# SUMMARY OF QUANTITIES

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|---|---|---|
| HI-0014 - 49985.3.1 | 12 | 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 | 2 | US-264 EBL (FUTURE I-587) | BEGIN PROJECT NASH WILSON COUNTY LINE TO BEGIN EXIT RAMP TO SR-1301 | 1 | 210 | 170 | 450 | 39 | 35 | 150 | 2570 | | | | | | | | | 64 | 4 |
| | | | | BEGIN EXIT RAMP TO SR-1301 TO END PROPOSED 10' PAVED SHOULDER | 2 | 20 | 20 | 40 | 3 | 3 | 20 | 210 | | | | | | | | | 16 | 1 |
| | | | | END PROPOSED 10' PAVED SHOULDER TO THEORETICAL GORE | 3 | | 40 | 80 | 3 | 7 | 40 | 410 | | | | | | | | | 16 | 1 |
| | | | | THEORETICAL GORE TO PHYSICAL GORE | 4 | | 170 | 130 | 10 | 13 | 90 | 730 | | | | | | | | | 16 | 1 |
| | | | | PHYSICAL GORE TO PHYSICAL GORE | 1 | 350 | 270 | 730 | 65 | 57 | 240 | 4130 | 287.5 | | 1 | 1 | 350.0 | | | | 96 | 6 |
| | | | | PHYSICAL GORE TO THEORETICAL GORE | 4 | | 190 | 180 | 11 | 17 | 110 | 1020 | | | | | | | | | 32 | 2 |
| | | | | THEORETICAL GORE TO BEGIN PROPOSED 10' PAVED SHOULDER | 3 | | 120 | 230 | 8 | 19 | 100 | 1270 | | | | | | | | | 32 | 2 |
| | | | | BEGIN PROPOSED 10' PAVED SHOULDER TO END ENTRANCE RAMP FROM SR-1301 | 2 | 40 | 40 | 100 | 7 | 8 | 40 | 560 | | | | | | | | | 16 | 1 |
| | | | | END ENTRANCE RAMP FROM SR-1301 TO BEGIN EXIT RAMP TO US-264A | 1 | 900 | 690 | 1930 | 167 | 150 | 620 | 10990 | 162.5 | | 1 | 1 | 225.0 | | | | 240 | 15 |
| | | | | BEGIN EXIT RAMP TO US-264A TO END PROPOSED 10' PAVED SHOULDER | 2 | 20 | 20 | 50 | 3 | 4 | 20 | 230 | | | | | | | | | 16 | 1 |
| | | | | END PROPOSED 10' PAVED SHOULDER TO THEORETICAL GORE | 3 | | 60 | 100 | 4 | 9 | 50 | 550 | | | | | | | | | 16 | 1 |
| | | | | THEORETICAL GORE TO PHYSICAL GORE | 4 | | 220 | 190 | 13 | 19 | 120 | 1080 | | | | | | | | | 32 | 2 |
| | | | | PHYSICAL GORE TO BEGIN EXIT LOOP TO US-264A | 6 | | 100 | 280 | 6 | 22 | 90 | 1570 | | | | | | | | | 32 | 2 |
| | | | | BEGIN EXIT LOOP TO US-264A TO END EXISTING 10' PAVED SHOULDER | 7 | | 30 | 80 | 2 | 6 | 30 | 410 | | | | | | | | | 16 | 1 |
| | | | | END EXISTING 10' PAVED SHOULDER TO BEGIN FULL LOOP LANE | 3 | | 20 | 30 | 1 | 3 | 20 | 170 | | | | | | | | | 16 | 1 |
| | | | | BEGIN FULL LOOP LANE TO THEORETICAL GORE | 5 | | 80 | 140 | 5 | 12 | 70 | 780 | | | | | | | | | 16 | 1 |
| | | | | THEORETICAL GORE TO PHYSICAL GORE | 4 | | 90 | 80 | 5 | 8 | 50 | 420 | | | | | | | | | 16 | 1 |
| | | | | PHYSICAL GORE TO PHYSICAL GORE | 6 | | 160 | 430 | 10 | 34 | 140 | 2460 | | | | | | | | | 32 | 2 |
| | | | | PHYSICAL GORE TO THEORETICAL GORE | 4 | | 100 | 90 | 6 | 9 | 60 | 500 | | | | | | | | | 16 | 1 |
| | | | | THEORETICAL GORE TO END FULL RAMP LANE | 5 | | 150 | 250 | 9 | 22 | 120 | 1430 | | | | | | | | | 32 | 2 |
| | | | | END FULL RAMP LANE TO BEGIN EXISTING 10' PAVED SHOULDER | 3 | | 30 | 60 | 2 | 5 | 30 | 300 | | | | | | | | | 16 | 1 |
| | | | | BEGIN EXISTING 10' PAVED SHOULDER TO END ENTRANCE RAMP FROM | 7 | | 20 | 60 | 2 | 5 | 20 | 300 | | | | | | | | | 16 | 1 |
| | | | | END ENTRANCE RAMP FROM TO BEGIN BRIDGE OVER NORFOLK SOUTHERN RAILWAY | 6 | | 110 | 300 | 7 | 24 | 100 | 1700 | | | | | | | | | 32 | 2 |
| | | | | BEGIN BRIDGE OVER NORFOLK SOUTHERN RAILWAY TO END BRIDGE OVER NORFOLK SOUTHERN RAILWAY | BRIDGE | | | | | | | | | | | | | | | | | |
| | | | | END BRIDGE OVER NORFOLK SOUTHERN RAILWAY TO BEGIN EXIT RAMP TO I-95 | 6 | | 620 | 1720 | 37 | 134 | 560 | 9790 | | | | | | | | | 128 | 8 |
| | | | | BEGIN EXIT RAMP TO I-95 TO END EXISTING 10' PAVED SHOULDER | 7 | | 20 | 60 | 2 | 5 | 20 | 300 | | | | | | | | | 16 | 1 |
| | | | | END EXISTING 10' PAVED SHOULDER TO THEORETICAL GORE | 3 | | 40 | 80 | 3 | 7 | 40 | 420 | | | | | | | | | 16 | 1 |
| | | | | THEORETICAL GORE TO PHYSICAL GORE | 4 | | 150 | 130 | 9 | 12 | 80 | 700 | | | | | | | | | 16 | 1 |
| | | | | PHYSICAL GORE TO PHYSICAL GORE | 6 | | 140 | 380 | 8 | 29 | 120 | 2120 | | | | | | | | | 32 | 2 |
| | | | | PHYSICAL GORE TO END PROJECT & BEGIN BRIDGE OVER I-95 | 4 | | 90 | 100 | 6 | 9 | 60 | 540 | | | | | | | | | 16 | 1 |
| | | | | TOTAL FOR MAP 2 | | 1540 | 3960 | 8480 | 453 | 687 | 3210 | 47660 | 450.0 | | 2 | 2 | 575.0 | | | | 1056 | 66 |