

SUBJECT: PLANS AND PROPOSAL ADDENDUMS

PROJECT: C 67-5-53

CONTROL: 0067-05-053

COUNTY: HALE

LETTING: 01/05/2023

REFERENCE NO: 1227

**PROPOSAL ADDENDUMS**

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\_\_\_ PROPOSAL COVER

X BID INSERTS (SH. NO.: 1 )

\_\_\_ GENERAL NOTES (SH. NO.: )

\_\_\_ SPEC LIST (SH. NO.: )

\_\_\_ SPECIAL PROVISIONS:

ADDED:

DELETED:

\_\_\_ SPECIAL SPECIFICATIONS:

ADDED:

DELETED:

X OTHER: PLAN SHEETS AND OTHER CHANGES

DESCRIPTION OF ABOVE CHANGES

(INCLUDING PLANS SHEET CHANGES)

\*\*\*\*\* BID INSERTS \*\*\*\*\*

REVISED QUANTITY FOR THE FOLLOWING ITEM:

361-6004

\*\*\*\*\* PLAN SHEETS \*\*\*\*\*

SHEET 4: ESTIMATE & QUANTITY

SHEET 35: ROADWAY SUMMARY

SHEET 36: ROADWAY SUMMARY

SHEET 37: ROADWAY SUMMARY

SHEET 38: ROADWAY SUMMARY



0067-05-053								361-6004	721-6002	3025-6001
REF. #	ROADBED/INTERSECTION	LANE/COMMENTS	LAT. (NORTH)	LONG. (WEST)	LENGTH	WIDTH	AREA	FULL-DEPTH REPAIR (CRCP) (10")	FIBER REINF POLYMER PATCHING MATLS	RAISING AND UNDERSEALING CONCRETE SLAB
					FT	FT	SY			
1	NBML	FM 3644 APPROACH (FULL WIDTH)	34° 10' 30.71"	101° 45' 01.72"	20	38	84.44			1267
2	NBML	FM 3644 DEPARTURE (FULL WIDTH)	34° 10' 32.82"	101° 45' 01.82"	20	38	84.44			1267
TOTALS							169	0	0	2534

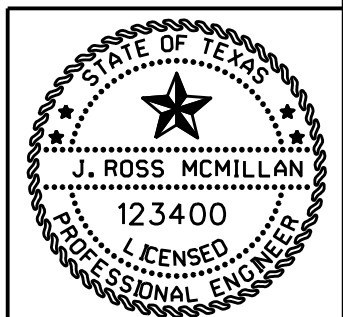
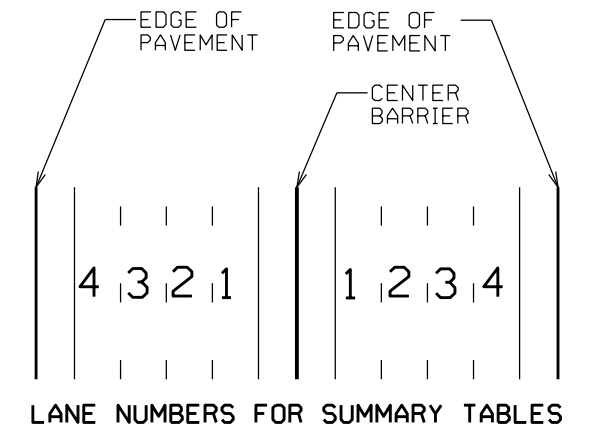
0783-01-108								361-6004	721-6002	3025-6001
REF. #	ROADBED/INTERSECTION	LANE/COMMENTS	LAT. (NORTH)	LONG. (WEST)	LENGTH	WIDTH	AREA	FULL-DEPTH REPAIR (CRCP) (10")	FIBER REINF POLYMER PATCHING MATLS	RAISING AND UNDERSEALING CONCRETE SLAB
					FT	FT	SY			
1	SL 289 SB ENT RAMP	FULL WIDTH	33° 32' 28.66"	101° 56' 03.97"	20	26	57.78			867
TOTALS							58	0	0	867

0068-01-079								361-6004	721-6002	3025-6001
REF. #	ROADBED/INTERSECTION	LANE/COMMENTS	LAT. (NORTH)	LONG. (WEST)	LENGTH	WIDTH	AREA	FULL-DEPTH REPAIR (CRCP) (10")	FIBER REINF POLYMER PATCHING MATLS	RAISING AND UNDERSEALING CONCRETE SLAB
					FT	FT	SY			
1	SL 289 WBFR	3; JUG HANDLE RAMP BEFORE BRIDGE	33° 31' 46.03"	101° 50' 36.53"	10	3	3.33		653	
2	SBFR	3; JUG HANDLE RAMP TO SBFR	33° 31' 48.81"	101° 50' 40.99"	10	4	4.44	4		
3	NBML	1, 2; INCLUDING INSIDE SHOULDER	33° 31' 55.72"	101° 50' 37.56"	35	28	108.89	109		
4	NBML	1, 2; INCLUDING INSIDE SHOULDER	33° 31' 57.27"	101° 50' 37.72"	25	28	77.78	78		
5	NBFR	3	33° 32' 01.64"	101° 50' 36.86"	2	4	0.89		174	
6	66th St. - SBFR	3	33° 32' 03.48"	101° 50' 42.19"	5	16	8.89	9		
7	US 84 WB - NBFR	3; 3' ON EITHER SIDE OF JOINT	33° 32' 12.29"	101° 50' 37.29"	10	12	13.33	13		
8	SBFR	1, 2 full width, 2 spots 3, 4	33° 32' 15.20"	101° 50' 42.97"	1	30	3.33		653	
TOTALS							221	213	1480	0

0067-07-102								361-6004	721-6002	3025-6001
REF. #	ROADBED/INTERSECTION	LANE/COMMENTS	LAT. (NORTH)	LONG. (WEST)	LENGTH	WIDTH	AREA	FULL-DEPTH REPAIR (CRCP) (10")	FIBER REINF POLYMER PATCHING MATLS	RAISING AND UNDERSEALING CONCRETE SLAB
					FT	FT	SY			
1	SBFR	3; CHANNELIZED RIGHT TURN	33° 37' 01.65"	101° 50' 36.61"	2	2	0.44		87	
2	SBFR	2	33° 37' 02.19"	101° 50' 35.84"	2	2	0.44		87	
3	SBML	3	33° 37' 03.40"	101° 50' 33.25"	1	2	0.22		44	
4	NBML	2	33° 37' 03.58"	101° 50' 32.26"	25	12	33.33	33		
5	SBFR	SL 289 WBFR ON APPROACH SLAB	33° 37' 05.34"	101° 50' 32.25"	3	3	1.00		196	
6	SBML	2; 3 LOCATIONS ALONG GORE STRIPE	33° 38' 16.69"	101° 50' 09.11"	3	2	0.67		131	
7	NBML	2	33° 38' 27.71"	101° 50' 08.29"	3	12	4.00		783	
8	NBML	2; RIGHT WHEEL PATH	33° 38' 28.59"	101° 50' 08.26"	2	4	0.89		174	
9	NBML	1; BETWEEN PREVIOUS PATCHES	33° 38' 31.71"	101° 50' 08.46"	40	12	53.33	53		
10	NBML	2; ABUTS PREVIOUS PATCH	33° 38' 31.81"	101° 50' 08.32"	40	12	53.33	53		
11	NBML	1; ABUTS PREVIOUS PATCH	33° 38' 32.15"	101° 50' 08.47"	40	12	53.33	53		
12	NBML	2	33° 38' 39.65"	101° 50' 08.35"	55	12	73.33	73		
13	NBML	1	33° 38' 39.81"	101° 50' 08.50"	100	12	133.33	133		
14	NBML	2	33° 38' 40.15"	101° 50' 08.37"	35	12	46.67	47		
15	NBML	2	33° 38' 40.50"	101° 50' 08.40"	2	4	0.89		174	
16	SBML	2	33° 38' 40.98"	101° 50' 09.36"	1	6	0.67		131	
17	NBML	1; LT WHEEL PATH	33° 39' 55.29"	101° 50' 10.66"	1	3	0.33		65	
18	NBML	1; LT WHEEL PATH	33° 39' 59.10"	101° 50' 09.81"	1	2	0.22		44	
19	NBML	1; RT WHEEL PATH	33° 40' 41.59"	101° 50' 09.49"	1	1	0.11		22	
20	NBML	1	33° 41' 29.10"	101° 50' 10.71"	1	12	1.33		261	
TOTALS							458	445	2199	0

Note:

All quantities provided are for estimating purposes only. Dimensions may vary and will be approved by the Engineer before removal work begins.



J. Ross McMillan, P.E.

12-29-2022

ROADWAY SUMMARY



CONT.	SECT.	JOB	HIGHWAY
0067	05	053	IH 27
DIST.	COUNTY	SHEET NO.	
05	LUBBOCK	35	
FILE	006705053_RDWY_SUM		

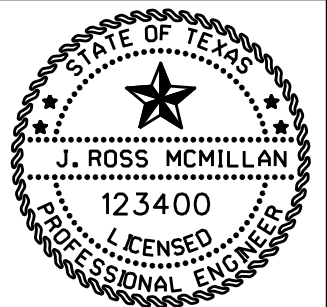
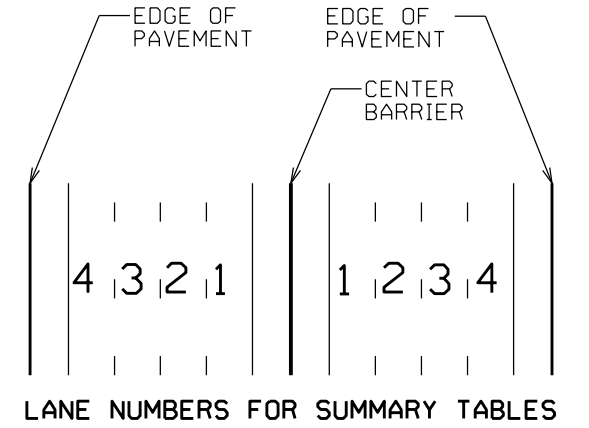
△ SHEET REVISED BY ADDENDUM I  
12-19-2022

0067-07-102

REF. #	ROADBED/INTERSECTION	LANE/COMMENTS	LAT. (NORTH)	LONG. (WEST)	LENGTH	WIDTH	AREA	361-6004	721-6002	3025-6001	
								FULL-DEPTH REPAIR (CRCP) (10")	FIBER REINF POLYMER PATCHING MATLS	RAISING AND UNDERSEALING CONCRETE SLAB	
					SY	LBS	LBS				
21	NBML	1	33° 41' 30.60"	101° 50' 11.00"	1	12	1.33		261		
22	NBML	1; 4 SPOTS IN RT WHEEL PATH	33° 41' 41.59"	101° 50' 14.32"	2	2	0.44		87		
23	NBML	1	33° 41' 45.83"	101° 50' 15.77"	1	12	1.33		261		
24	NBML	1; 6 SPOTS IN RT WHEEL PATH	33° 41' 46.44"	101° 50' 15.97"	3	3	1.00		196		
25	NBML	1; 6 SPOTS IN RT WHEEL PATH	33° 41' 54.88"	101° 50' 18.79"	4	4	1.78		348		
26	NBML	1; 1 ALONG LANE LINE, 1 AT PATCH	33° 42' 18.22"	101° 50' 23.19"	7	2	1.56		305		
27	NBML	1	33° 42' 22.10"	101° 50' 23.13"	35	12	46.67	47			
28	NBML	1	33° 42' 32.31"	101° 50' 22.90"	65	12	86.67	87			
29	NBML	1; RT WHEEL PATH	33° 42' 32.86"	101° 50' 22.84"	1	1	0.11		22		
30	NBML	1; RT WHEEL PATH	33° 42' 33.83"	101° 50' 22.81"	1	2	0.22		44		
31	NBML	1	33° 44' 37.82"	101° 50' 18.45"	35	12	46.67	47			
32	SBML	1; RT WHEEL PATH	33° 42' 12.31"	101° 50' 24.05"	1	4	0.44		87		
33	SBML	1; LT WHEEL PATH	33° 39' 24.35"	101° 50' 12.00"	1	4	0.44		87		
34	NBML	2; 2 SPOTS RT WHEEL PATH	33° 39' 21.72"	101° 50' 11.12"	2	2	0.44		87		
35	NBML	2; LT WHEEL PATH	33° 39' 23.33"	101° 50' 11.20"	1	1	0.11		22		
36	NBML	2	33° 39' 24.32"	101° 50' 11.18"	1	12	1.33		261		
37	NBML	2; RT WHEEL PATH	33° 39' 25.00"	101° 50' 11.12"	6	1	0.67		131		
38	NBML	2	33° 39' 32.28"	101° 50' 11.23"	45	12	60.00	60			
39	NBML	2; LT WHEEL PATH	33° 40' 12.90"	101° 50' 09.19"	1	3	0.33		65		
40	NBML	2; LT WHEEL PATH	33° 40' 17.92"	101° 50' 09.24"	1	1	0.11		22		
41	NBML	2; LT WHEEL PATH	33° 40' 35.59"	101° 50' 09.37"	1	1	0.11		22		
42	NBML	2; RT WHEEL PATH	33° 40' 50.63"	101° 50' 09.43"	3	2	0.67		131		
43	NBML	2	33° 41' 39.38"	101° 50' 13.43"	1	3	0.33		65		
44	NBML	2; 2 SQUARE SPOTS	33° 41' 47.48"	101° 50' 16.17"	2	2	0.44		87		
45	NBML	2; ON EDGE LINE	33° 41' 52.73"	101° 50' 17.84"	5	0.5	0.28		54		
46	NBML	2; LT WHEEL PATH	33° 41' 55.15"	101° 50' 18.80"	2	2	0.44		87		
47	NBML	2; LT WHEEL PATH	33° 41' 57.78"	101° 50' 19.71"	4	2	0.89		174		
48	NBML	2; 2 SQUARE SPOTS	33° 41' 58.14"	101° 50' 19.82"	3	3	1.00		196		
49	NBML	2; 2 SPOTS EACH WHEEL PATH	33° 42' 01.70"	101° 50' 21.06"	3	3	1.00		196		
50	NBML	2; LT WHEEL PATH	33° 42' 02.92"	101° 50' 21.46"	4	1	0.44		87		
51	NBML	2; LT WHEEL PATH	33° 42' 03.62"	101° 50' 21.67"	2	3	0.67		131		
52	NBML	2; LT WHEEL PATH	33° 42' 12.95"	101° 50' 23.25"	3	1	0.33		65		
53	NBML	2; ALONG BROKEN STRIPE	33° 42' 14.69"	101° 50' 23.24"	50	1	5.56		1088		
54	NBML	2; ON EDGE LINE	33° 42' 22.57"	101° 50' 22.91"	2	1	0.22		44		
55	NBML	2; MULT. SPOTS ON ABUT AND SHLDR	33° 42' 31.51"	101° 50' 22.71"	5	8	4.44		870		
56	NBML	2; 1 SPOT ON EITHER END OF PATCH	33° 42' 34.21"	101° 50' 22.68"	2	4	0.89		174		
57	NBML	2; ON EDGE LINE	33° 42' 39.83"	101° 50' 21.92"	1	1	0.11		22		
58	NBML	2	33° 44' 08.79"	101° 50' 29.89"	45	12	60.00	60			
59	NBML	2; LT WHEEL PATH	33° 44' 20.15"	101° 50' 27.03"	1	2	0.22		44		
60	NBML	2; LT WHEEL PATH	33° 44' 44.09"	101° 50' 44.09"	3	1	0.33		65		
61	NBML	2; ALONG BROKEN STRIPE	33° 48' 49.29"	101° 50' 17.34"	3	1	0.33		65		
62	NBML	2	33° 49' 18.42"	101° 50' 27.19"	25	12	33.33	33			
63	NBML	2; 2 SPOTS ALONG BROKEN STRIPE	33° 49' 19.85"	101° 50' 27.24"	40	1	4.44		870		
64	NBML	2	33° 49' 21.60"	101° 50' 27.19"	85	12	113.33	113			
65	NBML	2; 8 SPOTS ALONG BROKEN STRIPE	33° 49' 24.48"	101° 50' 27.22"	20	1	2.22		435		
66	SBML	2; ACROSS EDGE STRIPE	33° 49' 35.34"	101° 50' 27.87"	2	4	0.89		174		
67	SBML	2; ALONG BROKEN STRIPE	33° 49' 35.03"	101° 50' 27.76"	1	1	0.11		22		
68	SBML	2; ALONG BROKEN STRIPE	33° 49' 31.67"	101° 50' 27.73"	1	1	0.11		22		
69	SBML	2; ALONG BROKEN STRIPE	33° 49' 26.10"	101° 50' 27.71"	3	1	0.33		65		
70	SBML	2; RT WHEEL PATH	33° 48' 57.56"	101° 50' 22.04"	1	3	0.33		65		
71	SBML	2; FULL LANE REPAIR; FIBER IN SHOULDER	33° 47' 59.98"	101° 50' 16.10"	65	18	130.00	130	65		
72	SBML	2; 2 SPOTS IN RT WHEEL PATH AND SHLDR	33° 47' 09.55"	101° 50' 16.01"	2	12	2.67		522		
73	SBML	2; LT WHEEL PATH	33° 44' 48.61"	101° 50' 15.68"	2	3	0.67		131		
74	SBML	2	33° 44' 47.75"	101° 50' 15.91"	30	12	40.00	40			
75	SBML	2; SPOTS IN LANE AND ON APPROACH SLAB	33° 44' 44.79"	101° 50' 16.58"	4	4	1.78		348		
76	SBML	2; LT WHEEL PATH	33° 44' 42.80"	101° 50' 17.25"	1	2	0.22		44		
77	SBML	2	33° 44' 18.53"	101° 50' 28.67"	40	12	53.33	53			
TOTALS								714	670	8716	0

Note:

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J. Ross McMillan, P.E.

12-29-2022

ROADWAY SUMMARY



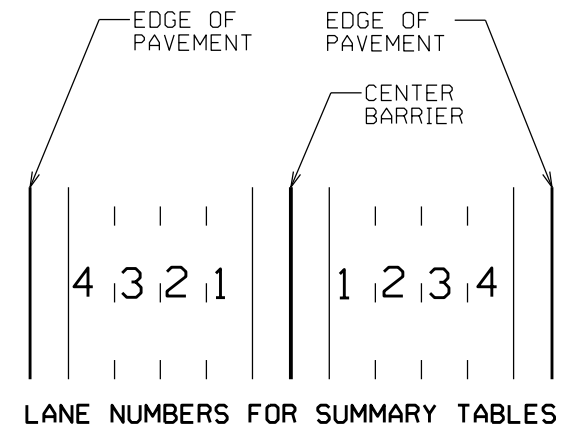
CONT.	SECT.	JOB	HIGHWAY
0067	05	053	IH 27
DIST.	COUNTY	SHEET NO.	
05	LUBBOCK	36	
FILE	006705053_RDWY_SUM		

SHEET REVISED BY ADDENDUM I  
12-19-2022

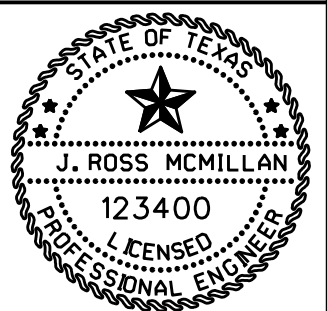
0067-07-102								361-6004	721-6002	3025-6001	
REF. #	ROADBED/INTERSECTION	LANE/COMMENTS	LAT. (NORTH)	LONG. (WEST)	LENGTH	WIDTH	AREA	FULL-DEPTH REPAIR (CRCP) (10")	FIBER REINF POLYMER PATCHING MATLS	RAISING AND UNDERSEALING CONCRETE SLAB	
					FT	FT	SY	SY	LBS	LBS	
78	SBML	2; ALONG BROKEN STRIPE	33° 44' 02.47"	101° 50' 31.28"	2	1	0.22		44		
79	SBML	2; RT WHEEL PATH	33° 42' 28.44"	101° 50' 23.88"	1	1	0.11		22		
80	SBML	2; ALONG EDGE LINE	33° 42' 27.32"	101° 50' 23.95"	1	1	0.11		22		
81	SBML	2	33° 42' 27.16"	101° 50' 23.88"	30	12	40.00	40			
82	SBML	2; RT WHEEL PATH	33° 42' 26.56"	101° 50' 23.94"	2	2	0.44		87		
83	SBML	2; RT WHEEL PATH	33° 42' 24.63"	101° 50' 23.96"	2	2	0.44		87		
84	SBML	2; ALONG JOINT AT ENT RAMP	33° 41' 58.81"	101° 50' 21.12"	5	1	0.56		109		
85	SBML	2; LT WHEEL PATH	33° 41' 56.87"	101° 50' 20.36"	1	1	0.11		22		
86	SBML	2; 3 SPOTS IN LT WHEEL PATH	33° 41' 55.53"	101° 50' 19.90"	2	2	0.44		87		
87	SBML	2; LT WHEEL PATH	33° 41' 52.63"	101° 50' 18.92"	1	3	0.33		65		
88	SBML	2	33° 41' 44.55"	101° 50' 16.25"	30	12	40.00	40			
89	SBML	2; ALONG PATCH	33° 41' 44.11"	101° 50' 16.19"	2	1	0.22		44		
90	SBML	2	33° 41' 43.39"	101° 50' 15.87"	35	12	46.67	47			
91	SBML	2; ON ABUTMENT	33° 41' 39.28"	101° 50' 14.53"	3	3	1.00		196		
92	SBML	2; LT WHEEL PATH	33° 41' 34.54"	101° 50' 12.91"	1	2	0.22		44		
93	SBML	2; LT WHEEL PATH	33° 41' 31.91"	101° 50' 12.14"	1	2	0.22		44		
94	SBML	2; LT WHEEL PATH	33° 41' 31.07"	101° 50' 11.95"	1	2	0.22		44		
95	SBML	2; RT WHEEL PATH	33° 41' 27.25"	101° 50' 11.29"	1	1	0.11		22		
TOTALS								131	127	939	0

Note:

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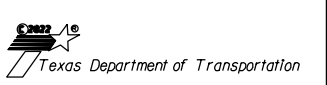
0067-11-051								361-6004	721-6002	3025-6001	
REF. #	ROADBED/INTERSECTION	LANE/COMMENTS	LAT. (NORTH)	LONG. (WEST)	LENGTH	WIDTH	AREA	FULL-DEPTH REPAIR (CRCP) (10")	FIBER REINF POLYMER PATCHING MATLS	RAISING AND UNDERSEALING CONCRETE SLAB	
					FT	FT	SY	SY	LBS	LBS	
1	US 84 WB - NBFR	4; CUT CORNERS AND SQUARE REPAIR AREA	33° 32' 17.22"	101° 50' 37.33"	5	4	2.22	2			
2	SBML	RAMP	33° 32' 42.24"	101° 50' 44.07"	3	2	0.67		131		
3	SBML	RAMP	33° 32' 43.20"	101° 50' 43.96"	3	3	1.00		196		
4	50th St. - SBFR	6 SPOTS	33° 32' 55.77"	101° 50' 44.37"	3	3	1.00		196		
5	50th St. - SBFR	ON EXIT RAMP	33° 33' 06.13"	101° 50' 43.91"	4	2	0.89		174		
6	50th St. - SBFR	ON EXIT RAMP	33° 33' 05.80"	101° 50' 43.95"	1	6	0.67		131		
7	SBML	RAMP	33° 33' 15.88"	101° 50' 43.16"	25	12	33.33	33			
8	SBML	3	33° 33' 44.02"	101° 50' 42.62"	25	12	33.33	33			
9	SBML	2	33° 33' 44.86"	101° 50' 42.48"	30	12	40.00	40			
10	SBML	3	33° 33' 46.24"	101° 50' 42.52"	20	2	4.44		870		
10A	NBML	34TH ST. APPROACH (FULL WIDTH)	33° 33' 46.51"	101° 50' 41.41"	7	56	43.56			653	
10B	SBML	34TH ST. DEPARTURE (FULL WIDTH)	33° 33' 46.50"	101° 50' 42.51"	7	56	43.56			653	
11	34th St. - SBFR	MULTIPLE LOCATIONS IN INTERSECTION	33° 33' 48.05"	101° 50' 44.11"	20	1	2.22		435		
12	34th St. - NBFR	ON 34TH ST.	33° 33' 47.75"	101° 50' 40.02"	1	6	0.67		131		
12A	NBML	34TH ST. DEPARTURE (FULL WIDTH)	33° 33' 49.47"	101° 50' 41.42"	7	56	43.56			653	
12B	SBML	34TH ST. APPROACH (FULL WIDTH)	33° 33' 49.49"	101° 50' 42.48"	7	56	43.56			653	
13	SBML	3	33° 34' 15.01"	101° 50' 40.16"	30	12	40.00	40			
14	NBML	2, 3	33° 34' 15.52"	101° 50' 38.64"	2	8	1.78		348		
15					70		93.33	93			
16	NBML	4; AVERAGE WIDTH, OPENS TO RAMP	33° 34' 18.77"	101° 50' 36.93"	140	16	248.89	249			
17	NBML	4; LEFT WHEEL PATH	33° 34' 19.55"	101° 50' 63.54"	2	2	0.44		87		
17A	NBML	26TH ST. APPROACH (FULL WIDTH)	33° 34' 20.03"	101° 50' 36.37"	20	56	124.44			1867	
18								67			
TOTALS								875.00		131	



J. Ross McMillan, P.E.

12-29-2022

ROADWAY SUMMARY



CONT.	SECT.	JOB	HIGHWAY
0067	05	053	IH 27
DIST.	COUNTY	SHEET NO.	
05	LUBBOCK	37	
FILE	006705053_RDWY_SUM		

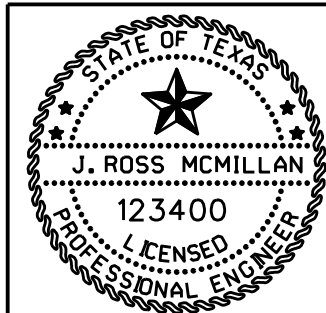
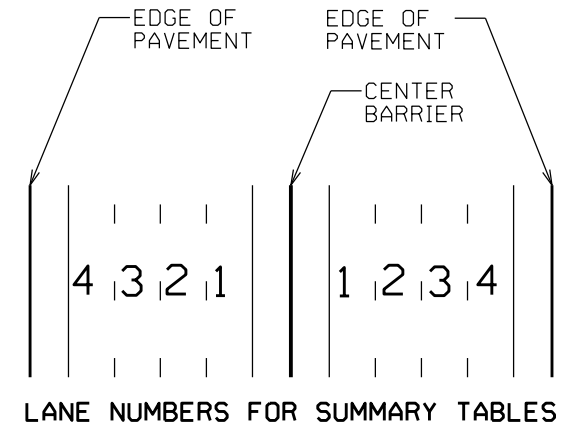
SHEET REVISED BY ADDENDUM I  
12-19-2022

0067-11-051

REF. #	ROADBED/INTERSECTION	LANE/COMMENTS	LAT. (NORTH)	LONG. (WEST)	LENGTH	WIDTH	AREA	361-6004	721-6002	3025-6001	
								FULL-DEPTH REPAIR (CRCP) (10")	FIBER REINF POLYMER PATCHING MATLS	RAISING AND UNDERSEALING CONCRETE SLAB	
					FT	FT	SY	SY	LBS	LBS	
20A	SBML	26TH ST. DEPARTURE (FULL WIDTH)	33° 34' 21.08"	101° 50' 37.27"	20	56	124.44			1867	
20B	NBML	26TH ST. DEPARTURE (FULL WIDTH)	33° 34' 22.64"	101° 50' 34.96"	20	56	124.44			1867	
21	NBML	1; OFF APPROACH SLAB	33° 34' 23.05"	101° 50' 35.11"	25	12	33.33	33			
21A	SBML	26TH ST. APPROACH (FULL WIDTH)	33° 34' 23.61"	101° 50' 35.85"	20	56	124.44			1867	
21B	NBML	19TH ST. APPROACH (FULL WIDTH)	33° 34' 38.80"	101° 50' 26.73"	20	56	124.44			1867	
21C	SBML	19TH ST. DEPARTURE (FULL WIDTH)	33° 34' 38.84"	101° 50' 28.04"	20	56	124.44			1867	
21D	NBML	19TH ST. DEPARTURE (FULL WIDTH)	33° 34' 41.76"	101° 50' 25.24"	20	56	124.44			1867	
21E	SBML	19TH ST. APPROACH (FULL WIDTH)	33° 34' 41.81"	101° 50' 26.49"	80	56	497.78			7467	
22	19th St. - SBFR	MULTIPLE LOCATIONS IN INTERSECTION	33° 34' 39.96"	101° 50' 29.37"	20	1	2.22		435		
23	SBML	1	33° 34' 46.72"	101° 50' 23.84"	1	12	1.33		261		
24	SBML	1	33° 34' 50.47"	101° 50' 22.59"	1	12	1.33		261		
25	SBFR	RAMP; 5' EACH SIDE OF JOINT	33° 34' 53.64"	101° 50' 23.52"	25	12	33.33	33			
25A	NBML	RR YARD APPROACH (FULL WIDTH)	33° 34' 59.63"	101° 50' 20.49"	36	70	280.00			4200	
25B	SBML	RR YARD DEPARTURE (FULL WIDTH)	33° 34' 59.96"	101° 50' 21.86"	44	102	498.67			7480	
26	NBML	RR YARD DEPARTURE (FULL WIDTH)	33° 35' 10.22"	101° 50' 20.46"	70	68	528.89			7933	
26A	SBML	RR YARD APPROACH (FULL WIDTH)	33° 35' 11.49"	101° 50' 21.77"	70	68	528.89			7933	
27	NBFR	FULL RAMP WIDTH	33° 35' 17.46"	101° 50' 19.45"	30	30	100.00	100			
28	SBFR	FULL RAMP WIDTH	33° 35' 19.50"	101° 50' 22.70"	30	30	100.00	100			
28A	NBML	MARSHA SHARP APPROACH (FULL WIDTH)	33° 35' 25.20"	101° 50' 20.66"	20	54	120.00			1800	
28B	SBML	MARSHA SHARP DEPARTURE (FULL WIDTH)	33° 35' 25.41"	101° 50' 21.65"	20	54	120.00			1800	
29	MBSF EB - NBFR	2; 2 SPOTS	33° 35' 30.95"	101° 50' 18.16"	2	2	0.44		87		
29A	NBML	MARSHA SHARP DEPARTURE (FULL WIDTH)	33° 35' 33.11"	101° 50' 21.37"	20	54	120.00			1800	
29B	SBML	MARSHA SHARP APPROACH (FULL WIDTH)	33° 35' 33.24"	101° 50' 22.44"	20	54	120.00			1800	
30	MSF EB - SBFR	MULTIPLE LOCATIONS ON ALL LANES	33° 35' 33.21"	101° 50' 24.84"	60	4	26.67		5220		
31	SBML	2	33° 35' 34.24"	101° 50' 22.71"	2	2	0.44		87		
32	SBML	2	33° 35' 35.03"	101° 50' 22.97"	2	2	0.44		87		
33	NBFR	2,3; 2 LOCATIONS ON APPROACH SLAB	33° 35' 49.09"	101° 50' 28.33"	4	10	4.44		870		
34	NBML	MUNICIPAL DRIVE APPROACH (FULL WIDTH)	33° 35' 49.55"	101° 50' 30.79"	30	60	200.00			3000	
34A	SBML	MUNICIPAL DRIVE DEPARTURE (FULL WIDTH)	33° 35' 49.97"	101° 50' 32.55"	30	95	316.67			4750	
35	NBFR	3; DEPARTURE SLAB	33° 35' 52.24"	101° 50' 29.85"	2	6	1.33		261		
36	Municipal - NBFR	6 LOCATIONS	33° 35' 57.87"	101° 50' 32.86"	5	5	2.78		544		
36A	NBML	MUNICIPAL DRIVE APPROACH (FULL WIDTH)	33° 35' 58.01"	101° 50' 35.41"	30	60	200.00			3000	
36B	SBML	MUNICIPAL DRIVE DEPARTURE (FULL WIDTH)	33° 35' 57.78"	101° 50' 36.47"	30	60	200.00			3000	
37	SBML	3	33° 35' 58.11"	101° 50' 36.74"	25	12	33.33	33			
38	SBML	3; 2 LOCATIONS	33° 35' 58.49"	101° 50' 36.89"	4	2	0.89		174		
39	SBML	3	33° 35' 59.10"	101° 50' 37.06"	2	4	0.89		174		
40	NBML	2; BETWEEN PREVIOUS PATCHES	33° 35' 59.29"	101° 50' 35.83"	65	12	86.67	87			
41	NBML	2; BETWEEN PREVIOUS PATCHES	33° 35' 59.54"	101° 50' 36.09"	145	12	193.33	193			
42	NBML	3	33° 36' 00.61"	101° 50' 36.33"	220	12	293.33	293			
43	NMBL	2	33° 36' 01.28"	101° 50' 26.72"	55	12	73.33	73			
44	NMBL	3	33° 36' 08.21"	101° 50' 38.48"	2	2	0.44		87		
45	Erkine - NBFR	LOCATIONS ALONG/ON APPROACH SLAB	33° 36' 24.58"	101° 50' 40.29"	10	3	3.33		653		
46	Erkine - SBFR	LOCATIONS ALONG/ON APPROACH SLAB	33° 36' 24.61"	101° 50' 44.16"	8	8	7.11		1392		
47	NBFR	RAMP	33° 36' 36.74"	101° 50' 42.08"	3	3	1.00		196		
48	SBML	2	33° 36' 37.38"	101° 50' 45.02"	30	12	40.00	40			
49	SBFR	RAMP	33° 36' 38.20"	101° 50' 47.15"	25	15	41.67	42			
50	SBFR	AT OPENING OF RAMP	33° 36' 39.52"	101° 50' 47.67"	35	24	93.33	93			
51	SBFR	2; 2 LOCATIONS	33° 36' 39.81"	101° 50' 47.96"	4	4	1.78		348		
52	SBFR	2	33° 36' 40.45"	101° 50' 48.14"	1	12	1.33		261		
53	SBFR	1	33° 36' 41.34"	101° 50' 48.19"	3	3	1.00		196		
54	SBFR	2	33° 36' 45.82"	101° 50' 49.35"	35	12	46.67	47			
55	SBFR	1	33° 36' 46.45"	101° 50' 49.22"	180	12	240.00	240			
TOTALS								5945	1408	11594	67165

Note:

All quantities provided are for estimating purposes only. Dimensions may vary and will be approved by the Engineer before removal work begins.



*J. Ross McMillan, P.E.*

12-29-2022

**ROADWAY SUMMARY**



CONT.	SECT.	JOB	HIGHWAY
0067	05	053	IH 27
DIST.	COUNTY	SHEET NO.	
05	LUBBOCK	38	
FILE	006705053_RDWY_SUM		

**SHEET REVISED BY ADDENDUM 1**  
12-19-2022