

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

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

Absent: Chairman Eric Shafer

Staff Members Present: Garrett Myland, Assistant Manager/Engineer

Visitors: Robert Tomlinson, Three Rivers Commercial News
Luis Rosado, White Pigeon
Myrtle Steele/Dawn Tafil, 62927 Lutz Road
Karen James, 62748 Lutz Road
Josh Shook, 65019 Lutz Road
Tim Carls, 63044 Klinger Lake Road
TJ Reed, 227 W. Chicago, Sturgis
Sheryl Miller 64719 Sevison Road, Constantine
Fred & Beth Boodt, 62961 Lutz Road, Constantine
Rebecca Shank, 385 S. Washington St., Constantine
Ray & Gloria Martin, 68053 Klinger Lake Road, Sturgis
Karin & Al Zona, 68025 Klinger Lake Road, Sturgis
Luis Rosado, White Pigeon
Tim Scott, 62830 Lutz Road
Frank, Lutz Road
Kimberly Steele, 62901 Lutz Road (vacant lot)

Vice Chairman Chupp called the Public Hearing regarding the widening of Lutz Road to order at 5:00 pm.

The Pledge of Allegiance was led by Al Zona.

Garrett Myland gave a Power Point presentation on the project to include:

2023 – Section of Lutz Road between M-86 and Fairchild Road

2024 – Section of Lutz Road between Fairchild Road and Roys Road with a \$414K Safety Grant and our match is \$46K out of pocket ourselves. So total of \$460K plus the cost of Engineering to complete it.

2026 – Section of Lutz Road from Roys Road to Featherstone Road

Long term is from Featherstone Road to US 12 to meet guidelines that the Feds put out there for us. When using Federal funds on a project we can only use those funds to meet their guidelines.

Tim Carls – I didn't see where you are asking the township for any "blood money"?

Garrett Myland – No, we are not asking the township for any money on this project. The main reason is this is a primary road and when we do work on a primary road, we are not required get any match funding from any locals for any improvements. The other thing is we have a Grant that covers 90% of

the cost. We are not going to be requesting from the township any money for this project, we are tackling this ourselves.

Tim Carls – Do you know if there is any Federal money tied to this or is it all State money?

Garrett – No, this is Federal money and that is what that HRR Grant is for. That \$414K is Federal monies.

Tim Carls – So the Federal Government if I'm understanding this correctly is going to allow you to patch what is there. You are only going to add 3', not grind the road and not redo it correctly?

Garrett – The existing road now has a composite road, which is concrete. The last time this road was done I believe they did what is called a crack and seat. Crack up the joints and try and break up as much as possible. One of the things we are going to try and do is to prevent some reflective cracking. We are going to be milling off that existing surface to try and get rid of some of those bumps there. But to do a complete redo of this project is not financially possible at all.

Tim Carls – That's just a patch job.

Garrett – I wouldn't say it's just a patch job. It's a structural overlay that is going to be on the project.

Tim Carls – So are you going to patch that 3' to the existing cement?

Garrett – So there is a bond coat that we put on the edge for paving 3' then one pass paving 15' on top of it. So, the 3' is bonded with a bond coat to the side of the 12' and then coming over with that 15' paving as well. So, there will be no joint on edge seen.

Tim Carls – You are going to say this is going to be effective for getting rid of all the bumps in it?

Garrett – I'm saying we cannot afford to do it any other way. When we look at projects, MDOT for example has a project that is happening on 131 within the next year where they are going to be doing major work on that and they have the same issue where there is concrete below it and they are going to take the same progress. They are going to be milling off the existing surface and overlaying it.

Tim – I can only assume that those uneven spots are there because of freezing?

Garrett – Yes, it's the concrete spots that are underneath it.

Tim – So what's going to be the life span of this surface when you do this?

Garrett – The life span for any asphalt overlay is roughly 15-20 years. So that is what we would expect to get out of this surface before we would have to pave it again. This is one of those projects that when you pave just an overlay that is the lifespan you expect to get out of it and that is what we expect.

Tim – So this will be chipsealed every 5-7 years possibly?

Garrett – That is correct.

Tim – So there is no guarantee this heaving is not going to come back?

Garrett – It most likely will over time. It's one of those things that when you have concrete below it, there is not a good way to fix it besides ripping out the entire road. When you are talking about ripping out the entire road you are talking about tripling the amount of money it would cost and if we were going

to do that we would not be able to complete this project. So, it's one of those things it's a give and take, we know that 15 years down the road we are probably going to have to pave it again and those bumps are most likely going to be there and we are going to have to mill them off then in 15-20 years and repave like with a majority of the roads.

Tim asked if there was any type of a crash thing with south 3 miles of Lutz Road to compare with where the trees are?

Garrett – There is crash data for there, but we did not do a crash analysis because we are starting at the north section and our main goal is to get to Featherstone.

Tim – I would like to see the crash analysis to the south where the wind blows. Yes, there is people hitting trees, is there as many crashes there as there is on the south half when it's a glare of ice and everybody is going off because you guys don't want to take care of it?

Garrett – I would have to take a look at the crashes down there.

Tim – When will you look at that so we can have that information?

Garrett – I will take a look at it at some point as I'm all next week for HMA certification class.

Rebecca Shank – Is there any possibility that you can put on the screen the distance from north to south in relation to the neighborhood at Rice? You are putting 3' both sides plus a ditch?

Garrett – No we are not going to be ditching the entire project. One of the main things that we are trying to do is...

Rebecca – You've got a lot of private homes that you are going to be right up to their doorstep.

Garrett – We are only going to be affecting 6'. A good example would be Wait Road. There was a decent amount of people that were worried about how that would affect them. When all was said and done really the road is getting 3' wider. There is an existing gravel shoulder there now. When you are talking about the impact to the houses that is not our goal, not our intent. Our main intent is to meet Federal guidelines so we can use Federal money on the project to take care of a safety issue that is happening with people running into trees.

Rebecca – I hate to think that it is the tree's fault. It could be the fact that the drivers are under the influence or driving too fast.

Rod Chupp- When a tree dies and falls whose fault is it then?

Rebecca – But you only had one out of the seven.

Garrett – There were three.

Rebecca – Well there is also a historical issue there too because after WW 1, a hundred walnut trees were planted along the old 131 corridor and as memorials to our WW 1 victims/soldiers and have the horror of discovering that someone bought the old Fitch farm just south of Sauganash had rented the house and the parents were afraid of the walnuts falling on the kids so the parents cut the walnuts down and so I'm just questioning judgement and some of the things that are done.

Rod – Garrett you had made the comment there would be trenching down 6'. Can you explain what you mean by that.

Garrett – We are going 6' wide and trenching down approximately 1'. What it is, is a machine that takes the material and lifts up right next to the road so next to the road you have a 1' down, 6' over, 1' down is the area we are going to be filling back in.

Rebecca – So it's not 6' deep?

Garret – No.

Rod – It sounded like we are going to put in a 6' deep ditch.

Garrett – My apologies, we are not going to be putting in a 6' deep next to the road. It will be 6' wide. I appreciate the comment on the issue with worried about historical issues. We have actually gotten clearance from Section 106 for this project already.

Rebecca – Would you like a copy of the newspaper front page story where it was all dedicated.

Garrett – I think it would be interesting, but again we do have 100% clearance for this on a historical standpoint.

Rebecca – So then how do we keep people from driving 100 mph?

Garrett – I think that is the discretion of the person that drives. We are not an enforcing agency. The only thing we can do is we can build a road to the standards that are required of us as engineers and road professionals when we are given specific design criteria from the Federal Government and ASHTO so that is what we have to follow. I understand your concern about speed, but you could drive very fast down lots of roads.

Rebecca – Including Washington Street in Constantine.

Garrett – We have rules that we have to follow and when the rules say the road has to be a certain size, we have to follow those rules.

Kimberly Steele – Is '6 from the white line?

Garrett – It is 6' from the edge of the road.

Kimberly – What about the utilities that are already there that may be closer than 6'.

Garrett – That is a good question, the utility poles, if it were my choice everything would be underground. We are required to do as the agency that is in charge of the ROW is that people have access to internet, phone, power so when a utility company approaches us and asks us if they can run stuff, our response normally is yes because we don't want to stop people from getting the services that they need. Recently the biggest thing that we have done when a utility company contact us, when they are doing poles, put it on that 32' mark, we want it as far off the road as possible. There have been some poles installed closer, but I don't think we have the legal authority to make them move the poles until they are doing a complete redo of the area. That's one of those things when they are redoing that we can force them to move them to a safer measure than in the past.

Kimberly – How are you going to go back to limiting those trees in Royston? Those trees are so close to the west side of the road.

Garrett – What we are legally allowed to do because we are not asking for easements or property acquisitions, we have the right for 33' past the center line of the road to take out trees. If that 33' is measured off and the trees are going on somebody's private property there might be that fluctuation towards that but again our main goal is to make it safe for the public.

Kimberly – What about mailboxes?

Garrett – Everything is done by the road commission that is part of the project for the mailboxes when we need to widen the road, we have a pay item where take out the mailbox and move it to the side and then once everything is done we do a final set of the mailbox. Nobody will have to worry about moving their mailboxes.

Tim Scott – The trees she is just talking about are mine. I have over \$10,000 in offers I've denied because those trees have saved my house from getting hit by cars because people don't know how to drive. My questions are when is the project going to start so I can get a tree cutter in and get them out and get paid for them?

Garrett – Project is in 2024. You are the owner of those trees, you are the property owner, when we have a project what we have is marketable timber and if a tree is cut down on your property, it is your property they can leave it if you want to burn wood with it. If you have trees that are going to be cut that you want to be paid a lot of money for beforehand, now is definitely the time to approach that because you will get more money than our contractors doing it as marketable timber. We have talked to several property owners on the other section that has a decent amount of trees to be removed and I thought they were going to talk to a forester to try and make as much money as possible as they can off the trees. It's also one of those things that if you remove the trees, it is wonderful that you will be getting the most money from a forester. Obviously if the stump is still there, we will remove the stump. It is also a benefit for us too. So when trees are removed we don't have to pay somebody to cut the tree and lay it down in your yard. If you have a good persons number, I'm always taking numbers that I can pass off to people that want trees removed.

Tim – Ronan's Reliable Tree Service out of Burr Oak.

Garrett – We had a similar meeting, whenever we are touching somebody's property we always invite people to public meetings. The first 2 miles of Lutz Road we had a Public Meeting last year and talked with everyone in that section. Everybody who received a letter from me is because you are on this section of the road. Normally tree cutting takes place between this time of year and January. We try and get as much tree cutting done as possible, unfortunately MDOT dropped the ball this year and I'm probably going to have to pay more for those trees to be removed. I would love to give the tree cutter more time for better prices but I would rather you get more money for them.

Tim – The way my yard is set up by the time that 6' mark is set up it's going to be about 2' lower than the road is now. So what are you going to do about that shoulder there when somebody pulls over to pull off and it blows out into my yard and there car is stuck in my yard because it's a 2' drop?

Garrett – What we do in those cases is embankment, go off that 3' shoulder and we have a 3 on 1 slope that we run off that. We put topsoil, seed and blanket. You shouldn't have to worry about it, we take care of it.

Rebecca – Back to history, we put lots of trees to prevent wind blowing and snow from the dustbowl lesson. We removed them all from 131 south of the hill, are we ignoring that lesson at this point in history?

Garrett – I don't think we are when you look at how snow drifts. Snow accumulates around close objects. When something is close enough to the road it creates more drifting. Best place for snow fence is relatively far away from the road. The closer the objects are to the road the better chance to put snow on the road.

Tim- Since this is gonna be a dragway and slick in winter and houses in Roystown are so close to the road is there gonna be a guardrail put in for safety?

Garrett – You mentioned it's gonna be slick.

Tim – You guys don't take care of nothing so why wouldn't it be? That's gonna be a wintertime problem when you take the trees out.

Garrett – We are not going to be putting guardrail in front of people's houses.

Tim – There is nothing you can put there a safer barrier or anything cause like I said the trees keep the trees out of the houses and I do believe this road is going to be a lot faster when it's wider.

Garrett – When project is done, and if there is an increase in speed, like I said we are not enforcing agency, we can put up traffic counters and if we show there is an increase in speed we can direct it to those that enforce that. We just have to build it to the standards that are required.

Tim – Is there a Grant that can be applied for to put guardrail there?

Garrett – I don't believe we are going to be putting guardrail there.

Tim – Okay, you got a Grant for the safety of a roundabout why couldn't you get a Grant for a guardrail down there.

Garrett – I'm not saying we couldn't.

Rod – I don't think anyone wants a guardrail there.

Sheryl Miller – In regards to guardrail, I drive farm equipment through there and I would not be able to get off the road far enough if there was a guardrail there. A guardrail is not a viable option in my opinion.

Garrett – The plan right now is not to put any guardrail there.

Rod – Let's close the Public Hearing on Lutz Road at 5:37 pm

Garrett – Thank you all for showing up, I do appreciate it. I know it's time out of your day and something that effects your houses and property and I hope you got good information out of this and appreciate you coming.

Rod Chupp called the Board meeting to order at 5:43 pm.

We are going to move after Citizens Comments item #13 the Discussion on Brighton Road dock issue to right after #10.

Motion by Commissioner Mifsud seconded by Commissioner Miars to approve amended Agenda and Consent Agenda of February 1 Board Meeting. Motion carried.

Unfinished Business – Brighton Road dock issue at edge of water at Klinger Lake

TJ Baker – Just an update on what we've done with Zona's and Martins. I've done some research and understand that you may get a legal opinion on what's going on. Don't envy your position. I did contact EGLE, got an email today that potentially may not even be a permit required for the road commission to remove the seawall. I did speak with my clients and I do know that the other party that filed the complaint may be willing to talk and there may be a peaceful resolution amongst themselves. I understand that the road commission does not feel that they have the authority to permit or not permit a dock. I understand no decision is happening tonight and I understand that. We are just here tonight to continue efforts to get along with the property owners and utilize the property as they always have. Their property values are greatly dependent on being able to get into the water in a manner that they have used since 1945.

Vince – Do you want to give us an update on what is going on with Fish Lake?

TJ – I did do some research on that just out of curiosity. The original plat map that I see that road end that you are dealing with does not terminate at the waters edge. It clearly terminates at Crescent Drive. That road was always dedicated as a county road. If it goes to court, the decision is going to be an interesting one. The law talks about perpendicular running roads.

Karin Zona – If Phil meets and mediates with everyone regarding this issue and he decides to retract his complaint and then 2 months later, which he does often, that now he doesn't like where it is again are we back at square one? Is there a formal resolution or something?

Rod – That's a really good question, that will probably come up in our discussion. All I can say is that we are going to discuss tonight but the goal is not to come to a conclusion tonight since our Chairman and John are not here tonight. The way that I see for it to really settle is that the jurisdiction is that the township should speak to it and issue a permit or not.

Vince – we are going through our policy book now. My opinion, the legal opinion, say and our personal opinion will form our policy.

Dave Miars – If we were to say for example that you guys come to a resolution and we put to a motion would that kind of lock that in place?

TJ – Whether or not that would have authority, I think it would be an agreement amongst neighbors to utilize it and withdraw their formal complaint. Ultimately I believe this 5 member board has the ability to determine whether or not it has authority. It doesn't make a lot of sense to me that the county road commission owns the road but has no authority to make it's own decision on the use of the road. It is inferred that the road commission owns its own road. I believe it's written vague is on purpose because I believe you have thousands of these things throughout the state. Some counties/townships permit their own docks. There are counties that permit docks throughout the state. Generally there is a working relationship between the entities that may or may not be happening here but to say that the county cannot control it's own vote to me doesn't make a whole lot of sense. I believe this commission here has the right to say we believe we have the right to permit or not to permit those docks. Or say we will not allow dock and will remove seawall. So, I don't think the township can tell you to remove your seawall that was improperly placed.

Dave Miars – So if we assume the responsibility, whatever we do is going to have to affect the entire county.

TJ – I think you can distinguish your decision based on the fact that if they come to you and withdraw the formal complaint you come to the conclusion in this particular situation based on property uniqueness we are making no decision as to the overall application of this. If the motion was fashioned that way, you should clarify with your attorney it would clearly give you the latitude.

Mr. Zona – I'm all in favor with getting along the neighbor, I've done it for 40 some years that I've been there. The property has been bought and sold at least 5 times over the years. I'm concerned about my property value, in other words if I don't get access to the lake all that I've put in down there is going down the tubes. So, it depends on the decision that really effects by bottom line. I will go along with the guy, what happens if he leaves, he could sell tomorrow. Here comes another person, not knowing he bought next to an access. He writes another letter well the agreement with the other fellow does it move with the other, is it grandfathered in? We will be right back here. You should make the decision in my favor, that's what you should be doing.

Vince – You've just explained what we've been discussing.

Dave Miars – If he decides that the dock is fine, no boats, not kayaks, no nothing, would you guys be satisfied.

Mr. Zona – I would for a while until the guy comes up with another complaint. I've always gotten along with the guy and so has Ray. The thing of it is that he could change like the wind.

Karin – Ray moved his dock over and encroaching on the neighbor's property to appease Phil's elbow room and Phil came out and said it wasn't far enough and wanted it moved farther. Phil wants the other neighbors dock out of his view and others boats out of his view. Problem with Phil if its just a handshake agreement and 2 months into summer we are back at square one with him. If he is a reasonable person, we will roll with it.

TJ – I not suggesting you do nothing, I'm suggesting you come to an agreement and the township or county wants to take the position that at this time we don't have the authority to permit or deny access you can't tell them no, you are just walking away from it.

Rod – I think we had a managing director for a long time. Bruce Jones was a good leader and I think he went out there and helped people come together and worked for 25 years. Unfortunately we are kicking our toes again, I'm happy for what Bruce did because it got you 25 years that you guys got along. Garrett do you have anything that you want to share as far as a legal opinion?

Garrett – From my understanding talking with our lawyer I think you are accurate that it did flop back and forth and I cannot recall which law it was but back in Bruce era, the law which designated the people in charge of the road end happened after the Bruce era, 2012. I think that is where the difference from our lawyer would probably come into play. More the simple fact that in 2012 it was listed three entities. In 2012 it was 300 entities townships, cities and villages and his opinion was that those specific entities were listed for a reason and the reason was that there would not be two entities over top of each other for jurisdiction. If we had jurisdiction and a township had jurisdiction it would be a potential for who would be in charge.

TJ – That's saying that you have no control over that road.

Rod – our road goes to the end of the water.

TJ – You are riparian owners.

Vince – That road has riparian rights, Fish Lake does not. Now you are dividing up what type of road.

TJ – Dave Mostrom is a great surveyor and he wouldn't touch that with a ten foot pole.

Rod – my obligation is to uphold the law. If the law states those three, then I think those three should speak to it. We will get more opinions between now and next month. We are not the township, I don't believe we have the right to tell them they can't have their dock, I don't think I have the right to tell them they can have their dock.

Rod – I think the townships are saying they are not going to do it.

Vince – they feel conflict and don't want to be a part of it.

Jack Coleman - who do we go to if we want to build a shed on that property?

Rod – The differentiation is that when Phil planted a tree in the middle of our road way and we found out about it we told him to take it out and he did. I know he's been told to move the mailboxes. That is on the piece of road that is a plat. No where do I read that is says the road commission has the authority in the water.

TJ – Historically the road commission had that authority.

Rod – If I'm Phil and this board granted permission then the next thing that I'd be doing is filing a lawsuit that says they don't have the authority to and you still wouldn't be out of the woods. Because we are not listed as a party. It would force the issue and maybe we'd get the clarification. I can understand why the township is not anxious to take this up. I don't believe I have the authority. It seems that the townships would say it would be great to work together with the road commission and draft some language to work together.

Dave Miars – Have any townships stepped up to the plate?

Rod – No

Ray Martin – When Bruce Jones was in charge, that's why he set that up with a permit because that gave him the rights to pull the permit and say you can't do what you are doing with putting boats along side the docks, it's one dock. That's why he set that up to control it. Klinger Lake has like 15 of those easements and every single one of them are different.

Karin – a lot of those are not at road ends.

Vince – There are other lakes with similar issues which are challenging our legal team to find what is going to work at all the lakes. We can't change the deeds.

Gloria Martin – Is there a question beyond the seawall? If the seawall disappears the reason that was given for a dock disappears too.

Vince – No the seawall depends on if it's a road end or not a road end.

Gloria – The excuse I heard for the dock was that because the road ends that seawall was the only way to get into the water.

TJ – If the seawall were gone, there would be no argument on a dock anymore. That seawall was put in without authority.

Gloria – Wouldn't the easy fix be to just remove the seawall?

Vince – No, you would have erosion if you removed it.

TJ – if the seawall was gone there would be no reason for a dock to be there. I think the 2 neighbors got together and decided to put the seawall in.

Garrett – Part of the discussion with our lawyer was that when you get to the water whether there is a seawall or dock there we don't have the obligation to make it easy to get to the water, we just have to make it able to get to the water.

Rebecca – Aren't we required as the owner of the road to give access to the water?

Rod – In closing this off I think it probably only helps the situation if a friendly agreement was had. It doesn't necessarily ends the discussion for ever but gives us a chance to see what happens in other situations. If a friendly agreement was met, I'm not saying it would not hurt. Whether or not it caused the board to say we are going to pause or move forward. It certainly wouldn't hurt the situation.

Gloria – So what do we do in the meantime with this letter that we received to not put the dock in from the road commission and the road commission doesn't want to make a decision. What do we do in the meantime?

Rod – Let me answer that, I'm not saying I don't want to make a decision. We've sought council from a couple attorneys. Our self-insurance pool doesn't want us to have anything to do with it. Our attorney says we don't have the right to make a decision. We are going to have to hash this out in the next month. John was acting on what he believes was the right thing to do from the legal counsel he received.

Vince – John's goal is to have a decision by the end of March.

Mr. Martin – If he pulls that complaint, you wouldn't have a problem with the dock going in?

Rod – I don't know, the attorney would give us council on whether we do something or not. Personally, I think what Bruce Jones did was a great thing. I think there was wisdom in what he did.

CERTIFIED RESOLUTION

Motion by Commissioner Miars seconded by Commissioner Mifsud to award the bid for Dust Control to Corrigan Environmental Solutions for the following items:

	Price/Gallon - Foot lid Application	Price/Gallon - Foot Spot Application
Mineral Well Brine	\$0.1975 gal	\$0.3500 gal

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

Nays: None
Motion carried.

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

Julie A. Mayuiers

Julie A. Mayuiers
Clerk of the Board

CERTIFIED MOTION

Motion by Commissioner Mifsud seconded by Commissioner Miars to extend 2022 pricing for the roadside mowing and brush mowing for contract year 2023 and award the bid as follows:

Roadside Mowing

- J. Jablonski & Sons, Inc. \$42.00/Mile \$42,934.95

Roadside Brush Cutting

- J. Jablonski & Sons, Inc. \$88.80/Mile \$90,776.69

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

Nays: None
Motion carried.

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

Julie A. Mayuiers

Julie A. Mayuiers
Clerk of the Board

Citizens Comments:

Tim Carls – I was here when the dock went in on Klinger Lake Road. Problem is the dock allowed anybody to use the dock. Then it was a liability of who could use the docks, the road is only an easement. I don't remember exactly the road commission liability for repairs and anybody standing on the dock.

Rebecca Shank – Regarding Lutz Road and the mention of the electrical transmission lines. Rick Shaffer was the representative at that time. Fabius Township is currently fighting one out on Hoffman Road. There was an expert witness that was pretty graphic about what happens if you live within 500' from those electric lines. With solar panels and intrusion, you are living in a cancer producing zones. Note of caution to all landowners across the county with electric service coming into your lines can also be transferred.

Tim Carls – Larry Reed is hauling junk down the road again and has a trailer parked in front of the stop sign.

Commissioners Comments:

Mifsud & Coleman – nothing

Miars – Attended the SW Council this past Monday and the discussions on the EV was good.

Chupp – Everyone take a look at the Revised Work Session and Board Meeting Schedule

Meeting adjourned at 7:17 pm

Rodney D. Chupp, Vice Chairman

Julie A. Mayuiers, Clerk of the Board

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