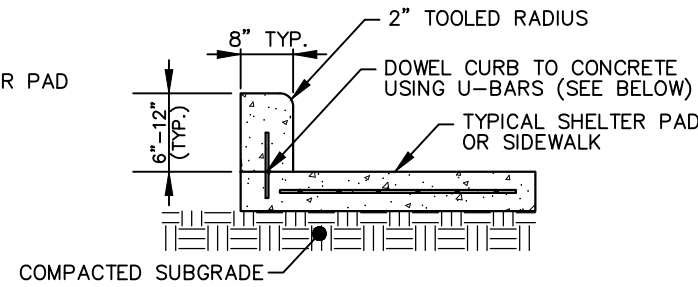
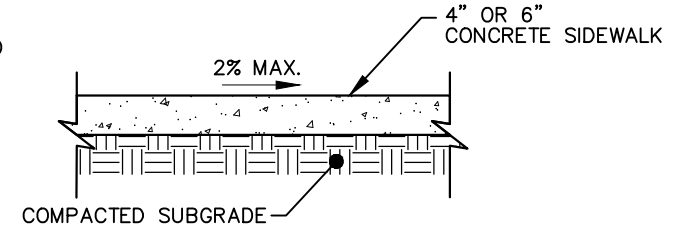


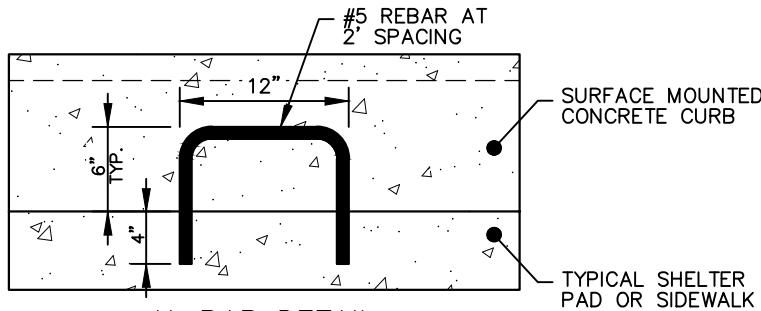
**CONCRETE TURNDOWN**  
 APPLICABLE FOR USE  
 ADJACENT TO PAVED AREAS



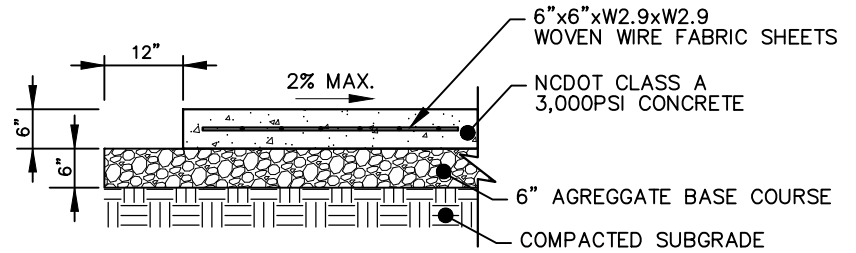
**SURFACE MOUNTED CONCRETE CURB**  
 HEIGHT & WIDTH MAY VARY BASED ON  
 FIELD CONDITIONS. SPECIFY ON PLANS.



**TYPICAL AMENITY PAD**  
 USE 6" FOR AMENITY AREAS WHERE BENCHES,  
 BIKE RACKS, OR OTHER AMENITIES ARE TO  
 BE INSTALLED. SPECIFY CONCRETE THICKNESS ON  
 PLANS. SEE DETAIL 9300.01.



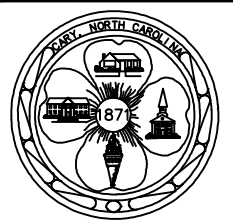
**U-BAR DETAIL**  
 ADJUST U-BAR HEIGHT TO PROVIDE  
 MINIMUM 2" COVER WHERE  
 CURB HEIGHT VARIES



**TYPICAL SHELTER PAD**  
 USE FOR AMENITY AREAS WHERE  
 SHELTERS ARE TO BE INSTALLED

**NOTES:**

1. SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAIL 3100.08 – STANDARD CONCRETE SIDEWALK.
2. REINFORCE SHELTER PAD WITH WOVEN WIRE FABRIC SHEETS. WOVEN WIRE FABRIC SHEETS SHALL HAVE MINIMUM 6" OVERLAPS AND PLACED WITHIN 3" ON ALL SIDES.
3. CONCRETE TURNDOWN IS TO PROVIDE A 12" WIDE CONCRETE SECTION TO EXTEND A MINIMUM 6" BELOW THE EXISTING ADJACENT GROUND WITH A 45 DEGREE SECTION TO BRING BACK TO THE STANDARD 6" THICKNESS. SPECIFY LOCATIONS FOR USE ON THE PLANS.
4. CROSS SLOPE OF AMENITY AREA PAVEMENTS SHALL BE A MAXIMUM OF 2% UNLESS OTHERWISE APPROVED BY GOCARY.
5. EXTEND AGGREGATE BASE COURSE 12" BEYOND EDGE OF SHELTER PAD IN ALL DIRECTIONS EXCEPT WHERE BORDERED BY EXISTING PAVEMENTS.
6. AGGREGATE BASE COURSE SHALL MEET NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.
7. SUBGRADE AND AGGREGATE BASE COURSE SHALL BE PROPERLY COMPACTED WITH PLATE TAMPERS PRIOR TO PLACING CONCRETE.
8. TYPICAL SHELTER PAD IS MINIMUM DESIGN STANDARD FOR ALL SHELTERS TO BE INSTALLED FOR ALL GOCARY BUS STOPS. SHELTER PAD DESIGN MAY REQUIRE ADDITIONAL THICKNESS, REINFORCEMENT, OR SUBGRADE BASED ON SHELTER MODEL TO BE INSTALLED. VERIFY REQUIREMENTS WITH THE SHELTER MANUFACTURER.
9. ALL NEW PAVEMENTS SHALL BE FLUSH WITH EXISTING SIDEWALKS AND OTHER PAVEMENTS TO PREVENT TRIPPING HAZARDS AND TO ENSURE THE BUS STOP LANDING MEETS CURRENT ADA REQUIREMENTS.
10. ANY PROPOSED CONCRETE ABUTTING EXISTING CONCRETE IS TO HAVE AN EXPANSION JOINT (SEE DETAIL 3100.08).



EFFECTIVE: 07/01/22

**TYPICAL BUS STOP - CONCRETE INFRASTRUCTURE**

DETAIL No.

3700.04