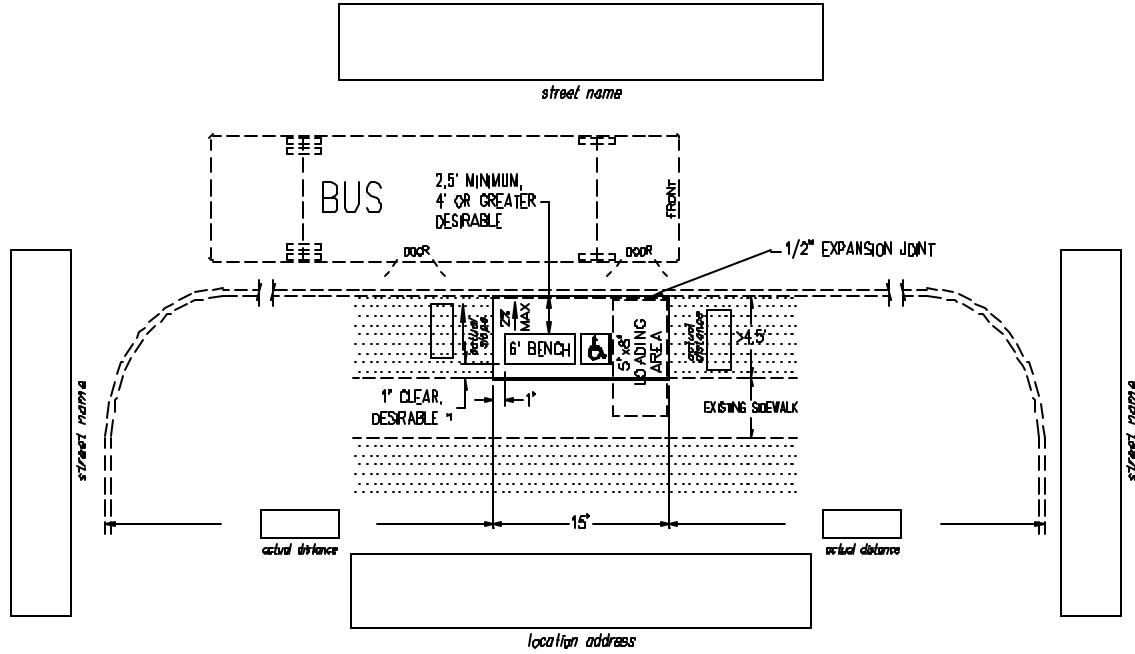


Appendix J: Bus Stop Diagrams




CASE I

FOR BUS STOPS WITH DETACHED SIDEWALKS AND AN AREA BETWEEN CURB AND SIDEWALK GREATER THAN 4.5 FEET WIDE.



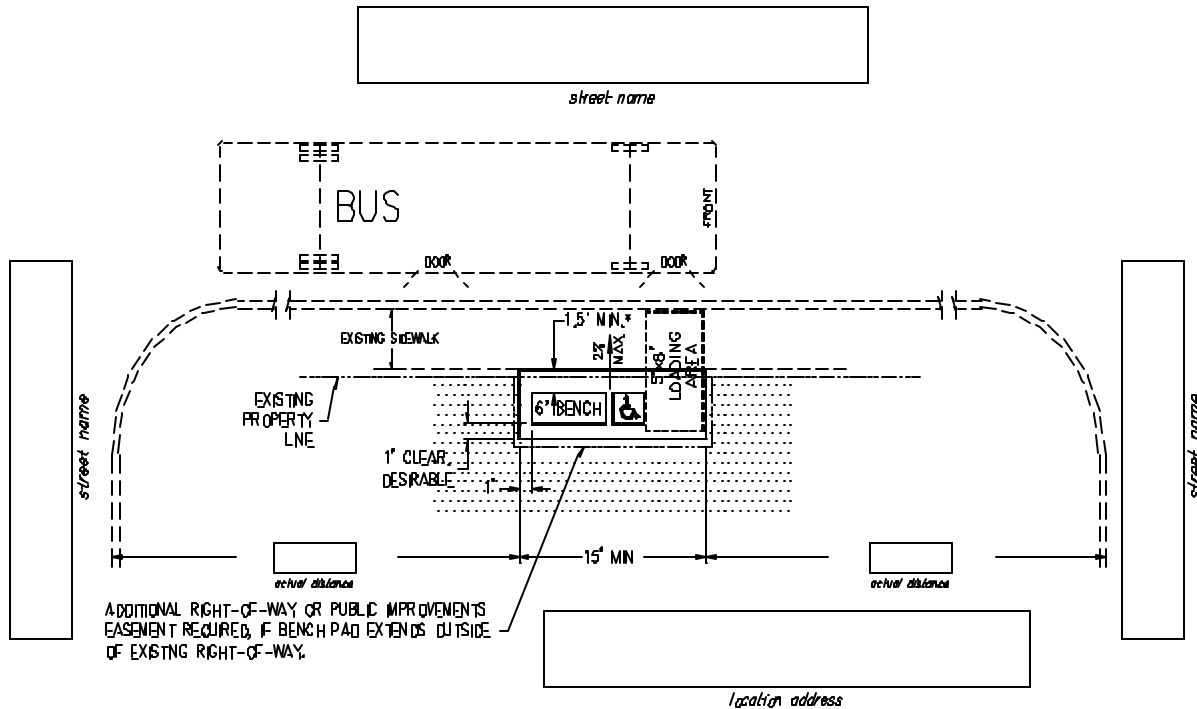
- * IF EXISTING SIDEWALK IS ALSO A BIKE TRAIL, THEN A 3" CLEARANCE MUST BE PROVIDED
- ALL NEW SIDEWALK AND BENCH PADS SHALL BE A MINIMUM OF 4" THICK, 4000psi CONCRETE.
- BETWEEN EDGE OF SIDEWALK AND BENCH.
- ALL DISTURBED AREAS SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION.

SHT. 1 OF 4
SCALE: 1"=10'

| | |
|---|-------------------------------|
|  TYPICAL BUS BENCH PLACEMENT | |
| Approved Date: 1/17/10 | City Engineer Date: 2/2/11 |
| STD D-37B | |

CASE II

FOR BUS STOPS WITH DETACHED SIDEWALKS AND AN AREA
BETWEEN CURB AND SIDEWALK LESS THAN 45 FEET WIDE.



ADDITIONAL RIGHT-OF-WAY OR PUBLIC IMPROVEMENTS EASEMENT REQUIRED, IF BENCH PAD EXTENDS OUTSIDE OF EXISTING RIGHT-OF-WAY.


* IF EXISTING SIDEWALK IS ALSO A BIKE TRAIL, THEN A 3' CLEARANCE MUST BE PROVIDED BETWEEN EDGE OF SIDEWALK AND BENCH

** IF COMBINED DISTANCE OF DETACHED AREA AND EXISTING SIDEWALK IS MORE THAN 8 FEET, THEN PAD LENGTH MAY BE REDUCED TO 10 FEET.

ALL NEW SIDEWALK AND BENCH PADS SHALL BE A MINIMUM OF 4" THICK, 4000psi CONCRETE.

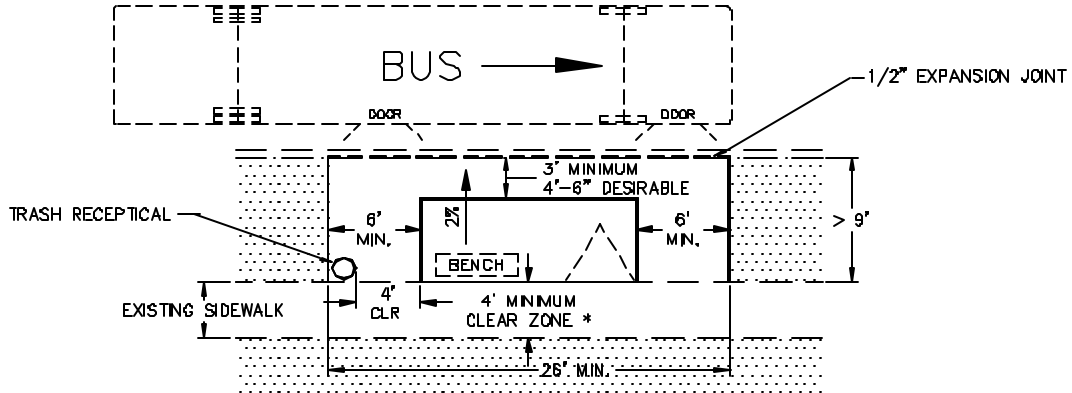
ALL DISTURBED AREAS SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION.

SHT 1 OF 4
SCALE: 1"=10'

| | |
|---|-----------------------------|
|  CITY OF PORTLAND | |
| TYPICAL BUS BENCH PLACEMENT | |
| Approved: _____ Date: _____ | City Engineer Date: 2/97 |
| Design: J. N. Ho | STD. D-37B |

CASE I

FOR BUS STOPS WITH DETACHED SIDEWALKS AND AN AREA BETWEEN CURB AND SIDEWALK GREATER THAN 9 FEET WIDE.

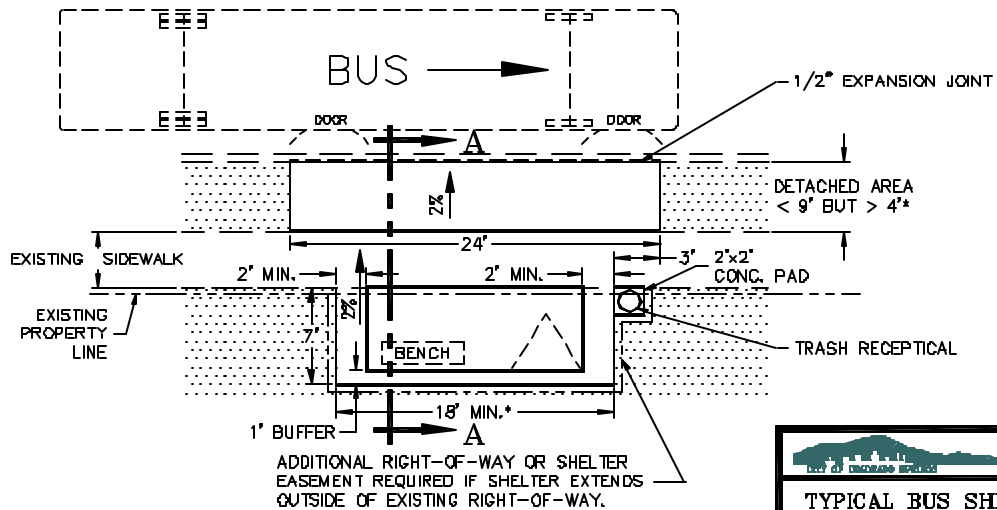


* 4' MINIMUM CLEAR ZONE OR MATCH EXISTING SIDEWALK WIDTH, WHICHEVER IS GREATER.

IF EXISTING SIDEWALK IS ALSO A BIKE TRAIL, THEN AN ADDITIONAL 3' CLEARANCE AREA MUST BE PROVIDED BETWEEN EDGE OF SIDEWALK AND SHELTER.

CASE II

FOR BUS STOPS WITH DETACHED SIDEWALKS AND AN AREA BETWEEN CURB AND SIDEWALK LESS THAN 9 FEET WIDE BUT GREATER THAN 4 FEET WIDE.



* IF SIDEWALK IS DETACHED LESS THAN 4 FEET USE CASE III AND SHELTER PAD SHALL BE A MINIMUM OF 26" WIDE.

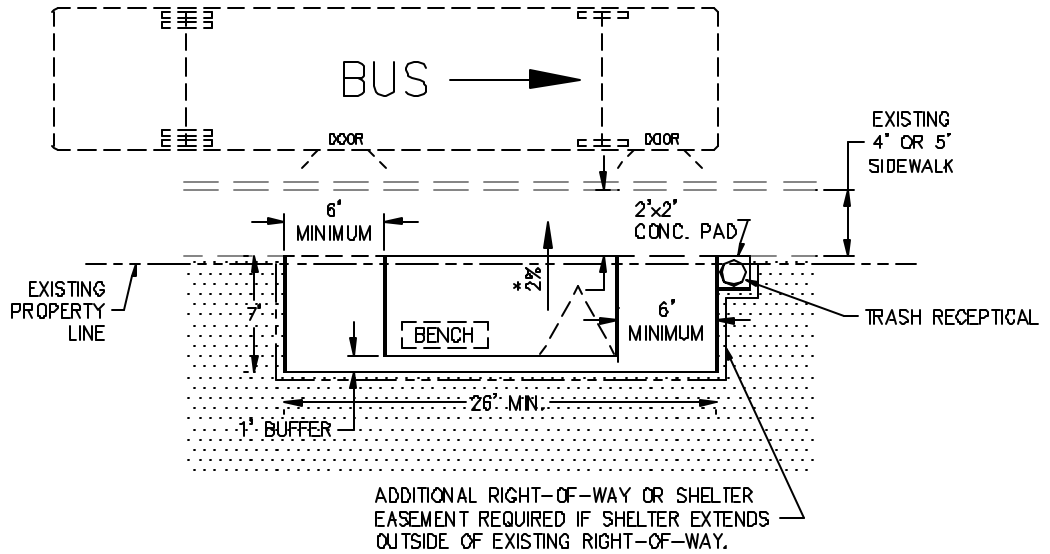
**TYPICAL BUS SHELTER
GENERAL NOTES**

| | |
|---------------------------------|------------------------------|
| <small>City Engineer</small> | <small>City Engineer</small> |
| <small>Drawn by: J. NRg</small> | <small>Date: 1/97</small> |
| <small>Scale: 1"=10'</small> | <small>STD. D-36B</small> |

SHT: 2 OF 4
SCALE: 1"=10'

CASE III

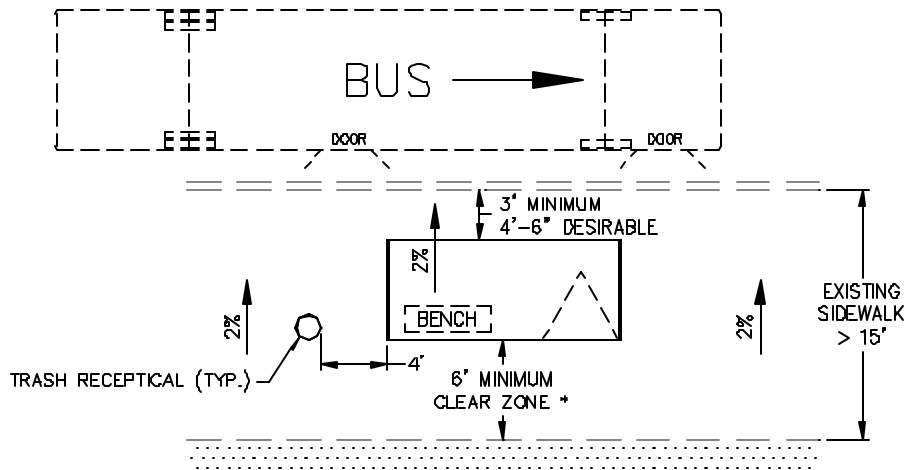
FOR BUS STOPS WITH ATTACHED SIDEWALKS.



* MATCH EXISTING SIDEWALK WIDTH.

CASE IV

FOR BUS STOPS WITH ATTACHED SIDEWALKS MORE THAN 15 FEET WIDE

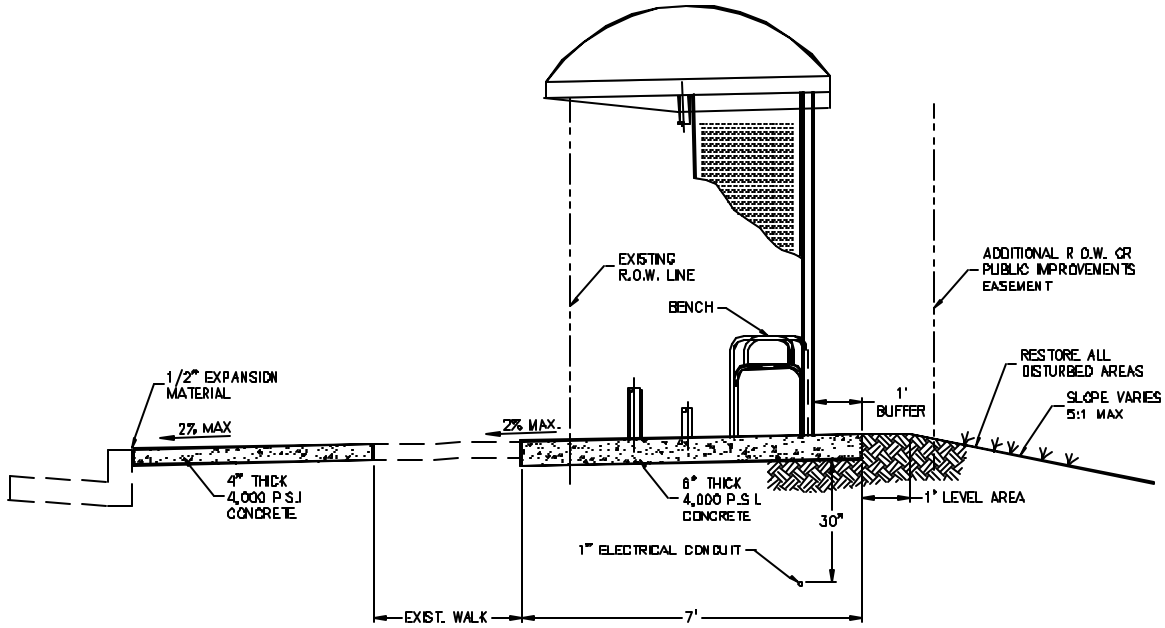


* PROVIDED THAT THE SIDEWALK IS NOT ALSO A BIKE LANE OR TRAIL, IN WHICH CASE THE SIDEWALK MAY NOT BE OBSTRUCTED AND THE SHELTER WILL NEED TO BE LOCATED BEHIND THE BACK OF SIDEWALK.


SHT: 3 OF 4
SCALE: 1"=10'

**TYPICAL BUS SHELTER
GENERAL NOTES**

| | | |
|----------|---------|---------------|
| Approved | | City Engineer |
| By: | | |
| Drawn | J. Nino | Date: 1/97 |
| Std: | | STD. D-36C |



SECTION A-A

| | |
|---|----------------|
|  TYPICAL BUS SHELTER GENERAL NOTES | |
| Approval: | City Engineer: |
| BY: J. N. G. | DATE: 1/17 |
| STD 0-340 | |

SHE 4 OF 4
SCALE 1"=10'