



## **APPENDIX B. PUBLIC HEARING SUMMARY**

### **B.1. I-94 Modernization Project Public Hearings Summary (Thursday, October 10, 2019)..... B-2**



**I-94 MODERNIZATION PROJECT**

**PUBLIC HEARINGS SUMMARY**

**Thursday, October 10, 2019**

**Detroit Historical Museum**

5401 Woodward Avenue, Detroit, MI 48202

9:00 AM – 1:00 PM

Public Hearing at 11:30 AM

**Wayne County Community College District – Eastern  
Campus**

5901 Conner Avenue, Detroit, MI 48213

4:00 PM – 8:00 PM

Public Hearing at 6:30 PM



**Table of Contents**

Executive Summary ..... 3

Meeting Logistics and Attendance..... 4

Notification Process ..... 4

Public Hearing Materials..... 6

Public Hearing Comments..... 8

**List of Tables**

Table 1: Public Meeting Details ..... 4

Table 2: Notification Process ..... 5

**List of Appendices**

- Appendix A: Meeting Notifications
- Appendix B: Meeting Materials
- Appendix C: Attendance Records
- Appendix D: Public Comments

## Executive Summary

This report summarizes the Michigan Department of Transportation's (MDOT's) public hearings on the Draft Supplemental Environmental Impact Statement (DSEIS) for the I-94 Modernization Project (Project). The Project's DSEIS was prepared to address proposed modifications to designs approved in 2005 for the reconstruction of 6.7 miles of freeway, from east of the I-94/I-96 Interchange to east of Conner Avenue. The primary purpose of the public hearings was to solicit public and agency comments on the DSEIS during the DSEIS 45-day public comment period.

To encourage public participation, MDOT held two public hearings at locations on both the west and east sides of the Project corridor. The events were widely promoted and covered through a variety of media including print, internet, radio and television.

Accommodations were made for persons with disabilities and limited English-speaking ability, and both public hearing locations met accessibility requirements under the Americans with Disabilities Act (ADA). Translation services were available in Spanish, Arabic and American Sign Language (ASL) throughout the events with the ASL interpreter signing during the formal hearings.

At the public hearings, MDOT provided exhibits and information about the DSEIS, and the public had ample opportunity to speak with members of the Project team. MDOT provided information about the Project purpose and need, alternatives considered, potential direct, indirect, and cumulative impacts, and details about MDOT's Preferred Alternative (also known as the Approved Selected Alternative with Modifications (ASAM)). MDOT also designated a time for project stakeholders to provide verbal comments in a public forum. Translation services were available in Spanish, Arabic and American Sign Language (ASL) throughout the events with the ASL interpreter also signing during the formal hearings.

At the two events, a total of 127 stakeholders signed in at the public hearings. A total of 20 verbal comments were recorded during the public forums by the court reporter and 16 written comments were received at the two events. Comments received at the hearings are considered in the Project's Final Supplemental Environmental Impact Statement (FSEIS).



## Meeting Logistics and Attendance

To maximize participation, MDOT held two separate public hearings on Thursday, October 10, 2019; one in the morning and one in the early evening. The two public hearings were held within the Project corridor at the Detroit Historical Museum, 5401 Woodward Avenue, Detroit, and Wayne County Community College Eastern District, 5901 Conner Avenue, Detroit. MDOT selected meeting locations at both the west and east ends of the Project corridor. A combined 127 people signed in at the events. See **Table 1** for the logistics and attendance of each hearing. See **Appendix C** for copies of the public meeting sign-in sheets.

**Table 1: Public Meeting Details**

Date and Location	Time	Attendance
Thursday, October 10, 2019 Detroit Historical Museum 5401 Woodward Avenue, Detroit	9:00 a.m. - 1:00 p.m. Public hearing at 11:30 a.m.	64
Thursday, October 10, 2019 Wayne County Community College District Eastern Campus 5901 Conner Avenue, Detroit	4:00 - 8:00 p.m. Public hearing at 6:30 p.m.	63

## Notification Process

As required under 40 CFR 1506.6, MDOT made diligent efforts to involve the public. Public notice of the public hearings was made so as to inform those persons and agencies who may be interested or affected. Notice was given to the general public, agencies, tribes and all who requested it as described in **Table 2**, which lists the messaging and communication tools used to notify stakeholders of the availability of the DSEIS, the DSEIS public comment period and the public hearings. The notification process included a variety of communication forums to invite stakeholder participation. Additionally, all outreach materials included MDOT's "Special Accommodations" statement used the following language: *"Accommodations can be made for persons with disabilities and limited English-speaking ability. Large print materials, auxiliary aids or the services of interpreters, signers, or readers are available upon request. To make a request, contact Anita Richardson by phone at 517-335-4381 or by e-mail at richardsona13@michigan.gov at least seven days before the meeting."*

**Table 2: Notification Process**

Medium	Summary of Communication
<b>Postcard</b>	A postcard invitation with information regarding the details and subject of the hearings was sent to all addresses within one-quarter mile of the project limits. The postcards were mailed to 8,751 stakeholders and individuals on September 26, 2019. On that day they were also sent electronically to the Project e-mail list of over 2,200 stakeholders and shared with members of the project's Local and Government Advisory Committees (LAC/GAC) to be shared with their respective networks.
<b>Legal Notice/Notice of Public Hearing</b>	A legal notice detailing the project purpose and need, public hearing times and locations, DSEIS repositories and information on the proposed design modifications was developed by Anita Richardson, MDOT's public hearings officer. The legal notices were published in the September 14-18, 2019 and October 2-8, 2019 issues of the <i>Michigan Chronical</i> and in the September 16, 2019 and October 1, 2019 issues of the <i>Detroit Free Press</i> , <i>The Detroit News</i> , and the <i>Lansing State Journal</i> .
<b>Media Advisories</b>	Two media advisories announcing the DSEIS public comment period and the public hearings were distributed on September 13 and September 30, 2019 to local media outlets by MDOT's Office of Communications.
<b>Project Newsletter</b>	MDOT published a newsletter with key stakeholder information about the DSEIS process including the proposed design modifications, the public hearing process, where to find copies of the DSEIS and how to participate in the process. Five thousand hard copies of the newsletter were distributed throughout the corridor ahead of, and at, the hearings. MDOT placed copies of the newsletters at churches, libraries, social service agencies, stakeholder organizations, local agencies and project partners along the corridor. An electronic copy of the newsletter was emailed to the stakeholder list of over 2,200 people two weeks in advance of the hearings. Hard copies and the electronic copy were also shared with members of the project LAC and GAC for distribution to their networks.

Medium	Summary of Communication
<b>Project Website</b>	The project newsletter and announcements about the comment period and public hearings were posted on the project website. In addition, the DSEIS document in its entirety and an archive of the 2001 DEIS, 2004 FEIS, 2005 ROD and other pertinent project documents were also made available on the project website. Information was updated throughout the comment period from September 14 through October 28, 2019. The Project website URL is <a href="http://www.i94detroit.org">www.i94detroit.org</a>
<b>Social Media</b>	Social media notifications with DSEIS-related messaging was active from the beginning of September 2019 through the end of the comment period on October 28, 2019. The campaign promoted methods and opportunities for public comment. Twitter: @i94detroit, Facebook: fb.com/i94Detroit/
<b>DSEIS Videos</b>	Three videos were prepared and distributed. The first promoted the availability of the DSEIS and how to comment. The second promoted the dates and locations of the public hearing. Each of these were two minutes in length. The third was a five-minute educational video that highlighted and explained some of the key proposed design modifications.

**Appendix A** includes copies of the meeting notification materials referenced in **Table 2**.

## Public Hearing Materials

The two public hearings were held in accordance with MDOT's public involvement/public hearing procedures and consistent with 23 CFR 771.111. The primary purpose of the public hearings was to solicit public and agency comments on the DSEIS during the DSEIS 45-day public comment period. The two events were identical with respect to format, duration, special accommodations, and information presented.

At the hearings, MDOT provided exhibits and information about the DSEIS, the NEPA process, and where interested persons can get information about the DSEIS. The public was afforded ample opportunity to speak with members of the Project team. A court reporter was available to record private testimony from stakeholders. MDOT provided information about the Project purpose and need, alternatives considered, potential direct, indirect, and cumulative impacts, and details about MDOT's Preferred Alternative (also known as the Approved Selected Alternative with Modifications (ASAM)). Translation services were available in Spanish, Arabic and American Sign Language (ASL) throughout the events with the ASL interpreter signing during the formal hearings.



Wayfinding signage was placed outside at key locations near the two sites to clearly identify the meeting locations. Interior signage helped attendees identify where specific information was located within the meeting space. Attendees were asked to sign-in and were provided with orientation folders. Each orientation folder included a copy of a Project newsletter, a speaker request form, a written comment form and a multi-page handout that included exhibits detailing:

- A. Project Overview
- B. Project Highlights
- C. Project History
- D. Project Timeline
- E. DSEIS Process
- F. Road Condition (photos)
- G. Bridge Condition (photos)

An exhibit board near the entrance informed non-English speakers that interpretive services in Arabic, Spanish and ASL were available. Public hearing attendees were greeted and encouraged to visit the project exhibits and interact with project team members prior to the formal hearings. The exhibits - in the form of display boards on easels, roll plots placed on tables and an educational video screened on TV monitors - were divided into the following four stations with team members assisting at each station to encourage discussion and to answer questions:

- I. Welcome/Orientation/Comment Collection**
  - A. Materials listed above in the multi-page handouts
  - B. Purpose and Need (Board)
  - C. Welcome Board
  - D. Location of DSEIS Repositories (Board)
  - E. Advanced Bridges Construction Schedule (Board)
  - F. Interpretive Signage (Board)
  - G. "I Speak (Arabic) or (Spanish). I Sign American Sign Language. (Translation Services Cards)
  - H. Workforce Development Resources (Handouts)
  - I. Comment Collection (Locations for Collecting Written Comments)
- II. What We Heard: Public Input**
  - A. Public Engagement Summary (Roll Plot)
- III. What We Studied**
  - A. Cultural and Recreation Resources and Booklet (Roll Plot)
  - B. Noise Analysis (Board)
  - C. Land Acquisition (Board)
  - D. Crash Data (Board)
  - E. Traffic Data (Board)

#### **IV. How We Used Public Input to Develop the Proposed Design Modifications**

- A. I-94 Existing and Proposed Design (Roll Plots)
- B. I-94/M-10 Proposed Modifications (Roll Plots)
- C. Pedestrian to Complete Streets Bridges (Boards)
- D. Project Cost/Funding (Board)
- E. Proposed Design Modifications Explained (5-minute video)

### **Public Hearing Comments**

During the public hearings, MDOT designated a time for project stakeholders to provide verbal comments to MDOT in a public forum. Each public forum took place in an auditorium setting with a court reporter seated on or near the stage to transcribe stakeholder comments. An ASL interpreter was in view of the audience, while Spanish and Arabic translators were available in the auditorium. An announcement was made to indicate the interpreter and translators' presence and purpose.

Welcome and opening remarks were provided by Margaret Barondess, MDOT's Environmental Services Manager and Nathan Ford, of MDOT's Owners' Representative Consultant team for the I-94 Project, served as hearing moderator.

Stakeholders wishing to provide comments during the public forum were asked to complete a speaker request card. Stakeholders were called forward by the moderator in the order in which their speaker request cards were received. Each stakeholder was allotted three minutes to provide their comments. A project team member managed a timer visible to the speaker, the audience and the moderator. When no further stakeholders came forward, the public forum was closed by the moderator.

After the conclusion of the public forum, the Project team remained available as needed to answer questions and assist attendees in the public hearing exhibit area until the scheduled close of the event.

A combined total of 20 verbal comments were recorded during the public forums by the court reporter and 16 written comments were received at the two events. The court reporter transcripts of the public forum, transcripts of comments provided to directly to the court reporter, and written comments provided at the public hearing are included in **Appendix D**.



**I-94 MODERNIZATION PROJECT**

**PUBLIC HEARINGS SUMMARY**

**APPENDIX A: MEETING  
NOTIFICATIONS**

LEGAL NOTICES .....	A-2
NEWS RELEASES .....	A-10
POST CARD INVITATION .....	A-18





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### ADLINES

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A-4

2019 PUBLIC HEARINGS SUMMARY  
APPENDIX A: MEETING NOTIFICATIONS






## Combined FSEIS/ROD and Section 4(f) Evaluation

## COMBINED FSEIS/ROD | JUNE 2020

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NEWS YOU CAN USE

It's springtime in Australia, which means if you're headed outside down under, you'll want to carry a big stick with you. September and October are the height of magpie swooping season, when nesting

**ISACA SIMOV'S**

## Super Quiz

Take this Super Quiz to a P.D. Score 1 point for each correct answer on the Problem Level, 2 points on the Gaudium Level and 3 points on the P.D. Level.

**Subject: FISH**  
(e.g., A container where people keep fish and other water animals. *Answer: Aquarium*)

**SUDOKU**

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**PH.D. LEVEL**  
7. Term for the practice of mixing fish and other water organisms for food. *Answer: Aquaculture*

8. This French dish of fish and vegetables originated in Marseilles. *Answer: Bouillabaisse*

9. Term for the act of seducing a man. *Answer: Seducing*

2019 PUBLIC HEARINGS SUMMARY  
APPENDIX A: MEETING NOTIFICATIONS



**Classified**

THE MICHIGAN CHRONICLE

Sept. 18-24, 2019 Page C-4

ANNOUNCEMENTS	ANNOUNCEMENTS	ANNOUNCEMENTS
<p><b>NOTICE OF REGISTRATION FOR THE MUNICIPAL ELECTION TO BE HELD ON TUESDAY NOVEMBER 5, 2019</b></p> <p><b>CITY OF HIGHLAND PARK, MICHIGAN WAYNE COUNTY</b></p> <p>TO THE QUALIFIED ELECTORS OF THE CITY OF HIGHLAND PARK:</p>	<p><b>DETROIT DEPARTMENT OF TRANSPORTATION PUBLIC HEARINGS</b></p> <p>Learn about the following proposed service changes to take effect on Saturday, November 16:</p> <p>3 Grand River 6 Gratiot 11 Clairmont 18 Fenkell</p>	<p><b>ORDINANCE 206.01</b></p> <p>It is the intent of this ordinance to authorize the establishment of City Council Electoral Districts in the City of Highland Park, MI and to implement those electoral districts, pursuant to the Sections 1-3 and 1-4 of the Revised City Charter.</p> <p>Therefore, the City of Highland Park ordains the ordinance below:</p> <p><b>SECTION 1:</b> "All interested parties are invited to attend. Focus: HOPE will award a contract to the lowest, most responsive and responsible bidder - however, Focus: HOPE reserves the right to waive any irregularity in any bid or to reject any or all bids should it be deemed for its best interest.</p> <p>The contracts will be executed under the Neighborhood Opportunity Fund administered by the City of Detroit Housing and Revitalization Department, COBG Initiatives Division. The successful contractor(s) will be required to comply with federal laws governing equal employment opportunity, with the prevailing wage requirements of the Federal Labor Standards Act, which also incorporates Davis-Bacon Act requirements; will have to be cleared and approved by the City of Detroit; and comply with:</p> <p><b>Executive Order No. 2016-1</b>, which states, in part, that all City of Detroit project construction contracts shall provide that at least fifty-one percent (51%) of the workforce must be bona-fide Detroit residents.</p> <p>Bidders are required to furnish a bid guarantee equal to (5%) of their bid. The bid guarantee shall be in the form of either a bid bond or a certified check, made out to Focus: HOPE.</p> <p>The successful bidder is required to furnish payment (Labor and Materials) and performance bonds in the amount covering the faithful performance of the contract and the payment of all obligations arising thereunder, in the amount of 100% of their contracts, executed by a surety, which is licensed to do business in the State of Michigan.</p> <p>The contractor will be required to comply with the federal government Housing and Urban Development (HUD) Section 3 Act (24 CFR Part 135). All contracts (subcontracts) shall include the "Section 3 Clause" found in the City of Detroit's website, <a href="https://detroitmi.gov/department/housing-and-revitalization/department/housing-and-revitalization/section-3-clause">https://detroitmi.gov/department/housing-and-revitalization/department/housing-and-revitalization/section-3-clause</a>. You will find this link near the bottom of the page.</p>
<p><b>ANNOUNCEMENTS</b></p> <p><b>MICHIGAN DEPARTMENT OF TRANSPORTATION DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4(f) EVALUATION FOR PROPOSED MODERNIZATION OF I-94, DETROIT, WAYNE COUNTY, MICHIGAN</b></p> <p><b>NOTICE OF PUBLIC HEARING MONDAY, SEPTEMBER 16, 2019</b></p> <p>In accordance with the Code of Federal Regulations, Title 23 CFR Part 771.111 and 40 CFR 1508, the Michigan Department of Transportation (MDOT) has released for public review and comment a Draft Supplemental Environmental Impact Statement (DSEIS) and Section 4(f) Evaluation for the proposed modernization of I-94 in the city of Detroit, located east of the I-94/I-75 interchange to east of Corner Avenue, along M-10 from Martin Luther King, Jr. Boulevard to Seward Avenue, and along I-75 from Warren Avenue to Custer Street, in Wayne County. MDOT will hold a public hearing pursuant to 23 U.S.C. Section 128 on Thursday, Oct. 10, 2019, to receive comments on the DSEIS.</p> <p>To allow easier participation of those in the project area, the public hearing will take place at two locations. A public meeting will occur at the Detroit Historical Museum, 5401 Woodward Ave., Detroit, from 9 a.m. to 1 p.m., with a formal public hearing to receive comments on the DSEIS at 11:30 a.m.; and a second meeting will take place at Wayne County Community College District - Eastern Campus, 5901 Corner Ave. (in the Cooper Room), Detroit, from 4 to 8 p.m., with a formal hearing to receive comments at 6:30 p.m.</p> <p>The purpose of the project is to improve safety, capacity, local connectivity, and condition of the I-94 roadway, service drives, bridges, and interchanges between I-94 and Corner Avenue. This project is needed to address structural and operational deficiencies on I-94 in Detroit. Work includes one additional through-lane in each direction, continuous service drives, replacement of more than 60 bridges, and interchange modernization at I-75 (Fisher Freeway) and M-10 (Weinba L. Franklin Memorial Freeway/Lodge Freeway).</p> <p>Based on public and stakeholder input, proposed design modifications to the original selected alternative include using existing city streets as local connections instead of building new, continuous service drives adjacent to the freeway; modifying local access ramps to and from I-94, M-10 and I-75 to improve operations and safety; adding "Complete Streets" bridges to provide multi-modal access, making them user-friendly for cars, bikes and pedestrians with wider walkways/pavement separated from traffic and landscaping; and reducing the project footprint to avoid and minimize impacts.</p> <p>Through a Section 4(f) environmental analysis, MDOT determined the proposed project includes minor or de minimis impacts along the corridor and for relocating the Iron Belle Trail at the I-94/Corner Street interchange. Overall, impacts on the park were determined to be either multiple and temporary or permanent and minor but not an impairment to the functions and attributes of the historic park or its resources, nor requiring any impact avoidance measures or enhancement.</p> <p>The proposed bridge replacements also include bringing geometric design up to current standards, including making additional sidewalks, ramps, and railings compliant with the Americans with Disability Act (ADA).</p> <p>MDOT has encouraged public involvement throughout the SEIS process, beginning with public meetings and workshops in Detroit during the summer of 2015 and continuing with opportunities to learn about the project and comment at <a href="https://i94detroit.org">https://i94detroit.org</a>.</p> <p>The DSEIS describes and analyzes the proposed work and the measures taken to minimize harm to the project area. The DSEIS is available for review and comment at <a href="https://i94detroit.org">https://i94detroit.org</a> and at the following locations: Dave D. Duffield Detroit Public Library, 2507 W Grand Blvd., Detroit; I-94 Project Office, 3031 W Grand Blvd., Detroit; Akeba-Village Community Center, 1701 Harper Ave., Detroit; Chandler Park Detroit Public Library, 12800 Harper Ave., Detroit; Douglas Detroit Public Library, 3955 Grand River Ave., Detroit; The Matrix Center, 1550 E. McNichols Road, Detroit; Wayne County Community College District, Eastern Campus, 5901 Corner St., Detroit; MDOT Detroit Transportation Service Center, 1960 W. Fort St., Detroit; MDOT Lansing Office, 425 West Ottawa St., Lansing.</p> <p>A court reporter will record the hearing's formal presentation and public comment session, including taking comments in private for the record. Participants can also complete a written comment form at the hearing or mail their comments to:</p> <p><b>Terry A. Stopanski, P.E. (B220)</b> I-94 Modernization Senior Project Manager Michigan Department of Transportation P.O. Box 30050 Lansing, MI 48909</p> <p>Residents also can e-mail comments to <a href="mailto:MDOT-I94Comments@Michigan.gov">MDOT-I94Comments@Michigan.gov</a>. Comments must be e-mailed or postmarked on or before Monday, Oct. 28, 2019. A copy of the complete transcript, including all written and recorded oral comments received, will be available for public review in late November 2019 at the locations listed above.</p> <p>With seven days advance notice, the document can be made available in alternate formats, including large print, audio file and other languages. For more information regarding this public hearing or to request accommodations, please write to the above address or call Anna Richardson at 517-335-4381. Additional information for the project is available at <a href="https://i94detroit.org">https://i94detroit.org</a>.</p>	<p><b>ATTENTION QUALIFIED CONTRACTORS</b></p> <p><b>LTBC Senior Citizens Project</b> is seeking qualified contractors to perform construction work in its facility located at 17159 Greenfield, Detroit MI 48226. Work includes demolition of existing and construction of new interior partitions, finishes, light fixtures and new ADA toilet rooms.</p> <p>Contractors desiring to bid shall demonstrate the following qualifications: At least 5 years experience in their respective trade, licensed as required by state and/or local law.</p> <p>Insurance: General Liability and Auto Liability with Liberty Temple Baptist Church and The City of Detroit named as Additional Insured. Workers' compensation insurance is also required.</p> <p>Bid packets are available at: Liberty Temple Baptist Church, 17200 Greenfield, Detroit MI 48226, (313) 837-6331, or via email by sending a request to <a href="mailto:michigan@jacobhicks.com">michigan@jacobhicks.com</a>. Contact LTBC at (313) 837-6331, or at <a href="mailto:info@senior788@yahoo.com">info@senior788@yahoo.com</a> with questions regarding project specifics as found in the bid packet.</p> <p>A mandatory pre-bid meeting and examination of the premises will take place at the project site 17159 Greenfield, Detroit MI 48226 on Friday, September 20, 2019 @ 4:00 P.M.</p> <p>Sealed bids will be accepted until 4:00 P.M. on Wednesday, October 2, 2019 at Liberty Temple Baptist Church, 17200 Greenfield, Detroit MI 48226. No bids will be accepted after this time. All bids must be submitted by trade and line item.</p> <p>All bids will be publicly opened on Wednesday, October 2, 2019 at 4:30 P.M. at the Liberty Temple Baptist Church, 17200 Greenfield, Detroit MI 48226. All interested parties are invited to attend. Liberty Temple Baptist Church will award a contract to the lowest, most responsive and responsible bidder - however, Liberty Temple Baptist Church reserves the right to waive any irregularity in any bid or to reject any or all bids should it be deemed for its best interest.</p> <p>The contracts will be executed under the Neighborhood Opportunity Fund administered by the City of Detroit Housing and Revitalization Department, COBG Initiatives Division. The successful contractor(s) will be required to comply with federal laws governing Section 3 regulations, equal employment opportunity, with the prevailing wage requirements of the Federal Labor Standards Act, which also incorporates Davis-Bacon Act requirements; will have to be cleared and approved by the City of Detroit; and comply with:</p> <p><b>Executive Order No. 2016-1</b>, which states, in part, that all City of Detroit project construction contracts shall provide that at least fifty-one percent (51%) of the workforce must be bona-fide Detroit residents.</p> <p>Bidders are required to furnish a bid guarantee equal to (5%) of their bid. The bid guarantee shall be in the form of either a bid bond or a certified check, made out to LTBC Senior Citizens Project.</p> <p>The successful bidder is required to furnish payment (Labor and Materials) and performance bonds in the amount covering the faithful performance of the contract and the payment of all obligations arising thereunder, in the amount of 100% of their contracts, executed by a surety, which is licensed to do business in the State of Michigan.</p> <p>The contractor will be required to comply with the federal government Housing and Urban Development (HUD) Section 3 Act (24 CFR Part 135). All contracts (subcontracts) shall include the "Section 3 Clause" found in the City of Detroit's website, <a href="https://detroitmi.gov/department/housing-and-revitalization/department/housing-and-revitalization/section-3-clause">https://detroitmi.gov/department/housing-and-revitalization/department/housing-and-revitalization/section-3-clause</a>. You will find this link near the bottom of the page.</p>	

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## NEWS RELEASES

12/12/2019

MDOT to host public hearings on I-94 Modernization Project in Detroit

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### MDOT to host public hearings on I-94 Modernization Project in Detroit

Michigan DOT sent this bulletin at 09/13/2019 09:39 AM EDT



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FOR IMMEDIATE RELEASE

FRIDAY, SEPTEMBER 13, 2019

CONTACT: Rob Morosi, MDOT Office of Communications, 248-483-5107  
[MorosiR@Michigan.gov](mailto:MorosiR@Michigan.gov)

### MDOT to host public hearings on I-94 Modernization Project in Detroit

**WHAT:** The Michigan Department of Transportation (MDOT) will hold two public hearings regarding a Draft Supplemental Environmental Impact Statement (DSEIS) and section 4(f) Evaluation for proposed improvements on I-94. The hearings will allow interested parties the opportunity to view displays, speak with project team members, and make formal documented comments. The project, located in the city of Detroit, extends from east of the I-94/I-96 interchange to east of Conner Avenue, along M-10 from Martin Luther King Jr. Boulevard to Seward Avenue, and along I-75 from Warren Avenue to Custer Street.

**WHO:** Michigan Department of Transportation (MDOT) officials

<https://content.govdelivery.com/accounts/MIDOT/bulletins/25f0f37>

1/4



12/12/2019

MDOT to host public hearings on I-94 Modernization Project in Detroit

Federal Highway Administration (FHWA) officials Interested residents and business owners

**WHEN:** 9 a.m. and 4 p.m.  
Thursday, Oct. 10, 2019

**WHERE:**  
9 a.m. - 1 p.m.  
(Formal public hearing begins at 11:30 a.m. with an open microphone session following.)  
Detroit Historical Museum  
5401 Woodward Ave.  
Detroit, MI 48202

4 - 8 p.m.  
(Formal public hearing begins at 6:30 p.m. with an open microphone session following.)  
Wayne County Community College District - Eastern Campus, Cooper Community Room  
5901 Conner Ave.  
Detroit, MI 48213

**Accommodations will be made for persons with disabilities and limited English-speaking ability. Spanish and Arabic interpreters, readers and signing will be available at the public hearing. Large print materials and auxiliary aids are available upon request. Please call 517-335-4381 to request at least seven days before meeting date.**

**BACKGROUND:**

The purpose of the project is to improve safety, capacity, local connectivity and condition of the I-94 roadway, service drives, bridges, and interchanges between I-96 and Conner Avenue. This project is needed to address structural and operational deficiencies on I-94 in Detroit.

- Pending approval of the final SEIS and Record of Decision, major roadwork is expected to start in 2023.
- Additional project information is available on the project website at <https://I94Detroit.org/>.

The DSEIS describes and analyzes construction alternatives and the measures taken to minimize harm to social, economic and environmental resources in the project area.

As of Aug. 30, 2019, copies of the DSEIS are available at the following community locations for public review:

Chandler Park Public Library  
12800 Harper Ave.  
Detroit, MI 48213

Divie B. Duffield Public Library  
2507 West Grand Blvd.  
Detroit, MI 48208

Douglass Detroit Public Library  
3666 Grand River Ave.  
Detroit, MI 48208

The Matrix Center  
13560 E. McNichols Road  
Detroit, MI 48205

Alkebu-lan Village Community Center  
7701 Harper Ave.

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2/4



12/12/2019 MDOT to host public hearings on I-94 Modernization Project in Detroit  
Detroit, MI 48213

Wayne County Community College District - Eastern Campus  
5901 Conner Ave.  
Detroit, MI 48213

I-94 Project Office  
3031 W. Grand Blvd. Suite 236  
Detroit, MI 48202

MDOT Detroit Transportation Service Center  
1060 W. Fort St.  
Detroit, MI 48226

MDOT Lansing Office  
425 West Ottawa St.  
Lansing, MI 48909

The document can be viewed online at the following Detroit Public Library locations:

Detroit Public Library, Main Branch  
5201 Woodward Ave.  
Detroit, MI 48202

Monteith Public Library  
14100 Kercheval St.  
Detroit, MI 48215

Franklin Public Library  
13651 E. McNichols Road  
Detroit, MI 48205

MDOT will be taking public comments during the 45-day comment period on the DSEIS starting Saturday, Sept. 14, and ending Monday, Oct. 28, 2019. Written comments may be submitted via:

- Public comment form:  
Provided at the public hearings on Thursday, Oct. 10.

- US Mail (postmarked no later than Oct. 28, 2019):  
Terry Stepanski, P.E.  
Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050 Mail Code B220  
Lansing, MI 48909

- E-mail (must be received by Oct. 28, 2019):  
MDOT-I94Comments@Michigan.gov

For information, please call the I-94 Modernization Project Office at 313-230-1014 during normal business hours.

###

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MDOT to host public hearings on I-94 Modernization Project in Detroit

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12/12/2019

Reminder: MDOT to host public hearings on I-94 Modernization Project in Detroit

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## Reminder: MDOT to host public hearings on I-94 Modernization Project in Detroit

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FOR IMMEDIATE RELEASE

MONDAY, SEPTEMBER 30, 2019

CONTACT: Rob Morosi, MDOT Office of Communications, 248-483-5107  
[MorosiR@Michigan.gov](mailto:MorosiR@Michigan.gov)

### Reminder: MDOT to host public hearings on I-94 Modernization Project in Detroit

**WHAT:** The Michigan Department of Transportation (MDOT) will hold two public hearings regarding a Draft Supplemental Environmental Impact Statement (DSEIS) and section 4(f) Evaluation for proposed improvements on I-94. The hearings will allow interested parties the opportunity to view displays, speak with project team members, and make formal documented comments. The project, located in the city of Detroit, extends from east of the I-94/I-96 interchange to east of Conner Avenue, along M-10 from Martin Luther King Jr. Boulevard to Seward Avenue, and along I-75 from Warren Avenue to Custer Street.

**WHO:** MDOT officials

<https://content.govdelivery.com/accounts/MIDOT/bulletins/262df2d>

1/4

12/12/2019

Reminder: MDOT to host public hearings on I-94 Modernization Project in Detroit

Federal Highway Administration (FHWA) officials  
Interested residents and business owners

**WHEN:** 9 a.m. and 4 p.m.  
Thursday, Oct. 10, 2019

**WHERE:**  
9 a.m. - 1 p.m.  
(Formal public hearing begins at 11:30 a.m. with an open microphone session.)  
Detroit Historical Museum  
5401 Woodward Ave.  
Detroit, MI 48202

4 - 8 p.m.  
(Formal public hearing begins at 6:30 p.m. with an open microphone session.)  
Wayne County Community College District - Eastern Campus, Cooper Community Room  
5901 Conner Ave.  
Detroit, MI 48213

**Accommodations will be made for persons with disabilities and limited English-speaking ability. Spanish and Arabic interpreters, readers and signing will be available at the public hearing. Large print materials and auxiliary aids are available upon request. Please call 517-335-4381 to request at least seven days before meeting date.**

**BACKGROUND:**

The purpose of the project is to improve safety, capacity, local connectivity and condition of the I-94 roadway, service drives, bridges, and interchanges between I-96 and Conner Avenue. This project is needed to address structural and operational deficiencies on I-94 in Detroit.

- Pending approval of the final SEIS and Record of Decision, major roadwork is expected to start in 2023.
- Additional project information is available on the project website at <https://I94Detroit.org/>.
- 

The DSEIS describes and analyzes construction alternatives and the measures taken to minimize harm to social, economic and environmental resources in the project area.

As of Aug. 30, 2019, copies of the DSEIS are available at the following community locations for public review:

Chandler Park Public Library  
12800 Harper Ave.  
Detroit, MI 48213

Divie B. Duffield Public Library  
2507 West Grand Blvd.  
Detroit, MI 48208

Douglass Detroit Public Library  
3666 Grand River Ave.  
Detroit, MI 48208

The Matrix Center  
13560 E. McNichols Road  
Detroit, MI 48205

Alkebu-lan Village Community Center

<https://content.govdelivery.com/accounts/MIDOT/bulletins/262df2d>

2/4

12/12/2019

Reminder: MDOT to host public hearings on I-94 Modernization Project in Detroit

7701 Harper Ave.  
Detroit, MI 48213

Wayne County Community College District - Eastern Campus  
5901 Conner Ave.  
Detroit, MI 48213

I-94 Project Office  
3031 W. Grand Blvd, Suite 236  
Detroit, MI 48202

MDOT Detroit Transportation Service Center  
1060 W. Fort St.  
Detroit, MI 48226

MDOT Lansing Office  
425 West Ottawa St.  
Lansing, MI 48909

The document can be viewed online at the following Detroit Public Library locations:

Detroit Public Library, Main Branch  
5201 Woodward Ave.  
Detroit, MI 48202

Monteith Public Library  
14100 Kercheval St.  
Detroit, MI 48215

Franklin Public Library  
13651 E. McNichols Road  
Detroit, MI 48205

MDOT will be taking public comments during the 45-day comment period on the DSEIS starting Saturday, Sept. 14, and ending Monday, Oct. 28, 2019. Written comments may be submitted via:

- Public comment form:  
Provided at the public hearings on Thursday, Oct. 10.

- US Mail (postmarked no later than Oct. 28, 2019):  
Terry Stepanski, P.E.  
Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050 Mail Code B220  
Lansing, MI 48909

- E-mail (must be received by Oct. 28, 2019):  
MDOT-I94Comments@Michigan.gov

For information, please call the I-94 Modernization Project Office at 313-230-1014 during normal business hours.

###

**When you see barrels, people are fixing your roads. Drive like you work here.**

<https://content.govdelivery.com/accounts/MIDOT/bulletins/262df2d>

3/4

12/12/2019

Reminder: MDOT to host public hearings on I-94 Modernization Project in Detroit

[www.Michigan.gov/WorkZoneSafety](http://www.Michigan.gov/WorkZoneSafety)  
[www.twitter.com/MichiganDOT](https://www.twitter.com/MichiganDOT) | [www.facebook.com/MichiganDOT](https://www.facebook.com/MichiganDOT) | [www.youtube.com/MichiganDOT](https://www.youtube.com/MichiganDOT)

The Michigan Department of Transportation  
Providing the highest quality integrated transportation services for economic benefit and improved quality of life.  
[www.michigan.gov/mdot](http://www.michigan.gov/mdot) | [www.michigan.gov/drive](http://www.michigan.gov/drive) | [contact MDOT](#)

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4/4



## POST CARD INVITATION



**I-94 Project Office**  
 3031 W. Grand Blvd., Suite 236  
 Detroit, MI 48202

Envelope

**COME OUT. GET THE FACTS.**

**GIVE YOUR COMMENTS.**

**Special Accommodations:** With advance notice of seven days, accommodations can be made for persons with disabilities and/or limited English-speaking ability, and persons needing auxiliary aids or services of interpreters, signers, readers, or large print. Call Anita Richardson at 517-335-4381 to make an accommodations request.

**Adaptaciones Especiales:** Se pueden hacer adaptaciones para personas con necesidades especiales y capacidad limitada para hablar inglés. Materiales impresos en grande, ayudas auxiliares o servicios de intérpretes, personas que hablan el lenguaje de señas o lectores están disponibles bajo solicitud previa. Para hacer una solicitud, comuníquese con Anita Richardson por teléfono al 517-335-4381 o por correo electrónico a richardsona13@michigan.gov al menos siete días antes de la reunión.

### التسهيلات الخاصة

يمكن إجراء تسهيلات خاصة للأشخاص ذوي الإعاقة والقدرة المحدودة على التحدث باللغة الإنجليزية. تتوفر المواد المطبوعة بأحرف كبيرة و المساعدات الإضافية و خدمات المترجمين الفوريين أو مرجمي لغة الإشارات أو لقراءة النص عند الطلب. لتقديم الطلب، اتصل بـ أنيتا ريتشاردسون عبر الهاتف على الرقم 517-335-4381 أو عبر البريد الإلكتروني على العنوان RICHARDSONA13@MICHIGAN.GOV وذلك قبل الاجتماع بسبعة أيام على الأقل.

Visit the I-94 project website: [I94Detroit.org](http://I94Detroit.org)  
 Follow us on social media: [@I94Detroit](https://twitter.com/I94Detroit) -- [Facebook: fb.com/I94Detroit/](https://facebook.com/I94Detroit/)



**Please Attend**

**Detroit I-94 Modernization Project  
 Public Hearings**

**OCTOBER 10, 2019**

**View Displays, Meet with MDOT Staff and Comment**

**Thursday, October 10, 2019**

**Detroit Historical Museum**  
 5401 Woodward Avenue,  
 Detroit, MI 48202

9 a.m. – 1 p.m.  
 Stop in any time!

**Formal Public Hearing  
 begins at 11:30 a.m.**

**Wayne County Community  
 College District  
 Eastern Campus**  
 5901 Conner Avenue,  
 The Cooper Room  
 Detroit, MI 48213

4 p.m. – 8 p.m.  
 Stop in any time!

**Formal Public Hearing  
 begins at 6:30 p.m.**

The Michigan Department of Transportation (MDOT) has prepared a **Draft Supplemental Environmental Impact Statement (DSEIS) for proposed improvements on I-94** in the city of Detroit from east of the I-94/I-96 interchange to east of Conner Avenue, along M-10 from Martin Luther King, Jr. Boulevard to Seward Avenue, and along I-75 from Warren Avenue to Custer Street.

MDOT has revised the approved 2005 selected alternative design. Proposed design changes include:

- **Using existing city streets** as local connections instead of building new, continuous service drives adjacent to the freeway
- **Modifying local access ramps** to and from I-94, M-10 and I-75.
- **Adding Complete Streets bridges** to provide more user-friendly freeway crossings for local car, bike, and pedestrian traffic
- **Reducing the overall project footprint** to avoid and minimize impacts.

**For more information:**  
 • Visit the I-94 project website: [I94Detroit.org](http://I94Detroit.org)  
 • Call the I-94 Communications Team: 313-230-1014



2019 PUBLIC HEARINGS SUMMARY  
 APPENDIX A: MEETING NOTIFICATIONS

A-18



**I-94 MODERNIZATION PROJECT**

**PUBLIC HEARINGS SUMMARY**

**APPENDIX B: MEETING  
MATERIALS**

Public Hearing Exhibit Boards & Roll Plots.....	B-2
Section 4(f) Impacts Booklet.....	B-48
Section 4(f) Resources Booklet .....	B-59
Skilled Trades Apprenticeships 101 Handout .....	B-64
Public Hearing Comment Form.....	B-65
Public Hearing Speaker Request Form.....	B-67
2019 Newsletter .....	B-69



## I-94 Public Hearing Exhibit Boards & Roll Plots



ASL interpreters are available.

Servicios de intérprete están disponibles  
en español.

خدمات الترجمة الفورية متوفرة باللغة العربية.

# ORIENTATION

About the Project

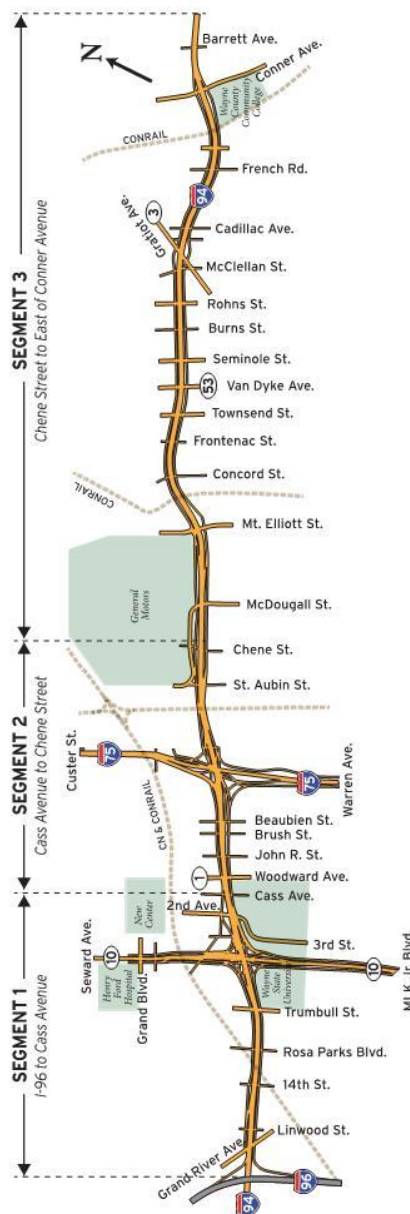


2019 PUBLIC HEARINGS SUMMARY  
APPENDIX B: MEETING MATERIALS

B-3

## PROJECT HIGHLIGHTS

- 6.7-mile freeway reconstruction from east of I-94/I-96 Interchange to east of Conner Avenue
- Improve more than 60 bridge structures and six railroad overpasses
- Improve local access and neighborhood connectivity
- Reconstruct and modernize interchanges including the elimination of freeway left-lane exits and entrances
- Add one lane in each direction and widen shoulders to reduce congestion and improve safety.



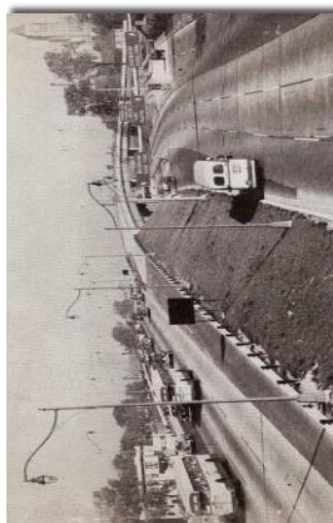
## PROJECT HISTORY



The I-94 freeway in Detroit was originally constructed from 1947 to 1959 and has never been rebuilt.

While it was an engineering marvel in its time, it now bears few of the features associated with modern freeway design. After sixty years of operation, I-94 has exceeded its intended service life.

1955



2015



*Northbound M-10 at the I-94 Interchange*



## I-94 MODERNIZATION PROJECT OVERVIEW



### Why is MDOT completing a Supplemental EIS (SEIS)?

- MDOT in partnership with the Federal Highway Administration (FHWA) is completing an SEIS to document the proposed changes to the approved design from the 2005 Record of Decision (ROD). The proposed design changes have been developed to address stakeholder opposition to continuous service drives, property impacts, and a lack of connectivity among neighborhoods.
- Since 2015, MDOT has been working with project stakeholders to address their concerns and make modifications to the design to reduce property impacts and improve local connectivity among neighborhoods across the I-94 corridor.

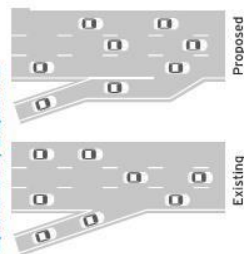
### Do the proposed freeway improvements remain the same?

- In general, yes. The proposed freeway design consists of reconstructing I-94 to provide one additional through-lane in each direction, widened shoulders, replacement of more than 60 bridges, and upgrading the interchanges to improve traffic flow and safety.

### What are the changes proposed in the SEIS?

- Elimination of the continuous service drives
- Enhanced bridge crossings with multi-modal facilities
- New Complete Streets bridge crossings in place of the pedestrian bridges that were previously proposed
- Additional bridge crossings to improve local connectivity
- Converting select existing one-way streets to two-way to improve local circulation
- Reduced overall property impacts:
  - Residential relocations were reduced by approximately 64%
  - Business relocations were reduced by approximately 17%
  - Minimized or avoided impacts to historic, recreational, and public park properties

Lengthen Entrance & Exit Ramps for Improved Safety & Operations



Added Lane & Widened Shoulders



Preferred Alternative Reduces Property Impacts

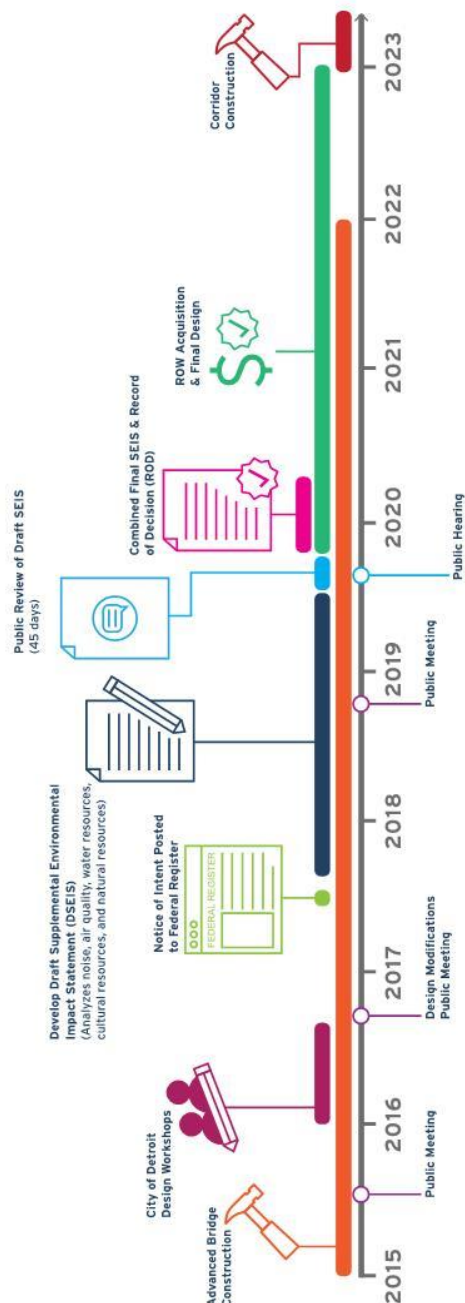


2005 Approved Selected Alternative  
 Increased Property Impacts

SEIS Preferred Alternative  
 Minimized Property Impacts



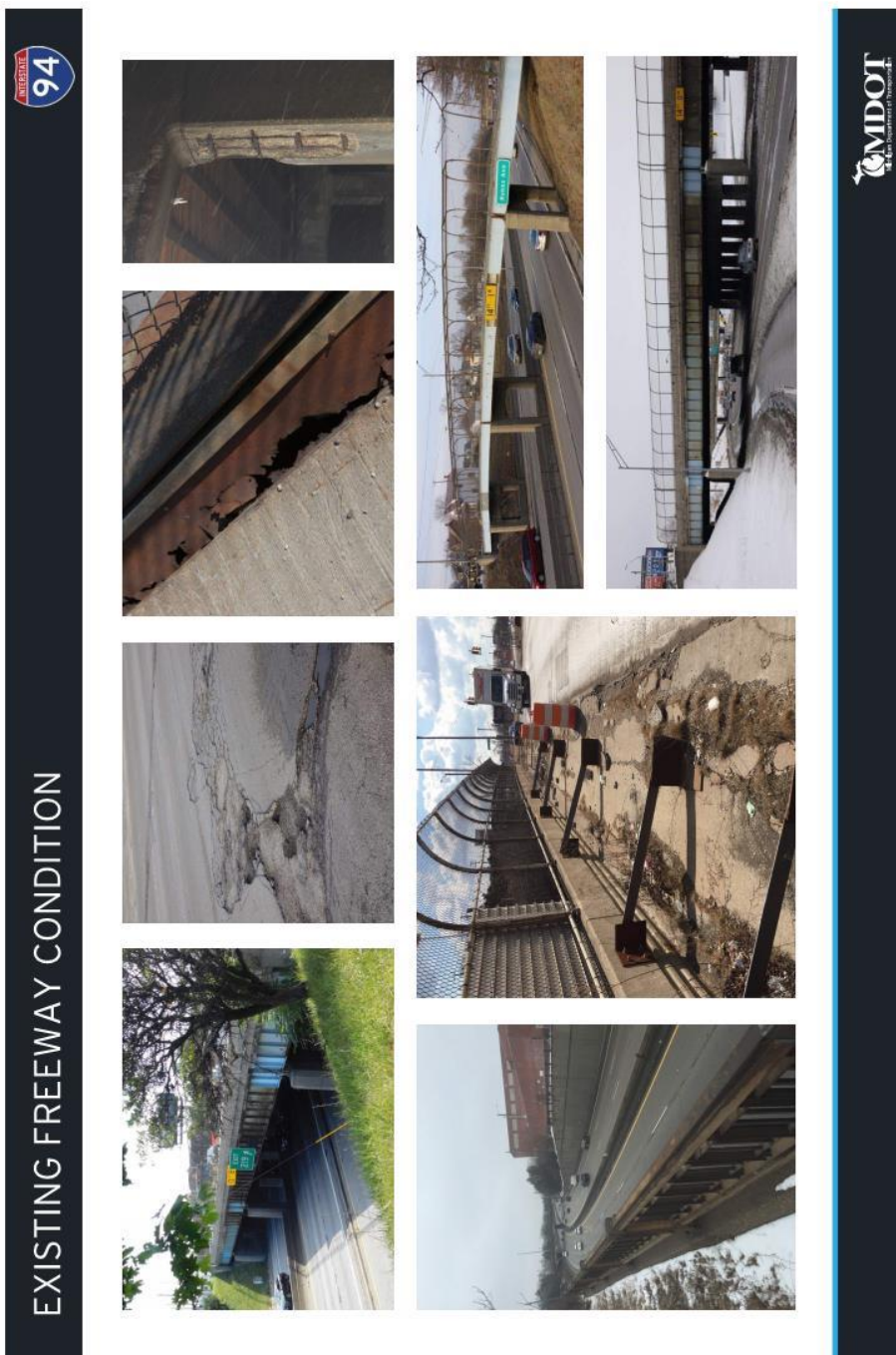
# I-94 PROJECT SCHEDULE



2019 PUBLIC HEARINGS SUMMARY  
 APPENDIX B: MEETING MATERIALS

B-7





EXISTING FREEWAY CONDITION

2019 PUBLIC HEARINGS SUMMARY  
 APPENDIX B: MEETING MATERIALS

B-8

## ADVANCED BRIDGE CONSTRUCTION



Gratiot Avenue over I-94  
Constructed in 1958



Van Dyke Avenue over I-94  
Constructed in 1957



Chene Street over I-94  
Constructed in 1956



Woodward Avenue over I-94  
Constructed in 1955



Trumbull Avenue over I-94  
Constructed in 1954

BEFORE



Gratiot Avenue over I-94  
Reconstructed 2018



Van Dyke Avenue over I-94  
Reconstructed 2013



Chene Avenue over I-94  
Reconstructed 2018



Woodward Avenue over I-94  
Reconstructed 2015



Trumbull Avenue over I-94  
Reconstructed 2016

AFTER





## ADVANCED BRIDGE CONSTRUCTION



BEFORE

Brush Street over I-94  
Constructed in 1955



French Road over I-94  
Constructed in 1957



Concord Avenue over I-94  
Constructed in 1958



IN CONSTRUCTION

Brush Street over I-94  
2019 Construction Season



French Road over I-94  
2019 Construction Season



Concord Avenue over I-94  
2019 Construction Season





# How We Used PUBLIC INPUT



2019 PUBLIC HEARINGS SUMMARY  
APPENDIX B: MEETING MATERIALS

B-11

2019 PUBLIC HEARINGS SUMMARY  
APPENDIX B: MEETING MATERIALS

CEMEX, THINKS TO: *Noni-est Village Building Committee*, *Califried Church of St. Paul*, *Chadwick-Gardner Community Organization*, *Chadwick Village Association*, *City of Detroit*, *Department of Neighborhoods*, *City of Detroit Department of Public Works*, *City of Detroit Department of Planning and Development*, *City of Detroit Department of Recreation*, *Community Development Advocates & Depot*, *Council of Building Professionals*, *Detroit and Morley*, *Detroit City Council Chamber*, *Detroit City Council District 6*, *De*



# What We STUDIED





## SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS) PROCESS 94



## PROJECT PURPOSE AND NEED



**I-94 is an important link in the local, regional and international transportation system.**

The freeway links to major international border crossings and serves as a gateway to the city of Detroit. It serves major traffic generators and has a central role in freight and passenger networks.

This infrastructure is important to the economy because it moves goods to and from local, regional, statewide, interstate and international markets.

**I-94 improvements need to address the following:**

- Update infrastructure to bring it to current standards
- Address poor condition of pavement and bridges
- Address existing traffic congestion and provide for future demand
- Connect important routes in an effective and efficient manner
- Improve safety
- Provide improvements that support multimodal transportation
- Contribute to an improving economic climate in Detroit
- Improve neighborhood connectivity across I-94 and along service drives to facilitate the use of the local road system for local traffic circulation

**Add Capacity to Accommodate Current and Future Travel Demand**



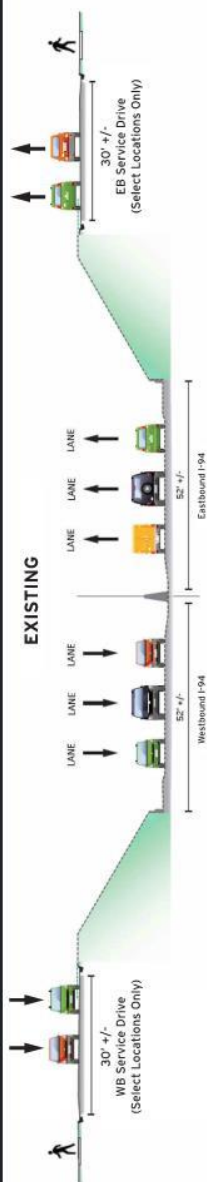
**Improve Neighborhood Connectivity to Facilitate Local Traffic Circulation**



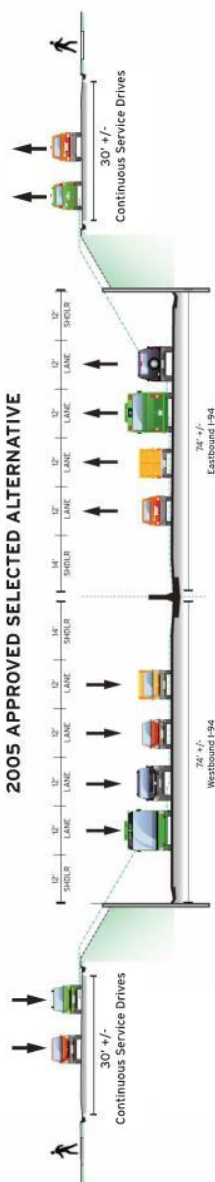
**Address Poor Condition of Pavement & Bridges**



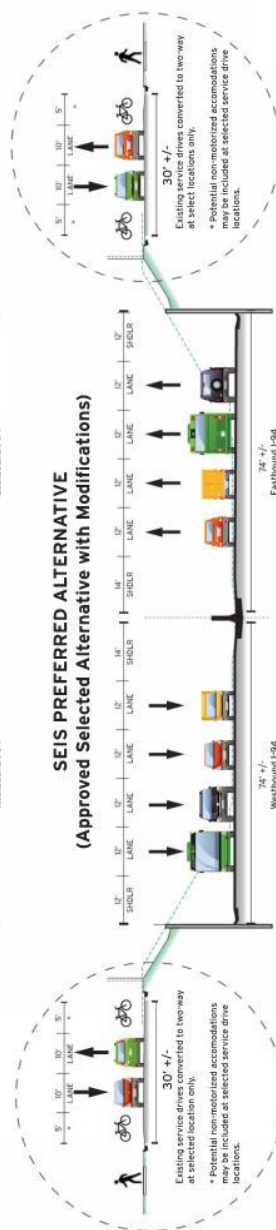
## I-94 EXISTING & PROPOSED DESIGN



### 2005 APPROVED SELECTED ALTERNATIVE



### SEIS PREFERRED ALTERNATIVE (Approved Selected Alternative with Modifications)



## I-94 EXISTING & PROPOSED DESIGN RENDERINGS



EXISTING



PROPOSED





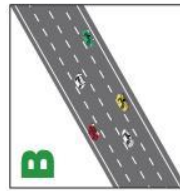
## TRAFFIC - LEVEL OF SERVICE (LOS)



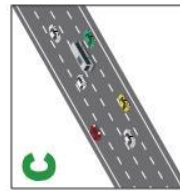
**Definition:** Level of Service (LOS) is a metric used to measure traffic flow on a roadway. LOS is a letter rating that ranges from A to F, where A represents light traffic/free flow conditions and F represents a breakdown in traffic flow and heavy traffic backups.



- Light traffic
- Free flow



- Reasonably free flow
- Effects of minor incidents still easily absorbed



- Steady flow of traffic
- Freedom to maneuver is noticeably restricted



- Speeds decline slightly
- Minor incidents create back-ups



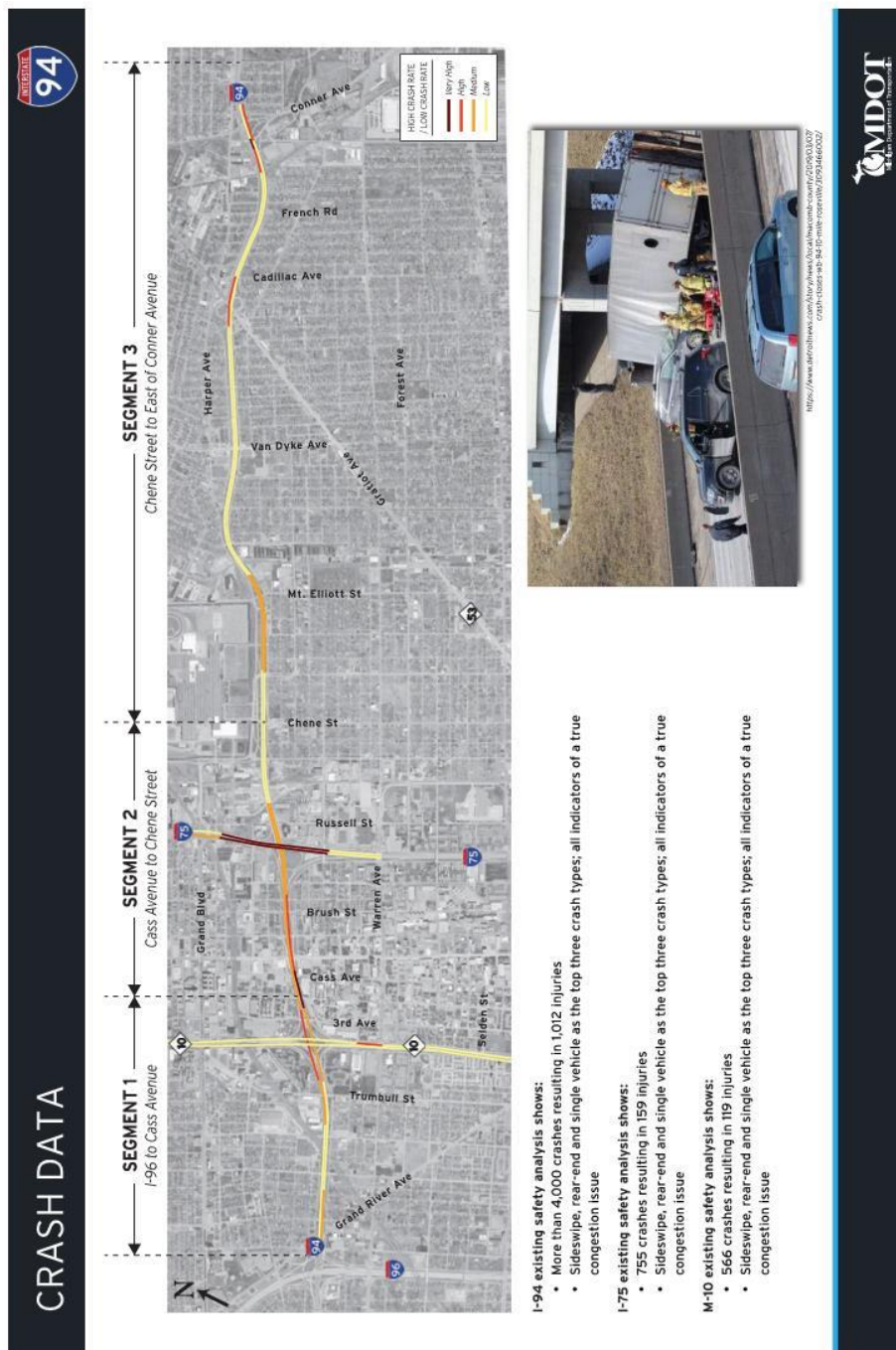
- Stop-and-go traffic
- Accidents likely
- Any disruptions cause back-ups



- Breakdown in flow
- Back-ups behind breakdown points
- Demand greater than capacity













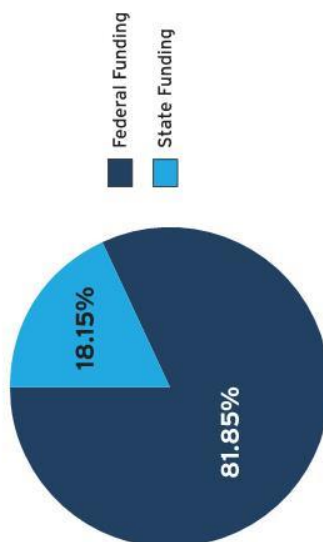


## PROJECT COST & FUNDING



**Preliminary Estimated Cost**  
 \$2.83 Billion (Fiscal Year 2018 dollars)  
 Planned project completion in 2036, with final acceptance in 2037.  
Based on current levels of funding

**Funding Percentage**



Traffic on I-94



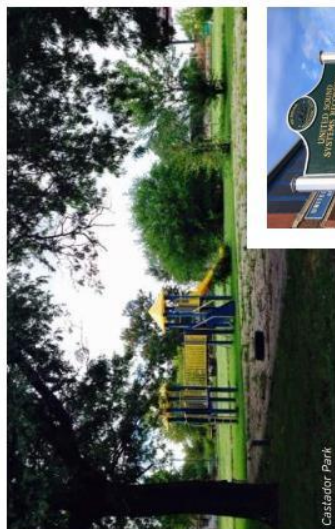
## CULTURAL RESOURCES



### What is Section 4(f)?

Law that restricts USDOT agencies from using property from:

- Public parks and recreation areas
- Public wildlife and waterfowl refuges
- Public or private historic properties



### What is Section 106?

A section of the National Historic Preservation Act that is concerned with protecting historic properties. Section 106 requires the Project sponsor to:

- Take into account the effects of their projects on historic resources
- Consult with the State Historic Preservation Office, Indian Tribes and others to assess the effects of the project on historic and archaeological resources





## SECTION 4(F) RESOURCE IMPACTS



### Adverse Effect

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

2. Woodbridge Historic District Contributing Element
  - House (5287 Hecia St.)
4. I-94/M-10 Interchange
7. House (5832 Second Ave.)
8. United Sound System Recording Studios (5840 Second Ave.)
9. Apartment (447-449 Antoine/te St.)
10. Square D/Detroit Fuse and Manufacturing Company Building (6060 Rivard St.)

### No Adverse Effect / De Minimis / Temporary Impact

A de minimis determination for the transportation use of the Section 4(f) resource is when the project, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

For Section 106, when a transportation project's effects do not adversely affect historic resources, or the project design is modified or conditions are imposed to avoid adverse effects.

Temporary impacts for grading during construction are not considered an adverse effect because no structures would be affected, and the Project will not alter, directly or indirectly, the functions or characteristics of the property that would qualify it for Section 4(f) protections.

1. S.T. Gilbert Terminal (5600 Wabash St.)
3. Wayne State University Athletic Campus (Southwest quadrant of the I-94/M-10 Interchange)
5. West Willis #2 Park (949 W. Willis St.)
6. Wide Recreation Center (aka Wigle Park) (3650 John C. Lodge Service Drive)
11. Vernor Park (5947 Grandy St.)
12. Genmer Manufacturing (6400 Mt. Elliott St.)
13. Castador Park (3995 Huribut St.)
14. Conner Playfield (10644 Gratiot Ave.)
15. Iron Belle Park (12831 Frankfort St.)
16. Chandler Park (12831 Frankfort St.)





## UNITED SOUND SYSTEMS RECORDING STUDIOS



### What makes United Sound Systems historic?

United Sound Systems Recording Studios (USSRS) is eligible for inclusion in the National Register of Historic Places for its association with some of the most influential musical artists of the 20th century. The recording studio was founded by James V. Siracuse in 1933 and moved to this location in 1939-1940.

Besides recording popular music across many genres, the studio also recorded countless jingles used in radio and television commercials. The two-story brick building was originally a residence, built in 1916. The rear addition was added in circa 1960 when United Sound Systems expanded its business.



Artists who have recorded here include Miles Davis, John Lee Hooker, Isaac Hayes, Aretha Franklin, Keith Richards, George Clinton, and others.

The studio closed in 2006 but was re-opened in 2014. It was listed as a City of Detroit Historic District in 2015. In 2017 a Michigan Historical Marker was erected on site by the United Sound Systems Recording Studios and the Detroit Sound Conservancy (Registered Site S0744).



### What will happen to United Sound Systems Recording Studios?





**WHAT ARE THE TYPES OF PROJECTS THAT REQUIRE NOISE ANALYSIS**

**When Are Noise Walls Considered?**

**New Roadway**

**New Travel Lanes**

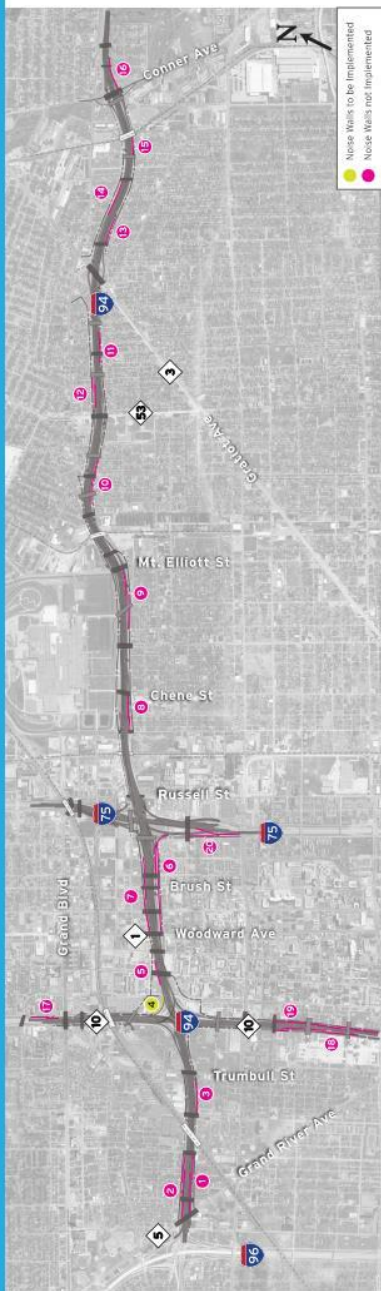
**Substantial Alteration**

If the predicted future-year noise levels approach or exceed Federal Highway Administration noise abatement criteria, noise abatement measures are considered.





## I-94 TRAFFIC NOISE ANALYSIS Analyzed Noise Walls



### 20 Noise Walls Studied

#### 1 Noise Wall met Feasibility/Reasonableness Criteria

A modeled noise wall must meet both feasibility and reasonableness criteria to be implemented.

##### Feasibility Criteria:

- Noise reduction of 5 decibels (dBA) achieved by at least 75% of impacted receptors
- Noise wall can physically be constructed with regard to safety, topography, drainage, utilities, and maintenance of the abatement measure including maintenance access to adjacent properties.

##### Reasonableness Criteria:

- Cost effectiveness of the noise wall is less than \$48,376 per benefited receptor
- Achieves the following noise reduction design goals:
  - A 10 dBA reduction for one benefited receptor
  - At least a 7 dBA reduction for 50% or more benefited receptors

A	Dimensions: Length x Average Height (feet)	B	Number of Impacted Receptors	C	Number of Benefiting Receptors	D	Estimated Barrier Cost	E	Cost per Benefiting Receptor
1	A 1,686 ft x 24 ft B 1 C 20 D \$2,010,015 E NA	7	A 2,064 ft x 24 ft B 1 C 32 D \$2,229,120 E NA	10	A 1,273 ft x 18-21 ft B 1 C 3 D \$1,167,300 E \$389,300	12	A 992 ft x 21 ft B 2 C 3 D \$937,215 E \$468,608	15	A 977 ft x 9-24 ft B 1 C 3 D \$2,895,255 E NA
2	A 1,910 ft x 24 ft B 9 C 15 D \$2,062,530 E NA	5	A 544 ft x 24 ft B 1 C 14 D \$487,745 E NA	6	A 1,078 ft x 18-24 ft B 1 C 7 D \$1,071,625 E \$76,548	11	A 848 ft x 24 ft B 1 C 6 D \$1,046,635 E NA	17	A 1,871 ft x 24 ft B 11 C 1 D \$2,019,645 E NA
3	A 920 ft x 24 ft B 5 C 0 D \$993,105 E NA	4	A 3,904 ft x 24 ft B 46 C 36 D \$4,216,815 E NA	8	A 1,779 ft x 24 ft B 1 C 2 D \$1,027,635 E NA	13	A 988 ft x 24 ft B 3 C 3 D \$1,046,635 E NA	16	A 2,391 ft x 24 ft B 14 C 90 D \$2,582,280 E NA







2019 PUBLIC HEARINGS SUMMARY  
 APPENDIX B: MEETING MATERIALS

B-30

Please Provide Your  
**COMMENTS**



## WHERE CAN I FIND AND COMMENT ON THE DSEIS?



### Public Review Locations

1. Divie B. Duffield Detroit Public Library (2507 W. Grand Blvd., Detroit, 48208)
2. I-94 Project Office (3031 W. Grand Blvd., Detroit, 48202)
3. Alkebulan Village Community Center (7701 Harper Ave., Detroit, 48213)
4. Chandler Park Detroit Public Library (12800 Harper Ave., Detroit, 48213)
5. Douglass Detroit Public Library (3656 Grand River Ave., Detroit, 48208)
6. Wayne County Community College District, Eastern Campus (5907 Conner Ave., Detroit, 48213)

**OFF MAP – The Matrix Center** (13560 E. McNichols Rd., Detroit, 48205)

**OFF MAP – MDOT Detroit Transportation Center** (1060 W. Fort St., Detroit, 48226)

**OFF MAP – MDOT Lansing Office** (425 West Ottawa St., Lansing, 48933)

### Where To Find A Review Copy

An electronic copy of this document is available on the project website, [94detroit.org](http://94detroit.org). Paper copies are located at the Michigan Department of Transportation (MDOT) office, the I-94 project office, and select libraries and community centers throughout the project area. Please contact one of the people listed below for more information or check the project website.

#### How Can I Provide Comments?

- Drop them into the comment box at one of the public hearings
- Send comments to: [I94KnowledgeService@mdot.state.mi.us](mailto:I94KnowledgeService@mdot.state.mi.us)
- Email comments to: [MDOTI94Comments@mdot.state.mi.us](mailto:MDOTI94Comments@mdot.state.mi.us)

MDOT Knowledge Service Project Manager  
P.O. Box 30000  
Lansing, MI 48203

- All comments must be submitted or postmarked by October 28, 2019

#### Have Questions or Need Additional Information?

- Please contact: Terry Stopanski, MDOT Design Project Manager (877) 245-0233





# The Preferred ALTERNATIVE







**B-61**

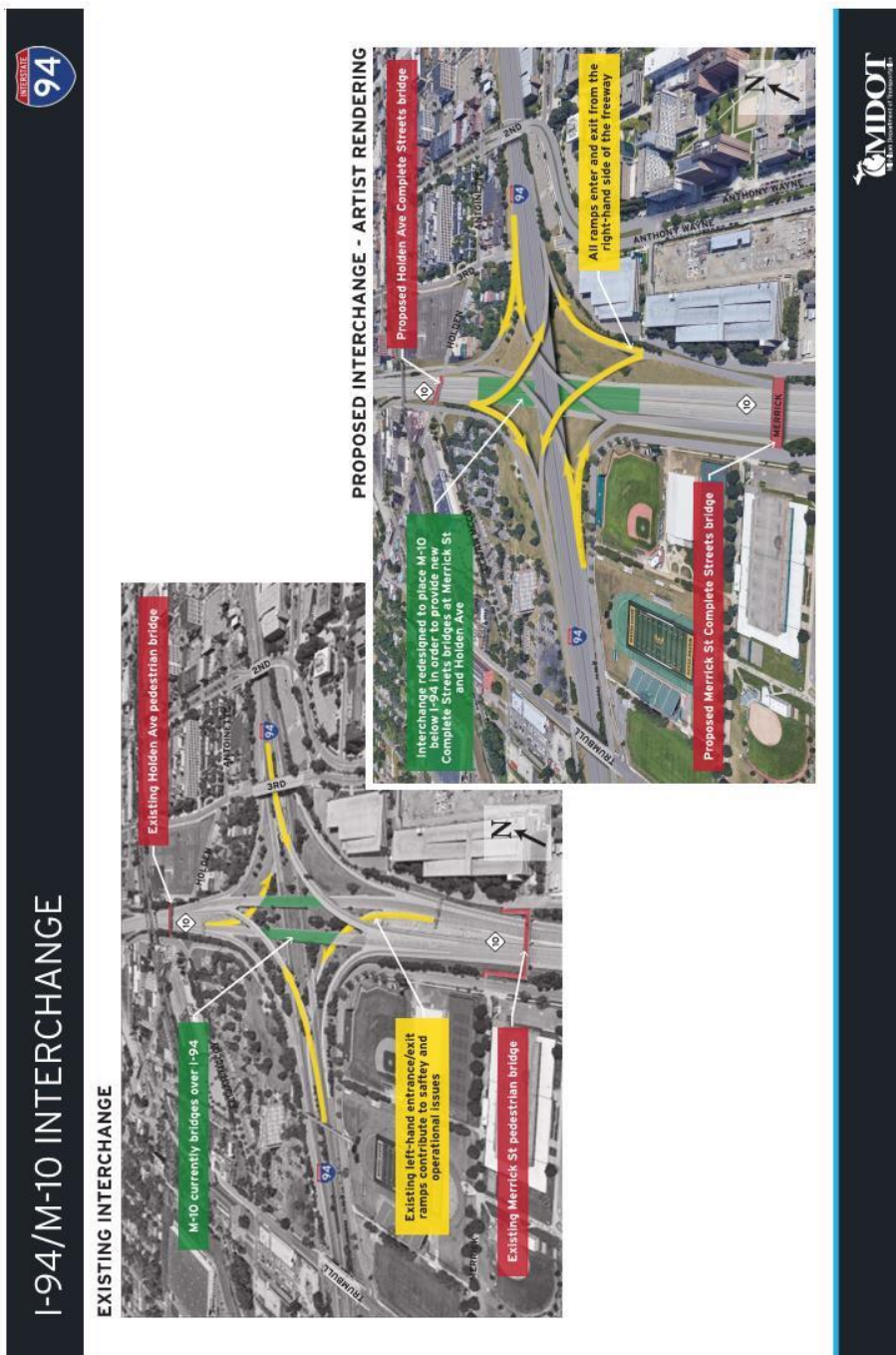


2019 PUBLIC HEARINGS SUMMARY  
APPENDIX B: MEETING MATERIALS

B-35

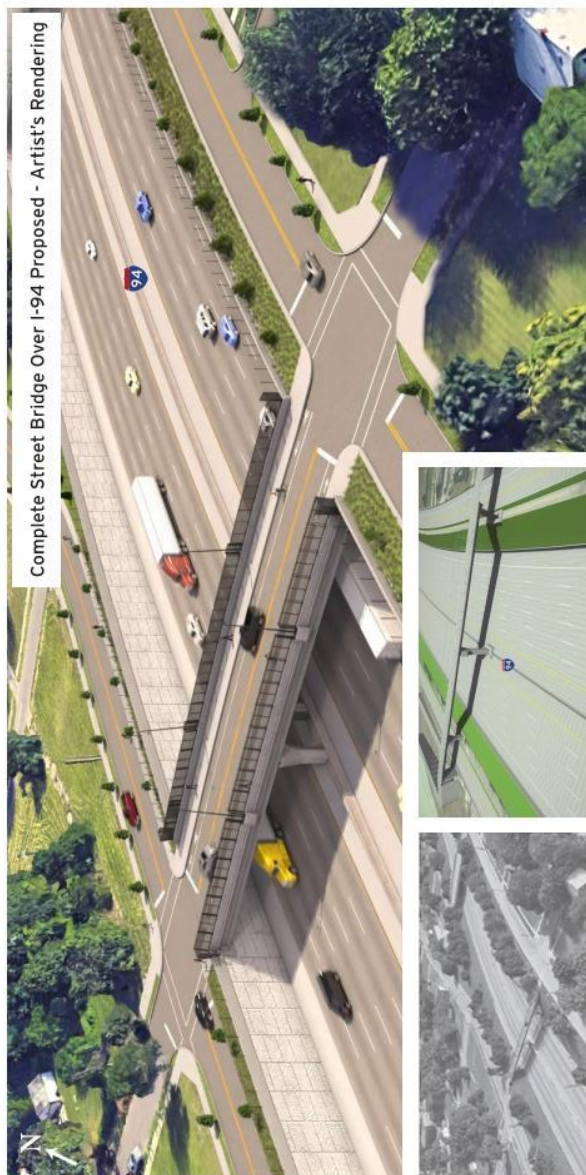








## PEDESTRIAN TO COMPLETE STREET BRIDGE CONVERSIONS



Complete Street Bridge Over I-94 Proposed - Artist's Rendering



2005 Approved Selected Alternative



Existing Pedestrian Bridge Over I-94  
 (Looking North)



## PEDESTRIAN TO COMPLETE STREET BRIDGE CONVERSIONS



Complete Street Bridge Over I-94 Proposed - Artist's Rendering



Existing Pedestrian Bridge Over I-94 Existing  
 (Looking North)



COMMUNITY CONNECTOR BRIDGES - SECOND AVENUE



Second Avenue Over I-94 Proposed - Artist's Rendering

Second Avenue Over I-94 Existing  
 (Looking North)





## COMMUNITY CONNECTOR BRIDGES - SECOND AVENUE



Second Avenue Over I-94 Proposed - Artist's Rendering

Second Avenue Over I-94 Existing  
 (Looking North)





COMMUNITY CONNECTOR BRIDGES - CASS AVENUE



Cass Avenue Over I-94 Proposed - Artist's Rendering

Cass Avenue Over I-94 Existing  
 (Looking North)



## COMMUNITY CONNECTOR BRIDGES - CASS AVENUE



Cass Avenue Over I-94 Proposed - Artist's Rendering

Cass Avenue Over I-94 Existing  
(Looking North)

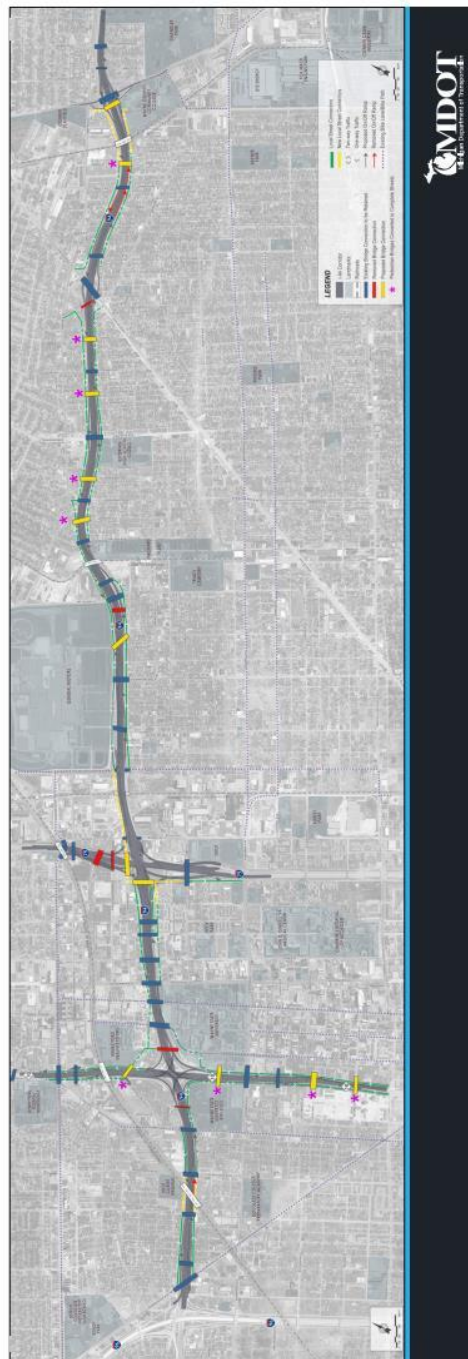
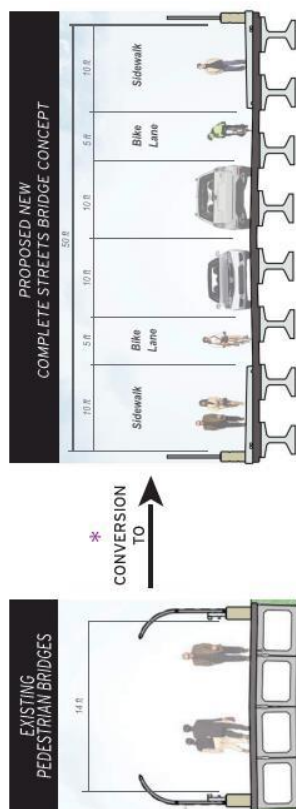


## COMPLETE STREETS BRIDGE CONVERSIONS

The following existing pedestrian bridges are proposed to be removed and replaced with "Complete Streets" roadway bridges:

**I-94:**  
 Helen Street  
 Sheridan Street  
 Iroquois Street  
 Rohns Street  
 Lemay Street

**M-10:**  
 Holden Street  
 Merrick Street  
 Four Tops/Calumet Street  
 Selden Street





## COMMUNITY CONNECTOR BRIDGES - IRON BELLE TRAIL



Conner Avenue/Iron Belle Trail Over I-94 Proposed - Artist's Rendering

Conner Avenue Over I-94 Existing  
 (Looking South)





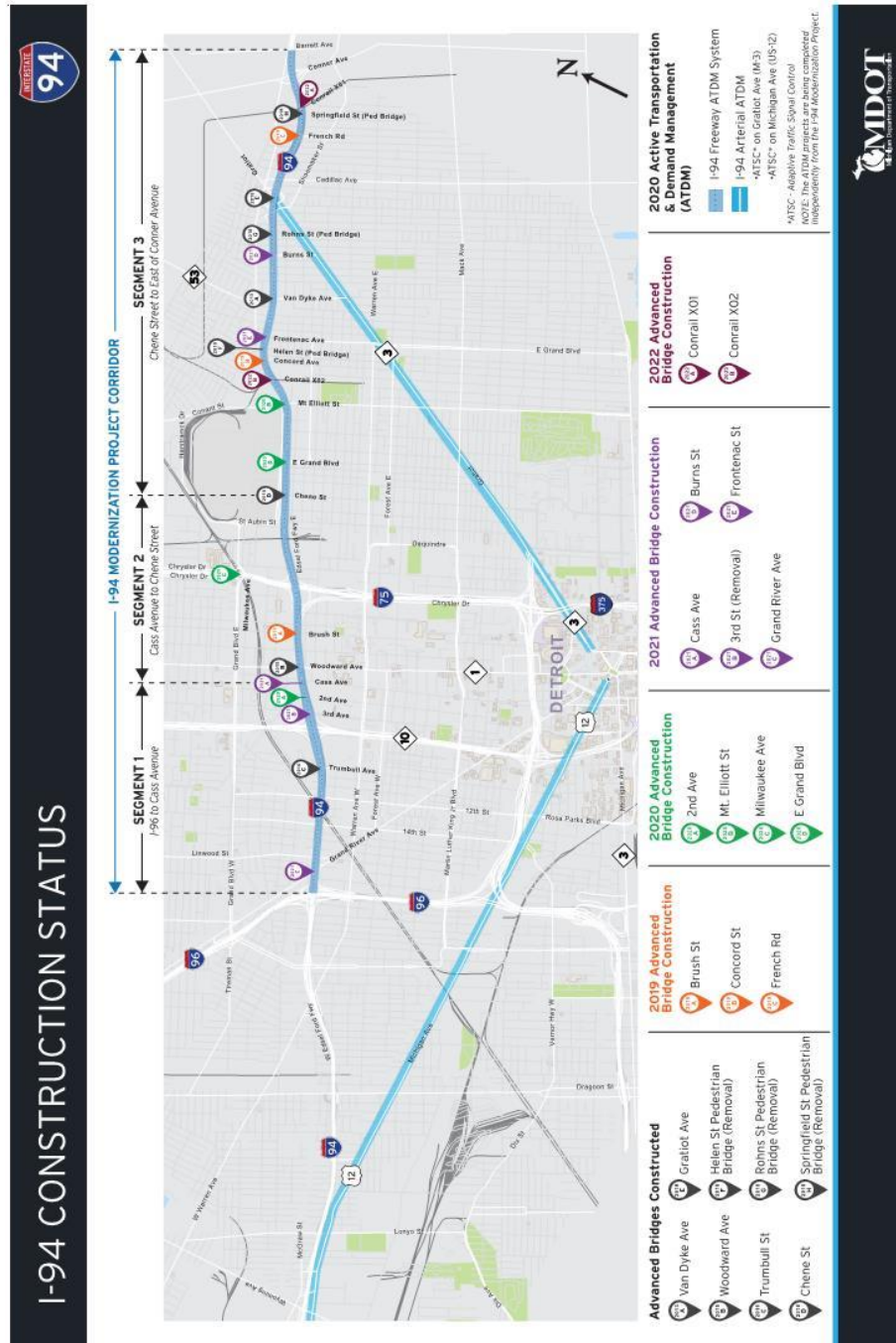
## COMMUNITY CONNECTOR BRIDGES - IRON BELLE TRAIL



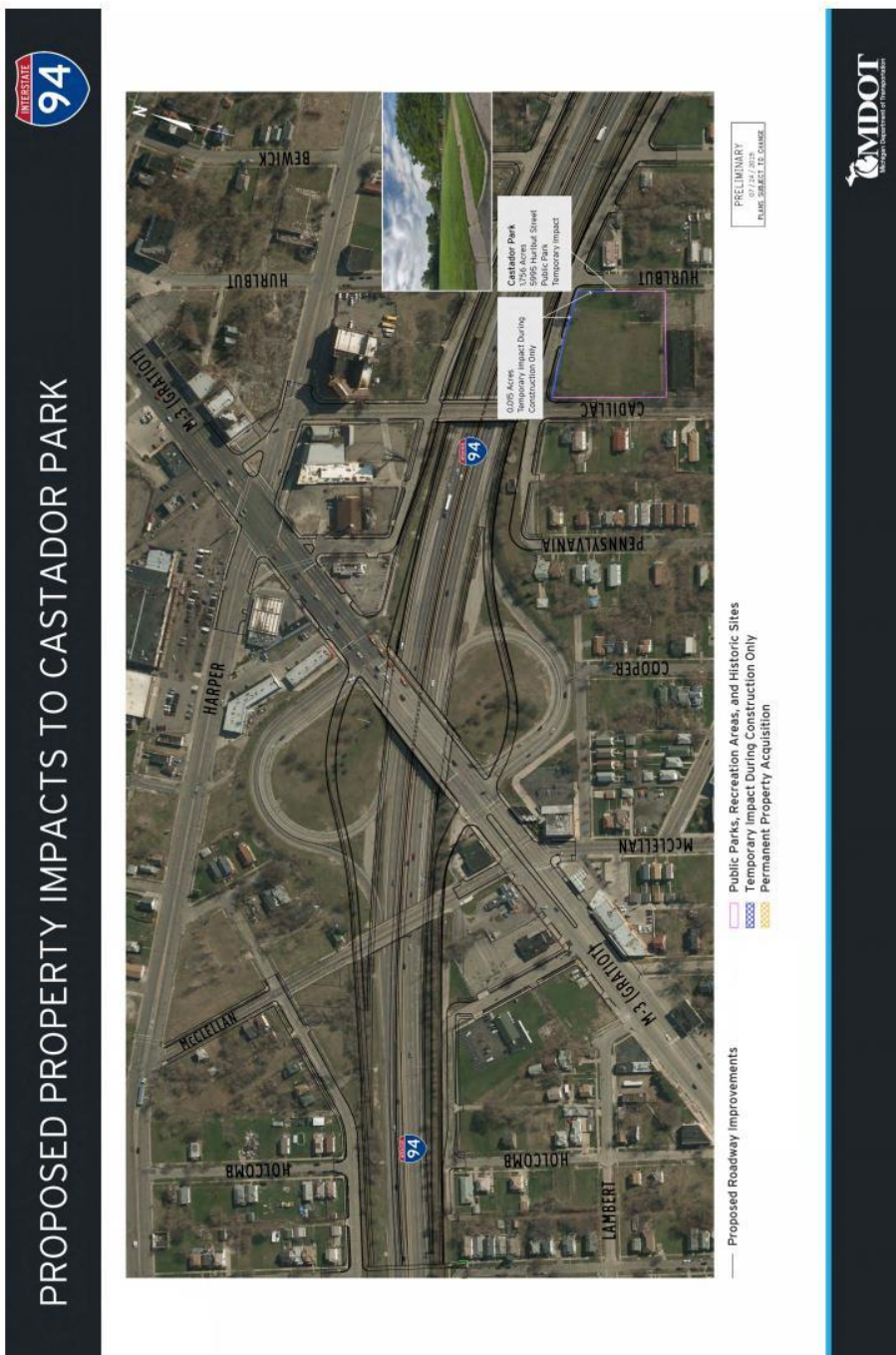
Iron Belle Trail Over I-94 Proposed - Artist's Rendering

Conner Avenue Over I-94 Existing  
(Looking North)





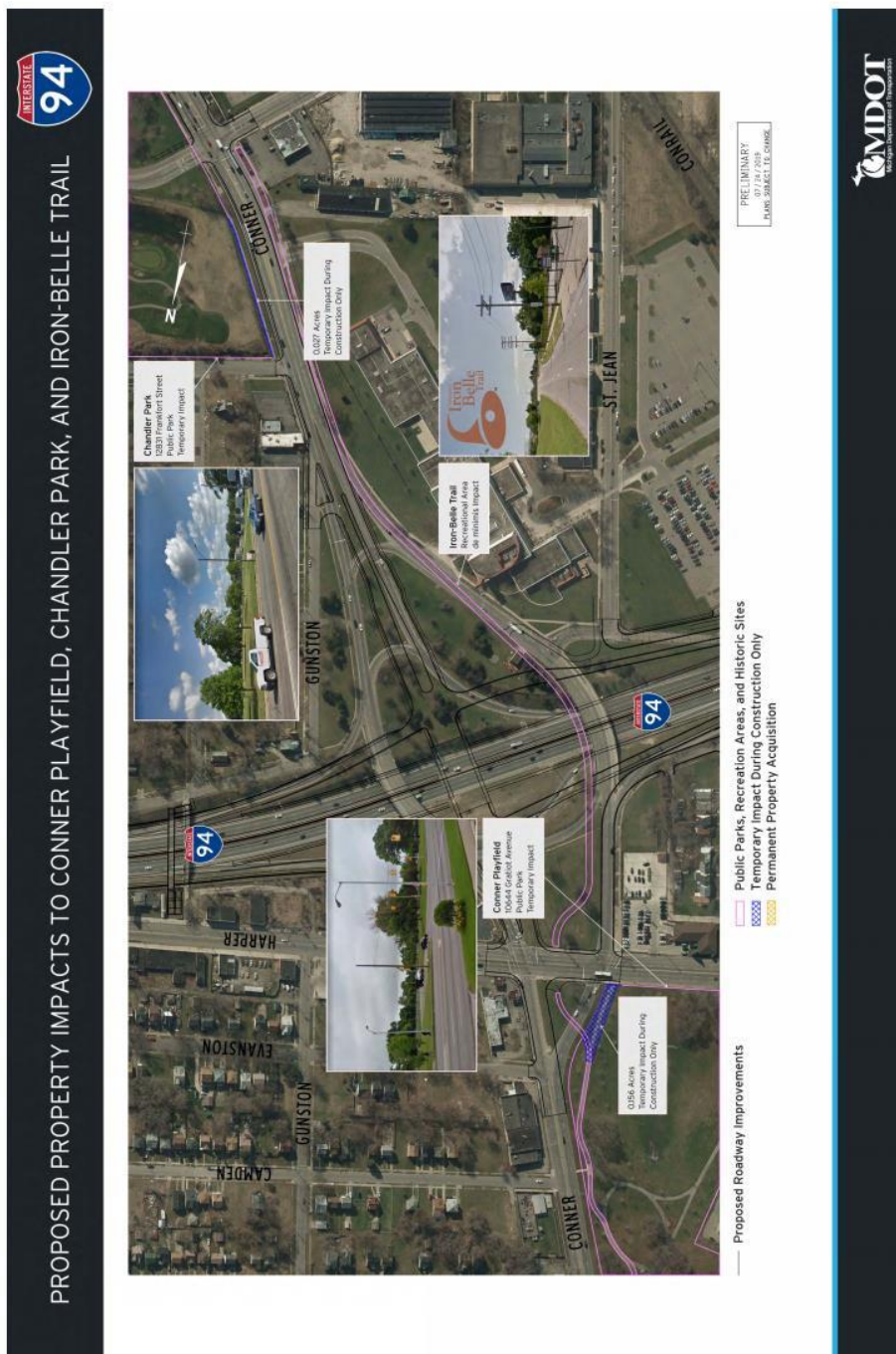
## Section 4(f) Impacts Booklet



2019 PUBLIC HEARINGS SUMMARY  
 APPENDIX B: MEETING MATERIALS

B-48

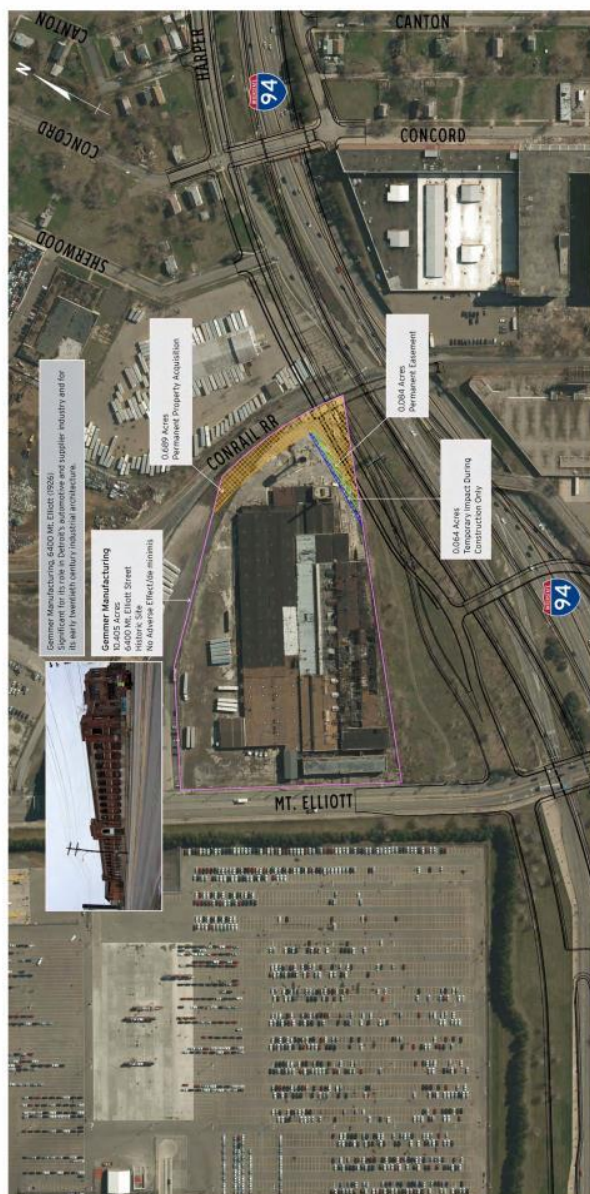








## PROPOSED PROPERTY IMPACTS TO GEMMER MANUFACTURING



PRELIMINARY  
 07/24/2020  
 PLANS SHEET 30.0000

- Public Parks, Recreation Areas, and Historic Sites
- Temporary Impact During Construction Only
- Permanent Easement
- Permanent Property Acquisition

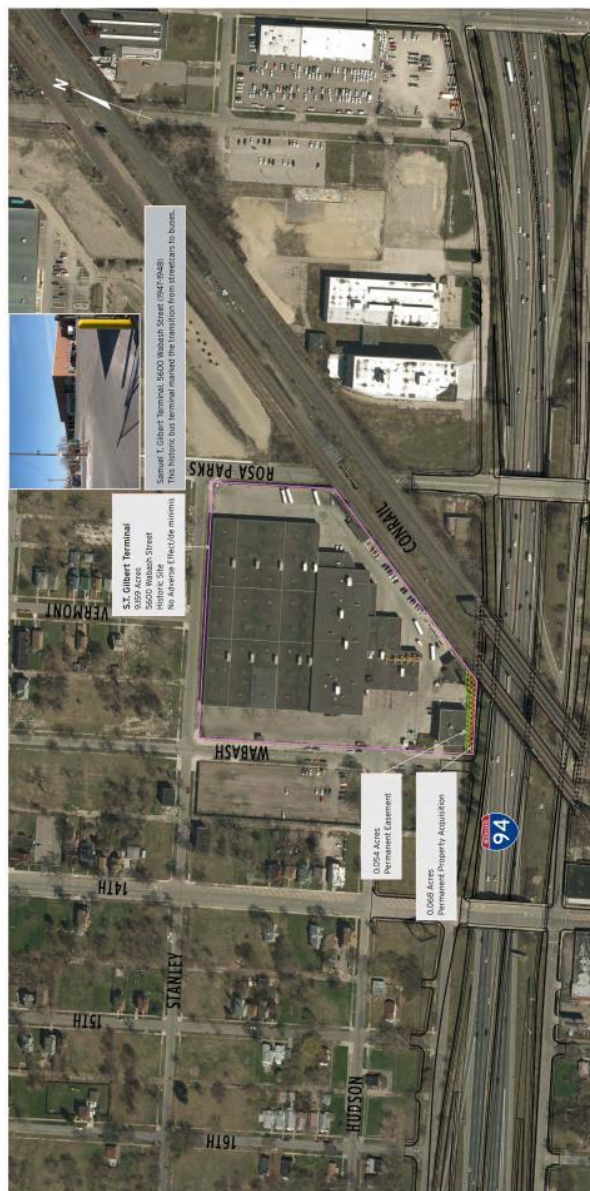
— Proposed Roadway Improvements







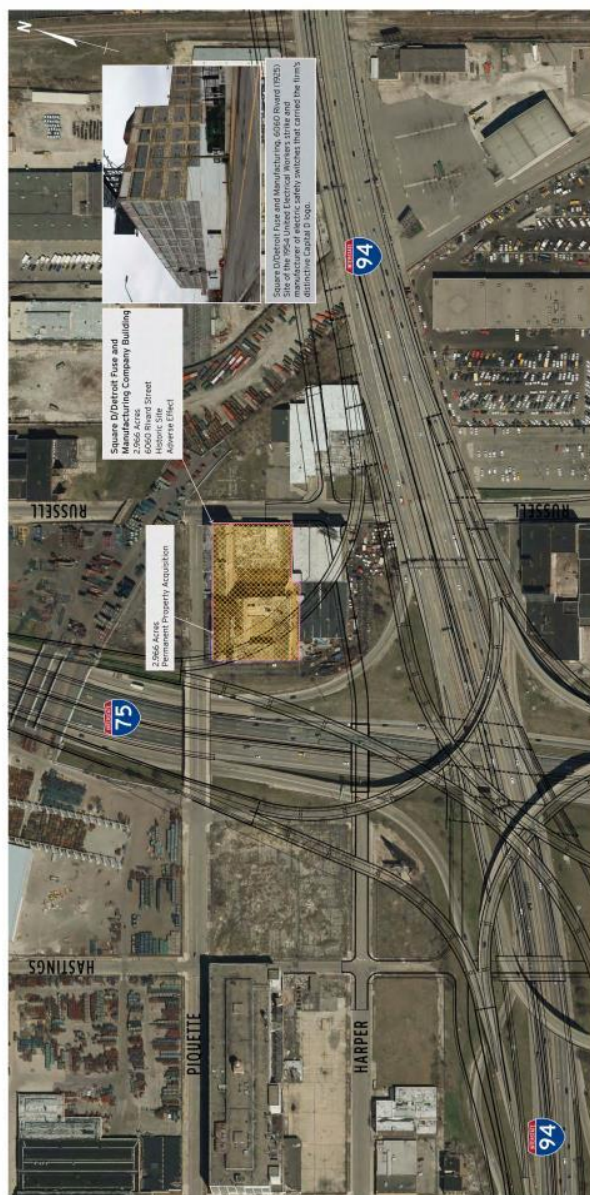
## PROPOSED PROPERTY IMPACTS TO S.T. GILBERT TERMINAL



PRELIMINARY  
 07/24/2019  
 LARS STREET TO SHARPE



## PROPOSED PROPERTY IMPACTS TO SQUARE D/DETROIT FUSE



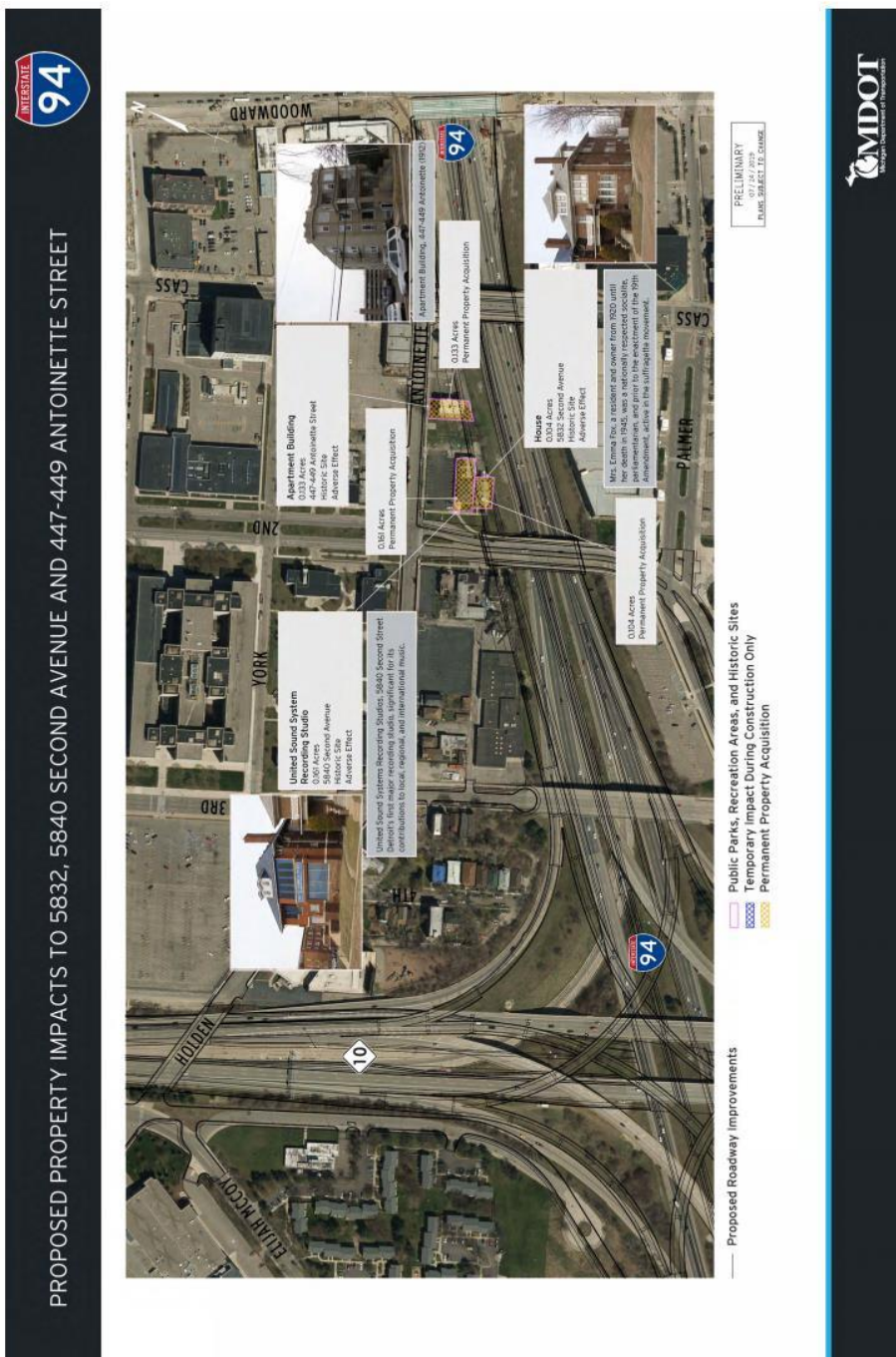
PRELIMINARY  
 07/14/2019  
 PLANS SUBJECT TO CHANGE

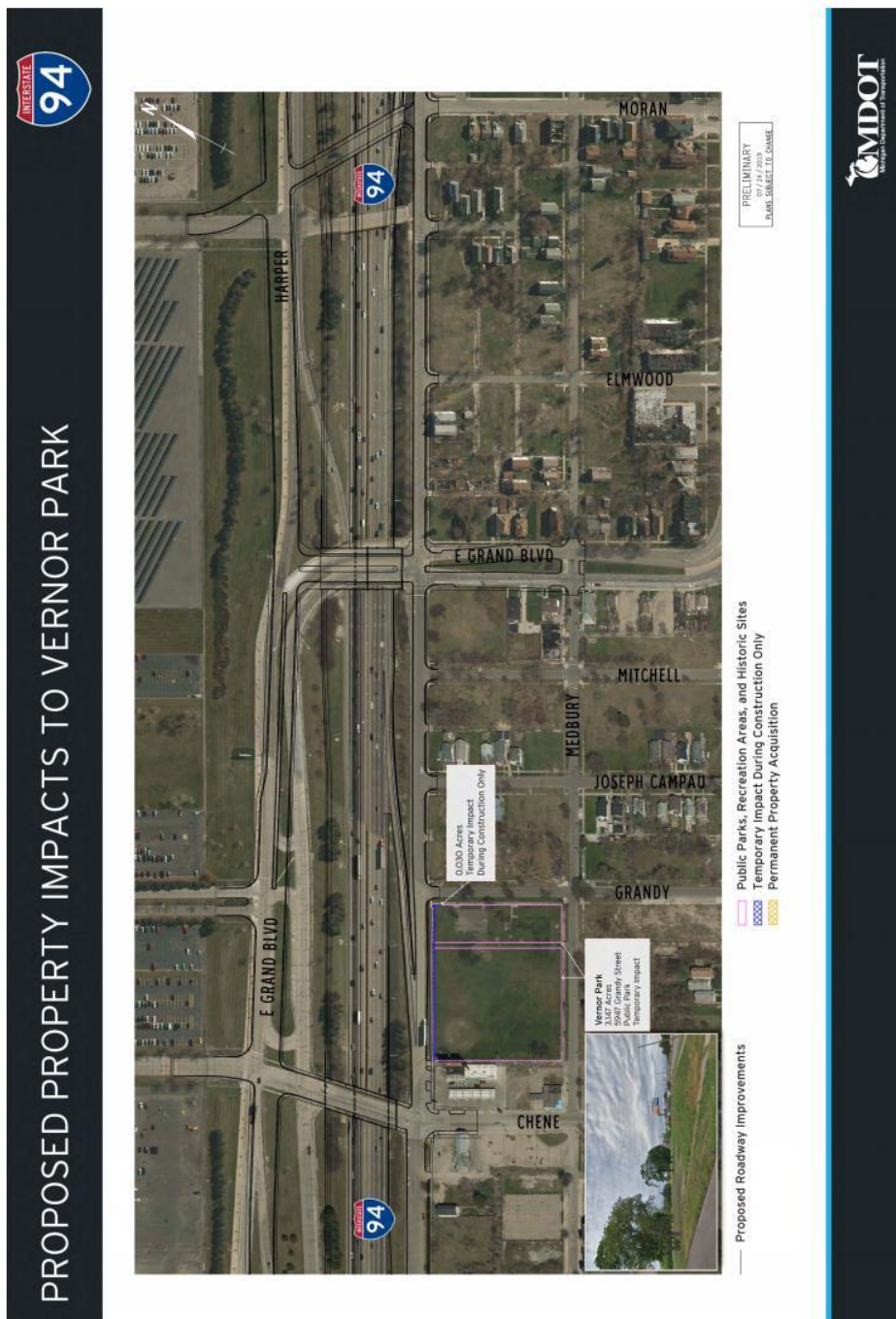
Public Parks, Recreation Areas, and Historic Sites  
 Temporary Impact During Construction Only  
 Permanent Property Acquisition

Proposed Roadway Improvements



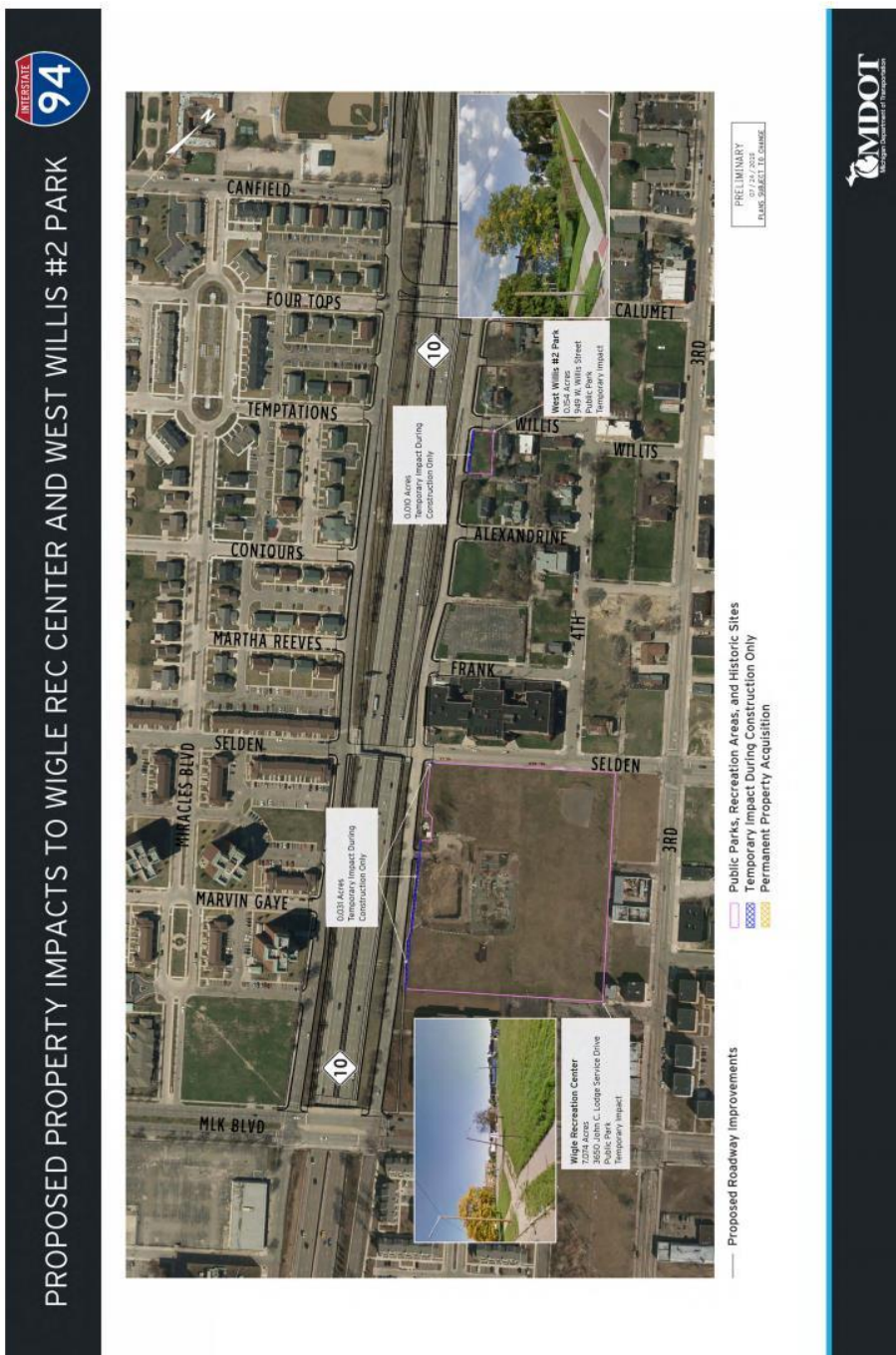




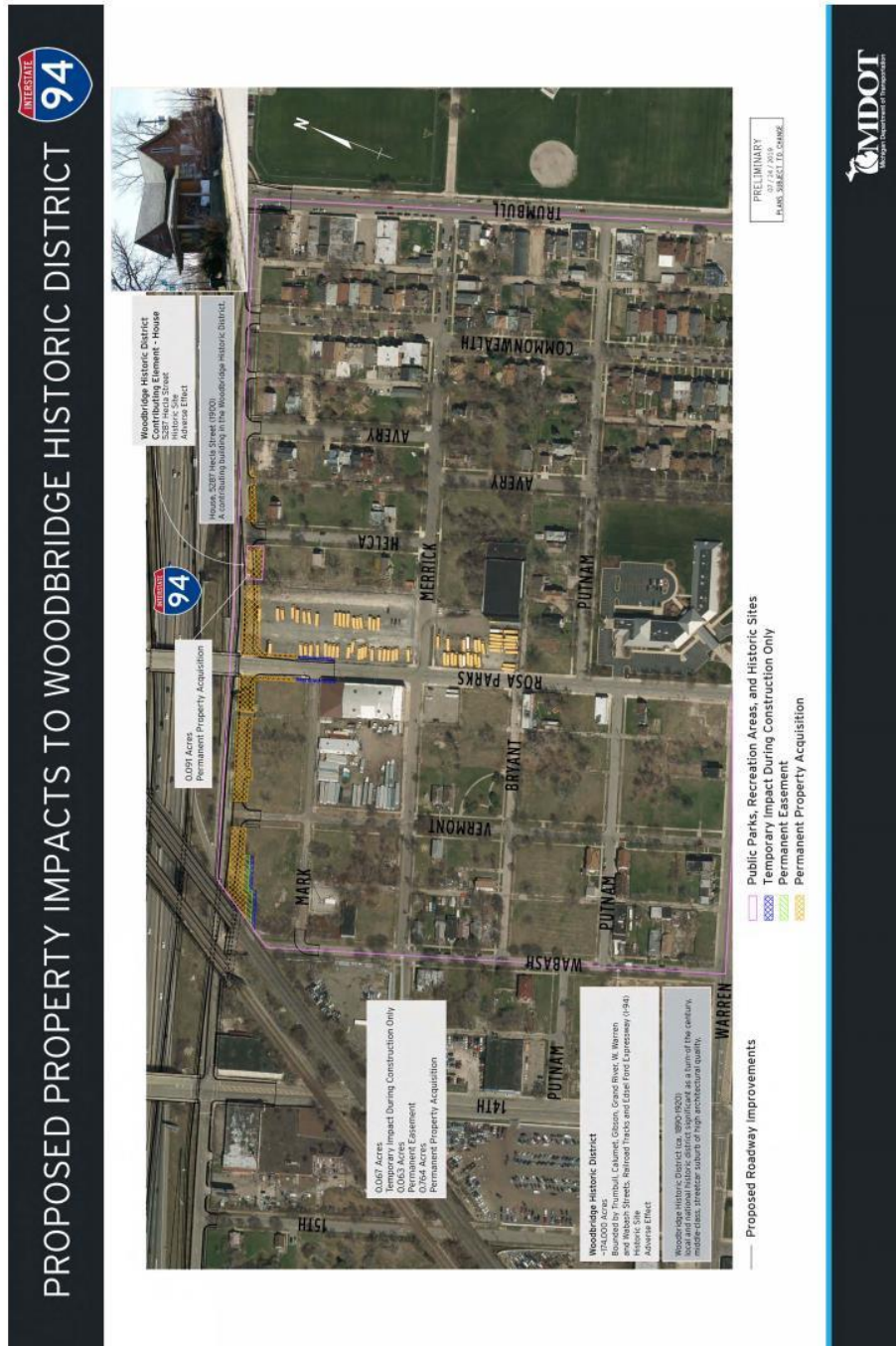












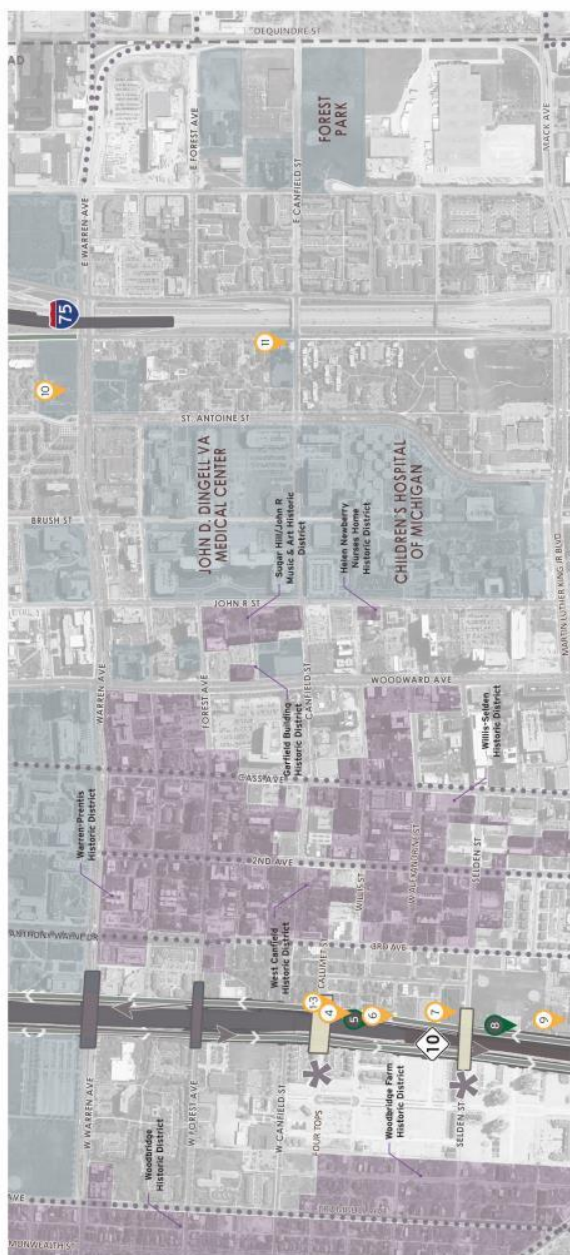
## Section 4(f) Resources Booklet







## SECTION 4(f) RESOURCES



- LEGEND**
- Public Parks
  - Recreation Areas
  - Historic Sites
  - Historic District
  - Impact
  - No Impact
- 10** Bethel AME Church  
5050 St. Antoine Street  
St. Joseph Catholic Church  
715 E. Canfield Street
- 7** Cass Farm Historic District contributing element - Thomas Jefferson High School  
950 Selden Street
- 6** Wigle Recreation Center (aka Wigle Park)  
2555 John C. Lodge Service Drive  
Detroit Delta Preparatory Academy  
3550 John C. Lodge
- 4** House  
950 W. Willis Street
- 3** West Willis #2 Park  
949 W. Willis Street
- 2** House  
944 W. Alexandrine Street
- 1** House  
944 Calumet Street
- 2** House  
933 Calumet Street
- 3** House  
927 Calumet Street
- 4** House  
950 W. Willis Street
- 5** West Willis #2 Park  
949 W. Willis Street
- 6** House  
944 W. Alexandrine Street
- 7** Cass Farm Historic District contributing element - Thomas Jefferson High School  
950 Selden Street
- 8** Wigle Recreation Center (aka Wigle Park)  
2555 John C. Lodge Service Drive  
Detroit Delta Preparatory Academy  
3550 John C. Lodge

TRUMBULL AVE TO DEQUINDRE ST | M-10 FROM GRAND BLVD TO MARTIN LUTHER KING JR BLVD  
 Page 3 of 5

**SECTION 4(f) RESOURCES**



**ST. AUBIN ST TO VAN DYKE AVE**  
 Page 4 of 5

**SECTION 4(f) RESOURCES**



NOT TO SCALE



**ST. AUBIN ST TO VAN DYKE AVE**  
 Page 4 of 5



## Skilled Trades Apprenticeships 101



## I-94 DSEIS Public Hearing Comment Form



### Public Hearing Comment Form

Draft Supplemental Environmental Impact Statement and Section 4(f) Evaluation  
I-94 Modernization Project in Detroit from I-96 to Conner Avenue

**Please circle the hearing you attended:**

Detroit Historical Museum

Detroit Wayne County Community College District

The Draft Supplemental Environmental Impact Statement (DSEIS) considers the impacts of significant changes and/or planned improvements to the Detroit I-94 Modernization Project. It also reviews the purpose and need for improvements and describes the alternatives that were considered. To read the DSEIS and to learn more about the I-94 Modernization

Project, [visit I94Detroit.org](http://I94Detroit.org).

Please use this form to provide MDOT with your comments on the DSEIS by:

- **Dropping it into the comment box** at one of the public hearings, or

- **Emailing your comments to:**  
[MDOT-I94Detroit@michigan.gov](mailto:MDOT-I94Detroit@michigan.gov)

- **Sending your comments to:**

**Terry A. Stepanski, P.E. (B220)**  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

**E-mail:**  
[MDOT-I-94Comments@Michigan.gov](mailto:MDOT-I-94Comments@Michigan.gov)

- **All comments must be submitted or postmarked, by October 28, 2019.**

**Name (Please Print):** .....

**Date:** .....

**Address:** .....

**Phone Number:** .....

**E-mail Address:** .....

**Comments:**

Write on the back or use additional pages if necessary.

.....

.....

.....

.....

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.....

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.....

.....

**Thank You!**

2019 PUBLIC HEARINGS SUMMARY  
APPENDIX B: MEETING MATERIALS



B-65



B-66



## I-94 DSEIS Public Hearing Speaker Request Form



### Public Hearing Speaker Request Form

**Thank you for participating in this public hearing.** To help assure that everyone who wishes to speak is heard, please assist with the following:

- To accurately identify you before you speak, clearly print your name and address on the reverse side of this speaker request form.
- Hand it to a team member at any time during the hearing and you will be called on in the order in which it is received.
- Limit your comments to a few minutes to provide time for all to speak.
- If your comment has been stated by a previous speaker, it is okay to pass when called upon.
- Instead of speaking publicly, you can give verbal comments to a court reporter in private during this hearing or submit your comments in writing to any team member.
- You may also mail or e-mail your written comments to:

**Terry A. Stepanski, P.E. (B220)**  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

**Email:** [MDOT-I-94comments@michigan.gov](mailto:MDOT-I-94comments@michigan.gov)



### Public Hearing Speaker Request Form

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- To accurately identify you before you speak, clearly print your name and address on the reverse side of this speaker request form.
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- Limit your comments to a few minutes to provide time for all to speak.
- If your comment has been stated by a previous speaker, it is okay to pass when called upon.
- Instead of speaking publicly, you can give verbal comments to a court reporter in private during this hearing or submit your comments in writing to any team member.
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**Terry A. Stepanski, P.E. (B220)**  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

**Email:** [MDOT-I-94comments@michigan.gov](mailto:MDOT-I-94comments@michigan.gov)





## Public Hearing Speaker Request Form

### SPEAKER IDENTIFICATION

Name: .....

Address: .....

Representing: .....



## Public Hearing Speaker Request Form

### SPEAKER IDENTIFICATION

Name: .....

Address: .....

Representing: .....



## I-94 DSEIS 2019 Newsletter



**INTERSTATE 94**

**Detroit I-94 Modernization Project**

**Your Guide To The I-94 Public Hearing and Draft Supplemental Environmental Impact Statement**

**Thank you for your help! From Kim Awey, Metro Region Engineer**

More than two years ago, when our I-94 Modernization project was in the early stages of planning, we reached out to you for help. Our goal from the start was to modify the project to better serve the community. We've made progress, but we need your input now to make sure the project is what you need. We've been listening to your feedback and we're excited to share what we've learned. We've been working on the project and we've made a lot of progress. We've been listening to your feedback and we're excited to share what we've learned. We've been working on the project and we've made a lot of progress. We've been listening to your feedback and we're excited to share what we've learned.

**The Importance of Public Engagement**

From the start of the I-94 project, we've been committed to public engagement. We've been listening to your feedback and we're excited to share what we've learned. We've been working on the project and we've made a lot of progress. We've been listening to your feedback and we're excited to share what we've learned. We've been working on the project and we've made a lot of progress. We've been listening to your feedback and we're excited to share what we've learned.

**Public Hearings Explained**

What is a public hearing?

A public hearing is a meeting where the public can provide input on the project. It's a chance for you to share your thoughts and concerns with the project team. We'll be holding public hearings in various locations throughout the project area. We encourage you to attend and share your input. We'll be holding public hearings in various locations throughout the project area. We encourage you to attend and share your input.

**The SEIS Process - From Draft to Final**

A Supplemental Environmental Impact Statement (SEIS) is a document that provides information about the project and its potential impacts. It's a key part of the decision-making process. We'll be holding public hearings to discuss the SEIS and gather your input. We'll be holding public hearings to discuss the SEIS and gather your input.







**I-94 MODERNIZATION PROJECT**

**PUBLIC HEARINGS SUMMARY**

**APPENDIX C: ATTENDANCE  
RECORDS**

TITLE VI FORMS – DETROIT HISTORICAL MUSEUM .....	C-2
SIGN-IN SHEETS – DETROIT HISTORICAL MUSEUM .....	C-4
TITLE VI FORMS – WCCCD .....	C-10
SIGN-IN SHEETS – WCCCD .....	C-13

## TITLE VI FORMS – DETROIT HISTORICAL MUSEUM

Michigan Department  
Of Transportation  
5400 (03/17)

### TITLE VI PUBLIC INVOLVEMENT SURVEY

Page 5 of 6

**Completing this form is voluntary but encouraged.**

You are not required to provide the information requested in order to participate in this meeting.

Title VI of the Civil Rights Act of 1964 requires the Michigan Department of Transportation (MDOT) to provide opportunity for everyone to comment on transportation programs and activities that may affect their community. Title VI specifically states that "No person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program, service, or activity receiving federal financial assistance."

By completing this form, you are helping MDOT to comply with Title VI and related statutes, which require the collection of statistical data to aid in assessing MDOT's outreach efforts among those who are affected or interested in this project.

Coordinators from the MDOT Bureau of Transportation Planning & the Bureau of Development will handle all information confidentially. Please call MDOT Title VI Compliance Technician at (517) 241-7462 or [MDOT-TitleVI@michigan.gov](mailto:MDOT-TitleVI@michigan.gov), if you have any questions or concerns regarding this form.

MEETING PURPOSE		LOCATION OF MEETING						DATE	
194DSEIS Public Hearing		Detroit Historical Museum						Oct. 10, 2019	
Please check all that apply. Check Race/Ethnic designation.									
List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other	
1	48213	F		✓					
2	48124	M							
3	48208	M		✓	✓				
4	48060	M	✓						
5	48933	F	✓						
6	48228	F		✓					
7	48221	M		✓					
8	48223	M		✓					
9	48202	F	✓						
10	48201	M	✓						
11	48230	F	✓						
12	48170	M	✓						
13	48381	M	✓						
14	48116	F		✓					
15	48124	F	✓						
16	48213	F	✓						
17	48202	M	✓						
18	48212	F	✓						
19	48215	M		✓					
20	5447	M	✓						
21	48232	M	✓						
22	48225	M	✓						
23									
24									
25									

THANK YOU FOR YOUR PARTICIPATION!



Michigan Department  
 Of Transportation  
 5400 (03/17)

# **TITLE VI PUBLIC INVOLVEMENT SURVEY**

Page 5 of 6

**Completing this form is voluntary but encouraged.**  
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MEETING PURPOSE		LOCATION OF MEETING		DATE				
1440585 Public Hearing		Detroit Historical Museum		10-10-2019				
Please check all that apply. Check Race/Ethnic designation.								
List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1 48215	M							
2 48066	M	✓						
3 48236	M	✓						
4 48917	F				✓			
5 48226	M		✓					
6 48202	M	✓						
7 48075	F		✓					
8 48008	F		✓					
9 48312	F	✓						
10 48160	F	✓						
11 48076	F	✓						
12 48020	M	✓						
13 48226	F	✓						
14 48207	F	X						
15 48206	M	✓						
16 48210	M	✓						
17 48214	F	✓						
18 48201	M	✓						
19 48512	F							
20 48200	F	✓	✓					
21 48219	F							
22								
23								
24								
25								

**THANK YOU FOR YOUR PARTICIPATION!**

## SIGN-IN SHEETS – DETROIT HISTORICAL MUSEUM

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE	LOCATION OF MEETING	DATE
194BSEIS Public Hearing	Detroit Historical Museum	10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME	NAME
James Smith	Ruth Hepler
[REDACTED]	[REDACTED]
EMAIL ADDRESS	
REPRESENTING	REPRESENTING
	717WA
NAME	NAME
Dan Wood	Roxanna Greenwood
[REDACTED]	[REDACTED]
REPRESENTING	REPRESENTING
Detroit Historical Society	Bailey Temple C.O.G.I.C.
NAME	NAME
Tom Jax - MDOT	Dante Bass
[REDACTED]	[REDACTED]
REPRESENTING	REPRESENTING
MDOT	Detroit Historical Museum

Please Print \* Please Print \* Please Print \* Please Print

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE	LOCATION OF MEETING	DATE
194BSEIS Public Hearing	Detroit Historical Museum	Oct. 10, 2019

Please Print \* Please Print \* Please Print \* Please Print

NAME	NAME
Katharine Johnson	Victor Judge
ADDRESS	ADDRESS
[REDACTED]	[REDACTED]
REPRESENTING	REPRESENTING
SELF	H2TB
NAME	NAME
REV. GREENE Ramsey	Hong Dong
[REDACTED]	[REDACTED]
REPRESENTING	REPRESENTING
Universal Thrift Center	MDOT
NAME	NAME
Ed Fowler	Gordon Thomas Zarnoff OPH
[REDACTED]	[REDACTED]
REPRESENTING	REPRESENTING
MDOT	Motor City Foundation @ Meadowbrook L. August 2018

Please Print \* Please Print \* Please Print \* Please Print

2019 PUBLIC HEARINGS SUMMARY  
 APPENDIX C: ATTENDANCE RECORDS

C-4

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE	LOCATION OF MEETING	DATE
194 DSEIS Public Hearing	Detroit Historical Museum	10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME	NAME
LAUREN REITER-MAILLOUX	ROSHIKO WASHINGTON
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
WT-IV	46 I-94 Expressway
NAME	NAME
Kristen Pedra	Carly Mitchell
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
Michael Baker International	
NAME	NAME
Al Kolkhofen	CRAN E. KINGS
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
CEA	SEF - TOWNSHIP OF WEST

Please Print \* Please Print \* Please Print \* Please Print

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE	LOCATION OF MEETING	DATE
194 DSEIS Public Hearing	Det. Historical Museum	Oct. 10, 2019

Please Print \* Please Print \* Please Print \* Please Print

NAME	NAME
Roberto Munoz	Robert Davis
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
translator	MDOT
NAME	NAME
Cedric Dargatzis	PETER MALCOLMSON
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
SAITSALES	
NAME	NAME
SAITSALES GALT	RITA D. SCREWS (MDOT)
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
	MDOT - MOTOR REGION

Please Print \* Please Print \* Please Print \* Please Print

2019 PUBLIC HEARINGS SUMMARY  
 APPENDIX C: ATTENDANCE RECORDS

C-5



Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE	LOCATION OF MEETING	DATE
194 DSEIS Public Hearing	Dt. Historical Museum	10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME	NAME
Mildred Williams	Aurea Wilcox
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
Detroit Historical Museum	MDOT
NAME	NAME
Clare Hermann	Augustus Hill
REPRESENTING	REPRESENTING
Parsons	
NAME	NAME
Joel Battarman	Dana/Dana Langham
REPRESENTING	REPRESENTING

Please Print \* Please Print \* Please Print \* Please Print

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE	LOCATION OF MEETING	DATE
194 DSEIS Public Hearing	Dt. Historical Museum	10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME	NAME
Daniel Gantchev	Jerome Winsor
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
Detroit Historical Society	AECOM / DWSD
NAME	NAME
Lisa Nuszka	Mary Jo Durivage
REPRESENTING	REPRESENTING
NAME	NAME
Jimere Moses	Joseph Crummins
REPRESENTING	REPRESENTING
Laboree local 1151	

Please Print \* Please Print \* Please Print \* Please Print

2019 PUBLIC HEARINGS SUMMARY  
 APPENDIX C: ATTENDANCE RECORDS

C-6

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

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MEETING PURPOSE	LOCATION OF MEETING	DATE
194DSEIS Public Hearing	Detroit Historical Museum	10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME	NAME
Gloria McGadney	Perpetual Kooch
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
Russell Woods-Sullivan Assoc.	Michael Baller Int
NAME	NAME
Trey <del>Travis</del> Travis	Beverly St John
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
DHS	DHS ORG
NAME	NAME
Arnon Angle	Jessica Taub (PVS Chemicals, Inc.)
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
Wally Torre JV	PVS Chemicals, Inc.

Please Print \* Please Print \* Please Print \* Please Print

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

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MEETING PURPOSE	LOCATION OF MEETING	DATE
194DSEIS Public Hearing	Detroit Historical Museum	10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME	NAME
Barry Blackwell	Kelli Van Buren
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
CANCEL President PT Sheffire	DHS
NAME	NAME
Melvin McCoy	Megan Owens
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
DTE Energy	TRU
NAME	NAME
u Sean McAlde	Nathan Wilson
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING

Please Print \* Please Print \* Please Print \* Please Print

2019 PUBLIC HEARINGS SUMMARY  
 APPENDIX C: ATTENDANCE RECORDS

C-7

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE	LOCATION OF MEETING	DATE
194 DSEIS Public Hearing	Det. Historical Museum	10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME	NAME
Mason Herson-Hord	Delaine Upshaw
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
Warren Junction Community Council, Motor City Freedom Riders	
NAME	NAME
Kelly Ford	CAROLAN E. FORD
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
	DETROIT AND COUNSELING
NAME	NAME
Stephen Meyer	Carol Forsythe
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
	Woodbridge Community

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Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE	LOCATION OF MEETING	DATE
194 DSEIS Public Hearing	Det. Historical Museum	10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME	NAME
Claire Nowak-Boyd	DAN CACHELLI
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
NAME	NAME
William Wuthwinkel	RICARDO THOMAS - wants a
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
NAME	NAME
Gleam Maxwell	Nick Soria
ADDRESS	ADDRESS
REPRESENTING	REPRESENTING
Frank D. Clench	

Please Print \* Please Print \* Please Print \* Please Print



Michigan Department Of Transportation 5400 (03/17)		MDOT PUBLIC PARTICIPATION SIGN-IN SHEET		Page 6 of 6
By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)				
MEETING PURPOSE		LOCATION OF MEETING		DATE
1940s Public Hearing		Detroit Historical Museum		10-10-2019
Please Print * Please Print * Please Print * Please Print				
NAME		NAME		
Todd Swett		Maurice Greenwald		
ADDRESS		ADDRESS		
REPRESENTING		REPRESENTING		
Detroit Greenway Coalition		4th Street - Holden Affair		
NAME		NAME		
ADDRESS		ADDRESS		
CITY	STATE	ZIP	CITY	STATE
EMAIL ADDRESS			EMAIL ADDRESS	ZIP
REPRESENTING		REPRESENTING		
NAME		NAME		
ADDRESS		ADDRESS		
CITY	STATE	ZIP	CITY	STATE
EMAIL ADDRESS			EMAIL ADDRESS	ZIP
REPRESENTING		REPRESENTING		

## TITLE VI FORMS – WCCCD

Michigan Department  
 Of Transportation  
 5400 (03/17)

### TITLE VI PUBLIC INVOLVEMENT SURVEY

Page 5 of 6

**Completing this form is voluntary but encouraged.**

You are not required to provide the information requested in order to participate in this meeting.

Title VI of the Civil Rights Act of 1964 requires the Michigan Department of Transportation (MDOT) to provide opportunity for everyone to comment on transportation programs and activities that may affect their community. Title VI specifically states that "No person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program, service, or activity receiving federal financial assistance."

By completing this form, you are helping MDOT to comply with Title VI and related statutes, which require the collection of statistical data to aid in assessing MDOT's outreach efforts among those who are affected or interested in this project.

Coordinators from the MDOT Bureau of Transportation Planning & the Bureau of Development will handle all information confidentially. Please call MDOT Title VI Compliance Technician at (517) 241-7462 or [MDOT-TitleVI@michigan.gov](mailto:MDOT-TitleVI@michigan.gov), if you have any questions or concerns regarding this form.

MEETING PURPOSE		LOCATION OF MEETING		DATE				
194 DSEIS Public Hearing		WCCCD		10-10-2019				
Please check all that apply. Check Race/Ethnic designation.								
List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1 48207	M		✓					
2 48214	M	✓						
3 48206	M	✓						
4 48224	F		✗					
5 48213	M							
6 48202	M	✓						
7 48212	M							
8 48215	F							
9 48221	M		✓					
10 48213	F		✓					
11								
12								
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21								
22								
23								
24								
25								

THANK YOU FOR YOUR PARTICIPATION!

Michigan Department  
 Of Transportation  
 5400 (03/17)

# **TITLE VI PUBLIC INVOLVEMENT SURVEY**

Page 5 of 6

**Completing this form is voluntary but encouraged.**  
 You are not required to provide the information requested in order to participate in this meeting.

Title VI of the Civil Rights Act of 1964 requires the Michigan Department of Transportation (MDOT) to provide opportunity for everyone to comment on transportation programs and activities that may affect their community. Title VI specifically states that "No person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program, service, or activity receiving federal financial assistance."

By completing this form, you are helping MDOT to comply with Title VI and related statutes, which require the collection of statistical data to aid in assessing MDOT's outreach efforts among those who are affected or interested in this project.

Coordinators from the MDOT Bureau of Transportation Planning & the Bureau of Development will handle all information confidentially. Please call MDOT Title VI Compliance Technician at (517) 241-7462 or [MDOT-TitleVI@michigan.gov](mailto:MDOT-TitleVI@michigan.gov), if you have any questions or concerns regarding this form.

MEETING PURPOSE I-94 FSEIS Public Hearing		LOCATION OF MEETING WCCD					DATE 10-10-2019		
Please check all that apply. Check Race/Ethnic designation.									
List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other	
1 48205	F		✓						
2 48224			✓						
3 48224	F		✓						
4 48203	M		✓						
5 48013	F		✓						
6 48213	F		✓						
7 48223	M		✓						
8 48221	F		✓						
9 48235	F		✓						
10 48210	F	✓							
11 48210	M	✓							
12									
13									
14									
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**THANK YOU FOR YOUR PARTICIPATION!**

Michigan Department  
 Of Transportation  
 5400 (03/17)

# **TITLE VI PUBLIC INVOLVEMENT SURVEY**

Page 5 of 6

**Completing this form is voluntary but encouraged.**

*You are not required to provide the information requested in order to participate in this meeting.*

Title VI of the Civil Rights Act of 1964 requires the Michigan Department of Transportation (MDOT) to provide opportunity for everyone to comment on transportation programs and activities that may affect their community. Title VI specifically states that "No person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program, service, or activity receiving federal financial assistance."

By completing this form, you are helping MDOT to comply with Title VI and related statutes, which require the collection of statistical data to aid in assessing MDOT's outreach efforts among those who are affected or interested in this project.

Coordinators from the MDOT Bureau of Transportation Planning & the Bureau of Development will handle all information confidentially. Please call MDOT Title VI Compliance Technician at (517) 241-7462 or [MDOT-TitleVI@michigan.gov](mailto:MDOT-TitleVI@michigan.gov), if you have any questions or concerns regarding this form.

MEETING PURPOSE		LOCATION OF MEETING		DATE				
194 DSEIS Public Hearing		WCCCD		10/10/2019				
Please check all that apply. Check Race/Ethnic designation.								
List Zip Code	Indicate M = Male F = Female	White	African American	Hispanic / Latino	Asian	Native American	2 or More Races	Other
1 48205	F		X					
2 48212	F		X					
3 48208								
4 48038	M							
5 48213	F							
6 48205	F	X	X					
7 48213	M						X	
8								
9								
10								
11								
12								
13								
14								
15								
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17								
18								
19								
20								
21								
22								
23								
24								
25								

**THANK YOU FOR YOUR PARTICIPATION!**



## SIGN-IN SHEETS – WCCCD

Michigan Department  
Of Transportation  
5400 (03/17)

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE	LOCATION OF MEETING	DATE
194 DSEIS Public Hearing	WCCCD	10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME Harrell Andrews	NAME Brenda Butler
ADDRESS [REDACTED]	ADDRESS [REDACTED]
REPRESENTING	REPRESENTING
NAME Blair LaCrosse	NAME Eastside Community Network / Community
ADDRESS [REDACTED]	ADDRESS Hannah Thomas
REPRESENTING	REPRESENTING
NAME John Good	NAME
ADDRESS [REDACTED]	ADDRESS
REPRESENTING	REPRESENTING

Please Print \* Please Print \* Please Print \* Please Print

Michigan Department  
Of Transportation  
5400 (03/17)

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE	LOCATION OF MEETING	DATE
194 DSEIS Public Hearing	WCCCD	10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME Angela	NAME Selah Porter
ADDRESS [REDACTED]	ADDRESS [REDACTED]
REPRESENTING	REPRESENTING
NAME Arianna Johnson	NAME Ray C. Trice
ADDRESS [REDACTED]	ADDRESS [REDACTED]
REPRESENTING	REPRESENTING
NAME Faydra Reed	NAME Christal Wilkes
ADDRESS [REDACTED]	ADDRESS [REDACTED]
REPRESENTING	REPRESENTING

Please Print \* Please Print \* Please Print \* Please Print

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 5 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE: 194 DSEIS Public Hearing

LOCATION OF MEETING: WCCCO

DATE: 10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME: Patrick Harmon	NAME: Diamond Hatcher
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: Mr. Thier	REPRESENTING: Class
NAME: Larissa Jones	NAME: DEBORAH WATTS
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: Lance Mitchell	REPRESENTING: Michelle LaCourse
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: Myself	REPRESENTING: Bionberg & Assoc. (Sign language interpreter)

Please Print \* Please Print \* Please Print \* Please Print

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 5 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE: 194 DSEIS Public Hearing

LOCATION OF MEETING: WCCCO

DATE: 10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME: Altha Dickerson	NAME: Cynthia Wilson
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: La'Tia Mason	REPRESENTING: Dorothy WATZEL
NAME: Austin Kolongowski	NAME: Lonette Bowers
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: Class	REPRESENTING: [REDACTED]

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Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE: I-94 DSEIS Public Hearing LOCATION OF MEETING: WCCCD DATE: 10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME: <u>Antoine Jones</u>	NAME: <u>Dakres Baker</u>
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: [REDACTED]	REPRESENTING: <u>Myself / WCCCD</u>
NAME: <u>Erika Phillips</u>	NAME: <u>India Jackson</u>
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: <u>Class</u>	REPRESENTING: <u>Class</u>
NAME: <u>Alan Pieriade</u>	NAME: <u>Quartrell Stiles</u>
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: [REDACTED]	REPRESENTING: <u>Wayne</u>

Please Print \* Please Print \* Please Print \* Please Print

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE: I-94 DSEIS Public Hearing LOCATION OF MEETING: WCCCD DATE: 10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME: <u>Bichelle Smothers</u>	NAME: <u>Ella Sanders</u>
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: [REDACTED]	REPRESENTING: [REDACTED]
NAME: <u>Michael Washington</u>	NAME: <u>Sequetta Sanders</u>
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: [REDACTED]	REPRESENTING: [REDACTED]
NAME: <u>Baruch Corino</u>	NAME: <u>Rick Portwood</u>
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: [REDACTED]	REPRESENTING: <u>RINDI, DISAP GROUP, AVL, PEOPLE DISAP INSTRUCTIONS.</u>

Please Print \* Please Print \* Please Print \* Please Print

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE: I-94 DSEIS Public Hearing

LOCATION OF MEETING: WCCCO

DATE: 10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME: Danny C Dolley	NAME: Tim Hinkle
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: [REDACTED]	REPRESENTING: [REDACTED]
NAME: Michelle Jackson	NAME: self
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: [REDACTED]	REPRESENTING: [REDACTED]
NAME: Samuel Kinne	NAME: Katie Horvath
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: [REDACTED]	REPRESENTING: self

Please Print \* Please Print \* Please Print \* Please Print

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

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MEETING PURPOSE: I-94 DSEIS Public Hearing

LOCATION OF MEETING: WCCCO

DATE: 10-10-2019

Please Print \* Please Print \* Please Print \* Please Print

NAME: La'Asia Aikens	NAME: TAL SAIF
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: Mr. Trice	REPRESENTING: Bramberg and Associates
NAME: Courtney Fair	NAME: Courtney Studer - S. (new, Sta A)
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: [REDACTED]	REPRESENTING: Stephanie Chang
NAME: Paula Sutton	NAME: ZACHARY MANSFELD
ADDRESS: [REDACTED]	ADDRESS: [REDACTED]
REPRESENTING: [REDACTED]	REPRESENTING: SELF

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Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

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MEETING PURPOSE I-94 DSEIS Public Hearing		LOCATION OF MEETING WCCCO		DATE 10-10-2019
Please Print * Please Print * Please Print * Please Print				
NAME Bradleigh Merrill		NAME Tunisha McGee		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
REPRESENTING Councilman Andre Spivey		REPRESENTING		
NAME Phil McGivire		NAME Maurice Hall		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
REPRESENTING MICHAEL BAKER INTERNATIONAL		REPRESENTING		
NAME Mekia Jackson		NAME Mark Owens / Samaritan Center		
ADDRESS [REDACTED]		ADDRESS [REDACTED]		
REPRESENTING Motor City Freedom Riders		REPRESENTING Samaritan Center		
Please Print * Please Print * Please Print * Please Print				

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

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MEETING PURPOSE I-94 DSEIS Public Hearing		LOCATION OF MEETING WCCCO		DATE 10-10-2019
Please Print * Please Print * Please Print * Please Print				
NAME LENA DARNAL WHITE		NAME		
ADDRESS [REDACTED]		ADDRESS		
CITY		STATE	ZIP	
EMAIL ADDRESS		EMAIL ADDRESS		
REPRESENTING City of Detroit City Council		REPRESENTING		
NAME Joel Batterson		NAME		
ADDRESS [REDACTED]		ADDRESS		
CITY		STATE	ZIP	
EMAIL ADDRESS		EMAIL ADDRESS		
REPRESENTING		REPRESENTING		
NAME James Sabatowski		NAME		
ADDRESS [REDACTED]		ADDRESS		
CITY		STATE	ZIP	
EMAIL ADDRESS		EMAIL ADDRESS		
REPRESENTING Motor City Freedom Riders		REPRESENTING		
Please Print * Please Print * Please Print * Please Print				

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

By providing the following contact information you acknowledge your participation in this public meeting and assist MDOT in notifying you of future meetings on this project/topic. (It will be kept separate from demographic information collected on Title VI Public Involvement Survey.)

MEETING PURPOSE 194 DSEIS Public Hearing		LOCATION OF MEETING WCCO		DATE 10-10-2019
Please Print * Please Print * Please Print * Please Print				
NAME DEANNA HALL		NAME		
ADDRESS		ADDRESS		
CITY		STATE	ZIP	
EMAIL ADDRESS		EMAIL ADDRESS		
REPRESENTING Neighborhood		REPRESENTING		
NAME Amelia Laramie		NAME		
ADDRESS		ADDRESS		
CITY		STATE	ZIP	
EMAIL ADDRESS		EMAIL ADDRESS		
REPRESENTING		REPRESENTING		
NAME		NAME		
ADDRESS		ADDRESS		
CITY	STATE	ZIP	CITY	
EMAIL ADDRESS			EMAIL ADDRESS	
REPRESENTING		REPRESENTING		

Please Print \* Please Print \* Please Print \* Please Print

Michigan Department  
 Of Transportation  
 5400 (03/17)

**MDOT PUBLIC PARTICIPATION SIGN-IN SHEET**

Page 6 of 6

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MEETING PURPOSE 194 DSEIS Public Hearing		LOCATION OF MEETING WCCO		DATE 10-10-2019
Please Print * Please Print * Please Print * Please Print				
NAME Dewey Santos		NAME KARLISH STEVENS		
ADDRESS		ADDRESS		
CITY		STATE	ZIP	
EMAIL ADDRESS		EMAIL ADDRESS		
REPRESENTING Santos Automotive		REPRESENTING		
NAME Tim Smith		NAME LATONYA WRIGHT		
ADDRESS		ADDRESS		
CITY		STATE	ZIP	
EMAIL ADDRESS		EMAIL ADDRESS		
REPRESENTING		REPRESENTING		
NAME E. Williams		NAME		
ADDRESS		ADDRESS		
CITY	STATE	ZIP	CITY	
EMAIL ADDRESS			EMAIL ADDRESS	
REPRESENTING		REPRESENTING		

Please Print \* Please Print \* Please Print \* Please Print



**I-94 MODERNIZATION PROJECT**

**PUBLIC HEARINGS SUMMARY**

**APPENDIX D: PUBLIC COMMENTS**

TRANSCRIPT OF PUBLIC FORUM – DETROIT HISTORICAL MUSEUM .....	2
TRANSCRIPT OF PRIVATE COMMENTS – DETROIT HISTORICAL MUSEUM .....	37
TRANSCRIPT OF PUBLIC FORUM – WCCCD .....	46
TRANSCRIPT OF PRIVATE COMMENTS – WCCCD .....	68
PUBLIC HEARING WRITTEN COMMENTS .....	86

TRANSCRIPT OF PUBLIC FORUM – DETROIT HISTORICAL MUSEUM

IN THE MATTER OF: DRAFT  
SUPPLEMENTAL ENVIRONMENTAL IMPACT  
STATEMENT, ET AL, PUBLIC COMMENTS

October 10, 2019

Prepared by

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 10, 2019

Page 1

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION

In the Matter of:  
Draft Supplemental Environmental Impact Statement and  
Section 4(f) Evaluation I-94 Modernization Project in  
Detroit from I-96 to Conner Avenue

/

PUBLIC HEARING

5401 Woodward, Detroit, Michigan  
Thursday, October 10, 2019, 11:30 a.m.

APPEARANCES: NATE FORD  
Hearing Moderator  
MARGARET BARONDESS  
Appearing for MDOT

RECORDED BY: Rachel Sunde, CER 6538  
Certified Electronic Recorder  
Network Reporting Corporation  
Firm Registration Number 8151  
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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 2

# TABLE OF CONTENTS

PAGE

Opening remarks by Mr. Ford . . . . .	3
Statement by Mr. Jim Bailey . . . . .	6
Statement by Mr. Craig Pangus . . . . .	8
Statement by Ms. Megan Owens. . . . .	10
Statement by Mr. Mason Herson-Hord. . . . .	12
Statement by Ms. Clair Nowak-Boyd . . . . .	14
Statement by Ms. Patty Fedewa . . . . .	16
Statement by Mr. Thomas Zerafa. . . . .	18
Statement by Mr. Glenn Maxwell. . . . .	20
Statement by Ms. Glenda McGadney. . . . .	22
Statement by Ms. Mary Jo Durivage . . . . .	23
Statement by Ms. Lisa Nuszowski. . . . .	24
Closing remarks by Mr. Ford . . . . .	27

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 10, 2019

Page 3

1 Detroit, Michigan  
2 Thursday, October 10, 2019 - 11:30 a.m.  
3 MS. BARONDESS: Good morning everyone. My name is  
4 Margaret Barondess, and I'm the Manager of the Environmental  
5 Services Section at the Michigan Department of  
6 Transportation. On behalf of MDOT, I'd like to welcome you  
7 to this public hearing for the I-94 Modernization Project  
8 Draft Supplemental Environmental Impact Statement. This  
9 hearing is being conducted in accordance with Federal  
10 Highway Administration and MDOT public hearing procedures.  
11 The I-94 Modernization Project is located from  
12 east of the I-94/I-96 interchange to east of Conner Avenue.  
13 It's also along M-10 from Martin Luther King Jr. Boulevard  
14 to Seward Avenue. And along I-75 from Warren Avenue to  
15 Custer Street in Detroit, Wayne County, Michigan.  
16 The Draft Environmental Impact Statement,  
17 considers the impacts of changes or planned improvements to  
18 the project. It also reviews the purpose and needs, in  
19 other words, why are we doing this, why here, and why now.  
20 It describes the alternatives that were considered.  
21 Before introducing today's moderator, I'd like to  
22 acknowledge some key people who have been involved in this  
23 decision making process. First I'd like to introduce Ruth  
24 Hepfer, Ruth would you stand please, from the Federal  
25 Highway Administration. Thank you Ruth. I'd also like to

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 4

1 introduce our senior project manager, Terry Stepanski, right  
2 here in the front, for the I-94 project. Thank you, Terry.  
3 And I'd like the members of the I-94 project team to stand  
4 and be acknowledged for their contributions, please. As you  
5 can see it takes a lot of people to raise an Environmental  
6 Impact Statement. With that, I'd like to invite Nate Ford,  
7 the moderator for our I-94 Modernization Project public  
8 hearings to the podium. Nate?

9 MR. FORD: Thank you Margaret. I'd first like to  
10 also thank the Detroit Historical Museum for hosting this  
11 public hearing today. I also want to remind everyone here  
12 today that we will provide interpretation in both Arabic and  
13 Spanish for those who need assistance with interpretation.  
14 We also have in the audience as you can see, sign language  
15 translation that will be conducted throughout the hearing.  
16 Before we get started, are there any elected officials,  
17 other officials in the audience?

18 This hearing provides the opportunity for the  
19 public to comment for the record on the DSEIS, the Draft  
20 Supplemental Environmental Impact Statement, which considers  
21 the impacts or changes, planned improvements to the project.  
22 It also reviews the purpose and need for improvements and  
23 describes alternatives that will be considered.

24 To enable MDOT to review and consider your  
25 comments, everything that is said today will be recorded and

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 5

1 transcribed into a transcript by a Certified Court Reporter.  
2 This formal portion of the public hearing is not a Q and A  
3 session. Instead, the public is invited to make comments on  
4 the DSEIS, we are here to listen. Anyone who wishes to  
5 speak today should complete a speakers request card that was  
6 included in your packet when you entered the hearing today.  
7 There is a card in your folder. If you do not have a card  
8 in your folder, please raise your hand and a team member  
9 will assist you.

10 I will call speakers to the podium in the order in  
11 which I receive the cards. When I call your name, please  
12 step up to the podium and being by spelling your name --  
13 excuse me, by stating your name and spelling your name for  
14 the court reporter. You will then have three minutes to  
15 make your comments. When the timer turns yellow, you have a  
16 timer in front of you at the podium, you will have 30  
17 seconds to conclude your remarks. So that we can hear from  
18 as many speakers as possible, please limit your remarks,  
19 comments, to three minutes.

20 Besides verbal comments today, you are welcome to  
21 provide written comments by completing a comment form and  
22 depositing it into the comment box located in the back of  
23 the room. If you need assistance with the form, please ask  
24 and someone from the project team will assist you. If you  
25 need more time to consider your comments, you can mail or

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 6

1 email it to the address that is located on the comment form.  
2 All comments are postmarked and dated -- should be  
3 postmarked and dated electronically by the close of the  
4 comment period, which is October the 28th, 2019. This will  
5 be included -- these comments will be included in the  
6 official transcript.

7 If today by chance we run out of time, we  
8 cordially invite you to attend our second public hearing  
9 this evening from 4:00 to 8:00 at Wayne County Community  
10 College District located at 5109 Conner Avenue. We will  
11 place you among the first speakers should we not be able to  
12 conclude our speakers this morning.

13 And now I'd like to invite our first speaker to  
14 the podium. Our first speaker, Mr. Jim Bailey.

15 MR. BAILEY: Hello folks, how you doing? My name  
16 is Jim Bailey, I'm with the Greater Redford Community  
17 Foundation. And I'm here to advocate for alternative  
18 transportation routes, which is totally different than the  
19 concept of bike paths. Bike paths locks us into one  
20 technology in which we're going to be stuck with for decades  
21 to come. And it completely leaves out whole populations,  
22 persons with disabilities, you've got senior citizens who  
23 have lost their license because of poor reflexes, DUI people  
24 that want alternative transportation, and also people that  
25 can't afford cars and trucks.

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 7

1           The thing is, if you look at the document that's  
2           being presented for this event, you'll find that it mentions  
3           on occasion non motorized, which again locks us into one  
4           sort of technology which is bikes, but it talks about bikes  
5           and pedestrians. What we're advocating is, is to step back,  
6           look at the bigger picture. So that dollar that's being  
7           spent can affect all these other populations at the same  
8           time to improve mobility and independence.

9           One of the things that is institutionalized, as I  
10          mentioned in a previous conversation, is gerrymandering is  
11          an institutionalized technique to restrict people in voting.  
12          The poll tax was the same thing, it was institutionalized  
13          until it had to be legislated out existence. But to  
14          restrict mobility, this is the transportation map, non  
15          motorized transportation map for the City of Detroit. You  
16          know what food deserts are, this is transportation deserts.  
17          You've got whole areas in here that there is no way to move  
18          from point A to point B. People don't know that they can  
19          easily do it.

20          The thing is, is you've got main routes like  
21          Michigan Avenue and Woodward. The current philosophy is to  
22          put bike lanes there. I come from a health care aspect of  
23          it, the engineers come from a safety aspect. The health  
24          aspect is, that medical research has shown that the toxins  
25          that the vehicles produce affects cancer, heart problems,

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 10, 2019

Page 8

1 strokes, digestive problems, and whatever. You're three  
2 feet away from that car exhaust, that kid that you're  
3 pulling behind you because the government built it and  
4 people think it's safe, is two feet away from that car  
5 exhaust. Now, if you go a couple streets over oftentimes  
6 what you can do is have 25 to 50 cars in a 24 hour period of  
7 time and access to less toxins.

8 Also what I want to do is bring up resiliency. We  
9 know what happened in terms of New Orleans after Katrina and  
10 the time to recover. If we can resiliency into what we  
11 have. The other thing is public art. If you look at Novi  
12 bridges and Grand Rapid bridges, they're beautiful. The  
13 things down in this area they're just concrete. I guess  
14 that's it folks. Thanks.

15 MR. FORD: Thank you, Mr. Bailey. Next up Mr.  
16 Craig Pangus.

17 MR. PANGUS: Pangus (pronouncing).

18 MR. FORD: Pangus, thank you.

19 MR. PANGUS: Hi. My name is Craig Pangus, that's  
20 C-r-a-i-g, P-a-n-g-u-s. I'm going to just pick out one  
21 small area which involves my neighborhood. I live in the  
22 East Ferry Historic District and I'm concerned about the  
23 Ferry Street bridge. There was early in the project, plans  
24 to eliminate this bridge. And it got somewhat more involved  
25 because they are also building the jail. So there was --

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 10, 2019

Page 9

1 right down at 75 and Ferry.

2 And there have been several meetings with Wayne  
3 County over moving the jail, and people in the neighborhood  
4 were, quite a few of us were anyway, were concerned with the  
5 traffic that's like to come from building the jail there.  
6 There is Warren Avenue will be their main entrance, of  
7 course. But their diagrams, or charts, or whatever they're  
8 going to call them, their plans, show their sally ports is  
9 what they call in the Ferry Street side of the jail as well.  
10 And so many of us in the community worry about the number of  
11 schools. I mean, there is child care institutes, there is  
12 Go-Lightly, there is day-care centers. We're a historic  
13 district and we felt that with the added traffic from the  
14 jail that it would be a good idea to close it.

15 Now, Wayne County was not enthused with that idea.  
16 They were talking about doing something in the way of making  
17 it one way or some way restricting it to where traffic  
18 couldn't get through. But I don't see anything in the plans  
19 here, but I don't know whether they have been in contact  
20 with the planners for this project as to whether that bridge  
21 should remain or not. Because the reason given on the maps  
22 to keep the bridge is for neighborhood connectivity.

23 Now, most of the people in the neighborhood,  
24 especially the East Ferry Historic District, which is just  
25 west of 75 interchange, west of where the Ferry bridge is,

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 10

1 we're not interested in being connected with the other side  
2 of the bridge. There is a closed trash plant on the other  
3 side, there is closed cold storage, there's going to be the  
4 jail, there is a waste facility for Wayne State, hazardous  
5 waste facility, there is the city hazardous waste. There  
6 aren't any residential places, and there are very few people  
7 that anybody lives on Ferry anyway, want to get to on the  
8 other side of 75. I mean Ferry goes on down to Mount  
9 Elliott and then stops. And then it picks up again on the  
10 other side of the cemetery and whatnot that's there.

11 So I don't really understand their giving the  
12 reason of neighborhood connectivity for keeping the Ferry  
13 Street bridge. I don't understand why they made this  
14 change, whether it was actually an influence from the Wayne  
15 County wanting to build a jail and for some reason wanting  
16 to keep access there. But the neighborhood pretty much  
17 doesn't want it. So I appreciate the time to speak and I  
18 hope everybody has a good day.

19 MR. FORD: Thank you, Mr. Pangus. Next up Ms.  
20 Megan Owens.

21 MS. OWENS: Hello, Megan Owens, M-e-g-a-n, O-w-e-  
22 n-s. I am Executive Director of Transportation Riders  
23 United, also known as TRU. And as an organization that's  
24 been around for 20 years we have been arguing against this  
25 highway widening project for almost 20 years. Before I was

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 15, 2019

Page 11

1 involved in the organization. Now, I will say I applaud the  
2 MDOT team and consultant team for over the last several  
3 years really listening to some of the concerns and the  
4 complaints that were brought up. I do believe that  
5 returning -- not eliminating nearly as many of the bridges  
6 that go over the highway is a big plus. I happen to live  
7 on -- up near 75 where we have the pedestrian overpasses.  
8 And they are a giant pain and no one really wants to deal  
9 with going up a big giant loop and going all the way across  
10 and all the way down just to cross the street. So the  
11 complete street bridges are a big plus in my mind. As well  
12 as not eliminating nearly as many private businesses and  
13 homes as had been originally proposed 15 years ago or  
14 whenever all of this started. So I will applaud those  
15 changes that have been made.

16 That said, just like buying a new pair of pants is  
17 not a very effective way to address obesity, widening  
18 highways is not a very effective way to address traffic  
19 congestion. All across the country there are examples after  
20 examples of you add highway lane miles, people fill those  
21 lane miles. And you, in fact, end up adding more pollution  
22 and adding to our global warming crisis, and not actually  
23 helping the local community or even really solving the  
24 traffic problems.

25 If a fraction of this funding could actually go

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 12

1 into true -- a wide range of true alternatives beyond just  
2 highways, beyond just roadways, we could see much greater  
3 benefit. So certainly rebuild -- I want our roadways to be  
4 in good shape, but adding a new lane is absurd. I don't  
5 feel like the SEIS sufficiently addressed many of the  
6 environmental aspects like, say, global warming by not  
7 addressing these concerns. So thank you for the opportunity  
8 to speak.

9 MR. FORD: Thank you.

10 (Audience applauds)

11 MR. FORD: So if you have a comment card,  
12 please -- we have one in the back. Please, again, raise  
13 your hand if you do not have a comment card and you wish to  
14 speak. Mr. Mason Herson-Hord. Good morning.

15 MR. HORD: Good morning. Do you need to repeat  
16 that or spell it?

17 MR. FORD: State your name and spell it.

18 MR. HORD: Mason Herson-Hord, M-a-s-o-n, H-e-r-s-  
19 o-n, hyphen, H-o-r-d. And I am here to represent both the  
20 Motor City Freedom Riders, a metro Detroit organization of ?  
21 bus riders I work with. As well as my neighborhood block  
22 club, the Warren Junction Community Council. So I live  
23 about a stone's throw from I-94. My neighborhood has, just  
24 in the couple streets around me, half a dozen children under  
25 the age of 5. I think there is a pretty well established

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 13

1 correlation between diesel fumes and asthma in small  
2 children. Detroit has some of the highest rates of asthma  
3 in the country. In large part due to the density of truck  
4 traffic in and around the city, which is, of course,  
5 intensified by expanding highways.

6 In addition to the dangerous health consequences  
7 this has for kids, it also has really destructive ripple  
8 effects throughout their entire lives of missed school from  
9 asthma attacks, and the educational and life opportunity  
10 consequences that it has down the road. Any project that  
11 the public is spending money on that is going to, in fact,  
12 intensify these problems for Detroit's children is  
13 unacceptable.

14 We know that highway widening doesn't work. At  
15 most it will have reduced congestion for six months to 18  
16 months before induced demand fills that back up. And  
17 personally I find it just unconscionable that we would be  
18 spending billions of dollars of our public money actively  
19 making the lives of our children worse. And this is not  
20 even touching upon the degree to which this is locking us  
21 into a carbon intensive way of transportation in the region  
22 that my generation and the ones who come after me are going  
23 to have to fight tooth and nail to undue and to uproot just  
24 a few years down the road.

25 This is -- these kinds of projects are so myopic

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 14

1 and our communities along I-94 are going to do what we can  
2 to fight them. And organizations like TRU and the Motor  
3 City Free Riders are going to continue to agitate for better  
4 ways to spend public money on getting our citizens around  
5 the region. Thank you.

6 MR. FORD: Thank you.

7 (Audience applauds)

8 MR. FORD: Clair Nowak-Boyd. Good morning.

9 MS. BOYD: Hi. My name is Claire, Nowak-Boyd, C-  
10 l-a-i-r-e, last name Nowak-Boyd, N-o-w-a-k, hyphen, B-o-y-d.  
11 I'm a Hamtramck resident, I am past director of Preservation  
12 Detroit. And currently a transportation professional. So  
13 as you might imagine, I have some opinions today. Overall  
14 really digging into the new SEIS, it's a lot better than  
15 before. I do want to note that. I can tell that MDOT has  
16 been listening. There is drastically reduced removal of  
17 pedestrian crossings for greater neighborhood connectivity.  
18 You no longer have to go all out of the way because John R  
19 is going away. It's a lot better. The bridges are way  
20 better, these complete streets crossing I think not having  
21 the drastic grade change of an old school pedestrian  
22 crossing is more accessible. And just in general, like,  
23 these are bridges people will actually want to use, they  
24 involve less displacement.

25 I was, yeah, happy to see way less displacement,

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 15

1 new lanes cut into berms instead of added on the side.  
2 Fourth Street neighborhood is no longer just oppsie-ing  
3 away. As far as I could tell, it's at least not listed on  
4 the demolition list in the document. So big improvement,  
5 you've been listening, thank you.

6 All that said, obviously there is going to be a  
7 but. I was really concerned that we could still end up  
8 losing United Sound. The language around it sounded like,  
9 well, we kind of suggest moving it, I think. It just  
10 sounded non committal, maybe that's -- that was my read.  
11 But it's a deeply historic building, we absolutely need to  
12 keep it. I was also just -- watching this process of this  
13 business owner of color majestically charges were found  
14 against her when she wouldn't sell. Huh. That was  
15 interesting.

16 But so yeah, anyway, United Sound should stay,  
17 ideally stay in place with the adjacent house that has  
18 served as a sound buffer for decades. I know keeping a  
19 business workable as a recording studio, crazy idea, but  
20 consider it. Yeah, that would be the preferable  
21 alternative, I guess. But anything that keeps it from being  
22 demolished, let's do that.

23 I noticed way, way, way deep in the SEIS a mention  
24 of the lost cemetery at Conner and 94. I'd love to see a  
25 marker put up there as a gesture of good will. Maybe making

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 16

1 it less loss for the community, that would only be a few  
2 thousand dollars of this huge project. Yeah, ultimately at  
3 the end of the day this is still much better than before,  
4 but it's still adding highway lane miles in 2019. I would  
5 just, you know, I would love a world in which we were  
6 investing this much time and this much money in  
7 transportation acting like we are in a climate crisis and  
8 acting like we're building for the next generation not just  
9 more of the same. Thank you.

10 MR. FORD: Thank you.

11 (Audience applauds)

12 MR. FORD: Next up we have Ms. Patty Fedewa.

13 MS. FEDEWA: Fedewa (pronouncing).

14 MR. FORD: Fedewa. Sorry.

15 MS. FEDEWA: Hi. My name is Patty Fedewa, I'm a  
16 resident on the east side of Detroit. My name is spelled P-  
17 a-t-t-y, last name Fedewa is F-e-d-e-w-a. I'm going to be  
18 mimicking some of the other things that were said by Ms.  
19 Boyd-Nowak (sic), Ms. Owens, and others. I just want to  
20 say, yes, you're making some baby steps. And they may look  
21 huge to MDOT, I realize that, complete streets are great.  
22 Yet even looking at the preservation of buildings like  
23 United Sound and the like. However, you're missing the big  
24 picture.

25 What's going -- look what's going on in the city

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 17

1 in general. I mean, look at where you're putting this  
2 increased bike lanes. We have representatives of MoGo here  
3 trying to get more people biking. We are doing -- road diet  
4 is the word. Taking one direction streets making them  
5 two-way, bringing back our grid, bringing back our community  
6 is what this is. And that's where MDOT really needs to go.  
7 I don't see anything here about increasing transportation  
8 options, increasing transit. Where is the extra bus lines?  
9 Where is the money so we can fund the extra bus lines? It's  
10 a complete -- it's still upside down. We're looking at how  
11 fast a car can go down 94. And that's part of our network.  
12 I'm saying to eliminate 94, I'm saying road diet. Giving  
13 people options to get through our city and to get around our  
14 city.

15 Think about -- and it's things that were brought  
16 up by Mason, that things that need to be done to make our  
17 community better, to bring down all the horrible gases we're  
18 putting in that are bringing in climate change. Think about  
19 how transit can better work along 94. What 94 really should  
20 be is what we're kind of thinking about maybe for I-375,  
21 diminishing its options as a freeway and making it part of  
22 the community. Not something to drive by and be scared of.  
23 But turn around and meet all the wonderful people you can  
24 along the way and be part of the community. So please add  
25 transit to your design, please do a road diet to make I-94

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 18

1 as minimal as possible. And continue more work on complete  
2 streets, thank you.

3 MR. FORD: Thank you. Next up we have Brother  
4 Thomas Zerafa.

5 MR. ZERAF: Brother Thomas, T-h-o-m-a-s, Zerafa,  
6 Z-e-r-a-f-a. I'm representing two organizations, actually  
7 three organizations. I'm a Franciscan Frier of the  
8 Southfield community, but a native of southwest Detroit. I  
9 also represent the Michigan Coalition for Human Rights,  
10 which is based right near one of the freeway exits near  
11 Gratiot and I-94. And I'm also on the board of the Motor  
12 City Freedom Riders as well, which our illustrious  
13 representative spoke a few minutes ago. And other folks  
14 that are involved in public transit. And I'm here to  
15 address that issue.

16 I remember a time when we still had street cars in  
17 Detroit. I hide my age quite well, but I do remember them.  
18 I'm at that point in life where I can't drive at night any  
19 longer, and I rely heavily on public transit. And as one of  
20 our colleagues already said, adding another lane of traffic  
21 is not a solution for those of us who don't drive or can't  
22 drive. And there are many young people coming into the  
23 downtown area of Detroit who are there because they want to  
24 live along public transit lines. They're not going to be  
25 opting to buy cars. The insurance alone forbids people

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 19

1 buying cars in the city. Also, the expense of owning a car  
2 is beyond the capacity of almost half of the residents of  
3 the City of Detroit right now. Think about that. Half of  
4 the people are not going to be driving on the freeways that  
5 live in the city. They want alternative ways to get around.

6 And again, as a couple colleagues said, adding  
7 another lane of traffic is only going to cause more  
8 congestion in the future. Whether if you have ten lanes  
9 going in every direction, it's going to cause congestion.  
10 Not to mention the pollution it's going to cause coming from  
11 these cars. We do have to think of that future.

12 And we have to start planning for the future, not  
13 for the immediate needs, which I think is where this plan is  
14 right now. It's talking about the needs that we had a year  
15 ago, or two years ago, or today. But it's not talking about  
16 ten years down the line or 20 years down the line when cars  
17 may be obsolete. So I want you to think about that. I want  
18 to thank the people that have put this together, you did  
19 work hard and this is not a vendetta against anybody that's  
20 been working on this committee. But this is something we  
21 need to think about collectively. Thank you.

22 MR. FORD: Thank you.

23 (Audience applauds)

24 MR. FORD: Next up we have Mr. Glen Maxwell. Good  
25 morning.

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL., PUBLIC COMMENTS

October 16, 2019

Page 20

1 MR. MAXWELL: Good morning. It says my time is  
2 up.  
3 MR. FORD: Reset.  
4 MR. MAXWELL: Anyway, my name is Glen Maxwell --  
5 MR. FORD: Excuse me, Mr. Maxwell. One second.  
6 Can we have --  
7 UNIDENTIFIED: He needs to just state and spell  
8 his name and then we'll start the time.  
9 MR. MAXWELL: Sorry?  
10 MR. FORD: State your name and spell it.  
11 MR. MAXWELL: Okay. My name is Glenn Maxwell.  
12 Glenn, G-l-e-n-n, Maxwell, like the coffee, M-a-x-w-e-l-l.  
13 Personally I think Thomas brought up a good point. I'm  
14 older myself and it is difficult to drive at night. So mass  
15 transit is a big help. I am not here for myself though,  
16 this is not about me. This is about the people of Detroit,  
17 it's about the children of the people of Detroit. It's  
18 about the kids, it's about the grandchildren of the people  
19 of Detroit. The issue is climate change, the issue is the  
20 environmental impact. And the studies have not taken the  
21 changes that we've seen that actually started being  
22 discussed in 1965, have not taken those into account.  
23 Look at the disasters we've had. The impact,  
24 environmental impact has seen big changes with new  
25 disasters. Disasters with storms, disasters with fires,

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 21

1        disasters with flooding. And so we do not need to change  
2        this highway so that it can have more cars. We do not want  
3        more cars, that's the wrong direction completely. We want  
4        less cars. We need to reduce the environmental impact. We  
5        need to reduce the amount of pollution. And that's -- what  
6        needs to be reduced is made clear by the climate scientists  
7        and what we've seen going on.

8                We are stealing our healthy planet from our  
9        children and our grandchildren. This money needs to be used  
10       to improve mass transit. We need to transport people with  
11       less of an impact, and we don't do that with more lanes, we  
12       do that with larger buses. Look at Ford and General Motors,  
13       they're stopping the production of automobiles. We need to  
14       go to mass transit. That's the direction of the future.  
15       That's the direction we need to go. Let's have Detroit and  
16       Michigan be a leader in this area. Let's be innovative.  
17       Detroit has come a long way, but it's now time for us to  
18       lead with new ideas in mass transit. And this money would  
19       be much better spent even maybe with some construction of  
20       mass transit down the freeways to improve the situation for  
21       people being able to get around. People are more interested  
22       in mass transit than they ever have been in the past. Thank  
23       you very much.

24               MR. FORD: Thank you.

25               (Audience applauds)

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 18, 2019

Page 22

1 MR. FORD: Next up we have Ms. Glenda McGadney.

2 MS. MCGADNEY: Glenda McGadney, G-l-e-n-d-a, M-c-  
3 G-a-d-n-e-y. And I'm proud to say that I'm a 1950 baby, I  
4 think you can do the math. My parents moved here in 1951  
5 and we were very blessed to be able to take the street cars  
6 anywhere we wanted to go in Detroit because my parents could  
7 not afford an automobile. Now in 2019, I have two cars.  
8 Last year a couple of them were stolen out of my driveway,  
9 my auto insurance per month is almost \$1600. I am for mass  
10 transit and spending this millions and million of dollars  
11 that they want to spent to widen 94, that is not needed.

12 Most of you know that our city more young people  
13 are moving in. And they want a more walkable community.  
14 They don't want all this pollution. I am very blessed to  
15 have a 90 year old mother who is still driving at night.  
16 Two year cancer survivor. Blessed. But our health and all  
17 of us our health is being affected by what we're breathing  
18 every single day with all this pollution. So we need to  
19 think about that.

20 And like I said, our young people, we're going to  
21 be gone but they'll still be here and they're going to be  
22 suffering major health issues. And we hear it every single  
23 day. So on 94 instead of widening it, why can't they also  
24 have cameras or our State Police issue more tickets and also  
25 have people driving 55 miles per hour. That's one of the

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 23

1 issues on 94 and all these accidents, people are driving too  
2 fast. So I am a west sider, used to travel to the east  
3 side, but I am against widening 94. And like I said, young  
4 people want a walkable community so we need to spend this on  
5 mass transit. Thank you.

6 MR. FORD: Thank you.

7 (Audience applauds)

8 MR. FORD: Next up we have Mary Jo --

9 MS. DURIVAGE: Durivage (pronouncing).

10 MR. FORD: Durivage. Thank you.

11 MS. DURIVAGE: It's Mary Jo two words, Durivage,  
12 D-u-r-i-v-a-g-e. Good morning everyone. I wasn't planning  
13 on coming this morning I have so much to do. But I thought  
14 this is too important. I've been hearing about this issue  
15 for many years, as Ms. Owens said. The widening of the  
16 highway I just see no reason for that. I'm a real transit  
17 supporter. I am, like the woman that just spoke, I am not  
18 able to drive at night. I have a health issue that  
19 disallowed me from traveling very far. So I depend on  
20 transportation so much.

21 There is so much more that I could do, I do what I  
22 can, if there were more transit options. I do use the SMART  
23 bus to get down here, which is great. So I'm in Detroit a  
24 lot from Dearborn. And I concur with everything that's been  
25 said, the pollution, the respiratory diseases for our

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 24

1 students, or young people. I agree that the current -- and  
2 thank you for some of the changes that have been made. I  
3 did notice that in the information. So I agree that the  
4 current roadways need to be maintained. But I oppose the  
5 addition of the road lane, additional road lanes. We need  
6 better transit options, ones that will not be to the  
7 detriment of the environment or to the worsening of  
8 respiratory and other diseases.

9 Michigan residents and the government  
10 representing us need to think differently about transit.  
11 Transit needs to work for everyone, and for future  
12 generations. Use this millions of dollars being budgeted  
13 for concrete to plan -- and auto drivers -- to a more  
14 holistic plan that will work for everyone. So that more of  
15 us can enjoy the amenities and human services of our  
16 wonderful community. Thank you.

17 MR. FORD: Thank you.

18 (Audience applauds)

19 MR. FORD: Next up we have Ms. Lisa Nuszowski.

20 MS. NUSZKOWSKI: Good afternoon. My name is Lisa,  
21 Nuszowski, spelled L-i-s-a, last name is spelled N-u-s-z-k-  
22 o-w-s-k-i. I am here as a resident of Detroit. I'm also  
23 involved in the transportation and mobility space. I run  
24 MoGo, which is the City of Detroit non profit public bike  
25 share system. And I want to acknowledge MDOT and the

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 25

1 project team for the work that they have done, as many  
2 others have said already, about the complete streets work  
3 that has been put to this plan, which is much appreciated.  
4 Including the improved bike and pedestrian facilities, the  
5 bike lanes over the bridges. I think that those are all  
6 really positive signs. Also thank the elimination of the  
7 continuous service drives that were originally proposed in  
8 this plan. It's a big step forward in terms of not having  
9 additional negative impacts on surrounding communities, as  
10 well as maintaining more of the bridges to maintain  
11 connectivity between neighborhoods.

12 So that being said, I also think that many people  
13 have said this already but it bears repeating. Just so  
14 others know that people share these concerns as well. That  
15 it's the planning process and the time line that it takes  
16 for these projects to be implemented. But the decisions  
17 that were made decades ago are now being -- the cost will be  
18 a bit borne by the people today and generations to come.  
19 And so I just think that the process for this large scale  
20 types of project planning needs to look a little bit more  
21 differently and be more flexible as we move forward.

22 The issue of induced demand, I mean there is all  
23 sorts of research on this. I would love to hear MDOT and  
24 other entities address this directly. I feel like it's been  
25 said a lot but nobody really says anything in response to

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 26

1 that in terms of acknowledging that this is likely to just  
2 generate more auto traffic. And so how -- the response to  
3 that would be great to hear at some point.

4 I'm always struck by the term level of service.  
5 It's level of service for whom? It really prioritizes  
6 people who are able to afford and use a car. And it really  
7 puts everyone else at a much lower position. And so I would  
8 love to see that definition of level of service broadened to  
9 include movement of all people and not movement of cars. I  
10 think once we start looking at the movement of people that  
11 that changes the equation a bit.

12 I think also too just about the legacy of highways  
13 destroying communities in the City of Detroit. I live in  
14 Lafayette Park where there is a history of 375 that  
15 hopefully we're going to be redressing some of those issues.  
16 Tearing up Black Bottom and other historic communities  
17 throughout the city, so that's something else to keep in  
18 mind as we think about this expansion. It encourages  
19 further sprawl throughout the region because it makes it  
20 easier for people to live further outside of the city. And  
21 so the people here in the city and particularly in the  
22 communities around where the freeway is being expanded,  
23 those are the ones who are, again, bearing those costs. And  
24 it really seems grossly unfair that we're subsidizing other  
25 people's decisions to really make Detroit more of a

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 27

1 thoroughfare than an actual community where people want to  
2 live.

3 If an extra lane is going to be added, would love  
4 to see that dedicated for transit. I know we're talking  
5 about HOV. But it would be great if we could give some bus  
6 priority to that lane. And would love to see MDOT just  
7 generally investing more resources in public transit. I  
8 think SMART's fast bus service, the dramatic increases we've  
9 seen in ridership there proves that if you build it, people  
10 use it. And so I think that's something that I would love  
11 to see MDOT consider. Thank you.

12 MR. FORD: Thank you.

13 (Audience applauds)

14 MR. FORD: Comments cards? Has everyone received  
15 a comment card? Those wishing to make a comment that will  
16 go into the official record, please fill out your comment  
17 card. Do we have any additional comments? Do we have any  
18 additional comments? Okay. That being said, we have no  
19 additional comments at this time.

20 I'd like to thank everyone for their comments and  
21 for attending today. Following this hearing, MDOT will note  
22 and review all comments and concerns raised, along with all  
23 comments received during the open comment period. MDOT will  
24 then draft written responses to your concerns and include  
25 them in the official hearing transcript. Which is provided

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 28

1 to the FHWA for their review and consideration in issuing  
2 their decision document. This final report is the next step  
3 of the process.

4 The hearing transcript will also be available for  
5 public review when available. A last reminder that MDOT is  
6 taking written comments through Monday, October the 28th, 2019. Again, I'd like to thank you on behalf of MDOT. We'd  
7 like to thank you for your attendance today and your  
8 comments. We want to wish everyone a beautiful rest of the  
9 day. Thank you.

11 (Audience applauds)

12 (Hearing concluded at 12:15 p.m.)

14 -0-0-0-

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IN THE MATTER OF: SHARP ENVIRONMENTAL RESTORATION, SHARP STATEMENTS, BY AL. PUBLIC COMMENTS

October 11, 2019

Page 1

<b>A</b>	<b>appearing</b> 1:13	<b>better</b> 14:3,14,19,20	<b>cameras</b> 22:24	<b>colleagues</b> 18:20
<b>able</b> 6:11 21:21 22:5	<b>applaud</b> 11:1,14	16:3 17:17,19	<b>cancer</b> 7:25 22:16	19:6
23:18 26:6	<b>applauds</b> 12:10	21:19 24:6	<b>cant</b> 6:25 18:18,21	<b>collectively</b> 19:21
<b>absolutely</b> 15:11	14:7 16:11 19:23	<b>beyond</b> 12:1,2 19:2	22:23	<b>college</b> 6:10
<b>absurd</b> 12:4	21:25 23:7 24:18	<b>big</b> 11:6,9,11 15:4	<b>capacity</b> 19:2	<b>color</b> 15:13
<b>access</b> 8:7 10:16	27:13 28:11	16:23 20:15,24	<b>car</b> 8:2,4 17:11 19:1	<b>come</b> 6:21 7:22,23
<b>accessible</b> 14:22	<b>appreciate</b> 10:17	25:8	26:6 27:17	9:5 13:22 21:17
<b>accidents</b> 23:1	<b>appreciated</b> 25:3	<b>bigger</b> 7:6	<b>carbon</b> 13:21	25:18
<b>account</b> 20:22	<b>arabic</b> 4:12	<b>bike</b> 6:19,19 7:22	<b>card</b> 5:5,7,7 12:11	<b>coming</b> 18:22 19:10
<b>acknowledge</b> 3:22	<b>area</b> 8:13,21 18:23	17:2 24:24 25:4,5	12:13 27:15	23:13
24:25	21:16	<b>bikes</b> 7:4,4	<b>cards</b> 5:11 27:14	<b>comment</b> 4:19 5:21
<b>acknowledged</b> 4:4	<b>areas</b> 7:17	<b>biking</b> 17:3	<b>care</b> 7:22 9:11	5:22 6:1,4 12:11
<b>acknowledging</b>	<b>arent</b> 10:6	<b>billions</b> 13:18	<b>cars</b> 6:25 8:6 18:16	12:13 27:15,15,16
26:1	<b>arguing</b> 10:24	<b>bit</b> 25:18,20 26:11	18:25 19:1,11,16	27:23
<b>acting</b> 16:7,8	<b>art</b> 8:11	<b>black</b> 26:16	21:2,3,4 22:5,7	<b>comments</b> 4:25 5:3
<b>actively</b> 13:18	<b>aspect</b> 7:22,23,24	<b>blessed</b> 22:5,14,16	26:9	5:15,19,20,21,25
<b>actual</b> 27:1	<b>aspects</b> 12:6	<b>block</b> 12:21	<b>cause</b> 19:7,9,10	6:2,5 27:14,17,18
<b>add</b> 11:20 17:24	<b>assist</b> 5:9,24	<b>board</b> 18:11	<b>cemetery</b> 10:10	27:19,20,22,23
<b>added</b> 9:13 15:1	<b>assistance</b> 4:13 5:23	<b>borne</b> 25:18	15:24	28:6,9
27:3	<b>asthma</b> 13:1,2,9	<b>bottom</b> 26:16	<b>centers</b> 9:12	<b>committal</b> 15:10
<b>adding</b> 11:21,22	<b>attacks</b> 13:9	<b>boulevard</b> 3:13	<b>cer</b> 1:16	<b>committee</b> 19:20
12:4 16:4 18:20	<b>attend</b> 6:8	<b>box</b> 5:22	<b>certainly</b> 12:3	<b>communities</b> 14:1
19:6	<b>attendance</b> 28:8	<b>boyd</b> 14:9,10	<b>certified</b> 1:17 5:1	25:9 26:13,16,22
<b>addition</b> 13:6 24:5	<b>attending</b> 27:21	<b>boydnowak</b> 16:19	<b>chance</b> 6:7	<b>community</b> 6:9,16
<b>additional</b> 24:5 25:9	<b>atty</b> 16:17	<b>breathing</b> 22:17	<b>change</b> 10:14 14:21	9:10 11:23 12:22
27:17,18,19	<b>audience</b> 4:14,17	<b>bridge</b> 8:23,24 9:20	17:18 20:19 21:1	16:1 17:5,17,22
<b>address</b> 6:1 11:17	12:10 14:7 16:11	9:22,25 10:2,13	<b>changes</b> 3:17 4:21	17:24 18:8 22:13
11:18 18:15 25:24	19:23 21:25 23:7	<b>bridges</b> 8:12,12	11:15 20:21,24	23:4 24:16 27:1
<b>addressed</b> 12:5	24:18 27:13 28:11	11:5,11 14:19,23	24:2 26:11	<b>complaints</b> 11:4
<b>addressing</b> 12:7	<b>auto</b> 22:9 24:13	25:5,10	<b>charges</b> 15:13	<b>complete</b> 5:5 11:11
<b>adjacent</b> 15:17	26:2	<b>bring</b> 8:8 17:17	<b>charts</b> 9:7	14:20 16:21 17:10
<b>administration</b> 3:10	<b>automobile</b> 22:7	<b>bringing</b> 17:5,5,18	<b>child</b> 9:11	18:1 25:2
3:25	<b>automobiles</b> 21:13	<b>broadened</b> 26:8	<b>children</b> 12:24 13:2	<b>completely</b> 6:21
<b>advocate</b> 6:17	<b>available</b> 28:4,5	<b>brother</b> 18:3,5	13:12,19 20:17	21:3
<b>advocating</b> 7:5	<b>avenue</b> 1:5 3:12,14	<b>brought</b> 11:4 17:15	21:9	<b>completing</b> 5:21
<b>affect</b> 7:7	3:14 6:10 7:21 9:6	20:13	<b>citizens</b> 6:22 14:4	<b>concept</b> 6:19
<b>afford</b> 6:25 22:7	<b>B</b>	<b>budgeted</b> 24:12	<b>city</b> 7:15 10:5 12:20	<b>concerned</b> 8:22 9:4
26:6	<b>b</b> 7:18	<b>buffer</b> 15:18	13:4 14:3 16:25	15:7
<b>afternoon</b> 24:20	<b>baby</b> 16:20 22:3	<b>build</b> 10:15 27:9	17:13,14 18:12	<b>concerns</b> 11:3 12:7
<b>age</b> 12:25 18:17	<b>back</b> 5:22 7:5 12:12	<b>building</b> 8:25 9:5	19:1,3,5 22:12	25:14 27:22,24
<b>agitate</b> 14:3	13:16 17:5,5	15:11 16:8	24:24 26:13,17,20	<b>conclude</b> 5:17 6:12
<b>ago</b> 11:13 18:13	<b>balley</b> 2:4 6:14,15	<b>buildings</b> 16:22	26:21	<b>concluded</b> 28:12
19:15,15 25:17	6:16 8:15	<b>built</b> 8:3	<b>clair</b> 2:6 14:8	<b>concrete</b> 8:13 24:13
<b>agree</b> 24:1,3	<b>barondess</b> 1:13 3:3	<b>bus</b> 12:21 17:8,9	<b>claire</b> 14:9	<b>concur</b> 23:24
<b>alternative</b> 6:17,24	3:4	23:23 27:5,8	<b>clear</b> 21:6	<b>conducted</b> 3:9 4:15
15:21 19:5	<b>based</b> 18:10	<b>buses</b> 21:12	<b>climate</b> 16:7 17:18	<b>congestion</b> 11:19
<b>alternatives</b> 3:20	4:23 12:1	<b>business</b> 15:13,19	20:19 21:6	13:15 19:8,9
<b>amenities</b> 24:15	<b>bears</b> 25:13	<b>businesses</b> 11:12	<b>close</b> 6:3 9:14	<b>connected</b> 10:1
<b>amount</b> 21:5	<b>beautiful</b> 8:12 28:9	<b>buy</b> 18:25	<b>closed</b> 10:2,3	<b>connectivity</b> 9:22
<b>anybody</b> 10:7 19:19	<b>behalf</b> 3:6 28:7	<b>buying</b> 11:16 19:1	<b>closing</b> 2:10	10:12 14:17 25:11
<b>anyway</b> 9:4 10:7	<b>believe</b> 11:4	<b>C</b>	<b>club</b> 12:22	<b>conner</b> 1:5 3:12
15:16 20:4	<b>benefit</b> 12:3	<b>c</b> 14:9	<b>coalition</b> 18:9	6:10 15:24
<b>appearances</b> 1:11	<b>berms</b> 15:1	<b>call</b> 5:10,11 9:8,9	<b>coffee</b> 20:12	<b>consequences</b> 13:6
			<b>cold</b> 10:3	13:10

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IN THE MATTER OF: COURT ENVIRONMENTAL REVENUE, BY AL. PUBLIC COMMENTS

October 10, 2019

Page 2

consider 4:24 5:25 15:20 27:11 consideration 28:1 considered 3:20 4:23 considers 3:17 4:20 construction 21:19 consultant 11:2 contact 9:19 contents 2:1 continue 14:3 18:1 continuous 25:7 contributions 4:4 conversation 7:10 cordially 6:8 corporation 1:17 correlation 13:1 cost 25:17 costs 26:23 couldn't 9:18 council 12:22 country 11:19 13:3 county 3:15 6:9 9:3 9:15 10:15 couple 8:5 12:24 19:6 22:8 course 9:7 13:4 court 5:1,14 craig 2:5 8:16,19,20 crazy 15:19 crisis 11:22 16:7 cross 11:10 crossing 14:20,22 crossings 14:17 current 7:21 24:1,4 currently 14:12 custer 3:15 cut 15:1	deeply 15:11 definition 26:8 degree 13:20 demand 13:16 25:22 demolished 15:22 demolition 15:4 density 13:3 department 1:2 3:5 depend 23:19 depositing 5:22 describes 3:20 4:23 deserts 7:16,16 design 17:25 destroying 26:13 destructive 13:7 detriment 24:7 detroit 1:5,9 3:1,15 4:10 7:15 12:20 13:2 14:12 16:16 18:8,17,23 19:3 20:16,17,19 21:15 21:17 22:6 23:23 24:22,24 26:13,25 detroit 13:12 diagrams 9:7 diesel 13:1 diet 17:3,12,25 different 6:18 differently 24:10 25:21 difficult 20:14 digestive 8:1 digging 14:14 diminishing 17:21 direction 17:4 19:9 21:3,14,15 directly 25:24 director 10:22 14:11 disabilities 6:22 disallowed 23:19 disasters 20:23,25 20:25,25 21:1 discussed 20:22 diseases 23:25 24:8 displacement 14:24 14:25 district 6:10 8:22 9:13,24 document 7:1 15:4 28:2 doesn't 10:17 13:14 doing 3:19 6:15	9:16 17:3 dollar 7:6 dollars 13:18 16:2 22:10 24:12 don't 7:18 9:18,19 10:11,13 12:4 17:7 18:21 21:11 22:14 downtown 18:23 dozen 12:24 draft 1:4 3:8,16 4:19 27:24 dramatic 27:8 drastic 14:21 drastically 14:16 drive 17:22 18:18 18:21,22 20:14 23:18 drivers 24:13 drives 25:7 driveway 22:8 driving 19:4 22:15 22:25 23:1 diseases 4:19 5:4 due 13:3 dui 6:23 durivage 2:9 23:9,9 23:10,11,11,12	entities 25:24 entrance 9:6 environment 24:7 environmental 1:4 3:4,8,16 4:5,20 12:6 20:20,24 21:4 equation 26:11 especially 9:24 established 12:25 evaluation 1:5 evening 6:9 event 7:2 everybody 10:18 examples 11:19,20 excuse 5:13 20:5 executive 10:22 exhaust 8:2,5 existence 7:13 exits 18:10 expanded 26:22 expanding 13:5 expansion 26:18 expense 19:1 extra 17:8,9 27:3	folder 5:7,8 folks 6:15 8:14 18:13 following 27:21 food 7:16 forbids 18:25 ford 1:11 2:3,10 4:6 4:9 8:15,18 10:19 12:9,11,17 14:6,8 16:10,12,14 18:3 19:22,24 20:3,5 20:10 21:12,24 22:1 23:6,8,10 24:17,19 27:12,14 form 5:21,23 6:1 formal 5:2 forward 25:8,21 found 15:13 foundation 6:17 fourth 15:2 fraction 11:25 franciscan 18:7 free 14:3 freedom 12:20 18:12 freeway 17:21 18:10 26:22 freeways 19:4 21:20 frier 18:7 front 4:2 5:16 fumes 13:1 fund 17:9 funding 11:25 further 26:19,20 future 19:8,11,12 21:14 24:11
<b>D</b> dangerous 13:6 dated 6:2,3 day 10:18 16:3 22:18,23 28:10 daycare 9:12 deal 11:8 dearborn 23:24 decades 6:20 15:18 25:17 decision 3:23 28:2 decisions 25:16 26:25 dedicated 27:4 deep 15:23	<b>E</b> early 8:23 easier 26:20 easily 7:19 east 3:12,12 8:22 9:24 16:16 23:2 educational 13:9 effective 11:17,18 effects 13:8 elected 4:16 electronic 1:17 electronically 6:3 eliminate 8:24 17:12 eliminating 11:5,12 elimination 25:6 elliott 10:9 email 6:1 enable 4:24 encourages 26:18 engineers 7:23 enjoy 24:15 entered 5:6 enthused 9:15 entire 13:8	<b>F</b> facilities 25:4 facility 10:4,5 fact 11:21 13:11 far 15:3 23:19 fast 17:11 23:2 27:8 federal 3:9,24 fedewa 2:7 16:12,13 16:13,14,15,15,17 16:17 feel 12:5 25:24 feet 8:2,4 fell 27:16 felt 9:13 ferry 8:22,23 9:1,9 9:24,25 10:7,8,12 flwa 28:1 fight 13:23 14:2 fill 11:20 fills 13:16 final 28:2 find 7:2 13:17 fires 20:25 firm 1:18 first 3:23 4:9 6:11 6:13,14 flexible 25:21 flooding 21:1	<b>G</b> gadney 22:3 gases 17:17 general 14:22 17:1 21:12 generally 27:7 generate 26:2 generation 13:22 16:8 generations 24:12 25:18 gerrymandering 7:10 gesture 15:25 getting 14:4 giant 11:8,9 give 27:5	

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ON THE MATTER OF: COURT ENVIRONMENTAL REVENUE, DRURY JORDAN, ET AL. PUBLIC COMMENTS

October 10, 2019

Page 3

given 9:21	5:2,6 6:8 23:14	8:22 14:11 16:15	involved 3:22 8:24	legislated 7:13
giving 10:11 17:12	27:21,25 28:4,12	16:17 17:12,12	11:1 18:14 24:23	level 26:4,5,8
glen 19:24 20:4	hearings 4:8	18:6,7,11,14,18	involves 8:21	license 6:23
glenda 2:8 22:1,2,2	heart 7:25	20:13 22:3,3	issue 18:15 20:19,19	life 13:9 18:18
glenn 2:8 20:11,12	heavily 18:19	23:16,23 24:22	22:24 23:14,18	limit 5:18
20:12	hello 6:15 10:21	26:4	25:22	line 19:16,16 25:15
global 11:22 12:6	help 20:15	imagine 14:13	issues 22:22 23:1	lines 17:8,9 18:24
go 8:5 11:6,25 14:18	helping 11:23	immediate 19:13	26:15	lisa 2:9 24:19,20,21
17:6,11 21:14,15	hepfer 3:24	impact 1:4 3:8,16	issuing 28:1	list 15:4
22:6 27:16	hersenhord 2:6	4:6,20 20:20,23	ive 23:14	listed 15:3
goes 10:8	12:14,18	20:24 21:4,11		listen 5:4
going 6:20 8:20 9:8	hi 8:19 14:9 16:15	impacts 3:17 4:21	<b>J</b>	listening 11:3 14:16
10:3 11:9,9 13:11	hide 18:17	25:9	jail 8:25 9:3,5,9,14	15:5
13:22 14:1,3,19	highest 13:2	implemented 25:16	10:4,15	little 25:20
15:6 16:17,25,25	highway 3:10,25	important 23:14	jim 2:4 6:14,16	live 8:21 11:6 12:22
18:24 19:4,7,9,9	10:25 11:6,20	improve 7:8 21:10	jo 2:9 23:8,11	18:24 19:5 26:13
19:10 21:7 22:20	13:14 16:4 21:2	21:20	john 14:18	26:20 27:2
22:21 26:15 27:3	23:16	improved 25:4	jr 3:13	lives 10:7 13:8,19
golightly 9:12	highways 11:18	improvement 15:4	junction 12:22	local 11:23
good 3:3 9:14 10:18	12:2 13:5 26:12	improvements 3:17	<b>K</b>	located 3:11 5:22
12:4,14,15 14:8	9:24 15:11 26:16	4:21,22	katrina 8:9	6:1,10
15:25 19:24 20:1	historic 8:22 9:12	include 26:9 27:24	keep 9:22 10:16	locking 13:20
20:13 23:12 24:20	historical 4:10	included 5:6 6:5,5	15:12 26:17	locks 6:19 7:3
government 8:3	history 26:14	including 25:4	keeping 10:12 15:18	long 21:17
24:9	holistic 24:14	increased 17:2	keeps 15:21	longer 14:18 15:2
grade 14:21	homes 11:13	increases 27:8	key 3:22	18:19
grand 8:12	hope 10:18	increasing 17:7,8	kid 8:2	look 7:1,6 8:11
grandchildren	hopefully 26:15	independence 7:8	kids 13:7 20:18	16:20,25 17:1
20:18 21:9	hord 12:15,18,19	induced 13:16	kind 15:9 17:20	20:23 21:12 25:20
gratuit 18:11	horrible 17:17	25:22	kinds 13:25	looking 16:22 17:10
great 16:21 23:23	hosting 4:10	influence 10:14	king 3:13	26:10
26:3 27:5	hour 8:6 22:25	information 24:3	know 7:16,18 8:9	loop 11:9
greater 6:16 12:2	house 15:17	innovative 21:16	9:19 13:14 15:18	losing 15:8
14:17	hov 27:5	institutes 9:11	16:5 22:12 25:14	loss 16:1
grid 17:5	huge 16:2,21	institutionalized 7:9	27:4	lost 6:23 15:24
grossly 26:24	huh 15:14	7:11,12	known 10:23	lot 4:5 14:14,19
guess 8:13 15:21	human 18:9 24:15	insurance 18:25	<b>L</b>	23:24 25:25
	hyphen 12:19 14:10	22:9	lafayette 26:14	love 15:24 16:5
<b>H</b>	<b>I</b>	intensified 13:5	laire 14:10	25:23 26:8 27:3,6
half 12:24 19:2,3	i375 17:20	intensify 13:12	lane 11:20,21 12:4	27:10
hamtramck 14:11	i75 3:14	intensive 13:21	16:4 18:20 19:7	lower 26:7
hand 5:8 12:13	194 1:5 3:7,11,12 4:2	interchange 3:12	24:5 27:3,6	luther 3:13
happen 11:6	4:3,7 12:23 14:1	9:25	lanes 7:22 15:1 17:2	<b>M</b>
happened 8:9	17:25 18:11	interested 10:1	19:8 21:11 24:5	m 1:10 3:2 28:12
happy 14:25	196 1:5 3:12	21:21	25:5	m10 3:13
hard 19:19	id 3:6,21,23,25 4:3,6	interesting 15:15	language 4:14 15:8	mail 5:25
hazardous 10:4,5	4:9 6:13 15:24	interpretation 4:12	large 13:3 25:19	main 7:20 9:6
health 7:22,23 13:6	27:20 28:7	4:13	larger 21:12	maintain 25:10
22:16,17,22 23:18	idea 9:14,15 15:19	introduce 3:23 4:1	lead 21:18	maintained 24:4
healthy 21:8	ideally 15:17	introducing 3:21	leader 21:16	maintaining 25:10
hear 5:17 22:22	ideas 21:18	investing 16:6 27:7	leaves 6:21	majestically 15:13
25:23 26:3	illustrious 18:12	invited 5:3	legacy 26:12	major 22:22
hearing 1:8,12 3:7,9	im 3:4 6:16,17 8:20	involve 14:24		making 3:23 9:16
3:10 4:11,15,18				

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IN THE MATTER OF: COURT ENVIRONMENTAL REASSESSMENT, DRIFT JEROME, ET AL. PUBLIC COMMENTS

October 15, 2019

Page 4

13:19 15:25 16:20 17:4,21 manager 3:4 4:1 map 7:14,15 maps 9:21 margaret 1:13 3:4 4:9 marker 15:25 martin 3:13 mary 2:9 23:8,11 mason 2:6 12:14,18 12:18 17:16 mass 20:14 21:10 21:14,18,20,22 22:9 23:5 math 22:4 matter 1:4 maxwell 2:8 19:24 20:1,4,4,5,9,11,11 20:12,12 mc 22:2 mcgadney 2:8 22:1 22:2,2 mdot 1:13 3:6,10 4:24 11:2 14:15 16:21 17:6 24:25 25:23 27:6,11,21 27:23 28:5,7 mean 9:11 10:8 17:1 25:22 medical 7:24 meet 17:23 meetings 9:2 megan 2:5 10:20,21 10:21 member 5:8 members 4:3 mention 15:23 19:10 mentioned 7:10 mentions 7:2 metro 12:20 michigan 1:1,9 3:1 3:5,15 7:21 18:9 21:16 24:9 miles 11:20,21 16:4 22:25 million 22:10 millions 22:10 24:12 mimicking 16:18 mind 11:11 26:18 minimal 18:1 minutes 5:14,19	18:13 missed 13:8 missing 16:23 mobility 7:8,14 24:23 moderator 1:12 3:21 4:7 modernization 1:5 3:7,11 4:7 mogo 17:2 24:24 monday 28:6 money 13:11,18 14:4 16:6 17:9 21:9,18 month 22:9 months 13:15,16 morning 3:3 6:12 12:14,15 14:8 19:25 20:1 23:12 23:13 mother 22:15 motor 12:20 14:2 18:11 motorized 7:3,15 motors 21:12 mount 10:8 move 7:17 25:21 moved 22:4 movement 26:9,9 26:10 moving 9:3 15:9 22:13 museum 4:10 myopic 13:25	needs 3:18 17:6 19:13,14 20:7 21:6,9 24:11 25:20 negative 25:9 neighborhood 8:21 9:3,22,23 10:12 10:16 12:21,23 14:17 15:2 neighborhoods 25:11 network 1:17 17:11 new 8:9 11:16 12:4 14:14 15:1 20:24 21:18 night 18:18 20:14 22:15 23:18 non 7:3,14 15:10 24:24 note 14:15 27:21 notice 24:3 noticed 15:23 novi 8:11 nowak 14:10 nowakboyd 2:6 14:8,9,10 ns 10:22 number 1:18 9:10 nusk 24:21 nuskowski 2:9 24:19,20,21	oppsieing 15:2 opting 18:25 options 17:8,13,21 23:22 24:6 order 5:10 organization 10:23 11:1 12:20 organizations 14:2 18:6,7 originally 11:13 25:7 orleans 8:9 outside 26:20 overall 14:13 overpasses 11:7 owe 10:21 owens 2:5 10:20,21 10:21 16:19 23:15 owner 15:13 owning 19:1 owski 24:22	period 6:4 8:6 27:23 personally 13:17 20:13 persons 6:22 philosophy 7:21 pick 8:20 picks 10:9 picture 7:6 16:24 place 6:11 15:17 places 10:6 plan 19:13 24:13,14 25:3,8 planet 21:8 planned 3:17 4:21 planners 9:20 planning 19:12 23:12 25:15,20 plans 8:23 9:8,18 plant 10:2 please 3:24 4:4 5:8 5:11,18,23 12:12 12:12 17:24,25 27:16 plus 11:6,11 podium 4:8 5:10,12 5:16 6:14 point 7:18,18 18:18 20:13 26:3 police 22:24 poll 7:12 pollution 11:21 19:10 21:5 22:14 22:18 23:25 poor 6:23 populations 6:21 7:7 portion 5:2 ports 9:8 position 26:7 positive 25:6 possible 5:18 18:1 postmarked 6:2,3 preferable 15:20 presented 7:2 preservation 14:11 16:22 pretty 10:16 12:25 previous 7:10 prioritizes 26:5 priority 27:6 private 11:12 problems 7:25 8:1 11:24 13:12 procedures 3:10
--	---	--	---	---

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DO THE WAY UP: COURT ENVIRONMENTAL RESTORATION, SHAWNEE COUNTY, NE, PROJECT SUMMARY

October 12, 2019

Page 5

process 3:23 15:12 25:15,19 28:3 produce 7:25 production 21:13 professional 14:12 profit 24:24 project 1:5 3:7,11 3:18 4:1,2,3,7,21 5:24 8:23 9:20 10:25 13:10 16:2 25:1,20 projects 13:25 25:16 pronouncing 8:17 16:13 23:9 proposed 11:13 25:7 proud 22:3 proves 27:9 provide 4:12 5:21 provided 27:25 provides 4:18 public 1:8 3:7,10 4:7,11,19 5:2,3 6:8 8:11 13:11,18 14:4 18:14,19,24 24:24 27:7 28:5 pulling 8:3 purpose 3:18 4:22 put 7:22 15:25 19:18 25:3 puts 26:7 putting 17:1,18	10:15 23:16 rebuild 12:3 receive 5:11 received 27:14,23 record 4:19 27:16 recorded 1:16 4:25 recorder 1:17 recording 15:19 recover 8:10 redford 6:16 redressing 26:15 reduce 21:4,5 reduced 13:15 14:16 21:6 reflexes 6:23 region 13:21 14:5 26:19 registration 1:18 rely 18:19 remain 9:21 remarks 2:3,10 5:17,18 remember 18:16,17 remind 4:11 reminder 28:5 removal 14:16 repeat 12:15 repeating 25:13 report 28:2 reporter 5:1,14 reporting 1:17 represent 12:19 18:9 representative 18:13 representatives 17:2 representing 18:6 24:10 request 5:5 research 7:24 25:23 reset 20:3 resident 14:11 16:16 24:22 residential 10:6 residents 19:2 24:9 resiliency 8:8,10 resources 27:7 respiratory 23:25 24:8 response 25:25 26:2 responses 27:24 rest 28:9 restrict 7:11,14	restricting 9:17 returning 11:5 review 4:24 27:22 28:1,5 reviews 3:18 4:22 riders 10:22 12:20 12:21 14:3 18:12 ridership 27:9 right 4:1 9:1 18:10 19:3,14 rights 18:9 ripple 13:7 road 13:10,24 17:3 17:12,25 24:5,5 roadways 12:2,3 24:4 room 5:23 routes 6:18 7:20 run 6:7 24:23 ruth 3:23,24,25	shown 7:24 sic 16:19 side 9:9 10:1,3,8,10 15:1 16:16 23:3 sider 23:2 sign 4:14 signs 25:6 single 22:18,22 situation 21:20 six 13:15 small 8:21 13:1 smart 23:22 smarts 27:8 solution 18:21 solving 11:23 somewhat 8:24 sorry 16:14 20:9 sort 7:4 sorts 25:23 sound 15:8,16,18 16:23 sounded 15:8,10 southfield 18:8 southwest 18:8 space 24:23 spanish 4:13 speak 5:5 10:17 12:8,14 speaker 6:13,14 speakers 5:5,10,18 6:11,12 spell 12:16,17 20:7 20:10 spelled 16:16 24:21 24:21 spelling 5:12,13 spend 14:4 23:4 spending 13:11,18 22:10 spent 7:7 21:19 22:11 spoke 18:13 23:17 sprawl 26:19 stand 3:24 4:3 start 19:12 20:8 26:10 started 4:16 11:14 20:21 state 1:1 10:4 12:17 20:7,10 22:24 statement 1:4 2:4,5 2:5,6,6,7,7,8,8,9,9 3:8,16 4:6,20 stating 5:13	stay 15:16,17 stealing 21:8 step 5:12 7:5 25:8 28:2 stepanski 4:1 steps 16:20 stolen 22:8 stones 12:23 stopping 21:13 stops 10:9 storage 10:3 storms 20:25 street 3:15 8:23 9:9 10:13 11:10,11 15:2 18:16 22:5 streets 8:5 12:24 14:20 16:21 17:4 18:2 25:2 strokes 8:1 struck 26:4 stuck 6:20 students 24:1 studies 20:20 studio 15:19 subsidizing 26:24 suffering 22:22 sufficiently 12:5 suggest 15:9 sunde 1:16 supplemental 1:4 3:8 4:20 supporter 23:17 surrounding 25:9 survivor 22:16 system 24:25
quite 9:4 18:17				table 2:1
				take 22:5
				taken 20:20,22
				takes 4:5 25:15
				talking 9:16 19:14
				19:15 27:4
				talks 7:4
				tax 7:12
				team 4:3 5:8,24
				11:2,2 25:1
				tearing 26:16
				technique 7:11
				technology 6:20 7:4
				tell 14:15 15:3
				ten 19:8,16
				term 26:4
				terms 8:9 25:8 26:1

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ON THE MATTER OF: COURT ENVIRONMENTAL DEFENDERS' SUICIDE AGREEMENT, ET AL. PUBLIC COMMENTS

October 11, 2019

Page 6

<p>terry 4:1,2 thank 3:25 4:2,9,10 8:15,18 10:19 12:7,9 14:5,6 15:5 16:9,10 18:2,3 19:18,21,22 21:22 21:24 23:5,6,10 24:2,16,17 25:6 27:11,12,20 28:7 28:8,10 thanks 8:14 thats 7:1,6 8:14,19 9:5 10:10,23 15:10 17:6,11 19:19 21:3,5,14 21:15 22:25 23:24 26:17 27:10 theres 10:3 theyll 22:21 theyre 8:12,13 9:7 18:24 21:13 22:21 thing 7:1,12,20 8:11 things 7:9 8:13 16:18 17:15,16 think 8:4 12:25 14:20 15:9 17:15 17:18 19:3,11,13 19:17,21 20:13 22:4,19 24:10 25:5,12,19 26:10 26:12,18 27:8,10 thinking 17:20 thomas 2:7 18:4,5,5 20:13 thoroughfare 27:1 thought 23:13 thousand 16:2 three 5:14,19 8:1 18:7 throw 12:23 thursday 1:10 3:2 tickets 22:24 time 5:25 6:7 7:8 8:7,10 10:17 16:6 18:16 20:1,8 21:17 25:15 27:19 timer 5:15,16 today 4:11,12,25 5:5,6,20 6:7 14:13 19:15 25:18 27:21 28:8 todays 3:21 tooth 13:23 totally 6:18</p>	<p>touching 13:20 toxins 7:24 8:7 traffic 9:5,13,17 11:18,24 13:4 18:20 19:7 26:2 transcribed 5:1 transcript 5:1 6:6 27:25 28:4 transit 17:8,19,25 18:14,19,24 20:15 21:10,14,18,20,22 22:10 23:5,16,22 24:6,10,11 27:4,7 translation 4:15 transport 21:10 transportation 1:2 3:6 6:18,24 7:14 7:15,16 10:22 13:21 14:12 16:7 17:7 23:20 24:23 trash 10:2 travel 23:2 traveling 23:19 tru 10:23 14:2 truck 13:3 trucks 6:25 true 12:1,1 trying 17:3 turn 17:23 turns 5:15 two 8:4 18:6 19:15 22:7,16 23:11 two-way 17:5 types 25:20</p>	<p>vendetta 19:19 verbal 5:20 voting 7:11</p> <p>W</p> <p>walkable 22:13 23:4 want 4:11 6:24 8:8 10:7,17 12:3 14:15,23 16:19 18:23 19:5,17,17 21:2,3 22:11,13 22:14 23:4 24:25 27:1 28:9 wanted 22:6 wanting 10:15,15 wants 11:8 warming 11:22 12:6 warren 3:14 9:6 12:22 wasnt 23:12 waste 10:4,5,5 watching 15:12 way 7:17 9:16,17,17 11:9,10,17,18 13:21 14:18,19,25 15:23,23,23 17:24 21:17 wayne 3:15 6:9 9:2 9:15 10:4,14 ways 14:4 19:5 wed 28:7 welcome 3:6 5:20 west 9:25,25 23:2 weve 20:21,23 21:7 27:8 whatnot 10:10 whats 16:25,25 wide 12:1 widen 22:11 widening 10:25 11:17 13:14 22:23 23:3,15 wish 12:13 28:9 wishes 5:4 wishing 27:15 woman 23:17 wonderful 17:23 24:16 woodward 1:9 7:21 word 17:4 words 3:19 23:11 work 12:21 13:14 17:19 18:1 19:19 24:11,14 25:1,2</p>	<p>workable 15:19 working 19:20 world 16:5 worry 9:10 worse 13:19 worsening 24:7 wouldnt 15:14 written 5:21 27:24 28:6 wrong 21:3</p> <p>X</p> <p>Y</p> <p>yeah 14:25 15:16,20 16:2 year 19:14 22:8,15 22:16 years 10:24,25 11:3 11:13 13:24 19:15 19:16,16 23:15 yellow 5:15 youll 7:2 young 18:22 22:12 22:20 23:3 24:1 youre 8:1,2 16:20 16:23 17:1 youve 6:22 7:17,20 15:5</p> <p>Z</p> <p>zerafa 2:7 18:4,5,5 18:6</p> <p>0</p> <p>00 6:9,9 000 28:14</p> <p>1</p> <p>1 1:5 10 1:10 2:5 3:2 11 1:10 3:2 12 2:6 28:12 14 2:6 15 11:13 28:12 16 2:7 1600 22:9 18 2:7 13:15 18006322720 1:18 1950 22:3 1951 22:4 1965 20:22</p> <p>2</p>	<p>20 2:8 10:24,25 19:16 2019 1:10 3:2 6:4 16:4 22:7 28:7 22 2:8 23 2:9 24 2:9 8:6 25 8:6 27 2:10 28th 6:4 28their 28:6</p> <p>3</p> <p>3 2:3 30 1:10 3:2 5:16 375 26:14</p> <p>4</p> <p>4 1:5 6:9</p> <p>5</p> <p>5 12:25 50 8:6 5109 6:10 5401 1:9 55 22:25</p> <p>6</p> <p>6 2:4 6538 1:16</p> <p>7</p> <p>75 9:1,25 10:8 11:7</p> <p>8</p> <p>8 2:5 6:9 8151 1:18</p> <p>9</p> <p>90 22:15 94 15:24 17:11,12 17:19,19 22:11,23 23:1,3</p>
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TRANSCRIPT OF PRIVATE COMMENTS – DETROIT HISTORICAL MUSEUM

IN THE MATTER OF: DRAFT  
SUPPLEMENTAL ENVIRONMENTAL IMPACT  
STATEMENT, ET AL, PRIVATE COMMENTS

October 10, 2019

Prepared by

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PRIVATE COMMENTS

October 16, 2019

Page 1

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION

In the Matter of:  
Draft Supplemental Environmental Impact Statement and  
Section 4(f) Evaluation I-94 Modernization Project in  
Detroit from I-96 to Conner Avenue

/

PRIVATE COMMENTS

5401 Woodward, Detroit, Michigan  
Thursday, October 10, 2019, 9:00 a.m.

APPEARANCES: Nate Ford  
Hearing Moderator  
Margaret Barondess  
Appearing for MDOT

RECORDED BY: Rachel Sunde, CER 6538  
Certified Electronic Recorder  
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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, RE:KITE COMMENTS

October 10, 2019

	TABLE OF CONTENTS	Page 2
		PAGE
1		
2		
3	Statement by Mr. Ed Ostapowicz . . . . .	3
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		



IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 3

1 Detroit, Michigan  
2 Thursday October 10, 2019 - 12:57 p.m.  
3 REPORTER: It's all set. Go ahead.  
4 MR. OSTAPOWICZ: I don't know where to begin. I  
5 guess starting from now working backwards. I notice they  
6 did some asphalt paving on I-94. And as always, they always  
7 seem to leave an open seam between the two slabs of asphalt.  
8 Invariably water gets in there, freezes, and starts popping  
9 that seam out. My question is, for the life of me I cannot  
10 figure out why they do not follow up and put hot tar and  
11 seal those joints. Half of the problem with these  
12 deteriorating roads, on the asphalt deteriorating roads, is  
13 they don't maintain those seams. And water gets in there,  
14 it freezes, trucks, cars roll over them and deteriorates  
15 them right along the seams. And the crews come by and toss  
16 a shovel full of cold patch in there and make it worse. So  
17 I guess my first comment would be that because it's the  
18 latest thing that's been done on the roads.  
19 My second comment, which I spoke with Rob Morosi  
20 last year at the meeting, was the fact that the contractors  
21 everywhere, and everybody from the lowly guy at the end of  
22 the shovel all the way up to the owner of the contracting  
23 company, I hate to say it, but they deliver, they put  
24 defects into the work, the roads. They either don't compact  
25 them enough. I worked in roads, I worked in road

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 4

1 construction, I know all the tricks. Either somebody  
2 doesn't know what they're doing, or worse yet they do know  
3 what they're doing by letting all of this stuff get by them.

4 The cement is either -- they might, if the  
5 contract calls for a seven bag mix, they'll put a five bag  
6 mix. And it's evident on Little Mack and on Gratiot where  
7 the cement was just not up to par. It will either be too  
8 dry or too wet. They'll put on a big show about making it  
9 the right moisture. But the bottom line is, they don't take  
10 the bad stuff out. And invariably the cement that's too dry  
11 will crumble before it's time and conversely if it's too wet  
12 it will flake before its time. If the ground underneath is  
13 not compacted, it will create soft spots so that these heavy  
14 trucks will push down and crack the slabs. It's a sore spot  
15 with me because I do transportation and I drive these roads  
16 every single day from her to Florida, to Phoenix. And by  
17 far Michigan is the worst roads in every state that I've  
18 been in.

19 Just to keep it short and not to get too wordy,  
20 I'll just leave it at that. The contractors have banded  
21 together and refuse to offer warranties, guarantees on their  
22 work. They will if they'll charge double the price. And  
23 they'll basically do the same thing, they'll come back and  
24 patch it up cheaply. By design the entire process is set up  
25 for failure because the lowest bidder gets the job. And it

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 10, 2019

Page 5

1 behoooves them to cut corners, and they do and more. They  
2 cheat wherever they can.

3 I worked a roller and I was told to hurry up,  
4 speed it up, it's good enough. Everybody in that process  
5 benefits by putting defects into the road work. Mr. Morosi  
6 said that the state does not do that. I didn't want to  
7 argue with him and I didn't have any specific areas in mind  
8 where the pavement is soft, cracking because of soft  
9 underneath they didn't compact properly. I didn't know I  
10 was going to be on tape here so I didn't really have a  
11 proper spiel prepared. But that's the gist of it.

12 I'm hoping that somebody -- I know there is the  
13 road inspectors are far and few between and funding is low  
14 for inspectors. And these contractors know what to do when  
15 the inspector is looking the other way. And sometimes an  
16 inspector is looking right at the defect and doesn't know  
17 what they're doing. But it's just a big dirty little  
18 secret. I don't know, I suppose I could go on and on. But  
19 that's all I can say, I guess, as far as the quality of the  
20 roads and longevity.

21 Hopefully -- I'm going to fill out a comment card.  
22 Hopefully when they put the new I-94 in they raise that  
23 median wall to block the inconsiderate people with the  
24 headlights coming from the opposite direction on cold, rainy  
25 nights, dark, rainy nights with the glare from oncoming

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 6

1 trucks and cars you cannot see the lane markers. And that's  
2 part of the reason for some of the accidents. Besides the  
3 aggressive and incompetent drivers. That's it.

4 (Statement concluded at 1:02 p.m.)

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IN THE MATTER OF: COURT DEPARTMENTAL ENVIRONMENTAL DRAFT JUDGMENT, ET AL. PUBLIC COMMENTS

October 15, 2019

Page 1

<b>A</b>	corners 5:1	florida 4:16	latest 3:18	patch 3:16 4:24
accidents 6:2	corporation 1:17	follow 3:10	leave 3:7 4:20	pavement 5:8
aggressive 6:3	crack 4:14	ford 1:11	letting 4:3	paving 3:6
ahead 3:3	cracking 5:8	freezes 3:8,14	life 3:9	people 5:23
appearances 1:11	create 4:13	full 3:16	line 4:9	phoenix 4:16
appearing 1:13	crews 3:15	funding 5:13	little 4:6 5:17	popping 3:8
areas 5:7	crumble 4:11		longevity 5:20	prepared 5:11
argue 5:7	cut 5:1	<b>G</b>	looking 5:15,16	price 4:22
asphalt 3:6,7,12		gist 5:11	low 5:13	private 1:8
avenue 1:5	<b>D</b>	glare 5:25	lowest 4:25	problem 3:11
	dark 5:25	go 3:3 5:18	lowly 3:21	process 4:24 5:4
<b>B</b>	day 4:16	going 5:10,21		project 1:5
back 4:23	defect 5:16	good 5:4	<b>M</b>	proper 5:11
backwards 3:5	defects 3:24 5:5	gratuit 4:6	m 1:10 3:2 6:4	properly 5:9
bad 4:10	deliver 3:23	ground 4:12	mack 4:6	push 4:14
bag 4:5,5	department 1:2	guarantees 4:21	maintain 3:13	put 3:10,23 4:5,8
banded 4:20	design 4:24	guess 3:5,17 5:19	making 4:8	5:22
baroness 1:13	deteriorates 3:14	guy 3:21	margaret 1:13	putting 5:5
basically 4:23	deteriorating 3:12		markers 6:1	<b>Q</b>
behooves 5:1	3:12	<b>H</b>	matter 1:4	quality 5:19
benefits 5:5	detroit 1:5,9 3:1	half 3:11	mdot 1:13	question 3:9
bigger 4:25	didn't 5:6,7,9,10	hate 3:23	median 5:23	
big 4:8 5:17	direction 5:24	headlights 5:24	meeting 3:20	<b>R</b>
block 5:23	dirty 5:17	hearing 1:12	michigan 1:1,9 3:1	rachel 1:16
bottom 4:9	doesn't 4:2 5:16	heavy 4:13	4:17	rainy 5:24,25
	doing 4:2,3 5:17	hopefully 5:21,22	mind 5:7	raise 5:22
<b>C</b>	dont 3:4,13,24 4:9	hoping 5:12	mix 4:5,6	really 5:10
calls 4:5	5:18	hot 3:10	moderator 1:12	reason 6:2
card 5:21	double 4:22	hurry 5:3	modernization 1:5	recorded 1:16
cars 3:14 6:1	draft 1:4		moisture 4:9	recorder 1:17
cement 4:4,7,10	drive 4:15	<b>I</b>	morosi 3:19 5:5	refuse 4:21
cer 1:16	drivers 6:3	i94 1:5 3:6 5:22	<b>N</b>	registration 1:18
certified 1:17	dry 4:8,10	i96 1:5	nate 1:11	reporter 3:3
charge 4:22		ill 4:20	network 1:17	reporting 1:17
cheaply 4:24	<b>E</b>	im 5:12,21	new 5:22	right 3:15 4:9 5:16
cheat 5:2	ed 2:3	impact 1:4	nights 5:25,25	road 3:25 5:5,13
cold 3:16 5:24	either 3:24 4:1,4,7	incompetent 6:3	notice 3:5	roads 3:12,12,18,24
come 3:15 4:23	electronic 1:17	inconsiderate 5:23	number 1:18	3:25 4:15,17 5:20
coming 5:24	entire 4:24	inspectors 5:15,16	<b>O</b>	rob 3:19
comment 3:17,19	environmental 1:4	inspectors 5:13,14	october 1:10 3:2	roll 3:14
5:21	evaluation 1:5	invariably 3:8 4:10	offer 4:21	roller 5:3
comments 1:8	everybody 3:21 5:4	ive 4:17	oncoming 5:25	<b>S</b>
compact 3:24 5:9	evident 4:6		open 3:7	seal 3:11
compacted 4:13	<b>F</b>	job 4:25	opposite 5:24	seam 3:7,9
company 3:23	fact 3:20	joints 3:11	ostapowicz 2:3 3:4	seams 3:13,15
concluded 6:4	failure 4:25		owner 3:22	second 3:19
conner 1:5	far 4:17 5:13,19	<b>K</b>		secret 5:18
construction 4:1	figure 3:10	keep 4:19	<b>P</b>	section 1:5
contents 2:1	fill 5:21	know 3:4 4:1,2,2	p 3:2 6:4	see 6:1
contract 4:5	firm 1:18	5:9,12,14,16,18	page 2:2	set 3:3 4:24
contracting 3:22	first 3:17		par 4:7	seven 4:5
contractors 3:20	five 4:5	<b>L</b>	part 6:2	short 4:19
4:20 5:14	flake 4:12	lane 6:1		
conversely 4:11				

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IN THE MATTER OF: DRAFT ENVIRONMENTAL IMPACT STATEMENT, ET AL., PETITION COMMENTS

October 11, 2019

Page 2

shovel 3:16,22	water 3:8,13			
show 4:8	way 3:22 5:15			
single 4:16	wet 4:8,11			
slabs 3:7 4:14	woodward 1:9			
soft 4:13 5:8,8	wordy 4:19			
somebody 4:1 5:12	work 3:24 4:22 5:5			
sore 4:14	worked 3:25,25 5:3			
specific 5:7	working 3:5			
speed 5:4	worse 3:16 4:2			
spiel 5:11	worst 4:17			
spoke 3:19				
spot 4:14	X			
spots 4:13				
starting 3:5	Y			
starts 3:8				
state 1:1 4:17 5:6	year 3:20			
statement 1:4 2:3	Z			
6:4				
stuff 4:3,10	0			
sunde 1:16	00 1:10			
supplemental 1:4	000 6:6			
suppose 5:18	02 6:4			
T	I			
table 2:1	1 1:5 6:4			
take 4:9	10 1:10 3:2			
tape 5:10	12 3:2			
tar 3:10	18006322720 1:18			
thats 3:18 4:10 5:11				
5:19 6:1,3	2			
theyll 4:5,8,22,23	2019 1:10 3:2			
4:23				
theyre 4:2,3 5:17	3			
thing 3:18 4:23	3 2:3			
thursday 1:10 3:2				
time 4:11,12	4			
told 5:3	4 1:5			
toss 3:15				
transportation 1:2	5			
4:15	5401 1:9			
tricks 4:1	57 3:2			
trucks 3:14 4:14 6:1				
two 3:7	6			
	6538 1:16			
U				
underneath 4:12	7			
5:9				
	8			
V	8151 1:18			
W	9			
wall 5:23	9 1:10			
want 5:6				
warranties 4:21				

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TRANSCRIPT OF PUBLIC FORUM – WCCCD

IN THE MATTER OF: DRAFT  
SUPPLEMENTAL ENVIRONMENTAL IMPACT  
STATEMENT, ET AL, PUBLIC COMMENTS

October 10, 2019

Prepared by

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 10, 2019

Page 1

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION

In the Matter of:  
Draft Supplemental Environmental Impact Statement and  
Section 4(f) Evaluation I-94 Modernization Project in  
Detroit from I-96 to Conner Avenue

PUBLIC HEARING

5901 Conner, Detroit, Michigan  
Thursday, October 10, 2019, 6:30 p.m.

APPEARANCES: NATE FORD  
Hearing Moderator  
MARGARET BARONDESS  
Appearing for MDOT

RECORDED BY: Rachel Sunde, CER 6538  
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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 2

# TABLE OF CONTENTS

PAGE

Opening by Mr. Ford . . . . .	4
Statement by Mr. John Good. . . . .	6
Statement by Mr. Medvis Jackson . . . . .	8
Statement by Mr. Joel Batterman . . . . .	10
Statement by Ms. Michelle Jackson . . . . .	12
Statement by Mr. James Sobolewski . . . . .	14
Statement by Mr. Tim Hinkle . . . . .	15
Closing by Mr. Ford . . . . .	16

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 3

1 Detroit, Michigan

2 Thursday, October 10, 2019 - 6:29 p.m.

3 MS. BARONDESS: Good afternoon everyone. My name  
4 is Margaret Barondess, I'm the Manager of the Environmental  
5 Services Section at MDOT, Michigan Department of  
6 Transportation. On behalf of MDOT, I'd like to welcome you  
7 to this public hearing for the I-94 Modernization Project  
8 Draft Supplemental Environmental Impact Statement. This  
9 hearing is being conducted in accordance with Federal  
10 Highway Administration and MDOT public hearing procedures.  
11 And I'm officially calling these proceedings to order.

12 The I-94 Modernization Project is located from  
13 east of the I-94/96 interchange to east of Conner Avenue.  
14 Along M-10 from Martin Luther King Jr. Boulevard to Seward  
15 Avenue. And along I-75 from Warren Avenue to Custer Street  
16 in Detroit, Wayne County, Michigan.

17 The Draft Environmental Impact Statement, or for  
18 short DSEIS, considers the impacts of changes and planned  
19 improvements of the project. It also reviews the purpose  
20 and need, why are we doing this, why here, and why now for  
21 the improvements. And describes the alternatives that were  
22 considered.

23 Before introducing today's moderator, I'd like to  
24 acknowledge some people who have put a lot of effort into  
25 this particular project. From Federal Highway

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 10, 2019

Page 4

1 Administration I'd like Chris Young to stand up and say hi  
2 to everybody. Thank you to our FHWA partners. Kim Avery  
3 his here. Kim, would you stand up for us, please? Kim is  
4 our MDOT region engineer. Thanks for joining us tonight,  
5 Kim. Terry Stepanski, there he is. Terry is our MDOT  
6 Senior Project Manager for the I-94 project. And I'd like  
7 all the members of the I-94 project team to stand up and  
8 just say hi to everybody. Thank you everybody. Thanks for  
9 your service to this project. And now I'd like to invite  
10 Nate Ford, he's our moderator for the I-94 Modernization  
11 Project public hearings to the podium. Thank you again for  
12 joining us tonight.

13 MR. FORD: Thank you Margaret. Good evening  
14 everybody and welcome. First like to begin by thanking  
15 Wayne County Community College and District Eastern Campus  
16 for being such a gracious host this evening. I also want to  
17 remind you that for today's hearing we do have Arabic and  
18 Spanish speaking interpreters for those who require that  
19 assistance. We also have our ASL, our sign language  
20 interpretation with us today. And will be with us  
21 throughout the hearing. Before we get started, I just want  
22 to ask if there are there any elected officials that need to  
23 be recognized. Seeing none, a little bit about the hearing.

24 This hearing provides an opportunity for the  
25 public to comment for the record on the DSEIS, which

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 5

1 considers the impacts of changes and/or planned improvements  
2 to the project. It also reviews the purpose and need for  
3 improvements and describes the alternatives that are  
4 considered.

5 To enable MDOT to review and consider your  
6 comments, everything that is said today will be recorded and  
7 transcribed, to my left. This formal portion of the public  
8 hearing is not a Q and A, we want to hear from you. So  
9 we're looking forward to hearing your comments. Anyone that  
10 wishes to speak should complete a speakers card. You should  
11 have received a speakers card in your packet as you entered.  
12 If you do not have one, please raise your hand. Once you  
13 have completed your card, raise your hand and a staff member  
14 will take the card from you.

15 We will disseminate the cards first come first  
16 served. So those who hand me the cards first, we'll put  
17 them in that particular order. You will then have three  
18 minutes to make your comments. Three minutes. When the  
19 timer turns yellow, you will then have 30 seconds remaining  
20 to conclude your remarks. So that we can hear from as many  
21 speakers as possible, please keep your comments to three  
22 minutes.

23 Besides verbal comments this evening, you are  
24 welcome to provide written comments by completing a comment  
25 form and depositing it into the comment box to my left. If

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 18, 2019

Page 6

1 you need assistance with the form, please ask and someone  
2 from the project team will assist you. If you need more  
3 time to consider your comments, you can mail or email it to  
4 the address on the comment form. All comments postmarked or  
5 dated electronically by October the 28th, 2019 will be  
6 included in the official transcript. If we run out of time  
7 this evening and you wish to speak, please feel free to fill  
8 out your comment form and place it in the comment box as  
9 described.

10 And now I'd like to invite our first speaker to  
11 the podium. And our first speaker Mr. John Good. Please  
12 approach the podium, please state your name and spell it for  
13 the court reporter.

14 MR. GOOD: Sure.

15 MR. FORD: Thank you.

16 MR. GOOD: Thank you for holding this session. My  
17 name is John Good, J-o-h-n, G-o-o-d, I live in Detroit. So  
18 first of all I just want to thank the team for reevaluating  
19 the design and improving the neighborhood connectivity. I  
20 think I saw a lot of good improvements, more bridges, more  
21 pedestrian connectivity. Something that I asked on the way  
22 in, which was, what proportion of traffic in this corridor  
23 is actually local traffic versus traffic that is just coming  
24 through, inter city traffic? And what I heard was about  
25 one-third of traffic in the corridor does not interact with

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 7

1 the metro area at all. About one-third is intra metro not  
2 downtown. And about one-third of traffic is headed toward  
3 downtown. So given that I have two main comments on this  
4 design.

5 I want to know from the team how much  
6 consideration there was on a high occupancy vehicle or HOV  
7 lane. As you may know I-75 is getting rebuilt in Oakland  
8 County, the additional lane being added is a high occupancy  
9 vehicle lane which encourages carpooling and more sharing of  
10 vehicles. I want to know why that is not included in this  
11 design. Is it different -- is traffic on 94 a different  
12 type of traffic than the traffic on 75 given origins and  
13 destinations. So I want to hear why that was left out of  
14 the design and if it's still possible to add it in if it's  
15 deemed useful.

16 The other one is given the wider shoulder as part  
17 of this redesign. I wanted the team to look at some success  
18 stories in Minneapolis and Chicago of express shoulder  
19 running buses. Those are buses that run on the shoulder.  
20 And it's an effective way for very low cost to improve  
21 transit service in the city. And is the design capable of  
22 accommodating that given the pavement quality. MDOT should  
23 work -- should first check the legality of providing such a  
24 service in Michigan and work with SMART, DDOT, and the  
25 regional transit authority, the RTA on implementing this and

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 8

1 seeing if this could be a part of the transit discussions  
2 that we are having in Metro Detroit. Thanks very much.

3 MR. FORD: Thank you. Our next speaker Mr. Medvis  
4 Jackson. Please approach. Please state your name and spell  
5 it.

6 MR. JACKSON: My name is Medvis Jackson. The  
7 first name is spelled M-e-d-v-i-s, last name is Jackson. So  
8 with regards to the highway construction, I'm just concerned  
9 us as a country not taking infrastructure seriously.  
10 Infrastructure is not merely a means of getting processes  
11 done to help people get from point A to point B, but it's  
12 also a mode of communication. For folks like myself who  
13 have gone to live in other cities and explore other parts of  
14 the world, we are behind places like London, Paris, New York  
15 City, Seattle, Berlin in terms of communicating to our  
16 residents young and old that this is a place that seeks to  
17 lead the rest of the pack. This is a place that is going to  
18 put -- look beyond what we have in front of us to do  
19 something that's different, something that's better,  
20 something that's going to create a future.

21 And just by widening roads, by not building a  
22 highway that's going to have built in public mass rapid  
23 infrastructure, by building a highway that doesn't reduce  
24 chemical and noise pollution, by building a highway system  
25 that's not necessarily beautiful, it tells people that are

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 9

1 coming out of different schools, and colleges and  
2 universities that this isn't a place that is going to  
3 encourage my own development. It's just a place that wants  
4 to do things like it was done yesterday.

5 It was vision that allowed for this country to  
6 become one of the best places to get a public education. It  
7 was vision that allowed for this place to become one of the  
8 best places to enjoy civil rights. It was vision that  
9 allowed this place to use its military infrastructure to  
10 invest in software and hardware technology that continues to  
11 empower and spur on our economy today. It wasn't something  
12 that we did because it made sense in 1920, we knew it made  
13 sense for 40 years out and 60 years out.

14 So in a place like Michigan that lags behind in  
15 terms of not only cultural diversity but also in terms of  
16 cosmopolitanism and encouraging new ideas by -- the built  
17 environment is a way of less investing in kids now that are  
18 coming into the high school and middle school and  
19 communicating to them by the time they're in college is  
20 that, this is the place that can rival any other city around  
21 the world, Tokyo, Seoul Korea. That Detroit is a place that  
22 will continue to innovate as it did 60 years ago.

23 I understand that there is budget costs, that  
24 there is all types of intellectual and ideological  
25 difference that people may have with regards to how we build

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 10

1 infrastructure. I know as a bike rider that people just  
2 hate me for riding a bike. I get cursed at, screamed at,  
3 get off the road. But I understand that by doing my little  
4 part that I'm helping to reduce our carbon footprint. By my  
5 little part I'm helping to reduce the hypertension and  
6 diabetes in my community. By doing my little part, I paved  
7 the way for a kid after me to be able to ride that bike lane  
8 in safety.

9 So I encourage you that as we go forward with this  
10 highway, think different, think big, think American. Be --  
11 use vision, use courage, and do something different that the  
12 world hasn't had yet. Let's not ride at the back of the  
13 pack, let's go to the front of the bus. Thank you.

14 MR. FORD: Thank you.

15 (Audience applauds)

16 MR. FORD: Next up we have Mr. Joel Batterman.

17 MR. BATTERMAN: Good evening, my name is Joel  
18 Batterman. That's J-o-e-l, B-a-t-t-e-r-m-a-n. I live in  
19 Detroit at 2520 West Euclid Street. I'm a PhD student in  
20 urban and regional planning at the University of Michigan.  
21 And I'm also a member of the Motor City Freedom Riders bus  
22 rider organization. It occurred to me today that its  
23 fitting that this morning's round of hearings took place at  
24 the Detroit Historical Society. Because to be perfectly  
25 frank with you, this I-94 widening project as currently

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 11

1 conceived belongs in a museum as an antique not as public  
2 policy in the year 2019.

3 I'm not talking about the adjustments to the  
4 project since the EIS was first approved in 2004, which is  
5 half a lifetime ago for me. I'm as glad as anyone to see in  
6 the SEIS we have the restoration of local streets across 94,  
7 the Lodge, and 75. And I'm especially glad that MDOT has  
8 scrapped the idea of extending all along 94 the continuous  
9 high speed service drives that present a deadly hazard for  
10 pedestrians and bicyclists as they attempt to cross almost  
11 every other expressway in the city.

12 What I'm referring to is what hasn't changed. The  
13 widening of the highway from six to eight lanes. And the  
14 notion reiterated in the SEIS that this will somehow reduce  
15 congestion. It's not easy for me to understand how this  
16 argument can be made almost two decades into the 21st  
17 century.

18 We've have more than enough experience to know the  
19 supply side transportation planning is as much of a fantasy  
20 as supply side economics. If our only response to  
21 congestion is to add more and more lanes, you're just going  
22 to draw more and more traffic to fill them. In the  
23 phenomenon widely known to transportation planners as  
24 induced demand.

25 Nowhere in the SEIS does MDOT attempt to explain

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 12

1        why this nearly \$3 billion project will be immune to this  
2        phenomenon. Or why new capacity is the best solution of all  
3        the possible alternatives to relieve congestion on the I-94  
4        corridor.

5                In its 214 pages, the SEIS contains all of two  
6        pages and virtually no specifics on the prospect of applying  
7        transportation demand management to the I-94 corridor.  
8        Oddly, at certain points in the SEIS, MDOT appears to deny  
9        that this is a capacity project. On page 436 in discussing  
10       why it chose not to further analyze air pollution impact to  
11       the project, MDOT claims that adding a total of 14 new lane  
12       miles of asphalt, quote, "does not add substantial new  
13       capacity." I don't know how MDOT defines substantial, but I  
14       hope you'll agree with me that this statement is not  
15       defensible as written and should be struck from the SEIS.

16               We need infrastructure investment that meets the  
17       needs of the 21st century. The need of everyone to get  
18       around, the challenge of the climate crisis. This project  
19       fails to do that. It needs another do-over to address them.  
20       Thank you.

21               MR. FORD: Thank you.

22               (Audience applauds)

23               MR. FORD: Next we have Ms. Michelle Jackson.

24               MS. JACKSON: My name is Michelle Jackson, M-i-c-  
25       h-e-l-l-e, J-a-c-k-s-o-n. I am a resident right here at 94

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL., PUBLIC COMMENTS

October 16, 2019

Page 13

1 and Harell. I would like to know where I can find the  
2 traffic report that was done for the air pollution and what  
3 buffers and trees are being made available while you're  
4 putting this new freeway in or adding a lane. I don't see  
5 any of it. I was told that it is. I'm also wondering when  
6 the traffic study was done, did they take into account what  
7 was coming off of Conners and what would be coming off of  
8 French Road.

9 We've recently had Fiat Chrysler that is actually  
10 coming -- well, they're here and they're adding to their  
11 plants. They're looking to do three shifts, eight hours, so  
12 that's a whole lot of more cars and trucks that are coming  
13 to our area. Nothing -- I don't see anything that's going  
14 to help our residents.

15 I live right at the freeway. They say a noise  
16 study was done. I can tell you the traffic -- how much  
17 traffic is on 94 going east or west while I'm sitting in my  
18 house with all of my windows closed and my doors. So I  
19 would like somebody to walk me through it. And I would also  
20 like to know was the traffic study done with knowing Fiat is  
21 here. And if not, does that need to be redone. Does it need  
22 to be done over because now we have more traffic that's  
23 about to be here. And I am vice president of the Chandler  
24 Park Neighborhood Association so I do need some information  
25 to take back to my residents. Thank you.

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 14

1 (Audience applauds)

2 MR. FORD: Thank you. Next we have Mr. James  
3 Sobolewski.

4 MR. SOBOLEWSKI: Hi folks. My name is James  
5 Sobolewski, I'm a resident of east side Detroit. And it's  
6 really hard --

7 MR. FORD: Could you spell your name for the  
8 record?

9 MR. SOBOLEWSKI: Sure thing. J-a-m-e-s,  
10 Sobolewski is S-o-b-o-l-e-w-s-k-i. I was going to talk  
11 about induced demand. But it's really hard to follow Mr.  
12 Batterman and Mr. Good. What I will talk about is we have  
13 been expanding expressways consistently since the 1960's.  
14 It was a boondoggle when it started and it's a boondoggle  
15 now, folks. Expanding expressways doesn't work. We've  
16 known this and it's time for a radical shift in our  
17 priorities as a state, as a city, and as a nation when it  
18 comes to our spending on infrastructure.

19 Expressways -- we're going to widen this  
20 expressway to save two, or five, or whatever minutes on  
21 congestion while our planet is burning. Why can't the State  
22 of Michigan and MDOT answer to me and my children when  
23 Detroit already has one of the highest asthma rates, has  
24 some of the residents that depend on the public  
25 transportation service that would could be improving with

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 18, 2019

Page 15

1 this money. I fail to see how this is in any way a priority  
2 for the state when we need to be advantaging those who need  
3 a hand up and not advantaging people that need an extra two  
4 minutes off of their commute. Thank you.

5 (Audience applauds)

6 MR. FORD: Is anyone else wishing to put a comment  
7 on the record?

8 MR. HINKLE: Hello, I'm Tim Hinkle. I'm a  
9 resident here in Detroit. And just to second a few of the  
10 things that were said. I really do think that --

11 MR. FORD: Mr. Hinkle --

12 MS. BARONDESS: We just need you to spell your  
13 name.

14 MR. HINKLE: Oh, yes. Sorry. Tim Hinkle, H-i-n-  
15 k-l-e. So just to kind of reiterate that we really are  
16 missing an opportunity. This is a pretty significant  
17 investment to really do something transformational rather  
18 than the same old, same old. And I really do question a  
19 little bit of the studies that were done based on some  
20 pretty antiquated traffic data. I think the vehicle miles  
21 traveled peaked about 15 or 20 years ago, yet we're building  
22 all this capacity that we probably really don't need.

23 And secondly, it also doesn't take into account  
24 things like the Gordie Howe bridge, which should  
25 significantly impact the volume of traffic going across to

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 16

1 Sarnia, which I think was one of the original rationales for  
2 building this additional capacity.

3 And then lastly, as a Detroiter it's distressing  
4 that the funding model as I understand it is federal, state,  
5 and there is some local funding from the city going in. So  
6 we're paying for this as residents really twice through  
7 taxes and then through diminished quality of life for those  
8 most directly impacted like in Jefferson Chalmers and other  
9 neighborhoods that are right here in the right-of-way. So  
10 that's all I go to say. Thanks.

11 (Audience applauds)

12 MR. FORD: Thank you. Is anyone else wishing to  
13 put their comment on the record? Is anyone else wishing to  
14 put their comment on the record? Is anyone else wishing to  
15 put their comment on the record? Seeing none, I'd like to  
16 thank everyone for their comments and for attending this  
17 evening's public hearing. Following this hearing, MDOT will  
18 note and review all comments and concerns raised. Along  
19 with all comments received during the open comment period.  
20 Then we will draft written responses to your concerns and  
21 include them in the official hearing transcript. Which is  
22 provided to the FHWA for their review and consideration in  
23 issuing their decision document. This final report is the  
24 next step of the process. The hearing transcript will also  
25 be available for public review. The last reminder that

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 18, 2019

Page 17

1 MDOT is taking written comments through Monday October the  
2 28th. I want to thank you again for your time, for your  
3 comments. Thank you and have a wonderful, wonderful  
4 evening.

5 (Audience applauds)

6 (Hearing concluded at 6:52 p.m.)

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THE METHOD OF COURT DEPARTMENTAL DOCUMENTS, DRURY JEFFERSON, BY AL. PUBLIC COMMENTS

October 11, 2019

Page 2

empower 9:11	4:13 6:15 8:3	hes 4:10	innovate 9:22	life 16:7
enable 5:5	10:14,16 12:21,23	hi 4:1,8 14:4	intellectual 9:24	lifetime 11:5
encourage 9:3 10:9	14:2,7 15:6,11	high 7:6,8 9:18 11:9	inter 6:24	little 4:23 10:3,5,6
encourages 7:9	16:12	highest 14:23	interact 6:25	15:19
encouraging 9:16	form 5:25 6:1,4,8	highway 3:10,25	interchange 3:13	live 6:17 8:13 10:18
engineer 4:4	formal 5:7	8:8,22,23,24	interpretation 4:20	13:15
enjoy 9:8	forward 5:9 10:9	10:10 11:13	interpreters 4:18	local 6:23 11:6 16:5
entered 5:11	frank 10:25	hin 15:14	intra 7:1	located 3:12
environment 9:17	free 6:7	hinkle 2:7 15:8,8,11	introducing 3:23	lodge 11:7
environmental 1:4	freedom 10:21	15:14,14	invest 9:10	london 8:14
3:4,8,17	freeway 13:4,15	historical 10:24	investing 9:17	look 7:17 8:18
especially 11:7	french 13:8	holding 6:16	investment 12:16	looking 5:9 13:11
euclid 10:19	front 8:18 10:13	hope 12:14	15:17	lot 3:24 6:20 13:12
evaluation 1:5	funding 16:4,5	host 4:16	invite 4:9 6:10	low 7:20
evening 4:13,16	further 12:10	hours 13:11	isnt 9:2	luther 3:14
5:23 6:7 10:17	future 8:20	house 13:18	issuing 16:23	
17:4		hov 7:6		<b>M</b>
evenings 16:17	<b>G</b>	howe 15:24	<b>J</b>	m 1:10 3:2 17:6
everybody 4:2,8,8	getting 7:7 8:10	hypertension 10:5	jackson 2:5,6 8:4,6	m10 3:14
4:14	given 7:3,12,16,22		8:6,7 12:23,24,24	mail 6:3
expanding 14:13,15	glad 11:5,7	<b>I</b>	12:25	main 7:3
experience 11:18	go 10:9,13 16:10	i75 3:15 7:7	james 2:6 14:2,4,9	management 12:7
explain 11:25	going 8:17,20,22 9:2	i94 1:5 3:7,12,13 4:6	jefferson 16:8	manager 3:4 4:6
explore 8:13	11:21 13:13,17	4:7,10 10:25 12:3	joel 2:5 10:16,17,18	margaret 1:13 3:4
express 7:18	14:10,19 15:25	12:7	john 2:4 6:11,17,17	4:13
expressway 11:11	16:5	i96 1:5	joining 4:4,12	martin 3:14
14:20	good 2:4 3:3 4:13	id 3:6,23 4:1,6,9	jr 3:14	mass 8:22
expressways 14:13	6:11,14,16,17,17	6:10 16:15		matter 1:4
14:15,19	6:20 10:17 14:12	idea 11:8	<b>K</b>	mdot 1:13 3:5,6,10
extending 11:8	gordie 15:24	ideological 9:24	keep 5:21	4:4,5 5:5 7:22
extra 15:3	gracious 4:16	ides 9:16	kid 10:7	11:7,25 12:8,11
		im 3:4,11 8:8 10:4,5	kids 9:17	12:13 14:22 16:17
<b>F</b>	<b>H</b>	10:19,21 11:3,5,7	kim 4:2,3,3,5	17:1
fail 15:1	half 11:5	11:12 13:5,17	kind 15:15	means 8:10
fails 12:19	hand 5:12,13,16	14:5 15:8,8	king 3:14	medvis 2:5 8:3,6,7
fantasy 11:19	15:3	immune 12:1	kile 15:15	meets 12:16
federal 3:9,25 16:4	hard 14:6,11	impact 1:4 3:8,17	knew 9:12	member 5:13 10:21
feel 6:7	hardware 9:10	12:10 15:25	know 7:5,7,10 10:1	members 4:7
fhwa 4:2 16:22	harell 13:1	impacted 16:8	11:18 12:13 13:1	merely 8:10
fiat 13:9,20	hasnt 10:12 11:12	impacts 3:18 5:1	13:20	metro 7:1,1 8:2
fill 6:7 11:22	hate 10:2	implementing 7:25	knowing 13:20	mic 12:24
final 16:23	hazard 11:9	improve 7:20	known 11:23 14:16	michelle 2:6 12:23
find 13:1	headed 7:2	improvements 3:19	korea 9:21	12:24
firm 1:18	hear 5:8,20 7:13	3:21 5:1,3 6:20		michigan 1:1,9 3:1
first 4:14 5:15,15,16	heard 6:24	improving 6:19	<b>L</b>	3:5,16 7:24 9:14
6:10,11,18 7:23	hearing 1:8,12 3:7,9	14:25	lags 9:14	10:20 14:22
8:7 11:4	3:10 4:17,21,23	include 16:21	lane 7:7,8,9 10:7	middle 9:18
fitting 10:23	4:24 5:8,9 16:17	included 6:6 7:10	12:11 13:4	miles 12:12 15:20
five 14:20	16:17,21,24 17:6	induced 11:24	lanes 11:13,21	military 9:9
folks 8:12 14:4,15	hearings 4:11 10:23	14:11	language 4:19	minneapolis 7:18
follow 14:11	helle 12:25	information 13:24	lastly 16:3	minutes 5:18,18,22
following 16:17	hello 15:8	infrastructure 8:9	lead 8:17	14:20 15:4
footprint 10:4	help 8:11 13:14	8:10,23 9:9 10:1	left 5:7,25 7:13	missing 15:16
ford 1:11 2:3,8 4:10	helping 10:4,5	12:16 14:18	legality 7:23	mode 8:12

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IN THE MATTER OF: COURT SUPERVISORIAL, SUPERVISORIAL, DRURY JEROME, ET AL. PUBLIC COMMENTS

October 15, 2019

Page 3

model 16:4	order 3:11 5:17	present 11:9	reduce 8:23 10:4,5	screamed 10:2
moderator 1:12	organization 10:22	president 13:23	11:14	seattle 8:15
3:23 4:10	original 16:1	pretty 15:16,20	reevaluating 6:18	second 15:9
modernization 1:5	origins 7:12	priorities 14:17	referring 11:12	secondly 15:23
3:7,12 4:10		priority 15:1	regards 8:8 9:25	seconds 5:19
monday 17:1	<b>P</b>	probably 15:22	region 4:4	section 1:5 3:5
money 15:1	p 1:10 3:2 17:6	procedures 3:10	regional 7:25 10:20	see 11:5 13:4,13
mornings 10:23	pack 8:17 10:13	proceedings 3:11	registration 1:18	15:1
motor 10:21	packet 5:11	process 16:24	reiterate 15:15	seeing 4:23 8:1
museum 11:1	page 2:2 12:9	processes 8:10	reiterated 11:14	16:15
	pages 12:5,6	project 1:5 3:7,12	relieve 12:3	seeks 8:16
<b>N</b>	paris 8:14	3:19,25 4:6,6,7,9	remaining 5:19	seis 11:6,14,25 12:5
name 3:3 6:12,17	park 13:24	4:11 5:2 6:2 10:25	remarks 5:20	12:8,15
8:4,6,7,7 10:17	part 7:16 8:1 10:4,5	11:4 12:1,9,11,18	remind 4:17	senior 4:6
12:24 14:4,7	10:6	proportion 6:22	reminder 16:25	sense 9:12,13
15:13	particular 3:25 5:17	prospect 12:6	report 13:2 16:23	seoul 9:21
nate 1:11 4:10	partners 4:2	provide 5:24	reporter 6:13	seriously 8:9
nation 14:17	parts 8:13	provided 16:22	reporting 1:17	served 5:16
nearly 12:1	paved 10:6	provides 4:24	require 4:18	service 4:9 7:21,24
necessarily 8:25	pavement 7:22	providing 7:23	resident 12:25 14:5	11:9 14:25
need 3:20 4:22 5:2	paying 16:6	public 1:8 3:7,10	15:9	services 3:5
6:1,2 12:16,17	peaked 15:21	4:11,25 5:7 8:22	residents 8:16 13:14	session 6:16
13:21,21,24 15:2	pedestrian 6:21	9:6 11:1 14:24	13:25 14:24 16:6	seward 3:14
15:2,3,12,22	pedestrians 11:10	16:17,25	response 11:20	sharing 7:9
needs 12:17,19	people 3:24 8:11,25	purpose 3:19 5:2	responses 16:20	shift 14:16
neighborhood 6:19	9:25 10:1 15:3	put 3:24 5:16 8:18	rest 8:17	shifts 13:11
13:24	perfectly 10:24	15:6 16:13,14,15	restoration 11:6	short 3:18
neighborhoods 16:9	period 16:19	putting 13:4	review 5:5 16:18,22	shoulder 7:16,18,19
network 1:17	phd 10:19	<b>Q</b>	16:25	side 11:19,20 14:5
new 8:14 9:16 12:2	phenomenon 11:23	quality 7:22 16:7	reviews 3:19 5:2	sign 4:19
12:11,12 13:4	12:2	question 15:18	ride 10:7,12	significant 15:16
noise 8:24 13:15	place 6:8 8:16,17	quote 12:12	rider 10:1,22	significantly 15:25
note 16:18	9:2,3,7,9,14,20,21		riders 10:21	sitting 13:17
notion 11:14	10:23	<b>R</b>	riding 10:2	six 11:13
number 1:18	places 8:14 9:6,8	rachel 1:16	right 12:25 13:15	smart 7:24
<b>O</b>	planet 14:21	radical 14:16	16:9	sobolewski 2:6 14:3
oakland 7:7	planned 3:18 5:1	raise 5:12,13	rightofway 16:9	14:4,5,9,10,10
occupancy 7:6,8	planners 11:23	raised 16:18	rights 9:8	society 10:24
occurred 10:22	planning 10:20	rapid 8:22	rival 9:20	software 9:10
october 1:10 3:2 6:5	11:19	rates 14:23	road 10:3 13:8	solution 12:2
17:1	plants 13:11	rationales 16:1	roads 8:21	somebody 13:19
oddly 12:8	please 4:3 5:12,21	really 14:6,11 15:10	round 10:23	sorry 15:14
official 6:6 16:21	6:1,7,11,12 8:4,4	15:15,17,18,22	rta 7:25	spanish 4:18
officially 3:11	6:12	16:6	run 6:6 7:19	speak 5:10 6:7
officials 4:22	point 8:11,11	rebuilt 7:7	running 7:19	speaker 6:10,11 8:3
oh 15:14	points 12:8	received 5:11 16:19	<b>S</b>	speakers 5:10,11,21
old 8:16 15:18,18	policy 11:2	recognized 4:23	safety 10:8	speaking 4:18
once 5:12	pollution 8:24 12:10	record 4:25 14:8	sarnia 16:1	specifics 12:6
onethird 6:25 7:1,2	13:2	15:7 16:13,14,15	save 14:20	speed 11:9
open 16:19	portion 5:7	recorded 1:16 5:6	saw 6:20	spell 6:12 8:4 14:7
opening 2:3	possible 5:21 7:14	recorder 1:17	school 9:18,18	15:12
opportunity 4:24	12:3	redesign 7:17	schools 9:1	spelled 8:7
15:16	postmarked 6:4	redone 13:21	scrapped 11:8	spending 14:18
				spur 9:11

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IN THE MATTER OF: COURT DEPARTMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 15, 2019

Page 4

staff 5:13	13:10,11	vehicle 7:6,9 15:20	young 4:1 8:16	9
stand 4:1,3,7	thing 14:9	vehicles 7:10	youre 11:21 13:3	94 7:11 11:6,8 12:25
started 4:21 14:14	things 9:4 15:10,24	verbal 5:23		13:17
state 1:1 6:12 8:4	think 6:20 10:10,10	versus 6:23	<u>Z</u>	96 3:13
14:17,21 15:2	10:10 15:10,20	vice 13:23		
16:4	16:1	virtually 12:6	<u>0</u>	
statement 1:4 2:4,5	three 5:17,18,21	vision 9:5,7,8 10:11	000 17:8	
2:5,6,6,7 3:8,17	13:11	volume 15:25	<u>1</u>	
12:14	thursday 1:10 3:2			
step 16:24	tim 2:7 15:8,14	<u>W</u>	1 1:5	
stepanski 4:5	time 6:3,6 9:19	walk 13:19	10 1:10 2:5 3:2	
stories 7:18	14:16 17:2	want 4:16,21 5:8	12 2:6	
street 3:15 10:19	timer 5:19	6:18 7:5,10,13	14 2:6 12:11	
streets 11:6	today 4:20 5:6 9:11	17:2	15 2:7 15:21	
struck 12:15	10:22	wanted 7:17	16 2:8	
student 10:19	today's 3:23 4:17	wants 9:3	18006322720 1:18	
studies 15:19	tokyo 9:21	warren 3:15	1920 9:12	
study 13:6,16,20	told 13:5	wasnt 9:11	1960s 14:13	
substantial 12:12	tonight 4:4,12	way 6:21 7:20 9:17	<u>2</u>	
12:13	total 12:11	10:7 15:1		
success 7:17	traffic 6:22,23,23	wayne 3:16 4:15	20 15:21	
sunde 1:16	6:24,25 7:2,11,12	welcome 3:6 4:14	2004 11:4	
supplemental 1:4	7:12 11:22 13:2,6	5:24	2019 1:10 3:2 6:5	
3:8	13:16,17,20,22	west 10:19 13:17	11:2	
supply 11:19,20	15:20,25	weve 11:18 13:9	214 12:5	
sure 6:14 14:9	transcribed 5:7	14:15	21st 11:16 12:17	
system 8:24	transcript 6:6 16:21	widely 11:23	2520 10:19	
	16:24	widen 14:19	28th 6:5 17:2	
<u>T</u>	transformational	widening 8:21	29 3:2	
table 2:1	15:17	10:25 11:13	<u>3</u>	
take 5:14 13:6,25	transit 7:21,25 8:1	wider 7:16	3 12:1	
15:23	transportation 1:2	windows 13:18	30 1:10 5:19	
talk 14:10,12	3:6 11:19,23 12:7	wish 6:7	<u>4</u>	
talking 11:3	14:25	wishes 5:10		
taxes 16:7	traveled 15:21	wishing 15:6 16:12	4 1:5 2:3	
team 4:7 6:2,18 7:5	trees 13:3	16:13,14	40 9:13	
7:17	trucks 13:12	wonderful 17:3,3	436 12:9	
technology 9:10	turns 5:19	wondering 13:5	<u>5</u>	
tell 13:16	twice 16:6	work 7:23,24 14:15	52 17:6	
tells 8:25	two 7:3 11:16 12:5	world 8:14 9:21	5901 1:9	
terms 8:15 9:15,15	14:20 15:3	10:12	<u>6</u>	
terry 4:5,5	type 7:12	written 5:24 12:15		
thank 4:2,8,11,13	types 9:24	16:20 17:1	6 1:10 2:4 3:2 17:6	
6:15,16,18 8:3	<u>U</u>	<u>X</u>	60 9:13,22	
10:13,14 12:20,21	understand 9:23		6538 1:16	
13:25 14:2 15:4	10:3 11:15 16:4	<u>Y</u>	<u>7</u>	
16:12,16 17:2,3	universities 9:2	year 11:2	75 7:12 11:7	
thanking 4:14	university 10:20	years 9:13,13,22	<u>8</u>	
thanks 4:4,8 8:2	urban 10:20	15:21	8 2:5	
16:10	use 9:9 10:11,11	yellow 5:19	8151 1:18	
thats 8:19,19,20,22	useful 7:15	yesterday 9:4		
8:25 10:18 13:12	<u>V</u>	york 8:14		
13:13,22 16:10		youll 12:14		
theyre 9:19 13:10				

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TRANSCRIPT OF PRIVATE COMMENTS – WCCCD

IN THE MATTER OF: DRAFT  
SUPPLEMENTAL ENVIRONMENTAL IMPACT  
STATEMENT, ET AL, PRIVATE COMMENTS

October 10, 2019

Prepared by

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PRIVATE COMMENTS

October 16, 2019

Page 1

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION

In the Matter of:  
Draft Supplemental Environmental Impact Statement and  
Section 4(f) Evaluation I-94 Modernization Project in  
Detroit from I-96 to Conner Avenue

/

PRIVATE COMMENTS

5901 Conner, Detroit, Michigan  
Thursday, October 10, 2019, 4:00 p.m.

APPEARANCES: NATE FORD  
Hearing Moderator  
MARGARET BARONDESS  
Appearing for MDOT

RECORDED BY: Rachel Sunde, CER 6538  
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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL., PUBLIC COMMENTS

October 16, 2019

1	TABLE OF CONTENTS	Page 2
2		PAGE
3		
4	Statement by Mr. Jim Bailey . . . . .	3
5	Statement by Mr. Dennis Brown . . . . .	11
6	EXHIBIT INDEX	PAGE
7		
8	Exhibit 1 marked. . . . .	11
9	(2012 Rebuilding I-96 document)	
10	Exhibit 2 marked. . . . .	11
11	(Alternative Transportation Summary)	
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		





IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 10, 2019

Page 3

1 Detroit, Michigan  
2 October 10, 2019 - 4:36 p.m.  
3 REPORTER: Go ahead.  
4 MR. BAILEY: My name is Jim Bailey, B-a-i-l-e-y,  
5 Greater Redford Community Foundation. I'm here to add to  
6 the presentation that was made earlier about alternative  
7 transportation routes. So a document was done back in 2012  
8 in regards to the building of I-96 between Redford and  
9 Livonia. But the same ideas are pertinent in terms of I-94  
10 here. One is, art in public places. When they build the  
11 bridges it seems to be the quality or the aesthetic value  
12 seems to be different between places that are more affluent  
13 versus places like Redford, and Livonia, and Detroit. The  
14 bridges and things like that in Grand Rapids or Novi, the --  
15 can be community art if it's done in the correct way.  
16 The second thing is historical considerations for  
17 the bridges that are taken out. Usually or there has been  
18 in the past plaques that were on the bridges identifying  
19 them. If those could be given, instead of salvage, is given  
20 to the historical museum. Local community marketing, this  
21 is an opportunity for signage to be available where the  
22 local community can market events that are occurring within  
23 that particular community. They could be, as in this  
24 document that is part of this that I'm speaking from, there  
25 is photographs of LED signs that can announce local events

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PREVIOUS COMMENTS

October 10, 2019

Page 4

1 and local happenings. That the traffic can see and then  
2 participate in.

3 Also, the using of salvage for local community  
4 projects. Any bridges taken out or anything that the i-  
5 beams that are replaced, or the signs, the aluminum -- not  
6 signs but the aluminum light posts, things of that nature,  
7 instead of given for salvage, calculated in salvage given to  
8 the contractor, is can this since it's already been paid for  
9 by the public, can it also be used by local communities in  
10 order to save costs and advance different programs at  
11 minimal cost.

12 The next thing I'd like to talk about is  
13 alternative means of transportation. Which would be  
14 alternative transportation routes. Now, this was mentioned  
15 in the presentation earlier in the day. But the point being  
16 is, currently if you go through the documents for the I-94  
17 construction, what they do is they talk about non motorized  
18 traffic, but essentially concentrate on bikes and pedestrian  
19 traffic. The thing is, is instead of being locked into one  
20 technology like bikes for 20, 30, 40 years, is build it --  
21 build the roads the same way as they've done it in the past.  
22 A road was put in place as a right-of-way to go from point A  
23 to point B. Whether it was a horse that used that, or  
24 whether it was a herd of goats, a pedestrian, a car, a  
25 truck, a motorcycle, it didn't matter. You had the

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 5

1 right-of-way in which to operate in.

2 The same thing for alternative transportation.

3 Instead of being locked into one technology like bikes,  
4 there is technology that we don't even know about that's  
5 coming down the tubes. Technology that can be used for  
6 senior citizens who have lost their license because of  
7 problems with their reflexes, or they can't see at night, or  
8 whatever. Or persons with disabilities in a wheelchair.  
9 You've got wheelchairs that are probably coming down with  
10 batteries that can last for 50 miles. And also alternative  
11 transportation that can be used by people that can't afford  
12 cars and trucks to get from point A to point B.

13 Now, the other thing is, and this segues into the  
14 next thing in terms of resiliency. Alternative  
15 transportation routes can also be used for evacuation  
16 routes. We can see in different disaster situations like  
17 New Orleans where they didn't have a set disaster evacuation  
18 route. We can put one in place. If you look at a map of  
19 Southeast Michigan in the outer lying area to the north,  
20 northwest there is a line of state parks. You've got Proud  
21 Lake, Dodge 5, and several others in which can house a large  
22 population if it needs to be evacuated from the urban area.  
23 And the alternative transportation routes could be part of  
24 that evacuation route.

25 Now, the thing is, is, we know resiliency is

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 6

1 needed because, one, you can't have a government that goes  
2 around the world trying to destabilize governments of Chile,  
3 Vietnam, Cambodia, Laos, Afghanistan and not expect these  
4 people to come back to us and try to do the same thing.  
5 Now, we've already had it with Russia trying to interfere  
6 with an election and we seem to be shocked by that. But the  
7 thing is, is you have people that aren't very bright, what  
8 they can do is jump in a van and run over pedestrians, which  
9 has already been done.

10 But on that bell shaped curve you're going to get  
11 those people that are very smart, and what they can do is  
12 cause maximum damage. What we need to do is build  
13 resiliency into the infrastructure so that we can recover  
14 fast. The football player and the boxer dance around for a  
15 particular reason so that if they get hit they don't get  
16 knocked over. That's the same thing that we have to do. We  
17 have to be able to recover if we get hit, and we're not  
18 knocked down. So what can get done?

19 The thing is, is, the way it is now, is when you  
20 build the expressway with the walls you're creating in  
21 essence a tank ditch. Which means that if a fire truck or  
22 an EMS vehicle has to get from one side to the other because  
23 bridges have become incapacitated, you're not going to be  
24 able to do it easily. We can build that easiness into the  
25 system so that if it's ever needed, we've already got it in

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 7

1 place. As it is now, when you go onto the expressway or  
2 come off of the expressway you have the bridge in between.  
3 So if that bridge comes down, there is no way to go from an  
4 access ramp to an exit ramp easily.

5 Also, the concrete strips down the center. When  
6 you look at pictures for Katrina down in New Orleans, you  
7 had one side of the expressway that was a parking lot, and  
8 one side of the expressway that was completely -- didn't  
9 have anything on it. Because you had those concrete walls.  
10 Those concrete walls are necessary, but they become a  
11 barrier in a disaster. But what can be done is we can -- in  
12 case of an emergency, police officers or whatever could be  
13 in a situation where they could open up access to the other  
14 side so that instead of having a parking lot or a killing  
15 field, what you can do is move those people out of that  
16 area.

17 The same thing. You would have thought we had  
18 learned our lesson. But back in 1950's or so, the  
19 Pennsylvania Turnpike had the same thing. You have the  
20 turnpike that was in the right-of-way originally of a  
21 railroad. Therefore you had two lanes on one side, two  
22 lanes on the other, and a cement wall through the center.  
23 So there was a blizzard and these people on one side were  
24 trapped there for three days while the other side didn't  
25 have any traffic at all. So we didn't learn our lesson

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 8

1 where we could correct that situation.

2 And the same thing in terms of in the dead of  
3 winter. If you have loss of electricity or whatever, the  
4 placement of conduit underneath the expressway where you can  
5 easily run electrical wire or whatever is a minimal cost.  
6 But it would quickly allow us to get back up and running, if  
7 for whatever reason, electricity went down and we need to  
8 cross the expressway.

9 Switzerland is an example of resiliency. What  
10 they did is they were a small country and what they did is  
11 they built recovery right into what they were doing. So the  
12 expressways that they had, they set it up so that they were  
13 landing strips for fighters. So any enemy couldn't bomb out  
14 the whole expressway system. They would still have places  
15 that they could land, refuel, and go back up and fight.  
16 That's what I'm advocating with the alternative  
17 transportation routes in part. And also building that  
18 resiliency right into the infrastructure of the expressway.

19 The document that I'm reading from again is  
20 "Rebuilding I-96." Again, it's applicable for I-94.  
21 "Considers for optimizing its future functionality beyond  
22 just cars and trucks." I also included another one called  
23 "Alternative Transportation Route Summary." And in it what  
24 you can do is, is there's photographs showing that whereas  
25 the engineers are looking for safety, I've got two

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 16, 2019

Page 9

1 photographs of a limestone column that's on Telegraph Road  
2 between 6 Mile and 7 Mile. It's a cemetery, part of a  
3 cemetery fence. The thing is, is the traffic on Telegraph  
4 might be 20-, 30,000 vehicles in a 24 hour period time. And  
5 the acid is eating the limestone block. Which if you have a  
6 bike lane along the side you're doing the same thing to  
7 people's lungs.

8 Now, if you go up further there is a cutoff before  
9 Grand River and there is less traffic. Along that route you  
10 have the same limestone pillars but they're almost in  
11 pristine condition. Which indicates that less traffic  
12 produces less toxins, less acid, and less destruction to the  
13 limestone. So the moral of the story is, the engineers look  
14 for safety, which is very good. But I'm coming from the  
15 health perspective. And when you have -- and you have to do  
16 this sometimes. We're trying to take one system and put it  
17 into another system for alternative transportation. But  
18 instead of trying to make things simple along these heavily  
19 traveled roads, it's sometimes you can go over one or two  
20 streets and then you're in the secondary street, there is  
21 less traffic, might be 25 to 50 cars in a 24 hour period of  
22 time and you've got less toxins.

23 And again, you can historically see this with  
24 lead. The highest lead levels when lead was used in  
25 gasoline was at the curb and it decreased as you left the

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PUBLIC COMMENTS

October 16, 2019

Page 10

1 side of the road. Same thing with asbestos fibers. When  
2 asbestos was part of the brake pads, you could stand at an  
3 intersection and count the fibers in the air. Now, we  
4 supposedly no longer have the asbestos fibers, but you still  
5 have that powder and breathing that powder in from the brake  
6 pads can't be that great for the lungs.

7 Also, with the alternative transportation routes,  
8 the current philosophy is to build it for bikes. And you  
9 can see that within the documentation again for I-94. They  
10 keep repeating about non motorized traffic, but they center  
11 on bikes and pedestrian traffic. Again, there is all sorts  
12 of technologies that exist out there, why lock yourself into  
13 one technology. So instead of saying non motorized, what  
14 you can do is say alternative transportation routes that,  
15 again, mimics how we created roads in the past. The purpose  
16 was to go from point A to point B.

17 So the complete streets bridges as talked about in  
18 the document, the complete streets according to legislation  
19 as far as I know, doesn't restrict down to just bikes or  
20 pedestrians. It's for alternative transportation. Unless  
21 it's specifically ruled out such as on expressways where you  
22 can't have a tractor, you can't have a horse, or things of  
23 that nature. So by having those specific words you're  
24 limiting your -- the range of thought that you can put into  
25 this. You're also limiting the range of the populations,

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PRIVATE COMMENTS

October 18, 2019

Page 11

1 marginal populations that you can work with. So bikes and  
2 pedestrians leaves out, to a large extent, other persons  
3 with disabilities, senior citizens who have lost their  
4 licenses because they can't see at night or because their  
5 reflexes are poor, or DUI folks, or people who are  
6 interested in alternative transportation, and people that  
7 can't afford cars and trucks.

8 One of the points made here is you can almost look  
9 at this as being racism and discrimination the way it's  
10 being approached. It's institutionalized for the simple  
11 reason that it's an inherent right for people to be able to  
12 be mobile and independent. And by not having alternative  
13 transportation routes for other transportation other than  
14 cars and trucks, essentially is discriminating against these  
15 people and limiting what they can do. It's  
16 institutionalized racism and discrimination. Thank you.

17 (Exhibits 1 and 2 marked)

18 (Off the record)

19 REPORTER: State your name first and then your  
20 comments.

21 MR. BROWN: My name is Dennis Brown. I work at  
22 Wayne County Community College, I'm also a student. And  
23 I've been following this project first in 2014, I had do to  
24 it for a class project. So that one made me more interested  
25 in seeing the progress. Because I followed it from day one

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PRIVATE COMMENTS

October 16, 2019

Page 12

1       like I said from 2014. So I probably got about over 800  
2       pictures of the project I had to do for a school project.  
3       So I've been looking for -- I've been looking at all the  
4       changes and all the ins and outs. And by me living here in  
5       the City of Detroit, I know the problems we've been having  
6       dealing with 94 and dealing with it over in this area.

7               I've been looking at some of the changes and still  
8       have questions about some of the issues that I saw. Like  
9       first here in Wayne County Community College right out here  
10      in front at Conner, I was asking a question about how would  
11      a bike lane be impacted by what goes on with the street?  
12      Because they say they going to eliminate the light right out  
13      here in front of us. So if they eliminate that light, that  
14      means that from the time the traffic come off of 94 that  
15      means they got a straight shot all the way really to Warren.  
16      So a lot of times they're not going to stop. And I turn  
17      into the college right here at the end of where the light  
18      used to be.

19             So my only concern was what would the impact be if  
20      they take that light out and how would they address it.  
21      Because see, that still would be a safety hazard because  
22      see, the students would have to -- 80 percent of them come  
23      in through that way. So if they're on a bike then that  
24      means they're still open to traffic and they might get hit.  
25      So I wanted to know how would they eliminate that problem

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL, PRIVATE COMMENTS

October 18, 2019

Page 13

1 right at the end of our entrance.

2 And then also I've been looking at how they been  
3 working at the bridges at 94 and John R. That's where I  
4 stay so I noted that they remodeling it now, but I like the  
5 way it look. But my concern is how would it impact once  
6 you're leaving 94 coming onto John R, because see if they  
7 turn there -- they turning actually into our city of where  
8 we stay, so how would the traffic be impacted there?  
9 Because the traffic is the main thing we see because down  
10 there is where they have the library, the Charles H. Wright,  
11 and all that. So a lot of tie up right around that time  
12 between, I'd say 3:00 to 7:00 is heavy traffic. So what  
13 would the issue be to eliminate that? How would they  
14 eliminate that, kind of congested there.

15 And then like I say, so it's weird walking across  
16 because we stay there. Now we got to look for more cars,  
17 traffic, and the lights are either down or they're not  
18 working. So that is the issue with over there. But I  
19 really like the way they fix it up around this college here.  
20 And I hear they going to eliminate St. Jean back entrance  
21 for coming into the college. So how would as a pedestrian  
22 if we got the bus, see the bus come up Conners. So we got  
23 to catch that bus, we got to go across the freeway to get to  
24 the other bus stop on the other side. So how would they  
25 address that? Those are my comments.

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IN THE MATTER OF: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL., PRIVATE COMMENTS

October 16, 2019

Page 14

1 (Statements concluded at 5:11 p.m.)

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IN THE MATTER OF: COURT DEPARTMENTAL AUTOCOMMENT, SHAWY JOHNSON, ET AL. (PRIVATE COMMENTS)

October 16, 2019

Page 1

<p><b>A</b></p> <p>able 6:17,24 11:11  access 7:4,13  acid 9:5,12  add 3:5  address 12:20 13:25  advance 4:10  advocating 8:16  aesthetic 3:11  affluent 3:12  afford 5:11 11:7  afghanistan 6:3  ahead 3:3  air 10:3  allow 8:6  alternative 2:8 3:6  4:13,14 5:2,10,14  5:23 8:16,23 9:17  10:7,14,20 11:6  11:12  aluminum 4:5,6  announce 3:25  appearances 1:11  appearing 1:13  applicable 8:20  approached 11:10  area 5:19,22 7:16  12:6  arent 6:7  art 3:10,15  asbestos 10:1,2,4  asking 12:10  available 3:21  avenue 1:5</p>	<p>breathing 10:5  bridge 7:2,3  bridges 3:11,14,17  3:18 4:4 6:23  10:17 13:3  bright 6:7  brown 2:4 11:21,21  build 3:10 4:20,21  6:12,20,24 10:8  building 3:8 8:17  built 8:11  bus 13:22,22,23,24</p> <p><b>C</b></p> <p>calculated 4:7  called 8:22  cambodia 6:3  cant 5:7,11 6:1 10:6  10:22,22 11:4,7  car 4:24  cars 5:12 8:22 9:21  11:7,14 13:16  case 7:12  catch 13:23  cause 6:12  cement 7:22  cemetery 9:2,3  center 7:5,22 10:10  cer 1:16  certified 1:17  changes 12:4,7  charles 13:10  chile 6:2  citizens 5:6 11:3  city 12:5 13:7  class 11:24  college 11:22 12:9  12:17 13:19,21  column 9:1  come 6:4 7:2 12:14  12:22 13:22  comes 7:3  coming 5:5,9 9:14  13:6,21  comments 1:8 11:20  13:25  communities 4:9  community 3:5,15  3:20,22,23 4:3  11:22 12:9  complete 10:17,18  completely 7:8  concentrate 4:18  concern 12:19 13:5</p>	<p>concluded 14:1  concrete 7:5,9,10  condition 9:11  conduit 8:4  congested 13:14  conner 1:5,9 12:10  conners 13:22  considerations 3:16  considers 8:21  construction 4:17  contents 2:1  contractor 4:8  corporation 1:17  correct 3:15 8:1  cost 4:11 8:5  costs 4:10  couldnt 8:13  count 10:3  country 8:10  county 11:22 12:9  created 10:15  creating 6:20  cross 8:8  curb 9:25  current 10:8  currently 4:16  curve 6:10  cutoff 9:8</p> <p><b>D</b></p> <p>damage 6:12  dance 6:14  day 4:15 11:25  days 7:24  dead 8:2  dealing 12:6,6  deceased 9:25  dennis 2:4 11:21  department 1:2  destabilize 6:2  destruction 9:12  detroit 1:5,9 3:1,13  12:5  didnt 4:25 5:17 7:8  7:24,25  different 3:12 4:10  5:16  disabilities 5:8 11:3  disaster 5:16,17  7:11  discriminating  11:14  discrimination 11:9  11:16</p>	<p>ditch 6:21  document 2:7 3:7  3:24 8:19 10:18  documentation  10:9  documents 4:16  dodge 5:21  doesnt 10:19  doing 8:11 9:6  dont 5:4 6:15  draft 1:4  dui 11:5</p> <p><b>E</b></p> <p>earlier 3:6 4:15  easily 6:24 7:4 8:5  easiness 6:24  eating 9:5  either 13:17  election 6:6  electrical 8:5  electricity 8:3,7  electronic 1:17  eliminate 12:12,13  12:25 13:13,14,20  emergency 7:12  ems 6:22  enemy 8:13  engineers 8:25 9:13  entrance 13:1,20  environmental 1:4  essence 6:21  essentially 4:18  11:14  evacuated 5:22  evacuation 5:15,17  5:24  evaluation 1:5  events 3:22,25  example 8:9  exhibit 2:5,7,8  exhibits 11:17  exist 10:12  exit 7:4  expect 6:3  expressway 6:20  7:1,2,7,8 8:4,8,14  8:18  expressways 8:12  10:21  extent 11:2</p> <p><b>F</b></p> <p>far 10:19</p>	<p>fast 6:14  fence 9:3  fibers 10:1,3,4  field 7:15  fight 8:15  fighters 8:13  fire 6:21  firm 1:18  first 11:19,23 12:9  fix 13:19  folks 11:5  followed 11:25  following 11:23  football 6:14  ford 1:11  foundation 3:5  freeway 13:23  front 12:10,13  functionality 8:21  further 9:8  future 8:21</p> <p><b>G</b></p> <p>gasoline 9:25  given 3:19,19 4:7,7  go 3:3 4:16,22 7:1,3  8:15 9:8,19 10:16  13:23  goats 4:24  goes 6:1 12:11  going 6:10,23 12:12  12:16 13:20  good 9:14  government 6:1  governments 6:2  grand 3:14 9:9  great 10:6  greater 3:5</p> <p><b>H</b></p> <p>h 13:10  happenings 4:1  hazard 12:21  health 9:15  hear 13:20  hearing 1:12  heavily 9:18  heavy 13:12  herd 4:24  highest 9:24  historical 3:16,20  historically 9:23  hit 6:15,17 12:24  horse 4:23 10:22</p>
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IN THE MATTER OF: SHARP DEVELOPMENTAL ENVIRONMENTAL IMPACT STATEMENT, ET AL. PUBLIC COMMENTS

October 12, 2019

Page 2

hour 9:4,21	lane 9:6 12:11	mdot 1:13	p 1:10 3:2 14:1	progress 11:25
house 5:21	lanes 7:21,22	means 4:13 6:21	pads 10:2,6	project 1:5 11:23,24
<b>I</b>	laos 6:3	12:14,15,24	page 2:2,5	12:2,2
i94 1:5 3:9 4:16 8:20	large 5:21 11:2	mentioned 4:14	paid 4:8	projects 4:4
10:9	lead 9:24,24,24	michigan 1:1,9 3:1	parking 7:7,14	proud 5:20
i96 1:5 2:7 3:8 8:20	learn 7:25	5:19	parks 5:20	public 3:10 4:9
id 4:12 13:12	learned 7:18	mile 9:2,2	part 3:24 5:23 8:17	purpose 10:15
ideas 3:9	leaves 11:2	miles 5:10	9:2 10:2	put 4:22 5:18 9:16
identifying 3:18	leaving 13:6	mimics 10:15	participate 4:2	10:24
im 3:5,24 8:16,19	led 3:25	minimal 4:11 8:5	particular 3:23 6:15	<b>Q</b>
9:14 11:22	left 9:25	mobile 11:12	pedestrian 4:18,24	quality 3:11
impact 1:4 12:19	legislation 10:18	moderator 1:12	10:11 13:21	question 12:10
13:5	lesson 7:18,25	modernization 1:5	pedestrians 6:8	questions 12:8
impacted 12:11	levels 9:24	moral 9:13	10:20 11:2	quickly 8:6
13:8	library 13:10	motorcycle 4:25	pennsylvania 7:19	<b>R</b>
incapacitated 6:23	license 5:6	motorized 4:17	people 5:11 6:4,7,11	r 13:3,6
included 8:22	licenses 11:4	10:10,13	7:15,23 11:5,6,11	rachel 1:16
independent 11:12	light 4:6 12:12,13	move 7:15	11:15	percent 12:22
index 2:5	12:17,20	museum 3:20	peoples 9:7	period 9:4,21
indicates 9:11	lights 13:17	<b>N</b>	persons 5:8 11:2	perspective 9:15
infrastructure 6:13	9:13	name 3:4 11:19,21	pertinent 3:9	philosophy 10:8
8:18	limiting 10:24,25	nate 1:11	photographs 3:25	8:24 9:1
inherent 11:11	11:15	nature 4:6 10:23	pictures 7:6 12:2	pillars 9:10
ins 12:4	line 5:20	necessary 7:10	place 4:22 5:18 7:1	placement 8:4
institutionalized	living 12:4	need 6:12 8:7	places 3:10,12,13	8:14
11:10,16	livonia 3:9,13	needed 6:1,25	plagues 3:18	player 6:14
interested 11:6,24	local 3:20,22,25 4:1	needs 5:22	point 4:15,22,23	5:12,12 10:16,16
interfere 6:5	4:3,9	network 1:17	points 11:8	police 7:12
intersection 10:3	lock 10:12	new 5:17 7:6	poor 11:5	population 5:22
issue 13:13,18	locked 4:19 5:3	night 5:7 11:4	populations 10:25	11:1
issues 12:8	longer 10:4	non 4:17 10:10,13	posts 4:6	powder 10:5,5
ive 8:25 11:23 12:3	look 5:18 7:6 9:13	north 5:19	presentation 3:6	4:15
12:3,7 13:2	11:8 13:5,16	northwest 5:20	pristine 9:11	private 1:8
<b>J</b>	looking 8:25 12:3,3	noted 13:4	probably 5:9 12:1	problem 12:25
jean 13:20	12:7 13:2	novi 3:14	problems 5:7 12:5	produces 9:12
jim 2:3 3:4	loss 8:3	number 1:18	programs 4:10	
john 13:3,6	lost 5:6 11:3	<b>O</b>		
jump 6:8	lot 7:7,14 12:16	occurring 3:22		
<b>K</b>	13:11	october 1:10 3:2		
katrina 7:6	lungs 9:7 10:6	officers 7:12		
keep 10:10	lying 5:19	once 13:5		
killing 7:14	<b>M</b>	open 7:13 12:24		
kind 13:14	m 1:10 3:2 14:1	operate 5:1		
knocked 6:16,18	main 13:9	opportunity 3:21		
know 5:4,25 10:19	map 5:18	optimizing 8:21		
12:5,25	margaret 1:13	order 4:10		
<b>L</b>	marginal 11:1	originally 7:20		
lake 5:21	marked 2:7,8 11:17	orleans 5:17 7:6		
land 8:15	market 3:22	outer 5:19		
landing 8:13	marketing 3:20	outs 12:4		
	matter 1:4 4:25	<b>P</b>		
	maximum 6:12			

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IN THE MATTER OF: COURT DEPARTMENTAL DOCUMENTS: DEPT. OF AL. PUBLIC COMMENTS

October 11, 2019

Page 3

roads 4:21 9:19 10:15 route 5:18,24 8:23 9:9 routes 3:7 4:14 5:15 5:16,23 8:17 10:7 10:14 11:13 ruled 10:21 run 6:8 8:5 running 8:6 russia 6:5	stay 13:4,8,16 stop 12:16 13:24 story 9:13 straight 12:15 street 9:20 12:11 streets 9:20 10:17 10:18 strips 7:5 8:13 student 11:22 students 12:22 summary 2:8 8:23 sunde 1:16 supplemental 1:4 supposedly 10:4 switzerland 8:9 system 6:25 8:14 9:16,17	7:25 9:3,9,11,21 10:10,11 12:14,24 13:8,9,12,17 transportation 1:2 2:8 3:7 4:13,14 5:2,11,15,23 8:17 8:23 9:17 10:7,14 10:20 11:6,13,13 trapped 7:24 traveled 9:19 truck 4:25 6:21 trucks 5:12 8:22 11:7,14 try 6:4 trying 6:2,5 9:16,18 tubes 5:5 turn 12:16 13:7 turning 13:7 turnpike 7:19,20 two 7:21,21 8:25 9:19	working 13:3,18 world 6:2 wright 13:10	7 9:2 13:12
<b>S</b> safety 8:25 9:14 12:21 salvage 3:19 4:3,7,7 save 4:10 saw 12:8 saying 10:13 school 12:2 second 3:16 secondary 9:20 section 1:5 see 4:1 5:7,16 9:23 10:9 11:4 12:21 12:22 13:6,9,22 seeing 11:25 segues 5:13 senior 5:6 11:3 set 5:17 8:12 shaped 6:10 shocked 6:6 shot 12:15 showing 8:24 side 6:22 7:7,8,14 7:21,23,24 9:6 10:1 13:24 signage 3:21 signs 3:25 4:5,6 simple 9:18 11:10 situation 7:13 8:1 situations 5:16 small 8:10 smart 6:11 sorts 10:11 southeast 5:19 speaking 3:24 specific 10:23 specifically 10:21 st 13:20 stand 10:2 state 1:1 5:20 11:19 statement 1:4 2:3,4 statements 14:1	<b>T</b> table 2:1 take 9:16 12:20 taken 3:17 4:4 talk 4:12,17 talked 10:17 tank 6:21 technologies 10:12 technology 4:20 5:3 5:4,5 10:13 telegraph 9:1,3 terms 3:9 5:14 8:2 thank 11:16 thats 5:4 6:16 8:16 9:1 13:3 theres 8:24 theyre 9:10 12:16 12:23,24 13:17 theyve 4:21 thing 3:16 4:12,19 5:2,13,14,25 6:4,7 6:16,19 7:17,19 8:2 9:3,6 10:1 13:9 things 3:14 4:6 9:18 10:22 thought 7:17 10:24 three 7:24 thursday 1:10 tie 13:11 time 9:4,22 12:14 13:11 times 12:16 toxins 9:12,22 tractor 10:22 traffic 4:1,18,19	<b>U</b> underneath 8:4 urban 5:22 usually 3:17	<b>V</b> value 3:11 van 6:8 vehicle 6:22 vehicles 9:4 versus 3:13 vietnam 6:3	<b>0</b> 00 1:10 13:12,12 000 9:4 14:3
		<b>W</b> walking 13:15 wall 7:22 walls 6:20 7:9,10 wanted 12:25 warren 12:15 way 3:15 4:21 6:19 7:3 11:9 12:15,23 13:5,19 wayne 11:22 12:9 weird 13:15 went 8:7 weve 6:5,25 12:5 wheelchair 5:8 wheelchairs 5:9 winter 8:3 wire 8:5 words 10:23 work 11:1,21	<b>X</b> <b>Y</b> years 4:20 youre 6:10,20,23 9:6,20 10:23,25 13:6 youve 5:9,20 9:22	<b>1</b> 1 1:5 2:7 11:17 10 1:10 3:2 11 2:4,7,8 14:1 18006322720 1:18 1950s 7:18
			<b>Z</b> <b>0</b> 00 1:10 13:12,12 000 9:4 14:3	<b>2</b> 2 2:8 11:17 20 4:20 9:4 2012 2:7 3:7 2014 11:23 12:1 2019 1:10 3:2 24 9:4,21 25 9:21
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			<b>2</b> 2 2:8 11:17 20 4:20 9:4 2012 2:7 3:7 2014 11:23 12:1 2019 1:10 3:2 24 9:4,21 25 9:21	<b>4</b> 4 1:5,10 3:2 40 4:20
			<b>3</b> 3 2:3 13:12 30 4:20 9:4 36 3:2	<b>5</b> 5 5:21 14:1 50 5:10 9:21 5901 1:9
			<b>4</b> 4 1:5,10 3:2 40 4:20	<b>6</b> 6 9:2 6538 1:16
			<b>5</b> 5 5:21 14:1 50 5:10 9:21 5901 1:9	<b>7</b>

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## PUBLIC HEARING WRITTEN COMMENTS



### Public Hearing Comment Form

Draft Supplemental Environmental Impact Statement and Section 4(f) Evaluation  
I-94 Modernization Project in Detroit from I-96 to Conner Avenue

Please circle the hearing you attended:

Detroit Historical Museum

Detroit Wayne County Community College District

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Please use this form to provide MDOT with your comments on the DSEIS by:

• Dropping it into the comment box at one of the public hearings, or

• Emailing your comments to:  
[MDOT-I94Comments@Michigan.gov](mailto:MDOT-I94Comments@Michigan.gov), or

• Mailing your comments to:

Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print): JOSEPH CRIMMINS

Date: 10.10.19

Address:

Phone Number:

E-mail Address:

• All comments must be submitted or postmarked, by October 28, 2019.

#### Comments:

Write on the back or use additional pages if necessary.

MY CONCERN IS ABOUT TRAFFIC FLOW BETWEEN NAYNE STATE AND NEW CENTER AREA. I'M WORRIED WITH THE ELIMINATION OF THIRD STREET BRIDGE, ADDITION OF HOLDEN STREET BRIDGE AND A NEW MULTI-MODAL TRAIN STATION THAT TRAFFIC, PEDESTRIAN ~~AND~~ SAFETY, AND NEIGHBORHOOD CONNECTIVITY WILL SUFFER. ALSO AS A NAYNE STUDENT I WORRY

Thank You!







## Public Hearing Comment Form

**Comments:**

ABOUT INCREASED TRAFFIC ALONG ANTHONY WAYNE  
DRIVE WITH STUDENTS NOW LIVING AT ANTHONY WAYNE  
APARTMENTS STUDENT/TRAFFIC INCIDENTS MAY INCREASE.

Thank You!





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• Mailing your comments to:  
Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print):

Paty Fedas

Date:

Address:

Phone Number:

E-mail Address:

• All comments must be submitted or postmarked, by October 28, 2019.

### Comments:

Write on the back or use additional pages if necessary.

Please contact me about  
I-375 status

Thank You!





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• Mailing your comments to:  
Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print): Mason Herson-Hord

Date: 10/10/19

Address: [REDACTED]

Phone Number: [REDACTED]

E-mail Address: [REDACTED]

• All comments must be submitted or postmarked, by October 28, 2019.

### Comments:

Write on the back or use additional pages if necessary.

Freeway expansions are a wasteful disaster. This will put more pollution into the lungs of children in my neighborhood, worsen our regions Carbon emissions, and waste billions of dollars that could be spent on public transit that would benefit many more people.

Thank You!





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- Mailing your comments to:

Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print): *Michelle V. Jackson*

Date: *10.10.19*

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

**Comments:**

Write on the back or use additional pages if necessary.

*What ARE you'll doing about pollution and the Air quality?  
Where ARE the buffers being put in?*

Thank You!





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Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print): Medina Jackson

Date: October 10, 2019

Address: [REDACTED]

Phone Number: [REDACTED]

E-mail Address: [REDACTED]

• All comments must be submitted or postmarked, by October 28, 2019.

### Comments:

Write on the back or use additional pages if necessary.

Vision is what push our public education system to the limit of the pack after WWI. Vision is what helped our military to invest in software & hardware innovation that still powers our economy today. This need for courage and vision is needed once again. Let's build a highway that leads the world in emissions reductions and land use.

Thank You!







## Public Hearing Comment Form

### Comments:

It would be so easy to just create jobs and build a through way that would make folk content and happy in this present moment. But that ~~is~~ ~~isn't~~ ~~isn't~~ spirit of ~~the~~ intellectual facility, ~~and~~ consumerism, and mundanity would contravene the ideals that our nation and state lays claim to.

Our state lags not only in literacy, health + wellness and cultural diversity, but it also falls short of the world's most desirable regions in the area of infrastructure, sustainable infrastructure. Sustainable infrastructure is not only is designed to encourage mass public transit usage, car pooling and noise/chemical pollution, but it ~~also~~ communicates to individuals that this an area that has their futures and their aspirations in mind. A I-94 throughway that is thoughtful, environmentally sustainable, ~~and~~ ~~also~~ ~~most~~ efficient and beautiful is one that will set the stage for a state and metro area that seeks to lead the world and provide for a better future.

Thank You!





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Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print):

PETER MALCOLMSON

Date:

10/10/19

Address:

Phone Number:

E-mail Address:

• All comments must be submitted or postmarked, by October 28, 2019.

### Comments:

Write on the back or use additional pages if necessary.

IN THE DSEIS, ADVERSE EFFECTS ON HISTORICAL LOCATIONS (USUALLY UNDER 4(f)) ARE DESCRIBED, BUT NO REMEDIES ARE DESCRIBED. I UNDERSTAND THINGS CHANGE WITH TIME, BUT SHOULDN'T ENVIRONMENTAL IMPACT AT LEAST SUGGEST

Thank You!





## Public Hearing Comment Form

Comments:

ALTERNATIVES FOR REMEDIATION OF THESE EFFECTS?

Thank You!





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Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print):

PETER MALCOLMSON

Date:

10/10/19

Address:

Phone Number:

E-mail Address:

• All comments must be submitted or postmarked, by October 28, 2019.

**Comments:**

Write on the back or use additional pages if necessary.

① IT WOULD ENCOURAGE COMMUNITY INPUT IF THERE WAS SOME INDICATION OF WHICH MODIFICATIONS CAME FROM SUCH INPUT (AS OPPOSED TO ENGINEERING INPUT, FINANCIAL, ETC.)

Thank You!





## Public Hearing Comment Form

### Comments:

② THE MERRICK STREET BRIDGE (OVER M-10) WILL NOT  
CONNECT ACTUAL STREETS, WHICH HAVE BEEN  
LARGELY REPLACED BY WAYNE STATE.  
THUS A SMALLER VERSION OF THE PROPOSED  
BRIDGE MIGHT BE APPROPRIATE.

Thank You!







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Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print):

Ms. Glenda M. Gadney

Date:

10/10/19

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

### Comments:

Write on the back or use additional pages if necessary.

- Eliminate Bike trails. Bikers can use the sidewalk.  
Many of the bikers on the "street bike trails" don't obey traffic signs!  
- I 94 - Don't widen it! Enforce 55/hr speed limit  
- ~~more~~ walkable community  
Thank You! Mass Transit / Public Transportation





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Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print):

Date:

10-10-2019

Address:

Phone Number:

E-mail Address:

None

• All comments must be submitted or postmarked, by October 28, 2019.

**Comments:**

Write on the back or use additional pages if necessary.

The Bridges are good ideas  
& the movie was good but it  
should have spoke a  
little more. bike lane

Thank You!





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Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print):

ED OSTAPOWICZ

Date: 10-10-19

Address:

Phone Number:

E-mail Address:

• All comments must be submitted or postmarked, by October 28, 2019.

### Comments:

Write on the back or use additional pages if necessary.

PLEASE PLEASE RAISE HEIGHT OF  
MEDIAN WALL BET EAST & WEST ~~BOUND~~ <sup>BOUND</sup>  
I-94 — THE GLARE FROM ONCOMING  
CARS & TRUCKS ON RAINY ~~DAY~~ NIGHTS MAKES  
IT IMPOSSIBLE TO SEE LANE MARKERS

Thank You!

Thank You Ed





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Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print): *Chris Thomas*

Date: *10/16/19*

Address: [REDACTED]

Phone Number: [REDACTED]

E-mail Address: [REDACTED]

• All comments must be submitted or postmarked, by October 28, 2019.

**Comments:**

Write on the back or use additional pages if necessary.

*CEP*

Thank You!





## Public Hearing Comment Form

Comments:

RE: <sup>5</sup> FERRY BRIDGE OVER T5  
WAS GIVEN FOR RETAINING - 'NEIGHBORHOOD CONNECTIVITY'

CONNECT TO WHAT?

THE NEIGHBORHOOD CHANGES DRASTICALLY FROM  
EAST TO WEST OF I-75 FROM HISTORIC  
DISTRICT & NEW CONSTRUCTION OF RESIDENTIAL  
UNITS WEST OF I-75 TO HAROLD'S WASTE  
FACILITIES, CLOSED INTERCHANGING OLD TRUCK, &  
A NEW SAIL, & THE REMAINS OF RIVERVIEW EAST  
OF I-75.

E. FERRY ~~IT~~ ITSELF JOBS AT MT. BLANT  
WHAT DOES THE BRIDGE CONNECT FOR  
THE E. FERRY NEIGHBORHOOD?

THIS ISSUE WAS RAISED BY MANY  
AT PUBLIC HEARINGS FOR THE WAYNE COUNTY  
SAIL PROJECTS IS THIS BRIDGE FOR THE  
NEW SAIL OF THE NEIGHBORHOOD?

Thank You!







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Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print): Alan Pieniadz

Date: 10-10-2019

Address:

Phone Number:

E-mail Address:

• All comments must be submitted or postmarked, by October 28, 2019.

### Comments:

Write on the back or use additional pages if necessary.

The I-94 project to add lanes seems like a needed plan, however construction will create long delays for commuters. To supplement [could MDOT provide a Commuter Rail Service from Ann Arbor to Detroit with already existing Rail ROW and rail cars sitting in storage?] This would help alleviate the congestion during the construction period.

Thank You!





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Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print):

BRIAN PLEWA

Date:

10/10/19

Address:

Phone Number:

E-mail Address:

• All comments must be submitted or postmarked, by October 28, 2019.

### Comments:

Write on the back or use additional pages if necessary.

KEEP CANFIELD BRIDGE OVER M-10

Thank You!





## Public Hearing Comment Form

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Detroit Historical Museum

Detroit Wayne County Community College District

The Draft Supplemental Environmental Impact Statement (DSEIS) considers the impacts of significant changes and/or planned improvements to the Detroit I-94 Modernization Project. It also reviews the purpose and need for improvements and describes the alternatives that were considered. To read the DSEIS and to learn more about the I-94 Modernization Project, visit [I94Detroit.org](http://I94Detroit.org).

**Please use this form to provide MDOT with your comments on the DSEIS by:**

• Dropping it into the comment box at one of the public hearings, or

• Emailing your comments to:  
[MDOT-I94Comments@Michigan.gov](mailto:MDOT-I94Comments@Michigan.gov), or

• Mailing your comments to:

Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print): *M.S. Rochelle*

Date:

Address:

Phone Number:

E-mail Address:

• All comments must be submitted or postmarked, by October 28, 2019.

**Comments:**

Write on the back or use additional pages if necessary.

*IN Meiers Shopping  
Market Bus to go to Trinity  
@ PICK FORD in Detroit*

Thank You!





## Public Hearing Comment Form

Draft Supplemental Environmental Impact Statement and Section 4(f) Evaluation  
 I-94 Modernization Project in Detroit from I-96 to Conner Avenue

Please circle the hearing you attended:

Detroit Historical Museum

Detroit Wayne County Community College District

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Terry A. Stepanski, P.E. (B220)  
 I-94 Modernization Senior Project Manager  
 Michigan Department of Transportation  
 P.O. Box 30050  
 Lansing, MI 48909

Name (Please Print):

Kay Waller

Date:

October 10

Address:

Phone Number:

E-mail Address:

• All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

workers are naturally unconcerned with giving directions  
 CLEAR EARLY  
 WARNINGS of alternate routes  
 is necessary to avoid long delays  
 There must be a more thoughtful (and knowing)  
 commitment to redirection of traffic (foot and  
 particularly auto) where ever sudden construction  
 arises, to prevent displacement of traffic flow,  
 bottlenecks, and overload of residential streets in early morning  
 and rush hour. Better knowledge of community  
 traffic patterns should lead to more dense announcement of  
 redirection of and alternate routes for East Side traffic (at present, delays  
 and spontaneous traffic reaction is damaging East Side economics)

Damage to economics include business owners as well as citizens seeking to get to work via I-94





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Terry A. Stepanski, P.E. (B220)  
I-94 Modernization Senior Project Manager  
Michigan Department of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Name (Please Print): DEBORAH  
WATTS

Date: OCTOBER 10, 2019

Address:

Phone Number:

E-mail Address:

• All comments must be submitted or postmarked, by October 28, 2019.

### Comments:

Write on the back or use additional pages if necessary.

My family and I oppose the decision to convert so many service drives from one way to two way service drives, specifically the one between Cadillac Ave and French

Thank You!







## Public Hearing Comment Form

Comments:

Road. It's a/the major cross street of our family home. There are only a few homes left on the block. They are occupied by seniors and families with young children. A two way service drive would encourage and allow too much traffic danger, too much noise, and invite more of a criminal element than what already exists. This would not be a community improvement. This type of change is NOT wanted, needed or welcome! Please reconsider.

Thank You!

