



ADDITIONAL AREA REQUIRED BEHIND TYPICAL 5 FT. SIDEWALK FOR BUS SHELTER PAD

**NOTES**

1. SIDEWALK MAY BE REQUIRED TO BE CONSTRUCTED IN THOSE LOCATIONS WHERE THE BUS STOP WOULD OTHERWISE BE INACCESSIBLE AS DEFINED BY THE AMERICANS WITH DISABILITIES ACT. SEE DRAWING NO. 235, SHEET 4 OF 4 FOR SIDEWALK RAMP DETAILS.
2. ADDITIONAL RIGHT-OF-WAY OR EASEMENT IS REQUIRED FOR BUS SHELTER PAD AND VARIABLE HEIGHT CURB AT BACK OF SIDEWALK RAMP AND SHALL BE DEDICATED TO THE LOCAL ENTITY.
3. BUS SHELTER PAD CONNECTION TO DETACHED SIDEWALK CONDITION SHALL BE DETERMINED BY THE ENTITIES.
4. "A" = 10', "B" = 15' UNLESS BUS TURNOUT IS CONSTRUCTED PER STANDARD DRAWINGS 234.1 OR 234.4, THEN "A" = 5', "B" = 10'.
5. A 5' x 25' BUS SHELTER PAD BEHIND THE SIDEWALK WHERE NECESSARY MAY BE ALLOWED AS APPROVED BY THE RTC.
6. PEDESTRIAN ACCESS ROUTE SHALL HAVE A CROSS SLOPE OF NO GREATER THAN 2%, REGARDLESS OF CONSTRUCTION TOLERANCES.
7. PARALLEL TO THE STREET OR HIGHWAY, THE GRADE OF THE BOARDING AND ALIGHTING AREA SHALL BE THE SAME AS THE STREET OR HIGHWAY, TO THE EXTENT PRACTICAL. PERPENDICULAR TO THE STREET OR HIGHWAY, THE GRADE OF THE BOARDING AND ALIGHTING AREA SHALL NOT BE STEEPER THAN 2%, REGARDLESS OF CONSTRUCTION TOLERANCES.

		AGENCY APPROVED	B	C	H	L	M	N	R
SPECIFICATION REFERENCE		UNIFORM STANDARD DRAWINGS CLARK COUNTY AREA							
302	AGGREGATE BASE	TYPICAL BUS STOP PASSENGER LOADING WITH SHELTER PADS							
501	CONCRETE								
502	CONCRETE STRUCTURES								
		DATE 01-09-20	DWG. NO. 234.2						