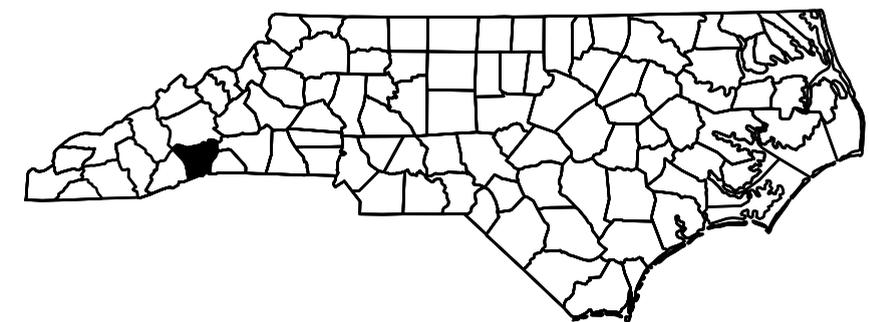
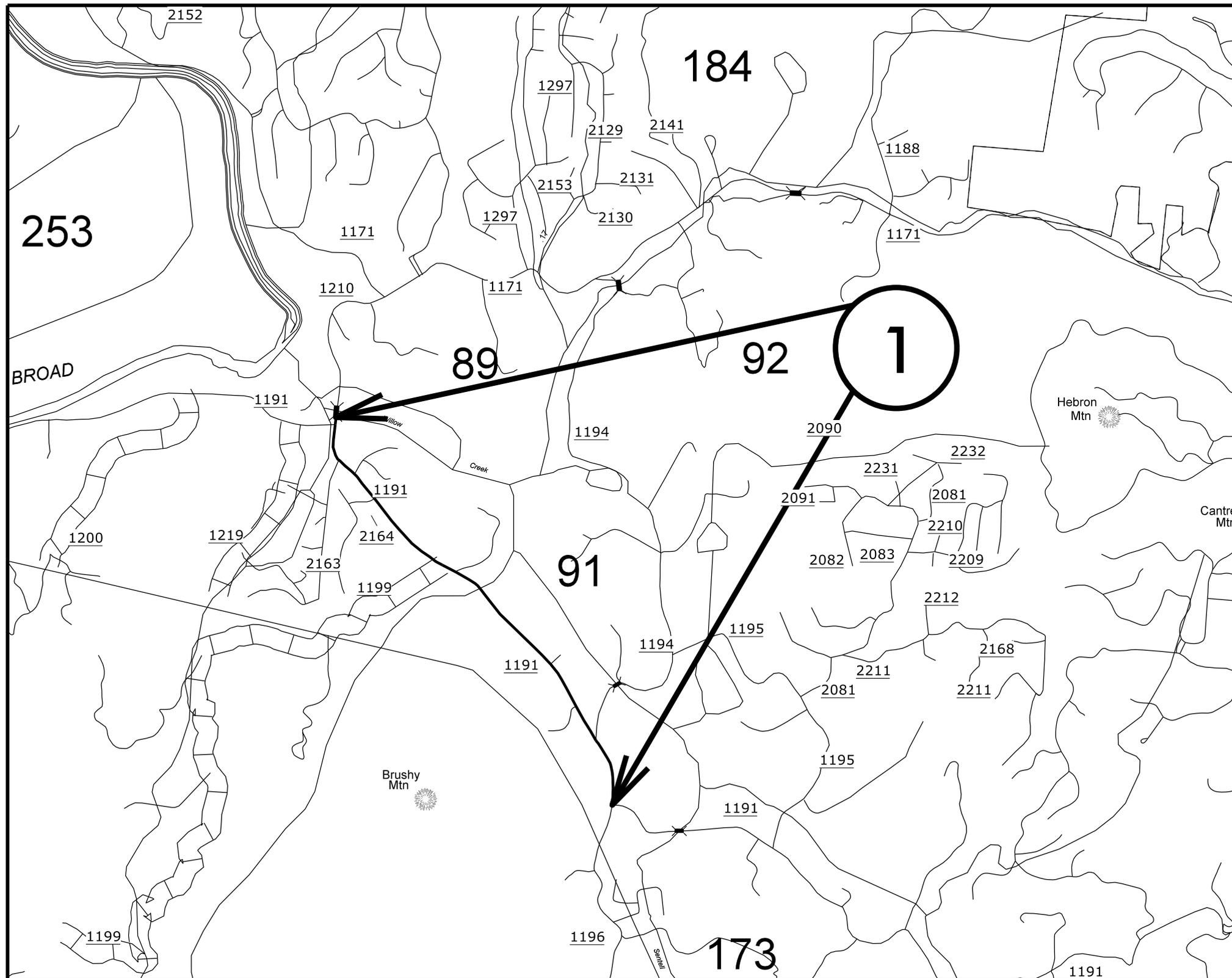


HENDERSON COUNTY

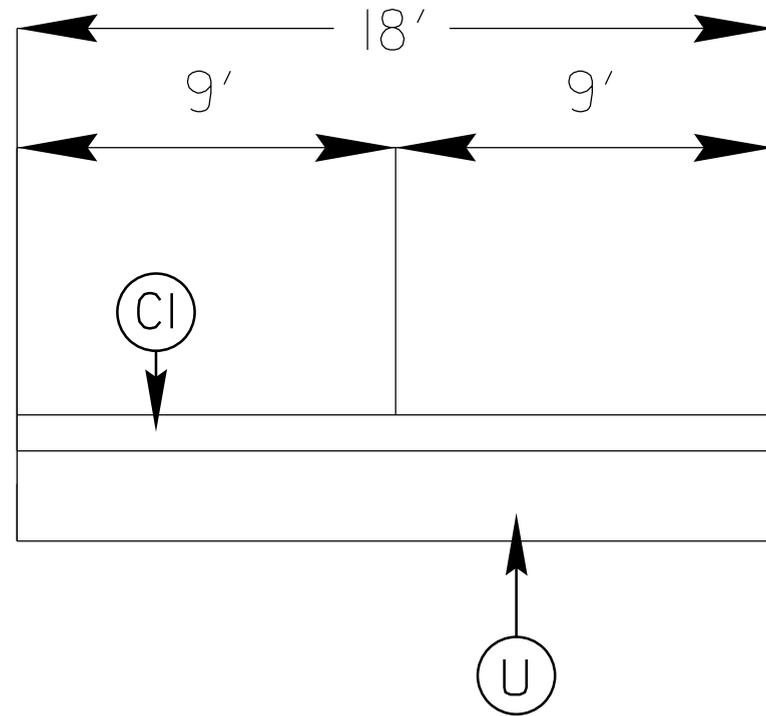
PROJECT REFERENCE NO.		SHEET NO.
14CR.20451.16		1
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
14CR.20451.16		



PROJECT REFERENCE NO.		SHEET NO.
14CR.20451.16		3
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
14CR.20451.16		

TYPICAL 1

HENDERSON



SURFACING SCHEDULE

ITEM NO	DESCRIPTION
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT

PROJECT NO.	SHEET NO.	TOTAL NO.
14CR.20441.16	4	5

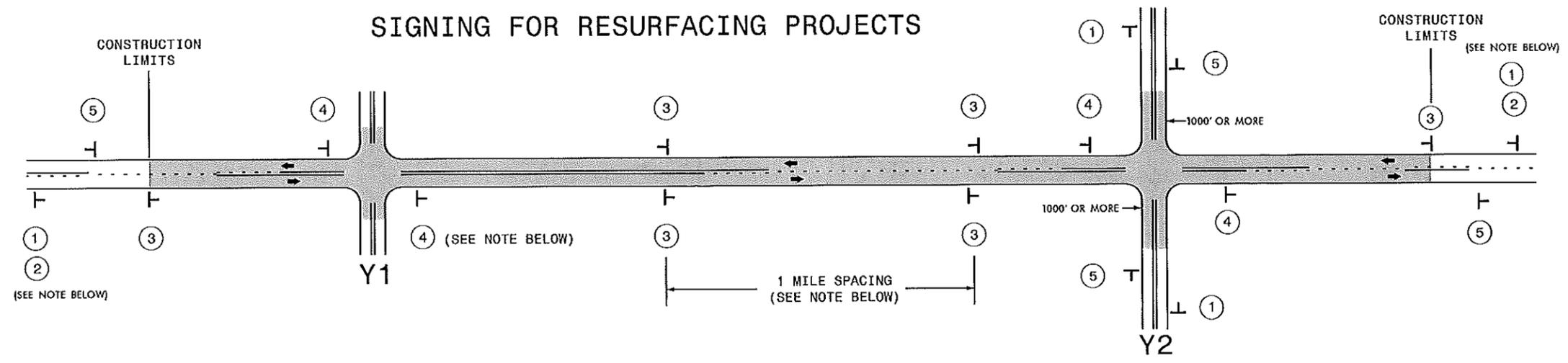
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS
14CR.20441.16	Henderson	1	SR-1191 BIG WILLOW ROAD	FROM SR-1196 EVANS ROAD TO SR-1210 BIG WILLOW ROAD/NORTH OF SR 1191 RIVER ROAD	1	2	2WU	NO	NO	1.2	18	175	1,179	71
TOTAL FOR MAP NO. 1										1.2		175	1,179	71
14CR.20441.16	Henderson	2	SR-1137 WILLOW ROAD/PRICE ROAD	SR-1127 KANUGA ROAD TO SR-1171 FINLEY COVE ROAD/WILLOW ROAD	1	2	2WU	NO	NO	1.07	18	350	1,051	63
TOTAL FOR MAP NO. 2										1.07		350	1,051	63
TOTAL FOR PROJ NO. 14CR.20441.16										2.27		525	2,230	134
GRAND TOTAL										2.27		525	2,230	134

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-	4457000000-N	4810000000-E		4835000000-E
										WORK ZONE ADVANCE GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" WHITE PAINT LF	4" YELLOW PAINT LF	24" WHITE PAINT LF
14CR.20441.16	Henderson	1	SR-1191 BIG WILLOW ROAD	FROM SR-1196 EVANS ROAD TO SR-1210 BIG WILLOW ROAD/NORTH OF SR 1191 RIVER ROAD	1	2	2WU	1.2	18	144	1	25,824	25,824	200
TOTAL FOR MAP NO. 1								1.2		144	1	25,824	25,824	200
14CR.20441.16	Henderson	2	SR-1137 WILLOW ROAD/PRICE ROAD	SR-1127 KANUGA ROAD TO SR-1171 FINLEY COVE ROAD/WILLOW ROAD	1	2	2WU	1.07	18	144		23,026	23,026	100
TOTAL FOR MAP NO. 2								1.07		144		23,026	23,026	100
TOTAL FOR PROJ NO. 14CR.20441.16								2.27		288	1	48,850	48,850	300
GRAND TOTAL								2.27		288	1	48,850	48,850	300
										97,700				
										97,700				

SIGNING FOR RESURFACING PROJECTS



LEGEND
 T STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	②		#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	③		PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	④		THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.	
	⑤		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.	

48'

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**RESURFACING
 ADVANCE WARNING SIGNS
 FOR
 RURAL AND SUBURBAN
 2 LANE ROADWAYS**