

EARTHWORK SCHEDULE

STATION	STATION	EARTH EXCAVATION (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (NOTE 1) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	FURNISHED EXCAVATION (CU YD)
502+00.00	513+34.41	381	286	3,947	-3,661	3,661
AT NORTH ABUTMENT				435	-435	435
AT SOUTH ABUTMENT				305	-305	305
516+97.75	530+00.00	442	332	2,977	-2,645	2,645
TOTAL		823	618	7,664	-7,046	7,046

EARTHWORK NOTES:
1. ESTIMATED SHRINKAGE FACTOR = 25%.

SURVEY MARKER SCHEDULE

STATION	OFFSET	SURVEY POINT DESCRIPTION	PERM SURV MKRS (EACH)
± 514+78	± 62' RT	BRASS DISK	1
± 515+54	± 62' LT	BRASS DISK	1
TOTAL			2

SURVEY MARKER NOTES:
1. EXACT LOCATION OF PERM SURV MKRS TO BE DETERMINED BY ENGINEER.

PIPE UNDERDRAIN SCHEDULE

STATION	STATION	LOCATION	POROUS GRAN BACKFILL (CU YD)	PIPE UNDERDRAINS 4 FOOT	PIPE UNDERDRAIN 4 SP FOOT	PIPE UNDERDRAIN REMOV (FOOT)	CONC HDWL P UNDR RM (NOTE 1) (EACH)	OUTLET AT STATION (NOTE 2)
503+50	503+75	NB / SB	2					50
503+75	507+50	NB / SB	28	750	23	750		503+75
507+50	512+50	NB / SB	37	1,000	23	1,000	2	507+50
518+00	523+50	NB / SB	41	1,100	23	1,100	2	523+50
523+50	528+25	NB / SB	35	950	23	950	2	528+25
528+25	528+50	NB / SB	2					50
TOTAL			145	3,800	92	3,900	6	

PIPE UNDERDRAIN NOTES:
1. THE COST FOR "CONC HDWL P UNDR RM" SHALL BE INCLUDED IN THE COST FOR "PIPE UNDERDRAIN REMOV". IT IS SHOWN IN THE SCHEDULE AS A SEPARATE ITEM FOR INFORMATIONAL PURPOSES ONLY.
2. TIE "PIPE UNDERDRAIN 4 SP" INTO PROPOSED "DR STR T5 W/2 T22F&G".

STORM SEWER SCHEDULE

STATION	STATION	POROUS GRAN BACKFILL (CU YD)	STORM SEW CL A 1 12 (FOOT)	STORM SEW CL A 1 15 (FOOT)	PIPE DRAINS 12 (FOOT)
*501+65 CL	503+75 CL	24		210	
503+75 CL	505+00 CL	44		125	
505+00 CL	507+50 CL	71		250	
515+68.75 LT	-				83
515+68.75 LT	516+40.69 LT	14	86		
516+40.69 LT	516+40.69 RT	1	4		
517+11.75 RT	-				72
523+50 CL	526+00 CL	71		250	
526+00 CL	528+25 CL	84		225	
528+25 CL	*530+00 CL	43		175	
TOTAL		352	90	1,235	155

*NOTE: CONNECT PROPOSED STORM SEW CL A 1 15 TO EXISTING MANHOLE.

INLET SCHEDULE

STATION	OFFSET	MET END SEC 12 (EACH)	DR STR T5 W/2 T22F&G (EACH)	TD INLT BX 609006 SPL (EACH)	CONC THRUST BLOCKS (EACH)
503+75	CL		1		
505+00	CL		1		
507+50	CL		1		
515+68.75	LT	1		1	2
516+40.69	LT			1	
516+40.69	RT			1	
517+11.75	RT	1		1	2
523+50	CL		1		
526+00	CL		1		
528+25	CL		1		
TOTAL		2	6	4	4

EROSION CONTROL SCHEDULE

STATION	STATION	LOCATION	EROSION CONTR BLANKET (SQ YD)	TEMP DITCH CHECKS (FOOT)	PERIMETER EROS BAR (FOOT)	INLET & PIPE PROTECT (EACH)	STONE RIPRAP CL A3 (SQ YD)	FILTER FABRIC (SQ YD)
502+00	514+82	LT			1,332			
502+00	515+63	RT			1,504			
502+50	503+50	LT & RT	436					
503+75	-	CL				2		
505+00	-	CL				2		
506+50	513+35	LT	1,066					
506+50	515+08	RT	4,480					
507+50	-	CL				2		
513+05	-	LT					4	4
513+19	-	LT		10				
514+48	-	RT					4	4
514+83	530+00	LT			1,808			
514+72	-	LT		10				
515+28	519+00	LT	1,377					
515+69	-	LT				1	10	10
515+71	-	RT		10				
516+00	530+00	RT			1,455			
516+40	-	CL				2		
517+00	521+00	RT	1,778					
517+12	-	RT				1	10	10
517+31	-	RT		10				
523+50	-	CL				2		
526+00	-	CL				2		
528+25	-	CL				2		
528+50	529+50	LT & RT	436					
TOTAL			9,573	40	6,099	16	28	28

PAVEMENT PATCHING SCHEDULE

STATION	LENGTH (FT)	WIDTH (FT)	ESTIMATED REMOVAL DEPTH (IN)	INCIDENTAL HMA SURF (TON)	CL B PATCH T2 10 (SQ YD)	CL B PATCH T3 10 (SQ YD)	CL B PATCH T4 10 (SQ YD)	CL B PATCH EXPAN JT (FOOT)	PAVEMENT FABRIC (SQ YD)	SAW CUTS (FOOT)	DOWEL BARS (EACH)	TIE BARS (EACH)
SOUTHBOUND DRIVING LANE												
511+98	15.0	12.0	20.0	11		20		12	20	66	10	
512+76	20.0	12.0	18.0	12			27	12	27	76	10	18
513+41	20.0	12.0	16.5	10			27	12	27	76	10	18
517+72	10.0	12.0	15.0	4	13			12		56	10	
519+08	6.0	12.0	18.5	4	8			12		48	10	
519+38	12.0	12.0	19.0	8		16		12	16	60	10	
SOUTHBOUND PASSING LANE												
511+98	6.0	12.0	20.0	4	8			12		42	10	
512+76	20.0	12.0	18.0	12			27	12	27	56	10	18
513+41	20.0	12.0	16.5	10			27	12	27	56	10	18
517+72	10.0	12.0	15.0	4	13			12		46	10	
518+05	6.0	12.0	16.0	3	8			12		48	10	
518+49	6.0	12.0	17.0	3	8			12		48	10	
519+08	6.0	12.0	18.5	4	8			12		42	10	
NORTHBOUND DRIVING LANE												
510+96	6.0	12.0	20.0	4	8			12		48	10	
512+16	6.0	12.0	17.0	3	8			12		48	10	
512+68	6.0	12.0	16.0	3	8			12		48	10	
516+95	6.0	12.0	15.5	2	8			12		48	10	
517+52	10.0	12.0	17.0	5	13			12		56	10	
518+03	6.0	12.0	18.0	4	8			12		48	10	
518+20	12.0	12.0	18.5	8		16		12	16	60	10	
NORTHBOUND PASSING LANE												
510+96	6.0	12.0	20.0	4	8			12		42	10	
511+94	6.0	12.0	17.5	3	8			12		48	10	
512+58	10.0	12.0	16.0	4	13			12		56	10	
516+95	6.0	12.0	15.5	2	8			12		42	10	
517+52	10.0	12.0	17.0	5	13			12		46	10	
517+96	6.0	12.0	18.0	4	8			12		48	10	
TOTAL				140	177	52	108	312	160	1,358	260	72

PAVEMENT PATCHING NOTES:
1. INCIDENTAL HMA SURF QUANTITY WAS CALCULATED ASSUMING THE THICKNESS IS EQUAL TO THE EXISTING OVERLAY THICKNESS.

GUARDRAIL REMOVAL/REPLACEMENT

STATION	STATION	SPBGR TY A 9FT POSTS (FOOT)	TRAF BAR TERM T2 (EACH)	TRAF BAR TERM T5 (EACH)	TRAF BAR TERM T6 (EACH)	TR BAR TRM T1 SPL TAN (EACH)	GUARDRAIL REMOV (FOOT)	GUARDRAIL MKR TYPE B (NOTE 1) (EACH)
LT 502+00	LT 513+27						1,128	
RT 502+42	RT 514+66						1,571	
LT 515+63	LT 527+35						1,522	
RT 517+03	RT 523+41						638	
LT 502+00.00	LT 513+08.37	1112.5						
LT 513+08.37	LT 513+23.04			1				
RT 502+22.23	RT 502+72.23					1		
RT 502+72.23	RT 514+22.23	1150.0						
RT 514+22.23	RT 514+65.38					1		
LT 515+66.79	LT 516+09.94					1		
LT 516+09.94	LT 527+22.44	1112.5						
LT 527+22.44	LT 527+72.44							
RT 517+09.14	RT 517+23.81			1				
RT 517+23.81	RT 523+48.81	625.0						
RT 523+48.81	RT 523+61.31			1				
LT 502+00	LT 527+72							31
RT 502+22	RT 523+61							26
TOTAL		4,000.0	1	2	2	2	4,859	57

GUARDRAIL NOTES:
1. ALL GUARDRAIL MKR TYPE B ARE SILVER MONODIRECTIONAL.