

**JUNE 15, 2023 SPECIAL MEETING**

Chairman Paul Ledebuhr called the **JUNE 15, 2023 SPECIAL MEETING** to order at 6:00pm. Other board members present included Supervisors **Meyer** and **Hongerholt** and Clerk **Florin**. The pledge of allegiance was recited.

Mr. **Cecil Nelson** was in attendance and presented the board with some plans for a building permit application he is working on. The permit application will be entered soon, he explained, so it should be for the board to review at the next meeting.

Chairman **Ledebuhr** explained the purpose of the special meeting – to review and decide upon some options in order to finalize the order for the new plow truck. The truck will be built in 4<sup>th</sup> quarter of 2023, and he explained the different options that need to be decided upon. Chairman **Ledebuhr** also had an estimated price for a 12' plow, 9' front mount wing, totaling \$98,948. Chairman **Ledebuhr** explained that Universal is pretty much our only option, as other outfits wouldn't be able to complete the order for another 2 years. Chairman **Ledebuhr** mentioned that he ran these options on the state bid.

The board discussed the various options, including whether the truck included a telescoping hoist or a scissoring hoist.

The supervisors weighed the pros and cons of ordering a stainless-steel box or regular steel. The stainless steel option would run about \$25K just for the box, whereas the regular steel option would be about \$19K but then would still need to be painted.

Supervisor **Meyer** mentioned that since we had our existing truck for 23 years, we have to expect this truck to last at least that same duration of time.

As far as the wing is concerned, Chairman **Ledebuhr** explained, the existing proposal includes a 9' front mount wing, whereas the existing 2000 Freightliner truck has an 8' wing. Chairman **Ledebuhr** was told by Universal that a mid-mounted 9' wing and scraper would require a longer chassis than the one currently included in the quote. A longer chassis would significantly increase the overall cost of the plow truck. Supervisor **Hongerholt** explained his viewpoint that the underbody scraper & mid-mount wing will save money on gravel in the years to come, as the scraper would be used for small snowfalls whereas currently we have to use the very slow grader in these instances. The underbelly scraper and mid-mount wing price itself would run about \$17,500 according to Chairman **Ledebuhr**.

The supervisors weighed the pros and cons of these two truck configurations:

- Supervisor **Ledebuhr** explained his viewpoint that the existing configuration with a front-mount plow and wing setup has served the township successfully for 23 years. He commented that Universal had said that nearly all townships opted for the front-mount setup, and did not see the point in increasing the purchase cost. Moreover, nearly all other neighboring townships use the front-mounted setup as well.
- Supervisor **Hongerholt** restated that in his own personal experience in plowing for Houston County, the mid-mount plow and wing setup is the better option for the township. The added benefit of using the scraper instead of the grader for small snowfalls would offset some of the additional expense.
- Supervisor **Meyer** commented that although he doesn't have much experience with buying or driving plow trucks, he has lived on the ridge for around 80 years and the township has always used a front-mount plow. He explained that since this has worked well for that long, opting for a different configuration would be too risky in his judgement.

Chairman Ledebuhr asked for any motions on which truck configuration to select. Supervisor Meyer motioned to proceed with the front-mount plow and wing configuration. This motion was seconded by Chairman **Ledebuhr**. Chairman **Ledebuhr** called for a vote; Supervisor **Meyer** and Chairman **Ledebuhr** voted for the motion, Supervisor **Hongerholt** voted no. The motion passed, 2 votes to 1.

The supervisors discussed some additional options with the lighting and the heated backup camera. Although these decisions can happen later in the manufacturing process, Chairman **Ledebuhr** explained, it would be good to nail down these decisions sooner rather than later. Ultimately the timeline looks to be a 200-day manufacturing process, with estimated delivery to take place in summer 2024. The supervisors also questioned whether applying an undercoating would be a good idea and whether to consider auto-chains for the tires, however no motions were taken on these matters.

With no additional business to discuss, Supervisor **Meyer** motioned to adjourn the special meeting. This motion was seconded by Supervisor **Hongerholt**. Chairman **Ledebuhr** called for a vote which was unanimous in favor of adjournment, and the meeting adjourned at 7:16PM.

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