Note: Approximate quantities only. Unclassified Excavation, Borrow Excavation, Fine Grading, Clearing and Grubbing, Breaking of Existing Pavement, and Removal of Existing Pavement will be paid for at the contract lump sum price for "Grading."

SUMMARY OF EARTHWORK

STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW CY	WASTE CY
–L– STA. 16+00.00	–L– STA. 18+20.38 (BRIDGE)	132	394	262	0
SUBTOTALS:		132	394	262	0
–L– STA. 19+12.63 (BRIDGE)	–L– STA. 25+50.00	0	1,942	1,942	
–Y– STA. 17+50.00	–Y– STA. 18+80.86	0	38	38	0
SUBTOTALS:		0	1,980	1,980	0
	SHOULDER BORROW		216	216	
PROJECT TOTALS:		132	2,458	2,458	0
	5% EST. FOR REPLACEMENT TOPSOIL ON BORROW PIT			123	
GRAND TOTALS:		132		2,580	0
SAY:		200		2,600	0

SHALLOW UNDERCUT = 100 CY
UNDERCUT = 600 CY
CLASS IV SUBGRADE STABILIZATION = 190 TONS

Earthwork quantities are calculated by the Roadway Design Unit. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH LF
–L– LT	17+90.00	18+09.38	19.38′
–L– RT	17+90.00	18+09.38	19.38′
		TOTAL:	38.76′
		SAY:	45′

ASPHALT PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD^2
–L–	17+00.00	18+31.52	CL	301.18
–L–	22+75.00	23+67.10	CL	286.53
–Y–	18+42.52	18+80.86	CL	286.90
			TOTAL:	874.61
			SAY:	900

ASPHALT PAVEMENT BREAKING SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD^2
–L–	18+91.21	22+75.00	CL	1,194.01
			TOTAL:	1,194.01
			SAY:	1,200

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL.
TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.
FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL.
W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL.
G = GATING IMPACT ATTENUATOR TYPE 350
NG = NON-GATING IMPACT ATTENUATOR TYPE 350 TL-3

GUARDRAIL SUMMARY

SURVEY LINE	BEG. STA.	END STA.	LOCATION	LENGTH			WARRANT POINT		"N" DIST. FROM E.O.L.	TOTAL SHOUL. WIDTH	FLARE LENGTH		W		ANCHORS								IMPACT ATTENUATOR TYPE 350			SINGLE FACED GUARDRAIL	REMOVE EXISTING GUARDRAIL	REMOVE AND STOCKPILE EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	XI	GRAU 350 TL-3	M-350	TYPE III	CAT-1	VI MOD	BIC	AT-1	EA	G	NG				
–L–	16+51.63	18+20.38 (BRIDGE)	RT	168.75′			18+20.38 (BRIDGE)		8.5′	11.5′	50′		1				1		1											
–L–	19+12.63 (BRIDGE)	20+56.38	RT	143.75′				19+12.63 (BRIDGE)	8.5′	11.5′		50′		1			1		1											
–L–	16+51.63	18+20.38 (BRIDGE)	LT	168.75′				18+20.38 (BRIDGE)	4.0′	7.0′		150.0′		3.0′			1		1											
–L–	19+12.63 (BRIDGE)	21+56.38	LT	243.75′			19+12.63 (BRIDGE)		4.0′	7.0′	225′		4.5′				1		1											
TOTALS:				725.0′																										
ANCHOR DEDUCTIONS:																														
TYPE GRAU 350 TL-3: 4 @ 50.0′ =				– 200.0′																										
TYPE III: 4 @ 18.75′ =				– 75.0′																										
PROJECT TOTALS:				450.0′																										
SAY:				475.0′																										
ADDITIONAL GUARDRAIL POSTS = 5 EACH																														