GENERAL NOTE:

On surfacing projects, 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. This work shall be paid under the bid item "Compaction of Earthwork (Type AA) (MR-)".

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.

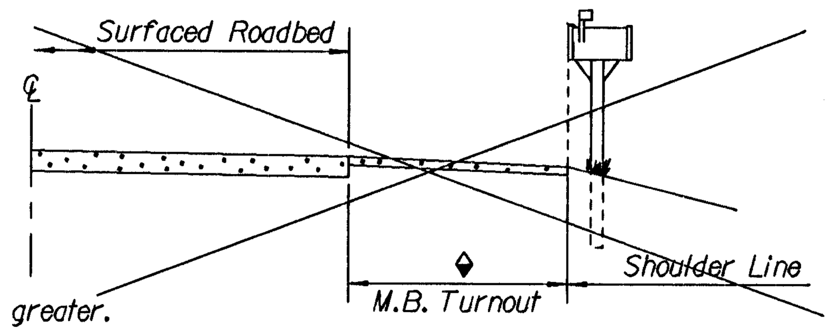
Thicknesses indicated for all construction which is paid for on a weight or volume basis are approximate and may vary to correct for unevenness in the foundations or for other normal unevenness encountered in placement operations.

A tack coat of SS-1H 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			
Station to Station	Aggregate for Bituminous Surface Cover (BM-2) Ton	Asphalt Cement (AC-5) Ton	Emulisified Asphalt (SS-1H) Ton
96+75.00 - 97+40.00	0.93	0.05	0.03
97+40.00 - 101+17.44	6.59	0.36	0.20
103+72.26 - 105+50.00	3.10	0.17	0.10
105+50.00 - 106+40.00	1.33	0.17	0.04
	11.95	0.65	0.37

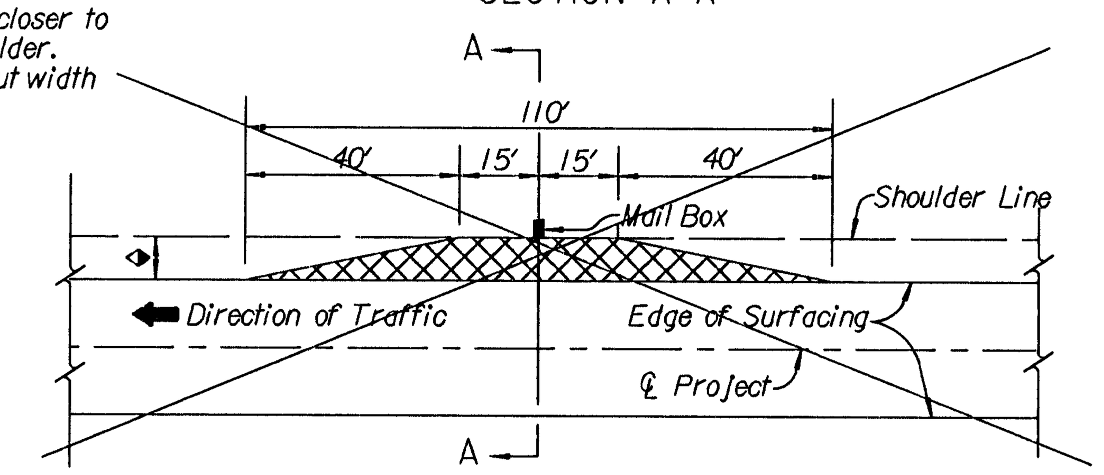
SHEET NO.	TOTAL SHEETS
28	35



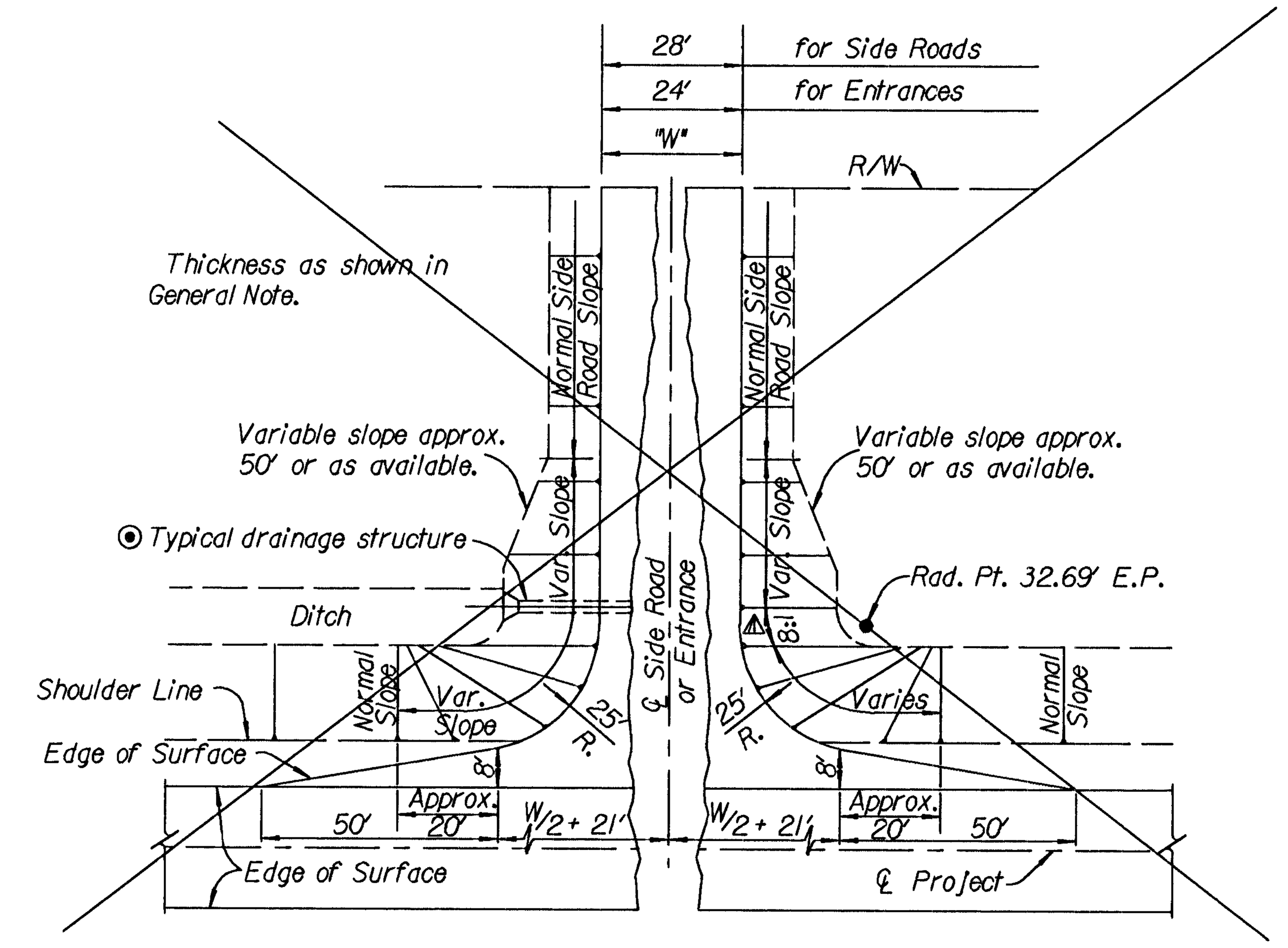
♦ Width shall be 8' or shoulder width, whichever is greater.

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.

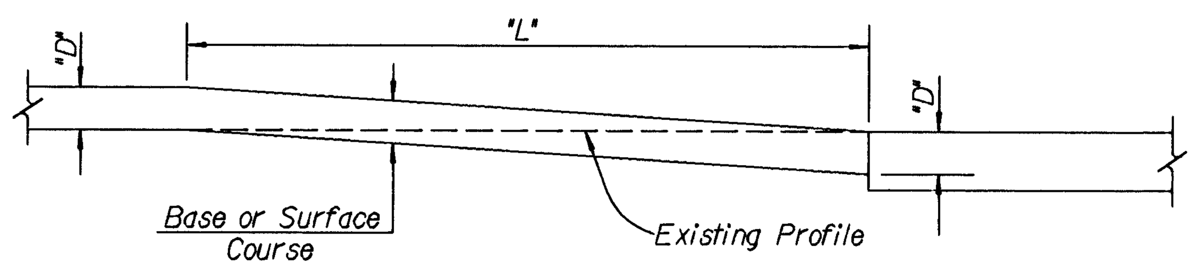


DETAIL FOR SURFACING OF MAIL BOX TURNOUTS



WITH DRAINAGE STRUCTURE   MOUND ENTRANCE OR SIDE ROAD

DETAIL FOR SURFACING OF SIDE ROADS & HOUSE ENTRANCES



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'

* Metric Tons Asphalt Cement =

$$\text{Metric Tons of Mixed Aggr.} \times \frac{\%\ \text{of Oil}}{1 + \%\ \text{of Oil}}$$

Asphalt Computed at 5.8% by Weight of Aggregate

RATES OF APPLICATION				
RATE	UNIT	ITEM		

† Computed at the rate of

†† Computed at the rate of

RECAPITULATION OF QUANTITIES					
ITEM				TOTAL	UNIT
Aggr. for Bituminous Surface Course (BM-2)				12.0	Ton
*Asphalt Cement (AC-5)				0.7	Ton
Emulsified Asphalt (SS-1H or C55-1H)				0.4	Ton
Material for Bituminous Patching				1	Ton
Field Office and Laboratory (Type A)				1	Each
Asphaltic Pavement Sampling				1	Each

⚠ 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.

NO.	DATE	REVISIONS	BY	APP'D
7	2-26-96	Type AA Compaction Bid Item	R.J.S.	J.O.B.
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)

RD051

FHWA APPROVAL	3-13-96	APP'D James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Hecht

Drawn By: $$USERNAME$$ Plotted: $$$$$SYTIME$$$$$$
File: $$$$$$$$$$$$$$DGNSPEC$$$$$$$$$$$$$$$