

PHEASANT RUN ROAD MAINTENANCE ASSOCIATION, INC.
BOARD OF DIRECTORS
MEETING SUMMARY
May 25, 2010
6:30 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 Tuesday, May 25, 2010.

Members Present: Ann Conklin, Canton Township, Tom Casari, Canton Township, Mark Waldbauer, Pheasant View, Craig Stephens, Fairways, Pete Sandys, Fairway Pines

Members Absent: None

Others: Tim Kljun, Roadway Manager, Deborah Dooley, Canton Township,

I. Call to Order

Ms. Conklin called the meeting to order at 6:42 p.m.

a. Approval of Meeting Minutes:

- i. April 12, 2010 Meeting Minutes
Motion by Waldbauer, supported by Sandys to table the minutes for April 12, 2010 as presented. Motion carried unanimously.

II. Financial Activity Review:

a. Current Reports

Mr. Kljun stated he sent out the current reports via email to all members. Mr. Kljun stated two payments for the fourth quarter have been received. Dues are due by the end of May. There are no unusual conditions foreseen in the future. All funding received is going into current money market assets. Mr. Kljun stated some time ago PRRMA opened the high performance checking account at Fidelity Bank. This was a way to draw interest immediately on funds received. Since the beginning of the year they have been continuing to drop their payments, their interest is .25%. Huntington Bank is still paying 2%, and University Bank is paying 1%, for money market accounts that are pretty good. There is no longer effectiveness in the high performance checking.

Ms. Conklin leaves for the Township Board Meeting.

Mr. Stephens inquired can we move the money in the high performance checking to something more profitable. Mr. Kljun stated yes, we can move the money, however if we fall below \$40,000 and right now we have \$46,000, they begin to charge for activities. Mr. Stephens stated he would like to close the account and look for a larger interest rate. Mr. Kljun stated we are maxed out at Huntington Bank and University is the only bank we could move it to. Mr. Waldbauer inquired if it was possible to open a second account with Huntington. Mr. Kljun stated we could not use the same ID number. Mr. Kljun stated the expectation is that PRRMA will need \$300,000 in October. Mr. Stephens stated we should keep the high performance around until we need the money and then close the account.

Mr. Sandys inquired if the \$335.51 invoice for Fairway Pines could be sent to him. Mr. Kljun stated yes, he would send him the invoice. Mr. Sandys stated the late fees will be acceptable.

Mr. Waldbauer inquired on the David Sherwood insurance claim. Mr. Kljun stated he has not received an update and should have it by the end of the month.

Mr. Stephens stated in July or August we should look very carefully at cash flow for next year. We will be out of cash reserve and what comes in will go out. Mr. Kljun stated he has a cash flow that he keeps on a regular basis projected out to the end of the year. Assuming the payments for the 1st and 2nd quarter due in August and November are paid on time and increased by 10% by the end of the year, assuming no major expenditures there should be approximately \$100,000 available. Mr. Kljun stated this is a living document that he updates every month with actual expenditures. Mr. Stephens stated he would like to make cash flow an agenda topic for the next meeting.

III. Unfinished Business:

a. Letter from Public Safety

Mr. Casari distributed the letter devised from Public Safety and a cover letter from the PRRMA Board to the homeowners associations. Ms. Conklin wants the Board to edit the cover letter. Mr. Stephens stated he would like to add that homeowners keep their storm drains clean. Mr. Stephens inquired how much it cost to vacuum out one storm drain. Mr. Casari stated that is difficult to answer as new regulations consider the material vacuumed out to be contaminated and requires additional cost for disposal. Mr. Casari stated there are companies that do this kind of work and he is attempting to get names for PRRMA along with pricing information. Mr. Kljun inquired if this activity would be covered by PRRMA. Mr. Casari stated the catch basins are generally in the road right of way and if the storm sewer is in the road right of way, it is generally in the jurisdiction of PRRMA and considered a maintenance activity.

Mr. Sandys inquired if keeping them clean included grass clippings, litter and fertilizer. Mr. Stephens stated yes. Mr. Casari stated generally the grass clippings floats and carries the fertilizer to the pond and causes the ponds to get algae. Mr. Casari stated the catch basins are designed to catch all the dirt and stuff from the roads. This black mucky stuff is what is vactored out. Mr. Casari stated the homeowners can rake or clean the top of the grates so they are not blocked, especially in the fall with leaves. Mr. Casari stated a little environmental note can be added to the cover page from PRRMA. Mr. Kljun stated the catch basins and the storm sewers all connect together and end up in all the ponds including the two in Fairway Pines that eventually goes out to Canton Center Road in the big pond. Mr. Sandys stated the homeowners need that information also.

Mr. Waldbauer stated half the storm sewers in Pheasant View flow toward Beck Road, once to Beck where do they go. Mr. Waldbauer stated there is like an imaginary line down the center of the sub, anything west of the line flows towards Beck Road. Mr. Casari stated Pheasant View has two ponds both on the golf course that do take drainage from Pheasant View. The one behind Tom Yack's house is one that takes the east side, and north of the course pond takes the west side. Mr. Waldbauer stated south of the fairway on hole 19 everything west of the center line flows west towards Beck. Mr. Casari stated he is pretty sure it goes into the north pond. Mr. Casari stated it goes into the two ponds, those ponds go into line along Summit Boulevard and all the ponds

connect together and empty into a big storm sewer that goes eastern boundary of hole number 11 down to another big pond which is by the river and pumped back to the Summit pond and that irrigates the golf course. The ponds maybe the end of the line, there maybe only overflows out of the ponds to a storm sewer. Mr. Waldbauer stated the plans do not show anything beyond Beck Road.

Mr. Casari stated a comment on storm drains will be added to the letter to the homeowners. If anyone has any other suggestions, please email Mr. Casari or Ms. Conklin. Mr. Waldbauer stated he will put the completed letter up on the PRRMA website. Mr. Stephens inquired if a mass mailing will be completed to each homeowner. Mr. Casari state that was his understanding.

Mr. Stephens stated he has had request from homeowners if they could also contract with sidewalk contractors. However, homeowners have had difficulty getting in touch with the contractor. Mr. Casari stated when the contract is awarded to Al's Asphalt Paving this evening he will get the contact name and number. Mr. Stephens stated this information may also be added to the cover letter under sidewalk repairs. Mr. Waldbauer stated he would like the contractor to go to the PRRMA website and put a link on the site to that contractor. Mr. Casari stated we will get the company name, individual name, telephone numbers for the link and also reference in the cover letter.

b. Road Repairs

i. Approval of Road Repairs Bids for 2010

Mr. Casari stated Spalding DeDecker has worked with Al's Asphalt Paving before and had a good experience and they checked out their references and feels they are capable of doing the work and are recommending in favor of Al's Asphalt Paving. Mr. Casari stated Mr. Balon made recommendations on alternative work repairs. Mr. Casari stated Ms. Conklin and he have an issue with the perspective, "we have this much money let's spend this much money" and that is not how this Board thinks. This Board thinks we want a road condition of this...what is it going to take to get us there. Mr. Casari stated Mr. Balon stated with the pricing being low the contractors are looking for extras. Mr. Casari stated Mr. Balon stated we need to think about what we want to have done and leave a little contingency in case some unknown issues come up. Spalding DeDecker tends to hold the line with the contractor, but there is always something that comes up that might cost a little more here and there.

Mr. Casari stated he asked Spalding DeDecker is the base bid amount of \$160,447 what the model says we need to spend to ultimately work towards a 57 rating on all the roads. Mr. Casari stated the answer was yes. Mr. Casari stated the alternatives with mill and resurface is at \$0.80-\$0.85 per square foot which is 2/3's what it normally cost. Mill and resurface give you a new road, which isn't a 57 it is an 80-85. For an area where we would normally do maintenance we will get a new road. Mr. Casari stated because the pricing is so good, we can really get a lot done now with the idea that we will have a higher average road rating for a period of time, but that allows us to back off down the road. Normally a minimum of 1 1/2 inch of mill and resurface is \$1.25 per square foot. Spalding DeDecker is comfortable Al's Asphalt Paving has the correct number. Mr. Casari stated this will give PRRMA longer segments of road that will look newer opposed to just bits and pieces. Mr. Casari stated maybe we should look to spend what PRRMA originally budgeted to spend because we will get a lot more for our money.

Mr. Casari stated we are also going to ask Al's Asphalt Paving if they will lock their prices in for this year into next year. Mr. Casari stated Mr. Balon spoke to Al's Asphalt Paving and if Al's could be assured of a similar quantity of work he would lock his prices in for 2010 and 2011. Mr. Casari stated the contractor would not automatically get the contract for the second year. The work would be evaluated for performance after the first year and then the Board would decide if the contract would be extended. If not happy with the performance, we could rebid. Mr. Kljun inquired if this second year would be the base bid or base bid with alternatives. Mr. Casari stated it would be just the base bid; there are no guarantees of the alternatives. Mr. Kljun stated maybe some of the alternatives could be pushed into next year and we wouldn't be faced with an issue of buying this year, when we could be doing it next year due to the unit price being the same. Mr. Kljun stated the objective of the PRRMA Board is to maintain a 57 rating on all of the roads and some of the alternatives will push us higher up on the rating scale. Mr. Kljun stated another issue to consider is that none of our investments are paying us a lot of money; it would be not objectable to spend this year instead of next year as we will not accrue a lot of money in interest. Mr. Kljun stated our investments this year will be approximately \$5,400. Mr. Kljun inquired if Nagle bid. Mr. Casari stated yes, Nagle bid, however they were the high bid.

Mr. Casari stated we had budgeted \$320,000 per year, based on the reserves we had at the time and the money PRRMA would be collecting, including a 10% increase in dues annually. Mr. Casari stated the cash flow that is shown in the chart with the 10% increase, would allow us to spend \$320,000 per year. Mr. Casari stated if we spend the \$320,000 per year for the next two years, we would have a considerable amount of roadway at a high rating, It may get to the point that PRRMA roads would be in such good shape we might not have to raise dues and spend next to nothing for 3 or 4 years other than just crack sealing or slurry seal. Mr. Casari stated these are the options that the Board has available.

Mr. Stephens stated we have a proposal of \$245,000 to do the program of work and the additional upgrade. The \$17,000 is there as a contingency, expecting some growth as the project proceeds. Mr. Stephens stated to him this looks quite favorable. Mr. Kljun stated the objective some years ago was to deplete some of the reserves and not carry as much money in the reserves. Mr. Kljun stated at the end of this year, much of our reserves will be depleted to a point where he does not believe we can sustain another \$200,000 in the subsequent year. Mr. Kljun stated there are other factors involved with the reserve money; administrative expenses, and miscellaneous maintenance expenses, etc. Mr. Stephens stated next meeting we agreed to look at our cash flow. Why don't we revisit the underlying numbers we have in the spread sheet and see where they stand in the future? Mr. Sandys stated with the alternate bids if we spend the money to repair now, are we saving money for future repairs. Mr. Sandys stated if we have the money now, within our fiduciary guidelines we should use it now. Mr. Stephens stated he is inclined to go with Spalding DeDecker's recommendation, this price is a good opportunity to take advantage of now. Mr. Casari stated he agreed at least the base plus alternates.

Mr. Stephens stated he does not think the slurry seal has been a success. The south side of Glengarry that was slurry sealed is multi-colored road surface and the edges are not adhering properly and would not be interested in doing it again. Mr.

Stephens stated Al's Asphalt Paving is very expensive on slurry seal, compared to the other bids. Mr. Sandys stated he thinks the price on slurry seal is a type error. Mr. Kljun stated the bid documents; there was a significant amount of slurry seal that was proposed in our original bidding, under the base bid. Mr. Kljun stated he thought it was ranging about \$75,000. Mr. Kljun stated he does not have his bid documents with him but he is going to go back and plug in some numbers and reconfirm as a second check. Mr. Casari stated the slurry seal is rough and has two different colors. Mr. Casari stated he felt that the equipment used had some issues. Mr. Casari stated the slurry seal is suppose to go down more uniform than the south side of Glengarry did, although the rough texture is what you will see. Mr. Casari stated the cost of slurry seal vs. the cost of mill and resurface, he is in favor of mill and resurface. Then the most that will have to be done over the next 7-10 years is crack seal. Mr. Casari stated he did not like what he saw of the slurry seal. Mr. Stephens stated if slurry seal last 3 or 4 years it maybe worth pursuing. Mr. Waldbauer stated his board is much more concerned with the routing and crack sealing than the slurry seal. Mr. Sandys stated his board was also concerned with the routing and crack sealing more than the slurry seal.

Mr. Waldbauer stated in Section 4 on the bid sheet is where all the alternatives are and numbered 12-26. The ones that involve Pheasant View are #23-#26, PV1-PC4. Mr. Waldbauer inquired if there was a place on eBuilder he can find these descriptions. Mr. Kljun stated PV1-PV4 is in the bid documents. The www.eBuilder.net, user name: prrma and password is: pavement. Mr. Casari stated the additional work is crack sealing, mill and replace and seal coating as they get into the work to provide continuity. Mr. Stephens stated \$245,000 is the base bid and the additional work is \$70,000 which is still under \$320,000. Mr. Stephens stated he is worried about going over the budgeted \$320,000. Mr. Casari stated no, we do not want to do that and as Spalding DeDecker is walking the site, they will have to take into consideration the alternatives. Mr. Stephens stated we need to be very frank and clear that the \$315,000 is a not to exceed number. Mr. Casari stated we could look at it from a perspective of awarding to Al's Asphalt Paving the a base bid of \$160,447.88 plus the alternative bids for \$85,000 for a total of \$245,000 and a set aside a contingency of an additional \$65,000-\$70,000. Mr. Casari stated the contingency money has to come back through Ms. Conklin and Mr. Casari. Mr. Stephens stated do not tell Al's Asphalt Paving about the additional \$70,000 and Mr. Balon must come back to Ms. Conklin for approval. Mr. Kljun stated currently \$2,000 maximum can be approved by Ms. Conklin without Board approval. Mr. Stephens stated if any of the items were to increase in cost more than 10%, approval would have to come back to Ms. Conklin and Mr. Casari for approval, if more than 10% they would email this information to the entire Board for approval.

Motion by Mr. Stephens, supported by Waldbauer to approve Al's Asphalt Paving as the contractor for 2010 with an option for 2011. Motion carried by all members present.

Mr. Waldbauer inquired if there is any history with Al's Asphalt Paving. Mr. Casari stated he did not have any history with Al's Asphalt Paving. Mr. Casari stated Spalding DeDecker does have history with Al's Asphalt Paving in Taylor. They checked out their references and has had a good experience with them in the past. Mr. Balon had nothing negative to say. Mr. Sandys inquired if Al's Asphalt Paving has a timetable when these repairs need to be completed. Mr. Kljun stated 60 days. Mr.

Sandys stated he is concerned that Al's will be doing multiple jobs at the same time. Mr. Sandys stated he would like a date for completion included in the contract. Mr. Casari stated a completion date can be included. Mr. Waldbauer looked up the website for Al's Asphalt Paving who has been in business since 1965 and seemed more comfortable with them.

Motion by Stephens, supported by Sandys to award the contract to Al's Asphalt Paving for the base bid of \$245,487.12 and provide Spalding DeDecker the ability to use the additional \$70,000 for work not at Spalding DeDecker's discretion, but if it is within 10% of each itemized project entry then Ms. Conklin and Mr. Casari can approve, if it is greater than 10% the entire Board will be emailed and a consultation on spending the additional \$70,000 for approval. Motion carried by all members present.

Mr. Sandys stated could we get in writing that Spalding DeDecker won't disclose the \$70,000.

Mr. Casari stated he will explain to Spalding DeDecker that the contractor has been approved for \$245,487.12 and during the course of the project of Spalding DeDecker believes there is a need to spend additional money, this needs to come back to Ms. Conklin and Mr. Casari for approval. Mr. Casari stated this is not an open check to spend, it is for prior approval.

Mr. Kljun stated the \$70,000 was an amount to reach the threshold of \$320,000 and a cushion of \$70,000 that we can utilize. Mr. Kljun stated why does Spalding DeDecker need to know anything about the \$70,000. Mr. Stephens stated that is what the revised motion indicates. If there is a proposal, Spalding DeDecker needs to bring that back to Ms. Conklin and Mr. Casari. Mr. Kljun stated a field order can be established for an additional 10% with approval and above 10% they need to come to Ms. Conklin and Mr. Casari with more documentation to bring to the entire Board for approval. Mr. Casari stated Spalding DeDecker will be told the contract was approved at \$245,487.12 and if believed additional work needs to be done during the course of the project to follow the appropriate process requesting the work through Ms. Conklin and Mr. Casari and they will talk to the Board and the Board has promised a quick turnaround. Mr. Casari stated as far as Spalding DeDecker is concerned, no cushion has been approved.

Mr. Waldbauer stated he would like Spalding DeDecker to state when the scope of work will be listed on eBuilder. Mr. Casari stated he will ask.

iii. Sidewalk Repairs

Mr. Casari stated the sidewalk repairs are included in the base bid.

c. Insurance Updates

Mr. Kljun stated there are no additional insurance updates at this time.

d. Lights

i. Discussion on Alternative Fixture

Mr. Kljun displayed a picture of the Graybar fixture currently being used throughout Fairway Pines and Fairways. The alternatives have some different features but fundamentally the same. The alternatives shown are King 59K Luminaire and the Hanover 6134 Luminaire. The quoted price for the current fixture is \$1315.70, delivered from Graybar. King Luminaire is \$950.00, the cost quoted by manufacturer; however it has to go through a distributor for the estimate of \$950.00. The Hanover is \$940.21 from the distributor. The Hanover has a finish difference.

Mr. Kljun stated we have replaced two fixtures in 15 years. Mr. Kljun stated we received insurance payments when they were destroyed. Mr. Kljun stated we are making a claim for a fixture that was damaged at Glengarry and Marion, \$4,200. The insurance underwriter has the option of paying the claim and then possibly raising the insurance rates or termination. Mr. Sandys and Mr. Stephens stated they would like to go for the Hanover. Mr. Kljun stated the fixture should fit over the current 3 inch shaft.

Mr. Waldbauer stated at the last meeting he thought the Board would be pricing out the Phillips Lumec. Mr. Kljun stated the Hanover is from that organization. Mr. Kljun stated he contacted Bob Wolf, Dynamic Metro, distributor. Mr. Kljun stated the bulbs are \$25.00 each. Mr. Kljun stated there are 8 fixtures in Fairway Pines and 9 fixtures in Fairways.

Mr. Waldbauer inquired if the Board is maintaining an inventory. Mr. Kljun stated we currently have one in inventory and is stored at the Township.

Mr. Waldbauer inquired what if the entry way lights along Cherry Hill Road or Beck Road need to be replaced in any of the three subdivisions. Mr. Kljun stated this is different lighting, with a metal pole and globe Sternberg fixture. Mr. Kljun stated they would have to be ordered as needed. Mr. Waldbauer inquired why are we carrying any inventory. Mr. Kljun stated we have one in inventory because he rebuilt one light himself that was damaged and insurance paid for its replacement. Mr. Kljun stated we file a claim for the entire package. Mr. Stephens stated we are not carrying an extra package by planning, but by an accident. Mr. Stephens stated he does not see a reason to purchase extra lights. Mr. Casari stated it takes 10 weeks to get a replacement. Mr. Kljun stated the entryway lights do not have that long of a delivery time. Mr. Kljun stated the insurance claim has not been made. Mr. Kljun stated the light pole was \$4,200 and the fixture was \$1,600. Mr. Stephens stated if we are going to file a claim we should include the pole and fixture and have one extra in inventory.

Mr. Sandys stated file the insurance claim and if the carrier drops us we can get self insured.

The Board agrees to go with the Hanover fixture for future replacements.

e. Sign Replacement Plan

i. Pheasant View Signs

Mr. Casari stated he and Ms. Conklin would like to set up a meeting with Mr. Waldbauer to get closure for Pheasant View Signs before approval at the June meeting. Mr. Casari stated there is some money that PRRMA will pay based on the maintenance and damage issues.

Mr. Kljun stated he did a survey of all the subdivisions street signs. Mr. Kljun stated there are four issues:

1. Visibility of signs, need tree trimming to expose the signs. 34 locations that need trees trimmed.
2. Toe-Board issues, 31 locations noted.
3. Miscellaneous Repairs, 7 locations noted.
4. Painting of signs after repairs.

Mr. Kljun stated there is significant cost for these repairs. Mr. Kljun stated he is going out for quotes for toe-board repair and trimming of trees.

Mr. Casari stated he would like Mr. Kljun to provide a summary of these issues.

Ms. Conklin arrived at 8:20 p.m.

Mr. Sandys inquired if PRRMA trims the trees can PRRMA go back to the homeowner for payment. Mr. Kljun stated we have not typically done that in the past. Mr. Sandys stated we could inform the homeowners that it is their responsibility to trim the trees and if not PRRMA will trim them and forward the invoice to the homeowner. Mr. Waldbauer stated it is a Township ordinance that all trees will be trimmed 7 feet up from the sidewalks. Mr. Kljun stated what we are talking about is not the 7 foot issue it is visibility of the stop and speed limit signs. Mr. Kljun stated with the identification of the number of trees that need to be trimmed, he will send out to several contractors for quotes. He will do the same with the toe-board repairs. Ms. Conklin stated the homeowners are responsible for the trees on their property. Ms. Conklin stated why would PRRMA trim anything other than stop signs. Ms. Conklin stated we need the stop signs visible. Ms. Conklin stated the letter to the homeowners does say that tree trimming is the homeowner's responsibility.

Mr. Stephens stated for those homeowners who have stop signs by their trees, that we write them a letter and indicate their trees are obscuring the stop signs and need to be trimmed with 30 days and if not PRRMA will arrange for a contractor to trim your trees and will send the homeowner the invoice. Ms. Conklin stated this is a safety issue and public safety has received a couple of complaints and needs to be taken care of right away. Mr. Stephens stated Ms. Conklin's recommendation is to go ahead and trim the trees obscuring the stop signs. Mr. Kljun stated he can break down just the stop signs in his summary. Ms. Conklin stated in the letter to the homeowners "Tree trimming again this year – PRRMA will be tree trimming at the intersections that have blocked stop signs which will be completed by mid June. As a reminder to everyone, safety and pursuant to Canton ordinance requirement, it is your responsibility to maintain a 7 foot clearance from the sidewalk with all trees on your property." The Board is in agreement with the letter.

Mr. Stephens stated he agrees we need to go out for bids to have the toe-board repaired and minor repairs and painting of the signs.

Mr. Waldbauer stated at what point does PRRMA decide that the "high designer" signs are too expensive. Mr. Waldbauer stated use something that is still attractive but durable. Ms. Conklin stated we could ask Mr. Kljun to research new products and slowly start transitioning. Mr. Waldbauer stated products like Trex will

cost more initially but in the long run last longer. Mr. Kljun stated all the signs that are being installed now, from this day forward are concrete based and galvanized square member and slip the sign over the top. It is a wood sign but technically not in contact with the ground.

Ms. Conklin inquired if Mr. Kljun will research new sign elements. All Board members are in agreement.

IV. New Business:

a. Traffic Study

Mr. Casari stated this study is in regards to Fairways additional signs. Ms. Conklin stated Mr. Stephens sent an email asking PRRMA to do a traffic study on certain areas. Ms. Conklin stated the cost for a traffic engineer to do this study is \$2,045. Mr. Stephens stated it would be reasonable for Fairways to pay for these additional signs since PRRMA accepted the roads as is. Subsequent to this someone sent a letter requesting a sign on Glengarry from Beck to Summit Parkway which is not viable. Mr. Stephens stated he will take this information back to his Board. Ms. Conklin stated this study would have to be approved by PRRMA but Fairways could pay the invoice. Mr. Stephens inquired what does this report indicate. Ms. Conklin stated from her perspective we would be altering the traffic control plan that has been accepted. The study will look and take counts and see if anything is warranted and feasible. Mr. Stephens stated the signs are warranted, there is a speeding problem. Mr. Stephens stated we need advice on traffic control rules, regulations and laws. Ms. Conklin stated to protect PRRMA, legally and liability wise, the traffic study must be done. Mr. Stephens stated this traffic study indicates it will give Fairways a report of traffic volumes, speed data and recommendations. Mr. Stephens stated Public Safety will probably have to approve these recommendations. Mr. Stephens inquired if Public Safety has to approve the traffic study report. Mr. Casari stated you have the speed and traffic volumes to see if there is a warrant that is met for a stop sign that would address the issue. Then there is the issue, can a stop sign be placed at the locations indicated without an intersection. Mr. Casari stated on a three way intersection there can be a stop sign installed and Public Safety would not argue with that installation. The more difficult question is whether you can install a stop sign on the through street. Generally speaking the County for example will not install a stop sign. The traffic study will give us indications as to a way to control this speeding issue.

Mr. Casari stated what a traffic engineer and public safety will typically tell us is that when you install too many stop signs you actually increase the speed in neighborhoods. Mr. Stephens stated he will take this information back to his HOA and discuss.

b. Road Closures

i. Wayne Count Project

Mr. Casari stated Canton Center Road project is a little ahead of schedule. Mr. Casari stated the County has assured us that they will not close the Summit prior to Liberty Fest. Mr. Casari stated the entrance on to Heritage Parkway is not great and they are monitoring it daily. Mr. Casari stated the two lanes are shifted now and working good. There does not seem to be any complaints so far with additional traffic in the subdivisions.

ii. Liberty Feast Fireworks

Ms. Conklin stated there will be closures that will affect the subdivisions. This will depend on Public Safety and the routes they choose. This year they will try to get people to turn right out of the Summit, east up to Glengarry and turn left to Beck Road.

Motion by Waldbauer, supported by Stephens to approve the closing of several intersections along Summit Parkway and Glengarry Boulevard on Saturday, June 19, 2010 –prior to and after the Fireworks. Further to approve the request to post temporary “No Parking by Police Order” signs on the hydrant side of Southwick Drive and Crowndale Lane (south of Southwick to Beck Road), as well as along areas of Summit Parkway. Motion carried unanimously.

c. Tree Trimming

Discussed previously in e. Sign Replacement Plan

d. Catch basins

Mr. Stephens inquired if PRRMA was responsible for storm sewer cleaning in back yards. Mr. Casari stated Fairways platted subdivision and the easements in the back are typically called private easements for storm drainage and surface drainage. This private easement is for the benefit of all the property owners in the subdivision. All the property owners in the subdivision do not benefit from that easement because it is in a person yard. Mr. Casari stated it is suggested that the HOA would agree to take responsible for them then everyone is treated equally. If the HOA does not take responsibly for these, then you look at all the yards that back up to the storm drain and whoever has the flood from there up is their issue to fix. Mr. Stephens stated this drain just needs to be vacuumed, when it rains it overflows. The homeowner requested that we get it vacuumed for them. Mr. Casari stated he emailed someone to take a look at this and advise, but not sure anything came back. Mr. Stephens requested Mr. Casari to investigate and drop him an email. Mr. Casari stated if it does need to be vacuumed he will provide some contractors to call. Canton is getting out of the business of cleaning catch basins as discussed previously.

Mr. Stephens inquired if Mr. Casari recommends that there be periodic vacuuming of all the catch basins or just wait till one gets full and deal with it then. Mr. Casari stated anytime Canton vacuums it is usually an issue of a problem. Usually in a newer development catch basins are cleaned out once when the development is complete and then after many, many years later. It would be a good thing to schedule maintenance on, but it may only have to be done every 5-10 years. It would be cheaper to do all the catch basins in a subdivision then just one at a time.

Mr. Stephens inquired if Mr. Casari is familiar with the storm drain that does not go anywhere. Mr. Casari emailed Mr. Balon to see what he would recommend to do. Mr. Casari stated this drain may not have a sump; it may actually be a dry well. Those work well in sandy soil and not good in clay soil. Mr. Casari stated there is two options to deal with this drain, run the pipe, which is very expensive and disruptive. Spalding DeDecker can shoot some grades around that cul-de-sac and determine if a piece of the curb be cut out and lifted up and mill and resurface to correct the drainage problem.

Ms. Conklin inquired if the names and addresses on the letter were correct or were there any corrections. Mr. Stephens stated he would like a different email address on this letter; roadwaysfairways@pheasantrun.

Mr. Stephens inquired if the sweeping had been done. Ms. Conklin stated she saw them out sweeping during the first of May.

Mr. Stephens stated next month when we discuss the cash flow, we need to also check our assumptions for line items to make sure they are correct. Ms. Conklin stated we will need to know how much we spend on certain categories, signs, landscaping, tree trimming, etc. Mr. Stephens stated we need to come in with balances as well.

V. Other Business:

Next PRRMA meeting will be Wednesday, July 14, 2010 at 6:30 p.m.

VI. Adjournment:

Motion by Waldbauer, supported by Stephens to adjourn at 9:02 p.m.