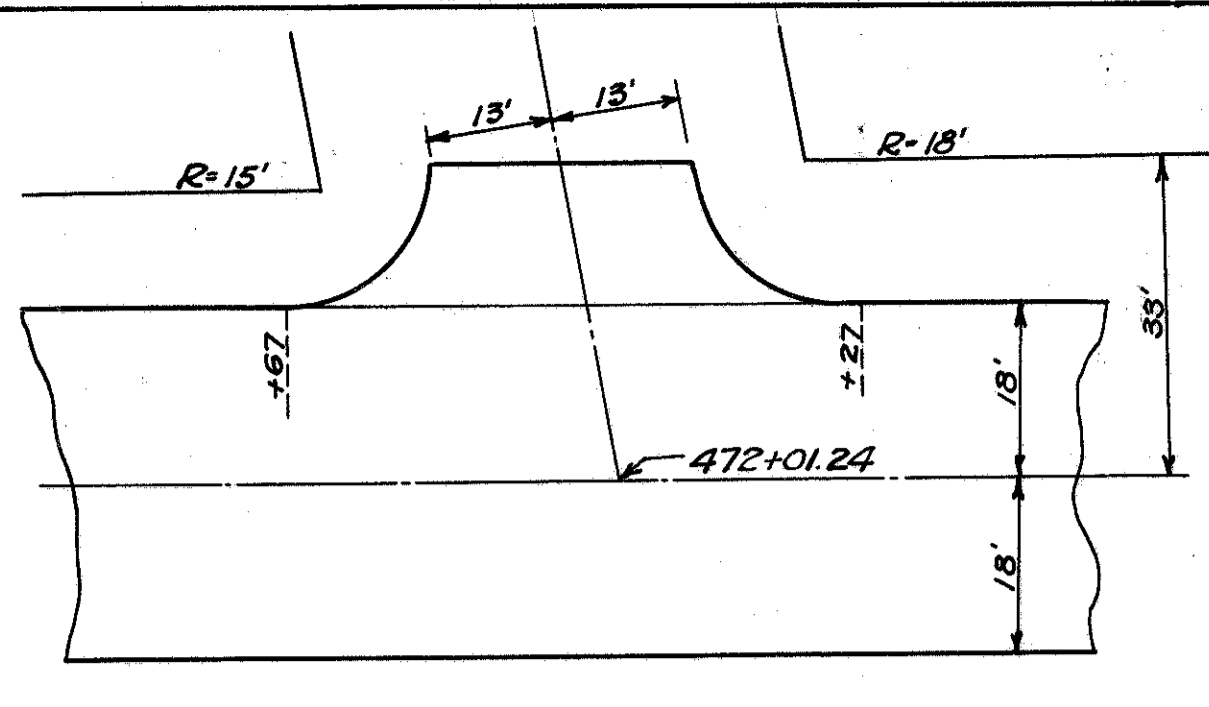
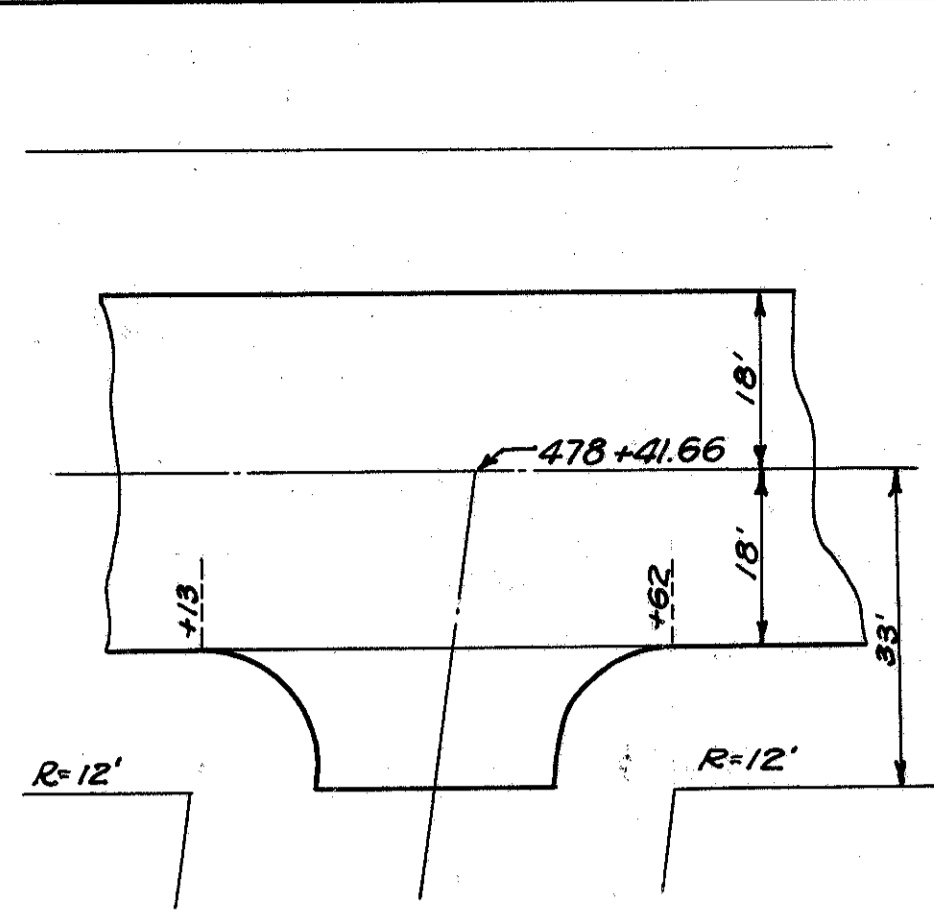


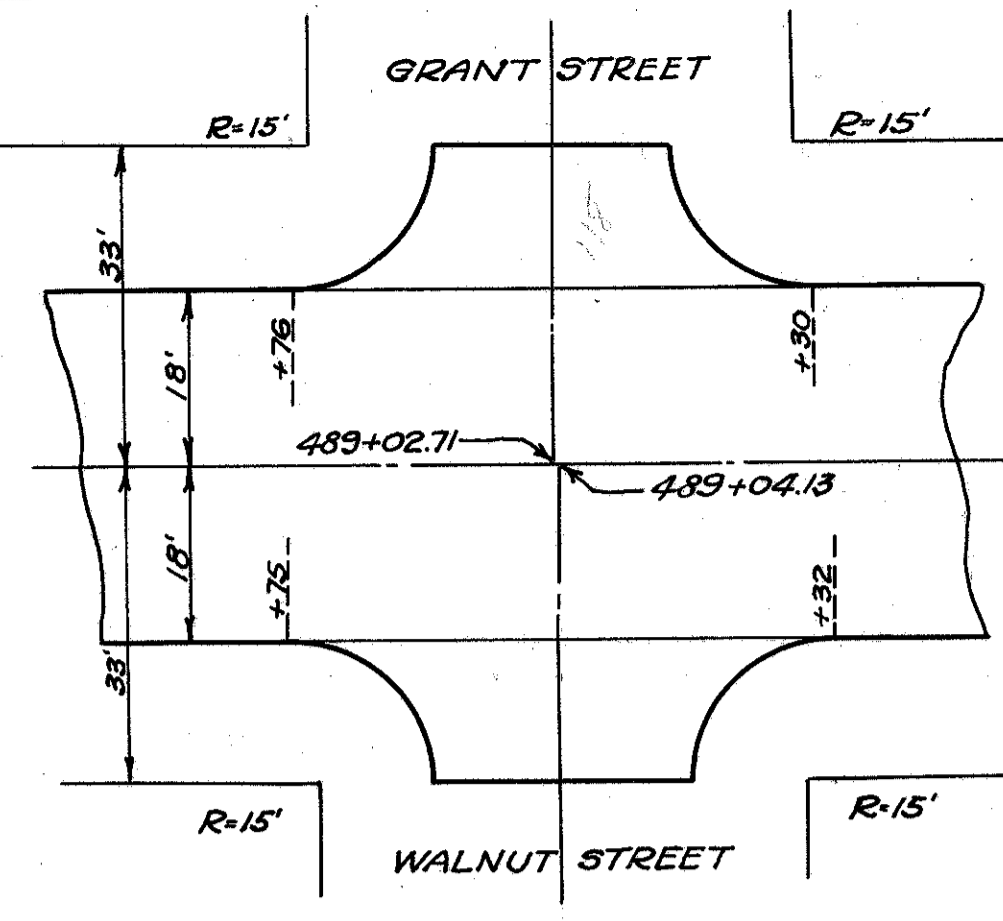
Intersection at Mul-Wal Drive  
 Station 469+45  
 61 sq. yds. Conc. pav. T-70 7" thick  
 18 cu. yds. excavation  
 52 Lin. Ft. Curved Conc. Curb Type I-B  
 52 Lin. Ft. Finish Shoulders & Lawns (One Side)



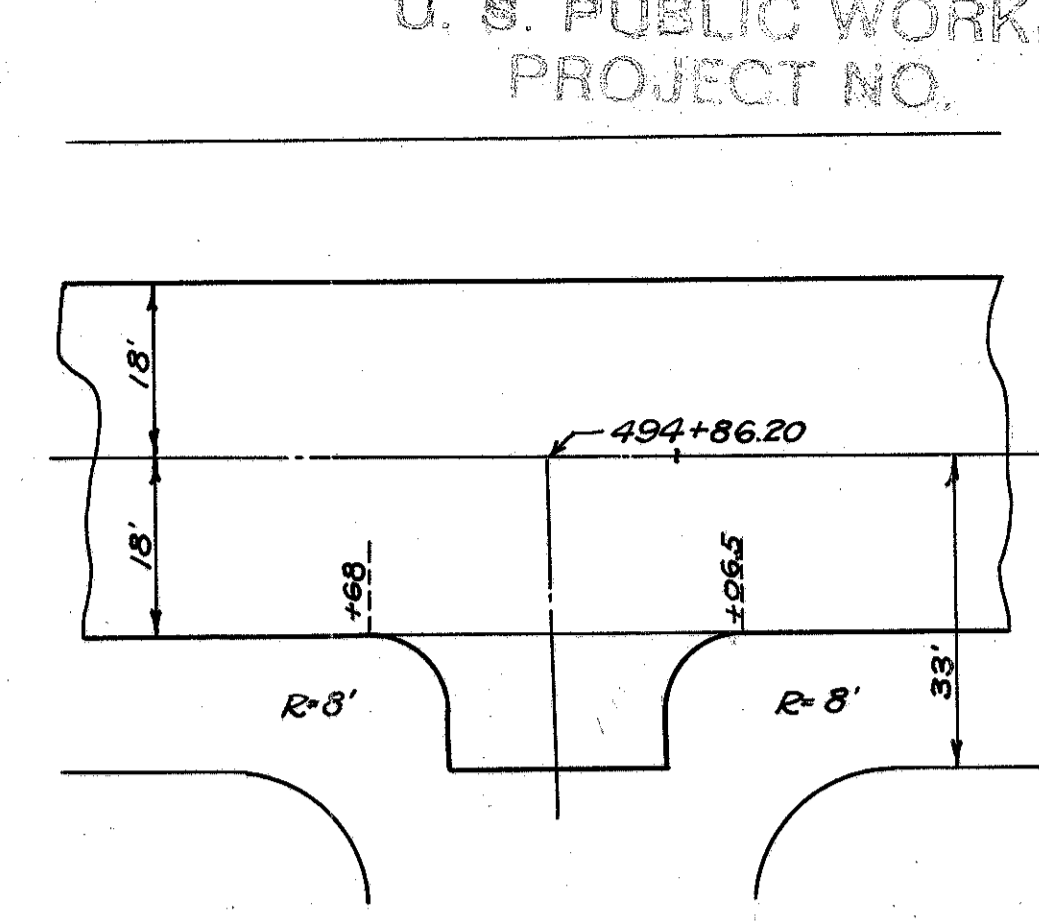
Intersection at Newell Street  
 Station 472+01.24  
 55 sq. yds. 2 1/2 Bit. Surface T-50



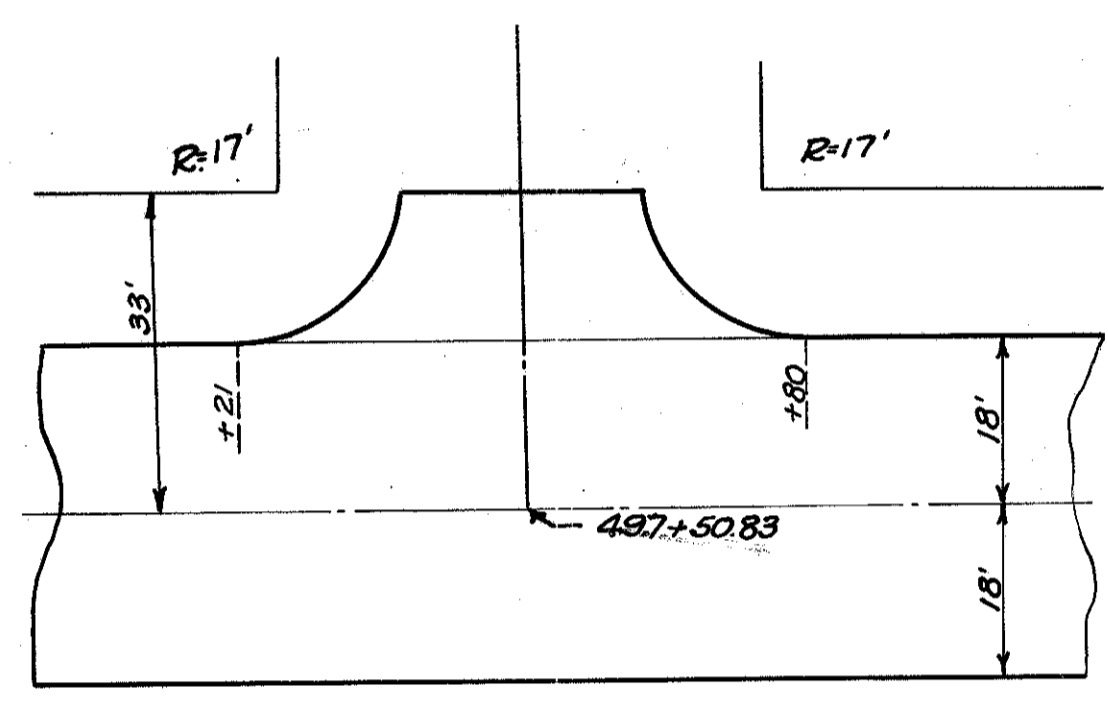
Intersection at Chestnut Street  
 Station 478+41.66  
 48 sq. yds. 2 1/2 Bit. Surface T-50



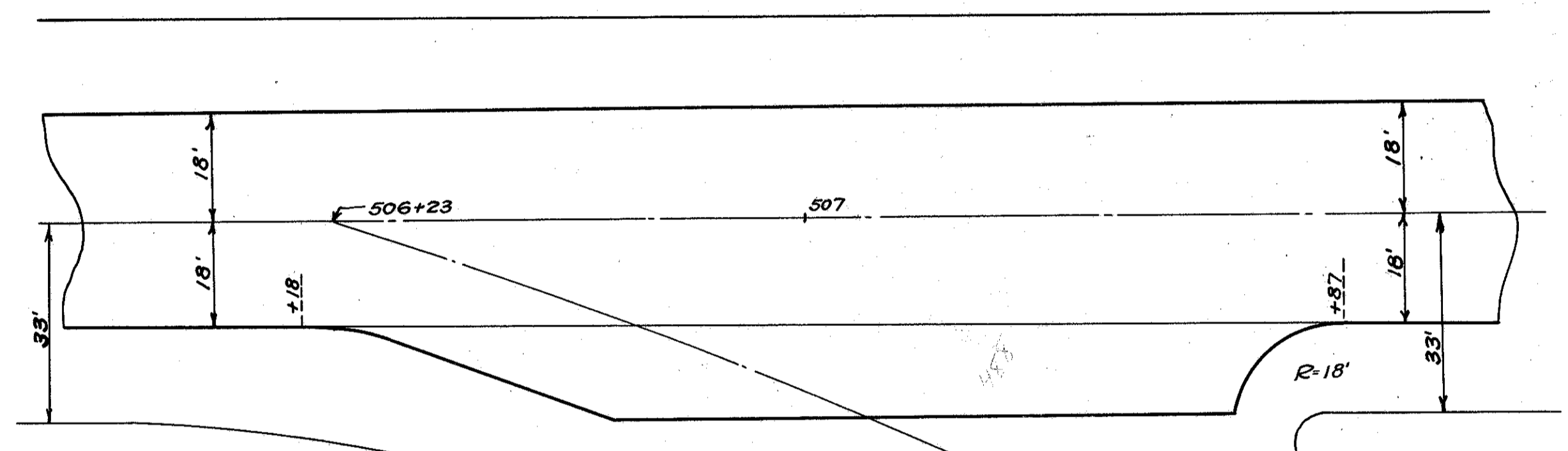
Intersections at Grant and Walnut Streets  
 Station 489+  
 52 sq. yds. T-50 Grant St.  
 53 sq. yds. T-50 Walnut St.  
 105 sq. yds. Total 2 1/2 Bit. Surface T-50



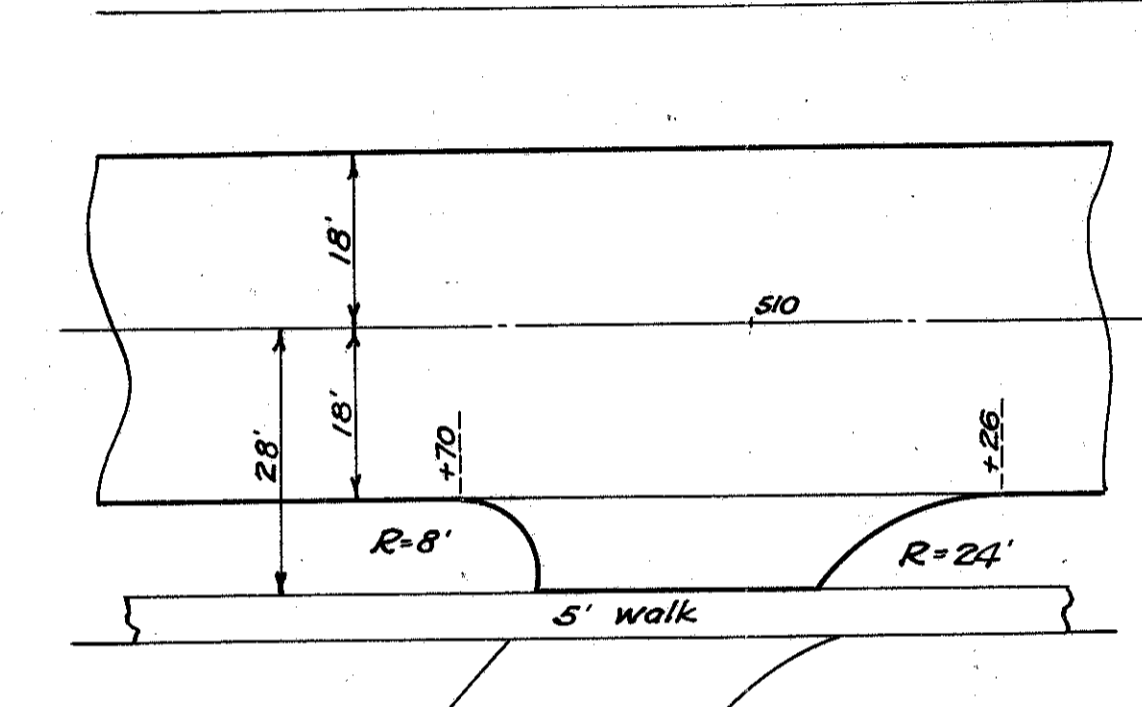
Intersection at Levan Drive  
 Station 494+86.20  
 39 sq. yds. 2" Bit. Surface T-50



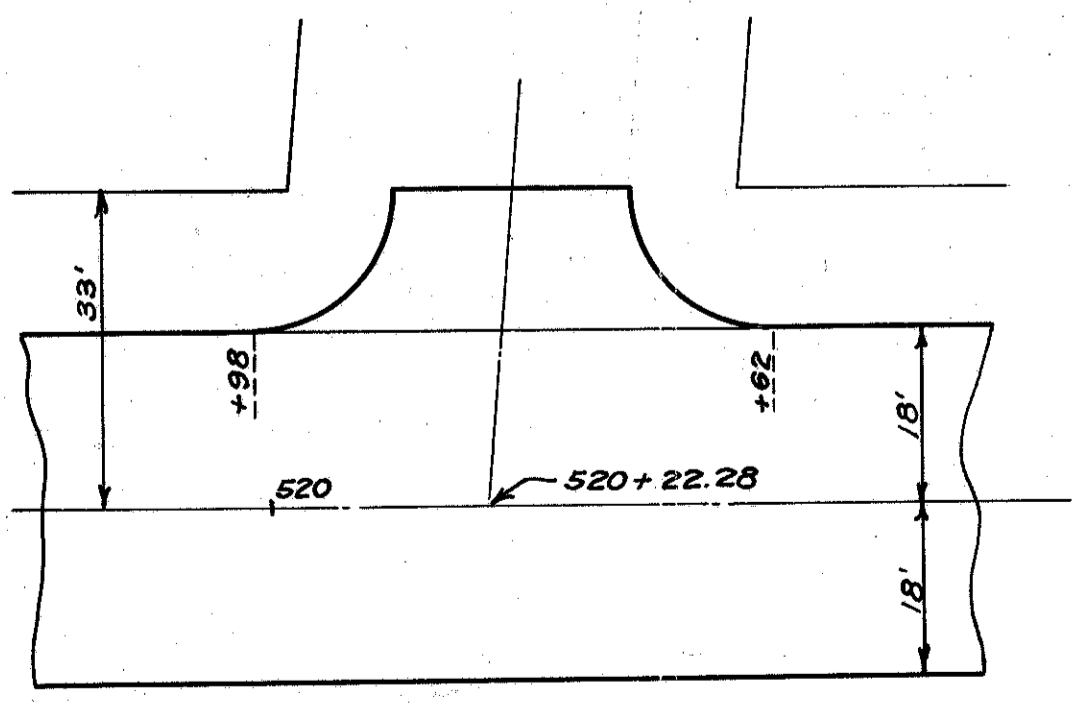
Intersection at Hayes Street  
 Station 497+50.83  
 55 sq. yds. 2 1/2 Bit. Surface T-50



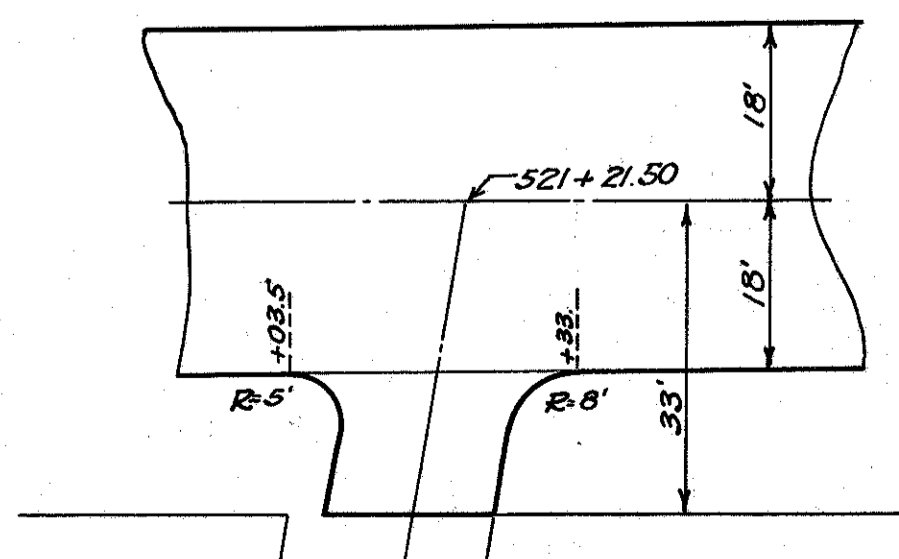
Intersection at Washington Street  
 Station 506+23  
 215 sq. yds. 2 1/2 Bit. Surface T-50



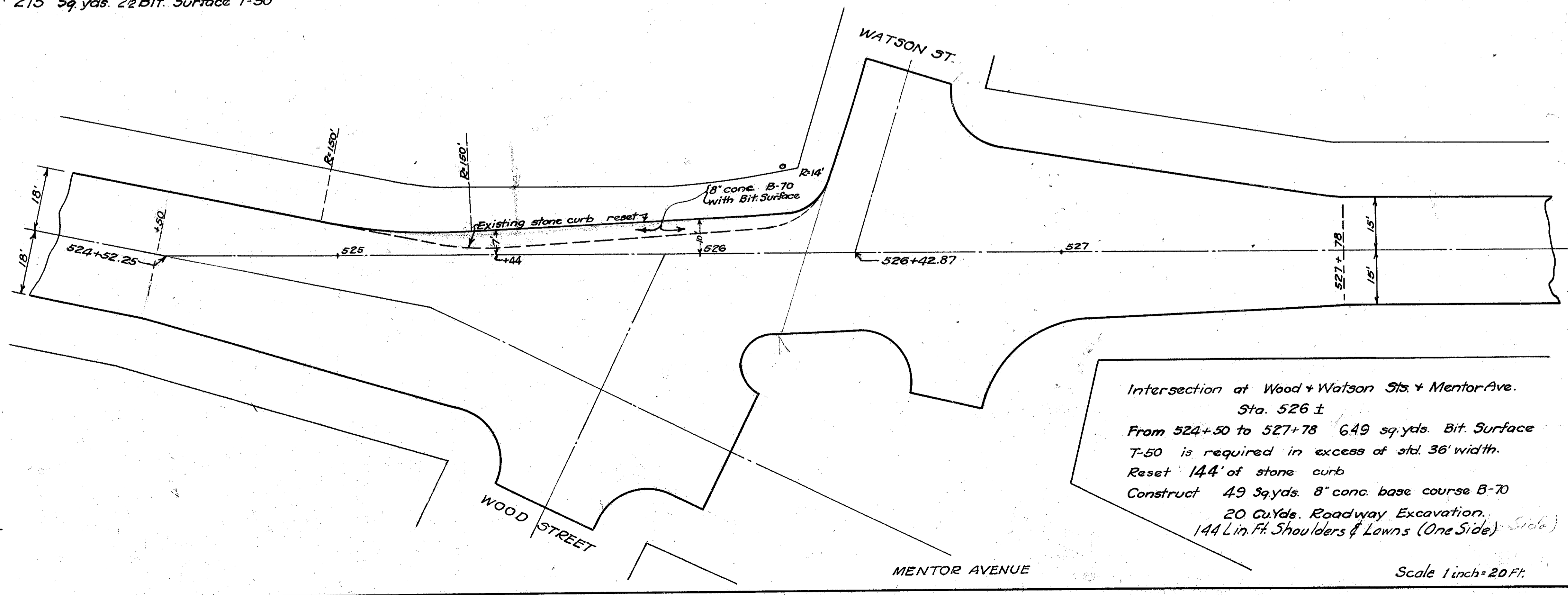
Intersection at Sta. 510  
 39 sq. yds. 2 1/2 Bit. Surface T-50



Intersection at Jefferson Street  
 Station 520+22.28  
 50 sq. yds. 2 1/2 Bit. Surface T-50



Intersection at Paige Place  
 Station 521+21.50  
 30 sq. yds. 2 1/2 Bit. Surface T-50



Intersection at Wood + Watson Sts. + Mentor Ave.  
 Sta. 526 ±  
 From 524+50 to 527+78 649 sq. yds. Bit. Surface T-50 is required in excess of std. 36' width.  
 Reset 144' of stone curb  
 Construct 49 sq. yds. 8" conc. base course B-70  
 20 Cu. Yds. Roadway Excavation.  
 144 Lin. Ft. Shoulders & Lawns (One Side)