★ SUMMARY OF EARTHWORK

IN CUBIC YARDS

Station	Station	Uncl. Excav.	Embank. +%	Borrow	Waste
-L- STA. 12+30.00	-L- STA. 14+78.88 (BR)	157	1090	933	
SUBT	OTAL:	157	1090	933	
-L- STA. 15+86.13 (BR)	-L- STA. 17+85.00	216	192		24
SUBT	OTAL:	216	192		
WASTE IN LIE	U OF BORROW			-24	-24
PROJEC1	TOTALS:	373	1282	909	0
EST 5% TO REPLACE TO	P SOIL ON BORROW PIT			45	
GRAND	TOTALS:	373		954	
SA	AY:	390		1000	

ESTIMATED UNDERCUT EXCAVATION = 400 CY (CONTINGENCY) ESTIMATED SELECT GRANULAR MATERIAL = 400 CY (CONTINGENCY) ESTIMATED GEOTEXTILE FOR SOIL STABILIZATION = 400 SY (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+30.00	14+88.23	EXIST. ROAD	662			
-L-	15+75.81	15+75.81 17+85.00		567			
		TOTAL:		1,229			
		SAY:		1,250			

SHOULDER BERM GUTTER SUMMARY

IN LINEAR FEET

LINE	Station	Station	LENGTH
-L- (LT)	15+97.00	16+40.00	43
-L- (RT)	15+97.00	16+65.00	68
		TOTAL:	111
		SAY:	115

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

	SURVEY	BEG. STA.	END STA.	LOCATION		LENGTH		WARRANT POINT		DIST. SHO	TOTAL SHOUL		FLARE LENGTH W			ANCHORS							SINGLE SINGLE FACED	FYISTING	REMOVE & STOCKPILE	REMARKS
	LINE				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END	FROM E.O.L.	FROM WIDTH	APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD TYPE	GRAU II 350	M-350 XIII	CAT-1	VI MOD	BIC	G	NG CONCRETE BARRIE	CHARDRAII	EXISTING GUARDRAIL	
_ [-L-	13+85.13	14+78.88 (BR)	LT	93.75				14+78.88	4'-5"	9'		50		1	1	1									TL-3
		13+85.13	14+78.88 (BR)	RT	93.75			14+78.88		4'-5"	O'	EO		1		1	1									TL-3
11	-L-	15+65.15	14+70.00 (BK)	N I	95.75			14+70.00		4-5	3	30		т			1									11-5
	-L-	15+86.13 (BR)	16+92.38	LT	106.25			15+86.13		4'-5"	9'	50		1		1	1									TL-3
	-L-	15+86.13 (BR)	17+17.38	RT	131.25				15+86.13	4'-5"	9'		50		1	1	1									TL-3
				SUBTOTAL:	425																					
			LESS ANCHO	R DEDUCTIONS:																						
	TYPE III (4 @ 18.7																									
			GRAU-35	50 TL-3 (4 @ 50')	-200																					
§				TOTAL:	150											1	4									
┆╟┠				SAY:	175											4	 					+ +				
	ADDITIONAL GUARDRAIL POSTS = 5 EA																									
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