MINUTE NO. 161

Ciudad Juárez, Chihuahua,
November 17, 1937.

WORKS WHICH EACH GOVERNMENT SHALL UNDER-
TAKE IN THE SAN ELIZARIO ISLAND AREA OF
THE RIO GRANDE RECTIFICATION PROJECT IN
ACCORDANCE WITH THE CONVENTION OF FEBRU-
ARY 1, 1933.

The Commission met in the offices of
the Mexican Section in Ciudad Juárez, Chi-
uahua, at 10:00 A.M., November 17, 1937,
for the purpose of taking formal action
on an agreement regarding the further
works which each Government shall under-
take on the Rio Grande rectification
project in accordance with the Convention
of February 1, 1933, and particularly
Articles I, III and IV thereof.

The Commission received, studied and
approved the Joint Report of the Consult-
ing Engineers dated November 16, 1937,
which report is attached hereto and made
a part hereof.

The Commission concurs in the recom-
mandations contained in the attached Joint
Report of the Consulting Engineers, and
adopts the allocation of work therein made
to each country, in what is known as the
San Elizario Island area, which work is in
addition to that previously allocated to
each country in Minute No. 168.

Since the allocation of works to each
government requires construction of part
of such works within the territory of the
other country, on lands acquired in ac-
cordance with the Convention, it is agreed
that when one of the two countries per-
forms the works which are assigned to it
within the territory of the other, these
will be carried on by the performing gov-
ernment's own personnel in the same man-
ner and under the same regulations as though
the works were being performed within the
territory of the government doing the work.

(Continued on Sheet No. 2)
In order to afford greater flexibility and economy in actual construction, and to the extent that the same may from time to time hereafter be arranged by informal agreement of the Commissioners, the performance of a part of the earthwork herein allocated to one government may be exchanged for the performance of an equal amount of the earthwork allocated to the other government.

The inspection of the works being executed by each government will be made by the Consulting Engineers of the Commission, who will periodically submit joint reports to the Commission on the progress of the undertakings.

The meeting then adjourned.

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COMMISSIONER OF THE UNITED STATES,

[Signature]

COMMISSIONER OF MEXICO,

[Signature]

ACTING SECRETARY OF THE UNITED STATES SECTION,

[Signature]

SECRETARY OF THE MEXICAN SECTION.

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Comisión de México.

Comisionado de los Estados Unidos.

Secretario de la Sección Mexicana.

Secretario Interino de la Sección de los Estados Unidos.
INTERNATIONAL BOUNDARY COMMISSION
UNITED STATES AND MEXICO

SUPPLEMENTAL JOINT REPORT OF THE CONSULTING ENGINEERS CONCERNING THE WORKS WHICH EACH GOVERNMENT SHALL UNDERTAKE ON THE RIO GRANDE RECTIFICATION WORKS, IN ACCORDANCE WITH THE CONVENTION OF FEBRUARY 1, 1933.

Ciudad Juárez, Chihuahua,
November 16, 1937.

The Honorable Commissioners,
International Boundary Commission,
United States and Mexico,
El Paso, Texas, and Ciudad Juárez, Chih.

Sirs:

By Minute No. 146 dated October 28, 1935, the Commission adopted the allocation of the works to be performed by each country on the Rio Grande Rectification Project, El Paso-Juárez Valley, as recommended in the Joint Report of the Consulting Engineers dated September 23, 1935. This allocation of work did not include that length of river in the area called San Elizario Island, for the reason that the final location remained to be made in that area.

Since that time, the location of the rectified channel in the San Elizario Island area has been made and adopted by the two countries, and following your instructions we have studied the question of what works in this area each government shall undertake according to the provisions of Articles III and IV of the Convention of February 1, 1933, for the rectification of the Rio Grande in the El Paso-Juárez Valley, and submit for your consideration the following statements and recommendations:

Article III of the Convention states that the proratable cost of the works shall be defrayed by the two governments in the proportion of eighty-eight per cent (88%) by the United States and twelve per cent (12%) by Mexico. Minute No. 129 stipulates the works which are to be con-

(Continued on Sheet No. 2)
The proratable works considered herein and embraced between the upper and lower ends of San Elizario Island are:

(a) Construction of the pilot channel.
(b) Construction of levees on both sides of the rectified channel.
(c) Clearing and grubbing of the right of way.
(d) Construction of a bridge across the rectified channel at Kilometer 56.954.
(e) Construction of a grade control structure.

The cost of the proratable works above enumerated, based on the original estimate in Minute No. 129, including 20% overhead, is:

Earthwork - construction of the pilot channel and levees — Dlrs. 321,840.00
Clearing and grubbing — 17,480.00
One bridge — 60,000.00
One grade control structure — 81,000.00
Total — 460,320.00

the United States’ share (62%) being — 422,681.60
and Mexico’s share (38%) being — 37,638.40
Total — 460,320.00

In considering the work outlined above, it has been deemed advisable to have each country perform all of the clearing and grubbing of the lands within the right of way for the rectified channel which are within its own boundaries, and as concerns the division of the balance of the proratable works already indicated above, it has appeared logical to assign to Mexico the construction of the part of the right or southerly levees which will ultimately lie on the Mexican side of the rectified channel and which Mexico can build within her prorata of expenditures, and to assign to the United States the construction of the balance of the works herein contemplated.

The earthwork required for the construction of the part of the right or southerly levees, which will ultimately lie on the Mexican side of the rectified channel, from Kilometer 50.60 to Kilometer 55.37 and from Kilometer 57.10 to the
de San Elizario representan un volumen de 226,360 metros cúbicos que al mismo costo unitario adoptado en el informe de los Ingenieros Consultores anexo a Acta No. 129, asciende a Dls. 48,892.06. Con igual base, el costo del desmonte y desenraízar de los terrenos necesarios para las obras de rectificación y que están en territorio mexicano es de Dls. 8,740.32. La suma de estos dos conceptos es de Dls. 57,638.40, que es la parte que corresponde cubrir a México, según lo asentado antes.

Respectuosa y se recomienda:

1. Que cada nación tome a su cargo los trabajos de desmonte y desenraízar de los terrenos dentro del derecho de vía del cauce rectificado que en la actualidad estén localizados dentro de su propio territorio.

2. Que México tome a su cargo la construcción de aquella parte del dique derecho o Sur proyectado, que finalmente quedar en su territorio, en los tramos comprendidos entre el kilómetro 50.60 y el kilómetro 55.37, y entre el kilómetro 57.10 y el extremo inferior de la Isla de San Elizario.

3. Que los Estados Unidos tomen a su cargo la construcción del resto de las obras prorrateables que aquí se consideran, y que en detalle son:

(a) Las terracerías que no se han asignado a México en este informe.

(b) La construcción de un puente a través del cauce rectificado en el kilómetro 56.954.

(c) La instalación de una estructura de control de la pendiente en el mismo cauce rectificado, quedando a la Comisión por determinar, cuándo deberá construirse dicha estructura y su localización exacta, y aprobar los planos respectivos.

Este informe se presenta tanto en español como en inglés.

Respetuosamente,

[Signature]
Ingeniero Consultor de la Sección Mexicana.

[Signature]
Ingeniero Consultor de la Sección de los Estados Unidos.

This report is submitted in both the English and Spanish languages.

Respectfully submitted,

[Signature]
Consulting Engineer, United States Section.

[Signature]
Consulting Engineer, Mexican Section.