

Regular Meeting

October 16, 2024

Regular Session of the Board of County Road Commissioners for the County of St. Joseph, State of Michigan, was held at 5:00 p.m.

Board Chairman Shafer called the meeting to order and the pledge of allegiance to the American Flag was given.

Present: Chairman Eric Shafer, Commissioner Vince Mifsud, Commissioner David Miars, Commissioner Jack Coleman, and Clerk of the Board Julie Mayuiers

Absent: Vice Chairman Rodney Chupp (called in on Polycom at 6:15 pm)

Staff Members Present: Managing Director, John Lindsey

Visitors: Rusty Baker, St. Joseph County Comm Liaison, 55844 Highview Rd.
Debbie & Ron Desimone, 11881 Peninsula Lane, Constantine
Kevin Evans, 67883 Black Run Way, Constantine
Sabrina Wyant, 67608 Maple Road, Constantine
Mrs. Norma Hilton, 10001 Hassenger Road, Constantine
Lennie Dombach, 67925 Black Run Way, Constantine
Michelle Domach, 67925 Black Run Way, Constantine
Libby and Terry Owens, 13917 Riverside Dr., Constantine
Erin Arnett, 63191 Youngs Prairie Road, Constantine
Kevin Kane, 60583 Lennox Rd., Sturgis
Drew Houley
Wilda Haskins, 22839 Leland Rd., Mendon
Marian Mullo, 11170 Teasdale Lake St.
Ken & Roseann Avery, 12514 Quaker St., Constantine
Pam Weagly, 12860 N. River Rd., Constantine
Dixie Strawser, 19938 Wittenberg, Constantine
Ron & Dolores Kulp, 13042 N. River Rd., Constantine
Brad Weagley, 10998 Quaker St., Constantine
Terry Krull, 13770 North River Rd., Constantine
Todd Witke, PO Box 226 Constantine
William Arnold, 67125 Maple Rd., Constantine
Rebecca Shank, 385 S. Washington St., Constantine
Vickie Paananen, 12018 Quaker St., Constantine
Doug DeMeyer, 68771 Mann Road, Constantine
Pat & Tina Hochstetler, 67343 Maple Rd., Constantine
Mike Stiles, WBET Radio
Rebecca & Lawrence Dodd, 67707 Black Run Way, Constantine
Harold Haskins, 66219 Klett Road, Constantine

Motion by Commissioner Coleman seconded by Commissioner Miars to approve the Agenda of October 16 as amended removing Under New Business Congressman Walberg's representative Lee Belding attending the meeting and Minutes of October 2, 2024, Meeting. Motion carried.

Chairman Shafer opened the meeting up for Citizens Comments

Commissioner Coleman asked for a couple of minutes first to make a statement and Chairman Shafer granted that.

Commissioner Coleman – I'm very disappointed as this was a meeting set up six weeks ago to find out Lee Belding cancelled like this and the reason he cancelled is very disappointing. I returned the text; I was polite and I apologize on behalf of you that I was the one that reached out to all of you because I am the one that reached out to all of you to make this possible. Mr. Chairman this is an important issue to all of us. We want you to express your concerns about N. River Road and we as a road commission are doing the best we can to get this fixed. I personally apologize to all of you for him not being here.

??? – Jack can you tell us what your goal was having him here and what we were to maybe have heard from him.

Jack Coleman – yes, Congressman and Senators in the budget process on Federal level are allocated money they are allowed to spend on their District. Out of that pool of money we were hoping to convince the Congressman that this is a project that needs to be done and is worthwhile and hopefully he would see that it is an important issue and hopefully part of that pool of money would be allocated to fix N. River Road. I will leave the experts to the actual price amount, but we are talking millions and millions of dollars for this project.

Dolores Kulp – What is the proposed project? I live on the road but don't exactly know so I'd really appreciate the information.

John Lindsey – The situation on N. River Road in a nutshell is MDOT built the by-pass around Constantine with Federal dollars. It created the situation where obviously it is a short cut down N. River Road to 131 now. Google sends you down N. River Road. We don't have the solution; we have been trying with Congressman to come to a solution. We predict this job to cost somewhere between \$5-7M to widen the road and maybe take out some of the curves or straighten the road to make it safe for the traffic the road is now getting. Garrett, could you please provide the traffic counts on the road.

Garrett Myland – In 2011 before the by-pass was built the traffic count was 1,297 in 2016 it increased to 1,891, and the last count in 2022 we are at 3,074. So we've over doubled the traffic volume on N. River Road just because the bypass went through. These numbers are by a single day.

John Lindsey – so we recognize the problem, we at the road commission have received calls from many of you saying we need to fix this. The fix is we build roads to suit the traffic that is on them. So, when that road was only getting 1,200 cars a day it was a good road for what it was getting. But once traffic started increasing on these roads, we are doing Lutz Road project right now where we are trying to widen Lutz for the 30' top on it and get it widened for the 4,000 cars a day it receives now. These are big projects from half a million to a million per mile to get them widened and built for the traffic they receive. We've been asked by many of you to alter that traffic, put signs up no through trucks, I can't do that. That road is built for the public to use. All we can do as road commission is to try to build it safe and heavy duty enough to handle the traffic it receives.

Eric Shafer – another thing we try to do is we tried to get Google to change the map. That's an act of frustration.

Dolores Kulp – what is the timeline and is that really going to make it safer when us living on the road and witnessing the head-on collisions and near misses because everybody is impatient with this short cut. People will not abide with no-passing zones. Nobody respects the rules of the road.

John Lindsey – we are not the enforcement agency, I cannot change the way people drive, the speed people drive, passing in a no-passing those are all violations of the law. The intersection of N. River Road and 131 is not ours. You can discuss it tonight but that is MDOT's. We have talked with them, and we know there is an issue there but that is not something that we will be trying to resolve for the volume of traffic.

Rusty Baker – I think if that's what the real problem here is that we are discussing the distracted driving, careless driving and speeding driving we are all sitting in the wrong meeting. We need to be down to the Sheriff's office saying hey why can't we post a car down here. The only thing these guys can do is build your road and keep it safe. But if these are the things you really need done you really need to have a cop sitting out there and writing tickets.

Eric Shafer – Probably both, we need the law enforcement paying attention. By the way for those of you don't know Rusty is one of the County Commissioners and one of the Liaisons between the road commission and county commission.

Ron Desimone – what does it take to get a no through truck sign. We do see that on other roads. S. River Road off US12 has no through trucks.

John Lindsey – that would be a township ordinance, and townships pay for those signs.

Garrett Myland – there is different levels of roads...local and primary roads. N. River is a primary road that has received Federal funding in the past. Roads that have received Federal funding to my knowledge cannot have their traffic restricted because Federal dollars have already been spent on those roads. Local roads do not receive Federal funding, and townships can enact ordinances on local roads with N. River being a primary road, it puts us in the situation where we can't restrict the traffic.

Pam Weagley – From the number of traffic I counted myself in 15 minutes, on 10/23 I counted 100 cars in fifteen minutes and the next hours I counted 100 cars and next hour I counted 105 cars. We used to be bicycle groups on Saturday mornings and there never on there. I really don't think that just straightening the road is the solution because that will take some of our property and already some of my yard is pretty short. I live close to a curve and somewhere someone put up a 35-mph curve sign right in front of my yard and I'd like that taken down because no one every goes 35-mph. I really think even though that intersection is going to be more MDOT, has the road commission considered making another lane there coming up to it. We are waiting, there are like 23 cars waiting to cross that road. I know a lot of people will go down Klett Road. For me to go down Klett Road I must go out of my way. If we would even have a right turn lane so that if you want to go straight, we should be able to do something and widen the road as we come up to MDOT road.

Garrett Myland – any intersection that intersects an MDOT controlled road, they are responsible for the maintenance of that intersection. So even when it comes down to the stop signs, stop ahead signs, rumble strips, everything going to that intersection is under the jurisdiction of MDOT. So adding another lane or something along that would be up to MDOT to do. We cannot change MDOT intersections.

?? – Can we apply or talk to MDOT that we have an issue of now 3,000 cars.

Garrett Myland – I have talked with MDOT, I've called them and discussed that there is a drastic increase in crashes. It's nothing that we've hidden from them as soon as the increase in traffic and crashes was noticed, what was happening was absolutely a discussion with MDOT. I'm not exactly sure what they did with that information, but we told them we would provide any information that they want from us to try and get that resolved.

Kevin Evans – can we lower the speed limit to 45 mph? It might not be as dangerous.

Garrett Myland – Our hands are tied on a lot of things as a road commission. Speed limits have to be essentially set by the State Police. When it comes to speed limits, there are 2 ways to set them. It is done by the number of driveways per mile which can decrease the speed on the road because it's the amount of access points on the road. The other way is the 85 percentile which is done with a traffic study. I don't see either of these hitting those numbers. With that being said, it's discussions that we can have with the State Police but those are essentially the two rules that need to be followed when setting traffic speeds outside of municipalities.

John Lindsey – No, the road commission can't just go change the speed limit saying we want to lower it because we have a complaint from the people on N. River Road and we think it would help. This was resolved because decades ago people would have their special areas where people put up special signs 35 mph and made places for police to give tickets and that's all been taken away from us. That's why it goes to the State Police so people can't just put their preferences in and lower speed limit.

Todd Witek – I negotiated with Jason Blakeman, Project Engineer over at J&H. Why don't we set up a committee to negotiate with MDOT. I'm looking for solutions not throwing darts.

?? – Does the road commission maintain the shoulder of N. River Road? Do you receive federal money for that? Because you maintain that shoulder multiple times per year because of the traffic on that road. If you limit the traffic, you could save money maintaining the road.

John Lindsey – it is a primary road, and we do have to do the edge drops and that's the reason we tell you the road has to be widen. If we can widen it, it will stop some of those people falling off the road. We received MTF funds and money to maintain roads.

?? Now the Amish are traveling on that road.

John Lindsey - We do work to try and make the roads safe. That's why Shimmel is built to the standard it is, why Silver Street is built to that standard and Lutz now and N. River is fastly approaching those numbers to need to be at that 3R guidelines.

Garrett Myland – it meets the requirements to be designed with the 30' top. We don't have the \$7M to do it with. We've been in discussion with Congressman Walberg about finding a way to fund this project. If it's just left to us like Lutz Road, that project we started 5-7 years ago and we predicted it would be done in 2027 or 2028. We were hoping 2026 but some of the funding fell out and it's just one of those things that N. River Road you can take it on piece by piece by the only funding you can get is \$750,000 at a time, so if we were going for funding on it you are talking 6-7 year long construction cycle and I don't think anyone wants that, to be in there every single year trying to do a project when we could hopefully get it done in one shot.

John Lindsey – That's the point I was trying to make that when we are done with Lutz in 2026 or 2027 if we use our normal mechanisms, we'd be looking to start N. River Road in 2027 or 2028 we'd be done with it in 2035. That would be our way if we can't find some other funding mechanism.

Townships take care of local roads as he was saying about the signage for trucks. Townships have a relationship on local roads, but this is a primary. I'm not saying they couldn't if one of them has an extra \$7M.

I'm not saying there's any law against them doing it but I'm not aware of any township that has that kind of money that we are needing to fund this project.

Sabrina Wyant – as you spoke earlier, we have a lot more Amish coming down Maple and N. River. There is only 2 signs that I'm aware of on one curve. We need them in 2 or 3 more places. You picked the last curve that makes an 80 degree curve going into Mottville, but not the 90 degree S curve or the 60 degree curve at Klutts. We need more of those around also. There's just right there on that last curve and if you miss it, you miss it.

John Lindsey- so there's a situation as you say, we sign all roads with whatever the MUTCD guidelines makes us do, that's what the road commission does. When we get asked about Amish, deaf children, deer crossing signs, we go back to the township and ask if they want to pay for them. We've went back to Erin before and asked if they want to pay for them. If you have needs for them, I'd suggest you go back to the township and ask if they'd pay for them.

Terry Krull – how many people are here because of N. River Road. Thank you all for being here. I want you all to know too that I've had multiple conversations with MDOT over the years since starting back in 2010 when they took our property for the bypass. I was told in my last one with Michael Perkins, he's the Field Manager in Marshall that the intersection is adequate at 131 and N. River Road for traffic because if a semi driver turns properly, he can easily make that. There is no way in the world he can make that because that intersection does not have a right or left turn access at all, let alone a left turn lane, but that's what MDOT told me....it is adequate if a semi driver knows what he is doing.

We appreciate that you are at least looking into this, but I would like as I think many of you, the edges to be fixed every other week because there are so many areas on that road that there is not hardly half mile on entire road that if you meet somebody you have to darn near be in the dirt on the right side everywhere. It doesn't matter where you are on that road you are going to hit the edge. So therefore, I have fortunately sent to you my flat tire that I bottomed out because I was forced off the edge of the road before I got to my driveway and I'm a quarter mile down and so those happen all the time and particularly bad right where you go back into your subdivision coming from the west. I'm talking drop offs and it's constant at about the time you fix it two weeks later that's gone. They came out and fixed the hole I sent Mr. Lindsey and fixed it and filled it in, within 2 weeks and 2 rains that hole was right back there. There's got to be a way to make those better and last a little bit longer than what we are getting now. I think most of you will agree that those so-called potholes are drop holes and fortunately in our occupation we have no room, my husband was going down the road in his tractor and you are taking both lanes and not much you can do and it's not from the semi's and all the other people that come down it. Thank you, we appreciate it and thank you Jack for trying to get someone here and hopefully you can impart into them even more so and at least you are looking at it. I just keep that fact that it might be 8-15 years not in my lifetime that we might get something done.

Dave Miars – on Nov. 9th at American Legion, Saturday morning we are having a veteran's breakfast from 8 – 10 and Tim Walberg is going to be busing tables. Jonathon Lindsey and so is Steve Carra so you guys are going to have a captured audience. Veterans and spouses are free so come out.

Tina – I appreciate the fact that you guys are trying to maintain the edges of the roads but like Terry was saying. Is there any other media that can be used. I know we are up to 4 windshields full with multiple chips from loose gravel on the edge of road.

John Lindsey – I don't know if you could Google to tell them to stay on the hard surface of the road. The edge drops are terrible there, but we have them all over the county. We have 1000 other miles of edge drops to maintain also. They happen more there but that is the exact reason it needs a new top. That is the reason that will pretty much stop that.

?? – Can you ever get that MDOT guy to come to a meeting like this for the right and left turn lane thing. Our hands are tied by ACT51.

John Lindsey – all we can do is discuss with MDOT the lane.

Vince Mifsud – Has it ever been asked for a rep to show up and just sit here in a crowd?

John Lindsey – MDOT's only situation is the intersection at 131.

Vince Mifsud - We've got two situations that I've heard about so far and that isn't going to fix any of the stuff I've heard hear so far. They have two things going here. That isn't going to fix the 5.5 miles in between

?? – ACT 51 is under ADA, correct? Or is ADA under ACT51?

Eric Shafer – ACT 51 is Michigan Transportation Fund

??- we dealt with removing sidewalks and curbs for the by-pass went through Constantine.

Garrett – so whenever Federal funds are used that are not in compliance with ADA they are required to be updated. That is the association between ACT 51 and ADA. It is that we have to maintain ADA if it's there.

Pat Hochstelter – the Mill Creek bridge got federal funding to fix that? Did you receive a federal grant for that?

Garrett – that was a one-time fund thing, and I don't honestly remember that funding source I believe that was in 2015 or 2016, but there have been other federal funds used on chip seal, Black Run bridge.

Pat – I was just curious about Federal funds. Do you have a count before and after that bridge was fixed. IN my opinion that's where that once that bridge was fixed it allowed bigger trucks to use that road and that's how Google sent that short cut. It's still a shortcut, it just became aware of those bridges that allowed large trucks to go down that road.

John Lindsey – I know what you are saying but I think the old bridge was still wide enough to get trucks through, it was a weight restriction before and that might have affected them going down.

Pat – I'm wondering if you had a count before and that? You said you had one for the bypass.

John Lindsey – we do the traffic count every 6 or 7 years. They are not necessarily timed with anything,

Garrett – I don't have the commercial vehicle count but in 1981 there were 1,165, in 1988 1,243, in 2001 1,377, 2025 1,576, and 2011 1,297. So throughout that time of 30 years it was relatively steady but it's just been a huge increase after 2016.

Pat – that answers my question. My main thing is I'm concerned with safety. What defines safety for that road. Once you define that maybe we can come up with a solution or ideas.

John Lindsey – Garrett has to follow the 3R guidelines. Once your traffic reaches a certain level there are guidelines to use to improve the road. It will not stop all accidents.

Garrett Myland – That’s what it is, there are guidelines and all dependant on the traffic volume the road receives. This road has changed its classification based on the volume it got. It needs to be designed properly. All designs are ASHTO Green Book for everything.

Harold Haskins – I spoke to Mr. Perkins of MDOT with Terry Krull at the facility there repeatedly. He has reached out to us, they did a study and along with the signage out there now. In 2025 they are going to implicate some type of radar stop ahead sign on 131 that is going to be in place next year whenever they can start next year weather permitting. It’s going to be sometime of caution blinker sign coming north or south on 131 that will alert you of cross traffic at N. River Road. He did tell us there will not be any lane widening or lane changing or anything like that at this time because they feel with what they’ve done so far and doing next year, with their studies will resolve a lot of their issues. I think what Vince said would be a great thing to have Mr. Perkins come here and be able to hear all of our concerns as just local people, because as I try to convey, I drive truck and then my family lives there and I’m concerned about everybody’s safety with N. River and the intersection and I think Mr. Perkins seems convinced that their study and what they intended to do was magically going to fix everything, but I think Mr. Perkins needs to come to a meeting and hear the locals express our concerns as I’m doing now and all the rest of you are and then just humor the situation. I think on a busy Friday afternoon it would be extremely beneficial if Mr. Perkins was to sit there in his car and watch for 3-4 hours of chaos and pandemonium that goes on out there from say 130 – 430 when schools out, trailer factory out, truck drivers coming from Lansing and Grand Rapids going to South Bend and it’s just the way Google shoots them so then you’ve got a foreigner (politically correct) who’s just got his license from India, he’s coming from Grand Rapids and wants to go southbound on Nr. River and somebody else mentioned there are 25 cars at that stop sign. Foreigner Fran is trying to turn the corner and trying not to drag his 512’ trailer through whoever’s that field is there, it’s an all-inclusive and everybody’s involved fiasco. You’ve got Mr. Perkins from MDOT, local law enforcement, all us locals. I have children, my oldest is going to be driving next year and I don’t want her out there at that side show, it’s a three-ring circus. I had a list of 900 things to talk about and everybody has clarified everything already. The best way to clarify the situation is the three-ring circus that goes on out there every day. That’s my 10 cents, thank you.

John Lindsey – we are aware and again I still go back to what I said, we will have discussions with MDOT but we’ve made them aware and we’ve talked to them. We feel there is an issue there, but can I make them do anything there?

Harold – after speaking with him and he was totally excited about what’s to come next year and I think the signs that whoever put up there right now, those huge reflective signs, I personally think they’ve knocked down the bad influenced people or under influenced individuals that just go through it like they never even saw a stop sign. So, I think a lot of that stuff has been mildly resolved with the beautiful new signage out there. So, it might be a combined effect of a few things over the year to get where we want things but we can all be patient. It’s just like I said, it’s a zoo out there. I just think it would be cool if Mr. Perkins sat out there and said what I’m doing would be great but not going to fix this side show. I talked to him on the phone he was just “yeah, this is going to be the most awesomeness answer on the planet Mr. Haskins” and I was just like “dude you don’t have a clue”.

Twp. Supervisor Erin Arnett – I wanted to make a couple of things clear. Every time I come to the road commission meeting I do talk about this and I’ve talked to about everybody I could and I get the same answers. So today when this person was supposed to be here, I was coming here to try and convince him to give us the \$7M to do the project right? That’s what this meeting was about so we could hear everybody. So, if you got that money when would that have been?

John Lindsey – I don’t believe Mr. Walberg’s man Lee knew that any of you would be here. Lee was coming here to talk to us about all the funding options they have and not particularly to N. River Road. I

have talked to Lee and Jack has talked to Lee that we have this project N. River Road. I don't believe that Lee was coming here to talk about N. River Road, do you think any different Jack?

Jack Coleman – yes, the conversation I had with Lee was specifically with the funding of N. River Road.

Eric Shafer – So having said that, you were asking if we get the money

Erin Arnett – yes, if the money when would the money be here? Would it be within a year and a project that you guys could do.

Garrett Myland – by the time you get surveyed, everything designed, environmental clearances that is a year long process by itself. So if the money was in hand you are still 2-3 years out but it's got a ton of stuff and normally the clearances on the environmental and state historical side that's a 6-9 month process.

John Lindsey – we make it sound easy to widen the road 3' but all of that has to be inspected for Indian artifacts, SHPO stuff.

Erin Arnett – that was my first question, and my second question is you already told us 10 – 15 years if you guys took it on a little at a time it would take you 15 years because you have to go through these same things?

Garrett Myland – the biggest part is there are two funding sources on the safety side which we use consistently for lots of small projects. The most that you can get from both of those two funding sources is \$750,000 the most that you can get on a project. You can get as a whole county \$1.5M per year but there has to be some sort of separation so they won't approve \$1.5M on one section so the one is \$750,000 and it would just take a long time to get through.

?? – is that your STP money?

Garrett – no it is Federal money set aside, not STP.

?? – STP comes from the county?

John Lindsey – STP is part of our MDOT money. What you are saying there is you would take individual sections of that road, and we would apply for these Grants and you could get that section with these Grants because of a safety situation. Eventually we'd come to a long section of road that wouldn't qualify for any money that Garrett could get then we might use STP money. That's our cash in the pocket money right from the road commission. We can supplement with some of that, fair enough?

Erin Arnett – So I just wanted to make that clear with the two things.

John Lindsey – the process through us again once we are done with Lutz Road we have sections of Lutz road that we've gotten safety money for. We still have one or two miles that we may have to use other money for. We do not know how this one would lay out and we think it would be ill advised to start the process down Lutz Road and not finish it, not that we don't hear you and hear the N. River Road thing, but Lutz Road is already at 4,000 vehicles per day. Our total MTF budget is \$9M for the whole county so it would be a long daunting task. That is why we are trying every avenue to try and find a solution.

??- is Quarterline a primary road?

Garrett – no, local road

?? – but MDOT chose to make a left-hand turn lane on the by-pass to go to Quarterline but not to N. River Road.

Ron Kulp – Sounds to me like this is going to take 3-5 years at best so I think we may not forget about the Sheriff Dept. because that would be the quickest way to slow things down. We've got to put the law into effect because Thursday and Friday is pot day in Indiana but it's like there is no law being enforced there. Burglaries are on the rise in Constantine also and everything is going to heck.

Ken Avery – I don't have a solution, but I will say that commercial industry a little common sense and logic. Most of the commercial traffic either works by the mile or by the hour. Just apply a little common sense I think would be better for them.

?? – By the way N. River Road does not get plowed and is a sheet of ice every year. I don't know who to reach out to so it gets plowed every year but sure would be appreciated. It's just a sheet of ice.

Rebecca Dombach – what does it take to get that road striped because I've had people passing me, I know going 70 mph on places they shouldn't be but if you look down there is no way they could see any stripes, particularly down towards Mottville.

Garrett Myland – we paint our road once every 3 years. I believe it is up for chip seal and re-stripe next year.

?? – I think our next meeting should be with Mr. Chad Spence who will be taking over shortly.

Eric Shafer – Thank you all for coming and very sorry that Mr. Belding didn't show up. He did say "would it be okay if he came 2 weeks from now"? That would be a morning meeting and not be able to get this kind of participation.

Motion by Commissioner Miars seconded by Commissioner Mifsud to approve the September payroll in the amount of \$207,397.07.

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

Motion by Commissioner Mifsud seconded by Commissioner Miars to approve the September A/P in the amount of \$144,993.38.

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

3rd Qtr. Safety Drawing winners: Tyler Teadt, Paul Swanwick, Kemp Kotschevar, Wyatt Heal

CERTIFIED RESOLUTION

Motion by Commissioner Mifsud seconded by Commissioner Coleman to approve the PPO12, and HSA Plan with the 80/20 method of Public Act 152 option for SEIU and Management employees for the January 1, 2025, renewal.

Roll Call Vote taken: Miars, Mifsud, Coleman, Shafer
Absent: Chupp 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 October 16, 2024.

Julie A. Mayuiers

Julie A. Mayuiers
Clerk of the Board

Citizens Comments:

Rebecca Shank – She moved back here in 1998 and has since attended various Village, township and county meetings. MDOT doesn't listen to what they've done to the people of Constantine with the bypass and it's time to start paying attention to these people.

Kevin Kane – Thank you to Commissioner Coleman for telling him about the meeting tonight. It was nice to hear the concerns and interesting to open his eyes to open issues happening on that side of the county.

Drew Houley – He worked with Commissioner Coleman previously in Washington DC.

At 6:18 pm a motion was made by Commissioner Mifsud seconded by Commissioner Miars to go into Closed Session to consider the purchase or lease of real property. Motion carried.
Chairman Shafer asked Garrett Myland, Assistant Manager to stay for the Closed Session and Garrett responded he would like to stay.

At 6:50 pm the Board came out of Closed Session and resumed the rest of their meeting.

CERTIFIED RESOLUTION

Motion by Commissioner Mifsud seconded by Commissioner Miars authorizing Chairman Eric Shafer to sign the Escrow Agreement in the amount of \$2,931.00 (Two Thousand Nine Hundred Thirty-One and 00/dollars) for the Lutz Road Condemnation Project to obtain a permanent easement over a certain parcel of land owned by Conrad Miller and situated in St. Joseph County, Michigan, Tax Parcel ID: 006-017-027-10, and legally described as follows:

PT OF S 1174.47 FT OF SW 1/4 SW 1/4 SEC 17 T7S R11W LYG SLY OF CENT-CONST RD. EXC S 165 FT. 31.17 A+/-.

Roll Call Vote Ayes: Coleman, Miars, Mifsud, Shafer
Absent: Chupp 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 October 16, 2024.

Julie A. Mayuiers

Julie A. Mayuiers
Clerk of the Board

Commissioner's Comments:

Miars – Appreciates what Jack did today. It was good to get the group together and do good things.

Coleman – Thank you to Garrett for having the information ready to address the people attending the meetings questions. He was disappointed that Mr. Belding could not attend the meeting. He thought it was a great opportunity for the people to address him on N. River Road situation. He feels that a fund raiser took precedence over this meeting. One concern is this makes us feel disdain on how we feel about elected officials. He appreciates Kevin Kane and Mike Stiles from WBET for the good radio coverage.

Mifsud – Two times over the last couple of months he and Jack have talked about the N. River Road issue. Now we have their ears so let's try this again.

Shafer – Thank you to Jack for getting the folks here tonight. Having all these folks here is really important. During the recess earlier tonight, he asked Garrett with a crowd like this we have more opportunities. Garrett said there will be 2 more public comment pieces to come up for SS4A Grants. There will be 2 in-person dates, one in Three Rivers and one in Sturgis and we need to bring these people to these meetings. He reminded everyone to work on Managing Director John Lindsey's annual evaluation and have it in his hand before the next Board meeting on November 20th.

Meeting adjourned at 7:10 p.m.

Eric Shafer, Chairman

Julie A. Mayuiers, Clerk of the Board
