DRAFT - **MINUTES**

ZEBRA MUSSEL PREVENTION COMMITTEE

Cordry Sweetwater Conservancy District

17 August, 2023

A. The meeting of the Zebra Mussel Prevention Committee was called to order by Committee Chair, Ted Adolay), at 6:00 P.M. on 15 July, 2021, in the CSCD conference room.

B. Members Present: **Ted Adolay** (SECURITY Commission & CSCD Board member), **Angela Von Hoven** (CSLOA), **Randy Brumfield** (Anglers Club) **Janice Benshoof** via ZOOM (freeholder), Nick Johann (CSCD Operations) & **Jim Donnells** (Ecology Commission member/Recorder).

C. Absent: (boat patrol representative)

D. Others in Attendance: None

E. (6:05 P.M.) The sole purpose of this meeting was to: Consider a proposal to install electronic "car-wash" style gates at boat ramps of both CSCD lakes in FY 2024. Various data and researched information were provided including:

1. Ted Adolay provided an estimate $ 18,250 for one lake barrier and $ 22,250 for the second lake barrier from K & K Fencing of Indianapolis as a base line cost estimate for installation of electronic barriers at each of our lakes. Additional costs are probable for RFID-capable and/or digital code-capable lift mechanisms, plus the cost of RFID tags for all boats/trailers, RFID readers for each barrier site, and the associated RFID software to run the automated systems. Total package for automating the access gates at both lakes range from $ 35 K to $ 50 K.
2. Jim Donnells reviewed the details of a phone call he made to "Courtney," the technical support manager of Crew Car Wash – Indianapolis Area, outlining the Dependability and Durability of their automated car-wash access gates employed at the 40+ Crew Car Wash locations in Marion County. (memo of phone call attached)
3. Randy Brumfield inquired of the committee membership what automated gates would add to the already functional and already paid-for "locked cable barriers" that have been working for the last 2 years. The responses revolved around convenience.
4. Discussions revolved around the concerns for electronic dependability and durability of electronic gates as outlined by "Courtney," from Crew Car Wash. In a power outage at CSCD, the electronic gates would not function; they would have to be manually raised. Electronic mechanisms and lift devices require maintenance and are known to periodically malfunction. Additionally, unattended, expensive barrier devices such as these are subject to expensive vandalism. Locked cable barriers already in place are more durable, require little maintenance, and can quickly and cheaply be repaired if vandalized.
5. The greatest concern voiced over the current locked cable barrier system is the perceived often unlocked status of the cable after freeholders access the lake. Many reports of the cable being left down and/or the lock not closed and reset off the access code were discussed. It was pointed out that both cables are under 24/7 security camera surveillance, and with increased observation, those freeholders who leave the cable down can be notified that their negligence can be cause for consequences.
6. It was further pointed out that the current locked-cable system has clearly eliminated one of the most risky threats to our lakes - - trespassing by non-CSCD freeholders has been virtually eliminated.
7. After healthy discussion and consideration of the PROs and CONs of each option (Status Quo vs. Electronic Automated Gates), ***the committee agreed to recommend to the SECURITY and ECOLOGY Commissions, respectively, that we maintain the "Status Quo" option (locked cable barrier systems) with the further recommendation that the FY 2024 budget be plussed up by $ 5,000 for supplies deemed necessary to further enhance the effectiveness of our already in-place locked, cable barrier systems with surveillance cameras***. It was determined that the added "convenience" of an automated, electronic gate system was not worth the estimated $ 30-50K cost to freeholders in an already-ballooning property tax and ditch tax environment.
8. The committee set the date of 27 September, 2023 at 6:00 P.M., for its next meeting to review the whole 2-year experience of the Zebra Mussel Prevention Plan for its overall effectiveness and for possible improvements.

F. (7:05 P.M.) **ADJOURNMENT:** There being no further business, the Zebra Mussel Prevention Committee adjourned at 7:05 P.M.

Respectfully Submitted:
JIM DONNELLS
Committee Recorder

(OVER) For Crew Car Wash Phone Call Memo >>>

MEMORANDUM FOR RECORD 16 AUGUST, 2023

A. In anticipation of a decision meeting of the Zebra Mussel Prevention Committee (ZMPC) on Thursday, 17 August, to discuss the proposal to install "car-wash" style barrier gates at each of the boat ramps next year, I contacted the CREW CAR WASH Technical Support Manager for all of Indianapolis/Marion County to get Reliability and Durability Information from a reputable source who uses them.

B. I spoke with "Courtney" (phone: (317) 558-7621) who is, and has been, the Tech Support Manager for several years now. Here are the QUESTIONS I asked him, and the ***ANSWERS*** he provided:

1. HOW DURABLE AND DEPENDABLE ARE YOUR ELECTRONIC "CAR-WASH" GATES ?
   "***We have well over 100 electronic gates installed at our over 40 locations in the Indianapolis area. Each of those machines require periodic maintenance as moving parts and lift belts wear out, vehicles strike and damage them, and electronics are known to fail. The maintenance and repair of these by the vendor has become so frequent and expensive that we are looking to hire and train our own mechanic to respond to the many malfunctions."***

2. ARE THE BARRIER ARMS DURABLE ?
   "***Our barrier arms are either wood or plastic so as to not be too heavy to lift by the mechanical lift mechanism. Some drivers accidentally strike them and they just break off. If you're going to keep people out of an unattended area, you will need to install more expensive metal gates which puts more weight and wear on the lift mechanism."***

3. WHAT DO YOU DO WHEN ELECTRIC POWER GOES OUT ?
   "***All our gates have a manual backup, so you just operate the lift arm by hand."***

4. DO THE ELECTRONICS EVER FAIL TO RESPOND ?
   "Yes, from time to time, for unknown reasons, the automatic, electronic lift mechanism fails to respond and so we have to call the vendor who often has to replace the microchip card."

5. HOW LONG DOES IT TAKE FOR THE VENDOR TO SHOW UP FOR REPAIRS ?
   "Usually within 1 to 2 days, and we just operate the arm manually until he arrives and does the repairs."

JIM DONNELLS
Zebra Mussel Prevention Committee
Recorder