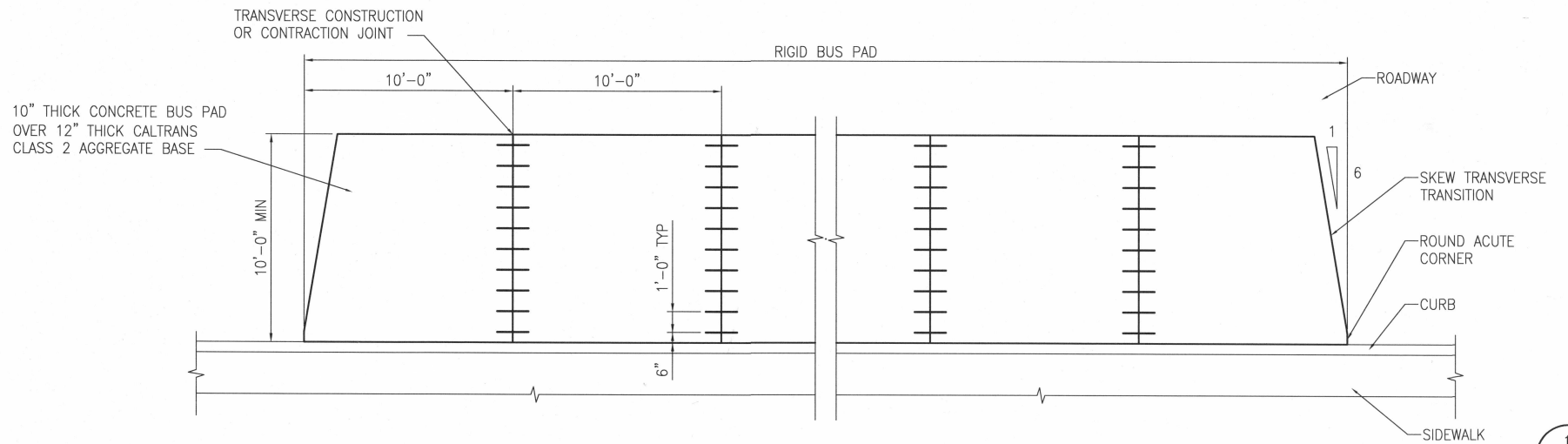


NOTES:

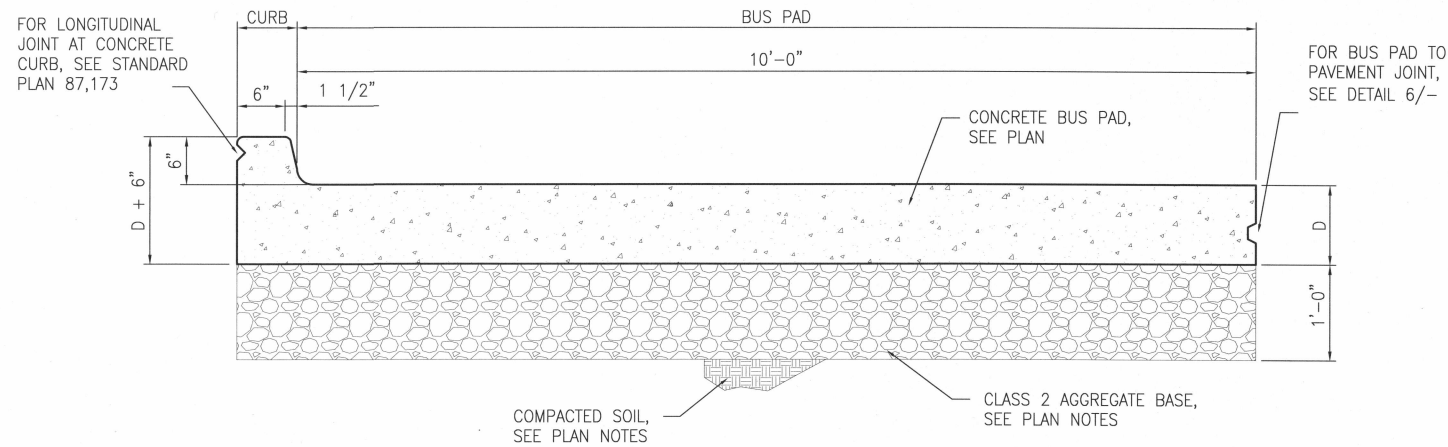
1. CONCRETE BUS PAD SHALL BE A MINIMUM THICKNESS OF D=10".
2. MINIMUM CONCRETE COMPRESSIVE STRENGTH SHALL BE $f_c' = 6,000$ PSI AND MAXIMUM WATER/CEMENTITIOUS MATERIAL RATIO SHALL BE 0.40.
3. SET BUS PAD TO FIT CROWN OR SUPERELEVATION OF ADJACENT ROADWAY WITH A MAXIMUM 5% CROSS SLOPE.
4. LOCATE CONTRACTION JOINTS SPACED AT 10'-0" O.C.
5. LOCATE CONSTRUCTION JOINTS SPACED AT 120'-0" O.C., MAXIMUM.
6. EDGES ADJOINING PAVING SHALL HAVE ROUND EDGES TO A 1/4" RADIUS.
7. FINISH SURFACE OF BUS PAD WITH BROOM FINISH.
8. SOIL AND AGGREGATE BASE BELOW BUS PAD SHALL BE COMPACTED TO 95% RELATIVE COMPACTION PER ASTM D1557 - STANDARD TEST METHODS FOR LABORATORY COMPACTION CHARACTERISTICS OF SOIL USING MODIFIED EFFORT, AND ASTM D6938 - STANDARD TEST METHODS FOR IN-PLACE DENSITY AND WATER CONTENT OF SOIL AND SOIL-AGGREGATE BY NUCLEAR METHODS.
9. AGGREGATE BASE SHALL CONFORM TO CALTRANS STANDARD SPECIFICATIONS, SECTION 26, CLASS 2 AGGREGATE BASE, 3/4" MAXIMUM GRADATION.
10. CURE CONCRETE BUS PAD FOR 7 DAYS MINIMUM, UNLESS OTHERWISE APPROVED BY CITY REPRESENTATIVE. APPLY CURING COMPOUND CONFORMING TO ASTM C309, TYPE 1, CLASS A OR B, PER MANUFACTURER'S DIRECTIONS. CURING SHALL COMMENCE IMMEDIATELY FOLLOWING FINISHING OF CONCRETE SURFACE.
11. TRAFFIC SHALL NOT BE ALLOWED ON CONCRETE BUS PAD UNTIL CONCRETE COMPRESSIVE STRENGTH EXCEEDS 2,500 PSI.
12. FOR BUS PADS IN CALTRANS RIGHT-OF-WAY, CONFORM TO CALTRANS STANDARD PLANS AND SPECIFICATIONS. LOCATE CONTRACTION JOINTS AT 10'-0" O.C.

PARTIAL PLAN

NOT TO SCALE



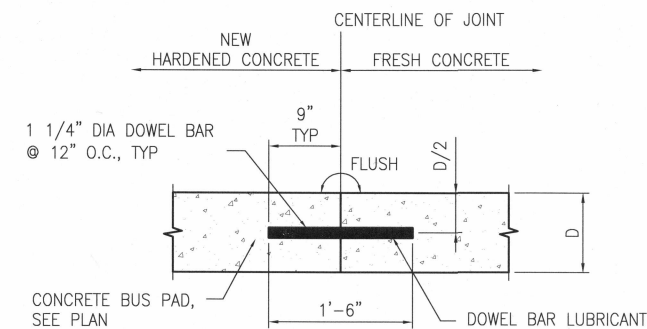
1



CONCRETE BUS PAD WITH CONCRETE CURB

SCALE: NONE

2



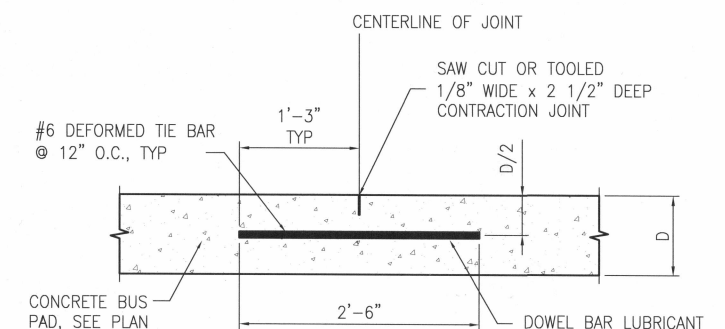
NOTES:

1. DOWEL BARS SHALL CONFORM TO ASTM A615 OR ASTM A1035.
2. DOWEL BAR LUBRICANT SHALL BE BRADLEY COATINGS GROUP BCG 6116 AS MANUFACTURED BY BRADLEY COATINGS GROUP, GIBSONIA, PA, OR VALVOLINE TECTYL 506 AS MANUFACTURED BY VALVOLINE INC., LEXINGTON, KY, OR APPROVED EQUAL.
3. JOINT FILLER MATERIAL SHALL BE BITUMINOUS TYPE, EXPANSION JOINT FILLER COMPLYING WITH ASTM D994.

TRANSVERSE CONSTRUCTION JOINT DETAIL

SCALE: NONE

3



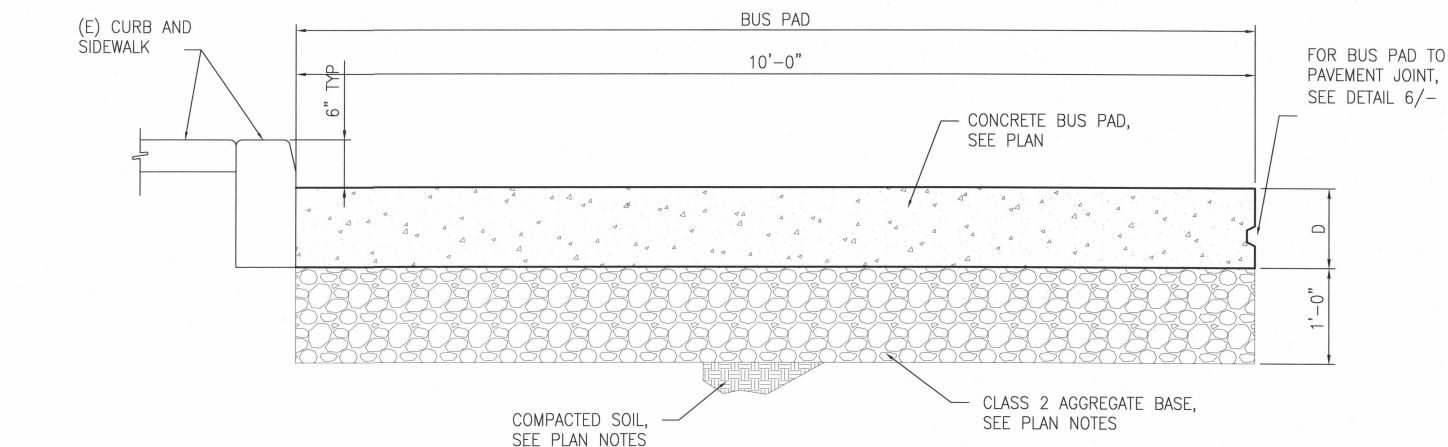
NOTES:

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3. JOINT FILLER MATERIAL SHALL BE BITUMINOUS TYPE, EXPANSION JOINT FILLER COMPLYING WITH ASTM D994.

TRANSVERSE CONTRACTION JOINT DETAIL

SCALE: NONE

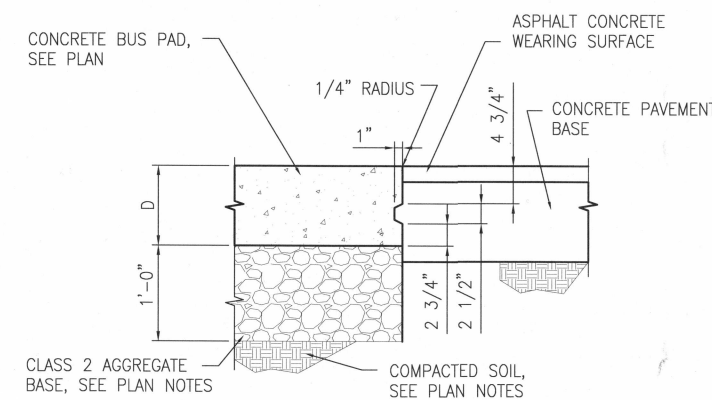
4



CONCRETE BUS PAD AT EXISTING CURB

SCALE: NONE

5



BUS PAD TO PAVEMENT JOINT

SCALE: NONE

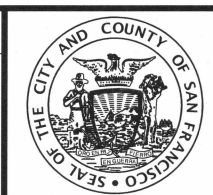
6

This Standard Plan was developed for use on Public Works projects in the City and County of San Francisco, and shall not be used without consulting a Registered Professional Engineer. San Francisco Public Works reserves the right to make revisions to this Standard Plan at any time.

NO.	DATE	DESCRIPTION	BY	APP.
2	10/3/17	REVISION TO REMOVE 10' SECTIONS	RL	JS
1	7/20/15	REVISION TO INCLUDE 10' SECTIONS	RL	EK

TABLE OF REVISIONS
THIS DRAWING WAS LAST MODIFIED: 10/04/17 09:14, BY: rlui

REFERENCE INFORMATION & FILE NO. OF SURVEYS



DESIGN & ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

Section Mgr:	Date:	DESIGNED:	DATE:
CRISTINA OLEA	10/30/17	RL	10/03/17
Deputy Division Mgr: FERNANDO CISNEROS	10/31/17	DRAWN:	DATE:
Division Mgr: PATRICK RIVERA	10/31/17	RL	10/03/17
		CHECKED:	DATE:
		JS	10/03/17

SCALE:	SHEET OF SHEETS
NONE	

STANDARD PLAN
CONCRETE BUS PAD

CONTRACT NO.
DRAWING NO.
FILE NO.
96.607
REV. NO.
2

Drawing Path: S:\Str\roy\0-Projects\DPW Standards\bus pad\DE1_TB_22x34.dwg
 Model Units: Inches
 Dimension Scale: 1
 Plot Time: Mon, 30 Oct 2017 - 9:52pm