



BURLINGTON NORTHERN

ENGINEERING DIVISION
Portland/Seattle Region

310 Third Avenue
Seattle, Washington 98104

The District Engineer
United States Army
Corps of Engineers
P. O. Box C-3755
Seattle, WA 98124

June 29, 1979

ATTENTION: Mr. Forest Brooks

Gentlemen:

Referring to your public brochure dated June 1979 entitled "Skagit River, Washington Levee Improvement" and your invitation to comment on Alternative 3E.

You have my letter of April 10, 1978, in which I commented on your proposals to raise levees along the Skagit River and those comments are still valid.

You have selected Alternative 3E for further study and in general this Alternative proposes to raise existing dikes one foot to seven foot from Sedro Woolley to the river's mouth. Following are our comments:

1. The currents to the water surface under our Bridge 36 over the Skagit River at Burlington would be two feet to three feet. This clearance is not adequate to pass the debris which comes down the river. We need six feet of clearance above high water to pass large trees. We should, therefore, have a new bridge or possibly raise the existing bridge and open the waterway under the north approach by removing some of the girder spans and placing a truss span.
2. At Fischer's slough near MP 61.2 on our Coast Line, you propose to construct a new dike and cause the river surface to be at a higher elevation than our track. We need details of your plans so that we can determine if raising the river will be adverse to us at this location.

The District Engineer

June 29, 1979

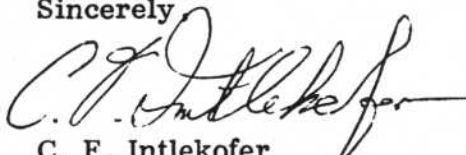
Page 2

3. At Gages' slough at about our MP 18 between Burlington and Sedro Woolley, your engineers state that the 100 Year Flood would inundate 4,000 feet of track if levees were constructed as proposed by Alternate 3E. Inundation of track leaves the ballast full of silt and this is not satisfactory. It appears that we should raise our track and provide a bridge for passage of flood waters.

We are, in general, opposed to the raising of dikes. Your plan is to construct levees to such an elevation that they are overtopped in the lower reaches of the river (below Mt. Vernon) before the levees are overtopped in the upper reaches. We find that local people raise the dikes when they are in danger of being overtopped (and the Army Engineers sometime help them in this). When flood waters recede, the material brought in to raise the dike is left on top of the dikes and thus, they are gradually raised.

The data contained in the brochure, which you have furnished us, is not adequate for us to completely analyze the effect of raising the levees along the Skagit River. Please furnish us working drawings as soon as you have them and we will ask for a meeting with your engineers to discuss the proposal to raise levees along the Skagit River.

Sincerely



C. F. Intlekofer
Director, Engineers

cc: Mr. J. W. Wicks
Mr. B. G. Anderson
Mr. D. H. Burns
Mr. G. E. Haug

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