

Plans revealed for shortened bypass

An official of the United States Army Corps of Engineers has disclosed the proposed Avon Bypass may be shortened to eliminate three bridges and thereby save construction costs.

Robert Gedney, an engineer with the Corps in Seattle, made the disclosure Monday night at a meeting of the Skagit County Flood Control Council and diking and drainage district commissioners.

Under the new plan, the Bypass, planned as a flood control project, would begin just west of Interstate Highway 5, where it passes over the Skagit River north of Mount Vernon.

Such a proposal has been developed because of severe opposition in Burlington to beginning the bypass there, as originally planned, Gedney explained.

SEVERAL PLANS

The proposal to shorten the bypass is one of several plans now undergoing consideration as part of a design study for the flood control channel. A grant of \$30,000 was made by the Corps of Engineers to finance the study.

An edited study of proposals for the bypass will be made available in a few days by the Corps, Skagit County Engineer Lloyd Johnson said today.

Gedney told his Skagit audience Monday night the Corps will try to design a bypass as efficiently and economically as possible.

ANOTHER PLAN

In another disclosure made Monday night, Gedney said the Corps is considering a plan which would provide for diking the Nookachamps area north east of Mount Vernon and then using Nookachamps Creek as a reservoir after it is diked. The Corps' plan would keep low level flood waters from entering the area, Gedney said, but would utilize the creek as a reservoir at high flood peaks.

Earlier Monday night, Col. Charles C. Holbrook, Army Engineers' commanding officer in the Seattle district, reviewed plans for flood control measures along the Skagit River. He said the Avon Bypass would increase protection from eight to 35 years, and additional upriver dam storage, planned in the future, would increase protection to 100 years.