SUMMARY OF QUANTITIES

PROJECT NO.	SHEET NO.	TOTAL NO.
HI-0014 - 49985.3.1	11	19

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYPICAL SECTION NO.	1503000000-E ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0C TON	1523000000-E ASPHALT CONC SURFACE COURSE, TYPE S9.5C TON	1524200000-E ASPHALT CONC SURFACE COURSE, TYPE S9.5D TON	1575000000-E ASPHALT BINDER FOR PLANT MIX TON	1577000000-E POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX TON	1662000000-E OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED TON	1841000000-E MILLED RUMBLE STRIPS (ASPHALT CONCRETE), 16" LF	3030000000-E STEEL BEAM GUARDRAIL LF	3150000000-N ADDITIONAL GUARDRAIL POSTS EA	3210000000-N GUARDRAIL END UNITS, TYPE CAT-1 EA	3287000000-N GUARDRAIL END UNITS, TYPE TL-3 EA	3360000000-E REMOVE EXISTING GUARDRAIL LF	4400000000-E WORK ZONE SIGNS (STATIONARY) SF	4420000000-N PORTABLE CHANGEABLE MESSAGE SIGN EA	4423000000-N WORK ZONE DIGITAL SPEED LIMIT SIGNS EA	4510000000-N LAW ENFORCEMENT HR	4600000000-N SINGLE LANE CLOSURE EA
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	80	60	170	15	13	60	950									32	2
				BEGIN ENTRANCE RAMP FROM SR-1301 TO END PROPOSED 10' PAVED SHOULDER	2	50	50	130	9	10	50	720									16	1
				END PROPOSED 10' PAVED SHOULDER TO THEORETICAL GORE	3		110	210	7	18	90	1160									32	2
				THEORETICAL GORE TO PHYSICAL GORE	4		210	200	13	19	120	1100									32	2
				PHYSICAL GORE TO PHYSICAL GORE	1	320	250	660	59	52	220	3770									96	6
				PHYSICAL GORE TO THEORETICAL GORE	4		190	150	12	15	100	860									32	2
				THEORETICAL GORE TO BEGIN PROPOSED 10' PAVED SHOULDER	3		30	50	2	5	30	270									16	1
				BEGIN PROPOSED 10' PAVED SHOULDER TO END EXIT RAMP TO SR-1301	2	10	20	30	3	3	20	180									16	1
				END EXIT RAMP TO SR-1301 TO BEGIN ENTRANCE RAMP FROM US-264A	1	930	720	1990	173	156	650	11380	187.5		1	1	250.0				256	16
				BEGIN ENTRANCE RAMP FROM US-264A TO END PROPOSED 10' PAVED SHOULDER	2	20	30	60	4	5	30	340									16	1
				END PROPOSED 10' PAVED SHOULDER TO BEGIN FULL RAMP LANE	3		30	40	2	4	20	230									16	1
				BEGIN FULL RAMP LANE TO THEORETICAL GORE	5		150	270	9	23	120	1500									32	2
				THEORETICAL GORE TO PHYSICAL GORE	4		110	100	6	10	60	580									16	1
				PHYSICAL GORE TO PHYSICAL GORE	6		140	380	8	30	130	2160									32	2
				PHYSICAL GORE TO THEORETICAL GORE	4		110	100	7	10	60	570									16	1
				THEORETICAL GORE TO END FULL LOOP LANE	5		70	110	5	10	50	610									16	1
				END FULL LOOP LANE TO BEGIN EXISTING 10' PAVED SHOULDER	3		20	40	2	4	20	220									16	1
				BEGIN EXISTING 10' PAVED SHOULDER TO END EXIT LOOP TO US-264A	7		20	60	2	5	20	300									16	1
				END EXIT LOOP TO US-264A TO PHYSICAL GORE	6		60	150	3	12	50	810									16	1
				PHYSICAL GORE TO THEORETICAL GORE	4		170	160	10	15	100	890									32	2
				THEORETICAL GORE TO BEGIN EXISTING 10' PAVED SHOULDER	3		40	70	2	6	30	350									16	1
				BEGIN EXISTING 10' PAVED SHOULDER TO END EXIT RAMP TO US-264A	7		20	40	1	3	20	210									16	1
				END EXIT RAMP TO US-264A TO BEGIN BRIDGE OVER NORFOLK SOUTHERN RAILWAY	6		290	790	17	62	260	4520									64	4
				BEGIN BRIDGE OVER NORFOLK SOUTHERN RAILWAY TO END BRIDGE OVER NORFOLK SOUTHERN RAILWAY	BRIDGE																	
				END BRIDGE OVER NORFOLK SOUTHERN RAILWAY TO BEGIN ENTRANCE RAMP FROM I-95	6		540	1500	32	117	490	8540									112	7
				BEGIN ENTRANCE RAMP FROM I-95 TO END EXISTING 10' PAVED SHOULDER	7		20	50	1	4	20	250									16	1
				END EXISTING 10' PAVED SHOULDER TO BEGIN FULL RAMP LANE	3		40	70	3	6	40	400									16	1
				BEGIN FULL RAMP LANE TO THEORETICAL GORE	5		150	250	9	22	120	1420									32	2
				THEORETICAL GORE TO PHYSICAL GORE	4		90	90	6	8	60	490									16	1
				PHYSICAL GORE TO PHYSICAL GORE	6		110	300	7	23	100	1680									32	2
				PHYSICAL GORE TO END PROJECT & BEGIN BRIDGE OVER I-95	4		150	160	9	15	90	870									16	1
				TOTAL FOR MAP 1		1410	4000	8380	438	685	3230	47330	187.5		1	1	250.0				1088	68