SUMMARY OF QUANTITIES

PROJECT NO.	SHEET NO.	TOTAL NO.
HI-0014 - 49985.3.1	15	19

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYPICAL SECTION NO.	4600000000-N RAMP/LOOP CLOSURE EA	4600000000-N CONNECTED LANE CLOSURE SYSTEM EA	4688000000-E THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS) WHITE LF	4688000000-E THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS) YELLOW LF	4700000000-E THERMOPLASTIC PAVEMENT MARKING LINES (12", 90 MILS) WHITE LF	4709000000-E THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) WHITE LF	4720000000-E THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MILS) "ONLY" EA	4725000000-E THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) MERGE ARROW EA	4725000000-E THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) WRONG-WAY RAMP ARROW EA	4725000000-E THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RIGHT TURN ARROW EA	4775000000-E COLD APPLIED PLASTIC PAVEMENT MARKING LINES, TYPE II (6") WHITE LF	4775000000-E COLD APPLIED PLASTIC PAVEMENT MARKING LINES, TYPE II (6") YELLOW LF	4815000000-E PAINT PAVEMENT MARKING LINES (6") WHITE LF	4815000000-E PAINT PAVEMENT MARKING LINES (6") YELLOW LF	4825000000-E PAINT PAVEMENT MARKING LINES (12") WHITE LF	4835000000-E PAINT PAVEMENT MARKING LINES (24") WHITE LF	4840000000-N PAINT PAVEMENT MARKING CHARACTER "ONLY" 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			1610	1290									1610	1290			
				BEGIN EXIT RAMP TO SR-1301 TO END PROPOSED 10' PAVED SHOULDER	2			160	110									160	110			
				END PROPOSED 10' PAVED SHOULDER TO THEORETICAL GORE	3			310	210									310	210			
				THEORETICAL GORE TO PHYSICAL GORE	4			460	370	730								460	370	730		
				PHYSICAL GORE TO PHYSICAL GORE	1			2580	2070									2580	2070			
				PHYSICAL GORE TO THEORETICAL GORE	4			820	510	460								820	510	460		
				THEORETICAL GORE TO BEGIN PROPOSED 10' PAVED SHOULDER	3			960	640				3					960	640			
				BEGIN PROPOSED 10' PAVED SHOULDER TO END ENTRANCE RAMP FROM SR-1301	2			420	280									420	280			
				END ENTRANCE RAMP FROM SR-1301 TO BEGIN EXIT RAMP TO US-264A	1			6870	5500									6870	5500			
				BEGIN EXIT RAMP TO US-264A TO END PROPOSED 10' PAVED SHOULDER	2			180	120									180	120			
				END PROPOSED 10' PAVED SHOULDER TO THEORETICAL GORE	3			410	280	110								410	280	110		
				THEORETICAL GORE TO PHYSICAL GORE	4			680	540	1080								680	540	1080		
				PHYSICAL GORE TO BEGIN EXIT LOOP TO US-264A	6			980	790									980	790			
				BEGIN EXIT LOOP TO US-264A TO END EXISTING 10' PAVED SHOULDER	7			310	210									310	210			
				END EXISTING 10' PAVED SHOULDER TO BEGIN FULL LOOP LANE	3			130	90									130	90			
				BEGIN FULL LOOP LANE TO THEORETICAL GORE	5			580	390									580	390			
				THEORETICAL GORE TO PHYSICAL GORE	4			270	210	420								270	210	420		
				PHYSICAL GORE TO PHYSICAL GORE	6			1540	1230									1540	1230			
				PHYSICAL GORE TO THEORETICAL GORE	4			320	250	500								320	250	500		
				THEORETICAL GORE TO END FULL RAMP LANE	5			1080	720				3					1080	720			
				END FULL RAMP LANE TO BEGIN EXISTING 10' PAVED SHOULDER	3			230	150									230	150			
				BEGIN EXISTING 10' PAVED SHOULDER TO END ENTRANCE RAMP FROM	7			230	150									230	150			
				END ENTRANCE RAMP FROM TO BEGIN BRIDGE OVER NORFOLK SOUTHERN RAILWAY	6			1070	850									1070	850			
				BEGIN BRIDGE OVER NORFOLK SOUTHERN RAILWAY TO END BRIDGE OVER NORFOLK SOUTHERN RAILWAY	BRIDGE											240	200					
				END BRIDGE OVER NORFOLK SOUTHERN RAILWAY TO BEGIN EXIT RAMP TO I-95	6			6120	4900									6120	4900			
				BEGIN EXIT RAMP TO I-95 TO END EXISTING 10' PAVED SHOULDER	7			230	150									230	150			
				END EXISTING 10' PAVED SHOULDER TO THEORETICAL GORE	3			320	210									320	210			
				THEORETICAL GORE TO PHYSICAL GORE	4			440	350	700								440	350	700		
				PHYSICAL GORE TO PHYSICAL GORE	6			1330	1060									1330	1060			
				PHYSICAL GORE TO END PROJECT & BEGIN BRIDGE OVER I-95	4			340	270	470								340	270	470		
				TOTAL FOR MAP 2				30980	23900	4470			6			240	200	30980	23900	4470		