

TREE REMOVAL (6 TO 15 UNITS)

LOCATION				TREE REMOV 6-15 (UNIT)
RAMP/WALL	ALIGNMENT	STATION	OFFSET	
HAL ENT	NB I-57	192+90.3	58.4	12
HAL ENT	NB I-57	193+00.1	35.4	12
HAL ENT	NB I-57	193+11.0	66.4	15
HAL ENT	NB I-57	193+12.6	67.9	15
HAL ENT	NB I-57	193+39.9	66.5	10
HAL ENT	NB I-57	193+48.6	54.1	10
HAL ENT	NB I-57	193+52.8	40.3	6
HAL ENT	NB I-57	193+56.0	66.9	8
HAL ENT	NB I-57	193+64.9	51.9	6
HAL ENT	NB I-57	193+67.0	45.2	6
HAL ENT	NB I-57	193+68.2	41.3	15
HAL ENT	NB I-57	193+72.1	50.3	6
HAL ENT	NB I-57	193+78.6	59.1	6
HAL ENT	NB I-57	193+84.3	48.6	6
HAL ENT	NB I-57	193+84.9	58.6	6
HAL ENT	NB I-57	193+91.0	55.8	12
HAL ENT	NB I-57	193+97.0	61.4	8
HAL ENT	NB I-57	194+02.0	52.5	12
HAL ENT	NB I-57	194+07.8	68.4	6
HAL ENT	NB I-57	194+11.8	55.7	8
HAL ENT	NB I-57	194+18.5	50.4	7
HAL ENT	NB I-57	194+18.6	50.4	8
HAL ENT	NB I-57	194+19.0	54.3	8
HAL ENT	NB I-57	194+20.0	51.2	10
HAL ENT	NB I-57	194+21.3	49.7	6
HAL ENT	NB I-57	194+22.7	50.3	8
HAL ENT	NB I-57	194+52.4	64.4	8
HAL ENT	NB I-57	194+55.4	62.4	10
HAL ENT	NB I-57	194+58.2	40.8	6
HAL ENT	NB I-57	194+60.4	41.2	6
HAL ENT	NB I-57	194+77.3	60.6	6
HAL ENT	NB I-57	194+91.5	57.6	8
HAL ENT	NB I-57	195+11.9	56.2	8
HAL ENT	NB I-57	195+16.0	55.6	8
HAL ENT	NB I-57	195+50.0	49.8	8
HAL ENT	NB I-57	195+56.5	36.3	12
HAL ENT	NB I-57	196+36.6	43.5	10
HAL ENT	NB I-57	196+50.6	76.8	6
HAL ENT	NB I-57	196+68.8	76.9	6
HAL ENT	NB I-57	196+75.5	77.6	10
HAL ENT	NB I-57	196+77.0	77.7	10
HAL ENT	NB I-57	197+02.0	77.0	12
HAL ENT	NB I-57	197+03.2	77.2	8
HAL ENT	NB I-57	197+11.1	77.1	8
MICH ENT	NB I-94	2023+08.3	195.3	10
MICH ENT	NB I-94	2023+15.1	196.1	6
MICH ENT	NB I-94	2023+30.0	196.0	10
MICH ENT	NB I-94	2023+53.9	195.1	6
MICH ENT	NB I-94	2024+06.3	188.1	12
MICH ENT	NB I-94	2024+11.4	187.6	9
MICH ENT	NB I-94	2024+19.7	185.4	10
MICH ENT	NB I-94	2024+34.4	183.4	6
MICH ENT	NB I-94	2024+43.4	181.9	10
MICH ENT	NB I-94	2024+83.4	172.5	6
MICH ENT	NB I-94	2024+90.7	171.0	6
MICH ENT	NB I-94	2028+18.0	79.4	6
95TH ENT	NB I-94	2210+64.2	101.0	12
95TH ENT	NB I-94	2212+20.7	93.8	10
95TH ENT	NB I-94	2212+55.7	94.2	8
95TH ENT	NB I-94	2212+65.5	93.8	9
95TH ENT	NB I-94	2216+76.0	124.9	14
95TH ENT	NB I-94	2220+50.4	125.4	10
WALL 3	NB I-94	2234+35.6	89.4	6
WALL 3	NB I-94	2234+46.7	88.1	6
WALL 3	NB I-94	2234+81.0	87.6	11
HMLT 600P2	NB I-94	2235+51.8	79.5	12
HMLT 600P2	NB I-94	2235+57.9	92.2	9
HMLT 600P2	NB I-94	2235+59.1	79.0	10
87TH EXIT	NB I-94	2241+52.0	98.6	10
87TH EXIT	NB I-94	2242+87.9	122.4	12
87TH EXIT	NB I-94	2242+87.9	122.4	6
87TH ENT	NB I-94	2260+46.4	89.9	15
87TH ENT	NB I-94	2261+26.6	111.3	8

TREE REMOVAL (6 TO 15 UNITS)

LOCATION				TREE REMOV 6-15 (UNIT)
RAMP/WALL	ALIGNMENT	STATION	OFFSET	
87TH ENT	NB I-94	2261+36.4	112.2	9
87TH ENT	NB I-94	2261+53.9	110.3	12
87TH ENT	NB I-94	2261+84.4	112.1	7
87TH ENT	NB I-94	2262+13.9	111.9	8
87TH ENT	NB I-94	2276+16.8	110.5	12
87TH ENT	NB I-94	2276+56.1	98.3	13
87TH ENT	NB I-94	2276+65.5	109.7	15
87TH ENT	NB I-94	2277+09.1	107.8	14
87TH ENT	NB I-94	2277+59.5	93.7	14
87TH ENT	NB I-94	2277+83.6	108.9	14
79-76 C-D	NB I-94	2313+61.4	102.1	15
79-76 C-D	NB I-94	2313+63.5	84.0	15
79-76 C-D	NB I-94	2313+80.8	87.9	14
79-76 C-D	NB I-94	2314+54.7	98.9	10
79-76 C-D	NB I-94	2319+16.5	115.3	14
79-76 C-D	NB I-94	2319+42.2	111.2	13
79-76 C-D	NB I-94	2321+75.9	106.0	15
79-76 C-D	NB I-94	2322+00.6	112.7	11
79-76 C-D	NB I-94	2322+50.2	139.4	10
79-76 C-D	NB I-94	2323+44.2	109.6	10
79-76 C-D	NB I-94	2323+55.6	122.6	8
79-76 C-D	NB I-94	2323+55.6	122.6	10
79-76 C-D	NB I-94	2323+69.6	114.4	14
79-76 C-D	NB I-94	2323+85.7	124.6	10
79-76 C-D	NB I-94	2323+91.4	114.4	12
79-76 C-D	NB I-94	2324+01.5	132.3	14
79-76 C-D	NB I-94	2324+64.7	138.5	14
79-76 C-D	NB I-94	2325+15.5	130.6	10
79-76 C-D	NB I-94	2325+65.0	150.1	14
79-76 C-D	NB I-94	2328+33.0	129.3	10
79-76 C-D	NB I-94	2328+62.5	127.1	13
79-76 C-D	NB I-94	2328+75.7	132.4	9
79-76 C-D	NB I-94	2329+17.0	137.2	12
79-76 C-D	NB I-94	2329+33.0	126.7	6
79-76 C-D	NB I-94	2330+07.3	125.4	13
79-76 C-D	NB I-94	2331+25.9	134.7	7
79-76 C-D	NB I-94	2331+37.7	142.1	12
79-76 C-D	NB I-94	2331+40.0	136.7	10
79-76 C-D	NB I-94	2331+44.3	133.8	12
79-76 C-D	NB I-94	2331+68.5	117.4	12
79-76 C-D	NB I-94	2331+72.5	125.8	15
79-76 C-D	NB I-94	2332+05.2	126.7	15
79-76 C-D	NB I-94	2332+05.4	105.8	14
79-76 C-D	NB I-94	2333+07.2	118.7	14
75-71 C-D	NB I-94	2341+04.8	127.9	15
75-71 C-D	NB I-94	2341+62.1	126.8	12
75-71 C-D	NB I-94	2342+60.4	126.9	13
75-71 C-D	NB I-94	2342+67.5	96.4	10
75-71 C-D	NB I-94	2343+04.1	111.6	10
75-71 C-D	NB I-94	2349+47.2	129.8	13
75-71 C-D	NB I-94	2349+63.0	110.6	12
75-71 C-D	NB I-94	2349+84.1	136.4	14
75-71 C-D	NB I-94	2350+18.3	138.2	15
75-71 C-D	NB I-94	2350+69.9	151.8	13
75-71 C-D	NB I-94	2350+92.4	119.4	13
75-71 C-D	NB I-94	2350+96.4	150.5	12
75-71 C-D	NB I-94	2350+96.4	150.5	13
75-71 C-D	NB I-94	2351+76.7	114.1	14
75-71 C-D	NB I-94	2352+10.2	122.9	14
75-71 C-D	NB I-94	2352+29.9	150.6	13
75-71 C-D	NB I-94	2352+37.5	106.0	11
75-71 C-D	NB I-94	2353+15.9	115.8	7
75-71 C-D	NB I-94	2353+20.9	131.8	6
75-71 C-D	NB I-94	2353+20.9	131.8	8
75-71 C-D	NB I-94	2353+67.2	117.9	8
75-71 C-D	NB I-94	2353+68.0	153.8	14
75-71 C-D	NB I-94	2353+69.5	139.1	14
75-71 C-D	NB I-94	2353+89.7	141.2	13
75-71 C-D	NB I-94	2354+07.5	151.9	6
75-71 C-D	NB I-94	2356+48.0	149.4	7
75-71 C-D	NB I-94	2356+48.0	149.4	8
75-71 C-D	NB I-94	2356+48.0	149.4	7
75-71 C-D	NB I-94	2361+55.2	146.6	11
75-71 C-D	NB I-94	2361+91.1	128.6	13
TOTAL (6-15 UNITS)				1511

TREE REMOVAL (OVER 15 UNITS)

LOCATION				TREE REMOV OVER 15 (UNIT)
RAMP/WALL	ALIGNMENT	STATION	OFFSET	
HAL ENT	NB I-57	19318.72	46.5	16
HAL ENT	NB I-57	19382.13	68.0	18
95TH ENT	NB I-94	221705.11	125.5	18
95TH ENT	NB I-94	222024.62	125.3	18
WALL 3	NB I-94	223432.12	97.8	22
WALL 3	NB I-94	223455.16	95.1	18
WALL 3	NB I-94	223489.65	90.7	18
87TH EXIT	NB I-94	224024.70	103.1	19
87TH EXIT	NB I-94	224125.03	106.8	19
87TH ENT	NB I-94	227375.11	103.3	20
87TH ENT	NB I-94	227530.75	105.5	26
87TH ENT	NB I-94	227640.47	108.5	18
87TH ENT	NB I-94	227694.82	104.0	16
87TH ENT	NB I-94	227741.84	108.1	18
79-76 C-D	NB I-94	233333.63	126.1	18
79-76 C-D	NB I-94	233386.53	121.9	16
75-71 C-D	NB I-94	233976.85	135.1	18
75-71 C-D	NB I-94	234588.57	140.1	17
75-71 C-D	NB I-94	234612.37	145.0	16
75-71 C-D	NB I-94	235308.93	136.0	17
75-71 C-D	NB I-94	235344.56	140.0	18
75-71 C-D	NB I-94	235401.25	123.3	16
TOTAL (>15 UNITS)				400

SLOPE WALL REMOVAL

RAMP/WALL	ALIGNMENT	OFFSET	FROM STATION	TO STATION	PAVED SHLD REMOVAL (SQ YD)
MICHIGAN ENTRANCE	NB I-94	RT	2029+34.8	2030+33.2	146
					1000-2A TOTAL
					J000-2A TOTAL
					146
					TOTAL
					146

GUARDRAIL REMOVAL

RAMP/WALL	ALIGNMENT	FROM		TO		GUARDRAIL REMOV (FOOT)
		STATION	OFFSET	STATION	OFFSET	
MICHIGAN ENTRANCE	NB I-94	2026+25.7	140.1 RT	2030+35.8	48.5 RT	402
95TH ENTRANCE	NB I-94	2212+58.9	127.4 RT	2213+08.9	127.3 RT	50
87TH EXIT	NB I-94	2242+47.0	123.8 RT	2242+98.5	124.0 RT	52
87TH EXIT	NB I-94	2245+91.1	128.0 RT	2246+30.2	128.5 RT	40
87TH EXIT	NB I-94	2252+57.7	108.9 RT	2253+09.0	108.8 RT	52
87TH ENTRANCE	NB I-94	2265+88.1	122.9 RT	2266+39.4	122.4 RT	52
79TH-76TH C-D	NB I-94	2318+98.0	125.2 RT	2319+48.9	127.2 RT	52
79TH-76TH C-D	NB I-94	2325+62.7	163.6 RT	2326+13.8	166.3 RT	51
75TH-71ST C-D	NB I-94	2341+48.6	154.5 RT	2341+74.6	154.0 RT	27
75TH-71ST C-D	NB I-94	2352+29.4	159.0 RT	2352+79.4	159.2 RT	50
						1000-2A TOTAL
						426
						J000-2A TOTAL
						402
						TOTAL
						828

CONCRETE BARRIER REMOVAL

RAMP/WALL	ALIGNMENT	FROM		TO		CONC BARRIER REMOV (FOOT)
		STATION	OFFSET	STATION	OFFSET	
JUNC. CHAMBER #61	NB I-57	205+08.0	52.4 LT	205+28.0	52.4 LT	20
OVERHEAD SIGN FDN	NB I-57	215+18.7	45.4 LT	215+79.4	45.5 LT	61
JUNC. CHAMBER #62	NB I-57	216+28.3	10.5 RT	216+48.3	10.5 RT	20
OVERHEAD SIGN FDN	NB I-57	227+08.5	43.9 LT	227+59.7	43.6 LT	50
OVERHEAD SIGN FDN	NB I-94	2204+40.6	9.0 LT	2205+01.4	8.8 LT	61
87TH EXIT	NB I-94	2238+49.7	64.0 RT	2240+08.2	62.9 RT	159
OVERHEAD SIGN FDN	NB I-94	2242+50.0	7.1 LT	2243+00.0	7.0 LT	50
OVERHEAD SIGN FDN	NB I-94	2263+98.6	7.2 LT	2264+59.4	7.0 LT	61
OVERHEAD SIGN FDN	NB I-94	2282+22.0	8.7 LT	2282+72.0	8.6 LT	50
OVERHEAD SIGN FDN	NB I-94	2290+70.0	8.0 LT	2291+20.0	8.3 LT	50
79TH-76TH C-D	NB I-94	2322+33.6	58.6 RT			