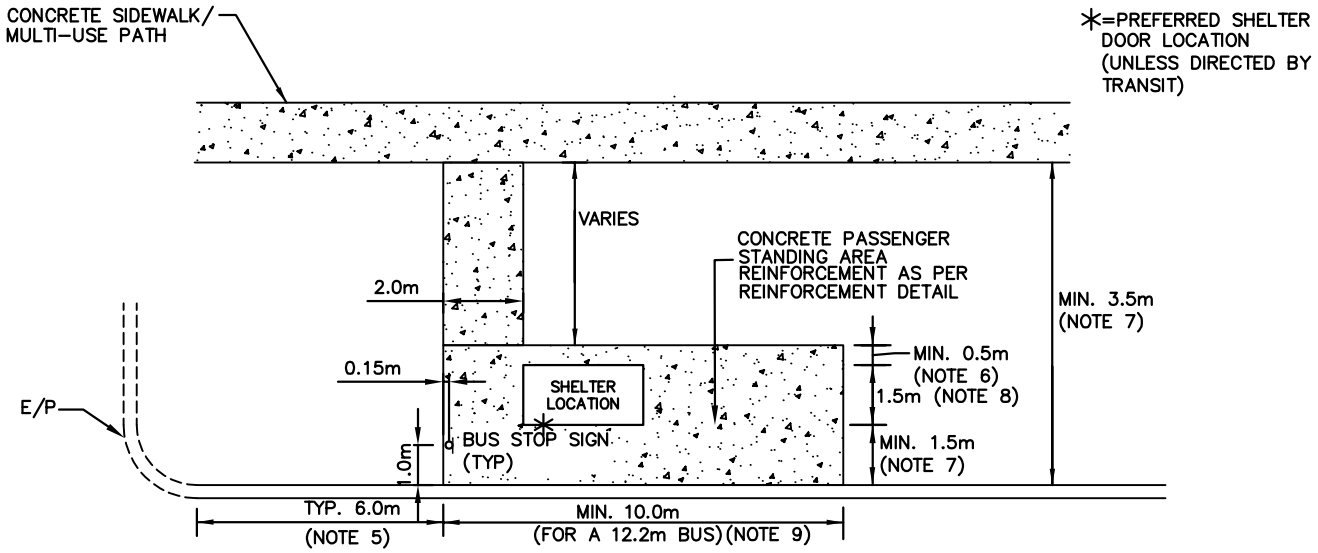

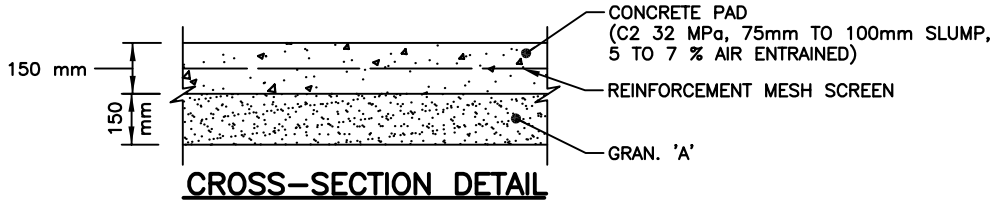

CROSS-SECTION DETAIL

NOTES:

1. ALL CONCRETE WORK TO BE IN ACCORDANCE WITH OPSD 310.010, 310.020.
2. ALL CONCRETE WORK TO BE CONSTRUCTED WITH 2% CROSSFALL TYPICALLY, MAX. 4%.
3. IN THE AREA OF CONCRETE PASSENGER STANDING AREA, SAWED CONTRACTION JOINTS SHALL BE USED.
4. A HARD SURFACE CONNECTION FROM PASSENGER STANDING AREA TO NEAREST SIDEWALK OR INTERSECTION WILL BE REQUIRED WHERE A MUNICIPAL SIDEWALK IS NOT AVAILABLE. (SEE S-500.010)
5. STOPS TO BE LOCATED TYPICALLY 6m FROM INTERSECTION/HIGH VOLUME DRIVEWAY (MEASURED FROM THE START OF THE CONCRETE STANDING AREA TO THE INTERSECTION CURB RADIUS), UNLESS OTHERWISE REQUESTED. STOPS TO BE LOCATED SO THAT BUS SHELTER DOES NOT OBSTRUCT INTERSECTION SIGHT LINES, AS DEFINED IN TAC GEOMETRIC DESIGN FOR CANADIAN ROADS.
6. IN LOCATIONS WHERE A MULTI-USE PATH IS PROVIDED INSTEAD OF A CONCRETE SIDEWALK, THE MINIMUM SETBACK BETWEEN SHELTER AND MULTI-USE PATH IS 1.0m.
7. DESIGNER TO CONSIDER TAC CLEAR ZONE WHEN SITTING SHELTER.
8. SHELTER FOOTPRINT DIMENSIONS OF 1.5m X 3.0m, TO BE INCREASED TO 1.8m x 4.8m FOR HIGH VOLUME BUS STOP.
9. MIN. 16m (FOR 18.3m BUS)

ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED.

DURHAM REGION
WORKS DEPARTMENT

PASSENGER STANDING AREA WITH SHELTER PAD (WIDE BOULEVARD >3.5m)

DWG. DATE:	2009 04
REVISION NO.:	8
REV. DATE:	2025 09
SCALE:	N.T.S.

S-500.011