

*Note:
Scope of work for this project involves
construction of pedestrian pads along
Saddle Road, PTA-1 Alignment.*

Edge of Firebreak
Sta. 360+00L to 568+00L ࣔ
Sta. 375+00R to 568+00R

Concrete Pedestrian Pad (6'-0" x 6'-0")

"A"

Edge of Shoulder

8:1 Taper

8:1 Taper

Shoulder

Traveled Way

Traveled Way

PLAN

Telephone Pullout
See Table Above Left
For Locations

Saddle Road
PTA ࣔ

HI	HI A-AD/STP 6(3) # 200(1)	RI
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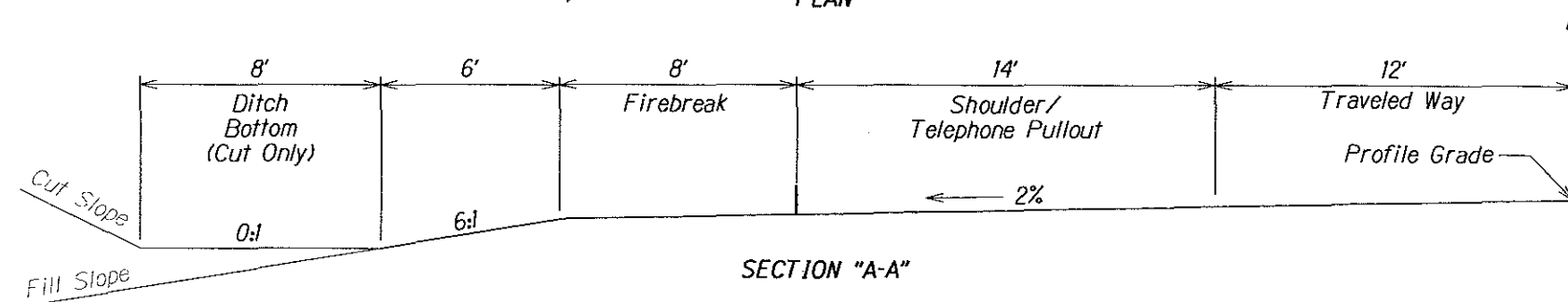


Diagram illustrating the Plan view of a Pedestrian Pad layout. The pad is 6'-0" wide and 8'-0" long. It is flanked by shoulders with a 6:1 maximum slope. The pad has a 2% maximum longitudinal slope and 2% maximum cross slopes. It is bounded by a firebreak fence and transitions to match the shoulder grade. A grade control point is marked at the center of the pad. The diagram is labeled "PLAN".

6'-0"

Pedestrian Pad

6:1 Max transition to match longitudinal shoulder grade if greater than 2%

2% max

Grade Control Point (Center of Pad). Match Finish Shoulder Elevation

Finish Shoulder Grade

4" Concrete Per Item No. 60101

6x6-W1.4xW1.4 Welded Wire Fabric

SECTION "C-C"

Diagram illustrating the cross-section of a road shoulder and firebreak area, showing dimensions and materials:

- Shoulder:** 8'-0" wide, paved with 2" Superpave Asphalt Concrete Pavement over a 7" Asphalt Concrete Base and 4" Subbase. Slope: 2%.
- Pedestrian Pad:** 6'-0" wide, paved with 2" Superpave Asphalt Concrete Pavement over a 7" Asphalt Concrete Base and 4" Subbase. Slope: 2%.
- Firebreak:** 8'-0" wide, paved with 5" Subbase, Government Furnished.
- Materials:** 2" Superpave Asphalt Concrete Pavement, 7" Asphalt Concrete Base, 4" Subbase, 6x6 - W1.4xW1.4 Welded Wire Fabric.
- Dimensions:** 8'-0" Shoulder, 6'-0" Pedestrian Pad, 8'-0" Firebreak.
- Edge of Traveled Way:** Indicated on the left.

The diagram illustrates the plan view of a pedestrian pad and its transition to the shoulder. The pad is a central rectangle with a width of 6'-0" and a length of 9'-0". The center of the pad is marked with a circled 'C' and labeled "Grade Control Point (Center of Pad). Match Shoulder Elevation". The pad is flanked by shoulders, each 8'-0" wide. The transition from the pad to the shoulder is indicated by dashed lines and labeled "Transition to Match Shoulder Grade". The transition area has a width of 6'-0" and a length of 8'-0". The transition is defined by a 2% maximum slope, indicated by arrows and the text "2% Max". The diagram also shows the "Edge of Traveled Way" and "D" markers at the ends of the pad.

Diagram illustrating the cross-section of a shoulder and pedestrian pad structure:

- Shoulder (8'-0" wide):**
 - 2" Superpave Asphalt Concrete Pavement
 - 7" Asphalt Concrete Base
 - 4" Subbase
- Pedestrian Pad (9'-0" wide):**
 - 4" Concrete Per Item No. 60101
 - 5" Subbase, Government Furnished Per Item No. 30106GF
- Transition:**
 - 6x6 - W1.4xW1.4 Welded Wire Fabric
- Grading:** Both sections are sloped at 2%.
- Edge of Traveled Way:** Indicated on the left side of the shoulder.



The work was prepared by me
or under my supervision and
construction of this project will
be under my reservation.

[Signature]

Expiration Date of License 4/06

SPECIAL 636
SADDLE ROAD - CONCRETE
PEDESTRIAN PAD DETAILS

Date: December 5, 2005

SHEET No. / OF /