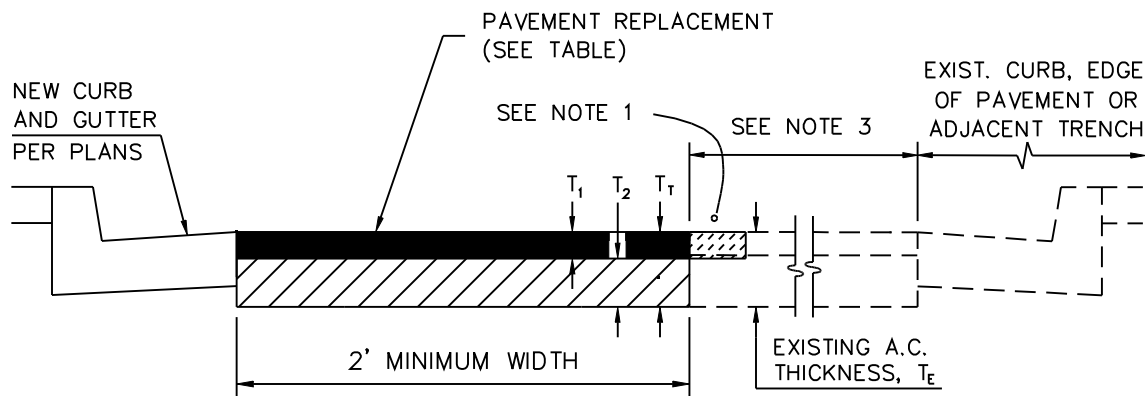


**PAVEMENT REPLACEMENT FOR TRENCHES (T-TOP)**



**PAVEMENT REPLACEMENT**

EXISTING PAVEMENT THICKNESS, $T_E$	AC PAVEMENT REPLACEMENT TABLE		
	AC SINGLE COURSE OR SURFACE COURSE, $T_1$	AC BASE COURSE, $T_2$	TOTAL THICKNESS, $T_T$
$T_E \leq 3"$	3" MINIMUM	NONE	3" MINIMUM
$T_E > 3"$	2" MINIMUM	2" MINIMUM	$T_E$ (MATCH EXIST)

**PAVEMENT REPLACEMENT NOTES**

1. "T"-TOP REQUIRED FOR ALL TRENCHES. A.C. SURFACE COURSE REPLACEMENT TO BE MILLED DOUBLE "T" CONFIGURATION AS SPECIFIED BELOW FOR PAVEMENTS 4" AND THICKER.
  - a. FOR PAVEMENT 4 YEARS AND OLDER: INITIAL A.C. REMOVAL TO BE THE MINIMUM WIDTH REQUIRED FOR PROPER TRENCH COMPACTION. SAWCUT & REMOVE 12" OF A.C. MINIMUM ON EACH SIDE OF THE TRENCH FOR THE "T"-TOP AFTER THE BACKFILL MATERIAL IS PLACED. PAVEMENTS 4" AND THICKER, MILL AND REMOVE THE TOP 2" OF THE SURFACE COURSE A MINIMUM OF 6" ON EACH SIDE OF THE T-TOP PRIOR TO PLACEMENT OF THE FINAL SURFACE COURSE LIFT.
  - b. FOR NEW AND OVERLAYED PAVEMENT LESS THAN 4 YEARS OLD AND WHEN ALLOWED UNDER THE PROVISIONS OF SCOTTSDALE REVISED CODE SECTIONS 47-79 AND ALL PAVEMENTS WITH RUBBERIZED SURFACE COURSES: INITIAL A.C. REMOVAL TO BE THE MINIMUM WIDTH REQUIRED FOR PROPER TRENCH COMPACTION. SAWCUT & REMOVE 12" OF A.C. MINIMUM ON EACH SIDE OF THE TRENCH FOR THE "T"-TOP AFTER THE BACKFILL MATERIAL IS PLACED. PAVEMENTS 4" AND THICKER, MILL AND REMOVE THE TOP 2" OF THE SURFACE COURSE EQUALLY ON BOTH SIDES OF THE TRENCH TO A MINIMUM TOTAL WIDTH OF 10 FEET. FOR PAVEMENTS LESS THAN 4" THICK SAWCUT, REMOVE AND REPLACE THE ENTIRE PAVEMENT SURFACE TO A MINIMUM TOTAL WIDTH OF 10 FEET, AS DIRECTED BY THE ENGINEER.
  - c. FOR DEEP PAVEMENT STRUCTURES REQUIRING TWO OR MORE PAVEMENT BASE LIFTS: INITIAL A.C. REMOVAL TO BE THE MINIMUM WIDTH REQUIRED FOR PROPER TRENCH COMPACTION. SAWCUT, REMOVE AND REPLACE A.C. ON BOTH SIDES OF THE TRENCH AS NECESSARY TO ACCOMMODATE A RIDE ON TYPE VIBRATORY ROLLER COMPACTOR FOR PLACEMENT OF THE A.C. BASE COURSE LIFTS, MATCH EXISTING A.C. DEPTH. MILL AND REMOVE THE TOP 2" OF THE SURFACE COURSE EQUALLY ON BOTH SIDES OF THE TRENCH TO A MINIMUM TOTAL WIDTH OF 10 FEET.
2. ASPHALT CONCRETE SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF MAG SECTION 321.
3. IF PAVEMENT REMNANT IS LESS THAN 36", REMOVE AND REPLACE PAVEMENT AS PER THIS DETAIL.
4. AGGREGATE BASE COURSE PER MAG SECTION 702 SHALL BE PROVIDED TO MATCH EXISTING ABC THICKNESS IN ADJACENT ROADWAY.
5. REFER TO COS SUPPLEMENTAL SPECIFICATIONS, SECTION 336.2.4 FOR PAVEMENT SMOOTHNESS REQUIREMENTS.

DETAIL NO.  
**2200**

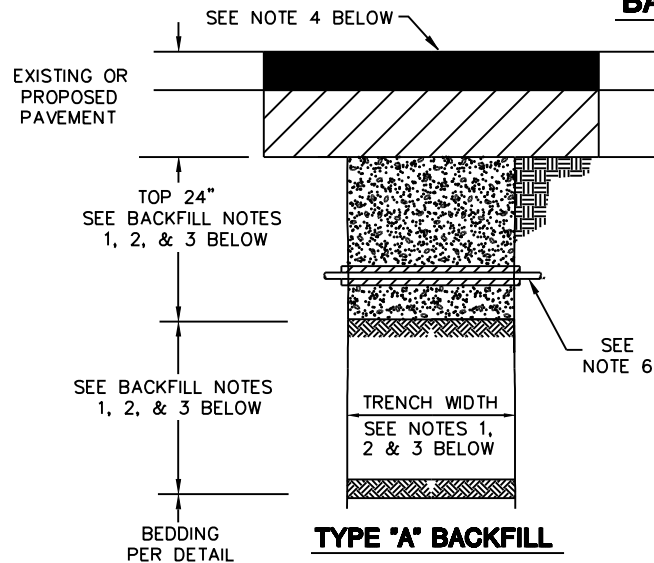
**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**PAVEMENT REPLACEMENT**

DETAIL NO.  
**2200**

## BACKFILL DETAILS

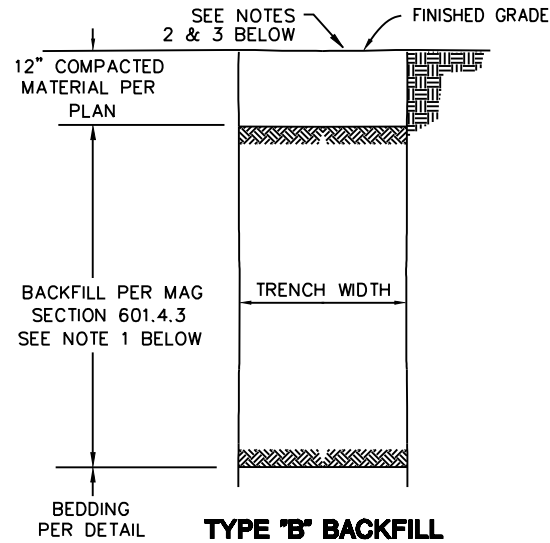


**TYPE 'A' BACKFILL**

**UNDER EXIST. OR PROPOSED PAVEMENT  
OR EXIST. SURFACE TREATMENT**

### BACKFILL NOTES

1. TRENCHES LESS THAN 24" IN WIDTH - 1/2 SACK CLSM, MAG 728, FULL DEPTH OF BACKFILL BOTTOM OF ABC LAYER IN PAVEMENT STRUCTURE OR 6" BELOW PAVEMENT IN FULL DEPTH PAVEMENT STRUCTURES. CONSTRUCT PAVEMENT STRUCTURE TO MATCH EXISTING AND IN ACCORDANCE WITH COS DETAIL 2200.
2. TRENCHES 24" TO 6' IN WIDTH - 1/2 SACK CLSM AS DESCRIBED IN NOTE 1 ABOVE WITHIN THE TOP 24" OF THE TRENCH; MAG 601.4.3 FOR BALANCE OF BACKFILL.
3. TRENCHES OVER 6' IN WIDTH - MAG 601.4.3 FULL DEPTH OF BACKFILL.
4. TREAT ENTIRE DISTURBED SURFACE OF UNPAVED ALLEYS WITH LIGNIN-BASED DUST PALLATIVE, MAG 792, 1:1 DILUTION RATIO, 0.50 GAL/SY APPLICATION RATE.
5. CLSM SHALL NOT BE USED FOR WATER OR SEWER PIPE BEDDING. SEE BEDDING DETAIL.
6. EXPOSED COPPER OR POLYETHYLENE WATER PIPES IN SIZES 3/4" TO 2" SHALL BE WRAPPED WITH 3/4" WIDE BLACK INSULATION BEFORE PLACING CLSM.
7. RECYCLED ASPHALT SHALL NOT BE USED FOR BACKFILL.



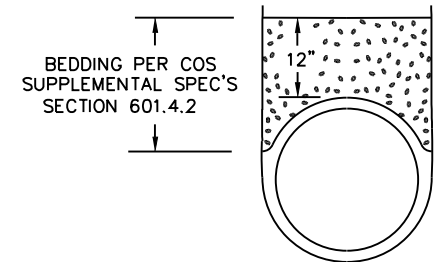
**TYPE 'B' BACKFILL**

**UNDER UNPAVED  
ROADWAY, PARKING LOT  
AND VACANT LAND**

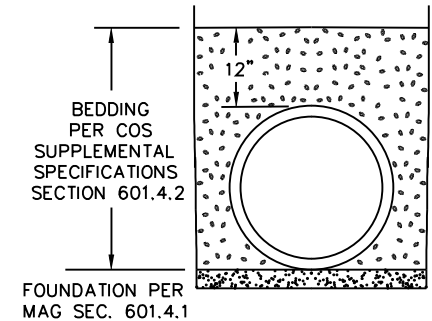
### BACKFILL NOTES

1. MAG 601.4.3 FULL DEPTH OF BACKFILL.
2. ENTIRE DISTURBED EXISTING SURFACE TO BE RESTORED WITH A LIKE MATERIAL.
3. TREAT ENTIRE DISTURBED SURFACE WITH LIGNIN-BASED DUST PALLATIVE, MAG 792, 1:1 DILUTION RATIO, 0.50 GAL/SY APPLICATION RATE.
4. RECYCLED ASPHALT SHALL NOT BE USED FOR BACKFILL.

## BEDDING DETAILS



**BEDDING DETAIL  
CAST-IN-PLACE PIPE**



**BEDDING DETAIL  
ALL OTHER PIPE**

### NOTES:

1. FOR HDPE PIPE - SEE COS SUPPLEMENTAL SPECIFICATIONS SECTION 603.4.2.
2. RECYCLED ASPHALT SHALL NOT BE USED FOR BEDDING OR FOUNDATION MATERIAL.

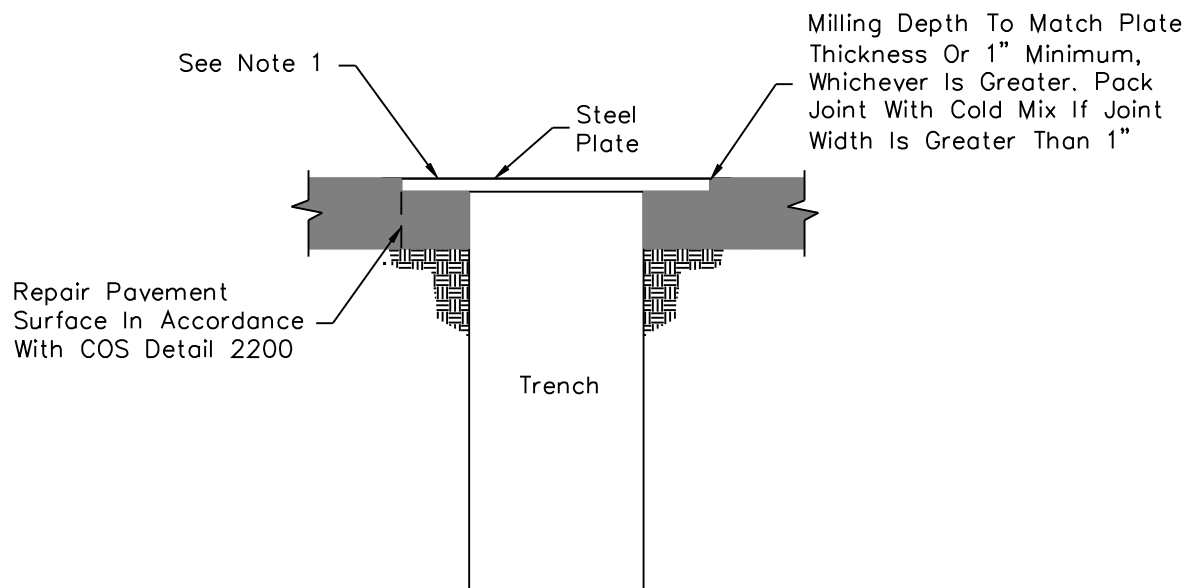
DETAIL NO.  
**2201**

**City of Scottsdale  
Standard Details**

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**Scottsdale Standards &  
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# TRENCH BEDDING & BACKFILL

DETAIL NO.  
**2201**

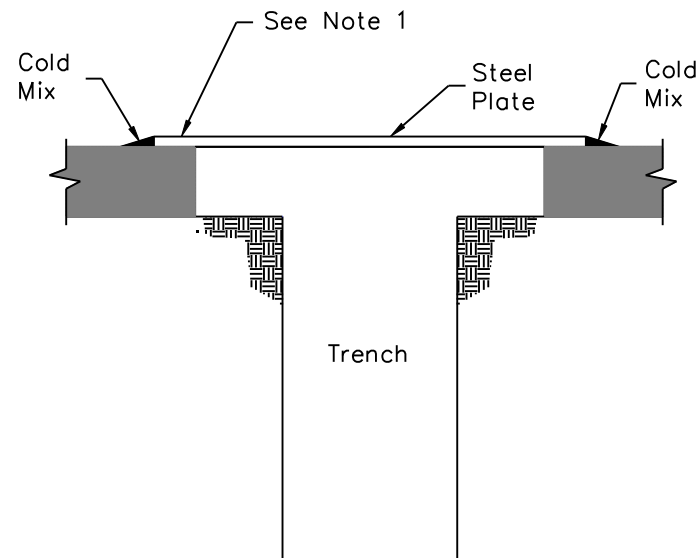


### TYPE 'A' PLATING

CITY POSTED SPEEDS OF  
35 MPH AND GREATER  
OR BUS & TRUCK ROUTE

### NOTES:

1. The contractor shall provide adequate overlap of plate on asphalt to assure no slippage of plate and no collapsing of trench.
2. "Posted Speed" does not include temporary construction signing.



### TYPE 'B' PLATING

CITY POSTED SPEEDS  
UNDER 35 MPH

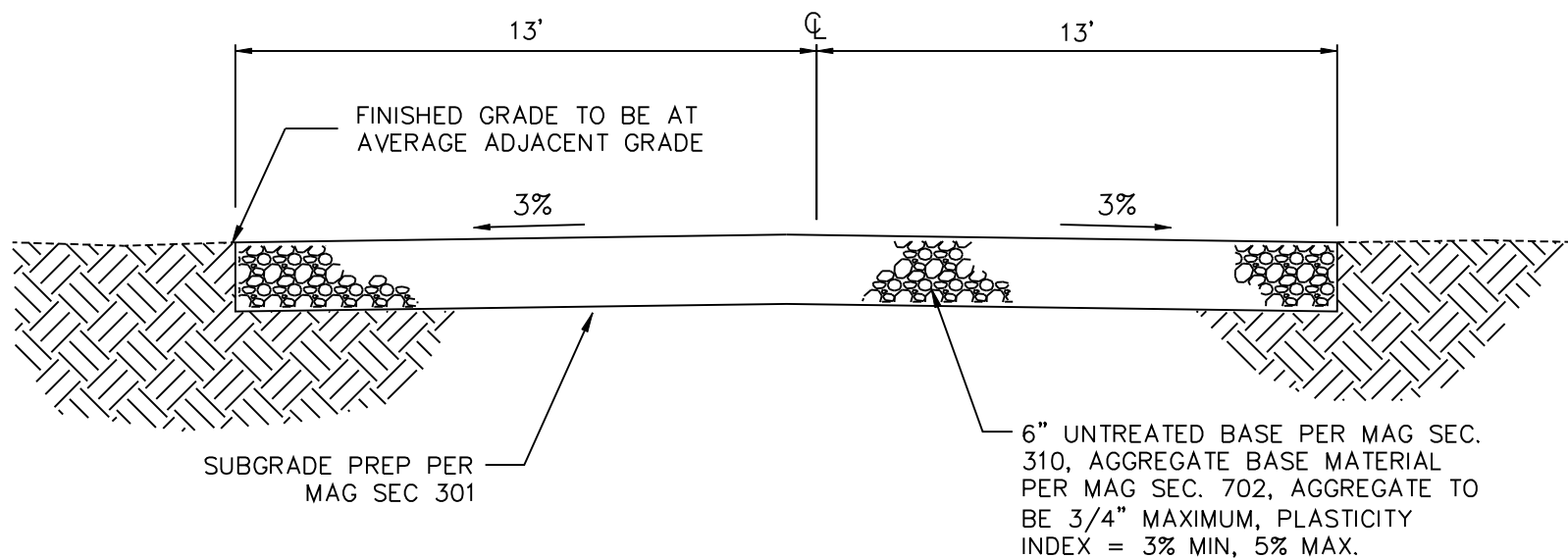
DETAIL NO.  
**2202**

**City of Scottsdale  
Standard Details**

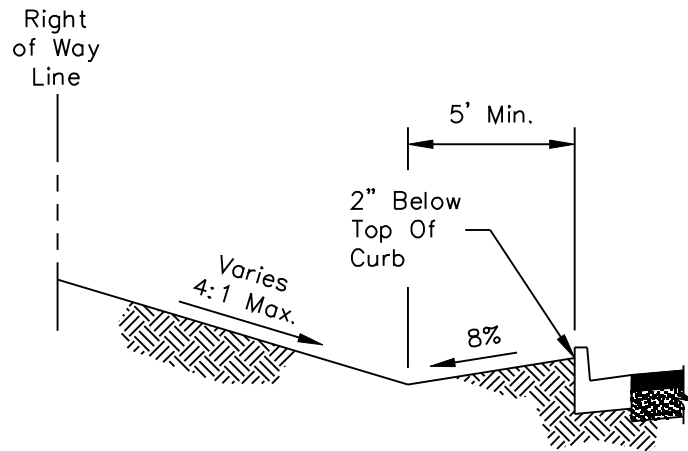
APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**TRENCH PLATING**

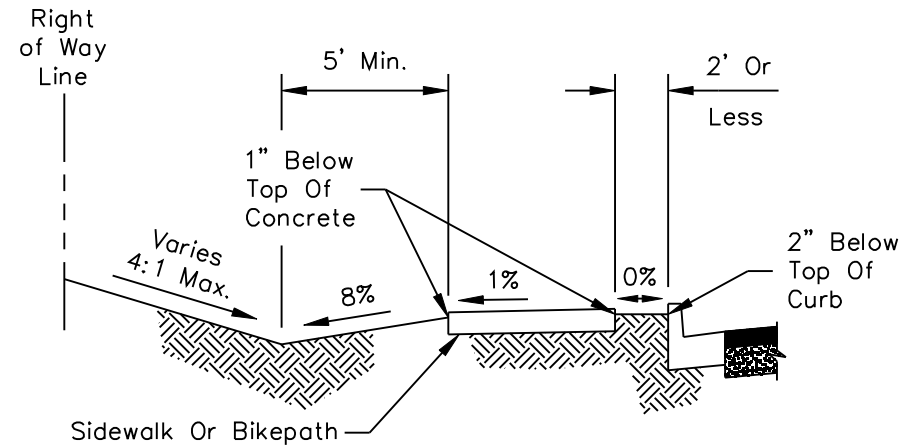
DETAIL NO.  
**2202**



# UNPAVED ROAD DETAIL



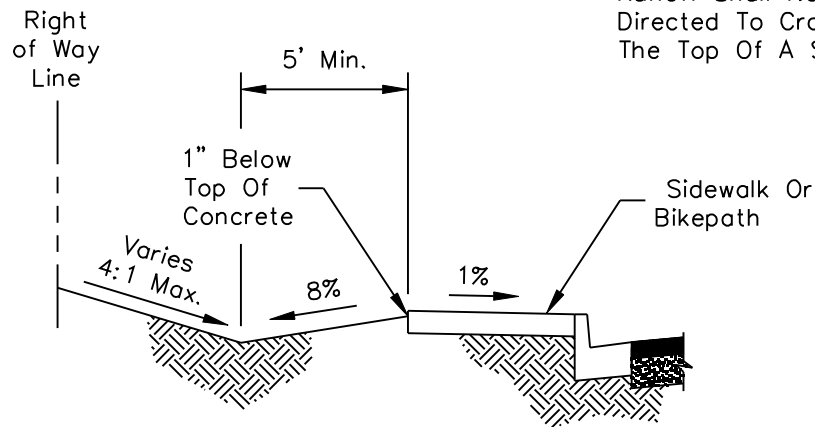
**NO SIDEWALK**



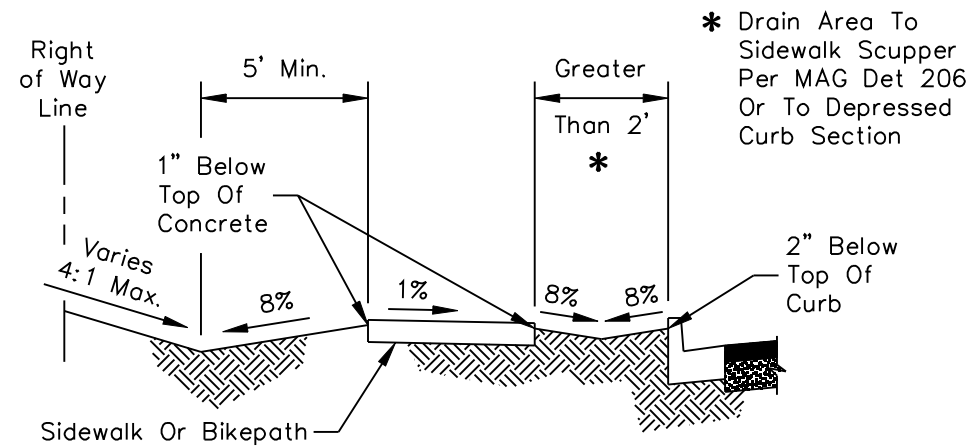
**SIDEWALK LESS THAN 2' BEHIND CURB**

**NOTE:**

Runoff Shall Not Be Directed To Cross Over The Top Of A Sidewalk.



**SIDEWALK AT BACK OF CURB**



**SIDEWALK MORE THAN 2' BEHIND CURB**

\* Drain Area To Sidewalk Scupper Per MAG Det 206 Or To Depressed Curb Section

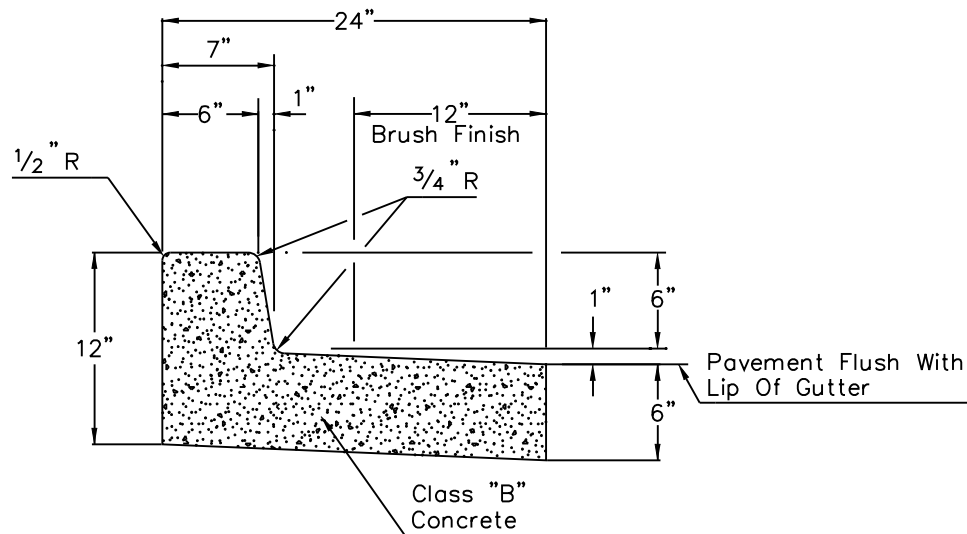
DETAIL NO.  
**2210**

**City of Scottsdale  
Standard Details**

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**Scottsdale Standards &  
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**GRADING BEHIND THE CURB**

DETAIL NO.  
**2210**

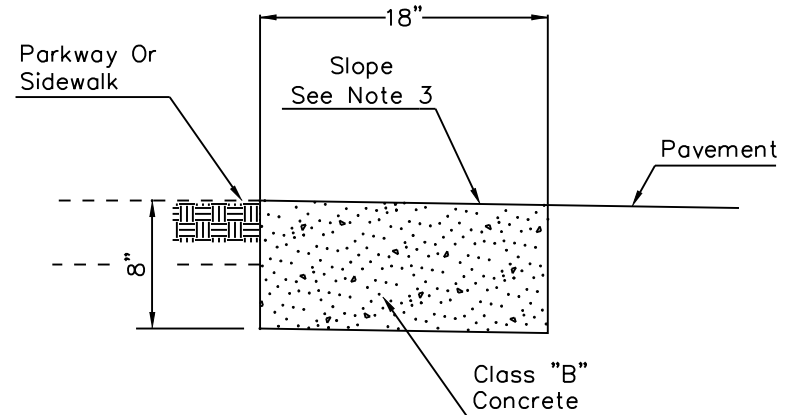


### VERTICAL CURB & GUTTER WITH DEPRESSED LIP

#### TYPE 'A'

#### NOTES

1. All exposed surfaces to be trowel finished except as shown. See M.A.G. Section 340.
2. Contraction joint spacing shall be 10' maximum or as directed by the Inspector.
3. Construct curb and install 1/2" mastic expansion joints, A.S.T.M. D-1751, per M.A.G. Sec. 340 & 729 and COS Sec. 340.
4. Colored concrete shall be colored integrally.



### RIBBON CURB TYPE 'B'

#### NOTES

1. Construct curb and install 1/2" mastic expansion joints, A.S.T.M. D-1751, per M.A.G. Sec. 340 & 729 and COS Sec. 340.
2. Broom finish all surfaces.
3. Ribbon curb may slope towards pavement or parkway. Match cross slope of road unless indicated otherwise on plans.
4. Contraction joint spacing shall be 10' maximum or as directed by the Inspector.
5. Colored concrete shall be colored integrally.

DETAIL NO.  
**2220**

**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

## CURB AND GUTTER - TYPES A & B

DETAIL NO.  
**2220**

A 3D perspective drawing of a stepped block. The block has a rectangular base and a top surface that slopes upward from left to right. A dimension line with arrows at both ends is drawn above the sloped surface, indicating a length of 24 inches. The block is shown from a perspective that highlights its top, front, and right side.

10"

24"

Varies

R =  $\frac{3}{4}$ " (Typ)

1

12

H Per Plans (24" Max.)

2" Clr (Typ)

2 #4 Bars (Cont) @ 9" O.C. (Vert.)

2 #4 Bars (Cont) @ 9" O.C. (Vert.)

#4 Bar @ 18" O.C.

#4 Bar (Continuous)

#4 Bar (Continuous)

Vertical Curb & Gutter Per MAG Det 220, Type 'A' Or COS Det 2220, Type 'A'

Class "B" Concrete

6"

1"

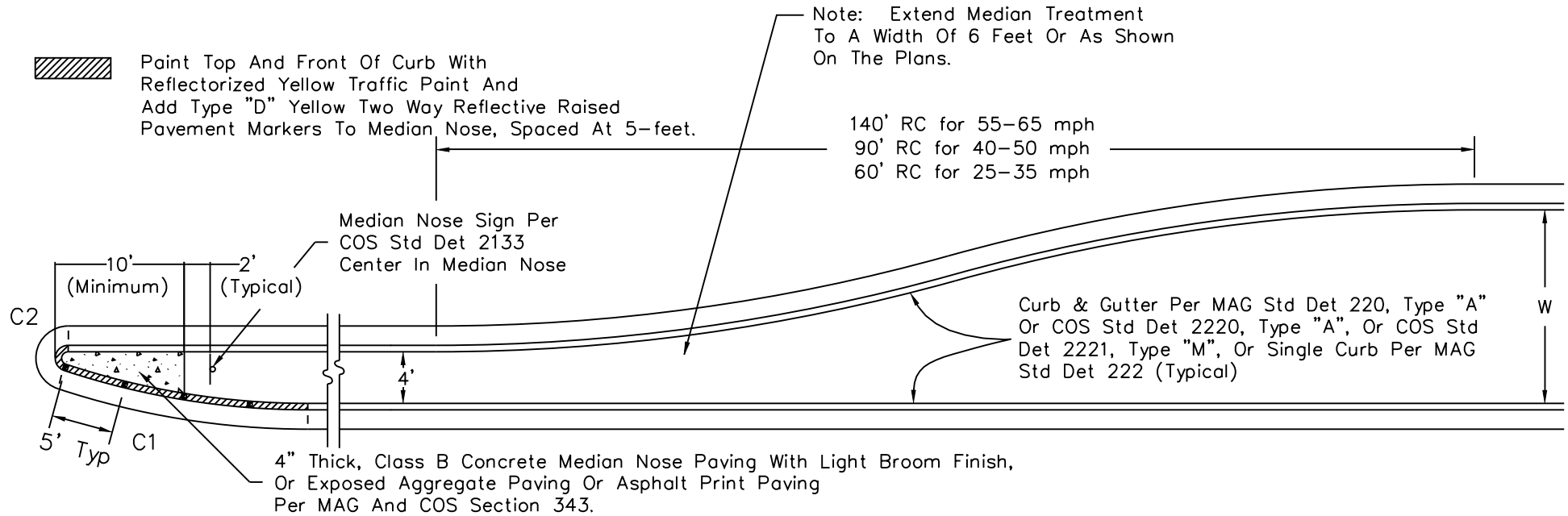
**CURB WALL**

**TYPE "W"**

1. All exposed surfaces to be trowel finished except as shown. See M.A.G. Section 340.
2. Contraction joint spacing shall be 10' maximum or as directed by the Inspector.
3. Construct curb and install 1/2" mastic expansion joints, A.S.T.M. D-1751, per M.A.G. Sec. 340 & 729 and C.O.S. Sec. 340.
4. Gutter lip may be depressed where indicated on plans and constructed as shown on COS Detail 2220, Type "A".
5. Colored concrete, if called for on the plans, shall be colored integrally.
6. Steel reinforcement shall be per M.A.G. Section 727.

MEDIAN NOSE CURVE DATA

CURVE	RADIUS*	LENGTH	TANGENT	CHORD	DELTA
C1	59.5'	19.06'	9.61'	18.97'	18°20'59"
C2	0.50'	1.41'	3.10'	0.99'	161°39'01"

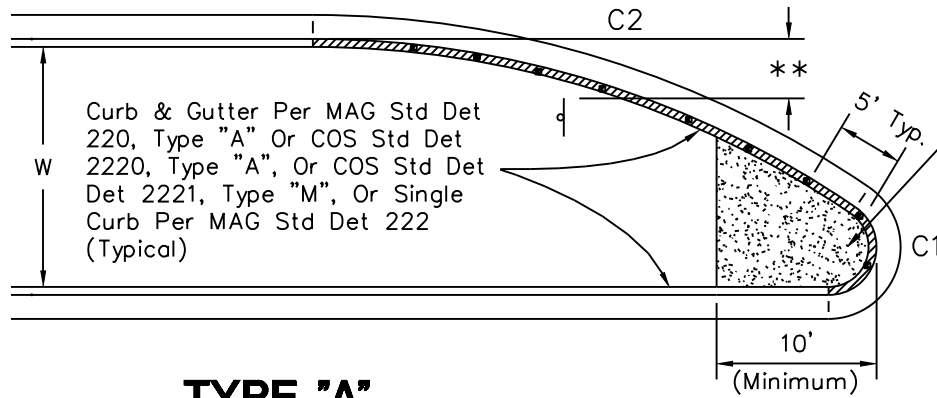


\* ALL RADII AND DIMENSIONS TO BACK OF CURB

NOTE: Curve Data Shown Is For Streets On Linear Alignments Only.

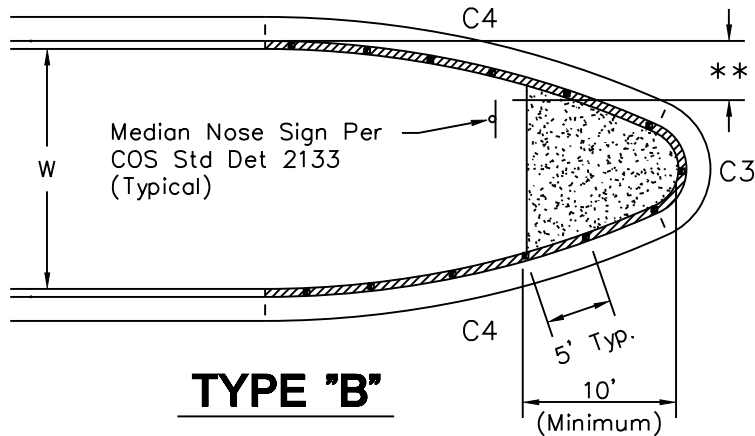
DETAIL NO.  
**2225****City of Scottsdale  
Standard Details**APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee****MEDIAN NOSE & REVERSE CURVE DETAILS**DETAIL NO.  
**2225**





**TYPE "A"**

Paint Top And Front Of Curb With ReflectORIZED Yellow Traffic Paint And Add Type "D" Yellow Reflective Raised Pavement Markers to Median Nose, Spaced at 5-feet.



**TYPE "B"**

\* ALL RADII AND DIMENSIONS TO BACK OF CURB

\*\* OFFSET TO BE NO MORE THAN 3' FROM FACE OF CURB TANGENT TO EDGE OF SIGN

\* CURVE DATA - W=15'

CURVE	RADIUS	LENGTH	TANGENT	CHORD	DELTA
C1	2.50'	6.35'	8.06'	4.78'	145°32'39"
C2	59.50'	35.78'	18.45'	35.24'	34°27'21"
C3	2.50'	5.74'	5.57'	4.56'	131°38'42"
C4	59.50'	25.11'	12.74'	24.92'	24°10'39"

\* CURVE DATA - W=16'

CURVE	RADIUS	LENGTH	TANGENT	CHORD	DELTA
C1	2.50'	6.27'	7.65'	4.75'	143°48'20"
C2	59.50'	37.59'	19.44'	36.97'	36°11'40"
C3	2.50'	5.64'	5.27'	4.52'	129°14'46"
C4	59.50'	26.35'	13.40'	26.14'	25°22'37"

\* CURVE DATA - W=24'

CURVE	RADIUS	LENGTH	TANGENT	CHORD	DELTA
C1	2.50'	5.75'	5.59'	4.56'	131°48'37"
C2	59.50'	50.04'	26.61'	48.58'	48°11'23"
C3	2.50'	4.93'	3.77'	4.17'	112°53'08"
C4	59.50'	34.85'	17.94'	34.35'	33°33'26"

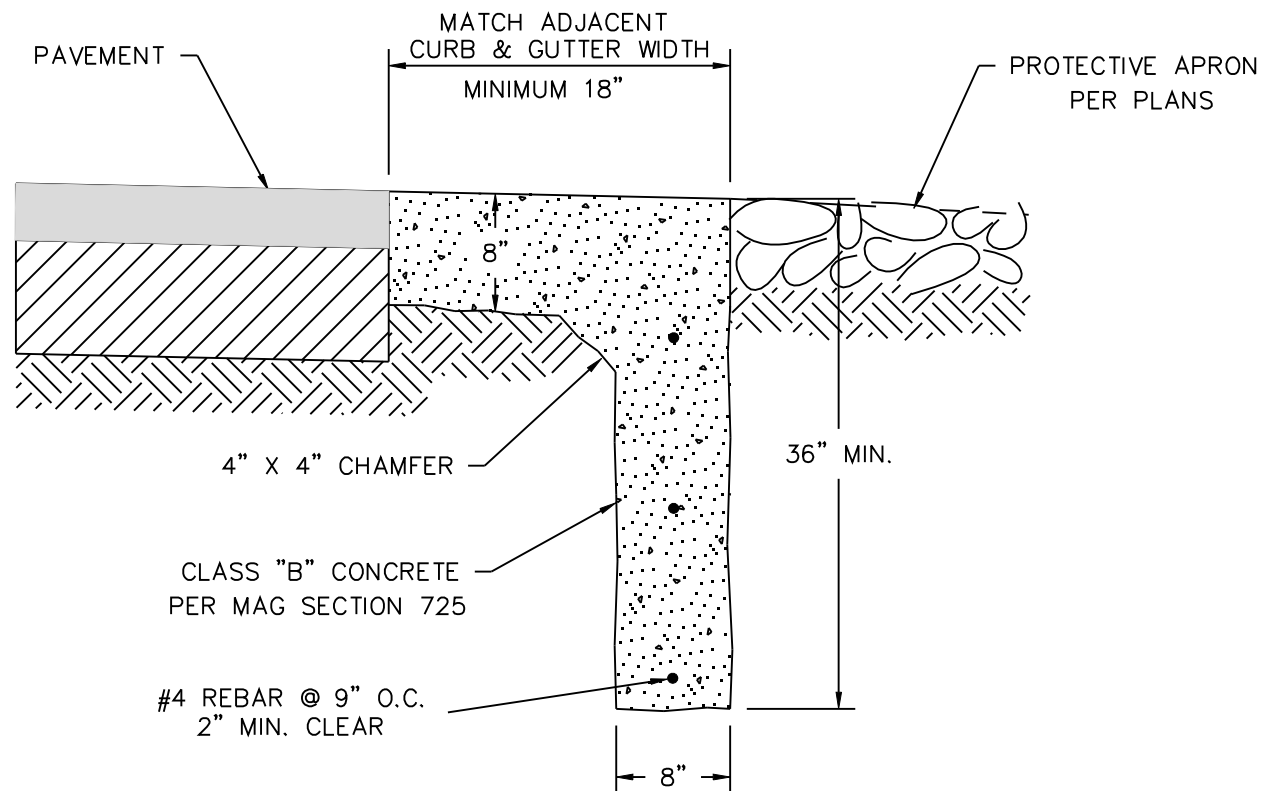
DETAIL NO.  
**2226**

**City of Scottsdale**  
Standard Details

APPROVED BY:  
**Scottsdale Standards & Specifications Committee**

## MEDIAN NOSE DETAILS

DETAIL NO.  
**2226**



NOTE: Form The Top 8"  
Of Cut-Off Wall

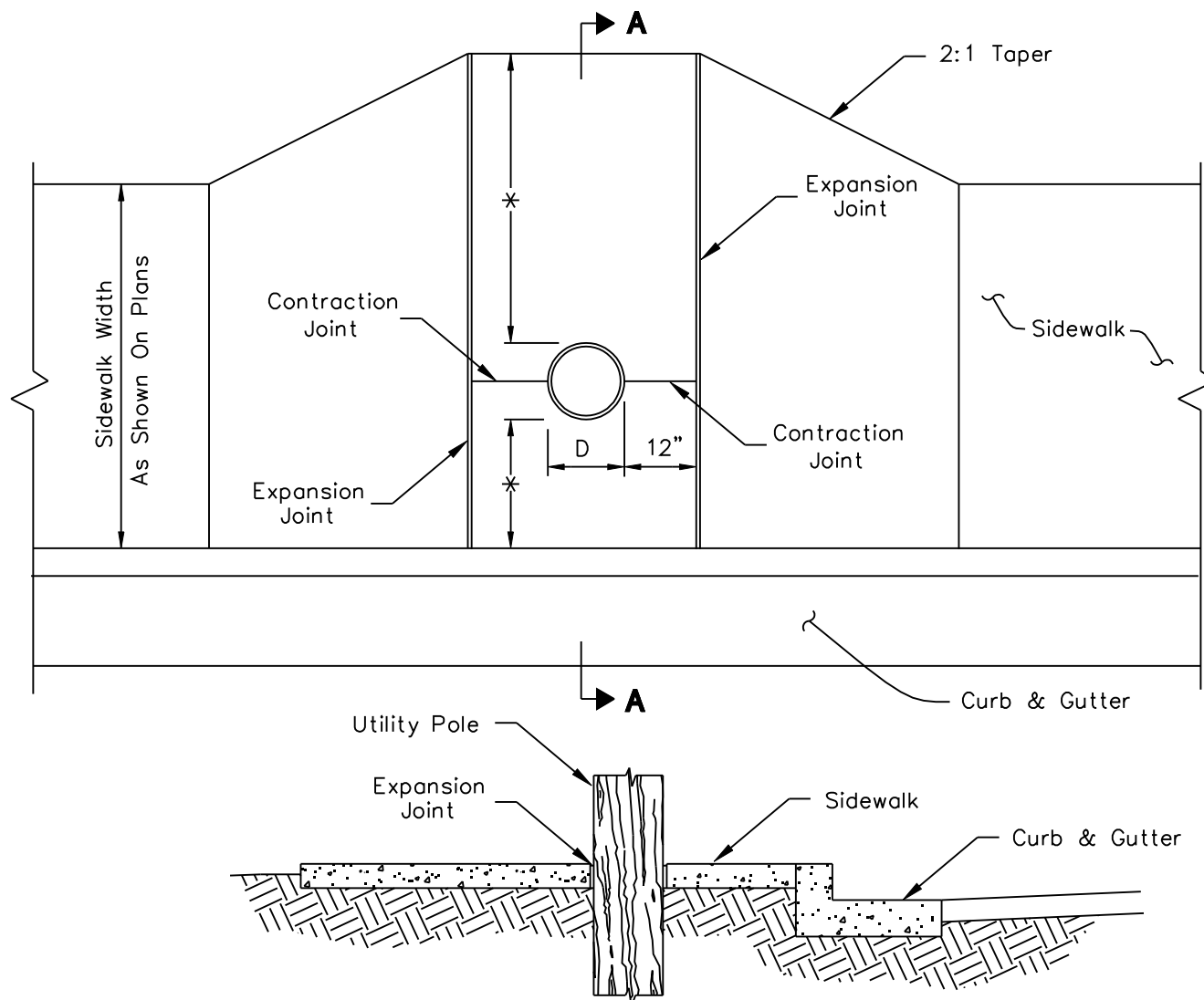
DETAIL NO.  
**2228**

**City of Scottsdale**  
**Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**CUT-OFF WALL**

DETAIL NO.  
**2228**



# **NOTES**

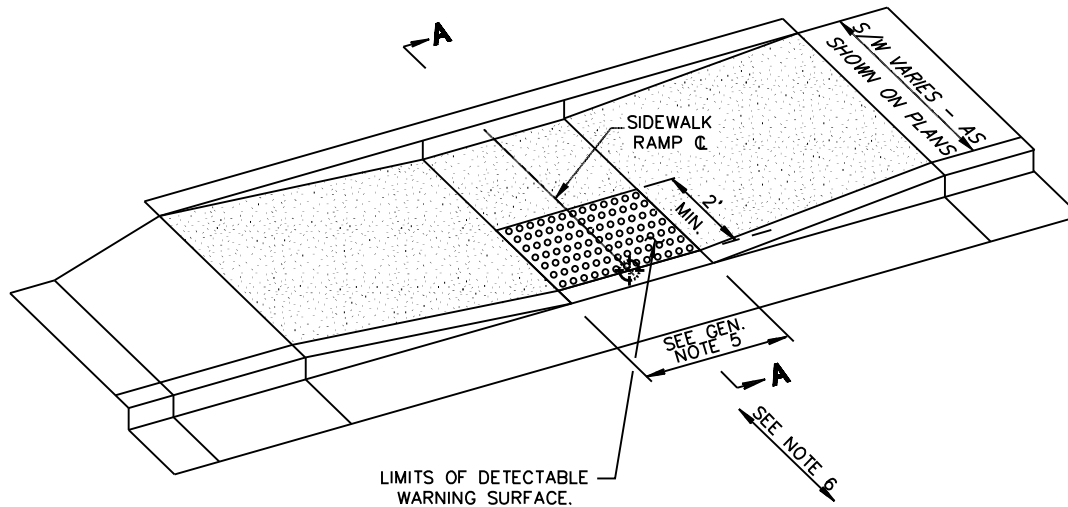
Install expansion joint around wood pole.

Install expansion joint at sidewalk 1/4" lower than sidewalk

- \* Maintain 48" clear on one side of utility pole unless otherwise approved by City staff.

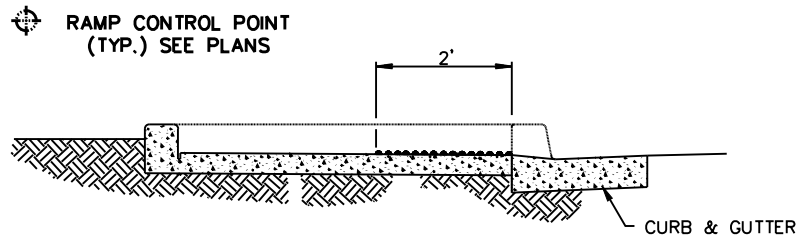
D = Pole Diameter  
Range: 12"-17"

**SECTION A-A**



### INSTALLATION EXAMPLE

NTS



### SECTION A-A

NTS

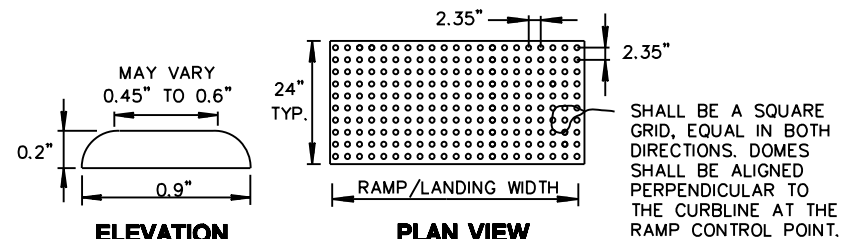
### GENERAL NOTES

1. DETECTABLE WARNING SURFACE SHALL CONSIST OF RAISED TRUNCATED DOMES, AND SHALL CONFORM TO THE DETAILS IN THE PLANS AND IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND INSTALLATION INSTRUCTIONS.
2. ALL DETECTABLE WARNING SURFACES SHALL START AT BACK OF CURB, MEASURE 24 INCHES IN DEPTH AND COVER THE COMPLETE WIDTH OF THE RAMP AREA 48 INCHES MIN..
3. 70% VISUAL CONTRAST IS REQUIRED. THE COLOR SHALL BE AN INTEGRAL PART OF THE DETECTABLE WARNING MATERIAL. COLOR WILL BE SUBJECT TO APPROVAL BY CITY STAFF.
4. THE CONCRETE WORK REQUIRED TO FORM A BLOCK OUT FOR CAST IN PLACE APPLICATIONS, OR TO CREATE A SMOOTH AND CLEAN CONCRETE SURFACE FOR SURFACE APPLICATIONS, SHALL BE INCLUDED IN THE COST OF THE CONCRETE CURB RAMP. THE COST OF FURNISHING AND INSTALLING THE DETECTABLE WARNING DEVICE SHALL BE INCLUDED SEPARATELY AS "DETECTABLE WARNING DEVICE" PER SQUARE FOOT OR AS OUTLINED IN THE SPECIFICATIONS.
5. WIDTH PER RAMP DETAIL OR AS CALLED OUT ON PLANS (4 FEET MINIMUM).
6. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED PERPENDICULAR TO THE CURB AT THE RAMP CONTROL POINT. SEE PLANS FOR RAMP CONTROL POINT.

### APPROVED DETECTABLE WARNING SURFACES

1. ONLY DETECTABLE WARNING SYSTEMS WHICH APPEAR ON THE CITY OF SCOTTSDALE QUALIFIED PRODUCTS LIST ARE APPROVED FOR INSTALLATION. THE QUALIFIED PRODUCT LIST IS LOCATED AT THE FOLLOWING WEBSITE:

[WWW.SCOTTSDALEAZ.GOV/STREETS/PRODUCTS/](http://WWW.SCOTTSDALEAZ.GOV/STREETS/PRODUCTS/)



### ELEVATION

### PLAN VIEW

### TRUNCATED DOME DETECTABLE WARNING

NTS

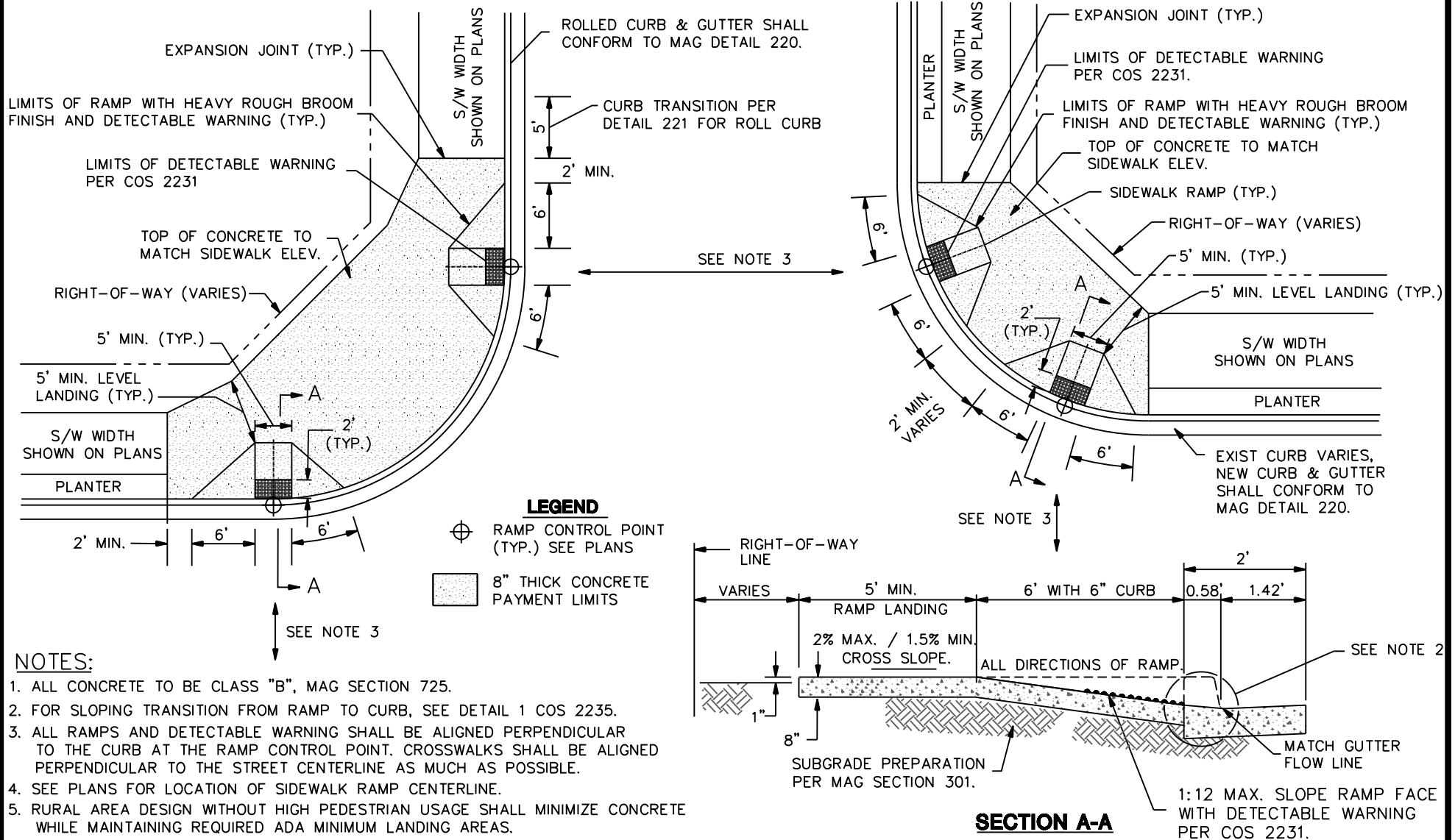
DETAIL NO.  
**2231**

**City of Scottsdale**  
**Standard Details**

APPROVED BY:  
**Scottsdale Standards & Specifications Committee**

**DETECTABLE WARNING SURFACE**

DETAIL NO.  
**2231**



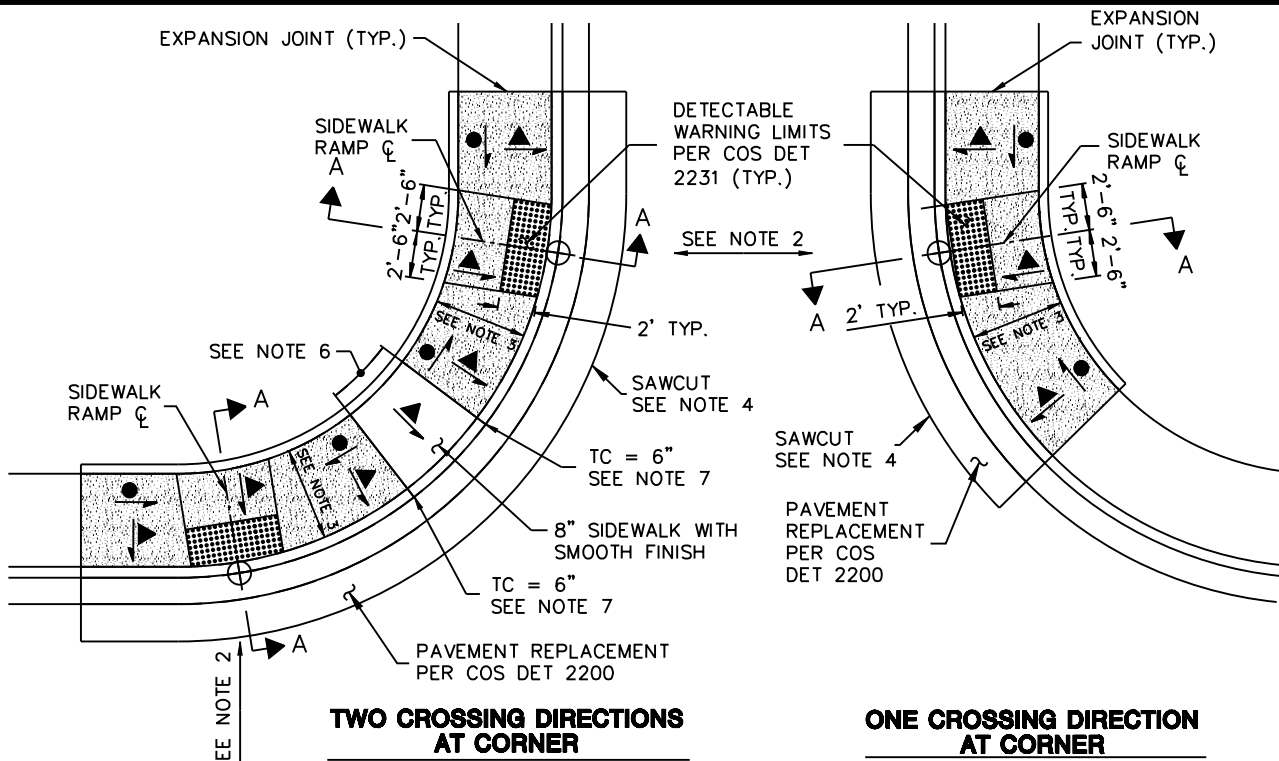
DETAIL NO.  
**2232**

**City of Scottsdale**  
**Standard Details**

APPROVED BY:  
**Scottsdale Standards & Specifications Committee**

# **DIRECTIONAL SIDEWALK RAMPS**

DETAIL NO.  
**2232**

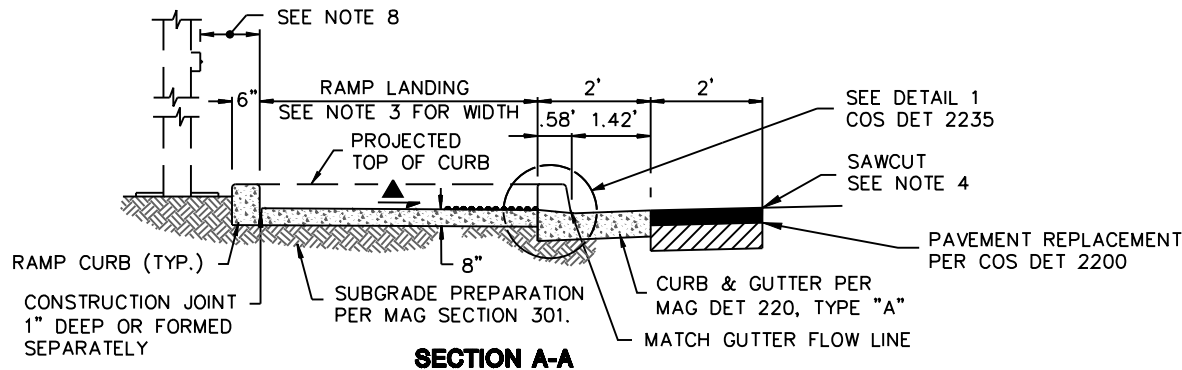


**NOTES:**

1. ALL CONCRETE TO BE CLASS "B", MAG SECTION 725.
2. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED PERPENDICULAR TO THE CURBLINE AT THE RAMP CONTROL POINT. CROSSWALKS SHALL BE ALIGNED PERPENDICULAR TO THE STREET CENTERLINE AS MUCH AS POSSIBLE.
3. RAMP LANDING WIDTH SHALL BE 5' PREFERRED, OR ELSE SHALL MATCH EXISTING WIDTH WITH A 4' MINIMUM, AS MEASURED RADIALLY FROM BACK OF CURB TO THE FACE OF RAMP CURB.
4. WHEN A CONCRETE APRON EXISTS THE SAWCUT MAY BE MADE IN THE APRON 2' FROM BACK OF EXISTING CURB.
5. SEE PLANS FOR LOCATION OF SIDEWALK RAMP CENTERLINE.
6. MINIMUM 4' LONG LEVEL AREA REQUIRED BETWEEN RAMPS, 8" THICK.
7. CURB HEIGHT MAY BE DECREASED TO 4" FOR SPACE LIMITED AREAS PROVIDED THE RAMP SLOPE IS A MAXIMUM 12:1 AND THE MINIMUM 4' LONG LEVEL AREA BETWEEN RAMPS IS MAINTAINED.
8. PROVIDE 10" MAXIMUM TO FACE OF ANY EXISTING PEDESTRIAN PUSH BUTTON. RAMP CURB AND LANDING MAY NEED TO BE EXTENDED AROUND POLE TO PROVIDE ACCESS TO PUSH BUTTON, OR MOVE BUTTON AS NEEDED.
9. EACH RAMP RETROFIT REQUIRES A SITE SPECIFIC ASSESSMENT AND FIELD REVIEW BY THE DESIGN ENGINEER TO ENSURE FUNCTIONAL DESIGN.

**LEGEND**

- RAMP CONTROL POINT (TYP.) SEE PLANS
- 12:1 MAXIMUM SLOPE, 15:1 DESIRED SLOPE
- 2% MAXIMUM SLOPE, 1.5% MINIMUM SLOPE
- 8" SIDEWALK RAMP PAYMENT LIMITS AND HEAVY ROUGH BROOM FINISH LIMITS



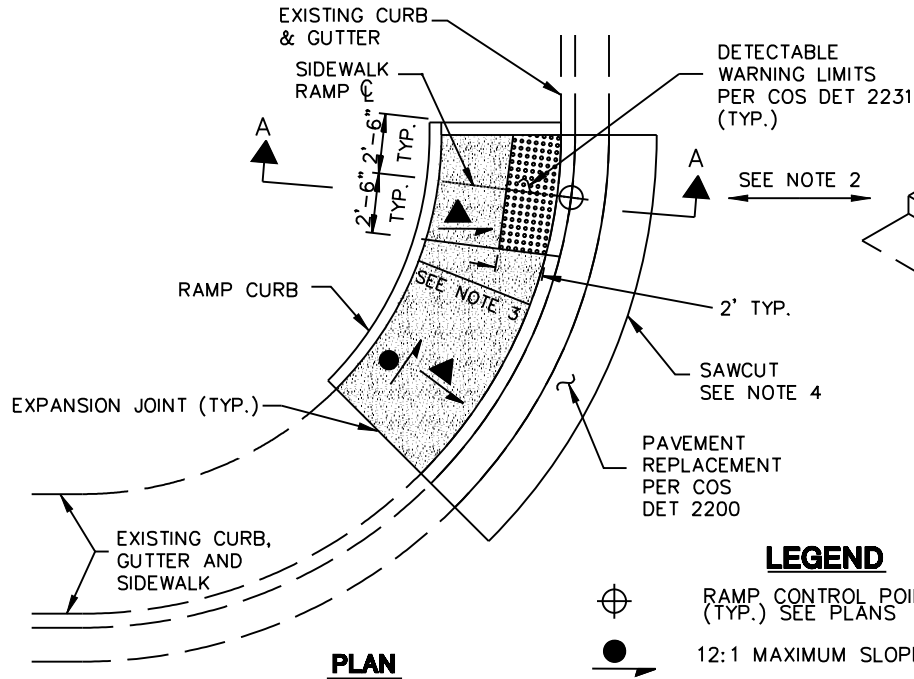
DETAIL NO.  
**2233-1**

**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**DIRECTIONAL SIDEWALK RAMP RETROFIT - TYPE A**

DETAIL NO.  
**2233-1**



### LEGEND



RAMP CONTROL POINT (TYP.) SEE PLANS



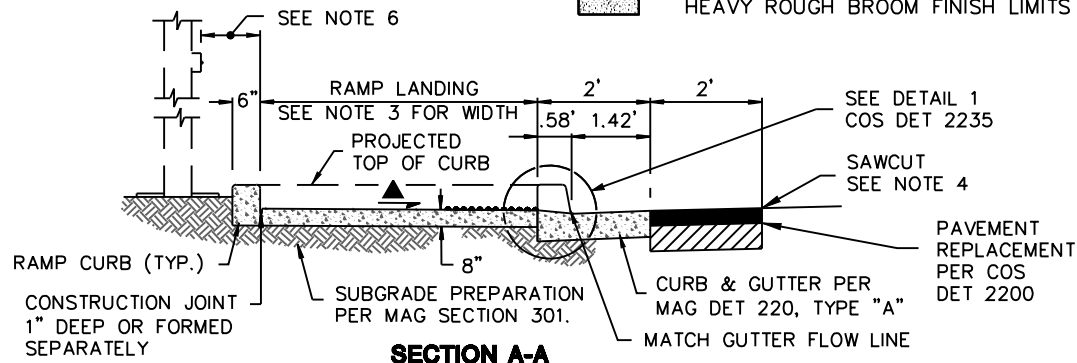
12:1 MAXIMUM SLOPE, 15:1 DESIRED SLOPE



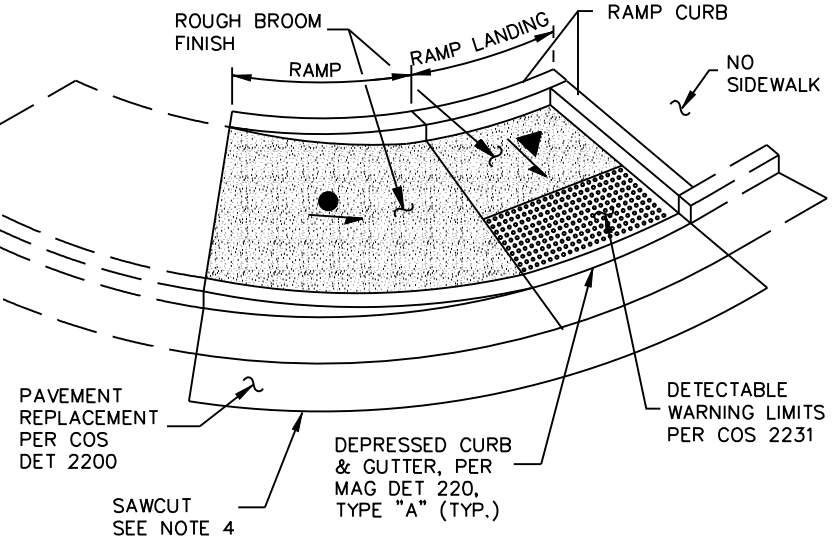
2% MAXIMUM SLOPE, 1.5% MINIMUM SLOPE



8" SIDEWALK RAMP PAYMENT LIMITS AND HEAVY ROUGH BROOM FINISH LIMITS



### SECTION A-A



### PERSPECTIVE

#### NOTES:

1. ALL CONCRETE TO BE CLASS "B", MAG SECTION 725.
2. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED PERPENDICULAR TO THE CURB AT THE RAMP CONTROL POINT. CROSSWALKS SHALL BE ALIGNED PERPENDICULAR TO THE STREET CENTERLINE AS MUCH AS POSSIBLE.
3. RAMP LANDING WIDTH SHALL BE 5' PREFERRED, OR ELSE SHALL MATCH EXISTING WIDTH WITH A 4' MINIMUM, AS MEASURED RADIALLY FROM BACK OF CURB TO FACE OF RAMP CURB.
4. WHEN A CONCRETE APRON EXISTS THE SAWCUT MAY BE MADE IN THE APRON 2' FROM BACK OF EXISTING CURB.
5. SEE PLANS FOR LOCATION OF SIDEWALK RAMP CENTERLINE.
6. PROVIDE 10" MAXIMUM TO FACE OF ANY EXISTING PEDESTRIAN PUSH BUTTON. RAMP CURB AND LANDING MAY NEED TO BE EXTENDED AROUND POLE TO PROVIDE ACCESS TO PUSH BUTTON, OR MOVE BUTTON AS NEEDED.
7. THIS SIDEWALK RAMP DETAIL IS FOR RETROFITTING ONLY AND IS NOT TO BE USED FOR NEW CONSTRUCTION.
8. EACH RAMP RETROFIT REQUIRES A SITE SPECIFIC ASSESSMENT AND FIELD REVIEW BY THE DESIGN ENGINEER TO ENSURE A FUNCTIONAL DESIGN.

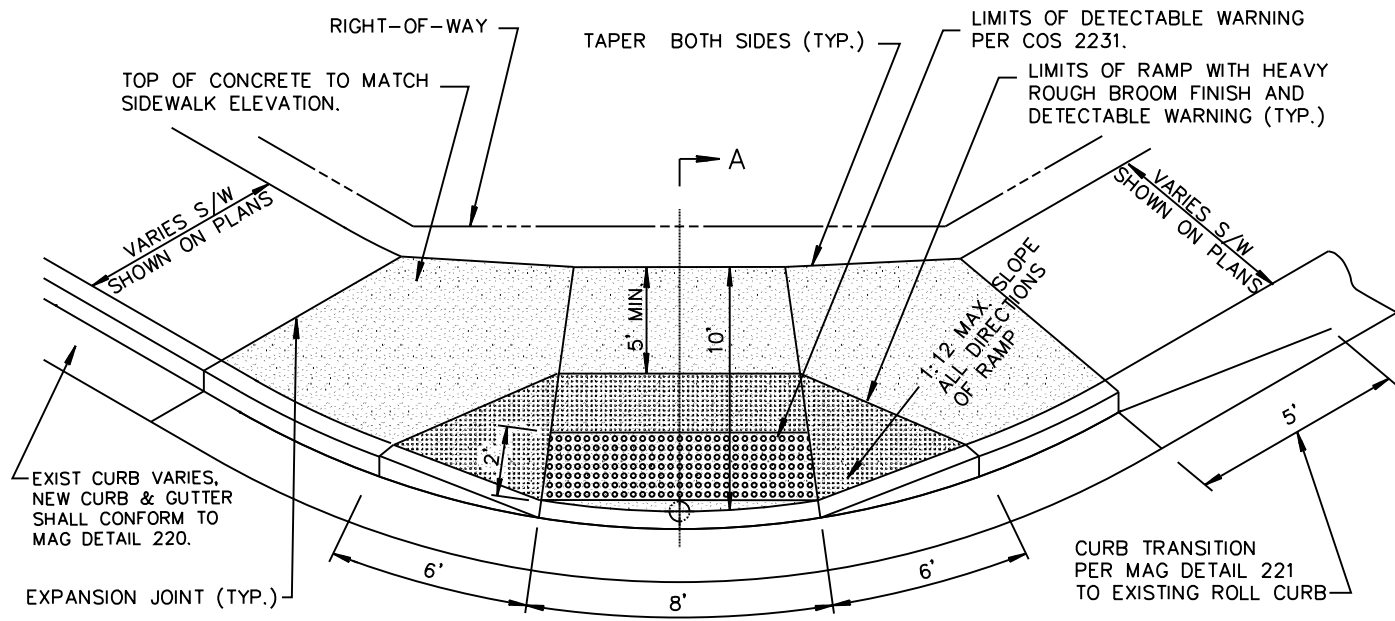
DETAIL NO.  
**2233-2**

**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**DIRECTIONAL SIDEWALK RAMP RETROFIT - TYPE B**

DETAIL NO.  
**2233-2**

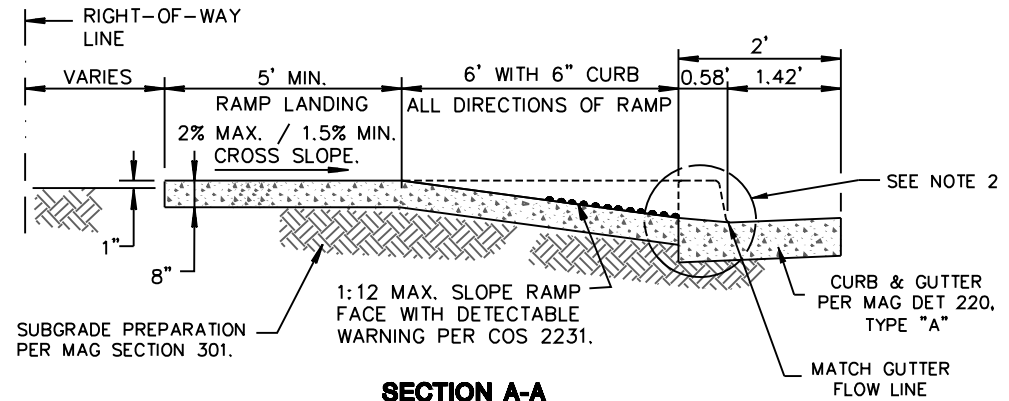
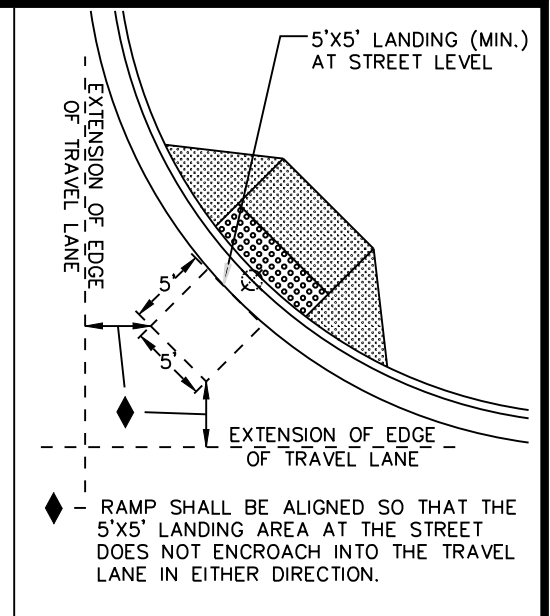


**LEGEND**

- ⊕ RAMP CONTROL POINT (TYP.) SEE PLANS
- 8" THICK CONCRETE PAYMENT LIMITS

**NOTES:**

1. ALL CONCRETE TO BE CLASS "B", MAG SECTION 725.
2. FOR SLOPING TRANSITION FROM RAMP TO CURB, SEE DETAIL 1 COS 2235.
3. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED PERPENDICULAR TO THE CURB AT THE RAMP CONTROL POINT. CROSSWALKS SHALL BE ALIGNED PERPENDICULAR TO THE STREET CENTERLINE AS MUCH AS POSSIBLE.



**SECTION A-A**

DETAIL NO.  
**2234**

**City of Scottsdale  
Standard Details**

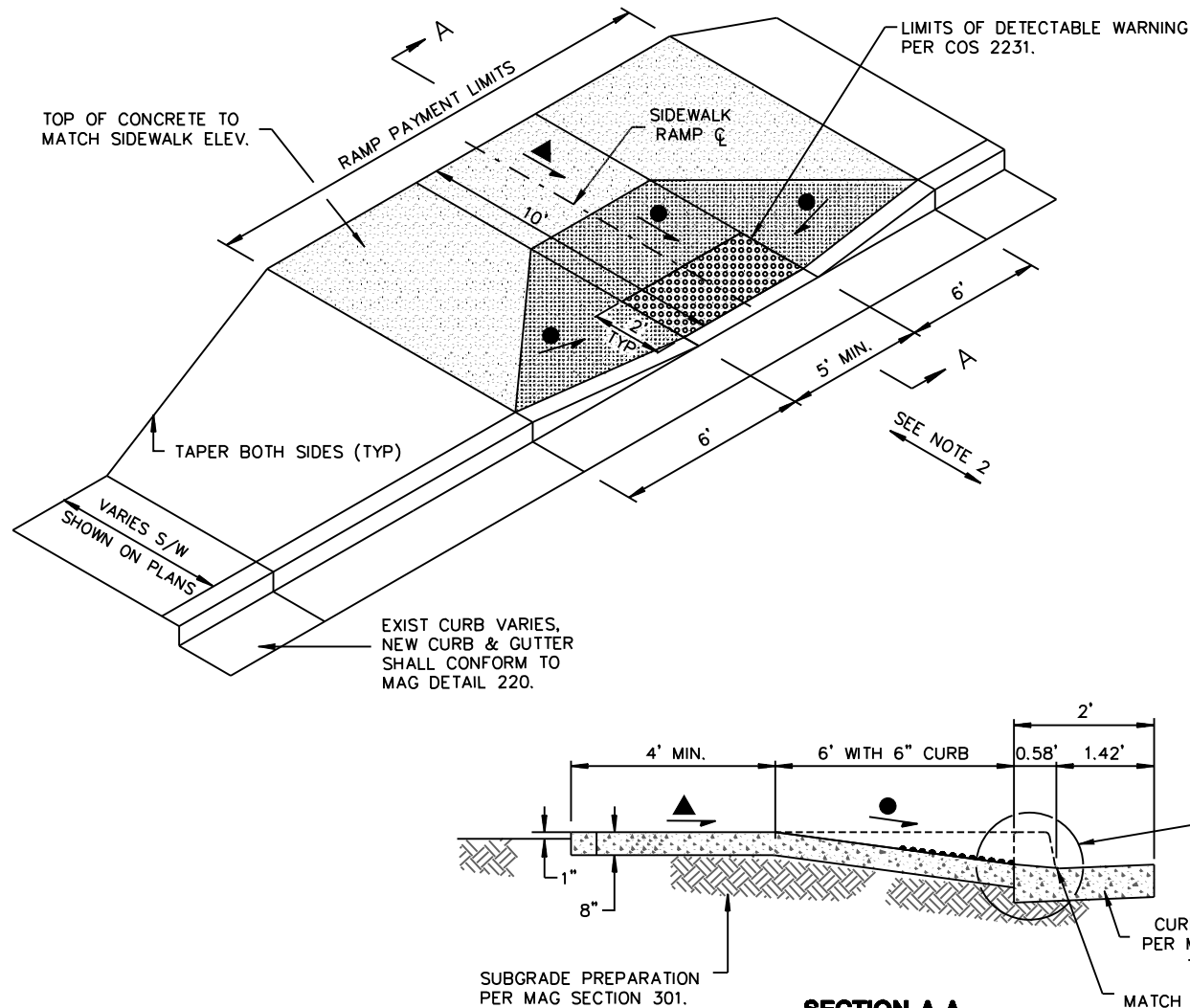
APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**SHARED CURB SIDEWALK RAMP**

DETAIL NO.  
**2234**



REVISED 4/15/09

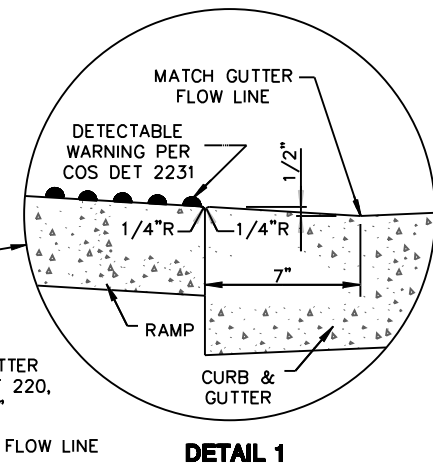


**NOTES:**

1. ALL CONCRETE TO BE CLASS "B", MAG SECTION 725.
2. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED PERPENDICULAR TO THE CURB. CROSSWALKS SHALL BE ALIGNED PERPENDICULAR TO THE STREET CENTERLINE AS MUCH AS POSSIBLE.
3. SEE PLANS FOR LOCATION OF SIDEWALK RAMP CENTERLINE.

**LEGEND**

- 12:1 MAXIMUM SLOPE, 15:1 DESIRED SLOPE
- 2% MAXIMUM SLOPE, 1.5% MINIMUM SLOPE
- 8" THICK CONCRETE PAYMENT LIMITS



**SECTION A-A**

**DETAIL 1**

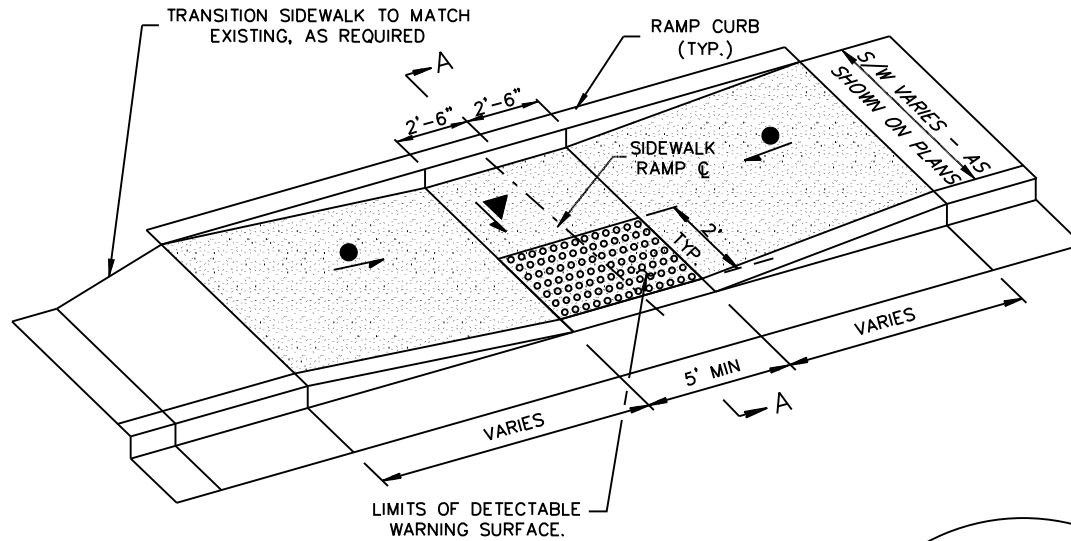
DETAIL NO.  
**2235-1**

**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**MID-BLOCK SIDEWALK RAMP - TYPE A**




DETAIL NO.  
**2235-1**

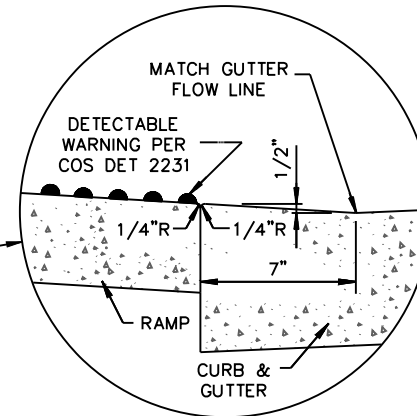
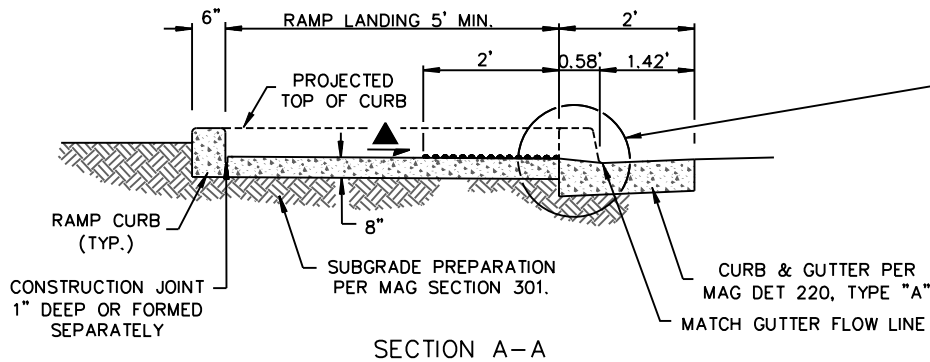


**NOTES:**

1. ALL CONCRETE TO BE CLASS "B", MAG SECTION 725.
2. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED PERPENDICULAR TO THE CURB. CROSSWALKS SHALL BE ALIGNED PERPENDICULAR TO THE STREET CENTERLINE AS MUCH AS POSSIBLE.
3. SEE PLANS FOR LOCATION OF SIDEWALK RAMP CENTERLINE.

**LEGEND**

-  12:1 MAXIMUM SLOPE,  
15:1 DESIRED SLOPE
-  2% MAXIMUM SLOPE,  
1.5% MINIMUM SLOPE
-  8" SIDEWALK RAMP PAYMENT  
LIMITS AND HEAVY ROUGH  
BROOM FINISH LIMITS



**DETAIL 1**

DETAIL NO.  
**2235-2**

**City of Scottsdale  
Standard Details**

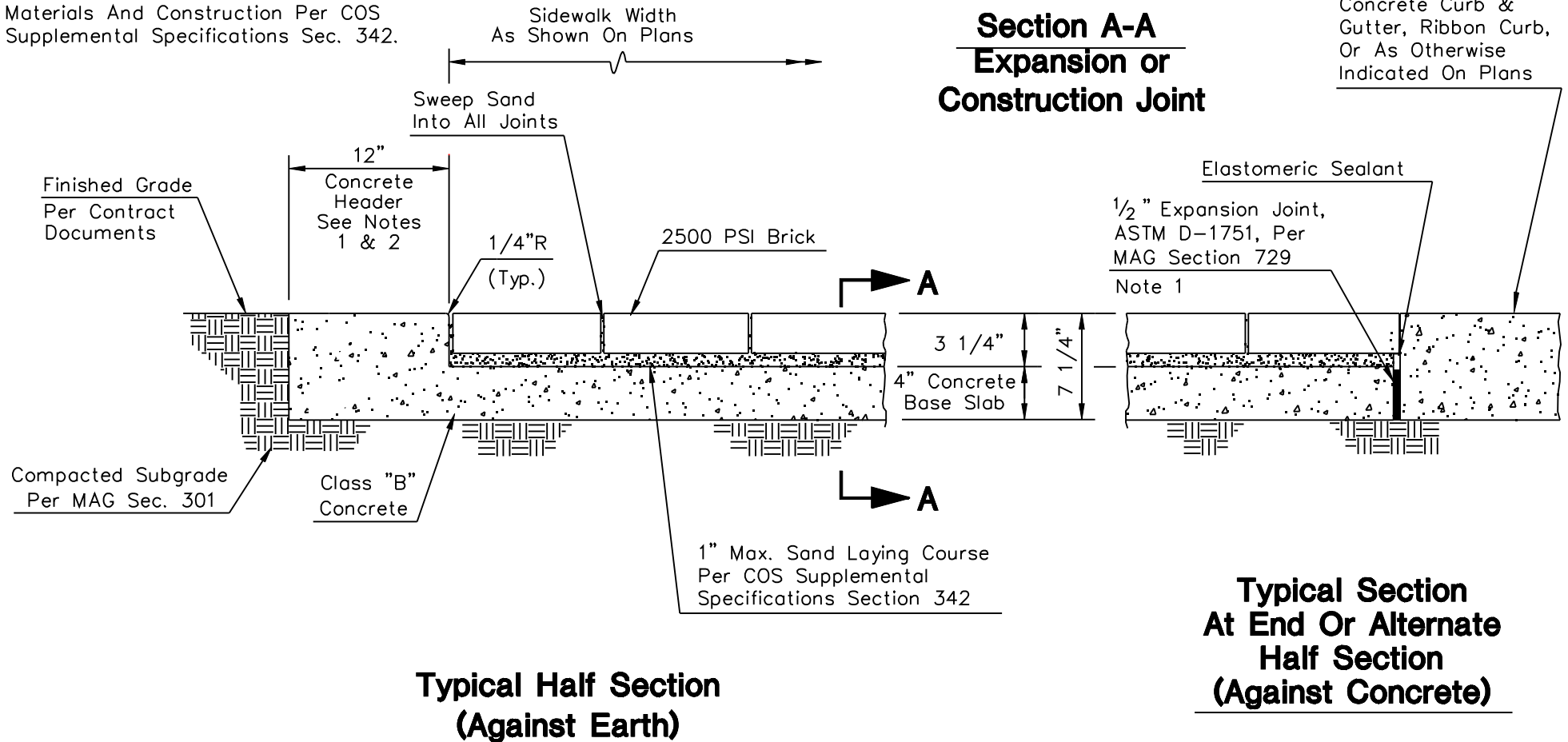
APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**MID-BLOCK SIDEWALK RAMP - TYPE B**

DETAIL NO.  
**2235-2**

**NOTES:**

1.  $\frac{1}{2}$ " Expansion Joint, ASTM D-1751  
Per MAG Sec. 729, and Elastomeric Sealant  
Per COS Sec. 342.3.4.
2. Contraction Joints Per COS Supplemental  
Specifications Sec. 342.
3. Materials And Construction Per COS  
Supplemental Specifications Sec. 342.



DETAIL NO.

**2237**

**City of Scottsdale  
Standard Details**

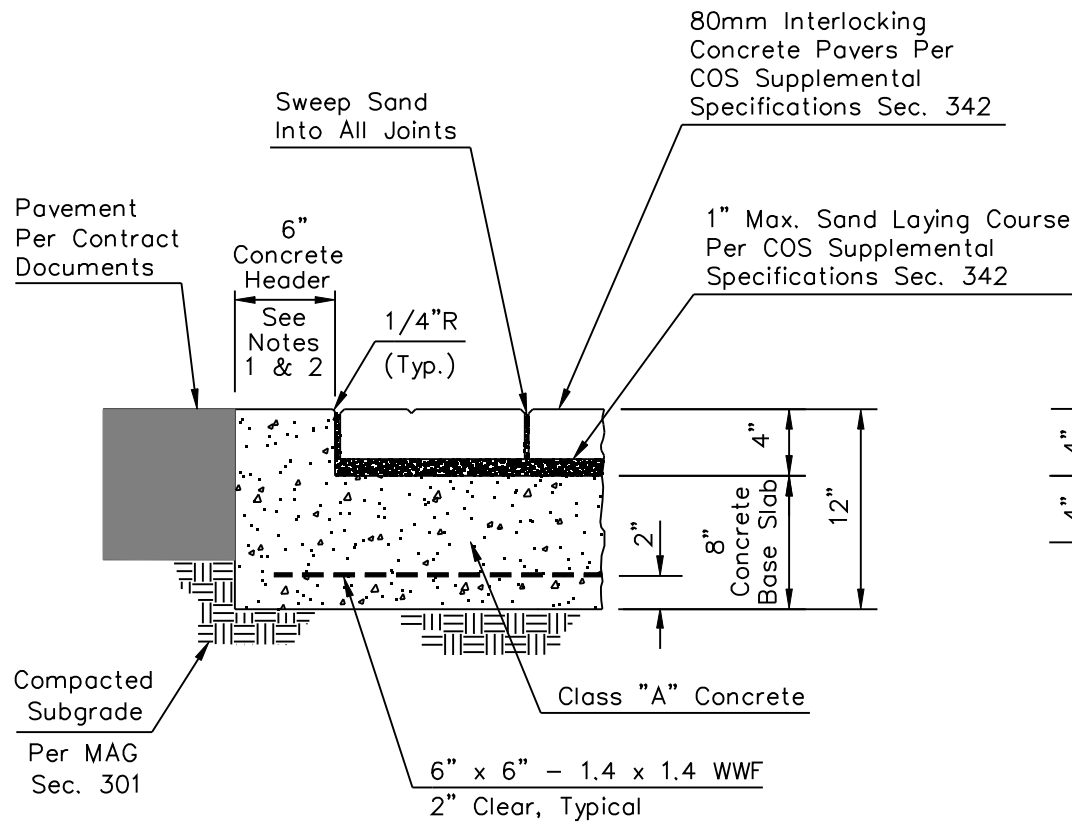
APPROVED BY:

**Scottsdale Standards &  
Specifications Committee**

**SIDEWALK PAVERS (NON-TRAFFIC BEARING)**

DETAIL NO.

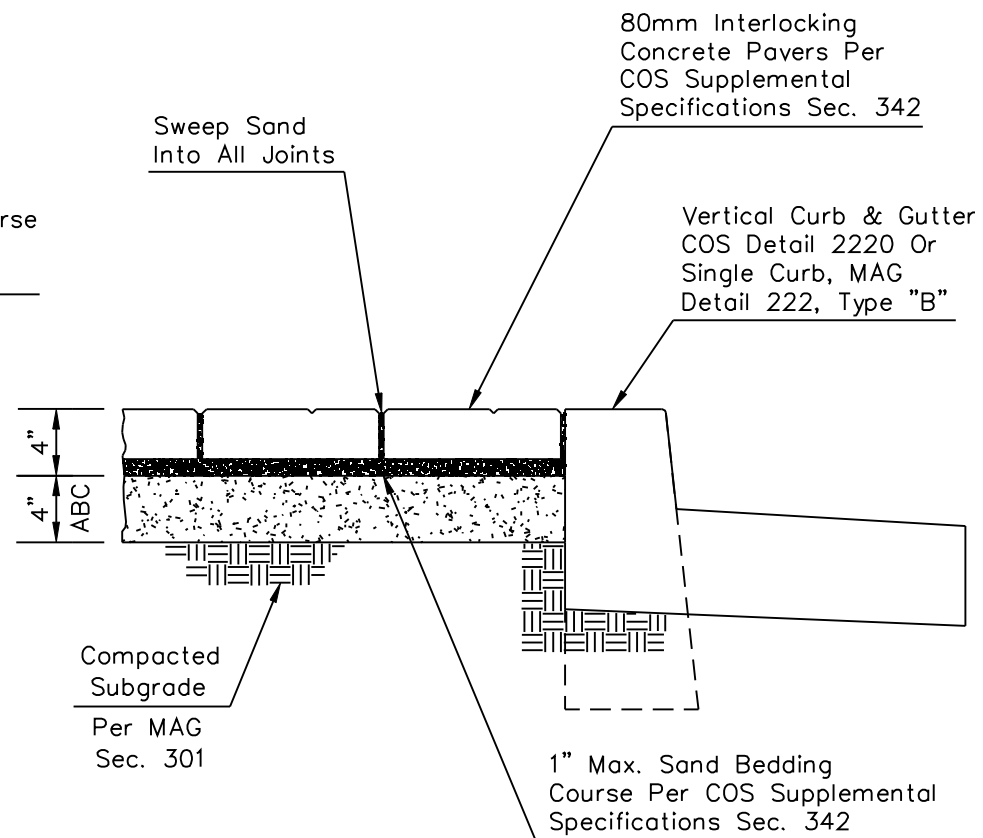
**2237**



**Type "B"**  
**Flush Median**

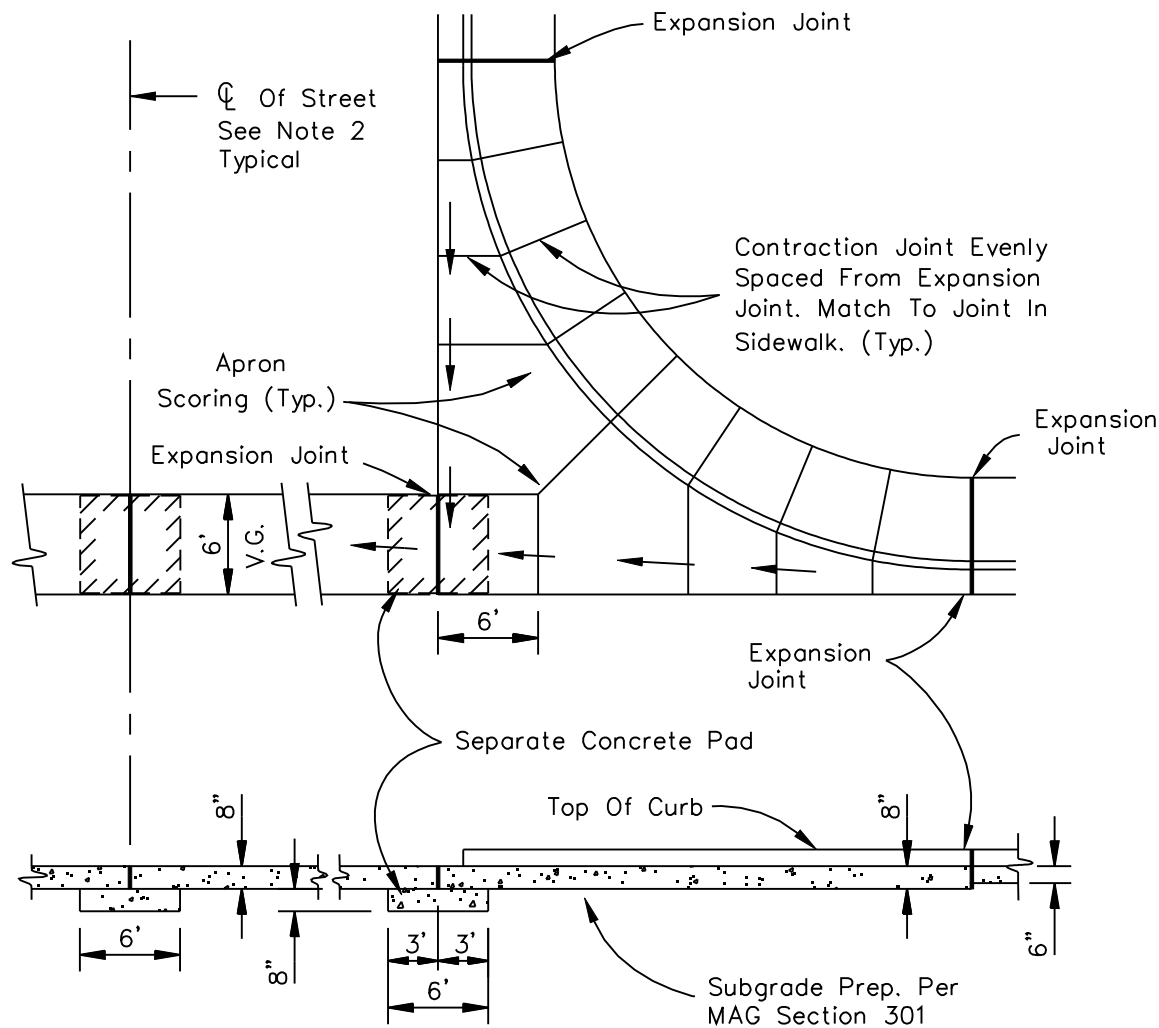
**NOTES:**

1.  $\frac{1}{2}$ " Expansion Joint, ASTM D-1751 Per MAG Sec. 729, Every 50'.
2. Contraction Joints Per COS Supplemental Specifications Sec. 342, Every 10'.
3. Materials And Construction Per COS Supplemental Specifications Sec. 342.



**Type "A"**  
**Raised Median**

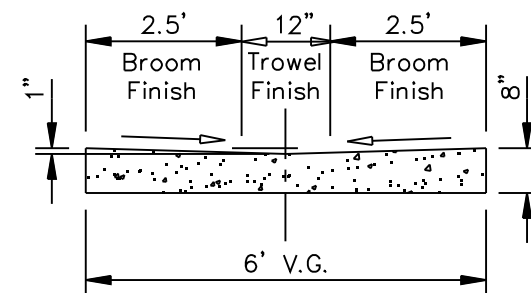
DETAIL NO. <b>2239</b>	<b>City of Scottsdale Standard Details</b>	APPROVED BY: <b>Scottsdale Standards &amp; Specifications Committee</b>	<b>MEDIAN CONCRETE PAVERS</b>	DETAIL NO. <b>2239</b>
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SECTION THRU APRON FLOW-LINE

## NOTES

1. All Concrete To Be Class "A", MAG Section 725.
2. Use A Construction Joint Or Contraction Joint At The CL Of Street. A Separate Concrete Pad Is Required With A Construction Joint.
3.  $\frac{1}{2}$ " Expansion Joint, ASTM D-1751 Per MAG Section 729.
4. Return Curb and Sidewalk to be Monolithically Poured.



SECTION THRU VALLEY GUTTER

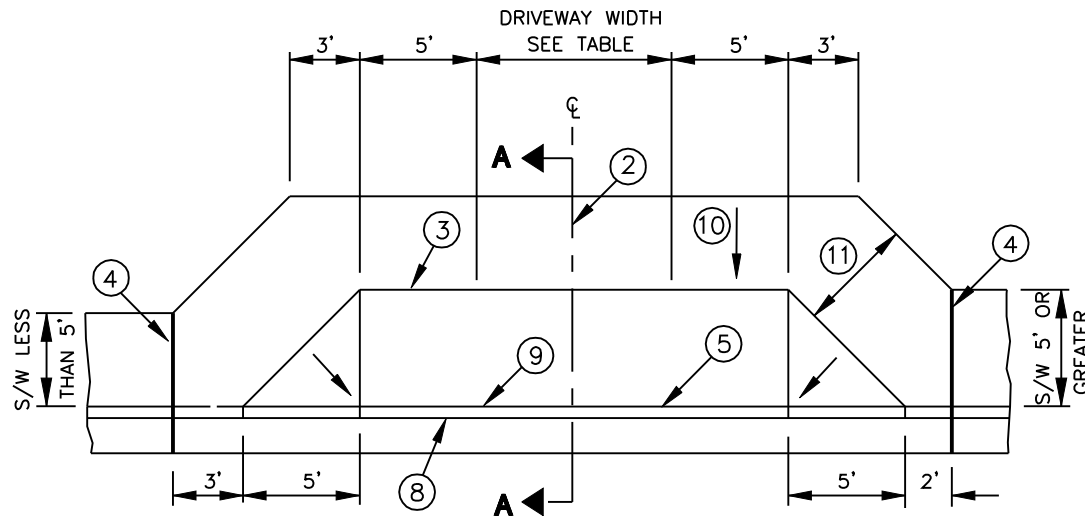
DETAIL NO.  
**2240**

**City of Scottsdale  
Standard Details**

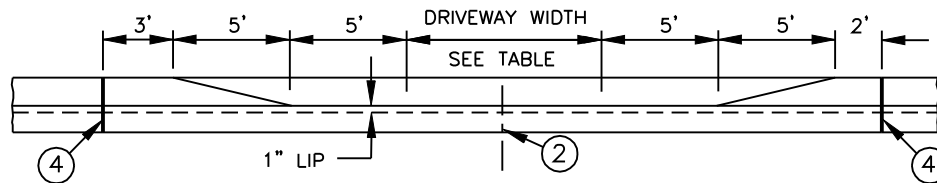
APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**6' VALLEY GUTTER & APRON**

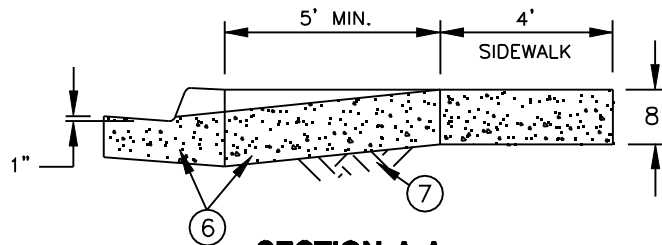
DETAIL NO.  
**2240**



**PLAN**



**ELEVATION**



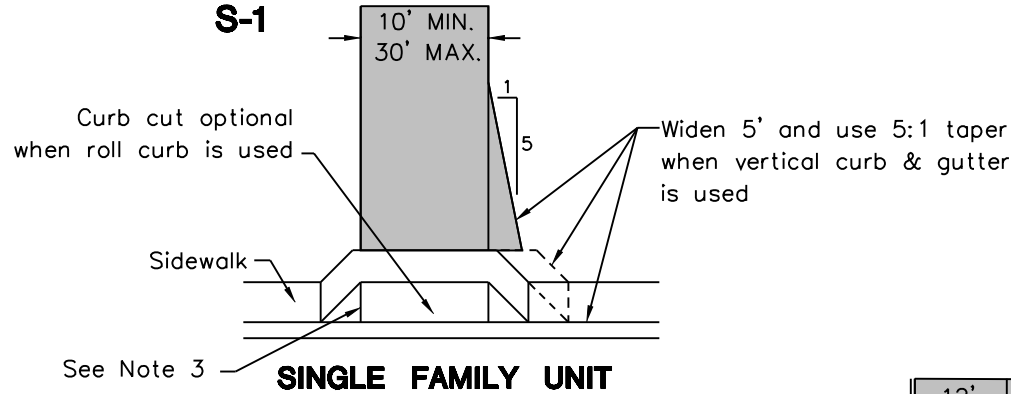
**SECTION A-A**

**NOTES**

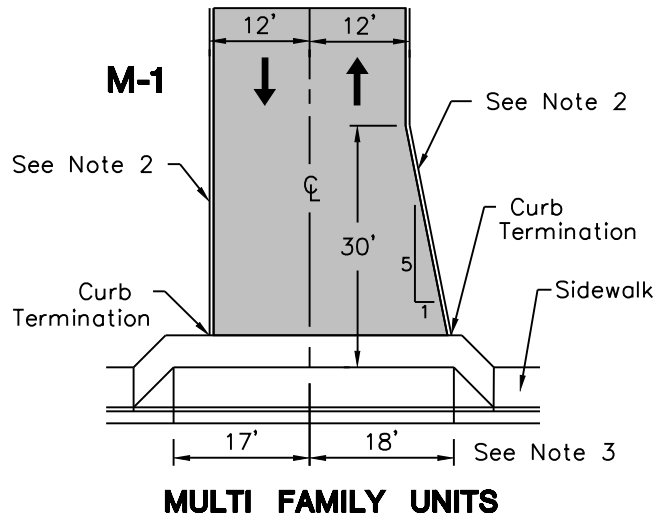
- 1 DEPRESSED CURB SHALL BE PAID FOR AT THE UNIT PRICE BID FOR THE TYPE OF CURB USED AT THAT LOCATION.
- 2 CONTRACTION JOINT ON DRIVEWAY CENTERLINE.
- 3 BACK OF DRIVEWAY ENTRANCE – CONSTRUCTION JOINT OR SCORE MARK.
- 4 MASTIC EXPANSION JOINT THROUGH CURB AND GUTTER. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751.
- 5 BACK OF CURB – CONSTRUCTION JOINT OR SCORE MARK.
- 6 CLASS 'B' CONCRETE, MAG SECTION 725.
- 7 SUBGRADE PREPARATION, MAG SECTION 301.
- 8 FLOW LINE OF GUTTER.
- 9 DEPRESSED CURB.
- 10 2% MAXIMUM CROSS SLOPE. 1.5% MINIMUM CROSS SLOPE
- 11 CONCRETE SIDEWALK PER MAG DETAIL 230, MODIFIED. THICKNESS = 8"

COMMERCIAL & INDUSTRIAL			
DRIVEWAY WIDTH	MIN.	MAX.	CLASS
COMMERCIAL ZONING	+ 16'	40'	B
INDUSTRIAL ZONING	+ 16'	40'	B
+ 24' MIN. FOR TWO WAY TRAFFIC			
RESIDENTIAL			
DRIVEWAY WIDTH	MIN.	MAX.	CLASS
MAJOR STREET	16'	30'	B
COLLECTOR STREET	*12'	30'	B
LOCAL STREET	12'	30'	B
* 16' DESIRABLE			

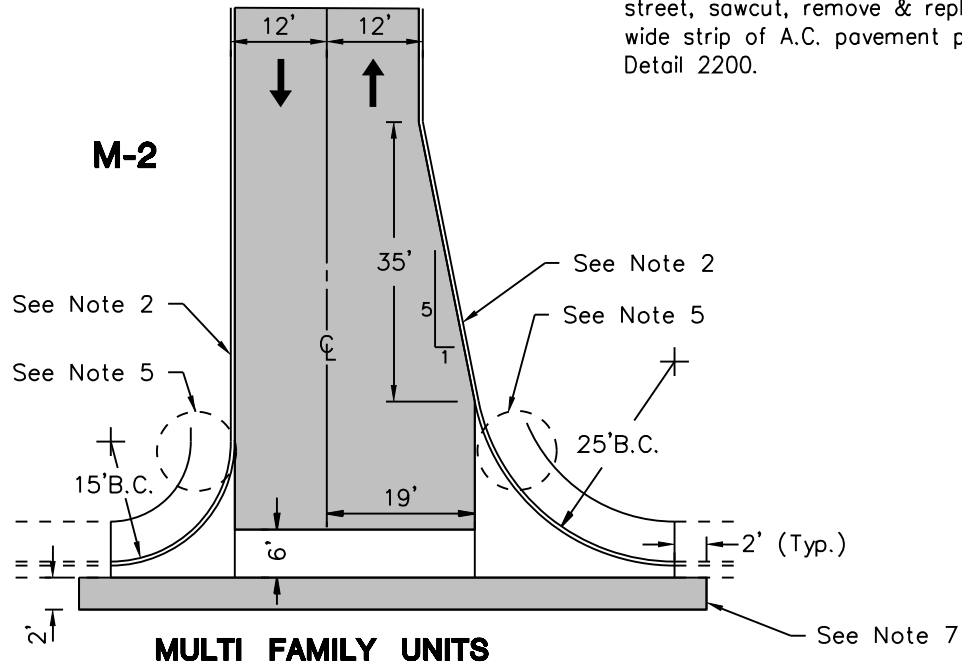
**S-1**



**M-1**



**M-2**



## CONSTRUCTION NOTES

1. Sidewalk shall conform to MAG Std. Detail 230 and C.O.S. Sect. 340.
2. Curb as called for on plans.
3. Driveway entrances shall conform to COS Std. Detail 2250. Driveways shall be 3" of R-3/4" asphalt on 6" A.B.C. unless otherwise noted. See plans for driveway limits.
4. Valley gutter shall conform to COS Standard Detail 2240.
5. Sidewalk width, sidewalk ramp configuration and detectable warning surface as called for on plans.
6. Curb termination similar to MAG Std. Det 222.
7. When installing new driveways along an existing street, sawcut, remove & replace a minimum 2' wide strip of A.C. pavement per COS Standard Detail 2200.

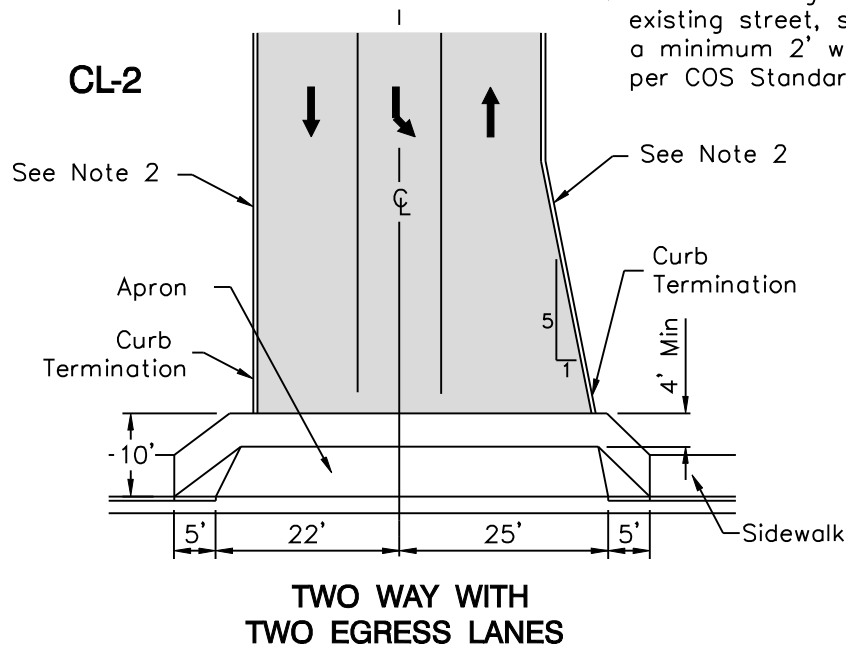
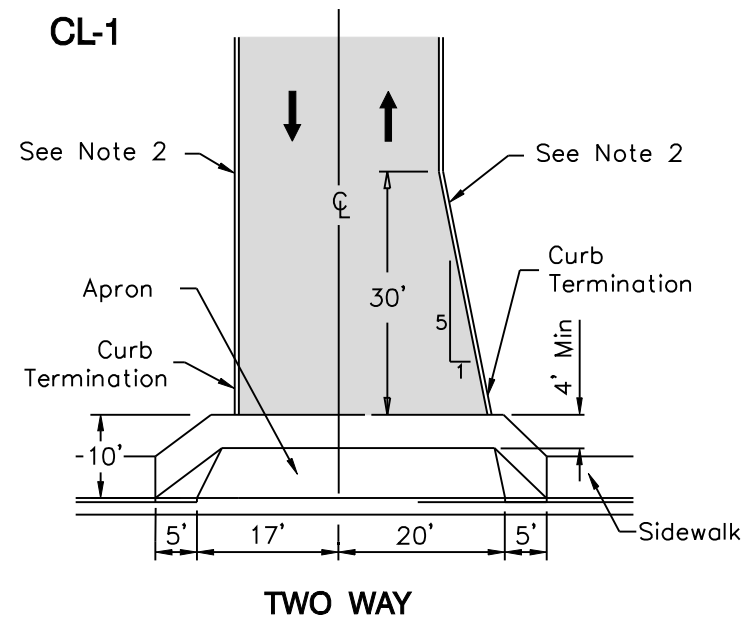
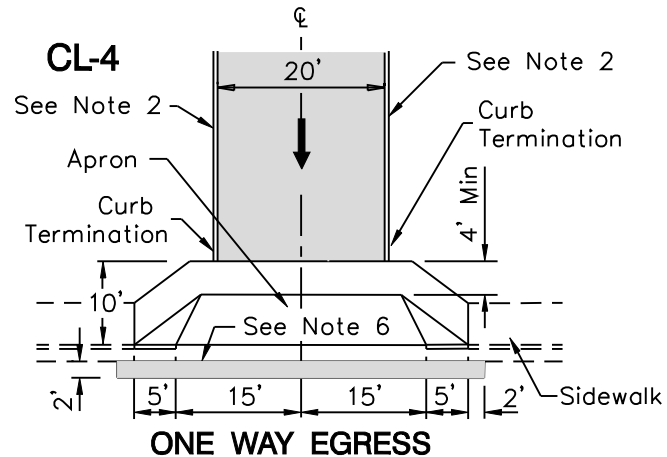
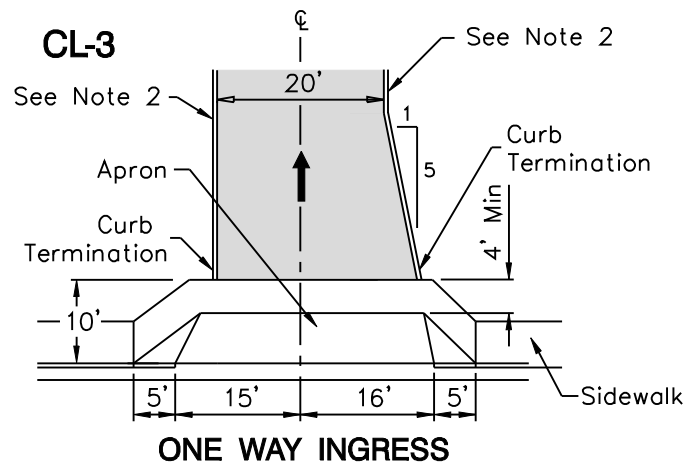
DETAIL NO.  
**2255**

**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**RESIDENTIAL DRIVEWAYS**

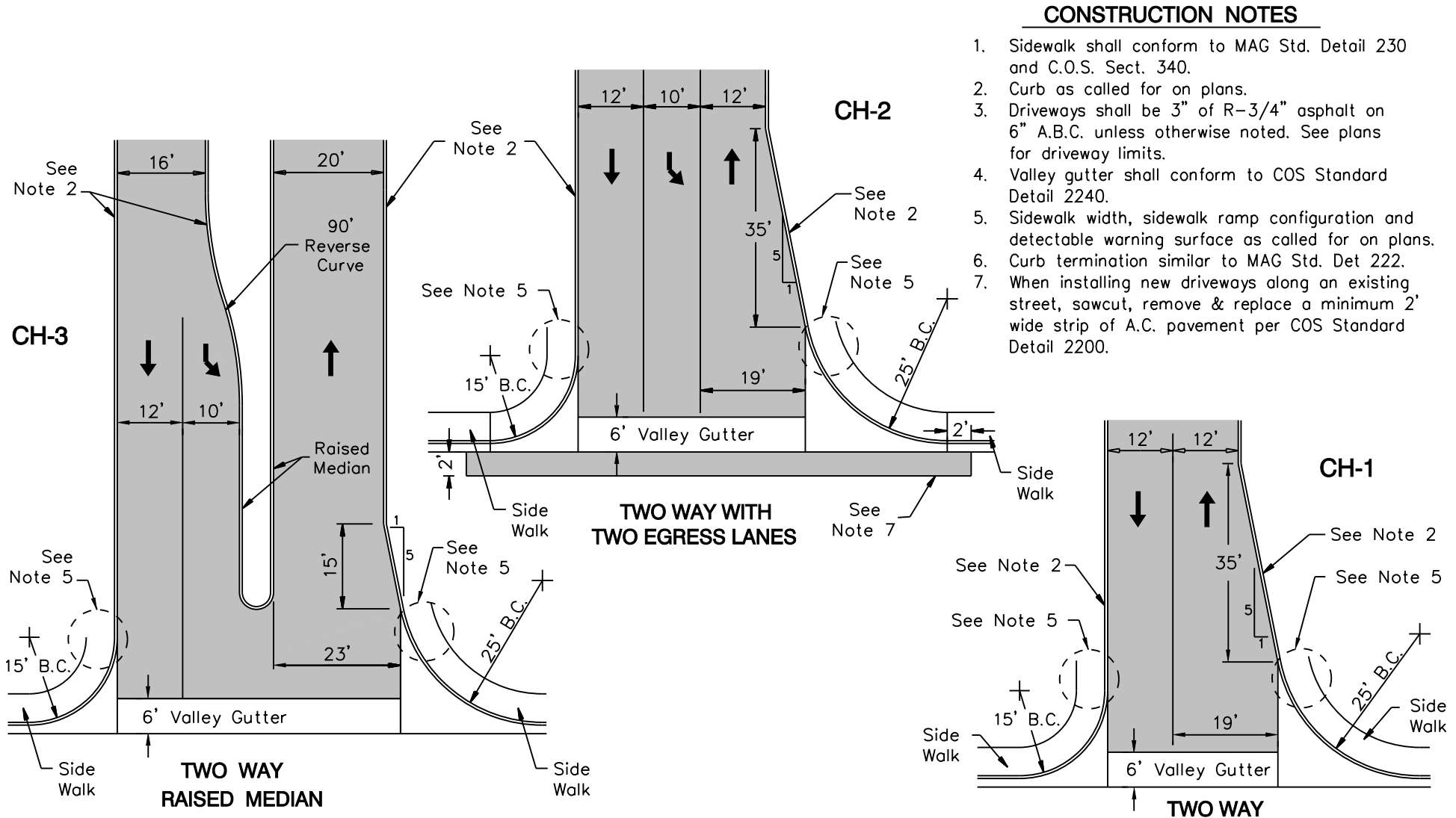
DETAIL NO.  
**2255**



### CONSTRUCTION NOTES

1. Sidewalk shall conform to MAG Standard Detail 230 and C.O.S. Sec. 340.
2. Curb as called for on plans.
3. Curb & Gutter shall conform to MAG Standard Detail 220. Single Curb shall conform to MAG Standard Detail 222.
4. Driveway Entrances shall conform to COS Standard Detail 2250 except for modifications as noted. Driveways shall be 2-1/2" A.C. A-19 on 6" A.B.C. unless otherwise noted. See plans for driveway limits.
5. Curb termination similar to MAG Std. Det. 222.
6. When installing new driveways along an existing street, sawcut, remove & replace a minimum 2' wide strip of A.C. pavement per COS Standard Detail 2200.





### CONSTRUCTION NOTES

1. Sidewalk shall conform to MAG Std. Detail 230 and C.O.S. Sect. 340.
2. Curb as called for on plans.
3. Driveways shall be 3" of R-3/4" asphalt on 6" A.B.C. unless otherwise noted. See plans for driveway limits.
4. Valley gutter shall conform to COS Standard Detail 2240.
5. Sidewalk width, sidewalk ramp configuration and detectable warning surface as called for on plans. Curb termination similar to MAG Std. Det 222.
6. When installing new driveways along an existing street, sawcut, remove & replace a minimum 2' wide strip of A.C. pavement per COS Standard Detail 2200.

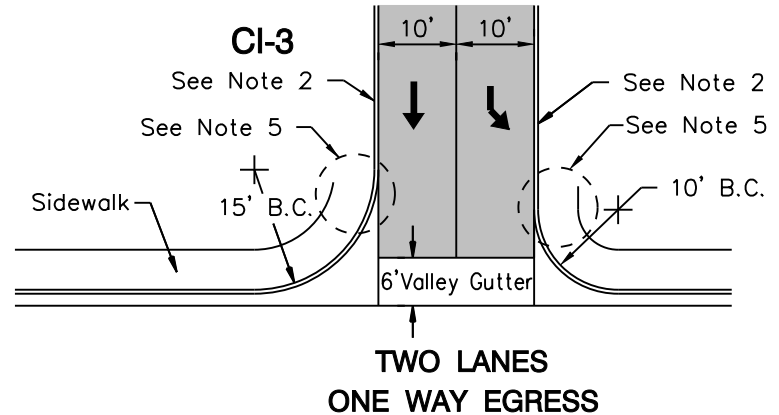
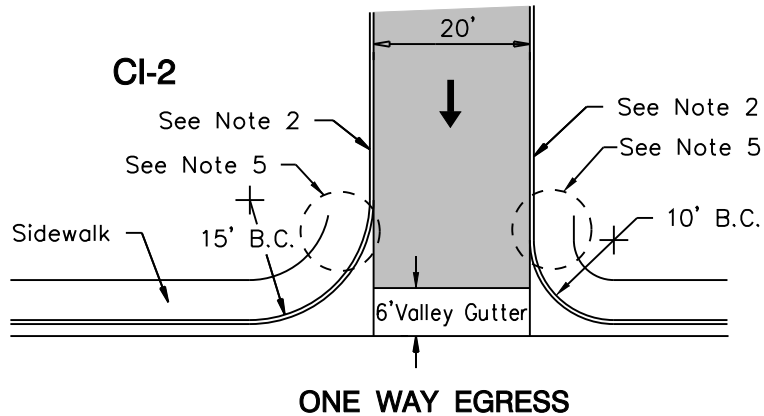
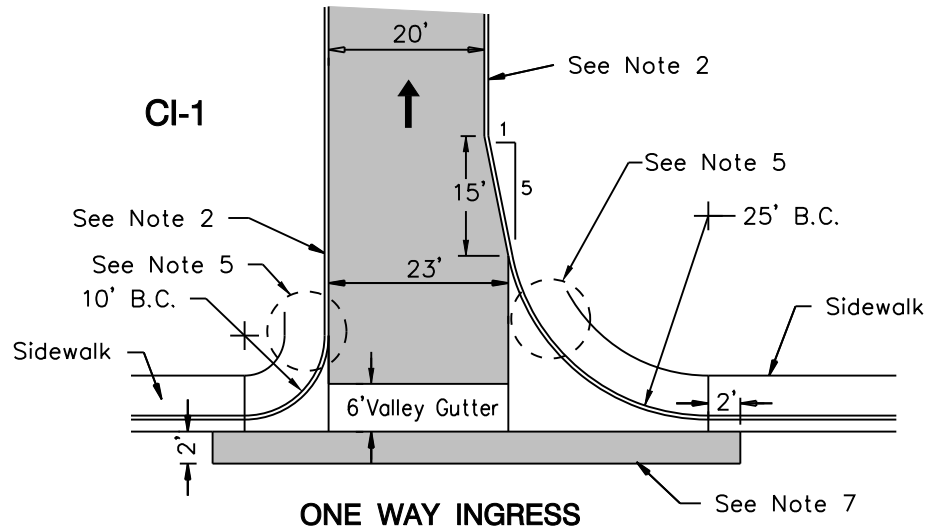
DETAIL NO.  
**2257**

**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**COMMERCIAL/INDUSTRIAL DRIVEWAYS-TYPE CH**

DETAIL NO.  
**2257**



## CONSTRUCTION NOTES

1. Sidewalk shall conform to MAG Std. Detail 230 and C.O.S. Sect. 340.
2. Curb as called for on plans.
3. Driveways shall be 3" of R-3/4" asphalt on 6" A.B.C. unless otherwise noted. See plans for driveway limits.
4. Valley gutter shall conform to COS Standard Detail 2240.
5. Sidewalk width, sidewalk ramp configuration and detectable warning surface as called for on plans.
6. Curb termination similar to MAG Std. Det 222.
7. When installing new driveways along an existing street, sawcut, remove & replace a minimum 2' wide strip of A.C. pavement per COS Standard Detail 2200.

BENCH CONFIRM MFR & MODEL NO.  
W/ C.O.S. TRANSPORTATION DIVISION  
EXPANSION BOLT TO CONCRETE SLAB  
PER MANUFACTURERS SPECIFICATION.  
LOCATION SHALL CONFORM TO ADA  
REQUIREMENTS. APPROVAL BY C.O.S.  
REQUIRED.

1/2"x4" EXPANSION FELT  
BOTH SIDES OF BOTTOM  
PANELS (TYP OF 4).

4" CONC SLAB  
ON 4" A.B.C.

EXPANSION  
JOINT.

T.S. FRAME.

TURNDOWN - TYPICAL PAVEMENT  
EDGE TO LANDSCAPE AREA.

DOUBLE BICYCLE RACK  
PER C.O.S. DETAIL 2285.

(2) 2" DIA. PVC SCHED. 40  
CONDUIT Jto -BOXES - TO  
FUTURE ELEC. CONNECTIONS  
- SEE "RIGHT ELEVATION".  
STUD UP INTO BASE OF PANEL.

TRASH RECEPT W/ LID -  
CONFIRM LOCATION, MFR  
& MODEL NO. W/ C.O.S.  
TRANSPORTATION DIVISION.  
(MIN. 32 GAL CAPACITY).  
EXPANSION BOLT TO CONC.  
SLAB PER MANUFACTURERS  
SPECIFICATION.

EXPANSION  
JOINT.

EDGE OF EXISTING  
SIDEWALK.

4" CONC SLAB ON 4" A.B.C.



BUS DIRECTION  
OF TRAVEL.

## BUS SHELTER FOUNDATION PLAN

NT.S.

### NOTES:

1. SEE SPECIAL REQUIREMENTS (SEE SHEET S1)
2. DEVELOPER OR DEVELOPER'S CONTRACTOR  
TO DETERMINE SOURCE OF FEED FOR  
ELECTRICAL SUPPLY, USE 2" SCHEDULE 40  
PVC CONDUIT TO EXTEND FROM THE UPRIGHT  
TO THE SERVICE SOURCE WITH MIN. 3' COVER.  
IF NO ELECTRICAL SUPPLY EXISTS, STUB  
CONDUIT 3' BEYOND SHELTER PAD AND CAP  
BOTH ENDS. CONTACT CITY STAFF TO  
COORDINATE DIRECTION OF STUB OUT.

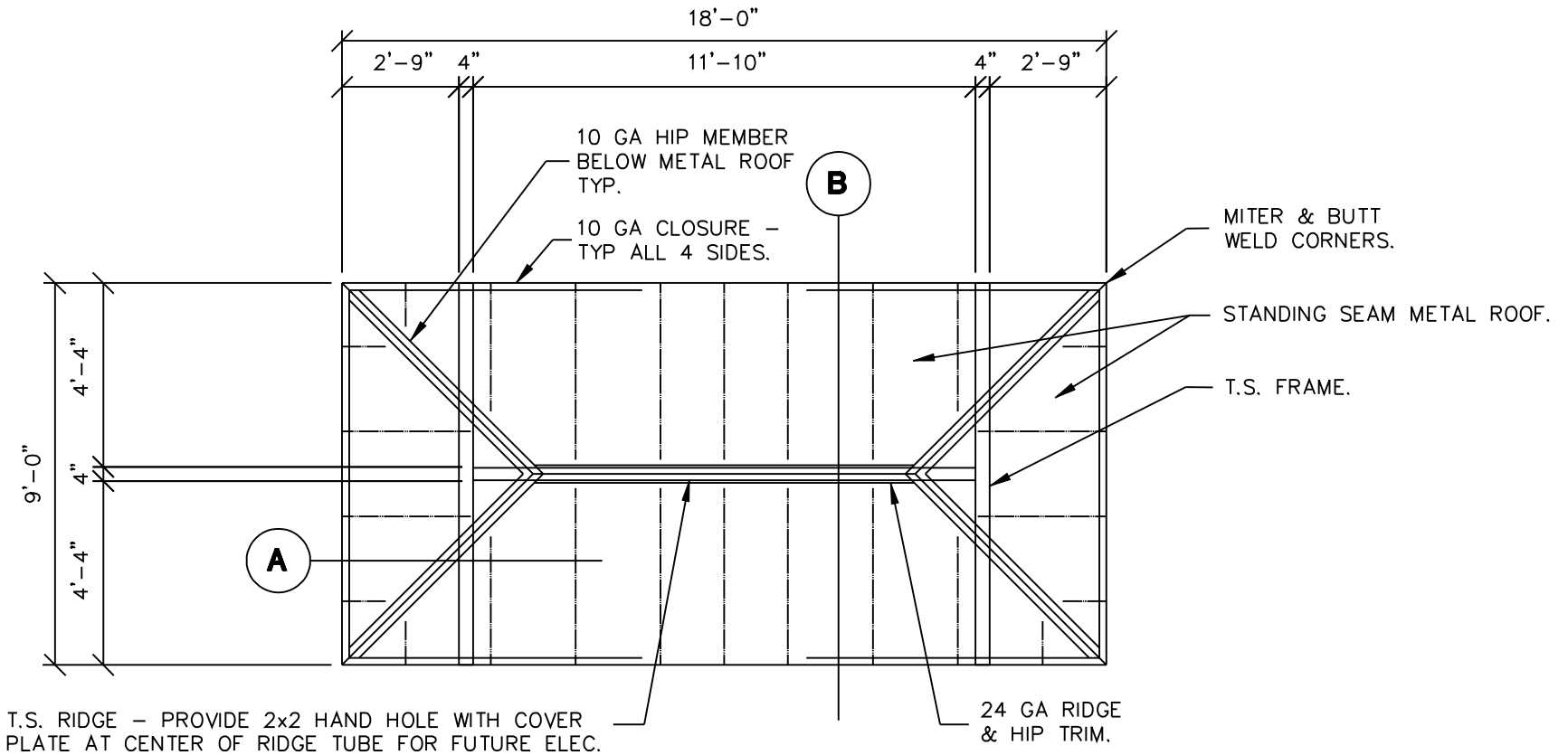
DETAIL NO.  
**2265-1**

**City of Scottsdale**  
**Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**BUS SHELTER**

DETAIL NO.  
**2265-1**



## BUS SHELTER FRAMING PLAN

N.T.S.

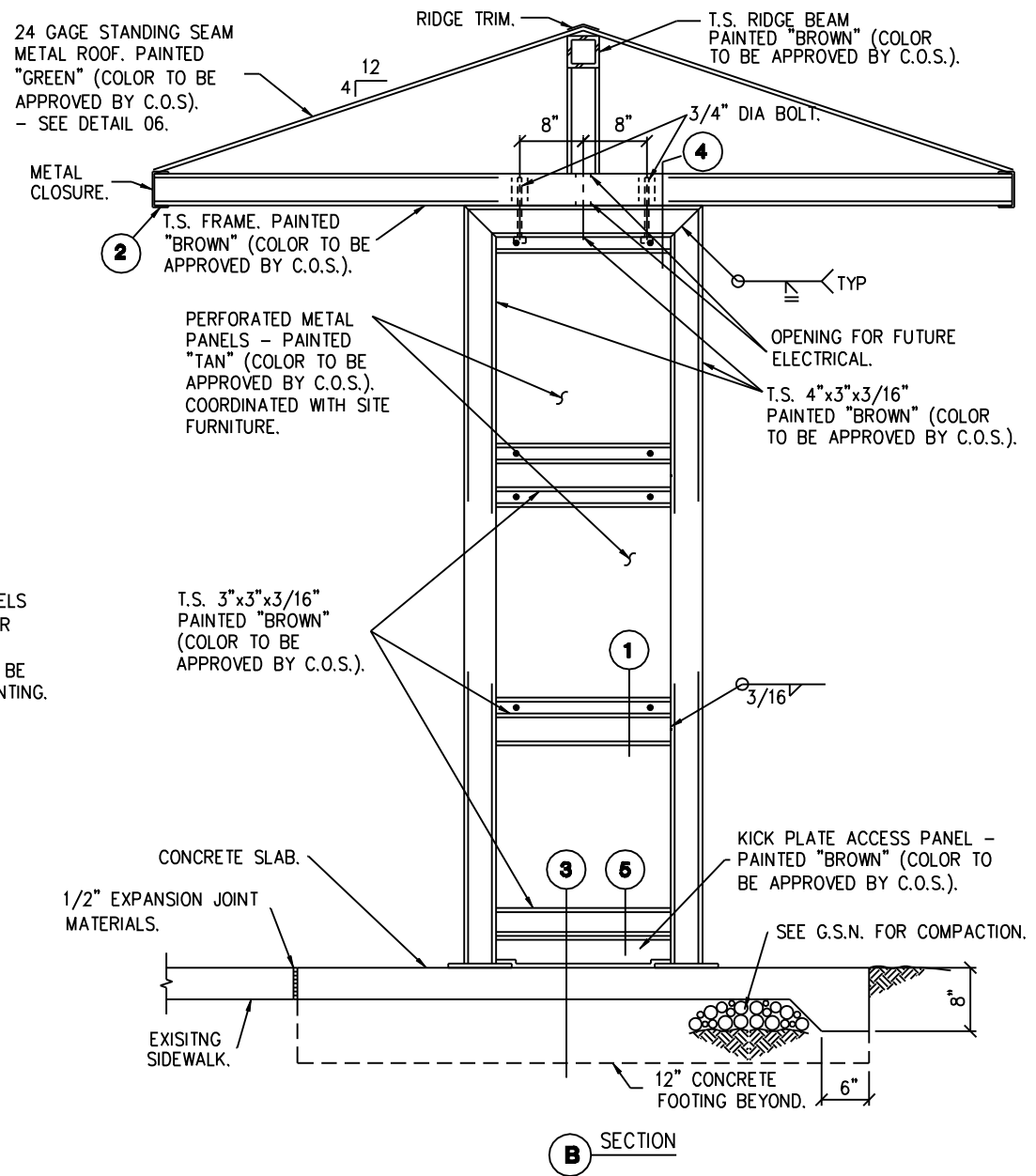
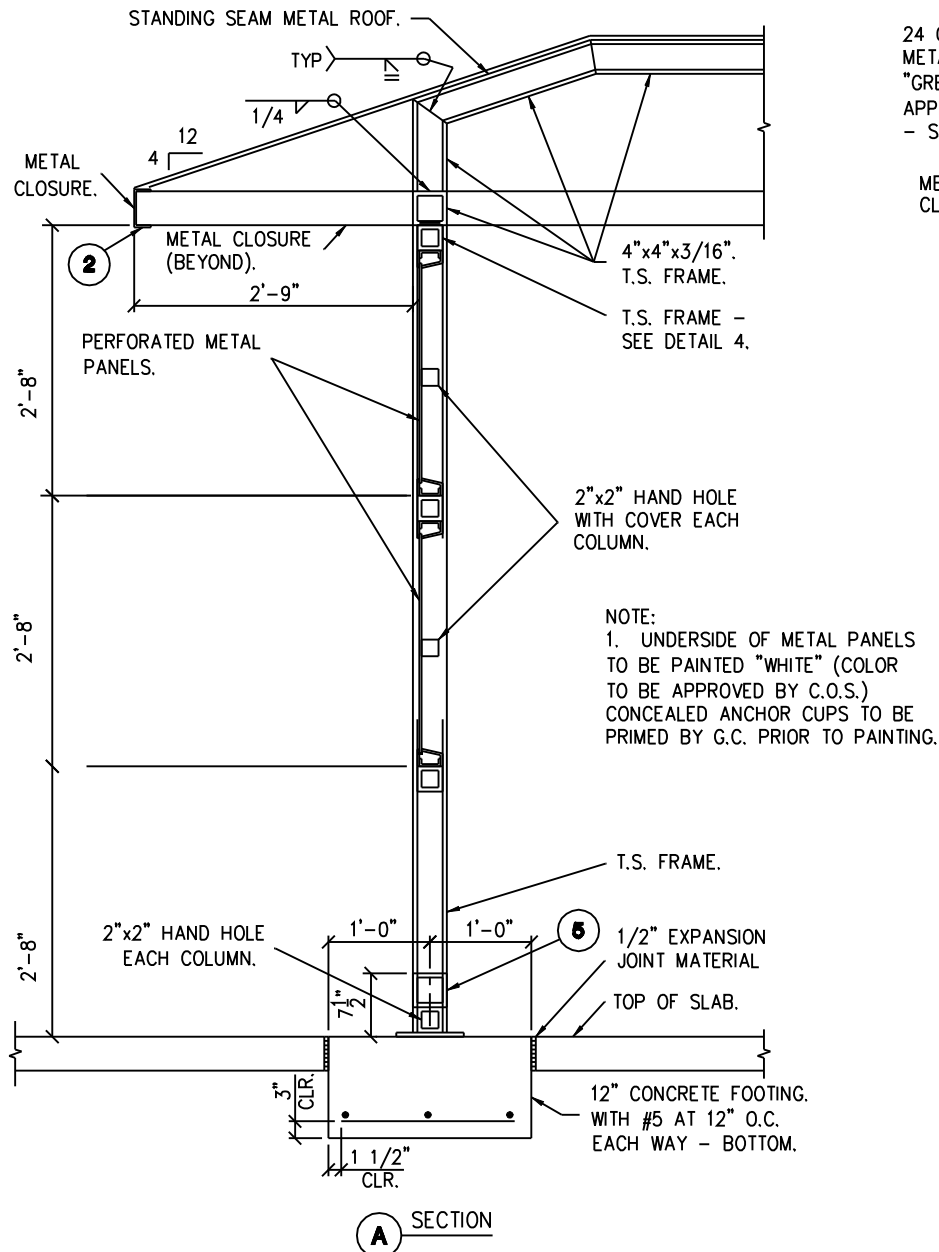
DETAIL NO.  
**2265-2**

**City of Scottsdale**  
Standard Details

APPROVED BY:  
**Scottsdale Standards & Specifications Committee**

**BUS SHELTER**

DETAIL NO.  
**2265-2**

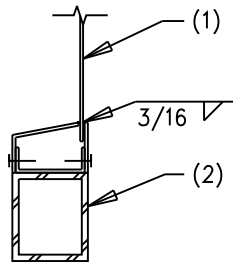


DETAIL NO. <b>2265-3</b>	<b>City of Scottsdale</b> <b>Standard Details</b>
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APPROVED BY:  
**Scottsdale Standards & Specifications Committee**

# BUS SHELTER

DETAIL NO.  
**2265-3**



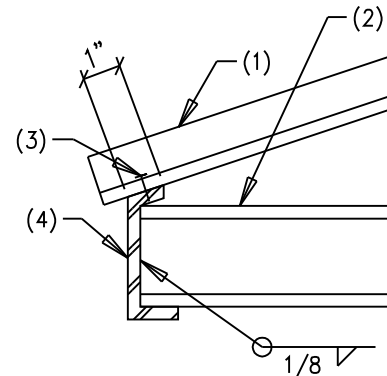
**NOTES:**

1. PREFORATED PANEL.  
COORDINATE WITH  
SITE FURNITURE.
2. STEEL TUBE.

**01**

PANEL TO FRAME CONNECTION

03-520 NO SCALE



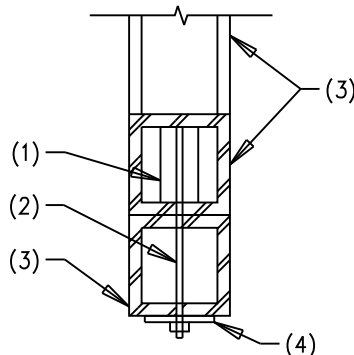
**NOTES:**

1. STANDING SEAM  
METAL DECK.
2. STEEL TUBE.
3. BLACK OXIDE SCREW  
FASTENER AT 6" O.C.  
(MIN 4" AT EACH END).
4. CLOSURE PANEL.

**02**

TYPICAL CLOSURE

03-520 NO SCALE



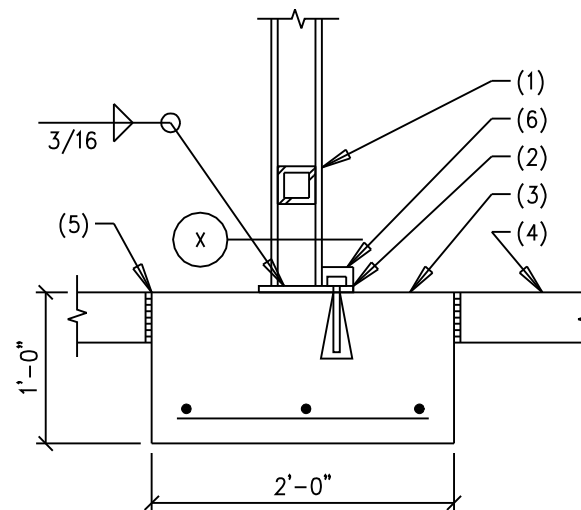
**NOTES:**

1. 3/4" THREAD INSERT.
2. 3/4" DIA. BOLT.
3. STEEL TUBE.
4. 3"x2"x1/4" PLATE WASHER.

**04**

CONNECTION AT ROOF STRUCTURE

03-520 NO SCALE



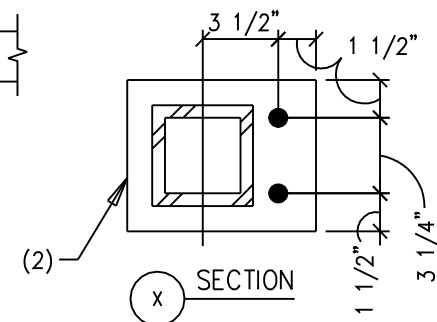
**NOTES:**

1. STEEL TUBE.
2. BASE PLATE 1/2"x6 1/4"x7 1/2"  
WITH 2 - 3/4" DIA. x 7"  
EXPANSION BOLT.
3. CONCRETE FOOTING.
4. CONCRETE SLAB.
5. EXPANSION JOINT  
MATERIAL.
6. BOLT COVER SEE DETAIL 08.

**03**

FOOTING AT T.S. FRAME

03-520 NO SCALE



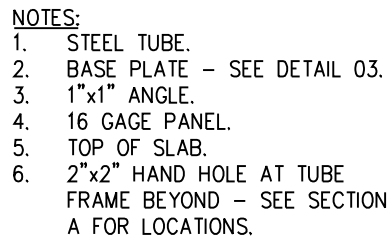
DETAIL NO.  
**2265-4**

**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**BUS SHELTER**

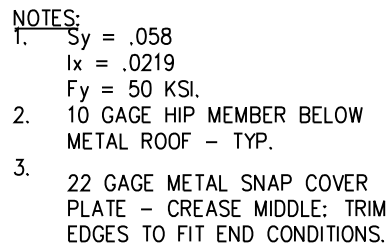
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**2265-4**



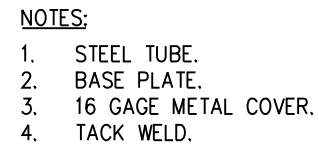
03-520 NO SCALE



03-520 NO SCALE



03-520 NO SCALE



NOTE:  
FOR INFORMATION  
SHOWN BUT NOT  
NOTED SEE DET 05.



03-520 NO SCALE

## GENERAL STRUCTURAL NOTES

### BUILDING CODE:

2003 EDITION OF THE UNIFORM BUILDING CODE, WITH CITY OF SCOTTSDALE AMENDMENTS.

### LOADS:

#### LATERAL:

WIND LOAD = 90 MPH WIND SPEED, EXPOSURE C.  
SEISMIC ZONE 2B (Z = 0.075)

### FOUNDATIONS:

COMPACT SUB GRADE AND BASE MATERIAL TO 95% OF THE ASTM D698 MAXIMUM DRY DENSITY.

#### CONCRETE:

MINIMUM 28 DAY STRENGTH 3,000 PSI

ALL CAST-IN-PLACE CONCRETE CONSTRUCTION SHALL CONFORM TO THE LATEST EDITION OF THE ACI. FOR CONCRETE WITHOUT PLASTICIZER, MAXIMUM SLUMP 4 1/2" AT POINT OF PLACEMENT U.N.O. IF PLASTICIZER IS USED, A HIGHER FINAL SLUMP MAY BE ALLOWED UPON STRUCTURAL ENGINEER'S APPROVAL.

#### REINFORCING:

ALL REINFORCING PER CRSI SPECIFICATIONS AND HANDBOOK. ASTM A615 (F<sub>y</sub> = 60 KSI/GRADE 60) DEFORMED BARS FOR ALL BARS.

ALL REINFORCING SHALL BE CHAIED TO ENSURE PROPER CLEARANCES. SUPPORT OF FOUNDATION REINFORCING MUST PROVIDE ISOLATION FROM MOISTURE CORROSION BY USE OF A PLASTIC OR CONCRETE CHAIR. DUCT-TAPE COVERED REINFORCING IS NOT AN ACCEPTABLE CHAIR.

ALL DIMENSIONS REFERENCED IN DRAWINGS AS "CLEAR" SHALL BE FROM FACE OF STRUCTURE TO EDGE OF REINFORCING, AND SHALL NOT BE LESS THAN STATED, NOR GREATER THAN "CLEAR" DIMENSION PLUS 3/8". ALL OTHERS SHALL BE PLUS OR MINUS 1/4" TYPICAL UNLESS NOTED OTHERWISE.

#### STRUCTURAL STEEL:

ALL CONSTRUCTION PER LATEST AISC HANDBOOK. ALL TUBE STEEL SHALL BE ASTM A500(F<sub>y</sub>=46 KSI). ALL MISCELLANEOUS STEEL UNLESS NOTED OTHERWISE SHALL BE ASTM A36 (F<sub>y</sub> = 36 KSI).

UNLESS NOTED OTHERWISE, ALL WELDS PER LATEST EDITION OF THE AWS STANDARDS. ALL WELDING SHALL BE PERFORMED BY WELDERS HOLDING VALID CERTIFICATES AND HAVING CURRENT EXPERIENCE IN THE TYPE OF WELD SHOWN ON THE DRAWINGS OR NOTES. CERTIFICATES SHALL BE THOSE ISSUED BY AN ACCEPTED

### STRUCTURAL STEEL: CONT'D

TESTING AGENCY. ALL WELDING DONE BY E70 SERIES LOW HYDROGEN RODS UNLESS NOTED OTHERWISE. FOR GRADE 60 REINFORCING BARS, USE E90 SERIES. THESE DRAWINGS DO NOT DISTINGUISH BETWEEN SHOP AND FIELD WELDS; THE CONTRACTOR MAY SHOP WELD OR FIELD WELD AT THEIR DISCRETION. SHOP WELDS AND FIELD WELDS SHALL BE SHOWN ON THE SHOP DRAWINGS SUBMITTED FOR REVIEW.

#### STEEL DECKING:

ALL STANDING SEAM DECK SHALL CARRY A U.L. 90 UPLIFT RATING. INSTALLATION SHALL CONFORM TO STANDARDS SET FORTH IN THE ARCHITECTURAL SHEET METAL MANUAL PUBLISHED BY SMACNA.

WELDERS EXPERIENCED IN LIGHT GAGE STEEL DECK WORK SHALL PERFORM ALL WELDING. DECK WELDING MAY BE ACHIEVED WITH E60 SERIES NON LOW HYDROGEN RODS OR E70 SERIES LOW HYDROGEN RODS.

SCREWS WHERE INDICATED SHALL BE #12-24 TRAXX PER ICBO 3056 OR APPROVED EQUIVALENT.

#### SHOP DRAWINGS:

SHOP DRAWINGS SHALL BE SUBMITTED FOR ALL STRUCTURAL ITEMS.

THE CONTRACTOR SHALL REVIEW ALL SHOP DRAWINGS PRIOR TO SUBMITTAL. ITEMS NOT IN ACCORDANCE WITH CONTRACT DOCUMENTS SHALL BE FLAGGED UPON CONTRACTOR'S REVIEW.

MANUFACTURER OR FABRICATOR SHALL CLOUD ANY CHANGES, SUBSTITUTIONS, OR DEVIATIONS FROM CONTRACT DOCUMENTS. ANY OF THE AFOREMENTIONED WHICH ARE NOT CLOUDED OR FLAGGED BY SUBMITTING PARTIES, SHALL NOT BE CONSIDERED APPROVED AFTER ENGINEER'S REVIEW, UNLESS NOTED ACCORDINGLY.

THE ENGINEER HAS THE RIGHT TO APPROVE OR DISAPPROVE ANY CHANGES TO CONTRACT DOCUMENTS AT ANYTIME BEFORE OR AFTER SHOP DRAWING REVIEW.

THE SHOP DRAWINGS DO NOT REPLACE THE CONTRACT DOCUMENTS. ITEMS OMITTED OR SHOWN INCORRECTLY AND ARE NOT FLAGGED BY THE STRUCTURAL ENGINEER OR ARCHITECT SHALL NOT BE CONSIDERED CHANGES TO CONTRACT DOCUMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE ITEMS ARE CONSTRUCTED TO CONTRACT DOCUMENTS. THE ADEQUACY OF ENGINEERING DESIGNS AND LAYOUT PERFORMED BY OTHERS RESTS WITH THE DESIGNING OR SUBMITTING AUTHORITY.

### SHOP DRAWINGS: CONT'D

REVIEWING IS INTENDED ONLY AS AN AID TO THE CONTRACTOR IN OBTAINING CORRECT SHOP DRAWINGS. RESPONSIBILITY FOR CORRECTNESS SHALL REST WITH THE CONTRACTOR.

#### SPECIAL REQUIREMENTS

1. AN ARTIST-DESIGNED SHELTER MAY BE SUBSTITUTED FOR STANDARD SHELTER BY APPROVAL OF THE CITY OF SCOTTSDALE TRANSIT SECTION. HOWEVER, IT MUST INCORPORATE ALL THE FUNCTIONAL ELEMENTS INCLUDED IN THE STANDARD SHELTER. SEE TRANSIT & DESIGN REVIEW STAFF FOR DETAILS.

2. STANDARD BUS STOP SIGN LOCATION, NEW OR RELOCATED SIGNS SHALL BE APPROVED BY THE TRAFFIC/TRANSIT STAFF.

3. ADDITIONAL REQUIREMENTS MAY INCLUDE:

- A) LEANING RAIL.
- B) LED REAL TIME BUS INFORMATION SIGN.
- C) BUS ROUTE/TRAFFIC INFORMATION KIOSKS.

D) PEDESTRIAN RAILING AROUND THE BACK OF SHELTER ADJACENT TO STEEP SLOPES OR DROP-OFFS.

4. CITY OF SCOTTSDALE TRANSIT BUS SHELTERS SHALL BE PROVIDED WITH A GROUNDING SYSTEM THAT MAY CONSIST OF ONE OF THE FOLLOWING METHODS:

A) 25 FEET OF #4 STANDARD COPPER (UNINSULATED) INSTALLED IN THE BASE OF ONE OF THE UPRIGHT FOUNDATIONS. THE GROUNDING CONDUCTOR WILL EXTEND OUT OF THE POURED CONCRETE FOUNDATION WITH A LENGTH NOT TO EXCEED 3 FEET. THE GROUNDING CONDUCTOR WILL BE WRAPPED IN A CLOCKWISE ROTATION, ONE WRAP, AROUND ON THE THE UPRIGHT ANCHOR BOLTS. A FLAT FENDER WASHER WILL BE INSTALLED ON TOP OF THE CONDUCTOR WITH THE ANCHOR BOLT NUT ON TOP OF THE FLAT WASHER AND SECURED.

B) A SECOND METHOD WILL CONSIST OF A 5/8"x 8'-0" GROUND ROD DRIVEN IN THE ELECTRICAL PULLBOX ADJACENT TO THE BUS SHELTER. A GROUND ROD TERMINAL NUT (ACORN NUT) WILL BE INSTALLED ON TOP OF THE GROUND ROD SECURING A #8 AWG BARE SOLID COPPER WIRE. THE GROUND WIRE WILL BE INSTALLED FROM THE JUNCTION BOX, UNBROKEN AND UNSPLICED, TO THE BUS SHELTER UPRIGHT WHERE IT WILL BE TERMINATED. A SET-SCREW TERMINAL LUG WILL BE FASTENED TO THE STRUCTURE UPRIGHT UNDER THE BOTTOM KICKPANEL. THE AREA UNDER THE TERMINAL LUG WILL BE CLEANED OF ALL RUST, SCALE AND PAINT. THE #8 BARE BOND CONDUCTOR WILL BE TERMINATED IN THE SET-SCREW TERMINAL LUG.

BOTH GROUNDING METHODS WILL BE DONE IN ACCORDANCE WITH ARTICLE 250 OF NATIONAL ELECTRICAL CODE.

DETAIL NO.

**2265-6**

**City of Scottsdale  
Standard Details**

APPROVED BY:

**Scottsdale Standards &  
Specifications Committee**

**BUS SHELTER**

DETAIL NO.

**2265-6**



# ABBREVIATIONS

NOTE: ABBREVIATIONS MAY OR MAY NOT HAVE PERIODS, BUT SHALL BE READ AS SAME.

A.B. \_\_\_\_\_ ANCHOR BOLT  
A.B.C. \_\_\_\_\_ AGGREGATE BASE COURSE  
ACI \_\_\_\_\_ AMERICAN CONCRETE INSTITUTE  
A/C \_\_\_\_\_ AIR CONDITIONER  
A.F.F. \_\_\_\_\_ ABOVE FINISHED FLOOR  
AISC \_\_\_\_\_ AMERICAN INSTITUTE OF STEEL  
CONSTRUCTION  
AISI \_\_\_\_\_ AMERICAN IRON AND STEEL  
INSTITUTE  
AITC \_\_\_\_\_ AMERICAN INSTITUTE OF TIMBER  
CONSTRUCTION  
ALT. \_\_\_\_\_ ALTERNATE  
ANSI \_\_\_\_\_ AMERICAN NATIONAL STANDARDS  
INSTITUTE  
APA \_\_\_\_\_ AMERICAN PLYWOOD ASSOCIATION  
ARCH'L \_\_\_\_\_ ARCHITECTURAL  
ASTM \_\_\_\_\_ AMERICAN SOCIETY FOR TESTING  
AND MATERIALS  
AWS \_\_\_\_\_ AMERICAN WELDING SOCIETY  
© \_\_\_\_\_ AT (MEASUREMENT)  
BM \_\_\_\_\_ BEAM  
B.F.F. \_\_\_\_\_ BELOW FINISHED FLOOR  
BLK \_\_\_\_\_ BLOCK  
B.O.B. \_\_\_\_\_ BOTTOM OF BEAM  
B.O.D. \_\_\_\_\_ BOTTOM OF DECK  
B.O.F. \_\_\_\_\_ BOTTOM OF FOOTING  
BRG \_\_\_\_\_ BEARING  
C \_\_\_\_\_ CAMBER  
C.C. \_\_\_\_\_ CENTERLINE TO CENTERLINE  
C.G. \_\_\_\_\_ CENTER OF GRAVITY  
C.I.P. \_\_\_\_\_ CAST IN PLACE  
C.L. \_\_\_\_\_ CENTERLINE  
C.L.B. \_\_\_\_\_ CENTERLINE OF BEAM  
C.L.C. \_\_\_\_\_ CENTERLINE OF COLUMN  
C.L.F. \_\_\_\_\_ CENTERLINE OF FOOTING  
C.L.W. \_\_\_\_\_ CENTERLINE OF WALL  
CLR \_\_\_\_\_ CLEAR  
CONC \_\_\_\_\_ CONCRETE  
CONC C.J. \_\_\_\_\_ CONCRETE CONTROL JOINT  
CONC S.J. \_\_\_\_\_ CONCRETE SAWCUT JOINT  
C.M.U. \_\_\_\_\_ CONCRETE MASONRY UNIT  
CONN \_\_\_\_\_ CONNECTION  
CONT \_\_\_\_\_ CONTINUOUS  
C.O.S. \_\_\_\_\_ CITY OF SCOTTSDALE  
CRSI \_\_\_\_\_ CONCRETE REINFORCING STEEL  
INSTITUTE  
DL \_\_\_\_\_ DEAD LOAD  
Ø OR DIA \_\_\_\_\_ DIAMETER

DN \_\_\_\_\_ DOWN  
DWG(S) \_\_\_\_\_ DRAWING(S)  
E.C. \_\_\_\_\_ END TO CENTERLINE  
E.E. \_\_\_\_\_ END TO END  
E.O.S. \_\_\_\_\_ EDGE OF SLAB  
EQ \_\_\_\_\_ EQUAL  
EQUIP \_\_\_\_\_ EQUIPMENT  
EXP. BOLT (E.B.) \_\_\_\_\_ EXPANSION BOLT  
EXP. JT (E.J.) \_\_\_\_\_ EXPANSION JOINT  
E.W. \_\_\_\_\_ EACH WAY  
F.F. \_\_\_\_\_ FINISHED FLOOR  
F.O.M. \_\_\_\_\_ FACE OF MEMBER  
F.O.S. \_\_\_\_\_ FACE OF STEEL  
F.O.W. \_\_\_\_\_ FACE OF WALL  
GA \_\_\_\_\_ GAGE (UNIT OF MEASUREMENT)  
GALV \_\_\_\_\_ GALVANIZED  
G.S.N. \_\_\_\_\_ GENERAL STRUCTURAL NOTES  
GLB (GLULAM) \_\_\_\_\_ GLUED-LAMINATED BEAM  
HORIZ \_\_\_\_\_ HORIZONTAL REINFORCING  
IBC \_\_\_\_\_ INTERNATIONAL BUILDING CODE  
ICBO \_\_\_\_\_ INTERNATIONAL CONFERENCE OF  
BUILDING OFFICIALS  
I.F.W. \_\_\_\_\_ INSIDE FACE OF WALL  
I.O.D. \_\_\_\_\_ INTERPRETATION OF DRAWINGS  
K(KIP) \_\_\_\_\_ 1000 POUNDS  
KLF \_\_\_\_\_ KIPS PER LINEAR FOOT  
LBS (#) \_\_\_\_\_ POUNDS  
LGS \_\_\_\_\_ LIGHT GAGE STEEL  
LGSEA \_\_\_\_\_ LIGHT GAGE STEEL ENGINEERS  
ASSOCIATION  
L.O.D. \_\_\_\_\_ LOCATION OF DETAILS  
LL \_\_\_\_\_ LIVE LOAD  
LLH \_\_\_\_\_ LONG LEG HORIZONTAL  
LLV \_\_\_\_\_ LONG LEG VERTICAL  
MAS \_\_\_\_\_ MASONRY  
MAS C.J. \_\_\_\_\_ MASONRY CONTROL JOINT  
MAX \_\_\_\_\_ MAXIMUM  
MBMA \_\_\_\_\_ METAL BUILDING MANUFACTURERS  
ASSOCIATION  
MECH'L \_\_\_\_\_ MECHANICAL  
MFR('S) \_\_\_\_\_ MANUFACTURER('S)  
MIN \_\_\_\_\_ MINIMUM  
N/A \_\_\_\_\_ NOT APPLICABLE  
N.T.S. \_\_\_\_\_ NOT TO SCALE  
O.C. \_\_\_\_\_ ON CENTER  
O.F.W. \_\_\_\_\_ OUTSIDE FACE OF WALL  
OPP \_\_\_\_\_ OPPOSITE  
OSHA \_\_\_\_\_ OCCUPATIONAL SAFETY AND  
HEALTH ADMINISTRATION

PCI \_\_\_\_\_ PRECAST/PRESTRESSED CONCRETE  
INSTITUTE  
P.C. \_\_\_\_\_ PRECAST CONCRETE  
PLF \_\_\_\_\_ POUNDS PER LINEAR FOOT  
± \_\_\_\_\_ PLUS OR MINUS  
PREFAB \_\_\_\_\_ PREFABRICATED  
PSF \_\_\_\_\_ POUNDS PER SQUARE FOOT  
PSI \_\_\_\_\_ POUNDS PER SQUARE INCH  
PTI \_\_\_\_\_ POST-TENSIONING INSTITUTE  
REINF \_\_\_\_\_ REINFORCING  
SDI \_\_\_\_\_ STEEL DECK INSTITUTE  
SLH \_\_\_\_\_ SHORT LEG HORIZONTAL  
SLV \_\_\_\_\_ SHORT LEG VERTICAL  
SJI \_\_\_\_\_ STEEL JOIST INSTITUTE  
SIM \_\_\_\_\_ SIMILAR  
SQ. \_\_\_\_\_ SQUARE  
SSMA \_\_\_\_\_ STEEL STUD MANUFACTURERS  
ASSOCIATION  
STD \_\_\_\_\_ STANDARD  
STL \_\_\_\_\_ STEEL  
TL \_\_\_\_\_ TOTAL LOAD  
T.O.B. \_\_\_\_\_ TOP OF BEAM  
T.O.C.T. \_\_\_\_\_ TOP OF CONCRETE TOPPING  
T.O.D. \_\_\_\_\_ TOP OF DECK  
T.O.F. \_\_\_\_\_ TOP OF FOOTING  
T.O.L. \_\_\_\_\_ TOP OF LEDGER  
T.O.M. \_\_\_\_\_ TOP OF MASONRY  
T.O.P. \_\_\_\_\_ TOP OF PLATE  
T.O.P.C. \_\_\_\_\_ TOP OF PRECAST CONCRETE  
T.O.S. \_\_\_\_\_ TOP OF STEEL  
T.O.W. \_\_\_\_\_ TOP OF WALL  
TPI \_\_\_\_\_ TRUSS PLATE INSTITUTE  
TYP \_\_\_\_\_ TYPICAL  
T&G \_\_\_\_\_ TONGUE AND GROOVE  
UBC \_\_\_\_\_ UNIFORM BUILDING CODE  
U.N.O. \_\_\_\_\_ UNLESS NOTED OTHERWISE  
VERT \_\_\_\_\_ VERTICAL REINFORCING  
WCLA \_\_\_\_\_ WEST COAST LUMBER ASSOCIATION  
WCLIB \_\_\_\_\_ WEST COAST LUMBER INSPECTION  
BUREAU  
W.W.F. \_\_\_\_\_ WELDED WIRE FABRIC  
WWPA \_\_\_\_\_ WESTERN WOOD PRODUCTS  
ASSOCIATION  
W/ \_\_\_\_\_ WITH  
W/C \_\_\_\_\_ WATER TO CEMENT RATIO  
W/O \_\_\_\_\_ WITHOUT

DETAIL NO.

**2265-7**

**City of Scottsdale  
Standard Details**

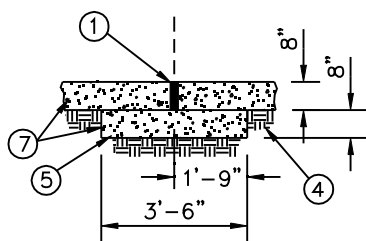
APPROVED BY:

**Scottsdale Standards &  
Specifications Committee**

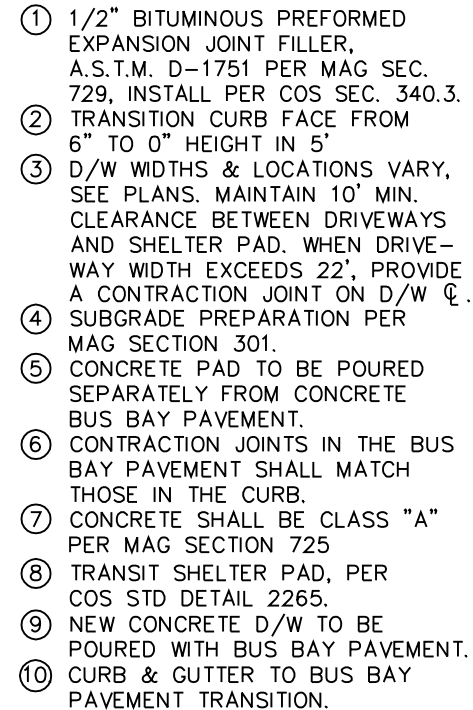
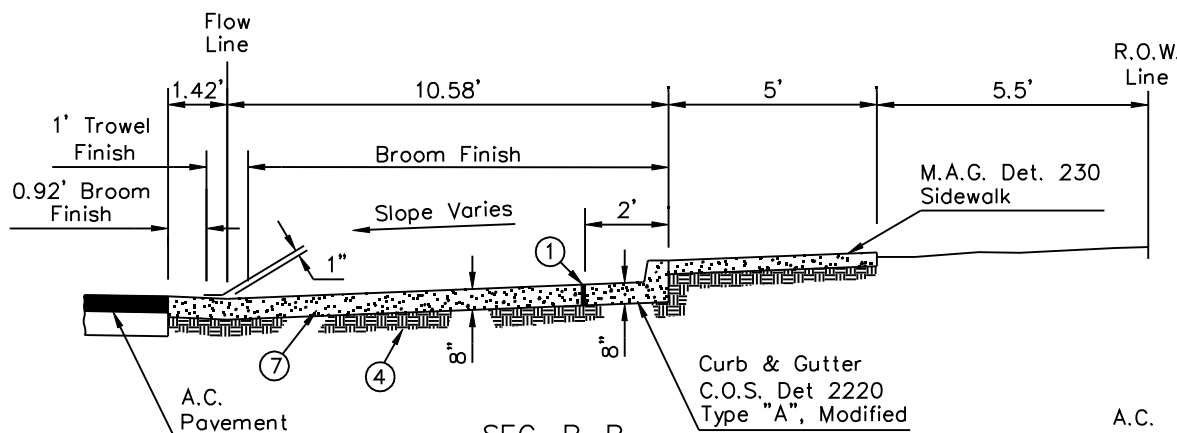
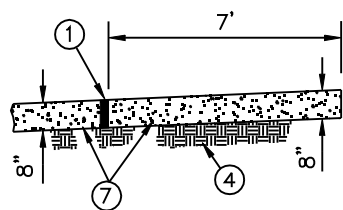
**BUS SHELTER**

DETAIL NO.

**2265-7**



SEC. C-C

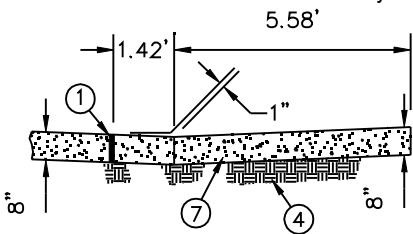


DETAIL NO. <b>2266-1</b>	<b>City of Scottsdale</b> <b>Standard Details</b>
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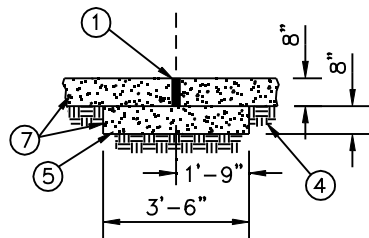
APPROVED BY:  
**Scottsdale Standards & Specifications Committee**

## CLOSED END BUS BAY - TYPE 'A'

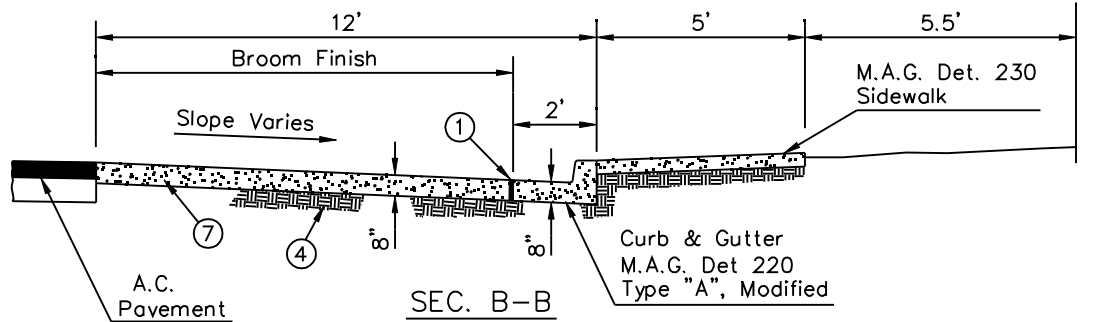
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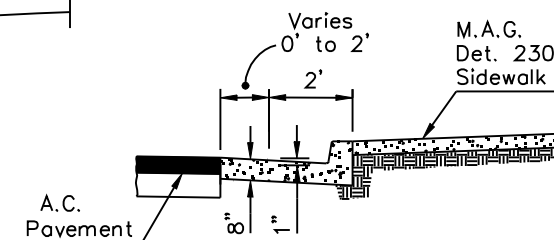
SEC. A-A



## SEC. C-C



- ① 1/2" BITUMINOUS PREFORMED EXPANSION JOINT FILLER, A.S.T.M. D-1751 PER MAG SECTION 729.
- ② TRANSITION CURB FACE FROM 6" TO 0" HEIGHT IN 5'
- ③ D/W WIDTHS & LOCATIONS VARY, SEE PLANS. MAINTAIN 10' MIN. CLEARANCE BETWEEN DRIVEWAYS AND SHELTER PAD. WHEN DRIVE-WAY WIDTH EXCEEDS 22', PROVIDE A CONTRACTION JOINT ON D/W C.
- ④ SUBGRADE PREPARATION PER MAG SECTION 301.
- ⑤ CONCRETE PAD TO BE POURED SEPARATELY FROM CONCRETE BUS BAY PAVEMENT.
- ⑥ CONTRACTION JOINTS IN THE BUS BAY PAVEMENT SHALL MATCH THOSE IN THE CURB.
- ⑦ CONCRETE SHALL BE CLASS "A" PER MAG SECTION 725
- ⑧ TRANSIT SHELTER PAD, PER COS STD DETAIL 2265.
- ⑨ NEW CONCRETE D/W TO BE POURED WITH BUS BAY PAVEMENT.
- ⑩ CURB & GUTTER TO BUS BAY PAVEMENT TRANSITION.



SEC. D-D

DETAIL NO.  
**2266-2**

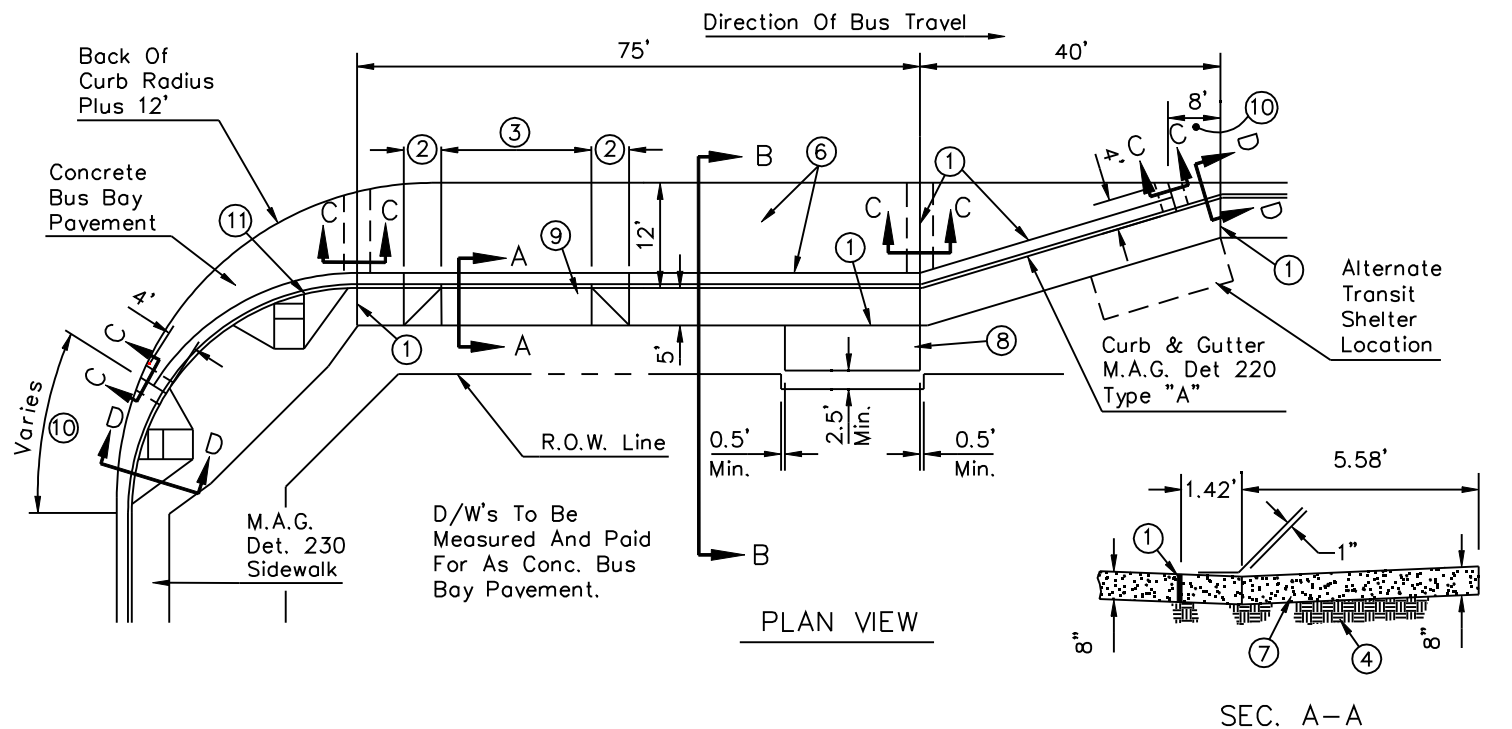
# City of Scottsdale Standard Details

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

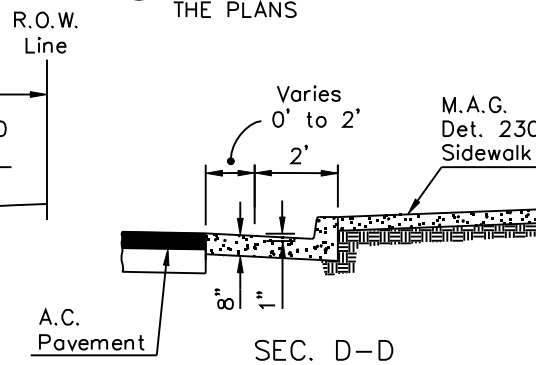
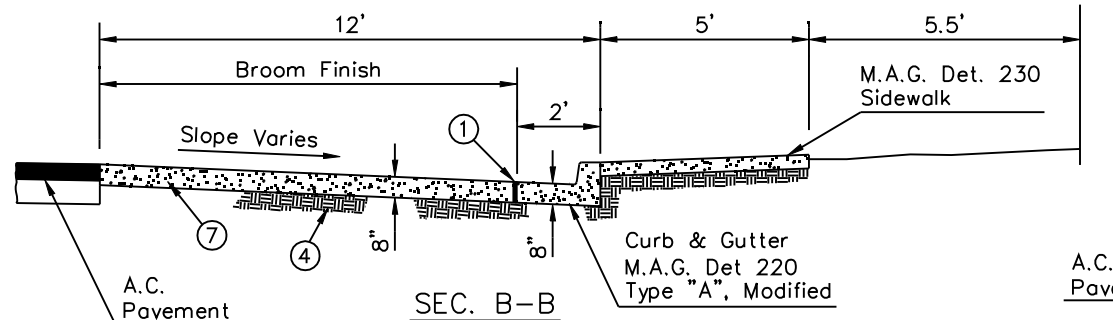
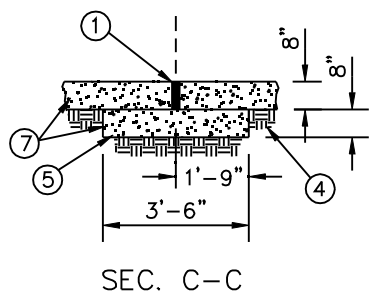
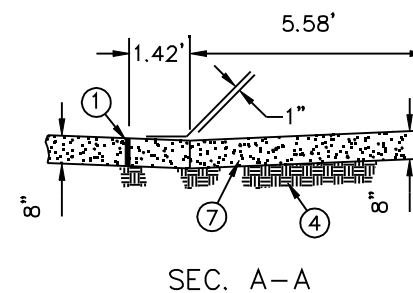
## CLOSED END BUS BAY - TYPE "B"

DETAIL NO.  
**2266-2**

REVISED 5/17/06



- ① 1/2" BITUMINOUS PREFORMED EXPANSION JOINT FILLER, A.S.T.M. D-1751 PER MAG SECTION 729.
- ② TRANSITION CURB FACE FROM 6" TO 0" HEIGHT IN 5'
- ③ D/W WIDTHS & LOCATIONS VARY, SEE PLANS. MAINTAIN 10' MIN. CLEARANCE BETWEEN DRIVEWAYS AND SHELTER PAD. WHEN DRIVEWAY WIDTH EXCEEDS 22', PROVIDE A CONTRACTION JOINT ON D/W C/L.
- ④ SUBGRADE PREPARATION PER MAG SECTION 301.
- ⑤ CONCRETE PAD TO BE POURED SEPARATELY FROM CONCRETE BUS BAY PAVEMENT.
- ⑥ CONTRACTION JOINTS IN THE BUS BAY PAVEMENT SHALL MATCH THOSE IN THE CURB.
- ⑦ CONCRETE SHALL BE CLASS "A" PER MAG SECTION 725
- ⑧ TRANSIT SHELTER PAD, PER COS STD DETAIL 2265.
- ⑨ NEW CONCRETE D/W TO BE POURED WITH BUS BAY PAVEMENT.
- ⑩ CURB & GUTTER TO BUS BAY PAVEMENT TRANSITION.
- ⑪ CURB RADIUS AS SHOWN ON THE PLANS



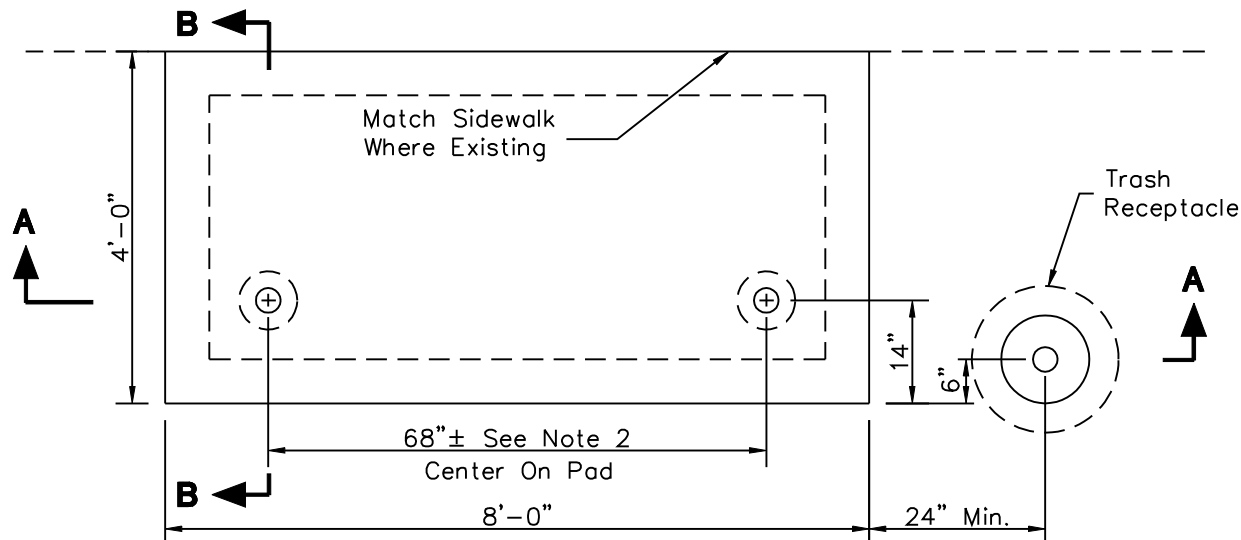
DETAIL NO.  
**2267**

**City of Scottsdale**  
Standard Details

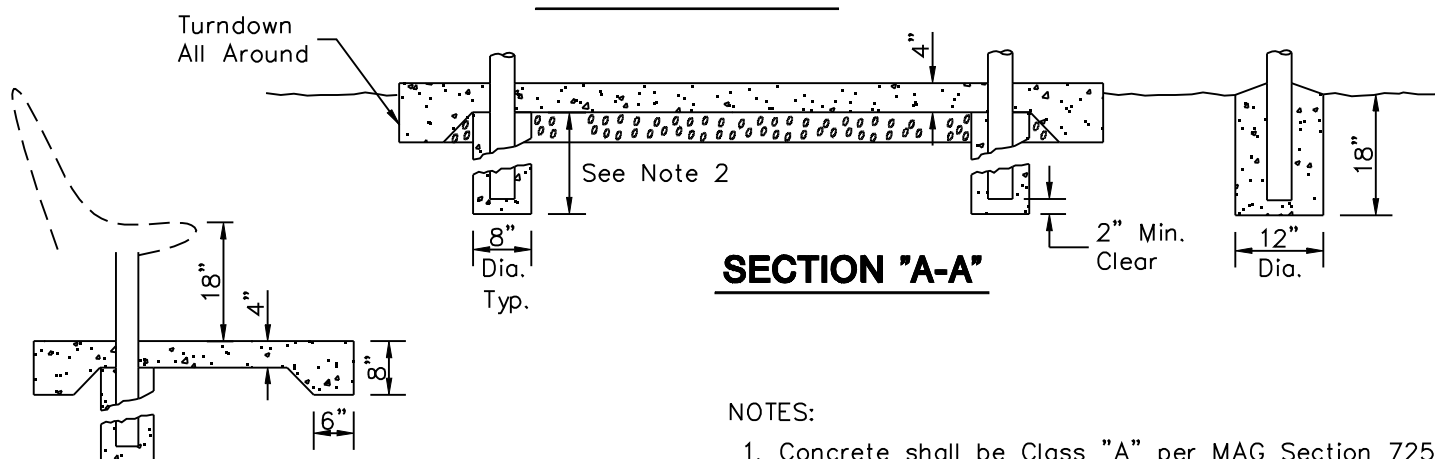
APPROVED BY:  
**Scottsdale Standards & Specifications Committee**

**FAR - SIDE BUS BAY**

DETAIL NO.  
**2267**



**BASE SLAB PLAN**

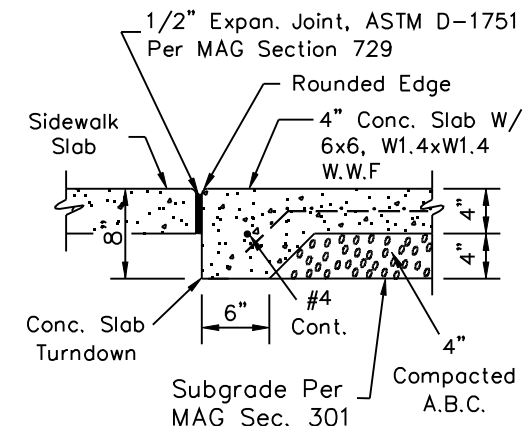


**SECTION 'A-A'**

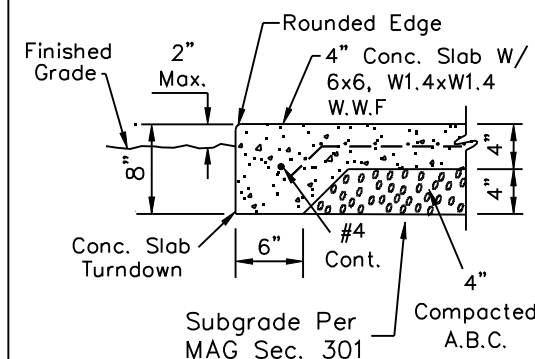
**SECTION 'B-B'**

**NOTES:**

1. Concrete shall be Class "A" per MAG Section 725. Slab surface shall be trowel finish with salt pitted appearance and random sweat. Use integral color when specified on the plans.



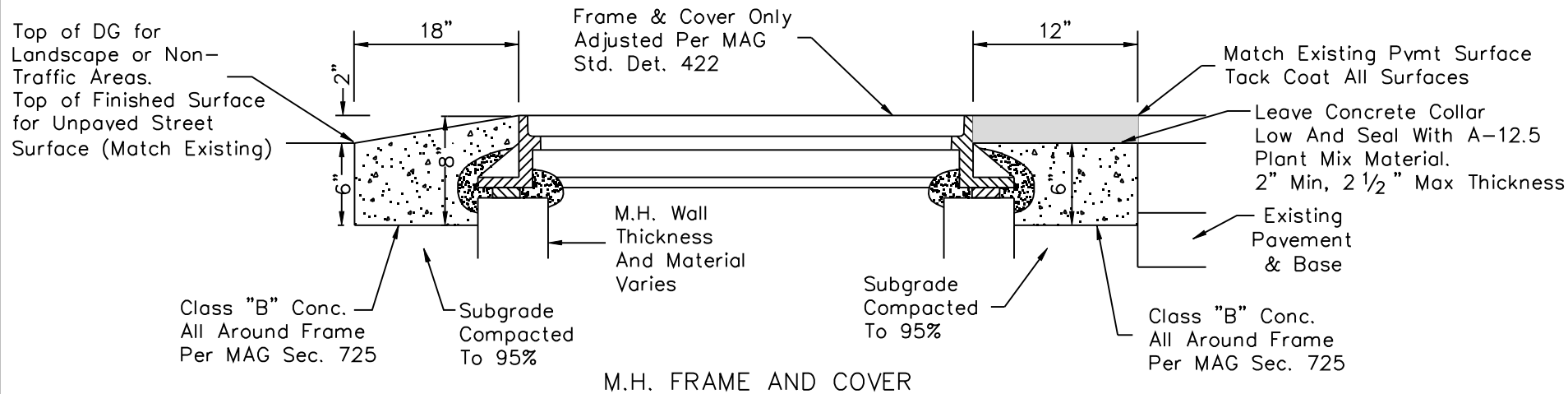
**SLAB EDGE AT SIDEWALK**



**SLAB EDGE AT GRADE**

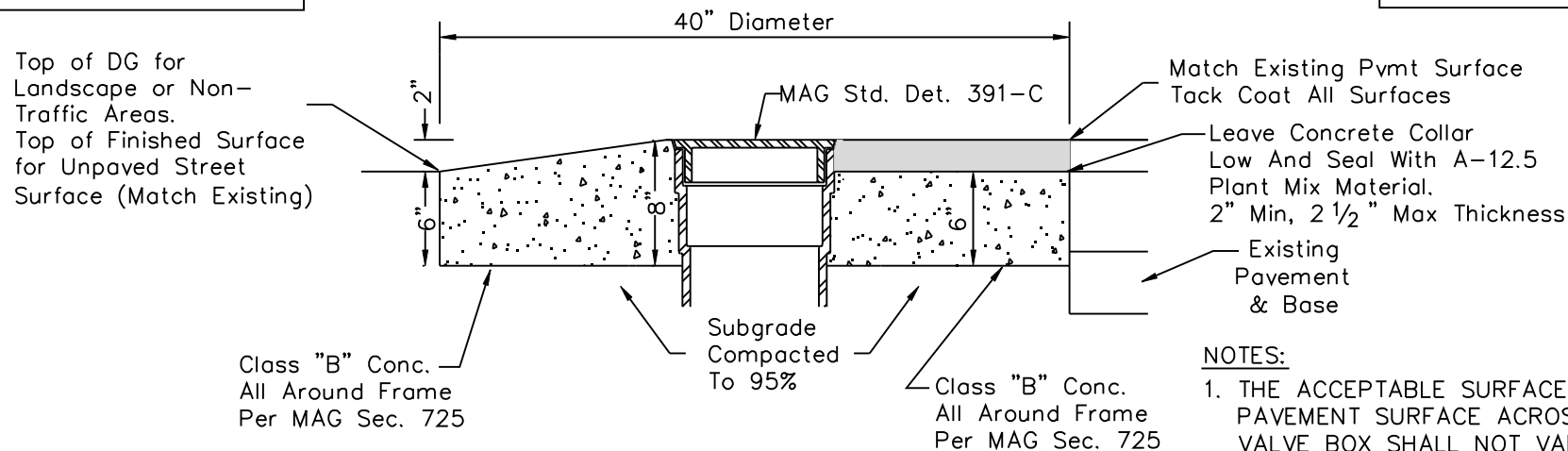
2. Dimensions may vary with bench style – Verify and adjust to provide clearance and bench height shown.

DETAIL NO. <b>2268</b>	<b>City of Scottsdale Standard Details</b>	APPROVED BY: <b>Scottsdale Standards &amp; Specifications Committee</b>	<b>BASE SLAB AND FOUNDATIONS FOR BUS STOP BENCH AND RECEPTACLES</b>	DETAIL NO. <b>2268</b>
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**UNPAVED LOCATIONS**

**PAVED LOCATIONS**



**NOTES:**

1. THE ACCEPTABLE SURFACE PROFILE FROM THE PAVEMENT SURFACE ACROSS THE MANHOLE OR VALVE BOX SHALL NOT VARY MORE THAN 1/4 INCH FROM THE LOWER EDGE OF A 12 FOOT STRAIGHTEDGE WHEN THE STRAIGHTEDGE IS PLACED PARALLEL AND PERPENDICULAR TO THE CENTERLINE OF THE ROADWAY.

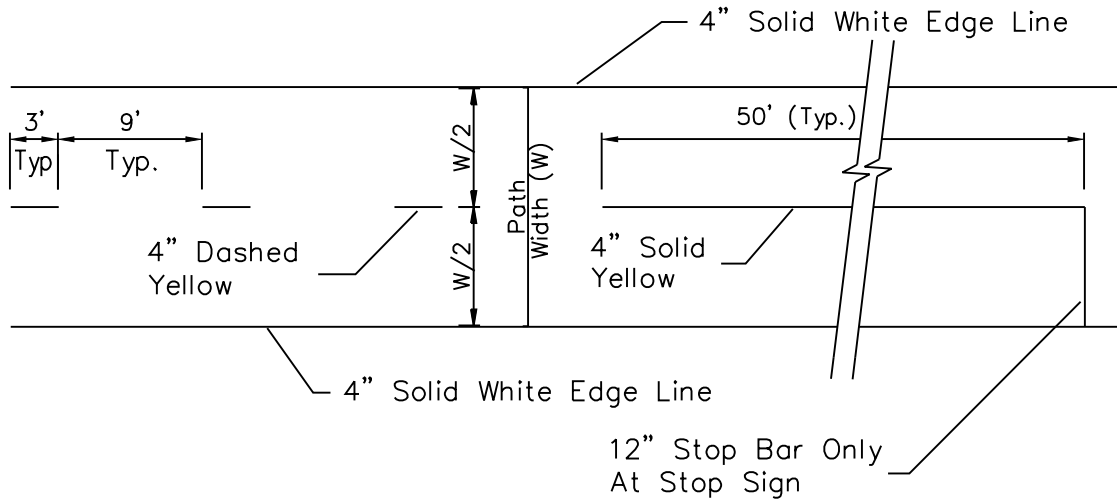
DETAIL NO.  
**2270**

**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**FRAME & COVER GRADE ADJUSTMENT**

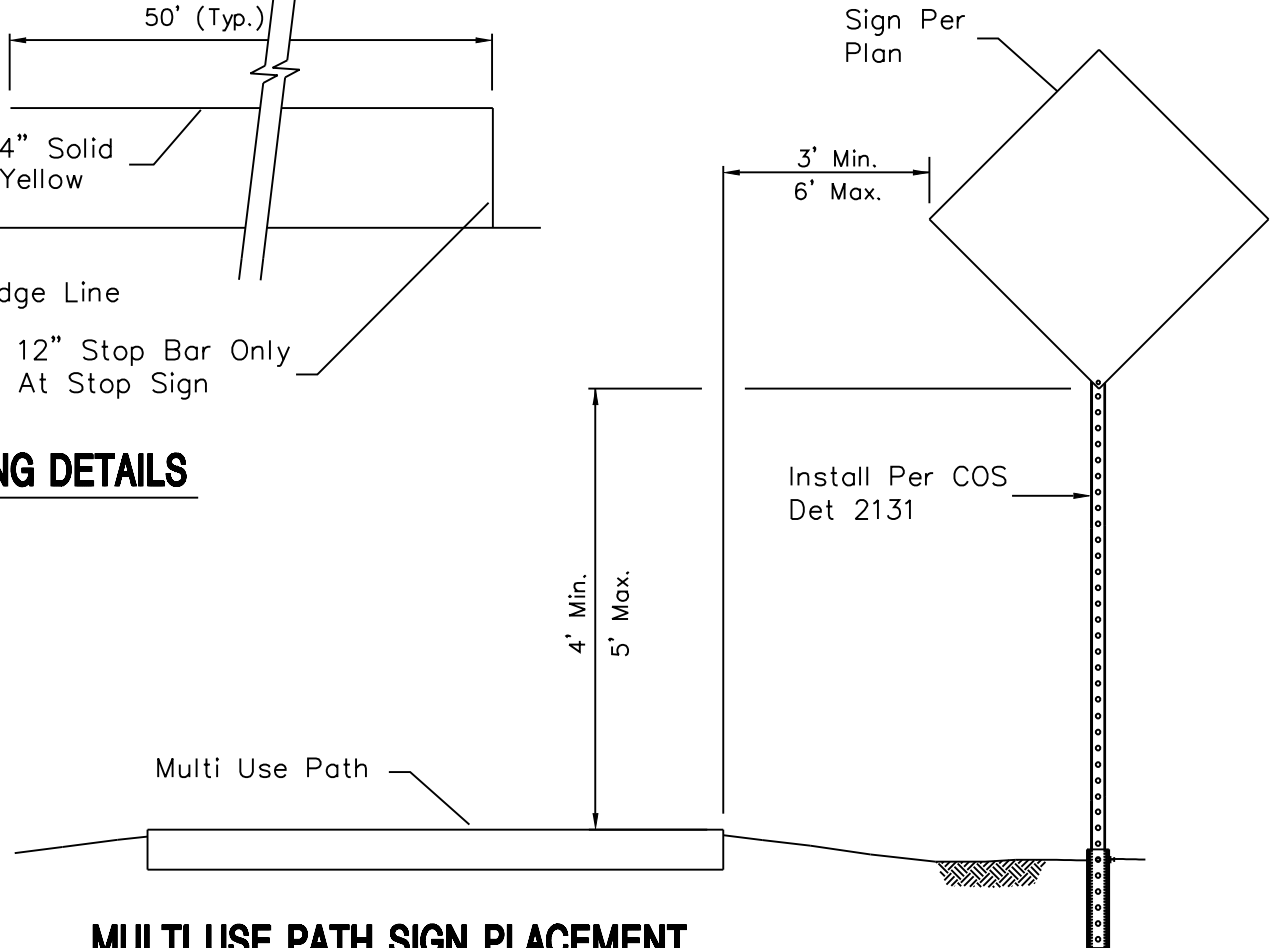
DETAIL NO.  
**2270**



## MULTI USE PATH STRIPING DETAILS

### NOTE:

Striping shall be reflectorized paint with glass beads per ADOT Standard Specifications Section 708.



## MULTI USE PATH SIGN PLACEMENT

DETAIL NO.  
**2282**

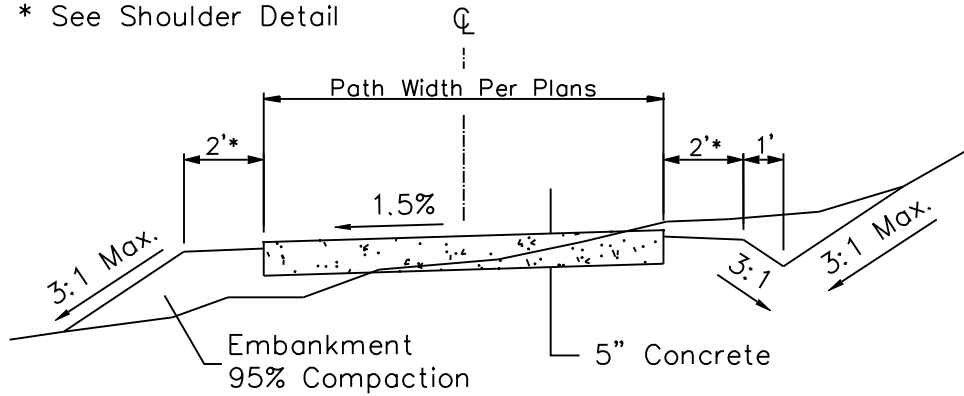
**City of Scottsdale**  
Standard Details

APPROVED BY:  
**Scottsdale Standards & Specifications Committee**

**MULTI USE PATH STRIPING AND SIGNING**

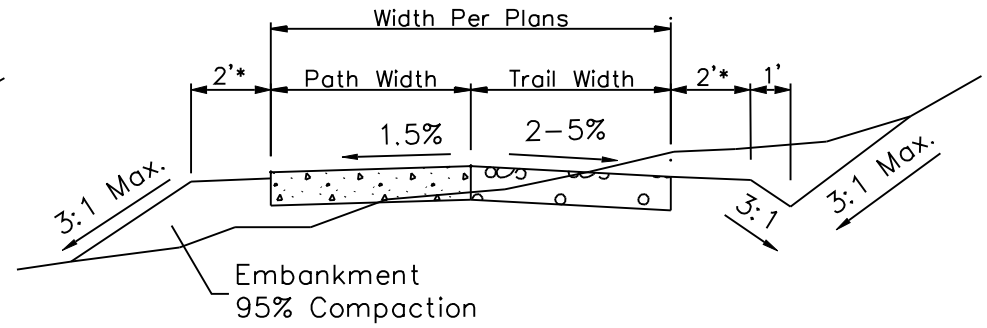
DETAIL NO.  
**2282**

\* See Shoulder Detail

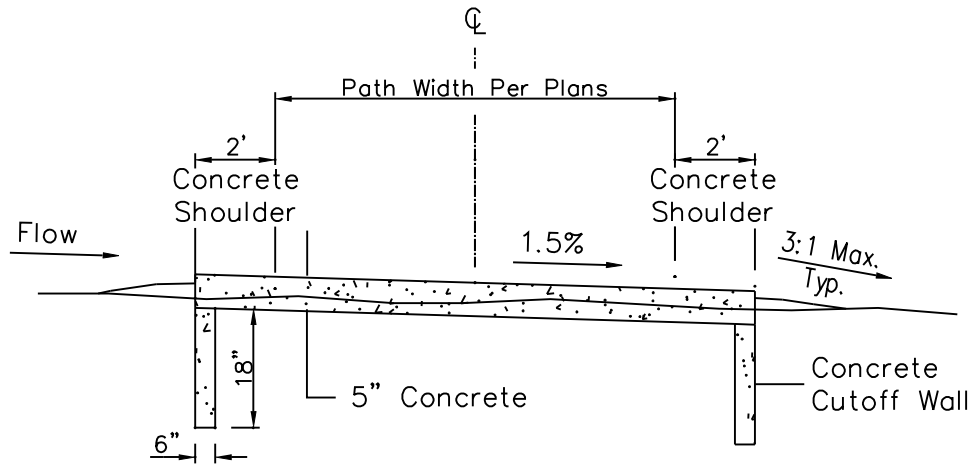


**MULTI USE PATH DETAIL**

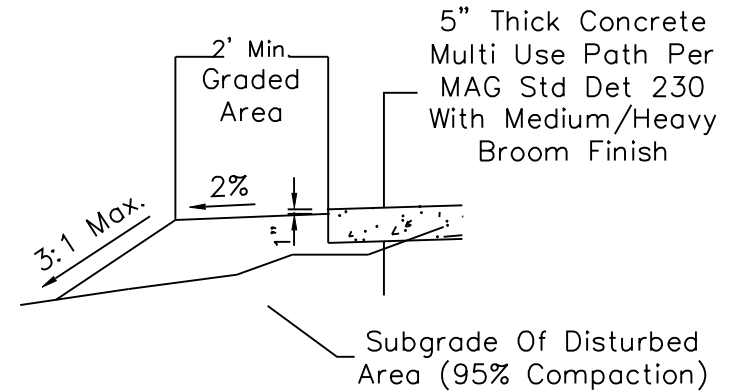
\* See Shoulder Detail



**MULTI USE PATH WITH TRAIL DETAIL**



**MULTI USE PATH WET AREA CROSSING**



**SHOULDER DETAIL**

DETAIL NO.  
**2283**

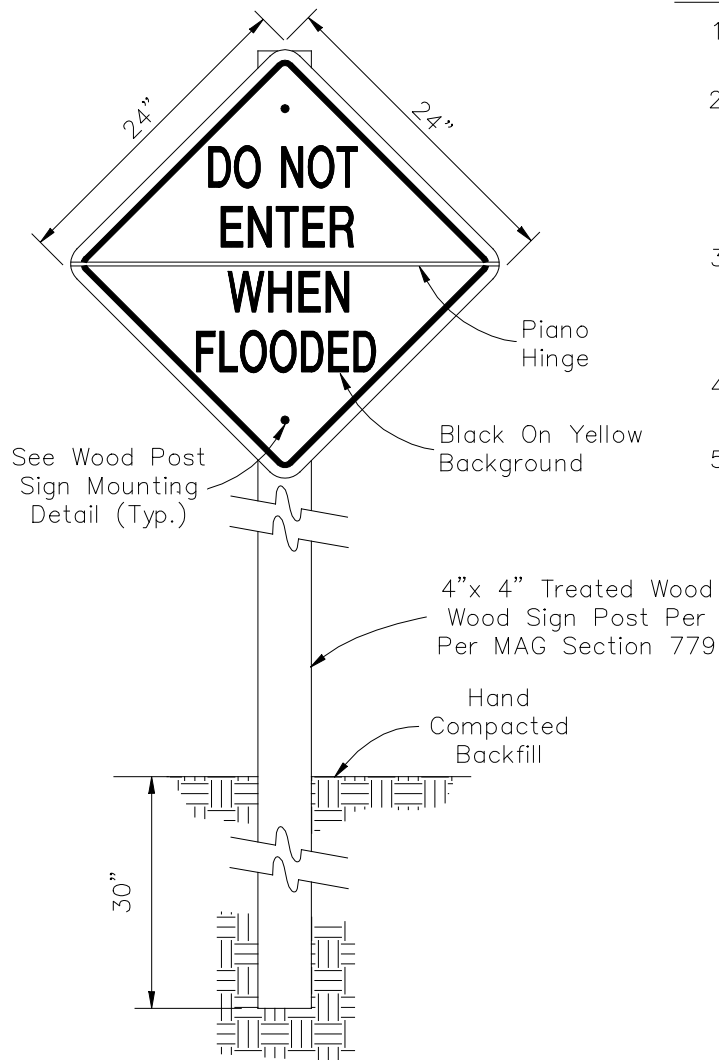
**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**MULTI USE PATH DETAILS**

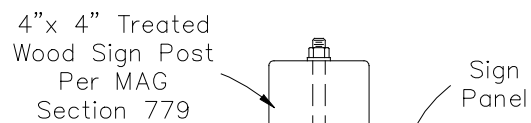
DETAIL NO.  
**2283**





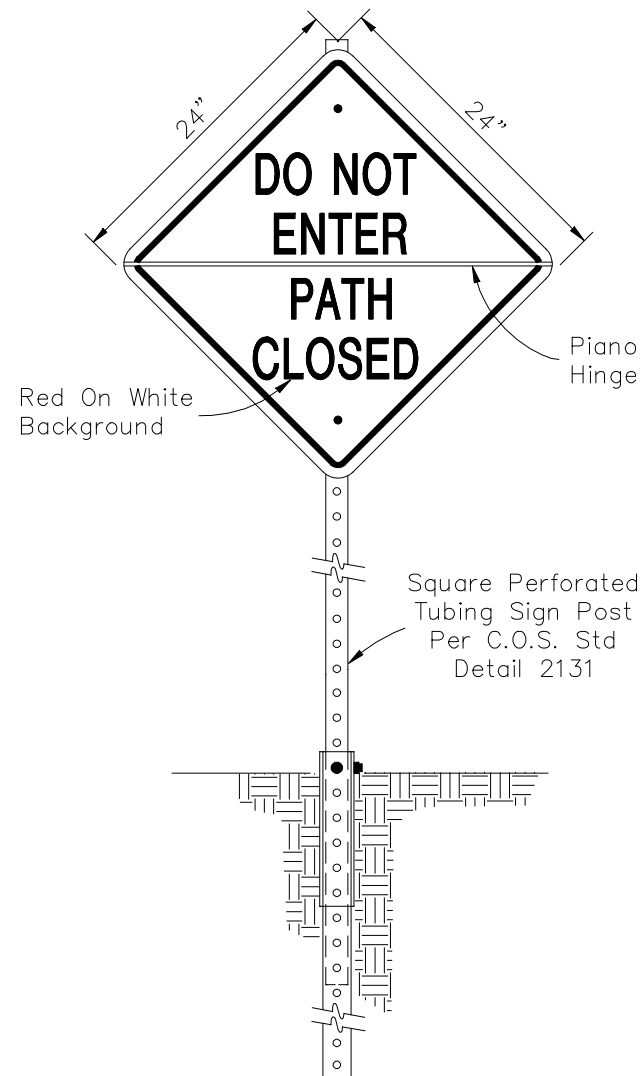
## NOTES:

1. Signs shall conform to C.O.S. Supplemental Specifications, Section 402.3.
2. Signs to be mounted on square perforated tubing per C.O.S. Std Det 2131 within C.O.S. Right-of-Way. Treated wood post may be used for trail markers located outside C.O.S. Right-of Way.
3. Background and legends shall be ASTM Type IV reflective sheeting. Black legends shall be opaque (colors as noted) unless otherwise approved by the City of Scottsdale.
4. Sign height and placement shall conform to C.O.S. Std. Det. 2282.
5. For additional information regarding sign fabrication, contact the City of Scottsdale Sign Shop, 480-312-5646.



Fasten With (2) 1/2"x 2" Lag Screws With (2) Flat Washers or (2) 1/2"x 4 1/2" Bolts With (4) Flat Washers. Burr Threads And Nuts With Center Punch.

### WOOD POST SIGN MOUNTING DETAIL



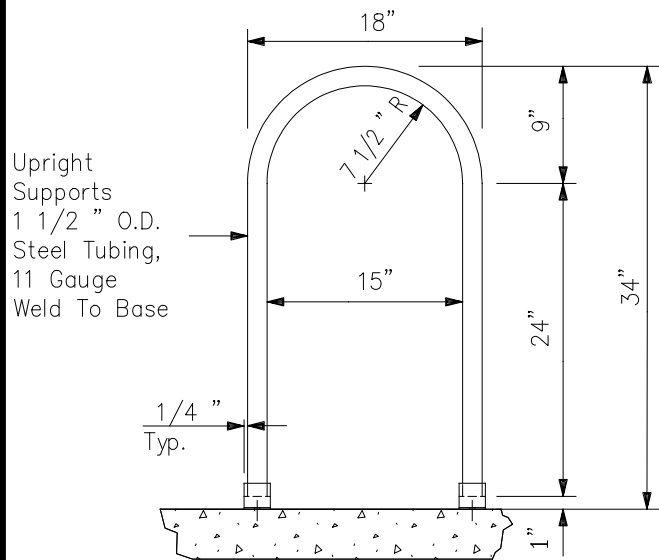
DETAIL NO.  
**2284**

**City of Scottsdale  
Standard Details**

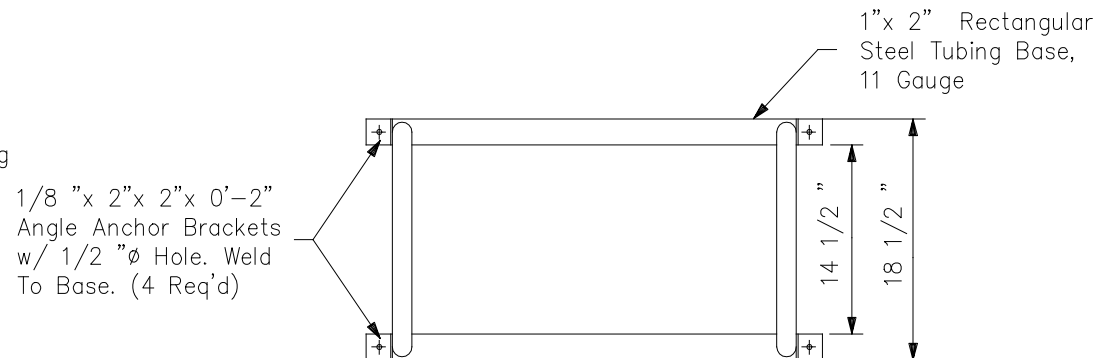
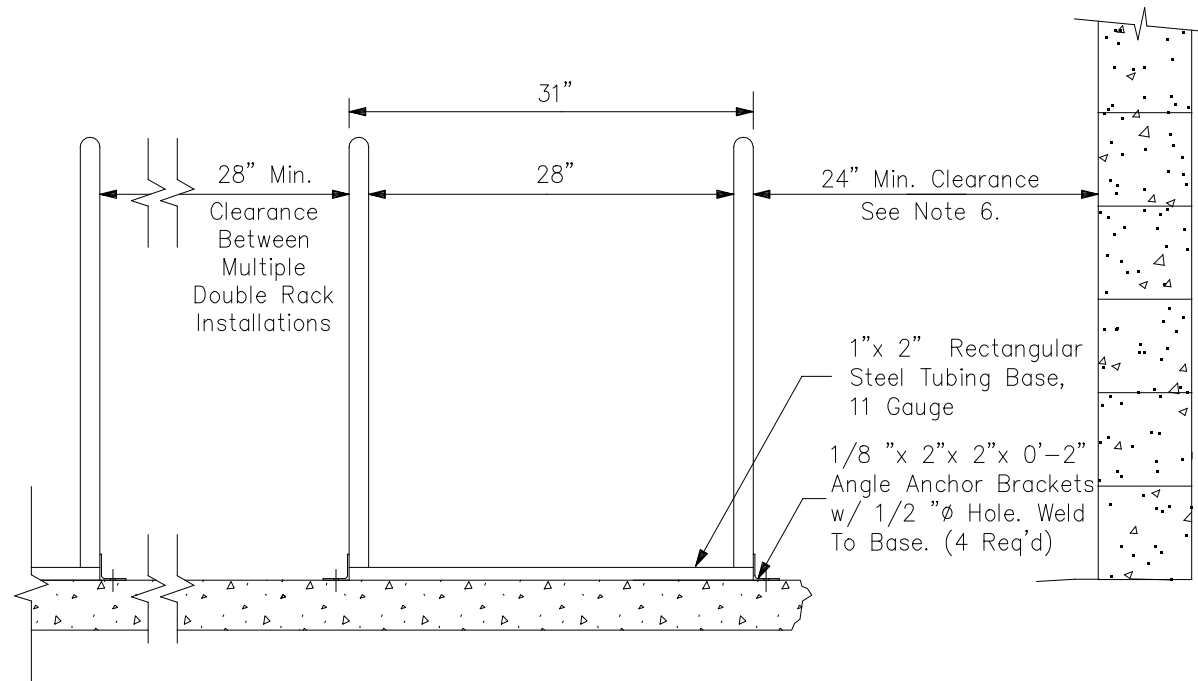
APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**MULTI-USE PATH WET CROSSING SIGN**

DETAIL NO.  
**2284**

**NOTES:**

1. Double rack holds 4 bicycles.
2. Finish to be weather resistant, baked-on powder polymer coating.
3. Anchor rack to concrete w/ 3/8"  $\phi$  x 2 1/2" wedge anchors and tamper resistant or welded nuts, (4 Req'd) or set tubing 12" below grade in 24" deep x 6" wide concrete footing.
4. Concrete base may be covered with turf or decomposed granite.
5. Placement of bicycle rack shall be convenient to main entrance and in a highly visible area.
6. 24" Min. clearance from walls or obstructions including curbs or edge of roadway on both sides and back of rack. Front of rack shall have a 6' min clear area.



DETAIL NO.  
**2285**

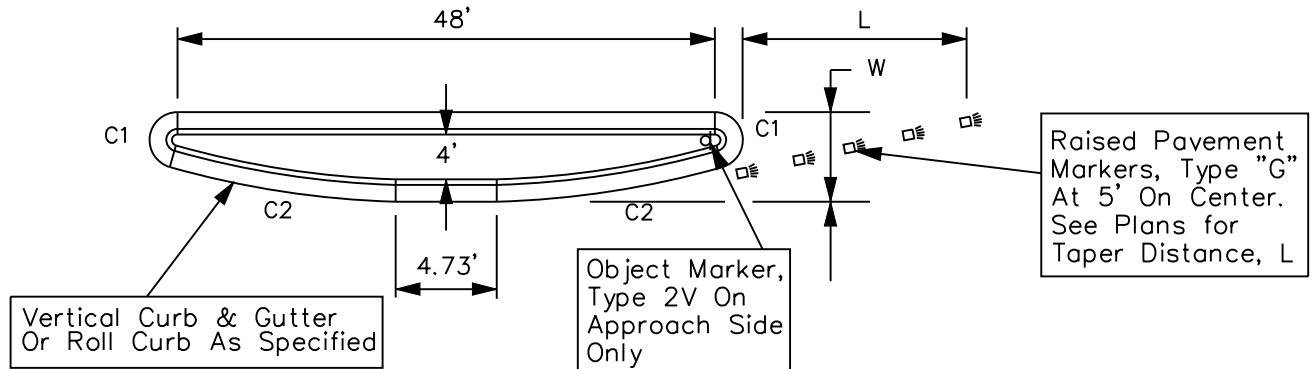
**City of Scottsdale**  
**Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

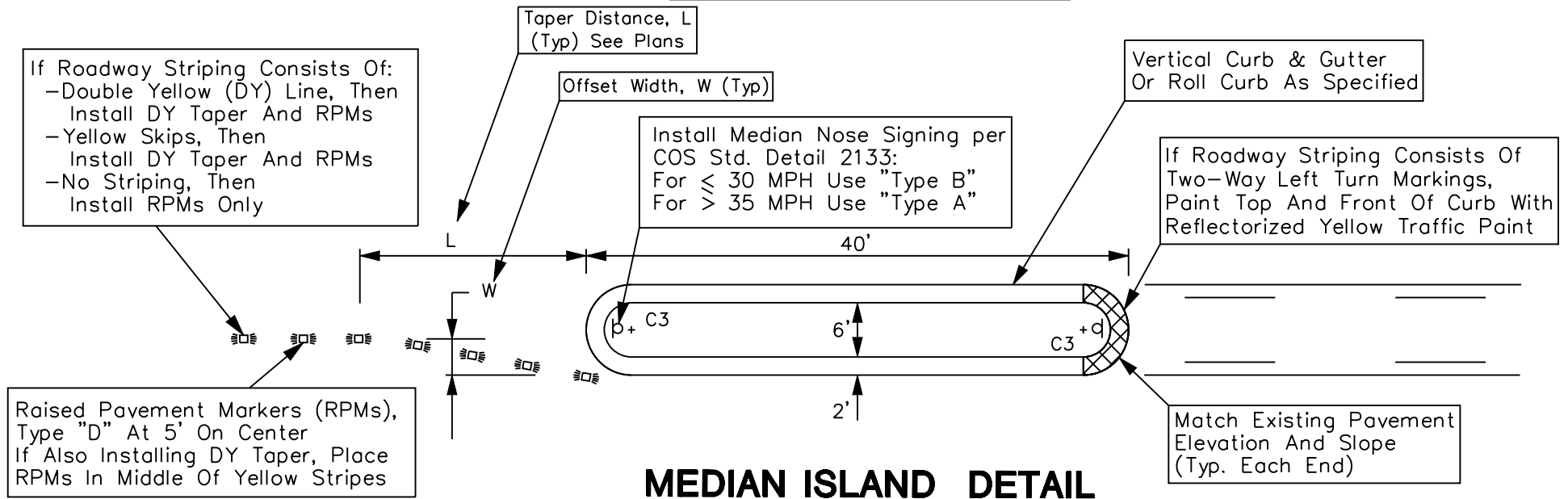
**DOUBLE BICYCLE RACK**

DETAIL NO.  
**2285**

CURVE DATA - TO BACK OF CURB			
CURVE	RADIUS	LENGTH	DELTA
C1	0.50'	1.43'	164°12'35"
C2	80.00'	22.05'	15°47'25"
C3	3.00'	9.42'	180°00'00"



## SIDE ISLAND DETAIL



## MEDIAN ISLAND DETAIL

DETAIL NO.  
**2290-1**

**City of Scottsdale**  
Standard Details

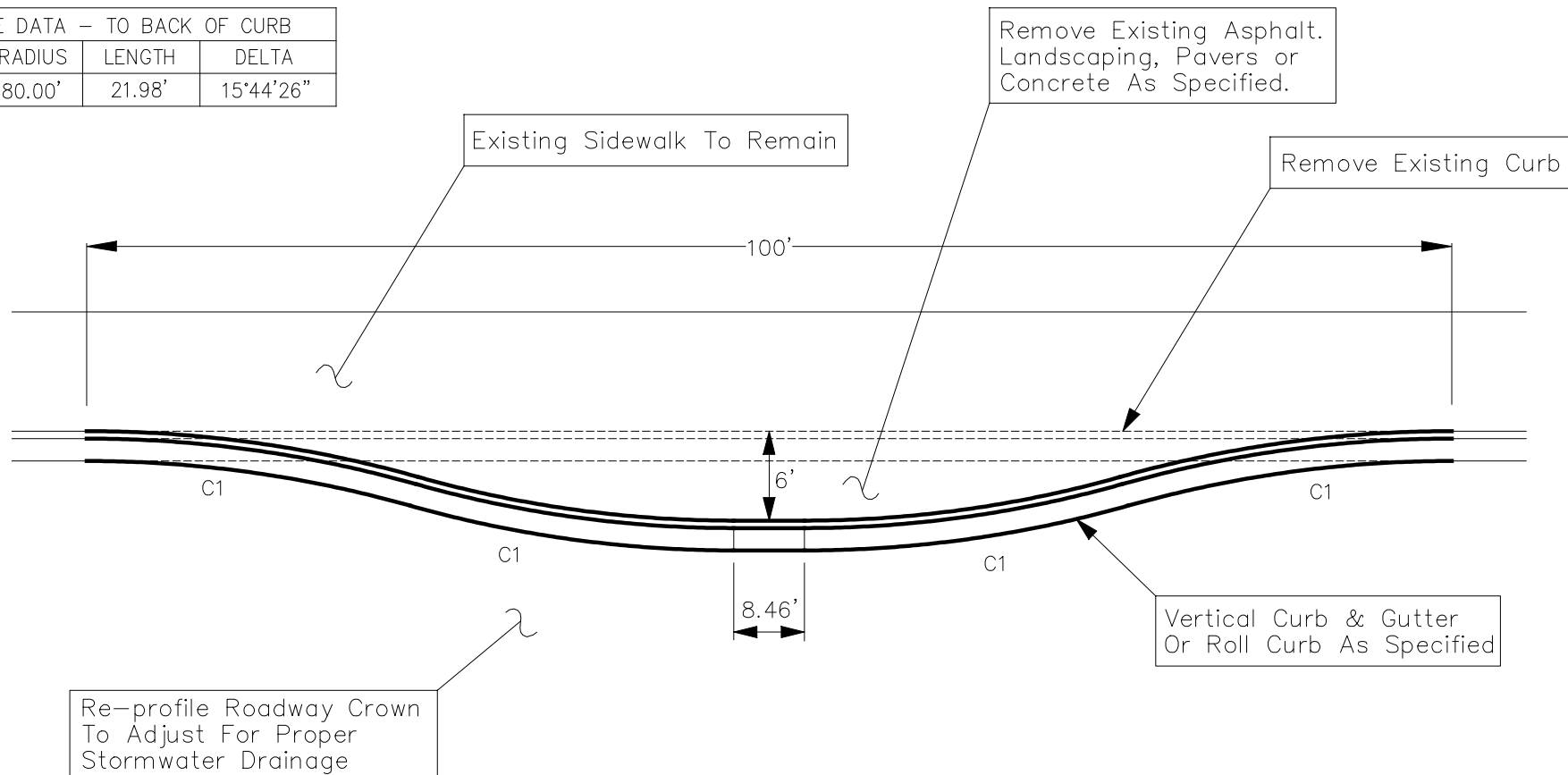
APPROVED BY:  
**Scottsdale Standards & Specifications Committee**

# MEDIAN ISLAND DETAILS

DETAIL NO.  
**2290-1**

REVISED 05/01/07

CURVE DATA – TO BACK OF CURB			
CURVE	RADIUS	LENGTH	DELTA
C1	80.00'	21.98'	15°44'26"



## BULB OUT / CHOKER DETAIL

DETAIL NO. <b>2290-2</b>	<b>City of Scottsdale Standard Details</b>	APPROVED BY: <b>Scottsdale Standards &amp; Specifications Committee</b>	<b>BULB OUT/CHOKER DETAIL</b>	DETAIL NO. <b>2290-2</b>
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Adjust Manhole Or Valve  
Frame & Cover Per COS  
Det 2270 (Where Required)

New A.C. Pavement (A-12.5)

Rotomill Existing  
AC Pavement

6" Solid White Line  
For Bike Lane And  
"BUMP" Legend In  
Bike Lane Approach  
(Where Required)

6' Solid White  
Chevron Typ.  
See Detail Above

Varies

A

B

B

A

Distance Varies

As Specified

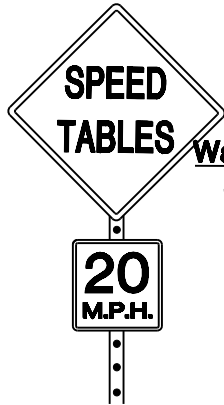
Install Frame & Cover Over  
Existing Survey Monument  
Per MAG Det 120, Type 'A'  
(Where Required)

BUMP

Varies

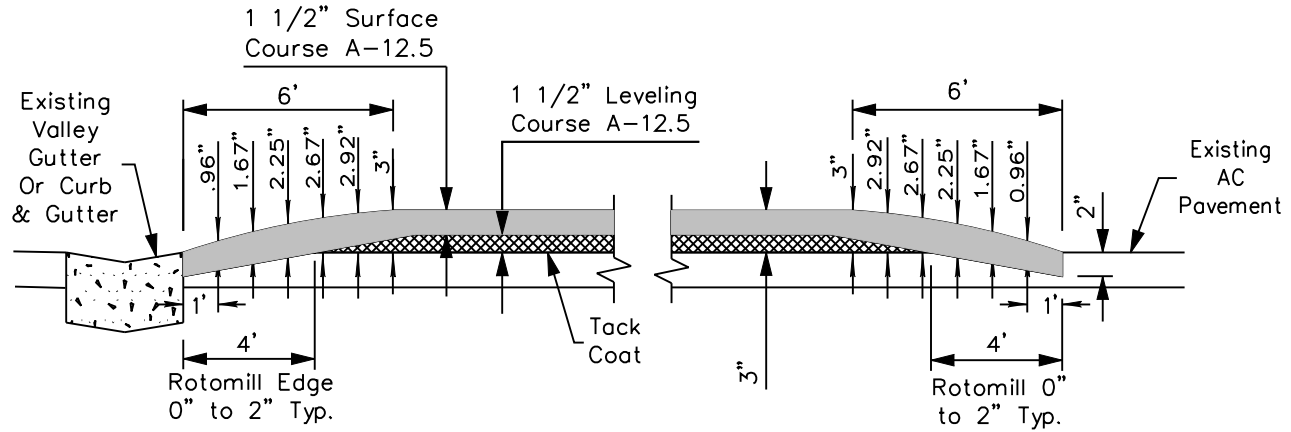
NOTE: For Sections A-A And B-B See COS Std. Detail 2292-2.

DETAIL NO. <b>2292-1</b>	<b>City of Scottsdale Standard Details</b>	APPROVED BY: <b>Scottsdale Standards &amp; Specifications Committee</b>	<b>SPEED TABLE DETAILS</b>	DETAIL NO. <b>2292-1</b>
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**Warning Sign**  
30" x 30"

**W13-1**  
18" x 18"

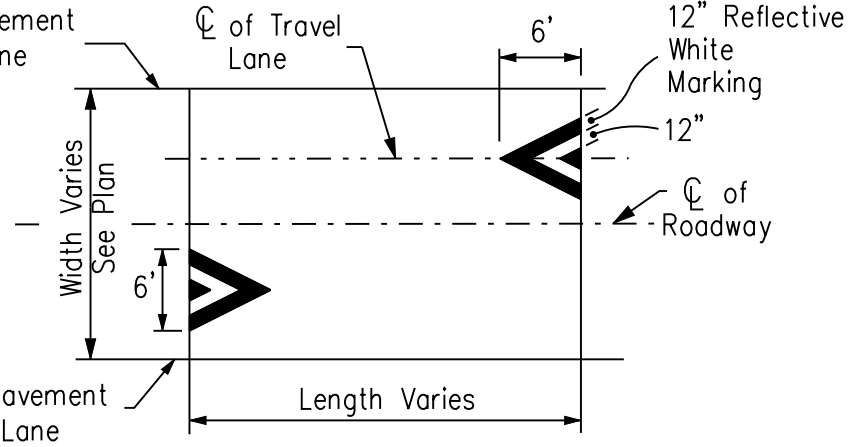


**SECTION A-A**  
**MATCH EX. CONCRETE**  
**TYPICAL ALL LOCATIONS**

**SECTION B-B**  
**MATCH EX. AC PAVEMENT**  
**TYPICAL ALL LOCATIONS**

Edge of Pavement  
Or Travel Lane

☐ of Travel  
Lane



**CHEVRON DETAIL**

DETAIL NO.  
**2292-2**

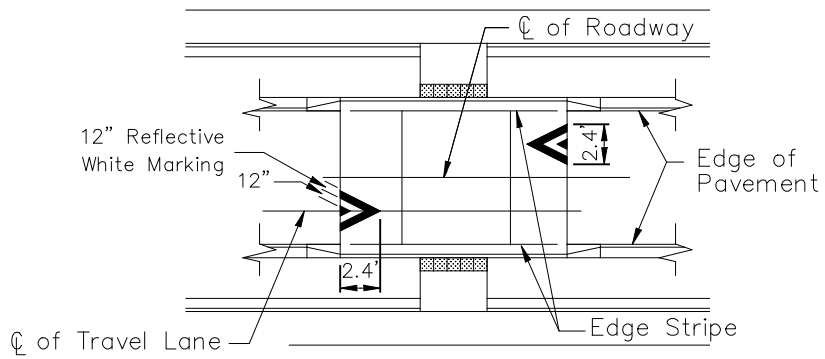
**City of Scottsdale**  
**Standard Details**

APPROVED BY:  
**Scottsdale Standards & Specifications Committee**

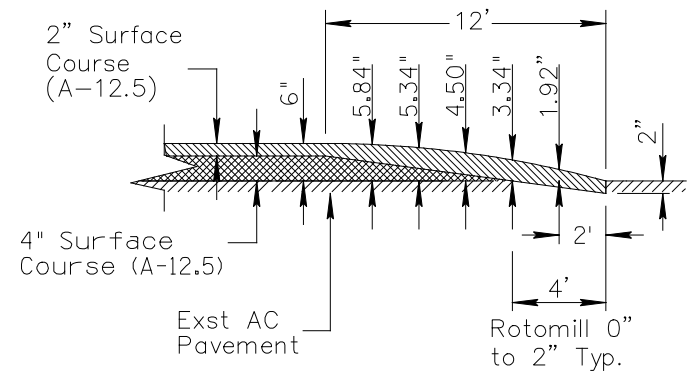
**SPEED TABLE DETAILS**

DETAIL NO.  
**2292-2**

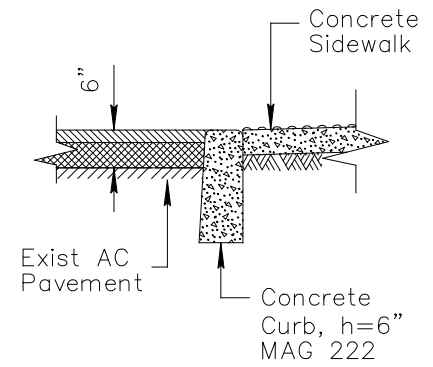
REVISED 5/25/07



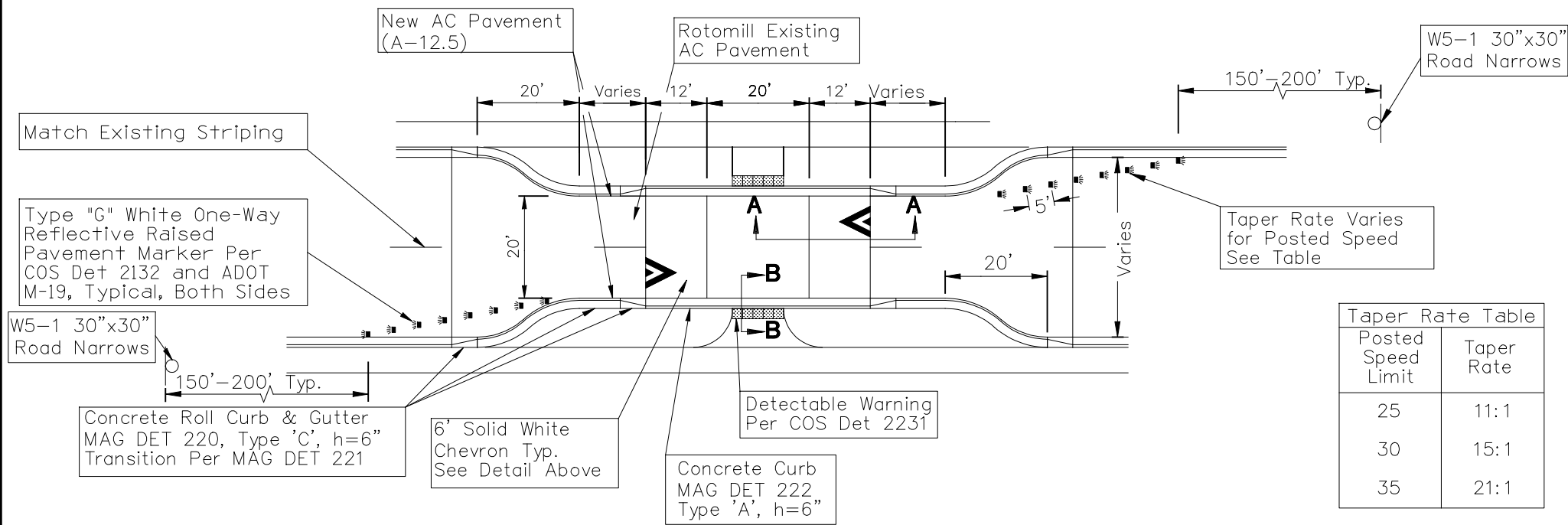
**Chevron Detail**



**Section A-A**

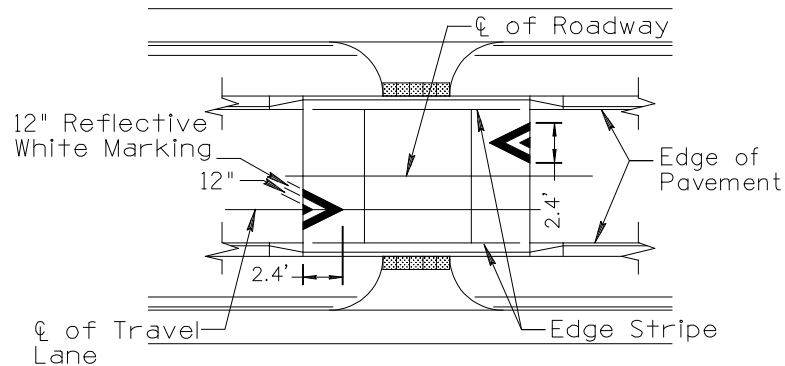


**Section B-B**

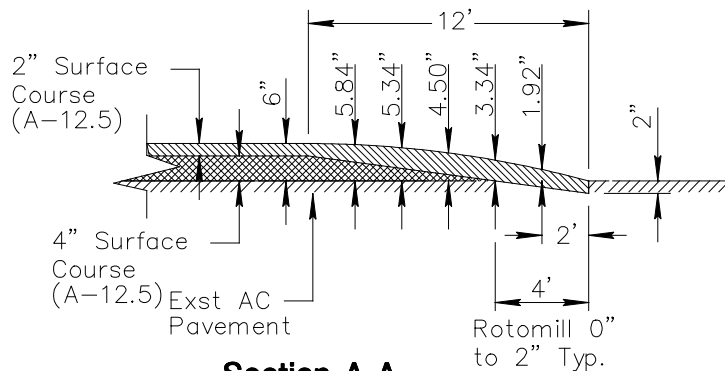


Taper Rate Table	
Posted Speed Limit	Taper Rate
25	11:1
30	15:1
35	21:1

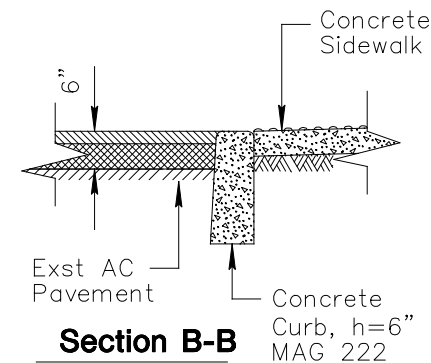
REVISED 5/25/07



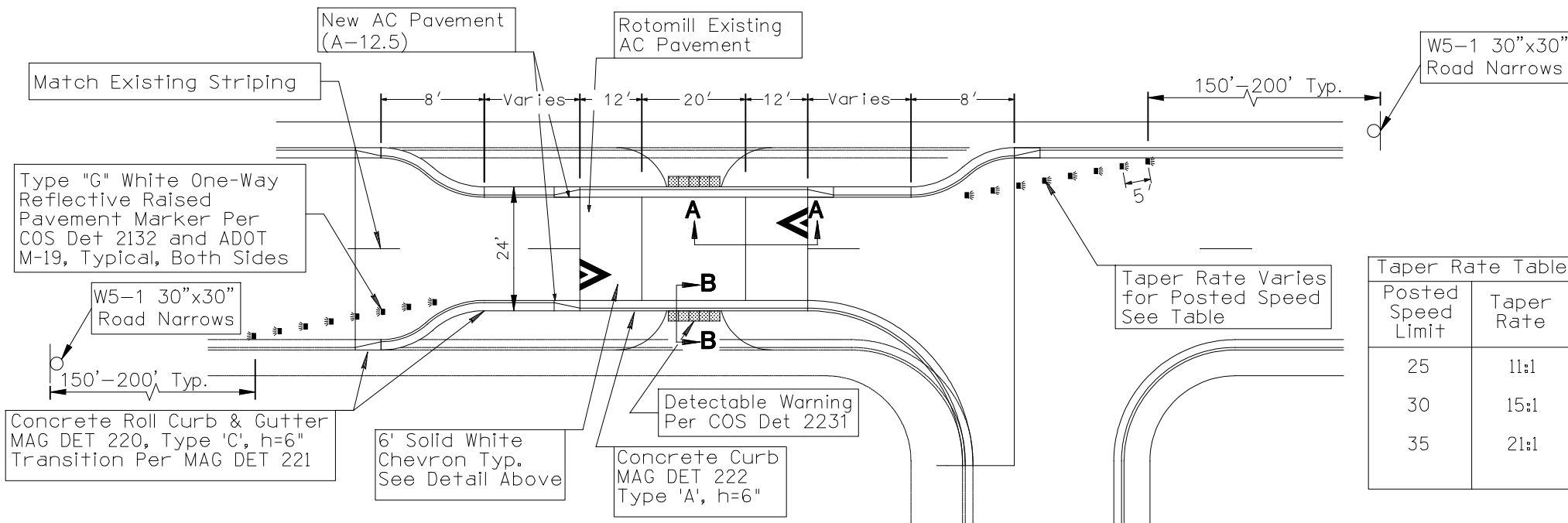
**Chevron Detail**



**Section A-A**

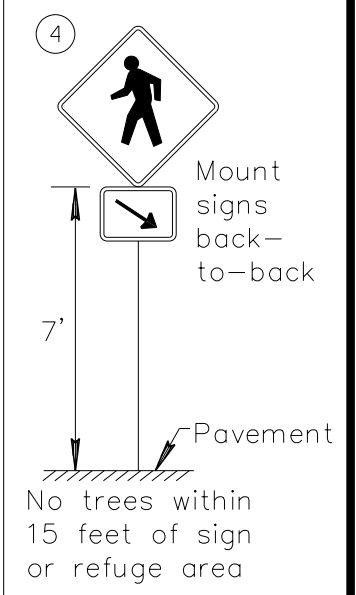
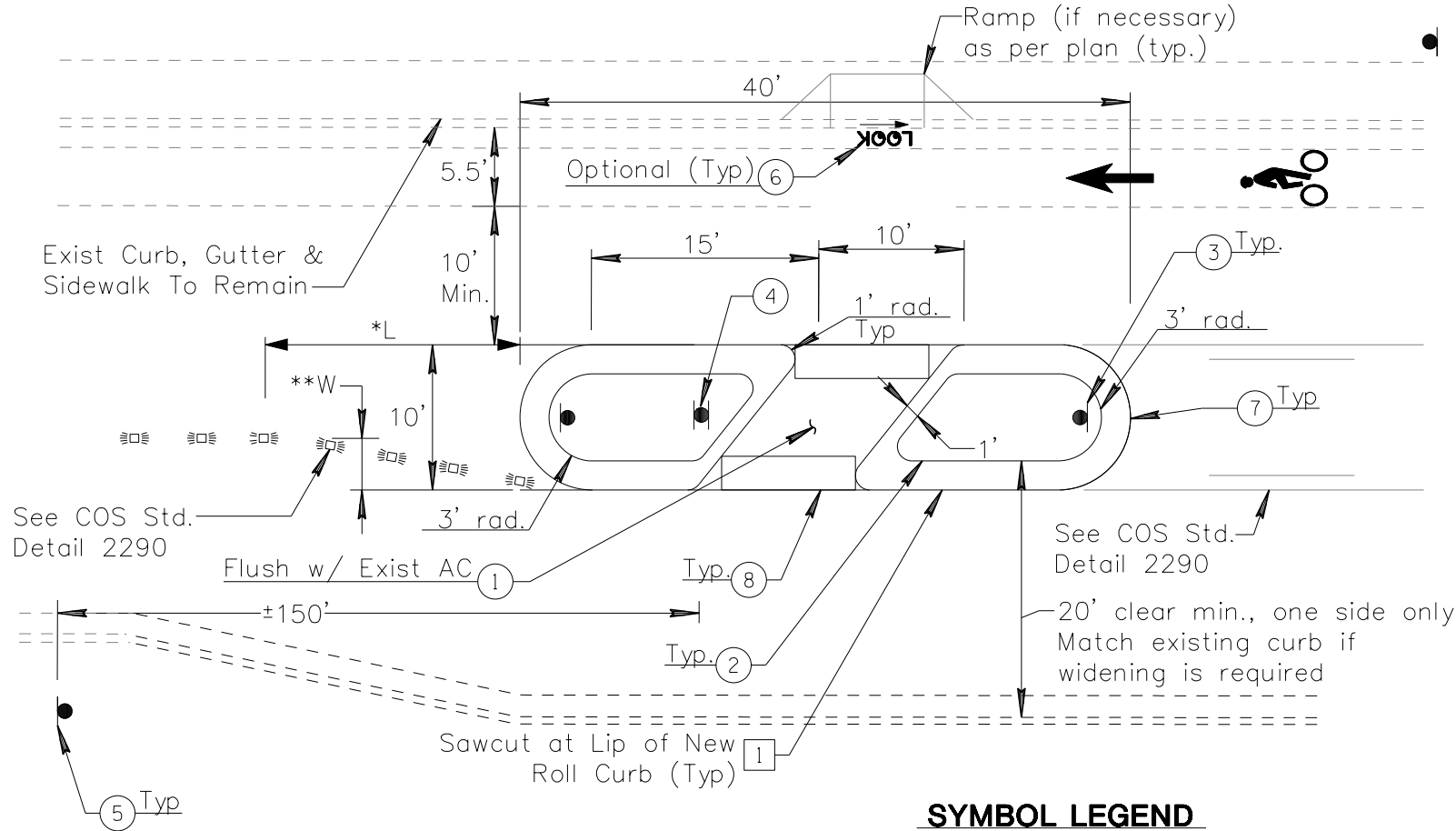


**Section B-B**



Taper Rate Table	
Posted Speed Limit	Taper Rate
25	11:1
30	15:1
35	21:1





### SYMBOL LEGEND

- |  |  |  |
|--|--|--|
| 1 Sawcut & Remove AC Pavement                        | 3 Install Median Nose Signing Per COS Std. Detail 2133           | 6 9" text w/arrow (optional)                   |
| 1 8" Class "A" Concrete Pvmnt per MAG Spec 324 & 725 | 4 30" x 30" W11-2 above<br>24" x 12" W16-7p-R below              | 7 Match existing pavement elevation and slope  |
| 2 Roll Curb per MAG Det 220 Type D                   | 5 If posted speed $\geq$ 40 mph, install advance 30" x 30" W11-2 | 8 Detectable Warning Surface per COS Det. 2231 |

DETAIL NO.  
**2295**

**City of Scottsdale  
Standard Details**

APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**PEDESTRIAN REFUGE**

DETAIL NO.  
**2295**