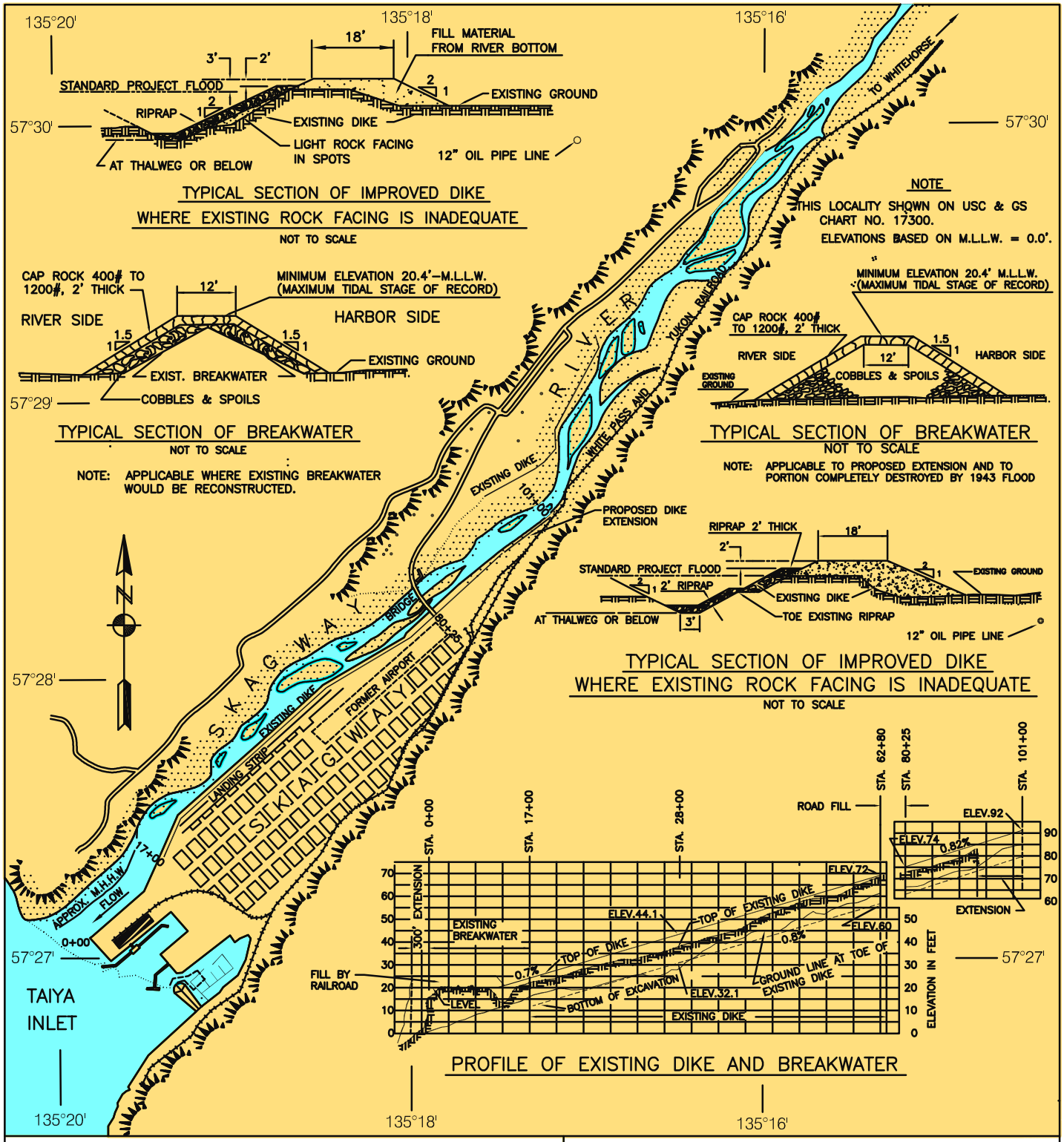
SKAGWAY RIVER

CORPS OF ENGINEERS

U.S. ARMY



TYPICAL SECTION OF IMPROVED DIKE
WHERE EXISTING ROCK FACING IS INADEQUATE
NOT TO SCALE

TYPICAL SECTION OF BREAKWATER
NOT TO SCALE

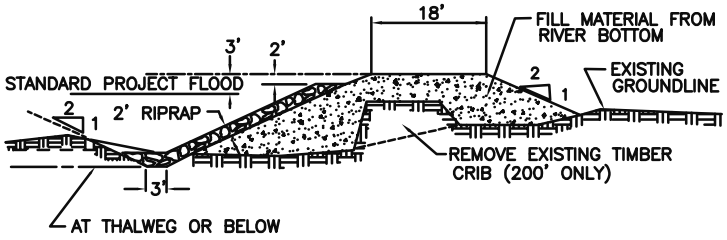
NOTE: APPLICABLE WHERE EXISTING BREAKWATER WOULD BE RECONSTRUCTED.

TYPICAL SECTION OF BREAKWATER
NOT TO SCALE

NOTE: APPLICABLE TO PROPOSED EXTENSION AND TO PORTION COMPLETELY DESTROYED BY 1943 FLOOD

TYPICAL SECTION OF IMPROVED DIKE
WHERE EXISTING ROCK FACING IS INADEQUATE
NOT TO SCALE

PROFILE OF EXISTING DIKE AND BREAKWATER



TYPICAL SECTION OF DIKE EXTENSION
NOT TO SCALE

FLOOD CONTROL

SKAGWAY, SKAGWAY RIVER ALASKA

REVISED 1998

1000 10 1000 2000 3000 4000 5000

SCALE IN FEET

SKAGWAY RIVER, ALASKA
(CWIS NO. 00013, 91000, 16900)

Condition of Improvement 30 September 2010

AUTHORIZATION: Rivers and Harbors Act, 20 June 1938 (House Doc. 547, 75th Congress, 3rd Session) as adopted, provides for a rock, brush, and earth training dike 6,700 feet long on the east bank of the Skagway River, and a rubble-mound breakwater 1,800 feet long across the tide flats as a prolongation of the training dike.

MODIFICATION: Flood Control Act, 24 July 1946 (House Doc. 695, 79th Congress, 2nd Session) as adopted, provides for (1) restoration of the existing breakwater (1,800 ft) to the original project cross-section, construction of a 300 foot extension thereto, and the addition of two groins on the river side, (2) reconstruction and extension of the existing dike (6,700 ft) adjacent to the city, and (3) reconstruction of the existing dike at the sanatorium.

EXISTING PROJECT:	LENGTH	HEIGHT	WIDTH
• Training Dike	6700 ft		

Breakwater (see Progress of Work, 1968)

PROJECT USAGE: This project provides flood protection for the business and residential areas of Skagway.

PROGRESS OF WORK:

1939 - Construction of the dike and breakwater commences in September.
1940 - The original project is completed in June with Government plant and hired labor.
1946 - Emergency repairs are made to the dike under authority of the Flood Control Act of 12 July 1943.
1950 - The Definite Project Report, approved in 1950, deleted the sanatorium dike (due to relocation of sanatorium) and the groins, and provided for an increased cross section of the dike and breakwater.
1951 - Extensive emergency repairs are made to the dike, including modification of the channel and raising the elevation of the 23rd Avenue Bridge 4 feet. Work was conducted pursuant to the Flood Control Act approved 30 June 1948 and additional river clearing under Section 3 of the River and Harbor Act, 2 March 1945.
1966 - A re-study of the project is completed and a negative report submitted. The project is placed on the "deferred" status.
1968 - The breakwater below station 10+00, including the proposed extension, is incorporated into a fill constructed by the White Pass and Yukon Railroad.
1986 - The modifications authorized in 1946 are de-authorized (Public Law 99-662, 17 November 1986, Section 1002). Annual inspections indicate, however, that extensive repairs are needed; local interests have been notified.
1993 - The City of Skagway has corrected the most critical deficiencies in the project. The Alaska District and the State of Alaska are looking at potential upgrades to the project. The Corps continues to perform annual inspections in keeping with the agreement of local cooperation.

Continues on page 2-18a

SKAGWAY RIVER, ALASKA (continued)

30 September 2010

1998 - The project is found to be in satisfactory operational condition.
1999 - Construction activities at the airport bury some of the physical features of the project. No inspection by Corps personnel is conducted.
2000 - Inspection finds some displacement of armor stone upstream from the airport. Locals have been notified of the needed repair.
2005 - The Corps inspector finds the remaining 500 feet of federal dike to be in good condition. The City has constructed and maintains the revetment above and below the federal works.
2007 - The condition of the project is given a “poor” rating under the National Levee Safety Program and the City is notified.
2010 - The Skagway Levee was inspected September 2010. The levee was in good shape along the section parallel to the airport. Vegetation was starting to take over along the North end on both side slopes.

COST TO DATE:	New Work	Maintenance	Emergency	Total
Navigation Funds*	$ 62,173	$ 57,827	-0-	$ 120,000
Emergency Funds	-0-	-0-	$ 91,660	$ 91,660
Flood Control Funds	$ 26,385	-0-	$ 61,929**	$ 88,314
Total	$ 88,558	$ 57,827	$ 153,589	$ 303,932

*For further information, see Project 1-35. (Skagway Harbor)
**Military funds.

RANGE OF TIDE:	Mean Range	Diurnal Range	Extreme Range
	14.3'	16.9'	27.7'

Skagway River Bank Stabilization, Skagway, Alaska

The majority of the landward side of the levee is the Skagway Airport, September 2010.

Skagway River, Skagway, Alaska 2007