

Program Estimates Compared to Costs of Projects Completed SFY 2004
RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|--|---|---|--------------------------------|
| Andrew | E | 1L0309A | 12/2002 | Contract Level Course from Rte. D to Rte. 169. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$120 | \$116 | -3.33% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$8 <i>CN:</i> \$112 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$5 \$112 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$115 |
| Andrew | V | 1L0309C | 12/2002 | Contract Level Course from Rte. 169 to Rte. 6. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$263 | \$255 | -3.04% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$17 <i>CN:</i> \$246 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$5 \$250 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$259 |
| Andrew | Z | 1L0309B | 12/2002 | Contract Level Course from Rte. V to Rte. 6. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$297 | \$268 | -9.76% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$19 <i>CN:</i> \$278 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$5 \$263 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$279 |

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|----------|-------|------------|----------------|---|--|--|----------------------------------|
| Andrew | 71 | 1P0627B | 1/2000 | Paving to add lanes for dual pavement from north of Rte. 48 to north of Rte. 59. Reason(s): The cost estimate deviated from the actual cost due to recent increases in market prices for project components. | \$4,873 | \$5,965 | 22.41% |
| | | | | | <i>PE</i> \$268 <i>CE Inc:</i> \$293 <i>CN:</i> \$4,312 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$268 \$443 \$5,254 \$0 \$0 \$0 \$0 \$1 | <i>CN Award Cost +3% \$5,484</i> |
| Andrew | 71 | 1P0719 | 1/2000 | Paving to add lanes for dual pavement from north of Rte. 59 to north of I-29. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$4,283 | \$4,268 | -0.35% |
| | | | | | <i>PE</i> \$112 <i>CE Inc:</i> \$265 <i>CN:</i> \$3,906 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$112 \$353 \$3,801 \$0 \$0 \$0 \$0 \$2 | <i>CN Award Cost +3% \$3,971</i> |
| Atchison | Z | 1S0783 | 4/2002 | Bridge deck replacement 3.7 miles east of Rte. 111 over Mill Creek. Let in combination with 1S0784, 1S0785 and 1S0789. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$237 | \$223 | -5.91% |
| | | | | | <i>PE</i> \$45 <i>CE Inc:</i> \$12 <i>CN:</i> \$180 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$54 \$8 \$160 \$0 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3% \$161</i> |

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| Atchison | MM | 1S0784 | 4/2002 | Bridge deck replacement 1.4 miles south of Rte. 46 over Wolf Creek. Let in combination with 1S0783, 1S0785 and 1S0789. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$226 | \$211 | -6.64% |
| | | | | | <i>PE</i> \$39 <i>CE Inc:</i> \$12 <i>CN:</i> \$175 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$47 \$8 \$155 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$162 |
| Atchison | TT | 1S0785 | 4/2002 | Bridge deck replacement 3.0 miles east of Rte. 59 over Long Branch. Let in combination with 1S0783, 1S0784 and 1S0789. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$186 | \$182 | -2.15% |
| | | | | | <i>PE</i> \$38 <i>CE Inc:</i> \$9 <i>CN:</i> \$139 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$49 \$1 \$132 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$124 |
| Buchanan | 6 | 1U0629 | 6/2000 | Grading, curb and gutter, pavement and traffic signals to improve capacity from I-29 to Rte. AC in St. Joseph. Enhancement funds to pay \$169,805 of R/W and \$219,241 of const. costs under STP-5301(101). Use *22 funds. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. The construction phase took substantially longer than expected, requiring more inspection time. | \$8,717 | \$10,798 | 23.87% |
| | | | | | <i>PE</i> \$840 <i>CE Inc:</i> \$348 <i>CN:</i> \$5,115 <i>RW Inc:</i> \$235 <i>RW:</i> \$2,179 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$121 | \$855 \$707 \$6,775 \$179 \$2,079 \$81 \$0 | CN Award Cost +3% \$6,830 |

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| Buchanan | 59 | 1P0847 | 6/2003 | Construct 600 feet of deceleration lane at the intersection of Rte. 59 and Rte. 45. Reason(s): The project design time was condensed, increasing design costs. Actual construction costs were higher than estimated because this was a small job with many small quantities, resulting in higher bids. | \$171 | \$307 | 79.53% |
| | | | | | <i>PE</i> \$10 <i>CE Inc:</i> \$10 <i>CN:</i> \$141 <i>RW Inc:</i> \$2 <i>RW:</i> \$8 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$48 \$33 \$221 \$2 \$2 \$0 \$0 \$0 | CN Award Cost +3% \$229 |
| Buchanan | 169 | 1P0842 | 3/2003 | 1.75" coldmilling and SMA resurfacing from north of Ashland Ave. to south of Frederick Blvd. Reason(s): The cost estimate deviated from the actual cost due to recent increases in market prices for project components. | \$736 | \$848 | 15.22% |
| | | | | | <i>PE</i> \$44 <i>CE Inc:</i> \$44 <i>CN:</i> \$648 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$8 \$43 \$797 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$803 |
| Caldwell | 36 | 1P0632 | 12/2000 | Paving to add lanes for dual pavement (eastbound lane) from west of Rte. K to Livingston County. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$7,020 | \$6,971 | -0.70% |
| | | | | | <i>PE</i> \$2,021 <i>CE Inc:</i> \$318 <i>CN:</i> \$4,681 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$2,092 \$502 \$4,376 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$4,512 |

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|----------|-------|------------|----------------|---|---|---|------------------------------|
| Caldwell | 36 | 1P0632B | 12/2000 | Paving to add lanes for dual pavement (eastbound lane) from east of Rte. 13 to west of Rte. K. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$6,762 | \$6,681 | -1.20% |
| | | | | | <i>PE</i> \$6 <i>CE Inc:</i> \$430 <i>CN:</i> \$6,326 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$6 \$689 \$5,986 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$6,132 |
| Caldwell | 36 | 1P0839 | 7/2002 | Microsurface westbound lane 26' wide from Rte. 13 to Rte. B. Reason(s): The cost estimate deviated from the actual cost due to decreases in market prices for project components and unexpected change orders. | \$225 | \$136 | -39.56% |
| | | | | | <i>PE</i> \$14 <i>CE Inc:</i> \$14 <i>CN:</i> \$197 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$1 \$5 \$131 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$161 |
| Caldwell | HH | 1S0575 | 4/2003 | Replace bridge over Goose Creek 0.5 mile west of Rte. D west of Kingston. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$795 | \$852 | 7.17% |
| | | | | | <i>PE</i> \$234 <i>CE Inc:</i> \$34 <i>CN:</i> \$504 <i>RW Inc:</i> \$0 <i>RW:</i> \$12 <i>Utilities</i> \$11 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$224 \$66 \$535 \$5 \$2 \$20 \$0 | CN Award Cost +3% \$554 |

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| Clinton | T | 1L0318A | 1/2003 | Contract Level Course from Rte. 33 to Rte. A. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount. | \$140 | \$156 | 11.43% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$9 <i>CN:</i> \$131 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$7 <i>CN:</i> \$149 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$153 |
| Clinton | 35 | 110833 | 7/2002 | Replace 4 bridge approach slabs and 4 concrete approach pavements at bridge A-997R, over county road and abandoned ATSF Railroad, 1 mile north of Rte. V. Reason(s): The cost estimate deviated from the actual cost due to increases in market prices for project components, and change orders. | \$361 | \$717 | 98.61% |
| | | | | | <i>PE</i> \$22 <i>CE Inc:</i> \$22 <i>CN:</i> \$317 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$20 <i>CE Inc:</i> \$89 <i>CN:</i> \$607 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$524 |
| Clinton | BB | 1S0810 | 4/2003 | Widen roadway and replace pavement, add curb and gutter and improve sight distance from I-35 interchange off ramp east to Griffin Road in Cameron. Reason(s): The actual cost was higher than estimated due to higher market prices for project components, increases in design quantities, and the addition of project components. | \$647 | \$1,028 | 58.89% |
| | | | | | <i>PE</i> \$35 <i>CE Inc:</i> \$35 <i>CN:</i> \$513 <i>RW Inc:</i> \$16 <i>RW:</i> \$48 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$73 <i>CE Inc:</i> \$95 <i>CN:</i> \$764 <i>RW Inc:</i> \$19 <i>RW:</i> \$63 <i>Utilities</i> \$14 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$681 |

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| Davieess | T | 1S0793 | 4/2002 | Bridge deck replacement 1.9 miles west of Rte. 69 over Little Sampson River. Let in combination with 1S0794 and 1S0798. Reason(s): The cost estimate deviated from the actual cost due to high design costs. | \$190 | \$214 | 12.63% |
| | | | | | <i>PE</i> \$29 <i>CE Inc:</i> \$10 <i>CN:</i> \$151 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$49 \$16 \$149 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$158 |
| Davieess | 35 | 110837 | 7/2002 | Microsurface northbound and southbound lanes 26' wide from Rte. 69 (Winston exit) to Rte. 69 (Lake Viking). Reason(s): The cost estimate deviated from the actual cost due to unexpected change orders. | \$775 | \$481 | -37.94% |
| | | | | | <i>PE</i> \$46 <i>CE Inc:</i> \$46 <i>CN:</i> \$683 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$3 \$11 \$467 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$514 |
| Davieess | 35 | 110838 | 7/2002 | Microsurface northbound lanes 26' wide from 2.0 miles north of Rte. 36 to Rte. 69 (Winston exit). Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$281 | \$257 | -8.54% |
| | | | | | <i>PE</i> \$17 <i>CE Inc:</i> \$17 <i>CN:</i> \$247 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$2 \$1 \$254 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$272 |

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| Daviss | 69 | 1L0318B | 1/2003 | Contract Level Course from Rte. 6 to I-35 in Winston. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$197 | \$192 | -2.54% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$13 <i>CN:</i> \$184 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$7 \$185 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$184 |
| Daviss | DD | 1S0794 | 4/2002 | Bridge deck replacement 6.2 miles east of Rte. 69 over South Big Creek. Let in combination with 1S0793 and 1S0798. Reason(s): The cost estimate deviated from the actual cost due to high design costs and latent deterioration of the bridge substructure. | \$208 | \$266 | 27.88% |
| | | | | | <i>PE</i> \$29 <i>CE Inc:</i> \$11 <i>CN:</i> \$168 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$48 \$9 \$209 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$176 |
| DeKalb | C | 1L0318C | 1/2003 | Contract Level Course from Rte. 6 to Rte. 36. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$284 | \$289 | 1.76% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$18 <i>CN:</i> \$266 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$11 \$278 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$287 |

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| DeKalb | 36 | 1P0824 | 9/2002 | Landscaping at interchanges Rtes. 36/69, 36/I-35, and I-35/BB in Cameron, and 1-35/136 at Bethany. Project funded by 80% district enhancement and 20% regional funds. Reason(s): The actual cost was higher than the estimated cost because the project had to be let twice resulting in changed pay items and increased design costs. Also, the construction period lasted two years, increasing inspection costs. | \$56 | \$70 | 25.00% |
| | | | | | <i>PE</i> \$1 <i>CE Inc:</i> \$3 <i>CN:</i> \$52 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$9 \$14 \$47 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$48 |
| Gentry | B | 1L0301B | 11/2002 | Contract Level Course from Rte. O to Rte. 169. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$177 | \$195 | 10.17% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$11 <i>CN:</i> \$166 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$3 \$192 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$206 |
| Gentry | 136 | 1P0593 | 12/2001 | Grading, paving and replace bridges over East Fork of Grand River 0.9 mile west of Albany. 1P0593B incorporated into this project. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$7,296 | \$7,608 | 4.28% |
| | | | | | <i>PE</i> \$501 <i>CE Inc:</i> \$431 <i>CN:</i> \$6,341 <i>RW Inc:</i> \$12 <i>RW:</i> \$11 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$522 \$319 \$5,952 \$57 \$282 \$475 \$0 | CN Award Cost +3% \$6,273 |

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| Harrison | 35 | 110780 | 7/2000 | Remove existing concrete pavement and replace with 14" concrete pavement in southbound lanes from 3.0 miles south of Rte. 13 to 1.0 mile north of Rte. AA. Reason(s): The cost estimate deviated from the actual cost due to recent decreases in market prices for project components. | \$1,635 | \$1,423 | -12.97% |
| | | | | | <i>PE</i> \$28 <i>CE Inc:</i> \$102 <i>CN:</i> \$1,505 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$28 \$127 \$1,256 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$1,302</i> |
| Harrison | ZZ | 1S0798 | 4/2002 | Bridge deck replacement 8.3 miles south of Rte. 136 over Sampson Creek. Let in combination with 1S0793 and 1S0794. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$256 | \$270 | 5.47% |
| | | | | | <i>PE</i> \$22 <i>CE Inc:</i> \$15 <i>CN:</i> \$219 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$29 \$10 \$232 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$218</i> |
| Harrison | 136 | 1P0524 | 4/2002 | Replace bridge over Sampson Creek 0.2 mile west of Rte. ZZ in New Hampton. Reason(s): The project cost was higher than estimated due to higher inspection and design costs. Bridge replacements often have higher incidental costs than average. | \$1,780 | \$2,058 | 15.62% |
| | | | | | <i>PE</i> \$206 <i>CE Inc:</i> \$99 <i>CN:</i> \$1,462 <i>RW Inc:</i> \$9 <i>RW:</i> \$4 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$286 \$190 \$1,531 \$14 \$7 \$29 \$0 | <i>CN Award</i> <i>Cost +3% \$1,587</i> |

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| Harrison | 136 | 1P0765 | 2/2002 | Grading, paving and replace bridge over Trail Creek 0.5 mile southwest of Mount Moriah. Reason(s): The project cost was lower than estimated because of revisions to the pavement design, resulting in a lower quantity of earthwork and asphalt. | \$4,000 | \$3,184 | -20.40% |
| | | | | | <i>PE</i> \$308 <i>CE Inc:</i> \$233 <i>CN:</i> \$3,431 <i>RW Inc:</i> \$25 <i>RW:</i> \$3 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$310 \$246 \$2,526 \$42 \$34 \$25 \$0 \$0 | <i>CN Award Cost +3% \$2,763</i> |
| Holt | 29 | 110733 | 11/2000 | Resurface 2-24' pavements, rehabilitate bridges, signing and guard rail modifications from Atchison County line to Rte. 59 at Craig. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$8,036 | \$8,058 | 0.27% |
| | | | | | <i>PE</i> \$133 <i>CE Inc:</i> \$503 <i>CN:</i> \$7,400 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$133 \$310 \$7,614 \$0 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3% \$7,235</i> |
| Holt | 59 | 1S0606 | 4/2002 | Grading, paving and replace bridges over Rock Creek and Mill Creek 1.3 miles south of Oregon. Reason(s): The project cost was lower than estimated because of a decrease in market prices for pavement and earthwork items. | \$6,785 | \$5,805 | -14.44% |
| | | | | | <i>PE</i> \$553 <i>CE Inc:</i> \$366 <i>CN:</i> \$5,389 <i>RW Inc:</i> \$42 <i>RW:</i> \$435 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$314 \$349 \$4,644 \$97 \$267 \$133 \$0 \$0 | <i>CN Award Cost +3% \$4,427</i> |

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| Holt | 118 | 1S0612B | 7/2003 | Grading and geotechnical work for bridge approach consolidation from 1.3 miles to 1.8 miles east of Rte. P near Mound City. Split from 1S0612. Reason(s): The project cost was lower than estimated because right-of-way and utility costs were charged to 1S0612. Also, there was a decrease in market prices for earthwork and drain items. | \$954 | \$693 | -27.36% |
| | | | | | <i>PE</i> \$83 <i>CE Inc:</i> \$49 <i>CN:</i> \$715 <i>RW Inc:</i> \$0 <i>RW:</i> \$67 <i>Utilities</i> \$40 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$56 \$65 \$572 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$590 |
| Nodaway | V | 1S0789 | 4/2002 | Bridge deck replacement 8.0 miles west of Rte. 71 over Elkhorn Creek. Let in combination with 1S0783, 1S0784 and 1S0785. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$229 | \$231 | 0.87% |
| | | | | | <i>PE</i> \$43 <i>CE Inc:</i> \$12 <i>CN:</i> \$174 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$54 \$15 \$162 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$153 |
| Nodaway | 71 | 1P0720C | 4/2001 | Grading and drainage to add lanes for dual pavement from south of Maryville to south of Rte. U. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$2,545 | \$2,717 | 6.76% |
| | | | | | <i>PE</i> \$305 <i>CE Inc:</i> \$127 <i>CN:</i> \$1,874 <i>RW Inc:</i> \$103 <i>RW:</i> \$136 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$319 \$148 \$1,687 \$70 \$136 \$356 \$0 | CN Award Cost +3% \$1,806 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|---|----------------|---|---|---|----------------------------------|
| Nodaway | 71 | 1P0720D Completion Date: 4/5/2004 | 4/2001 | Grading and drainage to add lanes for dual pavement from south of Rte. U to north of Rte. A. Reason(s): The project cost was lower than estimated because of lower market prices for earthwork and set-up costs. | \$2,176 | \$1,819 | -16.41% |
| | | | | | <i>PE</i> \$343 <i>CE Inc:</i> \$102 <i>CN:</i> \$1,501 <i>RW Inc:</i> \$95 <i>RW:</i> \$135 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$2 | <i>PE</i> \$343 <i>CE Inc:</i> \$79 <i>CN:</i> \$1,156 <i>RW Inc:</i> \$61 <i>RW:</i> \$153 <i>Utilities</i> \$24 <i>NonContract</i> \$0 <i>Other:</i> \$2 | <i>CN Award Cost +3% \$1,196</i> |
| Worth | 46 | 1L0301A Completion Date: 11/18/2003 | 11/2002 | Contract Level Course from Rte. F to Rte. 169 in Grant City. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount. | \$337 | \$376 | 11.57% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$21 <i>CN:</i> \$316 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$5 <i>CN:</i> \$371 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$371</i> |
| Adair | 63 | 2P0483G Completion Date: 8/6/2003 | 2/2003 | Demolition of empty residences and outbuildings from 2.0 miles north of Rte. P to 1.0 mile south of Rte. KK. Relates to 2P0483 and 2P0483B - F. Reason(s): The cost estimate deviated from the actual cost due to no historical data for estimating. | \$72 | \$86 | 19.44% |
| | | | | | <i>PE</i> \$6 <i>CE Inc:</i> \$4 <i>CN:</i> \$62 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$5 <i>CE Inc:</i> \$9 <i>CN:</i> \$71 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$72</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|---|---|--|--|
| Carroll | 24 | 2P0418 | 6/2002 | Replace bridge over Baker's Drainage Ditch, resurface pavement and widen shoulders from 0.2 mile south of Grand River to 1.3 miles east of Rte. 41. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns. | \$3,678 | \$4,311 | 17.21% |
| | | | | | <i>PE</i> \$203 <i>CE Inc:</i> \$210 <i>CN:</i> \$3,097 <i>RW Inc:</i> \$64 <i>RW:</i> \$104 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$303 \$202 \$3,432 \$25 \$69 \$280 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$3,458 |
| Carroll | 24 | 2P0717 | 1/2003 | Epoxy polymer overlay and miscellaneous deck and superstructure repairs at various locations from 0.5 mile east of Carrollton to 1 mile south of Rtes. 24, 65 and 190 intersection. Reason(s): The cost estimate deviated from the actual cost due to conditions deteriorating faster than expected. | \$458 | \$651 | 42.14% |
| | | | | | <i>PE</i> \$12 <i>CE Inc:</i> \$29 <i>CN:</i> \$417 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$16 \$66 \$569 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$559 |
| Carroll | 65 | 2P0714 | 4/2003 | Construct left turn lane and install permanent signals at intersection of Rte. 65 and Bus Rte. 65. This project also includes installing permanent signals at the intersection of Rte. 65 & 10th St. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$460 | \$487 | 5.87% |
| | | | | | <i>PE</i> \$47 <i>CE Inc:</i> \$26 <i>CN:</i> \$387 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$13 \$57 \$416 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$398 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|-------------------------------|--|--|----------------------------------|------------------|----------------|
| Carroll | 139 | 2S0419 | 2/2003 | Bridge replacement over Hurricane Creek 0.2 mile north of Rte. NN. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$630 | \$528 | -16.19% |
| | | Completion Date: 4/19/2004 | <i>PE</i> \$189 \$153 <i>CE Inc:</i> \$27 \$58 <i>CN:</i> \$400 \$312 <i>RW Inc:</i> \$0 \$5 <i>RW:</i> \$3 \$0 <i>Utilities</i> \$11 \$0 <i>NonContract</i> \$0 \$1 <i>Other:</i> \$0 \$0 | | <i>CN Award Cost +3% \$302</i> | | |
| Chariton | 24 | 2L0319A | 1/2003 | Contract Level Course from east of Rte. KK to east of Rte. 3. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,099 | \$1,161 | 5.64% |
| | | Completion Date: 2/18/2004 | <i>PE</i> \$0 \$0 <i>CE Inc:</i> \$70 \$45 <i>CN:</i> \$1,029 \$1,116 <i>RW Inc:</i> \$0 \$0 <i>RW:</i> \$0 \$0 <i>Utilities</i> \$0 \$0 <i>NonContract</i> \$0 \$0 <i>Other:</i> \$0 \$0 | | <i>CN Award Cost +3% \$1,038</i> | | |
| Chariton | UU | 2S0685 | 4/2002 | Grading, paving and replace bridge over Long Creek 1.5 miles east of Rte. 5. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$783 | \$651 | -16.86% |
| | | Completion Date: 8/6/2003 | <i>PE</i> \$200 \$180 <i>CE Inc:</i> \$36 \$41 <i>CN:</i> \$527 \$423 <i>RW Inc:</i> \$17 \$3 <i>RW:</i> \$3 \$4 <i>Utilities</i> \$0 \$0 <i>NonContract</i> \$0 \$0 <i>Other:</i> \$0 \$0 | | <i>CN Award Cost +3% \$423</i> | | |

Program Estimates Compared to Costs of Projects Completed SFY 2004
RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|---|---|----------------------------|
| Linn | C | 2L0310B | 12/2002 | Contract Level Course from Rte. 5 to Rte. 11. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$283 | \$263 | -7.07% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$18 <i>CN:</i> \$265 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$4 \$259 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$277 |
| Linn | P | 2L0310C | 12/2002 | Contract Level Course from Rte. 5 to Rte. M. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$241 | \$230 | -4.56% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$15 <i>CN:</i> \$226 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$4 \$226 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$231 |
| Linn | 11 | 2L0310A | 12/2002 | Contract Level Course from Rte. M to RR Overpass in Brookfield. Reason(s): The cost estimate deviated from the actual cost due to conditions deteriorating faster than expected. | \$29 | \$41 | 41.38% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$2 <i>CN:</i> \$27 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$3 \$39 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$28 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|------------|-------|-------------------------------|---|---|---|-----------------------------------|----------------|
| Linn | KK | 2L0310D | 12/2002 | Contract Level Course from Rte. C to Rte. O. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$154 | \$150 | -2.60% |
| | | Completion Date: 2/18/2004 | <i>PE</i> \$0 <i>CE Inc:</i> \$10 <i>CN:</i> \$144 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | | <i>PE</i> \$0 <i>CE Inc:</i> \$5 <i>CN:</i> \$146 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$149</i> | |
| Livingston | 36 | 2P0476C | 7/2000 | Grading and bridges to add lanes for dual from Rte. C (Utica) to 0.9 mile west of Rte. 65. Involves bridge A6232. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$20,971 | \$19,174 | -8.57% |
| | | Completion Date: 3/18/2004 | <i>PE</i> \$221 <i>CE Inc:</i> \$1,320 <i>CN:</i> \$19,430 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | | <i>PE</i> \$224 <i>CE Inc:</i> \$714 <i>CN:</i> \$18,059 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$179 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$18,636</i> | |
| Livingston | 36 | 2P0476E | 8/2002 | Wetland restoration 0.8 mile west of Rte. 65. Project relates to 2P0476C and 2P0476D. Reason(s): The cost estimate deviated from the actual cost due to no historical data for estimating. | \$250 | \$118 | -52.80% |
| | | Completion Date: 2/4/2004 | <i>PE</i> \$30 <i>CE Inc:</i> \$14 <i>CN:</i> \$206 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | | <i>PE</i> \$26 <i>CE Inc:</i> \$0 <i>CN:</i> \$92 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$62</i> | |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|--|---|---|----------------------------|
| Macon | 63 | 2P0485B | 4/2003 | Construct new bridge over BNSF railroad as part of new lanes from Adair/Macon County line to Rte. 156. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$944 | \$1,130 | 19.70% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$62 <i>CN:</i> \$882 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$1 \$91 \$878 \$0 \$0 \$159 \$0 \$0 | CN Award Cost +3% \$926 |
| Putnam | W | 2L0302A | 11/2002 | Contract Level Course from Rte. 149 to Rte. 63. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$357 | \$364 | 1.96% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$23 <i>CN:</i> \$334 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$15 \$350 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$358 |
| Putnam | 136 | 2P0663B | 8/2003 | Development of wetland mitigation site 0.3 mile east of Lucerne. Reason(s): The cost estimate deviated from the actual cost due to no historical data for estimating. | \$76 | \$59 | -22.37% |
| | | | | | <i>PE</i> \$1 <i>CE Inc:</i> \$5 <i>CN:</i> \$70 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$1 \$1 \$58 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$65 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|---|--|---|----------------------------|
| Randolph | 3 | 2L0319B | 1/2003 | Contract Level Course from Rte. 24 to Rte. 3/240. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$450 | \$418 | -7.11% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$29 <i>CN:</i> \$421 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$15 \$403 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$412 |
| Randolph | 24 | 2P0705 | 4/2002 | Construct center turn lane, curb and gutter from 0.4 mile to 0.9 mile east of Route 63. Reason(s): The cost estimate deviated from the actual cost due to splitting projects. | \$957 | \$463 | -51.62% |
| | | | | | <i>PE</i> \$72 <i>CE Inc:</i> \$56 <i>CN:</i> \$824 <i>RW Inc:</i> \$5 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$13 \$16 \$433 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$414 |
| Saline | 70 | 210707 | 6/2003 | Install interchange lighting at Rte. 65 and I-70 cloverleaf interchange. STP-9900(225) *22. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$282 | \$206 | -26.95% |
| | | | | | <i>PE</i> \$29 <i>CE Inc:</i> \$16 <i>CN:</i> \$237 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$13 \$22 \$172 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$177 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|--|--|--|------------------------------|
| Schuyler | A | 2L0302B | 11/2002 | Contract Level Course from Rte. 136 to Rte. 63. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$593 | \$589 | -0.67% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$38 <i>CN:</i> \$555 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$15 \$574 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$597 |
| Schuyler | N | 2S0467 | 4/2003 | Replace bridge over North Fabius River 4.8 miles south of Iowa State line. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$1,481 | \$1,320 | -10.87% |
| | | | | | <i>PE</i> \$194 <i>CE Inc:</i> \$80 <i>CN:</i> \$1,177 <i>RW Inc:</i> \$8 <i>RW:</i> \$4 <i>Utilities</i> \$18 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$221 \$92 \$999 \$3 \$6 \$0 \$0 | CN Award Cost +3% \$1,011 |
| Audrain | C | 3S0571 | 4/2002 | Grading, paving and redeck bridge over Scattering Creek 0.5 mile north of Rte. CC. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$317 | \$323 | 1.89% |
| | | | | | <i>PE</i> \$71 <i>CE Inc:</i> \$15 <i>CN:</i> \$221 <i>RW Inc:</i> \$3 <i>RW:</i> \$7 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$113 \$1 \$209 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$215 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|---|---|--|------------------------------|
| Audrain | 15 | 3U0435 | 4/2002 | Grading, paving and replace bridge over Davis Fork Salt River 1.0 mile north of Rte. 22 in Mexico. Reason(s): The cost estimate deviated from the actual cost due to recent decreases in market prices for project components. | \$1,862 | \$1,313 | -29.48% |
| | | | | | <i>PE</i> \$174 <i>CE Inc:</i> \$104 <i>CN:</i> \$1,526 <i>RW Inc:</i> \$0 <i>RW:</i> \$58 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$191 \$5 \$1,050 \$8 \$47 \$13 \$0 \$0 | CN Award Cost +3% \$1,026 |
| Audrain | 54 | 3P0643 | 11/2002 | Resurface from Rte. BB north to Rte. J. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$5,395 | \$4,814 | -10.77% |
| | | | | | <i>PE</i> \$63 <i>CE Inc:</i> \$339 <i>CN:</i> \$4,990 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$3 <i>Other:</i> \$0 | \$90 \$30 \$4,693 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$3,958 |
| Audrain | 54 | 3P0679 | 12/2002 | Resurface from Rte. J east 3.0 miles to 0.5 mile east of Rte. JJ. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns. | \$1,323 | \$868 | -34.39% |
| | | | | | <i>PE</i> \$38 <i>CE Inc:</i> \$82 <i>CN:</i> \$1,202 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> \$0 | \$70 \$8 \$790 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$786 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|--|--|--|--|
| Audrain | KK | 3S0631 | 4/2003 | Grading, paving and replace bridge over Littleby Creek 4.4 miles east of Rte. J. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$1,290 | \$1,011 | -21.63% |
| | | | | | <i>PE</i> \$212 <i>CE Inc:</i> \$68 <i>CN:</i> \$997 <i>RW Inc:</i> \$3 <i>RW:</i> \$10 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$184</i> <i>\$8</i> <i>\$813</i> <i>\$2</i> <i>\$3</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3% \$770</i> |
| Clark | 61 | 3P0422C | 8/2002 | Bridge over the Des Moines River at the Iowa State line near St. Francisville. Involves bridges A6225 and A6717. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$6,743 | \$6,574 | -2.51% |
| | | | | | <i>PE</i> \$126 <i>CE Inc:</i> \$421 <i>CN:</i> \$6,196 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$304</i> <i>\$195</i> <i>\$6,076</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3% \$6,330</i> |
| Lewis | 6 | 3L0311A | 12/2002 | Contract Level Course from Rte. DD to Rte. 61. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$1,216 | \$981 | -19.33% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$77 <i>CN:</i> \$1,139 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$0</i> <i>\$0</i> <i>\$981</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3% \$1,018</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004
RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|--|--|--|--|
| Lewis | C | 3S0452 | 4/2003 | Grading, paving and replace bridge over Middle Fabius River 1.8 miles north of Rte. 6. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$1,273 | \$1,082 | -15.00% |
| | | | | | <i>PE</i> \$346 <i>CE Inc:</i> \$58 <i>CN:</i> \$851 <i>RW Inc:</i> \$0 <i>RW:</i> \$18 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$220 \$96 \$751 \$7 \$8 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$798 |
| Lincoln | E | 3L0312B | 12/2002 | Contract Level Course from Rte. 61 to Silex city limit. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$210 | \$162 | -22.86% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$13 <i>CN:</i> \$197 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$0 \$4 \$157 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$156 |
| Lincoln | E | 3S0467 | 5/2003 | Grading, paving and replace bridge over Big Lead Creek 0.1 mile east of Rte. D. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns. | \$1,515 | \$784 | -48.25% |
| | | | | | <i>PE</i> \$186 <i>CE Inc:</i> \$80 <i>CN:</i> \$1,176 <i>RW Inc:</i> \$8 <i>RW:</i> \$64 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> | \$160 \$65 \$529 \$3 \$11 \$17 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$573 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|---|--|---|------------------------------|
| Lincoln | Y | 3L0312A | 12/2002 | Contract Level Course from Rte. W to Rte. 79. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$205 | \$174 | -15.12% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$13 <i>CN:</i> \$192 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$5 \$168 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$174 |
| Lincoln | 47 | 3P0266 | 2/2001 | Grading, paving and replace bridges at Town Branch and Cuivre River 0.6 mile east of Rte. 61. To be let in combination with 3P0458. Reason(s): The cost estimate deviated from the actual cost due to latent excavation changes. | \$6,195 | \$7,131 | 15.11% |
| | | | | | <i>PE</i> \$408 <i>CE Inc:</i> \$355 <i>CN:</i> \$5,220 <i>RW Inc:</i> \$0 <i>RW:</i> \$212 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$409 \$217 \$6,195 \$53 \$212 \$45 \$0 | CN Award Cost +3% \$6,233 |
| Lincoln | 47 | 3P0666 | 5/2003 | Grading and paving for southbound and northbound left turn lanes 0.5 mile east of Rte. 61 at Cherry Lane and Bluffview Estates. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns. | \$322 | \$469 | 45.65% |
| | | | | | <i>PE</i> \$40 <i>CE Inc:</i> \$15 <i>CN:</i> \$228 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$39 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$68 \$21 \$381 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$352 |

Program Estimates Compared to Costs of Projects Completed SFY 2004
RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|---|--|--|--|
| Lincoln | 79 | 3P0458 | 2/2001 | Grading, paving and replace bridge over drainage ditch 0.8 mile south of Pike County. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$453 | \$485 | 7.06% |
| | | | | | <i>PE</i> \$152 <i>CE Inc:</i> \$18 <i>CN:</i> \$263 <i>RW Inc:</i> \$0 <i>RW:</i> \$20 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$153</i> <i>\$17</i> <i>\$287</i> <i>\$8</i> <i>\$20</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3%</i> \$235 |
| Lincoln | MM | 3L0312D | 12/2002 | Contract Level Course from Rte. C to end of maintenance. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$106 | \$88 | -16.98% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$7 <i>CN:</i> \$99 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$0</i> <i>\$2</i> <i>\$86</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3%</i> \$87 |
| Lincoln | OO | 3L0312C | 12/2002 | Contract Level Course from Rte. C to end of maintenance. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$50 | \$39 | -22.00% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$3 <i>CN:</i> \$47 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$0</i> <i>\$2</i> <i>\$37</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3%</i> \$43 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|---|--|------------------------------|
| Marion | A | 3L0311B | 12/2002 | Contract Level Course from Rte. 6 to Rte. 168. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$219 | \$170 | -22.37% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$14 <i>CN:</i> \$205 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$170 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$184 |
| Marion | 36 | 3P0276B | 11/2003 | Demolition of existing weigh station 1.3 miles east of Rte. H. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns. | \$42 | \$82 | 95.24% |
| | | | | | <i>PE</i> \$2 <i>CE Inc:</i> \$3 <i>CN:</i> \$37 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$10 \$15 \$56 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$45 |
| Marion | 36 | 3P0413B | 5/2000 | Pavement, ramps and bridge replacement at Rte. 36 and Rte. 61 interchange. Reason(s): The cost estimate deviated from the actual cost due to unexpected change orders. | \$5,314 | \$6,130 | 15.36% |
| | | | | | <i>PE</i> \$431 <i>CE Inc:</i> \$309 <i>CN:</i> \$4,550 <i>RW Inc:</i> \$1 <i>RW:</i> \$23 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$447 \$313 \$5,213 \$3 \$25 \$119 \$0 \$10 | CN Award Cost +3% \$4,661 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|--|--|------------------------------|
| Marion | 36 | 3P0587 | 5/2000 | Resurface from 3.2 miles east of Rte. 24 east to 0.6 mile west of Rte. 61. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$755 | \$1,127 | 49.27% |
| | | | | | <i>PE</i> \$26 <i>CE Inc:</i> \$46 <i>CN:</i> \$683 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$26 \$30 \$1,070 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$1,059 |
| Marion | 36 | 3U0269H | 11/1998 | Deck slab and painting on the new Mississippi River Bridge in Hannibal. Bridge No. A-5054. Project relates to 3U0269, 3U0269D, 3U0269E, 3U0269F, 3U0269G and 3U0269I. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$10,756 | \$9,963 | -7.37% |
| | | | | | <i>PE</i> \$22 <i>CE Inc:</i> \$683 <i>CN:</i> \$10,051 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$22 \$596 \$9,343 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$9,073 |
| Marion | 61 | 3P0564 | 12/2000 | Grading, paving and replace bridge over South River 0.9 mile north of Rte. F (northbound lane). Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$1,028 | \$804 | -21.79% |
| | | | | | <i>PE</i> \$67 <i>CE Inc:</i> \$61 <i>CN:</i> \$900 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$67 \$48 \$688 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$667 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|---|--|----------------------------|
| Marion | 61 | 3P0565 | 12/2000 | Grading, paving and replace bridge over South River 0.9 mile north of Rte. F (southbound lane). | \$993 | \$819 | -17.52% |
| | | | | | <i>PE</i> \$32 <i>CE Inc:</i> \$61 <i>CN:</i> \$900 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$33 \$66 \$720 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$707 |
| Monroe | W | 3S0632 | 12/2001 | Construct asphalt shoulders, drainage and resurface from Rte. 24 to 0.2 mile east of Ralls County line. | \$949 | \$1,103 | 16.23% |
| | | | | | <i>PE</i> \$83 <i>CE Inc:</i> \$51 <i>CN:</i> \$757 <i>RW Inc:</i> \$0 <i>RW:</i> \$58 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$84 \$91 \$632 \$47 \$58 \$191 \$0 \$0 | CN Award Cost +3% \$580 |
| Monroe | CC | 3S0480 | 3/2003 | Grading, paving and replace bridge over Brush Creek 0.8 mile west of Rte. PP. | \$515 | \$445 | -13.59% |
| | | | | | <i>PE</i> \$65 <i>CE Inc:</i> \$28 <i>CN:</i> \$412 <i>RW Inc:</i> \$0 <i>RW:</i> \$10 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$100 \$4 \$331 \$5 \$5 \$0 \$0 | CN Award Cost +3% \$324 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|------------|-------|------------|----------------|--|---|---|------------------------------|
| Montgomery | 70 | 310681 | 10/2002 | Install median guard cable from 0.5 mile east of Rte. J east to St. Charles County. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$1,011 | \$849 | -16.02% |
| | | | | | <i>PE</i> \$35 <i>CE Inc:</i> \$62 <i>CN:</i> \$914 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$16 \$0 \$833 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$866 |
| Montgomery | 70 | 310682 | 6/2003 | Coldmill and resurface eastbound and westbound lanes from 5.3 miles west of Warren County Line east to Warren County. Two disconnected sections. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$2,793 | \$2,243 | -19.69% |
| | | | | | <i>PE</i> \$40 <i>CE Inc:</i> \$0 <i>CN:</i> \$2,753 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$17 \$21 \$2,205 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$2,123 |
| Montgomery | 70 | 310684 | 6/2003 | Milled median rumble strips from Callaway County line to St. Charles County line. Reason(s): The cost estimate deviated from the actual cost due to no historical data for estimating. | \$167 | \$50 | -70.06% |
| | | | | | <i>PE</i> \$5 <i>CE Inc:</i> \$10 <i>CN:</i> \$152 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$1 \$0 \$48 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$50 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|------------|-------|------------|----------------|--|--|---|----------------------------|
| Montgomery | 161 | 3L0303B | 11/2002 | Contract Level Course from Rte. V to Pike County. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$350 | \$265 | -24.29% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$22 <i>CN:</i> \$328 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$265 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$307 |
| Pike | Y | 3S0500 | 3/2003 | Grading, paving and replace bridge over Jasper Spring Branch 6.4 miles south of Bus. Rte. 61. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$1,388 | \$1,077 | -22.41% |
| | | | | | <i>PE</i> \$186 <i>CE Inc:</i> \$75 <i>CN:</i> \$1,099 <i>RW Inc:</i> \$6 <i>RW:</i> \$22 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$205 \$45 \$797 \$4 \$26 \$0 \$0 | CN Award Cost +3% \$780 |
| Pike | Y | 3S0652 | 3/2003 | Grading, paving and bridge replacement at Indian Creek 1.4 miles east of Rte. M west junction. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$1,258 | \$752 | -40.22% |
| | | | | | <i>PE</i> \$196 <i>CE Inc:</i> \$65 <i>CN:</i> \$958 <i>RW Inc:</i> \$8 <i>RW:</i> \$31 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$96 \$43 \$601 \$5 \$7 \$0 \$0 | CN Award Cost +3% \$648 |

Program Estimates Compared to Costs of Projects Completed SFY 2004
RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|--|--|--|--|
| Pike | 54 | 3P0644 | 11/2002 | Resurface from Curryville west city limit east 0.7 mile. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$537 | \$401 | -25.33% |
| | | | | | <i>PE</i> \$22 <i>CE Inc:</i> \$33 <i>CN:</i> \$482 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$37</i> <i>\$18</i> <i>\$346</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3%</i> \$367 |
| Pike | 54 | 3P0645 | 11/2002 | Resurface from Rte. U east 3.2 miles. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns. | \$1,538 | \$1,019 | -33.75% |
| | | | | | <i>PE</i> \$41 <i>CE Inc:</i> \$95 <i>CN:</i> \$1,402 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$41</i> <i>\$41</i> <i>\$936</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$1</i> | <i>CN Award</i> <i>Cost +3%</i> \$963 |
| Ralls | F | 3L0303A | 11/2002 | Contract Level Course from Rte. C to Rte. 54. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$289 | \$233 | -19.38% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$18 <i>CN:</i> \$271 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$0</i> <i>\$0</i> <i>\$233</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3%</i> \$256 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|--|---|----------------------------|
| Ralls | 19 | 3P0650 | 7/2002 | Grading and paving for intersection improvements at intersection of Rtes. 19 and 154 north junction. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$470 | \$418 | -11.06% |
| | | | | | <i>PE</i> \$20 <i>CE Inc:</i> \$29 <i>CN:</i> \$421 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$42 \$1 \$370 \$0 \$0 \$5 \$0 \$0 | CN Award Cost +3% \$347 |
| Ralls | 19 | 3P0661C | 7/2003 | Chip seal 2-12' lanes on Rte. 19 and 6 bridge decks from Rte. 154 north junction south to Rte. 154 south junction and various bridge locations. This project split from 3P0661. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$158 | \$156 | -1.27% |
| | | | | | <i>PE</i> \$6 <i>CE Inc:</i> \$10 <i>CN:</i> \$141 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> \$0 | \$7 \$1 \$147 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$150 |
| Ralls | 61 | 3P0678 | 6/2003 | Grading, paving, culvert extension and guardrail placement for northbound right turn lane at Rte. O. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns. | \$415 | \$192 | -53.73% |
| | | | | | <i>PE</i> \$20 <i>CE Inc:</i> \$25 <i>CN:</i> \$370 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$28 \$17 \$146 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$151 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|--|----------------|---|--|--|----------------------------|
| Shelby | E | 3S0608 Completion Date: 3/19/2004 | 4/2003 | Grading, paving and replace bridge over Tiger Fork 1.9 miles south of Knox County line. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$752 | \$665 | -11.57% |
| | | | | | <i>PE</i> \$209 <i>CE Inc:</i> \$33 <i>CN:</i> \$487 <i>RW Inc:</i> \$0 <i>RW:</i> \$23 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$201 \$4 \$442 \$10 \$8 \$0 \$0 | CN Award Cost +3% \$444 |
| Shelby | 15 | 3P0570 Completion Date: 7/3/2003 | 4/2002 | Grading, paving and replace bridge over Clear Creek 0.7 mile north of Rte. WW. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$1,229 | \$888 | -27.75% |
| | | | | | <i>PE</i> \$151 <i>CE Inc:</i> \$67 <i>CN:</i> \$979 <i>RW Inc:</i> \$6 <i>RW:</i> \$26 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$124 \$35 \$666 \$6 \$19 \$38 \$0 | CN Award Cost +3% \$706 |
| Various | Var | 3P0662B Completion Date: 4/20/2004 | 7/2003 | Epoxy seal bridge decks at various locations in Lincoln, Montgomery and Audrain counties. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$290 | \$273 | -5.86% |
| | | | | | <i>PE</i> \$18 <i>CE Inc:</i> \$17 <i>CN:</i> \$255 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$8 \$21 \$244 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$232 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|---|---|---|----------------------------|
| Various | Var | 3P0700 | 6/2004 | Two portable weigh station units to replace fixed locations at Hannibal and Strafford. Will eliminate need for 3P0276. Reason(s): The cost estimate deviated from the actual cost due to recent decreases in market prices for project components. | \$120 | \$60 | -50.00% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$0 <i>CN:</i> \$0 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$13 \$0 \$0 \$0 \$46 \$0 | CN Award Cost +3% \$105 |
| Warren | M | 3L0312E | 12/2002 | Contract Level Course from Rte. 47 to Rte. T. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$423 | \$387 | -8.51% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$27 <i>CN:</i> \$396 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$21 \$366 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$348 |
| Warren | 47 | 3P0416C | 12/2001 | Building demolition, asbestos removal and underground storage tank removal from old Rte. 40 to Rte. M in Warrenton. Reason(s): The cost estimate deviated from the actual cost due to latent environmental impacts. | \$173 | \$447 | 158.38% |
| | | | | | <i>PE</i> \$7 <i>CE Inc:</i> \$11 <i>CN:</i> \$155 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$21 \$0 \$426 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$123 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|---|---|------------------------------|
| Warren | 70 | 310683 | 6/2003 | Ultrathin bonded wearing surface on eastbound and westbound lanes from 4.3 miles west of Warren County to St. Charles County . Three disconnected sections. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,800 | \$1,912 | 6.22% |
| | | | | | <i>PE</i> \$27 <i>CE Inc:</i> \$0 <i>CN:</i> \$1,773 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$10 \$74 \$1,828 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$1,830 |
| Cass | 7 | 4U1076 | 6/2002 | Remove bridge and replace with fill using new vertical alignment 1.2 miles south of Rte. EE on north side of Harrisonville. Reason(s): The cost estimate deviated from the actual cost due to the addition of a box culvert and high asphalt prices. | \$638 | \$889 | 39.34% |
| | | | | | <i>PE</i> \$72 <i>CE Inc:</i> \$35 <i>CN:</i> \$513 <i>RW Inc:</i> \$10 <i>RW:</i> \$8 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$131 \$6 \$661 \$9 \$45 \$37 \$0 | CN Award Cost +3% \$662 |
| Cass | 7 | 4U1280 | 5/2002 | Widen to 3 lanes, curb and gutter from South Street to Independence Street in Harrisonville. Reason(s): The cost estimate deviated from the actual cost due to outside agencies becoming involved. | \$1,630 | \$1,349 | -17.24% |
| | | | | | <i>PE</i> \$12 <i>CE Inc:</i> \$103 <i>CN:</i> \$1,515 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$78 \$20 \$1,250 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$1,326 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|--|---|---|----------------------------------|
| Cass | 71 | 4P1357 | 3/2000 | Pavement replacement, grading and drainage from 1.0 mile south of Rte. 2 to 0.8 mile south of Rte. 7. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$10,935 | \$11,383 | 4.10% |
| | | | | | <i>PE</i> \$212 <i>CE Inc:</i> \$682 <i>CN:</i> \$10,041 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$212 \$699 \$10,250 \$0 \$0 \$215 \$0 \$6 | <i>CN Award Cost +3% \$9,765</i> |
| Cass | 71 | 4P1559* | 6/2001 | Reconstruct the outer road from Rte. 71 and Rte. 7 interchange to 275th Street. \$188,000 funded through the Ec Dev Prog for the Carter Burgess Distribution Center creating appr 670 jobs. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$188 | \$188 | 0.00% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$0 <i>CN:</i> \$188 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$0 \$0 \$188 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3% \$194</i> |
| Cass | 291 | 4X1321 | 1/2000 | Improve free right and left turn lanes at Commercial Street intersection in Harrisonville. Reason(s): The estimate for this project changed between the time that the project was programmed and when the final estimate was submitted. The cost increased due to the specifications to use limestone porphyry (a higher grade of asphalt). | \$153 | \$179 | 16.99% |
| | | | | | <i>PE</i> \$83 <i>CE Inc:</i> \$4 <i>CN:</i> \$66 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$83 \$5 \$89 \$0 \$0 \$0 \$0 \$2 | <i>CN Award Cost +3% \$85</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|--|--|------------------------------|
| Clay | 1 | 4S1554 | 3/2003 | Ultrathin bonded wearing surface from 64th Street to I-35. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns. | \$315 | \$442 | 40.32% |
| | | | | | <i>PE</i> \$10 <i>CE Inc:</i> \$19 <i>CN:</i> \$285 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> | \$2 \$16 \$424 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$408 |
| Clay | 9 | 4P1517 | 6/2002 | Modify inlet grates, stripe and sign bike lanes across Heart of America Bridge over the Missouri River in Kansas City area. Project funded by 80% CMAQ funds, up to 163,493.00 including Preliminary Eng., Const. Eng., & contingencies Reason(s): The cost estimate deviated from the actual cost due to no historical data for estimating. | \$198 | \$88 | -55.56% |
| | | | | | <i>PE</i> \$10 <i>CE Inc:</i> \$12 <i>CN:</i> \$176 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$36 \$0 \$52 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$57 |
| Clay | 35 | 411345 | 7/2000 | Remove Liberty Drive exit ramp and widen Rte. 69 off ramp at Rte. 69/Pleasant Valley Road/Liberty Drive interchange. Part funding through MARC. Reason(s): The cost estimate deviated from the actual cost due to recent increases in market prices for project components. | \$1,186 | \$1,700 | 43.34% |
| | | | | | <i>PE</i> \$24 <i>CE Inc:</i> \$74 <i>CN:</i> \$1,088 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$24 \$149 \$1,522 \$3 \$0 \$0 \$0 | CN Award Cost +3% \$1,469 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|--|--|--------------------------------|
| Clay | 69 | 4P1471 | 11/2002 | Replace temporary signals with mast arm signals at Indiana 0.5 mile east of Rte. 1 in Kansas City. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$205 | \$226 | 10.24% |
| | | | | | <i>PE</i> \$28 <i>CE Inc:</i> \$12 <i>CN:</i> \$154 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$11 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$53 \$1 \$172 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$181 |
| Henry | 7 | 4P1564 | 12/2002 | Coldmilling and resurfacing southbound lanes from 0.2 mile south of Henry County line, south 3.2 miles to the beginning of concrete pavement. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$208 | \$195 | -6.25% |
| | | | | | <i>PE</i> \$10 <i>CE Inc:</i> \$13 <i>CN:</i> \$184 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> \$0 | \$1 \$9 \$184 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$180 |
| Henry | E | 4S1181 | 4/2002 | Replace bridge over Catfish Creek 1.0 mile south of Windsor. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$639 | \$688 | 7.67% |
| | | | | | <i>PE</i> \$172 <i>CE Inc:</i> \$29 <i>CN:</i> \$421 <i>RW Inc:</i> \$11 <i>RW:</i> \$6 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$149 \$28 \$501 \$6 \$4 \$1 \$0 | <i>CN Award Cost +3%</i> \$458 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|--|--|----------------------------------|
| Henry | K | 4S1583 | 10/2002 | Resurface driving lanes only from old Rte. 7 south 0.9 mile to near the south urban limits of Urich. Funded from 4R0300A. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. Project scope changed after award of contract. | \$60 | \$79 | 31.67% |
| | | | | | <i>PE</i> \$2 <i>CE Inc:</i> \$4 <i>CN:</i> \$54 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$2 \$4 \$73 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$69 |
| Henry | 13 | 4P0933B | 10/1998 | Grading and bridges for added lane to provide dual divided highway with an interchange at Rte. 52 from 0.5 mile north of Bus. Rte. 13 to 0.4 mile south of St. Clair County line. Reason(s): Clearing and grubbing quantities were over-estimated. Earthwork items were bid extremely low. | \$15,606 | \$10,110 | -35.22% |
| | | | | | <i>PE</i> \$1,682 <i>CE Inc:</i> \$817 <i>CN:</i> \$12,023 <i>RW Inc:</i> \$81 <i>RW:</i> \$1,003 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$1,720 \$695 \$6,463 \$177 \$1,013 \$41 \$0 | <i>CN Award Cost +3%</i> \$6,241 |
| Henry | 13 | 4P0933E | 10/1998 | Bridge superstructures across Truman Reservoir for dual lane divided highway from 2.0 miles south of Bus. Rte. 13 to 1.8 miles north of Rte. 52. Reason(s): Quantity for reinforcing steel was over estimated and other bridge items were bid low. | \$7,280 | \$5,359 | -26.39% |
| | | | | | <i>PE</i> \$4 <i>CE Inc:</i> \$463 <i>CN:</i> \$6,813 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$4 \$145 \$5,209 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$5,306 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|---|--|--|--------------------------------------|
| Henry | 13 | 4P0933F | 1/2000 | Paving previously graded roadbed to provide added lane for dual divided highway from 0.5 mile north of Bus. Rte. 13 to 0.4 mile south of St. Clair County line. Relates to 4P0933B & C. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$15,393 | \$16,589 | 7.77% |
| | | | | | <i>PE</i> \$19 <i>CE Inc:</i> \$978 <i>CN:</i> \$14,396 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$2 | \$19 \$1,242 \$15,326 \$0 \$0 \$0 \$0 \$2 | <i>CN Award</i> Cost +3% \$14,844 |
| Henry | 13 | 4P1582 | 5/2003 | Reconstruct a damaged wetland mitigation cell 3.0 miles north of Rte. 52 South Junction near Deepwater. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$57 | \$159 | 178.95% |
| | | | | | <i>PE</i> \$23 <i>CE Inc:</i> \$2 <i>CN:</i> \$32 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$34 \$5 \$119 \$0 \$0 \$0 \$0 \$0 | <i>CN Award</i> Cost +3% \$72 |
| Jackson | 7 | 4P1477 | 11/2002 | Replace temporary signals with permanent signals at the intersection of Pink Hill Road and Rte. 7. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$179 | \$223 | 24.58% |
| | | | | | <i>PE</i> \$42 <i>CE Inc:</i> \$9 <i>CN:</i> \$128 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$52 \$7 \$163 \$0 \$0 \$0 \$0 \$0 | <i>CN Award</i> Cost +3% \$171 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|--|---|--|-------------------------------|
| Jackson | 40 | 4S1593 | 7/2003 | Coldmilling, resurfacing, and guard rail installation from the south side of the north ramps at I-70 to the south islands at the Rte. AA intersection. Reason(s): The length of the project was increased by 200 feet after the project was programmed. 9' guard rail post were not in the programmed estimate. | \$130 | \$190 | 46.15% |
| | | | | | <i>PE</i> \$3 <i>CE Inc:</i> \$8 <i>CN:</i> \$118 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> \$0 | \$13 \$9 \$168 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$173 |
| Jackson | 50 | 4P1343 | 2/2001 | Resurface pavement and replace bridges from Rte. RA east to Johnson County line. Rte. 7 will be widened to provide 2 additional lanes of traffic. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$16,163 | \$16,624 | 2.85% |
| | | | | | <i>PE</i> \$222 <i>CE Inc:</i> \$1,014 <i>CN:</i> \$14,927 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$508 \$350 \$15,765 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$15,221 |
| Jackson | 70 | 4I0073 | 6/1998 | Replace and rehabilitate bridges on eastbound lanes from Kansas Line to Bluff Street. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$20,183 | \$22,245 | 10.22% |
| | | | | | <i>PE</i> \$1,422 <i>CE Inc:</i> \$1,194 <i>CN:</i> \$17,567 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$1,422 \$677 \$20,029 \$0 \$0 \$110 \$0 | CN Award Cost +3% \$18,941 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|-------------------------------|--|---|---|----------------------------|----------------|
| Jackson | 70 | 411530 | 6/2002 | Widen eastbound off ramp, build advanced loop detector & extend deceleration lane at Rte. F interchange in Oak Grove. Reason(s): The cost estimate deviated from the actual cost due to unexpected change orders. This project also experienced a scope change prior to award. | \$464 | \$881 | 89.87% |
| | | Completion Date: 2/4/2004 | PE \$54 CE Inc: \$26 CN: \$384 RW Inc: \$0 RW: \$0 Utilities \$0 NonContract \$0 Other: \$0 | | \$56 \$3 \$822 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$600 | |
| Jackson | 70 | 411562 | 12/2002 | Coldmilling and resurfacing eastbound lane from Rte. BB to Lafayette County line. Let in combination with 411547. Reason(s): The cost estimate deviated from the actual cost due to performing projects in combination. | \$586 | \$337 | -42.49% |
| | | Completion Date: 6/18/2004 | PE \$10 CE Inc: \$37 CN: \$538 RW Inc: \$0 RW: \$0 Utilities \$0 NonContract \$1 Other: \$0 | | \$2 \$4 \$332 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$379 | |
| Jackson | AA | 4S1423 | 11/2002 | Installation of video detection system on Rte. AA at Buckner Tarsney Road 0.7 mile south of Rte. 40 in Grain Valley. Let in combination with 4P1477. Reason(s): The cost estimate deviated from the actual cost due to recent increases in market prices for project components. | \$42 | \$54 | 28.57% |
| | | Completion Date: 12/5/2003 | PE \$12 CE Inc: \$2 CN: \$28 RW Inc: \$0 RW: \$0 Utilities \$0 NonContract \$0 Other: \$0 | | \$21 \$0 \$34 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$35 | |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|--|--|---|--|
| Jackson | 150 | 4U1011D | 7/2000 | Paving, lighting and signals from Kansas State line to Rte. D (Holmes Road) in Kansas City area. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$7,258 | \$6,500 | -10.44% |
| | | | | | <i>PE</i> \$120 <i>CE Inc:</i> \$454 <i>CN:</i> \$6,684 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$151</i> <i>\$479</i> <i>\$5,838</i> <i>\$0</i> <i>\$0</i> <i>\$32</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3% \$5,672</i> |
| Jackson | 291 | 4P1513 | 4/2003 | Coldmilling and white top surfacing on all approaches at Rte. 78 intersection in Independence. Reason(s): The cost estimate deviated from the actual cost due to no historical data for estimating. | \$1,944 | \$918 | -52.78% |
| | | | | | <i>PE</i> \$378 <i>CE Inc:</i> \$97 <i>CN:</i> \$1,420 <i>RW Inc:</i> \$0 <i>RW:</i> \$49 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$52</i> <i>\$37</i> <i>\$796</i> <i>\$12</i> <i>\$21</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3% \$766</i> |
| Jackson | 470 | 411547 | 12/2002 | Coldmilling and resurfacing Bowlin Road to 39th Street. Let in combination with 411562. Reason(s): The cost estimate deviated from the actual cost due to performing projects in combination. | \$687 | \$582 | -15.28% |
| | | | | | <i>PE</i> \$10 <i>CE Inc:</i> \$44 <i>CN:</i> \$632 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> \$0 | <i>\$3</i> <i>\$95</i> <i>\$484</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3% \$505</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-----------|-------|------------|----------------|--|---|--|---|
| Lafayette | W | 4S1585 | 11/2002 | Recycled asphaltic concrete overlay (2") from Rte. 20 to railroad tracks in Alma. Let in combination with 4S1587. Reason(s): The cost estimate deviated from the actual cost due to underruns. Pavement marking was underrun and will be performed by maintenance forces. | \$36 | \$25 | -30.56% |
| | | | | | <i>PE</i> \$1 <i>CE Inc:</i> \$2 <i>CN:</i> \$33 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$3 \$0 \$22 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$29 |
| Lafayette | Y | 4S1587 | 11/2002 | Resurfacing with 2 inches of reclaimed asphalt from 0.3 mile north of I-70 to end of state maintenance in Emma. Let in combination with 4S1585. Reason(s): The cost estimate deviated from the actual cost due to underruns. Pavement marking was underrun and will be performed by maintenance forces. | \$36 | \$31 | -13.89% |
| | | | | | <i>PE</i> \$1 <i>CE Inc:</i> \$2 <i>CN:</i> \$33 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$1 \$0 \$30 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$37 |
| Lafayette | 23 | 4S1576 | 7/2002 | Resurface 2-12' lanes from 10th Street to 13th Street in Concordia. Funded from 4R0300A. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$25 | \$25 | 0.00% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$0 <i>CN:</i> \$25 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$25 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$25 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-----------|-------|------------|----------------|---|--|--|--------------------------------|
| Lafayette | 70 | 411534 | 5/2002 | Landscaping at Rte. 23 interchange in Concordia. city will provide 10% match and modot roadsides will provide 10% match Reason(s): The cost estimate deviated from the actual cost due to recent increases in market prices for project components. | \$100 | \$130 | 30.00% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$6 <i>CN:</i> \$94 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$0 <i>CN:</i> \$130 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$137 |
| Lafayette | AA | 4S1063 | 6/2002 | Grading, paving and replace bridge over Crow Creek 0.4 mile west of Rte. 23. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$640 | \$684 | 6.88% |
| | | | | | <i>PE</i> \$83 <i>CE Inc:</i> \$33 <i>CN:</i> \$492 <i>RW Inc:</i> \$12 <i>RW:</i> \$20 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$156 <i>CE Inc:</i> \$23 <i>CN:</i> \$464 <i>RW Inc:</i> \$3 <i>RW:</i> \$2 <i>Utilities</i> \$37 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$465 |
| Lafayette | MM | 4S1066 | 6/2002 | Replace bridge over Tabo Creek 2.2 miles west of Rte. 13. Reason(s): The cost estimate deviated from the actual cost due to high consultant design and removal costs. | \$595 | \$782 | 31.43% |
| | | | | | <i>PE</i> \$84 <i>CE Inc:</i> \$32 <i>CN:</i> \$465 <i>RW Inc:</i> \$8 <i>RW:</i> \$6 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$157 <i>CE Inc:</i> \$14 <i>CN:</i> \$514 <i>RW Inc:</i> \$7 <i>RW:</i> \$8 <i>Utilities</i> \$83 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$512 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-----------|-------|------------|----------------|---|---|--|----------------------------|
| Lafayette | NN | 4S1065 | 6/2002 | Grading, paving and replace bridge over Fork of Dyer Creek 2.6 miles east of Rte. 23. Reason(s): The cost estimate deviated from the actual cost due to the use of a box culvert instead of a bridge. | \$808 | \$611 | -24.38% |
| | | | | | <i>PE</i> \$123 <i>CE Inc:</i> \$43 <i>CN:</i> \$627 <i>RW Inc:</i> \$7 <i>RW:</i> \$8 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$185 \$13 \$396 \$4 \$6 \$8 \$0 | CN Award Cost +3% \$383 |
| Platte | 9 | 4S1541 | 3/2003 | Microsurfacing from Rte. FF to Clay County line. Let in combination with microsurfacing projects on Rtes. 45, 69 and I-635. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns. (length of project was shortened) | \$526 | \$362 | -31.18% |
| | | | | | <i>PE</i> \$10 <i>CE Inc:</i> \$33 <i>CN:</i> \$482 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> \$0 | \$4 \$2 \$356 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$345 |
| Platte | 29 | 411510 | 5/2002 | Landscaping at Rte. 45 interchange. Enhancement funds under STP-3359 (401). Reason(s): The cost estimate deviated from the actual cost due to change orders that removed items for plantings in the median, as requested by the City of Kansas City. | \$331 | \$264 | -20.24% |
| | | | | | <i>PE</i> \$1 <i>CE Inc:</i> \$21 <i>CN:</i> \$309 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$264 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$288 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|--|--|--|--|
| Platte | 45 | 4P1556 | 3/2003 | Microsurfacing from I-435 to Route 9. Let in combination with microsurfacing projects on Rtes. 9, 69 & I-635. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$245 | \$183 | -25.31% |
| | | | | | <i>PE</i> \$10 <i>CE Inc:</i> \$15 <i>CN:</i> \$219 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> | \$1 \$2 \$180 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$182 |
| Platte | 45 | 4U1108 | 4/1999 | Grading and paving to widen from a two lane to a four lane roadway from Rte. 9 to 0.2 mile west of I-29 in Kansas City. Job relates to 4U1108B. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$7,975 | \$9,798 | 22.86% |
| | | | | | <i>PE</i> \$467 <i>CE Inc:</i> \$449 <i>CN:</i> \$6,602 <i>RW Inc:</i> \$104 <i>RW:</i> \$353 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$467 \$686 \$8,214 \$55 \$353 \$5 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$8,093 |
| Platte | 69 | 4P1555 | 3/2003 | Microsurfacing from I-635 to Missouri River. Let in combination with microsurfacing projects on Rtes. 9, 45, & I-635. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns. (length of project was shortened) | \$105 | \$71 | -32.38% |
| | | | | | <i>PE</i> \$10 <i>CE Inc:</i> \$6 <i>CN:</i> \$88 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> | \$2 \$3 \$66 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$69 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|--|---|----------------------------------|
| Platte | 635 | 411557 | 3/2003 | Microsurfacing from I-29 to Missouri River. Let in combination with microsurfacing on Rtes. 9, 45 & 69. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns. | \$385 | \$490 | 27.27% |
| | | | | | <i>PE</i> \$10 <i>CE Inc:</i> \$24 <i>CN:</i> \$350 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> | \$3 \$62 \$425 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$427 |
| Ray | K | 4S1154 | 4/2002 | Grading, paving and replace bridges over Wakenda and Pedee Creeks 1.0 and 1.5 miles east of Rte. A. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,659 | \$1,639 | -1.21% |
| | | | | | <i>PE</i> \$120 <i>CE Inc:</i> \$96 <i>CN:</i> \$1,416 <i>RW Inc:</i> \$18 <i>RW:</i> \$9 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$255 \$69 \$1,254 \$8 \$5 \$48 \$0 | <i>CN Award Cost +3%</i> \$1,319 |
| Ray | T | 4S1494 | 4/2002 | Replace bridge over Willow Creek 2.0 miles south of Rte. 10. Reason(s): The bridge items were bid higher than expected. | \$901 | \$1,175 | 30.41% |
| | | | | | <i>PE</i> \$60 <i>CE Inc:</i> \$53 <i>CN:</i> \$772 <i>RW Inc:</i> \$8 <i>RW:</i> \$8 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$236 \$85 \$840 \$8 \$5 \$0 \$0 | <i>CN Award Cost +3%</i> \$930 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|---|--|---|------------------------------|
| Various | Var | 411496 | 12/2000 | Install freeway reference markers on various routes in Jackson, Clay & Platte Counties. 80% CMAQ funds for PE & const under Proj CMAQ-3300(458). MODOT share from dist operations. Reason(s): Estimated amount represents the construction cost for the whole project, but the cost to complete represents MoDOT's share of 20%. | \$546 | \$239 | -56.23% |
| | | | | | <i>PE</i> \$2 <i>CE Inc:</i> \$35 <i>CN:</i> \$509 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$2 \$40 \$196 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$178 |
| Benton | F | 5L0325B | 2/2003 | Contract Level Course from Cole Camp to end of maintenance. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$126 | \$116 | -7.94% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$8 <i>CN:</i> \$118 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$116 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$121 |
| Boone | B | 5U0364 | 6/1999 | Grading, paving and new bridge from south of Rte. 63 to north of Business Rte. I-70. Will be let in combination with 5U0757. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$8,376 | \$8,807 | 5.15% |
| | | | | | <i>PE</i> \$775 <i>CE Inc:</i> \$456 <i>CN:</i> \$6,714 <i>RW Inc:</i> \$39 <i>RW:</i> \$392 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$21 | \$777 \$501 \$6,027 \$195 \$392 \$893 \$0 | CN Award Cost +3% \$6,075 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|---|---|----------------------------------|
| Boone | B | 5U0757 | 6/1999 | Widen to 5 lanes, signals and lighting at the Rte. 63 interchange. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$998 | \$975 | -2.30% |
| | | | | | <i>PE</i> \$78 <i>CE Inc:</i> \$56 <i>CN:</i> \$864 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$4 | \$78 \$24 \$870 \$0 \$0 \$0 \$0 \$4 | <i>CN Award Cost +3%</i> \$908 |
| Boone | 63 | 5P0772 | 9/2001 | Grading, paving, bridge and signals for interchange at Vandiver Drive extension 1.0 mile north of I-70 in Columbia. Will be let by MoDOT in combination with City of Columbia (Job No. 5O0007) Reason(s): Original estimate assumed fill would be hauled with scrapers but contractors bid using trucks resulting in higher costs. | \$4,471 | \$5,021 | 12.30% |
| | | | | | <i>PE</i> \$11 <i>CE Inc:</i> \$284 <i>CN:</i> \$4,176 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$13 \$291 \$4,717 \$0 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$4,948 |
| Boone | 63 | 5P0779 | 5/2002 | Replace bridge over Grindstone Creek 0.3 mile south of Rte. 740 (southbound lanes). Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,452 | \$1,550 | 6.75% |
| | | | | | <i>PE</i> \$167 <i>CE Inc:</i> \$82 <i>CN:</i> \$1,203 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$173 \$51 \$1,326 \$0 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$1,189 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|--|---|---|----------------------------|
| Boone | 63 | 5P0797 | 3/2002 | Concrete pavement replacement to correct superelevation on curve from 0.1 mile south of Bonne Femme Creek on Rte. 63 southbound lane. Reason(s): The cost estimate deviated from the actual cost due to unexpected change orders. | \$384 | \$537 | 39.84% |
| | | | | | <i>PE</i> \$9 <i>CE Inc:</i> \$24 <i>CN:</i> \$351 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$20 \$44 \$473 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$474 |
| Callaway | C | 5L0313C | 12/2002 | Contract Level Course from Rte. O to Rte. 94. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$423 | \$389 | -8.04% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$27 <i>CN:</i> \$396 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$24 \$364 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$370 |
| Callaway | F | 5L0313D | 12/2002 | Contract Level Course from Rte. J to Rte. 54. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$329 | \$299 | -9.12% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$21 <i>CN:</i> \$308 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$6 \$293 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$278 |

Program Estimates Compared to Costs of Projects Completed SFY 2004
RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|--|----------------|--|---|--|----------------------------|
| Callaway | H | 5L0313E Completion Date: 11/4/2003 | 12/2002 | Contract Level Course from Rte. J to Rte. 54. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$183 | \$168 | -8.20% |
| | | | | | PE \$0 CE Inc: \$12 CN: \$171 RW Inc: \$0 RW: \$0 Utilities \$0 NonContract \$0 Other: \$0 | \$0 \$7 \$161 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$163 |
| Callaway | J | 5L0313F Completion Date: 11/4/2003 | 12/2002 | Contract Level Course from Rte. WW to Rte. F. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$25 | \$23 | -8.00% |
| | | | | | PE \$0 CE Inc: \$2 CN: \$23 RW Inc: \$0 RW: \$0 Utilities \$0 NonContract \$0 Other: \$0 | \$0 \$2 \$21 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$21 |
| Callaway | 54 | 5L0313A Completion Date: 11/4/2003 | 12/2002 | Contract Level Course from Rte. NN to end of maintenance. Reason(s): Contractor bids for extremely small quantities were much higher than estimate based on contracts with larger quantities. | \$35 | \$47 | 34.29% |
| | | | | | PE \$0 CE Inc: \$2 CN: \$33 RW Inc: \$0 RW: \$0 Utilities \$0 NonContract \$0 Other: \$0 | \$0 \$3 \$44 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$34 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|-------------------------------|--|---|---|----------------------------|----------------|
| Callaway | 54 | 5L0313B | 12/2002 | Contract Level Course from Rte. H to end of maintenance. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$8 | \$7 | -12.50% |
| | | Completion Date: 11/4/2003 | PE \$0 CE Inc: \$1 CN: \$7 RW Inc: \$0 RW: \$0 Utilities \$0 NonContract \$0 Other: \$0 | | \$0 \$1 \$6 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$7 | |
| Callaway | 70 | 5I0802 | 7/2003 | Replace and upgrade signing to current standards in both the eastbound and westbound lanes along I-70. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$929 | \$490 | -47.26% |
| | | Completion Date: 5/5/2004 | PE \$75 CE Inc: \$54 CN: \$800 RW Inc: \$0 RW: \$0 Utilities \$0 NonContract \$0 Other: \$0 | | \$78 \$26 \$386 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$391 | |
| Callaway | NN | 5L0313G | 12/2002 | Contract Level Course from Bus. 54 to end of maintenance. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$28 | \$28 | 0.00% |
| | | Completion Date: 11/4/2003 | PE \$0 CE Inc: \$2 CN: \$26 RW Inc: \$0 RW: \$0 Utilities \$0 NonContract \$0 Other: \$0 | | \$0 \$1 \$27 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$25 | |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|--|---|---|----------------------------------|
| Camden | 5 | 5P0589 | 5/2001 | Grading to replace bridge over Niangua Arm of Lake of the Ozarks 1.2 miles south of Rte. 7. Related projects are 5P0589B, 5P0589C and 5P0589D. Reason(s): The cost estimate deviated from the actual cost due to latent excavation changes. | \$6,075 | \$8,191 | 34.83% |
| | | | | | <i>PE</i> \$1,191 <i>CE Inc:</i> \$223 <i>CN:</i> \$3,288 <i>RW Inc:</i> \$30 <i>RW:</i> \$1,343 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$1,253 \$130 \$4,394 \$92 \$1,348 \$974 \$0 \$1 | <i>CN Award Cost +3% \$4,123</i> |
| Camden | 5 | 5P0589C | 5/2001 | Pavement and superstructure to replace bridge over Niangua River 1.2 miles south of Rte. 7. \$2,594,280 Section 378 Demo funds for this project. Related projects are 5P0589, 5P0589B and 5P0589D. Reason(s): The cost estimate deviated from the actual cost due to the omission of certain items. | \$7,302 | \$9,474 | 29.75% |
| | | | | | <i>PE</i> \$2 <i>CE Inc:</i> \$465 <i>CN:</i> \$6,835 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$10 \$123 \$9,341 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3% \$9,676</i> |
| Camden | D | 5L0315C | 12/2002 | Contract Level Course from Rte. 54 to Laclede County. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$301 | \$249 | -17.28% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$19 <i>CN:</i> \$282 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$0 \$5 \$245 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3% \$267</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|---|---|----------------------------|
| Camden | 73 | 5L0333 | 1/2003 | Contract level course from Dallas County line to Rte. 54. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$135 | \$87 | -35.56% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$9 <i>CN:</i> \$126 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$3 \$84 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$87 |
| Cole | C | 5L0320D | 1/2003 | Contract Level Course from Rte. AA to Meadows Ford Rd. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$323 | \$284 | -12.07% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$21 <i>CN:</i> \$302 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$6 \$279 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$276 |
| Cole | U | 5L0320C | 1/2003 | Contract Level Course from Rte. C to Rte. 50. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$223 | \$199 | -10.76% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$14 <i>CN:</i> \$209 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$3 \$196 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$195 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|--|---------------------------------|--|--|---|--|
| Cole | 50 | 5P0780 Completion Date: 6/4/2004 | 5/2002 Reason(s): | Replace bridge over the Osage River at Cole/Osage County line (westbound lanes). The project cost to complete was within +/- 10 percent of the estimate. | \$6,505 | \$7,099 | 9.13% |
| | | | | | <i>PE</i> \$373 <i>CE Inc:</i> \$390 <i>CN:</i> \$5,742 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$507 \$123 \$6,470 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$6,313 |
| Cole | 50 | 5S0776 Completion Date: 4/19/2004 | 5/2002 Reason(s): | Grading, paving and signals to add turn lanes and geometrics along Business 50 from Dix Road intersection to Southwest Blvd. intersection. Will be let in combination with city project on Dix Road (500005) The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$479 | \$745 | 55.53% |
| | | | | | <i>PE</i> \$14 <i>CE Inc:</i> \$30 <i>CN:</i> \$435 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$33 \$9 \$700 \$3 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$568 |
| Cole | 54 | 5P0808 Completion Date: 2/4/2004 | 5/2003 Reason(s): | Restriping and grate replacement with bicycle friendly grates on Rte. 54 Missouri River Bridge (eastbound). Contractor bids for extremely small quantities were much higher than the estimate which was based on contracts with larger quantities. | \$35 | \$58 | 65.71% |
| | | | | | <i>PE</i> \$5 <i>CE Inc:</i> \$2 <i>CN:</i> \$28 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$15 \$2 \$41 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$38 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|--|--|--|--|
| Cole | 63 | 5P0344B | 5/1999 | Grading, paving and bridges to build interchange at the junction of Rte. 50 and Rte. 63. Involves bridge A-5553 and bridge A-5554. | \$7,426 | \$6,447 | -13.18% |
| | | | | | <i>PE</i> \$384 <i>CE Inc:</i> \$448 <i>CN:</i> \$6,594 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$392 \$599 \$5,454 \$0 \$0 \$0 \$0 \$2 | <i>CN Award</i> <i>Cost +3% \$5,693</i> |
| Cooper | K | 5S0805 | 9/2002 | Emergency repair to bridge damaged during recent flood over Blackwater Creek just north of Blackwater. Involves bridge A-1382. | \$1,170 | \$787 | -32.74% |
| | | | | | <i>PE</i> \$70 <i>CE Inc:</i> \$70 <i>CN:</i> \$1,030 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$85 \$1 \$701 \$0 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$647</i> |
| Cooper | 41 | 5L0305B | 11/2002 | Contract Level Course from I-70 to Rte. TT. | \$366 | \$364 | -0.55% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$23 <i>CN:</i> \$343 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$364 \$0 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$354</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|--|--|--|
| Cooper | 135 | 5L0305A | 11/2002 | Contract Level Course from Pilot Grove to Rte. E. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$140 | \$139 | -0.71% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$9 <i>CN:</i> \$131 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$0 <i>CN:</i> \$139 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award</i> <i>Cost +3%</i> \$134 |
| Miller | 52 | 5S0613 | 11/2002 | Grading, paving and replace bridge over Panther Creek 3.3 miles west of Rte. PP. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,432 | \$1,302 | -9.08% |
| | | | | | <i>PE</i> \$230 <i>CE Inc:</i> \$76 <i>CN:</i> \$1,091 <i>RW Inc:</i> \$0 <i>RW:</i> \$5 <i>Utilities</i> \$30 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$302 <i>CE Inc:</i> \$32 <i>CN:</i> \$950 <i>RW Inc:</i> \$2 <i>RW:</i> \$5 <i>Utilities</i> \$11 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award</i> <i>Cost +3%</i> \$822 |
| Miller | 54 | 5P0650 | 11/2000 | Grading and paving for interchange at Rtes. 87 and M and add lanes for a dual lane facility from 1.1 miles east of Rte. 52 to 0.7 mile east of Rte. M. To be let in combination with 5P0650B. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$6,060 | \$6,252 | 3.17% |
| | | | | | <i>PE</i> \$356 <i>CE Inc:</i> \$363 <i>CN:</i> \$5,341 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$356 <i>CE Inc:</i> \$326 <i>CN:</i> \$5,523 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$37 <i>NonContract</i> \$0 <i>Other:</i> \$10 | <i>CN Award</i> <i>Cost +3%</i> \$5,335 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|--|--|---|----------------------------------|
| Miller | 54 | 5P0650B | 11/2000 | Bridges at intersections with Rtes. 87 and M and with Missouri Central Railroad (Old Rock Island Railroad). Let in combination with 5P0650. Involves bridges A-6291, A-5792 and A-5793. Reason(s): The cost estimate deviated from the actual cost due to recent increases in market prices for project components. | \$1,606 | \$1,791 | 11.52% |
| | | | | | <i>PE</i> \$86 <i>CE Inc:</i> \$97 <i>CN:</i> \$1,423 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$86 <i>CE Inc:</i> \$121 <i>CN:</i> \$1,583 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$1,563</i> |
| Miller | CC | 5L0320A | 1/2003 | Contract Level Course from Rte. C to Rte. 52 Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$173 | \$269 | 55.49% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$11 <i>CN:</i> \$162 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$1 <i>CN:</i> \$269 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$246</i> |
| Moniteau | T | 5L0320B | 1/2003 | Contract Level Course from Rte. 87 to Rte. C. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$175 | \$164 | -6.29% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$11 <i>CN:</i> \$164 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$1 <i>CN:</i> \$163 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$155</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|---|--|--|
| Morgan | 52 | 5S0799 | 1/2003 | Rebuilding Rtes. 5 and 52 intersection and adding turn lanes at Rte. 52 and Rte. C intersection about 4 miles east of Versailles. Reason(s): The cost estimate deviated from the actual cost due to the omission of certain items. | \$1,049 | \$1,499 | 42.90% |
| | | | | | <i>PE</i> \$78 <i>CE Inc:</i> \$58 <i>CN:</i> \$782 <i>RW Inc:</i> \$32 <i>RW:</i> \$24 <i>Utilities</i> \$75 <i>NonContract</i> \$0 <i>Other:</i> | \$170 \$19 \$1,242 \$13 \$13 \$40 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$1,126 |
| Osage | E | 5L0326A | 2/2003 | Contract Level Course from Rte. 63 to Rte. 89. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$195 | \$183 | -6.15% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$12 <i>CN:</i> \$183 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$0 \$5 \$178 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$184 |
| Osage | U | 5L0326B | 2/2003 | Contract Level Course from Rte. 50 to Rich Fountain. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$353 | \$255 | -27.76% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$22 <i>CN:</i> \$331 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$0 \$4 \$251 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$259 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|--|---|--|----------------------------|
| Pettis | E | 5L0325A | 2/2003 | Contract Level Course from Rte. 52 to Rte. B. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$186 | \$177 | -4.84% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$12 <i>CN:</i> \$174 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$177 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$186 |
| Various | Var | 5P0795B | 7/2003 | Microsurfacing at various locations in Camden, Callaway and Cole Counties. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$602 | \$476 | -20.93% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$38 <i>CN:</i> \$564 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$9 \$16 \$451 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$448 |
| Various | Var | 5P0795C | 7/2003 | Microsurfacing at various locations in Boone, Cooper and Pettis Counties. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$799 | \$640 | -19.90% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$52 <i>CN:</i> \$747 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$8 \$19 \$612 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$639 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|---|--|--|---|
| Franklin | 30 | 6S1327 | 12/2000 | Resurfacing from Rte. 47 to Jefferson County. Reason(s): The cost estimate deviated from the actual cost due to irregularities in pavement. | \$3,258 | \$2,019 | -38.03% |
| | | | | | <i>PE</i> \$41 <i>CE Inc:</i> \$205 <i>CN:</i> \$3,012 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$41 \$69 \$1,909 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$2,351</i> |
| Franklin | 44 | 6I1380 | 11/2000 | Pavement repair and resurfacing from east of Rte. 30 to Rte. 100 East interchange at Gray Summit. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$10,671 | \$9,901 | -7.22% |
| | | | | | <i>PE</i> \$31 <i>CE Inc:</i> \$677 <i>CN:</i> \$9,963 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$34 \$276 \$9,590 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$10,363</i> |
| Franklin | 44 | 6P1592 | 5/2002 | Ultrathin bonded asphalt overlay, pavement repair, striping, raised pavement markers and fog seal shoulders I-44 -Crawfor county line to 1/2 mile west of Rte. 30: Rte. 47-1/2 mile south of Rte. 100 to rte. 50. Reason(s): The cost estimate deviated from the actual cost due to the low preliminary and construction engineering costs because the project was less complicated to design than originally estimated. | \$3,979 | \$3,446 | -13.40% |
| | | | | | <i>PE</i> \$100 <i>CE Inc:</i> \$247 <i>CN:</i> \$3,632 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$7 \$16 \$3,423 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$3,280</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|---|--|---|--------------------------------|
| Franklin | 47 | 6P1482 | 6/2001 | Grading and pavement widening to provide 5 lanes from Miller Road to Rte. TT in St. Clair. Reason(s): The cost estimate deviated from the actual cost due to irregularities in pavement. | \$904 | \$589 | -34.85% |
| | | | | | <i>PE</i> \$55 <i>CE Inc:</i> \$54 <i>CN:</i> \$795 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$55 \$13 \$522 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$528 |
| Franklin | 50 | 6P1569 | 6/2002 | Pavement widening for additional thru lane at intersection Rte. 47 (South Junction). Reason(s): The cost estimate deviated from the actual cost due to the omission of certain items. | \$273 | \$170 | -37.73% |
| | | | | | <i>PE</i> \$21 <i>CE Inc:</i> \$16 <i>CN:</i> \$236 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$16 \$2 \$152 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$150 |
| Franklin | FF | 6L0316A | 12/2002 | Contract Level Course from Rte. 30 to Rte 47. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$255 | \$265 | 3.92% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$16 <i>CN:</i> \$239 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$6 \$259 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$268 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-----------|-------|---|----------------|---|--|---|--------------------------------|
| Franklin | 100 | 6P1474 Completion Date: 11/4/2003 | 6/2001 | Grading, drainage, pavement widening and traffic signals at intersection with Pottery Road in Washington. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$478 | \$645 | 34.94% |
| | | | | | <i>PE</i> \$50 <i>CE Inc:</i> \$27 <i>CN:</i> \$401 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$51 \$20 \$574 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$596 |
| Franklin | 100 | 6S1576 Completion Date: 4/5/2004 | 3/2002 | Grading and pavement widening for westbound right turn lane at South Point Road. Criteria met - B/C ratio of 5.6 Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$157 | \$297 | 89.17% |
| | | | | | <i>PE</i> \$12 <i>CE Inc:</i> \$9 <i>CN:</i> \$136 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$11 \$5 \$281 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$242 |
| Jefferson | A | 6S1552 Completion Date: 4/20/2004 | 4/2002 | Intersection widening with asphalt overlay at Collins Avenue in Festus. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$18 | \$53 | 194.44% |
| | | | | | <i>PE</i> \$3 <i>CE Inc:</i> \$1 <i>CN:</i> \$14 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$6 \$6 \$41 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$39 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-----------|-------|------------|----------------|---|--|---|----------------------------|
| Jefferson | A | 6S1553 | 4/2002 | Construct northbound right turn lanes, upgrade signals, lighting, striping at Rte. Z. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$217 | \$342 | 57.60% |
| | | | | | <i>PE</i> \$17 <i>CE Inc:</i> \$13 <i>CN:</i> \$187 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$30 \$20 \$292 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$277 |
| Jefferson | 21 | 6P0876G | 12/2001 | Resurface existing Rte. 21 (except bridge over Sandy Creek) from Schenk Road to Rte. A. Reason(s): The cost estimate deviated from the actual cost due to recent decreases in market prices for project components. | \$2,916 | \$981 | -66.36% |
| | | | | | <i>PE</i> \$167 <i>CE Inc:</i> \$175 <i>CN:</i> \$2,574 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$22 \$53 \$906 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$895 |
| Jefferson | 21 | 6P1475 | 12/2001 | Construct 3 left turn lanes, correct drainage problem in NE quadrant, improve turning radii & modify signals at intersection with Rtes. H and N in DeSoto. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$339 | \$730 | 115.34% |
| | | | | | <i>PE</i> \$40 <i>CE Inc:</i> \$19 <i>CN:</i> \$280 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$50 \$79 \$602 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$548 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-----------|-------|------------|----------------|--|---|---|-------------------------------|
| Jefferson | 30 | 6P1633 | 9/2002 | Raise grade on eastbound lanes only at 0.1 mile west of Scottsdale Blvd. to 0.23 mile north of Scottsdale Blvd. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$251 | \$233 | -7.17% |
| | | | | | <i>PE</i> \$19 <i>CE Inc:</i> \$15 <i>CN:</i> \$217 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$17 \$16 \$200 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$200 |
| Jefferson | 55 | 611353 | 1/2001 | Coldmill, pavement repair, asphaltic concrete overlay, rehabilitate bridges and upgrade guard rail from Rte. M to south of Rte. 61. Let in combination with 611384 and 611458. Reason(s): The cost estimate deviated from the actual cost due to conditions deteriorating faster than expected and increases in the market prices for project components. | \$10,674 | \$14,682 | 37.55% |
| | | | | | <i>PE</i> \$84 <i>CE Inc:</i> \$674 <i>CN:</i> \$9,916 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$85 \$583 \$14,011 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$13,294 |
| Jefferson | 55 | 611384 | 1/2001 | Rehabilitate bridges on I-55 north of Festus. To be let in combination with 611353 and 611458. Reason(s): The cost estimate deviated from the actual cost due to the estimate including asphalt quantities for longitudinal depth transitions at the ends of the bridge deck work which were not needed. | \$941 | \$608 | -35.39% |
| | | | | | <i>PE</i> \$9 <i>CE Inc:</i> \$59 <i>CN:</i> \$873 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$9 \$49 \$550 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$541 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-----------|-------|------------|----------------|---|--|--|----------------------------------|
| Jefferson | 55 | 611458 | 1/2001 | Install median guard cable from north of Rte. M to south of Rte. A. Let in combination with 611353 and 611384. Reason(s): The cost estimate deviated from the actual cost due to costs for reshaping median at guard cable locations which were lower than estimated. | \$488 | \$358 | -26.64% |
| | | | | | <i>PE</i> \$11 <i>CE Inc:</i> \$30 <i>CN:</i> \$447 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$11 \$34 \$309 \$0 \$0 \$3 \$0 \$0 | <i>CN Award Cost +3%</i> \$337 |
| Jefferson | 55 | 611669 | 6/2003 | Pave and install lights on two commuter parking lots at I-55 at Pevely and Rte. 67 at Festus Crystal City interchanges. Reason(s): The cost estimate deviated from the actual cost due to the low preliminary and construction engineering costs because the project was less complicated to design than originally estimated. | \$217 | \$184 | -15.21% |
| | | | | | <i>PE</i> \$13 <i>CE Inc:</i> \$50 <i>CN:</i> \$154 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$8 \$22 \$154 \$0 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$165 |
| Jefferson | 61 | 6P1386 | 6/2002 | Replace bridge over the Union Pacific Railroad south of Rte. Z in Pevely. 6P1386B split from this project. Reason(s): The cost estimate deviated from the actual cost due to latent environmental impacts and additional requirements after estimates were established. | \$2,553 | \$3,336 | 30.67% |
| | | | | | <i>PE</i> \$127 <i>CE Inc:</i> \$151 <i>CN:</i> \$2,225 <i>RW Inc:</i> \$18 <i>RW:</i> \$32 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$226 \$150 \$2,547 \$78 \$305 \$29 \$0 \$0 | <i>CN Award Cost +3%</i> \$2,402 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|------------|-------|------------|----------------|---|---|--|------------------------------|
| Jefferson | 61 | 6P1554 | 12/2002 | Construct new connector road, grading, drainage, paving, and signals between Rte. 61/67 and St. Pius Road (1600' north of 61/67 intersection). Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$1,005 | \$1,331 | 32.44% |
| | | | | | <i>PE</i> \$183 <i>CE Inc:</i> \$50 <i>CN:</i> \$739 <i>RW Inc:</i> \$0 <i>RW:</i> \$33 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$68 \$44 \$864 \$6 \$350 \$0 \$0 \$0 | CN Award Cost +3% \$870 |
| St Charles | H | 6S1140 | 5/2001 | Replace low water crossing with pipes at Graus Lake 1.0 mile east of Rte. 94. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$1,762 | \$1,456 | -17.37% |
| | | | | | <i>PE</i> \$92 <i>CE Inc:</i> \$105 <i>CN:</i> \$1,551 <i>RW Inc:</i> \$8 <i>RW:</i> \$6 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$97 \$33 \$1,307 \$13 \$6 \$0 \$0 | CN Award Cost +3% \$1,063 |
| St Charles | K | 6S1500 | 11/2001 | Add right turn lanes on Rte. K at Mexico Road and at Rte. I-70 SOR and on Rte. 94 at Pitman Hill Road. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors and preliminary engineering costs that were less than estimated. | \$333 | \$257 | -22.82% |
| | | | | | <i>PE</i> \$49 <i>CE Inc:</i> \$18 <i>CN:</i> \$266 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$47 \$22 \$188 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$166 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|------------|-------|------------|----------------|--|---|---|---|
| St Charles | N | 6S1244* | 12/1999 | Widen to three lanes from Mid-Rivers Mall Drive to Dardenne Creek Bridge. Project will be let by the city. Reason(s): The estimate represents the entire cost of the project, while the cost to complete only represents MoDOT's share. | \$1,627 | \$880 | -45.91% |
| | | | | | <i>PE</i> \$201 <i>CE Inc:</i> \$86 <i>CN:</i> \$1,267 <i>RW Inc:</i> \$73 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$713 <i>CE Inc:</i> \$32 <i>CN:</i> \$134 <i>RW Inc:</i> \$1 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award</i> <i>Cost +3% \$2,425</i> |
| St Charles | 40 | 6P0672H | 2/2000 | Grading, paving and bridge for interchange at Rte. DD from 0.5 mile west of to 0.6 mile east of Rte. DD. \$3,300,000 MoDOT Econ. Devel. funds. \$6,920,000 funding from Build Missouri Bonds. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$16,982 | \$16,625 | -2.10% |
| | | | | | <i>PE</i> \$622 <i>CE Inc:</i> \$1,041 <i>CN:</i> \$14,359 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$662 <i>CE Inc:</i> \$847 <i>CN:</i> \$13,755 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$1,360 <i>NonContract</i> \$0 <i>Other:</i> \$1 | <i>CN Award</i> <i>Cost +3% \$13,866</i> |
| St Charles | 70 | 6I0736E | 8/2000 | Grading, paving, bridges, retaining wall and resurface from 0.1 mile west of Lake St. Louis interchange to 0.7 mile east of Lake St. Louis. Split from 6I0736. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established and unexpected foundation problems with the bridge. | \$3,052 | \$4,292 | 40.63% |
| | | | | | <i>PE</i> \$39 <i>CE Inc:</i> \$192 <i>CN:</i> \$2,821 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$41 <i>CE Inc:</i> \$154 <i>CN:</i> \$4,092 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$5 | <i>CN Award</i> <i>Cost +3% \$3,648</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|------------|-------|------------|----------------|--|--|---|------------------------------|
| St Charles | 70 | 610950B | 7/2001 | Grading, paving, retaining wall and signing to add westbound auxiliary lane from Fifth Street to Rte. 94 in St. Charles. Reason(s): The cost estimate deviated from the actual cost due to a spring that was found which made the retaining wall impossible to build. | \$1,591 | \$1,978 | 24.32% |
| | | | | | <i>PE</i> \$2 <i>CE Inc:</i> \$101 <i>CN:</i> \$1,488 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$3 \$62 \$1,844 \$0 \$0 \$69 \$0 \$0 | CN Award Cost +3% \$1,675 |
| St Charles | 70 | 611286* | 12/1998 | Build new overpass at Sonderen Street 0.5 mile east of Rte. M. Reason(s): The estimate represents the entire cost of the project while the cost to complete only represents MoDOT's share. | \$3,614 | \$133 | -96.32% |
| | | | | | <i>PE</i> \$133 <i>CE Inc:</i> \$200 <i>CN:</i> \$2,926 <i>RW Inc:</i> \$355 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$133 \$0 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$1,866 |
| St Charles | 70 | 611392 | 3/2001 | Resurfacing from west of Rte. C to west of Rte. 94. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$6,001 | \$6,324 | 5.38% |
| | | | | | <i>PE</i> \$124 <i>CE Inc:</i> \$374 <i>CN:</i> \$5,503 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$142 \$107 \$6,021 \$0 \$0 \$55 \$0 \$0 | CN Award Cost +3% \$5,734 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|------------|-------|------------|----------------|---|--|---|--|
| St Charles | 79 | 6P1476 | 7/2001 | Add right and left turn lanes on Rte. 79 at intersections with Old Rte. 79 (south end), Old Rte. 79 (north end) and Rte. M. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$885 | \$929 | 4.97% |
| | | | | | <i>PE</i> \$92 <i>CE Inc:</i> \$37 <i>CN:</i> \$756 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$94 \$17 \$819 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$792 |
| St Charles | 94 | 6S1269* | 7/1996 | Add dual left turn lane from Jungs Station Road to Westbound Rte. 94. Project will be let by city. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$31 | \$31 | 0.00% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$0 <i>CN:</i> \$31 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$31 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$1,258 |
| St Charles | 94 | 6S1584 | 8/2002 | Pavement repair on Rte. 94 from Sidentop Rd. to Zumbehl Rd. and Rte. 79 from Lincoln County to I-70. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$299 | \$301 | 0.67% |
| | | | | | <i>PE</i> \$23 <i>CE Inc:</i> \$18 <i>CN:</i> \$258 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$46 \$0 \$255 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$245 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|------------|-------|--|----------------|--|--|--|----------------------------------|
| St Charles | 364 | 6U0803G Completion Date: 4/19/2004 | 2/2000 | Grading, bridges, retaining walls, signals and lighting from Heritage Landing to north of Upper Bottom Road in St. Louis area. 6U0803X and 6U0803Y split from this project. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$10,226 | \$12,041 | 17.75% |
| | | | | | <i>PE</i> \$1,082 <i>CE Inc:</i> \$582 <i>CN:</i> \$8,562 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | <i>\$1,086</i> <i>\$524</i> <i>\$10,171</i> <i>\$0</i> <i>\$0</i> <i>\$21</i> <i>\$0</i> <i>\$239</i> | <i>CN Award Cost +3% \$9,551</i> |
| St Charles | 364 | 6U10281 Completion Date: 4/19/2004 | 10/2002 | Build sound wall on Page Avenue at the Eagle Pines subdivision. (Between Rte. 94 and Upper Bottom Road). Preliminary engineering paid 100% by the City of St. Charles. Cost share project. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$829 | \$732 | -11.70% |
| | | | | | <i>PE</i> \$59 <i>CE Inc:</i> \$49 <i>CN:</i> \$721 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | <i>\$16</i> <i>\$29</i> <i>\$688</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award Cost +3% \$695</i> |
| St Louis | P | 6S1550 Completion Date: 6/4/2004 | 3/2002 | Install fully actuated signals with high-speed back loops and eastbound right turn lane. at Heege Road. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$211 | \$288 | 36.49% |
| | | | | | <i>PE</i> \$16 <i>CE Inc:</i> \$12 <i>CN:</i> \$183 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | <i>\$39</i> <i>\$8</i> <i>\$241</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award Cost +3% \$234</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|--|---|---|------------------------------|
| St Louis | 40 | 6U1047D* | 9/1998 | Grading, paving, signals, signing and lighting near Boone's Crossing over Rte. 40 in Chesterfield. Project will be let by others. Reason(s): The estimate represents the entire cost of the project, while the cost to complete only represents MoDOT's share. | \$8,979 | \$64 | -99.29% |
| | | | | | <i>PE</i> \$3 <i>CE Inc:</i> \$570 <i>CN:</i> \$8,391 <i>RW Inc:</i> \$15 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$7 \$56 \$0 \$1 \$0 \$0 \$0 | CN Award Cost +3% \$8,391 |
| St Louis | 44 | 6I1544 | 0/0 | Install temporary ITS devices, includes detection, variable message sign, and communication equipment I-44 at Allenton Road to east of Rte. 109. This project is split from 6R0013D. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$61 | \$55 | -9.84% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$4 <i>CN:</i> \$57 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$55 \$0 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$0 |
| St Louis | 61 | 6S1257 | 1/2001 | Pavement repair, coldmill and overlay existing pavement from Rte. 21 to Mattis Road. Reason(s): The cost estimate deviated from the actual cost due to decreases in market prices for project components. | \$3,116 | \$2,428 | -22.08% |
| | | | | | <i>PE</i> \$62 <i>CE Inc:</i> \$194 <i>CN:</i> \$2,860 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$63 \$62 \$2,304 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$2,503 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|---|---|--|------------------------------|
| St Louis | 61 | 6S1427 | 1/2001 | Widen westbound lane for additional left lane and signal, utility and island modifications at Rte. 21. Reason(s): The cost estimate deviated from the actual cost due to recent increases in market prices for project components. | \$519 | \$786 | 51.45% |
| | | | | | <i>PE</i> \$35 <i>CE Inc:</i> \$29 <i>CN:</i> \$433 <i>RW Inc:</i> \$0 <i>RW:</i> \$22 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$35 \$37 \$686 \$6 \$22 \$0 \$0 | CN Award Cost +3% \$692 |
| St Louis | 67 | 6P1642 | 7/2003 | Replace existing incandescent signal bulbs with Light Emitting Diodes (LED) on Rte. 67 at every signalized intersection. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$426 | \$68 | -84.04% |
| | | | | | <i>PE</i> \$30 <i>CE Inc:</i> \$31 <i>CN:</i> \$315 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$50 <i>Other:</i> \$0 | \$5 \$1 \$62 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$68 |
| St Louis | 70 | 610304 | 7/1997 | Grading, variable width pavement, lights, signals, signs and retaining walls from Broadway to Convention Plaza. Reason(s): The cost estimate deviated from the actual cost due to the omission of certain items. | \$9,361 | \$11,957 | 27.73% |
| | | | | | <i>PE</i> \$3,631 <i>CE Inc:</i> \$280 <i>CN:</i> \$4,120 <i>RW Inc:</i> \$76 <i>RW:</i> \$1,254 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$3,632 \$413 \$6,559 \$73 \$1,254 \$8 \$0 | CN Award Cost +3% \$5,348 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|--|---|---|-----------------------------------|
| St Louis | 70 | 610973 | 7/1997 | Redeck bridge and seismic retrofit St. Louis viaduct (near Martin Luther King Bridge). Reason(s): The cost estimate deviated from the actual cost due to conditions deteriorating faster than expected and there is no historical data for estimating. | \$12,760 | \$17,119 | 34.16% |
| | | | | | <i>PE</i> \$110 <i>CE Inc:</i> \$805 <i>CN:</i> \$11,845 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$111</i> <i>\$733</i> <i>\$16,273</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$3</i> | <i>CN Award Cost +3% \$12,402</i> |
| St Louis | 70 | 610979 | 3/2000 | Replace bridges, replace westbound pavement between Cypress and Airflight, signing and lighting at Airflight Drive, Cypress and Coldwater Creek. Will be let in combination with 61220. 611094 and 611184 combined into 610979. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$7,536 | \$10,587 | 40.49% |
| | | | | | <i>PE</i> \$383 <i>CE Inc:</i> \$455 <i>CN:</i> \$6,698 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$443</i> <i>\$109</i> <i>\$10,032</i> <i>\$0</i> <i>\$0</i> <i>\$3</i> <i>\$0</i> <i>\$0</i> | <i>CN Award Cost +3% \$9,062</i> |
| St Louis | 70 | 611220 | 3/2000 | Replace bridges at Springdale. Project 611174 combined into 61220. Will be let in combination with 610979. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$2,775 | \$4,090 | 47.39% |
| | | | | | <i>PE</i> \$389 <i>CE Inc:</i> \$151 <i>CN:</i> \$2,222 <i>RW Inc:</i> \$0 <i>RW:</i> \$13 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$389</i> <i>\$123</i> <i>\$3,565</i> <i>\$0</i> <i>\$13</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award Cost +3% \$3,583</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|--|--|---|--|
| St Louis | CC | 6S1727 | 7/2003 | Add school signals at Chesterfield and Wildhorse Elementary Schools. Project will be let by school district. Reason(s): The estimate represents the entire cost of the project, while the cost to complete only represents MoDOT's share. | \$232 | \$104 | -55.17% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$0 <i>CN:</i> \$232 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$1 <i>CN:</i> \$103 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award</i> <i>Cost +3%</i> \$103 |
| St Louis | 100 | 6P1542C | 6/2002 | Ultrathin bonded asphalt overlay and striping at Rte. 100 - Westglen Farms Drive to Rte. 141; Rte. AB - Rte. 141 to I-270. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,344 | \$1,453 | 8.11% |
| | | | | | <i>PE</i> \$40 <i>CE Inc:</i> \$83 <i>CN:</i> \$1,221 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$24 <i>CE Inc:</i> \$8 <i>CN:</i> \$1,421 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award</i> <i>Cost +3%</i> \$1,577 |
| St Louis | 100 | 6S1398 | 9/2001 | Improve intersections for pedestrian accommodation and addition of pedestrian signals at intersections of Rte. 100 at Rte. 340, Best Buy Plaza, Ballwin Plaza, Maple Baxter and Rte HH. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$97 | \$147 | 51.55% |
| | | | | | <i>PE</i> \$21 <i>CE Inc:</i> \$5 <i>CN:</i> \$71 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$21 <i>CE Inc:</i> \$9 <i>CN:</i> \$117 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award</i> <i>Cost +3%</i> \$118 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|--|--|--|----------------------------|
| St Louis | 100 | 6S1432 | 4/2001 | Closed loop traffic signal interconnect from Rte. JJ (Ballas Road) to Bopp Road. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$119 | \$151 | 26.89% |
| | | | | | <i>PE</i> \$10 <i>CE Inc:</i> \$6 <i>CN:</i> \$103 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$10 \$1 \$139 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$106 |
| St Louis | 100 | 6S1465 | 4/2001 | Fiber optic signal interconnect for 11 signals from Bopp Road to McKnight Road. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$1,021 | \$755 | -26.05% |
| | | | | | <i>PE</i> \$25 <i>CE Inc:</i> \$63 <i>CN:</i> \$933 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$25 \$1 \$729 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$795 |
| St Louis | 100 | 6X1341C | 9/2001 | Improve westbound right turn radius 2.0 miles east of Rte. 340 at Holloway Road in Ballwin. Reason(s): The cost estimate deviated from the actual cost due to scope changes and redesigns and the estimate did not provide for all aspects of work involving pavement, drainage, curbs and signals. | \$71 | \$271 | 281.69% |
| | | | | | <i>PE</i> \$6 <i>CE Inc:</i> \$4 <i>CN:</i> \$61 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$91 (\$8) \$188 \$1 \$0 \$0 \$0 | CN Award Cost +3% \$188 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|--|----------------|---|--|--|----------------------------|
| St Louis | 109 | 6S1548 Completion Date: 5/5/2004 | 6/2002 | Add turning lane between Shepard and Clayton and add signals at Shepard Road Shepard Road to Clayton road. MoDOT responsible for PE, and R/W. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$344 | \$616 | 79.07% |
| | | | | | <i>PE</i> \$15 <i>CE Inc:</i> \$15 <i>CN:</i> \$214 <i>RW Inc:</i> \$0 <i>RW:</i> \$100 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$67 \$5 \$424 \$22 \$98 \$0 \$0 | CN Award Cost +3% \$333 |
| St Louis | 115 | 6P1639 Completion Date: 11/18/2003 | 4/2003 | Replace existing incandescent signal bulbs with Light Emitting Diodes (LED) on Rte. 115 and Rte. 180 at every signalized location. Funded from 6R0300G. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$554 | \$132 | -76.17% |
| | | | | | <i>PE</i> \$50 <i>CE Inc:</i> \$32 <i>CN:</i> \$309 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$163 <i>Other:</i> \$0 | \$4 \$1 \$127 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$60 |
| St Louis | 141 | 6P1656 Completion Date: 3/4/2004 | 4/2003 | Install raised pavement markings from I-44 to I-55, Reavis Barracks, 61/67, Butler Hill, Meramec Bottom and I-55 interchanges. The proposed pavement markings on I-55 interchanges are only for stop bars and arrows. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$357 | \$176 | -50.70% |
| | | | | | <i>PE</i> \$27 <i>CE Inc:</i> \$21 <i>CN:</i> \$309 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$18 \$19 \$139 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$161 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|---|----------------|---|--|--|---|
| St Louis | 141 | 6S1525 Completion Date: 11/5/2003 | 9/2001 | Replace "T" intersection with roundabout at Woods Mill Road and the on/off ramps at Rte. 40/61. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$477 | \$481 | 0.84% |
| | | | | | <i>PE</i> \$91 <i>CE Inc:</i> \$25 <i>CN:</i> \$361 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$92 \$10 \$379 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$330 |
| St Louis | 141 | 6U0804E Completion Date: 2/4/2004 | 12/1997 | Grading, paving, bridge, signals, lighting, and retaining walls from Brittany Parkway to Enchanted Parkway in St. Louis area. Project relates to 6U0804, B, C, F, G and I. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$10,329 | \$15,591 | 50.94% |
| | | | | | <i>PE</i> \$881 <i>CE Inc:</i> \$601 <i>CN:</i> \$8,847 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$885 \$772 \$13,279 \$0 \$0 \$648 \$0 \$6 | <i>CN Award</i> <i>Cost +3%</i> \$12,685 |
| St Louis | 180 | 6U0774 Completion Date: 9/5/2003 | 11/1999 | Grading, paving, replace bridge, arch culvert, signals and lighting at railroad bridge west of Lucas and Hunt Road in St. Louis area. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$6,533 | \$6,842 | 4.73% |
| | | | | | <i>PE</i> \$812 <i>CE Inc:</i> \$283 <i>CN:</i> \$4,160 <i>RW Inc:</i> \$100 <i>RW:</i> \$1,178 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$812 \$254 \$4,410 \$185 \$1,178 \$0 \$0 \$2 | <i>CN Award</i> <i>Cost +3%</i> \$4,477 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|---|--|---|----------------------------|
| St Louis | 231 | 6S1492 | 12/2002 | Coldmill, pavement repair, asphalt overlay, striping, signal and signal loop modifications from Franru Lane south to signals at I-255 north outer road. Reason(s): The cost estimate deviated from the actual cost due to the omission of certain items. | \$854 | \$684 | -19.91% |
| | | | | | <i>PE</i> \$53 <i>CE Inc:</i> \$51 <i>CN:</i> \$750 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$55 \$20 \$609 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$567 |
| St Louis | 340 | 6P1631 | 7/2003 | Lower grade on Mount Olive at entrance to Rte. 340. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$145 | \$73 | -49.66% |
| | | | | | <i>PE</i> \$11 <i>CE Inc:</i> \$9 <i>CN:</i> \$125 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$23 \$1 \$49 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$56 |
| St Louis | 340 | 6S1406 | 3/2001 | Add right turn lane segment to make continuous right turn lane from Will Avenue to City Place Drive. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$199 | \$361 | 81.41% |
| | | | | | <i>PE</i> \$60 <i>CE Inc:</i> \$7 <i>CN:</i> \$108 <i>RW Inc:</i> \$24 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$65 \$21 \$271 \$5 \$0 \$0 \$0 | CN Award Cost +3% \$204 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|--|---|--|------------------------------|
| St Louis | 340 | 6S1457 | 3/2001 | Grading, drainage and surfacing to reconstruct shoulder and add curb and gutter from West Drive to Braefield Drive in Chesterfield. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$106 | \$188 | 77.36% |
| | | | | | <i>PE</i> \$23 <i>CE Inc:</i> \$5 <i>CN:</i> \$78 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$23 \$12 \$153 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$147 |
| St Louis | 340 | 6S1484 | 11/2001 | Sound wall for Westbury Manor at High Valley Drive in Chesterfield. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$621 | \$807 | 29.95% |
| | | | | | <i>PE</i> \$56 <i>CE Inc:</i> \$26 <i>CN:</i> \$384 <i>RW Inc:</i> \$68 <i>RW:</i> \$87 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$63 \$11 \$689 \$16 \$28 \$0 \$0 | CN Award Cost +3% \$694 |
| St Louis | 364 | 6U0803W | 4/1999 | Grading and drainage for Page Avenue extension from east of River Valley Drive to Creve Coeur Mill Road. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$14,112 | \$11,611 | -17.72% |
| | | | | | <i>PE</i> \$332 <i>CE Inc:</i> \$877 <i>CN:</i> \$12,903 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$346 \$253 \$11,012 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$9,318 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|--|----------------|--|--|--|--------------------------------|
| St Louis | 367 | 6S1264B Completion Date: 11/5/2003 | 6/1998 | Signal and geometric revisions at Dunn Road and Jamestown Road. Reason(s): The cost estimate deviated from the actual cost due to the omission of fiber optic interconnect items. | \$258 | \$313 | 21.32% |
| | | | | | <i>PE</i> \$8 <i>CE Inc:</i> \$16 <i>CN:</i> \$234 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$8 \$14 \$290 \$0 \$0 \$0 \$0 \$1 | <i>CN Award Cost +3%</i> \$267 |
| St Louis | Var | 6P1540 Completion Date: 10/21/2003 | 6/2002 | Addition of pedestrian signal indications and pedestrian crossings at 11 locations in St. Louis Co. and Jefferson Co. Partial funding by EWGCC enhancement funds. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$339 | \$385 | 13.57% |
| | | | | | <i>PE</i> \$28 <i>CE Inc:</i> \$20 <i>CN:</i> \$291 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$34 \$53 \$298 \$0 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$274 |
| St Louis | Var | 6S1317 Completion Date: 12/5/2003 | 3/2001 | Microsurfacing at various locations on Rtes. 340, 40, HH and Old 141. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$287 | \$339 | 18.12% |
| | | | | | <i>PE</i> \$11 <i>CE Inc:</i> \$18 <i>CN:</i> \$258 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$11 \$8 \$320 \$0 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$289 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------------|-------|--------------------------------------|-------------------|--|--|--|--|
| St Louis City | H | 6S1413 | 3/2001 | Pavement repair, coldmill and resurfacing Riverview Drive from Rte. I-270 to Hall Street. | \$2,727 | \$2,101 | -22.96% |
| | | Completion Date: 8/20/2003 | Reason(s): | Pavement conditions were more stable and in better conditions than anticipated. | <i>PE</i> \$21 <i>CE Inc:</i> \$172 <i>CN:</i> \$2,534 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$22 \$37 \$2,042 \$0 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$2,265</i> |
| St Louis City | 44 | 6I1298 | 1/2001 | Rehabilitate I-44 bridges over city and county roads from Laclede Station to Jefferson Avenue. | \$5,288 | \$7,030 | 32.94% |
| | | Completion Date: 6/4/2004 | Reason(s): | The cost estimate deviated from the actual cost due to conditions deteriorating faster than expected. | <i>PE</i> \$116 <i>CE Inc:</i> \$329 <i>CN:</i> \$4,843 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$116 \$135 \$6,778 \$0 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$6,539</i> |
| St Louis City | 55 | 6X1350I | 6/2000 | Repair gore impact attenuation at the northbound I-55 at eastbound I-70 ramp gore. | \$70 | \$139 | 98.57% |
| | | Completion Date: 7/3/2003 | Reason(s): | The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | <i>PE</i> \$12 <i>CE Inc:</i> \$4 <i>CN:</i> \$54 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$4 | \$12 \$2 \$121 \$0 \$0 \$0 \$0 \$4 | <i>CN Award</i> <i>Cost +3% \$123</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------------|-------|------------|----------------|---|---|--|-----------------------------------|
| St Louis City | 64 | 610985F | 2/2000 | Seismic retrofit and drainage from 11th Street to 14th Street in St. Louis. Remaining \$1,849,000 special seismic funds to be used on 610985G. Involves br. A15017. Split from 610985. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$13,445 | \$16,990 | 26.37% |
| | | | | | <i>PE</i> \$9 <i>CE Inc:</i> \$855 <i>CN:</i> \$12,581 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$10 <i>CE Inc:</i> \$1,127 <i>CN:</i> \$15,852 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$1 | <i>CN Award Cost +3% \$14,928</i> |
| St Louis City | 64 | 611421* | 9/1999 | Replace cloth wire at ramp signals at McCausland Avenue in St. Louis. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$43 | \$39 | -9.30% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$3 <i>CN:</i> \$40 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$0 <i>CN:</i> \$39 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$40</i> |
| St Louis City | 64 | 611610 | 5/2003 | Milling and skid resistant overlay of off ramp at Brentwood Blvd. Reason(s): The cost estimate deviated from the actual cost due to irregularities in pavement. | \$186 | \$149 | -19.89% |
| | | | | | <i>PE</i> \$15 <i>CE Inc:</i> \$11 <i>CN:</i> \$160 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$18 <i>CE Inc:</i> \$2 <i>CN:</i> \$129 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$118</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------------|-------|------------|----------------|---|--|--|-------------------------------|
| St Louis City | 64 | 611666 | 11/2003 | Removal of 8th Street ramp at I-64. Reason(s): The cost estimate deviated from the actual cost due to innovative demolition techniques were used by the contractor to remove the ramp. | \$332 | \$287 | -13.55% |
| | | | | | <i>PE</i> \$30 <i>CE Inc:</i> \$19 <i>CN:</i> \$283 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$4 \$14 \$270 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$255 |
| St Louis City | 70 | 610738 | 6/2003 | Resurface and rehabilitate bridge decks on the Poplar Street Bridge complex. Smaller project (610738B) split to take care of immediate needs. Reason(s): The cost estimate deviated from the actual cost due to conditions deteriorating faster than expected. | \$2,421 | \$2,820 | 16.48% |
| | | | | | <i>PE</i> \$364 <i>CE Inc:</i> \$131 <i>CN:</i> \$1,926 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$395 \$71 \$2,354 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$2,000 |
| St Louis City | 70 | 611033 | 4/1999 | Replace overhead bridge structures, replace deck on West Florissant and microsurfacing on reversible lanes at Adelaide, West Florissant and East Taylor. Involves brs. A456, A481, A482 and A483. Projects 611161 and 611163 combined into 611033. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$9,803 | \$11,480 | 17.11% |
| | | | | | <i>PE</i> \$723 <i>CE Inc:</i> \$578 <i>CN:</i> \$8,502 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$1 | \$733 \$263 \$10,483 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$10,446 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------------|-------|------------|----------------|---|---|---|-------------------------------|
| St Louis City | 70 | 611108 | 5/2001 | Seismic retrofit, navigational lighting for Poplar Street Bridge crossing the Mississippi River. Reason(s): The cost estimate deviated from the actual cost due to the way the project was staged for construction which resulted in a temporary cost savings to the project.. | \$10,100 | \$6,766 | -33.01% |
| | | | | | <i>PE</i> \$423 <i>CE Inc:</i> \$616 <i>CN:</i> \$9,061 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$487 \$7 \$6,273 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$5,768 |
| St Louis City | 70 | 611220B | 7/1998 | Reconstruct bridges at Branch, Buchanan, Angelica, Grand, Prairie, Railroad and Riverview from Branch Avenue to Riverview. Project 611153 combined into 611220B. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$22,873 | \$27,743 | 21.29% |
| | | | | | <i>PE</i> \$1,203 <i>CE Inc:</i> \$1,379 <i>CN:</i> \$20,291 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$1,213 \$1,209 \$25,158 \$0 \$0 \$157 \$0 \$6 | CN Award Cost +3% \$22,739 |
| St Louis City | 70 | 611220E | 4/1999 | Reconstruct Union Bridge and roadway improvements from east of Riverview to east of Union Blvd. Project 611179 combined into 611220E. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$7,433 | \$11,361 | 52.85% |
| | | | | | <i>PE</i> \$363 <i>CE Inc:</i> \$450 <i>CN:</i> \$6,620 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$363 \$468 \$10,516 \$0 \$0 \$13 \$0 \$0 | CN Award Cost +3% \$9,248 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------------|-------|------------|----------------|--|--|---|------------------------------|
| St Louis City | 70 | 611570 | 4/2002 | Removal and replacement of existing traffic signal I-70 at Salisbury and McKennley overpasses traffic signals in the St Louis City Funded from 6R0200D Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$369 | \$364 | -1.36% |
| | | | | | <i>PE</i> \$37 <i>CE Inc:</i> \$21 <i>CN:</i> \$311 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$1 \$3 \$361 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$317 |
| St Louis City | 115 | 6S1440 | 3/2001 | Coldmill and resurface on Salisbury Avenue from I-70 south to Natural Bridge. Reason(s): Pavement conditions were more stable and in better conditions than anticipated. | \$358 | \$290 | -18.99% |
| | | | | | <i>PE</i> \$12 <i>CE Inc:</i> \$22 <i>CN:</i> \$324 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$12 \$5 \$273 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$296 |
| St Louis City | 115 | 6S1510 | 11/2002 | Coldmill and resurface from St. Louis city limits to Salisbury. Reason(s): The cost estimate deviated from the actual cost due to asphalt and pavement repair estimates that were higher than actual costs. | \$5,131 | \$2,905 | -43.38% |
| | | | | | <i>PE</i> \$181 <i>CE Inc:</i> \$315 <i>CN:</i> \$4,635 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$13 \$79 \$2,813 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$2,902 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------------|-------|------------|----------------|--|--|---|--|
| St Louis City | Var | 610738B | 7/2002 | Bridge deck repair on various interstate and major routes in the St. Louis metro area. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,120 | \$1,229 | 9.73% |
| | | | | | <i>PE</i> \$20 <i>CE Inc:</i> \$70 <i>CN:</i> \$1,030 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$1 \$27 \$1,202 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$1,026</i> |
| Various | Var | 611412 | 5/1999 | Installation of field equipment for Project "B" of the early implementation phase CMAQ-5600(648) IVHS/ITS on various Interstate routes in the St. Louis urban area. Reason(s): The cost estimate deviated from the actual cost due to no historical data for estimating. | \$5,895 | \$6,899 | 17.03% |
| | | | | | <i>PE</i> \$3 <i>CE Inc:</i> \$375 <i>CN:</i> \$5,517 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$1,790 | \$3 \$141 \$4,965 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$3,132</i> |
| Various | Var | 611445 | 6/2000 | Replace overhead structural signs at various locations on Interstate and primary routes in St. Louis metro area. Estimated sign cost included in contract cost. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors and the amount of signs needed were less than originally estimated. | \$4,710 | \$3,022 | -35.84% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$234 <i>CN:</i> \$4,476 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$6 | \$0 \$46 \$2,969 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$1,857</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|--|--|---|-------------------------------------|
| Various | Var | 6P1410 | 6/2001 | Replace lenses on existing plowable raised pavement markers at various locations on interstates within metropolitan limits. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$182 | \$182 | 0.00% |
| | | | | | <i>PE</i> \$41 <i>CE Inc:</i> \$9 <i>CN:</i> \$132 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$41 \$8 \$133 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$158 |
| Various | Var | 6S1433 | 6/2001 | Replace existing drop inlet bar grates with bicycle safe vane grates at various locations on Rtes. JJ and P To be let in combination with 6S1434 and 6S1435. Reason(s): The number of locations was decreased after the initial estimate and part of the scope was moved to project number 6S1434. | \$1,298 | \$970 | -25.27% |
| | | | | | <i>PE</i> \$68 <i>CE Inc:</i> \$34 <i>CN:</i> \$1,196 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$86 \$112 \$771 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$676 |
| Barry | 60 | 7P0352B | 1/2003 | Widen and resurface (part relocation) to 24' pavement from Rte. 97 to Rte. 37. \$400,000 funding from MoDED and \$3,000,000 from Economic Development Funds. Reason(s): Much of the excavated material was unsuitable for embankment, requiring acquisition of additional material from a borrow area; also, right-of-way acquisition costs were higher than anticipated. | \$5,631 | \$6,241 | 10.83% |
| | | | | | <i>PE</i> \$509 <i>CE Inc:</i> \$264 <i>CN:</i> \$3,883 <i>RW Inc:</i> \$0 <i>RW:</i> \$422 <i>Utilities</i> \$553 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$617 \$404 \$3,989 \$175 \$767 \$287 \$0 | \$1 CN Award Cost +3% \$3,987 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|--|--|---|----------------------------|
| Barton | P | 7S0712 | 2/2002 | Replace deck on bridge over Nicholson Creek 2.9 miles east of Kansas State line. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$280 | \$257 | -8.21% |
| | | | | | <i>PE</i> \$18 <i>CE Inc:</i> \$17 <i>CN:</i> \$245 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$25 \$19 \$212 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$242 |
| Barton | 71 | 7P0737 | 11/2002 | Resurface northbound lane from 2.0 miles south of Vernon County to 1.8 miles south of Rte. DD and Rte. EE. Reason(s): The district had no previous experience estimating for the "ultra-thin bonded wearing surface" material that was utilized, and the bids received were lower than anticipated. | \$491 | \$402 | -18.13% |
| | | | | | <i>PE</i> \$20 <i>CE Inc:</i> \$30 <i>CN:</i> \$441 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$3 \$33 \$367 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$343 |
| Barton | 160 | 7L0314B | 12/2002 | Contract Level Course from old Rte. 71 to Lamar City Limits. Reason(s): The actual surface area needing to be paved was greater than originally calculated, requiring additional asphalt. | \$121 | \$147 | 21.49% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$8 <i>CN:</i> \$113 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$7 \$139 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$127 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|--|--|--|--|
| Bates | J | 7S0649 | 1/2003 | Replace bridge over Kansas City Southern Railroad 0.2 mile west of Rte. Y. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,514 | \$1,539 | 1.65% |
| | | | | | <i>PE</i> \$130 <i>CE Inc:</i> \$86 <i>CN:</i> \$1,259 <i>RW Inc:</i> \$0 <i>RW:</i> \$39 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$153</i> <i>\$203</i> <i>\$1,137</i> <i>\$18</i> <i>\$20</i> <i>\$9</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3% \$1,119</i> |
| Bates | 71 | 7P0738 | 11/2002 | Resurfacing (2 disconnected sections) of the southbound lane north of Adrian and north of Rich Hill. ISTE A Demo funds. Reason(s): Less asphalt was needed due to the existing pavement exhibiting less deterioration and "rutting" than originally calculated. | \$676 | \$564 | -16.57% |
| | | | | | <i>PE</i> \$15 <i>CE Inc:</i> \$42 <i>CN:</i> \$619 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$1</i> <i>\$38</i> <i>\$524</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3% \$553</i> |
| Cedar | A | 7S0707 | 2/2002 | Replace deck on bridge over Bear Creek 3.3 miles east of Rte. 32. Reason(s): Economy-of-scale savings were realized due to letting this project in combination with other similar projects (7S0712, 7S0713, and 7S0717). | \$479 | \$391 | -18.37% |
| | | | | | <i>PE</i> \$18 <i>CE Inc:</i> \$29 <i>CN:</i> \$432 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$27</i> <i>\$20</i> <i>\$344</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3% \$362</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|--|----------------|--|--|--|----------------------------|
| Cedar | 54 | 7P0700 Completion Date: 7/18/2003 | 4/2002 | Grading, drainage, paving and signals to modify intersection at Rte. 32 in El Dorado Springs. Reason(s): Additional drainage and embankment work was needed due to the late discovery of a previously undisclosed lateral field; additional paving was needed due to existing pavement being more "rutted" than calculated; asphalt bids were higher than expected. | \$453 | \$823 | 81.68% |
| | | | | | <i>PE</i> \$92 <i>CE Inc:</i> \$23 <i>CN:</i> \$336 <i>RW Inc:</i> \$0 <i>RW:</i> \$2 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$125 \$83 \$588 \$7 \$12 \$7 \$0 \$0 | CN Award Cost +3% \$541 |
| Cedar | 54 | 7P0705 Completion Date: 2/18/2004 | 9/2002 | Repair slope failures from 6.2 miles east of Rte. 32 to 3.8 miles east of Cedar County. Related to and acquires right of way for 7P0705B. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$324 | \$340 | 4.94% |
| | | | | | <i>PE</i> \$75 <i>CE Inc:</i> \$14 <i>CN:</i> \$200 <i>RW Inc:</i> \$16 <i>RW:</i> \$19 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$84 \$32 \$210 \$11 \$4 \$0 \$0 | CN Award Cost +3% \$211 |
| Cedar | 215 | 7L0314A Completion Date: 9/19/2003 | 12/2002 | Contract Level Course from Rte. 39 to Rte. Y. Reason(s): The level of pavement deterioration was less than originally calculated, so proper coverage was achieved using less asphalt than anticipated. | \$326 | \$263 | -19.33% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$21 <i>CN:</i> \$305 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$9 \$254 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$287 |

Program Estimates Compared to Costs of Projects Completed SFY 2004
RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|--|---|----------------------------|
| Dade | 97 | 7S0717 | 2/2002 | Replace deck on bridge over Cedar Creek 2.1 miles east of Rte. D. Reason(s): Economy-of-scale savings were realized due to letting this project in combination with other similar projects (7S0707, 7S0712, and 7S0713). | \$369 | \$329 | -10.84% |
| | | | | | <i>PE</i> \$17 <i>CE Inc:</i> \$22 <i>CN:</i> \$330 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$23 \$31 \$275 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$309 |
| Jasper | 43 | 7S0727 | 11/2002 | Coldmill and microsurface Rte. 43 at Murphy Blvd. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$106 | \$105 | -0.94% |
| | | | | | <i>PE</i> \$5 <i>CE Inc:</i> \$6 <i>CN:</i> \$95 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$2 \$11 \$92 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$94 |
| Jasper | 66 | 7S0704 | 8/2000 | Geometric and drainage improvements and signal modifications at intersection with Rte. P and Schifferdecker Avenue in Joplin. MoDOT's cost not to exceed \$265,000. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$292 | \$265 | -9.25% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$19 <i>CN:</i> \$273 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$265 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$265 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|---|--|---|--|
| Jasper | 71 | 7S0679 | 5/2001 | Geometric and signal changes on Range Line Road from 20th Street to 24th Street in Joplin. | \$412 | \$581 | 41.02% |
| | | | | | <i>PE</i> \$71 <i>CE Inc:</i> \$22 <i>CN:</i> \$319 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$71 \$45 \$465 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$475 |
| Jasper | 171 | 7P0731B | 11/2001 | Epoxy polymer overlay on various bridges on Rte. 171. | \$332 | \$236 | -28.92% |
| | | | | | <i>PE</i> \$24 <i>CE Inc:</i> \$20 <i>CN:</i> \$288 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$2 \$3 \$230 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$205 |
| Lawrence | AA | 7S0713 | 2/2002 | Strengthen bridge and replace deck on bridge over White Oak Creek 1.5 miles north of Rte. 96. | \$415 | \$414 | -0.24% |
| | | | | | <i>PE</i> \$17 <i>CE Inc:</i> \$25 <i>CN:</i> \$373 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$24 \$28 \$361 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$357 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|---|---|---|---|
| McDonald | 59 | 7P0757 | 9/2002 | Grading , paving and drainage to repair slide 4.11 miles south of the west intersection with Rte. EE. Reason(s): This emergency project was undertaken in response to a slide that forced closure of the road, and it was programmed based on a preliminary estimate. As design of the solution evolved, estimates for key components fell, as reflected in the winning bid. | \$1,631 | \$1,345 | -17.54% |
| | | | | | <i>PE</i> \$89 <i>CE Inc:</i> \$98 <i>CN:</i> \$1,444 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$105</i> <i>\$88</i> <i>\$1,152</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3% \$1,233</i> |
| McDonald | 71 | 7P0492 | 2/2001 | Paving for 4 lane relocation from existing Rte. 71 south of Goodman to Rte. 76 near Anderson. Let in combination with 7P0601B. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$18,176 | \$16,811 | -7.51% |
| | | | | | <i>PE</i> \$1,004 <i>CE Inc:</i> \$999 <i>CN:</i> \$14,705 <i>RW Inc:</i> \$0 <i>RW:</i> \$1,468 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$1,037</i> <i>\$460</i> <i>\$13,106</i> <i>\$315</i> <i>\$1,494</i> <i>\$399</i> <i>\$0</i> <i>\$0</i> | <i>CN Award</i> <i>Cost +3% \$12,915</i> |
| McDonald | 71 | 7P0601B | 2/2001 | Grading, bridges and paving for 4 lane divided freeway from relocated Rte. 76 to 0.8 mile north of Rte. EE. FFOS from 7P0601E (NCPD). Reason(s): Costs to acquire right of way and adjust utilities were higher than anticipated. | \$15,799 | \$17,732 | 12.23% |
| | | | | | <i>PE</i> \$528 <i>CE Inc:</i> \$940 <i>CN:</i> \$13,837 <i>RW Inc:</i> \$98 <i>RW:</i> \$396 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>\$533</i> <i>\$751</i> <i>\$15,182</i> <i>\$433</i> <i>\$413</i> <i>\$419</i> <i>\$0</i> <i>\$1</i> | <i>CN Award</i> <i>Cost +3% \$15,260</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|---|---|---|--|
| Newton | 86 | 7S0439 | 11/2001 | Grading, paving and replace bridge over Willow Branch 0.2 mile east of Racine. Reason(s): The project required additional excavation, as well as additional rock fill to stabilize moist soil; also unanticipated paving was needed on an intersecting state highway. | \$1,035 | \$1,285 | 24.15% |
| | | | | | <i>PE</i> \$209 <i>CE Inc:</i> \$51 <i>CN:</i> \$750 <i>RW Inc:</i> \$0 <i>RW:</i> \$25 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$238 \$132 \$787 \$9 \$25 \$95 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$764 |
| Newton | 86 | 7U0537 | 11/2001 | Grading, paving and replace bridge over Hickory Creek 2.1 miles west of Rte. 59 at Neosho. \$160,000 Innovative Bridge Research and Construction Funds. Reason(s): Costs to acquire right of way and adjust utilities were higher than anticipated; also, bids for bridge work were higher than anticipated, perhaps due to material requirements associated with a federal innovative bridge program. | \$1,274 | \$1,425 | 11.85% |
| | | | | | <i>PE</i> \$293 <i>CE Inc:</i> \$53 <i>CN:</i> \$780 <i>RW Inc:</i> \$0 <i>RW:</i> \$148 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$264 \$71 \$873 \$38 \$155 \$23 \$0 \$1 | <i>CN Award</i> <i>Cost +3%</i> \$984 |
| St Clair | C | 7P0737B | 11/2002 | Epoxy polymer overlay on bridges over Big Muddy Creek and Osage River/Truman Lake. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$404 | \$396 | -1.98% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$26 <i>CN:</i> \$378 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$46 \$350 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$286 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-----------|-------|------------|----------------|--|---|---|--|
| Christian | 65 | 8P0453 | 10/2000 | Paving 2 additional lanes for dual facility and resurface existing lanes from south of Rte. EE to Taney County. Right of way in 8P0453B. Includes bridges A-895, A-896 and A-897. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$9,486 | \$11,981 | 26.30% |
| | | | | | <i>PE</i> \$691 <i>CE Inc:</i> \$560 <i>CN:</i> \$8,235 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$707 \$523 \$10,444 \$2 \$0 \$305 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$9,718</i> |
| Dallas | 65 | 8P0676 | 1/2002 | Grading, paving, curb and gutter to widen to three lanes from Rte. 32 south 0.8 mile. (Buffalo) Reason(s): The project was delayed due to unexpected change orders. | \$1,792 | \$2,175 | 21.37% |
| | | | | | <i>PE</i> \$132 <i>CE Inc:</i> \$103 <i>CN:</i> \$1,518 <i>RW Inc:</i> \$8 <i>RW:</i> \$31 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$128 \$145 \$1,736 \$65 \$42 \$60 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$1,770</i> |
| Dallas | 73 | 8L0321 | 1/2003 | Contract Level Course from Rte. 54 to Rte. 32. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$504 | \$743 | 47.42% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$32 <i>CN:</i> \$472 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$16 \$727 \$0 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3% \$747</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|---|---|--|-------------------------------|
| Douglas | 14 | 8L0308C | 11/2002 | Contract Level Course from Bus. 5 to Rte. P. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$234 | \$230 | -1.71% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$15 <i>CN:</i> \$219 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$7 \$223 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$234 |
| Douglas | 14 | 8P0662 | 5/2002 | Grading, paving and replace bridge over White's Creek 8.0 miles south of Ava. Reason(s): The cost estimate deviated from the actual cost due to unexpected change orders. | \$1,388 | \$2,114 | 52.31% |
| | | | | | <i>PE</i> \$143 <i>CE Inc:</i> \$77 <i>CN:</i> \$1,135 <i>RW Inc:</i> \$8 <i>RW:</i> \$25 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$235 \$160 \$1,690 \$11 \$14 \$0 \$0 \$4 | CN Award Cost +3% \$1,473 |
| Greene | 65 | 8U0605D | 11/2000 | Rebuild interchange to single point urban interchange design at Rte. 65 and Rte. D. MoDOT payback begins in State Fiscal Year 2004. Reason(s): Incentive/disincentive not yet included as part of the project estimate. Restricted work hours on Route 65 increased pavement prices, mobilization, temporary shoring and removals were all bid higher than originally estimated. | \$13,970 | \$16,662 | 19.27% |
| | | | | | <i>PE</i> \$329 <i>CE Inc:</i> \$863 <i>CN:</i> \$12,693 <i>RW Inc:</i> \$34 <i>RW:</i> \$51 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$339 \$641 \$15,585 \$11 \$51 \$0 \$0 \$35 | CN Award Cost +3% \$14,238 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|--|---|---|----------------------------------|
| Greene | YY | 8L0308A | 11/2002 | Contract Level Course from Rte. 65 to end of maintenance. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$172 | \$172 | 0.00% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$11 <i>CN:</i> \$161 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$2 <i>CN:</i> \$170 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$175 |
| Greene | 160 | 8U0535B | 2/2001 | Replace railroad bridges, add rail line and realign existing rail lines involves bridge A6224 from Division St. to Chestnut Expwy. in Springfield. MoDOT payback begins in SFY 2001. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$7,845 | \$7,431 | -5.28% |
| | | | | | <i>PE</i> \$689 <i>CE Inc:</i> \$431 <i>CN:</i> \$6,344 <i>RW Inc:</i> \$14 <i>RW:</i> \$367 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$731 <i>CE Inc:</i> \$108 <i>CN:</i> \$6,050 <i>RW Inc:</i> \$41 <i>RW:</i> \$369 <i>Utilities</i> \$129 <i>NonContract</i> \$0 <i>Other:</i> \$3 | <i>CN Award Cost +3%</i> \$3,104 |
| Greene | Var | 8P0721 | 6/2003 | New grates, frames and covers for 19 drop inlets on Business Loop 65 and Business Loop 44 (Glenstone). Reason(s): The construction overrun was due to additional paving required to replace bad pavement in two locations. | \$50 | \$89 | 78.00% |
| | | | | | <i>PE</i> \$1 <i>CE Inc:</i> \$3 <i>CN:</i> \$46 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$4 <i>CE Inc:</i> \$5 <i>CN:</i> \$80 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$73 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|---|---------------------------------|--|---|---|----------------------------------|
| Hickory | Var | 8S0759 Completion Date: 1/6/2004 | 8/2003 Reason(s): | 2" layer of bituminous hot mix asphalt (resurface) on County Road 295, from Rte. 254 north intersection to Corps road. Was moved out of tentative after award when realized this is not on MoDOT system 11/03. The cost estimate deviated from the actual cost due to recent increases in market prices for project components. | \$50 | \$60 | 20.00% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$0 <i>CN:</i> \$50 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$1 <i>CN:</i> \$59 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$61</i> |
| Stone | 13 | 8P0370 Completion Date: 9/5/2003 | 3/2001 Reason(s): | Grading, paving and replace bridges 0.3 mile south of Rte. BB in Crane. City of Crane providing remaining funds for sidewalk. Utility work was included in final design plans but not in estimate. | \$2,925 | \$4,390 | 50.09% |
| | | | | | <i>PE</i> \$281 <i>CE Inc:</i> \$152 <i>CN:</i> \$2,238 <i>RW Inc:</i> \$40 <i>RW:</i> \$214 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$1 | <i>PE</i> \$286 <i>CE Inc:</i> \$244 <i>CN:</i> \$3,609 <i>RW Inc:</i> \$26 <i>RW:</i> \$217 <i>Utilities</i> \$7 <i>NonContract</i> \$0 <i>Other:</i> \$1 | <i>CN Award Cost +3% \$3,320</i> |
| Stone | 76 | 8P0452C Completion Date: 2/18/2004 | 5/2000 Reason(s): | Grading and paving for Rte. 76 West connection to Rte. 13 in Reeds Spring. The cost estimate deviated from the actual cost due to higher asphalt and excavation prices and unexpected change orders. | \$2,369 | \$3,316 | 39.97% |
| | | | | | <i>PE</i> \$15 <i>CE Inc:</i> \$150 <i>CN:</i> \$2,204 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$17 | <i>PE</i> \$15 <i>CE Inc:</i> \$211 <i>CN:</i> \$3,038 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$35 <i>NonContract</i> \$0 <i>Other:</i> \$17 | <i>CN Award Cost +3% \$2,911</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|---|---|-------------------------------|
| Taney | 65 | 8P0609D | 2/2002 | 1 - 12' pavement for outer road from Rte. V to Rte. 65 Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$987 | \$1,022 | 3.55% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$63 <i>CN:</i> \$924 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$72 \$921 \$0 \$0 \$29 \$0 \$0 | CN Award Cost +3% \$946 |
| Taney | 465 | 8P0622F | 11/2000 | Build 5 new bridges from 1.6 miles west of Rte. 248 to 3.3 miles west of Rte. 248. Related projects are 8P0622, 8P0622E, 8P0622G and 8P0622H. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$11,119 | \$9,669 | -13.04% |
| | | | | | <i>PE</i> \$2 <i>CE Inc:</i> \$707 <i>CN:</i> \$10,410 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$2 \$288 \$9,379 \$0 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$9,174 |
| Taney | 465 | 8P0622G | 2/2002 | Paving and 2 bridges for 4 lane freeway from Rte. 65 to Rte. 76. Reason(s): Bid prices for grading, base, concrete and mobilization were less than estimated. | \$15,112 | \$12,238 | -19.02% |
| | | | | | <i>PE</i> \$5 <i>CE Inc:</i> \$806 <i>CN:</i> \$14,301 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$10 \$508 \$11,706 \$0 \$0 \$14 \$0 \$0 | CN Award Cost +3% \$11,271 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|--|---|--|----------------------------|
| Various | Var | 8P0695B | 7/2003 | Epoxy seals on bridges in Christian, Dallas, Greene, Laclede, Ozark, Stone, Taney and Wright counties. A-2676, A-3784, A2823, A-1668, A-3068, A-3612. Split from 8P0695. Reason(s): The cost estimate deviated from the actual cost due to competition among contractors. | \$466 | \$352 | -24.46% |
| | | | | | <i>PE</i> \$15 <i>CE Inc:</i> \$29 <i>CN:</i> \$422 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$8 \$32 \$312 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$319 |
| Webster | A | 8L0308B | 11/2002 | Contract Level Course from Rte. FF to Rte. 60. Reason(s): The cost estimate deviated from the actual cost due to recent decreases in market prices for project components. | \$233 | \$175 | -24.89% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$15 <i>CN:</i> \$218 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$4 \$171 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$176 |
| Wright | HH | 8S0578 | 6/2003 | Grading, paving and replace bridge over Evening Shade Branch 0.4 mile east of Rte. Y. Reason(s): Bid prices for grading, base, concrete and mobilization were less than estimated. | \$1,298 | \$1,051 | -19.03% |
| | | | | | <i>PE</i> \$248 <i>CE Inc:</i> \$65 <i>CN:</i> \$951 <i>RW Inc:</i> \$0 <i>RW:</i> \$20 <i>Utilities</i> \$14 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$141 \$105 \$771 \$4 \$7 \$22 \$0 | CN Award Cost +3% \$776 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|--|--|--|------------------------------|
| Carter | H | 9S0265 | 12/2001 | Grading, paving and replace low water crossings with bridges 3.8, 5.9 and 10.1 miles east of Rte. 21. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$3,725 | \$3,698 | -0.72% |
| | | | | | <i>PE</i> \$444 <i>CE Inc:</i> \$205 <i>CN:</i> \$3,015 <i>RW Inc:</i> \$12 <i>RW:</i> \$49 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$457 \$79 \$3,067 \$36 \$49 \$11 \$0 \$0 | CN Award Cost +3% \$3,172 |
| Carter | 60 | 9P0359F | 1/2002 | Grading and bridges for dual divided highway. Involves bridges A-6398 and A-6399 from 3.9 miles west of Rte. 21 North to 1.7 miles west of Rte. 21 North. \$6,757,000 Section 378 Demo funds for this project. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$6,050 | \$6,010 | -0.66% |
| | | | | | <i>PE</i> \$742 <i>CE Inc:</i> \$306 <i>CN:</i> \$4,507 <i>RW Inc:</i> \$0 <i>RW:</i> \$495 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$252 \$86 \$4,846 \$41 \$615 \$170 \$0 \$0 | CN Award Cost +3% \$5,091 |
| Crawford | 19 | 6P0571 | 7/2001 | Paving from 2.0 miles south of Cuba to north of Steelville. Includes removal of old bridge over Meramec River. Involves bridge H-117. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$5,620 | \$5,386 | -4.16% |
| | | | | | <i>PE</i> \$924 <i>CE Inc:</i> \$200 <i>CN:</i> \$2,944 <i>RW Inc:</i> \$0 <i>RW:</i> \$1,552 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$936 \$75 \$2,513 \$294 \$1,552 \$0 \$0 \$16 | CN Award Cost +3% \$2,289 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|---|---|------------------------------|
| Dent | 19 | 9L0322A | 1/2003 | Contract Level Course Rtes. B and K to Rte. WW. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$326 | \$302 | -7.36% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$21 <i>CN:</i> \$305 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$5 \$297 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$296 |
| Dent | 32 | 9P0494 | 3/2002 | Grading, paving and replace bridge over West Huzzah Creek 5.3 miles east of Rte. 72 east junction. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,527 | \$1,509 | -1.18% |
| | | | | | <i>PE</i> \$258 <i>CE Inc:</i> \$80 <i>CN:</i> \$1,182 <i>RW Inc:</i> \$4 <i>RW:</i> \$3 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$225 \$28 \$1,245 \$0 \$0 \$12 \$0 | CN Award Cost +3% \$1,259 |
| Howell | 17 | 9L0317F | 12/2002 | Contract Level Course from Rte. 60 to Rte. WW. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$75 | \$64 | -14.67% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$5 <i>CN:</i> \$70 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$64 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$65 |

Program Estimates Compared to Costs of Projects Completed SFY 2004
RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|---|---------------------------|--|---|---|-----------------------------------|
| Howell | 60 | 9P0363 Completion Date: 8/20/2003 | 4/1999 Reason(s): | Grading, paving and an interchange at Rte. 137 from Business Rte. 63 west junction to 0.7 mile east of Rte. 137. Involves bridges A5996 and A5997 The project cost to complete was within +/- 10 percent of the estimate. | \$16,868 | \$17,930 | 6.30% |
| | | | | | <i>PE</i> \$1,265 <i>CE Inc:</i> \$819 <i>CN:</i> \$12,054 <i>RW Inc:</i> \$370 <i>RW:</i> \$2,360 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$1,265 <i>CE Inc:</i> \$1,073 <i>CN:</i> \$12,798 <i>RW Inc:</i> \$276 <i>RW:</i> \$2,344 <i>Utilities</i> \$164 <i>NonContract</i> \$0 <i>Other:</i> \$9 | <i>CN Award Cost +3% \$12,558</i> |
| Howell | 160 | 9L0317D Completion Date: 1/6/2004 | 12/2002 Reason(s): | Contract Level Course from Bus. Rte. 63 to Rte. 17. Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$179 | \$149 | -16.76% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$11 <i>CN:</i> \$168 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$1 <i>CN:</i> \$149 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$155</i> |
| Oregon | 160 | 9L0317E Completion Date: 1/6/2004 | 12/2002 Reason(s): | Contract Level Course from Rte. 99 to Rte. 19. The project cost to complete was within +/- 10 percent of the estimate. | \$286 | \$260 | -9.09% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$18 <i>CN:</i> \$268 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$3 <i>CN:</i> \$257 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$273</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|---|---|--|------------------------------|
| Phelps | T | 8S0385 | 2/2002 | Grading, paving and replace bridges on 2 disconnected sections 0.6 mile north of Rte. P (Newburg). Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$742 | \$673 | -9.30% |
| | | | | | <i>PE</i> \$170 <i>CE Inc:</i> \$36 <i>CN:</i> \$535 <i>RW Inc:</i> \$0 <i>RW:</i> \$1 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$179 \$41 \$446 \$5 \$1 \$0 \$0 | CN Award Cost +3% \$448 |
| Pulaski | 7 | 9L0315A | 12/2002 | Contract Level Course from Rte. 133 to I-44. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$269 | \$231 | -14.13% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$17 <i>CN:</i> \$252 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$230 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$248 |
| Pulaski | T | 8S0341 | 2/2002 | Grading, paving and replace box culvert over Trower Branch 1.3 miles north of Rte. 17 south 0.8 mile at Waynesville. Reason(s): Excavation bids and asphalt bids came in below estimate | \$1,954 | \$1,508 | -22.82% |
| | | | | | <i>PE</i> \$151 <i>CE Inc:</i> \$111 <i>CN:</i> \$1,626 <i>RW Inc:</i> \$0 <i>RW:</i> \$66 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$163 \$19 \$1,238 \$22 \$66 \$0 \$0 | CN Award Cost +3% \$1,188 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|--|---|---|------------------------------|
| Pulaski | T | 9L0315B | 12/2002 | Contract Level Course from Rte. 133 to Rte. 17. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$297 | \$264 | -11.11% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$19 <i>CN:</i> \$278 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$264 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$268 |
| Pulaski | 28 | 8P0369 | 11/2000 | Grading, paving and replace bridges over the Gasconade River 1.2 miles south of Rte. PP. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$3,992 | \$3,710 | -7.06% |
| | | | | | <i>PE</i> \$232 <i>CE Inc:</i> \$234 <i>CN:</i> \$3,449 <i>RW Inc:</i> \$0 <i>RW:</i> \$77 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$233 \$137 \$3,220 \$43 \$77 \$0 \$0 | CN Award Cost +3% \$3,384 |
| Pulaski | 44 | 9I0512 | 4/2003 | Diamond grinding eastbound and westbound lanes west of Rte. 28 to Rte. D. Reason(s): Diamond Grinding bids came in lower than estimates based on historical data. | \$741 | \$388 | -47.64% |
| | | | | | <i>PE</i> \$20 <i>CE Inc:</i> \$0 <i>CN:</i> \$721 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$2 \$386 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$396 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|--|--|---|----------------------------|
| Reynolds | 72 | 9L0322B | 1/2003 | Contract Level Course from Rte. KK to Rte. TT. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$193 | \$182 | -5.70% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$12 <i>CN:</i> \$181 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$182 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$180 |
| Ripley | 142 | 0S0351 | 4/2002 | Grading, paving and replace bridge over drainage ditch No. 3 1.9 miles east of Rte. W. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,122 | \$1,169 | 4.19% |
| | | | | | <i>PE</i> \$98 <i>CE Inc:</i> \$65 <i>CN:</i> \$955 <i>RW Inc:</i> \$0 <i>RW:</i> \$4 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$122 \$18 \$968 \$8 \$4 \$48 \$0 | CN Award Cost +3% \$999 |
| Ripley | 142 | 9S0430 | 4/2002 | Replace bridge over drainage ditch no. 7 0.7 mile east of Rte. W. Reason(s): Grading and Bridge bids came in higher than estimates based on historical data. | \$1,042 | \$1,154 | 10.75% |
| | | | | | <i>PE</i> \$73 <i>CE Inc:</i> \$60 <i>CN:</i> \$879 <i>RW Inc:</i> \$12 <i>RW:</i> \$18 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$183 \$8 \$894 \$7 \$18 \$44 \$0 | CN Award Cost +3% \$872 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---------|-------|------------|----------------|--|---|---|----------------------------|
| Shannon | 60 | 9P0511 | 4/2003 | Diamond grinding at Rte. M in Shannon County east 16 miles and two small sections in Carter County between Rte. C and Rte. J. Reason(s): Diamond Grinding bids came in lower than estimates based on historical data. | \$659 | \$442 | -32.93% |
| | | | | | <i>PE</i> \$20 <i>CE Inc:</i> \$0 <i>CN:</i> \$639 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$4 \$438 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$466 |
| Texas | 17 | 9L0317A | 12/2002 | Contract Level Course from Rte. 63 to Rte. 137. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$272 | \$235 | -13.60% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$17 <i>CN:</i> \$255 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$4 \$231 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$244 |
| Texas | 17 | 9L0317B | 12/2002 | Contract Level Course from Rte. W to Rte. 60. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$207 | \$166 | -19.81% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$13 <i>CN:</i> \$194 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$2 \$164 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$172 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|------------|-------|------------|----------------|---|--|--|--|
| Texas | 137 | 9L0317C | 12/2002 | Contract Level Course from Rte. AZ to Bus. Rte. 60/63. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$245 | \$182 | -25.71% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$16 <i>CN:</i> \$229 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$3 <i>CN:</i> \$180 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award</i> <i>Cost +3%</i> \$191 |
| Washington | 8 | 6P0743 | 5/2002 | Replace bridge over Clear Creek 2.4 miles east of Crawford County. Reason(s): Bridge bids and mobilization bids came in higher than estimated. | \$1,100 | \$1,302 | 18.36% |
| | | | | | <i>PE</i> \$128 <i>CE Inc:</i> \$61 <i>CN:</i> \$896 <i>RW Inc:</i> \$4 <i>RW:</i> \$11 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$232 <i>CE Inc:</i> \$89 <i>CN:</i> \$958 <i>RW Inc:</i> \$5 <i>RW:</i> \$17 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award</i> <i>Cost +3%</i> \$933 |
| Washington | 21 | 9L0316C | 12/2002 | Contract Level Course from south of Rte. 8 to Rte. C. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$404 | \$297 | -26.49% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$26 <i>CN:</i> \$378 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$4 <i>CN:</i> \$293 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award</i> <i>Cost +3%</i> \$331 |

Program Estimates Compared to Costs of Projects Completed SFY 2004
RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|------------|-------|------------|----------------|--|---|--|--------------------------------|
| Washington | 47 | 9L0316B | 12/2002 | Contract Level Course from Franklin County to north of Rte. 21. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount for the year. | \$381 | \$299 | -21.52% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$24 <i>CN:</i> \$357 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$7 <i>CN:</i> \$291 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$321 |
| Bollinger | M | 0L0331C | 1/2003 | Contract Level Course from Rte. 51 to Rte. B. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$176 | \$179 | 1.70% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$11 <i>CN:</i> \$165 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$4 <i>CN:</i> \$175 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$182 |
| Bollinger | 51 | 0L0332B | 2/2003 | Contract Level Course from Rte. C to Puxico. Reason(s): The cost estimate deviated from the actual cost due to unexpected change orders. | \$270 | \$302 | 11.85% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$17 <i>CN:</i> \$253 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$6 <i>CN:</i> \$297 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$307 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-----------|-------|------------|----------------|---|---|--|--|
| Bollinger | 51 | OS0687 | 3/2002 | Grading, paving and replace bridges (2 disconnected sections) 0.8 mile north of Stoddard County line and 0.8 mile south of Bollinger County line. and S-232 in Stoddard County. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$688 | \$702 | 2.03% |
| | | | | | <i>PE</i> \$128 <i>CE Inc:</i> \$31 <i>CN:</i> \$490 <i>RW Inc:</i> \$14 <i>RW:</i> \$25 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$124 \$63 \$515 \$0 \$0 \$0 \$1 | <i>CN Award</i> <i>Cost +3%</i> \$496 |
| Bollinger | 51 | OS0804 | 3/2002 | Bridge replacement over drainage ditch 111 0.7 mile south of Rtes. P and C intersection. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$668 | \$952 | 42.51% |
| | | | | | <i>PE</i> \$25 <i>CE Inc:</i> \$34 <i>CN:</i> \$551 <i>RW Inc:</i> \$14 <i>RW:</i> \$44 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$94 \$123 \$667 \$22 \$45 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$662 |
| Bollinger | 91 | OL0332A | 2/2003 | Contract Level Course from Rte. 51 to Rte. C. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount. | \$133 | \$148 | 11.28% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$8 <i>CN:</i> \$125 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$0 \$8 \$140 \$0 \$0 \$0 \$0 | <i>CN Award</i> <i>Cost +3%</i> \$144 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-----------|-------|------------|----------------|--|--|---|--------------------------------|
| Bollinger | UU | 0L0331E | 1/2003 | Contract Level Course from Rte. B to Rte. 34. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$171 | \$177 | 3.51% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$11 <i>CN:</i> \$160 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$3 <i>CN:</i> \$173 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$181 |
| Bollinger | VV | 0L0331D | 1/2003 | Contract Level Course from Rte. M to end of maintenance. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$52 | \$56 | 7.69% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$3 <i>CN:</i> \$49 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$3 <i>CN:</i> \$53 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$56 |
| Butler | N | 0S0814 | 2/2002 | Grading, paving and replace bridge over Drainage Ditch No. 30 0.1 mile west of Rte. 51. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$653 | \$756 | 15.77% |
| | | | | | <i>PE</i> \$46 <i>CE Inc:</i> \$35 <i>CN:</i> \$514 <i>RW Inc:</i> \$15 <i>RW:</i> \$43 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$144 <i>CE Inc:</i> \$100 <i>CN:</i> \$499 <i>RW Inc:</i> \$10 <i>RW:</i> \$4 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$518 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|--|--|--------------------------------|
| Butler | N | OS0815 | 2/2002 | Grading, paving and replace bridge over Ditch No. 28 (Cache River) 2.1 miles west of Rte. 51. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$540 | \$588 | 8.89% |
| | | | | | <i>PE</i> \$42 <i>CE Inc:</i> \$29 <i>CN:</i> \$419 <i>RW Inc:</i> \$15 <i>RW:</i> \$35 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$124 \$57 \$378 \$7 \$3 \$19 \$0 \$0 | <i>CN Award Cost +3%</i> \$387 |
| Butler | N | OS0816 | 2/2002 | Grading, paving and replace bridge over Swan Pond 3.3 miles west of Rte. 51. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$385 | \$536 | 39.22% |
| | | | | | <i>PE</i> \$39 <i>CE Inc:</i> \$20 <i>CN:</i> \$296 <i>RW Inc:</i> \$10 <i>RW:</i> \$20 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$102 \$61 \$339 \$9 \$4 \$19 \$0 \$0 | <i>CN Award Cost +3%</i> \$346 |
| Butler | CC | OS0813 | 2/2002 | Grading, paving and replace bridge over Drainage Ditch No. 31 0.7 mile north of Rte. 53. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$854 | \$868 | 1.64% |
| | | | | | <i>PE</i> \$50 <i>CE Inc:</i> \$49 <i>CN:</i> \$725 <i>RW Inc:</i> \$10 <i>RW:</i> \$20 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> | \$140 \$100 \$550 \$9 \$13 \$56 \$0 \$0 | <i>CN Award Cost +3%</i> \$567 |

Program Estimates Compared to Costs of Projects Completed SFY 2004
RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------------|-------|------------|----------------|--|---|---|--------------------------------|
| Butler | PP | OS0599 | 4/2003 | Demolition and removal (three houses) .5 mile east of Rte. 67 and PP interchange. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$78 | \$65 | -16.67% |
| | | | | | <i>PE</i> \$6 <i>CE Inc:</i> \$5 <i>CN:</i> \$67 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$7 \$0 \$58 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$57 |
| Cape Girarde | 25 | 0L0331B | 1/2003 | Contract Level Course from Rte. 34 to Rte. K. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$143 | \$135 | -5.59% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$9 <i>CN:</i> \$134 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$5 \$130 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$158 |
| Cape Girarde | 74 | 0P0861 | 1/2002 | Signal installation at Rte. 74 and Mt. Auburn road intersection. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$142 | \$112 | -21.13% |
| | | | | | <i>PE</i> \$10 <i>CE Inc:</i> \$8 <i>CN:</i> \$124 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$15 \$96 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$99 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-------------|-------|------------|----------------|--|--|--|----------------------------|
| Madison | 72 | 0L0323A | 1/2003 | Contract Level Course from Iron County to Rte. 67. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount. | \$340 | \$299 | -12.06% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$22 <i>CN:</i> \$318 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$4 \$296 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$302 |
| Madison | 72 | 0L0323B | 1/2003 | Contract Level Course Truck Route in Fredricktown. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$29 | \$29 | 0.00% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$2 <i>CN:</i> \$27 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$0 \$0 \$28 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$29 |
| Mississippi | 57 | 0P0844B | 3/2002 | Apply seal coat to NBL and SBL bridge decks 7.9 miles north of Route 60/62. Involves bridges A-20932 and A-20933. This project split from 0P0844. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$447 | \$338 | -24.38% |
| | | | | | <i>PE</i> \$19 <i>CE Inc:</i> \$27 <i>CN:</i> \$401 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$2 \$42 \$295 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$215 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-------------|-------|------------|----------------|--|--|--|----------------------------------|
| Mississippi | 60 | 0L0329 | 11/2002 | Contract Level Course from I-57 to Mississippi River. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount | \$419 | \$482 | 15.04% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$27 <i>CN:</i> \$392 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$2 \$11 \$469 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$492 |
| New Madrid | D | 0S0349B | 6/2001 | Replace bridge over Drainage Ditch No. 45 with a box culvert 0.1 mile west of Rte. U at Lilbourn. Right of way for this project included in 0S0349. Reason(s): The cost estimate deviated from the actual cost due to unexpected change orders. | \$837 | \$1,600 | 91.16% |
| | | | | | <i>PE</i> \$222 <i>CE Inc:</i> \$39 <i>CN:</i> \$576 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$223 \$147 \$1,199 \$0 \$0 \$31 \$0 | <i>CN Award Cost +3%</i> \$1,208 |
| New Madrid | 60 | 0U0594B | 3/2002 | Grading, paving and replace bridges A-238 (eastbound and westbound lanes) 1.5 miles east of Rte. 61 (St. Johns Ditch). Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,945 | \$1,984 | 2.01% |
| | | | | | <i>PE</i> \$108 <i>CE Inc:</i> \$117 <i>CN:</i> \$1,717 <i>RW Inc:</i> \$3 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$207 \$136 \$1,642 \$0 \$0 \$0 \$0 | <i>CN Award Cost +3%</i> \$1,663 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|------------|-------|------------|----------------|---|--|--|------------------------------|
| New Madrid | 61 | 0P0870 | 7/2003 | Left turn lane addition 0.5 mile west of I-55 at New Madrid County Central Schools This cost share project is being undertaken in partnership with New Madrid County. Reason(s): This project increased in cost due to additional pavement resurfacing being added. | \$118 | \$182 | 54.24% |
| | | | | | <i>PE</i> \$8 <i>CE Inc:</i> \$0 <i>CN:</i> \$109 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> \$0 | \$24 \$17 \$140 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$144 |
| New Madrid | EE | 0S0830 | 2/2003 | Replace concrete pavement at I-55 and Rte. EE interchange. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$1,208 | \$2,187 | 81.04% |
| | | | | | <i>PE</i> \$91 <i>CE Inc:</i> \$71 <i>CN:</i> \$1,046 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$48 \$138 \$2,002 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$1,998 |
| Pemiscot | 155 | 0I0862 | 2/2003 | Box culvert 1.13 miles east of Rte. 84 over lateral ditch 5. Includes bridges A-6786 and A-6787. Project funded by U.S. Army Corps of Engineers in conjunction with ditch modification by the Corps. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$859 | \$1,186 | 38.07% |
| | | | | | <i>PE</i> \$58 <i>CE Inc:</i> \$51 <i>CN:</i> \$750 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | \$117 \$6 \$1,063 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$1,084 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|--------|-------|------------|----------------|---|---|---|----------------------------------|
| Perry | 51 | 0L0331A | 1/2003 | Contract Level Course from Bollinger County to log mile 15.8. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount. | \$255 | \$368 | 44.31% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$16 <i>CN:</i> \$239 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$10 <i>CN:</i> \$357 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$390 |
| Perry | 51 | 0P0788 | 11/2000 | Widen, resurface and stabilize shoulders from 3.1 miles north of Rte. C to 1.5 miles south of Rte. H. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$2,188 | \$2,110 | -3.56% |
| | | | | | <i>PE</i> \$49 <i>CE Inc:</i> \$136 <i>CN:</i> \$2,003 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$49 <i>CE Inc:</i> \$126 <i>CN:</i> \$1,935 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$1,901 |
| Perry | 51 | 0P0824 | 1/2002 | Install signals at ramp intersections at the I-55 and Rte. 51 interchange in Perryville. Reason(s): The cost estimate deviated from the actual cost due to recent decreases in market prices for project components. | \$269 | \$163 | -39.41% |
| | | | | | <i>PE</i> \$17 <i>CE Inc:</i> \$16 <i>CN:</i> \$236 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$15 <i>CE Inc:</i> \$24 <i>CN:</i> \$125 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3%</i> \$127 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|-------------|-------|------------|----------------|---|---|---|----------------------------------|
| St Francois | W | 0L0323C | 1/2003 | Contract Level Course from Rte. V to Rte. 67. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$209 | \$195 | -6.70% |
| | | | | | <i>PE</i> \$0 <i>CE Inc:</i> \$13 <i>CN:</i> \$196 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$0 <i>CE Inc:</i> \$3 <i>CN:</i> \$192 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$202</i> |
| St Francois | 67 | 0P0681 | 4/2002 | Replace bridge over Big River (northbound lanes) 2.5 miles north of Rtes. 47 and K north of Bonne Terre. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$1,180 | \$1,448 | 22.71% |
| | | | | | <i>PE</i> \$128 <i>CE Inc:</i> \$67 <i>CN:</i> \$985 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$150 <i>CE Inc:</i> \$59 <i>CN:</i> \$1,238 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$1,281</i> |
| St Francois | 67 | 0P0820 | 4/2002 | Replace bridge over Big River (southbound lane) 0.6 mile north of Bus. Rte. 67 at Desloge. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$1,144 | \$1,228 | 7.34% |
| | | | | | <i>PE</i> \$125 <i>CE Inc:</i> \$65 <i>CN:</i> \$954 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>PE</i> \$146 <i>CE Inc:</i> \$47 <i>CN:</i> \$1,034 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | <i>CN Award Cost +3% \$1,061</i> |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|-------------------------------|--|--|---|-------------------------------|---------------|
| Stoddard | N | 0L0332D | 2/2003 | Contract Level Course from Rte. Y to Bell City. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$86 | \$92 | 6.98% |
| | | Completion Date: 2/18/2004 | <i>PE</i> \$0 <i>CE Inc:</i> \$5 <i>CN:</i> \$81 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | | \$0 \$1 \$90 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$93 | |
| Stoddard | 25 | 0L0332C | 2/2003 | Contract Level Course Southbound lane south of Bloomfield. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount. | \$107 | \$126 | 17.76% |
| | | Completion Date: 2/18/2004 | <i>PE</i> \$0 <i>CE Inc:</i> \$7 <i>CN:</i> \$100 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | | \$0 \$7 \$118 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$127 | |
| Stoddard | BB | 0L0332E | 2/2003 | Contrat Level Course from Rte. C to Rte. K. Reason(s): Individual level course projects were modified. The overall level course was within 10 percent of the planned amount. | \$111 | \$124 | 11.71% |
| | | Completion Date: 2/18/2004 | <i>PE</i> \$0 <i>CE Inc:</i> \$7 <i>CN:</i> \$104 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$0 <i>Other:</i> \$0 | | \$0 \$5 \$119 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$125 | |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|----------|-------|------------|----------------|--|--|---|----------------------------|
| Stoddard | Var | 0L0400A | 7/2003 | Contract level course resurfacing of various routes across the district at Rte's. N and AB in Stoddard County. Reason(s): The project cost to complete was within +/- 10 percent of the estimate. | \$262 | \$277 | 5.73% |
| | | | | | <i>PE</i> \$2 <i>CE Inc:</i> \$17 <i>CN:</i> \$242 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> \$0 | \$0 \$10 \$266 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$284 |
| Wayne | 67 | 0P0867 | 3/2003 | Construct center left turn lane at the intersection of Rtes. 67 and 34. Reason(s): The cost estimate deviated from the actual cost due to additional requirements after estimates were established. | \$349 | \$688 | 97.13% |
| | | | | | <i>PE</i> \$24 <i>CE Inc:</i> \$21 <i>CN:</i> \$303 <i>RW Inc:</i> \$0 <i>RW:</i> \$0 <i>Utilities</i> \$0 <i>NonContract</i> \$1 <i>Other:</i> \$0 | \$10 \$78 \$600 \$0 \$0 \$0 \$0 | CN Award Cost +3% \$615 |

Program Estimates Compared to Costs of Projects Completed SFY 2004

RSMo.21.795.3.(6)

(Dollars in Thousands)

| County | Route | Job Number | SFY Award Date | Description of Improvement / Location | Estimate | Cost to Complete | % Difference |
|---|-------|------------|----------------|--|------------------|------------------|--------------|
| Number of Projects Complete SFY 2004: 359 | | | | Total for Projects Completed in SFY 2004 | \$787,230 | \$818,545 | 3.98% |
| Number of Projects Prior to SFY 2004: 6 | | | | Total for Projects Completed Prior to SFY 2004 Never Reported | \$14,482 | \$1,335 | |
| Total for Projects Completed in SFY 2004 and Prior to SFY 2004 not Previously Reported | | | | | \$801,712 | \$819,880 | |

*** Projects completed prior to SFY 2004 but has not been reported as completed projects.**

Estimate: The sum of preliminary engineering, construction estimate, construction engineering, construction contingencies, right of way incidentals, right of way acquired, utilities and noncontractual costs. This is from the EST_TOT field in the Alljobtn.dbf.

Cost to Complete: The ACTUAL cost spent on a project consisting of the construction, construction engineering, preliminary engineering (internal and external), right of way incidentals, utilities and noncontractuals. This is from the TOTAL field in the Planning.dbf file.

CN Award Cost: This is the construction award cost (contractor's bid) that was approved by the Commission plus 3%.

PE: Preliminary Engineering (PRE_ENG)

CN Inc: Construction Estimated Incidentals: [Alljobtn]![CN_ENG]; RW Inc: Right of Way Incidentals: [Alljobtn]![RW_INC]

RW: Right of way aquisition. (RW_ACQ)

CN: Estimated Const: ([Alljobtn]![CN_EST])+nz([Alljobtn]![CN_CONTIG])

Utilities: =If([SFY]>2002,[Alljobtn.UTILITIES],0)

NonContractuals: =If([SFY]>2002,[Alljobtn.Noncontrac],0)

NOTE: This total has been reconciled to the financial statements prepared in conformity with accounting principles generally accepted in the United States of America. These financial statements have been audited by KPMG.

T:\Planning\otpm\Reports\Accountability\2004\Prog Est Comp to Costs of Proj Comp.mdb; Query: qry Prog Est Comp to Costs Proj Compl 2004 for final report
Report: Rpt quarterly to District with Details with old - 2005Prog; Tables: 2005Prog (parent), Cnststap0604, Plan0604, Reasons (Table saved Tbl Completed 2004 SFY + 6 old jobs)