

RECORD OF PROCEEDINGS

100 LEAVES

MINUTES OF THE MEETING OF THE BOARD OF DIRECTORS OF THE PUEBLO CONSERVANCY DISTRICT 28 AUGUST 1962

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 A.M., August 28, 1962.

Directors Present: John M. Holmes, L. M. Rhoades, J. M. Martin
Engineer Present : S. F. Elliot

The minutes of the meeting of 15 August 1962 were read and approved.

The following vouchers were read and approved:

13744	John M. Holmes	\$13.06
13745	Mountain States Tel & Tel Co.	18.24
13746	John M. Holmes	35.00
13747	L. M. Rhoades	35.00
13748	James M. Martin	35.00
13749	S. F. Elliot	35.00

Holmes explained to the Directors that the purpose of the meeting was to decide, definitely, on the work that we want to do on the river levee opposite the Union Depot.

He explained that Mr. Davis of the D&RGW Railroad in Denver had sent a message to him through Mr. Spurling the local representative of the Railroad, to the effect that their legal department in Denver wanted a plan as to just what the work would be that the District intended to do. Holmes had requested Mr. Elliot to prepare a memorandum of the work to be done and a drawing of same.

It was felt by all concerned that this was merely a delaying action on the part of the Railroad. The scope and cost of the work was thoroughly discussed.

It was regularly moved by Rhoades, seconded by Martin and unanimously adopted:

That the sum of \$125,000 be allotted for the repairs and improvements to the levee located between levee stations 14/000 and 17/196; Further,

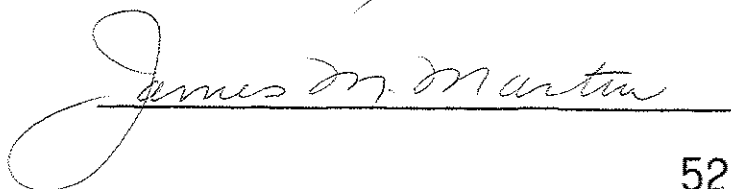
That Mr. Holmes be authorized and instructed to write the proper officials of the D&RGW Railroad and together with Mr. Charles Rose, Attorney for the District, to personally deliver the letter, stating that the District is obligated, under its responsibilities to the Public, to proceed with this project, and that in order to do so, their complete cooperation must be assured; Further, that an opinion be obtained from Mr. Rose, ascertaining what course the District could pursue if the Railroad did not agree to cooperate with the District.

The letter of transmittal to the D&RGW Railroad was ordered attached to and made a part of these minutes.

There being no further business coming before the Board, the meeting was adjourned at 11:00 A.M.




Secretary - Treasurer



THE PUEBLO CONSERVANCY DISTRICT

BOARD OF DIRECTORS

JOHN M. HOLMES

WALTER T. MARTIN

LEWIS M. RHOADES

James M. Martin

113 EAST FIFTH STREET

LINCOLN 4-5267

PUEBLO, COLORADO

30 August 1962

JOHN M. HOLMES

PRESIDENT

ELBERT D. GREENE

SECY-TREAS.

The Denver & Rio Grande Western Railroad Co.
2115 15th Street
Denver, Colorado

Attention: Mr. Davis

Dear Mr. Davis:

In compliance with your request transmitted to me by your local representative, Mr. Spurling, I herewith attach a preliminary plan of the work that is to be done on the river levee across from the Union Depot. A memorandum and estimate of quantities from the District's Consulting Engineer, Simon F. Elliot, is also attached hereto.

This, I believe, complies with your request; however, may I please bring to your attention the fact that we know this will be a fairly expensive job and the fact that we must have your wholehearted cooperation so that a contractor can intelligently bid upon this work whereby it will not cost more than the District feels it can afford to pay. It is not possible for us to complete the specifications and other documents in conjunction with the project, as we must first have a commitment from you as to what a contractor might expect in the way of train movements which would interrupt his work, cost of providing rail equipment for the contractor, etc., which I have previously discussed with you.

We feel that this work must be done and completed at the earliest possible date so that the District can rightfully claim that our levees are safe and avoid being penalized for lack of flood protection when the Frying Pan-Arkansas Project gets under way.

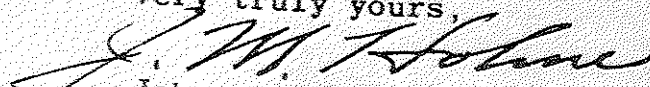
When I visited you on the 13th of August I tried to impress upon you the necessity for your cooperation and action on this project. We are not asking you to contribute anything other than real cooperation on this job, since its satisfactory conclusion may be the determining factor as to whether the City of Pueblo, with all its Industries, Utilities and property valuation, is to bear or not bear a flood tax from the Frying Pan-Arkansas Project.

I will try and have our attorney, Mr. Rose, arrange a meeting with you on this subject in the not too distant future.

I sincerely hope that this gives you and your legal department the desired information and we may have a reply from you without too much more delay.

Encl: Plans

Very truly yours,


John M. Holmes, President

27 August 1962

Memo: John Holmes

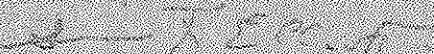
The following is an outline of the proposed levy repairs contemplated at the present time, for that portion of the levy opposite the Union Depot.

1. For the past ten years, it has been noted in the annual inspections of the levy, that the backslope of the levy, west of the west line of Main Street Viaduct, for a distance of some 1,700 feet, is in need of repairs. The slope has settled considerably through natural causes during the past 37 years, but repairs have not been made due to the great difficulty of bringing equipment and materials to the site of the work. The backslope of all levies with the exception of this part of the system, has been re-shaped and repaired as needed. In the opinion of the Directors, and upon advise of their Consulting Engineer, it is necessary that the slope in question be re-shaped to its original dimensions in order to insure the safety of the levy.

2. Although the quantities involved in the work are relatively small, the work will be expensive due to the inaccessability of the site. It is contemplated that the work will consist mainly of reshaping the slope of the levy adjacent to the railroad, bringing to the site, selected backfill material, adding this material to the levy, compacting and shaping. This material when added where required as per plan and profile now being prepared, will be brought to a sub-grade slope and elevation.

3. Upon completion of the reshaping of the levies to finished sub-grade, it is proposed to place a concrete mat over the entire distance of 1,700 feet. It is felt that, in the future, the concrete will prevent the settlement and erosion of the earth dike, and eliminate this type of costly repair. The concrete will have a minimum thickness of 4", and will be keyed into the existing concrete wall at the foot of the levy, adjacent to the railroad. At the sections where this wall is not present, a toe wall beneath the natural ground elevation at the foot of the levy will be built, to which the new concrete slab will be keyed for greater stability.

4. Enclosed is sheet 1 of the construction plans, which show the general plan of the proposed work.


Simon F. Elliot, Cons. Engr.

PUEBLO CONSERVANCY DISTRICT

APPROXIMATE QUANTITIES

Proposed Levy Repairs, Levy Stations 14/000 to 17/196

Cut material at the toe of slope between stations 0/00 and 3/00, to be wasted off the site, and not used for fill	115 cubic yards
Cut material that may be used for fill	256 cubic yards
Fill material required, total	1,123 cubic yards
Fill material to be supplied the site	873 cubic yards
Concrete, level section	220 cubic yards (volume in place)
slope paved section	680 cubic yards (volume in place)
TOTAL	900 cubic yards

Mesh Reinforcement, 73,100 square feet, or 15,300 pounds.


Simon F. Elliot
Engineer for the District