

OTHER BUSINESS – PRIOR GOVERNMENTAL SERVICE

The Board Received and filed the requests of Jeffrey Denny.

INVESTMENTS**Resolution # ER – 2005 – 05 - 018**

Moved by Houghton

Seconded by Szerlag

RESOLVED, That the following investments be purchased and sold:

Purchase: \$5000,000 Citigroup, 3.75% due 5/15/07; \$500,000 HSBC Fin Internotes, 3.90% due 5/15/07; \$500,000 John Hancock, 3.80% due 5/15/08; \$500,000 Prudential Financial, 4.00% due 5/15/08.

Sell: JC Penney Bond Due 12/15/07; DPL and Donaldson.

Yeas: All 5

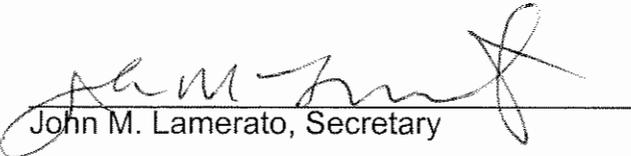
Absent: Calice, Geise

The next meeting is June 8, 2005 at 12:00 p.m. at City Hall, Conference Room C, 500 W Big Beaver, Troy, MI.

The meeting adjourned at 1:04 p.m.



Thomas Houghton, Chairman



John M. Lamerato, Secretary

06.10.05
Off Week
FYI Packet

FYI

June 02, 2005

TO: Brian Murphy, Assistant City Manager / Services
FROM: John Abraham, Deputy City Engineer/Traffic Engineer
C: Steven J. Vandette, City Engineer



SUBJECT: Letter From David Ashland Regarding the Proposed I-75 Crooks Interchange Improvement Project

Attached, please find a letter from David Ashland with concerns about the proposed interchange improvement project. I met with Mr. Ashland on June 01, 2005 and discussed in detail many of his concerns. We will include this letter with the Environmental Assessment documents so that his concerns are noted and considered in the EA process.

5378 Hertford Dr.
Troy, Mi. 48085-3274

June 1, 2005

John K. Abraham, PhD, P.E.
Deputy City Engineer
Traffic Engineer
City of Troy

Subject: Proposed I-75 Long Lake Interchange Project

Dear Dr. Abraham:

Presently, traffic on the I-75 expressway in the area of Long Lake produces excessive noise east of the expressway. When the wind is from the Southwest or the West, this noise is exacerbated. I live near Long Lake and Livernois, and traffic noise from the expressway is frequently at unpleasant levels. What is the EPA and/or MDOT defined level of acceptable traffic noise from highways?

As the environmental assessment is prepared on the interchange project the following issues should be addressed:

1. What are present measured noise levels east of I-75 at various distances and at various times of day? I suggest measuring these levels east of I-75 at a variety of points as far east as Rochester Road. Measurements should also be taken under a variety of wind conditions. When there is a SW or W wind, the noise level from the expressway is quite high. Please provide a comparative analysis of present noise levels with acceptable levels.
2. Using traffic model projections, what would the new noise levels be after completion of the interchange? These new projections should include the variables in noise levels caused by both positive and negative acceleration of vehicles on the entrance and exit ramps. Also, the impact of wind carrying the noise should be considered. The same times of day as in 1. Should be used. Please provide a comparative analysis of projected noise levels with acceptable levels.
3. What contaminants are in the soil that will be further exposed as the interchange is constructed?
4. What is the environmental impact of reducing green space as a result of this project?

Please let me know how these issues will be addressed. Thank you for all of your efforts.

Thank you,



David Ashland, P.E.