

CHARTER TOWNSHIP OF MERIDIAN
TOWNSHIP BOARD WORK SESSION MINUTES - **APPROVED** -
301 Bush Street, Mason, MI 48854-0038 (517-676-9722/800-968-9733)
Board Room of the Ingham County Road Commission's Austin E. Cavanaugh Administration Building
TUESDAY, APRIL 24, 2001, **6:00 P.M.**

The Board of Ingham County Road Commissioners and Meridian Township Board of Trustees met for a special meeting at 6:00 P.M. on Tuesday, April 24, 2001, in the Board Room of the Ingham County Road Commission's Austin E. Cavanaugh Administration Building located at 301 Bush Street, Mason, Michigan.

Present from Ingham County Road Commission:

Larry R. Smith, Chair, June H. Pallottini, Vice Chair and Jean M. McDonald, Commissioner.

Also Present:

Robert E. D'Alcorn, Managing Director, Deborah L. Bellows, Secretary to the Board, Joseph D. Pulver, Director of Operations, David J. Sonnenberg, Director of Traffic & Safety and Robert H. Peterson, Director of Engineering.

Present from Meridian Charter Township:

Susan McGillicuddy, Supervisor, Mary M.G. Helmbrecht, Clerk, Bruce Hunting, Treasurer, Julie Brixie, Trustee, Ann Woiwode, Trustee, Steve Stier, Trustee, Gerald J. Richards, Manager and Mark Kieselbach, Director of Community Planning and Development.

Call Meeting to Order.

Chair Smith and Supervisor McGillicuddy called the meeting to order at 6:00 p.m.

Public Comment.

Mr. William White addressed the Boards and congratulated the Road Commission on the roundabout at Marsh and Hamilton. He said it works well. Mr. White said he is a developer and owns the buildings at the four corners in Okemos. Mr. White said he would like to speak to the proposed closing of Hamilton Road.

Mr. White indicated he has an alternate suggestion to closing Hamilton Road at Grand River Avenue. Mr. White stated he owns the vacant lot next to the Travelers. He would like to develop the entire corner, which is approximately 3.5 acres. Mr. White said he would like to construct a signature building, which would consist of stores in three quarters of the building and residences on the third and fourth floors. He said this building would be built of brick.

Mr. White said he would propose closing Hamilton Road at Okemos Road, which would limit vehicular access to downtown similar to downtown Lansing on Washington Avenue. This would create a pedestrian friendly area and vehicular traffic could be re-routed around Ardmore. This would slow the traffic through this area a lot and would also improve safety for the residents on Hamilton Road. Mr. White also suggested a third lane on Hamilton Road between the golf course and Okemos Road to provide for a left turn lane. Speed bumps could also be installed. This would make a real downtown presence. Gas lights could also be installed on the street corners. Mr. White said he believes this area could be developed nicely. He asked that the two Boards look at this proposal.

Mr. White said he does not believe it is a good idea to close Hamilton Road at Grand River Avenue because of the volume of vehicles that use that. If it is closed at Okemos Road, it would work much better.

Chair Smith asked how people would get to the hardware store. Mr. White stated you would have to go around Ardmore. The business owners in this section need to get together to see if something can be

CHARTER TOWNSHIP OF MERIDIAN, JOINT MEETING, APRIL 24, 2001 *APPROVED*

worked out harmoniously. Trustee Brixie stated if traffic is diverted to Clinton and Methodist Streets, it will have a negative effect on the pre-school. She asked if Mr. White had discussed his plan with the fire department. Mr. White stated there would have to be a special light at the fire department. He said he has a whole downtown plan for the next ten years. He said there is a hazard at the day care center now because there is no parking lot or available curb side parking. Trustee Brixie stated there is no hazard there now as she takes her child there five days a week and safety is not an issue. Mr. White stated he has seen numerous occasions when there are many vehicles lined up there.

Chair Smith stated there is a process to go through, which starts at the Meridian Township Planning Commission before it comes to the Road Commission. He suggested Mr. White submit his plans to Mark Kieselbach.

Role of Ingham County Road Commission.

Managing Director D'Alcorn reviewed the following roles of the Road Commission:

1. To maintain the roads in reasonably safe conditions.
2. To provide excellent service to the motorists of Ingham County.
3. To serve all sixteen townships in Ingham County.
4. To accomplish the most with the limited funding available.
5. To make road improvements that will address traffic congestion problems.
6. To maintain the road system already in place.
7. To resurface the worst roads first.
8. To get developers to build roads to our standards.
9. To make sure our standards provide the proper life expected of a road.
10. To reduce the speeding problems some residential roads experience.
11. To follow the laws governing roads and road commissions.

Mr. D'Alcorn stated that the Road Commission is in the process of revising its road standards. The Road Commission will be trying to address speeding problems in subdivisions and would like to discourage roads like Burcham Drive. Mr. D'Alcorn stated that the Road Commission's funding is based on primary and local road mileage.

Meridian Township Transportation Goals.

Mr. Richards reviewed the sections of the Township's Policy Statement which pertain to the safety and maintenance of the roads in the Township. He opened this discussion for Supervisor McGillicuddy.

Supervisor McGillicuddy said that it took the Board quite a lot of meeting time to develop its goals. She indicated they are looking to the staff to implement and achieve them. Supervisor McGillicuddy stated that the Road Commission's goals and the Township's are closely aligned. The Township is also looking for ways to address the traffic congestion in the township. Supervisor McGillicuddy said the Township Board is looking at other alternative means of transportation, i.e., walking, bicycling and using the public bus system.

Supervisor McGillicuddy said that it would be nice, if when planning for road improvements, the Road Commission would provide a place for buses to pull off the road. This would be very helpful for commuters using the bus system. She indicated she had heard the praise earlier for the roundabout at Marsh Road and Hamilton. She echoed the thanks and stated it has eliminated what once was a very bad traffic problem. Supervisor McGillicuddy stated there are only a few times now when the traffic is backed up in this area, but not nearly like it used to be.

Supervisor McGillicuddy stated she is happy to see that the Township and Road Commission goals are closely related and believes this type of joint meeting can strengthen the relationship between the two boards. She said one of the goals of the Township is to provide a resident friendly community. She stated that adding bike lanes to the road system will help.

Trustee Woiwode stated that this is an entirely new Board for Meridian Township. They are proactive with transportation issues. She said she believes that clashes with the Road Commission in that she senses that the Road Commission is reactive to transportation issues. The Road Commission sees a problem and responds with a solution. The Township sees a problem and their goal is to redirect how to avoid it in the future rather than accommodate it.

Director of Traffic and Safety Dave Sonnenberg stated that the Road Commission always reacts to situations, that is just what we do, that is how our job is done. We strive to find solutions to problems and implement them.

Trustee Brixie stated the Township's approach is proactive, they like to pass the cost on to whoever causes the problem. There must be a middle ground somewhere. She stated, for example, on Okemos Road near the Delta Dental building, the office building north of there, there was a five and a half minute wait to turn on to Okemos Road – that brought about the center turn lane. Trustee Brixie stated there must be a way to build proactive into reactive, there must be room for that, but how can it be achieved? She said their funding is built into five year plans.

Director of Engineering Bob Peterson said the Road Commission does have a five year plan. It has only a certain pot of money to use.

Trustee Brixie said a lot of this should be passed on to someone else, like making developers pay for improvements. Director of Traffic and Safety Dave Sonnenberg stated the Road Commission does do that. Trustee Brixie asked how? Managing Director D'Alcorn said that there are limitations. The Road Commission is controlled by the Arrowhead case, where the Appeals Court determined that Road Commissions can only require improvements adjacent to the plat boundaries. If we can determine that left turn and/or deceleration lanes are needed, then we can required them to be built by developers, but only for short distances which are adjacent to the development boundaries.

Trustee Brixie stated like Okemos Road. There should be strict standards when necessary. Mr. Sonnenberg stated there are specific requirements to meet. The Road Commission just can't pick numbers out of the air and make developers pay for road improvements. The Road Commission's standards are very clear. Mr. Sonnenberg said that the Road Commission works with Mark Kieselbach on such matters and the Road Commission's standards are mostly for two lane roads. Mr. Sonnenberg stated a good example is the proposed Eastwood Towne Center development in Lansing Township. The Road Commission has been working with the developers for about six months and the developers will be spending about \$750,000 on road improvements this year and next.

Commissioner Pallottini stated the Road Commission, in recent years, has been proactive in working with developers to solve the problem of speeding on straight-aways in subdivisions. The Road Commission is taking an active part in traffic calming alternatives.

Clerk Helmbrecht mentioned the traffic study that was done for Meridian Township and asked if there is some area from that study where the Road Commission would recommend changes. Mr. D'Alcorn stated the study was done in the early 90's and was a joint project by Meridian Township, the Road Commission and MDOT. Most of the problem areas pinpointed at that time were at various intersections. Most of those areas from the study have been improved since then. The Road Commission used that traffic study as a basis for many of the improvements that have been done in the Township. However, one of the worst areas, which still needs improvement of some kind, is the Okemos / Jolly intersection. Mr. D'Alcorn told Ms. Helmbrecht that the Township should be looking at areas where there is a problem with traffic backups. Those are the areas which require improvements. Trustee Brixie stated she wasn't sure the traffic study is of much use now.

CHARTER TOWNSHIP OF MERIDIAN, JOINT MEETING, APRIL 24, 2001 *APPROVED*

Mr. D'Alcorn stated that part of the reason MDOT participated in this study was so it could run a traffic model. He said that TCRPC developed a new one in 1995. It costs about \$6000 to have a model run on a certain area. TCRPC is in the process of trying to update their data base to use 2000 information and traffic counts. He suggested the Township have them run a traffic model for areas they question.

Treasurer Hunting stated that traffic signals that have the sensor lights are more efficient than the old ones and wondered how many of the old signals are in Meridian Township and what the priority is for updating the signal systems. Director of Traffic and Safety Dave Sonnenberg stated that the only signal system in Meridian Township that is not on a loop detection system is at Dobie Road and Hamilton Road. He indicated that Meridian Township has 35 signalized intersections and all of them have the traffic detection system except Dobie and Hamilton. He stated that the Road Commission is starting to switch to the camera system and explained how it works. Mr. Sonnenberg stated that of the MDOT signals on Grand River Avenue, the only ones that have sensors are the ones that provide for left turn movements.

Trustee Woiwode asked if the Road Commission participates in any other alternative methods of transportation. Mr. D'Alcorn stated the Road Commission does participate on other forms of transportation. It puts in paved shoulders on roadways, which are used by bicyclists and pedestrians. The Road Commission's funding is designated for roads, it cannot be spent outside the road right of way.

Trustee Woiwode asked what the Road Commission considers when looking at the roads for improvements and how does it prioritize what gets done first. Mr. D'Alcorn stated that for primary road improvements, most of that comes together at TCRPC. All modes of transportation are handled through TCRPC. One of the goals of TCRPC is to look at the total transportation package. The Road Commission is more reactive than proactive because we cannot predict the future and road problems need to be taken care of as soon as possible.

Chair Smith stated that CATA has representation on the Tri-County Regional Planning Commission.

Commissioner McDonald stated that the Engineers have manuals for road construction and traffic related issues. When they visit the roads for proposed improvements, they consider paving roads and cutting out trees and allowing traffic to go faster. They get all their numbers and guidelines from manuals. The Road Commission needs to hear from people and townships. Do you want four and five lane roads, what are your priorities.

Trustee Stier stated they don't want that stuff. Take the books and manuals and get rid of them. There is already too much traffic. The Road Commission builds too many roads. There needs to be a slow down in the increase in traffic. He said that any development that has a traffic impact, the Road Commission approves. Then when the roads are beyond capacity, the Road Commission widens them. Trustee Stier said they don't want that. He said that subdivisions are taking up substantially all the land that is left. That has to stop. The Township needs the Road Commission's help in not approving all the subdivisions and new roads. Trustee Stier stated the Township cannot continue to sustain that kind of development.

Chair Smith stated, for example, Ember Oaks off of Jolly Road. He said those 152 homes are generating about ten trips per household on Jolly Road. Some kind of road improvements have to be done in order to accommodate the traffic. He stated that this kind of development starts in the Township's back yard. The Road Commission can only approve road layout, it cannot legally make determinations on land use. Chair Smith said that, for instance, cul de sacs in subdivisions are discouraged because they are hard to maintain, but in reality, they do slow traffic. The Road Commission and the Township must work together.

Chair Smith stated the problem is that everyone wants to build. That can't really be stopped. He said now people are spreading out and going to Williamston, DeWitt and Grand Ledge. He said he understands the Township wanting to slow development, but it starts with the Township's planning. The Road Commission is willing to work with the Township, but the Road Commission does have limitations.

Director of Traffic and Safety Dave Sonnenberg stated that the Road Commission cannot approve or disapprove development. The only control it has is over the road layout and access to those roads.

Supervisor McGillicuddy stated that the Township's goals are not to widen roads and remove trees. They want narrower roads. She indicated this Board inherited the current development problems. She stated they hope to solve the problems with traffic through future development and growth issues. Supervisor McGillicuddy stated that the Township does not believe widening Jolly Road is in their best interest. She suggested a roundabout at Jolly and Dobie, which would help relieve the traffic problem. She asked the Road Commission's help in putting in bike lanes at various locations.

Trustee Brixie stated she echoes the other board members' comments. She said that the Township gets applicants that tell them the Road Commission okays this stuff but the Road Commission tells them the decision rests with the Township. She indicated the Drain Commissioner is concerned with the new standards. He would like to see less curb and gutter and more ditching. Chair Smith said that then you would have people parking on lawns, there would be no sidewalks and residents would start asking for stop signs. Trustee Woiwode stated it would only require increased enforcement.

Trustee Brixie stated there should be more flexibility in the standards. The developer of Ember Oaks would love not to have to put in curb and gutter. Is that a possibility? Managing Director D'Alcorn asked if the Drain Commissioner will be maintaining ditches? The Road Commission can't. People will fill them in and then who is going to clean them out? There are state and federal standards that the Road Commission has to meet. If it doesn't, it sets us up for a high liability. Trustee Brixie stated the Township can change its standards. Director of Traffic and Safety Dave Sonnenberg stated that most of the standards the Road Commission follows are federal standards, which cannot be unilaterally changed. Director of Engineering Bob Peterson stated the Road Commission allows either curb and gutter or ditches. Ditches are usually approved for rural sections and curb and gutter for urban sections. If federal funds are used on a specific project, the guidelines of the federal government must be followed, or the funding is not received. But the Road Commission does have some control over subdivisions.

Treasurer Hunting stated he, too, echoed his fellow Trustees' comments. He said the Township is interested in alternative modes of transportation in the community. He commented on the Jolly Road and Okemos Road intersection being at its max for traffic volumes, according to a letter from Director D'Alcorn. However, he was disappointed that Director D'Alcorn wrote a second letter regarding the Land Equities Project, which appeared to suggest that the area could handle more development. Director D'Alcorn stated that Meridian Township requested that he change his position and write another letter.

Discussion ensued regarding the Jolly Road project.

Supervisor McGillicuddy stated she just does not see a problem on Jolly Road, east of Okemos Road and doesn't want to see the wetlands jeopardized for a widening project. Mr. D'Alcorn stated that Jolly Road is a main east/west route. He said the Road Commission does not consider this section of Jolly Road a residential area and it is in desperate need of improvement in order to accommodate the traffic.

Trustee Woiwode said she could understand trucks using Jolly Road west of Okemos Road, but not east of Okemos Road. If you create a road that is attractive to trucks, it is natural to assume they will use it. But why widen Jolly Road east of Okemos Road. If it is widened, it will just make it easier for truck traffic. Mr. D'Alcorn stated the trucks are going to the new subdivision the Township approved. They are delivery trucks, cement trucks, gravel trucks, etc. There are only a few cross-township roads in Meridian Township and Jolly Road is one, the others being Haslett Road and Grand River Avenue. It is the Road Commission's job to provide alternative routes for traffic traveling east and west, as well as north and south.

Commissioner Pallottini stated that a few years ago when the Road Commission had its public hearing on the widening improvements to Jolly Road, the vast majority of the people who spoke at the public hearing were in favor of widening the roadway. The residents who live on Jolly Road stated they cannot get out of their driveways with the road in its present status. Also, the south side of the road is under the jurisdiction of Alaiedon Township and Alaiedon Township officials are in favor of making improvements to Jolly Road. There were also a few farmers present at that public hearing who stated they have a hard time getting their farm equipment down Jolly Road and they are also in favor of widening the road. Commissioner Pallottini stated at one point she may have agreed with the Drain Commissioner to put in less curb and gutter, but not any more. She said she took a ride down Dobie Road and there is a tremendous amount of pedestrians using the sidewalks. The curb and gutter is needed in most areas.

Township input into Road Commission programs.

Mr. D'Alcorn stated there has been question in the past as to the Township's ability to have input into Road Commission programs. He stated the following are all opportunities for the Township to comment on Road Commission functions:

- At the annual budget public hearing held in December.
- At the annual construction public hearing.
- For federal and state funded projects, at all the various Tri-County Regional Planning Commission meetings and public hearings for the development of the Long Range Plan and the three-year Transportation Improvement Program in the CARTS Committee, the Road Advisory Committee and the Planning Commission itself.
- For local road improvements, the Township is allowed to select the roads to be improved.
- The townships, other than at either the budget or the construction public hearings, do not have a say in which primary roads we resurface. The Road Commission needs to look at all roads throughout Ingham County and at available revenues. Any one township does not see the total countywide picture.
- For maintenance work, townships do not have input into the Road Commission's operations other than to report problems.
- All townships and many developers will be given an opportunity to review and comment on the new subdivision standards before they are approved by the Road Commission.

Township Manger Jerry Richards asked if the Road Commission is approving roads in land divisions. Managing Director D'Alcorn stated the Act does allow the Road Commission to review proposed drive access. If the developer wants the roads to be private, then the Road Commission has no say, but if the roads are to become public, they have to be built to Road Commission standards.

Mr. Richards asked if the Township gets notice of these land divisions and street layouts. Mr. D'Alcorn stated they go through the Township first. Director of Engineering Bob Peterson stated that, on occasion, some land divisions have come to the Road Commission first. But there will be language in the new standards that land divisions are required to go through the township first. Mr. Peterson stated he would hope that the Township would appoint someone to the stakeholders committee to replace Mr. Buell so that the Township will be apprised of what is going on.

Director of Traffic and Safety Dave Sonnenberg stated that the township must approve land splits first. Then the developer comes to the Road Commission for drive access approval. If the Road Commission determines that the location of the proposed drive(s) is not a safe location, then they are turned down. Mr. Richards stated there may be more of these coming along because of developers trying to avoid the platting process and he would hope the Road Commission and Township would work together on them.

Trustee Woiwode stated that with land divisions, there should be some way of notification between the Road Commission and Township so that the two entities aren't played against each other. Director of Engineering Bob Peterson stated there are monthly meetings between the Road Commission, Drain

CHARTER TOWNSHIP OF MERIDIAN, JOINT MEETING, APRIL 24, 2001 *APPROVED*

Commission and Township to discuss issues. The meeting is usually hosted by the Township. These issues are discussed at those meetings.

Green Road Paved Shoulders.

Township Manager Jerry Richards stated the main concern for this project is the safety on the north end of Green Road at the blind curve. The paved shoulders will help, but it doesn't necessarily have to go all the way to the railroad tracks.

Kinawa Drive Resurfacing.

Managing Director D'Alcorn stated that the township has requested a median island be constructed on Kinawa Drive. This is very costly. Will the Township consider paying for the construction of the island? The alternative is three lanes of pavement with a center turn lane.

Supervisor McGillicuddy stated the Township's thinking was not to have the median constructed the entire length, but just at the curve around the bend, with bulbouts so that kids can cross over to the school. The Township thinks this would work better than widening the roadway. She indicated that a bike path should be constructed on either side and the parking should be eliminated. Director of Traffic and Safety Dave Sonnenberg stated he still recommends three lanes with a center turn lane. There are a lot of left turn movements on Kinawa Drive and it is imperative that the center lane be available for turning movements. He said the turning vehicles need to get out of the travel portion of the road.

Supervisor McGillicuddy asked if the third lane could be only in certain areas. The school should be consulted. Mr. Sonnenberg stated it would have to be worked out, but there definitely needs to be a third lane for turning movements at the school. Supervisor McGillicuddy stated maybe they could sit down and work this out. She agreed that a turn lane would be necessary at the school and would also recommend islands here and there along this length of Kinawa Drive. Mr. Sonnenberg said that planning would begin this fall.

Dobie Road/Hatch Road Intersection Improvements.

Mr. D'Alcorn stated that the project at this intersection involves cutting the hill north of Hatch Road. Does the Township support this project?

Trustee Woiwode stated she supports the project, but are there alternatives to cutting the hill. She said the design of this project is critical. Mr. D'Alcorn stated the Road Commission's position is that there is no alternative to cutting the hill. If the hill is not cut and the traffic signal is not installed, without cutting the hill it will cause rear end collisions because the driver will see a green signal but when going over the hill, won't realize there may be vehicles waiting to turn and the driver will not have the proper stopping distance. Mr. Sonnenberg said that when the cars are stacked, the vehicle coming over the hill cannot see over the hill and once the vehicle is over the hill, cannot stop in time if there are vehicles stacked there making turning movements.

Supervisor McGillicuddy said she had previously discussed this with Mr. Sonnenberg and suggested purchasing the house that Hatch T's into and putting in a roundabout as an alternative to cutting the hill and installing a signal. Mr. Sonnenberg told her at the time that the hill would still have to be flattened. Supervisor McGillicuddy said she hates to lose the character of the road by cutting the hill.

Trustee Stier stated he would not oppose this project as long as every alternative has been explored and there is only one way to do the project. But, make sure you consider everything.

Commissioner Pallottini stated the Road Commission will not compromise safety.

Clerk Helmbrecht asked how much of the hill is going to be cut. Mr. Sonnenberg stated it is not a major cut, only about five to six feet is required. Treasurer Hunting asked if any trees will be removed. Mr. D'Alcorn stated the trees between the road and the sidewalk will have to be removed. He said there is no

CHARTER TOWNSHIP OF MERIDIAN, JOINT MEETING, APRIL 24, 2001 *APPROVED*

alternative. Vehicles just will not see coming over the hill that there are cars stacked waiting to make a turn. Trustee Brixie stated to move the traffic signal so people can't see it. Mr. Sonnenberg said that a traffic signal cannot be installed where people can't see it.

Trustee Woiwode said to convince them this makes sense. Mr. Sonnenberg said that he has to follow proven safety design and standards. Trustee Woiwode said that the Road Commission needs to convince them and make them understand that cutting the hill is the only alternative available for this intersection.

Supervisor McGillicuddy stated she is concerned about the number of trees being removed on Hatch Road for the Township's local road project this year. She asked if the Road Commission could stake the road so she can see where the new shoulder will be. She would like to know the width of the asphalt. She said there are some 200 year old oak trees along Hatch Road and she is concerned about their root system with asphalt in there. She said she would prefer a gravel shoulder if the asphalt is going to kill the trees. Director of Engineering Bob Peterson stated they are on the south side of the road. He indicated the Township's engineering department submitted the plans to the Road Commission for what it wanted to do along here. The road alignment has been moved so as not to impact the trees. Presently, it is planned to place two foot paved shoulders. The total width of the roadway will be 26 feet. Mr. Peterson offered to walk the project with Township officials. This meeting will be set up in the near future.

Proposed Closure of Hamilton Road West of Nakoma Drive.

Chair Smith stated he heard quite clearly, the comments made by Mr. White during public comment. He said this is a real issue to deal with because the golf course does not want the roadway closed. Township Manager Jerry Richards stated the first step of this process is for the Township Board to officially request the Road Commission to review the proposed closure. Mr. Sonnenberg stated that perhaps the Road Commission could experiment and temporarily close the road and then do before and after studies to see what would be beneficial. Mr. D'Alcorn stated if the road were to be closed at Okemos Road, major improvements would have to be made to Ardmore Street, Clinton Street and Methodist Street so they could handle the additional traffic that would be using them. He said these are local streets and the township would be required to pay 50 percent of the costs for improvements.

Northbound Okemos Road at Grand River Avenue – Right Turn Lane.

Managing Director D'Alcorn stated he thought it was a good idea to construct a right turn lane on Grand River Avenue at northbound Okemos Road, but MDOT is not looking too favorably on it. MDOT would have to change the signal.

Trustee Stier stated he goes through this intersection five or six times a day and has never seen a problem. Mr. D'Alcorn stated the township had previously asked the Road Commission to look into this possibility. Trustee Stier stated it wasn't necessary and the Road Commission did not need to pursue it.

No public comment was offered. The meeting adjourned at 9:15 P.M.

SUSAN MCGILLICUDDY
TOWNSHIP SUPERVISOR

MARY M. G. HELMBRECHT
TOWNSHIP CLERK

Larry R. Smith, Chair, Ingham County Road Commission
Deborah L. Bellows, Ingham County Road Commission Board Secretary
Paul J. Cassidy, Meridian Township Board Secretary