

GHK/ss
15 Aug 52

HFSGP

800.94(Skagit Rv)1

19 August 1952

SUBJECT: Inactive Civil Works Projects

TO: Division Engineer
North Pacific Division
Corps of Engineers
500 Pittock Block
Portland 5, Oregon

800.94 (General) 401

800.94(Skagit Rv)1
sub 1 acopy

Inclosed are reports on inactive flood control projects for Skagit River, Washington, and Chehalis River and Tributaries, Washington, submitted in partial response to request contained in paragraph 2 of your multiple address letter dated 22 July 1952 (HFSGP) subject: "Inactive Civil Works Projects." These reports together with those submitted previously complete the series of inactive project sheets for both navigation and flood control from this district.

- 2 Incls (in quad)
- Inactive Projects:
 1. Skagit River, Wash.
 2. Chehalis River and Tribs, Wash.

N. A. MATTHIAS
Colonel, Corps of Engineers
District Engineer

cc: Kurttila
Mullen

~~Kurttila~~ *JK*

~~Hopkins~~

~~Boswell~~ *NO*

~~Bosley~~ *B*

~~Ball SR~~

Matthias /s/

MAR

*file
open*

Inactive Projects - Seattle District

II - Flood Control

Skagit River, Washington

1. Project, location and purpose. - This inactive project provides for partial control of floods in the lower Skagit River valley, north-western Washington, by a diversion channel between Avon and Padilla Bay, and river channel improvement between Burlington and Avon.
2. Authorization. - The project was authorized by the Flood Control Act adopted 22 June 1936 (H. Doc. 187, 73d Cong., 2d sess.) although the project had never been favorably recommended by the Chief of Engineers.
3. Project description. - The project plan as originally authorized provides for a bypass channel 5.6 miles long extending westward from Avon to Padilla Bay. The channel is to have a capacity of 120,000 second-feet, assuming that the natural channel would safely carry 100,000 second-feet. The project includes concrete control works at the head of the bypass and a concrete weir at the outlet. It also provides for channel widening and bank revetting between Burlington and Avon. Local interests are required to provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project, maintain and operate all works after completion, and free the United States from all claims for damages due to the construction works. These terms have not been met and no work has been done on the project.
4. Estimated costs. - The original approved estimates of cost for the project, based on project document plans as modified by definite project studies (1936), were \$3,150,100 for Federal construction and \$1,332,000 to local interests for lands and damages. In 1951 a complete restudy of the project was made, the results of which were incorporated in a survey report on Skagit River and Tributaries, submitted 21 February 1952. From estimates for a modified plan of the Avon bypass combined with bank revetment, as given in the report, the estimated project costs as of July 1952 are \$7,600,000 for Federal work and \$2,950,000 for local work.
5. Economic analysis. - In the project document average annual flood damages were estimated to range between \$125,000 and \$150,000. Annual charges at 4 percent (50-year life) on the original Federal and local investment totaling \$4,982,100 would be \$231,900 (the 4-percent rate was used in the project document to determine the economic merit of the project). Using the higher damage figure and assuming that all

of these damages would be eliminated, the benefit-to-cost ratio would have been 0.55 for the project as authorized even without any provision for annual maintenance and operation costs.

6. From field appraisals and studies made in connection with the recent review report, the average annual value of the flood damages prevented by the authorized works is estimated to be \$155,000 at July 1952 prices. Corresponding annual charges at 2-1/2 percent interest (50-year life) for the combined Federal and local investment of \$10,550,000 would be \$372,000 exclusive of annual maintenance charges. The current benefit-to-cost ratio would thus be 0.42. Assuming an annual maintenance and operation cost of \$100,000 (about 1 percent of the first cost), the ratio would be reduced to 0.33.

7. Reasons for classification as inactive. - At a public hearing held on 9 March 1937 responsible county officials stated that county finances were such that it would be impossible for local interests to furnish the required local cooperation. The consensus of opinion was that the bypass channel was not wanted. Consultations with local interests during the recent project review studies indicated that the general consensus was the same as that in 1937. These interests have suggested consideration of upstream flood control storage and dredging of lower channels in the interest of flood control. Consequently, no assurances of local cooperation have been furnished for the existing project and none can be expected. Analysis of costs and benefits have shown a lack of economic justification. For these reasons the project is classified as inactive. The February 1952 report recommended abandonment of this project.

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National Archives - Pacific NW Region
6125 Sand Point Way, NE
Seattle, WA 98115

Record Group 77

Office of Chief

Additional Information

Engineers Seattle

District Office Civil Works Project 1951-52

BX 29 Shulshole - Snohomish

folder 800.94 (Skagit River miscel data)