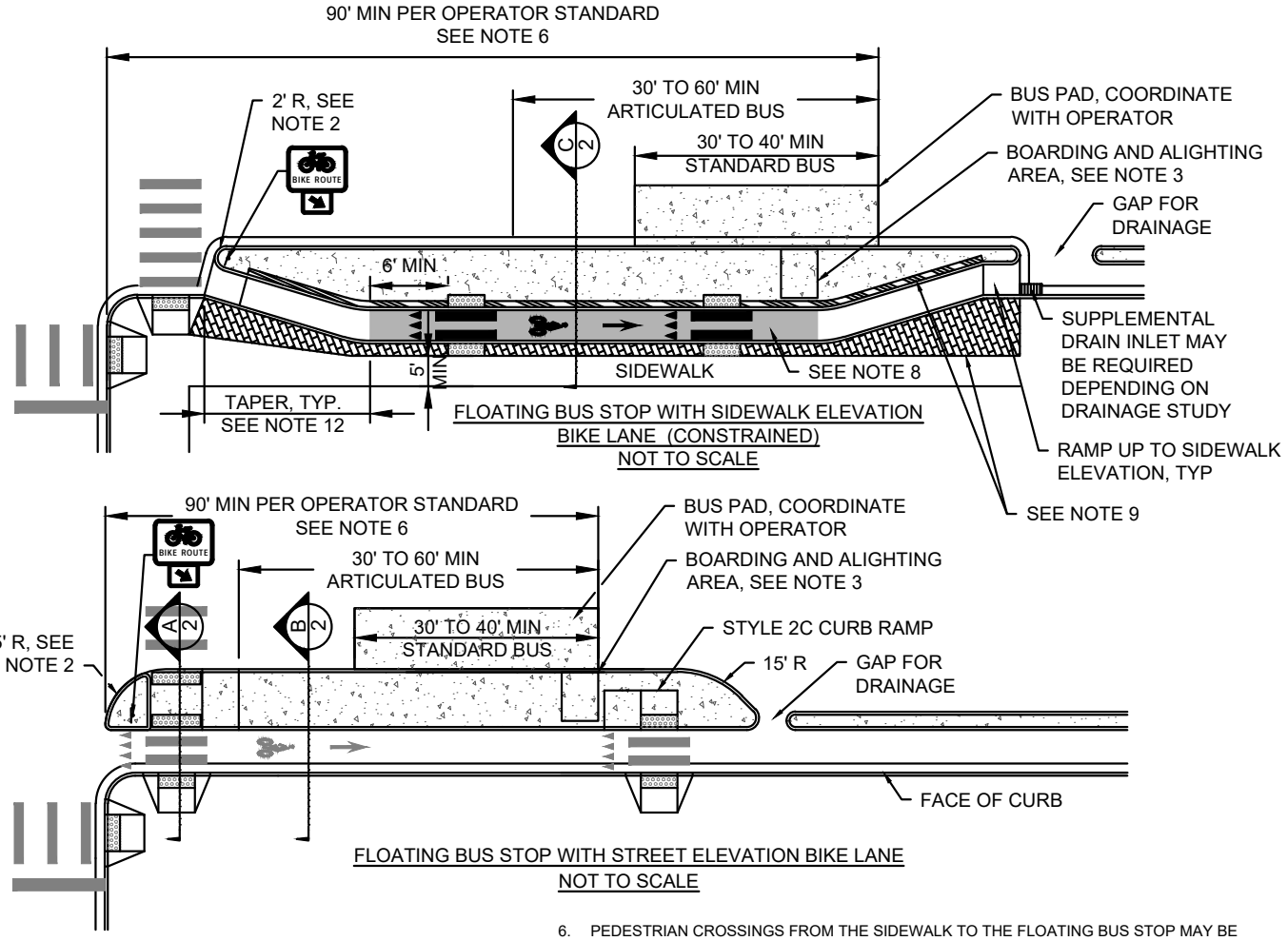


NOTES:

1. DESIGN PLANS SHOULD BE CONSULTED FOR VARIATIONS
2. A PORTION OF THE NOSE OF FLOATING BUS STOP MAY NEED TO BE DESIGNED AS MOUNTABLE TRUCK APRON, DEPENDING ON INTERSECTION GEOMETRY. INSTALL REFLECTOR TAPE ON NOSE FOR VISIBILITY
3. A MINIMUM 5-FOOT WIDE BY 8-FOOT DEEP BOARDING AND ALIGHTING AREA, WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION, IS REQUIRED AT FORWARD LOADING AREA ADJACENT TO THE BUS DOOR. THE 8-FOOT DEPTH MAY INCLUDE THE ADJACENT CURBLINE, BUT IS EXCLUSIVE OF ANY RAILING OR CHAMFERED CURB SPACE; AS SUCH THE PHYSICAL WIDTH OF THE FLOATING BUS STOP MAY NEED TO EXCEED 8-FEET. A 4-FOOT MINIMUM CLEAR ACCESSIBLE ROUTE MUST BE PROVIDED BETWEEN THE BOARDING AND ALIGHTING AREA AND THE SIDEWALK. AN ACCESSIBLE ROUTE MUST ALSO BE PROVIDED BETWEEN ANY PROVIDED BUS SHELTERS AND THE BOARDING AND ALIGHTING AREA. IF A FLOATING BUS STOP SERVES MULTIPLE TRANSIT VEHICLE STOPS SIMULTANEOUSLY, BOARDING AND ALIGHTING AREAS MUST BE PROVIDED AT EACH VEHICLE DOOR AND ACCESSIBLE ROUTES PROVIDED ACCORDINGLY.
4. THE PREFERABLE FLOATING BUS STOP LENGTH IS BASED ON THE LENGTH OF THE BUS(ES) EXPECTED TO USE THE BUS STOP. IF MULTIPLE BUSES ARE EXPECTED TO USE THE STOP AT THE SAME TIME, THE LENGTH SHOULD BE BASED ON THE BUS LENGTH(S) WITH 20-FEET OF SEPARATION BETWEEN THE BUSES. THE LENGTH OF A FLOATING BUS STOP IS EXCLUSIVE OF ALL PEDESTRIAN RAMPS.
5. LENGTH OF SIDEWALK REPLACEMENT WILL VARY BASED THE WIDTH OF THE FLOATING BUS STOP, EXISTING ROADWAY CROSS SLOPES, CURB REVEAL, AND THE SLOPE AND GRADE OF EXISTING SIDEWALKS.
6. PEDESTRIAN CROSSINGS FROM THE SIDEWALK TO THE FLOATING BUS STOP MAY BE PROVIDED AT INTERSECTIONS, AT LOCATIONS SEPARATE FROM THE INTERSECTION, AND/OR AT THE ENDS FURTHEST FROM INTERSECTIONS. TWO PEDESTRIAN CROSSINGS ARE PREFERABLE BASED ON NATURAL PEDESTRIAN DESIRE LINES.
7. WHERE POSITIVE DRAINAGE CANNOT BE ACHIEVED ALONG CURBLINES, INSTALL NEW STORM DRAIN STRUCTURES AND CONNECT TO EXISTING STORMWATER CONVEYANCE SYSTEM.
8. THE BIKE LANE SURFACE SHOULD CONTRAST WITH THE ADJACENT SIDEWALK AND FLOATING BUS STOP BY PROVIDING GREEN COLORED SURFACING
9. THE USE OF DIRECTIONAL INDICATOR STRIPS MAY ONLY BE CONSIDERED WHERE THE USE OF AN UNWALKABLE, VEGETATED AREA, OR HANDRAIL BETWEEN THE BIKE LANE AND SIDEWALK WOULD RESULT IN A SIDEWALK WIDTH OF LESS THAN 5-FEET, OR IS OTHERWISE NOT PREFERRED.
10. A MINIMUM 12-FOOT x 4-FOOT CLEAR SPACE, WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION IS RECOMMENDED AT ALL REAR BUS DOORS. IF THE REAR DOOR SERVES AS THE WHEELCHAIR ACCESSIBLE LOADING DOOR, A 5-FOOT X 8-FOOT LOADING AREA IS REQUIRED.
11. SEE CITY OF BOULDER DESIGN AND CONSTRUCTION STANDARDS, SECTION 2.07, TABLE 2.5 FOR STANDARD LANE WIDTHS
12. BIKE LANE TAPERS PREFERRED AT 7:1 SHIFT, MINIMUM 3:1 SHIFT IN CONSTRAINED LOCATIONS WHERE SPEED IS ≤ 13 MPH

LEGEND:

GREEN PAVEMENT MARKING, DIMENSIONS PER PLAN

YIELD LINE 12"x18" WITH 3" TO 12" SEPARATION

DIRECTIONAL INDICATOR STRIP

DRAWN BY: TW

CHECKED BY: CS

APPROVED BY:
DIRECTOR OF PUBLIC WORKS

CITY OF BOULDER, COLORADO

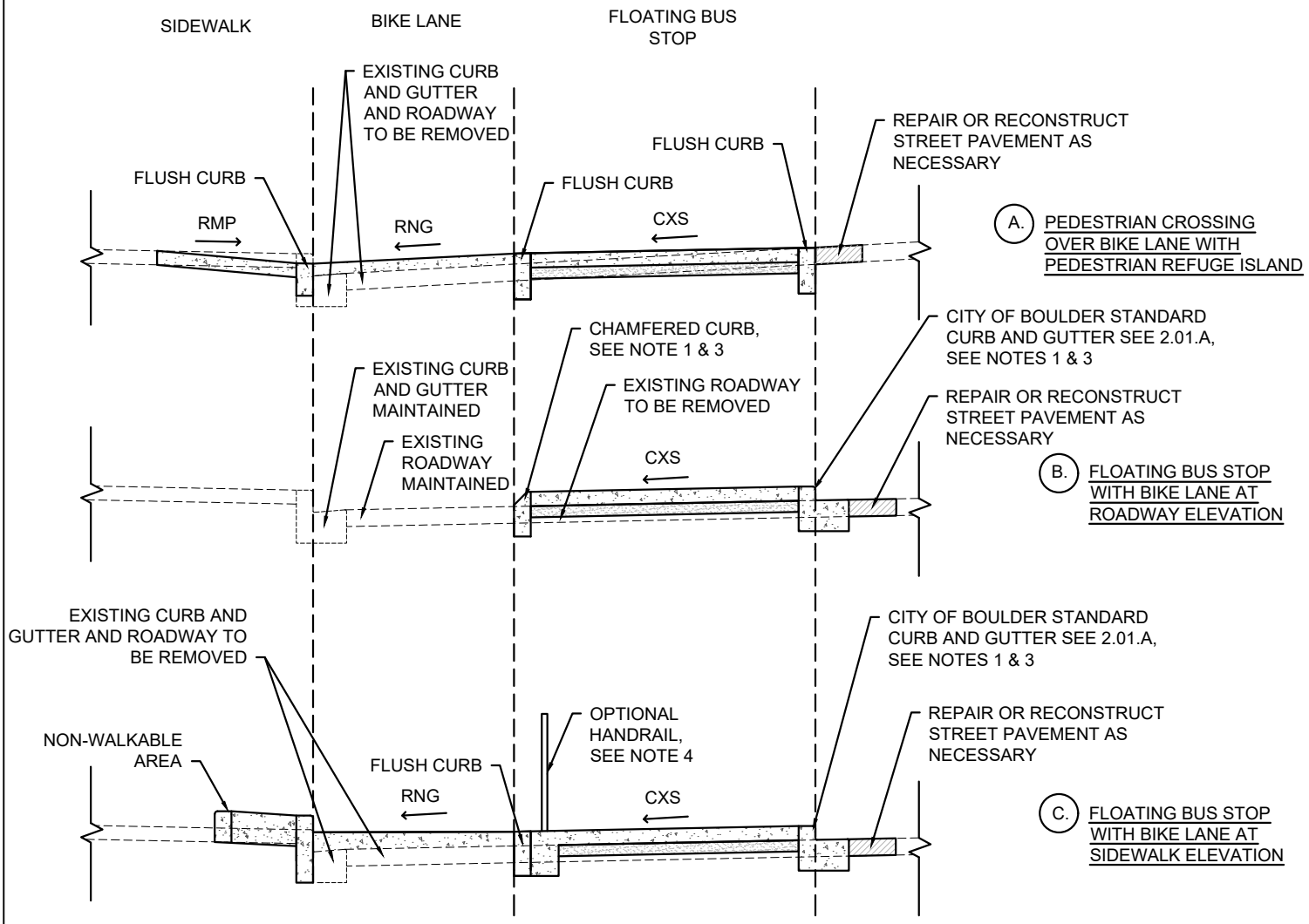
FLOATING BUS STOP DETAIL

ISSUED: XXX XX, 2021

REVISED: XXX XX, 2021

DRAWING NO.

X.XX.X



NOTES:

1. STANDARD 6 INCH CURB HEIGHTS ARE PREFERRED AND MAY REQUIRE PARTIAL OR FULL ROADWAY REGRADING. CURB HEIGHTS OF 4 INCHES OR LESS MAY BE USED TO ACHIEVE POSITIVE DRAINAGE WITHOUT ROADWAY REGRADING. THE USE OF CURB HEIGHTS BELOW 4" REQUIRES THE APPROVAL BY ENGINEER.
2. SLOPE TO REMAIN TRAVERSABLE AND DRAIN TOWARDS THE GUTTER. SLOPES NOT TO EXCEED 2%.
3. OVERALL CURB HEIGHT WILL VARY BASED ON EXISTING GRADES, CURB REVEALS, AND OPPORTUNITIES TO ADJUST THE CURBLINE ELEVATION AT THE EDGE OF ROAD. ENSURE THAT THE CURB DEPTH EXTENDS AT LEAST 8 INCHES BELOW FINISHED GRADE. FOR CURB REVEAL HEIGHTS THAT EXCEED 9 INCHES, DESIGN CURB AS AN ISOLATED REINFORCED CONCRETE RETAINING CURB.
4. A HANDRAIL IS REQUIRED IF THE CURB REVEAL (DROP-OFF FROM THE FLOATING BUS STOP TO THE ADJACENT BIKE LANE) EXCEEDS 8 INCHES. HOWEVER, A HANDRAIL SHOULD BE CONSIDERED FOR ANY CURB REVEAL OR ADJACENT TO SIDEWALK LEVEL BIKE LANES TO CHANNELIZE PEDESTRIANS TO THE CROSSWALKS. ALTERNATIVELY, A NON-WALKABLE AREA OR DIRECTIONAL INDICATOR STRIP MAY BE CONSIDERED.
5. ADJUSTMENTS TO THE BIKE LANE ELEVATION MAY BE NECESSARY IF ROADWAY CROSS SLOPES EXCEED 2%. IF ADJUSTING GRADE, ENSURE THAT POSITIVE DRAINAGE IS MAINTAINED ALONG THE CURB LINE OR PROVIDE ADDITIONAL DRAINAGE STRUCTURES.
6. VALLEYS CREATED FROM REVERSE SLOPES SHALL BE DRAINED BACK TO THE CURB WHEN POSSIBLE TO AVOID PONDING ON THE FLOATING BUS STOP. TRENCH DRAINS WITH ADA COMPLIANT GRATES ARE ALSO APPROPRIATE.

ACCESSIBLE RAMP SLOPE (RMP) = 7.8% (8.3% MAX)
ACCESSIBLE CROSS SLOPE (CXS) = 0.5-1.5% (2% MAX)
ACCESSIBLE RUNNING SLOPE (RNG) = 5% MAX

DRAWN BY: TW
CHECKED BY: CS

APPROVED BY:
DIRECTOR OF PUBLIC WORKS

CITY OF BOULDER, COLORADO

FLOATING BUS STOP CROSS SECTIONS

ISSUED: XXX XX, 2021
REVISED: XXX XX, 2021

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