

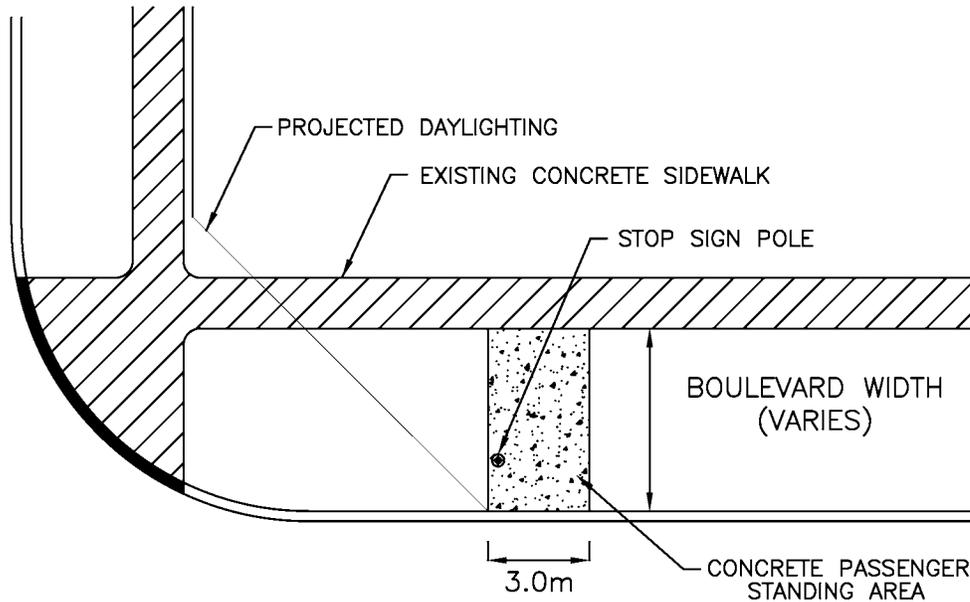
YRT Concrete Bus Pad Standard Drawing List

1. Concrete Bus Pads Standards

Drawing Number	Drawing Title	Revision Date
YRT-1.01	Walkway and Passenger Standing Area for Local Roadways	October 2019
YRT-1.02	Passenger Standing Area in Front of Sidewalk	October 2019
YRT-1.02(B)	Passenger Standing Area in Front of Sidewalk (60-foot bus)	October 2019
YRT-1.03	Passenger Standing Area with Shelter and Waste Pad Behind Sidewalk	October 2019
YRT-1.03(B)	Passenger Standing Area with Shelter and Waste Pad Behind Sidewalk (60-foot bus)	October 2019
YRT-1.04	Passenger Standing Area with Shelter Pad Behind Sidewalk	October 2019
YRT-1.04(B)	Passenger Standing Area with Shelter Pad Behind Sidewalk (60-foot bus)	October 2019
YRT-1.05	Passenger Standing Area with Shelter Pad Behind Sidewalk	October 2019
YRT-1A	Perforated Subdrain Configuration (Section)	December 2019
YRT-1B	Subdrain Connection to Catchbasin (Plan)	December 2019
YRT-1C	Soak Pit – Typical (Isometric)	December 2019

2. 40' & 60' Bus Bay Standards

Drawing Number	Drawing Title	Revision Date
YRT-2.01	Farside Bus Bay at Intersection for Standard 12.2m (40') Bus	February 2026
YRT-2.02	Midblock Bus Bay for Standard 12.2m (40') Bus	February 2026
YRT-2.03	Nearside Bus Bay at Intersection for Standard 12.2m (40') Bus	February 2026
YRT-2.04	Farside Bus Bay at Intersection for Standard 18.3m (60') Bus	February 2026
YRT-2.05	Midblock Bus Bay for Standard 18.3m (60') Bus	February 2026
YRT-2.06	Nearside Bus Bay at Intersection for Standard 18.3m (60') Bus	February 2026
YRT-2A	Bus Bay Typical Cross-Section	February 2026



NOTES

1. ALL CONCRETE WORK TO BE IN ACCORDANCE WITH OPSD 310.010, 310.020 AND SIDEWALK RAMPS IN ACCORDANCE WITH OPSD 310.030
2. ALL CONCRETE PASSENGER STANDING AREAS ARE TO BE CONSTRUCTED WITH A 2% (MAXIMUM 4%) CROSSFALL FROM CURB TO SIDEWALK PERPENDICULAR TO ROADWAY
4. IN THE AREA OF CONCRETE PASSENGER STANDING AREA, SAWED CONTRACTION JOINTS SHALL BE USED AT 2m X 2m INTERVALS
5. EXPANSION JOINTS SHALL BE USED WHEN ABUTTING EXISTING CONCRETE INFRASTRUCTURE
6. CONCRETE PASSENGER STANDING AREA IS TO BE 3.0M X THE WIDTH OF THE BOULEVARD (*MIN 1.67M)
7. A HARD SURFACE CONNECTION FROM PASSENGER STANDING AREA TO NEAREST INTERSECTION WILL BE REQUIRED WHERE A MUNICIPAL SIDEWALK IS NOT AVAILABLE
8. YRT SHALL APPROVE LAYOUT ON-SITE PRIOR TO FORMWORK FOR CONCRETE.
9. SUBDRAIN IF REQUIRED PER SITE CONDITIONS.

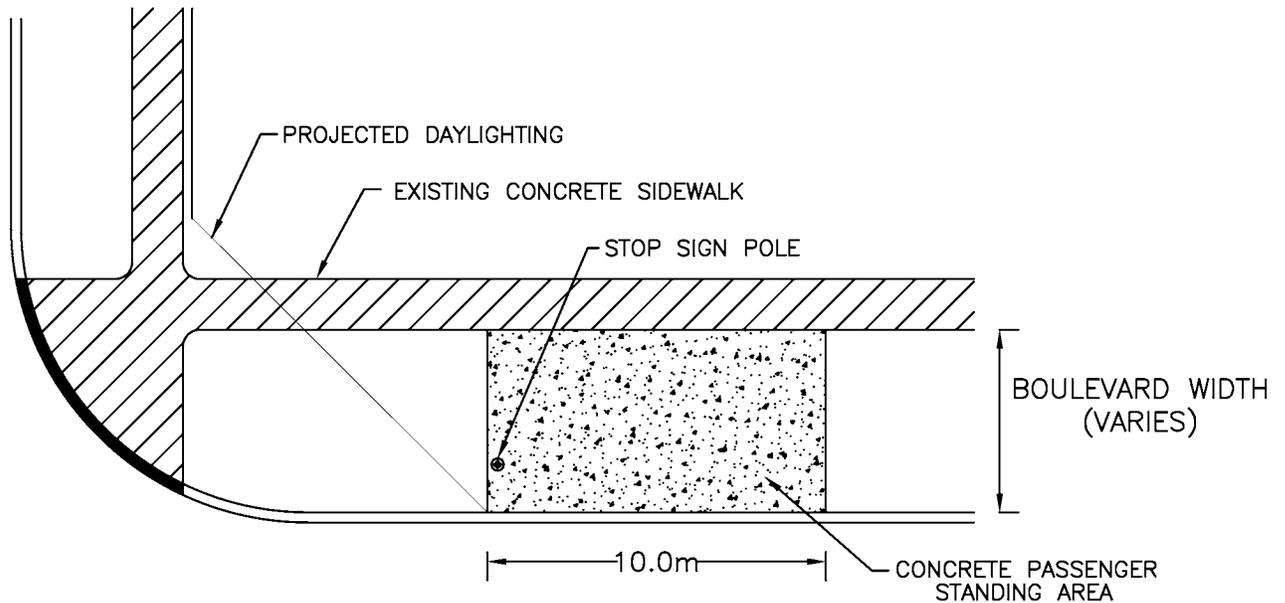
N.T.S.



WALKWAY AND PASSENGER STANDING AREA FOR LOCAL ROADWAYS

DATE: OCTOBER 2019

YRT-1.01

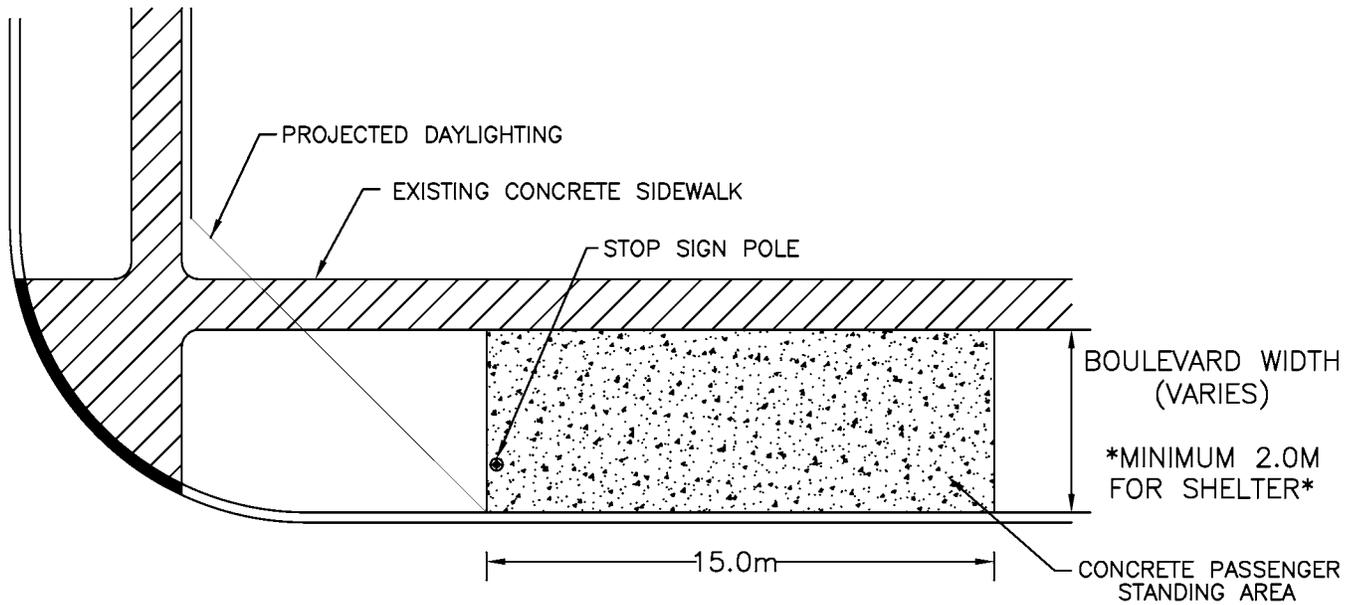


NOTES

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2. ALL CONCRETE PASSENGER STANDING AREAS ARE TO BE CONSTRUCTED WITH A 2% (MAXIMUM 4%) CROSSFALL FROM CURB TO SIDEWALK PERPENDICULAR TO ROADWAY
4. IN THE AREA OF CONCRETE PASSENGER STANDING AREA, SAWED CONTRACTION JOINTS SHALL BE USED AT 2m X 2m INTERVALS
5. EXPANSION JOINTS SHALL BE USED WHEN ABUTTING EXISTING CONCRETE INFRASTRUCTURE
6. A HARD SURFACE CONNECTION WITH 1.5M CLEARWAY AND 2% CROSS-SLOPE FROM PASSENGER STANDING AREA TO NEAREST INTERSECTION WILL BE REQUIRED WHERE A MUNICIPAL SIDEWALK IS NOT AVAILABLE.
7. YRT SHALL APPROVE LAYOUT ON-SITE PRIOR TO FORMWORK FOR CONCRETE.
8. SUBDRAIN IF REQUIRED PER SITE CONDITIONS.

N.T.S.

 YORK REGION TRANSIT	
PASSENGER STANDING AREA IN FRONT OF SIDEWALK	
DATE: OCTOBER 2019	YRT-1.02



NOTES

1. ALL CONCRETE WORK TO BE IN ACCORDANCE WITH OPSD 310.010, 310.020 AND SIDEWALK RAMPS IN ACCORDANCE WITH OPSD 310.030.
2. ALL CONCRETE PASSENGER STANDING AREAS ARE TO BE CONSTRUCTED WITH A 2% (MAXIMUM 4%) CROSSFALL FROM CURB TO SIDEWALK PERPENDICULAR TO ROADWAY
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N.T.S.

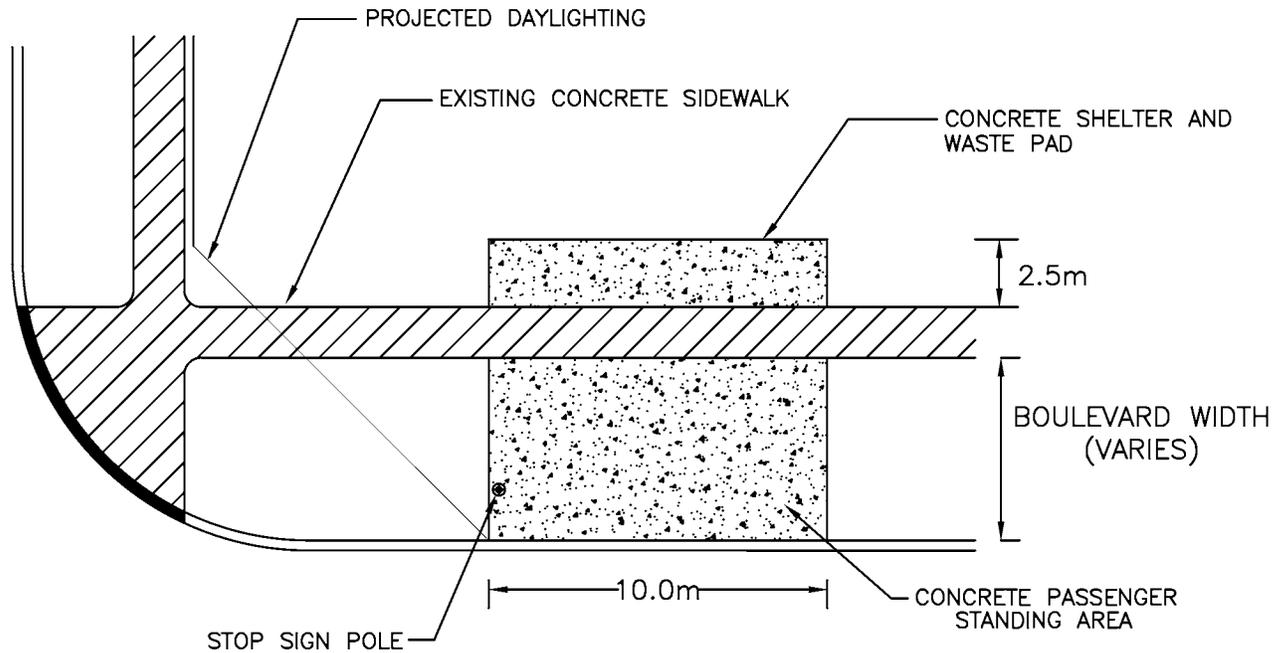


YORK
REGION
TRANSIT

PASSENGER STANDING AREA
IN FRONT OF SIDEWALK

DATE: OCTOBER 2019

YRT-1.02(B)

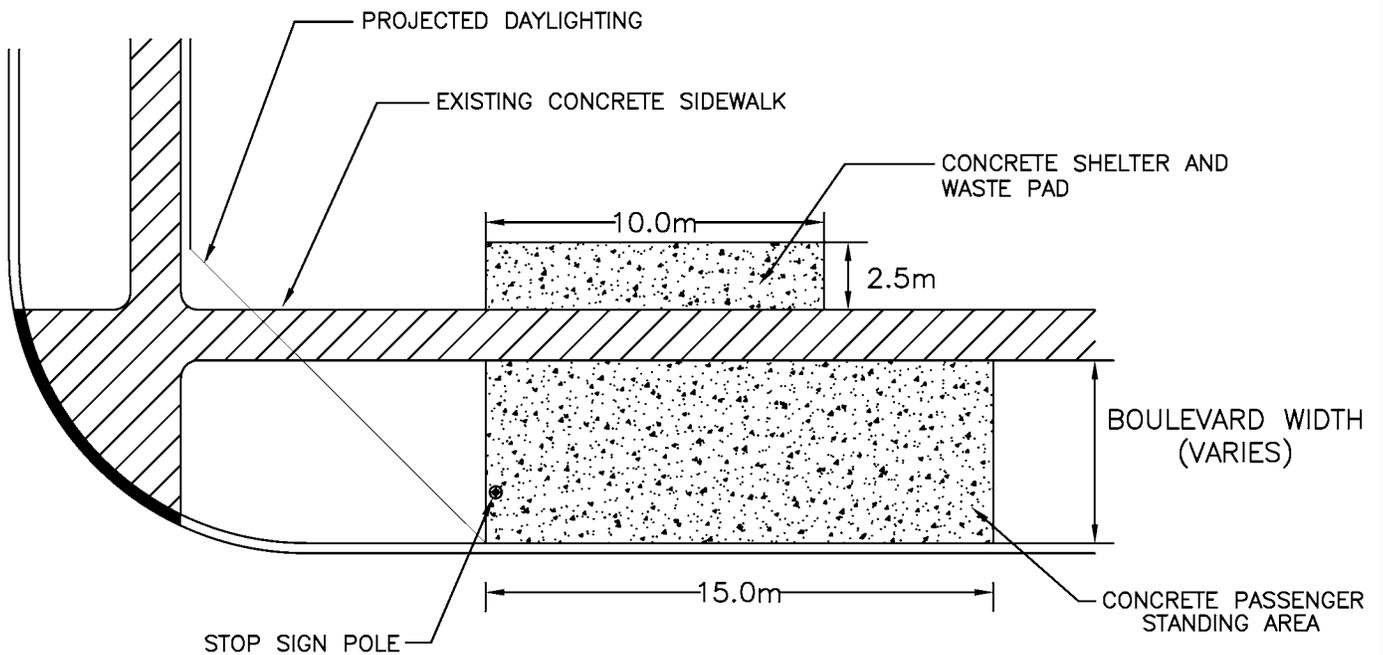


NOTES

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N.T.S.

 YORK REGION TRANSIT	
PASSENGER STANDING AREA WITH SHELTER PAD BEHIND SIDEWALK	
DATE: OCTOBER 2019	YRT-1.03



NOTES

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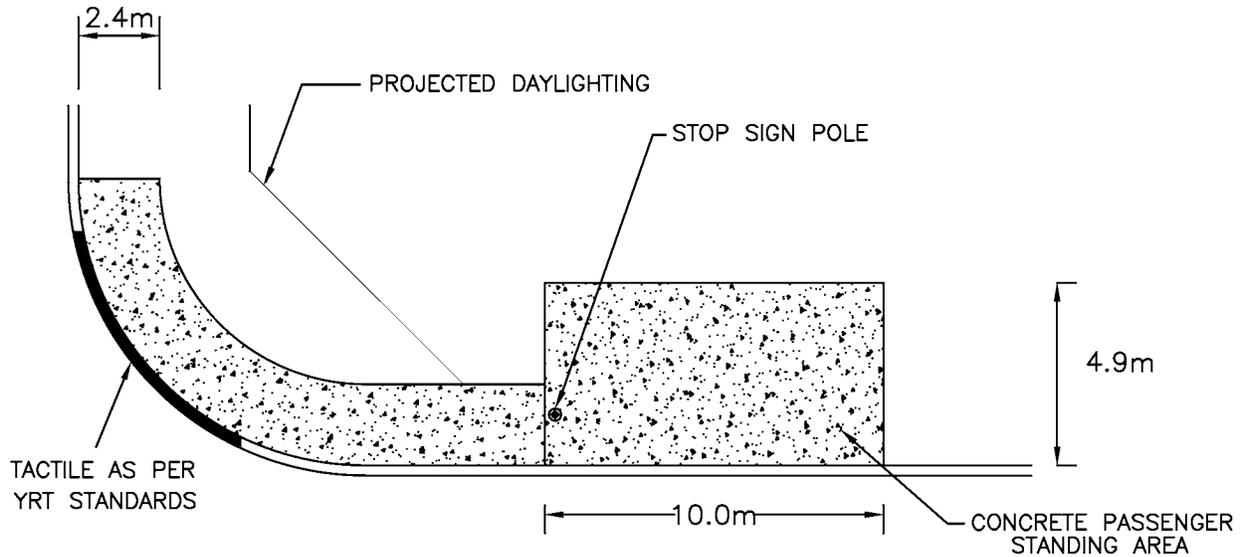
N.T.S.



PASSENGER STANDING AREA
WITH SHELTER PAD BEHIND SIDEWALK

DATE: OCTOBER 2019

YRT-1.03(B)



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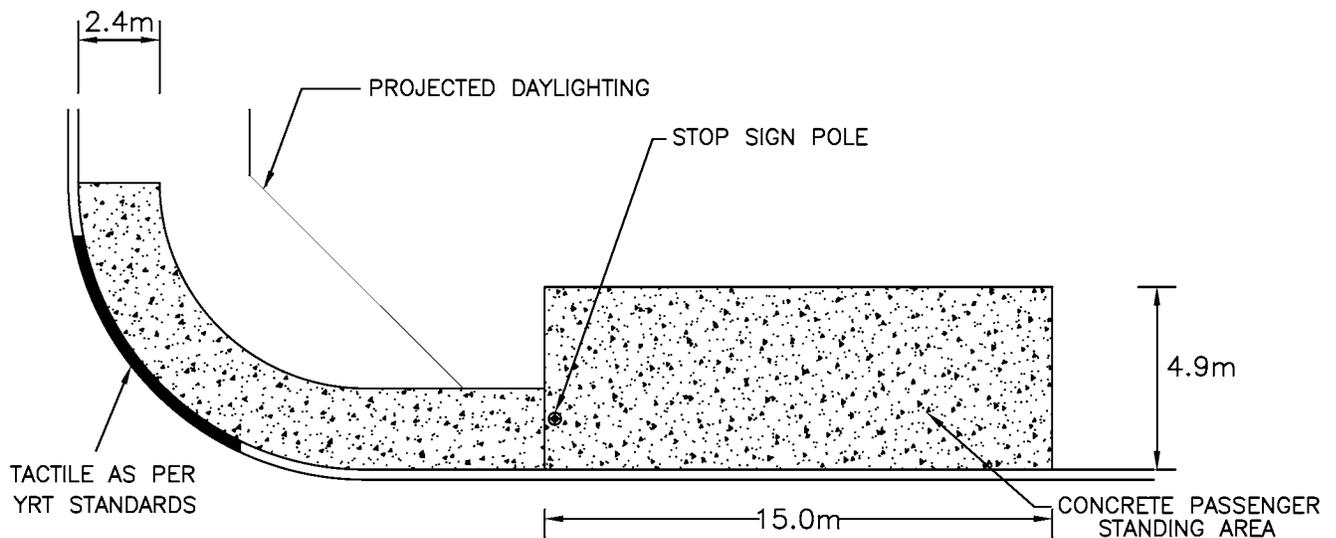


YORK
REGION
TRANSIT

PASSENGER STANDING AREA
WITH SHELTER PAD BEHIND SIDEWALK

DATE: OCTOBER 2019

YRT-1.04



NOTES

1. ALL CONCRETE WORK TO BE IN ACCORDANCE WITH OPSD 310.010, 310.020 AND SIDEWALK RAMPS IN ACCORDANCE WITH OPSD 310.030.
2. ALL CONCRETE PASSENGER STANDING AREAS ARE TO BE CONSTRUCTED WITH A 2% (MAXIMUM 4%) CROSSFALL FROM CURB TO SIDEWALK PERPENDICULAR TO ROADWAY
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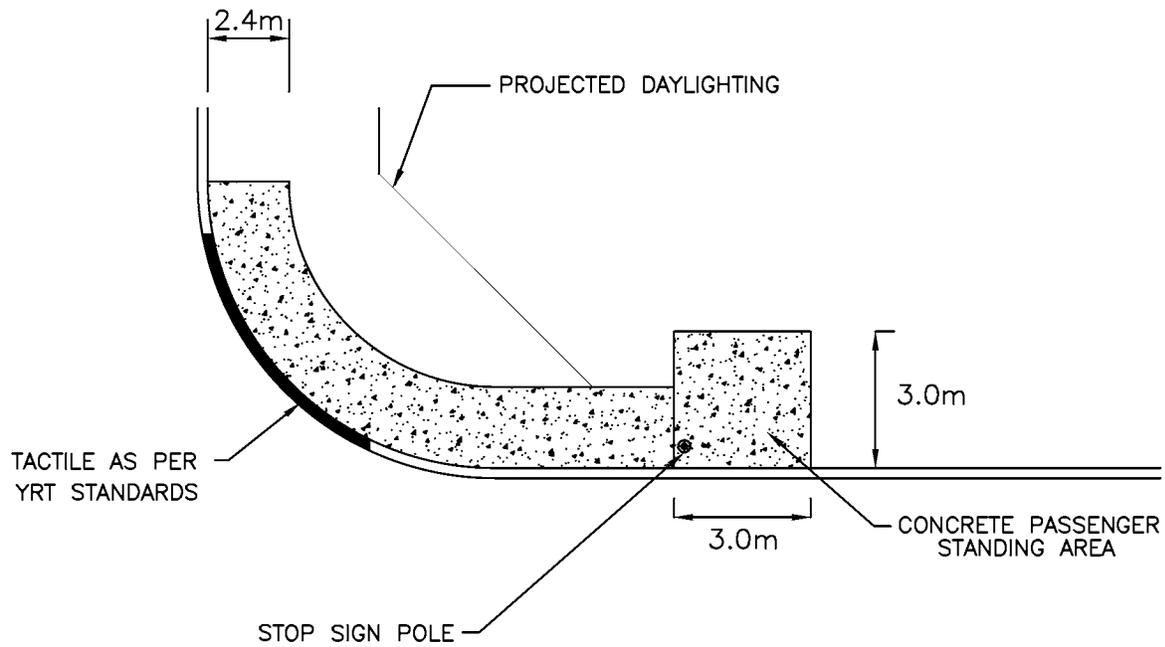


YORK
REGION
TRANSIT

PASSENGER STANDING AREA
WITH SHELTER PAD BEHIND SIDEWALK

DATE: OCTOBER 2019

YRT-1.04(B)



NOTES

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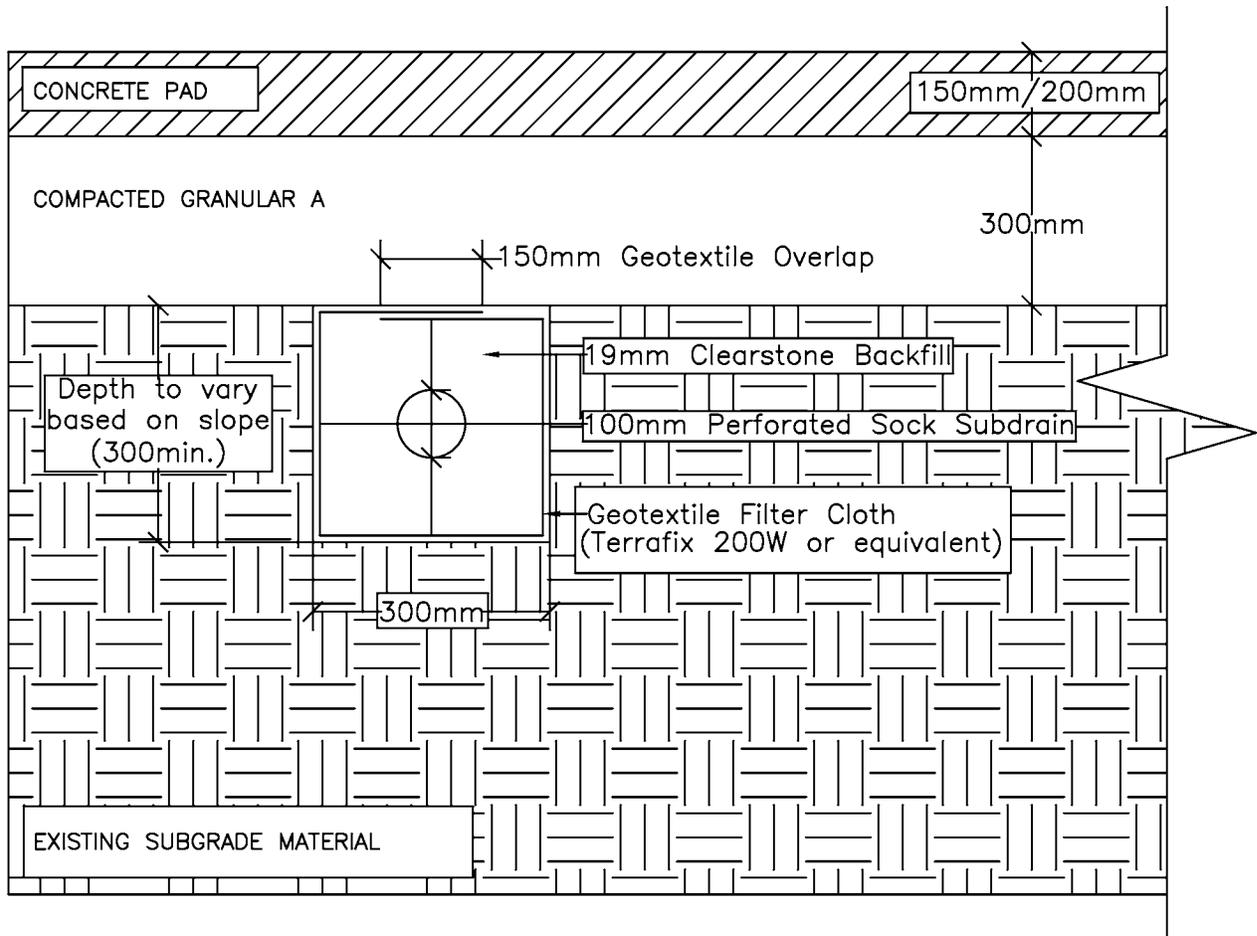


YORK
REGION
TRANSIT

PASSENGER STANDING AREA
WITH SHELTER PAD BEHIND SIDEWALK

DATE: OCTOBER 2019

YRT-1.05



N.T.S.

NOTES:

SUBDRAINS TO BE INSTALLED AT A MINIMUM OF 0.5 PERCENT, AND CONNECT TO POSITIVE OUTLET (I.E. CATCH BASIN OR SOAK PIT)

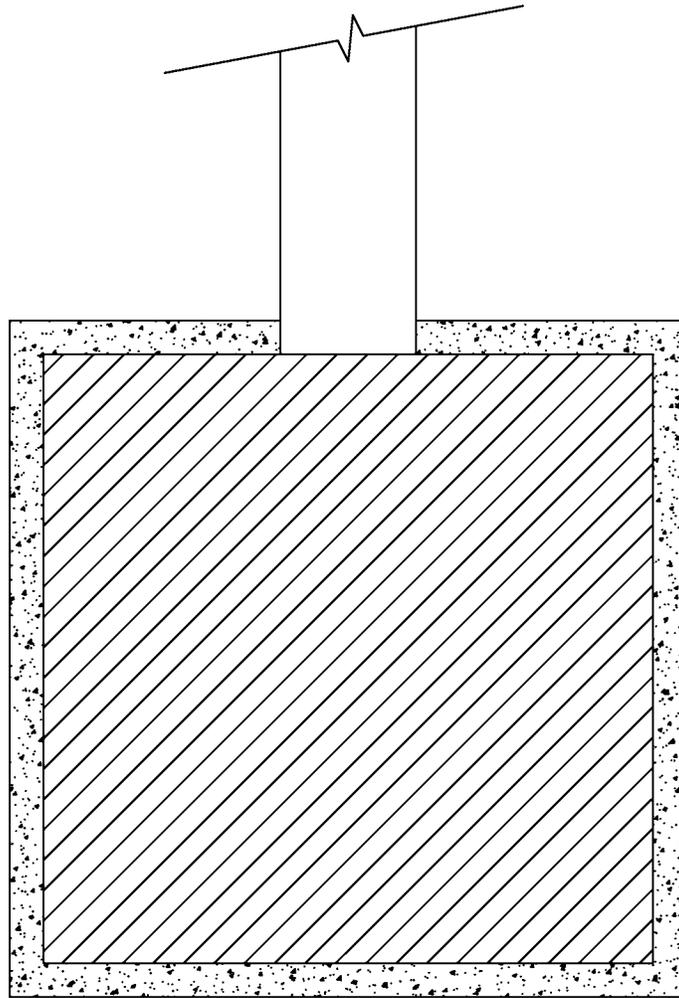


YORK
REGION
TRANSIT

PERFORATED SUBDRAIN CONFIGURATION
(SECTION)

DATE: DECEMBER 2019

YRT-1A



N.T.S.

NOTES:

SUBDRAINS TO BE INSTALLED AT A MINIMUM OF 0.5 PERCENT, AND CONNECT TO POSITIVE OUTLET (I.E. CATCH BASIN OR SOAK PIT)

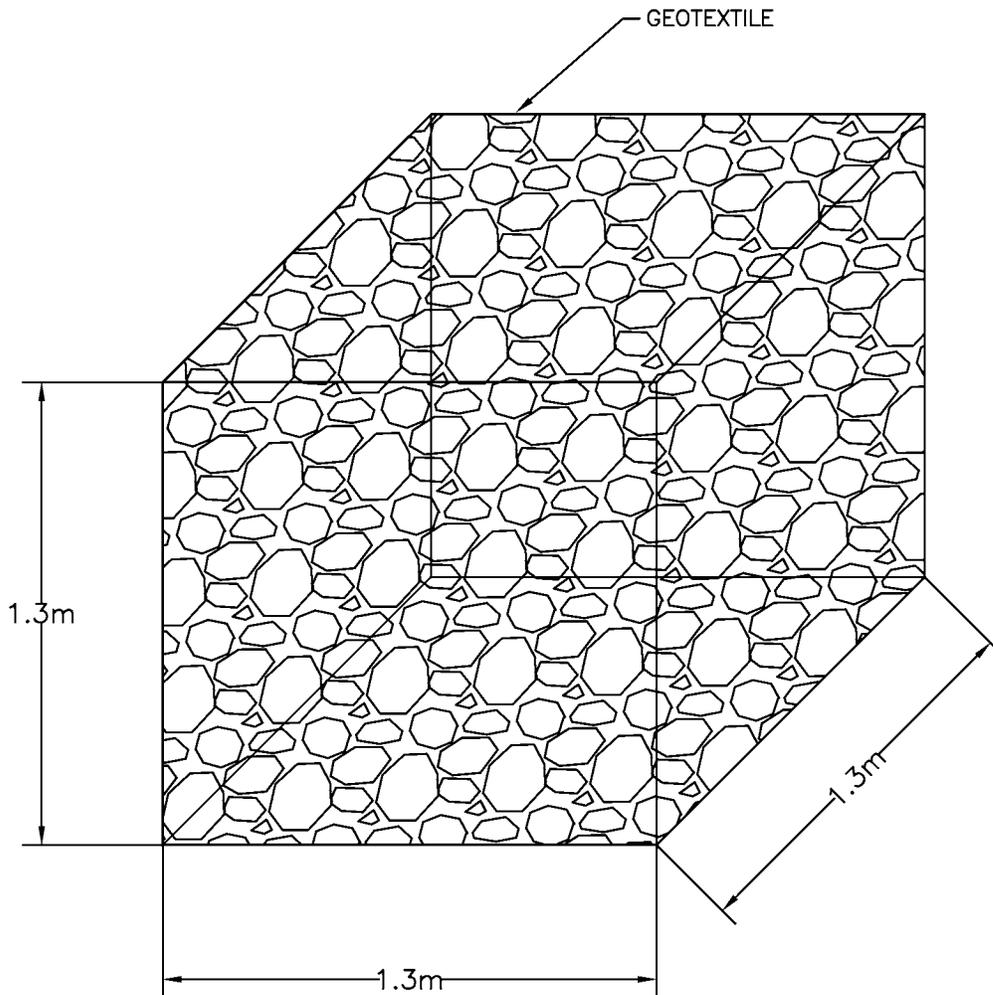


YORK
REGION
TRANSIT

SUBDRAIN CONNECTION TO CATCHBASIN
(PLAN)

DATE: DECEMBER 2019

YRT-1B



N.T.S.

NOTES:

SOAK PIT (TYP):
(L)1.3M x (W)1.3M x (D)1.3M

FILLED WITH CLEAR STONE
WRAPPED IN GEOTEXTILE
(TERRAFIX 200W OR EQUIVALENT)

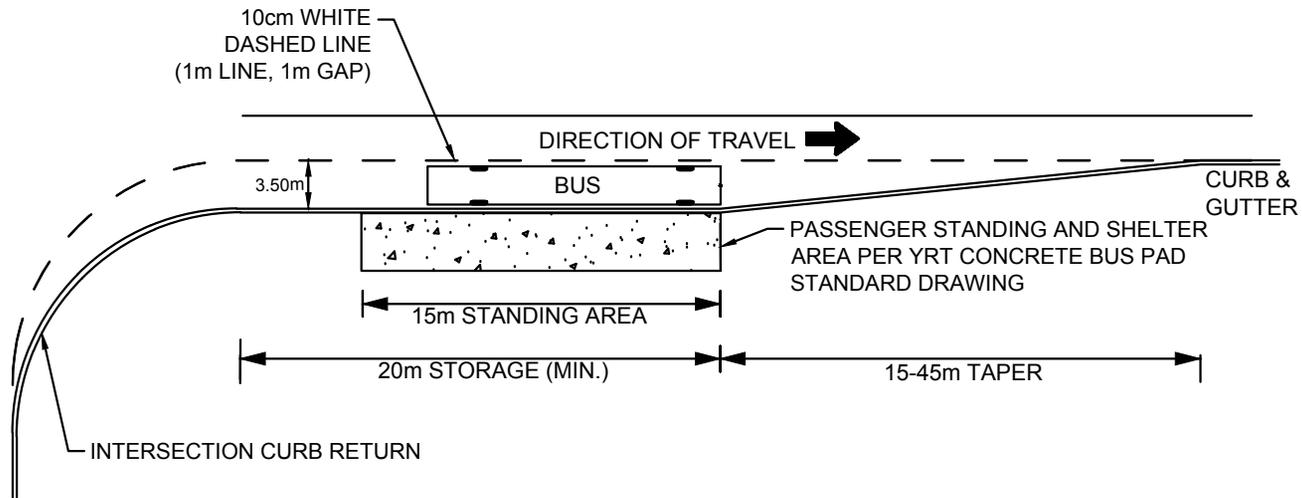


YORK
REGION
TRANSIT

SOAK PIT – TYPICAL
(ISOMETRIC)

DATE: DECEMBER 2019

YRT-1C



GENERAL NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH YRT CONCRETE BUS PAD STANDARD DRAWINGS AND ONTARIO PROVINCIAL STANDARDS (OPS).
2. PREFERRED BUS BAY WIDTH IS 3.50m. IF NOT FEASIBLE, A MINIMUM OF 3.30m IS REQUIRED.
3. ALL CONCRETE WORK TO BE IN ACCORDANCE WITH OPSD 310.010 AND 310.020.
4. CLASS OF CONCRETE: 35MPa IN 28 DAYS.
5. 150mm THICKNESS FOR CONCRETE AND 150mm THICKNESS FOR NON-RECYCLED GRANULAR 'A' IS REQUIRED FOR ALL BUS PADS.
6. FULL DEPTH EXPANSION JOINT SHALL BE PLACED AROUND THE PERIMETER OF NEW CONCRETE.
7. HARD SURFACE CONNECTION FROM PASSENGER STANDING AREA TO NEAREST INTERSECTION WILL BE REQUIRED WHERE A MUNICIPAL SIDEWALK IS NOT AVAILABLE.
8. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.
9. TYPICAL DRAWINGS AND DETAILS ARE ISSUED FOR INFORMATION AND ARE NOT INTENDED FOR CONSTRUCTION.

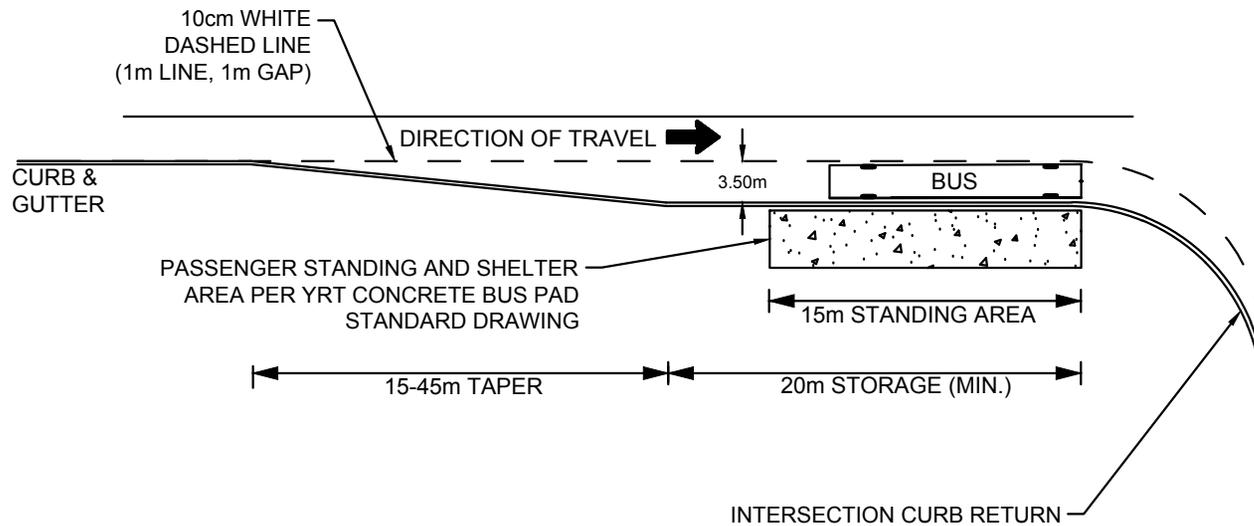


YORK
REGION
TRANSIT

**FARSIDE BUS BAY AT INTERSECTION
FOR STANDARD 12.2m (40') BUS**

DATE: FEBRUARY 2026

YRT-2.01



GENERAL NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH YRT CONCRETE BUS PAD STANDARD DRAWINGS AND ONTARIO PROVINCIAL STANDARDS (OPS).
2. PREFERRED BUS BAY WIDTH IS 3.50m. IF NOT FEASIBLE, A MINIMUM OF 3.30m IS REQUIRED.
3. ALL CONCRETE WORK TO BE IN ACCORDANCE WITH OPSD 310.010 AND 310.020.
4. CLASS OF CONCRETE: 35MPa IN 28 DAYS.
5. 150mm THICKNESS FOR CONCRETE AND 150mm THICKNESS FOR NON-RECYCLED GRANULAR 'A' IS REQUIRED FOR ALL BUS PADS.
6. FULL DEPTH EXPANSION JOINT SHALL BE PLACED AROUND THE PERIMETER OF NEW CONCRETE.
7. HARD SURFACE CONNECTION FROM PASSENGER STANDING AREA TO NEAREST INTERSECTION WILL BE REQUIRED WHERE A MUNICIPAL SIDEWALK IS NOT AVAILABLE.
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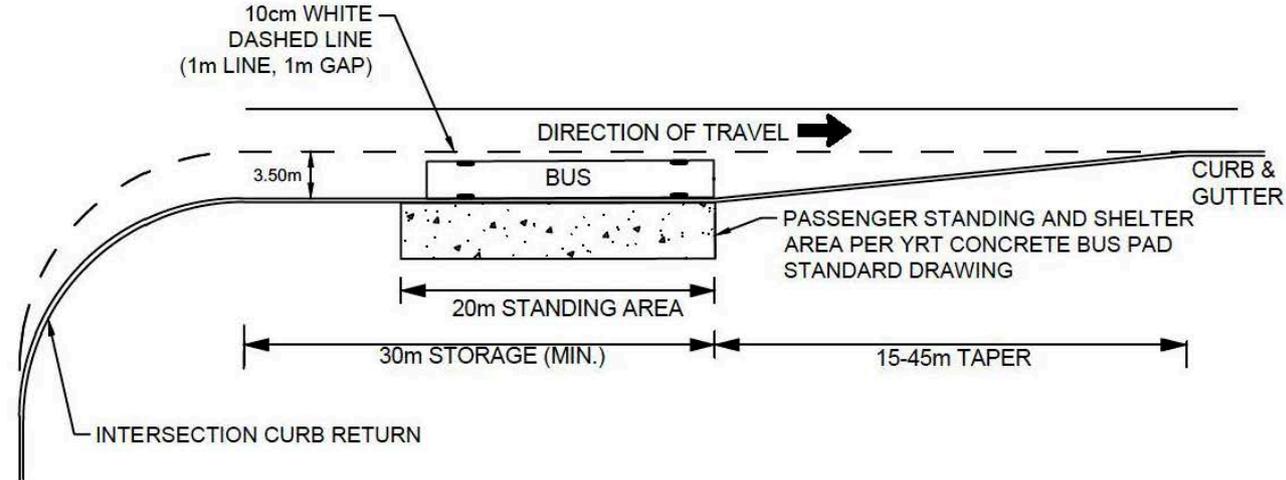


YORK
REGION
TRANSIT

**NEARSIDE BUS BAY AT INTERSECTION
FOR STANDARD 12.2m (40') BUS**

DATE: FEBRUARY 2026

YRT-2.03



GENERAL NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH YRT CONCRETE BUS PAD STANDARD DRAWINGS AND ONTARIO PROVINCIAL STANDARDS (OPS).
2. PREFERRED BUS BAY WIDTH IS 3.50m. IF NOT FEASIBLE, A MINIMUM OF 3.30m IS REQUIRED.
3. ALL CONCRETE WORK TO BE IN ACCORDANCE WITH OPSD 310.010 AND 310.020.
4. CLASS OF CONCRETE: 35MPa IN 28 DAYS.
5. 150mm THICKNESS FOR CONCRETE AND 150mm THICKNESS FOR NON-RECYCLED GRANULAR 'A' IS REQUIRED FOR ALL BUS PADS.
6. FULL DEPTH EXPANSION JOINT SHALL BE PLACED AROUND THE PERIMETER OF NEW CONCRETE.
7. HARD SURFACE CONNECTION FROM PASSENGER STANDING AREA TO NEAREST INTERSECTION WILL BE REQUIRED WHERE A MUNICIPAL SIDEWALK IS NOT AVAILABLE.
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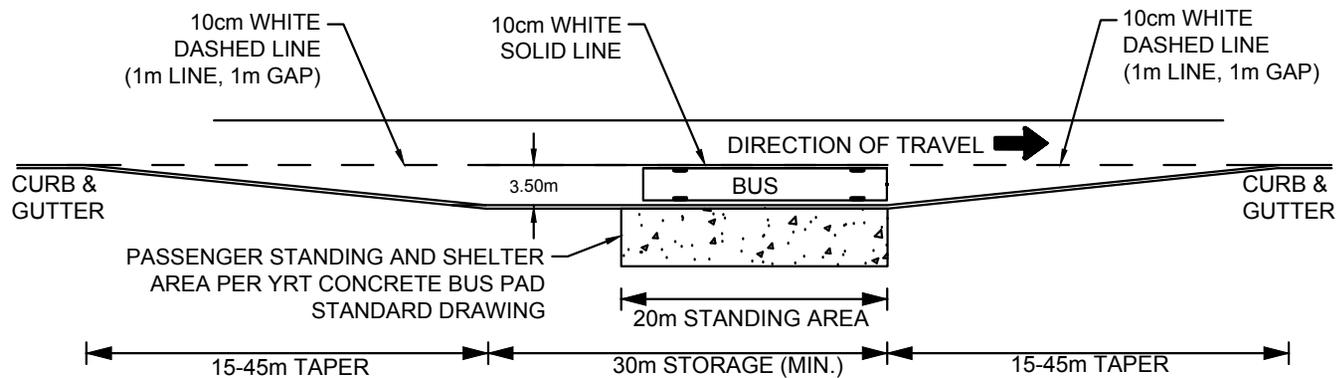


YORK
REGION
TRANSIT

**FARSIDE BUS BAY AT INTERSECTION
FOR STANDARD 18.3m (60') BUS**

DATE: FEBRUARY 2026

YRT-2.04



GENERAL NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH YRT CONCRETE BUS PAD STANDARD DRAWINGS AND ONTARIO PROVINCIAL STANDARDS (OPS).
2. PREFERRED BUS BAY WIDTH IS 3.50m. IF NOT FEASIBLE, A MINIMUM OF 3.30m IS REQUIRED.
3. ALL CONCRETE WORK TO BE IN ACCORDANCE WITH OPSD 310.010 AND 310.020.
4. CLASS OF CONCRETE: 35MPa IN 28 DAYS.
5. 150mm THICKNESS FOR CONCRETE AND 150mm THICKNESS FOR NON-RECYCLED GRANULAR 'A' IS REQUIRED FOR ALL BUS PADS.
6. FULL DEPTH EXPANSION JOINT SHALL BE PLACED AROUND THE PERIMETER OF NEW CONCRETE.
7. HARD SURFACE CONNECTION FROM PASSENGER STANDING AREA TO NEAREST INTERSECTION WILL BE REQUIRED WHERE A MUNICIPAL SIDEWALK IS NOT AVAILABLE.
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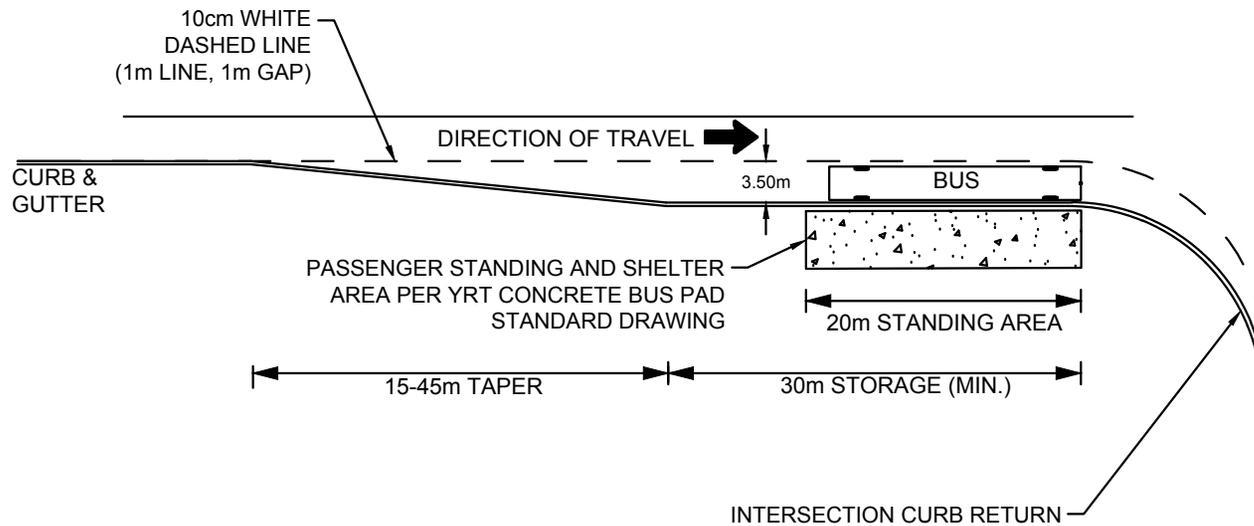


YORK
REGION
TRANSIT

**MIDBLOCK BUS BAY
FOR STANDARD 18.3m (60') BUS**

DATE: FEBRUARY 2026

YRT-2.05



GENERAL NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH YRT CONCRETE BUS PAD STANDARD DRAWINGS AND ONTARIO PROVINCIAL STANDARDS (OPS).
2. PREFERRED BUS BAY WIDTH IS 3.50m. IF NOT FEASIBLE, A MINIMUM OF 3.30m IS REQUIRED.
3. ALL CONCRETE WORK TO BE IN ACCORDANCE WITH OPSD 310.010 AND 310.020.
4. CLASS OF CONCRETE: 35MPa IN 28 DAYS.
5. 150mm THICKNESS FOR CONCRETE AND 150mm THICKNESS FOR NON-RECYCLED GRANULAR 'A' IS REQUIRED FOR ALL BUS PADS.
6. FULL DEPTH EXPANSION JOINT SHALL BE PLACED AROUND THE PERIMETER OF NEW CONCRETE.
7. HARD SURFACE CONNECTION FROM PASSENGER STANDING AREA TO NEAREST INTERSECTION WILL BE REQUIRED WHERE A MUNICIPAL SIDEWALK IS NOT AVAILABLE.
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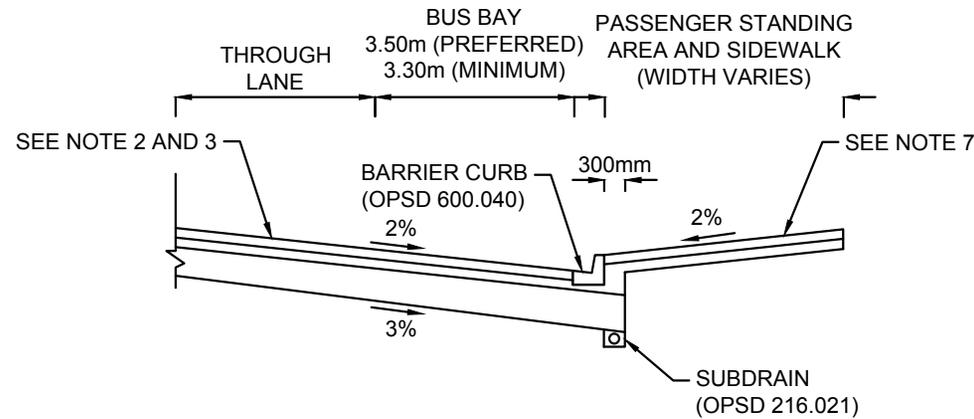


YORK
REGION
TRANSIT

**NEARSIDE BUS BAY AT INTERSECTION
FOR STANDARD 18.3m (60') BUS**

DATE: FEBRUARY 2026

YRT-2.06



BUS BAY TYPICAL CROSS-SECTION
N.T.S

GENERAL NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH YRT CONCRETE BUS PAD STANDARD DRAWINGS AND ONTARIO PROVINCIAL STANDARDS (OPS).
2. BUS BAY PAVEMENT STRUCTURE SHALL MATCH THE ADJACENT LANE AND CONSIST OF SUPERPAVE ASPHALT MIXES CONFORMING TO OPSS.MUNI 1151 AND GRANULAR MATERIALS CONFORMING TO OPSS.MUNI 1010 TO MEET THE REQUIREMENT OF MTO TRAFFIC CATEGORY D.
3. THE MINIMUM BUS BAY PAVEMENT STRUCTURE SHALL CONSIST OF THE FOLLOWING:
 - 50mm SP12.5
 - 100mm (2 LIFTS) SP19.0
 - 150mm GRANULAR 'A'
 - 450mm GRANULAR 'B', TYPE 1
4. ALL ASPHALT COURSES SHALL BE DESIGNED TO PGAC 64-28.
5. ALL CONCRETE WORK TO BE IN ACCORDANCE WITH OPSD 310.010 AND 310.020.
6. CLASS OF CONCRETE: 35MPa IN 28 DAYS.
7. 150mm THICKNESS FOR CONCRETE AND 150mm THICKNESS FOR NON-RECYCLED GRANULAR A IS REQUIRED FOR ALL BUS PADS.
8. FULL DEPTH EXPANSION JOINT SHALL BE PLACED AROUND THE PERIMETER OF NEW CONCRETE.
9. TYPICAL DRAWINGS AND DETAILS ARE ISSUED FOR INFORMATION AND ARE NOT INTENDED FOR CONSTRUCTION.



BUS BAY TYPICAL CROSS-SECTION

DATE: FEBRUARY 2026

YRT-2A