Dimensions</td>
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<tr>
<td>902</td>
<td>Bus Stop Dimensions</td>
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<td>904</td>
<td>Bus Shelter</td>
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<td>905</td>
<td>Bus Turning Radii</td>
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</table>
1. LOCAL ACCESS "A" & "B" STREETS AS DEFINED BY STANDARD DRAWING 300, DO NOT REQUIRE BUS TURNOUTS.

2. LOCATION AND REQUIREMENT FOR BUS STOPS WILL BE AT THE DIRECTION OF THE CITY ENGINEER.

3. PAVEMENT SECTION FOR BUS TURNOUT SHALL BE THE SAME AS REQUIRED FOR THE ADJACENT STREET, SEE STANDARD DRAWING 301.
1. LOCATION OF BUS Stops MUST BE APPROVED BY THE CITY ENGINEER.

2. INSTALL BUS STOP SIGN (R7-28 OR R7-29) A MIN OF 2-1/2' BACK FROM FACE OF CURB OR BEHIND BACK OF SIDEWALK AS APPLICABLE.

3. INSTALL BUS ZONE NO PARKING SIGNS (R7-107A) A MIN OF 2-1/2' BACK FROM FACE OF CURB OR BEHIND BACK OF SIDEWALK AS APPLICABLE.

### DIMENSIONS

A. **BERTH** - 50' FOR SINGLE 40' BUS.

B. **ENTRANCE CLEARANCE** - 60' MIN. FOR HIGH SPEED AND/OR HIGH VOLUME STREETS.

C. **EXIT CLEARANCE** - 40' MIN, 50' DESIRABLE FOR HIGH SPEED AND/OR HIGH VOLUME STREETS.

D. **CLEARANCE** - 25' IF ROUTE APPROACH/CONTINUES STRAIGHT, 50' IF ROUTE APPROACH/CONTINUATION REQUIRES TURN AT INTERSECTION.
NOTES
TEMPLATES FOR RIGHT-TURN ONLY.
REVERSE FOR LEFT-TURN.

MINIMUM
R1= RADIUS OF INNER REAR WHEEL  30'
R2= RADIUS OF OUTER FRONT CORNER  50'

RECOMMENDED
R1= RADIUS OF INNER REAR WHEEL  35'
R2= RADIUS OF OUTER FRONT CORNER  55'