COMPUTED BY: JTJ DATE: 09/12/2022
CHECKED BY: PJJ DATE: 09/12/2022

PROJECT REFERENCE	SHEET NO.
17BP.9.R.83 – STOKES 286	3B–1

SUMMARY OF EARTHWORK
IN CUBIC YARDS

STATION	STATION	UNCL. EXCAV.	EMBANK. +%	BORROW	WASTE
–L– 10+50.00	23+03.21	12,233	14,327	2,094	
–L– 24+95.80	36+00.00	31,458	8,240		23,218
–Y– 10+25.00	13+30.00	2,867	370		2,497
–Y1– 10+50.00	12+25.00	32	67	35	
PROJECT TOTALS:		46,590	23,004	2,129	25,715
WASTE IN LIEU OF BORROW				–2,129	–2,129
GRAND TOTALS:		46,590		0	23,586
SAY:		48,930		0	

EST. DDE = 2,475 CY
EST. SHOULDER BORROW = 1540 CY
EST. SHALLOW UNDERCUT = 100 CY
EST. CLASS IV SUBGRADE STABILIZATION = 200 TONS
PER GEOTECH RECOMMENDATIONS, ESTIMATE 1,600 CY OF UNDERCUT TO BE USED AT THE DISCRETION OF THE RESIDENT ENGINEER.

NOTE: Approximate quantities only. Fine Grading, Clearing and Grubbing, Shoulder Borrow, and Removal of Existing Asphalt Pavement willbe paid for at the contract Lump Sum price for "Grading".

SHOULDER BERM GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH
–L– LT	21+50.00	22+84.30	137.30′
–L– RT	22+00.00	22+74.44	74.44′
–L– RT	25+14.70	25+30.00	15.30′
TOTAL:			224.04′
SAY:			230′

EXPRESSWAY GUTTER SUMMARY

SURVEY LINE	STATION	STATION	LENGTH
–L– LT	27+76.00	33+34.00	558.00′
TOTAL:			558.00′
SAY:			570′

EXISTING ASPHALT PAVEMENT REMOVAL SUMMARY

SURVEY LINE	STATION	STATION	LOCATION LT/RT/CL	YD^2
–L–	11+98.00	22+91.00	CL	2,088.04
–L–	24+72.00	32+51.00	CL	1,490.96
–Y–	11+75.00	13+50.00	CL	552.68
–Y1–	10+12.00	11+10.00	CL	317.47
TOTAL:				4,449.15
SAY:				4,675

GUARDRAIL SUMMARY

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

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 GUARDRAIL	REMOVE EXISTING GUARDRAIL	REMOVE AND STOCKPILE EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	XI	GREU TL–2	GREU TL–3	TYPE III	CAT–1	VI MOD	BIC	AT–1	EA	G	NG				
–L–	11+25.00	13+62.50	LT	237.50′			12+50	11+50	8′	11′	50′	50′	1′	1′				2												
–L–	11+87 +/–	14+66.00	RT	256.25′	25.00′		12+50	13+50	8′	11′		50′		1′				1					1							BREAK FOR DRIVE
–L–	20+01 +/–	23+08.14	LT	275.00′	37.50′		23+08.14	20+50	8′	11′									1				1							BREAK FOR –Y–
–L–	21+71 +/–	22+98.28	RT	100.00′	37.50′		23+00	22+98.28	8′	11′									1				1							BREAK FOR –Y1–
–L–	25+00.73	27+45 +/–	LT	225.00′	25.00′		27+00	25+00.72	8′	11′									1				1							BREAK FOR DRIVE
–L–	24+90.87	25+97.12	RT	106.25′			24+90.86	25+00	8′	11′		50′		1′				1	1											
–L–	33+07.00	35+57.00	RT	250.00′			33+62.50	35+50	8′	11′	50′	50′	1′	1′				2												
–L–	33+73 +/–	35+50.00	LT	168.75′	12.50′		35+50	34+50	8′	11′	50′		1′					1					1							BREAK FOR DRIVE
–Y1–	11+25.00	12+00.00	LT	75.00′				12+00	4′	7′							1													TIE TO EXISTING GUARDRAIL
–Y1–	11+25.00	12+00.00	RT	75.00′			12+00		4′	7′							1													TIE TO EXISTING GUARDRAIL
	SUBTOTAL			1,768.75′	137.50′																									
	LESS ANCHOR DEDUCTIONS																													
	GREU TL–2		2 @ 25.00′ =	–50.00′																										
	GREU TL–3		7 @ 50.00′ =	–350.00′																										
	AT–1		5 @ 6.25′ =	–31.25′																										
	TYPE III		4 @ 18.75′ =	–75.00′																										
			TOTAL	1,262.50′	137.50′												2	7	4				5							ADDITIONAL GUARDRAIL POST = 10 EACH

TEMPORARY 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 GUARDRAIL	REMOVE EXISTING GUARDRAIL	REMOVE AND STOCKPILE EXISTING GUARDRAIL	REMARKS
				STRAIGHT	SHOP CURVED	DOUBLE FACED	APPROACH END	TRAILING END			APPROACH END	TRAILING END	APPROACH END	TRAILING END	XI MOD	XI	GREU TL–2	GREU TL–3	TYPE III MODIFIED	CAT–1	VI MOD	BIC	AT–1	EA	G	NG				
–L–	21+35 +/–	22+92 +/–	LT	156.25′			22+92 +/–		2′	5′								1	1											TIE TO EXISTING BRIDGE RAIL (SEE TMP–4)
–L–	24+82 +/–	27+63 +/–	LT	281.25′				24+82 +/–	2′	5′								1	1											TIE TO EXISTING BRIDGE RAIL (SEE TMP–5)
	SUBTOTAL			437.50′																										
	LESS ANCHOR DEDUCTIONS																													
	GREU TL–3		2 @ 50.00′ =	–100.00′																										
	TYPE III MODIFIED		2 @ 18.75′ =	–37.50′																										
			TOTAL	300.00′														2	2											

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