



NOTES:

1. LENGTH OF STORAGE DETERMINED BY SINGLE OR DOUBLE BUS STOP AS SPECIFIED BY SERVING TRANSIT AGENCY AND APPROVED BY THE CITY ENGINEER.
2. IF BENCH/SHELTER IS PROPOSED, 4 FEET MINIMUM OF SIDEWALK CLEARANCE IS REQUIRED.
3. FAR SIDE BUS BAY LOCATION IS PREFERRED, PER ABOVE DETAIL.
4. ADDITIONAL STREET LIGHTING WITH LONGER MAST ARM MAY BE REQUIRED AS DETERMINED BY THE CITY ENGINEER.
5. CONSTRUCT EXPANSION JOINTS (AT 60' SPACING) AND WEAKENED PLANE JOINTS (AT 10' SPACING) OR AS DIRECTED BY THE CITY ENGINEER.
6. PCC PAVEMENT THICKNESS SHALL BE DETERMINED BY THE ENGINEER. STRUCTURAL SECTION CALCULATIONS ARE REQUIRED. MINIMUM THICKNESS SHALL BE 8" PCC WITH #4 REBARS AT 24" OC IN BOTH DIRECTIONS OVER 6" AB OVER 12" MIN. 95% COMPACTED NATIVE SUBGRADE OR PER SOIL REPORT. CONCRETE SHALL BE CLASS 560-C-3250.
7. CURB SHALL BE POURED MONOLITHIC WITH PCC PAVEMENT.
8. ADDITIONAL R/W AND / OR EASEMENTS MAY BE REQUIRED BY CITY ENGINEER.
9. LOCATION OF BUS TURNOUT SHOULD BE AS APPROVED BY THE TRANSPORTATION DIVISION AND IN CONSULTATION WITH THE APPROPRIATE TRANSIT AGENCY.

NOT TO SCALE

	RECOMMENDED:  DIVISION MANAGER / DATE 1/21/14	CITY OF MORENO VALLEY PUBLIC WORKS DEPARTMENT - CAPITAL PROJECTS DIVISION	STANDARD PLAN MVSI-161-0
	APPROVED:  PUBLIC WORKS DIRECTOR / DATE 1/29/14		BUS TURNOUT