

NPSEN-DB

23 July 1979

25 JUL 1979

C. F. Intlekofer, Director  
Burlington Northern, Inc.  
810 Third Avenue  
Seattle, Washington 98104

Dear Mr. Intlekofer:

Thank you for your 29 June 1979 letter commenting on the proposed Skagit River, Washington, project.

We plan to meet with you and members of your staff again to go over the data that has been collected since our last meeting and discuss the tentative design in relation to the railroad facilities.

As a general rule, the levee design will greatly reduce the length of railroad roadbed inundated by high water and the frequency of the inundation. The proposed project would:

a. prevent inundation of the roadbed from Sedro Woolley to Mount Vernon (except for about 1,700 feet between Gages Slough and District Line Road) for floods up to a 100-year frequency rather than the present 15- to 25-year frequency event,

b. prevent inundation of the roadbed from the Skagit River to just south of Mount Vernon for floods up to the standard project flood level rather than the present 20-year frequency event, and

c. prevent inundation of the roadbed south of Mount Vernon from floods having a frequency of 50 or more years rather than the present 15-year frequency event.

Three closures are planned across the railroad to prevent flooding of rural and urban areas during large floods. The first closure near Fischer's Slough is across a spur track leading to the river that would prevent flooding the Conway area. The second closure is at Gages Slough to prevent flooding Burlington. The third closure is at

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21 Jan 1979  
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NPSEN-DB  
C. F. Intlekofer

District Line Road to prevent flooding Sterling and the west side of Sedro Woolley. The design and operation of these closures will be discussed in detail with you.

Design of the project considered your bridge number 36 and clearances above water surface for various floods. Designed levee overflow sections along the right bank were incorporated into the plan so the urban communities could have the maximum amount of flood protection without compromising bridge 36. During our phase II studies scheduled to start this fall, we will be working closely with you regarding this matter. We plan to investigate the feasibility of opening the waterway under the north bridge approach to lower the water surface for large events under the bridge and in the area upstream of the bridge.

Operation and maintenance (O&M) of the designed overflow areas and other parts of the levee system are to be maintained at design height and not raised. The county has agreed to these O&M procedures. Our future flood fight assistance would not include raising either the design overflow areas or other levee segments above design heights.

We will be in contact with you to establish the exact time and place for resumption of our coordination on this project. If you have any questions regarding things discussed above or the project, contact Vernon Cook or James Towle, telephone (206) 764-3450.

Sincerely,

R. P. SELLEVOLD, P.E.  
Chief, Engineering Division

DERRICK/EN-DB  
+ Lee

SELLEVOLD/EN/S

ED DB File

Coordinated w/  
Hanson  
McKinley  
MacInnes

cc: WP/Towle/RR file  
Reg. Eng.  
Civ Des Sec  
Cook/Towle  
WP, Engr (2898E)