

MEETING MINUTES
JOINT NORTHWEST PORT CHARLOTTE STREET & DRAINAGE
ADVISORY COMMITTEE AND COMMUNITY LEAGUE MEETING
November 13, 2014 – Regular Meeting
7:00 p.m. at Lutheran Church of Living Waters Activity Room

Attendees: Buz Collins, Roger Heller, Paul Pilch, Jeri Reif, and Karen Totten

County: Mike Dallenbach, Chuck Koons, James Layport, Judith Nothdurft, Dan Quick, and Sandy Wright

Guests: Sign-in sheets are attached

The meeting was called to order at 7:01 p.m.

A roll call of members was taken that established a quorum was present.

Mr. Collins announced the rules of the meeting and asked for the community's cooperation in adhering to the 3 minute time limit. He explained that the Committee would like to address pepper tree removal, swales and then the paving. Citizen input will then follow.

Proposed Paving Plan

- Mr. Koons, Public Works Engineer explained what a MSBU is and its purpose. He gave a presentation showing a map that divides the MSBU into 5 Paving Phases and explained the life expectancy of paved roads and what conditions cause the life to vary on different roads. A Pavement Condition Curve was explained to the public. Some of the roads within the MSBU are starting to move down the economic curve as shown on the chart. The Committee recommends a paving program which will require an assessment increase of \$93 which takes the assessment from \$125 to \$218 per year. If paving doesn't begin on the roads soon, it will cost a lot more to wait and have to reconstruct them instead of doing a much more economical overlay. Mobilization costs are very high which makes it much more feasible to do a block of roads in a contiguous manner instead of jumping around from point A to point B. The meeting was opened to citizens for questions and comments.
1. Question: How long does it take to get to the higher cost shown on the Pavement Condition Curve?
Answer: An estimate would be 5-10 years. The cost could go from 17 million to 72 million if allowed to deteriorate. Many roads are baking in the sun and not being used which causes the roads to deteriorate faster.
 2. Mr. Collins – explained that the big problem for the area is drainage and it is not being addressed.
 3. Question: Does the funding refer to paving or swale work? Mr. Koons explained that funding isn't being discussed at this point. When a paving program is proposed the Engineering Department will check to see if any needed drainage work is to be done before paving.
 4. Question where did the figures come from for the price of asphalt?
Answer: Prices are based on history and experience over the past 20 years. The asphalt index published by the state is used to calculate the costs. A paving cost for your district is what your MSBU will pay.
 5. Question: What is the percentage of streets in our district that are totally uninhabited? It is hard to understand why roads that have no houses on them would be repaved.
Answer: There are 2,253 occupied lots and 15,162 vacant lots. The vacant lots owners pay the same amount in assessments as an occupied lot owner does. An MSBU must provide equal benefits to all property owners.
 6. Question: Why can't vacant lot owners pay less? There should be able a way for vacant lot owners to pay less until they build on their lot. The lot next to him is owned by a person in Miami who doesn't care what goes on here.
Answer: That would end up costing the occupied lot owners more because they would have to pay the burden of the costs.
 7. Comment: Resident has been here 20 years; the lot across the street has seen more mowers than cars during that time. The mowers put ruts in the swales that hold water. The same roads you are talking about paving haven't had any traffic on them.
Answer: The law requires all property owners to receive the same benefit regardless of the lot being vacant or occupied.

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8. How many properties are owned by the county?

Answer: That information is not available at this meeting.

9. Question: Are you coming to us with a proposal or is this something that is already cast in stone?

Answer: After this meeting, a letter will be sent to all property owners; there will be a public hearing next summer where citizens can address their concerns to the Board of County Commissioners (BCC). The Citizen requested a show of hands by people opposed to the recommendation?

Mr. Collins suggested residents attend the public hearing meetings.

10. Comment: This was taken to the county commission two years ago; it wasn't wanted then and it isn't wanted now.

11. Comment: If vacant lot owners don't pay into the assessments, the assessments will be much higher to the owners with houses because the income from the vacant lot owners won't be there.

12. Comment: This citizen came here in the camp that was opposed to the paving but as he listens he is starting to get a better understanding. He thinks more detail would provide a better understanding. He understands looking at the roads in a global fashion. The condition of his street is not too bad; however others are bad. It doesn't make sense to pave roads that don't need it.

Answer: Your road is one of the more recently paved roads. Roads on waterways have more houses and get more traffic which is better for the road and makes it last longer. It will need to be paved within the next 5-10 years. The most cost effective way to handle it would be to pave it to save on the mobilization costs. Roads assessed and the amount of asphalt required to fix the road will be determined; some roads will require 1 inch of asphalt where others may require 1 3/4 inches and others may need to be reconstructed. It will be another two years before paving can begin and the roads will be worse by then. It is looked at from a global stand point of the area. If the roads are to be paved within the next 5 years, conversations need to begin now. This is the first step in the public information process. Whether they pave roads with vacant lots or not the mobilization costs will be so much higher to spot pave.

13. Question: How much is it going to cost and how long will it take to cut the pepper trees and clean the swales? The cost for this should be addressed before paving.

Answer: Mr. Quick explained the process of scheduling with the limited staff that he has available to him. The swale grading and vegetation is being worked as part of the overall MSBU budget which is not the subject for tonight. This will be a 2 phase project to do the swales first then the paving. There was discussion regarding the humps in the road from pipe installation. When the roads are repaved, they will be smoothed out to take the hump out. An overall paving program is being proposed tonight. It is his job to take recommendations to the BCC. The vast majority of the roads will require repaving within the next 5 years and in order to do it cost efficiently he is going to take Mr. Koons recommendation as it was presented tonight to the BCC. It will be up to the MSBU chairman to take the Committee's proposal to the BCC, if it differs from his. The outcome of the mail out will also be given to the BCC so they can decide what should be done. Mr. Dallenbach recognized that pepper tree removal can't be done in house. The County has a contractor that does the vertical cutting and currently has an enviro-mulching contractor on board. The drainage work will be done in house by county staff. The cost of the vertical cutting and enviro-mulching will come from the normal maintenance budget. When the swale work is complete, they will be maintained with MSBU funds.

14. Mr. Collins stated the county (through gas tax funding) pays for Cornelius, Biscayne and Chancellor. Mr. Quick and Mr. Dallenbach explained each MSBU pays for the maintenance of their area. The maintenance for each ERU is currently \$125 per year which pays for the normal maintenance of the Northwest Port Charlotte S&D infrastructure. They have been working on drainage for the past 4 years with the road crossing pipes being the focus for the past couple of years.

15. Question: If the majority of the letters to the property owners come back as no votes; what will Mr. Quick's recommendation be to the BCC?

Answer: Mr. Quick stated that his recommendation will remain what Mr. Koons recommends. Additionally, the Committee can go to the BCC with their recommendation if it differs from Mr. Quick's. The 3rd part is that the results of the mail out will be given to the BCC. All the information will go to the BCC for their consideration.

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16. Question: If 100 % don't want the project and it's not done for another 10-15 years all the roads will fall apart. Do we wait until we get hit with a huge bill or start addressing it now?
17. There are 3 huge pot holes nearby that need to be repaired. Eppinger is one of the heavily traveled roads. Mr. Dallenbach asked for the locations and will report to M&O.
18. Question: When people on the board travel the roads and see a problem, why don't Committee members report?
Answer: Anyone can report a problem with a road.
19. Comment: I remember when Chancellor was just pot holes. He supports this and feels it is like maintenance on a house or car, if you let it go it will only get worse. It needs to be done.
20. Mr. Collins stated he doesn't want paving put on a road where swales and trimming need to be done. He wants the swales and trimming to be done first.
21. Mr. Quick stated that the Paving Engineers can justify their recommendation and he would not be doing his job if he didn't step up and make this recommendation to the BCC. The swales and peppertree removal will be done also.
22. Comment: Most of the lots except the ones on the water aren't worth much. Most people won't be interested in an increase and may walk away from their vacant lots instead of paying a high increase.
23. Comment: People are complaining about pot holes yet don't want to pay for paving.
24. Comment: I have lived here 12 years; the assessment 4 years ago was \$25 and now its \$125. She doesn't see where anything is getting done and doesn't feel she is getting anything for her money.
Answer: The pipe replacement was funded with the increase.
25. Biscayne had a nice catch all area that worked fine until it filled up with vegetative debris. She would like Public Works to go in and maintain that catch basin. Mr. Quick will follow up. She feels the buck keeps getting passed from director to director.
26. Question: Construction vehicles are damaging the roads that Centex is building on. Construction bonds should be put up to pay for the damage they cause.
Answer: The street is inspected and repairs must be made before the CO for a new residence is issued.
27. Comment: A comment was made regarding the abrasiveness coming from the presenters tonight and doesn't feel it is a good attitude towards the tax payers.

Meeting adjourned at 8:29pm.

Submitted by:

Sandy Wright
Public Works Department

CHARLOTTE COUNTY
PUBLIC WORKS DIVISION
JOINT NORTHWEST PORT CHARLOTTE STREET & DRAINAGE
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ATTENDANCE ROSTER

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**INFORMATION SUPPLIED ON THIS FORM BECOMES
PUBLIC RECORD**

NAME (please print)	Email Address	Telephone Number
Judy Nothdurft, MS DR	Judith.Nothdurft@charlottefl.com	575-3656
Sandy Wright, Admin	Sandra.Wright@charlottefl.com	575-3692
Jeri K. Reif	tomnjeri33953@gmail.com	235-3243
Buz COLLINS	Buz@BUZCOLLINS.COM	954-444-0036
PAUL PITCH		
MIKE DALLENBACH	MIKE.DALLENBACH@CHARLOTTEFL.COM	941-575-3635
Gary Roberts	charlotte Sun	
Roger Heller	roger-heller@comcast.net	
Garry Stone		
Tom Musick		
William Oliver		
Linda Oliver		
ROBERT CABLE		
PENNY CABLE		941-629-0598
Edwin marroquin	edwinm8384@sbcglobal.net	815-582-0893
Steve Conder	SMCONDER@yahoo.com	
Vicki Conder		941-764-6939
Joanne Lally	joanelallic@att.net	941-979-0862
Bill & Chris Wilcott	willnchris@comcast.net	561-386-5444
Scott JONES	skottjones@aol.com	

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NAME (please print)	Email Address	Telephone Number
Wenden WARRAGE		
MAX & Judy KLANOW		941-613-2350
Wayne + DeLorena BLISS		941 613 1579
Stan + Connie Bliss		941-255-5625
Pam + Curt Lundeen		941-625-1096
Tom + Karen Totten		
Fred B. Brown		
SCOTT YASDA		443 686 1595
Lee Hale		941 391 4918
Debra Naulick		941-456-0495
Robert DeLorenze		941-764-4056
Patricia DeLorenze		941-764-4056
Tom REIF		941-235-3243
Mike Jankowski		941-815-8743
GEORGE MINDLING		941-627-8827
Ilse MINDLING		941-627-8827
ALLEN BUSH		941-235-8798
Cecil Johnson		941-764-7946
Sara Johnson		919-306-53174
Steve Selfors		