

STATE OF MICHIGAN

In the Matter of:

DORT HIGHWAY EXTENSION

ENVIRONMENTAL ANALYSIS

FROM I-75 TO BALDWIN ROAD

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Public Hearing had in the above-entitled matter, taken by Claudia M. Weekly, CSR-2963, and Notary Public, on Wednesday, October 11, 2017, at 5405 South Saginaw Street, Grand Blanc, Michigan, commencing at or about 5:15 P.M.

APPEARANCES:

JACK WHEATLEY, ROWE Professional Services Company

1 Wednesday, October 11, 2017

2 Grand Blanc, Michigan

3 5:15 P.M.

4 MR. WHEATLEY: We're going to go through the
5 project background, the purpose and need for this
6 project. Can anybody hear me all right?

7 UNIDENTIFIED SPEAKER: Speak up a little bit.

8 MR. WHEATLEY: A little louder? I don't know
9 if this thing works or not, but I'll try to stay loud.

10 I'm going to go through the different routes,
11 alternatives that we looked at and different ways we can
12 build this road, then we'll go through the environmental
13 impacts and why we chose the route that we did and what
14 those impacts are for that particular route. And then
15 we'll go through the schedule to finish the project, to
16 build it and so on and so forth as we know it today
17 basically.

18 I want to turn the lights down just a touch.
19 Is that any better? Can you see that?

20 UNIDENTIFIED SPEAKER: Yes.

21 MR. WHEATLEY: So, the purpose and need of the
22 project. Actually, back in the '60s the Michigan
23 Department of Transportation had anticipated to extend
24 Dort Highway south, I don't know where to where, but they
25 had a little bit of right-of-way shown coming off of

1 where it's connected to I-75 now. So, that had been in
2 the works ever since the '60s. It never got built,
3 obviously, but that's been there that long, there's been
4 some recognition of a need for this extension.

5 In 2011 Genesee County, I'm sorry, Genesee
6 County Planning Commission commissioned a study to look
7 at the freight and connectivity of the whole Genesee
8 County area. And this is kind of the result of that
9 study. And just to get you oriented, the results of this
10 study, here's I-75, I-475, US-23. This is Baldwin Road.
11 And all the green lines on here are the proposed
12 improvements to help the connectivity and help the
13 freight movements that came as a result of this project.

14 All right. So, one of the ideas was to extend
15 475 all the way down to 23. That's what that is.
16 Another idea was to expand Baldwin Road quite a bit and
17 put an interchange at Baldwin Road and US-23 to help the
18 connectivity.

19 And then there's also at the Holly Road/I-75
20 interchange the installation of the loop ramps, it's
21 almost done being constructed right now, as a matter of
22 fact, just to help that congestion that's happening on
23 Holly Road mostly at Genesys shift change. So, that's
24 being constructed today as a result of that study. And
25 then lastly is the Dort Highway Extension, which is shown

1 here.

2 So, those were the results of that study that
3 was done a while back to help with determining what needs
4 to be done to help move people around the county a little
5 bit, especially in this area. There were other
6 suggestions around the county, but these were the ones in
7 this area because of the growth of south Genesee County
8 and its surrounding areas.

9 Again, we looked at for the purpose and the
10 need of this project, the traffic congestion. So, again,
11 just on this drawing, this big yellow line going through
12 the middle is I-75. Here's Dort Highway coming in as it
13 exists today. This is hard to see, but this is Holly
14 Road here. All right?

15 And then you see a bunch of letters on here.
16 So, those letters are like a grade you got at school, A
17 through F. If the traffic is moving really well it's
18 getting an A. That means there's hardly anybody on the
19 road, you got the whole road to yourself, it's a
20 wonderful thing. If it's all congested and you can't
21 move and you're sitting through two or three traffic
22 signals to get through that, that's an F.

23 So, what we're saying is if we don't build Dort
24 Highway what does the model tell us? Based on today's
25 traffic, a growth factor of Genesee County, which is a

1 small growth factor, and then the known proposed
2 developments that will come into this area.

3 So, we took all that data, plugged it into a
4 model. And it says if you do build that loop ramp, this
5 indicates the loop ramp on Holly and I-75 as constructed.
6 So, that's in place and modeled after that. What it's
7 telling us is in 20 years or 20, whatever that is, 3
8 years, if we don't build Dort Highway and there's not
9 another way to get out of this area there's still going
10 to be a lot of congestion, you're going to get a failing
11 grade of an E and an F at Pollock, and where it meets
12 Holly at the expressway, the off ramp, that area, and
13 also down at Baldwin and Holly Road. So, those two areas
14 are going to be a big problem in the future if we don't
15 build Dort Highway.

16 The next slide, keep an eye peeled on these two
17 circled areas because the next slide will tell you what
18 happens if we do build Dort Highway to those numbers.
19 The other thing you see is, you got, sorry, you got As
20 and Bs up here on North Holly Road, got As up on Dort
21 Highway, a couple Cs up here on Grand Blanc Road, and
22 Dort Highway, also.

23 So, let's look at if we do go forward with Dort
24 Highway. What happens is this black line is kind of a
25 placeholder for Dort Highway on the map right here,

1 Baldwin Road, and those Es and Fs here went to Cs, and
2 went to Cs down here at Baldwin Road, also. So, a C is
3 about like Saginaw Street out here when it's 4:00 or
4 5:00 o'clock. It's a little bit congested, but it's not
5 bad to where you have to slow down all the time and get
6 out of people's ways or you're sitting through a light
7 sitting through a couple different lights. So, that's
8 passable. That's acceptable for traffic congestion. And
9 that's what will happen if we built Dort Highway. So,
10 those are some of the things that's telling us really
11 this should happen.

12 So, then we looked at, okay, if we're going to
13 build Dort Highway how can we make it work, how can we
14 get to I-75 where it connects now down to Baldwin Road.
15 So, there was three basic alternatives that we took a
16 look at. This drawing shows all three of them piled on
17 each other, so it's a little confusing, but I'll have to
18 explain it.

19 So, again, this is I-75. North is up on this
20 drawing. Okay. This is the interchange of Dort Highway
21 comes in. And then this is McWain road here. This is
22 Pollock Road. We cut it off before we get down to
23 Baldwin because all the options are the same south of
24 Pollock, actually south of Cook almost. The differences
25 are right up here at the north end as you get to I-75.

1 There's a pond here, an existing pond, so we
2 have one option that goes on the east side of that pond,
3 one option goes on the west side of the pond. And then
4 both of those options enter, move on to go onto Genesys
5 property just south of Cook Road, and they stay on
6 Genesys property just on the east side of that
7 transmission right-of-way that Consumers has all the way
8 down to Baldwin Road. So, the difference is up here.

9 The last option that we looked at was that old
10 right-of-way I was telling you about that MDOT had shown
11 back in the '60s was bringing Dort Highway down and
12 curving it in and then really turning McWain Road into
13 Dort Highway. So, that never happened. It got stopped
14 back in the '60s, I think, or '70s. I'm not sure when
15 exactly.

16 So, we had to look at these different options,
17 whether we like them or not. And then once we take a
18 look at those we look at each one of those options'
19 impacts and all kinds of stuff, the environment, the
20 culture, the social impacts. And then we kind of assess
21 all those different impacts for each option and try to --
22 and we have a public meeting. We had a public meeting
23 back in like a year ago, June of '16, and we laid out all
24 those options. People really didn't like the McWain
25 option, obviously. If you live on McWain you're not

1 going to like that option. So, that's why that's not the
2 preferred option. So, we'll talk about the preferred
3 option next.

4 So, the preferred option is the option -- and
5 again, this is hard to see. We'll show you different
6 versions of this here shortly. But here is 75. North is
7 up again. Talk about that little pond. The preferred
8 option is the option that goes west of that little pond
9 and again curves around past Cook Road onto Genesys
10 property and then it goes south on Genesys property all
11 the way to Baldwin Road. Okay. The reason this is the
12 preferred option over the other one that goes to the east
13 side is MDOT would rather have this off ramp, on and off
14 ramps a little further away from the bridge, itself, over
15 I-75. That's one reason.

16 The other reason is the closer we put a
17 proposed Dort Highway to I-75 is, as you know, we got a
18 bridge going over I-75, so we're going to be starting off
19 way up in the air. The closer we get to I-75, which is
20 way down low, we're going to have grade problems and
21 impacts, we even have to take another home, so on and so
22 forth.

23 So, this still takes property, still takes
24 somebody's property, it's not relocating somebody
25 necessarily. So, that's kind of why this is the

1 preferred option.

2 The other option, as I mentioned, that we
3 looked at, this is just looking at each of these options
4 independently instead of all piled on each other. It
5 goes -- like I said, you can tell that's a lot closer to
6 I-75 where it connects, and then it goes east around that
7 pond, so we're really close and this distance gets pretty
8 close for the grade changes we have and some of the other
9 issues.

10 And then, of course, the last option we looked
11 at was McWain where we come off Dort Highway, the off
12 ramps, off and on ramps get realigned, and then it
13 continues down and stops at Cook Road and then continues
14 on down McWain Road.

15 All right. So, let's -- again, preferred route
16 we talked about. Let's look at -- this version I think
17 is a little more visible for you. It's just a different
18 way of looking at it, more of an aerial view. This big
19 dark line is the proposed Dort Highway. Genesys is over
20 here. Genesys is currently building their senior village
21 area, which is on the southwest corner of their campus,
22 which is down in this portion of this drawing, so we've
23 shown that on here. There's one of the buildings that
24 are actually going to be built. The other buildings are
25 future proposed. I'm not sure when they're going to be

1 built.

2 Make some improvements on Baldwin Road, also.
3 There will be some widening there. This may or may not
4 be a traffic signal there, it depends on the proposed
5 traffic. Probably will be.

6 UNIDENTIFIED SPEAKER: Can you please go into
7 detail about that right now on the intersection and the
8 traffic on the intersection of that street and Baldwin?

9 MR. WHEATLEY: Sure. You mean in terms of what
10 it's going to be?

11 UNIDENTIFIED SPEAKER: Well, number one is that
12 when you come south and you're at the property right
13 there is that going to be four-way highway or a two-way
14 when it hits Baldwin? And once it hits Baldwin how are
15 you going to control the traffic going east and west, and
16 are you going to put a traffic light in there? Because
17 right now there's enough traffic on Baldwin where I live
18 and I have a hard time getting out of my driveway right
19 now, and if you bring traffic down through there you're
20 going to over double it. And what are you going to do
21 about a traffic light?

22 MR. WHEATLEY: I'm assuming there's going to be
23 a traffic signal there.

24 UNIDENTIFIED SPEAKER: With all due respect, I
25 don't want the word assume. I need to know. I want to

1 know.

2 MR. WHEATLEY: We're not in the final design
3 yet. It's proposed to have a traffic signal there.

4 UNIDENTIFIED SPEAKER: With all due respect
5 again, with the traffic you're implying that's going to
6 come through you're going to have to have a traffic
7 light.

8 MR. WHEATLEY: I think you're right. This will
9 have close to 9,000 vehicles per day potentially on it
10 when we're all said and done.

11 UNIDENTIFIED SPEAKER: How is Baldwin going to
12 handle that?

13 MR. WHEATLEY: When you look at the 11 and so
14 thousand we have on Baldwin and the 9,000 we're going to
15 be projecting --

16 UNIDENTIFIED SPEAKER: How is Pollock going to
17 handle it?

18 MR. WHEATLEY: Let me finish. There will be a
19 lot of questions, and that's a good thing, we want them.

20 So, this down here at the south end, as I said,
21 Baldwin will be widened. There will be left turns there,
22 obviously, to get on the proposed Dort Highway. The
23 first section of Dort Highway going north will be a
24 boulevard, so you'll have a northbound lane and
25 southbound lane. And then when we get to that senior

1 village entrance, as you go north of that, that will turn
2 from a boulevard into a regular three-lane roadway. So,
3 you'll have a travel lane in each direction with a center
4 turn lane north of that senior village entrance.

5 Up there at Pollock and then at Pollock you'll
6 have three lanes in each direction, so you can make left
7 turns there, so on and so forth. And then it will
8 continue three lanes until we get to this dark area on
9 the drawing, which is a wetland. So, when we get to this
10 wetland we won't have any development there in the future
11 in this area right here because it's wetlands. So, what
12 we're going to do is skinny that road up to two lanes
13 because we don't need a center turn lane because there's
14 nothing to turn into. And we'll hold that two lanes
15 actually from that point there all the way north to the
16 interchange. Okay? So, because these will be more than
17 likely roundabouts at these connections to Cook Road and
18 the off ramps. So, those roundabouts won't require left
19 turn lanes because you just go right on through.

20 And then at each interchange on both sides of
21 the expressway there will be roundabouts. MDOT wants
22 those. The reason is right now when you come off that
23 expressway both directions, when come off either from
24 Dort Highway southbound, you come from I-75 southbound,
25 you're coming in fast. So, it's a 55 mile an hour issue.

1 So, what we want to do is slow those vehicles down as
2 they get closer to those ramps because there's going to
3 be more traffic there, there's going to be more decisions
4 to make.

5 So, we're going to slow that traffic down for
6 two reasons. Because that -- because of a safety issue.
7 Secondly, this bridge right now is configured for, it's
8 kind of a bank turn as you come off of southbound I-75
9 onto it, and that may or may not be the configuration we
10 want for the speeds we're going to see if we left it at
11 higher speeds. So, the slower we run people through that
12 bridge the safer it will be. So, those are the reasons
13 we're looking for roundabouts on both sides of those.

14 Environmental impacts for the preferred
15 alternative. This is just the alternative that we would
16 prefer. Again, this yellow line is the proposed Dort
17 Highway Extension right here. This is I-75 is the red
18 line. This green line going straight up and down is that
19 Consumers Energy utility corridor that I talked about.
20 Cook Road. Baldwin Road.

21 So, environmental impacts are we've got the
22 Seaver Drain running through here. Seaver drain has a
23 floodplain associated with it and also has those wetlands
24 that I talked about. There's a little bit of wetlands
25 down here we have to touch and a lot of wetlands up here

1 that we have to touch. So, those wetlands that we talked
2 about, we have to rebuild wetlands somewhere else at
3 probably one and-a-half times the size that we disturb.
4 So, we'll be doing that as part of the project if this
5 moves forward. And then, of course, the floodplain,
6 we'll try to minimize the impacts on those, also.

7 Some of the some other impacts that we look at
8 were air quality, endangered species of both animals and
9 plants, noise impacts, social impacts, facilities
10 impacts, maintaining traffic impacts, nonmotorized
11 impacts, what are we doing to people that want to walk
12 the area, visual impacts. Those are all the things we
13 looked at, that are having impacts.

14 We're seeing impacts on the endangered species.
15 There's a plant, endangered plant out there called a
16 prairie orchid. And then there's some animals. There's
17 two various types of bats and one snake that are
18 endangered that we have to keep an eye peeled for as we
19 move forward with the project.

20 The wetland streams like I mentioned about,
21 we're going to have an impact of about four and-a-half to
22 five acres of wetlands, so we'll have to mitigate that.
23 About 3.6 acres of floodplain that we'll have to work
24 with, also.

25 UNIDENTIFIED SPEAKER: What are you going to do

1 at Pollock Road?

2 MR. WHEATLEY: Pollock Road is going to be a
3 two-way stop at this point where Pollock stops.

4 UNIDENTIFIED SPEAKER: What about the road,
5 itself?

6 MR. WHEATLEY: Pollock road, itself?

7 UNIDENTIFIED SPEAKER: Yeah. The mile long
8 pothole.

9 MR. WHEATLEY: We're looking at --

10 UNIDENTIFIED SPEAKER: I disagree. It's a
11 two-mile long pothole.

12 UNIDENTIFIED SPEAKER: Shouldn't that be the
13 first option to fix the road? Don't ignore it. Why
14 isn't that road fixed today?

15 UNIDENTIFIED SPEAKER: How many cars from the
16 beginning of the Dort Highway Extension near I-75 to
17 Baldwin, how many cars per day do you anticipate going
18 down there?

19 MR. WHEATLEY: About 9,000.

20 UNIDENTIFIED SPEAKER: You're still ignoring my
21 question.

22 UNIDENTIFIED SPEAKER: You're going to have a
23 four-way stop?

24 UNIDENTIFIED SPEAKER: So, hospital
25 employees --

1 MR. WHEATLEY: Two-way stop. I don't know.
2 John, do you want to answer the question about Pollock
3 Road? We're looking at it now as part of the project
4 because of its condition.

5 UNIDENTIFIED SPEAKER: So, Pollock Road will
6 have a stop sign and you'll have to scoot across three
7 lanes of Dort Highway?

8 MR. WHEATLEY: You'll have to stop and wait for
9 traffic to clear if you're going to go through Pollock.

10 UNIDENTIFIED SPEAKER: Yeah. Dort Highway --

11 UNIDENTIFIED SPEAKER: So, you're talking how
12 many stops total?

13 MR. WHEATLEY: How many stops?

14 UNIDENTIFIED SPEAKER: Five stops. Correct?

15 MR. WHEATLEY: To go where?

16 UNIDENTIFIED SPEAKER: Anywhere.

17 MR. WHEATLEY: Let me get through this and
18 we'll bring up another map and then we can talk about the
19 geography of this a little bit because I'm not sure I
20 understand your question. I'll answer it.

21 UNIDENTIFIED SPEAKER: The first question is
22 when's it going to be fixed? That should be number one
23 priority.

24 MR. WHEATLEY: Can everybody be quiet, please?
25 She can't record your comments, so your comments will be

1 lost. If she can't record them, any comments, questions
2 that you have will be lost, so we need to please just do
3 it one at a time, state your name. But I'd really like
4 to get through this first and then answer your questions
5 because your questions will lead to other questions, so
6 and so forth. So, could just hang on for a few minutes
7 and I'll be done.

8 Scheduling-wise, we are -- of course, tonight
9 we're doing the public hearing. After the public hearing
10 you'll have 15 more days just to put any more comments in
11 that you have on the project. And we'll talk about where
12 you can put those comments. When we get all those
13 comments we're going to insert those into that
14 environmental assessment book, which is these big old
15 books that you see here. All those comments will be put
16 into the book addressed as well as we can address them.
17 And then from there the Road Commission will send it on
18 to the Michigan Department of Transportation for what's
19 called a finding of no significant impact, a FONSI.

20 So, there's two things that could come out of
21 this. There could be a finding of no significant impact,
22 which means yeah, there's impacts but they're not
23 significant, they don't outweigh the factors of the
24 project. We need to look at these impacts a little bit
25 more and we'll have to do what's called an environmental

1 impact study, which means that process will go on quite a
2 bit longer to determine if the project is going to go
3 forward.

4 Then once MDOT gets done reviewing that
5 assessment they'll send it on to the Federal Highway
6 Administration, and they'll do the same thing. They have
7 the final say. So, we're thinking around January the
8 Federal Highway Administration will be done with their
9 reviews, and the theory is they'll come up with a FONSI
10 sometime in January, which means as soon as that process
11 is done this environmental assessment is approved and
12 that means we can start the design and land acquisition
13 and move forward with the project.

14 So, that design and land acquisition will
15 probably take a year, so 2018. Project initiation,
16 getting everything rolling toward the end of '18 with
17 project construction in 2019.

18 One more slide. Providing comments beyond
19 tonight. So, you can provide them tonight, like I said,
20 fill out the sheets, provide verbal comments through the
21 Court Reporter. Also, the Road Commission, they'll take
22 either regular mail or e-mail through Vicki at the Road
23 Commission. Her information is here. I'll leave this up
24 for a while or you can get it.

25 You can also go to the Genesee County Road

1 Commission's website, and they have, they have an
2 environmental assessment on there, the whole document.
3 They have a comments sheet that you can fill right there
4 on-line if you want and submit it. You can also go to
5 the Road Commission's office on Oakley Street just off
6 Saginaw in Flint. They have that environmental
7 assessment book sitting out in their board room with
8 comment sheets right there. You can go there, look
9 through it and make your comments, give them to the
10 receptionist there, also.

11 Lastly, Grand Blanc Township Hall next door,
12 the same thing, they have the document there, comment
13 sheets. Give them to the receptionist there. So, those
14 are the ways you can provide comments here on out. Let
15 me do one more thing, pull up that map, and then we'll
16 start answering questions.

17 Okay. I think that this map will probably be
18 the easiest one to see. Can everybody see that all
19 right? Everybody understand which way is north and
20 stuff?

21 Questions again, please state your name address
22 and then ask questions. Sir?

23 MR. BILL FRENCH: Jack, my name is Bill French,
24 2405 East Baldwin. The intersection on Baldwin and Dort
25 Highway there, that's a low area right now. So, because

1 that's a 55 mile an hour speed limit and you have to have
2 a certain amount of sight vision, and I do know that
3 there's a hill to the west there, does that mean Baldwin
4 through that area is all going to be elevated somewhat?

5 MR. WHEATLEY: I think that's why we'll have a
6 signal there, another reason for a signal.

7 MR. BILL FRENCH: Yeah. Okay.

8 MR. WHEATLEY: That's a dangerous area, I
9 agree. The speeds are going to be high. And we don't
10 want people making decisions trying to get out within
11 those gaps. I don't think it's going to work, so a
12 signal is going to be necessary there. Does that answer
13 your question?

14 MR. BILL FRENCH: Yes.

15 MR. WHEATLEY: Sir?

16 MR. DOUGLAS LARION: If I hear it right that
17 this is all subject to change?

18 MR. WHEATLEY: What's your name, please?

19 MR. DOUGLAS LARION: This is not finalized, in
20 other words?

21 MR. WHEATLEY: Can I have your name, please?

22 MR. DOUGLAS LARION: Douglas Larion. I live at
23 2459 Pollock Road.

24 MR. WHEATLEY: I'm sorry. What was your
25 question?

1 MR. DOUGLAS LARION: Do we understand correctly
2 that this is all still subject to change?

3 MR. WHEATLEY: That's correct.

4 MR. DOUGLAS LARION: It is not finalized?

5 MR. WHEATLEY: No. This is what we're
6 proposing after looking at all the impacts and all the
7 options what we're proposing. Now, the Federal Highway
8 Administration and MDOT have already reviewed this once,
9 and they didn't draw up any red flags saying no way
10 you're going to do this, so we think we're on the right
11 track, but you're right, it's not finalized.

12 MR. DOUGLAS LARION: Is it funded?

13 MR. WHEATLEY: That's a great question. I was
14 supposed to talk about that. Right now it's about a 16
15 million-dollar project. The county has 13 million set
16 aside right now. Most of that money's, all of that money
17 is from the State of Michigan. So, if we need additional
18 money, which we might or might not, we'll know as we get
19 further in the design, that's why we're going through
20 this process because it's probably going to come from the
21 Federal Government if we need the money or economic
22 development of some sort. So, that's why we're going
23 through this process, because we need to do this if we're
24 going to ask is for Federal money.

25 MR. DOUGLAS LARION: Thank you.

1 MR. WHEATLEY: Sir in the back?

2 MR. SKWRAO: Sir --

3 MR. WHEATLEY: Name and address loudly.

4 MR. BOB TRITTEN: I'd like you to introduce
5 yourself because you didn't really do that. So, why
6 don't you start with your name and then I'll give you
7 mine?

8 MR. WHEATLEY: My name is Jack Weatley with
9 ROWE Professional Services. I'm a civil engineer. We're
10 working for Genesee County Road Commission.

11 MR. BOB TRITTEN: Thank you. I'm Bob Tritten.
12 I live at 9217 Timberline Drive, Timberline Drive.
13 That's Grand Blanc. It's a short drive.

14 MR. WHEATLEY: Is that this one?

15 MR. BOB TRITTEN: Off of Pollock Road, yes. I
16 have three points I'd like to make tonight. And so far
17 you haven't addressed one of them at all and that's I
18 think going to be a little bit of a hot button. And then
19 I have some specific concerns, and then I want to talk a
20 little bit about or ask a question about what is Genesys
21 putting into this project and are there representatives
22 from Genesys here? I'd like to see. Your name?

23 MR. NICK EVANS: Nick Evans.

24 MR. BOB TRITTEN: What do you do there?

25 MR. NICK EVANS: Business development.

1 MR. BOB TRITTEN: I have some real questions
2 for you. First of all, I have a real philosophical
3 problem with building the roads when we can't maintain
4 our current roads. Come on, folks. As a resident who
5 travels Pollock Road every day or every time I leave my
6 house this situation of the maintenance of Pollock Road
7 has been brushed aside for years and years and years.
8 This is not a Dort Highway deal. This is a long-term
9 problem. I know that John, is it -- John Daly from the
10 Road Commission is here. Our previous administrations at
11 the Township level, I'm tired of them, of all of you
12 putting your head in the sand saying well, it's their
13 problem, no, it's their problem, and nothing happens.
14 So, let's talk about Pollock Road. What's the plans?

15 UNIDENTIFIED SPEAKER: Amen. It's Pollock
16 Trail now, it's not a road. You can barely take a bike
17 down it now.

18 MR. BOB TRITTEN: I know folks that live on
19 McWain Road, which has been improved, and folks that live
20 on Lindsay Lane, you have to go off of McWain to get to
21 it, that don't go down Pollock Road. They choose to go
22 down a dirt road. There has been no maintenance on
23 Pollock Road for years and years. What's the story?

24 UNIDENTIFIED SPEAKER: You can say that again.

25 MR. BOB TRITTEN: Come on, folks. There's

1 silence. No one is speaking up. John? Scott, you're
2 new at this, I know you are, you're a new Township
3 supervisor.

4 MR. WHEATLEY: It's a Road Commission
5 jurisdiction.

6 MR. BOB TRITTEN: Where are these people?

7 MR. JOHN DALY: First of all, I agree with that
8 the road needs to be repaired. Okay? It's at a point
9 frankly that it's in such bad condition that the only
10 real effective treatment is reconstruction. All right?

11 The difficulty under that, the problem is that
12 years ago, over 50 years ago when they set the process up
13 for funding road maintenance there is a match requirement
14 when we do a reconstructive maintenance on a local road
15 that's established in State Statute. It's been that way
16 for well over 50 years.

17 We've been saving, trying now for three years
18 trying to get a match so we can undertake this project.
19 We've been in discussions with the Township now for going
20 on six months, Scott, and we've provided, just provided
21 them an estimate on what the cost is going to be. And
22 that's where we are.

23 And I want to fix that road sooner because,
24 frankly, what happens is we Band-Aid that road from year
25 to year, and we need, it needs to be reconstructed. The

1 reconstruction is the right fix.

2 MR. BOB TRITTEN: It's not safe to drive it.

3 MR. JOHN DALY: So, that is the answer on
4 Pollock Road.

5 UNIDENTIFIED SPEAKER: That's not an answer.

6 MR. BOB TRITTEN: It's not an answer. Sorry,
7 John. You've given this answer before. But you're
8 talking about 17 or 19 million dollars worth of new
9 construction.

10 MR. JOHN DALY: None of the money is being used
11 on this is transportation dollars. All of the money
12 that's being put into the Dort Highway Extension is
13 economic development dollars out of the State. None of
14 it is from fuel gases or your vehicle registration fees.
15 It's entirely different pots of money. You may not like
16 that answer, but that is the truth. Sir, you don't want
17 me to violate the law, either, do you?

18 MR. BOB TRITTEN: I don't want you to violate
19 the law, but I do care where the money is coming from.
20 But as a taxpayer it's all coming from us. Bottom line,
21 it's all coming from us. It's all from citizens right
22 here in this room.

23 MR. JOHN DALY: That's an argument for another
24 time and place. I'll be happy to meet with you and talk
25 with you about that.

1 MR. BOB TRITTEN: I agree.

2 MR. JOHN DALY: But when you look at a project
3 you build road for two reasons. You build them from
4 military defense and for economic development.
5 Historically over 2000 years that's why we build roads.
6 In the United States the Federal Government takes care of
7 the military angle. The roads for this project is being
8 built to support economic development.

9 MR. BOB TRITTEN: Okay. I accept that.

10 MR. WHEATLEY: Any other questions?

11 MR. BOB TRITTEN: I don't accept the lack of
12 maintenance on Pollock Road. In the 907 pages of
13 documents that Rowe Engineering has crafted this issue
14 has not been brought forward. Come on, folks, you got to
15 get real about this. And right now you're not being
16 realistic. All of us who use the area --

17 MR. WHEATLEY: This is Scott Bennett.

18 MR. BOB TRITTEN: I have two more points.

19 MR. WHEATLEY: This is Scott Bennett. He's the
20 Township supervisor for Grand Blanc Township.

21 MR. SCOTT BENNETT: I've been hearing from many
22 of you with regard to Pollock Road and I've had
23 discussion with the Road Commission. Our Township Board
24 has had conversation about, you know, roads in general.
25 The cost of repairing roads is through the roof, as

1 everybody knows. And I think, I mean Grand Blanc isn't
2 unique in that we have roads that need to be repaired.
3 We've looked at Pollock Road. We're getting some quotes.
4 I think the quote that John Daly was speaking of was for
5 part of the road. Is that correct, Fred? Fred is our
6 road engineer for the Road Commission. But I think the
7 quote we had was just for a small portion of the road.
8 But we're getting a quote for total reconstruction of
9 that road as well as a quote for resurfacing, if that's
10 even feasible.

11 Rebuilding the road would give it a 20 to
12 30-year fix. Part of our dilemma, also, Genesys might
13 also have some problems for Pollock Road as well. Down
14 the road we need to sort some things out there. The
15 bottom line is in terms of paying for it. Where does
16 that money come from? John mentioned a match if we were
17 to come up with money with that.

18 The Township really doesn't have a budget for
19 roads. We pretty much -- Townships are for police, fire
20 and those types of services. So, when we pave a road and
21 use the Township money it's for usually a special
22 assessment district. So, if you lived in a subdivision
23 you're probably familiar with that term if you've had the
24 roads paved. Basically you take the cost of the roads in
25 that subdivision and divide it up by the number of people

1 that have property in there and split up the cost.

2 We have one subdivision right now, what is it,
3 \$21,000 per resident that they're going to come up with
4 the cost for their subdivision. If we're looking at
5 total rebuild of Pollock Road it's going to be very
6 expensive. Genesys has said that they'd be glad to help
7 with that. And I know some of the neighboring
8 subdivisions that aren't even, don't even have houses on
9 Pollock Road have said that they're interested in
10 supporting that as well. What I've told the
11 neighborhoods in that area is that when we get the quotes
12 we'll organize a meeting and sit down and figure out what
13 that cost is.

14 We have three choices. We can either do a
15 special assessment or we can take money from other parts
16 of our budget if that's what our residents want. But
17 basically our money goes toward police, fire and
18 services, and it's committed. It isn't like we have a
19 pot of money for streets and roads. That money that's
20 collected at the State level goes to the County and we're
21 not in the road business.

22 I know we've had residents want us to take on
23 patching and this type of thing, and we're really not set
24 up for that, and neither is any other Township that I'm
25 aware of.

1 MR. BOB TRITTEN: So, Scott, thank you for
2 sharing that information, and I won't belabor it. I'll
3 let others do it. But physiologically I can't stomach
4 about building a new road.

5 MR. WHEATLEY: You put that in your comments
6 because we need to move on.

7 MR. BOB TRITTEN: I know you do.

8 MR. WHEATLEY: We understand your concern.

9 MR. BOB TRITTEN: I'm a neighbor concerned
10 about noise. I'm concerned about 9,000 vehicles coming
11 down my backyard essentially. I'm concerned about
12 excessive light at night. I'm concerned about impacts on
13 the wetlands and endangered species.

14 My third point about Genesys. I work with
15 farmers across all of east Michigan and a lot of them in
16 the Detroit area. Right now if you look at the 907 pages
17 you'll see a budget in there. Genesys is donating, they
18 say, \$750,000 or 3 percent of the value of this project.
19 That would put their land cost, they're valuing it at
20 about \$37,000. There's no land in metro Detroit, unless
21 it's prime land, that's going for that.

22 MR. WHEATLEY: Can I --

23 MR. BOB TRITTEN: No. I have the floor, sir.
24 That's going for \$37,000 an acre. But --

25 MR. WHEATLEY: Can we get to the point, please,

1 your question?

2 MR. BOB TRITTEN: This doesn't have any skin in
3 the game in this whole process. They're not really
4 putting any money in this. If I have to have my driveway
5 replaced I have to pay for it. Genesys is asking for us
6 to pay for their driveways so open up their -- and I'm
7 looking for Genesys to put some money in this game, and
8 right now there's nothing. Thank you.

9 MR. WHEATLEY: Other questions? Wait. Okay.

10 MR. KEN MORSE: I'm Ken Morse, 3070 Pollock
11 Road. A little bit of incredible background on fighting
12 Pollock Road problems. I live right next door.
13 Everybody knows where the big water drainage fills up the
14 lot.

15 MR. WHEATLEY: You and I met and took a look
16 at?

17 MR. KEN MORSE: Which is owned by Genesys
18 Hospital. And I've been to the Township. I've been to
19 the County starting ten years ago and asked of them to at
20 least clean the ditch out. The ditch has trees growing
21 in it. They won't even clean the ditch. And I don't
22 understand. That must cost \$100,000 just to clean
23 600 feet of ditch. I don't know. But the lot fills up
24 with water.

25 I've sat down face-to-face with two CEOs from

1 Genesys Hospital who owns the property and presented
2 pictures and a cover letter, told them that, reminded
3 them that they told everybody here that they were going
4 to be the best neighbors that they could possibly be, and
5 they let that lot fill up with water every time. I have
6 to pump it at my own expense. A million gallons of water
7 is what we figured is in that lot. And my house is a
8 quad home. My family room is half underground.

9 The hydraulic pressure from that lot pushes the
10 water into my family room, and I stay up night after
11 night every time hand-sucking water out as it comes in so
12 I don't lose my home. Genesys could care less about the
13 people on Pollock Road, absolutely care less. They are
14 silent about people's problems, and so is the Road
15 Commission and so is the Township.

16 MR. WHEATLEY: We're going to take --

17 MR. KEN MORSE: In ten years you can't drain
18 one lot of water?

19 MR. WHEATLEY: The problem is you got that low
20 point.

21 MR. KEN MORSE: I don't want to hear the
22 problems. You can't drain one lot of water?

23 MR. WHEATLEY: As we told you, we met I think
24 three years ago, if we can get this project going we're
25 going to fix that drainage problem.

1 MR. KEN MORSE: I don't believe it. You know
2 what, Jack, I can't even sell my house. Because of a
3 disclosure law I cannot sell my house tomorrow because
4 Genesys will not drain their stinking lot.

5 MR. WHEATLEY: We're going to get a ways down
6 Pollock and we're going to fix that particular low spot.

7 MR. TED PIOTRACZK: Ted Piotraczk, 2444 Pollock
8 Road. Ted Piotraczk. My question is can you go back to
9 that traffic flow that you're showing in the future?
10 You're showing A, is that A?

11 MR. WHEATLEY: This is if we don't build Dort
12 Highway.

13 MR. TED PIOTRACZK: If you build Dort Highway
14 that's going to be A all the way. What's the traffic
15 flow at that timeframe at 2040?

16 MR. WHEATLEY: If we build Dort Highway?

17 MR. TED PIOTRACZK: Yeah. Would it be 19,000?

18 MR. WHEATLEY: It will be approximately 9,000
19 cars a day on Dort Highway mostly between Pollock --

20 MR. TED PIOTRACZK: That's my question between
21 now and 2040.

22 MR. WHEATLEY: In 2020.

23 MR. TED PIOTRACZK: Everything is projected to
24 2040, right, for traffic flow?

25 MR. WHEATLEY: It was also projected to 2020.

1 I didn't show it on here, but it's in the documents.
2 When we get done building it it's projected to be seeing
3 about 9,000 vehicles per day mostly between Pollock and
4 the expressway.

5 MR. TED PIOTRACZK: Is 9,000 at the capacity of
6 the road as designed as you're going to design it? There
7 won't be any additional flow?

8 MR. WHEATLEY: There will be room for
9 additional flow.

10 MR. TED PIOTRACZK: Now, my next question is
11 you're going to dump all that traffic onto Baldwin Road.
12 It's chip seal right now. What are you going to do with
13 the rest of the road? That's chip seal on Baldwin Road
14 right now. So, when you put your entrance in there, when
15 it gets there it's going to go chip seal both ways. So
16 that road has to be improved all the way to Holly Road.

17 MR. WHEATLEY: I don't disagree. But are we
18 going to be redoing it all? No. This project will get
19 improvements probably three, four hundred feet each way
20 of proposed Dort Highway. The problem with Baldwin Road
21 is it's a major road, which means it's a major road like
22 Pollock isn't, unfortunately. A major road gets Federal
23 money, a non-major road does not. You got to work with
24 the small amount that you get and it's got to go through
25 every mile road throughout the county. That's to answer

1 that question.

2 MR. TED PIOTRACZK: The only way we're ever
3 going to get Pollock Road fixed is to go special
4 assessment. Right? Probably. But the thing is all the
5 stuff on the north side of Pollock Road you're going to
6 pay your share because you're going to have to. You're a
7 property owner.

8 MR. WHEATLEY: Did we answer your question?
9 Sir, back there in the back.

10 MR. BILL JANETSKY: My name is Bill Janetsky,
11 9035 Creekview Court. My question is from Cook Road all
12 the way down to Baldwin you're going to have traffic
13 coming off of I-75. You wanted to slow it down with the
14 roundabout. What's the speed limit going to be down Dort
15 Highway?

16 MR. WHEATLEY: It's not set yet, but I'm
17 guessing it's probably going to be in the 35 range, but
18 they'll have to set that --

19 UNIDENTIFIED SPEAKER: That's 45 on McWain and
20 that's a dirt road. The dirt road is a 45.

21 MR. WHEATLEY: Do you want it higher? The
22 police typically set that. They go out and actually
23 track the speeds, and then they take the 80th percent,
24 80th percent of the speeds people are driving, and that's
25 what they try to set it at because that what you

1 naturally feel good driving at. Obviously if it's a
2 local road it's going to be 25, but that's not this. So,
3 it's going to be in the 35 to 45 range most likely.

4 Any other questions?

5 MR. JEFFREY WILSON: Hi. My name is Jeffrey
6 Wilson, 2496 Lindsay Lane. I'm currently the president
7 of the Whispering Pines Home Association. First, the
8 entire association is against any proposal of this sort
9 down to the very last member. So, if that can go on
10 record, please.

11 Mr. Weatley, if you would please go back to
12 your 2040, the first chart that shows the Fs and all
13 that. I don't believe there's been good problem
14 definition which does not result in what I'd say root
15 cost. I don't think, and I've not heard what's causing
16 the congestion for C, nor do I see where you think
17 economic development, which is more closer to 75 and
18 Baldwin, that there is maybe a proposal to help that,
19 which I would think probably would be some type of an
20 interchange at Baldwin and 75. I don't see those. I
21 don't see it.

22 I understand all the economic development
23 stuff. I think there's an industrial park down that way,
24 which I would hope by the year 2040 we have tens of
25 thousands of folks working there. That would be great

1 for our county. But what you're doing is not going to
2 help that, I don't think. And I haven't really heard of
3 the problem definition and the root cause.

4 I don't see it and my entire association
5 doesn't see it, and they do not agree with any proposal.
6 And I know we talked about the environment. And I don't
7 know what it is that's going to be impacted, but I love
8 it because I walk the trail out there and we don't want
9 to have any impacts to our neighborhood and to the
10 environment.

11 So, on record, please, we do not agree with any
12 proposal at this point.

13 MR. WHEATLEY: Thank you. Ma'am?

14 MS. KATE GRIFFIN: Kate Griffin, 9199
15 Timberline Drive. I travel Pollock Road because I work
16 on a building that's on that property. A lot of Genesys
17 employees are traveling that road. I would think Genesys
18 would be embarrassed about the shape of that road. You
19 have to navigate around those potholes. And it isn't
20 safe. And the hospital said when they were coming out
21 there they're good neighbors. They haven't done anything
22 to that road. We have to beg for Genesys to get stuff
23 done. But.

24 My other question is if you are not blocking
25 that off, that Dort Highway Extension is one more way

1 into the hospital on Pollock Road. And why are they not
2 invested in this and taking care of that? I don't know
3 where the 9,000 cars is coming from, but I'll tell you
4 one thing, that's going to be employees coming to work.

5 MR. WHEATLEY: So, the question is why isn't
6 Genesys --

7 MS. KATE GRIFFIN: Yeah. I don't know why
8 they're not embarrassed about it now. Their employees
9 are using Pollock Road. There are parking lots on both
10 sides.

11 MR. WHEATLEY: I don't know. If you're asking
12 me why, I think --

13 MS. KATE GRIFFIN: That's for Genesys to
14 answer. Why are they not invested in this?

15 MR. NICK EVANS: Well, we are invested. We
16 have 5,000 employees.

17 MS. KATE GRIFFIN: Not in our neighborhood.

18 MR. NICK EVANS: Ma'am, just because they don't
19 live in your neighborhood doesn't mean they don't pay
20 taxes and doesn't mean they don't support the economy.
21 The hospital is a critical access point for health care
22 in the community, which does improve the community. I
23 don't know of any hospital that in a situation like this
24 would do, take money away from hospital business and put
25 it into roads because that's normally what government

1 does. That's part of the entire process. Right?

2 I mean if you go by a K-Mart and the road's bad
3 you don't look at K-Mart and say you should fix your road
4 or any other business. A lot of these things are things
5 we've been talking about since 2011 and has been very
6 carefully studied.

7 And just to go back, in the development we're
8 doing around senior retail and other things our cost rate
9 per acre is \$50,000. It goes up to \$50,000 an acre at a
10 hospital, so actually, the valuation, if you took the
11 19.3 acres lineal and you multiplied that out it's
12 actually closer to an 800,000-dollar contribution for the
13 land for the property.

14 So, just so you know, none of that benefits our
15 business model. That's donated to the County and that
16 becomes the basis for this. Like John had said, the
17 Commissioner, what this is about is economic development.
18 So, we're going to develop our property on the front.
19 We're doing a research park, we're doing more ambulatory
20 care, we're doing a senior center.

21 All of that is ground leased. All we own is
22 the ground under that. Genesys won't own any of those
23 buildings. All of those will pay taxes, all add to the
24 economy and the region, including we're even now talking
25 about a VA about putting a veterans' facility across our

1 property.

2 All of those things are added to the community
3 and build the community. The way we build the community
4 is doing patient care and doing the business that we do
5 like the athletic club.

6 I know this looks like that the hospital is
7 very, very wealthy and is kind of taking advantage of the
8 community. The hospital is the second largest employer
9 in Genesee County right now. What we're doing is
10 actually trying to do something which is unique for a
11 health care system, and is that actually participating
12 with the economics of a region which starts to create
13 other jobs and to help fill in the void that's been left
14 by the automotive industry.

15 And anyone who would like to come and talk to
16 me, this is a very thought out plan. And our position is
17 we're not taking advantage of the community. We're
18 actually investing. And like I said, this is a unique
19 thing. We had to go through all the up through our
20 governance to explain why we were donating money back to
21 a community to facilitate a road going there.

22 This is all additive to creating jobs in this
23 region. If you could add one thing to this community
24 more than anything, that will we'll add and will fix
25 problems what would you say it is? And it's jobs.

1 Right? It's economic opportunity in a region. So,
2 that's all we're really trying to participate in. We
3 understand the frustration because we hear regularly
4 we're a big company.

5 The water that comes across our property, just
6 to answer that question, is because all the building
7 that's down along Holly Road and through the entire
8 region, we have the wetlands that facilitate back to our
9 retention ponds. All that travels through. That's not
10 our water. We can't control where that water goes. When
11 it rains more a lot of our sewers and storm sewers are at
12 capacity. It comes through our property because we allow
13 it to as a covenant with the County and the Township.
14 That there's nothing we can do about it. And the same
15 for a road. Because lots of people are driving up and
16 down our road, those are issues that have to be sorted
17 out in an organized fashion between government and
18 citizens and others, but it's not that there's some
19 sinister or some plan to be inconsiderate or to be
20 negative toward the community.

21 Our entire goal, and I can tell you in the most
22 altruistic way, our entire goal is to help the community
23 and to help put people back to work in the region where
24 we've had tremendous economic loss. And that is the
25 bottom line and that's all I can really say about it.

1 But that's what our position is and where we're coming
2 from. We're trying to be good citizens.

3 Like they said, if Pollock Road has to be
4 repaved we absolutely will try to find money to make sure
5 that that happens. And I've gone to Scott, I've been to
6 the Township, I've been to the County saying what can we
7 do about this. You know, the old saying about trying to
8 squeeze blood out of a turnip, that's the situation we
9 wind up in very often. Yes, ma'am.

10 UNIDENTIFIED SPEAKER: We're talking to you
11 because this is your traffic, this is your development.

12 MR. NICK EVANS: We will actually be a smaller
13 company in the future than we are now. We won't add to
14 the traffic issue. Where this traffic is coming from,
15 Meijer's will build their store, the industrial park will
16 build out, we'll develop up the retail, there will be the
17 senior village. And the other businesses that grow up in
18 the area are providing employment. And also, you're
19 going to be see the traffic coming from Holly, coming
20 from Fenton to use services in Grand Blanc because Grand
21 Blanc is the economic driver.

22 From a convenience perspective I understand
23 that there's more traffic and it's going to be
24 troublesome to some people. That's the main reason why
25 we offered our campus so it's not going down Pollock Road

1 and it's not interfering with other residents. Somebody
2 mentioned the trails. That is our goal. We're going to
3 do another 3.1-mile trail on the north part of the
4 campus. There will be sidewalks that run along the road.

5 We're trying to in every way we can preserve
6 wetlands and do everything in accordance with what's best
7 for this community, but sometimes in doing that it does
8 provide disruption. And I don't really know how else to
9 couch that than our intentions are good and this is not a
10 way, we will not make any money from this road being
11 built or from the ground other than the ground leasing of
12 the property under it. But this is all being done in an
13 entrepreneurial spirit. We won't own the building. We
14 won't own that property. We're facilitating the
15 developer on that.

16 UNIDENTIFIED SPEAKER: When Genesys came in
17 said they were going to ask employees not to use Pollock
18 Road. It was a concern then. What I'm saying is you're
19 talking about putting a four-way stop or two-way stop at
20 the Dort Highway and Pollock Road. Are you saying your
21 employees aren't just going to turn left?

22 MR. NICK EVANS: So, right now the Pollock Road
23 issue is most of our employees come off I-75. This
24 expansion doesn't exist. They're not coming much from
25 the west. They're coming from the east.

1 UNIDENTIFIED SPEAKER: No. I live at --

2 MR. NICK EVANS: This is going to change it.
3 No doubt that there will be more traffic on Pollock from
4 the edge of the power lines. But most of them will not
5 be egressing, either, towards -- they're not going to be
6 going toward McWain. Most of the traffic on Pollock, as
7 the study shows, they're going south to Baldwin. Pollock
8 is the hospital traffic. That's not going to change
9 much, the people that are coming on and off the hospital
10 property.

11 MR. WHEATLEY: Can we move on to the next
12 question?

13 MR. KEN MORSE: Sir, you did say, though, that
14 that storage drainage problem next to my home was not the
15 hospital's problem. It never flooded until the hospital
16 came in and built their facility. And that changed the
17 route of water drainage in that whole area. And now if
18 we get a two-inch rainfall that lot is full in four
19 hours. A million gallons, is full in four hours, and you
20 guys refuse to drain your property, which floods my
21 house.

22 MR. NICK EVANS: We flooded two years ago.

23 MR. KEN MORSE: That's all I want to say. It's
24 your problem.

25 MR. WHEATLEY: Okay. We got that down. Any

1 other questions? Ma'am?

2 UNIDENTIFIED SPEAKER: I'm speaking for my
3 mother Marjorie Rich at 3020 Pollock Road. I'd like to
4 get back -- my mother's house is one that is going to be
5 removed for this highway. She's 99 and blind, so I have
6 some questions.

7 MR. WHEATLEY: Marjorie, you're right here.
8 She is right here.

9 UNIDENTIFIED SPEAKER: Right next to the
10 consumer power line. Yup. You stated that in January
11 the federal highway will be done with their reviews,
12 environmental studies and everything. Correct?

13 MR. WHEATLEY: I'm sorry. Hope that they'll be
14 done. Maybe even earlier.

15 UNIDENTIFIED SPEAKER: Maybe earlier. And then
16 after that they'll start the land acquisitions. Correct?

17 MR. WHEATLEY: Correct.

18 UNIDENTIFIED SPEAKER: Okay. How does this
19 land acquisition work? I mean do you notify them through
20 the mail? What?

21 MR. WHEATLEY: We follow the Federal Government
22 guidelines for land acquisitions. And we actually have,
23 for this particular project we have a specialist that
24 does just that because there's, as you can imagine, for
25 Federal requirements there's a lot of rules that go along

1 with that. So, that person will meet with you and carry
2 forward, explain all of your rights and what the proposed
3 price will be offered. It's negotiable. And then you
4 move on from there.

5 UNIDENTIFIED SPEAKER: Okay. Once you get your
6 acquisition and say you're agreed on the amount, then how
7 long do you have to move?

8 MR. WHEATLEY: You know, I think it's like six
9 months. It's negotiable, too. Because, again,
10 construction more than likely won't start in earnest
11 until 2019. I know you have contacted me. You're a
12 willing seller. That will go a lot faster than the
13 opposite. So, I think that we can be done with that in
14 hopefully the springtime. If the construction's not
15 going to start we can negotiate if she wants to live
16 there until construction starts or we can make that
17 process go as slow as we can, I guess.

18 UNIDENTIFIED SPEAKER: Her idea is she's
19 staying there until the bulldozer's in the front yard.
20 And she's pretty stubborn. Right, mom? So, that's not
21 going to change.

22 MR. WHEATLEY: As soon as that process is
23 happening you and the persons next to you are the ones
24 we're going to talk to right away. We're going to talk
25 all of them right away.

1 UNIDENTIFIED SPEAKER: The person that's on the
2 other side of John here, you got the first two houses --

3 MR. WHEATLEY: A vacant lot.

4 UNIDENTIFIED SPEAKER: -- and then you have the
5 vacant lot, and then you have Evelyn Blotchett(sp). Is
6 there going to be a sound barrier? She couldn't make the
7 meeting today. Her question was is there going to be a
8 sound barrier between her house and that road.

9 MR. WHEATLEY: There won't be a physical wall.

10 UNIDENTIFIED SPEAKER: It's a three-lane
11 highway that's going to be right next to her house?

12 MR. WHEATLEY: We will talk to her. It's a lot
13 like -- this is an answer and she's not going happy with
14 it, but probably the best thing we could do is a visual
15 screening which will take care of a tiny bit of noise.

16 UNIDENTIFIED SPEAKER: Like bushes?

17 MR. WHEATLEY: Like spruce trees, a mixture.
18 We'll work with that person in terms of what other things
19 they might want, fencing. But no, there will not be a
20 sound wall.

21 UNIDENTIFIED SPEAKER: So, she will get
22 notified? She will be notified?

23 MR. WHEATLEY: Yeah. That's a great question
24 because I think as we get into the design with this then
25 we start getting into details and we can answer some of

1 your questions, like signals and stop signs and things
2 like that. Then we'll be doing some public informational
3 meetings more focused on the people that are in that area
4 that are getting impacted the most. So, that will take
5 place through the design period next year.

6 UNIDENTIFIED SPEAKER: So, you don't think any
7 money will be changing hands until, what, end of 2018,
8 2019?

9 MR. WHEATLEY: In terms of construction?

10 UNIDENTIFIED SPEAKER: In terms of buying their
11 property.

12 MR. WHEATLEY: I think it could take place in
13 early to mid '18.

14 UNIDENTIFIED SPEAKER: All right.

15 MR. WHEATLEY: For the best case scenario er.

16 UNIDENTIFIED SPEAKER: Thank you very much.

17 MR. WHEATLEY: Sure.

18 MR. WILLIAM GRIFFIN: William Griffin, 9199
19 Timberline Drive. So, in answering her question
20 regarding noise abatement, there's no plan to build any
21 abatement walls or berms anywhere along that route?

22 MR. WHEATLEY: No. It will be more, and again,
23 more of a visual. There's the people that -- the sound
24 is not increasing -- it's increasing, so, it's
25 increasing -- I know what you're saying and I'm with you.

1 So, actually, in that document there's a noise analysis.
2 Okay? So, obviously the closer you are the more the
3 sound will increase. I believe that the highest increase
4 was like 10 or 11 decibels. I don't know if that means
5 anything to you. But in that analysis it explains, it
6 explains how many decibels a forest is, how many decibels
7 a two-lane road with heavy traffic on it. So, if you get
8 into that it will tell you. But the increase in noise
9 wasn't enough to justify a sound wall. Not the answer
10 you want to hear, I understand.

11 MR. WILLIAM GRIFFIN: You don't want to hear
12 when we're three-quarters of a mile, a mile from the
13 expressway you hear a motorcycle go by and it's very
14 disturbing, or a semi. It's just very loud.

15 MR. WHEATLEY: When we get done with these
16 answers, actually I got to get on to the next program
17 here, but I've got kind of like a fly-through which will
18 show you a little better perspective, a little closer
19 perspective of how it will look when it's completed. And
20 it shows trees. It shows your houses. So, I'll loop
21 that for a couple minutes until we get to the next one.

22 If I could, it's 6:15. I'm going to do the
23 same program again. If I didn't get to your questions
24 I'm very, very sorry. Again, you can write the comments
25 down. You're more than welcome to hang around and answer

1 questions at the end of the 6:15. I'll make it much
2 shorter because 90 percent of you are here.

3 Is there anybody new here that just walked in?
4 Did everybody hear the 5 15 presentation?

5 UNIDENTIFIED SPEAKER: No.

6 MR. WHEATLEY: I'll have through it again
7 briefly, and then we'll have questions again. If you
8 have to leave please write down your comments on that
9 sheet. And I'll go through it quite briefly because for
10 the benefit of the folks who that just walked in.

11 (Multiple people speaking.)

12 MR. WHEATLEY: This can't happen this way
13 because we have a Court Reporter. Again, I very much
14 apologize, but when everybody yells out nothing gets
15 heard. I'll answer your question and then we got to move
16 on.

17 UNIDENTIFIED SPEAKER: The technology village
18 that Genesys is projecting to put on this property along
19 the new Dort Highway extension, that's not shown on your
20 map. There's more traffic and more lighting and things
21 like that that are going to be happening along with this
22 Dort Highway Extension.

23 MR. WHEATLEY: Along Dort Highway are you
24 saying?

25 UNIDENTIFIED SPEAKER: Yeah.

1 MR. WHEATLEY: Technology village?

2 MR. EUFPLT: Yes.

3 MR. WHEATLEY: That's on the other side of the
4 expressway.

5 UNIDENTIFIED SPEAKER: No, there is research
6 and development in the north part of the campus.

7 MR. WHEATLEY: So, your question was what? I'm
8 sorry.

9 UNIDENTIFIED SPEAKER: You do not show on any
10 of your drawings so far any of that on North Pollock Road
11 that will affect noise, lighting, things like that that
12 have already been brought up.

13 MR. WHEATLEY: I'm sorry. We're going to have
14 to wait because there's too much noise for her to record.
15 So, I'll answer your question. Okay? Even if I have to
16 hang around.

17 (Short recess had from 6:13 PM to 6:16 PM.)

18 MR. WHEATLEY: Again, public hearing for the
19 Dort Highway Extension environment assessment. So, the
20 environmental assessment goes through the impacts. We
21 look at a different alternatives for the project, and
22 then we look at the impacts for each of those
23 alternatives basically. So, at the end of that, which is
24 where we're now, we'll have a public, we have public
25 informational meetings and then we have public hearings

1 towards the end of it. That's what we're doing now.

2 Tonight we're going to go through the need for
3 the project, we're going to go through the different
4 alternatives of routes that we looked at, and then we're
5 going to go through the environmental impacts, and then
6 the schedule for the project. Again, I'm going to whip
7 through this pretty quick because most of you have
8 already heard it.

9 Back in 2011 there was a freight and
10 connectivity study that was done for this region, and out
11 of that study in the southern part of the county where
12 most of the growth was, these green roads are the
13 proposed improvements, north being up here, 75, 475, 23.
14 The major issue that was looked at was connecting 475
15 down to US-23 with a new interchange of Baldwin Road,
16 improvements to Baldwin Road, possibly going to four
17 lanes or five lanes, I'm not sure yet. And then a loop
18 ramp on Holly Road at the expressway, which is being
19 constructed now, nearly complete. And then Dort Highway
20 Extension from 75 down to Baldwin Road.

21 Other things we looked at is we modeled the
22 traffic based on today's traffic with a growth rate
23 that's comparable with what we've seen in the past in
24 Genesee County. Also looking at proposed improvements
25 that we know are coming in, proposed developments we know

1 are coming in in the near future. And with that we
2 modeled the traffic, and we've modeled it and we looked
3 at it in the year 2020 and again in the year 2040.

4 What I have tonight is just to look at the year
5 2040 in two different ways. One is if we don't build
6 Dort Highway at all what the traffic would look like in
7 2040, and then if we do build the Dort Highway what the
8 traffic looks like in 2040.

9 If we don't build Dort Highway what these are
10 letter grades, As are great traffic, smooth flowing, free
11 flowing, real easy to get to. F is you're stuck in
12 traffic. You're like on I-96 just east of 23, just a
13 gridlock all the time. That's an F. So, if we don't do
14 anything with Dort Highway, even when that loop ramp is
15 built, the modeling shows that we're still get Es and Fs,
16 failing grades at the interchange of Holly Road and I-75
17 for a variety of reasons. As the one person asked, the
18 reasons are just general growth in the area. The Pollock
19 Road connection to Holly is really close to the
20 interchange. You got a lot of people going on and off
21 during shift change, just congested. Driveways are in
22 bad spots. Just a bad area.

23 So, it's just going to continue to get bad
24 unless there's another way out. There's no way out.
25 That's it. You can't get on the expressway unless you

1 travel quite a bit to get out of this area. And then
2 also down at Baldwin and Holly is in pretty rough shape
3 if we don't do anything with Dort Highway.

4 So, what changes is these Es and Fs go down to
5 Cs, which are a lot better. Not perfect, but it's very
6 livable. So, the black line is projecting, recommending
7 Dort Highway. Even on Dort Highway there are Cs after
8 it's built. Still got plenty capacity, but there's a lot
9 of traffic that's going to be -- and that's where
10 those -- those Es and Fs, that traffic that was causing
11 that congestion, once it gets congested it gets routed
12 over to the path of least resistance, which would be the
13 new Dort Highway. Those are the reasons that it makes
14 sense to do this project.

15 Then we looked at different routes, the
16 different alternatives for the routes. These are the
17 alternatives all piled on top of each other. Most of the
18 changes, most of the differences in the routes are up
19 towards the north end of the project, which is at 75,
20 which is here. This is Cook, Pollock, and we didn't show
21 Baldwin because everything is the same when you get south
22 of Pollock pretty much.

23 So, the different routes, there's a pond right
24 here, so we looked at going around the east side of that
25 pond with Dort Highway and going around the west side

1 with Dort Highway. They both start on Genesys property
2 and stay on Genesys property the rest of the routes.

3 The last option that was looked at, the old
4 route that was suggested way back in the '60s, which is
5 coming off of Dort and lining it up with McWain Road and
6 turning McWain into Dort Highway basically.

7 So, those were the three options we looked at.
8 Separating them, here's the first option, which is really
9 the preferred option, which is we're going -- Dort
10 Highway comes off, goes through a roundabout, goes along
11 the west side of that pond and then back into Genesys
12 property and then south to Baldwin Road.

13 The next option we looked at was the same basic
14 thing only going to the east side of that pond. Like I
15 mentioned, this wasn't really preferred because this gets
16 closer to the bridge, which isn't ideal. The grades,
17 this is high above, the bridge obviously is high above
18 I-75, so the closer we get to I-75 with this new road
19 we're up in the air, there are some grade problems,
20 drainage problems we'll be dealing with.

21 And then the last one is McWain Road which we
22 ruled out because of the last public informational
23 meeting we had.

24 So, the preferred route, here's a little
25 different depiction of it, but the dark line is proposed

1 Dort Highway. Right now we're thinking -- again, this
2 could change during the detail design. Roundabouts on
3 each off and on ramp each side of the expressway, and
4 then Cook Road possibly a roundabout. And then just a
5 regular two-way stop, Pollock stopping, Dort through at
6 Pollock and Dort, and possibly a signal at Dort and
7 Baldwin. Okay? So, that's the preferred option.

8 Environmental impacts for the preferred option
9 is what we looked at. We looked at them in the study if
10 you want to look at all of the alternative impacts. But
11 the preferred option, here's Dort Highway. Here's the
12 Consumers Energy utility corridor which is this green
13 line. I-75 is red. Baldwin's at the bottom. Cook's
14 through here. We've got wetlands down here just south of
15 Pollock that we have to contend with. We impact those a
16 little bit. A larger portion of wetlands here that we
17 have to go through that we're going to impact. Those
18 will be mitigated if the project goes forward.

19 For instance, we got about 4.6 acres of
20 wetlands that we're going to impact. We're going to have
21 to build one and-a-half times that to mitigate the impact
22 we're making to the wetlands. Floodplain we're
23 impacting, we'll probably have to mitigate that, also.
24 That will be a one-to-one ratio more than likely.

25 And then we are also impacting, as I mentioned,

1 we looked at the effects on air quality, threatened
2 endangered species, noise impacts. Again, these are all
3 in the study; social impacts, cultural impacts, traffic
4 impacts, nonmotorized impacts, visual impacts, and even
5 environmental adjustments impacts.

6 And then property acquisitions. I didn't
7 mention this the first one. I should have. But it looks
8 like through this route we have eight property impacts.
9 So, we have eight properties that we have to acquire in
10 one way or another. Three of them are total takes where
11 we have to buy the person's entire property and relocate
12 them. The rest of them would just be possibly partial
13 takes, negotiate those. If somebody wants to sell the
14 whole thing we'll look at that, also, if they feel that's
15 what needs to be done as far as the impacts. We'll talk
16 about those if there's questions on those.

17 Schedule-wise, again, after tonight's meeting
18 there will be another 15 days where you can comment on
19 this environmental assessment. And we'll get this Power
20 Point on the Genesee County's website, too, so you'll
21 have that if you want to look at it again. But we'll
22 talk about where you can make those comments in the
23 remaining two weeks. That will be open.

24 Once those comments come back they go in the
25 document. We address them as best as we can, and then it

1 gets sent off. The Road Commission sends that document
2 off to the Michigan Department of Transportation. They
3 review it for what they call a finding of no significant
4 impact. If the impacts don't outweigh the benefits of
5 the project that's called a FONSI and then you move
6 forward with the project.

7 So, MDOT reviews it, and then if they're okay
8 with it they pass it on to the Federal Highway
9 Administration. If they're okay with it they issue a
10 FONSI approval. And then we take off with the project.

11 The first step would be the design of the
12 project, detail design of the project and the land
13 acquisition of the project. That will take approximately
14 a year toward the year of 2018. We'll start the project
15 more with respect to getting contractors on board and so
16 on and so forth, but really you won't see a lot of
17 construction until 2018, probably wrap up in 2020.

18 Other methods of providing comments other than
19 what we're doing tonight, Genesee County Road Commission,
20 you can mail them, you can e-mail them. The address is
21 there. Their website, you can directly input comments
22 into their website. They have a form that will come
23 right up there for you on the website. And on the
24 website there's a Dort Highway Extension icon on there.
25 Click on there and you can put comments on there. The

1 environmental assessment is in there. We'll get this
2 Power Point in there. A lot of information on that Dort
3 Highway Extension in the Genesee County's website, which
4 is GRGC.org.

5 Also at the County, Genesee County Road
6 Commission they have that book, the environmental
7 assessment, sitting out in the board room with comment
8 sheets. You can go there, write your comments in the
9 next 15 days, give it to the receptionist. Grand Blanc
10 Township hall next door has the same setup. They have
11 the book there, comment sheets. You can give them
12 comments, give them to the receptionist there.

13 So, those are the methods you have to make
14 comments, again, for the next 15 days. So, I think
15 that's October 26.

16 Okay. Questions.

17 MS. JACKIE BOWLES: No matter --

18 MR. WHEATLEY: You have to give us your name
19 and your address if you can.

20 MS. JACKIE BOWLES: My name is Jackie Bowles.
21 I live on Timberline Court. And no matter what we say or
22 what we do you're still going to do this, aren't you?

23 MR. WHEATLEY: It's a pretty good chance it's
24 going to get done. Right now it's looking pretty
25 positive that it will move forward.

1 MS. JACKIE BOWLES: So, if we want to sell our
2 house we're up a creek. Where will we get the money for
3 our house?

4 MR. WHEATLEY: You're on Timberline?

5 MS. JACKIE BOWLES: Yes. We own a whole acre
6 of land, and I've got the most beautiful garden you've
7 ever seen. And I hate to give it up, but I'm going to
8 have to, and I'm not going to be able to sell it, so I
9 don't know what we're going to do. You're putting a lot
10 of people here in a lot of --

11 MR. WHEATLEY: Okay. I understand.

12 MS. JACKIE BOWLES: -- frustration.

13 MR. WHEATLEY: Do you have any other questions?

14 MS. JACKIE BOWLES: No.

15 MR. WHEATLEY: I understand what you're saying.
16 You're right.

17 MS. JACKIE BOWLES: That was a good question.
18 You're letting all of us out with a very short leash.

19 MR. WHEATLEY: As I was mentioning before, as
20 we get into the detail --

21 MS. JACKIE BOWLES: You can't even take care of
22 Pollock Road.

23 MR. WHEATLEY: Yeah. We got that down now.

24 MS. JACKIE BOWLES: You can't even take care
25 of -- what's that other one?

1 MR. WHEATLEY: Other questions? Ma'am?

2 MS. ROXANNE SLACKTA: Roxanne Slackta, 2510
3 East Cook Road. Your maps that you've been showing show
4 the road very clearly, Dort Highway. Preferred Option
5 Number 1, has that been decided?

6 MR. WHEATLEY: It's been decided on the
7 County's end, yes.

8 MS. ROXANNE SLACKTA: That that is the way
9 they're going to go.

10 MR. WHEATLEY: If FHWA and MDOT approve it,
11 yes.

12 MS. ROXANNE SLACKTA: My next comment is
13 everything north of Pollock Road, according to Genesys'
14 website and everything I've seen on the Grand Blanc
15 Township website, shows a development center north.

16 MR. WHEATLEY: All this in here will be
17 developed some day.

18 MS. ROXANNE SLACKTA: Yes. And there's added
19 road in addition to an additional Pollock Road, Pollock
20 Road being moved.

21 MR. NICK EVANS: Right. And that's proposed by
22 Plante Moran. There's a concept of it going north. All
23 of that is conceptual. That's one way to facilitate
24 that. But that is not funded and that's not part of the
25 plan that they're talking about. That is all part of

1 just simply potentially their concept that we could do.

2 But we do intend to develop the 200 some odd
3 acres, what's allowable. And again, one of the issues
4 with our campus is, because there's so much wetland,
5 there's so much water that travels and we have such a
6 desire to maintain the natural aspects of it, is that
7 while we have a 500-acre campus, we really only have
8 plans to develop just a little bit north of 200 acres of
9 that totally.

10 So, for the north part of the campus one of the
11 things we're working on right now, and I actually showed
12 to Jack, is the idea of building another 3.1 miles of
13 trails to delineate the wetlands to create additional
14 space, so then the campus should have almost 10
15 kilometers of trails on the campus and it would all
16 interact with the Township plans around trails and
17 walkways and things like that.

18 It's all conceptual right now. And as these
19 findings come back it guides us in what we can do. But
20 yes, part of the process I described earlier, the biggest
21 reason we're doing this, we're going to ground lease this
22 property, is to encourage new employment, specifically
23 employment around health science and health care into
24 this area as an anchoring sector because right now in the
25 middle part of the state, as automotive is kind of going

1 away, that shows the strongest potential for employment.

2 And when we did our analysis of uses of the
3 land way back in 2007 the biggest thing that we found
4 that we could do for the community was to create
5 opportunity through economic growth and jobs. And so, we
6 try -- and it's very disquieting, I know, to everybody
7 who lives nearby. The idea is to be as respectful to
8 both nature and the natural aspects of the land, as we
9 refer to it as a Health Park, and all those things, but
10 still to development that and maximize the economic
11 impact that it has for the community. Go ahead.

12 MS. ROXANNE SLACKTA: And who is funding that
13 portion?

14 MR. NICK EVANS: That's all funded -- like I
15 said, we are acting as the developer, so we ground lease
16 it, 99-year ground leases. For the senior village,
17 that's 100 percent funded from the outside, so all of
18 that is outside investment and jobs created --

19 MR. WHEATLEY: This area down here.

20 MR. NICK EVANS: Outside investment. It's
21 going to be other people's money that they bring in to
22 develop in covenant with us on what it has to look like
23 and what the service it has to provide. But it's all
24 additive to the Grand Blanc and the Genesee County region
25 that build the economy around other jobs.

1 The basis of the jobs we're creating on the
2 campus right now is around \$70,000 a person is what
3 they'll pay, so this isn't also like you'd see -- I'm
4 disrespecting Wal-Mart, but these aren't low -- these are
5 good jobs and hopefully these people will buy homes in
6 the area and then kind of replenish and build the tax
7 base, and then the employee pool in this area so our
8 kids -- I don't need to be on a soap box.

9 Our kids and my kids and everyone's kids are
10 moving away to find economic opportunity and jobs and
11 good paying jobs. Part of the plan is that an
12 organization, specifically the large organizations in the
13 area have to start reinvesting in the area to try to keep
14 people here and try to build our own community so we
15 become a destination as opposed to right now Genesee
16 County exports students and talent on a regular basis.
17 It's all trying to reverse that process by leveraging one
18 of the best pieces of property in Genesee County, that
19 500 acres that is the Health Park. That is in its
20 entirety, that's the whole plan is to help this community
21 come back.

22 MR. WHEATLEY: Before the next question I've
23 got a little fly-through thing that gives you a little
24 better perspective. I'm just going to let it loop
25 through, so if there's questions I can stop it and we can

1 discuss stuff.

2 So, this is the proposed development. Hold on.
3 Go ahead and ask a question while I mess around with this
4 thing. Sir?

5 MR. BILL FRENCH: Bill French, 2405 East
6 Baldwin. From what Jack, what you said, answering her
7 question, and I don't know if Nick would know, through
8 history or if you've done any study at all, how does it
9 affect the local home value in the immediate area? Is it
10 going to be positive or is it going to be a negative
11 effect?

12 MR. WHEATLEY: I can't answer that. I mean I
13 don't know. Some people -- it depends on how people
14 perceive that property and how the Township assessor --
15 it may, the assessment may go up because you have better
16 access to the highways. It may, you know, you may get
17 some concern because you're closer to a highway. Each
18 house is different.

19 MR. NICK EVANS: Realtors are very positive
20 people because they like to sell homes. The
21 conversations I've had is that they believe that because
22 of the access, specifically for Cook Road and then to
23 some of the other, McWain and others, they think it
24 should increase property values because it increases
25 access on and off the freeway for people who would value

1 that as opposed to right now kind of the pinchpoint that
2 you have if you're trying to go north or south of going
3 through that highway exchange of Holly Road and which
4 they're working on right now. But I don't know if that's
5 the truth.

6 MR. WHEATLEY: A lot of it depends on the age
7 group. Younger kids like to live close to where they go.
8 They would die to be in this area. They could get on
9 their bike and ride to work at Genesys. I mean it just
10 depends on the age group, what the future holds. Good
11 question.

12 MR. BRUCE FREATHY: Can I make a comment?

13 MR. WHEATLEY: Name and address?

14 MR. BRUCE FREATHY: Bruce Freathy, 9140 McWain
15 Road. You know, as far as traffic flows, I mean you
16 really don't know what the traffic flow is going to be on
17 McWain Road, say -- I mean right now I spend a lot of
18 time at Genesys with my parents, and we tell them --
19 where my parents live on McWain Road. And almost like
20 10 percent, almost like 10 percent of the Genesys traffic
21 comes down Pollock Road and McWain Road. I mean
22 everybody I talk to that say they live over towards
23 Swartz Creek or down Fenton Road, they say oh, yeah, I
24 know where you live because I travel that. They do.

25 But about the real estate, you're really not

1 sure about what the traffic flow -- I've used this area
2 for like 50 years cycling and running down like McWain
3 Road, and I used to be able to like run down from Cook
4 Road to Baldwin Road and I might meet one or two
5 vehicles. And now, you know, what is that, now I see,
6 you know, 10 or 12 vehicles. And with this, I'm not
7 sure -- but I would think that the people on McWain Road
8 are going to see an increase in traffic because you're
9 dumping a lot more vehicles through this area.

10 MR. WHEATLEY: Maybe. But I think if you gave
11 a choice of driving a paved road versus a gravel road
12 you're probably going to take a paved road unless there's
13 congestion.

14 MR. BRUCE FREATHY: Do you know like the
15 through put is, where the pass-through of traffic from
16 Dort Highway, you know, are you going to see a lot of
17 vehicles just, you know, passing through from Dort
18 Highway to Baldwin Road, or how much of it is going to
19 the campus?

20 MR. WHEATLEY: Today there's about like --
21 today on -- not today. 2011 I think are the last traffic
22 counts we have for some of these roads. So, I realize
23 that's six years ago. But six years ago there was about
24 a thousand vehicles a day on McWain, average. And then
25 Pollock was, west of the hospital there was about 800

1 vehicles per day, east of the hospital entrance there was
2 like 2300. On Holly Road today is 22,000 vehicles per
3 day. On Baldwin Road there's about 11,000, a little bit
4 more per day. The projected traffic on Dort Highway
5 after it's built is about 9,000. So, those 9,000 will
6 more than likely be taken off some of the other roads.

7 Now, depending on if there's growth. If
8 there's growth then it will just get bigger values
9 overall. People follow the path of least resistance.
10 So, if there's no congestion on Baldwin to Dort to
11 Pollock I don't know why they would take McWain. It's
12 gravel.

13 MR. BRUCE FREATHY: I don't know why. And
14 another safety, you know, safety improvement, on your
15 design now where we're adding three new intersections.
16 Right? We're adding an intersection at Cook Road and
17 Pollock Road and Baldwin, three new intersections. And
18 the Federal Highway, the Federal Highway Administration
19 says that like half of all injuries are caused at
20 intersections. An intersection is a conflict, you know.
21 You've got one roadway wants to go one way and then
22 another, and you're creating three -- so, you're
23 increasing the safety risk in these areas by creating
24 three new intersections.

25 MR. WHEATLEY: But remember, we're probably

1 going to reduce the accidents at Baldwin and Holly and at
2 the Holly/I-75 interchange because we're going from Es
3 and Fs to Cs.

4 MR. BRUCE FREATHY: Yeah. I agree with that.

5 MR. WHEATLEY: So, I don't disagree with you,
6 but there's probably a balance there.

7 MR. BRUCE FREATHY: If there was -- if there
8 was, you know, the campus, if you just wanted to get
9 people in and out of the campus you could have a direct
10 route. Don't go across Cook Road from 75. You could go
11 down to the south like a half mile and come right in the
12 campus there, and it would probably cost 10 percent as
13 much as what you're talking about here, I mean if you
14 just want to get traffic from 75 into the campus and out
15 of campus.

16 MR. WHEATLEY: Are you talking about like an
17 off ramp?

18 MR. BRUCE FREATHY: Yeah. Say you're coming
19 south on 75.

20 MR. WHEATLEY: I don't think the Federal
21 Highway or MDOT would allow a ramp. They don't allow
22 private off ramps. They might allow semi-privates. And
23 then the other problem, I don't disagree with you, but
24 the other problem we have is it will interfere with the
25 off ramp for Holly Road. So, it's got to be a certain

1 distance apart.

2 MR. BRUCE FREATHY: But I'm just saying if you
3 want people in and out of the campus, but that wouldn't
4 solve your problem.

5 MR. WHEATLEY: It's a good concept.

6 Ma'am?

7 MS. ROXANNE SLACKTA: Roxanne Slackta, 2510
8 East Cook Road, Grand Blanc. You mentioned earlier eight
9 properties being affected by this, three total
10 acquisitions, relocations, eight partials. Can you name
11 them addresses today?

12 MR. WHEATLEY: I can if I get that book out.
13 So, if you want to see me afterwards I'll show you where
14 that is.

15 UNIDENTIFIED SPEAKER: I'm interested in the
16 same answer.

17 MS. ROXANNE SLACKTA: And also, I'd like to
18 know the process for this. What is the process?

19 MR. WHEATLEY: He's going to read them off for
20 you.

21 MS. ROXANNE SLACKTA: Okay. Good.

22 MR. DAVID ANTHONY: David Anthony. All right.
23 Partial Impact Number 1 is 2573 East Cook Road. Partial
24 Impact 2 is 2975 East Cook Road. Partial Impact 3 is One
25 Energy Plaza Drive, EPNP. Yes, it's a corporate address.

1 Partial Impact 4 is 401 Noah Lane and 501 Noah Lane. 5
2 is 2510 East Cook Road. 6 is 3020 Pollock Road. 7 is
3 3030 Pollock Road. And Number 8 is 3303 East Baldwin
4 Road.

5 MS. ROXANNE SLACKTA: Five and six, you didn't
6 say whether those were partial or complete.

7 MR. DAVID ANTHONY: Five and six. Five is A
8 total take, and six.

9 MS. ROXANNE SLACKTA: That's me on Pollock
10 Road.

11 MR. WHEATLEY: So, you're right here. These
12 are two houses right here that will be total takes, and I
13 believe you're right here. Right?

14 MS. ROXANNE SLACKTA: What is the process? Is
15 it notified by mail? Is it someone calling you?

16 MR. WHEATLEY: We'll have someone contact you.
17 As I was mentioning to Marjorie Rich, we have a
18 specialist that deals with this using the Federal
19 guidelines for land acquisition, especially for
20 relocation. So, there's a big process. That person will
21 call you, set up an appointment to come talk to you. And
22 then we'll start from there. And they'll talk about all
23 of the issues that they need to take care of with you,
24 whether you want to do partial, you want to sell part or
25 all, what that value would be. You can negotiate from

1 there when you might have to move, those types of things.
2 So, we would set that up. And that would probably take
3 place in early 2018.

4 Ma'am?

5 MS. PATTY PERROTTA: My name is Patty Perrotta,
6 P-E-R-R-O-T-T-A, 2476 East Cook Road. Her house, that
7 part of Cook Road you're going TO talk about, everybody
8 thinks Cook Road goes straight. Old Cook Road. We're at
9 a dead end. Did anybody take into consideration what the
10 street would do, what that road would do for the value of
11 our houses that don't get taken?

12 MR. WHEATLEY: I think we did that question
13 before.

14 MS. PATTY PERROTTA: No, I didn't understand it
15 because we have a dead end street, which makes our house
16 very valuable right now.

17 MR. WHEATLEY: It will still be a dead end.

18 MS. ROXANNE SLACKTA: But it will dead end into
19 a highway.

20 MR. WHEATLEY: No. It will still be a dead end
21 street.

22 MS. PATTY PERROTTA: No. If you're taking her
23 house, she's my second next door neighbor.

24 MR. WHEATLEY: But we're not connecting that
25 old Cook Road to Dort Highway.

1 MS. PATTY PERROTTA: It's still going to dead
2 end?

3 MR. WHEATLEY: Yeah. Hey, I made somebody
4 happy.

5 MS. ROXANNE SLACKTA: 2510 East Dort. It's
6 still not going to connect to Dort Highway, that old Cook
7 Road is still going to dead end?

8 MR. WHEATLEY: That will be the only connection
9 here. This will not be connected. Sir?

10 MR. ALBERT PERROTTA: I'm Albert Perrotta at
11 2476 East Cook. I was under the impression that I read
12 off your website that there would be a sound barrier at
13 that particular part because it's so close to our house.
14 Our house is right there.

15 MR. WHEATLEY: There won't be any sound
16 barriers.

17 MR. ALBERT PERROTTA: That's what you're
18 telling me, but that's not what I understood on your
19 website.

20 MR. WHEATLEY: We can talk, see if we can find
21 that.

22 MR. ALBERT PERROTTA: Our home is the closest
23 to that road home out of the whole stretch. Right now
24 it's pretty noisy coming off the expressway with the
25 windows open at night.

1 MS. ROXANNE SLACKTA: In the fall especially
2 and winter with no foliage.

3 MR. WHEATLEY: If I can stop it when it gets
4 there I will. All right. Other questions?

5 MR. RON EATON: I just want to make a comment.
6 Ron Eaton, 2573 East Cook Road. At the proposal it looks
7 like it would take you 45 seconds quicker to get to
8 Genesys Hospital with the new proposal, and if that were
9 my kid, your kid, your dad, your cousin, 45 seconds can
10 change their life. So, as I hear all the negativity in
11 the room, I'm one for the development. That's it.

12 MR. WHEATLEY: Back to the folks -- this is
13 Cook Road here, the old Cook Road.

14 MS. ROXANNE SLACKTA: We're all Cook Road.

15 UNIDENTIFIED SPEAKER: Keep going a little
16 more.

17 MR. WHEATLEY: This is your house. I
18 apologize. I can't remember your name.

19 MS. ROXANNE SLACKTA: Me? Roxanne.

20 MR. WHEATLEY: Roxanne, this is your house
21 right here if we were to leave it. That shows you the
22 proximity -- keep going you said? Tell me when to stop.

23 UNIDENTIFIED SPEAKER: Stop.

24 MR. WHEATLEY: So, this will still be a dead
25 end. We'll have to put a little turnaround there. All

1 right? And then we'll fix drainage and things like that
2 because there it will be less trees. Your garage would
3 have to be taken at least. There will be, you know, a
4 box culvert type of a situation over the Seaver Drain.

5 Any other questions? Comments? Anybody want
6 to look at any other parts of this? I can just keep it
7 rolling if you want. It's kind of hard to tell you
8 what's where.

9 Sir?

10 MR. JEFFREY WILSON: Jeffrey Wilson, 2496
11 Lindsay Lane. It just seems like, Jack, I don't know if
12 we're -- it makes me think that we think all the traffic
13 is coming from the north, when it seems like as we look
14 at technology park and the younger folks, and I know
15 they're down south, I know they're south of where we're
16 at, and I know we've got -- it just seems like the
17 traffic would be coming from the south situation and not
18 north. And this is all geared for kind of north type
19 traffic coming down. It just doesn't make sense to me.

20 UNIDENTIFIED SPEAKER: What about the traffic
21 going out of the hospital, though? That's where all the
22 congestion is going. They're all turning north to go
23 home at night.

24 MR. JEFFREY WILSON: Just spend some money to
25 make that --

1 MR. WHEATLEY: That's going to make a big
2 difference in the short term, but in the long term it's
3 going to be a problem.

4 MR. JEFFREY WILSON: I'm thinking you got the
5 industrial park down near Baldwin down near that area,
6 and we're looking at growth there, and the Genesys tech
7 park and all that, it seems like you would have a ton of
8 traffic wanting to get on and off of Baldwin, and that
9 gives you the future possibility of four-lane Baldwin all
10 the way over to 23.

11 MR. WHEATLEY: And that's not a bad idea.
12 There's other parameters there that we would have to look
13 at because the railroad there that comes through, I'm not
14 sure if we get the interchange there with the railroad
15 location where it is. I'm not saying it's not a good
16 alternative. It's not just one that is -- we don't have
17 all the land donated that we do here. There's a lot of
18 little things. But I'm not saying that that's not a good
19 idea.

20 We haven't studied it any -- this started
21 developing over time, and a lot of the traffic is coming
22 from the north or when they leave they want to go north.
23 The other thing about it is there's a ton of traffic
24 coming from the south and southwest. There's really --
25 again, in the future there's probably going to have to be

1 something done with Baldwin Road, and it would make more
2 sense to have an interchange at 23 and Baldwin because
3 they really have a hard time getting in this area. I
4 understand what you're saying. It's probably not a bad
5 idea, but at this time it's not proposed.

6 In the back. Sorry.

7 MS. SUSAN TRANTHAM: Susan Trantham, 9034
8 Creekview Court. Keeping up with that Baldwin
9 discussion, when this whole discussion started really
10 becoming more prevalent or in earnest there was
11 discussion about widening Baldwin Road to become a
12 boulevard and actually hooking up to 23. Is that now
13 gone?

14 MR. WHEATLEY: No, that's not gone.

15 MS. SUSAN TRANTHAM: Because there's a lot of
16 discussion around Baldwin.

17 MR. WHEATLEY: Yeah. We'll have to do that
18 really early on. And let me see if I can get back to
19 that.

20 MS. SUSAN TRANTHAM: So, that's not gone from
21 the --

22 MR. WHEATLEY: No. See, this is a study that
23 was done in 2011. And here's 23, 75, and Baldwin Road is
24 on the bottom here. So, in that study they were looking
25 at the overall area in terms of what improvements could

1 be made so things flow better, traffic, freight. And one
2 of the proposed improvements is an interchange at Baldwin
3 or interchange at Baldwin and 23 and widening of Baldwin
4 Road all the way from Baldwin all the way to Holly Road.

5 MS. SUSAN TRANTHAM: Okay. I believe at some
6 point that was actually being slated to be done before
7 the Dort Highway Extension, but obviously that's not the
8 case now.

9 MR. WHEATLEY: It was talked about, yes, but
10 there hasn't been attraction for that for whatever
11 reasons. I don't know.

12 MS. SUSAN TRANTHAM: That's not off the boards
13 yet.

14 MR. WHEATLEY: Mr. --

15 MR. BOB TRITTEN: Bob Tritten, 9217 Timberline
16 Drive. Is there any plans to change the emergency
17 vehicle access through Genesys through this process? In
18 other words, are there going to be emergency vehicles
19 exiting off of 75 exiting down the Dort Highway Extension
20 down Pollock Road to get to the ER?

21 MR. WHEATLEY: I would think so. If they're
22 coming from the north it might be faster. They probably
23 have to do a timing study. But do you know?

24 MR. NICK EVANS: No. I don't know that that's
25 been done yet. It's only to be assumed that this

1 gentleman said if you could take a minute off the trip
2 and if that's the fastest way in. But you won't see it
3 south of Pollock. It doesn't change anything. Nobody is
4 going to try to enter the campus from south of Pollock.
5 North of Pollock I don't know.

6 Most of the traffic right now where they enter
7 the ER, though, comes down and goes onto Holly Road
8 because the entrance to ER is the second drive south,
9 Woodbridge I think is what it's called. Right now that's
10 the approved route that they come from both north and
11 south.

12 MR. WHEATLEY: Right here?

13 MR. NICK EVANS: That's correct. They connect
14 right there on the second drive. Woodbridge is the drive
15 they are using right now.

16 MR. BOB TRITTEN: So, if that were to change I
17 would have additional concerns about bringing emergency
18 vehicles off of that Dort Highway Extension.

19 MR. WHEATLEY: Sir, do you have a question.

20 MR. BILL FRENCH: Yes. Bill French, 2405 East
21 Baldwin. If Baldwin is widened what is the setback for a
22 five-lane highway?

23 MR. WHEATLEY: The right-of-way?

24 MR. BILL FRENCH: Yeah.

25 MR. WHEATLEY: For five lanes, help me out,

1 it's probably going to be 80, 80 to a hundred. A hundred
2 feet. So, 50 feet from the center of the road to your
3 property.

4 MR. BILL FRENCH: And what is Baldwin now?
5 It's 66. Right?

6 MR. WHEATLEY: Sixty-six. Right? I'm sorry.
7 It might change a little bit, but probably 66, which is
8 33 feet off the center.

9 MR. BILL FRENCH: I think that's what it is.
10 So, the other question I have is the
11 construction on this, you say it will probably start in
12 2019. Is that a one-year project, a two-year?

13 MR. WHEATLEY: I think it's going to be a year
14 and-a-half.

15 MR. BILL FRENCH: Year and-a-half. Okay.

16 MR. JOHN DALY: The principal length will take
17 place during the construction season of 2018.

18 MR. WHEATLEY: The road will basically be done
19 by '19, but they will be out there clean up and the
20 pathway that goes along with and smaller things will
21 probably be in '20.

22 MS. ROXANNE SLACKTA: I have a quick question.
23 Roxanne Slackta, 2510 East Cook Road. I mentioned to my
24 neighbor to the north here that I had seen on the website
25 that we are to be notified by Consumers Power of a gas

1 pipeline for Consumers coming through our property. Is
2 this anything to do with this Dort Highway thing?

3 MR. WHEATLEY: No.

4 MS. ROXANNE SLACKTA: Or is that a separate
5 issue coming our way?

6 MR. WHEATLEY: Is there not a gas line there?

7 MS. ROXANNE SLACKTA: The gas line that's
8 coming from Saginaw to Clawson, and that's a major issue
9 going on right now. It does show it going through Grand
10 Blanc. Does anyone here from Grand Blanc Township know
11 this, gas pipeline coming from Saginaw through, to
12 Clawson?

13 MR. SCOTT BENNETT: That's not coming down
14 Saginaw Street. It's actually just going to -- I think
15 the only impact we'll see is coming behind Wal-Mart. I
16 know if you're going down Dort Highway you see the
17 Wal-Mart entrance, you see the gas lines that are above
18 ground, and there's a facility there.

19 MS. ROXANNE SLACKTA: It seems to be following
20 the power line pole.

21 UNIDENTIFIED SPEAKER: Scott, we received a
22 letter from Consumers saying that parts of the pipeline
23 were going to be replaced to a larger line and other
24 parts of the pipeline were going to be improved of the
25 same size.

1 MR. SCOTT BENNETT: I believe that's true, that
2 anything will be following power lines.

3 MS. ROXANNE SLACKTA: That's where this is.

4 UNIDENTIFIED SPEAKER: That runs right
5 alongside this project, so you guys need to be --

6 MR. WHEATLEY: That's a good comment. We have
7 to meet with Consumers, and ITC is the other transmission
8 line that goes through there. We're going to be crossing
9 their right-of-way. We have to get a lease for that or
10 an easement. And so, we'll be working with them on that.
11 And I appreciate you bringing this up because we'll have
12 to coordinate these two things.

13 MS. ROXANNE SLACKTA: ITC no longer has the
14 power lines, Commonwealth does.

15 MR. WHEATLEY: That's right. They got
16 purchased, didn't they?

17 MS. ROXANNE SLACKTA: And they mentioned the
18 fact that this gasoline was coming through, also. I
19 don't know timing-wise what we're dealing with that
20 versus this.

21 MR. WHEATLEY: Yeah. We're not going to be in
22 the Consumers right-of-way with the exception of crossing
23 it. So, with the exception of right here, we're going
24 alongside the right-of-way. So, their lines will be
25 offset from the road quite a ways, maybe 50 feet or so in

1 that right-of-way. But we will be crossing it, so we
2 need to coordinate that. Thank you.

3 Sir?

4 UNIDENTIFIED SPEAKER: You're talking about a
5 forthcoming pipeline. Do you know if there is a line
6 there now just to the west of the power line that's in
7 the ground now?

8 MR. WHEATLEY: Yeah. I think there's all kinds
9 of stuff underground there in that right-of-way area.

10 UNIDENTIFIED SPEAKER: There is one there now,
11 you know that.

12 MS. ROXANNE SLACKTA: Yes. I watched them
13 rebuild it two years ago.

14 MR. WHEATLEY: It may be rebuilding it or
15 enlarging it or whatever. And there may be a number of
16 them in that. A lot of times, you know, the
17 telecommunications will go in there, they'll all be
18 leasing. We have a hundred-foot strip that goes through
19 a lot of stuff. People are going to want to get in
20 there, so there will be all kinds of things in that
21 right-of-way as we cross it. But yeah, I appreciate the
22 information.

23 Any other questions? I think we're about
24 wrapped up. Thank you.

25 Again, 15 more days if you want to make more

1 comments. You can drop them in the box outside.

2 (Hearing concluded at 6:58 PM.)

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CERTIFICATE OF REPORTER

STATE OF MICHIGAN)
 SS)
COUNTY OF GENESEE)

I hereby certify that on the date and at the place hereinbefore set forth, I reported stenographically the proceedings held in the matter hereinbefore set forth, and that the foregoing is a full, true and accurate transcript of my original stenotype notes.

Dated: October 16, 2017



Claudia M. Weekly, CSR-2963



Notary Public:
Genesee County, Michigan
My Commission Expires:
March 6, 2019

A				
abatement 47:20 47:21	addresses 69:11	and-a-half 14:3 14:21 55:21 79:14,15	52:18,22 53:1 61:24 62:19 63:6,7,13,13 64:9 65:8 66:1 66:9 75:5 76:3 76:25 82:9	background 2:5 30:11
able 59:8 66:3	adjustments 56:5	angle 26:7		backyard 29:11
above-entitled 1:8	Administration 18:6,8 21:8 57:9 67:18	animals 14:8,16		bad 6:5 24:9 38:2 52:22,22,23 75:11 76:4
absolutely 31:13 41:4	administrations 23:10	answer 16:2,20 17:4 20:12 25:3 25:5,6,7,16 33:25 34:8 37:14 40:6 46:13,25 48:9 48:25 49:15 50:15 64:12 69:16	areas 4:8 5:13,17 67:23	balance 68:6
accept 26:9,11	advantage 39:7 39:17	answering 19:16 47:19 64:6	argument 25:23	Baldwin 1:5 3:10 3:16,17 5:13 6:1,2,14,23 7:8 8:11 10:2,8,14 10:14,17 11:11 11:14,21 13:20 15:17 19:24,24 20:3 33:11,13 33:20 34:12 35:18,20 43:7 51:15,16,20 53:2,21 54:12 55:7 64:6 66:4 66:18 67:3,10 67:17 68:1 70:3 75:5,8,9 76:1,2 76:8,11,16,23 77:2,3,3,4 78:21,21 79:4
acceptable 6:8	aerial 9:18	answers 48:16	aside 21:16 23:7	Baldwin's 55:13
access 37:21 64:16,22,25 77:17	affect 50:11 64:9	Anthony 69:22 69:22 70:7	asked 30:19 52:17	Band-Aid 24:24
accidents 68:1	age 65:6,10	anticipate 15:17	asking 30:5 37:11	bank 13:8
accurate 84:16	ago 7:23 24:12 24:12 30:19 31:24 43:22 66:23,23 82:13	anticipated 2:23	assessment 17:14 18:5,11 19:2,7 27:22 28:15 34:4 50:19,20 56:19 58:1,7 64:15	barely 23:16
acquire 56:9	agree 20:9 24:7 26:1 36:5,11 68:4	anybody 2:6 4:18 49:3 71:9 74:5	assess 7:20	barrier 46:6,8 72:12
acquisition 18:12 18:14 44:19 45:6 57:13 70:19	agreed 45:6	apart 69:1	assessment 17:14 18:5,11 19:2,7 27:22 28:15 34:4 50:19,20 56:19 58:1,7 64:15	barriers 72:16
acquisitions 44:16,22 56:6 69:10	ahead 62:11 64:3	apologize 49:14 73:18	assessor 64:14	base 63:7
acre 29:24 38:9,9 59:5	air 8:19 14:8 54:19 56:1	APPEARANC... 1:14	associated 13:23	based 4:24 51:22
acres 14:22,23 38:11 55:19 61:3,8 63:19	Albert 72:10,10 72:17,22	appointment 70:21	association 35:7 35:8 36:4	basic 6:15 54:13
acting 62:15	allow 40:12 68:21,21,22	appreciate 81:11 82:21	assume 10:25	basically 2:17 27:24 28:17 50:23 54:6 79:18
add 38:23 39:23 39:24 41:13	allowable 61:3	approval 57:10	assumed 77:25	basis 38:16 63:1 63:16
added 39:2 60:18	alongside 81:5 81:24	approve 60:10	assuming 10:22	bats 14:17
adding 67:15,16	alternative 13:15 13:15 55:10 75:16	approved 18:11 78:10	athletic 39:5	beautiful 59:6
addition 60:19	alternatives 2:11 6:15 50:21,23 51:4 53:16,17	area 3:8 4:5,7 5:2 5:9,12 9:21 12:8,11 14:12 19:25 20:4,8 26:16 28:11 29:16 41:18 43:17 47:3	attraction 77:10	becoming 76:10
additional 21:17 33:7,9 60:19 61:13 78:17	altruistic 40:22		automotive 39:14 61:25	beg 36:22
additive 39:22 62:24	ambulatory 38:19		average 66:24	
address 17:16 19:21 22:3 56:25 57:20 58:19 65:13 69:25	Amen 23:15		aware 28:25	
addressed 17:16 22:17	amount 20:2 33:24 45:6			
	analysis 1:4 48:1 48:5 62:2			
	anchoring 61:24			
			B	
			back 2:22 4:3 7:11,14,23 22:1 32:8 34:9,9 35:11 38:7 39:20 40:8,23 44:4 51:9 54:4 54:11 56:24 61:19 62:3 63:21 73:12 76:6,18	

beginning 15:16	62:24 69:8	Bs 5:20	care 25:19 26:6	84:19
belabor 29:2	80:10,10	budget 27:18	31:12,13 37:2	Clawson 80:8,12
believe 32:1	blind 44:5	28:16 29:17	37:21 38:20	clean 30:20,21
35:13 48:3	blocking 36:24	build 2:12,16	39:4,11 46:15	30:22 79:19
64:21 70:13	blood 41:8	4:23 5:4,8,15	59:21,24 61:23	clear 16:9
77:5 81:1	Blotchett(sp)	5:18 6:13 26:3	70:23	clearly 60:4
benefit 49:10	46:5	26:3,5 32:11,13	carefully 38:6	Click 57:25
benefits 38:14	board 19:7 26:23	32:16 39:3,3	carry 45:1	close 9:7,8 11:9
57:4	57:15 58:7	41:15,16 47:20	cars 15:15,17	52:19 65:7
Bennett 26:17,19	boards 77:12	52:5,7,9 55:21	32:19 37:3	72:13
26:21 80:13	Bob 22:4,11,11	62:25 63:6,14	case 47:15 77:8	closer 8:16,19
81:1	22:15,24 23:1	building 9:20	cause 36:3	9:5 13:2 35:17
berms 47:21	23:18,25 24:6	23:3 29:4 33:2	caused 67:19	38:12 48:2,18
best 31:4 42:6	25:2,6,18 26:1	36:16 40:6	causing 35:15	54:16,18 64:17
46:14 47:15	26:9,11,18 29:1	42:13 61:12	53:10	closest 72:22
56:25 63:18	29:7,9,23 30:2	buildings 9:23,24	center 12:3,13	club 39:5
better 2:19 48:18	77:15,15 78:16	38:23	38:20 60:15	collected 28:20
53:5 63:24	book 17:14,16	built 3:2 6:9 9:24	79:2,8	come 5:2 9:11
64:15 77:1	19:7 58:6,11	10:1 26:8 42:11	CEOs 30:25	10:12 11:6
beyond 18:18	69:12	43:16 52:15	certain 20:2	12:22,23,24
big 4:11 5:14	books 17:15	53:8 67:5	68:25	13:8 17:20 18:9
9:18 17:14	bottom 25:20	bulldozer's 45:19	CERTIFICATE	21:20 23:4,25
30:13 40:4	27:15 40:25	bunch 4:15	84:2	26:14 27:16,17
70:20 75:1	55:13 76:24	bushes 46:16	certify 84:12	28:3 39:15
bigger 67:8	boulevard 11:24	business 22:25	chance 58:23	42:23 56:24
biggest 61:20	12:2 76:12	28:21 37:24	change 3:23	57:22 61:19
62:3	Bowles 58:17,20	38:4,15 39:4	20:17 21:2 43:2	63:21 68:11
bike 23:16 65:9	58:20 59:1,5,12	businesses 41:17	43:8 45:21	70:21 78:10
Bill 19:23,23	59:14,17,21,24	button 22:18	52:21 55:2	comes 6:21 31:11
20:7,14 34:10	box 63:8 74:4	buy 56:11 63:5	73:10 77:16	40:5,12 54:10
34:10 64:5,5	83:1	buying 47:10	78:3,16 79:7	65:21 75:13
78:20,20,24	bridge 8:14,18		changed 43:16	78:7
79:4,9,15	13:7,12 54:16	C	changes 9:8 53:4	coming 2:25 4:12
bit 2:7,25 3:16	54:17	C 6:2 35:16	53:18	12:25 25:19,20
4:5 6:4 13:24	briefly 49:7,9	call 57:3 70:21	changing 47:7	25:21 29:10
16:19 17:24	bring 10:19	called 14:15	chart 35:12	34:13 36:20
18:2 22:18,20	16:18 62:21	17:19,25 57:5	chip 33:12,13,15	37:3,4 41:1,14
30:11 46:15	bringing 7:11	78:9	choice 66:11	41:19,19 42:24
53:1 55:16 61:8	78:17 81:11	calling 70:15	choices 28:14	42:25 43:9
67:3 79:7	brought 26:14	campus 9:21	choose 23:21	51:25 52:1 54:5
black 5:24 53:6	50:12	41:25 42:4 50:6	chose 2:13	68:18 72:24
Blanc 1:11 2:2	Bruce 65:12,14	61:4,7,10,14,15	circled 5:17	74:13,17,19
5:21 19:11	65:14 66:14	63:2 66:19 68:8	citizens 25:21	75:21,24 77:22
22:13 26:20	67:13 68:4,7,18	68:9,12,14,15	40:18 41:2	80:1,5,8,11,13
27:1 41:20,21	69:2	69:3 78:4	civil 22:9	80:15 81:18
58:9 60:14	brushed 23:7	capacity 33:5	Claudia 1:9	commencing
		40:12 53:8		

1:11	61:18	Consumers 7:7	29:19 30:22	cultural 56:3
comment 19:8,12	concern 29:8	13:19 55:12	35:15 38:8	culture 7:20
56:18 58:7,11	42:18 64:17	79:25 80:1,22	68:12	culvert 74:4
60:12 65:12	concerned 29:9	81:7,22	couch 42:9	current 23:4
73:5 81:6	29:10,11,12	contact 70:16	counts 66:22	currently 9:20
comments 16:25	concerns 22:19	contacted 45:11	county 3:5,6,8	35:6
16:25 17:1,10	78:17	contend 55:15	4:4,6,7,25	curves 8:9
17:12,13,15	concluded 83:2	continue 12:8	18:25 21:15	curving 7:12
18:18,20 19:3,9	condition 16:4	52:23	22:10 28:20	cut 6:22
19:14 29:5	24:9	continues 9:13	30:19 33:25	cycling 66:2
48:24 49:8	configuration	9:13	36:1 38:15 39:9	
56:22,24 57:18	13:9	contractors	40:13 41:6	D
57:21,25 58:8	configured 13:7	57:15	51:11,24 57:19	dad 73:9
58:12,14 74:5	conflict 67:20	contribution	58:5,5 62:24	Daly 23:9 24:7
83:1	confusing 6:17	38:12	63:16,18 84:8	25:3,10,23 26:2
Commission 3:6	congested 4:20	control 10:15	84:21	27:4 79:16
17:17 18:21,23	6:4 52:21 53:11	40:10	County's 56:20	dangerous 20:8
22:10 23:10	congestion 3:22	convenience	58:3 60:7	dark 9:19 12:8
24:4 26:23 27:6	4:10 5:10 6:8	41:22	couple 5:21 6:7	54:25
31:15 57:1,19	35:16 53:11	conversation	48:21	data 5:3
58:6 84:21	66:13 67:10	26:24	course 9:10 14:5	date 84:12
Commission's	74:22	conversations	17:8	Dated 84:19
19:1,5	connect 72:6	64:21	Court 18:21	David 69:22,22
commissioned	78:13	Cook 6:24 7:5	34:11 49:13	70:7
3:6	connected 3:1	8:9 9:13 12:17	58:21 76:8	day 11:9 15:17
Commissioner	72:9	13:20 34:11	cousin 73:9	23:5 32:19 33:3
38:17	connecting 51:14	53:20 55:4 60:3	covenant 40:13	60:17 66:24
committed 28:18	71:24	64:22 66:3	62:22	67:1,3,4
Commonwealth	connection 52:19	67:16 68:10	cover 31:2	days 17:10 56:18
81:14	72:8	69:8,23,24 70:2	crafted 26:13	58:9,14 82:25
community	connections	71:6,7,8,8,25	create 39:12	dead 71:9,15,17
37:22,22 39:2,3	12:17	72:6,11 73:6,13	61:13 62:4	71:18,20 72:1,7
39:3,8,17,21,23	connectivity 3:7	73:13,14 79:23	created 62:18	73:24
40:20,22 42:7	3:12,18 51:10	Cook's 55:13	creating 39:22	deal 23:8
62:4,11 63:14	connects 6:14 9:6	coordinate 81:12	63:1 67:22,23	dealing 54:20
63:20	consideration	82:2	creek 59:2 65:23	81:19
company 1:15	71:9	corner 9:21	Creekview 34:11	deals 70:18
40:4 41:13	constructed 3:21	corporate 69:25	76:8	decibels 48:4,6,6
comparable	3:24 5:5 51:19	correct 16:14	critical 37:21	decided 60:5,6
51:23	construction	21:3 27:5 44:12	cross 82:21	decisions 13:3
complete 51:19	18:17 25:9	44:16,17 78:13	crossing 81:8,22	20:10
70:6	45:10,16 47:9	correctly 21:1	82:1	defense 26:4
completed 48:19	57:17 79:11,17	corridor 13:19	Cs 5:21 6:1,2	definition 35:14
concept 60:22	construction's	55:12	53:5,7 68:3	36:3
61:1 69:5	45:14	cost 24:21 26:25	CSR-2963 1:9	delineate 61:13
conceptual 60:23	consumer 44:10	27:24 28:1,4,13	84:19	Department 2:23
				17:18 57:2

depends 10:4 64:13 65:6,10	54:25 64:18	Dort 1:4 2:24 3:25 4:12,23	driveway 10:18 30:4	egressing 43:5
depiction 54:25	difficulty 24:11	5:8,15,18,20,22	driveways 30:6 52:21	eight 56:8,9 69:8 69:10
described 61:20	dilemma 27:12	5:23,25 6:9,13	driving 34:24 35:1 40:15	either 12:23 18:22 25:17
design 11:2 18:12,14 21:19	direct 68:9	6:20 7:11,13	35:1 40:15	28:14 43:5
33:6 46:24 47:5	direction 12:3,6	8:17 9:11,19	66:11	elevated 20:4
55:2 57:11,12	directions 12:23	11:22,23 12:24	drop 83:1	embarrassed 36:18 37:8
67:15	directly 57:21	13:16 15:16	due 10:24 11:4	emergency 77:16 77:18 78:17
designed 33:6	dirt 23:22 34:20 34:20	16:7,10 19:24	dump 33:11	employee 63:7
desire 61:6	disagree 15:10 33:17 68:5,23	23:8 25:12	dumping 66:9	employees 15:25 36:17 37:4,8,16
destination 63:15	disclosure 32:3	32:11,13,16,19	E	42:17,21,23
detail 10:7 55:2 57:12 59:20	discuss 64:1	33:20 34:14	E 5:11	employer 39:8
details 46:25	discussion 26:23 76:9,9,11,16	36:25 42:20	e-mail 18:22 57:20	employment 41:18 61:22,23
determine 18:2	discussions 24:19	49:19,22,23	earlier 44:14,15 61:20 69:8	62:1
determining 4:3	disquieting 62:6	50:19 51:19	early 47:13 71:3 76:18	encourage 61:22
Detroit 29:16,20	disrespecting 63:4	52:6,7,9,14	earnest 45:10 76:10	endangered 14:8 14:14,15,18
develop 38:18 41:16 61:2,8	disruption 42:8	53:3,7,7,13,25	easement 81:10	29:13 56:2
62:22	distance 9:7 69:1	54:1,5,6,9 55:1	easiest 19:18	Energy 13:19 55:12 69:25
developed 60:17	district 27:22	55:5,6,6,11	east 7:2,6 8:12 9:6 10:15 19:24	engineer 22:9 27:6
developer 42:15 62:15	disturb 14:3	57:24 58:2 60:4	29:15 42:25	Engineering 26:13
developing 75:21	disturbing 48:14	66:16,17 67:4	52:12 53:24	enlarging 82:15
development 12:10 21:22	ditch 30:20,20,21 30:23	67:10 71:25	54:14 60:3 64:5	enter 7:4 78:4,6
22:25 25:13	divide 27:25	72:5,6 77:7,19	67:1 69:8,23,24	entire 35:8 36:4 38:1 40:7,21,22
26:4,8 35:17,22	document 19:2 19:12 48:1	78:18 80:2,16	70:2,3 71:6	56:11
38:7,17 41:11	56:25 57:1	double 10:20	72:5,11 73:6	entirely 25:15
50:6 60:15	documents 26:13 33:1	doubt 43:3	78:20 79:23	entirety 63:20
62:10 64:2	doing 14:4,11 17:9 36:1 38:8	Douglas 20:16,19 20:22,22 21:1,4	easy 52:11	entrance 12:1,4 33:14 67:1 78:8
73:11	38:19,19,20	21:12,25	Eaton 73:5,6	80:17
developments 5:2 51:25	39:4,4,9 42:7	drain 13:22,22 31:17,22 32:4	economic 21:21 25:13 26:4,8	entrepreneurial 42:13
die 65:8	47:2 51:1 57:19	43:20 74:4	35:17,22 38:17	environment 7:19 36:6,10
difference 7:8 75:2	61:21	drainage 30:13 31:25 43:14,17	40:1,24 41:21	50:19
differences 6:24 53:18	dollars 25:8,11 25:13	54:20 74:1	62:5,10 63:10	environmental 1:4 2:12 13:14
different 2:10,11 6:7 7:16,21 8:5	donated 38:15 75:17	draw 21:9	economics 39:12	
9:17 25:15	donating 29:17 39:20	drawing 4:11 6:16,20 9:22	economy 37:20 38:24 62:25	
50:21 51:3 52:5	door 19:11 30:12 58:10 71:23	12:9	edge 43:4	
53:15,16,23		drawings 50:10	effect 64:11	
		drive 22:12,12 22:13 25:2	effective 24:10	
		36:15 47:19	effects 56:1	
		69:25 77:16		
		78:8,14,14		
		driver 41:21		

13:21 17:14,25 18:11 19:2,6 44:12 50:20 51:5 55:8 56:5 56:19 58:1,6 EPNP 69:25 er 47:15 77:20 78:7,8 Es 6:1 52:15 53:4 53:10 68:2 especially 4:5 70:19 73:1 essentially 29:11 established 24:15 estate 65:25 estimate 24:21 EUFPLT 50:2 Evans 22:23,23 22:25 37:15,18 41:12 42:22 43:2,22 60:21 62:14,20 64:19 77:24 78:13 Evelyn 46:5 everybody 16:24 19:18,19 27:1 30:13 31:3 49:4 49:14 62:6 65:22 71:7 everyone's 63:9 exactly 7:15 exception 81:22 81:23 excessive 29:12 exchange 65:3 exist 42:24 existing 7:1 exists 4:13 exiting 77:19,19 expand 3:16 expansion 42:24 expense 31:6 expensive 28:6 Expires 84:21 explain 6:18 39:20 45:2	explains 48:5,6 exports 63:16 expressway 5:12 12:21,23 33:4 48:13 50:4 51:18 52:25 55:3 72:24 extend 2:23 3:14 extension 1:4 3:4 3:25 13:17 15:16 25:12 36:25 49:19,22 50:19 51:20 57:24 58:3 77:7 77:19 78:18 eye 5:16 14:18	33:22 44:11,21 44:25 57:8 67:18,18 68:20 70:18 feel 35:1 56:14 fees 25:14 feet 30:23 33:19 79:2,2,8 81:25 fencing 46:19 Fenton 41:20 65:23 FHWA 60:10 fighting 30:11 figure 28:12 figured 31:7 fill 18:20 19:3 31:5 39:13 fills 30:13,23 final 11:2 18:7 finalized 20:19 21:4,11 find 41:4 63:10 72:20 finding 17:19,21 57:3 findings 61:19 finish 2:15 11:18 fire 27:19 28:17 first 11:23 15:13 16:21 17:4 23:2 24:7 35:7,12 46:2 54:8 56:7 57:11 five 14:22 16:14 51:17 70:5,7,7 78:25 five-lane 78:22 fix 15:13 24:23 25:1 27:12 31:25 32:6 38:3 39:24 74:1 fixed 15:14 16:22 34:3 flags 21:9 Flint 19:6 flooded 43:15,22	floodplain 13:23 14:5,23 55:22 floods 43:20 floor 29:23 flow 32:9,15,24 33:7,9 65:16 66:1 77:1 flowing 52:10,11 flows 65:15 fly-through 48:17 63:23 focused 47:3 foliage 73:2 folks 23:4,18,19 23:25 26:14 35:25 49:10 73:12 74:14 follow 44:21 67:9 following 80:19 81:2 FONSI 17:19 18:9 57:5,10 foregoing 84:15 forest 48:6 form 57:22 forth 2:16 8:22 12:7 17:6 57:16 84:13,15 forthcoming 82:5 forward 5:23 14:5,19 18:3,13 26:14 45:2 55:18 57:6 58:25 found 62:3 four 14:21 33:19 43:18,19 51:16 four-lane 75:9 four-way 10:13 15:23 42:19 frankly 24:9,24 Freatly 65:12,14 65:14 66:14 67:13 68:4,7,18 69:2	Fred 27:5,5 free 52:10 freeway 64:25 freight 3:7,13 51:9 77:1 French 19:23,23 20:7,14 64:5,5 78:20,20,24 79:4,9,15 front 38:18 45:19 frustration 40:3 59:12 Fs 6:1 35:12 52:15 53:4,10 68:3 fuel 25:14 full 43:18,19 84:16 funded 21:12 60:24 62:14,17 funding 24:13 62:12 further 8:14 21:19 future 5:14 9:25 12:10 32:9 41:13 52:1 65:10 75:9,25
	F			G
	F 4:17,22 5:11 52:11,13 face-to-face 30:25 facilitate 39:21 40:8 60:23 facilitating 42:14 facilities 14:9 facility 38:25 43:16 80:18 fact 3:22 81:18 factor 4:25 5:1 factors 17:23 failing 5:10 52:16 fall 73:1 familiar 27:23 family 31:8,10 far 22:16 50:10 56:15 65:15 farmers 29:15 fashion 40:17 fast 12:25 faster 45:12 77:22 fastest 78:2 feasible 27:10 federal 18:5,8 21:7,21,24 26:6			gallons 31:6 43:19 game 30:3,7 gaps 20:11 garage 74:2 garden 59:6 gas 79:25 80:6,7 80:11,17 gases 25:14 gasoline 81:18 geared 74:18 general 26:24 52:18 Genesee 3:5,5,7 4:7,25 18:25 22:10 39:9 51:24 56:20

57:19 58:3,5 62:24 63:15,18 84:8,21 Genesys 3:23 7:4 7:6 8:9,10 9:19 9:20 22:20,22 27:12 28:6 29:14,17 30:5,7 30:17 31:1,12 32:4 36:16,17 36:22 37:6,13 38:22 42:16 49:18 54:1,2,11 65:9,18,20 73:8 75:6 77:17 Genesys' 60:13 gentleman 78:1 geography 16:19 getting 4:18 10:18 18:16 27:3,8 46:25 47:4 57:15 76:3 give 19:9,13 22:6 27:11 58:9,11 58:12,18 59:7 given 25:7 gives 63:23 75:9 glad 28:6 go 2:4,10,12,15 5:23 7:4 10:6 12:1,19 16:9,15 18:1,2,25 19:4 19:8 23:20,21 23:21 32:8 33:15,24 34:3 34:22 35:9,11 38:2,7 39:19 44:25 45:12,17 48:13 49:9 51:2 51:3,5 53:4 55:17 56:24 58:8 60:9 62:11 64:3,15 65:2,7 67:21 68:10,10 74:22 75:22 82:17	goal 40:21,22 42:2 goes 7:2,3 8:8,10 8:12 9:5,6 28:17,20 38:9 40:10 50:20 54:10,10 55:18 71:8 78:7 79:20 81:8 82:18 going 2:4,10 4:11 5:9,10,14 6:12 8:1,18,18,20 9:24,25 10:10 10:13,15,15,16 10:20,20,22 11:5,6,11,14,16 11:23 12:12 13:2,3,5,10,18 14:21,25 15:2 15:17,22 16:9 16:22 17:13 18:2 20:4,9,11 20:12 21:10,19 21:20,22,24 22:18 24:19,21 28:3,5 29:21,24 31:3,16,24,25 32:5,6,14 33:6 33:11,12,15,18 34:3,5,6,12,14 34:17 35:2,3 36:1,7 37:4 38:18 39:21 41:19,23,25 42:2,17,21 43:2 43:5,6,7,8 44:4 45:15,21,24,24 46:6,7,11,13 48:22 49:21 50:13 51:2,3,5 51:6,16 52:20 52:23 53:9,24 53:25 54:9,14 55:17,20,20 58:22,24 59:7,8 59:9 60:9,22	61:21,25 62:21 63:24 64:10,10 65:2,16 66:8,12 66:16,18 68:1,2 69:19 71:7 72:1 72:6,7 73:15,22 74:21,22 75:1,3 75:25 77:18 78:4 79:1,13 80:9,9,14,16,23 80:24 81:8,21 81:23 82:19 good 11:19 35:1 35:13 36:21 41:2 42:9 58:23 59:17 63:5,11 65:10 69:5,21 75:15,18 81:6 governance 39:20 government 21:21 26:6 37:25 40:17 44:21 grade 4:16 5:11 8:20 9:8 54:19 grades 52:10,16 54:16 Grand 1:11 2:2 5:21 19:11 22:13 26:20 27:1 41:20,20 58:9 60:14 62:24 69:8 80:9 80:10 gravel 66:11 67:12 great 21:13 35:25 46:23 52:10 green 3:11 13:18 51:12 55:12 GRGC.org 58:4 gridlock 52:13 Griffin 36:14,14 37:7,13,17	47:18,18 48:11 ground 38:21,22 42:11,11 61:21 62:15,16 80:18 82:7 group 65:7,10 grow 41:17 growing 30:20 growth 4:7,25 5:1 51:12,22 52:18 62:5 67:7 67:8 75:6 guess 45:17 guessing 34:17 guidelines 44:22 70:19 guides 61:19 guys 43:20 81:5	hear 2:6 20:16 31:21 40:3 48:10,11,13 49:4 73:10 heard 35:15 36:2 49:15 51:8 hearing 1:8 17:9 17:9 26:21 50:18 83:2 hearings 50:25 heavy 48:7 held 84:14 help 3:12,12,17 3:22 4:3,4 28:6 35:18 36:2 39:13 40:22,23 63:20 78:25 hereinbefore 84:13,15 Hey 72:3 Hi 35:5 high 20:9 54:17 54:17 higher 13:11 34:21 highest 48:3 highway 1:4 2:24 3:25 4:12,24 5:8,15,18,21,22 5:24,25 6:9,13 6:20 7:11,13 8:17 9:11,19 10:13 11:22,23 12:24 13:17 15:16 16:7,10 18:5,8 19:25 21:7 23:8 25:12 32:12,13,16,19 33:20 34:15 36:25 42:20 44:5,11 46:11 49:19,22,23 50:19 51:19 52:6,7,9,14 53:3,7,7,13,25 54:1,6,10 55:1
---	--	---	---	--

55:11 57:8,24 58:3 60:4 64:17 65:3 66:16,18 67:4,18,18 68:21 71:19,25 72:6 77:7,19 78:18,22 80:2 80:16 highways 64:16 hill 20:3 Historically 26:5 history 64:8 hits 10:14,14 hold 12:14 64:2 holds 65:10 Holly 3:19,23 4:13 5:5,12,13 5:20 33:16 40:7 41:19 51:18 52:16,19 53:2 65:3 67:2 68:1 68:25 77:4 78:7 Holly/I-75 68:2 home 8:21 31:8 31:12 35:7 43:14 64:9 72:22,23 74:23 homes 63:5 64:20 hooking 76:12 hope 35:24 44:13 hopefully 45:14 63:5 hospital 15:24 30:18 31:1 36:20 37:1,21 37:23,24 38:10 39:6,8 43:8,9 43:15 66:25 67:1 73:8 74:21 hospital's 43:15 hot 22:18 hour 12:25 20:1 hours 43:19,19 house 23:6 31:7 32:2,3 43:21	44:4 46:8,11 59:2,3 64:18 71:6,15,23 72:13,14 73:17 73:20 houses 28:8 46:2 48:20 70:12 71:11 hundred 33:19 79:1,1 hundred-foot 82:18 hydraulic 31:9 <hr/> I <hr/> I-475 3:10 I-75 1:5 3:1,10 4:12 5:5 6:14 6:19,25 8:15,17 8:18,19 9:6 12:24 13:8,17 15:16 34:13 42:23 52:16 54:18,18 55:13 I-96 52:12 icon 57:24 idea 3:16 45:18 61:12 62:7 75:11,19 76:5 ideal 54:16 ideas 3:14 ignore 15:13 ignoring 15:20 imagine 44:24 immediate 64:9 impact 14:21 17:19,21 18:1 55:15,17,20,21 57:4 62:11 69:23,24,24 70:1 80:15 impacted 36:7 47:4 impacting 55:23 55:25 impacts 2:13,14 7:19,20,21 8:21	13:14,21 14:6,7 14:9,9,10,10,11 14:12,13,14 17:22,24 21:6 29:12 36:9 50:20,22 51:5 55:8,10 56:2,3 56:3,4,4,4,5,8 56:15 57:4 implying 11:5 impression 72:11 improve 37:22 improved 23:19 33:16 80:24 improvement 67:14 improvements 3:12 10:2 33:19 51:13,16,24 76:25 77:2 including 38:24 inconsiderate 40:19 increase 48:3,3,8 64:24 66:8 increases 64:24 increasing 47:24 47:24,25 67:23 incredible 30:11 independently 9:4 indicates 5:5 industrial 35:23 41:15 75:5 industry 39:14 information 18:23 29:2 58:2 82:22 informational 47:2 50:25 54:22 initiation 18:15 injuries 67:19 input 57:21 insert 17:13 installation 3:20	instance 55:19 intend 61:2 intentions 42:9 interact 61:16 interchange 3:17 3:20 6:20 12:16 12:20 35:20 51:15 52:16,20 68:2 75:14 76:2 77:2,3 interested 28:9 69:15 interfere 68:24 interfering 42:1 intersection 10:7 10:8 19:24 67:16,20 intersections 67:15,17,20,24 introduce 22:4 invested 37:2,14 37:15 investing 39:18 investment 62:18 62:20 issue 12:25 13:6 26:13 41:14 42:23 51:14 57:9 80:5,8 issues 9:9 40:16 61:3 70:23 ITC 81:7,13 <hr/> J <hr/> Jack 1:15 19:23 22:8 32:2 61:12 64:6 74:11 Jackie 58:17,20 58:20 59:1,5,12 59:14,17,21,24 Janetsky 34:10 34:10 January 18:7,10 44:10 Jeffrey 35:5,5 74:10,10,24 75:4	jobs 39:13,22,25 62:5,18,25 63:1 63:5,10,11 John 16:2 23:9,9 24:1,7 25:3,7 25:10,23 26:2 27:4,16 38:16 46:2 79:16 June 7:23 jurisdiction 24:5 justify 48:9 <hr/> K <hr/> K-Mart 38:2,3 Kate 36:14,14 37:7,13,17 keep 5:16 14:18 63:13 73:15,22 74:6 Keeping 76:8 Ken 30:10,10,17 31:17,21 32:1 43:13,23 kid 73:9,9 kids 63:8,9,9,9 65:7 kilometers 61:15 kind 3:8 5:24 7:20 8:25 13:8 39:7 48:17 61:25 63:6 65:1 74:7,18 kinds 7:19 82:8 82:20 know 2:8,16,24 8:17 10:25 11:1 16:1 20:2 21:18 23:9,18 24:2 26:24 28:7,22 29:7 30:23 32:1 36:6,7 37:2,7 37:11,23 38:14 39:6 41:7 42:8 45:8,11 47:25 48:4 51:25,25 59:9 62:6 64:7 64:7,13,16 65:4
--	---	--	--	--

65:15,16,24	leave 18:23 23:5	79:7	lose 31:12	March 84:22
66:5,6,14,16,17	49:8 73:21	livable 53:6	loss 40:24	Marjorie 44:3,7
67:11,13,14,20	75:22	live 7:25 10:17	lost 17:1,2	70:17
68:8 69:18 74:3	left 11:21 12:6,18	20:22 22:12	lot 5:10 9:5 11:19	match 24:13,18
74:11,14,15,16	13:10 39:13	23:18,19 30:12	13:25 29:15	27:16
77:11,23,24	length 79:16	37:19 43:1	30:14,23 31:5,7	matter 1:3,9 3:21
78:5 80:10,16	let's 5:23 9:15,16	45:15 58:21	31:9,18,22 32:4	58:17,21 84:14
81:19 82:5,11	23:14	65:7,19,22,24	36:16 38:4	maximize 62:10
82:16	letter 31:2 52:10	lived 27:22	40:11 43:18	McWain 6:21
known 5:1	80:22	lives 62:7	44:25 45:12	7:12,24,25 9:11
knows 27:1	letters 4:15,16	local 24:14 35:2	46:3,5,12 52:20	9:14 23:19,20
30:13	letting 59:18	64:9	53:5,8 57:16	34:19 43:6 54:5
	level 23:11 28:20	location 75:15	58:2 59:9,10	54:6,21 64:23
L	leveraging 63:17	loft 42:21	65:6,17 66:9,16	65:14,17,19,21
lack 26:11	life 73:10	long 3:3 15:7,11	75:17,21 76:15	66:2,7,24 67:11
laid 7:23	light 6:6 10:16	45:7 75:2	82:16,19	MDOT 7:10 8:13
land 18:12,14	10:21 11:7	long-term 23:8	lots 37:9 40:15	12:21 18:4 21:8
29:19,20,21	29:12	longer 18:2	loud 2:9 48:14	57:7 60:10
38:13 44:16,19	lighting 49:20	81:13	louder 2:8	68:21
44:22 57:12	50:11	look 3:6 5:23	loudly 22:3	mean 10:9 20:3
59:6 62:3,8	lights 2:18 6:7	6:16 7:16,18,18	love 36:7	27:1 37:19,20
70:19 75:17	limit 20:1 34:14	9:16 11:13 14:7	low 8:20 19:25	38:2 44:19
lane 11:24,25	Lindsay 23:20	17:24 19:8 26:2	31:19 32:6 63:4	64:12 65:9,15
12:3,4,13 23:20	35:6 74:11	29:16 30:15		65:17,21 68:13
35:6 70:1,1	line 4:11 5:24	38:3 48:19	M	means 4:18
74:11	9:19 13:16,18	50:21,22 52:4,6	M 1:9 84:19	17:22 18:1,10
lanes 12:6,8,12	13:18 25:20	55:10 56:14,21	ma'am 36:13	18:12 33:21
12:14,19 16:7	27:15 40:25	62:22 74:6,13	37:18 41:9 44:1	48:4
51:17,17 78:25	44:10 53:6	75:12	60:1 69:6 71:4	meet 25:24 45:1
large 63:12	54:25 55:13	looked 2:11 4:9	mail 18:22 44:20	66:4 81:7
larger 55:16	80:6,7,20,23	6:12 7:9 9:3,10	57:20 70:15	meeting 7:22,22
80:23	81:8 82:5,6	14:13 27:3 51:4	main 41:24	28:12 46:7
largest 39:8	lineal 38:11	51:14,21 52:2	maintain 23:3	54:23 56:17
Larion 20:16,19	lines 3:11 43:4	53:15,24 54:3,7	61:6	meetings 47:3
20:22,22 21:1,4	80:17 81:2,14	54:13 55:9,9	maintaining	50:25
21:12,25	81:24	56:1	14:10	meets 5:11
lastly 3:25 19:11	lining 54:5	looking 9:3,18	maintenance	Meijer's 41:15
law 25:17,19	little 2:7,8,25 4:4	13:13 15:9 16:3	23:6,22 24:13	member 35:9
32:3	6:4,17 8:7,8,14	21:6 28:4 30:7	24:14 26:12	mention 56:7
lead 17:5	9:17 13:24	51:24 58:24	major 33:21,21	mentioned 9:2
lease 61:21 62:15	16:19 17:24	75:6 76:24	33:22 51:14	14:20 27:16
81:9	22:18,20 30:11	looks 39:6 52:8	80:8	42:2 54:15
leased 38:21	48:18,18 54:24	56:7 73:6	making 20:10	55:25 69:8
leases 62:16	55:16 61:8	loop 3:20 5:4,5	55:22	79:23 81:17
leash 59:18	63:23,23 67:3	48:20 51:17	map 5:25 16:18	mentioning
leasing 42:11	73:15,25 75:18	52:14 63:24	19:15,17 49:20	59:19 70:17
82:18			maps 60:3	

mess 64:3	money's 21:16	70:23 81:5 82:2	north 5:20 6:19	old 7:9 17:14
met 30:15 31:23	months 24:20	needs 4:3 24:8,25	6:25 8:6 11:23	41:7 54:3 71:8
methods 57:18	45:9	56:15	12:1,4,15 19:19	71:25 72:6
58:13	Moran 60:22	negative 40:20	34:5 42:3 50:6	73:13
metro 29:20	Morse 30:10,10	64:10	50:10 51:13	on-line 19:4
Michigan 1:1,11	30:17 31:17,21	negativity 73:10	53:19 60:13,15	once 7:17 10:14
2:2,22 17:18	32:1 43:13,23	negotiable 45:3,9	60:22 61:8,10	18:4 21:8 45:5
21:17 29:15	mother 44:3	negotiate 45:15	65:2 74:13,18	53:11 56:24
57:2 84:7,21	mother's 44:4	56:13 70:25	74:18,22 75:22	one-to-one 55:24
mid 47:13	motorcycle 48:13	neighbor 29:9	75:22 77:22	one-year 79:12
middle 4:12	move 4:4,21 7:4	71:23 79:24	78:5,10 79:24	ones 4:6 45:23
61:25	14:19 18:13	neighborhood	northbound	open 30:6 56:23
mile 12:25 15:7	29:6 43:11 45:4	36:9 37:17,19	11:24	72:25
20:1 33:25	45:7 49:15 57:5	neighborhoods	Notary 1:9 84:20	opportunity 40:1
48:12,12 68:11	58:25 71:1	28:11	notes 84:17	62:5 63:10
miles 61:12	moved 60:20	neighboring 28:7	notified 46:22,22	opposed 63:15
military 26:4,7	movements 3:13	neighbors 31:4	70:15 79:25	65:1
million 21:15	moves 14:5	36:21	notify 44:19	opposite 45:13
25:8 31:6 43:19	moving 4:17	neither 28:24	number 10:11	option 7:2,3,9,21
million-dollar	63:10	never 3:2 7:13	16:22 27:25	7:25 8:1,2,3,4,4
21:15	Multiple 49:11	43:15	60:5 69:23 70:3	8:8,8,12 9:1,2
mine 22:7	multiplied 38:11	new 24:2,2 25:8	82:15	9:10 15:13 54:3
minimize 14:6		29:4 49:3,19	numbers 5:18	54:8,9,13 55:7
minute 78:1	N	51:15 53:13		55:8,11 60:4
minutes 17:6	name 17:3 19:21	54:18 61:22	O	options 6:23 7:4
48:21	19:23 20:18,21	67:15,17,24	o'clock 6:4	7:16,24 9:3
mitigate 14:22	22:3,6,8,22	73:8	Oakley 19:5	21:7 54:7
55:21,23	34:10 35:5	Nick 22:23,23,25	obviously 3:3	options' 7:18
mitigated 55:18	58:18,20 65:13	37:15,18 41:12	7:25 11:22 35:1	orchid 14:16
mixture 46:17	69:10 71:5	42:22 43:2,22	48:2 54:17 77:7	organization
model 4:24 5:4	73:18	60:21 62:14,20	October 1:10 2:1	63:12
38:15	natural 61:6 62:8	64:7,19 77:24	58:15 84:19	organizations
modeled 5:6	naturally 35:1	78:13	odd 61:2	63:12
51:21 52:2,2	nature 62:8	night 29:12	offered 41:25	organize 28:12
modeling 52:15	navigate 36:19	31:10,11 72:25	45:3	organized 40:17
mom 45:20	near 15:16 52:1	74:23	office 19:5	oriented 3:9
money 21:16,18	75:5,5	Noah 70:1,1	offset 81:25	original 84:16
21:21,24 25:10	nearby 62:7	noise 14:9 29:10	oh 65:23	outside 62:17,18
25:11,15,19	nearly 51:19	46:15 47:20	okay 6:12,20	62:20 83:1
27:16,17,21	necessarily 8:25	48:1,8 50:11,14	8:11 12:16	outweigh 17:23
28:15,17,19,19	necessary 20:12	56:2	19:17 20:7 24:8	57:4
30:4,7 33:23	need 2:5,21 3:4	noisy 72:24	26:9 30:9 43:25	overall 67:9
37:24 39:20	4:10 10:25	non-major 33:23	44:18 45:5 48:2	76:25
41:4 42:10 47:7	12:13 17:2,24	nonmotorized	50:15 55:7 57:7	owned 30:17
59:2 62:21	21:17,21,23	14:10 56:4	57:9 58:16	42:13
74:24	24:25 27:2,14	normally 37:25	59:11 69:21	owner 34:7
	29:6 51:2 63:8		77:5 79:15	

owns 31:1	paved 27:24 66:11,12	pictures 31:2	6:24 11:16 12:5	81:2,14 82:6
P	pay 30:5,6 34:6 37:19 38:23	pieces 63:18	12:5 15:1,2,3,6	prairie 14:16
P-E-R-R-O-T...	63:3	piled 6:16 9:4 53:17	16:2,5,9 20:23	prefer 13:16
71:6	paying 27:15	pinchpoint 65:1	22:15 23:5,6,14	preferred 8:2,2,4 8:7,12 9:1,15
P.M 1:12 2:3	63:11	Pines 35:7	23:15,21,23	13:14 54:9,15
pages 26:12 29:16	peeled 5:16 14:18	Piotraczk 32:7,7 32:8,13,17,20	25:4 26:12,22	54:24 55:7,8,11
parameters 75:12	people 4:4 7:24 13:11 14:11	32:23 33:5,10	27:3,13 28:5,9	60:4
parents 65:18,19	20:10 24:6	34:2	30:10,12 31:13	presentation 49:4
park 35:23 38:19 41:15 62:9	27:25 31:13	pipeline 80:1,11 80:22,24 82:5	32:6,7,19 33:3	presented 31:1
63:19 74:14	34:24 40:15,23	place 5:6 25:24 47:5,12 71:3	33:22 34:3,5	preserve 42:5
75:5,7	41:24 43:9 47:3	79:17 84:13	36:15 37:1,9	president 35:6
parking 37:9	47:23 49:11	placeholder 5:25	41:3,25 42:17	pressure 31:9
part 14:4 16:3 27:5,12 38:1	52:20 59:10	plan 39:16 40:19 47:20 60:25	42:20,22 43:3,6	pretty 9:7 27:19 45:20 51:7 53:2
42:3 50:6 51:11	63:5,14 64:13	63:11,20	43:7 44:3 50:10	53:22 58:23,24
60:24,25 61:10	64:13,20,25	Planning 3:6	52:18 53:20,22	72:24
61:20,25 63:11	66:7 67:9 68:9	plans 23:14 61:8 61:16 77:16	55:5,6,15 59:22	prevalent 76:10
70:24 71:7 72:13	69:3 82:19	plant 14:15,15	60:13,19,19	previous 23:10
partial 56:12 69:23,23,24	people's 6:6 31:14 62:21	Plante 60:22	65:21 66:25	price 45:3
70:1,6,24	perceive 64:14	plants 14:9	67:11,17 70:2,3	prime 29:21
partials 69:10	percent 29:18 34:23,24 49:2	Plaza 69:25	70:9 77:20 78:3	principal 79:16
participate 40:2	62:17 65:20,20	please 10:6 16:24 17:2 19:21	78:4,5	priority 16:23
participating 39:11	68:12	20:18,21 29:25	pond 7:1,1,2,3 8:7,8 9:7 53:23	private 68:22
particular 2:14 32:6 44:23	perfect 53:5	35:10,11 36:11	53:25 54:11,14	probably 10:5 14:3 18:15
72:13	Perrotta 71:5,5 71:14,22 72:1	49:8	ponds 40:9	19:17 21:20
parts 28:15 74:6 80:22,24	72:10,10,17,22	plenty 53:8	pool 63:7	27:23 33:19
pass 57:8	person 45:1 46:1 46:18 52:17	plugged 5:3	portion 9:22 27:7 55:16 62:13	34:4,17 35:19
pass-through 66:15	63:2 70:20	PM 50:17,17 83:2	position 39:16 41:1	46:14 55:23
passable 6:8	person's 56:11	point 12:15 15:3 24:8 29:14,25	positive 58:25 64:10,19	57:17 66:12
passing 66:17	persons 45:23	31:20 36:12	possibility 75:9	67:25 68:6,12
patching 28:23	perspective 41:22 48:18,19	37:21 56:20	possibly 31:4 51:16 55:4,6	71:2 75:25 76:4
path 53:12 67:9	63:24	58:2 77:6	56:12	77:22 79:1,7,11
pathway 79:20	philosophical 23:2	points 22:16 26:18	pot 28:19	79:21
patient 39:4	physical 46:9	pole 80:20	potentially 62:1 61:1	problem 5:14 23:3,9,13,13
Patty 71:5,5,14 71:22 72:1	physiologically 29:3	police 27:19 28:17 34:22	pothole 15:8,11	24:11 31:19,25
pave 27:20		Pollock 5:11 6:22	potholes 36:19	33:20 35:13
			pots 25:15	36:3 43:14,15
			power 43:4 44:10 56:19 58:2	43:24 68:23,24
			79:25 80:20	69:4 75:3
				problems 8:20 27:13 30:12
				31:14,22 39:25

54:19,20	36:5,12 73:6,8	20:13,25 21:13	65:25	refuse 43:20
proceedings	proposed 3:11	22:20 30:1 32:8	realigned 9:12	regard 26:22
84:14	5:1 8:17 9:19	32:20 33:10	realistic 26:16	regarding 47:20
process 18:1,10	9:25 10:4 11:3	34:1,8,11 36:24	realize 66:22	region 38:24
21:20,23 24:12	11:22 13:16	37:5 40:6 43:12	really 4:17 6:10	39:12,23 40:1,8
30:3 38:1 45:17	33:20 45:2	46:7,23 47:19	7:12,24 9:7	40:23 51:10
45:22 61:20	51:13,24,25	49:15 50:7,15	17:3 22:5 27:18	62:24
63:17 69:18,18	54:25 60:21	59:17 63:22	28:23 30:3 36:2	registration
70:14,20 77:17	64:2 76:5 77:2	64:3,7 65:11	40:2,25 42:8	25:14
Professional 1:15	proposing 21:6,7	71:12 78:19	52:19 54:8,15	regular 12:2
22:9	provide 18:19,20	79:10,22	57:16 61:7	18:22 55:5
program 48:16	19:14 42:8	questions 11:19	65:16,25 75:24	63:16
48:23	62:23	17:1,4,5,5	76:3,9,18	regularly 40:3
project 2:5,6,15	provided 24:20	19:16,21,22	Realtors 64:19	reinvesting 63:13
2:22 3:13 4:10	24:20	23:1 26:10 30:9	reason 8:11,15	relocate 56:11
14:4,19 16:3	providing 18:18	35:4 44:1,6	8:16 12:22 20:6	relocating 8:24
17:11,24 18:2	41:18 57:18	47:1 48:23 49:1	41:24 61:21	relocation 70:20
18:13,15,17	proximity 73:22	49:7 56:16	reasons 13:6,12	relocations 69:10
21:15 22:21	public 1:8,10	58:16 59:13	26:3 52:17,18	remaining 56:23
24:18 26:2,7	7:22,22 17:9,9	60:1 63:25 73:4	53:13 77:11	remember 67:25
29:18 31:24	47:2 50:18,24	74:5 82:23	rebuild 14:2 28:5	73:18
33:18 44:23	50:24,25 54:22	quick 51:7 79:22	82:13	reminded 31:2
50:21 51:3,6	84:20	quicker 73:7	rebuilding 27:11	removed 44:5
53:14,19 55:18	pull 19:15	quiet 16:24	82:14	repaired 24:8
57:5,6,10,12,12	pump 31:6	quite 3:16 18:1	received 80:21	27:2
57:13,14 79:12	purchased 81:16	49:9 53:1 81:25	receptionist	repairing 26:25
81:5	purpose 2:5,21	quote 27:4,7,8,9	19:10,13 58:9	repaved 41:4
projected 32:23	4:9	quotes 27:3	58:12	replaced 30:5
32:25 33:2 67:4	pushes 31:9	28:11	recess 50:17	80:23
projecting 11:15	put 3:17 8:16	<hr/> R <hr/>	recognition 3:4	replenish 63:6
49:18 53:6	10:16 17:10,12	railroad 75:13,14	recommending	reported 84:13
properties 56:9	17:15 25:12	rainfall 43:18	53:6	Reporter 18:21
69:9	29:5,19 30:7	rains 40:11	reconstructed	49:13 84:2
property 7:5,6	33:14 37:24	ramp 5:4,5,12	24:25	representatives
8:10,10,23,24	40:23 49:18	8:13 51:18	reconstruction	22:21
10:12 28:1 31:1	57:25 66:15	52:14 55:3	24:10 25:1 27:8	require 12:18
34:7 36:16	73:25	68:17,21,25	reconstructive	requirement
38:13,18 39:1	putting 22:21	ramps 3:20 8:14	24:14	24:13
40:5,12 42:12	23:12 30:4	9:12,12 12:18	record 16:25	requirements
42:14 43:10,20	38:25 42:19	13:2 68:22	17:1 35:10	44:25
47:11 49:18	59:9	range 34:17 35:3	36:11 50:14	research 38:19
54:1,2,12 56:6	<hr/> Q <hr/>	rate 38:8 51:22	red 13:17 21:9	50:5
56:8,11 61:22	quad 31:8	ratio 55:24	55:13	resident 23:4
63:18 64:14,24	quality 14:8 56:1	read 69:19 72:11	redoing 33:18	28:3
79:3 80:1	question 15:21	real 23:1,2 24:10	reduce 68:1	residents 28:16
proposal 35:8,18	16:2,20,21	26:15 52:11	refer 62:9	28:22 42:1

resistance 53:12 67:9	73:4,21 74:1 78:6,9,12,14,15	51:18,20 52:16 52:19 54:5,12	route 2:13,14 9:15 43:17	51:6
respect 10:24 11:4 57:15	79:5,6 80:9 81:4,15,23	54:18,21 55:4 57:1,19 58:5	47:21 54:4,24 56:8 68:10	Schedule-wise 56:17
respectful 62:7	right-of-way 2:25 7:7,10	59:22 60:3,4,13 60:19,19,20	78:10	Scheduling-wise 17:8
rest 33:13 54:2 56:12	78:23 81:9,22 81:24 82:1,9,21	64:22 65:3,15 65:17,19,21,21	routed 53:11	school 4:16
result 3:8,13,24 35:14	rights 45:2	65:23 66:3,4,4 66:7,11,11,12	routes 2:10 51:4 53:15,16,18,23	science 61:23
results 3:9 4:2	risk 67:23	66:18 67:2,3,16 67:17 68:10,25	54:2	scoot 16:6
resurfacing 27:9	road 1:5 2:12 3:10,16,17,23	69:8,23,24 70:2 70:2,3,4,10	Rowe 1:15 22:9 26:13	Scott 24:1,20 26:17,19,21
retail 38:8 41:16	4:14,19,19 5:13 5:20,21 6:1,2	71:6,7,8,8,10 71:25 72:7,23	Roxanne 60:2,2 60:8,12,18	29:1 41:5 80:13 80:21 81:1
retention 40:9	6:14,21,22 7:5 7:8,12 8:9,11	73:6,13,13,14 76:1,11,23 77:4	62:12 69:7,7,17 69:21 70:5,9,14	screening 46:15
reverse 63:17	9:13,14 10:2 12:12,17 13:20	77:4,20 78:7 79:2,18,23	71:18 72:5 73:1 73:14,19,19,20	seal 33:12,13,15
review 57:3	13:20 15:1,2,4 15:6,13,14 16:3	81:25	79:22,23 80:4,7 80:19 81:3,13	season 79:17
reviewed 21:8	16:5 17:17 18:21,22,25	road's 38:2	81:17 82:12	Seaver 13:22,22 74:4
reviewing 18:4	19:5 20:23 22:10,15 23:5,6	Road/I-75 3:19	ruled 54:22	second 39:8 71:23 78:8,14
reviews 18:9 44:11 57:7	23:10,14,16,19 23:21,22,23	roads 23:3,4 26:5 26:7,24,25 27:2	rules 44:25	Secondly 13:7
Rich 44:3 70:17	24:4,8,13,14,23 24:24 25:4 26:3	27:19,24,24 28:19 37:25	run 13:11 42:4 66:3	seconds 73:7,9
ride 65:9	26:12,22,23 27:3,5,6,6,7,9	51:12 66:22 67:6	running 13:22 66:2	section 11:23
right 2:6 3:14,21 4:14 5:25 6:25	27:11,13,14,20 28:5,9,21 29:4	roadway 12:2 67:21	runs 81:4	sector 61:24
9:15 10:7,12,17 10:18 11:8	30:11,12 31:13 31:14 32:8 33:6	rolling 18:16 74:7	<hr/> S <hr/>	see 2:19 4:13,15 5:19 8:5 13:10
12:11,19,22 13:7,17 19:3,8	33:11,13,13,16 33:16,20,21,21	Ron 73:5,6	safe 25:2 36:20	17:15 19:18,18 22:22 29:17
19:19,25 20:16 21:10,11,14,16	33:22,23,25 34:3,5,11,20,20	roof 26:25	safer 13:12	35:16,20,21 36:4,5 41:19
24:10 25:1,21 26:15 28:2	35:2 36:15,17 36:18,22 37:1,9	room 19:7 25:22 31:8,10 33:8	safety 13:6 67:14 67:14,23	57:16 63:3 66:5 66:8,16 69:13
29:16 30:8,12 32:24 33:12,14	38:3 39:21 40:7 40:15,16 41:3	58:7 73:11	Saginaw 1:10 6:3 19:6 80:8,11,14	72:20 76:18,22 78:2 80:15,16
34:4 38:1 39:9 40:1 42:22 44:7	41:25 42:4,10 42:18,20,22	root 35:14 36:3	sand 23:12	80:17
44:8,9 45:20,24 45:25 46:11	44:3 46:8 48:7 50:10 51:15,16	rough 53:2	sat 30:25	seeing 14:14 33:2
47:14 53:23 55:1 57:23		roundabout 34:14 54:10	saving 24:17	seen 51:23 59:7 60:14 79:24
58:24 59:16 60:21 61:11,18		55:4	saying 4:23 21:9 23:12 41:6,7	66:8,16 69:13 72:20 76:18,22
61:24 63:2,15 65:1,4,17 67:16		roundabouts 12:17,18,21	42:18,20 47:25 49:24 59:15	78:2 80:15,16 80:17
68:11 69:22 70:11,12,13,13		13:13 55:2	69:2 75:15,18 76:4 80:22	sell 32:2,3 56:13 59:1,8 64:20
71:16 72:14,23			says 5:4 67:19	70:24
			scenario 47:15	seller 45:12
			schedule 2:15	semi 48:14
				semi-privates 68:22
				send 17:17 18:5
				sends 57:1

senior 9:20 11:25 12:4 38:8,20 41:17 62:16	53:24,25 54:11 54:14 55:3	slide 5:16,17 18:18	75:24	start 18:12 19:16 22:6 44:16
sense 53:14 74:19 76:2	sides 12:20 13:13 37:10	slow 6:5 13:1,5 34:13 45:17	space 61:14	45:10,15 46:25
sent 57:1	sidewalks 42:4	slower 13:11	Speak 2:7	54:1 57:14
separate 80:4	sight 20:2	small 5:1 27:7 33:24	SPEAKER 2:7 2:20 10:6,11,24 11:4,11,16	63:13 70:22 79:11
Separating 54:8	sign 16:6	smaller 41:12 79:20	14:25 15:4,7,10 15:12,15,20,22	started 75:20 76:9
service 62:23	signal 10:4,23 11:3 20:6,6,12 55:6	smooth 52:10	15:24 16:5,10 16:11,14,16,21	starting 8:18 30:19
services 1:15 22:9 27:20 28:18 41:20	signals 4:22 47:1	snake 14:17	23:15,24 25:5 34:19 41:10	starts 39:12 45:16
set 21:15 24:12 28:23 34:16,18 34:22,25 70:21 71:2 84:13,15	significant 17:19 17:21,23 57:3	soap 63:8	42:16 43:1 44:2 44:9,15,18 45:5	state 1:1 17:3 19:21 21:17 24:15 25:13 28:20 61:25 84:7
setback 78:21	signs 47:1	social 7:20 14:9 56:3	45:18 46:1,4,10 46:16,21 47:6 47:10,14,16	stated 44:10
setup 58:10	silence 24:1	solve 69:4	49:5,17,25 50:5 50:9 69:15	States 26:6
sewers 40:11,11	silent 31:14	somebody 8:24 42:1 56:13 72:3	73:15,23 74:20 80:21 81:4 82:4 82:10	Statute 24:15
shape 36:18 53:2	simply 61:1	somebody's 8:24	speaking 24:1 27:4 44:2 49:11	stay 2:9 7:5 31:10 54:2
share 34:6	sinister 40:19	somewhat 20:4	special 27:21 28:15 34:3	staying 45:19
sharing 29:2	sir 19:22 20:15 22:1,2 25:16 29:23 34:9 43:13 64:4 72:9 74:9 78:19 82:3	soon 18:10 45:22	73:15,23 74:20 80:21 81:4 82:4 82:10	stenographically 84:14
sheet 19:3 49:9	sit 28:12	sooner 24:23	specialist 44:23 70:18	stereotype 84:17
sheets 18:20 19:8 19:13 58:8,11	sitting 4:21 6:6,7 19:7 58:7	sorry 3:5 5:19 20:24 25:6 44:13 48:24 50:8,13 76:6 79:6	species 14:8,14 29:13 56:2	step 57:11
shift 3:23 52:21	situation 23:6 37:23 41:8 74:4 74:17	sort 21:22 27:14 35:8	specific 22:19	stinking 32:4
short 22:13 50:17 59:18 75:2	six 24:20 45:8 66:23,23 70:5,7 70:8	sorted 40:16	specifically 61:22 63:12 64:22	stomach 29:3
shorter 49:2	Sixty-six 79:6	sound 46:6,8,20 47:23 48:3,9 72:12,15	speed 20:1 34:14	stop 15:3,23 16:1 16:6,8 42:19,19 47:1 55:5 63:25 73:3,22,23
shortly 8:6	size 14:3 80:25	south 1:10 2:24 4:7 6:23,24 7:5 8:10 10:12 11:20 43:7 53:21 54:12 55:14 65:2 68:11,19 74:15 74:15,17 75:24 78:3,4,8,11	speeds 13:10,11 20:9 34:23,24	stopped 7:13
show 8:5 33:1 48:18 50:9 53:20 60:3 69:13 80:9	skin 30:2	southbound 11:25 12:24,24 13:8	spend 65:17 74:24	stopping 55:5
showed 61:11	skinny 12:12	southern 51:11	spirit 42:13	stops 9:13 15:3 16:12,13,14
showing 32:9,10 60:3	SKWRAO 22:2	southwest 9:21	split 28:1	storage 43:14
shown 2:25 3:25 7:10 9:23 49:19	Slackta 60:2,2,8 60:12,18 62:12 69:7,7,17,21 70:5,9,14 71:18 72:5 73:1,14,19 79:22,23 80:4,7 80:19 81:3,13 81:17 82:12		spot 32:6	store 41:15
shows 6:16 35:12 43:7 48:20,20 52:15 60:15 62:1 73:21	slated 77:6		spots 52:22	storm 40:11
side 7:2,3,6 8:13 34:5 46:2 50:3			springtime 45:14	story 23:23
			spruce 46:17	straight 13:18 71:8
			squeeze 41:8	streams 14:20
			SS 84:8	street 1:11 6:3 10:8 19:5 71:10

71:15,21 80:14 streets 28:19 stretch 72:23 strip 82:18 strongest 62:1 stubborn 45:20 stuck 52:11 students 63:16 studied 38:6 75:20 studies 44:12 study 3:6,9,10,24 4:2 18:1 43:7 51:10,11 55:9 56:3 64:8 76:22 76:24 77:23 stuff 7:19 19:20 34:5 35:23 36:22 64:1 82:9 82:19 subdivision 27:22,25 28:2,4 subdivisions 28:8 subject 20:17 21:2 submit 19:4 suggested 54:4 suggestions 4:6 supervisor 24:3 26:20 support 26:8 37:20 supporting 28:10 supposed 21:14 sure 7:14 9:25 10:9 16:19 41:4 47:17 51:17 66:1,7 75:14 surrounding 4:8 Susan 76:7,7,15 76:20 77:5,12 Swartz 65:23 system 39:11	18:15,21 23:16 27:24 28:15,22 31:16 34:23 37:24 46:15 47:4,12 57:10 57:13 59:21,24 66:12 67:11 70:8,23 71:2,9 73:7 78:1 79:16 taken 1:9 67:6 71:11 74:3 takes 8:23,23 26:6 56:10,13 70:12 talent 63:16 talk 8:2,7 16:18 17:11 21:14 22:19 23:14 25:24 39:15 45:24,24 46:12 56:15,22 65:22 70:21,22 71:7 72:20 talked 9:16 13:19 13:24 14:1 36:6 77:9 talking 16:11 25:8 38:5,24 41:10 42:19 60:25 68:13,16 82:4 tax 63:6 taxes 37:20 38:23 taxpayer 25:20 tech 75:6 technology 49:17 50:1 74:14 Ted 32:7,7,8,13 32:17,20,23 33:5,10 34:2 telecommunic... 82:17 tell 4:24 5:17 9:5 37:3 40:21 48:8 65:18 73:22 74:7	telling 5:7 6:10 7:10 72:18 ten 30:19 31:17 tens 35:24 term 27:23 75:2 75:2 terms 10:9 27:15 46:18 47:9,10 76:25 thank 21:25 22:11 29:1 30:8 36:13 47:16 82:2,24 theory 18:9 they'd 28:6 thing 2:9 4:20 5:19 11:19 18:6 19:12,15 28:23 34:4 37:4 39:19 39:23 46:14 54:14 56:14 62:3 63:23 64:4 75:23 80:2 things 6:10 14:12 17:20 27:14 38:4,4,8 39:2 46:18 47:1 49:20 50:11 51:21 61:11,17 62:9 71:1 74:1 75:18 77:1 79:20 81:12 82:20 think 7:14 9:16 11:8 19:17 20:5 20:11 21:10 22:18 27:1,4,6 31:23 35:15,16 35:19,23 36:2 36:17 37:12 45:8,13 46:24 47:6,12 58:14 64:23 66:7,10 66:21 68:20 71:12 74:12,12 77:21 78:9 79:9	79:13 80:14 82:8,23 thinking 18:7 55:1 75:4 thinks 71:8 third 29:14 thought 39:16 thousand 11:14 66:24 thousands 35:25 threatened 56:1 three 4:21 6:15 6:16 12:6,8 16:6 22:16 24:17 28:14 31:24 33:19 54:7 56:10 67:15,17,22,24 69:9 three-lane 12:2 46:10 three-quarters 48:12 Timberline 22:12,12 36:15 47:19 58:21 59:4 77:15 time 6:5 10:18 17:3 23:5 25:24 31:5,11 52:13 65:18 75:21 76:3,5 timeframe 32:15 times 14:3 55:21 82:16 timing 77:23 timing-wise 81:19 tiny 46:15 tired 23:11 today 2:16 3:24 4:13 15:14 46:7 66:20,21,21 67:2 69:11 today's 4:24 51:22	told 28:10 31:2,3 31:23 tomorrow 32:3 ton 75:7,23 tonight 17:8 18:19,19 22:16 51:2 52:4 57:19 tonight's 56:17 top 53:17 total 16:12 27:8 28:5 56:10 69:9 70:8,12 totally 61:9 touch 2:18 13:25 14:1 Township 19:11 23:11 24:2,19 26:20,20,23 27:18,21 28:24 30:18 31:15 40:13 41:6 58:10 60:15 61:16 64:14 80:10 Townships 27:19 track 21:11 34:23 traffic 4:10,17,21 4:25 6:8 10:4,5 10:8,15,16,17 10:19,21,23 11:3,5,6 13:3,5 14:10 16:9 32:9 32:14,24 33:11 34:12 41:11,14 41:14,19,23 43:3,6,8 48:7 49:20 51:22,22 52:2,6,8,10,12 53:9,10 56:3 65:15,16,20 66:1,8,15,21 67:4 68:14 74:12,17,19,20 75:8,21,23 77:1 78:6
T				
take 7:17 8:21				

trail 23:16 36:8 42:3	73:25	16:5,10,11,14	versions 8:6	45:15 56:13
trails 42:2 61:13 61:15,16	turning 7:12 54:6 74:22	16:16,21 23:15	versus 66:11 81:20	67:21
transcript 84:16	turnip 41:8	23:24 25:5	veterans' 38:25	wasn't 48:9 54:15
transmission 7:7 81:7	turns 11:21 12:7	34:19 41:10	Vicki 18:22	watched 82:12
transportation 2:23 17:18 25:11 57:2	two 4:21 5:13,16 12:12,14 13:6 14:17 17:20	42:16 43:1 44:2	view 9:18	water 30:13,24 31:5,6,10,11,18 31:22 40:5,10 40:10 43:17 61:5
Trantham 76:7,7 76:15,20 77:5 77:12	26:3,18 30:25 43:22 46:2 52:5 56:23 66:4 70:12 81:12 82:13	44:9,15,18 45:5 45:18 46:1,4,10 46:16,21 47:6 47:10,14,16 49:5,17,25 50:5 50:9 69:15 73:15,23 74:20 80:21 81:4 82:4 82:10	village 9:20 12:1 12:4 41:17 49:17 50:1 62:16	way 3:15 5:9 7:7 8:11,19,20 9:18 12:15 19:19 21:9 24:15 32:14 33:16,19 34:2,12 35:23 36:25 39:3 40:22 42:5,10 49:12 52:24,24 54:4 56:10 60:8 60:23 62:3 67:21 75:10 77:4,4 78:2 80:5
travel 12:3 36:15 53:1 65:24	two-inch 43:18	50:9 69:15	violate 25:17,18	ways 2:11 6:6 19:14 32:5 33:15 52:5 81:25
traveling 36:17	two-lane 48:7	73:15,23 74:20	visible 9:17	we'll 2:12,15 8:2 8:5 12:14 14:4 14:6,22,23 16:18 17:11,25 19:15 20:5 21:18 28:12 39:24 41:16 46:18 47:2 49:7 50:24 54:20 55:23 56:14,15 56:19,21 57:14 58:1 70:16,22 73:25 74:1 76:17 80:15 81:10,11
travels 23:5 40:9 61:5	two-mile 15:11	80:21 81:4 82:4 82:10	vision 20:2	we're 2:4 4:23 6:12 8:18,20 9:7 11:2,10,14
treatment 24:10	two-way 10:13 15:3 16:1 42:19 55:5	82:10	visual 14:12 46:14 47:23 56:4	
trees 30:20 46:17 48:20 74:2	two-year 79:12	unique 27:2 39:10,18	void 39:13	
tremendous 40:24	type 28:23 35:19 74:4,18	United 26:6		
trip 78:1	types 14:17 27:20 71:1	US-23 3:10,17 51:15	<hr/> W <hr/>	
Tritten 22:4,11 22:11,15,24 23:1,18,25 24:6 25:2,6,18 26:1 26:9,11,18 29:1 29:7,9,23 30:2 77:15,15 78:16	typically 34:22	use 26:16 27:21 41:20 42:17	wait 16:8 30:9 50:14	
troublesome 41:24		uses 62:2	Wal-Mart 63:4 80:15,17	
true 81:1 84:16	<hr/> U <hr/>	usually 27:21	walk 14:11 36:8	
truth 25:16 65:5	underground 31:8 82:9	utility 13:19 55:12	walked 49:3,10	
try 2:9 7:21 14:6 34:25 41:4 62:6 63:13,14 78:4	understand 16:20 19:19 21:1 29:8 30:22 35:22 40:3 41:22 48:10 59:11,15 71:14 76:4		walkways 61:17	
trying 20:10 24:17,18 39:10 40:2 41:2,7 42:5 63:17 65:2	understood 72:18		walkways 61:17	
turn 2:18 12:1,4 12:13,14,19 13:8 42:21	undertake 24:18		wall 46:9,20 48:9	
turnaround	unfortunately 33:22		walls 47:21	
	UNIDENTIFI... 2:7,20 10:6,11 10:24 11:4,11 11:16 14:25 15:4,7,10,12,15 15:20,22,24	<hr/> V <hr/>	want 2:18 10:25 10:25 11:19 13:1,10 14:11 16:2 19:4 20:10 22:19 24:23 25:16,18 28:16 28:22 31:21 34:21 36:8 43:23 46:19 48:10,11 55:10 56:21 59:1 68:14 69:3,13 70:24,24 73:5 74:5,7 75:22 82:19,25	
		VA 38:25	wanted 34:13 68:8	
		vacant 46:3,5	wanting 75:8	
		valuable 71:16	wants 12:21	
		valuation 38:10		
		value 29:18 64:9 64:25 70:25 71:10		
		values 64:24 67:8		
		valuing 29:19		
		variety 52:17		
		various 14:17		
		vehicle 25:14 77:17		
		vehicles 11:9 13:1 29:10 33:3 66:5,6,9,17,24 67:1,2 77:18 78:18		
		verbal 18:20		
		version 9:16		

12:12 13:5,10	went 6:1,2	68:5,16,20 69:5	wouldn't 69:3	100,000 30:22
13:13 14:14,21	west 7:3 8:8	69:12,19 70:11	wrap 57:17	11 1:10 2:1 11:13
15:9 16:3 17:9	10:15 20:3	70:16 71:12,17	wrapped 82:24	48:4
17:13 18:7 21:5	42:25 53:25	71:20,24 72:3,8	write 48:24 49:8	11,000 67:3
21:7,10,19,22	54:11 66:25	72:15,20 73:3	58:8	12 66:6
21:23 22:9 27:3	82:6	73:12,17,20,24	<hr/> X <hr/>	13 21:15
27:8 28:4,20,23	wetland 12:9,10	75:1,11 76:14	<hr/> Y <hr/>	15 17:10 49:4
31:16,24 32:5,6	14:20 61:4	76:17,22 77:9		56:18 58:9,14
34:2 38:7,18,19	wetlands 12:11	77:14,21 78:12		82:25
38:19,20,24	13:23,24,25	78:19,23,25	yard 45:19	16 7:23 21:14
39:9,17,17 40:2	14:1,2,22 29:13	79:6,13,18 80:3	yeah 15:7 16:10	84:19
40:4 41:1,2,10	40:8 42:6 55:14	80:6 81:6,15,21	17:22 20:7	17 25:8
42:2,5,14 45:24	55:16,20,22	82:8,14	32:17 37:7	18 18:16 47:13
45:24 48:12	61:13	when's 16:22	46:23 49:25	19 25:8 79:19
50:13,24 51:1,2	WHEATLEY	whip 51:6	59:23 65:23	19,000 32:17
51:3,4 52:15	1:15 2:4,8,21	Whispering 35:7	68:4,18 72:3	19.3 38:11
54:9,19 55:1,17	10:9,22 11:2,8	widened 11:21	76:17 78:24	<hr/> 2 <hr/>
55:20,20,22,22	11:13,18 15:2,6	78:21	81:21 82:8,21	2 69:24
57:19 59:2,9	15:9,19 16:1,8	widening 10:3	year 7:23 18:15	20 5:7,7 27:11
61:11,21,21	16:13,15,17,24	76:11 77:3	24:24,25 35:24	79:21
63:1 67:15,16	20:5,8,15,18,21	William 47:18,18	47:5 52:3,3,4	200 61:2,8
67:25 68:2 71:8	20:24 21:3,5,13	48:11	57:14,14 79:13	2000 26:5
71:24 73:14	22:1,3,8,14	willing 45:12	79:15	2007 62:3
74:12,15 75:6	24:4 26:10,17	Wilson 35:5,6	years 5:7,8 23:7	2011 3:5 38:5
81:8,19,21,23	26:19 29:5,8,22	74:10,10,24	23:7,7,23,23	51:9 66:21
82:23	29:25 30:9,15	75:4	24:12,12,16,17	76:23
we've 9:22 13:21	31:16,19,23	wind 41:9	26:5 30:19	2017 1:10 2:1
24:17,19,20	32:5,11,16,18	windows 72:25	31:17,24 43:22	84:19
27:3 28:22 38:5	32:22,25 33:8	winter 73:2	66:2,23,23	2018 18:15 47:7
40:24 51:23	33:17 34:8,16	wonderful 4:20	82:13	57:14,17 71:3
52:2 55:14	34:21 36:13	Woodbridge	yellow 4:11	79:17
74:16	37:5,11 43:11	78:9,14	13:16	2019 18:17 45:11
wealthy 39:7	43:25 44:7,13	word 10:25	yells 49:14	47:8 79:12
Weatley 22:8	44:17,21 45:8	words 20:20	younger 65:7	84:22
35:11	45:22 46:3,9,12	77:18	74:14	2020 32:22,25
website 19:1	46:17,23 47:9	work 6:13 14:23	Yup 44:10	52:3 57:17
56:20 57:21,22	47:12,15,17,22	20:11 29:14	<hr/> Z <hr/>	2040 32:15,21,24
57:23,24 58:3	48:15 49:6,12	33:23 36:15	<hr/> 0 <hr/>	35:12,24 52:3,5
60:14,15 72:12	49:23 50:1,3,7	37:4 40:23	<hr/> 1 <hr/>	52:7,8
72:19 79:24	50:13,18 58:18	44:19 46:18		21,000 28:3
Wednesday 1:10	58:23 59:4,11	65:9	1 60:5 69:23	22,000 67:2
2:1	59:13,15,19,23	working 22:10	10 48:4 61:14	23 3:15 51:13
Weekly 1:9	60:1,6,10,16	35:25 61:11	65:20,20 66:6	52:12 75:10
84:19	62:19 63:22	65:4 81:10	68:12	76:2,12,23 77:3
weeks 56:23	64:12 65:6,13	works 2:9 3:2	100 62:17	2300 67:2
welcome 48:25	66:10,20 67:25	worth 25:8		2405 19:24 64:5

78:20	5405 1:10		
2444 32:7	55 12:25 20:1		
2459 20:23			
2476 71:6 72:11	6		
2496 35:6 74:10	6 70:2 84:22		
25 35:2	6:13 50:17		
2510 60:2 69:7	6:15 48:22 49:1		
70:2 72:5 79:23	6:16 50:17		
2573 69:23 73:6	6:58 83:2		
26 58:15	600 30:23		
2975 69:24	60s 2:22 3:2 7:11		
	7:14 54:4		
3	66 79:5,7		
3 5:7 29:18 69:24			
3.1 61:12	7		
3.1-mile 42:3	7 70:2		
3.6 14:23	70,000 63:2		
30-year 27:12	70s 7:14		
3020 44:3 70:2	75 8:6 35:17,20		
3030 70:3	51:13,20 53:19		
3070 30:10	68:10,14,19		
33 79:8	76:23 77:19		
3303 70:3	750,000 29:18		
35 34:17 35:3			
37,000 29:20,24	8		
	8 70:3		
4	80 79:1,1		
4 70:1	800 66:25		
4.6 55:19	800,000-dollar		
4:00 6:3	38:12		
401 70:1	80th 34:23,24		
45 34:19,20 35:3			
73:7,9	9		
475 3:15 51:13	9,000 11:9,14		
51:14	15:19 29:10		
	32:18 33:3,5		
5	37:3 67:5,5		
5 49:4 70:1	90 49:2		
5,000 37:16	9034 76:7		
5:00 6:4	9035 34:11		
5:15 1:11 2:3	907 26:12 29:16		
50 24:12,16 66:2	9140 65:14		
79:2 81:25	9199 36:14 47:18		
50,000 38:9,9	9217 22:12 77:15		
500 63:19	99 44:5		
500-acre 61:7	99-year 62:16		
501 70:1			