

MEETING OF THE BOARD OF TRUSTEES

October 17, 2012
O'Fallon Township
801 E. State St.
O'Fallon, IL 62269

CALL TO ORDER at 7:00 P.M.

ROLL CALL

Supervisor Gary Ahle, Highway Commissioner William (Bill) Peach, Town Clerk David M. Witter, Trustees: Glenn Loyet, Jeff Bevirt, Kenneth Joseph and Gary Hursey, Deputy Town Clerk/Recorder Debbie Allsup and General Assistance Administrator/Recorder Sheri Heil.

Others present: Douglas Scott, Gary Fohne, Vern Boeckmann, Debbie Fohne, Mel Hutnick, Martin Ercoline, Sr., Danny M. Trueblood, Pat Judge (Gonzalez Co.) and Mark Downs.

APPROVAL OF MINUTES OF OCTOBER 3RD MEETING

A motion was made by Trustee Glenn Loyet to approve the minutes of the October 3rd meeting as presented and seconded by Trustee Jeff Bevirt. Motion Carried.

SUPERVISOR'S REPORT

The second Trustees meeting in November will be on the 21st which is the night before Thanksgiving. Supervisor Ahle asked the board if they would like to have the meeting, reschedule it or, just have one meeting for the month. Trustee Joseph didn't think there should be a meeting the night before Thanksgiving. Ahle asked the board if they thought everything could be taken care of at the meeting on November 7th. Trustee Loyet agreed with Ahle to have just the one meeting.

Trustee Glenn Loyet made a motion to cancel the Trustees meeting on November 21st and just have one meeting for the month and seconded by Trustee Kenny Joseph. Roll Call: Loyet - aye; Bevirt - aye; Ahle - aye; Joseph - aye; Hursey - aye. Motion carried.

APPROVAL OF SUPERVISORS BILLS

Town Fund	\$	7,395.53
General Assistance Fund	\$	921.82

Trustee Glenn Loyet made a motion to authorize the payment of the Supervisor's bills be paid accordingly and seconded by Trustee Gary Hursey. Roll Call: Loyet - aye; Bevirt - aye; Ahle - aye; Joseph - aye; Hursey - aye. Motion carried.

HIGHWAY COMMISSIONER'S REPORT

Highway Commissioner Peach stated the Road District had done the following during the period of September 20th to October 17th:

- ☆ Mowing, weedeating and picked up trash
- ☆ Put new road sign up at Country Lane
- ☆ Fixed and/or replaced reference signs, one on County Line Road
- ☆ Milled and replaced asphalt and bump on both sides Bowler Road Bridge
- ☆ Dropped plastic wall down in garage to cut down on heating costs
- ☆ Cleaned 2 mowing tractors and put ditcher attachment on
- ☆ Garage work
- ☆ Cut limbs back at new garage that were rubbing side of building and roof

Commissioner Peach reminded the board of the Stormwater Pollution Prevention Plan that was given to the board at the October 3rd meeting. Peach asked if anybody had any questions. No response from the board.

Supervisor Ahle asked Pat Judge from Gonzalez Companies to update the board on the Rieder Road project. Judge passed out numerous plans and profiles (120 pages) before he began. Each set handed out; included the rural alternative and the urban alternative (includes curb and gutter), profile sheets which shows existing topography, existing grade line at the center of existing Rieder Road and also the existing grade line at the center line of the proposed alternative because the road is going to be wider. Also there is a proposed vertical curvature of the roadway, making sure this roadway meets the design standards of Federal Highway Administration (FHA). Other things shown are creeks they are dealing with as well as one section where the railroad bridge is. Judge said what they have to do is take the proposed cross section and run it through the entire alignment to see what it looks in a cross section view. Judge went on to show the difference between the urban and the rural alternatives.

Judge believes the urban alternative is the plan they are going to go with for Rieder Road. One reason is primarily it is a narrower section of roadway, the actual driving lanes are all the same, but because you're not building ditches that are 20 ft. wide. When you're building ditches like that, you really get into people's property and have to buy more right of way which is not cheap. The existing right of way is 50 ft. looking north. The St. Clair Highway Department has said there has to be a bike path on the project which is a new federal guideline. By the time the ditches are put in to meet standards, figure in 5-lane roadway design (for future), the proposed roadway would be paralleling the existing roadway but would be to the west substantially. This would have some major impact on some properties and homes. With the urban alternative, the plans show that with no ditches, they will shift the proposed roadway over (eastward) and not affect the properties on the west side nearly as much. As of right now, the plan is a 2 ft clearance from the power poles to the 10 ft. wide bike path, a 5 ft. sidewalk, curb and gutter, then the 12 ft. lanes. Again, the plans show for 5-lanes (for future) but now they will just construct the 2 lanes with the bike/walk path.

Judge then explained a design of the road section under the railroad bridge. Essentially, there is the railroad bridge abutment, the bike/walk and bicycle railing. Underneath the bridge the design shows the bike path and walkway combined. Judge said the FHA and Complete Streets allow if the walkway and bike path are combined, you can get away with 13 ft. instead of 15 ft. shown in the rural alternative, but you have to install a railing. Going with this plan, from abutment to abutment the bridge is 76 ft.

Judge said he met with Michael E. Stead, Rail Safety Program Administrator with the Illinois Commerce Commission (ICC) – Transportation Division/Rail Safety Section back in August. Judge

stated that Mr. Stead has gone on record to say that he is very much in favor of the project and Judge will continue to ask the ICC for funding on this. Mr. Stead is said to have gone on record to say this project is eligible for ICC funding. Trustee Gary Hursey asked if any of this is in writing. Judge answered that it is in meeting minutes. Hursey asked if Mr. Stead is going to be around for awhile if this project does move forward or, will he be retired in a year or two. Judge replied he doesn't personally know of Mr. Stead's retirement plans, but doesn't see him retiring anytime soon. Supervisor Ahle asked if this would only be for the bridge portion. Judge said for the bridge and the immediate roadway. He reminded the board back approximately a year ago, the project would be split up. The initial project is basically the bridge and then the roadway from the bridge to Highway 50, and then south but not all the way south down to the new interchange. Judge said the funding they have asked ICC for is the roadway adjacent to the bridge to the point where you have safe approaches. Trustee Jeff Bevirt asked Judge how far that is. Judge believed it is approximated 2,000 ft. but would like to get that verified. That is from Highway 50 going south. Judge continued that when they get into the intersection design study which Gonzalez Co. will be working on shortly, Judge said right now he does not have to meet with IDOT to get their approval for the rest of the road and the bridge because they are not funding the job, even though Judge is following all their standards but, they are not in any of IDOT's right of ways, it's the Road District's road. As they get to Highway 50, they will be touching IDOT's right of way and they will have some say in the south leg as it turns off Highway 50 onto Rieder Road. Judge said he already know what they will say about a hump in the road having to come out because of it being a sight hazard.

Judge said he will have more plans for the board and exhibits as it relates to the railroad by the December meeting. Other things Gonzalez Co. has worked on are; been in communication with CSX Railroad and their engineer, given the railroad information and will continue to do so. We met with Corps of Engineers on site to discuss any potential environmental impacts. The initial plan was to swing south with the railroad for a number of reasons. When meeting the Corps of Engineers in the field, they stated that if the design goes to the north side, it would be easier to get their approval because there is a creek classified as a United States Geological Survey (USGS) creek. When you look into creeks and wetlands, stream and bank stabilization gets very expensive. With that in mind, Judge is now working on a second design alternative for the railroad. Trustee Glenn Loyet asked Judge when he met with the railroad. Judge said he has not traveled down to Jacksonville FL and met with them; he has been in communication with them over the phone and sent them information. Loyet asked if Judge has received any input back from them. Judge said he is waiting for CSX's review. What he has received so far is details on their crossovers and what they are going to be looking for; the type of crossover on the rail as well as if they are going to supply the physical rail or not. Judge said he has brought some existing drainage issues to the railroad's attention that are outside the Road District's limits, so they understand this project will not cause any other drainage issues. Trustee Hursey asked if the final bridge be to the north or south, or in the same place. Judge said it would be in the same place. Judge said the cheapest way to build this, in communication with the railroad, they agree with the concept but they will not formal approval until their engineers look at a final set of plans and it is going to take time. The railroad agrees with the concept of building a temporary run-a-round as discussed and shutting down Rieder Road on both sides. Trustee Hursey asked Judge if there is any savings in just literally moving the railroad to the north permanently since they're already building a bridge and just tearing down the old one. Hursey said we're going to build 2 bridges then. Judge said they are only building one bridge. The temporary bypass is going to be at grade level. Hursey said he thinks it might be cheaper to build a bridge to the north and then tear down the old one. Judge said it might be worth presenting to the railroad. Supervisor Ahle's question is why the Township Road District is building a railroad bridge. Is the railroad going to help the Road District? Judge said that is part of the ICC and the cost share. Trustee Jeff Bevirt commented that what the board has been told, if the crossing is not at grade level, they are not going to help with funding. Judge said that after speaking with Michael Stead, he said this project is eligible for ICC funding. It is a one lane bridge, it's skewed and it's a hazard. Bevirt asked Judge if he could bring something in writing from Stead when he attends the December Trustee's meeting. It would put the board's mind at ease to have something on paper. Bevirt continued, it's because the board hears conflicting information about whether or not this project will be eligible for funding. Judge said he

can make a request. He also asked who the board is getting the conflicting information from. The main one is Kaskaskia Engineering Group (KEG), the County and others. Hursey said they have been told they should not even be doing this project. Judge said it is one of ICC's functions to fund projects like this where there are safety issues. The split will be 60% - 40% as presented previously. Ahle said his concern and he believes is also the board's concern is, if we get going on this project and get stuck in it and don't get any funding, we are not going to be able to do it. Loyet added that so much money has already been spent on this project, he wonders if anybody sitting at the table is ever going to see it happen. Judge said as far as their contract, he has invoiced approximately 55% and is approximately 70 % completed with the project on the engineering side of the road and railroad bridge.

Trustee Kenneth Joseph commented to Judge about the curbing for the road. Joseph said he knows some of the residents on Rieder Road are going to be opposed the curbing idea, and some are going to be opposed to taking right of way from their farms. Joseph said Seven Hills Road is a perfect example; if there is any vehicle emergency, you have nowhere to go. The road in front of Joseph's home on O'Fallon-Troy Road has asphalt shoulders where vehicles can pull off to in a vehicle emergency and also a place for farm equipment too. Joseph said that curbing out in the country is a headache. Judge responded that he understands the give and take with different options, but factor in if they go with ditches on the project; the residents are going to be giving up a much more significant amount of land to build the road. Joseph asked how many lanes between the curbs. Judge said it depends on where you're at. Joseph said between the bridge and Highway 50. Judge responded that will be three lanes. South of the bridge will be a two lanes. Trustee Bevirt questioned the infrastructure for the storm sewers if the roads have to be expanded in the future. A brief discussion followed. Trustee Hursey asked if they have to purchase all the right of way for five lanes now. Judge said that has not been decided, but the answer is no, it does not all have to be purchased at one time. Deputy Town Clerk/Recorder Debbie Allsup asked Judge if there is a difference between ICC Funding and the Railroad Funding. Judge's response is no. Allsup confirmed they are not separate. In other words, funding will only come from the ICC and not the Railroad. Judge believes all the railroads are charged certain fees which funnel into each state Commerce Commission and so, in effect the railroad is participating. Judge went on to say as far as the railroad goes, they would never participate in any municipal road, county road or state road unless they are forced to because they only concerned about their railroad. Ahle asked Judge where they are at with a dollar amount so far. Judge said he will provide a more accurate number on where the project is at. Highway Commissioner Peach suggested to Judge to see if a laid back curb could be installed instead of a straight back curb, to make it easier if a vehicle needed to get off the road. Judge said there will be certain areas where that will not be possible because of safety purposes as you get close to the railroad. That will be what is called a barrier curb and will be 6/18 or 6/24 curb and gutter section. This also depends on if other agencies are participating in costs, they will have requirements too.

Supervisor Ahle asked the board if they had any other questions. Trustee Hursey asked Pat Judge if he could help out with this request. Hursey said he has asked Highway Commissioner Peach about a GANTT Chart (*a type of bar chart, developed by Henry Gantt, that illustrates a project schedule. Gantt charts illustrate the start and finish dates of the terminal elements and summary elements of a project*). Hursey asked Judge if there is any kind of chart in existence so the board may have an idea of how the project has progressed so far and will progress in the future. Judge said unfortunately there is no schedule for these things when you are trying to get funding from other sources. Judge reminded the board back a couple years ago, when they were discussing if the Rieder Road project would even go through. Judge has since heard next year and start of construction in 2014-2015. Judge said if Peach wants, Gonzalez can spend time and resources going to IDOT and to seek out other funding. Trustee Bevirt asked about as far as the engineering aspect what Hursey was asking. What does it take to get 65%, 75% to completion. Judge said for the completion of the engineering, it will probably be in 3 - 5 months, but there is coordination with the railroad to consider. Gonzalez does not have any control over that. Hursey said they only want some type of schedule for timelines, money and funding. Highway Commissioner Peach mentioned the engineering has to be complete first before you can get

any kind of funding. Hursey told Peach that is not what other engineers have said. Judge said there is a certain level of engineering to be completed in order to be considered for ICC funding. Judge said he does not need to be 100% completed with the engineering to ask for funding, but he does need to be further along with costs, be in sync with the Corps of Engineers with what they want and also the railroad. More discussion followed about geotechnical studies being done around the bridge.

Attendee Doug Scott asked Judge if the engineering being done is proprietary to the townships and surveying for it. In other words, if Township were to stop what they're doing and not go any further and the County decided to step in. All the engineering the Township has spent, if they turned over the plans to the County, is the money recoverable? Judge said on the legal side, he can not answer that. On the design side, the Township paid for the designs and that is who owns them. Town Clerk Witter said he wanted to take it one step further. We know we don't own the railroad bridge now. When we build a new one, is it ours? Judge's response is that will always be the railroad's bridge.

Attendee Vern Boeckmenn said at the beginning of Pat Judge's presentation, he did not understand what percentage of the work is completed. Judge said that 70% of the engineering is completed and so far have only billed for 55% so far. Boeckmenn then asked how much in dollars is the 55% already invoiced. Between Judge and Allsup, it is said to be approximately \$500,000. Boeckmenn asked if it is going to be another \$500,000 for the remainder. Judge said work to be completed is probably about \$300,000. Hursey stated that this work was all contracted and signed by Bill Peach in beginning. That contract is for approximately \$1.1 million. Judge said he believed it to be around 1.109 million.

Attendee Marty Ercoline commented on hearing the trustees ask about a GANTT Chart which Marty calls a project plan. He believes the engineers should have some type of a project plan. Ercoline figures Highway Commissioner Peach could probably use some help determining when and who needs to be contacted at any particular time during the project. Judge said that is in existence and is currently being used. Ercoline's next question was when the trustees throw out comments during the meeting that they have talked to engineers who say this and that. Ercoline suggested having the names of who they spoke in order to get into the minutes. The board responded that all the engineers mentioned have all been documented in previous minutes. Trustee Hursey spoke up and informed Mr. Ercoline that some months ago, Kaskaskia Engineering Group (KEG) who is hired by the County came to a meeting and spoke to the board. In KEG's opinion, they did not feel there was a need for this road to be updated and certainly not by the Township. Hursey said this is why the board is raising so many questions including, how the Township will pay for a project of this magnitude. Hursey did say even though he wants this road and bridge done, he doesn't feel the township should be building it by itself. Hursey thinks it should be a combination of township, city, county and state if necessary. Ercoline said this is where the GANTT or project planner comes into play. Who did the engineers talk with on what day, what was said, are they going to approve funding or not. Hursey agrees with Ercoline. He also believes that Gonzalez is doing what they were hired to do. Hursey said the board is addressing the Highway Commissioner about his plans and how he will carry this plan out. Pat Judge spoke to Ercoline about his question of throwing out names. Judge said that Kaskaskia Engineering Group was out here at a meeting, but Judge was not here. Judge said he disagrees with KEG about not doing Rieder Road at this time. At another meeting, the City brought Crawford Bunte Brammeier (CBB) Traffic and Transportation Engineers to speak. Judge said CBB has gone on record to disagree with KEG on this issue. Judge said there have been specific names of companies who have said what they believe. Anything Mr. Ercoline wants to know about these other companies is in the minutes of public record. Again Trustee Hursey stated he is not against this road project, he just has no idea how they are going to pay for it and nobody seems to have that direction. Marty Ercoline added that this one lane underpass on Rieder Road is a hazard. What is the township's liability if somebody gets killed out there? Judge said he cannot answer the legal aspect of the question, but did say that CBB brought up the points that as of right now, the local residents are the ones using the road and are fully aware of the one-lane underpass. Once the interchange goes in, there will be thousands of cars projected to go through there and the issue is, there are going to be new drivers that are unfamiliar with the road and the bridge. Judge said if Commissioner Peach

wants Gonzalez to broaden their scope and seek out more funding, Judge is not at all opposed to doing that.

Pat Judge excused himself at approximately 7:56 P.M.

APPROVAL OF HIGHWAY COMMISSIONER'S BILLS

Permanent Road Fund	\$	375,746.64
Road & Bridge Fund	\$	213,806.86

Highway Commissioner Bill Peach asked if anybody has any questions about the Road District bills otherwise, he will dispense with reading of the bills. Trustee Hursey said he has a question about a future bill. With regards to Peach's attorney Melroy Hutnick's recent FOIA request for documents that Peach could have very well gotten himself free of charge. Hursey's question as a trustee, is the township going to get a bill, or is Peach going to pay the attorney bill. Peach answered he is paying the bill. Hursey had another point to bring up, but Supervisor Ahle suggested waiting until they get to the topic on the agenda.

A motion was made by Trustee Kenneth Joseph to authorize the payment of the Highway Commissioner's bills as presented and seconded by Trustee Jeff Bevirt. Roll Call: Loyet - abstain; J. Bevirt - aye; Ahle - aye; K. Joseph - aye; G. Hursey - nay. Motion carried.

TOWN CLERK REPORT

No report.

TRUSTEES REPORT

Trustee Kenny Joseph wanted to mention that he went down Borchers Lane today at 11:15 a.m. and there has been no seeding or strawing yet. Joseph the only thing there is some foxtail, some velvet leaf, some crabgrass and some erosion when this road project was last worked on. Joseph said he would like some answers why this hasn't been finished when there has been such nice weather. Joseph said there should be new grass out there 6 in. tall by now instead of erosion. Peach's response is that it is up to the contractor when he does it. Peach said he cannot tell him how to run his business, so that's what Peach is waiting on. Joseph asked if Rite-Way Excavating has been paid for this work yet. Peach answered no, if he don't do it, he don't get paid. Supervisor Ahle asked Peach if he has made contact with the contractors about the grass. Peach said he spoke with the supervisor a couple weeks ago. A brief discussion followed.

SENIOR REPORT

No report.

YOUTH REPORT

Trustee Kenneth Joseph reported there was a meeting on Monday October 15th with a fair attendance. Main topic of discussion was making plans for the Halloween Party on Monday October 22nd from 6:00 p.m. - 8:00 p.m. for ages 4 - 10.

Trustee Jeff Bevirt wanted to acknowledge and thank Susan Parkinson for her help with planning and preparing all the Youth Committee events.

PLANNING REPORT

No report.

AFTER PROM REPORT

No report.

UNFINISHED BUSINESS

Freedom of Information Act request filed by Attorney Melroy Hutnick. Supervisor Gary Ahle asked Trustee Gary Hursey if he wanted to speak. Hursey said the reason he brought it up during the bills is because as trustees, it is their job to look at the bills and budgets to look at what is being spent. Hursey stated when the Highway Commissioner who is elected by the people, has the same people who work for him do a FOIA request and just really hopes this will not be coming to the board in the form of a bill. Hursey recalled the number of bills that were paid out in legal fees on Seven Hills Road. A lot of money was spent and the township did not necessarily win. They only saved interest fees on payment withheld. Hursey said it seems like there is something going on when he makes a comment: "Bill you're out of control" because when a job like Borchers Lane is bid at \$454,000 and ends up being a considerable amount more, and the seeding and strawing is not done yet, the job should be complete by now. The Highway Road Commissioner should be managing the job and making sure the job is done. The residents who live out there deserve to have the job completed. The money is in the line item to complete the job. It doesn't appear like you're (Peach) very much in control.

Hursey said with all the money spent on these road projects, Hursey has asked before, for a GANTT report (schedule plan) so the board is kept informed on a particular project status. Hursey said he has still never seen any kind of schedule report even when it has been requested. Hursey believes if somebody is in control and handling things properly, typically there are plans and a goal. With the Rieder Road project, there's \$1.1 million being spent on a road plan that we really don't have any idea who is going to pay for it; Hursey thinks there will be a lot of people questioning that. Hursey stated as a trustee and elected official, he does not take the position lightly and feels there are more important things to do then argue over why a road project is still not completed (Borchers Lane). It is now getting into winter and Hursey does not know why seeding and strawing has not been put down by now. A good manager has to be in control. Hursey said that is how he feels and if the board wants to print out the FOIA request for Peach's attorney, that's fine.

Highway Commissioner Peach commented; every year in the budget, it is all laid out what is going to be done that year and that's why the budget is here. Hursey asked if the job cost a lot more than bidded. Peach said it did and there are reasons for it. Hursey asked Peach who controls the budget, who controls the money. Hursey asked if it himself or Peach who controls the money. Peach responded that the money is in the budget to take and be used where needed. Hursey asked why even bid a job; just hire people to do the work. Trustee Glenn Loyet commented on the budget and contracts Commissioner Peach has signed. Loyet asked how contracts can be signed on a budget that has not been presented or approved yet. Loyet said he has looked at Peach's budget and every year it is out of line. Hursey asked Loyet if he thought Peach was not necessarily in control and Loyet responded, he's not in control and that is why I am not running again, it's not worth the headaches.

Trustee Hursey thinks this will be interesting on a lot of different levels. He doesn't understand why Peach did the FOIA request. Hursey did say Peach is within his rights requesting FOIA information,

but it will be made public that he is asking his own employees to give him information that he already has and owns. Peach asked what Hursey meant by that. Hursey asked the office employees if they put together the FOIA packet submitted by Peach's attorney Melroy Hutnick. Debbie Allsup answered she did. Hursey asked if the attorney picked up the packet. Allsup said that Peach picked it for the attorney. Hursey said this request did not need to come through FOIA, Peach could have asked for it from anybody that works for him. Hursey said it makes no sense to go in and have your own secretary to do something for you via lawyer. Hursey apologized to Mr. Hutnick, he is just doing what Peach hired him to do. Supervisor Ahle agreed that none of the board could understand why Peach did the FOIA.

NEW BUSINESS

Presentation of the following Resolutions to set the compensation for elected officials for the 4 (four) year term beginning May 20, 2013 and ending May 15, 2017:

a. Approval of Resolution 12-04 (Supervisor)

Trustee Hursey asked out of curiosity if these are every reduced. Trustee Loyet said they can be reduced. Discussion followed.

Trustee Glenn Loyet made a motion to approve the Resolution 12-04 for the Supervisor as is and seconded by Trustee Gary Hursey. Roll Call: Loyet – aye; Bevirt – aye; Ahle – aye; Joseph – aye; G. Hursey – aye. Motion carried.

b. Approval of Resolution 12-05 (Road District Treasurer)

Trustee Glenn Loyet made a motion to approve the Resolution 12-05 for the Road District Treasurer as is and seconded by Trustee Jeff Bevirt. Roll Call: Loyet – aye; Bevirt – aye; Ahle – aye; Joseph – aye; G. Hursey – aye. Motion carried.

c. Approval of Resolution 12-06 (Highway Commissioner)

Trustee Jeff Bevirt made a motion to approve the Resolution 12-06 for the Highway Commissioner as is and seconded by Trustee Kenneth Joseph. Roll Call: Loyet – abstain; Bevirt – aye; Ahle – aye; Joseph – aye; G. Hursey – nay. Motion carried.

d. Approval of Resolution 12-07 (Town Clerk)

Trustee Glenn Loyet questioned if there should be health insurance benefits continued for the Town Clerk position. Discussion followed.

Trustee Jeff Bevirt made motion to approve the Resolution 12-07 for the Town Clerk as is and seconded by Trustee Gary Hursey. Roll Call: Loyet – aye; Bevirt – aye; Ahle – aye; Joseph – aye; G. Hursey – aye. Motion carried.

e. Approval of Resolution 12-08 (Trustees)

Trustee Glenn Loyet made a motion to approve the Resolution 12-08 for the Trustees as is and seconded by Trustee Kenneth Joseph. Roll Call: Loyet – aye; Bevirt – aye; Ahle – aye; Joseph – aye; G. Hursey – aye. Motion carried.

PUBLIC INPUT

Attendee Doug Scott appreciates the board with the amount of money being spent on Rieder Road, he is glad it is being looked into and getting a lot of attention. He appreciates the efforts on the board's part.

ADJOURNMENT

A motion was made by Trustee Glenn Loyet to adjourn the meeting of the Board of Trustees seconded by Trustee Jeff Bevirt. Motion Carried.

The meeting adjourned at 8:20 P.M.

Respectfully submitted by:

David M. Witter
Town Clerk