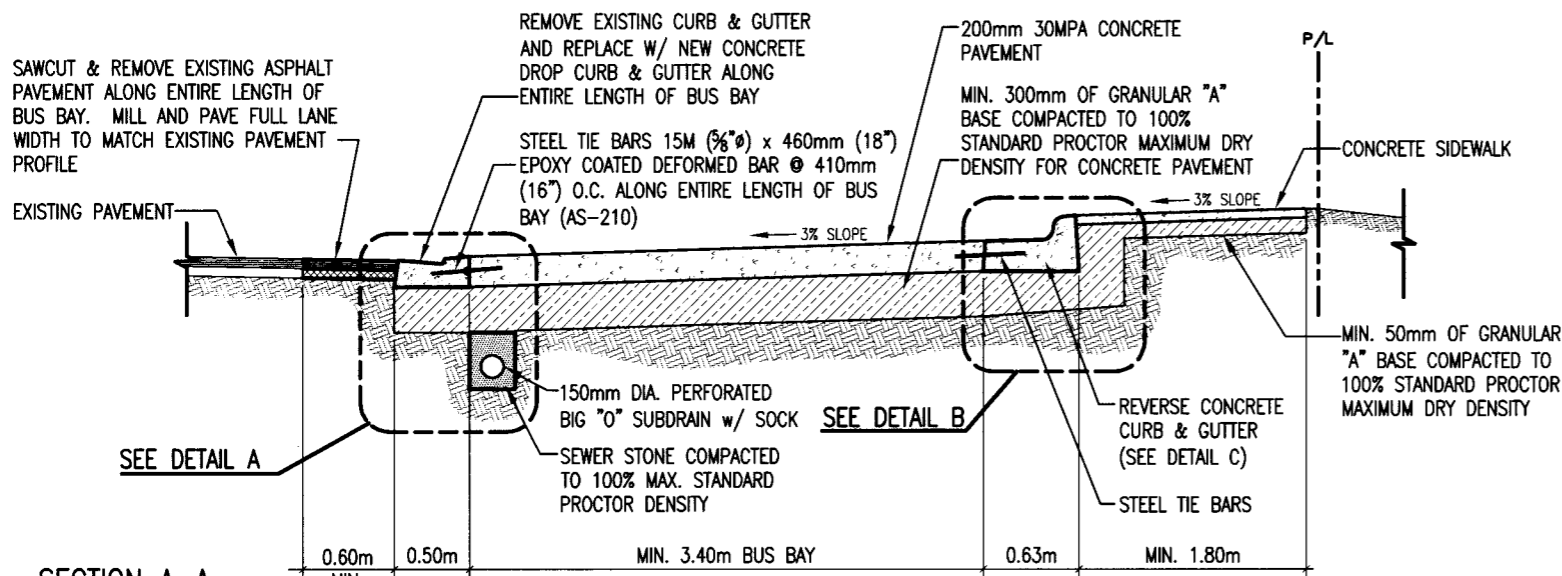


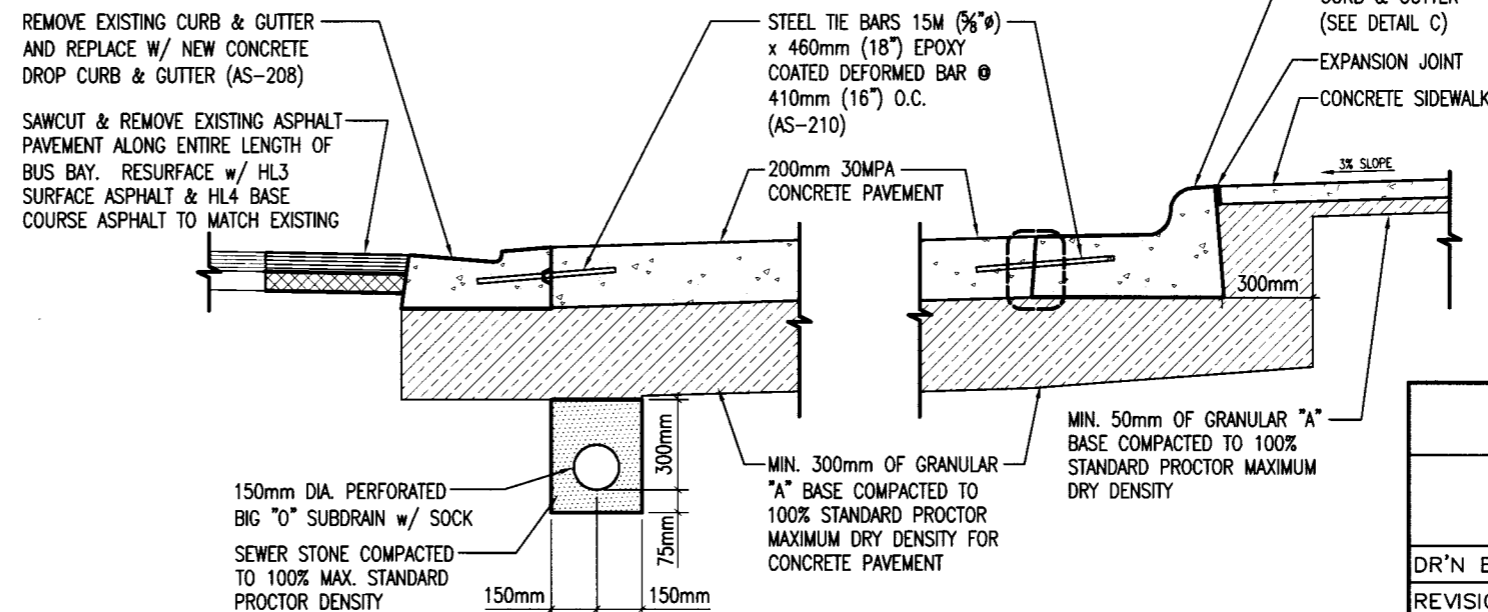
PLAN VIEW



SECTION A-A

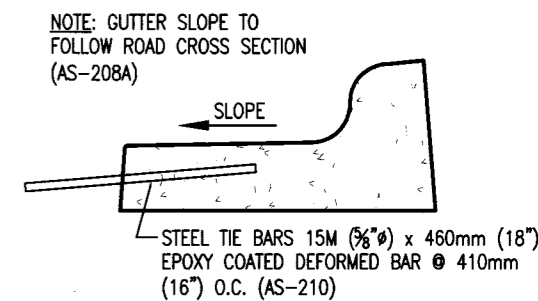
NOTES:

- UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE CITY ENGINEER, BUS BAY CROSSFALL SHALL BE 3% MINIMUM AND SHALL NOT EXCEED 10%.
- 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 ENCOUNTERED, THEY SHALL BE REMOVED AND REPLACED WITH COMPACTED GRANULAR 'A' MATERIAL TO THE SATISFACTION OF THE CITY ENGINEER.
- UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE CITY ENGINEER, BUS BAYS SHALL HAVE A BROOMED FINISH.
- A TEMPORARY ASPHALT CATCH BASIN BOX-OUT MAY BE REQUIRED FOR ONE SEASON. CITY STANDARD ENGINEERING DRAWING AS-535 WILL APPLY.
- ALL SUBDRAINS ARE TO CONNECT TO EXISTING CATCH BASINS, WHERE POSSIBLE, AS PER AS-515.
- RELOCATE ANY LOCAL UTILITIES AS REQUIRED.
- 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.
- ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY TO BE COMPLETED TO CITY OF WINDSOR STANDARDS, TO THE SATISFACTION OF THE CITY ENGINEER.

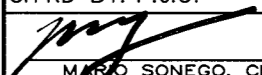


DETAIL A - CURB & GUTTER

DETAIL B - CURB & GUTTER



DETAIL C - REVERSE CURB

CITY OF WINDSOR ENGINEERING DEPARTMENT	
<b>TYPICAL CONCRETE BUS BAY DETAIL</b>	
DR'N BY: J. BARLOW	DATE: MAR 2011
REVISION:	CH'KD BY: A.B.
CH'KD BY: P.J.U.	PASSED BY:
 MARCO SONOGO, CITY ENGINEER	
<b>AS-540</b>	