

Response to Jack Madera's email:

We have attempted to answer all questions with factual information obtained after 16 months of research by the RSG. Meeting with all applicable agencies continue to take place ensuring we meet all requirements.

Mr. Madera's comments about water quality being an important issue is true and we agree. However, his facts are inaccurate. During paving our entrance roadway was tilted two degrees towards lake to move rain waters into lawn for filtration. Grasses planted on the "ditch" side, as per the recommendation of James Evans of the City were used as a filtration system before water enters our lakes. Again, we continue to meet with regulatory agencies regularly to ensure we are following all necessary procedures and we will continue to do so.

The extra costs associated with this project were due to legal bills, outside our budget, caused again by a group of 3-4 people who challenged the ownership of the roads. Our attorney was retained to do a title search to determine if there was any merit to this claim. After several thousand dollars, it was determined that this was not an issue. Additional costs associated with James Strothers resulted in an update to our current monument mapping that did not coincide with the city's mapping and needed to be rectified in order to proceed with the study. Attendance at both Town Hall Meetings to answer questions raised by residents were also included in those costs. Along with meetings with RSG to discuss findings.

As we have mentioned before the additional \$4,800 will only be paid to James Strothers, the Engineer if a vote to Pave is approved by the membership.

While you challenge the right of the Board to make decisions on behalf of the community. Let me remind you that is exactly what we were elected to do. We take our responsibility very seriously and determined that an Engineer Report was necessary because we recognized we have a serious road problem which was beyond our capability to handle. Let me also remind you that it was yourself and a group of non-pavers who insisted we have an engineering study. Additional tests to ensure that the LBR (load bearing ratio) of our roads could sustain paving were proven more than adequate. While we do encourage questions relative to the road issue, we do not appreciate negative comments that question the integrity of the RSG and the Board, not after all the significant time and effort these "volunteers" have devoted.

Lastly, both Renny and myself have previously reached out to Mr. Rowe, through a community email to thank him for his service.

Lisa Schmidlin
President, CSM Board

