Minutes of the Skagit County Flood Control Council Meeting with the Skagit
County Engineers, Skagit County Commissioners and Representatives of the
Corps of Engineers.

The meeting was held at Max Dale's Restaurant at 1:30 P.M., July 12,
1952.

Mr. Earl Hanson, President of the Skagit County Flood Control Council, called
the meeting to order.

Mr. Frank Gilkey, Skagit County Engineer, introduced Mr. Ray Holmes who is
in charge of Planning and Reports, Branch of Engineering Division for the
Corps of Engineers in the Seattle District Office.

Mr. Holmes gave a history of the Corps of Engineers, stating the Corps
assumed responsibility for flood control by the Flood Control Act of 1936.
The Avon Bypass was recommended along with other various projects to Congress
in 1937 under the Flood Control Act of 1936. The flood damage study now
being made by the Corps of Engineers justified this Bypass with a very good
cost benefit ratio.

Mr. Holmes introduced George Hopkins, Chief of Reports Section, who further
clarified the operations of the Corps of Engineers. Mr. Hopkins in turn
introduced Mr. Ray Skrinde, Project Engineer for the restudy of the Skagit
River.

Mr. Skrinde told of the old proposed Avon Bypass with its sixteen hundred
foot width and compared it with the new proposed three hundred and forty
foot bottom width and its new entrance location upstream from the Great
Northern Railroad bridge. The dikes on this new Bypass would have side
slopes of three to one and a top width of at least twenty feet. This
project would have seven million cubic yards of excavation and would be
between seven and eight miles long, from the Skagit River to Padilla Bay,
costing a total of about nineteen million dollars.

Annual costs and annual benefits were explained as to their determination.
This project shows an annual benefit of over one million dollars.

Other than flood control, uses of the Bypass were discussed such as fish
farming, recreation, irrigation, drainage and navigation. It was generally
agreed that the grazing rental revenues should cover most of the future
maintenance costs.

Mr. Skrinde explained that the Flood Control Law of 1946 gave the Corps of
Engineers the authority to construct the two railroad bridges, which were
originally part of the local participation.

It was also explained that the bottom elevation of this Bypass would be ten
to fifteen feet below the natural ground level. The intake weir would be
three hundred and fifty feet long, equipped with controls to regulate the
water intake from low water stages to high water stages.
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The downstream weir would also be controllable. This weir would act as a
gate to keep the salt water tides out and also an effective device to keep
water velocities down to five feet per second at low tides, thus avoiding
rock riprap through the Bypass.

Mr. Skrinde explained that the total local participation for right of way
and bridges, if all bridges were installed at severed roads, would be three
million, nine hundred thousand dollars. Mr. Lloyd Johnson then explained
how this participation could be reduced as much as one million dollars, if
the County Commissioners should care to postpone or eliminate some of the
discussed structures. Mr. Lloyd Johnson also reported that he had asked
Mr. Skrinde to consider combining a State bridge with the downstream weir.
Mr. Skrinde replied that this proposal had been considered and about one
hundred thousand dollars could be saved by such a move.

Mr. Johnson stated that preliminary investigations with the County Assessor
showed that a 1-mill assessed against the entire County for twenty years
would bring in about one million dollars. The directly benefited area from
Sedro Woolley downstream would have to pay 2-mills for twenty years to
produce about one million dollars.

Mr. Johnson stated that the Skagit County Diking Districts were levying
nearly one hundred and fifty thousand dollars annually, Skagit County was
levying about fifty thousand dollars annually and the State of Washington,
Department of Conservation was spending in excess of fifty thousand dollars
annually, making a total flood control budget annually of about a quarter of
a million dollars. Using a portion of this current levee to pay for the
local participation of the Bypass seems very justifiable. Chapter 153 of
the Laws of 1961 gives the County the ability to levy a bond issue in any
designated flood control zone.

It was discussed how the State might assist with our local participation.
The State of Washington paid one million dollars and King County fifty
thousand dollars for the local participation on the Howard Ranson Dam in
King County.

Mr. Noble Lee, Commissioner for Diking District No. 2, remarked that he
liked this project because it would be built soon and would be completed
in his lifetime. Mr. George Dynes, Commissioner for Diking District No.
20, felt that the recreation benefits from the Bypass could surpass our
participation alone. It was brought forth that a flood of the 1951 magni-
tude or larger would cause damages of more than twice the amount of our
local participation for this project. Many people expressed favor of the
project and there was no criticism of this project or the necessary partici-
pation required for the project.
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A motion was moved, seconded and unanimously approved to have the President of the Flood Control Council appoint a committee to work with the County Commissioners on this Bypass proposal.

Meeting adjourned.

Respectfully submitted,

Lloyd H. Johnson, Secretary-Treasurer
Skagit County Flood Control Council

[Signature]

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