

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYPICAL SECTION NO.	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	0000400000-N	0008000000-E	0022000000-E	0156000000-E	0196000000-E	0227000000-E	1011000000-N	1099500000-E	1099700000-E	1220000000-E	1297000000-E	1297000000-E	1308000000-E	1308000000-E	1330000000-E	1491000000-E	
												CONSTRUCTION SURVEYING	SUPPLEMENTARY CLEARING & GRUBBING	UNCLASSIFIED EXCAVATION	REMOVAL OF EXISTING ASPHALT PAVEMENT	GEOTEXTILE FOR SOIL STABILIZATION	CLEARING & GRUBBING FOR WIDENING	FINE GRADING	SHALLOW UNDERCUT	CLASS IV SUBGRADE STABILIZATION	INCIDENTAL STONE BASE	MILLING ASPHALT PAVEMENT, 1.5" DEPTH	MILLING ASPHALT PAVEMENT, 2.25" DEPTH	MILLING ASPHALT PAVEMENT, 1.5" TO 5.25"	MILLING ASPHALT PAVEMENT, 2.25" TO 6"	INCIDENTAL MILLING	ASPHALT CONC BASE COURSE, TYPE B25.0C	
												LS	ACR	CY	SY	SY	ACR	LS	CY	TON	TON	SY	SY	SY	SY	SY	TON	
				BEGIN SR-1225 EXIT RAMP TO GORE	2	2	MD	NO	NO	0.11	VAR												3,080			560		
				GORE TO GORE	7	2	MD	NO	NO	0.56	38			1,100	1,500	1,700	0.6		600	900			9,060				950	
				GORE TO END SR-1225 EXIT RAMP	2	2	MD	NO	NO	0.26	VAR												6,920			110		
				END SR-1225 EXIT RAMP TO SR-1233 (THOMAS ROAD)	7	2	MD	NO	NO	2.62	38			5,200	6,200	7,700	2.6		2,600	3,900			42,930				4,400	
				SR-1233 (THOMAS ROAD) TO BEGIN US64A EXIT RAMP	1	2	MD	NO	NO	1.54	32												28,700			280		
				BEGIN US64A EXIT RAMP TO GORE	2	2	MD	NO	NO	0.11	VAR												3,020			390		
				GORE TO GORE	1	2	MD	NO	NO	0.47	32												8,450			330		
				GORE TO END US64A ENTRANCE RAMP	2	2	MD	NO	NO	0.25	VAR												6,700			220		
				END US64A ENTRANCE RAMP TO BEGIN BRIDGE OVER SR-1243	1	2	MD	NO	NO	0.78	32												13,220		1,340			
				BEGIN BRIDGE OVER SR-1243 TO END BRIDGE OVER SR-1243	BRIDGE	2					40																	
				END BRIDGE OVER SR-1243 TO BEGIN NC97 EXIT RAMP	1	2	MD	NO	NO	0.43	32												6,570			1,460		
				BEGIN NC97 EXIT RAMP TO BEGIN BRIDGE OVER TAR RIVER	2	2	MD	NO	NO	0.05	VAR															1,220		
				BEGIN BRIDGE OVER TAR RIVER TO END BRIDGE OVER TAR RIVER (GORE)	BRIDGE						52																	
				END BRIDGE OVER TAR RIVER (GORE) TO GORE	1	2	MD	NO	NO	0.12	32												290			1,900		
				GORE TO BEGIN BRIDGE OVER NC-97 & END EXIT LOOP	2	2	MD	NO	NO	0.05	VAR															1,620	80	
				BEGIN BRIDGE OVER NC-97 & END EXIT LOOP TO END BRIDGE OVER NC-97	BRIDGE	3					48																	
				END BRIDGE OVER NC-97 TO BEGIN BRIDGE OVER RAILROAD	1	3	MD	NO	NO	0.12	50												220			3,200		
				BEGIN BRIDGE OVER RAILROAD TO END BRIDGE OVER RAILROAD	BRIDGE	3					48																	
				END BRIDGE OVER RAILROAD TO BEGIN BRIDGE OVER US-301BUS	1	3	MD	NO	NO	0.07	50															1,980		
				BEGIN BRIDGE OVER US-301BUS TO END BRIDGE OVER US-301BUS	BRIDGE	3					48																	
				END BRIDGE OVER US-301BUS TO BEGIN US-301BUS EXIT LOOP	1	3	MD	NO	NO	0.01	50															480		
				BEGIN US-301BUS EXIT LOOP TO GORE	2	2	MD	NO	NO	0.06	VAR												420			1,120	140	
				GORE TO GORE	1	2	MD	NO	NO	0.19	32												3,590					
				GORE TO END US-301BUS ENTRANCE RAMP	2	2	MD	NO	NO	0.16	VAR												4,700			350		
				END US-301BUS ENTRANCE RAMP TO BEGIN NC-43BUS EXIT RAMP	1	3	MD	NO	NO	0.19	44												4,920					
				BEGIN NC-43BUS EXIT RAMP TO GORE	2	2	MD	NO	NO	0.09	VAR												2,920			430		
				GORE TO GORE	1	2	MD	NO	NO	0.14	32												2,520					
				GORE TO BEGIN BRIDGE OVER NC-43BUS	2	2	MD	NO	NO	0.06	VAR												120			1,600	80	
				BEGIN BRIDGE OVER NC-43BUS TO END BRIDGE OVER NC-43BUS	BRIDGE	3					48																	
				END BRIDGE OVER NC-43BUS TO END NC-43BUS ENTRANCE RAMP	2	2	MD	NO	NO	0.18	VAR												2,800			1,600		
				END NC-43BUS ENTRANCE RAMP TO BEGIN US-301BYP EXIT LOOP	1	2	MD	NO	NO	0.42	32												7,630			180		
				BEGIN US-301BYP EXIT LOOP TO BEGIN BRIDGE OVER US-301BYP	2	2	MD	NO	NO	0.05	VAR															1,430		
				BEGIN BRIDGE OVER US-301BYP TO END BRIDGE OVER US-301BYP	BRIDGE	3					48																	
				END BRIDGE OVER US-301BYP TO GORE	2	2	MD	NO	NO	0.06	VAR												10			1,520	140	
				GORE TO GORE	1	2	MD	NO	NO	0.17	32												3,250			80		
				GORE TO BEGIN BRIDGE OVER SR-1616	2	2	MD	NO	NO	0.22	VAR												4,870			1,370	360	
				BEGIN BRIDGE OVER SR-1616 TO END BRIDGE OVER SR-1616	BRIDGE						41																	
				END BRIDGE OVER SR-1616 TO END US-301BYP ENTRANCE RAMP	2	2	MD	NO	NO	0.01	VAR															410		
				END US-301BYP ENTRANCE RAMP TO BEGIN US-64BUS EXIT LOOP	1	2	MD	NO	NO	0.58	32												9,500			970	340	
				BEGIN US-64BUS EXIT LOOP TO GORE	2	2	MD	NO	NO	0.12	VAR												2,980			140		
				GORE TO GORE	1	2	MD	NO	NO	0.21	32												4,120					
				GORE TO END US-64BUS ENTRANCE RAMP	2	2	MD	NO	NO	0.08	VAR												2,560			220		
				END US-64BUS ENTRANCE RAMP TO BEGIN TAPER 3-4 LANES	1	4	MD	NO	NO	0.08	56												2,840					
				BEGIN TAPER 3-4 LANES TO END TAPER 3-4 LANES	1	3.5	MD	NO	NO	0.10	51												2,840					
				END TAPER 3-4 LANES TO BEGIN SR-1613 EXIT LOOP	1	3	MD	NO	NO	0.21	46												740			4,940		
				BEGIN SR-1613 EXIT LOOP TO GORE	2	2	MD	NO	NO	0.04	VAR												1,290			170		
				GORE TO GORE	1	2	MD	NO	NO	0.18	42												1,460			2,910		
				GORE TO END SR-1613 ENTRANCE RAMP	2	2	MD	NO	NO	0.25	VAR												2,960			7,040	530	
				END SR-1613 ENTRANCE RAMP TO BEGIN TAPER FOR CD LANE	1	2	MD	NO	NO	0.63	40																	
				BEGIN TAPER FOR CD LANE TO CD LANE & BEGIN PAVED DITCH	4	3	MD	NO	NO	0.19	VAR												5,140			360		
				CD LANE & BEGIN PAVED DITCH TO BEGIN BRIDGE OVER I-95	3	3	MD	NO	NO	0.40	VAR												6,490	6,560	1,390	1,070		
				BEGIN BRIDGE OVER I-95 TO END BRIDGE OVER I-95	BRIDGE	4					93																	
				END BRIDGE OVER I-95 TO CD LANE & END PAVED DITCH	3	3	MD	NO	NO	0.52	VAR												8,310	8,630	1,450	1,070		
				CD LANE & END PAVED DITCH TO END TAPER FOR PAVED DITCH @ CD LANE	4	3	MD	NO	NO	0.21	VAR												6,940			620		
				END TAPER FOR PAVED DITCH @ CD LANE TO END RESURFACING ON PROJECT U-5996	1	3	MD	NO	NO	0.19	52												5,640					
				TOTAL FOR MAP 1						13.93				6,300	7,700	9,400	3.2		3,200	4,800			19,960	252,690	2,840	25,620	5,850	5,350

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