SUMMARY OF EARTHWORK

IN CUBIC YARDS													
STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE								
L 10 + 50	11 + 72.38	10	67	57									
	BEGIN BRIDGE												
L 12 + 09.63	13 + 10	18	37	19									
END BRIDGE													
TOTAL		28	104	76									
PROJECT TOTALS:		28	104	76									
EST 5% TO REPL TO	PSOIL ON BORR. PIT			4									
GRAND TOTALS:		28	104	80									
SAY:		30		90									

UNDERCUT = 100 CUBIC YARDS

NOTE: APPROPRIATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION BORROW EXCAVATION, FINE GRADING, REMOVAL OF EXISTING PAVEMENT AND CLEARING AND GRUBBING WILL BE PAID FOR AT THE LUMP SUM PRICE FOR 'GRADING'.

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.

PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD ²
-L-	11 + 62	11 + 78	CL	30.72
-L-	12 + 03	12 + 21	CL	33.70
			TOTAL:	64.42
			SAY:	70

NOTE: APPROPRIATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION BORROW EXCAVATION, FINE GRADING, REMOVAL OF EXISTING PAVEMENT AND CLEARING AND GRUBBING WILL BE PAID FOR AT THE LUMP SUM PRICE FOR 'GRADING'.

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	LF				
-L-	11 + 47	11 + 61.51	RT	14.5				
-L-	11 + 47	11 + 61.51	LT	14.5				
			TOTAL:	29.00				
			SAY:	30′				

"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

GUARDRAIL SUMMARY

NG = NC	N-GATING IMPACT	ATTENUATOR TYPE 35	50								1	N FEET (UNI	LESS OTHERW	VISE NOTED)									,			
SURVEY	_,,_	LOCATION		LENGTH		WARRA	ANT POINT	"N" DIST.	IST TOTAL	FLARE LENGTH		w		ANCHORS (EACH)					l A	IMPACT ATTENUATOR	SINGLE	REMOVE	REMOVE AND			
LINE	BEG. STA.	END STA.	LOCATION	STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END	FROM E.O.L.	SHOUL. WIDTH	APPROACH END	TRAILING END	APPROACH END	TRAILING END	AT-1 SHOP (CRV GRAU	M-350	XI CAT-1	VI MOD	BIC	XI	TYPE 350 A G NG	FACED GUARDRA	GLE REMOVE EED EXISTING DRAIL GUARDRAII	EXISTING GUARDRAII	REMARKS L
-L-	11 + 51.14	11 + 72.38	LT		25			BRIDGE	3′ 11″	4		25		6	1 1									İ		ANCHOR CURVED R=40' (POWDERCOAT BROWN TO MATCH BRIDG
- L-	11 + 51.14	11 + 72.38	RT		25		BRIDGE		3′ 11″	4	25		6		1 1											ANCHOR CURVED R=40' (POWDERCOAT BROWN TO MATCH BRIDG
-L-	12+09.63	12 + 30.87	LT		25		BRIDGE		3′ 11″	4	25		6		1 1											ANCHOR CURVED R=40' (POWDERCOAT BROWN TO MATCH BRIDG
-L-	12+09.63	12 + 30.87	RT		25			BRIDGE	3′ 11″	4		25		6	1 1											ANCHOR CURVED R=40' (POWDERCOAT BROWN TO MATCH BRIDG
SUBTOTALS					100										4 4											
ESS ANCHO	r deductions																									
AT-1 4	1@6.25′				-25																					
SAU TYPE	III 4@18.75′				-75																					
GRAND	TOTALS				0																					
															4 4											
S	AY				0																					
															4 4											
5 ADDITIO	NAL POSTS	•	•	•			•		•	•	•	-	•	•	•	<u> </u>		· ·			-		•	•	•	