SUMMARY OF EARTHWORK (CY)

STATION	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBT+%	BORROW	WASTE
-L- 12+00.00 TO 22+26.39 (BEGIN BRIDGE)	165	925	30,414	30,249	925
-L- 25+00.89 (END BRIDGE) TO 33+55.00	77		10,780	10,741	38
-Y1- 10+00.00 TO 14+25.00	78		778	700	
-SR1- 10+75.00 TO 20+66.54	908	2,067	1,721	813	2,067
-SR1- 20+66.54 TO 24+60	47		670	623	
TOTAL	1,275	2,992	44,363	43,126	3,030
LOSS DUE TO CLEARING AND GRUBBING	-500			500	
ADDITIONAL UNDERCUT		700	875	875	700
PROJECT TOTAL	775	3,692	45,238	44,501	3,730
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT				2,225	
GRAND TOTAL	775	3,692	45,238	46,726	3,730
SAY	800	3,700		46,800	

EST. DDE = 550 CY
EST. TOTAL SHALLOW UNDERCUT = 540 CY
EST. CLASS IV SUBGRADE STABILIZATION = 2,365 TONS
EST. SELECT GRANULAR MATERIAL = 3,550
EST. UNDERCUT (CONTINGENCY) = 700 CY

NOTE: Earthwork quantities are calculated by the Engineer.
These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

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

SUMMARY OF ASPHALT PAVEMENT REMOVAL (SY)

LINE	STATION – STATION	LOCATION	REMOVAL
-L-	16+25.00 TO 17+50.00	CL	335.67
-L-	21+00.00 TO 22+42.00	CL	320.89
-L-	24+23.00 TO 26+00.00	CL	465.00
-L-	29+00.00 TO 32+75.00	CL	1,765.33
Y1	12+30.00 TO 14+25.00	CL	349.33
-SR1-	13+50.00 TO 23+50.00	LT	2,188.11
-SR1-	19 + 12.00 TO 19 + 93.00	RT	136.22
GRAND TOTAL			5,560.55
SAY			5,570

SUMMARY OF ASPHALT PAVEMENT BREAKING (SY)

LINE	STATION – STATION	LOCATION	REMOVAL
-L-	17 + 50.00 TO 21 + 00.00	CL	923.22
-L-	26+00.00 TO 29+00.00	CL	1,158.56
GRAND TOTAL			2,081.78
SAY			2,090

SUMMARY OF SHOULDER BERM GUTTER (LF)

LINE	STATION	STATION	LENGTH
-L-	20+34.00	21 + 92.90	158.90
-L-	24+90.30	26+26.00	135.70
-L-	29+29.00	29+43.00	14.00
-L-	25+35.90	29 + 79.20	443.30
GRAND TOTAL			751.90
SAY			760

"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

SURVEY	BEG. STA.							LOCATION		LENGTH		WARRA	WARRANT POINT		TOTAL	FLARE LENGTH		w				ANCHORS	IMPA ATTENU	NGLE R	REMOVE AND	
LINE		END STA.	LOCATION	STRAIGHT	SHOP CURVED	DOUBLE FACED	DIST. SHOUL. OUBLE APPROACH TRAILING E.O.L. WIDTH	APPROACH END			REU 3 CAT-1		EA G	NGLE R CED EX RDRAIL GU	(ISTING ARDRAIL STOCKPILE EXISTING GUARDRAIL	REMARKS										
-L-	12 + 16.26	22 + 51.63	RT	1,035.375			13 + 20.00		8′	11′	50.00′		1.00		1	1			1	,037.00	FILL/BRIDGE WARRANT					
-L-	25 + 26.13	28 + 99.00	RT	372.875′				25 + 26.13	8′	11′					1					453.00′	FILL/BRIDGE WARRANT					
-L-	19 + 42.25	22+02.63	LT	260.375′				22+02.63	4' – 7.75'	7' – 10.75'		50.00′		1.00	1	1				104.00′	BRIDGE WARRANT					
L	24 + 77.13	26 + 75.00	LT	197.875′			24 + 77.13		4' – 6.51'	7' – 9.51'	50.00′		1.00		1	1				71.00′	BRIDGE WARRANT					
-L-	17 + 06.00	21+62.00																		452.00′	EXIST. GUARDRAIL TO BE REMOVED					
-L-	29+08.40	29 + 64.50	LT	56.250′																56.25′	EXIST. GUARDRAIL TO BE REMOVED					
Y1	10+00.00	11 + 68.75	RT	168.750′			10+00.00		8′	11′						1				151.00′	FILL WARRANT					
			SUBTOTALS	2,091.50′											4	3 1			2	,324.25′	SUBTOTALS					
			GREU TL-3, 3@50.00'	– 150.00′																						
			B-77, 4@22.875′	-91.50 [′]																						
			CAT-1, 1@6.25'	-6.25′																						
			PROJECT TOTALS	1,843.75′											4	3 1			2	,325.00′	PROJECT TOTALS					
			SAY	1,875.00′																						
Al	DDITIONAL GUARDRAIL	POSTS = 5 EA																								