

**MARTIN METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE MEETING**

Martin County Administration Building  
4th Floor Workshop Conference Room  
2401 SE Monterey Road, Stuart, FL 34996

[www.martinmpo.com](http://www.martinmpo.com)

(772) 221-1498

**Monday, September 6, 2017 at 1:30 P.M.**

**MINUTES**

1. **CALL TO ORDER** - The meeting was called to order at 1:47 P.M. by Mr. Sam Amerson, Chair
  
2. **ROLL CALL**  
Sam Amerson, Chair  
Samantha Lovelady  
Lisa Wichser  
Joe Capra (Alt.)  
Steve Meyer (Arrived at 1:58 P.M.)  
Terry Rauth  
Gissela Saucedo (Alt.)  
Maria Formoso, FDOT  
Yanique Kelly (Arrived at 2:14 P.M.)

**MEMBERS EXCUSED**

Mark Cocco  
Stuart Trent

**MEMBERS ABSENT**

Kim DeLaney  
Erik Treud  
Ken DeAngeles

**STAFF IN ATTENDANCE**

Beth Beltran, MPO Administrator  
Margaret Brassard, Administrative Assistant III  
Bolivar Gomez, Planner  
Ricardo Vazquez, Senior Associate Planner

**OTHERS PRESENT**

Betsy Jeffers, Florida Department of Transportation FDOT, Project Manager  
Aysel Freda, Florida Department of Transportation (FDOT)  
Alexander Dieppa, Florida Department of Transportation, (FDOT)  
Roberto Jimenez, Florida Department of Transportation (FDOT)  
Mark Kline, Keith & Schnars, P. A., Engineer  
John Krane, Keith & Schnars, P. A., Planning Engineer  
Victoria Williams, Florida Department of Transportation (FDOT), Turnpike  
Alice Bojanowski, MCCDD

A quorum was not present. It was determined to have Agenda Item 5C begin the meeting as it is an informational item and it's possible that members will arrive later. A quorum was obtained during the presentation of Agenda Item 5C when Mr. Stephen Meyer arrived at 1:58 P.M. The committee returned to Agenda item number 3 after the informational item was presented.

**3. APPROVE AGENDA**

Not approved until after Agenda item 5C.

**Ms. Lisa Wichser made a motion to approve the Agenda. A second was provided by Mr. Joe Capra. There was no opposition. The motion passed unanimously.**

**4. APPROVE MINUTES**

Not approved until after Agenda item 5C.

**A motion was made by Ms. Samantha Lovelady to approve the June 5, 2017 Minutes. A second was provided by Mr. Joe Capra. There were no additions or objections. The Minutes were unanimously approved.**

**5. AGENDA ITEMS**

**C FDOT PRESENTATION–SR 714 WIDENING FROM CITRUS BOULEVARD TO SW MARTIN DOWNS BOULEVARD**

Mr. John Krane is the Project Manager of this Project Development & Environment (PD&E) Study of State Road (SR) 714 from Citrus Boulevard to SW Martin Downs Boulevard at the Florida Turnpike entrance. He said that he works with the consultant firm of Keith & Schnars (K&S). Ms. Maria Formoso, is the Project Manager with the Florida Department of Transportation (FDOT) and also here today is Mr. Mark Kline who is the engineer of record for the engineering aspects of the project. Mr. Krane advised that the reason for a PD&E Study is for FDOT to identify project problems through these analyses then recommend solutions. Mr. Krane said that they review the project description location, engineering considerations, data collection, and other information to thoroughly evaluate the project to get to a preferred alternative, then incorporate public input. This is called a State Environmental Impact Report (SEIR) which requires less time, has no Federal oversight, or money being applied and is approved at the District level. Mr. Krane stated that the project went through the Metropolitan Planning Originations (MPO's) 2040 Long Range Transportation Plan (LRTP) which is how they identified this section of SR 714 as being over capacity and it will exceed over 25% of its capacity by 2040 if nothing is done. He stated that this project will provide additional capacity to SR 714 from Citrus to Martin Downs Boulevards as well as improve the signalized intersections at Citrus Boulevard and SW 42<sup>nd</sup> Avenue. This project is consistent with the Martin County Growth Management Plan and was the MPO's number four priority. He mentioned that this project will enhance the emergency evacuation routes as well as pedestrian and bicycle mobility. Mr. Krane said the SR 714 Project is approximately one mile in length and will take a two-lane, undivided rural typical section and create a four-lane divided urban typical section, which means that a curb will be installed. He noted that the road will go from two to four lanes showing a typical section with consideration of FDOT's Access Management Standards which is Rule 14-97 Florida Administrative Code (FAC). Mr. Krane explained that Rule 14-

97 is for driveways, spacing of median openings, as well as accommodations for the Americans with Disabilities Act (ADA), cyclists and pedestrians while becoming a Class Three roadway [openings will be spaced every half mile to meet standards]. Mr. Krane advised that they are coordinating with the Florida Turnpike as they have two on-going projects: a PD&E regarding the right-of-way ROW for the bridge crossing the Turnpike as well as the Electronic Tolling Project. He noted the heavy truck traffic between I-95 and the Florida's Turnpike accessing the industrial uses, the ROW impacts/environmental concerns and the Intelligent Transportation System (ITS) considerations. Mr. Krane added the offset intersection of SW Deggeller Court/SW Leighton Farm Avenue is also challenging. He said that they will coordinate with South Florida Water Management District (SFWMD), Martin County and the Army Corps of Engineers with drainage, mud and fill, adding that there are a lot of utilities in the area as well as a small gas transmission line with easement. Mr. Krane mentioned the bridge over the Florida Turnpike is an important engineering aspect. He advised of the options stating that they determined to minimize the "throw away" by keeping but widening the existing bridge. Mr. Krane said that the Turnpike/Bridge was going to be widened within the next ten plus years. This project will improve the LOS from an "F" to a "C or D" so this will suffice through the 2040 LOS. He stated that consideration was given to a roundabout at the intersection of Leighton Farm Avenue and SW Deggeller Court but based on their initial screening it was determined to have a more standard flowing intersection. Mr. Krane advised that since they are in an urban typical section, they will be using off-site ponds for the storm water management. Mr. Krane explained the median opening at 42<sup>nd</sup> Avenue and Citrus Boulevard adding that there isn't a good space for a full median opening; so an eastbound directional median opening into Sands Commerce Center will be installed as well as a U-turn. Mr. Krane said that they will preserve the existing signalized intersection of 42<sup>nd</sup> Avenue. He pointed out the proposed ROW and easements associated with the widening or conveyance of the storm water drainage north to Bessey Creek. For the Environmental Impacts, he said they reviewed wetlands, wildlife/habitat, cultural resources, contamination, social environment, and noise/air analysis adding that there were no natural impacts to designated critical habitat for any of the potential plant or animal species within the corridor associated with the project. Mr. Krane advised of the project schedule noting the anticipated Public Hearing on October 26, 2017, and the anticipated FDOT approval in December 2017. The ROW is to be funded with Transportation Improvement Program (TIP) funds at \$3.8 million in fiscal year 2018/19; TIP construction funding in fiscal year 2020/21 at \$18.1 million. Ms. Lisa Wichser requested clarification and Mr. Kane responded that the existing ROW will be used which will push the roadway closer to the ROW line. Mr. Joe Capra asked what intersections will be signalized besides Citrus Boulevard. Mr. Kane advised that Citrus Boulevard and 42<sup>nd</sup> Avenue will remain but they are not proposing signalization of any new intersections. Mr. Capra, referenced drainage concerns of a local resident. Mr. Krane advised that his crew is aware of the concerns requesting that a wet area be kept dry. Mr. Kane advised that they will increase the current drainage and any drainage caused by their product, as part of the project in this rural area. Mr. Capra inquired if the depth is determined so that someone could put a commercial business in there. Mr. Kane responded that was a part of the recommendation to preserve the depth to allow that

to happen. Right now, this is in a rural area, SR 714 is an urbanized boundary west of the Turnpike, there are two parcels, one that has a development plan. Ms. Lisa Wichser said she recalled hearing that the west-bound U-turn was going to be on the property line, which could be a joint-use driveway for those two parcels. Mr. Kane said that he was of the opinion that the Committee wanted it as far back as possible. That puts it at an awkward position he said and that didn't give very much deceleration so they wanted to put it to where it still served that property. Discussion ensued about the west bound U-turn, the potential parcels it could/could not serve, the unmet standards, and needed variance adjustments. Mr. Capra mentioned traffic back-ups there at peak hours. The presentation concluded with discussions as to the length of the median, dual southbound turning lanes, and addressing the 2040 projected traffic volume.

**A. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) PRESENTATION – RECONSTRUCTION OF SR 76/KANNER HIGHWAY, FROM WEST OF PRATT WHITNEY ROAD TO JACK JAMES DRIVE**

Ms. Beth Beltran introduced Ms. Betsy Jeffers, PE, Florida Department of Transportation (FDOT) Project Manager, to present the project west of the I-95 interchange and the widening of SR 76/Kanner Highway.

Ms. Betsy Jeffers began by saying that she would update the Technical Advisory Committee (TAC) members on the SR 76/Kanner Highway widening adding that this matter has been before the committee a couple of times through their PD&E study in 2006 when there were two meetings for this together with the northern segment that goes all the way to US 1. She advised that this presentation is from County Road (CR)711/Pratt Whitney Road to SW Locks Road; then from Locks Road to SW Jack James Road, some milling and resurfacing for traffic maintenance purposes was added so it should come out nice and clean when completed. Ms. Jeffers mentioned that there have been some questions about the Turnpike, widening, and possibly doing an interchange there. She has talked with the Turnpike's Project Manager and they are still analyzing whether an interchange there is feasible or not. Ms. Jeffers said FDOT is not doing anything to the bridge so whatever they do, is not influenced by what FDOT is doing, anything they do to the bridge, is their project, adding that they are still a couple years from finishing the project, design, and construction. Ms. Jeffers stated that FDOT is widening Kanner Highway from two to four lanes showing the Proposed Typical Section regarding the SR 76/Kanner Highway Reconstruction proposed roundabout. It's a suburban typical section, a median but no shoulders on the outside. She mentioned that there is a seven foot bike lane on either side of the roadway, plus a 12 foot shared use path on the northbound side and a six foot sidewalk on the southbound side. Ms. Lisa Wichser asked Ms. Jeffers why the travel lanes [on SR 76] are 12 foot and with the amount of truck traffic on SR 714, it only has 11 foot travel lanes. Ms. Jeffers answered Ms. Wichser that the typical section shown was from years ago but FDOT's new standard is actually 11-foot, except for the interstate. Ms. Jeffers added that this is Suburban, which has a different typical lane width and it's going to an Urban Typical Section so it's a full curb and gutter. Ms. Jeffers said that new curb and gutters have 11 foot lanes in the Highway Capacity Manual. She mentioned that the biggest change from the PD&E

study is the roundabout noting that when the SR 76 PD&E study was done, FDOT wasn't so forthcoming with roundabouts. However, FDOT has started analyzing every intersection being done since the change in the criteria is followed by the State and the Federal Highway Administration (FHWA). All intersection widening or reconstructions are being analyzed to determine if a roundabout is the better alternative. In this particular case, it did come through operationally as a better alternative to the traffic signal as roundabouts reduce speeding through at an intersection, reduce the number of accidents and more importantly, they reduce the accident severity. In this particular intersection, she said pedestrian accommodations are improved and the Level of Service (LOS) for the roundabout was better than with signal lights. Ms. Jeffers stated that FDOT is reducing the approach speeds for roundabouts. She said the speed limit on SR 76 is 50 miles per hour (MPH) and Pratt Whitney is 45 MPH. The roundabout, she said, is designed so that the entry speed slows traffic to between 25 and 30 MPH so that even before the vehicle gets to the roundabout, the geometry already has the drivers slowing down. Ms. Jeffers said that signs ahead of/and in the roundabouts are required to be lit so they can be seen from a distance as well as landscaping in the center to also make them more obvious. She said that there is an apron for trucks, adding that this roundabout is designed so that a WB-62 tractor-trailer, buses, or any large type of vehicle can maneuver through it. Ms. Jeffers mentioned that the southbound right is separated from the roundabout in the design and there are also refuge islands so that pedestrians have to cross only one lane at a time. Bicycles have two ways to go through the roundabout she said, they can either go onto the ten foot sidewalks or they can join the lane and go around in the lane as a vehicle which is the standard practice nationwide. Ms. Jeffers further stated that in ten years, FDOT will have to open up the roundabout to where it will actually be a multi-lane roundabout. But only one direction (coming east on SW 96<sup>th</sup> Street going southeast of the roundabout and then west onto Pratt Whitney Road) will need a second lane. FDOT wanted to introduce it to the public as a single-lane roundabout for drivers to get acclimated to the roundabout before they start having to maneuver a multi-lane roundabout. She clarified that it's really more of a hybrid, but in about ten years it will become a multi-lane roundabout, FDOT will only have to mill, resurface, and restripe the roundabout. Ms. Jeffers referred to the roundabout examples on page 12 of the Agenda noting that these roundabouts throughout the State of Florida have similar Average Annual Daily Traffic (AADT) and truck percentages. She informed the committee that FDOT has built approximately 29 roundabouts on the State Road System in Florida, noting the improved designs in recent years. Ms. Jeffers said that FDOT will have a letting with construction beginning in May, 2018 adding that currently the construction estimated costs are \$10.3 million. She mentioned that the Public Hearing that was slated for tomorrow, September 7<sup>th</sup> had to be postponed due to Hurricane Irma and was tentatively rescheduled but it was determined to send out fliers once the results and potential aftermath are known. She mentioned that FDOT will run ads in the local paper, use social media and advise Martin County staff so they can place it on their website, promote to their committees etc. She said that FDOT will have a cancellation sign at the location tomorrow in case people are unaware that it was been cancelled adding that sending fliers may not be timely enough. In conclusion she will take questions. Mr. Sam Amerson noted no public art in the roundabouts. Ms. Jeffers informed him

that public art is not something that is put in roundabouts, they install “crash-worthy” landscaping in the event someone does go through it, they don’t get killed, just the shrubbery. The vegetation is actually put there to make it more obvious, she said, and the intersections are lit to make them visible to those coming into the roundabout. Ms. Lisa Wichser stated that the southbound right turn seems awfully tight compared to where the crosswalk is located and it looks as if it merges very close to the circle again noting the close proximity to the crosswalk. Mr. Joe Capra noted the lack of ROW suggesting that the circle be shifted in a different direction to allow more space. Ms. Jeffers noted that the roundabout was redesigned by various agencies and this was the end result. Ms. Wichser questioned if having the separate right is necessary since it could be a pretty high conflict point with the crosswalk and the traffic that is coming from the east headed west; it’s fairly short to be a merge area. This right turn, Ms. Jeffers explained, is not a “free-flow” right; vehicles must yield to the roundabout. Ms. Wichser explained that it might be confusing to people because most roundabouts don’t have a right as more of a free-flow. Mr. Joe Capra said he likes what was done suggesting the roundabout be moved further south providing more of an offset allowing more room for the right turn/crosswalk and not merging lanes near the business driveway, confirming with Ms. Wichser as to which location she was referring. Ms. Wichser affirmed noting that the vehicles are not merging into the circle at that point. Discussion ensued regarding various ways to accomplish a separation, the number of lanes as well as the mergers. Ms. Jeffers explained that some things weren’t needed and geometrically, it would be harder due to the way the roundabout works reminding the committee that this roundabout was designed by FDOT and redesigned by both Tallahassee as well as FHWA. It has been studied by many people and this was the best version. Ms. Wichser recalled that a previous version was more in line with Mr. Capra’s suggestion adding the concern of merging two lanes into one lane in front of those driveways. More discussion as to driveways, turning lanes, signalization and medians ensued. Mr. Capra stated that he liked the pedestrian walkways, the safety zones and lights. He applauded that FDOT considered the safety of the pedestrians with the roundabout because that really needs to happen. Mr. Capra mentioned the origin and destination, Citrus Boulevard going to Pratt Whitney Road. That is a major amount of traffic movement for origin, coming off of Citrus Boulevard cutting through here he said. Ms. Jeffers advised that she mentioned earlier, that most traffic comes through on “this” side. Mr. Capra added that there are schools also near the intersection and asked that Ms. Jeffers return to the typical section, pointing out speed limits, which he stated that she mentioned would be 50 MPH. He said having seven-foot bike lanes is good, but is there any way a sidewalk or multiuse path could be installed avoiding the bicycles being right next to the cars. Ms. Jeffers reminded him that it was a seven-foot shoulder with a five-foot bike lane; now FDOT will use the full shoulder with a buffer, noting that some people prefer the bike-lane while others want to be on the sidewalk/multiuse path, this will provide both. She said the sidewalk will be a foot wider than a standard one [six foot]. These particular measurements, she said, have been approved by FHWA. Ms. Jeffers stated that drainage is needed as it is in existing ROW, with all drainage in the ditches. Ms. Wichser inquired as to whether there could be 11-foot lanes with a nine-foot buffered bike lane. Ms. Jeffers responded that could be discussed. Mr. Amerson asked if they are discussing a two-

foot striped buffer. Ms. Wichser said that between the set of the two lanes there would be seven feet plus two more feet. Ms. Jeffers advised that when the bike lane is too wide, vehicles ride in them, as they mistakenly assume it's a road lane so a car may be in the bike lane. For that reason alone, she said she believes that is why this particular width is the ultimate bike lane. It is high speed for the area Ms. Jeffers agreed but there are only a few communities to turn into from the roundabout. She said that area is not very long; the actual widening project is less than a mile long. By the time you go along with all the milling and resurfacing it's a little further than a mile. From Pratt Whitney to SW Locks Road it's not even a mile. Ms. Wichser inquired if FDOT still planned to go before the Board on the 18<sup>th</sup> since the public meeting date is being moved. Ms. Jeffers responded that FDOT will not go to the Board prior to the public meeting. We will have to go to the October meeting, the whole point was to have the Public Meeting before we go to the Board. There would be no reason to present it to the Board if there is nothing definitive to discuss. Ms. Beltran noted that the Advisory Committee meeting in early October is a Joint Advisory Committee Meeting so it is all three convening at once and the Board meeting is October 30<sup>th</sup>. Ms. Jeffers stated that it is not feasible to have the public meeting on the 14<sup>th</sup> as the public will not be concerned about the Public Meeting on that date so there is no sense in having it. Typically, when we're in design, we're simply having a public information meeting, but this one we are going to run it as a Public Hearing so we can receive the public's comments, have it documented with a court reporter present and it will be more like a PD&E meeting than our standard design workshop. Because of the roundabout Ms. Jeffers stated, FDOT has to make sure that we get the actual input. Ms. Beltran said that FDOT is not looking for approval at this meeting; they seek a gauge from this committee as to whether this design is recommended for Board approval or have recommendations with comments included. FDOT would like to know if the project is supported and if the roundabout is supported as part of the project. Mr. Capra said that he has no objections with the roundabout but Ms. Wichser is probably more familiar with the roads and conditions. Ms. Jeffers commented that FDOT has the analysis including the traffic, the simulations, etc. which may be sent to staff and disseminated to this committee. Ms. Wichser added that she is not objecting to the way it is drawn up now because it is much better than the last time it was shown although she is still concerned with the southbound right, and how that merges. Ms. Jeffers said to Ms. Wichser that she can talk it over with the Tallahassee office but if that southbound turn is moved back, there are two offsets on the other side. Ms. Wichser said that the only other thing is that it [the lane] would have to be shared and then it wouldn't have that [pedestrian] haven but I do believe that would require a beacon for the pedestrian which is something FDOT probably doesn't want to do. Ms. Jeffers explained that the right turn is there largely due to geometry, not due to volume. For the volume, a single lane was fine. Ms. Wichser is of the opinion that it would be better without it [the southbound right]. Ms. Jeffers said she doesn't believe that the lane is needed for volume even in the future. She will double-check on this before removing it. With this one, Ms. Jeffers said, as opposed to the other one, we have this second part because of the traffic coming in. For some reason, it seems we have more vehicles coming back although they all seem to come this way and not at the peak or height. Ms. Wichser said when the second lane is added will there not have to be some type

of signal for pedestrians because it's more than one lane. Ms. Jeffers says that, as of right now, no, we do not need to add a signal. Maybe by the time it is constructed we may see a need but right now it will just be a crossing. If there are double lanes there will have to be a beacon but, keep in mind, the completion of this construction is still maybe ten years in the future. Ms. Jeffers said much has been learned about roundabout designs in the past few years it's like a whole different concept. People are becoming more expert with them because they have been designing more. We design one every so often but there are experts all over the State, working out of the Tallahassee office, even national experts who are designing roundabouts all the time. These are the same people who are assisting us with our designs of these roundabouts.

**Joe Capra made a motion to approve, subject to the comments regarding the right turn lane at the roundabout. A second was provided by Ms. Samantha Lovelady. There was no opposition. The motion passed unanimously.**

**B. UNIFIED PLANNING WORK PROGRAM (UPWP)/MPO AGREEMENT AMENDMENT**

Ms. Beth Beltran, MPO Administrator advised that the MPO receives its funding through FHWA by way of an Agreement with FDOT adding that Exhibit "A" of this Agreement is the Unified Planning Work Program (UPWP) which is the MPO's budget and description of all its planning activities. She said that the MPO is in the middle of the two-year cycle of the UPWP and because of that, staff is requesting an amendment to the UPWP for the purpose of adding funding to the line item in the 1.1 A Program Management for the advertising budget. This is the first time the UPWP had to be developed adding to different line items for the administration budget. That was because of new requirements from FDOT and because of that, advertising funds were originally underestimated. This, she said, is money for advertising meetings as well as consultant assistance with the upcoming 25<sup>th</sup> Anniversary of the Martin County MPO. These funds will increase the public outreach in 2018 for this milestone event of the MPO. The MPO wants to conduct a good bit of public outreach to let people know who the MPO is and their accomplishments in the last 25 years. Everything from the Veterans' Memorial Bridge, Monterey Road, and the Big John Monahan Bridge went through the MPO process. A lot of projects have gone through the MPO process that have really changed the transportation network of this County. Some people still have no idea what the MPO is so this outreach will help educate Martin's residents. Ms. Beltran advised that the MPO has been working with the Eco Systems Division in the Engineering Department to get the paddling trails on the St. Lucie River and the Intracoastal as part of the State-Designated Paddling Trails. She said that currently the Intracoastal and the North Fork of the St. Lucie River are State-Designated Paddling Trails, both North and South of Martin. However, when you look at the Designated Inventory they are not listed in Martin County. This will entail working with the County to submit an application for the State Designation, inclusive of providing maps for that effort. Ms. Beltran said she will be happy to answer any questions you may have and Staff is requesting approval of this item.



Ms. Wichser made a motion to approve an Amendment to the UPWP to add funding to the line item 1.1A Task Project Management. Mr. Joe Capra seconded. There was no opposition. The motion passed unanimously.

**D. HOUSEKEEPING**

Ms. Beth Beltran advised the committee of a housekeeping item that is done annually. She said the State fiscal year is from July 1<sup>st</sup> to June 30<sup>th</sup>, the Federal fiscal year is October 1<sup>st</sup> to September 30<sup>th</sup>. That leaves a gap from June 30<sup>th</sup> to October 1<sup>st</sup> between the end of the State and beginning of the Federal fiscal years. The TIP is a Federal document that was approved in June, the last month of the State fiscal year. Every year, to request approval of funds which were programmed into the TIP, a housekeeping item must be done to approve those “roll-forward” funds so they are able to be expensed in the next fiscal year. The FHWA fiscal year begins October 1<sup>st</sup>. Ms. Beltran said that staff is requesting approval of the housekeeping item for funds left over from the fiscal year 2017 projects to be spent during the 2018 fiscal year.

A motion was made by Ms. Samantha Lovelady to approve the “roll-forward” funds from the remainder of the 2017 State and Federal fiscal year to be used during the 2018 State and Federal fiscal year. The motion was seconded by Ms. Lisa Wichser. No opposition was forthcoming and the motion passed unanimously.

**6 COMMENTS FROM COMMITTEE MEMBERS**

None.

**7 COMMENTS FROM THE PUBLIC**

None.


**8 NEXT MEETING**

Meeting October 2, 2017 at 1:30 P.M. (Joint Citizen’s/Bicycle, Pedestrian/Technical Advisory Committees (CAC/BPAC/TAC) Meeting.

**9 ADJOURN**

A motion was made by Mr. Joe Capra which was seconded by Ms. Samantha Lovelady to adjourn the meeting. The motion passed unanimously. The meeting adjourned at 2:36 P.M.

**Recorded and Prepared by:**

  
Margaret H. Brassard, Administrative Specialist III

Date: Feb. 5, 2018

**Approved by:**

  
Sam Amerson, Chair

Date: 2/05/18