

**PUNTA GORDA ISLES
CANAL ADVISORY COMMITTEE
MEETING
APRIL 19, 2010**

- MEMBERS PRESENT:** Bill Dixon, Chairman
Nancy Dauster, Bill Folchi,
Thomas McAlear, David McBride
- MEMBERS ABSENT:** Spencer Hughes, Richard Kresge
- OTHERS PRESENT:** Randy Brodersen, Canal Maintenance Supervisor
Rick Keeney, Public Works Director
Dennis Murphy, Growth Management Director
Mark Gering, City Engineer
John Dauster, Tom Cavanaugh

CALL TO ORDER/ANNOUNCEMENTS

- A. Roll Call
- B. Next Scheduled Meeting - Monday, May 17, 2010 - 1:30 p.m.

APPROVAL OF MINUTES

- A. Regular Meeting of March 15, 2010
 - Ms. Dauster MOVED, Mr. McAlear SECONDED approval of the March 15, 2010 minutes.
MOTION CARRIED UNANIMOUSLY.

CANAL MAINTENANCE MONTHLY REPORTS

- A. Permits Authorized by City Staff for Installation of Docks, Lifts, Outpilings, etc.
 - Mr. Randy Brodersen, Canal Maintenance Supervisor, reported 22 permits were issued in March 2010, noting same were delineated in the agenda material.
- B. Budget Utilization Report
 - Mr. Brodersen displayed an overhead of the Budget Utilization Report, as depicted in the agenda material, confirming there were no questions regarding same.
- C. Seawall & Seawall Cap Replacement Status Report
 - Mr. Brodersen confirmed the Committee had been provided with Statements of Work in their agenda packets for seawalls as well as seawall caps.
 - Ms. Dauster observed a few locations had been designated as "high priority" on Hibiscus and Sabal Drives, stating it was interesting to note how many locations continued to be added to the list.

- Mr. Brodersen responded the recent rains added to the number of locations requiring work. He mentioned a seawall and seawall cap on Cimarron Drive was badly cracked and would be on the following month's list.
- Ms. Dauster commented favorably on the increase in permits being issued.

CURRENT BUSINESS

A. Budget

- Mr. Rick Keeney, Public Works Director, commented Mr. McBride met with staff in order to familiarize himself with the PGI Canal Maintenance Assessment District (CMAD) budget. He advised early projections indicated the annual assessment fee of \$500, along with use of carryover funds, would allow maintenance of current levels of service for the next 2 years. He noted the Committee would be provided with more detail from the Finance Department in May or June 2010.
- Mr. Dixon stated he attended the recent City Council Budget Workshop, adding it appeared City Council felt the annual fee of \$500 would be maintained. He then requested an update on the Geographic Information System (GIS).
- Mr. Brodersen replied Mr. Gary Disher, Project Manager, compiled a sample map of an overlay, adding he hoped to have a presentation at the Committee's next meeting.
- Mr. Dixon recalled reading funds would be taken from the Growth Management Department budget.
- Mr. Dennis Murphy, Growth Management Director, confirmed funds had already been allocated.
- Mr. Keeney mentioned staff planned to contract out work for both seawall inspections and entering GIS information into the program in light of the Committee's feelings regarding the importance of the GIS program.

B. Seawall Study Evaluation

- Mr. Mark Gering, City Engineer, drew members' attention to the Seawall Evaluation Study, as delineated in the agenda material, presenting same in a PowerPoint format. He advised Mr. John Kuretski, Principal Engineer (P.E.) of HDR Engineering, Inc., prepared the report through review of the City's drawings, and Mr. Tom Wilcox, P.E., acted as the project manager and liaison. He explained HDR reviewed current drawings, forming and pouring procedures and field observations, listing several areas of recommendation as follows: (1) finishing, curing, troweling, edging, mix design; (2) weep holes; (3) reinforcing steel; (4) chemical admixtures; (5) panel height; (6) associated costs. He noted current weep holes were at 17 inches below the top of the slab, stating HDR recommended same be dropped 3.5 feet below the seawall cap.

- Mr. Dixon questioned the difference in distance below the top of the “slab” as opposed to the “cap.”
- Mr. Gering replied HDR recommended weep holes be located two feet lower in order to reduce the hydrostatic pressure on the landward side of the cap. He continued HDR also recommended a steel trowel finish versus a broom finish, providing a detailed explanation of the reasoning behind same. He advised HDR recommended edging the corners and using a curing compound in order to slow the slab’s curing process, thereby providing a stronger slab. He mentioned date stamping all repairs and replacements would enable a better tracking system to be tied in with GIS. He then commented on rebar selection, stating through improved technology, a corrosion resistant rebar was considered to be more favorable for a longer seawall slab life, specifically an increase from 50 to 90 years. He noted the added cost would be offset from the new procedure of having the rebar ordered by size and then bent to the needed specifications, thereby eliminating City staff from having to expend numerous days performing cutting and bending
- Mr. Dixon asked if Mr. Gering would be responsible for the associated re-engineering.
- Mr. Gering replied the consultant had already performed same.
- Mr. Dixon clarified the rebar pattern in the seawalls had already been redesigned, commenting favorably on same.
- Ms. Dauster confirmed the City had just received a new shipment of rebar.
- Mr. Brodersen agreed; however, that inventory was almost exhausted.
- Mr. Gering continued the presentation, stating HDR recommended changing to 5,500 pounds per square inch (psi) concrete from the current psi of 5,000 to provide greater density and avoid cracking. He reviewed several cost issues as follows: weep hole and finish, negligible cost; steel, \$.20/lb or more but requiring less material and less labor; chemical admixture, \$30 additional per panel. He noted HDR performed an economic analysis, also provided in the agenda material. He concluded with staff’s recommendations as follows: (1) incorporate new rebar to greatly reduce rusting and prolong seawall life; (2) switch to 5,500 psi concrete; (3) utilize curing compound; (4) steel trowel surface, edge corners and lower weep holes.
- Ms. Dauster observed the study recommended an expansion and break-away joint be constructed every 80 feet, asking if same was feasible.
- Mr. Brodersen replied staff wished to incorporate that recommendation.
- Mr. McBride asked if HDR had recommended drilling weep holes in recently installed seawalls to increase their life.

- Mr. Gering responded that was very difficult in that a rock bed must be provided behind a weep hole, stating it would be very costly to ensure soils did not wash out from behind the seawall.
- Mr. McAlear noted some sinkholes were quite deep, asking if drilling further in such locations would be beneficial to allow installation of cloth and rock behind the weep holes.
- Mr. Brodersen replied sinkholes were not always located adjacent to weep holes. He pointed out the work described by Mr. McAlear must be done waterside while sinkhole work was done landside; thus, the associated costs were prohibitive.
- Mr. Folchi asked if a procedure was in place to assure the concrete delivered to the City met the standards just reviewed in the presentation.
- Mr. Gering replied testing was available; however, the City did not utilize same. He suggested perhaps a spot check program could be instituted.
- Mr. John Dauster provided a brief description of a procedure referred to as a “slump test,” stating same could be done fairly quickly.
- Mr. Gering agreed a slump test could be important when pouring into a deep cavity filled with rebar; however, such a test did not reveal the actual strength or composition of the concrete.
- Consensus of the Committee was to recommend the City begin sporadic concrete testing.
- Mr. Dixon commended staff on a job well done, asking how members wished to proceed.
- Ms. Dauster MOVED, Mr. McBride SECONDED to endorse the study as presented and to recommend the study be presented to City Council. MOTION CARRIED UNANIMOUSLY.
- Consensus of the Committee was to support staff’s recommendations.
- Ms. Dauster expressed hope this information would be disseminated to PGI citizens.
- Mr. Keeney confirmed he would make the study available on the City’s website.
- Mr. Gering commented it had been a pleasure to work with HDR.
- Mr. Folchi opined the study was worthy of publication, stating he believed same should be made available in the scientific community.
- Mr. Gering responded he would pass Mr. Folchi’s comment on to HDR.
- Ms. Dauster mentioned Mr. David Gerdel, former Committee member, had recommended this study be done. She announced Mr. Gerdel had recently passed away.

C. Quasi-judicial Proceedings

- Mr. Keeney drew members' attention to Resolution #2870-10, as delineated in the agenda material, explaining same outlined quasi-judicial hearing procedures as well as rules for ex-parte communications. He recalled Mr. Dixon had requested information from the City Attorney regarding these topics, expressing hope Resolution #2870-10 addressed his questions and concerns. He noted the BSI CAC had requested the City Attorney make a presentation to address several questions, asking if this Committee was interested in same.
- Mr. Dixon suggested scheduling a joint session with the BSI CAC, expressing appreciation to staff for providing this information.

D. Ordinance Amendment Relating to Operation and Speed of Boats

- Mr. Keeney drew members' attention to the proposed ordinance, as delineated in the agenda material, stating same would be presented to City Council on first reading on April 21, 2010.
- Mr. Dixon observed there was no mention of the "Manatee Protection Plan" in the ordinance.
- Mr. Keeney confirmed the City Attorney had ensured the ordinance language complied with same.
- Ms. Dauster pointed out a typographical error in Section 6-25(a)(1), specifically "Operation" should be "Operating" in line 6.
- Mr. McBride noted "interchangeable" should be "interchangeably" in line 1 of the same paragraph.
- Ms. Dauster then commented on Section 6-25(a)(5), specifically "... measured from the ambient tide level to the crest of the vessel's wake at a distance of not less than 25 feet from the vessel." She pointed out canals were 100 feet wide, providing a navigable channel of 50 feet, stating boats making a wake would be much closer than 25 feet when 2 boats were travelling in a canal at the same time.
- Mr. Keeney responded he would refer Ms. Dauster's concerns to the City Attorney.
- Ms. Dauster thanked staff, stating she was very much in favor of the proposed ordinance. She pointed out the rendering of the Ponce de Leon channel was incomplete; however, she confirmed the rendering provided in the April 21, 2010 City Council agenda packets was correct and complete.
- Mr. McBride expressed concern with regard to making the requirements of the ordinance available to the public.

MEMBER COMMENTS

- Mr. Dauster presented several photographs of boaters in Ponce De Leon Inlet, stating same depicted the congestion seen within same on a daily basis as well as the ensuing navigational interference from anchored boats.
- Mr. McAlear requested the photographs be provided to Captain Tom Lewis of the Police Department.
- Mr. Dixon asked members if they wished to pursue the issue of anchoring, reminding everyone of the complications associated with same on Federal, State and local levels.
- Ms. Dauster responded City Code currently prohibited anchoring in a navigable channel.
- Mr. McAlear clarified such anchoring was prohibited only if same inhibited navigation; however, he agreed there should be such a prohibition in the area depicted in Mr. Dauster's photographs. He stated he would like to pursue the matter through the Police Department with more patrols, for example. He clarified existing rules must be enforced rather than new rules implemented.
- Consensus of the Committee was approval of same.
- Mr. McAlear then commented on non-destructive testing, stating he had researched echo impact testing of seawalls. He displayed an abstract of this type of testing and provided a brief description of how the process was applied, stating same depicted voids, rusted rebar, etc. He asked if staff believed this type of testing would reveal seawalls which were going to fail sooner rather than later, noting the relatively low equipment cost of \$9,000.
- Mr. Brodersen asked if such testing was intended to be implemented randomly.
- Mr. McAlear replied affirmatively.
- Ms. Dauster pointed out the additional costs associated with staff time.
- Mr. Brodersen then announced the bumpers under Bass Inlet Bridge had been replaced, noting Mr. McAlear had alerted staff regarding same at the Committee's previous meeting.
- Mr. Dixon commented on material from Matco Associates, Inc. provided by Mr. Kresge, as delineated in the agenda material, suggesting a discussion of same be postponed to a future meeting in light of the information presented earlier in the meeting from HDR.

CITIZEN COMMENTS

- Mr. Tom Cavanaugh commended the Committee and staff on their hard work.
- Mr. Murphy commented on the east mooring field, stating Weiler Engineering had been working diligently with the Department of Environmental Protection (DEP) on

permitting and the submerged land lease. He advised the City's application would be reviewed on May 25, 2010.

- Mr. Dixon confirmed approval for day docks at Laishley Park had been secured.
- Mr. Murphy added bid requests for same had been issued.

ADJOURNMENT

- Meeting Adjourned: 2:48 p.m.

Bill Dixon, Chairman

Mary Kelly, Recording Secretary