

ADDRESS REPLY TO
DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

U. S. ARMY ENGINEER DISTRICT. SEATTLE
CORPS OF ENGINEERS
1519 ALASKAN WAY SOUTH
SEATTLE 4, WASHINGTON 98134

REFER TO NPSEN-PL-R

10 February 1967

NOTICE OF PUBLIC HEARING

PROPOSED NAVIGATION EXTENSION
POOL OF McNARY DAM TO WENATCHEE, WASH.
COLUMBIA RIVER AND TRIBUTARIES, WASHINGTON

Pursuant to a resolution by the Committee on Public Works of the United States Senate adopted 9 September 1963, the District Engineer, U. S. Army Engineer District, Seattle, Washington, has been directed to:

"** Review the reports of the Chief of Engineers on the Columbia River and Tributaries, published as House Document Number 403 Eighty-seventh Congress, second session, and other pertinent reports, with a view to determining whether any modification of the recommendations contained therein are advisable at the present time, with particular reference to the extension of navigation from the pool of McNary Dam to Rock Island Dam on the Columbia River, Washington."

The scope of the resolution has been determined to include extension of navigation to Wenatchee, Washington.

In order that the report may be complete and reflect the views of local interests, a public hearing will be held in Ballroom A of the Cascadian Hotel, Wenatchee, Washington, on 5 April 1967, at 10 a.m.

This hearing is being held to present the plan of improvement developed from our studies and to obtain suggestions and comments on the proposal, in order that full consideration may be given to these views in the report to be submitted to higher authority. Information will be presented at the hearing concerning extension of navigation on the Columbia River from the Richland-Pasco area to Wenatchee, as shown on the inclosed drawing. The proposed improvement provides for locks in Priest Rapids, Wanapum and Rock Island Dams 86 feet wide and 675 feet long, with a water depth of 15 feet over the sills at low water; and an open river channel from mile 340 to mile 397 with a depth of 14 feet and a bottom width of 250 feet. The portion of the channel improvement upstream from the Ben Franklin dams site would not be required, if Ben Franklin Dam is constructed. A report on the feasibility of Ben Franklin Dam is now being made by the Corps of Engineers. The navigation study will include appropriate provisions for either an open channel or the construction of locks in Ben Franklin Dam. Other project

features include modification of the Vernita Highway bridge from a fixed to a lift span for navigation clearance, and fishery mitigation measures, including spawning and rearing facilities. The cost of the proposal, including modifications, would be approximately \$100 million. Estimated annual maintenance and operation would approximate \$600,000.

The project was proposed by port districts, public utility districts, and officials of the 10-county tributary area. As necessary for Federal participation in navigation projects, local interests would be required to (1) furnish all lands, easements and rights-of-way; (2) hold and save the United States free from all damages during construction and subsequent maintenance; (3) provide and maintain, at their own expense, public terminal and transfer facilities, berthing areas and local access channels open to all on equal terms; and (4) accomplish without cost to the United States, all alterations or relocations of existing utilities.

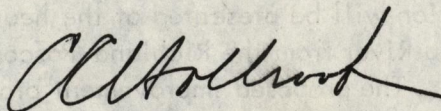
All interested parties are invited to be present or represented at the above time and place, including representatives of Federal, State, county and municipal agencies, and those of commercial, industrial, civic, highway, railroad and water transportation interests, and others concerned. They will be afforded full opportunity to express their views concerning the character and extent of the improvement desired and the need and advisability of its execution.

Parties interested in the improvement are urged to present pertinent, factual material bearing upon the general plan of improvement and to submit detailed supporting data on the economic justification of the undertaking. Opposing interests also are urged to state the reasons for their position.

Oral statements will be heard, but, for accuracy of the record, all important facts and arguments should be submitted in writing, as the record of the hearing will be forwarded to the Chief of Engineers for consideration. In general, oral presentations should summarize any extensive written material so there will be time for all interested parties to be heard. Written statements may be handed to me at the hearing or mailed to me beforehand at the address indicated on this notice.

Please bring the foregoing to the attention of persons known to be interested in the matter.

1 Incl
Drawing D-6-1-192



C. C. HOLBROOK
Colonel, Corps of Engineers
District Engineer