

COLONEL JOHN A. POTEAT'S

SPEECH

TO

WHATCOM-SKAGIT-ISLAND CONTRACTORS ASSOCIATION

12 April 1978

Dinner Speech

at

Bellingham Yacht Club  
Bellingham, Washington

Title Slide

GOOD EVENING, PRESIDENT TJEERDSMA [ROGER, PREFERABLY KNOWN AS "GUS"] AND MEMBERS OF THE CONTRACTORS ASSOCIATION. IT IS MY PLEASURE TO BE WITH YOU THIS EVENING TO DISCUSS THE SKAGIT RIVER LEVEE AND CHANNEL IMPROVEMENT PROJECT. I ALWAYS ENJOY ASSOCIATING WITH YOUR GROUP BECAUSE OF YOUR IMPECCABLE REPUTATION. YOU ARE WELL KNOWN IN THE AREA FOR YOUR EFFICIENT AND EXPEDITIOUS WORK. SHORTLY AFTER I WAS TRANSFERRED TO THE SEATTLE DISTRICT, I REMEMBER OVERHEARING A CONVERSATION BETWEEN ONE OF YOUR MEMBERS AND A LOCAL SEATTLE CONTRACTOR WHILE EATING LUNCH IN PIONEER SQUARE. YOUR MEMBER WAS TELLING THE SEATTLEITE HOW MUCH FASTER THEY COULD GET THINGS DONE UP NORTH. "HOW LONG DID IT TAKE YOU TO BUILD THE SMITH TOWER," HE ASKED. "OH, ABOUT TWO YEARS," REPLIED THE SEATTLEITE. "NOT BAD," HE ADMITTED, BUT WE'D HAVE BUILT IT IN HALF THAT TIME. HOW ABOUT YOUR BIG BLACK BOX, I'VE HEARD SO MUCH ABOUT?"

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"YOU MEAN THE SEATTLE-FIRST NATIONAL BANK? IT TOOK JUST FOUR MONTHS TO PUT UP," THE SEATTLEITE RESPONDED. "WE WOULDN'T HAVE TAKEN ANY LONGER THAN TWO MONTHS TO BUILD IT," SAID THE OTHER CONTRACTOR. "FROM THE LOOKS OF THINGS IT MUST HAVE TAKEN YOU YEARS TO ERECT THE SPACE NEEDLE."

"I REALLY CAN'T SAY," SAID THE SEATTLEITE. "IT WASN'T HERE LAST NIGHT."

YOU HAVE MY ASSURANCE, THE CORPS OF ENGINEERS IS LOOKING FORWARD TO THE LEVEE AND CHANNEL WORK TO BE DONE IN YOUR NECK OF THE WOODS.

BEFORE I BEGIN MY DISCUSSION OF OUR STUDIES AND THE WORK TO BE DONE ALONG THE SKAGIT RIVER, I FIRST WILL TAKE A FEW MINUTES TO STEP BACK IN HISTORY AND EXPLAIN HOW THE ARMY EVER GOT INVOLVED IN CIVIL WORKS.

West Point

THE CORPS OF ENGINEERS WAS ORGANIZED IN 1775 AS PART OF WASHINGTON'S CONTINENTAL ARMY. SOME YEARS LATER, IN 1802, WE WERE CHARGED WITH OPERATING A MILITARY ACADEMY AT WEST POINT. FOR 64 YEARS WEST POINT REMAINED A CORPS INSTALLATION, AND FOR A QUARTER OF A CENTURY IT WAS THE ONLY ENGINEERING SCHOOL IN THE NATION.

Lewis and Clark

/ CONSEQUENTLY, WE BECAME THE PRINCIPAL AGENTS OF THE GOVERNMENT IN EXPLORING AND MAPPING THE WEST. WE ARE ALL FAMILIAR WITH THE ARMY'S EPIC **EXPLORATION OF THE PACIFIC NORTHWEST BY CAPTAINS LEWIS AND CLARK**, BUT THERE ARE OTHER HISTORICAL CONTRIBUTIONS, NOT SO WELL KNOWN. /

McClellan

FOR INSTANCE, CAPTAIN GEORGE B. McCLELLAN, LATER GENERAL, PIONEERED A KEY ROAD AROUND 1855 FROM STEILACOOM, NEAR TACOMA, TO WALLA WALLA FOR THE SETTLERS AND MILITARY.

Railroad

/ WE ALSO WERE INVOLVED IN SURVEYING TRANSCONTINENTAL RAILROADS.

Tree

/ DURING THIS PERIOD, WE CATALOGUED PLANTS, WILDLIFE, AND OTHER NATURAL RESOURCES. AS YOU CAN SEE, **ENVIRONMENTAL CONSIDERATIONS ARE NOTHING NEW TO THE CORPS**. WE HAVE BEEN ENVIRONMENTALLY AWARE FROM OUR VERY BEGINNINGS.

Yellowstone

/ WE ALSO CARRIED OUT THE FIRST MEASURES TO PRESERVE YELLOWSTONE, YOSEMITE, AND SEQUOIA NATIONAL PARKS, WHICH WE ADMINISTERED UNTIL THE NATIONAL PARKS SERVICE WAS CREATED.

Riverboat

/ OUR CIVIL-WORKS MISSIONS, AS THEY ARE UNDERTAKEN TODAY,

BEGAN IN 1824 WHEN CONGRESS ASSIGNED US TO NAVIGATION IMPROVEMENTS ON THE MISSISSIPPI RIVER. OUR JOB WAS TO CLEAR THE LOWER MISSISSIPPI AND OHIO RIVERS OF SNAGS AND DEBRIS. / IN 1879, FLOOD CONTROL ON THE MISSISSIPPI WAS ADDED TO OUR MISSION, AND IN 1936, THE FLOOD-CONTROL MISSION WAS EXPANDED TO A NATIONAL PROGRAM. THESE EARLY ACTIVITIES MARKED THE BEGINNING OF THE CORPS' CIVIL WORKS MISSION--A DUAL ROLE THAT EMPHASIZED A PRACTICAL BLENDING OF CIVIL WORKS AND MILITARY ENGINEERING SKILLS. HYDRO-POWER, WATER SUPPLY, RECREATION, AND CONSERVATION OF FISH AND WILDLIFE WERE ADDED LATER.

Levee

Library of Congress / AS THE PRINCIPAL FEDERAL CONSTRUCTION AGENCY, SOME SPECIAL PROJECTS WERE ASSIGNED ALONG THE WAY, SUCH AS THE LIBRARY OF CONGRESS; RENOVATION OF THE CAPITOL, AND CAPPING OF THE ROTUNDA; / THE WASHINGTON, LINCOLN, AND JEFFERSON MONUMENTS; /  
Washington Monument /  
Panama Canal / THE PANAMA CANAL; THE ALCAN HIGHWAY; AND LAST BUT NOT  
Pentagon / LEAST /-- THE PENTAGON.

Boat Going  
Thru Locks

/ TODAY, 154 YEARS LATER, WE ARE THE STEWARD OF 28,000 MILES OF INLAND WATERWAYS WHICH CARRY ONE-SIXTH OF THE NATION'S COMMERCE. WE ANNUALLY DREDGE OVER 350 MILLION CUBIC YARDS OF MATERIAL TO KEEP THE WATERWAYS OPEN FOR TRAFFIC.

Power Lines / SIXTEEN MILLION KW OF HYDROELECTRIC GENERATING CAPACITY IS INSTALLED AT 65 CORPS' PROJECTS. THESE PROJECTS PRODUCE 27 PERCENT OF THE TOTAL U.S. HYDROELECTRIC ENERGY PRODUCTION. THE CORPS IS THE NATION'S LARGEST SINGLE PRODUCER OF HYDROELECTRICITY.

Controlled River Valley / DURING THE PAST 154 YEARS, WE ALSO HAVE PREVENTED OVER \$66 BILLION IN FLOOD DAMAGES. FOR EVERY DOLLAR SPENT, SIX DOLLARS HAVE BEEN SAVED.

Corps' Boundaries / THE CORPS IS DIVIDED INTO ELEVEN DIVISIONS IN THE UNITED STATES, AND EACH DIVISION IS DIVIDED INTO SMALLER UNITS CALLED DISTRICTS.

Seattle District / THE SEATTLE DISTRICT INCLUDES WESTERN MONTANA TO THE CONTINENTAL DIVIDE; NORTHERN IDAHO; AND WASHINGTON, EXCEPT FOR THE SOUTHERLY PORTION ALONG THE LOWER COLUMBIA AND SNAKE RIVERS. WE BORDER CANADA, AND THE DISTRICT ENGINEER SITS ON THREE INTERNATIONAL BOARDS OF CONTROL BECAUSE OF WATER FLOWS BETWEEN THE TWO COUNTRIES.

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Skagit River Scene / FOR OVER A CENTURY, THE CORPS' ROLE IN FLOOD CONTROL HAS SERVED THE AMERICAN PEOPLE. IT HAS HELPED TO PRESERVE

RIVER VALLEYS FOR THE PEOPLE TO FARM AND ENJOY. I NOTICED LAST SUNDAY'S "PICTORIAL" [SEATTLE TIMES, 9 APRIL 1978] FEATURED AN ARTICLE ABOUT THE SCENIC BIKE TREKS AVAILABLE THROUGH YOUR SKAGIT RIVER VALLEY. THEY DIDN'T MENTION, HOWEVER, THAT THE TOUR CAN'T BE PEDALED YEAR-ROUND.

1951 Flood

IT ISN'T NEWS TO ANY OF YOU WHEN I SAY THAT THE SKAGIT RIVER VALLEY HAS HAD A LONG HISTORY OF FLOODING. EVEN BEFORE THE FORMAL RECORDING OF FLOODFLOWS IN 1908, HISTORICAL RECORDS INDICATE EXTREME FLOODS OCCURRED IN THE 1880'S. THE MOST RECENT FLOOD WHICH CAUSED MAJOR DAMAGE WAS THE FLOOD OF 1951. MANY OF YOU PROBABLY REMEMBER IT. IT REMAINED AT ITS PEAK FOR NEARLY 6 HOURS AT MT. VERNON. MANY OF THE DIKES FAILED BECAUSE THEY LACKED SUFFICIENT HEIGHT AND WIDTH TO WITHSTAND THE SATURATION.



Dam Map

IN SPITE OF THE FIVE DAMS IN THE SKAGIT RIVER VALLEY, THE FLOODING PROBLEM HAS PERSISTED. HOWEVER, IT REALLY ISN'T THE FAULT OF THE DAMS SINCE ONLY TWO OF THEM PROVIDE SIGNIFICANT FLOOD-CONTROL STORAGE -- ROSS DAM ON THE SKAGIT RIVER AND UPPER BAKER DAM ON THE BAKER RIVER. GORGE AND DIABLO DAMS ON THE SKAGIT RIVER AND LOWER BAKER DAM ON THE BAKER RIVER HAVE NO FLOOD-CONTROL STORAGE AND

ARE OPERATED FOR RUN-OF-THE-RIVER POWER GENERATION.

Dam Collage / EVEN WITH THE EXISTING FLOOD-CONTROL DAMS, SUBSTANTIAL AMOUNTS OF FLOODING CAN AND WILL CONTINUE TO OCCUR IN THE FUTURE.

Flood Plain Dwg / TO COMBAT FLOODING AND POTENTIAL FLOODING CONDITIONS IN THE AREA, FLOOD FORECASTING AND WARNING, FLOOD-PLAIN ZONING, FLOOD-CONTROL STORAGE, AND FLOOD-CONTROL LEVEES HAVE BEEN USED. HOWEVER, IN SPITE OF THESE MEASURES, INCLUDING 43 MILES OF LOCALLY BUILT LEVEES AND THE TWO STORAGE DAMS, ADDED FLOOD-CONTROL PROTECTION IS NEEDED.

Castle / THE CORPS OF ENGINEERS WOULD LIKE TO BE ABLE TO SOLVE THE FLOOD-CONTROL PROBLEM OVERNIGHT. HOWEVER, IT'S NOT QUITE THAT EASY. EVEN IF OUR AMBITIONS AREN'T NIPPED IN THE BUDGET, CONSTRUCTION OF WATER-RESOURCE PROJECTS TAKES TIME. THIS PROCESS HAS THREE PHASES. THE PROCESS THE CORPS USES TO PLAN, DESIGN, AND BUILD WATER-RESOURCE PROJECTS CAN BE EXPLAINED IN THREE SIMPLE PHASES.

Phase I / THE FIRST PHASE IS KNOWN AS GENERAL INVESTIGATION STUDIES. THIS IS WHERE CONGRESS DIRECTS THE CORPS TO INVESTIGATE A CERTAIN PROBLEM OR PROBLEMS AND MAKE

RECOMMENDATIONS AS TO THE FEDERAL INTEREST IN IMPLEMENTATION. THE CATCH, OF COURSE, IS THAT THE CORPS CAN MAKE NO INVESTIGATIONS AND CONGRESS CAN MAKE NO DIRECTIONS UNTIL THE LOCAL PEOPLE FIRST SUMMON CONGRESSIONAL AID. RESIDENTS OF THE SKAGIT RIVER BASIN SOUGHT CONGRESSIONAL HELP IN THE LATE 1950'S; AND CONGRESS AUTHORIZED A STUDY BY THE CORPS IN 1960. THE STUDY WAS COMPLETED IN 1965, AND THE CORPS RECOMMENDED THAT THE SKAGIT RIVER LEVEE AND CHANNEL IMPROVEMENT PROJECT BE CONSTRUCTED.

IN THE FLOOD-CONTROL ACT OF 1966, CONGRESS AUTHORIZED THE CORPS TO PROCEED WITH THE LEVEE AND CHANNEL IMPROVEMENT PROJECT ALONG THE LOWER SKAGIT RIVER. PLEASE NOTE, HOWEVER, THAT CONGRESS DID NOT FUND THE START OF ADDITIONAL STUDIES.

Phase II / LATE IN 1976, CONGRESS FUNDED FOR FY77 START, WHAT I WILL CALL THE SECOND PHASE OF THE LEVEE AND CHANNEL IMPROVEMENT PROJECT. THIS PHASE INVOLVES ADVANCED ENGINEERING AND DESIGN STUDIES. DURING THIS PHASE, THE CORPS REVIEWS THE AUTHORIZED PROJECT TO DETERMINE WHETHER THERE ARE CHANGES IN THE NEEDS OF THE AREA AND THE DESIRES OF THE PEOPLE SINCE THE FIRST PHASE OF THE STUDY WAS



AUTHORIZED. WE EITHER AFFIRM THE PROJECT AS IT WAS AUTHORIZED, OR WE REFORMULATE IT TO MEET NEW OR GREATER NEEDS. THIS IS WHERE WE ARE NOW ON THE SKAGIT LEVEE AND CHANNEL IMPROVEMENT PROJECT. WE ARE IN THE SECOND YEAR OF THIS PHASE WHICH WILL CULMINATE IN A RECOMMENDATION OF EITHER AFFIRMATION OR REFORMULATION.

Public Meeting / PUBLIC MEETINGS ARE A PART OF THIS SECOND PHASE.

MAYBE SOME OF YOU WERE ABLE TO ATTEND OUR RECENT PUBLIC MEETING HELD LAST MONTH [22 MARCH 1978] AT MOUNT VERNON. WE PLAN TO HOLD ADDITIONAL PUBLIC WORKSHOPS AND/OR PUBLIC MEETINGS THIS SUMMER AND FALL TO EXPLAIN THE PROGRESS OF OUR STUDIES AND ASK FOR FURTHER PUBLIC INPUT. WE EXPECT THE FINAL PLAN IN WHICH WE WILL RECOMMEND CONSTRUCTION TO BE DEVELOPED BY THE END OF 1978. WE WILL THEN SUBMIT OUR FINAL REPORT TO HIGHER AUTHORITY IN THE SPRING OF 1979.

Phase III / THE LAST PHASE IN BRINGING ABOUT A WATER-RESOURCE PROJECT, OF COURSE, IS THE ACTUAL CONSTRUCTION. THIS CAN TAKE ONE TO SEVERAL YEARS, DEPENDING ON THE SCOPE OF THE WORK. PROVIDED WE RUN INTO NO MAJOR ROAD BLOCKS, WE EXPECT THE FIRST CONSTRUCTION OF THE SKAGIT LEVEE AND CHANNEL IMPROVEMENT PROJECT WILL BEGIN SOMETIME DURING

THE SUMMER OF 1980 ON THE DOWNSTREAM PORTION. CONSTRUCTION ON THE UPPER PORTIONS OF THE PROJECT WOULD BEGIN IN 1981 AND CONTINUE THROUGH 1982. THE COMPLETED PROJECT WILL BE TRANSFERRED TO THE SKAGIT COUNTY FOR OPERATION AND MAINTENANCE.

I HAVE JUST COMPLETED A VERY SIMPLE RENDITION OF A VERY COMPLEX PROCESS USED TO PLAN, DESIGN, AND BUILD CORPS' WATER-RESOURCE PROJECTS, AS IT CONCERNS THE FLOOD-PROTECTION NEEDS OF THE SKAGIT RIVER BASIN. I NOW WILL EXPLAIN IN MORE DETAIL THE PROJECT CONGRESS AUTHORIZED IN 1966 AND THE ALTERNATIVES WE ARE PRESENTLY CONSIDERING.

Project Map /

THE AUTHORIZED PROJECT OF 1966 INCLUDED RAISING AND STRENGTHENING THE EXISTING LEVEE SYSTEM FROM THE MOUTHS OF THE NORTH AND SOUTH FORKS UPSTREAM TO THE BURLINGTON NORTHERN RAILROAD BRIDGE, AND ALSO IMPROVING THE HYDRAULIC CAPACITY OF THE NORTH FORK AND FRESHWATER SLOUGH CHANNELS THROUGH EXCAVATION. EXCAVATION WOULD INCREASE THE RIVER'S CAPABILITY TO HANDLE WATER FLOWS DURING FLOODING.

LEVEE IMPROVEMENTS OF THE RIVER WOULD INVOLVE INCREASING TOP WIDTHS AND FLATTENING SIDE SLOPES

ON THE WEST SIDE FOR ABOUT FOUR MILES AND ON THE EAST SIDE FOR ABOUT SEVEN MILES. LEVEES AROUND FIR ISLAND WOULD REQUIRE WIDENING THROUGHOUT MOST OF THEIR LENGTH.

CHANNEL IMPROVEMENTS WOULD BE UNDERTAKEN ON THE NORTH FORK AND FRESHWATER SLOUGH CHANNELS. ABOUT TWO MILES OF CHANNEL IN TWO LOCATIONS WOULD BE IMPROVED ON THE NORTH FORK, AND ABOUT A MILE OF CHANNEL ON FRESHWATER SLOUGH. IN GENERAL, CHANNEL EXCAVATION WOULD WIDEN THE CHANNEL AND LEVEES WOULD BE REBUILT NEXT TO THE NEW BANKS OF THE CHANNEL, WHERE NECESSARY. THIS CONCLUDES MY QUICK SUMMARY OF THE PROJECT WHICH CONGRESS AUTHORIZED IN 1966.

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CURRENTLY, THE WASHINGTON CONGRESSIONAL DELEGATION IS PROPOSING LEGISLATION WHICH WOULD EXTEND THE AUTHORITY OF THIS PROJECT FROM THE BURLINGTON NORTHERN RAILWAY BRIDGE AT MOUNT VERNON TO SEDRO WOOLLEY. LEVEES BETWEEN BURLINGTON AND SEDRO WOOLLEY PREVIOUSLY WERE AUTHORIZED BY CONGRESS, BUT UNDER ANOTHER AUTHORIZATION KNOWN AS THE AVON BYPASS. IT WOULD BE MUCH MORE CONVENIENT FOR ALL THE LEVEES DOWNSTREAM OF SEDRO WOOLLEY TO BE PART OF THE SAME AUTHORIZATION.

THE PROPOSED LEGISLATION ALSO WOULD ALLOW THE ADDITION OF SPECIFIC RECREATION FEATURES TO THE PROJECT AND PROVIDE FOR A 50/50 FEDERAL/NON-FEDERAL COST SHARING ON THE RECREATION FEATURES. WE DO NOT KNOW WHEN THIS LEGISLATION MIGHT BE PASSED, BUT WE ARE STUDYING THE UPSTREAM AREA TO ASSURE THE LEVEE WORK IN THE DOWNSTREAM AREA WILL NOT COMPROMISE FLOOD CONTROL IN THE UPSTREAM AREA.

Flood-Control  
Options

/ THE WAYS WE CAN CONSIDER TO STOP FLOODING ARE NUMEROUS. THE MORE OBVIOUS IS THAT WE CAN IGNORE THE PROBLEM AND DO NOTHING, OR WE CAN INSTITUTE FLOOD-PLAIN REGULATIONS, CREATE ADDITIONAL FLOOD-CONTROL STORAGE ON ONE OR MORE TRIBUTARIES OF THE SKAGIT RIVER, DIVERT FLOOD FLOWS AWAY FROM THE AREAS, PROTECT SELECTED AREAS WITH HIGH LEVEE SYSTEMS, FLOOD PROOF ALL THE BUILDINGS IN THE FLOOD PLAIN, OR WE CAN, OF COURSE, MOVE EVERYONE OUT OF THE FLOOD PLAIN, HARDLY A FEASIBLE SOLUTION.

I AM ENCOURAGED TO READ THAT SKAGIT COUNTY IS ACTIVELY PURSUING ONE OF THE ISSUES THAT WAS RAISED AT OUR PUBLIC MEETING. SOME OF THE FLOOD-PLAIN RESIDENTS HAD EXPRESSED CONCERN ABOUT THE ADEQUACY OF THE PRESENT FLOOD WARNING SYSTEM. I NOTE THAT THE COUNTY COMMISSIONERS

HAVE AUTHORIZED THE INSTALLATION OF FOUR PHONE LINES AND TAPE RECORDERS TO PROVIDE FLOOD INFORMATION TO COUNTY RESIDENTS. THIS SHOULD HELP REDUCE FLOOD DAMAGES BY PROVIDING INFORMATION SO THAT THE FARMERS WILL KNOW WHEN THEY SHOULD MOVE THEIR LIVESTOCK TO HIGHER GROUND OR EVACUATE COMPLETELY.

DOING NOTHING TO PREVENT FLOOD DAMAGES OBVIOUSLY IS A STEP BACKWARDS. SKAGIT COUNTY HAS ALREADY IMPLEMENTED FLOOD PLAIN REGULATIONS WHICH SHOULD DISCOURAGE DEVELOPMENT ON THE FLOOD PLAIN AND CONSEQUENTLY PREVENT DAMAGES. HOWEVER, THESE REGULATIONS DO NOTHING TO CONTROL FLOODING OR REDUCE DAMAGES TO EXISTING STRUCTURES. AS FAR AS FLOOD PROOFING IS CONCERNED, IT IS FEASIBLE FOR SOME STRUCTURES, BUT IT IS NOT POSSIBLE OR FEASIBLE FOR MANY STRUCTURES.

Skagit-Samish  
River Basin

THE DIVERSION OF FLOODFLOWS BELOW SEDRO WOOLLEY WOULD PROVIDE INCREASED PROTECTION TO THE URBAN AND DELTA AREAS. THIS BY ITSELF HELPS, BUT DOES NOT PROVIDE A COMPLETE SOLUTION TO FLOODING IN THE URBAN AREAS. THE ONLY APPARENT WAY TO DO THAT IS TO ADD LEVEE SYSTEMS AT THE CITIES. IN ADDITION TO THE AUTHORIZED LEVEE AND CHANNEL IMPROVEMENT PROJECT, WE ARE CONSIDERING VARIOUS COMBINATIONS OF STORAGE, DIVERSION, AND LEVEES

FOR DIFFERENT DEGREES OF PROTECTION. WE ARE NOW EVALUATING WHETHER ANY OF THESE COMBINATIONS APPEAR TO BE FEASIBLE AND IF THEY SHOULD BE STUDIED IN MORE DETAIL, ULTIMATELY RECOMMENDING THEM IN CONJUNCTION WITH THE AUTHORIZED PROJECT. WE ALSO WANT TO ASSURE OURSELVES THAT ANY WORK WE ACCOMPLISH NOW WILL NOT PREVENT FUTURE MEASURES FROM BEING EFFECTIVE.

Public Meeting

ONE OF THE FIRST STEPS IN INITIAL POST-AUTHORIZATION PLANNING IS TO QUICKLY REVIEW THE ALTERNATIVES AND TO VERIFY THE ALTERNATIVES WHICH SHOULD BE PURSUED IN MORE DETAIL. / LAST MONTH'S PUBLIC MEETING [22 MARCH 1978] WAS PART OF THAT REVIEW PROCESS. AFTER DISCUSSING SIX ALTERNATIVES AT THE MEETING, COMMENTS FROM THE LOCAL PEOPLE AND GOVERNMENTAL REPRESENTATIVES GENERALLY FAVORED OUR EXPLORING ALTERNATIVE THREE IN MORE DETAIL.

Alt. 3 Map

/ ALTERNATIVE THREE BASICALLY IS THE LEVEE AND CHANNEL IMPROVEMENT PROJECT AS IT WAS AUTHORIZED IN 1966 WHICH WOULD INVOLVE RAISING AND STRENGTHENING THE EXISTING LEVEE SYSTEM FROM THE MOUTH OF THE NORTH AND SOUTH FORKS UPSTREAM TO THE BURLINGTON NORTHERN RAILROAD BRIDGE. IN ADDITION, A HIGH LEVEE SYSTEM WOULD BE BUILT IN THE URBAN AREAS FROM BURLINGTON TO MOUNT VERNON, PROVIDING A HIGH DEGREE TO FLOOD PROTECTION.

DRAINAGE OUTLETS AND PUMPING STATIONS WOULD BE PROVIDED, AS NEEDED.

Alt. 3 Outline / THE PRELIMINARY COST ESTIMATE RANGES FROM \$30 to \$60 MILLION, OF WHICH \$27 TO \$53 MILLION WOULD BE FEDERAL COST AND \$3 TO \$7 MILLION WOULD BE NON-FEDERAL COST. THIS ALTERNATIVE WOULD PROVIDE A HIGH DEGREE OF FLOOD PROTECTION FOR THE 5,200 ACRES OF URBAN LAND FOR ABOUT 100 YEARS. THE REST OF THE FLOOD PLAIN WOULD BE PROVIDED A LOWER DEGREE OF PROTECTION.

River Scene / I KNOW THERE ARE MANY QUALIFIED CONTRACTORS HERE THIS EVENING WHO COULD PERFORM FLOOD-CONTROL WORK, BUT BECAUSE OF LIMITED BONDING CAPACITIES, SOME OF YOU WOULD BE UNABLE TO TACKLE SUCH A LARGE PROJECT. I WISH I COULD TELL YOU THAT WE ARE GOING TO BREAK THE PROJECT INTO MANY SMALLER UNITS SO IT WOULD BE WITHIN YOUR BONDING CAPACITY, BUT I AM SORRY TO SAY THAT I CANNOT MAKE SUCH A COMMITMENT, AT THIS TIME. I CAN SAY, HOWEVER, THAT THE JOB WILL BE SEPARATED INTO AT LEAST TWO INCREMENTS, MAYBE MORE, AND THAT CONSIDERATION WILL BE GIVEN TO A SEPARATE LANDSCAPING CONTRACT. PRIME CONTRACTORS, OF COURSE, MAY SELECT MANY SUBCONTRACTORS FOR WORK ITEMS. AS I ALREADY HAVE DISCUSSED,

WE ARE IN THE EARLY STAGES OF OUR STUDIES, AND IT WOULD BE PREMATURE TO STIPULATE CONTRACT SPECIFICATIONS. ALL I CAN SUGGEST IS THAT YOU KEEP ABREAST OF OUR STUDY PROGRESS THROUGH OUR PUBLIC MEETINGS AND PUBLIC BROCHURES. MR. VERNON COOK, THE PROJECT MANAGER [764-3455], WILL BE AVAILABLE TO ASSIST YOU IN ANY WAY.

Squalicum / NOW I WILL TOUCH ON ANOTHER CORPS' PROJECT LOCATED RIGHT IN YOUR OWN BACKYARD. MOST OF YOU ARE PROBABLY AWARE THAT WE ARE ADVERTISING FOR BIDS TO CONSTRUCT THE SQUALICUM SMALL-BOAT HARBOR EXPANSION PROJECT THE DAY AFTER TOMORROW [14 APRIL 1978]. THIS WORK IS BEING DONE UNDER THE AUTHORITY OF SECTION 205 OF THE 1960 RIVER AND HARBOR ACT, AS AMENDED, AND WILL CONSIST OF A BREAKWATER COSTING BETWEEN \$1 AND \$2 MILLION. CONSTRUCTION OF THE BREAKWATER IS SCHEDULED TO BEGIN IN JUNE 1978 AND BE COMPLETED BY THE LATE FALL OF 1979. THE FOLLOW-ON CONTRACT FOR FEDERALLY-FUNDED DREDGING WORK WILL BE ADMINISTERED BY THE PORT OF BELLINGHAM IN CONJUNCTION WITH PORT DREDGING AND CONSTRUCTION OF DISPOSAL-AREA DIKES AND BULKHEADS. THE FEDERAL DREDGING AND PORT DREDGING AND DIKES WILL COST ANOTHER COUPLE OF MILLION DOLLARS AND BE STARTED



IN THE SPRING OF 1979. A MAJOR PORTION OF THE  
BREAKWATER, DREDGING, AND DIKE CONSTRUCTION, WILL BE  
ACCOMPLISHED USING FLOATING PLAN.

I ALSO UNDERSTAND THE GEORGIA PACIFIC CORPORATION  
IS PLANNING TO START CONSTRUCTION THIS YEAR [1978]  
OR THE NEXT [1979] ON A DIKED LAGOON JUST SOUTH  
ACROSS THE "I" AND "J" WATERWAY FROM THE SQUALICUM  
BOAT-BASIN PROJECT. I CAN SEE THAT A LOT OF ACTIVITY  
WILL BE BUZZING IN YOUR AREA DURING THE NEXT COUPLE  
OF YEARS, A DEFINITE BENEFIT TO THE PROSPERITY OF  
YOUR COMMUNITIES.

Closing Title / THANK YOU FOR YOUR ATTENTION AND INTEREST IN OUR WORK  
IN THE SKAGIT RIVER BASIN. I HOPE I HAVE SUFFICIENTLY  
OUTLINED THE SCOPE OF OUR WORK AND, IN SO DOING,  
ANSWERED SOME OF YOUR QUESTIONS. I WOULD BE GLAD TO  
ANSWER ANY OTHER QUESTIONS YOU MIGHT HAVE.