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'YOU CAN'T HAVE ONE . . .' — Lower Skagit river and Avon bypass flood control plans are "go-togethers," U. S. Engineers Robert Gedney and Ray Skrinde, above, told special dike commissioner meeting at courthouse here Saturday. "You can't have one (the lower river plan) without the other (Avon bypass)," Gedney told questioners. Meeting was preparatory to formal hearing U. S. Engineers are holding at 1:30 p. m. Friday at Elks club in Mount Vernon. — Argus photo, Scanagraving.

Skagit, Swinomish Allocated \$340,000 In 1964 House Bill

Skagit river and Swinomish channel projects will receive \$340,000 from the civil public works appropriation passed by the House of Representatives in Washington, D. C., Tuesday, Rep. Jack Westland notified The Mount Vernon Argus.

The bill included \$70,000 for continuation of the Skagit river flood control survey, \$150,000 for dredging and widening the channel at Hole in the Wall, La-Conner, and \$120,000 for dredging and bank repairs along the Swinomish channel. Other projects in the Second congressional district are to receive \$1,620,000 from the appropriation, which begins with the fiscal year 1964, Westland wired.

2 Flood Plans Held 'Must'

The recently popular song, "You Can't Have One without the Other," applies to the U. S. Army Engineers' lower-river and Avon bypass proposals for Skagit river flood control.

This was made clear at a meeting with diking district commissioners and others interested at the courthouse in Mount Vernon Saturday.

The U. S. Engineers are to conduct a hearing at the Elks club in Mount Vernon at 1:30 Friday afternoon, this week, on their river plans.

Primary subjects of Friday's hearing are the Engineers' plan to bolster dikes and widen channel of the river below Mount Vernon and their addition of recreational features to the revised Avon bypass plan originally authorized by Congress in the 1930s.

"We would not recommend the lower river work without the bypass," Robert Gedney, chief of basin planning branch, Seattle engineer district, told the special meeting group.

He explained that as now diked, lands along the lower river have from two to seven year flood protection. Without the bypass, the new plan would only increase this to ten year protection, Gedney said, but with the bypass, 30-year protection could be assured.

Only alternative to the lower

river plan would be a second bypass, which Gedney said was deemed impractical, or upstream storage dams. The upstream dams, such as on the Sauk river, will not be in the study stage for at least two more years, and costwise, may not be feasible for many years to come, he indicated.

The engineers' description of floods by years refers to their charting of past high waters. The smaller floods occur more frequently, the larger less often. A "ten year" flood, for example, is a water level that records show may be expected to occur on an average of once in ten years.

The bypass project was reapproved by a 10 to 6 vote of the county flood council members present at Saturday's meeting.

Also brought out at the meeting was that the state fisheries department within the last two months had asked the Engineers to consider use of part of the Avon bypass channel for migratory fish propagation.

The "benefit-to-cost" ratio of the lower river and bypass plans were described this week as "highly favorable" by Col. Ernest L. Perry, Seattle army district engineer.

Ray Skrinde, chief of the Puget Sound section, for the U. S. Engineers, accompanied Gedney to the meeting here.