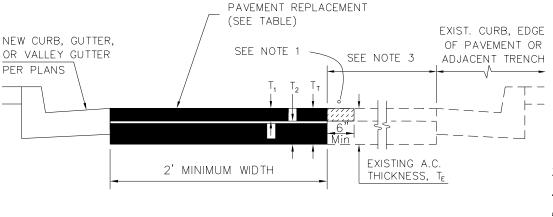


PAVEMENT REPLACEMENT FOR TRENCHES (T-TOP)



PAVEMENT REPLACEMENT

	EXISTING	AC PAVEMENT REPLACEMENT TABLE				
-	PAVEMENT THICKNESS, T _e	AC SINGLE COURSE OR SURFACE COURSE, T ₁	AC BASE COURSE, T ₂	TOTAL THICKNESS, T _t		
	T _E ≤ 3"	3" MINIMUM	NONE	3" MINIMUM		
	T _E > 3"	2" MINIMUM	2" MINIMUM	T _E (MATCH EXIST)		

PAVEMENT REPLACEMENT NOTES

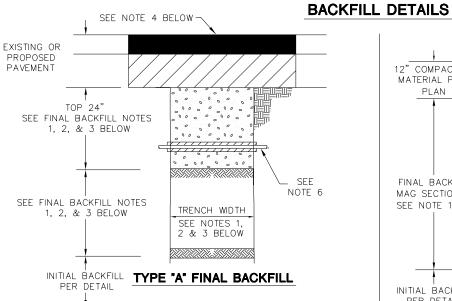
- "T"-TOP REQUIRED FOR ALL TRENCHES. A.C. SURFACE COURSE REPLACEMENT TO BE MILLED DOUBLE "T" CONFIGURATION AS SPECIFIED BELOW FOR PAVEMENTS 4" AND THICKER.
- a. FOR PAVEMENT 4 YEARS AND OLDER: INITIAL A.C. REMOVAL TO BE THE MINIMUM WIDTH REQUIRED FOR PROPER TRENCH COMPACTION. SAWCUT & REMOVE 12" OF A.C. 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.
- D. FOR NEW AND OVERLAYED PAVEMENT LESS THAN 4 YEARS OLD 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 ACCOMODATE 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.
- REFER TO COS SUPPLEMENTAL SPECIFICATIONS, SECTION 336.2.4 FOR PAVEMENT SMOOTHNESS REQUIREMENTS.

2200 City of Scottsdale Standard Details

APPROVED BY:
Scottsdale Standards &
Specifications Committee

PAVEMENT REPLACEMENT

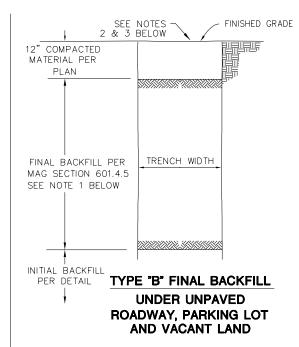
DETAIL NO.



UNDER EXIST. OR PROPOSED PAVEMENT OR EXIST. SURFACE TREATMENT

FINAL BACKFILL NOTES

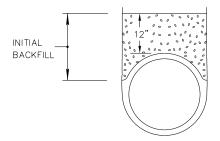
- 1. TRENCHES LESS THAN 24" IN WIDTH 1/2 SACK CLSM, MAG 728, FULL DEPTH OF BACKFILL BOTTOM OF ABC LAYER IN PAVEMENT STRUCTURE OR 6" BELOW PAVEMENT IN FULL DEPTH PAVEMENT STRUCTURES. CONSTRUCT PAVEMENT STRUCTURE TO MATCH EXISTING AND IN ACCORDANCE WITH COS DETAIL 2200.
- 2. TRENCHES 24" TO 6' IN WIDTH 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.
- TRENCHES OVER 6' IN WIDTH MAG 601.4.5 FULL DEPTH OF FINAL BACKFILL.
- TREAT ENTIRE DISTURBED SURFACE OF UNPAVED ALLEYS WITH LIGNIN-BASED DUST PALLATIVE, MAG 792, 1:1 DILUTION RATIO, 0.50 GAL/SY APPLICATION RATE.
- CLSM SHALL NOT BE USED FOR WATER OR SEWER PIPE BEDDING. SEE BEDDING DETAIL.
- 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 FINAL BACKFILL.



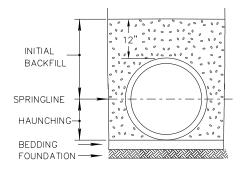
FINAL BACKFILL NOTES

- 1. MAG 601.4.5 FULL DEPTH OF BACKFILL.
- 2. ENTIRE DISTURBED EXISTING SURFACE TO BE RESTORED WITH A LIKE MATERIAL.
- 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 FINAL BACKFILL.

TRENCH DETAILS



TRENCH DETAIL CAST-IN-PLACE PIPE



TRENCH DETAIL ALL OTHER PIPE

NOTES:

- ALL PIPES REQUIRE BEDDING PER COS SUPPLEMENTAL SPECIFICATIONS SECTION 601.2.3.
- RECYCLED ASPHALT SHALL NOT BE USED FOR BEDDING, HAUNCHING OR INITIAL BACKFIL MATERIAL.
- BEDDING, HAUNCHING AND INITIAL BACKFILL PER COS SUPPLEMENTAL SPECIFICATIONS SECTION 601.

DETAIL NO. **2201**

City of Scottsdale Standard Details

APPROVED BY:

Scottsdale Standards & Specifications Committee

TRENCH BEDDING & BACKFILL

DETAIL NO.

4/25/02 REVISED:

DETAIL NO. 2202

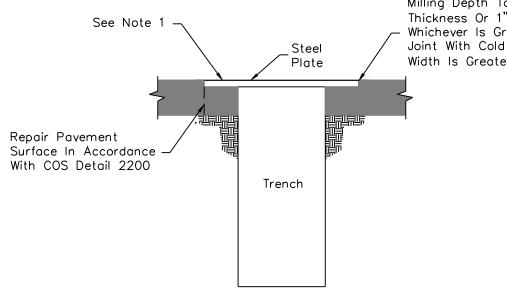
City of Scottsdale Standard Details

APPROVED BY:

Scottsdale Standards & **Specifications Committee**

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.



Milling Depth To Match Plate Thickness Or 1" Minimum, Whichever Is Greater, Pack Joint With Cold Mix If Joint Width Is Greater Than 1"

TYPE "A" PLATING

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

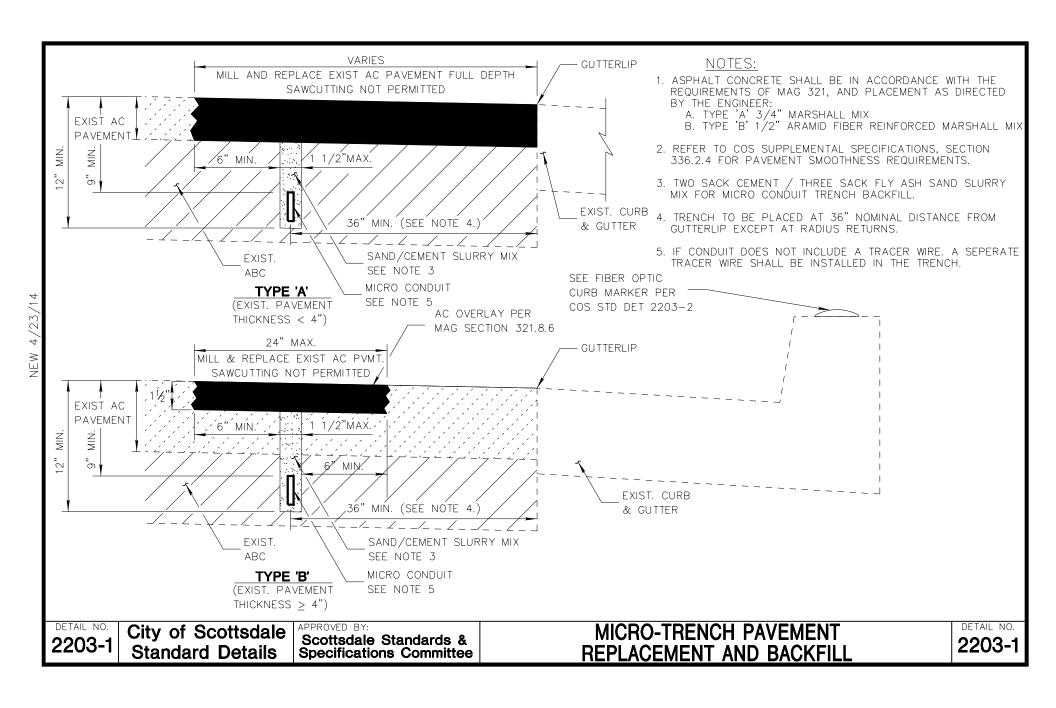
See Note 1 Cold Cold Steel Mix Plate Trench

TYPE "B" PLATING

CITY POSTED SPEEDS UNDER 35 MPH

TRENCH PLATING

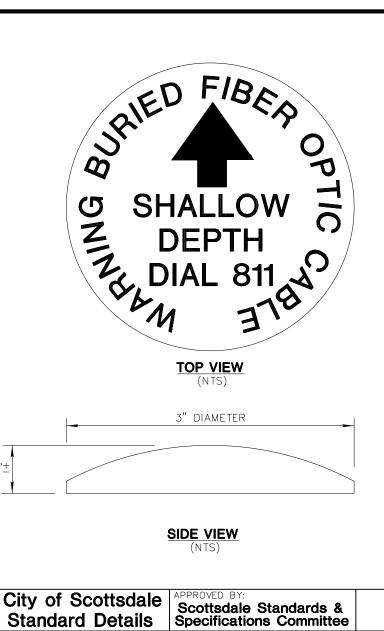
DETAIL NO.



1/2"±

DETAIL NO.

2203-2



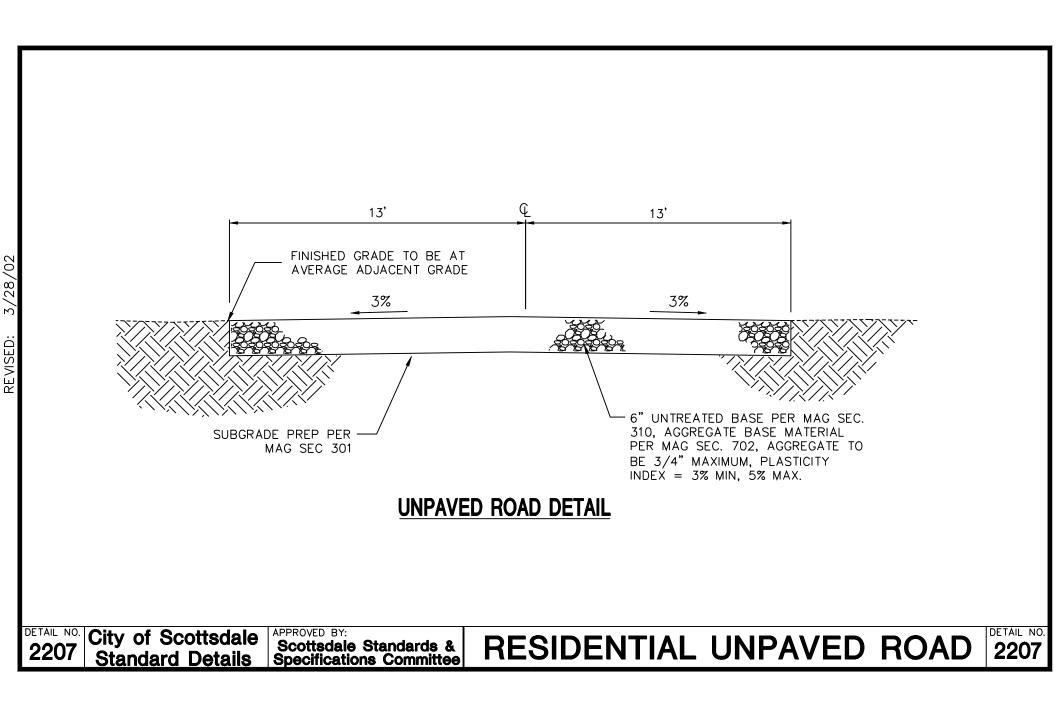
Scottsdale Standards &

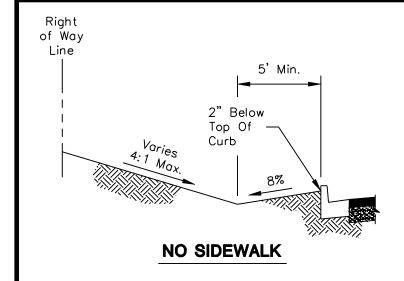
Specifications Committee

NOTES:

- 1. MATERIAL: MULTI LAYER WITH PLASTIC BASE AND POLYURETHANE DOME OR APPROVED EQUAL. MARKER SHALL BE U.V. AND ABRASION RESISTANT.
- 2. COLOR: BLACK SYMBOLS & LETTERS ON ORANGE BACKGROUND.
- 3. THE TOTAL WIDTH OF THE INDIVIDUAL LETTERS TO BE SUCH THAT LETTERS AND PICTURE ARE EQUALLY SPACED AND BALANCED.
- 4. LETTERS TO BE 1/4" IN HEIGHT.
- 5. CURB MARKER TO BE INSTALLED WITH DYNAMIX #6125-1 URETHANE UNIVERSAL ADHESIVE OR ÄPPROVED EQUAL.
- 6. CURB MARKERS SHALL BE INSTALLED AT TOP OF CURB RETURNS AND AT MINIMUM 150' INTERVALS ALONG MICROTRENCH.

FIBER OPTIC CURB MARKER

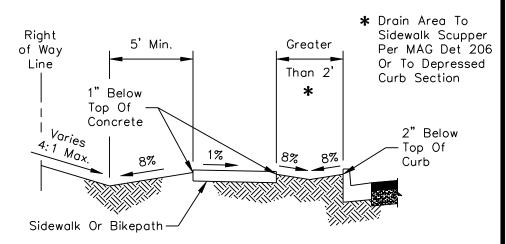




Runoff Shall Not Be Right Directed To Cross Over of Way The Top Of A Sidewalk. 5' Min. Line 1" Below Top Of Sidewalk Or Concrete Bikepath V_{aries} 4:1 Max. 1%

Right of Way 5' Min. 2' Or Line Less 1" Below Top Of Concrete Varies 2" Below 4:1 MOX. Top Of 0% 1% 8% Curb Sidewalk Or Bikepath

SIDEWALK LESS THAN 2' BEHIND CURB



SIDEWALK MORE THAN 2' BEHIND CURB

DETAIL NO. 2210

City of Scottsdale **Standard Details**

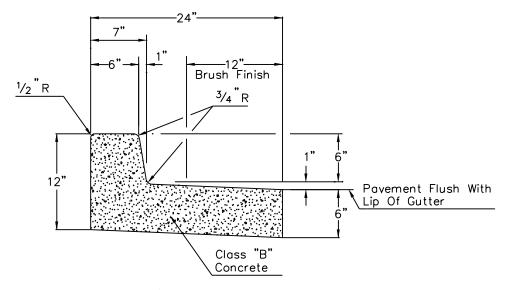
SIDEWALK AT BACK OF CURB

APPROVED BY:

NOTE:

Scottsdale Standards & Specifications Committee

GRADING BEHIND THE CURB

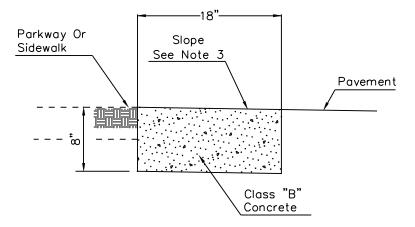


VERTICAL CURB & GUTTER WITH DEPRESSED LIP

TYPE "A"

NOTES

- 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 ½ 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

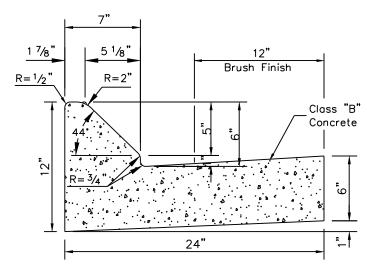
- 1. Construct curb and install 1/2" mastic expansion joints, A.S.T.M. D-1751, per M.A.G. Sec. 340 & 729 and COS Sec 340.
- 2. Broom finish all surfaces.
- Ribbon curb may slope towards pavement or parkway. Match cross slope of road unless indicated otherwise on plans.
- 4. Contraction joint spacing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

DETAIL NO. **2220**

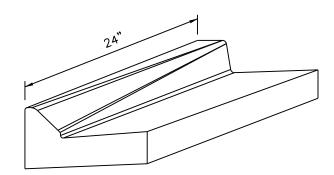
City of Scottsdale Standard Details APPROVED BY:

Scottsdale Standards & Specifications Committee

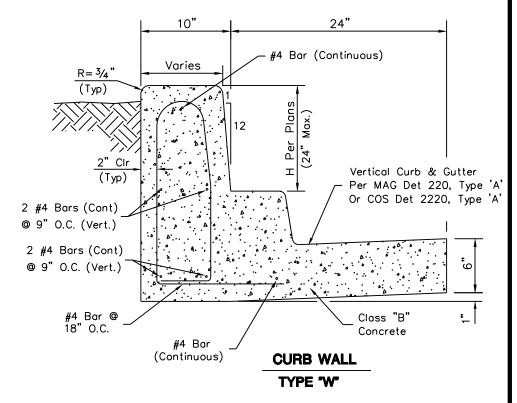
CURB AND GUTTER - TYPES A & B



MOUNTABLE/MEDIAN CURB & GUTTER TYPE 'M'



MOUNTABLE CURB TO VERTICAL CURB TRANSITION



NOTES

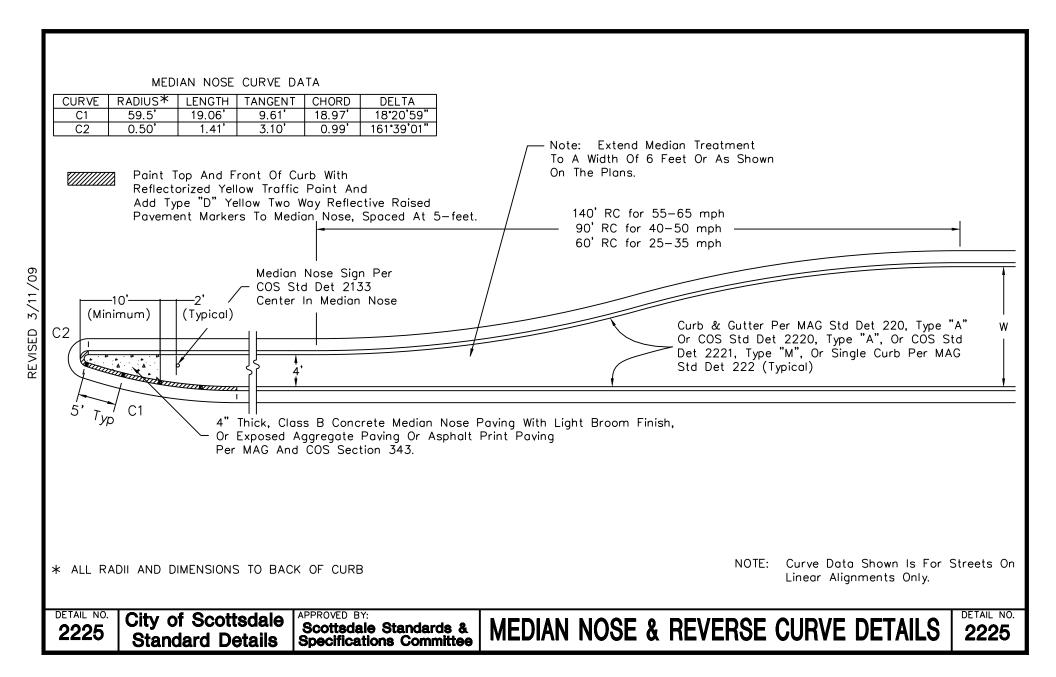
- 1. All exposed surfaces to be trowel finished except as shown. See M.A.G. Section 340.
- 2. Contraction joint spacing shall be 10' maximum or as directed by the Inspector. 3. Construct curb and install $\frac{1}{2}$ mastic expansion joints, A.S.T.M. D-1751,
- per M.A.G. Sec. 340 & 729 and C.O.S. Sec. 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.

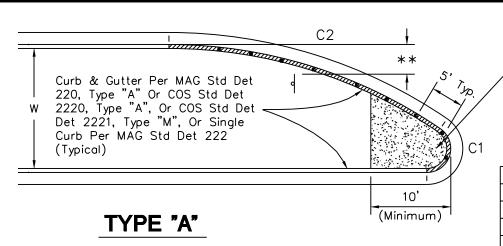
DETAIL NO. 2221

City of Scottsdale Standard Details

APPROVED BY:

Scottsdale Standards & **Specifications Committee** CURB & GUTTER - TYPES M & W





4" Thick, Class B Concrete Median Nose Paving With Light Broom Finish, Or Exposed Aggregate Paving or Asphalt Print Paving per MAG and COS Section 343 (Typical)

- * ALL RADII AND DIMENSIONS TO BACK OF CURB
- ** OFFSET TO BE NO MORE THAN 3' FROM FACE OF CURB TANGENT TO EDGE OF SIGN

	* Cl	JRVE DAT	A - 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"
С3	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"			

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

		C4	<u> </u>
w	Median Nose Sign Per — COS Std Det 2133 (Typical)		** C3
	\(\ldots\)	C4 5' Typ.	
	TYPE "B"	10' (Minimum	

2226 City of Scottsdale Standard Details

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Scottsdale Standards &
Specifications Committee

MEDIAN NOSE DETAILS

DETAIL NO.

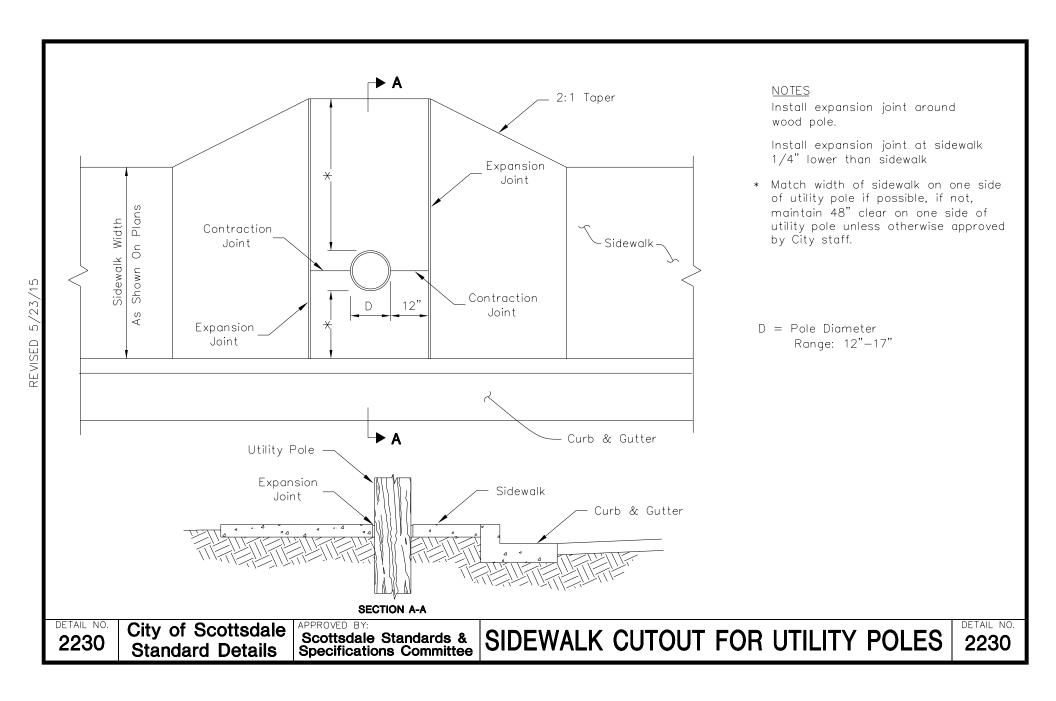
CUT-OFF WALL

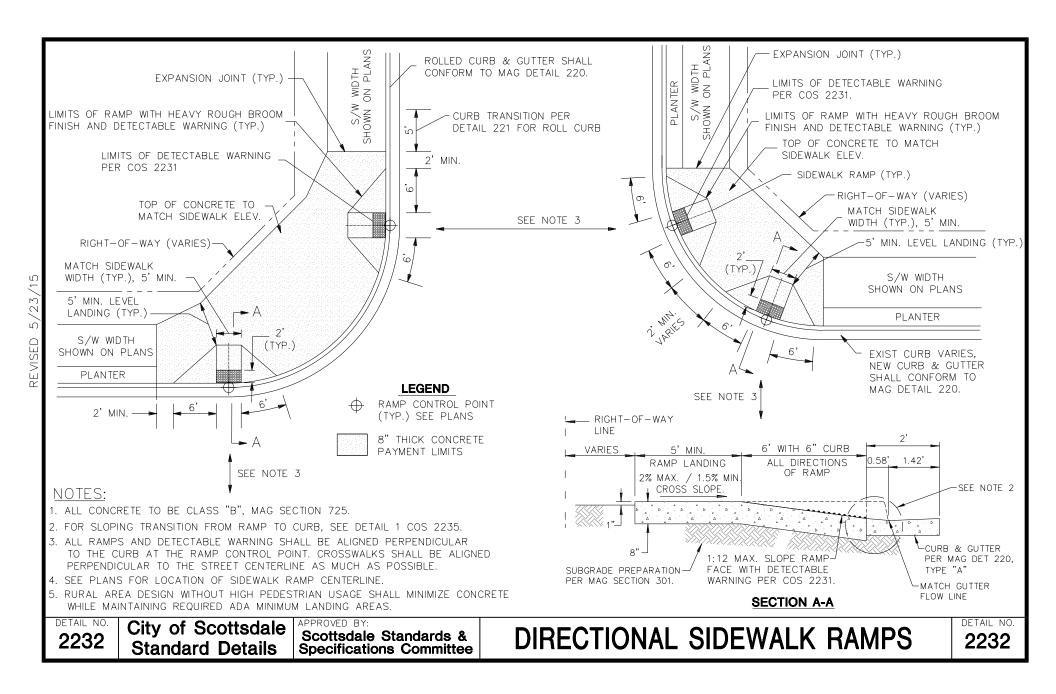
City of Scottsdale Standard Details

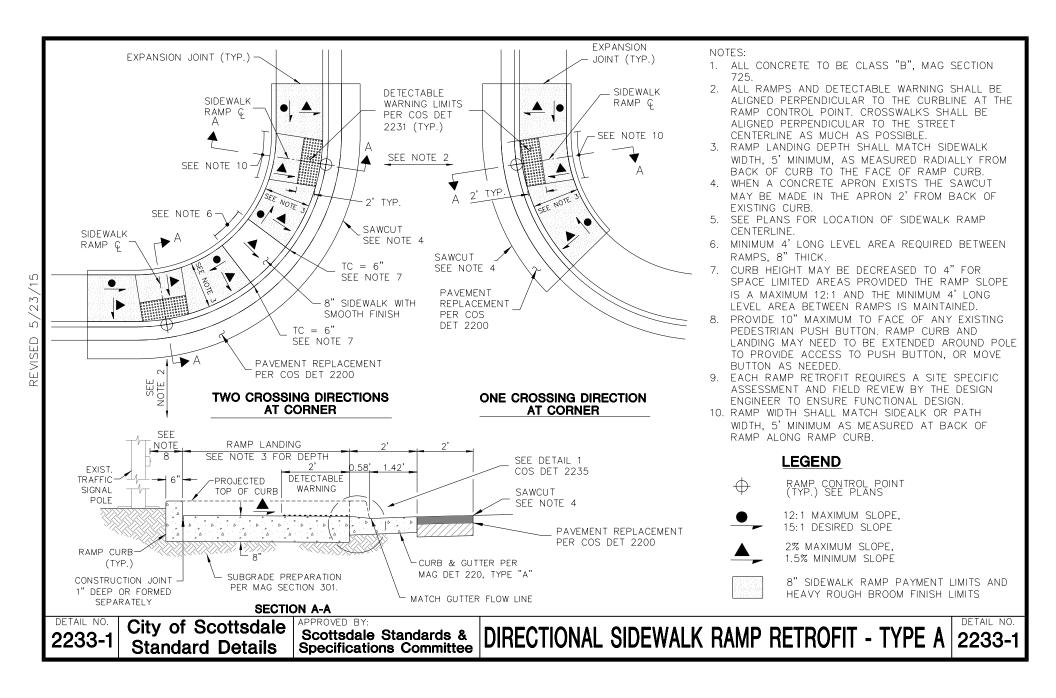
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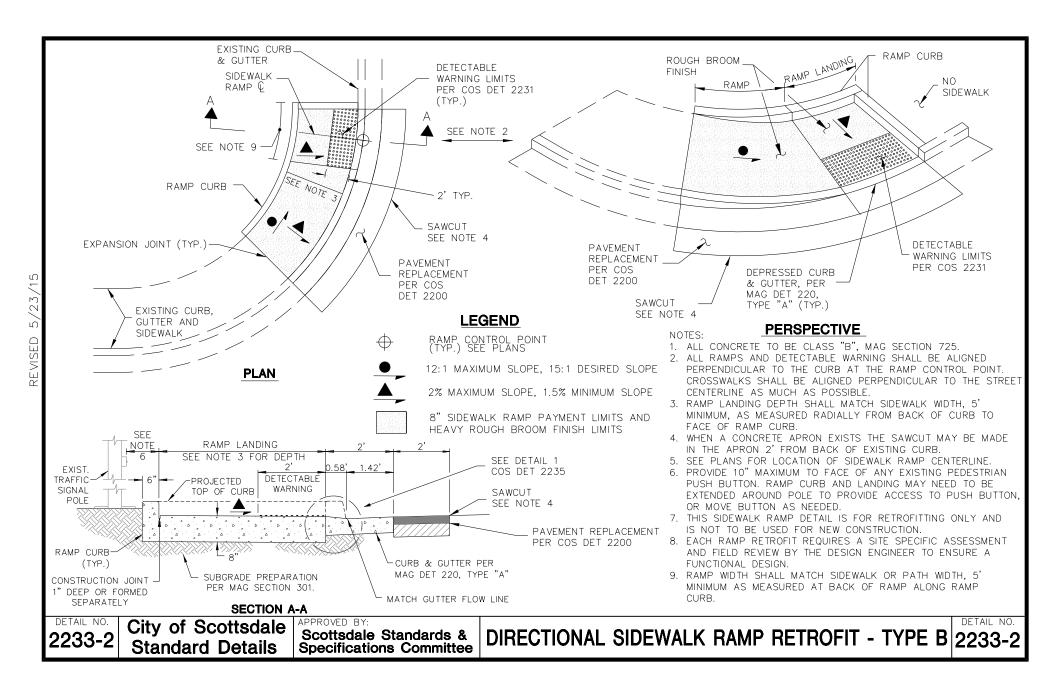
Scottsdale Standards & Specifications Committee

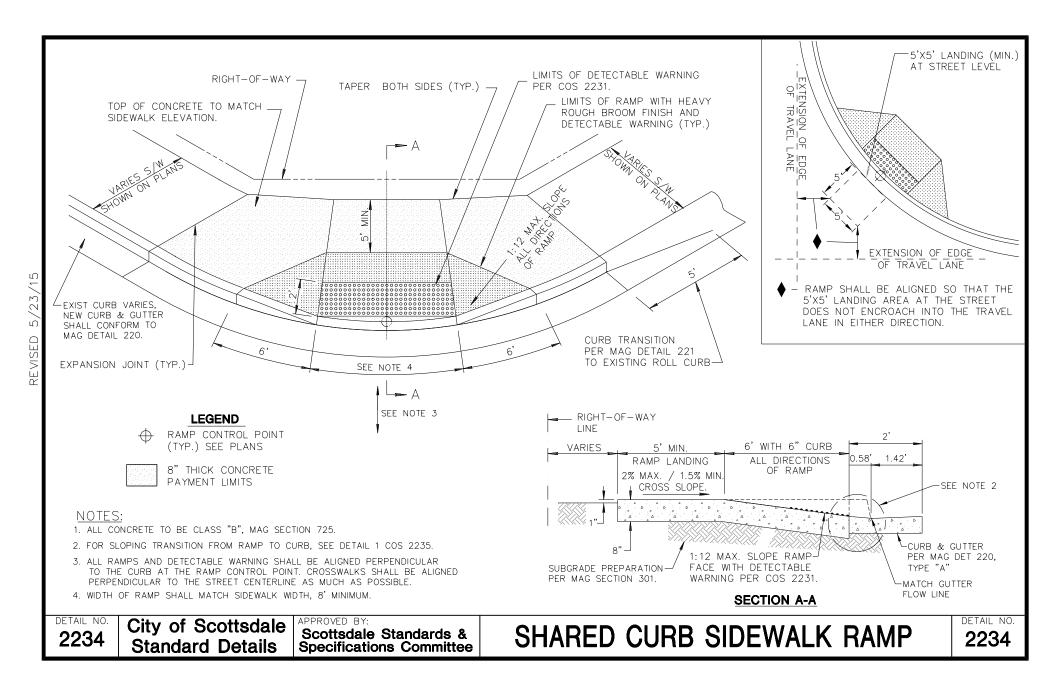
DETAIL NO.

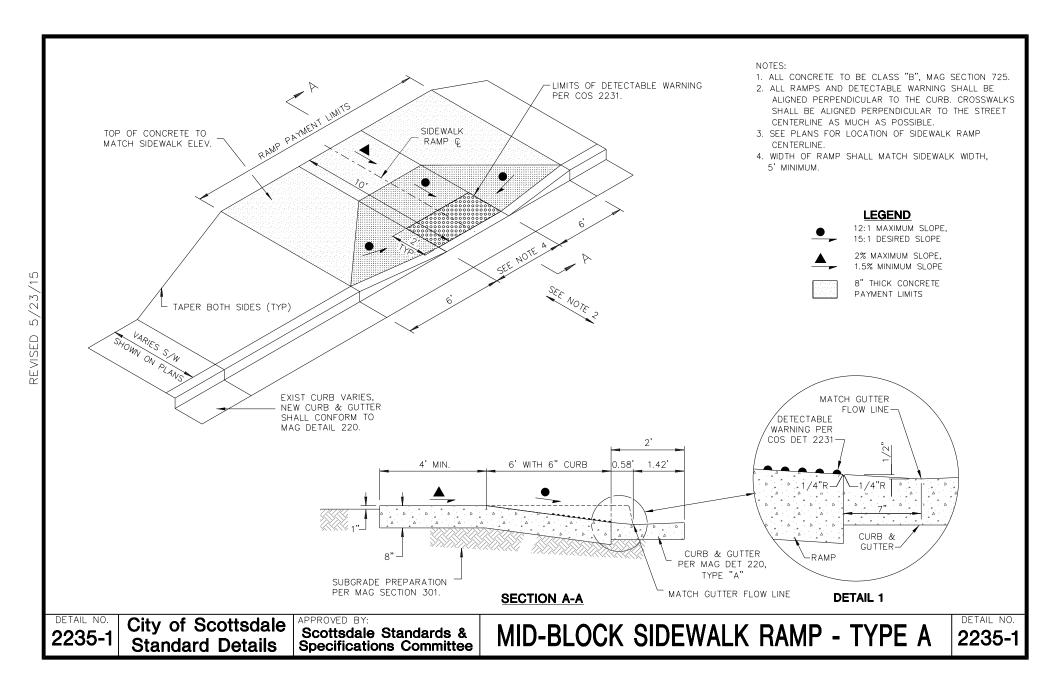


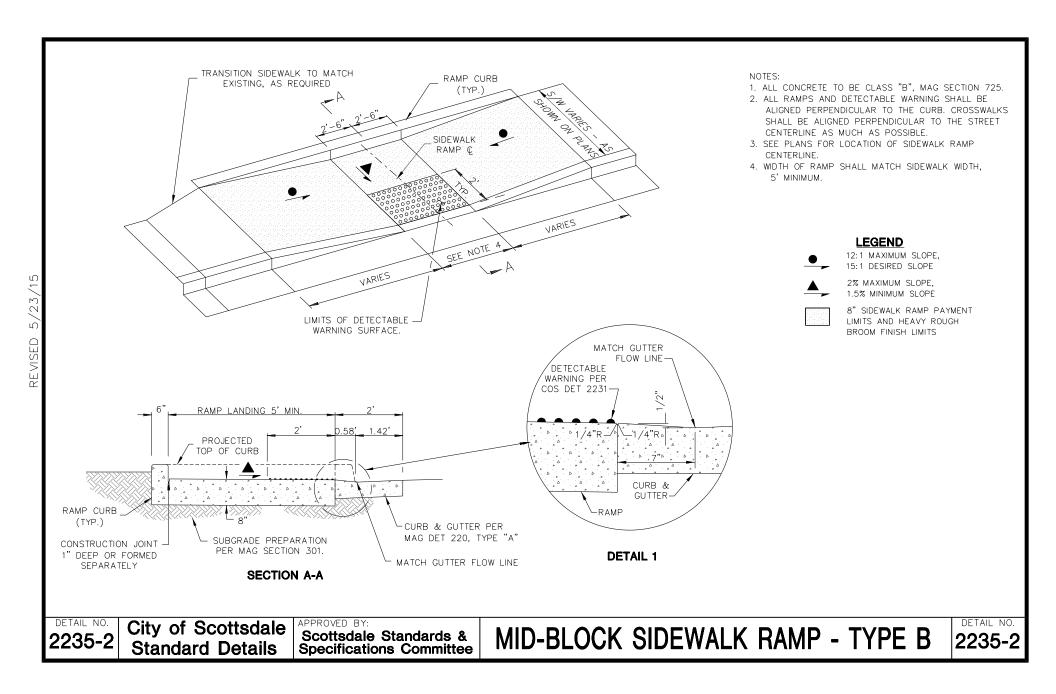


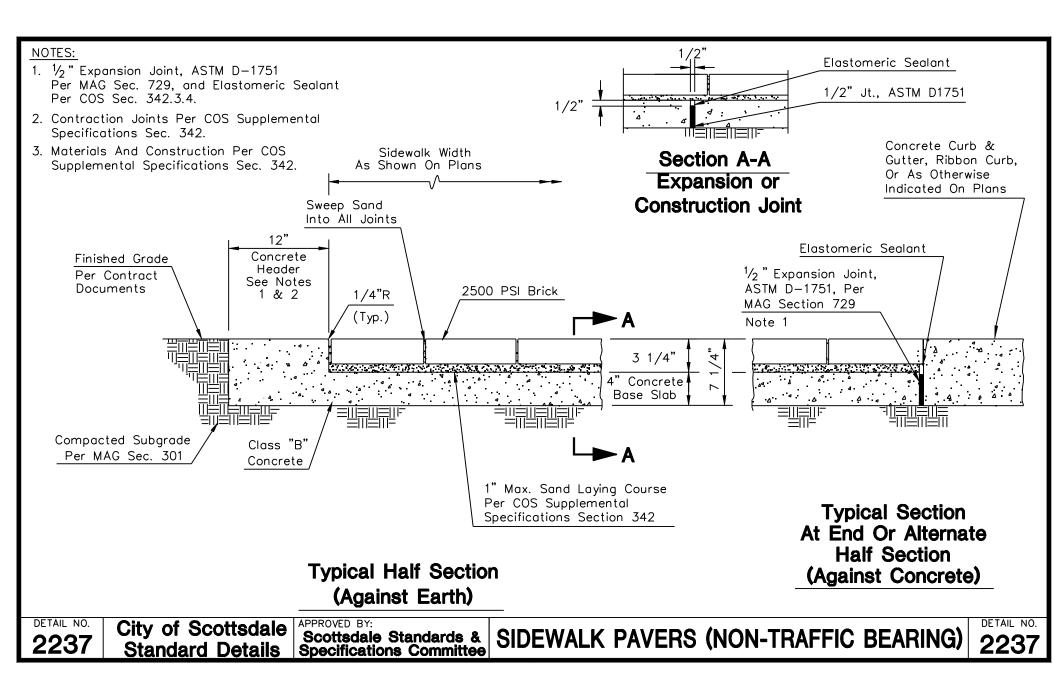


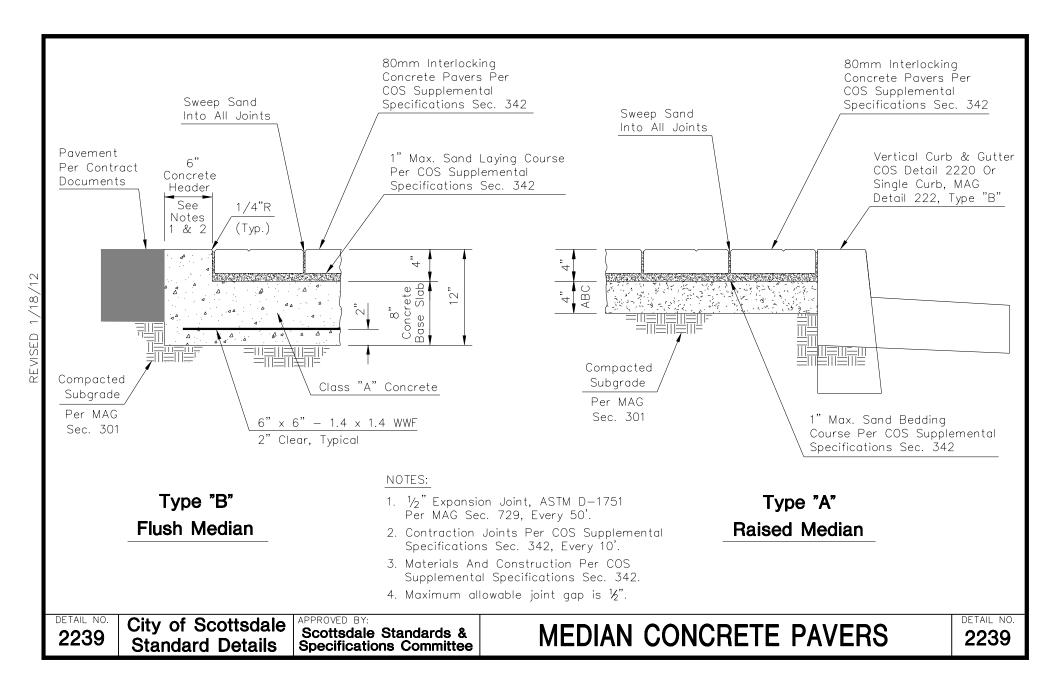


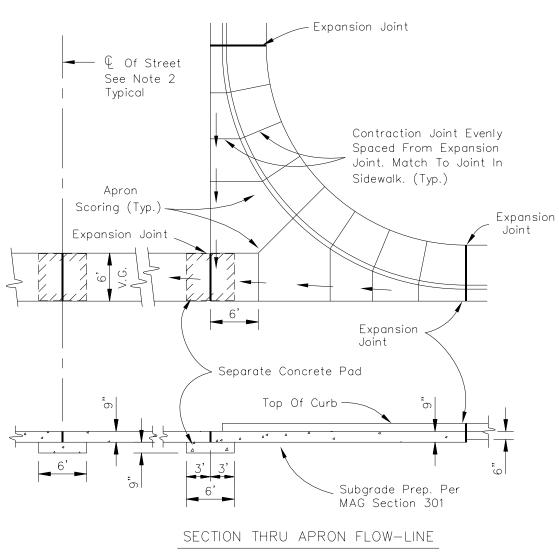






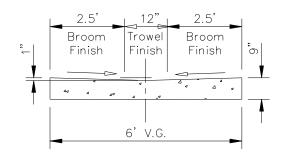






NOTES

- 1. All Concrete To Be Class "A", MAG Section 725.
- Use A Construction Joint Or Contraction Joint At The Q Of Street. A Separate Concrete Pad Is Required With A Construction Joint.
- ½" Expansion Joint, ASTM D-1751 Per MAG Section 729.
- 4. Return Curb and Sidewalk to be Monolithically Poured.

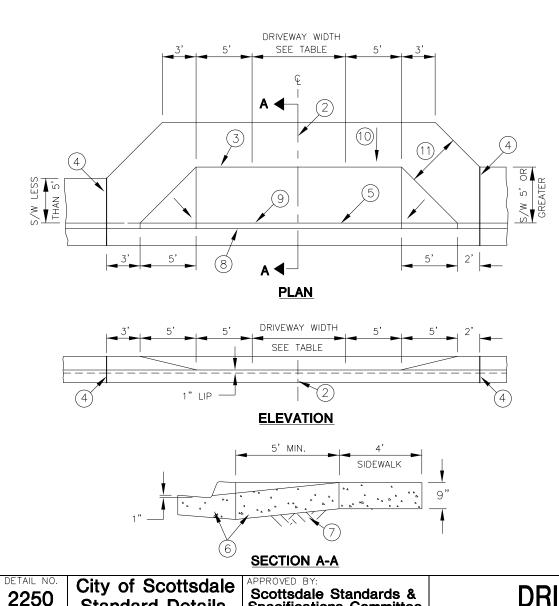


SECTION THRU VALLEY GUTTER

DETAIL NO. **2240**

City of Scottsdale Standard Details APPROVED BY:
Scottsdale Standards &
Specifications Committee

6' VALLEY GUTTER & APRON



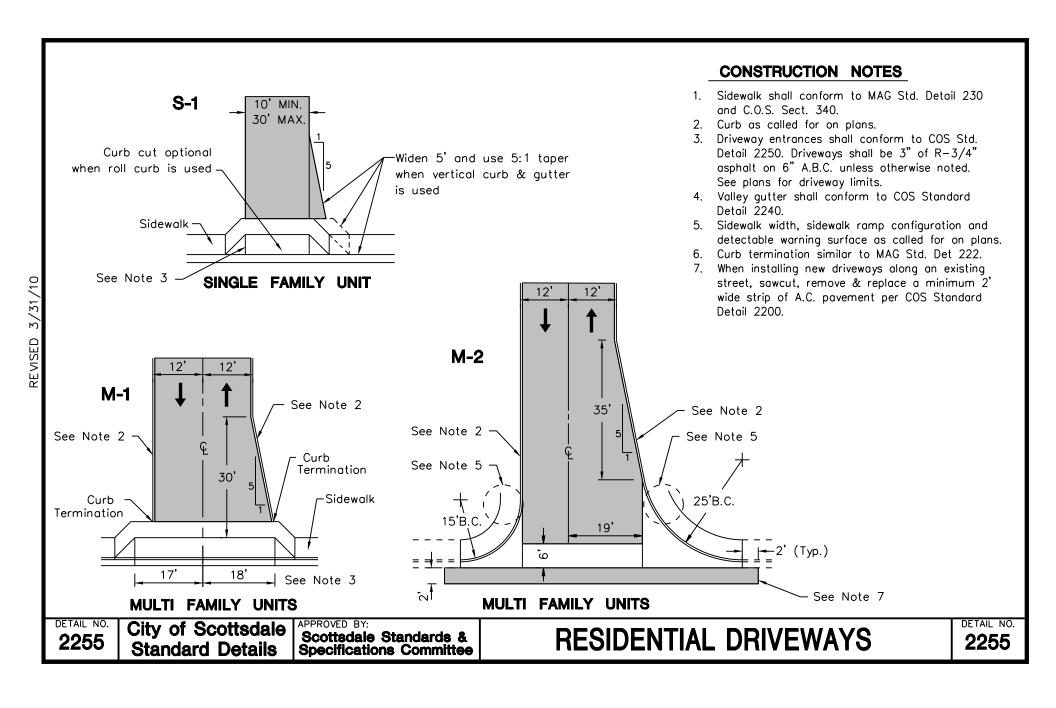
NOTES

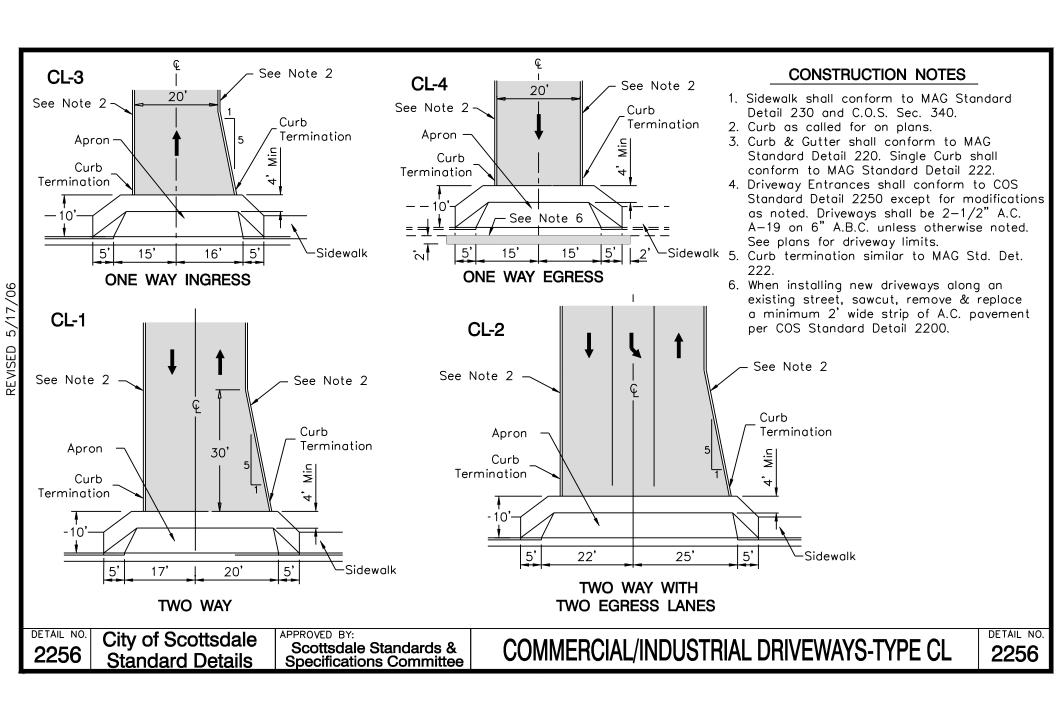
- 1 DEPRESSED CURB SHALL BE PAID FOR AT THE UNIT PRICE BID FOR THE TYPE OF CURB USED AT THAT LOCATION.
- 2 CONTRACTION JOINT ON DRIVEWAY CENTERLINE.
- BACK OF DRIVEWAY ENTRANCE CONSTRUCTION JOINT OR SCORE MARK.
- 4 MASTIC EXPANSION JOINT THROUGH CURB AND GUTTER. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751.
- 5 BACK OF CURB CONSTRUCTION JOINT OR SCORE MARK.
- 6 CONCRETE CLASS AS NOTED IN TABLE. CONCRETE PER, MAG SECTION 725.
- 7 SUBGRADE PREPARATION, MAG SECTION 301.
- 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 = 9"

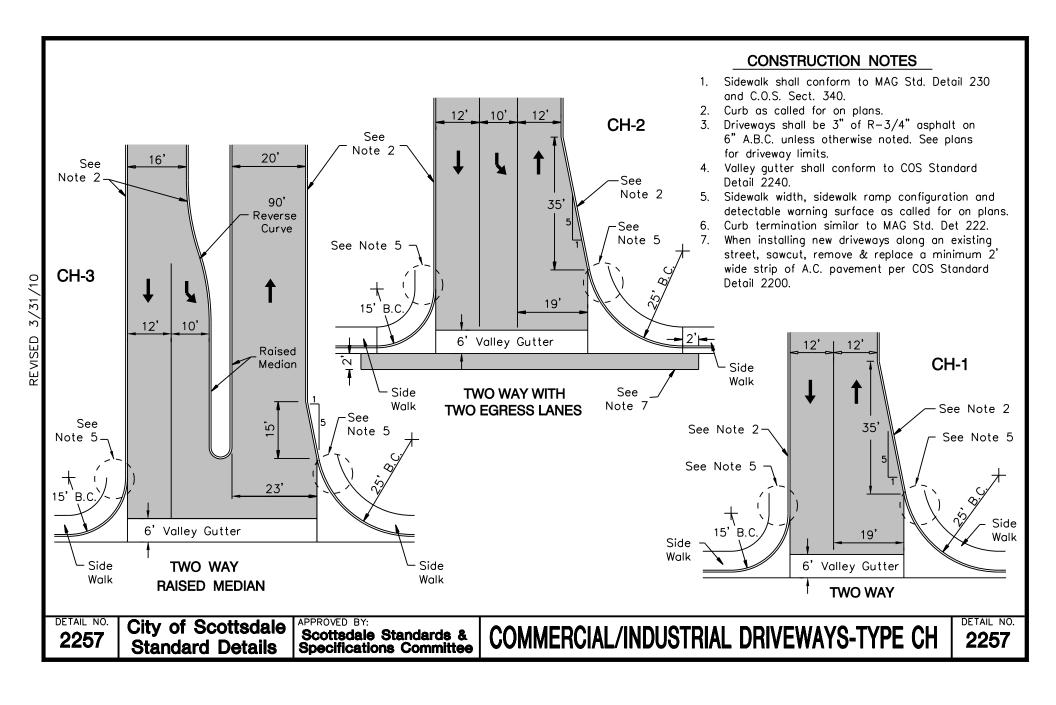
COMMERCIAL &	INIDITIC	TDIAI	
COMMERCIAL &	_ וואחחס	ITIAL	
DRIVEWAY WIDTH	MIN.	MAX.	CLASS
COMMERCIAL ZONING	+ 16'	40'	A
INDUSTRIAL ZONING + 24' MIN. FOR TWO WAY TRAFFIC	+ 16'	40'	А
RESIDENT	IAL		
DRIVEWAY WIDTH	MIN.	MAX.	CLASS
MAJOR STREET	16'	30'	В
COLLECTOR STREET	*12'	30'	В
LOCAL STREET	12'	30'	В
* 16' DESIRABLE			

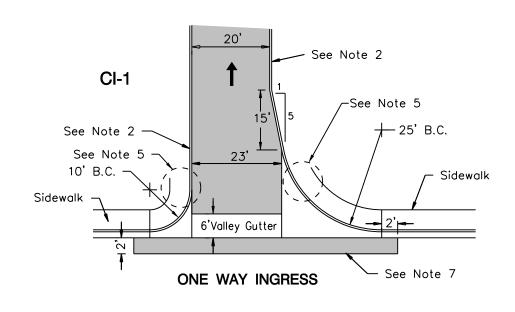
City of Scottsdale Standard Details

Scottsdale Standards & **Specifications Committee** **DRIVEWAY ENTRANCES**



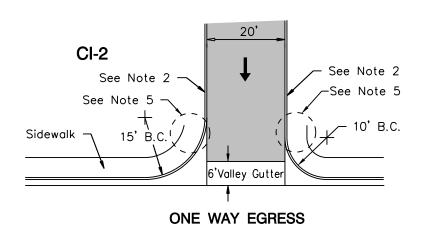


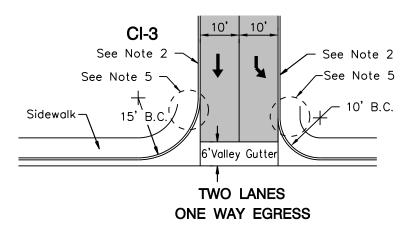




CONSTRUCTION NOTES

- 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.
- Valley gutter shall conform to COS Standard Detail 2240.
- Sidewalk width, sidewalk ramp configuration and detectable warning surface as called for on plans.
- 6. Curb termination similar to MAG Std. Det 222.
- 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.



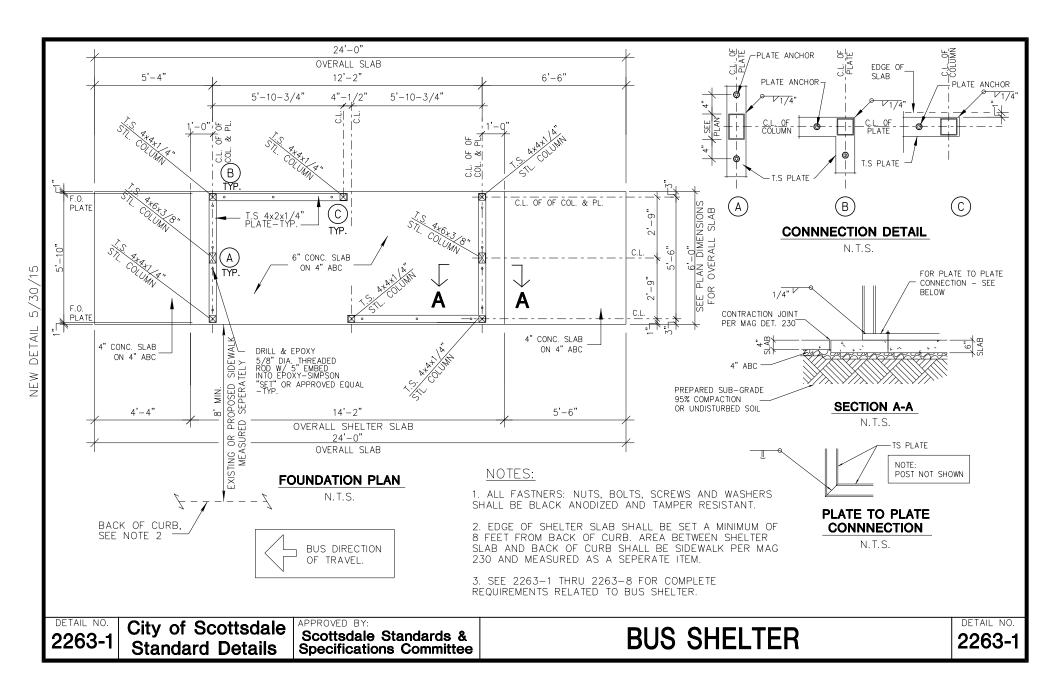


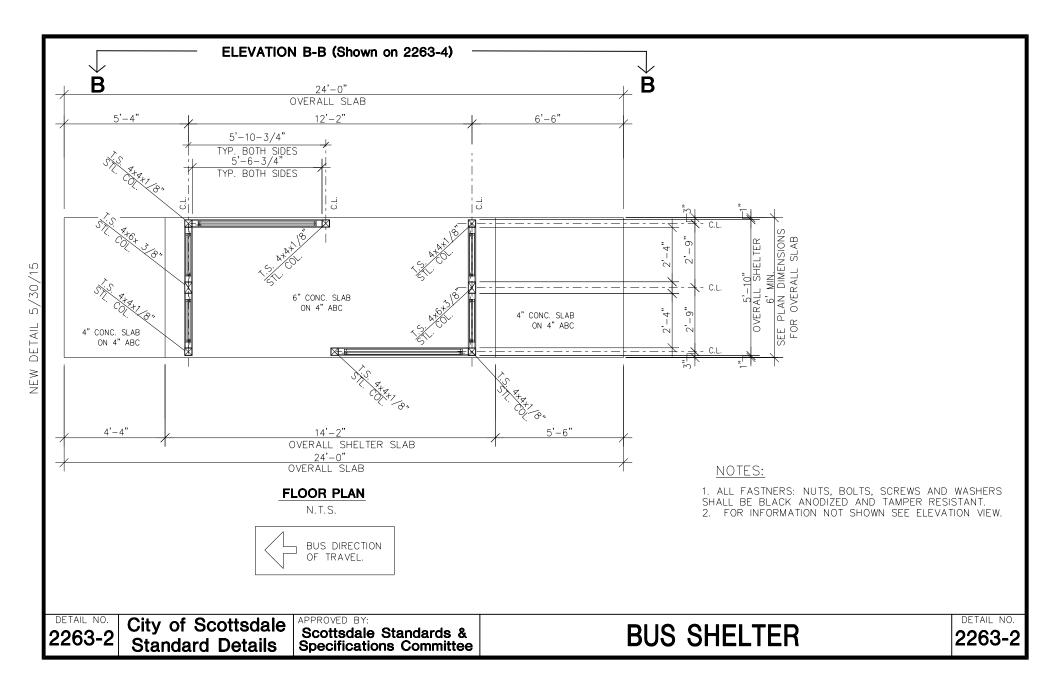
DETAIL NO. **2258**

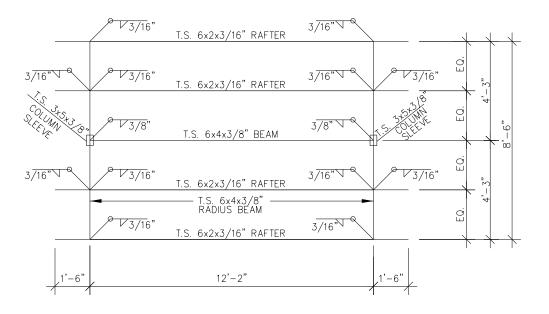
City of Scottsdale Standard Details APPROVED BY:
Scottsdale Standards &
Specifications Committee

COMMERCIAL/INDUSTRIAL DRIVEWAYS-TYPE CI

DETAIL NO.







FRAMING PLAN

N.T.S.

DETAIL NO. **2263-3**

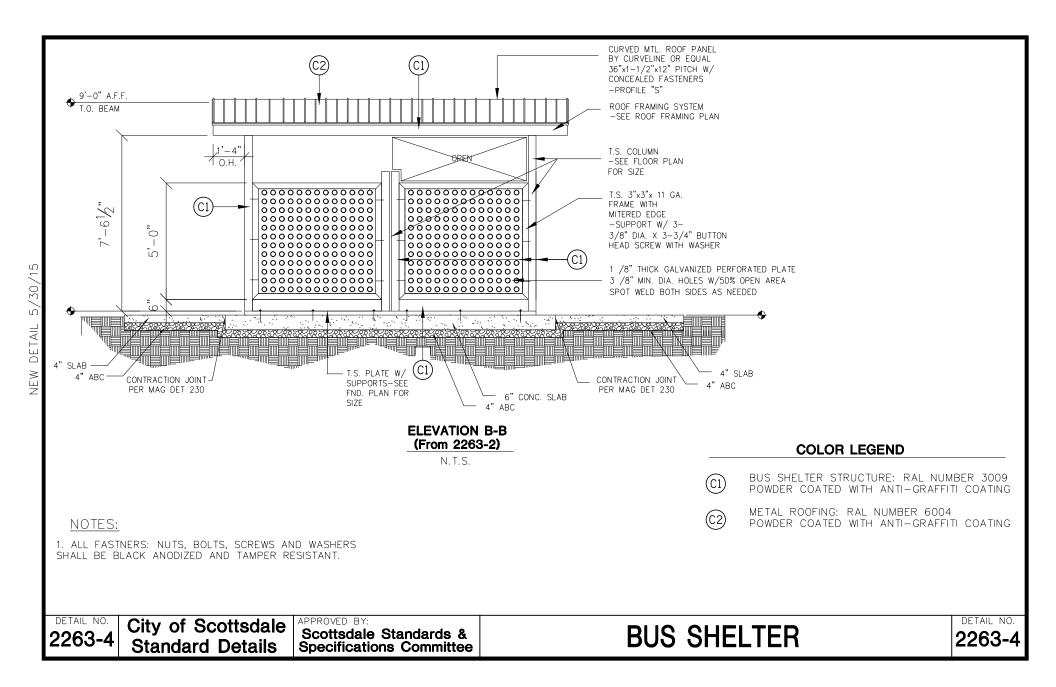
City of Scottsdale Standard Details

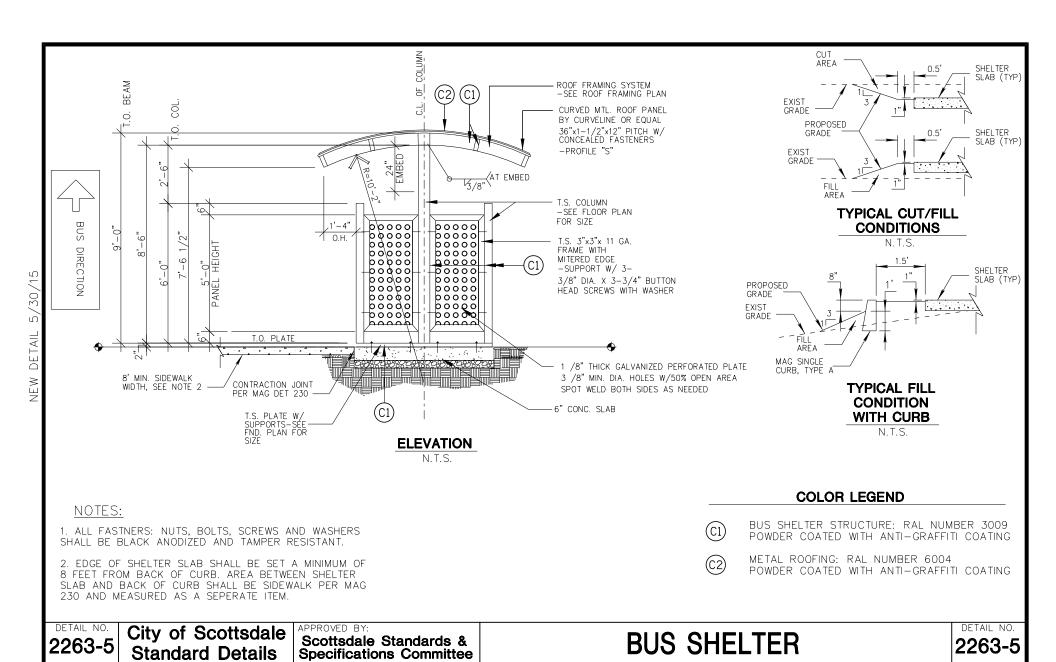
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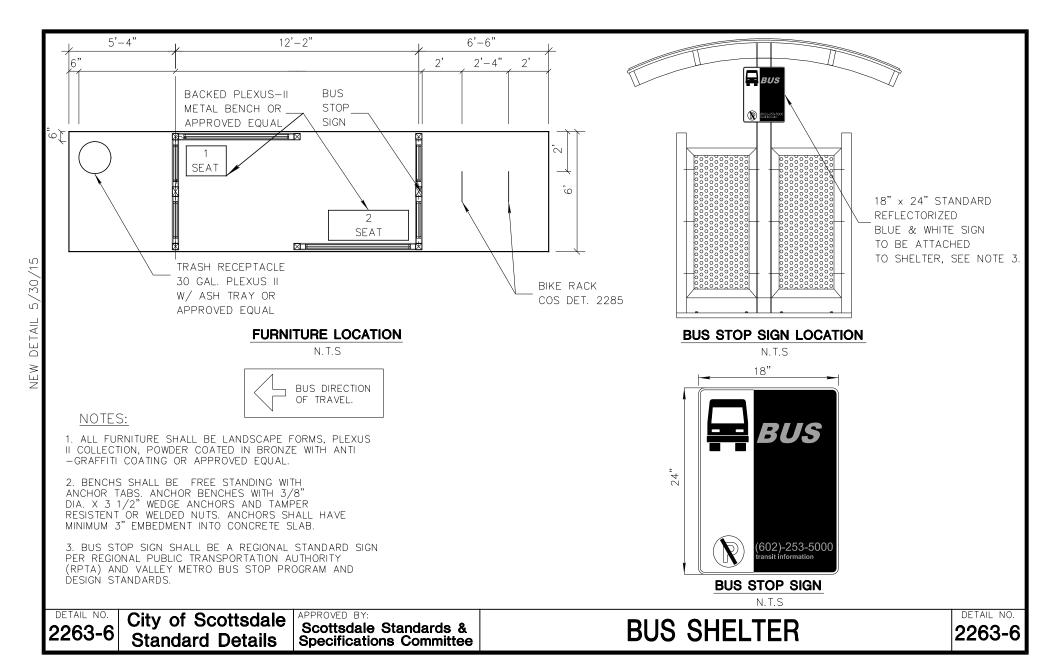
Scottsdale Standards & Specifications Committee

BUS SHELTER

DETAIL NO. **2263-3**







GENERAL STRUCTURAL NOTES

BUILDING CODE:

2012 EDITION OF THE UNIFORM BUILDING CODE, WITH CITY OF SCOTTSDALE AMENDMENTS. LOADS:

LATERAL:

WIND LOAD = 120 MPH WIND SPEED, EXPOSURE C.

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.

STRUCTURAL STEEL:

ALL CONSTRUCTION PER LATEST AISC STEEL CONSTRUCTION HANDBOOK. ALL STRUCTURAL STEEL SHALL BE ASTM A-36 EXCEPT AS FOLLOWS:

PIPE STEEL: ASTM A-53 GRADE B OR A-501 TUBE STEEL: ASTM A-500 GRADE B (Fy=46 KSI) BOLTS EMBEDDED IN CONCRETE: ASTM A-307. ALL FASTNERS, NUTS, BOLTS, SCREWS AND WASHERS SHALL BE BLACK ANODIZED AND TAMPER RESISTANT.

UNLESS NOTED OTHERWISE, ALL WELDS PER LATEST EDITION OF THE AWS STANDARDS. ALL WELDING SHALL BE PERFORMED BY WELDERS HOLDING VALID CERTIF—ICATES AND HAVING CURRENT EXPERIENCE IN THE TYPE OF WELD SHOWN ON THE DRAWINGS OR NOTES. CERTIFICATES SHALL BE THOSE ISSUED BY AN ACCEPTED TESTING AGENCY. ALL WELDING DONE BY E70 SERIES LOW HYDROGEN RODS PER AWS D1.1 UNLESS NOTED OTHERWISE. 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 FOR REVIEW.

SPECIAL INSPECTIONS:

POST INSTALLED ANCHORS

SHOP DRAWINGS:

SHOP DRAWINGS SHALL BE SUBMITTED FOR ALL STRUCT-URAL 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 DIS—APPROVE 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.

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

SUPPLEMENTARY NOTES:

1. CONTRACTOR SHALL PROVIDE ALL TEMPORARY BRACING, SHORING, GUYING OR OTHER MEANS TO AVOID EXCESSIVE STRESSES AND TO HOLD STRUCTURAL ELEMENTS IN PLACE DURING CONSTRUCTION.
2. CONTRACTOR SHALL ESTABLISH AND VERIFY IN FIELD ALL EXISTING CONDITIONS AFFECTING NEW CONSTRUCTION, CONTACT CITY INSPECTOR IMMEDIATELY IF CONDITIONS ARE NOT AS DEPICTED IN DRAWINGS.
3. SHELTER SLAB SHALL BE CLASS "B" CONCRETE PER MAG SECTION 725.

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 AD-JACENT 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. **2263-7**

City of Scottsdale Standard Details APPROVED BY:

Scottsdale Standards & Specifications Committee

BUS SHELTER

DETAIL NO.

2263-7

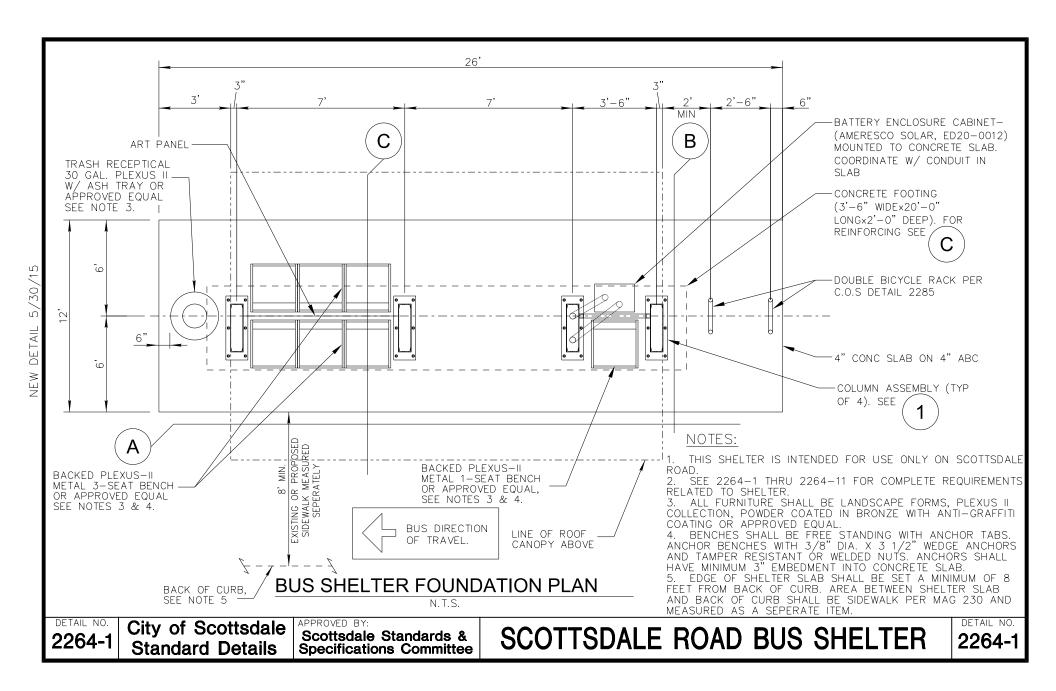
BBREVIA	rions		NOTE: ABBREVIATIONS MAY OR N	MAY NOT HAVE P	ERIODS, BUT SHALL BE READ AS SAME.	
4.B. —		DN	— DOWN	OSHA —	OCCUPATIONAL SAFETY AND	
A.B.C. ———		DWG(S)	- DOWN - DRAWING(S) - END TO CENTERLINE - END TO END - EDGE OF SLAB - EQUAL - EQUIPMENT		HEALTH ADMINISTRATION	
CI		F C	- FND TO CENTERLINE	PCI —	PRECAST/PRESTRESSED CONCRETE	
/	— AIR CONDITIONER — ABOVE FINISHED FLOOR — AMERICAN INSTITUTE OF STEEL	F F	— FND TO FND		INICTITUTE	
/		F 0 8	— EDCE OF SLAB	D.C.	PRECAST CONCRETE POUNDS PER LINEAR FOOT	
.1 .1 .	AMEDICAN INSTITUTE OF STEEL	L.O.3.	— FOLIAL	F.C.	POLINICS DEP LINEAR FOOT	
1130	- AMERICAN INSTITUTE OF STEEL	EQ -	— EQUAL	PLF —	POUNDS PER LINEAR FOOT	
101	CONSTRUCTION	EQUIP ————	— EQUIPMENT	±	——————————————————————————————————————	
usi ———			- EXPANSION BOLT	PREFAB	PREFABRICATED	
	INSTITUTE	EXP. JI (E.J.) —	- EXPANSION JOINT	PSF —	POUNDS PER SQUARE FOOT POUNDS PER SQUARE INCH POST-TENSIONING INSTITUTE	
.ITC ———		E.W.———————————————————————————————————	- EACH WAY	PSI ———	——— POUNDS PER SQUARE INCH	
	CONSTRUCTION	FDN-	— FOUNDATION	PTI	POST-TENSIONING INSTITUTE	
LT. ———	ALTERNATE	F.F. —	— FINISHED FLOOR			
		F.O.M. —	- FACE OF MEMBER	SDI ———	STEEL DECK INSTITUTE	
	INSTITUTE	F.O.S. —	FACE OF STEEL	SLH		
PA		F.O.W. —	— FINISHED FLOOR — FACE OF MEMBER — FACE OF STEEL — FACE OF WALL — GAGE (UNIT OF MEASUREMENT) — GALVANIZED	SLV ———	SHORT LEG VERTICAL	
ARCH'L		GA	— GAGE (UNIT OF MEASUREMENT)	SJI ———		
ASTM		GALV —	— GALVAŇIZED	SIM	——— SIMIL AR	
	AND MATERIALS	G.S.N. —	— GENERAL STRUCTURAL NOTES	50	SOLIARE	
.ws		GLB (GLULAM)	— GLUED-LAMINATED BEAM	SSMA —	SHORT LEG HORIZONTAL SHORT LEG HORIZONTAL STEEL JOIST INSTITUTE SIMILAR SQUARE STEEL STUD MANUFACTURERS	
n ———	— AT (MEASUREMENT)	HORIZ —	— HORIZONTAL REINFORCING	JOINTA	ASSOCIATION	
3M	AND MATERIALS	IBC —	— HORIZONTAL REINFORCING — INTERNATIONAL BUILDING CODE	STD	ASSOCIATION STANDARD STEEL TOTAL LOAD TOP OF BEAM TOP OF CONCRETE TOPPING	
) F	BEAM BELOW FINISHED FLOOR BLOCK BOTTOM OF BEAM BOTTOM OF FOOTING BEARING CAMBER CENTERLINE TO CENTERLINE CENTER OF GRAVITY CAST IN PLACE CENTERLINE OF BEAM CENTERLINE OF BEAM CENTERLINE OF BEAM CENTERLINE OF FOOTING	ICBO	— INTERNATIONAL CONFERENCE OF	STI -	STANDARD	
D.F.F	BLOOK FINISHED FLOOK	I ICBO	- INTERNATIONAL CONFERENCE OF	51L		
BLK —	—— BLUCK	L = W/	BUILDING OFFICIALS — INSIDE FACE OF WALL	T. 0. D.	TOTAL LOAD	
3.0.B. ———	—— BOLLOW OF BEAM	1.F.W.	- INSIDE FACE OF WALL	1.0.B	TOP OF BEAM	
3.0.0. ———	—— BOLLOW OF DECK	1.0.0.	— INTERPRETATION OF DRAWINGS — 1000 POUNDS	1.0.C.1. ——	TOP OF CONCRETE TOPPING	
3.O.F. ———	BOTTOM OF FOOTING	K(KIP)	— 1000 POUNDS	T.O.D. ———	TOP OF DECK TOP OF FOOTING TOP OF LEDGER	
3RG	—— BEARING	KLF	- KIPS PER LINEAR FOOT - POUNDS	T.O.F. ———	TOP OF FOOTING	
C ———	CAMBER	LBS (#) ———	— POUNDS	T.O.L. ———	TOP OF LEDGER	
C.C. ———	CENTERLINE TO CENTERLINE	LGS —	— LIGHT GAGE STEEL	T.O.M.———	TOP OF MASONRY	
C.G. ———	CENTER OF GRAVITY	LGSEA	— LIGHT GAGE STEEL — LIGHT GAGE STEEL ENGINEERS	T.O.P. ———		
C.I.P. ———	CAST IN PLACE			T.O.P.C. ——	TOP OF PRECAST CONCRETE	
1		L.O.D.	— LOCATION OF DETAILS — LIVE LOAD	T 0 S	TOP OF STEEL	
21.B ——		I II -	- LIVE LOAD	T O W	TOP OF WALL TRUSS PLATE INSTITUTE TUBE STEEL	
)	—— CENTERLINE OF COLLIMN	IIH	- LONG LEG HORIZONTAL	TPI	TRUSS PLATE INSTITUTE	
) F	CENTERLINE OF FOOTING	IIV	— LONG LEG VERTICAL	TC	TIRE STEEL	
).L.II.		MAG —	- MARICOPA ASSOCIATION OF COV'T	TVD	TYDICAL	
Z. L. W.	CENTERLINE OF COLDMIN CENTERLINE OF FOOTING CENTERLINE OF WALL CLEAR CONCRETE	MAS	- MASONDY	T1P	TONCHE AND OBOOVE	
DONO.	CONORETE	MASCI	MASONDY CONTROL IOINT	186	TONGUE AND GROUVE	
JONE —		MAS C.J.	— LIVE LOAD — LONG LEG HORIZONTAL — LONG LEG VERTICAL — MARICOPA ASSOCIATION OF GOV'T — MASONRY — MASONRY CONTROL JOINT — MAXIMUM — METAL BUILDING MANUFACTURERS	OBC —	TYPICAL TYPICAL TONGUE AND GROOVE UNIFORM BUILDING CODE UNLESS NOTED OTHERWISE VERTICAL REINFORCING	
JONG C.J. —	— CONCRETE CONTROL JOINT	MAX —	- MAXIMUM	U.N.O.	UNLESS NOTED OTHERWISE	
CONC S.J. —	CONCRETE CONTROL JOINT CONCRETE SAWCUT JOINT CONCRETE MASONRY UNIT	MBMA	- METAL BUILDING MANUFACTURERS	VERT	VERTICAL REINFORCING	
C.M.U. ———	CONCRETE MASONRY UNIT		ASSOCIATION MECHANICAL MANUFACTURER('S) MINIMUM NOT APPLICABLE NOT TO SCALE ON CENTER OUTSIDE FACE OF WALL OPPOSITE	WCLA	WEST COAST LUMBER ASSOCIATION WEST COAST LUMBER INSPECTION	
COL	COLUMN CONNECTION CONTINUOUS	MECH'L —	— MECHANICAL	WCLIB	WEST COAST LUMBER INSPECTION	
ONN	CONNECTION	MFR('S)	— MANUFACTURER('S)		BUREAU	
ONT -	CONTINUOUS	MIN —	— MINIMUM	W. W. F		
c.o.s. ———	CONTINUOUS CITY OF SCOTTSDALE CONCRETE REINFORCING STEEL	N/A	— NOT APPLICABLE	WWPA		
CRSI ———		N,T,S, ———	— NOT TO SCALE		A SCOCIA TIONI	
		0.0	— ON CENTER	w /		
)FT	—— DETAIL —— DEAD LOAD	0.5.	— OUTSIDE FACE OF WALL	W/C	WITH WATER TO CEMENT RATIO WITHOUT	
)L	—— DEAD LOAD	OPP	— OPPOSITE	W/C	WATER TO CEMENT RATIO	
OP DIA	—— DIAMETER		011 05112	W/O	WITHOUT	
ON DIA	DIAMETER					

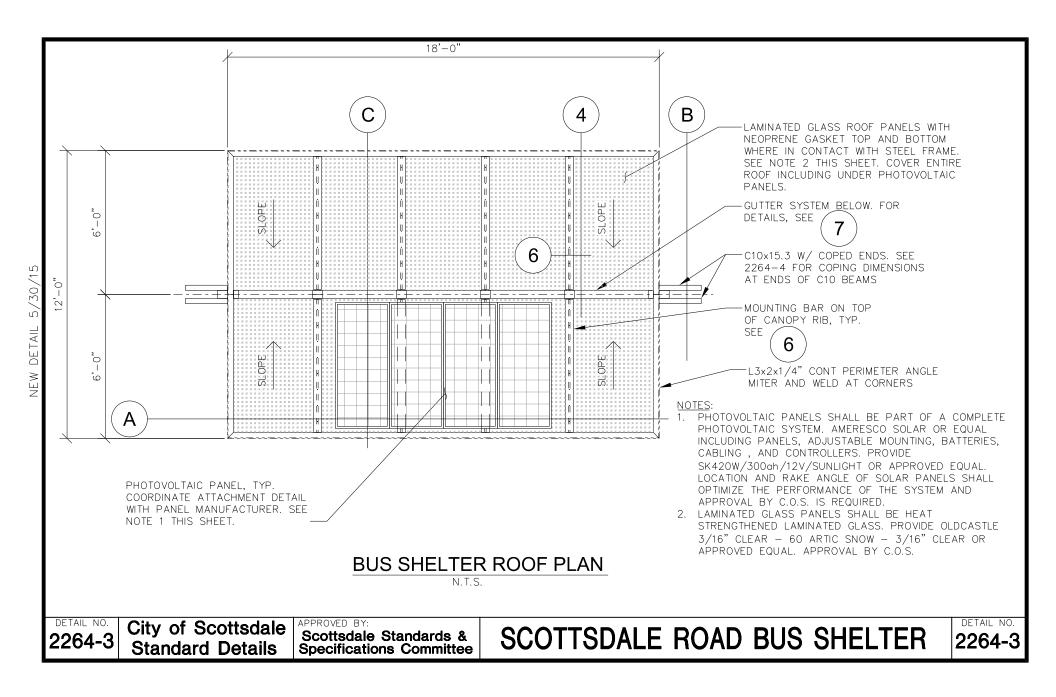
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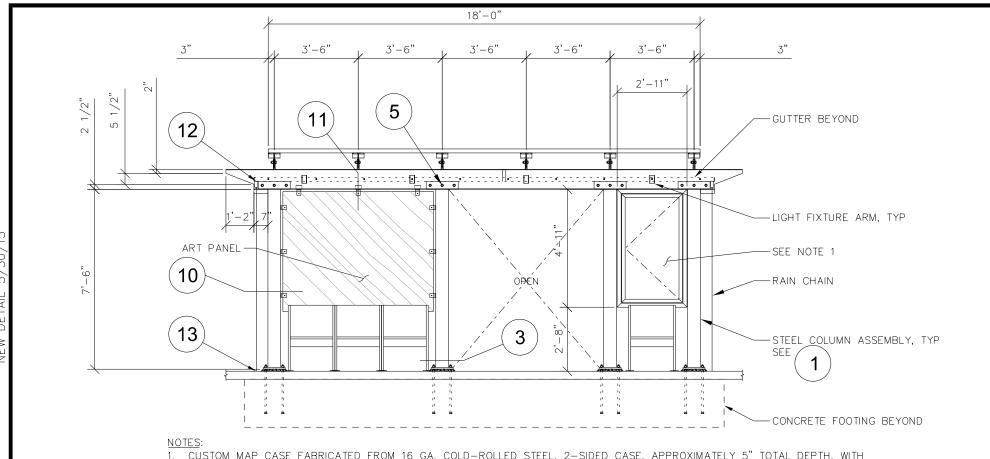
Standard Details

Scottsdale Standards & Specifications Committee

BUS SHELTER







1. CUSTOM MAP CASE FABRICATED FROM 16 GA. COLD-ROLLED STEEL. 2-SIDED CASE, APPROXIMATELY 5" TOTAL DEPTH, WITH LOCKABLE POLYCARBONATE DOOR WITH STEEL FRAME AND PIANO HINGE ON BOTH SIDES OF CASE. PROVIDE REMOVABLE 2-SIDED VINYL DISPLAY BOARD CENTERED WITHIN THE FRAME. MAP CASE SHALL INCLUDE MOUNTING HARDWARE APPROPRIATE FOR THE INTENDED APPLICATION. PROVIDE POWDER-COAT FINISH TO MATCH SHELTER STRUCTURE.



DETAIL NO. **2264-4**

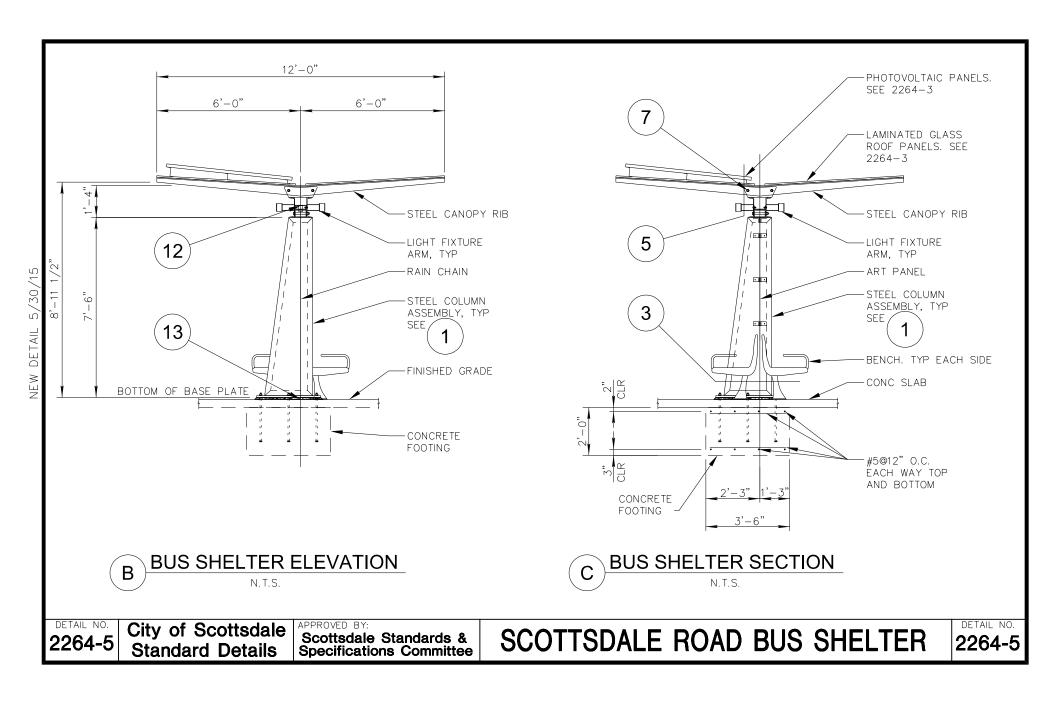
City of Scottsdale Standard Details

APPROVED BY:

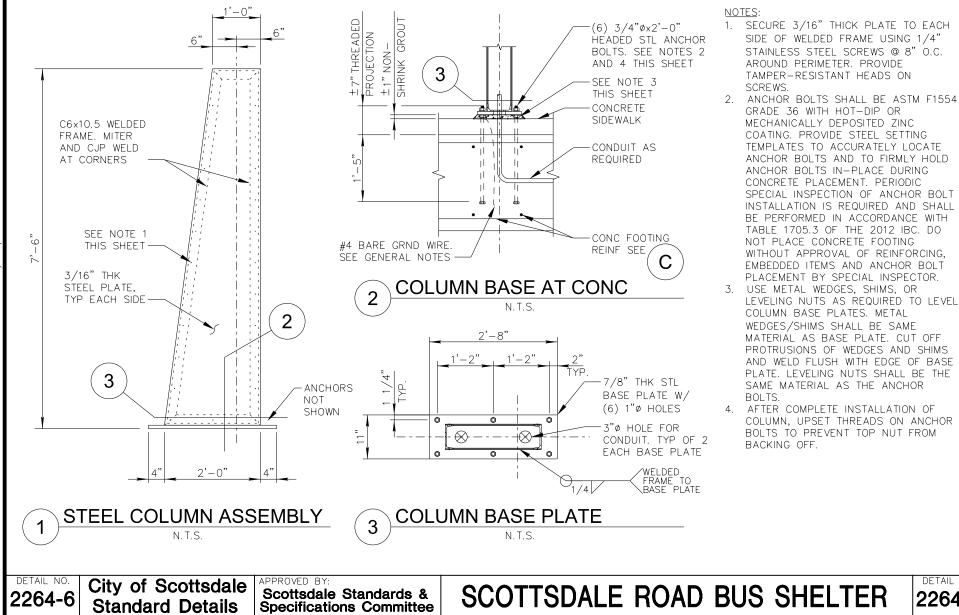
Scottsdale Standards & Specifications Committee

SCOTTSDALE ROAD BUS SHELTER

DETAIL NO.



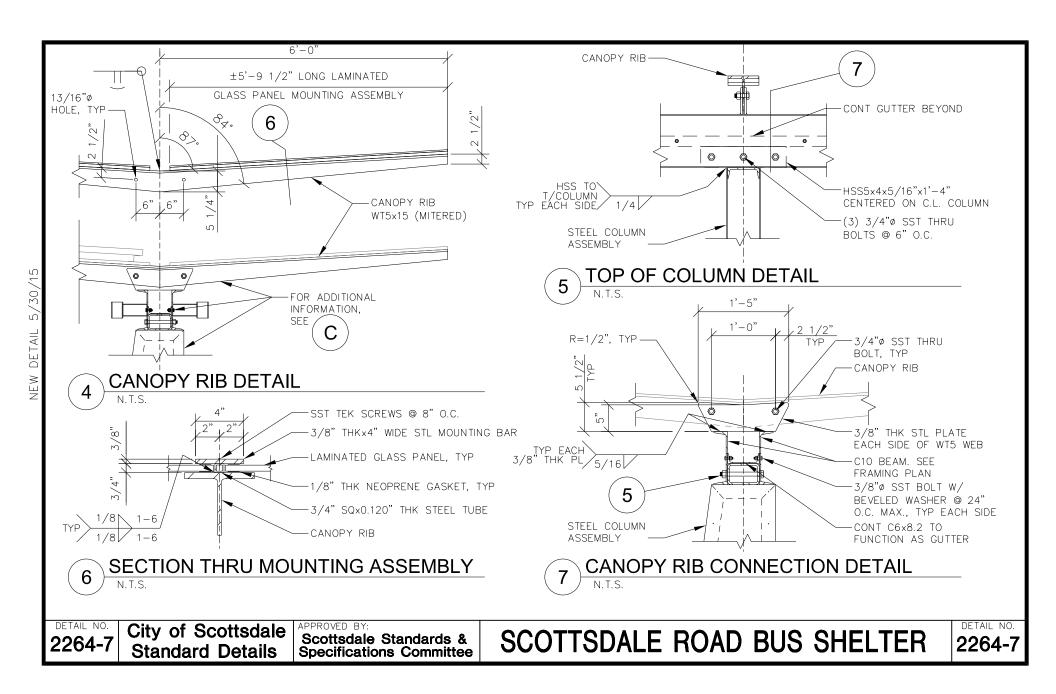
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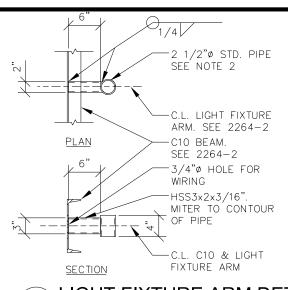


Scottsdale Standards &

Specifications Committee

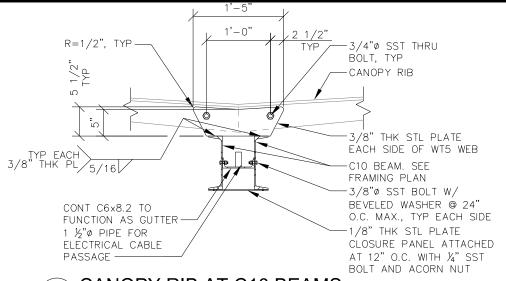
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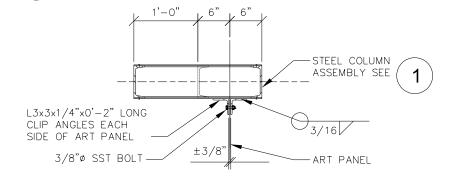


NOTES:

- 1. LIGHT FIXTURE NOT SHOWN FOR CLARITY. PROVIDE MAG LED MR16. 12 DEGREE, COOL WHITE, YOKE MOUNT, 12V LIGHT FIXTURE BY MAGNIFLOOD OR APPROVED EQUAL.
- 2. DRILL AND TAP 2 1/2"ø STD PIPE TO RECEIVE (3) 1/4"ø SET SCREWS FOR ATTACHMENT OF LIGHT FIXTURE TO PIPE COORDINATE ATTACHMENT DETAILS W/ SELECTED LIGHT FIXTURE MFR

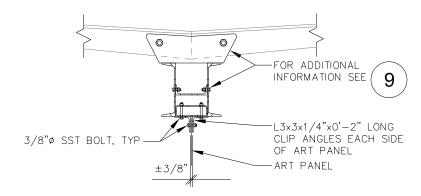


LIGHT FIXTURE ARM DETAIL 8 N.T.S.



ART PANEL AT COLUMN DETAIL

CANOPY RIB AT C10 BEAMS



ART PANEL AT C10 BEAMS

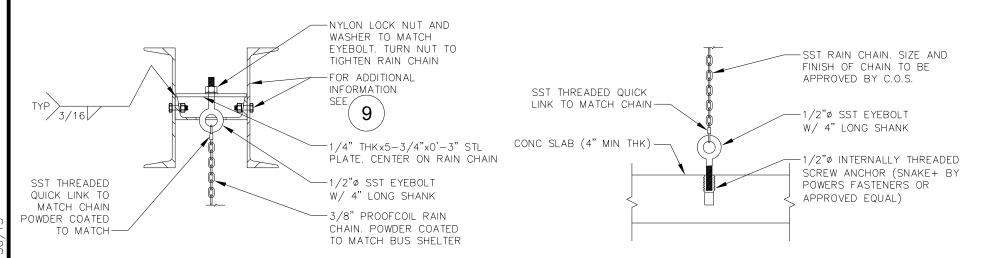
DETAIL NO.

City of Scottsdale Standard Details 2264-8

APPROVED BY:

Scottsdale Standards & Specifications Committee SCOTTSDALE ROAD BUS SHELTER

DETAIL NO.



RAIN CHAIN TOP CONNECTION

(13) RAIN CHAIN BOTTOM CONNECTION

N.T.S.

DETAIL NO. **2264-9**

City of Scottsdale Standard Details

APPROVED BY:

Scottsdale Standards & Specifications Committee

SCOTTSDALE ROAD BUS SHELTER

DETAIL NO.

GENERAL STRUCTURAL NOTES

BUILDING CODE:

2012 EDITION OF THE INTERNATIONAL BUILDING CODE. WITH CITY OF SCOTTSDALE AMENDMENTS. LOADS:

LATERAL:

WIND LOAD = 120 MPH WIND SPEED, EXPOSURE B. SEISMIC: SDS = 0.200, SD1 = 0.100

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 HAND-BOOK. ASTM A615 (Fy = 60 KSI/GRADE 60) DEFORMED BARS FOR ALL BARS.

ALL REINFORCING SHALL BE CHAIRED TO ENSURE PRO-PER CLEARANCES. SUPPORT OF FOUNDATION REINFORC-ING MUST PROVIDE ISOLATION FROM MOISTURE CORR-OSION BY USE OF A PLASTIC OR CONCRETE CHAIR. DUCT-TAPE COVERED REINFORCING IS NOT AN ACCEPT-ABLE 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 STEEL CONST. MANUAL. ALL TUBE STEEL SHALL BE ASTM A500 (Fy=46 KSI). ALL MISCELLANEOUS STEEL UNLESS NOTED OTHERWISE SHALL BE ASTM A36 (Fy = 36 KSI).

UNLESS NOTED OTHERWISE. ALL WELDS PER LATEST EDITION OF THE AWS STANDARDS.

STRUCTURAL STEEL: CONT'D

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 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 DRAW-INGS SUBMITTED FOR REVIEW.

SHOP DRAWINGS:

SHOP DRAWINGS SHALL BE SUBMITTED FOR ALL STRUCT-URAL 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 CON-TRACT 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 DIS-APPROVE ANY CHANGES TO CONTRACT DOCUMENTS AT ANYTIME BEFORE OR AFTER SHOP DRAWING REVIEW.

THE SHOP DRAWINGS DO NOT REPLACE THE CONTRACT DOC-UMENTS. ITEMS OMITTED OR SHOWN INCORRECTLY AND ARE NOT FLAGGED BY THE STRUCTURAL ENGINEER OR ARCHITECT SHALL NOT BE CONSIDERED CHANGES TO CONTRACT DOC-UMENTS. 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.

REVIEWING IS INTENDED ONLY AS AN AID TO THE CON-TRACTOR 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 RE-LOCATED 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 OF THE FOLLOWING METHOD:
- A) 25 FEET OF #4 STANDARD COPPER (UNINSULATED) INSTALLED IN THE BASE OF ONE OF THE UPRIGHT FOUN-DATIONS. 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 OF THE COLUMN IN WHICH THE CONDUIT SYSTEM ENTERS. 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.

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

5. ALL METAL ELEMENTS OF THE STRUCTURE WILL BE POWDER COATED WITH ANTI-GRAFFITI COATING TO MATCH THE COLOR: WESTERN RESERVE 8716N LRV 11.

DETAIL NO.

City of Scottsdale 2264-10 Standard Details

APPROVED BY:

Scottsdale Standards & Specifications Committee SCOTTSDALE ROAD BUS SHELTER

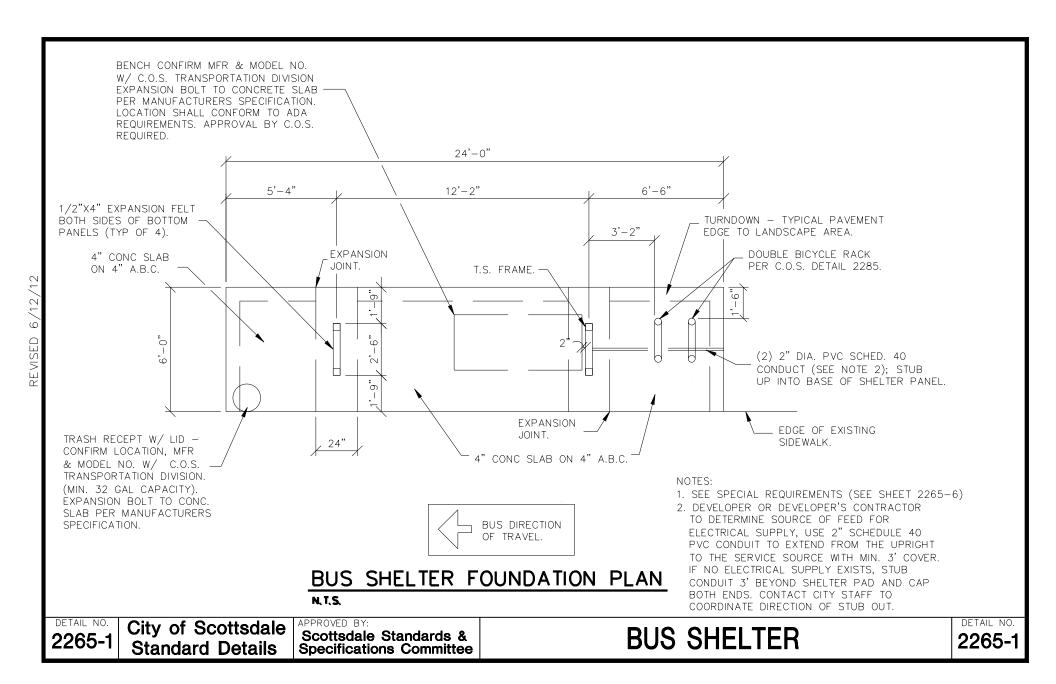
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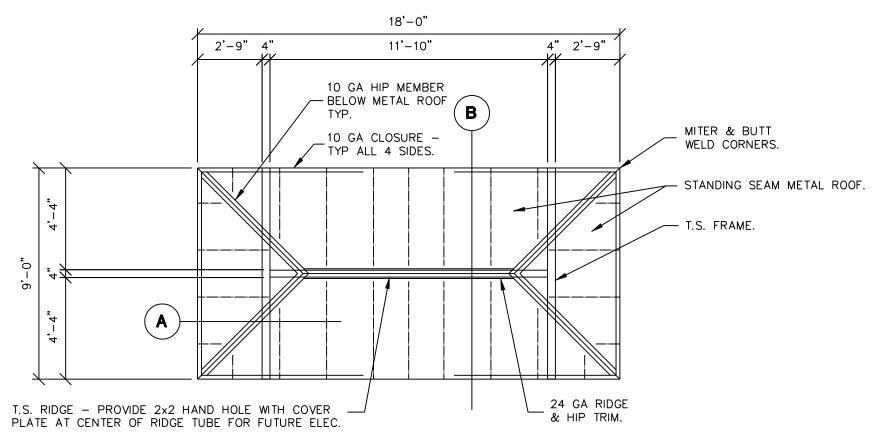
BBREVIA		T			PERIODS, BUT SHALL BE READ AS S
	ANCHOR BOLT	DWG(S)	— DRAWING(S) — END TO CENTERLINE — END TO END	PLF —	POUNDS PER LINEAR FOOT
.B.C. ———		E.C. —	— END TO CENTERLINE	±	PLUS OR MINUS PREFABRICATED
) ————————————————————————————————————		E.E. ———	— END TO END	PREFAB	PREFABRICATED
ī.F. ———	ABOVE FINISHED FLOOR	E.O.S. —	— EDGE OF SLAB	PSF	POUNDS PER SQUARE FOOT
SC		E.O.S. — EQ	— EQUAL	PSI —	POUNDS PER SQUARE FOOT POUNDS PER SQUARE INCH
	CONSTRUCTION	EQUIP	— EQUIPMENT	REINF	REINFORCING SHORT LEG HORIZONTAL
SI	—— AMERICAN IRON AND STEEL	EXP. BOLT (E.B.)	— EXPANSION BOLT	SLH —	SHORT LEG HORIZONTAL
	INSTITUTE	EXP. JT (E.J.) —	— EXPANSION JOINT	SI V	SHORT LEG VERTICAL
T. ———	ALTERNATE	E.W	— EXPANSION JOINT — EACH WAY	SIM —	SIMILAR
SI		F.F. —	- FINISHED FLOOR		——— SQUARE
	INSTITLITE	F.O.S. —			
۸	—— AMERICAN PLYWOOD ASSOCIATION —— ARCHITECTURAL	F.O.W. —	FACE OF WALL		
		1.0.W.	CACE (UNIT OF MEACUDEMENT)	STD	ASSOCIATION ——— STANDARD
TM -		GALV	— GAGE (UNIT OF MEASUREMENT) — GALVANIZED	STL	STANDARD
I IVI		GALV —	— GALVANIZED		TOTAL LOAD
-	AND MATERIALS ——— AMERICAN WELDING SOCIETY	G.S.N. ———	— GENERAL STRUCTURAL NOTES — HORIZONTAL REINFORCING — INTERNATIONAL BUILDING CODE	L	TOP OF BEAM
/5	AMERICAN WELDING SOCIETY	HURIZ —	— HORIZONTAL REINFORCING	1.0.B	TOP OF BEAM
	—— AT (MEASUREMENT) —— BEAM	IBC —	— INTERNATIONAL BUILDING CODE	T.O.C.T. —	TOP OF CONCRETE TOPPING TOP OF DECK
	—— BEAM	ICBO —	— INTERNATIONAL CONFERENCE OF	T.O.D. —	TOP OF DECK
.F ———	—— BELOW FINISHED FLOOR —— BLOCK		BUILDING OFFICIALS	T.O.F. ———	TOP OF FOOTING TOP OF LEDGER
<	—— BLOCK	I.F.W.	— INSIDE FACE OF WALL	T.O.L. ———	TOP OF LEDGER
).B. ———	BOTTOM OF BEAM	K(KIP)	— 1000 POUNDS	T.O.M.	TOP OF MASONRY
).F. ———	——— BOTTOM OF FOOTING ——— BEARING	KLF —	BUILDING OFFICIALS INSIDE FACE OF WALL 1000 POUNDS KIPS PER LINEAR FOOT	T.O.P. ———	TOP OF PLATE
G ———	BEARING	LBS (#) —	— POUNDS — LIGHT GAGE STEEL	T.O.P.C. ——	TOP OF PRECAST CONCRETE
	CAMBER	LGS —	— LIGHT GAGE STEEL	T.O.S. ———	TOP OF STEEL
. ———	CENTERLINE TO CENTERLINE	LGSEA	— LIGHT GAGE STEEL ENGINEERS		TOP OF WALL
2			ASSOCIATION		TRUSS PLATE INSTITUTE
л. .Р. ———		L.O.D.	- LOCATION OF DETAILS	TYP —	TYPICAL
	OENITEDI INIE		— LOCATION OF DETAILS — LIVE LOAD		- INITES NOTED OTHERWISE
	CENTERLINE OF BEAM	III	— LONG LEG HORIZONTAL — LONG LEG VERTICAL	U.N.U.	UNLESS NOTED OTHERWISE VERTICAL REINFORCING
B. ———	CENTERLINE OF BEAM		— LONG LEG VERTICAL	VERI —	VERTICAL REINFORCING
		MAS —			WELDED WIRE FABRIC
t. ———	CENTERLINE OF FOOTING		— MASONRY CONTROL JOINT	W/	WITH
W. ———		MAX —	MASONRI CONTROL JOINT	w/c	WITH WATER TO CEMENT RATIO
₹	——— CLEAR	MECH'L	— MAXIMUM	w/o	WITHOUT
NC		MECH L	— MECHANICAL — MANUFACTURER('S)	/	
NC C.J. ——	CONCRETE CONTROL JOINT				
NC S.J. ——		MIN —	— MINIMUM — NOT APPLICABLE		
1.U. ———	CONCRETE MASONRY UNIT	N/A	NOT APPLICABLE		
NN	CONNECTION	N.T.S. — O.C.	— NOT TO SCALE		
NT		O.C. —	— ON CENTER		
).S. ———		O.F.W.	— OUTSIDE FACE OF WALL — OPPOSITE		
		OPP	- OPPOSITE		
<u>.</u>	INSTITUTE	OSHA -	— OCCUPATIONAL SAFETY AND		
			HEALTH ADMINISTRATION		
-	—— DEAD LOAD —— DIAMETER				

City of Scottsdale Standard Details

Scottsdale Standards & Specifications Committee

SCOTTSDALE ROAD BUS SHELTER





BUS SHELTER FRAMING PLAN

N.T.S.

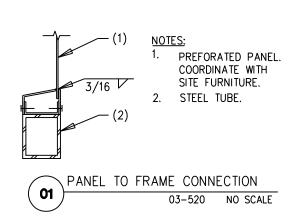
2265-2 City of Scottsdale Standard Details

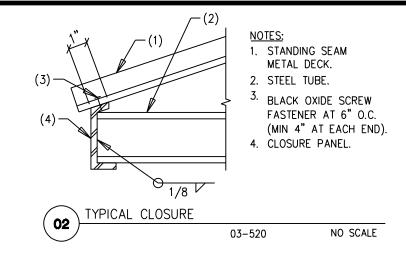
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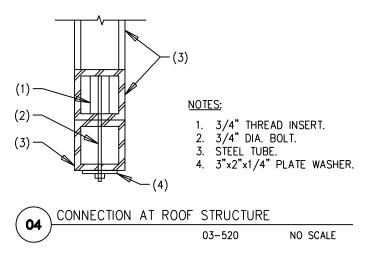
Scottsdale Standards & Specifications Committee

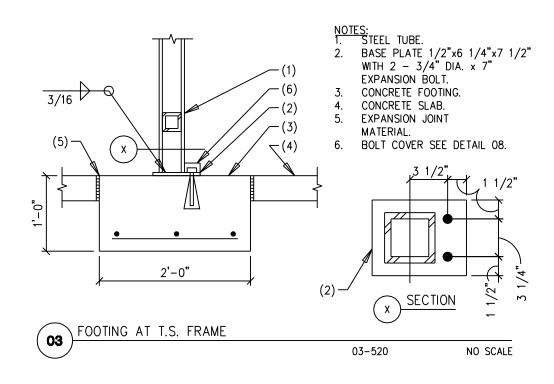
BUS SHELTER

DETAIL NO. 2265-2







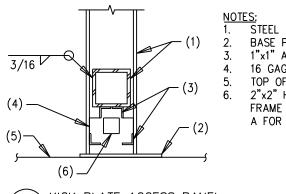


City of Scottsdale Standard Details

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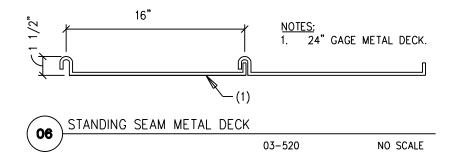
BUS SHELTER

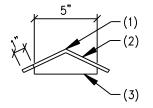
DETAIL NO. **2265-4**



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

KICK PLATE ACCESS PANEL NO SCALE 03-520



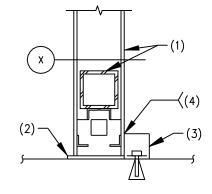


= .0581x = .0219

Fy = 50 KSI

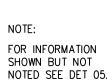
- 10 GAGE HIP MEMBER BELOW METAL ROOF - TYP.
- 22 GAGE METAL SNAP COVER PLATE - CREASE MIDDLE: TRIM EDGES TO FIT END CONDITIONS.

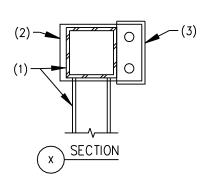
METAL COVER PLATE 03-520 NO SCALE



NOTES:

- STEEL TUBE.
- BASE PLATE.
- 16 GAGE METAL COVER,
- TACK WELD.





BOLT COVER

03-520

NO SCALE

DETAIL NO.

City of Scottsdale Standard Details

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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 HAND-BOOK. ASTM A615 (Fy = 60 KSI/GRADE 60) DEFORMED BARS FOR ALL BARS.

ALL REINFORCING SHALL BE CHAIRED 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(Fy=46 KSI). ALL MISCELLANEOUS STEEL UNLESS NOTED OTHERWISE SHALL BE ASTM A36 (Fy=36 KSI).

UNLESS NOTED OTHERWISE, ALL WELDS PER LATEST EDITION OF THE AWS STANDARDS. ALL WELDING SHALL BE PERFORMED BY WELDERS HOLDING VALID CERTIF—ICATES AND HAVING CURRENT EXPERIENCE IN THE TYPE OF WELD SHOWN ON THE DRAWINGS OR NOTES. CER—TIFICATES 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 HY— DROGEN 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 STRUCT-URAL 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 DIS—APPROVE 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 AD—JACENT 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.

City of Scottsdale Standard Details

APPROVED BY:

Scottsdale Standards & Specifications Committee

BUS SHELTER

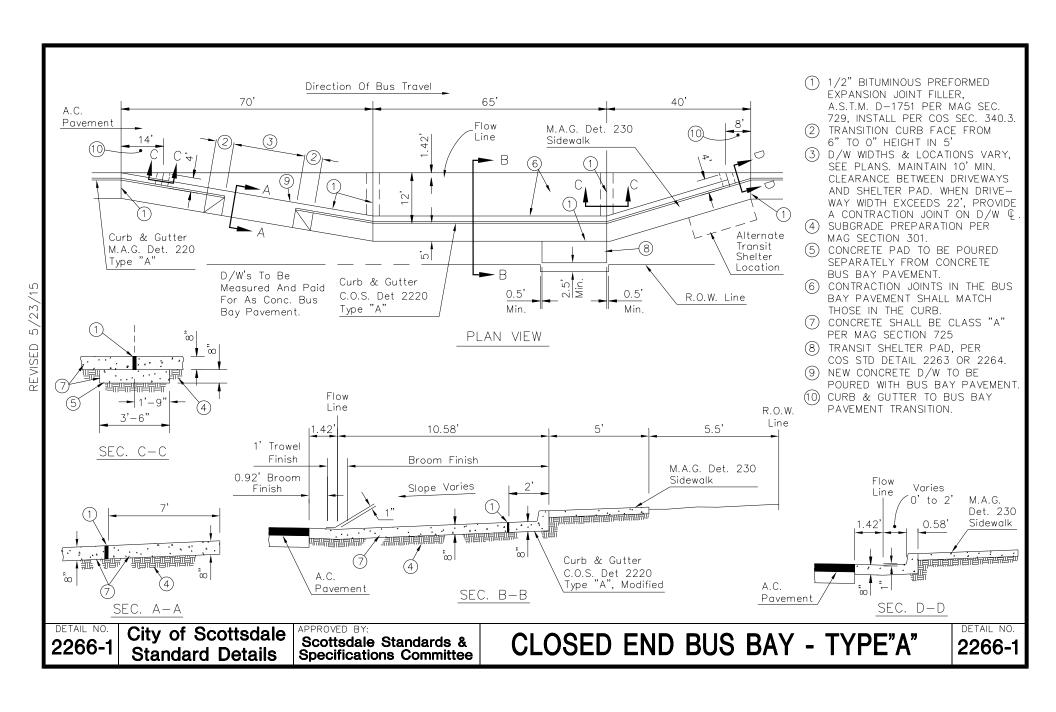
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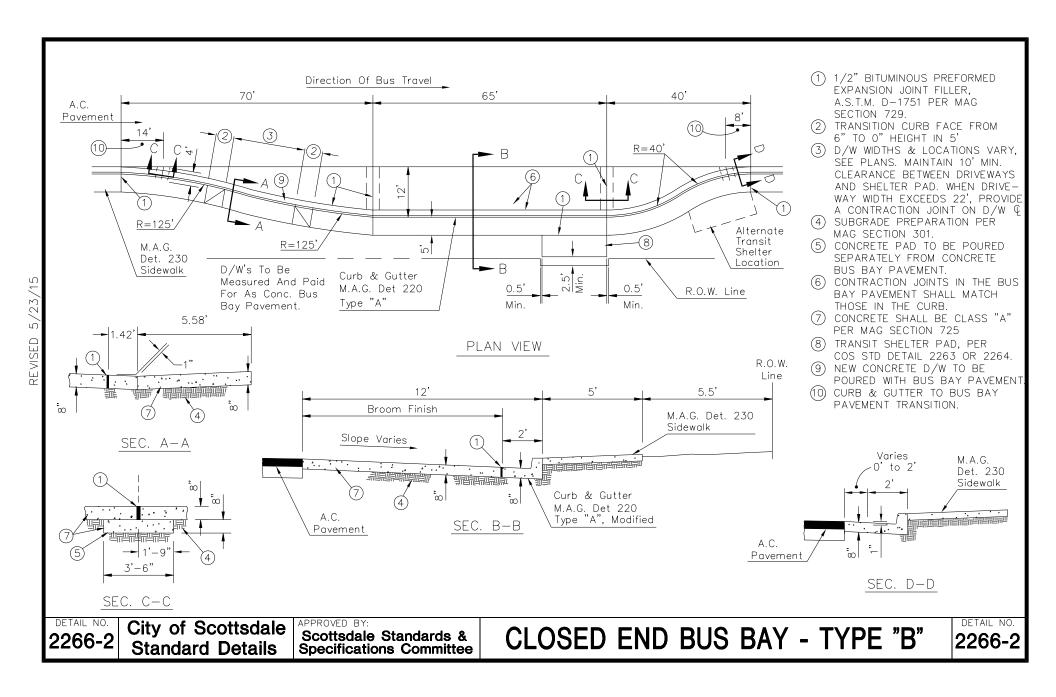
ABBREVIAT		NOTE: ABBREVIATIONS MAY OR MAY NOT HAVE PERIODS, BUT SHALL BE READ AS SAI				
	—— ANCHOR BOLT —— AGGREGATE BASE COURSE —— AMERICAN CONCRETE INSTITUTE	DN —	— DOWN	T PCI —	PRECAST/PRESTRESSED CONCRETE	
A.B.C. ———	AGGREGATE BASE COURSE	DWC(C)	DDAMNIC(C)		INSTITÚITE	
ACI		E.C	— END TO CENTERLINE — END TO END — EDGE OF SLAB — EQUAL — EQUIPMENT	P.C. ———	PRECAST CONCRETE POUNDS PER LINEAR FOOT PLUS OR MINUS	
A /C		E.E. ———	— END TO END	PLF	POUNDS PER LINEAR FOOT	
A,F,F,		E.O.S. ———	— EDGE OF SLAB	±		
AISC ———		EQ	— EQUAL	PREFAB ———	—— PREFABRICATED —— POUNDS PER SQUARE FOOT	
	CONSTRUCTION	l EQUIP ———	— EQUIPMENT	PSF ———		
AISI ———		EXP. BOLI (E.B.) -	— EXPANSION BOLT	PSI ———	POUNDS PER SQUARE FOOT POUNDS PER SQUARE INCH POST-TENSIONING INSTITUTE	
	INSTITUTE	EXP. JT (E.J.) —	EXPANSION JOINT	PTI	—— POST-TENSIONING INSTITUTE	
AITC ———		F W	F & C L _ W & \	RFINF —	REINFORCING STEEL DECK INSTITUTE SHORT LEG HORIZONTAL	
	CONSTRUCTION	F F	- FINISHED FLOOR	SDI	— STEFL DECK INSTITUTE	
Δι Τ	—— ALTERNATE	F.O.M. ———	— FACE OF MEMBER — FACE OF STEEL — FACE OF WALL	SI H		
ANSI		F 0.S.	— FACE OF STEEL	GI V	—— SHORT LEG VERTICAL	
	INSTITUTE	F O W	— FACE OF WALL		SHORT LEG VERTICAL STEEL JOIST INSTITUTE	
ΛDΔ	—— AMERICAN PLYWOOD ASSOCIATION	GA	— GAGE (UNIT OF MEASUREMENT) — GALVANIZED — GENERAL STRUCTURAL NOTES	CIM	—— CIMII AR	
^PC□'I ———	— AMERICAN PLYWOOD ASSOCIATION — ARCHITECTURAL — AMERICAN SOCIETY FOR TESTING	CV	- CALIVANIZED	SIM ————————————————————————————————————	- COLLADE	
ARUT L	- AMEDICAN SOCIETY FOR TESTING	C C N	CENERAL STRUCTURAL NOTES	SU. ————	- STEEL STUD MANUEACTURERS	
	AND MATERIALS		- GENERAL STRUCTURAL NOTES	22MM	STEEL STUD MANUFACTURERS	
A 14/C	—— AMERICAN WELDING SOCIETY	LINDIZ	GLUED-LAMINATED BEAM HORIZONTAL REINFORCING INTERNATIONAL BUILDING CODE INTERNATIONAL CONFERENCE OF		ASSOCIATION STANDARD	
1M2		HUKIZ ———	- HUKIZUNTAL KEINFUKUING	SID	— STANDARD	
y ———	AT (MEASUREMENT) BEAM	IBC	- INTERNATIONAL DUILDING CODE	ŽIL	STEEL TOTAL LOAD	
3M	— RFW	ICRO ——	- INTERNATIONAL CONFERENCE OF	IL	— TOTAL LOAD	
3.F.F	- BELOW FINISHED FLOOR		BUILDING OFFICIALS	T.O.B	TOP OF BLAM	
3LK		1, F , W, ———————————————————————————————	BUILDING OFFICIALS — INSIDE FACE OF WALL — INTERPRETATION OF DRAWINGS	T.O.C.1. ———	TOP OF BEAM TOP OF CONCRETE TOPPING TOP OF DECK	
3.0. <u>B</u> . 	BOTTOM OF BLAM	1.0.0.	- INTERPRETATION OF DRAWINGS	T.O.D. ———	— TOP OF DECK	
B.O.D. ———		K(KIP)	— INTERPRETATION OF DRAWINGS — 1000 POUNDS — KIPS PER LINEAR FOOT — POUNDS — LIGHT GAGE STEEL — LIGHT GAGE STEEL ENGINEERS ASSOCIATION	T.O.F. ———	TOP OF FOOTING	
B.O.F. ———	BOTTOM OF FOOTING	KLF	- KIPS PER LINEAR FOOT	T.O.L. ———	TOP OF LEDGER	
BRG ———	—— BEARING	LBS (#) ———	— POUNDS	T.O.M.———	TOP OF MASONRY TOP OF PLATE	
С ———	—— CAMBER	LGS —	- LIGHT GAGE STEEL	T.O.P. ———	TOP OF PLATE	
C.C.——	CENTERLINE TO CENTERLINE CENTER OF GRAVITY	LGSEA	— LIGHT GAGE STEEL ENGINEERS	T.O.P.C. ———	TOP OF PRECAST CONCRETE TOP OF STEEL TOP OF WALL	
C.G. ———	CENTER OF GRAVITY		ASSOCIATION	T.O.S. ———	TOP OF STEEL	
CIP		L.O.D.——	- LOCATION OF DETAILS	T.O.W.——	TOP OF WALL	
C.L. ———	CENTERLINE	LL ———	— LIVE LOAD — LONG LEG HORIZONTAL	TPI	TRUSS PLATE INSTITUTE TYPICAL	
C.L.B. ———	CENTERLINE OF BEAM	LLH	- LONG LEG HORIZONTAL	TYP	TYPICAL	
C.L.C. ———	CENTERLINE OF COLUMN	LLV ———	— LONG LEG VERTICAL — MASONRY	T&G	TONGUE AND GROOVE UNIFORM BUILDING CODE	
C.L.F. ———	CAST IN FEACE CENTERLINE CENTERLINE OF BEAM CENTERLINE OF COLUMN CENTERLINE OF FOOTING	MAS	— MASONRY	UBC	UNIFORM BUILDING CODE	
C.L.W. ———		MAS C.J. ———	— MASONRY — MASONRY CONTROL JOINT — MAXIMUM	U.N.O.———	—— UNLESS NOTED OTHERWISE —— VERTICAL REINFORCING	
CLR	CLEAR	MAX	— MAXIMUM	VERT	VERTICAL REINFORCING	
CONC	CONCRETE	мвма	- METAL BUILDING MANUFACTURERS	I WCLA	—— WEST COAST LUMBER ASSOCIATION	
CONC C.J. ——	CONCRETE CONTROL JOINT		A SSOCIATION	WCLIB———		
CONC S.J. ——		MECH'L —	— MECHANICAL		BURFAU	
. M.U. ———		MFR('S) ———	— MANUFACTURER('S)	w.w.F		
CONN ———	CLEAR CONCRETE CONCRETE CONTROL JOINT CONCRETE SAWCUT JOINT CONCRETE MASONRY UNIT CONNECTION	MIN —	MANUFACTURER('S) MINIMUM NOT APPLICABLE	WWPA		
CONT —		N/A ———	— NOT APPLICABLE		A CCOCI A TIONI	
COS ———	—— CITY OF SCOTTSDALF	NTS —	— NOT TO SCALE	w/	—— WITH	
CRCI		100 ———	— NOT TO SCALE — ON CENTER	W/C		
01/31	INSTITUTE	0.6	ON CENTER OUTSIDE FACE OF WALL OPPOSITE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION	W/O		
DI	—— DEAD LOAD	ODD	— ODDOSITE	**/ •	WITHOUT	
ø OR DIA	— DEAD LOAD	USHY	- OCCUDATIONIAL SAFFTY AND			
W (W) (G	— DIAMETEN	03114	HEALTH ADMINISTRATION			

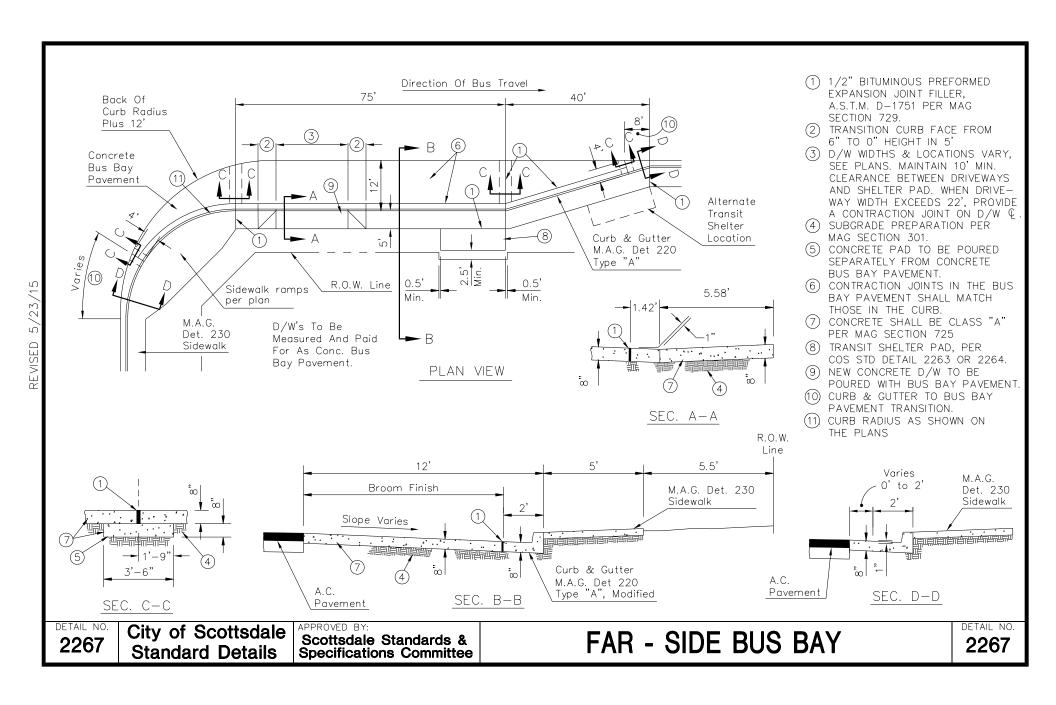
2265-7 City of Scottsdale Standard Details

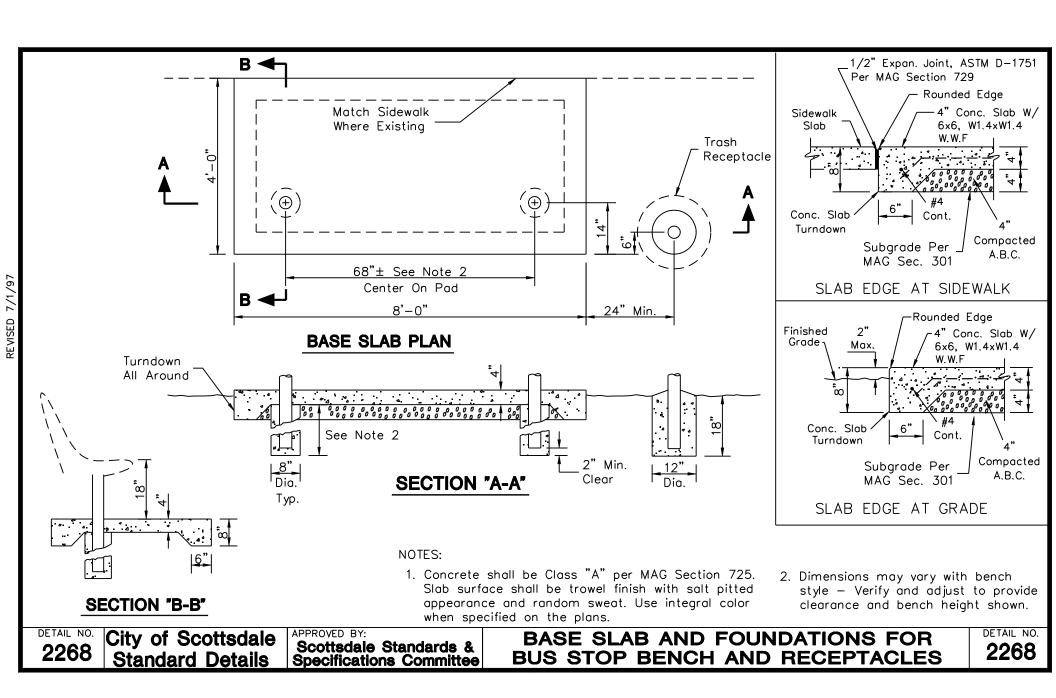
Scottsdale Standards & Specifications Committee

BUS SHELTER





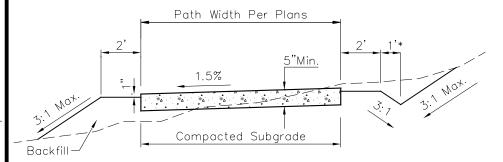


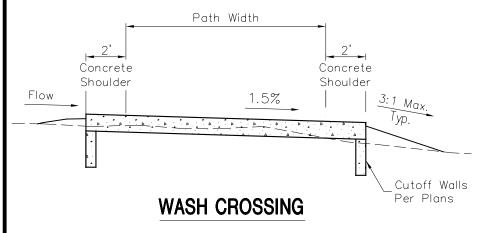


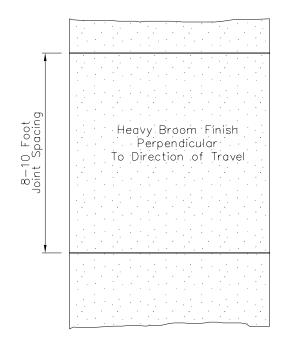
Specifications Committee

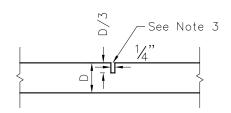
NOTES

- 1. Path construction per MAG Sect. 340 and COS Supplemental Specs. to MAG.
- 2. Expansion Joint per MAG Dtl. 230 with a maximum spacing of 50'.
- 3. Contraction joint shall be saw cut to 1/3 of the slab depth and conform to MAG Sect. 324.
- 4. Path shall be a minimum 10-foot width unless otherwise approved by the City.
- * Each project shall evaluate the need for drainage swale.









CONTRACTION JOINT

DETAIL NO. **2283**

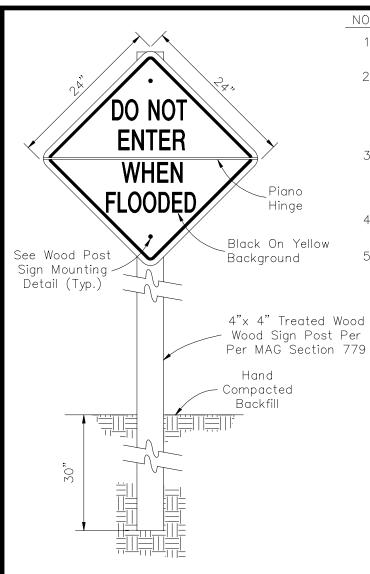
City of Scottsdale Standard Details

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Scottsdale Standards & Specifications Committee

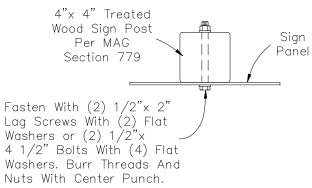
MULTI USE CONCRETE PATH

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.



DO NOT **ENTER PATH** CLOSED Piano Hinge Red On White Backaround Square Perforated Tubing Sign Post Per C.O.S. Std Detail 2131

WOOD POST SIGN MOUNTING DETAIL

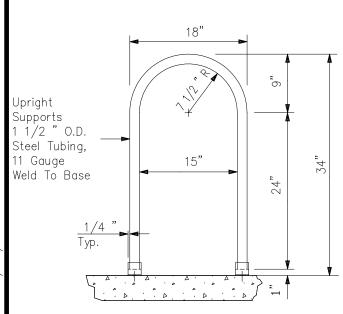
2284 City of Scottsdale Standard Details

APPROVED BY:

Scottsdale Standards & Specifications Committee

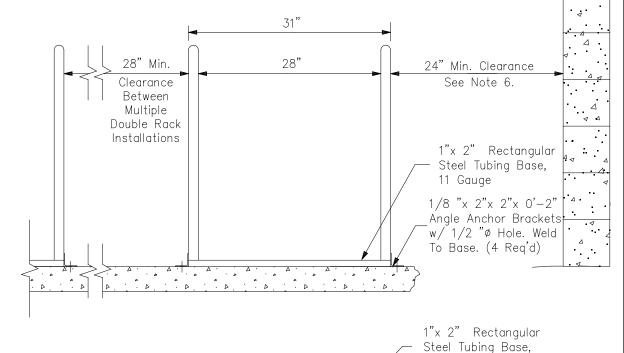
MULTI-USE PATH WET CROSSING SIGN

DETAIL NO. **2284**

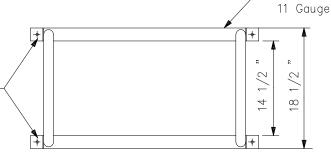


NOTES:

- 1. Double rack holds 4 bicycles.
- 2. Finish to be weather resistant, baked—on powder polymer coating.
- 3. Anchor rack to concrete $w/3/8"\phi \times 21/2"$ 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 "Ø Hole. Weld
To Base. (4 Req'd)



DETAIL NO. **2285**

City of Scottsdale Standard Details

Scottsdale Standards & Specifications Committee

DOUBLE BICYCLE RACK

2285

