Morse Waterways Association Newsletter October 2022

NOTE: THE TOPICS IN THIS NEWSLETTER WERE DISCUSSED AT THE MWA GENERAL MEETING IN SEPTEMBER.

Renewal of Board Member Terms

According to the Morse Waterways Association bylaws, each member is elected to a 3-year term. A board member's term is to be approved by vote at the fall general meeting. At this meeting the vote was to renew the terms for Pat Kelleher, Roger Goings, Matt Clarke and Andy Sheets.

President Jeff Derda called for a vote from the members present and the terms secured a unanimous approval.

Thank you to Pat, Roger, Matt, and Andy for committing to another term of service.

Hamilton County Soil and Water

The first speaker was Claire Lane from the Hamilton County Soil and Water Conservation District. Her presentation focused on how invasive species threaten our parks, waterways, wildlife, and backyards. The Hamilton County Invasives Partnership (HIP), a project of the Hamilton County Soil and Water Conservation District (SWCD), is supporting county residents and property owners in managing invasive species across the county.

The presentation on invasive and noninvasive species included:

a. Overview of Invasive Species Basics, which defined the difference between an invasive and non-invasive species.
b. A discussion of the Hamilton County Invasive Partnership
    - Non-Invasive species foster relationships with insects. While we may not like insects, they are important to the local environment.
    - Invasive species cause harm to the local environment. Some are more invasive than others and restrict the growth of native plants. Some have no predators so they can continue to grow and spread without restrictions. They also interrupt the checks and balances that exist with native plants.
    - Invasive species can cause damage:
        1. They can create a monoculture, a single organism that can eliminate other plant species.
        2. Less support of insects that are native to the area.
        3. There can be damage to the environment.
        4. There can be health risks to humans.
        5. They can be a detriment to the local economy.

- What can be done?
    1. Learn to identify an invasive species.
    2. Remove the invasive species.
    3. Replace with native species.

After the presentation, Claire offered some brochures on soil and water testing, HIP, and landscaping with plants native to Indiana.

You can learn about the many free programs and resources via HIP and the SWCD that can help you be a good steward of your property whether that is acreage, a backyard, or a patio. More information can be found at the Soil and Water Conservation District website, www.hamiltonswcd.org.

The MWA board will continue to maintain contact with Claire Lane with the possibility of providing services, support and projects that will benefit the Morse Reservoir property owners.

Improvement and Expansions of the Cicero Town Facilities

Terry Cooper, the Street and Utilities Director for the Town of Cicero, provided a presentation on the Wastewater Plan Expansion.

a. Main problems.
    - Inflow comes from yard drain, sump pumps, and down spouts.
    - Infiltration by broken pipes, bad pipe joints, manhole leaks.
b. General history of water treatment in Cicero.
    - There are 25 miles of city owned roads and 26 miles of public/customer owned roads.
    - 1970's.
        1. Original combined sewer separation project was initiated.
        2. Resulted in a separate storm sewer system and sanitary sewer system.
    - 1990's.
        1. Main street sewer project.
        2. Upgrade to the wastewater treatment plant.
        3. Searching for leaks in inflow and infiltration.
    - 1999 – 2000.
        1. Downtown area.
        2. Repair and replace pipe and joints.
    - 2002-2007.
        1. Yearly pipe lining projects.
        2. Review people laterals (individual resident access) where tapped into main pipes.
    - 2011.
        1. Inflow and Infiltration ordinances.
        2. Every property inspected before sold.
    - 2012 – 2013.
        1. Dye testing manholes.
        2. No storm water in sanitary system.
    - 2019-2020.
        1. Lining of final areas in collection system old clay pipes.
    - Summary: Spent $8,000,000 on upgrades.
c. Next Phase.
    - Water treatment plant upgrade.
        1. Water treatment mimics a natural stream.
        2. Micro Organisms break down the waste. Just like nature.

- Wastewater Plant Expansion project.
    1. Estimated Budget $7,000,000.
    2. Currently capacity 750,000 gallons of water per day.
    3. Peak flow and peak hourly flow of 1.5 million gallons per day.
- New Plant Capacity
    1. 1.5 million gallons per day.
    2. Peak 3 million gallons per day.
    3. 4.3 million per hour for a short time.
- Improvements will be implemented as well.
    1. Automatic Screening.
    2. Raw Sewage Pumping Station.
    3. Oxidation Ditch. Build second unit.
    4. Clarifier Unit.
    5. Expand UV disinfection.
    6. Mechanical biosolids dewater.
    7. Replace phosphorus reduction system.
    8. Emergency Power Generators.
    9. Improved Alarm System.

Thank you to Terry and everyone involved with the Town of Cicero for maintaining and improving our facilities. We appreciate their service and dedication.

Dredging in Big Cicero

Rogers Goings, who is on the Service Advisory Board for Citizens Water (Vice Chairman) provided an update on the current activity and projections for future dredging of Big Cicero Creek.

a. First a note on Little Cicero Creek
    - The projected start date for this project is unknown at this time.
    - $300k is allocated by Citizens Water for this project but the initiation will not be determined for approximately four years. It will come after the completion of Big Cicero.

b. Big Cicero
    - Plan for 2022.
        1. $300,000 allocated by Citizens for 2022.
        2. $300,000 allocated by Citizens for 2023.
        3. $100,000 L.A.R.E. Grant secured by the MWA Board.
        4. The first step will be to dredge a channel from 19 to the RR Bridge. Plan to start at east end and begin by dredging a channel for the barge. There will be individual contact with the property from the contractor to remove and haul away docks that are to be trashed. The contractor will dredge each slip area. They do not build docks so they cannot be contracted to do so. Stumps will slow process. If there are big stumps, the property owner must pay for the removal. Small stumps will be removed at no cost.
        5. There had been some confusion due to miscommunication among the contractor, Citizens, Roger, and the property owners. This has since been rectified as Roger initiated a meeting with Citizens and the dredging contractor.
            a. In the future, if there are any changes to the plan, Roger will be notified and he will communicate with the property owners.
            b. Return to original plan of dredging west from 19 has been reinstated.
            c. Because of the delays and confusion, Citizens will add $100,000 to the budget this year to cover the cost of correcting the cut through the island.
            d. Objective is to cut a channel 80 feet wide starting at the east end and then work on providing access to as many homeowners as possible.

- Plan for 2024.
    1. $300,000 for 2024.
    2. $300,000 for 2025.
    3. Another L.A.R.E. for $100,000. Normally only one L.A.R.E. grant is allocated per inlet but we have been informed that there is a possibility of securing a second grant for this project.
    4. Total of $600,000 to $700,000 summer to fall 2024.
- Information on Sea Walls and Dock Designs.
    1. A permit is required to install a sea wall.
    2. Doc designs. Every doc must be a floating dock. There are limitations on slips and distances from shoreline. A Permit from Citizens is REQUIRED for a new dock.
    3. Talk to your neighbors about doc designs.
    4. Check with your HOA to see if they have jurisdiction over reviewing the sea wall and dock requests for that subdivision.

Important Information for Improving Water Quality – ANNUAL REMINDER!

Fall is here and leaf removal begins, please do not blow your leaves in the lake. The leaves contain phosphorous and nitrogen which adds to the growth of blue-green algae and contributes to reduction of oxygen in the water which impacts the fish. The leaves will settle to the bottom of the lake and increase the amount of silt, thus reducing the lake depth. Remind your neighbors of these issues. An alternative is to mulch your leaves. The nutrients in the leaves are good for the grass, flower beds and vegetable gardens.

Donate to the Morse Waterways Association

The MWA is dedicated to protecting and preserving the Morse Reservoir so that it can be a source of enjoyment for many years to come. Please consider supporting this mission.
Donations can be made to Morse Waterways Assoc., P.O Box 422, Cicero, IN 46034 or by using PayPal as found on the website (morseh2o.org).

Current MWA Board Members:

Matt Clarke	Roger Goings	Pat Kelleher	John Weis
Andy Sheets	Dean Denhart	Art Hall	Eric Harley
John Myer	Jeff Derda – President	Dave Vanette – Vice President	
Chuck Watkins – Secretary	Jerry Schwier – Treasurer	Randy Clark	

Thank you to Roger Goings, Claire Lane, and Terry Cooper for their contributions to the Fall General Meeting.

Thank you to all of those who have contributed to the Morse Waterways Association.

Thank you to the MWA Board Members for their time and commitment.

Jeff Derda, President – Morse Waterways Association

NEWSLETTER BONUS:

How to Navigate No Wake Zones

Knowing how to operate your boat in no wake zones will help keep you safe and out of trouble.

Travel your local waterways on a busy summer weekend and you'll see people handling no wake zones in all possible ways. Thankfully, most people observe them closely and maintain an appropriate speed, but others plow through at the fastest possible off-plane speed or suddenly come off plane right at the buoy, either of which will inflict a sizable wave on the no wake zone and anything it was created to protect.

You can't control what others do, of course, but you can do your part in maintaining a safe and pristine waterway by knowing exactly what's required of you in no wake zones. In the short video at the bottom of this page, Mercury Pro Team member Barry Stokes, host of "Let's Fish TV," will show you what a no wake buoy looks like and demonstrate how to operate your boat when you see one.

No wake zones are often found around marinas, bridges, environmentally sensitive areas and more. It might not even be obvious why a particular no wake zone exists, but that doesn't matter – it's there for a reason, and you are still responsible for adhering to the directive. Failure to observe a no wake zone can not only result in a hefty fine, it can also endanger people, wildlife and property.

But what does "no wake" actually mean? Many boaters operate under the assumption that no wake speed just means traveling off plane in such a way that the wake – the wave created by the movement of a boat in the water – is minimized and non-destructive. That's not far off, but the actual definition of no wake speed, according to the United States Coast Guard, is the slowest speed at which the driver can still maintain steerage of the vessel.

This speed can vary a bit for a given vessel, depending on outside factors such as wind and current, but generally speaking, no wake speed for recreational boats means that the engine is just in gear with absolutely no additional throttle applied. Most boats will have a throttle detent (or natural stopping place) that you'll feel right after the engine goes into gear but before the rpm start to climb. When done correctly, your boat will scarcely leave a ripple behind you as you traverse the no wake area.

A few other things about navigating no wake zones to bear in mind:

- Don't wait until the last second to back off the throttle and come off plane as you approach a no wake zone as this can cause a substantial wake that will pass your boat and disturb the water far into the restricted area. Instead, ease the throttle back gradually and far in advance so that your boat is well settled and your wake dissipated before you pass the buoy.
- It's always a good idea to take a quick look over your shoulder before you slow down, but especially approaching no wake zones. The driver behind you may not know there is a no wake zone ahead and therefore might not notice you coming off plane, so if there's someone behind you make sure they know your intentions.
- As long as you have enough thrust to steer, don't be tempted to inch the throttle forward while navigating a no wake zone. Increasing speed while off plane can quickly create a substantial wake, which is the very thing you're required to avoid in such an area.