

The Board of Ingham County Road Commissioners met for a regular meeting on Monday, May 11, 2009, at 6:00 P.M. in the Board Room of the Road Commission's Austin E. Cavanaugh Administration Building located at 301 N. Bush Street, Mason, Michigan.

Present: Joseph A. Guenther, Chair, Shirley M. Rodgers, Vice Chair, Thomas M. Mitchell, Member, James Dravenstatt-Mocerì, Member, and Norman L. Gear, Member.

Also Present: William M. Conklin, Managing Director, Deborah L. Bellows, Secretary to the Board, Tina M. Henry, Director of Finance, Robert H. Peterson, Director of Engineering, and James M. Benjamin, Director of Operations.

Chair Joseph A. Guenther called the meeting to order and led with the Pledge of Allegiance.

AGENDA ITEM #3 – LIMITED PUBLIC COMMENT.

1. Vance Kincaid, 4530 Nakoma Drive, Okemos. Mr. Kincaid submitted copies of court documents regarding recent litigation between he and the Road Commission. He stated that on page 3 of the Court Order, it states that this case is over. He read from the court document. Mr. Kincaid said he recently made an inquiry to Robert Peterson of the Road Commission and it was a perfectly appropriate contact as he is acting as his own lawyer seeking information from a public entity. He said he has supported Road Commission projects for many years. Mr. Kincaid said that the Order of the Court is too general and does not show the dimensions of the right of way. He said he was simply trying to obtain additional information from the Road Commission regarding the right of way issue. Mr. Kincaid stated he has a certified right of way which has been prepared by a well respected local surveying company.

Mr. Kincaid stated he has received a communication from the Road Commission's attorney telling him he is to have no contact with the Road Commission staff. He said his contact was not intended to undermine the Court Order and asked how often this public entity puts sanctions on a citizen so that the person cannot have contact with the public entity. He said this is a violation of his rights and liberties. Mr. Kincaid stated the attorney not only told him he was to have no contact regarding this right of way issue, but that he was to have no contact regarding any issue. He said he was merely acting in the public good to obtain information from a public agency and the request he submitted was perfectly appropriate. He is only asking for the metes and bounds of the right of way.

Chair Guenther stated this would be discussed with the Board's legal counsel and Mr. Kincaid's questions and concerns would be responded to accordingly.

2. John Veenstra, 320 Piper Road, Haslett. Mr. Veenstra pointed out the second paragraph of the letter sent to Mr. Kincaid from the Board's attorney. He can't have contact with the Road Commission on any other matter? Mr. Veenstra stated Mr. Kincaid has the right, as all other citizens do, to talk to representatives of the Road Commission which relate to Road Commission business. Mr. Veenstra indicated this is a violation of the First Amendment and that Mr. Kincaid has every right to contact his public agencies for any reason. He stated he would assume the Board would withdraw that comment made by the attorney.

AGENDA ITEM #4 – CONSENT ITEMS.

Moved by Commissioner Mitchell and Supported by Commissioner Rodgers, that the following items be approved under consent:

1. Agenda Item #5 – Minutes.
2. Agenda Item #6 – Routine and Special Permits.

3. Agenda Item #9A and #9B – Accounts Payable.
4. Agenda Item #9C – Act 51 Financial Report for 2008.

5 yes, 0 no. Motion carried unanimously.

Agenda Item #5 – Minutes.

Moved by Commissioner Mitchell and Supported by Commissioner Rodgers, that the minutes of the meetings of April 13, 2009, and April 21, 2009, be approved as presented. 5 yes, 0 no. Motion carried unanimously.

Agenda Item #6 – Routine and Special Permits.

Moved by Commissioner Mitchell and Supported by Commissioner Rodgers, that routine and special permits be approved as follows:

08-0139	09-0115	09-0119	09-0123	09-0124	09-0127
09-0130	09-0131	09-0132	09-0135	09-0136	09-0137
09-0138	09-0139	09-0142	09-0143	09-0144	09-0145
09-0146	09-0147	09-0148	09-0149	09-0150	09-0152
09-0068	09-0116	09-0117	09-0118	09-0120	09-0121
09-0128	09-0129	09-0126	09-0133	09-0134	09-0140
09-0141	09-0151	09-0153	09-0154		

Permit #09-0104 applied for by the American Legion #238 for the purpose of conducting the annual Memorial Day Parade to be held on Monday, May 25, 2009, from 1:30 pm to 3:00 pm. The event is sponsored by the American Legion and is sanctioned by Delhi Township.

Permit #09-0125 applied for by the Dansville Athletic Boosters for the purpose of conducting the annual Memorial Day Bigfoot Challenge 8k run/5k run/walk to be held May 25, 2009, from 9:00 am until 11:00 am. The event is sponsored by the Dansville Athletic Boosters and is sanctioned by Ingham Township.

5 yes, 0 no. Motion carried unanimously.

Agenda Item #9A and #9B – Accounts Payable.

Moved by Commissioner Mitchell and Supported by Commissioner Rodgers, that the accounts payable be confirmed and approved as follows:

- A. Accounts payable for the two week period of March 30-April 12, 2009, consisting of check numbers #92902 through #92997, totaling \$157,026.68.
- B. Accounts payable for the two week period of April 13-26, 2009, consisting of check numbers #93001 through #93072, totaling \$263,048.08.

5 yes, 0 no. Motion carried unanimously.

Agenda Item # 9C – Act 51 Report for 2008.

RESOLUTION APPROVING THE 2008 ACT 51 FINANCIAL REPORT.

RESOLUTION #038-09

Moved by Commissioner Mitchell and Supported by Commissioner Rodgers. 5 yes, 0 no. Resolution carried unanimously.

BE IT RESOLVED that upon recommendation of the Finance Director, the Board approves the 2008 Act 51 Financial Report, which has been submitted to MDOT in accordance with statute.

AGENDA ITEM #10A – REQUEST OF DELHI TOWNSHIP TO CHANGE ROAD DESIGNATIONS.

Present for this discussion: John B. Elsinga, Delhi Charter Township Manager. For the benefit of new Board members, Chair Guenther stated this request is for a number of streets, most of which are located in the Dart property, south of Jolly Road off of Dunckel.

Director of Engineering Bob Peterson stated the Township is requesting that several local roads be changed on the Road Commission's trucking map from Class A (which involves restricted spring load limits of 75% of normal legal loads) to All Season (which does not have spring weight restriction). Those particular streets are Dunckel Road, Development Drive, English Oak Drive, Sovereign Drive, Spanish Oak Drive and Grand Oak Drive, all located west of Pine Tree Road and south of Jolly Road. Two additional roadways are Holloway Drive (the haul route section only), located south of Holt Road near the College Road intersection; and Alamo Drive, which is the cul-de-sac roadway located east off of Waverly Road, north of M-99.

Mr. Peterson said that as the Township's letter indicates, this is to provide a better business climate in the affected developments to promote the Township's commercial tax base and jobs for the community. Chair Guenther commented that we need to make sure that truck traffic is not stopped in our industrial parks.

Mr. Peterson indicated these roads were constructed to the Road Commission's commercial local road standards, which results in the Class A designation. These standards were upgraded in 2002. Prior standards provided less pavement and base thickness. All of the roads except Development Drive were constructed under the prior standards and, thus, have inadequate pavement and base thickness for all season status. The County Highway Engineer considers many variables when deciding what cross-section is required for a given road to be designated All Season. The AASHTO pavement design procedure uses future traffic volumes and soil and drainage conditions that the road will have. Nonetheless, Delhi Township has offered to help fund rehabilitation of these roads to All Season standards when they become due for rehabilitation.

Mr. Peterson said based on the Township's desire to foster a good business climate in the developments served by the roads requested for designation upgrade, and the Township's willingness to fund costs over and above whatever future amount of match funds the Road Commission can provide through the Local Road Improvement program, he recommended the Board approve the requested local roads for designation as All Season.

Mr. Elsinga pointed out that the Township is well aware of continuing decreasing revenues and knows the Road Commission has limited funds available to upgrade these roads to All Season standards. The Township is willing to use funds from its general fund, DDA funding, or the use of a Special Assessment District for the necessary upgrades for these roadways.

Mr. Peterson stated that Agenda Item #10B is part of this request as it relates to the proposed changes to the Road Commission's Procedures for Developing Public Roads. Mr. Elsinga also stated the Township will be adopting a new ordinance to have in place to address the All Season road status in industrial parks for future developments. This is a good starting point with these eight streets.

Mr. Peterson informed the Board that roads designated the All Season status are not subject to the annual spring weight restrictions placed on the county road system.

RESOLUTION APPROVING THE CHANGE OF ROAD STATUS FOR DESIGNATED ROADS IN DELHI CHARTER TOWNSHIP.

RESOLUTION #039-09

Moved by Commissioner Dravenstatt-Moceri and Supported by Commissioner Mitchell. 5 yes, 0 no. Resolution carried unanimously.

BE IT RESOLVED that upon recommendation of both the Managing Director and the Director of Engineering, the Board approves changing the designation of the following streets in Delhi Township, which are all located in existing industrial and heavy commercial development areas, to All Season status, effective immediately:

1. Dunckel Road.
2. Development Drive.
3. English Oak Drive.
4. Sovereign Drive.
5. Spanish Oak Drive.
6. Grand Oak Drive.
7. Holloway Drive (haul route section only).
8. Alamo Drive.

RESOLUTION APPROVING CHANGE IN THE ROAD COMMISSION'S PROCEDURES & GUIDELINES FOR DEVELOPING PUBLIC ROADS.

RESOLUTION #040-09

Moved by Commissioner Mitchell and Supported by Commissioner Dravenstatt-Moceri. 5 yes, 0 no. Resolution carried unanimously.

BE IT RESOLVED that upon recommendation of the Director of Engineering, the Board approves changes to the Ingham County Road Commission's *Procedures & Guidelines for Development Public Roads*, as follows:

SECTION V – Road Design Elements and Construction Standards

A. Typical Cross Sections.

1. The minimum requirements for road widths and pavement structures are shown in Table 1 – Standard Pavement Sections. The table is divided into sections for bituminous pavement with granular base, full depth asphalt pavement, and concrete pavement. Each section is further divided according to commonly used road classifications. Also included in this portion of the document are illustrations of Ingham County Road Commission typical cross sections that show the pavement sections contained in Table 1.

2. Non-standard pavement section designs may be considered by the Road Commission, provided their structural strengths are equivalent or greater than those contained in Table 1. The Proprietor's Engineer may submit complete pavement designs using the AASHTO Pavement Design Procedure using actual roadbed soil characteristics from an acceptable soils investigation report, prepared by a licensed Geotechnical Engineer, for the County Engineer's review and approval or denial.

3. The road width and pavement structure requirements shown in Table 1-Standard Pavement Sections, are only intended to represent the minimum requirements established by the Board. The Townships within Ingham County may have other

requirements that need to be researched, considered, and possibly incorporated into the road and drainage construction plans.

New Section:

The requirements in Table 1 for Industrial/Commercial developments will result in roads with Class A trucking designations, which will be subject to annual restricted axle loads (generally in spring) of 75% of normal legal loads. If the Proprietor desires, or the Township requires, the roads in a particular development to be all-season (no annual spring weight restrictions), the Proprietor's Engineer must perform a pavement design using the AASHTO pavement design procedure, or approved equal. The pavement design shall be based on 20 year pavement life, using reasonably estimated, fully developed, lifetime 18,000 pound equivalent axle loadings, and using actual roadbed soil characteristics from an acceptable soils investigation report, prepared by a licensed Geotechnical Engineer, and submitted for the County Highway Engineer's review. If approved, the Proprietor shall include the cross-section in the project plans, and construct the roads per the plans in order for the roads to be designated all-season and avoid spring weight restrictions.

4. The cross slope (crown) on all pavements shall be 2% to 4% unless otherwise approved. The cross slope of all pavement shoulders shall be 4% or ½" per foot, unless otherwise approved.

5. Road and ditch foreslopes (front slopes) and back slopes shall be 4:1 unless otherwise approved. Slopes behind curbs shall be no more than +4% through cut sections and -4% through fill sections from the back of curb to the hinge point. The hinge point shall be located five feet from the back of curb. Slopes from the hinge point to existing ground shall be 4:1 unless otherwise approved.

6. Landscaping berms or any other type of berm will not be allowed within the road right of way. Designs that necessitate the need for guardrail installation are prohibited. Resulting construction that necessitates the need for guardrail installation shall be corrected by the Proprietor immediately. The cost for corrective action shall be the responsibility of the Proprietor.

AGENDA ITEM #11A – MCRCSIP 2009 ANNUAL MEETING.

Moved by Commissioner Mitchell and Supported by Commissioner Gear, that the Board hereby designates Commissioner Shirley M. Rogers and Finance Director Tina M. Henry as voting delegate and alternate, respectively, to the MCRCSIP 2009 Annual Meeting to be held July 15-16, 2009, at Soaring Eagle Resort in Mt. Pleasant. 5 yes, 0 no. Motion carried unanimously.

AGENDA ITEM #11B – SIGN THE RATIFIED SEIU LOCAL 517M LABOR CONTRACT.

RESOLUTION APPROVING SIGNING THE RECENTLY RATIFIED SEIU LOCAL 517M LABOR CONTRACT.

RESOLUTION #042-09

Moved by Commissioner Mitchell and Supported by Commissioner Dravenstatt-Moceri. 5 yes, 0 no. Resolution carried unanimously.

BE IT RESOLVED that the Board hereby approves for signature, the SEIU Local 517M labor contract between this Board and the Local, for the period January 1, 2008, through December 31, 2009.

AGENDA ITEM #8 – PUBLIC HEARING ON THE ICRC'S LONG RANGE PLAN

Chair Guenther called the public hearing to order and introduced Board members and staff. He indicated the purpose of the public hearing is to obtain public input regarding the Road Commission's proposed projects on the Long Range Plan for the years 2010 through 2035. Chair Guenther explained the Board's rules for public hearings, stating that individuals would be allowed five minutes to speak. He stated that since there were so few people present, he would give some latitude as to speaking time.

Secretary to the Board Deborah Bellows stated the Notice of the Public Hearing was published in the April 19, 2009, editions of the Holt Community News, Ingham County Community News, Towne Courier, and the Lansing City News. She also read into the record, the following communications received:

1. Email dated April 21, 2009, from Kelly Drummelsmith regarding the proposed project on Jolly Road and the proposed roundabouts in Meridian Township.
2. Email dated May 4, 2009, from Michele Schimberg regarding the three proposed roundabouts in Meridian Township.
3. Email dated May 9, 2009, from Lynne Page regarding an error on the day/date of the Notice of the Public Hearing. The date published indicates Tuesday, May 11. The validity of the notice requirement was questioned.

Chair Guenther stated in response to the comment regarding the error on the "day" of the meeting, legal counsel was consulted and has advised that the Road Commission's meeting itself meets with all open requirements of the Open Meetings Act and has been published and placed on the web site with a correct date. This is sufficient notice for a public meeting within a regularly scheduled Board meeting. Any Federal requirements for Long Range Plans fall directly to the Regional Planning Commission, not the individual entities. Since this is not legally mandated, but for public information, there are no real notice requirements to be complied with. Additionally, the publishing/posting of notice requirements of the Open Meetings Act are subject to the "Substantial Compliance" rule and it is legal counsel's opinion that substantial compliance has been achieved here because the actual date (not day) of the public meeting coincides with the published date of the regular Board meeting.

Managing Director Bill Conklin explained the process of regional modeling performed by the Tri-County Regional Planning Commission and that the Long Range Plan is updated every five years. The projects consist of roads that are at, or near, deficient capacity for traffic flow. The reason the Long Range Plan is updated every five years is so additional locations that are, or could become deficient, can be added. The projects on the Long Range Plan are not definite and there is no particular timeline for the work to be done. They may become projects in the future, but only after a process and several open meetings conducted by the Tri-County Regional Planning Commission.

Mr. Conklin stated all the Long Range Plan does is identify possible future projects. Basically, these are options, not actual projects, because they do not have actual funding attached to them yet. Director of Engineering Bob Peterson added that the Road Commission added a few options to what the Tri-County Regional Planning Commission has identified with deficiencies; for example, the proposed four to three lane conversions.

Mr. Peterson reviewed the projects on the Long Range Plan list as follows:

1. Aurelius Road – Harper Road (west leg) to Holt Road. Harper Road to Wilcox Road: widen from 2 to 3 lanes with bike lanes; Wilcox Road to Holt Road: reduce from 4 to 3 lanes with bike lanes; add modern roundabout at the Aurelius Road and Holt Road intersection. Delhi Charter Township. Estimated Cost: \$1,500,000.
2. Cedar Street – Holt Road to Aurelius Road. Reduce from 4 to 3 lanes with bike lanes. Delhi Charter Township. Estimated Cost: \$700,000.

3. Forest Road & Farm Lane – College Road to Farm Lane and Forest Road to Mt. Hope Road. Widen from 2 to 4 lanes with bike lanes; add modern roundabout at the College Road and Forest Road intersection; install horizontal curve between Forest Road and Farm Lane; realign west approach of Forest Road to intersect the horizontal curve radially. Meridian Charter Township. Estimated Cost: \$2,000,000.
4. Hagadorn Road – Bennett Road to Mt. Hope Road. Widen from 2 to 4 lanes with bike lanes; add modern roundabout at the Hagadorn Road and Bennett Road intersection. Meridian Charter Township. Estimated Cost: \$2,000,000.
5. Holt Road – US-127 to Hagadorn Road. Widen from 2 to 4 lanes with bike lanes; add modern roundabout at the Holt Road and Hagadorn Road intersection. Alaiedon Township. Estimated Cost: \$1,600,000.
6. Holt Road – Washington Road to Eifert Road. Widen from 2 to 4 lanes, with center left turn lanes where necessary, and possibly adding modern roundabouts (roundabouts not included in estimate). Delhi Charter Township. Estimated cost: \$2,500,000.
7. Jolly Road – Collins Road to Hagadorn Road. Widen from 2 to 4 lanes with bike lanes; add modern roundabout at the Hagadorn Road and College Road intersection. Alaiedon Township, Lansing Township, and Meridian Charter Township. Estimated Cost: \$2,900,000.
8. Lake Lansing Road – BR I-69 (Saginaw Street) to Lac Du Mont Drive. BR I-69 to Lac Du Mont Drive: widen from 2 to 3 lanes with bike lanes; Lac Du Mont Drive to Marsh Road: reduce from 4 to 3 lanes with bike lanes; add modern roundabout at the Lake Lansing Road and Okemos Road intersection. Meridian Charter Township. Estimated Cost: \$3,000,000.
9. Marsh Road – Central Park Drive to Tihart Road. Widen from 4 to 5 lanes; add modern roundabouts at the Marsh Road and Central Park Drive, Marsh Road and Times Square Drive, and Marsh Road and Tihart Road intersections. Meridian Charter Township. Estimated Cost: \$2,100,000.
10. Michigan Avenue – Waverly Road to Lansing city limits. Reduce from 4 to 3 lanes with bike lanes. Lansing Charter Township. Estimated Cost: \$1,000,000.
11. Okemos Road – Central Park Drive to Haslett Road. Widen from 4 to 5 lanes with center left turns where necessary. Meridian Charter Township. Estimated Cost: \$3,600,000. *Another option for this segment:* Raise grades and build larger bridge to eliminate reoccurring flooding, with no widening except left turn lanes at side streets. Estimated Cost for this Segment: \$10,000,000. The type of work for this project would depend largely on the requirements of the regulatory agency (DEQ).
12. Okemos Road at the Hamilton Road Intersection – Add modern roundabout. Meridian Charter Township. Estimated Cost: \$800,000. Mr. Conklin stated that Meridian Township and the Township DDA have hired a consultant to study this area and recommend a roundabout design that would fit this intersection. Unfortunately, there is not a lot of room at this location for the ideal design, without the purchase of right of way. But the consultant will study it to come up with the best design for what is there.
13. Willow Street – Waverly Road to Lansing city limits. Reduce from 4 to 3 lanes with bike lanes. Lansing Charter Township. Estimated Cost: \$500,000.

Mr. Conklin added to this discussion that of these 13 options, only one is currently funded and is an actual project. He said that is #8, the Lake Lansing Road project. Funding for this project has been secured for 2013. The Engineers' presentations were completed.

Chair Guenther stated that the main reason for this public hearing is because of what happened four years ago with the Okemos Road project. The contention by the Road Commission at that time was that the project had been in the works for many years and had been in the Long Range Plan for a long time. However, there were no public input meetings at the Road Commission level until a year or so before the project was scheduled for kickoff, which then created tremendous public outcry with allegations of not having the opportunity to participate in the planning process of a project so large. So, in an effort to prevent the same thing from happening again, the Board has decided to hold public informational meetings on the Long Range Plan list well in advance of any of the options becoming actual projects.

Commissioner Rodgers stated she has been a member of the Tri-County Regional Planning Commission since the 1990's. She is the only citizen, representing the City of Lansing, to sit on this Board. Many public hearings are held on all of the projects at the Tri-County level. These public hearings include all projects for Ingham, Clinton and Eaton Counties, and are held at various locations throughout the Tri-County area. There is no way that the Tri-County Regional Planning Commission can talk to everyone about every project. They have long encouraged the individual governmental entities to hold public input meetings well in advance of proposed projects getting off the ground so that the public in their respective areas becomes aware of what is planned in the respective areas and so public input can be received before funding is approved. She said that for two years, she has been encouraging staff, and board members, to hold public input meetings on the Long Range Plan list of options so that the public will be informed and have a chance to provide input.

Commissioner Rodgers said she is happy to report that this is the first public input meeting to be held by the Road Commission on its Long Range Plan list of options. She indicated this, and future, public meetings will be for the purpose of discussing the options and no decisions have been made yet, and no funding has been attached to any of the projects (with the exception of the Lake Lansing Road project). She stated that in order for a project to even qualify for funding, it needs to be on the Long Range Plan list. It is always possible that any one particular option may be removed at a later time, but it has to be identified in some capacity in order for it to become eligible for funding. Commissioner Rodgers thanked those present and said in the coming years there will be many more chances for public input on the Long Range Plan list of options.

Chair Guenther opened the floor for public comment.

1. Leonard Provencher, 5824 Beuna Parkway, Haslett. Mr. Provencher reminded everyone that he is an avid bicyclist. He wanted to reiterate that bike lanes, unless physically identified, say nothing that they are truly bike lanes. Mr. Provencher said he would favor the roundabout at the College Road and Forest Road intersection. However, Mr. Provencher questioned how well roundabouts work for disabled pedestrians.

Mr. Provencher questioned the necessity of the widening of Hagadorn Road from two to four lanes. Will there be bike lanes? He asked what determines the widening of a roadway. Managing Director Conklin explained the determination process.

Mr. Provencher questioned the roundabouts on Marsh Road. Will they really work? Why is a 5th lane proposed. Managing Director Conklin explained that the 5th lane is for left turns from both directions. These dual directional left turn lanes have been used effectively as they reduce rear end collisions.

Mr. Provencher said he supports the second option for Okemos Road, raising the grade and building a bridge to eliminate reoccurring flooding.

Mr. Provencher said he opposes the proposed roundabout at Okemos and Hamilton. He still has concerns with how persons with disabilities can maneuver the roundabout.

2. Vance Kincaid, 4530 Nakoma Drive, Okemos. Mr. Kincaid said he served on the Tri-County Regional Planning Commission in the early 2000's and also worked on the MSU campus. He said that the University has removed about all of its traffic circles except one. He said they strive to keep traffic flowing with massive intersections and signals. Mr. Kincaid said he supports virtually all the projects on the Road Commission's Long Range Plan, except for the proposed roundabout at Okemos and Hamilton. He said that walkability in the downtown area will only be achieved if the traffic is moved by the Marsh Road/Mt. Hope Road connector. This connector was proposed many years ago and never went through because of the cost to build a bridge over the river. The traffic must be throttled down in the downtown area somehow. It has been a problem for years. He suggested the Board take a serious look at the Mt. Hope/Marsh connector. It would be much more cost effective to build a causeway over the river instead of a bridge.

Mr. Kincaid said he just wanted to add that the addition of the fifth lane on Okemos Road was the best plan ever and Okemos Road is a very nice road to travel now.

3. John Veenstra, 320 Piper Road, Haslett. Mr. Veenstra stated he is a Meridian Township trustee and also serves on the Tri-County Regional Planning Commission. His views here are his personal opinions only and do not reflect any position of the Township Board as a whole. Mr. Veenstra said he recognizes the Road Commission needs more money and he has contacted his Legislator in support of a gas tax increase. That is what is needed, not an increase in license fees. Mr. Veenstra said that \$35,000,000 is needed to bring the roads to a decent level. Priority should be placed on repaving of existing roads. This wish list is irrelevant. Mr. Veenstra said the Road Commission's emphasis on bike lanes is commendable. In order to keep the bike lanes useable, they must be swept on a regular basis. Mr. Veenstra said he is puzzled that he does not the Mt. Hope Road work on this list. Is it still in the plan for 2010?

Managing Director Conklin stated it wouldn't be on this Long Range Plan list because it is an already funded project. And, yes, it is still on the list for 2010. These projects on the Long Range Plan are non-funded projects.

Mr. Veenstra stated he is opposed to the roundabout at Hamilton Road and Okemos Road. He said he does not think it is workable. Mr. Veenstra stated the roundabout at Hamilton and Marsh seems to work well. While he is not opposed to all roundabouts, he is opposed to the one proposed for Hamilton and Okemos.

Mr. Conklin stated that as he understands the status of the proposed roundabout at Hamilton and Okemos, the DDA has hired a consultant to design a workable roundabout at this location. They will be submitting their final concept at some point within the next year. If the township does not support this roundabout locations, the Road Commission will not pursue it. Mr. Veenstra stated he thinks there is a lack of support on the Township Board, as well as lack of funding and necessary right of way.

4. Doris Schwartz, 2209 Kent Street, Okemos. Ms. Schwartz stated she lives in the village district right adjacent to the DDA boundaries. She indicated she has been attending DDA meetings now for about a year. She said there are mixed feelings within the DDA regarding the roundabout at Hamilton and Okemos. Ms. Schwartz stated she grew up in New Jersey and she was driving on roundabouts there before any one else was. She said if the roundabout at Hamilton and Okemos becomes a reality, she hopes the Board will hold many more public hearings so that people who live there and drive this area every day can express their thoughts and ideas, as it may not be the best concept for this area. Ms. Schwartz asked that, in the planning and design process, Clinton, Ardmore and Methodist Streets not be used as a solution and not allow all of that traffic into this neighborhood.

Ms. Schwartz asked how anyone in Delhi Township could advocate turning Cedar Street into a three lane roadway from its current four lanes. Why on earth would anyone want that reduced considering this is a very heavily traveled roadway. She said it makes no sense to her.

Chair Guenther stated they want a center left turn lane on this portion of Cedar Street. Ms. Schwartz suggested making it a five lane roadway then. Mr. Guenther stated there is not ample right of way and people would have the curb next to their front porches.

Mr. Conklin said there are a lot of businesses on this portion of Cedar Street which precipitate left turn movements. Right now, left turn movements inhibit traffic. Mr. Guenther said there is also a new senior center being constructed on this section of Cedar Street and there will be a lot of traffic in and out and the ease of left turning movements will help eliminate collisions, especially with the elderly.

Ms. Schwartz stated she does not think widening from four to five lanes on Okemos Road between Central Park Drive and Haslett Road is the answer to the flooding problem. She said she feels a higher priority is to solve the present water problem, so would be in favor of the second option of raising the grades and building a bridge. She indicated the water comes up so fast that people have no warning. The road is closed when this happens and normally is closed for several days.

5. Ann L. Alchin, 2227 Hamilton Road, Okemos. Ms. Alchin said she lives on Hamilton Road west of Okemos Road, and said she wanted to address the proposed roundabout at Okemos and Hamilton. Ms. Alchin indicated the roundabout at Marsh and Hamilton works very good, but not always during rush hour. She said she is still listening for a reason to building the proposed roundabout and hasn't heard anything yet from the Road Commission, the Township, or the DDA.

Managing Director Bill Conklin explained that, unfortunately, because of the lack of right of way, there are only two viable options for design of the proposed roundabout. He stated that proponents of the roundabout design for this location state speeding through this area is the main problem and the desire to turn left onto Hamilton Road where it is currently prohibited, is another reason. Those benefits and general safety that roundabouts provide are the key issues. Mr. Conklin stated that unfortunately there is not enough room to build the ideal roundabout at this location. He stated there are pros and cons regarding the roundabout design at this location. Mr. Conklin said the consultant that has been hired by the Township and the DDA should conduct a design charrette and should come up with a design it feels would best suit this intersection. It will be the ultimate decision of Meridian Township and the Township DDA to notify the Road Commission whether or not to proceed with this project.

No additional public comment was offered. Chair Guenther adjourned the public hearing to continue with the Board agenda.

AGENDA ITEM #12A – COMMUNICATIONS.

A. Letter from Sandra Mouser, Williamston Road project. Commissioner Rodgers said she was pleased to see the letter from Ms. Mouser and that we could accommodate her in moving the stone pillars at her driveway. She asked if it is commonplace for the Road Commission to perform this type of thing outside of the road right of way. Managing Director Conklin stated the pillars were built many many years ago and were, in fact, within the Road Commission's right of way. However, they were in the way of the ongoing project on Williamston Road and Ms. Mouser was extremely upset that they may be demolished due to the project since they have flanked both sides of their driveway for over 50 years. For safety reasons, the Road Commission advised the homeowners that they needed to be demolished. However, it was felt that they could be moved further back from the right of way without damage. Ms. Mouser agreed to let the crews make the attempt, knowing in advance there was no guarantee the pillars would survive the move. The pillars were successfully relocated without incident, with very little cost to the project other than a few hours of equipment time and labor. These were very old stone Mason pillars.

Commissioner Mitchell stated he thought the pillars were built and installed back when the main use of the driveway was for horse and buggy.

Commissioner Rodgers stated that while she didn't have a problem being a good neighbor, she just wanted to make sure that from a safety and liability perspective, we were okay working on a homeowner's property. She said that once we do something like this, the expectations increase for us to do it more often with other issues. She said her concern was with our liability should the pillars have collapsed. Director of Operations Jim Benjamin stated that the Road Commission did not guarantee the integrity of the pillars because of their age, but it was a chance that Ms. Mouser wanted to take, considering they would have been demolished anyway. She felt she had nothing to lose, and everything to gain, if they survived relocation, which they did.

B. Commissioner Rodgers stated she attended a CRASIF safety workshop recently with five of the Road Commission's supervisors. She said there was an excellent program on harassment in the workplace. They learned at the workshop that this is the largest area of expansion of lawsuits in the Nation. Mike Shultz, the workshop presenter, offered to come to individual road commissions to do workshops. Mr. Conklin indicated that Mr. Shultz will be doing a workshop on sexual harassment in the workplace at the Road Commission's Employee Safety Day, scheduled for May 20th at the Fairgrounds.

C. Commissioner Rodgers stated that a few weeks ago there was mention in John Schneider's State Journal column about the removal of a dead deer relating to the Ingham County Road Commission. It was stated that the Road Commission has a policy on dead deer removal and that employees followed that policy, but that they were sent back out to remove the carcass. She said that while she thinks we should be neighborly in removing dead deer if they are "just over the line", as she read the article, it gave the impression that the first crew made a mistake. She said she applauds us for doing what we did, but she did not like being given the impression that staff erred in following Board policy. Mr. Conklin stated that he was not quoted completely accurately in the article.

D. Commissioner Mitchell reported that he has received many comments on the great job being done on Williamston Road.


AGENDA ITEM #14 – LIMITED PUBLIC COMMENT.

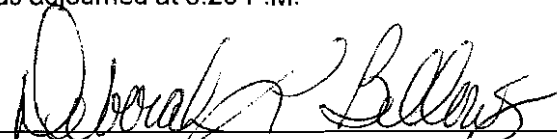
1. John Veenstra, 320 Piper Road, Haslett. Mr. Veenstra stated he understands the Okemos Road Enhancement project is on the 2009 construction schedule, and that the Board is holding a public hearing on May 26 for 2009 and 2010 projects. He said he understands that \$300,000 of this grant is for street lighting. Mr. Veenstra stated he is very uncertain whether this project is going to happen in 2009. As he understands it, Meridian Township is to pay the local share of this project, which is \$230,000. Mr. Veenstra said the Township has never appropriated this money for 2009 from its 2009 budget. He indicated he is personally opposed to this project. He said all three Meridian Township citizens here tonight who spoke are opposed to the Enhancement project. Mr. Veenstra stated there is no guarantee that the Township Board will approve the money for this project, especially in light of the fact that they have just recently lost additional state appropriations and are operating in the red.

2. Vance Kincaid, 4530 Nakoma Drive, Okemos. Mr. Kincaid asked the Board to consider putting right of way information on its website.

3. Leonard Provencher, 5824 Beuna Parkway, Haslett. Mr. Provencher stated that as a resident of Meridian Township, last November the residents approved a millage for local road improvements. He asked the status of that program and if there are any plans being developed for improvements this summer. Managing Director Conklin stated the Township formed a committee of residents, including himself and Bob Peterson (Director of Engineering), the Township Manager and the Township Director Engineering and Public Works, to review various possible projects. The committee has made a list of the worst subdivision in and out streets and they have a consultant looking at the list to determine the type of repairs needed and to develop a cost estimate. The Committee has also spoken with an in-place recycling contractor to provide estimates to recycle existing pavement surfaces. The Committee decided it would be best to focus on the worst locations with the highest volume. The program this year will run between \$600,000 and \$1,000,000, and the work is projected to begin in July.

There was no additional public comment. The meeting was adjourned at 8:20 P.M.


Joseph A. Guenther, Chair


Deborah L. Bellows, Board Secretary