

LAPEER COUNTY ROAD COMMISSION
REGULAR BOARD MEETING
Wednesday, June 15, 2011
5:00 p.m.

Present: Mr. Douglas Hodge, Chairman; Mr. Joseph Suma, Vice Chairman; Mr. Dale Duckert, Member

In Attendance: Mr. Ryan Doyle, Assistant Engineer; Mr. Erick Pearson, Managing Director; Mr. William Meinz, County Highway Engineer; Ms. Tami Erickson, Chief Financial Officer; Ms. Linette Daily, Secretary to the Board.

Also in attendance: Mr. Charles Buckel, Ms. Nancy Elliott
Mr. Douglas Hodge, Chairman, called the meeting to order at 5:00 p.m.

Approve Agenda:

061511-061

Motion by Mr. Suma, seconded by Mr. Duckert to approve the agenda.
Motion carried.

Financial Report Review:

The Board reviewed the accounts payable, accounts receivable, payroll check register, and cash statement.

Consent Agenda:

061511-062

Motion by Mr. Suma, seconded by Mr. Duckert to approve the Consent Agenda consisting of the following,

Minutes For: Regular Meeting 06/01/11

Approve Payment of Bills: \$374,623.30

Approve Projects:

Almont Township

489 001 113007 Spread, Level and Brine 500 Ton Gravel, Various Roads Estimated Cost: \$425.00

489 001 113008 Spread, Level and Brine 4,800Ton Limestone, Various Roads Estimated Cost: \$4,080.00

504 001 113009 Replace 18"x40' Cross Culvert and Rip Rap, Hollow Corners between Muir and Shoemaker Roads
Estimated Cost: \$2,000.00

489 001 113010 Chip Seal and Fog Seal, Tubspring, Kidder and Hough Roads Estimated Cost: \$86,948.00

Burnside Township

489 005 113400 Paving Apron on Summers Road at Burnside and Ditch 150' Estimated Cost: \$14,150.00

504 005 113401 Replace X-tube on Bentley between Willis and Deanville 18"x50' Estimated Cost:
\$2,292.00

504 005 113402 Ditching on Brooks between Butternut and Gosline, Trees, Ditch, Tubes, Seed and Mulch
Estimated Cost: \$26,000.00

Metamora Township

505 000 119129 Spread, Level, Brine Only, 750 ton Gravel Estimated Cost: \$637.50

North Branch Township

489 016 114500 Paving Intersection of Slattery and Clear Lake, North Side Estimated Cost: \$7,326.00

Oregon Township

504 017 114603 Replace 24"x40' Cross Culvert, Flint River between Peters and Norway Lake
Estimated Cost: \$2,500.00

504 017 114604 Replace 24"x50' Cross Culvert, Stanley between German and Marathon
Estimated Cost: \$4,800.00

490 017 114803 Replace 48"x52' Cross Culvert, Reamer between Hayes and Millville
Estimated Cost: \$9,500.00

Motion carried

Managing Director Report

Mr. Pearson reported that the Chip Seal Program was complete and he was extremely pleased with the results. Mr. Pearson explained that the fog seal was used to seal the stones even further into the material, and the finished product looks good.

Mr. Pearson stated that the Howe Drain issue on Bullock Road is now in the hands of the Drain Commissioner, Mr. John Freeman, and he is continuing to work on right of way access and Lake Lapeer Association approval. Mr. Pearson went on to state that we started roadside mowing a week ago on all areas; local, primary and north M-24. Mr. Pearson explained that the roadsides along I-69 and south M-24 have been treated with a growth retardant, and we have been asked to hold off on the mowing of those sections. Mr. Pearson stated that these areas do show a reduced growth of the grasses.

Mr. Pearson stated that all three districts were also currently grading and brining.

Mr. Pearson explained to the Board that the County Road Association of Michigan has an online auction available to the road commissions, and he would like to use it to sell some parts and a couple pieces of equipment. Mr. Pearson stated that he will put together a list and ask the Board to declare the items as surplus at a future meeting.

Mr. Pearson stated that on Thursday he would be attending a meeting at the Optimists Club, and then would be meeting with the Drain Commission and Soil Conservation to talk about a possible grant for Peppermill Road. Mr. Pearson explained that the roof of the offices at the Lapeer garage had been re-roofed, and this should now alleviate the water leaks.

Mr. Pearson then asked the Board to approve two bid tabulations.

061511-063

Motion by Mr. Suma, seconded by Mr. Duckert to approve the bid tabulations for HMA Base Crushing and Bituminous Paving and allow the Road Commission to award them in the best interest of the County. Motion carried.

Engineering Report:

061511-064

Motion by Mr. Duckert, seconded by Mr. Suma to approve the Haul Route for Measel Supply of Almont for the use of over-length gravel trains to access their pit on Kidder Road in Almont Township and to transport those vehicles from Tubspring Road from M-53 and northbound Kidder Road to the facility.

Motion carried.

It was stated that this road has a solid base, so the road will hold up.

Mr. Doyle stated that he has finally received the paper work from Imlay Township for the approval of the public roadways. Mr. Doyle stated that the required repairs are supposed to be completed soon.

061511-065

Motion by Mr. Suma, seconded by Mr. Duckert to approve the following resolution:

WHEREAS; **Regional Way and Serene Drive**, off of Summers Road in Section 19 of Imlay Township has been constructed in accordance with the Lapeer County Road Commission’s Policy on Road Standards, and

WHEREAS; Corwin P. Mabery, P.E., a Registered Professional Engineer has signed and sealed an Engineering Certificate, verifying the work in conformance with the Standards and Specifications set forth by the Lapeer County Road Commission, and

WHEREAS; this certificate has been verified by the County Highway Engineer for the Lapeer County Road Commission,

THEREFORE BE IT RESOLVED that **Regional Way and Serene Drive** with the **centerlines** described as:

REGIONAL WAY CENTERLINE DESCRIPTION

*COMMENCING AT THE WEST 1/4 CORNER OF SECTION 19, T7N-R12E, IMLAY TOWNSHIP, LAPEER COUNTY, MICHIGAN; THENCE, NORTH 00 DEGREES 42 MINUTES 52 SECONDS WEST 819.67 FEET ALONG THE WEST SECTION OF SAID SECTION TO THE CENTERLINE OF REGIONAL WAY AND THE POINT OF BEGINNING; THENCE, NORTH 89 DEGREES 17 MINUTES 08 SECONDS EAST 195.59 FEET; THENCE, 471.24 FEET ALONG A 300.00 FOOT RADIUS CURVE TO THE LEFT WITH CHORD BEARING NORTH 44 DEGREES 17 MINUTES 08 SECONDS EAST 424.26 FEET; THENCE, NORTH 00 DEGREES 42 MINUTES 52 SECONDS WEST 170.25 FEET; THENCE NORTH 89 DEGREES 17 MINUTES 08 SECONDS EAST 150.00 FEET; THENCE, 337.21 FEET ALONG A 299.92 FOOT RADIUS CURVE TO THE LEFT WITH A CHORD BEARING NORTH 57 DEGREES 05 MINUTES 09 SECONDS EAST 319.72 FEET; THENCE, 237.81 FEET ALONG A 299.84 FOOT RADIUS CURVE TO THE RIGHT WITH A CHORD BEARING NORTH 47 DEGREES 35 MINUTES 39 SECONDS EAST 231.62 FEET; THENCE, NORTH 70 DEGREES 18 MINUTES 08 SECONDS EAST 671.78 FEET TO THE CENTERLINE-CENTERLINE INTERSECTION WITH SERENE DRIVE; THENCE, CONTINUING NORTH 70 DEGREES 18 MINUTES 08 SECONDS EAST 151.48 FEET; THENCE, 267.09 FEET ALONG A 500.00 FOOT RADIUS CURVE TO THE LEFT WITH A CHORD BEARING NORTH 54 DEGREES 59 MINUTES 57 SECONDS EAST 263.92 FEET; THENCE, NORTH 39 DEGREES 41 MINUTES 46 SECONDS EAST 361.50 FEET TO THE END OF PAVEMENT AND POINT OF ENDING. SAID CENTERLINE DISTANCE BEING A TOTAL OF **3,014 FEET**.*

SERENE DRIVE CENTERLINE DESCRIPTION

COMMENCING AT THE WEST 1/4 CORNER OF SECTION 19, T7N-R12E, IMLAY TOWNSHIP, LAPEER COUNTY, MICHIGAN; THENCE, NORTH 00 DEGREES 42 MINUTES 52 SECONDS WEST 819.67 FEET ALONG THE WEST SECTION OF SAID SECTION TO THE CENTERLINE OF REGIONAL WAY; THENCE, NORTH 89 DEGREES 17 MINUTES 08 SECONDS EAST 195.59 FEET; THENCE, 471.24 FEET ALONG A 300.00 FOOT RADIUS CURVE TO THE LEFT WITH CHORD BEARING NORTH 44 DEGREES 17 MINUTES 08 SECONDS EAST 424.26 FEET; THENCE, NORTH 00 DEGREES 42 MINUTES 52 SECONDS WEST 170.25 FEET; THENCE NORTH 89 DEGREES 17 MINUTES 08 SECONDS EAST 150.00 FEET; THENCE, 337.21 FEET ALONG A 299.92 FOOT RADIUS CURVE TO THE LEFT WITH A CHORD BEARING NORTH 57 DEGREES 05 MINUTES 09 SECONDS EAST 319.72 FEET; THENCE, 237.81 FEET ALONG A 299.84 FOOT RADIUS CURVE TO THE RIGHT WITH A CHORD BEARING NORTH 47

DEGREES 35 MINUTES 39 SECONDS EAST 231.62 FEET; THENCE, NORTH 70 DEGREES 18 MINUTES 08 SECONDS EAST 671.78 FEET TO THE CENTERLINE-CENTERLINE INTERSECTION OF SERENE DRIVE AND THE POINT OF BEGINNING; THENCE, SOUTH 19 DEGREES 41 MINUTES 52 SECONDS EAST 221.52 FEET; THENCE, 541.91 FEET ALONG A 400.00 FOOT RADIUS CURVE TO THE RIGHT WITH CHORD BEARING SOUTH 19 DEGREES 06 MINUTES 49 SECONDS WEST 501.41 FEET; THENCE, 408.12 FEET ALONG A 399.89 FOOT RADIUS CURVE TO THE LEFT WITH CHORD BEARING SOUTH 28 DEGREES 41 MINUTES 48 SECONDS WEST 390.63 FEET; THENCE, SOUTH 00 DEGREES 31 MINUTES 55 SECONDS EAST 408.00 FEET TO THE POINT OF INTERSECTION WITH INTRINSIC LANE AND POINT OF ENDING. SAID CENTERLINE DISTANCE BEING A TOTAL OF **1,580 FEET**.

and the 66 Foot Road **Right-of-Way** described as:

PART OF THE NORTHWEST QUARTER OF SECTION 19, TOWN 7 NORTH, RANGE 12 EAST, IMLAY TOWNSHIP, LAPEER COUNTY, MICHIGAN DESCRIBED AS BEGINNING AT A POINT THAT IS NORTH 00 DEGREES 42 MINUTES 52 SECONDS EAST 554.84 FEET ALONG THE WEST SECTION LINE AND NORTH 89 DEGREES 17 MINUTES 08 SECONDS EAST 33.00 FEET AND NORTH 00 DEGREES 42 MINUTES 52 SECONDS EAST, 214.83 FEET FROM THE WEST QUARTER CORNER OF SAID SECTION 19; THENCE NORTH 00 DEGREES 42 MINUTES 52 SECONDS WEST 100.00 FEET; THENCE NORTH 89 DEGREES 17 MINUTES 08 SECONDS EAST 207.18 FEET; THENCE ALONG A 145.67 FEET CURVE TO THE LEFT WITH A RADIUS OF 200.00 FEET, A CENTRAL ANGLE OF 41 DEGREES 43 MINUTES 55 SECONDS AND A CHORD BEARING AND DISTANCE OF NORTH 68 DEGREES 25 MINUTES 11 SECONDS EAST 142.47 FEET; THENCE ALONG A 224.93 FEET CURVE TO THE LEFT WITH A RADIUS OF 267.00 FEET, A CENTRAL ANGLE OF 48 DEGREES 16 MINUTES 05 SECONDS AND A CHORD BEARING AND DISTANCE OF NORTH 23 DEGREES 25 MINUTES 11 SECONDS EAST 218.34 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 52 SECONDS WEST 102.90 FEET; THENCE ALONG A 285.09 FEET CURVE TO THE RIGHT WITH A RADIUS OF 75.00 FEET, A CENTRAL ANGLE OF 217 DEGREES 47 MINUTES 32 SECONDS AND A CHORD BEARING AND DISTANCE OF NORTH 44 DEGREES 17 MINUTES 08 SECONDS EAST 141.92 FEET; THENCE NORTH 89 DEGREES 17 MINUTES 08 SECONDS EAST 82.65 FEET; THENCE ALONG A 300.10 FEET CURVE TO THE LEFT WITH A RADIUS OF 267.00 FEET, A CENTRAL ANGLE OF 64 DEGREES 23 MINUTES 58 SECONDS AND A CHORD BEARING AND DISTANCE OF NORTH 57 DEGREES 05 MINUTES 09 SECONDS EAST 284.55 FEET TO A POINT OF REVERSE CURVE; THENCE 263.96 FEET ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 333.00 FEET, A CENTRAL ANGLE OF 45 DEGREES 24 MINUTES 58 SECONDS AND A CHORD BEARING AND DISTANCE OF NORTH 47 DEGREES 35 MINUTES 39 SECONDS EAST 257.10 FEET; THENCE NORTH 70 DEGREES 18 MINUTES 08 SECONDS EAST 823.26 FEET; THENCE ALONG A 249.46 FEET CURVE TO THE LEFT WITH A RADIUS OF 467.00 FEET, A CENTRAL ANGLE OF 30 DEGREES 36 MINUTES 22 SECONDS AND A CHORD BEARING AND DISTANCE OF NORTH 54 DEGREES 43 MINUTES 43 SECONDS EAST 246.50 FEET; THENCE NORTH 39 DEGREES 41 MINUTES 46 SECONDS EAST 238.15 FEET; THENCE ALONG A 402.90 FEET CURVE TO THE RIGHT WITH A RADIUS OF 75.00 FEET, A CENTRAL ANGLE OF 307 DEGREES 47 MINUTES 32 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 50 DEGREES 18 MINUTES 14 SECONDS EAST, 66.00 FEET; THENCE SOUTH 39 DEGREES 41 MINUTES 46 SECONDS WEST 238.15 FEET; THENCE ALONG A 287.18 FEET CURVE TO THE RIGHT WITH A RADIUS OF 533.00 FEET, A CENTRAL ANGLE OF 30 DEGREES 52 MINUTES 15 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 54 DEGREES 52 MINUTES 01 SECONDS WEST 283.72 FEET; THENCE SOUTH 70 DEGREES 18 MINUTES 08 SECONDS WEST 118.48 FEET; THENCE SOUTH 19 DEGREES 41 MINUTES 52 SECONDS EAST 188.52 FEET; THENCE ALONG A 301.68 FEET CURVE TO THE RIGHT WITH A RADIUS OF 433.00 FEET, A CENTRAL ANGLE OF 39 DEGREES 55 MINUTES 07 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 00 DEGREES 15 MINUTES 41 SECONDS WEST 295.61 FEET; THENCE NORTH 77 DEGREES 30 MINUTES 48 SECONDS WEST 33.36 FEET; THENCE ALONG A 276.07 FEET CURVE TO THE RIGHT WITH A RADIUS OF 400.00 FEET, A CENTRAL ANGLE OF 39 DEGREES 32 MINUTES 40 SECONDS

AND A CHORD BEARING AND DISTANCE OF SOUTH 38 DEGREES 09 MINUTES 10 SECONDS WEST 270.63 FEET TO A POINT OF REVERSE CURVE; THENCE ALONG SAID CURVE 207.57 FEET TO THE LEFT, A RADIUS OF 400.00 FEET AND A CENTRAL ANGLE OF 29 DEGREES 43 MINUTES 56 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 43 DEGREES 03 MINUTES 32 SECONDS WEST 205.25 FEET; THENCE SOUTH 67 DEGREES 15 MINUTES 58 SECONDS EAST 33.20 FEET; THENCE ALONG A 187.22 FEET CURVE TO THE LEFT WITH A RADIUS OF 367.00 FEET, A CENTRAL ANGLE OF 29 DEGREES 13 MINUTES 42 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 14 DEGREES 04 MINUTES 56 SECONDS WEST 185.20 FEET; THENCE SOUTH 00 DEGREES 31 MINUTES 55 SECONDS EAST 375.00 FEET; THENCE SOUTH 89 DEGREES 28 MINUTES 05 SECONDS WEST 66.00 FEET; THENCE NORTH 00 DEGREES 31 MINUTES 55 SECONDS WEST 375.00 FEET; THENCE ALONG A 30.98 FEET CURVE TO THE RIGHT, WITH A RADIUS OF 433.00 FEET, A CENTRAL ANGLE OF 04 DEGREES 05 MINUTES 58 SECONDS AND A CHORD BEARING AND DISTANCE OF NORTH 01 DEGREES 31 MINUTES 04 SECONDS EAST 30.97 FEET; THENCE CONTINUING 410.79 FEET ALONG SAID CURVE TO THE RIGHT WITH A RADIUS OF 433.00 FEET, A CENTRAL ANGLE OF 54 DEGREES 21 MINUTES 27 SECONDS AND A CHORD BEARING AND DISTANCE OF NORTH 30 DEGREES 44 MINUTES 47 SECONDS EAST 395.56 FEET TO A POINT OF REVERSE CURVE; THENCE 497.20 FEET ALONG SAID CURVE TO THE LEFT WITH A RADIUS OF 367.00 FEET AND A CENTRAL ANGLE OF 77 DEGREES 37 MINUTES 22 SECONDS AND A CHORD BEARING AND DISTANCE OF NORTH 19 DEGREES 06 MINUTES 49 SECONDS EAST 460.04 FEET; THENCE NORTH 19 DEGREES 41 MINUTES 52 SECONDS WEST 188.52 FEET; THENCE SOUTH 70 DEGREES 18 MINUTES 08 SECONDS WEST 638.78 FEET; THENCE ALONG A 211.64 FEET CURVE TO THE LEFT WITH A RADIUS OF 267.00 FEET, A CENTRAL ANGLE OF 45 DEGREES 24 MINUTES 58 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 47 DEGREES 35 MINUTES 39 SECONDS WEST 206.14 FEET TO A POINT OF REVERSE CURVE; THENCE 374.29 FEET ALONG SAID CURVE TO THE RIGHT WITH A RADIUS OF 333.00 FEET, A CENTRAL ANGLE OF 64 DEGREES 23 MINUTES 58 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 57 DEGREES 05 MINUTES 09 SECONDS WEST 354.89 FEET; THENCE SOUTH 89 DEGREES 17 MINUTES 08 SECONDS WEST 116.99 FEET; THENCE SOUTH 00 DEGREES 42 MINUTES 52 SECONDS EAST 137.25 FEET; THENCE ALONG A 359.29 FEET CURVE TO THE RIGHT WITH A RADIUS OF 333.00 FEET, A CENTRAL ANGLE OF 61 DEGREES 49 MINUTES 10 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 30 DEGREES 11 MINUTES 43 SECONDS WEST 342.12 FEET TO A POINT OF COMPOUND CURVE; THENCE 127.43 FEET ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 622.00 FEET AND A CENTRAL ANGLE OF 11 DEGREES 44 MINUTES 19 SECONDS AND A CHORD BEARING AND DISTANCE OF SOUTH 66 DEGREES 58 MINUTES 27 SECONDS WEST 127.21 FEET TO A POINT OF COMPOUND CURVE; THENCE 57.39 FEET ALONG SAID CURVE TO THE RIGHT WITH A RADIUS OF 200.00 FEET, A CENTRAL ANGLE OF 16 DEGREES 26 MINUTES 31 SECONDS WITH A CHORD BEARING AND DISTANCE OF SOUTH 81 DEGREES 03 MINUTES 52 SECONDS WEST 57.20 FEET; THENCE SOUTH 89 DEGREES 17 MINUTES 08 SECONDS WEST 145.55 FEET TO THE POINT OF BEGINNING. BEING SUBJECT TO ANY RESTRICTIONS, EASEMENTS AND/OR RIGHTS OF WAY OF RECORD.

Be accepted by this Board of County Road Commissioners as a certified public road under the jurisdiction of the Lapeer County Road Commission, on this the Fifteenth day of June, 2011.
Motion carried.

Mr. Mainz stated that there is a proposal to end the bridge funding for local roads. Mr. Mainz stated that this would hurt our Townships immensely, as 67 of our 93 bridges are on the local road system.

Mr. Mainz then spoke about the progress of the Castle Road bridge project, including the DTE line relocation and the tree cutting. Mr. Mainz explained that large boulders were found under the abutments and will most likely be used in the project elsewhere.

Mr. Mainz stated that the restoration on Wilder and Bowers Roads for the Kamax project was underway, but sump pump drainage was holding up some of the repair work. Mr. Mainz stated that the cracked driveways will be replaced.

Mr. Doyle stated that the High Risk Rural Roads project on Hadley Road was moving along well also and commented that DTE and J. Ranck were working together.

Mr. Doyle informed that Board that the Big Fish Triathlon was scheduled for this weekend in Hadley and he was working with their representatives to get a permit for the use of the roads during this time. Mr. Doyle stated that he was waiting for the certificate of insurance.

Mr. Doyle explained to the Board that there is a resident on Oregon east of Hayes that farms and would like a variance to use the drives across from each other. Mr. Mainz and Mr. Suma stated that they would like to know the sight distance before they would approve it. Mr. Hodge stated that he will also await the sight distance numbers.

Public Comment:

Ms. Nancy Elliott, LA View and County Press

Ms. Elliott asked for clarification regarding the permit for the bike race. Mr. Doyle stated that it was for the use of the right of way when traffic is blocked. Ms. Elliott also inquired about the Sheriff Department being present, and Mr. Doyle explained that the race representatives stated they were using the Sheriff Department.

Board Discussion

Mr. Duckert stated that he had received good comments regarding the limestone on Summers Road.

Mr. Suma asked about the fence issue on Hough Road. Mr. Doyle explained that the residents stated they were going to move the fence.

Mr. Suma inquired about doing an additional mile of M-21. Mr. Duckert stated that he was worried about the budget getting too tight if those funds were spent this year. Mr. Pearson stated that we will bid the project to see what the actual cost would be.

Mr. Hodge stated that he would like Mr. Streichert to visit the resident on Washburn Road regarding a culvert and fence.

Chairman Hodge declared the meeting adjourned at 6:15 p.m. Motion carried.

Joseph Suma, Vice Chairman

Linette Daily, Board Secretary