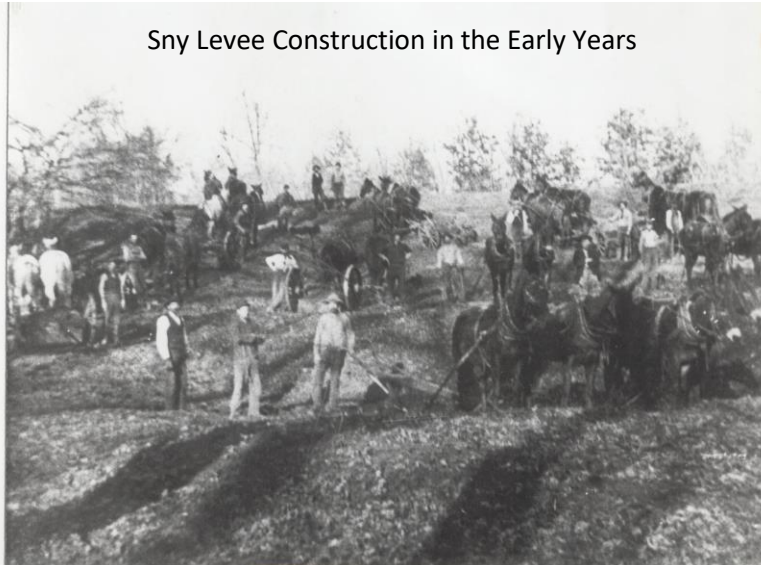


# SNY ISLAND LEVEE DRAINAGE DISTRICT

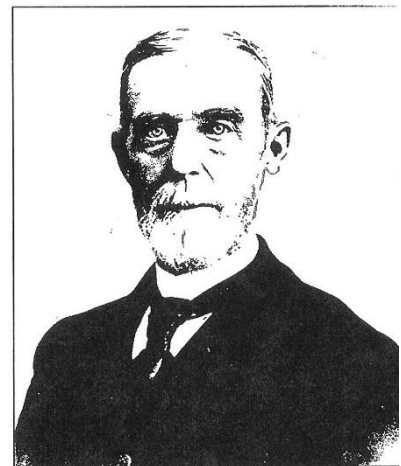
## 2018 ANNUAL NEWSLETTER

Often times, but not always, the introductory paragraphs of the annual newsletter provide a glimpse of history in the life of the Sny Island Levee Drainage District. We look back on



historical figures or events that helped shape the foundation upon which the Sny was built. We reflect on the conditions residents of the Sny enjoyed and perhaps at the same time endured, as they went about their daily lives. We remember

our roots. It seems important to do this because it makes us stop and think about where we are today, and where we might be if not for those who came before us who had a vision of what the Sny Island Levee Drainage District could become, and struggled to get it there.



*C.M. Clark*

One might say that the Sny “was born” in 1872 through the leadership of C.M. Clark, pictured on the right. The Sny came about through legislative efforts in the Illinois State Assembly that introduced drainage law in the State of Illinois. In fact, the first drainage district in the State of Illinois was Sny Island. However, the drainage law that created the Sny was found unconstitutional. That legislation was revised in a subsequent constitutional convention. The Sny was then officially recognized in 1879. In the ensuing years, levee construction was accomplished through local efforts using teams of mules. These backbreaking efforts weren’t without challenges as more than 16 river levee breaks were officially documented in the 1880’s and early 1900’s. It’s likely many more went un-documented.

The 1950’s saw efforts initiated to apply for federal assistance to make improvements to the Sny Island Levee Drainage District. It was in the 1930s, 40’s and 50’s that the United States Congress passed flood control acts in an effort to prevent catastrophic flooding in

the upper Mississippi Valley while at the same time addressing the increase in the navigation channel to a depth of nine feet from its previous depth of six feet. The Sny received initial Federal funding of \$500,000.00 in the late 1950's to start the design and initiate construction of what we now know today as the Sny Island Levee Drainage District. Total Federal involvement came to \$15,547,046.00. Sny landowners kicked in \$3,382,497.00. The 1960s saw a flurry of construction activity with the construction of our three pump stations, numerous sedimentation basins, the raising of the main stem Mississippi River levee, the cleaning of a significant portion of the Sny channel and the construction of our diversion channel levees.



Shown above is Congressman Sid Simpson (center) displaying the pen President Eisenhower used to sign the bill that included \$500,000.00 for the start of the Sny project. Pictured on the left was the Chairman of the Sny Landowner Committee, Charles Dustin. Shown on the right was the Chairman of the Sny Commissioners, Paul Nichols. You might say this was a “rebirth” of the Sny Island Levee Drainage District with the design and construction of the system as we know it today. It has been estimated that total land value in the Sny in 1965, just prior to the completion of the Sny project more than 50 years ago, was \$45,000,000.00. Total value of land in the Sny Island Levee Drainage District today is estimated at \$1,000,000,000.00. The investment in the Sny project by Sny landowners and the Federal Government in the early 1960s has proven to

be a wise one. Because of this project, subsequent generations have had the opportunity to prosper.

The Sny is now in the midst of what can be termed as yet another “rebirth” with the December 22, 2017 ruling of the Circuit Court of the Eighth Judicial Circuit approving the following:

1. The construction of two new pump stations to be located next to Pump Stations 1 and 3A providing additional pumping capacity at ever higher river stages.
2. The construction of nearly four miles of levee berm at the north end of Reach 1 to reduce and better control seepage.
3. The installation of a “cut-off” wall at Pump Station 1 to alleviate seepage causing sinkholes to develop around the existing pump station during high water.

And then in a subsequent decision from the same Court on August 2 this year, approved an assessment roll on land in the drainage district to fund the projects.



What led up to these rulings was a series of landowner meetings over a three-year period beginning in 2014 addressing serious interior flooding in 2010, 2013, 2015 and 2016. The flooding was a result of a series of heavy rain events throughout the system at the same time river stages were higher than normal. Pumping against these high river stages significantly reduced the efficiency of our pump stations. We weren't pumping much water while still burning a lot of diesel fuel. We couldn't get the water out of the system fast enough to prevent serious crop loss. Why? Our system today was designed to pump against much lower river stages than we are seeing now. An example would be that in the 2008 flood with river stages at 27' to 28', we



could not keep up with just the seep water coming into the system from the river, let alone account for any rain events. We were losing ground at the pump stations daily, yet burning approximately 7,500 gallons of diesel fuel every 36 to 48 hours.

Following the August 2 ruling authorizing the assessment roll, the bidding process for construction of the two pump stations and the “cut-off” wall went full speed ahead. Ultimately, bids were requested on the purchase of four diesel engines to power the new pumps, four new pumps and gearboxes to be installed in the pump stations, as well as constructing the pump station structures themselves. The following bids were awarded by the Sny Commissioners, the low bids submitted for each category. The estimated time for constructing Pump Station 1 is 670 days. Pump Station 3A is estimated to be completed in 600 days. Construction is underway at both locations. We would be remiss in not acknowledging the cooperation of the Cincinnati Township Road Commissioner Bill Lundberg, Kinderhook Township Road Commissioner Paul Kenady and Pleasant Hill Township Road Commissioner Matthew Neese for their cooperation in facilitating the movement of increased traffic on township roads as the construction begins.

Four pumps and gearboxes	Pentair (Fairbanks Morse)	\$3,195,000.00
Four diesel engines	MTU	\$2,896,000.00
Pump Station 1	Bleigh Construction	\$7,323,504.70
Pump Station 3A	Magruder Construction	\$8,372,722.70





**ONE OF TWO PROPOSED SEEP  
WELLS UNDER CONSTRUCTION  
AT PUMP STATION 3A**



**ONE SEEP WELL COMPLETE**





**INITIAL EXCAVATION – PUMP STATION 1**

**PILING FOR USE IN CONSTRUCTION**



**PUMP STATION 1 EXCAVATION**



**PUMP STATION 1 SITE  
NOVEMBER 29, 2018**



Upon completion of the new structures, under certain conditions our pumping capacity will increase by 57% at Pump Station 1 and 70% at Pump Station 3A. Currently, we can pump up to 400,000 gallons of water per minute under normal conditions at Pump Station 1. That will increase to 628,000 gallons of water per minute with the addition of the new station. At 3A, our current capacity under optimal conditions is 540,000 gallons of water per minute. That will increase to 918,000 gallons per minute with the addition of the new station. Keep in mind, we will continue to maintain and operate the existing pump stations. The inefficiency of the current stations really shows up during extreme flood events with river stages in the 24' and 25' range and upward. Under normal or near normal conditions, our current stations operate quite well and will be used. For your review, we have provided statistics on fuel usage at each pump station later in the newsletter. Each load of fuel is competitively bid among several vendors.





Not to be forgotten in the excitement of the construction of the pump stations is the construction of four miles of levee berm from just south of the '93 Break Site north to Brockmeyer's Crossing at the north end of Reach 1. Great cooperation was extended to the Sny from Ken and Sandy Crim on the purchase of sand from a tract of land they own in Fall Creek Township for transport to the main stem river levee. We also



**SNY EXCAVATOR LOADING VOLVO  
QUARRY TRUCK AT EXCAVATION SITE**



received great cooperation from the Fall Creek Township Board and Township Road Commissioner-Bob Perry as well as the Levee Township Road Commissioner, Ted Schwartz, in allowing us the use of township roads to get the sand to the levee.

This section of levee, including the '93 Break Site, has proven to be extremely seepy during previous high-water events. That, coupled with a lack of roads to the most critical areas of this section of levee prompted the need to strengthen this extremely vulnerable area. Volvo 40-ton quarry trucks, driven by Sny staff, were leased to transport about 30 cubic yards of sand per load to the levee. Sny equipment and staff were used to load the trucks as well as prepare the levee to receive the sand and to finish the berm section when an adequate amount of sand had been

dumped in place. About 2' to 3' of topsoil was removed and stockpiled with Sny equipment to expose the sand on the Crim property borrow site. Once enough sand was excavated from a given area, the topsoil was replaced and regraded with the area ready for farming. An estimated 380,000 cubic yards of sand will be needed to complete the project by late January, 2019.



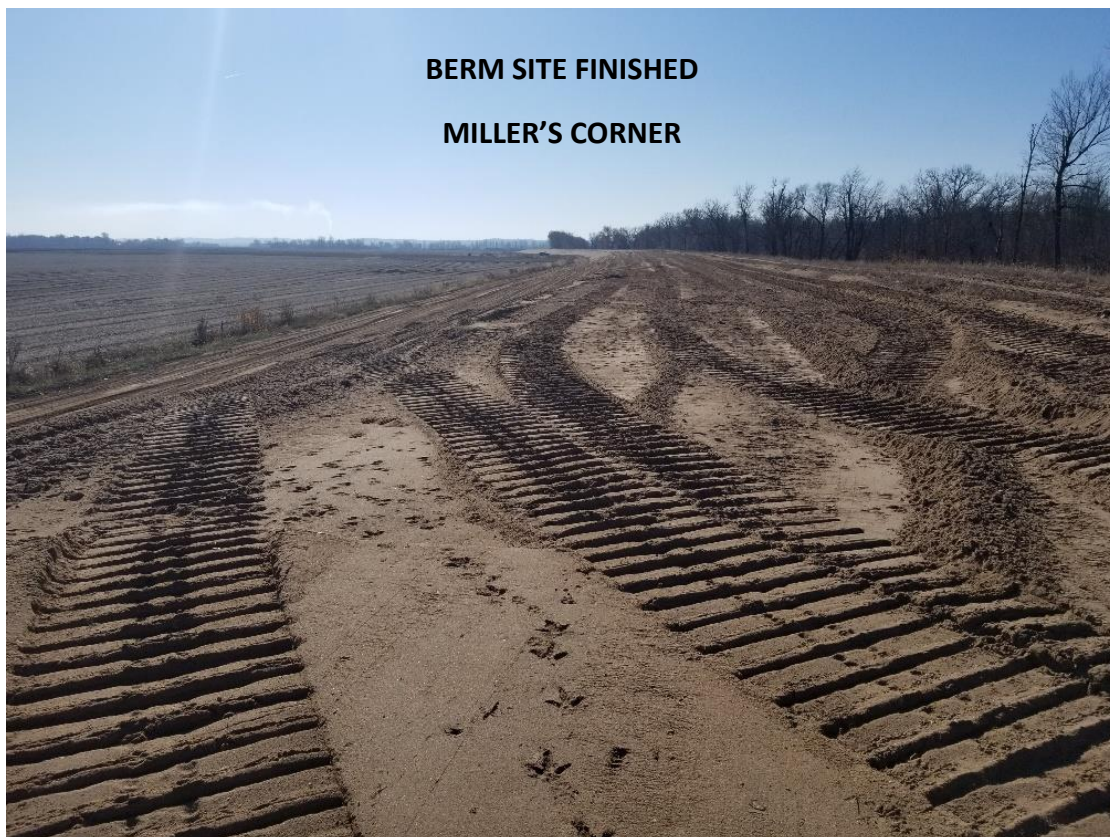
**'93 BREAK SITE BERM  
CONSTRUCTION**



**BERM SITE UNFINISHED MILLER'S CORNER**  
**NORTH OF '93 BREAK SITE**



**BERM SITE FINISHED**  
**MILLER'S CORNER**





In addition to the 3.9 mile levee berm project approved in the 16<sup>th</sup> Additional Assessment, through a donation of the Hull Flood Committee formed in the aftermath of the Great Flood of '93, the berm project was extended an additional ¼ mile south. In the Flood of '93, the Committee facilitated the recovery of the Hull area through the receipt and distribution of donations. Some revenue remained in the Committee's account after the flood. The Committee donated \$36,000.00 from that account to fund the construction of the additional berm.

In discussing the Great Flood of '93, Pike County Farm Bureau sponsored a pork chop dinner in July at the old Hull Elementary School commemorating the 25<sup>th</sup> anniversary of the flood. The event was a great success! It provided an opportunity for many who worked so hard



in the flood fight to sit and share stories of events that shaped the lives of residents of the area for years to come. A big thank you to Blake Roderick for all his work in putting together the event along with Farm Bureau members who grilled the pork chops as well as the café staff who helped serve.

In yet another cooperative venture involving Illinois Farm Bureau, Pike County Farm Bureau, Two Rivers Farm Bureau Foundation and the Sny, 2018 marked the third and final year of a program funding the Pike County Water Quality Study. The program tested concentrations of Nitrates and Phosphorous at various stream locations in the District as part of Illinois Farm Bureau's Nutrient Stewardship program addressing water quality concerns in the Mississippi River. Water samples from 17 sites in the District were collected by Sny staff monthly from April through November. Those samples were sent to an independent lab in Springfield, Illinois for analysis. Test results from all sites throughout the three-year program showed no instance where concentrations of nitrates and phosphorous exceeded drinking water standards before entering the Mississippi River at Sny pump stations and diversion channels. It's this type of research that can be used to offset many of the negative comments voiced about today's farming practices.

It is with sadness that we report on the passing of long time Sny Island Levee Drainage District Commissioner Jack L. Borrowman on October 22. A life long Pike County, Illinois farmer, Mr. Borrowman served on the Board from September of 1986 through August of 2007. Jack held the offices of President and Secretary of the Board for many years. He joined his fellow Commissioners on many trips to Washington, D.C. meeting with Congressmen, Senators and their staff promoting flood control and navigation along the Mississippi River. Mr. Borrowman was a very progressive Commissioner, always looking for ways to improve and streamline the operation of the drainage district. He was instrumental in helping usher in the age of hydraulic excavators to replace the old draglines that were used to insure proper drainage in the system. He was



President of the Board in 1992 when the District purchased a new and bigger lowboy to safely and easily transport the Sny's heavy equipment to meet the drainage needs of the landowners. In fact, that lowboy is still used by the District today. Mr. Borrowman will be remembered for stepping forward to help lead this drainage district for 21 years.



We also want to take note of the approaching retirement from the U.S. Army Corps of Engineers a true friend of the Sny for more than 25 years. John Quick was a part of and for many years led the Corps'

flood-fighting team in assisting the Sny in many flood events including the Great Flood of '93,



highest flood of record in the area, and the Flood of 2008, the second highest flood in the history of the upper valley. John also led the Corps' inspection team on annual visits to the Sny. His loyalty and friendship to us over the years is beyond reproach. He is indeed a lifetime member of the Sny family. John in retiring from the Corps in January, 2019. We wish John and his family nothing but the best in his retirement.

Did you know this fall we experienced one of the top ten flood events in the history of the upper valley. The river crested at 24.8' on the Hannibal gauge on October 12, 22.6' on the Louisiana gauge on the 13<sup>th</sup> as well as 33.1' on the Lock & Dam 24 tailwater gauge on the 13<sup>th</sup>. We experienced quite a bit of rain this fall, but the bulk of that flooding came from extremely heavy rains in Iowa and further north.

Total Gallons of diesel fuel delivered to pump stations 1, 3A, & 4 "by month" per individual year.													Yearly
	January	February	March	April	May	June	July	August	September	October	November	December	Total Gal
1996	0	0	43,708	21,650	108,839	58,505	22,202	0	0	0	29,207	7,400	291,511
1997	0	14,518	36,478	7,300	58,119	22,309	0	0	0	0	0	0	138,724
1998	0	30,005	36,204	80,214	59,260	44,014	45,005	15,001	14,435	0	29,701	0	353,839
1999	0	14,701	22,000	59,700	29,301	52,099	22,102	0	0	0	0	22,199	222,102
2000	0	0	0	0	0	37,105	14,900	0	0	0	0	0	52,005
2001	0	7,402	29,909	44,014	111,912	59,171	22,627	0	0	0	0	0	275,035
2002	0	0	15,057	29,800	112,357	44,506	0	0	0	0	0	0	201,720
2003	0	0	0	0	21,730	29,311	14,808	0	0	0	0	14,804	80,653
2004	0	0	44,123	14,732	29,916	43,718	0	14,694	15,000	0	0	0	162,183
2005	0	0	29,596	14,604	35,905	0	0	0	0	0	0	0	80,105
2006	0	0	14,698	15,061	7,484	15,100	0	0	0	0	0	0	52,343
2007	0	0	0	37,038	29,583	0	44,702	21,911	0	0	0	0	133,234
2008	0	22,734	37,006	22,195	126,786	126,478	119,234	29,975	44,918	0	0	22,098	551,424
2009	22,384	0	37,587	51,600	90,230	37,084	7,600	22,697	0	29,728	74,535	22,549	395,994
2010	0	15,170	50,981	75,016	60,111	118,892	88,951	74,564	82,060	14,684	7,600	0	588,029
2011	0	14,760	44,874	82,244	82,694	89,616	22,454	14,600	0	0	0	0	351,242
2012	0	22,235	0	15,000	7,500	7,451	0	0	0	0	0	0	52,186
2013	0	0	22,501	97,087	156,097	103,911	22,585	0	0	0	0	0	402,181
2014	0	0	0	37,109	30,198	37,200	81,354	22,204	22,031	29,590	0	0	259,686
2015	0	29,718	0	0	14,520	125,588	125,849	22,205	0	0	15,002	80,999	413,881
2016	29,346	14,863	36,179	14,621	36,611	0	22,366	14,405	21,927	14,704	14,813	7,598	227,433
2017	14,845	7,503	15,113	37,515	134,157	51,795	7,002	0	0	7,359	0	7,338	282,627
2018	0	7,500	14,849	22,237	29,953	21,830	30,337	7,415	14,666	66,106	22,636		237,529

The chart above shows diesel fuel purchased at each of the Sny's three pump stations by month starting in 1996. The trend of increased annual purchases of diesel fuel started in 2008. You will note that this year we were having a really good year for purchases compared to previous years until October hit. Those high river stages were the main reason for purchasing about 89,000 gallons of diesel fuel in the months of October and November. The river stages contributed to not being able to open gravity gates at Pump Stations 3A and 4 as well as increasing the amount of seep water coming into the District resulting in increased pumping. The moral of the story is, **Mother Nature Will Have Her Way!**

We did experience a failure of pump #1 during the year at Pump Station 4. It was installed new in January of 2002. In fact, all three pumps at Pump Station 4 were installed new between May of 2001 and January of 2002. Last year, pump #3 at this location broke down. Since two of the three pumps have had problems within a few months time of each other and all three pumps

have about the same number of hours on them, we plan to pull pump #2 for inspection and possible repair work this winter before we get into the heavy pumping season next year. In



looking back on the activity at Pump Station 4, since 1995, new Caterpillar industrial engines have been put into use along with three new stainless steel pumps. All three of the current Cat engines have also been overhauled in the last few years.

Lest we forget, work continues on yet another major infrastructure improvement project that will positively impact the Sny for generations to come; the replacement of the Champ Clark Bridge crossing the Mississippi from Louisiana, Missouri into Reach 3 of the Sny at Pike Station. When combining the cost of this new bridge coupled with the new pump stations and levee berm projects, more than



\$90,000,000.00 worth of work is currently underway in the Sny.





**SNY COMMISSIONERS AND STAFF MEET WITH R.D. JAMES,  
ASSISTANT SECRETARY OF THE ARMY FOR CIVIL WORKS**

The Sny continues to make its presence felt in Washington, D.C. as well as at meetings throughout the valley in an effort to represent the best interests of the landowners of the Sny. The Sny Board and Superintendent were in Washington in March of 2018 attending legislative meetings of both the National Waterways Conference and the Mississippi Valley Flood Control Association, both organizations that the Sny holds memberships in. A major part of this visit was meeting with various

Congressmen, Senators and Corps of Engineers leadership addressing flood control and navigation issues. The Board was back in Washington, D.C. in October continuing to address these issues. In addition, the Sny was represented at meetings of the Upper Mississippi Illinois and Missouri Rivers Association to help strengthen that organization's efforts in addressing the flood control needs of the upper valley.

As we close out 2018 and look forward to life in the Sny next year, we are reminded of the Holiday Season at hand. We at the Sny wish all of you a very Merry Christmas and a happy and prosperous 2019. Please be safe in your travels and we wish all of you the very best that the New Year has to offer.

In observance of the Christmas and New Year's holidays, the Sny Business Office will be closed December 24 and 25 as well as December 31 and January 1.

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

The financial information on the last page of the newsletter presents a statement of revenue of expenditures for the fiscal year ending October 31, 2017.

*Brady Borrowman*  
Brady Borrowman – President

*Russell E. Koeller*  
Russell Koeller – Secretary

*Dan Lundberg*  
Dan Lundberg - Commissioner

**SNY ISLAND LEVEE DRAINAGE DISTRICT**  
**STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES**  
**GOVERNMENTAL FUNDS**  
**YEAR ENDED OCTOBER 31, 2017**

	General Annual Maintenance	Capital Projects Fund Reserve Fund Fall Creek	Debt Service Fund	Permanent Fund Reserve Fund Seepage	Total Governmental Funds
<b>REVENUES</b>					
Assessments	\$ 1 898 241		\$ 475 900		\$ 2 374 141
Material and pipe sales	75 809				75 809
Lease income	17 500				17 500
Farm income	35 970				35 970
Investment earnings	3 296	\$ 1 487		\$ 5 045	9 828
Miscellaneous	3 016		16		3 032
Total revenue	<u>\$ 2 033 832</u>	<u>1 487</u>	<u>475 916</u>	<u>5 045</u>	<u>2 516 280</u>
<b>EXPENDITURES</b>					
Current:					
General administration					
Payroll	118 064				118 064
Office supplies	6 822				6 822
Building utilities and maintenance	10 743				10 743
Insurance	109 321				109 321
Legal and audit	483 947				483 947
Engineering	59 164				59 164
Miscellaneous	77 492				77 492
Pumping Operations					
Payroll	154 056				154 056
Operating expenses	571 495				571 495
Heavy Equipment Operations					
Payroll	109 631				109 631
Equipment expenses	29 582				29 582
Other Operations					
Payroll	27 571				27 571
Equipment expenses	51 925				51 925
Pipe and wire rope	63 326				63 326
Shop supplies and maintenance	12 143				12 143
Levee and ditch maintenance	59 250				59 250
Miscellaneous					
Payroll taxes	38 685				38 685
Employee benefits	132 566				132 566
Debt Service:					
Principal	175 650		339 000		514 650
Interest	17 831		11 051		28 882
Capital Outlay:	1 267 621				1 267 621
Total expenditures	<u>3 576 885</u>	<u>-</u>	<u>350 051</u>	<u>-</u>	<u>3 926 936</u>
<b>OTHER FINANCING SOURCES</b>					
Transfers	( 19 431)		19 431		-
Debt Certificate proceeds	836 000				836 000
Proceeds from Note Payable	779 581				779 581
Proceeds from land easement	9 200				9 200
Net change in fund balances	<u>62 297</u>	<u>1 487</u>	<u>145 296</u>	<u>5 045</u>	<u>214 125</u>
Fund balances - beginning	(2 212 421)	570 507	236 941	1 838 233	433 260
Prior period adjustment (See Note 8)	14 687				14 687
Fund balances - ending	<u>\$ (2 135 437)</u>	<u>\$ 571 994</u>	<u>\$ 382 237</u>	<u>\$ 1 843 278</u>	<u>\$ 662 072</u>

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