

Monday, Nov. 11, 2024

## Farmers Union Ditch Meeting

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Board Present:

Sam Rosti, Paul Akins, John Schram, Corey Blaine, Bert Browen

Seth Kettering, Sean Kettering – Ditch Riders

Rosalie Cope, Secretary/Bookkeeper

Andrew Waldera, Attorney for FUD

Sam Rosti called the meeting to order at 5:31 p.m.

Mort McMillen - McMillen LLC, Sara Arkle – Boise Parks Resources Superintendent and Jim Pardy – City of Boise Engineer provided the Board with design plans for Phase II modifications of the Whitewater Park and an aerial view of Phase I of diversion structure 1.

- 1) Spillway section has four 20' wide Obermeyer gate sections. Over time they have found they need smaller gates so they have more control. They plan to take two of the 20' sections and make four 10' sections.
- 2) From the control building they will run a couple of new airlines encased in concrete to feed new 10' Air bladders at the new gate sections. They would like to get started on the Obermeyer gates and replacing the airlines immediately and plan to have that portion of the work completed by the end of January.
- 3) Downstream there is a new structure and they have found they need better tail water control for the wave feature. They will be installing another short Obermeyer gate which will have more reliable hydraulics. This project will be done by the end of February.

Paul Akins asked what the plan is to divert the water. Mort explained there is a 48" line upstream from the sluiceway with stop logs. They plan to send 100-120 cfs through that pipe to keep the Boise River water up. Then they will put sandbags across diversion structure 3 and dewater the work area. The remaining 150 cfs will go through the gate control structure, then divert back into the Farmer's Union diversion and go through the culvert Under Veteran's Parkway.

The Board considers this work to be general maintenance and does not see any impact on Farmer's Union.

Hattie Zobott and Jeff Hunter with Ardurra and Chris Melander with Horrocks are working on the State Highway 16 widening project. As part of an environmental reevaluation of the 14 mile corridor from the Star/Eagle to Emmett they are working with irrigation entities to evaluate proposed impacts as a result of the road widening project. The project is in the planning phase, no design has been completed. Mr.

Melander provided the Board with an overview of the project. The widening includes 2 lanes in each direction, divided highway and a two way frontage road on each side. There will need to be a longer structure for the canal to cross the highway. Canal flow is going east to west and goes under the highway. They are proposing a realignment of the canal that would require construction of a retaining wall and the canal road would be reconnected from an access road to the frontage road. The existing structure is 14' x 3.65' and 39' long with a 30 degree skew cast in place box. They are proposing a 14' x 6' box culvert that will be 190' long with a 7 degree skew. It has to be a lot longer to get under the highway and frontage roads. Key impacts are:

- 1) 800' realignment on the east side of the highway.
- 2) There is a slope uphill of the canal so there would need to be a retaining wall.

Sam asked if there was any discussion about putting the canal into pipe. They did not think Farmer's Union would be in favor of putting approximately 1,000 ft. of the canal into a box culvert. Andy suggested taking the loop out of the canal and coming straight across. Seth explained there is one property in the loop that has a headgate for delivery. John Schram thinks with proper engineering water could be piped back to that property. After feedback from the Board it sounds like a siphon would be more desirable to the Board than the proposed realignment. With the elevations of the canal and the road in that section they would have to go pretty deep with the siphon to make it work. Sam said they would also need to design a valve on the siphon to drain into a French drain at the end of the season.

John Schram asked how the Ditch Riders would get from one side of the road to the other to access the canal. They would have to build a structure on the south side and there would be access from the frontage road. In the final build they are proposing interchange access points every 2 miles which would allow access from the frontage road to cross at an interchange either at Beacon Light or the next interchange upstream at the Valnova development and go over highway 16. Sam asked if they could use a box culvert under the highway with a game crossing adjacent to it for the Ditch Rider's to be able to cross under the highway. It would come down to grade and how they would have to adjust the profile of the highway and the frontage roads to bring them up in order to get the structure underneath. The design constraint would be providing water to the one delivery that would be cut-off. In the plans it appears the road is going to encroach on the one delivery that might be impacted. Corey asked if ACHD could buy that property which would eliminate the problem of delivery. More than likely that property owner would not want to remain that close to the highway anyway.

Paul asked about the "blue" area on the plans. With widening of the highway there will be more asphalt that will drain water so they have designed drainage basins/ponds to capture storm runoff before it gets to the canal. In one point the basin is pretty close to the canal and would be above the grade of the canal. The Board has concerns about infiltration into the canal or if it runs over the water would flow into the canal.

The Engineers will document the discussion of this meeting and research the possible design options discussed. There is funding for design and construction from highway 44 to Beacon Light, not including and interchange at Beacon Light. This portion of the project is 10 plus years out. The next project will include topographic survey through this area which will give them more information to evaluate the proposed design options.

Rhen Thurgood with Ardurra provided the Board with a copy of the site layout for the Erlebach development. He met with John and the Geotechnical engineer, Adam with ABCO Engineering on August 30th. They discussed the proximity of the retaining wall to the canal and potential impacts to slope stability. Distances to a few locations along the proposed retaining wall were measured. At that time the Geotechnical engineer did not have any concerns with the slope or a new retaining wall being installed. The retaining wall will be designed to free drain. Adam indicated to Rhen he would be willing to write a letter to the Board regarding his opinion on the slope and new wall. Since meeting on-site Rhen has had a few interactions with the Adam and it sounds like Mr. Erlebach does not want his engineer to provide the letter stating they are further away from the canal than the original house. It is approximately 60' from edge of bank to the retaining wall. John said the front part of the house might be where the back side of the old house was but the back portion of the house is a lot closer to the canal than the old house was. Sam stated they are quite a way from the canal. We might want to consider putting some rip rap on the south bank of the canal and take some material off the north bank to widen the canal. Rhen recommends Farmer's Union write a letter similar to the one previously prepared that clarifies under no circumstances is their construction permitted to have a negative impact on the stability of the canal. He will work with Andy on the language.

Minutes from the October meeting were e-mailed to the Board for review. John Schram moved to approve the October minutes with corrections; motion was seconded by Paul Akins. Motion was unanimously approved.

#### DITCH RIDER REPORT

Seth received a bid of \$157,589.77 from Granite Excavation for the work at the Foster property and John received a bid of \$161,000 from Knife River. The bid from Flatline Construction came in at \$104,455.23, significantly lower than the other bids and he is available to start work around the first of December. The concrete headwall and manhole are on order. They will start by leveling the site and filling in the tail of the canal then the Board can take a look at the site and determine exactly where they want the pad for the shop. The next step would be to decide on a size for the shop and start the Conditional Use Permit application. Seth is going to contact Bennett and let him know the Board decided to go a different direction.

John Schram moved to accept the bid from Flatline Construction and move forward with the project; motion was seconded by Paul Akins. Motion was unanimously approved.

Seth reported headgate boxes are on order, equipment is serviced, they put a new deck on the old trail and have moved some rip rap around.

Seth was contacted by the owner of High Desert Station complaining his fence was destroyed. Seth and John met with him on-site. The fence was in the easement and removed so they could remove trees. There were some logs leaned against his fence which they removed. Seth explained to him we are working to clean the property up and agrees it is a mess right now but will get better.

#### ATTORNEY'S REPORT

As Andy reported last month the local Army Corps of Engineers manager recently retired and the new manager is taking 4-6 months to issue non jurisdictional waiver letters in a timely manner. The new position of the Army Corps of Engineers of the opinion irrigation district/company facilities are jurisdictional and would allow the districts/companies to do work however they are not favorable to developer's doing work in canals. The concern is why/how the Army Corps is now under the opinion canals are jurisdictional. Bryce and Andy are trying to get a meeting with the new manager to have a discussion.

Headgate 138 Water Users and Haven HOA met. The water users are willing to spill water and manage water flow better. The homeowners in Haven hired an attorney to send a letter to the Developer asking what the plan is to deal with the deficient irrigation system stating the system is deficiently designed. The design was approved by the City of Star and the City should have required a pond but did not. The Haven homeowners do not know what goes on upstream and refuse to go on a watering schedule within the subdivision.

The agreement with Eagle Sewer District is fully executed.

#### BUDGET

Rosalie provided the Board with a revised draft of the 2025 budget to include \$100 increase to assessments. There are a few adjustments/corrections to be made to the budget. Rosalie will revise and email to the Board for review.

John Schram moved to approve the financials; motion was seconded by Bert Browen. Motion was unanimously approved.

John Schram moved to adjourn the meeting; motion was seconded by Corey Blaine. Motion was unanimously approved. Meeting adjourned at 8:08 p.m.