Attachment A

Long Creek Watershed Management District Governing Board
Minutes – December 11, 2013 – 9:30 a.m. meeting
Location: Scarborough Council Chambers B, Scarborough Town Hall

1) **Call to order:** 9:30 am

2) **Roll call:** Dan Bacon, Curtis Bohlen (absent), John Branscom (absent), Jerry Collett, Brian Goldberg, Craig Gorris, Gerard Jalbert, Ed Palmer (absent), Adam Pitcher (absent), Tom Raymond, Doug Roncarati, Stephen Tibbetts (absent)

3) **Minutes** 10-23-13: Mr. Jalbert made a motion to approve the 10-23-13 minutes as presented. The motion was seconded by Mr. Raymond. The motion was approved unanimously.

4) **Sebago Technics Presentation of Gorham Road design and associated cost estimates and Maine Mall concept designs,** presentation by Dan Riley and Rob McSorley. The presentation was a review of the proposed project and the analysis of the traffic findings. A public meeting was held on December 5, 2013 to gather public input; a second public meeting will be held.

   a) Gorham Road - design completed:

      i) Total existing area 8.7 acres, removal .8 acre, 1.1 acre treatment, total treatment 1.9 acres (22%)

      ii) Total Cost $482,000, LCWMD share $335,000, The City of South Portland is contributing $150,000, which will support medians: $57,000, Western Ave to Exit 3: $60,000.

      iii) Cost per acre removed/landscaped: $192,500.

      iv) The lifespan of the treatment areas is estimated to be about 10 years for the filter media. When the media reaches the end of its lifespan standing water will occur and the media will need to be tilled to incorporate the sediments into the media. There are fore bay areas designed to capture the sediment. These will need to be cleaned along with the catch basins, using the same cleaning equipment.

      v) There is a mix of soils under the existing road. There may be some road materials, excavation will be limited, the tree installation will call for an over excavation to provide more area for the tree roots to establish.

      vi) The plant materials that have been chosen are able to tolerate wet to dry conditions, therefore the medians will not be irrigated during dry conditions. The plants are also able to withstand the stressful conditions in these areas, including chloride from winter maintenance.

      vii) Treatment at the intersections is not necessarily the goal of this project, because the design doesn't address re-grading the road sections. This could be done but the cost per acre is high and the budget doesn't allow for the additional treatment.

b) Maine Mall Road - concept stage:

i) Total Impervious Cover 9 acres, treatment is estimated to be 8.2 acres (91%). Total Cost $732,000. Cost per acre removed/treated: $89,300.

ii) Public comments show a concern about reducing the lanes. The greatest concern is the impact at the intersection of Darling Ave, especially with traffic turning left.

c) The Board did not feel comfortable making any decisions on how to proceed with the Maine Mall Project. The Board would like Sebago Technics to finalize the Gorham Road project, and do an analysis of the turning traffic at Darling Ave. The Board also requested that they be provided with copies of the presentations and reports from Sebago Technics to review before the January meeting so they can make a more informed decision.

5) **Kleinschmidt presentation of Hydrology & Hydraulics modeling effort**

a) The purpose of this study is to gather the data that shows the hydrologic (water traveling over land to the stream) and hydraulic (water within the stream) stream capacity.

b) The hydrologic information will allow us to consider how retrofits are designed to reduce the peak flows by storing water in systems, or reducing impervious area, etc. For example the improvements made on Darling Ave have provided a cumulative reduction of 1.1 cubic feet per second. This benefit may seem small but when this is considered cumulatively throughout the watershed, the reductions are much larger.

c) The hydraulic information considers the elevations ranging from minimum to peak flows. This information is important for us to consider how retrofits will be impacted by the peak flows. For example we need to consider the dimension and elevation of a culvert to be replaced or installed or during stream restoration efforts where we can allow the stream to access its flood plain to reduce erosion to the channel, by reducing the velocity of the water.

d) The model has been calibrated with the existing flow data. We need to gather data from high flow events in order for us to be able to use the full potential of the model. Unfortunately our current monitoring program has not been gathering this data, primarily due to safety. Kleinshmidt has devised a safer way to collect this data and they are planning to implement this plan during the spring flows.

6) **FY 2013 Audit Presentation from Smith & Associates, CPAs**

a) Lori-Anne Wilson and Wayne Smith presented an overview of the audit. Their findings were that we received a clean opinion. This is the best rating they can provide through Generally Accepted Accounting Principles.

7) **Public Comments:** None

8) **Next Meeting – January 15, 2014, 9:00 am**

9) **Adjourn:** A motion to adjourn was made by Mr. Raymond. Mr. Roncarati seconded the motion. The motion carried unanimously**.**