

**September 16, 2015 Minutes of the Meeting
Delaware and Raritan Canal Commission**

Revised October 21, 2015 per October 21, 2015 Commission Meeting

TIME: 10:05 a.m.

DATE: September 16, 2015

PLACE: D&R Canal Commission Office
Stockton, New Jersey

ATTENDING:

COMMISSIONERS: Vice Chairman John Loos, Commissioner Julia Cobb Allen,
Commissioner Bruce Stout, Commissioner Phil Lubitz,
Mr. Ed Mulvan for Commissioner Martin

STAFF: Executive Director Marlene Dooley,
Deputy Attorney General Melissa Abatemarco,
Staff Engineer Joseph Ruggeri, Ms. Colleen Christie Maloney

GUESTS: Superintendent Patricia Kalleser; D&R Canal State Park Historian Vicki
Chirco; Mr. Robert von Zumbusch, D&R Canal Commission Master Plan
Advisory Committee; Mrs. Linda Barth, Canal Watch; Mr. Dan Burke,
Rock Paper Garden; Mr. Dan Serlenga; Mr. Brian Strizki, JMT; Mr. Nat
Kasbekar, NJDOT; Mr. Omar Hameed, NJDOT; Ms. Tina Shutz, NJDOT;
Ms. Dana Hecht, NJDOT

Vice Chairman Loos announced that this was a regularly scheduled meeting of the D&R Canal Commission and that all provisions of the Open Public Meeting Law of 1976 had been met in the scheduling of the meeting.

Administrative Items

Vice Chairman Loos noted that Commissioner Trzaska has a conflict with meeting on Wednesdays and asked if the commissioners would consider another meeting day. It was agreed that the commission would proceed with keeping the current meeting calendar. Vice Chairman Loos confirmed that next month's commission meeting date is October 21, 2015.

Minutes of the Meeting

Minutes of the August 19, 2015 Meeting

Vice Chairman Loos asked for comments or corrections on the minutes. Hearing none, Vice Chairman Loos asked for a motion on the meeting minutes. Commissioner Stout motioned to approve the minutes and Commissioner Allen seconded the motion. Vice Chairman Loos and Commissioners Stout and Allen voted to approve the minutes. Mr. Mulvan and Commissioner Lubitz abstained from voting. The motion did not carry as it was determined that a vote of four is needed to pass a motion. The August minutes will be considered at the October meeting.

Review Zone A Projects

Vice Chairman Loos asked Director Dooley to describe the projects.

15-2903C PSE&G Duck Island Staging and Storage Areas (Hamilton Twp)

Director Dooley described the project, a temporary storage area located in a rural environment and in a noncontiguous part of the park. Vice Chairman Loos asked for comment from the commission and the public. Hearing none, he asked for a motion. Mr. Mulvan moved to approve the project and Commissioner Lubitz seconded the motion. The project was approved unanimously.

15-3403A 1316 River Road Outdoor Kitchen (Hopewell Twp)

Director Dooley described the project at a single-family home, in which the applicant will construct a structure over existing impervious surface. Vice Chairman Loos asked for comment from the commission and the public. Hearing none, he asked for a motion. Commissioner Lubitz moved to approve the project and Commissioner Stout seconded the motion. The project was approved unanimously.

15-4145C Fisherman's Mark Lot Line Only (Lambertville)

Director Dooley described the minor project, which will move and redefine a lot line. Vice Chairman Loos asked for comment from the commission and the public. Hearing none, he asked for a motion. Commissioner Stout moved to approve the project and Commissioner Lubitz seconded the motion. The project was approved unanimously.

15-4533 9 River Drive Modification (Hopewell Twp)

Director Dooley described the project, in which the applicant will demolish an existing home and construct a new home within the same footprint. The home was required by NJDEP to be raised out of the flood plain. Vice Chairman Loos asked for comment from the commission and the public. Mrs. Barth and Director Dooley discussed the different environments defined in the Master Plan. Vice Chairman Loos asked for a motion. Commissioner Stout moved to approve the project and Commissioner Lubitz seconded the motion. The project was approved unanimously.

15-4736 Route 518 Bridge Replacement (Franklin Twp)

Vice Chairman Loos noted this project would be discussed later in the meeting.

Review Zone B Projects

Vice Chairman Loos asked the director to give a brief outline of the Zone B projects which would then be voted upon *en bloc*.

15-4756 NJ Route 31 over CSX Railroad (Pennington/Hopewell Twp)

Director Dooley described the project, in which NJDOT will replace a roadway and bridge on Route 31 in Pennington and Hopewell Township.

15-4698A Galleria at Twin Rivers Modification (East Windsor Twp)

Director Dooley described the project, in which the applicant modified the stormwater management facilities for a previously approved project.

15-4744 Artis Senior Living (West Windsor Twp)

Director Dooley described the project, which will construct a senior care complex with stormwater facilities.

14-3163A New Warehouse Building (West Amwell Twp)

Director Dooley described the project including that there will be a reduction of impervious surface on a commercial property.

15-4710 Forsgate Proposed Warehouse S-126B (S. Brunswick Twp)

Director Dooley described the project, in which the applicant will demolish an existing building, construct a warehouse with associated improvements, and modify stormwater facilities.

15-2436HH BMS Hopewell Campus Four Minor Projects (Hopewell Twp)

Director Dooley described the projects located on the corporate campus and the credit system through which the applicant meets stormwater standards.

14-4310C Stony Brook-Millstone Watershed Assoc. Path (Hopewell Twp)

Director Dooley described the project, in which the applicant will construct a 2,882-linear-foot pedestrian boardwalk on its property.

Vice Chairman Loos asked for comments on the projects. Commissioner Lubitz stated that he would recuse himself from voting on 15-2436HH BMS Hopewell Campus Four Minor Projects as BMS is a contributor to the nonprofit for which he works.

Commissioner Lubitz and Mr. Ruggeri discussed stormwater leaving the site for 14-3163A New Warehouse Building, including that stormwater would be collected by the municipal storm sewer system. The site meets the regulations in that impervious surface will be reduced. A manufactured treatment device will address water quality.

Mrs. Barth asked if the wood for the Stony Brook-Millstone Watershed Association path will be untreated and natural. Director Dooley confirmed that it would be.

Vice Chairman Loos asked for a motion on the Zone B projects, not including the 15-2436HH BMS project. Mr. Mulvan moved to approve the projects and Commissioner Stout seconded the motion. The projects were approved unanimously.

After discussion with the executive director and the deputy attorney general, Vice Chairman Loos announced that, with Commissioner Lubitz's recusal, there would not be a quorum to vote for the 15-2436HH BMS Hopewell Campus Four Minor Projects project. He noted that, based on commission rules, the project would receive automatic approval on the 45th day after which the project was found to be complete.

15-4736 Route 518 Bridge Replacement (Franklin Twp)

Vice Chairman Loos stated that the commission would now consider the Route 518 Bridge Replacement project. He asked Director Dooley to describe the project.

Director Dooley noted that representatives from the New Jersey Department of Transportation (DOT) were in attendance to present the project and answer questions. Director Dooley briefly described the project, including that it is a bridge replacement, would eliminate the timber deck and sidewalks, that it required a waiver from the visual

standards and that she did not find DOT met that standard. Director Dooley noted that the project is located in a Rural Environment as described by the Master Plan. She noted the information submitted by the applicant including the heavy volume of traffic on the bridge including quarry trucks from the nearby Trap Rock Quarry. Director Dooley noted that the wooden bridges and decks are a visual hallmark of the park and canal historic district. She stated that the project could be precedent setting and raises important policy issues regarding eliminating timber decks and wood bridges. She noted that ten to thirteen more bridges within the park are on a list for replacement. Director Dooley also noted that these areas are where the park's path crosses the road, and the commission must consider both the traffic needs and the needs of the park patrons crossing the road at this and other bridges in the park.

Vice Chairman Loos asked if the project site is located in the Rocky Hill Historic District. Mr. von Zumbusch noted the bridge is within the Rocky Hill Historic District.

Ms. Hecht, a DOT project manager, introduced the representatives from the DOT. Mr. Strizki, the applicant's consultant, explained the findings of the emergency inspection in May 2015 and the subsequent temporary emergency repairs, and showed photographs of the deteriorated bridge structure and temporary repair work. Mr. Strizki described the average daily trips (ADTs) across the bridge, noting that this bridge has the highest ADT of bridges within the canal park, the significant truck traffic including trucks from the near-by quarry, noise associated with a timber bridge, and that an alternatives analysis was conducted. Mr. Strizki noted the recommendation was a more durable structure, a pre-stressed wood slab with 5-inch concrete deck. Ms. Dooley noted that the alternatives analysis was only submitted the day before and was therefore not included in her analysis.

Mr. Strizki noted this project has raised a bigger issue within DOT regarding the use of timber decks on these types of structures. He noted that DOT does not build timber deck structures and does not have a section in their design manual to deal with timber deck structures. He explained the DOT design manual supplements the American Association of State Highway and Transportation Officials (AASHTO). He stated AASHTO is a national minimum standard for all highway and bridge design. DOT's design manual supplements that minimum and can only be more conservative. Commissioner Stout asked if the AASHTO manual is a requirement or provides guidance. Mr. Strizki said it is a requirement. Vice Chairman Loos asked if AASHTO is a requirement based on federal statute, on state statute or DOT regulation. Mr. Strizki stated that it is a federal statute. Ms. Hecht stated that the DOT may have standards as long as they meet or exceed AASHTO standards, whether it is a project funded by federal highway or state dollars.

Mr. Strizki distributed applicable AASHTO standards for bridge design and noted that all timber decks must have wearing surfaces. Vice Chairman Loos asked for clarification. Mr. Strizki stated that wearing surface refers to skid resistance which is typically an asphalt overlay. He stated that bridges on the canal do not meet this standard. He stated it is not something that DOT can waive. It is a "shall" not a "may." Mr. Strizki stated the reason for the standard is that wood decks are slippery. He stated that it is a safety issue.

Director Dooley noted that all parties should be aware that there are wood decks

throughout the park and that the result of applying the standards as discussed would be an asphalt overlay on all wood decks on canal bridges which is a change in policy. She discussed that the change from a wood deck to asphalt covering requires commission approval under the regulations.

Vice Chairman Loos asked if the cement surface could be made to look like wood. Mr. Strizki noted that cement can be tinted, but it is difficult to stamp decks and could cause the deck to retain water. Ms. Hecht stated that the DOT would work with the commission on tinting the deck. Mr. Strizki noted the second issue is timber planking. He stated that the bridges that are on the canal system use timber planking. There are many types of timber decks but, he stated, no one is using timber deck planking and the timber decks being used have an overlay. He outlined the AASHTO commentary which included that timber deck planks are for low volume roads with little or no heavy truck traffic and are economical but provide little protection from moisture, will not readily accept bituminous wearing surfaces and need constant maintenance if used by heavy vehicles. Mr. Strizki showed a picture of a timber deck with asphalt and noted that it does not hold up. Director Dooley noted that she is not aware of the commission approving asphalt overlay over wood decks.

Mr. Strizki noted that the US Forest Service is an agency that owns most of the timber structures in the United States. He noted they have a manual on overlays on wood bridges and the manual also states that timber plank decks are for low volume, rural, and unpaved roads because they are too flexible to provide a sublayer for asphalt paving. Mr. Strizki also noted other states use timber bridges and decks on low volume roads which he described as 750 cars per day or less and 25 trucks per day. Mr. Strizki noted the Route 518 bridge is high volume with heavy truck traffic and the installation of a timber bridge without overlay is a liability for the DOT. He distributed an article regarding a lawsuit related to a guide rail not upgraded to AASHTO standards. Lastly, he reiterated that, even if one were to use timber, it must have an overlay.

Director Dooley noted the importance of the discussion related to the larger park. The Route 518 bridge over the canal is a high volume road with heavy truck traffic, but the policy presented in the discussion is that wood decks must have an overlay which is a major policy change within the park. She noted that the commission should be clear on the impact of the decision. Vice Chairman Loos noted Blackwells Mills and Griggstown Causeway both are without truck traffic. Vice Chairman Loos asked if those were bridges that DOT would change.

Mr. Kasbekar explained that DOT does not have a policy on timber bridges and decks, and, with questions raised related to this project, the DOT looked at policy of surrounding states. This review led to the "less than 25 truck ADT" and "less than 750 ADT" figures. He believes that, going forward, DOT will follow the AASHTO standards at a minimum. Mr. Kasbekar suggested that the DOT would like to work with the commission and is sensitive to the historic aspects of the canal park. Perhaps there are aspects other than the roadway that could be addressed such as the sidewalk could be timber or there could be a timber-like treatment on the outside of the bridge.

Vice Chairman Loos asked to explore potential options. First he asked about the height of

the bridge and if it allowed passage of canoes and kayaks. It was determined that the bridge height allowed boat passage. Commissioner Stout asked if the DOT had considered limiting the truck traffic on the bridge. There was discussion about alternative routes.

Commissioner Stout asked the applicant to clarify that it is a federal statutory requirement that anything DOT builds must meet AASHTO standards. Mr. Strizki answered "yes."

Vice Chairman Loos suggested that the timber planks may slow motorists down and noted the difficulty of crossing the path at the Route 518 bridge. Vice Chairman Loos asked the DOT if they would install a crosswalk and pedestrian controlled light at the site for safety given the potential greater speed on the road. Ms. Hecht noted it is a county road, and therefore DOT would have to engage the county and there are traffic regulations that govern where crosswalk are located but DOT would consider it. Mr. Strizki discussed the requirement to file a warrant and that one would have to meet the warrant standard.

Commissioner Stout asked the applicants what they would say to the concern of many that this proposal, if extended to all the other bridges in the park, would obliterate the historical nature of the park. Mr. Kasbekar noted that not all bridges would be subject to the standard. He noted that the 750 cars per day is not an AASHTO standard. Ms. Hecht noted that DOT would work with the commission on preserving the aesthetic nature of the park, including exploring coloring and stamping the sidewalk (not the deck), and that she is asking the commission to appreciate DOT's responsibility to the safety of the motoring public and responsibility to adhere to the federal regulations and their liability if they do not. Ms. Hecht noted that each entity has its goals but they can work together to meet the aesthetic nature of the park and provide a structure that is safe and will last.

Mr. von Zumbusch noted he was the principal author of the park's Historic and Recreation Development Plan of 1984. He noted that in the introduction to the AASHTO standards, it states that, with sufficient justification, the standards can be changed. He further noted that during the creation of the plan, there were DOT employees who replaced the timber on wooden bridges and DOT stated then that asphalt speeds the deterioration of the wood below. Mr. von Zumbusch noted that there would no point in having a timber deck if it was covered with asphalt.

Mr. von Zumbusch stated that the issue requires further study and there needs to be discussion of the overall impact not just the specific bridge. He noted that in the creation of the Development Plan, the structures, such as bridges and canal houses, are significant elements that tie the park together. Maintaining the wood bridges was considered important.

Mr. von Zumbusch noted that he fully appreciates the safety issues and the disrepair shown must be addressed. He stated that there was no reason the sidewalks could not be wood, and, while he is not convinced that the bridge must be concrete, if it was determined to be concrete, the concrete should be tinted to have a separation from the asphalt. Mr. von Zumbusch urged the commission to allow more study with DOT

because it is affecting historic elements of the park. He noted that DOT mentioned that it would only affect the view from the road but most people see the park from the road, and it is a National Scenic Byway and within two historic districts. Lastly, he asked if there were records of accidents from wood deck bridges.

Mrs. Barth noted that, according to the distributed AASHTO literature, at 9.9.7.1, page 2, paragraph 2, it says that decks "should", not "must". She would like to see the bridge replaced as it was in 1940, with the visible surface wood, and suggested the use of wearing strips. She noted that the changes will affect a historic district. She noted that the railings are an example of a change that was already made throughout the park that is not historic.

Mr. Kasbekar agreed that there should be a dialogue on the broader issues but asked the commission to allow the DOT to proceed to address the problems on the Route 518 bridge. He outlined the serious condition at the Route 518 bridge and the discussed the consideration of the closing of the bridge.

Commissioner Lubitz asked about temporary emergency actions to limit weight on the bridge. Mr. Kasbekar noted the difficulties related to rerouting the truck traffic. Commissioner Stout noted that he is sensitive to the DOT's safety and liability responsibilities, but noted the commission's responsibility, and that there could be details of this project such as wooden sidewalks, wooden railings, and a crosswalk, which would make the project more palatable. He asked the DOT to work with staff to review these areas within this project. Vice Chairman Loos asked if there is a wood look-alike product that could be used on the railings. Mr. Kasbekar said there were none used.

Vice Chairman Loos noted that the D&R Canal State Park is a unique park, in both New Jersey and in the United States. The commission is charged with keeping the unique qualities, and it is a major issue for the commission, not a minor issue. He stressed the need to think creatively to meet the DOT's needs. Vice Chairman Loos then discussed the Province Line Road bridge. Mr. Kasbekar noted the replacement bridge will look like the existing bridge. Mr. Strizki showed photographs of the bridge from the view of the path for the existing and proposed bridge.

Mr. von Zumbusch noted that he believed the white steel rails, while not a perfect solution to the replacement of the wood rails, were agreed upon by DOT and the commission previously. He thinks it is necessary to look at drawings in detail and have staff and the applicant work together. Mr. von Zumbusch noted that Province Line Road was a new bridge, did not replace a canal bridge, and that he was not supportive of the design.

Mrs. Barth suggested that the bridge be replaced with a wood bridge and that the county be asked to drastically lower the speed limit. Mr. Strizki stated that the speed limit is 25 mph and past the bridge is 40 mph. Therefore, the road is already posted at a low speed.

Commissioner Allen noted that, from her experience on the township committee, the AASHTO standards are not hard and fast rules and there is flexibility. She noted that the quarry trucks present a real safety issue and this particular bridge should be built as safely

as possible. She noted that this project should not dictate the design of other bridges in the park.

Vice Chairman Loos proposed a subcommittee or working group with the commission and DOT to consider the visual impact of all of the bridges in the park with consideration to the bridges DOT proposes to repair and replace in the near future.

Ms. Hecht reiterated that DOT recognizes the historic nature of the park, but that this repair is an emergency repair and DOT is asking the commission to look at this bridge independently. She agreed there could be a task force and there is more time with the other bridges.

Commissioner Stout noted he would be inclined to vote against the project and would like to see DOT present further plans for all of the details, including wood sidewalks and a crosswalk, at next month's meeting.

Ms. Hecht noted that DOT is working with the commission, as noted with the wood details on the exterior, but it is not certain that the sidewalks could be wood. ADA requirements were discussed. Commissioner Stout asked if the further details mentioned could be determined within a month.

Ms. Chirco, D&R Canal Park Historian, asked the applicant what guidelines or policy the DOT has established for historic roadways and historic districts, and if there are no guidelines, why has the DOT not established them. She noted that the scenic byways are established through DOT. Ms. Shutz noted that there is too much variation and DOT works with the State Historic Preservation Office for each project. Ms. Hecht noted that, for this bridge, the only outstanding item is a wooden sidewalk. Commissioner Stout and Vice Chairman Loos included a signalized crosswalk. Ms. Hecht said a signalized crosswalk would need to be discussed with the county.

Mr. von Zumbusch suggested that the applicant return at the next meeting. He again noted the importance of the continuity of the structures on the canal, and keeping the bridges as similar as possible. He again suggested more study is required on the matter. Mr. von Zumbusch noted that he did not believe rerouting traffic was viable. It would result in rerouting traffic through another historic district.

Commissioner Lubitz asked that the commission agree upon a list of issues today that need to be resolved by the applicant working with the commission staff before the next meeting. The items included a wood or wood appearing sidewalks, a wood-like railing instead of metal, a signalized crosswalk, and tinting the bridge concrete deck a brown color. There was discussion regarding color, whether decks could be scored and noise. Ms. Barth raised a timber deck and Ms. Hecht stated that a timber deck is not an option. Mrs. Barth suggested mitigation in the way of a swing bridge to be placed in South Bound Brook so boats could go through. Mr. von Zumbusch noted that this is a park setting, there are not nearby neighbors, and noise would not be an issue. Vice Chairman Loos disagreed and stated that noise is an issue and should be eliminated.

Vice Chairman Loos recognized Commissioner Stout. Commissioner Stout made a

motion to reject the application submitted before the commission today, with the caveat that the commission request that the DOT work with commission staff to examine wooden sidewalks, a wood-like railing, an alternative project such as a signalized crosswalk, coloring the concrete brown, and possible scoring of the concrete and return to the commission next month. Also, to call for the creation of a task force with DOT and commission staff to work with other relevant parties such as SHPO to look at the broader issue of bridges in the park. Commissioner Lubitz seconded the motion.

Ms. Hecht noted the DOT would come back next month with the expectation of a decision. She also noted that ADA is an issue and will have to come into consideration with any proposed wooden sidewalks. Mr. Mulvan noted that, in his work experience as ADA coordinator for the DEP, wood sidewalks can be made ADA compliant.

Commissioner Allen noted that a signalized pedestrian crosswalk could be glaring in an historic environment. There was discussion about crosswalk signals and safety of crossings. Director Dooley noted that the commission has approved signalized crosswalks within the park and suggested that the proposed task force could create standards for crosswalks within the park with SHPO assisting.

Ms. Hecht noted that DOT wants to move forward with the bridge and would agree to work toward a signalized crosswalk. Vice Chairman Loos stated that the commission would want a more definitive answer and may condition its approval on establishment of a signalized cross walk. Ms. Hecht noted traffic warrants must be met to allow for a signalized crosswalk. Mr. Strizki explained that warrants are certain conditions and requirements which must be met and certain information obtained, such as traffic counts. Ms. Hecht noted that it would take time to gather the warrant information to meet the conditions for a crosswalk; she requested that the DOT be able to move forward with the bridge while working out the details of the look of the signalized crosswalk.

Superintendent Kalleser suggested that the applicant speak with Mr. Bob Vornlocker of Franklin Township who has been collecting information on road safety where roads cross the path.

Mrs. Barth asked if the proposed task force would include members of the D&R Canal Commission's Master Plan Advisory Committee. Vice Chairman Loos replied that it might.

Vice Chairman Loos asked for a restatement of the motion. Commissioner Stout restated the motion. Commissioner Stout motioned to reject the application as submitted with the caveat that the commission request that the DOT work with staff to explore alternatives for a number of details including wooden sidewalks, the possibility of wood-like railing, a signalized crosswalk, coloring the concrete brown, and exploring the possibility of scoring the concrete to give it a more wood-like appearance. The motion was approved unanimously.

Mr. von Zumbusch discussed crosswalks in Princeton. Vice Chairman Loos noted to the applicant that, in Stockton, the DOT installed crosswalk signals that did not meet the details of what was approved by the commission in the historic district. Director Dooley

discussed the creation of a design standard for crosswalk signals within the park and the Washington Road crosswalk recently approved by the commission.

Executive Director's Report

Director Dooley provided and commented upon the monthly work tally.

She reported that she inspected a construction fence placed at the Institute for Advanced Study Faculty Housing site, that a letter was sent to the town regarding the fence, and that all conditions of the approval had been met.

She noted that commission staff received an email from Mr. Bill Wolfe with an article and photographs attached, in which he noted his concern of the conditions at Bulls Island, including that the removal of infrastructure had not occurred and the lack of maintenance. Mr. Mulvan discussed pre-demolition work including that storage tanks are in the process of being removed and he estimated the buildings would be demolished next spring. There was discussion of Bulls Island, including that the commission had recently passed a resolution regarding reopening the park, and that the DEP had indicated there would be a public participation opportunity regarding plans for the park.

Vice Chairman Loos noted he would not be able to attend the November meeting.

Director Dooley and the commission discussed the budget, carry forward, and staffing.

Park Superintendent's Report

Superintendent Kalleser noted that the boat launch fee for the season is over. She noted that staff from the commission, SHPO, and the park met with the consultant to discuss the Route I-95 Scudders Falls Bridge project and the bike trail crossing the bridge which goes into the park.

She discussed a scheduled phone conference with the Executive Director of the Canal Trust to discuss the "canal quarters" program, which is related to renting historic buildings.

The superintendent noted that the building on Route 1 scheduled to be demolished as part of the Mrs. G's project will be demolished by the end of the week.

The park has acquired 74 acres in Alexandria Township, Hunterdon County. The proposed plan for the PennEast Pipeline shows it may cut through the property. Superintendent Kalleser pointed out that the pipeline would cross the state-owned and Green Acres Kappus and Dotoli properties.

The Swan Creek park bridge is on schedule to be installed on approximately September 21.

Commissioner Stout asked Director Dooley if the office had received a response from PennEast regarding the commission's letter requesting that PennEast make a presentation at a commission meeting. The office had not received a response. Director Dooley will follow up.

NJ Water Supply Authority Report

A NJWSA representative was not in attendance and, therefore, a report was not presented.

Old Business/ New Business

Director Dooley will draft a letter to the Governor's Office regarding vacancies on the commission, and a letter to municipalities related to the commission's jurisdiction.

Mr. von Zumbusch noted that, at 7:30 pm on November 10, there would be a presentation on Trap Rock Quarry, including the history and current operation. The presentation will take place at the Kingston Fire House.

Executive Session

There was no executive session.

Adjournment

Vice Chairman Loos noted he would entertain a motion to adjourn the meeting. Commissioner Lubitz motioned to adjourn and Mr. Mulvan seconded the motion. The motion was approved unanimously. The meeting adjourned at 12:05 p.m.

Respectfully submitted,


Marlene Dooley
Secretary

