

**MINUTES**  
**DD 25 PUBLIC HEARING ON ENGINEER'S**  
**REPORT ON IMPROVEMENTS TO MAIN TILE**  
**AND**  
**DD 25 CONTINUATION OF PUBLIC HEARING ON ENGINEER'S**  
**REPORT ON REPAIR AND IMPROVEMENT TO LATERAL 3 TILE**

**JUNE 8, 2016 AT 11:30 A.M.**  
**HARDIN COUNTY COURTHOUSE – ELDORA, IOWA**

Hardin County Board of Supervisors Chairman, Lance Granzow, opened the meeting. Also present were Supervisors, Renee McClellan and Ronn Rickels; Landowners, Gerald Nelson, Nancy Herbrechtsmeier, Paul Herbrechtsmeier, Michael Terry Nessa, Robert Lee, Ray Guard, Leland Coburn, Dennis Neubauer, David Fincham, Alvin Clark, David Nelson, Keith Dubberke, Leonard Penning, KP Mork, West Stolee, Steve Johnston, Larry Otta, Craig Torgeson with Torgeson Farms, Kevin Nessa and Jason Martin; Lee Gallentine with Ryken Engineering; Drainage Clerk, Tina Schlemme.

McClellan moved, Rickels seconded to approve the agenda as presented. All ayes. Motion carried.

Rickels moved, McClellan seconded to open the public hearing on the main tile after introductions of staff were made. All ayes. Motion carried.

Schlemme verified proof of publication. Granzow then conferred with Schlemme that a remonstrance had been filed before the start of the hearing and that it met the needed requirements of majority of landowners owning 70% or more of the land to dismiss the improvement projects in all of DD 25.

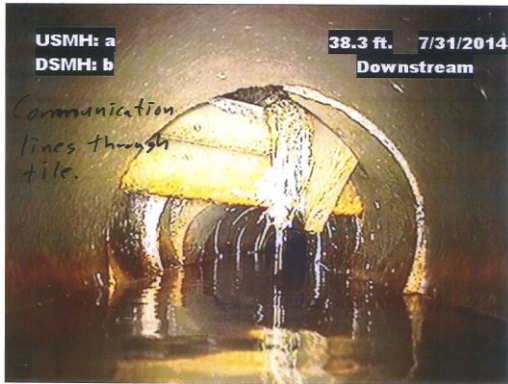
McClellan moved, Rickels seconded to close the public hearing on the main tile. All ayes. Motion carried.

Granzow then re-convened the public hearing on the lateral 3 tile. He then stated that a remonstrance had been filed for the improvement portion of this project, so only the repairs will be discussed.

Gallentine then explained the project. The drainage district was established between 1911 and 1915. There was a 1974 project that relocated approximately 1000' on the east side of the railroad right-of-way. The Auditor's office shows there have been 8 repair requests in 22 years just on lateral 3. The current project began when landowners thought drainage on the west side of the tracks was different than the east side. The investigation began on the west side of the RR. Approximately 220' was televised upstream which indicated 4 previous repairs, one broken clay pipe and a severe S curve. Televising equipment could not proceed past 220' due to large amount of silt and debris in the tile. Approximately 40' was televised downstream which showed several cracked clay tile and 2 telecommunications lines bored through the tile. Gallentine explained the equipment was unable to get under the railroad tracks, so they moved to the east side of the tracks. Approximately 185' was televised upstream which showed 1 broken clay tile and another location with a void. Approximately 175' was televised downstream which indicated several places of broken tile. The televising equipment was unable to proceed past 175' due to large amount of silt and debris.

Landowners asked where the void was. Gallentine believed it was near the property/RR right-of-way line and that they were never able to get under the tracks. Clark raised concern that Kevin Jacobson did get under the tracks as they pulled 3 pickup loads of rock out from that location when it was jet cleaned. Clark stated they dug in his field, not RR right-of-way when asked. Gallentine stated the reports show the equipment went 40' from that location, and with the angle of the tile, it didn't get under the tracks. They possibly got in the ditch area, but not actually under the tracks.

Gallentine then displayed pictures:



Telecommunication lines bored in top 1/2 of tile on the west side of tracks. Martin asked if that company will be responsible for paying for the damage. Gallentine explained that the drainage attorney contacted Qwest who denied it was theirs. They then contacted One Call who confirmed it to be Qwest lines. Gallentine believes Qwest would be responsible, but that it could cost more in legal fees to fight.



Tile in the upper end on the west side of the tracks. Shows round but with silt and debris.

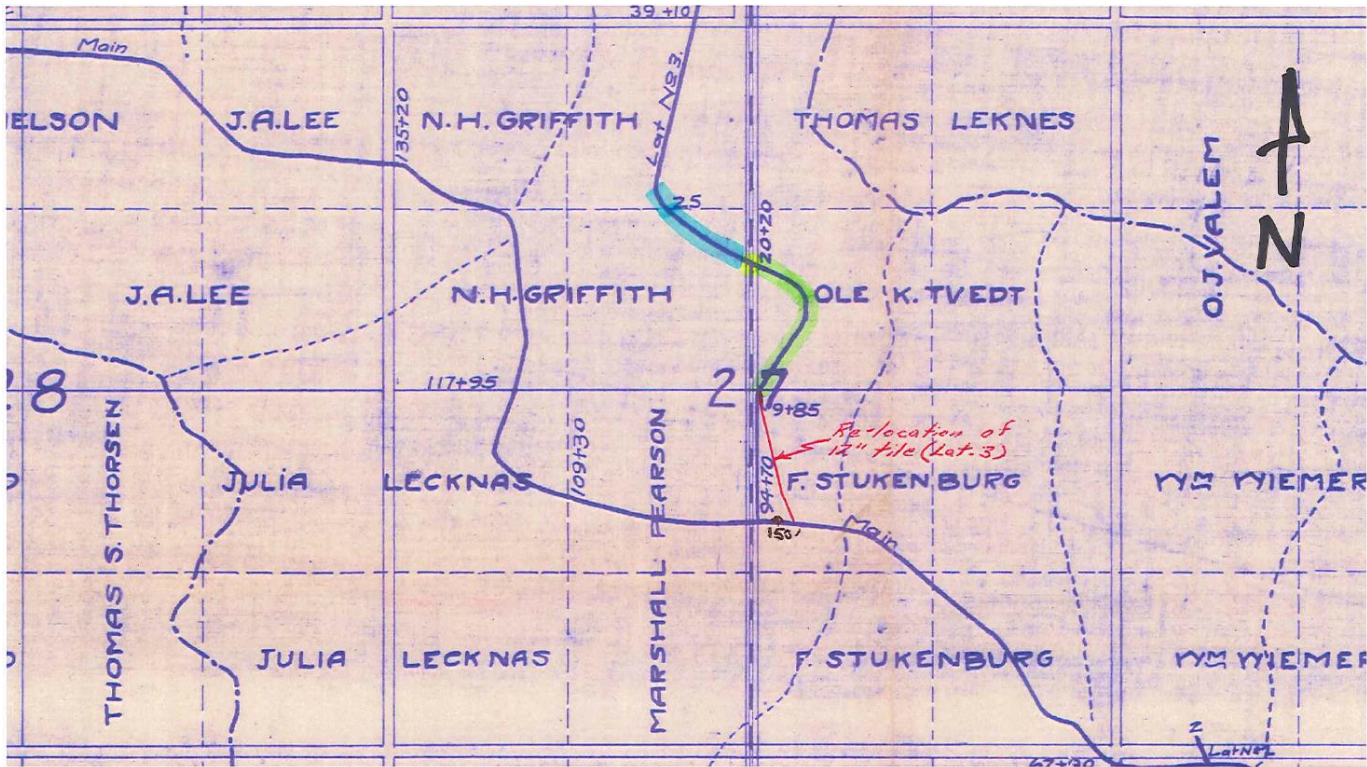


Tile on the east side of the tracks. Cracked, but the top is started to be displaced.



Tile on the east side of the tracks. Broken with a void above the tile.

Gallentine stated that due to the tile conditions, as well as, the silt and debris in the tile, Ryken Engineering feels replacing the tile is necessary. He stated they have found on other districts that jet cleaning the silt and debris can be more expensive than just replacing the tile. Therefore, Ryken Engineering proposes to replace the tile with the same size and in the same location and pattern. This would include replacing 1000' on the east side of the tracks (green line) and joining the 1974 location tile. They would replace approximately 100' under the railroad and in the right-of-way. Per the railroad standard, this would be jack and bored. The tile on the west side of the tracks (blue line) would be exposed to determine the extent of the replacement limits. For reporting, 500' was estimated. The capacity west of the railroad would stay the same at approximately 0.19" per acre per day. The east side of the tracks would have a drainage capacity of 0.27" per acre per day. The existing Main tile has a drainage capacity of 0.11" per acre per day.



Coburn stated he would like the tile brought straight down to the main on the west side and not worry about the RR. Gallentine stated that was considered an improvement and was remonstrated. The remonstrance was then explained again which Coburn stated he was not aware of.

Schlemme showed the estimated cost per parcel for all landowners under the current classification based off of an estimated \$200,000.

After discussion, Granzow asked for a show of hands of those who preferred to repair just on the west side of the tracks and under the railroad, and only repair on the east side of the tracks if televising reveals silt and debris. Nine landowners raised their hands. There was no show of hands when asked if wanted to repair just the west side alone and no show of hands for repairing both the east and west regardless of the televising results.

McClellan moved, Rickels seconded to close the public hearing on the lateral 3 tile. All ayes. Motion carried.

Rickels moved, McClellan seconded to replace the needed amount of tile on the west side of the tracks and under the railroad. They also motioned to replace the approximate 1000' tile on the east side of the tracks only if televising shows silt and debris in the tile. All ayes. Motion carried.

There was discussion regarding if landowners wanting to begin a reclassification process. Two landowners were interested but there was no show of hands when asked.

Rickels moved, McClellan seconded to approve the spot repairs needed, as stated in the repair summary for Work Order Request #48. The Trustees agreed to perform the spot repairs with concrete due to the tile being shallow. All ayes. Motion carried.

McClellan moved, Rickels seconded to adjourn the meeting. All ayes. Motion carried.