

RECORD OF PROCEEDINGS

100 LEAVES

MINUTES OF THE MEETING OF THE BOARD OF DIRECTORS OF THE PUEBLO CONSERVANCY DISTRICT

October 18, 1958

A Meeting of the Board of Directors of the Pueblo Conservancy District was held at the office of the District, 113 East Fifth Street, Pueblo, Colorado, at 10:00 o'clock A.M., October 18, 1958.

Directors Present: John M. Holmes, W. T. Mathis and L. M. Rhoades
Engineer Present: S. F. Elliot

The minutes of the meeting of September 3, 1958, were read and approved.

The following Vouchers were read and approved:

13074	Southern Colorado Power Co.	1.20
13075	Pueblo Gas and Fuel Company	.98
13076	Mountain States T & T Co.	17.63
13077	Rufus Stephens	19.55
13078	Charles M. Rose	100.00
13079	John M. Holmes	117.30
13080	Elbert D. Greene	88.98
13081	Director of Internal Revenue	8.40
13082	Barbara Greene	48.87
13083	Colorado State Treasurer	27.23
13084	Colorado State Treasurer	1.11
13085	S. F. Elliot and V. R. Blackburn	125.00
13086	Pueblo Conservancy Dist, Special Acct.	100.00
13087	Southern Colorado Power Co.	1.09
13088	Simon F. Elliot	275.00
13089	Pueblo Gas and Fuel Company	.98
13090	John M. Holmes	10.00
13091	W. T. Mathis	10.00
13092	L. M. Rhoades	10.00
13093	Simon F. Elliot	10.00

Holmes read a copy of a letter written by Rose to Bartley & Bartley, Attorneys for Everett Chrisman, with reference to removal and sale of gravel from river channel. Holmes advised the Directors that Rose's suggestion had been followed and information given to Bartley & Bartley. Letters are in Districts correspondence files in the Charles M. Rose folder.

8 Sept. 1958

Board of Directors,
Pueblo Conservancy District
Pueblo, Colorado.

Gentlemen:

On September 6th, W.R. Blackburn and myself made an inspection of the District's work thru the City, and report our findings to you as follows:

1. In general, we found the structures to be in excellent condition. In particular, we noted that the back slope of the levee has acquired an excellent dense covering of grass and vegetation, which has completely halted erosion. The grass and vegetation appeared to be of a perennial variety, and with a moderate amount of rainfall in the future, should be permanent.

2. In particular at the Dry Creek entrance to the channel, and in general thruout the length of the channel, brush, debris and trees should be cleared, stacked and burned. We suggest that the work at Dry Creek be done with a large bulldozer, rather than with hand labor methods, owing to the density of the growth.

3. There are two air line supports broken between the ice house and West Fourth Street Bridge. We suggest notifying the railroad officials. We noted also that the railroad also had complied with our previous request and had repaired a great number of these supports.

4. At the site of the new Fourth Street Bridge, there is a low spot at the top of the levee that should be filled and brought up to grade with the adjacent concrete levee slab. There are also numerous pieces of loose stone from the old abutment which should be removed. There is a steep bank remaining on the railroad side of the levee, and it might be well to investigate the possibility of working with the railroad, removing some of the material into railroad cars, and making a slope which will be easier to maintain. This is of mutual benefit to the District and the Railroad.

We also noted that drainage is discharged onto the backside of the levee from the bridge floor thru two drain pipes thru the bridge floor. This discharge should be made on the concrete levee face, and not on the earth slope. This matter should be immediately referred to the State Highway Department.

5. There is a hole at the top of the levee at the east end of the Power Company's diversion works which should be filled with earth or concrete.

6. The rip-rap work on the south side of the channel, above Main Street should be cleaned of accumulated moss and vegetation.

7. The City should be advised of the necessity of painting the steel work of the Union Avenue Bridge. Also, it appears that the concrete beams resting on the abutment at the levee have undergone severe shearing action, and should be further investigated by the City.

8. The drainage trough at the southeast end of Union Avenue Bridge has washed out, and should be replaced with slag and concrete.

9. The City should be advised that the brackets welded to the steel girders of the Main Street Bridge have never been painted, and are in need of paint badly.

10. A chinese elm, about 1000 feet east of the round house should be removed from the levee.

11. The concrete pedestrian stairway on the south bank opposite the railroad bridge is undercut and should have some backfill rammed under it, preferably slag or heavy rock, to prevent future erosion.

12. There are several small holes in the earth levee at the top, 500 and 1000 feet east of the railroad bridge, on the south levee, in need of filling with earth.

13. At the Eldorado Spillway, the road and bridge construction work has destroyed the rip-rap floor of the spillway. We also noted that the large concrete culvert installed by the Highway Department, and discharging into the spillway, should be so deflected that the flood water from it will be headed into the levee spillway, and not across it. It would be of mutual benefit to the District and Highway Department to make the entire west bank of the highway a part of the spillway, and concrete the entire slope from the old underpass to the levee opening.

We further noted that the cable guard fence along the spillway has been removed, and that the entire channel was filled with earth and gravel. Altho we realize the latter was placed in the spillway to allow the Contractor access to the river bottom, some space should be left open for flood water to reach the river, rather than gain access to the storm sewer opening in the spillway.

14. Two guard posts on the chain link fence, on the south bank between Eldorado and Santa Fe Ave. are broken off and should be replaced.

15. Some elm brush on the levee, between Santa Fe Ave and the railroad bridge, north side, should be removed. Also noted was about 90 feet of parapet wall had been removed at the site of the new bridge; this should be cut of evenly and left in a workmanlike manner prior to completion of the bridge.

Respectfully submitted,


Engineer for the District

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Holmes read Elliot's report dated 8 September 1958, of the inspection of the District's structures through the City. Copy of this report is attached hereto and made a part hereof.

Mathis moved and Rhoades seconded the motion which was passed, that recommendations made by Elliot in his report be attended to. Holmes stated he would confer with Rhoades about having the Weicker Transfer and Storage Company do that part of the work they are equipped to do.

There being no further business, the meeting adjourned.

Elbert D. Greene
Secretary

Read and Approved:

J. M. T. Holmes
W. J. Rhoades
J. M. T. Holmes