The Vanderburgh County Drainage Board met in session this 16th day of April, 2019 at 3:24 p.m. in Room 301 of the Civic Center Complex with President Jeff Hatfield presiding.

**Call to Order**

President Hatfield: We’ll call the April 16th Drainage Board to order.

**Pledge of Allegiance**

President Hatfield: Let’s all stand for the Pledge of Allegiance.

(The Pledge of Allegiance was given.)

**Approval of the April 2, 2019 Drainage Board Meeting Minutes**

President Hatfield: The first item on the agenda is approval of the previous minutes.

Commissioner Musgrave: Move approval.

President Hatfield: Motion to approve—

Commissioner Shoulders: Second.

President Hatfield: Second. All of those in favor say aye.

All Commissioners: Aye.

President Hatfield: All those opposed.

(None opposed)

President Hatfield: The motion carries.

*(Motion approved 3-0)*

**Construction in Floodway (2): ADM Grain Company**

President Hatfield: Jeff, why don’t you start off? First is Construction in Floodway, (2)-ADM.

Jeff Mueller: Yeah, you’ve got two applications, or two Construction in Floodway permits before you. As with always, DNR always copies the County Drainage Board. These are both for ADM along the Ohio River. I don’t have any comments. Really, when it comes to the Ohio River, I figure DNR knows what’s going on better than we do, and if they’re going to approve it, I’m fine with it.

President Hatfield: Okay.

Jeff Mueller: So, they’re for your—

President Hatfield: Do we have any action to take?

Jeff Mueller: No.

President Hatfield: Okay.

**Rexing Creek Sewer Crossing: EWSU**

President Hatfield: Rexing Creek sewer crossing.

Jeff Mueller: Okay, I’m going to let Water & Sewer review a document that you have in your packet. They did go through these alternatives with me, and they came up with what
I’ll call a compromise, which I’m much more comfortable with than what we were previously in our discussions. But, I would like them to kind of talk to you a little bit about it so you’ll understand it. Then I can give my final comment on it, okay? Let’s see what’s going on here. Yeah, you should be able to pull it up now.

Laura Rightler: Thank you very much. My name is Laura Rightler. I’m with Civil Design, Inc., and I’m the engineer for Evansville Water & Sewer Utility. I’ll start by giving a brief project description. So, the Busler lift station is currently located just south of Interstate 64 and east of U.S. Highway 41. They are about 40 feet south of Rexing Creek. If you have the document in front of you, Rexing Creek crosses about here. This red dot right here represents Busler, and north of that across the creek on the other side, is the Interstate Crossing. So, the new Interstate Crossing lift station was designed and constructed by Vanderburgh County officials with the intent of abandonment of the Busler lift station, and has a capacity to provide service for future development. If you go to the next page of the package that you have in front of you, you should have two pictures that represent the status of the existing Busler lift station, which is to the left. You can see the wet well as well as the control building, which is in dire need of repair. It was built, I believe, its old infrastructure, and the newer lift station which is on the right, which is the Interstate Crossing. The existing one has about 250 gallons per minute capacity, the newer one operates between 150 to almost a thousand gallons per minute. If you go to the next page I will give a brief description of the existing sewer infrastructure. So, the existing sewer system to Busler lift station consists of a ten inch gravity sewer. It receives influent from north and south and east of the lift station, and mainly serves commercial development. There is quite a bit of potential for future commercial development within this area, which is why the Interstate Crossing lift station was built. So, our original design was approximately 920 feet, I’m going to go to the next one, that’s the red line that is shown coming from the Busler lift station, and crosses the creek and connects to an existing manhole that’s north of Rexing Creek. This then feeds to an existing gravity line, which goes to the Interstate Crossing lift station, and then has an F-1 six inch force main that goes to the waste water treatment facility. The advantages for this was, (1) we designed it so that it was outside the regulated 75 foot buffer required by the Drainage Board. This area is also within the floodway and floodplain, so we avoided having to get a floodplain development permit. So, we went across here, just outside of the regulated buffer, and then crossed over and connected to an existing manhole and made use of an existing influent line. We did contact the U.S. Army Corps of Engineers and the Wildlife Service, DNR, and they ensured us that they did not need anything other than an administrative review of the plans with the original design. However, we have two stream crossings, and following our first submittal in, I believe that was February 26th, the Drainage Board was not in favor of this because of the insufficient depth of cover. It was less, about 1.5 foot. There was also higher risk of the pipe being exposed, due to erosion, and there’s an easement that is required from this property south of Rexing Creek. So, after meeting with the Drainage Board and talking with Evansville Water and Sewer Utility, we have come up with an alternative design. The alternative design mainly gets rid of an existing crossing right now that is almost exposed. So, there’s an existing 10 inch line that crosses Rexing Creek right now that’s almost exposed, so what we will do is replace that existing line and leave it in better condition than it was. So, we’ll have better infrastructure, and will also provide at least two foot of cover, which is more than what was provided before, and currently there’s hardly any cover on that existing pipe. That then also still connects to the manhole that’s north of Rexing Creek. So, the advantages of this one, there’s only one stream crossing, the channel and slope stabilization of the area, there’s currently significant erosion and bank destabilization in the area. Then the proposed depth exceeds and improves the cover by almost two feet, and there’s improved sewer infrastructure. This also uses existing utility sewer that they currently have from this manhole north of Rexing Creek, and will not require to get private easement from this property owner. We did go ahead and have additional considerations to try and get the three foot of cover that was required. If you look at the next exhibit I will go through these options. This option would require that we replace the existing line from Busler, cross the Rexing Creek, and go ahead and replace the line all through to the Interstate Crossing lift station. That would almost, actually it would over double the length of the sewer main that was being designed, as well as being constructed. In addition, we would not be able to get three feet of cover, unless we lowered the lift station that is currently at Interstate Crossing. There is possibly going to be excavation in rock, given by the previous
geotechnical investigation that was provided in that area. The pumps would also have to be replaced, because the level of which they operate, they wouldn’t work with lowering the new, to be able to get the new influent line to be able to provide sufficient flow.

Commissioner Musgrave: So, you’re going to lower the Interstate Crossing lift station?

Laura Rightler: We hope not to. This is just the only way we could three feet of cover. So, we can’t get three feet of cover. The only way to get three feet of cover is if we lower that lift station. So, we have found an alternative that does not require lowering that lift station, and saves almost design cost as well as construction costs. So, our recommendation, we also reviewed putting in an inverted syphon, because that was brought up in the last meeting as well. If you look at the profile that’s provided, you can see that the current design and grade only allows for about .22 percent, and to be able to have an inverted syphon you should, you must be able to have upstream head to be able to push the flow and for it to continue flowing. So, we do not have the hydraulics, the hydraulics don’t work for us to be able to put in an inverted syphon. Therefore we do go back, our recommendation is to go with—

President Hatfield: You don’t have the hydraulics for a force main?

Laura Rightler: No, for a pump station?

President Hatfield: No, no for the inverted syphon?

Laura Rightler: No, we can’t put in an inverted syphon without having to put, unless we provide some way to lift it. We will not have the hydraulics to be able to push it through gravity and have a syphon. If we were to have an inverted syphon, we would have to put a smaller lift station where Busler is currently to provide the head.

President Hatfield: Okay.

Laura Rightler: So, our request is for us to go with the recommended option, and be able to remove the existing ten inch, there’s already an existing ten inch that is in poor condition, take it out and provide another line that’s in a lower elevation, provide at least two feet of cover and do some stream stabilization to minimize any erosion.

President Hatfield: Which option was that?

Laura Rightler: That is option shown on the sheets you have, should be exhibit number—

President Hatfield: Three?

Laura Rightler: --two. Three, yes, it’s exhibit number three.

President Hatfield: So, option three—

Laura Rightler: Yes.

President Hatfield: --is what you’re recommending?

Laura Rightler: Yes.

President Hatfield: And that gives you two foot of cover?

Laura Rightler: It gives us at least two foot of cover and we do not have to reconstruct the Interstate lift station, yes.

President Hatfield: Jeff, how do you feel about that?

Jeff Mueller: Well, what I like, this was a good thing we met, was it gives, there’s a ten inch line that’s sitting there almost at grade, and that’s going away. So, we’re not getting the three foot of cover, but we’re getting two foot of cover and we’re getting rid of the ten inch line that would be a problem in the future. So, I think this was a good middle of the road option. I mean, their first option, which wasn’t the one I liked, I think they estimated at $346,000. The option they’re recommending is at $524,000. To go with the three feet of cover it’s a million dollars. So, this way it’s a nice compromise, and, like I said, the fact that they’re getting rid of that ten inch line that’s sitting there that we weren’t aware of before, I like it. So, I think we’ve gained a lot by doing this. We had a nice discussion,
went through these things, and, you know, it’s apparent, if you’ve got other questions, but it’s a nice compromise.

President Hatfield: Thank you for working with the Surveyor. I did run into the Board President and a Board Member out in the hallway after their meeting, and we talked about it a little bit, and I’m glad that middle ground was found. What action do you need from us, Jeff?

Jeff Mueller: Just to approve their application as submitted.

President Hatfield: Okay.

Commissioner Musgrave: Okay, that’s the wording of the motion that you would like to have?

Jeff Mueller: Let me make sure of that, okay?

Commissioner Musgrave: While you’re being not sure, when do they remove this old lift station and the piping?

Laura Rightler: So, during construction, part of the construction method includes bypass, to bypass the flow to the next downstream manhole, and we will be able to move that existing line. During construction, which is—

Commissioner Musgrave: I guess I would like that to be part of the motion, Jeff.

Jeff Mueller: Okay, I’m fine with that. And, yeah, the application as submitted, because it refers to the exhibits, okay?

Commissioner Musgrave: Motion to approve the application as submitted, with the exhibits and the understanding that the old line and lift station are to be removed during this construction process.

Commissioner Shoulders: I will second the motion.

President Hatfield: Just to be clear, it was option two?

Commissioner Shoulders: Three.

President Hatfield: Or three?

Commissioner Shoulders: Three.

Laura Rightler: Option two is the recommended option, but it’s still exhibit three.

Jeff Mueller: Yeah, it’s option two, exhibit three. Yes, you are correct.

Commissioner Musgrave: My motion—

President Hatfield: Option two, exhibit three.

Jeff Mueller: Yes.

President Hatfield: Because exhibit, or option three was not what I recognized as what you were doing.

Laura Rightler: No, option two.

President Hatfield: In your handout.

Laura Rightler: Option two is the recommended option.

Commissioner Musgrave: That’s my motion.

President Hatfield: Yeah, you’re recommending, a motion should recommend option two in the handout provided by the application to affect Vanderburgh County regulated drain.

Commissioner Musgrave: And, it does.

President Hatfield: At Rexing Creek. And, you got a second.
Hunter Chase Update

Jeff Mueller: Moving forward, Hunter Chase update. We're still waiting on some easement documents. I know Craig has been on the phone with Shannon Frank on those documents, and there's some indemnification language that they still also have to provide, and there's a few other things that still have to be provided. They're still working on it, so, we're kind of—

President Hatfield: It's just a civil matter until they come here.

Jeff Mueller: That's, I think that's the best way to sum it up, yes.

President Hatfield: Yeah.

Ditch Maintenance Claims

Jeff Mueller: You've got two claims, and I just made a copy of them for you, since we didn't need to make a spreadsheet. I do want to point out that the work on Henry Ditch along Kansas Road was actually 2018 approved work, while the mowing on Bonnie View Extension and the Summit Place is one of the first blue claims for 2019, for the 2019 work. So, I'm asking for those two to be approved.

President Hatfield: Okay.

Commissioner Musgrave: Motion to approve.

Commissioner Shoulders: Second.

President Hatfield: Madelyn.

Madelyn Grayson: Commissioner Shoulders?

Commissioner Shoulders: Yes.

Madelyn Grayson: Commissioner Musgrave?

Commissioner Musgrave: Yes.

Madelyn Grayson: President Hatfield?

President Hatfield: Yes. Those pass.

(Motion approved 3-0)
Other Business

President Hatfield: Is there any other business? Do we have anybody out in the audience?

Jeff Mueller: Just let the record show I am wearing a St. Louis University shirt. My girls get kind of jealous when I don’t equal them out, so.

President Hatfield: Got it.

Public Comment


Adjournment

President Hatfield: I would entertain a motion to adjourn.

Commissioner Musgrave: So moved.

Commissioner Shoulders: Second.

President Hatfield: This meeting is adjourned. Thank you everyone.

(The meeting was adjourned at 3:40 p.m.)

Those in Attendance:

Jeff Hatfield
Jeff Mueller
Laura Rightler

Ben Shoulders
Craig Emig
Others Unidentified

Cheryl Musgrave
Madelyn Grayson
Members of Media

VANDERBURGH COUNTY
DRAINAGE BOARD

Jeff Hatfield, President

Ben Shoulders, Vice President

Cheryl Musgrave, Member

(Recorded and transcribed by Madelyn Grayson.)