SUMMARY OF EARTHWORK

IN CUBIC YARDS

		UBIC YAKD			
STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE
12 + 50	15 + 48.75	279	93		186
	SUBTOTAL	279	93		186
17.41+25	20+10	72	561	489	
	SUBTOTAL	72	561	489	
	SUBTOTAL	351	654	489	186
TOTAL		351	654	489	186
LOSS DUE TO CLEA	ARING & GRUBBING	–50			-50
WASTE IN LIEU OF	BORROW			–136	-136
PROJECT TOTAL		301	654	353	0
EST. 5% TO REPLA BORRO				18	
GRAND	TOTALS:	301		371	
	AY:	325		400	

SHALLOW UNDERCUT EXCAVATION CONTINGENCY PER GEOTECH REPORT = 50 CUBIC YARDS UNDERCUT EXCAVATION CONTINGENCY PER GEOTECH REPORT = 100 CUBIC YARDS SELECT GRANULAR MATERIAL CONTINGENCY PER GEOTECH REPORT = 100 CUBIC YARDS CLASS IV SUBGRADE STABILIZATION CONTINGENCY PER GEOTECH REPORT = 80 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.

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

SUMMARY OF EXISTING ASPHALT PAVEMENT REMOVAL

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD ²
L	15 + 00	15 + 55	CL	122
L	17 + 55	18 + 40	CL	189
			TOTAL:	311
			SAY:	320

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH
L (LT SIDE)	17 + 52	17 + 65	13
L (RT SIDE)	17 + 52	17 + 65	13
		TOTAL:	26
		SAY:	30

EXPRESSWAY GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH
L (LT SIDE)	12 + 88	14 + 30	142
		TOTAL:	142
		SAY:	145

"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 IMPAC	I ATTENUATOR TYPE 350	
NG =	 NON-GATING 	IMPACT ATTENUATOR TYPE 3	50

GUARDRAIL SUMMARY

SURVEY LINE BEG. STA.	DEC STA	END STA	LOCATION		LENGTH			NT POINT	"N" DIST.	TOTAL	FLARE	LENGTH	w				ANCHORS	5			IMI ATTEN	PACT NUATOR E 350	SINGLE FACED	REMOVE AND	PELLARKS	
	BEG. STA.	END STA.	LOCATION	STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END	FROM E.O.L.	ROM SHOUL. SHOUL AF	APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	GRA XI 350 (TL-:	M-350	TYPE III	CAT-1	VI AOD BIC	AT-1		G NG	SINGLE FACED CONCRETE BARRIER	REMOVE AND STOCKPILE EXISTING GUARDRAIL	REMARKS
L	14 + 55.00	15 + 48.75	LT	93.75				15 + 48.75	2′–11″	VARIES		75		1.5		1		1								
L	13 + 67.50	15 + 48.75	RT	181.25			14 + 75		2′–11″	VARIES	162.5		3.25			1		1								
L	17 + 41.25	18 + 42.25	LT	75.00	56.75		17 + 41.25		2′–11″	VARIES								1			1					
L	17 + 41.25	19+22.50	RT	181.25				18 + 50	2'-11"	VARIES		162.5		3.25		1		1								
		SUBTOTAL		531.25	56.75											3		4			1					
		LESS ANCHOR DEDUC	CTIONS																							
		GRAU-350 3 @	50′	-150.00																						
		TYPE III 4 @ 18	.75′	-75.00																						
		TOTAL		306.25	56.75											3		4			1					
		SAY		312.50	62.50		5 ADDITIONAL GUA	ARDRAIL POSTS	1							2		1			1					