

# **BOARD OF COMMISSIONERS SNY ISLAND LEVEE DRAINAGE DISTRICT**

## **ANNUAL NEWSLETTER 2013**

Sny officials represent the District every year at the annual meeting of the Mississippi Valley Flood Control Association. It gives us a chance to interact with officials from Corps headquarters in Washington and the Vicksburg Division office, Senators and Congressmen from states in the Mississippi River valley and drainage district colleagues from Illinois to Louisiana. We are active in the Association with Commissioner Koeller serving on the Executive Committee as a State Vice President from Illinois, Commissioner Borrowman served on the Resolutions Committee, Commissioner Lundberg served on the Nominations Committee last year and Superintendent Reed served as Secretary on the Engineering Committee and a member of the Nominations Committee. Senator Roger Wicker of Mississippi, the President of our Association, began this year's opening session by noting the importance of a sound system of infrastructure to the economic strength and growth of the country. Senator David Vitter of Louisiana pointed out that the Mississippi River is our "legacy and our challenge". Now I'm sure you've been to an event where it seems like at least one of the speakers is talking directly to you about the particular organization you represent. Well, Senators Wicker and Vitters' comments struck a chord. They were referencing the Mississippi River and the entire valley. However in our case, it's not only the river; it's the Sny. The Mississippi is our legacy and our challenge. And even more importantly so is the Sny!



Sny Island Levee Drainage District is a key component of a vibrant economy in our area. Our

### **Sny Island levee finally succumbs**

**Soggy district can't sustain its 'miracle'**

**By MIKE MATULIS**  
STAFF WRITER

The Sny Island levee's miracle staying power ended late Sunday morning as the northern section of the 52-mile dike failed, sending the Mississippi River pouring over four towns, 4,000 acres of farmland, and four levee workers.

No one was hurt, officials said, but National Guard helicopters swooped in about 30 minutes after the levee broke to rescue four civilian workers who were trapped in trees and on a barge.

The break occurred at 1:30 a.m. near the Bridge Elevator, a grain storage facility on the Pike and Adams county line, a mile north of East

The break caused the river to drop



main stem Mississippi River Levee and diversion channel levees are our defense against the ravages of river flooding that were experienced in 1993. For without flood protection from the river, nothing else matters. We could have the greatest interior drainage system ever imagined with miles and miles of pristine drainage canals leading to massive pump stations. But if we aren't

protected from the whims of that cantankerous “Old Man River”, we have nothing! Our number one priority in the Sny today is protecting this District from Mississippi River floods. Number two is interior drainage. That’s it! It wasn’t necessarily always that way. But recent history shows that major flood events on the Mississippi River are much more prevalent than in years past. For instance, since 1993 we have experienced four of the top five flood crests in the history of the Hannibal gauge. Two of the top five crests occurred in 2008 and this year. Think



of that. This past year we experienced the fourth highest crest in the history of the Hannibal gauge at 27.63’ and it seemed to go unnoticed. It didn’t seem to be a big deal because of the commitment of your drainage district to make the necessary adjustments to the system to provide secure flood protection. If we as a drainage district can do that, we have gone a long way to creating a setting for our landowners to have an opportunity to be successful.

Sny Island didn’t just happen. From our history you know that the Sny served as the foundation of drainage law for the State of Illinois. Drainage law did not exist before the Sny. From its outset in the 1870s, it took vision, planning, commitment, tenacity and nurturing. Those elements are essential to its continued strength and viability and pass from generation to generation. **They must never be taken for granted!** Yes, the Sny is our legacy and our challenge! It is our generation’s time to preserve the vision, refine the planning, renew the commitment and nurture its being.

## ***15<sup>th</sup> ADDITIONAL ASSESSMENT***

2013 marked only the 15<sup>th</sup> time in the 133 year history of the Sny Island Levee Drainage District that a “special or additional assessment” over and above the annual maintenance assessment was approved. The filing of the assessment roll for the 14<sup>th</sup> Special Assessment occurred in 1960, 53 years ago. The 14<sup>th</sup> Special Assessment was formalized to provide local funding for the creation of “the project”, construction of the Sny District as we all know it today.

The need for funding from an “additional assessment” actually began as a result of economic pressures associated with the 2008 flood. The ’08 operating budget and all cash reserves were wiped out by excessive pumping costs, flood-fighting efforts and flood clean-up. The ensuing years of 2009, 10 & 11 followed as extremely wet years with major pumping costs experienced



**Sand Added to River Levee Slope  
Reach 1 North of Mathena's  
Crossing**

at all three of the District's pump stations. In addition, in order to maintain the District's 100-year flood protection accreditation by FEMA, significant slope work on the District's main stem river levee in Reaches 1 & 3 was required. And finally, new emission standards for stationary diesel engines resulted in the need to install what amounted to catalytic converters on the District's eight stationary engines. All in all,

approximately \$5,200,000.00 was needed as an additional assessment over and above the District's annual maintenance assessment to satisfy financial needs. This additional assessment process began in the spring of 2011 and culminated in the approval of the assessment roll by the Circuit Court of the 8<sup>th</sup> Judicial Circuit in June of 2013. In the Court Order, landowners were given the option of paying the assessment up front as a "one-time payment" or financing the assessment over a five-year period. One-time full payments of more than \$3,500,000.00 were collected leaving a balance of \$1,700,000.00 to be financed. The District secured the financing necessary at 1.59% from Farmers Bank of Liberty in a competitive bidding process involving 13 financial institutions. Retirement of the \$1,700,000.00 debt is scheduled for November, 2018.

The Commissioners and staff of the District want to express our appreciation to the landowners of the Sny for their patience, understanding and support as we've worked through this situation. Thank you for your unwavering commitment to the Sny Island Levee Drainage District.



**Typical Sny Field  
April, 2013**

## ***2013 FLOOD***

This past year saw yet another serious flood threat from the "Mighty Mississippi". In fact, since 2001 we have experienced three of the top five flood crests in the history of the Hannibal, Missouri gauge. Like a broken record, we went through heavy rainfall throughout the spring of 2013. Through June 30, an average of 28.7" of rain had fallen



across the State of Illinois. That figure is 9" above the statewide average and is twice as much as had fallen across the state during the drought year of 2012. With the amount of



**Austin Creek Basin**

precipitation locally, our pump stations were running on a 24 hour/day, 7 day/week basis. The total gallons of diesel fuel required for the 2013 pumping operation exceeded 402,000. On average, from 1996 through 2007, the average annual amount of diesel fuel required for the District's pumping operations was about 170,000 gallons. From 2008 through 2013, the average used was 390,000

gallons per year. That even included the 2012 drought year. The concern is not only with the amount of fuel purchased, but also the wear and tear on the equipment, manpower, lubrication needs and electricity costs for the pump plants.



**Mississippi River  
Horseshoe Area  
Reach 1**

At the same time that we were experiencing these wet conditions locally, the upper Mississippi valley was also receiving heavy rainfall. We all know what that means. The Mississippi was on the rise. The Sny implemented preliminary plans for yet another flood fight. Heavy equipment suppliers and operators utilized during the '08 flood fight were contacted

regarding their availability if needed. Local flood volunteers were alerted on the potential threat. Levee patrols were established for 24 hour monitoring of the levees. Crest predictions were followed constantly to receive the most up-to-date forecasts available. Through the



Mississippi River  
Pike Station

cooperation of the Illinois Department of Corrections, a sand-bagging operation was established at the Pittsfield Work Camp with sandbags transported from the work camp to strategic sites along the District. With the forecast river elevation approaching 25' on the Louisiana, Missouri gauge, U.S. 54 at Pike Station was closed with sand, plastic and sandbags put in place

to hold back the anticipated flood waters. We received great cooperation from our federal and state elected officials with State Senator Sam McCann, State Representative C.D. Davidsmeyer and U.S. Congressman Aaron Schock monitoring flood events. The river remained above technical flood stage on the Hannibal gauge (16') from April 13 through July 15 except for one day when it

fell to 15.98' on June 25. On April 20, Sny personnel aided by area volunteers and I.D.O.T. officials closed the Illinois approach to U.S. 54. Traffic crossing the Champ Clark bridge into Louisiana was closed until April 25 when the highway crossing was re-opened. The Mississippi crested at 27.63' on the Hannibal gauge on April 21. However, the river lingered for several



Congressman Aaron Schock  
Meeting Area Residents  
U.S. 54 Closure



weeks near the 20' level and in fact went back up to 25.5' on the Hannibal gauge on June 1. Needless to say, it was a prolonged flood event.

### **2013 FLOOD SCENES**





When the flood waters eventually receded, flood debris left on the levees was wide spread, turf loss on



the river side of the levee was significant due to the length of the flood and damage including a serious sinkhole at pump station 1 and levee erosion in Reach 3 was prevalent. FEMA officials were on site at the Sny to review the damage and clean-up required. A request for repairs to the pump station sinkhole, turf loss and levee erosion have been filed with the U.S. Army Corps of Engineers under Public Law 84-99. Reimbursement requests have also been submitted to the Federal Emergency Management Agency for flood-fighting and flood clean-up

expenses in excess of \$200,000.00. In addition to this, we have secured the assistance of a four-man clean-up crew financed by the Illinois Department of Commerce and Economic Opportunity to assist with debris removal and disposal. This crew has been with us for about two months and doing a great job under adverse conditions.



As the flood waters were gradually receding on the Mississippi, the threat of a catastrophic flood for our neighbors on the Illinois River increased. In response to a request for assistance, the Sny provided manpower and heavy equipment to load thousands of tons of sand from our Mathena's Crossing and Lock & Dam 22 dredge material disposal sites on trucks bound for the Illinois River valley to facilitate sandbagging efforts. All in all, our efforts were a success on both sides of the county.

## PUMP STATIONS



With the weather and river conditions experienced this past year, our pump stations were again taxed to the limit. Internal flooding from intense rainfall coupled with seep water from the Mississippi River flooding dictated 24-hour per day, 7-day/week operations at all three of our pump stations. This type of operation results in a significant accumulation of operational hours on the equipment which translates to diesel fuel expense. In 2013, all three pump locations combined to total 14,585 operating hours on the eight Sny pumps. Diesel fuel

purchases for the three pump stations combined totaled 402,181 gallons at a cost of about \$3.00/gallon = \$1,206,543.00. From 1996 through 2007, our average gallons of diesel fuel purchased per year for the pump stations was 170,000 at an average cost of \$340,000.00. From 2008 to this year, our average gallons of diesel fuel purchased per year totals a little more than 390,000, and that includes the drought year of 2012. It's not hard to see where our assessments have been spent over the last few years.

For the most part, we made it through the year with no major mechanical problems. I did say for the most part. At the end of the pumping season we experienced a pump failure on pump

#1 at Pump Station 1 in Hull. Sny crews removed the pump and found grease lines had failed providing grease to the lower and middle bearings of the pump. The pump was taken to Awerkamp Machine in Quincy for new bearings, bushings and grease lines. The impeller and pump bowl were in good shape. While the pump was out, Sny personnel and Awerkamp Machine staff inspected the discharge pipe leading from the pump bay, through the levee to the river. The pipe was in remarkably



**Pump #1 Restored to Operation**

good shape for having been installed in the 1960s. Once pump repairs were complete, Sny staff assisted by Awerkamp Machine techs installed the pump. It is now fully operational. The station has since been fully cleaned and re-painted, ready for full operations next pump season.



A failure in engine #2 at Pump Station 4 occurred in August. Upon inspection of the engine, which had over 16,000 hours of operation, it was found to be in need of a total re-conditioning. The Commissioners authorized the repairs with the engine overhaul completed and the unit back in service in September.

A project mandated by EPA for the eight stationary engines at each of the Sny's three pump stations was the installation of catalytic converters. This equipment is designed to limit



**Emission Control Equipment  
Pump Station 1**

emission pollutants from each of the engines under the acronym of RICE NESHAP, Reciprocating Internal Combustion Engines National Emission Standards for Hazardous Air Pollutants. We cooperated with Fairbanks Morse Engine of Beloit, Wisconsin and Altorfer Cat of Cedar Rapids, Iowa to complete these projects at a cost of about \$350,000.00. The images below show the installation of the equipment at Pump Station 1 in Hull and Pump Station 3A in Pleasant Hill.

Another major project just completed at Pump Station 3A was the installation of new cylinder liners and rings on engine #1 at Pump Station 3A. After being overhauled in 2004, staff monitoring of oil consumption showed a much higher rate on engine #1 than the other two engines which were also recently overhauled. We continued to monitor the situation over the next several years to the point that Fairbanks Morse agreed to check the components of the engine and make the necessary repairs. After



**Complete Installation of Emission  
Control Equipment – Pump Station 3A**

dismantling the engine, it was found that two of the cylinder liners were “out of round” and that the ends of six of the rings were broken. All other components were found to be in excellent condition. All new cylinder liners were installed along with new rings. The engine is back up and ready for operation. All of the repairs were completed under warranty.

## ***FIELD WORK***

Routine ditch maintenance continues with the assistance of our landowners. We appreciate those of you who are keeping us informed as to the condition of District drainage ditches on property you farm. We have over 300 miles of District drainage ditches. As you can imagine, it's impossible for the staff to keep track of all of them. We need your help. Please note the effectiveness of drainage in these ditches and let us know if you have problems we can help resolve.

One of the causes of poor drainage through ditches is the presence of brush along the banks and in the bottom of the ditch. The foliage on the brush tends to block out sunlight to the ground preventing the growth of grasses that can provide stability to the ditch banks. The Sny funds a program that enables you to get herbicide at no cost for application on District ditches on property you farm. All you have to do is contact the District Business Office to get a voucher to be presented at a participating chemical supplier. The herbicide will be furnished to you at no cost. You are then required to do the application. Please contact the Sny Business Office for details.



use in future flood fights. The road was constructed through the cooperation of adjacent landowners, Cincinnati Township and the Sny. Gravel was furnished through the cooperation of Mike Kroencke. The road way along with various staging areas will provide a great benefit in future flood fights by facilitating better accessibility to the river levee in that area.

Some major projects that your staff has worked on that are what we would term "out of the ordinary" were completed this past year.

A two mile long road was constructed along Sny right-of-way from Lock & Dam 22 north to the Hackler Farm for





The Sny and the U.S. Army Corps of Engineers forged a working relationship more than 15 years

**Corps Equipment at Mathena's Crossing Site in September**



ago through a long-range planning effort to establish dredge material disposal sites in the Sny. The first of these sites was located adjacent to the Public Use Area of Lock & Dam 22. Another site was permitted along the levee between the Cincinnati Landing access ramp and the Hadley McCraney Diversion Channel. Since those two initial sites, we have established three more sites in Reach 1. One is known as the Hackler Farm site, one the Mathena's Crossing site and the other is the Vincent Crossing site. To date, the

Corps has been actively using all of the sites except the Vincent Crossing site for the deposit of sand dredged from the Mississippi River. In the late 1990s, the Lock & Dam 22 site was filled. Several events over the years has seen the Cincinnati Landing site receive thousands of yards of

sand off-loaded from Corps barges and spread on the levee slope in that area. In October of 2010, more than 350,000 cubic yards of sand was hydraulically placed in the Mathena's Crossing site. That same year, approximately 17,000 cubic yards of sand was mechanically placed at the Hackler Farm site. All of this material has been spread on the land

**Mathena's Crossing Site After September Dredge Project**



side slope of our main stem river levee from the Norfolk Southern rail line near East Hannibal to the Hadley McCraney Diversion Channel. In addition, this material was invaluable to flood fighting efforts in 2008 and again in 2013. This past year, we were fortunate enough to receive another 150,000 cubic yards of sand at the Mathena's Crossing site. This material will be available for future flood-fighting efforts as well as for levee and berm maintenance. None of these sites would be possible without the cooperation of the landowners. We extend our sincere thanks to those landowners for their cooperation in making this project a huge success.

A major project currently in the planning process that will impact our local area as well as the region in a dramatic fashion in the years ahead is the replacement of the Champ Clark Bridge crossing the Mississippi from Pike Station to Louisiana.

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http://www.modot.org/northeast/major\_projects/documents/feedback...

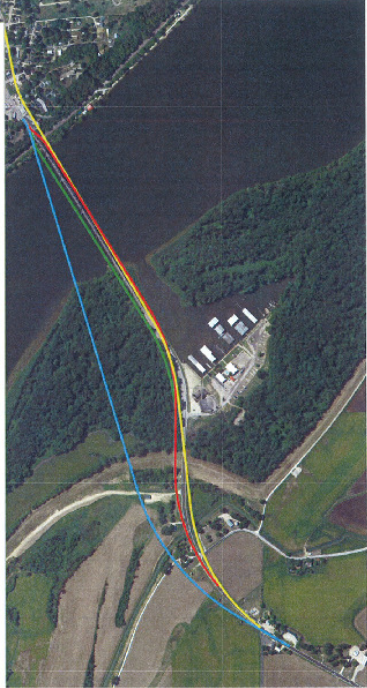
### What do you think? Please select...

Please check which of these locations or alternatives would be your choice when considering the U.S. 54 Mississippi River Bridge at Louisiana. If you have the opinion one of the options below should be further explored, please circle your choice(s). Please share your comments on back about each of these or just the ones you choose. Thank you for your feedback.

- ☐ No-Build - do nothing to the existing bridge. This option is used for comparison purposes in the EA.
- ☐ Rehabilitation - extend current bridge's life by rehabilitation similar to 1983, 1999 & 2005 rehab projects.
- ☐ Partial Replacement - removes the existing bridge deck and steel truss superstructure and replace with new girders and new deck.
- ☐ Existing Location - removes the existing deficient bridge and constructs a new bridge in same location.
- ☐ Adjacent Upstream with Improved Alignment - construct a new two-lane bridge generally north of the existing bridge that flattens the curves on both ends.
- ☐ Adjacent Upstream - construct a new two-lane bridge approximately 50 feet north of the existing bridge avoids the marina on the east end.
- ☐ Adjacent Downstream - construct a new two-lane bridge approximately 50 feet south of the existing bridge.
- ☐ Skewed Downstream - construct a new two-lane bridge adjacent to the existing bridge on the west that deflects away from the existing bridge.

*Alternatives Considered but Eliminated - The far upstream alternative would construct a new bridge approximately 1/2 mile upstream of the existing bridge. The far downstream alternative would construct a new bridge just upstream of the existing Kansas City Southern Railway bridge.*

Please make comments on back or online at [modot.org/northeast](http://modot.org/northeast).



1 of 2

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Various alignments being considered are pictured on the left. The initial planning phase of this project began more than a year ago. Numerous public meetings have been held in Louisiana to gain public input into the construction of the bridge. The Sny is vitally interested in this project for a number of reasons. In looking at the regional view of flood control and flood protection for the upper Mississippi, it is our feeling that the new bridge should be elevated 15' over the 500 year flood elevation on piers as it passes over the main stem river levee at Pike Station. This will allow for the implementation of future flood control projects as well as adequate levee maintenance under the bridge span. In addition, it will insure the viability of the free flow of traffic over the river during future flood events. The existing fill providing the road surface between the Sny river

levee and the initial bridge span of the current road should be removed from the floodway upon completion of the new bridge. The removal of the fill will facilitate better river conveyance through the area during future flood events. We will continue to cooperate with our local, state and federal officials as planning continues. It is essential that we plan for the future to prepare for better flood protection and insure that continued economic growth, strength and vitality are supported by a strong infrastructure. If we don't do this now, then who will?



State Rep. C.D. Davidsmeyer Conferring With Sny Officials on Various Issues



Yet again we want to take this opportunity to thank all of you, our landowners, for your support throughout this past year. For without you, there would be no Sny. We will continue our efforts to provide you with the most efficient and responsive system of flood protection and drainage possible. If you ever have questions about what is going on in the Sny, please don't hesitate to contact us at the Sny Business Office.

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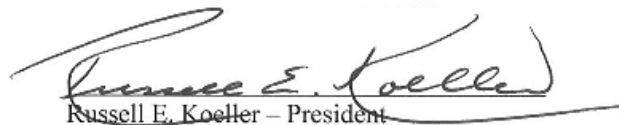
### **HOLIDAY GREETINGS!**



*A most joyous holiday season is upon us! It's that time of year when our children and grandchildren are eagerly anticipating a visit from Santa while we look to take a few days to rest up from the hustle and bustle of the season. We at the Sny want to take this opportunity to wish you and yours a Merry Christmas filled with all the joy and happiness of the season. And we also wish you the safest, healthiest and most prosperous New Year for 2014.*

In observance of the approaching holiday season, the Sny Business Office will be closed on Christmas Eve and Christmas Day, December 24 & 25 as well as New Year's Eve and New Year's Day, December 31 and January 1.

If you would like to access this year's as well as previous newsletters electronically, they can be found at [www.snyisland.org/newsletter.htm](http://www.snyisland.org/newsletter.htm)

  
Russell E. Koeller – President

  
Dan Lundberg – Secretary

  
Brady Borrowman - Commissioner

**SNY ISLAND LEVEE DRAINAGE DISTRICT**  
**STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES**  
**GOVERNMENTAL FUNDS**  
**YEAR ENDED OCTOBER 31, 2012**

	General Annual Maintenance	Capital Projects Fund Reserve Fund Fall Creek	Permanent Fund Reserve Fund Seepage	Total Governmental Funds
<b>REVENUES</b>				
Assessments	\$ 1 863 184	\$	\$	\$ 1 863 184
Material and pipe sales	50 369			50 369
Lease income	17 750			17 750
Farm income	37 280			37 280
Investment earnings	3 049	2 108	7 969	13 126
Miscellaneous	19 509			19 509
Total revenue	<u>1 991 141</u>	<u>2 108</u>	<u>7 969</u>	<u>2 001 218</u>
<b>EXPENDITURES</b>				
Current:				
General administration				
Payroll	107 791			107 791
Office supplies	5 653			5 653
Building utilities and maintenance	8 157			8 157
Insurance	81 298			81 298
Legal and audit	94 379			94 379
Engineering	206 694			206 694
Miscellaneous	33 112			33 112
Pumping Operations				
Payroll	64 338			64 338
Operating expenses	327 919			327 919
Heavy Equipment Operations				
Payroll	137 095			137 095
Equipment expenses	32 936			32 936
Other Operations				
Payroll	53 765			53 765
Equipment expenses	130 487			130 487
Pipe and wire rope	43 177			43 177
Shop supplies and maintenance	11 055			11 055
Levee and ditch maintenance	119 350			119 350
Miscellaneous				
Payroll taxes	33 967			33 967
Employee benefits	91 332			91 332
Debt Service:				
Principal	67 157			67 157
Interest	159 681			159 681
Capital Outlay:	2 825			2 825
Total expenditures	<u>1 812 168</u>	<u>-</u>	<u>-</u>	<u>1 812 168</u>
<b>OTHER FINANCING SOURCES</b>				
Loan Proceeds	203 000			203 000
Net change in fund balances	381 973	2 108	7 969	392 050
Fund balances - beginning	(2 347 230)	562 331	1 808 345	23 446
Fund balances - ending	<u>\$ (1 965 257)</u>	<u>\$ 564 439</u>	<u>\$ 1 816 314</u>	<u>\$ 415 496</u>

The accompanying notes are an integral part of these financial statements.

This financial information presents a statement of revenue and expenditures for the fiscal year ending October 31, 2012