

Please take notice that a meeting of the Board of County Road Commissioners of the County of Kalamazoo (Board) will take place by electronic means by Joining Zoom Video Conferencing and in-person as provided under Act 267 of the Public Acts of 1976 as amended, or commonly referred to as the Open Meetings Act (OMA). This is subject to change based on further guidance.

The public is welcome to continue to participate electronically, including by telephonic conferencing or video conferencing, in a manner in which both the general public and the members of the public body may participate by electronic means. To assist we ask those participating to please follow the following best practices:



1. Turn off cellular/mobile devices and minimize distractions.
2. Only RCKC hosts/co-hosts will have the ability to mute and always unmute, in order to more efficiently conduct the meeting and avoid background noise.
3. As you participate in the meeting, your microphone will be placed on "mute". Please see Public Comment Guidelines below for additional information.
4. Public comments in-person should be provided at the podium in order to ensure proper audio.

Public Comment Guidelines

During "Public Comment" participants will have the opportunity to address the Board at the beginning of the meeting and at the end of the meeting for *non-agenda items*. The members of the public in attendance at the Board meeting shall be given the opportunity to address the Board on any *agenda item* only after being recognized by the Chair or acting Chair after a motion has been made and duly seconded, and prior to Board discussion on the item. All comments, statements or questions will be directed to the Board. Once the Board begins its discussion on the motion there will be no further public comment unless specifically requested by the Board.

Public comments, statements, or questions shall be **limited to not more than three (3) minutes** for each person addressing the Board. Minutes will not be allowed to be donated to others to increase time limitations. While all comments, statements and questions will be received by the Board it will be at the discretion of the Board or Board Members to respond at that time or to refer to staff for response at a later time or to the Road Commission's files. The Board appreciates receiving any written documents, photos, drawings, etc. as part of the citizen(s) presentation during the opportunity for public comment. These may also be sent by email info@kalamazoocountyroads.com or regular mail in advance or in lieu of an in-person presentation and will be shared with all Board Members and included in the official record.

To provide public comment by Zoom.

- a. **Raise Hand:** Use the "Raise Hand" feature  in Zoom
- b. **Raise Hand:** Use *9 for telephone audio
- c. **Mute:** Use the "Mute/Unmute" feature in participants 
- d. **Mute:** Use *6 to toggle mute/unmute for telephone audio
- e. The "chat" feature shall only be used to address any technical issues for public participation. A RCKC Moderator will be available to assist with platform usage questions.

The RCKC platform are intended to promote a friendly, and informative experience for participants. Therefore, content and comments containing any of the following are not allowed and participants will be immediately BLOCKED.

- Profane language or content.
- Personal attack on individuals or specific groups or organization.
- Content that promotes, fosters or perpetuates discrimination on the basis of race, creed, color, age, religion, gender, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation, or any other form of discrimination, in the sole discretion of the Road Commission.
- Sexual content or links to sexual content.
- Conduct or encouragement of illegal, harmful, or offensive activity.
- Content that violates a legal ownership interest of any other party.
- Content determined to be inappropriate, in poor taste, or otherwise contrary to the purposes of this forum, in the sole discretion of the Board.



**BOARD OF COUNTY ROAD COMMISSIONERS OF THE COUNTY OF KALAMAZOO
MEETING AGENDA
APRIL 8, 2025 – 3:00 P.M.**

Please take notice that a meeting of the Board of County Road Commissioners of the County of Kalamazoo (Board) will take place in person for the above stated date and time at the Office Building of the Road Commission located at 4400 S 26th Street, Kalamazoo, Michigan. Members of the public body may participate by in-person or electronic means. Members of the public body may participate by electronic means by Joining Zoom Video Conferencing Board Meeting by internet at <https://zoom.us/j/94008458512> Meeting ID: 940 0845 8512 or by telephone at +1-646-558-8656 Meeting ID: 940 0845 8512 for the purpose of considering the following items:

Call to Order

Public Comment Guidelines

Pledge of Allegiance

The goal of the Board of County Road Commissioners of the County of Kalamazoo is using our expertise, energy, and funds to provide the safest and most convenient road system possible, and to contribute to economic development and high quality of life throughout the county. Our goal is to maintain a county road system that is safe and convenient for public travel and to manage the roadside environment, with a view toward preservation.

Approval of Agenda

Approval of Minutes

**March 25, 2025 Board Meeting
March 25-27, 2025 County Road Association (CRA) Annual Highway Conference**

Approval of Payroll and Vendor Accounts

Public Comment on Non-agenda Items

New Business:

- A. Request Approval of the Safety Project Resolutions**

Public Comment on Non-agenda Items

Managing Director’s Time

Commissioner’s Time and Committee Reports:

- Davis –
- Thompson – Kalamazoo County Board of Public Works (BPW)
- Dickason –
- Stehouwer – Kalamazoo County Parks and Recreation Commission
- Pawloski – Kalamazoo County Environmental Health Advisory Council (EHAC)

Adjourn

Meetings of the Board of County Road Commissioners of the County of Kalamazoo are held in accordance with the Open Meetings Act (Act 67 of 1976, as amended) and are also open to the public without regard to race, color, national origin, sex, or handicap. If special aid or assistance is required to attend a Board meeting, please submit a request at minimum of 72 (seventy-two) hours in advance of the meeting by mail, telephone, or email to: Road Commission of Kalamazoo County 4400 S 26th Street Kalamazoo, MI 49048 Telephone: (269) 381-3171 or Email: info@kalamazoocountyroads.com Website: www.kalamazoocountyroads.com.





To: Board of County Road Commissioners of the County of Kalamazoo

From: Travis D. Bartholomew, Managing Director

CC: RCKC Team

Date: April 8, 2025

Re: Board Weekly Report

New Business:

A. Request Approval of the Safety Program Project Resolutions

Currently, the Michigan Department of Transportation (MDOT) is soliciting project applications for the fiscal year (FY) 2027 Highway Safety Improvement Program (HSIP) and High-Risk Rural Road (HRRR) programs. The MDOT FY 2027 budget for this program is estimated to be \$13,098,000 for HSIP and \$6,000,000 for HRRR in federal funds. MDOT reviews applications and proposed projects based upon crash history, the number of serious and fatal crashes, and the time of return on investment of the project. Annually, RCKC reviews crashes on our network to identify safety improvements and to find proposed projects for these funds.

RCKC applied for FY 2026 funding last year but was unsuccessful. After dialogue with MDOT staff, we believe that these projects stand a good chance of being awarded funding in FY 2027. Last year, RCKC applications were penalized during scoring due to delays from our awarded FY 2023 HSIP project for the intersection of TU Avenue at 23rd Street. That project was delayed due to property acquisition issues which led to condemnation followed by further issues related to environmental and historical clearances. RCKC successfully applied for these funds in the past. The HSIP program funds are specifically targeted to reduce accident injury levels on urban roadways. Federal funds are capped at \$750,000 per project and can be funded at a minimum match of 90 percent federal funds to 10 percent local matching funds split. Selection is competitive and our applications will be competing with others from across the state. The projects we are recommending based on program criteria and research are:

Ravine Road from Drake Road to Squires Drive, Kalamazoo Township

The proposed project for Ravine Road would feature the construction of a roundabout at the intersection with Drake Road and repaving Ravine Road from Drake Road to Squires Drive. Centerline and shoulder rumble strips and tree removal from the clear zone (complete right-of-way (ROW)) would be part of this project to align with improvements being applied for in our SS4A project which will occur on both sides of this proposed project. A roundabout at this location would be beneficial for reducing angle type crashes and the rumble strips will assist with lane departure crashes along Ravine Road. According to the RCKC Transportation Safety Action Plan, this intersection is listed in the top 50 due to the occurrence of fatal and serious injury crashes. The Plan also reviewed crash patterns for this intersection and recommended the roundabout treatment as a possible mitigation strategy.

This proposed project is estimated to have a construction cost of \$1,099,703.75. This segment is not located on our Non-motorized Master Plan Map. This section of Ravine Road has a pavement surface evaluation and rating (PASER) rating of 5 and was last paved in 2000.

Sprinkle Road from TU Avenue to T Avenue, Brady Township

The proposed project for Sprinkle Road from TU Avenue to T Avenue features construction of a roundabout at the intersection of TU Avenue at Sprinkle Road and tree removal from the clear zone along the rest of the roadway segment. This intersection was brought up during a public information meeting for the project at TU Avenue at 23rd Street on May 25, 2022. At this meeting, the residents expressed the desire for a roundabout at this intersection due to safety concerns. This is also validated by the RCKC Transportation Safety Action Plan which lists this intersection in the top 50 due to the occurrence of fatal and serious injury crashes. The Plan also reviewed crash patterns for this intersection and recommended the roundabout treatment as a possible mitigation strategy. More recently, at the July 30, 2024, Board Meeting, Mr. Denny Olson, brought up resident safety concerns related to this intersection and urged action to prevent further crashes.



This proposed project is estimated to have a construction cost of \$1,020,000.00. This project location is not located on our Non-motorized Master Plan Map. Public informational meetings would be held should these projects receive funding. ***We recommend the Board approve the Safety Program Project Resolutions for the Ravine Road from Drake Road to Squires Drive and Sprinkle Road from TU Avenue to T Avenue projects for the Chair's signature.***

The regular meeting of the Board of County Road Commissioners of the County of Kalamazoo was held at the Road Commission of Kalamazoo County (RCKC) office at 4400 S 26th Street, Kalamazoo, Michigan, on Tuesday, March 25, 2025. Commissioner Pawloski called the meeting to order at 3:00 p.m.

Present: David C. Pawloski, Larry Stehouwer, Keshia Dickason, Randy Thompson, Andy Davis

Also attending: Managing Director Travis Bartholomew, Public Relations Director Mark Worden, County Engineer Ryan Minkus, Assistant County Engineer Jim Hoekstra, Finance Director Kim Bodnar, General Superintendent Bill DeYoung, Assistant General Superintendent Rusty McClain, Road Maintenance Superintendent Bill Oxx, Communications Administrator Sarah Phillips, and Administrative Assistant Selena Rider.

Administrative Assistant Rider reviewed public meeting guidelines.

Pledge of Allegiance

Commissioner Pawloski shared the goal of the Board of County Road Commissioners of the County of Kalamazoo is using our expertise, energy, and funds to provide the safest and most convenient road system possible, and to contribute to economic development and high quality of life throughout the county. Our goal is to maintain a county road system that is safe and convenient for public travel and to manage the roadside environment, with a view toward preservation.

Commissioner Dickason moved, and it was seconded to approve the agenda as presented.

Carried by the following vote:

Aye: Pawloski, Stehouwer, Dickason, Thompson, Davis

Commissioner Thompson moved, and it was seconded to approve the February 25, 2025 Board Meeting minutes as presented.

Carried by the following vote:

Aye: Pawloski, Stehouwer, Dickason, Thompson, Davis

Commissioner Davis moved, and it was seconded to approve the payroll and vendor accounts as presented.

Carried by the following vote:

Aye: Pawloski, Stehouwer, Dickason, Thompson, Davis

Commissioner Dickason moved, and it was seconded to approve Commissioner Davis expense report.

Carried by the following vote:

Aye: Pawloski, Stehouwer, Dickason, Thompson, Davis

Mr. Jim Sharp, of 10231 W. TU Avenue, voiced concerns about the worsening condition of a particular stretch of road, emphasizing the safety hazards and increased traffic. He noted that the road has steadily deteriorated over the past seven years, with frequent freeze-thaw cycles making maintenance increasingly difficult. Heavy rainfall has also led to severe washouts, sometimes reaching depths of 18 inches. Additionally, he highlighted the growing volume of traffic, including delivery trucks from FedEx, Amazon, and UPS, as well as garbage service vehicles, all of which contribute to the road's rapid decline. Given these ongoing challenges, he urged the board to consider paving the road to enhance safety and durability.

Katie Grimwood, of 10276 W. TU Avenue, expressed serious concerns about the hazardous conditions of the road, particularly during the winter. She noted that as soon as temperatures rise, the road turns into a solid sheet of ice, making it extremely dangerous to drive on. She also highlighted ongoing issues with school buses navigating the road. According to the driver, who travels the route four times daily, the bus must move at an extremely slow speed to prevent passengers from being thrown from their seats. Additionally, the constant vibrations from the rough road cause emergency window switches to loosen, triggering a high-pitched alarm. Seat bottoms and frames frequently

detach, a rear wheel has come loose, and, on one occasion, the emergency door swung open after striking a large pothole. She further pointed out road design flaws, including inadequate crowning for proper drainage, water pooling issues, and the road's location between hills with guardrails, which limits maneuverability. She urged the board to consider paving the road to improve safety and address these concerns.

Mr. Tim Culver, representing State Representative Matt Hall's office, addressed the concerns raised about TU Avenue by sharing details on Speaker Hall's road plan. The plan, which has passed the State House and is now under consideration by the Senate and Governor Whitmer, aims to prioritize improvements to rural roads. He explained that Michigan's road funding system, established under Public Act (PA) 51 of 1951, requires local governments to provide matching funds for road projects. Typically, state funding is allocated to Kalamazoo County, and townships must raise additional funds through millages or special assessments to meet the required match. However, under Representative Hall's proposed legislation, a mechanism is included to help cover this local match. While PA 51 would still require a local contribution, this bill provides funding support specifically designed to assist rural townships struggling to generate the necessary funds.

County Commissioner John Gisler announced a new 275-unit development planned behind Kendall Electric, east of Howard, and west of the railroad tracks. The project, consisting entirely of single-family homes, has been approved by both the Pavilion Township Board and the County Commission. Additionally, he shared details about an upcoming speaker event. On April 14th at 8:30 a.m., Kalamazoo Citizens for Responsible Government will host Nick Culp, Senior Manager of Public Affairs and Communication for Holtec-Palisades, at the former Michelle's location on Romence Road. Culp will discuss the reopening of the Palisades nuclear plant and plans to install two small modular reactors. While the existing plant, now being restarted, produces 800 megawatts of power, each modular reactor is expected to generate approximately 300 megawatts, bringing the total output of the Palisades facility to 1.4 gigawatts.

Commissioner Dickason moved, and it was seconded to approve the local bridge program funding resolutions for the Fiscal Year (FY) 2028 Local Bridge Program applications for the Chair's signature. Managing Director Bartholomew shared For Fiscal Year 2028, the Local Bridge Program statewide budget is estimated at \$50 million. Applications compete with others in a region, and historically, statewide submissions total more than 300 with funding requests in excess of \$500 million. RCKC currently has 62 bridges on our primary and local road system that are eligible for funding through this program. To be considered a bridge, a structure must have a total span length of more than 20 feet measured along the centerline of the roadway over a stream, watercourse, or opening. A multi-unit culvert is measured along the centerline of the roadway, with the distance between the culvert units is less than half the diameter of the smallest unit. The preventive maintenance, structure rehabilitation and replacement, and approach construction costs may be eligible for a maximum of 95 percent participation from federal and state funds. The right-of-way, design, and construction engineering costs do not qualify for these funds. Those costs are the responsibility of the RCKC and when on a local road, the participating Township. Overall, our network has bridges on local roads that are in more need of work than their primary road counterparts. For a local bridge project to move forward, the Township would need to commit to funding 50% of the local costs for the project. RCKC staff proposes the following bridges for submittal to the Local Bridge Program for funding in 2028.

- Mosel Avenue Structure #4631 over the Kalamazoo River, Kalamazoo Township, primary road (Built 1980) – Rehabilitation
- Y Avenue Structure #4621 over the Portage River, Brady Township, local road (Built 1976) – Preventive Maintenance

We will adjust the RCKC Primary Road Capital Improvement Plan (CIP) for 2025 - 2029 if a bridge(s) is selected. RCKC costs are for design engineering, construction engineering, and local construction share. Commissioner Stehouwer noted, after reviewing the packet, that the term "local" refers to how the Michigan Department of Transportation (MDOT) classifies primary and local roads and bridges. Managing Director Bartholomew confirmed this interpretation, explaining that when MDOT and the Federal Highway Administration refer to "local roads," they are referring to roads managed by road commissions, cities, and villages. In the county's context, these are lower-volume roads that are not part of the primary road system.

RESOLUTION

**Supporting Application for Local Bridge Program Funds For
Mosel Avenue Bridge
Preventive Maintenance**

WHEREAS, the Mosel Avenue bridge over the Kalamazoo River in Kalamazoo Township, Kalamazoo County, Michigan, was constructed in 1980 as a prestressed concrete structure and due to its age is beginning to show signs of deterioration; and

WHEREAS, the current deterioration places a risk on the longevity of the bridge, the service it provides and its value as an important transportation system asset; and

WHEREAS, Road Commission staff has prepared an application for Local Bridge Program Funds to rehabilitate this structure; and

WHEREAS, this Board has considered the application for Local Bridge Program Funds and authorizes the submission of the application for Local Bridge Program Funds for 2028.

NOW, THEREFORE, BE IT RESOLVED that the Board of County Road Commissioners of the County of Kalamazoo does request affirmative consideration of our application for Local Bridge Program Funds and agrees to provide the necessary local funds for this project and to continue to maintain this structure.

**RESOLUTION
Supporting Application for Local Bridge Program Funds For
Y Avenue Bridge
Preventive Maintenance**

WHEREAS, the Y Avenue bridge over the Portage Creek in Brady Township, Kalamazoo County, Michigan, was constructed in 1972 as a prestressed concrete box beam structure with a hot mix asphalt slab overlay and due to its age is beginning to show signs of deterioration; and

WHEREAS, the current deterioration places a risk on the longevity of the bridge, the service it provides and its value as an important transportation system asset; and

WHEREAS, the investment in preventive maintenance will improve the condition of the bridge deck and bridge beams, avoiding more costly repairs in the future; and

WHEREAS, this Board has considered the application for Local Bridge Program Funds and authorizes the submission of the application for Local Bridge Program Funds for 2028.

NOW, THEREFORE, BE IT RESOLVED that the Board of County Road Commissioners of the County of Kalamazoo does request affirmative consideration of our application for Local Bridge Program Funds and agrees to provide the necessary local funds for this project and to continue to maintain this structure.

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Thompson moved, and it was seconded to approve the purchase of two (2) Cab and Chassis, Heavy Duty Class 8 trucks from West Michigan International through the Sourcewell purchasing program for a total cost of \$300,630.86. Managing Director Bartholomew shared outlined in the 2025 Capital Outlay Budget and our 5-Year Equipment Capital Improvement Plan is the purchase of Cab and Chassis trucks. These trucks will service our operations as snowplow trucks for winter maintenance and as semi-tractors during the construction season to haul equipment and materials to and from various job sites and routine maintenance activities. This cab and chassis purchase does not include the additional equipment and accessories necessary to place these units in service. RCKC typically purchases new dump box and/or V-box bodies, underbody scrapers, wing plows, spreaders, and hydraulic system/controls including custom installation as part of a separate "Truck Components Purchase". At this time, we are requesting the Board approval to purchase two (2) of the four (4) budgeted Cab and Chassis units, which would be custom-built as semi-tractor/snowplow trucks. Currently, RCKC is evaluating the feasibility of building two (2) modified Class 8 trucks. These trucks would include increased load capacity and horizontal unload capability verse the conventional dump body. RCKC staff contacted several vendors to solicit governmental purchasing program quotes through MiDeal or Sourcewell. The estimated delivery of the two (2) cab/chassis from West Michigan International is November 2025. Commissioner Davis recalled that during his first walkthrough in January, Managing

Director Bartholomew had shown him some of the compartmentalization and modernization features of certain trucks. He inquired whether the truck's component body would be modular, allowing for the attachment of additional service parts for different seasonal functions. Managing Director Bartholomew clarified that Commissioner Davis was likely referring to the swap loader, a unit that can change bodies using a hydraulic arm. However, this particular truck is not of that type. In winter, it functions as a snowplow truck, while in summer, the V-body—used for holding materials like salt and sand—is removed, converting it into a conventional semi-tractor capable of pulling a semi trailer. Both units will be built with this same dual-purpose functionality. Additionally, we currently have two of these trucks in our fleet, and this purchase would replace an older semi-tractor that is not equipped for snowplowing. As a result, our fleet would expand to four semi-tractors instead of the current three. Commissioner Stehouwer noted that the county typically follows a 15-year replacement cycle and expressed his appreciation for the staff's diligence in maintaining a regular replacement program to ensure equipment remains in good working condition.

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Stehouwer moved, and it was seconded to approve the 2026 Truck Components Purchase including: two (2) complete hydraulic and electrical systems, two (2) 14' stainless steel auger V-boxes, two (2) underbody scrapers, two (2) cross auger sander/spinner assemblies, two (2) 9' right hand wing plows, two (2) 34' Husting type front plow hitches, including applicable warranties from Truck & Trailer Specialties Inc. through the MiDeal purchasing program for a total of \$333,758.00. Managing Director Bartholomew shared outlined in our Capital Outlay section of our proposed 2026 Budget is the purchase of right-hand wing plows, hydraulic systems, controls, and other components for a cost of \$625,000. This purchase is necessary to complete the build of our new Class 8 Heavy Duty Cab/Chassis, allowing them to be placed in service in 2026. We continue to experience delays and lack of availability of parts, equipment and materials related to truck components. Currently the expected lead time of the various truck components is 16-18 months from the time of order. To maintain our current build schedule, the RCKC Team is requesting the Board approve the 2026 Truck Components Purchase now to minimize potential delays that would hinder placing our two (2) new trucks in service in 2026. This truck components purchase request is prior to our approved 2026 budget. RCKC expects to take delivery of two (2) completely built tandem-axle semi-tractors in September 2026 if the Board approves this purchase. Truck & Trailer Specialties Inc. pricing includes a 1-year warranty on all the equipment and components, and they have proposed a 16-18 months' timeline to deliver two completed units. Our goal is to have these units in service by the fourth quarter of 2026.

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Thompson moved, and it was seconded to award the Pulverizing and Rotomilling Services Bid #2025-08 to J.L. Milling Inc., Michigan Paving & Materials Co, and Lakeland Asphalt Corporation with the option to extend for three (3) one (1) year extensions by the mutual agreement of both parties. Managing Director Bartholomew shared that Pulverizing and rotomilling, also referred to as cold milling, are essential processes in road construction and maintenance, providing efficient methods of pavement recycling, pavement removal, and substrate preparation. Pulverizing and cold milling techniques allow RCKC to reduce material procurement costs through recycling, which also lowers energy and fuel consumption during road construction, decreases waste disposal expenses and enhances project efficiency with minimized road closures. RCKC has identified five (5) projects to date for the 2025 construction season requiring pulverizing services. In the past RCKC has solicited quotes for individual projects for these services. Utilizing this Pulverizing and Rotomilling Services Bid will reduce delays associated with contractor availability and contractor procurement through the quotation process, which would also expedite project completion. The cold milling service in this bid would only be used for unforeseen repairs and/or routine maintenance work. The cold milling necessary on our 2025 road projects is included in our HMA Bid extension with Lakeland Asphalt. This is the first time RCKC has bid Pulverizing and Rotomilling Services. We sent out a public bid notice to contractors and construction/bidding entities, as well as the posting on our website. We had four (4) downloads of the bid specifications and received three (3) bid proposals. Commissioner Pawloski inquired whether the county had previously worked with J.L. Milling. Managing Director Bartholomew confirmed that they have

partnered with the company for many years. He also noted that J.L. Milling is essentially the only option for pulverizing services in Southwest Michigan.

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Dickason moved, and it was seconded to approve the revised Personnel Policy – Sick Leave to ensure compliance with the Michigan Earned Sick Leave Act (ESTA), effective February 21, 2025. Managing Director Bartholomew shared the Michigan Earned Sick Time Act (ESTA) was introduced in August 2024, with an effective date of February 21, 2025, requiring all Michigan employers to provide paid sick leave to their employees. In February 2025, the Michigan Legislature amended the Earned Sick Time Act (ESTA), transitioning from ESTA (1.0) to the current version, ESTA (2.0), which took effect on February 21, 2025. The legislative process was dynamic, with multiple changes until the bill was presented to Governor Whitmer on February 20, 2025. The Governor signed the bill into law at 12:02 a.m. on February 21, 2025. This law outlines the responsibilities of employers regarding earned sick time, including the definition of "family members," the conditions under which an employer can require documentation for the use of sick time, the actions an employer can take if an employee fails to adhere to notice and documentation requirements, and how employees should notify their employer when using earned sick time. RCKC's current Sick Leave Policy provides six (6) days of sick leave upon hire, with an additional six (6) days granted six (6) months later. Starting on the employee's first anniversary and every anniversary thereafter, employees will be allocated twelve (12) days of paid sick leave for use during the subsequent year. Our current Sick Leave Policy exceeds the minimum ESTA requirements for paid sick leave benefit time. The red-lined version of RCKC's Sick Leave Policy has been reviewed by our labor attorney to ensure compliance with the ESTA requirements. Please be advised that ESTA does not apply to any collective bargaining agreement (CBA) until the existing agreement expires. The current RCKC and Teamsters Local 214 CBA is in effect through 12/31/2025. Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Thompon moved, and it was seconded to approve the Climax Township Local Road Contract for the Chair's signature. Managing Director Bartholomew explained that the requirement for matching funds applies to local road projects. He noted that this is a contingency project contract with Climax Township. He further clarified that the second Local Road Contract for Climax Township, listed as Item F on the agenda, pertains to 40th Street and is separate from the other projects. This distinction is due to a unique partnership last year between the township and a private citizen or business. In that arrangement, a previously unpaved gravel road was paved entirely at the property owner's expense. Now, that same property owner has committed to funding the road long-term maintenance costs as part of this contract. Given these circumstances, the project is being tracked separately under its own contract.

- a. **38th Street** – O Avenue to 5,280' north of O Avenue; **Crack Fill, Chip Seal**
- b. **39th Street** – T Avenue to R Avenue – **Crack Fill, Chip Seal**
- c. **OP Avenue** – 42nd Street to 44th Street; **Crack Fill, Chip Seal**
- d. **Q Avenue** – 3,569' east of 46th Street to 5,280' east of 46th Street; **Chip Seal Trial**
- e. **S Avenue** – 43rd Street to 47th Street; **Crack Fill, Chip Seal**
- f. **T Avenue** – 36th Street to 39th Street; **Crack Fill, Chip Seal**
- g. **46th Street** – Q Avenue to PQ Avenue, **PQ Avenue** – 46th Street to 47th Street; **Gravel Resurfacing**
- h. **39th Street** – ON Avenue to 3,168' north of ON Avenue, **ON Avenue** – 39th Street to 3,764' west of 42nd Street; **Gravel Resurfacing (Contingency Project)**

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Thompson moved, and it was seconded to approve the Climax Township Local Road Contract for the Chair's signature. County Commissioner Gisler shared that Climax Township is one of the five townships he represents, and he is familiar with the 40th Street section. He explained that Rich Meyers, a local dairy farmer, was concerned that operating his equipment on the gravel road would lead to increased wear and higher costs. As a result, Meyers approached the Road Commission to explore possible solutions. Commissioner Gisler expressed his satisfaction that an agreement was reached, noting that paving the road ultimately helped Meyers reduce expenses

and extend the lifespan of his farm equipment. Commissioner Davis shared that it is admirable that the property owner stepped up and made that improvement. Commissioner Stehouwer added that in our quarterly road tour last Friday we were out in this area, and Managing Director Bartholomew pointed this out to us. He also highlighted that the property owner contracted with the township, and the township contracts with the Road Commission. Managing Director Bartholomew stated that is correct.

- a. **40th Street** – R Avenue to Q Avenue; *Chip Seal, Fog Seal*

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Dickason moved, and it was seconded to approve the Kalamazoo Township Local Road Contract for the Chair's signature. Managing Director Bartholomew shared that we appreciate the township's participation. There are quite a few projects with a mix of fixes. Commissioner Stehouwer provided some context, noting that Kalamazoo Township had issued bonds for several projects a few years ago. He asked whether the funding for these current projects comes from their own funds, annual allocations, or if they are still utilizing bond funds. Managing Director Bartholomew clarified that these funds are not bond funds, as the bonds expired in 2007. Instead, the funding comes from their general fund dollars, along with the Road Commission's participation (PAR) funds.

- a. **Dartmouth Street** – West Main Street to Hillsdale Avenue; **Clarendon Street** – West Main Street to West North Street, **Berkley Street** – West Main Street to Hillsdale Avenue; **Commonwealth Avenue** – Dartmouth Street to Arlington Street; **West North Street** – Dartmouth Street to Berkley Street; *Crack Fill, Chip Seal, Fog Seal*
- b. **Cooper Avenue** – Dearborn Avenue to East Main Street; *Crack Fill, Chip Seal, Fog Seal*
- c. **Borgess Drive** – Nazareth Road to 75' west of Casper Street; *Crack Fill, Chip Seal, Fog Seal*
- d. **Fairfield Avenue** – West Main Street to 225' north of Hilltop Street, **Castle Street** – Brook Drive to Fairfield Avenue, **Seamers Street** – Brook Drive to Fairfield Avenue, **Hilltop Street** – Brook Drive to Fairfield Avenue; *HMA Overlay*
- e. **Woodrow Drive** – Texel Drive to Ashbury Avenue; *HMA Overlay*
- f. **Seville Avenue** – Shasta Drive to Monterey Drive, **Oxford Street** – 159' south of Barclay Drive to Barclay Drive, **Shasta Drive** – Barclay Drive to Mosel Avenue, **Monterey Drive** – Shasta Drive to Seville Avenue, **Monterey Circle** – Monterey Drive to 142' north of Monterey Drive; *HMA Overlay*
- g. **Avondale Drive** – Craft Avenue to Craft Avenue, **Avondale Circle** – Avondale Circle to 130' east of Avondale Drive; *HMA Overlay*
- h. **Craft Avenue** – Kenilworth Avenue to East Main Street; *HMA Overlay*
- i. **Chrysler Street** – Kenilworth Avenue to East Main Street; *HMA Overlay*
- j. **Nelson Avenue** – 954' south of West Main Street to West Main Street; *HMA Overlay*
- k. **Gilkison Avenue** – 954' south of West Main Street to West Main Street; *HMA Overlay*

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Stehouwer moved, and it was seconded to approve the Pavilion Township Local Road Contract for the Chair's signature. Managing Director Bartholomew explained that most of these projects focus on preventative maintenance. He highlighted the inclusion of a double chip seal trial within the contract. Additionally, three projects involve improvements at railroad crossings, a requirement set by the railroad. This initiative also provided an excellent opportunity for collaboration.

- a. **34th Street** – TS Avenue to R Avenue; *Crack Fill*
- b. **O Avenue** – 31st Street to 33rd Street; *Crack Fill, HMA Wedging, Chip Seal, Fog Seal*
- c. **R Avenue** – 32nd Street to 33rd Street; *Crack Fill, HMA Wedging, Chip Seal, Fog Seal*
- d. **33rd Street** – T Avenue to S Avenue; *Crack Fill, Chip Seal, Fog Seal*
- e. **31st Street** – O Avenue to N Avenue; *Crack Fill*
- f. **R Avenue** – 29th Street to 32nd Street; *Crack Fill*
- g. **26th Street** – S Avenue to RS Avenue; *Crack Fill*
- h. **RS Avenue** – 25th Street to 28th Street; *Crack Fill*

- i. **31st Street** – Q Avenue to OP Avenue; **Crack Fill**
- j. **33rd Street** – O Avenue to N Avenue; **Crack Fill**
- k. **ON Avenue** – 28th Street to 29th Street; **Crack Fill**
- l. **O Avenue** – 26th Street to 28th Street, **28th Street** – O Avenue to ON Avenue; **Crack Fill**
- m. **O Avenue** – 25th Street to 26th Street; **Crack Fill**
- n. **O Avenue** – 2,640' west of 25th Street to 25th Street; **Crack Fill**
- o. **T Avenue** – 32nd Street to 34th Street; **Crack Fill, HMA Wedging, Chip Seal, Fog Seal**
- p. **32nd Street** – S Avenue to R Avenue; **Double Chip Seal Trial**
- q. **28th Street** – QR Avenue to PQ Avenue; **Railroad Crossing; HMA Overlay**
- r. **O Avenue** – 25th Street to 26th Street; **Railroad Crossing; HMA Overlay**
- s. **26th Street** – P Avenue to O Avenue; **Railroad Crossing; HMA Overlay**
- t. **T Avenue** – 3,500' east of 34th Street to 4,500' east of 34th Street; **HMA Wedging**

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Thompson moved, and it was seconded to approve the Prairie Ronde Township Local Road Contract for the Chair's signature. Managing Director Bartholomew noted that in 2024, Prairie Ronde Township was the only township where the trial contingency contract was utilized. They returned this year with another contingency contract, which includes two contingency projects within the agreement. Commissioner Davis inquired whether these projects would be completed this year and when feedback would be received regarding their completion. Managing Director Bartholomew explained that all projects are tracked on the project status sheet, which is updated weekly throughout the construction season and posted bi-weekly on the Board's website.

- a. **Y Avenue** – 3rd Street to 4th Street; **4th Street** – YZ Avenue to Y Avenue; **YZ Avenue** – 4th Street to 5th Street; **5th Street** – YZ Avenue to YZ Avenue, **YZ Avenue** – 5th Street to 6th Street; **Gravel Resurfacing**
- b. **VW Avenue** – 8th Street to 12th Street; **Crack Fill, Chip Seal**
- c. **4th Street** – XY Avenue to W Avenue; **Crack Fill, Chip Seal**
- d. **5th Street** – W Avenue to V Avenue; **Crack Fill, Chip Seal (Contingency Project)**
- e. **2nd Street** – U Avenue to TU Avenue; **Crack Fill, Chip Seal (Contingency Project)**

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Stehouwer moved, and it was seconded to approve the Ross Township Local Road Contract for the Chair's signature. Managing Director Bartholomew noted that this contract is similar to the others that were approved today. He mentioned that Ross Township was the only township that did not fully utilize its PAR funds. The remaining amount was minimal and, since it did not align financially, those funds were returned to the primary road fund.

- a. **38th Street** – 528' south of G Avenue to G Avenue; **Gravel, Pulverize, HMA Base and Surface Paving**
- b. **B Avenue** – 40th Street to 42nd Street; **Chip Seal, Fog Seal**
- c. **38th Street** – Gull Lake Drive East to C Avenue; **Chip Seal, Fog Seal**
- d. **46th Street** – M-89 to C Avenue; **Chip Seal, Fog Seal**
- e. **CD Avenue** – 46th Street to 48th Street; **Chip Seal, Fog Seal**
- f. **47th Street** – B Avenue to Baseline Road; **Crack Fill**
- g. **Baseline Road** – 44th Street to 47th Street; **Crack Fill**
- h. **43rd Street** – B Avenue to 4,171' north of B Avenue; **Crack Fill**

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Dickason moved, and it was seconded to approve the Texas Township Local Road Contract for the Chair's signature. Managing Director Bartholomew shared this is another contingency contract. Out of fifteen (15) townships, seven (7) of them opted for the contingency contract this year.

- a. **6th Street** (South Crooked Lake Drive) – Q Avenue to 742' north of Q Avenue; **Crack Fill, HMA Wedging, Chip Seal, Fog Seal**

- b. **Vineyard Parkway** – 720' south of Q Avenue to Q Avenue; *Crack Fill, Chipp Seal, Fog Seal*
- c. **2nd Street** – S Avenue to RS Avenue; *Crack Fill, HMA Wedging, Chip Seal, Fog Seal*
- d. **7th Street** – Q Avenue to East Crooked Lake Drive, **Crooked Lake Drive East** – 800' west of 7th Street to 7th Street; **East Crooked Lake Drive** – 7th Street to 2,573' north of 7th Street; *Crack Fill, Chip Seal, Fog Seal*
- e. **DNR Street** – 1,050' south of OP Avenue to OP Avenue; *Crack Fill, Chip Seal, Fog Seal*
- f. **Torrey Pines Drive** – Cypress Bay Drive to Veronica Street, **Stapleton Drive** – Torrey Pines Drive to 12th Street, **Stoneybrook Road** – Burning Tree Road (west) to 12th Street, **Hunters Ridge Drive** – Heathrow Avenue to Cypress Bay Drive, **Snowbird Court** – Hunters Ridge Drive to Hunters Ridge Drive; *HMA Overlay*
- g. **Veronica Street** – Cypress Bay Drive to Queen Victoria Lane, **Lewsinda Avenue (west)** – 213' west of Marsha Street to Veronica Street; **Marsha Street** – Lewsinda Avenue to 135' north of Lewsinda Avenue, **Lewsinda Avenue (east)** – Veronica Street to 12th Street, **Anthony Street** – Lewsinda Avenue to 121' north of Lewsinda Avenue; *HMA Overlay*
- h. **10th Street** – R Avenue to Q Avenue; *Crack Fill, Chip Seal, Fog Seal*
- i. **PQ Avenue** – 7,920' west of 3rd Street to 3rd Street; *Crack Fill, HMA Wedging, Chip Seal, Fog Seal*
- j. **Vankal Street** – RS Avenue to Q Avenue; *HMA Overlay*
- k. **Glenwynd Drive** – 6th Street to O Avenue; *Crack Fill, Chip Seal, Fog Seal*
- l. **RS Avenue** – 2nd Street to 6th Street; *Crack Fill, Chip Seal, Fog Seal*
- m. **Chadeau Avenue** – Norcross Street to 10th Street, **Norcross Street** – 308' south of Kieth Court to 400' north of Keith Court, **Keith Court** – Norcross Street to 400' east of Norcross Street, **Omega Street** – Chadeau Avenue to 169' north of Chadeau Avenue; *Crack Fill, Chip Seal, Fog Seal*
- n. **Treasure Island Drive** – Pepper Avenue to 2,544' north of Pepper Avenue, **Pepper Avenue** – Treasure Island Drive to 667' east of Finnagen Street, **Woods Drive** – Treasure Island Drive to 934' north of Treasure Island Drive, **Finnagen Street** – PQ Avenue to Pepper Avenue; *Crack Fill, Chip Seal, Fog Seal*
- o. **10th Street** – Q Avenue to Texas Drive; *Crack Fill, Chip Seal, Fog Seal*
- p. **Vankal Street** – 7,020' south of RS Avenue to RS Avenue; *HMA Overlay (Contingency Project)*

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Commissioner Stehouwer moved, and it was seconded to approve the Wakeshma Local Road Contract for the Chair's signature. Managing Director Bartholomew explained that this is another contingency contract that includes a mix of roadway improvements. Commissioner Stehouwer inquired about the X Avenue double chip seal over gravel, asking whether this approach is relatively new to the RCKC. He clarified that it is not new and is one of several tools available for specific conditions. Double chip sealing over gravel is most effective on lower-volume roads that do not experience continuous heavy truck traffic. It provides a cost-effective way to create a hard surface on a gravel road. However, he emphasized that the long-term goal is to pave these roads with asphalt, as chip sealing over gravel lacks structural integrity. While it offers improved dust control, it is not a permanent solution. He noted that the RCKC encourages townships to invest in long-term paving solutions, though it happens infrequently. Many roads have been reconstructed and double chip sealed again over the years. However, in rare cases, such as last year's Greer Drive project in Richland Township, a double chip-sealed road was later paved. Currently, less than 40 miles of roads in the county are double chip sealed, but this method remains an option in rural areas where a step up from gravel roads is needed. Commissioner Stehouwer then asked whether this treatment could be considered for W. TU Avenue. Managing Director Bartholomew responded that while it is an option, the significant grades on the hills in that area are a concern. Additionally, double chip sealing does not effectively manage stormwater, which could lead to ongoing erosion issues. A more suitable alternative might be a Hot Mix Asphalt (HMA) surface with some form of curb to improve durability and drainage.

- a. **TU Avenue** – 39th Street to 42nd Street; *Gravel Resurfacing*
- b. **38th Street** – W Avenue to V Avenue; *Crack Fill, Chip Seal*
- c. **Art Martin** – W Avenue to 300' north of White Lawn Street, **White Lawn Street** – 315' west of Art Martin Street to 42nd Street; *Chip Seal*
- d. **U Avenue** – 42nd Street to 44th Street; *Chip Seal, Fog Seal*

- e. **X Avenue – 38th Street to 40th Street; *Double Chip Seal***
- f. **X Avenue – 40th Street to 42nd Street; *Pulverize, Double Chip Seal (Contingency Project)***

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

Mr. Sharp provided additional comments on W. TU Avenue, emphasizing the challenges posed by its steep hills and low-lying areas. He noted that the terrain is not well-suited for a dirt road and shared two incidents he personally witnessed due to icy conditions. In the first incident, a garbage truck lost traction while attempting to climb the hill, sliding sideways and nearly colliding with a school bus. Fortunately, the situation was averted when the truck was able to back away just in time. In the second case, an ambulance struggled for four to five minutes to ascend the hill due to icy conditions. Although it was ultimately a wrong-address situation, the inability to access the road directly delayed the emergency response. Mr. Sharp concluded by stating that the road has significantly deteriorated and now presents a serious safety risk. Despite his personal preference for gravel roads, he emphasized that it is time for necessary improvements.

County Commissioner Gisler's most recent comment was a clarification regarding the 40th Street paving project funded by Meyer Dairy Farm. He explained that his earlier remark about Meyer Dairy Farm financing its own road improvements was not intended to suggest that TU Avenue residents should be responsible for paving their own roads. Commissioner Gisler acknowledged that different communities take different approaches to gravel road concerns. He emphasized that the safety issues on TU Avenue are valid and wanted to ensure his previous comments were not misinterpreted as advocating for self-funded road improvements.

Mr. Sharp asked whether pavement could end at a random point on a gravel road, specifically referencing a section from 2nd Street to a particular driveway. Managing Director Bartholomew explained that abrupt transitions from pavement to gravel pose safety concerns, especially for motorcyclists at night. For this reason, the RCKC generally prefers to place these transitions at intersections where they are more predictable and safer for drivers. He advised Mr. Sharp to email his concerns to info@kalamazooocountyroads.com so staff could assess the specific location. Additionally, he confirmed that Road Commissioners would receive copies of the documentation that he previously provided.

Managing Director Bartholomew provided updates on ongoing projects and upcoming events. He shared that tree removal efforts have been underway this week, and seasonal weight restrictions will be lifted on Monday, March 31st, at 6:00 a.m. He reminded the public about RCKC Connect, which provides weekly—and sometimes daily—news releases detailing project progress and road closures. Currently, crews are actively grading gravel roads, patching potholes, and conducting extensive tree pruning along the primary road system. Tree pruning will resume in the fall after the construction season. Additionally, the annual report is being sent to the printers this week. The third session of RCKC Chats is scheduled for Thursday, March 27th, from 12:15 p.m. to 12:45 p.m. It will feature the operations team, including General Superintendent DeYoung and Assistant General Superintendent McClain, and will be available on Facebook and Zoom using the same link as the Board meeting. Regarding 19th Street north of B Avenue, the team recently met on-site with the Michigan Department of Environment, Great Lakes and Energy (EGLE). Having previously visited the location with EGLE and the Department of Natural Resources (DNR), they explored options for a reduced-scale project to temporarily reopen the road. EGLE was receptive to potential solutions; however, they also identified a possible endangered species concern, which requires a site inspection before moving forward. EGLE is coordinating with the DNR to determine if an investigation has already been conducted or if one is needed as the first step in the project. The Road Commissioners' quarterly field tour took place recently, with Commissioners Stehouwer and Thompson joining. The tour included a visit to the Q Avenue project, where they observed tree removal using mechanical equipment, as well as tree pruning efforts by RCKC crews. They also reviewed the Y Avenue project from last year, rubber chip seal projects, and drove through the M-96 and G Avenue intersection, where ongoing concerns are being addressed with the Michigan Department of Transportation (MDOT) and the Township. Finally, the County Road Association (CRA) Highway Conference began today, and the Michigan Township Association (MTA) Conference is scheduled for next week.

Commissioner Davis shared that last Friday, he personally visited 19th Street to inspect the site. He described it as an interesting stretch of road with significant engineering challenges. Additionally, he noted the presence of a large amount of fresh water moving through the area, which adds to the complexity of the project. He expressed curiosity about the DNR’s investigation into the presence of endangered mussels and looks forward to seeing the findings. He also mentioned his anticipation for the CRA Highway Conference in Lansing—and he is looking forward to spring.

Commissioner Thompson shared the Board of Public Works (BPW) was canceled. He thanked Managing Director Bartholomew for the road tour last Friday. He stated it was very interesting and a learning experience. He thanked RCKC staff for all their hard work.

Commissioner Dickason had no report.

Commissioner Stehouwer shared that Rathco has been replacing temporary signs with permanent ones in his neighborhood. While on last week’s road tour, he also took note of the portable traffic signals and expressed his appreciation for the setup, having experienced a similar system on G Avenue during last year’s construction season. He believes the setup is effective. On March 11th, he attended the Oshtemo Township Board meeting and took a moment to thank staff for initiatives like RCKC Chats, which help keep the public informed. He also participated in the Safe Streets and Roads for All (SS4A) public information meeting via Facebook, where valuable information was shared. He expressed his gratitude to the staff for their extra efforts in community engagement.

Commissioner Pawloski shared that, unfortunately, he will not be able to attend the CRA Highway Conference, but he strongly encouraged the other Road Commissioners to participate. He emphasized that the conference provides an excellent networking opportunity, allowing attendees to connect with staff and Road Commissioners from across the state to discuss common challenges—many of which mirror those faced locally. He also encouraged each Road Commissioner to contribute at least \$50 to Road+, a Political Action Committee, and noted that there will be a Road+ table at the conference. He attended the Texas Township Board meeting the previous evening, where discussions included a cleanup project and questions about required permits. He recommended that township officials reach out to the Road Commission for guidance. He also brought attention to speeding concerns on PQ Avenue between 6th Street and 4th Street, as well as near 3rd Street. Additionally, Texas Township Superintendent Brooke Hovenkamp mentioned concerns regarding chip seal issues, and he suggested she contact the Road Commission for further discussion. Lastly, he shared that he received a compliment on the Road Commission’s building and its architectural design. He extended kudos to the staff for their efforts in hosting Township Supervisors and meetings, as well as for making the facility available to other government units within the county.

Commissioner Stehouwer moved, and it was seconded to adjourn.

Carried by the following vote:

Aye: Pawloski, Stehouwer, Thompson, Davis, Dickason

The meeting was adjourned at 4:08 p.m.

Attest: Meredith Place, County Clerk

By _____, Chair _____, Deputy Clerk _____

March 25 – 27, 2025
County Road Association Annual Highway Conference

Chair Int'l _____

Clerk Int'l _____

The Board of County Road Commissioners of the County of Kalamazoo attended the County Road Association (CRA) of Michigan Annual Highway Conference in Lansing, Michigan March 25 – March 27, 2025.

Present: Larry Stehouwer, Randy Thompson, Andy Davis
Absent: David C. Pawloski, Keshia Dickason

Also attending: Managing Director Travis Bartholomew, Human Resources Director Debbie Hill and Communications Administrator Sarah Phillips

The Commissioners and staff attended various functions, educational sessions, activities, and meetings in association with the CRA annual conference.

The meeting adjourned on March 27, 2025 at 10:30 a.m.

Attest: Meredith Place, County Clerk

By: _____, Chair _____, Deputy Clerk

DRAFT



**Summary Report of Cash Receipts and Disbursements
 For the April 8, 2025 Board Meeting**

Current Activity

Available funds from previous report	10,523,170.77
Receipts and interest for the current period	2,601,888.69
Payroll disbursements to be approved today	(200,450.45)
Payables disbursements to be approved today	(2,577,085.17)
Available funds as of April 8, 2025	<u>10,347,523.84</u>

Summary Disbursements

	<u>From</u>	<u>To</u>	
Payroll - pay period ending April 2, 2025			
Checks	86909	86914	60,733.00
Void Checks			0.00
Direct Deposit	21758	21815	139,717.45
Total Payroll to be approved today			<u>200,450.45</u>
Payables			
Vendor Checks	110677	110717	62,118.18
Voided Checks			0.00
Vendor Electronic Funds Transfer	302659	302695	2,513,573.62
Health Reimbursement Checks	216841	216857	1,393.37
Total Payables to be approved today			<u>2,577,085.17</u>

Available Funds

Checking with Interest Account	3,007,877.11
Michigan CLASS Investments	7,339,646.73
Total Funds Available	<u>10,347,523.84</u>

 Kim Bodnar
 Finance Director

 Travis Bartholomew
 Managing Director

 David C. Pawloski
 Board Chair

Memo

To: Board of County Road Commissioners of the County of Kalamazoo,
Travis Bartholomew, Managing Director

From: Jim Hoekstra, PE, Assistant County Engineer

CC: Ryan Minkus, PE/PTOE, County Engineer

Date: April 8, 2025

Re: Safety Program Project Resolutions

Recommended Road Commission of Kalamazoo County (RCKC) Action

We request the Board approve the resolutions supporting the Highway Safety Improvement Program (HSIP) Program applications of the RCKC for the Ravine Road from Drake Road to Squires Drive and Sprinkle Road from TU Avenue to T Avenue projects.

Background

Currently, the Michigan Department of Transportation (MDOT) is soliciting project applications for the fiscal year (FY) 2027 HSIP and HRRR programs. The MDOT FY 2027 budget for this program is estimated to be \$13,098,000 for HSIP and \$6,000,000 for HRRR in federal funds. MDOT reviews applications and proposed projects based upon crash history, the number of serious and fatal crashes, and the time of return on investment of the project. Annually, RCKC reviews crashes on our network to identify safety improvements and to find proposed projects for these funds. We provide a place holder in our Primary Road Capital Improvement Plan (CIP) for Safety Project countywide as areas are reviewed annually for submittal. Both proposed projects would be submitted for 2027 HSIP funding. While reviewing our network, these projects appeared to be some of the most competitive and had the greatest impact on improving safety. We are not applying for HRRR funds because the HRRR projects evaluated did not show as much improvement to safety and thus were less competitive than the proposed projects funded by HSIP. Each agency is capped at the total (both HSIP and HRRR combined) amount of safety funds they may be awarded in a given year at \$1,500,000 and these projects represent our best candidates for the program.

RCKC applied for FY 2026 funding last year but was unsuccessful. After dialogue with MDOT staff, we believe that these projects stand a good chance of being awarded funding in FY 2027. Last year, RCKC applications were penalized during scoring due to delays from our awarded FY 2023 HSIP project for the intersection of TU Avenue at 23rd Street. That project was delayed due to property acquisition issues which led to condemnation followed by further issues related to environmental and historical clearances.

RCKC successfully applied for these funds in the past. The HSIP program funds are specifically targeted to reduce accident injury levels on urban roadways. Federal funds are capped at \$750,000 per project and can be funded at a minimum match of 90 percent federal funds to 10 percent local matching funds split. Selection is competitive and our applications will be competing with others from across the state. The project would be included in the Kalamazoo Area Transportation Study (KATS); Transportation Improvement Plan (TIP) and our Primary Road CIP only after it is selected. Historically, safety projects have reduced crashes by 32% at project locations.

The RCKC [Transportation Safety Action Plan](#), developed in 2023, was instrumental in development of these projects. Furthermore, these projects should align with other safety improvements being considered for the RCKC roadway system including those in the Safe Streets Initiative: Enhancing Road Safety in Kalamazoo County project which was awarded funds from the [Safe Streets and Roads for All](#) (SS4A) grant program.

The projects we are recommending based on program criteria and research are:

Ravine Road from Drake Road to Squires Drive, Kalamazoo Township

The proposed project for Ravine Road would feature the construction of a roundabout at the intersection with Drake Road and repaving Ravine Road from Drake Road to Squires Drive. Centerline and shoulder rumble strips and tree removal from the clear zone (complete right-of-way (ROW)) would be part of this project to align with improvements being applied for in our SS4A project which will occur on both sides of this proposed project. A roundabout at this location would be beneficial for reducing angle type crashes and the rumble strips will assist with lane departure crashes along Ravine Road. According to the RCKC Transportation Safety Action Plan, this intersection is listed in the top 50 due to the occurrence of fatal and serious injury crashes. The Plan also reviewed crash patterns for this intersection and recommended the roundabout treatment as a possible mitigation strategy.

This proposed project is estimated to have a construction cost of \$1,099,703.75. This segment is not located on our Non-motorized Master Plan Map. This section of Ravine Road has a pavement surface evaluation and rating (PASER) rating of 5 and was last paved in 2000.

Sprinkle Road from TU Avenue to T Avenue, Brady Township

The proposed project for Sprinkle Road from TU Avenue to T Avenue features construction of a roundabout at the intersection of TU Avenue at Sprinkle Road and tree removal from the clear zone along the rest of the roadway segment. This intersection was brought up during a public information meeting for the project at TU Avenue at 23rd Street on May 25, 2022. At this meeting, the residents expressed the desire for a roundabout at this intersection due to safety concerns. This is also validated by the RCKC Transportation Safety Action Plan which lists this intersection in the top 50 due to the occurrence of fatal and serious injury crashes. The Plan also reviewed crash patterns for this intersection and recommended the roundabout treatment as a possible mitigation strategy. More recently, at the July 30, 2024, Board Meeting, Mr. Denny Olson, brought up resident safety concerns related to this intersection and urged action to prevent further crashes.

This proposed project is estimated to have a construction cost of \$1,020,000.00. This project location is not located on our Non-motorized Master Plan Map. Public informational meetings would be held should these projects receive funding.

Alternatives

Future improvements for these roadways could be completed as a locally funded initiative and possibly with a reduced scope pending funding.

Other road segments could be suggested; however, they would need to meet the funding criteria.

Budgetary Impact

The local safety program maximum funds available are \$750,000 per project for construction costs only with a total limit of \$1,500,000 per agency. Estimated project costs are shown below for each project. Federal funds are only eligible for the construction cost. Design and construction engineering costs are estimated and would be the responsibility of the RCKC and included in the RCKC funds estimate column.

Project	Estimated Cost <i>(incl. engineering)</i>	Federal Funds <i>(requested)</i>	RCKC Responsibility
Ravine Road (Drake Road to Squires Drive)	\$1,264,703.75	\$750,000.00	\$514,703.75
Sprinkle Road (TU Avenue to T Avenue)	\$1,173,000.00	\$750,000.00	\$423,000
Total	\$2,437,703.75	\$1,500,000.00	\$937,703.75

If awarded, design engineering is anticipated to start in 2025 with construction in 2027. The Primary Road CIP (CIP) would be adjusted accordingly.

Summary

We recommend the Board approve the Safety Program Project Resolutions for the Ravine Road from Drake Road to Squires Drive and Sprinkle Road from TU Avenue to T Avenue projects.



**SAFETY PROGRAM PROJECT RESOLUTION
RAVINE ROAD FROM DRAKE ROAD TO SQUIRES DRIVE**

April 8, 2025

WHEREAS, the Transportation Act, provides Federal Local Safety Program Funding for safety improvements on the state and local road systems, and the Michigan Department of Transportation is soliciting new candidate project applications for the Local Safety Program; and

WHEREAS, the Road Commission of Kalamazoo County (RCKC) [Transportation Safety Action Plan](#), developed in 2023, was instrumental in development of these projects. Furthermore, these projects align with other safety improvements for the RCKC roadway system including those in the Safe Streets Initiative: Enhancing Road Safety in Kalamazoo County project which was awarded funds from the [Safe Streets and Roads for All](#) (SS4A) grant program; and

WHEREAS, the RCKC has identified an improvement project on Ravine Road from Drake Road to Squires Road, Kalamazoo Township, and Ravine Road is a public road; and

WHEREAS, an application is being prepared to request funding to make the identified improvement project of constructing a roundabout at the intersection of Ravine Road at Drake Road, installation of centerline and shoulder rumble strips, and tree removal from the clear zone are proposed along the roadway segment; and

WHEREAS, the RCKC, upon ratification of the award of the funding for the safety project, is prepared to have the project developed for construction letting by the fall of 2027;

NOW, THEREFORE, BE IT RESOLVED that the Board of County Road Commissioners of the County of Kalamazoo, in support of its mission to provide reasonable safe and convenient roads, has developed a Safety project application to secure Federal funding for these safety improvements; and

BE IT FURTHER RESOLVED that the Board of County Road Commissioners of the County of Kalamazoo does request affirmative consideration of our application for Local Safety Program Funds and agrees to provide the necessary local match funds required for the Local Safety Program Fund and agrees to continue maintenance of the facility.

BOARD OF COUNTY ROAD COMMISSIONERS
OF THE COUNTY OF KALAMAZOO, MICHIGAN

By: _____
David C. Pawloski, Chair

Dated: April 8, 2025



**SAFETY PROGRAM PROJECT RESOLUTION
SPRINKLE ROAD FROM TU AVENUE TO T AVENUE**

April 8, 2025

WHEREAS, the Transportation Act, provides Federal Local Safety Program Funding for safety improvements on the state and local road systems, and the Michigan Department of Transportation is soliciting new candidate project applications for the Local Safety Program; and

WHEREAS, the Road Commission of Kalamazoo County (RCKC) [Transportation Safety Action Plan](#), developed in 2023, was instrumental in development of these projects. Furthermore, these projects align with other safety improvements for the RCKC roadway system including those in the Safe Streets Initiative: Enhancing Road Safety in Kalamazoo County which was awarded funds from the [Safe Streets and Roads for All](#) (SS4A) grant program; and

WHEREAS, the RCKC has identified an improvement project on Sprinkle Road from TU Avenue to T Avenue, Brady Township, and Sprinkle Road is a public road; and

WHEREAS, an application is being prepared to request funding to make the identified improvement project of constructing a roundabout at the intersection of TU Avenue at Sprinkle Road and tree removal from the clear zone are proposed along the roadway segment; and

WHEREAS, the RCKC, upon ratification of the award of the funding for the safety project, is prepared to have the project developed for construction letting by the fall of 2027;

NOW, THEREFORE, BE IT RESOLVED that the Board of County Road Commissioners of the County of Kalamazoo, in support of its mission to provide reasonable safe and convenient roads, has developed a Safety project application to secure Federal funding for these safety improvements; and

BE IT FURTHER RESOLVED that the Board of County Road Commissioners of the County of Kalamazoo does request affirmative consideration of our application for Local Safety Program Funds and agrees to provide the necessary local match funds required for the Local Safety Program Fund and agrees to continue maintenance of the facility.

BOARD OF COUNTY ROAD COMMISSIONERS
OF THE COUNTY OF KALAMAZOO, MICHIGAN

By: _____
David C. Pawloski, Chair

Dated: April 8, 2025