



FACT-FINDING COMMITTEE

Traffic Study Review

SPRINGFIELD TOWNSHIP

12000 Davisburg Road, Davisburg, MI 48350

Thursday, October 16, 2025

12:00 P.M

PRESENT: Richard L. Davis, Township Supervisor
Sean R. Miller, Township Clerk
Kevin Sclesky, Township Trustee/Planning Commissioner
Danielle Sink, Supervisor's Assistant

RESIDENTS PRESENT: Amanda Gruzin
Kara Okonewski
Chris Todd

OTHERS PRESENT: Michael Darga, Giffels Webster
Julia Upfal, Giffels Webster, Township Planner
Jill Bahm, Giffels Webster
Alyssa Wambold, Fishbeck Engineering
Kyle Reidsma, Fishbeck Engineering
Scott Sintkowski, Road Commission for Oakland County
Keith Sieg, Road Commission for Oakland County
Reuben Maxbauer, Levy Representative

Supervisor Davis noted that the goal of this meeting is for all involved to ask questions and be on the same page. This creates transparency and allows for open and honest communication.

Julia Upfal began by stating that the first topic is to discuss the Levy application and the status from the last Planning Commission meeting regarding truck routes, if the routes have changed, and if Levy has been engaged with the Road Commission for Oakland County for permitting.

Reuben Maxbauer stated that when this property was first purchased, the logical route was Ormond Road north, Davisburg east, to Dixie Highway. Fishbeck traffic engineers have helped to evaluate many different routes. After engaging with the township for the first time, it was made clear by the current administration that there was a strong desire for the trucks not to go east on Davisburg Road. This information was then passed on to Fishbeck with the intention of reviewing alternate routes. The current proposed route is Ormond north, west on Davisburg Road, and south on Milford. This route was suggested because it gets the trucks on a truck route. He stated that they have not formally approached the Oakland County Road Commission with their plan because they have still been seeking input from Springfield and Rose Township's. As of right now, no route has been finalized or formalized.

Keith Sieg noted that Davisburg Road is a designated route but is also a season restricted road.

Ms. Upfal asked Mr. Maxbauer to discuss where his customers are located.

Mr. Maxbauer stated their single biggest customer is the Ace Holly off Tindall Road. They have various other concrete and asphalt customers in the area.

Ms. Upfal asked if most trucks would be going north to Holly Sand and Gravel and which direction others would be going.

Mr. Maxbauer stated that none of the trucks will be going to Holly Sand and Gravel, they will be going to Ace Holly, which is directly across the street from Holly Sand and Gravel. Ace is the largest customer to Holly Sand and Gravel and will also be the biggest customer for the mine off Ormond Road.

Mr. Sieg stated that the trucks will go anywhere in the county.

Supervisor Davis clarified, provided it's an approved road.

Mr. Maxbauer stated yes. It's all about getting to a major thoroughfare so the trucks can get to where they need to go.

Ms. Upfal asked if the empty trucks are going to follow the same route also.

Mr. Maxbauer stated that is Levy's intent.

Trustee Sclesky asked if empty trucks would be traveling through downtown Davisburg at all.

Mr. Maxbauer stated that the route they will tell their trucks to take will not be through downtown Davisburg, although he cannot guarantee that a truck won't go through downtown Davisburg.

Mr. Sieg stated that legally they are allowed to go through there, it is the understanding that they will avoid that route for the township's sake.

Ms. Upfal asked if a type of legal agreement can't be made because Davisburg Road is a designated truck route. Therefore, the township couldn't make this a condition of approval.

Supervisor Davis stated that after talking with Attorney Need, he was told that if the application is denied, the township will have no control. But if the application is approved with conditions there could be agreements between Levy and the township in which the approval could be based on.

Ms. Upfal stated this condition could be made for trucks leaving the site, but not necessarily trucks coming to the site.

Mr. Sieg stated that the trucking company that Mr. Maxbauer contracts through will follow the township's wishes, but other trucking companies may not do the same. He stated that 80%+ of the trucks coming to the site will be other contracted companies.

Mr. Maxbauer noted that each truck driver will receive route instructions when leaving the site. He stated that while they cannot force every driver to follow the designated route, he stated that if they don't follow the route instructions, then Levy can ensure that they won't haul from the site.

Ms. Upfal reiterated that the trucks coming to the site will not get these route instructions until they are physically leaving the site.

Mr. Maxbauer stated this is true, but once it is an established operation, the drivers will understand the rules of the road and tend to follow what directions they are told.

Mr. Sieg stated that Levy won't let a truck off their site if they are overweight, at this creates a liability. He stated that another concern is Ormond Road is a normal load-road.

Supervisor Davis asked him to clarify what a normal load-road is.

Mr. Sieg stated that roads are classified as "A" and "B" roads. An "A" road is state designated/special designated. A normal load for a "B" class would be considered gravel, two-lane asphalt (in most cases), with restrictions on length, weight, and a spring restriction of a 35% reduction. Ormond is a classified "B" road. He stated that there are no new truck routes, as all current routes are grandfathered in. Davisburg Road and Milford Road are restricted "A" roads, which means they are at a 25% reduction. His concern is that when trucks leave the site, they must continue travelling on normal load-roads. He stated that most roads are normal load-roads, even subdivision roads and roads leading to subdivisions. The problem becomes when the fully loaded trucks travel on restricted roads.

Scott Sintkowski stated this would have to be a comprehensive review by the Road Commission and their design team.

Ms. Upfal mentioned that concerns by residents through public comments are the site's sight lines and the hill on Ormond Road. She asked if this was something that would need to be redesigned or worked through.

Mr. Sintkowski stated that this would be reviewed once they receive a site plan and traffic impact study.

Supervisor Davis noted that this is something that Burroughs would need to supply.

Trustee Sclesky clarified that they would need to provide a traffic safety study.

Supervisor Davis noted that the township would make this conditional on the review of the application. Once this study is received, he wants to ensure the township has the opportunity to review the data.

Mr. Maxbauer stated that when they first submitted their application, they submitted a complete application. They then received feedback from the township and Giffels Webster requesting lots of additional information. Subsequently, the application has been put on pause. The additional information requested is being gathered and they will be supplementing their records with new data.

Supervisor Davis clarified that the pause on the application serves the township and gives them time to gather and evaluate the data that is given. Which will ensure that the Planning Commission receives a better overall product to review.

Ms. Upfal noted that while working with the Road Commission, she believes the local community would be very responsive to any conditions that the Road Commission sets and this would be a helpful way to alleviate any potential concerns.

Mr. Maxbauer stated that he agrees.

Ms. Upfal stated that, aside from level of service, there have been additional concerns from residents. She wondered how Levy is planning to address those concerns. Some of the concerns are:

- Noise and Emissions
- Student safety/bus routes
- Limiting trucking operations during school bus hours
- Enforcement for empty trucks
- General compliance for trucks during hours of operation, number of trucks, ability to hold sub-contractors responsible,
- Motorcycle safety
- Impacts of insurance rates

She noted that she hopes Levy will supply more qualitative information about traffic impacts that the community will experience and how these impacts will be mitigated.

Supervisor Davis noted that these concerns have been posted on Springfield Township's website, and he has informed Mr. Maxbauer of these concerns.

Trustee Sclesky asked how much control the township has over roads, trucking routes, traffic, and overall capabilities of the roads versus the responsibility and control from the Road Commission. Would the Road Commission take the lead to determine what is acceptable/not acceptable and do they have the ultimate authority or does the township weigh in on this also.

Mr. Sieg stated that because it is a county road, the Road Commission would be the number one authority, followed by the township.

Mr. Sintkowski noted that if this development is to go through, the road commission has jurisdiction. Once they have the site plan, they will review all the information and considerations.

Trustee Sclesky asked if they would also consider the residents' comments.

Mr. Sintkowski stated no, as this is not their purview. This would fall under the township.

Supervisor Davis noted that aside from what the county approves, there is still the opportunity for Levy and the township to come to an agreement.

Mr. Maxbauer agreed and noted that Levy and Springfield Township have had a long relationship, and it is his hope that they continue to have a relationship.

Ms. Upfal stated that she appreciates the willingness to put forward an agreement of that type, she has concerns that it could call into question what other uses are allowed to access Davisburg Road east.

Supervisor Davis stated this is a legal question that he will consult the township attorney on.

A member of the meeting asked if Andersonville Road is also an acceptable truck route.

It was stated yes. But it is restricted in the spring to a 25% reduction.

Mr. Maxbauer noted that Ormond has a 35% reduction spring restriction.

Supervisor Davis asked for clarification on the number of trucks per day.

Mr. Maxbauer stated that when he was first asked this question, he gave the greatest number of trucks that would leave the site per day by stating 80 trucks on a busy day. Therefore, 160 trucks come in and leave the site every day. He stated this doesn't mean every day and this would be the high-end number, not an average number.

Supervisor Davis asked why some of the trucks can't be diverted south onto Ormond Road.

Mr. Sieg stated that this would be an even further distance all on a normal load-road. This route is not designed to handle 80 trucks per day.

Supervisor Davis asked about the wear and tear on the roads and if there will be a bonding for these roads.

It was stated that it would be Oakland County's position.

Mr. Sintkowski stated that the road commission would have to thoroughly evaluate the route and consult with their design group to see what improvements are needed.

Supervisor Davis asked the representatives of the road commission if they are aware of any other situations where a mining company makes an agreement with a township to put money aside to maintain or repair roads.

Mr. Sieg stated that there are existing haul routes that have bonds, which is what levy is mentioning.

Mr. Maxbauer stated that he was unaware that they didn't need to do bonding for routes. It is his expectation that they will do some type of bonding.

Ms. Upfal asked if this would only be Ormond to Davisburg Road.

Mr. Maxbauer stated yes.

Mr. Sieg noted that there is no way to bond Davisburg west to Milford Road to M-59.

Mr. Maxbauer noted that Davisburg and Milford Roads are built for full loads, except for Spring weight restrictions and they are utilizing those roads as they were designed. Ormond Road they are utilizing in a manner that is inconsistent in the way it was designed from a weight perspective. Therefore, they expect to be on the hook for the financial component of that.

Supervisor Davis stated that the intersection of Ormond Road and Davisburg has brought concerns and wondered if that intersection will need improvement by the road commission's standpoint. And if so, could they look to Levy for their participation in the cost of making needed changes.

Mr. Sintkowski stated that the whole route would need to be reviewed for geometry, corner site distance, and corner turning radius.

Supervisor Davis asked who would typically pay for this.

It was stated that the road commission would not be considered a payer.

Supervisor Davis noted that would mean the township would need to look to Levy to pay for this. He asked Mr. Maxbauer if he had done this before.

Mr. Maxbauer stated yes, when designated haul routes are reviewed, this would be part of the bonding, which Levy maintains on an annual basis and is very specific as to what portion of the road they are responsible for and to what specs.

Supervisor Davis asked if the road commission knows of any studies that include emissions and noise from the trucks.

Mr. Sieg stated that there is a statute for jake-brakes, but his department doesn't have jurisdiction over this, the sheriff department would.

Supervisor Davis noted that one of the biggest concerns on the proposed route is the hill and curve on Ormond Road. He would like to get clarification on what kind of things Levy would be willing to do to adjust or change the road, in partnership with the road commission. He asked if the road commission would plan to remove the curve and decrease the height of the hill. During the winter it is a cause for concern especially when the roads become icy.

Supervisor Davis opened the meeting up to residents' questions.

Amanda Gruzin asked what the difference is between a traffic impact study and a traffic safety study.

Mr. Sintkowski stated that a safety study would review crash patterns in the area and contributing factors to those crashes. A traffic impact study is focused on reviewing routes and ensuring there are proper corner sight distances, turning radii, and the general impact to traffic such as how many left turns are going to be made into this site, if a left turn lane is needed, and if lane improvements are required.

Amanda Gruzin asked if there are expected to be any significant variations from this date to the date of the traffic report dated December 2023, that was submitted in the Levy application.

Mr. Sintkowski stated that the traffic engineer didn't have the chance to look at the report submitted to evaluate the scope.

Supervisor Davis added that the township is trying to get data that will show how many driveways and bus stops will be impacted.

Mr. Sintkowski stated this would be better done by a consultant, as the road commission doesn't track this type of data.

Ms. Gruzin asked, if a truck deviates from the designated truck haul route, how does Levy track this or would this be up to the residents to track.

Mr. Maxbauer stated that Levy is responsible for this, along with the sheriff's department.

Ms. Gruzin stated if the truck drivers are told to follow certain driving instructions, how will they know that the driver is following these instructions as there are no GPS trackers on the trucks.

Mr. Maxbauer stated that there are GPS trackers on some of the trucks.

Ms. Gruzin noted that Levy only owns two trucks.

Mr. Maxbauer stated this is correct, but there is GPS tracking on some of the other trucks. He stated that they have devices for certain equipment that has tracking capabilities. He stated that this concern is the easiest one for Levy to enforce because they can ensure that the trucks turn left out of the site.

Ms. Gruzin asked for clarification from the road commission on what redesigning Ormond Road would consist of. She asked if this could consist of straightening the road and decreasing the incline of the hill, as this would have significant impacts on properties that line Ormond Road.

Mr. Sieg stated that he is unsure. He stated it would consist more of the base of the road, how deep the material is on asphalt or concrete to determine if this road can haul the weight.

Mr. Sintkowski stated that the cross-section is the first concern when it relates to loading. If there are changes to the types of vehicles driving on a route, then the entire geometry of the route must be reevaluated as it relates to hills, curves, corner sight distance, and the design speed of the road.

Ms. Gruzin asked if, as of right now, they are unsure of what the scope would be when it comes to redesigning.

They both stated this is correct.

Chris Todd asked Supervisor Davis what his reasoning was for not allowing Levy to drive their trucks through downtown Davisburg.

Supervisor Davis stated parking in downtown Davisburg is dangerous with cars having to back out of parking spaces and he felt it would have a negative impact on the businesses.

Mr. Todd stated that he lives at the base of Pepper Hill, and his family has owned that property since 1971. He is familiar with how dangerous the hill can be, as when there are crashes, they usually end up being on his property. With his house being 85 feet from Ormond Road, he wants to ensure that his family remains safe. He stated that since Ormond Road is a class B road and everyone living on Ormond has the expectation that they will be dealing with class B traffic. He asked how they can allow class A traffic to be on a class B road.

Mr. Sieg stated that safety is always first, and they also must protect the pavement.

Mr. Sintkowski stated that if class A traffic is going to be on the road, then the actual road must be brought up to class A standards.

Mr. Todd stated that his concern is this proposal doesn't fit good with the area, surrounding roads, and hauling route. He wondered if this could open the township up to liability because all the homeowners who bought their houses on the assumption that they are living on a certain type of road with a certain type of purpose and now that purpose and road type is changing.

Kara Okonewksi asked for clarification that Ormond Road would have to be changed from a class "B" to a class "A" road.

It was stated that it would need to be brought up to standards for the vehicles using the route. The differences in trucks and weights were discussed.

Ms. Okonewski asked where the road will start being updated to class A and if the whole road will need to be updated.

It was stated it would start at the entrance of the site and is a section of the road.

Ms. Upfal asked if the Road Commission ties their approval to this project to any other Levy developments in the county.

Mr. Sieg stated no because a lot of other sites are grandfathered in.

Supervisor Davis asked Mr. Sieg what his experience had been with the Holly mine.

He stated he hasn't had any issues with trucks coming out overweight.

Supervisor Davis asked the Road Commission representatives if they have run into any other issues with different mines or if the township should be aware of any issues that haven't been brought forward.

It was stated that there have been issues over the years, but not too many with Levy. They have been consistently good with keeping the roads clean from dirt during the rainy season.

Supervisor Davis asked about the wheel washing systems.

Mr. Maxbauer stated that his plan for Springfield is that the truck will go over a cattle grate, which shakes the truck to loosen and remove any debris from the tires. From the cattle grate, they go directly onto a steel scale, down a paved ramp to a wheel wash, then onto the road. He stated it will be a similar system to the one in Highland.

Mr. Sieg asked if he knew the distance from the wash to the road.

Mr. Maxbauer stated that he doesn't know offhand.

Supervisor Davis stated when this application was first received, he asked Mr. Maxbauer to explore the north end of the property, purchasing more property, and utilizing that to build an entrance that can connect straight to Davisburg Road. He asked if this had been explored more.

Mr. Maxbauer stated that they haven't found an easy route to do this, but they are open to this possibility.

Ms. Upfal provided a visual of the parcels that could offer this opportunity.

Amanda Gruzin asked Mr. Maxbauer who owns Ace Holly.

Mr. Maxbauer stated Levy does.

Supervisor Davis asked Mr. Maxbauer what Levy's timetable is with the application and submitting reports.

Mr. Maxbauer stated that the biggest next step is to sink a new well on site. The pause in the application is on Levy's end, as they owe a lot of information to Giffels Webster for the data requested. He suggested the township slow down as to not burn through the escrow money too quickly before Levy has a chance to provide all the needed information in approximately three months with a new submittal.

Ms. Upfal clarified that Levy is also going to receive additional comments from the supplemental studies from other outside consultants, some may not have even been received yet, but they will still need to be responsive. Therefore, this process could be even longer than what was stated. She continued by stating that on the traffic review, they are looking for a more qualitative study with more information on customers in the traffic study and updated information on progress with the road commission. This information will be very important to convey to the residents.

A member of the meeting stated it would be helpful if they listed all the options explored, alternative options, and all their potential or non-potentials.

Ms. Gruzin asked if the three Giffels Webster representatives present will be paid out of the escrow account of township funds.

Supervisor Davis stated township funds and the application fee.

Ms. Gruzin asked who she could speak to about Jake-brakes.

Supervisor Davis recommended she talk to Steve Felix.

Ms. Upfal noted that emissions aren't just based on the number of trucks, it's more based on how many times a truck stops and the difference places along the route.

Supervisor Davis stated that the new trucks have cleaner emissions and are all regulated.

Ms. Okonewski stated there are concerns with trucks being lined up and running before the site opens.

Supervisor Davis stated that from a business standpoint, a truck is not going to be sitting and waiting because this burns time and fuel.

Supervisor Davis thanked Mr. Maxbauer, the representatives from the road commission, and Fishbeck for their time and dismissed them from the meeting.

Supervisor Davis asked for feedback and questions from the remaining meeting members.

Ms. Gruzin asked if the township is going to be seeking another traffic engineer to do a traffic safety study, since Fishbeck is working with Levy.

Supervisor Davis stated that no, because Fishbeck is a national company that has a good reputation, and he feels their data will be valid. He feels the expenditure of money should be spent on alternative data that has the potential for more bias.

Ms. Upfal also noted that Michael Darga from Giffels Webster is a traffic engineer who is more than qualified to review data. She also noted it's not only Fishbeck's reputation, but also their licenses.

Jill Bahm noted that Giffels Webster will not only thoroughly review the traffic study but will also point out areas of concern and potential issues. The road commission will be responsible for reviewing the traffic safety study data.

Ms. Gruzin asked if Levy will be responsible for providing a traffic safety study or if this will be the township's responsibility.

It was noted that Levy will need to provide a traffic safety study. It was also noted that none of these studies will cover noise and emissions.

Ms. Bahm noted that since these are county roads, it is the road commission's responsibility to ensure that they are safe and maintained.

Ms. Gruzin asked about the statute regarding Jake-brakes.

Supervisor Davis stated it could be a limit on decibels.

She asked if the sound and decibels would then relate to vibration.

Supervisor Davis stated he is unsure. He did note that concerns regarding trucks going above the posted speed limit are not much of a concern because he feels they are slow to accelerate and will maintain a slower speed than other vehicles on the road. He would like to find out data on how many accidents

have happened at the bottom of Pepper Hill. He also would like to see data on how many gravel trains are traveling up and down the hill on Ormond Road.

Mr. Todd thanked Supervisor Davis and noted that he is thankful that the township is standing up as representatives for the residents.

Supervisor Davis thanked Mr. Todd for his comment and question regarding driving through downtown Davisburg. He stated that the goal and outcome need to be the best outcome for the totality of Springfield.

Trustee Sclesky mentioned a current event regarding Peninsula Township.

Ms. Gruzin asked about Triterra and if the township will be utilizing them as a consultant.

Supervisor Davis stated that he believes Triterra will have a use for the township.

The meeting discussion continued on gathering the appropriate information and asking the right questions to be able to stay on the topic of each meeting.

Next meeting: General Site Plan Review comments

Date: TBD