

1. At an open meeting held at Bohemia Manor High School and another open meeting in Cecilton for all the residents of BVE, WVS and Sunset Pointe the residents of BVE were told that the millings from WVS roads would be used for a base for new tar and chip roads in BVE.

That never happened, instead the millings with high volume of chunks were placed in the center of road and milled into the existing roads; the end result was a dirt base and not a millings base as promised. Also the chunks cannot be properly compacted and have voids under chunks. In fact, prior to the start of the millings being brought into BVE from WVS there were concerns that the millings would have a high volume of chunks of asphalt mixed into the millings, not making a good road base for tar and chip.

That being the case, the millings from Pond Neck Rd. were considered but that never materialized. The end result is that AECOM ran the chunky millings down the center of BVE roads and milled the millings into the BVE roads making a big mess and the only way to resolve the mess was to mill into the sandy soil to lose the chunks to create a smooth surface for tar and chip, no road base. Pre construction the roads were basically flat. The end result is that we now have raised roads and crowns in roads which we did not pre construction.

Since the roads do not have a milling base as promised and in the milling process the old compacted sand base has been disturbed, it will now be easier for the water to penetrate under the tar and chip, freeze, heave and crack the new tar and chip roads.

There are water services that cross the roads that have settled and voids in the new roads. They can be felt driving over the roads or seen at night with headlights from a vehicle or with the early morning or evening sun.

There are many high areas and voids in the roads which could have been avoided if the time was taken to do the job properly.

Millings used for road beds such as in BVE are made up of fine particles from dust to less than an inch, no chunks.

Question - why did AECOM not mill, grade and roll the roads in BVE first then truck in processed millings because they knew there was a problem with the millings from WVS. If processed millings were used one of Reybolds asphalt machines which were on site could have been used to achieve a smooth even surface for the tar and chip and not the "this will do " job which they did. Bottom line is AECOM promised everything would be put back pre construction and a millings base, neither happened. Residents want AECOM to restore the roads to their pre construction grades and a millings base installed as promised, not a sand base.

It is my understanding that the Maryland Dept. of Transportation has a grant or funding agreement directly with the Town of Cecilton to finance the water project. This being the case I would urge the Town of Cecilton and MDOT to with hold payments to AECOM for what every the costs are to put the roads back to pre construction grade, a milling or stone base put down as promised and roads re tar and chipped.

2. Why were some roads made wider and crowns put in roads? There were no drainage issues that a need for crowns in the roads were needed. Second, the roads had no crown which made it easier for snow plowing. Now with the crown it will be more difficult to plow the roads without damaging the roads and driveways with the edge of the blade.

A perfect example is lot [redacted]. Now because of the crown in road it is easy for the edge of the plow to damage the driveway. Also pre construction you could walk snow blower onto the street, now you can't because of the crown in road or should I say speed pump at end of the driveway which will cause snow drifts to keep forming. Bay Circle did not have a crown in road pre construction.

There is also a water runoff issue at lot [redacted] because of the crown in road. At the south end corner of the property there is an electric transformer surrounded by tall grasses with the ground covered with mulch. In the past pre construction with a heavy rain a little mulch would wash away, easily picked up and put back. Now because of the crown in the road and excess water runoff the mulch in front facing the road has been washed away.

3. There is a section of road that BVE had repaired with asphalt about 5 years ago between lots 71 and 75 which is a perfect example of what the finished road surface should look like, there is no crown.

#### SOME OF THE FOLLOWING ARE ISSUES THAT RESIDENTS BROUGHT TO MY ATTENTION:

4. Let's go to lot [redacted], why were the ends of the driveway and lawn area not put back to pre construction. When water main was installed approximately 6' was cut off the end of each end of horseshoe driveway in front of the house. AECOM did not repair either end of the driveway with asphalt, they tar and chipped both ends of the driveway and his lawn area. The owner wants tar and chip removed from an area approximately 6' wide by 110' long in front of his house and his driveways repaired with a stone base and asphalted and the lawn areas dug out and top soiled and re-seeded with tall fescue grass seed as it was pre construction.
5. Lots [redacted] and [redacted] have same issue as lot [redacted], plus the road grade was raised and road was made wider, why? Where lots [redacted] and [redacted] meet, Reybold took approximately 6' of lawn and tar and chipped the area which runs approximately 195' towards lot [redacted] and tapers down to approximately 4' at driveway. Approximately an area 4' x 27' was cut off the end of the driveway and tar and chipped. An area 4' wide on north end of the driveway running approximately 50' which was lawn was tar and chipped. The owner wants his lot restored the same as lot [redacted] pre construction.
6. Lot [redacted]; Fix the damaged end of the driveway with asphalt and stone base as was pre construction, not tar chip. The owner wants driveway repaired to pre construction.
7. Lot [redacted]; the end of the driveway was damaged and still is; damaged area was tar and chipped over. Owner wants driveway repaired to pre construction with stone base and asphalt.
8. Lot [redacted]; the end of the driveway was damaged and not repaired, overlapped with tar and chip. Owner wants it repaired to pre construction with stone base and asphalt.



22. What is the plan to connect Old Barn Rd. to South Dr. There is about a 4" drop off from South Dr. to Old Barn Rd. Will an asphalt apron be installed for a smooth transition. At present time that area is filled with loose 1/4" or 3/8" clean stone .
23. What is the plan on removing the 2"x 6" curb box markers on vacant lots? It is my understanding that the curb boxes were located using GPS system. There is also the tracer wire to locate the curb box or a plat map can be used to mark the approximate location of the curb box. Many of these lots will not be built on for many years to come, and markers are a eye sore.
24. Lot [REDACTED] trench across road is low.
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26. Elk Lane and Maryland Dr. approximately 200' of Elk Lane damaged from dump trucks hauling materials to WVS and Pond Neck Rd. after the road was tar and chipped.
27. Lot [REDACTED], while digging out an area for a speed pump on Maryland Dr.; instead of the excavator operator digging the area from the road he went on residents lawn area and left cat marks in the lawn area.
28. When is AECOM going to clean up BVE storage area.
29. When is AECOM going to have Eastern repair sections of the out bound lane on Pond Neck Rd. from just before Holly Hill Farms to Old Philadelphia Farms La. damaged by the dump trucks and other construction equipment riding on edge of the road. There are also 4 cross over water service trenches near the pony farm that have settled and need to be re done. Grove Neck Rd. from Sandy Bottom Rd. to approximately 500' past Peddlers La. in which the cat on the excavator compacted approximately 2' of the road adjacent to the concrete roadway and several other sections between Peddlers La. and Pond Neck Rd. that have to be repaired.
30. Have the water mains been pressured tested and chlorinated ?
31. What is the delay in starting the water services to homes, we are now going into our 4<sup>th</sup> month since the water main was completed.
32. When I ask Chris a question; the answer is usually "items will be addressed accordingly," never get an answer.