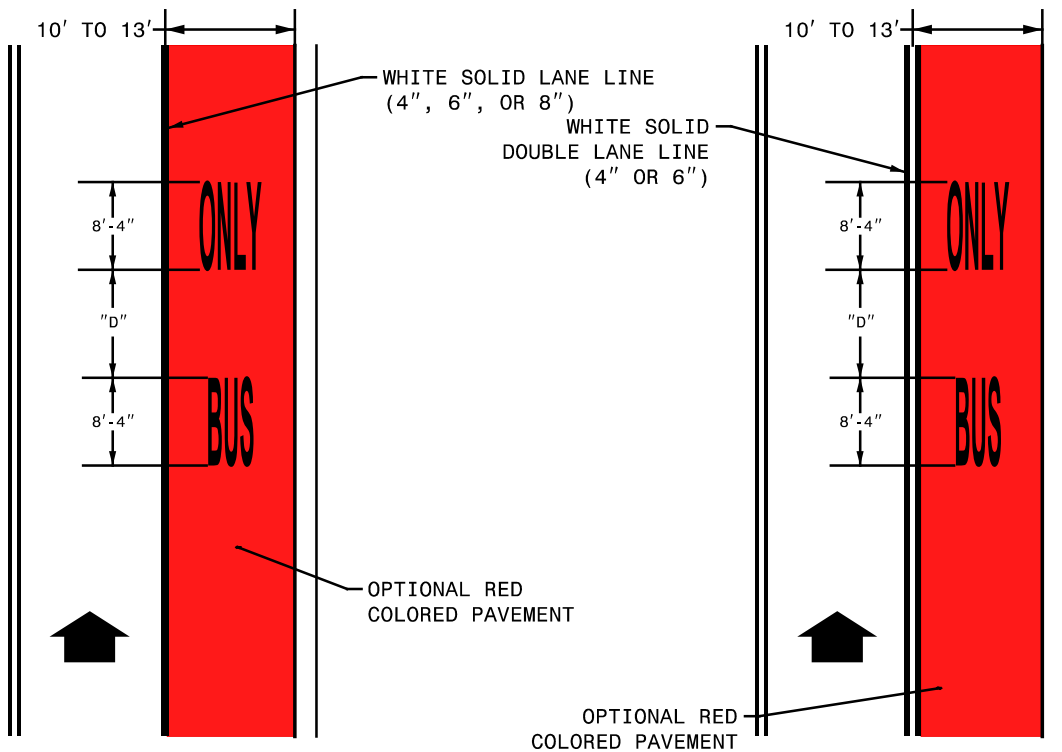
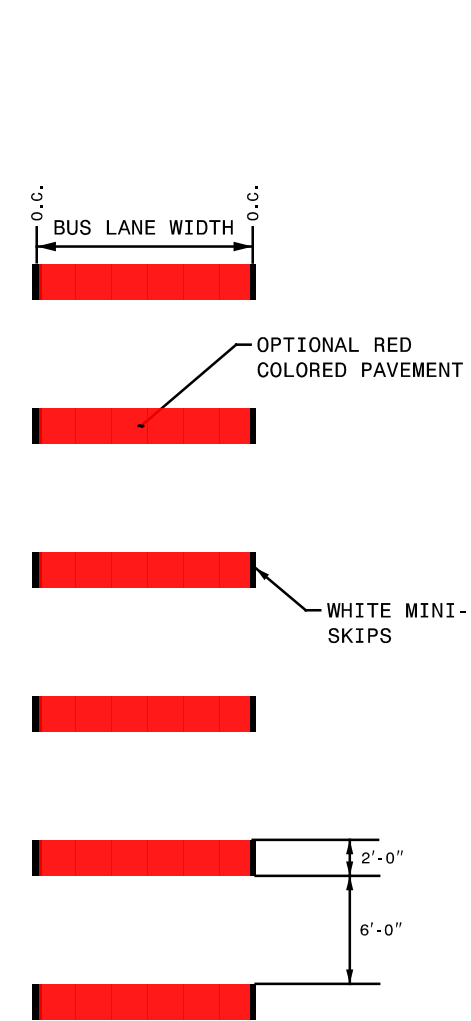


**BUS LANE DETAIL**

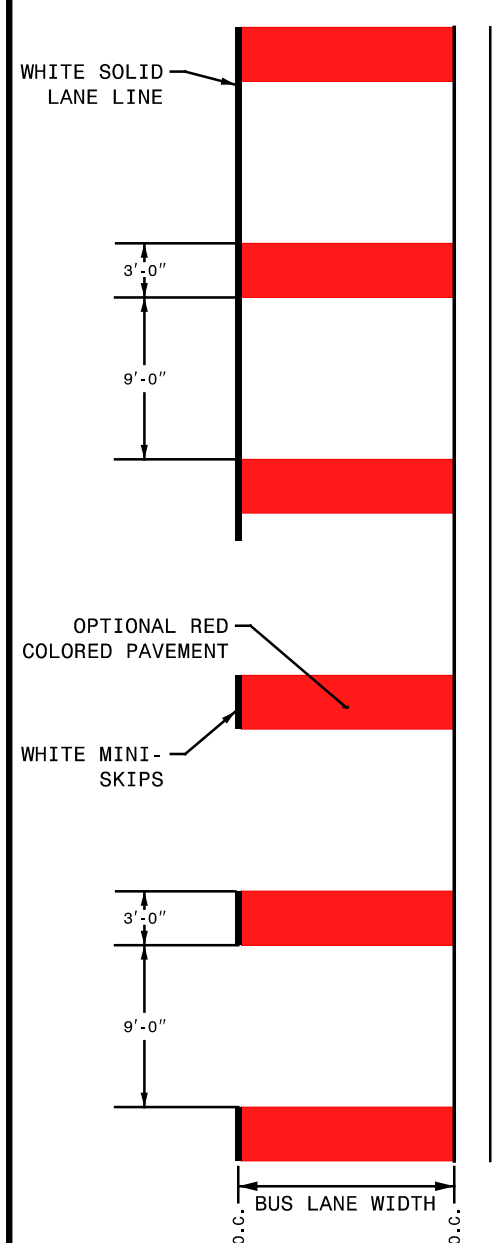


**BUS LANE - LANE EXTENSION MARKINGS**



NOTE: RED COLORED PAVEMENT IS OPTIONAL AS ENHANCEMENT IN AREAS BETWEEN MINI-SKIP PAIRS AND SHALL MATCH THE MINI-SKIP PATTERN.  
O.C. = "ON CENTER"

**BUS LANE - SHARED BUS/TURN LANE TREATMENT**



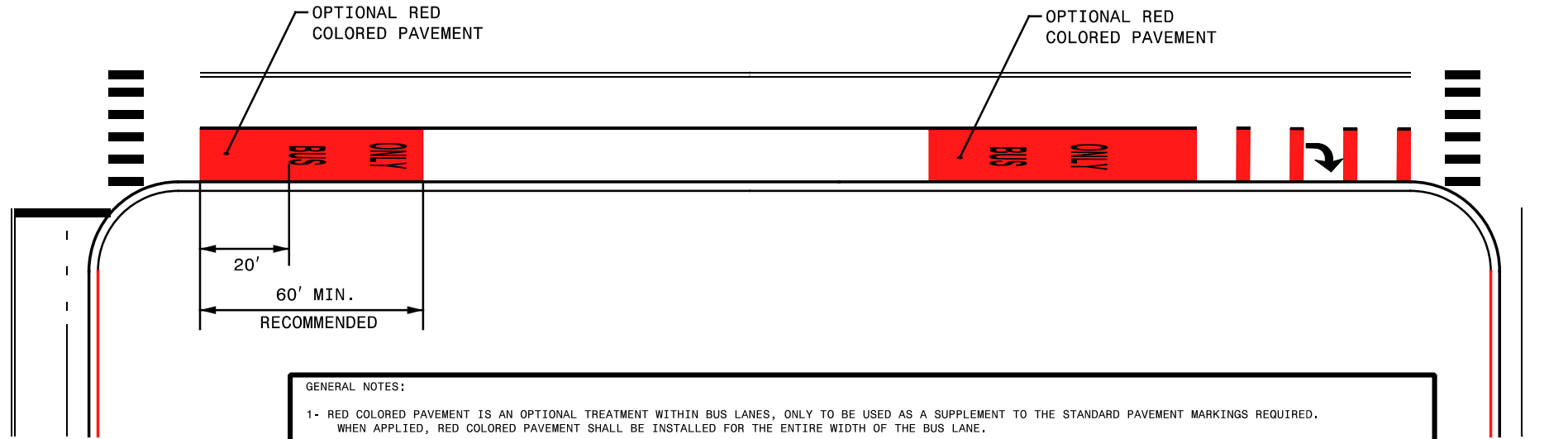
NOTE: RED COLORED PAVEMENT IS OPTIONAL AS ENHANCEMENT IN AREAS BETWEEN MINI-SKIP PAIRS AND SHALL MATCH THE MINI-SKIP PATTERN.  
O.C. = "ON CENTER"

- GENERAL NOTES:**
- 1- USE SOLID WHITE DOUBLE LANE LINES WHEN CROSSING IS PROHIBITED. USE A SINGLE SOLID WHITE LANE LINE IF CROSSING IS DISCOURAGED.
  - 2- "D" = SPACING OF THE PAVEMENT MARKING TEXT "BUS" AND "ONLY". PLEASE REFER TO THE CHART ON NCDOT STD. 1205.08 FOR THE DISTANCE BETWEEN WORD SYMBOLS. HOWEVER, "D" CAN BE REDUCED TO A MINIMUM OF 10' IN URBAN AREAS, IF APPLICABLE. USE ENGINEERING JUDGE MENT TO DETERMINE REASONABLE DISTANCE BETWEEN WORD SYMBOLS.
  - 3- REFER TO MUTCD TABLE 3E-1 FOR ADDITIONAL GUIDANCE FOR LANE LINE AND EDGE LINE WIDTHS FOR BUS LANES.
  - 4- DUE TO THE COMPLEXITY OF URBAN STREETS, USE BEST ENGINEERING JUDGE MENT IN THE PLACEMENT OF "BUS ONLY" WORD SYMBOLS TO DENOTE THE PREFERENTIAL USE OF THE BUS LANES. SYMBOLS MAY BE PLACED VARIOUS LOCATIONS ALONG A CORRIDOR, SUCH AS:
    - A- AT THE BEGINNING OF THE BUS LANE.
    - B- IN URBAN AREAS, AT THE FAR SIDE OF ALL INTERSECTIONS AND MAJOR STREET ENTRANCES. IF THERE ARE MULTIPLE STREETS WITHIN A BLOCK, PLACE BETWEEN GROUPS OF ENTRANCES.
    - C- IN SUBURBAN/URBAN AREAS, PLACE AT THE APPROACH AND DEPARTURE OF MAJOR INTERSECTIONS. WHERE INTERSECTIONS ARE SPACED FAR APART, PLACE IN INTERVALS NOT TO EXCEED 1000 FT.
    - D- AT THE APPROACH OF A MIXING ZONE FOR A POCKET TURN LANE, OR AT THE APPROACH OF A SHARED BUS/TURN LANE.
    - E- AT BUS STOP LOCATIONS.
    - F- ADDITIONAL SYMBOLS MAY BE PLACED AT HEAVY TRAFFIC CONFLICT AREAS TO REMIND MOTORISTS OF THE PREFERENTIAL USE OF THE BUS LANES. EXAMPLES WOULD BE BEFORE A MERGE AREA, BEFORE A SHARED BUS/TURN LANE, OR BEFORE WHERE THERE IS A DRIVEWAY THAT RECEIVES A HEAVY VOLUME OF MOTOR VEHICLES. AVOID PLACING SYMBOLS IN AREAS WHERE MOTORISTS WOULD TRACK THROUGH THE SYMBOLS SUCH AS MERGE AREAS, DRIVEWAY ENTRANCES, OR WITHIN THE TURNING RADIUS OF AN INTERSECTION.
  - 5- SEE MUTCD SECTION 2G.06 FOR GUIDANCE ON TYPICAL SIGNING FOR PREFERENTIAL LANES, SUCH AS BUS LANES.

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SHEET 1 OF 5

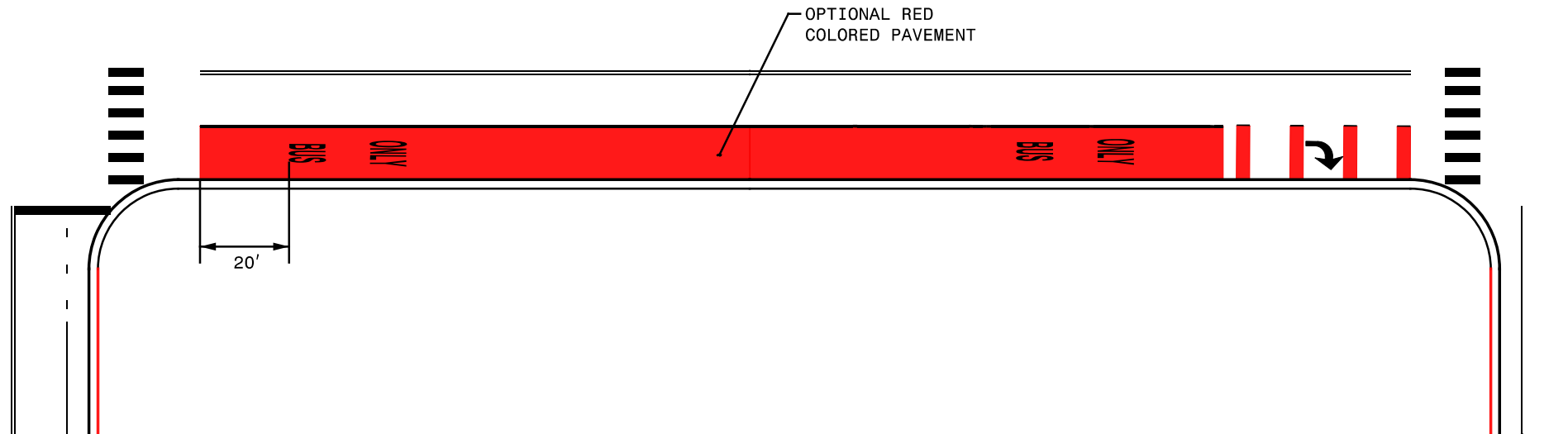
BUS LANE - EXAMPLE OF LIMITED USE OF RED COLORED PAVEMENT



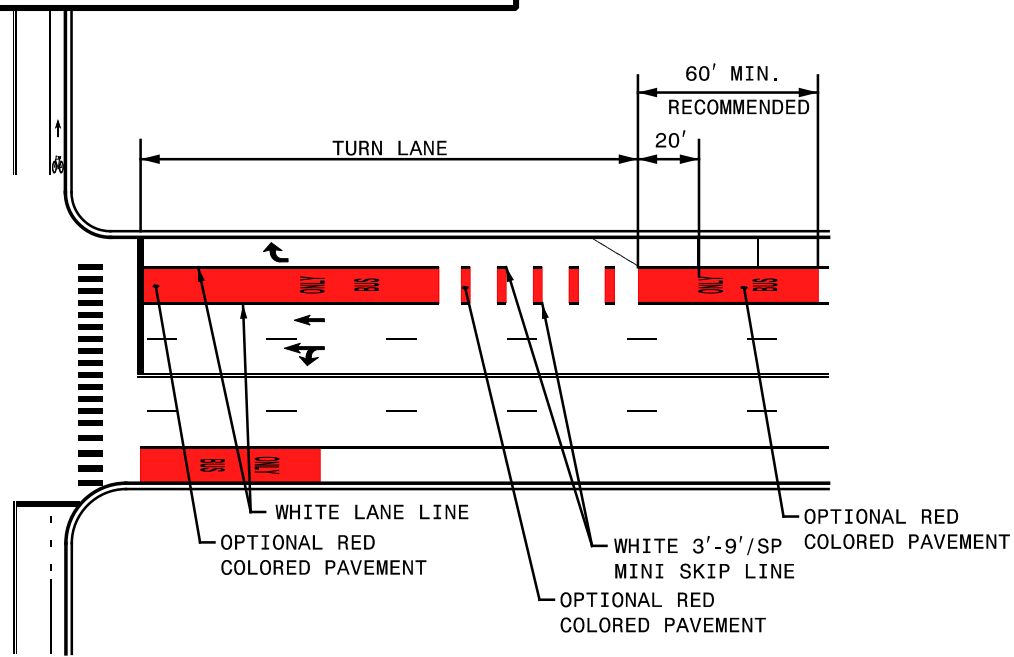
GENERAL NOTES:

- 1- RED COLORED PAVEMENT IS AN OPTIONAL TREATMENT WITHIN BUS LANES, ONLY TO BE USED AS A SUPPLEMENT TO THE STANDARD PAVEMENT MARKINGS REQUIRED. WHEN APPLIED, RED COLORED PAVEMENT SHALL BE INSTALLED FOR THE ENTIRE WIDTH OF THE BUS LANE.
- 2- RED COLORED PAVEMENT MAY BE USED FOR THE ENTIRE LENGTH OF THE BUS LANE, OR LIMITEDLY USED AT STRATEGIC LOCATIONS TO REMIND VEHICLES OF THE PREFERENTIAL LANE USE OF THE BUS LANE. STRATEGIC LOCATIONS MAY INCLUDE THE APPROACH OR DEPARTURE AT INTERSECTIONS AND SIDE STREETS, IN ADVANCE OF A SHARED BUS/TURN LANE, AT BUS STOPS, OR AT OTHER HEAVY TRAFFIC CONFLICT AREAS.

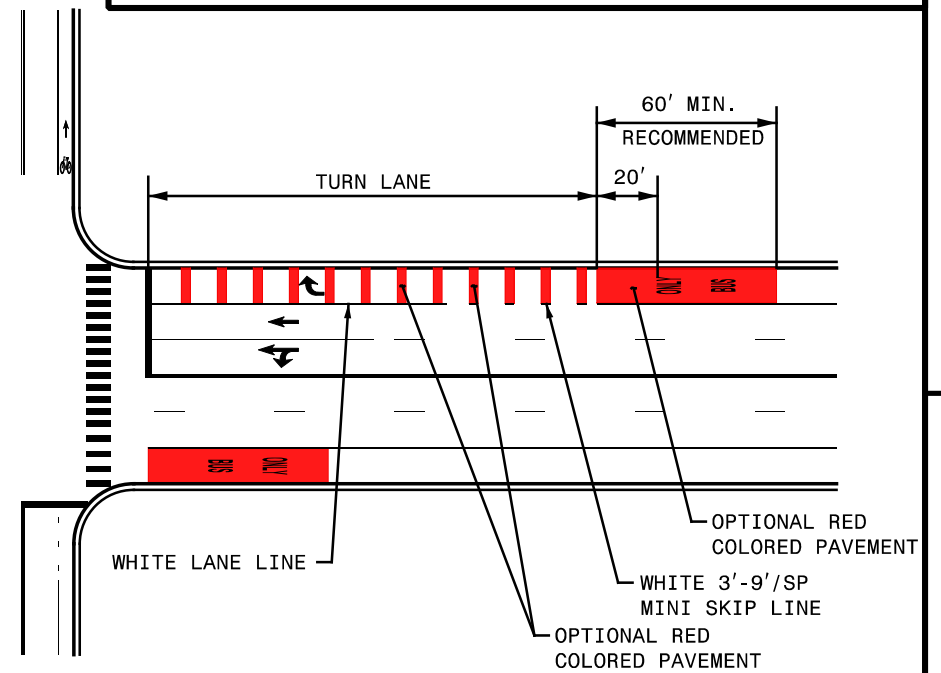
BUS LANE - EXAMPLE OF FULL BUS LANE WITH RED COLORED PAVEMENT



**BUS LANE DETAIL - POCKET BUS LANE**



**BUS LANE DETAIL - SHARED BUS/TURN LANE**



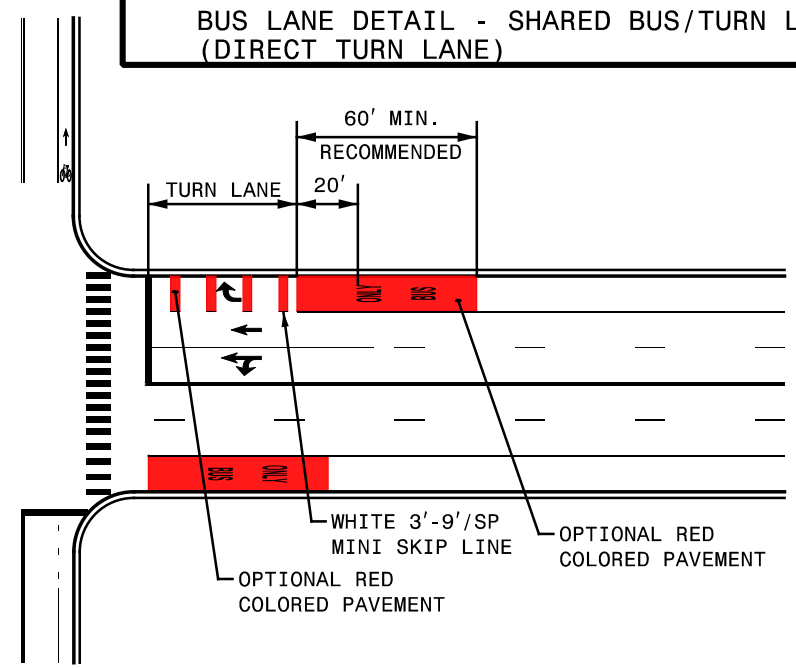
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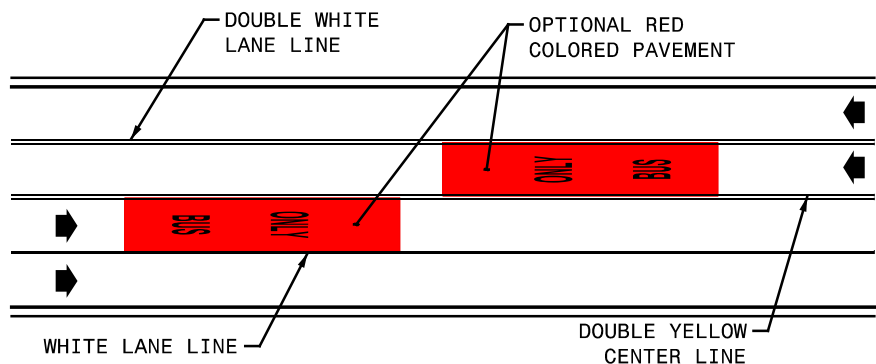
**GENERAL NOTES:**

- 1- USE THE GUIDANCE SHOWN IN CONJUNCTION WITH THE PAVEMENT MARKINGS FOR TURN LANES AS SHOWN ON ROADWAY STANDARD DRAWING 1205.05.
- 2- TYPICAL SIGNING FOR A SHARED BUS/TURN LANE:
  - A- THE STANDARD "[RIGHT/LEFT] TURN LANE MUST TURN [RIGHT/LEFT]" (R3-7) SIGN WITH AN "EXCEPT BUSES" PLAQUE SHOULD BE USED ADJACENT TO THE TURN LANE TO REMIND MOTORISTS THAT VEHICLES THAT ARE NOT BUSES MAY NOT CONTINUE STRAIGHT THROUGH THE INTERSECTION FROM THE TURN LANE.
  - B- A MODIFIED VERSION OF THE "BUSES ONLY" SIGN (R3-11B) SHOULD BE PLACED ADJACENT TO SHARED BUS/TURN LANES, EXCEPT THE TEXT SHOULD READ "BUSES AND [RIGHT/LEFT] TURNS ONLY" ON THE MIDDLE LINES OF THE SIGN. SEE MUTCD CHAPTER 26 TO SEE HOW THIS SIGN SHOULD BE FORMATTED.
  - C- THE STANDARD "BEGIN [RIGHT/LEFT] TURN LANE" SIGN (R3-20) SHALL BE PLACED ADJACENT TO THE BEGINNING OF THE SHARED BUS/TURN LANE. SEE MUTCD SECTION 2B FOR FURTHER GUIDANCE.
- 3- FOR THE "BUS LANE DETAIL - SHARED BUS/TURN LANE (DIRECT TURN LANE)" STANDARD, USE THE "DECELERATION LENGTH (D)" AS THE MINIMUM LENGTH FOR THE TURN LANE. THE DECELERATION LENGTH FOR TURN LANES CAN BE FOUND IN NCDOT ROADWAY DESIGN MANUAL FIGURE 8-11.

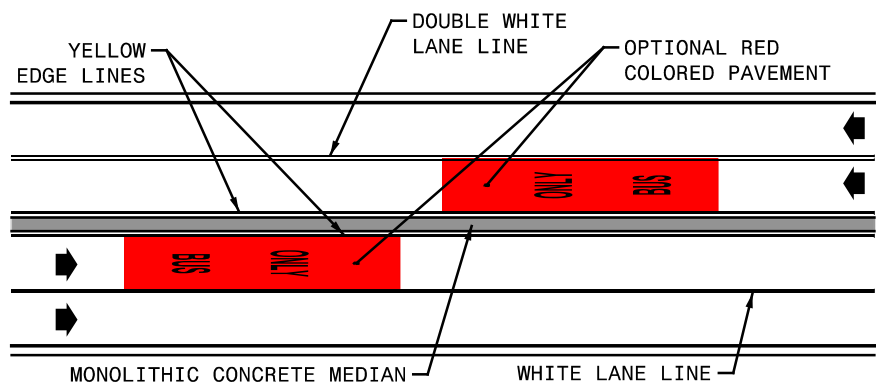
**BUS LANE DETAIL - SHARED BUS/TURN LANE (DIRECT TURN LANE)**



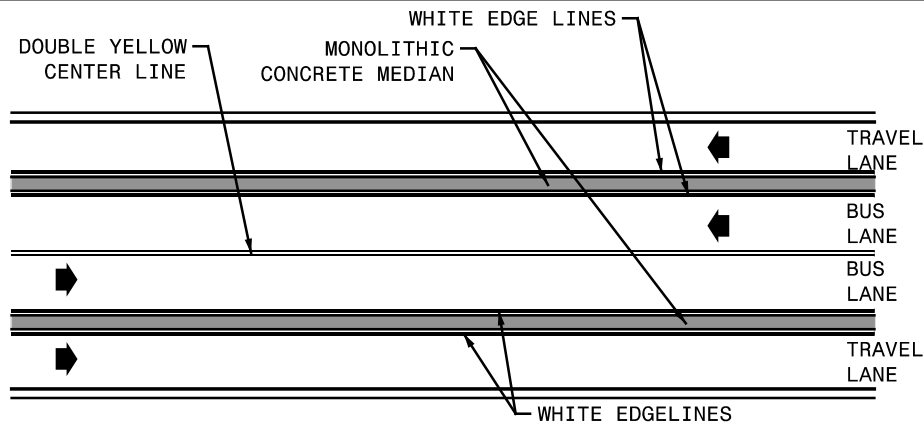
NO SEPARATION



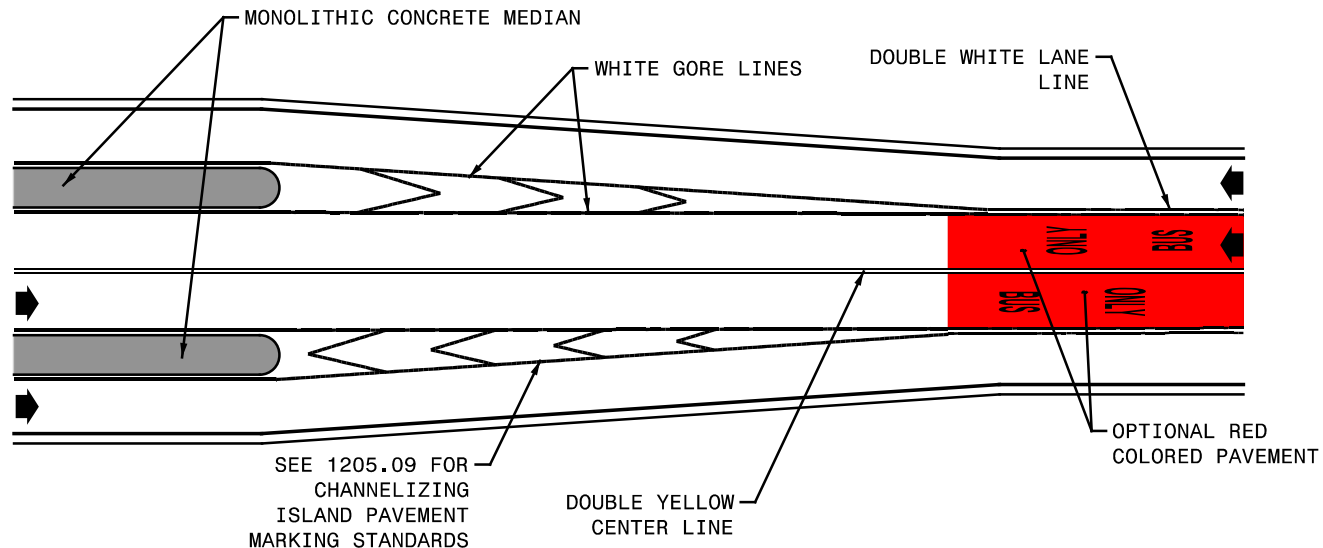
MEDIAN DIVIDING BUS LANES



MEDIAN DIVIDING GENERAL TRAFFIC FROM BUS LANES



MEDIAN DIVIDED TO PAINT DIVIDED BUS LANES



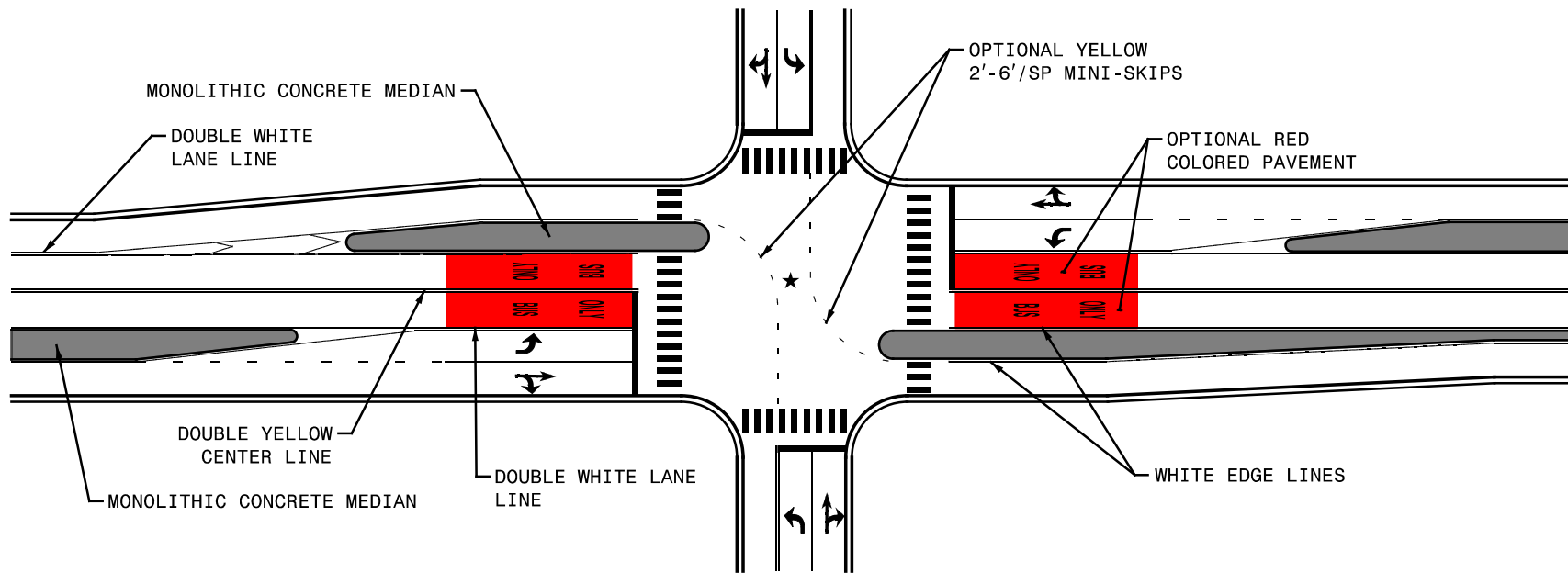
GENERAL NOTES:

- 1- USE SOLID WHITE DOUBLE LANE LINES WHEN CROSSING IS PROHIBITED. USE A SINGLE SOLID WHITE LANE LINE IF CROSSING IS DISCOURAGED.
- 2- RED COLORED PAVEMENT APPLICATION IS AN OPTIONAL TREATMENT WITHIN BUS LANES, ONLY TO BE USED AS A SUPPLEMENT TO THE STANDARD PAVEMENT MARKINGS REQUIRED. WHEN APPLIED, RED COLORED PAVEMENT SHALL BE INSTALLED FOR THE ENTIRE WIDTH OF THE BUS LANE.
- 3- RED COLORED PAVEMENT MAY BE USED FOR THE ENTIRE LENGTH OF THE BUS LANE, OR AT STRATEGIC LOCATIONS TO REMIND VEHICLES OF THE PREFERENTIAL LANE USE OF THE BUS LANE. STRATEGIC LOCATIONS MAY INCLUDE THE APPROACH OR DEPARTURE AT INTERSECTIONS AND SIDE STREETS, IN ADVANCE OF A SHARED BUS/TURN LANE, AT BUS STOPS, OR AT OTHER HEAVY TRAFFIC CONFLICT AREAS.
- 4- USING ENGINEERING JUDGEMENT, "BUSES ONLY" SIGNS (R3-11B) SHOULD BE PLACED AT PERIODIC INTERVALS THROUGHOUT THE BUS LANE, ADJACENT TO A "BUS ONLY" WORD SYMBOL.
- 5- REFER TO NCDOT STD. 1205.09 FOR GUIDANCE ON APPLICATION OF PAVEMENT MARKINGS FOR CHANNELIZING ISLAND SEPARATING TRAFFIC IN THE SAME DIRECTION.

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ENGLISH DETAIL DRAWING FOR  
**BUS LANE PAVEMENT MARKINGS**

SIGNALIZED INTERSECTION WITH LEFT TURN LANE



GENERAL NOTES:

- 1- RED COLORED PAVEMENT APPLICATION IS AN OPTIONAL TREATMENT THAT CAN BE PLACED AT STRATEGIC LOCATIONS USING ENGINEERING JUDGEMENT. WHEN INSTALLED, RED COLORED PAVEMENT SHALL BE INSTALLED FOR THE ENTIRE WIDTH OF THE BUS LANE.
- 2- REFER TO NCDOT STD. 1205.09 FOR GUIDANCE ON APPLICATION OF PAVEMENT MARKINGS FOR CHANNELIZING ISLAND SEPARATING TRAFFIC IN THE SAME DIRECTION.
- 3- "BUSES ONLY" (R3-11B) SIGNS MAY BE PLACED OVERHEAD FOR THE BUS LANE.
- 4- "DO NOT ENTER" (R5-1) SIGNS MAY BE PLACED TO DETER WRONG WAY MOVEMENTS. REFER TO MUTCD 2B.46 FOR GUIDANCE ON PLACEMENT.
- 5- REFER TO MUTCD PART 4 FOR GUIDANCE ON SIGNALIZATION FOR INTERSECTIONS WITH BUS ONLY LANES.

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★ SIGNALIZED INTERSECTION