



**Attica Township**

489 003 013202 Spread, Level and Brine Only, 10,000 Ton Gravel Estimated Cost: \$8,500.00

**Dryden Township**

504 007 013601 Replace 18"x44' Cross Culvert, Hollow Corners between Hosner and Thornville Roads  
Estimated Cost: \$2,100.00

504 007 013602 Replace 18"x48' Cross Culvert, Calkins between Lake George and Dryden Roads  
Estimated Cost: \$2,400.00

**Elba Township**

504 008 013798 Dust Control, Various Local Roads, To be performed by Road Maintenance, Up to 3  
Applications Estimated Cost: \$18,320.94

504 008 013799 Roadside Mowing, Various Local Roads, To be performed by Jostock Trucking, Up to 2  
Double Swaths Estimated Cost: \$9,546.00

**Hadley Township**

504 010 013998 Dust Control, Various Local Roads, To be performed by Road Maintenance, Up to 4  
applications Estimated Cost: \$37,883.40

504 010 013999 Roadside Mowing, 1 Double Swath, To be performed by Jostock Trucking,  
Estimated Cost: \$4,662.00

504 010 013900 80 Hours of Brush Mowing- To be performed by Jostock Trucking (with an additional 20  
hours to be funded by LCRC) Estimated Cost: \$6,660.00

504 010 013901 Clean out Ditch and Lower Drive Tube, Herd Road between Pratt and Farmers Creek  
Estimated Cost: \$2,500.00

**Lapeer Township**

504 012 014198 Dust Control, Various Local Roads, To be performed by Road Maintenance, Up to 4  
Applications Estimated Cost: \$21,721.96

504 012 014199 Roadside Mowing, Various Local Roads, To be performed by LCRC Forces, Up to 2 Double  
Swaths Estimated Cost: \$8,600.00

**North Branch**

504 016 014500 Brush Axe entire Township Local Roads Estimated Cost: \$20,000.00

Roll Call: Duckert, aye; Hodge, aye; Suma, aye. Three ayes. Motion carried.

**Meetings Attended:**

Mr. Suma reported that he attended the MTA Meeting on Tuesday at Elba Township and stated that Mr. Pearson gave a report on the Chip Seal program that is available to the townships.

**Managing Director Report**

Mr. Pearson asked the Board to approve the amended Smoking Policy in order to conform with the May 1, 2010 effective date for 2009 PA 188.

**042110-043**

Motion by Mr. Duckert seconded by Mr. Suma to approve the amended Smoking Policy as presented.

Roll Call: Suma, aye; Duckert, aye; Hodge, aye. Three ayes. Motion carried.

Mr. Pearson explained that Road Commissions throughout the state are struggling to make ends meet and gave an example of the Lake Orion Garage in Oakland County with their reduced work staff. Mr. Pearson stated that a funding mechanism needs to fix this shortfall. Mr. Pearson stated that currently we are down \$130,000 from last year at this time. Mr. Pearson asked the board to approve the following resolution for the Governor and the legislators.

**042110-044**

Motion by Mr. Duckert seconded by Mr. Suma to approve the Resolution for a Funding Mechanism to assist with Michigan's infrastructure.

Roll Call: Suma, aye; Duckert, aye; Hodge, aye. Three ayes. Motion carried.

**WHEREAS**, State, County and Municipal Roads are deteriorating at a record pace; and

**WHEREAS**, the longer quality maintenance is deferred due to a lack of funding, the more it will cost to bring our county and state road network back into an acceptable quality condition; and

**WHEREAS**, the Lapeer County Road Commission has invested millions of Federal, State and Local dollars reconstructing failed roads over the past number of years; and

**WHEREAS**, investment in our road infrastructure will provide needed improvements and provide good paying jobs in our state and these wages will be spent in Lapeer County and Michigan to further assist our economy; and

**WHEREAS**, the Lapeer County Road Commission as well as other road agencies have reduced expenses by reducing staff levels through either lay off or attrition, have reduced or in some cases eliminated replacing equipment, and have restructured maintenance schedules; all of which have reduce the level of service to the motoring public; and

**WHEREAS**, since the 1960's, Michigan has ranked among the lowest of all states, on a per capita basis of investing in our infrastructure; and

**WHEREAS**, current funding levels no longer allow us to take full advantage of the Federal and State funds for future reconstruction of roads; and

**WHEREAS**, the State of Michigan has received additional federal dollars through a national stimulus plan that is specified for ready-to-go projects, however many communities are not likely to see any new road projects with this money, and in addition, stimulus money cannot be used for patching potholes or snowplowing roads, and furthermore, the stimulus plan is designed as a one-time shot in the arm and not a solution to fix Michigan's chronically underfunded and failing transportation system; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Lapeer County Road Commission on this Twenty-first day of April, 2010 requests that the Governor and the Michigan Legislature implement a plan to improve Michigan roads and highways; and

**BE IT RESOLVED**, that this resolution be forwarded to the Governor, the Legislature, and to the County Commissions and Road Commissions in Michigan.

Mr. Pearson went on to state that the maintenance crew and the engineering department would be starting the summer work hours on April 26, 2010. Mr. Pearson stated that this new schedule works well for the maintenance crew as it is one less mobilization for the equipment each week. This schedule will remain in effect until October.

Mr. Pearson stated that the grading and brining were taking place in the townships and the centerline joint repair on I-69 from Lake Pleasant Road to M-53 would begin on Monday, April 26, 2010.

**Engineering Report:**

Mr. Meinz asked the Board to approve the Haul Route Agreement for Mid Thumb Materials.

**042110-045**

Motion by Mr. Suma seconded by Mr. Duckert to approve the Haul Route Agreement between LCRC and Mid Thumb Materials from their driveway on Castle Road, easterly to Jones Road, and south to M-90.

Roll Call: Suma, aye; Duckert, aye; Hodge, aye. Three ayes. Motion carried.

Mr. Meinz also asked the Board to apply their signatures to the Title Sheet for the Kamax Haul Route Project. Mr. Meinz went on to state that he had finally obtained all of the easements for the project and it would be let on July 2, 2010 with construction taking place in August, September and October. Mr. Meinz stated that there is still a slight hold up with Detroit Water, but that shouldn't be a problem.

Mr. Meinz informed the Board that the Imlay City Road Project has been set back several weeks, but the project will be let on May 21, 2010 and construction will begin in July. Both of the Imlay City Road projects were packaged together, so the bids should be competitive.

Mr. Meinz also reported that there was an M-53 Corridor Meeting scheduled for April 26, 2010 at 1:00 p.m.

Mr. Doyle then spoke about the tree cutting portion of the High Risk Rural Roads projects. Mr. Doyle stated that in the past week, he has received three phone calls in support of the project, and also has heard from members of the Sheriff Department, EMS and firefighters wanting to see the project take place. Mr. Doyle stated that he rarely hears the positive comments.

Mr. Doyle explained that the funding program calls for certain safety areas that have higher than state average crashes. Mr. Doyle explained that when you are awarded the funding it can't be moved to do work in other areas. The rules are specific as to how the funds can be spent. Mr. Doyle also spoke about the use of guardrail and explained that it is not the answer to save trees as it is another fixed object placed on the roadway and if hit in the wrong place can slice right through a car. Mr. Doyle then spoke about the request for lowering the speed limit, and quoted material from the Office of Highway Safety Planning regarding establishing realistic speed limits. Mr. Doyle explained the legal 66' right of way by statute and then spoke about the charts that he prepared regarding the crashes on the 7.5 miles of roadway slated for improvements. Mr. Doyle stated that the injuries/deaths/mile/years were 7.5 times the statewide average, thus why Lapeer County was awarded the funding. Mr. Doyle also gave a detailed explanation of the Pratt Road statistics and the results which are 11 times the statewide average for injuries or deaths.

Mr. Doyle finally stated that these are the facts and the reason that the projects were awarded to the Road Commission. Mr. Doyle stated it was not about the liability, although that is an added benefit. He went to state that it's about safety and saving lives, and that's his job.

**Public Comment:**

**Mr. Orrie Smith, Weighmaster**

Mr. Smith stated that he has been doing a lot of patrolling on I-69 with the construction underway once again, and with traffic traveling onto the side roads. Mr. Smith also stated that he has taken some complaints regarding the removal of gravel from the roadway.

**Mr. Ryan Doyle**

Mr. Doyle stated that he wanted to speak as a resident. Mr. Doyle stated that he was sad the trees had to be cut, but understands that someday those trees are going to hurt or kill somebody. Mr. Doyle explained that although no one has ever hit them before, in all probability it's going to happen on these primary thoroughfares.

**Mr. Louis Swift, 1053 Hadley and 1423 Hadley**

Mr. Swift stated that he didn't agree with anything Mr. Doyle had to say. Mr. Swift stated that he has one section of trees that is 25 yards away from a dead end stop sign on a wet land, and it doesn't make sense to cut those trees. Mr. Swift explained that a neighbor has trees at the top of a ten foot embankment and doesn't agree with the decision for those to be cut. Mr. Swift went on to state that he accepts the removal of the ash trees, but disagrees with the cutting of the hickory. He also went on to state that it doesn't make any sense to cut the healthy row of trees on Pratt Road.

Mr. Swift went on to state that drunk people shouldn't be on the roads; and if they don't hit a tree they will hit another driver eventually. Mr. Swift doesn't buy it that just because someone comes around a turn too fast, that the trees should be cut. He stated that they need to slow down and more police officers need to be added. Mr. Swift went on to state that to cut the trees down just because someone may hit them, is ludicrous. Mr. Swift did add that the Road Commission does somewhat of a good job on the other areas.

**Mrs. Virginia Primeau, 392 W. Burnside Road, Fostoria**

Mrs. Primeau stated that she did not see the gravel for Burnside Road on the agenda and wondered why. Mr. Pearson stated that the Burnside gravel was approved at the last regular meeting. Mrs. Primeau then gave an example of a location on Jefferson Road outside of North Branch in which there is a three to four foot ditch right along the road, which having a tree there might prevent deaths or injuries of loved children by stopping a school bus from turning over. She stated there is the same situation on Oliver Road.

Mrs. Primeau went on to state that her trees that are to be cut are sitting on a three foot embankment, and also she takes medication that prevents her from being in direct sunlight for any length of time. Mrs. Primeau stated that by removing the trees you will be limiting her use of her yard.

Mrs. Primeau stated that she agrees with the worry caused by the drivers, but went on to ask when are drivers going to be held accountable for their own actions. The trees will actually stop the drunk driver from driving into her yard and hitting her children, hitting her husband and her pets. Lastly she added that the trees do much more good than they do harm.

**Mr. Ray Davis, 3503 Virginia Drive, Columbiaville Road**

Mr. Davis explained that for about ten years as a former Road Commission employee, he was assigned to go out on fatal and severe personal injury accidents and investigate them to see if there were any road related things involved. Mr. Davis gave details of a severe accident at Pratt and Baldwin in 1985, in which there were six fatalities after a drunk driver hit the vehicle broadside and threw it into a tree tearing the car into two. Mr. Davis stated that if the tree hadn't been there, who knows what would have happened. Mr. Davis went on to speak about another accident around 1990 on Greens Corners Road south of Hadley in which a young driver hit washboard, lost control and died after hitting an eight inch ash tree.

Mr. Davis stated that he is not a tree hater, in fact he owns a tree farm, but in the wrong place it's a tough thing.

**Ms. Sandra Merser**

Ms. Merser stated that she has not been hit by any trees lately, and fixed objects do not move because they are fixed. She went on to state that people move, cars move and elbows are bent when people are drinking, but a lot of those people are not drinking. They are everyday citizens that drive too fast.

Ms. Merser went on to ask, in the event the trees are cut down, where was the wood was going to be donated to so it can make good use of it and maybe fund a big charity. She stated that the limbs are the best bow-making material that Native Americans desired; the hardwood is absolutely beautiful and is the color of the fruit.

Ms. Merser stated that if the trees were there a hundred years ago and are still there and don't have any marks on them, they should not be cut for the driver that doesn't have any brains flying around those curves. Ms. Merser asked how big of a playpen can we build to save that kind of a driver from his own self. She stated she has been in other communities where they want to re-arrange the landscape to make up for stupidity. Ms. Merser went on to state that stupidity has to be dealt with in a concerted effort with law enforcement and public education. Mr. Hodge added that property owners are given the opportunity to take the wood that is cut in the right of way.

**Tamra Hartwig**

Ms. Hartwig commended Mr. Doyle for his charts which were easily read, and asked the Board to investigate the aspect of guardrail to protect travelers on the roads. She believes that this would be a win-win, while keeping safety in mind and preserving the rural character of the road. Ms. Hartwig stated that the trees give value in the form of oxygen and shade and shelter for the animals.

Ms. Hartwig commented that she can see precious children on a bus on an icy road going right off that corner flying down into the lake on Stewart Road at Bullock, and that is where guardrail should be. Ms. Hartwig said lastly that she humbly asks the Board to use the grant funds to include guardrail and to cut down dead ash trees.

**Mr. Ron Hebert**

Mr. Hebert stated that when work was done three years ago on Davenport, the wood that was left by the Road Commission was being taken away by someone that did not have permission. Mr. Hebert wanted to inform the Board that he was not notified that the trees were going to be cut on his property for that project. Mr. Hodge stated that the Road Commission does a better job of that now.

**Mr. Tom Angellotti, 2347 Daley Road**

Mr. Angellotti stated that he runs on some of the accidents and sees what happens when people hit trees, and isn't going to just stand here and listen to everybody comment that these people need to die. Mr. Angellotti stated that he is there when they get cut out and not all of them are dead, some are paralyzed. He went on to state that they are people's kids, they could be your kids, but they don't deserve to die because of a simple mistake. Mr. Angellotti stated that if you ask him, how many trees are worth one person's life, he would respond, take them all out.

**Mr. Robert Harrison, 5191 Pratt Road**

Mr. Harrison stated that he has been on the fire department and working with the ambulance for 13 years and has been on several accidents on that stretch of Pratt Road. Mr. Harrison went on to state that he cannot recall a single accident that involved a tree. Mr. Harrison stated that he supports the selective removal of trees versus clear cutting them all, especially the really old big oak trees. People need to take responsibility for their own actions.

**Ms. Maureen Shoemaker, 5067 Brigham Road**

Ms. Shoemaker quoted from a book, "MDOT would not typically remove a tree that was 29 feet from the center of the road... unless there was good reason. Generally, MDOT tries to preserve as many trees as possible within the r.o.w...." Ms. Shoemaker also quoted material from the US Department of Transportation Federal Highway Administration regarding tree removal and replacements.

Ms. Shoemaker stated that counties are now working with residents regarding tree removal. Ms. Shoemaker went on to state that when you can't work with the people, you are going to get sued. She went on to state that she is disappointed that the Commissioners have made up their minds and won't work with the residents.

**Mr. Richard Brandt, Hadley Township Trustee**

Mr. Brandt stated that the charts are nice, but that Mr. Doyle neglected to state the traffic counts for those years and the conditions of the roads when the accidents occurred. Mr. Brandt stated that on a previous chart it showed that the accidents occurred during unfavorable road conditions in the winter when the roads are slushy. He went on to state that he would have also liked to see the percentage to all the rest of the roads and the percentage of accidents on a straight road.

**Mr. Robin McIlroy, Green Corners Road, Hadley**

Mr. McIlroy stated that he has lived there for 33 years and traveled that road least five times a week and had five children grow up there. Mr. McIlroy explained that he has watched dead ash trees fall into the road in chunks, and homeowners had to move it out of the way. Mr. McIlroy stated that he is not worried about the trees along the road, but is concerned about the poor condition of the roads. Mr. McIlroy asked the Board to have the guts to put the money where it's due and do it right.

**Mr. Robert Vallad**

Mr. Vallad asked the Board to just give the money back to the Federal government.

**Ms. June Hempton, 5910 Pratt Road**

Ms. Hempton stated that she lives just to the left of the first curve on Pratt Road, and has witnessed many incidents where speed is the issue. She went on to state that she is having difficulty turning in and backing out of her driveway. Ms. Hempton stated that she has been there since 1981 and doesn't know where all of these accidents came in, because she is home all of the time and hasn't seen them.

**Mr. Kent Copeman, 3654 Hadley Road**

Mr. Copeman stated that he is speaking on behalf of the trees west of Greens Corners Road, the citizens of Hadley Township and the Hadley Township Historical Society and stated that there are ten to twelve special trees, along with the Osage trees that he would like to see saved. Mr. Copeman stated that he would also like to see the speed limit lowered if possible. Mr. Copeman stated that the Osage orange trees represent an established historical fence line; of which very few exist.

**Mr. Richard Smith, 1419 Hadley Road**

Mr. Smith stated that he has two historical markers in his yard and asked the Board if the Road Commission was going to move them. Mr. Smith explained that they have been there for more than a hundred years. Mr. Doyle stated that he will look at the pillars.

**Ms. Alon Marie, Brocker Road**

Ms. Marie stated that she believes the reason the people are upset is because of the fact of Hadley Road being cleared back and then Baldwin Road being cleared back. Ms. Marie went on to state that she believes that she should be able to come up to the Road Commission as a citizen and a taxpayer and talk with the Road Commission about an issue and get a response. Ms. Marie stated that she was threatened that the State Police would be called, when she called to ask about cutting the dead trees and not the live trees. Ms. Marie stated that she moved here because of the rural setting.

Ms. Marie stated that she isn't saying she wants anyone to die, that's not what anyone was feeling, but when you don't respond it feels like there is a hidden agenda.

Ms. Marie asked if it was possible to create a community and Road Commission board that would work together so the citizens have a place to go with concerns and questions, and feel they could be heard.

**Mr. William Johnson, 5815 Pratt Road**

Mr. Johnson stated that when the Road Commission removes all fixed objects from the road, that will be his whole front yard. Mr. Johnson explained that he has a 200 year old oak tree that that has never been hit, which is behind his fence which has also never been repaired from someone hitting it. Mr. Johnson stated that he has to remove 150 yards of fence at his own expense and seven pine trees that he planted for a sound barrier even though they are only within a foot. Mr. Johnson stated that he also has a boulder-surrounded bunker embankment that has been there since he moved there, to quiet the noise of the road. Mr. Johnson then stated that his well is behind the boulders, and there will be nothing left to stop traffic from coming into his front yard, killing his children, going through the front wall of his house and tearing out his well. Mr. Johnson wanted to know why he wasn't contacted so that something could be negotiated.

Mr. Johnson went on to ask if there would be replanting of the trees at thirty-three feet with the government money. He then stated that he thinks it is a quick scam to get a buddy that you know on their tree service, in their bucket trucks cutting trees down with the grant money that you wrote up some sad sob story saying that you needed it. Mr. Johnson also stated that trees have been here well before you were born, and they have never been hit.

**Robert Hartwig**

Mr. Hartwig stated that he would like to see the Road Commission to work with the residents. Mr. Hartwig stated that he felt there was a lot of bullheadedness here and that the residents are looked at as the enemy and that is not the case. Mr. Hartwig asked the Engineers why they couldn't work with the people. Mr. Hartwig went on to state that there is an "Engineer's Creed" that he had on his internet that says that in certain circumstances you can leave the trees and don't have to cut the full thirty-three foot right of way all the way through. It's a gentleman's creed. Mr. Hartwig stated that he has spoken to the township attorney and because there is a lined fence in the Osage orange trees, it is an established boundary and that is something they can stand on.

Mr. Hodge stated that although he is only speaking for himself, he is going to stand behind the policy that is currently in place.

Mr. Hartwig then asked Mr. Suma if he would be willing to work with the residents. Mr. Suma stated that the policy grew out of the number of years of working with the roads and the trees to try and come up with something to help maintain this road system.

Mr. Hartwig then asked Mr. Duckert. Mr. Duckert stated that his issue with the trees is the shade that the trees cast, which creates icy conditions in the winter months.

Mr. Hartwig went on to ask the Engineers if they are willing to work with the residents. Mr. Doyle stated that he is willing to work with the residents, but at this point he isn't sure there is much that he can do. Mr. Doyle stated that he cannot turn away \$280,000 in safety money, not just for trees, but for guardrail, centerline corrugation, and sign replacement.

**Ms. Jackie Rader**

Ms. Rader asked if the stumps would be removed. Mr. Doyle stated that the stumps would be removed or ground in open areas and would be ground in areas near utilities. Mr. Doyle stated that the areas would be restored once the stumps are removed.

**Mr. Louis Swift**

Mr. Swift stated that the Road Commission uses a standard of 1700 cars per day for their policy, yet the road in front of his house only has 1200 vehicles per day.

**Mr. John Quail**

Mr. Quail stated that he would like the Board to listen to all of residents that would like to speak. Mr. Quail then went on to ask if the Road Commission would work with the residents. Mr. Hodge stated that he has answered that question.

**Mr. Dennis Emery**

Mr. Emery quoted an excerpt from the County Press in which attorney Mr. Michael L. Bauchan of Houghton Lake stated that the Road Commission no longer has liability for trees that may be within the road easement, and that the County thus has no liability to a motorist who negligently drives off the road surface and hits a tree. Mr. Mainz stated that the site refers to defects in the traveled portion of the road, but has nothing to do with the non-traveled portion where there are engineering standards that dictate the clear zone width so that when a motorist runs off the road, they can recover and get back on the road. Mr. Mainz went on to state that when there is an identified problem, the Road Commission will get sued.

**Ms. Caren Huizenga**

Ms. Huizenga asked if the money could be spent in different areas within the same projects in order to keep the projects. Mr. Doyle responded that the signs are going to be replaced with the new, brighter signs, and went on to state that he is not comfortable with placing more guardrail on the roads. Mr. Doyle stated that the guardrail is another fixed object, only closer to the road. Mr. Doyle explained that there are only certain things that the funding allows.

Ms. Huizenga asked to get a copy of the grant proposal. Mr. Doyle stated that she can request the document through FOIA.

**Mr. Bernard Swift**

Mr. Swift insistently questioned the Board if the only reason that the trees are going to be cut is because of the money. Mr. Hodge replied that yes, if we didn't have the money we would not be able to cut the trees. Mr. Swift then told the Board to give the money back. Mr. Doyle explained that if you don't do the project, the money goes back to the Federal government.

**Mr. Tom Angellotti**

Mr. Angellotti stated that the money that is funding this project comes from all the commuters and not just the people that live on these roadways. Mr. Angellotti explained that 70% of the residents in Lapeer County leave this county for work, and we use that road and that road needs to be safe. Mr. Angellotti went on to state that he doesn't want to hear that 300 people are going to determine that we are giving the money back.

**Ms. Susan Cross, 5416 Pratt Road**

Ms. Cross stated that she has lived in her home since 1972, and she has a big oak tree on her lawn. Ms. Cross stated that it is the only original tree on that property, as it used to be farm land. Ms. Cross stated that she doesn't expect the Board to be defensive.

Ms. Cross explained that she can't pull out of her driveway, and stated that they need an officer to slow down the traffic. Ms. Cross stated that she called the Road Commission and was told there was nothing that the Road Commission can do about the speed. Ms. Cross stated that speed has everything to do with it. She also went on to state that the roads are not plowed properly either, because the drivers don't put the blades down properly. She went on to state that if you want safety, then where is the salt? Ms. Cross explained that this reminds her of the 1950's when the people just bowed down to the government. Ms. Cross told the Board that they need to learn to speak to the people and if they don't know how, they should learn.

Ms. Cross ended with saying that the Board is being condescending and the speed limit does not make any sense.

Mr. Suma and Mr. Hodge gave an explanation of the 85<sup>th</sup> Percentile process.

**Ms. Sue Miller, 1370 Hadley Road**

Ms. Miller asked if they could be given a time limit to move their stone pillars that are a hundred years old. Mr. Hodge stated that we can certainly work with that.

A statement was then made to put this project on the ballot for a vote.

**Ms. Maureen Shoemaker**

Ms. Shoemaker stated that she believed that they had gotten the attention of Mr. Hodge and suggested that the Road Commission look at the policies and see what the State and Federal agencies have and incorporate them into the existing policies. Mr. Hodge stated that he appreciated their suggestions.

**Ms. Laura Quail**

Ms. Quail stated that she wanted to help save the historical value for the future and the trees can't talk.

**Ms. Kathy Ross**

Ms. Ross asked the Board if the grant says that you must remove every tree within thirty-three feet. Mr. Doyle answered no, it does not specify that.

**Ms. Patricia Gile**

Ms. Gile asked about the accidents listed on the charts and wanted to know what exactly were the fixed objects. Mr. Doyle and Mr. Mainz stated that fixed objects were trees, utility poles, retaining walls and rocks. Mr. Suma stated that this is the fourth year for the projects. It was stated that after five years, the municipality is required to go back and review the data in order to create new statistics.

It was suggested that this project be put off and that another project should be worked on. Mr. Doyle stated that all of the funds must be used this year.

It was then asked if it is too far along to stop the train.

Mr. Hodge replied that he did not know the answer to that. Mr. Doyle stated that the project has already been bid out.

Mr. Quail then asked what are the odds you can come up with some options to save some trees. Mr. Doyle stated that he would listen to any options the residents had to offer.

Mr. Hodge went on to state that Mr. Doyle and he will have to discuss this further. Mr. Hodge went on to state that he didn't want the residents to think that the trees were saved at this point, but that there would be further discussion.

Mr. Pearson suggested that those who would like to save their trees should mark them so that Ryan can come up with options.

**Mr. Weston Mickham, Clark Road**

Mr. Wickham stated that he believed the Road Commission needed a PR person, and that the Board needs to talk and listen to the residents to see what you can do to help them.

**Mr. Chris Tippin**

Mr. Tippin stated that according to the statistics, five million cars have traveled down the road and none of them were fatalities.

**Board Discussion:**

Mr. Duckert asked if this is truly something that we can explore. It was stated that the Road Commission has never encountered a situation like this where a change is being requested in an MDOT contract. It was stated that if we vary from the Tree Removal Policy, it will need to be revised.

Mr. Duckert added that the Osage trees will live forever, and a good oak will last for 200 years.

Mr. Hodge went on to state that we will explore the possibilities. Mr. Suma added that we will have to move quickly.

On another topic, Mr. Duckert stated that he spoke with Mr. Randy Eschenburg and was told that the Almont Township Board was not interested in putting any funds into the Hough Road project. It was stated that they also wanted an assurance that the farmers would be exempt on hauling requirements. Mr. Doyle stated that he will check this out.

**042110-046**

Motion by Mr. Suma seconded by Mr. Duckert to adjourn the meeting at 7:54 p.m.

Roll Call: Suma, aye; Duckert, aye; Hodge, aye. Three ayes. Motion carried.

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Douglas Hodge, Chairman

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Linette Daily, Board Secretary