

CURB AND PROP. LINE RADII
VARY BY CROSS-SECTION
SEE STD DRAWING NO. 15.24

RAISED MEDIAN

10' CURB TAPER RADII

2' STRIPED
BUFFER

RIGHT TURN LANES
ADDED UPON CITY ENGINEER OR
TRAFFIC STUDY RECOMMENDATION

TURN POCKET LENGTH
TBD (MIN 50')

CROSSING WIDTH VARIES
BY CROSS-SECTION

CYCLE TRACK
GRADE TRANSITION
RAMPS

SIDEWALK

CURB EXTENSION TAPER
10' FROM CROSSING

NOTES:

TYPICAL CURB EXTENSION DIMENSIONS SUBJECT TO
CHANGE UPON C.E. RECOMMENDATION

SIGNING AND STRIPING SHALL FOLLOW MUTCD
STANDARDS

PAVEMENT WIDTH VARIES
BY CROSS-SECTION

WIDTHS VARY BY
CROSS-SECTION

PARK
STRIP
CYCLE
TRACK

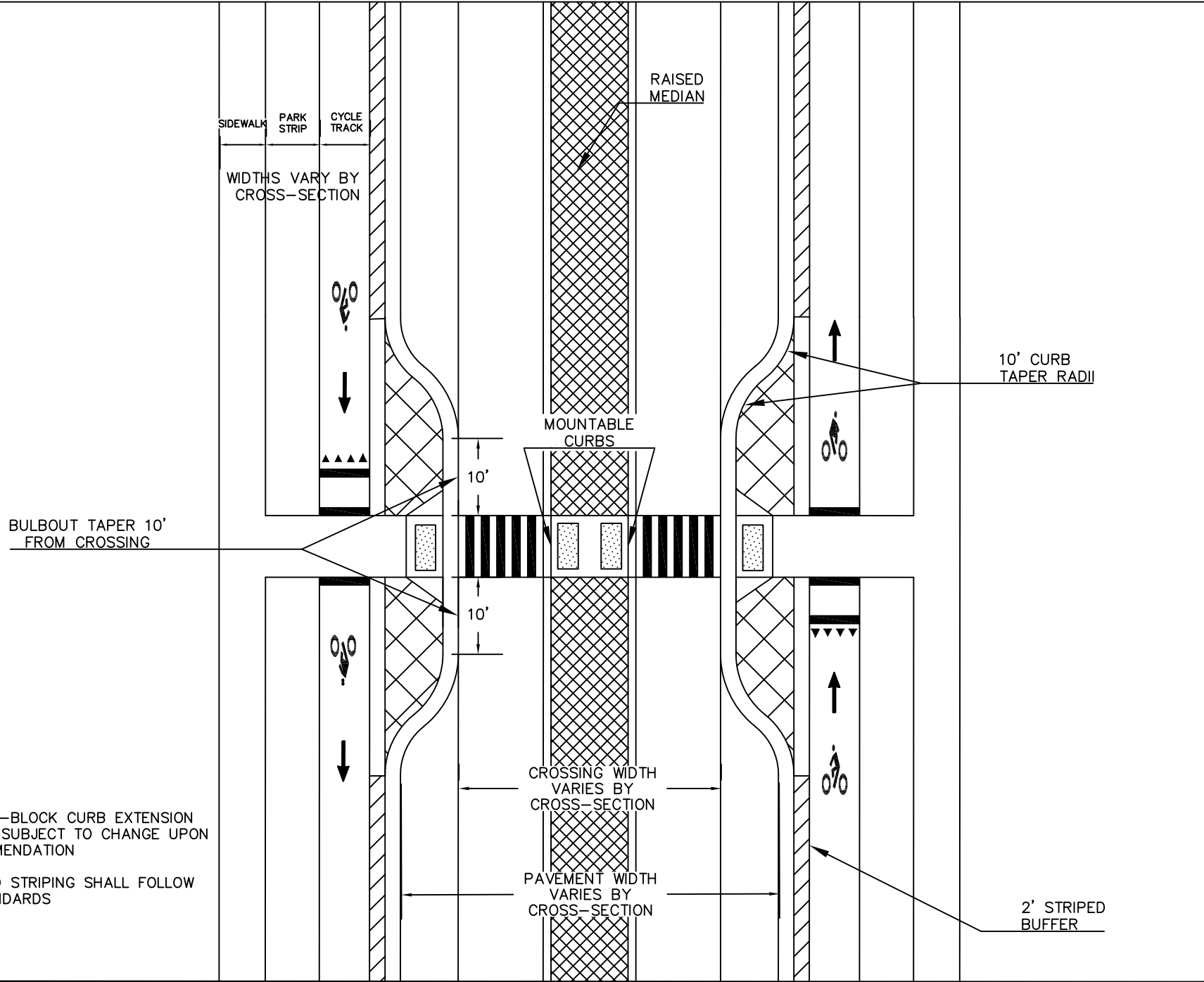
DRAWN: JMM
REVISED:
DATE: SEPT 2018
SCALE: VARIES



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STANDARD DETAIL FOR
TRANSIT ORIENTED
DEVELOPMENT BULBOUT AT
INTERSECTION

DRAWING NO.
FIG 01



NOTES:
 TYPICAL MID-BLOCK CURB EXTENSION DIMENSIONS SUBJECT TO CHANGE UPON C.E. RECOMMENDATION
 SIGNING AND STRIPING SHALL FOLLOW MUTCD STANDARDS

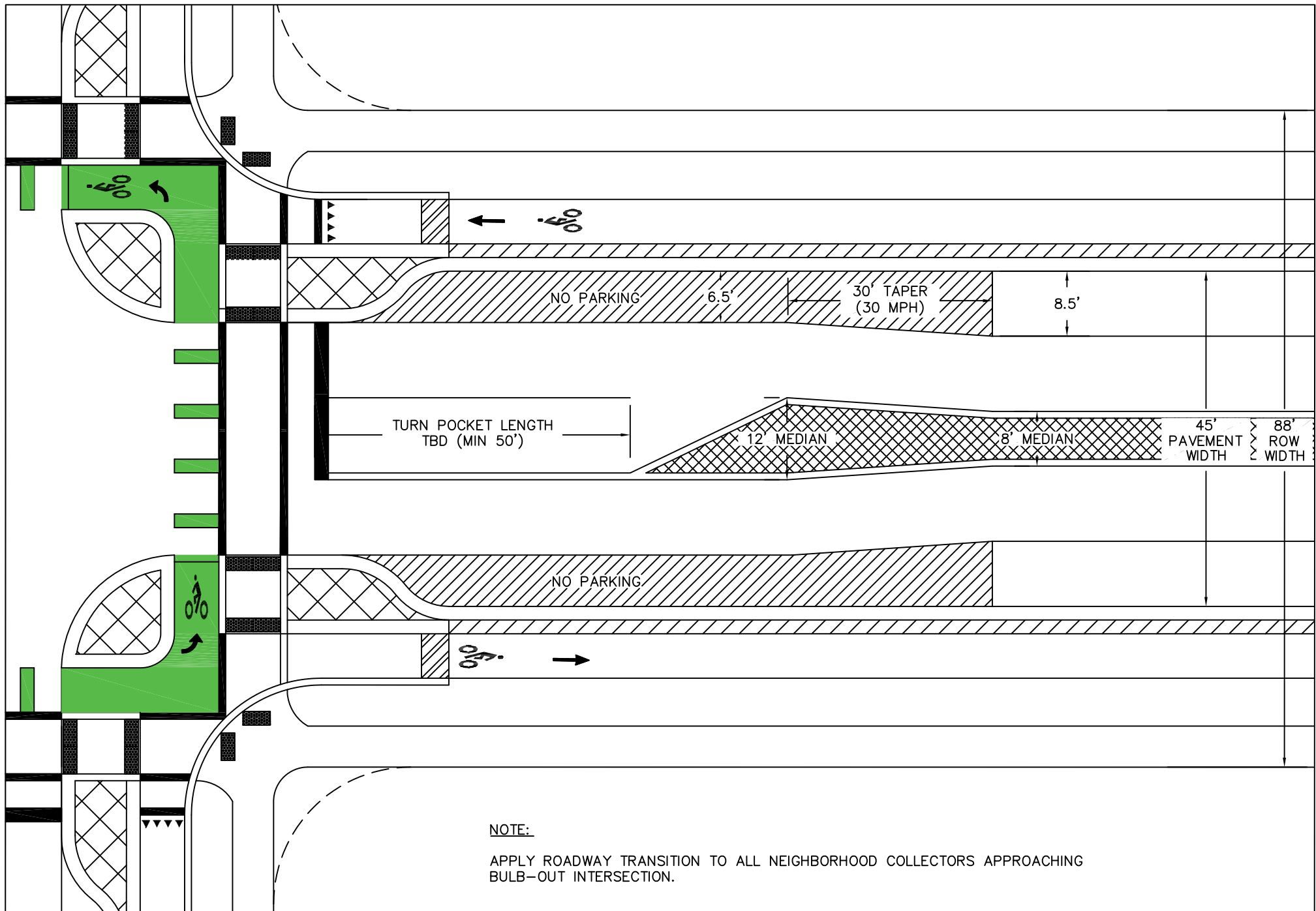
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STANDARD DETAIL FOR
 TRANSIT ORIENTED
 DEVELOPMENT MIDBLOCK
 BULBOUT

DRAWING NO.
 FIG 02



NOTE:
 APPLY ROADWAY TRANSITION TO ALL NEIGHBORHOOD COLLECTORS APPROACHING BULB-OUT INTERSECTION.

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STANDARD DETAIL FOR
 TRANSIT ORIENTED DEVELOPMENT
 NEIGHBORHOOD COLLECTOR TRANSITION TO
 BULB-OUT AT INTERSECTION

DRAWING NO.
 FIG 03