

Public Hearing regarding Lutz Road Roundabout & Regular Session of the Board of County Road Commissioners for the County of St. Joseph, State of Michigan, was held with Polycom access at 8:00 a.m.

Present: Chairman Eric Shafer, Vice Chairman Rodney Chupp, Commissioner Vince Mifsud, Commissioner David Miars, Commissioner Jack Coleman, and Clerk Julie Mayuiers

Staff Members Present: John Lindsey, Managing Director, Garrett Myland, Assistant Manager/Engineer, Don Preston Director of Operations, Nate Taylor Director of Fleets and Facilities

Visitors: Robert Tomlinson, Three Rivers Commercial News
Luis Rosado, White Pigeon
Rebecca Shank, 385 S. Washington St., Constantine
Tim Carls, 63044 Klinger Lake Road
Sheryl Miller 64719 Sevison Road, Constantine
Josh Shook, 65019 Lutz Road
JR & Faith Stauffer, 16966 Centreville/Constantine Rd.
Eugene Miller, 17936 Centreville/Constantine Rd.
Rod Borgert, 62831 Borgert Rd.
Tom Bengard (?), 63155 Lake St.
Stephen Piananski, 598 Anthony, Centreville
Chris Ziehm, 16902 Lutz Rd., Constantine
Spencer Miller, 69785 Blue School Rd., Constantine
Caleb Miller, 17560 Mintdale Rd., Constantine
Pat Oswalt, 17070 Centreville/Constantine Road, Constantine
Amy & Dan Garl, 17053 Centreville/Constantine Road
Connie Sager, 64898 Lutz Road, Constantine
Jim & Suzanne Bellows, 17095 Centreville/Constantine Rd.
Mark Sharp, 31712 Brandt Rd, Colon
Ron Nusbaum, 1421 W. Rishel Rd., Sturgis
Stephen Weaver, 20831 Featherstone, Centreville
Paul, Rikki & Jennie Hooker, 64804 Lutz Road, Constantine
Jerry Burgess, 16922 Centreville/Constantine Rd., Constantine
Dan Schrock, 166245 Mintdale Road
Glen Borntreger, Centreville
Sterling Neff, 22981 Mintdale Road
Glenn Lovejoy, 16044 Dickson Road, White Pigeon
Rick Berger, 64956 Lutz Road
Lisa Schlabach, 26787 Wasepi Road

Chairman Shafer called the Public Hearing regarding the Lutz Road Roundabout to order at 5:00 pm. The Pledge of Allegiance was led by Chairman Shafer followed by welcoming guests and introducing the staff. He then turned the meeting over to John Lindsey.

John introduced Garrett Myland who gave a Power Point presentation on the Lutz Road Roundabout followed by a question and answer period.

Chris Ziehm, 16902 Centreville-Constantine Road, Constantine. Lives 3 house's southwest of intersection. I appreciate the fantastic presentation. Two concerns I have. One thing I like about the 4-way stop sign is it actually controls traffic. They start at zero go through the intersection so hopefully they aren't going that fast in front of our house with our kids and neighbors kids. My biggest concern it is going to speed up traffic going right in front of our houses with our kids and pets. That's my biggest concern with our kids. I appreciate you making it bigger than the one in Colon for our equipment. I work for potato farm there and it needs to be bigger. We have a lot of problems on that US12 one in Edwardsburg too. I appreciate you making it bigger. I'd like to consider in Colon my question is did you put a speed limit there in that area to slow it down.

Garrett Myland– it has an advisory speed of 15 mph. This one would have 15 mph as well. Essentially when you are looking at it you are getting a stop. Everybody is going 15 mph from here to here and stay a little slower through that curve section. I definitely appreciate the concern because you are right traffic will not stop but I think by the time that you get out of the islands I don't think it would be too much different than what it is now because you are going to be taking that 15 mph farther down the road and the islands holding you on the side.

Chris – would you consider doing a longer speed limit in the residential areas?

Garrett – it's something we could definitely look at. A lot of time it has to deal with the 85% speed and driveway counts but we will definitely take a look at it.

Tim Carls – 63044 Klinger Lake Road, Centreville. Why didn't you make an overlay of the Colon one so we could see the two put together?

Garrett Myland – mainly two different design files. We do a survey for a job and then do the design on that job. It is it's own separate file and I didn't copy over that information.

Tim Carls – You are saying 67' from the center to outside curve if I understood correct?

Garrett Myland – 67.6' from center, inside stone is not useable. The cross section shows useable feet from the back of this curve is 2.5', then 20' asphalt, then 2.5' more feet then 12 more feet so total usable feet in that area is 34.5, not the full 67.5'.

Tim Carls – That's what I was wondering, so if you have a long vehicle or something like that you may run into a real snag getting around it.

Garrett Myland – When we design it we use the largest semi in design guide.

Tim Carls– there's been windmill impellers go through that and how long are those, close to 100' aren't they.

John Lindsey - I think there have been but I think most of them have steering mechanisms at the back to. I know there has been long stuff go through the Colon one.

Sterling Neff 22981 Mintdale - I pulled a Michigan Train and it's 100' from bumper to bumper but that bends in the middle, it's not like the straight one. The straight one will tear the axles out of it when you go through it. Also, when you come around the curve, it's a bigger curve going this way but if you are going south it's a tighter curve. When you are coming down Centreville/Constantine you go around it and come out of it, it's a tighter curve.

Eugene Miller 17926 Centreville Constantine Road – My question is when you had the asphalt truck go around that circle was he loaded or empty?

Garrett Myland– fully loaded

Eugene Miller – don't they usually pick up axles when fully loaded to go around the corner. The ones I load at my farm with soy beans, when they turn around in my driveway they have 4 axles down and 5 up.

Garrett Myland– he was coming right into our paving job just north of it so my assumption is he was probably just getting ready to lay material down. When we installed roundabout we paved Farrand Road from roundabout down to highway then went north and that video was part of that feed.

Eugene Miller– that video didn't show him raising any axles and you can't turn a trailer like that without raising any axles.

John Lindsey – Sure you can, it can turn.

Eugene Miller– Last summer just because you didn't have the axles raised. So I think that video was bogus. Either he was empty or he wasn't fully loaded. I don't think he can go around the circle fully loaded like that

Don Preston – Engineering technician on all these projects in the past. A lot of times those trucks left their axles down going around there just because they had turning aprons to get around. There was not as much friction as skid going around that as 90 degree curve, probably a 5,000 ton project most of those trucks left them down because of the curve not a 90 degree turn. Whenever they come to a stop sign they pick them up but on that project I don't think hardly any of them did.

Eugene Miller – if you have 4 of them down and 5 of them up what happens if 2 of them are on that raised center section

Don Preston – most of them don't even touch the curve section because the paved section is so wide. It might have got on the truck aprons but not on the inside curve.

Eugene Miller– what were the lengths of them trailers?

Don Preston – full 8 axle flowboys hauling 52 tons of asphalt.

Eugene Miller – the ones I load are 50 and 53' long.

Don Preston – probably what they are.

Sheryl Miller 64791 Sevinson Road - I have a truck in the body shop right now because of my dad who was pulling the 7 axle trailer and only had roughly 30,000 lbs. compared to normal load of 90,000 lbs load in the box didn't pick the axles up just going around a curve in the road, so not even a 90 degree intersection just a curve and he jack-knifed it, so it does happen. Going around this curve down here in Centerville right before the light he's jack-knifed there before too and that was only 4 axles. So you cannot leave axles down and make a turn down...it doesn't work. MDOT gave me a drawing using WB67 Vehicle dimensions, (full size semi). Up on 131 where they are doing the Michigan left hand turn thing from southbound 131 onto Wilbur Road is a very similar angle as what some of these angles will be on this roundabout and their showing there is 46.4' needed for a semi to make that turn. So I'm questioning if there is going to be a large enough apron there for the trucks to make that?

Garrett Myland – yes, I appreciate that question. Going back to the drawing, this is 34.5' and at the easiest area when we are talking about this angle, there is even more space there for those tight angles

and then the truck apron out of there as well. When getting to the tighter angles we do have extra pavement in there along with that truck apron.

Cheryl Miller – So what would the total width of that area be then?

Garrett – I would have to go into design file and measure it but significantly wider than 34.5', more than 50, maybe 55'.

??How high is that dividing curb there in-between the islands there like going out of the roundabouts? Is that a high curb or low curb?

Garrett Myland – On coming traffic is called a b type curb, rolled and comes up a bit so it is mountable.

Don Preston – rolled curb is 4" on the angle, not straight up and down. I think it's 3.5 – 4.5 from center of the curb to the rolling curb.

Rod Chupp – so the incline curb 3.5" in a 2.5' space?

Don Preston – no you have a flat spot for gutter pan.

?? I guess I was looking at using combine duals, at 21' is pretty tight especially for potato equipment.

Don Preston – you will be able to get over of that stuff on rolled curbs, it's just the center curb that will cause everybody problems. Combines actually get on the curb so they have a guide, they mount that curb on the inside so they know they won't run over signs on the outside. It's made to drive on. The width of the inside of curb to outside of truck apron on Colon, it's 56' on Google Earth at very widest point of navigable area in the road on that one. These would be similar, but I think steeper and wider.

Rebecca Shank 305 S. Washington, Constantine. I use this intersection regularly to come to Centreville, Sturgis. My main concern is, never experiencing any backup at that intersection is for the quality of life for those households that are right there surrounding the intersection. And of course, in Constantine I'm aware of 24/7, 365 days a year of milk tankers coming and many come through that intersection to. I hate them, I used to live in Indianapolis area, I won't even drive down there, I have to have my kids take me. I would say quality of life for the residence in the area in addition to that.

Tim Carls – This is a \$450,000 deal and you said you were going to get a Grant for.

Garrett Myland – the cost is a little over \$500,000 with engineering but the Grant is for \$450,000.

Tim Carls– so you guys are coming up with the \$50,00 for this.

Garrett Myland– plus engineering costs.

Tim Carls – what are engineering costs?

Garrett Myland – we had \$60,000 but I believe that's high but depends on how much time I spend on it and our engineering tech and a couple other employees.

Tim Carls – so over the time period you did an estimation of 9 wrecks over 4 years.

Garrett Myland – I believe so

Tim Carls - So we are going to take \$450,000 in free money and put some of these peoples lives in jeopardy because it's going to make it a drag way. It's gonna be just like 131. Especially after dark.

Eric Shafer – of course the curves will slow people down.

Tim Carls – I question that, in that situation that road is even worse than what Colon's was. Colon's problem was drunks, so you've now accommodated the drunks. Is the speed on Colon Road gonna be anywhere what this is gonna be this when complete. There's no numbers for it I do know that. Right now Lutz Road is a very high speed road and they aren't going 55 mph so the thing is once this is in they know it's there and what they can do in certain peak times. I realize your crash statics but none of that is compensating for what is going to happen during certain times of the day when people are getting out of work.

Vince – that same scenario was brought up on Colon and all the feedback has taken care of all the problems and not been an issue.

Tim Carls – But ain't gonna be this wide as the road.

Don Preston – Example Lutz Road is going to be 30' just like Shimmel and Featherstone Roads.

Tim Carls– Don't slow down either. Increase the speed.

Rod Chupp – Would you rather have Shimmel Road the speed that we've got and have wide enough pavement that people can stay on it or would you rather the speed they drive on Lutz Road and keep it skinny?

Tim Carls – I can't say that you've had all that many wrecks with the percentage of cars going through it.

Ron Nusbaum – 1421 W. Sturgis, MI – a year ago in February driving north on Lutz Road and come to the stop sign looked like everybody does at stop sign, going north and started to pull out into the intersection...all I remember is when I stopped spinning I was pointing to the southwest. A F150 came through full speed never hit his break, I have pictures on my phone, he hit me in the left front corner panel, spun me around and had I been 6-7 ' further into the intersection I wouldn't be here talking to you now. The statics that this gentleman gave in the great presentation. The injury statistics kind of prove that less injuries, from at least what you are showing in the Colon example roundabout that what you are going to have with the correct stop signs. The problem is with a stop sign situation you can't guard against that person that's going to blow through the stop sign. They blow through the stop sign and anything can happen. This will save lives, in my opinion. I called Vince after my accident when Louie was on the road commission and said they need to look at this corner. Somebody's going to get killed. I had no other objective when I called Vince, I got really really lucky I have no injury. I'm not in farm business and totally respect all the issues that were brought up. I learned a lot about issues I didn't know about larger pieces of equipment, it's gotta be something that works for everybody. I guarantee it will save money.

Don Schrock – 16624 Mintdale, Constantine – during construction is there gonna be a need for a detour?

Garrett Myland – yes, there will be a detour, relatively short that we have to do but I believe that is the best thing that I've seen. It's more difficult for concrete pours and makes construction so much faster and they don't have to stop.

Don Schrock – Constantine Road is going to be used. We just jointly got that stretch from White Pigeon to Three Rivers and I just see some extra wear and damage. Is there going to be some money to make repairs if semis are going to be going up and down and tearing up the road.

Garrett Myland – When we did Constantine Road, Florence Township helped a lot with it. Without your help Constantine Road wouldn't have been done. When we redid that road we designed that road, we designed that road to be better than it was before. I don't foresee any additional wear necessarily on this road for this short amount of time but something we can definitely monitor at the progress of construction goes on.

Don Preston – both of those roads going from White Pigeon to Three Rivers I could see people going over to Constantine Road if they know construction is on Lutz Road.

Garrett Myland – It was 2 months from start to end for the last one.

Jerry Burgess 16922 Centreville-Constantine Road, live just south of there and appreciate the comments of quality of life, etc. Let's say this goes through, what does the statics show of bringing more traffic to the area now that it is a freer access down the road. It is a busy access/road, what does that look like for our safety of our children?

John Lindsey – I don't see any reason it would make it increase the traffic volume. We are just improving the intersection for the safety standard. It's not like adding a business or something that is going to change the volume of traffic.

Vince Mifsud – If I'm not mistaken when they finally got Constantine Road done it lightened the load on Lutz Road so really you were probably experiencing more traffic when Constantine was a cobblestone mess and now that's so much nicer. I never went down Constantine Road and now I do all the time just to experience it.

Mark Sharp 31712 Brant Road – to give people some insight to what our families have lived on that corner in Colon for 70+ years and we've owned 3 of the 4 corners involved with it and the last thing we wanted to deal with was a roundabout. The flip side is Colon Road will differ from this one because it's through road, major freight cut through from M-66 towards Coldwater. Rather than go on up and make the curves, take this cut off. The speed limit reduced from 55 to 45 right at that intersection and not one out of 50 vehicles is below the 55mph. It was a pain, we farm right where this is, we have houses there that got tangled up with the roundabout process. I can tell you that after taking semi's, combine, 22' wide around it, we farm all directions from that and it is by far way safer, way easier, and the flow of traffic is better. From the roundabout to Colon which is about ¾ of a miles you've got homes there and if you asked anyone in the houses around there they will say it's much safer, it's slowed things down. I have 3 little nieces that live on that intersection and they don't hear the rumbling of traffic, it slowed it down. Everyone is safer. There is nothing easier about it, it was incredibly inconvenient to have to go around every time. But to say the recorded accidents I would say are about 2 – 3 times less. I've seen the tracks in our driveway and dings off the trees, I would guess one out of 3 probably haven't been reported. When the straw is pulled, everyone would say it's the best thing to slow down traffic. And as for Tim if you are on you're a game you can get through it maybe at 25 mph cause I've tried it on a pick up.

John Lindsey – we worked with you and Dan and Matt that lives there and as you say, the Sharps own 3 of the 4 corners at the roundabout. Sandy Jackson wrote a letter about the roundabout but couldn't not be here tonight. There were about 80 people at that Public Hearing..it was an intense meeting. I would say leaving that meeting about 80%+ of the people didn't want the roundabout and now I'd say it's flipped that 80% like it and 20% don't.

Mark Sharp – It's a training period to go through. You have to be patient. As far as a semi goes it is way easier for us.

John Lindsey then read the following letter from Sandy Jackson, Colon Twp. Supervisor

I'm sure you all have questions and you all have doubts- that is understandable - as did I and many of our residents in Colon township. Our board met with John and Garret several times and reviewed several articles and facts on roundabouts. We then held a public hearing to inform the residents. It has been 3 years since our roundabout was installed. We had a very dangerous intersection that was known for many accidents. I am happy to say we have not had one accident since it was installed. I'm sure roundabouts intimidate some people. The most important thing you need to remember when entering the roundabout you YIELD ONCE then continue to your exit.

Roundabouts will:

1. Improve safety
2. Be a safer alternative to traffic signals and stop signs
3. You will have fewer and less severe accidents
4. Lower speeds
5. Lower vehicle pollution

Many people will be hesitant due to the fear of the unknown. If it saves one life it is worth it. I am very satisfied we as a township went through with this project.

Sandi Jackson, Colon Township Supervisor

Rod Borgert 32831 Borgert Road – anytime I go to Colon, Coldwater I always go through there taking M-86, I'm glad to hear Mark's comments because I kind of wondered what they thought of it. I've followed semi's through it, and I wouldn't be thrilled to take my equipment through it. Where are your sign placements on those corners?

Garrett Myland – Yield sign here, yield sign here and street name sign here.

Rod Chupp – If I'm headed west and come up on the west side of that into Colon, there's a sign between lanes. If I'm following a semi and he turns in, he hangs clear to the right and then when he turns to go straight out it puts him right into those signs and his rear wheels are cutting on the other side. If you go on around, as you turn around a long piece of equipment or trailer it cuts further and further to the inside. During the winter are you able to get that snow completely out of there or does the packed down snow reduce the area the larger trucks have to drive on.

Eric Shafer – I think also the thinking of the placement of signs is important too and we just learned this recently too.

Rod Chupp – When trucks have to shift over you don't have that much room.

Biggest frustrations for me with the roundabout is it is hard on equipment but to drive into it with a semi you have to drive the same speed to make it work. I use the one in downtown Marshall a lot. To make it work best I have to blast into that at the speed of the cars and I don't like that. If I hit somebody , somebody is gonna die. You can't fix stupid, I do not feel safe in them.

Rod Chupp – how to they plow snow in them?

Don Preston – starts in the middle and runs three or four circles around there. He comes in from 66 and runs circles and then down to 86 past grain bins then back and clears next lane and then back and

clear next lane and goes into cemetery and around back out towards 66. Main job is to clear every leg of that before he does rest of his plow route.

JR Stauffer 16966 Centreville-Constantine Rd. – I live on the NW corner back off the road a bit towards Constantine. Where is the drains for the water going to?

Garrett Myland – It is going to be a curve drop on the inside. It will be a 2% slope. It is something that we can look at.

JR Stauffer – we've got more water coming towards our house, and have 2 sump pumps running our basement now. We cannot use any more water. Another question is, if 80% didn't want it in Colon, then why are we wasting our time here tonight.

John Lindsey – I said 80% concerned about it, 20% interested and wanted it. By the time it got done and installed it switched to 80% wanting it. Tonight's it's information, discussion.

JR Stauffer – you said this was the 3rd worse corner in SJ county?

Garrett Myland – the 3rd worse we are in charge of.

JR Stauffer– did you fix the other two? You put roundabouts or something in them.

John Lindsey - I don't know what the other two are right now.

Garrett Myland – there is different answers for different intersections. One is a cross intersection where there is no acute angles. Double signs with those is the answers and rumble strips. Acute angles the biggest thing is you can't see around the corners. We look for different solutions based on road profile for the proper fit for it.

JR – the next intersection south, Featherstone Road, we've lived there for 46 years and they have a lot more wrecks than we thought we do.

?? - I'd like to see the numbers of accidents and fatal accidents they have at that intersection. By-pass around Constantine every crossroad has angles, now talk about stupid.

?? - they have a lot of wrecks around Riverside Drive, serious ones.

Jim Bellow – put rumbles strips there.

Paul Hooker 64804 Lutz Road - That happens to be my driveway right at the southern edge of roundabout. How am I supposed to be able to handle the speed of traffic at my driveway, left or right, especially from the right? I have to pull out of my driveway and hop over a half-assed curve and pull a left with traffic coming from the right. Doesn't make exiting my home any safer does it?

Garrett Myland – even if it was a stop controlled those vehicles from both directions.

Paul Hooker– not at that same speed.

John Lindsey – the farm drive on Colon Road, obviously that slowed down, but the drives on Farrand Road, have you noticed them being any different in speeds?

Eric Shafer - make sure you leave your name and address so we can look at your driveway and if possible to work something out with your driveway. I don't know if it is possible or not, I'm just saying if it is possible.

Glenn Lovejoy 16044 Dickinson – you mentioned at the beginning talked about safer, I thought what about fatalities, this intersection had no fatalities. I know of an intersection that has had multiple fatalities. Shouldn't it be important to do something to those such as Dickinson and Lutz or Dickinson and Constantine, to do something to help that. How do those families feel that have dealt with death. This gentleman here what if his family / wife had to deal with that.

John Lindsey – he was in the intersection we were talking about. What do we do if his accident would have turned out different? We constantly have other instances around the county. This one fit an HRR Grant profile, it fit a profile of a way we can fix this one. We can't just pick this money up and take it to a different intersection. Only certain things qualify.

Eric Shafer– it's federal money and we can't move it elsewhere.

Rod Chupp – so something we've started doing here and I'm kind of proud of...one of our real bad intersections was Shimmel and Featherstone. A lot of deaths there and accidents increasing. A lot of this traffic stuff has to do with GPS. The state puts a by-pass in and changes how GPS routes you different ways and not always the safest. Featherstone picked up a lot more traffic because it's a primary road. We noticed the fact that most of the people running that stop sign are not local people, but people from out of town. Dorothy Smith contacted us and was concerned about it so we installed the flashing LED lights there, pretty expensive but to put at every intersection would be pretty expensive. They have to flash at the right intervals so that they don't create problems with particular medical conditions and things because they can put people into seizures and things. And we've have started designing our own flashing stop signs, but we can't put at every four corners. So we really are trying and it makes it cost effective building our own.

John Lindsey - \$450,000 of Grant money and probably \$100K - \$110K of money that we will spend on it. I don't want people to think we aren't spending anything. When we are widening Lutz Road through this intersection we are going to come through there within 2-3 years, we would rather spend our share of that money into something like this to fix the problem long term over the next 2-3 years.

?? - Rumble strips would be the way to go.

Spencer Miller, 69785 Blue School Road – we farm that area right there. I'm excited about the roundabout but our biggest concern is water runoff. That needs to be addressed. There is a larger surface area run of coming. There are already is a pond in our field often times and we don't need more. So I don't know if there is anyway, you said you were going to just hold it off and drag it into our field. Can you tile it somewhere? Our neighbor to the east, run their sump pump.

Eric Shafer – give us your contact information and we will help you with that.

Jack Coleman – Since we already got approval for this Grant, if there was some reason we didn't do the roundabout and use the Grant money would that penalize us for future Grants?

John Lindsey – it will not improve our changes if we applied for a Grant, refused to use it, and then reapplied for a Grant.

Jack Coleman – so it could have a long-term effect if we didn't use it.

Dave Miars – Dry wells could be put in there for water problems.

Garrett Myland – we’ve talked to various landowners on the southwest corner. She’s not here today but unfortunately, we talked with you before hand and water was one of the issues previously brought up. The plan for Lutz Road is to get better over time. Maybe down the road do some additional ditching as we know ditching is an issue in the area. We need to work with the landowners on how to properly fix it. If you wanted to have a meeting afterwards to talk specifically about it, my door is always open.

Public Hearing adjourned at 6:29 pm and took at 10 minute break.

Board Meeting called to order at 6:40 pm by Chairman Shafer

Motion by Commissioner Mifsud seconded by Commissioner Miars to approve Agenda and Consent Agenda of March 1, 2023 Work Session. Motion carried

Citizens Comments:

Lisa Schlabach – 26787 Wasepi Road, lived there 23 years and the road is in constant decline. There is no drain at all. They have to drive up and over a huge hump to get into their yard. She has sent Rod Chupp a video showing half the road is flooded. She said about 10 – 15 years ago a guy built up the road with a nice crown in the center of it and now it’s just getting a deeper and deeper run and hard to live with it like that. She is embarrassed for company to come over.

Rebecca Shank – She has served on a lot of committees and attends Board Meetings and encourages citizens to become more involved with boards. The problem is too many individual units of government.

Tim Carls – How much pot money goes into the roads?

Garrett Myland– only 1% of the MTF is all we get.

Vince Mifsud – road commission doesn’t get the money, it goes to the county.

Tim Carls – so you guys aren’t going to get any of it.

John Lindsey – like Jack said it goes into the MTF formula of about \$80K, but we won’t see it broken out.

Garrett Myland – by the time it trickles through MDOT and everybody the amount will be minuscule.

CERTIFIED MOTION

Motion by Commissioner Mifsud seconded by Commissioner Miars to purchase through Sourcewell Contract #060920-PMC 4 (four) 2024 Peterbilt Model 367 tandem axle plow trucks for the unit price of \$182,247.53 (One hundred eighty-two thousand, two hundred forty-seven and 53/00 dollars) for a grand total of \$729,376.12 (Seven hundred-twenty nine thousand, three hundred seventy-six and 12/00 dollars).

Roll Call Vote: Ayes: Coleman, Chupp, Mifsud, Miars, Shafer
Absent: None Abstained: None

Nays: None
Motion carried.

I, Julie A. Mayuiers, Clerk of the Board of County Road Commission of the County of St. Joseph, State of Michigan, hereby certify that the above is a true and correct copy as recorded in the minutes of the meeting of March 15, 2023.

Julie A. Mayuiers

Julie A. Mayuiers
Clerk of the Board

CERTIFIED MOTION

Motion by Commissioner Miars seconded by Commissioner Coleman to accept the bids and award the 2023 Mainline Paving Projects to Lakeland Asphalt Corp. in the amount of \$1,160,901.70 (One Million One Hundred Sixty Thousand Nine Hundred One and 70/00 Dollars).

Roll Call Vote: Ayes: Mifsud, Chupp, Miars, Coleman, Shafer
Absent: None Abstained: None

Nays: None
Motion carried.

I, Julie A. Mayuiers, Clerk of the Board of County Road Commission of the County of St. Joseph, State of Michigan, hereby certify that the above is a true and correct copy as recorded in the minutes of the meeting of March 15, 2023.

Julie A. Mayuiers

Julie A. Mayuiers
Clerk of the Board

CERTIFIED MOTION

Motion by Commissioner Mifsud seconded by Commissioner Miars to accept the bids and award the 2023 Subdivision Paving Projects to Rieth-Riley in the amount of \$397,881.68 (Three Hundred Ninety Seven Thousand Eight Hundred Eighty One and 68/00 Dollars).

Roll Call Vote: Ayes: Coleman, Chupp, Miars, Mifsud, Shafer
Absent: None Abstained: None

Nays: None
Motion carried.

I, Julie A. Mayuiers, Clerk of the Board of County Road Commission of the County of St. Joseph, State of Michigan, hereby certify that the above is a true and correct copy as recorded in the minutes of the meeting of March 15, 2023.

Julie A. Mayuiers

Julie A. Mayuiers
Clerk of the Board

CERTIFIED MOTION

Motion by Commissioner Mifsud seconded by Commissioner Miars to accept and award to C2 Excavating, LLC the Gravel Processing Bid for 40,000 Tons of 22A gravel processed at Hagelgans Pit at \$2,000 for mobilization, \$3.25 for gravel and \$2.00 for sand.

Roll Call Vote taken Ayes: Coleman, Chupp, Miars, Mifsud, Shafer
Absent: None Abstained: None

Nays: None
Motion carried.

I, Julie A. Mayuiers, Clerk of the Board of County Road Commission of the County of St. Joseph, State of Michigan, hereby certify that the above is a true and correct copy as recorded in the minutes of the meeting of March 15, 2023.

Julie A. Mayuiers

Julie A. Mayuiers
Clerk of the Board

6:58 PM - Motion by Commissioner Coleman seconded by Commissioner Mifsud to go into Closed Session to discuss the Brighton Road Dock Legal Opinion and request John Lindsey, Garrett Myland and Julie Mayuiers remain for the Closed Session.

Roll Call Vote taken Ayes: Miars, Coleman, Chupp, Mifsud, Shafer
Absent: None Abstained: None

Nays: None
Motion carried

Came out of Closed Session at 8:22 PM

8:23 PM - Motion by Commissioner Mifsud seconded by Commissioner Miars to go into Closed Session to discuss the SEIU Union Contract Negotiations and request John Lindsey, Garrett Myland and Julie Mayuiers remain for the Closed Session.

Roll Call Vote taken Ayes: Miars, Coleman, Chupp, Mifsud, Shafer
Absent: None Abstained: None

Nays: None
Motion carried

Came out of Closed Session at 8:43 PM

MOTION

Motion by Commissioner Coleman seconded by Commissioner Miars to accept SEIU Contract effective April 1, 2023.

Roll Call Vote taken: Ayes: Chupp, Miars, Mifsud, Coleman, Shafer
Absent: None Abstained: None Motion carried.

Nays: None

I, Julie A. Mayuiers, Clerk of the Board of County Road Commissioners of the County of St. Joseph, State of Michigan, hereby certify that the above is a true and correct copy as recorded in the minutes of the meeting of March 15, 2023.

Julie A. Mayuiers

Julie A. Mayuiers
Clerk of the Board

Commissioners Comments:

Coleman & Mifsud – None

Miars – Congratulations to Chairman Shafer on a super job at the County Commission Meeting this week.

Chupp – Fantastic presentation by Garrett Myland on the Lutz Road Roundabout. The Brighton Road dock situation is a township problem not road commission.

Shafer – Thanks to Luis Rosado, Rusty Baker, Dennis Allen, Rick Shaffer, and Jared Hoffmaster for notifying the road commission about the Marijuana Regulation Funds.

Meeting adjourned at 9:01 PM

Eric B. Shafer, Chairman

Julie A. Mayuiers, Clerk of the Board

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