**Agreement between Dominic Mancini and Dennis Shasha**

1. **Interim access plan**. The road currently provides the only available access for a number of dwellings. During construction regular and emergency access to existing homes must be maintained.
2. **Require a Geotechnical Study**. The proposed cuts and fills are extensive and steep. The GT study should identify the maximum allowable side slope and stabilizing measures for slopes that are steeper; such as rockeries, retaining walls, etc. Construction should follow the recommendations of that study. Both the study and the construction plan should be made available to Shasha.
3. **Slope easements**. It appears that the cut catch line is outside the easement at a number of points throughout the design.  Slope easements should be required for these areas to allow access for construction initially and for maintenance access in the future. Shasha will consider these additional easements in good faith.
4. **Storm water system design**. The ditches will be steep and should be carefully designed to minimize water velocity (check dams) and also prevent erosion (geotextile fabrics, rip rap, etc.). Storm water system design should be based on engineering calculations. Where deemed possible to eliminate ditches sheet flow runoff to the downhill side of the road should be maintained. Concentrating flows in ditches on steep hill sides will only lead to a maintenance headache. NPDES permit may be determined to be required if construction impacts.
5. **Temporary erosion and sedimentation Control Plan (TESCP).** The applicant should prepare a TESCP. This will be very important to ensure the cut and fill slopes and the ditches do not erode before they are stabilized. Construction should ensure minimal erosion even under severe weather of the property owners including Shasha’s.

**-AND-**

1. **Erosion control plan**. The applicant should prepare a permanent erosion control plan.  This plan should identify permanent measures such as geotextile fabrics, revegetation, and other stabilizing measures. Construction should ensure that these permanent measures are put in place and are maintained for at least three years.
2. **Inslope above the Beard house**. Slope of the entire roadway should be toward the uphill side of the road to eliminate any sheet flow runoff onto the steep hill above the house. Fill above the house should be minimized and stabilized. Any potential to move the roadway improvements uphill to eliminate fill above the Beard house should be considered as long as the required turn radius above this slope can be retained.
3. **Traffic Safety**. A paved “apron” should extend uphill from the corner above the Beard house. This should be of sufficient length to keep stray gravel off the unpaved road from spreading out into the intersection. A guardrail at this corner and along the downhill side of the road should be required to protect the Beard home from any vehicles that might slide at the corner on this steep section of the road.
4. **Beard driveway.** The Beard driveway should be rebuilt for a less acute angle where it meets the new roadway.
5. **The Shasha house**.  There is a big cut below the house for the new roadway. The GT study should identify the maximum allowable slope for this cut and also any required stabilizing measures. Construction should follow the recommendations of this study and ensure the stability of the Shasha house.
6. **Construction management and inspection**. Plans stipulating an inspection by a qualified professional at an interval and requiring clear construction management and as build documentation should be required. Any action items raised by the inspection will be addressed in good faith by Mancini.
7. **Bonding**. A 2-year maintenance bond for the first two years after constructio is required for the proposed road
8. **Maintenance schedule and agreement**. The lower paved length will require ditch maintenance and periodic inspection to ensure that any incidental erosion is identified early and corrected. The steep gravel road above will require frequent maintenance. An anticipated maintenance schedule should be provided and an agreement in place between the road association members to ensure the road will be maintained in good and passable condition. Mr. Mancini will fund maintenance for the first two years after construction is completed. After that, the home dwellers should come to some agreement.
9. **Sanitary Easement and Drainfield**. The sanitary easement and drainfield will need to be demonstrated to be retained and remain functional.
10. **Sight Distance**. The County previously commented on and will continue to be interested in sight distance at the intersection of the improved roadway with Baldwin Creek Road.