# AVON BYPASS OR MOVING THE DIKES (Levees)

Funding, Fish, Farms, and Folks

#### Concepts are not new.

55TH CONGRESS. HOUSE OF REPRESENTATIVES. ( DOCUMENT 2d Session. ) No. 204.

SURVEY OF SKAGIT RIVER FROM ITS MOUTH TO SEDRO,
WASH

#### LETTER

FROM

#### THE ACTING SECRETARY OF WAR.

TRANSMITTING

WITH A LETTER FROM THE CHIEF OF ENGINEERS, REPORT OF SURVEY OF SKAGIT RIVER FROM ITS MOUTH TO SEDRO, WASH.

JANUARY 8, 1898.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

#### WAR DEPARTMENT, Washington, D. C., January 7, 1898.

Sir: I have the honor to inclose herewith a letter from the Chief of Engineers dated January 3. 1898, together with a copy of a report from Capt. Harry Taylor, Corps of Engineers, dated December 11, 1897, of a survey made by him in compliance with the provisions of the river and harbor act of June 3, 1896, of Skagit River. Very respectfully,

G. D. Meiklejohn, Acting Secretary of War.

Acting Secretary of The Speaker of the House of Representatives.

#### OFFICE OF THE CHIEF OF ENGINEERS, UNITED STATES ARMY, Washington, D. C., January 5, 1898.

Sir: I have the honor to submit the accompanying report of December 11, 1897, with map, by Capt. Harry Taylor, Corps of Engineers, of the results of a survey of Skagit River, from its mouth to the town of Sedro, Wash., made to comply with requirements of the river and harbor act of June 3, 1896.

Sedro, Wash., made to comply with requirements of the river and harbor act of June 3, 1896.

This river is now being improved by the United States by removing snags, etc., under appropriations for improving Puget Sound and its tributary waters, the chief obstructions to navigation being snags,

which accumulate with every freshet. Captain Taylor states that the improvement of Skagit River, which is of the greatest importance to navigation, is that which has been car1897 Report, Page 7

"In some places the dikes seemed to be unnecessarily high, in others dangerously low, and in a good many places they are weak and thin and for long distances they are entirely too near the river banks."

#### Concepts are not new.

#### COPY RACECEE FLOOD CONTROL SKAGII BIVER

The flood discharges of the Skegit River at the Northern Pacific Bridge, near Sedro Woolley, measured by the U. S. G. S. are as follows:

November,	1908 <sup>*</sup> 1909	68,800 96,100	sec.	ft.	(claimed too low	
	1910	75,400	*		dyke broke.)	
	1911	61,500				
* -	1912	48,000				
June	1913	57,600				
January	1914	75,000				
April	1915	57,820				
June	1916	65,300		**		
December	1917	151,000			(dyke broke.)	
	1918	65,400	*		(dyke broke.)	
December	1921	in exces	5 05			
				46.	(dyke troke.)	

The sigings show that the peak discharge is reached very suddenly, that it is of short duration, not sore than one day and that it falls as rapidly as it came up. It is claimed that the discharge of 90,100 sec. ft. for November 1000 is too low.

The gaging station was discontinued during 1919, but from information at hand, the flood discharge ouring 1921 must have been in excess of the discharge of 1917 of 151,000 sec. ft. because the stations ahead of Sedro Noolley registered higher than during 1917.

There is additional drainage coming into the Skagit River between the Northern Peoffic Railway bridge and Great Northern Railway bridge \$50, such as Nocks Champ Creek. It would therefore appear that for to be on the safe side, the extreme high water discharge of the Skagit River at bridge \$50 should be taken as 200,000 sec. ft.

The dyke upstream from the bridge broke and the Great Northern Railway track was washed out between bridge \$35 and Eurlington during the floods of 1939, 1917 and 1921.

The flood discharge at the Northern Facific Railway bridge for these three years ranged from upwards of 98,100 sec. ft. during 1909, to more than 151,000 sec. ft. during 1921.

The next highest discharge at the Northern Pacific bridge for which the dyke ahead of bridge #38 did not break, was 75,400 mec. ft. during 1910.

1922 Herzog Report, Page 5

"A high water relief channel can be built from above Bridge #36 to Padilla Bay. . . . 2,000 ft. width with a depth of water 10 feet." ". . . waters flow west to Swinomish Slough and Padilla Bay."

## THE FIFTH F FAILURE

- Failure to tell the truth
  - Burlington Hill natural asbestos
  - ► Downtown Sedro-Woolley water 10-12 deep
  - ► Gages Slough used to be main channel
  - > FEMA flood elevations underestimated
  - > Two volcanoes G.P. built the land we are on
  - > Two active earthquake faults under Burlington

## **FAILURE**

#### **FEMA**

Failure to enforce NFIP regulations regarding fill in the floodway.

#### State Department of Ecology

Failure to enforce SEPA on FCAAP/County diking proposals.

#### Corps of Engineers

➤ PL-99 Projects -- Failure to analyze the impacts of dropping hundreds of tons of rock rip rap into the channel.

## **FAILURE**

- Washington State Dept. of Transportation
  - Failure to allow for adequate openings in Interstate 5 to allow for the passage of floodwaters.
- Puget Sound Energy
  - Failure to provide adequate river flows to support fish runs from the Baker River Dams.
- Skagit County Public Works Dept.
  - Failure to stop Dike Districts from backfilling material from keyways onto riverward side of levees for County sponsored/funded levee improvement projects.

### FAILURE

#### Dike Districts

Failure by allowing fill in the floodway and address flood control as a river basin instead of individual municipalities.

#### Cities of Burlington, Mt. Vernon, Sedro-Woolley

- Failure by providing the worst land use planning in the State of Washington.
- Failure to provide adequate surface water treatment before discharging into the Skagit River.

## FAILURE IS NOT AN OPTION

ASK NOT WHAT FLOOD CONTROL PROJECT YOUR GOVERNMENT CAN BUILD FOR YOU, BUT WHAT CAN YOU DO TO BRING ABOUT RESPONSIBLE FLOOD CONTROL TO SKAGIT COUNTY!!!

## RESPONSIBLE FLOOD CONTROL

- MUST MEET THE THREE E'S
  - > ENGINEERINGLY ACCOMPLISHABLE
    - Must carry adequate amount of flood waters
  - > ECONOMICALLY FEASIABLE
    - Taxes must be fair and equitable
  - >ENVIRONMENTALLY FRIENDLY
    - Must restore fish runs to the Skagit River

#### **FUNDING**

- Devise method of taxation based on amount of benefit received.
- Utilize the Bypass as a wetlands mitigation banking system.
- Contact corporate America to purchase wetlands and estuary lands within Bypass.
- Seek funding wherever funds are available.

#### **FISH**

- Construct the Bypass and utilize as fish mitigation and propagation.
- Ask the Tribes to lower their fish allocations
- Ask the sports fishermen to lower their daily limits
- Stop polluting the Skagit River with Urban and Agricultural run-off.

#### **FARMS**

- Admit that farming interest over the last 100 years diked, drained and ditched the largest single acreage of estuary and wetlands on the west coast and practice fish friendly farming.
- Realize that the sins of the fathers have come to roost on the shoulders of the sons.
- Negotiate reduced restrictions on farms IF Bypass is constructed and fish friendly farming practices are adopted.

#### **FOLKS**

- Educate the people of this valley to the environmental hazards that confront them i.e. start telling the truth.
- Allow the people of Skagit County to vote on this project.