

LONG BEACH CIVIC ASSOCIATION

Board of Directors Meeting

Agenda for January 14, 2023

BOARD ATTENDEES: Richard Wilder, Torben Huga-Jensen, Cathy Collins, Georgia Reidel, Jolene Lauria, Steve Perlik, Carla Hance, Mieke Rockhill, Molly Newton

CALL TO ORDER - 10:00am

PLEDGE OF ALLEGIANCE

FINANCIAL REPORT

The financial reports for November and December (attached to these minutes) were distributed to attendees and Cathy Collins, Treasurer, explained every itemized transaction (disbursements and deposits). Vote approved and accepted the financial statements.

ACKNOWLEDGEMENT

Richard Wilder expressed the Board's appreciation for Ed Yurchik for all he does to help the community, from opening and closing the guard gates to handyman work. He also preps the Community Center for meetings and rentals. Cathy Collins noted that the usual procedure for Ed is to call Cathy with any maintenance issues, Cathy calls Steve Perlik to make arrangements with trades for repairs/maintenance. Cathy and Steve are compiling a Quick reference list of preferred local contractors who have a track record of reliability with the LBCA.

NEIGHBORHOOD WATCH REPORT/SECURITY UPDATE

Debbie Berens reported that the theft of checks via mail fraud is a BIG problem for the County. If you MUST send a check in the mail, use a black gel pen because it is more difficult for thieves to wash the ink from the check. Debbie said one neighbor did not receive their tags after receiving their daily "USPS Informed Delivery" notification (link below) that showed the tags were being delivered and when they followed up with the Post Office were told that a mail truck never showed up. Debbie found that the missing mail truck had not been reported to the police. The Guest Speaker at the Safety Meeting was from the County Mediation Group, a new County service to help with disputes between neighbors, family members, etc. Their website is Calvert-Mediation.org (link below) and their phone number is 443-295-7456.

OLD BUSINESS

Roadwork Update

Richard Wilder gave a brief summary of how the road fees will be used to maintain the 2.5 miles of private roads owned by the LBCA. He explained that a small group of board members met with roadwork contractors several months ago and they recommended that LBCA hire an engineer to plan the project, project costs and write the specifications that would be provided to contractors for obtaining bids. Jay Hopson was recommended, and Richard introduced him as our guest speaker.

Jay Hopson stated that he is a civil engineer and has been working with roads for over 40 years. Jay lives in Chesapeake Ranch Estates (CRE) which has 62 miles of private roads and has gone through the same problems LBCA is now facing with maintenance. Jay was asked to evaluate our private roads and found they were built much like those constructed during the 1950's & 1960's - on the best part of the land on the ridges which can cause drainage problems for the homes and roads below. The CRE hired Jay about 10 years ago to for the same services he is now providing for the LBCA. All of the roads in CRE have been resurfaced.

Jay found that much of the asphalt on our private roads is delaminating because the top layer was not thick enough and subsequent overlays over the years did not deal with water issues such as standing water that cause potholes and damage to the subbase layer. LBCA wants to address all of that as we resurface the roads because the application of another layer of asphalt to will NOT fix the problem. It will look good for 2-3 years, but the failed subbase will show up again.

The LBCA roadwork project will resurface with 2" of asphalt (which shrinks down to 1.5") or chip/seal. The board intended to repair potholes this past Fall, but asphalt plants are closed in the winter and asphalt cannot be laid in cold temperatures. Jay recommended using a product for potholes that he specified for the St. Mary's County Airport, a

foamed asphalt base. It is a recycled foamed asphalt that is mixed with Portland cement and provides easy coverage. Foamed asphalt be shoveled into the pothole cold and compacted so it makes for a good base that does not need to be torn out when resurfacing happens, like cold patch does.

Jay provided several handouts (links below) and reviewed the budget estimates for both asphalt and chip/seal. Asphalt costs are estimated at \$390K. Chip/Seal costs are estimated for \$293K. These costs are the preliminary estimates for the whole project, subject to change and these prices will not be going down over the years to come. These preliminary estimates for the roadwork only and does not include costs for special issues for each road such as culverts, tree removal where necessary, driveway aprons, and specific water drainage solutions. Those costs will come in with the contractor bids and may affect phases, timelines, etc to allow for budget constraints.

Jay recommends chip/seal as the better long-term solution because it is less expensive and stands up well over time. He explained that chip/seal used to be called tar & chip and was used extensively in 30's and 40's and everyone hated it because the oil would get all over the cars that drove on fresh-laid roads. Nowadays a liquid asphalt that has a 5 min break point (when it gets hard and holds the stone in place) keeps that from happening.

Jay pointed to the handout with photographs of the chip/seal used in CRE roads. He explained that the CRE used a cape seal after the chip/seal was in place for about a year and been compressed with road traffic. All the loose gravel was swept away and had a fog-seal applied. Fog-seal is a slurry that is laid over the top of the road to hold everything in place. It is difficult to tell the difference between a paved asphalt road and the chip-seal road after the fog-seal is applied. CRE did a slurry pave over the asphalt roads as well. It's great for truck traffic because it is a flexible pavement and made to bend. It is most forgiving where you have water issues. Although the road top will still crack up, the repair is a lot easier than asphalt.

Jay recommends a double shot: two applications with a #8 stone and a #6 stone. He noted that photo in the lower left of the handout was done 8 years ago (still looks great). He stated that road had a problem with standing water at a low point with poor drainage. The solution was an infiltration trench 12' x 40' filled it with stone and buried under the road. Overflow water was directed to pipes that lead to the trench. Other pipes alongside the road directed additional water away from the subbase.

Questions and Answers:

Q: We live on a curved road and sometimes cars go off the road. It appears that these roads (in the CRE photos) have texture on it. Will that help keep cars from running off the road?

A: Yes, it has more texture/traction, especially good in snow.

Q: Does the county use this chip/seal?

A: Calvert County and nearby Counties use this product extensively; however, there is only one provider of the product.

Q: We lived in CRE for 24 years received no notice of the roadwork project which happened when we were at work, and the road was blocked when we came home. Black tar got all over our white truck and boat.

A: This instance was probably not a chip/seal installation, more likely a slurry application. Jay wrote the letters that CRE sent to property owners and the contractors were supposed to install signs about the work in advance. But maybe that did not happen in this case. Jay's truck was also damaged by the slurry and the CRE did set up a remediation center for vehicles that were affected.

Jolene Lauria stated that this info is helpful for the Board in handling this issue in the future. Richard Wilder emphasized how important communication is for the roadwork project and reported that Patti Oehmke hand-delivered meeting notices to properties on Phase I roads.

Q: How do these roads stand up to salting/sanding and snowplowing?

A: Jay said the CRE plows have curved shoes so that the roads are not damaged. Over time the roads cure and can tolerate regular plowing.

Q: What about water drainage? When Poplar Road was resurfaced from the original gravel to asphalt the drainpipe in my driveway was replaced with a smaller pipe and there have been water problems ever since. My neighbor's water backs up to my side.

A: Those water drainage issues are addressed as part of the planning process with the specifications. The presentation today is preliminary planning only, subject to change.

Q: Is there any way we can look at a detailed plan for our road before the work begins?

A: The plan is in its preliminary stage; the board has not decided on chip/seal vs. asphalt. Then the specifications will be written to obtain bids. The board plans to communicate with email and website updates (Link below). Richard Wilder stated that we can make one blanket apologize for what has happened in the past with the road maintenance, but we can't go back in time to fix those things. We are moving forward. What we can guarantee is that IF we have your email address, we will be communicating with you. But if people do not choose to read the emails, we can't do anything about that. We are looking to do 3 things:

1. Whatever we do, do it right so it lasts a long time.
2. We are trying to be aware of where the industry is going – if the County is moving to chip/seal we are watching this movement and would not have been aware of it if not for Jay.
3. Get the biggest bang for our buck on behalf of the community.

Q: What about the roads that do not need attention? Our road is not bad. The only thing is to keep the water out of our yard.

A: The specifications will determine what work is done for each road; some roads may only need patches, pothole repairs or attention to water drainage. Jolene Lauria noted that LBCA would have to make sure the other property owners on your road feel the same way. Ultimately, the LBCA will make the maintenance decisions for the roads it owns.

Q: The foam asphalt will be done all at once when the Phase I work starts?

A: Yes, but if we are unable to find the foam asphalt, we will cut out the potholes and backfill with recycled concrete. The top 3 inches of the concrete will have to be removed when that road's Phase is underway to make room for the resurfacing. This can happen before the Phase I roads are done. Phase I potholes will be repaired as part of the road resurfacing. When all is done, we will have a maintenance plan in place for future years.

Q: I imagine this will take years?

A: The budget decides that – we receive about \$65-\$70K in road fees each year.

Q: When I was at a prior meeting, I understood the roads would be done in order of worst roads first?

A: It is a combo of doing ALL the potholes on the private roads whether it is with foamed asphalt or recycled concrete. Then, we are looking at sections; if you go to a contractor for bids, it is more efficient to group the roads into phases.

Q: It does not seem financially feasible; pothole repairs and Phase I is a larger sum than we have on hand; we only have \$73K on hand. The estimates show \$60K in pothole repairs and \$53K for Phase I.

A: This year's road fees will generate about \$65-\$70K in addition to the \$73K we have on hand, so we should have about \$130K to work with.

Jay stated that we will solicit asphalt bids this winter and already have one for chip seal. Then we will be looking at drainage issues, if you have a drainage issue you should bring it to your board's attention, and they will communicate with Jay. Richard urged anyone with reports and photos of water drainage problems to email the LBCA.

Q: What is the life span for asphalt vs. chip seal?

A: 7 years on chip seal, 10 years on asphalt.

Q: At the end of every street there is a drainpipe – how will you make sure they are in good shape and adequate?

A: Jay said that in a perfect world, we would look at all of them and they would ALL be replaced because older pipes are made from corrugated metal panels; we want HDPE (high density polyethylene) pipe. Jay will look at them to see if any are rusted out and need to be replaced. Tree roots can be a problem and some trees may have to be taken out. It is a big project and will take a long time; it took CRE 10 years.

Q: I repaired a pothole in my street, will that be torn out?

A: Yes, when the road is resurfaced, we will take out all patches that cannot be paved over.

Q: Line item under total work has estimates \$2,400 for underdrains, does that mean culverts?

A: It does not. On the high roads it was not as necessary as the low roads in the flats. Although there may be some culvert replacements on the high roads that are not included in the preliminary budget.

NEW BUSINESS**Beaches Water Co-op**

Gary Clarke represented the Beaches Water Co-op and reported that this past cold snap generated a ton of phone calls to the water coop and reminded the Co-op of past winter days when hundreds of homes in our community were without water. Many of the calls were from people with frozen and burst pipes.

Gary made the following recommendations:

- Outdoor faucets – if you have a hose bib (even one labeled as freeze proof) and leave a hose hooked up to your hose bib, the actual valve that stops the water is inside your wall and will freeze. We received many calls from people with frozen and burst pipes.
- If you see water someplace it is not supposed to be, pay attention, and find out where it is coming from.
- Make sure your pipes are insulated, if not, they will freeze.
Some homes in our community have uninsulated copper pipes coming out of the ground under the house. These will freeze and can flood your house. Look for exposed, uninsulated pipes on your property because they will freeze.
- Check on your water heater.
The water in your pipes inside the house is warmer and will push water back into the system where the water has no place to go, an expansion tank prevents this. Make sure you have an expansion tank.
- Sprinkler/irrigation systems must be drained completely.
- Everybody should have a manual shut-off valve for their house. If you don't know where it is, find it so you can shut it off in an emergency. Some homes have more than one. Beaches Water Co-op receives emergency calls at all hours, sometimes 2am, asking for someone to get out of bed to shut off the meter at the street. Look for the shut-off valve, try it and make sure it works.
- Richard Wilder notes that there seems to be more water shut-off notices, and Gary explained that the reason could be anything from hook-up failures to maintenance on pipes that are 40-50 years old, especially when those pipes run under roads that are not well-maintained.
- Torben Huge Jensen asked Gary if it is advisable for property owners to obtain insurance to cover water damage for the pipes from the meter to the house and Gary responded that the water co-op is only responsible for pipes up to the meter, from the meter to the house is the responsibility of the property owner.
- Please, just pay attention. These items are easy to take care of and preventative measures are inexpensive.

An attendee expressed gratitude for the great job done by Beaches Water Coop and there was a round of applause for their good work.

Jellyfish Nets at our Beaches

Richard Wilder stated that John Scimone proposes the community consider installing jellyfish nets at our beaches. John has done a lot of research on jellyfish nets; he has visited other beaches in SOMD that have them and obtained cost estimates. Richard said the board wants to get a feel from the community, do most people want them or not? The costs would be approx. \$20K each and we would need two. A couple of attendees commented that their experience with jellyfish nets is that they don't work; one attendee stated "small jellyfish can still get through, and the nets break down", another attendee stated that "Chesapeake Beach, North Beach and Breezy Point have them and they don't work and is not worth the money". We will discuss this at a future meeting when John can attend and present his findings.

LBCA logo for Tshirts and Swag

Beth Bigley wants to revisit this project which was put on hold for Covid. She has worked on graphic designs in the past and wants to present choices at a future meeting to let the community select. Richard Wilder noted that Flag Harbor now sells T Shirts, so if they have them, we should offer them as well.

Parking for Flag Harbor Slip Holders

Ten slip holders have purchased memberships and those with full memberships are issued parking passes so that they may park in the North Lot. Richard asked Daryl Spiness to introduce herself for the slip holders in attendance. She works for Flag Harbor Association of slip holders.

Community Use of Flag Harbor Pool

The pool is part of a private entity of slip holders and they make their own decisions about how much liability they will accept if they make changes to their pool policies.

Moving the Guard Shack

Georgia Reidel asked if there was any progress on the possibility of moving the Guard Shack/Gate on North Harbor Drive to capture vehicles that may be illegally using the Marina's lot to walk to the beach. Richard Wilder said there has been no progress on that issue and he will speak with Danny Donaldson. Georgia suggested that maybe Flag Harbor could share in the costs for our security guard.

OTHER BUSINESS

Jerry Garnsey asked how the Flag Harbor slip holders were added to membership and Richard Wilder explained that the slip holders can purchase a full membership or voting membership because they pay property taxes and are members of the community. Jerry then voiced concerns about the Board's adherence to the Bylaws and deed covenants when the road fees were raised in 2021. He claimed that he was not notified in advance. The board and a couple of attendees stated that there were numerous email notices in advance of the change to dues/fees, and that this topic had been discussed in detail at monthly meetings and individual meetings with board members. Jerry made accusations that the Board had changed the covenants and bylaws and Richard corrected this assumption by stating that the Bylaws and Covenants have not been changed, that the Board cannot legally change the covenants.

Mieke Rockhill stated that it was a judicial decision made by the board on the basis that that the road fees that were set up at the inception of the community could be tied to the Consumer Price Index (CPI) when the covenant states "a sum equal to". She reminded those present that the fees did not increase as high as it could have with a different CPI. Jolene Lauria stated that after all the board's discussion and research, a lawyer was hired to investigate the board's proposed actions to make sure that it was legally sound. Jolene expressed dislike for going back in time repeatedly and taking up meeting time to discuss an issue that can be resolved privately. She urged anyone with these concerns have a private conversation with the board. Jolene closed the meeting by thanking Jerry for his input and that this board is not going backwards, it is moving forward.

ADJOURN 11:05am

Next Meeting is February 11th