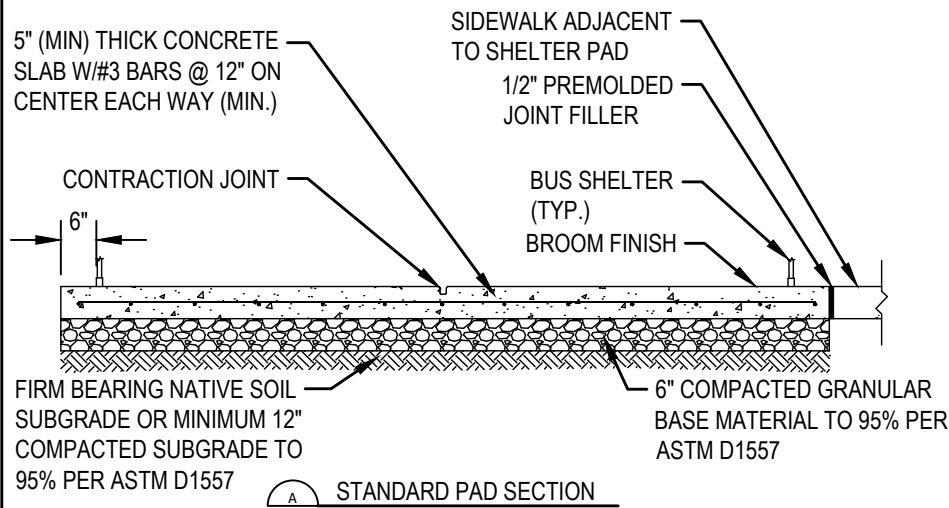


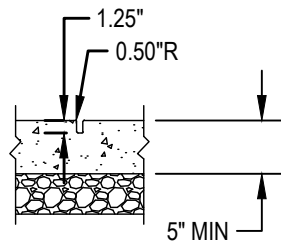
STANDARD PAD PLAN

NOTES:

1. CONCRETE SLAB SHALL BE CONSTRUCTED USING AIR-ENTRAINED (4-6%), 6 SACK, COMMERCIAL CONCRETE HAVING A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 3,000 PSI.
2. AFTER FLOAT FINISHING, SLIGHTLY ROUGHEN CONCRETE SURFACE BY BROOMING PERPENDICULAR TO THE MAIN TRAFFIC ROUTE AND PROVIDE FINISH EDGE AROUND THE SLAB AND ANY JOINTS.
3. PROTECT CONCRETE FROM PHYSICAL DAMAGE DUE TO WEATHER EXTREMES DURING PLACEMENT AND CURING.
4. MATCH ELEVATIONS AND GRADE(S) OF ADJACENT SIDEWALK CONCRETE. GRADES OF PAD SHALL NOT EXCEED 2.0% IN ANY DIRECTION.
5. EXPANSION JOINTS SHALL BE INSTALLED AT BUS SHELTER SIDES ADJACENT TO CONCRETE. EXPANSION JOINTS SHALL EXTEND TO THE DEPTH OF THE SHELTER PAD OR THE ADJACENT CONCRETE, WHICHEVER IS GREATER.
6. SHELTER PAD DIMENSIONS "Y" VARY BASED ON DIMENSIONS OF SHELTER TO BE PLACED.
7. SHELTER PAD GRADES VARY WITH PLACEMENT OF SHELTER AND LOCATION OF ROOF DRAINS. COORDINATE DRAIN LOCATIONS AND PAD GRADES WITH STA.
8. SHELTERS MAY BE PLACED AT BUS STOPS IN THE FOLLOWING CONDITIONS:
 1. BUS STOP HAS 25 OR MORE WEEKDAY BOARDINGS.
 2. BUS STOP SERVES AS A TRANSFER POINT BETWEEN TWO OR MORE ROUTES.
 3. BUS STOP IS ADJACENT TO A RIDERSHIP GENERATOR WITH A HIGH PROPORTION OF RIDERS WITH LIMITED MOBILITY.
 COORDINATE BUS SHELTER REQUIREMENTS WITH STA STANDARDS AND STA PERSONNEL.



STANDARD PAD SECTION



CONTRACTION JOINT

STANDARD PAD FOUNDATION

PREPARED BY: **COFFMAN ENGINEERS**



REV #	DATE	DESCRIPTION

BUS STOP SHELTER CONCRETE FOUNDATION DETAIL

BY	DLS
DATE	02/02/16
CHECKED	CBM
DATE	02/02/16

C1