

Pay Estimate Created Date: October 1, 2022

| Progress Estimate<br>Number | Contract ID         | 211217-D01                         | Pay Period<br>Start | September 16,<br>2022 | Original Contract Amount                              | t\$14,336,218.81                 |
|-----------------------------|---------------------|------------------------------------|---------------------|-----------------------|---|----------------------------------|
| 7                           | Prime<br>Contractor | Capital Paving & Construction, LLC | Pay Period End      | September 30,<br>2022 | Net Change Order<br>Amount<br>Current Contract Amount | \$20,406.15<br>: \$14,356,624.96 |

| Approval Date   |             | By Use   |                                      |  |         |  |  |  |
|-----------------|-------------|--|--------------------------------------|--|---------|--|--|--|
| October 3, 2022 |             | Generated and  | d Approved (and should be considered | ed Draft) at the Project Office Level by | ackert1 |  |  |  |
| October 5, 2022 |             | Reviewed and Approved (and should be considered Draft) at the Resident Engineer Level by oeschd1 |                                      |  |         |  |  |  |
| October 5, 2022 |             |  | Reviewed and Approved at the Cer     | ntral Office Controllers Office Level by | ramses1 |  |  |  |
| Original Comp   | letion Date | <b>Current Completion Date</b>   | Actual Completion Date               | % of Current Contract Amount Complete    |         |  |  |  |
| November        | 1, 2022     | November 1, 2022   |                                      | 84.40%                                   |         |  |  |  |

|                        | Contract Informational Dat | tes                            | Milestones                       |
|------------------------|----------------------------|--------------------------------|----------------------------------|
| Date Description       | Original Completion Date   | <b>Current Completion Date</b> | No Milestones Exist for Contract |
| Acceptance Date        |                            |                                |                                  |
| Awarded Date           | January 5, 2022            | January 5, 2022                |                                  |
| Letting Date           | December 17, 2021          | December 17, 2021              |                                  |
| Notice to Proceed Date | March 7, 2022              | March 7, 2022                  |                                  |
| Open to Traffic Date   |                            |                                |                                  |
| Work Began Date        |                            |                                |                                  |

| Contract Total Pay For Estimate No. 7 |                            |                |                |                 |  |  |  |  |  |
|---------------------------------------|----------------------------|----------------|----------------|-----------------|--|--|--|--|--|
|                                       |                            | This Estimate  | Previous       | To Date         |  |  |  |  |  |
| 211217-D01                            |                            |                |                |                 |  |  |  |  |  |
|                                       | Total Posted Items Pay     | \$3,598,910.81 | \$8,517,440.15 | \$12,116,350.96 |  |  |  |  |  |
|                                       | Gross Item Adjustments     | \$142,265.51   | \$1,457,288.67 | \$1,599,554.18  |  |  |  |  |  |
|                                       | Incentive                  | \$0.00         | \$0.00         | \$0.00          |  |  |  |  |  |
|                                       | Disincentive               | (\$1,000.00)   | \$0.00         | (\$1,000.00)    |  |  |  |  |  |
|                                       | Liquidated Damage          | \$0.00         | \$0.00         | \$0.00          |  |  |  |  |  |
|                                       | Other Contract Adjustments | \$0.00         | \$0.00         | \$0.00          |  |  |  |  |  |
|                                       | •                          |                | \$9,974,728.82 | \$13,714,905.14 |  |  |  |  |  |
| <b>Contract Total Pag</b>             | yable This Estimate:       | \$3,740,176.32 |                |                 |  |  |  |  |  |

## Items Paid This Estimate Period

| Project<br>Number | Line<br>Number | Item<br>Code | Item Description   | Unit | Unit Price   | Current<br>Installed Qty | Current<br>Installed<br>Amount |
|-------------------|----------------|--------------|--|------|--------------|--------------------------|--------------------------------|
| J5l3252           | 0010           | 2022010      | REMOVAL OF IMPROVEMENTS  | LS   | \$35,000.000 | 0.229                    | \$8,015.00                     |
|                   | 0020           | 2101006A     | SUBGRADE COMPACTION (6-INCH DEPTH)                                       | 100F | \$200.000    | 6                        | \$1,200.00                     |
|                   | 0030           | 2121000A     | SUBGRADING AND SHOULDERING CLASS 1                                       | 100F | \$2,871.000  | 4                        | \$11,484.00                    |
|                   | 0040           | 2153000      | SHAPING SLOPES, CLASS III  | 100F | \$623.000    | 64.03                    | \$39,890.69                    |
|                   | 0050           | 3030600      | FURNISHING ROCK BASE MATERIAL  | SQYD | \$34.400     | 572                      | \$19,676.80                    |
|                   | 0060           | 3030610A     | PLACING ROCK BASE  | SQYD | \$9.250      | 572                      | \$5,291.00                     |
|                   | 0070           | 3040506      | TYPE 5 AGGREGATE FOR BASE (6 IN. THICK)                                  | SQYD | \$11.500     | 328                      | \$3,772.00                     |
|                   | 0090           | 4010150      | TYPE A2 SHOULDER   | SQYD | \$49.250     | 208                      | \$10,244.00                    |
|                   | 0111           | 5021111      | CONCRETE PAVEMENT (11 INCH NON-REINFORCED)                               | SQYD | \$121.600    | 364                      | \$44,262.40                    |
|                   | 0121           | 5021108      | CONCRETE PAVEMENT ( 8 IN. NON-REINF)                                     | SQYD | \$68.800     | 328                      | \$22,566.40                    |
|                   | 0130           | 4030132      | ASPHALTIC CONCRETE MIXTURE PG 76-22 (SP125BSM MIX)                       | TONS | \$105.500    | 26,261.13                | \$2,770,549.22                 |
|                   | 0170           | 4071005      | TACK COAT  | GAL  | \$2.200      | 26,281                   | \$57,818.20                    |
|                   | 0180           | 4099905      | MISC.Surface Sealing Treatment   | SQYD | \$1.480      | 88,135.47                | \$130,440.50                   |
|                   | 0200           | 6123000A     | TRUCK OR TRAILER MOUNTED ATTENUATOR (TMA)                                | EA   | \$500.000    | 2                        | \$1,000.00                     |
|                   | 0210           | 6131010      | FURNISHING AND PLACING CONCRETE MATERIAL FOR FULL DEPTH PAVEMENT REPAIR  |      | \$210.450    | 386.61                   | \$81,362.07                    |
|                   | 0230           | 6131014      | FULL DEPTH PAVEMENT REPAIR SAW CUT (FOR PERIMETER AND INTERNAL SAW CUTS) | LF   | \$6.000      | 946                      | \$5,676.00                     |
|                   | 0240           | 6131015      | DOWEL BAR (DRILLING, FURNISHING AND INSTALLATION) FOR FULL               | EA   | \$7.250      | 363                      | \$2,631.75                     |

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| Progress Estimate<br>Number | Contract ID         | 211217-D01                         | Pay Period<br>Start | September 16,<br>2022 | Original Contract Amour                              | t\$14,336,218.81                        |
|-----------------------------|---------------------|------------------------------------|---------------------|-----------------------|--|---|
| 7                           | Prime<br>Contractor | Capital Paving & Construction, LLC | Pay Period End      | September 30,<br>2022 | Net Change Order<br>Amount<br>Current Contract Amoun | \$20,406.15<br><b>t</b> \$14,356,624.96 |

| Project<br>Number | Line<br>Number             | Item<br>Code | Item Description   | Unit | Unit Price  | Current<br>Installed Qty | Current<br>Installed<br>Amount |
|-------------------|----------------------------|--------------|--|------|-------------|--------------------------|--------------------------------|
| J5I3252           |                            |              | DEPTH PAVEMENT REPAIR  |      |             |                          |                                |
|                   | 0250                       | 6131017      | DOWEL BAR (FURNISHING AND INSTALLATION WITH BASKETS) FOR FULL DEPTH PAVEMENT REPAIR            | EA   | \$9.000     | 48                       | \$432.00                       |
|                   | 0260                       | 6131018      | TIE BAR (DRILLING, FURNISHING AND INSTALLATION) FOR FULL DEPTH PAVEMENT REPAIR (TYPE L JOINTS) | EA   | \$8.750     | 41                       | \$358.75                       |
|                   | 0390                       | 6205902A     | $6\mbox{IN.}$ WHITE HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT, TYPE L BEADS                 | LF   | \$0.210     | 164,100.76               | \$34,461.16                    |
|                   | 0400                       | 6205903A     | 6 IN. YELLOW HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT, TYPE L BEADS                        | LF   | \$0.210     | 139,091                  | \$29,209.11                    |
|                   | 0440                       | 6221001      | COLDMILLING BITUMINOUS PAVEMENT FOR REMOVAL OF SURFACING (3 IN. THICK OR LESS)                 | SQYD | \$0.460     | 278,313.5                | \$128,024.21                   |
|                   | 0470                       | 6061060      | MGS GUARDRAIL  | LF   | \$29.000    | 3,900                    | \$113,100.00                   |
|                   | 0480                       | 6061069      | MGS BRIDGE APPROACH TRANSITION SECTION (REGULAR/NO CURB)                                       | EA   | \$3,674.000 | 1                        | \$3,674.00                     |
|                   | 0490                       | 6061080      | MGS END ANCHOR   | EA   | \$1,256.000 | 8                        | \$10,048.00                    |
|                   | 0500                       | 6063014      | TYPE A CRASHWORTHY END TERMINAL (MASH)   | EA   | \$2,807.000 | 21                       | \$58,947.00                    |
|                   | 5004                       | 6061074      | MGS HEIGHT AND BLOCK TRANSITION  | EA   | \$955.310   | 5                        | \$4,776.55                     |
| Project J         | 5 <mark>13252 - T</mark> o | otal         |  |      |             |                          | \$3,598,910.81                 |
| Overall -         | Total                      |              |  |      |             |                          | \$3,598,910.81                 |

## **Contract Adjustments This Estimate**

| Adj Type         | Entered By | Comments  | Time Units | Rate | Amount       |
|------------------|------------|---|------------|------|--------------|
| OTHRDisincentive | ackert1    | The 9/26/22 into 9/27/22<br>Asphalt crew had a lane<br>closure until 6:59 AM as per<br>JSP C this equals one 5<br>minute segment for a<br>\$1000. |            |      | (\$1,000.00) |

Overall - Total

These amounts are listed in the Incentive, Disincentive, Liquidated Damages or Other Contract Adjustments

(\$1,000.00)

# Line Item Adjustments This Estimate

| Project<br>Number | Line<br>No. | Item Description   | Adjustment<br>Type | Other Item<br>Adjustment<br>Type | Comments   | Adjustment<br>Quantity | Line Item<br>Adjustment<br>Unit Price | Adjustment<br>amount |
|-------------------|-------------|--|--------------------|----------------------------------|--|------------------------|---------------------------------------|----------------------|
| J5I3252           | 0020        | SUBGRADE COMPACTION (6-INCH DEPTH)                       | Material           |                                  |  | -6                     | \$200.00                              | (\$1,200.00)         |
|                   | 0070        | TYPE 5 AGGREGATE FOR<br>BASE (6 IN. THICK)               | Material           |                                  |  | -328                   | \$11.50                               | (\$3,772.00)         |
|                   | 0090        | TYPE A2 SHOULDER   | Material           |                                  |  | -208                   | \$49.25                               | (\$10,244.00)        |
|                   | 0111        | CONCRETE PAVEMENT (11 INCH NON-REINFORCED)               | Material           |                                  |  | -364                   | \$121.60                              | (\$44,262.40)        |
|                   | 0121        | CONCRETE PAVEMENT ( 8<br>IN. NON-REINF)                  | Material           |                                  |  | -328                   | \$68.80                               | (\$22,566.40)        |
|                   | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX) | Price              |                                  | Reference Item Price Adjustment Index<br>Adjustment Type applied is FUEL | 2,904.85               | \$5.64                                | \$16,394.97          |
|                   | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX) | Price              |                                  | Reference Item Price Adjustment Index<br>Adjustment Type applied is FUEL | 2,586.75               | \$5.64                                | \$14,599.62          |
|                   | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX) | Price              |                                  | Reference Item Price Adjustment Index<br>Adjustment Type applied is FUEL | 2,691.44               | \$5.64                                | \$15,190.49          |

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Pay Estimate Created Date: October 1, 2022

Pay Period **Progress Estimate** September 16, Contract ID 211217-D01 Original Contract Amount \$14,336,218.81 Number Start 2022 Pay Period End September 30, 2022 Prime Capital Paving & Construction, **Net Change Order** \$20,406.15 Amount \$20,406.15

Current Contract Amount \$14,356,624.96 Contractor LLĊ

| Project<br>lumber | Line<br>No. | Item Description  | Adjustment<br>Type       | Other Item<br>Adjustment<br>Type         | Comments  | Adjustment<br>Quantity | Line Item<br>Adjustment<br>Unit Price | Adjustment amount |
|-------------------|-------------|---|--------------------------|--|---|------------------------|---------------------------------------|-------------------|
| 513252            | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX)                                  | Price                    |  | Reference Item Price Adjustment Index<br>Adjustment Type applied is FUEL        | 2,489.94               | \$5.64                                | \$14,053.22       |
|                   | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX)                                  | Price                    |  | Reference Item Price Adjustment Index<br>Adjustment Type applied is FUEL        | 863.95                 | \$5.64                                | \$4,876.13        |
|                   | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX)                                  | Price                    |  | Reference Item Price Adjustment Index<br>Adjustment Type applied is FUEL        | 1,710.57               | \$5.64                                | \$9,654.46        |
|                   | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX)                                  | Price                    |  | Reference Item Price Adjustment Index<br>Adjustment Type applied is FUEL        | 2,220.16               | \$5.64                                | \$12,530.58       |
|                   | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX)                                  | Price                    |  | Reference Item Price Adjustment Index<br>Adjustment Type applied is FUEL        | 2,632.12               | \$5.64                                | \$14,855.69       |
|                   | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX)                                  | Price                    |  | Reference Item Price Adjustment Index<br>Adjustment Type applied is FUEL        | 3,080.58               | \$5.64                                | \$17,386.79       |
|                   | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX)                                  | Price                    |  | Reference Item Price Adjustment Index<br>Adjustment Type applied is FUEL        | 3,175.47               | \$5.64                                | \$17,922.35       |
| C                 | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX)                                  | Price                    |  | Reference Item Price Adjustment Index<br>Adjustment Type applied is FUEL        | 1,905.3                | \$5.64                                | \$10,753.51       |
|                   | 0130        | ASPHALTIC CONCRETE<br>MIXTURE PG 76-22<br>(SP125BSM MIX)                                  | Other Item<br>Adjustment | Asphalt<br>Cement<br>Price<br>Adjustment | Represents 26,261.13 Tons 6.10% Virgin AC%                                      |                        |                                       | \$408,491.88      |
|                   | 0180        | MISC.   | Material                 |  |   | -88,135.47             | \$1.48                                | (\$130,440.50     |
|                   | 0230        | FULL DEPTH PAVEMENT<br>REPAIR SAW CUT (FOR<br>PERIMETER AND<br>INTERNAL SAW CUTS)         | Overrun                  |  |   | -622                   | \$6.00                                | (\$3,732.00       |
|                   | 0230        | FULL DEPTH PAVEMENT<br>REPAIR SAW CUT (FOR<br>PERIMETER AND<br>INTERNAL SAW CUTS)         | Overrun                  |  |   | -288                   | \$6.00                                | (\$1,728.00       |
|                   | 0230        | FULL DEPTH PAVEMENT<br>REPAIR SAW CUT (FOR<br>PERIMETER AND<br>INTERNAL SAW CUTS)         | Overrun                  |  |   | -36                    | \$6.00                                | (\$216.00         |
|                   | 0240        | DOWEL BAR (DRILLING,<br>FURNISHING AND<br>INSTALLATION) FOR FULL<br>DEPTH PAVEMENT REPAIR | Overrun                  |  |   | -190                   | \$7.25                                | (\$1,377.50       |
|                   | 0240        | DOWEL BAR (DRILLING,<br>FURNISHING AND<br>INSTALLATION) FOR FULL<br>DEPTH PAVEMENT REPAIR | Overrun                  |  |   | -140                   | \$7.25                                | (\$1,015.00       |
|                   | 0240        | DOWEL BAR (DRILLING,<br>FURNISHING AND<br>INSTALLATION) FOR FULL<br>DEPTH PAVEMENT REPAIR | Overrun                  |  |   | -33                    | \$7.25                                | (\$239.25         |
| (                 | 0390        | 6 IN. WHITE HIGH BUILD<br>WATERBORNE PAVEMENT<br>MARKING PAINT, TYPE L<br>BEADS           | Other Item<br>Adjustment | Overrun                                  | Withhold 20% until we have retro results from Sec 620.12.2.4 of the EPG Ackert1 |                        |                                       | (\$6,892.23       |
|                   |             |   |                          |  |   |                        |                                       |                   |

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Pay Estimate Created Date: October 1, 2022

| Progress Estimate<br>Number | Contract ID         | 211217-D01                         | Pay Period<br>Start | September 16,<br>2022 | Original Contract Amount                              | <b>t</b> \$14,336,218.81       |
|-----------------------------|---------------------|------------------------------------|---------------------|-----------------------|---|--------------------------------|
| 7                           | Prime<br>Contractor | Capital Paving & Construction, LLC | Pay Period End      | September 30,<br>2022 | Net Change Order<br>Amount<br>Current Contract Amount | \$20,406.15<br>\$14,356,624.96 |

| Project<br>umber | Line<br>No. | Item Description   | Adjustment<br>Type        | Other Item<br>Adjustment<br>Type | Comments   | Adjustment<br>Quantity | Line Item<br>Adjustment<br>Unit Price | Adjustment amount |
|------------------|-------------|--|---------------------------|----------------------------------|--|------------------------|---------------------------------------|-------------------|
| 513252           |             | WATERBORNE PAVEMENT<br>MARKING PAINT, TYPE L<br>BEADS                            |                           |                                  |  |                        |                                       |                   |
|                  | 0390        | 6 IN. WHITE HIGH BUILD<br>WATERBORNE PAVEMENT<br>MARKING PAINT, TYPE L<br>BEADS  | Material                  |                                  | This adjustment offsets the original system-<br>generated Material Payment Estimate Item<br>Adjustment (0045) due to user ackert1<br>overridding Payment Estimate Exception 22<br>on the current Payment Estimate. | 164,100.76             | \$0.21                                | \$34,461.16       |
|                  | 0400        | 6 IN. YELLOW HIGH BUILD<br>WATERBORNE PAVEMENT<br>MARKING PAINT, TYPE L<br>BEADS | Other Item<br>Adjustment  | Other                            | Withhold 20% until we have retro results from Sec 620.12.2.4 of the EPG Ackert1  |                        |                                       | (\$5,841.82       |
|                  | 0400        | 6 IN. YELLOW HIGH BUILD<br>WATERBORNE PAVEMENT<br>MARKING PAINT, TYPE L<br>BEADS | Material                  |                                  |  | -139,091               | \$0.21                                | (\$29,209.11      |
|                  | 0400        | 6 IN. YELLOW HIGH BUILD<br>WATERBORNE PAVEMENT<br>MARKING PAINT, TYPE L<br>BEADS | Material                  |                                  | This adjustment offsets the original system-<br>generated Material Payment Estimate Item<br>Adjustment (0046) due to user ackert1<br>overridding Payment Estimate Exception 24<br>on the current Payment Estimate. | 139,091                | \$0.21                                | \$29,209.11       |
|                  | 0470        | MGS GUARDRAIL  | Construction<br>Stockpile |                                  | Payment Estimate Item Adjustment generated<br>Stockpile Transaction  |                        |                                       | (\$112,147.72     |
| C                | 0480        | MGS BRIDGE APPROACH<br>TRANSITION SECTION<br>(REGULAR/NO CURB)                   | Construction<br>Stockpile |                                  | Payment Estimate Item Adjustment generated Stockpile Transaction   |                        |                                       | (\$3,619.04       |
|                  | 0490        | MGS END ANCHOR   | Construction<br>Stockpile |                                  | Payment Estimate Item Adjustment generated Stockpile Transaction   |                        |                                       | (\$10,850.86      |
|                  | 0500        | TYPE A CRASHWORTHY<br>END TERMINAL (MASH)  | Construction<br>Stockpile |                                  | Payment Estimate Item Adjustment generated Stockpile Transaction   |                        |                                       | (\$54,299.46      |
| otal             |             |  |                           |                                  |  |                        |                                       | \$142,265.51      |

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|  |                  |                            |       |          | C   | Contract Project Information                      |  |  |  |  |  |  |
|--|------------------|----------------------------|-------|----------|---|---|--|--|--|--|--|--|
| Project<br>Number  |                  |                            |       |          |   |   |  |  |  |  |  |  |
| J5I3252 FAF Coldmill and resurface I-70 COOPER from the Saline County line to west of the Missouri River |                  |                            |       |          |   |   |  |  |  |  |  |  |
| Totals by  | Job Numbe        | rs                         |       |          |   |   |  |  |  |  |  |  |
| J5I3252  |                  |                            |       |          | This Estimate                                   | Previous  | To Date  |  |  |  |  |  |
|  |                  |                            |       |          |   |   |  |  |  |  |  |  |
|  | Poste            | d Item Pay                 |       |          | \$3,598,910.81                                  | \$8,517,440.15                                    | \$12,116,350.96                                    |  |  |  |  |  |
|  |                  | d Item Pay<br>Item Adjustm | ents  |          | \$3,598,910.81<br>\$142,265.51                  | \$8,517,440.15<br>\$1,457,288.67                  | \$12,116,350.96<br>\$1,599,554.18                  |  |  |  |  |  |
|  |                  |                            |       | Item Pay |   |   |  |  |  |  |  |  |
|  |                  | Item Adjustm               |       | Item Pay | \$142,265.51                                    | \$1,457,288.67                                    | \$1,599,554.18                                     |  |  |  |  |  |
|  | Gross            | Item Adjustm               |       | Item Pay | \$142,265.51<br><b>\$3,741,176.32</b>           | \$1,457,288.67<br><b>\$9,974,728.82</b>           | \$1,599,554.18<br><b>\$13,715,905.14</b>           |  |  |  |  |  |
|  | Incent<br>Dising | Item Adjustm               | Gross | Item Pay | \$142,265.51<br><b>\$3,741,176.32</b><br>\$0.00 | \$1,457,288.67<br><b>\$9,974,728.82</b><br>\$0.00 | \$1,599,554.18<br><b>\$13,715,905.14</b><br>\$0.00 |  |  |  |  |  |

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# **Exceptions (Discrepancies) This Estimate Period**

| Exceptions (Discrepancies) This Estimate Period  Exceptions / Discrepancies   | Explanation  | Entered | Status       |
|---|--|---------|--------------|
|   |  | Ву      |              |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 2101006A, Project Item Line Number 0020, Material Set 2101006A96, Material 0200XXCS - Compacted Soil for Subgrade or Embankment, Acceptance Action Generic 0200XXCS is insufficient.           | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 3040506, Project Item Line Number 0070, Material Set 304050696, Material 1007T1ABLDT5 - Agg Base Type 1 & 5 Limestone/Dolomite, Acceptance Action Generic 1007T1ABLDT5 is insufficient.        | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 4010150, Project Item Line Number 0090, Material Set 401015096, Material 1007T1ABLDT5 - Agg Base Type 1 & 5 Limestone/Dolomite, Acceptance Action Generic 1007T1ABLDT5 is insufficient.        | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 4010150, Project Item Line Number 0090, Material Set 401015096, Material 1005FACCNSCA - Natural Sand for Conc Class A, Acceptance Action Generic 1005FACCNSCA is insufficient.                 | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J513252, Item 4010150, Project Item Line Number 0090, Material Set 401015096, Material 100510CPCMLD - PCCP or Masonry 1" Max LS/DO, Acceptance Action Generic 100510CPCMLD is insufficient.                  | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J513252, Item 4099905, Project Item Line Number 0180, Material Set 409990596, Material 3409SFSLTM - Surface Sealing Treatment (JSP), Acceptance Action Generic 3409SFSLTM is insufficient.                   | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J513252, Item 5021108, Project Item Line Number 0121, Material Set 502110896, Material 1005FACCNSCA - Natural Sand for Conc Class A, Acceptance Action Generic 1005FACCNSCA is insufficient.                 | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 5021108, Project Item Line Number 0121, Material Set 502110896, Material 100510CPCMLD - PCCP or Masonry 1" Max LS/DO, Acceptance Action Generic 100510CPCMLD is insufficient.                  | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J513252, Item 5021108, Project Item Line Number 0121, Material Set 502110896, Material 1057JMTBE28016 - Tie Bar Ep Ctd 30" No. 5/M16 Gr 40/M280@, Acceptance Action Generic ReinforcingMisc is insufficient. | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J513252, Item 5021108, Project Item Line Number 0121, Material Set 502110896, Material 1055CMMLDST2 - White Pavement-Bridge Dissipating Cure @, Acceptance Action Generic 1055CMMLDST2 is insufficient.      | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 5021108, Project Item Line Number 0121, Material Set 502110896, Material 1057JMDAEC4.11 - Dowel Assemblies Epoxy Ctd Gr40 1 1/4" @, Acceptance Action Generic ReinforcingMisc is insufficient. | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 5021108, Project Item Line Number 0121, Material Set 502110896, Material 1057JMDAEC6.11 - Dowel Assemblies Epoxy Ctd Gr60 1 1/4" @, Acceptance Action Generic ReinforcingMisc is insufficient. | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 5021108, Project Item Line Number 0121, Material Set 502110896, Material 1057JMTBE42016 - Tie Bar Ep Ctd 30" No. 5/M16 Gr 60/M420@, Acceptance Action Generic ReinforcingMisc is insufficient. | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 5021111, Project Item Line Number 0111, Material Set 502111196, Material 100510CPCMLD - PCCP or Masonry 1" Max LS/DO, Acceptance Action Generic 100510CPCMLD is insufficient.                  | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 5021111, Project Item Line Number 0111, Material Set 502111196, Material 1005FACCNSCA - Natural Sand for Conc Class A, Acceptance Action Generic 1005FACCNSCA is insufficient.                 | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J513252, Item 5021111, Project Item Line Number 0111, Material Set 502111196, Material 1055CMMLDST2 - White Pavement-Bridge Dissipating Cure @, Acceptance Action Generic 1055CMMLDST2 is insufficient.      | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 5021111, Project Item Line Number 0111, Material Set 502111196, Material 1057JMDAEC4.12 - Dowel Assemblies Epoxy Ctd Gr40 1 1/2" @, Acceptance Action Generic ReinforcingMisc is insufficient. | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 5021111, Project Item Line Number 0111, Material Set 502111196, Material 1057JMTBE42019 - Tie Bar Ep Ctd 40" No. 6/M19 Gr 60/M420@, Acceptance Action Generic ReinforcingMisc is insufficient. | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 5021111, Project Item Line Number 0111, Material Set 502111196, Material 1057JMTBE28019 - Tie Bar Ep Ctd 40" No. 6/M19 Gr 40/M280@, Acceptance Action Generic ReinforcingMisc is insufficient. | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 6131018, Project Item Line Number 0260, Material Set 613101896, Material 1057JMTBE42019 - Tie Bar Ep Ctd 40" No. 6/M19 Gr 60/M420@, Acceptance Action Generic ReinforcingMisc is insufficient. | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 6131018, Project Item Line Number 0260, Material Set 613101896, Material 1057JMTBE42016 - Tie Bar Ep Ctd 30" No. 5/M16 Gr 60/M420@, Acceptance Action Generic ReinforcingMisc is insufficient. | Working to resolve these materials deficiencies with contractor and CD materials | ackert1 | Acknowledged |
| Estimate Exception Type: Insufficient Materials: Project J513252, Item 6205902A, Project Item Line Number 0390, Material Set 6205902A96, Material 1048PMTRHBWBWH - Marking Paint Acrylic Watr HiBld White, Acceptance Action Generic 1048PMTRHBWBWH is insufficient.  | Working on a Change Order for this overrun                                       | ackert1 | Overridden   |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 6205902A, Project Item Line Number 0390, Material Set 6205902A96, Material 1048PMRBEMTL - Reflective Glass Beads Type L Embedm Ctd, Acceptance Action Generic 1048PMRBEMTL is insufficient.    | Working on a Change Order for this overrun                                       | ackert1 | Overridden   |
| Estimate Exception Type: Insufficient Materials: Project J5l3252, Item 6205903A, Project Item Line Number 0400, Material Set 6205903A96, Material 1048PMRBEMTL - Reflective Glass Beads Type L  | Working on a Change Order for this overrun                                       | ackert1 | Overridden   |

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# **Exceptions (Discrepancies) This Estimate Period**

| Exceptions / Discrepencies  | Explanation                                | Entered<br>By | Status       |
|---|--|---------------|--------------|
| Embedm Ctd, Acceptance Action Generic 1048PMRBEMTL is insufficient.   |  |               |              |
| Estimate Exception Type: Insufficient Materials: Project J5I3252, Item 6205903A, Project Item Line Number 0400, Material Set 6205903A96, Material 1048PMTRHBWBYL - Marking Paint Acrylic Watr HiBld Yellow, Acceptance Action Generic 1048PMTRHBWBYL is insufficient. | Working on a Change Order for this overrun | ackert1       | Overridden   |
| Estimate Exception Type: Item Overrun: Contract 211217-D01, Contract Project J5I3252, Project Item Line Number 0230, Contract Line Item Number 0230, Item 6131014, Minor Item.  | Working on Change Order for this item      | ackert1       | Acknowledged |
| Estimate Exception Type: Item Overrun: Contract 211217-D01, Contract Project J5I3252, Project Item Line Number 0240, Contract Line Item Number 0240, Item 6131015, Minor Item.  | Working on Change Order for this item      | ackert1       | Acknowledged |

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## Missouri Department of Transportation Contractor's Pay Estimate Summary Contract Line Items and Total Paid for All Estimates

## Total Paid / All Items / All Estimates (Including this Estimate)

| Contract<br>m.CONTRACT | Project<br>No. | Category          | Line<br>No. | Item<br>Code | Description  | Bid Quantity | Net<br>Change<br>Order | Total<br>Current<br>Quantity | Unit | Total Posted<br>Approved<br>Qty | Unit Price   | Total Value POSTED<br>To Date (See report<br>generated date) |
|------------------------|----------------|-------------------|-------------|--------------|--|--------------|------------------------|------------------------------|------|---------------------------------|--------------|--|
| 1217-D01               | J5l3252        | 0001              | 0010        | 2022010      | REMOVAL OF IMPROVEMENTS  | 1.00         | 0.00                   | 1.00                         | LS   | 0.66                            | \$35,000.00  | \$22,925.0   |
|                        |                | 0001              | 0020        | 2101006A     | SUBGRADE COMPACTION (6-INCH DEPTH)   | 7.00         | 0.00                   | 7.00                         | 100F | 4.00                            | \$200.00     | \$800.0  |
|                        |                | 0001              | 0030        | 2121000A     | SUBGRADING AND SHOULDERING CLASS 1   | 7.00         | 0.00                   | 7.00                         | 100F | 4.00                            | \$2,871.00   | \$11,484.0   |
|                        |                | 0001              | 0040        | 2153000      | SHAPING SLOPES, CLASS III  | 231.00       | -6.75                  | 224.25                       | 100F | 161.59                          | \$623.00     | \$100,670.5  |
|                        |                | 0001              | 0050        | 3030600      | FURNISHING ROCK BASE MATERIAL  | 636.00       | 0.00                   | 636.00                       | SQYD | 572.00                          | \$34.40      | \$19,676.8   |
|                        |                | 0001              | 0060        | 3030610A     | PLACING ROCK BASE  | 636.00       | 0.00                   | 636.00                       | SQYD | 572.00                          | \$9.25       | \$5,291.0  |
|                        |                | 0001              | 0070        | 3040506      | TYPE 5 AGGREGATE FOR BASE (6 IN. THICK)  | 328.00       | 0.00                   | 328.00                       | SQYD | 328.00                          | \$11.50      | \$3,772.0  |
|                        |                | 0001              | 0080        | 3107002      | GRAVEL (A) OR CRUSHED STONE (B) OR CHAT (C)  | 2,188.00     | 0.00                   | 2,188.00                     | TONS | 0.00                            | \$41.84      | \$0.0  |
|                        |                | 0001              | 0090        | 4010150      | TYPE A2 SHOULDER   | 231.00       | 0.00                   | 231.00                       | SQYD | 208.00                          | \$49.25      | \$10,244.0   |
|                        |                | 0001              | 0100        | 4011209      | BITUMINOUS PAVEMENT MIXTURE PG64-22, (BP-1)  | 5,891.80     | 0.00                   | 5,891.80                     | TONS | 5,615.10                        | \$62.12      | \$348,810.0  |
|                        |                | 0001              | 0110        | 4019905      | MISC.11" PCCP or 13" HMA OPTIONAL PAVEMENT   | 404.00       | -404.00                | 0.00                         | SQYD | 0.00                            | \$121.60     | \$0.0  |
|                        |                | 0001              | 0111        | 5021111      | CONCRETE PAVEMENT (11 INCH NON-REINFORCED)   | 0.00         | 404.00                 | 404.00                       | SQYD | 364.00                          | \$121.60     | \$44,262.4   |
|                        |                | 0001              | 0120        | 4019905      | MISC.8" PCCP or 10" HMA OPTIONAL PAVEMENT  | 328.00       | -328.00                | 0.00                         | SQYD | 0.00                            | \$68.80      | \$0.00   |
|                        |                | 0001              | 0121        | 5021108      | CONCRETE PAVEMENT ( 8 IN. NON-REINF)   | 0.00         | 328.00                 | 328.00                       | SQYD | 328.00                          | \$68.80      | \$22,566.4   |
|                        |                | 0001              | 0130        | 4030132      | ASPHALTIC CONCRETE MIXTURE PG 76-22 (SP125BSM MIX)   | 97,335.50    | -2,331.30              | 95,004.20                    | TONS | 91,932.53                       | \$105.50     | \$9,698,881.9  |
|                        |                | 0001              | 0140        | 4031056      | ASPHALT PERFORMANCE TESTING  | 1.00         | 0.00                   | 1.00                         | LS   | 0.00                            | \$6,000.00   | \$0.00   |
|                        |                | 0001              | 0150        | 4031058      | INTELLIGENT COMPACTION   | 1.00         | 0.00                   | 1.00                         | LS   | 0.00                            | \$54,837.80  | \$0.00   |
|                        |                | 0001              | 0160        | 4031059      | PAVER-MOUNTED THERMAL PROFILES   | 1.00         | 0.00                   | 1.00                         | LS   | 0.00                            | \$24,680.68  | \$0.0  |
|                        |                | 0001              | 0170        | 4071005      | TACK COAT  | 98,956.00    | 0.00                   | 98,956.00                    | GAL  | 98,735.00                       | \$2.20       | \$217,217.0  |
|                        |                | 0001              | 0180        | 4099905      | MISC.Surface Sealing Treatment   | 194,213.00   | 0.00                   | 194,213.00                   | SQYD | 88,135.47                       | \$1.48       | \$130,440.5  |
|                        |                | 0001              | 0190        | 4139905      | MISC.High Friction Surface Treatment (BAUXITE)   | 17,966.00    | 0.00                   | 17,966.00                    | SQYD | 0.00                            | \$20.00      | \$0.0  |
|                        |                | 0001              | 0200        | 6123000A     | TRUCK OR TRAILER MOUNTED ATTENUATOR (TMA)  | 2.00         | 0.00                   | 2.00                         | EA   | 2.00                            | \$500.00     | \$1,000.0  |
|                        |                | 0001              | 0210        | 6131010      | FURNISHING AND PLACING CONCRETE MATERIAL FOR FULL DEPTH PAVEMENT REPAIR                                  | 2,772.00     | 0.00                   | 2,772.00                     | SQYD | 2,595.40                        | \$210.45     | \$546,201.9  |
|                        |                | 0001 0220 6131012 |             |              | SUBGRADE COMPACTION (6 IN. DEPTH) (PAVEMENT REPAIR)  | 277.00       | 0.00                   | 277.00                       | SQYD | 0.00                            | \$2.00       | \$0.0  |
|                        |                | 0001              | 0230        | 6131014      | FULL DEPTH PAVEMENT REPAIR SAW CUT (FOR PERIMETER  | 3,863.00     | 0.00                   | 3,863.00                     | LF   | 6,371.00                        | \$6.00       | \$38,226.0   |
|                        |                | 0001              | 0240        | 6131015      | AND INTERNAL SAW CUTS)  DOWEL BAR (DRILLING, FURNISHING AND INSTALLATION) FOR FULL DEPTH PAVEMENT REPAIR | 341.00       | 0.00                   | 341.00                       | EA   | 2,045.00                        | \$7.25       | \$14,826.2   |
|                        |                | 0001              | 0250        | 6131017      | DOWEL BAR (FURNISHING AND INSTALLATION WITH BASKETS) FOR FULL DEPTH PAVEMENT REPAIR                      | 1,111.00     | 0.00                   | 1,111.00                     | EA   | 371.00                          | \$9.00       | \$3,339.0  |
|                        |                | 0001              | 0260        | 6131018      | TIE BAR (DRILLING, FURNISHING AND INSTALLATION) FOR  | 730.00       | 0.00                   | 730.00                       | EA   | 316.00                          | \$8.75       | \$2,765.00   |
|                        |                | 0001              | 0270        | 6161005      | FULL DEPTH PAVEMENT REPAIR (TYPE L JOINTS)  CONSTRUCTION SIGNS   | 1,097.00     | 0.00                   | 1,097.00                     | SQFT | 1,088.93                        | \$7.50       | \$8,166.9  |
|                        |                | 0001              | 0280        | 6161008      | ADVANCED WARNING RAIL SYSTEM   | 8.00         | 0.00                   | 8.00                         | EA   | 6.00                            | \$35.00      | \$210.0  |
|                        |                | 0001              | 0290        | 6161025      | CHANNELIZER (TRIM LINE)  | 450.00       | 0.00                   | 450.00                       | EA   | 292.00                          | \$20.00      | \$5,840.00   |
|                        |                | 0001              | 0300        | 6161030      | TYPE III MOVEABLE BARRICADE  | 6.00         | 0.00                   | 6.00                         | EA   | 6.00                            | \$150.00     | \$900.0  |
|                        |                | 0001              | 0310        | 6161033      | DIRECTIONAL INDICATOR BARRICADE  | 30.00        | 0.00                   | 30.00                        | EA   | 29.00                           | \$75.00      | \$2,175.0  |
|                        |                | 0001              | 0320        | 6161040      | FLASHING ARROW PANEL   | 2.00         | 0.00                   | 2.00                         | EA   | 2.00                            | \$1,000.00   | \$2,000.0  |
|                        |                | 0001              | 0330        | 6161052      | WARNING LIGHT, TYPE B  | 12.00        | 0.00                   | 12.00                        | EA   | 3.00                            | \$55.00      | \$165.0  |
|                        |                | 0001              | 0340        | 6161055      | SEQUENTIAL FLASHING WARNING LIGHT  | 30.00        | 0.00                   | 30.00                        | EA   | 19.00                           | \$95.00      | \$1,805.0  |
|                        |                | 0001              | 0350        | 6161099      | CHANGEABLE MESSAGE SIGN WITH COMMUNICATION INTERFACE, CONTRACTOR FURNISHED, CONTRACTOR RETAINED          | 4.00         | 0.00                   | 4.00                         | EA   | 3.00                            | \$3,200.00   | \$9,600.0  |
|                        |                | 0001              | 0360        | 6181000      | MOBILIZATION   | 1.00         | 0.00                   | 1.00                         | LS   | 1.00                            | \$228,500.00 | \$228,500.0  |
|                        |                | 0001              | 0370        | 6200015      | PREFORMED THERMOPLASTIC PAVEMENT MARKING, 24 IN.   | 361.00       | 0.00                   | 361.00                       | LF   | 0.00                            | \$18.00      | \$0.0  |
|                        |                | 0001              | 0380        | 6200018      | WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING, 24 IN.   | 107.00       | 0.00                   | 107.00                       | LF   | 0.00                            | \$18.00      | \$0.0  |
|                        |                | 0001              | 0390        | 6205902A     | YELLOW  6 IN. WHITE HIGH BUILD WATERBORNE PAVEMENT MARKING   | 366,437.00   | 0.00                   | 366,437.00                   | LF   | 164,100.76                      | \$0.21       | \$34,461.10  |
|                        |                | 0001              | 0400        | 6205903A     | PAINT, TYPE L BEADS  6 IN. YELLOW HIGH BUILD WATERBORNE PAVEMENT MADKING DAINT TYPE L BEADS              | 294,010.00   | 0.00                   | 294,010.00                   | LF   | 139,091.00                      | \$0.21       | \$29,209.1   |
|                        |                | 0001 0410 620590  |             |              | MARKING PAINT, TYPE L BEADS  12 IN. WHITE HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT TYPE L BEADS      | 11,153.00    | 0.00                   | 11,153.00                    | LF   | 0.00                            | \$0.60       | \$0.00   |
|                        |                | 0001              | 0420        | 6209901      | MARKING PAINT, TYPE L BEADS  MISC.TEMPORARY PAVEMENT MARKNING PAINT                                      | 1.00         | 0.00                   | 1.00                         | LS   | 0.00                            | \$0.01       | \$0.00   |

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# Missouri Department of Transportation Contractor's Pay Estimate Summary Contract Line Items and Total Paid for All Estimates

Total Paid / All Items / All Estimates (Including this Estimate)
Note: Posted Quantities and Values are based on Report Generated date and can differ from the posted amount at the time the Estimate was Generated.

| Contract<br>Nm.CONTRACT | Project<br>No. | Category     | Line<br>No. | Item<br>Code  | Description  | Bid Quantity | Net<br>Change<br>Order | Total<br>Current<br>Quantity | Unit | Total Posted<br>Approved<br>Qty | Unit Price | Total Value POSTED<br>To Date (See report<br>generated date) |
|-------------------------|----------------|--------------|-------------|---------------|--|--------------|------------------------|------------------------------|------|---------------------------------|------------|--|
| 211217-D01              | J5I3252        | 0001         | 0430        | 6209902       | MISC.AIRCRAFT SPEED MEARSUREMENT MARKINGS                                      | 12.00        | 0.00                   | 12.00                        | EA   | 0.00                            | \$250.00   | \$0.00   |
|                         |                | 0001         | 0440        | 6221001       | COLDMILLING BITUMINOUS PAVEMENT FOR REMOVAL OF SURFACING (3 IN. THICK OR LESS) | 1,050,575.00 | 0.00                   | 1,050,575.00                 | SQYD | 1,023,702.10                    | \$0.46     | \$470,902.97   |
|                         |                | 0001         | 0450        | 6224010       | MODIFIED COLDMILLING (DEPTH TRANSITIONS)                                       | 1,042.00     | 0.00                   | 1,042.00                     | SQYD | 917.00                          | \$1.96     | \$1,797.32   |
|                         |                | 0001         | 0460        | 6261000A      | BITUMINOUS SHOULDER RUMBLE STRIP   | 5,324.00     | 0.00                   | 5,324.00                     | STA  | 2,662.00                        | \$8.75     | \$23,292.50  |
|                         |                | 0010         | 0470        | 6061060       | MGS GUARDRAIL  | 14,550.00    | -575.00                | 13,975.00                    | LF   | 10,749.50                       | \$29.00    | \$311,735.50   |
|                         |                | 0010         | 0480        | 6061069       | MGS BRIDGE APPROACH TRANSITION SECTION (REGULAR/NO CURB)                       | 16.00        | 0.00                   | 16.00                        | EA   | 10.00                           | \$3,674.00 | \$36,740.00  |
|                         |                | 0010         | 0490        | 6061080       | MGS END ANCHOR   | 27.00        | -2.00                  | 25.00                        | EA   | 16.00                           | \$1,256.00 | \$20,096.00  |
|                         |                | 0010         | 0500        | 6063014       | TYPE A CRASHWORTHY END TERMINAL (MASH)   | 88.00        | -2.00                  | 86.00                        | EA   | 65.00                           | \$2,807.00 | \$182,455.00   |
|                         |                | 0001         | 5001        | 7173002       | SILICONE EXPANSION JOINT SEALANT   | 0.00         | 140.00                 | 140.00                       | LF   | 0.00                            | \$40.00    | \$0.00   |
|                         |                | 0001         | 5002        | 7173002       | SILICONE EXPANSION JOINT SEALANT   | 0.00         | 140.00                 | 140.00                       | LF   | 0.00                            | \$40.00    | \$0.00   |
|                         |                | 0001         | 5003        | 4030132       | ASPHALTIC CONCRETE MIXTURE PG 76-22 (SP125BSM MIX)                             | 0.00         | 2,331.30               | 2,331.30                     | TONS | 2,331.30                        | \$105.50   | \$245,952.15   |
|                         |                | 0010         | 5004        | 6061074       | MGS HEIGHT AND BLOCK TRANSITION  | 0.00         | 40.00                  | 40.00                        | EA   | 12.00                           | \$955.31   | \$11,463.72  |
|                         | Project .      | J5I3252 - To | tal Value   | Posted to D   | Date as of Report Generated Date   |              |                        |                              |      |                                 |            | \$12,870,867.17  |
| 211217-D01 Ove          | erall - Tota   | I Value Pos  | ted to Da   | ate as of Rep | port Generated Date  |              |                        |                              |      |                                 |            | \$12,870,867.17  |

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#### Missouri Department of Transportation Contractor's Pay Estimate Summary Installed Locations of Paid Line Items (This Estimate Only)

#### The information below this line is supplemental to the Estimate and is provided for confirmation of detail, location and quantity of work.

Project: J5l3252

| Line<br>Number                       | Item<br>Code  | Description   | DWR<br>Date   | DWR<br>Approval<br>Date  | Quantity<br>Posted   | Units  | Location  | From<br>Station/<br>Log<br>Mile  | Offset/<br>Distance  | To<br>Station/<br>Log Mile   | Offset/<br>Distance                         | Comments  |
|--------------------------------------|---|---|---|--|--|--|---|--|--|--|---|---|
| 0010                                 | 2022010   | REMOVAL OF IMPROVEMENTS   | 9/29/22   | 9/30/22  | 0.23   | LS   | Both sides of I-70, includes ramps and medians.   |  |  |  |   |   |
| 0020                                 | 2101006A  | SUBGRADE COMPACTION (6-INCH DEPTH)  | 9/29/22   | 9/30/22  | 6.00   | 100F   | I-70 WB DL, I-70 EB On-Ramp at 98.038   | 150.093  |  | 150.363  |   |   |
| 0030                                 | 2121000A  | SUBGRADING AND SHOULDERING CLASS 1  | 9/29/22   | 9/30/22  | 4.00   | 100F   | I-70 WB DL  | 150.093  |  | 150.363  |   |   |
| 0040                                 | 2153000   | SHAPING SLOPES, CLASS III   | 9/16/22   | 9/20/22  | 3.75   | 100F   | WB I-70   | 159.344  |  | 160.091  |   |   |
|                                      |   |   | 9/20/22   | 9/21/22  | 7.38   | 100F   | WB I-70   | 160.943  |  | 162.481  |   |   |
|                                      |   |   | 9/21/22   | 9/30/22  | 1.50   | 100F   | WB I-70 Guardrails  | 87.176   |  | 87.476   |   |   |
|                                      |   |   | 9/22/22   | 9/28/22  | 7.50   | 100F   | WB I-70 Guardrails  | 87.516   |  | 89.899   |   |   |
|                                      |   |   | 9/23/22   | 9/28/22  | 4.50   | 100F   | WB I-70 Guardrail   | 89.835   |  | 92.456   |   |   |
|                                      |   |   |   |  | 31.90  | 100F   | EB I-70 Shoulders   | 90.116   |  | 90.857   |   | Includes 0.05 stations from 9/7 and 9.85 stations from 9/13. 9/7 was due to a typo and I simply forgot to do a posting for this item on 9/13.   |
| 0050                                 | 3030600   | FURNISHING ROCK BASE MATERIAL   | 9/29/22   | 9/30/22  | 7.50<br>572.00   | 100F<br>SQYD   | I-70 WB DL  | 97.976   |  | 99.737<br>150.363  |   |   |
| 0060                                 | 3030610A  | PLACING ROCK BASE MATERIAL  PLACING ROCK BASE   | 9/29/22   | 9/30/22  | 572.00   | SQYD   | I-70 WB DL  | 150.093<br>150.093   |  | 150.363  |   |   |
| 0070                                 |   | TYPE 5 AGGREGATE FOR BASE (6 IN. THICK)   | 9/29/22   | 0.00.00  | 328.00   |  | I-70 EB On-Ramp   | 98.038   |  | 98.038   |   |   |
| 0090                                 | 4010150   | TYPE A2 SHOULDER  | 9/29/22   | 9/30/22  | 208.00   | SQYD   | I-70 WB DL  | 150.093  |  | 150.3634   |   |   |
| 0111                                 | 5021111   | CONCRETE PAVEMENT (11 IN. NON-REINF)  | 9/29/22   | 9/30/22  | 364.00   |  | I-70 WB DL  | 150.093  |  | 150.363  |   |   |
| 0121                                 | 5021111   | CONCRETE PAVEMENT (8 IN. NON-REINF)   | 9/29/22   | 9/30/22  | 328.00   |  |   | 98.038   |  | 98.038   |   |   |
| 0130                                 | 4030132   | ASPHALTIC CONCRETE MIXTURE PG 76-22 (SP1  | 9/16/22   | 9/20/22  | 2,904.85   |  |   | 148.118  | WRPI   | 151.416  | WBPL  |   |
| 0100                                 | 1000102   | 7.67 13/21/6 66/16/21/2 18/21/61/21/61/21/61/21   | 9/18/22   | 9/19/22  | 2,586.75   | TONS   | WB I-70 PL  | 151.416  | ***************************************  | 154.336  | ******                                      |   |
|                                      |   |   | 9/19/22   | 9/23/22  | 2,691.44   |  |   | 154.336  | WBPL   | 157.556  | WBPL  |   |
|                                      |   |   | 9/20/22   | 9/23/22  | 2.489.94   | TONS   | West Bound Passing Lane   | 157.556  | WBPL   | 160.352  | WBPI  |   |
|                                      |   |   | 9/23/22   | 9/23/22  | 863.95   |  |   | 160.352  | WBPL   | 161.314  | WBPL  |   |
|                                      |   |   | 9/25/22   | 9/26/22  | 1,710.57   | TONS   | WB I-70 PL  | 161.314  |  | 163.248  |   |   |
|                                      |   |   | 9/26/22   | 9/27/22  | 2,220.16   |  | West Bound Driving Lane   | 157.186  | WBDL   | 160.060  | WBDL  |   |
|                                      |   |   | 9/27/22   | 9/28/22  | 2,632.12   | TONS   | East Bound Driving Lane   | 160.06   | EBDL   | 163.248  | EBDL  |   |
|                                      |   |   | 9/28/22   | 9/30/22  | 3,080.58   |  | West Bound Driving Lane   | 144.261  | WBDL   | 147.981  | WBDL  |   |
|                                      |   |   | 9/29/22   | 9/30/22  | 3,175.47   | TONS   | West Bound Driving Lane   | 147.981  | WBDL   | 151.856  | WBDL  |   |
|                                      |   |   | 9/30/22   | 10/1/22  | 1,905.30   |  | West Bound Driving Lane   | 151.856  | WBDL   | 154.153  | WBDL  |   |
| 0170                                 | 4071005   | TACK COAT   | 9/16/22   | 9/20/22  | 2,947.00   | GAL  | West Bound Passing Lane   | 148.118  | WBPL   | 151.416  | WBPL  |   |
|                                      |   |   | 9/18/22   | 9/19/22  | 2,646.00   |  | WB I-70 PL  | 151.416  |  | 154.336  |   |   |
|                                      |   |   | 9/19/22   | 9/23/22  | 2,767.00   | GAL  | West Bound Passing Lane   | 154.336  | WBPL   | 157.556  | WBPL  |   |
|                                      |   |   | 9/20/22   | 9/23/22  | 2,505.00   | GAL  | West Bound Passing Lane   | 157.556  | WBPL   | 160.314  | WBPL  |   |
|                                      |   |   | 9/23/22   | 9/23/22  | 891.00   | GAL  | West Bound Passing Lane   | 160.352  | WBPL   | 161.314  | WBPL  |   |
|                                      |   |   | 9/25/22   | 9/26/22  | 1,913.00   | GAL  | WB I-70 PL  | 161.314  |  | 163.248  |   | Tack accidentally set to 0.105 gal per sq yd tonight.   |
|                                      |   |   | 9/26/22   | 9/27/22  | 2,257.00   | GAL  | West Bound Driving Lane   | 157.186  | WBDL   | 160.060  | WBDL  |   |
|                                      |   |   | 9/27/22   | 9/28/22  | 2,558.00   | GAL  | East Bound Driving Lane   | 160.06   | EBDL   | 163.248  | EBDL  |   |
|                                      |   |   | 9/28/22   | 9/30/22  | 2,913.00   | GAL  | West Bound Driving Lane   | 144.261  | WBDL   | 147.981  | WBDL  |   |
|                                      |   |   | 9/29/22   | 9/30/22  | 3,049.00   | GAL  | West Bound Driving Lane   | 147.981  | WBDL   | 151.856  | WBDL  |   |
|                                      |   |   | 9/30/22   | 10/1/22  | 1,835.00   | GAL  | West Bound Driving Lane   | 151.856  | WBDL   | 154.153  | WBDL  |   |
| 0180                                 | 4099905   | MISC. SCRUB SEAL  | 9/28/22   | 9/30/22  | 88,135.47  | SQYD   | EB I-70 Shoulder  | 86.713   |  | 106.114  |   |   |
| 0200                                 | 6123000A  | TRUCK OR TRAILER MOUNTED ATTEN (TMA)  | 9/28/22   | 9/30/22  | 2.00   | EA   | EB I-70   |  |  |  |   |   |
| 0210                                 | 6131010   | FURN & PLACE CONC MATL FOR FULL DEPTH   | 9/18/22   | 9/19/22  | 279.25   | SQYD   | WB I-70 DL  | 161.985  |  | 163.179  |   |   |
|                                      |   |   | 9/22/22   | 9/28/22  | 73.42  | SQYD   | WB I-70 DL  | 154.277  |  | 155.999  |   |   |
|                                      |   |   | 9/28/22   | 9/30/22  | 33.94  | SQYD   | WB I-70 off ramp at Hwy 5   | 0.184  |  | 0.184  |   | Actual is 34.00, reduced to round final quantity to nearest 10th. Also accounted for likely keying error that resulted i a + 02 amount, which would cause a round-up instead of the necessary round-down. |
| 0230                                 | 6131014   | FULL DEPTH PAVEMENT REPAIR SAW CUT (FOR   | 9/18/22   | 9/19/22  |  |  |   |  |  |  |   |   |
|                                      |   |   |   | 9/19/22  | 622.00   | LF   | WB I-70 PL  | 161.985  |  | 163.179  |   |   |
|                                      |   |   | 9/22/22   | 9/28/22 9/30/22  | 622.00<br>288.00<br>36.00  | LF   | WB I-70 DL  | 161.985<br>154.277<br>0.184  |  | 163.179<br>155.999<br>0.184  |   | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0240                                 | 6131015   | DOWEL BAR (DRILLING, FURNISHING AND INST  | 9/22/22   | 9/28/22 9/30/22  | 288.00   | LF<br>LF   | WB I-70 DL  | 154.277  |  | 155.999  |   | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0240                                 | 6131015   | DOWEL BAR (DRILLING, FURNISHING AND INST  | 9/22/22   | 9/28/22 9/30/22  | 288.00<br>36.00  | LF<br>LF<br>EA   | WB I-70 DL<br>WB I-70 off ramp at Hwy 5   | 154.277<br>0.184   |  | 155.999<br>0.184   |   | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0240                                 | 6131015   | DOWEL BAR (DRILLING, FURNISHING AND INST  | 9/22/22<br>9/28/22<br>9/18/22   | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22   | 288.00<br>36.00<br>190.00  | LF<br>LF<br>EA   | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL   | 154.277<br>0.184<br>161.985  |  | 155.999<br>0.184<br>163.179  |   | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0240                                 |   | DOWEL BAR (DRILLING, FURNISHING AND INST  DOWEL BAR (FURNISH AND INSTALL WITH BASK  | 9/22/22<br>9/28/22<br>9/18/22<br>9/22/22  | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22  | 288.00<br>36.00<br>190.00<br>140.00  | LF<br>LF<br>EA<br>EA   | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 DL  | 154.277<br>0.184<br>161.985<br>154.277   |  | 155.999<br>0.184<br>163.179<br>155.999   |   | They simply cut across the ramp from one side to the other, no internal cuts.   |
|                                      | 6131017   |   | 9/22/22<br>9/28/22<br>9/18/22<br>9/22/22<br>9/28/22<br>9/18/22  | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22   | 288.00<br>36.00<br>190.00<br>140.00<br>33.00   | LF<br>LF<br>EA<br>EA<br>EA                                       | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 DL WB I-70 off ramp at Hwy 5  | 154.277<br>0.184<br>161.985<br>154.277<br>0.184  |  | 155.999<br>0.184<br>163.179<br>155.999<br>0.184  |   | They simply out across the ramp from one side to the other, no internal cuts.   |
| 0250                                 | 6131017<br>6131018                                    | DOWEL BAR (FURNISH AND INSTALL WITH BASK  | 9/22/22<br>9/28/22<br>9/18/22<br>9/22/22<br>9/28/22<br>9/18/22<br>9/18/22   | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22   | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00  | LF<br>LF<br>EA<br>EA<br>EA<br>EA                                 | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL   | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086   | EBCL   | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086   | EBCL  | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260                         | 6131017<br>6131018                                    | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L   | 9/22/22<br>9/28/22<br>9/18/22<br>9/22/22<br>9/28/22<br>9/18/22<br>9/18/22   | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/19/22  | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>41.00   | LF<br>LF<br>EA<br>EA<br>EA<br>EA<br>LF                           | WB I-70 DL  WB I-70 off ramp at Hwy 5  WB I-70 PL  WB I-70 DL  WB I-70 PL  WB I-70 PL  WB I-70 PL  WB I-70 PL   | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985  | EBCL<br>EBL<br>Edge<br>Line  | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086<br>163.179  | EBCL<br>EBL<br>Edge<br>Line                 | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A                        | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L   | 9/22/22<br>9/28/22<br>9/18/22<br>9/22/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22  | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22   | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>41.00<br>34,772.76  | LF<br>LF<br>EA<br>EA<br>EA<br>EA<br>LF                           | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 DL WB I-70 PL WB I-70 PL WB I-70 PL WB I-70 PL East Bound Inter centerline  | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713  | EBL<br>Edge<br>Line  | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086<br>163.179<br>113.056   | EBL<br>Edge                                 | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A            | DOWEL BAR (FURNISH AND INSTALL WITH BASK<br>TIE BAR (DRILL, FURN & INSTAL) (TYPE L<br>6 IN. WHITE HIGH BUILD WATERBORNE PAINT   | 9/22/22<br>9/28/22<br>9/18/22<br>9/22/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22  | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22<br>9/28/22  | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>41.00<br>34,772.76<br>129,328.00  | LF LF EA EA EA EA LF LF  | WB I-70 DL WB I-70 eff ramp at Hwy 5 WB I-70 PL WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 PL East Bound Inter centerline East Bound Right Edge line   | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713  | EBL<br>Edge<br>Line<br>EBL<br>Edge<br>Line   | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086<br>163.179<br>113.056   | EBL<br>Edge<br>Line                         | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A            | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT  | 9/22/22<br>9/28/22<br>9/18/22<br>9/22/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22  | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/20/22  | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>41.00<br>34,772.76<br>129,328.00<br>139,091.00   | LF EA EA EA EA LF LF LF SQYD                                     | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 DL WB I-70 PL WB I-70 PL WB I-70 PL East Bound Inter centerline East Bound Right Edge line East Bound Lane  | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713<br>86.713  | EBL<br>Edge<br>Line<br>EBL<br>Edge<br>Line   | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086<br>163.179<br>113.056   | EBL<br>Edge<br>Line                         | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A            | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT  | 9/22/22<br>9/28/22<br>9/18/22<br>9/22/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22  | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/20/22<br>9/19/22  | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>41.00<br>34,772.76<br>129,328.00<br>139,091.00<br>30,957.23<br>27,409.00  | LF EA EA EA EA LF LF SQYD SQYD                                   | WB I-70 DL  WB I-70 off ramp at Hwy 5  WB I-70 PL  WB I-70 DL  WB I-70 off ramp at Hwy 5  WB I-70 PL  WB I-70 PL  WB I-70 PL  East Bound Inter centerline  East Bound Right Edge line  West Bound Passing Lane  WB I-70 PL  | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713<br>86.713  | EBL<br>Edge<br>Line<br>EBL<br>Edge<br>Line   | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086<br>163.179<br>113.056<br>113.056  | EBL<br>Edge<br>Line                         | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A            | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT  | 9/22/22<br>9/28/22<br>9/18/22<br>9/22/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22<br>9/27/22<br>9/16/22<br>9/19/22   | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/20/22<br>9/20/22<br>9/23/22   | 288.00<br>36.00<br>190.00<br>33.00<br>48.00<br>41.00<br>34,772.76<br>129,328.00<br>139,091.00<br>30,957.23<br>27,409.00<br>32,074.24   | LF EA EA EA LF LF SQYD SQYD                                      | WB I-70 DL  WB I-70 off ramp at Hwy 5  WB I-70 PL  WB I-70 DL  WB I-70 PL  WB I-70 PL  WB I-70 PL  East Bound Inter centerline  East Bound Right Edge line  East Bound Passing Lane  WB I-70 PL  WB I-70 PL  WB I-70 PL  East Bound Capaning Lane  West Bound Passing Lane  WB I-70 PL  | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713<br>86.713<br>148.118<br>151.416<br>154.336   | EBL<br>Edge<br>Line<br>EBL<br>Edge<br>Line<br>WBPL                                       | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086<br>163.179<br>113.056<br>113.056<br>151.416<br>154.336<br>157.556   | EBL<br>Edge<br>Line                         | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A            | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT  | 9/22/22<br>9/28/22<br>9/18/22<br>9/28/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22<br>9/16/22<br>9/19/22  | 9/28/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/30/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/20/22<br>9/20/22<br>9/23/22   | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>41.00<br>34.772.76<br>129.328.00<br>139,091.00<br>30,957.23<br>27,409.00<br>32,074.24<br>26,245.00  | LF LF EA EA EA EA LF LF SQYD SQYD SQYD                           | WB I-70 DL  WB I-70 off ramp at Hwy 5  WB I-70 PL  WB I-70 DL  WB I-70 PL  WB I-70 PL  WB I-70 PL  East Bound Inter centerline  East Bound Right Edge line  West Bound Passing Lane  West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions)  West Bound Passing Lane Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions)  | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713<br>86.713<br>148.118<br>151.416<br>154.336   | EBL<br>Edge<br>Line<br>EBL<br>Edge<br>Line<br>WBPL                                       | 155.999<br>0.184<br>163.179<br>0.184<br>162.086<br>163.179<br>113.056<br>113.056<br>151.416<br>154.336<br>157.556  | EBL<br>Edge<br>Line  WBPL  WBPL             | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A            | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT  | 9/22/22<br>9/28/22<br>9/18/22<br>9/28/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22<br>9/27/22<br>9/16/22<br>9/19/22<br>9/20/22<br>9/23/22   | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/20/22<br>9/23/22<br>9/23/22<br>9/23/22   | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>41.00<br>34.772.76<br>129.328.00<br>139,091.00<br>30,957.23<br>27,409.00<br>32,074.24<br>26,245.00<br>9,029.97  | LF LF EA EA EA EA LF LF SQYD SQYD SQYD SQYD SQYD                 | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 off ramp at Hwy 5 WB I-70 To off ramp at Hwy 5 WB I-70 PL WB I-70 PL East Bound Inter centerline East Bound Right Edge line  East Bound Lane West Bound Passing Lane WB I-70 PL West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions) West Bound Passing Lane West Bound Passing Lane  | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713<br>86.713<br>148.118<br>151.416<br>154.336<br>157.556<br>160.352   | EBL<br>Edge<br>Line<br>EBL<br>Edge<br>Line<br>WBPL                                       | 155.999<br>0.184<br>163.179<br>0.184<br>162.086<br>163.179<br>113.056<br>113.056<br>151.416<br>154.336<br>157.556  | EBL<br>Edge<br>Line                         | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A            | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT  | 9/22/22<br>9/28/22<br>9/18/22<br>9/22/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22<br>9/27/22<br>9/18/22<br>9/19/22<br>9/20/22<br>9/20/22   | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/20/22<br>9/23/22<br>9/23/22<br>9/23/22<br>9/23/22<br>9/23/22   | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>141.00<br>34,772.76<br>129,328.00<br>139,091.00<br>30,957.23<br>27,409.00<br>32,074.24<br>26,245.00<br>9,029.97<br>18,154.00  | LF LF SQYD SQYD SQYD SQYD SQYD SQYD SQYD SQYD                    | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 off ramp at Hwy 5 WB I-70 To off ramp at Hwy 5 WB I-70 PL WB I-70 PL East Bound Inter centerline East Bound Right Edge line East Bound Lane West Bound Passing Lane WB I-70 PL West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions) West Bound Passing Lane West Bound Passing Lane West Bound Passing Lane   | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713<br>86.713<br>148.118<br>151.416<br>154.336<br>157.556<br>160.352   | EBL<br>Edge<br>Line<br>EBL<br>Edge<br>Line<br>WBPL<br>WBPL<br>WBPL                       | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086<br>163.179<br>113.056<br>113.056<br>151.416<br>154.336<br>157.556<br>160.314<br>161.314   | EBL<br>Edge<br>Line<br>WBPL<br>WBPL<br>WBPL | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A            | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT  | 9/22/22<br>9/28/22<br>9/18/22<br>9/28/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22<br>9/27/22<br>9/18/22<br>9/19/22<br>9/19/22<br>9/23/22<br>9/25/22  | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/20/22<br>9/23/22<br>9/23/22<br>9/23/22<br>9/23/22<br>9/23/22<br>9/23/22   | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>41.00<br>34.772.76<br>129,328.00<br>139,091.00<br>30,957.23<br>26,245.00<br>9,029.97<br>18,154.00<br>23,605.12  | LF LF LF SQYD SQYD SQYD SQYD SQYD SQYD SQYD                      | WB I-70 DL  WB I-70 off ramp at Hwy 5  WB I-70 PL  WB I-70 off ramp at Hwy 5  WB I-70 off ramp at Hwy 5  WB I-70 off ramp at Hwy 5  WB I-70 PL  WB I-70 PL  East Bound Inter centerline  East Bound Right Edge line  East Bound Passing Lane  West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions)  West Bound Passing Lane  WB I-70 PL  | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713<br>86.713<br>148.118<br>151.416<br>154.336<br>157.556<br>160.352<br>161.314  | EBL<br>Edge<br>Line EBL<br>Edge<br>Line WBPL WBPL WBPL WBPL WBPL                         | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086<br>163.179<br>113.056<br>113.056<br>151.416<br>154.336<br>157.556<br>160.314<br>161.314<br>163.248<br>160.060   | WBPL WBPL WBPL WBPL WBPL                    | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A            | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT  | 9/22/22<br>9/28/22<br>9/18/22<br>9/22/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22<br>9/18/22<br>9/18/22<br>9/18/22<br>9/19/22<br>9/25/22<br>9/25/22<br>9/26/22   | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/20/22<br>9/23/22<br>9/23/22<br>9/26/22<br>9/26/22<br>9/28/22  | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>41.00<br>34.772.76<br>129,328.00<br>139,091.00<br>30,957.23<br>27,409.00<br>32,074.24<br>26,245.00<br>9,029.97<br>18,154.00<br>23,605.12<br>26,184.11   | LF LF LF LF SQYD SQYD SQYD SQYD SQYD SQYD SQYD SQYD              | WB I-70 DL  WB I-70 off ramp at Hwy 5  WB I-70 PL  WB I-70 DL  WB I-70 off ramp at Hwy 5  WB I-70 off ramp at Hwy 5  WB I-70 PL  WB I-70 PL  East Bound Inter centerline  East Bound Right Edge line  East Bound Passing Lane  West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions)  West Bound Passing Lane   | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>86.713<br>86.713<br>148.118<br>151.416<br>154.336<br>157.556<br>160.352<br>161.314<br>157.186  | EBL<br>Edge<br>Line  EBL<br>Edge<br>Line  WBPL  WBPL  WBPL  WBPL  WBDL  EBDL             | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086<br>113.056<br>113.056<br>113.056<br>151.416<br>154.336<br>157.556<br>160.314<br>161.314<br>163.248  | WBPL WBPL WBPL WBPL WBDL EBDL               | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A            | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT  | 9/22/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/18/22<br>9/27/22<br>9/18/22<br>9/19/22<br>9/20/22<br>9/23/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/28/22   | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/20/22<br>9/23/22<br>9/23/22<br>9/23/22<br>9/23/22<br>9/26/22<br>9/28/22<br>9/28/22   | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>41.00<br>34.772.76<br>129,328.00<br>139,091.00<br>30,957.23<br>27,409.00<br>32,074.24<br>26,245.00<br>9,029.97<br>18,154.00<br>23,605.12<br>26,184.11<br>30,553.60                            | LF LF LF LF SQYD SQYD SQYD SQYD SQYD SQYD SQYD SQYD              | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 off ramp at Hwy 5 WB I-70 To off ramp at Hwy 5 WB I-70 PL WB I-70 PL East Bound Inter centerline East Bound Right Edge line  East Bound Passing Lane West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions) West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions) West Bound Passing Lane West Bound Passing Lane West Bound Driving Lane East Bound Driving Lane East Bound Driving Lane West Bound Driving Lane  | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>86.713<br>86.713<br>148.118<br>151.416<br>154.336<br>157.556<br>160.352<br>161.314<br>157.186<br>160.06  | EBL<br>Edge<br>Line  EBL<br>Edge<br>Line  WBPL  WBPL  WBPL  WBPL  WBDL  WBDL  EBDL  WBDL | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086<br>163.179<br>113.056<br>113.056<br>151.416<br>154.336<br>157.556<br>160.314<br>161.314<br>163.248<br>147.981   | WBPL WBPL WBPL WBDL WBDL WBDL               | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A            | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT  | 9/22/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22<br>9/27/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22   | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/20/22<br>9/23/22<br>9/23/22<br>9/23/22<br>9/28/22<br>9/28/22<br>9/23/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22  | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>41.00<br>34.772.76<br>129.328.00<br>30.957.23<br>27.409.00<br>32.074.24<br>26,245.00<br>9.029.97<br>18,154.00<br>23,605.12<br>26,184.11<br>30,553.60<br>35,235.20                             | LF EAA EAA EAA EAA LF LF SQYD SQYD SQYD SQYD SQYD SQYD SQYD SQYD | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 off ramp at Hwy 5 WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 PL East Bound Inter centerline East Bound Right Edge line  East Bound Lane West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions) West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions) West Bound Passing Lane West Bound Driving Lane East Bound Driving Lane East Bound Driving Lane East Bound Driving Lane West Bound Driving Lane West Bound Driving Lane West Bound Driving Lane West Bound Driving Lane   | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713<br>86.713<br>148.118<br>151.416<br>154.336<br>157.556<br>160.352<br>161.314<br>157.1806<br>161.981   | EBL Edge Line EBL Edge Line WBPL WBPL WBPL WBPL WBDL EBDL WBDL WBDL                      | 155.999 0.184 163.179 155.999 0.184 162.086 113.056 113.056 113.056 151.416 154.336 167.556 160.314 161.314 163.248 160.062  | WBPL WBPL WBPL WBPL WBDL WBDL WBDL          | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390<br>0400<br>0440 | 6131017<br>6131018<br>6205902A<br>6205903A<br>6221001 | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT COLDMILLING BIT. PAVT FOR REM OF SURF. | 9/22/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/18/22<br>9/18/22<br>9/18/22<br>9/27/22<br>9/27/22<br>9/27/22<br>9/20/22<br>9/20/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/28/22<br>9/28/22<br>9/29/22                       | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/23/22<br>9/23/22<br>9/23/22<br>9/23/22<br>9/28/22<br>9/23/22<br>9/23/22<br>9/28/22<br>9/23/22<br>9/23/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22  | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>141.00<br>34,772.76<br>129,328.00<br>139,091.00<br>30,957.23<br>27,409.00<br>32,074.24<br>26,245.00<br>9,029.97<br>18,154.00<br>23,605.12<br>26,184.11<br>30,553.60<br>35,235.20<br>18,866.03 | LF LF LF SQYD SQYD SQYD SQYD SQYD SQYD SQYD SQYD                 | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 off ramp at Hwy 5 WB I-70 To off ramp at Hwy 5 WB I-70 PL WB I-70 PL East Bound Inter centerline East Bound Right Edge line East Bound Passing Lane West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions) West Bound Passing Lane West Bound Passing Lane West Bound Passing Lane East Bound Driving Lane West Bound Driving Lane East Bound Driving Lane West Bound Driving Lane  | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713<br>86.713<br>148.118<br>151.416<br>154.336<br>160.352<br>161.314<br>157.186<br>160.085<br>161.314<br>157.186<br>160.085<br>161.314<br>157.186<br>160.085<br>161.314<br>157.186<br>160.085<br>161.314<br>157.186<br>160.085<br>161.314<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085 | EBL<br>Edge<br>Line  EBL<br>Edge<br>Line  WBPL  WBPL  WBPL  WBPL  WBDL  WBDL  EBDL  WBDL | 155.999 0.184 163.179 155.999 0.184 162.086 113.056 113.056 113.056 151.416 154.336 157.556 160.314 161.314 161.314 161.314 161.314 161.314 161.314 161.314 161.314 161.314 161.314 161.314  | WBPL WBPL WBPL WBDL WBDL WBDL               | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390                 | 6131017<br>6131018<br>6205902A<br>6205903A<br>6221001 | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT  | 9/22/22<br>9/28/22<br>9/18/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/18/22<br>9/27/22<br>9/27/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22 | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22 | 288.00 36.00 190.00 140.00 33.00 48.00 41.00 34.772.76 129,328.00 139,091.00 32,074.24 26,245.00 9,029.97 18,154.00 23,605.12 26,184.11 30,553.60 35,235.20 18,866.03 287.50   | LF EAA EAA LF LF SQYD SQYD SQYD SQYD SQYD SQYD SQYD SQYD         | WB I-70 DL  WB I-70 off ramp at Hwy 5  WB I-70 PL  WB I-70 off ramp at Hwy 5  WB I-70 off ramp at Hwy 5  WB I-70 off ramp at Hwy 5  WB I-70 PL  WB I-70 PL  East Bound Inter centerline  East Bound Right Edge line  East Bound Passing Lane  WB I-70 PL  West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions)  West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions)  West Bound Passing Lane  West Bound Passing Lane  WB I-70 PL  West Bound Driving Lane  West Bound Driving Lane | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>86.713<br>86.713<br>148.118<br>151.416<br>154.336<br>160.352<br>161.314<br>157.186<br>160.06<br>144.261<br>147.981<br>151.856  | EBL Edge Line EBL Edge Line WBPL WBPL WBPL WBPL WBDL EBDL WBDL WBDL                      | 155.999<br>0.184<br>163.179<br>155.999<br>0.184<br>162.086<br>163.179<br>113.056<br>113.056<br>113.056<br>151.416<br>154.336<br>157.556<br>160.314<br>161.314<br>163.248<br>160.060<br>163.248<br>147.981<br>161.856<br>151.856<br>151.856<br>151.856<br>151.856 | WBPL WBPL WBPL WBPL WBDL WBDL WBDL          | They simply cut across the ramp from one side to the other, no internal cuts.   |
| 0250<br>0260<br>0390<br>0400<br>0440 | 6131017<br>6131018<br>6205902A<br>6205903A<br>6221001 | DOWEL BAR (FURNISH AND INSTALL WITH BASK TIE BAR (DRILL, FURN & INSTAL) (TYPE L 6 IN. WHITE HIGH BUILD WATERBORNE PAINT 6 IN. YELLOW HIGH BUILD WATERBORNE PAINT COLDMILLING BIT. PAVT FOR REM OF SURF. | 9/22/22<br>9/28/22<br>9/18/22<br>9/28/22<br>9/28/22<br>9/18/22<br>9/18/22<br>9/27/22<br>9/27/22<br>9/18/22<br>9/19/22<br>9/29/22<br>9/25/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22<br>9/26/22 | 9/28/22<br>9/30/22<br>9/19/22<br>9/28/22<br>9/30/22<br>9/19/22<br>9/19/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22<br>9/28/22 | 288.00<br>36.00<br>190.00<br>140.00<br>33.00<br>48.00<br>141.00<br>34,772.76<br>129,328.00<br>139,091.00<br>30,957.23<br>27,409.00<br>32,074.24<br>26,245.00<br>9,029.97<br>18,154.00<br>23,605.12<br>26,184.11<br>30,553.60<br>35,235.20<br>18,866.03 | LF LF LF LF LF LF LF SQYD SQYD SQYD SQYD SQYD LF LF              | WB I-70 DL WB I-70 off ramp at Hwy 5 WB I-70 PL WB I-70 off ramp at Hwy 5 WB I-70 To off ramp at Hwy 5 WB I-70 PL WB I-70 PL East Bound Inter centerline East Bound Right Edge line East Bound Passing Lane West Bound Passing Lane Minus Chouteau Creek And Lamine Creek Bridges (Exceptions) West Bound Passing Lane West Bound Passing Lane West Bound Passing Lane East Bound Driving Lane West Bound Driving Lane East Bound Driving Lane West Bound Driving Lane  | 154.277<br>0.184<br>161.985<br>154.277<br>0.184<br>162.086<br>161.985<br>86.713<br>86.713<br>148.118<br>151.416<br>154.336<br>160.352<br>161.314<br>157.186<br>160.085<br>161.314<br>157.186<br>160.085<br>161.314<br>157.186<br>160.085<br>161.314<br>157.186<br>160.085<br>161.314<br>157.186<br>160.085<br>161.314<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085<br>161.085 | EBL Edge Line EBL Edge Line WBPL WBPL WBPL WBPL WBDL EBDL WBDL WBDL                      | 155.999 0.184 163.179 155.999 0.184 162.086 113.056 113.056 113.056 151.416 154.336 157.556 160.314 161.314 161.314 161.314 161.314 161.314 161.314 161.314 161.314 161.314 161.314 161.314  | WBPL WBPL WBPL WBPL WBDL WBDL WBDL          | They simply cut across the ramp from one side to the other, no internal cuts.   |

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# Missouri Department of Transportation Contractor's Pay Estimate Summary Installed Locations of Paid Line Items (This Estimate Only)

The information below this line is supplemental to the Estimate and is provided for confirmation of detail, location and quantity of work.

| Line<br>Number | Item<br>Code | Description                             | DWR<br>Date | DWR<br>Approval<br>Date | Quantity<br>Posted | Units | Location           | From<br>Station/<br>Log<br>Mile | Offset/<br>Distance | To<br>Station/<br>Log Mile | Offset/<br>Distance | Comments   |
|----------------|--------------|---|-------------|-------------------------|--------------------|-------|--------------------|---------------------------------|---------------------|----------------------------|---------------------|--|
| 0470           | 6061060      | MGS GUARDRAIL                           | 9/29/22     | 9/30/22                 | 575.00             | LF    |                    | 97.976                          |                     | 99.737                     |                     |  |
| 0480           | 6061069      | MGS BRIDGE APP. TRANS SEC (REG/NO CURB) | 9/20/22     | 9/21/22                 | 1.00               | EA    | WB I-70            | 162.423                         |                     | 162.423                    |                     |  |
| 0490           | 6061080      | MGS END ANCHOR                          | 9/16/22     | 9/20/22                 | 1.00               | EA    | WB I-70            | 159.344                         |                     | 160.091                    |                     |  |
|                |              |   | 9/20/22     | 9/21/22                 | 1.00               | EA    | WB I-70 Median     | 162.481                         |                     | 162.481                    |                     |  |
|                |              |   | 9/22/22     | 9/28/22                 | 2.00               | EA    | WB I-70 Guardrails | 87.516                          |                     | 89.899                     |                     |  |
|                |              |   | 9/28/22     | 9/30/22                 | 2.00               | EA    | EB I-70 Shoulders  | 90.116                          |                     | 90.857                     |                     |  |
|                |              |   | 9/29/22     | 9/30/22                 | 2.00               | EA    | 97.976             | 97.976                          |                     | 99.737                     |                     |  |
| 0500           | 6063014      | TYPE A CRASHWORTHY END TERMINAL (MASH)  | 9/16/22     | 9/20/22                 | 2.00               | EA    | WB I-70            | 159.344                         |                     | 160.091                    |                     |  |
|                |              |   | 9/20/22     | 9/21/22                 | 3.00               | EA    | WB I-70            | 160.943                         |                     | 162.481                    |                     |  |
|                |              |   | 9/21/22     | 9/30/22                 | 2.00               | EA    | WB I-70 Guardrails | 87.176                          |                     | 87.476                     |                     |  |
|                |              |   | 9/22/22     | 9/28/22                 | 3.00               | EA    | WB I-70 Guardrails | 87.516                          |                     | 89.899                     |                     |  |
|                |              |   | 9/23/22     | 9/28/22                 | 6.00               | EA    | WB I-70 Guardrail  | 89.835                          |                     | 92.456                     |                     |  |
|                |              |   | 9/28/22     | 9/30/22                 | 3.00               | EA    | EB I-70 Shoulders  | 90.116                          |                     | 90.857                     |                     | Added extra one to account for an unpaid one from 9/13 |
|                |              |   | 9/29/22     | 9/30/22                 | 2.00               | EA    |                    | 97.976                          |                     | 99.737                     |                     |  |
| 5004           | 6061074      | MGS HEIGHT AND BLOCK TRANSITION         | 9/21/22     | 9/30/22                 | 1.00               | EA    | EB I-70 DL         | 87.176                          |                     | 87.476                     |                     | Capital was not on the job tonight, this was Mar-Jim.  |
|                |              |   | 9/22/22     | 9/28/22                 | 1.00               | EA    | WB I-70 Guardrails | 89.696                          |                     | 89.696                     |                     | Mar Jim did this, not capital.                         |
|                |              |   | 9/23/22     | 9/28/22                 | 3.00               | EA    | WB I-70 Guardrail  | 89.835                          |                     | 92.456                     |                     | Mar Jim did this, not capital                          |

The information below this line are details for Construction Signs (if applicable). No Data Available

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| ect | Line   | Description                                | Adjustment<br>Type       | Other<br>Adjustment<br>Type  | Est.<br>Number | Created<br>Date | Created<br>By | Amount                         | Remarks   |
|-----|--------|--|--------------------------|------------------------------|----------------|-----------------|---------------|--------------------------------|---|
| 252 | 0020   | SUBGRADE<br>COMPACTION                     | Material                 | .,,,,,                       | 7              | Oct 2,<br>2022  | SYSTEM        | (\$1,200.00)                   |   |
|     |        | (6-INCH DEPTH)                             |                          | - Total                      |                |                 |               | (\$1,200.00)                   |   |
|     |        |  | Material - To            | tal                          |                |                 |               | (\$1,200.00)                   |   |
|     | 0020 - | Total                                      |                          |                              |                |                 |               | (\$1,200.00)                   |   |
|     | 0070   | TYPE 5<br>AGGREGATE<br>FOR BASE (6 IN.     | Material                 |                              | 7              | Oct 2,<br>2022  | SYSTEM        | (\$3,772.00)                   |   |
|     |        | THICK)                                     |                          | - Total                      |                |                 |               | (\$3,772.00)                   |   |
|     |        |  | Material - To            | tal                          |                |                 |               | (\$3,772.00)                   |   |
|     | 0070 - |  |                          |                              |                |                 |               | (\$3,772.00)                   |   |
|     | 0090   | TYPE A2<br>SHOULDER                        | Material                 | Total                        | 7              | Oct 2,<br>2022  | SYSTEM        | (\$10,244.00)                  |   |
|     |        |  |                          | - Total                      |                |                 |               | (\$10,244.00)                  |   |
|     | 0000   | Takal                                      | Material - To            | tal                          |                |                 |               | (\$10,244.00)                  |   |
|     | 0090 - |  | 011 11                   | 4045                         |                | 0 40            | 1 14          | (\$10,244.00)                  | 50454 10.5% \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \   |
|     | 0100   | BIT. PAVEMENT<br>MIXTURE<br>PG64-22 (BP-1) | Other Item<br>Adjustment | ACAD - Tot                   |                | Sep 16,<br>2022 | ackert1       | \$50,114.77                    | 5615.1 and 3.5% Virgin Asphalt  |
|     |        |  | Other Item A             | ACAD - Tot<br>Adjustment - T |                |                 |               | \$50,114.77<br>\$50,114.77     |   |
|     |        |  |                          | lajustment - 1               |                | Con 16          | CVCTEM        | \$31,691.62                    | Deference How Drice Adjustment Index Adjustment Type applied is EUE                                   |
|     |        |  | Price FUEL               | - Total                      | 6              | Sep 16,<br>2022 | SYSTEM        | \$31,691.62                    | Reference Item Price Adjustment Index Adjustment Type applied is FUEL                                 |
|     |        |  | Price FUEL -             |                              |                |                 |               | \$31,691.62                    |   |
|     | 0100 - | Total                                      | 111001022                | Total                        |                |                 |               | \$81,806.39                    |   |
|     | 0111   |  | Material                 |                              | 7              | Oct 2,<br>2022  | SYSTEM        | (\$44,262.40)                  |   |
|     |        | IN. NON-REINF)                             |                          | - Total                      |                |                 |               | (\$44,262.40)                  |   |
|     |        |  | Material - To            | tal                          |                |                 |               | (\$44,262.40)                  |   |
|     | 0111 - | Total                                      |                          |                              |                |                 |               | (\$44,262.40)                  |   |
|     | 0121   | CONCRETE<br>PAVEMENT ( 8<br>IN. NON-REINF) | Material                 |                              | 7              | Oct 2,<br>2022  | SYSTEM        | (\$22,566.40)                  |   |
|     |        | III. IIOII-ILLIIII )                       |                          | - Total                      |                |                 |               | (\$22,566.40)                  |   |
|     |        |  | Material - To            | tal                          |                |                 |               | (\$22,566.40)                  |   |
|     | 0121 - | Total                                      |                          |                              |                |                 |               | (\$22,566.40)                  |   |
|     | 0130   | ASPHALTIC<br>CONCRETE<br>MIXTURE PG        | Other Item<br>Adjustment | ACAD                         |                | Aug 16,<br>2022 | ackert1       | \$305,280.83                   | http://eprojects/Docs/5l3252/211217-<br>D01_J5l3252_AC_Index_Price_Adjustment_Hot_Mix_Asphalt_Ton.pdf |
|     |        | 76-22 (SP1                                 |                          |                              | 5              | Sep 1,<br>2022  | ackert1       | \$399,462.78                   | 26,325.91 tons this pay period  |
|     |        |  |                          |                              | 6              | Sep 16,<br>2022 | ackert1       | \$204,295.01                   | 13133.72 Tons at 6.1 % Virgin AC  |
|     |        |  |                          | ACAD - Tot                   | 7              | Oct 2,<br>2022  | ackert1       | \$408,491.88<br>\$1,317,530.50 | Represents 26,261.13 Tons 6.10% Virgin AC%  |
|     |        |  | Other Item-A             | ACAD - Total                 |                |                 |               | \$1,317,530.50                 |   |
|     |        |  | Price FUEL               | agastinent - 1               | 4              | Aug 16,<br>2022 | SYSTEM        | \$79,486.18                    | Reference Item Price Adjustment Index Adjustment Type applied is FUEL                                 |
|     |        |  |                          |                              | 5              | Sep 1,<br>2022  | SYSTEM        | \$104,008.42                   | Reference Item Price Adjustment Index Adjustment Type applied is FUEL                                 |
|     |        |  |                          |                              | 6              | Sep 16,<br>2022 | SYSTEM        | \$74,126.71                    | Reference Item Price Adjustment Index Adjustment Type applied is FUEL                                 |
|     |        |  |                          |                              | 7              | Oct 1,<br>2022  | SYSTEM        | \$148,217.81                   | Reference Item Price Adjustment Index Adjustment Type applied is FUEL                                 |
|     |        |  |                          | - Total                      |                |                 |               | \$405,839.12                   |   |
|     |        |  | Price FUEL -             | - Total                      |                |                 |               | \$405,839.12                   |   |
|     | 0130 - | Total                                      |                          |                              |                |                 |               | \$1,723,369.62                 |   |
|     | 0180   | MISC. SCRUB<br>SEAL                        | Material                 |                              | 7              | Oct 2,<br>2022  | SYSTEM        | (\$130,440.50)                 |   |



| Project | Line   | Description                                  | Adjustment<br>Type | Other<br>Adjustment<br>Type | Est.<br>Number | Created<br>Date | Created<br>By | Amount         | Remarks  |
|---------|--------|--|--------------------|-----------------------------|----------------|-----------------|---------------|----------------|--|
| J5I3252 | 0180   | MISC. SCRUB                                  | Material           | - Total                     |                |                 |               | (\$130,440.50) |  |
|         |        | SEAL   | Material - To      | tal                         |                |                 |               | (\$130,440.50) |  |
|         | 0180 - | Total  |                    |                             |                |                 |               | (\$130,440.50) |  |
|         | 0210   | FURN & PLACE<br>CONC MATL<br>FOR FULL        | Material           |                             | 3              | Aug 1,<br>2022  | SYSTEM        | \$77,744.44    | This adjustment offsets the original system-generated Material Payment Estimate Item Adjustment (0003) due to user ackert1 overridding Payment Estimate Exception 2 on the current Payment Estimate. |
|         |        | DEPTH  |                    |                             | 3              | Aug 1,<br>2022  | SYSTEM        | (\$77,744.44)  |  |
|         |        |  |                    |                             | 4              | Aug 16,<br>2022 | SYSTEM        | \$225,497.18   | This adjustment offsets the original system-generated Material Payment Estimate Item Adjustment (0010) due to user acker11 overridding Payment Estimate Exception 1 on the current Payment Estimate. |
|         |        |  |                    |                             | 4              | Aug 16,<br>2022 | SYSTEM        | (\$225,497.18) |  |
|         |        |  |                    | - Total                     |                |                 |               | \$0.00         |  |
|         |        |  | Material - To      | tal                         |                |                 |               | \$0.00         |  |
|         | 0210 - | Total  |                    |                             |                |                 |               | \$0.00         |  |
|         | 0230   | FULL DEPTH<br>PAVEMENT                       | Overrun            | Overrun                     | 5              | Sep 1,<br>2022  | SYSTEM        | (\$1,770.00)   |  |
|         |        | REPAIR SAW<br>CUT (FOR                       |                    |                             | 6              | Sep 16,<br>2022 | SYSTEM        | (\$7,602.00)   |  |
|         |        |  |                    |                             | 7              | Oct 2,<br>2022  | SYSTEM        | (\$5,676.00)   |  |
|         |        |  |                    | Overrun - To                | otal           | ZOZZ            |               | (\$15,048.00)  |  |
|         |        |  | Overrun - To       |                             |                |                 |               | (\$15,048.00)  |  |
|         | 0230 - | Total  |                    |                             |                |                 |               | (\$15,048.00)  |  |
|         | 0240   |  | Material           |                             | 3              | Aug 1,<br>2022  | SYSTEM        | \$2,537.50     | This adjustment offsets the original system-generated Material Payment Estimate Item Adjustment (0002) due to user acker11 overridding Payment Estimate Exception 3 on the current Payment Estimate. |
|         |        |  |                    |                             | 3              | Aug 1,<br>2022  | SYSTEM        | (\$2,537.50)   |  |
|         |        |  |                    | - Total                     |                |                 |               | \$0.00         |  |
|         |        |  | Material - To      | tal                         |                |                 |               | \$0.00         |  |
|         |        |  | Overrun            | Overrun                     | 3              | Aug 1,<br>2022  | SYSTEM        | (\$65.25)      |  |
|         |        |  |                    |                             | 4              | Aug 16,<br>2022 | SYSTEM        | (\$3,857.00)   |  |
|         |        |  |                    |                             | 5              | Sep 1,<br>2022  | SYSTEM        | (\$3,335.00)   |  |
|         |        |  |                    |                             | 6              | Sep 16,<br>2022 | SYSTEM        | (\$2,465.00)   |  |
|         |        |  |                    |                             | 7              | Oct 2,<br>2022  | SYSTEM        | (\$2,631.75)   |  |
|         |        |  |                    | Overrun - To                | otal           |                 |               | (\$12,354.00)  |  |
|         |        |  | Overrun - To       | tal                         |                |                 |               | (\$12,354.00)  |  |
|         | 0240 - | Total  |                    |                             |                |                 |               | (\$12,354.00)  |  |
|         | 0250   | DOWEL BAR<br>(FURNISH AND<br>INSTALL WITH    | Material           |                             | 3              | Aug 1,<br>2022  | SYSTEM        | \$216.00       | This adjustment offsets the original system-generated Material Payment Estimate Item Adjustment (0004) due to user acker11 overridding Payment Estimate Exception 4 on the current Payment Estimate. |
|         |        | BASK   |                    |                             | 3              | Aug 1,<br>2022  | SYSTEM        | (\$216.00)     |  |
|         |        |  |                    |                             | 5              | Sep 1,<br>2022  | SYSTEM        | \$1,719.00     | This adjustment offsets the original system-generated Material Payment Estimate Item Adjustment (0018) due to user acker11 overridding Payment Estimate Exception 1 on the current Payment Estimate. |
|         |        |  |                    |                             | 5              | Sep 1,<br>2022  | SYSTEM        | (\$1,719.00)   |  |
|         |        |  |                    | - Total                     |                |                 |               | \$0.00         |  |
|         |        |  | Material - To      | tal                         |                |                 |               | \$0.00         |  |
|         | 0250 - | Total  |                    |                             |                |                 |               | \$0.00         |  |
|         | 0260   | TIE BAR (DRILL,<br>FURN & INSTAL)<br>(TYPE L | Material           |                             | 3              | Aug 1,<br>2022  | SYSTEM        | \$568.75       | This adjustment offsets the original system-generated Material Payment Estimate Item Adjustment (0005) due to user ackert1 overridding Payment Estimate Exception 5 on the current Payment Estimate. |



| ject | Line   | Description                                       | Adjustment<br>Type                | Other<br>Adjustment<br>Type | Est.<br>Number | Created<br>Date | Created<br>By   | Amount         | Remarks   |  |  |  |   |         |        |              |  |
|------|--------|---|-----------------------------------|-----------------------------|----------------|-----------------|-----------------|----------------|---|--|--|--|---|---------|--------|--------------|--|
| 3252 | 0260   | TIE BAR (DRILL,<br>FURN & INSTAL)                 | Material                          |                             | 3              | Aug 1,<br>2022  | SYSTEM          | (\$568.75)     |   |  |  |  |   |         |        |              |  |
|      |        | (TYPE L   |                                   | - Total                     |                |                 |                 | \$0.00         |   |  |  |  |   |         |        |              |  |
|      |        |   | Material - To                     | tal                         |                |                 |                 | \$0.00         |   |  |  |  |   |         |        |              |  |
|      | 0260 - | Total   |                                   |                             |                |                 |                 | \$0.00         |   |  |  |  |   |         |        |              |  |
|      | 0390   | 6 IN. WHITE<br>HIGH BUILD<br>WATERBORNE           | Material                          |                             | 7              | Oct 3,<br>2022  | SYSTEM          | \$34,461.16    | This adjustment offsets the original system-generated Material Payment Estimate Item Adjustment (0045) due to user acker11 overridding Payment Estimate Exception 22 on the current Payment Estimate. |  |  |  |   |         |        |              |  |
|      |        | PAINT   |                                   |                             | 7              | Oct 2,<br>2022  | SYSTEM          | (\$34,461.16)  |   |  |  |  |   |         |        |              |  |
|      |        |   |                                   | - Total                     |                |                 |                 | \$0.00         |   |  |  |  |   |         |        |              |  |
|      |        |   | Material - To                     | tal                         |                |                 |                 | \$0.00         |   |  |  |  |   |         |        |              |  |
|      |        |   | Other Item<br>Adjustment          | OVRN                        | 7              | Oct 2,<br>2022  | ackert1         | (\$6,892.23)   | Withhold 20% until we have retro results from Sec 620.12.2.4 of the EPG Ackert1   |  |  |  |   |         |        |              |  |
|      |        |   |                                   | OVRN - Total                |                |                 |                 | (\$6,892.23)   |   |  |  |  |   |         |        |              |  |
|      |        |   | Other Item A                      | djustment - T               | otal           |                 |                 | (\$6,892.23)   |   |  |  |  |   |         |        |              |  |
|      | 0390 - | Total   |                                   |                             |                |                 |                 | (\$6,892.23)   |   |  |  |  |   |         |        |              |  |
|      | 0400   | 6 IN. YELLOW<br>HIGH BUILD<br>WATERBORNE<br>PAINT | Material                          |                             | 7              | Oct 3,<br>2022  | SYSTEM          | \$29,209.11    | This adjustment offsets the original system-generated Material Payment Estimate Item Adjustment (0046) due to user ackert1 overridding Payment Estimate Exception 24 on the current Payment Estimate. |  |  |  |   |         |        |              |  |
|      |        | PAINI   |                                   |                             | 7              | Oct 2,<br>2022  | SYSTEM          | (\$29,209.11)  |   |  |  |  |   |         |        |              |  |
|      |        |   |                                   | - Total                     |                |                 |                 | \$0.00         |   |  |  |  |   |         |        |              |  |
|      |        |   | Material - To                     | tal                         |                |                 |                 | \$0.00         |   |  |  |  |   |         |        |              |  |
|      |        |   | Other Item<br>Adjustment          | OTHR                        | 7              | Oct 2,<br>2022  | ackert1         | (\$5,841.82)   | Withhold 20% until we have retro results from Sec 620.12.2.4 of the EPG Ackert1   |  |  |  |   |         |        |              |  |
|      |        |   |                                   | OTHR - Tota                 | al             |                 |                 | (\$5,841.82)   |   |  |  |  |   |         |        |              |  |
|      |        |   | Other Item A                      | djustment - T               | otal           |                 |                 | (\$5,841.82)   |   |  |  |  |   |         |        |              |  |
|      | 0400 - | Total   |                                   |                             |                |                 |                 | (\$5,841.82)   |   |  |  |  |   |         |        |              |  |
|      | 0470   | MGS<br>GUARDRAIL                                  | Construction<br>Stockpile         |                             | 5              | Sep 1,<br>2022  | SYSTEM          | (\$66,431.97)  | Payment Estimate Item Adjustment generated Stockpile Transaction  |  |  |  |   |         |        |              |  |
|      |        |   |                                   | ·                           |                | 6               | Sep 16,<br>2022 | SYSTEM         | (\$100,780.31)  | Payment Estimate Item Adjustment generated Stockpile Transaction |  |  |   |         |        |              |  |
|      |        |   |                                   |                             | 7              | Oct 1,<br>2022  | SYSTEM          | (\$112,147.72) | Payment Estimate Item Adjustment generated Stockpile Transaction  |  |  |  |   |         |        |              |  |
|      |        |   |                                   | - Total                     |                |                 |                 | (\$279,360.00) |   |  |  |  |   |         |        |              |  |
|      |        |   | Construction                      | Stockpile - T               | otal           |                 |                 | (\$279,360.00) |   |  |  |  |   |         |        |              |  |
|      |        |   | Construction<br>Stockpile<br>STMI |                             | 1              | May 2,<br>2022  | SYSTEM          | \$279,360.00   | Payment Estimate Item Adjustment generated Stockpile Transaction  |  |  |  |   |         |        |              |  |
|      |        |   |                                   | - Total                     |                |                 |                 | \$279,360.00   |   |  |  |  |   |         |        |              |  |
|      |        |   | Construction                      | Stockpile S1                | MI - Total     |                 |                 | \$279,360.00   |   |  |  |  |   |         |        |              |  |
|      | 0470 - |   |                                   |                             |                |                 |                 | \$0.00         |   |  |  |  |   |         |        |              |  |
|      | 0480   | MGS BRIDGE<br>APP. TRANS<br>SEC (REG/NO           | Construction<br>Stockpile         |                             | 5              | Sep 1,<br>2022  | SYSTEM          | (\$14,711.54)  | Payment Estimate Item Adjustment generated Stockpile Transaction  |  |  |  |   |         |        |              |  |
|      |        | CURB)   |                                   |                             | 6              | Sep 16,<br>2022 | SYSTEM          | (\$18,389.42)  | Payment Estimate Item Adjustment generated Stockpile Transaction  |  |  |  |   |         |        |              |  |
|      |        |   |                                   |                             | 7              | Oct 1,<br>2022  | SYSTEM          | (\$3,619.04)   | Payment Estimate Item Adjustment generated Stockpile Transaction  |  |  |  |   |         |        |              |  |
|      |        |   |                                   | - Total                     |                |                 |                 | (\$36,720.00)  |   |  |  |  |   |         |        |              |  |
|      |        |   |                                   | Stockpile - T               |                |                 |                 | (\$36,720.00)  |   |  |  |  |   |         |        |              |  |
|      |        |   | Construction<br>Stockpile<br>STMI |                             | 1              | May 2,<br>2022  | SYSTEM          | \$36,720.00    | Payment Estimate Item Adjustment generated Stockpile Transaction  |  |  |  |   |         |        |              |  |
|      |        |   |                                   | - Total                     |                |                 |                 | \$36,720.00    |   |  |  |  |   |         |        |              |  |
|      |        |   | Construction                      | Stockpile S1                | MI - Total     |                 |                 | \$36,720.00    |   |  |  |  |   |         |        |              |  |
|      | 0480 - | Total   |                                   |                             |                |                 |                 | \$0.00         |   |  |  |  |   |         |        |              |  |
|      | 0490   | MGS END<br>ANCHOR                                 | Construction<br>Stockpile         |                             | 5              | Sep 1,<br>2022  | SYSTEM          | (\$2,712.72)   | Payment Estimate Item Adjustment generated Stockpile Transaction  |  |  |  |   |         |        |              |  |
|      |        |   |                                   |                             |                | ANCHOR          | ANCHUR          | ANCHUR         | ANCHOR S  |  |  |  | 6 | Sep 16, | SYSTEM | (\$6,781.79) | Payment Estimate Item Adjustment generated Stockpile Transaction |





| Project   | Line   | Description                           | Adjustment<br>Type                | Other<br>Adjustment<br>Type | Est.<br>Number | Created<br>Date | Created<br>By  | Amount         | Remarks  |
|-----------|--------|---------------------------------------|-----------------------------------|-----------------------------|----------------|-----------------|----------------|----------------|--|
| J5l3252   | 0490   | MGS END                               | Construction                      |                             |                | 2022            |                |                |  |
|           |        | ANCHOR                                | Stockpile                         |                             | 7              | Oct 1,<br>2022  | SYSTEM         | (\$10,850.86)  | Payment Estimate Item Adjustment generated Stockpile Transaction   |
|           |        |                                       |                                   | - Total                     |                |                 |                | (\$20,345.37)  |  |
|           |        |                                       | Construction                      | Stockpile - 1               | otal           |                 |                | (\$20,345.37)  |  |
|           |        |                                       | Construction<br>Stockpile         |                             | 1              | May 2,<br>2022  | SYSTEM         | \$21,600.00    | Payment Estimate Item Adjustment generated Stockpile Transaction   |
|           |        |                                       | STMI                              | - Total                     |                |                 | \$21,600.00    |                |  |
|           |        |                                       | Construction                      | Stockpile S1                | ГМI - Total    |                 |                | \$21,600.00    |  |
|           | 0490 - | Total                                 |                                   |                             |                |                 |                | \$1,254.63     |  |
|           | 0500   | TYPE A CRASHWORTHY                    | Construction<br>Stockpile         |                             | 5              | Sep 1,<br>2022  | SYSTEM         | (\$57,459.75)  | Payment Estimate Item Adjustment generated Stockpile Transaction   |
|           |        | END TERMINAL<br>(MASH)                |                                   |                             | 6              | Sep 16,<br>2022 | SYSTEM         | (\$48,840.79)  | Payment Estimate Item Adjustment generated Stockpile Transaction   |
|           |        |                                       |                                   |                             | 7              | Oct 1,<br>2022  | SYSTEM         | (\$54,299.46)  | Payment Estimate Item Adjustment generated Stockpile Transaction   |
|           |        |                                       |                                   | - Total                     |                |                 |                | (\$160,600.00) |  |
|           |        |                                       | Construction Stockpile - Total    |                             |                |                 | (\$160,600.00) |                |  |
|           |        |                                       | Construction<br>Stockpile<br>STMI |                             | 1              | May 2,<br>2022  | SYSTEM         | \$160,600.00   | Payment Estimate Item Adjustment generated Stockpile Transaction   |
|           |        |                                       | STIVII                            | - Total                     |                |                 |                | \$160,600.00   |  |
|           |        |                                       | Construction                      | Stockpile S                 | MI - Total     |                 |                | \$160,600.00   |  |
|           | 0500 - | Total                                 |                                   |                             |                |                 |                | \$0.00         |  |
|           | 5003   | ASPHALTIC<br>CONCRETE<br>MIXTURE PG   | Other Item<br>Adjustment          | ACAD                        | 5              | Sep 1,<br>2022  | ackert1        | \$36,534.39    | 2331.30 tons. Generated for the first pay period of August and the Change Order was approved on all levels today.  |
|           |        | 76-22 (SP1                            |                                   | ACAD - Tota                 | al             |                 |                | \$36,534.39    |  |
|           |        |                                       |                                   | FUEL                        | 6              | Sep 16,<br>2022 | ackert1        | \$9,210.50     | 2331.3 Tons of asphalt placed on 8/9/22 in the EBL of I-70 from Log mile 90.906 to 93.243.   |
|           |        |                                       |                                   | FUEL - Tota                 | ı              |                 |                | \$9,210.50     |  |
|           |        |                                       | Other Item A                      | djustment - T               | otal           |                 |                | \$45,744.89    |  |
|           | 5003 - | Total                                 |                                   |                             |                |                 |                | \$45,744.89    |  |
|           | 5004   | MGS HEIGHT<br>AND BLOCK<br>TRANSITION | Material                          |                             | 6              | Sep 16,<br>2022 | SYSTEM         | \$5,731.86     | This adjustment offsets the original system-generated Material Payment Estimate Item Adjustment (0034) due to user ackert1 overridding Payment Estimate Exception 1 on the current Payment Estimate. |
|           |        |                                       |                                   |                             | 6              | Sep 16,<br>2022 | SYSTEM         | (\$5,731.86)   |  |
|           |        |                                       |                                   | - Total                     |                |                 |                | \$0.00         |  |
|           |        |                                       | Material - Tot                    | al                          |                |                 |                | \$0.00         |  |
|           | 5004 - | Total                                 |                                   |                             |                |                 |                | \$0.00         |  |
| J5l3252 - | Total  |                                       |                                   |                             |                |                 |                | \$1,599,554.18 |  |
| Overall - | Total  |                                       |                                   |                             |                |                 |                | \$1,599,554.18 |  |