

W A R D E P A R T M E N T
THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS
GRAVELLY POINT, VIRGINIA

24 February 1947.

COLUMBIA RIVER, OREGON AND WASHINGTON - THE DALLES DAM

PUBLIC HEARING

1. The Board has for review as required by law the interim report of the Division Engineer on the proposed improvement of the Columbia River in the vicinity of the Dalles-Celilo Canal, Oregon, by the construction of The Dalles Dam project in the interest of slack-water navigation, hydroelectric power, and related water resource development, made in response to resolution of the Committee on Commerce, United States Senate, adopted 24 September 1943. The recommendation of the Division Engineer is contained in the public notice issued by him on 5 May 1946, and the following extracts are taken therefrom:

"He recommends construction and operation of The Dalles Dam project consisting of a dam and reservoir, navigation lock, power plant, fishways, and other related structures and facilities at The Dalles site on Columbia River, near The Dalles, Oregon. The project pool would be at elevation 160 feet above mean sea level and would extend slack-water navigation about thirty-one (31) miles from the head of Bonneville pool upstream to a point about six (6) miles above the mouth of John Day River in Oregon." He further recommends that:

"a. Three power units of 75,400 kilowatt capacity each be installed initially.

"b. Adequate fishing facilities be furnished the Indian tribes at suitable locations to take the place of their favorably located fishing facilities that would be flooded out by the project pool.

"c. If an interstate highway bridge is built across Columbia River at the Seufert site, which is partly within The Dalles Dam project area, agreements be made with the States of Oregon and Washington for reimbursement of any added costs which may result from relocating the proposed bridge in order to avoid interference with The Dalles Dam project.

"The navigation lock would be located on the Washington shore at the foot of Three Mile Rapids. A concrete non-overflow section of dam 2,035 feet long would form an upstream extension of the riverward or southerly wall of the lock and would connect with a gated concrete spillway section of dam 1,724 feet long extending diagonally across a rock ledge lying between Three Mile Rapids and Big Eddy. From the southerly end of the spillway a concrete non-overflow section of dam and the powerhouse would extend 1,894 feet upstream. Across the present low water channel would be an earth and rock-fill dam 588 feet long whose crest would be a continuation of the alignment of the upstream deck of the powerhouse. A concrete non-overflow dam section 1,309 feet long would follow the same crest alignment to the upstream end of the riverward wall of the existing Big Eddy lock, where it would turn, cross the existing Dalles-Celilo Canal, and end at the Oregon shore. The total length along project structures from the downstream end of the navigation lock wall on the Washington shore to the Oregon end of the dam would be 8,420 feet. Fish attraction facilities would be provided over the power plant draft tubes and at the two ends of the spillway dam; fish ladders would connect them with the reservoir. The navigation lock would have a lift of about 88 feet at low water and

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have clear dimensions of 86 feet in width by 500 feet in length, and have 14 feet of depth over the miter gate sills at minimum pool elevations. The spillway would have 28 vertical-lift gates 50 feet wide by 43 feet high to discharge flood waters. The power plant ultimately would have 15 generating units of 75,400 kilowatts capacity, and one station service unit of 3,500 kilowatt capacity, totaling 1,134,500 kilowatts capacity. The earth and rock-fill dam extending across the deep channel of the river would have a maximum height of approximately 280 feet, although the effective head never would be more than 88 feet. Based on 1940 price levels, it is estimated that the Federal first cost of the project with installation of the three initial power units will total \$90,480,000. The total Federal first cost of the project with 12 of the 15 power units installed is estimated at \$131,629,000. Both estimates include interest during construction.

"The 31-mile project pool would take the place of 22 miles of hazardous open river navigation and the 8 $\frac{1}{2}$ -mile Dalles-Celilo Canal, which would be flooded out and abandoned."

2. In order that interested parties may further express their views and present additional statements and arguments relative to the advisability of the United States undertaking the improvement recommended by the Division Engineer, the Board of Engineers for Rivers and Harbors will hold a public hearing beginning at 11:30 a.m. on 28 March 1947 in Room 1021, Building T-7, Gravelly Point, Virginia, which is located on the south bank of the Potomac River just across from Washington, D. C., near the National Airport.

3. All parties interested in the desired improvement are invited to be present or represented at the hearing. They will be given adequate opportunity to express their views, preferably submitting a detailed statement in writing with a brief oral summary of that statement at the hearing. While other oral statements will be heard, all important facts and arguments should be submitted in writing in triplicate for accuracy of the record. Written statements may be handed to the Board at the hearing or mailed to it beforehand. They should be addressed to the Board of Engineers for Rivers and Harbors, Washington 25, D. C.

4. If interested parties desire additional detailed information for the preparation of their statement to the Board, they will be afforded full opportunity to examine copies of the report at the following offices: Board of Engineers for Rivers and Harbors; the Division Engineer Office, 500 Pittock Block, 921 S. W. Washington Street, Portland 5, Oregon; the District Engineer Office, 628 Pittock Block, 921 S. W. Washington Street, Portland 5, Oregon; the District Engineer Office, 1400 Textile Tower, Seattle 1, Washington; the Resident Engineer Office, The Dalles-Celilo Canal Sub-office, Post Office Box 438, The Dalles, Oregon; and the Area Engineer Office, Boise Barracks, Post Office Box 2837, Boise, Idaho. Copies of the report will not be furnished or loaned for use outside the above designated offices, but interested parties, including the press, will be permitted to make such notes of the contents as they desire. Copies of the public notice issued by the Division Engineer on 5 May 1946 with accompanying maps may be obtained upon request to the Division Engineer or the District Engineer at Portland, Oregon.

5. You are requested to communicate the foregoing to any persons known by you to be interested in the improvement and who, not being known to this office, do not receive a copy of this communication.

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