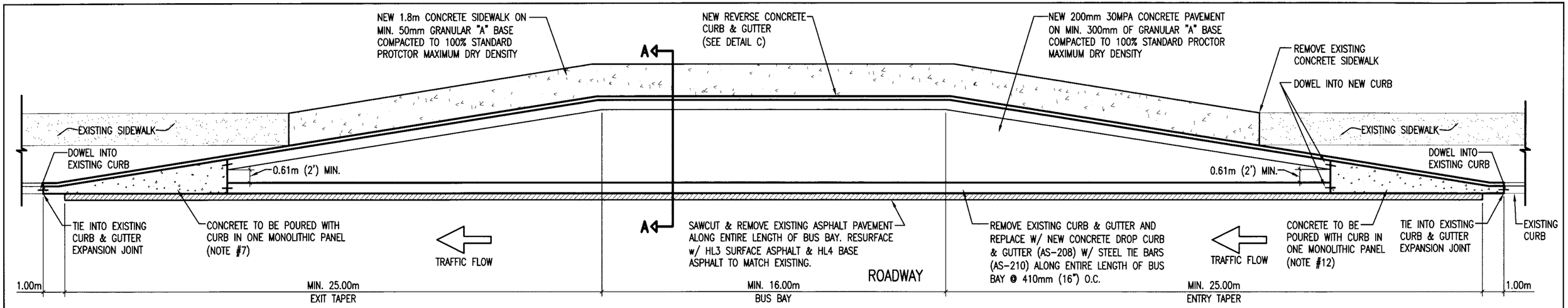
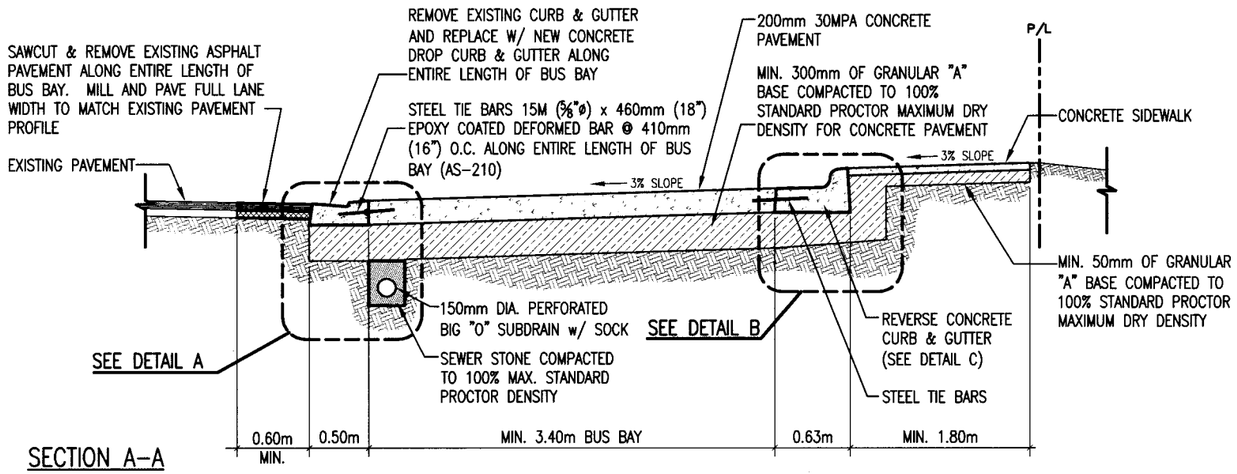


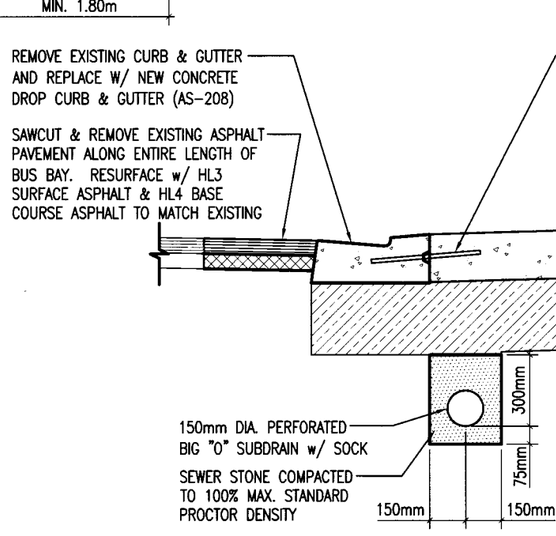
PLAN VIEW



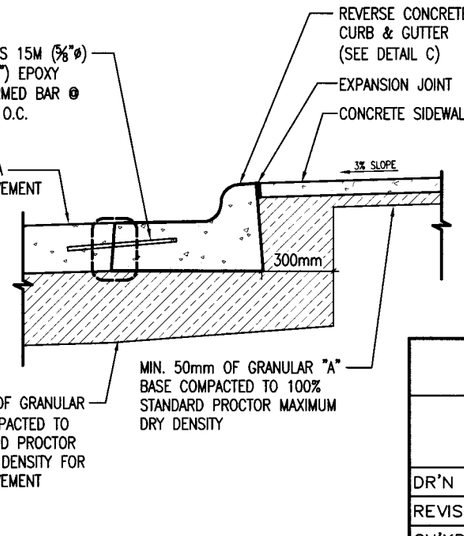
SECTION A-A

NOTES:

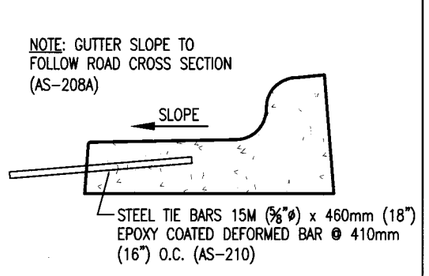
1. UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE CITY ENGINEER, BUS BAY CROSSFALL SHALL BE 3% MINIMUM AND SHALL NOT EXCEED 10%.
2. GRANULAR 'A' BASE COURSE SHALL BE PLACED TO A MINIMUM THICKNESS OF 300MM ON AN APPROVED SUBGRADE, COMPACTED TO 100% MAX. STANDARD PROCTOR DENSITY. WHERE UNSUITABLE SUBGRADE MATERIALS ARE ENCOUTERED, THEY SHALL BE REMOVED AND REPLACED WITH COMPACTED GRANULAR 'A' MATERIAL TO THE SATISFACTION OF THE CITY ENGINEER.
3. UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE CITY ENGINEER, BUS BAYS SHALL HAVE A BROOMED FINISH.
4. A TEMPORARY ASPHALT CATCH BASIN BOX-OUT MAY BE REQUIRED FOR ONE SEASON. CITY STANDARD ENGINEERING DRAWING AS-535 WILL APPLY.
5. ALL SUBDRAINS ARE TO CONNECT TO EXISTING CATCH BASINS, WHERE POSSIBLE, AS PER AS-515.
6. RELOCATE ANY LOCAL UTILITIES AS REQUIRED.
7. CONCRETE PANEL SHALL NOT TAPER TO LESS THAN 0.61M (2FT.) WIDTH. WHERE CONCRETE NARROWS TO LESS THAN 0.61M (2FT.) WIDE IT SHALL BE CAST MONOLITHIC W/ ADJACENT PANEL.
8. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY TO BE COMPLETED TO CITY OF WINDSOR STANDARDS, TO THE SATISFACTION OF THE CITY ENGINEER.



DETAIL A - CURB & GUTTER



DETAIL B - CURB & GUTTER



DETAIL C - REVERSE CURB

CITY OF WINDSOR
ENGINEERING DEPARTMENT

TYPICAL CONCRETE BUS BAY DETAIL

DR'N BY: J. BARLOW	DATE: MAR 2011
REVISION:	CH'KD BY: A.B.
CH'KD BY: P.J.U.	PASSED BY:

MARIO SONEGO, CITY ENGINEER

AS-540