

STATE OF COLORADO)
) ss.
COUNTY OF PUEBLO)

I hereby certify that the resolution hereto attached is a true and correct copy of a resolution unanimously adopted by the Board of Directors of The Pueblo Conservancy District at a meeting of said Board in the office of said District, held February 12, 1924, as the same appears from the records of said District in my possession as Secretary thereof.

Witness my hand and the seal of said District this 12th day of February, 1924.

Secretary.
The Pueblo Conservancy District.

R E S O L U T I O N

BE IT RESOLVED By the Board of Directors of The Pueblo Conservancy District that the Official Plan of the District be amended by setting forth changes in detail in the construction of the Barrier at Rock Creek Canyon as set forth in Supplement B-1 hereto attached; that said Supplement be and the same is hereby approved and confirmed as part of the Official Plan of The Pueblo Conservancy District.

That the officers of the District are hereby authorized to take the necessary measures to effectuate the purpose of this resolution.

Introduced by

OFFICIAL PLAN

Amendment Pages 21-23:

Supplement B-1

Adopted February 12, 1924.

THE BARRIER

The barrier will occupy a part of the W 1/2 of E 1/2 and a part of the E 1/2 of W 1/2 of Sec. 36, Township 20 South, Range 66 West, 6th P. M. The barrier will be 8090 feet long, extending from a point near the NW corner of the SW 1/4 of the SE 1/4 of Sec. 36 to a point in the NW 1/4 of the NE 1/4 of the same section, as indicated on the map, Exhibit N, revised.

North of the D&RGW Ry. tracks, the Barrier will consist of two concrete spillway sections separated by an open notch outlet at the present river gorge, and South of the tracks it will consist of a well constructed rolled earth fill.

Three openings through the Barrier will discharge water during large floods. These will be referred to as the outlet notch, railroad notch, and the Bessemer Ditch Conduit. The combined outflow under the extreme flood conditions, with the basin filled to the level of the spillway crest, will be 100,000 second feet.

The concrete spillway, excluding the gaps at the outlet and railroad notches will be 1522 feet long. Its crest will be at elevation 4802 feet above sea level, 10 feet below the top of the earth portion. It will be built upon the solid Dakota sandstone formation which lies from 15 to 20 feet in elevation above the ordinary river stage. Flood water issuing from the outlet notch, or falling over

the spillway, will spread harmlessly over the bare rock surface below the barrier and flow down the valley. It is not anticipated that the spillway ever will come into use, but it is provided as a precaution to insure absolute safety to the structure in case of a flood beyond the limits of probability. The outlet notch in the spillway will be of such proportions as to discharge 84,000 second feet of water when the basin is full to the crest of the spillway. The width of this notch will leave the size of the river gorge through which the river will continue to flow, practically unchanged, and the river flow unaffected except in cases of great floods.

The earth portion of the barrier, 1477 feet long, will be constructed of selected earth, containing the desirable mixture of fine hard particles, carefully placed and thoroughly compacted in such manner as to form a solid impervious embankment, having slopes of 2-1/2 horizontal to 1 vertical on both upstream and downstream slopes. The surface of the ground on which the embankment will be constructed will be stripped of organic matter, and of all material which in any way might be detrimental to the structure; and will be loosened so that the material in the embankment will become thoroughly bonded with the ground. A cut-off trench will be excavated along the center line of the embankment to a depth sufficient to intercept any previous strata that could carry a flow of water through the ground underlying the embankment, and this cut-off trench will be refilled with suitable impervious and well compacted material. Such other construction items and precautions as

are necessary in a well constructed dam will be provided.

DENVER & RIO GRANDE WESTERN RAILROAD

The double track line of this Company will not be moved. It would take an extremely large flood to fill the basin to the depth that would cause outflow through the railroad notch. In such an event, thousands of feet of the track, both above and below the basin, would be washed away, and an inconvenience and slight damage to the tracks at the opening through the barrier would be of minor consequence.

ATCHISON, TOPEKA & SANTA FE RAILWAY

The District obligates itself to construct an opening through the barrier for a single track of this Company in case, and at the time, said railroad rebuilds its railway line at the site of said barrier with intention to operate through the same; the opening to be located upon the present track location, or upon some other location mutually agreed upon, and the plans for the opening shall meet the reasonable approval of both parties.

BESSEMER DITCH

The Bessemer Ditch will be carried through the earth embankment portion of the Barrier by means of a double concrete box culvert having specially shaped ends. It will be sufficiently large to carry a flow of 400 second feet without causing a "head-ing-up" in the Ditch to exceed 0.4 feet. For the combined purpose of providing a bridge over the Ditch below the Barrier and to protect the dam against any possibility of the water cutting back into

the downstream slope, the conduit will extend 22 feet beyond the slope line. A drawing of the Bessemer Ditch conduit is included as Exhibit U, revised.

The Ditch is at an elevation such that flooding of it near the Barrier will occur very infrequently. The left or north bank, below the Barrier, will be graded to an elevation suitable for a spillway relief to act in case a flood should force too much water through the conduit for the Ditch to carry.

A sluice gate will be provided in the Ditch at the nearest suitable location downstream from the Barrier.

ROADS AND BRIDGES

There are no highway bridges within the basin. The roads are unimportant and flooding will be too infrequent to have any damaging effect on them.

TELEGRAPH LINES

Through the lower portion of the basin the telegraph poles will be replaced by others having a length sufficient to support the lower wires five feet above the spillway level. This will be done by the Telegraph Company and will be paid for by the District at actual cost.

STATE OF COLORADO)
COUNTY OF PUEBLO)

ss.

IN THE DISTRICT COURT

In the Matter

of

O R D E R

THE PUEBLO CONSERVANCY DISTRICT

This matter coming on to be heard upon the petition of The Pueblo Conservancy District for the approval of Supplement B-1 to the Official Plan of the District as said amendment appears in the files of this Court in the above entitled proceeding, and it appearing to the Court that said amendment has been duly adopted as part of the said Official Plan by the Board of Directors of The Pueblo Conservancy District, and the amendment therein contained is matter in detail of items heretofore described in general in the Official Plan and approved by this Court, and that the amendment therein contained does not materially modify the work set forth in the Official Plan of The Pueblo Conservancy District heretofore adopted, nor increase the resulting damages materially or at all, nor increase the total cost of the work more than ten per cent above that estimated by the Official Plan, or at all, nor reduce the benefits appraised or to be appraised materially or at all.

Now, Therefore, It is hereby Ordered that Supplement B-1 to the Official Plan of the District heretofore adopted, be and the same is hereby approved as part of the Official Plan of The Pueblo Conservancy District.

Done this _____ day of _____, A.D. 1924.

By the Court,

Judge.