

* Adjusted for Shrinkage (2% Shrinkage Assumed)
 ** Waste (+) or Shortage (-)

| Stage | Location | | Earth Excavation Cubic Yard | Excavation to be used in Embankment* Cubic Yard | Embankment Cubic Yard | Earthwork Balance** Cubic Yard | Topsoil Excavation and Placement Cubic Yard | Topsoil Waste Cubic Yard |
|---------------|----------|---------|--------------------------------|--|--------------------------|-----------------------------------|--|-----------------------------|
| | From | To | | | | | | |
| 1A (Detour 1) | 1244+50 | 1265+50 | 2387 | 1790 | 11642 | -9852 | 0 | 3986 |
| | 1A TOTAL | | 2387 | 1790 | 11642 | -9852 | 0 | 3986 |
| 1C | 1246+00 | 1265+50 | 7060 | 5295 | 4992 | 303 | 641 | 2423 |
| | 1C TOTAL | | 7060 | 5295 | 4992 | 303 | 641 | 2423 |
| 2C | 1143+00 | 1159+00 | 1746 | 1310 | 1733 | -424 | 810 | 2687 |
| 2C | 1159+00 | 1212+00 | 9407 | 7056 | 9754 | -2698 | 3653 | 9820 |
| 2C | 1212+00 | 1265+00 | 21978 | 16483 | 7389 | 9094 | 3541 | 4825 |
| 2C | 1265+00 | 1311+50 | 1625 | 1219 | 18133 | -16915 | 2563 | 7868 |
| 2C (1300) | 10+13.01 | 11+50 | 135 | 101 | 52 | 49 | 47 | 227 |
| 2C (1375) | 10+13.01 | 11+90 | 384 | 288 | 50 | 238 | 96 | 269 |
| | 2C TOTAL | | 35275 | 26457 | 37111 | -10655 | 11350 | 25696 |
| | TOTALS | | 44723 | 33542 | 53745 | -20203 | 11350 | 32106 |

- See special provisions for further detail about embankment.
- Topsoil waste is paid for as removal and disposal of unsuitable.
- Topsoil removal is at a depth of 1' and topsoil placement is at a depth of 4".
- Borrow Excavation is obtained by dividing the Earthwork Balance by 0.75.
- All other material will be considered suitable at the engineer's discretion.
- Earthwork is separated into 5300 ft intervals so the earthwork does not violate the 10 acre of exposed ground.

| SEEDING TOTALS | |
|-----------------|--------------|
| | ACRES |
| US 45 (Stage 1) | 1.0 |
| US 45 (Stage 2) | 18.4 |
| 1000 E 1375 N | 0.1 |
| 1000 E 1300 N | 0.1 |
| TOTAL | 19.64 |

| REMOVAL OF EXISTING STRUCTURES | | |
|--------------------------------|------------|------|
| No. | LOCATION | EACH |
| 1 | 1158+80.50 | 1 |
| 2 | 1204+41.00 | 1 |
| 3 | 1221+20.00 | 1 |
| 4 | 1245+00.00 | 1 |
| 5 | 1249+50.00 | 1 |
| 6 | 1304+62.98 | 1 |

| TEMPORARY FENCE | | |
|-----------------------------|--|------------|
| LOCATION | | FOOT |
| 1231+00.00 to 1237+10.00 RT | | 610 |
| TOTAL | | 610 |

| EROSION CONTROL BLANKET | | | |
|--------------------------|-----------|------------|-------|
| US 45 Right Stations | width(ft) | length(ft) | sq yd |
| 1198+00.00 to 1204+40.00 | 16 | 1138 | |
| 1204+40.00 to 1205+50.00 | 8 | 98 | |
| 1223+50.00 to 1230+50.00 | 8 | 622 | |
| 1237+75.00 to 1242+00.00 | 8 | 378 | |
| 1242+00.00 to 1246+00.00 | 16 | 711 | |
| 1248+00.00 to 1250+50.00 | 8 | 222 | |
| 1254+75.00 to 1260+00.00 | 8 | 467 | |
| 1297+50.00 to 1304+00.00 | 24 | 1733 | |
| 1305+00.00 to 1307+00.00 | 16 | 356 | |

| US 45 Left Stations | | | |
|--------------------------|-----------|------------|-------|
| | width(ft) | length(ft) | sq yd |
| 1158+70.00 to 1158+85.00 | 16 | 240 | |
| 1198+50.00 to 1204+40.00 | 16 | 1049 | |
| 1204+40.00 to 1205+50.00 | 8 | 98 | |
| 1209+50.00 to 1230+00.00 | 8 | 1822 | |
| 1234+25.00 to 1246+00.00 | 8 | 1044 | |
| 1248+00.00 to 1250+50.00 | 8 | 222 | |
| 1254+50.00 to 1256+50.00 | 8 | 178 | |
| 1306+50.00 to 1311+50.00 | 8 | 444 | |

| SIDE ROADS | | | |
|----------------------|---|--------------|--|
| Twp Rd 1000E 1375N | | | |
| 10+40.00 to 11+50.00 | 8 | 98 | |
| 10+40.00 to 11+50.00 | 8 | 98 | |
| Twp Rd 1000E 1300N | | | |
| 10+30.00 to 11+50.00 | 8 | 107 | |
| 10+30.00 to 11+50.00 | 8 | 107 | |
| Total | | 11231 | |

| TEMPORARY RAMP | | | |
|------------------------------------|------------|-----------|------------|
| LOCATION | length(ft) | width(ft) | sq yd |
| Twp Rd 1000E 1475N 1144+04.26 RT | 8 | 60 | 53.3 |
| Twp Rd 1000E 1430N 1167+47.32 LT | 8 | 65 | 57.8 |
| Twp Rd 1000E 1425N 1170+15.11 RT | 8 | 65 | 57.8 |
| Twp Rd 1000E 1350N 1210+53.87 RT | 8 | 65 | 57.8 |
| Twp Rd 1000E 1300N 1237+40.51 RT | 8 | 60 | 53.3 |
| Twp Rd 1000E 1375N 1197+05.61 LT | 8 | 60 | 53.3 |
| Twp Rd 1000E 1300N 1237+40.51 LT | 8 | 65 | 57.8 |
| U.S. Rte 45 end of paving each day | 24 | 26 | 69.3 |
| Butt Joints 4e | 8 | 26 | 92.4 |
| TOTAL | | | 553 |

| GUTTER REMOVAL | | |
|--------------------------|--|-----------|
| U.S. 45 | | FOOT |
| 1311+43.00 to 1311+70.00 | | 27 |
| 1311+40.00 to 1311+68.00 | | 28 |
| Total | | 55 |

| BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH) | | |
|---|--|----------------|
| U.S. 45 | | sq yd |
| 1143+00.00 to 1237+00.00 | | 27155.6 |
| 1237+00.00 to 1246+50.00 | | 2744.4 |
| 1263+00.88 to 1276+97.11 | | 4033.6 |
| 1285+32.78 to 1311+00.00 | | 7416.4 |
| Total | | 41350.0 |

| TEMPORARY DITCH CHECKS | | |
|------------------------|---|------|
| STATION | | EACH |
| U.S. 45 | | |
| 1144+32 RT | 1 | |
| 1146+92 LT | 1 | |
| 1148+34 RT | 1 | |
| 1149+40 LT&RT | 2 | |
| 1154+56 LT | 1 | |
| 1157+72 LT | 1 | |
| 1158+60 RT | 1 | |
| 1158+70 LT | 1 | |
| 1163+00 LT&RT | 2 | |
| 1167+00 RT | 1 | |
| 1167+20 LT | 1 | |
| 1169+76 LT | 1 | |
| 1172+00 LT | 1 | |
| 1172+75 RT | 1 | |
| 1175+00 LT | 1 | |
| 1177+42 LT | 1 | |
| 1183+70 LT&RT | 2 | |
| 1189+80 LT&RT | 2 | |
| 1196+59 RT | 1 | |
| 1196+80 LT | 1 | |
| 1199+00 LT&RT | 2 | |
| 1200+34 LT | 1 | |
| 1200+45 RT | 1 | |
| 1201+00 RT | 1 | |
| 1201+68 LT | 1 | |
| 1202+12 RT | 1 | |
| 1202+50 LT | 1 | |
| 1202+92 RT | 1 | |
| 1203+08 LT | 1 | |
| 1203+66 LT | 1 | |
| 1203+72 RT | 1 | |
| 1204+00 LT | 1 | |
| 1204+30 LT&RT | 2 | |
| 1204+70 LT&RT | 2 | |
| 1205+10 LT&RT | 2 | |
| 1205+50 LT&RT | 2 | |
| 1209+88 LT | 1 | |
| 1212+44 LT | 1 | |
| 1215+50 RT | 1 | |
| 1217+38 LT | 1 | |
| 1220+00 RT | 1 | |
| 1221+00 LT&RT | 2 | |
| 1221+28 LT | 1 | |
| 1222+00 LT | 1 | |
| 1223+00 LT | 1 | |
| 1223+62 RT | 1 | |
| 1223+78 LT | 1 | |
| 1224+40 RT | 1 | |
| 1224+56 LT | 1 | |
| 1225+18 RT | 1 | |
| 1225+48 LT | 1 | |
| 1225+96 RT | 1 | |
| 1226+26 LT | 1 | |
| 1226+50 RT | 1 | |
| 1227+04 LT | 1 | |
| 1227+28 RT | 1 | |
| 1227+82 LT | 1 | |
| 1228+06 RT | 1 | |
| 1228+60 LT | 1 | |
| 1228+84 RT | 1 | |
| 1229+38 LT | 1 | |
| 1229+52 RT | 1 | |
| 1230+16 LT | 1 | |
| 1230+30 RT | 1 | |
| 1230+94 LT | 1 | |
| 1231+08 RT | 1 | |
| 1233+75 LT | 1 | |
| 1235+36 LT | 1 | |
| 1237+10 LT | 1 | |
| 1238+70 RT | 1 | |
| 1238+80 LT | 1 | |
| 1239+50 RT | 1 | |
| 1239+60 LT | 1 | |
| 1240+40 LT | 1 | |
| 1241+20 LT | 1 | |
| 1241+22 RT | 1 | |
| 1242+00 LT | 1 | |
| 1242+50 LT&RT | 2 | |
| 1244+00 LT | 1 | |
| 1244+24 LT | 1 | |
| 1244+48 LT | 1 | |
| 1244+72 LT | 1 | |
| 1244+90 RT | 1 | |
| 1244+96 LT | 1 | |

| TEMPORARY DITCH CHECKS | | |
|------------------------|---|------|
| STATION | | EACH |
| U.S. 45 | | |
| 1245+05 RT | 1 | |
| 1245+12 LT | 1 | |
| 1245+34 LT | 1 | |
| 1245+56 LT | 1 | |
| 1245+78 LT | 1 | |
| 1246+00 LT&RT | 2 | |
| 1248+00 LT | 1 | |
| 1248+24 LT | 1 | |
| 1248+48 LT | 1 | |
| 1248+50 RT | 1 | |
| 1248+72 LT | 1 | |
| 1248+80 RT | 1 | |
| 1248+96 LT | 1 | |
| 1249+10 RT | 1 | |
| 1249+20 LT | 1 | |
| 1249+58 RT | 1 | |
| 1249+75 LT | 1 | |
| 1249+86 RT | 1 | |
| 1249+90 LT | 1 | |
| 1250+05 LT | 1 | |
| 1250+18 RT | 1 | |
| 1250+20 LT | 1 | |
| 1250+35 LT | 1 | |
| 1250+50 LT&RT | 2 | |
| 1254+21 LT | 1 | |
| 1254+35 RT | 1 | |
| 1255+28 LT&RT | 2 | |
| 1255+88 LT&RT | 2 | |
| 1256+48 LT&RT | 2 | |
| 1257+08 LT&RT | 2 | |
| 1257+68 LT&RT | 2 | |
| 1258+28 LT&RT | 2 | |
| 1258+88 LT&RT | 2 | |
| 1259+48 LT&RT | 2 | |
| 1260+08 LT | 1 | |
| 1260+68 LT | 1 | |
| 1261+28 LT | 1 | |
| 1261+88 LT | 1 | |
| 1262+48 LT | 1 | |
| 1263+08 LT | 1 | |
| 1288+78 RT | 1 | |
| 1290+75 RT | 1 | |
| 1295+92 RT | 1 | |
| 1303+92 RT | 1 | |
| 1305+05 RT | 1 | |
| 1306+30 RT | 1 | |
| 1306+50 LT | 1 | |
| 1307+54 RT | 1 | |
| 1308+55 RT | 1 | |
| 1309+05 RT | 1 | |
| 1309+85 LT | 1 | |
| 1310+25 RT | 1 | |
| 1311+50 LT | 1 | |
| Detour No. 1 | | |
| 02+00 LT | 1 | |
| 04+00 RT | 1 | |
| 04+20 LT | 1 | |
| 04+80 LT | 1 | |
| 05+40 LT | 1 | |
| 05+70 LT | 1 | |
| 06+00 RT | 1 | |
| 06+30 LT | 1 | |
| 06+90 LT | 1 | |
| 07+50 LT | 1 | |
| 08+00 RT | 1 | |
| 12+00 LT&RT | 2 | |
| 12+50 LT&RT | 2 | |
| 13+00 LT&RT | 2 | |
| 13+50 LT&RT | 2 | |
| 14+00 LT&RT | 2 | |
| 14+50 LT&RT | 2 | |
| 15+00 LT&RT | 2 | |
| 15+50 LT&RT | 2 | |
| 16+00 LT&RT | 2 | |
| 16+50 LT&RT | 2 | |
| 17+00 LT&RT | 2 | |
| 17+50 LT&RT | 2 | |
| 18+00 LT&RT | 2 | |
| 18+50 LT&RT | 2 | |
| 19+00 LT | 1 | |
| 19+50 LT | 1 | |
| 20+00 LT | 1 | |

| TEMPORARY DITCH CHECKS | | |
|------------------------|---|------------|
| STATION | | EACH |
| TWP RD 1430N 1000E | | |
| 09+58 LT&RT | 2 | |
| TWP RD 1475N 1000E | | |
| 09+60 LT&RT | 2 | |
| TWP RD 1375N 1000E | | |
| 10+48 LT&RT | 2 | |
| 12+40 LT&RT | 2 | |
| TWP RD 1300N 1000E | | |
| 10+40 LT&RT | 2 | |
| 11+35 LT | 1 | |
| 11+50 RT | 1 | |
| Total | | 212 |

| PAVEMENT REMOVAL | | |
|--------------------------|--|-------------|
| U.S. 45 | | sq yd |
| 1158+51.00 to 1159+11.00 | | 173.3 |
| 1204+11.00 to 1204+82.00 | | 205.1 |
| 1220+90.00 to 1221+50.00 | | 173.3 |
| 1233+46.00 to 1233+52.00 | | 17.3 |
| 1244+70.00 to 1245+30.30 | | 174.2 |
| 1246+50.00 to 1248+70.00 | | 635.6 |
| 1251+00.00 to 1263+00.88 | | 3469.2 |
| Detour 1 | | |
| 1+31.00 to 19+95.00 | | 4556.4 |
| Total | | 9405 |

| PAVEMENT TO BE BROKEN & LEFT IN PLACE | | |
|--|--|------------|
| * TO BE PAID AS INCIDENTAL TO EARTH EXCAVATION | | |
| U.S. 45 | | sq yd |
| 1248+70.00 to 1251+00.00 | | 664 |
| Total | | 664 |

| GUARDRAIL REMOVAL | | |
|-----------------------------|--|-------------|
| LOCATION | | FOOT |
| 1203+36.30 to 1205+34.00 Lt | | 198 |
| 1203+36.30 to 1205+34.00 Rt | | 198 |
| 1220+38.60 to 1222+38.40 Lt | | 200 |
| 1220+38.60 to 1222+38.40 Rt | | 200 |
| 1248+50.00 to 1250+50.00 Lt | | 200 |
| 1248+50.00 to 1250+50.00 Rt | | 200 |
| 1275+90.00 to 1277+35.00 Lt | | 145 |
| 1275+90.00 to 1277+35.00 Rt | | 145 |
| 1284+85.00 to 1286+23.00 Lt | | 138 |
| 1284+85.00 to 1286+23.00 Rt | | 138 |
| Total | | 1761 |

| GUARDRAIL SCHEDULE | | | | | | |
|--------------------|--------------------|----------------------------|----------------|--|--|--|
| STATIONING | SPBGR, TY A (FOOT) | TRAF BAR TERM, TY 6 (EACH) | TRAF BAR TERM, | | | |