

TIP PROJECT: HI-0014

CONTRACT: C205156

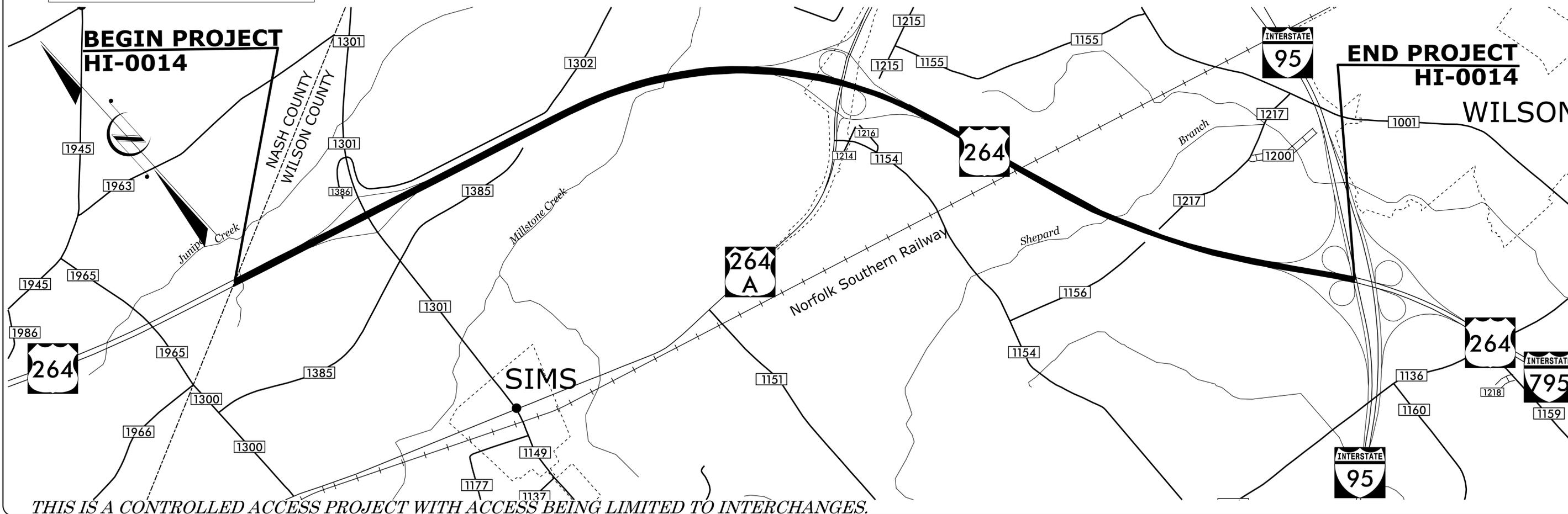
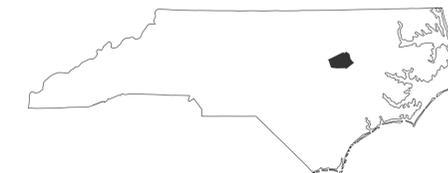
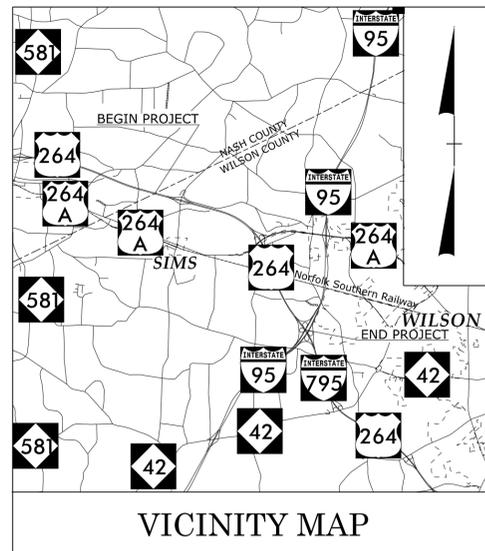
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

WILSON COUNTY

LOCATION: US-264 (FUTURE I-587) FROM NASH-WILSON COUNTY LINE TO I-95

TYPE OF WORK: PAVEMENT REHABILITATION

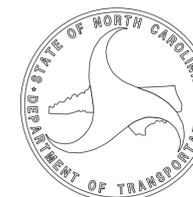
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	HI-0014	11	
	STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
	49985.1.1	4998501	PE
	49985.3.1	4998501	CONST



DESIGN DATA
ADT 2023 = 33500
V = 70 MPH
FUNC CLASS = INTERSTATE

PROJECT LENGTH
LENGTH OF ROADWAY TIP PROJECT HI-0014 = 4.554 MILES

Prepared in the Office of: DIVISION OF HIGHWAYS	 DIVISION FOUR DDC 509 Ward Blvd. Wilson, NC 27895
2024 STANDARD SPECIFICATIONS	
RIGHT OF WAY DATE: NA	D.R. Ethridge PROJECT ENGINEER
LETTING DATE: March 17, 2026	T.C. Coggins PROJECT DESIGN ENGINEER



STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

SHEET NUMBER	INDEX OF SHEETS SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND LIST OF STANDARD DRAWINGS
2	MAP NUMBER DRAWING
3-4	PAVEMENT SCHEDULE AND TYPICAL SECTIONS
5	SHOULDER WEDGE DETAIL
6 & 7	GUARDRAIL PLACEMENT DETAILS
8-19	SUMMARY OF QUANTITIES

2024 ROADWAY ENGLISH STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" CONTRACTS STANDARDS AND DEVELOPMENT UNIT - N. C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N. C., DATED JANUARY 16, 2024 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

DIVISION 2 - EARTHWORK

225.01 GUIDE FOR GRADING SUBGRADE - INTERSTATE AND FREEWAY

DIVISION 5 - SUBGRADE, BASES AND SHOULDERS

560.02 METHOD OF SHOULDER CONSTRUCTION - HIGH SIDE OF SUPERELEVATED CURVE - METHOD II

DIVISION 6 - ASPHALT BASES AND PAVEMENTS

665.01 ASPHALT SHOULDERS - MILLED RUMBLE STRIPS

665.02 LIMITS FOR ASPHALT SHOULDERS - MILLED RUMBLE STRIPS

GENERAL NOTES: 2024 SPECIFICATIONS

SHOULDER CONSTRUCTION:

ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.02

SIDE ROADS:

THE CONTRACTOR WILL BE REQUIRED TO DO ALL NECESSARY WORK TO PROVIDE SUITABLE CONNECTIONS WITH ALL ROADS, STREETS, AND DRIVES ENTERING THIS PROJECT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PARTICULAR ITEMS INVOLVED.

GUARDRAIL:

THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

TEMPORARY SHORING:

SHORING REQUIRED FOR THE MAINTENANCE OF TRAFFIC WILL BE PAID FOR AS "EXTRA WORK" IN ACCORDANCE WITH SECTION 104-7.

SUBSURFACE PLANS:

NO SUBSURFACE PLANS ARE AVAILABLE ON THIS PROJECT. THE CONTRACTOR SHOULD MAKE HIS OWN INVESTIGATION AS TO THE SUBSURFACE CONDITIONS.

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE:

NONE.

ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS, EXCEPT AS SHOWN ON THE PLANS.

WILSON COUNTY

HI-0014

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NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILSON COUNTY

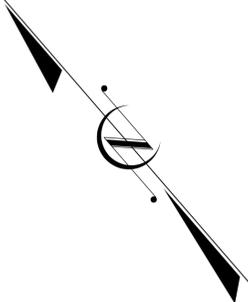
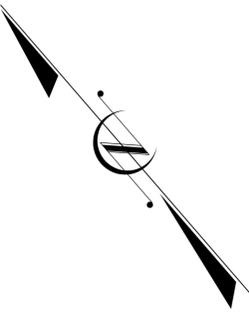
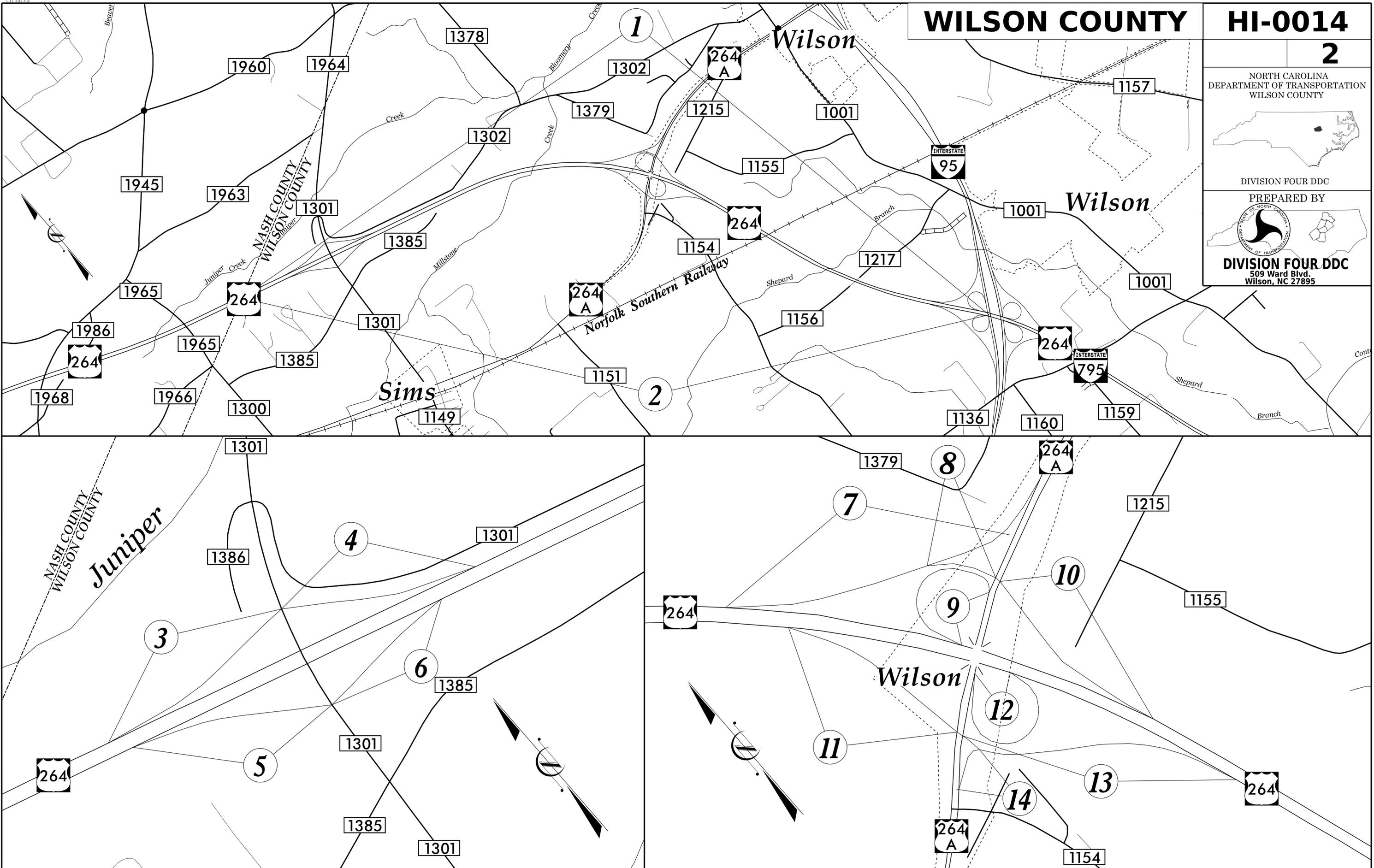


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509 Ward Blvd.
Wilson, NC 27895



11/14/23
6/2/99

PAVEMENT SCHEDULE

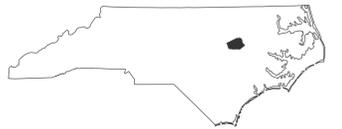
B1	PROP. OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MOD, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YARD.	E1	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YARD.	V3	INCIDENTAL MILLING
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YARD.	U1	EXISTING PAVEMENT.	Y	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YARD.	V1	MILLING ASPHALT PAVEMENT. 2.75" DEPTH.	Z	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW.
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YARD.	V2	MILLING ASPHALT PAVEMENT. 2" DEPTH.	NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.	

NOTE: ON TS#1&2 USE GEOTEXTILE FOR SUBGRADE STABILIZATION, SHALLOW UNDERCUT AND CLASS IV SUBGRADE STABILIZATION AS DIRECTED BY THE ENGINEER

HI-0014

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NORTH CAROLINA
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WILSON COUNTY

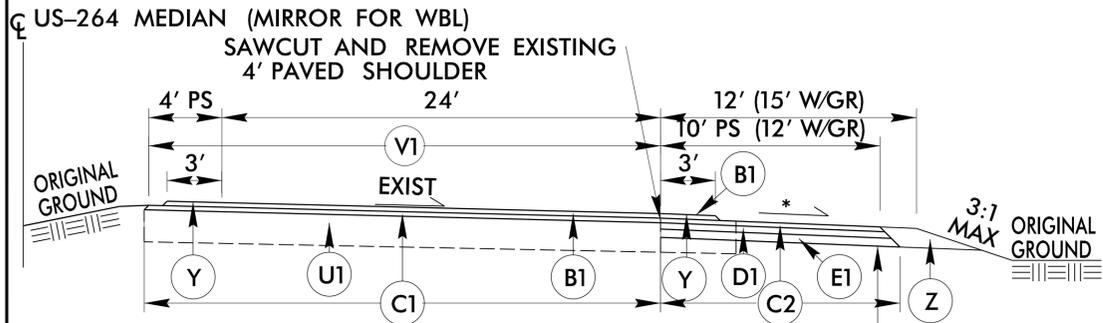


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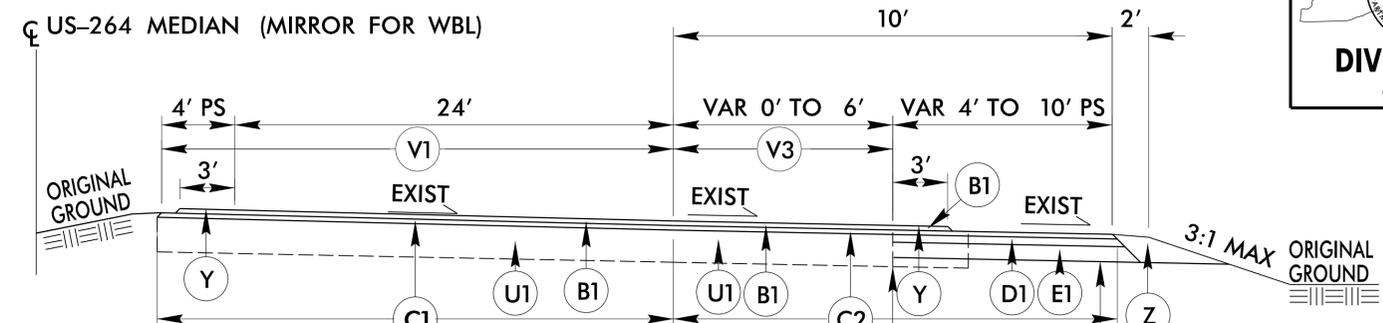


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Wilson, NC 27895



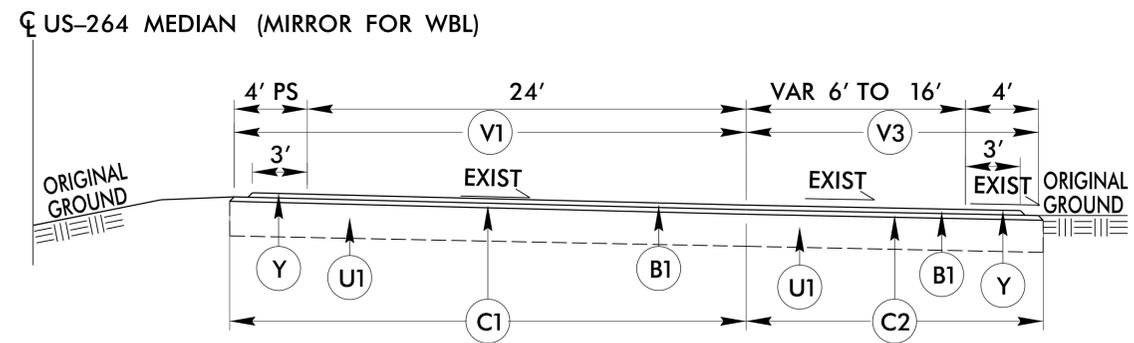
TYPICAL SECTION NO. 1
US-264

* SEE 2024 STANDARD DRAWINGS
560.02 SHEET 2OF2

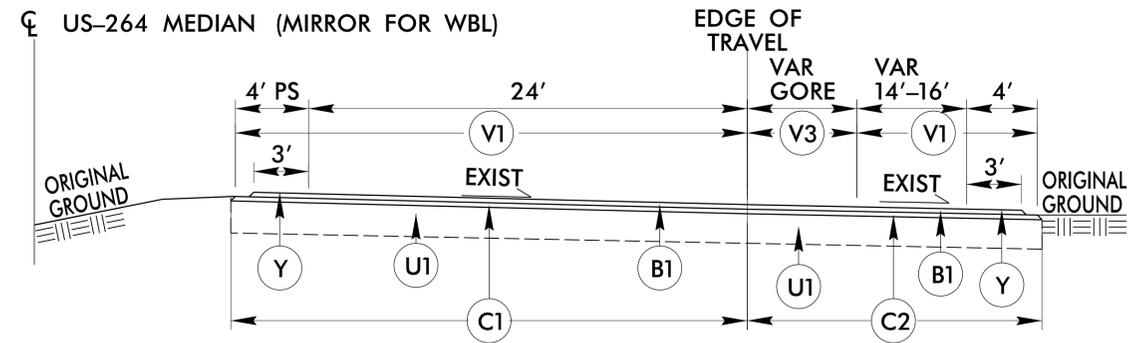


TYPICAL SECTION NO. 2
US-264 @ RAMP

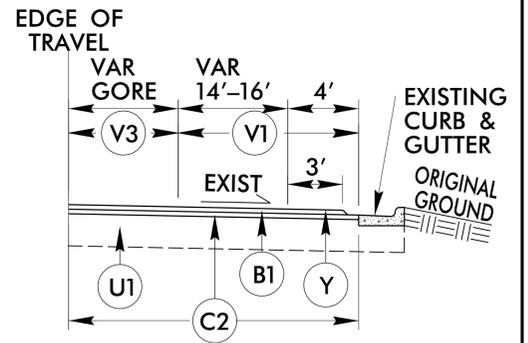
SAWCUT AND REMOVE EXISTING 4' PS WHEN PROPOSED PS IS GREATER THAN 4', MILL AND RESURFACE EXISTING PS WHEN PROPOSED PS TIES TO EXISTING



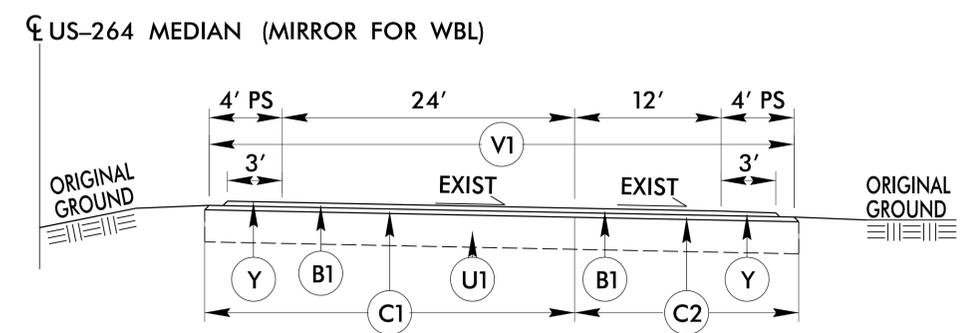
TYPICAL SECTION NO. 3
US-264 @ RAMP



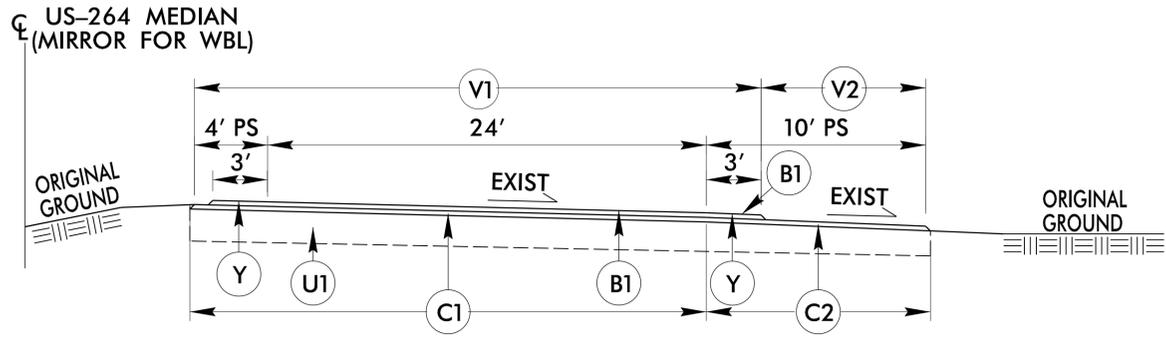
TYPICAL SECTION NO. 4
US-264 @ RAMP GORE AREA



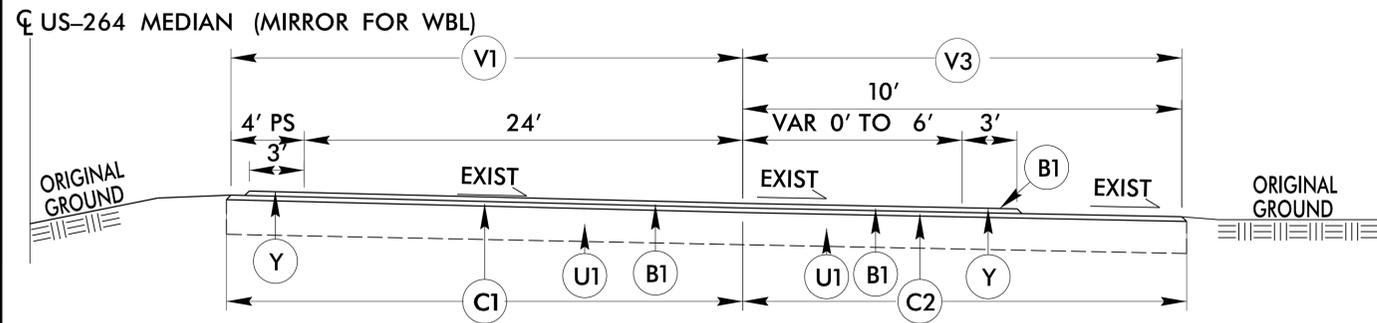
TYPICAL SECTION NO. 4A
US-264 @ LOOP GORE AREA
USE WITH TYPICAL SECTION NO. 4



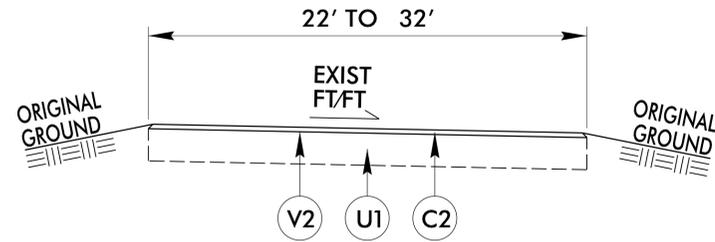
TYPICAL SECTION NO. 5
US-264



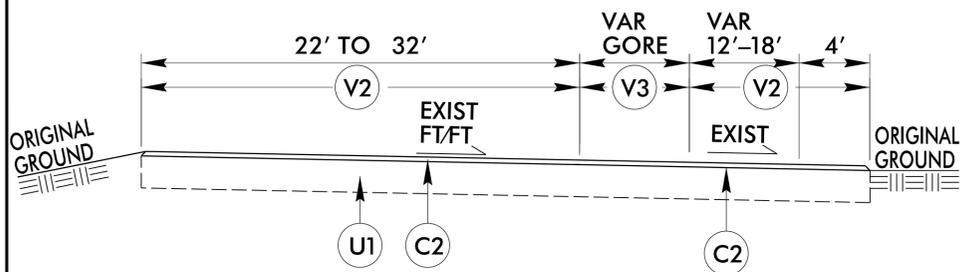
TYPICAL SECTION NO. 6
US-264



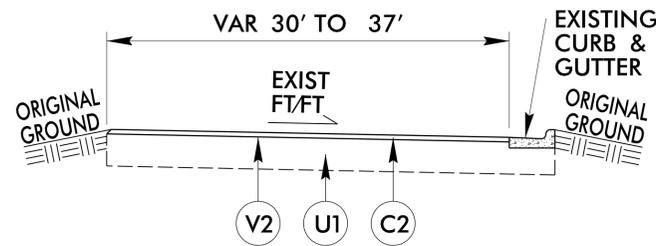
TYPICAL SECTION NO. 7
US-264 @ RAMP



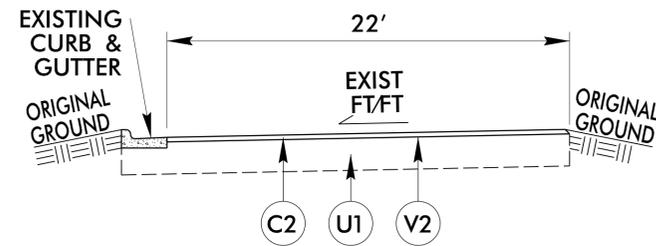
TYPICAL SECTION NO. 8
RAMP PAST GORE



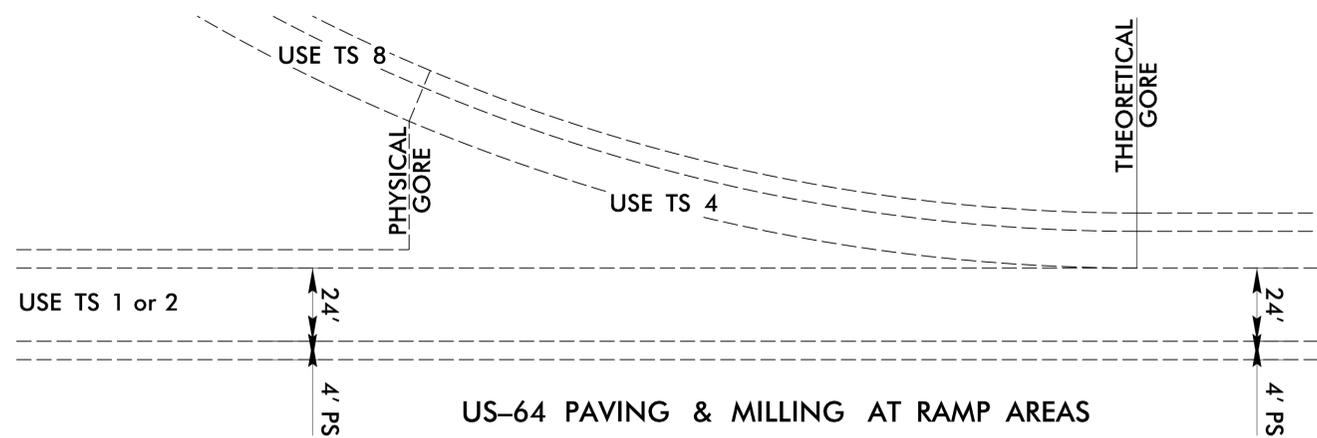
TYPICAL SECTION NO. 9
RAMP WITH GORE @ SPUR



TYPICAL SECTION NO. 10
LOOP PAST GORE



TYPICAL SECTION NO. 11
LOOP PAST GORE

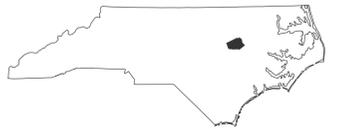


US-64 PAVING & MILLING AT RAMP AREAS

HI-0014

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NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WILSON COUNTY



DIVISION FOUR DDC

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509 Ward Blvd.
Wilson, NC 27895

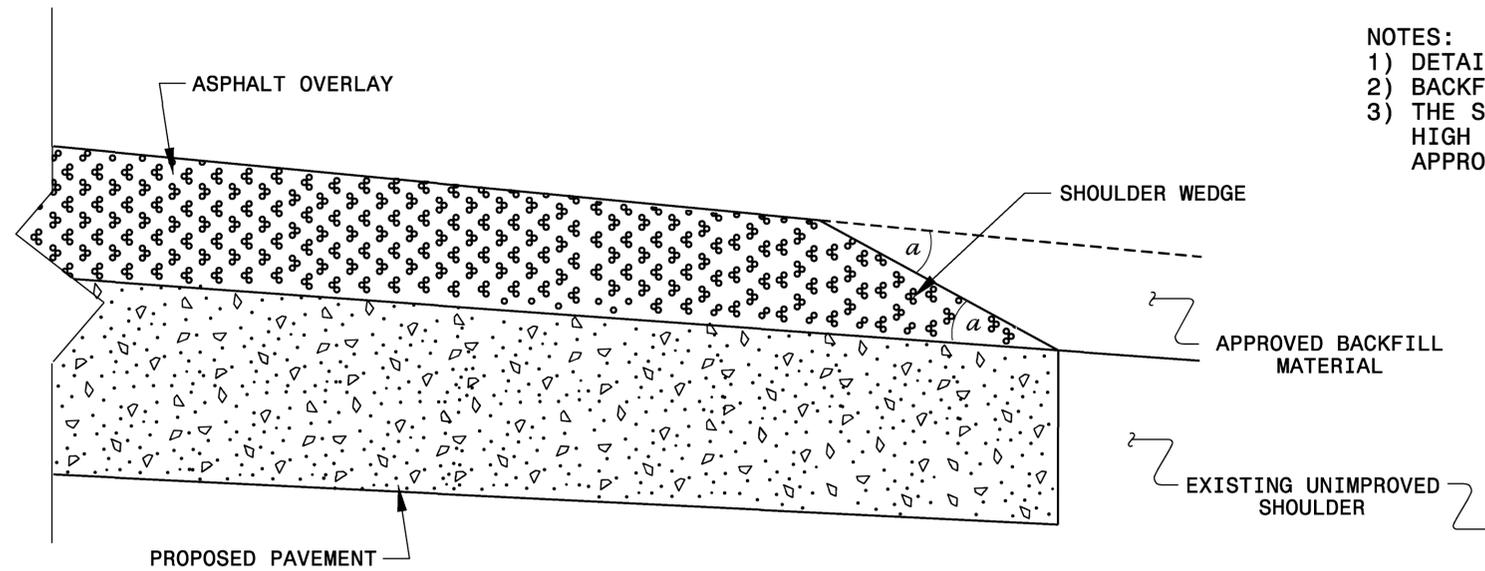
PAVEMENT SCHEDULE

B1	OGAFC
C1	2" S9.5D
C2	2" S9.5C
D1	2.5" I19.0C
E1	5" B25.0C
U1	EXIST. PAVEMENT
V1	2.75" MILL
V2	2" MILL
V3	INCIDENTAL MILL
Y	RUMBLE STRIPS
Z	SHOULDER RECON

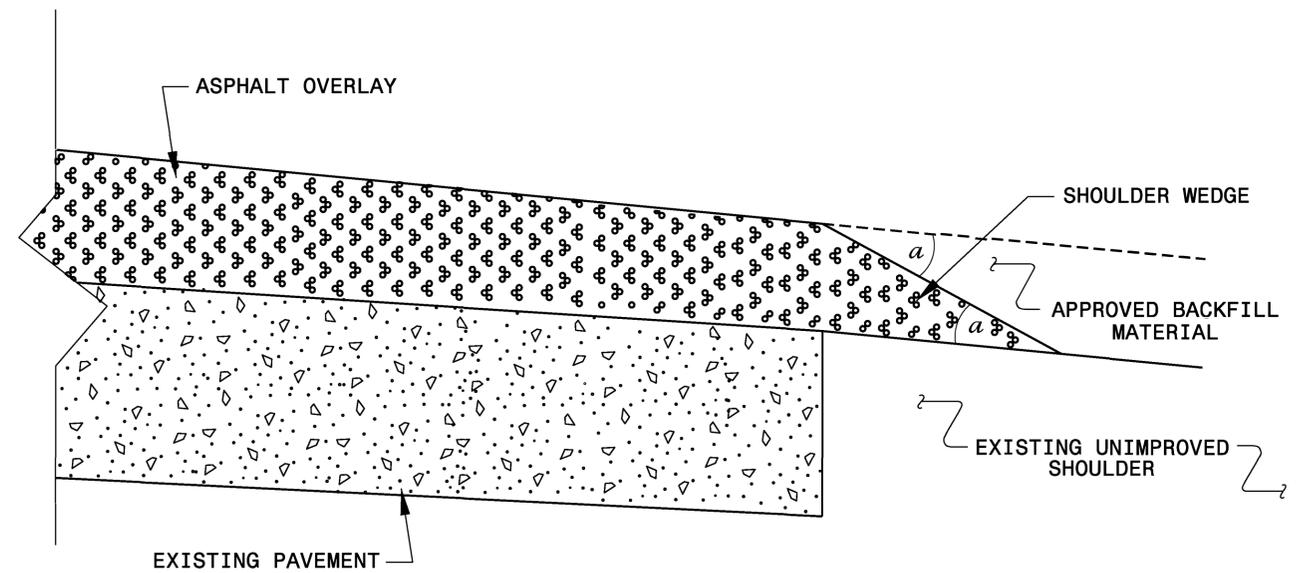
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

NOTES:

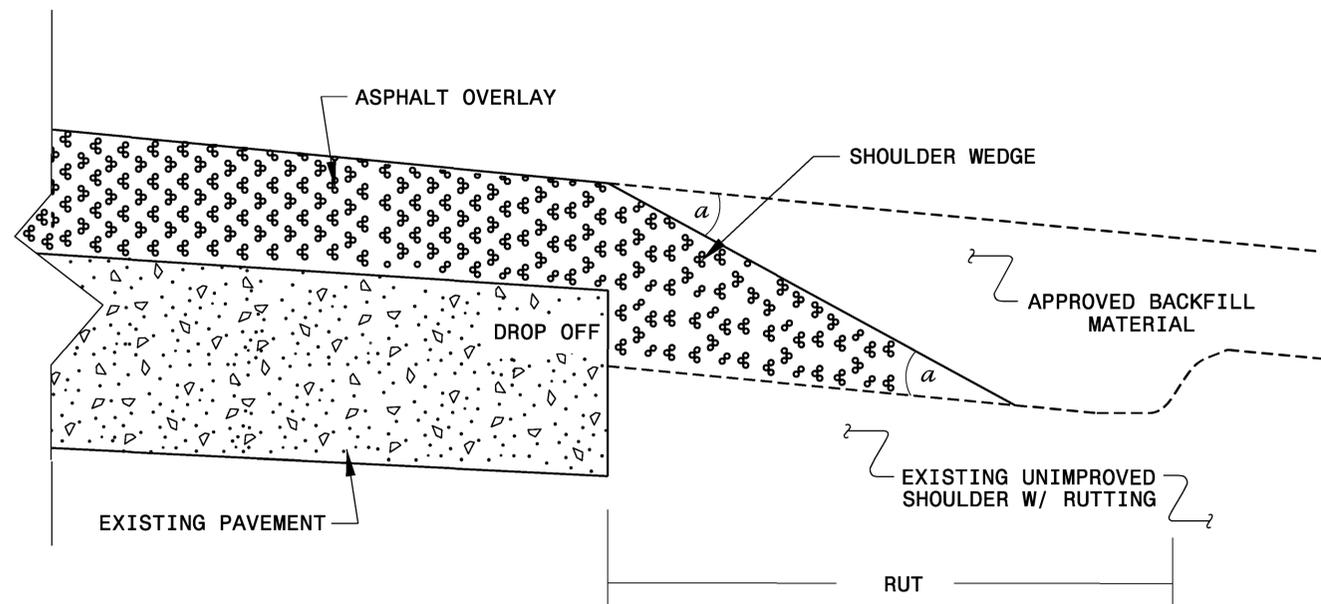
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ Widening or
 with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°



Signed by:
Nicole M. Heckler
 5884323034164CS

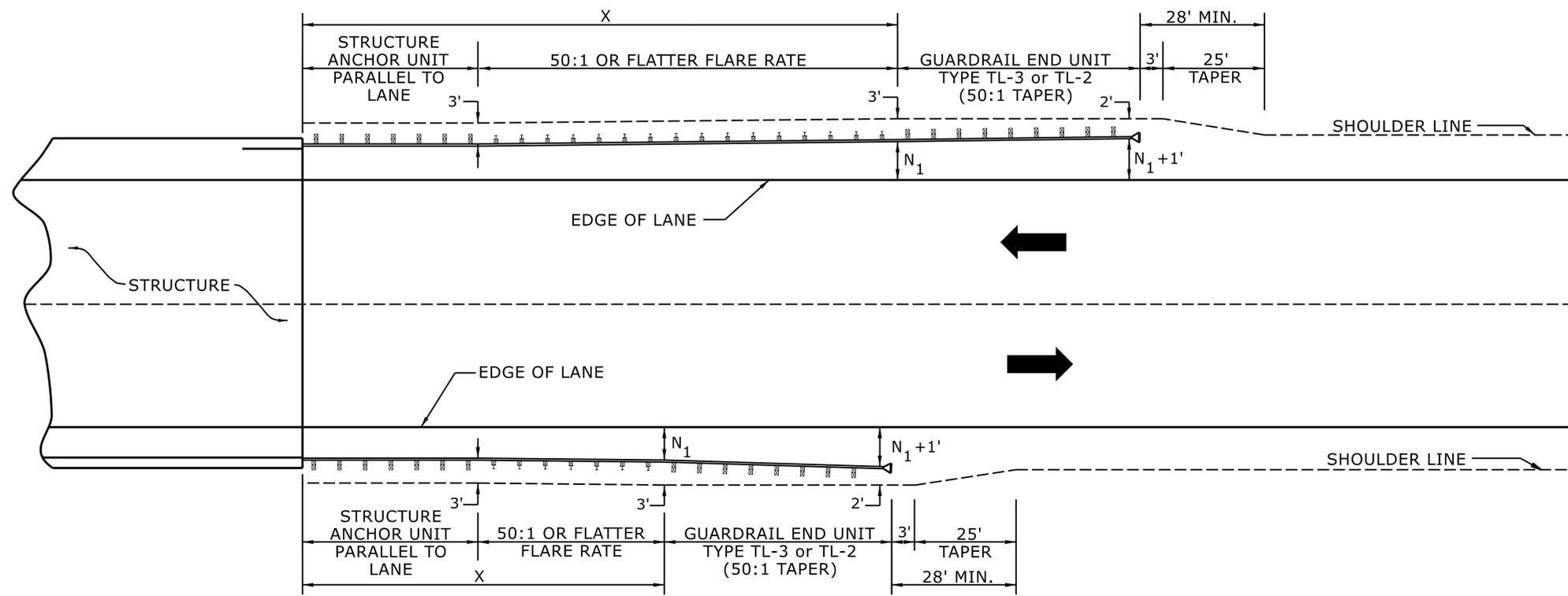
12/12/2025

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

**CONTRACT STANDARDS
 AND DEVELOPMENT UNIT**
 Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL	DATE: 7-19-11
MODIFIED BY:	DATE: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn	



USE FLARE RATE AS THE CONTROL IF THE "N₁" DISTANCE IS NOT OBTAINED.
 ("N₁" IS BASED ON SHOULDER WIDTHS IN THE ROADWAY DESIGN MANUAL)
 SEE STD. 862.03 FOR STRUCTURE ANCHOR UNITS
 FOR POSTED SPEEDS ≥ 45MPH USE GREU TYPE TL-3
 FOR POSTED SPEEDS < 45MPH USE GREU TYPE TL-2
 GUARDRAIL LENGTH OF NEED (X) IS CALCULATED BASED ON THE AASHTO ROADSIDE DESIGN GUIDE.

LENGTHS AND OFFSETS FOR PROPOSED GUARDRAIL AT TWO LANE - TWO WAY LOCATIONS

STATE OF
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 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL PLACEMENT



Signed by:
Nicole M. Hackler
 588432034164CS

SHEET 4 OF 15
862D01

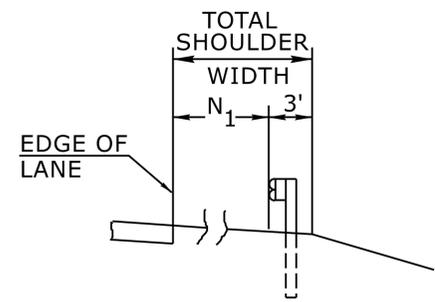
12/12/2025

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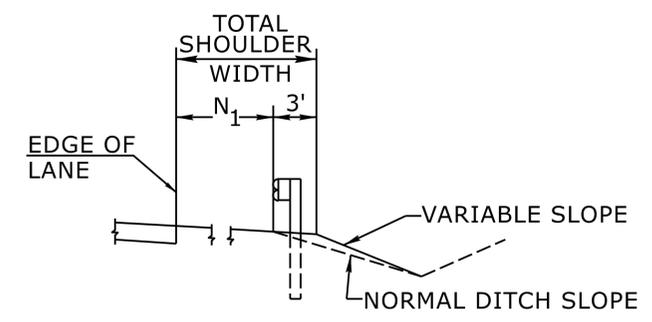
**CONTRACTS STANDARDS
 AND DEVELOPMENT UNIT**
 Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: S.CALHOUN DATE: 7-25-2024
 MODIFIED BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____
 FILE SPEC.: _____

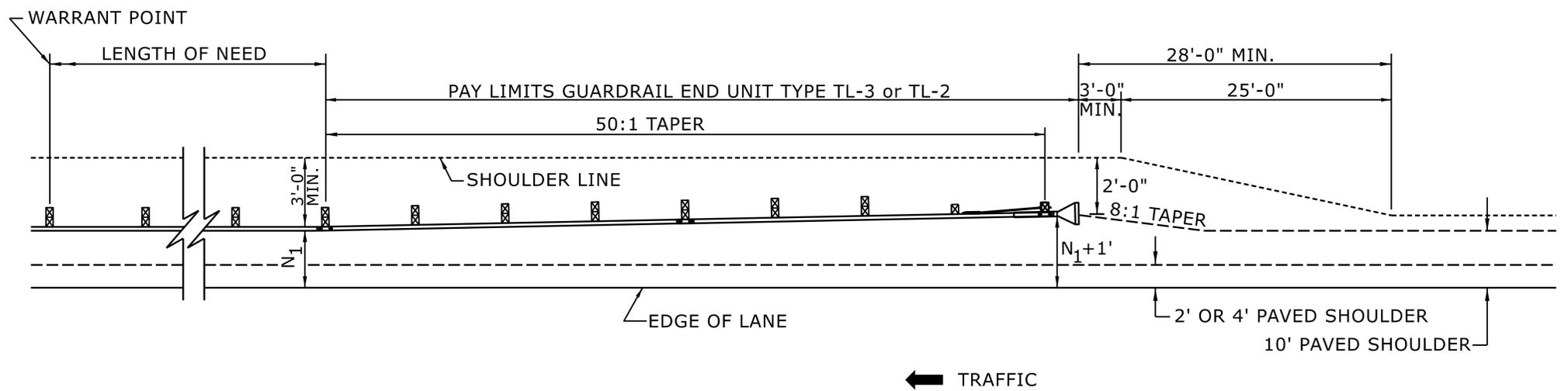


FILL SECTION



CUT SECTION

"N₁" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL WHERE GUARDRAIL IS PARALLEL TO LANE.



FOR POSTED SPEEDS ≥ 45mph USE GREU TYPE TL-3
 FOR POSTED SPEEDS < 45mph USE GREU TYPE TL-2

DETAIL OF BEGINNING OF GUARDRAIL IN CUT OR FILL SECTION

STATE OF
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 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL PLACEMENT



Signed by:
Nicole M. Hackler
 0884323034164CS

SHEET 6 OF 15
862D01

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**CONTRACTS STANDARDS
 AND DEVELOPMENT UNIT**
 Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: S.CALHOUN DATE: 7-25-2024
 MODIFIED BY: DATE: _____
 CHECKED BY: DATE: _____
 FILE SPEC.: _____

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 MI	WIDTH FT	0000400000-N	0022000000-E	0156000000-E	0227000000-E	1011000000-N	1099500000-E	1099700000-E	1112000000-E	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1297000000-E	1330000000-E	1491000000-E	
												CONSTRUCTION SURVEYING	UNCLASSIFIED EXCAVATION	REMOVAL OF EXISTING ASPHALT PAVEMENT	SELECTIVE CLEARING AND GRUBBING	FINE GRADING	SHALLOW UNDERCUT	CLASS IV SUBGRADE STABILIZATION	GEOTEXTILE FOR SUBGRADE STABILIZATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 2" DEPTH	MILLING ASPHALT PAVEMENT, 2-3/4" DEPTH	INCIDENTAL MILLING	ASPHALT CONC BASE COURSE, TYPE B25.0C	
												LS	CY	SY	ACR	LS	CY	TON	SY	TON	SMI	TON	SY	SY	SY	TON	
				BEGIN PROJECT NASH WILSON COUNTY LINE TO BEGIN EXIT RAMP TO SR-1301	1	2	MD	NO	NO	0.244	38		690	580			100	150	290		0.244	200		4000		440	
				BEGIN EXIT RAMP TO SR-1301 TO END PROPOSED 10' PAVED SHOULDER	2	2	MD	NO	NO	0.020	38		50	50			10	10	20		0.020	20		330	40	30	
				END PROPOSED 10' PAVED SHOULDER TO THEORETICAL GORE	3	2	MD	NO	NO	0.039	VAR													640	350		
				THEORETICAL GORE TO PHYSICAL GORE	4	2	MD	NO	NO	0.069	VAR													1900	670		
				PHYSICAL GORE TO PHYSICAL GORE	1	2	MD	NO	NO	0.391	38		1100	1130			160	230	460		0.391	310		6410		710	
				PHYSICAL GORE TO THEORETICAL GORE	4	2	MD	NO	NO	0.097	VAR													2660	550		
				THEORETICAL GORE TO BEGIN PROPOSED 10' PAVED SHOULDER	3	2	MD	NO	NO	0.121	VAR													1980	1060		
				BEGIN PROPOSED 10' PAVED SHOULDER TO END ENTRANCE RAMP FROM SR-1301	2	2	MD	NO	NO	0.053	38		120	130			20	30	50		0.053	50		860	100	70	
				END ENTRANCE RAMP FROM SR-1301 TO BEGIN EXIT RAMP TO US-264A	1	2	MD	NO	NO	1.041	38		2930	2450			410	620	1230		1.041	830		17100		1850	
				BEGIN EXIT RAMP TO US-264A TO END PROPOSED 10' PAVED SHOULDER	2	2	MD	NO	NO	0.022	38		50	60			10	10	20		0.022	20		360	40	30	
				END PROPOSED 10' PAVED SHOULDER TO THEORETICAL GORE	3	2	MD	NO	NO	0.052	VAR													850	460		
				THEORETICAL GORE TO PHYSICAL GORE	4	2	MD	NO	NO	0.102	VAR													2820	800		
				PHYSICAL GORE TO BEGIN EXIT LOOP TO US-264A	6	2	MD	NO	NO	0.149	38												610	2700			
				BEGIN EXIT LOOP TO US-264A TO END EXISTING 10' PAVED SHOULDER	7	2	MD	NO	NO	0.038	38													630	230		
				END EXISTING 10' PAVED SHOULDER TO BEGIN FULL LOOP LANE	3	2	MD	NO	NO	0.016	VAR													260	140		
				BEGIN FULL LOOP LANE TO THEORETICAL GORE	5	3	MD	NO	NO	0.074	44													1890			
				THEORETICAL GORE TO PHYSICAL GORE	4	2	MD	NO	NO	0.040	VAR													1100	310		
				PHYSICAL GORE TO PHYSICAL GORE	6	2	MD	NO	NO	0.233	38												960	4240			
				PHYSICAL GORE TO THEORETICAL GORE	4	2	MD	NO	NO	0.048	VAR													1310	300		
				THEORETICAL GORE TO END FULL RAMP LANE	5	3	MD	NO	NO	0.136	44													3500			
				END FULL RAMP LANE TO BEGIN EXISTING 10' PAVED SHOULDER	3	2	MD	NO	NO	0.028	VAR													460	250		
				BEGIN EXISTING 10' PAVED SHOULDER TO END ENTRANCE RAMP FROM	7	2	MD	NO	NO	0.028	38													460	170		
				END ENTRANCE RAMP FROM TO BEGIN BRIDGE OVER NORFOLK SOUTHERN RAILWAY	6	2	MD	NO	NO	0.161	38												670	2930			
				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 EXIT RAMP TO I-95	6	2	MD	NO	NO	0.928	38													3810	16860		
				BEGIN EXIT RAMP TO I-95 TO END EXISTING 10' PAVED SHOULDER	7	2	MD	NO	NO	0.029	38													470	170		
				END EXISTING 10' PAVED SHOULDER TO THEORETICAL GORE	3	2	MD	NO	NO	0.040	VAR													650	350		
				THEORETICAL GORE TO PHYSICAL GORE	4	2	MD	NO	NO	0.066	VAR													1820	560		
				PHYSICAL GORE TO PHYSICAL GORE	6	2	MD	NO	NO	0.201	38												830	3650			
				PHYSICAL GORE TO END PROJECT & BEGIN BRIDGE OVER I-95	4	2	MD	NO	NO	0.051	VAR													1400	240		

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYPICAL SECTION NO.	SUMMARY OF QUANTITIES										PROJECT NO.			SHEET NO.	TOTAL NO.				
						1503000000-E	1523000000-E	1524200000-E	1575000000-E	1577000000-E	1662000000-E	1841000000-E	3030000000-E	3150000000-N	3210000000-N	3287000000-N	3360000000-E	4400000000-E	4420000000-N	4423000000-N	4510000000-N	4600000000-N		
						ASPHALT CONC INTERMEDIATE COURSE, TYPE 119.0C	ASPHALT CONC SURFACE COURSE, TYPE 59.5C	ASPHALT CONC SURFACE COURSE, TYPE 59.5D	ASPHALT BINDER FOR PLANT MIX	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED	MILLED RUMBLE STRIPS (ASPHALT CONCRETE), 16"	STEEL BEAM GUARDRAIL	ADDITIONAL GUARDRAIL POSTS	GUARDRAIL END UNITS, TYPE CAT-1	GUARDRAIL END UNITS, TYPE TL-3	REMOVE EXISTING GUARDRAIL	WORK ZONE SIGNS (STATIONARY)	PORTABLE CHANGEABLE MESSAGE SIGN	WORK ZONE DIGITAL SPEED LIMIT SIGNS	LAW ENFORCEMENT	SINGLE LANE CLOSURE		
HI-0014 - 49985.3.1	Wilson	3	WB ENTRANCE RAMP FROM SR 1301	PHYSICAL GORE TO EP OF SR-1301	8		310		19										16					
				TOTAL FOR MAP 3			310		19												16			
		4	WB EXIT RAMP TO SR-1301	PHYSICAL GORE TO EP OF SR-1301	8		310		18												16			
				TOTAL FOR MAP 4			310		18													16		
		5	EB EXIT RAMP TO SR-1301	PHYSICAL GORE TO EP OF SR-1301	8		380		22													16		
				TOTAL FOR MAP 5			380		22														16	
		6	EB ENTRANCE RAMP FROM SR 1301	PHYSICAL GORE TO EP OF SR-1301	8		330		19													16		
				TOTAL FOR MAP 6			330		19														16	
		7	WB ENTRANCE RAMP FROM US-264A	PHYSICAL GORE OF US-264A TO PHYSICAL GORE	8		170		10													16		
				PHYSICAL GORE TO THEORETICAL GORE	9		90		6														16	
				THEORETICAL GORE TO END 2 LANE & BEGIN TAPER	8		170		10														16	
				END 2 LANE & BEGIN TAPER TO END TAPER & BEGIN 1 ONE	8		60		4														16	
				END TAPER & BEGIN 1 ONE TO PHYSICAL GORE	8		150		9														16	
		TOTAL FOR MAP 7			640		39															80		
8	SPUR FROM US-264A TO MAP 7	EP OF US-264A TO PHYSICAL GORE OF MAP 7	8		120		7														16			
		TOTAL FOR MAP 8			120		7															16		
9	WB EXIT LOOP TO US-264A	EP OF US-264A TO PHYSICAL GORE	8		310		19														16			
		TOTAL FOR MAP 9			310		19															16		
10	WB EXIT RAMP TO US-264A	EP OF US-264A TO PHYSICAL GORE	8		300		18														16			
		TOTAL FOR MAP 10			300		18															16		
11	EB EXIT RAMP TO US-264A	EP OF US-264A TO PHYSICAL GORE	8		370		22														16			
		TOTAL FOR MAP 11			370		22															16		
12	EB EXIT LOOP TO US-264A	PHYSICAL GORE TO EP OF US-264A	8		300		18														16			
		TOTAL FOR MAP 12			300		18															16		
13	EB ENTRANCE RAMP FROM US-264A	EP OF US-264A TO PHYSICAL GORE	8		50		3														16			
		PHYSICAL GORE TO THEORETICAL GORE	9		90		5															16		
		THEORETICAL GORE TO END 2 LANE & BEGIN TAPER	8		210		12															16		
		END 2 LANE & BEGIN TAPER TO END TAPER & BEGIN 1 ONE	8		90		5															16		
		END TAPER & BEGIN 1 ONE TO PHYSICAL GORE	8		170		10															16		
TOTAL FOR MAP 13			610		35																80			
14	SPUR FROM US-264A TO MAP 13	EP OF US-264A TO PHYSICAL GORE OF MAP 13	8		70		4														16			
		TOTAL FOR MAP 14			70		4															16		
TOTAL							2950	12010	16860	1131	1372	6440	94990	637.5		3	3	825.0			2464	134		
SAY																10			464	4	10			
GRAND TOTAL							2950	12010	16860	1131	1372	6440	94990	637.5		10	3	3	825.0	464	4	10	2464	134
PAY ITEM TOTAL							2950	12010	16860	1131	1372	6440	94990	637.5		10	3	3	825.0	464	4	10	2464	134

SUMMARY OF QUANTITIES																	PROJECT NO.			SHEET NO.	TOTAL NO.						
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYPICAL SECTION NO.	4600000000-N	4600000000-N	4688000000-E	4688000000-E	4700000000-E	4709000000-E	4720000000-E	4725000000-E	4725000000-E	4725000000-E	4775000000-E	4775000000-E	4815000000-E	4815000000-E	4825000000-E	4835000000-E	4840000000-N					
						RAMP/LOOP CLOSURE	CONNECTED LANE CLOSURE SYSTEM	THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS) YELLOW	THERMOPLASTIC PAVEMENT MARKING LINES (12", 90 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS) WHITE	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MILS) "ONLY"	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) MERGE ARROW	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) WRONG-WAY RAMP ARROW	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS) RIGHT TURN ARROW	COLD APPLIED PLASTIC PAVEMENT MARKING LINES, TYPE II (6") WHITE	COLD APPLIED PLASTIC PAVEMENT MARKING LINES, TYPE II (6") YELLOW	PAINT PAVEMENT MARKING LINES (6") WHITE	PAINT PAVEMENT MARKING LINES (6") YELLOW	PAINT PAVEMENT MARKING LINES (12") WHITE	PAINT PAVEMENT MARKING LINES (24") WHITE	PAINT PAVEMENT MARKING CHARACTER "ONLY"					
						EA	EA	LF	LF	LF	LF	EA	EA	EA	EA	LF	LF	LF	LF	LF	EA						
HI-0014 - 49985.3.1	Wilson	3	WB ENTRANCE RAMP FROM SR 1301	PHYSICAL GORE TO EP OF SR-1301	8	1		970	970									970	970								
				TOTAL FOR MAP 3		1		970	970											970	970						
		4	WB EXIT RAMP TO SR-1301	PHYSICAL GORE TO EP OF SR-1301	8	1		970	970					1						970	970						
				TOTAL FOR MAP 4		1		970	970					1							970	970					
		5	EB EXIT RAMP TO SR-1301	PHYSICAL GORE TO EP OF SR-1301	8	1		1120	1120						1						1120	1120					
				TOTAL FOR MAP 5		1		1120	1120					1								1120	1120				
		6	EB ENTRANCE RAMP FROM SR 1301	PHYSICAL GORE TO EP OF SR-1301	8	1		1010	1010												1010	1010					
				TOTAL FOR MAP 6		1		1010	1010													1010	1010				
		7	WB ENTRANCE RAMP FROM US-264A	PHYSICAL GORE OF US-264A TO PHYSICAL GORE	8	1		570	570												570	570					
				PHYSICAL GORE TO THEORETICAL GORE	9	1		170	170	340												170	170	340			
				THEORETICAL GORE TO END 2 LANE & BEGIN TAPER	8	1		530	420						3							530	420				
				END 2 LANE & BEGIN TAPER TO END TAPER & BEGIN 1 ONE	8	1		190	150														190	150			
				END TAPER & BEGIN 1 ONE TO PHYSICAL GORE	8	1		500	500														500	500			
				TOTAL FOR MAP 7		5		1960	1810	340				3								1960	1810	340			
8	SPUR FROM US-264A TO MAP 7	EP OF US-264A TO PHYSICAL GORE OF MAP 7	8	1		390	390													390	390						
		TOTAL FOR MAP 8		1		390	390														390	390					
9	WB EXIT LOOP TO US-264A	EP OF US-264A TO PHYSICAL GORE	8	1		990	990													990	990						
		TOTAL FOR MAP 9		1		990	990														990	990					
10	WB EXIT RAMP TO US-264A	EP OF US-264A TO PHYSICAL GORE	8	1		1000	1000							1						1000	1000						
		TOTAL FOR MAP 10		1		1000	1000							1							1000	1000					
11	EB EXIT RAMP TO US-264A	EP OF US-264A TO PHYSICAL GORE	8	1		1270	1270			31	8			1	3					1270	1270	31	8				
		TOTAL FOR MAP 11		1		1270	1270			31	8			1	3						1270	1270	31	8			
12	EB EXIT LOOP TO US-264A	PHYSICAL GORE TO EP OF US-264A	8	1		1060	1060													1060	1060						
		TOTAL FOR MAP 12		1		1060	1060														1060	1060					
13	EB ENTRANCE RAMP FROM US-264A	EP OF US-264A TO PHYSICAL GORE	8	1		160	160													160	160						
		PHYSICAL GORE TO THEORETICAL GORE	9	1		180	180	360													180	180	360				
		THEORETICAL GORE TO END 2 LANE & BEGIN TAPER	8	1		640	510						3								640	510					
		END 2 LANE & BEGIN TAPER TO END TAPER & BEGIN 1 ONE	8	1		300	240														300	240					
		END TAPER & BEGIN 1 ONE TO PHYSICAL GORE	8	1		560	560														560	560					
		TOTAL FOR MAP 13		5		1840	1650	360				3								1840	1650	360					
14	SPUR FROM US-264A TO MAP 13	EP OF US-264A TO PHYSICAL GORE OF MAP 13	8	1		210	210													210	210						
		TOTAL FOR MAP 14		1		210	210														210	210					
TOTAL						20		74620	60080	9600	31	8	21	4	3	490	400		74620	60080	9600	31	8				
SAY							2																				
GRAND TOTAL						20	2	74620	60080	9600	31	8	21	4	3	490	400		74620	60080	9600	31	8				
PAY ITEM TOTAL						20	2	134700		9600	31	8	28			890			134700		9600	31	8				

