

ECPC Minutes 11-9-11

In Attendance: MJ Minton, Frank Dertzbaugh, John Peters, Jim Dimeglio,

Budget: M&T Account has \$227,301.21 October's requisition was made to LLA & M&T this month

LLA: The LLA monthly meeting was held on November 7, 2011. The full LLA bod was in attendance. MJ Minton and Stanley Austin attended representing Aspen North. Jim Dimeglio attended on behalf of LLA, presenting the Nightingale new entrance. Tom asked who was paying for the new entrance that would require acceleration and deceleration lanes on Boyers Mill, extensive grading and guardrails. Charlotte from LLCS said LLA (LOC line of credit) would be financially responsible. The Board wanted to know the cost. Jim would work with Bernie and get an engineer's estimate.

The LLA board asked AN about the cost of maintenance for the pervious roads and are very uncertain on taking over the roads because of its uniqueness. Some of the board members said they did not want to take over the roads like they did with the original CDA. The LLA board suggested possibly AN setting up its own additional HOA so they could take care of the roads themselves. AN does not know if this is a viable and economic option for the Village. Additionally given the CDA governing documents they do not know if they can own the roads. Under the Coldstream, Meadows, Balmoral, Pinehurst, and Nightingale CDA, the LLA is responsible for road maintainance. AN is working on the maintenance criteria for the pervious roads, which will not cost more than the other roads in the Village, but will be a bit of a different protocol. The LLA board also said to include the ECC first, then they would give final approval.

Pervious Pavement: On October 28, 2011 ECPC Board members met with Tom Evans from Maryland Redimix and Kathy Dreasen, project engineer of Wegmans where pervious pavement is used, to discuss the pervious concrete products. In attendance from AN were MJ Minton, Frank Dertzbaugh, Jim Dimeglio. Concrete is a stronger product than asphalt. There is no freeze/ thaw effect on concrete. You don't need expansion joints or reinforcement in the road. Concrete lifespan is a minimum of 20 years. To patch the pervious concrete it requires just a saw cut. Pervious concrete can be obtained with a minimum of 3 yards for small patching. Color concrete doubles the price of the concrete product. Driveway aprons are not recommended to be pervious concrete. Kathy was very pleased with the pervious parking lot at Wegmans and said it was very effective in the storm water management even during the buildout of the shopping center. Tom said many municipalities are now looking at the pervious pavement to use due to the new storm water management regulations and its effectiveness. They were going to provide us an initial engineered estimate on using concrete for the roads as it increases the cost, but it is a superior product with a longer lifespan than the pervious asphalt, thus helping to reduce future maintenance costs.

Pump Station: Preliminary interpretations from the results of the flow test run on Eaglehead Drive are that the pump station would not cause any greater of an impact than what would exist today if multiple hydrants were used to fight a fire in Liganore. The question becomes if the County is ok with the pressures that have been observed at the high point on Eaglehead Drive. If so, AN would not cause any worse of a situation under normal conditions, than exists today.