



SKAGIT RIVER  
CONDITION

6, 9 & 10 May 1963

Ref: Dwg. No. E-6-6-148, E-6-6-150

Lower end of project 3.15 to Milltown in good condition, gravel top passable with trucks. Milltown mile 3.4 to bridge mile 3.7 some alders to 6 inches, well sodded sides, some slight rutting in top, a section of heavy brush and blackberries on top of levee for approx. 50 Lin. Ft. just downstream of bridge. From bridge mile 3.7 upstream for approx. 500 Lin. Ft. top and sides of levee are heavily covered with brush and blackberries. Upstream from mile 4.00 there is heavy brush and blackberries on top and sides for 200 Lin. Ft. From mile 3.7 to upper end top of levee varies in width and is not passable by truck.

South Fork  
Mile 3.15 to 4.35  
Left Bank

It is recommended local authorities be advised of heavy growth and requested to remove prior to next flood season. This brush makes a natural home for rodents, gophers, etc., and in time of high water patrolling and/or repairs would be impossible until clearing was performed.

Levee is in good condition, good sod cover.

South Fork  
Mile 4.95 to 5.0  
Left Bank

Project in good condition. Sod cover with small willows on river side.

South Fork  
Mile 5.45 to 5.55  
Left Bank

Project in generally good condition. Rock at lower end placed by county still in good condition. Side slopes are steep and a small amount of deterioration on back side from weathering and cattle grazing.

North Fork  
Mile 5.0 to 5.1  
Left Bank

Project in generally good condition. Very little sod growing.

Mile 17.95 to 18.0  
Left Bank

Project in generally good condition. Mile 20.5 a section 50 Lin. Ft. shows some cutting along top. There is a heavy growth of willows along the upper 500 Lin. Ft. and silt on toe causing no problem.

Mile 20.0 to 21.1  
Right Bank

Some evidence of original brush matt was found. The entire area is heavily silted and cottonwood and alders to 8 inch are along top of bank. Upper 100 feet armored.

Mile 21.95 to 22.2  
Right Bank

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Several snags were observed along the river channel. Large amounts of drift are in evidence on most bars, especially at Black slough and Marbelmount.

Mile 24.0 &  
upstream  
snagging

Mile 25.9 to 26.4 rip raped in good condition. Mile 26.4 to 26.5 no evidence of original matt except an occasional exposed cable, some cutting at toe. Mile 26.5 to outlet of Skiyou slough is rocked and in good condition.

Mile 25.9 to 26.7  
Right Bank

Erosion continuing.

Mile 28.8 to 29.3  
Right Bank

Same as March 1961

Mile 31.4 to 31.8  
Right Bank

Project is still in good condition. Some evidence of rock found over entire project, however, it is heavily covered with silt and some small alders are growing on it. This project is several hundred feet from normal river channel and is effective only at high water.

Mile 31.8 to 32.0  
Right Bank

Mile 35.25 to 35.35 previously rocked by county in good condition. The county has just completed rocking from mile 35.35 to 200 feet west of creek at mile 35.7. Evidence of brush matt and anchors visible over the upper 200 Lin. Ft. with some cutting at toe.

Mile 35.25 to 35.8  
Right Bank

Good condition.

Mile 39.05  
Right Bank

This is new levee constructed by hired labor 1963. The levee is new and in good condition, no sod. The river bank along the upper half of project is rip raped and in good condition. A section of river bank immediately downstream of rip rap shows rather serious erosion and should be watched.

Mile 38.6 to 38.8  
Right Bank

The pilot channel has been deepened below highway bridge by the owners of the mill who used the materials to fill log pond. County has deepened the pilot channel above highway bridge by dozing material up on right bank to protect private property of adjoining land owner. The pilot channel does not appear to be down to grade, however, is much better than when reported 13 Dec. 1962. County has made repairs to

Above Concrete  
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levee left bank, station 2 to 4 and 8+25 to 10+50,  
one section approximately 50 Lin. Ft. near station  
9+00 has cutting on back side which was not  
repaired. The railroad bridge has been removed.

(Continued)  
Above Concrete  
Jackman Creek

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