

Chairman J. Johnson called the Regular Meeting of the Cheboygan County Road Commission to order at 8:00 A.M.

Clerk D. Stempky took roll call and a quorum was present.

Pledge of Allegiance was recited;

PRESENT: J. Johnson, R. Chadwick, C. O'Connor, D. Brown, K. Paquet, Engineer/Manager B. Shank and Clerk D. Stempky

VISITORS: C. Muscott, T. Matelski, J. Moore, M. Donovan, F. Cribb, S. Redmond, C. Veneros, R. Boyd, G. Bunker, G. Archambo, D. Reid, T. Olson, R. Jacobs, S. Lincoln, R. Lincoln, B. Hartwig, K. Hahn, M. Ridley, D. Neivelt, and T. Horrocks

MOTION by K. Paquet seconded by D. Brown to approve minutes of regular meeting and public hearing of 6/2/2016 as mailed, with addition of adding S. Lincoln name under visitors. 5 Years

CARRIED

MOTION by D. Brown seconded by R. Chadwick to approve for payment current accounts payable voucher #16-24-\$458,637.06 and payroll voucher #16-25-\$65,688.55. 5 Years

CARRIED

MOTION by D. Brown seconded by R. Chadwick to approve agenda as presented. 5 Years

CARRIED

J. Vance thank you for holding public hearing on the reverse angle parking issue, very much appreciated.

C. Muscott thank you for holding the public hearing on the reverse angle parking issue.

S. Lincoln-Weather a business loop is approved or not the main concern is the way finding signs and getting the traffic to use the downtown area.

M. Ridley commented that Tuscarora Township DDA has held a public hearing regarding the reverse angle parking

C. Veneros has concerns of the speed on Little Canada Road, suggested the Township or residents call the Sheriff Department for more patrol.

Engineer/Manager Shank commented on the public hearing on the reverse angle parking and there are basically two issues outstanding: (1) the site triangles from the intersections for parallel parking and (2) Turning angle for reverse angle parking. Shank has spoken with MDOT local agency regarding the concern about the on street parking and feels we can allow proposed parallel parking, even though it may encroach on sight triangles, with further review on the proposed plan to ensure that the proposed parallel parking meets MDOT and Michigan law requirements for parking at intersections. The reverse angle issue, Gourdie Fraser when designing the parking did a mock of the turning using the 13 foot lanes and not what is currently there. The turning movement is creating a definite safety concern.

R. Chadwick commented that the reason for the reverse angle parking is for additional parking and safety issues, he does not feel the additional parking is an issue and there is a safety issue with the current proposed plan and current pod of parking in front of the Chamber. The width of the row is not there, there has been too much time and money spent on something that is not working. Would like to see the reverse angle parking removed, K. Paquet and D. Brown agree.

MOTION by R. Chadwick seconded by D. Brown to eliminate the reverse angle parking from the proposed plans as well as the existing pod of reverse angle parking, including cutting back the current bump-outs to allow for 13.0 feet from the road centerline to the edge of asphalt at the concrete curb, the road centerline shall be moved back to the original location prior to construction of the reverse angle parking in 2015. To return all to parallel parking to the proposed plans. All work will be at the expense of Gourdie Fraser (GFA) since they provided a design that did not meet MDOT standards as they indicated in the agreement with the Cheboygan County Road Commission dated April 13, 2011.

Roll call: O'Conner-yes, Chadwick-yes, Johnson-yes, Brown-yes, Paquet-yes CARRIED

Bids were received and opened June 14, 2016 for Old Mackinaw Road Project and received as follows:

Team Elmer's - \$188,577.10, Rieth Riley -\$166,779.55 and Payne and Dolan -\$155,423.50

MOTION by D. Brown seconded by K. Paquet to accept all bids for Old Mackinaw Road and award to Payne and Dolan in the amount of \$155,423.50. 5 Yea CARRIED

Bids were received for vacant property and opened on June 14, 2016 and received as follows: No bids received for Hammersly parcel The VFW parcel received one bid from Werner Plumbing and Heating for \$2,525.00.

MOTION by K. Paquet seconded by R. Chadwick to accept and award the bid for VFW Road parcel in Inverness Township and award to Werner Plumbing and Heating for \$2,525.00 with all costs associated with the sale is the buyers responsibility. 5 Yeas CARRIED

MCRCSIP Board of Directors Election for 2016.

MOTION by D. Brown seconded by K. Paquet to vote for Dorothy Pohl, Ionia CRC for the At-Large Position for the 2016 MCRCSIP Board of Directors. 5 Yeas CARRIED

Engineer/Manager Shank presented a new Road Standards Policy #57 to be adopted due to PA 181 being passed.

MOTION by C. O'Connor seconded by K. Paquet to rescind Policy #1 and #35 as recommend by Engineer Manager until revised. 5 Yeas CARRIED

**MOTION by K. Paquet seconded by R. Chadwick to adopt Policy #57 Road Standards as follows:
Cheboygan County Road Commission**

Road Standards

The Cheboygan County Road Commission has developed Road Standards to provide for safe roads in Cheboygan County that are reconstructed using Federal, County or Township funding. Asphalt overlays of existing roads will be allowed to remain at existing widths. However, it is encouraged to upgrade roads to current standards when funding allows. All Road Standards are designed according to current American Association of State Highway and Transportation Officials (AASHTO) design guidelines and applicable Michigan Department of Transportation (MDOT) design guidelines. All materials used in the construction of the roads must comply with MDOT material requirements.

All roads under the jurisdiction of the Road Commission have the following classifications:

ACT 51 Classification	NFC Classification
Primary Road	Minor Arterial Major Collector
Local Road	NFC Local Road

All Primary Roads, or any road that will be classified as 'All Season', shall be constructed according to Figure 1 of this policy. All Local Roads shall be constructed to Figures 2 or 3 of this policy.

In November of 2015, Public Act 181 was approved. According to this Act, a Township that contributes 50% or more of the funds for a project on a road that qualifies as a "Very Low-volume Local Road", the design of the road shall comply with AASHTO Standards for very low-volume local roads.

AASHTO defines a Very Low-volume Local Road as "a road that is functionally classified as a local road and has a design average daily traffic volume of 400 vehicles per day or less." A local road is a road whose primary function is to provide access to residences, farms, business or other abutting property. The use of a local road is not primarily for thru traffic, although some traffic may be using the road this way.

Very Low-Volume Local Roads are divided into sub-classes for the purpose of design:

Urban Roads	Rural Roads
- Major access streets	- Major access roads
- Residential streets	- Minor access roads
- Industrial/commercial access streets	- Industrial/commercial access streets
	- Agricultural access roads
	- Recreational and scenic roads
	- Resource recovery roads

Rural Major Access Roads:

Rural Major Access Roads serve a dual purpose, one is to provide access to abutting properties and second is to provide for through or connecting service between other local or higher functional class roads.

Rural Minor Access Roads:

The primary function of these roads is to provide access to adjoining property. Minor Access roads typically do not have through continuity and are short in length.

Rural Industrial/Commercial Access Roads:

Roads that access developments that generate significant truck or other heavy vehicle traffic. Factories, commercial land use or highway service roads are typical types of surrounding property.

Rural Agricultural Access Roads:

Roads that server as access to farming fields and operations.

Rural Recreational and Scenic Roads:

Roads that provide access to specialized land uses such as parks, tourist attractions, camp sites, boat launches, etc.. These roads have relatively light or no commercial traffic.

Rural Resource Recovery Roads:

Roads serving as access to logging or mining operations. These roads typically see heavy truck traffic.

Typical roads in Cheboygan County that would qualify as very low-volume local roads would fall into the categories of Rural Major Access, Minor Access roads, Scenic and Recreational functional sub-classes.

Figures 3, 4 and 5 of this Policy would apply to roads that would qualify under the provisions of Public Act 181. The Road Commission strongly recommends constructing local roads to the standard in Figures 2 and 3 of this Policy. However, the Road Commission does recognized that there are some locations that will lend to the very low-volume design standards as a preferred design. 5 Yeas
CARRIED

Engineer/Manager Shank noted there is a vacancy for a heavy truck driver position at the Indian River Garage and would like approval to hire a full time Heavy Truck Driver.

MOTION by D. Brown seconded by R. Chadwick to authorize Management to hire a full time heavy truck driver position. 5 Yeas
CARRIED

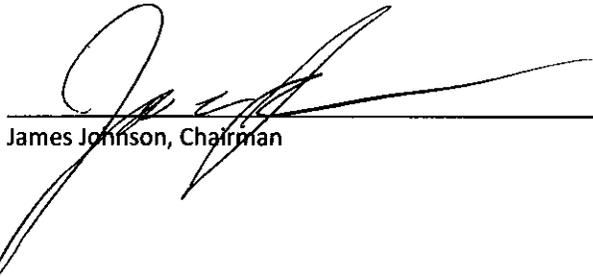
MCRCSIP Annual Meeting July 27 and 28, 2016 in Mount Pleasant.

MOTION by D. Brown seconded by C. O'Connor to authorize B. Shank and R. Chadwick to attend the MCRCSIP Annual Meeting July 27 and 28, 2016 in Mount Pleasant. 5 Yeas CARRIED

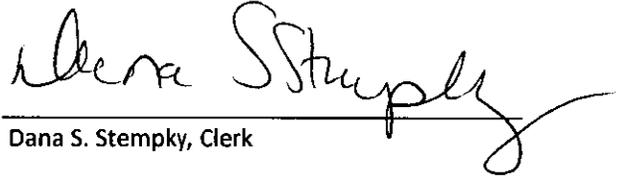
Engineer/manager Shank update:

- Devereaux Lake Road paving is continuing
- Eagles Nest is being graded and paving will happen after Devereaux Lake Road is paved
- Costs incurred regarding our underbodies catching the bump outs this winter is approximately \$4,400 in repairs.

Chairman Johnson adjourned regular meeting at 8:22 A.M. being no further business to come before the Board.



James Johnson, Chairman



Dana S. Stempky, Clerk