

PHEASANT RUN ROAD MAINTENANCE ASSOCIATION, INC.
BOARD OF DIRECTORS
MEETING SUMMARY
MARCH 8, 2010
6:00 p.m.

A regular meeting of the Pheasant Run Road Maintenance Association, Inc., Board of Directors was held at the Administration Building, Leisure Services Conference Room on Monday, March 8, 2010.

Members Present: Ann Conklin, Canton Township, Tom Casari, Canton Township, Mark Waldbauer (arrived 7:17 p.m.), Pheasant View, Craig Stephens, Fairways, Pete Sandys, Fairway Pines

Members Absent: None

Others: Tim Kljun, Roadway Manager, Deborah Dooley, Canton Township, Lt. Hilden, Canton Police Department, Sgt. Harrison, Canton Police Department, Mark Balon, Spalding DeDecker

I. Call to Order

Tom Casari called the meeting to order at 6:08 p.m.

a. Approval of Meeting Minutes:

- i. February 22, 2010 Meeting Minutes
Motion by Casari, supported by Stephens to approve the minutes for February 22, 2010 as amended. Motion carried by all members present.

II. Discussion with Canton Public Safety

a. Traffic Concerns

Lt. Scott Hilden, Special Enforcement Unit, stated in all three subdivisions there are a couple of roads that stand out as having speeding issues: Southwick, Mornington and Glengarry. Mornington and Glengarry have a longer straight of way which can encourage speeding. The remainder of the roads in all three subdivisions is pretty tight with bends and turns so generally those roads will not be easy to speed on.

A speed study was performed on Southwick, Glengarry near Pinehurst, and Mornington. The study indicated those roads did have some speeding issues. However, the average speed on those roads was below the posted speed limit. This study was performed during the morning and evening rush hours. A lot of citations were issued during those study times and hopefully those will impact driving habits.

Lt. Hilden stated speed limits are set on roads in Michigan by using a method called 85th Percentile. When a road is evaluated for speed, the speed is tracked and the speed limit will be set at typically what 85% of the drivers are traveling at or below. Residential areas are the lowest speed and legally that is 25 miles per hour. A small percentage above and below will be lower and higher than the 25 miles per hour.

Lt. Hilden stated when a subdivision has traffic issues the goal of the Canton Police Department is to come in with the traffic unit and facilitate a zero tolerance enforcement

period. The Police Department will typically choose high traffic times for this enforcement period. All speeders will be ticketed. Lt. Hilden stated from a law enforcement standpoint this is what can be done to discourage speeders within the subdivisions.

Lt. Hilden stated speed bumps can be more dangerous than useful traveling on the road. A speed bump can be more difficult for snow removal also. The County will not allow speed bumps on road that they maintain in any residential area. The Canton Police Department follows the County guidelines when they make recommendations to residents.

Ms. Conklin inquired if the stop signs are correct now in Pheasant View. Mr. Casari stated we were supposed to be notified when the signs were complete and he hasn't heard as of yet. Lt. Hilden stated the police department could not enforce the stop signs without a Traffic Control Order and the proper signs. Ms. Conklin stated the Traffic Control Order will come with the proper signage.

Mr. Kljun inquired how the traffic areas of concern are discovered. Lt. Hilden stated typically traffic concerns come from citizen complaints. Lt. Hilden stated homeowners who feel they have a traffic issue should call the regular business line.

Lt. Hilden stated typically a traffic study is done to assess the speed limit to have it raised or lowered. The County and State Police would make that decision on a County road.

Mr. Stephens stated in other countries they have cameras on the speed trailers and a citation is mailed to the driver for speeding. Lt. Hilden stated they use those in other states; but in Michigan it is illegal and a civil infraction must be witnessed by an enforcement officer. Lt. Hilden stated the speed trailer does have a tendency to slow the driver down but does not have the lasting effect as a citation.

Mr. Stephens stated the PRRMA Board has discussed purchasing a speed trailer, and does the police department have any views on this. Sgt. Harrison stated there can be some consequences if the drivers know there are no consequences. Lt. Hilden stated a young driver might see the trailer and want to know how fast he can go. Lt. Hilden stated there would be problems with vandalism if left up overnight. There maybe some validly if it was put up in the morning and removed before dark.

Lt. Hilden stated there was a suggestion regarding a citizen patrol. Once again in order for any type of violation to be issued it has to be observed by a police officer. Lt. Hilden had some concerns regarding the use of radar guns. Lt. Hilden stated the officers have to train for two days to use the radar gun, 100 hours of radar use before considered a certified user.

Lt. Hilden stated overall the subdivisions are not that bad as far as the police departments experience with traffic. Lt. Hilden stated the newsletter and allowing the police department to facilitate the zero tolerance program would generally be effective.

Mr. Stephens inquired if citizen witnesses a speeder, is there any value in reporting it given what Lt. Hilden has just told PRRMA. Lt. Hilden stated there is a lot of value to it. Depending on the speeds, if the violation reaches a certain threshold it can become a criminal offense, reckless driving. Reckless driving is a willful and wanted disregard for the

safety of people and property. The citizen who called the complaint can be used as a witness and charge the person with reckless driving. The citizen would have to appear in court. The police can have a conversation with the driver of the vehicle also.

Mr. Sandys inquired if empty squad cars can be stationed on certain roadways. Lt. Hilden stated a lot of communities station empty cars. However, if someone really needs an officer in an emergency and it is unoccupied, this might create additional issues. Lt. Hilden stated there are enough officers and vehicles on patrol.

Ms. Conklin stated there will be follow-up in regards to the letter to the residents and stop signs in Pheasant View.

b. Education Program

Lt. Hilden stated as homeowners' association members you can email and attend meetings, as an educational campaign to the neighborhood to encourage reduced speeds. Ms. Conklin stated the Board discussed this letter coming from the PRRMA Board to the residents. Lt. Hilden stated he can draft the letter from the Police Department on Police letterhead. Mr. Stephens stated he believe that would have more clout than anything else. Sgt. Harrison stated we could also include a revised fee schedule with the letter, stating that 5 miles over the speed limit the fee is \$115.00.

Lt. Hilden stated the purpose of traffic enforcement is not to generate revenue, but to change driving behaviors. The only way to change driving behaviors is to apply a punishment or a negative consequence. The punishment is a fine and points on your driving record and a letter from the Secretary of State. This will impact driving behaviors.

III. Financial Activity Review:

a. Current Report

Mr. Kljun sent the February statements and a copy of the audit via email to all members.

Mr. Kljun presented to the Board a CD Investment Timing Sequence. Mr. Kljun stated one CD maturing tomorrow at Bank of America for \$45,000. Mr. Kljun stated he is no longer able to select longer term investments. Mr. Kljun stated he is not certain as to how much PRRMA will spend on the roadways, as a consequence, he has brought everything into current money markets to be able to move the money into appropriate accounts when needed. Once we find out how much we will need for 2010 road repair that will give us an opportunity to move some money into more profitable accounts. Mr. Kljun stated money market accounts and major banks are giving .3%. Huntington Bank is offering 2%. Mr. Kljun stated his intent is to roll that CD over into Huntington Bank which will put the amount in Huntington Bank at \$170,000. Mr. Kljun stated he wants to start rolling money out of the high performance checking account at Fidelity Bank because they have reduced their interest rate down to .3%. Mr. Kljun stated in University Bank where we currently have a reserve account of \$13,000, PRRMA is collecting 1%. Mr. Kljun stated the money is all available. Mr. Stephens stated as the reserve draws down we need to pay closer attention to cash flow.

Mr. Kljun stated he has a cash flow document on a calendar basis, and indicates how much money we are expected to spend and updates as needed. Mr. Kljun

stated the reserve by the end of 2010, assuming we commit \$320,000 for roadway repair, based on expected expenses PRRMA is incurring for administrative fees, for Canton projected expenses, maintenance and miscellaneous and reserve transfers, will be \$140,000. This amount includes all the cash coming in from the associations. Ms. Conklin stated we anticipated this, that the first couple of years then the repairs would slow down and we could build the reserve up again. Mr. Kljun stated he will pass out this document at the next meeting.

Mr. Kljun distributed an Investment Performance Document. Mr. Kljun stated the interest earned for the following years:

	<u>Year</u>	<u>Interest</u>
	2005	\$ 4,688.57
	2006	\$18,763.25
	2007	\$18,442.69
	2008	\$13,452.12
	2009	\$16,625.33
Projected	2010	\$ 5,416.00

Mr. Kljun stated as of January 2010, PRRMA has earned \$805.00 in interest.

IV. Unfinished Business

a. Road Repairs

i. Project Proposal for 2010 – Mark Balon

Mr. Balon, Spalding DeDecker displayed the program from last year.

Mr. Balon stated there were three types of maintenance: preventative, reconstruction and heavy maintenance. Mr. Balon displayed pictures of last year’s repairs. Mr. Balon stated most of the roads are secondary roads. Mr. Casari stated PRRMA wants to continue to use the current pavement program and compare that to the model and rerun the program in the 3rd year. Mr. Balon stated Nagle did a good job on the entrances.

Mr. Balon stated there is a little difference in the slurry seal and the regular pavement. Mr. Balon stated PRRMA might want to think about a target area for just the slurry seal in 2010. Mr. Balon stated he is challenging the contractors in the area to come up with a type 1 slurry seal, right now they use a type 2 slurry seal. The difference is the type 2 uses larger aggregate. Mr. Balon stated seal coat has some sand in it.

Mr. Stephens stated the curb and gutter repair was done really well. Mr. Stephens stated it has been repaired almost every single time and this is by far the best repair.

Mr. Balon stated the contractor is in charge of safety. Ms. Conklin stated yes, as long as they provide signage and the subdivision can maintain two lanes of traffic.

Mr. Balon stated the photos he is displaying this evening are on the Spalding DeDecker website under eBuilder.

Mr. Balon displayed sidewalk areas. Mr. Balon stated there are several ways to repair sidewalks and this will need to be discussed with PRRMA. Mr. Balon stated Spalding DeDecker’s rule of thumb with sidewalk repair is typically if you have one crack in the sidewalk, they don’t replace it, two cracks, questionable, and three cracks it will definitely need replacement. Mr. Stephens stated PRRMA developed a sidewalk repair policy. Mr. Stephens stated PRRMA modeled this policy after Canton’s Sidewalk Repair Program, but

PRRMA evaluates their sidewalks every year. Mr. Balon stated he will need this policy to evaluate the sidewalks.

Mr. Balon stated on eBuilder (eBuilder.net) there are list of the roads that were repaired in 2009 along with the entire report. User name is "PRRMA" and password is "pavement". Each repair is filed by street and community with photos and location plan. Mr. Kljun inquired if there is a way that we can go back and find out when a pavement was repaired in the past. Mr. Balon stated there is a document that lists the repair areas. Mr. Kljun stated he wonders if anyone will inquire when a specific road was repaired last. Ms. Conklin stated this is good information to show the three different HOA Boards.

Mr. Casari inquired if there is a way to search to find the file for specific work on specific roadway. If PRRMA is getting less time out of a certain roadway and more time out of another there maybe a underlying problem and there needs to be extensive work to find the problem and reduce future costs. Mr. Balon inquired if PRRMA had this ability before. Mr. Casari stated Mr. Zilincik used to do this on a year by year basis. Mr. Balon stated they have centerline stationing, but you would have to look on a plan to see what was repaired in the past. Ms. Conklin stated if one does not know the year to investigate is there some kind of data base for this information. Mr. Balon stated he will find out this information, in Cartegraph it calls out sections and maybe after two years into the program it might allow a search. Ms. Conklin inquired if Mr. Balon would follow up on this request. Mr. Kljun stated what came to mind when the original question was asked is from the original drawing, he envisioned a highlight of the areas, not a detail of what was done. Mr. Casari stated "green" was 2009 and "yellow" was 2010, something like that. Mr. Balon stated what can be done is that Cartegraph can be downloaded to an Excel document. Mr. Balon stated it will have the repair that was done, just maybe not the specific repair. Mr. Balon stated next year you put that year's repair right next to it and so on. Mr. Casari stated he believes that would work. Mr. Balon stated you have to be careful that sometimes you will see repairs for good pavement, as the program will call back in another year or two to go back to those good pavements to do crack sealing, etc. to maintain to a high level. A footnote can be added. Mr. Balon inquired if this is something separate or does PRRMA want it on eBuilder. Ms. Conklin stated it would be good to have it on eBuilder. Mr. Casari stated let's get an understanding on how the format would be first. Mr. Kljun stated once the format is established PRRMA would have to back up major repairs that were done in prior years and add on.

Mr. Stephens stated that what he needs to work with Spalding DeDecker this year is the identification of potholes. Mr. Stephens stated last year potholes were done last. Mr. Stephens stated we need to patch potholes that will not have a major repair forthcoming, earlier in the year. Mr. Balon stated Cartegraph leaves those out of the equation because those are small and need to be patch and maintained. Mr. Balon stated the way it was done last year is the way he would suggest and the contractor could have a rolling patching crew. This will be cheaper in the beginning of the work with the equipment in place. Mr. Balon stated a "throw and roll" is a little different because you clean out the area and tack coat and apply the asphalt and roll it over so it is smooth. Mr. Casari stated a hot mix would be used. Mr. Casari stated last year the contractor stated he will get a truck in there and in one day or two do all three subdivisions and the cost was approximately \$1,500. Mr. Stephens stated he feels it will be good to do this in the spring. Ms. Conklin stated she agrees, do the potholes in the spring. Mr. Casari stated it will be cheaper if we allow the contractor to do it with his program. Mr. Casari stated we can request that all the areas that will not be crack sealed, mill and resurfaced, saw cut and remove and replace have the crews come through first

and do all the potholes. Mr. Balon stated we can have the contractor come in the end of April and fill the potholes based on previous pricing. Mr. Balon stated the pricing bid so far is coming in lower than last year. However, this depends on the area. Mr. Stephens stated last years bidding prices was very revealing. There was a large range in bids. Nagle was the cheapest and they did the best job PRRMA ever had. Mr. Stephens stated if Nagle's prices are competitive, not necessarily the cheapest, Nagle would be a good choice. Ms. Conklin stated PRRMA has a policy that we have to bid it. Mr. Stephens stated if we bid and Nagle comes back not the cheapest, we know they do good work. Mr. Balon stated he suggest we do this early. Ms. Conklin stated as we go through the proposal this evening we should be ready to sign. Mr. Sandys inquired if we will work on the potholes maintenance first vs. the contract. Ms. Conklin stated yes.

Motion by Sandys, support by Stephens to hire Nagle at last years pricing to immediately fill potholes. Motion carried unanimously.

Mr. Stephens stated he was under the understanding that Eastbourne would have no work done because it looked like it was going to need major work. Mr. Stephens stated he was surprised to find quite a few patches done. Mr. Stephens stated he would like to get a better understanding or agreement of what will exactly be done. Mr. Balon stated typically it is bid and this is what was on the bid document; we may have added a few crack repairs. Ms. Conklin stated before we actually lock the bid, we will bid based on what we think needs to be done, but before it is locked in we do the drive-thru so everyone knows exactly what will be done. Mr. Stephens stated he feels like he may have not done his job properly in understanding what repairs were to be done last year. Mr. Stephens stated he would like to put more effort into this process this year. Mr. Balon stated he would upload the information for 2010 onto eBuilder and a hot link to your email. Mr. Stephens stated that would be ideal.

Ms. Conklin inquired if there is anything else in the proposal that we need to discuss. Mr. Balon stated he wants PRRMA to look at the slurry seal and tell him what PRRMA thinks. Ms. Conklin stated slurry seal is ok, as long as it is not in front of homes. Mr. Stephens stated he does not think it would be bad in front of homes. Mr. Stephens stated he is interested in the longevity of the slurry seal. Mr. Balon stated intersections where there is a lot of turning you may not want slurry seal.

Mr. Balon stated the fees charged by Spalding DeDecker compared to the bids were reasonable. Mr. Balon stated when the bids come in we can discuss it.

Mr. Balon stated in the model last year we had an allocation of money set aside for the sidewalks. Mr. Balon inquired if there is a record of history as to what was spent on sidewalk repair in the past. Ms. Conklin stated yes we can retrieve that information for him. Mr. Balon stated he would like to have a basis. Mr. Stephens stated we have not been formal in the inspections of the sidewalks. The policy was just devised last year. Ms. Conklin stated this will be the first full year with the roadway managers doing the inspections of the sidewalks and determining the repairs. Mr. Casari stated he emailed the standard form for the sidewalk and intersection inspections. Mr. Balon stated this is where the roadway managers might be helpful in measuring and deciding what needs to be replaced. Mr. Balon would rather do the review at the time of construction. Mr. Stephens stated the policy indicates that the roadway manager would go through and fill out the forms and assess the subdivisions and give to Mr. Balon. Mr. Balon stated is PRRMA required to comply with ADA. Mr. Casari stated

these are private roads and PRRMA has Canton as a member might attach more liability to those ramps if they do not meet ADA guidelines. Mr. Casari stated it has been a typical practice if you are mill and resurfacing the intersection you must replace the ramps if they do not meet ADA guidelines. If patching is the only maintenance done on an intersection you do not have to replace the ramps except if the ramps are a trip hazard. If you touch the ramp with any repair you must bring the ramp into compliance and the transition or key flag and measure its slope and if need be bring into compliance. If you repair into a corner you may have to replace the entire quadrant.

Mr. Balon stated Spalding DeDecker did not approach the sidewalk program with the ADA compliance issue. Mr. Balon stated he needs an understanding from PRRMA and the ADA guidelines. Mr. Casari stated we need to define the areas that will be milled and resurfaced first, and then look at all the ramps in those areas, where the trip hazards are generated by the committee that walks it. Ms. Conklin stated by May 1st this walk needs to be completed. Mr. Casari stated then total the amount and see where it compares to the budget. Mr. Casari stated if we do not hit the budget for 2010 we may have to go to last year's maintenance and pickup those ramps until we hit the budget. Mr. Balon stated he did not budget the ADA guidelines into the totals. Mr. Balon stated we need to let the water on the pavement and sidewalks dry up first before we can walk and decide what repairs need to be done, hopefully within the next two weeks. Mr. Casari stated the roadway managers will check their own trip hazards. Mr. Casari stated the ramps will be more difficult for the managers to do and the Township may have to assist. Mr. Balon stated he can give PRRMA an idea where they will be mill and resurfacing. Mr. Casari stated if you are mill and resurfacing and going through a ramp you must replace the ramp per the State. Mr. Casari stated Canton approaches the ADA guidelines to follow what the State requires. Mr. Balon stated he will email Mr. Casari if he has any questions.

Mr. Stephens inquired the rationale to crack seal or not. Mr. Balon stated they tried to come up with an area where crack sealing workers would be and try to identify those areas and project the length of the pavement out a little further by doing the crack sealing.

Mr. Kljun stated in the proposal under Engineering fee paragraph D the fee is not the summation of those three items. Mr. Balon stated no, it is not the total of those three items. It is a lump sum of \$5,860 plus D and E. Mr. Casari stated PRRMA will not update the model this year. Mr. Casari stated we need at least two years of data.

Mr. Balon stated the goal is to take advantage of the best pricing that is available. If we can bid this out sooner Mr. Balon believes we can get better pricing. Typically contractors keep their bids for 90 days. Mr. Balon inquired if there was any reason PRRMA would not want to start as soon as possible. Ms. Conklin stated the sooner the better. Mr. Casari stated we are having some timing issues because our budget year starts August 1st. Ms. Conklin stated it is reserve money and should not really matter. Mr. Casari stated we have the Liberty Fest June 14th and would not want this work going on during that time. Mr. Casari stated the Canton Center project (five lanes) will probably start late April, early May and will be a mess the whole year. Mr. Balon stated they could potentially start May 1st and be done by June. Ms. Conklin stated she does not feel the repairs will impact the Soccer Tournament in May. Mr. Balon stated the words in the bidding document would indicate start time by May 1 and by June 10th they need to be substantially completed, however if the weather affects the operation then clean-up operations and start again after June 16th.

Mr. Stephens stated he felt Mr. Casari had a good point regarding the budget year. If we have the repairs completed by the third week in June when would the invoice be due? Mr. Balon stated it would state 45 days in a typical contract; but we could go to 60 days. Ms. Conklin stated this money is coming out of the reserve. Mr. Waldbauer stated it is not really where the money comes from it is how we report this years repair fees. Mr. Kljun stated it really doesn't matter when the money comes from what line item because when the money is received it is all rolled in the reserve and parceled out. Mr. Waldbauer stated when you look at the fiscal year you will see two years of work done in one year. Mr. Sandys inquired if you could accrue the 2010 repairs. Mr. Kljun stated it is accrued. Ms. Conklin stated if the work is completed the end of June and we have 45 days, we will be fine. Ms. Conklin stated historically it will show a more accurate detail of work completed. Mr. Balon stated sometimes contractors give good pricing and want to finish in May so they can receive payment early. Mr. Balon stated he will investigate and report back.

Motion by Waldbauer, supported by Sandys to accept the 2010 Spalding DeDecker's proposal for Pavement Inventory, Evaluation, and Management for Pheasant Run Roadway Maintenance Association for \$4,460 plus D and E. Motion carried unanimously. Ms. Conklin asked Mr. Balon for a clean copy and she will sign the contract.

Ms. Conklin inquired if a document received by the auditors stating "The Association has not estimated the remaining life and replacement cost of the common property and therefore has not presented estimates of future cost of major repairs and replacements that will be required in the future." is what Spalding DeDecker does with the model. Mr. Balon stated asset management cost can be used for that because you are proportioning money to the future. Ms. Conklin stated we need to ask the auditor to change this and will give Mr. Balon a copy of the document from the auditor and Ms. Conklin will get back with the auditor. Mr. Balon stated he will put together a schedule for PRRMA on the 2010 road repairs.

b. Insurance Updates

Mr. Kljun stated the Marion and Glengarry light repair has been completed. Mr. Kljun stated PRRMA is still awaiting the repair fixture reserve to be delivered. Mr. Kljun stated he filed a police report #789-10. This concludes the administration paperwork that needed to be completed for this insurance claim. Does the Board want to turn this claim into our insurance provider? Mr. Kljun stated PRRMA pays a low insurance premium. Ms. Conklin stated our premium went up last year. Mr. Kljun stated our insurance agent alerted us that our premium would increase if we turn in this claim. Mr. Kljun stated last year PRRMA received \$4,700 back from the insurance company for a light that was damaged at Glengarry and Pinehurst. Mr. Kljun stated we have a \$500 deductible. Mr. Kljun stated our insurance was increased \$700 this year. Mr. Kljun stated the insurance underwriter stated because PRRMA pays a low insurance premium Auto Owners could make a significant increase based on the number of claims we make against them. If we make this claim it would be \$9,000 in two years and our premium is \$2,300 per year. Ms. Conklin inquired how many years have we paid them and not made a claim. Mr. Stephens stated he is inclined to file the claim for the light.

Motion by Stephens to file this claim with the insurance company.
Motion failed due to no support.

Ms. Conklin stated she feels we should file the claim because that is why we pay for insurance. Mr. Casari stated he is in agreement with filing the claim. Mr. Sandys inquired if the insurance agent gave any indication as to how much the rates would increase if we filed this claim. Mr. Kljun stated he does not know the exact amount, but the agent indicated that Auto Owners might say they don't want to insure PRRMA any longer. Ms. Conklin stated then we could get someone else. Mr. Kljun stated if we go with another insurance carrier, they will always look at the number of claims we have turned in. Ms. Conklin stated we have had half dozen claims in 15 years. Mr. Casari stated these are just accidents and not under PRRMA's control.

Mr. Sandys inquired if there has ever been a situation where PRRMA has gone after the person who created the damage's insurance company. Ms. Conklin stated yes, when we know who did the damage. Mr. Kljun stated we have been successful a couple of times.

Motion by Mr. Stephens, supported by Mr. Sandys that we file this claim with the insurance company. Motion carried unanimously.

Mr. Kljun will present the cost review on the workman compensation which describes what we paid last year and this year and the change with the four elements of insurance: basic insurance for the Board, \$4 million umbrella insurance, workman compensation insurance and the surety bond via email to all members. Ms. Conklin stated we have to make sure we have current certificates of insurance for all members, naming each other as additional insured.

Mr. Sandys inquired if the broken light can be repaired. Mr. Kljun stated the light is cast aluminum and cannot be repaired.

c. Lights

Mr. Waldbauer stated there are other options for lighting that is less expensive. Mr. Waldbauer presented pictures of lights that are very similar. Mr. Waldbauer stated of the lights that are in place now, no two look alike. Mr. Waldbauer stated it is not that noticeable that the lights are different so we should find something that is less expensive to use as a replacement. Mr. Waldbauer stated he sent an email last month with a source for these less expensive lights, LUMIC by Philips out of Canada. Mr. Waldbauer stated that if you take a drive down Ford Road and look at the 400 some streetlights, you will not notice there are four different manufacturers of these lights in the DDA. Mr. Waldbauer stated these lights are much more serviceable and economical. Ms. Conklin stated she will let Mr. Kljun know if he can proceed with these lights. Mr. Waldbauer stated he will forward this information to Ms. Conklin as he believes he has found the model number that will be very close to what the existing light is.

d. Sign Replacement Plan

Ms. Conklin stated PRRMA needs to work with Pheasant View and remove the stop signs that are not acceptable and get the Traffic Control Order. Ms. Conklin stated she will discuss this with Mr. Waldbauer.

Mr. Casari stated he spoke with the Cherry Hill Village Homeowner Association President and they are having a detail drawing made up for the new post they are using and he will give Mr. Casari a copy. Mr. Casari believes they are cheaper than PRRMA's. Mr. Casari stated this post last longer. They have a plastic cover and concrete mound and a wooden post inside the plastic housing. They remain nice looking longer.

VI. Other Business

Moved to after unfinished business.

Mr. Casari stated the Canton Center Road project bid last year and will start construction in April. Canton's crew will be out doing some water main lowerings the last of March. Mr. Casari stated the portable cement plant will be placed on Belleville Road, south of Michigan Avenue. The road construction will be five lanes. Mr. Casari stated they will asphalt one of the gravel shoulders and move traffic over into the asphalt shoulder lane and reconstruct to concrete the two lanes on the opposite side of the road. Then they will move traffic over to the two concrete lanes and put the new lanes over on the other side. Then they will open that up and the outer two lanes will be open as they pour the middle lane. They will maintain traffic; however people will be looking for other routes. PRRMA may see increased traffic through certain areas, including Beck Road and Sheldon Road. This area will be messy for about 4 or 5 months. The main drive into the Administration Building will be reconfigured. The construction will be south of Cherry Hill to south of Palmer/Summit.

The next PRRMA meeting will be Monday April 12, 2010 at 5:30 p.m.

Motion by Waldbauer, supported by Sandys to move from open meeting to closed meeting at 8:20 p.m. Motion carried unanimously.

V. New Business

- a. Management Contract (CLOSED SESSION – BOARD MEMBERS ONLY)

Motion by Casari supported by Stephens to move from closed session to open session at 8:45 p.m. Motion carried unanimously.

VII. Adjournment

Unanimous support to adjourn at 8:45.