

| LOCATION    |              |            | AGGREGATE SUBGRADE IMPROVEMENT 8" | AGGREGATE SUBGRADE IMPROVEMENT 12" | STABILIZED SUBBASE HOT-MIX ASPHALT, 4" | AGGREGATE SHOULDERS, TYPE B 6" | PORTLAND CEMENT CONCRETE SHOULDERS 11" | PIPE UNDERDRAINS 4" | TEMPORARY PAVEMENT REMOVAL | AGGREGATE SHOULDER REMOVAL | WHITEWASHING FOR CONCRETE PAVEMENT | TEMPORARY PAVEMENT | GLARE SCREEN (NEW LOCATION) | GLARE SCREEN TO REMAIN | GLARE SCREEN ON-SITE | TEMPORARY CONCRETE BARRIER (NEW LOCATION) | TEMPORARY CONCRETE BARRIER TO REMAIN | TEMPORARY CONCRETE BARRIER ON-SITE |
|-------------|--------------|------------|-----------------------------------|------------------------------------|--|--------------------------------|--|---------------------|----------------------------|----------------------------|------------------------------------|--------------------|-----------------------------|------------------------|----------------------|---|--------------------------------------|------------------------------------|
| ROAD        | STATION FROM | STATION TO | SQ YD                             | SQ YD                              | SQ YD                                  | SQ YD                          | SQ YD                                  | FOOT                | SQ YD                      | CU YD                      | SQ YD                              | SQ YD              | FOOT                        | FOOT                   | FOOT                 | FOOT                                      | FOOT                                 | FOOT                               |
| I-474       | -            | 456+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 4236                 | 0.0                                       | 0.0                                  | 11587.5                            |
| I-74        | 456+00.00    | 471+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 637.5                                |                                    |
| I-74        | 471+00.00    | 486+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 200.0                                |                                    |
| I-74        | 486+00.00    | 501+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 1100.0                               |                                    |
| I-74        | 501+00.00    | 516+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 1500.0                               |                                    |
| I-74        | 516+00.00    | 531+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 0.0                                  |                                    |
| RAMP G/H    | 118+50.00    | 101+47.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 0.0                                  |                                    |
| I-74        | 531+00.00    | 546+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 0.0                                  |                                    |
| I-74        | 546+00.00    | 561+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 900.0                                |                                    |
| I-74        | 561+00.00    | 576+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 1449                   | 0                    | 0.0                                       | 1500.0                               |                                    |
| I-74        | 576+00.00    | 591+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 1502                   | 1502                 | 0.0                                       | 1500.0                               |                                    |
| I-74        | 591+00.00    | 606+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 228                 | 12                         | 0                          | 0                                  | 0                  | 0                           | 1284                   | 0                    | 0.0                                       | 1500.0                               |                                    |
| I-74        | 606+00.00    | 621+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 2300                | 51                         | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 1375.0                                    | 0.0                                  |                                    |
| I-74        | 621+00.00    | 636+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 0.0                                  |                                    |
| I-74        | 636+00.00    | 640+00.00  | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 0.0                                  |                                    |
| I-155       | 00+00.00     | 09+00.00   | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 0.0                                  |                                    |
| I-155       | 09+00.00     | 23+00.00   | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 0.0                                  |                                    |
| I-155       | 23+00.00     | 37+50.00   | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 0.0                                  |                                    |
| I-155       | 37+50.00     | 51+00.00   | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 0.0                                  |                                    |
| I-155       | 51+00.00     | 66+00.00   | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 0.0                                  |                                    |
| Morton Ave. | 16+00.00     | 28+25.00   | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 237.5                                     | 0.0                                  |                                    |
| Morton Ave. | 28+25.00     | 36+50.00   | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 34                  | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 362.5                                     | 0.0                                  |                                    |
| Morton Ave. | 36+50.00     | 44+75.00   | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 323                 | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 775.0                                     | 0.0                                  |                                    |
| Morton Ave. | 44+75.00     | 58+00.00   | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 0                   | 0                          | 0                          | 0                                  | 0                  | 0                           | 0                      | 0                    | 0.0                                       | 0.0                                  |                                    |
| TOTALS      |              |            | 0                                 | 0                                  | 0                                      | 0                              | 0                                      | 2885                | 63                         | 0                          | 0                                  | 0                  | 0                           | 4236                   | FOOT 2734            | 2750.0                                    | 8837.5                               | FOOT 7875.5                        |

| LOCATION    |              |            | PAVEMENT MARKING TAPE, TY III LETTERS & SYMBOLS | PAVEMENT MARKING TAPE, TYPE III 4" | PAVEMENT MARKING TAPE, TYPE III 8" | PAVEMENT MARKING TAPE, TYPE III 12" | PAVEMENT MARKING TAPE, TYPE III 24" | WORK ZONE PAVEMENT MARKING REMOVAL | POLYUREA PAVEMENT MARKING TYPE II LINE 4" | POLYUREA PAVEMENT MARKING TYPE II LINE 8" | POLYUREA PAVEMENT MARKING TYPE II LINE 12" |
|-------------|--------------|------------|---|------------------------------------|------------------------------------|-------------------------------------|-------------------------------------|------------------------------------|---|---|--|
| ROAD        | STATION FROM | STATION TO | SQ FT   | FOOT                               | FOOT                               | FOOT                                | FOOT                                | SQ FT                              | FOOT                                      | FOOT                                      | FOOT                                       |
| I-474       | -            | 456+00.00  | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-74        | 456+00.00    | 471+00.00  | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-74        | 471+00.00    | 486+00.00  | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-74        | 486+00.00    | 501+00.00  | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-74        | 501+00.00    | 516+00.00  | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-74        | 516+00.00    | 531+00.00  | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| RAMP G/H    | 118+50.00    | 101+47.00  | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-74        | 531+00.00    | 546+00.00  | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-74        | 546+00.00    | 561+00.00  | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-74        | 561+00.00    | 576+00.00  | 0   | 1558                               | 364                                | 0                                   | 1979                                | 0                                  | 0   | 0   | 0  |
| I-74        | 576+00.00    | 591+00.00  | 0   | 4370                               | 796                                | 0                                   | 2596                                | 0                                  | 0   | 0   | 0  |
| I-74        | 591+00.00    | 606+00.00  | 0   | 3375                               | 0                                  | 0                                   | 1987                                | 0                                  | 0   | 0   | 0  |
| I-74        | 606+00.00    | 621+00.00  | 0   | 3674                               | 441                                | 0                                   | 1997                                | 0                                  | 0   | 0   | 0  |
| I-74        | 621+00.00    | 636+00.00  | 0   | 524                                | 0                                  | 0                                   | 205                                 | 0                                  | 0   | 0   | 0  |
| I-74        | 636+00.00    | 640+00.00  | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-155       | 00+00.00     | 09+00.00   | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-155       | 09+00.00     | 23+00.00   | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-155       | 23+00.00     | 37+50.00   | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-155       | 37+50.00     | 51+00.00   | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| I-155       | 51+00.00     | 66+00.00   | 0   | 0                                  | 0                                  | 0                                   | 0                                   | 0                                  | 0   | 0   | 0  |
| Morton Ave. | 16+00.00     | 28+25.00   | 9   | 3675                               | 0                                  | 115                                 | 7                                   | 1522                               | 0   | 0   | 0  |
| Morton Ave. | 28+25.00     | 36+50.00   | 26  | 5740                               | 248                                | 192                                 | 55                                  | 2503                               | 0   | 0   | 0  |
| Morton Ave. | 36+50.00     | 44+75.00   | 26  | 7721                               | 139                                | 569                                 | 32                                  | 3848                               | 0   | 0   | 0  |
| Morton Ave. | 44+75.00     | 58+00.00   | 18  | 4010                               | 0                                  | 385                                 | 0                                   | 1790                               | 0   | 0   | 0  |
| TOTALS      |              |            | 79  | 34646                              | 1988                               | 1260                                | 93                                  | 18427                              | 0   | 0   | 0  |

|                 | SHORT TERM PAVEMENT MARKING | CHANGEABLE MESSAGE SIGN |
|-----------------|-----------------------------|-------------------------|
|                 | FOOT                        | CAL MO                  |
| TOTAL STAGE 13B | 1,899                       | 3.25                    |

| ATTENUATOR LOCATION SCHEDULE |           |        |        | IMPACT ATTENUATORS WIDE NEW OR RELOCATED EACH | IMPACT ATTENUATORS WIDE TO REMAIN EACH | IMPACT ATTENUATORS NARROW NEW OR RELOCATED EACH | IMPACT ATTENUATORS NARROW TO REMAIN EACH |
|------------------------------|-----------|--------|--------|---|--|---|--|
| ROAD                         | STATION   | OFFSET | TYPE   |   |  |   |  |
| I-74                         | 593+93.64 | -0.16  | WIDE   |   | 1                                      | 0   | 0  |
| I-74                         | 603+86.03 | -5.37  | WIDE   |   | 1                                      | 0   | 0  |
| I-74                         | 464+05.09 | 1.01   | WIDE   |   | 1                                      | 0   | 0  |
| I-74                         | 606+12.86 | 80.51  | NARROW |   | 0                                      | 1   | 0  |
| MORTON                       | 37+16.81  | 16.72  | WIDE   | 1   | 0                                      | 0   | 0  |
| MORTON                       | 38+17.72  | 34.67  | WIDE   | 1   | 0                                      | 0   | 0  |
| MORTON                       | 25+53.67  | 21.98  | WIDE   | 1   | 0                                      | 0   | 0  |

|        | TEST LEVEL 2 ATTENUATORS NEW OR RELOCATED | TEST LEVEL 2 ATTENUATORS TO REMAIN | ATTENUATORS FROM PREVIOUS STAGE | IMPACT ATTENUATORS TEMPORARY (NON-REDUCTIVE), TEST LVL 2 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDUCTIVE, NARROW, TEST LVL 2) | IMPACT ATTENUATORS, RELOCATE (FULLY REDUCTIVE, TEST LVL 2) | IMPACT ATTENUATORS, RELOCATE (NON-REDUCTIVE), TEST LVL 2 |
|--------|---|------------------------------------|---------------------------------|--|---|--|--|
| WIDE   | 3   | 0                                  | 0                               | 3  | -   | -  | 0  |
| NARROW | 0   | 0                                  | 0                               | -  | 0   | 0  | -  |

|        | TEST LEVEL 3 ATTENUATORS NEW OR RELOCATED | TEST LEVEL 3 ATTENUATORS TO REMAIN | ATTENUATORS FROM PREVIOUS STAGE | IMPACT ATTENUATORS TEMPORARY (NON-REDUCTIVE), TEST LVL 3 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDUCTIVE, NARROW, TEST LVL 3) | IMPACT ATTENUATORS, RELOCATE (FULLY REDUCTIVE, TEST LVL 3) | IMPACT ATTENUATORS, RELOCATE (NON-REDUCTIVE), TEST LVL 3 |
|--------|---|------------------------------------|---------------------------------|--|---|--|--|
| WIDE   | 0   | 3                                  | 6                               | 0  | -   | -  | 0  |
| NARROW | 1   | 0                                  | 0                               | -  | 1   | 0  | -  |