

Ditch Doings November 2017

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Sun 12/10/2017 1:51 PM

In my last "Update" and photos, we were finishing up with cleaning gravel from the top of the system, and beginning the construction of a new retaining wall, adjacent to, and just below the Mains. 140 dump loads were removed.

The next six weeks were dedicated to a few projects requiring the system to be dry, and preferably, with no snow. After last year's big snow, immediately followed by a very long irrigation season, needless to say, we were motivated to get as much done before Dec 1, as possible.

Below are photos of the wall project, concrete repair on the Gannet Gates, concrete repair on the floor of the Mains, and a finished "reroute" of the Intermountain Natural Gas line.

There are additional photos at wrvd45.com

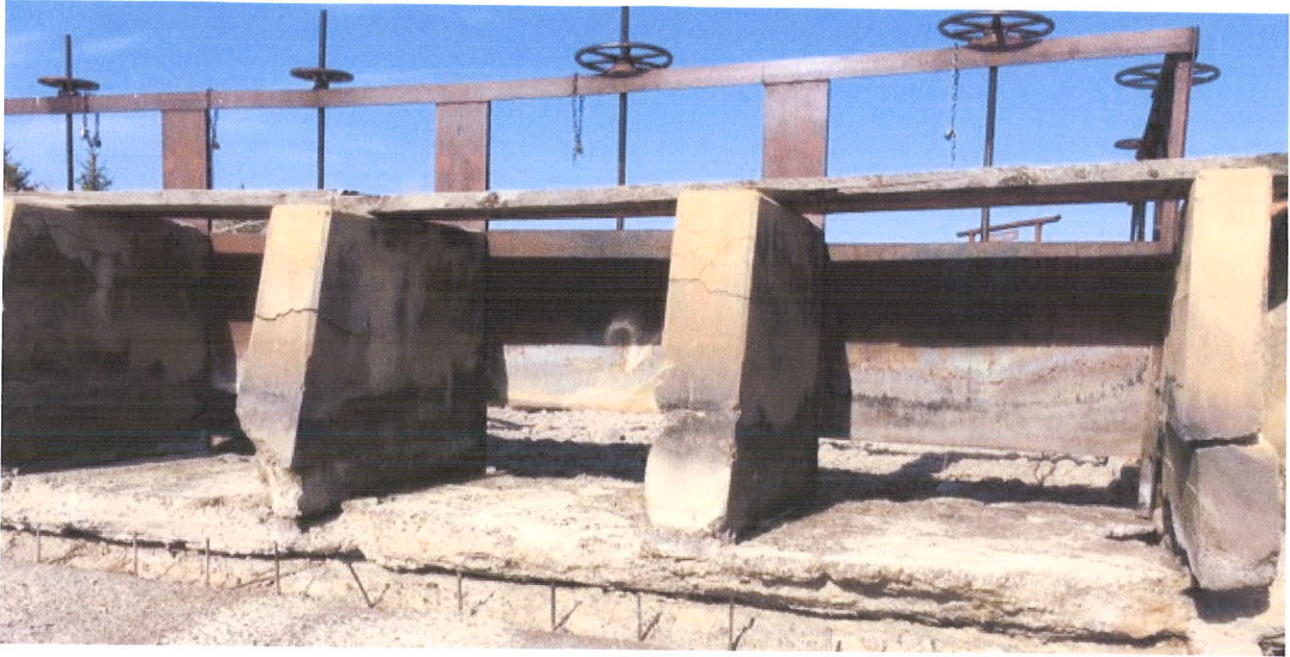




Fifty-five 3 thousand pound blocks set up to stay for awhile in place of the 60 year old boards that were in final stages of usefulness.



Wall all finished. Canal clear of excess gravel and equipment.



100 year old concrete supporting the Gannet Headgate.



Chris directed us in setting up forms for a new floor.



New floor in place. The straw was used to keep the setting concrete from cooling too quickly, as the night time temps were getting down well below freezing. We will continue, probably next October, to patch the vertical portions of the structure.



Intermountain Gas buried, beneath the canal, a 60 year old exposed pipe that was suspended, crossing over the top. It is now 4 feet below the ditch floor with a protective concrete shield well over the top of it. We have on file, a thorough description of the work accomplished plus measurements and locations of all nearby pipe. The interesting thing was how they accomplished laying the new pipe in place, cutting, and welding it to the old pipe, all with out ever disrupting the flow of natural gas to downstream distribution. They just told us to stand back a little ways.



The floor below each gate is approximately 4 feet by 10 feet dimension, with 24 inch deep concrete. 50 years of rapid, swirling, sand laden flow, had eroded these circular pits as deep as 16 inches. This is why the closed gates never actually served to dry up the upper portions of the canal. Even the Old-Timers, who would stop by now and then to have a look, said they had never seen the floors so completely exposed and dry.



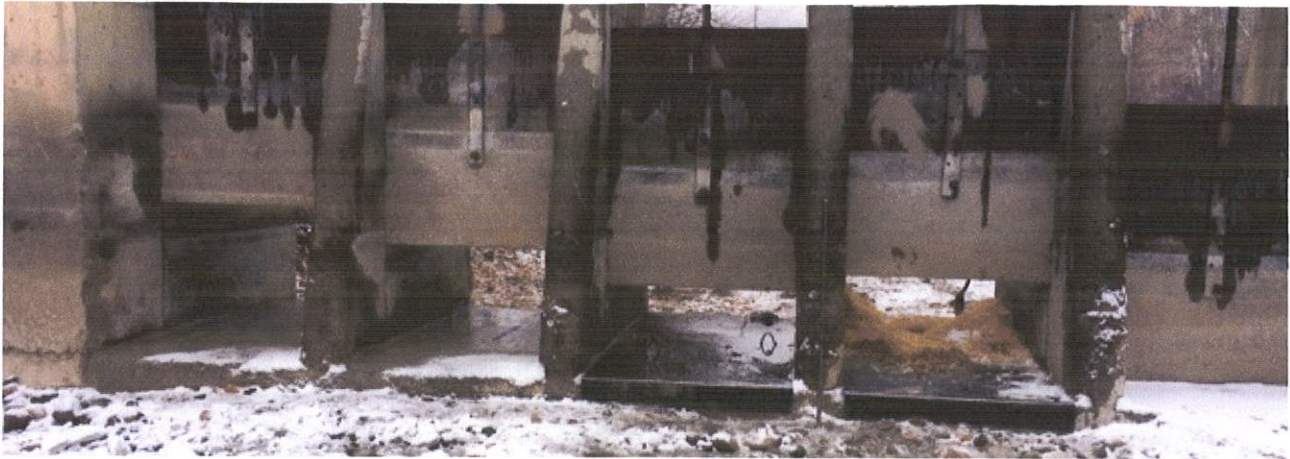
Fall rain and cold made for a little additional work the morning of our scheduled cement pour. We had to use propane weed torches for a couple hours to get all the ice dislodged and out of our way.



...and then it snowed. Getting this monster, first into the canal, and then back out, provided us with a little anxiety, but it saved us a ton of effort hauling cement in with wheelbarrows....



First new concrete floor, and then these 500 pound steel plates, inserted into each orifice, and bolted down.



Almost done here with the four fresh concrete floors and two of the four inserts already in place. The additional three remaining gates were not included this time around because they have not been damaged to the extent by the erosion. Now the steel gates come down snug, sealing the top of the canal completely. No more need for the large earthen berm that has been used recently to close down undesired flow throughout the off-season.



Additional work was done removing about 40 large, hazardous cottonwoods along upper sections of the canal. I wasn't present for the work so have no dramatic photos, but we had to construct this little ramp in the process. I followed up with a chemical treatment on each of the fresh cut stumps in an attempt to curtail regrowth.

This extended dry weather will allow us to continue some of our dry season maintenance. My Decembers are particularly busy so I'm not around too much, right now, but if it stays open, I would expect to be able to burn some during the winter.

In the meantime, Keith will be continuing to pull gravel from sections near the top of each lateral and I still have Woodriver Welding fabricating a couple of chain brackets for our access port near the Mains plus repairing steel handwheels.

I am still readily available by phone.

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