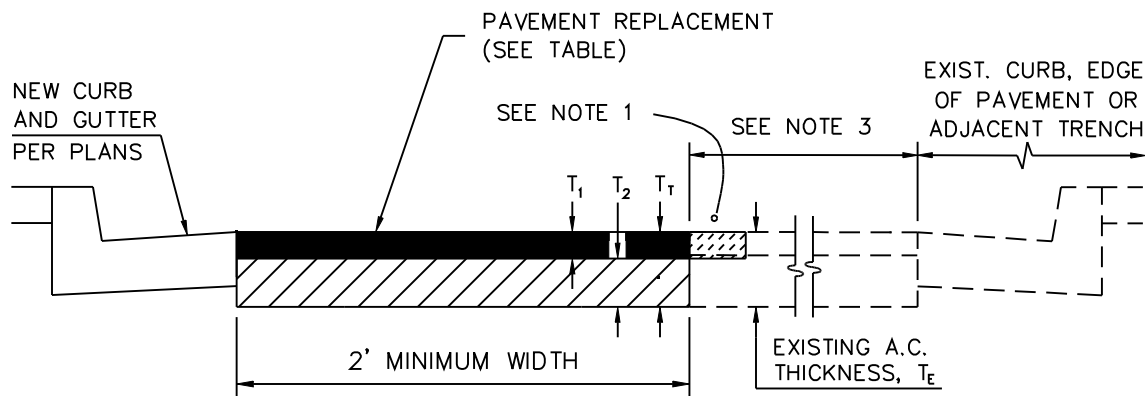


PAVEMENT REPLACEMENT FOR TRENCHES (T-TOP)



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

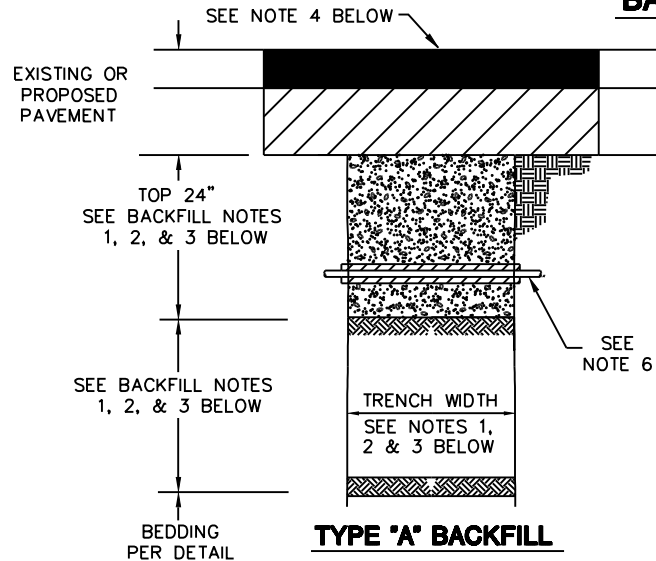
**City of Scottsdale
Standard Details**

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

PAVEMENT REPLACEMENT

DETAIL NO.
2200

BACKFILL DETAILS

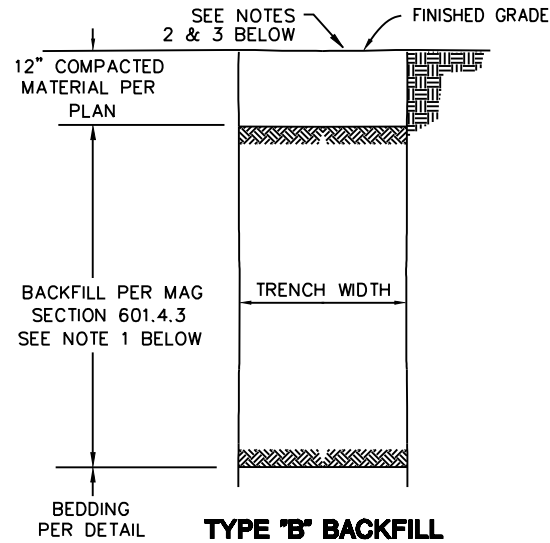


TYPE 'A' BACKFILL

**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.



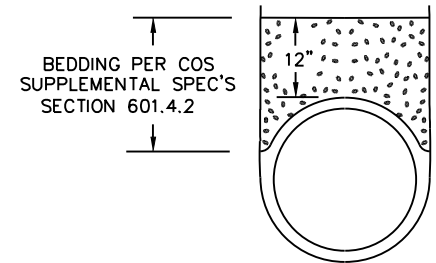
TYPE 'B' BACKFILL

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

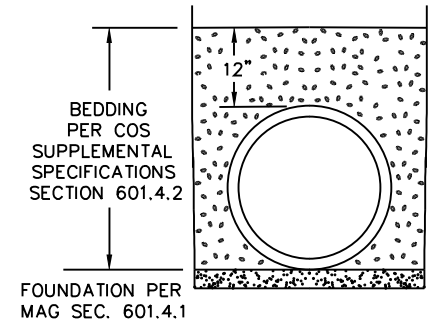
BACKFILL NOTES

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.

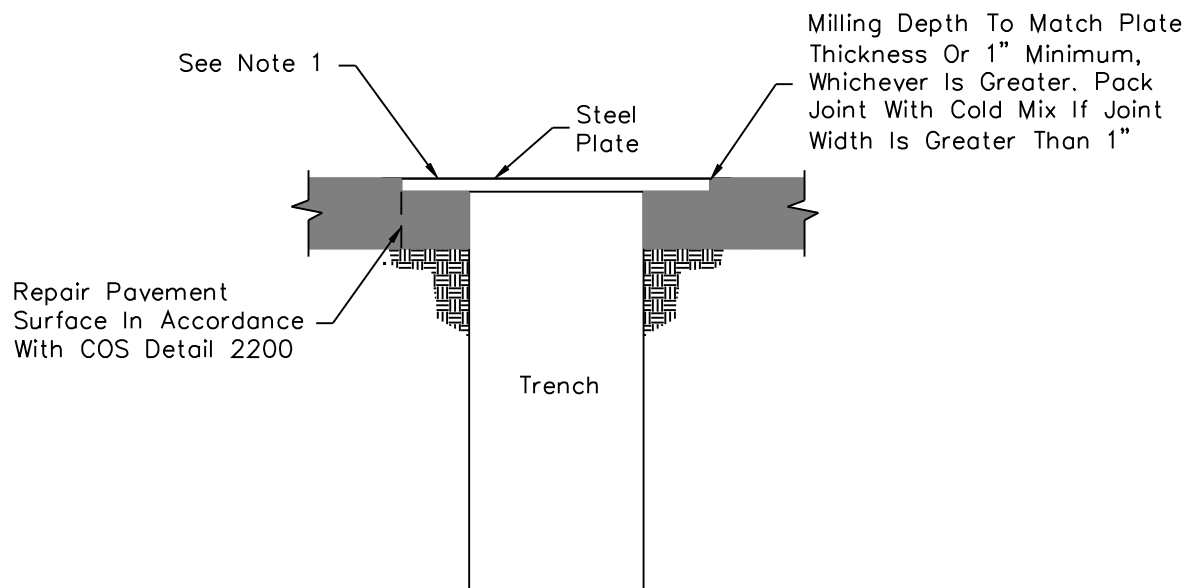
DETAIL NO.
2201

**City of Scottsdale
Standard Details**

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

TRENCH BEDDING & BACKFILL

DETAIL NO.
2201

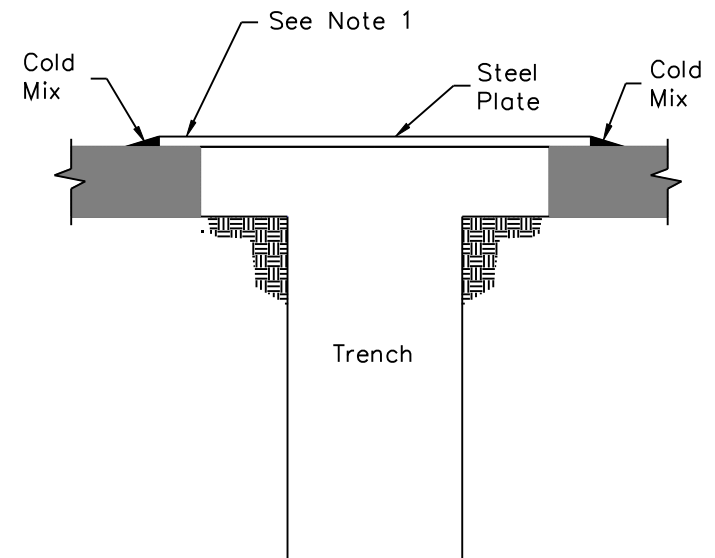


TYPE 'A' PLATING

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

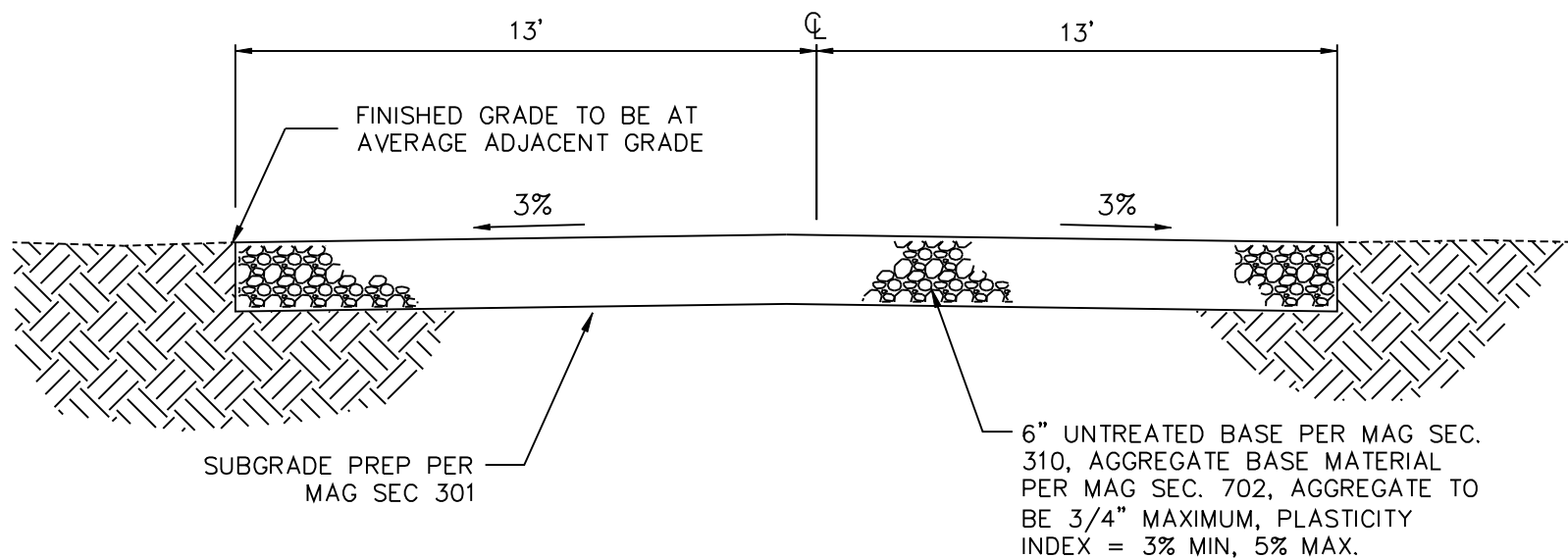
DETAIL NO.
2202

**City of Scottsdale
Standard Details**

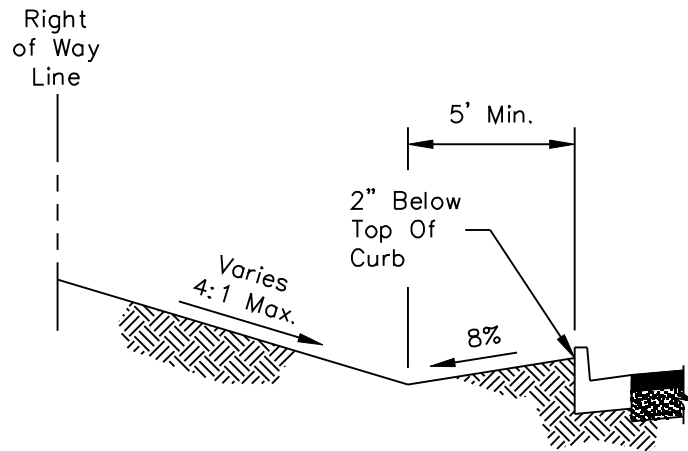
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**Scottsdale Standards &
Specifications Committee**

TRENCH PLATING

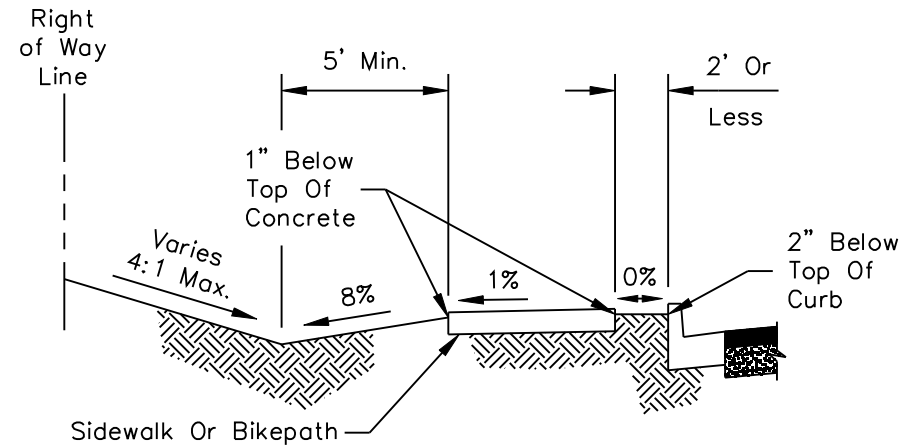
DETAIL NO.
2202



UNPAVED ROAD DETAIL



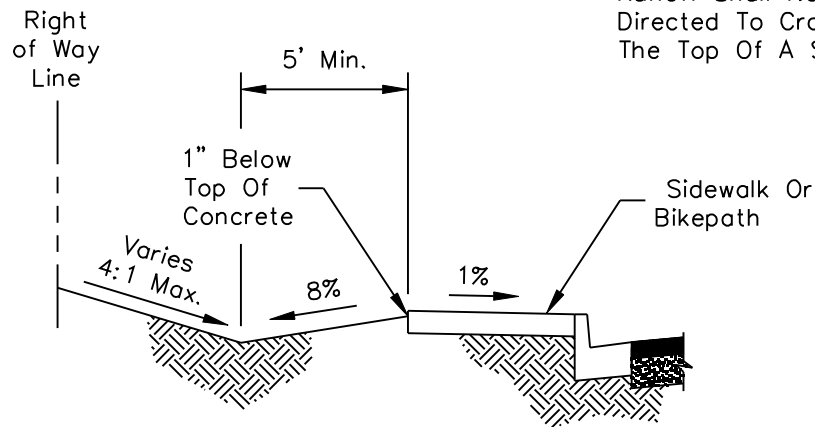
NO SIDEWALK



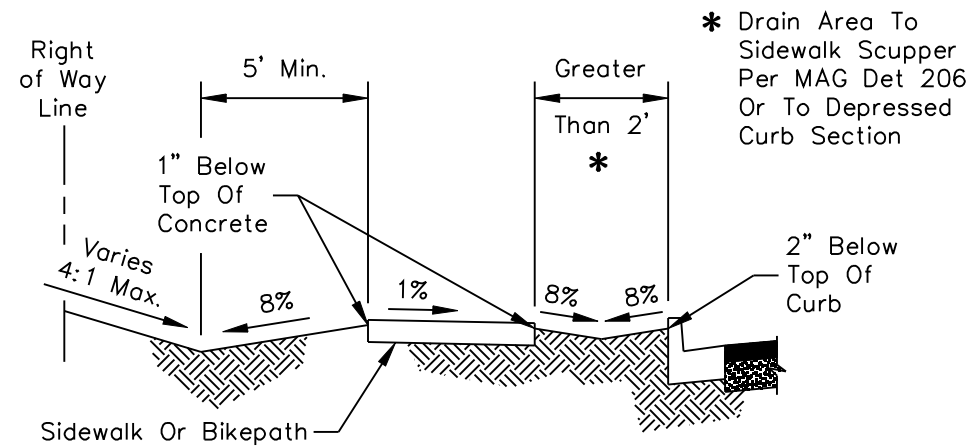
SIDEWALK LESS THAN 2' BEHIND CURB

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

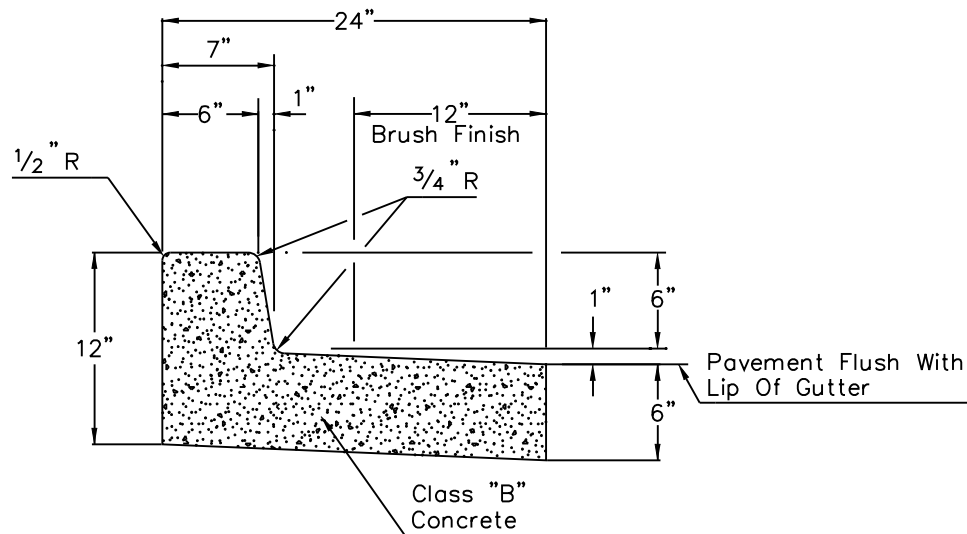
DETAIL NO.
2210

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Standard Details**

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GRADING BEHIND THE CURB

DETAIL NO.
2210

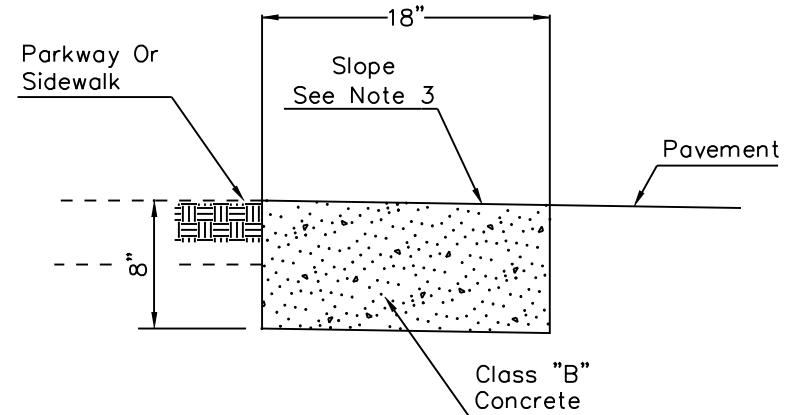


VERTICAL CURB & GUTTER WITH DEPRESSED LIP

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.

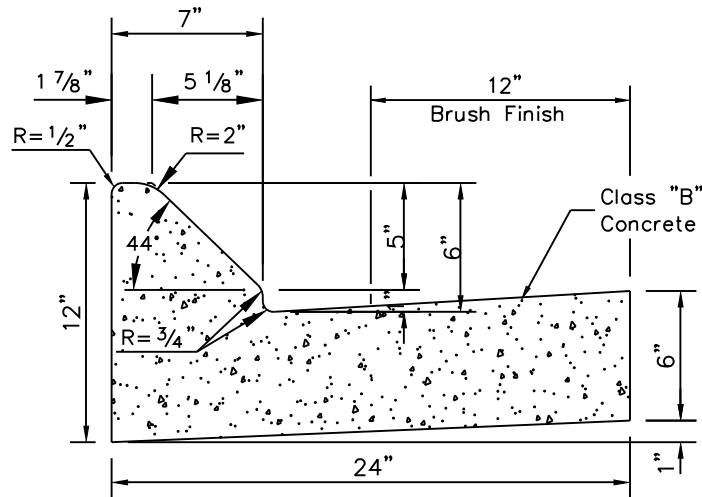
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2220

**City of Scottsdale
Standard Details**

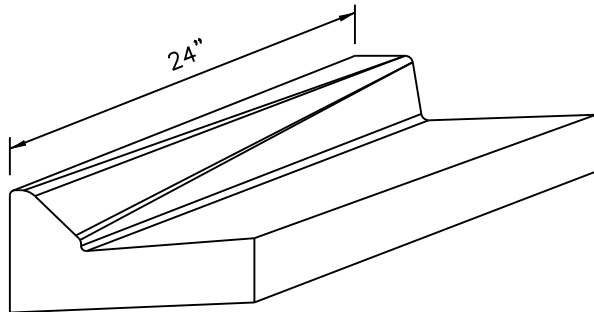
APPROVED BY:
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CURB AND GUTTER - TYPES A & B

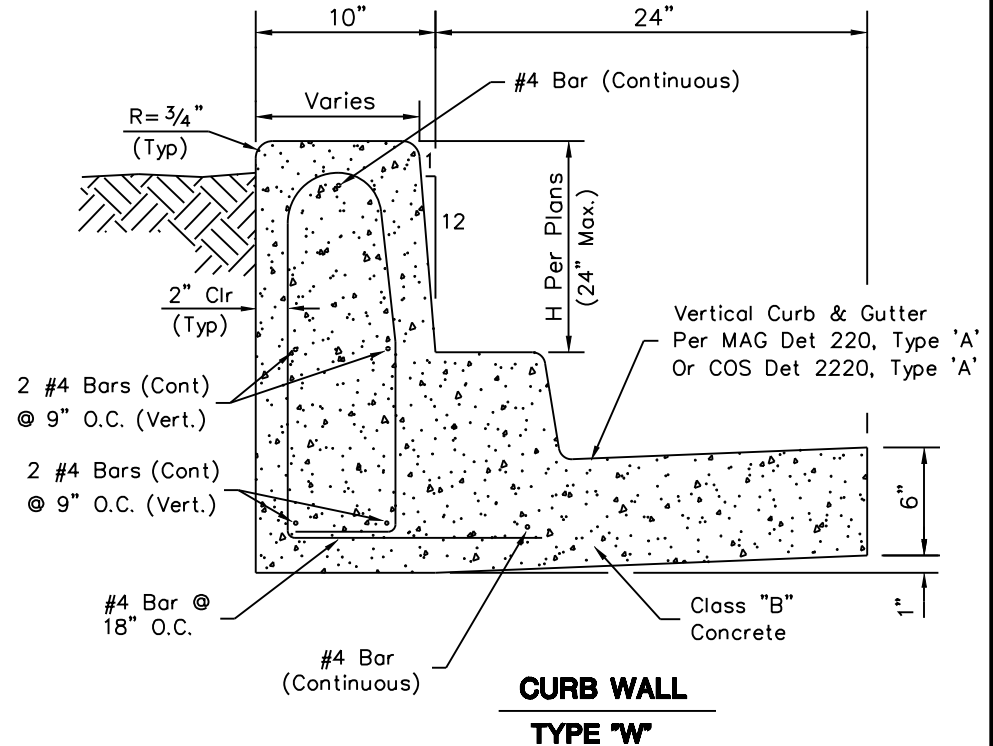
DETAIL NO.
2220



**MOUNTABLE/MEDIAN CURB & GUTTER
TYPE "M"**



MOUNTABLE CURB TO VERTICAL CURB TRANSITION



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 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.

DETAIL NO.
2221

**City of Scottsdale
Standard Details**

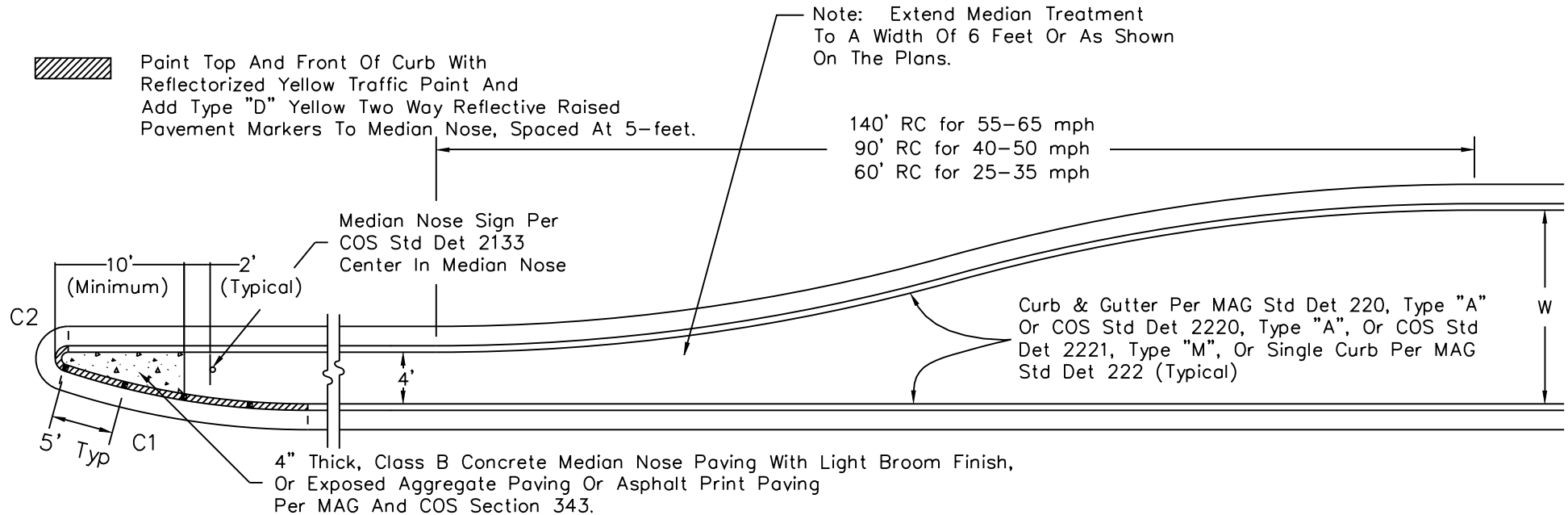
APPROVED BY:
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Specifications Committee**

CURB & GUTTER - TYPES M & W

DETAIL NO.
2221

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.

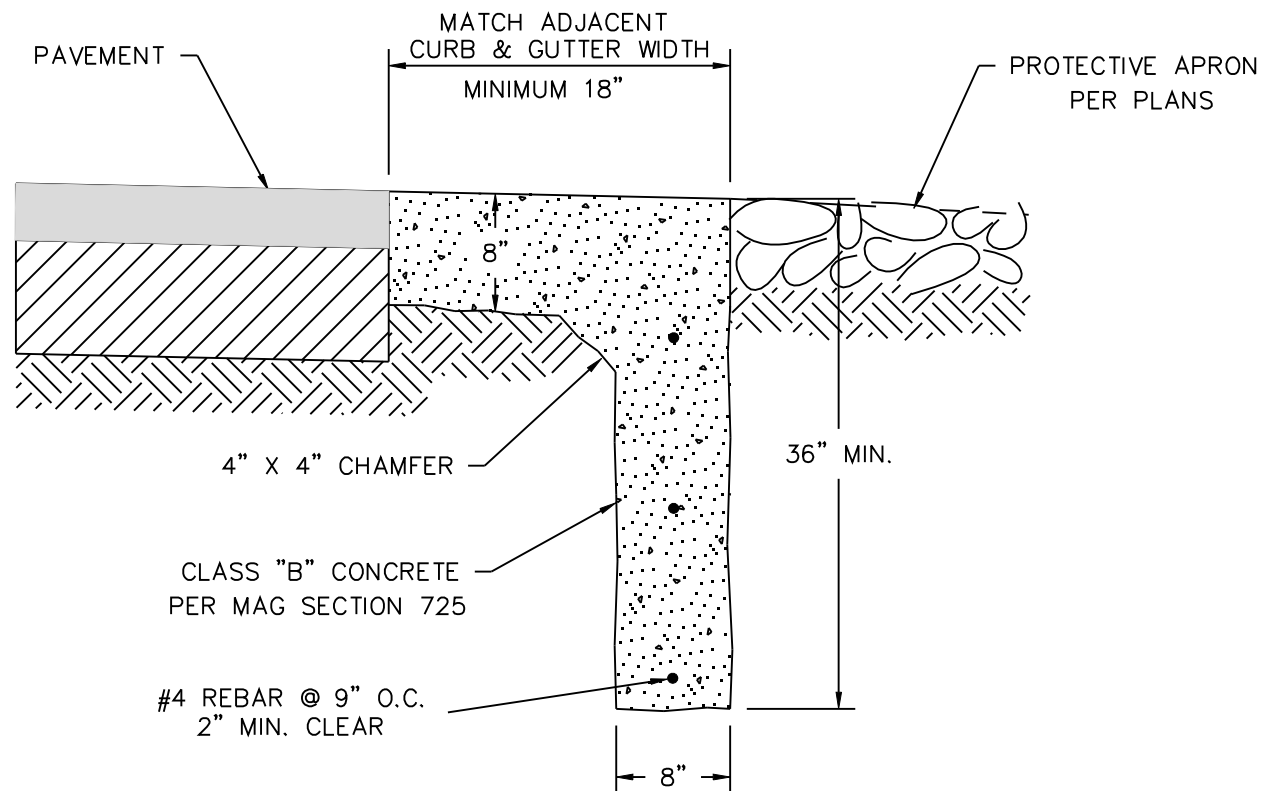
DETAIL NO.
2225

City of Scottsdale
Standard Details

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MEDIAN NOSE & REVERSE CURVE DETAILS

DETAIL NO.
2225



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

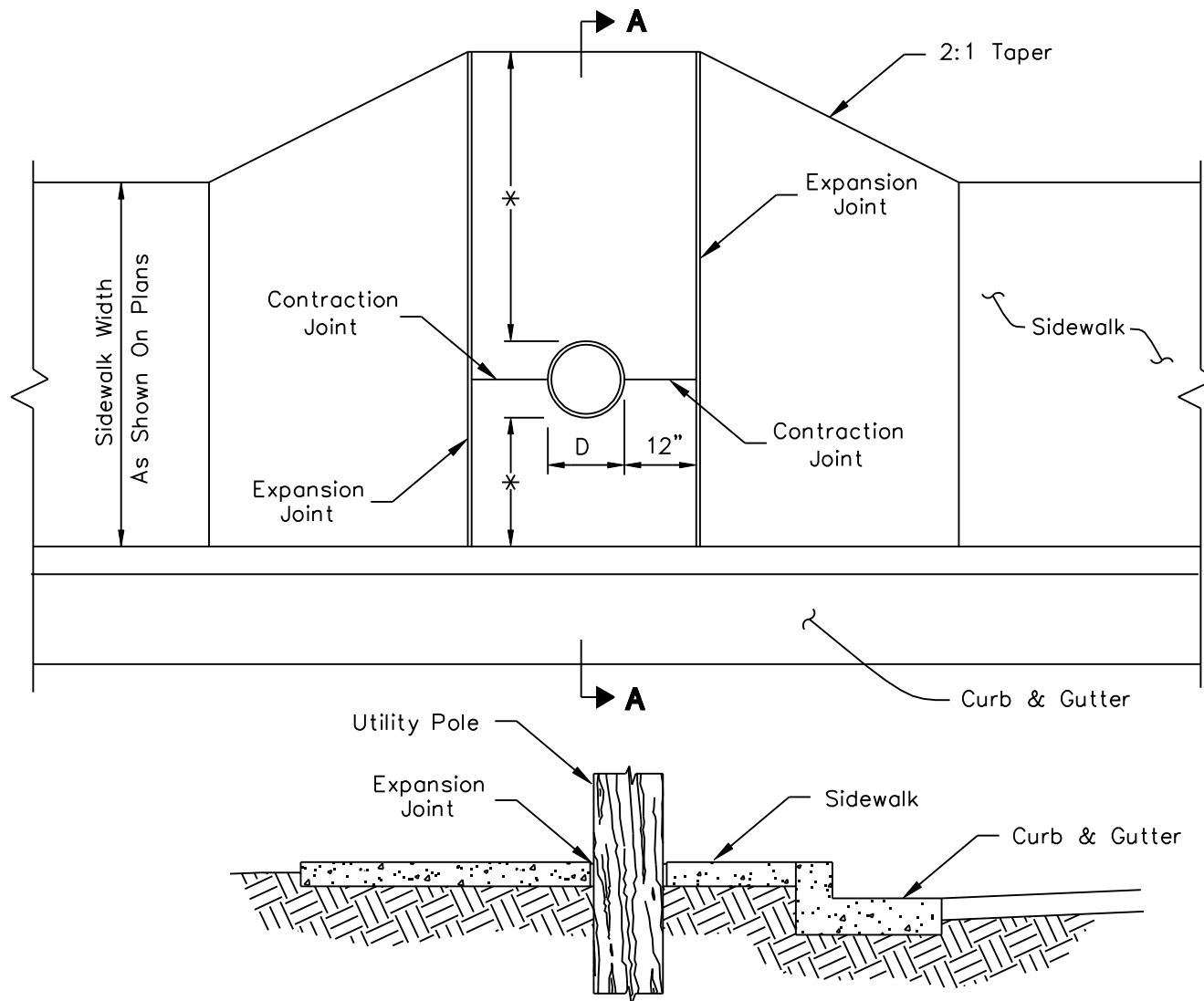
DETAIL NO.
2228

**City of Scottsdale
Standard Details**

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CUT-OFF WALL

DETAIL NO.
2228



NOTES

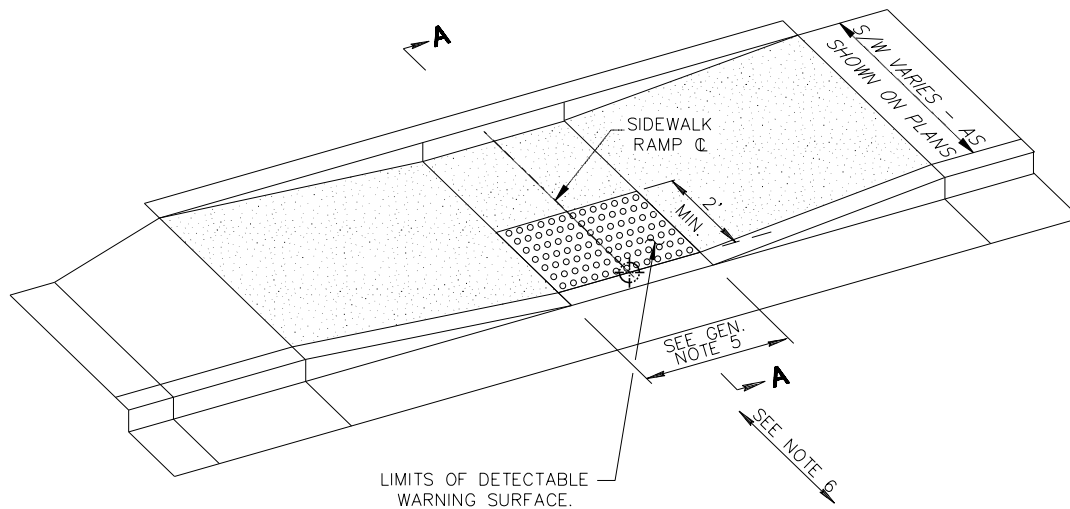
Install expansion joint around wood pole.

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"

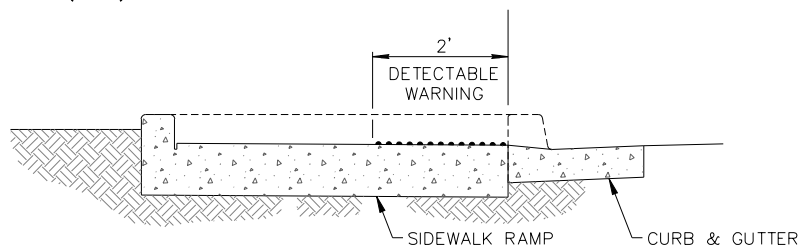
SECTION A-A



INSTALLATION EXAMPLE

NTS

⊕ RAMP CONTROL POINT
(TYP.) SEE PLANS



SECTION A-A

NTS

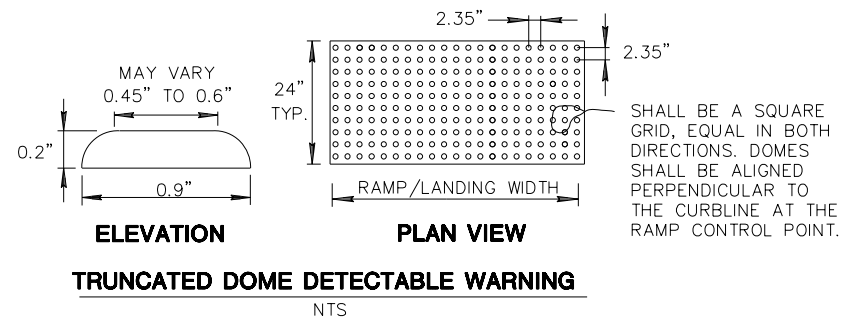
GENERAL NOTES

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/



TRUNCATED DOME DETECTABLE WARNING

NTS

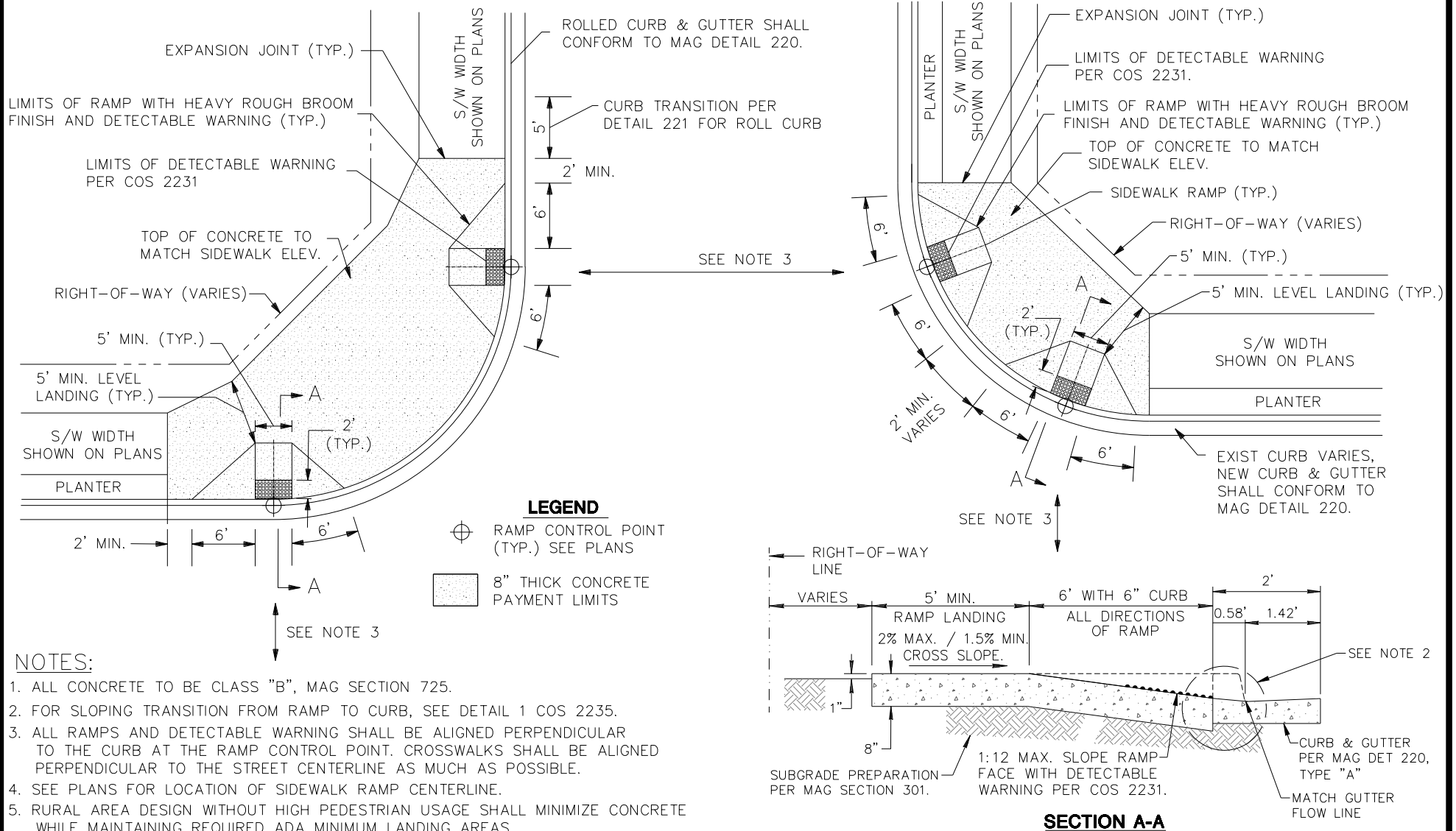
DETAIL NO.
2231

**City of Scottsdale
Standard Details**

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DETECTABLE WARNING SURFACE

DETAIL NO.
2231



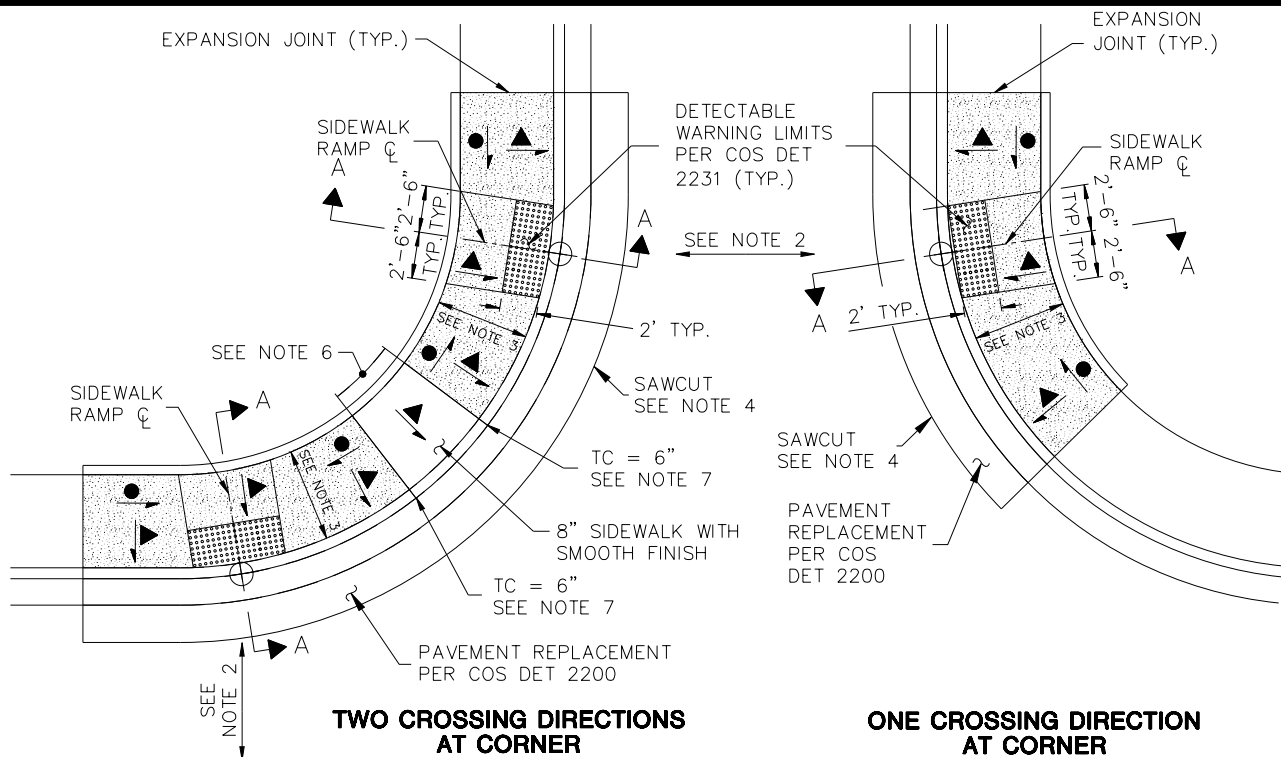
DETAIL NO.
2232

City of Scottsdale
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DIRECTIONAL SIDEWALK RAMPS

DETAIL NO.
2232

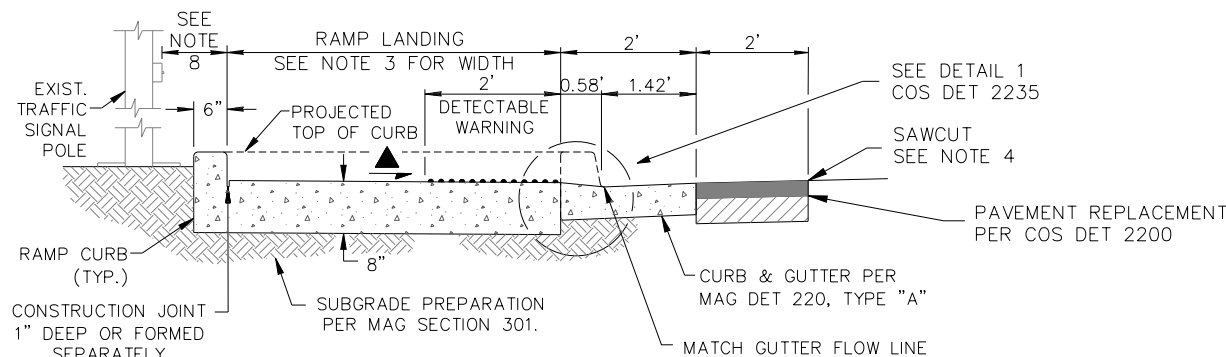


NOTES:

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



SECTION A-A

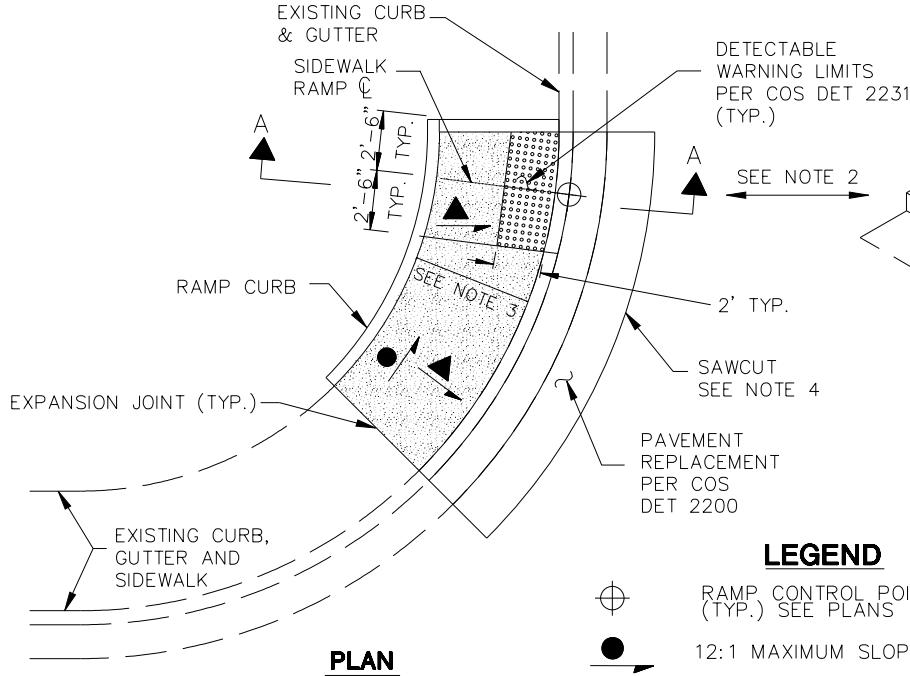
DETAIL NO.
2233-1

**City of Scottsdale
Standard Details**

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**Scottsdale Standards &
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DIRECTIONAL SIDEWALK RAMP RETROFIT - TYPE A

DETAIL NO.
2233-1



LEGEND



RAMP CONTROL POINT (TYP.) SEE PLANS



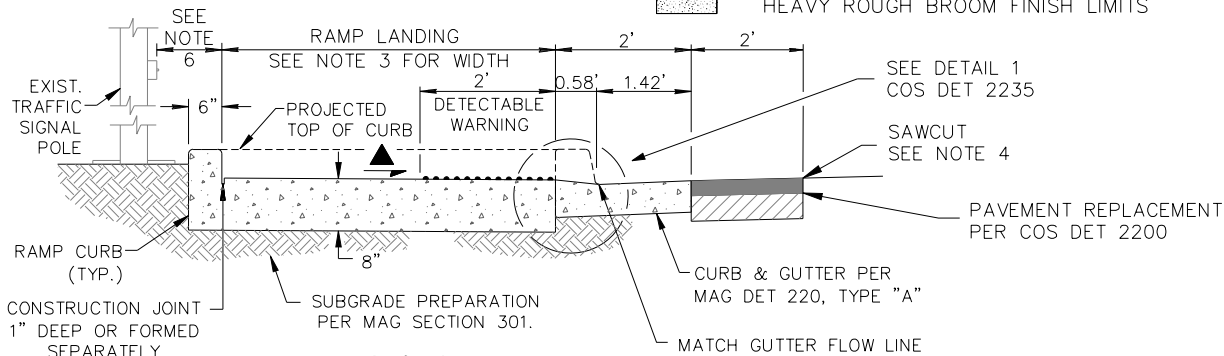
12:1 MAXIMUM SLOPE, 15:1 DESIRED SLOPE



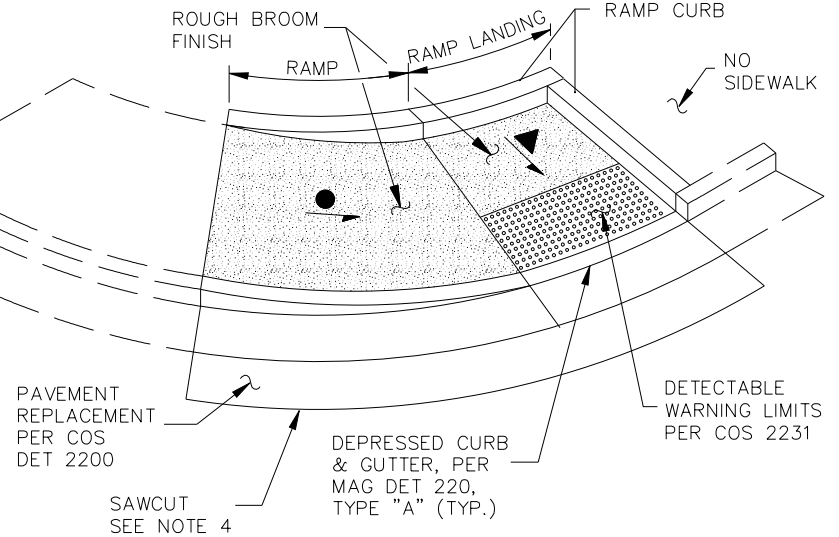
2% MAXIMUM SLOPE, 1.5% MINIMUM SLOPE



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.

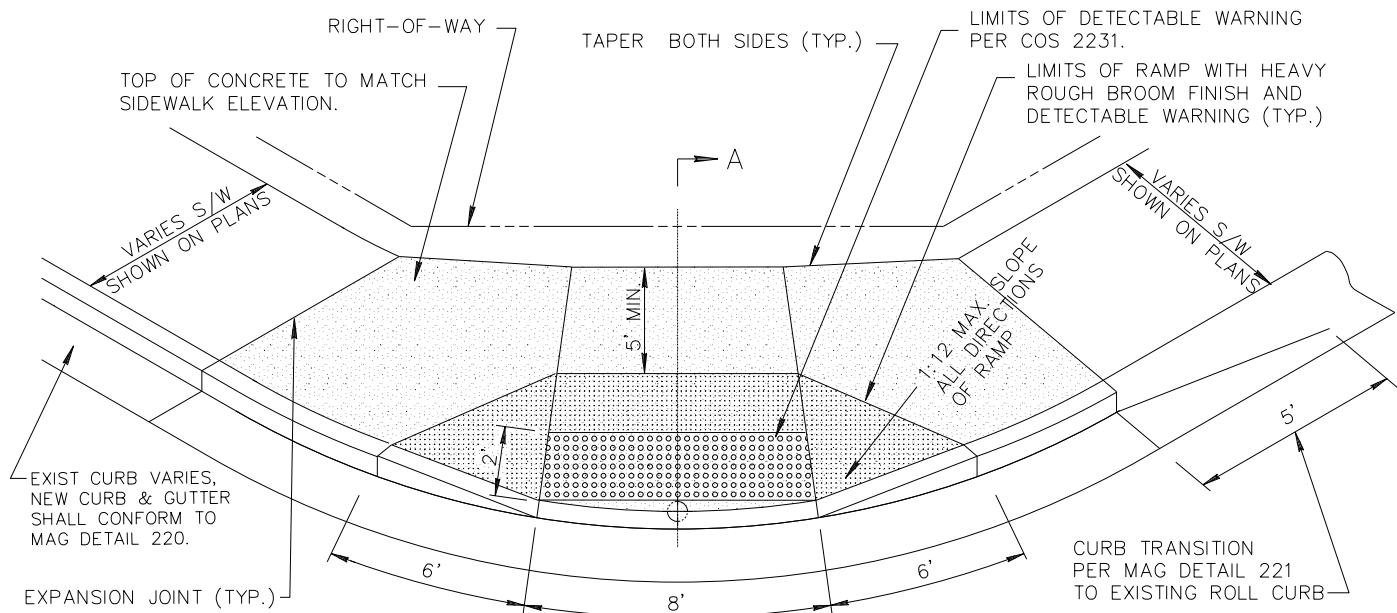
DETAIL NO.
2233-2

**City of Scottsdale
Standard Details**

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DIRECTIONAL SIDEWALK RAMP RETROFIT - TYPE B

DETAIL NO.
2233-2



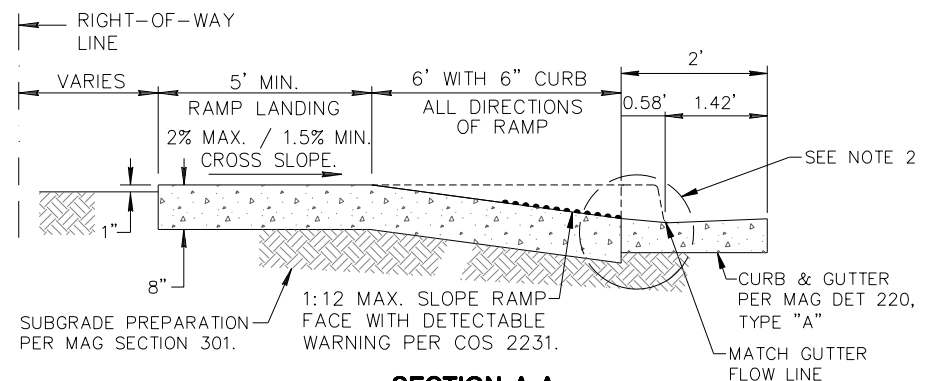
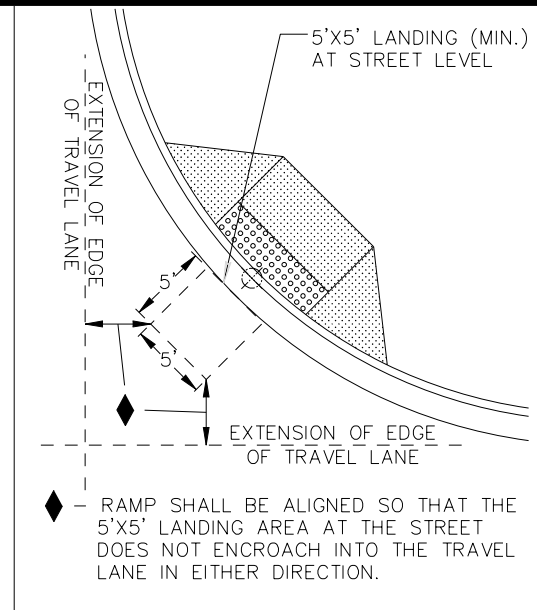
LEGEND

⊕ 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

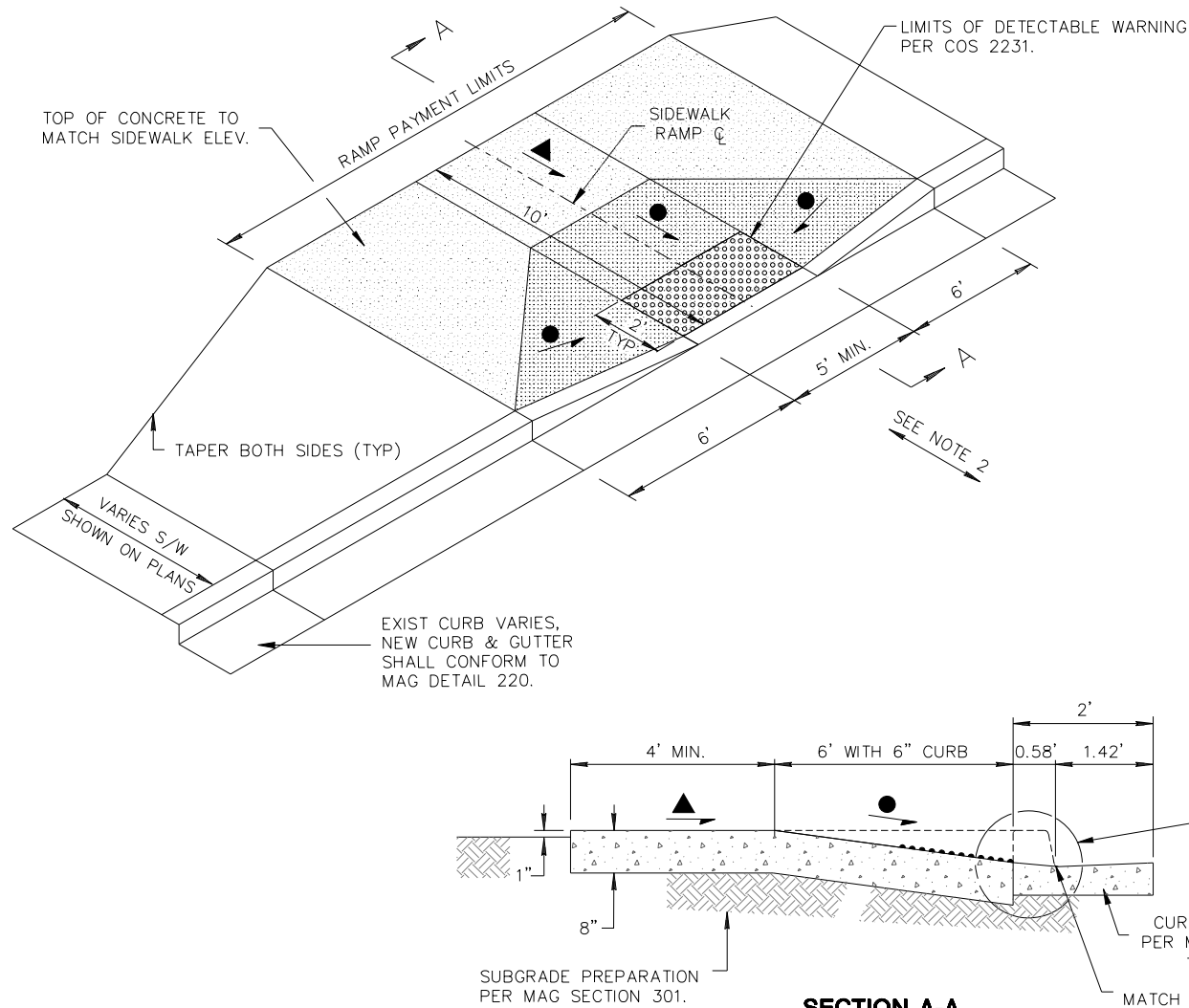
**City of Scottsdale
Standard Details**

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SHARED CURB SIDEWALK RAMP

DETAIL NO.
2234

REVISED 9/22/11

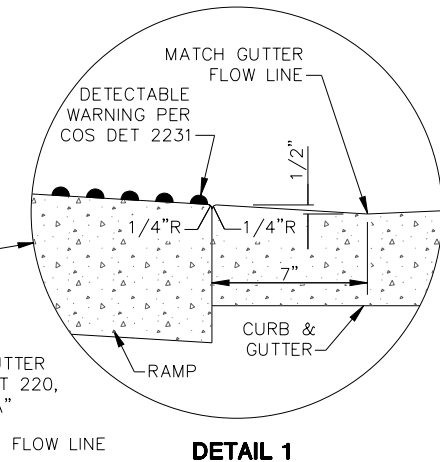


NOTES:

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

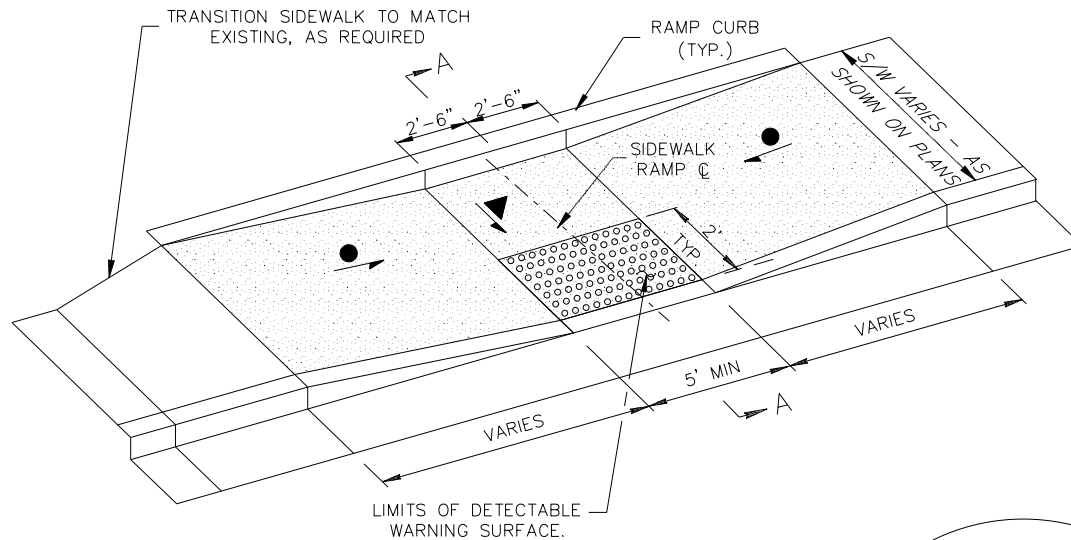
DETAIL NO.
2235-1

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MID-BLOCK SIDEWALK RAMP - TYPE A

DETAIL NO.
2235-1

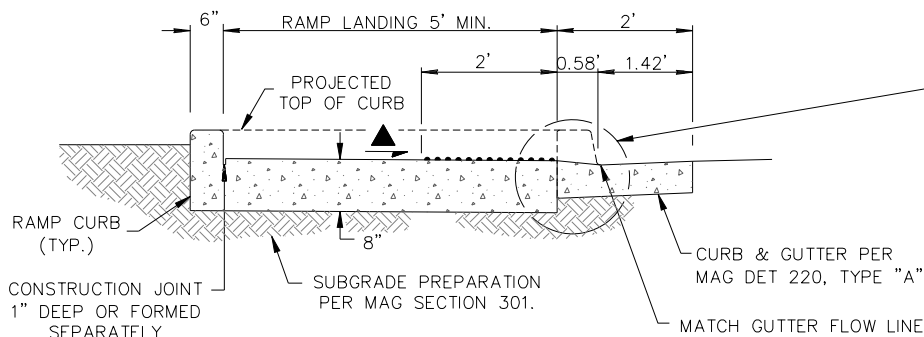


NOTES:

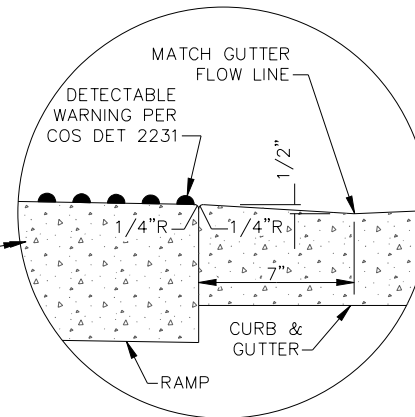
1. ALL CONCRETE TO BE CLASS "B", MAG SECTION 725.
2. ALL RAMP AND DETECTABLE WARNING SHALL BE ALIGNED PERPENDICULAR TO THE CURB. CROSSWALKS SHALL BE ALIGNED PERPENDICULAR TO THE STREET CENTERLINE AS MUCH AS POSSIBLE.
3. SEE PLANS FOR LOCATION OF SIDEWALK RAMP CENTERLINE.

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



SECTION A-A



DETAIL 1

DETAIL NO.
2235-2

**City of Scottsdale
Standard Details**

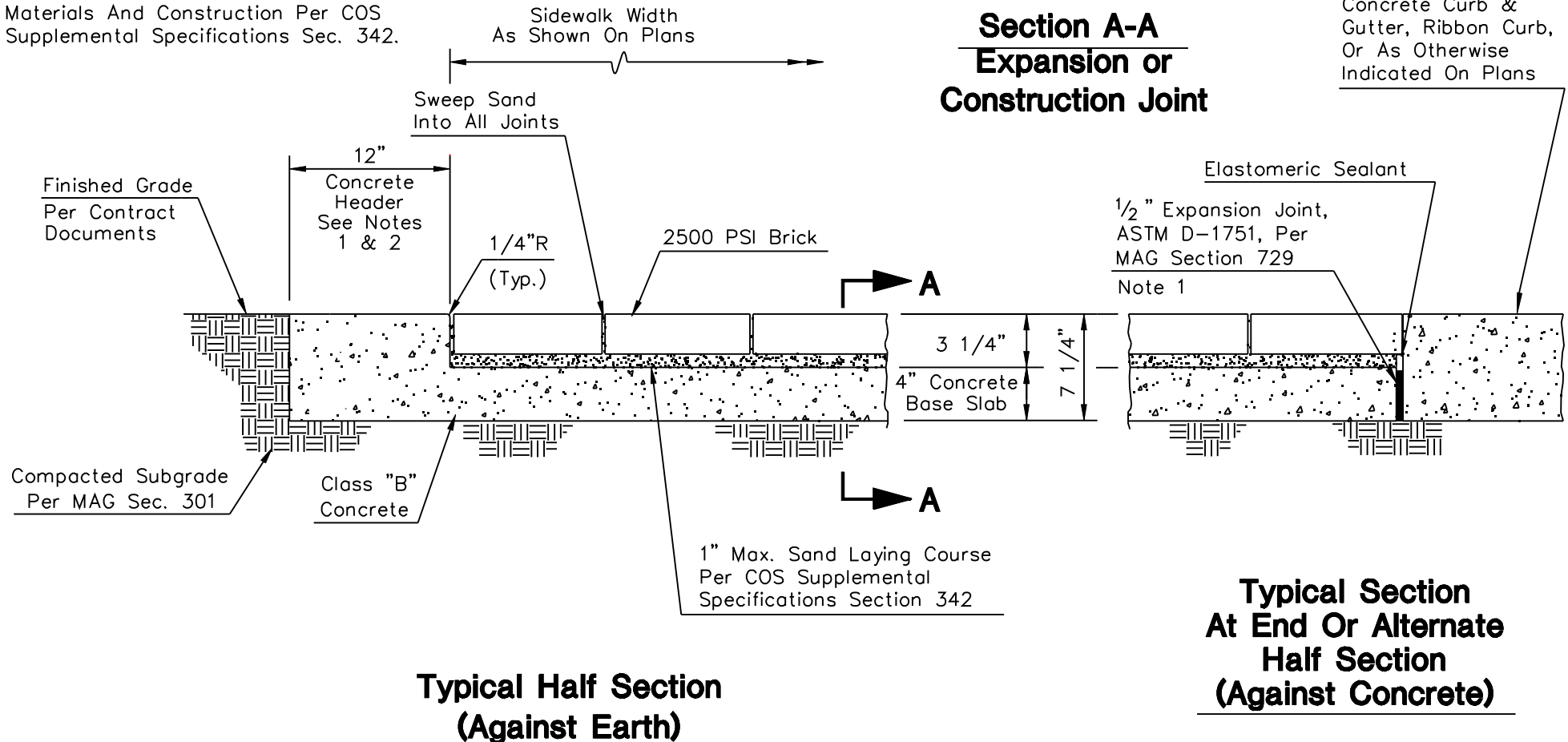
APPROVED BY:
**Scottsdale Standards &
Specifications Committee**

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**

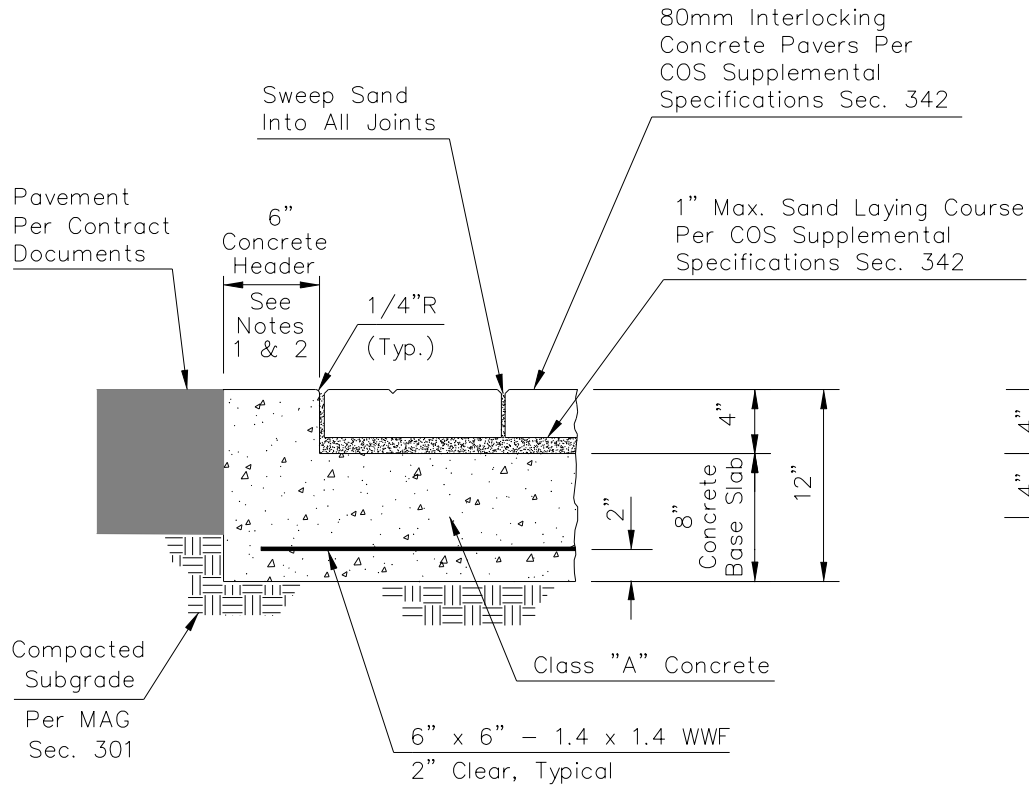
APPROVED BY:

**Scottsdale Standards &
Specifications Committee**

SIDEWALK PAVERS (NON-TRAFFIC BEARING)

DETAIL NO.

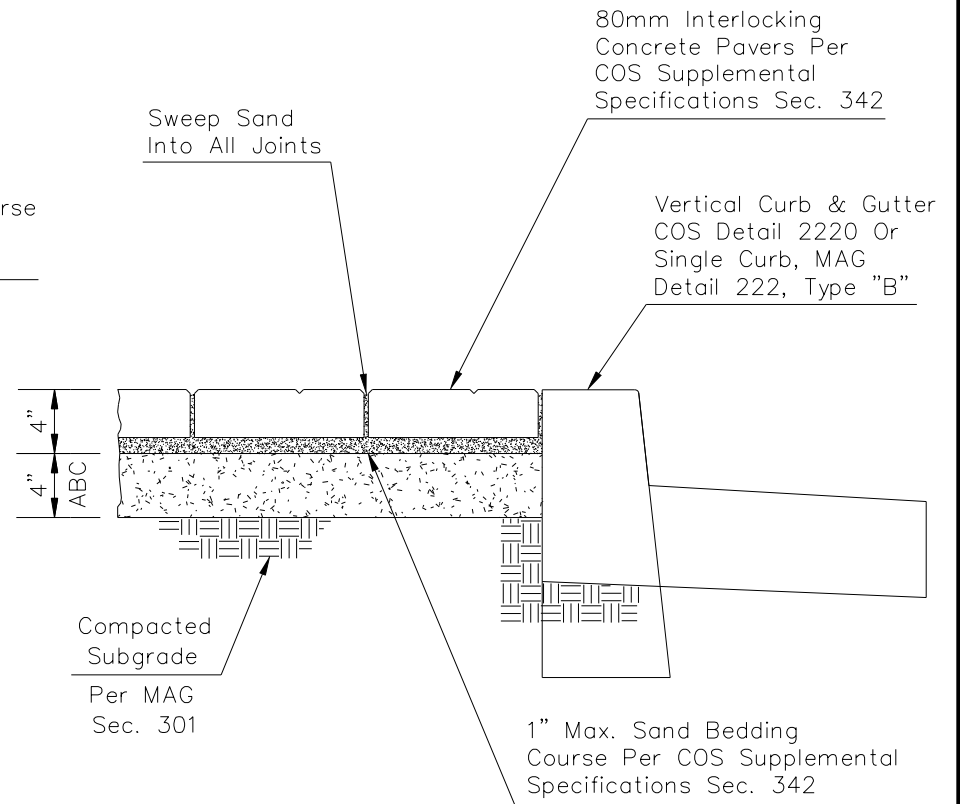
2237



Type "B"
Flush Median

NOTES:

1. 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.
4. Maximum allowable joint gap is 1/2".



Type "A"
Raised Median

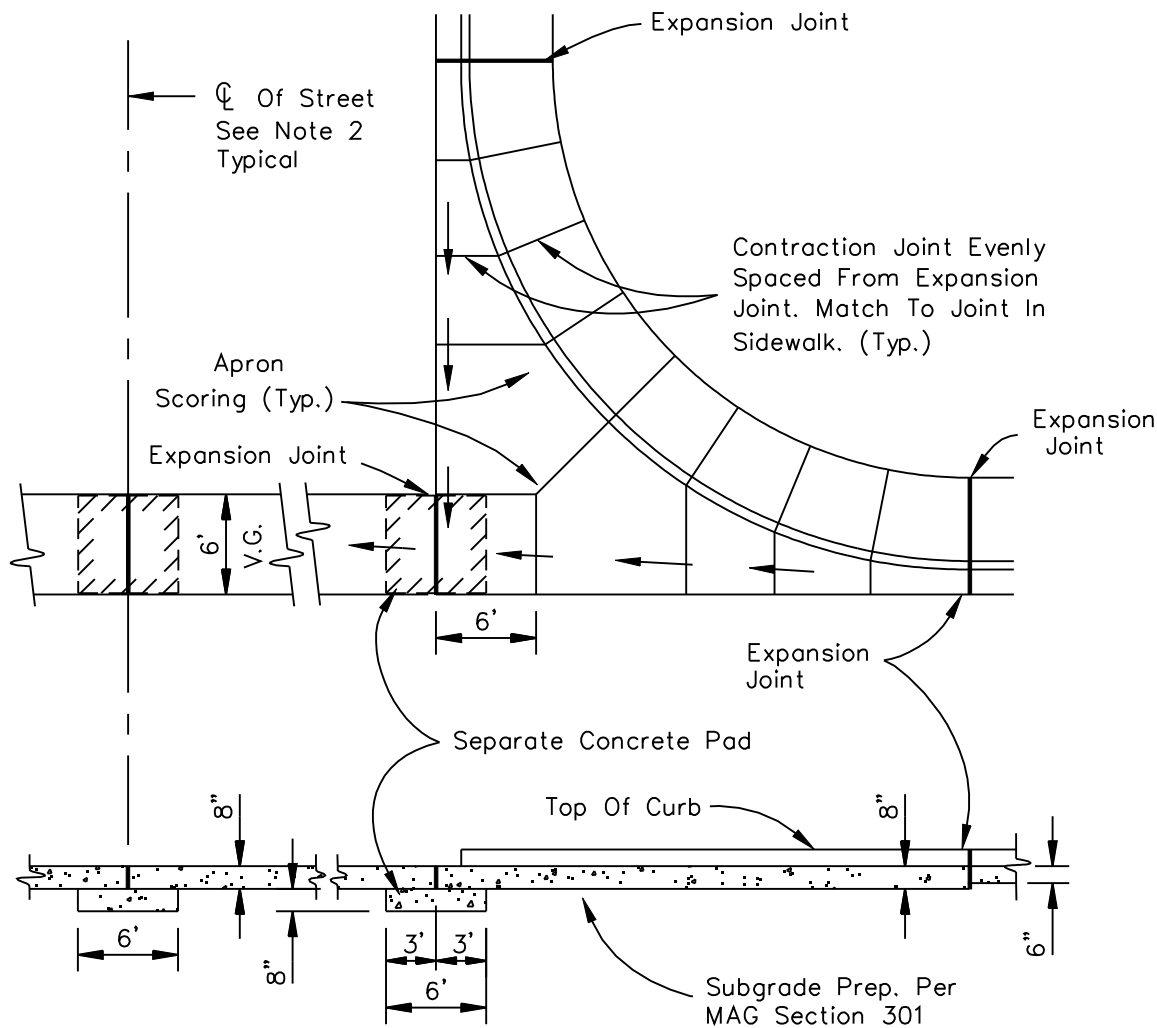
DETAIL NO.
2239

City of Scottsdale
Standard Details

APPROVED BY:
Scottsdale Standards & Specifications Committee

MEDIAN CONCRETE PAVERS

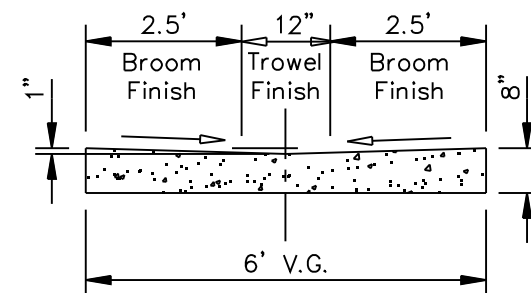
DETAIL NO.
2239



SECTION THRU APRON FLOW-LINE

NOTES

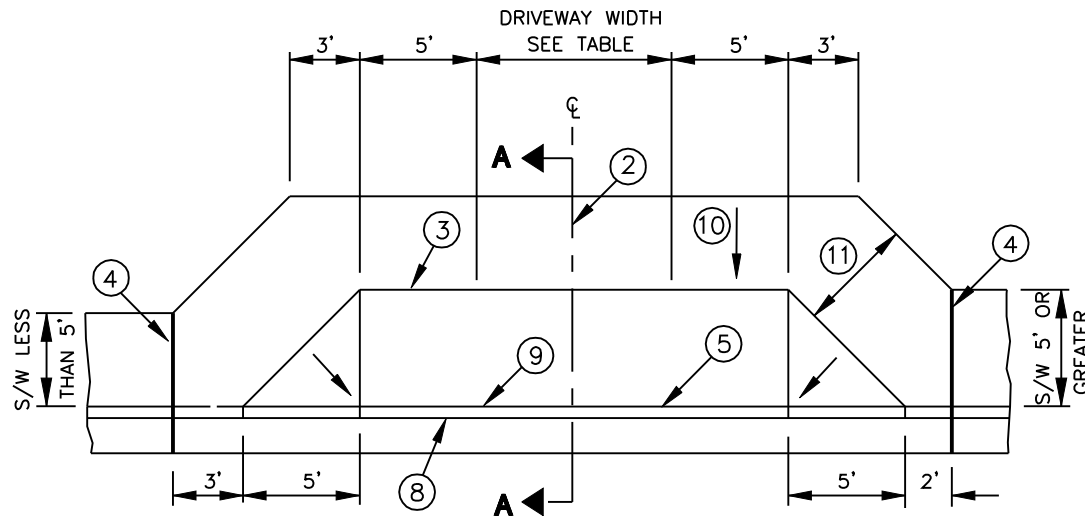
1. All Concrete To Be Class "A", MAG Section 725.
2. Use A Construction Joint Or Contraction Joint At The CL Of Street. A Separate Concrete Pad Is Required With A Construction Joint.
3. $\frac{1}{2}$ " Expansion Joint, ASTM D-1751 Per MAG Section 729.
4. Return Curb and Sidewalk to be Monolithically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



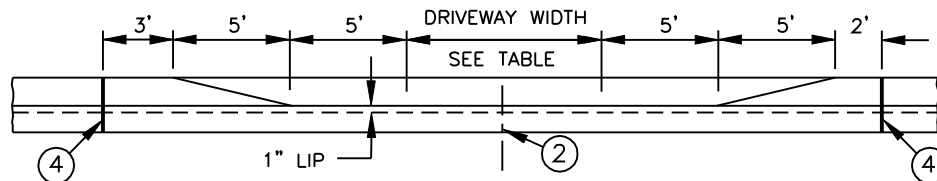
SECTION THRU VALLEY GUTTER

DETAIL NO.
2240**City of Scottsdale
Standard Details**APPROVED BY:
**Scottsdale Standards &
Specifications Committee****6' VALLEY GUTTER & APRON**DETAIL NO.
2240

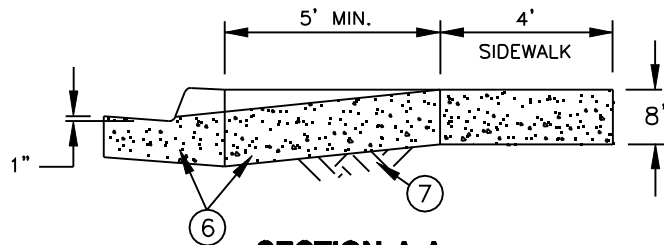
REVISED 5/10/05



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			

DETAIL NO.
2250

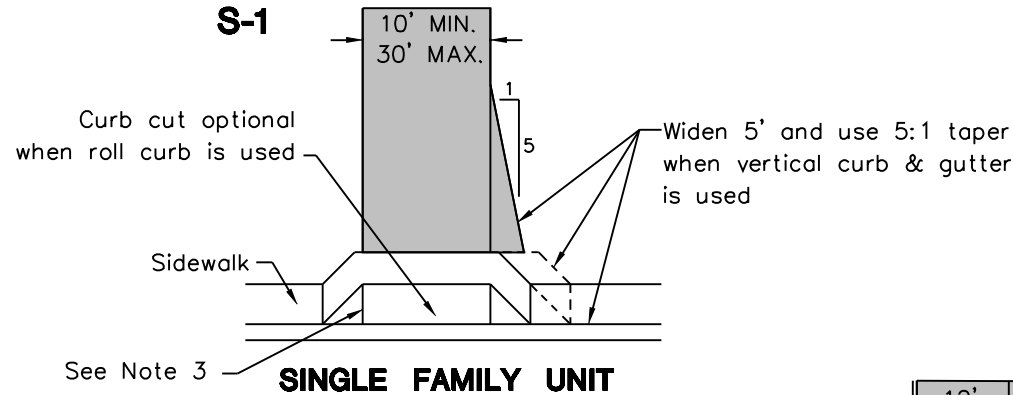
City of Scottsdale
Standard Details

APPROVED BY:
Scottsdale Standards & Specifications Committee

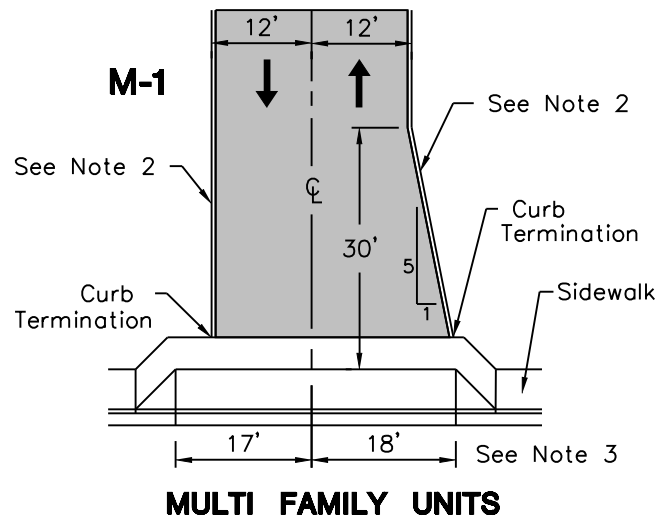
DRIVEWAY ENTRANCES

DETAIL NO.
2250

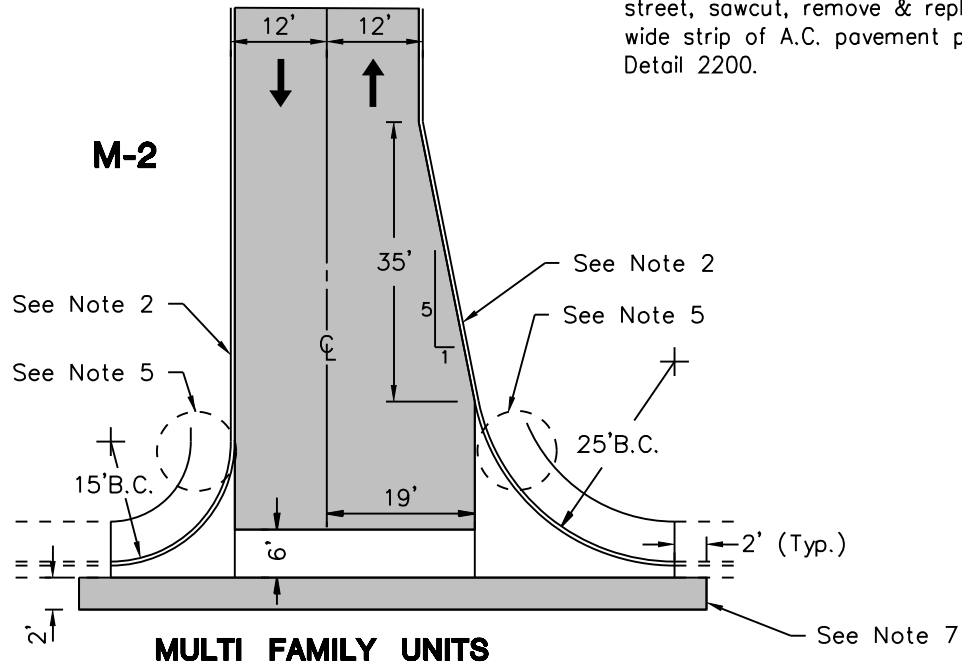
S-1



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

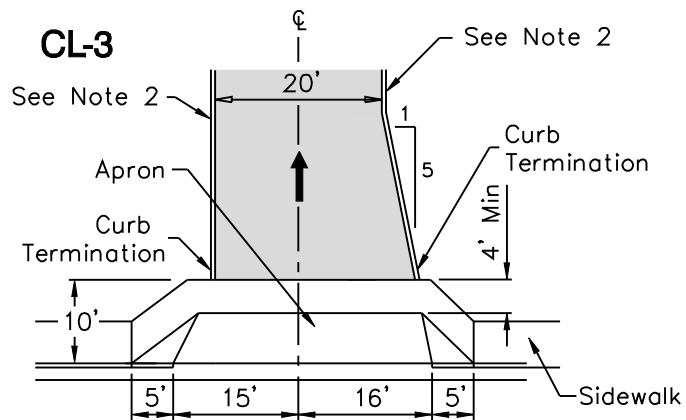
**City of Scottsdale
Standard Details**

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

RESIDENTIAL DRIVEWAYS

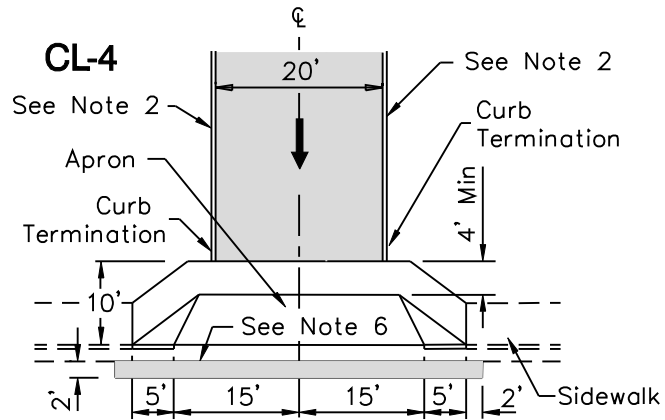
DETAIL NO.
2255

CL-3



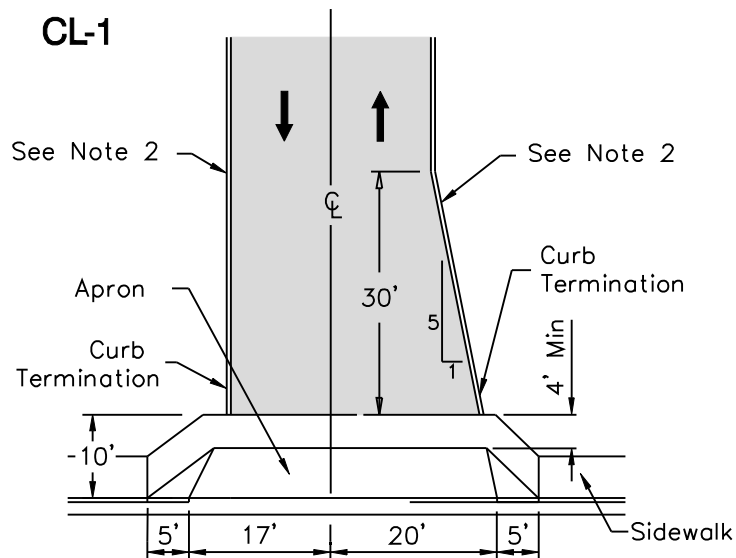
ONE WAY INGRESS

CL-4



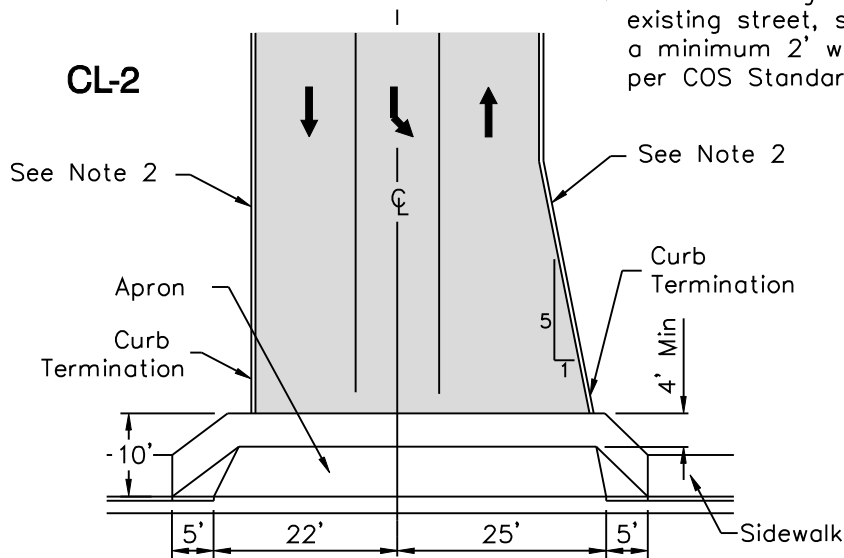
ONE WAY EGRESS

CL-1



TWO WAY

CL-2



**TWO WAY WITH
TWO EGRESS LANES**

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.

DETAIL NO.

2256

**City of Scottsdale
Standard Details**

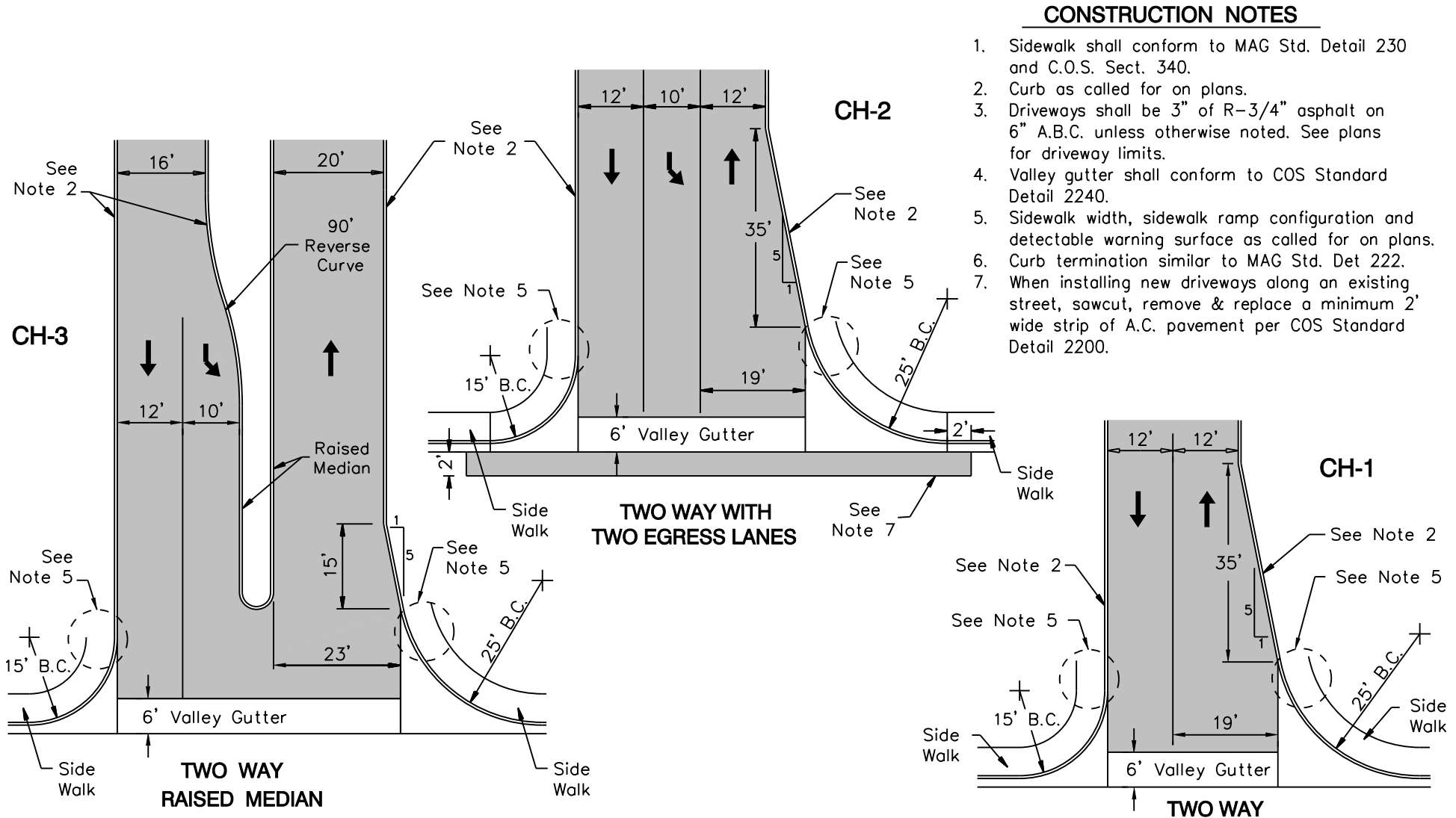
APPROVED BY:

**Scottsdale Standards &
Specifications Committee**

COMMERCIAL/INDUSTRIAL DRIVEWAYS-TYPE CL

DETAIL NO.

2256



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.

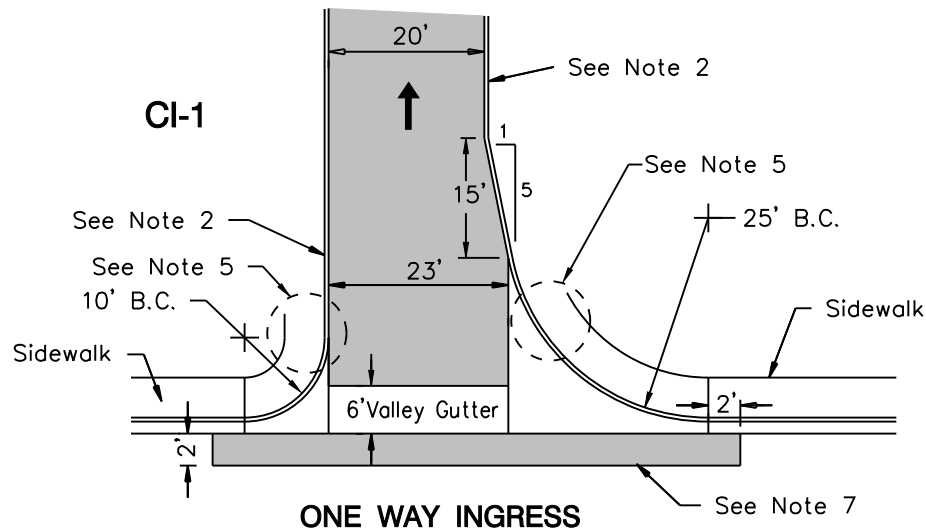
DETAIL NO.
2257

**City of Scottsdale
Standard Details**

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

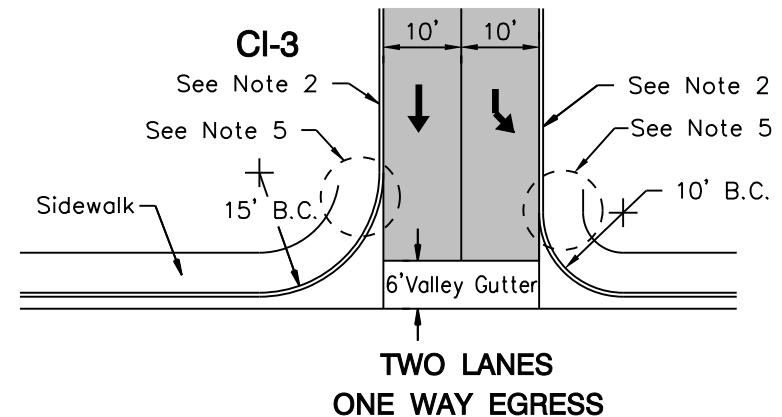
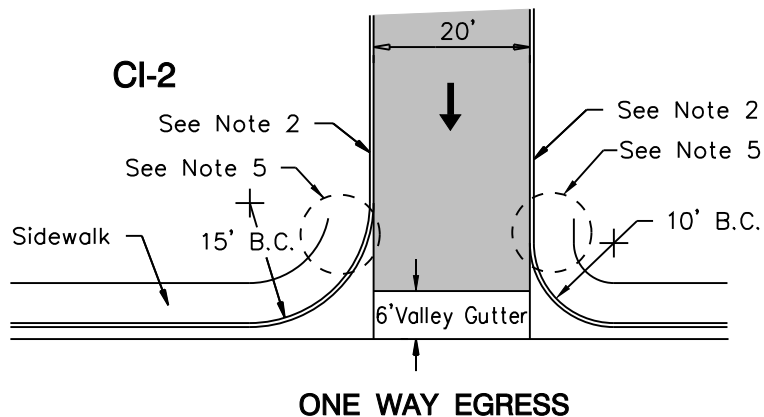
COMMERCIAL/INDUSTRIAL DRIVEWAYS-TYPE CH

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.



DETAIL NO.
2258

**City of Scottsdale
Standard Details**

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

COMMERCIAL/INDUSTRIAL DRIVEWAYS-TYPE CI

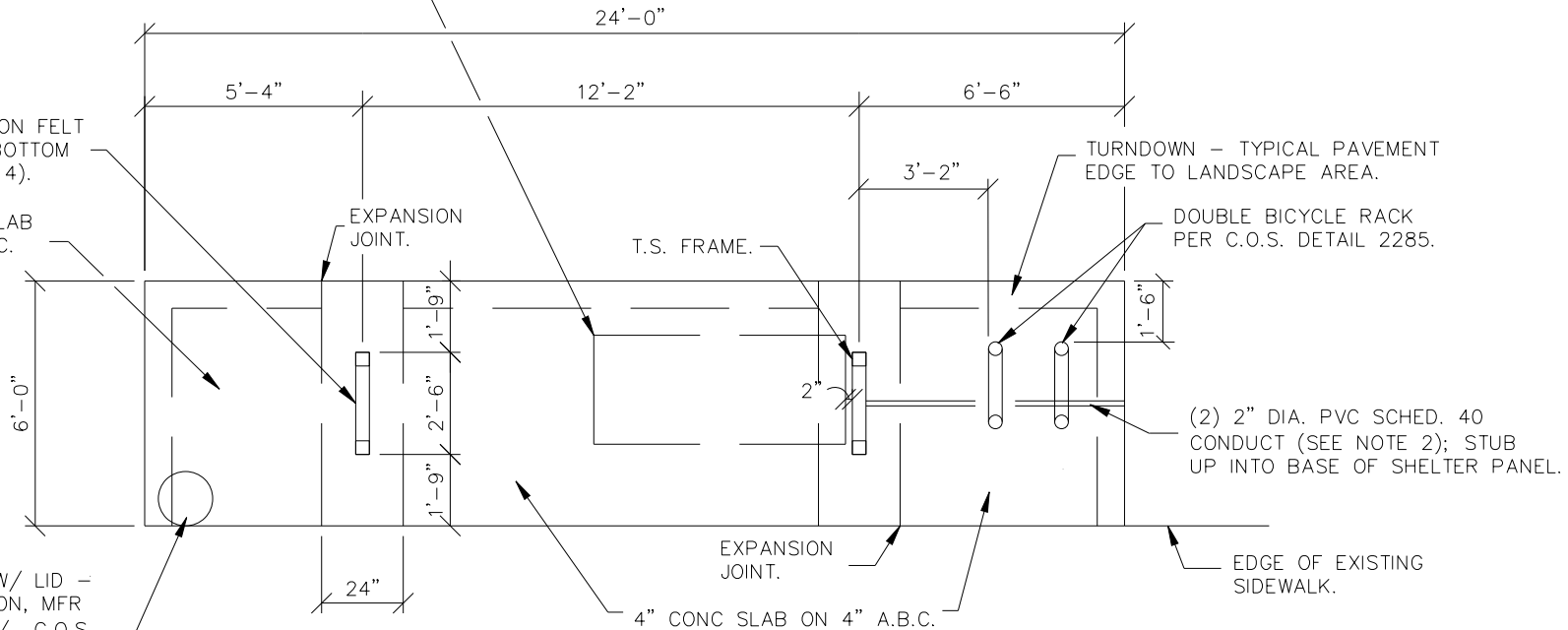
DETAIL NO.
2258

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.

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.



BUS SHELTER FOUNDATION PLAN

N.T.S.

NOTES:

1. SEE SPECIAL REQUIREMENTS (SEE SHEET 2265-6)
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**

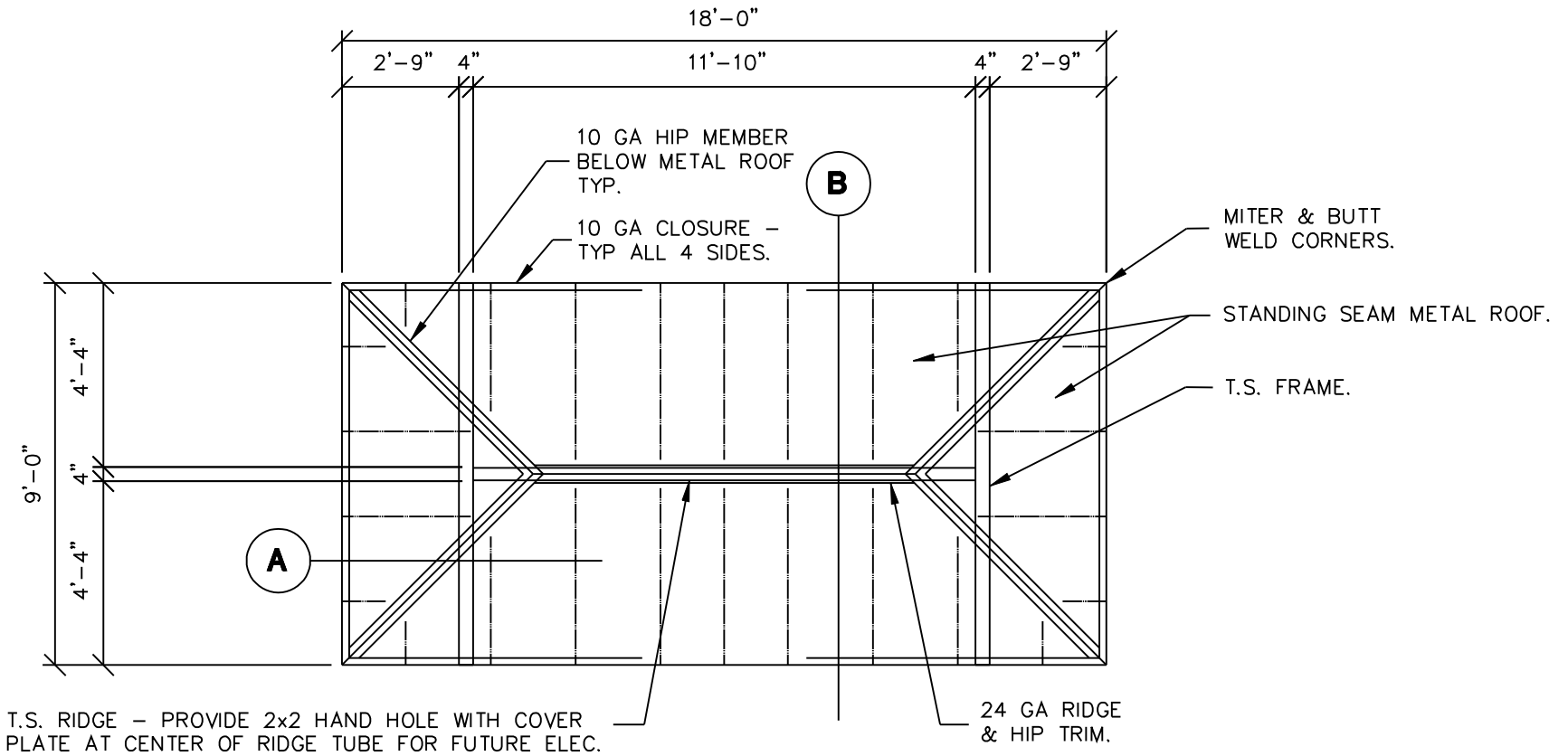
APPROVED BY:

**Scottsdale Standards &
Specifications Committee**

BUS SHELTER

DETAIL NO.

2265-1



BUS SHELTER FRAMING PLAN

N.T.S.

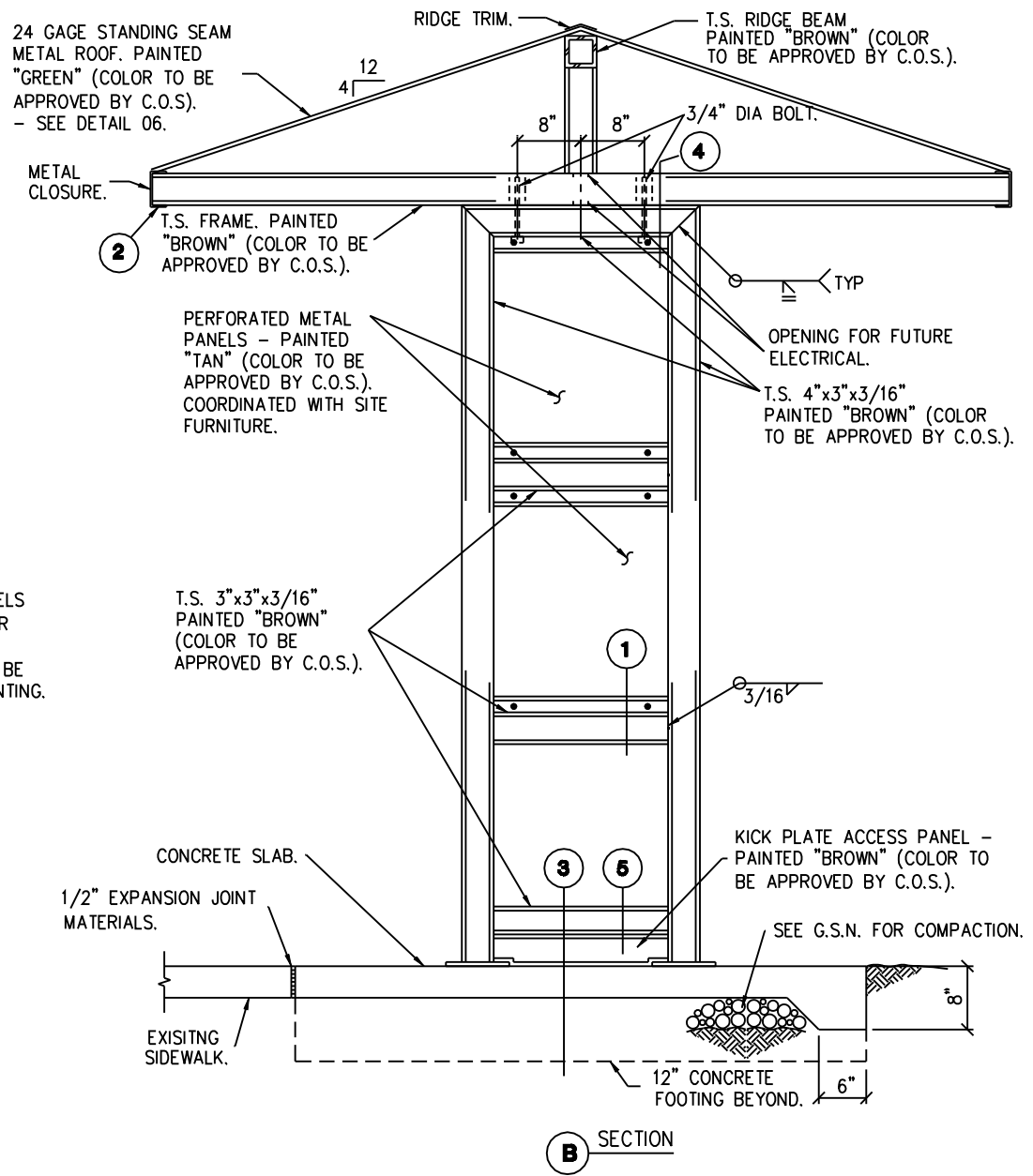
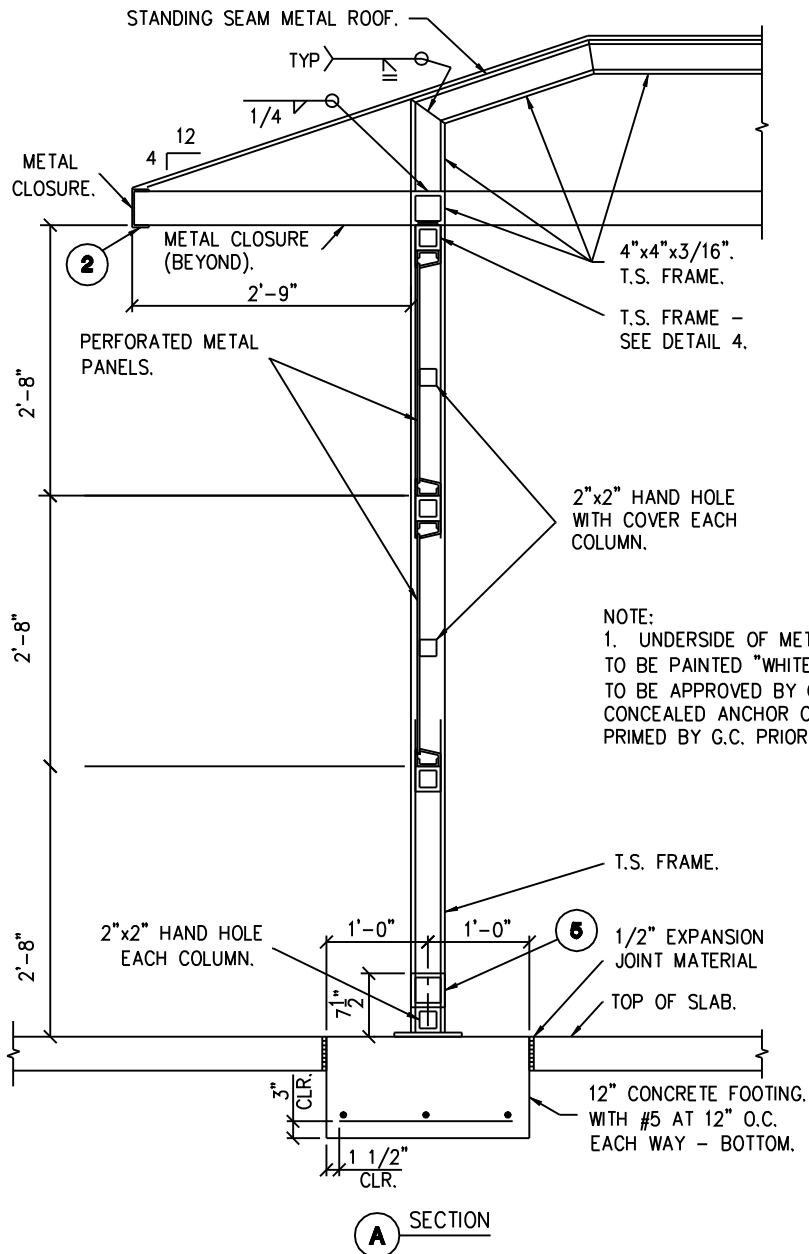
DETAIL NO.
2265-2

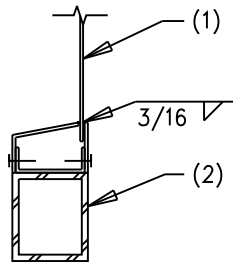
City of Scottsdale
Standard Details

APPROVED BY:
Scottsdale Standards & Specifications Committee

BUS SHELTER

DETAIL NO.
2265-2





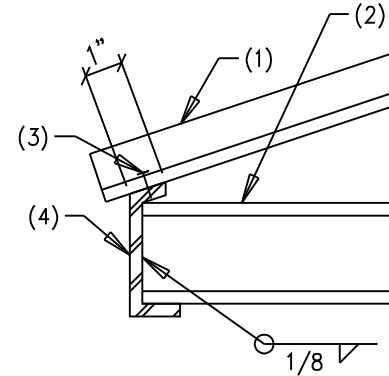
NOTES:

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

01

PANEL TO FRAME CONNECTION

03-520 NO SCALE



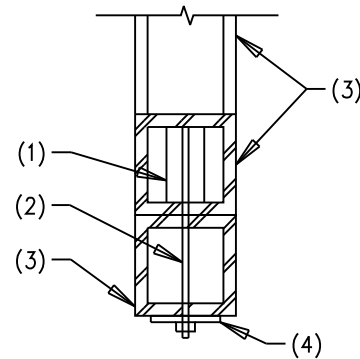
NOTES:

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



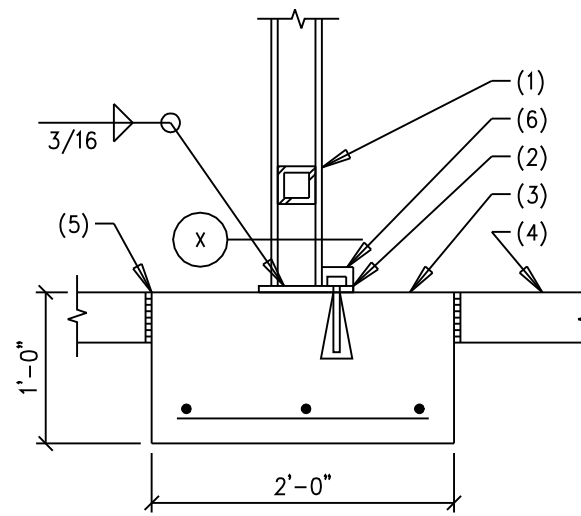
NOTES:

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



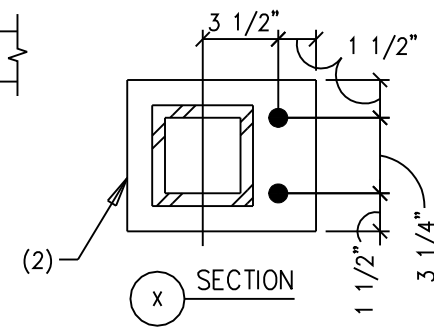
NOTES:

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



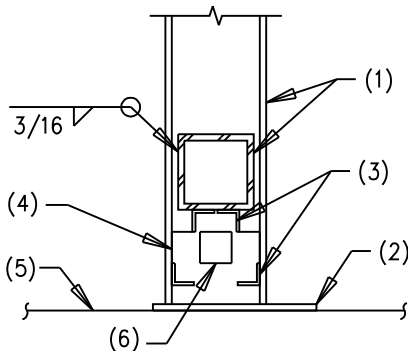
DETAIL NO.
2265-4

**City of Scottsdale
Standard Details**

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

BUS SHELTER

DETAIL NO.
2265-4



NOTES:

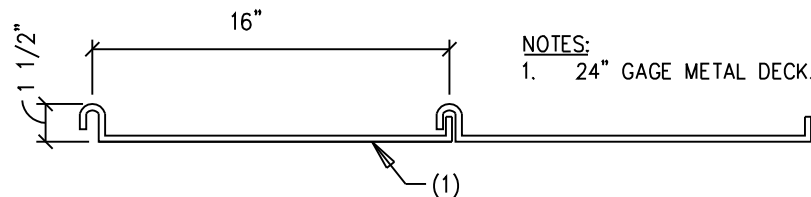
1. STEEL TUBE.
2. BASE PLATE - SEE DETAIL 03.
3. 1"x1" ANGLE.
4. 16 GAGE PANEL.
5. TOP OF SLAB.
6. 2"x2" HAND HOLE AT TUBE FRAME BEYOND - SEE SECTION A FOR LOCATIONS.

05

KICK PLATE ACCESS PANEL

03-520

NO SCALE



NOTES:

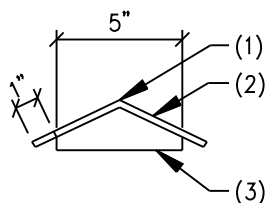
1. 24" GAGE METAL DECK.

06

STANDING SEAM METAL DECK

03-520

NO SCALE



NOTES:

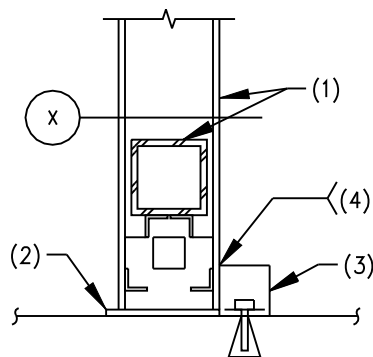
1. $S_y = .058$
 $I_x = .0219$
 $F_y = 50$ KSI.
2. 10 GAGE HIP MEMBER BELOW METAL ROOF - TYP.
3. 22 GAGE METAL SNAP COVER PLATE - CREASE MIDDLE; TRIM EDGES TO FIT END CONDITIONS.

07

METAL COVER PLATE

03-520

NO SCALE



NOTES:

1. STEEL TUBE.
2. BASE PLATE.
3. 16 GAGE METAL COVER.
4. TACK WELD.

NOTE:

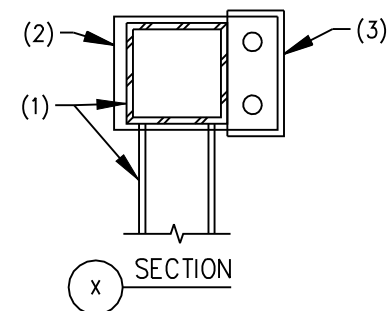
FOR INFORMATION SHOWN BUT NOT NOTED SEE DET 05.

08

BOLT COVER

03-520

NO SCALE



DETAIL NO.
2265-5

City of Scottsdale
Standard Details

APPROVED BY:
Scottsdale Standards & Specifications Committee

BUS SHELTER

DETAIL NO.
2265-5

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_y = 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_y=46 KSI). ALL MISCELLANEOUS STEEL UNLESS NOTED OTHERWISE SHALL BE ASTM A36 (F_y = 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**

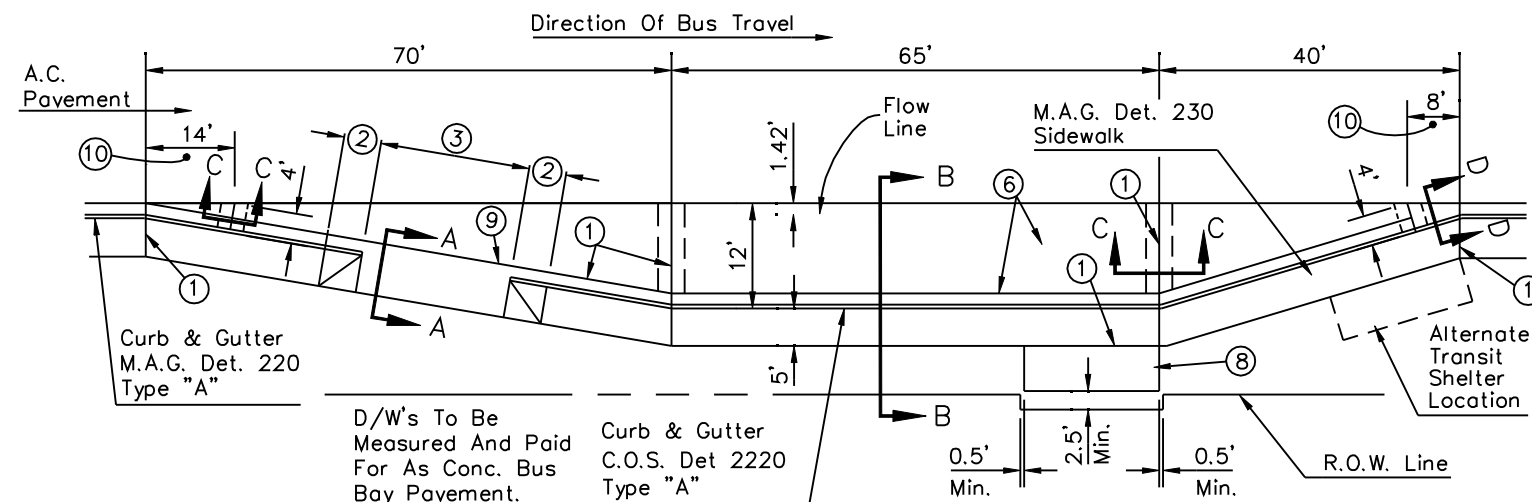
APPROVED BY:

**Scottsdale Standards &
Specifications Committee**

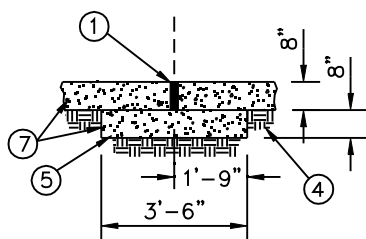
BUS SHELTER

DETAIL NO.

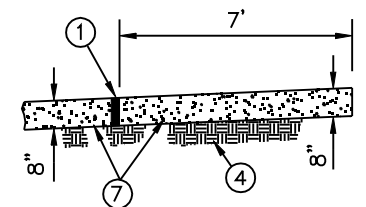
2265-7



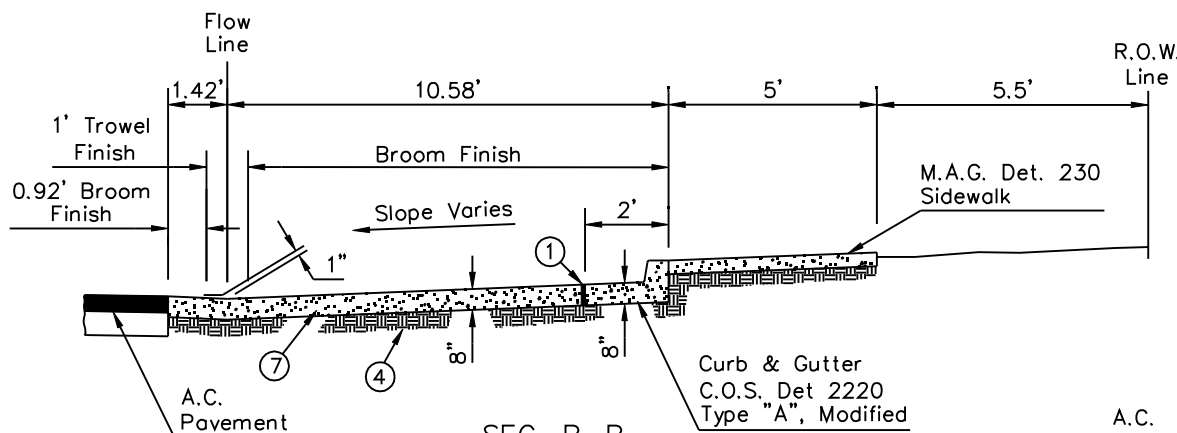
PLAN VIEW



SEC. C-C

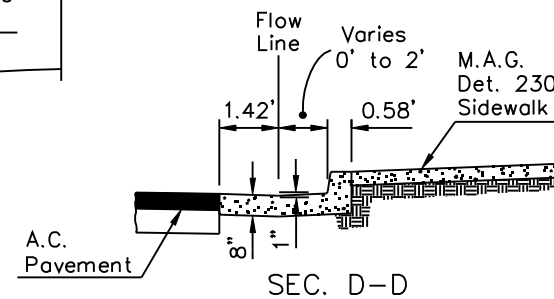


SEC. A-A



SEC. B-B

- ① 1/2" BITUMINOUS PREFORMED EXPANSION JOINT FILLER, A.S.T.M. D-1751 PER MAG SEC. 729, INSTALL PER COS SEC. 340.3.
- 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.
- 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.



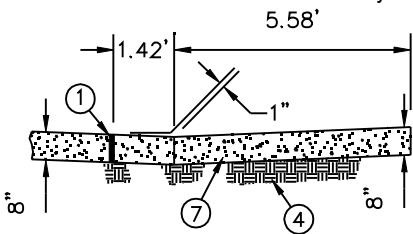
SEC. D-D

DETAIL NO. **2266-1** **City of Scottsdale**
Standard Details

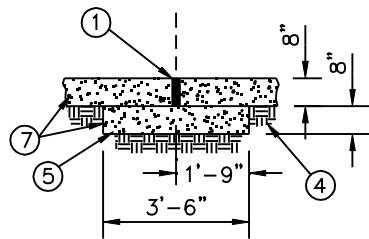
APPROVED BY:
Scottsdale Standards & Specifications Committee

CLOSED END BUS BAY - TYPE 'A'

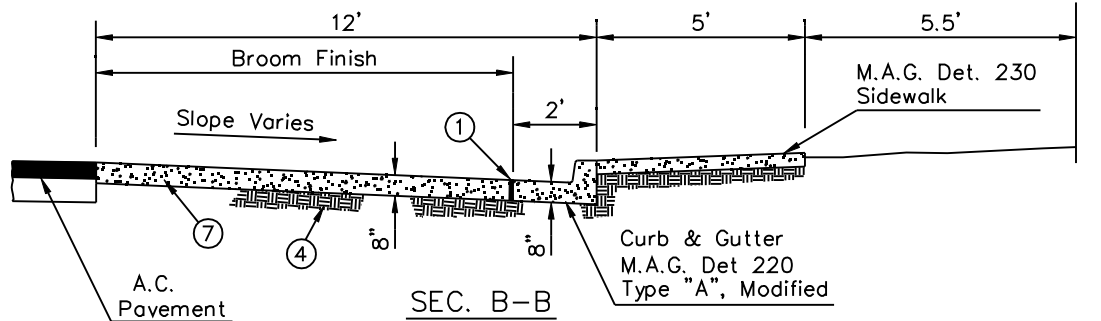
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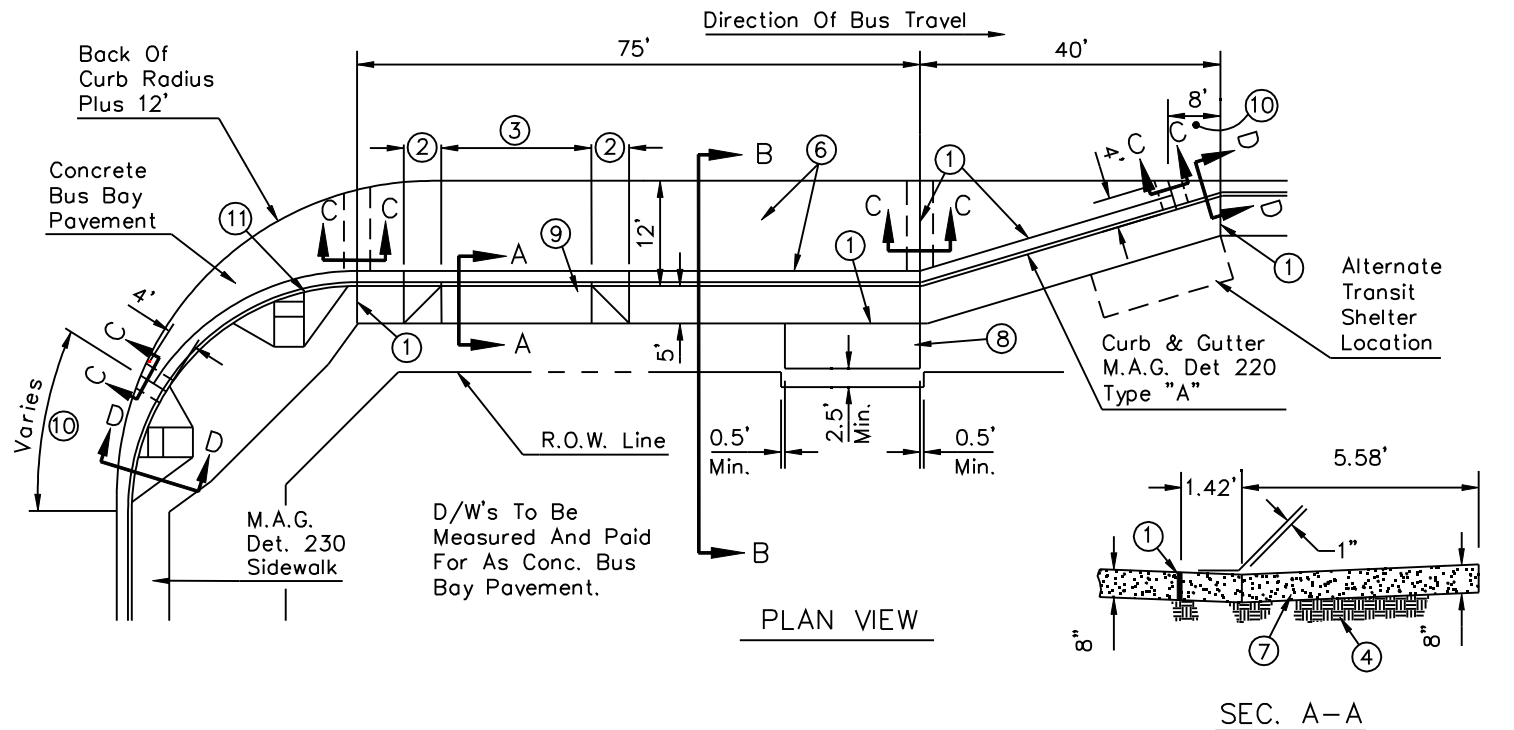
SEC. A-A



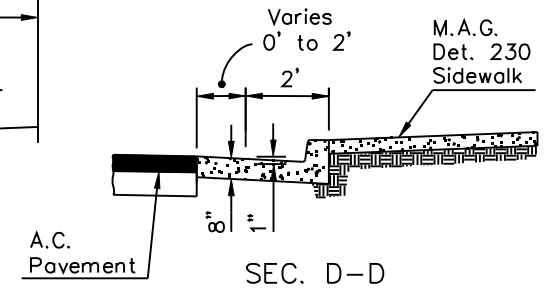
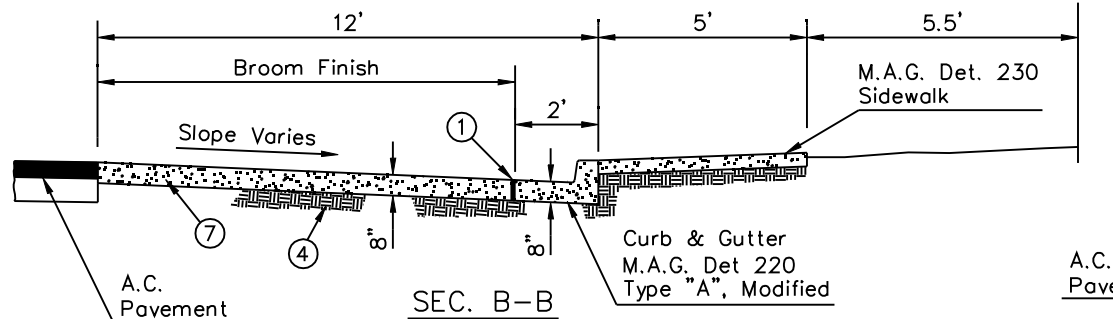
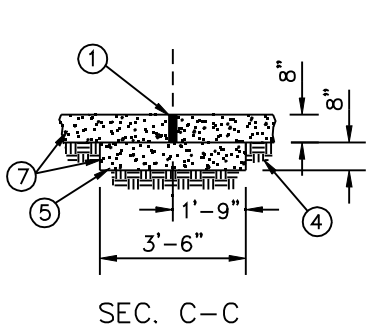
SEC. C-C



- 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.



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- 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.
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- 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



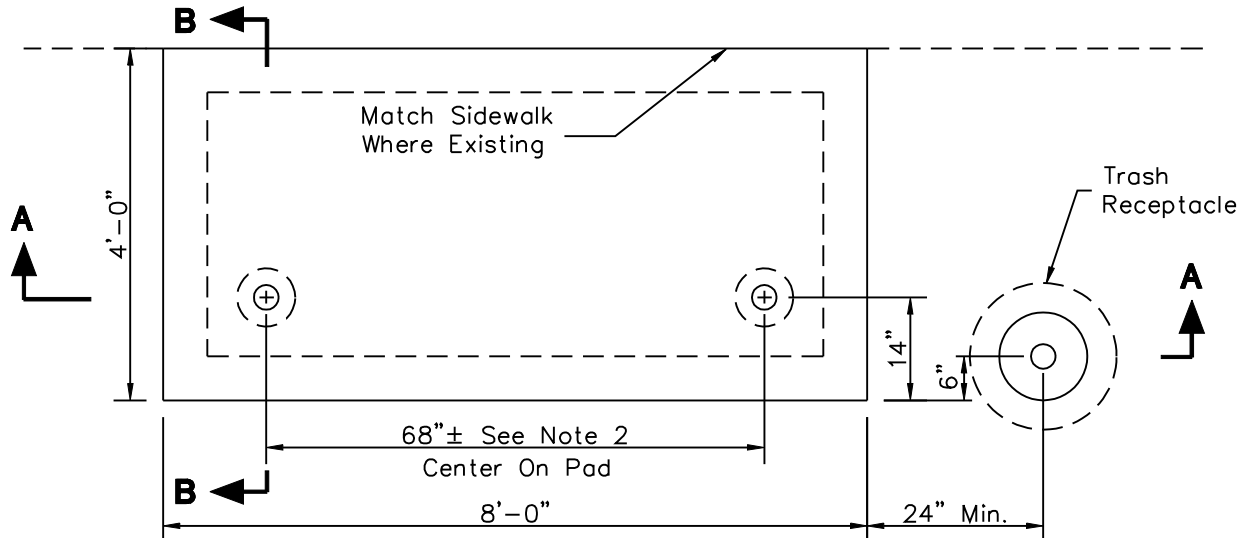
DETAIL NO.
2267

City of Scottsdale Standard Details

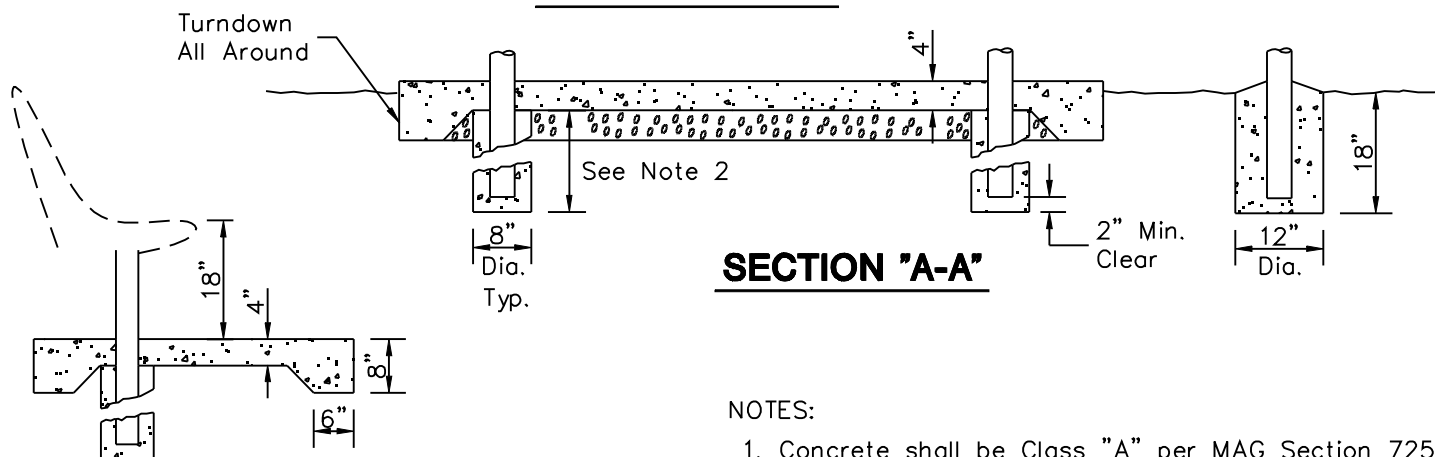
APPROVED BY:
Scottsdale Standards & Specifications Committee

FAR - SIDE BUS BAY

DETAIL NO.
2267



BASE SLAB PLAN

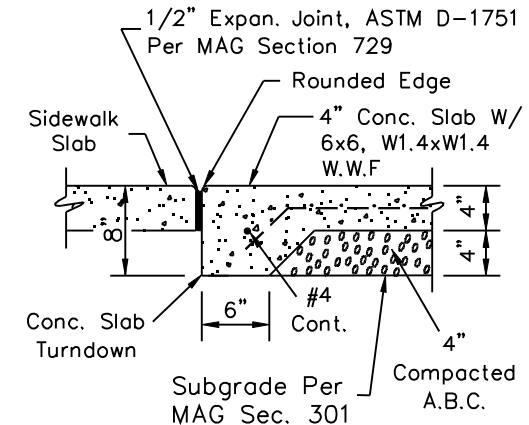


SECTION 'A-A'

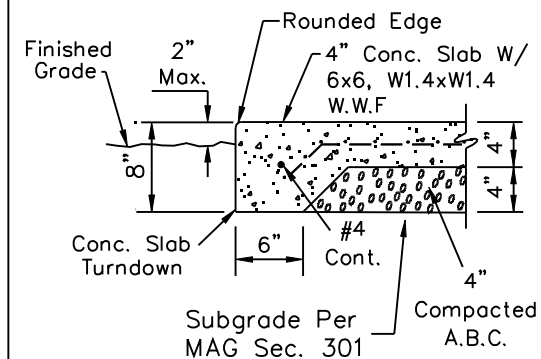
SECTION 'B-B'

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.



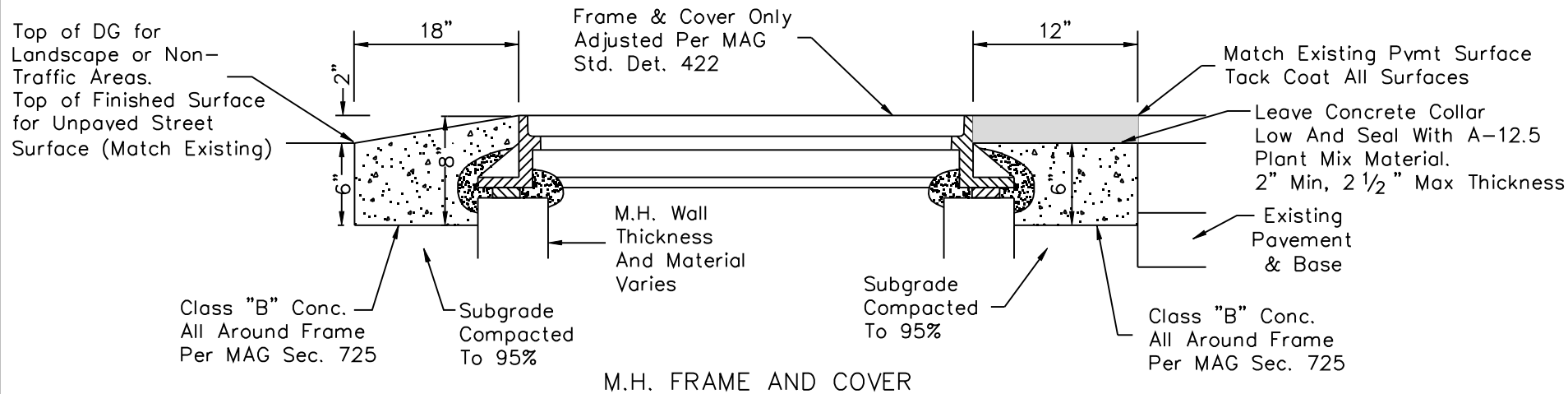
SLAB EDGE AT SIDEWALK



SLAB EDGE AT GRADE

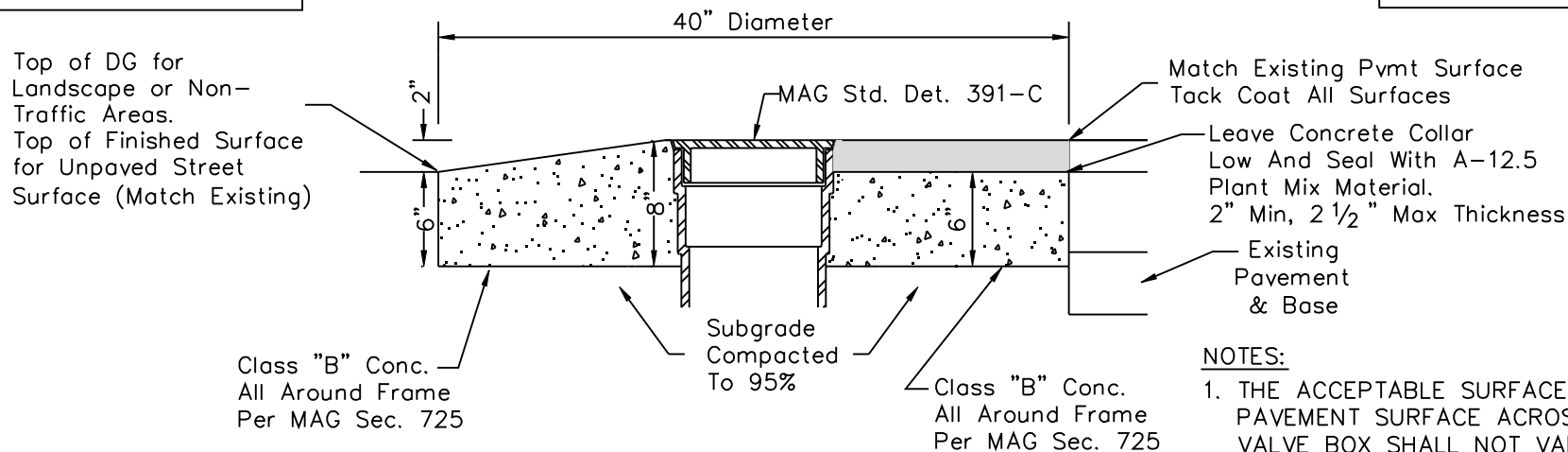
2. Dimensions may vary with bench style – Verify and adjust to provide clearance and bench height shown.

DETAIL NO. 2268	City of Scottsdale Standard Details	APPROVED BY: Scottsdale Standards & Specifications Committee	BASE SLAB AND FOUNDATIONS FOR BUS STOP BENCH AND RECEPTACLES	DETAIL NO. 2268
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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.

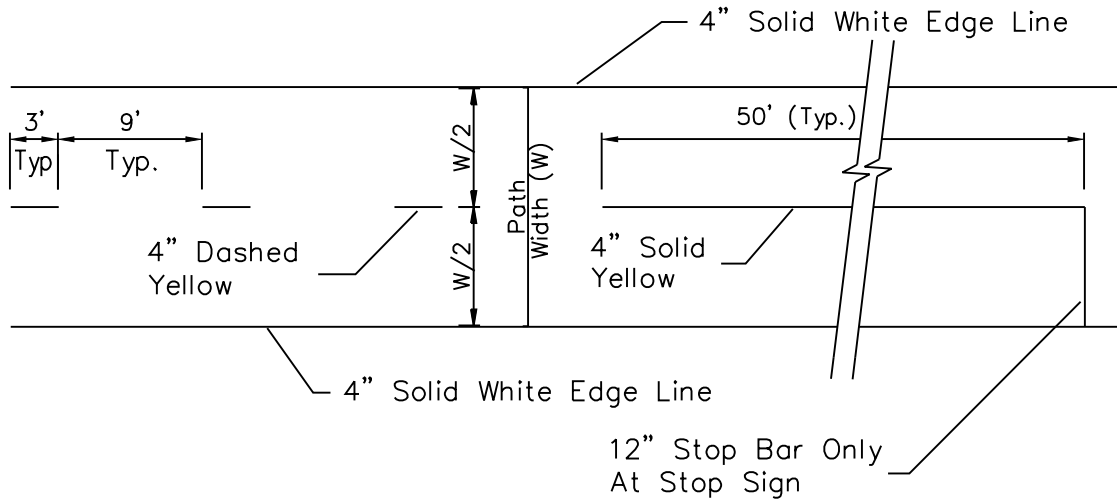
DETAIL NO.
2270

**City of Scottsdale
Standard Details**

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

FRAME & COVER GRADE ADJUSTMENT

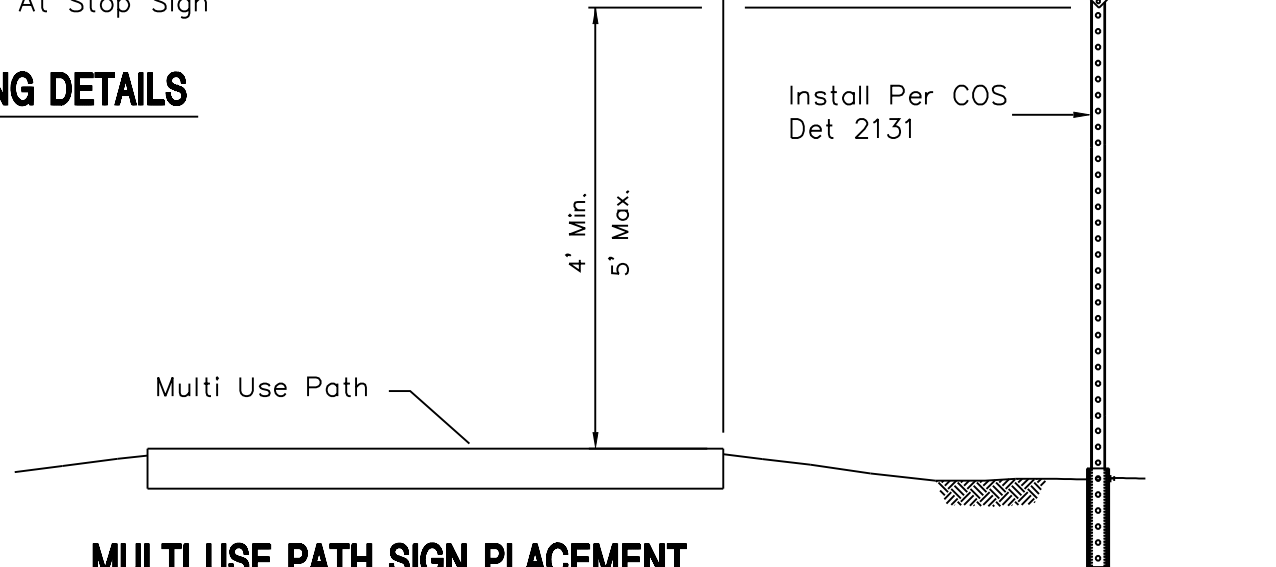
DETAIL NO.
2270



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

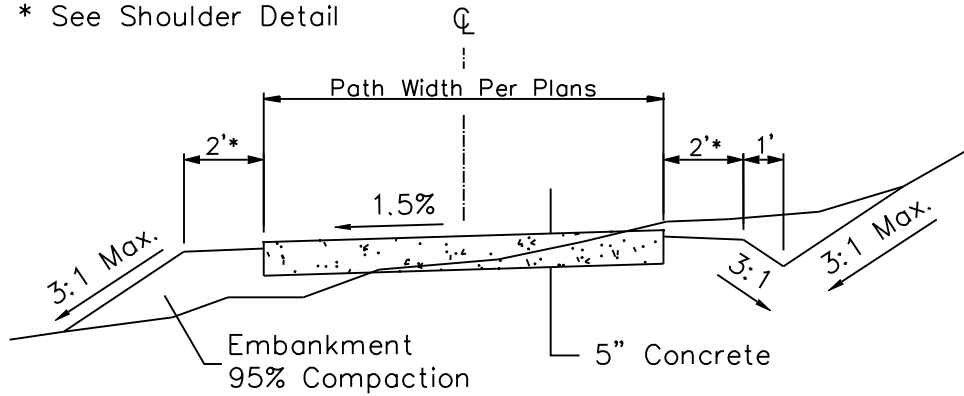
City of Scottsdale
Standard Details

APPROVED BY:
Scottsdale Standards & Specifications Committee

MULTI USE PATH STRIPING AND SIGNING

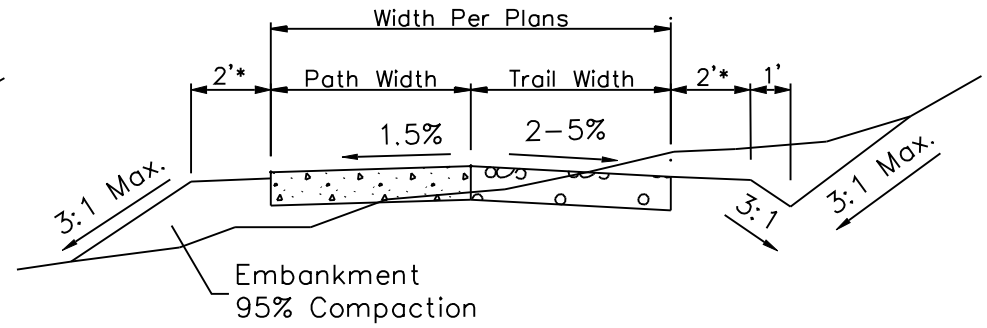
DETAIL NO.
2282

* See Shoulder Detail

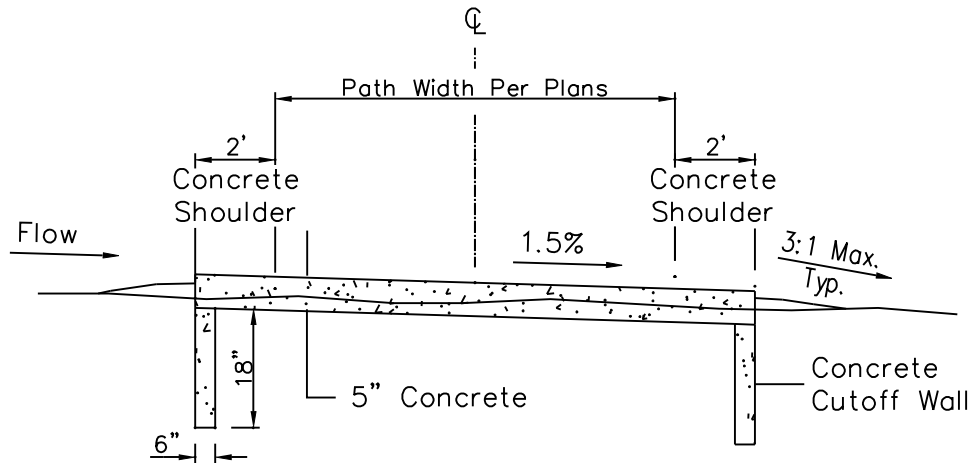


MULTI USE PATH DETAIL

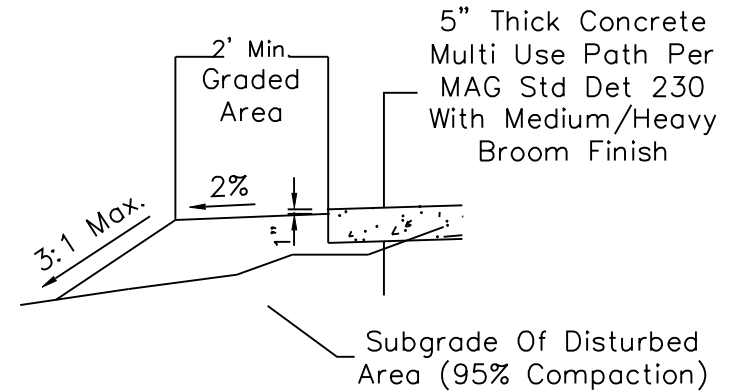
* See Shoulder Detail



MULTI USE PATH WITH TRAIL DETAIL



MULTI USE PATH WET AREA CROSSING



SHOULDER DETAIL

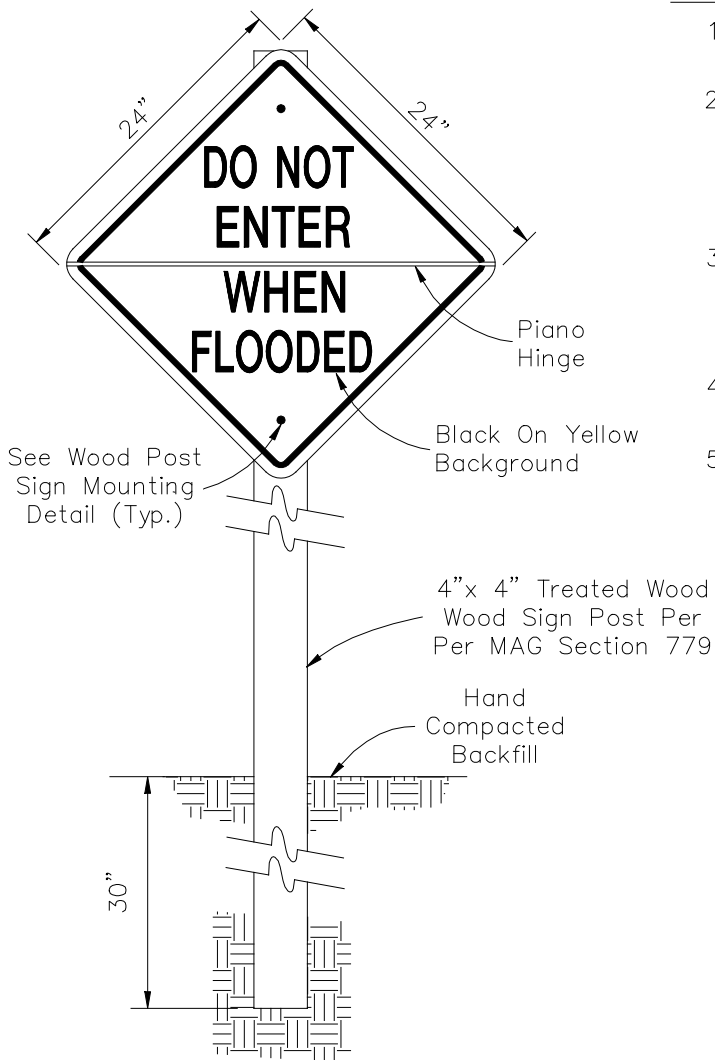
DETAIL NO.
2283

**City of Scottsdale
Standard Details**

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

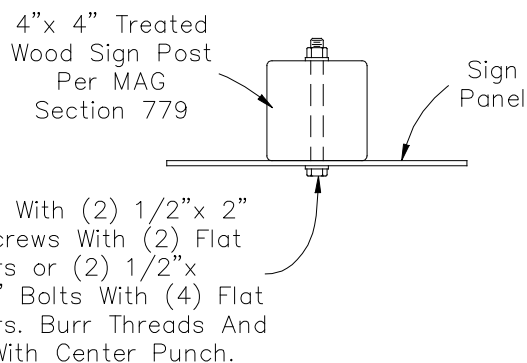
MULTI USE PATH DETAILS

DETAIL NO.
2283

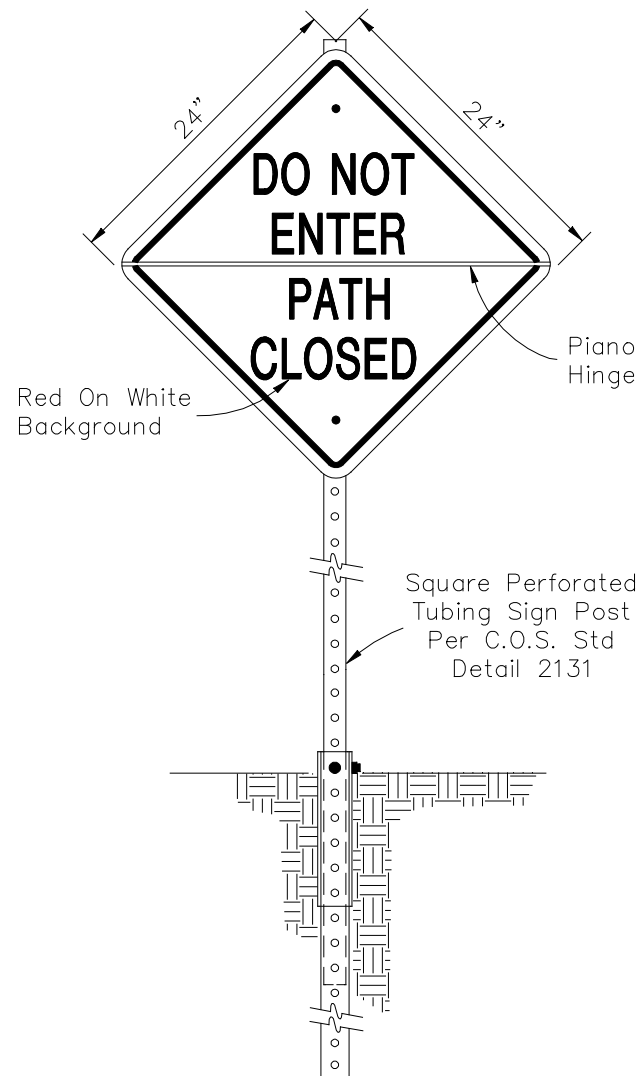


NOTES:

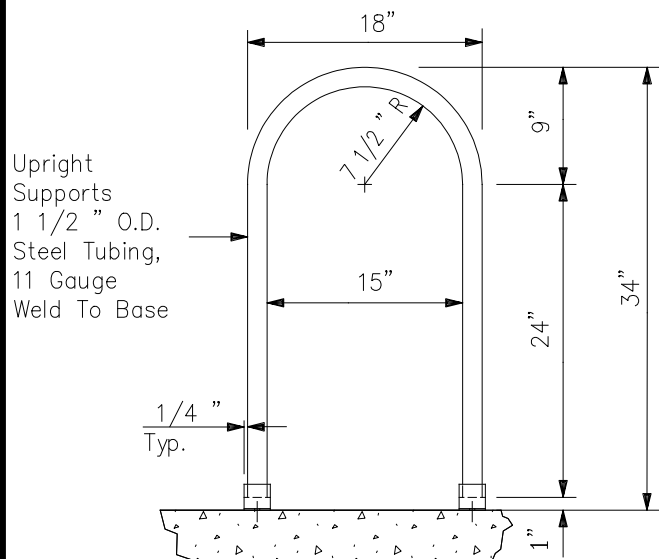
1. Signs shall conform to C.O.S. Supplemental Specifications, Section 402.3.
2. Signs to be mounted on square perforated tubing per C.O.S. Std Det 2131 within C.O.S. Right-of-Way. Treated wood post may be used for trail markers located outside C.O.S. Right-of Way.
3. Background and legends shall be ASTM 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.



WOOD POST SIGN MOUNTING DETAIL

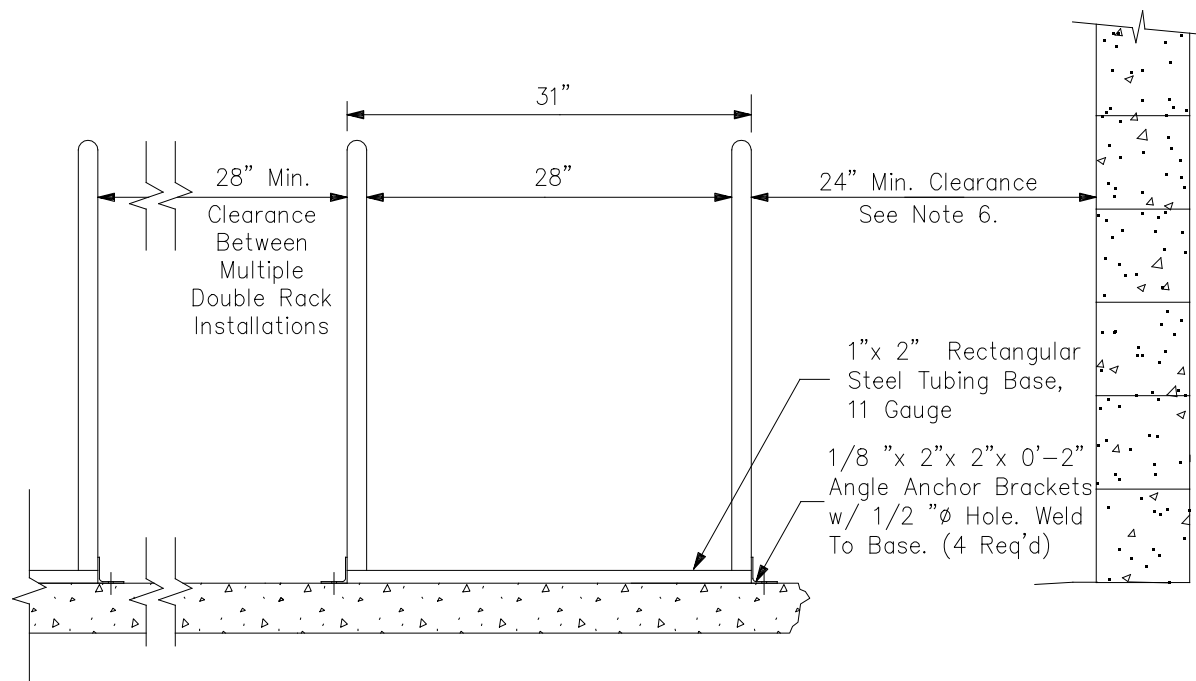


DETAIL NO. 2284	City of Scottsdale Standard Details	APPROVED BY: Scottsdale Standards & Specifications Committee	MULTI-USE PATH WET CROSSING SIGN	DETAIL NO. 2284
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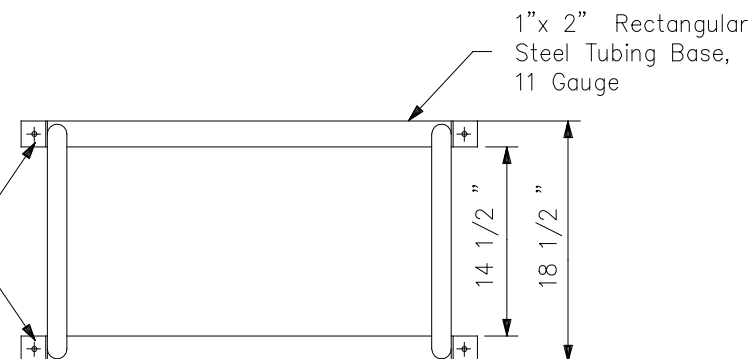


NOTES:

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" ϕ 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.



1/8" x 2" x 2" x 0'-2" Angle Anchor Brackets w/ 1/2" ϕ Hole. Weld To Base. (4 Req'd)



DETAIL NO.
2285

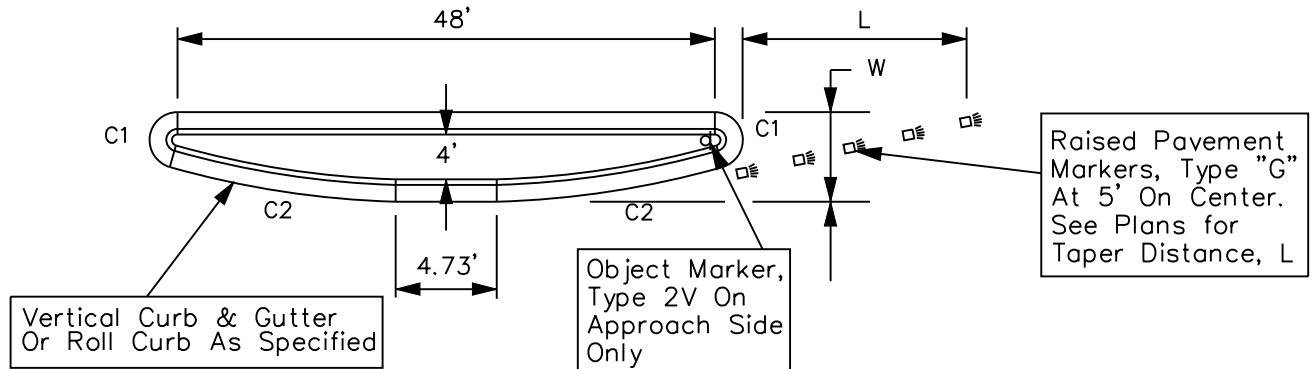
**City of Scottsdale
Standard Details**

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

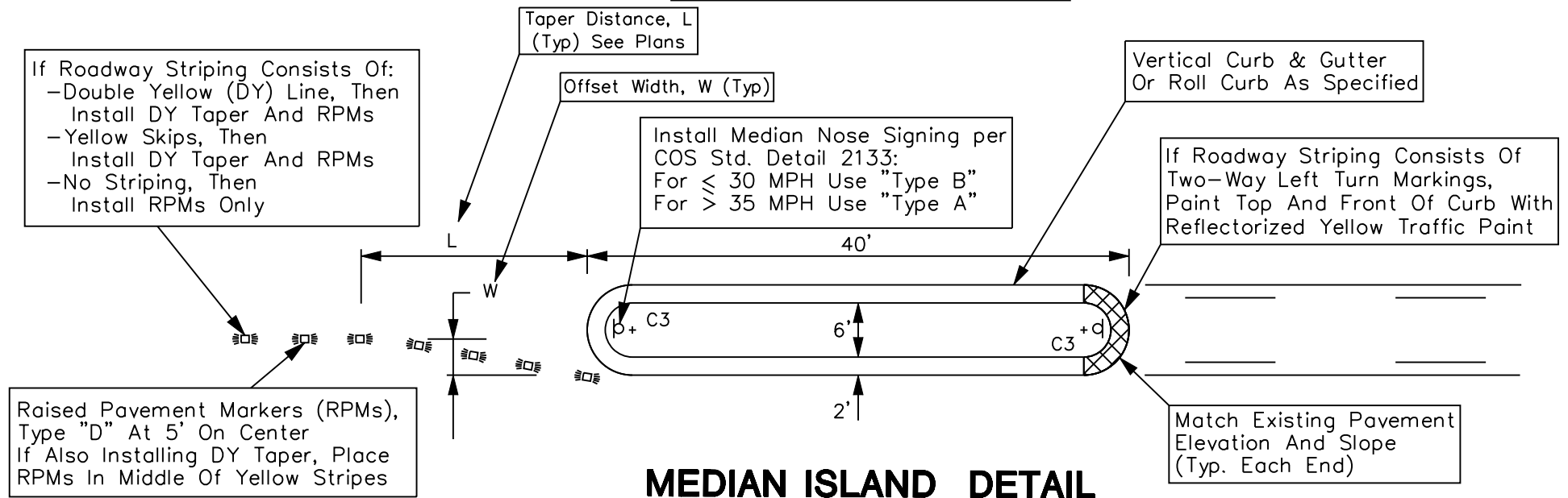
DOUBLE BICYCLE RACK

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

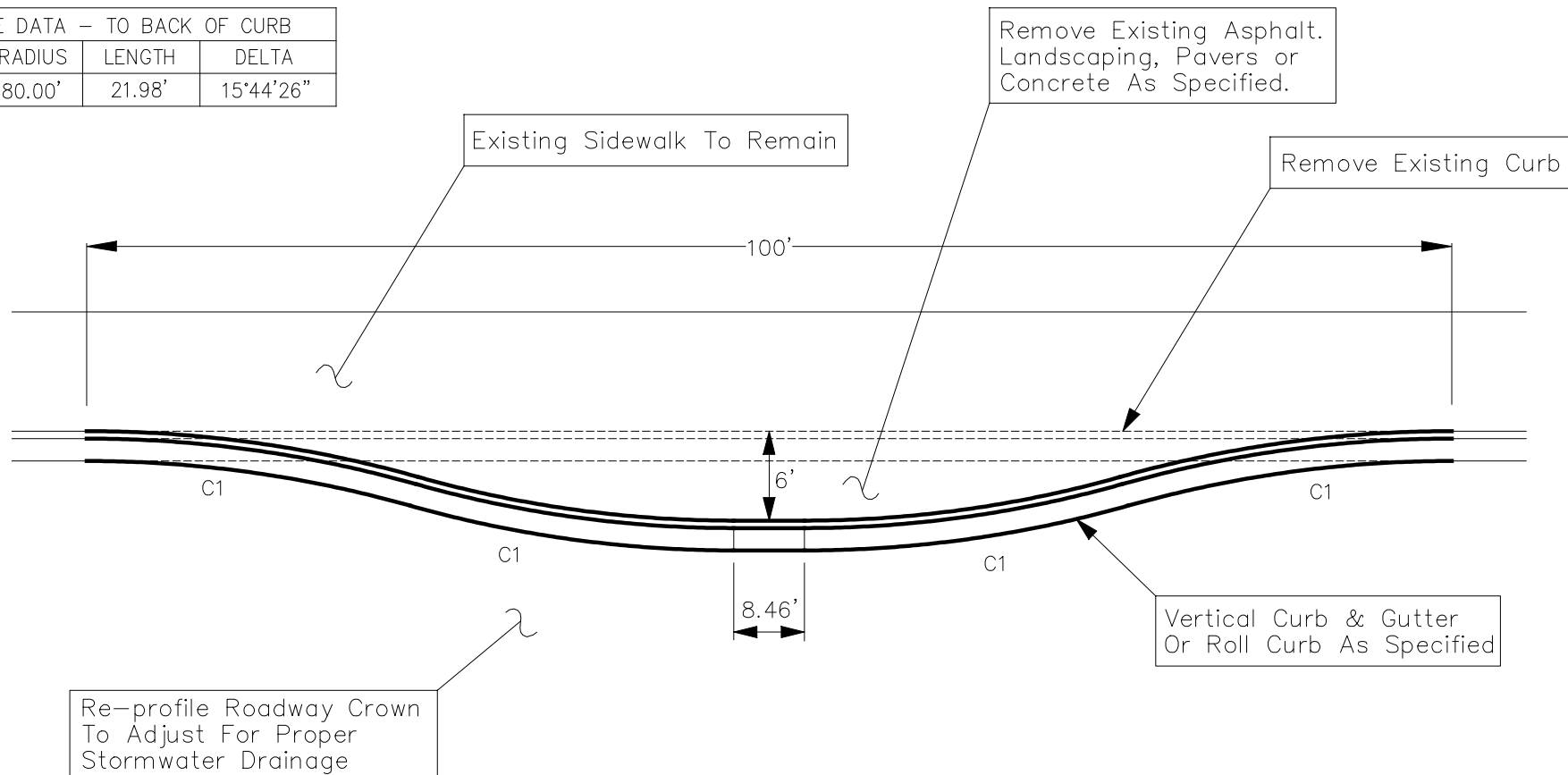
APPROVED BY:
Scottsdale Standards & Specifications Committee

MEDIAN ISLAND DETAILS

DETAIL NO.
2290-1

REVISED 05/01/07

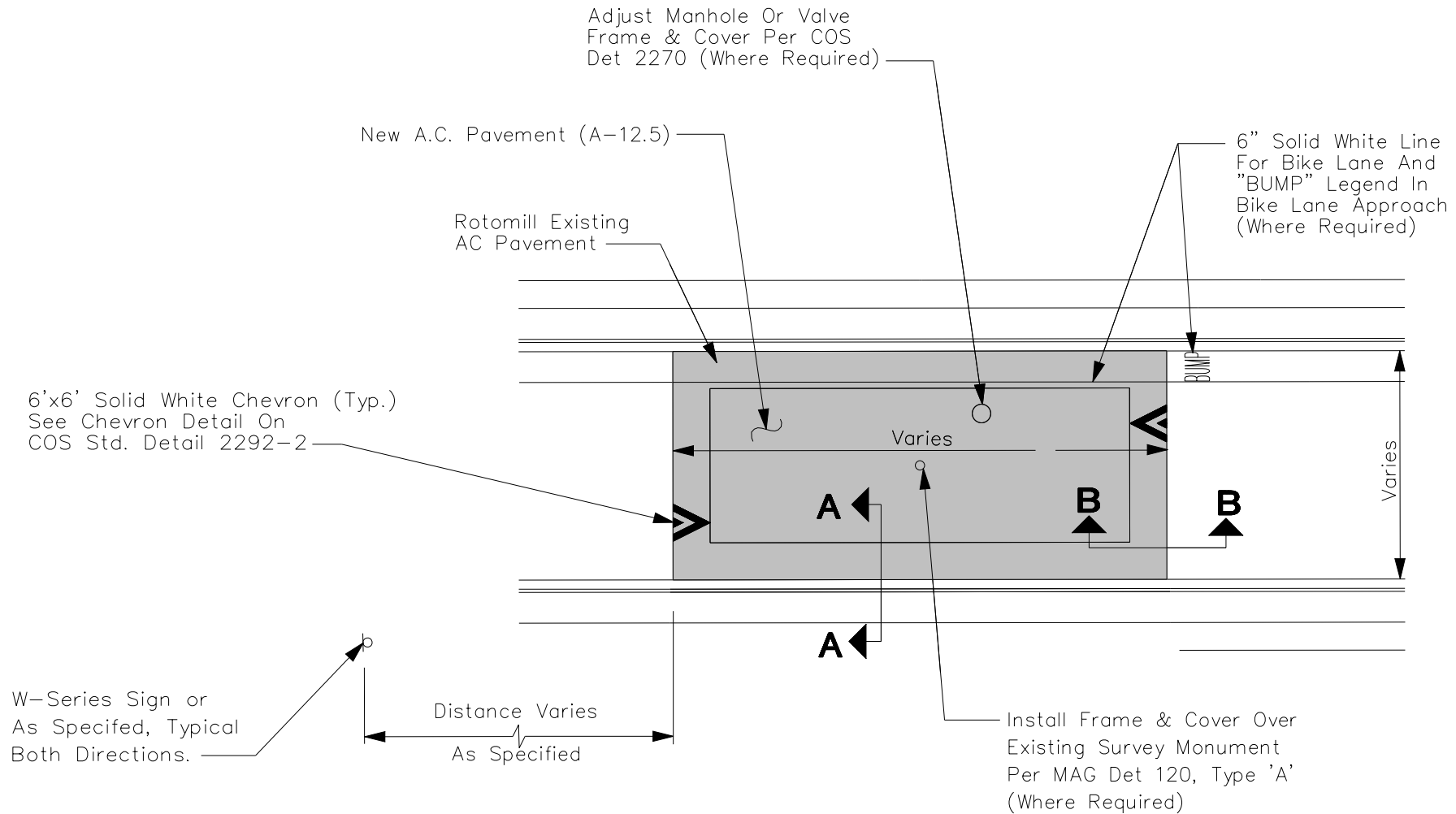
CURVE DATA – TO BACK OF CURB			
CURVE	RADIUS	LENGTH	DELTA
C1	80.00'	21.98'	15°44'26"



BULB OUT / CHOKER DETAIL

DETAIL NO. 2290-2	City of Scottsdale Standard Details	APPROVED BY: Scottsdale Standards & Specifications Committee	BULB OUT/CHOKER DETAIL	DETAIL NO. 2290-2
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REVISED 12/6/11



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

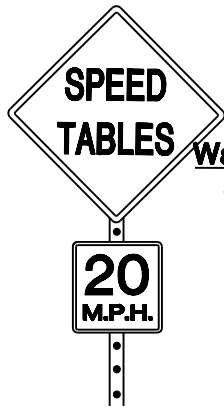
DETAIL NO.
2292-1

City of Scottsdale
Standard Details

APPROVED BY:
Scottsdale Standards & Specifications Committee

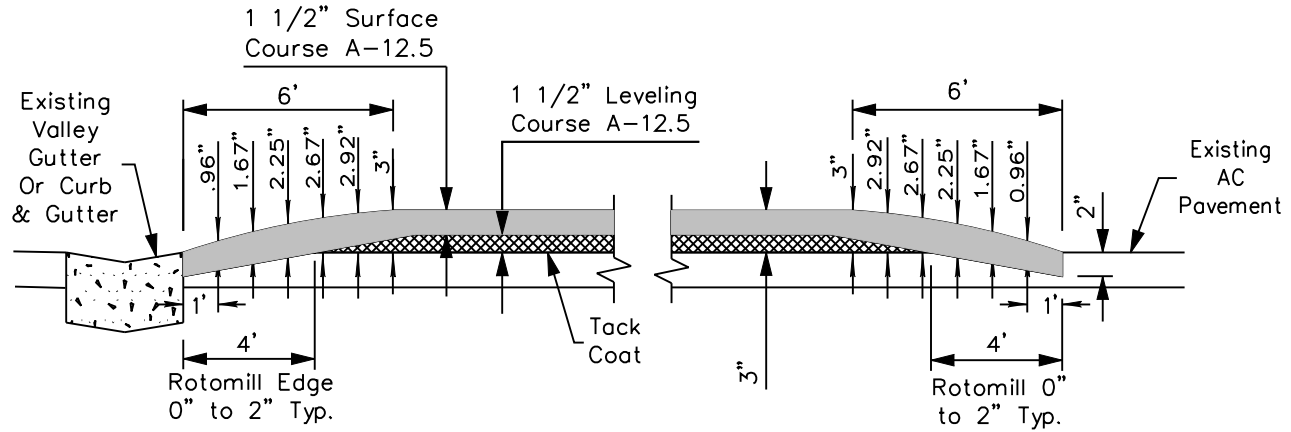
SPEED TABLE DETAILS

DETAIL NO.
2292-1



Warning Sign
30" x 30"

W13-1
18" x 18"

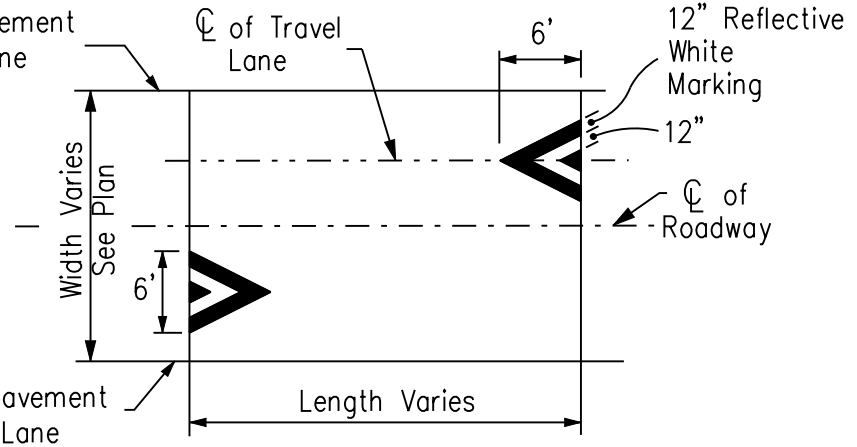


SECTION A-A
MATCH EX. CONCRETE
TYPICAL ALL LOCATIONS

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

Edge of Pavement
Or Travel Lane

☐ of Travel
Lane



CHEVRON DETAIL

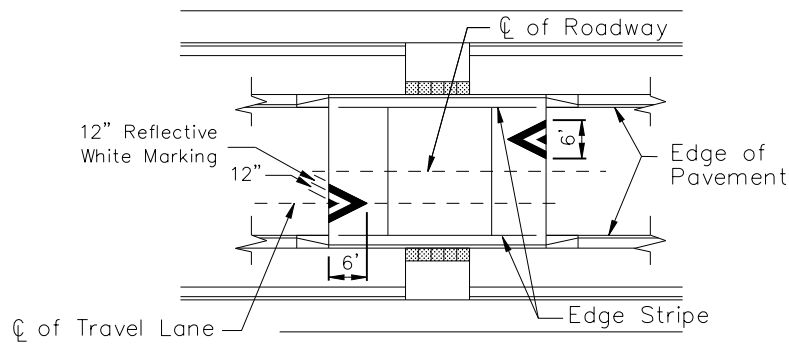
DETAIL NO.
2292-2

City of Scottsdale
Standard Details

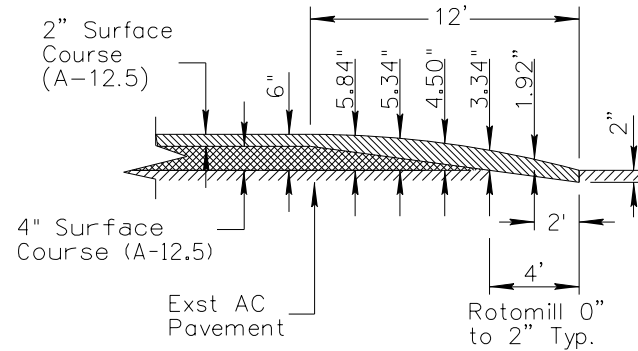
APPROVED BY:
Scottsdale Standards & Specifications Committee

SPEED TABLE DETAILS

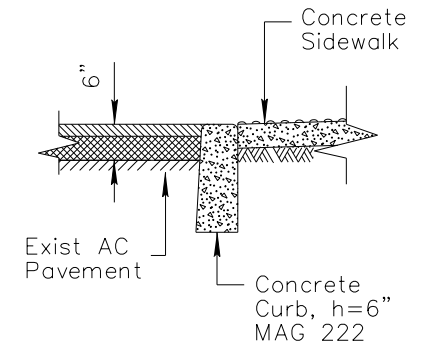
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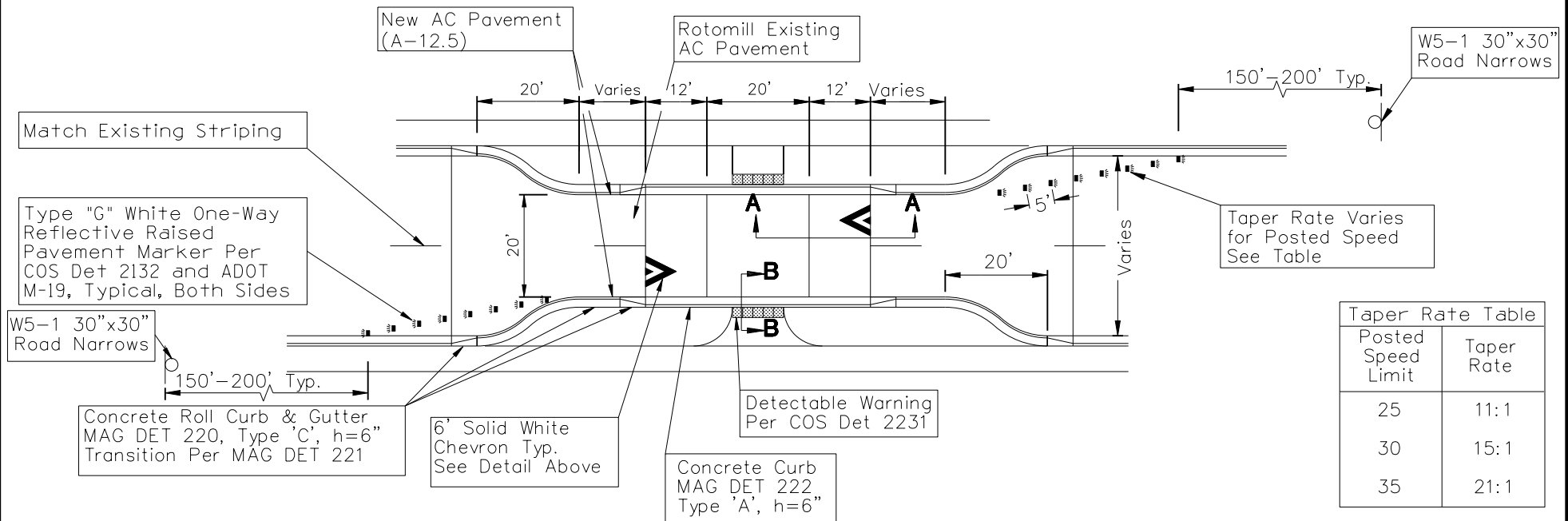
Chevron Detail



Section A-A



Section B-B



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

DETAIL NO.
2293

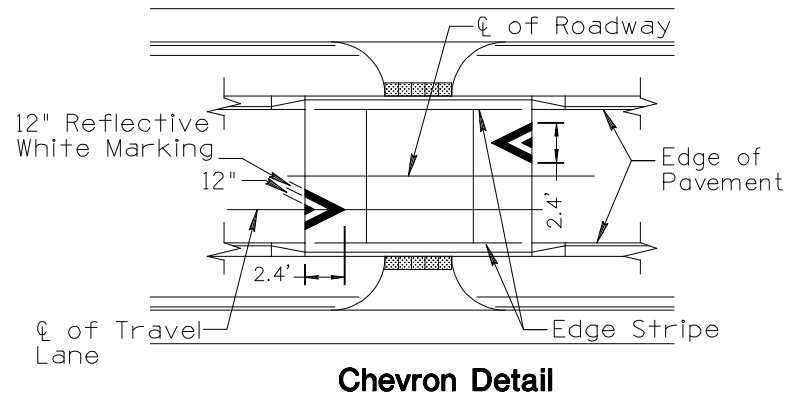
**City of Scottsdale
Standard Details**

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

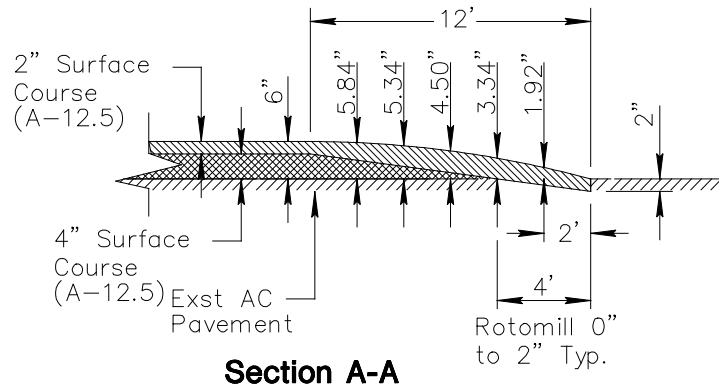
MID-BLOCK PEDESTRIAN TABLE

DETAIL NO.
2293

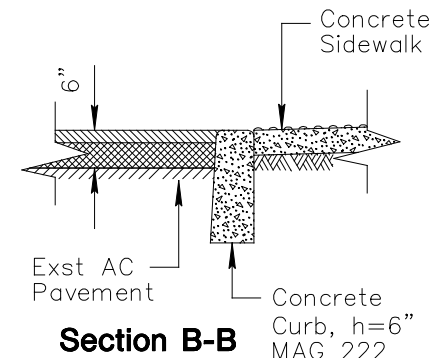
REVISED 5/25/07



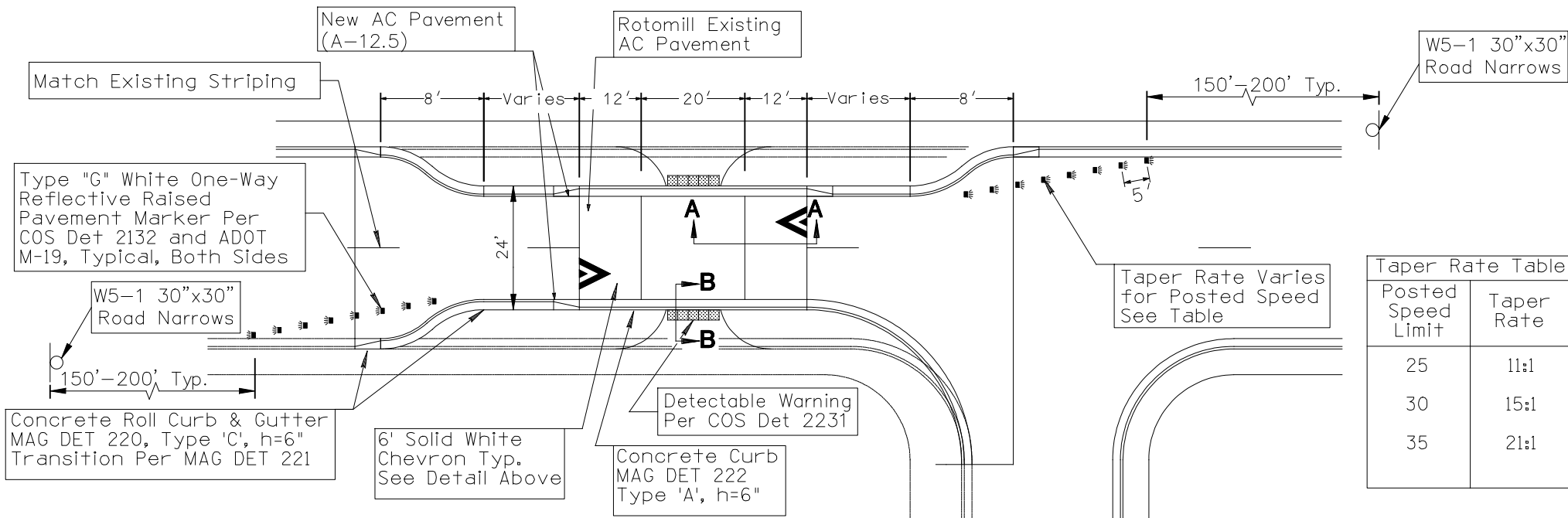
Chevron Detail



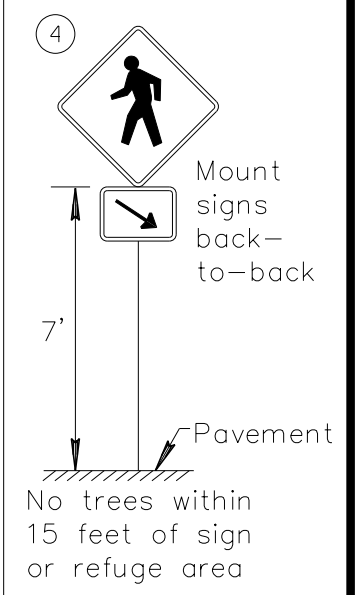
Section A-A



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) |
| * L= Taper Distance
(See Plans) | ① 8" Class "A" Concrete Pvmnt
per MAG Spec 324 & 725 | ④ 30" x 30" W11-2 above
24" x 12" W16-7p-R below | ⑦ Match existing pavement
elevation and slope |
| **W= Offset Distance | ② Roll Curb per MAG Det 220
Type D | ⑤ If posted speed ≥ 40 mph,
install advance 30" x 30" W11-2 | ⑧ Detectable Warning Surface
per COS Det. 2231 |

DETAIL NO.
2295