

U. S. ARMY ENGINEER DISTRICT, SEATTLE
 CORPS OF ENGINEERS
 1519 SOUTH ALASKAN WAY
 SEATTLE 4, WASHINGTON

ADDRESS REPLY TO
 DISTRICT ENGINEER
 (NOT TO INDIVIDUALS)

REFER TO NPSKS

20 June 1961

PUBLIC NOTICE NO. P-61-73

Application has been received by the U. S. Army Engineer District, Seattle, from the WASHINGTON STATE HIGHWAY COMMISSION, SKAGIT COUNTY, GREAT NORTHERN RAILWAY COMPANY and NORTHERN PACIFIC RAILWAY COMPANY requesting REVISION of the FEDERAL BRIDGE REGULATIONS affecting the operation of movable bridges they maintain across the SKAGIT RIVER. The proposed revision would provide for locking the movable portions of these bridges and maintaining them as fixed structures.

The applicants have advised that this action is taken in view of the fact that there are no longer any commercial vessels navigating on this waterway which cannot pass beneath the bridges while in the closed position. None of these bridges have been required to be opened for navigation since 1959, and in two instances the bridges have not been opened since 1947. The applicants have further advised that the cost of operation and maintenance of the movable bridges is very high and is not justified by existing requirements of navigation.

Following is a tabulation of the clearances in the closed position for the bridges under consideration:

Bridge	Owner	River Mile	Clearances	
			Vertical Feet at Mean Low Water	Horizontal Feet
At Fir (South Fork)	Skagit County	5.5	22.0	115
At Mount Vernon	Washington State Department of Highways	12.25	30.0	105
Near Mount Vernon	-do-	17.0	34.4	108
Near Mount Vernon	Great Northern Railway	17.75	34.0	80
Near Sedro Woolley	Northern Pacific Railway	25.0	35.5	91

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