SUMMARY OF QUANTITIES

PROJECT NO.	SHEET NO.	TOTAL NO.
HI-0014 - 49985.3.1	8	19

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYPICAL SECTION NO.	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	0000400000-N CONSTRUCTION SURVEYING LS	0022000000-E UNCLASSIFIED EXCAVATION CY	0156000000-E REMOVAL OF EXISTING ASPHALT PAVEMENT SY	0227000000-E SELECTIVE CLEARING AND GRUBBING ACR	1011000000-N FINE GRADING LS	1099500000-E SHALLOW UNDERCUT CY	1099700000-E CLASS IV SUBGRADE STABILIZATION TON	1112000000-E GEOTEXTILE FOR SUBGRADE STABILIZATION SY	1220000000-E INCIDENTAL STONE BASE TON	1245000000-E SHOULDER RECONSTRUCTION SMI	1260000000-E AGGREGATE SHOULDER BORROW TON	1297000000-E MILLING ASPHALT PAVEMENT, 2" DEPTH SY	1297000000-E MILLING ASPHALT PAVEMENT, 2-3/4" DEPTH SY	1330000000-E INCIDENTAL MILLING SY	1491000000-E ASPHALT CONC BASE COURSE, TYPE B25.0C TON
HI-0014 - 49985.3.1	Wilson	1	US-264 WBL (FUTURE I-587)	BEGIN PROJECT NASH WILSON COUNTY LINE TO BEGIN ENTRANCE RAMP FROM SR-1301	1	2	MD	NO	NO	0.090	38		260	210			40	60	110		0.090	80		1470		160
				BEGIN ENTRANCE RAMP FROM SR-1301 TO END PROPOSED 10' PAVED SHOULDER	2	2	MD	NO	NO	0.068	38		160	160			20	30	60		0.068	60		1120	120	90
				END PROPOSED 10' PAVED SHOULDER TO THEORETICAL GORE	3	2	MD	NO	NO	0.110	VAR													1810	970	
				THEORETICAL GORE TO PHYSICAL GORE	4	2	MD	NO	NO	0.104	VAR													2870	660	
				PHYSICAL GORE TO PHYSICAL GORE	1	2	MD	NO	NO	0.357	38		1010	1040			140	210	420		0.357	290		5860		650
				PHYSICAL GORE TO THEORETICAL GORE	4	2	MD	NO	NO	0.081	VAR													2240	790	
				THEORETICAL GORE TO BEGIN PROPOSED 10' PAVED SHOULDER	3	2	MD	NO	NO	0.026	VAR													420	230	
				BEGIN PROPOSED 10' PAVED SHOULDER TO END EXIT RAMP TO SR-1301	2	2	MD	NO	NO	0.017	38		40	40			10	10	20		0.017	20		270	30	30
				END EXIT RAMP TO SR-1301 TO BEGIN ENTRANCE RAMP FROM US-264A	1	2	MD	NO	NO	1.078	38		3030	2530			430	640	1270		1.078	860		17710		1910
				BEGIN ENTRANCE RAMP FROM US-264A TO END PROPOSED 10' PAVED SHOULDER	2	2	MD	NO	NO	0.032	38		80	80			10	20	30		0.032	30		520	60	50
				END PROPOSED 10' PAVED SHOULDER TO BEGIN FULL RAMP LANE	3	2	MD	NO	NO	0.021	VAR													350	190	
				BEGIN FULL RAMP LANE TO THEORETICAL GORE	5	3	MD	NO	NO	0.142	44													3660		
				THEORETICAL GORE TO PHYSICAL GORE	4	2	MD	NO	NO	0.055	VAR													1490	310	
				PHYSICAL GORE TO PHYSICAL GORE	6	2	MD	NO	NO	0.204	38												840	3710		
				PHYSICAL GORE TO THEORETICAL GORE	4	2	MD	NO	NO	0.054	VAR													1490	320	
				THEORETICAL GORE TO END FULL LOOP LANE	5	3	MD	NO	NO	0.058	44													1490	70	
				END FULL LOOP LANE TO BEGIN EXISTING 10' PAVED SHOULDER	3	2	MD	NO	NO	0.020	VAR													330	180	
				BEGIN EXISTING 10' PAVED SHOULDER TO END EXIT LOOP TO US-264A	7	2	MD	NO	NO	0.029	38													470	170	
				END EXIT LOOP TO US-264A TO PHYSICAL GORE	6	2	MD	NO	NO	0.077	38												320	1400		
				PHYSICAL GORE TO THEORETICAL GORE	4	2	MD	NO	NO	0.084	VAR													2320	550	
				THEORETICAL GORE TO BEGIN EXISTING 10' PAVED SHOULDER	3	2	MD	NO	NO	0.033	VAR													540	290	
				BEGIN EXISTING 10' PAVED SHOULDER TO END EXIT RAMP TO US-264A	7	2	MD	NO	NO	0.020	38													330	120	
				END EXIT RAMP TO US-264A TO BEGIN BRIDGE OVER NORFOLK SOUTHERN RAILWAY	6	2	MD	NO	NO	0.428	38												1760	7780		
				BEGIN BRIDGE OVER NORFOLK SOUTHERN RAILWAY TO END BRIDGE OVER NORFOLK SOUTHERN RAILWAY	BRIDGE	2	MD			0.037	38															
				END BRIDGE OVER NORFOLK SOUTHERN RAILWAY TO BEGIN ENTRANCE RAMP FROM I-95	6	2	MD	NO	NO	0.809	38												3330	14710		
				BEGIN ENTRANCE RAMP FROM I-95 TO END EXISTING 10' PAVED SHOULDER	7	2	MD	NO	NO	0.024	38													390	140	
				END EXISTING 10' PAVED SHOULDER TO BEGIN FULL RAMP LANE	3	2	MD	NO	NO	0.037	VAR													610	330	
				BEGIN FULL RAMP LANE TO THEORETICAL GORE	5	3	MD	NO	NO	0.134	44													3450		
				THEORETICAL GORE TO PHYSICAL GORE	4	2	MD	NO	NO	0.046	VAR													1260	290	
				PHYSICAL GORE TO PHYSICAL GORE	6	2	MD	NO	NO	0.159	38												660	2890		
				PHYSICAL GORE TO END PROJECT & BEGIN BRIDGE OVER I-95	4	2	MD	NO	NO	0.083	VAR													2270	340	
				TOTAL FOR MAP 1						4.517			4580	4060			650	970	1910		1.642	1340	6910	85230	6160	2890