

SUBJECT: PLANS AND PROPOSAL ADDENDUMS

PROJECT: F 2024(849)

CONTROL: 0320-06-008

COUNTY: BELL

LETTING: 02/02/2024

REFERENCE NO: 0119

PROPOSAL ADDENDUMS

-
- PROPOSAL COVER
 - BID INSERTS (SH. NO.: 1-14, 6-14)
 - GENERAL NOTES (SH. NO.: G, H, J, S, DD)

 - SPEC LIST (SH. NO.:)
 - SPECIAL PROVISIONS:)
 - ADDED:)

 - DELETED:

 - SPECIAL SPECIFICATIONS:
 - ADDED:

 - DELETED:

 - OTHER: PLANS

DESCRIPTION OF ABOVE CHANGES
(INCLUDING PLANS SHEET CHANGES)

*****BID INSERTS*****

- SHEET 1-14: REMOVE ITEM 132-6003.
ADD ITEM 132-6025.
- SHEET 6-14: ADD ITEM 512-6037.

*****GENERAL NOTES*****

- SHEET G: REVISED NOTES FOR ITEM 8.
- SHEET H: REVISED NOTES FOR ITEM 100.
- SHEET J: REVISED NOTES FOR ITEM 132.
- SHEET S: REVISED NOTES FOR ITEM 132.
- SHEET DD: REVISED NOTES FOR ITEM 504.

*****PLANS*****

- SHEET 2: REVISED TO ADD SHEET 121A.
- SHEETS 14C, 14D, 14I, 14N, 15, 15A - 15D, 16, 18: SEE DESCRIPTION OF CHANGES ABOVE.
- SHEET 121A: SHEET ADDED.

SHEET NO.	INDEX OF SHEETS DESCRIPTION	SHEET NO.	INDEX OF SHEETS DESCRIPTION	SHEET NO.	INDEX OF SHEETS DESCRIPTION
	<u>I. GENERAL</u>		<u>III. ROADWAY DETAILS</u>		
1	TITLE SHEET			258-269	HYDRAULIC COMPUTATIONS 10 - YEAR STORM
2-3	INDEX OF SHEETS	98-112	REMOVAL LAYOUT	270-271	DRAINAGE LATERALS
4-6	PROJECT LAYOUT	113-117	SURVEY CONTROL INDEX SHEET	272	CAPPING INLETS & MANHOLES
7-8	EXISTING TYPICAL SECTIONS	118-121	HORIZONTAL & VERTICAL CONTROL SHEET		<u>DRAINAGE STANDARDS</u>
9-13	PROPOSED TYPICAL SECTIONS	121A-126	HORIZONTAL ALIGNMENT DATA SHEET		
14, 14A -14S	GENERAL NOTES	127-141	ROADWAY PLAN AND PROFILE NBML		
15, 15A -15D	ESTIMATE & QUANTITY	142-156	ROADWAY PLAN AND PROFILE SBML	273	PBGC
16-26	CONSOLIDATED SUMMARY	157-159	ROADWAY PLAN AND PROFILE NBFR	274	PB
	<u>II. TRAFFIC CONTROL PLAN</u>	160-161	RAMP PLAN & PROFILE	275-276	PCO
		162-165	PLAN & PROFILE U-TURN	277-278	PSL
27	ADVANCE WARNING SIGNS	166	RANGE ROAD PLAN AND PROFILE	279	PDD
28	TCP CRASH CUSHION SUMMARY SHEET	167	DRIVEWAY AND TURNOUT DETAILS	280	POD
29	TRAFFIC CONTROL PLAN NARRATIVE	168	LANDSCAPE PLAN	281	PRM
30-32	TRAFFIC CONTROL PLAN OVERALL LAYOUT	169-170	RETROFIT TRAFFIC RAIL LAYOUT	282	CGT-PCO
33-36	TRAFFIC CONTROL PLAN PROPOSED TYPICAL SECTIONS	171-173	RETROFIT TRAFFIC RAIL DETAILS	283	PAZD-CZ
37-51	TRAFFIC CONTROL PLAN PHASE 1 STEP 1		<u>ROADWAY STANDARDS</u>	284	PSET-SC
52-56	TRAFFIC CONTROL PLAN PHASE 1 STEP 2			285	PSET-SP
57-59	TRAFFIC CONTROL PLAN PHASE 2 STEP 1	173A	TRB-15(1)	286-287	SRR
60-63	TRAFFIC CONTROL PLAN PHASE 2 STEP 2	173B	TRB-15(2)		<u>VI. UTILITIES</u>
	<u>TRAFFIC CONTROL STANDARDS</u>	174	GF (31)-19		
		175-176	GF (31)TR TL3-20	288	EXISTING UTILITY LAYOUT LEGEND AND NOTES
		177	GF (31)MS-19	289-303	EXISTING UTILITY LAYOUT
64-75	BC(1)-21 THRU BC(12)-21	178	BED-14		<u>VII. BRIDGES</u>
76	TCP (1-1)-18	179	SSCB(1)-16		
77	TCP (1-3)-18	179A	SSCB(5)-10		
78	TCP (1-4)-18	180	SGT(11S)31-18	304	BRIDGE LAYOUT SL 363 NBML OVERPASS AT LUCIUS MCCELVEY DR.
79	TCP (1-5)-18	181	SGT(12S)31-18	305	BRIDGE LAYOUT SL 363 SBML OVERPASS AT LUCIUS MCCELVEY DR.
80	TCP (2-1)-18	182	REACT(M)-21	306	TYPICAL BRIDGE SECTIONS SL 363 NBML & SBML OVERPASS AT LUCIUS MCCELVEY DR.
81	TCP (2-3)-23	183-184	CRCP(1)-23	307-309	BORING LOGS SL 363 NBML & SBML OVERPASS AT LUCIUS MCCELVEY DR.
82	TCP (2-4)-18	185	JS-14	310	ESTIMATED QUANTITIES & BEARING SEAT ELEVATIONS SL 363 NBML AT LUCIUS MCCELVEY DR.
83	TCP (2-5)-18	186	CCCG-22	311	ESTIMATED QUANTITIES & BEARING SEAT ELEVATIONS SL 363 SBML AT LUCIUS MCCELVEY DR.
84	TCP (2-6)-18	187-190	PED-18	312	FOUNDATION LAYOUT SL 363 NBML OVERPASS AT LUCIUS MCCELVEY DR.
85	TCP (3-1)-13	191-194	MB(1)-21 THRU MB(4)-21	313	FOUNDATION LAYOUT SL 363 SBML OVERPASS AT LUCIUS MCCELVEY DR.
86	TCP (3-2)-13			314-315	ABUTMENT NOS. 1 & 4 DETAILS SL 363 NBML & SBML OVERPASS AT LUCIUS MCCELVEY DR.
87	TCP (3-3)-14		<u>IV. RETAINING WALLS</u>	316	BENT NOS. 2 & 3 DETAILS SL 363 OVERPASS AT LUCIUS MCCELVEY DR.
88-89	WZ(BTS-1)-13 THRU WZ(BTS-2)-13			317	FRAMING PLAN SL 363 NBML OVERPASS AT LUCIUS MCCELVEY DR.
90	WZ(STPM)-23	195-206	RETAINING WALL # 1 THRU #12 PLAN AND PROFILE		
91	WZ(TD)-17				
92	WZ(UL)-13		<u>RETAINING WALL STANDARDS</u>		
93-94	SSCB(2)-10				
95-94A	ABSORB(M)-19	207	RW(MSE)DD		
96	BARRIERGUARD-19	208-209	RW(MSE)		
97	SLED-19	210	RW(TRF)		
		211	RW(EM)		
		212	WACO DISTRICT RETAINING WALL FINISH ASHLAR SPECIAL		
			<u>V. DRAINAGE DETAILS</u>		
		213	OVERALL DRAINAGE AREA MAP		
		214-227	DRAINAGE AREA MAP INTERIOR		
		228-229	DRAINAGE PLAN AND PROFILE NBFR		
		230-243	DRAINAGE PLAN AND PROFILE NBML		
		244-257	DRAINAGE PLAN AND PROFILE SBML & MEDIAN		

THE STANDARD SHEETS HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

JORGE L. VILLALTA, P.E. (NO. 107817)

11/30/2023
DATE

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Houston, Texas, 77094
281-945-0069 PH
281-945-0081 FX

SL 363

INDEX OF SHEETS

SHEET 1 OF 2		FED. RD. DIV. NO.	STATE	PROJECT NO.	HIGHWAY NO.
DN:	6	TEXAS	SEE TITLE SHEET	SL363	
CK DN:					
DW:	STATE DIST.	COUNTY	CONTROL SECTION NO.	JOB NO.	SHEET NO.
CK DW:	WACO	BELL	0320	06 008	2



REVISED BY ADDENDUM 2 DATED 1-19-2024

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- ramp closures,
- Roadway Closures,
- Support of phase construction traffic switches,
- nighttime work, or
- other situations that indicate a need for additional traffic control to protect the traveling public or the construction workforce.

Law Enforcement Personnel must have jurisdictional authority to act in the area of the project.

Law Enforcement Personnel will be paid when use is approved by the Engineer. The Contractor retains the right to have law enforcement personnel on sight at their own cost and discretion when note approved by the Engineer.

Submit charge summary and invoices using the Department form 318. Provide documentation such as payroll, log sheets with signatures and badge number, or invoices from the government entity providing the officers for reimbursement.

Patrol vehicles must be clearly marked to correspond with the officer's agency and equipped with appropriate lights to identify them as law enforcement. For patrol vehicles not owned by a law enforcement agency, markings will be retroreflective and legible from 100 ft. from both sides and the rear of the vehicle. Lights will be high intensity and visible from all angles. Windows / Windshields may not be blocked.

No payment will be made for law enforcement personnel needed for moving equipment or payment for drive time to/from the event site. A minimum number of hours is not guaranteed. Payment is for work performed.

Cancel law enforcement personnel when the event is canceled. Cancellation, minimums or "show up" fees will not be paid when cancellation is made 12 hours prior to beginning of the event. Failure to cancel within 12 hours will not be cause for payment for cancellation, minimums, or "show up" time. Payment of actual "show up" time to the event site due to cancellation will be on a case-by-case basis at a maximum of 2 hours per officer.

ITEM 8: PROSECUTION AND PROGRESS

This Project will be a Standard Workweek in accordance with Article 8.3.1.4.

A 90-day delay start provision is included in the project for material acquisition.

Nighttime work is allowed in accordance with Article 8.3.3.

Meet weekly or at intervals as agreed upon with the Engineer to notify him or her of planned work for the upcoming 3-week period.

Critical Path Method (CPM) schedule in P6 format will be required for this project. Submit baseline schedule and obtain approval prior to beginning construction. The Estimate will be held if monthly schedule update is not submitted.

Submit the schedule in both PDF and in a base software electronic file format acceptable to TxDOT to allow for import and analysis into TxDOT's current scheduling software.

ITEM 100: PREPARING RIGHT OF WAY

The limits of preparing right of way will be measured as shown on the project layout sheets.

Remove the existing roadway delineators and object markers as shown on the plans, or as directed, during construction within the right of way. Delineator and object marker removals are subsidiary to this Item.

Remove all trees within the right of way within station limits designated for Preparing Right of Way unless designated for preservation or as directed by the Engineer.

Trees to be removed near gas lines shall be cut and ground 1' below grade.

Preserve trees within temporary construction easements in accordance with Article 100.2., unless otherwise directed.

Prune trees designated for preservation as directed. All work required in preserving and pruning trees will be included in the price bid for Item 100, "Preparing Right Of Way".

The removal of any existing fence will not be paid for directly, but will be considered subsidiary to the bid Item 100, "Preparing Right Of Way".

All trees and brush removed each day will be disposed of within the same day of removal unless otherwise approved. If removed vegetation is burned, ashes from burned vegetation will not be placed or allowed to be transported by storm water into any stream. Burn locations, if approved, will be no closer than 300 feet from a stream. Earth berms must be used around burn areas to keep ash in place.

The Contractor is prohibited from removing grass vegetation throughout the entire project limits and then ceasing construction for long periods, typically over three weeks. The Contractor schedule will be developed based on staged vegetation removal, limiting disturbed soil to no more than 25 percent at one time, unless otherwise approved. Should the Contractor not be able to adequately control sediment and erosion for areas disturbed,

TxDOT will substantially reduce the size of areas that the Contractor may disturb soil. Should the project be evaluated to have sediment control problems as a result of the Contractor disturbing excessive amounts of soil, the Contractor will be required to immediately re-vegetate (seed and water) those disturbed areas at no cost to TxDOT.

The following five (5) notes apply to All Oak Tree Species:

1. To avoid the spread of Oak Wilt or other disease, all species of oak trees that are damaged or cut (branches, roots and/or stumps) for any reason during this contract, must be treated with a commercial wound dressing within 20 minutes of causing the damage or cut.
2. To prevent the spread of infection from tree to tree when pruning oak trees (all species), the Contractor must disinfect all pruning tools with a solution of 70% isopropyl alcohol after all cutting is complete on each oak tree.
3. Potentially dangerous trees or limbs will be removed as soon as possible.
4. The Engineer can stop all Work operations if the dressing, cut and removal requirements are not followed.
5. Pruning shall be in accordance with ANSI A300 pruning standard.

The Contractor will be responsible for leaving the project site clean and neat in appearance upon completion and before final acceptance by the Engineer.

Wood chips may be left on the right of way no deeper than two (2) inches outside of city limits. Do not trespass on private property while performing work on this contract. Do not cut or damage timber outside the right-of-way lines.

Remove all fallen parts of trees, damaged limbs, and dead limbs. This work will not be paid for directly but will be considered subsidiary to this item.

ITEM 104: REMOVING CONCRETE

In those areas where the pavement is not to be overlaid, provide a smooth surface after the curb removal. Planning or grinding is considered an acceptable method at these locations. Measurement and payment are in accordance with this item.

ITEMS 105: REMOVING TREATED AND UNTREATED BASE AND ASPHALT PAVEMENT

Saw existing asphalt along neat lines where portions are to be left in place temporarily or permanently. Sawing is not paid for directly but is subsidiary to this item.

Take possession of recycled asphalt pavement from the project and recycle the material.

Properly dispose of unsalvageable material at Contractor's expense.

Remove the loose material from the roadway before opening to traffic.

ITEM 110: EXCAVATION

In a cut section, when soils are encountered at subgrade depths that are unstable and are deemed unsuitable by the Engineer, undercut this material for a minimum depth of one (1.0) foot below the maximum depth as determined and replace with a material having a plasticity index less than 25 and a liquid limit of less than 50.

Max PI 25 or as approved by engineer.

ITEMS 110 & 132: EXCAVATION & EMBANKMENT

Excavation and embankment for driveways, sleeper slabs, alleys and intersections will not be paid for directly, but will be considered subsidiary to these items.

The Contractor may modify side slopes from those shown in the cross section as needed to allow grades to match / tie into fixed features. In no case should slope be modified beyond the maximum grades shown on the typical section and approved by the Engineer. Additionally slope adjustments will not be allowed simply to reduce work quantities.

ITEM 132: EMBANKMENT

The Ty C1 embankment material for this project must meet the following requirements:

Properties	Test Method	Specification Limits
LIQUID LIMITS	TEX-104-E	≤ 45
PLASTICITY INDEX (PI)	TEX-106-E	10 ≤ PI ≤ 20
BAR LINEAR SHRINKAGE	TEX-107-E	≥ 5

Excavated material from the project site has not been determined to be suitable for embankment. The bidder assumes all risk for the use of excavated materials for

Submit design calculations supporting the details necessary to incorporate coping, railing, inlets, drainage, electrical conduits and any additional necessary features.

The Contractor has the option of constructing any of the types of retaining walls for which details and specifications are included in the plans. Footing adjustments made to accommodate the available optional retaining walls are not measured. Regardless of option or options chosen, use the same fascia pattern throughout the entire project, including cast in place full height retaining walls or retaining wall type abutments.

Submit detailed drawings depicting the patterns and matching of precast with cast-in-place for approval.

For cut walls, the backfill between the select fill zone and the existing ground will be either select material as required for the select fill zone or backfill meeting or exceeding the requirements of Item 132, type C1. Place material in accordance with Item 132, Type C1 requirements. If existing ground is laid back (i.e. not vertical), the lay back will be done as a series of equal height benches so as to prevent the formation of a smooth surface at the material interface.

Avoid distinct vertical joints between select backfill and embankment (Non-Select) backfill as required by Section 423.3.4. This may be conveniently done by providing a zone of material behind the strap zone (1' min width) in which alternating lifts of select and non-select materials are interlaced.

Six inch (6") perforated pipe underdrain, as per MSE wall standard sheet, will be required. Pipe outfall should be terminated as shown on the retaining wall layout. Pipe underdrain for retaining walls will be subsidiary to Item 423, "Retaining Walls".

ITEM 427: SURFACE FINISHES FOR CONCRETE

Apply a rub finish to all Surface Area I within 30 days after form removal unless otherwise shown on a plan Aesthetic Detail Sheets.

Table of Special Surface Finishes and Coatings

ITEM	SPECIAL SURFACE FINISH	COATING	REMARKS
CULVERTS	SURFACE AREA I RUB FINISH	NONE	N/A
RETAINING WALL PANELS	FORMLINER FINISH	SEE "TABLE OF PAINTED ELEMENTS" BELOW	N/A
RETAINING WALL COPING	OFF-THE-FORM FINISH	SEE "TABLE OF PAINTED ELEMENTS" BELOW	USE WHITE CEMENT*
RETAINING WALL PILASTERS	FORMLINER FINISH	SEE "TABLE OF PAINTED ELEMENTS" BELOW	USE WHITE CEMENT*
BRIDGES	SURFACE AREA I OFF-THE-FORM FINISH OR FORMLINER FINISH	SEE "TABLE OF PAINTED ELEMENTS" BELOW	SEE BRIDGE PLANS FOR ELEMENTS WITH FORMLINER FINISHES
BRIDGE OR ROADWAY RAIL	OFF-THE-FORM FINISH	NONE	USE WHITE CEMENT*
PORTABLE CONCRETE TRAFFIC BARRIER	NONE	SEE "TABLE OF PAINTED ELEMENTS" BELOW	N/A

*Opaque sealer coating with is allowed in lieu of white cement, as long as it is placed in accordance with the "Special Application Requirements" listed below.

*In order to achieve the desired results when white cement is specified, the mixture will include manufactured sand. Fly ash will not be allowed in mixture. Verification of mixture materials will be provided to the Engineer prior to beginning work.

Apply an Ordinary Surface Finish to elements not listed in "Surface Area I".

Special Surface Finishes listed above will not be paid for directly but are considered subsidiary to various bid items.

Freeway Lane Closures				
Description of Operations		Permitted Lane Closures		
Category of Work	Number of Rdwy Lanes per direction	<u>Peak Times</u>	<u>Off Peak Times</u>	<u>Lowest Volume Time</u>
		Monday-Friday 6:00 am - 9:00 am 3:30 pm - 7:00 pm Major Events and Major Holidays	Monday-Friday 9:00 am - 3:30pm 7:00 pm - 10:30 pm and Saturday	Monday-Friday 10:30 pm to 6:00 am and Sunday
Placement of CTB & Bridge Beams, Pavement Markings, Full Depth Roadway Repair, Bridge or Similar Demolitions*	5	None	2	3
	4	None	2	3
	3	None	1	2
	2	None	1	2
Adjacent Construction, Lanes for Construction Traffic or Similar Operations	5	None	1	2
	4	None	1	2
	3	None	1	1
	2	None	None	1

* Provide a traffic control plan where bridge demolition cannot be accomplished with lane closures. Freeway closures will only be done during Lowest Volume Times.
 ** The Table above is only to be used when traffic counts do not exceed 2000 Vehicles per Lane per Hour. (The capacity of all remaining open lanes must not exceed 2000 Vehicles per Lane per Hour). When traffic counts do or will exceed 2000 Vehicles per Lane per Hour, Director of Construction, Assistant District Engineer or District Engineer approval will be required for lane closures.

Additional lanes may be closed during Off Peak Times or Lowest Times with written permission of the Engineer. Lane Closures during Off Peak Times may be started earlier or be extended later with written permission of the Engineer.

ITEM 504: FIELD OFFICE

Furnish one Asphalt Mix Control Laboratory (Type D) for this project.

ITEM 506: TEMPORARY EROSION, SEDIMENTATION AND ENVIRONMENTAL CONTROLS

The Storm Water Pollution Prevention Plan (SWP3) consists of temporary erosion control measures needed and provided for under this Item. The disturbed area is less than one acre and use of erosion control measures is not anticipated. If physical conditions encountered at the job site require necessary controls, BMP installation, maintenance, and removal will be paid as extra work on a force account basis per Articles 4.4 and 9.7

Take all practicable precautions to prevent debris from being discharged into the Waters of Texas or a designated wetland. Install Best Management Practices before demolition begins and maintain them during the demolition. Remove any debris or construction material that escapes containment devices and are discharged into the restricted areas before the next rain event or within 24 hours of the discharge.

If temporary construction stream crossings are allowed under a Nationwide Permit, submit in writing for approval the type and location of each temporary stream crossing. Use temporary bridges, timber mats, or other structurally sound and non-eroding material for temporary stream crossings. A temporary culvert crossing will consist of storm sewer pipes and 4- to 8-inch nominal size rock. Temporary stream crossings must not cause more than minimal changes to the hydraulic flow characteristics of the stream, increase flooding, or cause more than minimal degradation of water quality. Remove the temporary stream crossings in their entirety and return the affected areas to their pre-existing elevation. All work and materials use for temporary construction stream crossings will not be paid for directly but are subsidiary to pertinent Items.

Provide SW3P Signs. Obtain from the Engineer a copy of the project's completed TPDES Storm Water Program Construction Site Notice and Contractor Site Notice. Laminate the sheets and bond with adhesive to 36" X 36" sign blanks. Ensure the sheets remain dry. Apply Type C Blue reflective sheeting as the background and add the text "SW3P" in 5" white lettering, centered at the top. Attach the signs to approved temporary mounts and locate at each of the project limits just inside the right of way line at a readable height or



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0320-06-008

DISTRICT Waco
HIGHWAY SL 363

COUNTY Bell

CONTROL SECTION JOB				0320-06-008		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00004900			
COUNTY				Bell			
HIGHWAY				SL 363			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	100-6002	PREPARING ROW	STA	41.000		41.000	
	104-6001	REMOVING CONC (PAV)	SY	5,288.000		5,288.000	
	104-6009	REMOVING CONC (RIPRAP)	SY	326.000		326.000	
	104-6017	REMOVING CONC (DRIVEWAYS)	SY	312.000		312.000	
	104-6022	REMOVING CONC (CURB AND GUTTER)	LF	4,780.000		4,780.000	
	105-6069	REMOVING STAB BASE & ASPH PAV (4" - 6")	SY	347.000		347.000	
	110-6001	EXCAVATION (ROADWAY)	CY	145,364.000		145,364.000	
	132-6025	EMBANKMENT (FINAL) (DENS CONT) (TY C1)	CY	718,050.000		718,050.000	
	160-6003	FURNISHING AND PLACING TOPSOIL (4")	SY	217,336.000		217,336.000	
	164-6051	DRILL SEED (TEMP)(WARM OR COOL)	SY	217,336.000		217,336.000	
	168-6001	VEGETATIVE WATERING	MG	3,530.000		3,530.000	
	169-6001	SOIL RETENTION BLANKETS (CL 1) (TY A)	SY	1,810.000		1,810.000	
	276-6192	CEM TRT(PLNT MX) (CL M)(TY A)(GR 4)(6")	SY	130,615.000		130,615.000	
	276-6277	CMT TRT(PLNT MX)(CL M)(TY A)(GR 4) 10"	SY	101.000		101.000	
	310-6027	PRIME COAT(MC-30 OR AE-P)	GAL	32,668.000		32,668.000	
	360-6004	CONC PVMT (CONT REINF - CRCP) (10")	SY	8,592.000		8,592.000	
	360-6006	CONC PVMT (CONT REINF - CRCP) (12")	SY	108,974.000		108,974.000	
	400-6005	CEM STABIL BKFL	CY	1,230.000		1,230.000	
	402-6001	TRENCH EXCAVATION PROTECTION	LF	2,367.000		2,367.000	
	416-6001	DRILL SHAFT (18 IN)	LF	540.000		540.000	
	416-6004	DRILL SHAFT (36 IN)	LF	2,388.000		2,388.000	
	416-6018	DRILL SHAFT (SIGN MTS) (24 IN)	LF	279.000		279.000	
	416-6029	DRILL SHAFT (RDWY ILL POLE) (30 IN)	LF	472.000		472.000	
	420-6012	CL B CONC (MISC)	CY	8.000		8.000	
	420-6014	CL C CONC (ABUT)(HPC)	CY	288.600		288.600	
	420-6026	CL C CONC (BENT)(HPC)	CY	166.200		166.200	
	420-6038	CL C CONC (COLUMN)(HPC)	CY	146.600		146.600	
	422-6001	REINF CONC SLAB	SF	56,120.000		56,120.000	
	422-6015	APPROACH SLAB	CY	408.400		408.400	
	423-6001	RETAINING WALL (MSE)	SF	94,528.000		94,528.000	
	425-6037	PRESTR CONC GIRDER (TX40)	LF	3,221.890		3,221.890	
	425-6038	PRESTR CONC GIRDER (TX46)	LF	4,539.320		4,539.320	
	427-6002	CONCRETE PAINT FINISH	SF	78,551.000		78,551.000	
	432-6001	RIPRAP (CONC)(4 IN)	CY	851.000		851.000	
	432-6002	RIPRAP (CONC)(5 IN)	CY	14.000		14.000	
	432-6009	RIPRAP (CONC) (CL B) (4")	CY	21.000		21.000	
	432-6014	RIPRAP (STONE TY R)(DRY)(6 IN)	CY	92.000		92.000	

REVISED BY ADDENDUM # 2 - 1/19/2024



DISTRICT	COUNTY	CCSJ	SHEET
Waco	Bell	0320-06-008	15



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0320-06-008

DISTRICT Waco
HIGHWAY SL 363

COUNTY Bell

CONTROL SECTION JOB				0320-06-008		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00004900			
COUNTY				Bell			
HIGHWAY				SL 363			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	432-6045	RIPRAP (MOW STRIP)(4 IN)	CY	662.000		662.000	
	450-6023	RAIL (TY SSTR)	LF	2,760.000		2,760.000	
	451-6024	RETROFIT RAIL (TY SSTR)	LF	1,420.000		1,420.000	
	454-6018	SEALED EXPANSION JOINT (4 IN) (SEJ - M)	LF	378.000		378.000	
	464-6003	RC PIPE (CL III)(18 IN)	LF	1,070.000		1,070.000	
	464-6005	RC PIPE (CL III)(24 IN)	LF	975.000		975.000	
	464-6008	RC PIPE (CL III)(36 IN)	LF	322.000		322.000	
	465-6002	MANH (COMPL)(PRM)(48IN)	EA	5.000		5.000	
	465-6014	INLET (COMPL)(PCO)(3FT)(LEFT)	EA	8.000		8.000	
	465-6015	INLET (COMPL)(PCO)(3FT)(RIGHT)	EA	8.000		8.000	
	465-6016	INLET (COMPL)(PCO)(3FT)(BOTH)	EA	8.000		8.000	
	465-6126	INLET (COMPL)(PSL)(FG)(3FTX3FT-3FTX3FT)	EA	8.000		8.000	
	465-6128	INLET (COMPL)(PSL)(FG)(4FTX4FT-4FTX4FT)	EA	9.000		9.000	
	467-6362	SET (TY II) (18 IN) (RCP) (6: 1) (C)	EA	2.000		2.000	
	467-6453	SET (TY II) (36 IN) (RCP) (6: 1) (C)	EA	1.000		1.000	
	479-6006	ADJUSTING INLET (CAP)	EA	13.000		13.000	
	479-6007	ADJUSTING MANHOLES(CAP)	EA	3.000		3.000	
	496-6002	REMOV STR (INLET)	EA	11.000		11.000	
	496-6003	REMOV STR (MANHOLE)	EA	1.000		1.000	
	496-6007	REMOV STR (PIPE)	LF	830.000		830.000	
	500-6001	MOBILIZATION	LS	1.000		1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	36.000		36.000	
	506-6002	ROCK FILTER DAMS (INSTALL) (TY 2)	LF	1,151.000		1,151.000	
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	1,151.000		1,151.000	
	506-6020	CONSTRUCTION EXITS (INSTALL) (TY 1)	SY	440.000		440.000	
	506-6024	CONSTRUCTION EXITS (REMOVE)	SY	440.000		440.000	
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF	2,390.000		2,390.000	
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF	4,362.000		4,362.000	
	506-6047	TEMP SDMT CONT FENCE (INLET PROTECTION)	LF	1,972.000		1,972.000	
	508-6001	CONSTRUCTING DETOURS	SY	597.000		597.000	
	512-6013	PORT CTB (DES SOURCE)(SGL SLP)(TY 1)	LF	28,151.000		28,151.000	
	512-6025	PORT CTB (MOVE)(SGL SLP)(TY 1)	LF	10,110.000		10,110.000	
	512-6037	PORT CTB (STKPL)(SGL SLP)(TY 1)	LF	13,440.000		13,440.000	
	512-6049	PORT CTB (REMOVE)(SGL SLP)(TY 1)	LF	600.000		600.000	
	512-6080	PORT CTB CONNECT HARDWARE	EA	492.000		492.000	
	514-6001	PERM CTB (SGL SLOPE) (TY 1) (42)	LF	480.000		480.000	
	528-6004	LANDSCAPE PAVERS	SY	3,076.000		3,076.000	

2



2 REVISED BY ADDENDUM # 2 - 1/19/2024

DISTRICT	COUNTY	CCSJ	SHEET
Waco	Bell	0320-06-008	15A



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0320-06-008

DISTRICT Waco
HIGHWAY SL 363

COUNTY Bell

CONTROL SECTION JOB				0320-06-008		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00004900			
COUNTY				Bell			
HIGHWAY				SL 363			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	529-6008	CONC CURB & GUTTER (TY II)	LF	9,121.000		9,121.000	
	530-6017	DRIVEWAYS (CONC) (HES)	SY	271.000		271.000	
	531-6001	CONC SIDEWALKS (4")	SY	499.000		499.000	
	531-6005	CURB RAMPS (TY 2)	EA	4.000		4.000	
	531-6010	CURB RAMPS (TY 7)	EA	4.000		4.000	
	531-6017	CURB RAMPS (TY 22)	EA	12.000		12.000	
	540-6002	MTL W-BEAM GD FEN (STEEL POST)	LF	8,765.000		8,765.000	
	540-6006	MTL BEAM GD FEN TRANS (THRIE-BEAM)	EA	12.000		12.000	
	540-6016	DOWNSTREAM ANCHOR TERMINAL SECTION	EA	7.000		7.000	
	544-6001	GUARDRAIL END TREATMENT (INSTALL)	EA	11.000		11.000	
	545-6003	CRASH CUSH ATTEN (MOVE & RESET)	EA	7.000		7.000	
	545-6005	CRASH CUSH ATTEN (REMOVE)	EA	14.000		14.000	
	545-6019	CRASH CUSH ATTEN (INSTL)(S)(N)(TL3)	EA	14.000		14.000	
	610-6004	RELOCATE RD IL ASM (TRANS-BASE)	EA	7.000		7.000	
	610-6009	REMOVE RD IL ASM (TRANS-BASE)	EA	2.000		2.000	
	610-6104	IN RD IL (U/P) (TY 1) (150W EQ) LED	EA	16.000		16.000	
	610-6214	IN RD IL (TY SA) 40T-8 (250W EQ) LED	EA	43.000		43.000	
	610-6286	IN RD IL (TY SA) 50T-8 (400W EQ) LED	EA	9.000		9.000	
	618-6023	CONDT (PVC) (SCH 40) (2")	LF	17,610.000		17,610.000	
	618-6047	CONDT (PVC) (SCH 80) (2") (BORE)	LF	2,685.000		2,685.000	
	618-6068	CONDT (RM) (1 1/2")	LF	310.000		310.000	
	620-6007	ELEC CONDR (NO.8) BARE	LF	32,544.000		32,544.000	
	620-6008	ELEC CONDR (NO.8) INSULATED	LF	65,574.000		65,574.000	
	624-6002	GROUND BOX TY A (122311)W/APRON	EA	71.000		71.000	
	624-6032	INSTL GND BX(W/SECURE LIDS/DIST KEYING)	EA	43.000		43.000	
	628-6046	ELC SRV TY A 240/480 060(NS)SS(E)SP(U)	EA	9.000		9.000	
	636-6002	ALUMINUM SIGNS (TY G)	SF	1,768.250		1,768.250	
	644-6001	IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	39.000		39.000	
	644-6004	IN SM RD SN SUP&AM TY10BWG(1)SA(T)	EA	17.000		17.000	
	644-6005	IN SM RD SN SUP&AM TY10BWG(1)SA(T-2EXT)	EA	2.000		2.000	
	644-6009	IN SM RD SN SUP&AM TY10BWG(1)SB(P)	EA	1.000		1.000	
	644-6012	IN SM RD SN SUP&AM TY10BWG(1)SB(T)	EA	4.000		4.000	
	644-6027	IN SM RD SN SUP&AM TYS80(1)SA(P)	EA	6.000		6.000	
	644-6030	IN SM RD SN SUP&AM TYS80(1)SA(T)	EA	15.000		15.000	
	644-6033	IN SM RD SN SUP&AM TYS80(1)SA(U)	EA	14.000		14.000	
	644-6039	IN SM RD SN SUP&AM TYS80(1)SB(P)	EA	3.000		3.000	
	644-6042	IN SM RD SN SUP&AM TYS80(1)SB(T)	EA	1.000		1.000	

REVISED BY ADDENDUM # 2 - 1/19/2024



DISTRICT	COUNTY	CCSJ	SHEET
Waco	Bell	0320-06-008	15B



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0320-06-008

DISTRICT Waco
HIGHWAY SL 363

COUNTY Bell

CONTROL SECTION JOB				0320-06-008		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00004900			
COUNTY				Bell			
HIGHWAY				SL 363			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	644-6054	IN SM RD SN SUP&AM TYS80(2)SB(P-EXAL)	EA	4.000		4.000	
	644-6064	IN BRIDGE MNT CLEARANCE SGN ASSM(TY N)	EA	8.000		8.000	
	644-6065	IN BRIDGE MNT CLEARANCE SGN ASSM(TY S)	EA	2.000		2.000	
	644-6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	12.000		12.000	
	644-6076	REMOVE SM RD SN SUP&AM	EA	56.000		56.000	
	647-6001	INSTALL LRSS (STRUCT STEEL)	LB	9,495.630		9,495.630	
	647-6003	REMOVE LRSA	EA	7.000		7.000	
	658-6010	INSTL DEL ASSM (D-SW)SZ 2(WC)GND	EA	56.000		56.000	
	658-6013	INSTL DEL ASSM (D-SW)SZ (BRF)CTB	EA	15.000		15.000	
	658-6026	INSTL DEL ASSM (D-SY)SZ (BRF)CTB	EA	156.000		156.000	
	658-6027	INSTL DEL ASSM (D-SY)SZ (BRF)CTB (BI)	EA	7.000		7.000	
	658-6061	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2	EA	82.000		82.000	
	658-6064	INSTL DEL ASSM (D-SY)SZ 1(BRF)GF2	EA	15.000		15.000	
	662-6063	WK ZN PAV MRK REMOV (W)4"(SLD)	LF	19,006.000		19,006.000	
	662-6064	WK ZN PAV MRK REMOV (W)6"(BRK)	LF	11,424.000		11,424.000	
	662-6065	WK ZN PAV MRK REMOV (W)6"(DOT)	LF	110.000		110.000	
	662-6095	WK ZN PAV MRK REMOV (Y)4"(SLD)	LF	16,567.000		16,567.000	
	668-6077	PREFAB PAV MRK TY C (W) (ARROW)	EA	5.000		5.000	
	668-6080	PREFAB PAV MRK TY C (W) (UTURN ARROW)	EA	8.000		8.000	
	668-6085	PREFAB PAV MRK TY C (W) (WORD)	EA	16.000		16.000	
	668-6092	PREFAB PAV MRK TY C (W) (36")(YLD TRI)	EA	92.000		92.000	
	672-6007	REFL PAV MRKR TY I-C	EA	164.000		164.000	
	672-6009	REFL PAV MRKR TY II-A-A	EA	32.000		32.000	
	672-6010	REFL PAV MRKR TY II-C-R	EA	1,849.000		1,849.000	
	677-6001	ELIM EXT PAV MRK & MRKS (4")	LF	54,480.000		54,480.000	
	677-6003	ELIM EXT PAV MRK & MRKS (8")	LF	6,190.000		6,190.000	
	677-6005	ELIM EXT PAV MRK & MRKS (12")	LF	380.000		380.000	
	677-6007	ELIM EXT PAV MRK & MRKS (24")	LF	80.000		80.000	
	678-6002	PAV SURF PREP FOR MRK (6")	LF	109,700.000		109,700.000	
	678-6004	PAV SURF PREP FOR MRK (8")	LF	16,483.000		16,483.000	
	678-6006	PAV SURF PREP FOR MRK (12")	LF	4,711.000		4,711.000	
	678-6008	PAV SURF PREP FOR MRK (24")	LF	352.000		352.000	
	678-6009	PAV SURF PREP FOR MRK (ARROW)	EA	5.000		5.000	
	678-6012	PAV SURF PREP FOR MRK (UTURN ARR)	EA	8.000		8.000	
	678-6016	PAV SURF PREP FOR MRK (WORD)	EA	16.000		16.000	
	678-6023	PAV SURF PREP FOR MRK (36")(YLD TRI)	EA	16.000		16.000	
	678-6033	PAV SURF PREP FOR MRK (RPM)	EA	196.000		196.000	

REVISED BY ADDENDUM # 2 - 1/19/2024

DISTRICT	COUNTY	CCSJ	SHEET
Waco	Bell	0320-06-008	15C



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0320-06-008

DISTRICT Waco
HIGHWAY SL 363

COUNTY Bell

CONTROL SECTION JOB				0320-06-008		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00004900			
COUNTY				Bell			
HIGHWAY				SL 363			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	690-6009	REMOVAL OF CABLES	LF	9,842.000		9,842.000	
	778-6002	CONCRETE RAIL REPAIR (MISC)	LF	600.000		600.000	
	3077-6001	SP MIXES SP-B PG64-22	TON	45.000		45.000	
	3077-6011	SP MIXES SP-C PG64-22	TON	14,380.000		14,380.000	
	3077-6075	TACK COAT	GAL	13,075.000		13,075.000	
	3080-6007	STONE-MTRX-ASPH SMA-D SAC-A PG76-22	TON	12.000		12.000	
	6001-6002	PORTABLE CHANGEABLE MESSAGE SIGN	EA	6.000		6.000	
	6038-6004	MULTIPOLYMER PAV MRK (W)(6")(SLD)	LF	33,737.000		33,737.000	
	6038-6005	MULTIPOLYMER PAV MRK (W)(6")(BRK)	LF	10,635.000		10,635.000	
	6038-6006	MULTIPOLYMER PAV MRK (W)(6")(DOT)	LF	1,471.000		1,471.000	
	6038-6007	MULTIPOLYMER PAV MRK (W)(8")(SLD)	LF	15,633.000		15,633.000	
	6038-6009	MULTIPOLYMER PAV MRK (W)(8")(DOT)	LF	850.000		850.000	
	6038-6011	MULTIPOLYMER PAV MRK (W)(12")(SLD)	LF	3,570.000		3,570.000	
	6038-6012	MULTIPOLYMER PAV MRK (W)(12")(LNDP)	LF	1,141.000		1,141.000	
	6038-6013	MULTIPOLYMER PAV MRK (W)(24")(SLD)	LF	352.000		352.000	
	6038-6017	MULTIPOLYMER PAV MRK (Y)(6")(SLD)	LF	53,214.000		53,214.000	
	6038-6024	MULTIPOLYMER PAV MRK (BLK)(6")(BRK)	LF	10,643.000		10,643.000	
	6185-6002	TMA (STATIONARY)	DAY	560.000		560.000	
	6185-6003	TMA (MOBILE OPERATION)	HR	260.000		260.000	
	18	LAW ENFORCEMENT: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000		1.000	
		EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000		1.000	
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000		1.000	

REVISED BY ADDENDUM # 2 - 1/19/2024




DISTRICT	COUNTY	CCSJ	SHEET
Waco	Bell	0320-06-008	15D

SUMMARY OF TRAFFIC CONTROL									
ITEM NO DESC CODE	508 6001	512 6013	512 6025	512 6037	545 6003	545 6005	545 6019	662 6064	662 6065
LOCATION	CONSTRUCTING DETOURS	PORT CTB (DES SOURCE) (SGL SLP) (TY 1)	PORT CTB (MOVE) (SGL SLP) (TY 1)	PORT CTB (STKPL) (SGL SLP) (TY 1)	CRASH CUSH ATTEN (MOVE & RESET)	CRASH CUSH ATTEN (REMOVE)	CRASH CUSH ATTEN (INSL) (S) (N) (TL3)	WK ZN PAV MRK REMOV (W) 6" (BRK)	WK ZN PAV MRK REMOV (W) 6" (DOT)
	SY	LF	LF	LF	EA	EA	EA	LF	LF
TCP PHASE 1 STEP 1 SHEET 1 OF 15	597	2931		120		1	2		
TCP PHASE 1 STEP 1 SHEET 2 OF 15		1169					1		
TCP PHASE 1 STEP 1 SHEET 3 OF 15		310					1		
TCP PHASE 1 STEP 1 SHEET 4 OF 15		289						641	
TCP PHASE 1 STEP 1 SHEET 5 OF 15		311					1	932	
TCP PHASE 1 STEP 1 SHEET 6 OF 15		327				1	1		
TCP PHASE 1 STEP 1 SHEET 7 OF 15		1541				1	2	493	
TCP PHASE 1 STEP 1 SHEET 8 OF 15		412						1241	
TCP PHASE 1 STEP 1 SHEET 9 OF 15								886	
TCP PHASE 1 STEP 1 SHEET 10 OF 15									
TCP PHASE 1 STEP 1 SHEET 11 OF 15		891		891		1	1	1075	
TCP PHASE 1 STEP 1 SHEET 12 OF 15		1569		1569		1	1	1719	
TCP PHASE 1 STEP 1 SHEET 13 OF 15		1037		1037		1	1	1441	
TCP PHASE 1 STEP 1 SHEET 14 OF 15		2295		1692			1	2803	110
TCP PHASE 1 STEP 1 SHEET 15 OF 15		358		61				194	
TCP PHASE 1 STEP 2 SHEET 1 OF 5			1120	1120	1	1			
TCP PHASE 1 STEP 2 SHEET 2 OF 5			1950	1950	1	1			
TCP PHASE 1 STEP 2 SHEET 3 OF 5			710	710	1	2	1		
TCP PHASE 1 STEP 2 SHEET 4 OF 5			603	603	1	1			
TCP PHASE 1 STEP 2 SHEET 5 OF 5			297	297					
TCP PHASE 2 STEP 1 SHEET 1 OF 3			321				1		
TCP PHASE 2 STEP 1 SHEET 2 OF 3			1703						
TCP PHASE 2 STEP 1 SHEET 3 OF 3			616		1				
TCP PHASE 2 STEP 2 SHEET 1 OF 4				289					
TCP PHASE 2 STEP 2 SHEET 2 OF 4			986	1297	1	2			
TCP PHASE 2 STEP 2 SHEET 3 OF 4			1630	1630					
TCP PHASE 2 STEP 2 SHEET 4 OF 4			174	174	1	1			
TOTAL:	597	13440	10110	13440	7	14	14	11424	110

SUMMARY OF TRAFFIC CONTROL					
ITEM NO DESC CODE	662 6063	662 6095	6001 6002	6185 6002	6185 6003
LOCATION	WK ZN PAV MRK REMOV (W) 4" (SLD)	WK ZN PAV MRK REMOV (Y) 4" (SLD)	PORTABLE CHANGEABLE MESSAGE SIGN	TMA (STATIONAR Y)	TMA (MOBILE OPERATION)
	LF	LF	EA	DAY	HR
TCP PHASE 1 STEP 1 SHEET 1 OF 15	989	993			
TCP PHASE 1 STEP 1 SHEET 2 OF 15	1917	1333			
TCP PHASE 1 STEP 1 SHEET 3 OF 15	310				
TCP PHASE 1 STEP 1 SHEET 4 OF 15	641	641			
TCP PHASE 1 STEP 1 SHEET 5 OF 15	934	930			
TCP PHASE 1 STEP 1 SHEET 6 OF 15					
TCP PHASE 1 STEP 1 SHEET 7 OF 15	854	855			
TCP PHASE 1 STEP 1 SHEET 8 OF 15	2225	1009			
TCP PHASE 1 STEP 1 SHEET 9 OF 15	883	437			
TCP PHASE 1 STEP 1 SHEET 10 OF 15		500			
TCP PHASE 1 STEP 1 SHEET 11 OF 15	1075	1075			
TCP PHASE 1 STEP 1 SHEET 12 OF 15	1718	1721			
TCP PHASE 1 STEP 1 SHEET 13 OF 15	1444	1338			
TCP PHASE 1 STEP 1 SHEET 14 OF 15	2690	2256	6	560	260
TCP PHASE 1 STEP 1 SHEET 15 OF 15	194	194			
TCP PHASE 1 STEP 2 SHEET 1 OF 5	1615	1620			
TCP PHASE 1 STEP 2 SHEET 2 OF 5	1208	1254			
TCP PHASE 1 STEP 2 SHEET 3 OF 5	310	410			
TCP PHASE 1 STEP 2 SHEET 4 OF 5					
TCP PHASE 1 STEP 2 SHEET 5 OF 5					
TCP PHASE 2 STEP 1 SHEET 1 OF 3					
TCP PHASE 2 STEP 1 SHEET 2 OF 3					
TCP PHASE 2 STEP 1 SHEET 3 OF 3					
TCP PHASE 2 STEP 2 SHEET 1 OF 4					
TCP PHASE 2 STEP 2 SHEET 2 OF 4					
TCP PHASE 2 STEP 2 SHEET 3 OF 4					
TCP PHASE 2 STEP 2 SHEET 4 OF 4					
TOTAL:	19006	16567	6	560	260

SUMMARY OF PAVEMENT MARKINGS QUANTITIES				
ITEM NO DESC CODE	677 6001	677 6003	677 6005	677 6007
LOCATION	ELIM EXT PAV MRK & MRKS (4")	ELIM EXT PAV MRK & MRKS (8")	ELIM EXT PAV MRK & MRKS (12")	ELIM EXT PAV MRK & MRKS (24")
	LF	LF	LF	LF
SHEET 1 OF 16	6845			
SHEET 2 OF 16	4105	1025		
SHEET 3 OF 16	1050			
SHEET 4 OF 16	2400	1960		
SHEET 5 OF 16	5970	970		
SHEET 6 OF 16	7200			
SHEET 7 OF 16	7200			
SHEET 8 OF 16	3795	1305		
SHEET 9 OF 16	3140		380	80
SHEET 10 OF 16	240			
SHEET 11 OF 16	770			
SHEET 12 OF 16	1440			
SHEET 13 OF 16	1410			
SHEET 14 OF 16	8325	930		
SHEET 15 OF 16	590			
SHEET 16 OF 16				
PROJECT TOTALS	54480	6190	380	80

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ENTECH CIVIL ENGINEERS, INC.

 F-6932

 15021 Katy Freeway, Suite 500

 Houston, Texas, 77094

 281-945-0069 PH

 281-945-0081 FX

SL 363

CONSOLIDATED SUMMARY

SHEET 1 OF 11

DN:	FED. RD. DIV. NO.	STATE	PROJECT NO.	HIGHWAY NO.
CK DN:	6	TEXAS	SEE TITLE SHEET	SL 363
DW:	STATE DIST.	COUNTY	CONTROL SECTION NO.	JOB NO.
CK DW:	WACO	BELL	0320 06	008
				SHEET NO. 16

2 REVISED BY ADDENDUM 2 DATED 01/19/2024

2

SUMMARY OF ROADWAY

ITEM NO DESC CODE	110	132	276	276	310	360	360	432	432	3080
	6001	6025	6192	6277	6027	6004	6006	6001	6045	6007
	EXCAVATION (ROADWAY)	EMBANKMENT (FINAL) (DENS CONT) (TY C1)	CEM TRT (PLNT MX) (CL M) (TY A) (GR 4) (6")	CMT TRT (PLNT MX) (CL M) (TY A) (GR 4) 10"	PRIME COAT (MC-30 OR AE-P)	CONC PVMT (CONT REINF - CRCP) (10")	CONC PVMT (CONT REINF - CRCP) (12")	RIPRAP (CONC) (4 IN)	RIPRAP (MOW STRIP) (4 IN)	STONE-MTRX-ASPH SMA-D SAC-A PG76-22
LOCATION	CY	CY	SY	SY	GAL	SY	SY	CY	CY	TON
NORTHBOUND MAINLANE P&P SHEET 1 OF 15	6150	853	500	101	125		289			12
NORTHBOUND MAINLANE P&P SHEET 2 OF 15	7710	33164	4475		1119		4068		34	
NORTHBOUND MAINLANE P&P SHEET 3 OF 15	2335	87292	4205		1052		3823	147	85	
NORTHBOUND MAINLANE P&P SHEET 4 OF 15	1306	42123	5707		1427		5188			
NORTHBOUND MAINLANE P&P SHEET 5 OF 15	605	105	0		0		0			
NORTHBOUND MAINLANE P&P SHEET 6 OF 15	0	0	0		0		0			
NORTHBOUND MAINLANE P&P SHEET 7 OF 15	1164	143	1402		351		1275			
NORTHBOUND MAINLANE P&P SHEET 8 OF 15	15485	18926	5789		1448		5263	47	14	
NORTHBOUND MAINLANE P&P SHEET 9 OF 15	2701	105240	4549		1138		4143	130	51	
NORTHBOUND MAINLANE P&P SHEET 10 OF 15	1027	64494	6296		1574		5767			
NORTHBOUND MAINLANE P&P SHEET 11 OF 15	11179	1455	6709		1678		6176			
NORTHBOUND MAINLANE P&P SHEET 12 OF 15	8363	7671	5893		1474		5358			
NORTHBOUND MAINLANE P&P SHEET 13 OF 15	9732	33443	5931		1483		5392			
NORTHBOUND MAINLANE P&P SHEET 14 OF 15	12190	17	3755		939		3414			
NORTHBOUND MAINLANE P&P SHEET 15 OF 15	0	0	0		0		0			
SOUTHBOUND MAINLANE P&P SHEET 1 OF 15	5032	698	1273		319		1114			
SOUTHBOUND MAINLANE P&P SHEET 2 OF 15	6309	27134	6267		1567		5734		28	
SOUTHBOUND MAINLANE P&P SHEET 3 OF 15	1910	71421	4571		1143		4196	18	56	
SOUTHBOUND MAINLANE P&P SHEET 4 OF 15	1070	34465	6267		1567		5734			
SOUTHBOUND MAINLANE P&P SHEET 5 OF 15	495	86	1680		420		1535			
SOUTHBOUND MAINLANE P&P SHEET 6 OF 15	0	0	0		0		0			
SOUTHBOUND MAINLANE P&P SHEET 7 OF 15	953	117	0		0		0			
SOUTHBOUND MAINLANE P&P SHEET 8 OF 15	12671	15486	4710		1178		4304		49	
SOUTHBOUND MAINLANE P&P SHEET 9 OF 15	2210	86105	4970		1243		4551		69	
SOUTHBOUND MAINLANE P&P SHEET 10 OF 15	841	52768	6325		1582		5787			
SOUTHBOUND MAINLANE P&P SHEET 11 OF 15	9147	1191	7130		1783		6596	36	55	
SOUTHBOUND MAINLANE P&P SHEET 12 OF 15	6842	6276	6240		1560		5709	24	43	
SOUTHBOUND MAINLANE P&P SHEET 13 OF 15	7964	27363	6202		1551		5674	38		
SOUTHBOUND MAINLANE P&P SHEET 14 OF 15	9973	14	3427		857		3135			
SOUTHBOUND MAINLANE P&P SHEET 15 OF 15	0	0	0		0					
NORTHBOUND FRONTAGE P&P SHEET 1 OF 3			3235		809	2682		43		
NORTHBOUND FRONTAGE P&P SHEET 2 OF 3			6246		1562	5434				
NORTHBOUND FRONTAGE P&P SHEET 3 OF 3			551		138	476				
NORTHBOUND RAMP P&P SHEET 1 OF 1			1161		291		982	48		
SOUTHBOUND RAMP P&P SHEET 1 OF 1			1408		352		1191	26		
U-TURN P&P SHEET 1 OF 4			845		212		580			
U-TURN P&P SHEET 2 OF 4			857		215		590			
U-TURN P&P SHEET 3 OF 4			1017		255		701			
U-TURN P&P SHEET 4 OF 4			1022		256		705			
TOTAL:	145364	718050	130615	101	32668	8592	108974	557	484	12

Sherandez 11:23:31 AM 1/19/2024 N:\P5092-0009-18-1\CADD\DWG\01\GENERAL\LP363\GNSR00*01.dgn ... \TxDOT-BW-HALF\PDF.dwg

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SL 363
CONSOLIDATED SUMMARY

SHEET 3 OF 11

DN:	FED. RD. DIV. NO.	STATE	PROJECT NO.	HIGHWAY NO.
CK DN:	6	TEXAS	SEE TITLE SHEET	SL363
DW:	STATE DIST.	COUNTY	CONTROL SECTION NO.	JOB NO.
CK DW:	WACO	BELL	0320 06	008
				SHEET NO. 18

... \01\GENERAL\LP363\GNSR00*01.dgn

2 REVISED BY ADDENDUM 2 DATED 01/19/2024

LP 363 CENTERLINE

Beginning chain LP363 description

Point 1000 N 10,390,665.6574 E 3,238,937.1340 Sta 768-00.00
 Course from 1000 to PC LP3631 N 41° 45' 21.94" W Dist 326.0206

Curve Data
 Curve LP3631
 P.I. Station 772+55.11 N 10,391,005.1655 E 3,238,634.0465
 Delta 0° 35' 30.06" (LT)
 Degree 0° 13' 45.06"
 Tangent 129.0924
 Length 258.1824
 Radius 25,000.0000
 External 0.3333
 Long Chord 258.1813
 Mid. Ord. 0.3333
 P.C. Station 771+26.02 N 10,390,908.8643 E 3,238,720.0170
 P.T. Station 773+84.20 N 10,391,100.5737 E 3,238,547.0861
 C.C. 772+55.11
 Back S 41° 45' 21.94" W
 Ahead N 42° 20' 52.10" W
 Chord Bear S 42° 03' 07.02" W

Course from PT LP3631 to PC LP3632 N 42° 20' 52.10" W Dist 261.2748

Curve Data
 Curve LP3632
 P.I. Station 784+69.51 N 10,391,902.6904 E 3,237,815.9918
 Delta 30° 43' 05.20" (LT)
 Degree 1° 54' 35.49"
 Tangent 824.0316
 Length 1,608.3965
 Radius 3,000.0000
 External 111.1136
 Long Chord 1,589.2026
 Mid. Ord. 107.1452
 P.C. Station 776+45.48 N 10,391,293.6739 E 3,238,371.0837
 P.T. Station 792+53.87 N 10,392,142.7072 E 3,237,027.6898
 C.C. 784+69.51
 Back N 42° 20' 52.10" W
 Ahead N 73° 03' 57.30" W
 Chord Bear N 57° 42' 24.70" W

Course from PT LP3632 to PC LP3633 N 73° 03' 57.30" W Dist 1,315.8890

Curve Data
 Curve LP3633
 P.I. Station 823+12.52 N 10,393,033.6019 E 3,234,101.6690
 Delta 25° 38' 05.14" (LT)
 Degree 0° 44' 52.75"
 Tangent 1,742.7530
 Length 3,427.1680
 Radius 7,660.0000
 External 195.7487
 Long Chord 3,398.6545
 Mid. Ord. 190.8711
 P.C. Station 805+69.76 N 10,392,525.9879 E 3,235,768.8571
 P.T. Station 839+96.93 N 10,392,769.9713 E 3,232,378.9715
 C.C. 823+12.52
 Back N 73° 03' 57.30" W
 Ahead S 81° 17' 57.57" W
 Chord Bear N 85° 52' 59.87" W

Course from PT LP3633 to PC LP3634 S 81° 17' 57.57" W Dist 7,669.7125

Curve Data
 Curve LP3634
 P.I. Station 934+18.66 N 10,391,344.7224 E 3,223,065.6635
 Delta 62° 53' 37.24" (LT)
 Degree 1° 59' 59.47"
 Tangent 1,752.0199
 Length 3,444.9155
 Radius 2,865.0000
 External 493.2434
 Long Chord 2,989.3824
 Mid. Ord. 420.7981
 P.C. Station 916+66.64 N 10,391,609.7548 E 3,224,797.5213
 P.T. Station 948+11.56 N 10,389,682.3273 E 3,222,512.4763
 C.C. 934+18.66
 Back S 81° 17' 57.57" W
 Ahead S 18° 24' 20.32" W
 Chord Bear S 49° 51' 08.95" W

Course from PT LP3634 to PC LP3635 S 18° 24' 20.32" W Dist 2,364.5240

Curve Data
 Curve LP3635
 P.I. Station 979+15.34 N 10,386,737.3178 E 3,221,532.4797
 Delta 27° 41' 09.78" (RT)
 Degree 1° 54' 35.49"
 Tangent 739.2598
 Length 1,449.6382
 Radius 3,000.0000
 External 89.7419
 Long Chord 1,435.5759
 Mid. Ord. 87.1353
 P.C. Station 971+76.08 N 10,387,438.7607 E 3,221,765.8955
 P.T. Station 986+25.72 N 10,386,224.6365 E 3,220,999.8795
 C.C. 979+15.34
 Back S 18° 24' 20.32" W
 Ahead S 46° 05' 30.11" W
 Chord Bear S 32° 14' 55.22" W

Course from PT LP3635 to PC LP3636 S 46° 05' 30.11" W Dist 724.9918

Curve Data
 Curve LP3636
 P.I. Station 997+21.89 N 10,385,464.4342 E 3,220,210.1416
 Delta 14° 06' 22.88" (LT)
 Degree 1° 54' 35.49"
 Tangent 371.1804
 Length 738.6071
 Radius 3,000.0000
 External 756.7430
 Long Chord 736.7430
 Mid. Ord. 22.7022
 P.C. Station 993+50.71 N 10,385,721.8501 E 3,220,477.5587
 P.T. Station 1000+89.32 N 10,385,149.6051 E 3,220,013.5265
 C.C. 997+21.89
 Back S 46° 05' 30.11" W
 Ahead S 31° 59' 07.22" W
 Chord Bear S 39° 02' 18.66" W

Course from PT LP3636 to PC LP3637 S 31° 59' 07.22" W Dist 419.1697

Curve Data

Curve LP3637
 P.I. Station 1006+31.67 N 10,384,689.5914 E 3,219,726.2417
 Delta 0° 49' 16.09" (RT)
 Degree 0° 19' 59.91"
 Tangent 123.1818
 Length 246.3594
 Radius 17,190.0000
 External 0.4413
 Long Chord 246.3573
 Mid. Ord. 0.4413
 P.C. Station 1005+08.49 N 10,384,794.0722 E 3,219,791.4914
 P.T. Station 1007+54.85 N 10,384,586.0565 E 3,219,659.5014
 C.C. 1006+31.67
 Back S 31° 59' 07.22" W
 Ahead S 32° 48' 23.32" W
 Chord Bear S 32° 23' 45.27" W

Course from PT LP3637 to PC LP3638 S 32° 48' 23.32" W Dist 1,767.4893

Curve Data

Curve LP3638
 P.I. Station 1030+75.47 N 10,382,635.5594 E 3,218,402.1797
 Delta 16° 28' 41.86" (LT)
 Degree 1° 29' 59.60"
 Tangent 553.1349
 Length 1,098.6340
 Radius 3,820.0000
 External 39.8391
 Long Chord 1,094.8515
 Mid. Ord. 39.4279
 P.C. Station 1025+22.34 N 10,383,100.4722 E 3,218,701.8700
 P.T. Station 1036+20.97 N 10,382,104.7340 E 3,218,246.6720
 C.C. 1030+75.47
 Back S 32° 48' 23.32" W
 Ahead S 16° 19' 41.45" W
 Chord Bear S 24° 34' 02.39" W

Course from PT LP3638 to PC LP3639 S 16° 19' 41.45" W Dist 3,502.9352

Curve Data

Curve LP3639
 P.I. Station 1086+07.40 N 10,377,319.4198 E 3,216,844.7929
 Delta 54° 45' 13.50" (LT)
 Degree 2° 00' 00.01"
 Tangent 1,483.4960
 Length 2,737.6821
 Radius 2,864.7834
 External 361.3202
 Long Chord 2,634.6921
 Mid. Ord. 320.8527
 P.C. Station 1071+23.91 N 10,378,743.0822 E 3,217,261.8612
 P.T. Station 1098+61.59 N 10,376,157.2250 E 3,217,766.7819
 C.C. 1086+07.40
 Back S 16° 19' 41.45" W
 Ahead S 38° 25' 32.04" E
 Chord Bear S 11° 02' 55.30" E

Course from PT LP3639 to 1001 S 38° 25' 32.06" E Dist 2.5527

Point 1001 N 10,376,155.2252 E 3,217,768.3684 Sta 1098+64.14
 Course from 1001 to PC LP36310 S 38° 25' 32.07" E Dist 1,550.4502

Curve Data

Curve LP36310
 P.I. Station 1117+02.98 N 10,374,714.6519 E 3,218,911.2001
 Delta 17° 10' 24.13" (RT)
 Degree 3° 00' 00.00"
 Tangent 288.3852
 Length 572.4459
 Radius 1,909.8600
 External 21.6501
 Long Chord 570.3054
 Mid. Ord. 21.4074
 P.C. Station 1114+14.59 N 10,374,940.5775 E 3,218,731.9694
 P.T. Station 1119+87.04 N 10,374,445.8786 E 3,217,915.7322
 C.C. 1117+02.98
 Back S 38° 25' 32.07" E
 Ahead S 21° 15' 07.94" E
 Chord Bear S 29° 50' 20.01" E

Course from PT LP36310 to PC LP36311 S 21° 15' 07.94" E Dist 2,001.7602

Curve Data

Curve LP36311
 P.I. Station 1147+71.82 N 10,371,850.4766 E 3,220,025.1438
 Delta 3° 54' 48.95" (LT)
 Degree 0° 15' 00.00"
 Tangent 783.0241
 Length 1,565.4393
 Radius 22,918.3100
 External 13.3725
 Long Chord 1,565.1350
 Mid. Ord. 13.3647
 P.C. Station 1139+88.80 N 10,372,580.2503 E 3,219,741.3180
 P.T. Station 1155+54.24 N 10,371,141.7764 E 3,220,358.1164
 C.C. 1147+71.82
 Back S 21° 15' 07.94" E
 Ahead S 25° 09' 56.89" N
 Chord Bear S 23° 12' 32.42" E

Course from PT LP36311 to 1002 S 25° 09' 56.89" E Dist 1,317.8304

Point 1002 N 10,369,949.0331 E 3,220,918.5095 Sta 1168+72.07

Ending chain LP363 description



1/17/24

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SL 363
 HORIZONTAL ALIGNMENT
 DATA SHEET

SHEET 1 OF 1

DN:	FED. RD. DIV. NO.	STATE	PROJECT NO.	HIGHWAY NO.
CK DN:	6	TEXAS	SEE TITLE SHEET	SL 363
DW:	STATE DIST.	COUNTY	CONTROL SECTION NO.	JOB NO.
CK DW:	WACO	BELL	0320 06	008

2 SHEET ADDED BY ADDENDUM 2, DATED 1-19-2024