FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87-N-0033-01	1995	19	34

GENERAL NOTE:

The 6" of Compaction Type AA, shown for the center portion on the roadbed, is for the purpose of restoring the original Compaction Type AA which may have been lost since grading operations. The exact locations of this Compaction Type AA, which will be required, is to be determined by the Engineer at the time of construction.

Over all structures, unless otherwise directed by the Engineer, where the top of the hubguard is level with or above the finished shoulder grade, the earth cover over the structure slab shall be removed and backfilled with_____material as directed by the Engineer. The removal of this material will be subsidiary.

The_____material used to backfill over the structure shall be paid for at the prices shown in the contract.

The earth shoulders shall be compacted full depth (Type B-MR 90) except, when ordered by the Engineer, the top 3" shall be left uncompacted for seeding.

All side roads and house entrances shall be surfaced with_____ to the R/W line as indicated on the detail. All side roads and house entrances with existing asphalt surface shall be surfaced with_____at least to the R/W line or to the end of construction, as directed by the Engineer. Each mailbox turnout (ON PROJECTS WHERE STABILIZED SHOULDERS ARE NOT SPECIFIED) shall be surfaced with_____to the limits shown on the detail.

Surfacing material (SA-_____) shall be used for surfacing house entrances and side roads (_____C.Y./SQ. YD.) beyond the limits of the asphalt surface to the limits of construction as determined by the Engineer.

The thickness of side road and entrance surfacing may be increased to the same thickness as the stabilized shoulder within the approximate limits of the shoulder.

On projects which specify both bituminous base and surface course materials, side roads, house entrances and mailbox turnouts may be surfaced with both materials at the contractors option, with the approval of the Engineer.

Quantities for aggregate for shoulders, AS-1, are calculated on the basis of 150 lbs. per cu. ft. Quantities for stabilized base course, AB-3, are calculated on the basis of 156 lbs. per cu. ft. Weight/cu. ft. includes moisture allowed by specification.

The base course shall be constructed to the plan thickness as shown.

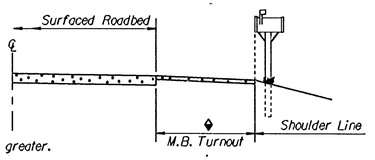
Thicknesses indicated for all construction which is paid for on a weight or volume basis are approximate and may vary to correct for unevenness in the foundations or for other normal unevenness encountered in placement operations.

A tack coat of_____shall be provided between each lift of all base courses and surface courses and under the first lift of base or surface courses when they are placed on an existing bituminous, brick, or concrete surface, when so ordered by the Engineer and at the rate designated by him. Quantities are included for these tacks calculated at the rate of 0.03 gal./sq. yd.

Bituminous Material quantities calculated on the basis of 8.328 lbs. per gal.

SUMMARY OF QUANTITIES

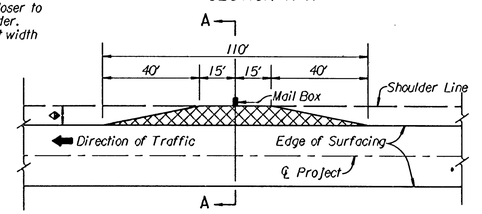
ITEM	SURFACE (BM-2) AGGREGATE	SURFACE (BM-2) ASPHALT CEMENT (AC-10)	BASE (BM-2) AGGREGATE	BASE (BM-2) ASPHALT CEMENT (AC-10)	TACK SS-1H
	TONS	TONS	TONS	TONS	TONS
WOODLAWN AVENUE (STA. 32+99.75 TO (STA. 46+25.20)	719	43.9	2,157	131.6	2.8
TOTAL	719	43.9	2,157	131.6	2.8



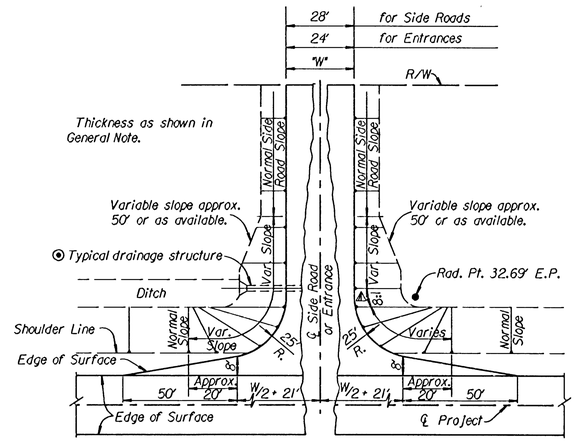
♦ Width shall be 8' or shoulder width, whichever is greater.

SECTION A-A

Note: The face of Mail Box should be no closer to the roadway than the edge of the shoulder. Align with edge of turnout when turnout width is greater than shoulder width.



DETAIL FOR SURFACING OF MAIL BOX TURNOUTS

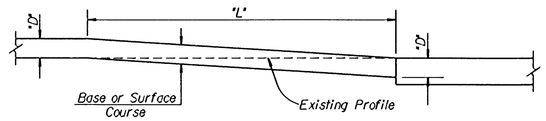


WITH DRAINAGE STRUCTURE MOUND ENTRANCE OR SIDE ROAD

DETAIL FOR SURFACING OF SIDE ROADS & HOUSE ENTRANCES

▲ 8:1 Slope at the appropriate clear zone shall apply to all mound entrances and mound side roads to 10' fill height. Normal Slope (but not steeper than 6:1) for over 10' fill height.

◉ Normal Slope (but not steeper than 6:1) at approximate ℄ Structure or appropriate clear zone width.



TYPICAL PROFILE AT GRADE CONTROL POINTS

The Contractor shall cut the subgrade in accordance with this profile at all grade control points, i.e.; existing pavements, grade bridges and R.R. crossings, also at changes in thickness of base or surface courses. Corresponding dimensions of 'D' and 'L' shall be as given in the table below.

The work of cutting the subgrade and disposing of excess excavated material shall be subsidiary to other items in the contract.

TABLE OF DIMENSIONS

D	L	D	L	D	L	D	L	D	L	D	L
1"	25'	3"	75'	5"	125'	7"	175'	9"	225'	11"	275'
2"	50'	4"	100'	6"	150'	8"	200'	10"	250'	12"	300'

RATES OF APPLICATION

RATE	UNIT	ITEM
SURFACE COURSE:		
145	lbs/c.f.	AGGREGATE FOR BITUMINOUS SURFACE COURSE (BM-2)
		ASPHALT CEMENT (AC-10) BASED ON 6½% OF DRY WEIGHT AGGREGATE
BASE COURSE:		
145	lbs/c.f.	AGGREGATE FOR BITUMINOUS BASE COURSE (BM-4)
		ASPHALT CEMENT (AC-10) BASED ON 6½% OF DRY WEIGHT AGGREGATE
0.05	GAL/S.Y.	EMULSIFIED ASPHALT (SS-1H) FOR TACK

† Computed at the rate of

†† Computed at the rate of

RECAPITULATION OF QUANTITIES

ITEM	TOTAL	UNIT
AGGREGATE FOR BITUMINOUS SURFACE COURSE (BM-2)	719	TONS
① AGGREGATE FOR BITUMINOUS BASE COURSE (BM-2's)	2,481	TONS
ASPHALT CEMENT (AC-10)	195	TONS
EMULSIFIED ASPHALT (SS-1H) FOR TACK	3	TONS
MATERIAL FOR BITUMINOUS PATCHING (Set)	1	TONS
ASPHALT PAVEMENT SAMPLING (Set)	1	EA
FIELD OFFICE & LAB, TYPE A	1	EA

① 15% CONTINGENCIES ADDED.

NO.	DATE	REVISIONS	BY	APP'D
6	3-2-93	Revised mailbox, shoulder detail	R.J.S.	J.O.B.
5	7-16-90	Added rumble strip details	R.J.S.	J.O.B.
4	7-9-87	Detailed on CADD	W.L.H.	J.O.B.
3	5-12-82	Revised Gen. Note, AB-3, AS-1 & base course thickness	W.L.H.	L.R.P.
2	11-5-81	Revised Side Roads & Entrances	W.L.H.	L.R.P.

KANSAS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES (Surfacing)

STD. NO. 5I

FHWA APPROVAL	3-10-93	APP'D James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Hecht