

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT					
GREEN STREET	STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
	5+05	CENTER ST (W. APPROACH)	38	4.5	19
	5+77	CENTER ST (NORTH)	53	4.5	27
	5+77	CENTER ST (SOUTH)	27	4.5	14
	10+02	YORK RD (N. APPROACH)	52	4.5	26
	10+02	YORK RD (S. APPROACH)	50	4.5	25
	14+09	MAY ST	28	4.5	14
	18+13	ROSE ST	30	4.5	15
	19+89	RAILROAD ST	22	4.5	11
	22+97	GRACE ST	28	4.5	14
	28+97	MARION ST	20	4.5	10
	31+10	PARK AV	36	4.5	18
	35+40	EVERGREEN AV	30	4.5	15
	70+00	DOMINIC DR	34	4.5	17
	74+50	PODLIN CT	34	4.5	17
	80+75	EAST LMTS	26	4.5	13
TOTAL					289

DRIVEWAY PAVEMENT REMOVAL AND HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"					
GREEN STREET	STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
	7+81	LT (ALLEY)	4	20	8
	9+02	RT (ALLEY)	4	20	9
	9+27	RT (OVER WATER SERVICE)	4	12	6
	11+27	RT	4	110	49
	12+19	RT (ALLEY)	4	16	8
	14+54	LT (LINCOLN AV)	4	22	10
	16+28	RT (ALLEY)	24	16	48
	20+38	RT (ALLEY)	4	18	9
	21+55	LT	4	40	18
	22+85	LT	4	28	12
	24+80	RT (ALLEY)	16	18	36
	27+00	LT	4	25	12
	27+70	LT	5	50	28
	27+85	RT	4	30	14
	33+14	RT	4	24	11
	37+12	RT	4	36	16
	37+00	RT (ALLEY)	20	15	39
	43+27	RT	4	29	13
	46+52	LT	4	12	6
	48+32	LT	4	10	5
	48+38	RT	4	16	8
	48+38	RT	4	5	3
	73+24	LT	4	8	4
TOTAL					372

DRIVEWAY PAVEMENT REMOVAL AND PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH					
GREEN STREET	STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
	8+02	RT (ALLEY)	8	13	13
	7+81	LT (ALLEY)	8	22	23
	9+27	RT (OVER WATER SERVICE)	5	10	7
	11+27	RT	40	5	23
	12+19	RT (ALLEY)	21	16	38
	14+54	LT (LINCOLN AV)	16	22	37
	16+85	LT	22	4	10
	20+38	RT (ALLEY)	10	18	20
	21+55	LT	4	42	19
	22+85	LT	9	35	35
	27+00	LT	8	30	27
	27+70	LT	4	44	20
	33+14	RT	4	24	11
	37+12	RT	4	36	16
	41+42	LT	4	48	43
	43+27	RT	4	23	13
	48+38	RT	2	18	16
	48+38	RT	2	5	6
	75+00	RT	10	6	7
	77+85	LT	4	2	1
TOTAL					384

DETECTOR LOOP, TYPE I			
GREEN STREET	STATION	LENGTH (FT)	
	63+70	EB CENTER LANE WEST OF COUNTY LINE ROAD	43
	63+70	EB OUTSIDE LANE WEST OF COUNTY LINE ROAD	31
	66+78	LTL AT COUNTY LINE RD	28
	66+78	THRU LANE AT COUNTY LINE RD	39
	68+05	THRU LANE E APPROACH AT COUNTY LINE RD	27
	68+65	LTL E APPROACH AT COUNTY LINE RD	39
TOTAL		141	

DETECTOR LOOP REPLACEMENT			
GREEN STREET	STATION	LENGTH (FT)	
	9+33	LTL W APPROACH AT YORK RD	37
	9+48	LTL W APPROACH AT YORK RD	25
	9+83	LTL W APPROACH AT YORK RD	37
	10+02	LTL N APPROACH AT YORK RD	26
	10+02	LTL N APPROACH AT YORK RD	38
	10+02	LTL S APPROACH AT YORK RD	27
	10+02	LTL S APPROACH AT YORK RD	39
	10+02	LTL E APPROACH AT YORK RD	55
	10+58	LTL E APPROACH AT YORK RD	34
	10+73	LTL E APPROACH AT YORK RD	30
	10+88	LTL E APPROACH AT YORK RD	40
	10+73	THRU LANE E APPROACH AT YORK RD	40
	10+64	RTL E APPROACH AT YORK RD	64
	11+85	THRU LANE E APPROACH AT YORK RD	60
	11+85	RTL E APPROACH AT YORK RD	28
TOTAL		614	

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)				
GREEN STREET	STATION	OFFSET	TYPE	EACH
	5+13	3	LT STORM MH	1
	5+35	12	RT WW VLT	1
	5+88	19	RT MH	1
	5+98	32	RT MH	1
	5+98	38	RT MH	1
	6+03	58	RT WW VLT	1
	6+62	3	LT MH	1
	6+89	4	LT MH	1
	9+21	18	RT STORM MH	1
	9+92	63	LT STORM MH	1
	10+00	0	SAN MH	1
	10+09	8	LT STORM MH	1
	10+10	43	LT WW VLT	1
	10+21	23	RT STORM MH	1
	10+81	22	RT STORM MH	1
	11+27	19	RT STORM MH	1
	11+58	3	RT STORM MH	1
	12+47	18	RT STORM MH	1
	12+51	13	LT SAN MH	1
	14+35	15	RT STORM MH	1
	14+11	5	LT STORM MH	1
	14+23	40	RT	1
	14+27	30	RT	1
	14+35	24	RT	1
	14+38	5	LT SAN MH	1
	14+43	2	RT WW VLT	1
	16+12	12	LT STORM MH	1
	17+06	9	RT	1
	17+12	12	LT	1
	17+16	5	LT STORM MH	1
	17+84	21	RT WW VLT	1
	18+20	13	LT SAN MH	1
	18+08	8	RT STORM MH	1
	18+17	32	RT	1
	18+34	31	RT WW VLT	1
	18+38	21	RT WW VLT	1
	18+49	5	RT STORM MH	1
	19+40	33	LT WW VLT	1
	19+81	13	LT	1
	20+54	7	LT STORM MH	1
	22+04	18	RT WW VLT	1
	22+13	11	LT STORM MH	1
	22+29	12	LT STORM MH	1
	22+47	21	RT WW VLT	1
	22+61	31	RT	1
	22+72	4	RT STORM MH	1
	23+82	15	LT STORM MH	1
	23+86	8	LT STORM MH	1
	24+45	5	LT STORM MH	1
	28+20	14	LT STORM MH	1
	28+30	18	LT STORM MH	1
	28+55	5	RT WW VLT	1
	28+55	22	RT	1
	28+62	22	RT	1
	28+70	36	RT	1
	27+08	12	LT STORM MH	1
	27+09	2	RT	1
	27+25	4	LT STORM MH	1
	27+70	15	LT SAN MH	1
	28+15	14	LT STORM MH	1
	28+18	9	RT	1
	30+51	5	LT STORM MH	1
	30+32	15	LT SAN MH	1
	30+89	17	RT WW VLT	1
	31+09	46	RT	1
	31+28	27	RT STORM MH	1
	31+48	3	RT SAN MH	1
	32+10	15	LT STORM MH	1
	32+86	4	RT	1
	33+41	6	LT STORM MH	1
	33+57	13	LT STORM MH	1
	34+88	18	RT WW VLT	1
	35+05	5	RT STORM MH	1
	35+23	13	LT SAN MH	1
	35+28	34	RT STORM MH	1
	35+36	50	RT STORM MH	1
	36+50	30	RT SAN MH	1
	36+71	20	LT STORM MH	1
	36+49	3	LT STORM MH	1
	37+75	11	LT STORM MH	1
	37+85	3	RT SAN MH	1
	38+17	7	LT STORM MH	1
	38+94	6	LT STORM MH	1
	40+37	3	RT SAN MH	1
	42+72	2	RT STORM MH	1
	43+34	7	LT STORM MH	1
	43+70	18	LT STORM MH	1
	44+39	3	RT SAN MH	1
	45+88	2	RT STORM MH	1
	46+75	6	LT STORM MH	1
	47+21	20	RT STORM MH	1
	47+35	0	SAN MH	1
	49+71	11	LT SAN MH	1
	49+73	3	RT SAN MH	1
	50+15	7	LT STORM MH	1
	51+11	11	LT SAN MH	1
	52+27	6	LT STORM MH	1
	54+07	5	LT STORM MH	1
	57+50	5	LT STORM MH	1
	60+52	2	RT WW VLT	1
	60+82	6	LT STORM MH	1
	63+08	4	RT STORM MH	1
	63+35	18	RT STORM MH	1
TOTAL				113

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)				
GREEN STREET	STATION	OFFSET	TYPE	EACH
	63+73	6	RT STORM MH	1
	63+86	2	RT WW VLT	1
	64+00	18	RT STORM MH	1
	64+45	6	LT STORM MH	1
	65+37	6	RT STORM MH	1
	65+80	20	RT WW VLT	1
	69+16	7	LT STORM MH	1
	71+54	8	LT MH	1
	75+05	0	STORM MH	1
	78+73	6	LT SAN MH	1
TOTAL				113

DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

GREEN STREET				
STATION	OFFSET	TYPE	EACH	
	9+24	18	LT N/L/CB	1
	8+08	45	RT N/L/CB	1
	9+21	24	LT N/L/CB	1
	9+21	24	RT N/L/CB	1
	10+07	75	LT N/L/CB	1
	10+73	26	RT N/L/CB	1
	10+60	31	LT N/L/CB	1
	11+56	26	RT N/L/CB	1
	11+56	29	LT N/L/CB	1
	12+05	26	RT MH	1
	12+19	27	RT MH	1
	12+41	28	RT N/L/CB	1
	14+59	25	RT N/L/CB	1
	16+23	35	RT N/L/CB	1
	17+00	24	LT N/L/CB	1
	17+06	24	RT N/L/CB	1
	18+04	32	RT N/L/CB	1
	18+42	38	RT N/L/CB	1
	19+34	24	RT N/L/CB	1
	19+87	32	LT N/L/CB	1
	20+84	24	LT N/L/CB	1
	20+84	24	RT N/L/CB	1
	22+24	25	RT N/L/CB	1
	22+28	24	LT N/L/CB	1
	22+71	31	RT N/L/CB	1
	23+92	24	LT N/L/CB	1
	23+92	24	RT N/L/CB	1
	26+33	28	LT SAN MH	1
	28+58	34	RT N/L/CB	1
	27+00	24	RT N/L/CB	1
	27+84	28	RT STORM MH	1
	28+75	24	LT N/L/CB	1
	28+80	28	RT STORM MH	1
	28+61	35	RT N/L/CB	1
	30+37	24	LT N/L/CB	1
	30+94	34	RT N/L/CB	1
	31+86	24	LT N/L/CB	1
	31+86	24	RT N/L/CB	1
	34+08	24	RT N/L/CB	1
	34+68	24	LT N/L/CB	1
	35+75	38	RT N/L/CB	1
	39+27	24	LT N/L/CB	1
	39+27	24	RT N/L/CB	1
	37+13	30	RT SAN MH	1
	39+88	24	RT N/L/CB	1
	39+85	24	LT N/L/CB	1
	41+53	24	LT N/L/CB	1
	41+53	24	RT N/L/CB	1
	43+12	24	RT N/L/CB	1
	43+22	24	LT N/L/CB	1
	43+32	28	RT N/L/CB	1
	44+92	24	LT N/L/CB	1
	44+92	24	RT N/L/CB	1
	45+64	24	RT N/L/CB	1
	45+62	24	LT N/L/CB	1
	46+32	24	LT N/L/CB	1
	49+32	24	RT N/L/CB	1
	49+84	27	RT STORM MH	1
	50+05	24	LT N/L/CB	1
	60+05	24	RT N/L/CB	1
	50+38	24	LT N/L/CB	1
	50+38	24	RT N/L/CB	1
	50+38	24	RT N/L/CB	1
	51+19	27	RT STORM MH	1
	64+18	24	LT N/L/CB	1
	64+16	24	RT N/L/CB	1
	64+29	24	LT N/L/CB	1
	64+29	24	RT N/L/CB	1
	64+29	24	RT N/L/CB	1
	64+50	24	LT N/L/CB	1
	64+55	24	RT N/L/CB	1
	68+05	24	LT N/L/CB	1
	68+05	24	RT N/L/CB	1
	69+83	18	LT N/L/CB	1
	71			