

CITY OF GRAND JUNCTION, COLORADO

MEMORANDUM

Reply Requested
Yes No

Date

February 17, 1978

To: (From:) Jim Patterson From: (To:) Duane R. Jensen, P.E.
Director of Public Works City Engineer-Utilities
and Utilities

In December of 1977 a waterline break occurred on an eight inch waterline beneath the main line trackage of the Denver and Rio Grande Western Railroad. We were subsequently billed the amount of \$423.03 for the Railroad's costs in removing and replacing the trackage. In investigating the validity of this billing I discovered the implications of the language in the City's contracts. We were lucky to not have experienced a greater liability.

The following is quoted from our agreement concernign the West Main Street waterline and similar language is contained in our other contracts with the Railroad.

" The City of Grand Junction shall be solely liable and responsible for any and all loss, damage, injury, claim, demand, and liability in whatever manner arising from or in any manner predicted upon the execution of this agreement. The City agrees to defend and save harmless the Railroad from and against any and all suits, claims, liability, demands, judgements, costs, or payments of money of any sort or nature whatsoever, including attorney's fees, for injury to or death of any person or persons whomsoever or loss of or damage to any and all property. "

The danger does not lie from the fact that the waterlines are beneath the trackage but because they are not encased. If a line were to break where it is not contained in an encasement and was to go unnoticed for a period of time, it could cause an area where the soil could be liquified and thus undermine the foundation of the trackage. If a train were to pass over the trackage while such a situation exists, it could cause derailment and possible significant damage or injury.

If the pipeline were encased the water would go to the ends of the encasement prior to surfacing well away from the trackage.

Below is listed the non-encased waterlines which the City has beneath the railroad tracks. Some of these are becoming quite old and the possibility of a break becomes more likely.

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<u>Location</u>	<u>Pipe Sizes</u>	<u>Number of Tracks</u>	<u>Estimated Hazard Potential</u>	<u>Comments</u>
West Main St.	8"	8	Very high	One recent pipe break in immediate area
South 5th St.	12"	8	Medium	Old line but no recent breaks in that area
South 7th St.	6"	4	Very High	Recent break near the tracks
South 9th St.	14"	4	Low	No breaks near the trackage
South 12th St.	12"& 18"	7	Low	No breaks near the trackage
South 17th St.	24"	9	Low	No breaks near the trackage

The City should begin a program to get all of these waterlines encased in the near future. I plan to begin with the very high potential problem areas during 1979.