- Required for proper drainage.
- Needed for channelization, delineation, control of access, or improving traffic flow and safety.
- To protect pedestrians and provide continuity at ramp connections with local roads.
- To replace existing curbs.
- To protect the expressway fence on frontage roads where required.

209.02 TYPES AND USES

Curb types and uses are shown in the current Standard Drawings and are discussed below.

Precast Curb Type A, B, C - These curbs are used to deter vehicles from using areas outside the travelled way, control drainage, and regulate and control parking. Type A curbs are typically used on the outside of the travelled way, adjacent to sidewalks and parking lanes. Typical B and C curbs are used at the median edge adjacent to the green area.

The above curb types are classified as barrier curbs and are not generally used on high-speed roadways as they present a safety hazard for errant vehicles. A continuous concrete barrier (safety shape) should be used where it is necessary to control drainage or access on high-speed roadways.

Cast-In-Situ Concrete Curb Type D - This curb is flush with the pavement and used to separate the travelled way from interlocking vehicular pavement.

Precast Concrete Curb Type E - This curb is used between interlocking pedestrian pavers and green or service reservation areas.

Cast-In-Situ Concrete Curb Type F - This curb is flush with the pavement and used to separate interlocking pedestrian pavers from quarry tile.

209.03 CURB PARAMETERS

Placement - Curbs should be positioned to provide the same unobstructed roadway width that is normally provided. All curb dimensions are to the inside face of curb.

Transitions - A transition from one curb type to another shall be done in 3.0 m. At curb termini, the curb should transition from normal curb height to zero in 5.0 m.

210 BUS STOPS AND TAXI STOPS

In urban areas, bus stops and taxi stops will be provided on all main roads.

To prevent ponding in bus and taxi stops on flat grades use either a reverse cross slope toward the main road pavement with slotted trench drains or continue the slope of the roadway and install an inlet along the loading/unloading curb line.

210.01 BUS STOPS

Bus stops will be located at the far side of intersections and as necessary at midblock locations. Near side bus stops should be avoided.

Normally, bus stops shall be constructed as shown on the current Standard Drawings. Under restrictive conditions these standards may be reduced to 15.0 m length, 10.0 m tapers and 3.25 m width.

At all bus stops a 4.0 m wide sidewalk shall be provided along the loading/unloading area. This shall be connected to the nearest sidewalk with a 4.0 m wide perpendicular sidewalk.

210.02 TAXI STOPS

Taxi stops will be located at the far side of intersections, no closer than 30.0 m to the radius return or end of right turn taper. Taxi stops should be located as necessary within the block but no closer than 30.0 m to a sector road.

Taxi stops shall be constructed as shown on the current Standard Drawings. At all taxi stops a 4.0 m wide sidewalk shall be provided along the loading/unloading area. This shall be connected to the nearest sidewalk with a 4.0 m wide perpendicular sidewalk.