

## 5-6-10 Meeting with Engineers Adcock & Sills

Purpose: To meet with pervious concrete specialist engineer to get another opinion on how to eliminate the need for individual easements.

In Attendance: MJ Minton, Frank Dertzbaugh, John Peters, Jim Dimeglio, then 30 minutes later Paul Sills and Mike Adcock

The board discussed the realities and difficulties of obtaining individual easements for SWM and W&S if the county required it. The county initially said they would not allow LLA to grant the easements but the property owners had to. Then an email came out that SWM might allow LLA to be the declarant. It was still unclear what the county would do given the constant changing of opinion, and the call from Beth Ramascutti from water & sewer that they absolutely would not allow LLA to be the declarant. Given the uncertainties, expense, and unlikelihood of obtaining 100% individual easements, ECPC wanted to get another opinion from an engineer on the ability to tighten up the design on the roads, and present an environmentally sensitive design to meet the new regulations and provide an aesthetic community. Currently the design called for stone gabion check dams throughout the community on the sides of the road. Some 6 or more in front of each property. Driveway aprons were designed as massive concrete structures to allow for the gabion, check dams to properly slow down and control water quality. These check dams are ugly, create large silt and debris build up requiring huge maintenance, and water & sewer connections cannot be in these SWM swales between the dams, so they had to be moved to the property lines. Initially when the plan was first designed ECPC and LLA did not like the proposed amount of dams. We asked HSA if there were any alternatives and they said no. Now that we are dealing with an easement requirement which was not designed for, another engineer may be able to offer some suggestions.

The board agreed that an alternative plan to eliminate the check dams, requiring all utilities to be in the 40' right of way would save us from requiring easements, and have a far more appealing design. If we could integrate the specialty engineer for the pervious concrete road portion, working alongside HSA, still as the primary engineer, a team approach could be obtained in a better design.

The meeting with the engineers Paul Sills and Mike Adcock seem promising and enthusiastic. They indicated that pervious concrete does not need curb and gutter. We will need infiltration rates on the soil to determine if underdrains will be needed. There is maintenance required for pervious concrete. Vacuuming is required maybe every 2 years to prevent dirt and debris from clogging the pervious concrete. Overall the road could handle all the storm water and it would eliminate the need for the check dams. All utilities could be put under the road and in the 40' right of way eliminating the need to do SWM, W&S connections, and grading on the individual lots. Also it would eliminate the massive driveway apron endwalls. Maintenance for pervious concrete would likely be less than the maintenance for the check dams and ditches. We also discussed using parcel B for rain gardens and other bioretention devices to help with the storm water management.

Water and Sewer and SWM should be approached first to see how they respond to this idea. It has never been done on roads before. We feel it would be better to bring in consulting, specialist engineers for this aspect of the project.