## ★ SUMMARY OF EARTHWORK

**IN CUBIC YARDS** 

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L- STA. 12+85.00	-L- STA. 17+91.84 BEG. BR.	1884	2351	467	
-Y- STA. 10+50.00	-Y- STA. 13+00.00	238	991	753	
SUBTOTAL:		2122	3342	1220	
-L- STA. 18+79.16 END BR.	-L- STA. 22+75.00	493	305		188
SUBTOTAL:		493	305		188
WASTE IN LIEU OF BORI	ROW			-188	-188
PROJECT TOTALS:		2615	3647	1032	0
EST 5% TO REPLACE TO	P SOIL ON BORROW PIT			52	
GRAND TOTALS:		2615		1084	
SAY:		2745		1140	

ESTIMATED UNDERCUT EXCAVATION = 200 C.Y. (CONTINGENCY) ESTIMATED SELECT GRANULAR MATERIAL = 200 C.Y. (CONTINGENCY) ESTIMATED GEOTEXTILE FOR SOIL STABILIZATION = 200 S.Y. (CONTINGENCY)

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

IN SQUARE YARDS

SURVEY LINE	Station	Station	LOCATION LT/RT/CL	ASPHALT REMOVAL	ASPHALT BREAKUP	CONCRETE REMOVAL	CONCRETE BREAKUP
-L-	12+85.00	18+07.09	EXIST. ROAD	1171			
-L-	18+66.88	22+75.00	EXIST. ROAD	924			
-Y-	10+11.93	13+00.00	EXIST. ROAD	717			
		TOTAL:		2812			
		SAY:		2820			

## SHOULDER BERM GUTTER SUMMARY

**IN LINEAR FEET** 

LINE	Station	Station	LENGTH			
-L- RT	18+86.05	19+13.00	27			
-L- LT	18+93.95	19+36.00	41			
		TOTAL:	68			
		SAY:	75			

APPROXIMATE QUANTITIES ONLY.

UNCLASSIFIED EXCAVATION, BORROW

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

## GUARDRAIL SUMMARY

G = GATING IMPACT ATTENUATOR TYPE 350 NG = NON-GATING IMPACT ATTENUATOR TY PE 350

	SURVEY			LOCATION		LENGTH		WARRANT POINT		"N" DIST.	TOTAL SHOUL	HOUL		w										IMPA ATTENU TYPE	ATOR FACED	REMOVE EXISTING	REMOVE & STOCKPILE	REMARKS
	LINE				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END		WIDTH	APPROACH TEND	TRAILING END	APPROACH END	TRAILING END	XI MOD		GRAU 350 N	VI-350	XIII CA	T-1 MC	D BIC		G	NG CONCRETI	GIIVDDDVII	EXISTING GUARDRAIL	
	-L-	17+06.46	17+87.71 (BR)	RT	81.25'			17+87.71		4'-5"	9'	50		1			1	1										TL-3
				<u>'</u>																								
	-L-	17+14.72	17+95.97 (BR)	LT	81.25'				17+95.97	4'-5"	9'		50		1		1	1										TL-3
				<u> </u> '	<u> </u>		!																					
	-L-	18+75.03 (BR)	19+68.78	RT	93.75'				18+75.03	4'-5"	9'	+	50		1		1	1										TL-3
		40.00.00 (DD)	10.00.51	<del> '</del>	100.05			10.00.00		41 =11	01	<del> </del>																
	-L-	18+83.29 (BR)	19+89.54	LT	106.25'			18+83.29	1	4'-5"	9,	50		1			1	1										TL-3
р Г				SUBTOTAL:	362.50'		!					+																
1. d			LESS ANCH	OR DEDUCTIONS:			+																					
<u>_</u>				(PE III (4 @ 18.75')	-75		+					+																
Ø3				350 TL-3 (4 @ 50')	-200		+					+																
Σ																												
S				TOTAL:	87.50'												4	4										
$\succeq$				SAY:			-																					
			ADDITION	NAL GUARDRAIL PO																								
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