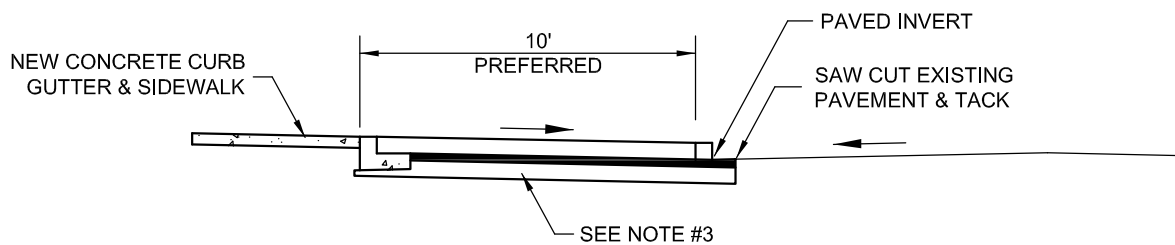


PLAN VIEW



SECTION A

NOTES

1. PREFERRED CONSTRUCTION OF TURNOUT SLOPE IS TO REVERSE SLOPE BACK TO NEW PAVED INVERT. SLOPING TURNOUT TO MAINTAIN ROADWAY CROWN SLOPE SHALL BE USED WITH CITY ENGINEERS APPROVAL ONLY. APPROVAL IS BASED UPON ADEQUATE DRAINAGE FOR THE TURNOUT.
2. THIS DETAIL INDICATES GENERAL CONFIGURATION REQUIREMENTS FOR BUS TURNOUTS. FINAL DESIGN WILL DEPEND UPON SITE CONDITIONS AND SHALL BE CONSTRUCTED ACCORDING TO THE SPECIFIC PROJECT PLAN APPROVED BY THE CITY ENGINEER.
3. SPECIFIC DETAILS FOR TYPES AND DEPTHS OF MATERIALS FOR CONSTRUCTION OF THE BUS TURNOUT ARE LOCATED ON ASSOCIATED STANDARD DETAILS. FOR PAVEMENT REQUIREMENTS SEE THE APPROPRIATE ROADWAY SECTION BASED UPON ROAD CLASSIFICATION.



City Of Yakima
Engineering Division

129 North Second Street
Yakima, Washington

City of Yakima - Standard Detail
BUS TURNOUT

NOT TO SCALE
Revision 2-2011

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