

**RECORD OF THE PROCEEDINGS  
SKAGIT COUNTY BOARD OF COMMISSIONERS  
Wednesday, September 25, 1996**

8:30 a.m. - 9:30 a.m.	Executive Session - Personnel, Litigation and Land Acquisition.
9:30 a.m. - 10:00 a.m.	Work Session - Lyman-Hamilton Highway Flood Damage Repair.
10:00 p.m. - 11:00 p.m.	Department Head Meeting (Commissioner's Hearing Room).
11:00 a.m. - 11:30 a.m.	Proclamation of October as United Way Month in Skagit County .

**Budget Work Sessions:**

	1:15 p.m. - 1:30 p.m.	Law Library.
T	1:30 p.m. - 2:15 p.m.	Clerk's Office.
	2:15 p.m. - 2:30 p.m.	Noxious Weeds.
	2:30 p.m. - 3:00 p.m.	Cooperative Extension.
T	3:00 p.m. - 3:30 p.m.	Auditor.
	3:30 p.m. - 4:00 p.m.	Public Defender.
	4:00 p.m. - 4:30 p.m.	Superior Court.

The Skagit County Board of Commissioners met in regular session on Wednesday, September 16, 1996, with Commissioners Ted W. Anderson, Robert Hart and Harvey Wolden present.

**PROCLAMATION OF OCTOBER AS UNITED WAY MONTH IN SKAGIT COUNTY.**

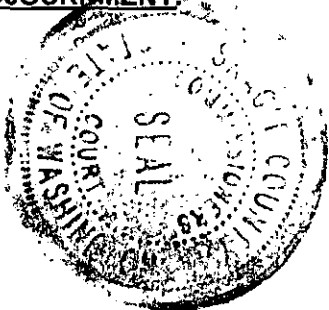
Jere LaFollette, Skagit Community Mental Health Center, a United Way volunteer, introduced John White, current Chair of United Way campaign for second year in a row, Community Mental Health staff persons, Linda Price, Stacey Alles and Shawnee Hansen, who will be working with the County employees in regard to the campaign this year. Mr. LaFollette stated that monies that are raised in Skagit County, remain in the County through many agencies and organizations to meet important needs of the community. Mr. LaFollette commended the County on presenting United Way with the proclamation and expressed appreciation of continued support.

Mr. White, J. C. Penney Company, stated that they are expanding their support and discussed the inclusion of working with the Upper Skagit Tribes. Mr. White stated that \$650,000 is the fundraising goal this year. Mr. White stated that there is an enthusiastic Board of Directors with a mission and goal.

Commissioners Wolden and Hart expressed their appreciation for the services United Way provides. Chairman Anderson stated he is in support of the agency looking to address critical needs and thanked everyone involved in the United Way Campaign.

Commissioner Wolden read the proclamation into the record and the Board presented the proclamation to those in attendance as representatives of the United Way Campaign.

**ADJOURNMENT**



BOARD OF COMMISSIONERS  
SKAGIT COUNTY, WASHINGTON

*Ted W. Anderson*  
\_\_\_\_\_  
Ted W. Anderson, Chairman

*Harvey Wolden*  
\_\_\_\_\_  
Harvey Wolden, Commissioner

*Robert Hart*  
\_\_\_\_\_  
Robert Hart, Commissioner

**ATTEST.**

*Debby Sims*  
\_\_\_\_\_  
Debby Sims, Clerk  
Skagit County Board of Commissioners

**MUDDY CREEK/LYMAN HAMILTON HIGHWAY FLOOD DAMAGE  
WORK SESSION**

**Wednesday, September 25, 1996**

**Minutes**

**Present**

Board of County Commissioners  
Dave Brookings  
Ed Hawes  
Dave Sheridan

**Others Present**

Randy Cook  
Ed Lipsey  
Two unidentified men and a woman

Ed Hawes gave a brief background of the project and briefly reviewed the options that were presented to the Board at an earlier date.

Public Works started out with two objectives: 1) re-establishment of transportation route on the Lyman-Hamilton Highway; and 2) look to see if any relief can be applied through erosion mitigation measures to stop the Skagit River from cutting a new slough or channel through the Muddy Creek channel.

The Board authorized Public Works to enter into a contract with an engineering consultant to help determine different options to meet the objectives. Five alternatives were brought to the Board in July.

The Board selected Alternative No. 4 from those five alternatives. Ed described Alternative four, which consisted of installing a new structure across Muddy Creek. The location of the new structure would be up-stream and north of the existing damaged bridge. The gradient of the streambed is such that Muddy Creek would not deposit it's bed load in this area so siltation should not be a problem. Lyman Hamilton Road would be re-aligned to the north, as well, tying into the new structure from both the east and west sides. The roadway construction would incorporate an armored wier structure in the washout area.

The challenge was to find funding, talk to the immediate property owners to see if they were in agreement with this concept, and to see if the adjacent property owners would entertain sell right of way to accommodate such a concept.

A lot of work has been done on this project, but we were unable to secure total funding for the proposed alternative through FEMA, the lead agency providing restoration measures for this area. An armored wier structure is needed at this point. Basically, the concept of an armored wier is not to dam water up but slow the velocity of the water.

Commissioner Wolden stated, we need something in there to create ponding rather than have an open raw stream through there. How much higher than the road are you talking about?

Dave explained, we would probably stay close to the pre flood elevation.

Ed continued, the Geo-Technical report provided a basic outline. We put together costs and detailed plans and talked to FEMA about the entire project. The proposed project exceeds their cost-benefit ratio. Therefore, what we propose to do is to go to Alternative No. 3, which is stay on existing alignment of the roadway and build the road up in an armored road section to the same elevation as it was prior to the flood. Also, to re-establish the railroad grade to the same elevation as it was. Therefore, there would be a little more of a barrier. When we do have large volumes of water this section of roadway would be flooded, but when the water recedes we could come in easily and clean it out without risking losing a structure.

We have talked to FEMA about this approach and they will fund this alignment at around \$400,000. The department would like to do this and the rock work at the mouth of Muddy Creek and re-establish the natural outlay and Davis Slough.

After Ed and Dave described the proposed project further, Commissioner Anderson asked about coming from the Skagit River where it cuts a new channel through the gentleman's property. What is proposed there?

Dave replied, this option addresses the transportation element only. It does not address the recommended erosion control.

Commissioner Anderson emphasized, that certainly isn't going to hold. It is pointless going to this alternative if no reconstruction is done.

Commissioner Wolden added, you are going to create a dead water pool.

Ed continued, the money allocated for this option is very tight, although we will get the job done.

Commissioner Anderson pointed out, when we have a plug down here and the river is trying to cut a new channel, if this plug goes, it doesn't matter if you have this road here or not. We are setting ourselves up for what happened before.

Ed agreed.

Commissioner Anderson continued, I want the old Lyman-Hamilton Road open because it is an alternate corridor. The citizens deserve to have it. When that is fixed, it is my thought it would include doing some mitigation out on the river. That leaves the road established where it is, and then maybe we have a chance of it holding.

Commissioner Wolden said, it that plug is below the height of the road you are going to have ponding behind it. You have equalizing pressures on both sides of it.

Dave agreed, we aren't doing anything with any type of flood protection with this project. We are here to say we don't have money for this.

Commissioner Anderson said, what I am talking about here is I thought we were going to do some mitigation on the river edge.

Dave stated, the proposed mitigation from Geo-Engineers called for some minor rock to cut this scouring out.

Commissioner Anderson described on the map, Muddy Creek went out at an angle. We went across this gentleman's property. If we leave this, the way it is, we do nothing about the main problem. Otherwise, this is not a back eddy, but a swift current. We are right back where we started. It is being proposed that we put the road back the way it was. The first time we get a flood it will blow down through there.

Commissioner Wolden asked, do you have any dollars at all?

Ed replied, we have \$30,000 to do work from the old railroad grade to the Skagit River.

Commissioner Hart said, it seems to me that alignment would work with Texas crossing if you add that weir across the Dynes' property. At least you stop the erosion.

Dave said, as far as stopping erosion caused by the Skagit River, Geo-Tech recommended a huge structure to stop that erosion and it was massive. It would cost \$586,000. Even if the structure was constructed there would be no guarantees that the river would use it.

Commissioner Anderson stated, here is where I am coming from. That channel is cut through there now. I was up there and calculating cutting about 6' every 4 hours. If we don't do anything about that and have another flood we are going to end up with a big portion of the Skagit River on the other side of Lyman-Hamilton Highway. That little plug we have there is all that is keeping that water from going through Dynes' field. What I thought we would do is out on the river edge do some kind of mitigation to divert that. We are talking about on one hand putting the road back, but as far as the potential for property loss and damage we aren't doing anything. Could you imagine having a channel 200' wide we are trying to deal with. We have ignored the property owner who

owns that little corner. He let us use his property. What we are doing now is blowing him off. The river will take the rest of his property and widen that channel. I appreciate the fact that we are trying to open that corridor up - we have to do something about that problem. I want to talk to FEMA again. We are going to end up again with a 200' wide channel going across there.

Commissioner Hart asked, when talking to the engineer, was there any speculation a less expensive control structure would work?

Dave replied, yes. We asked them what we could do to reduce the cost of the structure and still have reasonable assurance it would work.

Commissioner Wolden asked, with FEMA, how does this compare to Cockerham Island? It is what is below Dynes' property that will get clobbered.

Ed stated, FEMA told us this is a relocation project. We are going off of the old footing of the road so they have different rules and regulations.

Commissioner Anderson asked, when did they get off board? FEMA gave authorization for us to go ahead with an alternative project.

Ed said, they would allow us to put this new road alignment in but without the weir.

Commissioner Wolden emphasized, there is no use paying for a new road if you don't protect it.

Commissioner Hart asked, can we make another shot at the elected officials with FEMA?

Commissioner Wolden emphasized, we need to put a plug in that is big enough to keep the erosion from happening. If we don't get it in the next 6 weeks to two months we are in a lot of trouble.

Ed recommended continuing to pursue the funding, indicating that legislative authority will be needed to do this. He also recommended that we go ahead and restore the transportation route at this time.

Commissioner Wolden said, don't dump anything in there without the weir to hold it.

Ed continued, if we go ahead and start designing we want to make sure we don't jeopardize getting additional funds.

Commissioner Anderson agreed to contact Senator Jack Metcalf about this matter. It is nonsensical to spend taxpayer money doing something we know will blow it right out as soon as the river goes through there.

Commissioner Wolden added that a small event will take it out of there.

Commissioner Anderson continued, I have no doubt Ed and Dave gave the best try possible, but will try one more time with a congressman. This is the biggest trouble area in Skagit County now. We really have problems if we let the river double with another event.

Ed asked the Board, if we don't risk out funding mechanism, can we go ahead?

Commissioner Hart asked that Ed and Dave work closely with the Commissioners and keep us informed. We need to make sure we have some way to stop that water and get some ponding in there or it is a waste of money to do the preliminary engineering, although the planning could be done.

Commissioner Anderson stated, I recognize the fact that it is not the County's position always to do things to protect private property, but we owe that property owner out there. We couldn't have done what we did there without him. We wrecked his land and he allowed us to do it to save the road. He has to be considered in this.

Ed said, we will work with the chair on the funding issue, and won't go forward with a lot of expenditures on transportation because it could still be changed. Dave and I still want to package this, select a final solution and go out to the public with it.

Commissioner Anderson agreed to call Kirk Pearson as soon as the meeting is over and find out when Congressman Metcalf is going to be here.

Dave agreed, we have exhausted all our avenues. We couldn't do it at the staff level. It is now up to your higher level to try to resolve. We need to schedule this meeting as soon as possible. Also, the sooner the better.

The meeting adjourned at 10:10 a.m.

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