TREE REMOVAL (6 TO 15 UNITS DIAMETER)

STATION	OFFSET	UNIT DIA (UNIT)
504+83	44'LT	9
557+09	54'LT	12
557+09	56'LT	12
557+24	47'LT	9
557+34	40'LT	9
	TOTAL =	51

TREE REMOVAL (OVER 15 UNITS DIAMETER)

STATION	OFFSET	UNIT DIA (UNIT)
557+50	48'LT	24
557+62	52'LT	24
	TOTAL =	48

PERIMETER EROSION BARRIER

STA	OFFSET	TO STA	OFFSET	LENGTH (FT)
501+80.0	50'LT	502+55.0	50'LT	75
502+91.0	50'LT	503+39.0	50'LT	48
503+64.0	50'LT	504+34.0	50'LT	70
504+61.0	50'LT	506+97.0	55'LT	241
507+28.0	55'LT	508+13.0	50'LT	91
508+40.0	45'LT	510+42.0	45'LT	202
510+75.0	45'LT	511+93.0	45'LT	116
512+46.0	44'LT	516+36.0	44'LT	375
516+99.0	44'LT	520+16.0	44'LT	305
520+54.0	44'LT	524+57.0	45'LT	395
524+91.0	45'LT	525+94.0	45'LT	103
526+34.0	39'LT	527+80.0	49'LT	156
528+10.0	49'LT	529+34.0	55'LT	149
529+47.0	55'LT	530+66.0	54'LT	136
540+89.0	92'LT	542+00.0	44'LT	124
542+33.0	45'LT	543+45.0	45'LT	107
543+78.0	45'LT	544+31.0	45'LT	53
544+42.0	45'LT	551+29.0	37'LT	687
551+73.0	40'LT	552+67.0	43'LT	95
552+85.0	44'LT	553+29.0	44'LT	43
553+50.0	43'LT	553+58.0	43'LT	8
553+75.0	42'LT	555+09.0	66'LT	150
555+49.0	53'LT	556+82.0	57'LT	143
556+95.0	55'LT	557+86.0	62'LT	102
558+19.0	61'LT	558+78.0	53'LT	63
558+96.0	53'LT	559+30.0	58'LT	39
559+44.0	57'LT	560+91.0	51'LT	152
			TOTAL =	4,228

CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID

STATION	OFFSET
503+12	42'LT
508+48	39'LT
509+93	42'LT
510+76	46'LT
512+74	39'LT
521+07	42'LT
527+45	38'LT
553+84	38'LT
557+29	54'LT
558+33	47'LT
TOTAL =	10

COMBINATION CURB AND GUITTER REMOVAL

STA	OFFSET	TO STA	OFFSET	LENGTH (FT)
502+45	32'LT	502+55	49'LT	22
502+90	49'LT	502+94	32'LT	20
503+28	32'LT	503+38	49'LT	21
503+64	49'LT	503+71	34'LT	18
504+22	32'LT	504+34	50'LT	24
504+61	50'LT	504+80	32'LT	23
506+85	32'LT	506+97	55'LT	26
507+28	55'LT	507+43	32'LT	30
508+11	36'LT	508+14	46'LT	11
508+38	45'LT	508+41	36'LT	10
510+35	32'LT	510+43	42'LT	13
510+73	45'LT	510+80	35'LT	13
512+02	32'LT	512+06	38'LT	6
512+46	44'LT	512+54	32'LT	16
516+26	33'LT	516+52	73'LT	47
516+93	72'LT	517+06	33'LT	50
520+05	31'LT	520+16	43'LT	18
520+54	44'LT	520+61	32'LT	14
524+57	31'LT	524+59	38'LT	8
524+95	40'LT	525+04	32'LT	13
525+76	28'LT	525+94	39'LT	23
526+31	39'LT	526+51	28'LT	24
527+66	30'LT	527+80	49'LT	28
528+10	49'LT	528+26	30'LT	26
540+86	92'LT	541+89	31'LT	150
542+40	30'LT	542+54	30'LT	51
543+04	32'LT	543+33	30'LT	48
543+79	39'LT	543+80	31'LT	8
551+64	42'LT	551+76	30'LT	18
555+05	41'LT	555+10	67'LT	28
555+42	60'LT	555+51	43'LT	20
557+85	39'LT	557+91	61'LT	23
558+14	60'LT	558+19	38'LT	23
560+91	41'LT	560+94	51'LT	11
			TOTAL =	886

FRAMES & LIDS TO BE ADJUSTED

STATION	OFFSET
503+57	36'LT
503+57	30'LT
504+38	35'LT
508+68	34'LT
509+84	36'LT
514+90	36'LT
515+82	32'LT
517+12	34'LT
518+50	34'LT
518+63	40'LT
520+00	36'LT
520+58	40'LT
521+64	35'LT
525+20	36'LT
527+48	35'LT
529+24	33'LT
530+46	43'LT
541+00	37'LT
544+24	35'LT
544+54	34'LT
554+81	37'LT
555+05	65'LT
558+22	57'LT
559+75	41'LT
560+57	47'LT
560+79	44'LT
560+87	41'LT
TOTAL =	27

FRAMES & GRATES TO BE ADJUSTED

STATION	OFFSET
555+11	57'LT
557+90	53'LT
558+16	52'LT
560+92	47'LT
TOTAL =	4

VALVE BOXES TO BE ADJUSTED

STATION	OFFSET
552+14	40'LT
554+27	37'LT
TOTAL =	2

PC CONCRETE DRIVEWAY PAVEMENT, 8 INCH

STATION	OFFSET	AREA (SF)	AREA (SY)
502+75	50'LT	567	63
503+50	50'LT	483	54
504+50	50'LT	525	59
507+12	55'LT	754	84
512+26	45'LT	259	29
516+67	73'LT	1554	173
520+35	45'LT	360	40
524+75	45'LT	271	31
528+00	49'LT	372	42
529+40	55'LT	234	26
542+11	45'LT	330	37
543+57	45'LT	265	30
544+35	45'LT	178	20
552+76	44'LT	118	14
553+38	44'LT	133	15
553+50	43'LT	86	10
556+88	56'LT	410	46
558+87	53'LT	297	33
559+35	58'LT	416	47
	TOTAL =	7,613	854

DRIVEWAY PAVEMENT REMOVAL

STATION	OFFSET	AREA (SF)	AREA (SY)
502+75	50'LT	735	82
503+50	50'LT	601	67
504+50	50'LT	648	72
507+12	55'LT	918	102
512+26	45'LT	565	63
516+67	73'LT	1953	217
520+35	45'LT	545	61
524+75	45'LT	555	62
528+00	49'LT	813	91
529+40	55'LT	364	41
542+11	45'LT	1084	121
543+57	45'LT	731	82
544+00	45'LT	1382	154
544+35	45'LT	244	28
552+76	44'LT	294	33
553+38	44'LT	326	37
553+50	43'LT	256	29
556+88	56'LT	474	53
558+87	53'LT	376	42
559+35	58'LT	496	56
	TOTAL =	13,361	1,494

TREES (CALLERY PEAR)

STA	OFFSET	EACH (EA)
514+68.0	35'LT	1
518+35.0	35'LT	1
521+00.0	40'LT	1
522+00.0	40'LT	1
523+00.0	40'LT	1
524+00.0	40'LT	1
554+80.0	44'LT	1
	TOTAL =	7

HANDHOLE TO BE ADJUSTED

STATION	OFFSET
541+16	32'LT
543+10	32'LT
543+85	33'LT
TOTAL =	3

SIDEWALK REMOVAL (SPECIAL)

EXISTING PARKWAY

LOCATION	STA	OFFSET	TO STA	OFFSET	AREA (SQ FT)
PR SW	501+80.0	50'LT	508+12.0	45'LT	3,150
PARKWAY	501+80.0	44'LT	502+55.0	44'LT	369
PARKWAY	501+80.0	50'LT	502+55.0	50'LT	74
PARKWAY	502+89.0	44'LT	503+38.0	44'LT	76
PARKWAY	502+91.0	50'LT	503+39.0	50'LT	49
PARKWAY	503+64.0	44'LT	504+33.0	44'LT	95
PARKWAY	503+64.0	50'LT	504+34.0	50'LT	71
PARKWAY	504+62.0	44'LT	506+96.0	44'LT	264
PARKWAY	504+61.0	50'LT	506+97.0	55'LT	256
PARKWAY	507+30.0	44'LT	508+09.0	38'LT	208
PARKWAY	507+28.0	55'LT	508+13.0	50'LT	138
PR SW	508+40.0	43'LT	510+40.0	41'LT	987
PARKWAY	508+42.0	38'LT	510+35.0	36'LT	482
PARKWAY	508+40.0	45'LT	510+42.0	45'LT	459
PR SW	510+78.0	43'LT	525+90.0	37'LT	8,530
PARKWAY	510+79.0	38'LT	511+88.0	30'LT	668
PARKWAY	510+75.0	45'LT	511+93.0	45'LT	358
PARKWAY	512+46.0	44'LT	514+75.0	44'LT	290
PARKWAY	512+60.0	31'LT	516+31.0	37'LT	1,792
PARKWAY	516+99.0	37'LT	520+14.0	37'LT	1,068
PARKWAY	517+25.0	43'LT	520+16.0	43'LT	279
PARKWAY	520+54.0	44'LT	524+57.0	45'LT	1,563
PARKWAY	524+91.0	45'LT	525+92.0	39'LT	169
PR SW	526+36.0	37'LT	530+65.0	53'LT	2,820
PARKWAY	526+34.0	39'LT	527+80.0	49'LT	249
PARKWAY	528+10.0	49'LT	529+34.0	55'LT	340
PARKWAY	529+47.0	55'LT	530+66.0	54'LT	429
PARKWAY	530+09.0	30'LT	530+61.0	45'LT	53
PR SW	540+81.0	49'LT	544+84.0	40'LT	2,256
PARKWAY	540+95.0	54'LT	541+03.0	57'LT	9
PARKWAY	541+18.0	37'LT	541+99.0	38'LT	641
PARKWAY	542+34.0	39'LT	543+49.0	39'LT	851
PARKWAY	542+33.0	45'LT	543+45.0	45'LT	107
PARKWAY	543+80.0	39'LT	544+25.0	39'LT	308
PARKWAY	543+78.0	45'LT	544+31.0	45'LT	52
PARKWAY	544+41.0	39'LT	544+85.0	37'LT	363
PARKWAY	544+42.0	45'LT	544+85.0	45'LT	51
PR SW	551+20.0	37'LT	551+29.0	36'LT	27
PR SW	551+66.0	43'LT	555+10.0	57'LT	2,410
PARKWAY	551+71.0	44'LT	552+67.0	43'LT	200
PARKWAY	552+85.0	44'LT	553+29.0	44'LT	54
PARKWAY	553+50.0	43'LT	553+58.0	43'LT	48
PARKWAY	553+75.0	42'LT	555+09.0	66'LT	1,102
PR SW	555+49.0	52'LT	557+87.0	47'LT	1,260
PARKWAY	555+45.0	61'LT	556+82.0	57'LT	231
PARKWAY	555+51.0	47'LT	556+80.0	46'LT	153
PARKWAY	556+95.0	55'LT	557+91.0	62'LT	473
PARKWAY	556+97.0	45'LT	557+85.0	42'LT	108
PR SW	558+18.0	46'LT	560+91.0	49'LT	1,363
PARKWAY	558+20.0	41'LT	558+81.0	42'LT	84
PARKWAY	558+14.0	61'LT	558+78.0	48'LT	164
PARKWAY	558+93.0	42'LT	559+25.0	42'LT	353
PARKWAY	558+96.0	53'LT	559+30.0	58'LT	217
PARKWAY	559+44.0	57'LT	560+91.0	51'LT	785
PARKWAY	559+42.0	42'LT	560+90.0	44'LT	502
					39,458

EXISTING PCC SIDEWALK

LOCATION	STA	OFFSET	TO STA	OFFSET	AREA (SQ FT)
	540+81.0	49'LT	540+95.0	53'LT	107
	544+41.0	38'LT	544+84.0	40'LT	147
	559+86.0	30'LT	559+91.0	37'LT	20
	560+37.0	30'LT	560+40.0	53'LT	62
					336