SUMMARY OF EARTHWORK

(IN CUBIC YARDS)

STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE
-L- STA. 10+40.00	-L- STA. 15+39.87 (BEG. BRG.)	986	368		618
-L- STA. 15+92.13 (END BRG.)	-L- STA. 18+00.00	265	54		211
	SUBTOTALS	1,251	422		829
TOTAL		1,251	422		829
WASTE IN LIEU OF BORROW			0		0
PROJECT TOTALS		1,251	422		829
GRAND TOTALS		1,251	422		829
SAY		1,275			

GEOTECHNICAL REPORT DATE 6/18/13
UNDERCUT FOR EMBANKMENT STABILIZATION = 200 CY
UNDERCUT FOR SUBGRADE STABILIZATION = 200 CY
SELECT GRANULAR MATERIAL = 400 CY
GEOTEXTILE FOR SOIL STABILIZATION = 400 SY

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LOC LT /RT	UNCL. EXCAV.
-L-	15+11.00	15+28.87	LT	17.9
-L-	15+11.00	15+28.87	RT	17.9
			TOTAL	35.7
			SAY	40

REMOVAL OF EXISTING ASPHALT PAVEMENT

LINE	STATION	STATION	LOCATION	LENGTH OR AREA	WIDTH	SQUARE YARDS
-L-	10+40	15+41	LT & RT	9,717.75		1,079.75
-L-	15+92	18+00	LT & RT	3,934.91		437.21
					TOTAL	1,516.96
					SAY	1,520

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,Fine Grading, Clearing and Grubbing, and Removal of Existing Pavement will be paid for at the contract lump sum price for "Grading."

"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 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 CONCRETE BARRIER	REMOVE EXISTING GUARDRAIL	REMOVE & 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 TL2	M-350	XIII	CAT-1	VI MOD	BIC	TYPE III	G	NG				
-L-	12+64.87	15+39.87(BR)	RT	275			13+50.00(FILL)		4'-5"	7'-5"	25		1				1						1						
-L-	15+92.13(BR)	16+42.13	RT	50				15+92.13(BR)	4'-5"	7'-5"		25		1			1						1						
-L-	14+89.87	15+39.87(BR)	LT	50			15+39.87(BR)		4'-5"	7'-5"		25		1			1						1						
-L-	15+92.13(BR)	16+42.13	LT	50				15+92.13(BR)	4'-5"	7'-5"	25		1				1						1						
	LESS ANCHOR DEDUCTIONS:																												
		(4) GRAU 350-TL2 @ 25' EA. =		-100'																									
		(4) TYPE III @ 18.75' EA. =		-75																									
			TOTAL:	250													4						4						
			SAY:	250													4						4						
	ADDITIONAL GUARDRAIL POSTS = 5																												

R:\Roadway\Proj\B5113_Rdy_sum.dgn
$$$$USERNAME$$$$
07-NOV-2014 15:07
12/06/07