SUMMARY OF EARTHWORK

IN CUBIC YARDS

STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE		
-L- 12 + 40	14 + 88.83	1,168	965		203		
-DR1- 10+15	11 + 22	0	559	559			
-DR2- 10+07	10 + 80	19	123	104			
	SUBTOTAL	1,187	1,647	663	203		
L 15 + 91.16	19 + 25	507	1,248	741			
	SUBTOTAL	507	1,248	741			
	SUBTOTAL	1,694	2,895	1,404	203		
TOTAL	1,694	2,895	1,404	203			
LOSS DUE TO CLEA	RING & GRUBBING	-0		0			
MATERIAL FOR SHOUL	LDER CONSTRUCTION			30			
WASTE IN LIEU OF	BORROW			-203	-203		
PROJECT TOTAL		1,694	2,895	1,231	0		
EST. 5% TO REPLACE TOP SOIL ON BORROW PIT				62			
GRAND	1,694		1,292				
SA	AY:	1,750		1,300			

SHALLOW UNDERCUT EXCAVATION CONTINGENCY PER GEOTECH REPORT = 50 CUBIC YARDS UNDERCUT EXCAVATION CONTINGENCY PER GEOTECH REPORT = 50 CUBIC YARDS SELECT GRANULAR MATERIAL CONTINGENCY PER GEOTECH REPORT = 50 CUBIC YARDS CLASS IV SUBGRADE STABILIZATION CONTINGENCY PER GEOTECH REPORT = 100 TONS ESTIMATE DDE = 15 CUBIC YARDS

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	13 + 80	15 + 02	CL	298
L	15 + 76	17 + 30	CL	376
			TOTAL:	674
			SAY:	680

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE STATION STATION LENGTH (LF) L 14+30 14+74 44				
TOTAL: 44	SURVEY LINE	STATION	STATION	
TOTAL: 44				
	L	14 + 30	14 + 74	44
SAY: 45			TOTAL:	44
SAY: 45				
			SAY:	45

"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.	DEC STA				LOCATION		LENGTH		WARRAI	NT POINT	"N" DIST.	TOTAL	FLARE	LENGTH	v	V				ANCHORS			IMPACT ATTENUAT	OR SINGL	E REMO	REMOVE AND	22.1.216
	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	XI MOD	XI GRAU 350	M-350	TYPE III	CAT-1 N	TERM SECT	TYPE 35	BARRIE	ETE GUARD	REMOVE EXISTING GUARDRAIL GUARDRAIL EXISTING GUARDRAIL	REMARKS		
L	14+17.97	14 + 92.97	LT	75.00				14 + 90	6	9		50		1		1		1									
L	13 + 66.04	14 + 84.79	RT	118.75			14 + 70		6	9	50		1			1		1									
L	15 + 95.22	17 + 13.97	LT	118.75			15 + 95		6	9	50		1			1		1									
L	15 + 87.04	16+93.29	RT	106.25				16+00	6	9		50		1		1		1									
DR1	11+02.00		CL	18.75																2							
DR2	10 + 77.00		CL	18.75																2							
									1																		
		SUBTOTAL		456.25												4		4		4							
				1					1																		
		LESS ANCHOR DEDUC	CTIONS	1																							
		GRAU-350 4 @	50′	-200.00																							
		TYPE III 4 @ 18		-75.00																							
				1																							
		TOTAL		181.25												4		4		4							
		SAY		187.50			ADDITIONAL GUARDRA	All POSTS 5 FACH	1		1					4		1		4							