### **★ SUMMARY OF EARTHWORK**

#### IN CUBIC YARDS

Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L- STA. 15+72.81 (BR)	109	559	450	
OTAL:	109	559	450	
-L- 21+00.00	1347	547		800
OTAL:	1347	547		800
OF BORROW:			-450	-450
TOTALS:	1456	1106	0	350
OTALS:	1456	1106		350
<b>Y</b> :	1500			
	-L- STA. 15+72.81 (BR)  TAL:  -L- 21+00.00  TAL:  OF BORROW:  TOTALS:	ExcavL- STA. 15+72.81 (BR) 109  TAL: 109  -L- 21+00.00 1347  OTAL: 1347  OF BORROW: 1456  OTALS: 1456	Excav. +% -L- STA. 15+72.81 (BR) 109 559  TAL: 109 559  -L- 21+00.00 1347 547  TAL: 1347 547  OF BORROW: 1456 1106  OTALS: 1456 1106	Excav.       +%         -L- STA. 15+72.81 (BR)       109       559       450         OTAL:       109       559       450         -L- 21+00.00       1347       547         OTAL:       1347       547         OF BORROW:       -450         TOTALS:       1456       1106         OTALS:       1456       1106

UNDERCUT EXCAVATION = 200 CY (CONTINGENCY)

SELECT GRANULAR MATERIAL = 200 CY (CONTINGENCY)

GEOTEXTILE FOR SOIL STABILIZATION = 200 SY (CONTINGENCY)

DDE = 40 CY

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
Ļ-	12+00.00	15+80.26	EXIST. ROAD	852.52			
Ļ-	16+86.98	21+00.00	EXIST. ROAD	917.74			
		TOTAL:		1770.26			
		SAY:		1780			

## SHOULDER BERM GUTTER SUMMARY

#### IN LINEAR FEET

LINE	Station	Station	LENGTH
-L- (LT)	15+48.00	15+61.94	13.94
-L- (RT)	15+48.00	15+61.94	13.94
		TOTAL:	27.88
		SAY:	30

\*

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

## GUARDRAIL SUMMARY

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

su	RVEY	BEG. STA.	END STA.	LOCATION		LENGTH		WARRANT		"N" DIST.	TOTAL SHOUL	FLARE L		w				ANCH	ORS			IMPACT ATTENUATOR TYPE 350	SINGLE FACED	REMOVE EXISTING	REMOVE & STOCKPILE	REMARKS
	INE BEG. STA.			STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END		WIDTH	APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD TYP	GRAU E III 350		CAT-1	VI MOD	BIC	G NG	CONCRETE BARRIER	GUARDRAIL	EXISTING GUARDRAIL		
$\dashv \vdash$	·L-	14+91.56	15+72.81 (BR)	LT	81.25				15+72.81	4'-5"	9'-0"		50		1		1							72'		TL-3
	·L-	14+91.56	15+72.81 (BR)	RT	81.25			15+72.81		4'-5"	9'-0"	50		1			1 1							121'		TL-3
	L- 10	6+95.19 (BR)	17+76.44	LT	81.25			16+95.19		4'-5"	9'-0"	50		1			l 1							72'		TL-3
	L- 16	6+95.19 (BR)	17+76.44	RT	81.25				16+95.19	4'-5"	9'-0''		50		1		l 1									TL-3
- ת				SUBTOTAL:	325																					
				PE III (4 @ 18.75')	-75																					
			GRAU-	350 TL-3 (4 @50')	-200																					
ם ה ח				TOTAL: SAY:	50 75											4	1 4							265'		
			ADDITION	IAL GUARDRAIL P	OSTS = 5EA																					