

Reid, Christian sworn in, Webb elected school board president

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Judge Marla Parker of 47th District Court in Farmington Hills administered the oath of office to Farmington School Board members Frank Reid and Pam Christian Tuesday.

Reid is beginning his second, four-year term. This is Christian's first term.

"Thank you for agreeing to serve in this job," Parker said. "It benefits not only the students but the entire community."

Parker credited Christian for her knowledge of the issues, hard work and enthusiasm. "I know we can expect great things," she said.

She told Reid, "The community has recognized you have been a dedicated, educated, diligent board member. I know you are finishing your term as president of this board. You have been a true leader."

Both the Christian and Reid families attended the meeting.



Cathy Webb

Christians and Reid automatically become the president of the board, Enberg said. "I have been thinking of the responsibilities involved in being board president and how it relates to my schedule next year," she said. "I would prefer to wait another year before taking on the responsibility as board president."

Enberg nominated Cathy Webb for board president. Webb is up for re-election in 2002; Enberg in 2003.

Reid nominated Enberg for vice president. Priscilla Brouillette nominated Christian for secretary. Jack Inch nominated Brouillette for treasurer.

With no other nominations, the board approved the positions.

This is Webb's fourth stint as president. She's entering her 12th year as a board member. She wished Enberg well in her profession and thanked Reid for his "phenomenal" job as board president.

The vice president does not

being one big family. "Family is what sees you through," Christian said. The board then voted for its officers.

Trustee and vice president Linda Enberg said she preferred to wait a year to accept the position as board president. She is returning to work after 20 years as a full-time mom. After fulfilling certain prerequisites, Enberg will seek a job as a hospital nurse.

Noise from page A1

son joined city engineer Robert Schron, MDOT sound technicians and residents at the site. The experience was an eye-opener, he said.

For a time, Engebretson held a sound meter calibrated with MDOT's testing instruments.

Levels ranged from 80 to 93 decibels - the latter resulting when a combination of tractor trailers, sport utility vehicles and trucks traveled I-275's eight lanes.

The average was 81 decibels, according to Larry Shoup of Farmington Hills. Hearing loss can occur when exposed to 83 decibels or higher, experts say.

Otherwise traffic was light between 10-11 a.m. when readings were taken, Engebretson said.

"It was difficult to have a conversation; I'm not exaggerating," said Engebretson, who was 30 feet from the freeway's edge. "You needed to be within a few feet of someone and speak in precise syllables to make a point."

Engebretson's ears are already familiar with the roar. He lives less than a mile from the freeway.

At night on his home's second floor, "it sounds like Niagara Falls is not too far outside our window," Engebretson said.

MDOT is expected to spend \$1.5-\$2 million to grind the concrete surface, which was installed in 1999 during a \$50 million renovation project from Five Mile to 10 Mile.

State transportation officials will conduct a follow-up sound analysis to see if the diamond grinding process significantly reduces noise.

The purpose of the most recent study July 13 and July 18 wasn't to measure overall noise levels but to establish coordinates for future analysis, an MDOT spokesman said.

"We're basically going to be doing a before and after dia-

mond grinding analysis," said Ari Adler, MDOT spokesman. "We wanted to set up specific locations we can return to."

I-275 is the state's second busiest highway, handling 200,000 vehicles a day. Of those, 12 percent are commercial vehicles, which includes medium and large trucks.

The grinding process will take place at night to cut down on disruption, said Gregory Rosine, state transportation director.

At \$1.5-\$2 million, diamond grinding is less costly than repaving with asphalt (\$8 million) or erecting sound walls (\$16 million), state officials said.

Families Near I-275, a group Farmington Hills and Livonia residents, lobbied state transportation commissioners for an asphalt cap. They remain cautiously optimistic.

As for a permanent remedy, "I suspect it's going to take more than one method," Engebretson said.

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