

PROJECT NO.	SHEET NO.	TOTAL NO.
9CR.10801.160, 9CR.20801.160	9	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW EXCAVATION CY	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 3" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	ADJ. OF DROP INLET EA	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	PORTABLE LIGHTING LS	TEMPORARY SILT FENCE LF	WATTLE LF
9CR.10801.160	Rowan	1	US 601/ JAKE ALEXANDER BLVD.	FROM JUST PAST BURGER KING ENTRANCE NEAR LINCOLNTON RD. RADIUS AT ENTRANCE TO BURGER KING TO HARRISON RD. (SR 1710)	1	5	MU	NO	NO	2.126	60				59,868		1,866	6,929	416		14	1	1		
TOTAL FOR MAP NO. 1										2.126				59,868		1,866	6,929	416		14	1	1			
TOTAL FOR PROJ NO. 9CR.10801.160										2.126				59,868		1,866	6,929	416		14	1	1			
9CR.20801.160	Rowan	2	SR 2100 LONG ST.	FROM EDGE OF PAVEMENT AT INNES ST. (SR 2200) TO EDGE OF PAVEMENT AT LONG FERRY RD. (SR 2120)	2,3,4	2	2WU	NO	NO	3.841	28			62,789		8,093	667	6,057	363		45	37			
TOTAL FOR MAP NO. 2										3.841				62,789		8,093	667	6,057	363		45	37			
9CR.20801.160	Rowan	3	SR 2200 INNES ST.	FROM PAVEMENT JOINT WEST OF N. ARLINGTON ST (NS) TO BRIDGE #381 AT SOUTHERN RAILWAY	3	5	MU	NO	NO	0.488	60			17,160		7,264	578	1,650	99		19	4			
TOTAL FOR MAP NO. 3										0.488				17,160		7,264	578	1,650	99		19	4			
9CR.20801.160	Rowan	4	SR 1673 N. MAIN ST.	FROM PAVEMENT JOINT NEAR NC 152 TO PAVEMENT JOINT AT US 29	4,5	2	2WU	NO	NO	0.574	36	15	0.12	13,930				1,291	77	3	9	1		50	5
TOTAL FOR MAP NO. 4										0.574		15	0.12	13,930				1,291	77	3	9	1		50	5
TOTAL FOR PROJ NO. 9CR.20801.160										4.903		15	0.12	93,879		15,357	1,245	8,998	539	3	73	42		50	5
GRAND TOTAL										7.029		15	0.12	93,879	59,868	15,357	3,111	15,927	955	3	87	43	1	50	5

NOTE: All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.