

PHEASANT RUN ROAD MAINTENANCE ASSOCIATION, INC.
BOARD OF DIRECTORS
MEETING SUMMARY
MARCH 14, 2011
5:30 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 Monday, March 14, 2011.

Members Present: Debbie Bilbrey-Honsowetz, Canton Township, Tom Casari, Canton Township, Mark Waldbauer, Pheasant View, Craig Stephens (via conference call), Fairways, Pete Sandys, Fairway Pines

Members Absent: None

Others: Tim Kljun, Roadway Manager, Mark Balon, Spalding DeDecker

Others Absent: Deborah Dooley, Canton Township

I. Call to Order

Mr. Casari called the meeting to order at 5:45 p.m.

a. Approval of Meeting Minutes:

- i. January 10, 2011 Meeting Minutes
Motion by Sandys, supported by Waldbauer to approve the minutes for January 10, 2011 as presented. Motion carried unanimously.

II. Financial Activity Review:

a. Current Reports - Financials for the end of February 2011

Mr. Kljun forwarded copies of the February 28, 2011 financials to all members. Mr. Kljun stated there was additional funding brought into the organization after the original balance sheet was prepared. All funding has been placed into the Huntington Bank Money Market Account making our balance \$250,736.00. This is the limit for this account due to the FDIC maximum of \$250,000. If additional funding is required to be accumulated, PRRMA can open another account. The rising rate CD that matured in February 2011, which was rolled over into a new rising rate CD, is redeemable every 6 months. Mr. Kljun stated we have \$37,128 plus any interest accrued available to PRRMA in 6 months, maturing in August 2011. This money may be needed for road repairs and we can withdraw without penalty.

Mr. Kljun stated the current balance in the PRRMA checking account is \$7,034.00.

Mr. Kljun distributed the audit from Myler and Associates that was submitted to PRRMA in draft form. Mr. Kljun stated he has reviewed the audit and everything seems to be in order.

Mr. Kljun stated he was in small claims court for the claim filed against David Scott Sherwood for the damage of the tree in Pheasant View. Mr. Kljun stated PRRMA was granted a judgment in favor of PRRMA with additional funds added to cover additional cost. The claim is now increased to \$510.00. Mr. Kljun stated there is an insurance issue with Mr. Sherwood. The vehicle Mr. Sherwood was driving was in fact his mother's vehicle. The Judge

recommend Mr. Sherwood go immediately to the insurance company and try to file a claim against his mother's vehicle. Mr. Kljun stated Mr. Sherwood had a stroke due to this accident and taken to the hospital and since had a subsequent stroke. Mr. Sherwood is on disability and receiving social security at this time. Mr. Sherwood's monthly social security is \$953.00 after the \$110.00 is deducted for medical. Mr. Sherwood is trying to support a family of three. Mr. Kljun stated if Mr. Sherwood is unsuccessful in getting the insurance company to compensate for the \$510 he feels the Board needs to reevaluate if we wish to pursue this collection. Mr. Sherwood stated he would try to pay PRRMA \$10 per month to cover the cost. Mr. Kljun stated Mr. Sherwood is taking advantage of all the Federal programs that are available to him.

Mr. Kljun stated Mr. Sherwood's earliest payment to PRRMA would be April 10, 2011 and by the 10th each month following. Mr. Kljun stated Mr. Sherwood is responsible for the debt and he is hoping the insurance company will step up. Mr. Kljun stated the Board needs to decide how to proceed. Mr. Stephens inquired why Mr. Sherwood had not contacted PRRMA to let us know his circumstances. Mr. Kljun stated he did not have an answer to that question. Mr. Kljun stated when he met Mr. Sherwood today he is definitely impaired with a speech issue and there could be a mental impairment. Mr. Sherwood stated he had no recollection of this accident. Mr. Kljun stated he had no evidence to prove otherwise. Mr. Waldbauer inquired if Mr. Kljun will continue to show this as a receivable. Mr. Kljun stated yes, it will be shown as a receivable. Mr. Stephens inquired what insurance company was listed on the police report. Mr. Kljun stated the insurance company listed on the police report was AAA.

Mr. Sandys stated AAA is excellent on claims and maybe PRRMA could offer to assist this gentleman in filing the claim. Mr. Kljun stated he will keep on top of this and offer to assist Mr. Sherwood.

III. Unfinished Business:

a. Road Repairs

i. Discussion on 2011 Contract and Al's Asphalt

Mr. Balon, Spalding DeDecker, provided a spreadsheet of last year's bid numbers. Last year Al's Asphalt was the low bidder with a base bid of \$160,447. Even with the alternates they were the low bid at \$245,487. Mr. Balon stated the next closest bid was T & M Asphalt at \$305,732.

Mr. Balon stated he wanted to show the bid price with Al's Asphalt increase for 2011. Mr. Balon stated he came up with approximately \$14,000, creating a new bid of \$259,000 which is still below the second lowest bidder. Mr. Balon checked with T & M Asphalt and their price is the same as 2010. Mr. Balon stated now is the optimal time to get additional bids of you choose to do so. Mr. Balon stated he believes PRRMA received very good prices last year and would consider a year extension with Al's Asphalt. Mr. Balon stated plants already have the liquid asphalt. The cost of transportation is what increases and is the most volatile. The largest cost will be the labor and materials. Mr. Balon stated he believes that cost will slowly escalate over the summer, as they get busier. Mr. Sandys inquired if Mr. Balon feels Al's Asphalt "bought" the business. Mr. Balon stated he feels that last year was a very competitive market and it is competitive this year as well. Mr. Balon stated this is all dictated by the economy. Mr. Stephens stated even with Al's Asphalt increase this year they are still the lowest bidder.

We were all very pleased with their work including the quality and attentiveness. Mr. Stephens stated he feels we should stay with Al's Asphalt for 2011. However, let them know

we are disgruntled with the price increase. Mr. Stephens stated he feels we are doing the right thing for the homeowners. Mr. Sandys stated he drove around his neighborhood yesterday and didn't find a bad pothole, no peeling seal coat and no other bad quality items. He feels they did a good job. Mr. Sandys inquired if Al's Asphalt submitted a new bid or pricing for 2011. Mr. Balon stated the price increases are on the spreadsheet. The price for the two-inch mill is on the spreadsheet. However, he does not anticipate doing much of the two-inch mill. The profile mill is the 1 1/2 inch mill and Spalding DeDecker will be on site when this work is performed. Mr. Balon stated last year there were some extras due to undercut. When the contractor brings an extra to our attention, Spalding DeDecker makes sure our inspectors inspect the milling machine. They make sure they are not going too fast and make suggestions before the approval of any extras so the work is done correctly. The profile mill gives the roadway more of a crown, but sometimes that does not work and you may have to go back to the depth of the milling machine.

Mr. Waldbauer inquired if the milling is a process that Al's Asphalt sub-contracts. Mr. Balon stated yes, that is correct. Mr. Waldbauer stated then he is caught in the middle as far as cost, for tearing off the surface, yet he has to restore the surface. Mr. Waldbauer stated in his mind, this is where a potential disconnect occurred last year, and where Al's Asphalt was charged. Mr. Waldbauer stated the charge should have been paid by the subcontractor and not Al's or PRRMA. Mr. Waldbauer stated he agrees with all that has been discussed and based on the bids; Al's Asphalt is whom PRRMA should be considering.

Mr. Balon explained the process of the milling. It varies depending on the age of the asphalt. Sometimes the older asphalt will start pulverizing because of age. As contractors we try and come up with the best solution for milling. We could speculate that the milling machine tore out too much. If Spalding DeDecker had of known we could have had inspectors watching, however we did not think there was a problem. Mr. Waldbauer stated after conversations with Mr. Balon would it be worth the extra money to look at the 36A over the 1500T. It is his understanding that it is higher in polymers. If we get a longer wear out of 36A, it may be worth the added expense. Mr. Balon stated the material they are suggesting is more expensive because it is using more asphalt and smaller aggregate. Liquid asphalt is more expensive than using more aggregate. When it rolls out it rolls out firmer because the oil is filling up the pores. However, over time the asphalt will wear out and you will probably not notice a difference. One material is more open graded; if you get water in it and it freezes it is less apt to break vs. the denser material. Mr. Balon stated he would not recommend the more expensive asphalt.

Mr. Kljun inquired if it is the consensus of the Board to do the same amount of work in 2011 that was done in 2010. Mr. Balon stated the model has to be run for him to answer that question. Mr. Balon stated PRRMA is in a lot better situation than when he first inspected the roads. Mr. Balon stated when he runs the model he will try and use the same budget as in 2010, but may target a lower budget. Mr. Balon stated he will run the budget at the PASER 58 and could run it then a second time at a lower budget. Mr. Balon stated he does not anticipate the cost to increase much over the next couple of years. However, things could change, such as oil prices. Mr. Balon suggests running the model first to see where it comes out, but he anticipates the model will indicate PRRMA continue to use the same budget as it has used the last couple of years. After the model has been run, he can email Mr. Casari and it can be run again with different numbers. Mr. Casari stated Spalding DeDecker will run the model at the better prices PRRMA has been receiving. Mr. Casari stated they don't want to use the current pricing in the core model as we could start to underestimate the budget that we really need for

road repair. Spalding DeDecker will adjust the cost down somewhat in the model, however not to Al's Asphalt numbers. Mr. Stephens stated he would like Spalding DeDecker to use a fair number for pricing, not the lowest or highest. Mr. Stephens stated we have been able to achieve our targeted repairs with the money that we have budgeted. Mr. Stephens stated the method we used last time is the method we should use this year.

Mr. Balon stated last year PRRMA budgeted \$20,000 for concrete repairs. Last year we got into more ramp repairs. Mr. Balon stated he feels we should still stay at the \$20,000 for concrete repairs for 2011.

Mr. Balon stated the seal coating that was done on Glengarry has the most wear. Mr. Balon stated he recommends seal coat when the asphalt becomes weakened. The aggregate starts washing out and will deteriorate a lot faster. He is happy with the performance. Crack sealing is the most value for the money, especially with the routing, even though it is more expensive. Mr. Balon stated he thinks it is important to give PRRMA a mixture of repairs that would maximize PRRMA's dollars. On the main thoroughfares we may concentrate on seal coating or surface treatments that will be more of a pleasing look.

Mr. Sandys stated his HOA had the most issues with why some streets didn't look as nice as others did. The continuity of the roads appearance was just not there. If we can afford the seal coating, and it is needed, they would like to see seal coating as much as possible. We don't want to spend the money just to make it look pretty. Mr. Sandys stated he is a proponent of seal coating and it held up nicely over this harsh winter. Mr. Balon stated you want to make sure there is a structural benefit to seal coating. Mr. Waldbauer stated the only issues his subdivision had were broken tree limbs from the milling equipment. There was no way that could have been avoided. He can emphasize to his homeowners now that they need to trim the low-lying limbs. Mr. Balon stated Al's did take care of the limb debris and did not charge. Mr. Stephens stated his subdivision did like the look of seal coating and did understand his explanation as to why only some roads were done and not others. If we have opportunities to do other areas they will be very happy.

Mr. Sandys stated he did not see any additional budget for Al's Asphalt for communication for additional signs and manpower. Communication was such an issue but he does not see it being addressed. Mr. Casari stated he believes it is addressed in his \$0.10 increase. Mr. Casari stated if we can establish better communication and no additional extras the increase would be justified. Mr. Stephens stated he feels the communication could have been better on both the contractor's part as well as PRRMA's. Mr. Stephens stated he feels we will all do better this year with additional meetings and are very clear on the process.

ii. Consider renewal of Al's Asphalt Contract

Mr. Casari stated he feels the Board is all in agreement with the proposal with adding \$0.10 to the 1 1/2 inch mill and cap with 1,500T asphalt and to profile mill at 1 1/2 inch mill at the same price and to 2-inch mill at \$1.19 square foot. Mr. Casari stated we are comfortable we will not have much of the 2-inch mill. Mr. Casari stated the contractor corrected his 1 1/2 inch incremental mill to \$0.61. Mr. Casari stated he does not believe we will need the incremental mill. Mr. Casari stated all other cost will be the same as last year.

Mr. Waldbauer stated he agrees and feels the project will be much better this year. Mr. Waldbauer stated he would like to run the model so that we focus on the PASER 58 rather than

what we budgeted. Mr. Stephens and Mr. Sandys agree. Mr. Balon stated that is how the model is run.

Motion by Waldbauer, supported by Sandys to approve an extension of last year's contract with Al's Asphalt allowing a \$0.10 per square foot increase in the 1 1/2 inch mill and cap with 1500T and adding in profile milling 1 1/2 inch for the same price of \$0.10 if needed, and 2 inch mill cap price at \$1.19 square foot. Motion carried unanimously.

Mr. Casari stated he will call Al's Asphalt tomorrow and state that they have been awarded the contract at the terms discussed so that the prices are locked and we will use last year's quantities as a guide but not 100% guaranteed.

Mr. Waldbauer stated work would not begin till July.

iii. Sidewalk repair, discuss marking process and Township Contractor

Mr. Casari stated that some sidewalk work will be done where any milling and resurfacing areas that included intersections where there are ADA ramps completed as part of the paving project. Mr. Casari stated the managers will do an inspection of the sidewalks and make a list for Spalding DeDecker. Mr. Sandys stated the managers will complete the list based on Canton's Ordinance guidelines. Mr. Waldbauer stated Mr. Stephens put together the sheets for sidewalk defects that we will be using for our inspections. Mr. Casari stated using Al's price from last year, Spalding DeDecker will know the price of the replacements of the ramps and the additional request from the managers list and it will all be included in the project for this year. Mr. Casari stated PRRMA discussed also using the Township's contractor; however they did not want to hold their prices from last year. The project was rebid and the Township is using Hard Rock this year. Mr. Casari inquired if the managers want to make the list and get a price from Hard Rock and have them do all the sidewalks, minus the ramp, that are part of the paving program or do you want to get the list and give to Spalding DeDecker and include with ramps and have Al's Asphalt do the work. Mr. Sandys stated why don't we go with Hard Rock and let Spalding DeDecker oversee the work. Mr. Kljun stated the sidewalk repair is very labor intensive for the roadway manager and all flags would have to be marked with paint for repair. Then the contractor will come back with a bid and it would be up to PRRMA to accept or deny the bid. Mr. Casari stated we would probably get the best price with Hard Rock as well as the best job. Hard Rock is under \$3.00 sq. foot. Mr. Casari stated we have to be careful giving Hard Rock another portion of work to do and be very explicit on our expectations. There may be a problem with Hard Rock and Al's working at the same time creating issues. Mr. Casari stated Hard Rock will do 4-inch cement at \$2.90. Mr. Kljun stated with all the sidewalk repairs that have been done so far, there may be minimum repairs needed for this year. Mr. Casari stated the ramps may use up most of the sidewalk budget and this maybe a minor issue.

Mr. Kljun stated since we have endured a severe winter, now we have some sidewalks which have heaved and appear to be a trip hazard. As the ground thaws these may settle down and not be an issue. What time frame do we have to give our final answer to the contractor? Mr. Casari stated the public hearing will be the end of May. We could do our walk early May and thawing should not be a problem at that time. The contractor would like to begin the Township's sidewalks the end of May and that would give them time to get PRRMA's walks completed before they start on the Townships. Mr. Casari stated we would probably want to talk to Hard Rock in the next couple of weeks. The sidewalks could be marked the beginning of May. Hard Rock has a process where he uses a forklift to remove the flag where there is

little damage to the grass. Mr. Balon stated he recommends the work be started by May 1st. Mr. Casari stated Spalding DeDecker will be doing the analysis where intersections and ramps have to be replaced. Mr. Casari stated deciding on Al's or Hard Rock would probably not have to be any sooner than May 1st. Mr. Balon inquired if Hard Rock includes notification to homeowners in their bid. Mr. Balon stated Al's included that in their bid. Mr. Casari stated yes, he believes it is. Mr. Casari stated we can tell Al's not to start the roadway repair until after Liberty Fest. Mr. Casari stated he will talk to Al's and Hard Rock and email everyone their thoughts. Mr. Waldbauer stated his choice would be Hard Rock with their low pricing. Mr. Waldbauer stated if all the managers walk their subdivision we can figure out how many flags are involved. At the same time the homeowners can be informed that if they have any additional work that needs to be done they can contact Hard Rock themselves. Mr. Stephens stated the ramps are the hardest to assess. Mr. Waldbauer stated it is his understanding that Spalding DeDecker assesses the ramps. Mr. Stephens stated he feels that would be the best plan. Mr. Casari stated Spalding DeDecker will assess the ramps only where they know there will be a mill and resurface at the intersections. Everything else will be left alone unless it is a trip hazard. Mr. Casari stated as part of the managers walk, list that area of ramps that will need replaced also as slated for repair. Mr. Stephens stated he plans on using the Townships form. All managers indicated they will use the same form.

iv. Discussion on specification dealing with changes in contract price

Mr. Casari distributed a form that list specifications dealing with extras in the contract. The basic language is called Article 11: Change of Contract Price states, "The contract price constitutes the total compensation subject to authorized adjustments payable to the contractor performing the work. All duly responsible obligations assigned to undertake assigned by the contractor shall be at his expense without change to the contract price. The contract price may only be changed by a change order. Any claim for an increase in the contract price shall be based on written notice delivered to the owner and engineer within 10 days of the occurrence of the event giving rise to the claim. For the change order diminishes the quantity of work to be done, this shall not be constituted a bases for a claim for damages or anticipated problems on the work that maybe dispensed. Mr. Casari stated there is a lot more language, but this is the core of what PRRMA wants in the specification. Many times there are unforeseen circumstances which will give rise to a claim. The key is to have the claim submitted in writing within 10 days. Ideally we want the inspector made aware so if there is a decision that needs to made, it can be made quickly. Additionally an internal policy as to what can be approved, with how much, and by whom. Also, in the policy it can be stated a pre-bid meeting to familiarize the contractor with the project and a post bid meeting with the bidder. We can meet with Al's before the project begins to discuss all concerns. Mr. Casari stated PRRMA and the inspector's need to know immediately if there are any changes. Mr. Casari stated he will give Mr. Balon a copy of this language as needed to prepare for specifications.

Mr. Sandys stated some time ago he sent out guidelines for amounts for approval and by whom. It indicated first it would be Canton Township for \$3,000 or less, then Canton Township and the Roadway Manager for over \$5,000, etc. Mr. Waldbauer stated he wants to make sure we are not in violation of the PRRMA by-laws with what expenditures are authorized and by whom. Mr. Kljun stated we do have a qualification on contractors that limits the amount of money that can be authorized to Mr. Casari at \$2,000. Anything over and above the \$2,000 would require Board approval. Mr. Casari inquired if we can request Board approvals via email. All managers indicated yes, via email is fine. Mr. Casari stated he would not even approve \$2,000 without sending it out to the Board. Mr. Balon stated Spalding

DeDecker makes the recommendation for the hiring and drafting the contract. Mr. Waldbauer stated the change order can be brought by either party.

Mr. Casari stated the contractor has to submit in writing the change order within 10 days, but PRRMA wants to know immediately of any change issues. Mr. Kljun inquired if when we are notified of a change order, will this jeopardize the continuation of the project. Mr. Casari stated we have to be very careful of this, which is why we want immediate notification. There may be some changes where PRRMA needs to make a decision quickly. Mr. Balon stated Spalding DeDecker takes ownership once they know there is a change to contact the appropriate person. Mr. Sandys inquired if he is out of town, is it allowed to give his proxy vote to another manager. Mr. Kljun stated yes that is allowed.

b. Insurance Updates

Mr. Kljun stated there are no insurance updates. PRRMA is paying on a monthly basis. All insurances are in force including workman's compensation and the loss insurance against him. Mr. Kljun stated he does need to follow up on the potential audit and the return on workman's compensation cost for last year.

c. Lighting

i. Status of light repairs

Mr. Kljun stated the contractor is coming again tomorrow to finish up all of the lighting repairs along Glengarry. Something is wrong with one fixture and he will look into this. A fixture needs to be replaced at Glengarry and Beck. Mr. Kljun stated we will repair and recycle fixtures in the future as discussed previously. Mr. Kljun stated he has the replacement parts for the light at Oakland and Glengarry. Mr. Kljun would like the Boards permission to take the old light off and rebuild it for future use. All managers agreed. The new fixture is in storage at the Township hall. Contact Brad Sharp to pick up the light. Mr. Kljun inquired when we start replacing the wooden post that are supporting the lights along Glengarry we will reuse the fixtures. The new post comes with an adapter that fit our lights exactly.

ii. Proposal for rebuilding currently installed lighting fixtures

Discussed above.

d. Signage

Mr. Kljun stated he sent an email to all the managers that the approved five locations for new signage. These have all been completed and installed. The feedback from some of the managers and some of the homeowners in the area indicate they are very pleased with the selection process. Mr. Kljun stated he has prepared a specification package to go out with the contractor to prepare with what we need to select the location. It will relay all the specifications so there will be consistency throughout the entire subdivisions. Currently there are no orders for sign materials. Mr. Kljun stated it has come to his attention that we can save transportation money if we purchase post in quantities of four. Mr. Kljun stated he would recommend that the Board would authorize that the next time we need a post that we purchase four posts and materials. Fast Signs will store the additional post at no cost. Mr. Kljun stated he would suggest that all roadway managers look into their subdivisions and identify the next level of signs that should be replaced. One he would suggest is Fairway Pines at Muirfield and Cypress Court. Mr. Waldbauer inquired if we are reusing the stop signs if they meet specifications. Mr. Kljun stated if they meet specifications we will. However, the new stop signs are reflective making the current ones obsolete. Mr. Waldbauer stated his subdivision

has the new MDOT specifications model. Mr. Casari stated Public Safety does uphold the new reflectivity requirement on regulatory signs, but not on street signs. Mr. Stephens stated he proposes that when we replace a sign at an intersection that we replace all the signs at that intersection for uniformity. Mr. Sandys stated we did discuss this at a previous meeting and he believes we all agreed. All managers agreed to this proposal.

Mr. Kljun stated when we are replacing wooden post; don't let the signs scare us along Glengarry. We have a process that we can replace the wooden pole with a metal pole with the direct burial technique and the technique in Fairways where we have the concrete base.

i. Status of signage repairs

Discussed above

ii. Proposed logo use for new signs from Custom House Accessories

Discussed above

iii. Signage Reflectivity - Public Safety requires latest reflective requirements on regulatory signs. They prefer that we follow the same on the street name signs.

Discussed above

IV. New Business:

a. Geronimo Lawn Service performing landscape services for Canton Township along Summit Parkway and Glengarry.

Mr. Casari stated this contract is up for renewal. Mr. Sandys stated his subdivision had Geronimo and they did a fairly good job. Mr. Kljun stated we will reaffirm the specifications that will be the same, but there was an area that was subsequently added after we began the process. Mr. Kljun will inquire if this area is still included in the current bid.

Dave, Al's Asphalt joined the meeting via conference call. Mr. Sandys stated to Dave that the work completed in 2010 was great. Mr. Sandys stated the concerns were communications. Mr. Sandys inquired if Al's could provide written guidelines for communications in the next 30 days. Dave stated if possible maybe Paul, Mr. Casari and himself can meet to discuss the communication plan. Mr. Sandys stated he works in Taylor and maybe he could meet with Dave, discuss this plan, and bring to the next Board meeting. All managers agreed as well as Dave.

Mr. Balon stated to Dave that we will probably do the same type of work as in 2010 and implement more of the profile milling. Mr. Balon stated he will be evaluating in the next couple of weeks and we are hoping to have the scope of work by the next Board meeting with anticipation to start in June with prices locked in. Mr. Casari stated when Dave returns to Michigan he will meet with him to go over the sidewalks and a few other things.

Mr. Kljun stated he will refresh the contract and look to go for another two years with Geronimo.

V. Other Business:

Mr. Waldbauer stated when he joined PRRMA the Board had just adjusted their fiscal year. Mr. Waldbauer stated he sees this as nothing more than confusion as he tries to relate to his homeowners the difference in the fiscal year and why. Mr. Waldbauer stated it seems to

him now that Spalding DeDecker has been hired all the work is being done and invoices are being paid by August or September. Mr. Kljun stated yes August or September. When Mr. Waldbauer inquired as to why this was done it was explained to him that it had to do with the road construction and management getting it to fall within the calendar year. Mr. Waldbauer inquired if this is still needed. Mr. Kljun stated we have no choice for the next two years. Once PRRMA changed the fiscal year, the Internal Revenue Service states you must keep it for a minimum of five years. We have at least three more years to keep the current fiscal year. At that time we can elect to go back to a January through December fiscal year. Mr. Waldbauer stated if we are still paying invoices from one fiscal year to the next it defeats the purpose of changing it in the first place.

Mr. Waldbauer inquired what contractor Fairway Pines uses for snow removal. Mr. Sandys stated he cannot remember. Mr. Stephens stated he cannot remember his either. Mr. Waldbauer stated his subdivision is using Independent Lawn, based in Plymouth. While driving through all three subdivisions this past winter and investigating the condition of snow removal in all of them, he would recommend ILS to the other subdivisions. They do great work. Mr. Waldbauer stated Independent Lawn gives a 10% discount for a lump sum payment.

Mr. Balon stated the only thing that damages the seal coat is snowplows from scratches. The contractor can put a rhino bit on the blade to protect the seal coat.

Next PRRMA meeting will be Monday, April 18, 2011 at 5:30 p.m. Mr. Balon stated he can have Paul attend if he is not available.

I. Adjournment:

Motion by Stephens, supported by Waldbauer to adjourn at 7:37 p.m. Motion carried unanimously.