Appendix S
Snake River Maps

DISTRIBUTION STATEMENT A:
Approved for Public Release -
Distribution Unlimited

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FEASIBILITY STUDY DOCUMENTATION

	Document Title
Lower Snake River Juvenile Salmon Migration Feasibility Report/Environmental Impact Statement	
Appendix A (bound with B)	Anadromous Fish Modeling
Appendix B (bound with A)	Resident Fish
Appendix C	Water Quality
Appendix D	Natural River Drawdown Engineering
Appendix E	Existing Systems and Major System Improvements Engineering
Appendix F (bound with G, H)	Hydrology/Hydraulics and Sedimentation
Appendix G (bound with F, H)	Hydroregulations
Appendix H (bound with F, G)	Fluvial Geomorphology
Appendix I	Economics
Appendix J	Plan Formulation
Appendix K	Real Estate
Appendix L (bound with M)	Lower Snake River Mitigation History and Status
Appendix M (bound with L)	Fish and Wildlife Coordination Act Report
Appendix N (bound with O, P)	Cultural Resources
Appendix O (bound with N, P)	Public Outreach Program
Appendix P (bound with N, O)	Air Quality
Appendix Q (bound with R, T)	Tribal Consultation and Coordination
Appendix R (bound with Q, T)	Historical Perspectives
Appendix S*	Snake River Maps
Appendix T (bound with R, Q)	Clean Water Act, Section 404(b)(1) Evaluation
Appendix U	Response to Public Comments

*Appendix S, Lower Snake River Maps, is bound separately (out of order) to accommodate a special 11 x 17 format.

The documents listed above, as well as supporting technical reports and other study information, are available on our website at http://www.nww.usace.army.mil/lsr. Copies of these documents are also available for public review at various city, county, and regional libraries.

AQM03-06-1234

STUDY OVERVIEW

Purpose and Need

Between 1991 and 1997, due to declines in abundance, the National Marine Fisheries Service (NMFS) made the following listings of Snake River salmon or steelhead under the Endangered Species Act (ESA) as amended:

- sockeye salmon (listed as endangered in 1991)
- spring/summer chinook salmon (listed as threatened in 1992)
- fall chinook salmon (listed as threatened in 1992)
- steelhead (listed as threatened in 1997).

In 1995, NMFS issued a Biological Opinion on operations of the Federal Columbia River Power System (FCRPS). Additional opinions were issued in 1998 and 2000. The Biological Opinions established measures to halt and reverse the declines of ESA-listed species. This created the need to evaluate the feasibility, design, and engineering work for these measures.

The Corps implemented a study (after NMFS' Biological Opinion in 1995) of alternatives associated with lower Snake River dams and reservoirs. This study was named the Lower Snake River Juvenile Salmon Migration Feasibility Study (Feasibility Study). The specific purpose and need of the Feasibility Study is to evaluate and screen structural alternatives that may increase survival of juvenile anadromous fish through the Lower Snake River Project (which includes the four lowermost dams operated by the Corps on the Snake River—Ice Harbor, Lower Monumental, Little Goose, and Lower Granite Dams) and assist in their recovery.

Development of Alternatives

The Corps' response to the 1995 Biological Opinion and, ultimately, this Feasibility Study, evolved from a System Configuration Study (SCS) initiated in 1991. The SCS was undertaken to evaluate the technical, environmental, and economic effects of potential modifications to the configuration of Federal dams and reservoirs on the Snake and Columbia Rivers to improve survival rates for anadromous salmonids.

The SCS was conducted in two phases. Phase I was completed in June 1995. This phase was a reconnaissance-level assessment of multiple concepts including drawdown, upstream collection, additional reservoir storage, migratory canal, and other alternatives for improving conditions for anadromous salmonid migration.

The Corps completed a Phase II interim report on the Feasibility Study in December 1996. The report evaluated the feasibility of drawdown to natural river levels, spillway crest, and other improvements to existing fish passage facilities.

Based in part on a screening of actions conducted for the Phase I report and the Phase II interim report, the study now focuses on four courses of action:

- Existing Conditions
- Maximum Transport of Juvenile Salmon

- Major System Improvements
- Dam Breaching.

The results of these evaluations are presented in the combined Feasibility Report (FR) and Environmental Impact Statement (EIS). The FR/EIS provides the support for recommendations that will be made regarding decisions on future actions on the Lower Snake River Project for passage of juvenile salmonids. This appendix is a part of the FR/EIS.

Geographic Scope

The geographic area covered by the FR/EIS generally encompasses the 140-mile long lower Snake River reach between Lewiston, Idaho and the Tri-Cities in Washington. The study area does slightly vary by resource area in the FR/EIS because the affected resources have widely varying spatial characteristics throughout the lower Snake River system. For example, socioeconomic effects of a permanent drawdown could be felt throughout the whole Columbia River Basin region with the most effects taking place in the counties of southwest Washington. In contrast, effects on vegetation along the reservoirs would be confined to much smaller areas.

Identification of Alternatives

Since 1995, numerous alternatives have been identified and evaluated. Over time, the alternatives have been assigned numbers and letters that serve as unique identifiers. However, different study groups have sometimes used slightly different numbering or lettering schemes and this has led to some confusion when viewing all the work products prepared during this long period. The primary alternatives that are carried forward in the FR/EIS currently involve the following four major courses of action:

Alternative Name	PATH[1/] Number	Corps Number	FR/EIS Number
Existing Conditions	A-1	A-1	1
Maximum Transport of Juvenile Salmon	A-2	A-2a	2
Major System Improvements	A-2'	A-2d	3
Dam Breaching	A-3	A-3a	4

[1/] Plan for Analyzing and Testing Hypotheses

Summary of Alternatives

The **Existing Conditions Alternative** consists of continuing the fish passage facilities and project operations that were in place or under development at the time this Feasibility Study was initiated. The existing programs and plans underway would continue unless modified through future actions. Project operations include fish hatcheries and Habitat Management Units (HMUs) under the Lower Snake River Fish and Wildlife Compensation Plan (Comp Plan), recreation facilities, power generation, navigation, and irrigation. Adult and juvenile fish passage facilities would continue to operate.

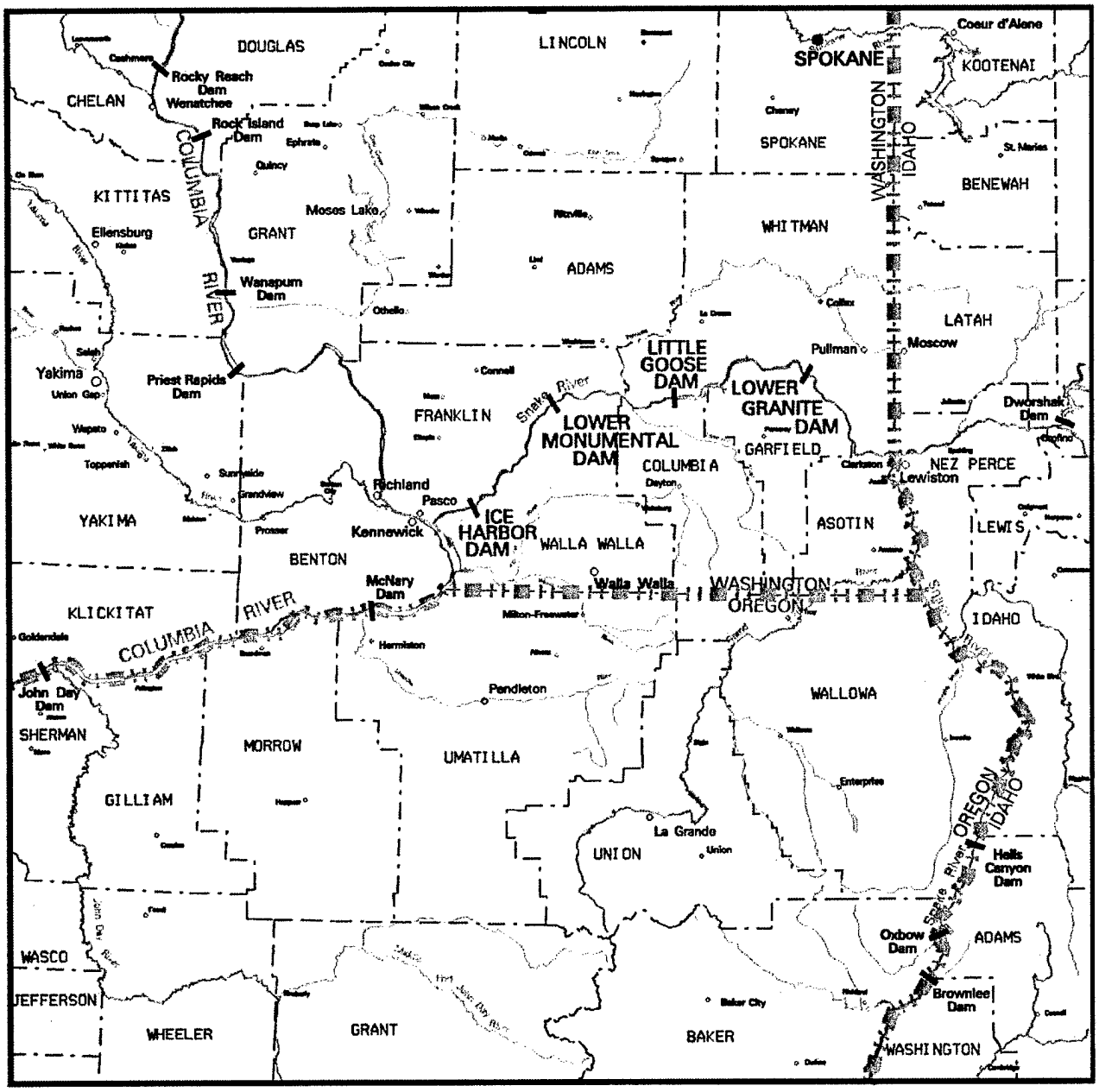
The **Maximum Transport of Juvenile Salmon Alternative** would include all of the existing or planned structural and operational configurations from the Existing Conditions Alternative. However, this alternative assumes that the juvenile fishway systems would be operated to maximize fish transport from Lower Granite, Little Goose, and Lower Monumental and that voluntary spill would not be used to bypass fish through the spillways (except at Ice Harbor). To accommodate this maximization of transport, some measures would be taken to upgrade and improve fish handling facilities.

The **Major System Improvements Alternative** would provide additional improvements to what is considered under the Existing Conditions Alternative. These improvements would be focused on using surface bypass facilities such as surface bypass collectors (SBCs) and removable spillway weirs (RSWs) in conjunction with extended submerged bar screens (ESBSs) and a behavioral guidance structure (BGS). The intent of these facilities would be to provide more effective diversion of juvenile fish away from the turbines. Under this alternative, an adaptive migration strategy would allow flexibility for either in-river migration or collection and transport of juvenile fish downstream in barges and trucks.

The **Dam Breaching Alternative** has been referred to as the "Drawdown Alternative" in many of the study groups since late 1996 and the resulting FR/EIS reports. These two terms essentially refer to the same set of actions. Because the term drawdown can refer to many types of drawdown, the term dam breaching was created to describe the action behind the alternative. The Dam Breaching Alternative would involve significant structural modifications at the four lower Snake River dams, allowing the reservoirs to be drained and resulting in a free-flowing yet controlled river. Dam breaching would involve removing the earthen embankment sections of the four dams and then developing a channel around the powerhouses, spillways, and navigation locks. With dam breaching, the navigation locks would no longer be operational and navigation for large commercial vessels would be eliminated. Some recreation facilities would close while others would be modified and new facilities could be built in the future. The operation and maintenance of fish hatcheries and HMUs would also change, although the extent of change would probably be small and is not known at this time.

Authority

The four Corps dams of the lower Snake River were constructed and are operated and maintained under laws that may be grouped into three categories: 1) laws initially authorizing construction of the project, 2) laws specific to the project passed subsequent to construction, and 3) laws that generally apply to all Corps reservoirs.



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BOUNDARIES

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County

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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

REGIONAL BASE MAP

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REPORT DOCUMENTATION PAGE

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13. ABSTRACT *(Maximum 200 words)*

This Final Feasibility Report/Environmental Impact Statement (RE/EIS) and its 21 appendices document the results of a comprehensive analysis of the four dams on the lower Snake River (collectively called the Lower Snake River Project) and their effects on four lower Snake River salmon and steelhead stocks listed for protection under the Endangered Species Act (ESA). The U.S. Army Corps of Engineers (Corps), along with Bonneville Power Agency (BPA), U. S. Environmental Protection Agency (EPA), and U. S. Bureau of Reclamation (BOR) as cooperating agencies, analyzed four alternatives to evaluate the best way to improve juvenile salmon migration through Lower Snake River Project. The Final FR/EIS includes the best available information on the biological effectiveness, engineering components, costs, economic effects, and other environmental effects associated with the four alternatives: Alternative 1-Existing Conditions, Alternative 2-Maximum Transport of Juvenile Salmon, Alternative 3-Major System Improvements (Adaptive Migration), and Alternative 4-Dam Breaching. In the Final FR/EIS, the Corps identifies Alternative 3-Major System Improvements (Adaptive Migration) as the recommended plan (preferred alternative) and explains the process for selecting that alternative.

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Walla Walla District

Final
Lower Snake River Juvenile Salmon Migration Feasibility Report/ Environmental Impact Statement

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Appendix S
Snake River Maps

Produced by

U.S. Army Corps of Engineers
Walla Walla District

February 2002

FOREWORD

Appendix S was prepared by the U.S. Army Corps of Engineers (Corps), Walla Walla District. This appendix is one part of the overall effort of the Corps to prepare the Lower Snake River Juvenile Salmon Migration Feasibility Report/Environmental Impact Statement (FR/EIS).

The Corps has reached out to regional stakeholders (Federal agencies, tribes, states, local governmental entities, organizations, and individuals) during the development of the FR/EIS and appendices. This effort resulted in many of these regional stakeholders providing input and comments, and even drafting work products or portions of these documents. This regional input provided the Corps with an insight and perspective not found in previous processes. A great deal of this information was subsequently included in the FR/EIS and appendices; therefore, not all of the opinions and/or findings herein may reflect the official policy or position of the Corps.

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   2.2 Aerial Photography S2-2

3. Map Presentations S3-1

   3.1 Survey Drawing Displays S3-1
   3.2 Pre- and Post-Dam Comparison Displays S3-1

Annex A 1934 Survey Drawings: Sheet Numbers 1 Through 131 and Overview Sheet
Annex B Pre- and Post-Dam Comparison Displays

TABLES

Table 2-1. Aerial Flight Information S2-3

ACRONYMS AND ABBREVIATIONS

3-D	three dimensional
dpi	dots per inch
GIS	geographic information system
LSRP	Lower Snake River Project
NGVD29	National Geodetic Vertical Datum 1929
RM	River Mile
USE	U.S. Engineer

1. Introduction

This appendix is intended to share maps and aerial photo displays of the Lower Snake River Project (LSRP). These presentations give the reader insight into the LSRP prior to dam construction (before 1961) and after dam construction (after 1975).

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2. Mapping Products

2.1 1934 Survey Drawings

Documented surveys with depth-soundings on the LSRP were first conducted in the late 1800s. Only two depth-sounding surveys cover the entire LSRP and these were completed in 1917 and 1934. The 1934 survey was chosen for this appendix because it contains much more detail. Since 1934, depth-sounding surveys were conducted only on selected areas within the LSRP. The figures in this appendix are from the original linen drawings.

2.1.1 Type of Data

The survey drawings are a collection of 155 sheets covering 176 river miles, beginning at the mouth of the Snake River (River Mile 0.0) and were originally drawn at the scale of 1:2,000.

The 1934 drawings include the following information:

- topographic contours (5 foot)
- shoreline
- ground descriptions (grass, sand, cultivated)
- sounding depths
- depth contours (6 and 9 foot)
- proposed navigation channel centerline
- northing/easting and longitude/latitude tick marks
- U.S. Engineer (U.S.E.) bench marks
- river miles (not the same as reservoir river miles)
- roads and railroads
- substrate information
- islands
- low water elevation marks
- buildings
- rapids (average and maximum velocity)
- spot elevations
- monument stations

2.1.2 Original Purpose

The drawings are taken from a larger report entitled *Review Report, Snake River, Washington-Idaho, Mouth to Oregon-Washington Line*, dated June 10, 1935, by the U.S. Engineer Office, Portland, Oregon. Sounding data was taken to determine a proposed navigation channel, document the topography, and site locations of rapids.

2.1.3 Survey Components

The method of survey is not known because the associated report or other documentation was not found with the drawings. The original maps were prepared on linen media. Notes on the drawings identify the following creation specifics:

- Elevations are referred to as National Geodetic Vertical Datum 1929 (NGVD29) (U.S.C and G.S. Datum 1929 adjustment).
- Soundings are in feet and tenths and show depths at adopted low water plane (based on 0.0 at U.S. Weather Bureau gage at Riparia, El 512.05 NGVD29).
- Figures in parentheses indicate height in feet above low water (for example, 1.7).

- Contour interval is 5 feet.
- Distance in miles from mouth of river is measured on the centerline of the proposed channel.

2.1.4 Electronic Conversions and Processing

In 1998 the Walla Walla District converted the 1934 drawings to 3-D geographic information system (GIS) files. At the same time the approximately 126,000 sounding points (depth of river) were also converted into 3-D GIS files with horizontal and vertical values. The drawings were scanned at 200 dots per inch (dpi). Longitude and latitude tick mark information was taken from the drawings, inputted into files, and labeled. During data verification of the longitude and latitude tick mark locations, the tick marks were found not to match current coordinate systems, so drawings do not correctly overlay current topographic data. Images were geographically referenced into position using the longitude and latitude locations from the drawings. The raster line work was then converted into 3-D vector data with each reservoir reach as the upper and lower boundary for that section of the river.

2.2 Aerial Photography

2.2.1 1956 to 1962

Aerial photography flown between 1956 and 1962 was stereoplotted to develop topographic mapping. The topographic mapping was used to geographically reference the 1958 aerial photography that represents the pre-project condition for the LSRP. See Table 2.1 for aerial flight details.

2.2.2 1958, 1991, and 1992

Aerial photography was flown in 1958, 1991, and 1992 for the purpose of recording what the river looked like during that time period. The 1958 aerial flight documents the appearance of the lower Snake River prior to dam construction. The 1991 and 1992 flights provide information used in managing recreation areas and wildlife habitat units within the boundaries of the LSRP. See Table 2.1 for aerial flight details.

Table 2-1. Aerial Flight Information

Description	Roll Number	Date Flown	Scale	% Overlap	Control
1956 Snake River					
Snake River Mouth to Riparia	W56-52V	14 Sep	1:20,700	60	Yes
1957 Snake River					
Lake Herbert G. West	W57-70V	10 Sep	1:9,600	60	Yes
Lake Herbert G. West	W57-71V	12 Oct	1:9,600	60	Yes
1958 Snake River					
Low Water — RM 10 to Johnson Bar	W58-74V	28 Aug	1:10,000	Minimum	No
Low Water — RM 10 to Johnson Bar	W58-75V	28 Aug	1:10,000	Minimum	No
1959 Snake River					
Lake Bryan	W59-93V	2 Nov	1:9,600	60	Yes
Lake Bryan	W59-94V	6 Nov	1:9,600	60	Yes
Lake Bryan	W59-95V	14 Nov	1:20,000	60	Yes
Lake Bryan	W59-95V	30 Nov	1:20,000	60	Yes
1960 Snake River					
Lower Granite Lake—Low Altitude	W60-8	1 Dec	1:9,600	60	Yes
Lower Granite Lake—Low Altitude	W60-9	13 Dec	1:9,600	60	Yes
1991 Snake River					
RM 0.0 to Lower Monumental Dam	W91-03	30 Aug	1:24,000	60	Yes
1992 Snake River					
Lower Monumental Dam to Asotin	W92-12	19 Apr	1:24,000	60	Yes

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3. Map Presentations

3.1 Survey Drawing Displays

The 1934 mapping found in Annex A is a subset of the entire mapping collection. Only 131 sheets were selected to represent the LSRP, starting at the mouth of the Snake River to a point above Asotin, WA. An index map in the front of the collection helps the reader select sheets of interest.

3.2 Pre- and Post-Dam Comparison Displays

A total of 22 pre- and post-dam comparison displays have been compiled and are found in Annex B. Each display is of a particular geographic location on the lower Snake River. Aerial photography from 1958, 1991, and 1992 are compared showing pre- and post-dam shorelines along with post-dam shoreline superimposed on the 1958 photo. In addition, up to three oblique photos, taken between 1958 and 1960, are presented with a relationship to the 1958 aerial photo. For those locations where fewer than three photos are available, there is a blank area on the sheet. There are six displays from the river and reservoir between Ice Harbor and Lower Monumental Dams, seven displays between Lower Monumental and Little Goose Dams, eight displays between Little Goose and Lower Granite Dams, and one display from Lower Granite Dam to Clarkston.

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Annex A

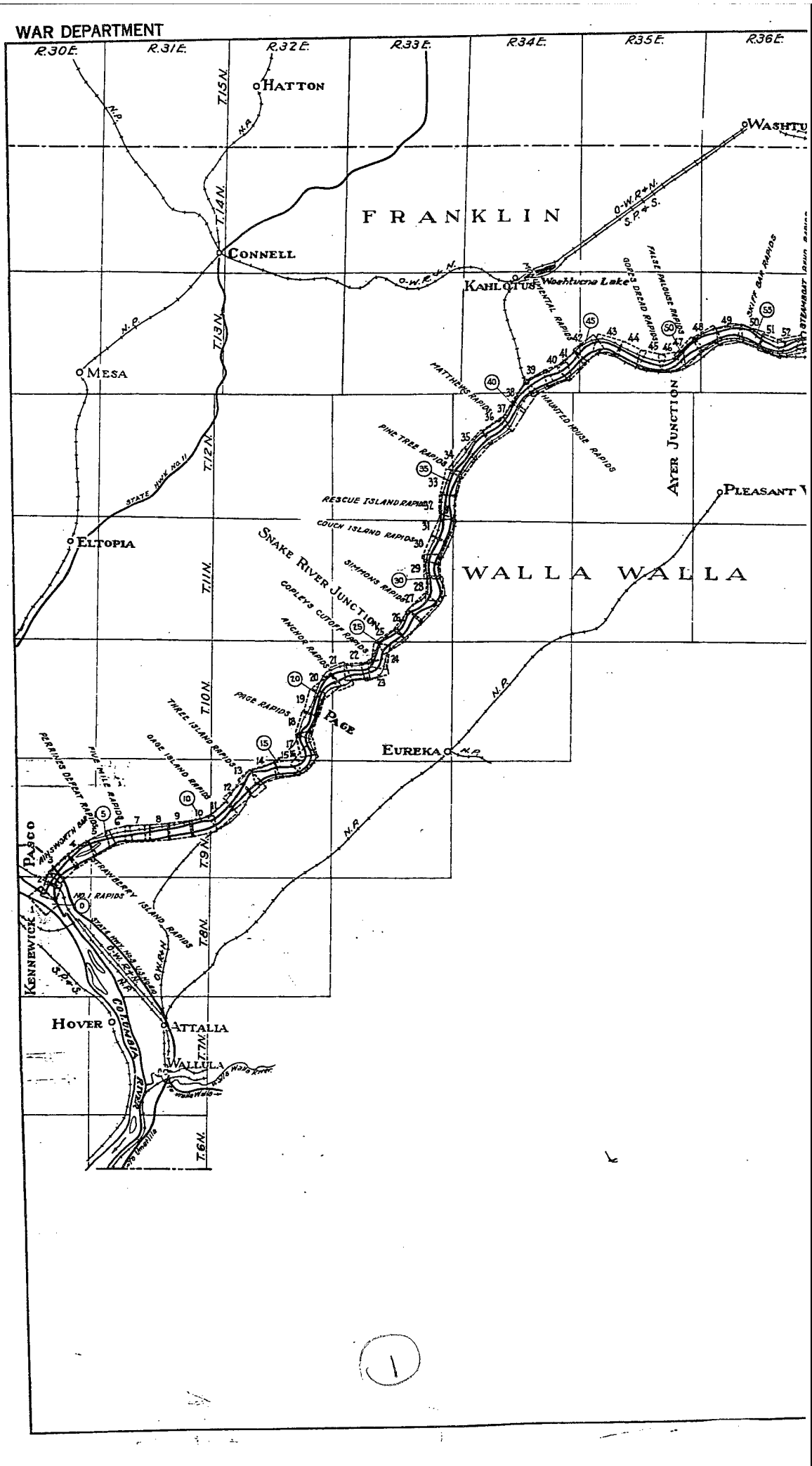
1934 SURVEY DRAWINGS:
SHEET NUMBERS 1 THROUGH 131 AND OVERVIEW SHEET

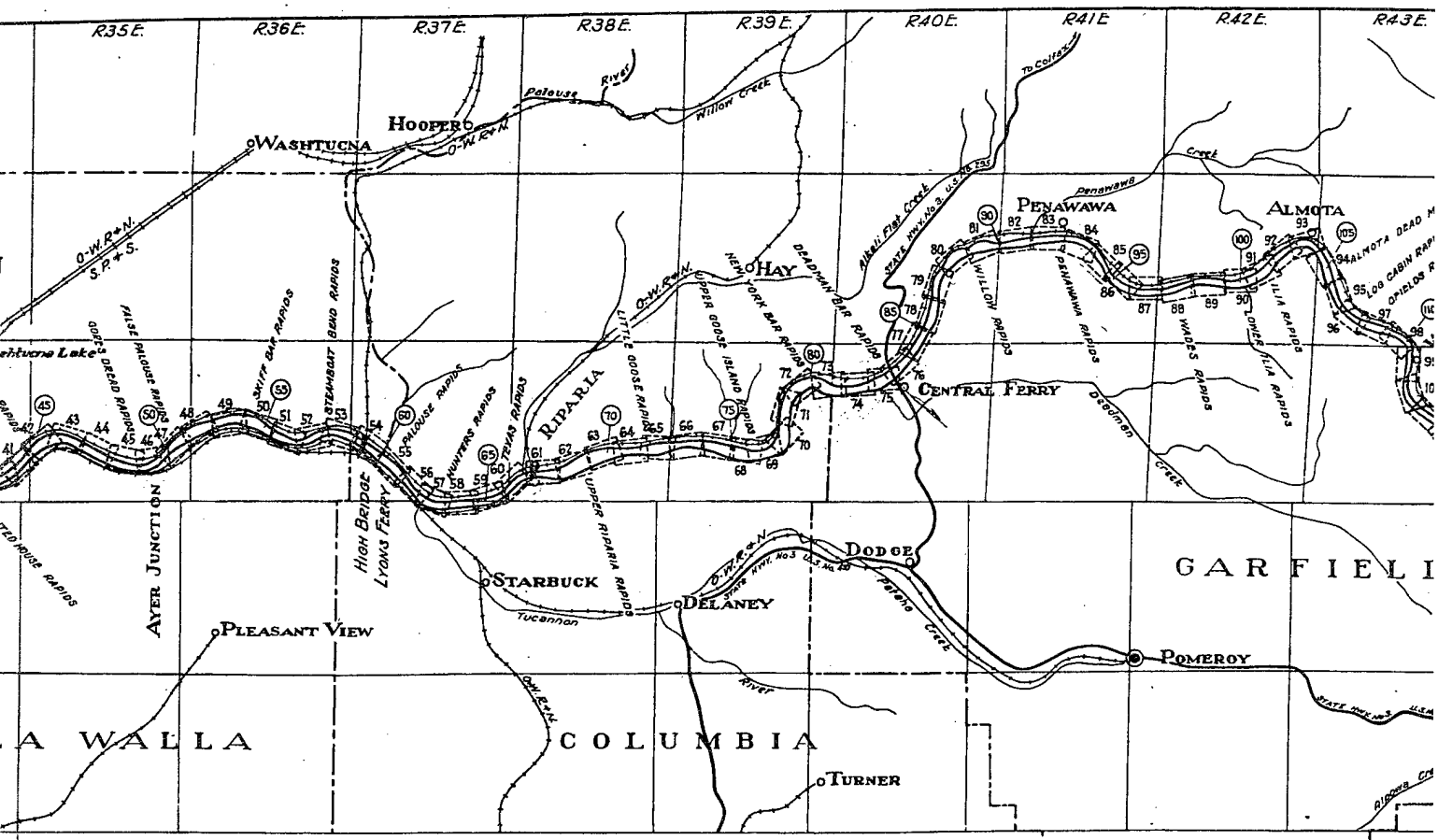
PROJECT	SHEET NUMBER	PLATE DISCRIPTION
Lower Snake River	SN-1-12/0	Index Map
McNary	SN-1-12/1	Confluence of Snake and Columbia Rivers / Rapid No. 1
	SN-1-12/2	Sacagawea Park
	SN-1-12/3	Ainsworth Bar
	SN-1-12/4	Strawberry Island / Strawberry Island Rapids
	SN-1-12/5	Perrines Defeat Rapids / Potato Patch Shoal
	SN-1-12/6	Five Mile Rapids
	SN-1-12/7	
	SN-1-12/8	Tiger Head Crossing
	SN-1-12/9	Goose Island / Tiger Head Point
Ice Harbor	SN-1-12/10	Ice Harbor
	SN-1-12/11	Gauge Island Rapids / Hard Rock Point
	SN-1-12/12	Levey Rapids
	SN-1-12/13	Three Island Rapids
	SN-1-12/14	
	SN-1-12/15	
	SN-1-12/16	Fish Hook Rapids
	SN-1-12/17	
	SN-1-12/18	Page Rapids / Hammer Island
	SN-1-12/19	Page
	SN-1-12/20	Anchor Canyon
	SN-1-12/21	Anchor Rapids
	SN-1-12/22	
	SN-1-12/23	Copley's Cutoff Rapids
	SN-1-12/24	
	SN-1-12/25	Snake River Junction
	SN-1-12/26	
	SN-1-12/27	Simmons Rapids / Sheffler
	SN-1-12/28	Ford Island
	SN-1-12/29	Walker
	SN-1-12/30	Couch Island Rapids
	SN-1-12/31	Long Crossing Bar
	SN-1-12/32	Rescue Island Rapids
	SN-1-12/33	
	SN-1-12/34	Pine Tree Rapids / Scott / Burr Canyon
	SN-1-12/35	Sturgeon Bay
Ice Harbor (cont.)	SN-1-12/36	Matthews Rapids / Windust
	SN-1-12/37	Matthews
Lower Monumental	SN-1-12/38	
	SN-1-12/39	Haunted House Rapids
	SN-1-12/40	Ruxby
	SN-1-12/41	
	SN-1-12/42	Monumental Rapids / Magallon
	SN-1-12/43	Three Springs Shoal
	SN-1-12/44	

PROJECT	SHEET NUMBER	PLATE DISCRIPTION
	SN-1-12/45	
	SN-1-12/46	Gore`s Dread Rapids / Ayer Junction
	SN-1-12/47	False Palouse Rapids
	SN-1-12/48	Rifton
	SN-1-12/49	
	SN-1-12/50	Skiff Bar Rapids
	SN-1-12/51	
	SN-1-12/52	
	SN-1-12/53	Steamboat Bend Rapids / Perry
	SN-1-12/54	Confluence of Palouse and Snake Rivers / Lyon`s Ferry
	SN-1-12/55	Palouse Rapids
	SN-1-12/56	Confluence of Tucannon and Snake Rivers
	SN-1-12/57	Hunter`s Rapids / Tucannon
	SN-1-12/58	
	SN-1-12/59	Texas Rapids
	SN-1-12/60	
	SN-1-12/61	Riparia
	SN-1-12/62	Upper Riparia Rapids / McGuire`s Rapids
Little Goose	SN-1-12/63	
	SN-1-12/64	
	SN-1-12/65	Little Goose Rapids / Little Goose Island / Flagpole
	SN-1-12/66	
	SN-1-12/67	
	SN-1-12/68	Upper Goose Island Rapids
	SN-1-12/69	Ridpath
	SN-1-12/70	Dry Gulch
	SN-1-12/71	
Little Goose (cont.)	SN-1-12/72	New York Bar Rapids
	SN-1-12/73	Diamond Crossing
	SN-1-12/74	Diamond Crossing Rapids / Central Ferry
	SN-1-12/75	Deadman Bar Rapids / Central Ferry Bridge
	SN-1-12/76	
	SN-1-12/77	
	SN-1-12/78	Purrington
	SN-1-12/79	
	SN-1-12/80	Willow Rapids / Willow Island
	SN-1-12/81	
	SN-1-12/82	
	SN-1-12/83	Penawawa Rapids / Penawawa
	SN-1-12/84	
	SN-1-12/85	Rice`s Bar Rapids
	SN-1-12/86	
	SN-1-12/87	Swift
	SN-1-12/88	Wade`s Rapids / Atwoods Island
	SN-1-12/89	
	SN-1-12/90	Lower Illia Rapids
	SN-1-12/91	Illia Rapids / Pine Tree Island / Illia

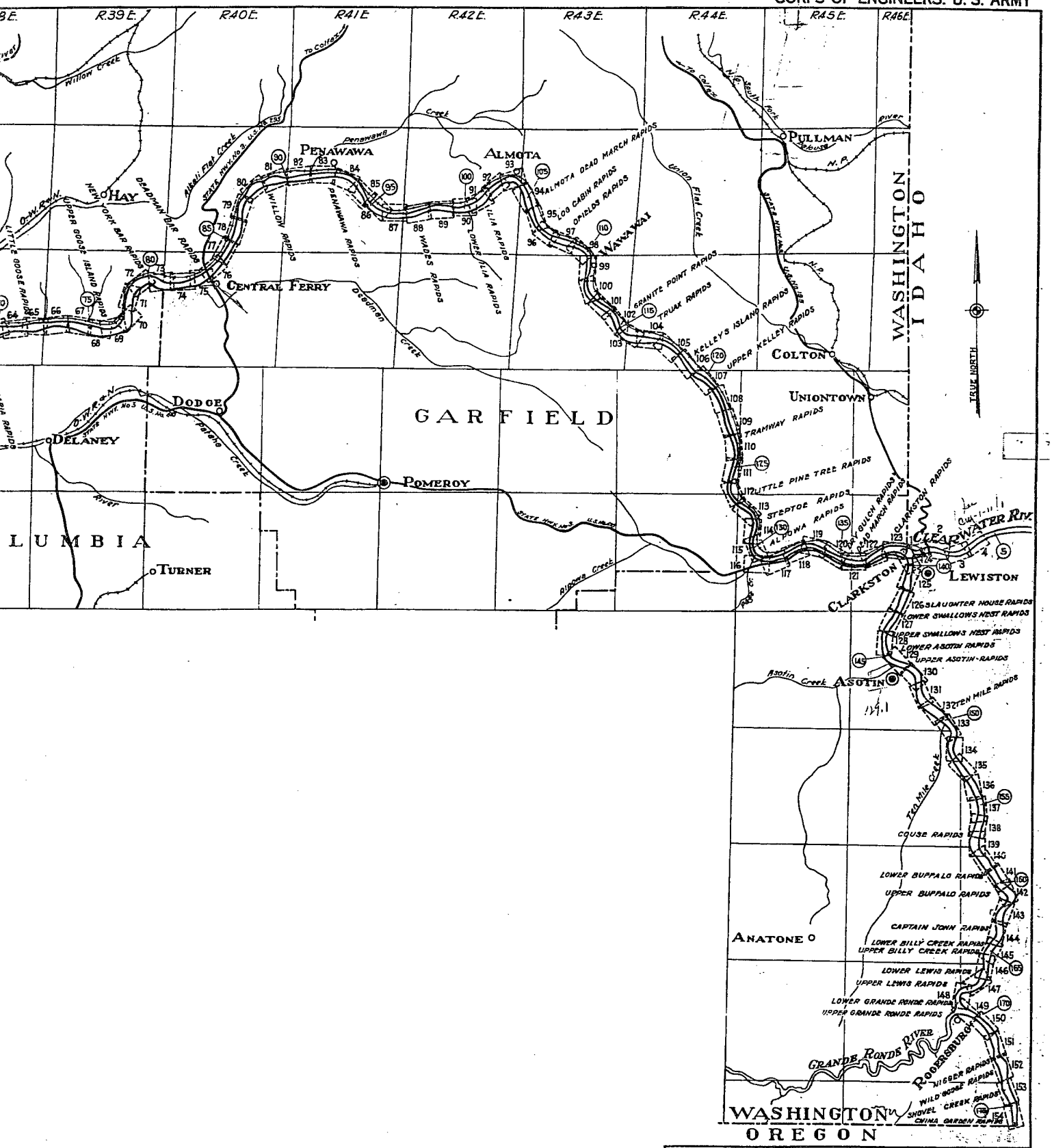
PROJECT	SHEET NUMBER	PLATE DISCRIPTION
	SN-1-12/92	
	SN-1-12/93	Almota Rapids / Almota
	SN-1-12/94	Almota Dead March Rapids
	SN-1-12/95	
Lower Granite	SN-1-12/96	Log Cabin Rapids / Crampton
	SN-1-12/97	Offields Rapids / Log Cabin Island / Offields Bar
	SN-1-12/98	Interior
	SN-1-12/99	Wawawai
	SN-1-12/100	Crum
	SN-1-12/101	
	SN-1-12/102	Granite Point Rapids / Granite Point
	SN-1-12/103	King Ranch
	SN-1-12/104	Truax Rapids
	SN-1-12/105	Bishop
	SN-1-12/106	Kelley's Island Rapids / Kelly Ranch
	SN-1-12/107	Upper Kelley's Rapids
	SN-1-12/108	
	SN-1-12/109	Indian / Judkins Grain Warehouse
Lower Granite (cont.)	SN-1-12/110	Tramway Rapids
	SN-1-12/111	
	SN-1-12/112	Little Pine Tree Rapids
	SN-1-12/113	
	SN-1-12/114	Steptoe Rapids
	SN-1-12/115	Alpowa Rapids
	SN-1-12/116	Alpowa
	SN-1-12/117	
	SN-1-12/118	
	SN-1-12/119	Wilma
	SN-1-12/120	Dry Gulch Rapids
	SN-1-12/121	Dead March Rapids / Dry Gulch Island
	SN-1-12/122	
	SN-1-12/123	Clarkston Rapids
	SN-1-12/124	Confluence of Clearwater and Snake Rivers / Lewiston Rapids / Lewiston / Clarkston
	SN-1-12/125	Clarkston Beach
	SN-1-12/126	Slaughter House Rapids
	SN-1-12/127	Lower Swallow's Nest Rapids or Pesthouse Rapids
	SN-1-12/128	Upper Swallow's Nest Rapids / Lower Asotin
	SN-1-12/129	Upper Asotin Rapids
	SN-1-12/130	Asotin
	SN-1-12/131	

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WAR DEPARTMENT
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WALLA WALLA
AYER JUNCTION
SNAKE RIVER JUNCTION
O.W.R.&N.
S.P.&S.
N.P.
N.A.
Washtucna Lake
MATTHEWS RAPIDS
HAUNTED HOUSE RAPIDS
PINE TREE RAPIDS
RESCUE ISLAND RAPIDS
COUCH ISLAND RAPIDS
SIMMONS RAPIDS
COPLEY'S CUTOFF RAPIDS
ANCHOR RAPIDS
PAGE RAPIDS
THREE ISLAND RAPIDS
GAGE ISLAND RAPIDS
FIVE MILE RAPIDS
PERRINE'S DEFEAT RAPIDS
ASHWORTH BAR
NO. 1 RAPIDS
STRAWBERRY ISLAND RAPIDS
STATE HWY. NO. 11
STATE HWY. NO. 12
COLUMBIA
YAKIMA
WALLA WALLA
STATE HWY. NO. 11
1


R35E.
R36E.
R37E.
R38E.
R39E.
R40E.
R41E
R42E.
R43E.
WASHTUCNA
HOOPER
Palouse River
Willow Creek
O-W.R.&N.
S.P.&S.
HAY
PENAWAWA
ALMOTA
CENTRAL FERRY
RIPARIA
DODGE
STARBUCK
DELANEY
POMEROY
PLEASANT VIEW
AYER JUNCTION
GARFIELD
COLUMBIA
TURNER
WALLA WALLA
Tucannon
Deadman Bar Rapids
New York Bar Rapids
Upper Goose Island Rapids
Little Goose Rapids
Willow Rapids
Penawawa Rapids
Wades Rapids
Lower Ilia Rapids
Log Cabin Rapids
Opielos Rapids
Texas Rapids
Hunters Rapids
Palouse Rapids
False Palouse Rapids
Steamboat Bend Rapids
Upper Riparia Rapids
Deep Creek
Pataha Creek
Almota Dead Man
Penawawa Creek
Albeni Flat Creek
To Colfax
High Bridge
Lyons Ferry
Red House Rapids
Oak Flat
State Hwy. No. 3
U.S. No. 410
U.S. No. 195
State Hwy. No. 3
U.S. No. 12

2



SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
INDEX MAP

Scale in Miles

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: C. H. Williams, Major, Corps of Engineers

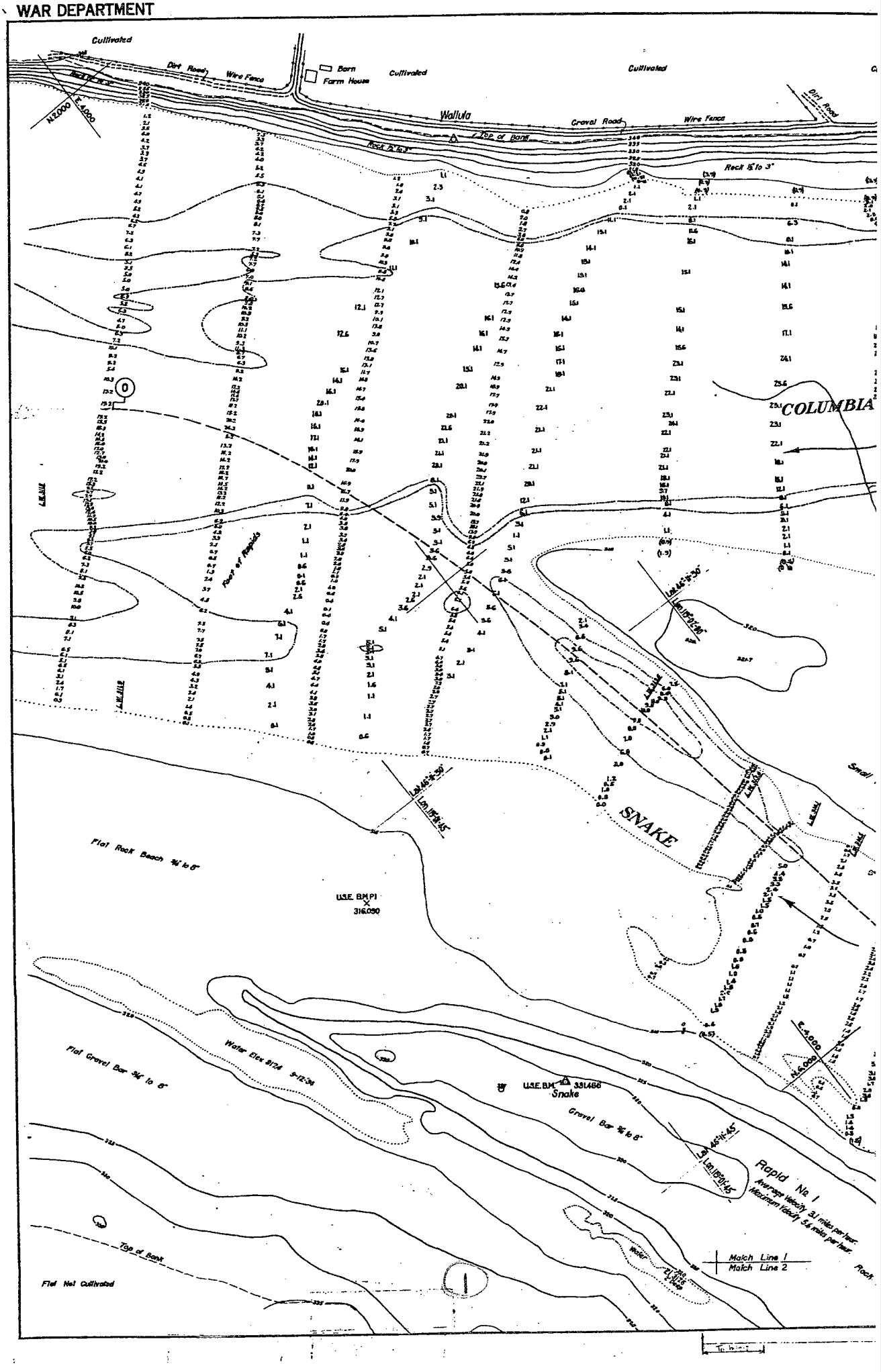
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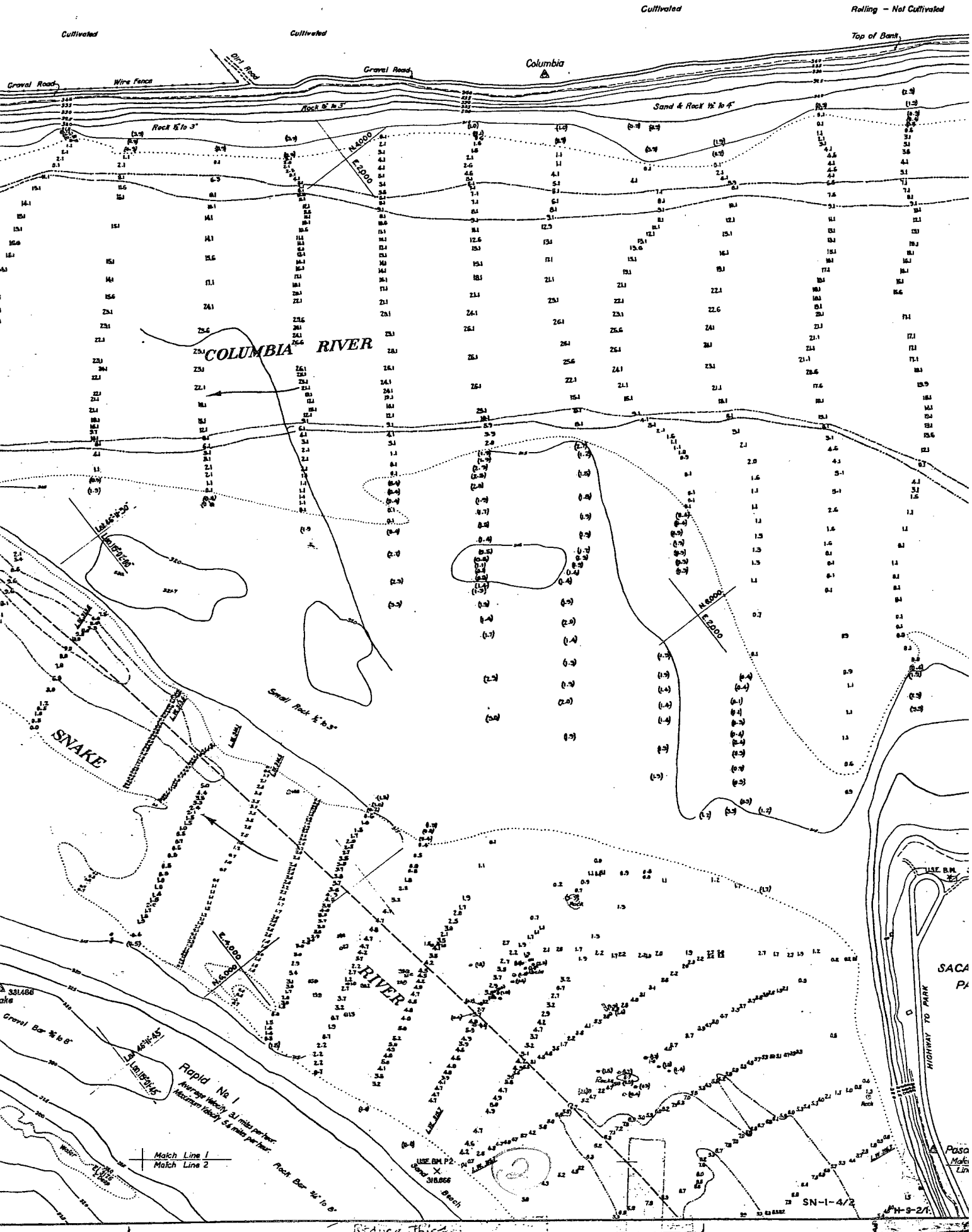
Transmitted with report dated June 10, 1935

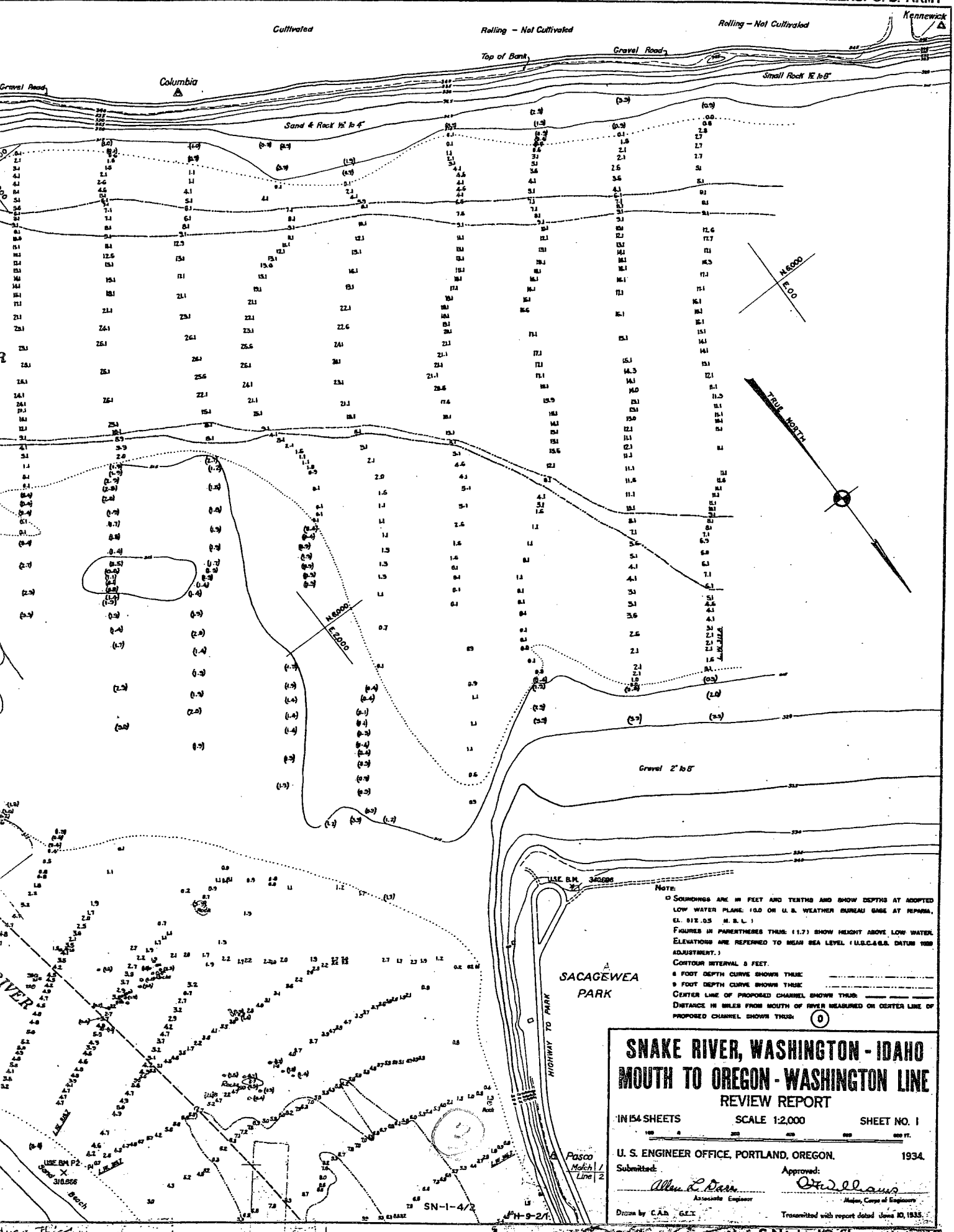
SN-1-4/1
H-S-1

SN-1-12/10

WAR DEPARTMENT




Cultivated
Cultivated
Cultivated
Rolling – Not Cultivated
Top of Bank
Gravel Road
Wire Fence
Dirt Road
Gravel Road
Columbia
Rock ½" to 3"
Rock ½" to 3"
Sand & Rock ½" to 4"
N.4000
E.2000
COLUMBIA RIVER
N.6000
E.2000
Small Rock ¼" to 3"
SNAKE
RIVER
N.4000
E.4000
Gravel Bar ¾" to 6"
Rapid No 1
Average Velocity 3.1 miles per hour
Maximum Velocity 5.4 miles per hour
Rock Bar ¾" to 6"
Match Line 1
Match Line 2
USE BM P2
Sand Beach
HIGHWAY TO PARK
SN-1-4/2
SN-1-2/1
Reduce This



NOTE:

- SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 0.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)
- FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.& G.S. DATUM 1929 ADJUSTMENT.)
- CONTOUR INTERVAL 5 FEET.
- 6 FOOT DEPTH CURVE SHOWN THUS: ——————
- 9 FOOT DEPTH CURVE SHOWN THUS: - - - - - -
- CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: —— —— ——
- DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (0)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 1

1000 0 2000 4000 6000 8000 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Barr, Associate Engineer

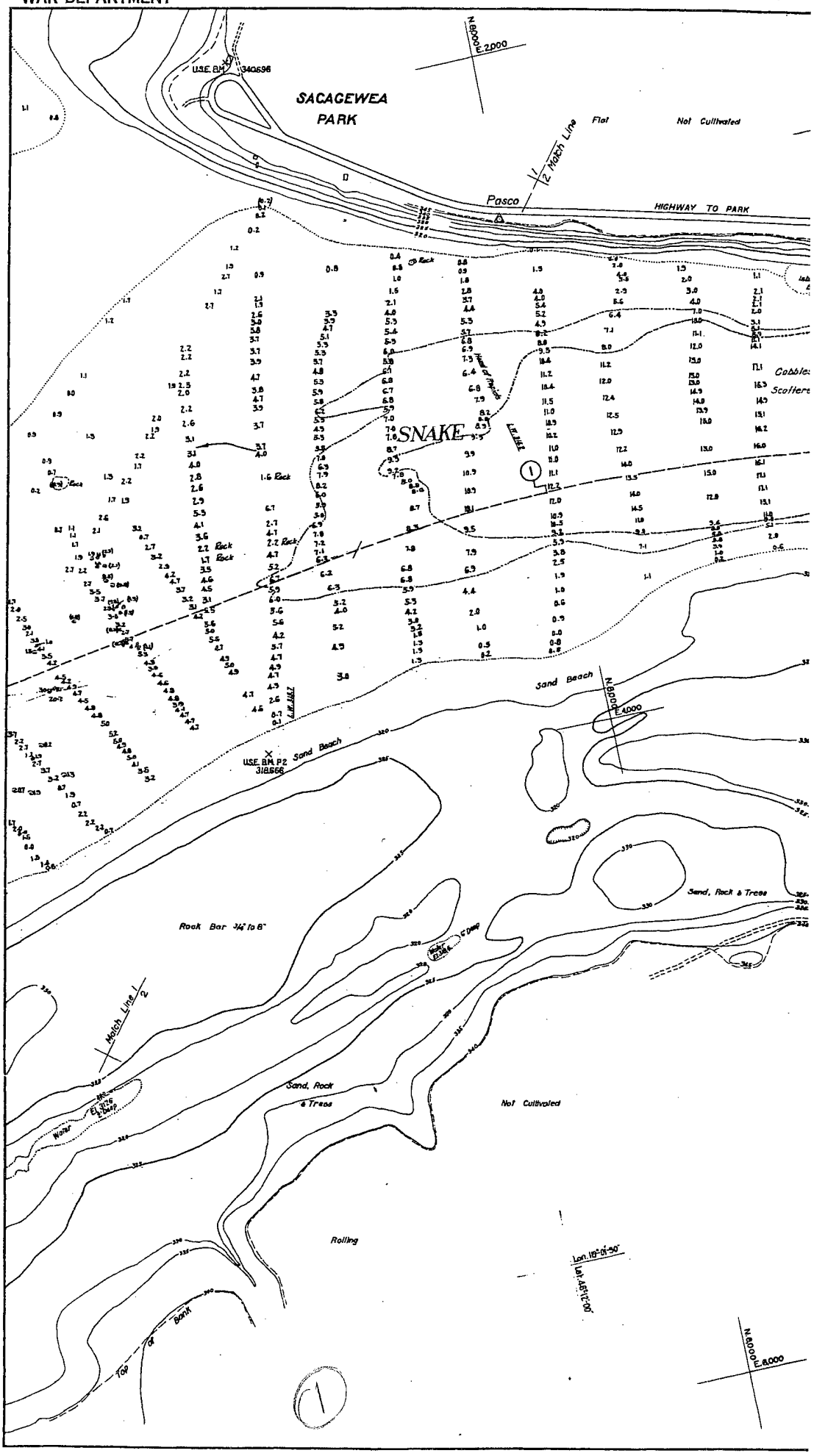
Approved: [signature], Major, Corps of Engineers

Drawn by C.A.B. G.E.T.

Transmitted with report dated June 10, 1935.

Duck This

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND I
LOW WATER PLANE: (0.0 ON U. S. WEATHER
EL. 512.85 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW I
ELEVATIONS ARE REFERRED TO MEAN SEA LEVE
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: —
9 FOOT DEPTH CURVE SHOWN THUS: — —
CENTER LINE OF PROPOSED CHANNEL SHOWN
DISTANCE IN MILES FROM MOUTH OF RIVER ME
PROPOSED CHANNEL SHOWN THUS: ①



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.85 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1)

SN-1-4/3
H-8-2/2

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 2

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Albert L. Barr, Associate Engineer

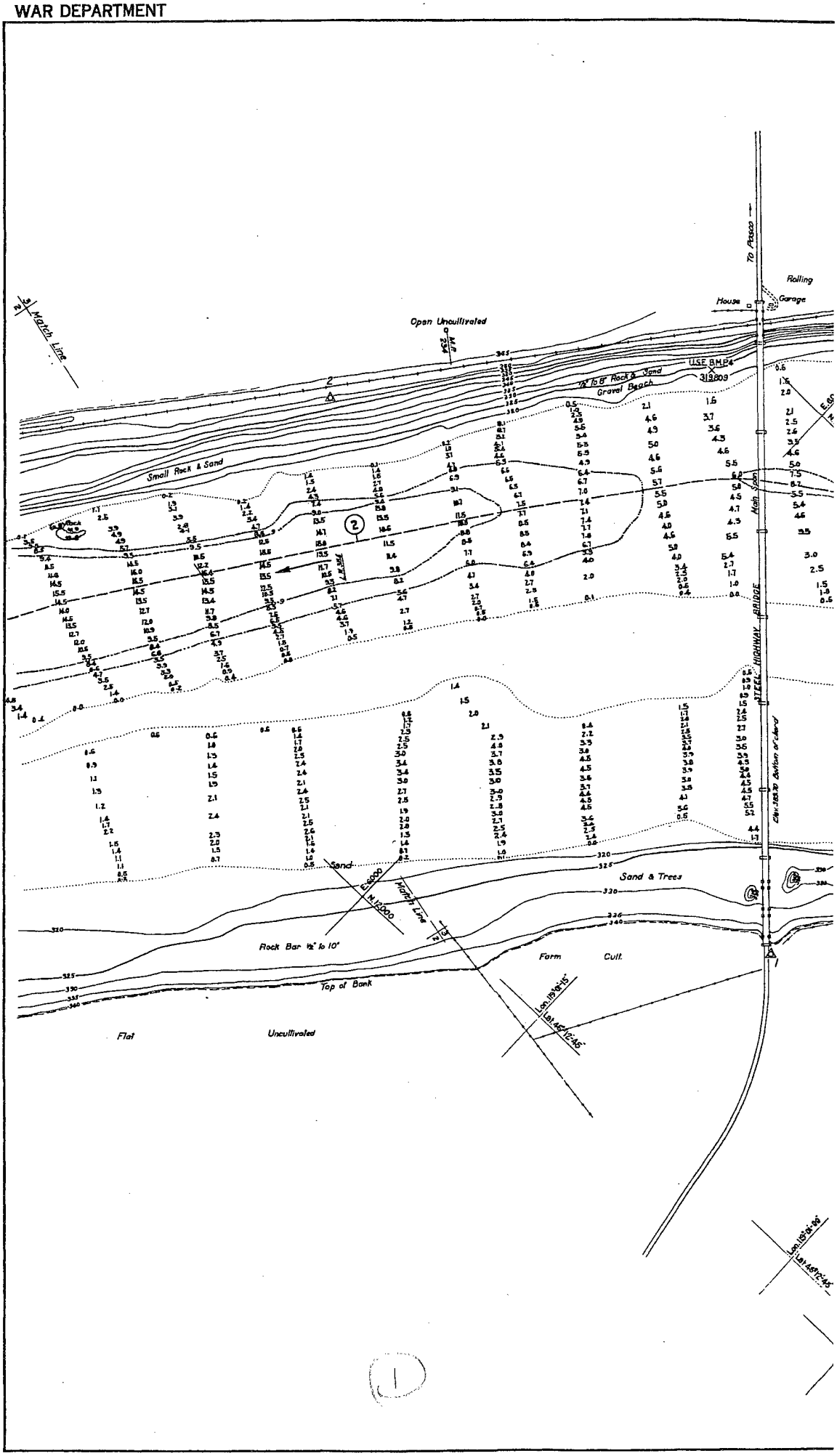
Approved: [signature], Major, Corps of Engineers

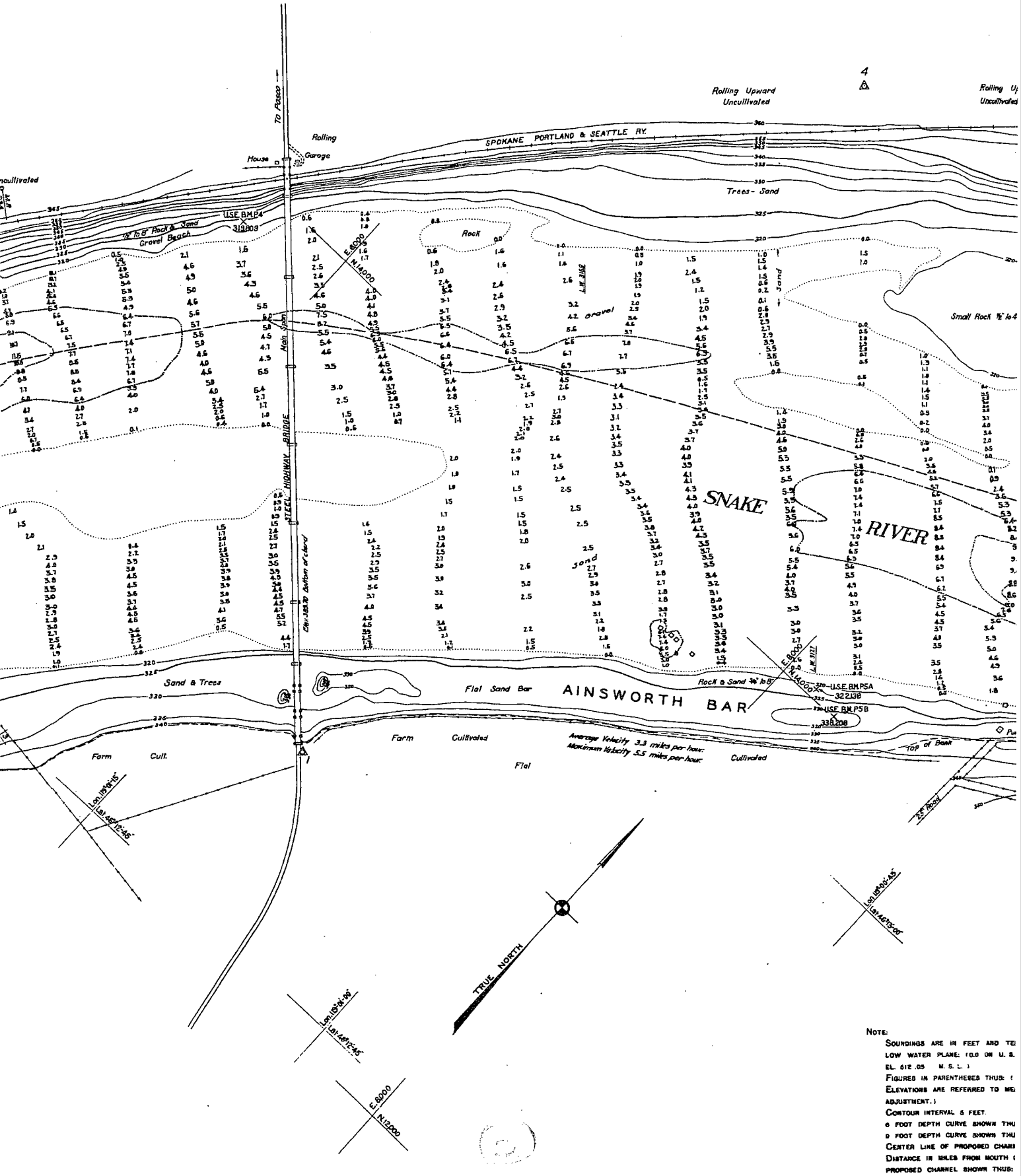
Drawn by C.A.D. G.E.T.

Transmitted with report dated June 10, 1935.

SN-1-12/2

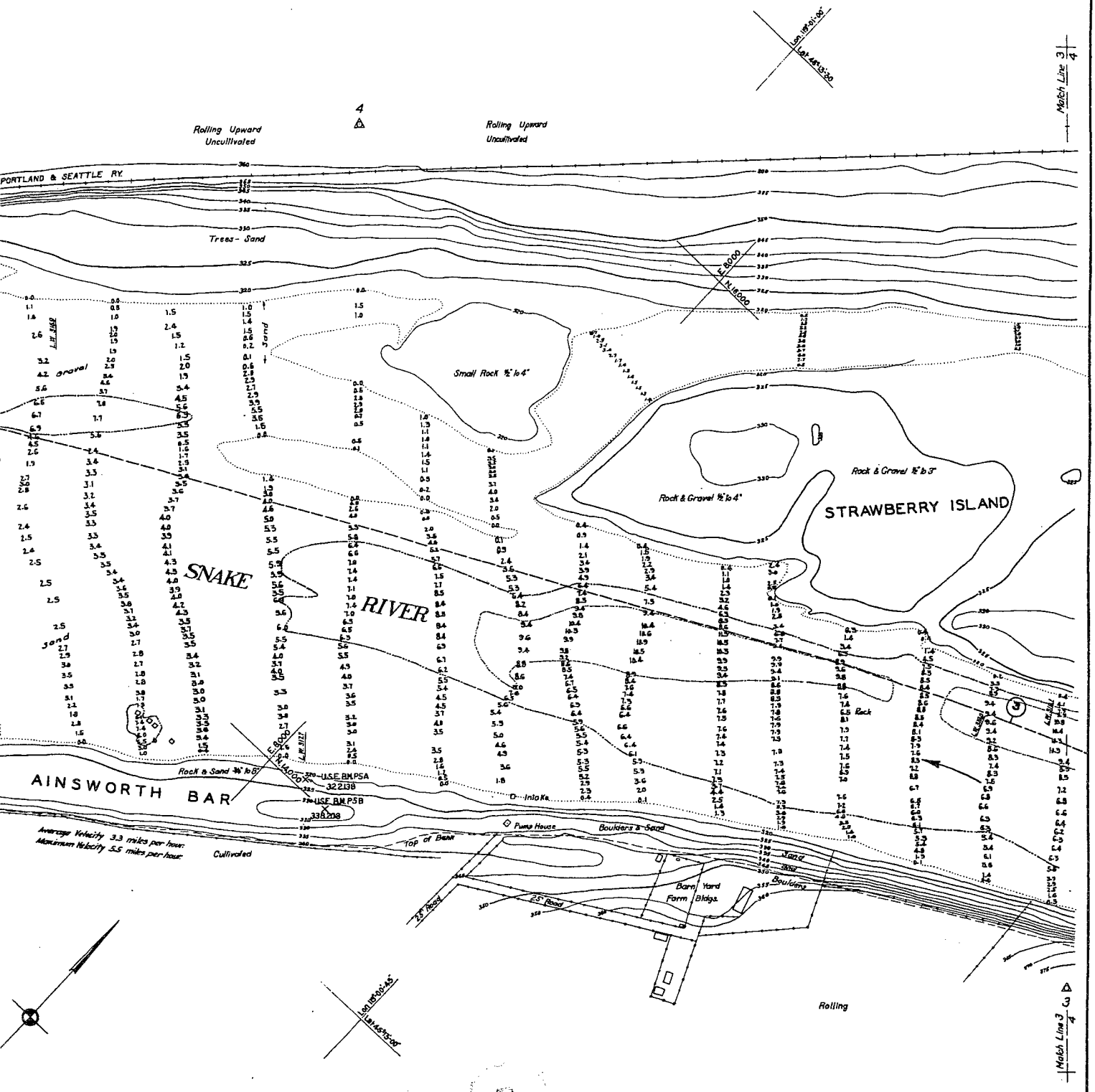
WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TE
LOW WATER PLANE: (0.0 ON U. S.
EL. 512.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (
ELEVATIONS ARE REFERRED TO ME
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THU
9 FOOT DEPTH CURVE SHOWN THU
CENTER LINE OF PROPOSED CHANN
DISTANCE IN MILES FROM MOUTH
PROPOSED CHANNEL SHOWN THUS:



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

0 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

0 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ═══

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (2)

SN-1-4/4
H-9-2/3

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS — SCALE 1:2,000 — SHEET NO. 3

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

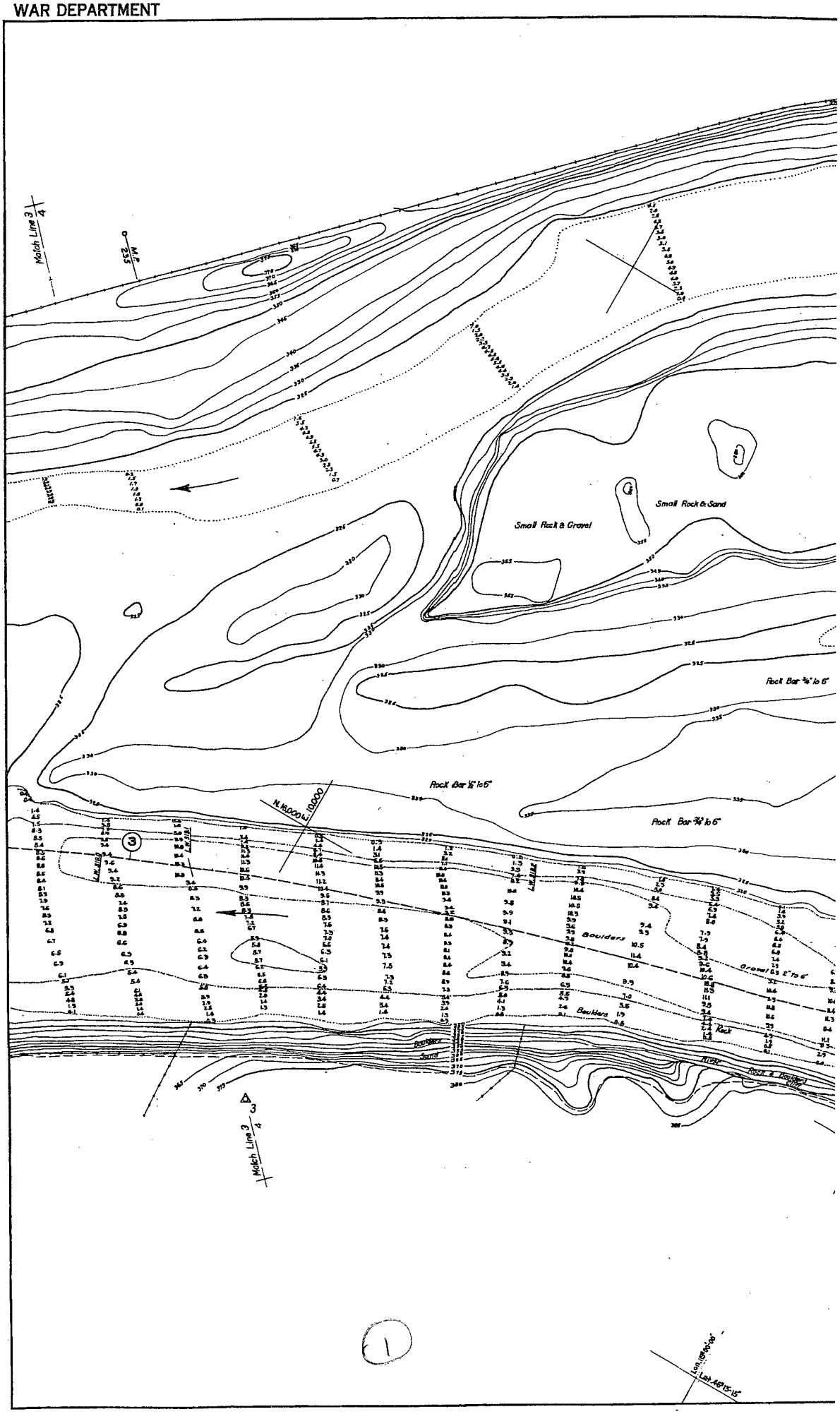
Approved: H. J. Williams, Major, Corps of Engineers

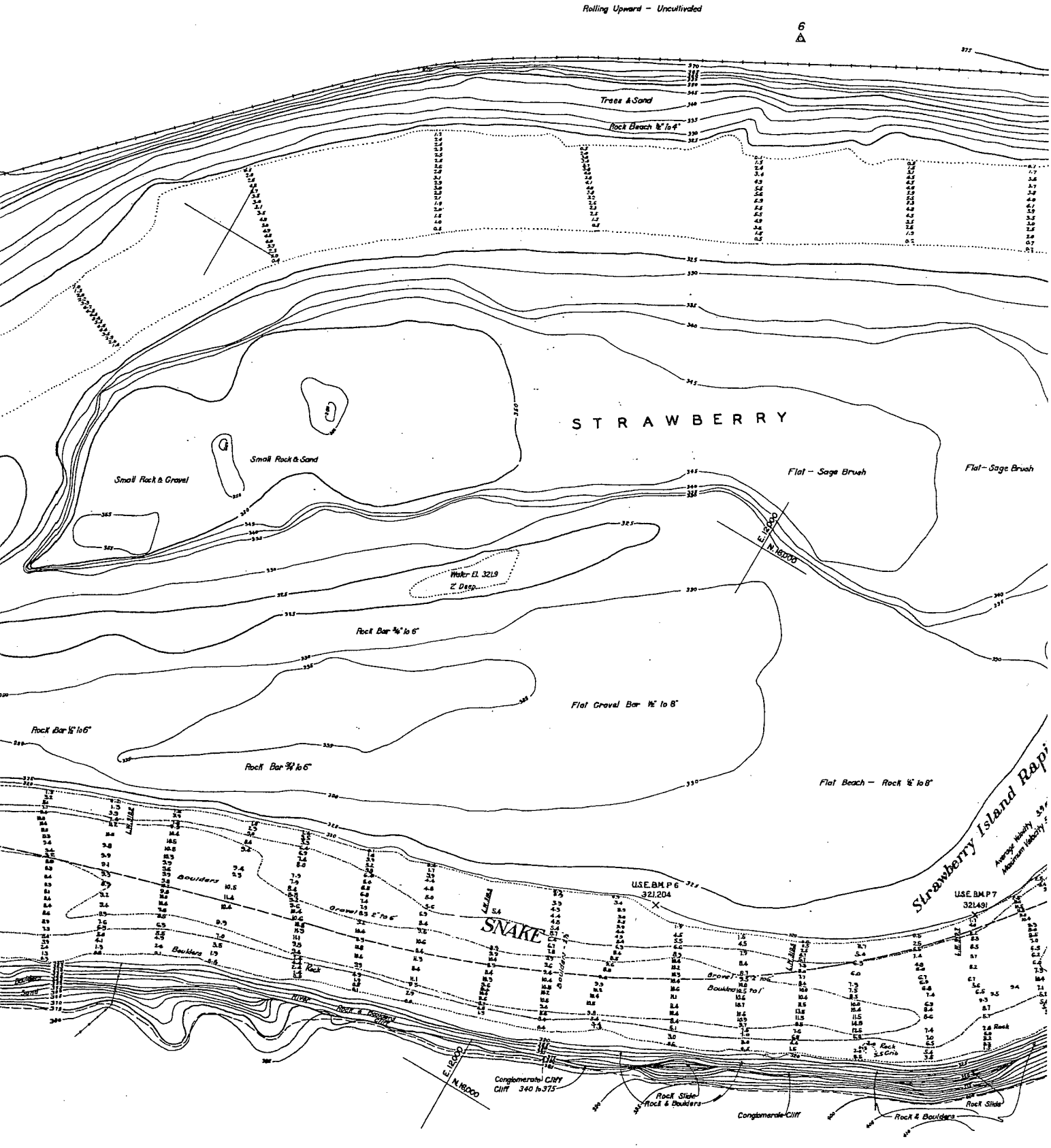
Drawn by C.A.D. G.E.T.

Transmitted with report dated June 10, 1935.

SN-1-12/3

WAR DEPARTMENT





Rolling

Uncultivated

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (3)

(2)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (3)

SN-1-4/5
H-9-2/4

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 4

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dorr, Associate Engineer

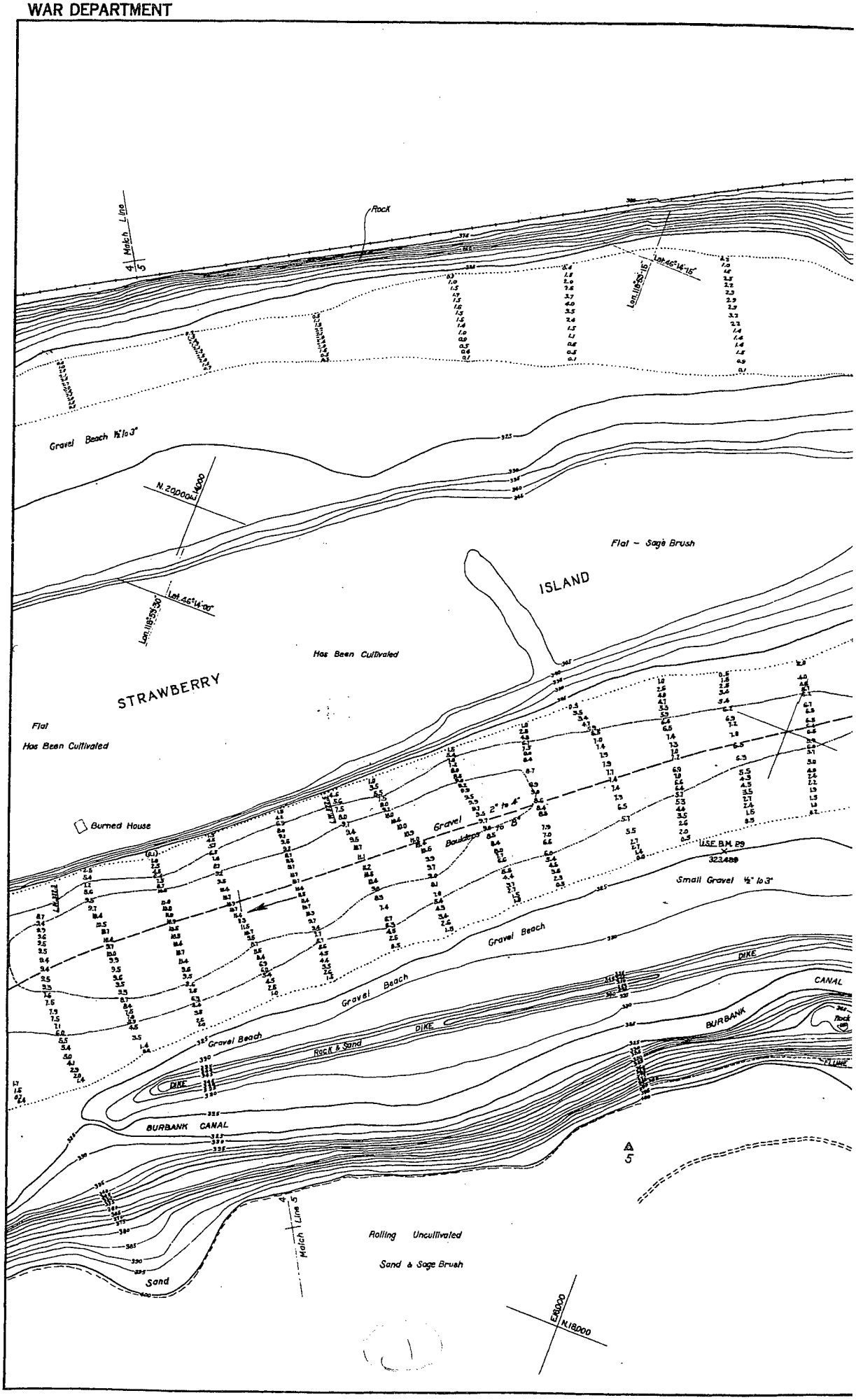
Approved: H. Williams, Major, Corps of Engineers

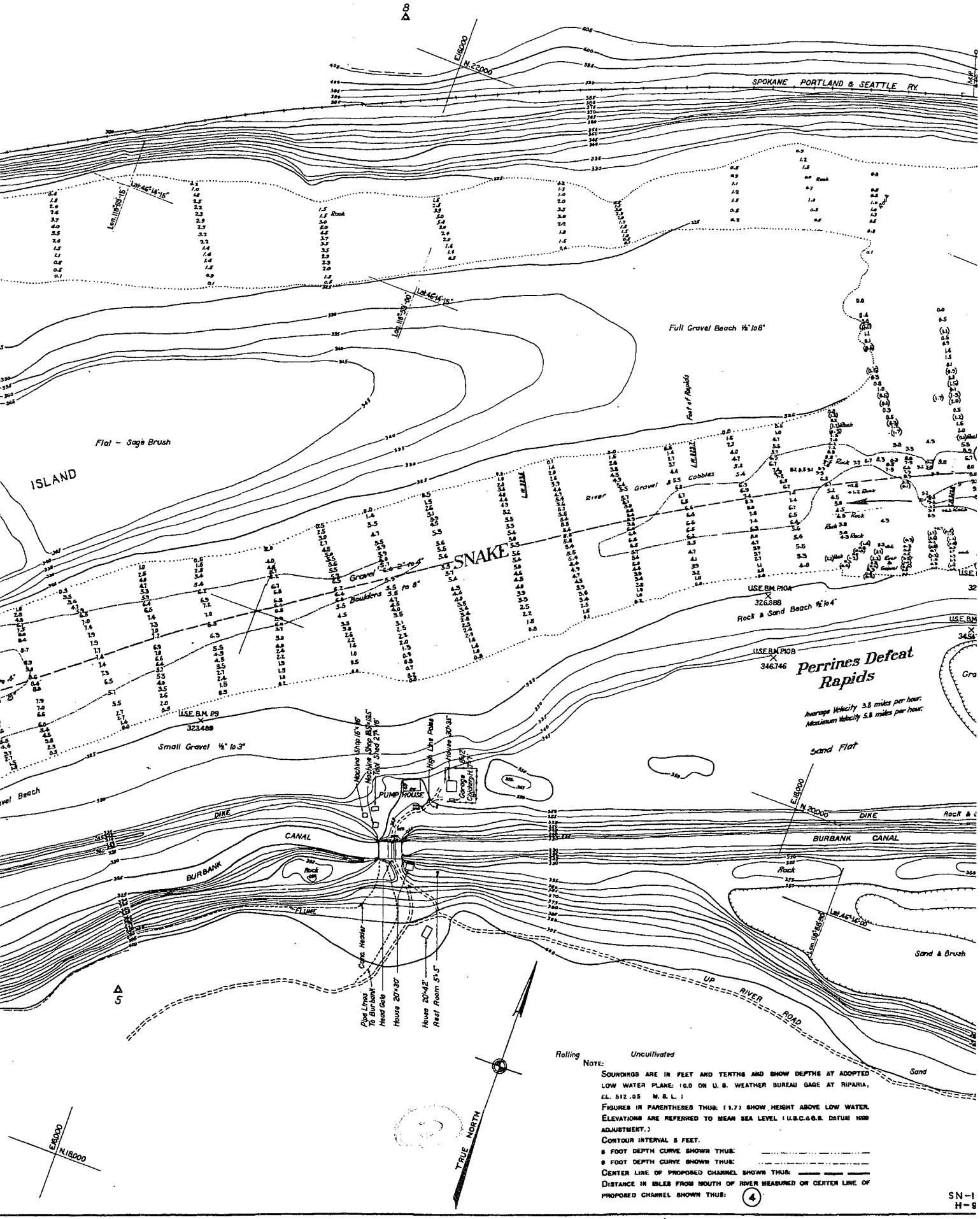
Drawn by C.A.D. G.E.T.

Transmitted with report dated June 10, 1935.

SN-1-12/4

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (9.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

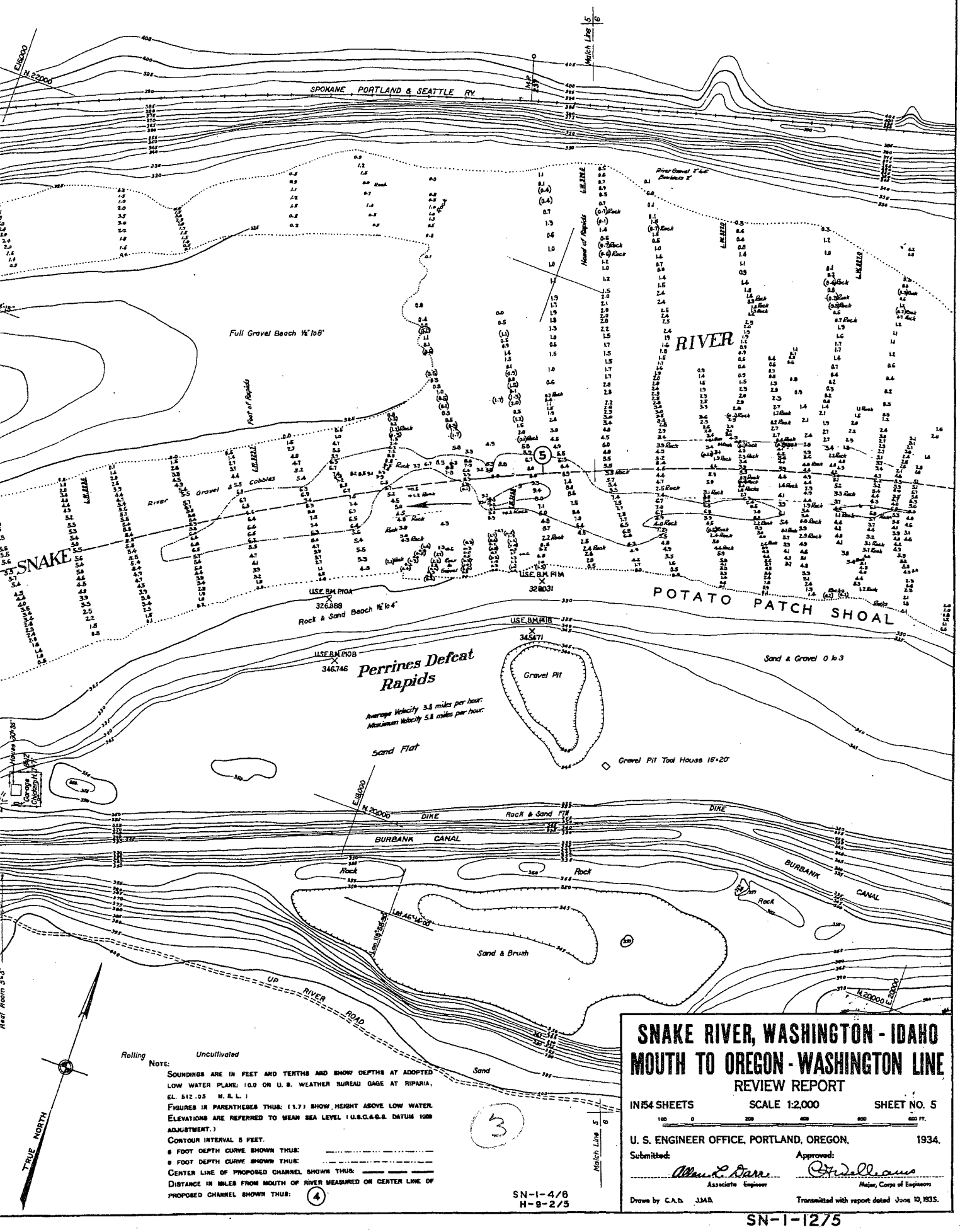
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (4)

SN-1
H-9



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (4)

SN-1-4/6
H-9-2/5

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS | SCALE 1:2,000 | SHEET NO. 5

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

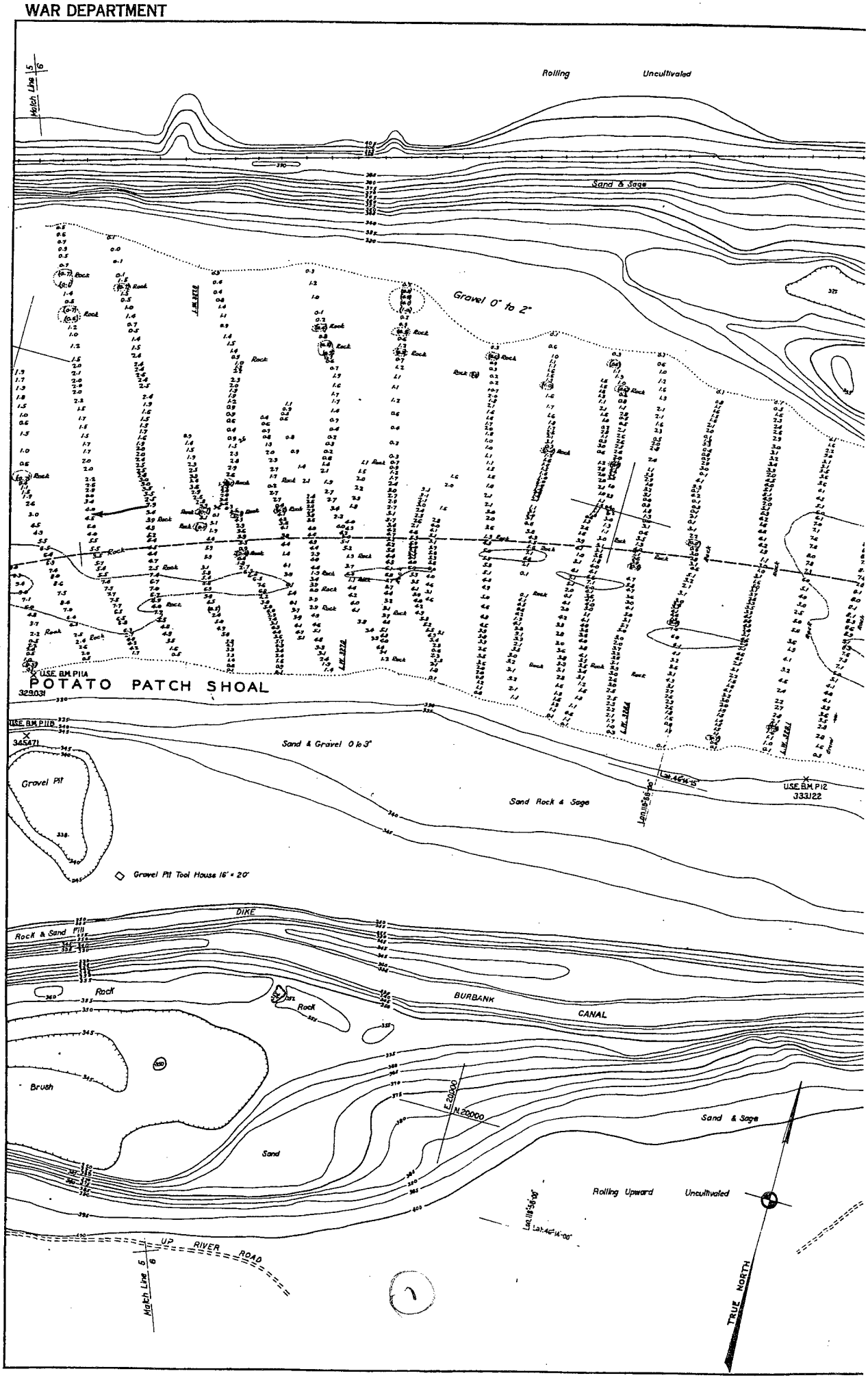
Approved: [signature], Major, Corps of Engineers

Drawn by C.A.D. J.M.B.

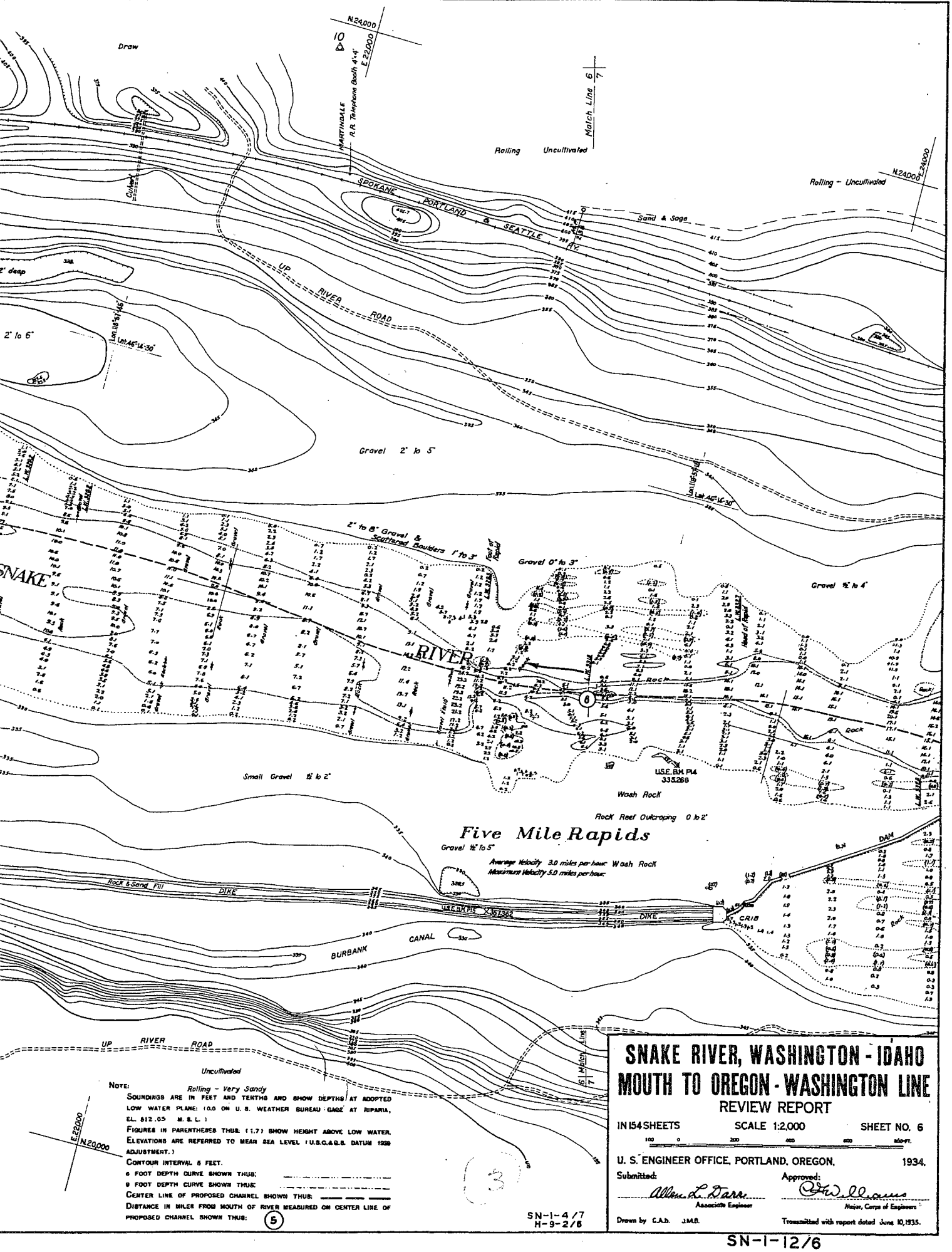
Transmitted with report dated June 10, 1935.

SN-1-12/5

WAR DEPARTMENT




Uncultivated
Draw
N.24000
10
E.22000
MARTINDALE
R.R. Telephone Booth 4'x4'
Match Line 6/7
Rolling Uncultivated
SPOKANE PORTLAND & SEATTLE RY.
Culvert
USGS BM 351.
Water 2' deep
UP RIVER ROAD
Gravel 2" to 6"
Lon.118°51'-45"
Lat.46°14'-30"
Gravel 2" to 5"
2" to 8" Gravel & Scattered Boulders 1' to 3"
Foot of Rapids
Gravel 0" to 3"
SNAKE
RIVER
Lat.46°14'-15"
USE BM.P12
333122
8
Small Gravel ½" to 2"
Five Mile Rapi
Gravel ½" to 5"
Average Velocity 3.0 miles per hour
Maximum Velocity 5.0 miles per hour
Rock & Sand Fill
DIKE
USE BM P13 X357382
BURBANK
CANAL
Sand & Sage
7
UP RIVER ROAD
Rolling Upward
Uncultivated
Uncultivated
Rolling - Very Sandy
Match Line 6/7
E.22000
N.20,000
2
TRUE NORTH
NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS:
9 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (5)
SN-1-4/7
H-9-2/6



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ———

9 FOOT DEPTH CURVE SHOWN THUS: — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (5)

SN-1-4/7
H-9-2/6

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 6

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

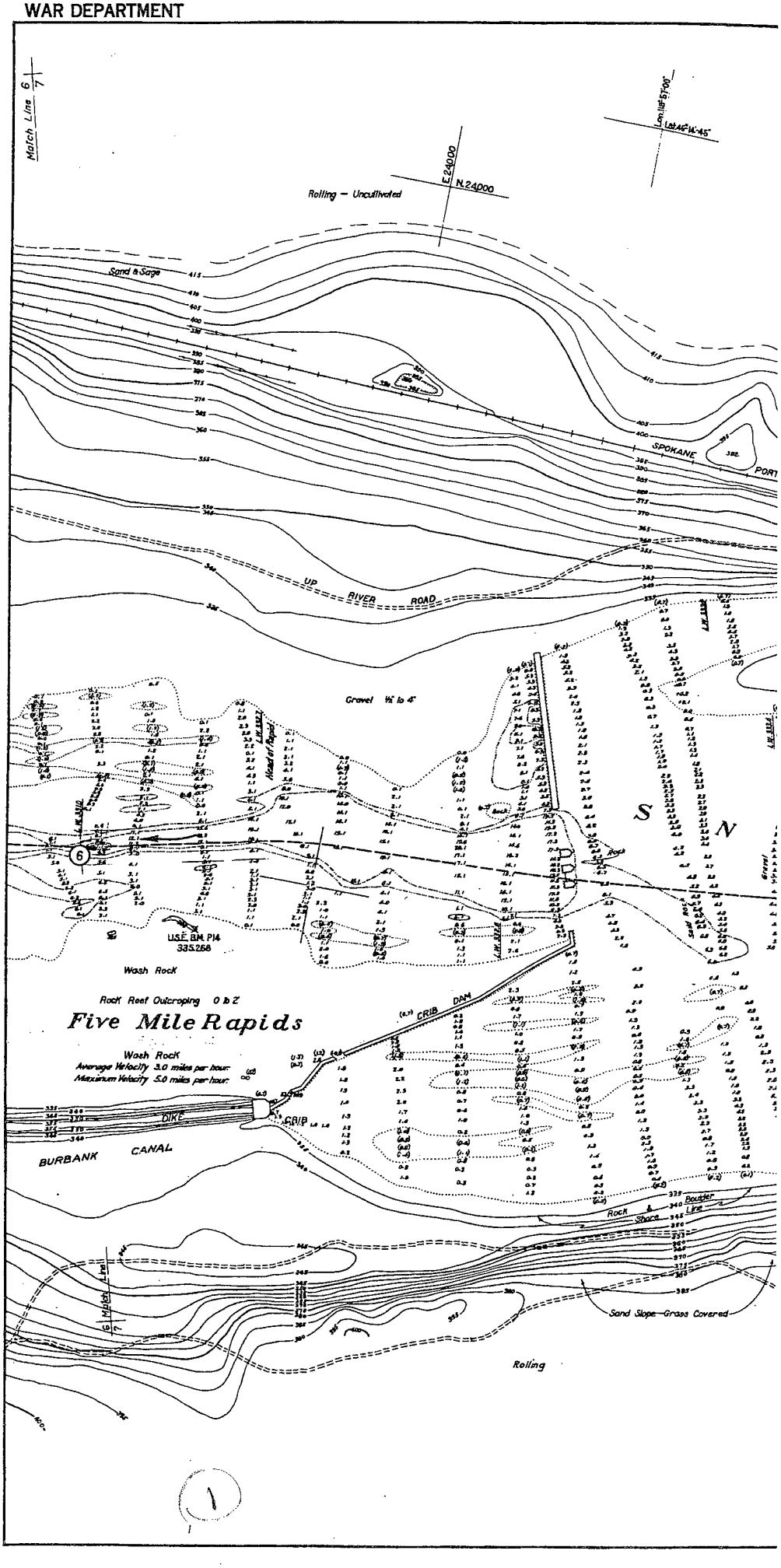
Approved: [signature], Major, Corps of Engineers

Drawn by C.A.D. J.M.B.

Transmitted with report dated June 10, 1935.

SN-1-12/6

WAR DEPARTMENT



1



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS LOW WATER PLANE: (0.0 ON U. S. G. S. EL. 512.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.) ELEVATIONS ARE REFERRED TO MEAN ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

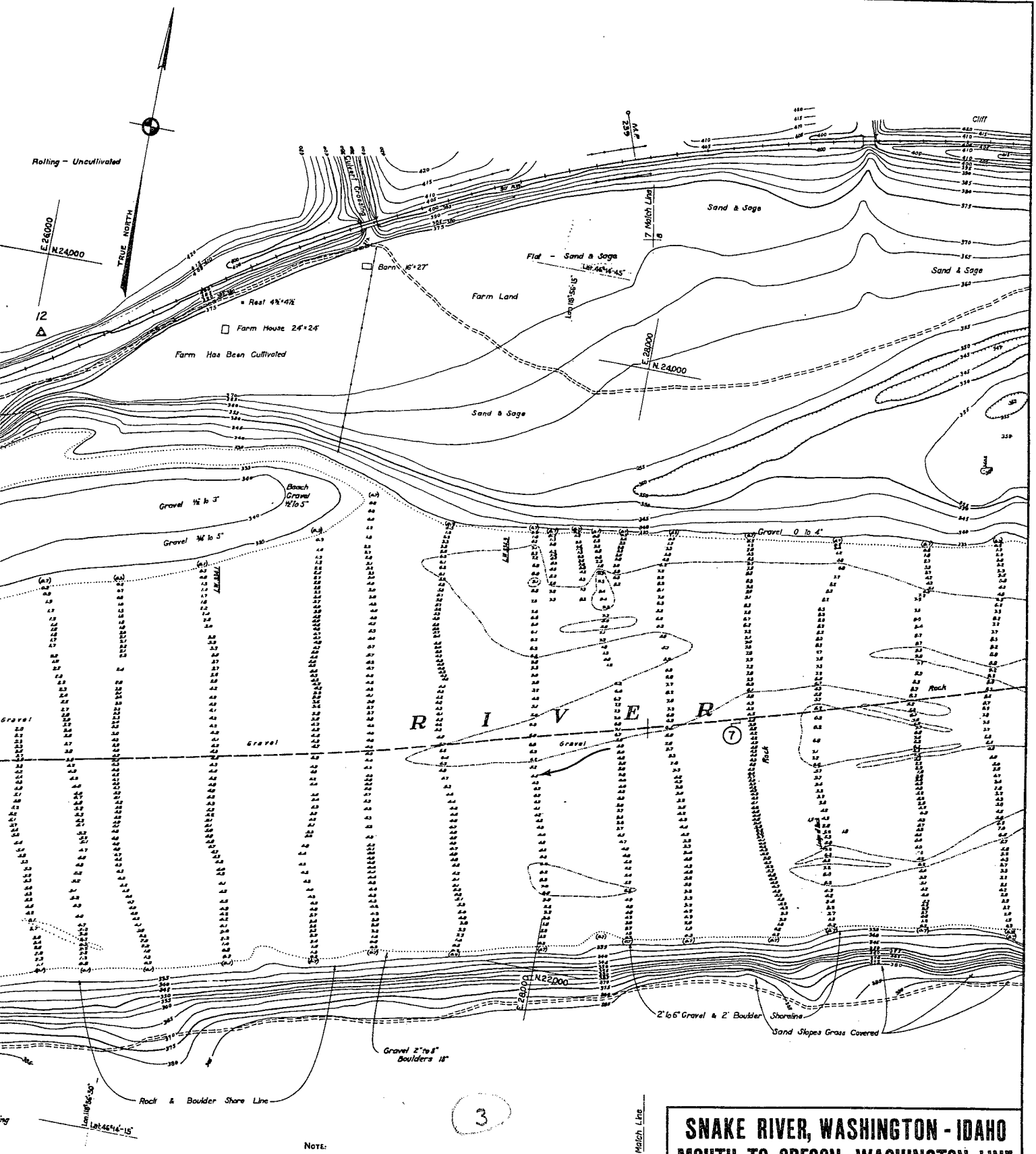
6 FOOT DEPTH CURVE SHOWN THUS:

9 FOOT DEPTH CURVE SHOWN THUS:

CENTER LINE OF PROPOSED CHANNEL

DISTANCE IN MILES FROM MOUTH OF PROPOSED CHANNEL SHOWN THUS:

(2)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (6)

SN-1-4/8
H-9-2/7

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 7

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Albert L. Barr, Associate Engineer

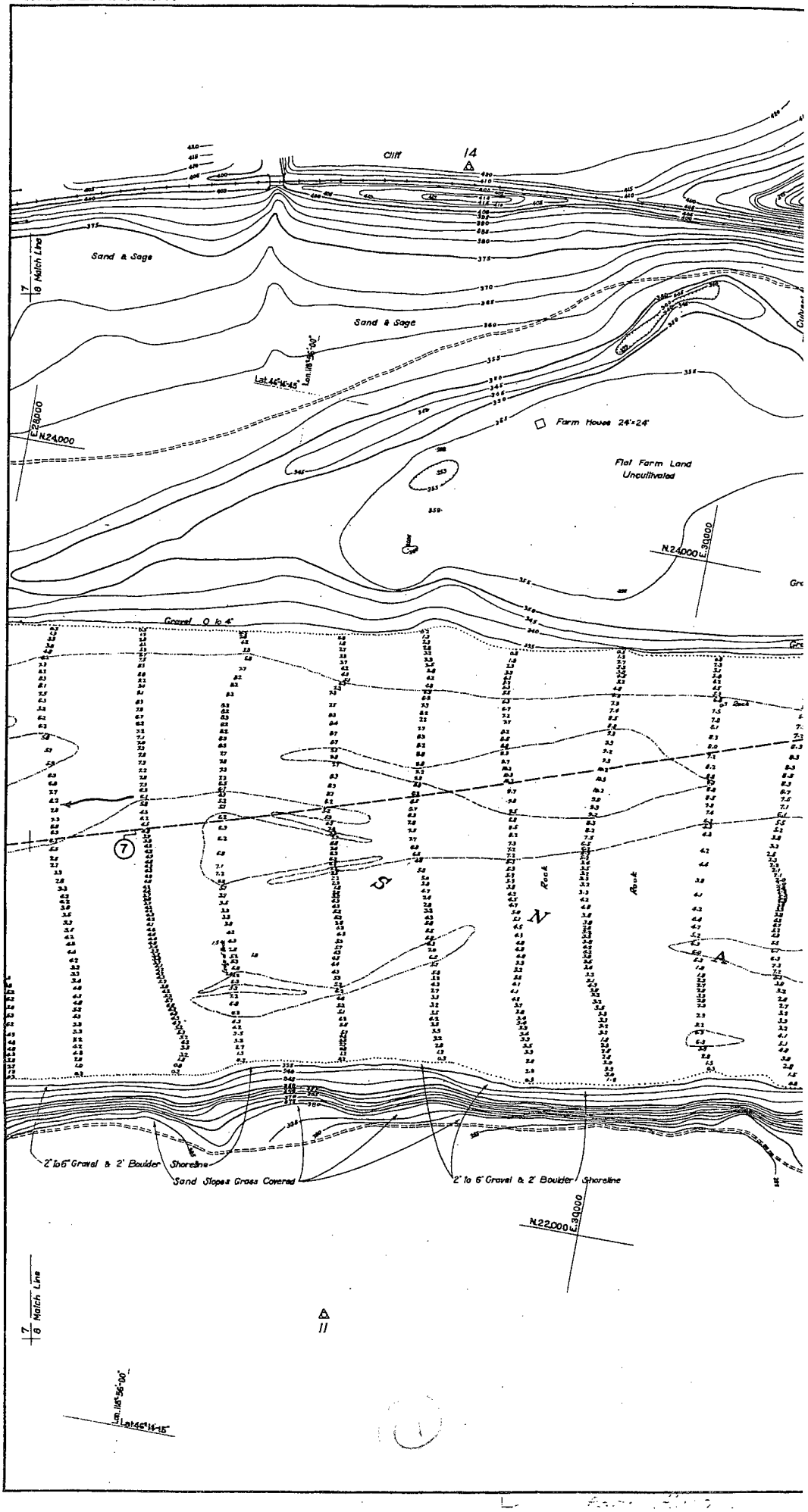
Approved: [signature], Major, Corps of Engineers

Drawn by C.A.D. R.G.B.

Transmitted with report dated June 10, 1935.

SN-1-12/7

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

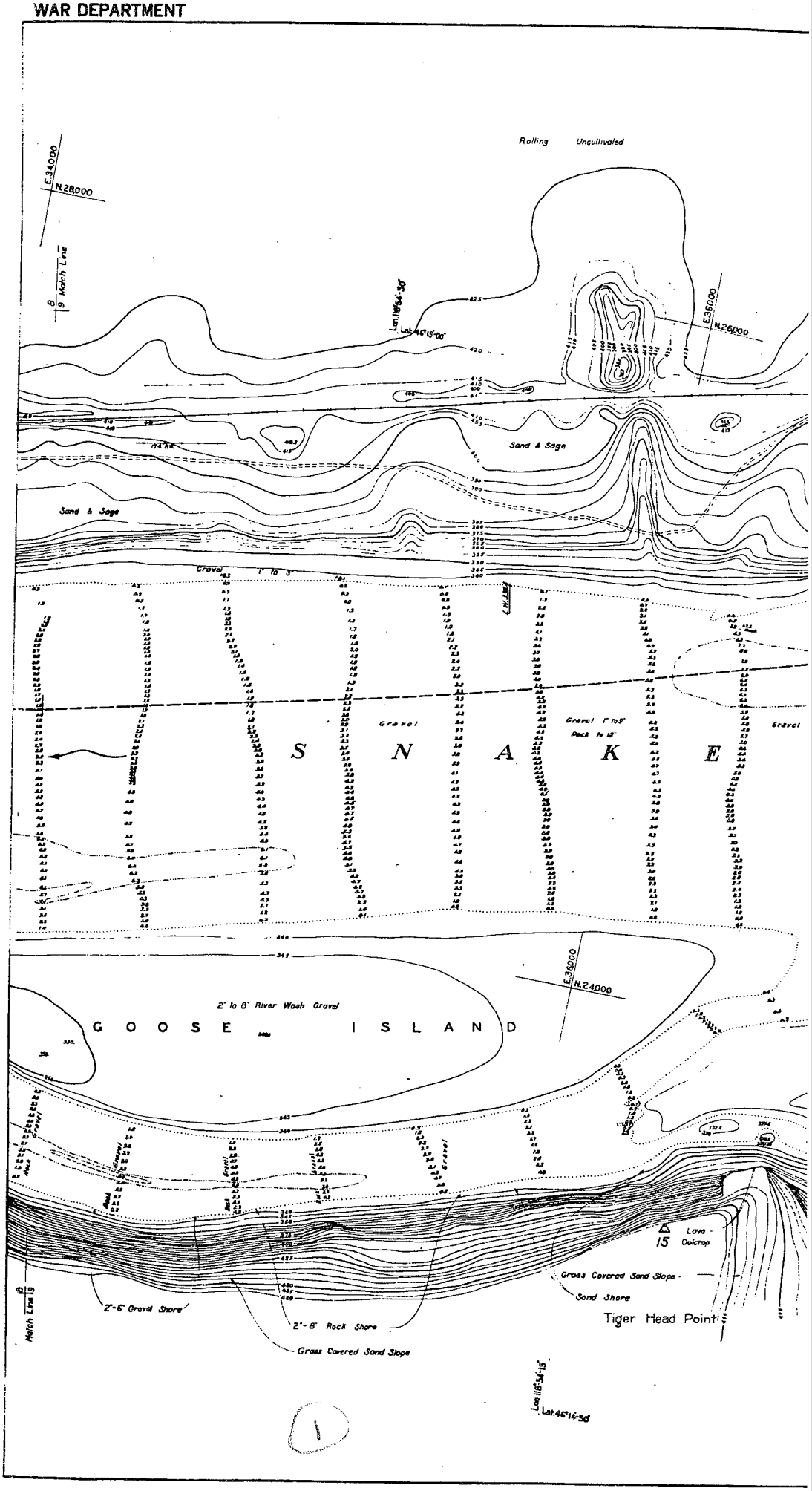
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7)

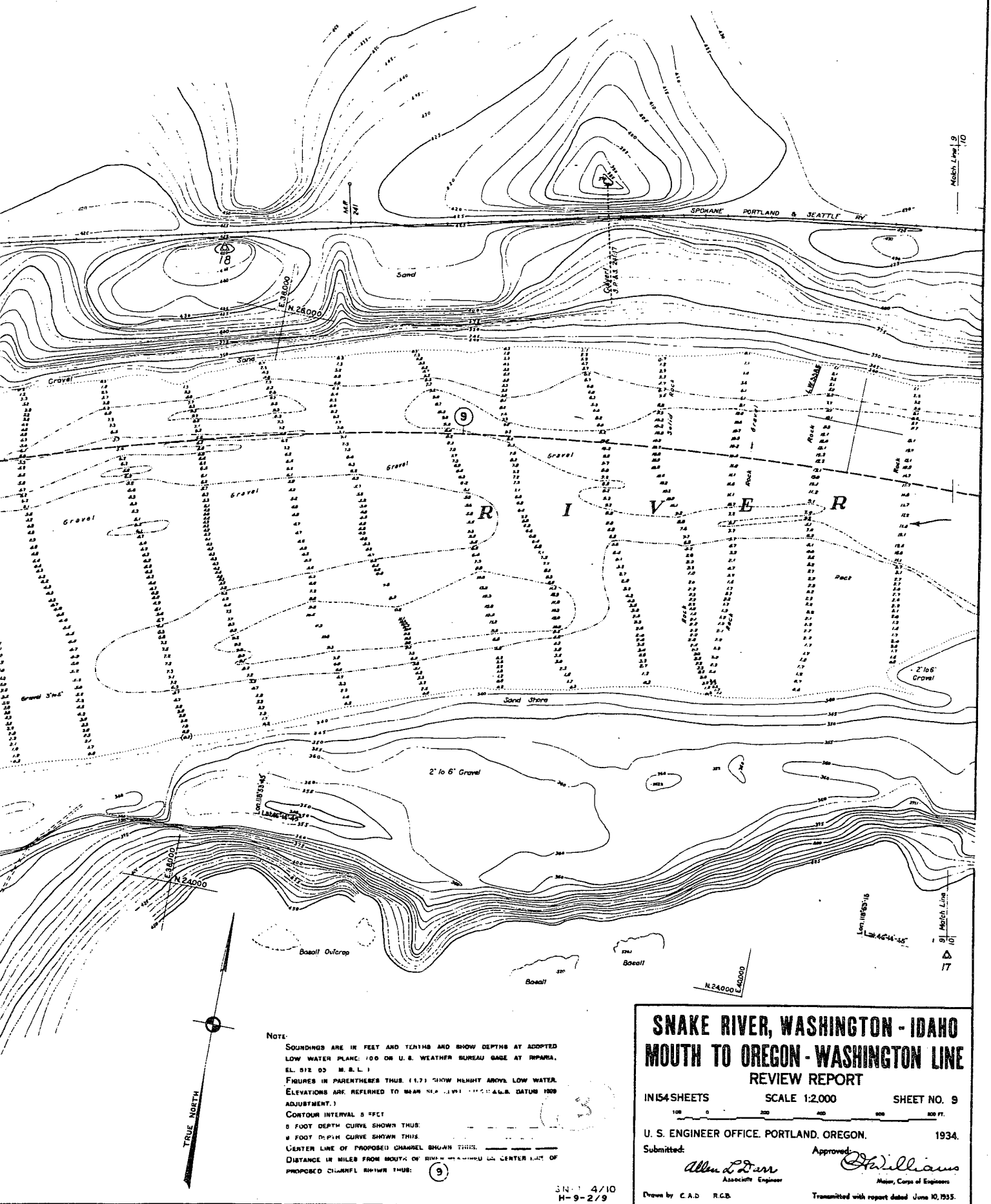
SN-1
H- 9-


N.26000 E.34000
Match Line 9
Rolling – Uncultivated
Rolling
Uncultivated
Rolling
Uncultivated
SPOKANE PORTLAND & SEATTLE RY.
Sand & Sage
90 R.R.
174 R.R.
RIVER ROAD
Sand
Sand
Sand & Sage
Wash Gravel 6"
Wash Gravel 3"
Gravel 3" to 6"
Wash Gravel 3"
U.S.E. B.M. P18B
347.284
U.S.E. B.M. P18A
336.919
Gravel 0 to 3"
Gravel
Rock
Gravel
Gravel
Gravel

WAR DEPARTMENT




Rolling Uncultivated
E.36000
N.26000
Sand & Sage
Sand & Sage
E.38000
N.26000
Sand
Gravel
Gravel
Gravel
Gravel
Gravel
Gravel
Gravel
Gravel
Gravel 1" to 8"
Rock to 18"
A K E
E.38000
N.24000
A N D
Gravel 3"to 6"
2" to 6" Gra
E.38000
N.24000
Basalt Outcrop
Lava
Outcrop
Grass Covered Sand Slope
Sand Shore
Tiger Head Point
Lon.118°54'-15"
Lat.45°14'-36"
TRUE NORTH
NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW
LOW WATER PLANE: 100 ON U. S. WEATHER BUR
EL. 512.03 M. S. L.)
FIGURES IN PARENTHESES THUS (1.7) SHOW HEIG
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET
6 FOOT DEPTH CURVE SHOWN THUS
9 FOOT DEPTH CURVE SHOWN THUS
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS
DISTANCE IN MILES FROM MOUTH OF RIVER
PROPOSED CHANNEL SHOWN THUS: 9



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.03 M.S.L.)

FIGURES IN PARENTHESES THUS, (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL [illegible] U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET

5 FOOT DEPTH CURVE SHOWN THUS: — — —

9 FOOT DEPTH CURVE SHOWN THIS: — · — · —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF SNAKE RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (9)

SN-1 4/10
H-9-2/9

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 9

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: H. Williams, Major, Corps of Engineers

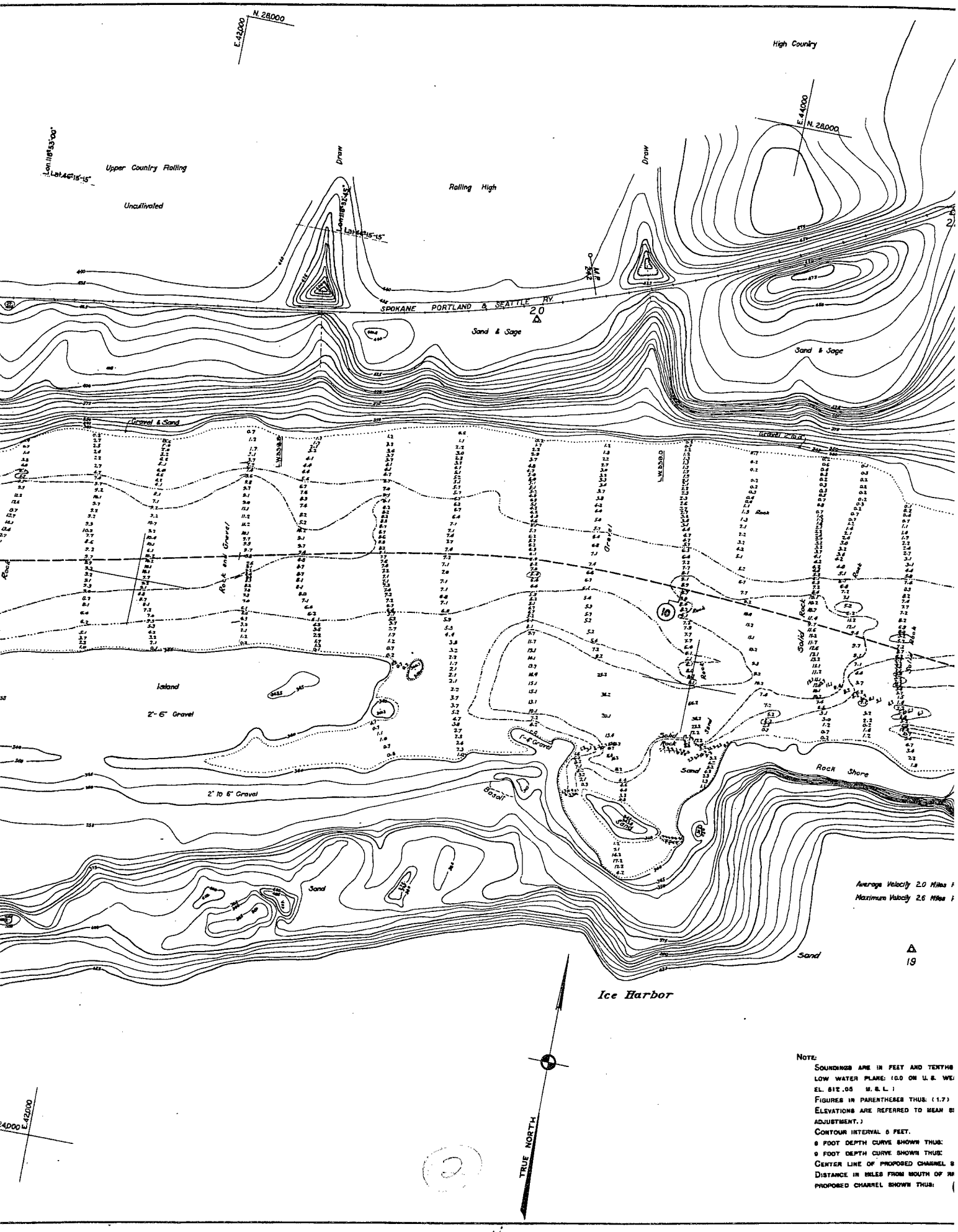
Drawn by C.A.D. R.G.B.

Transmitted with report dated June 10, 1935.

SN-1-12/9

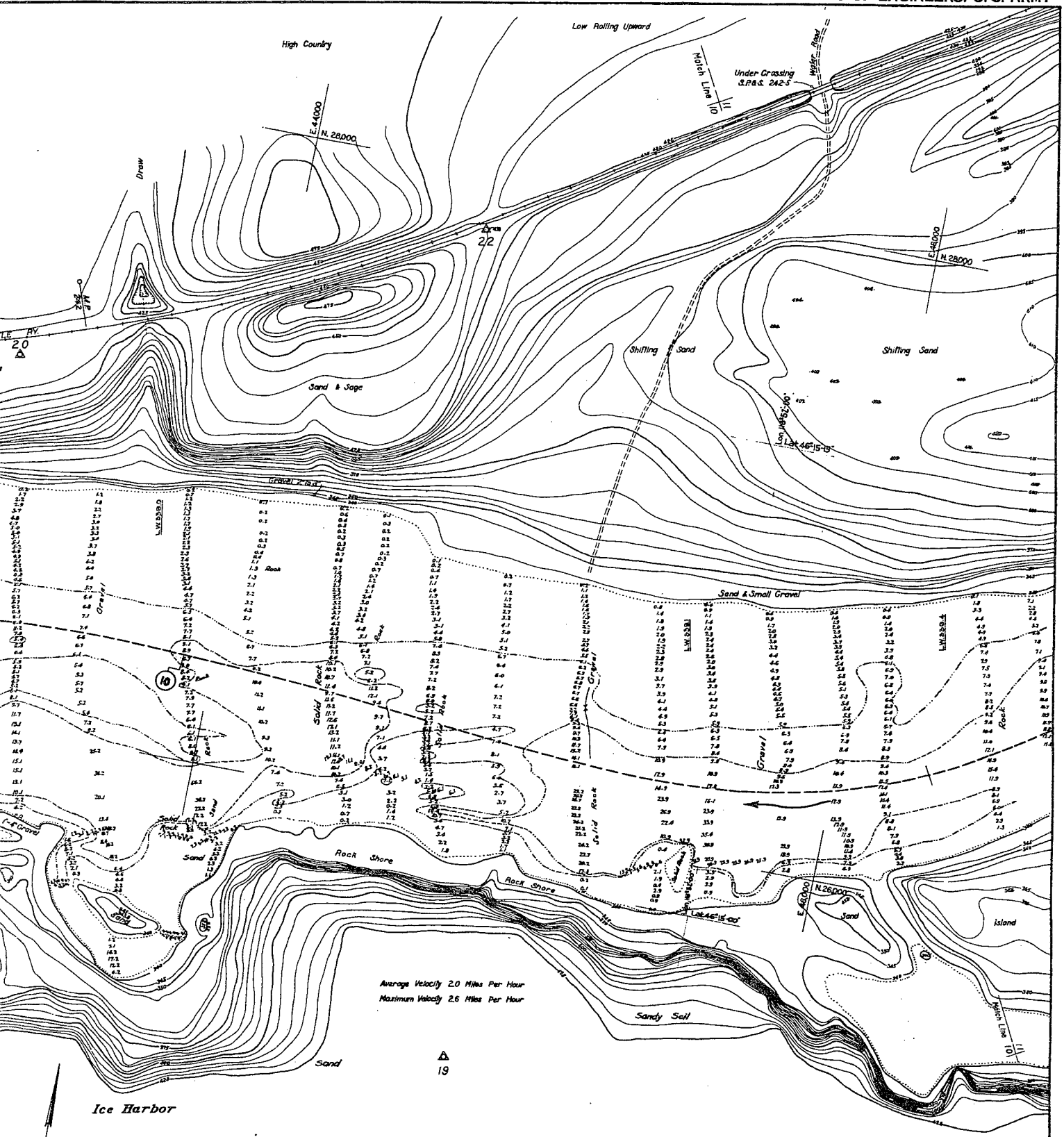
WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS
LOW WATER PLANE: (0.0 ON U. S. WE
EL. 812.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7)
ELEVATIONS ARE REFERRED TO MEAN S
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
9 FOOT DEPTH CURVE SHOWN THUS:
9 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL 9
DISTANCE IN MILES FROM MOUTH OF RI
PROPOSED CHANNEL SHOWN THUS:



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (10)

SN-1-4/11
H-9-2/10

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 10

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

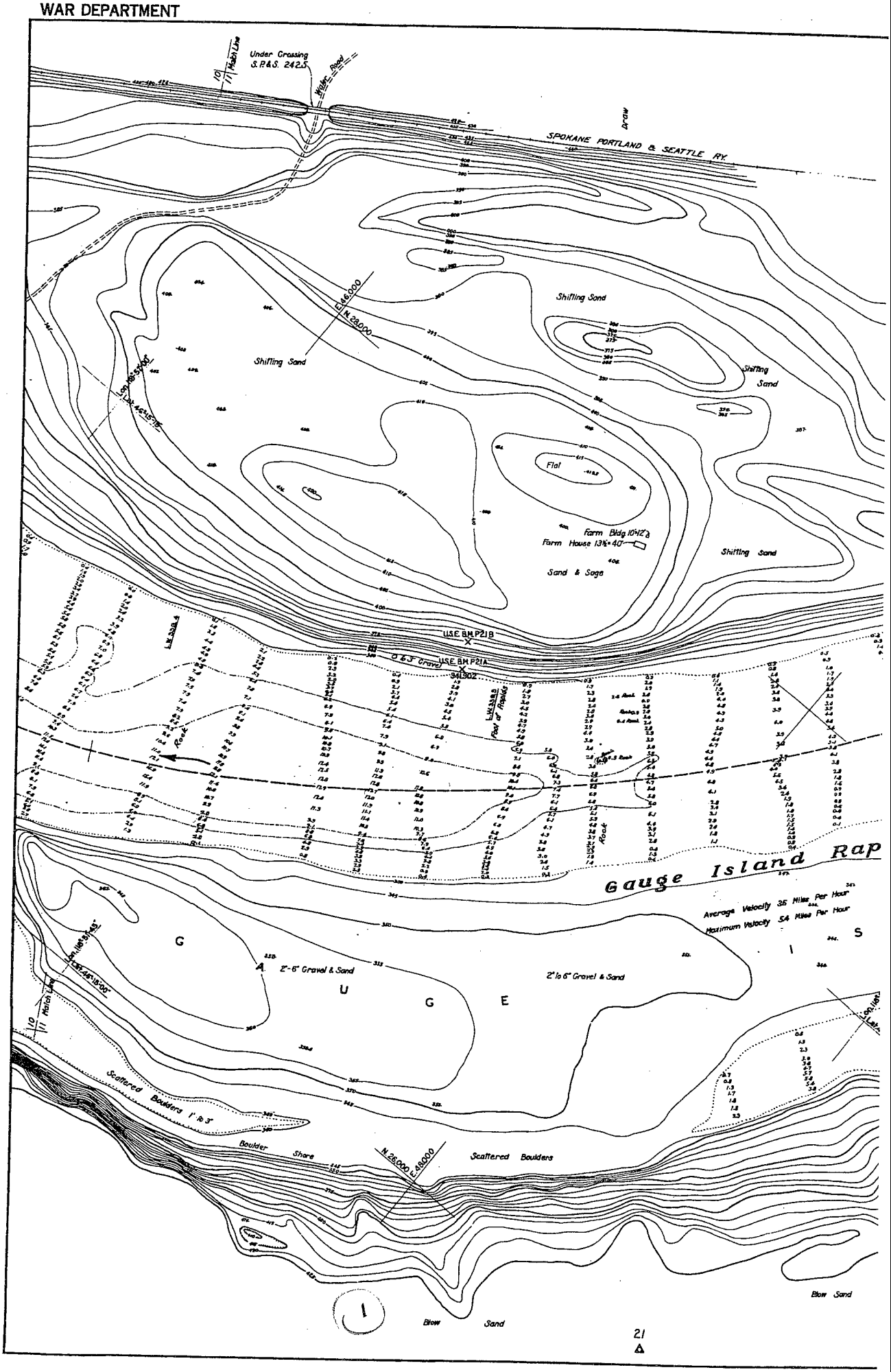
Approved: C. H. Williams, Major, Corps of Engineers

Drawn by C.A.D. J.M.B.

Transmitted with report dated June 10, 1935.

SN-1-12/10

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

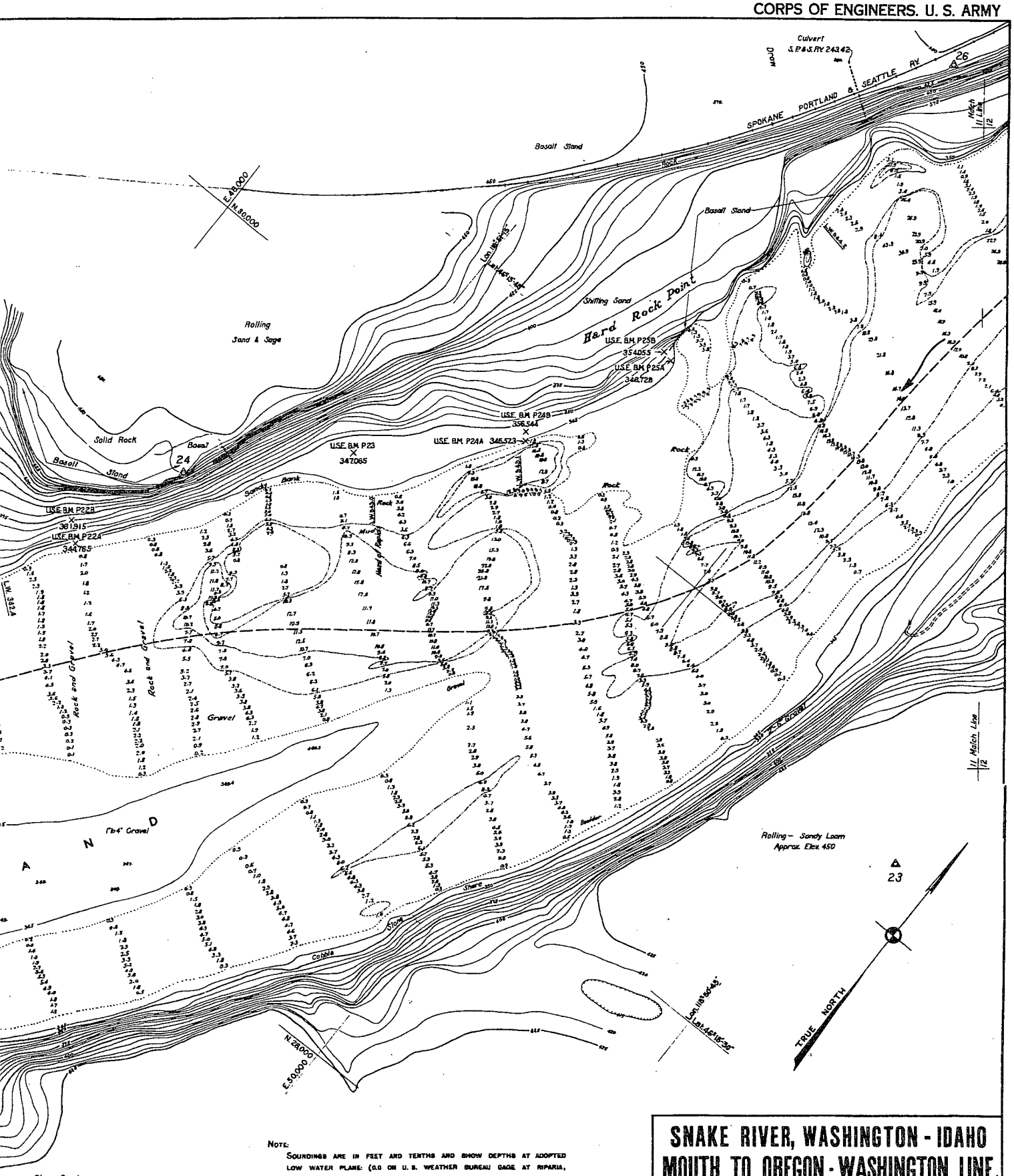
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (11)

SN-1-4/12
H-9-2/11



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: — · — · —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: — — —

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (11)

SN-1-4/12
H-9-2/11

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE.
REVIEW REPORT

IN 54 SHEETS | SCALE 1:2,000 | SHEET NO. 11

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

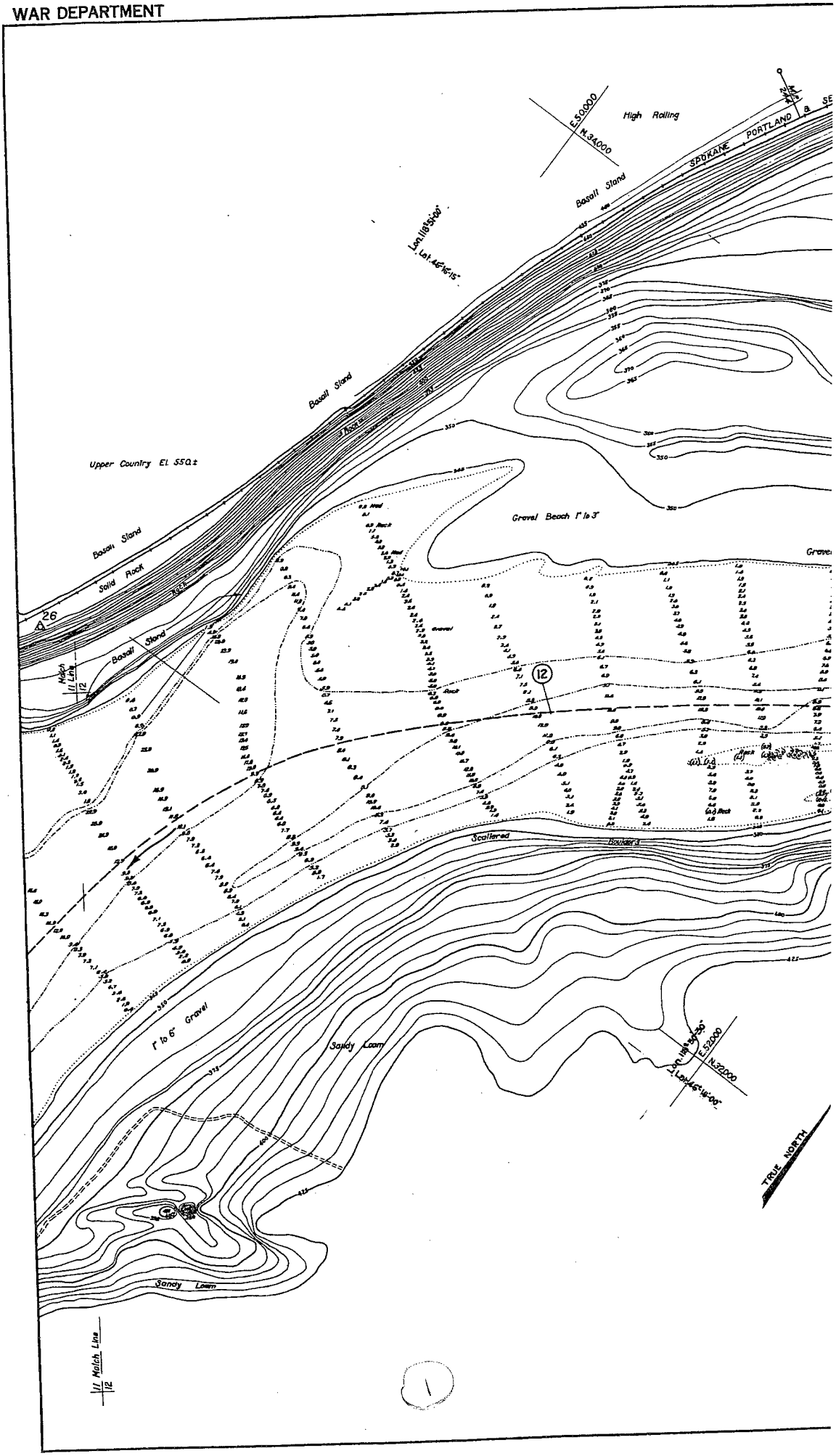
Approved: H. Williams, Major, Corps of Engineers

Drawn by C.A.D. J.M.B.

Transmitted with report dated June 10, 1935.

SN-1-12/11

WAR DEPARTMENT

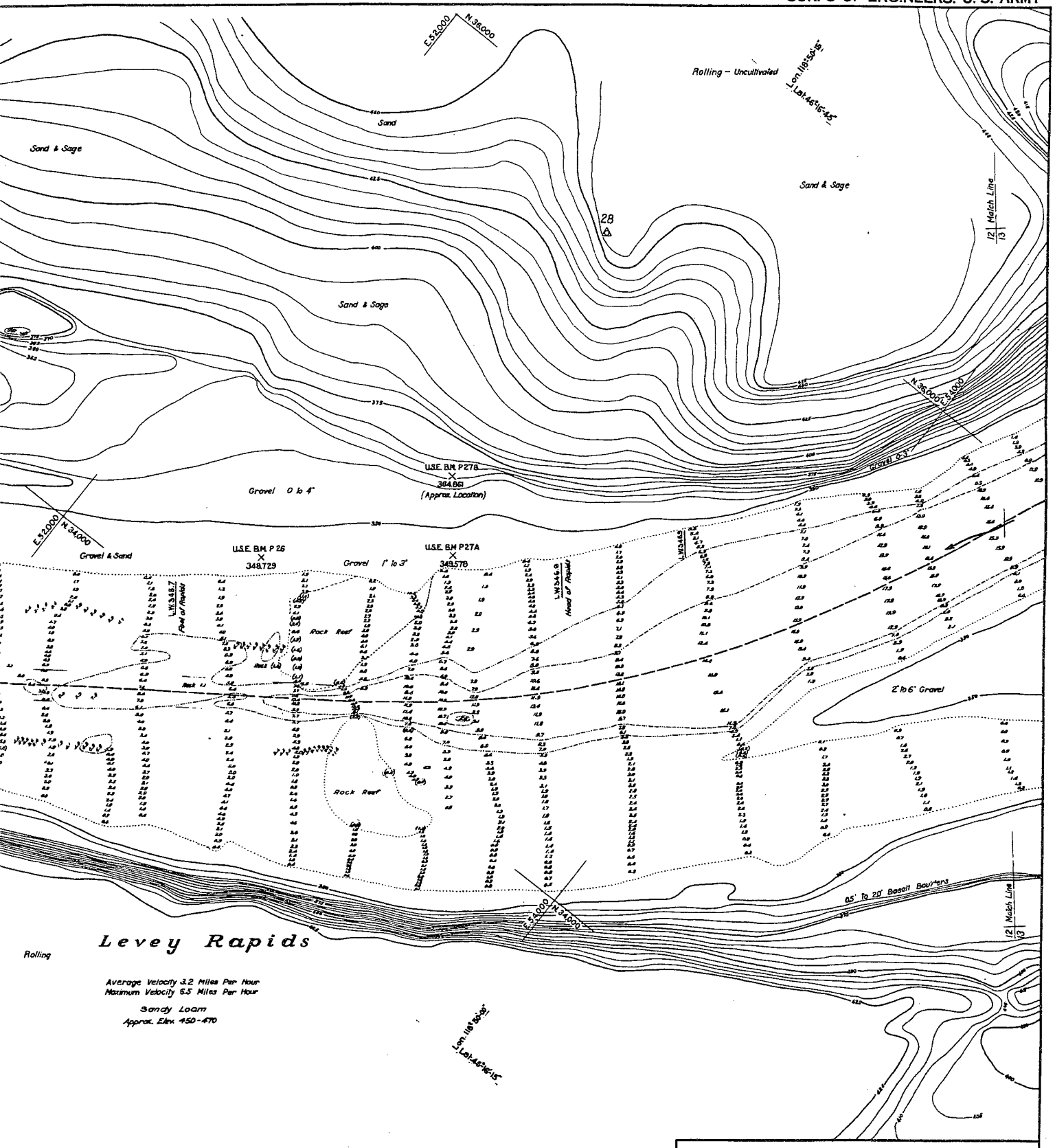




NOTE:

SOUNDINGS ARE IN FEET
LOW WATER PLANE: (0.0
EL. 512.05 M. S. L.)
FIGURES IN PARENTHESES
ELEVATIONS ARE REFERR
ADJUSTMENT.)
CONTOUR INTERVAL 5 FE
6 FOOT DEPTH CURVE S
8 FOOT DEPTH CURVE S
CENTER LINE OF PROPO
DISTANCE IN MILES FRO
PROPOSED CHANNEL SHO

(2)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (12)

SN-1-4/13
H-9-2/12

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 12

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

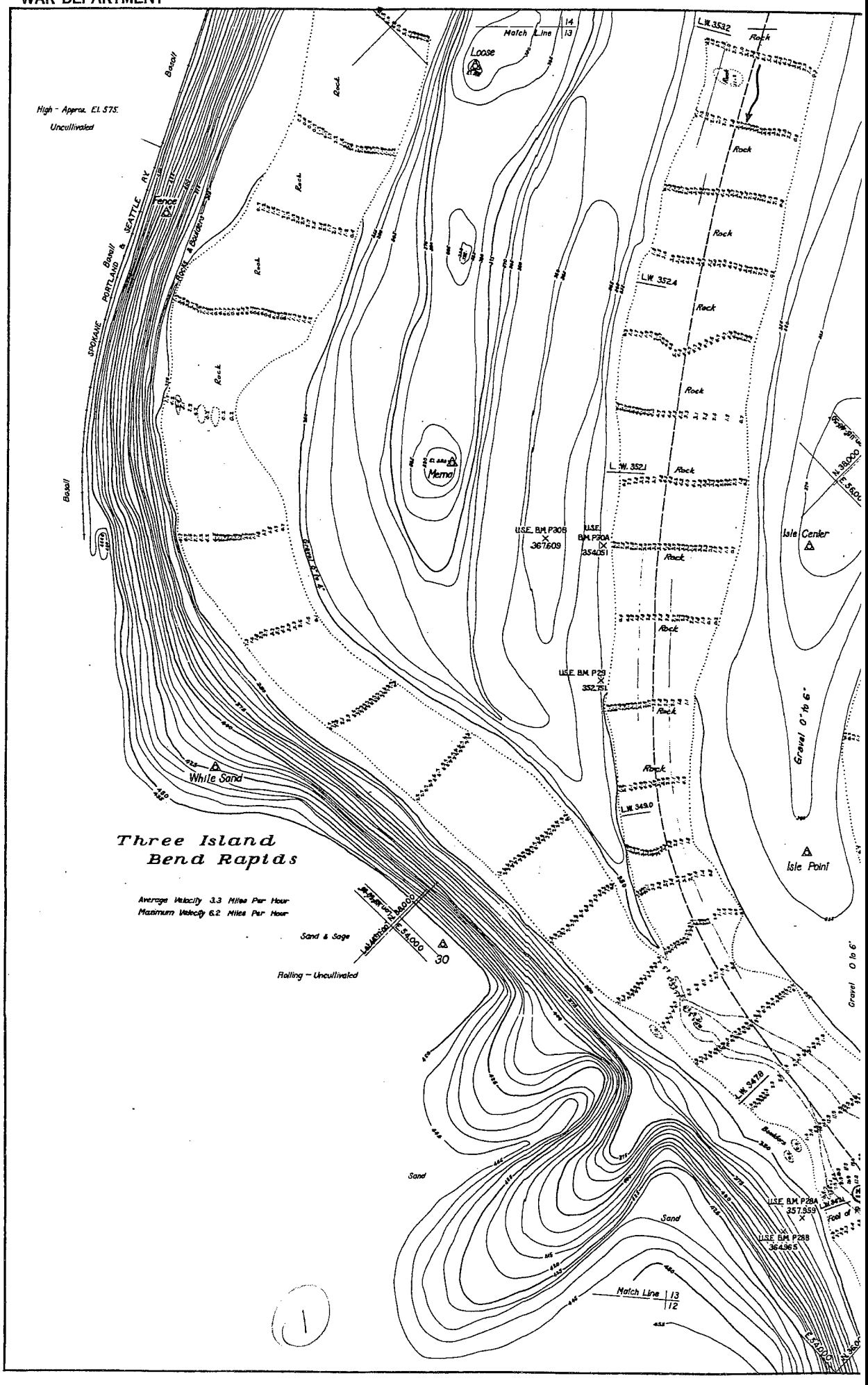
Approved: D. W. Williams, Major, Corps of Engineers

Drawn by C.A.D. R.C.B.

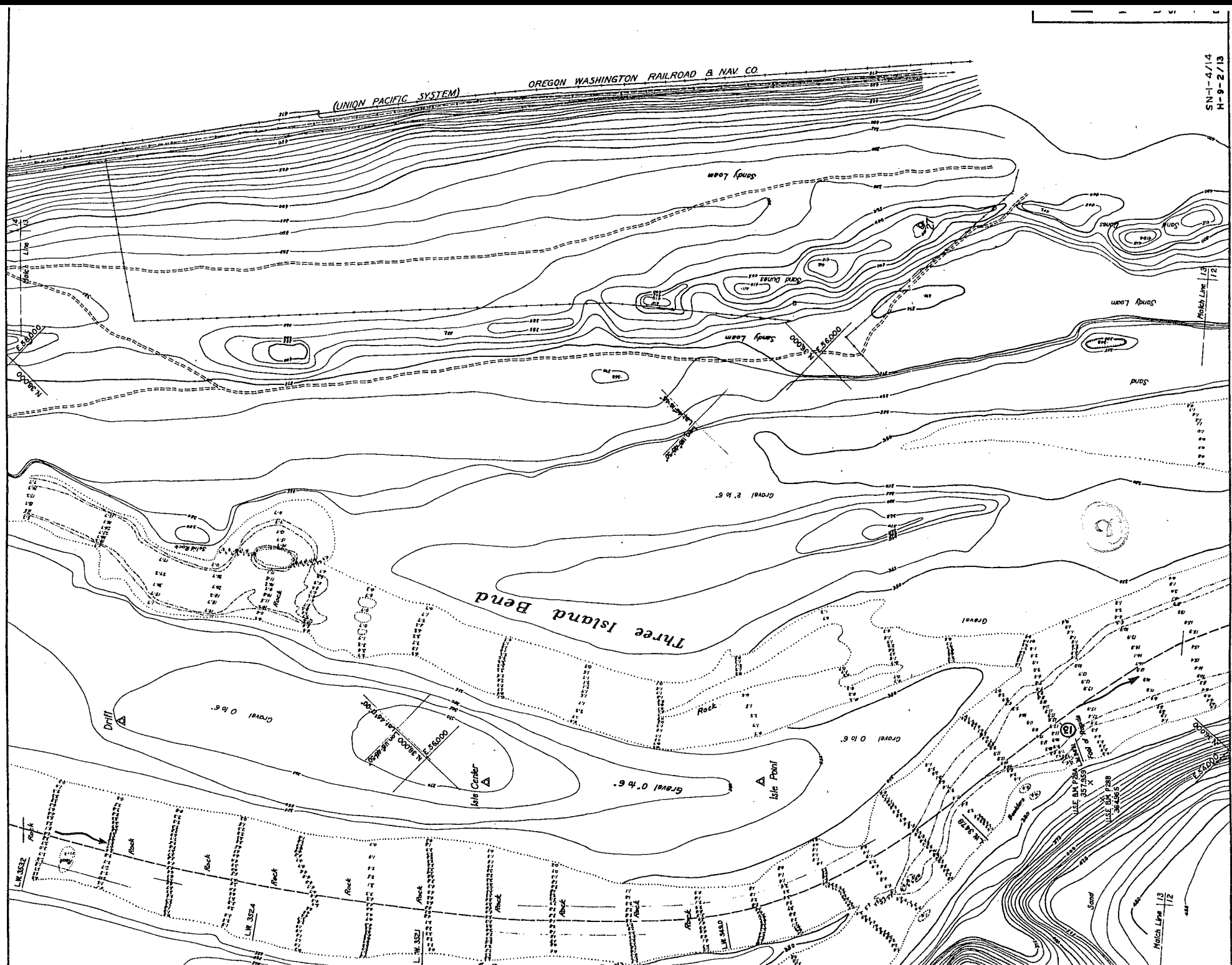
Transmitted with report dated June 10, 1935.

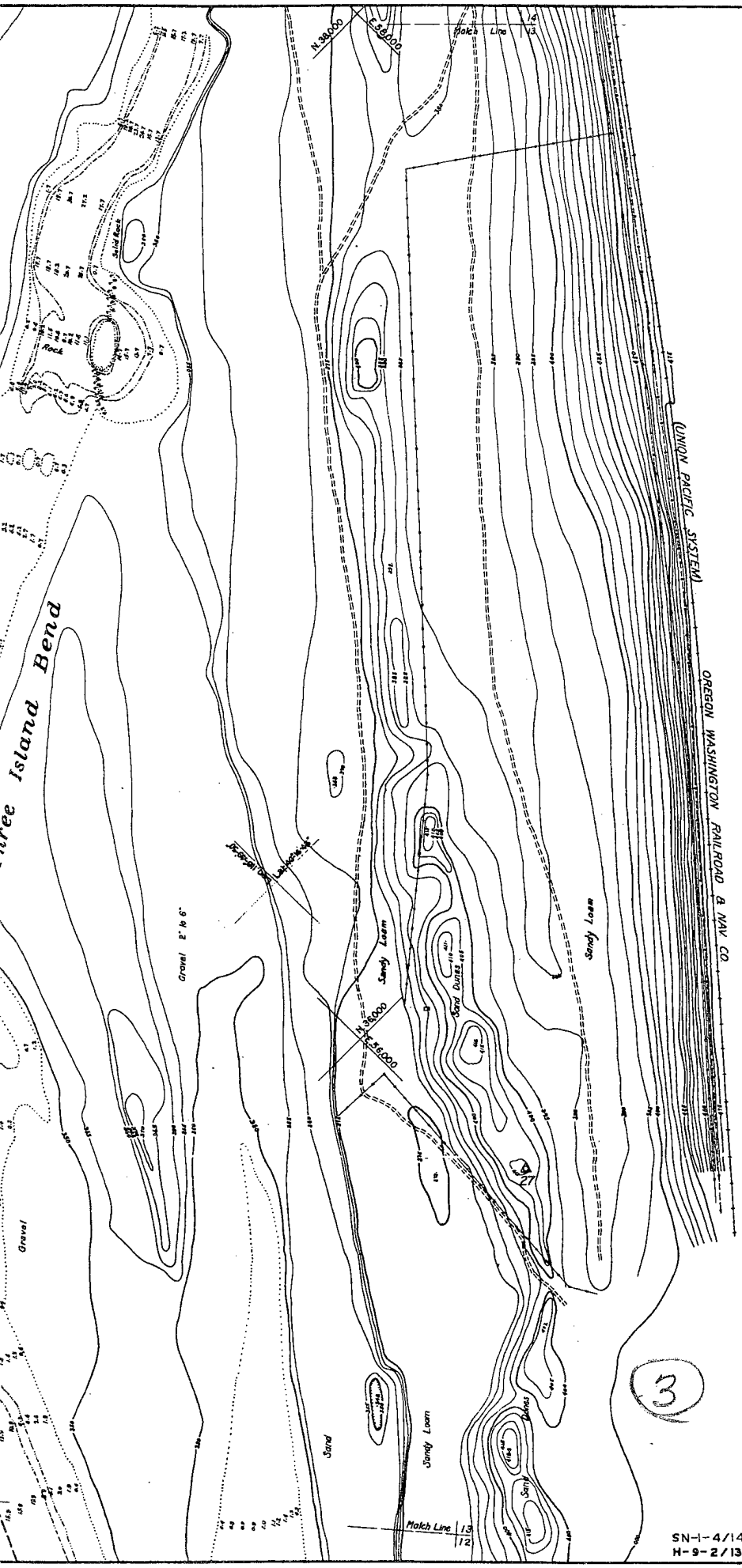
SN-1-12/12

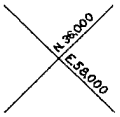
WAR DEPARTMENT

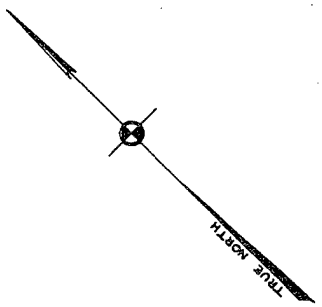


(1)


SN-1-4/14
H-9-2/13
OREGON WASHINGTON RAILROAD & NAV. CO
(UNION PACIFIC SYSTEM)
Three Island Bend
Isle Center
Isle Point
Drift
Rock
Gravel 0 to 6"
Gravel 6" to 6'
Sandy Loam
Sand Dunes
Sand
Gravel
Match Line 13/12
Match Line 13/12
N.38000
E.556000
N.38000
E.560000
N.34000
E.556000
N.34000
E.560000
LW 3532
LW 3524
LW 3521
LW 3520
LW 3478
USE BM P284
USE BM P288
USE BM P289
Pond
Bushes
Sand
Rock







NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (13)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 15 4 SHEETS SCALE 1:2,000 SHEET NO. 13

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Dana, Associate Engineer

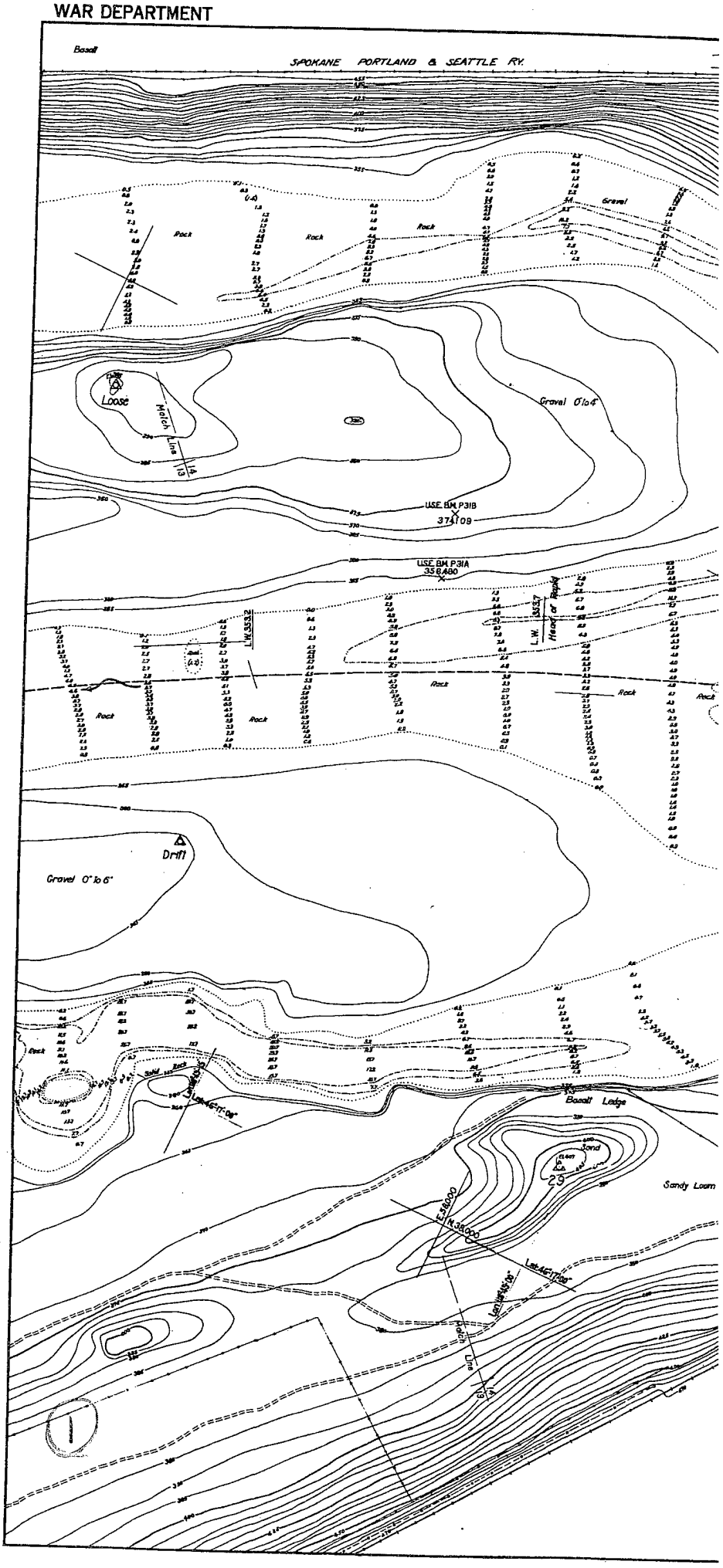
Approved: [signature], Major, Corps of Engineers

Drawn by C.A.D. . J.M.B.

Transmitted with report dated June 10, 1935.

SN-1-12/13

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW LOW WATER PLANE: (0.0 ON U. S. WEATHER BUR EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIG ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——

9 FOOT DEPTH CURVE SHOWN THUS: — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THU

DISTANCE IN MILES FROM MOUTH OF RIVER MEASU

PROPOSED CHANNEL SHOWN THUS: (14)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. & L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——▬——▬——

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (14)

(3)

SN-1-4/15
H-9-2/14

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 1S4 SHEETS | SCALE 1:2,000 | SHEET NO. 14

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dorr, Associate Engineer

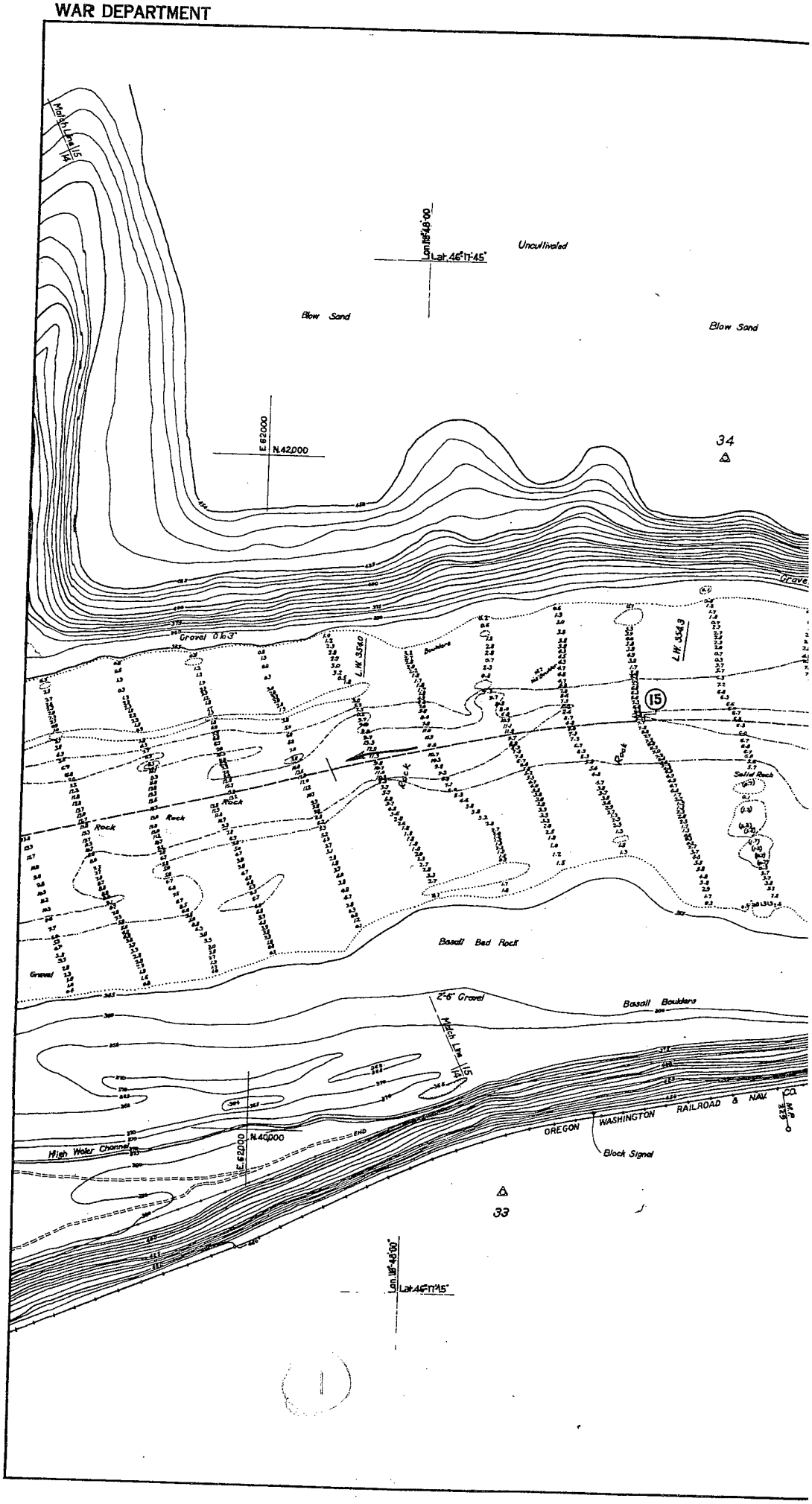
Approved: D. Williams, Major, Corps of Engineers

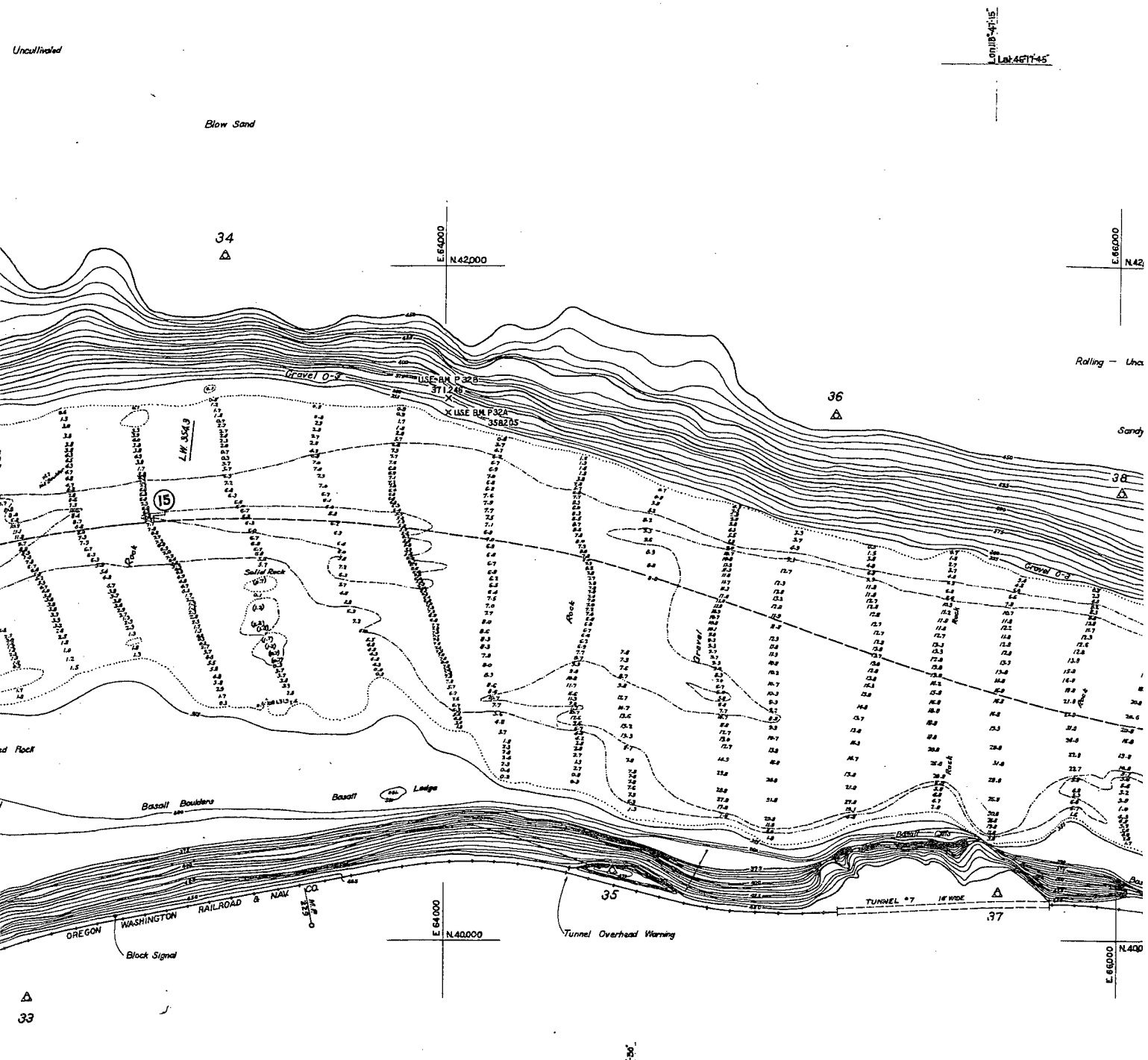
Drawn by C.A.D. R.C.D.

Transmitted with report dated June 10, 1935

SN-1-12/14

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPT
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GA
EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABO
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S.
ADJUSTMENT.)

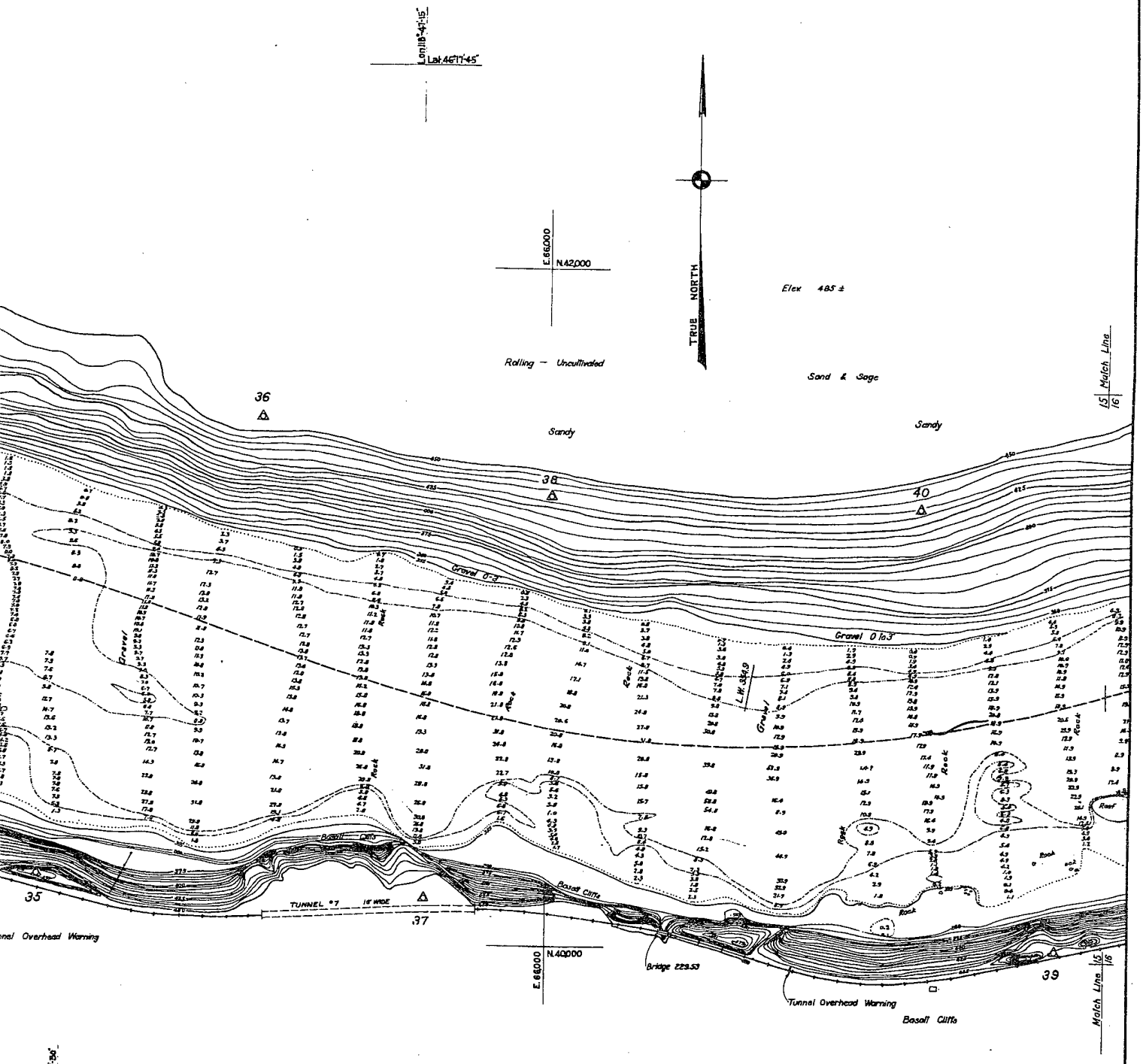
CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

6 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
PROPOSED CHANNEL SHOWN THUS: (15)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: — · — · —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: — — —

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (15)

SN-1-4/16
H-9-2/15

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 15

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

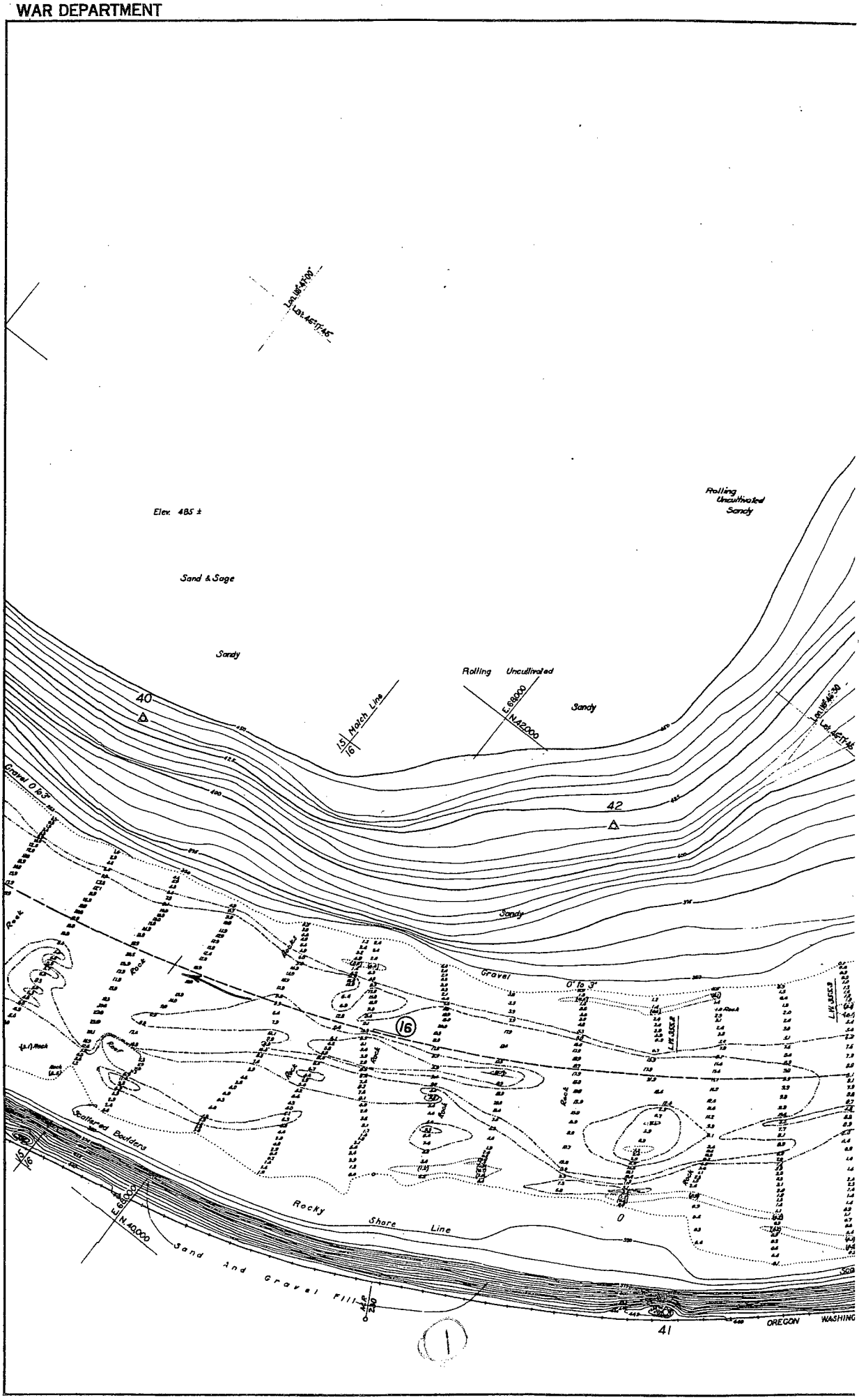
Approved: D. D. Williams, Major, Corps of Engineers

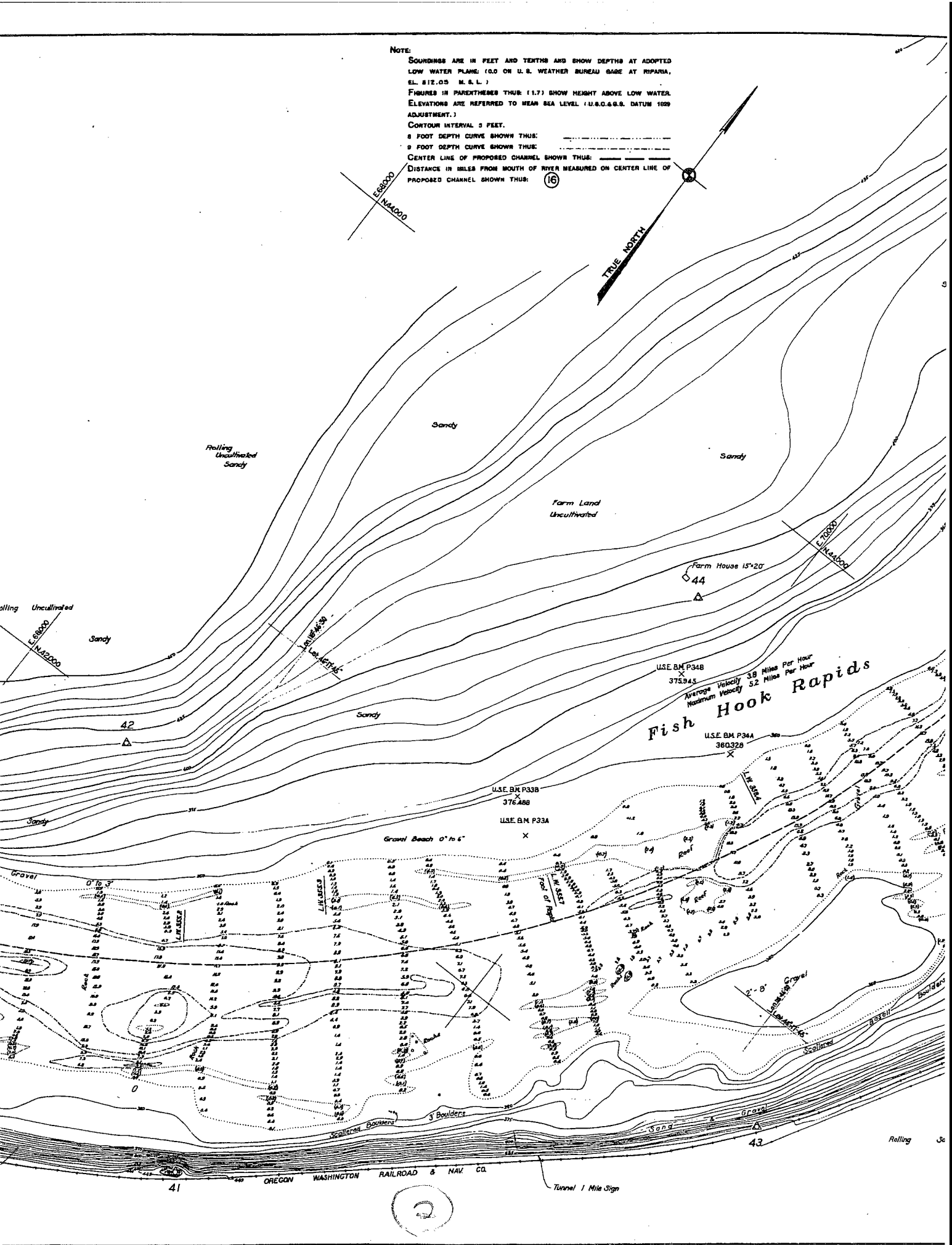
Drawn by C.A.D. J.M.B.

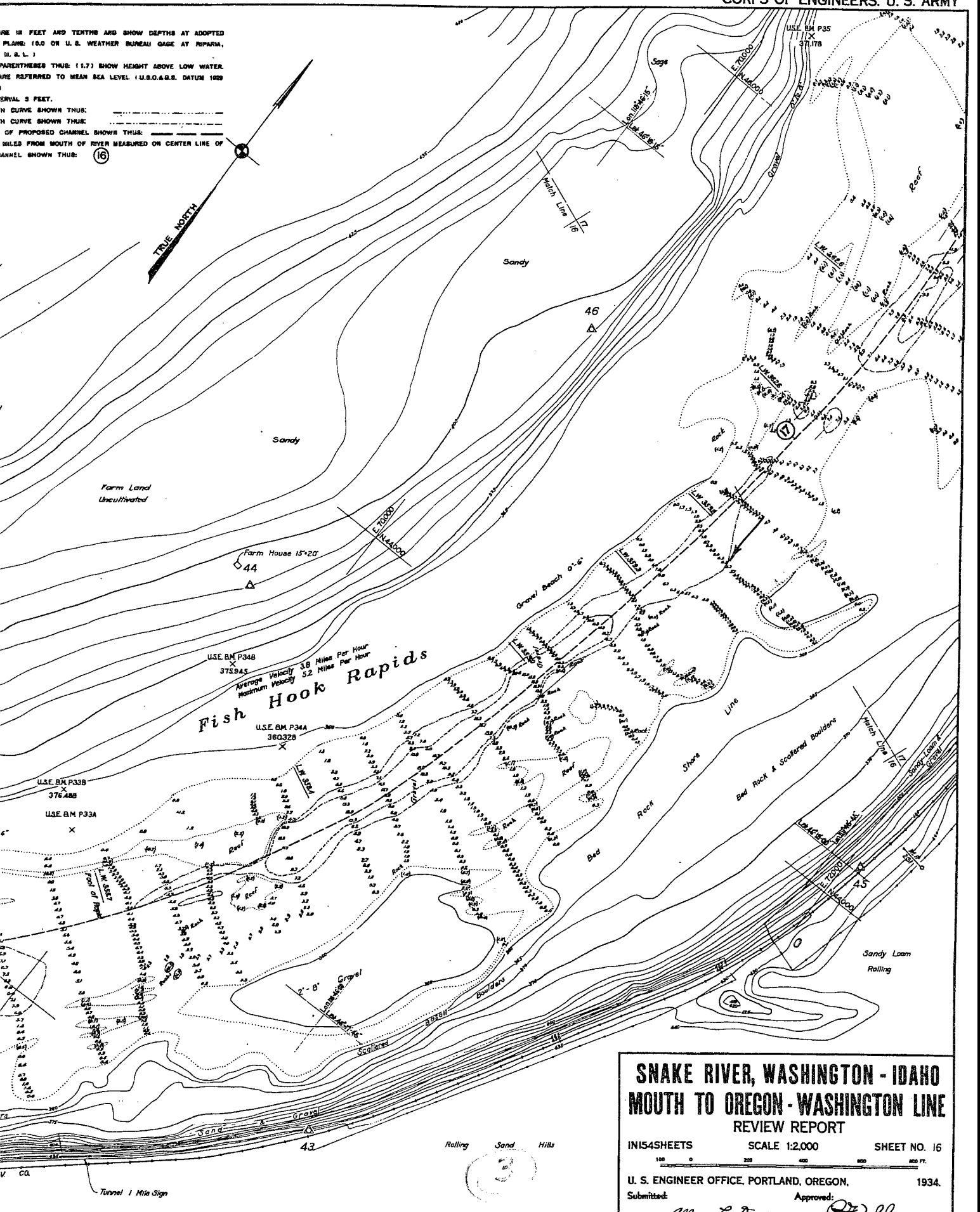
Transmitted with report dated June 10, 1935

SN-1-12/15

WAR DEPARTMENT




NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS:
9 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (16)
E.68000
N.44000
TRUE NORTH
Rolling Uncultivated Sandy
Sandy
Farm Land Uncultivated
Farm House 15'x20'
44
E.70000
N.44000
Rolling Uncultivated
E.68000
N.42000
Sandy
Low Water 30'
Low Water 40'
42
U.S.E. B.M. P34B
375.945
Average Velocity 3.8 Miles Per Hour
Maximum Velocity 5.2 Miles Per Hour
Fish Hook Rapids
U.S.E. B.M. P34A
360328
U.S.E. B.M. P33B
376.888
U.S.E. B.M. P33A
Gravel Beach 0' to 6'
Sandy
Gravel
0' to 3'
L.W. 35.5
L.W. 35.2
L.W. 35.7
Foot of Rapids
Rock
Reef
Gravel
2'-8'
Low Water 40'
Boulders
Bazell
Scattered
0
Scattered Boulders
3' Boulders
Sand & Gravel
43
Rolling
41
OREGON WASHINGTON RAILROAD & NAV. CO.
Tunnel 1 Mile Sign
2



SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 16

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: O. Williams, Major, Corps of Engineers

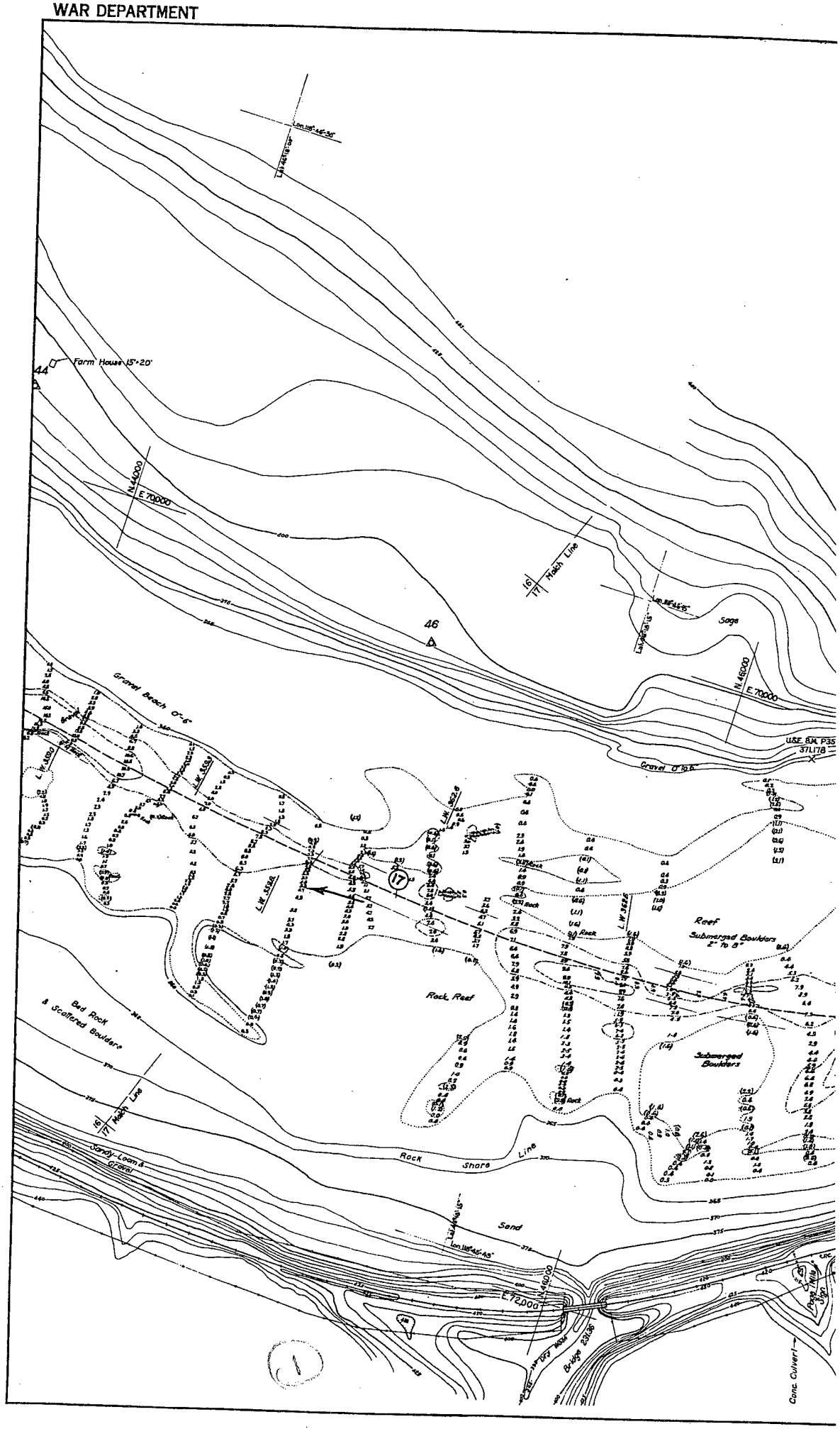
Drawn by C.A.D. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-4/17
H-9-2/16

SN-1-12/16

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

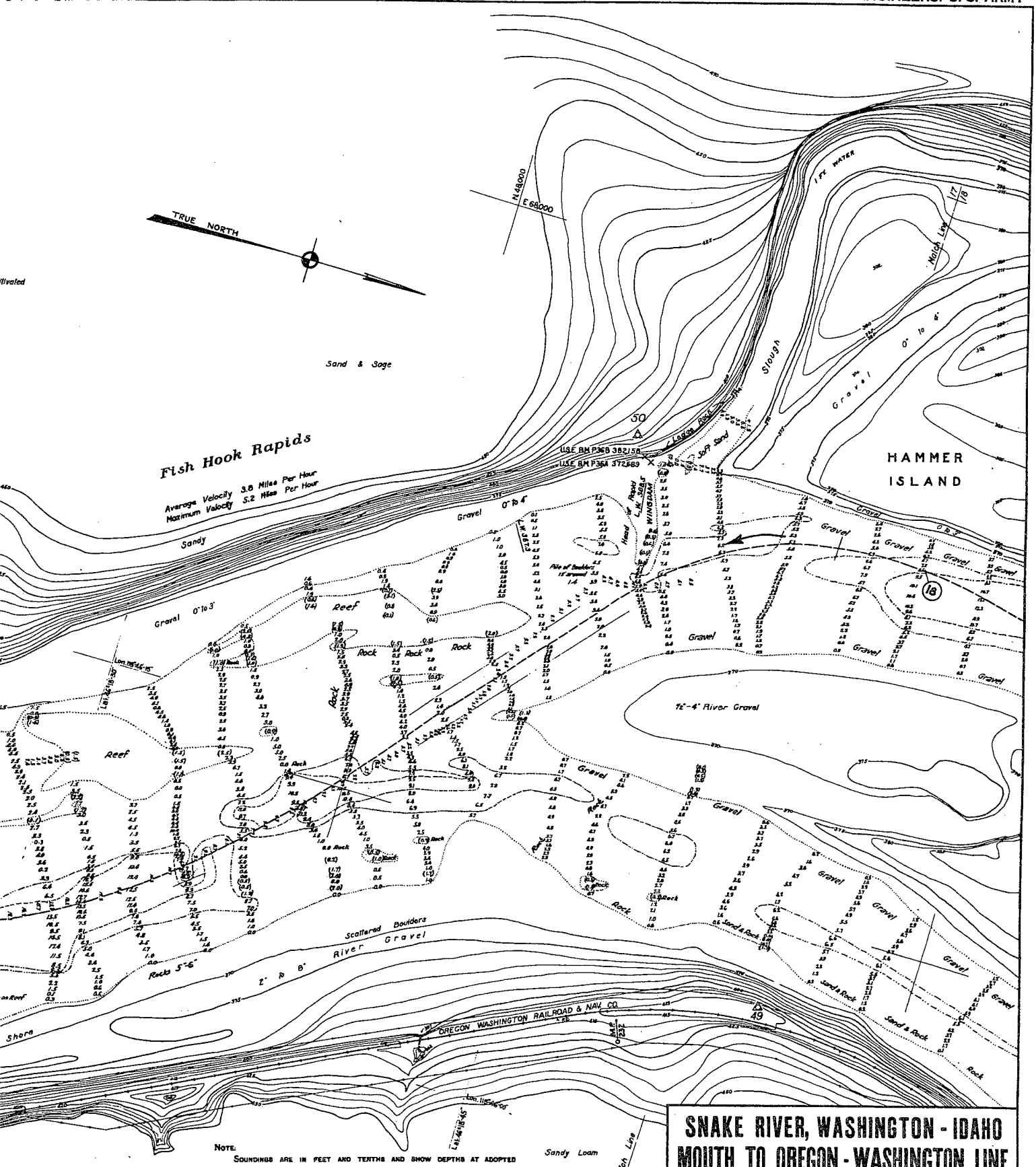
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (17)



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

3 FOOT DEPTH CURVE SHOWN THUS: - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (17)

SN-1-4/18
H-9-2/17

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 15 4 SHEETS SCALE 1:2,000 SHEET NO. 17

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

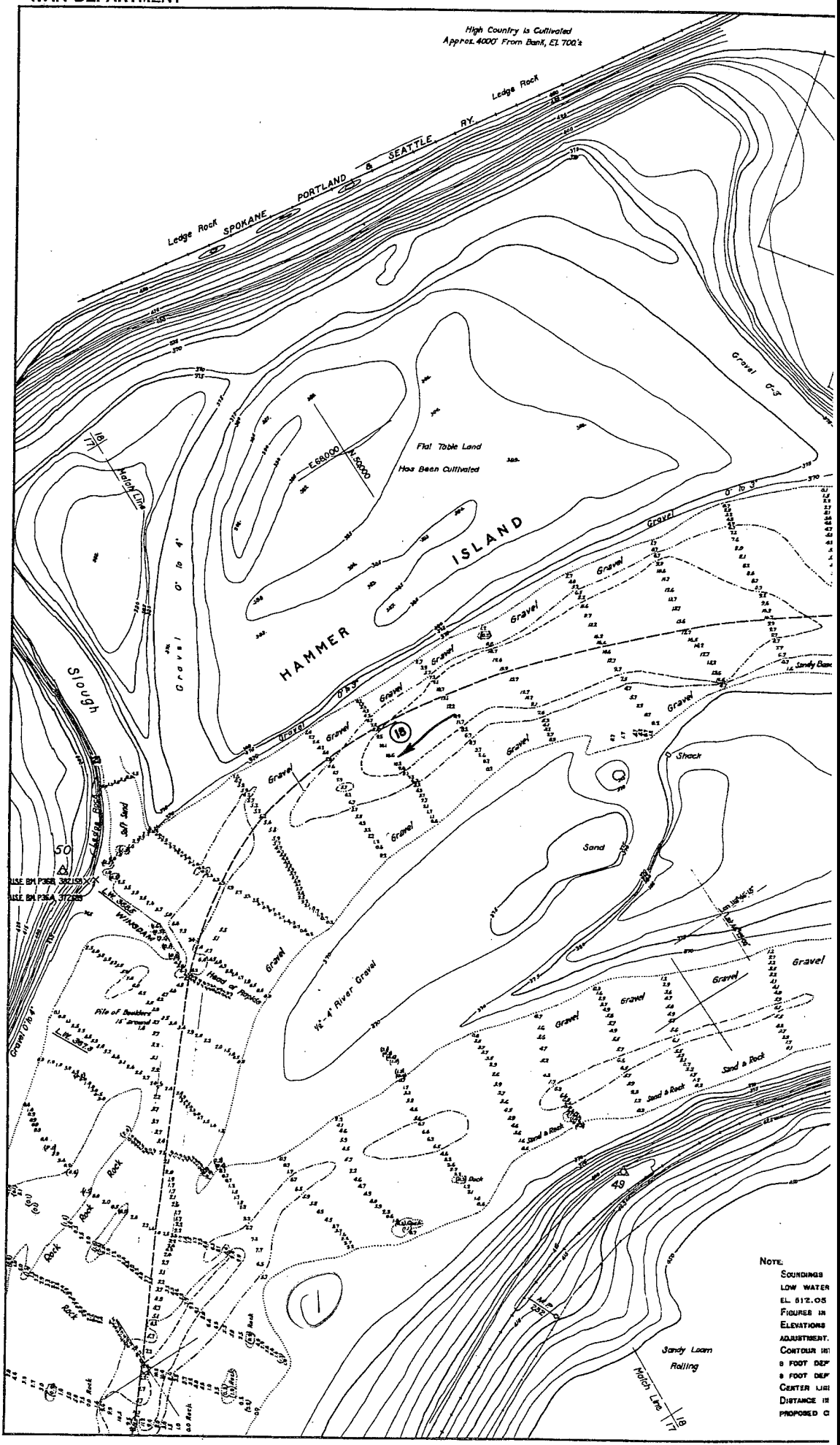
Approved: C. W. Williams, Major, Corps of Engineers

Drawn by C.A.D. J.S.B.

Transmitted with report dated June 10, 1935.

SN-1-12/17

WAR DEPARTMENT





NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE; 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

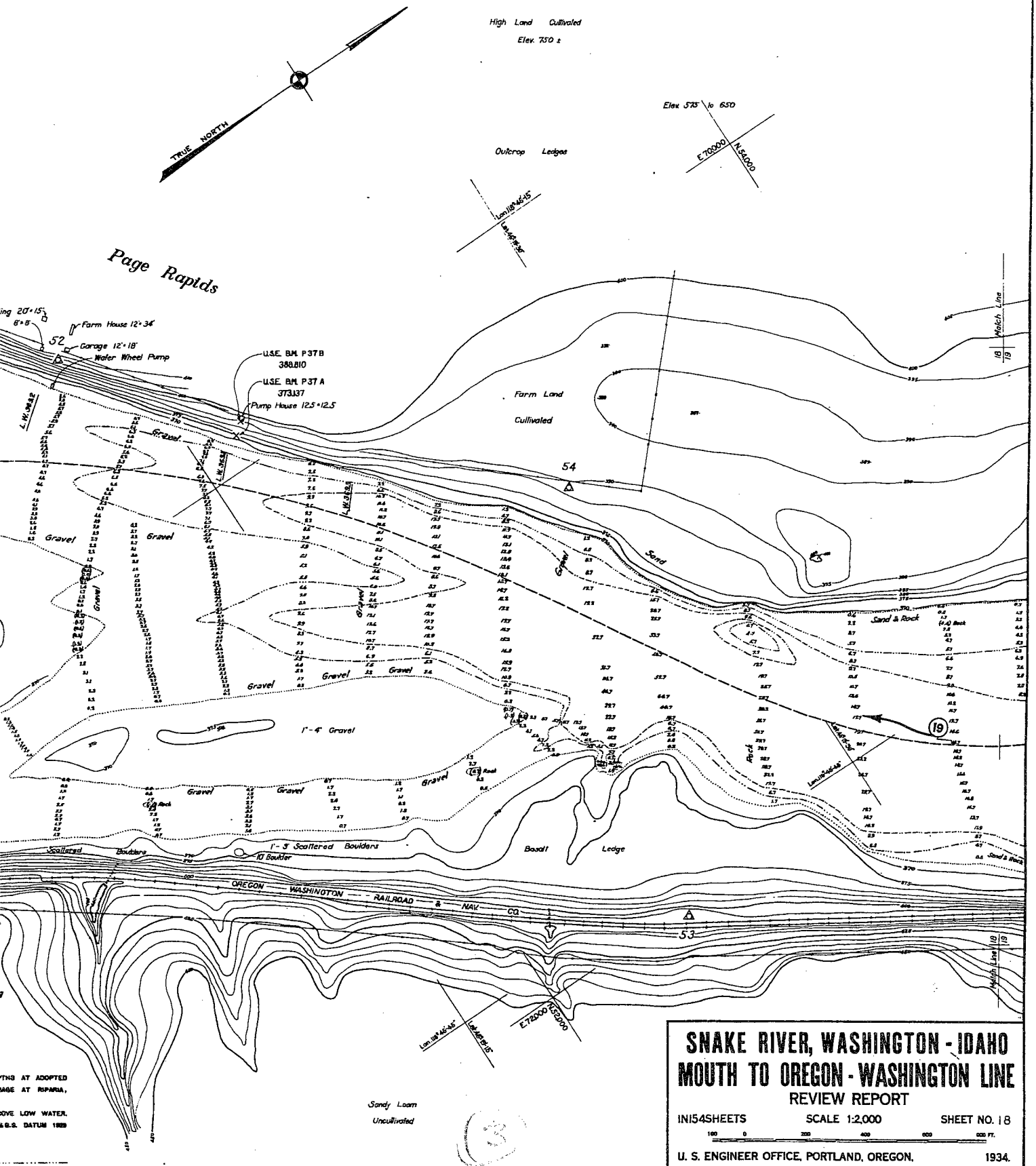
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (18)



SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 18

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: D. W. Williams, Major, Corps of Engineers

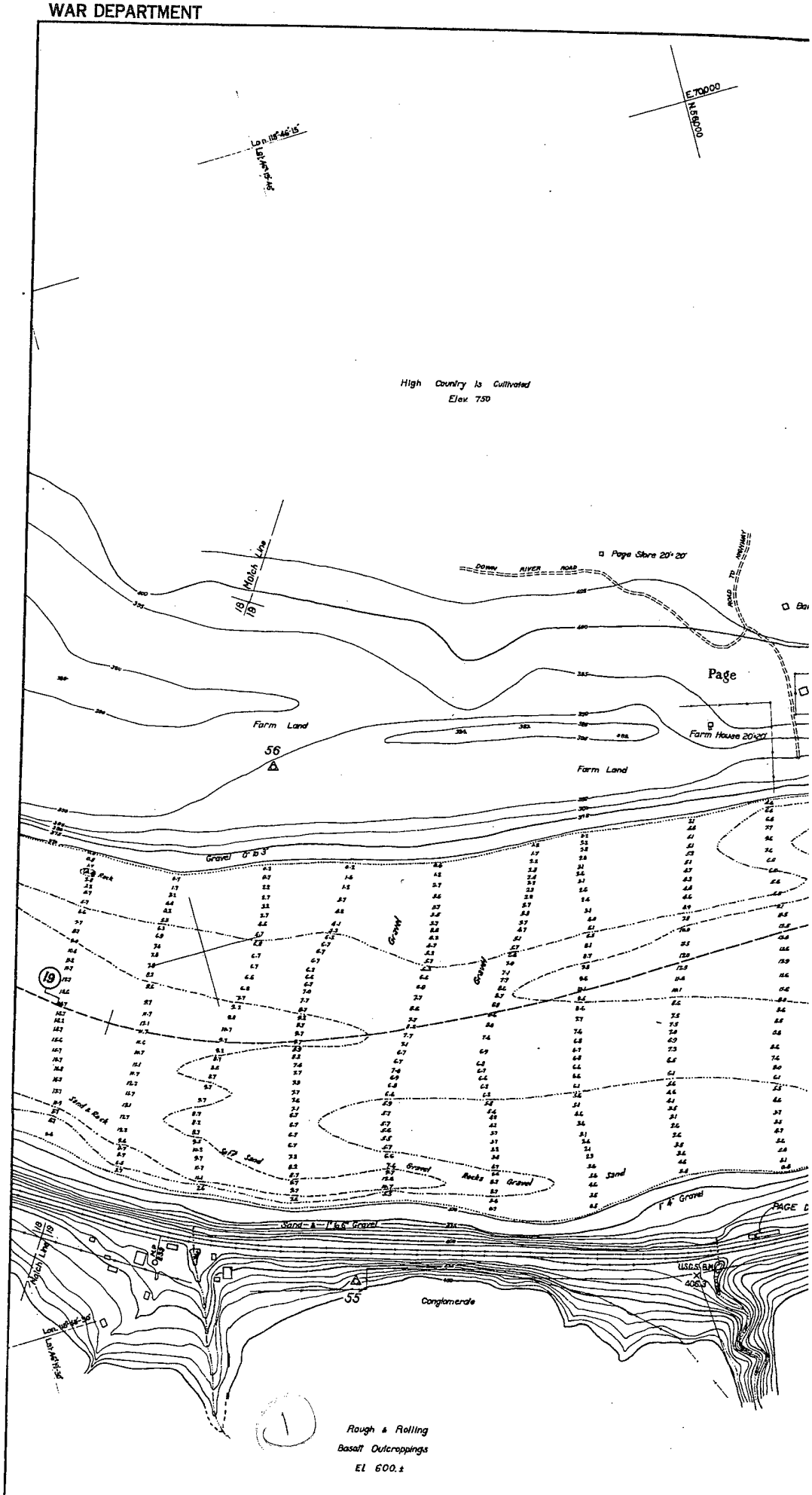
Drawn by C.A.b. J.G.B.

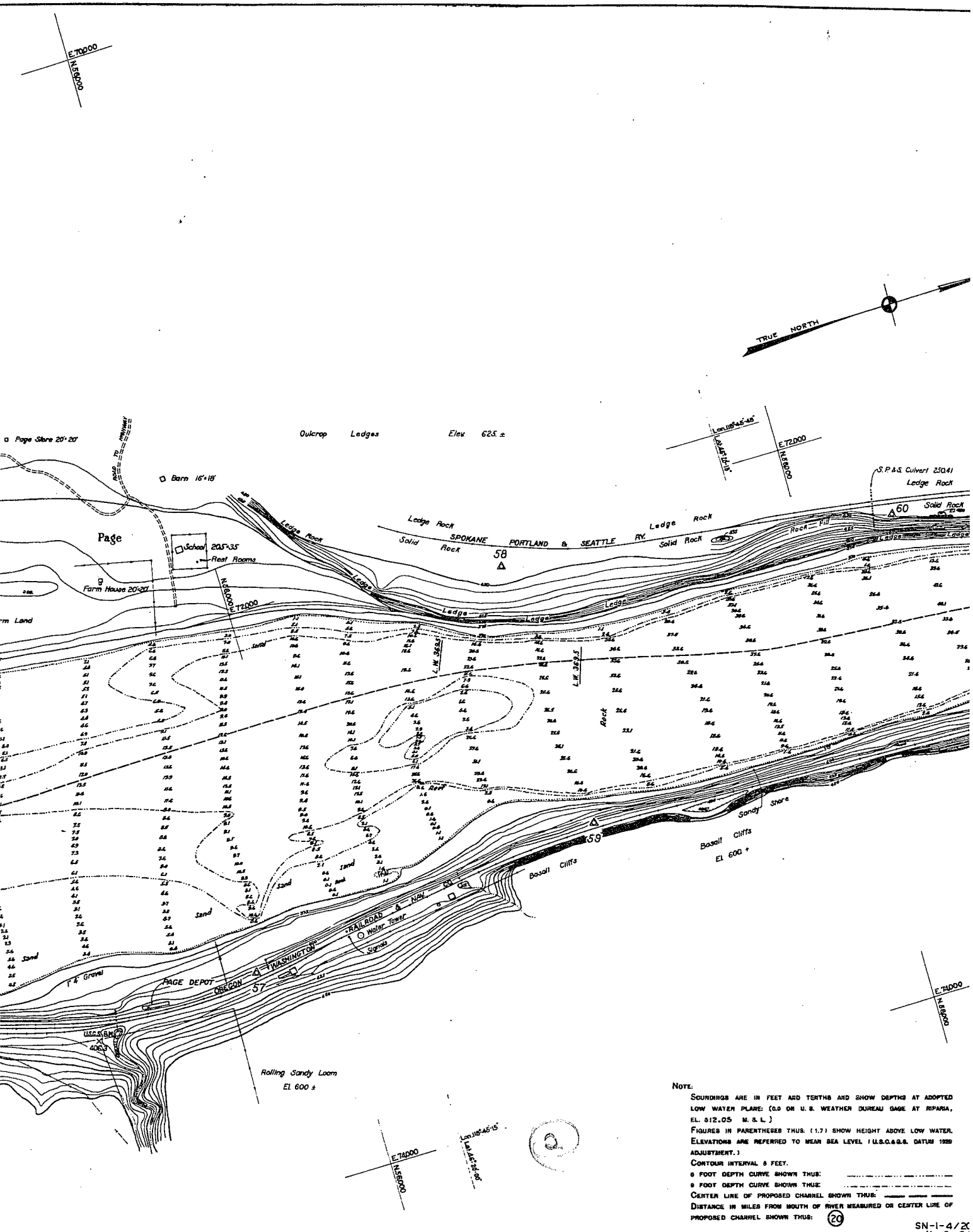
Transmitted with report dated June 10, 1935

SN-1-4/19
H-9-2/18

SN-1-12/18

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

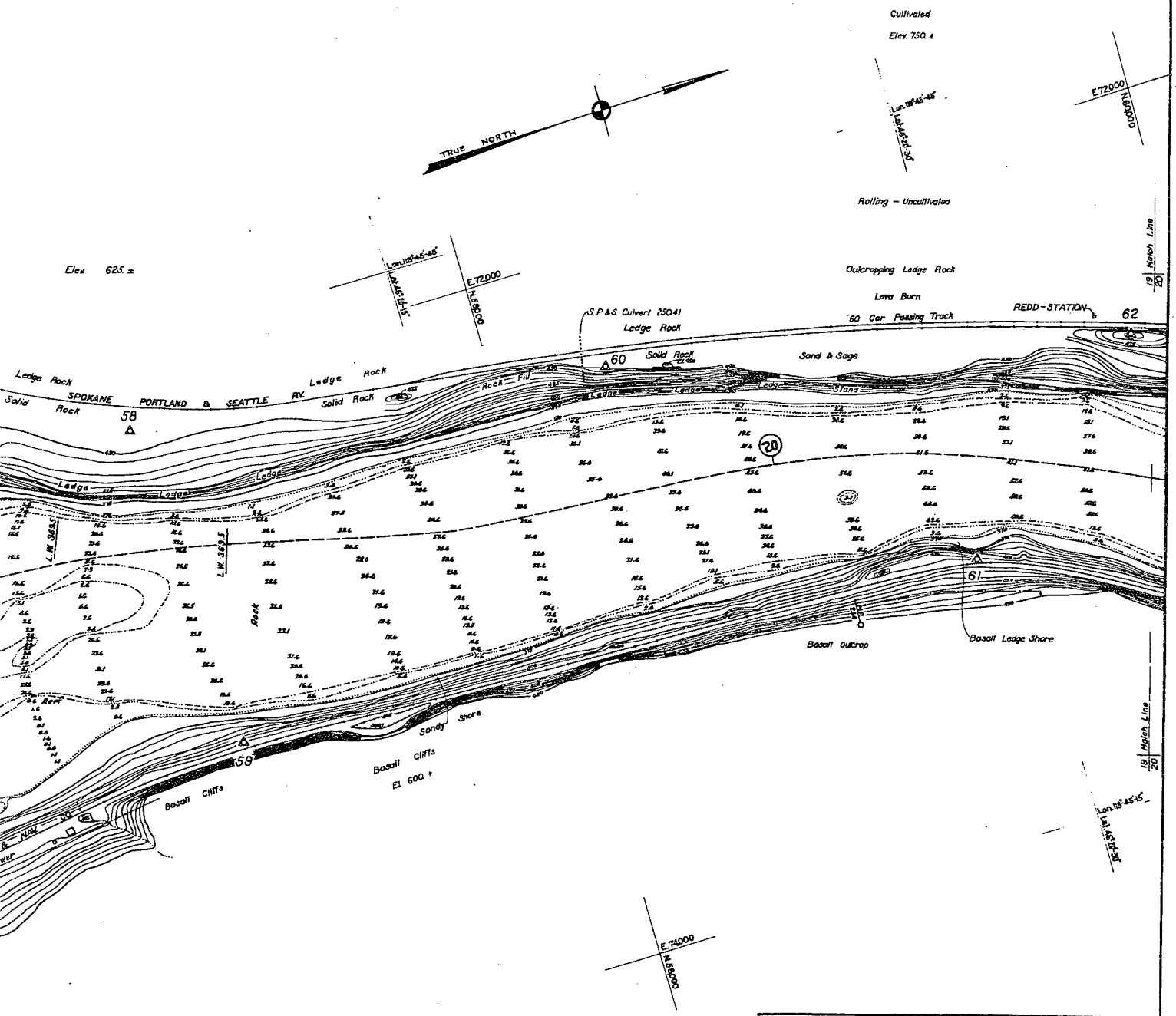
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (20)

SN-1-4/2
H-9-2/



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: — — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (20)

SN-1-4/20
H-9-2/19

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 5 4 SHEETS SCALE 1:2,000 SHEET NO. 19

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

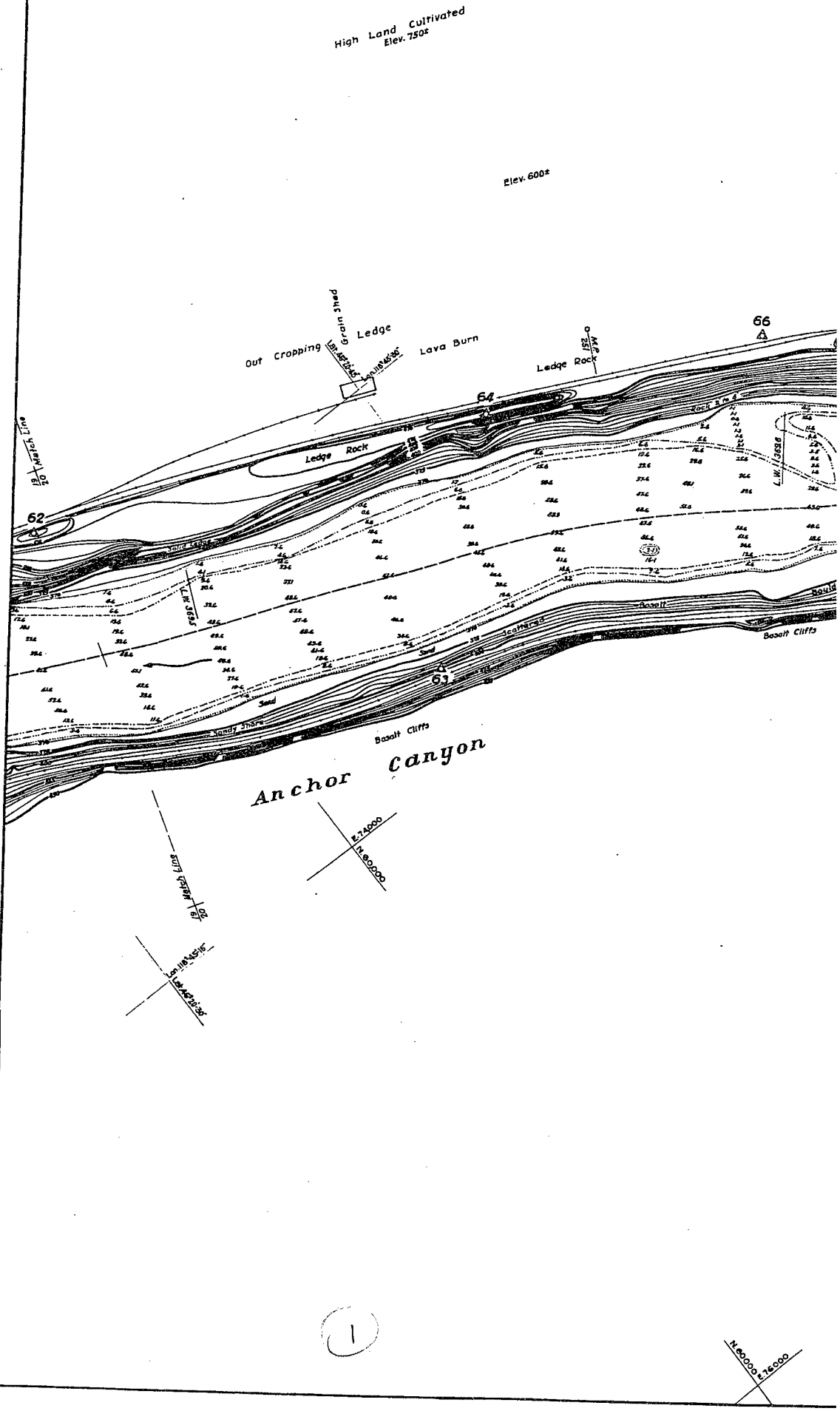
Approved: O. W. Williams, Major, Corps of Engineers

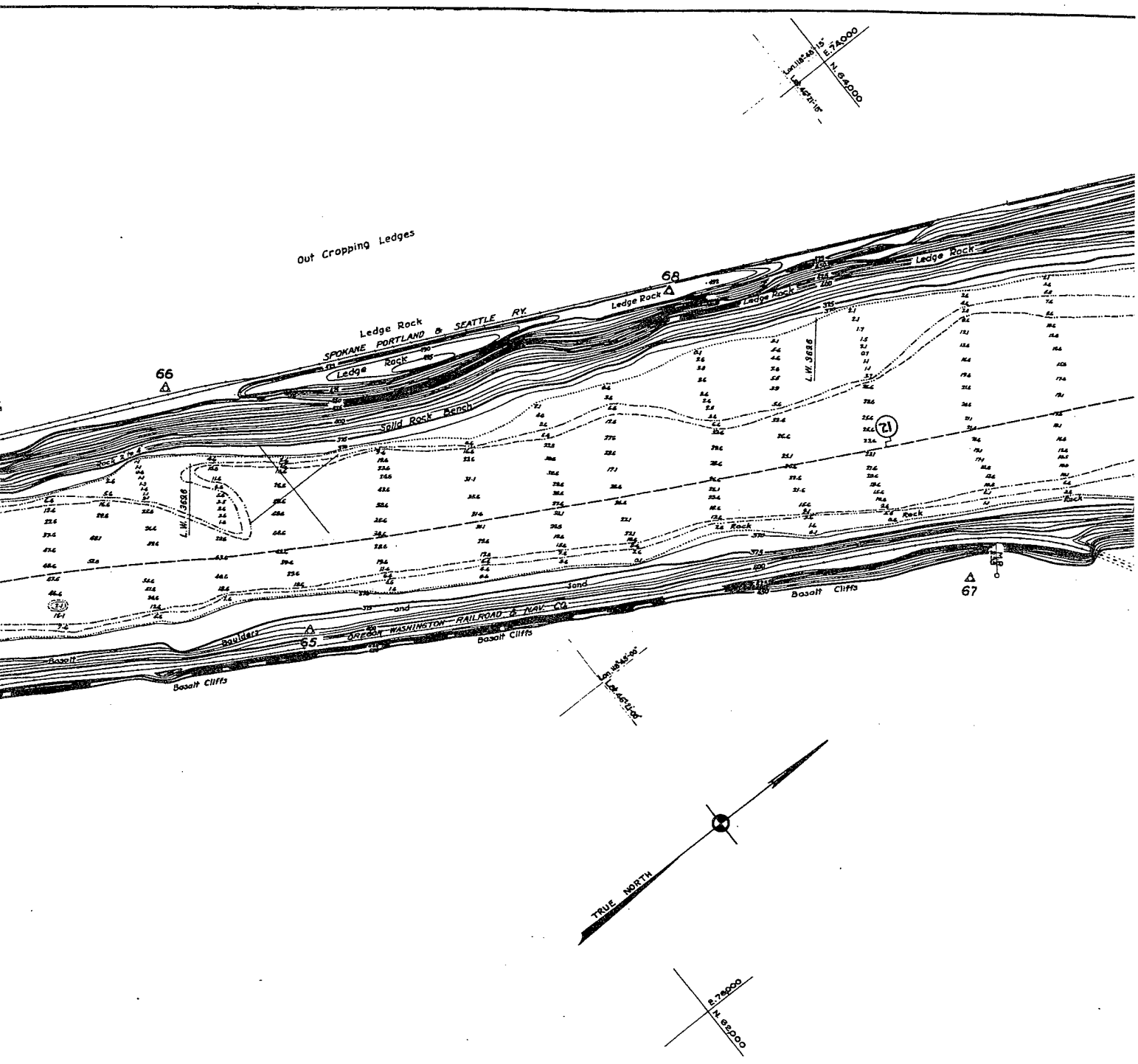
Drawn by C.A.D. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-12/19

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

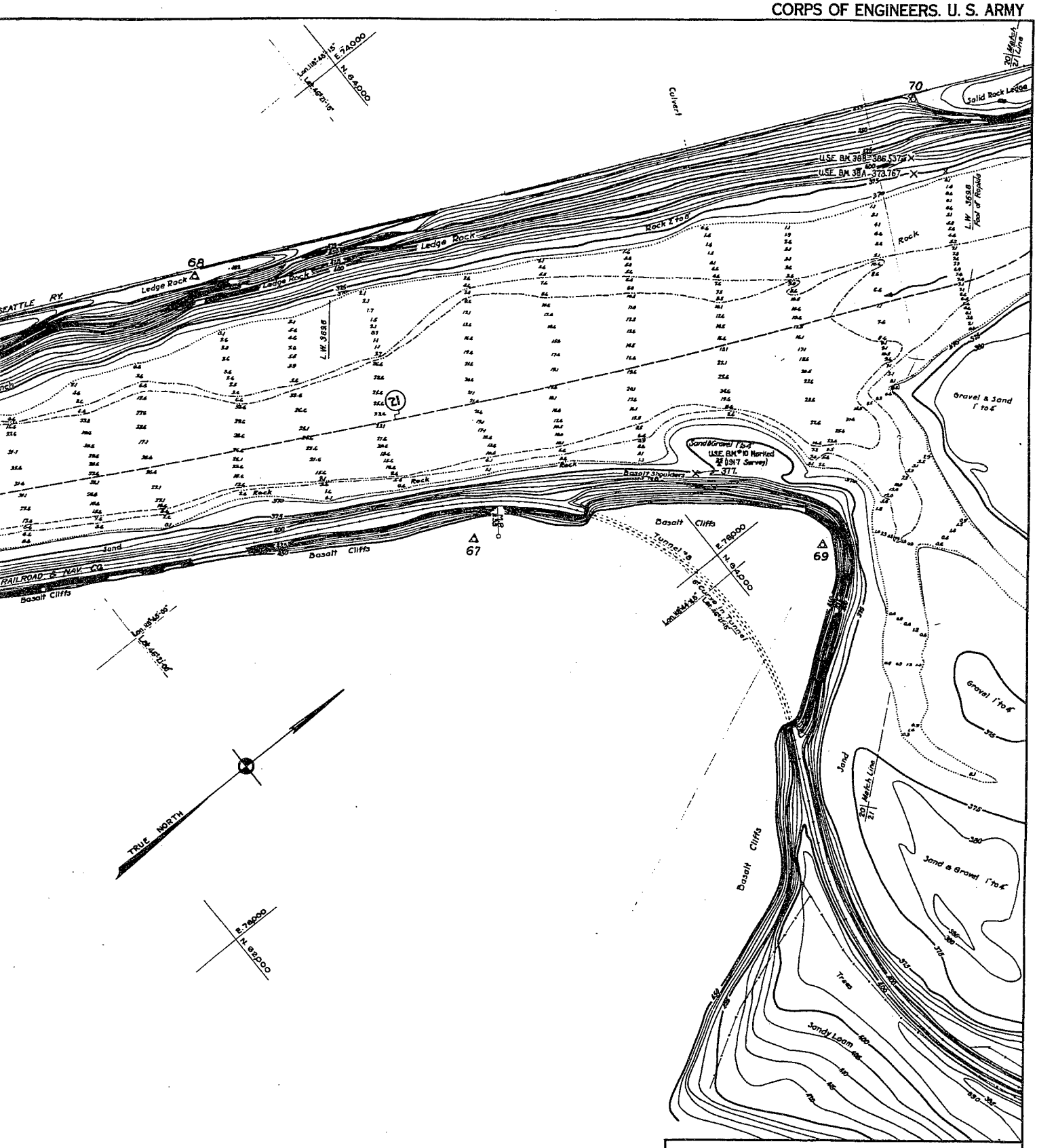
9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (21)

(2)

SN-1-
H-9-



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6-FOOT DEPTH CURVE SHOWN THUS: ·····

9 FOOT DEPTH CURVE SHOWN THUS: ·-·-·-·

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (21)

3

SN-1-4/21
H-9-2/20

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 20

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allan L. Darr, Associate Engineer

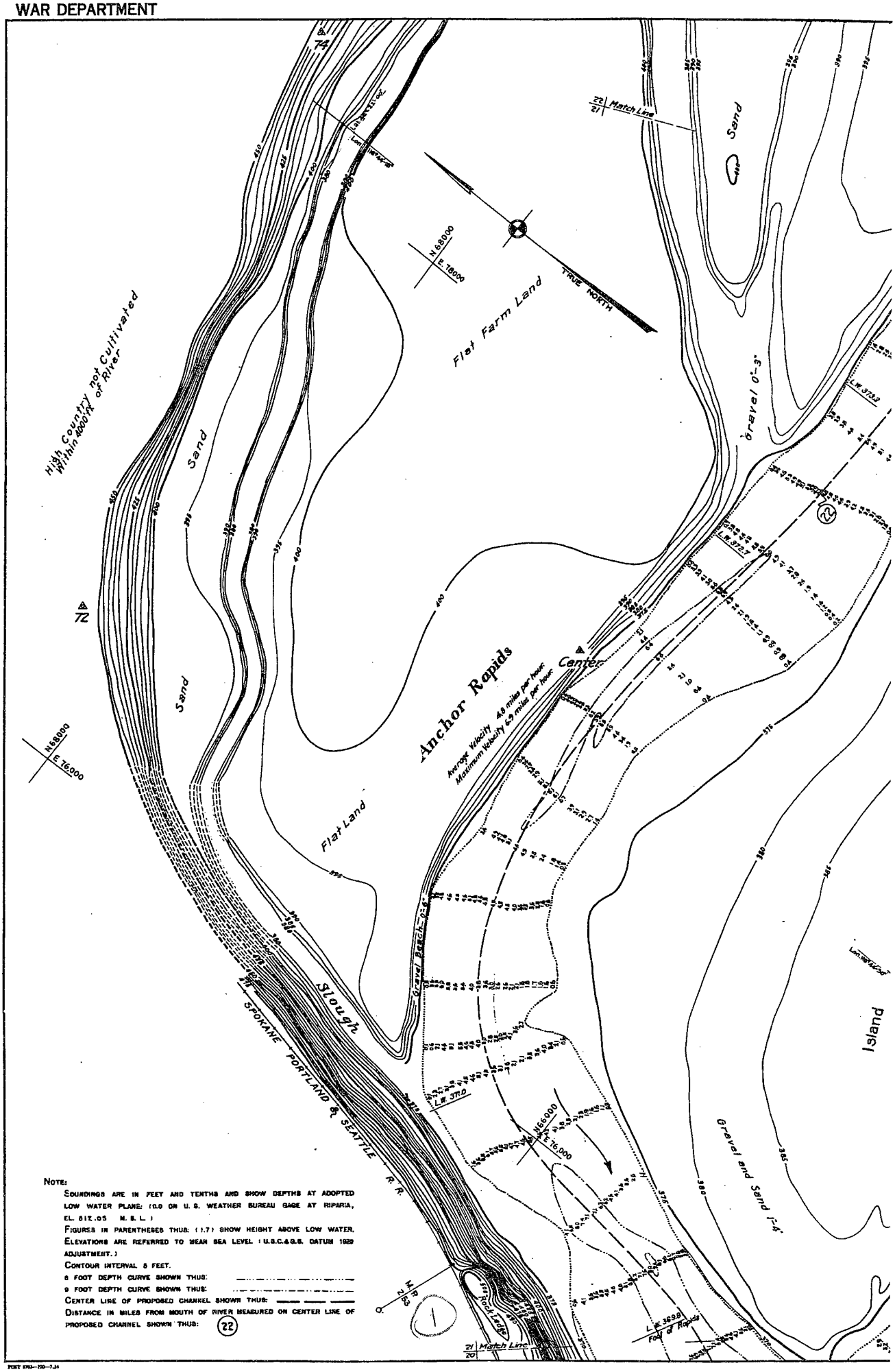
Approved: C. H. Williams, Major, Corps of Engineers

Drawn by G.B.F. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-12/20

WAR DEPARTMENT



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

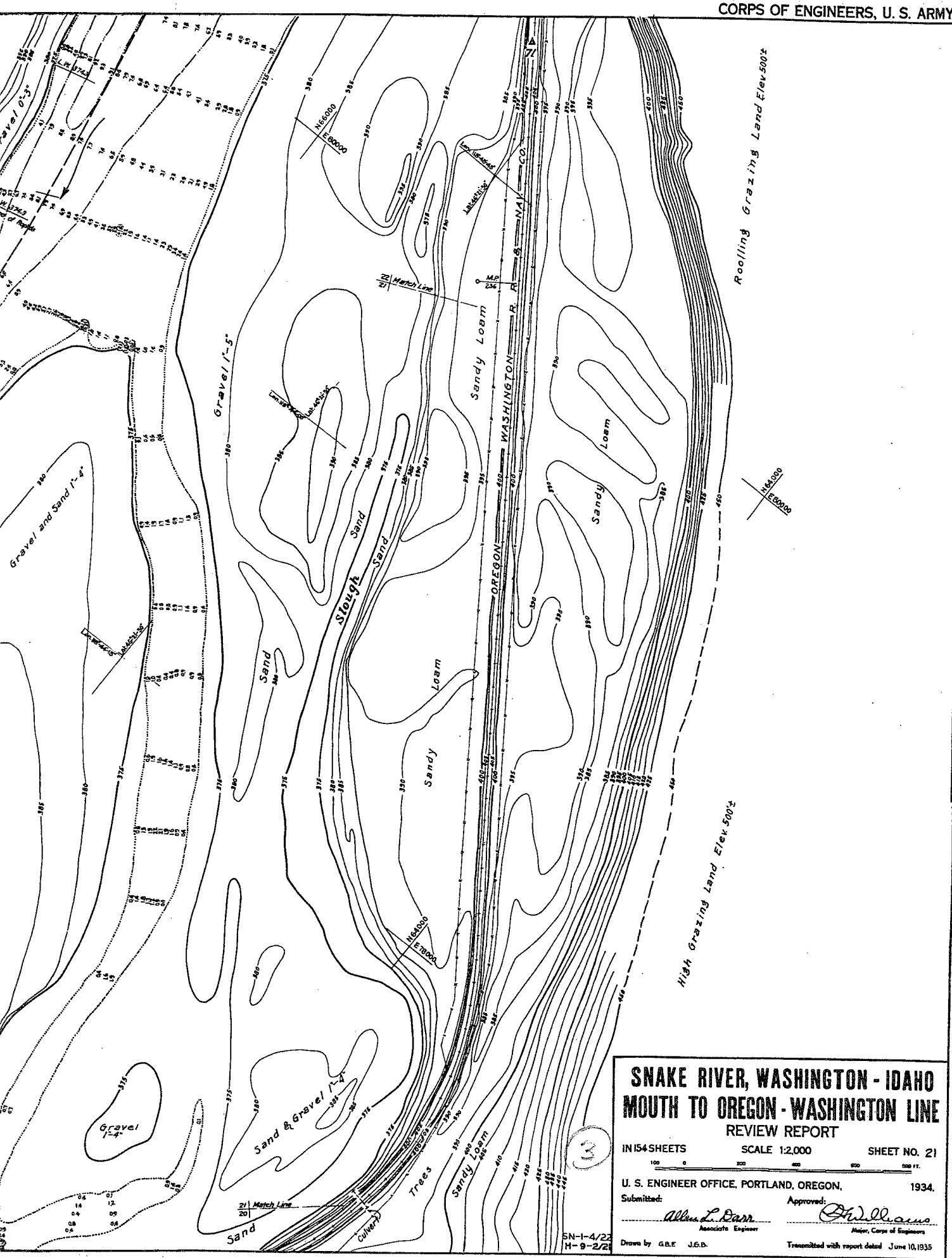
9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (22)

PERT 5763—700—7.34


Island
Gravel and Sand 1'-4'
Gravel 0'-3'
Gravel 1'-5'
Sand
Sand & Gravel 1'-4'
Gravel
Slough
Sandy Loam
Trees
Culvert
OREGON WASHINGTON R. R. & NAV. CO.
N 66000
E 78000
E 84000
TRUE NORTH



SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 21

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: [signature], Major, Corps of Engineers

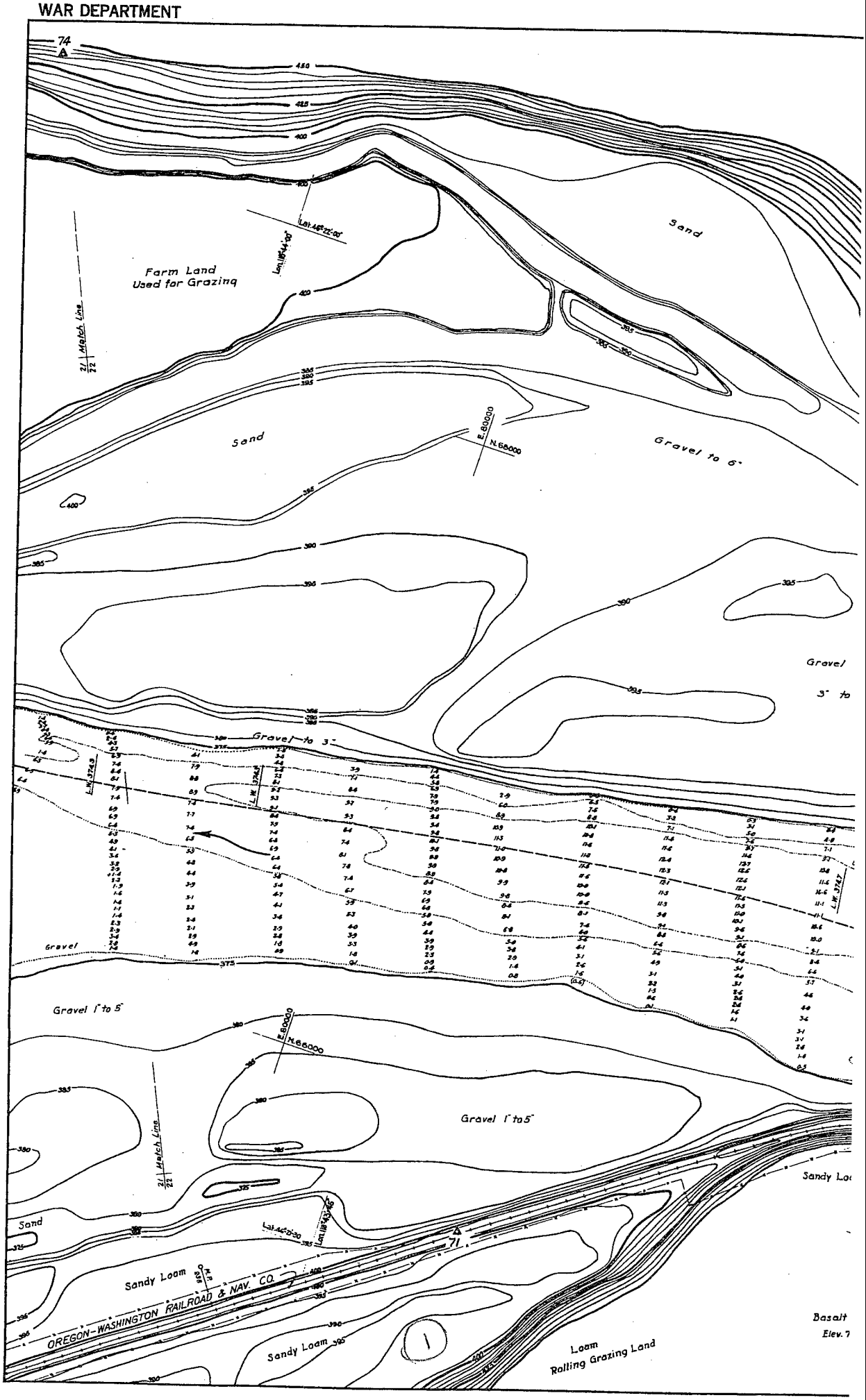
Drawn by G.B.E. J.E.B.

Transmitted with report dated June 10, 1935

SN-1-4/22
H-9-2/2

SN-1-12/21

WAR DEPARTMENT




Notes:
Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, El. 812.05 M. S. L.)
Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)
Contour interval 5 feet.
6 foot depth curve shown thus:
8 foot depth curve shown thus:
Center line of proposed channel shown thus:
Distance in miles from mouth of river measured on center line of proposed channel shown thus: 23
76
True North
Sand
Gravel to 6"
Grain Shed
Farm House
Bunk House
Farm Land
Gravel Bar
3" to 7"
Gravel 1" to 3"
Gravel 3" to 10"
Gravel
L.W. 3147
Rock
Sandy Loam & Basalt Boulders
73
E. 89000
N. 66000
Basalt Cliff
Elev. 700+
Sandy Loam & Basalt
75
Sand
Rock
23
SN-I-4/23
H-9-2/22

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (23)

76 △

TRUE NORTH

321 Mags. Line 23

Grain Shed

Farm House

Bunk House

Farm Land

High Country Cultivated Elev 800's

E 88000

N 86000

Lon 118°45'00"

Lat 46°21'00"

Lon 118°46'45"

Lat 46°21'00"

Gravel 3" to 10"

Sand

78 △

Gravel 3" to 10"

Sand

U.S.E. BM. P388 392.50

73 △

Sand & Gravel

(23)

Rock

(3)

Sandy Loam & Basalt

75 △

321 Mags. Line 23

SN-1-4/23
H-9-2/22

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 22

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

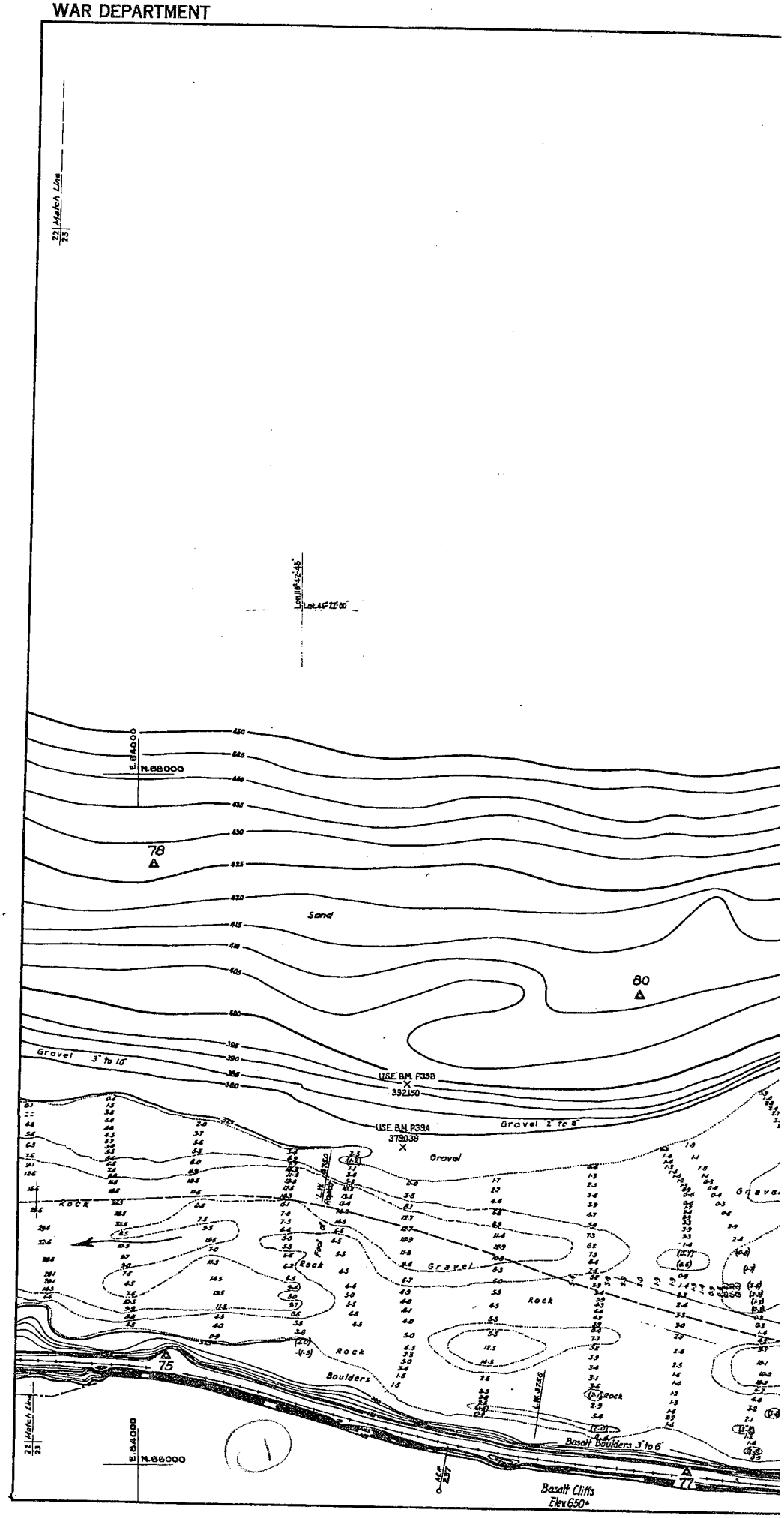
Approved: O. H. Williams, Major, Corps of Engineers

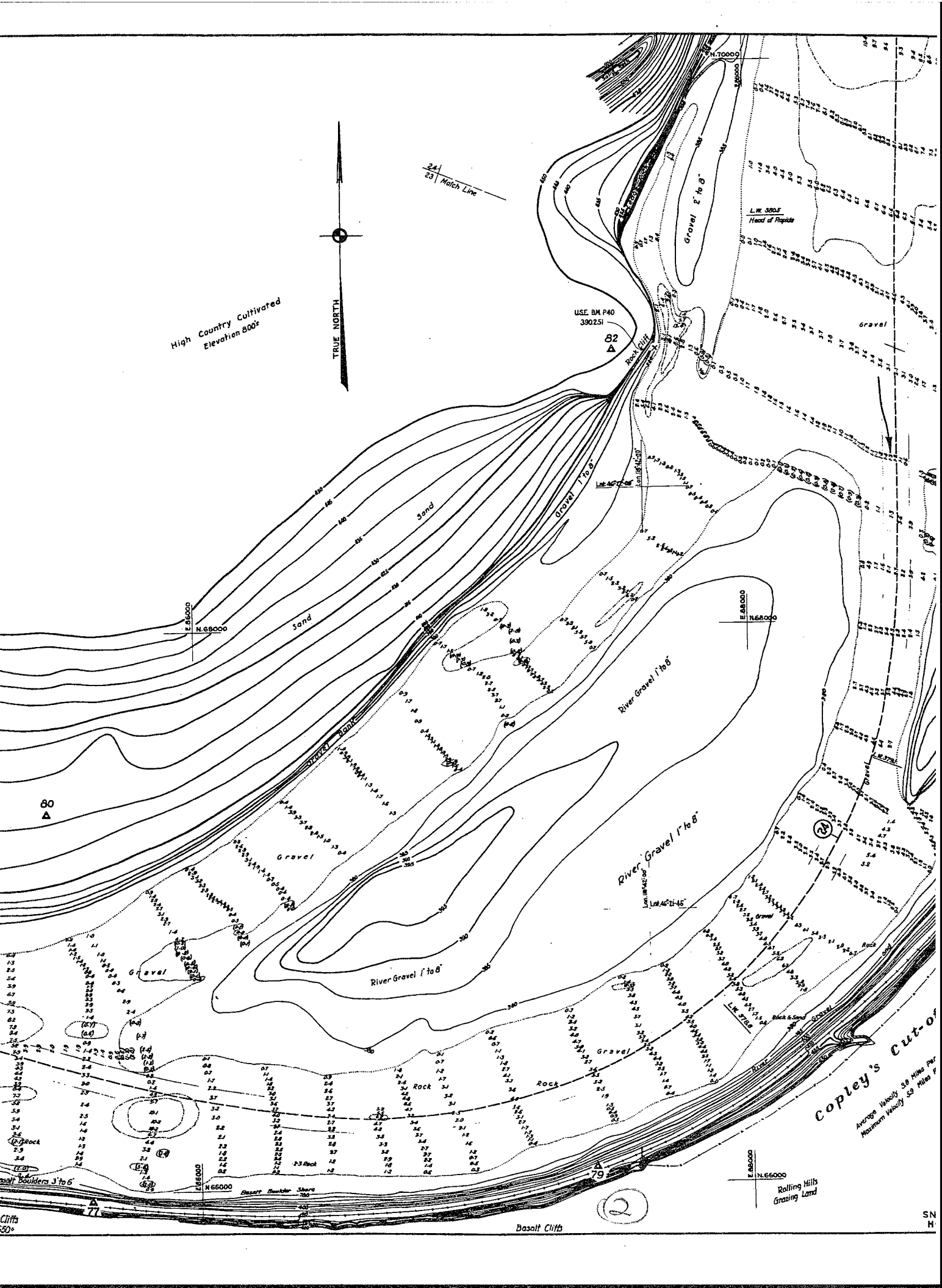
Drawn by G.B.F. R.S.Y.

Transmitted with report dated June 10, 1935

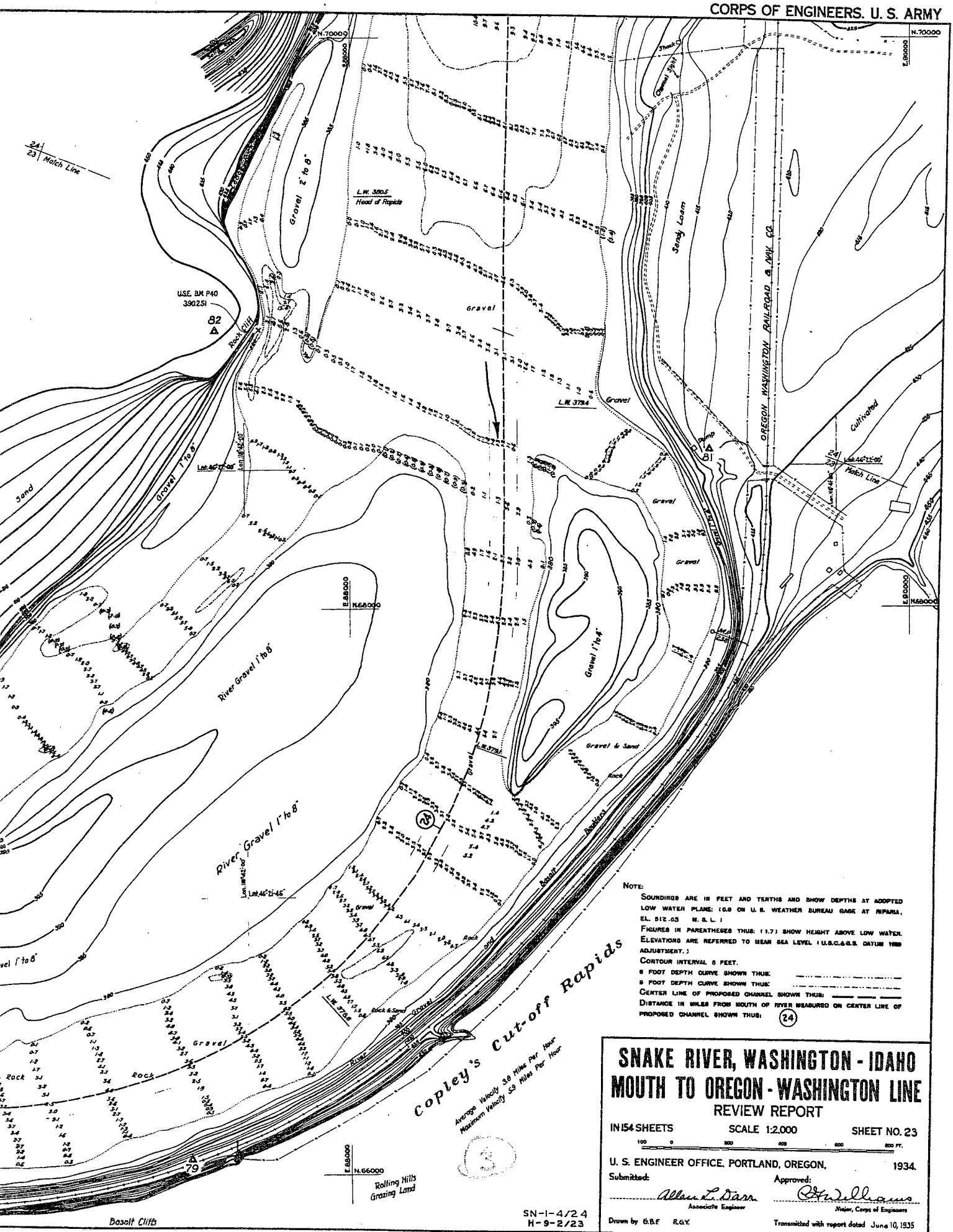
SN-1-12/22

WAR DEPARTMENT




Match Line
TRUE NORTH
High Country Cultivated
Elevation 800's
U.S.E. BM. P40
390251
82
Rock Cliff
Gravel 2' to 8'
L.W. 3805'
Head of Rapids
Gravel
Sand
Sand
Gravel 1' to 8'
River Gravel 1' to 8'
River Gravel 1' to 8'
River Gravel 1' to 8'
Gravel
Gravel
Gravel
Rock
Rock
Rock
Gravel
Gravel
Gravel
Rock & Sand
Gravel
River
Basalt Boulders 3' to 6'
Basalt Boulder Shore
Basalt Cliffs
Rolling Hills
Grazing Land
Copley's Cut-off
80
77
79
E.65000
N.68000
E.68000
N.68000
E.65000
N.66000
E.68000
N.66000
N.70000
L.W. 3725'
L.W. 3765'
(2)

CORPS OF ENGINEERS. U. S. ARMY



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: — — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (24)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 23

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allan L. Barr, Associate Engineer

Approved: C. H. Williams, Major, Corps of Engineers

Drawn by G.B.F. R.G.Y.

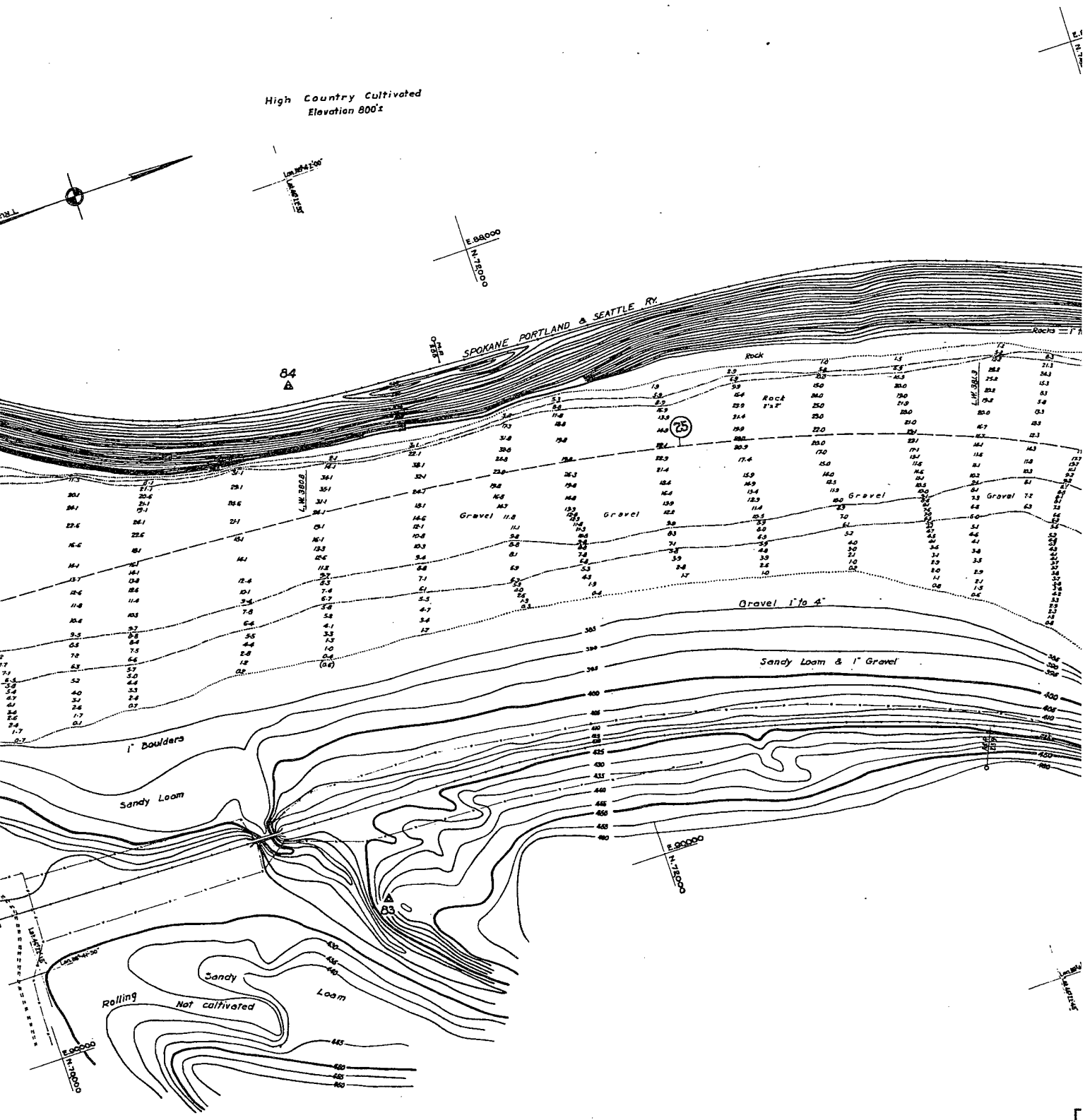
Transmitted with report dated June 10, 1935

SN-1-4/24
H-9-2/23

SN-1-12/23

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

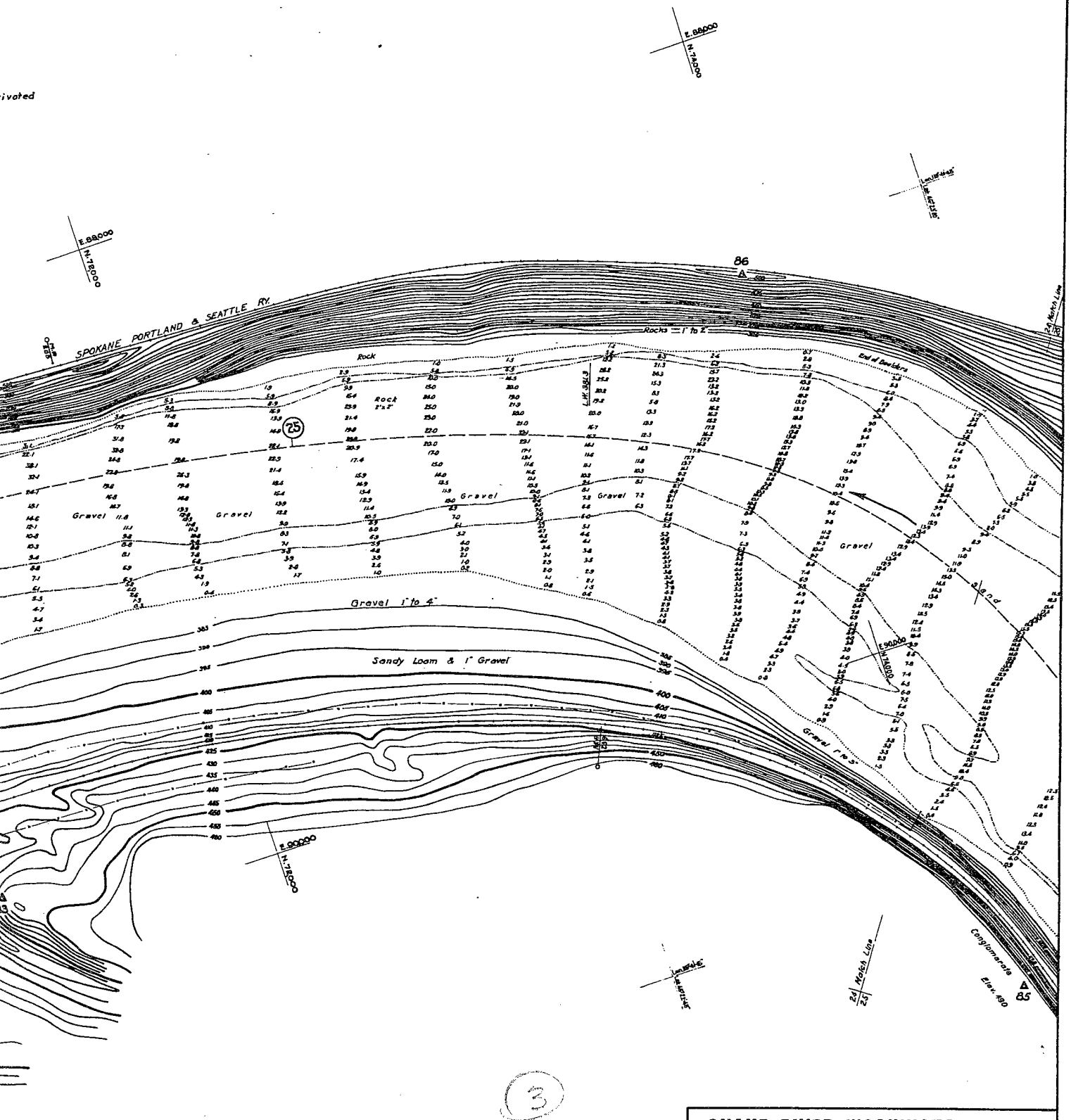
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (25)

SN-1-4/25
H-9-2/24



(3)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (25)

SN-1-4/25
H-9-2/24

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 24

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Dunn, Associate Engineer

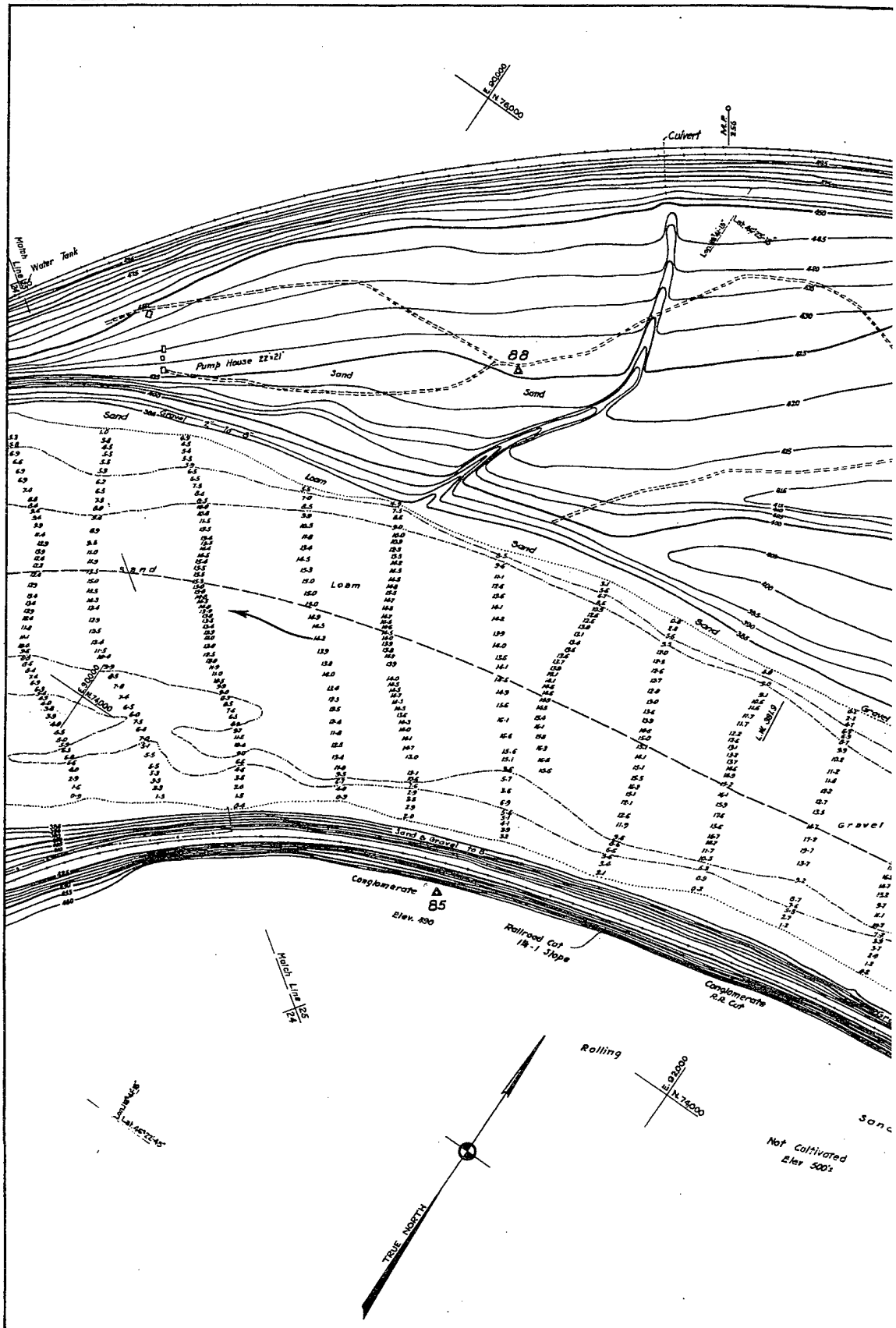
Approved: [signature], Major, Corps of Engineers

Drawn by G.B.E. R.G.Y.

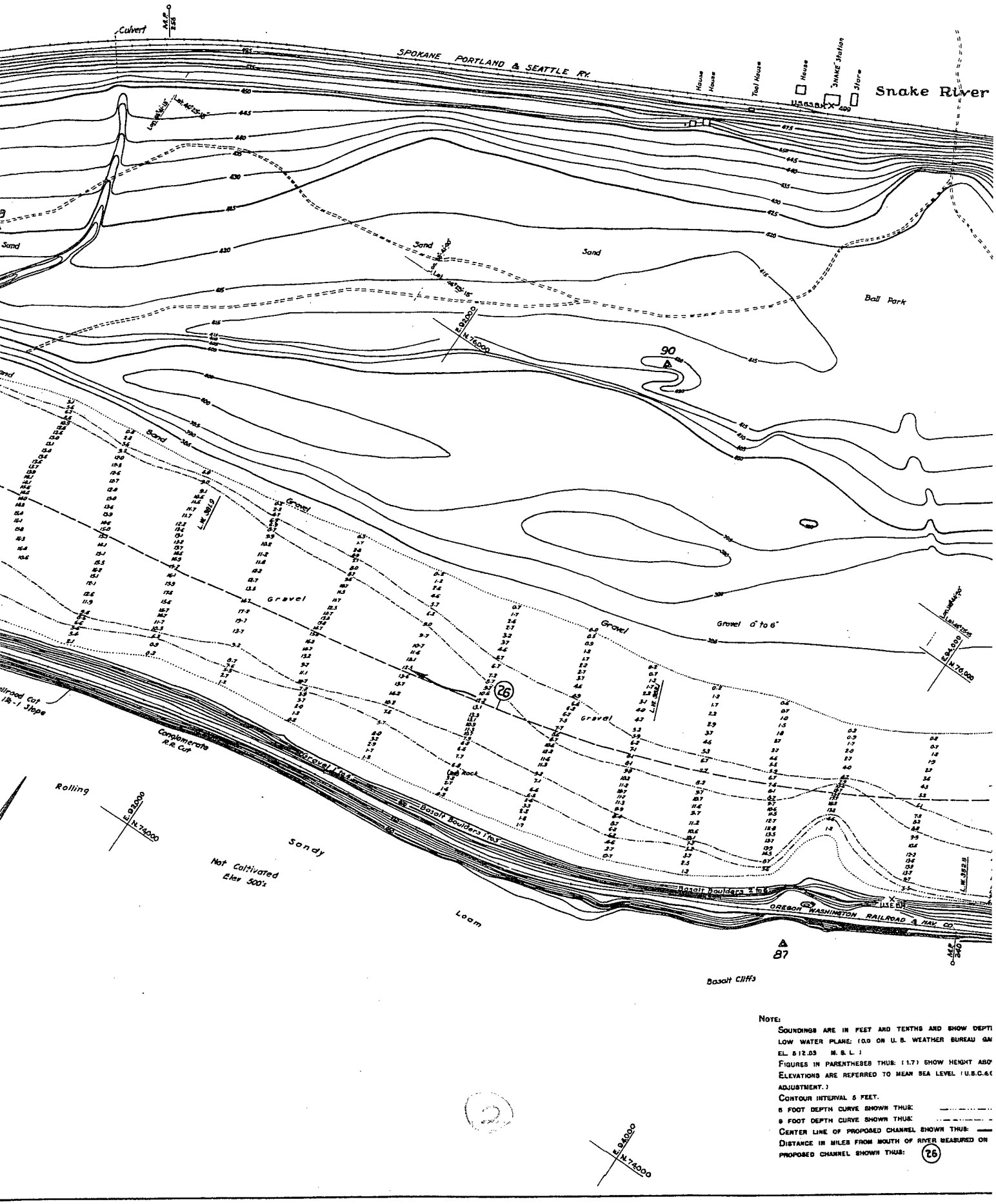
Transmitted with report dated June 10, 1935.

SN-1-12/24

WAR DEPARTMENT



(1)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAU EL. 812.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOV

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G ADJUSTMENT.)

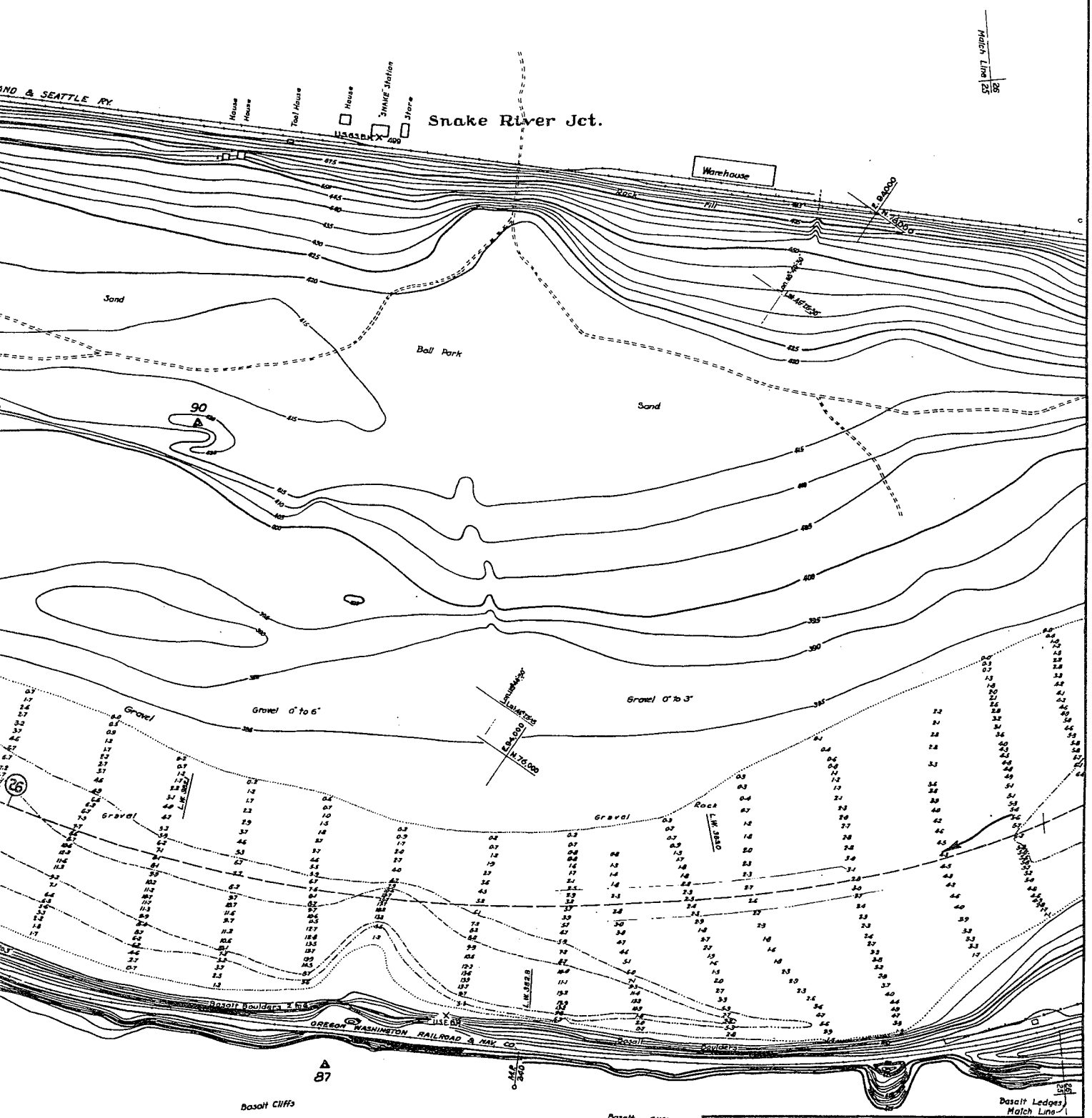
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON PROPOSED CHANNEL SHOWN THUS: (26)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ———

9 FOOT DEPTH CURVE SHOWN THUS: — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (26)

E 84,000 N 76,000

SN-1-4/26
H-9-2/25

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 25

100 0 200 400 800 600 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

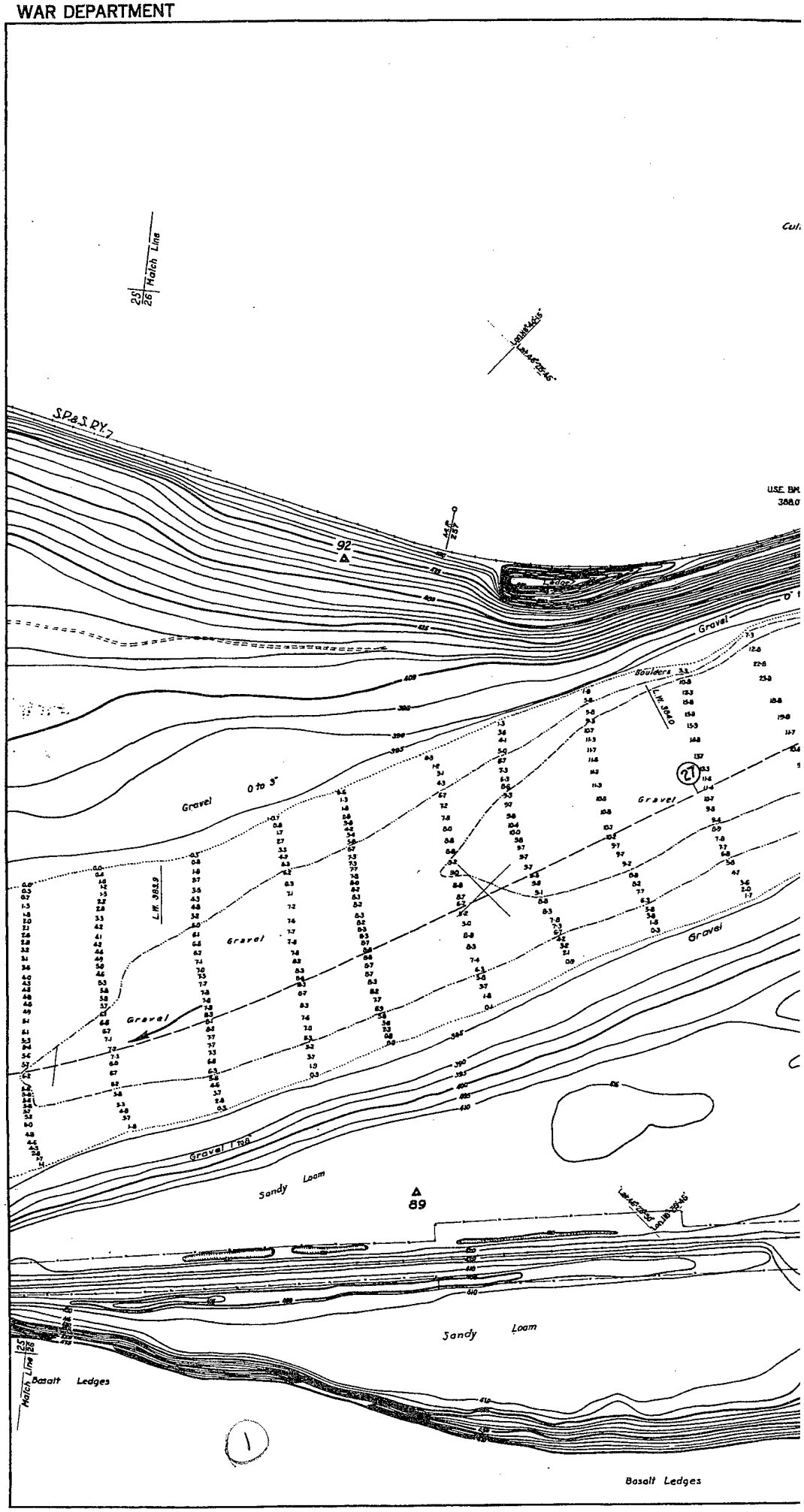
Approved: D. H. Williams, Major, Corps of Engineers

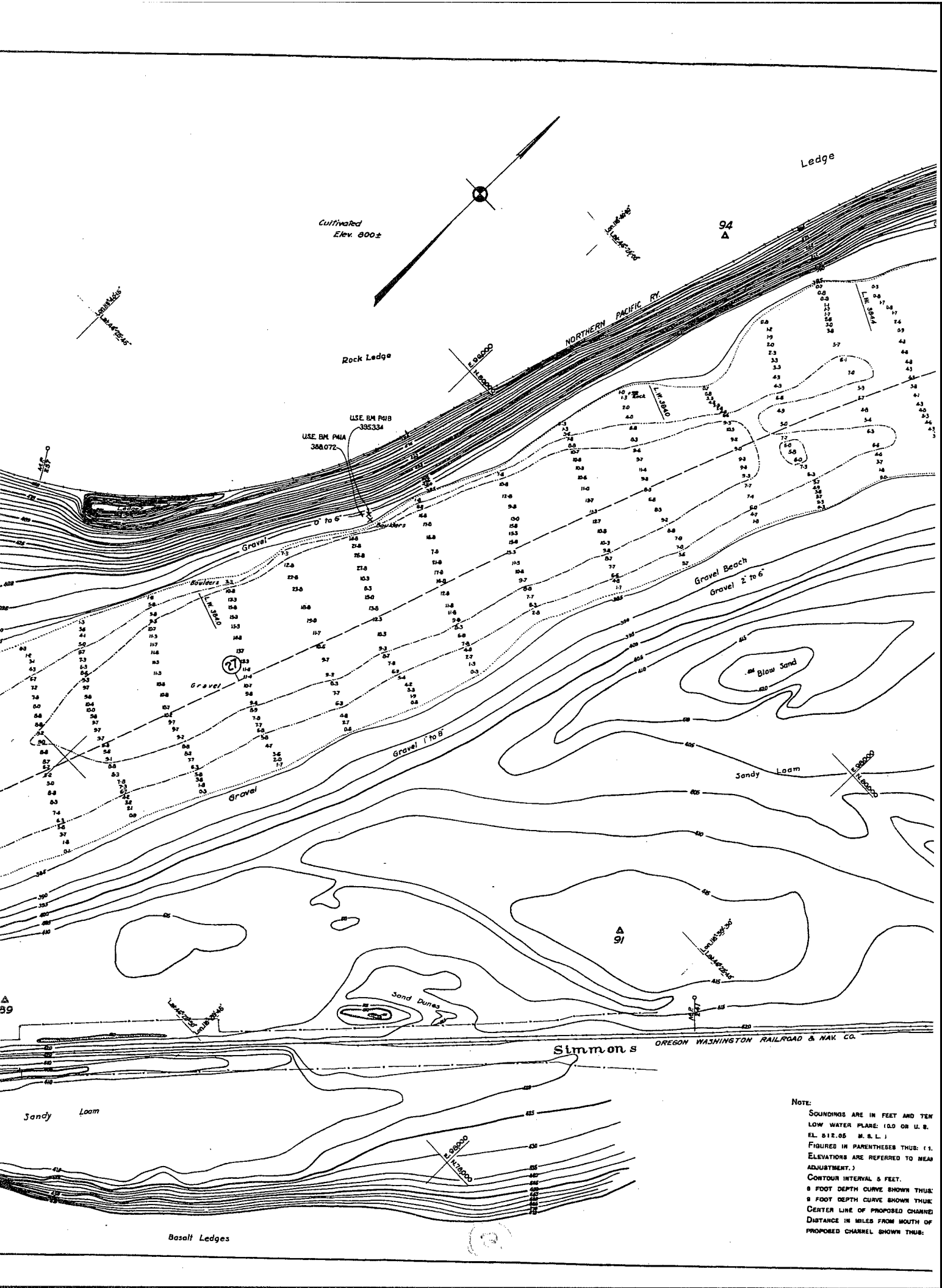
Drawn by G.B.E R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/25

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TEN LOW WATER PLANE: (0.0 OR U. S. EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1. ELEVATIONS ARE REFERRED TO MEAN ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS:

9 FOOT DEPTH CURVE SHOWN THUS:

CENTER LINE OF PROPOSED CHANNEL

DISTANCE IN MILES FROM MOUTH OF PROPOSED CHANNEL SHOWN THUS:



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, el. 812.85 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level. (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

6 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: — — — —

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (27)

SN-1-4/27
H-9-2/26

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 26

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

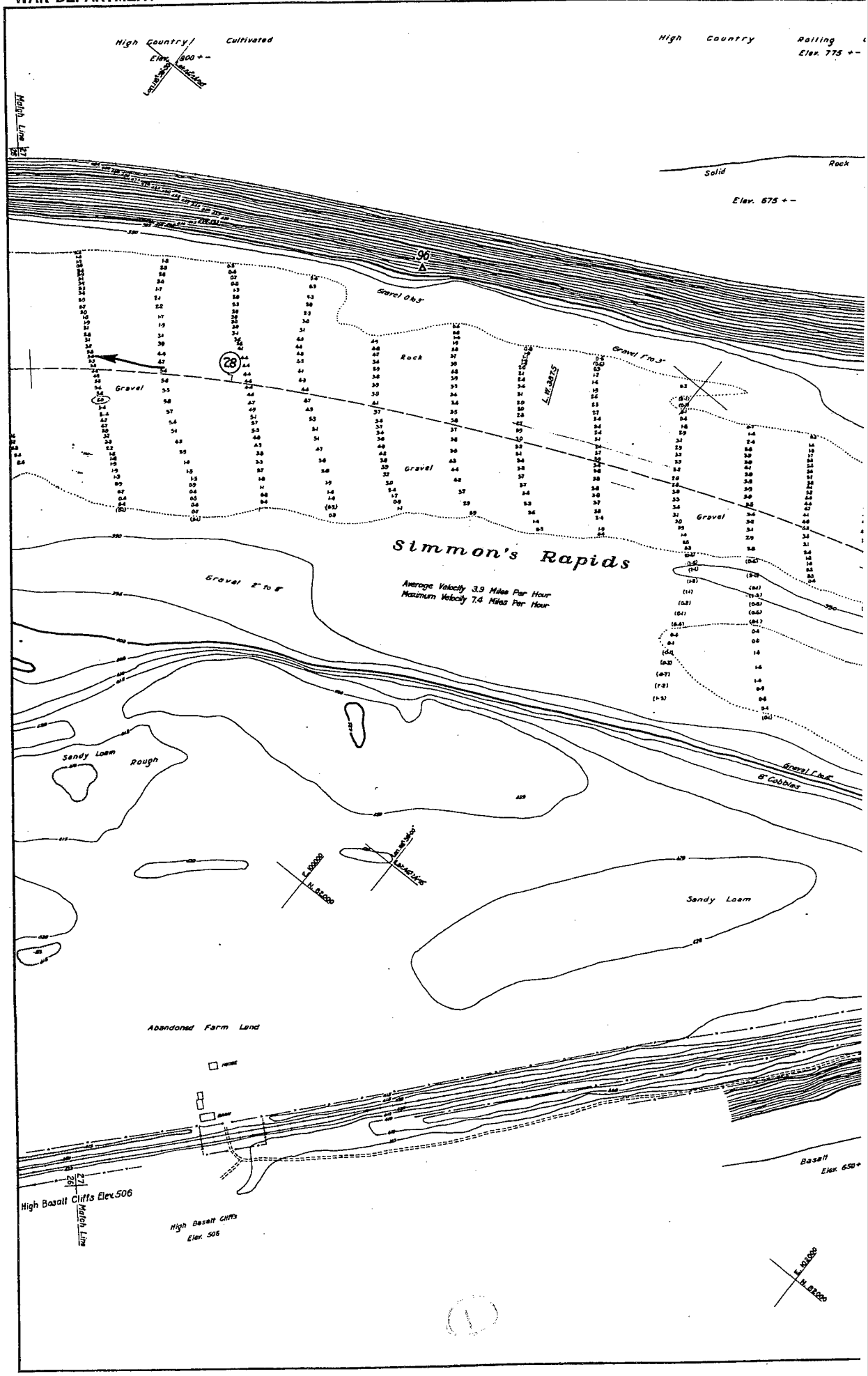
Approved: C. H. Williams, Major, Corps of Engineers

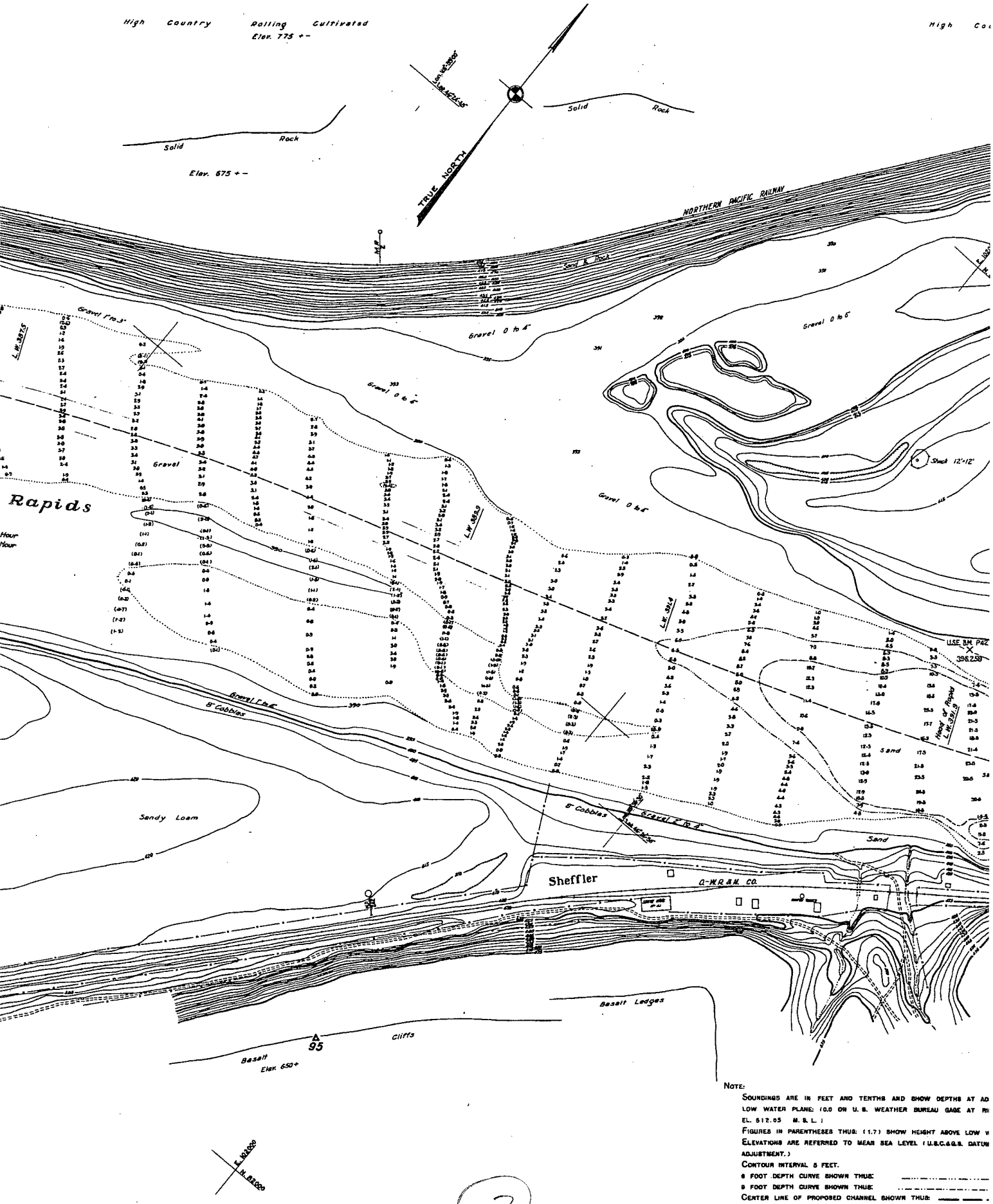
Drawn by G.B.F. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/26

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT AD
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RI
EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW W

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM
ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——————

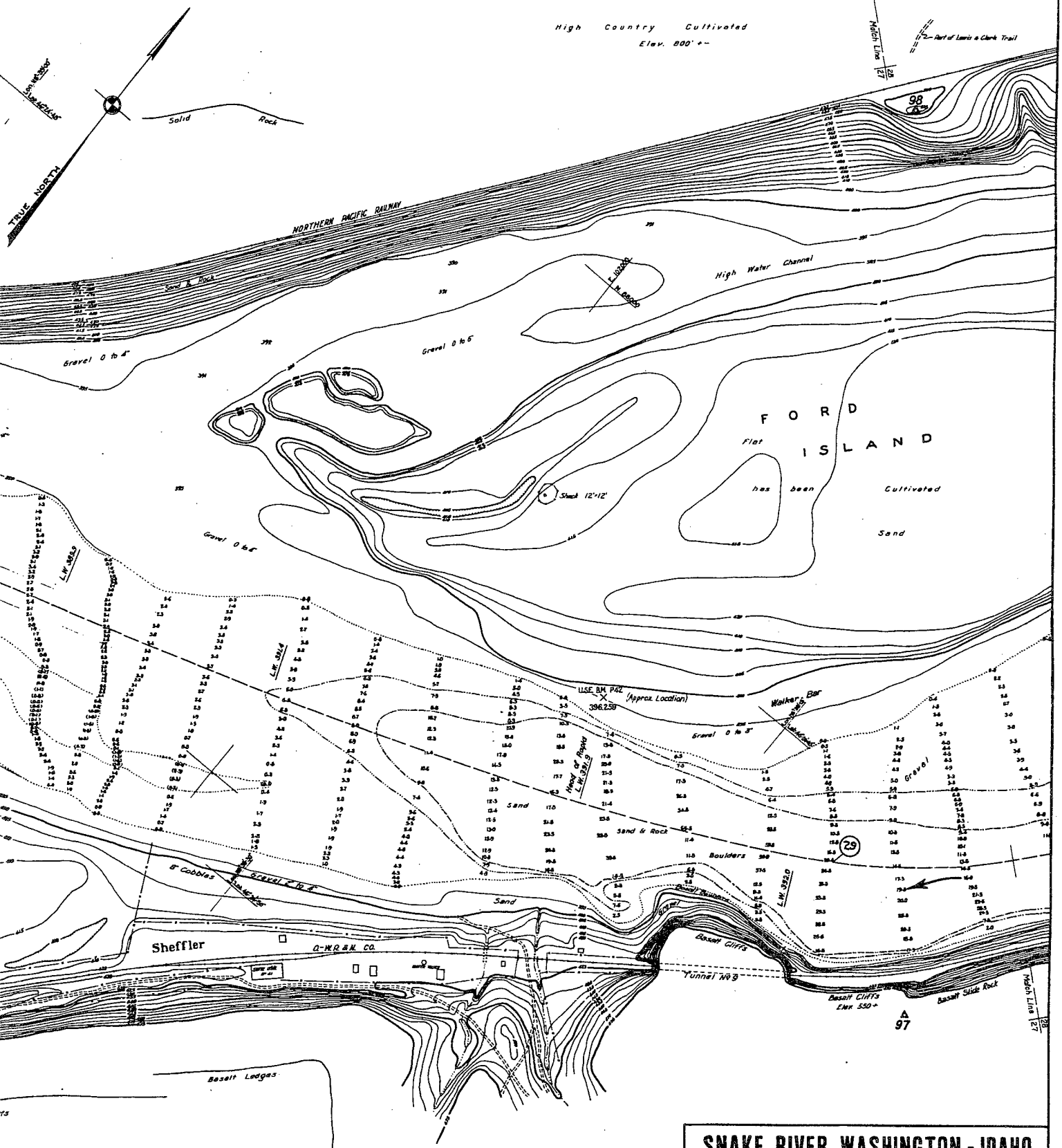
9 FOOT DEPTH CURVE SHOWN THUS: — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ·

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LI
PROPOSED CHANNEL SHOWN THUS: (28)

SN-I
H-

(2)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (28)

SN-1-4/28
H-9-2/27

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 27

100 0 200 400 800 1200 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: C. H. Williams, Major, Corps of Engineers

Drawn by R.C.B. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/27

WAR DEPARTMENT



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (17) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

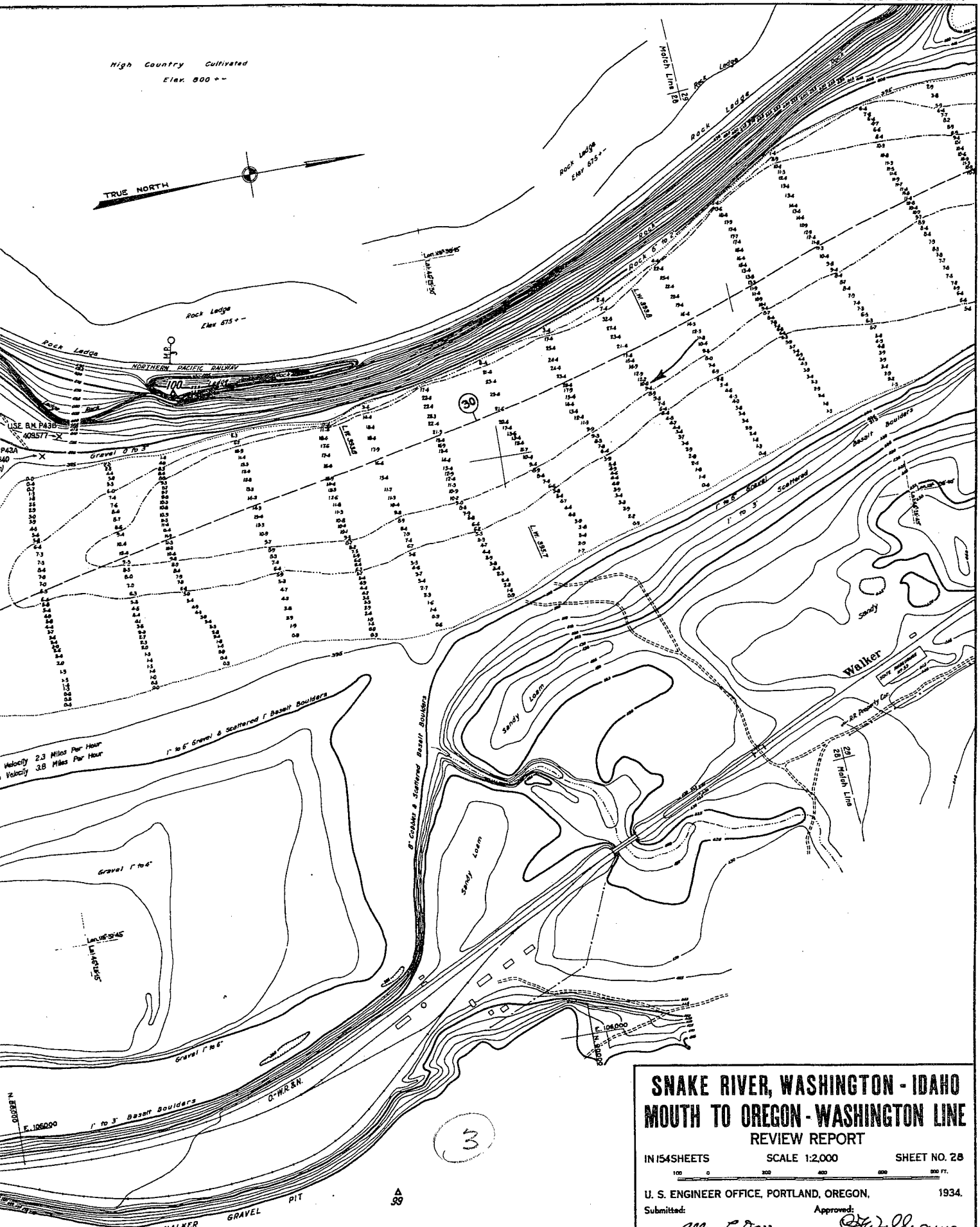
6 FOOT DEPTH CURVE SHOWN THUS:

9 FOOT DEPTH CURVE SHOWN THUS:

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (30)


High Country Cultivated
Elev. 800 +-
Part of Lewis & Clark Trail
Notch Line
TRUE NORTH
Road to Hill
High Water Channel
Rock Ledge
Elev. 675 +-
Rock Ledge
M.P.
NORTHERN PACIFIC RAILWAY
Rock
Rock
USE BM P436
409577
USE BM P43A
398340
(Approx Location)
Gravel 0 to 3"
Gravel 0 to 6"
I S L A N D
L.W. 395.5
L.W. 395.6
Gravel
Gravel 1" to 6"
Average Velocity 2.3 Miles Per Hour
Maximum Velocity 3.8 Miles Per Hour
1" to 6" Gravel & Scattered 1' Basalt Boulders
8" Cobbles & Scattered Basalt Boulders
Gravel 1" to 4"
Lat. 46°15'45"
Sandy Loam
Sand
Basalt Boulder Shore
Basalt Cliffs
Elev. 600 +-
N. 830000
E. 1065000
1' to 3' Basalt Boulders
O.-W.R.&N.
WALKER GRAVEL PIT
99



SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 28

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: H. Williams, Major, Corps of Engineers

Drawn by R.C.B. R.G.Y.

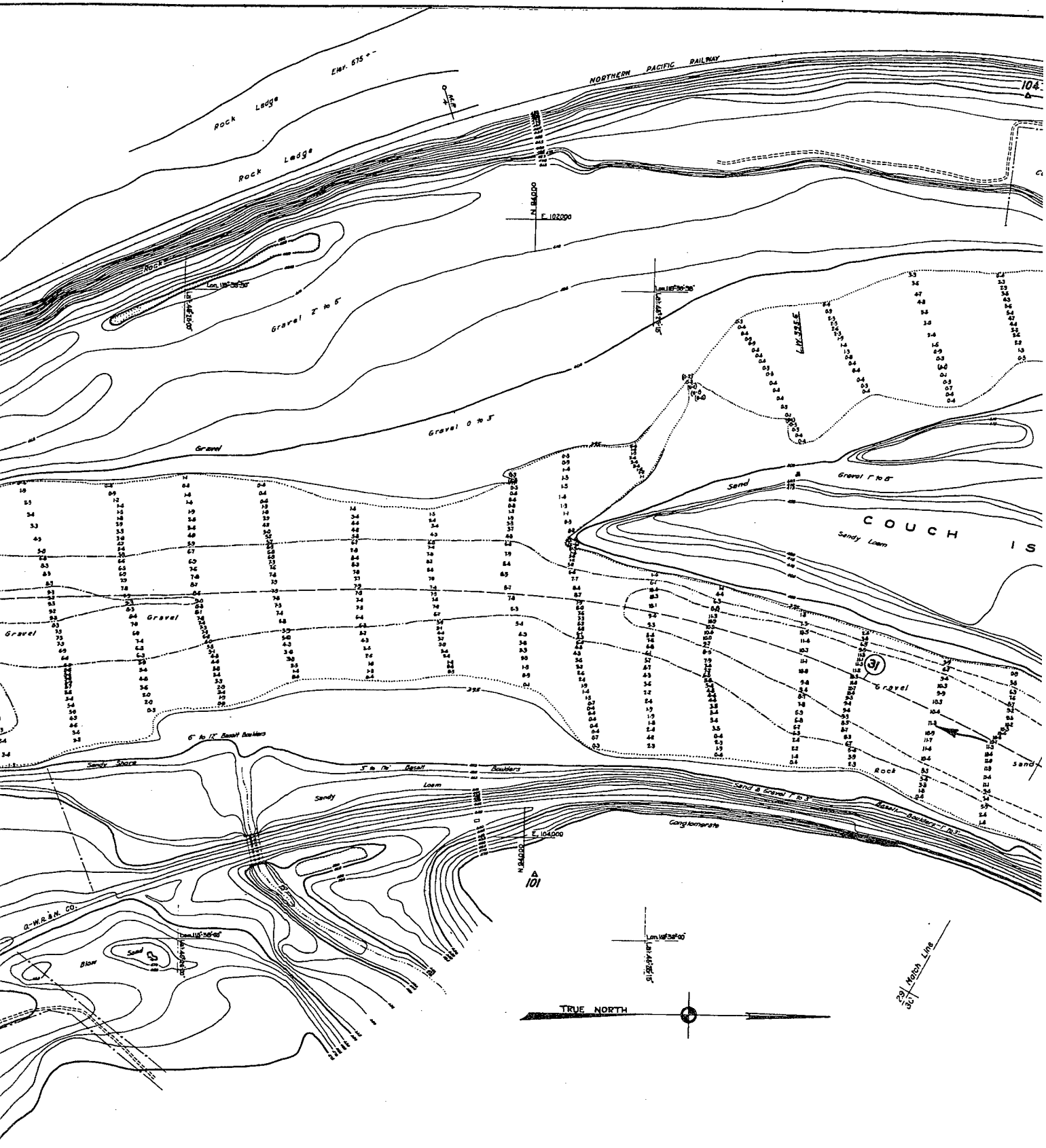
Transmitted with report dated June 10, 1935.

SN-I-4/29
H-9-2/28

SN-I-12/28

WAR DEPARTMENT





Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, el. 812.05 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

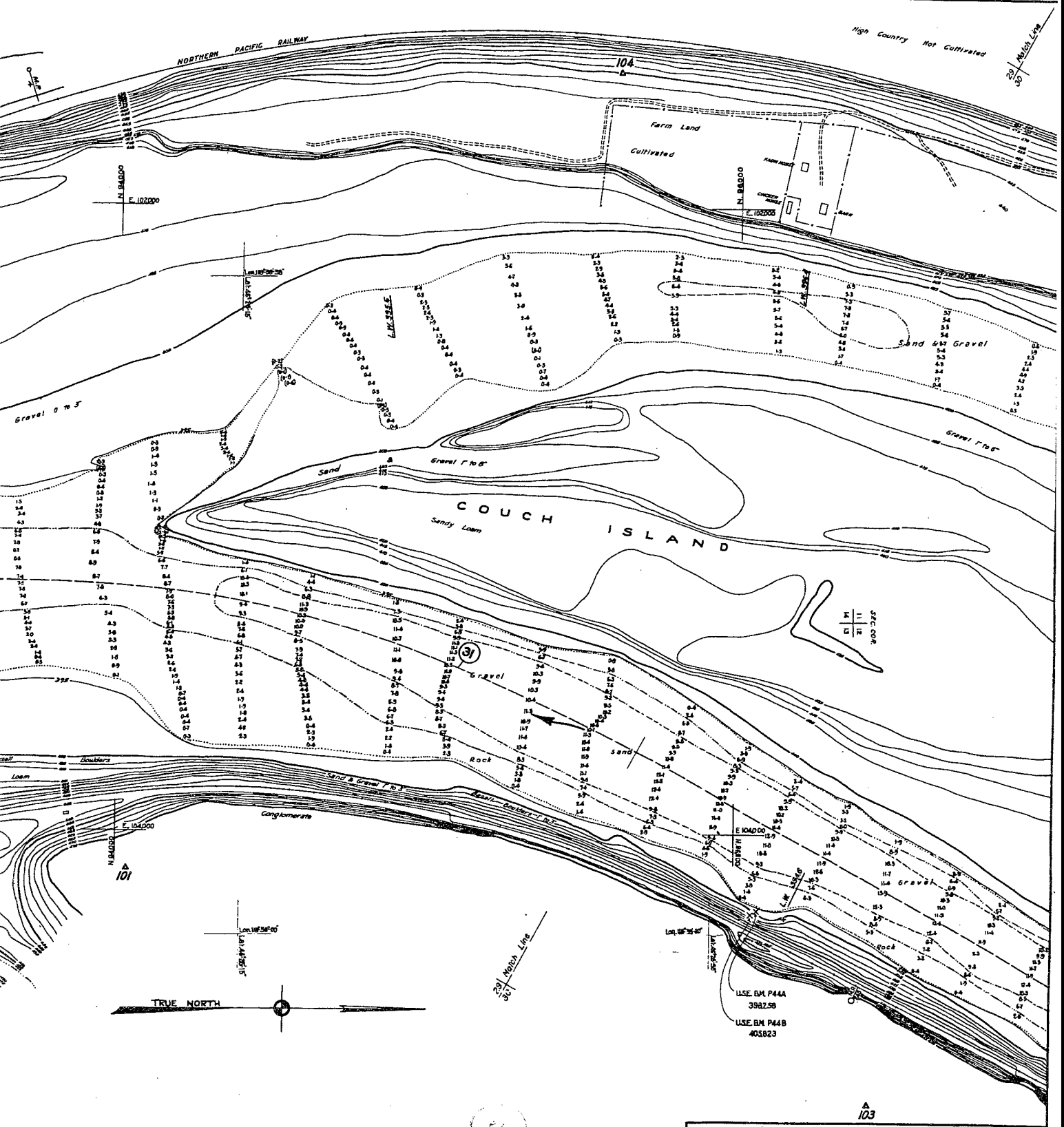
6 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: ——··——··——

Center line of proposed channel shown thus: —— —— ——

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (33)

SN-1-4/
H-8-



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (33)

SN-1-4/30
H-9-2/29

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 29

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

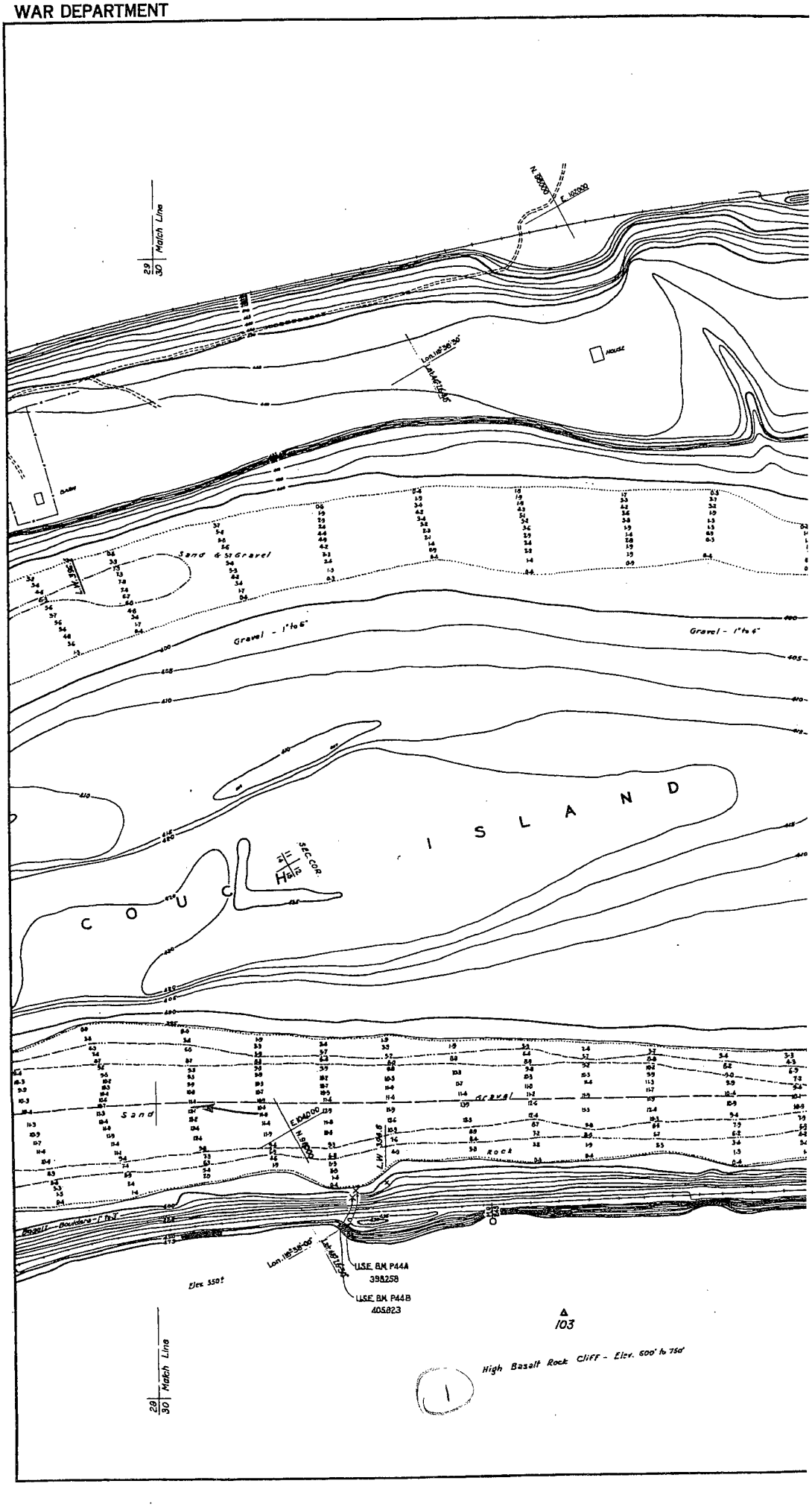
Approved: [illegible], Major, Corps of Engineers

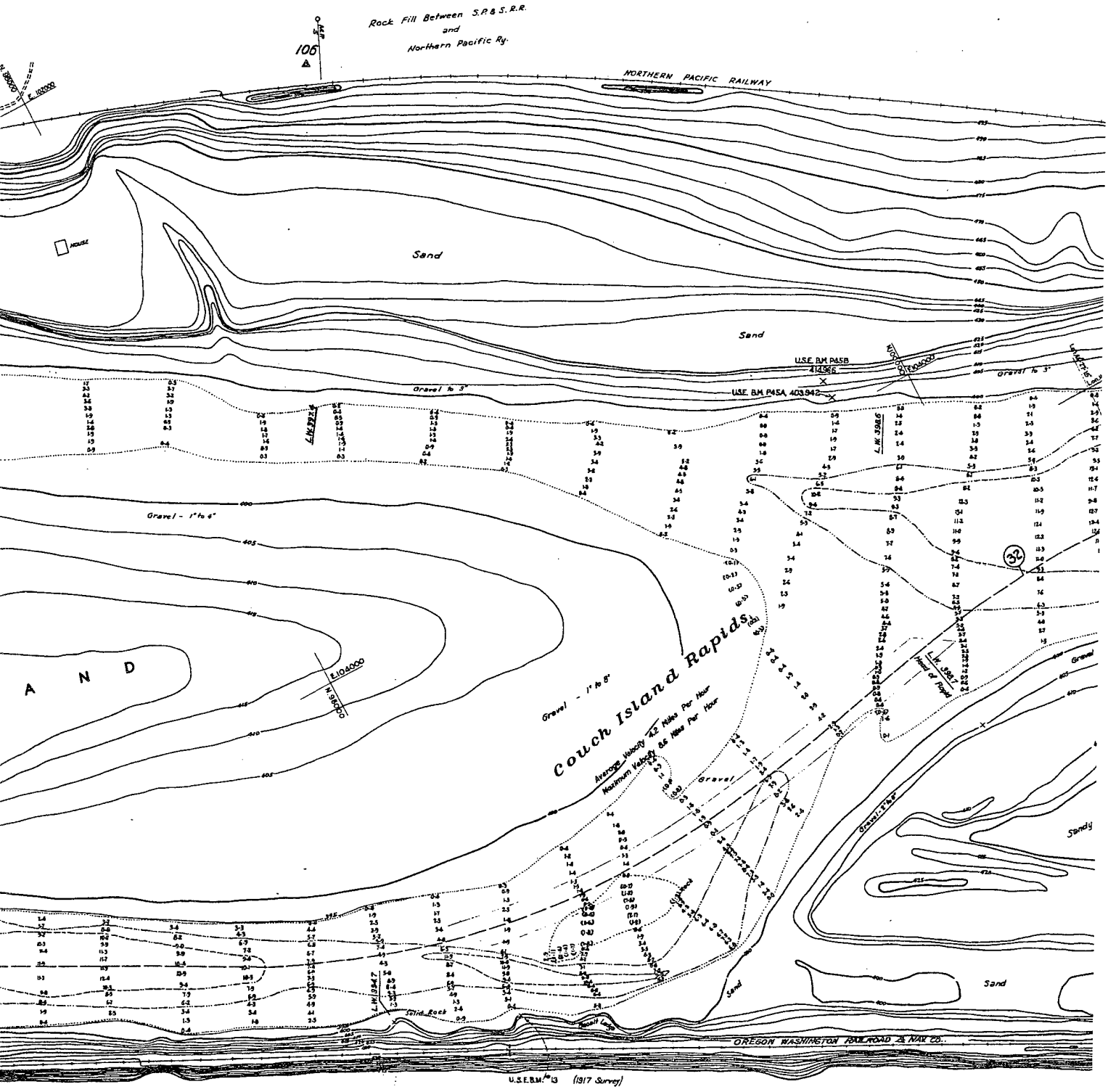
Drawn by R.C.B. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/29

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U. ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——.——.——

9 FOOT DEPTH CURVE SHOWN THUS: ——— ———

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED

PROPOSED CHANNEL SHOWN THUS: (32)



(3)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE; (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 8 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

8 FOOT DEPTH CURVE SHOWN THUS: - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (32)

SN-1-4/31
H-9-2/30

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 30

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allan L. Darr, Associate Engineer

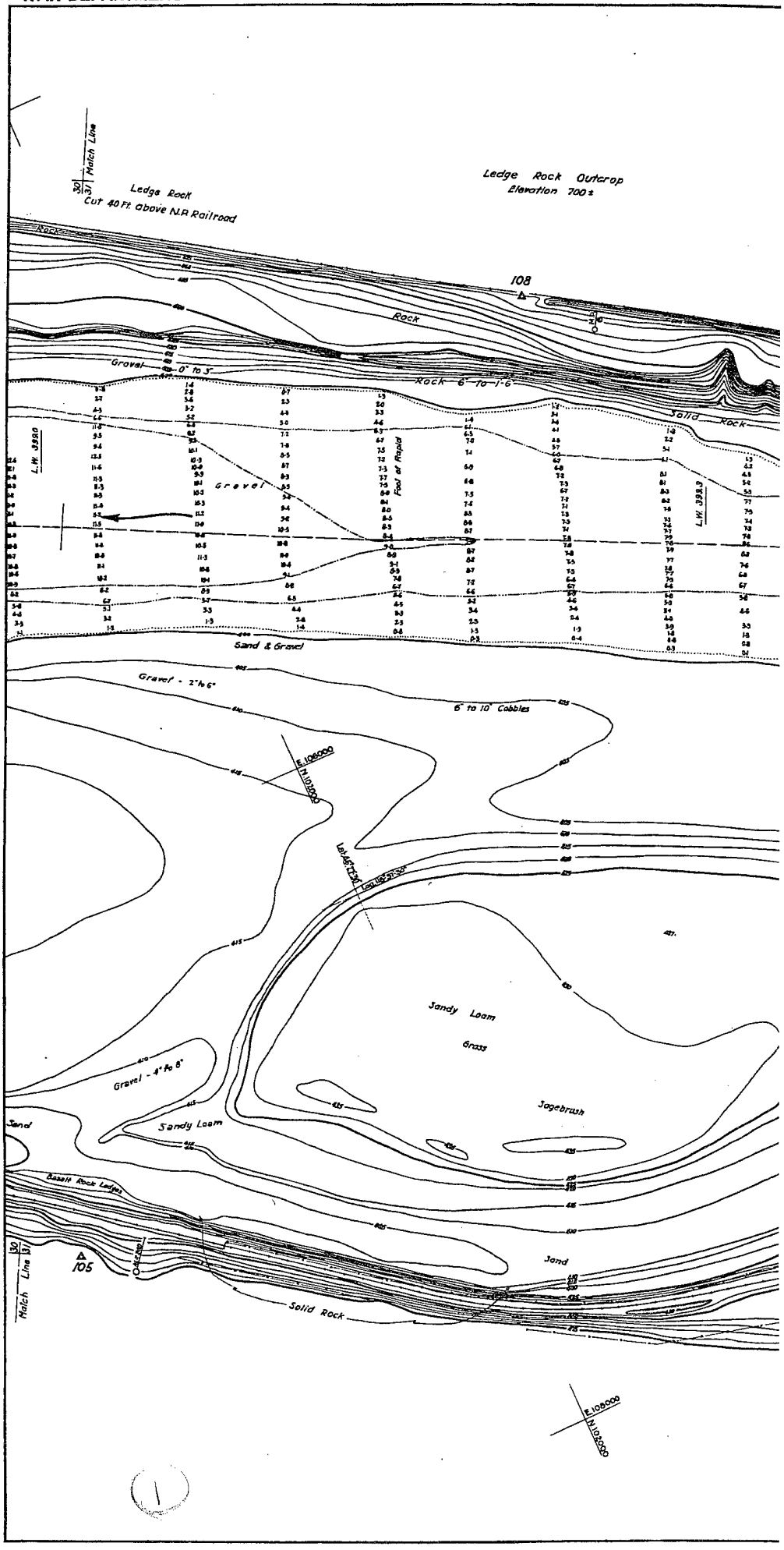
Approved: [signature], Major, Corps of Engineers

Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/30

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND LOW WATER PLANE: (0.0 ON U. S. WEATHER EL. 512.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW ELEVATIONS ARE REFERRED TO MEAN SEA LE ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: —

9 FOOT DEPTH CURVE SHOWN THUS: ...

CENTER LINE OF PROPOSED CHANNEL SHOWN

DISTANCE IN MILES FROM MOUTH OF RIVER ON PROPOSED CHANNEL SHOWN THUS: (33)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (33)

SN-1-4/32
H-9-2/31

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS | SCALE 1:2,000 | SHEET NO. 31

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

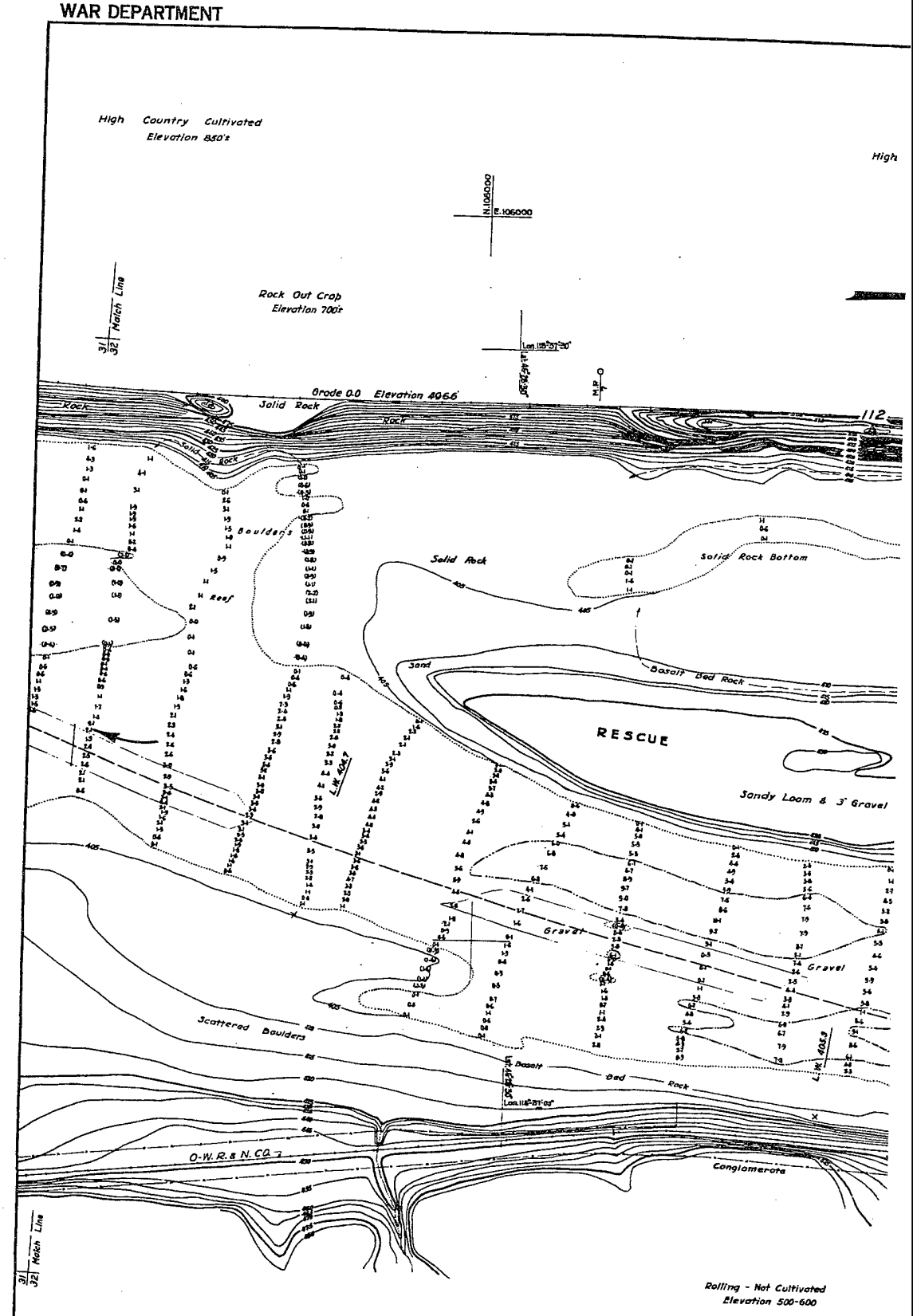
Approved: C. H. Williams, Major, Corps of Engineers

Drawn by G.B.F. R.C.Y.

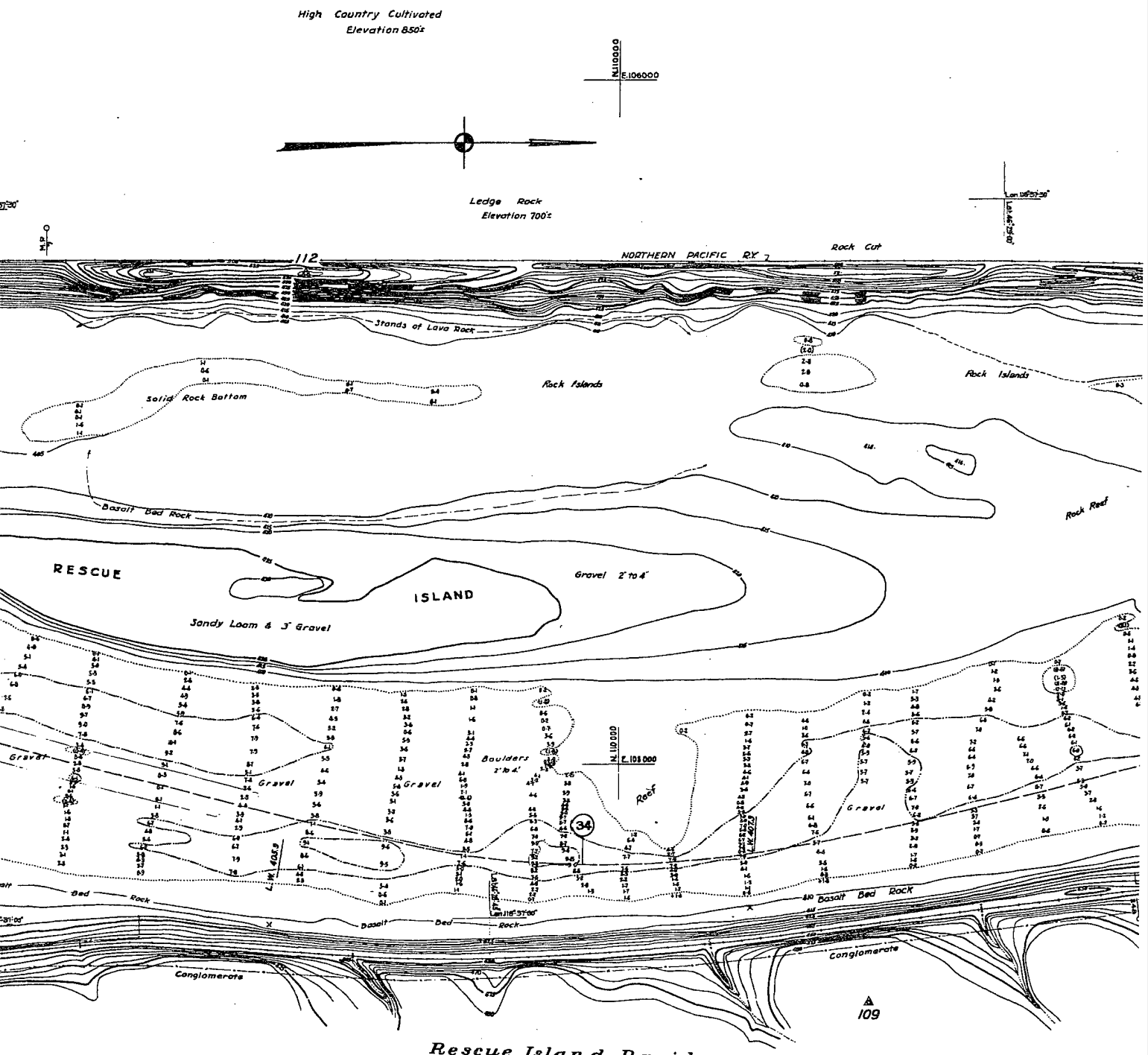
Transmitted with report dated June 10, 1935.

SN-1-12/31

WAR DEPARTMENT



1



Rescue Island Rapids

Rolling - Not Cultivated
Elevation 500-600

Average Velocity 4.4 Miles Per Hour
Maximum Velocity 5.9 Miles Per Hour

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAU EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABO

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G ADJUSTMENT.)

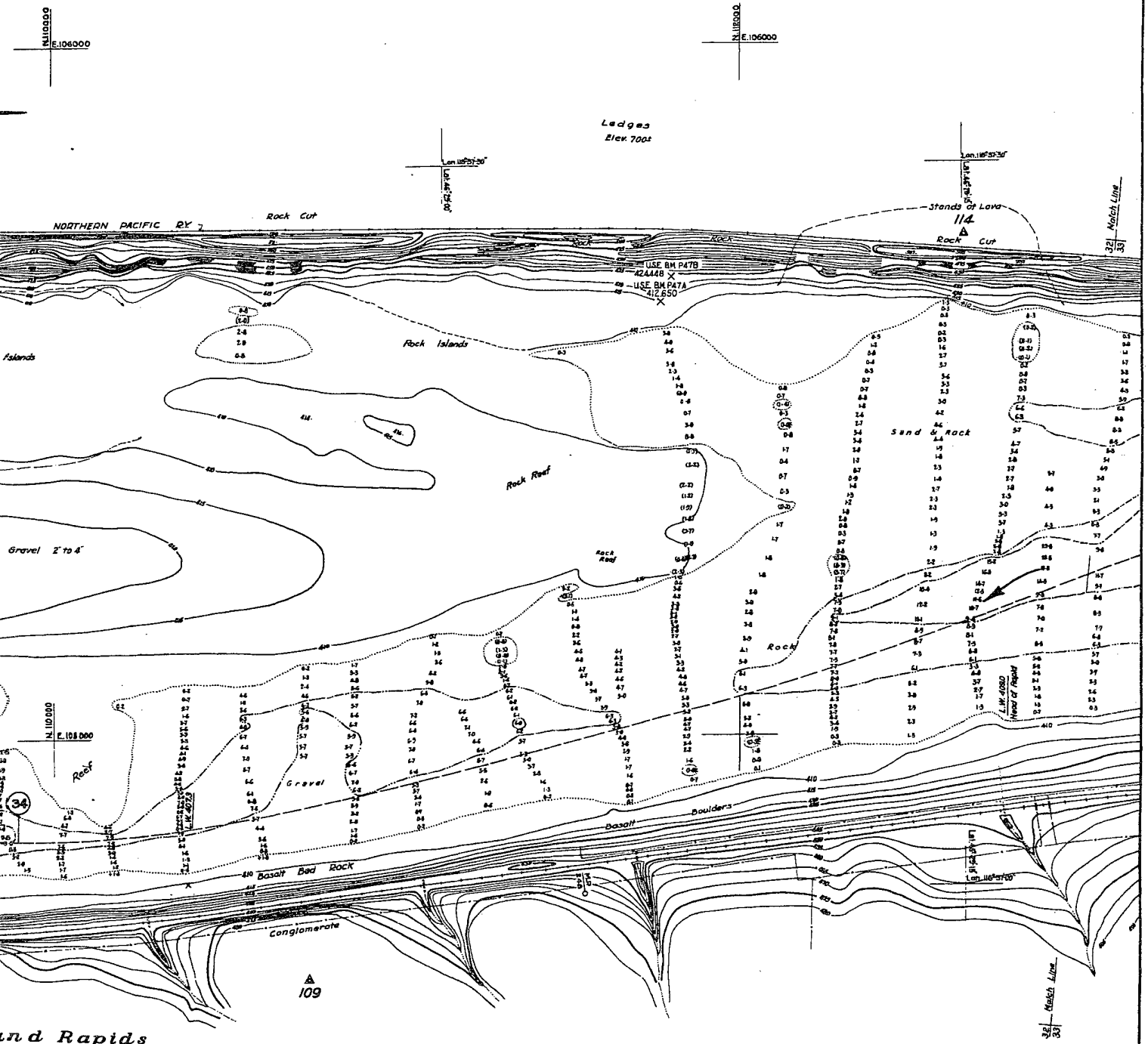
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON PROPOSED CHANNEL SHOWN THUS: (34)



nd Rapids

Miles Per Hour
Miles Per Hour

3

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (34)

SN-1-4/33
H-9-2/32

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 32

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: H. C. Williams, Major, Corps of Engineers

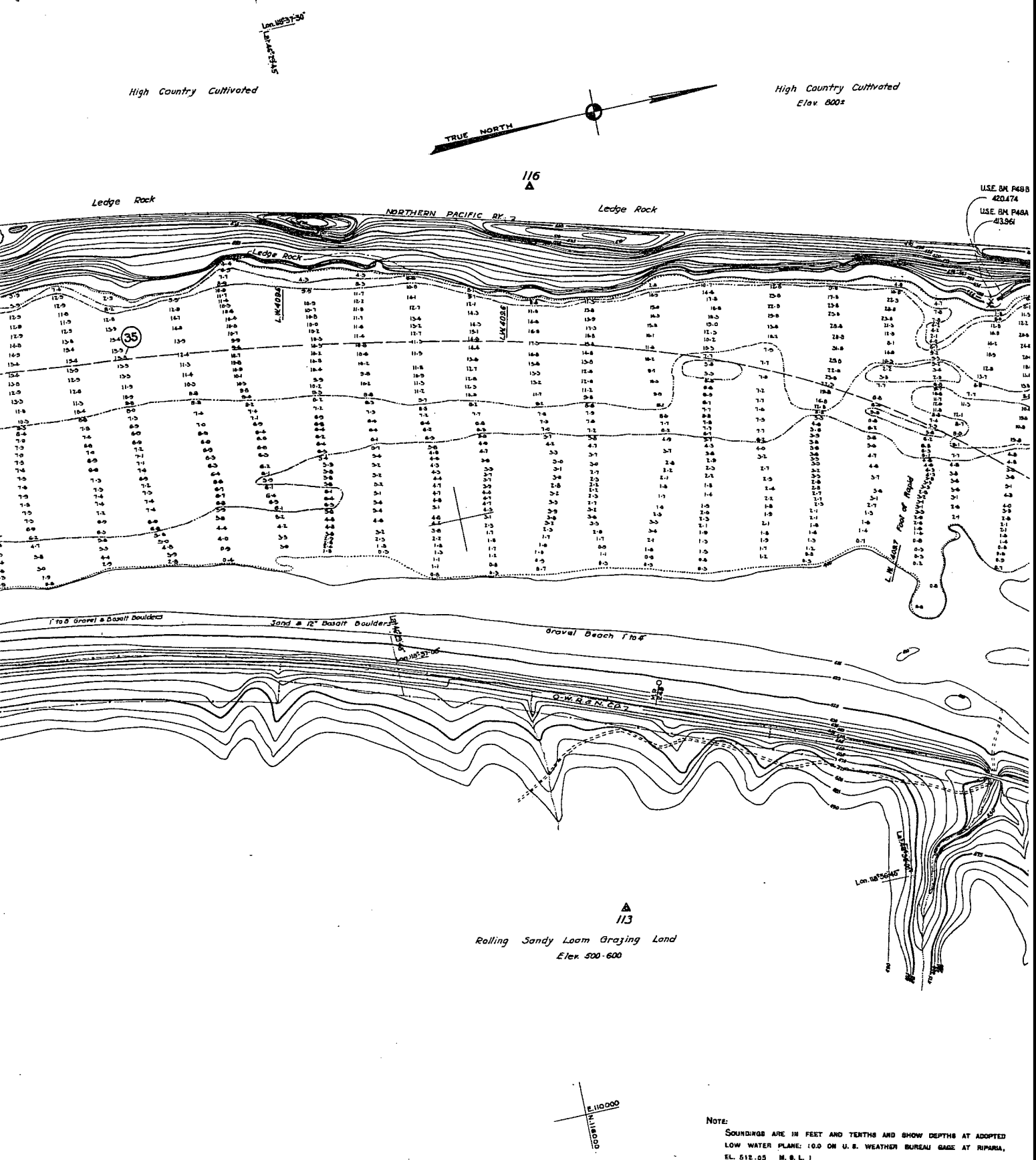
Drawn by G.B.E. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/32

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

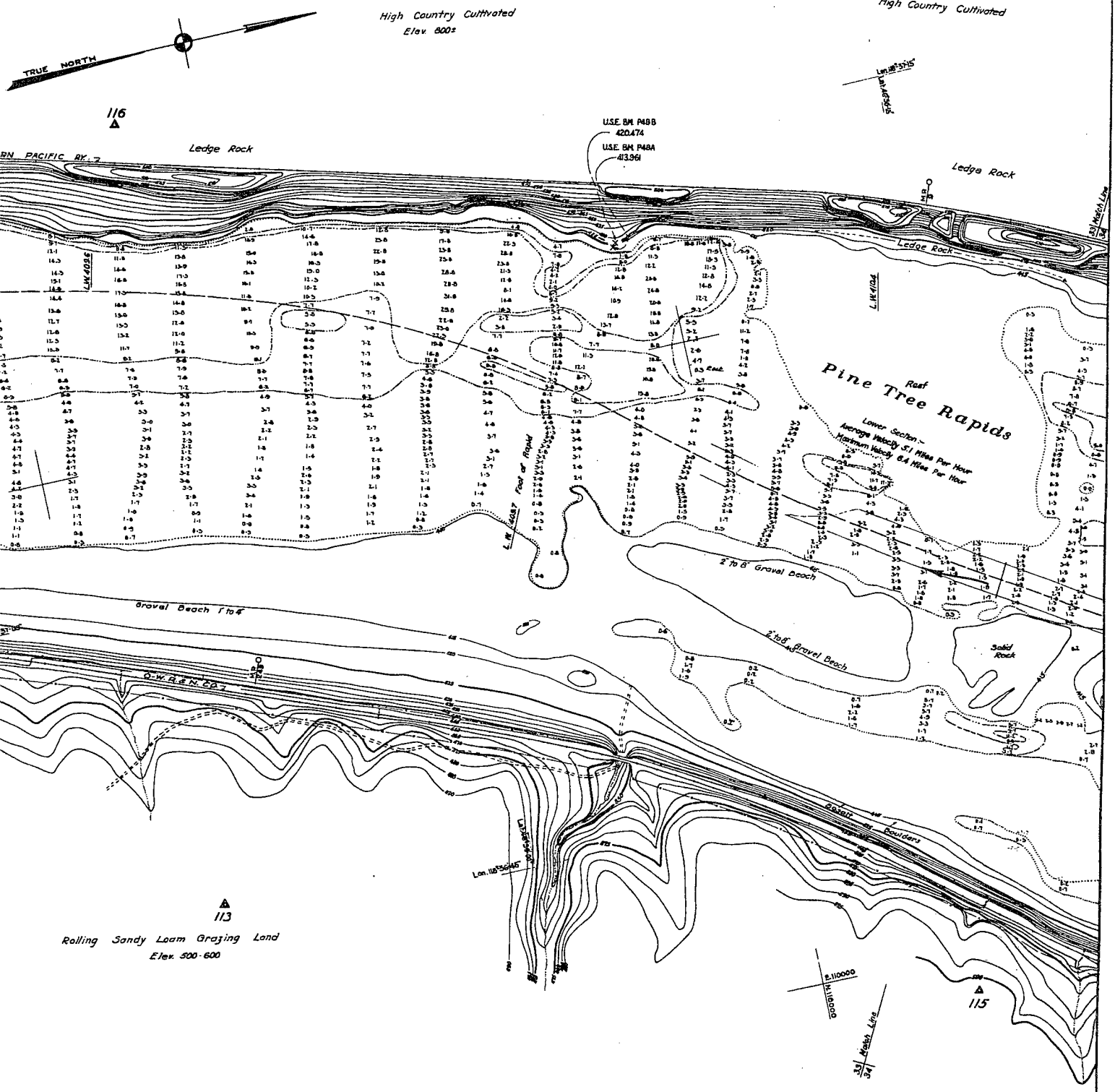
9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (35)

(2)

SN-1-
H-9-;



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE; (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— — ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (35)

SN-1-4/34
H-9-2/33

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 33

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

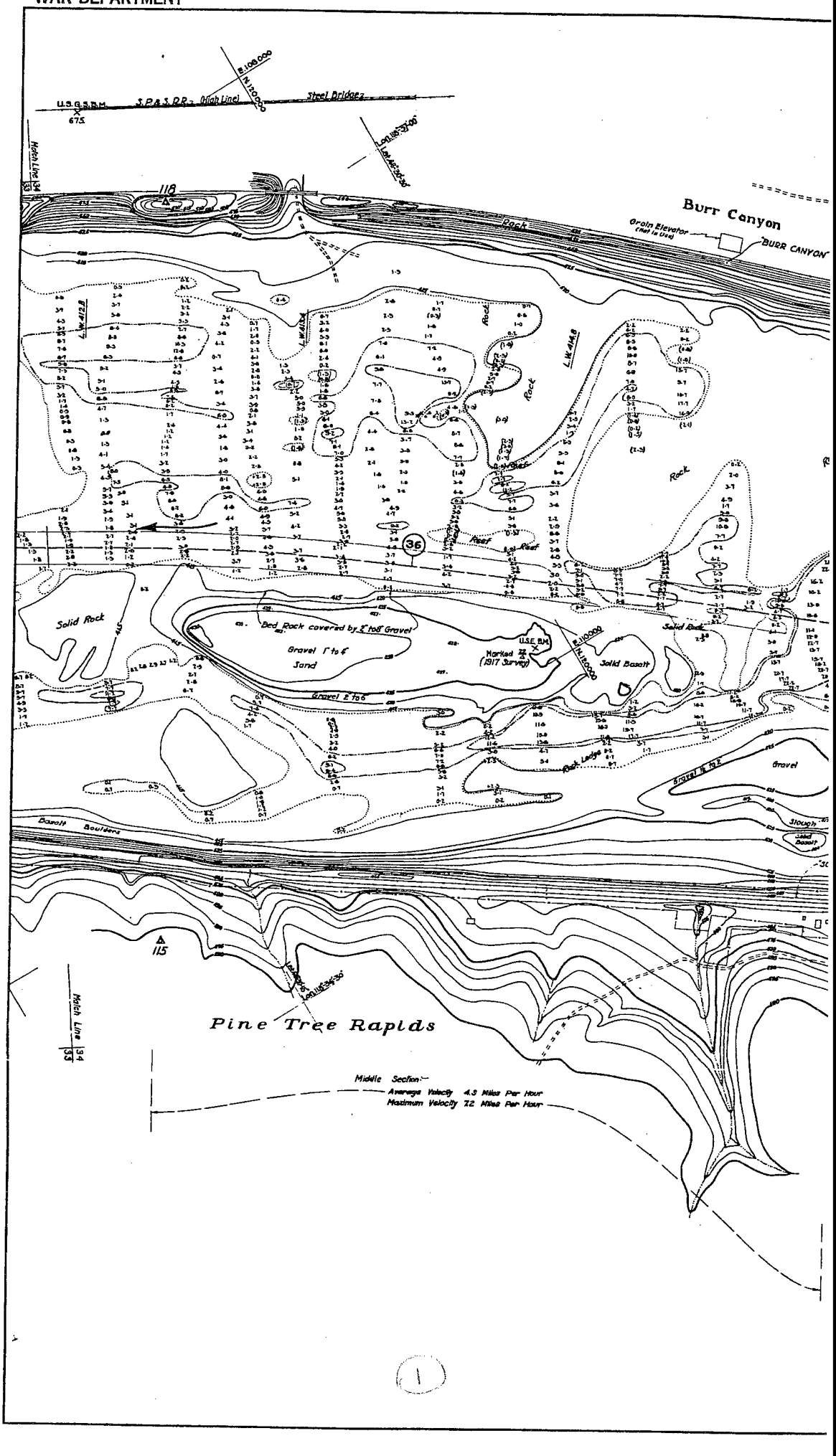
Approved: [signature], Major, Corps of Engineers

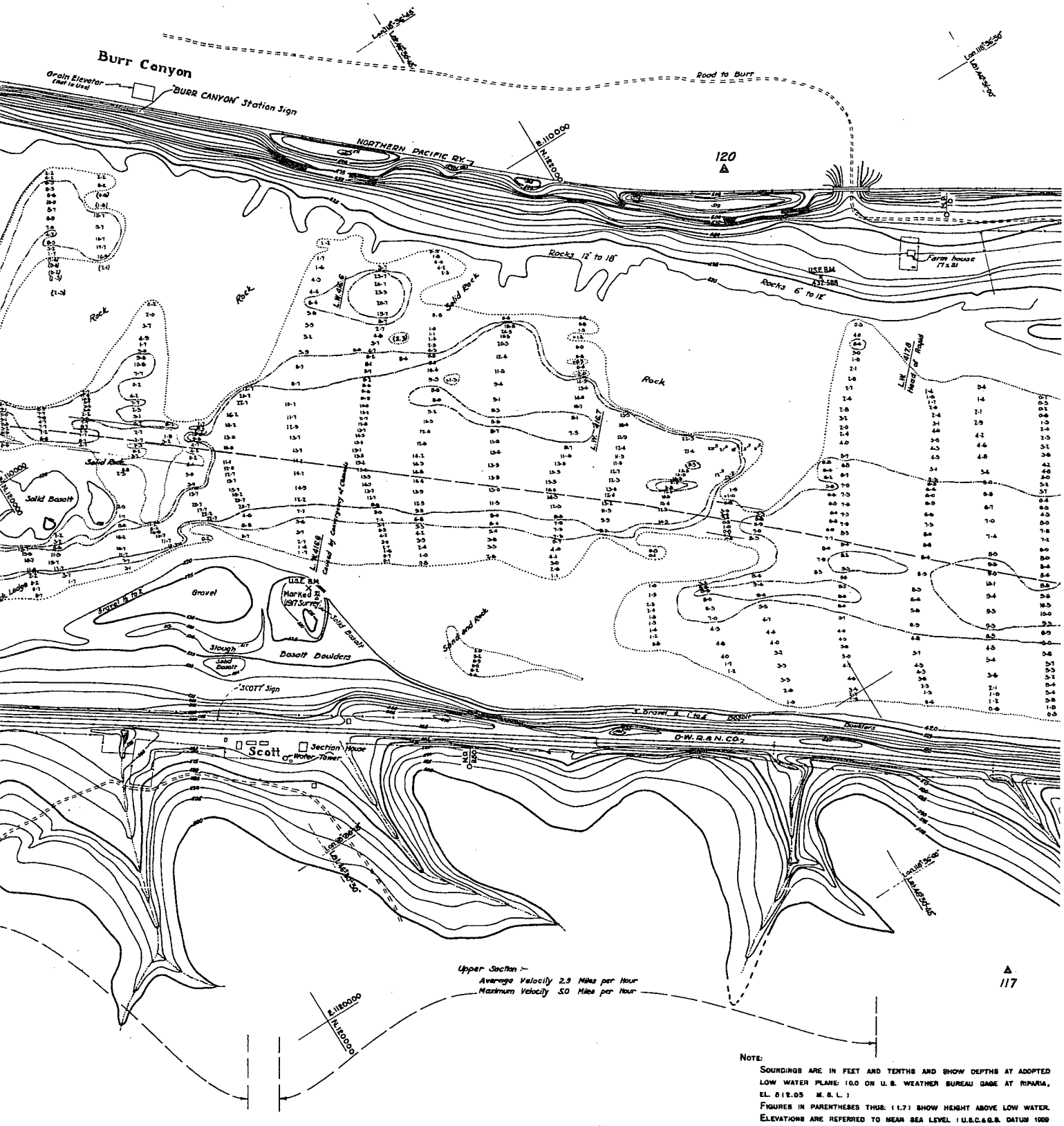
Drawn by G.B.F. N.G.E.

Transmitted with report dated June 10, 1935.

SN-1-12/33

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

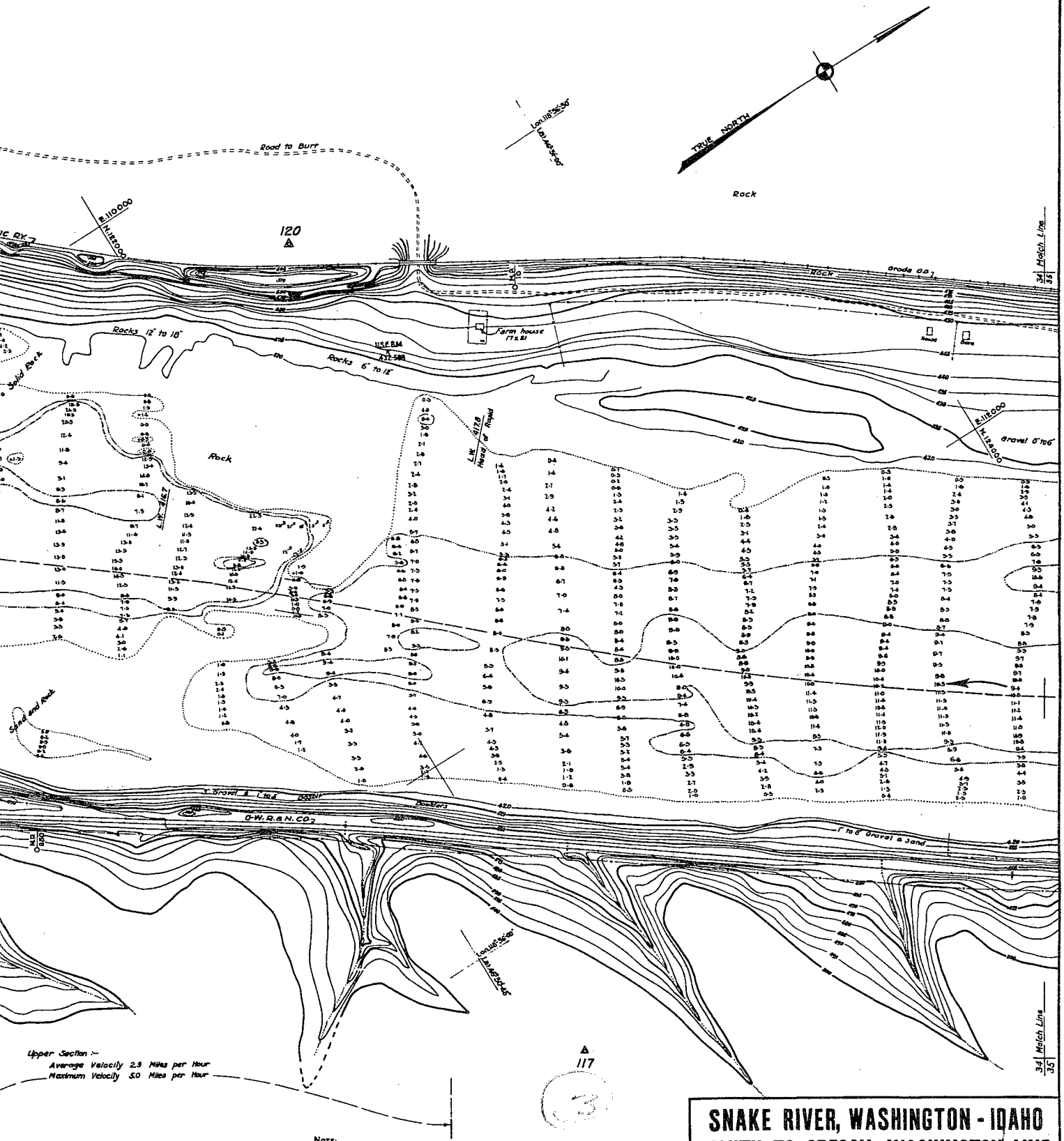
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (36)

SN-1-
H-9-



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (36)

SN-1-4/35
H-9-2/34

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 34

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

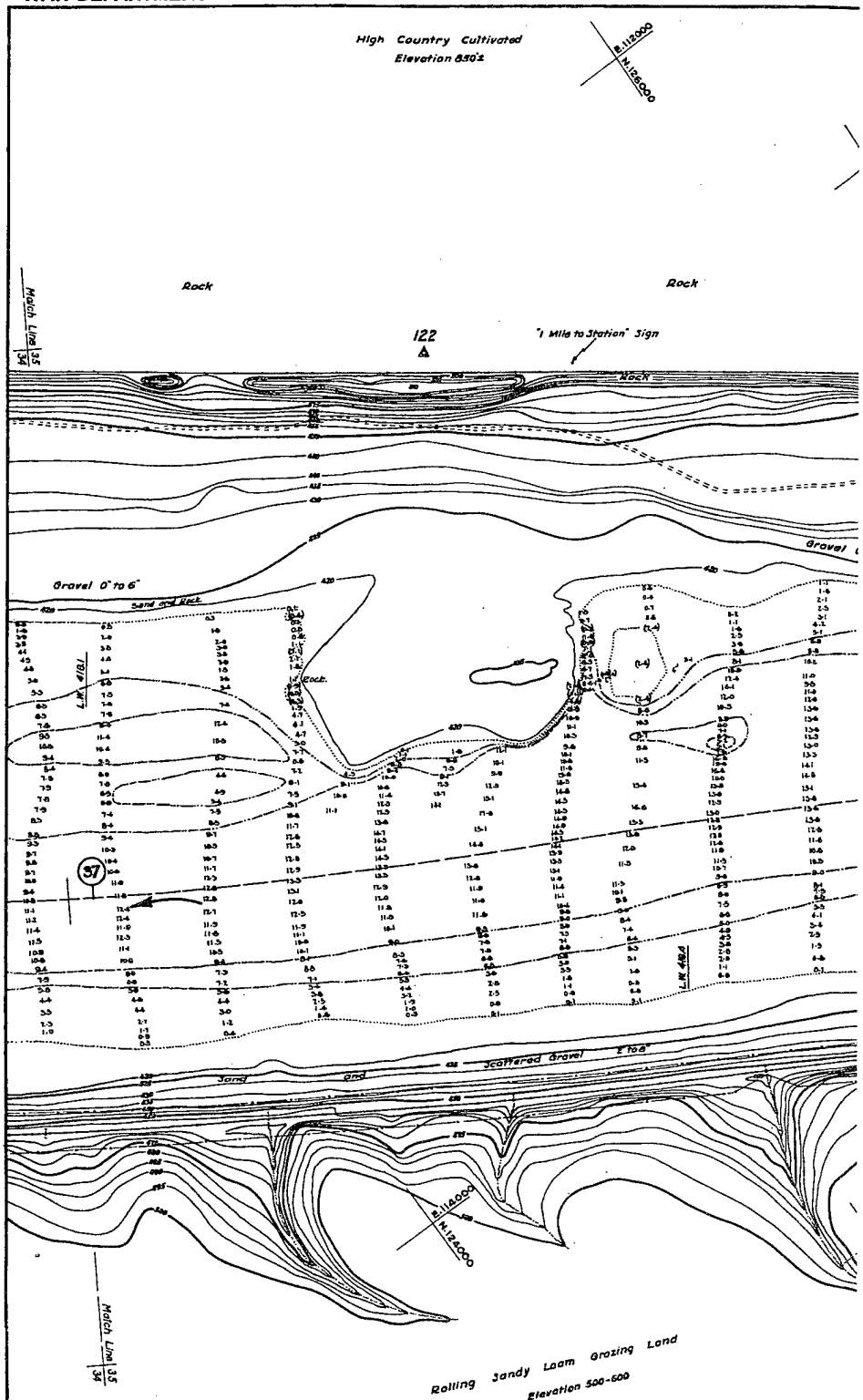
Approved: D. Williams, Major, Corps of Engineers

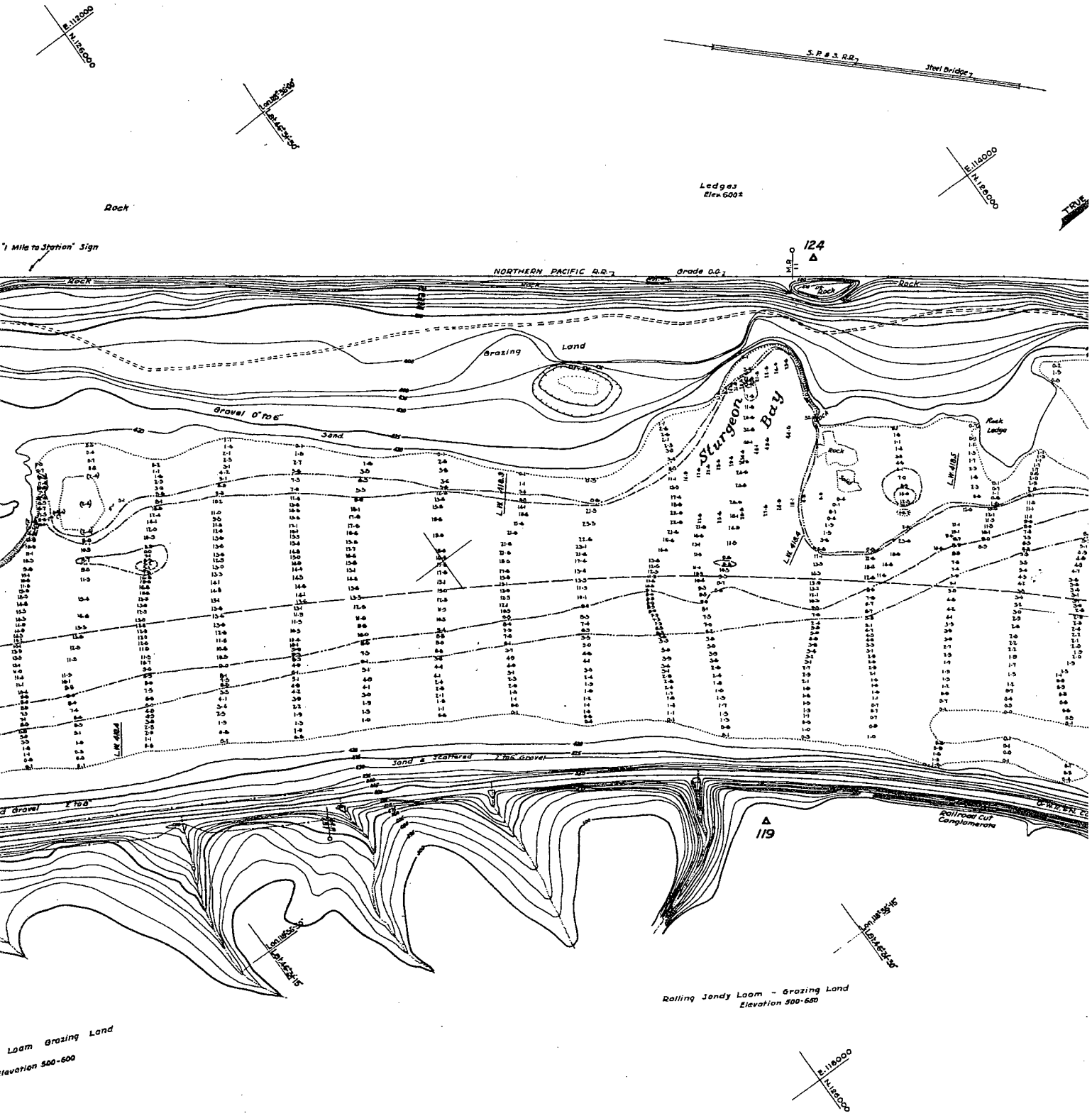
Drawn by G.B.E N.G.F

Transmitted with report dated June 10, 1935

SN-1-12/34

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND LOW WATER PLANE: (0.0 ON U. S. WEATHER EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW

ELEVATIONS ARE REFERRED TO MEAN SEA LEV ADJUSTMENT.)

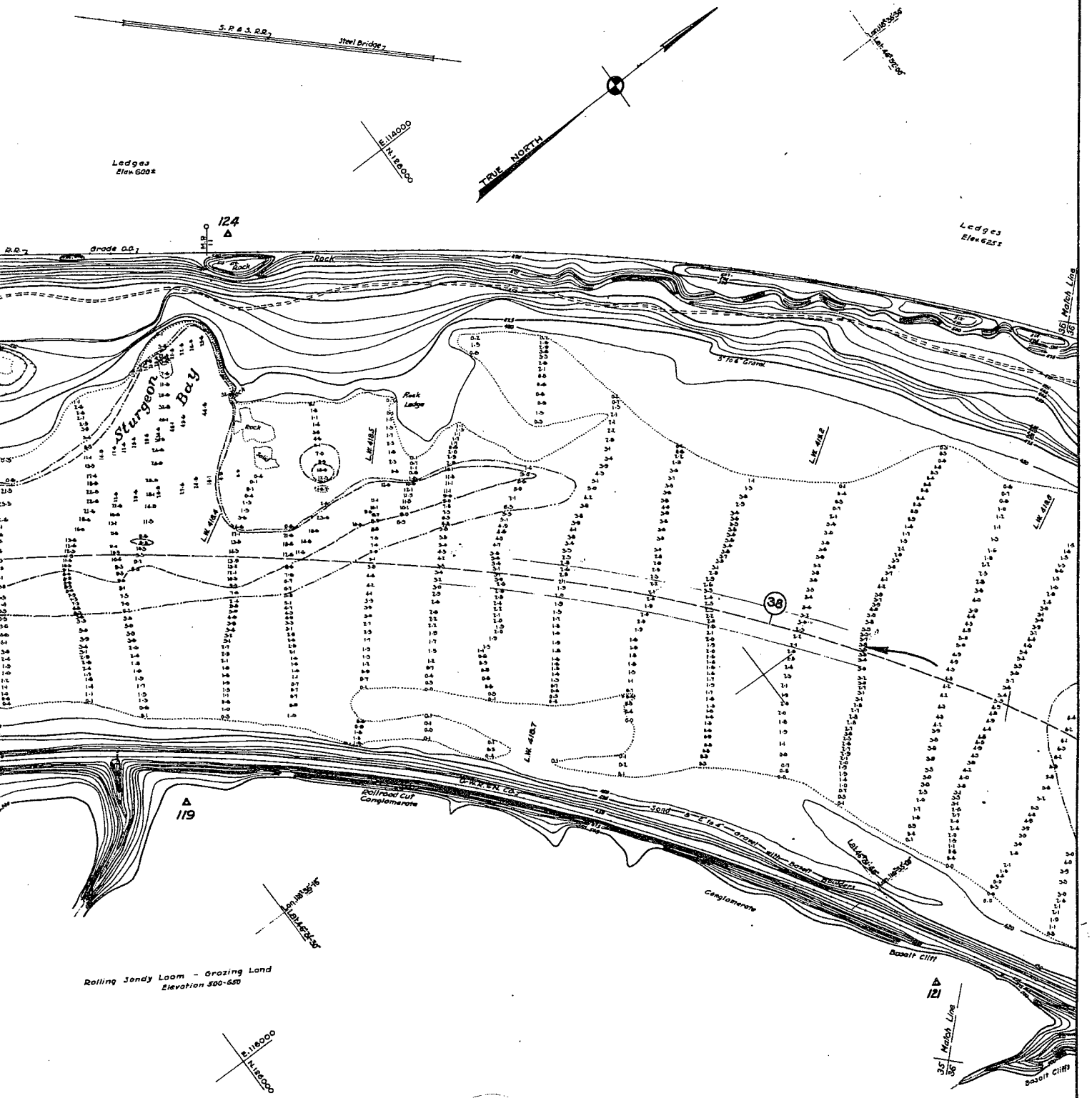
CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: —

9 FOOT DEPTH CURVE SHOWN THUS: - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN

DISTANCE IN MILES FROM MOUTH OF RIVER ON PROPOSED CHANNEL SHOWN THUS: (38)



3

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (38)

SN-1-4/36
H-9-2/35

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 35

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

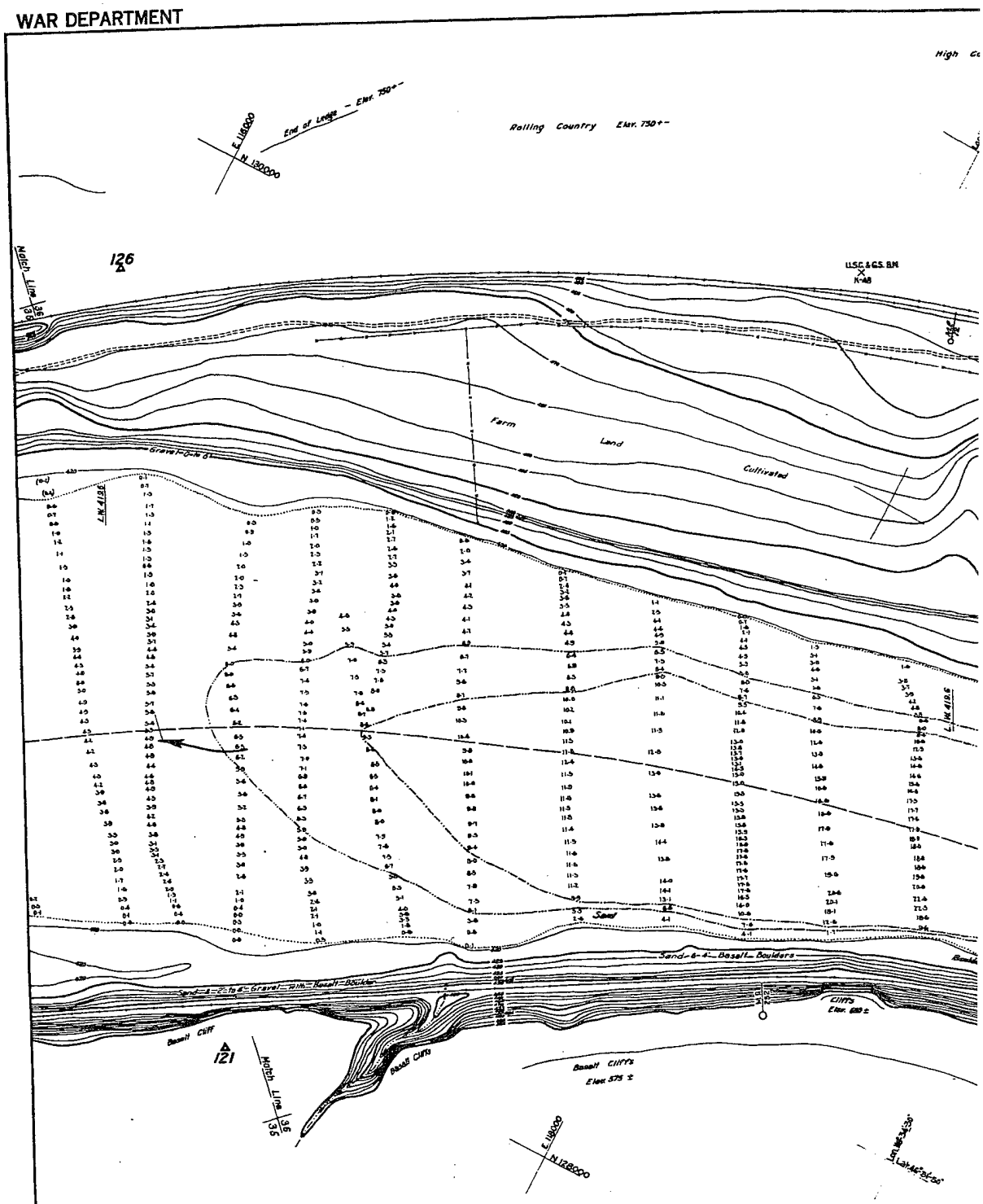
Approved: H. Williams, Major, Corps of Engineers

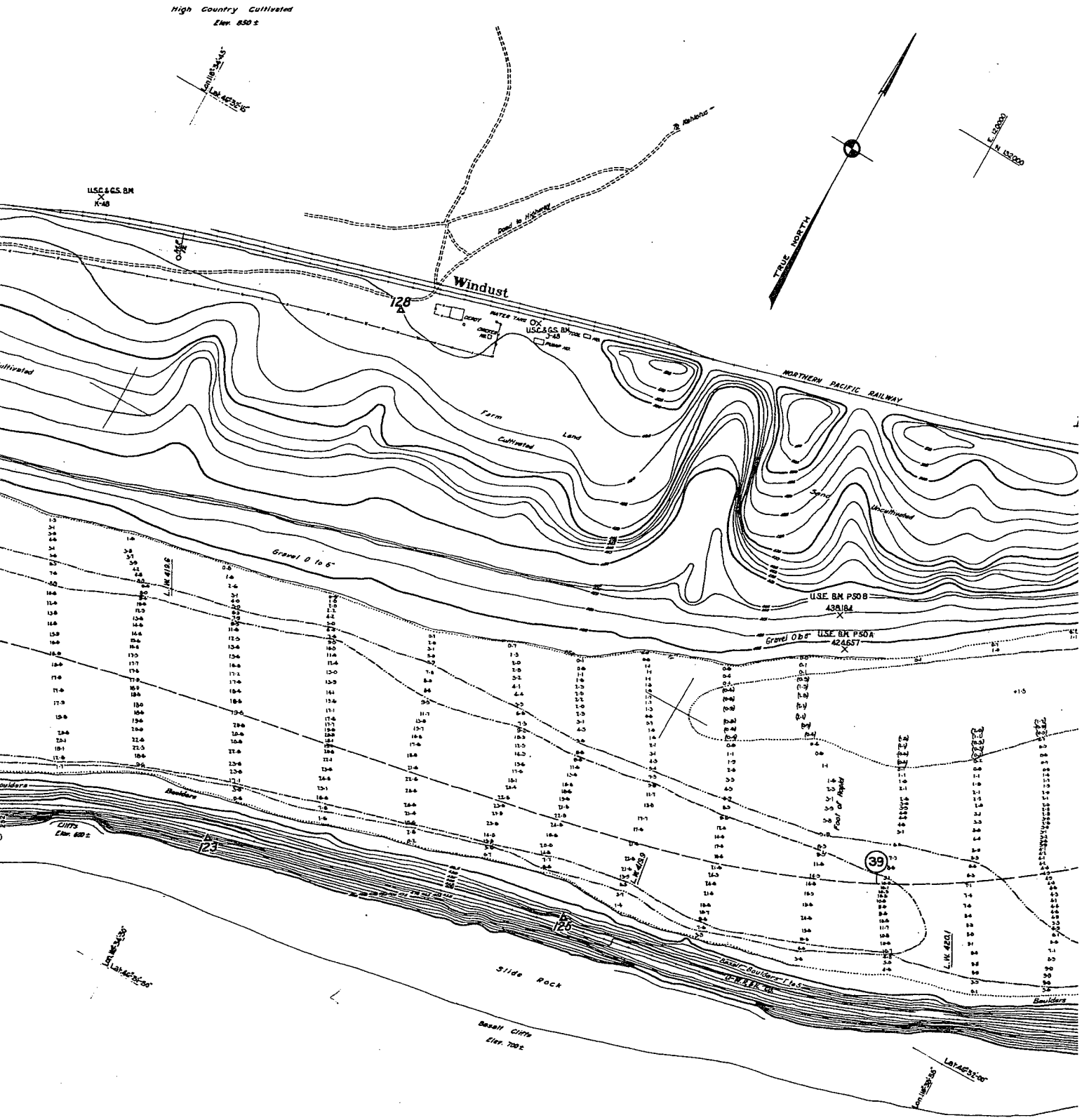
Drawn by G.B.E. H.G.F.

Transmitted with report dated June 10, 1935

SN-1-12/35

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

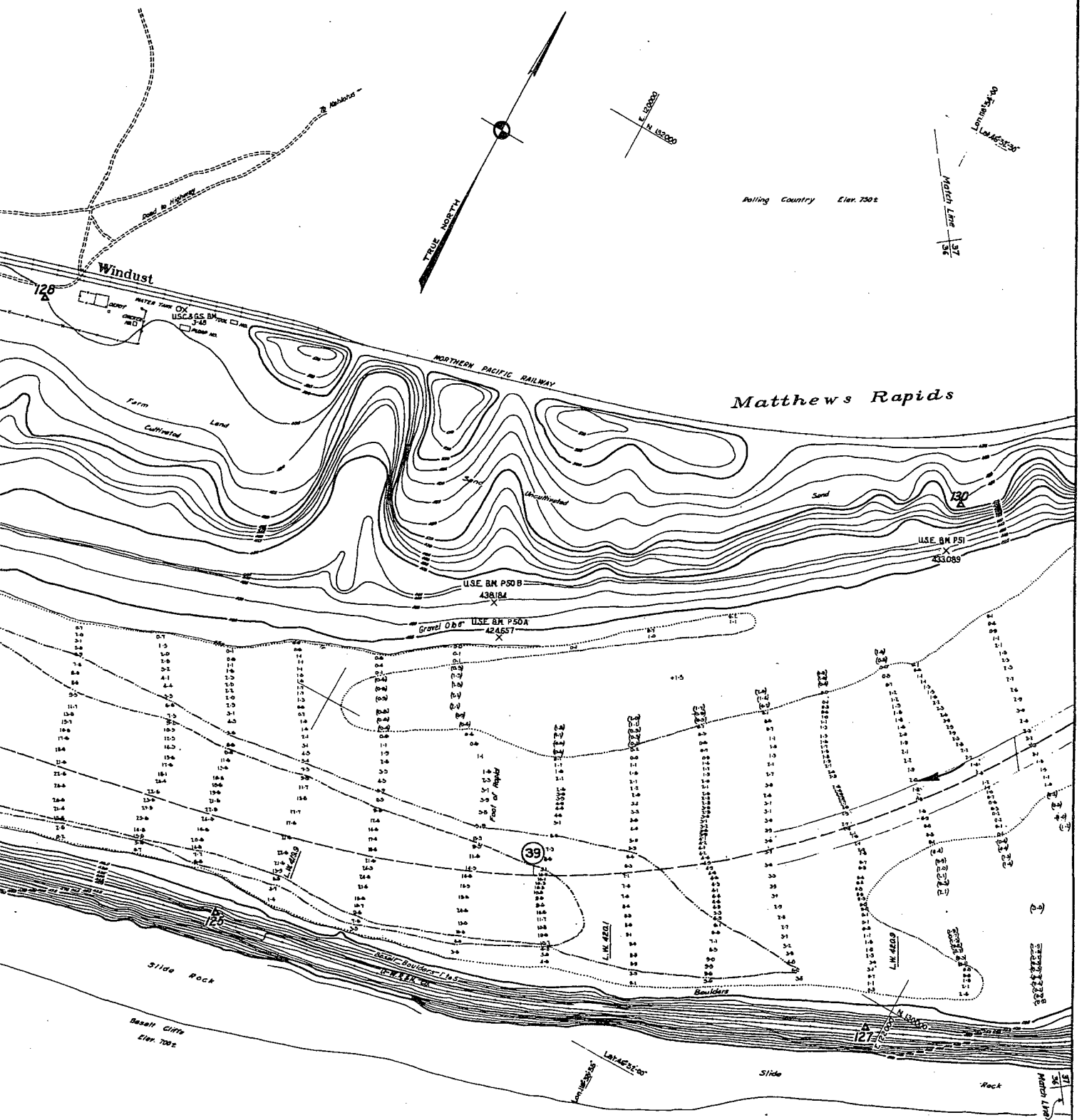
9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: — — —

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (39)

SN-1-4/37
H-9-2/38

SN
MOU
IN154 S
U. S. E
Submitte
Drawn by



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (39)

SN-1-4/37
H-9-2/36

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 36

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dorr, Associate Engineer

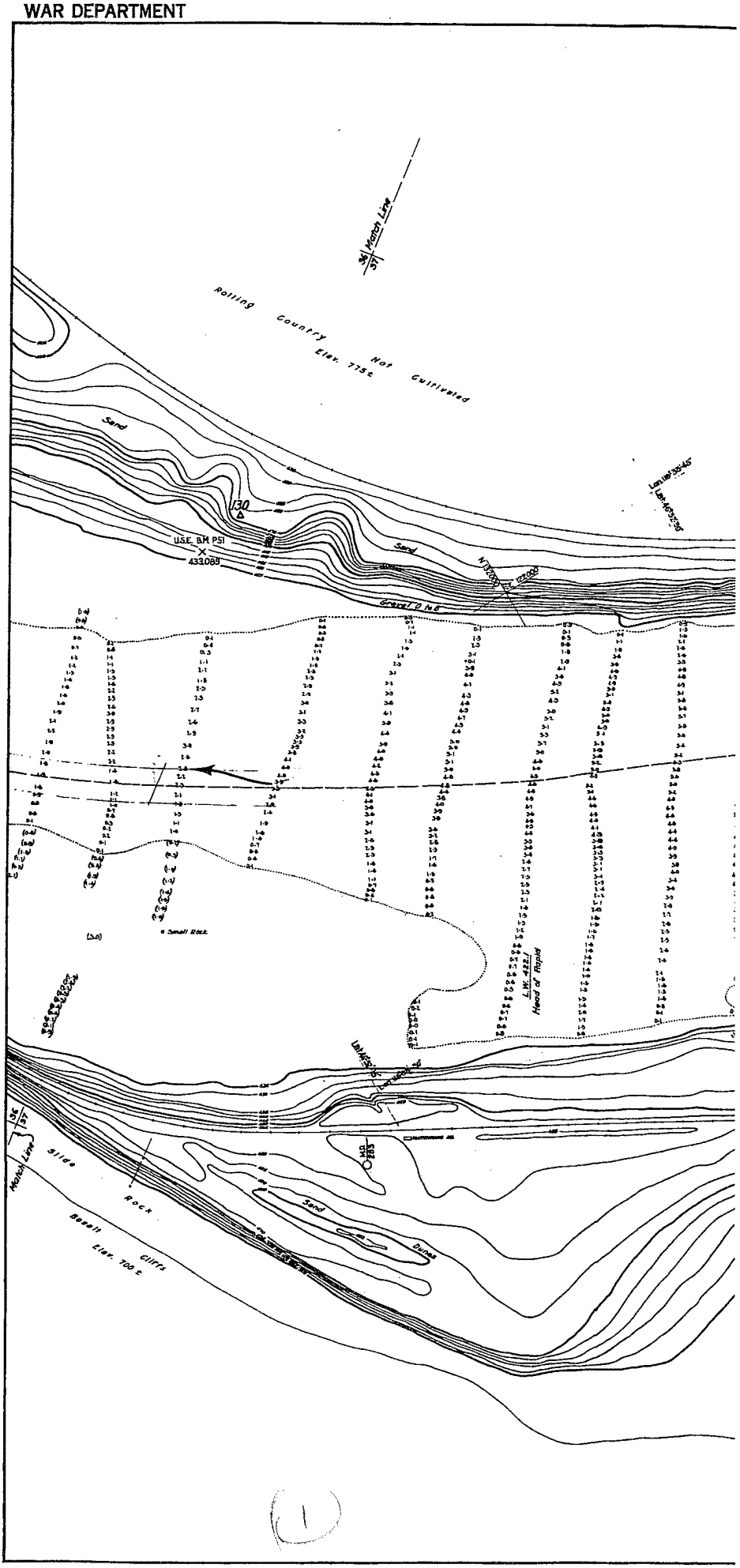
Approved: Chas. D. Williams, Major, Corps of Engineers

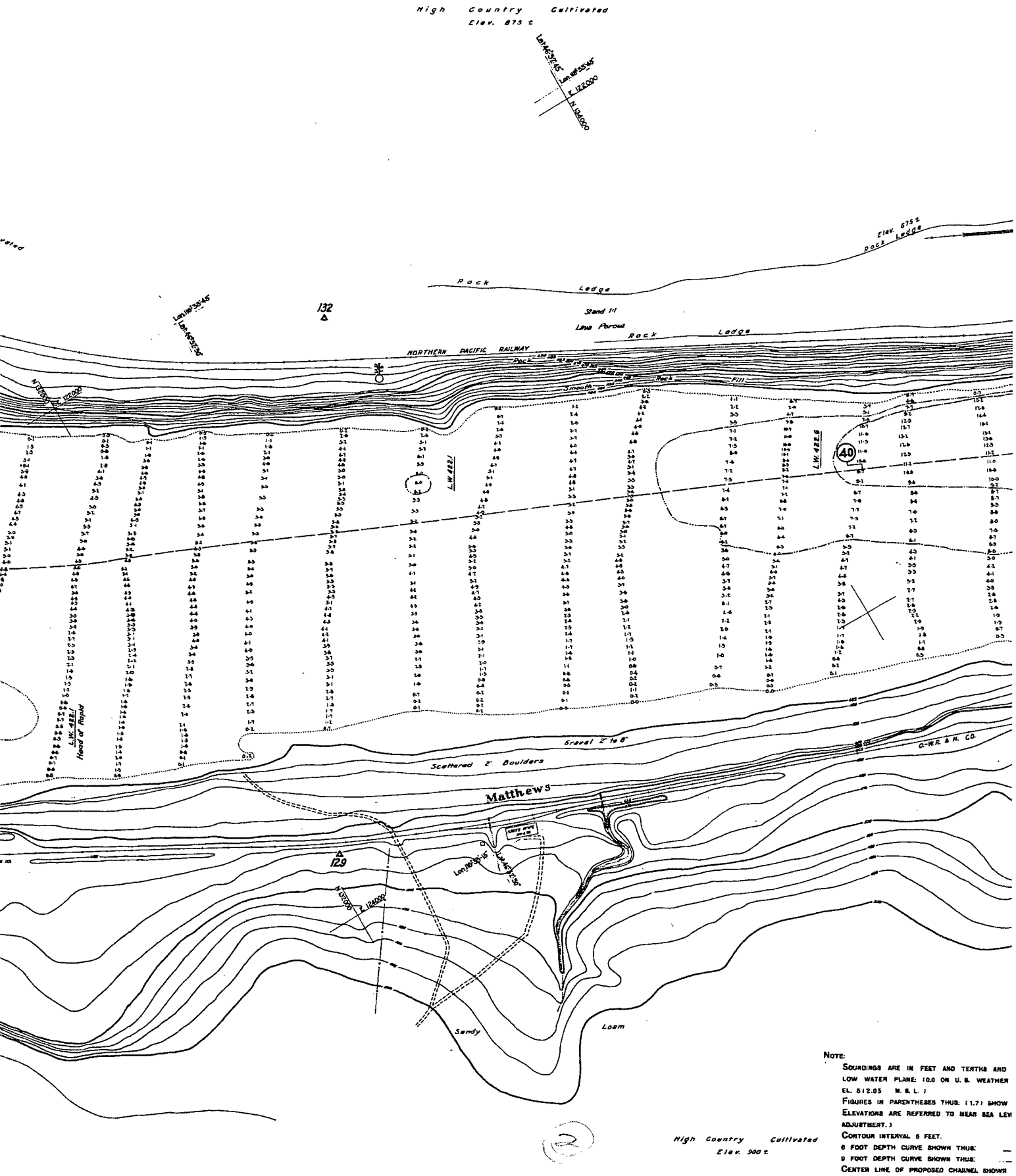
Drawn by R.G.B. N.G.E

Transmitted with report dated June 10,1935

SN-1-12/36

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND LOW WATER PLANE: 10.0 ON U. S. WEATHER EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

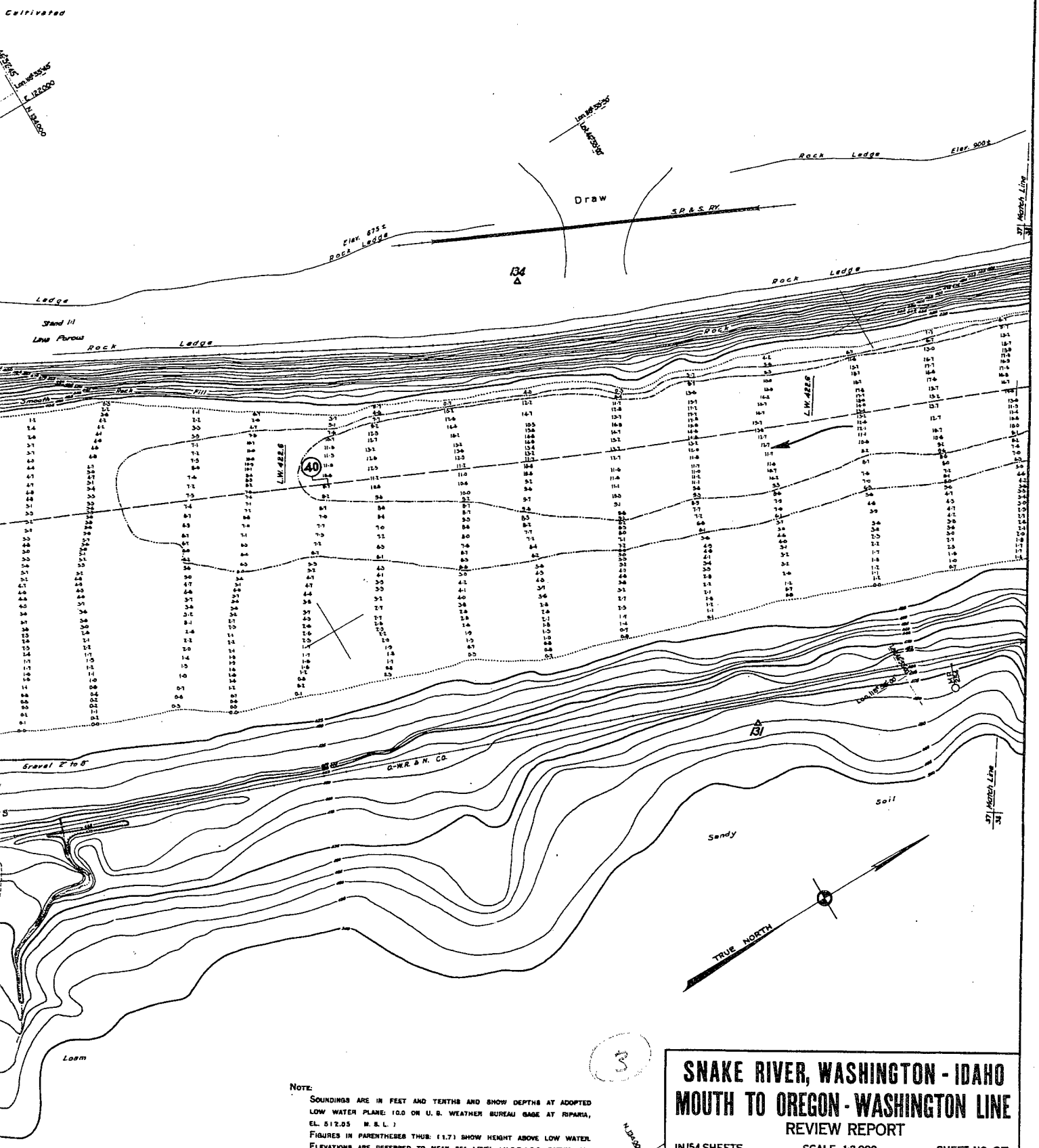
6 FOOT DEPTH CURVE SHOWN THUS: —

9 FOOT DEPTH CURVE SHOWN THUS: - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN

DISTANCE IN MILES FROM MOUTH OF RIVER ARE

PROPOSED CHANNEL SHOWN THUS: (40)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.& G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: — — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (40)

SN-1-4/38
H-9-2/37

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 37

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE. PORTLAND, OREGON, 1934.

Submitted: Allen L. Dorr, Associate Engineer

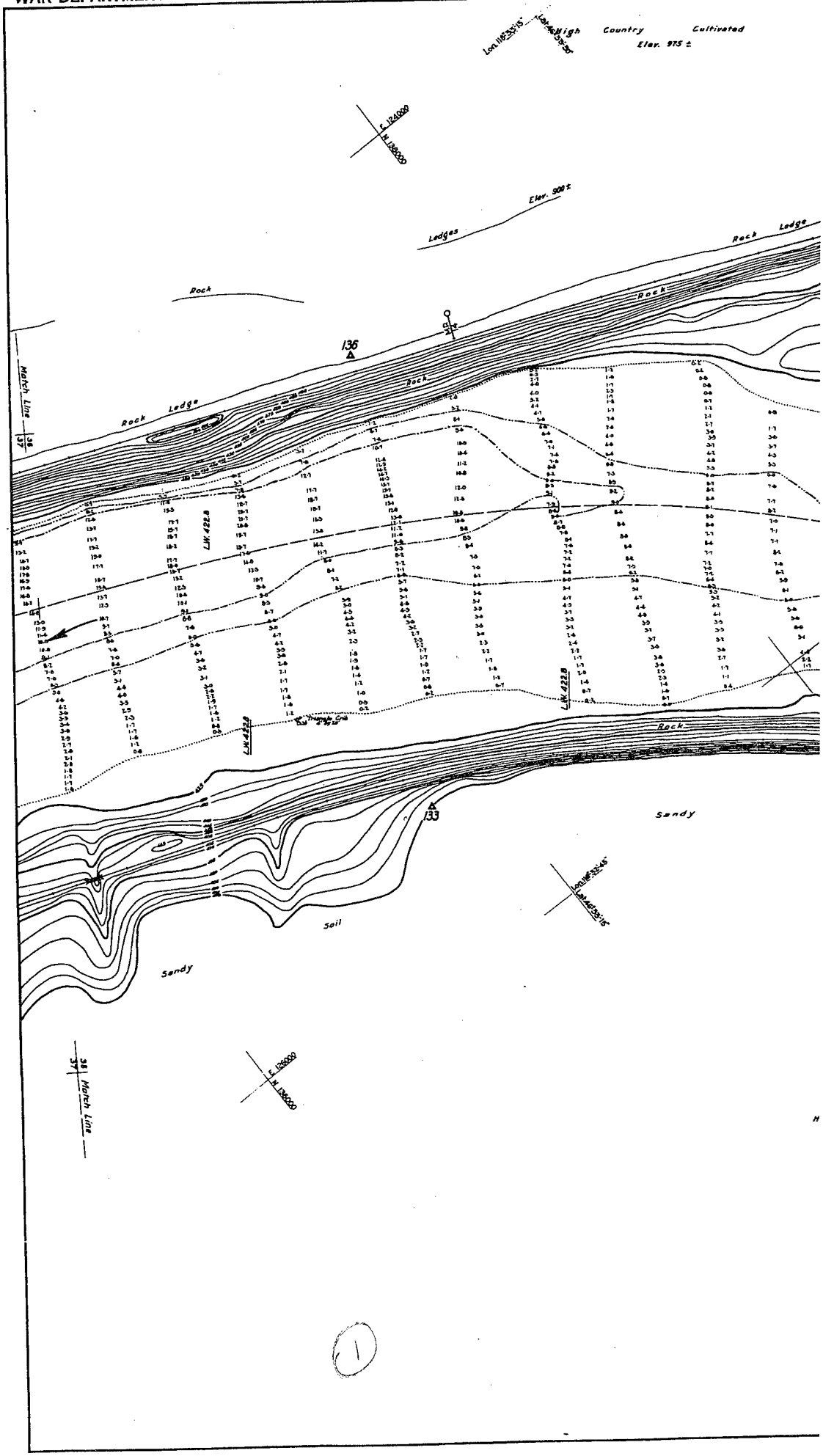
Approved: D. H. Williams, Major, Corps of Engineers

Drawn by R.C.B. N.G.F

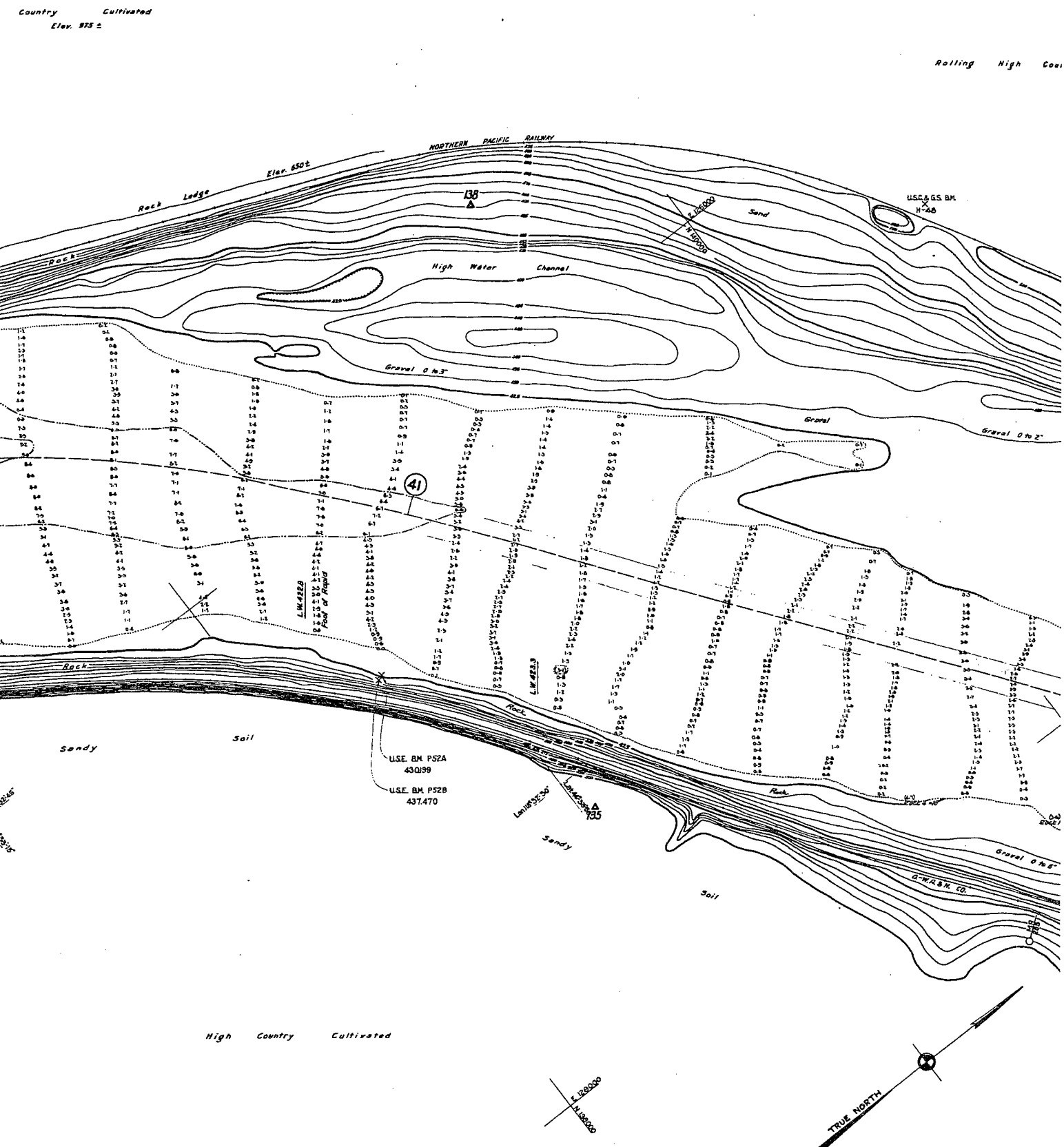
Transmitted with report dated June 10, 1935

SN-1-12/37

WAR DEPARTMENT



(1)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (41)

SN-1-H-9-



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (41)

SN-1-4/39
H-9-2/38

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 38

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: D. H. Williams, Major, Corps of Engineers

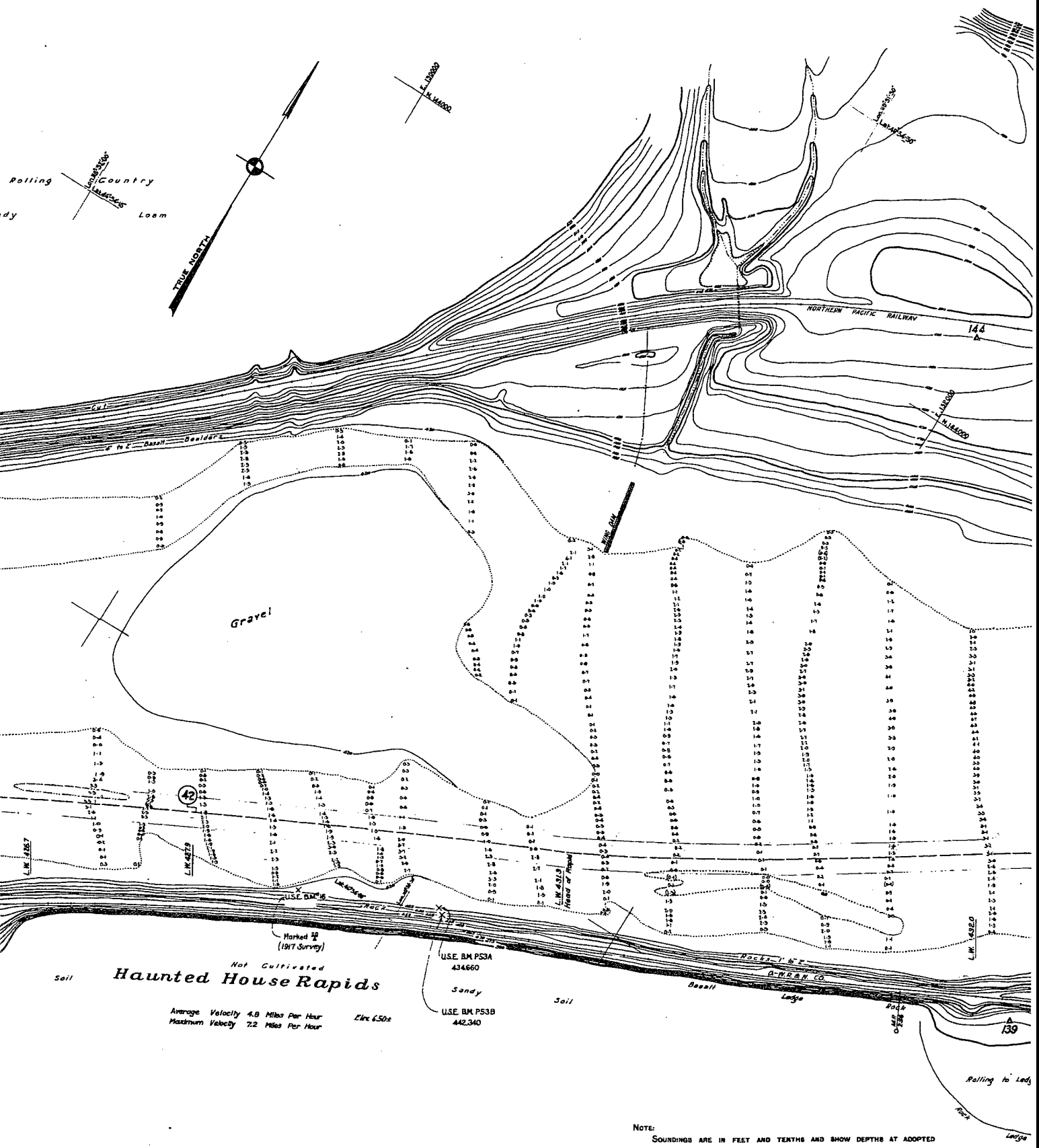
Drawn by R.C.B. N.G.F.

Transmitted with report dated June 10, 1935

SN-1-12/38

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

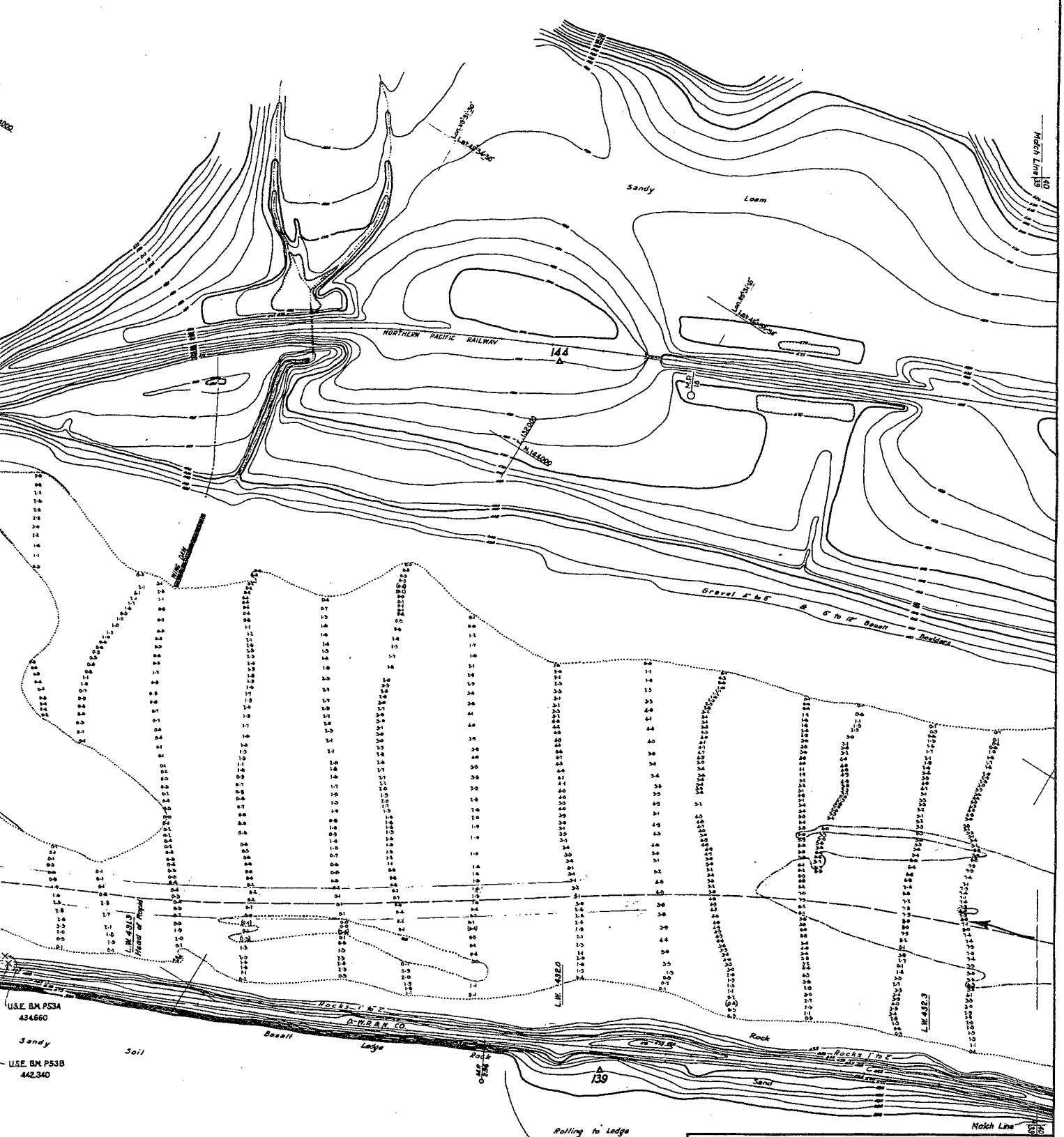
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: — — —

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (42)

SN-
H-



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (42)

SN-1-4/40
H-9-2/39

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 39

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Barr, Associate Engineer

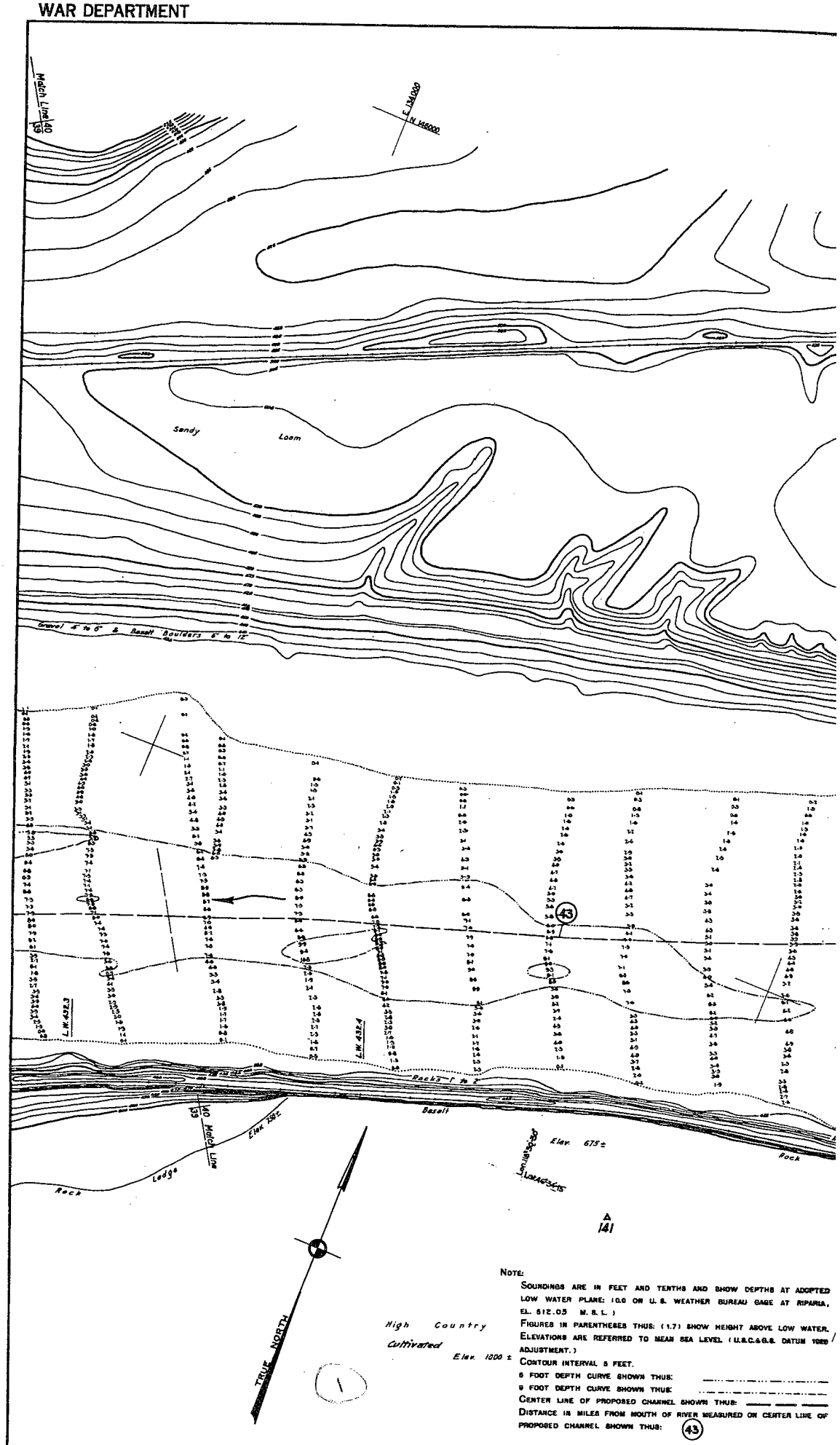
Approved: [signature], Major, Corps of Engineers

Drawn by R.C.B. M.G.E

Transmitted with report dated June 10, 1935

SN-1-12/39

WAR DEPARTMENT



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

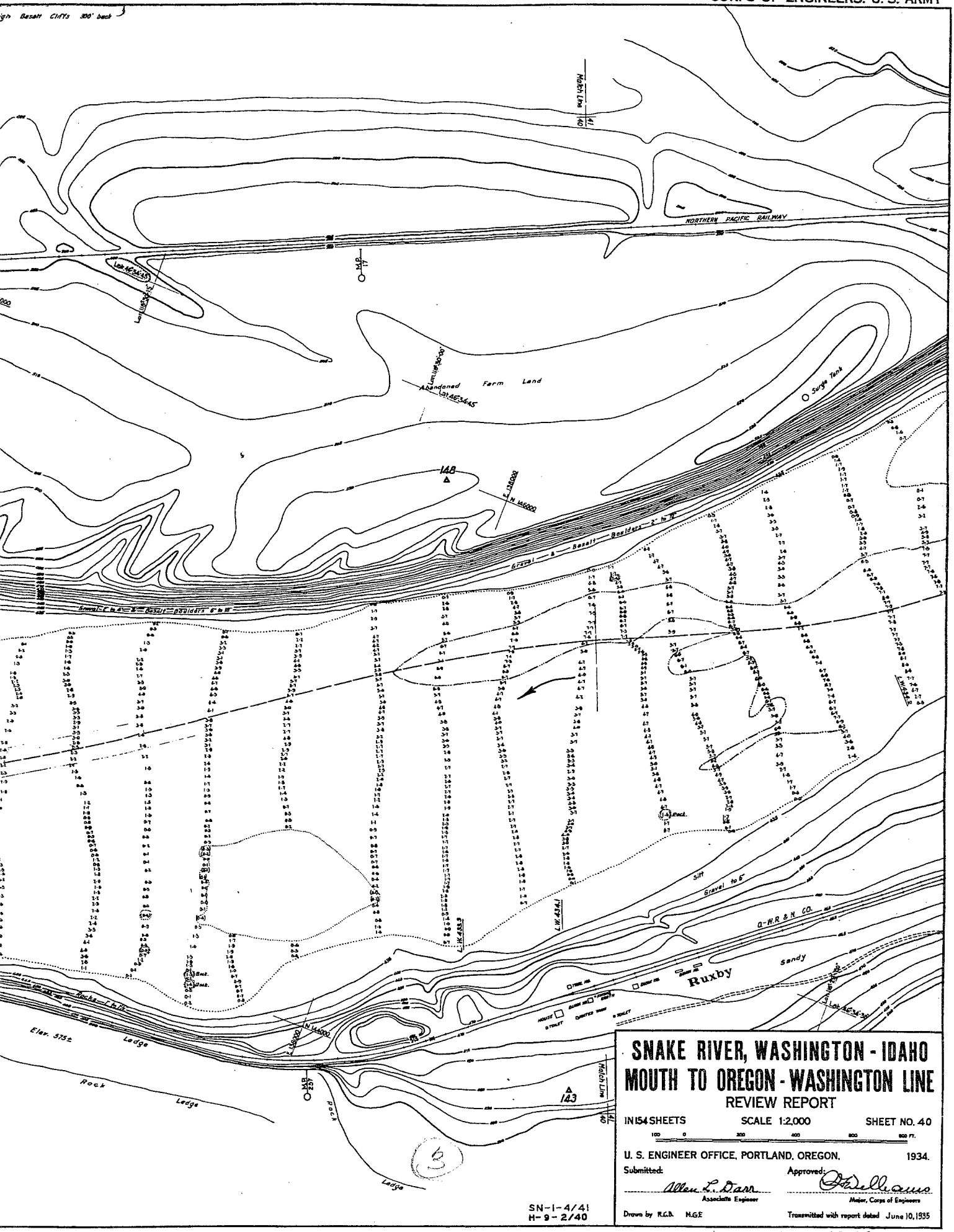
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

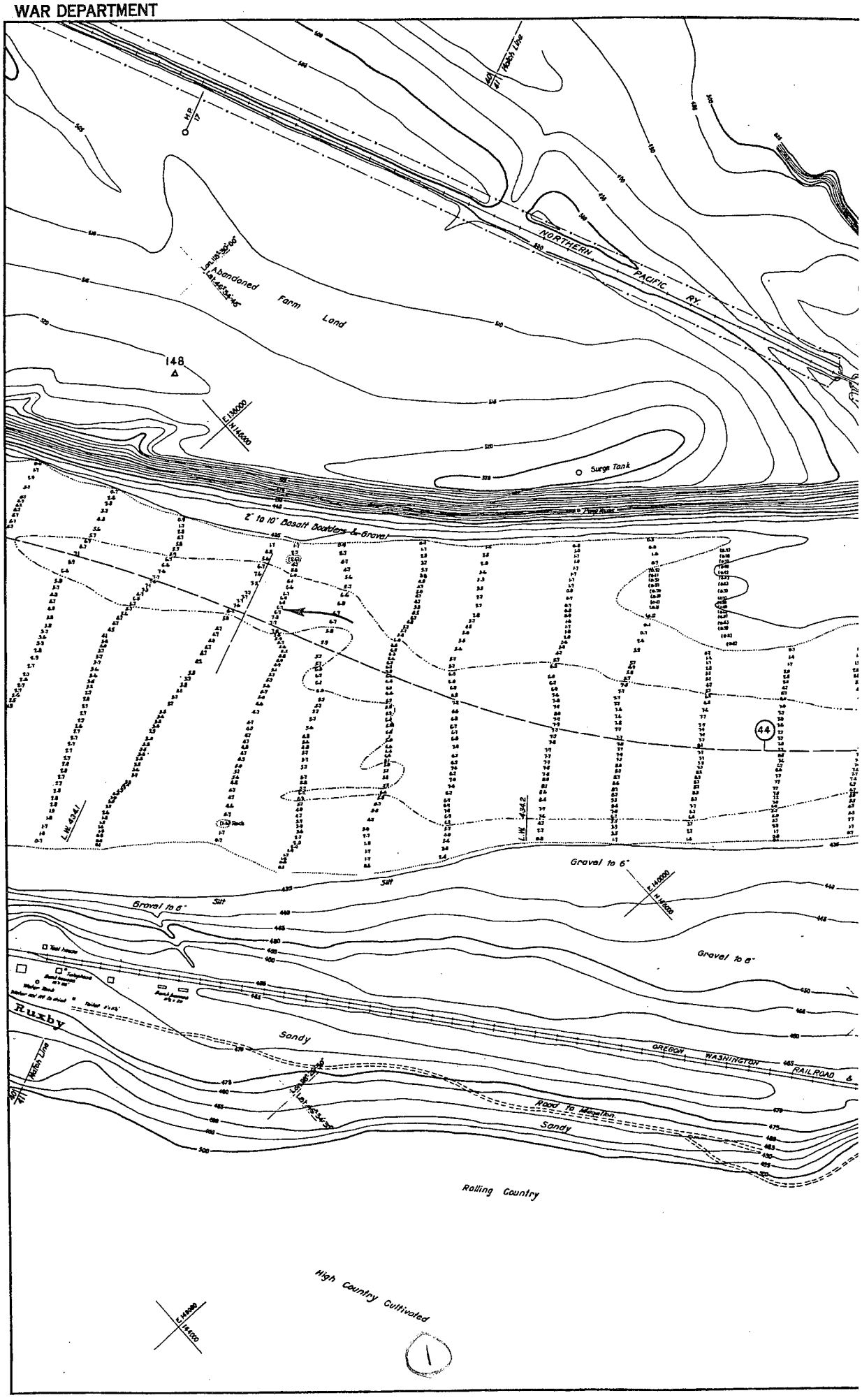
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

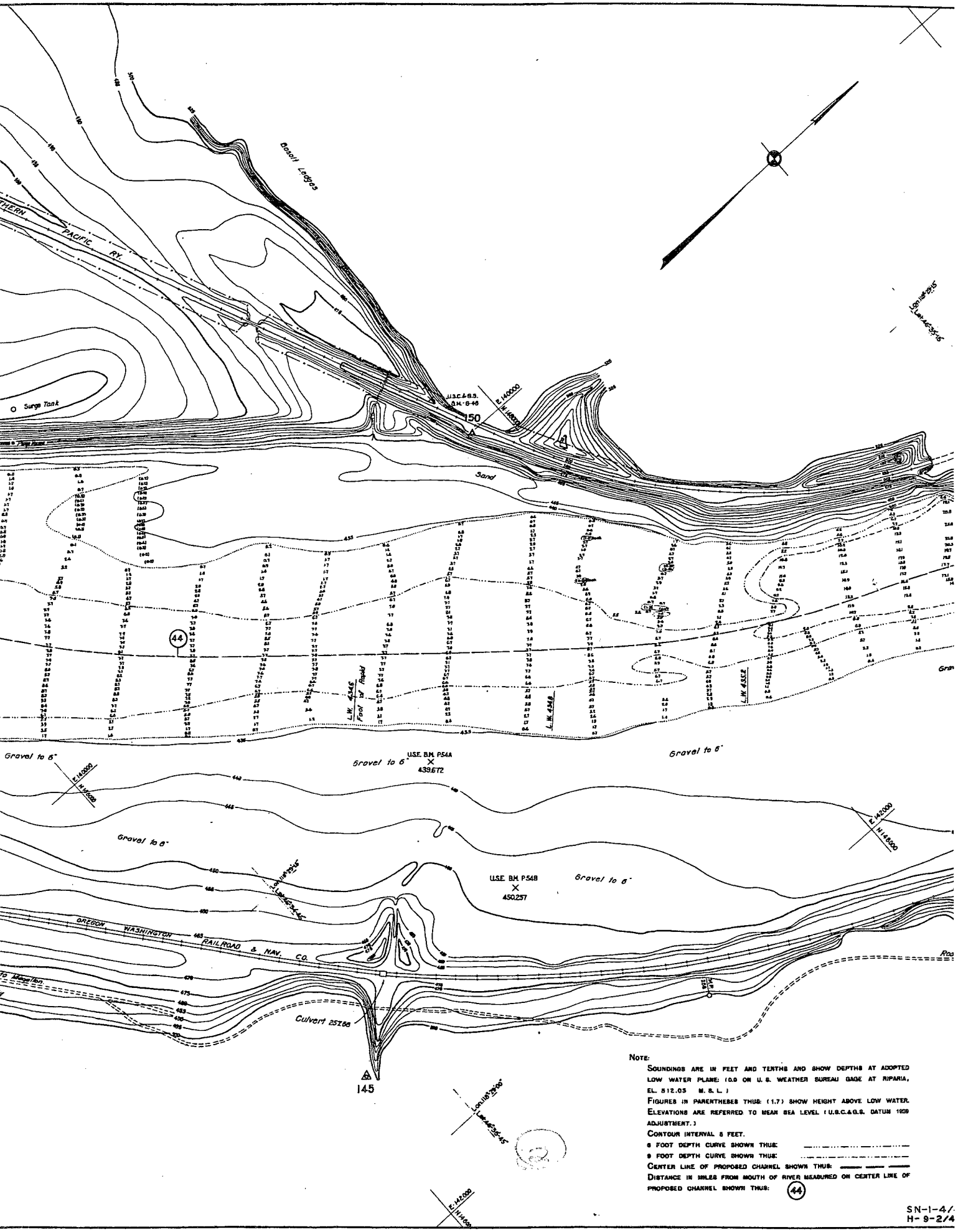
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (43)


High Basalt Cliffs 300' back
Lon 118°35'30"
Lat 46°34'45"
M.P. 17
E. 146000
N. 146000
Lon 118°35'15"
Abandonad Farm Land
146
148
Gravel & Basalt
Gravel - C. to F. & Basalt Boulder 6' to 18'
Gravel - C. to F. & Basalt - pebbles 6' to 18'
L.W. 433.0
L.W. 433.9
Rocks
Rock
Elev. 375±
Ledge
Lon 118°34'15"
Lat 46°34'15"
M.P. 23
143
HOUSE
OUTHOUSE
CHIMNEY
FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA,
SES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
RRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929)
FEET.
SHOWN THUS:
SHOWN THUS:
POSED CHANNEL SHOWN THUS:
ROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
HOWN THUS: (43)
2
SN-1-4/41
H-9-2/40


NORTHERN PACIFIC RAILWAY
Abandoned Farm Land
Surge Tank
Gravel & Basalt Boulders 2" to 18"
Gravel & Basalt Boulders 6" to 18"
Silt
Gravel to 6"
Sandy
Ruxby
Elev. 575±
Ledge
Rock
Ledge
Rock
Ledge
Main Line
143
N 144000
E 140000
N 145000
E 140000
L.W. 434.7
L.W. 433.8
L.W. 434.2
Elect.
Elect.
Elect.

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (44)

SN-1-4/
H-9-2/4



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (44)

SN-1-4/42
H-9-2/41

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 41

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

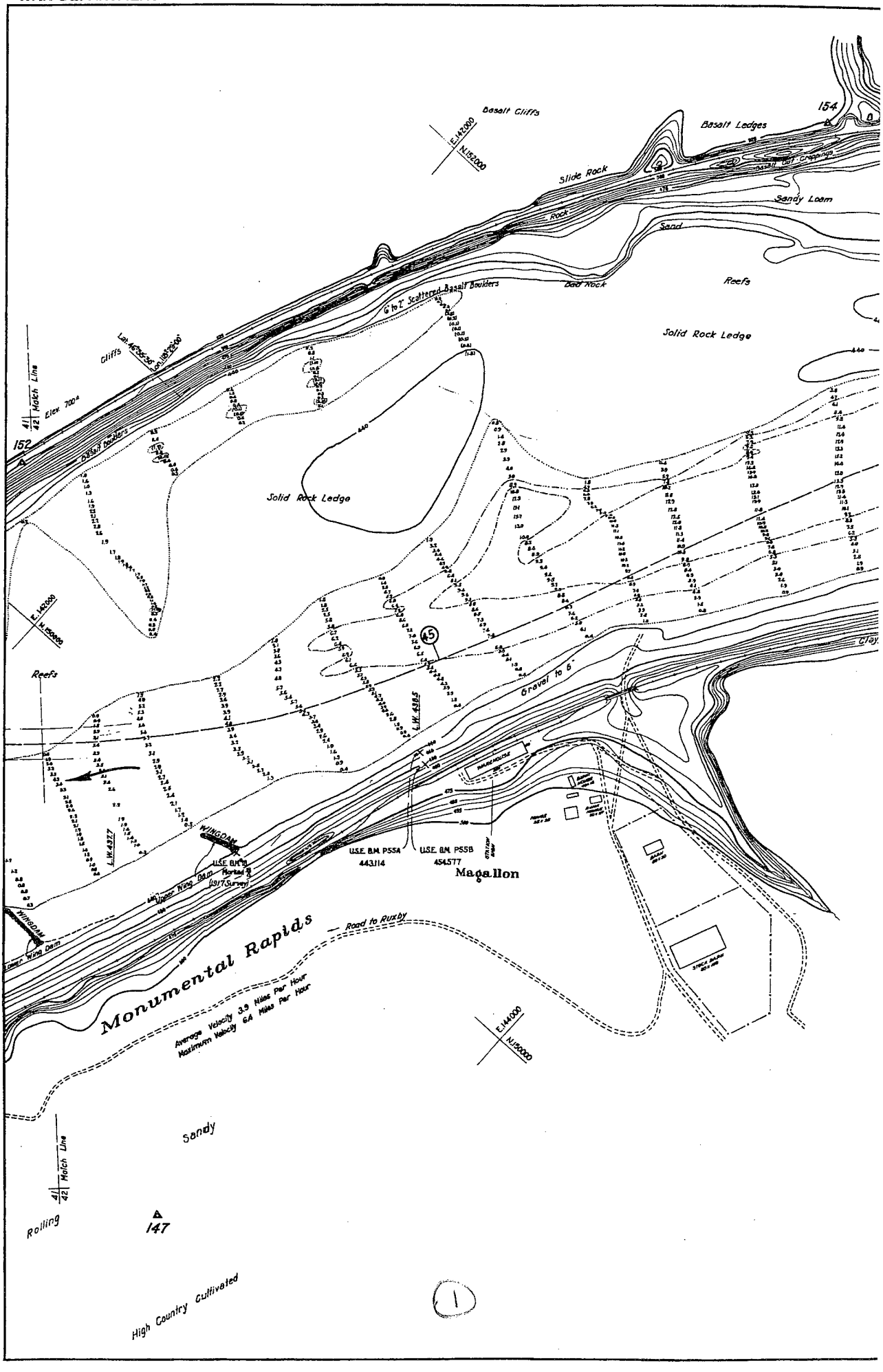
Approved: O. W. Williams, Major, Corps of Engineers

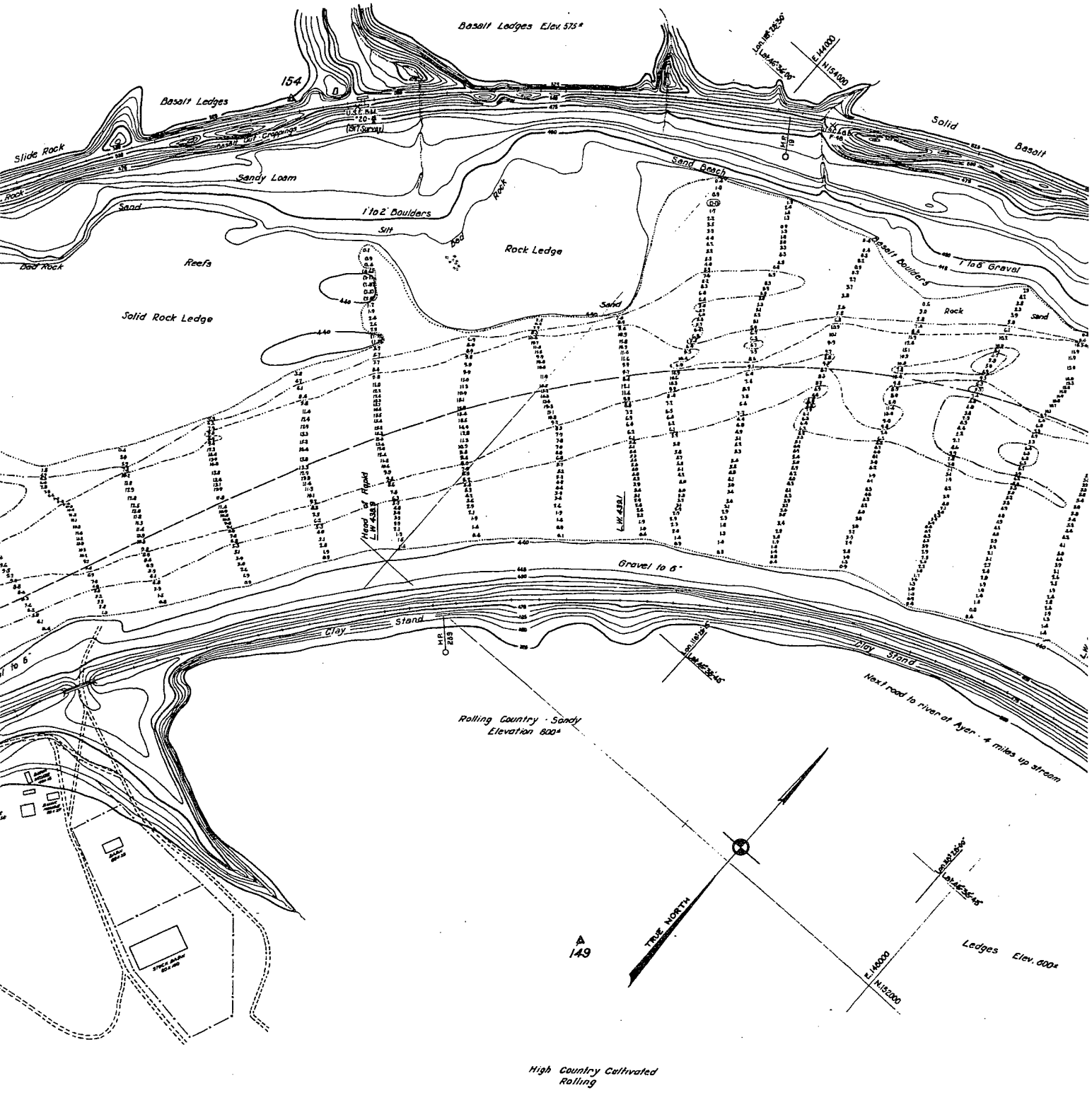
Drawn by D.L.S. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-12/41

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.08 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——————

6 FOOT DEPTH CURVE SHOWN THUS: ——————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (45)

42 / 43 Match Line

SN-1-4.
H-9-2.



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

0 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (45)

42 Miles to Lewiston
43

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS — SCALE 1:2,000 — SHEET NO. 42

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: Williams, Major, Corps of Engineers

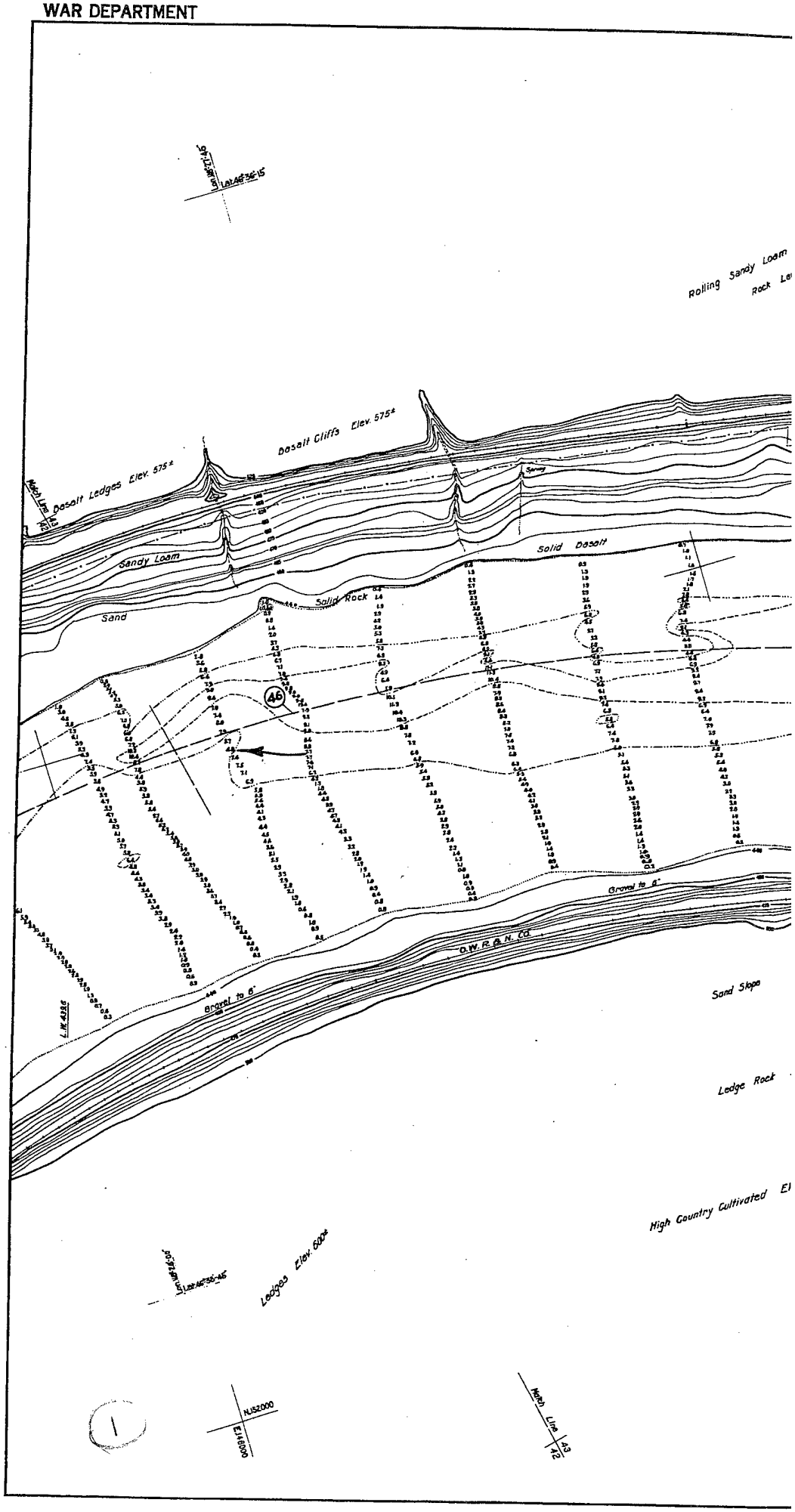
Drawn by D.L.S. J.G.B.

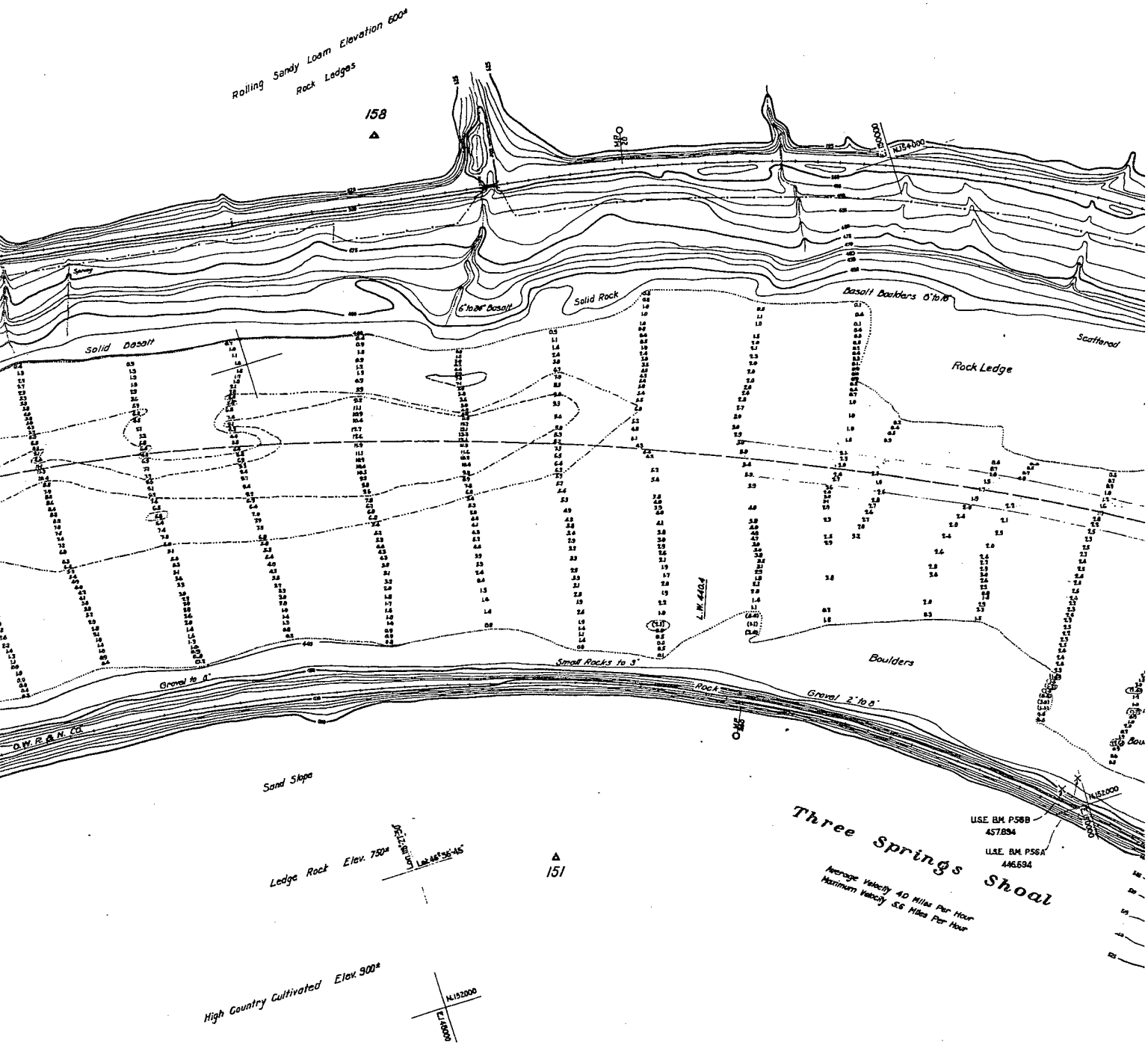
Transmitted with report dated June 10, 1935

SN-I-4/43
H- 9- 2/42

SN-I-12/42

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

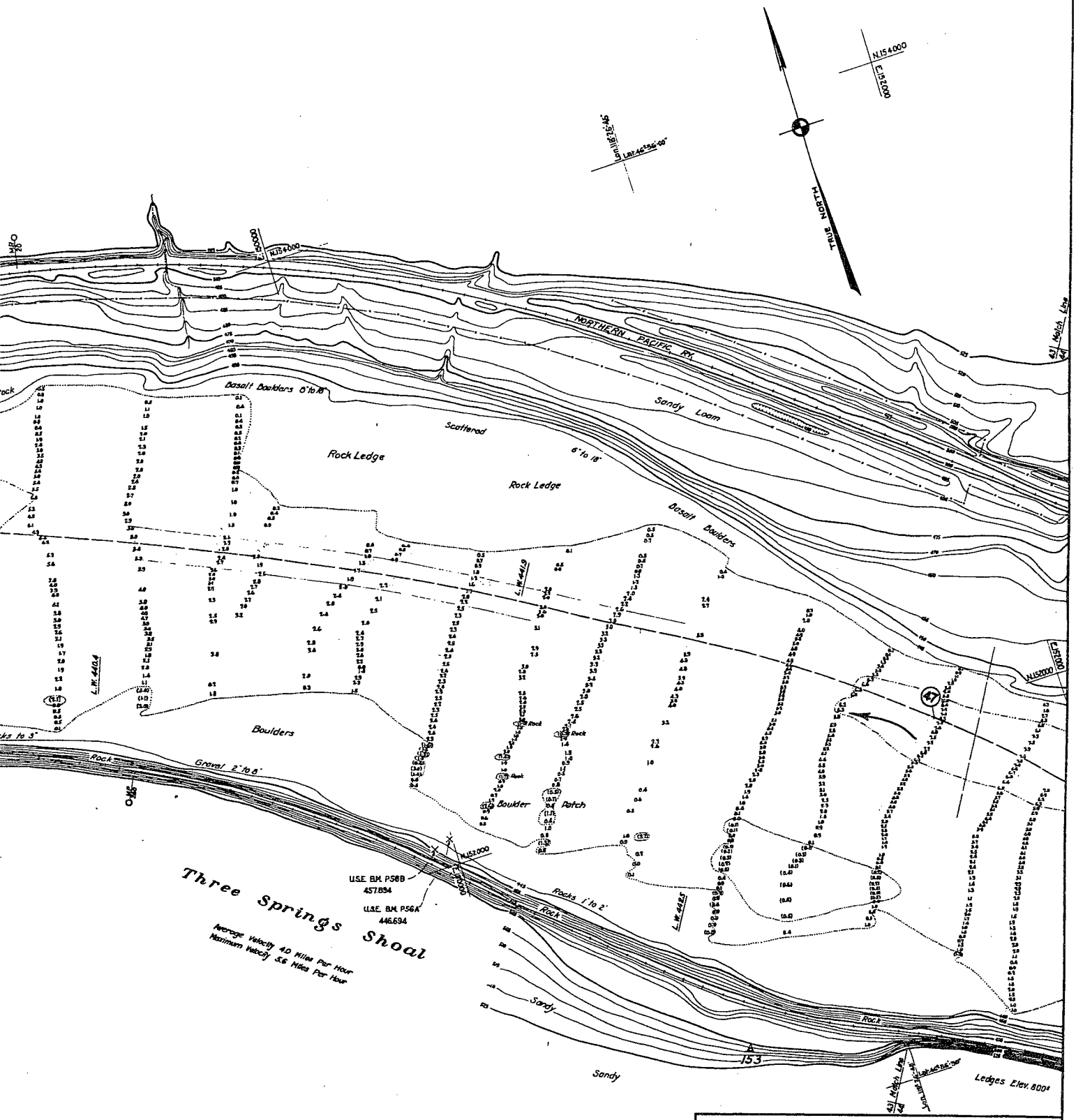
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

0 FOOT DEPTH CURVE SHOWN THUS: ·——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (46)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 0 FEET.

0 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

0 FOOT DEPTH CURVE SHOWN THUS: - - - - - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (46)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 43

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: O. Williams, Major, Corps of Engineers

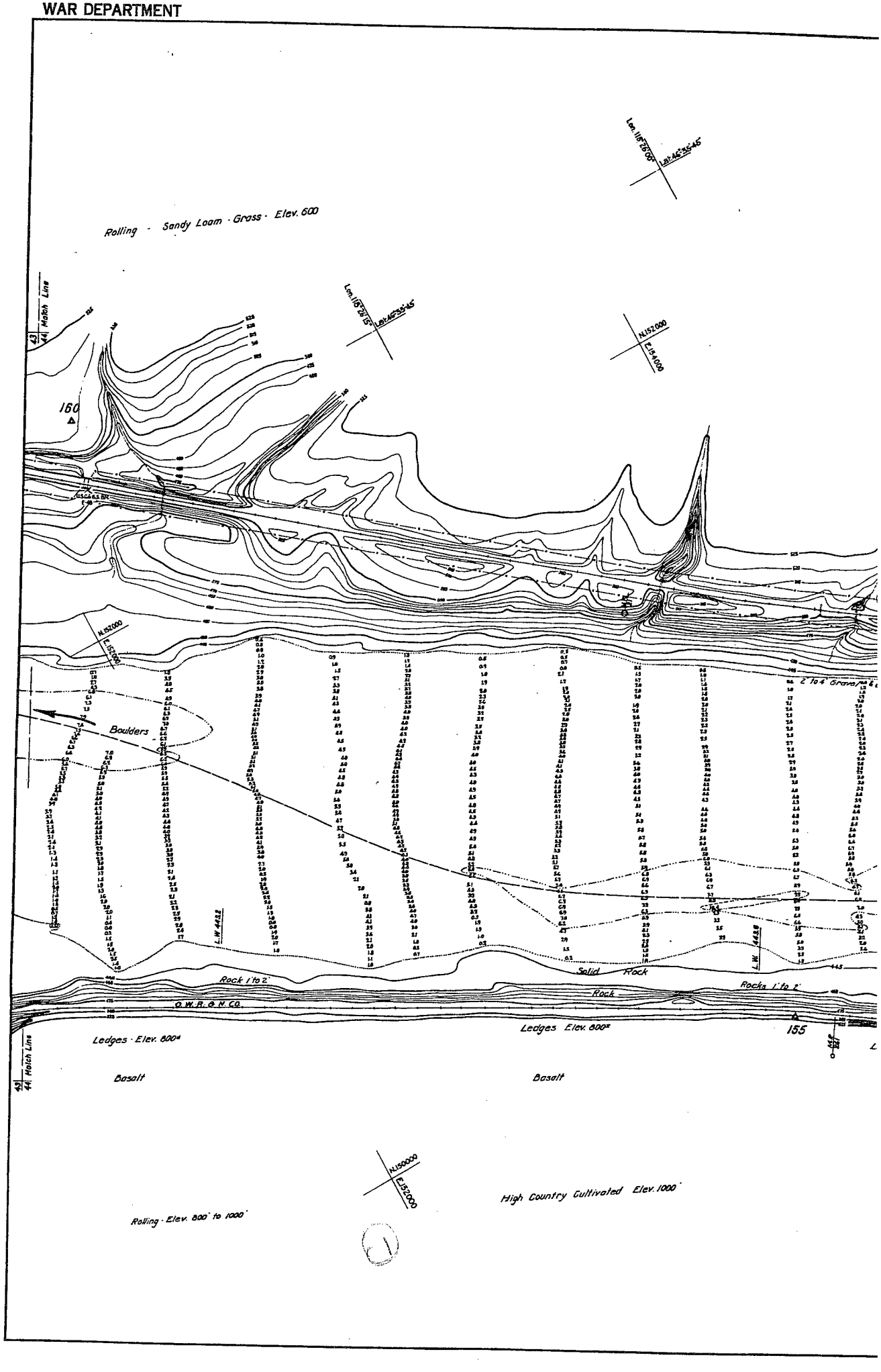
Drawn by D.L.S. J.G.B.

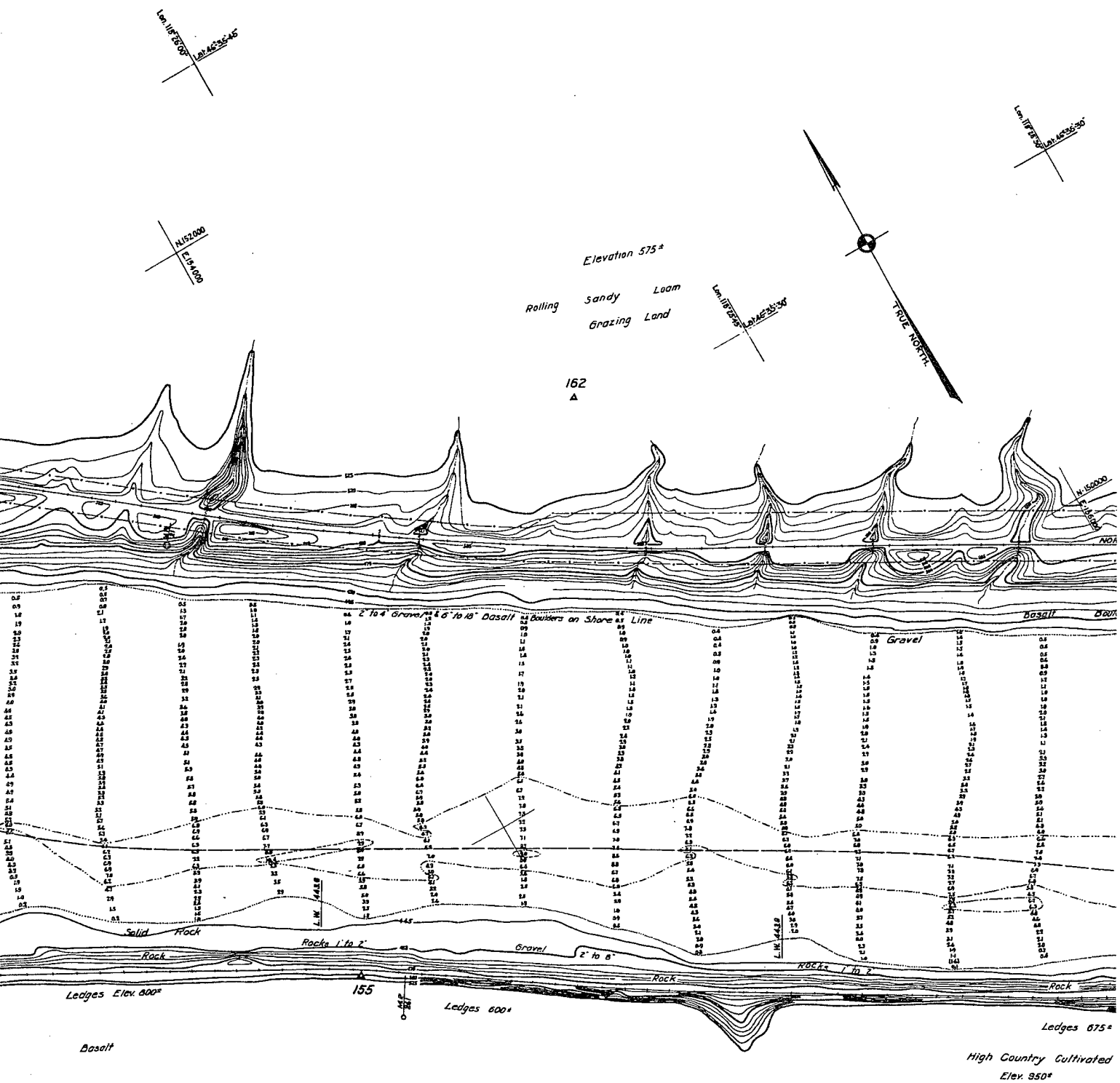
Transmitted with report dated June 10, 1935

SN-1-4/44
H- 9-2/43

SN-1-12/43

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE L

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. ADJUSTMENT.)

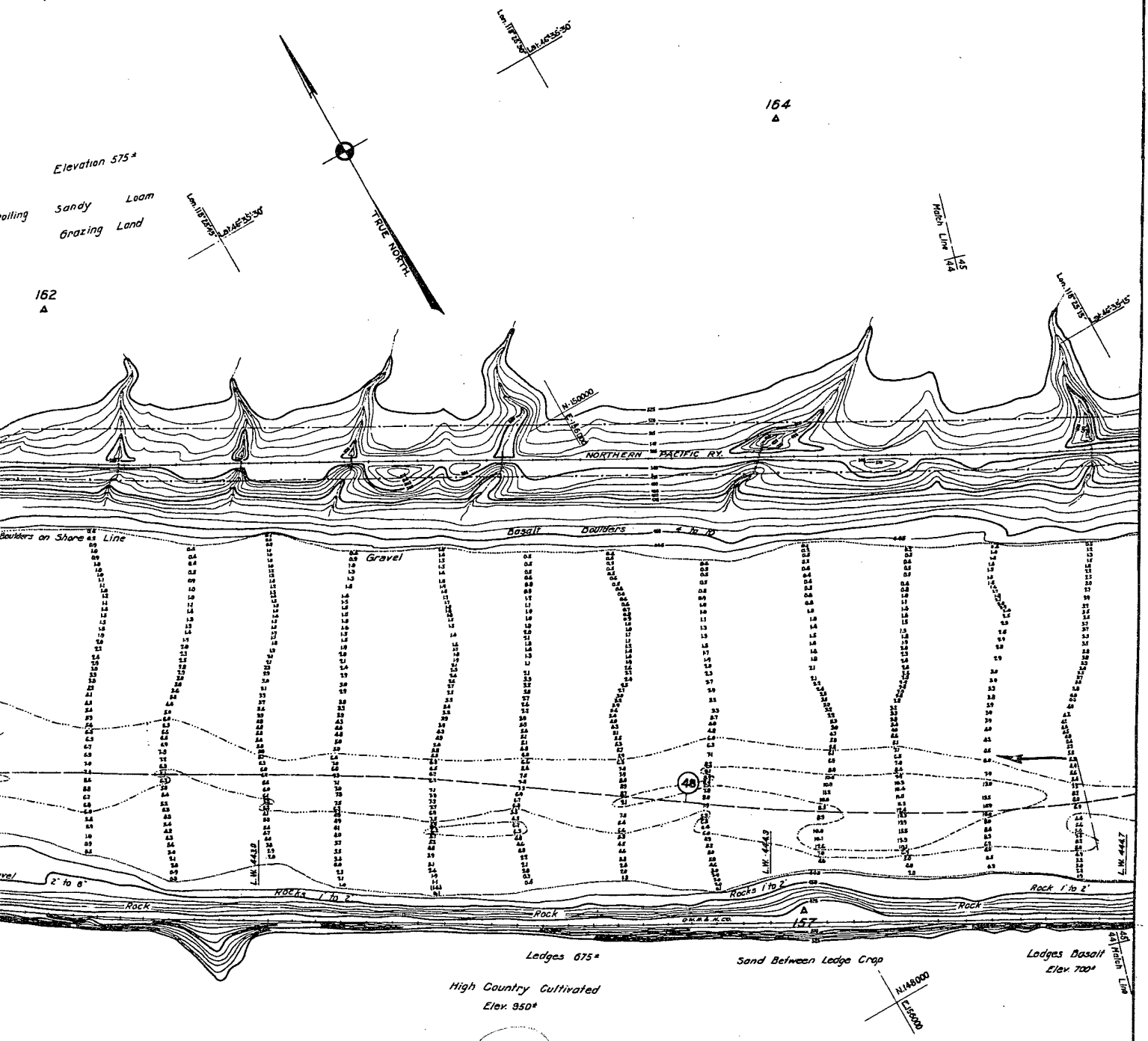
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CEN PROPOSED CHANNEL SHOWN THUS: (48)



Sand Soil

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (48)

SN-1-4/45
H-8-2/44

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 44

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

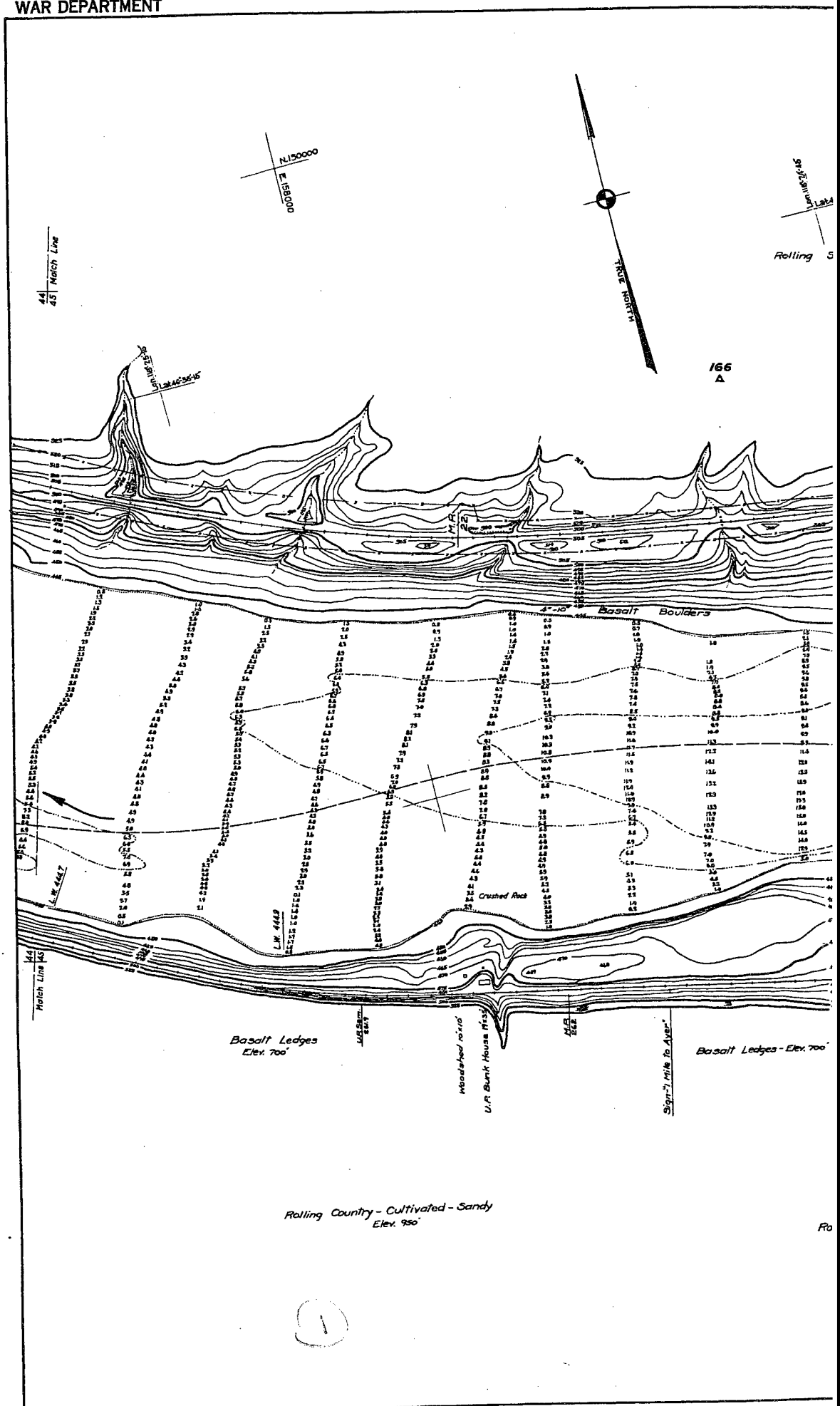
Approved: O. H. Williams, Major, Corps of Engineers

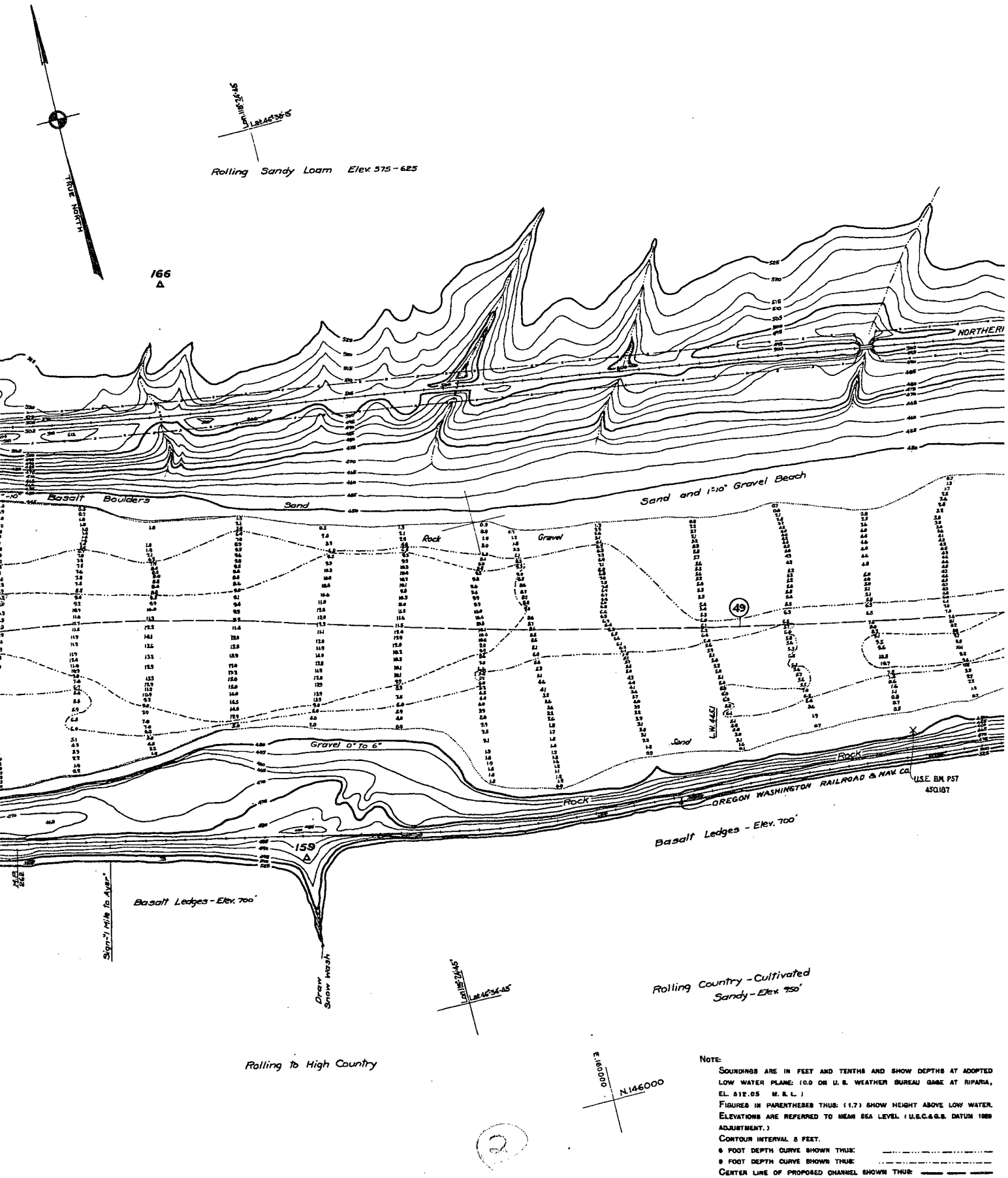
Drawn by D.L.S. J.G.B.

Transmitted with report dated June 10, 1935.

SN-1-12/44

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OB U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.& G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

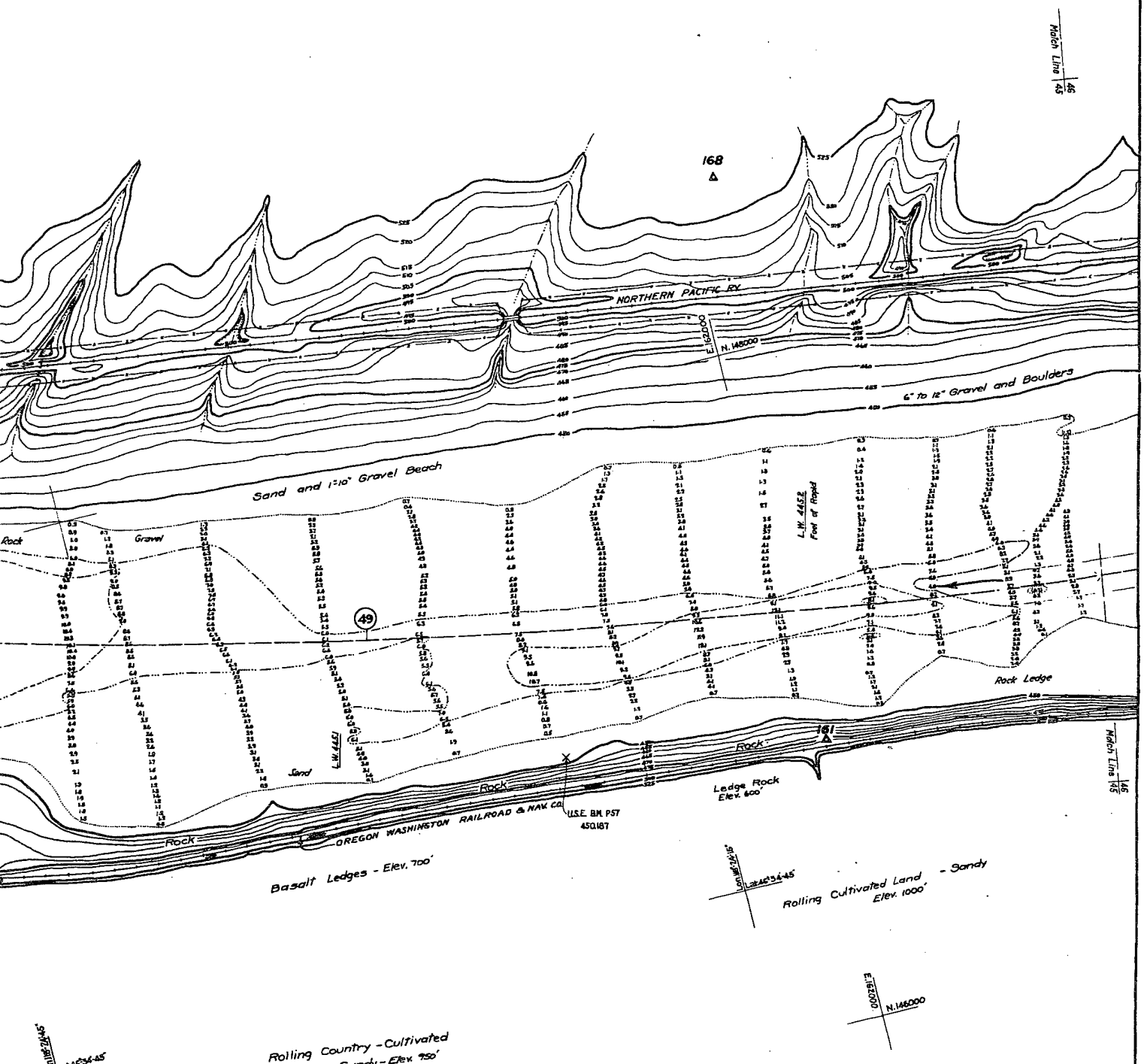
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— — ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (49)

SI
H·



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (49)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 45

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: D. W. Williams, Major, Corps of Engineers

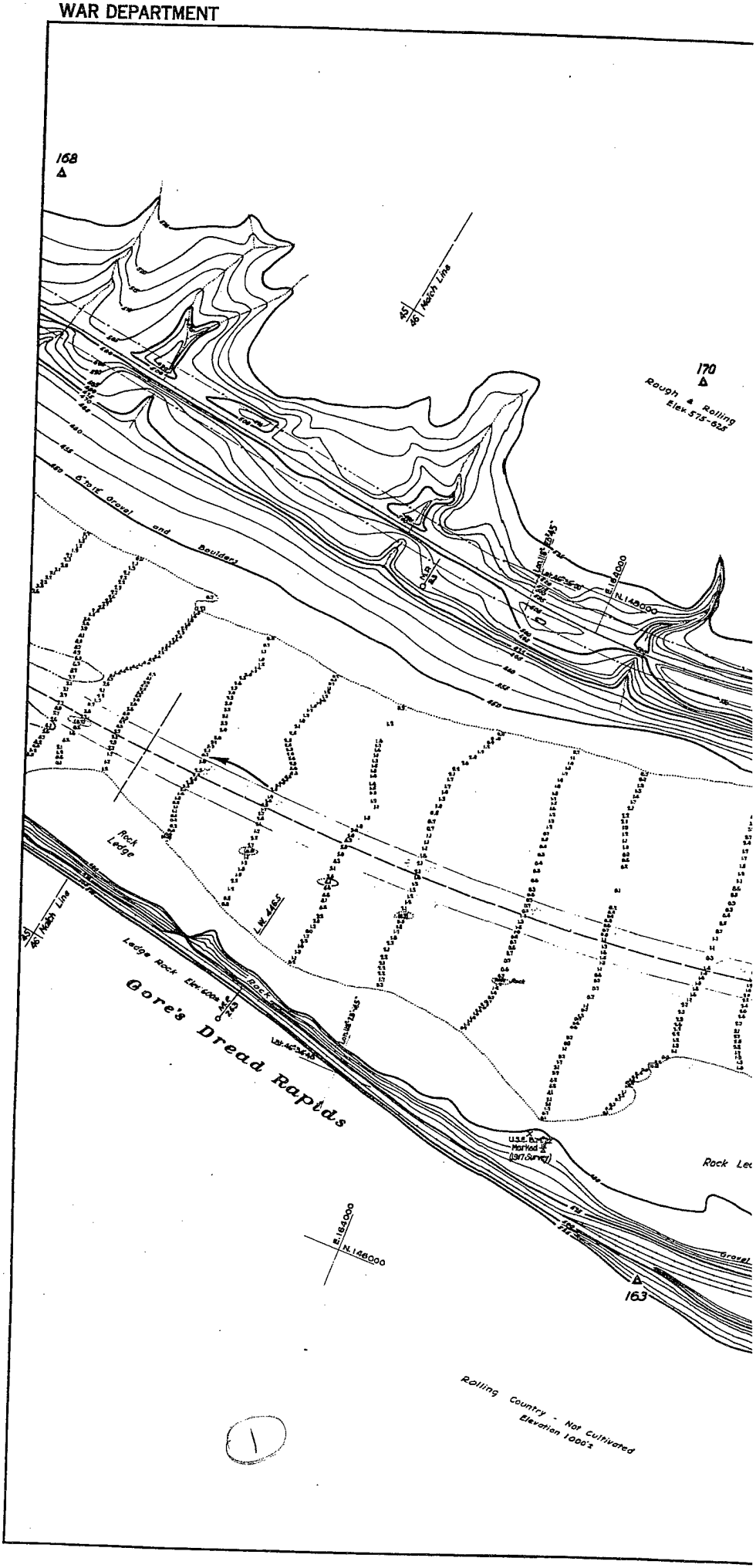
Drawn by O.S. J.G.B.

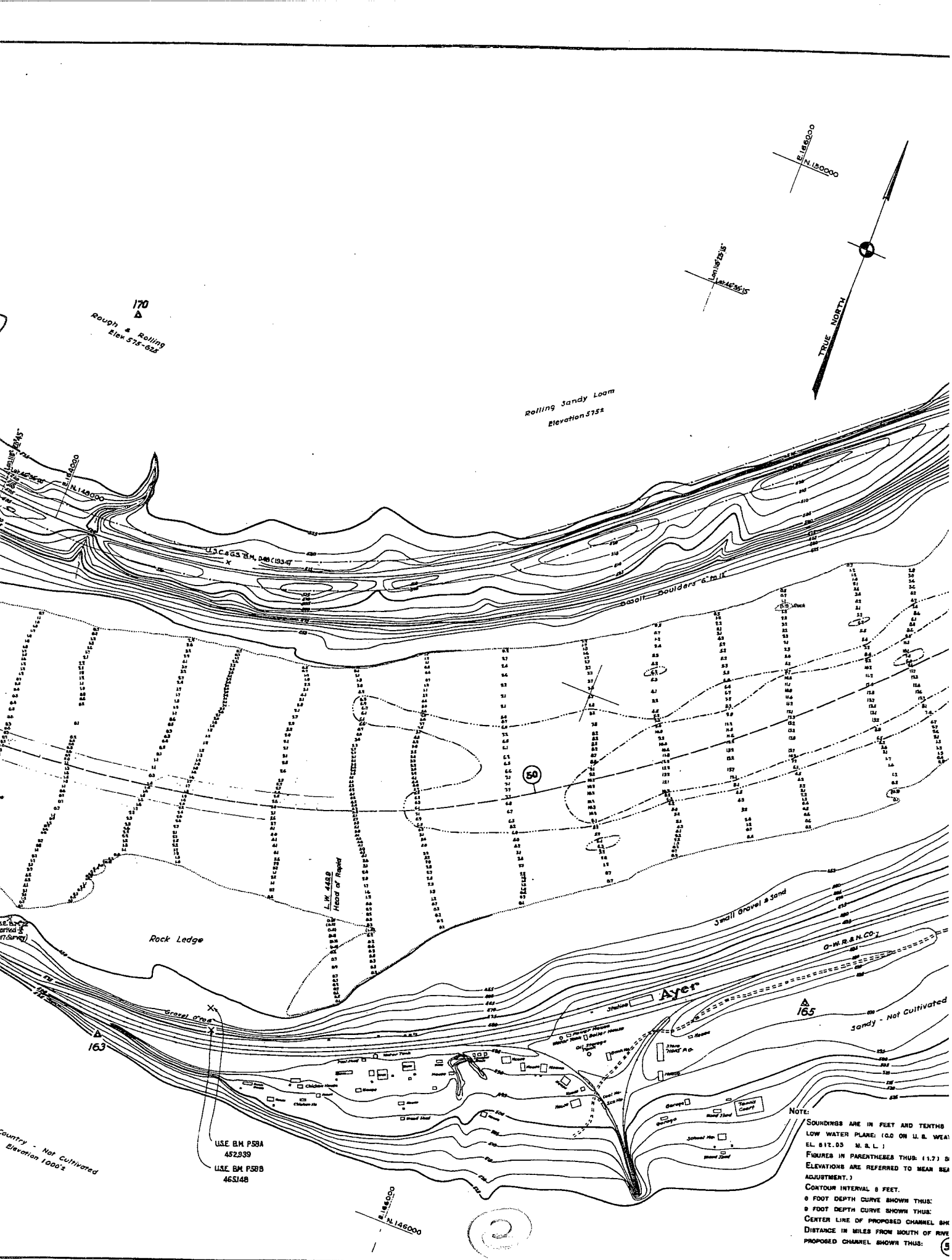
Transmitted with report dated June 10, 1935.

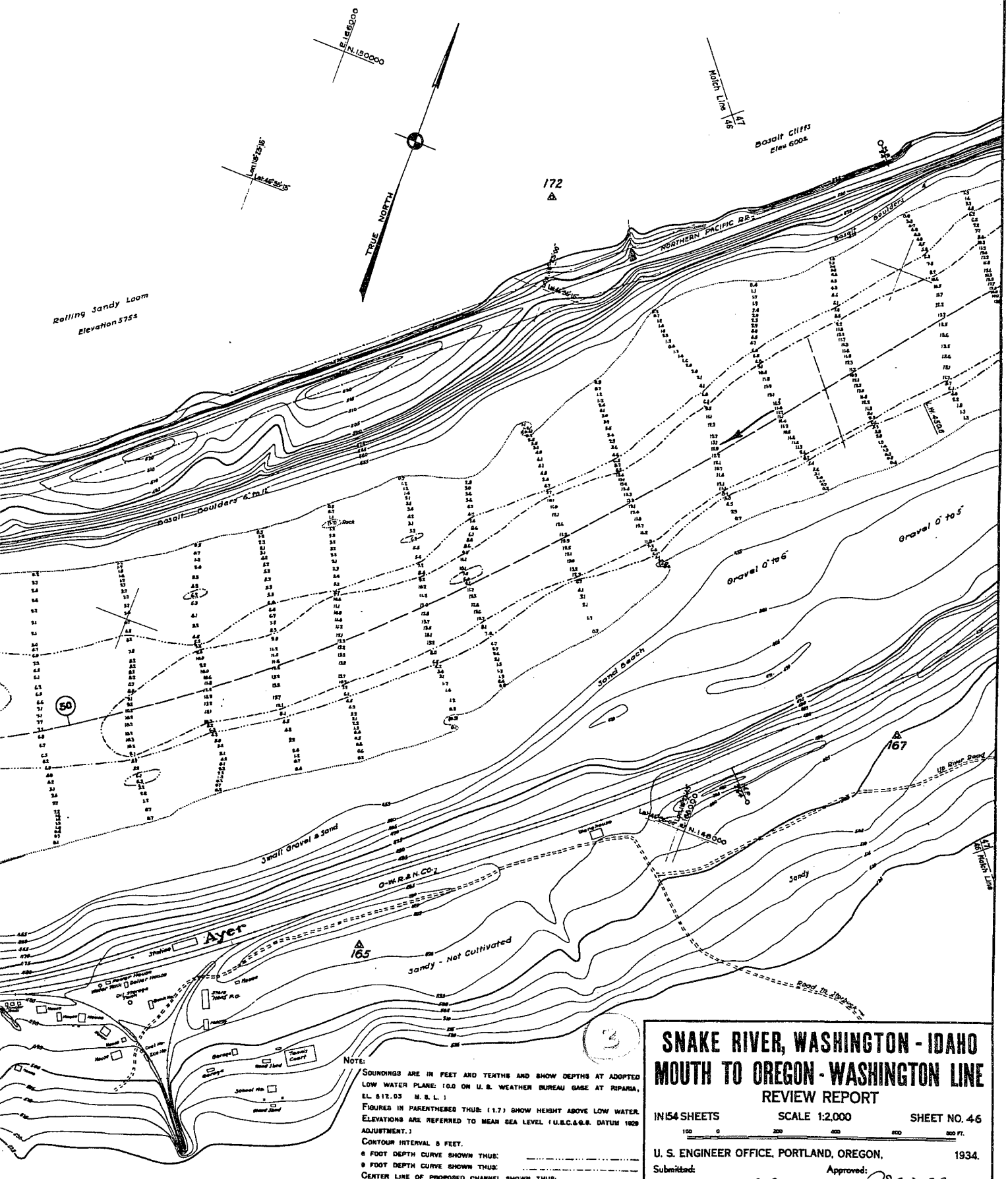
SN-1-4/46
H-9-2/45

SN-1-12/45

WAR DEPARTMENT




E.146000
N.150000
Lat 46°25'15"
Long 118°46'15"
TRUE NORTH
170
Rough & Rolling
Elev. 575-625
Rolling Sandy Loam
Elevation 575±
E.146000
N.148000
U.S.C.&G.S. B.M. 249 (1934)
Basalt Boulders 6' to 12'
50
L.W. 448.8
Head of Rapid
Rock Ledge
Small Gravel & Sand
C-W.R.&N.CO.
Ayer
Shelter
Gravel drive
163
165
Sandy - Not Cultivated
Country - Not Cultivated
Elevation 1000's
U.S.E. B.M. P.58A
452.939
U.S.E. B.M. P.58B
465.148
E.146000
N.146000
Note:
Soundings are in feet and tenths
Low water plane: (0.0 on U. S. Weat
El. 612.05 M. S. L.)
Figures in parentheses thus: (1.7) S
Elevations are referred to mean sea
adjustment.)
Contour interval 8 feet.
8 foot depth curve shown thus:
9 foot depth curve shown thus:
Center line of proposed channel sh
Distance in miles from mouth of rive
Proposed channel shown thus:



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: .....

9 FOOT DEPTH CURVE SHOWN THUS: .....

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (50)

SN-1-4/47
H-9-2/46

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS | SCALE 1:2,000 | SHEET NO. 46

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

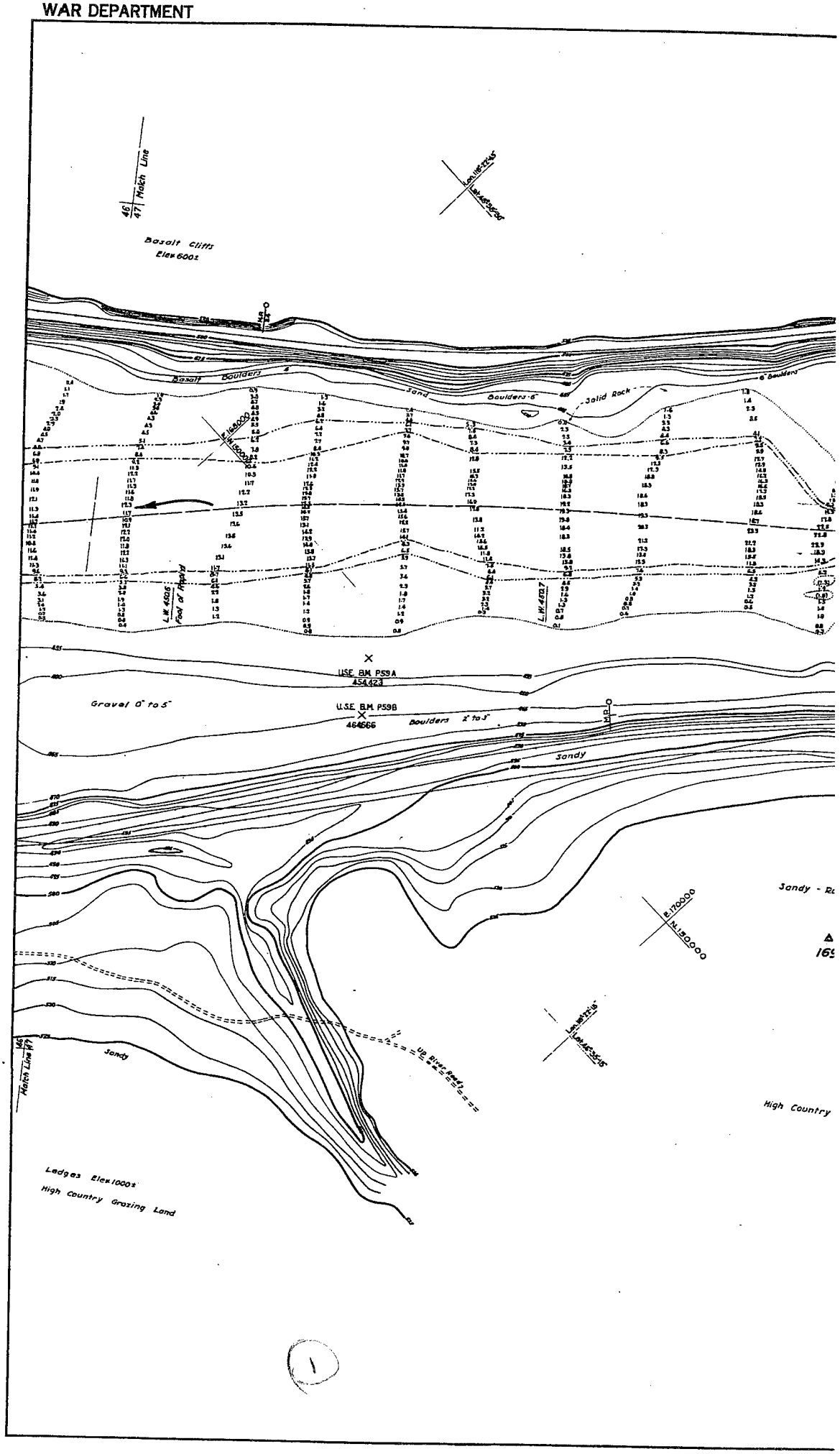
Approved: [signature], Major, Corps of Engineers

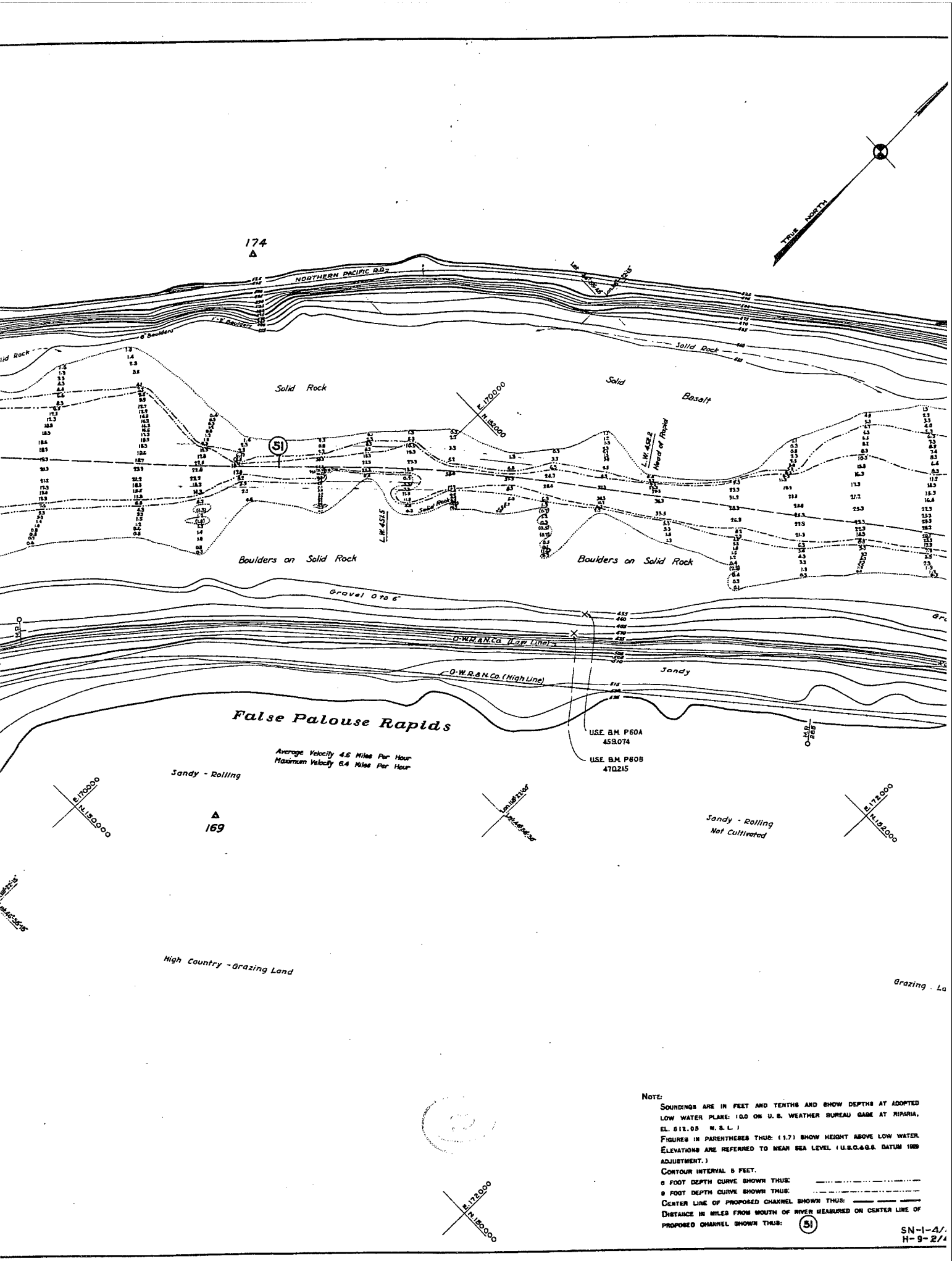
Drawn by GBF JGB

Transmitted with report dated June 10, 1935.

SN-1-12/46

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

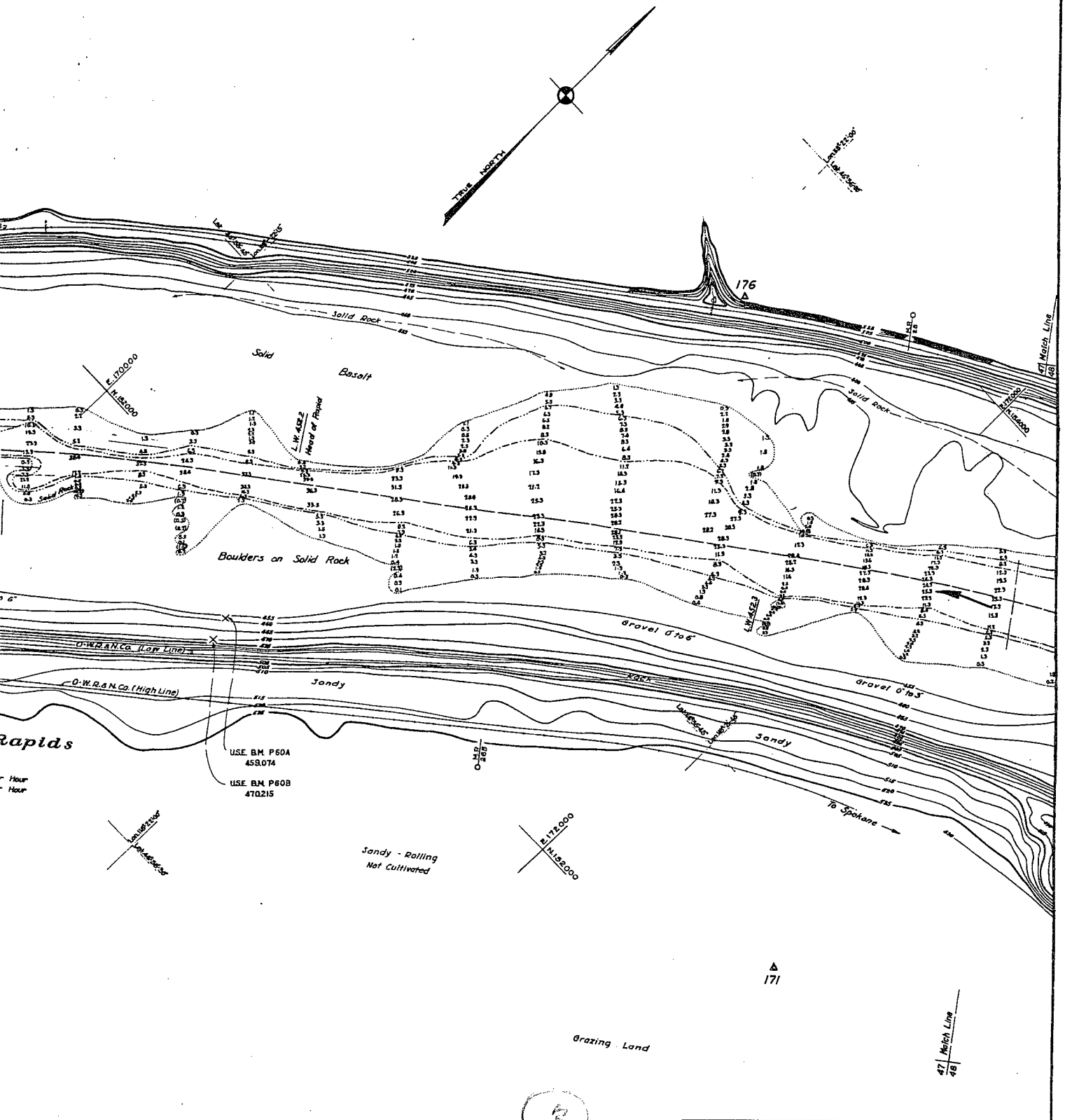
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (51)

SN-1-A/
H-9-2/



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (51)

SN-1-4/48
H-9-2/47

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 47

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Starr, Assistant Engineer

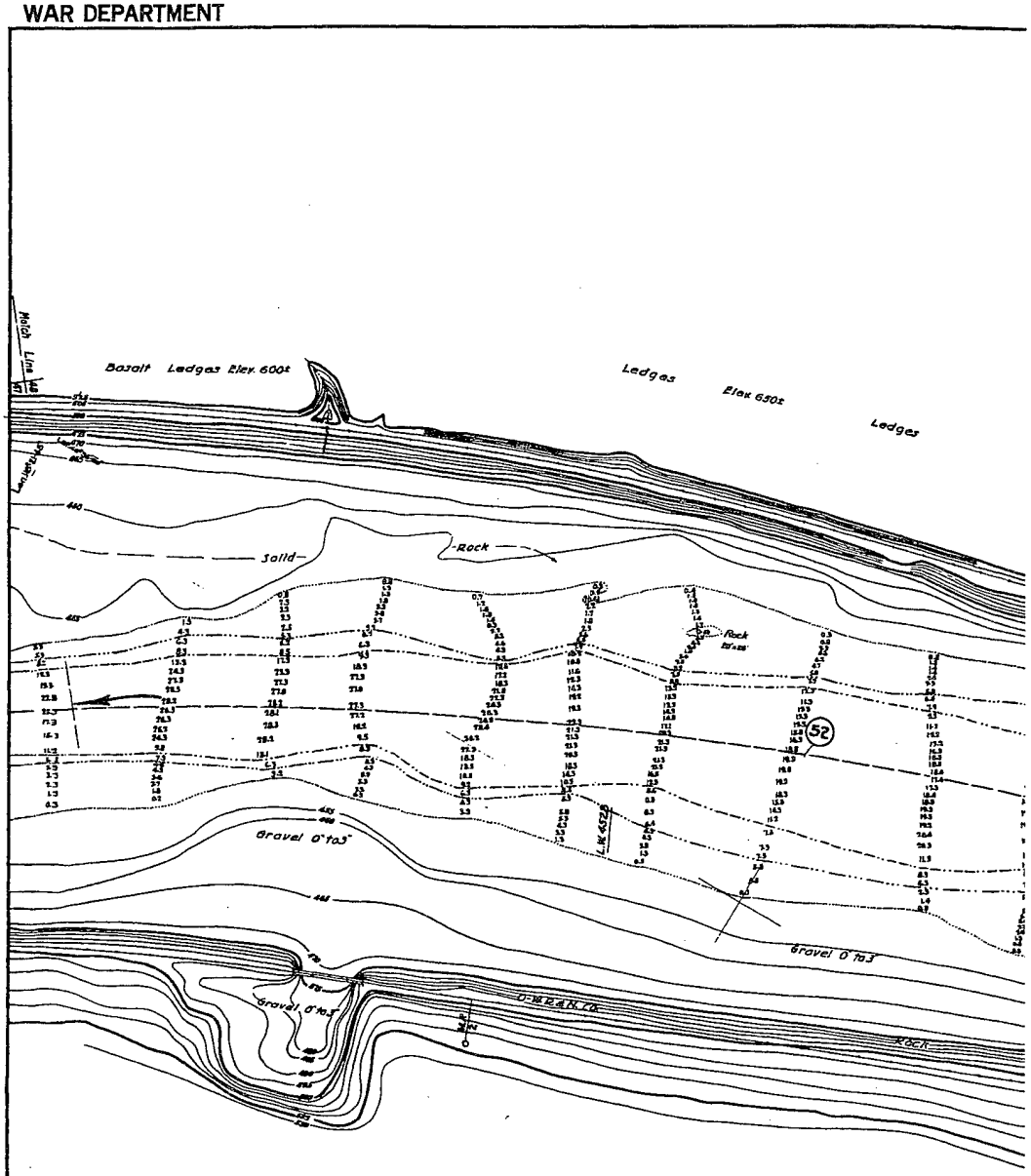
Approved: [signature], Major, Corps of Engineers

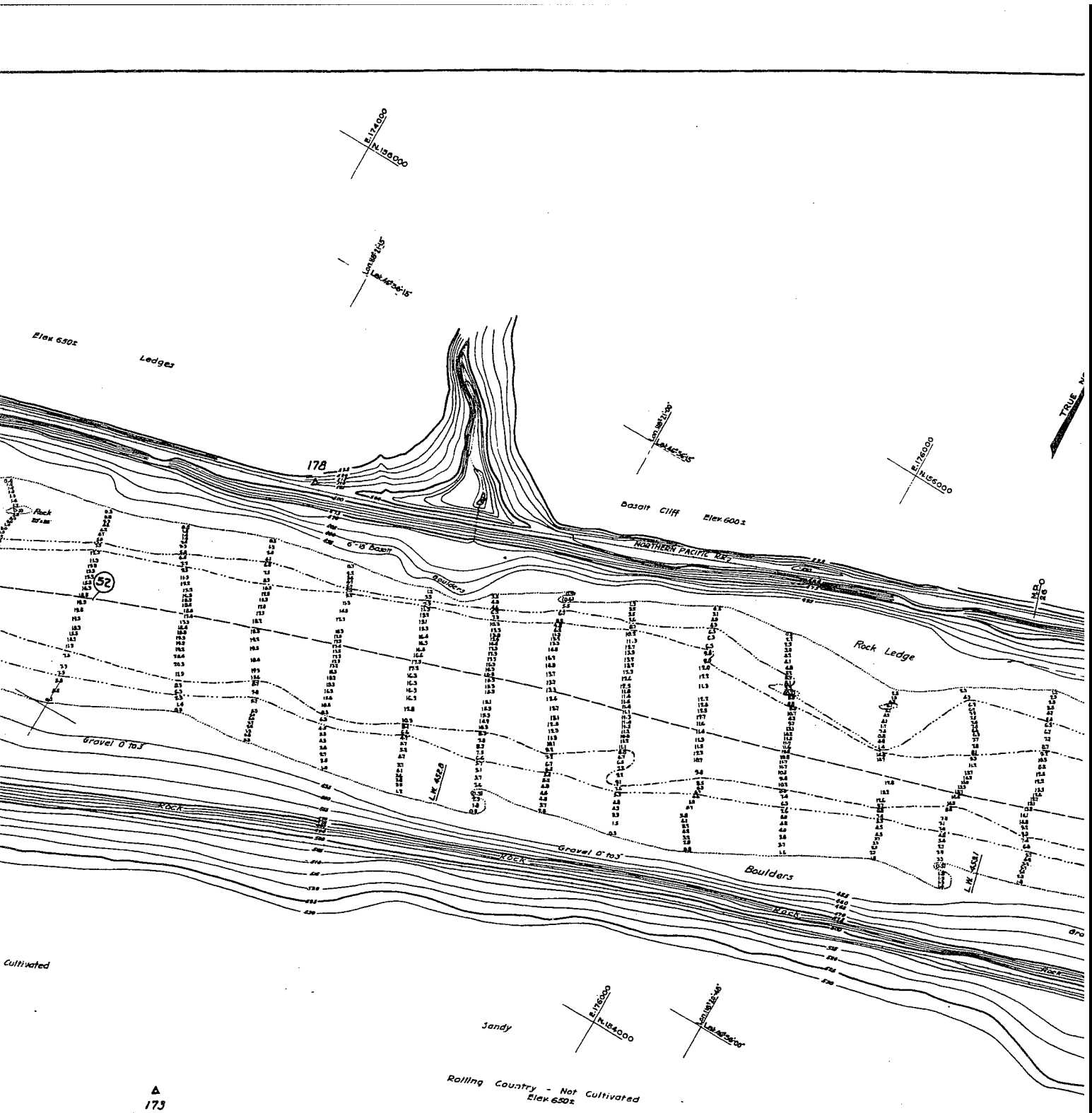
Drawn by G.B.E J.G.B.

Transmitted with report dated June 10, 1935.

SN-1-12/47

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.08 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (52)

S
H



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.08 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: ——————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (52)

A 175 E.174000 N.184000

SN-1-4/49
H-9-2/48

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 48

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

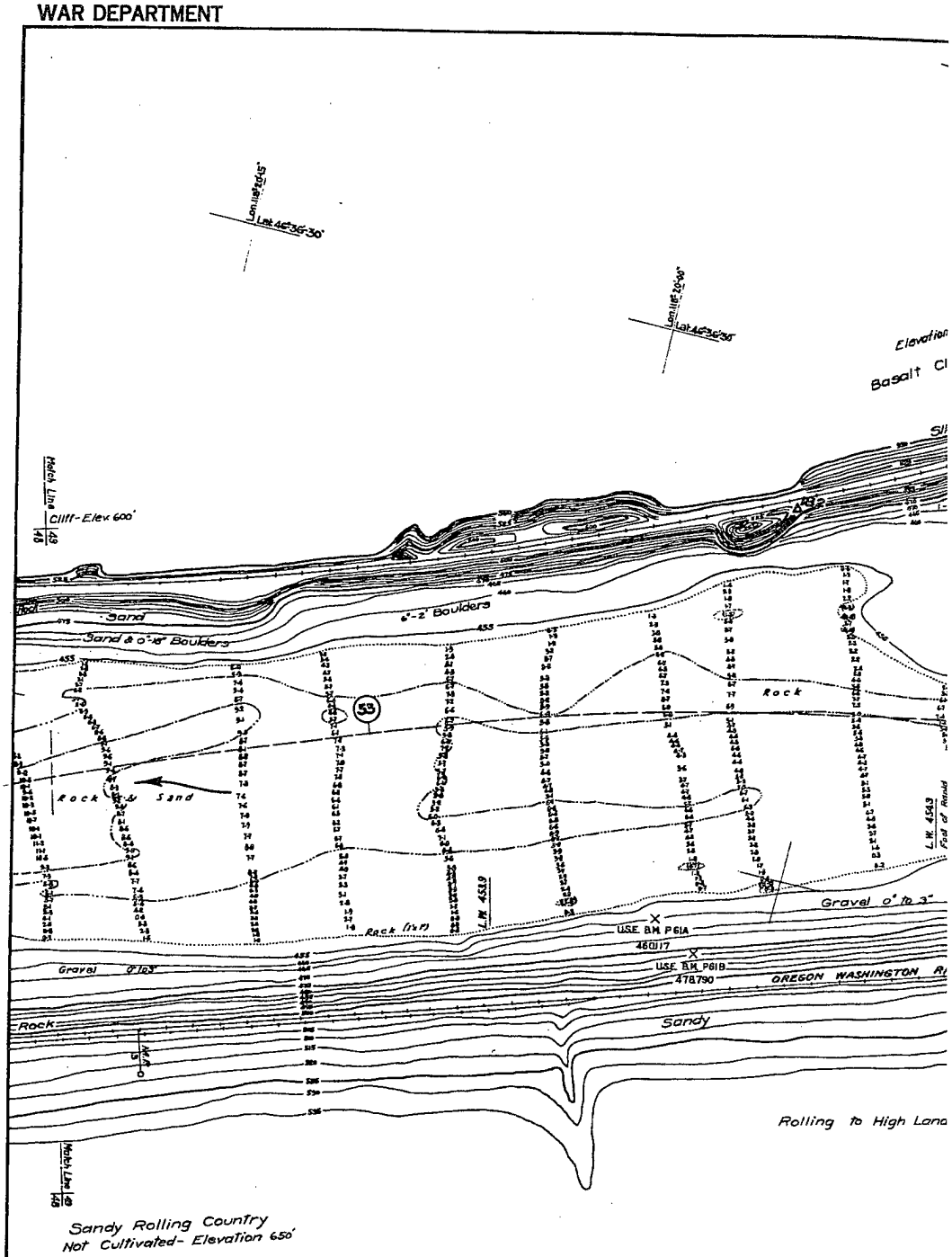
Approved: O. W. Williams, Major, Corps of Engineers

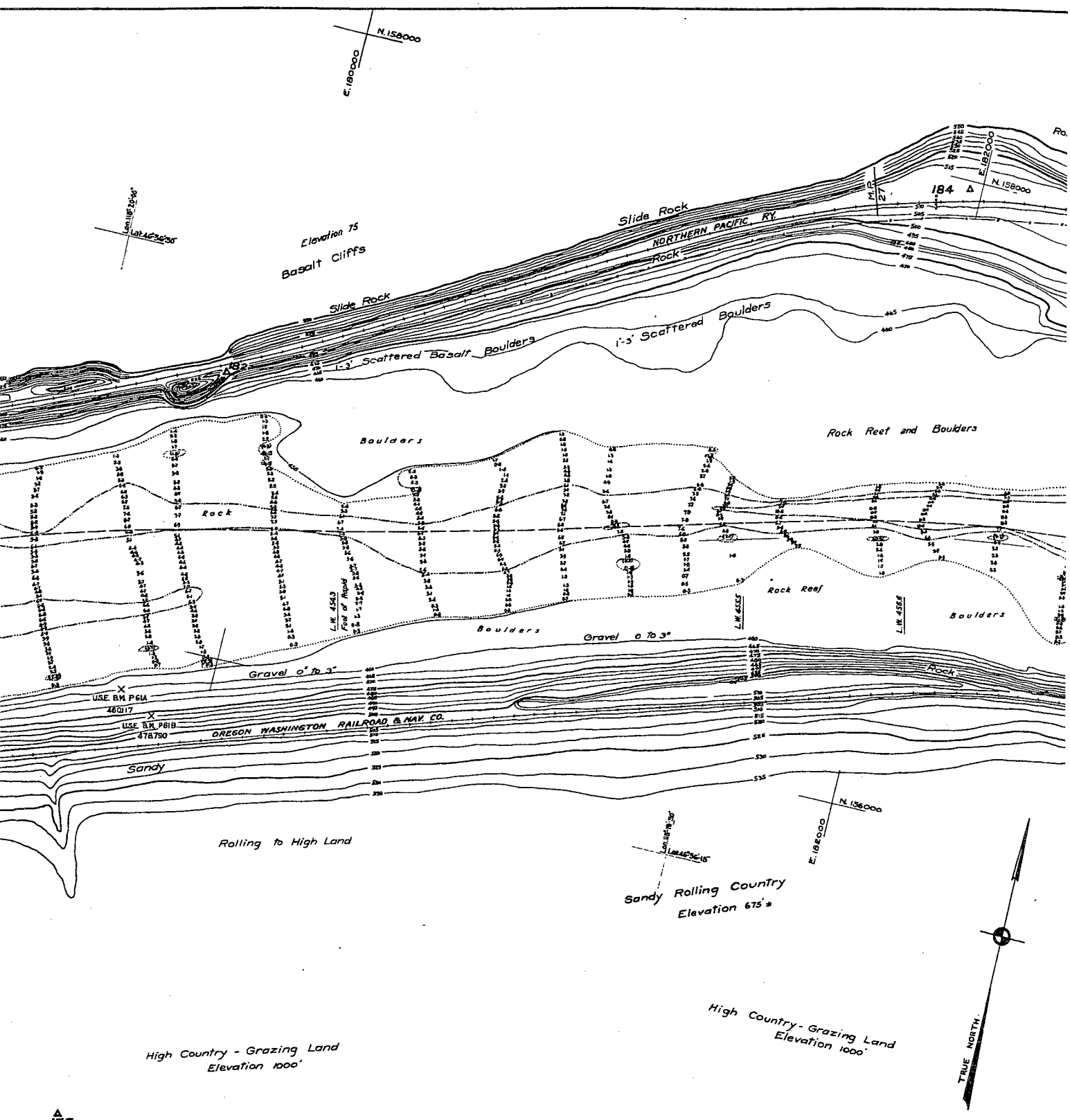
Drawn by G.B.F. J.G.B.

Transmitted with report dated June 10, 1935.

SN-1-12/48

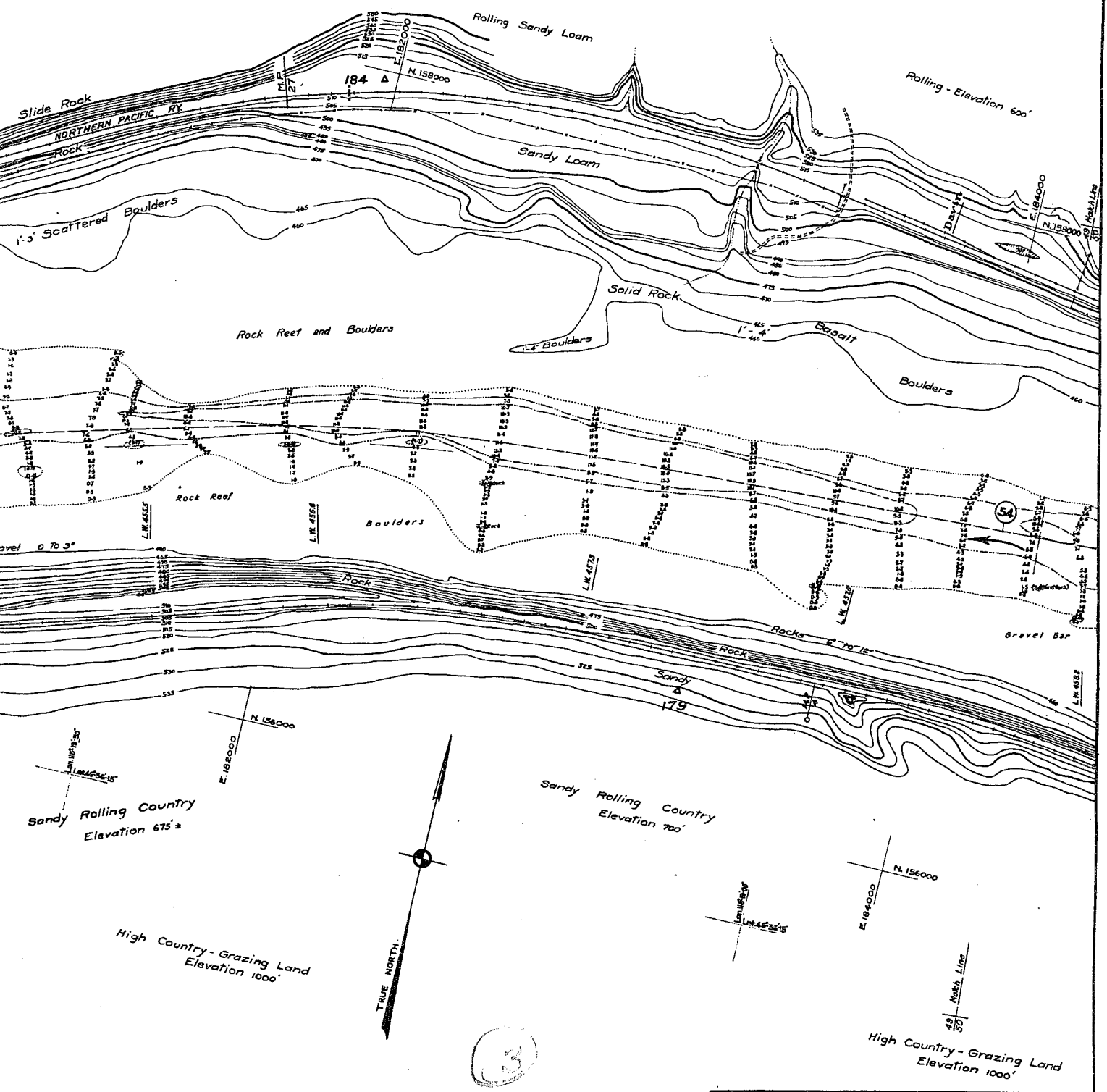
WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS
LOW WATER PLANE: (0.0 ON U. S. WE
EL. 512.03 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7)
ELEVATIONS ARE REFERRED TO MEAN S
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS:
9 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL 9
DISTANCE IN MILES FROM MOUTH OF RI
PROPOSED CHANNEL SHOWN THUS:



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, El. 812.05 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

6 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: - - - - - -

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (53)

SN-1-4/50
H-9-2/49

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 49

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Dass, Associate Engineer

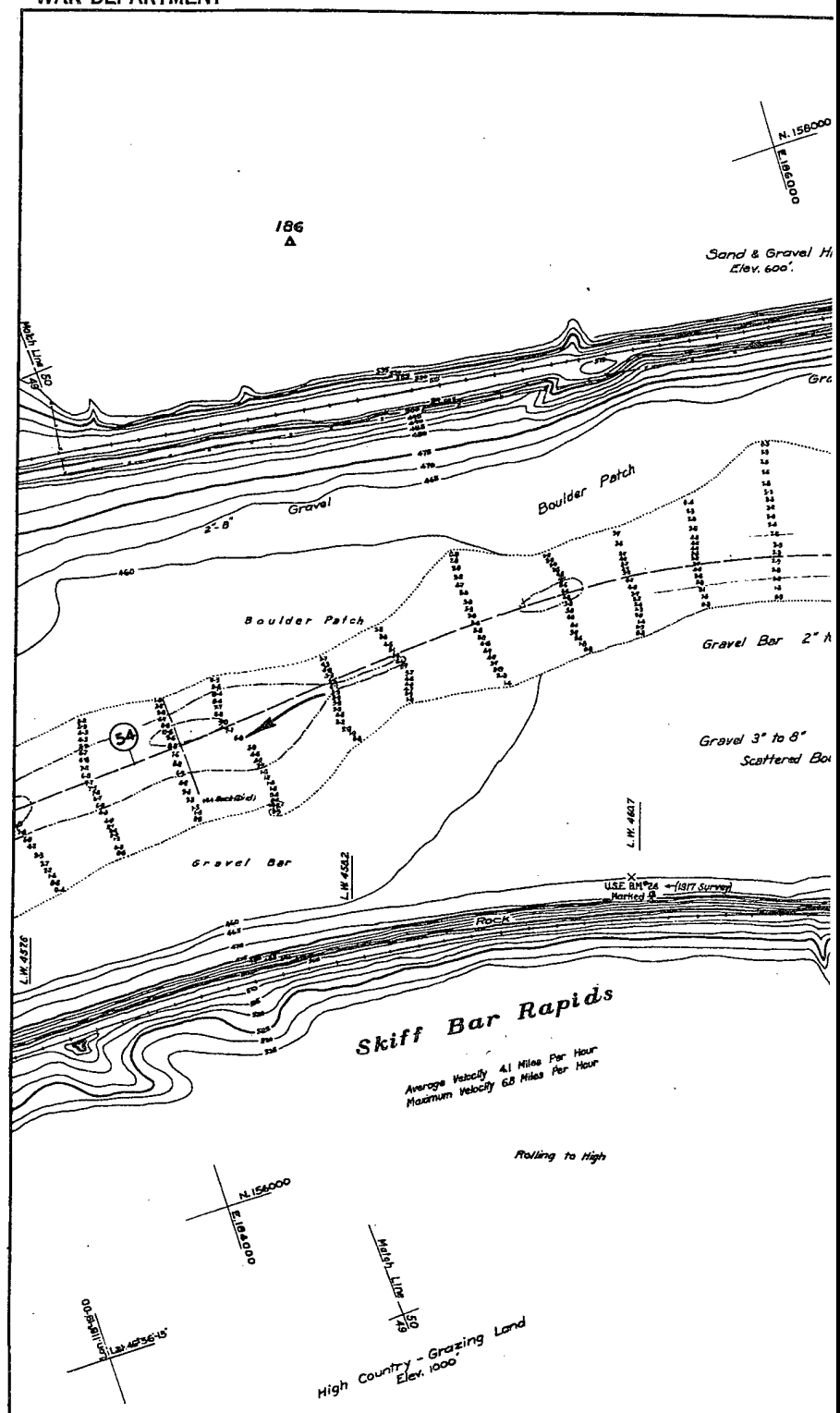
Approved: [signature], Major, Corps of Engineers

Drawn by O.S. R.G.Y.

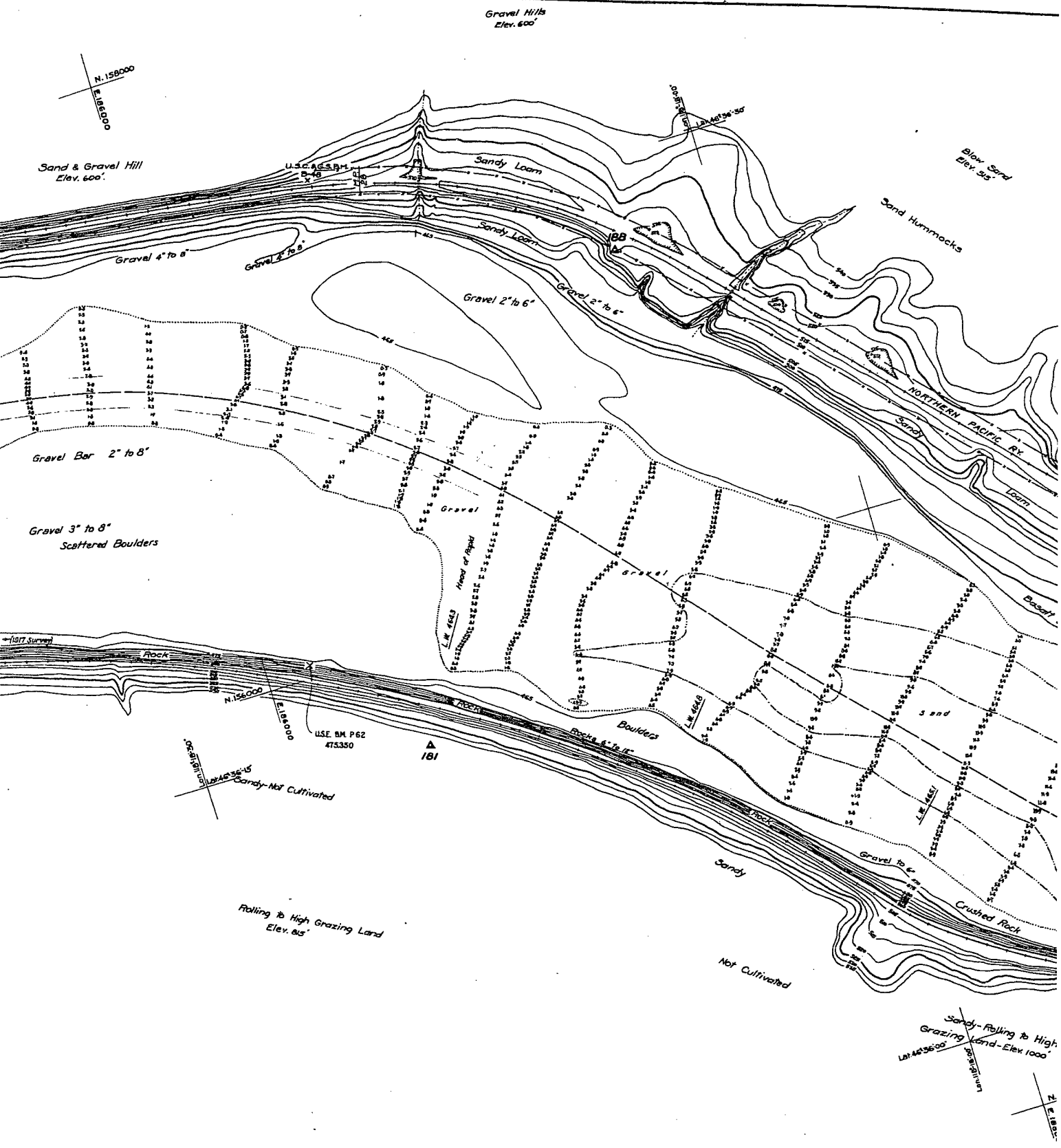
Transmitted with report dated June 10, 1935.

SN-1-12/49

WAR DEPARTMENT



(1)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 192 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

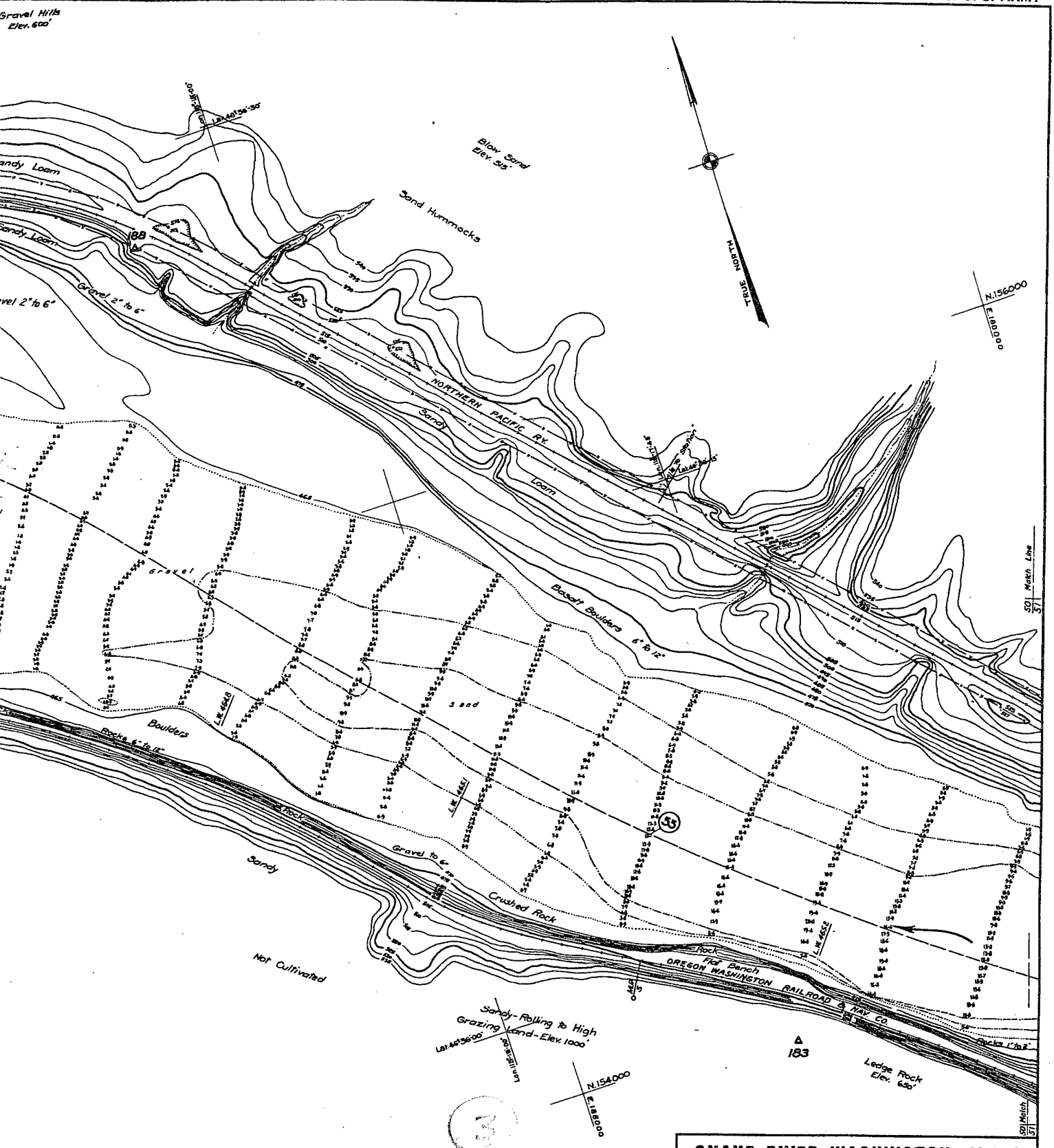
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (55)

SN-1-
H-9-



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: — — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (55)

H-9-2/50

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 50

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

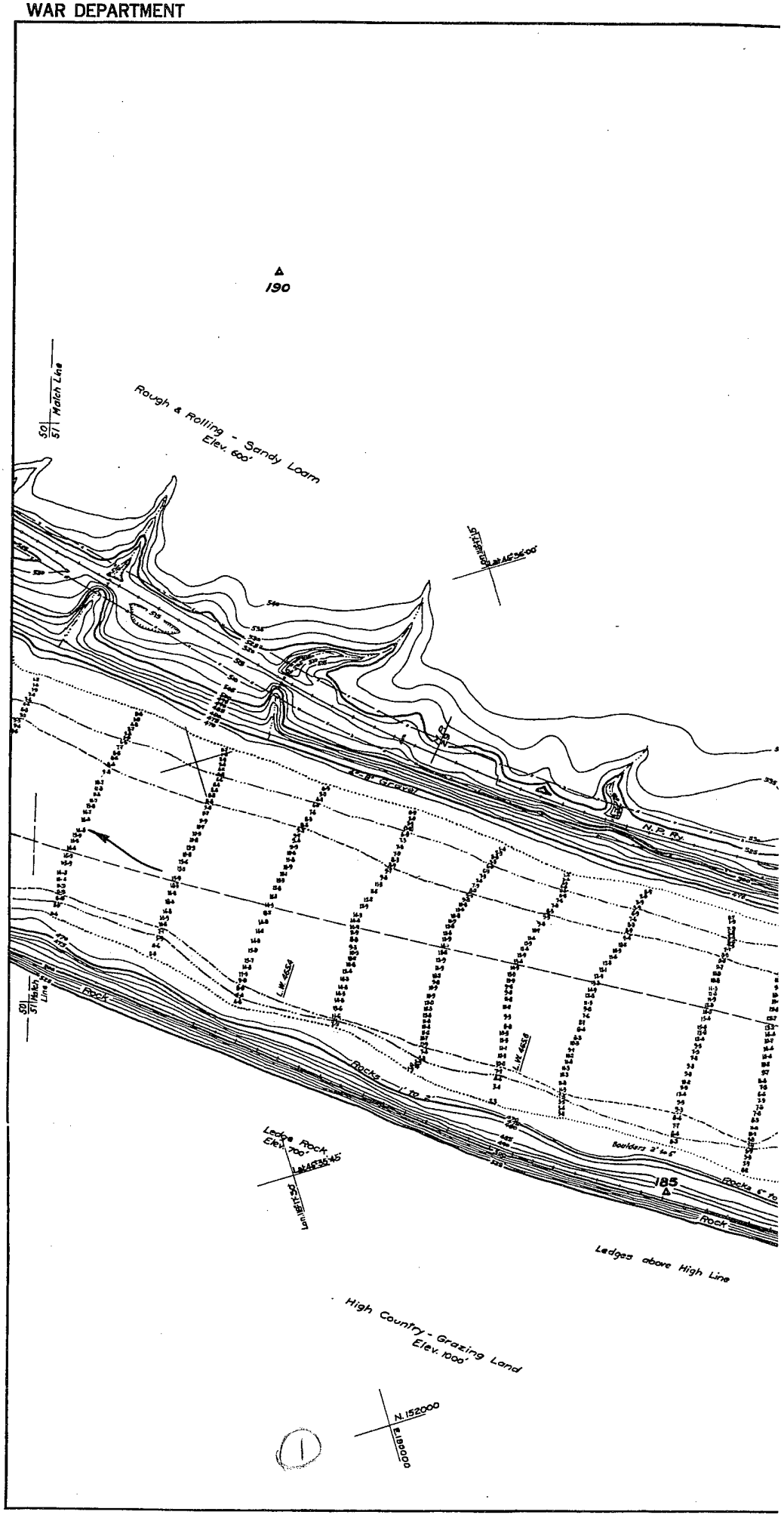
Approved: O. W. Williams, Major, Corps of Engineers

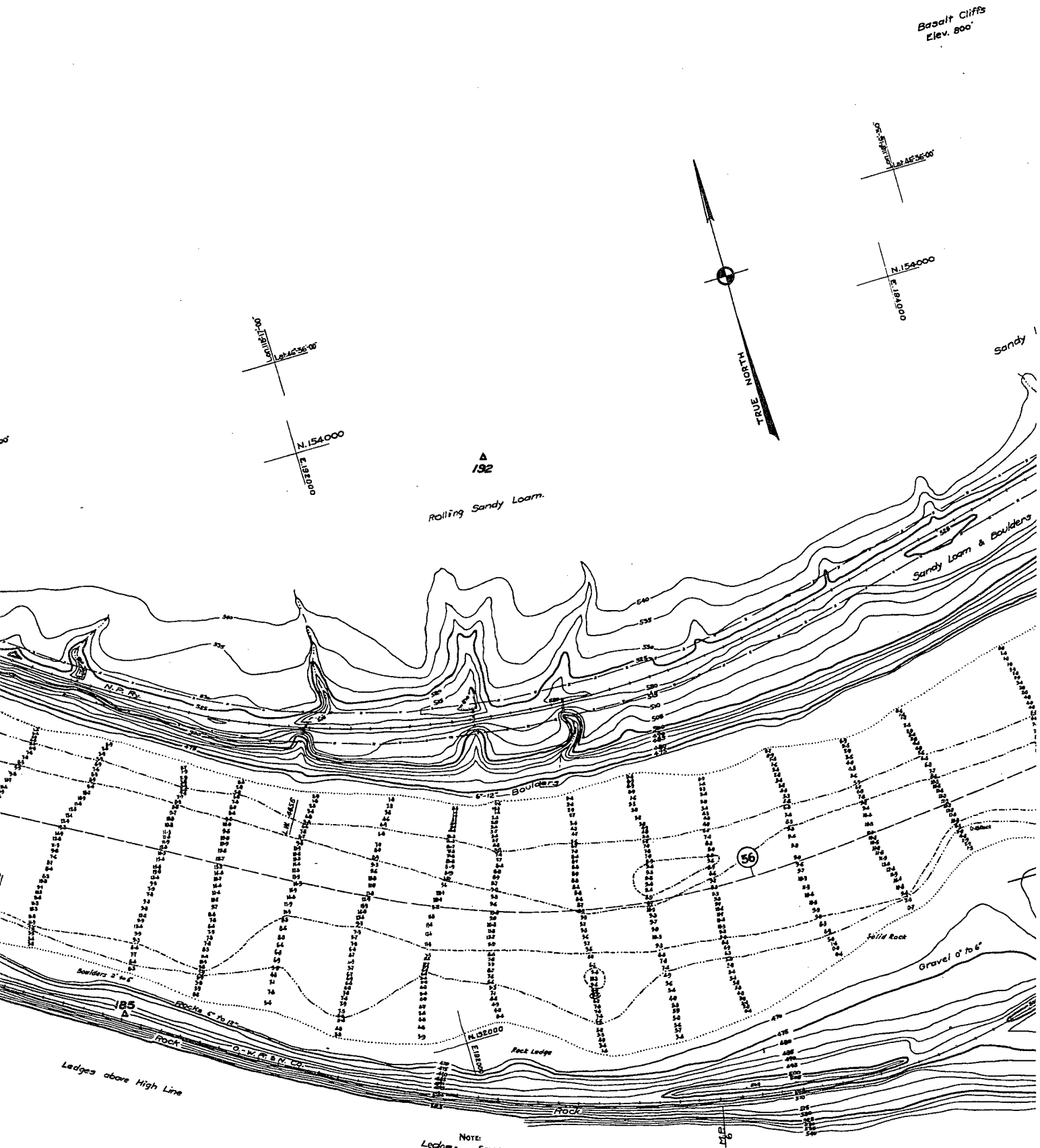
Drawn by O.S. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/50

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

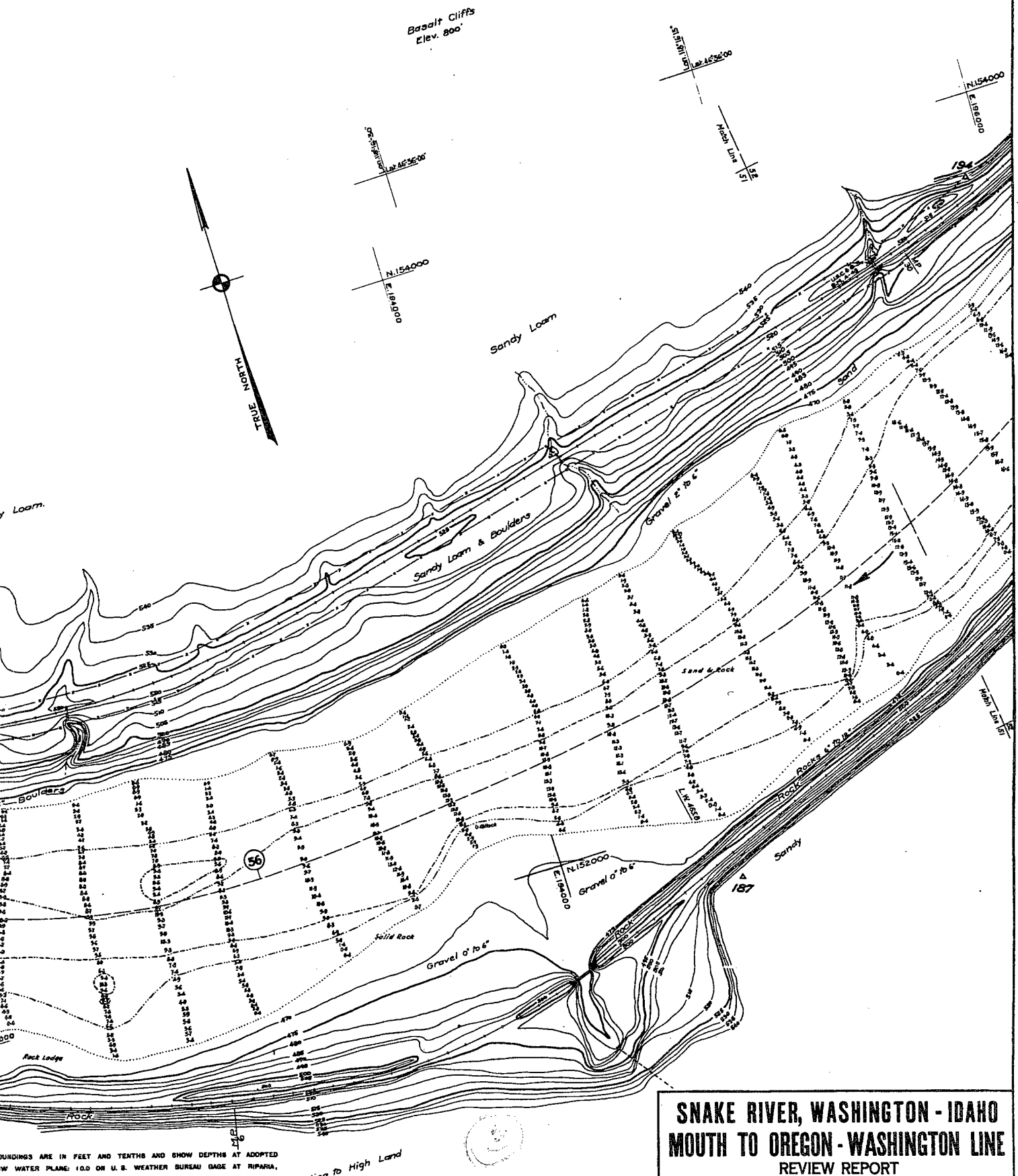
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ·····

9 FOOT DEPTH CURVE SHOWN THUS: - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (56)



SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, ELEV. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

30 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

60 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (56)

SN-1-4/52
H-9-2/51

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 51

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dare, Associate Engineer

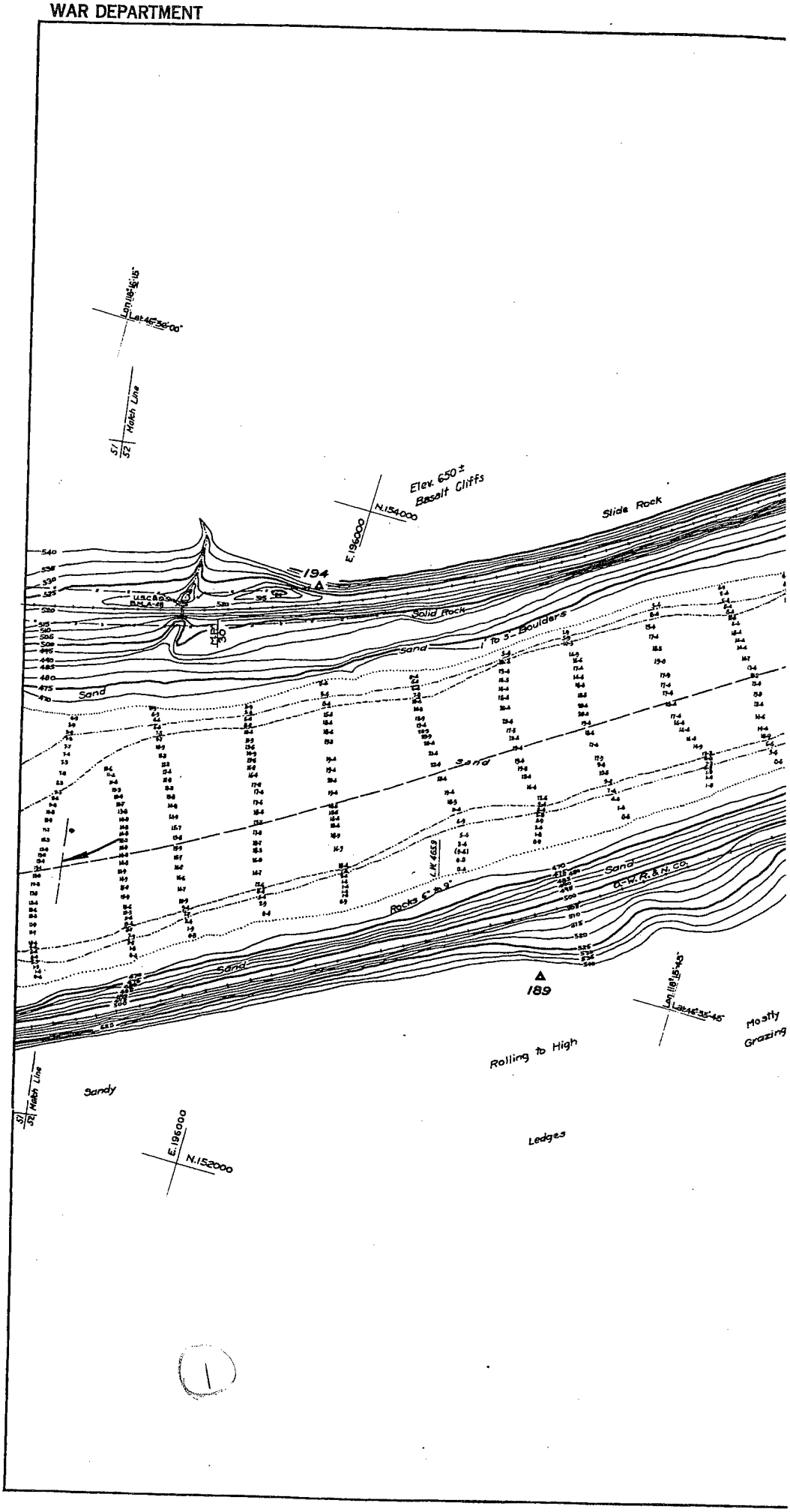
Approved: O. F. Williams, Major, Corps of Engineers

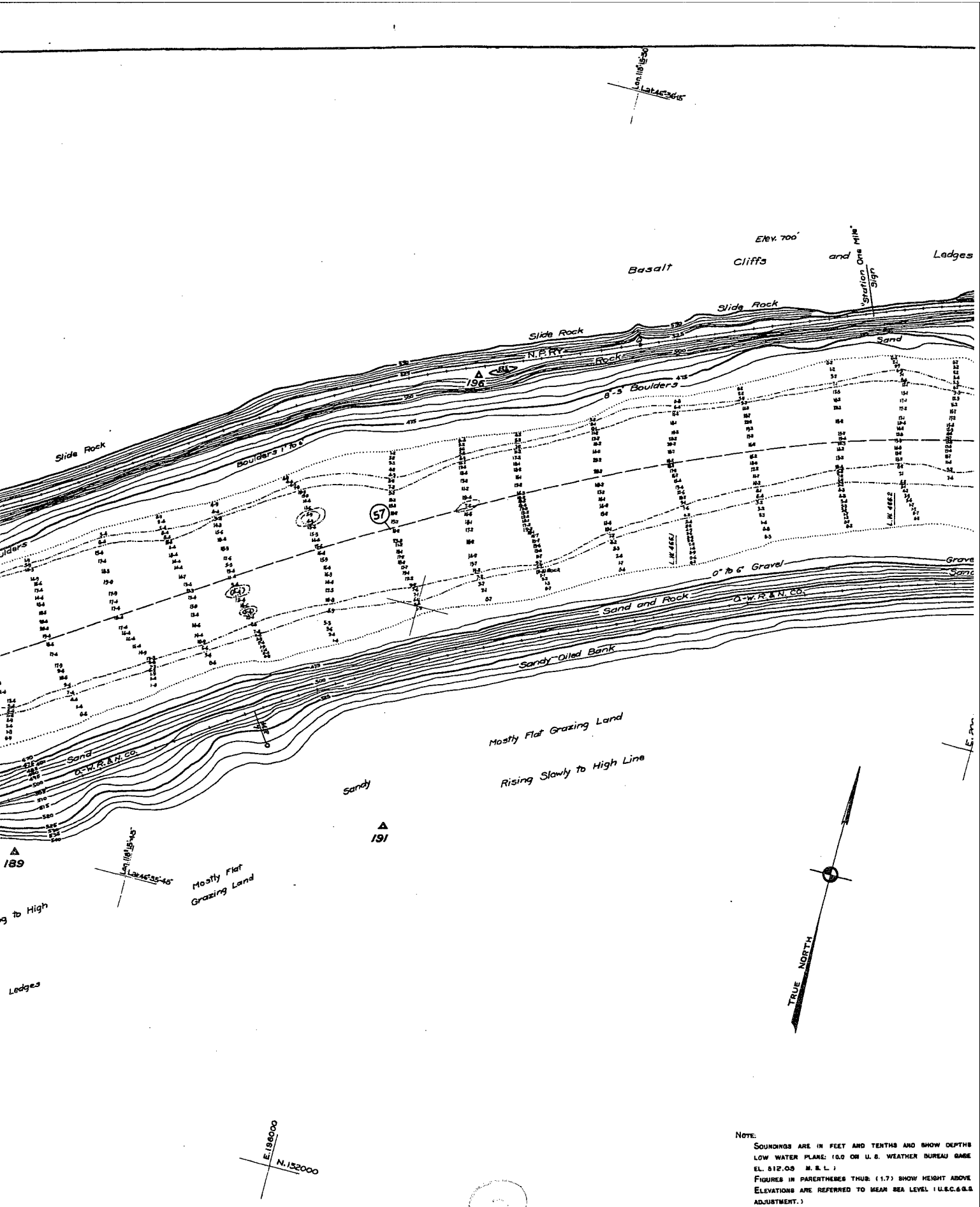
Drawn by O.S. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/51

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE EL. 512.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

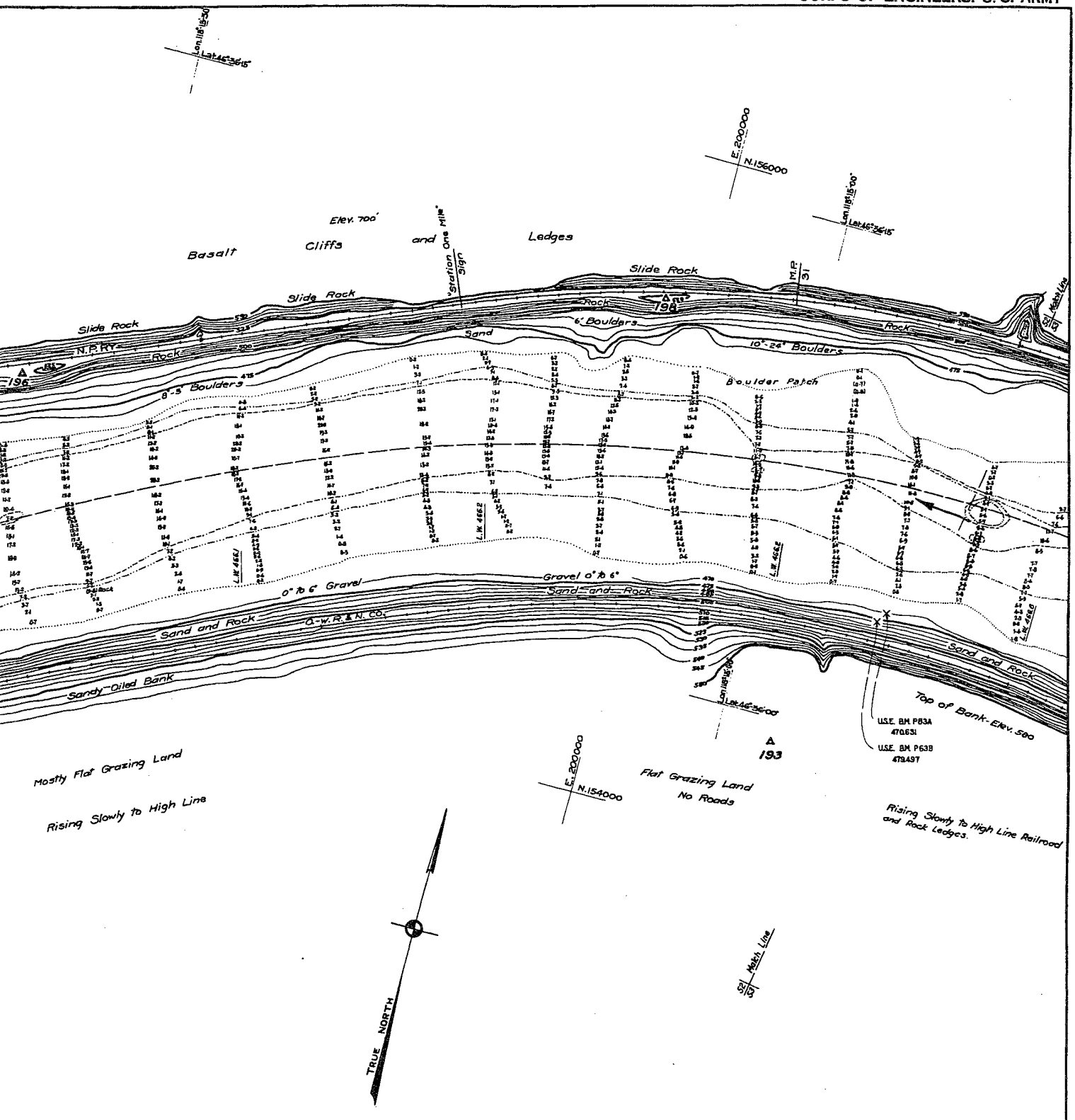
8 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CE

PROPOSED CHANNEL SHOWN THUS: (57)



(3)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (57)

SN-1-4/53
H- 9-2/52

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 52

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

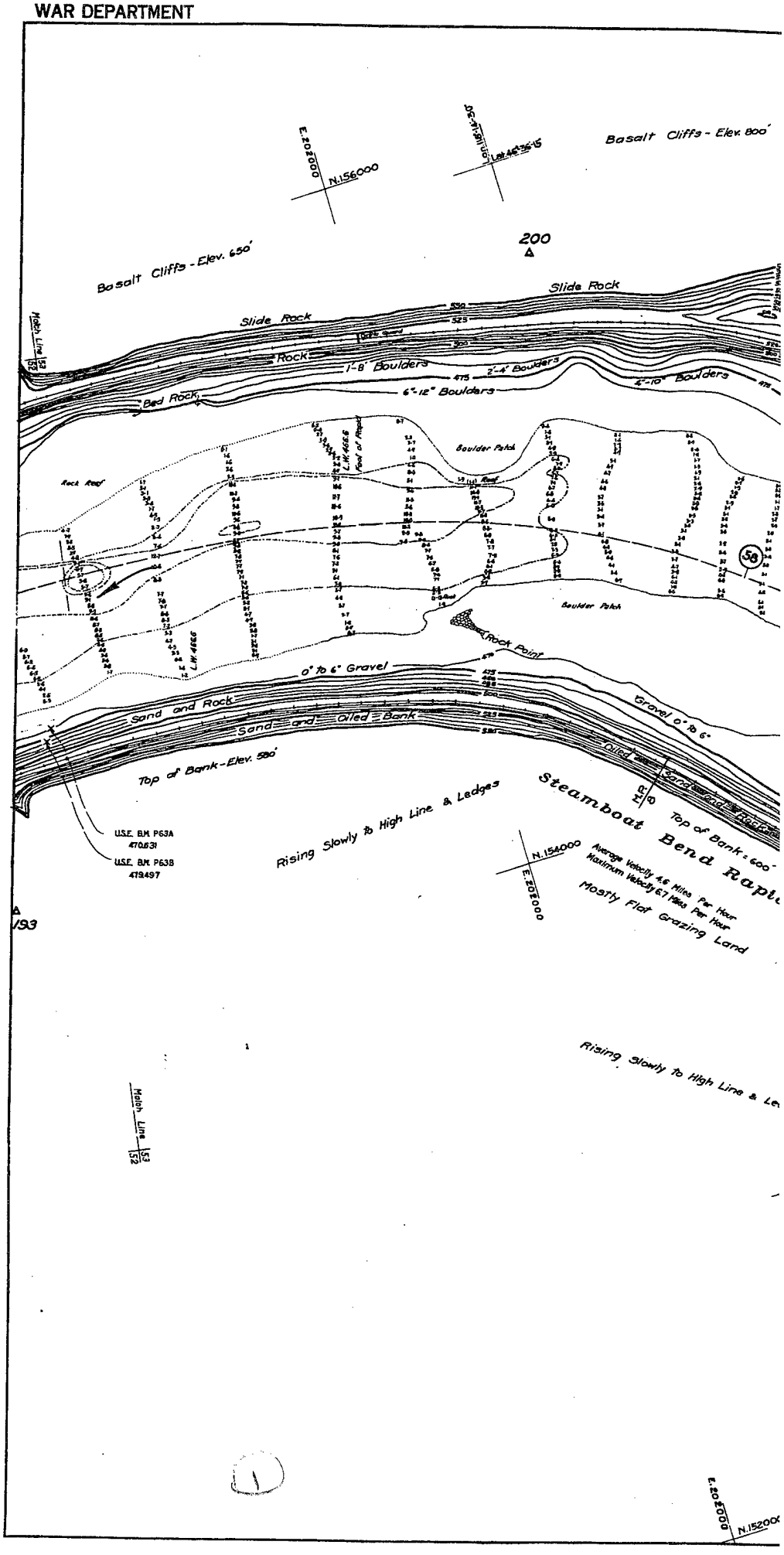
Approved: D. W. Williams, Major, Corps of Engineers

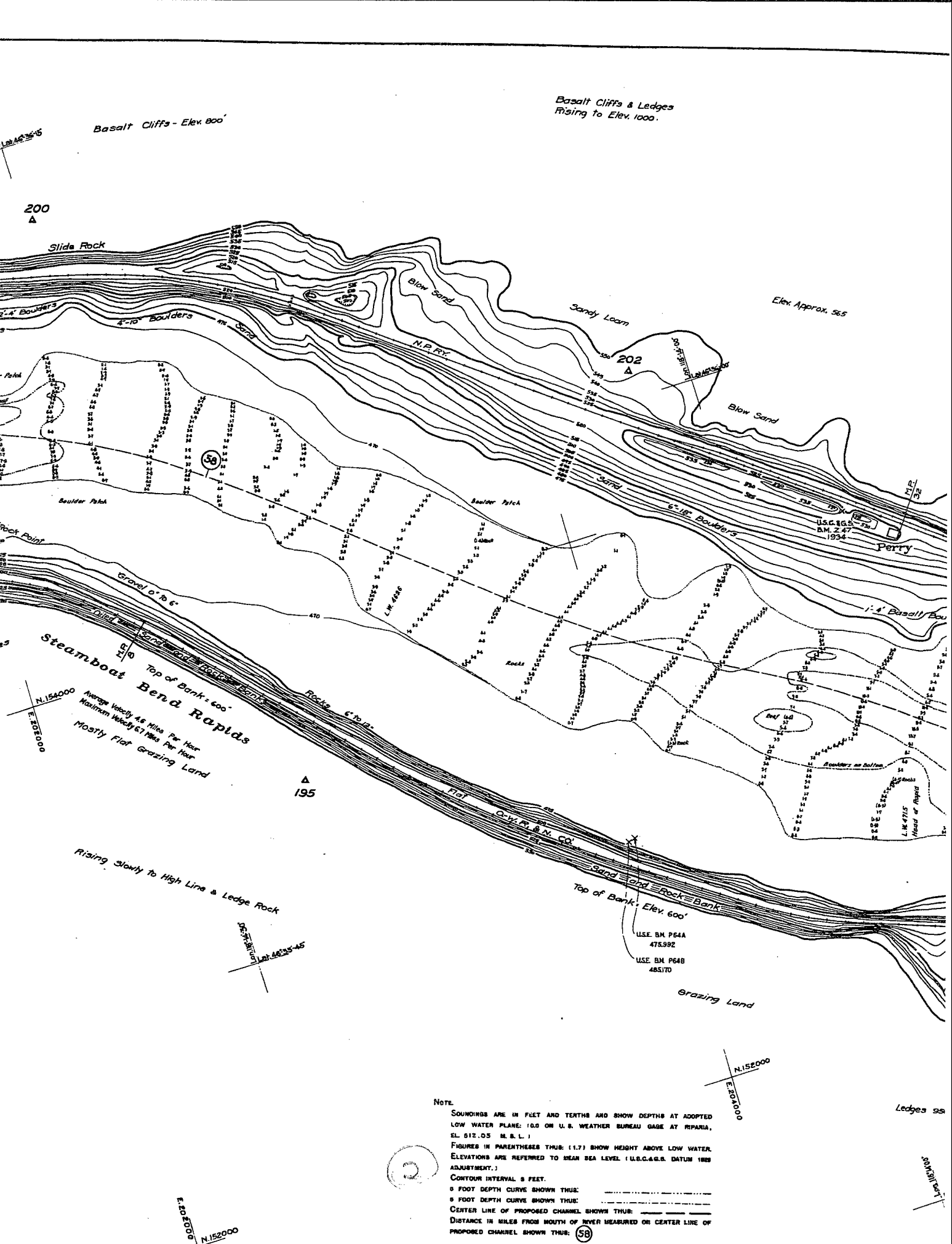
Drawn by O.S. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/52

WAR DEPARTMENT





NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

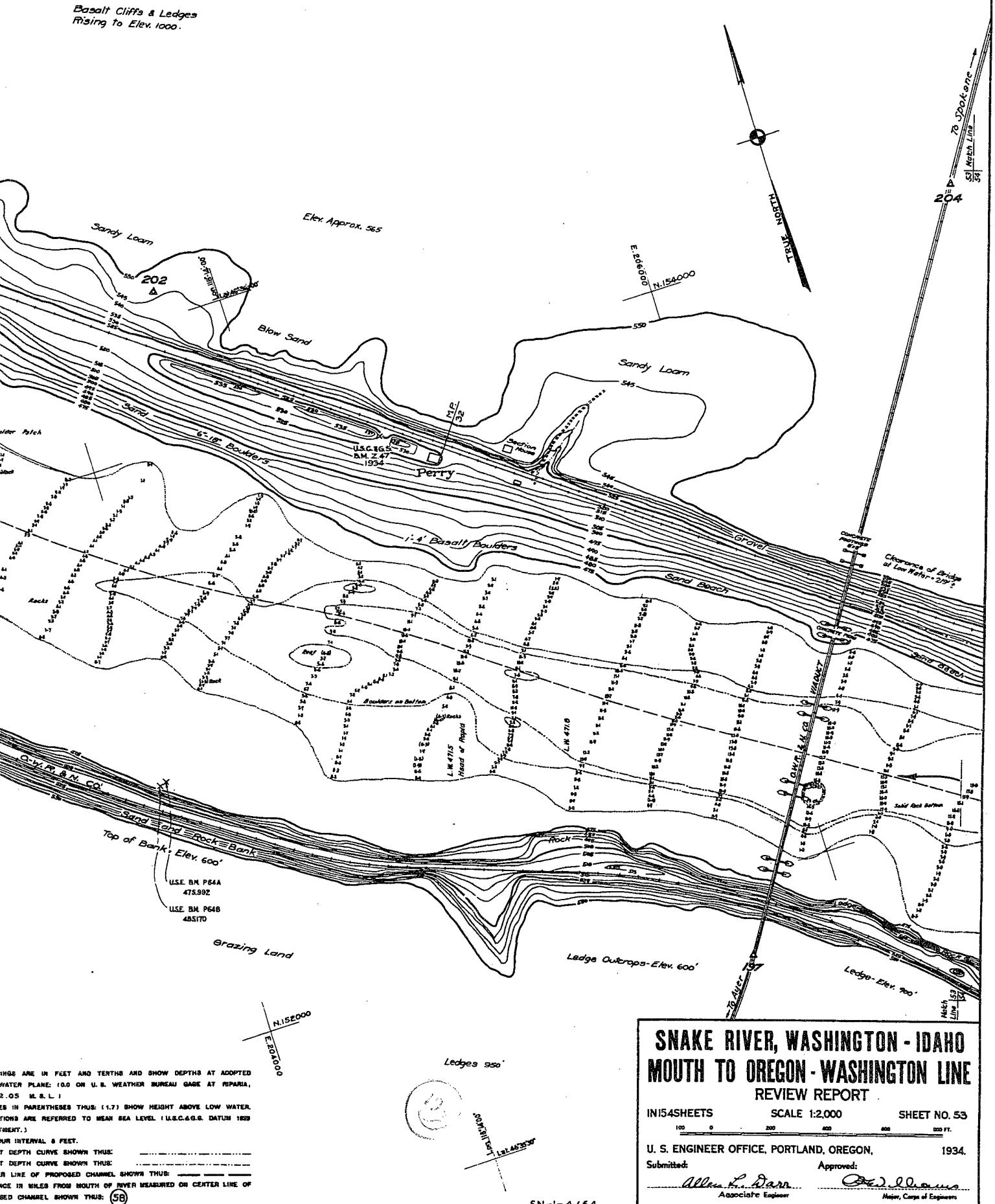
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (58)



SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS | SCALE 1:2,000 | SHEET NO. 53

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: [signature], Major, Corps of Engineers

Drawn by O.S. R.G.Y.

Transmitted with report dated June 10, 1935.

INGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, 2.05 M. S. L.)

ES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

TIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 RRENT.)

UR INTERVAL 6 FEET.

T DEPTH CURVE SHOWN THUS: ——·——·——

T DEPTH CURVE SHOWN THUS: - - - - - -

R LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

NCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF SED CHANNEL SHOWN THUS: (58)

SN-1-4/54
H-9-2/53

SN-1-12/53

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1926 ADJUSTMENT.)

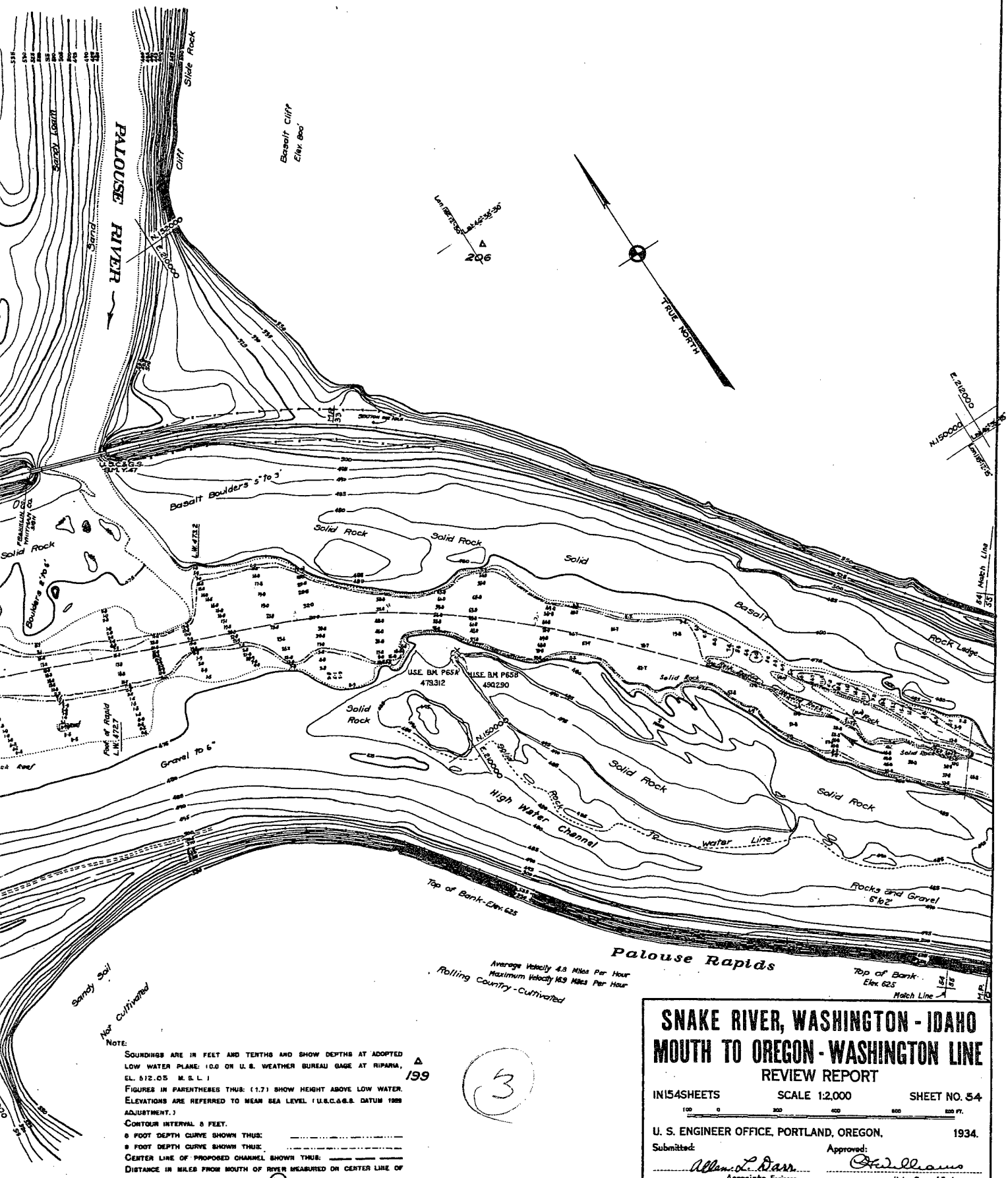
CONTOUR INTERVAL 8 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

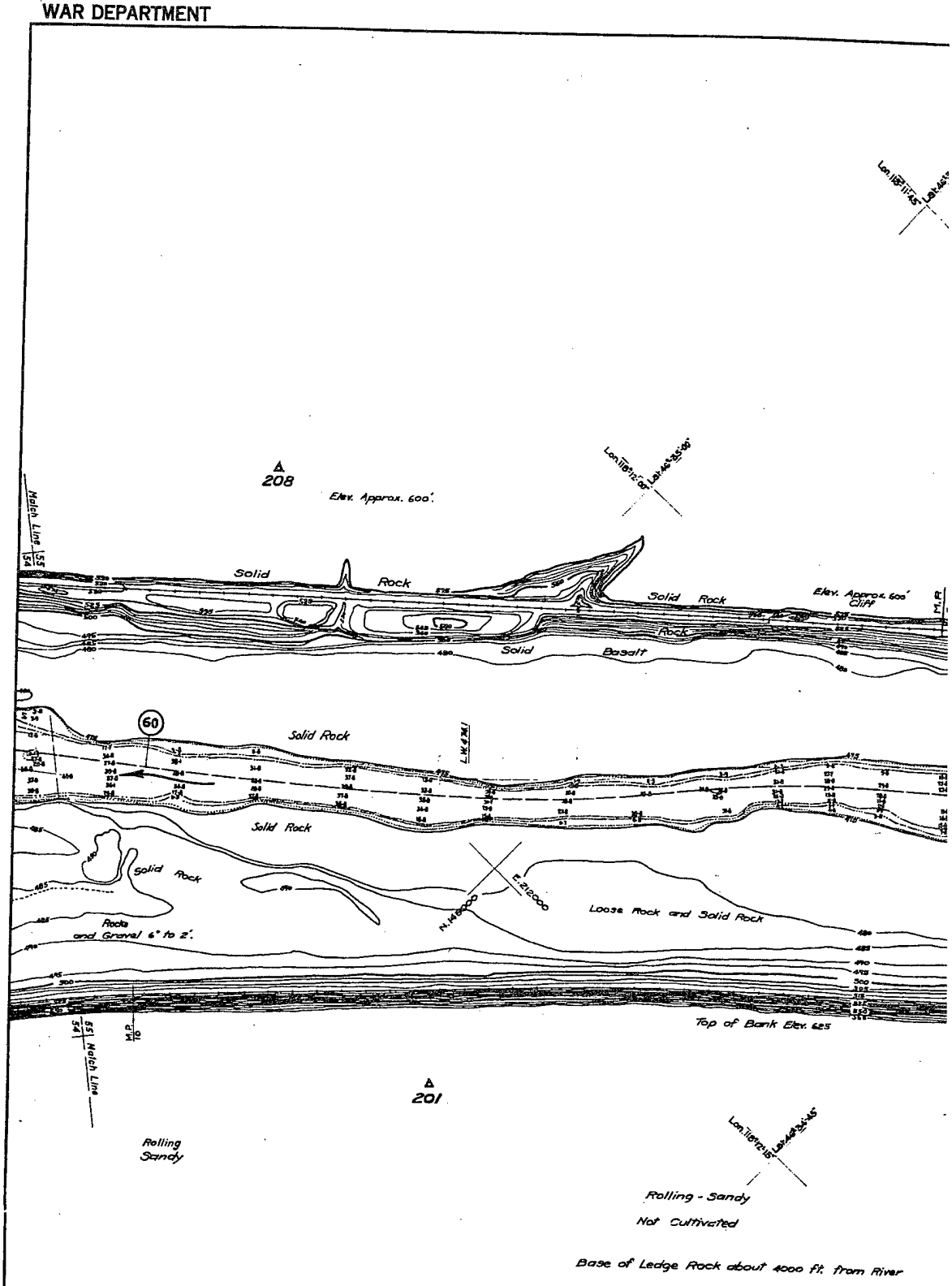
9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

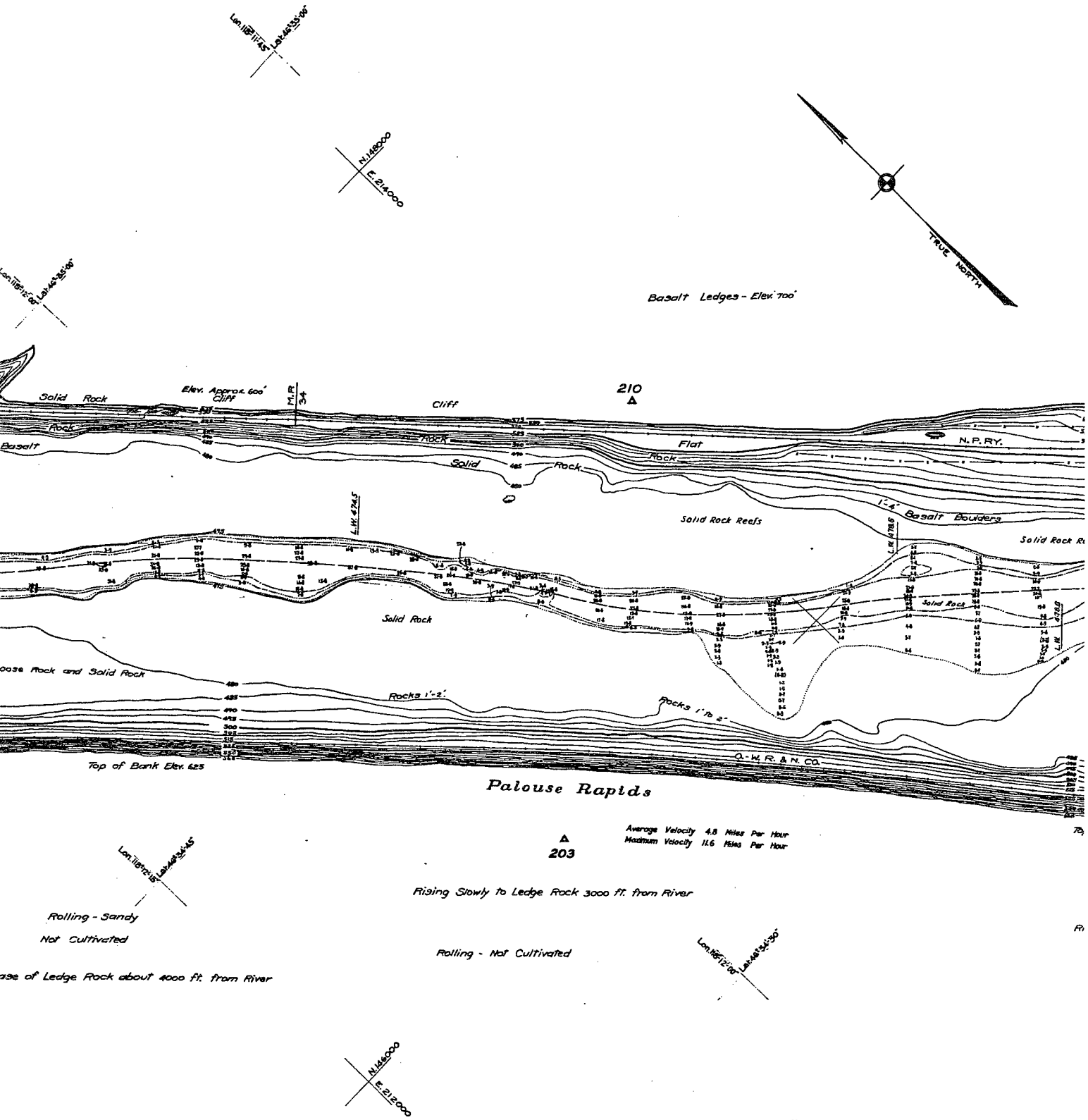
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (59)


PALOUSE RIVER
Slide Rock
Basalt Cliff
Elev. 800'
Cliff
Sandy Loam
Sand
TRUE NORTH
N.150000
E.210000
E.212000
N.150000
Basalt Boulders 5" to 3'
Solid Rock
Solid Rock
Solid
Basalt
Rock Ledge
Solid Rock
Boulders 6" to 3'
Solid Rock
Solid Rock
Solid Rock

WAR DEPARTMENT



(1)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT AD
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT R
EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW W

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM
ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

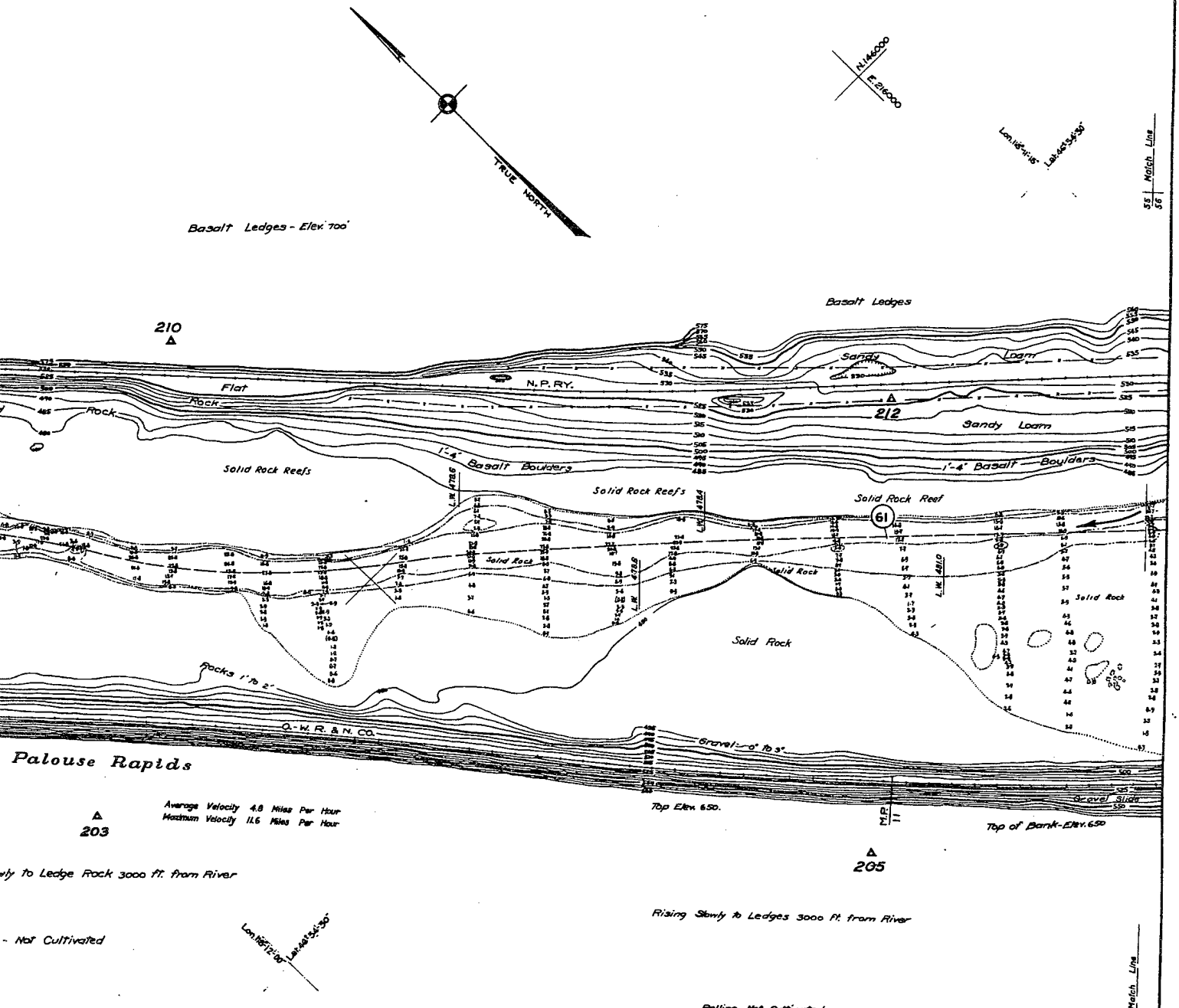
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ·

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LI
PROPOSED CHANNEL SHOWN THUS: (61)

SN-
H-9-



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (61)

SN-1-4/56
H-9-2/55

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 55

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

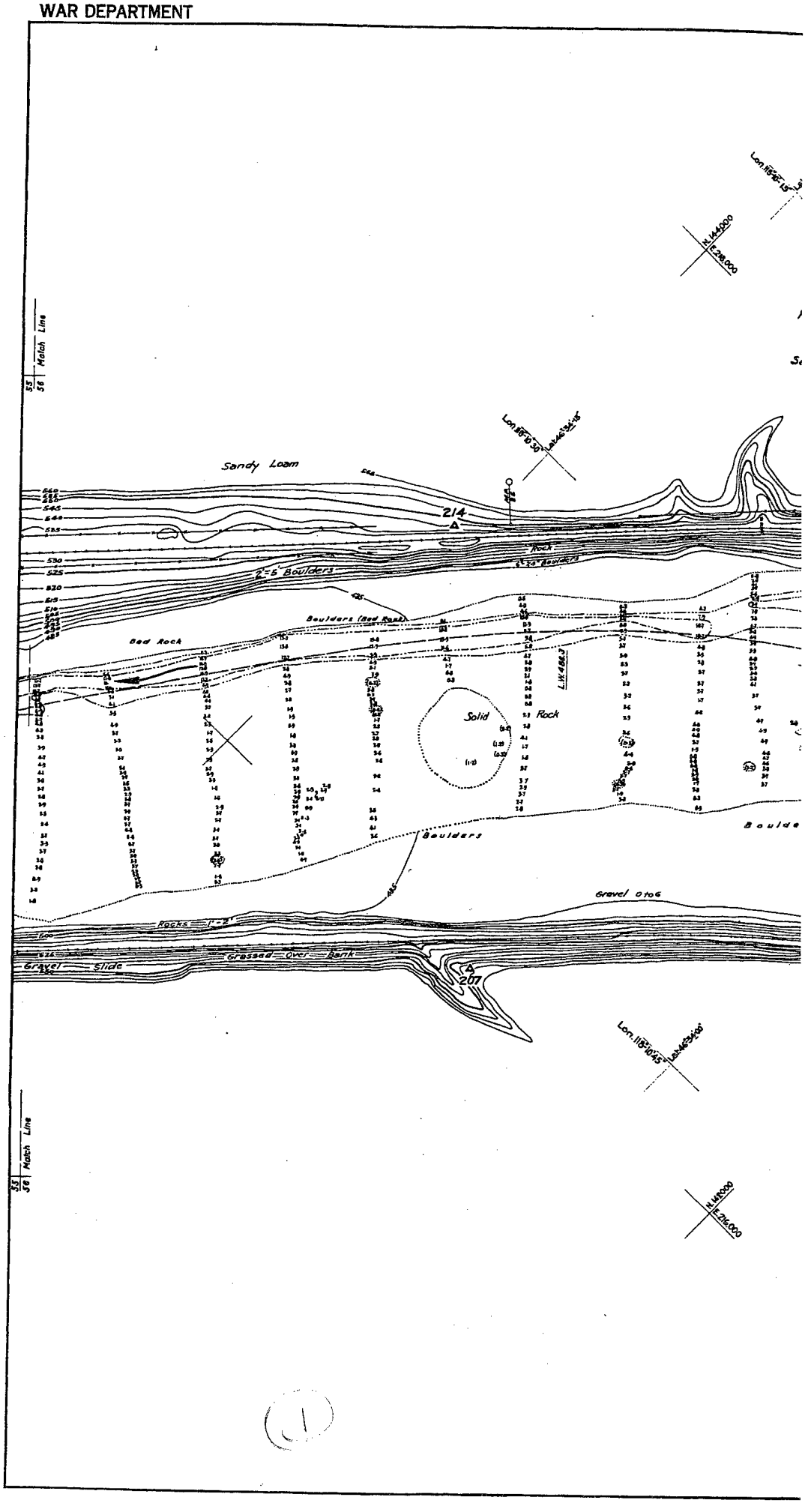
Approved: C. H. Williams, Major, Corps of Engineers

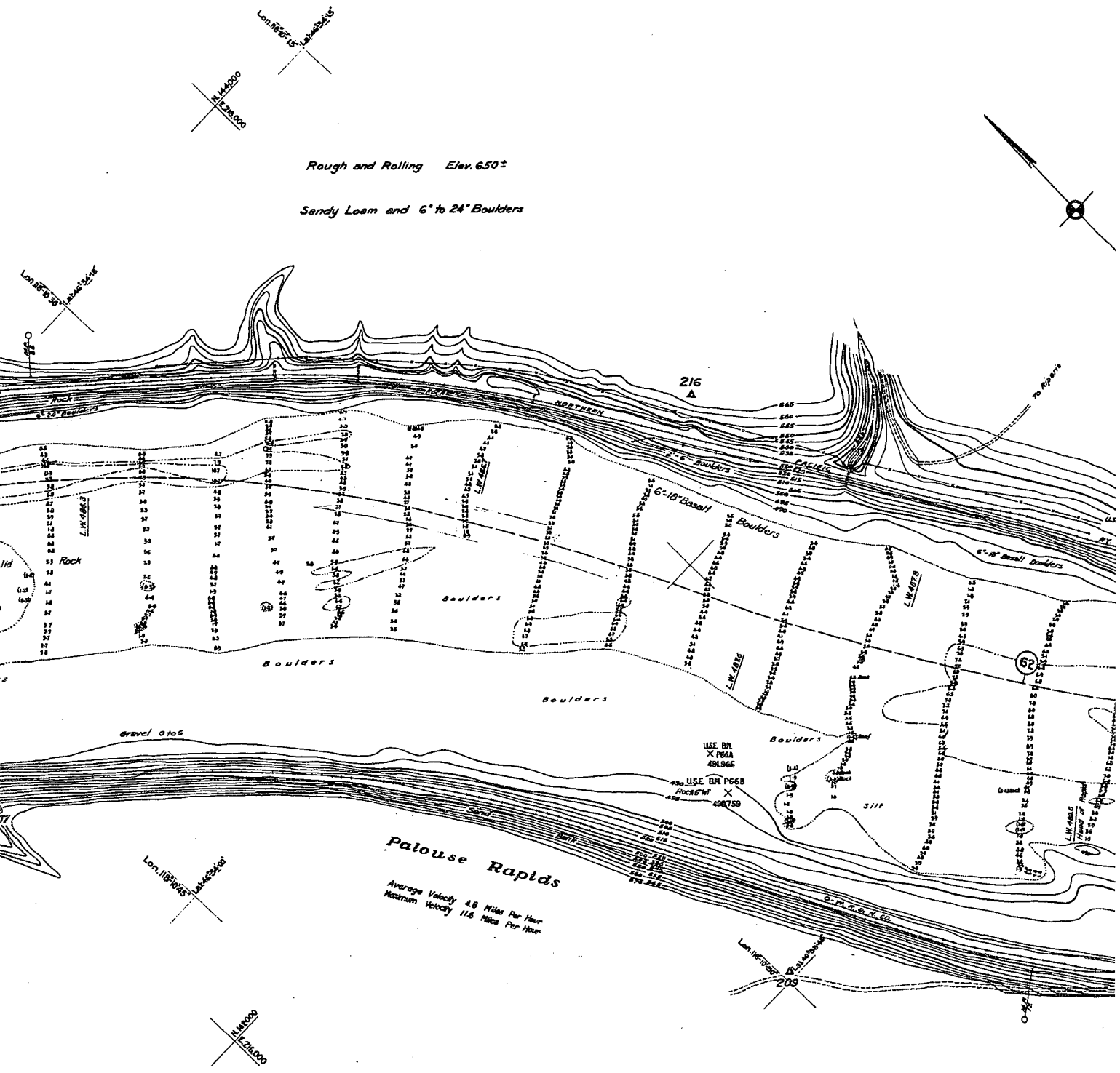
Drawn by O.S. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/55

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW LOW WATER PLANE: (0.0 OR U. S. WEATHER BURE EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGH

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (I ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

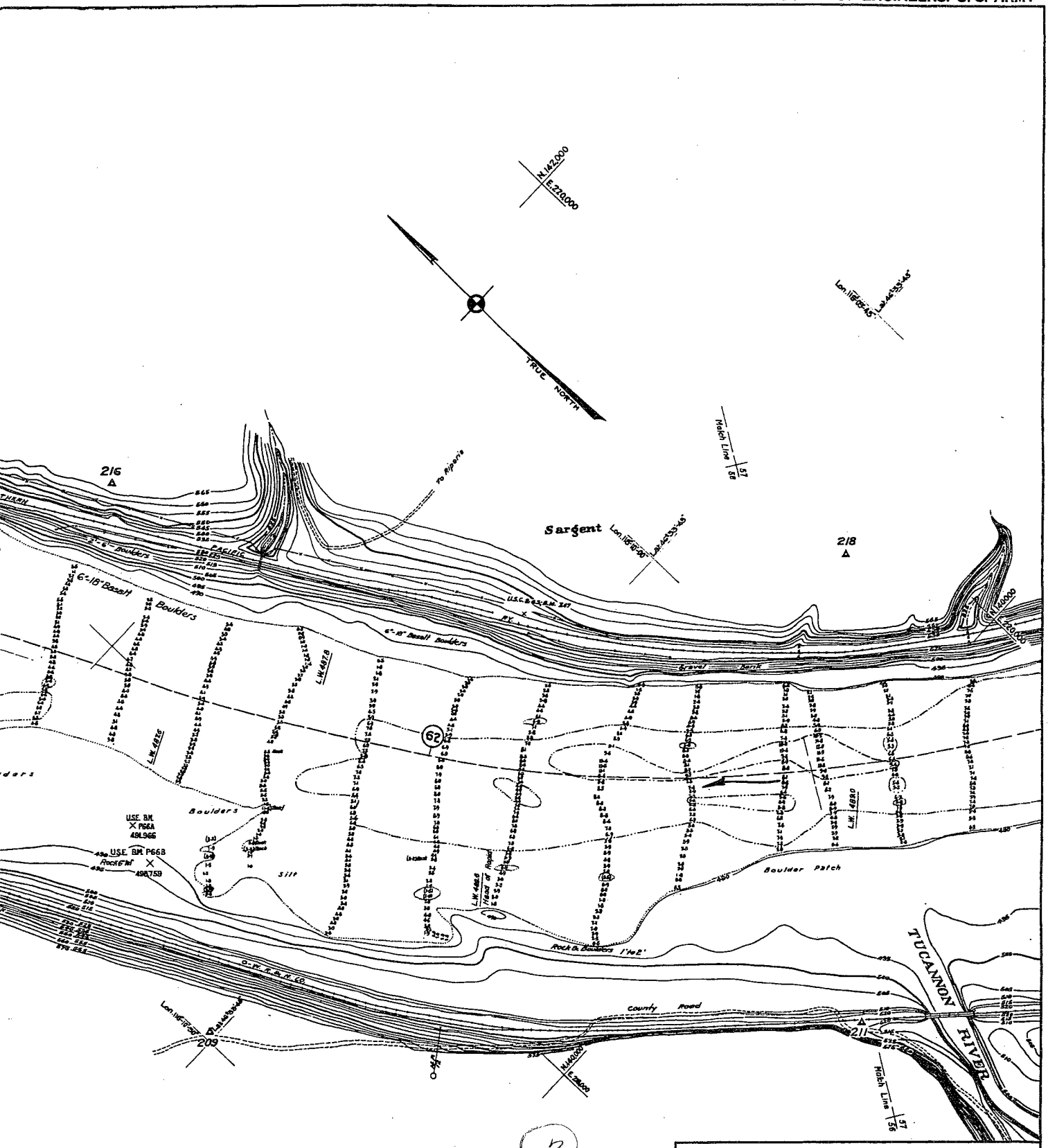
6 FOOT DEPTH CURVE SHOWN THUS: ——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURI PROPOSED CHANNEL SHOWN THUS: (62)

(2)



3

Note:

Soundings are in feet and tenths and show depths at adopted low water plane. (0.0 on U. S. Weather Bureau gage at Riparia, El. 512.03 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

6 foot depth curve shown thus: ---

8 foot depth curve shown thus: ---

Center line of proposed channel shown thus: ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (62)

SN-1-4/57
H-9-2/56

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS | SCALE 1:2,000 | SHEET NO. 56

100 0 200 400 800 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

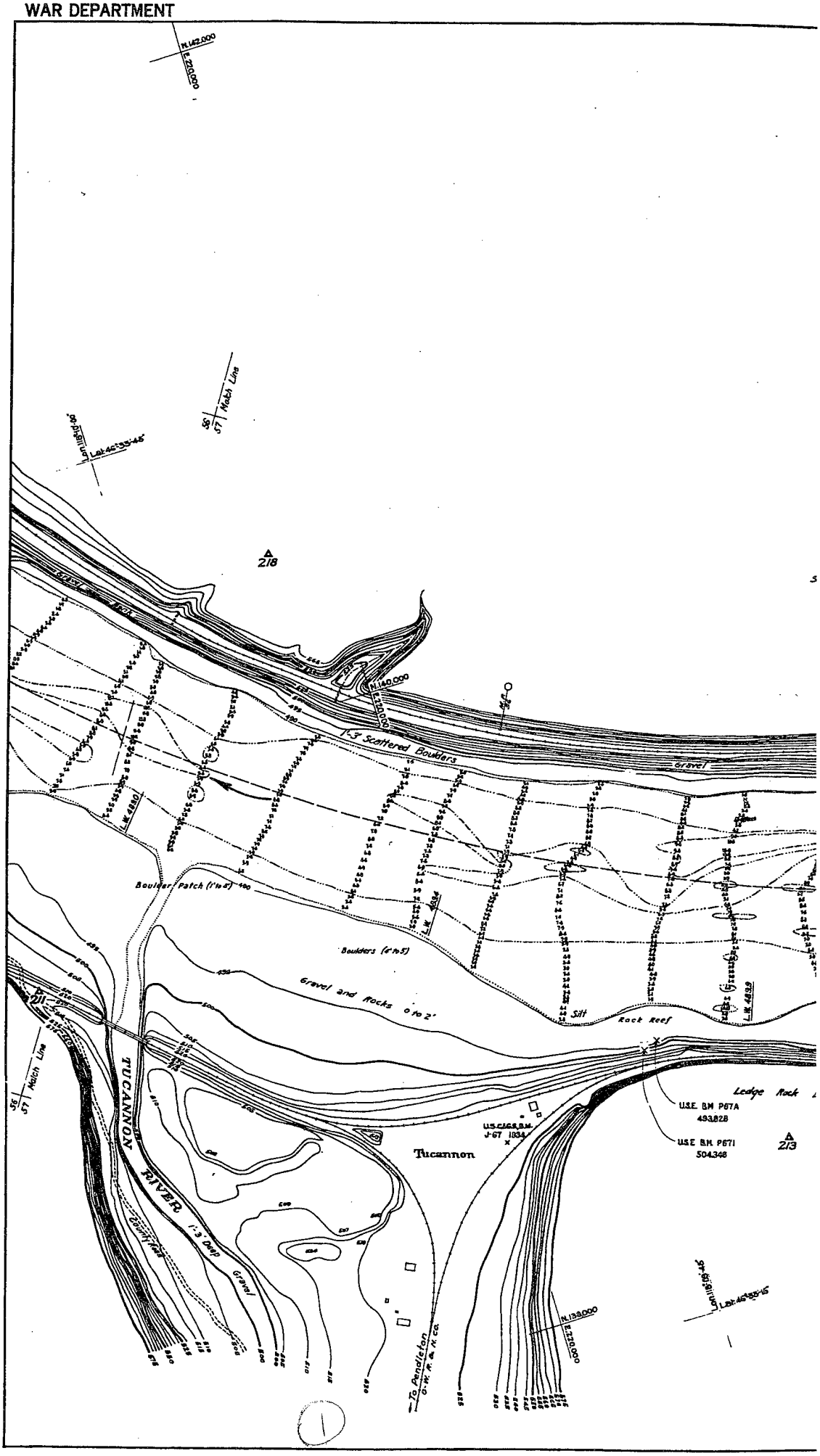
Approved: D. W. Williams, Major, Corps of Engineers

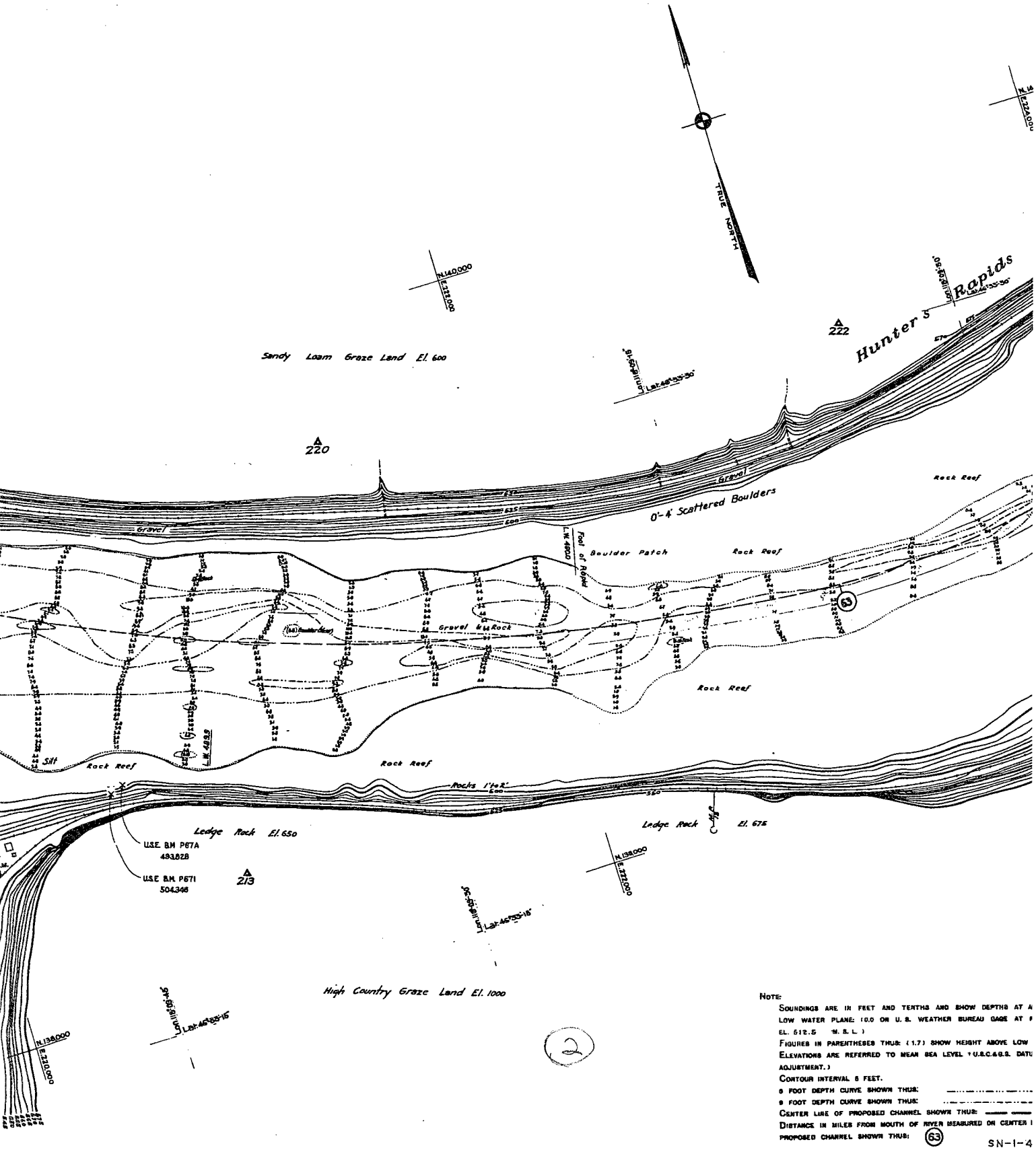
Drawn by H.L. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/56

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT A
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT F
EL. 512.5 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL †U.S.C.&G.S. DATU
ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ═══

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER L
PROPOSED CHANNEL SHOWN THUS: (63)

SN-1-4
H-9-2.



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: 10.0 on U. S. Weather Bureau gage at Riparia, El. 512.5 (U. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

5 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: ——··——··——

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (63)

SN-1-4/58
H-9-2/57

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS | SCALE 1:2,000 | SHEET NO. 57

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

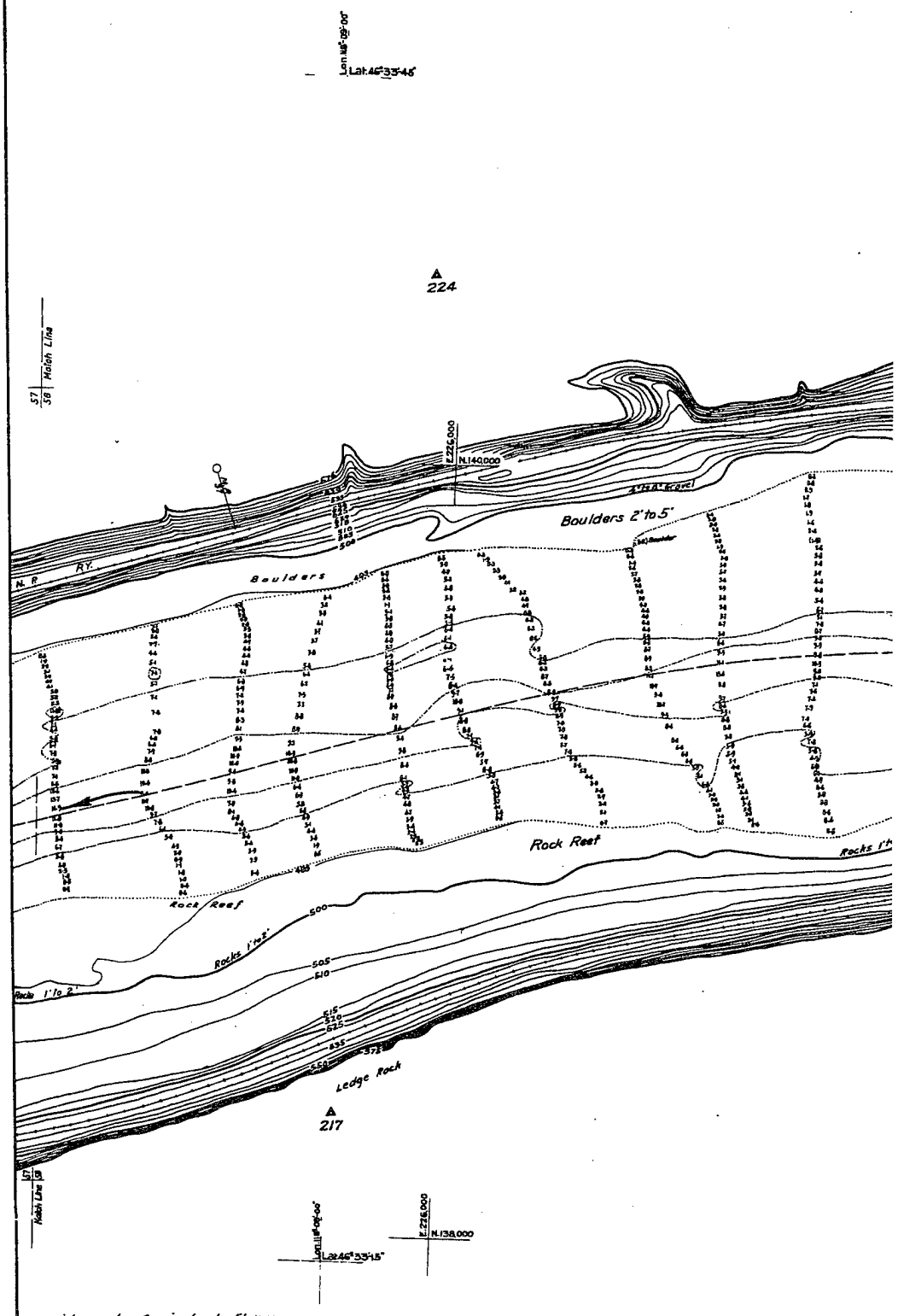
Approved: [signature], Major, Corps of Engineers

Drawn by H.L. R.E.Y.

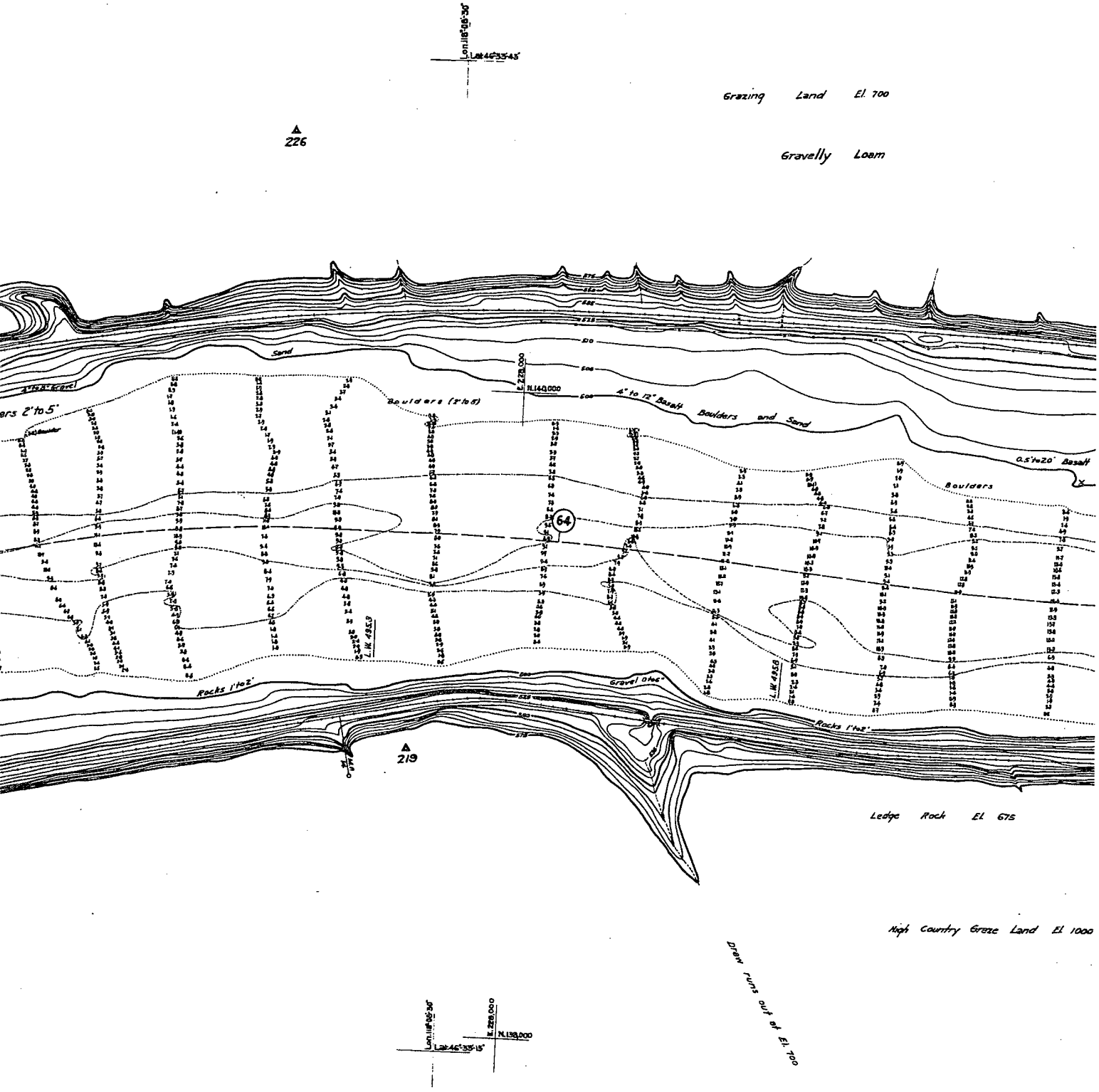
Transmitted with report dated June 10, 1935

SN-1-127/57

WAR DEPARTMENT



(1)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DAT ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

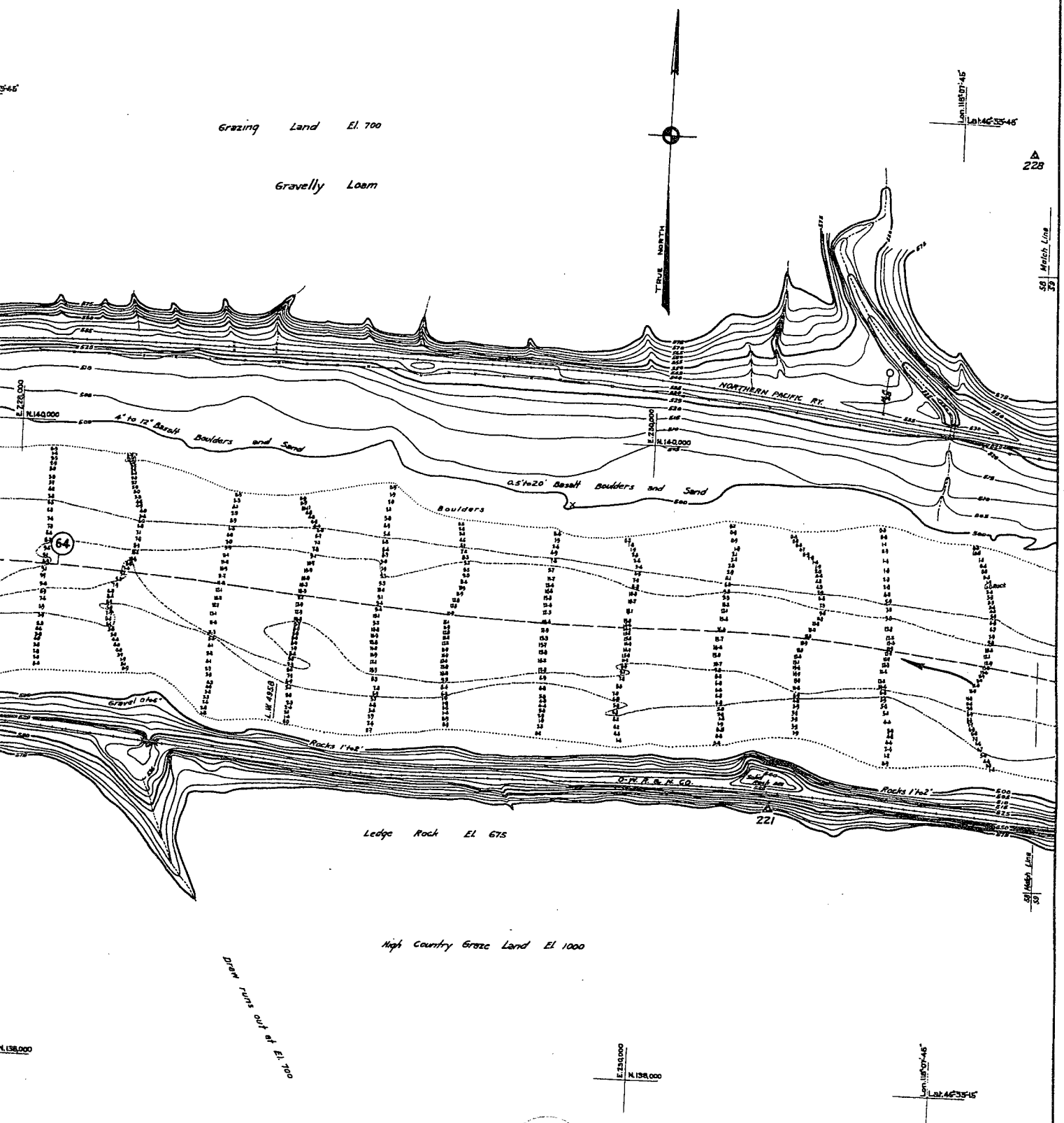
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (64)

(2)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (64)

SN-1-4/59
H-9-2/58

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 58

120 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

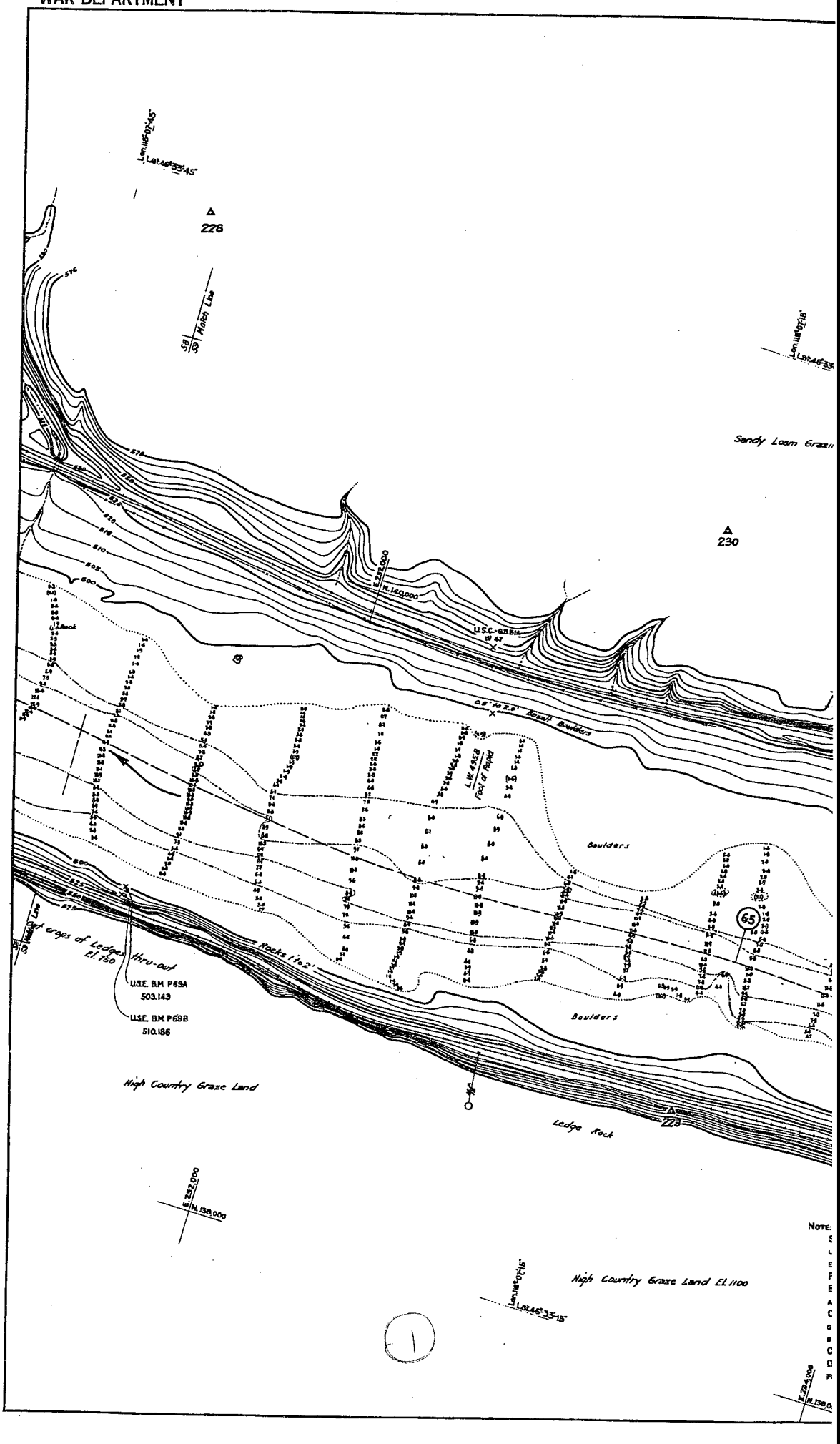
Approved: H. Williams, Major, Corps of Engineers

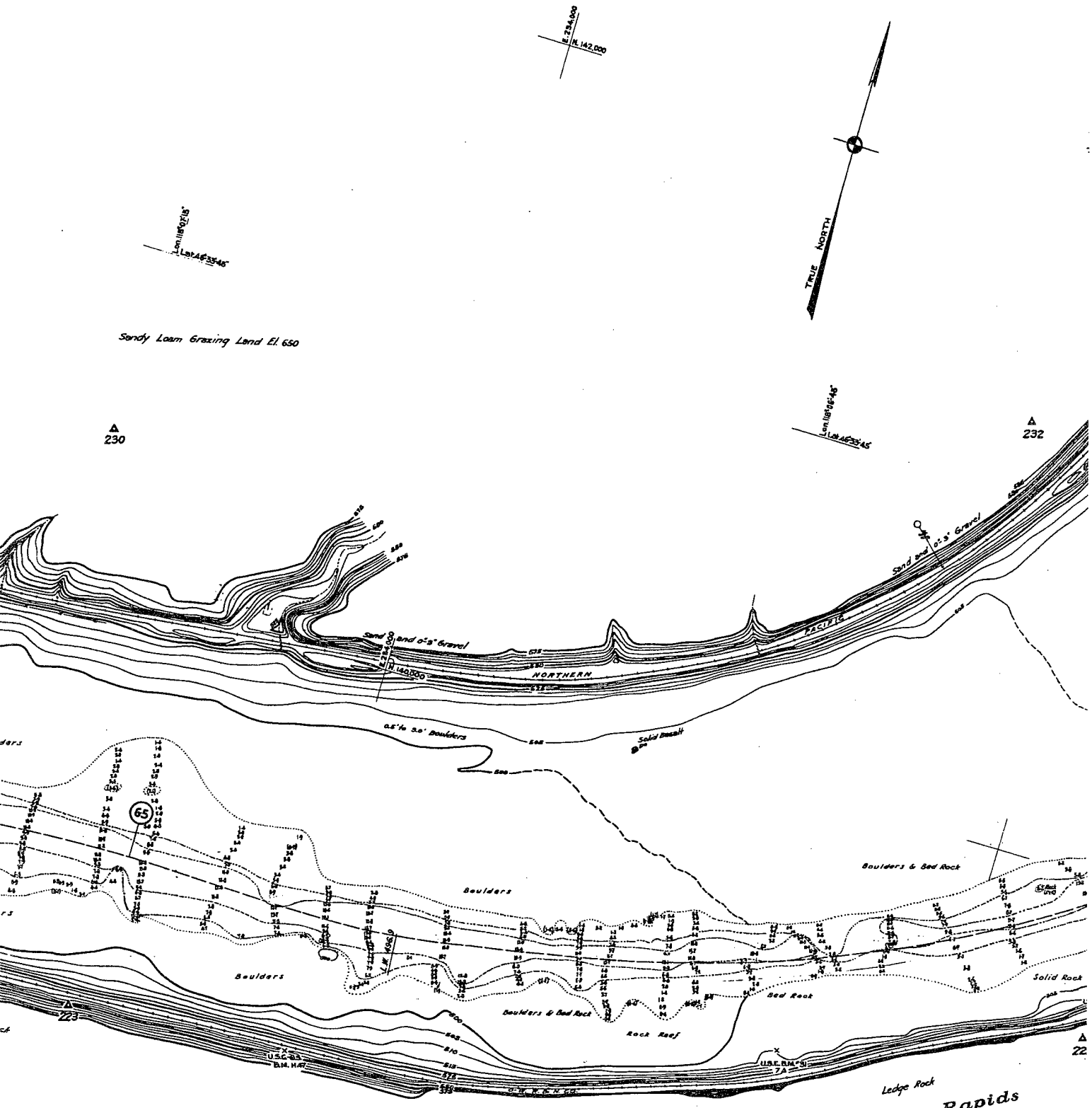
Drawn by H.L. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/58

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (65)

(2)

SN-1-4/60
H-9-2/59



ARD SHOW DEPTHS AT ADOPTED
THER BUREAU GAGE AT RIPARIA,
Ledge Bench El. 700
HOW HEIGHT ABOVE LOW WATER.
L LEVEL - U.S.C.&G.S. DATUM 1929

OWN THUS:
ER SEAWARD OR CENTER LINE OF

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 59

100 0 200 400 600 800 ft.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: [signature], Major, Corps of Engineers

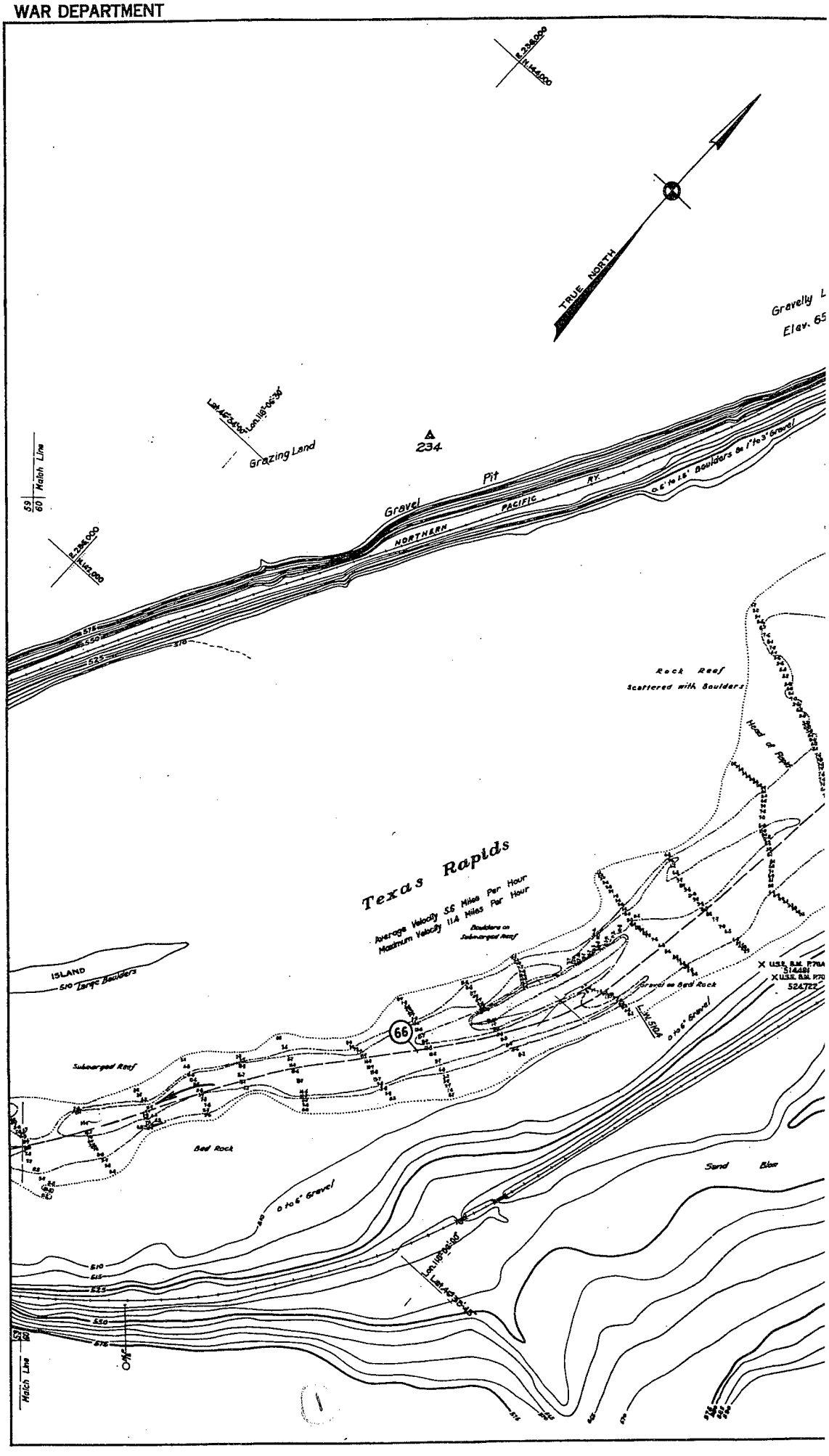
Drawn by H.L. R.G.Y.

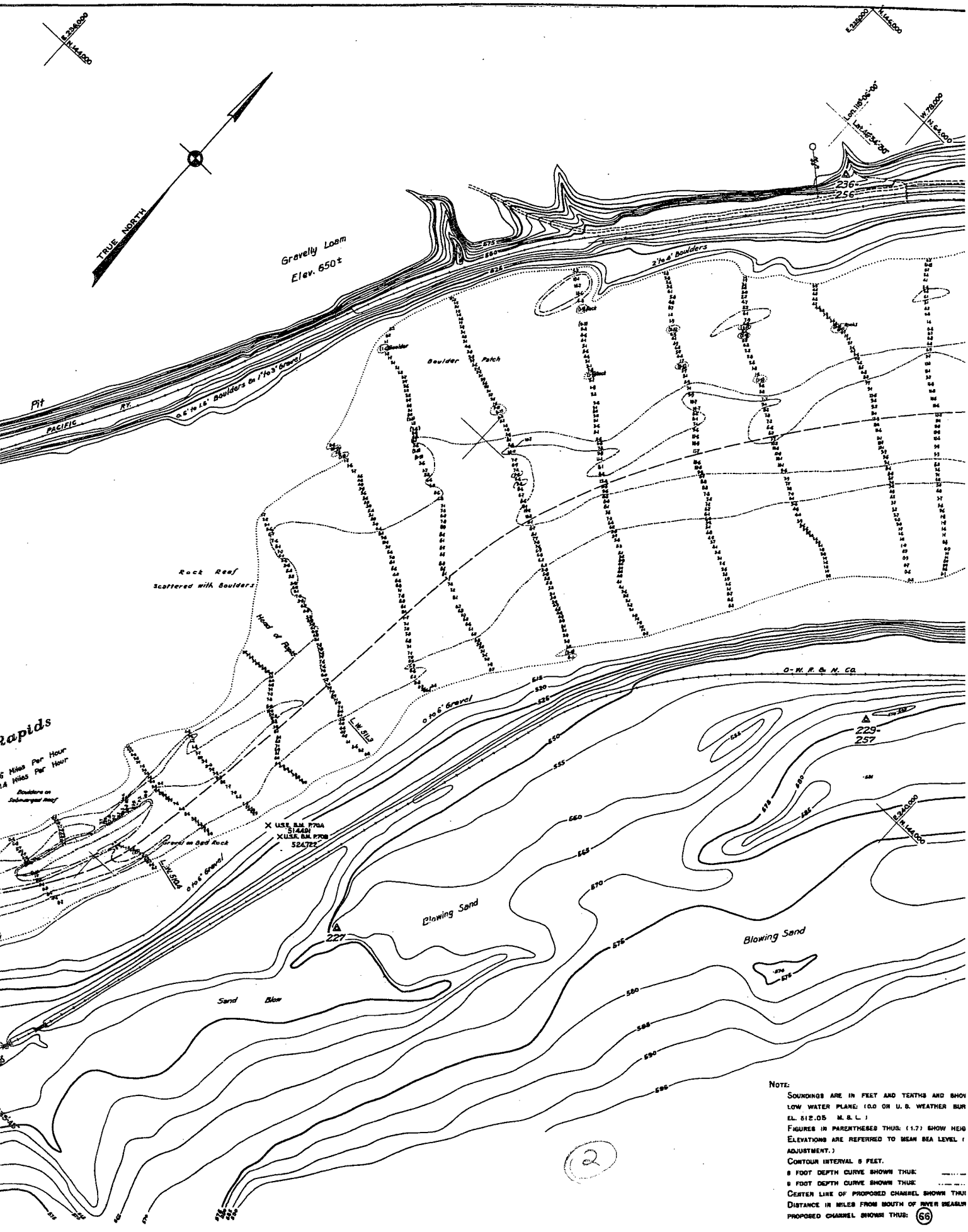
Transmitted with report dated June 10, 1935

SN-1-4/60
H-9-2/59

SN-1-12/59

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW LOW WATER PLANE: (0.0 OR U. S. WEATHER BUR EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIG ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

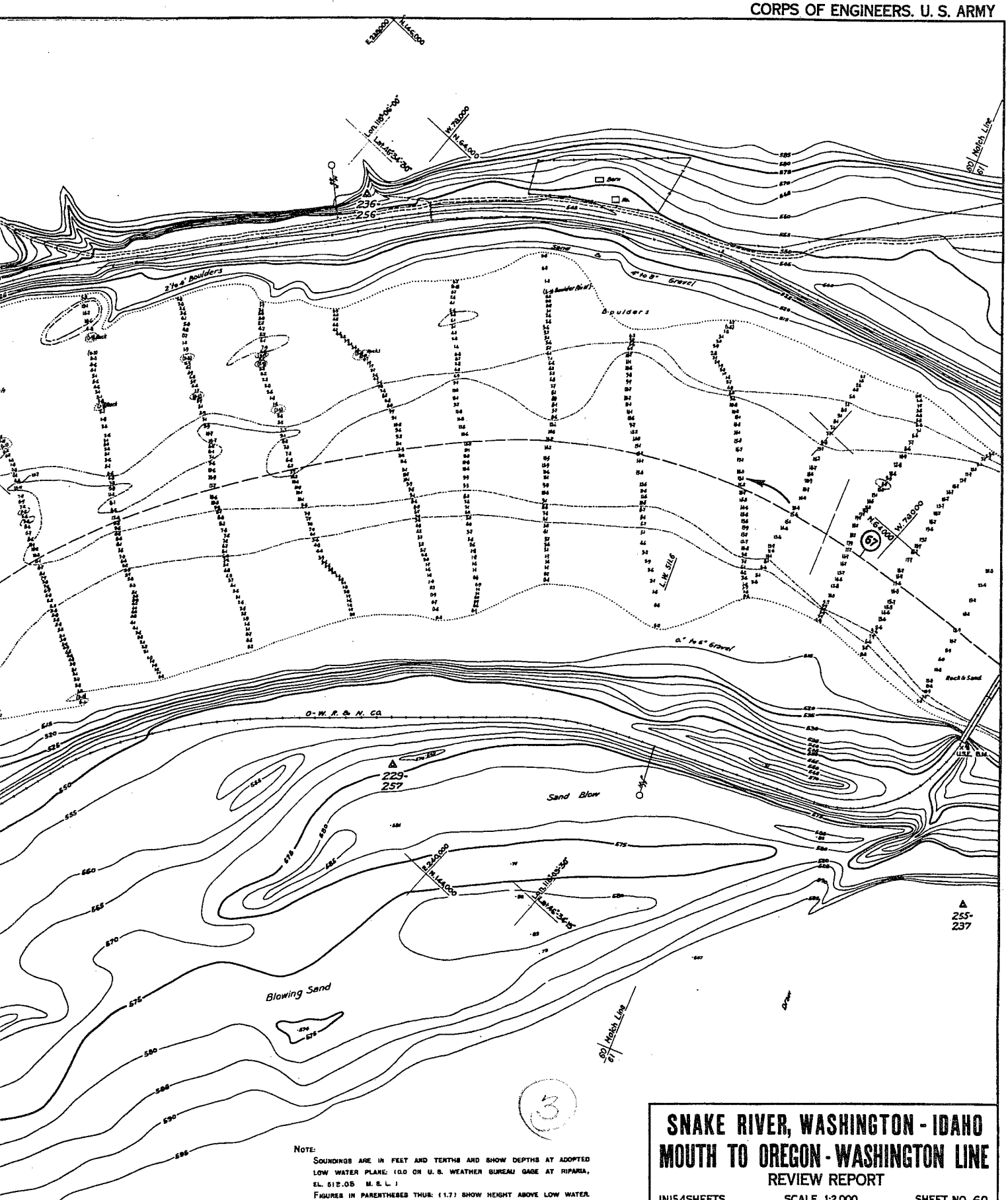
6 FOOT DEPTH CURVE SHOWN THUS: ——.——

9 FOOT DEPTH CURVE SHOWN THUS: ——.——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS

DISTANCE IN MILES FROM MOUTH OF RIVER MEASUR PROPOSED CHANNEL SHOWN THUS: (66)

(2)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

9 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: - - · - - · - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (66)

SN-1-4/61
H-9-2/60

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 60

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

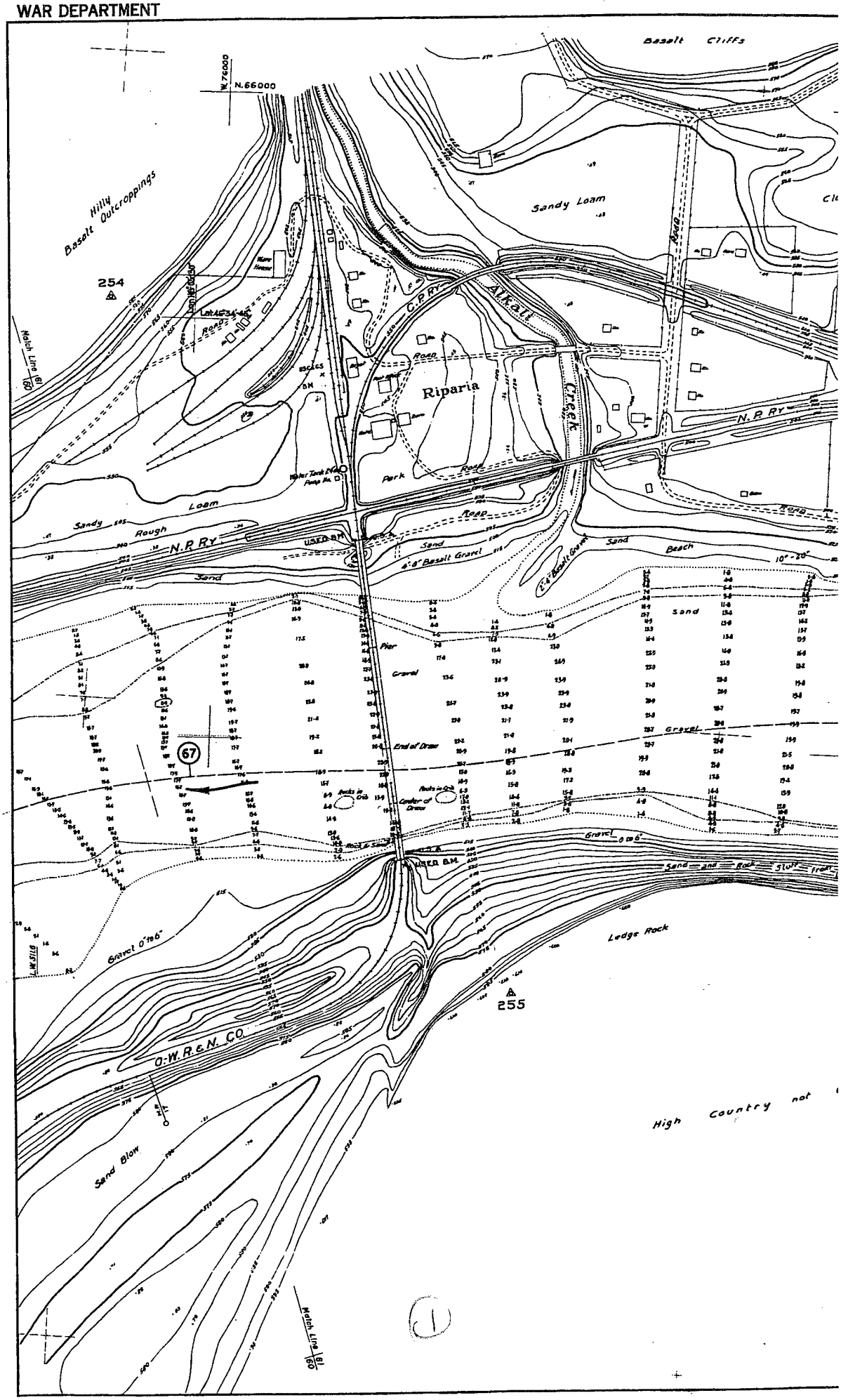
Approved: O. F. Williams, Major, Corps of Engineers

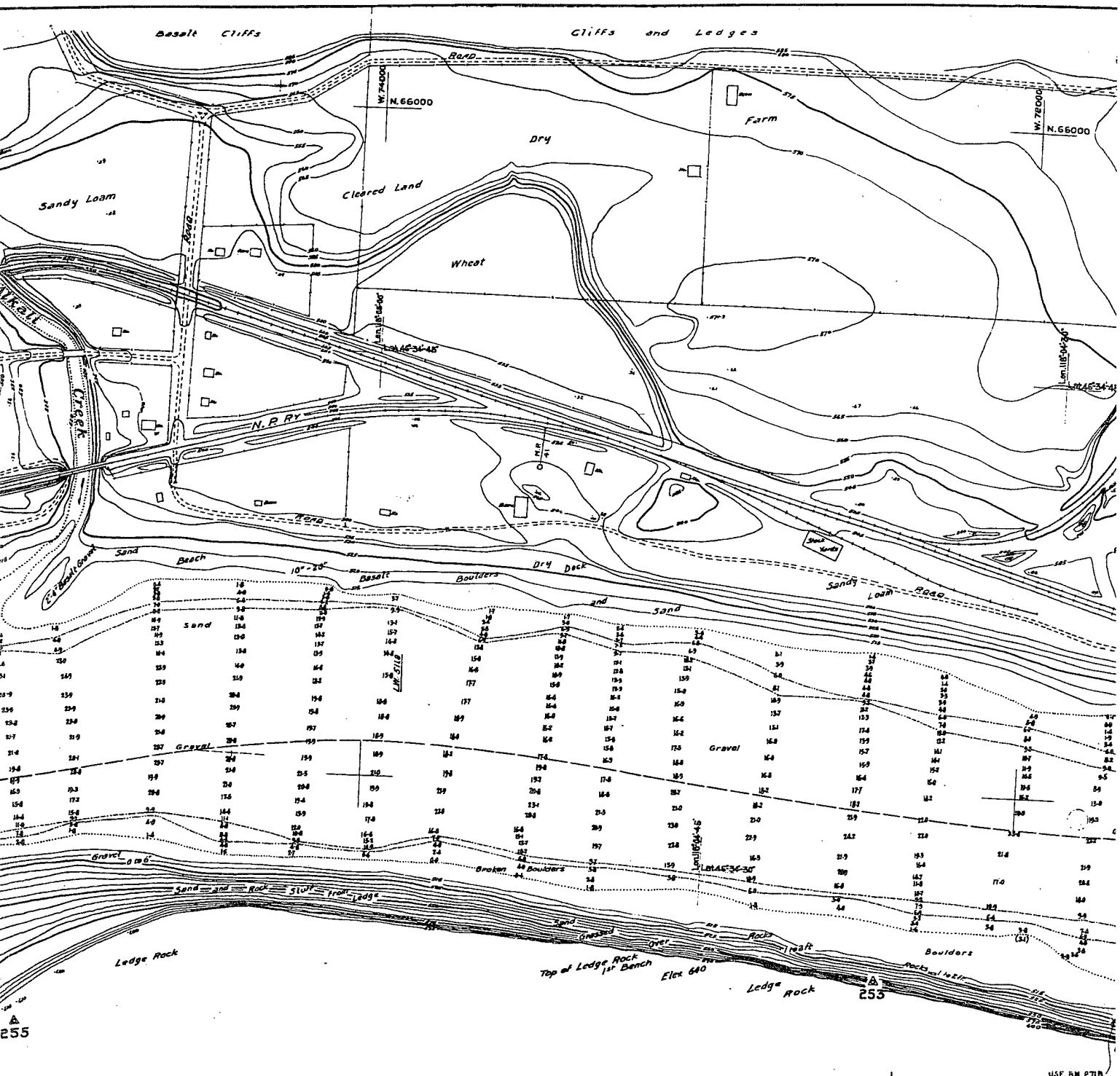
Drawn by H.L. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/60

WAR DEPARTMENT





USE BM PTB
530.863

Top of Ledges - Elev. 10

High Country not Cultivated

High Country Grazing Land

TRUE NORTH

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

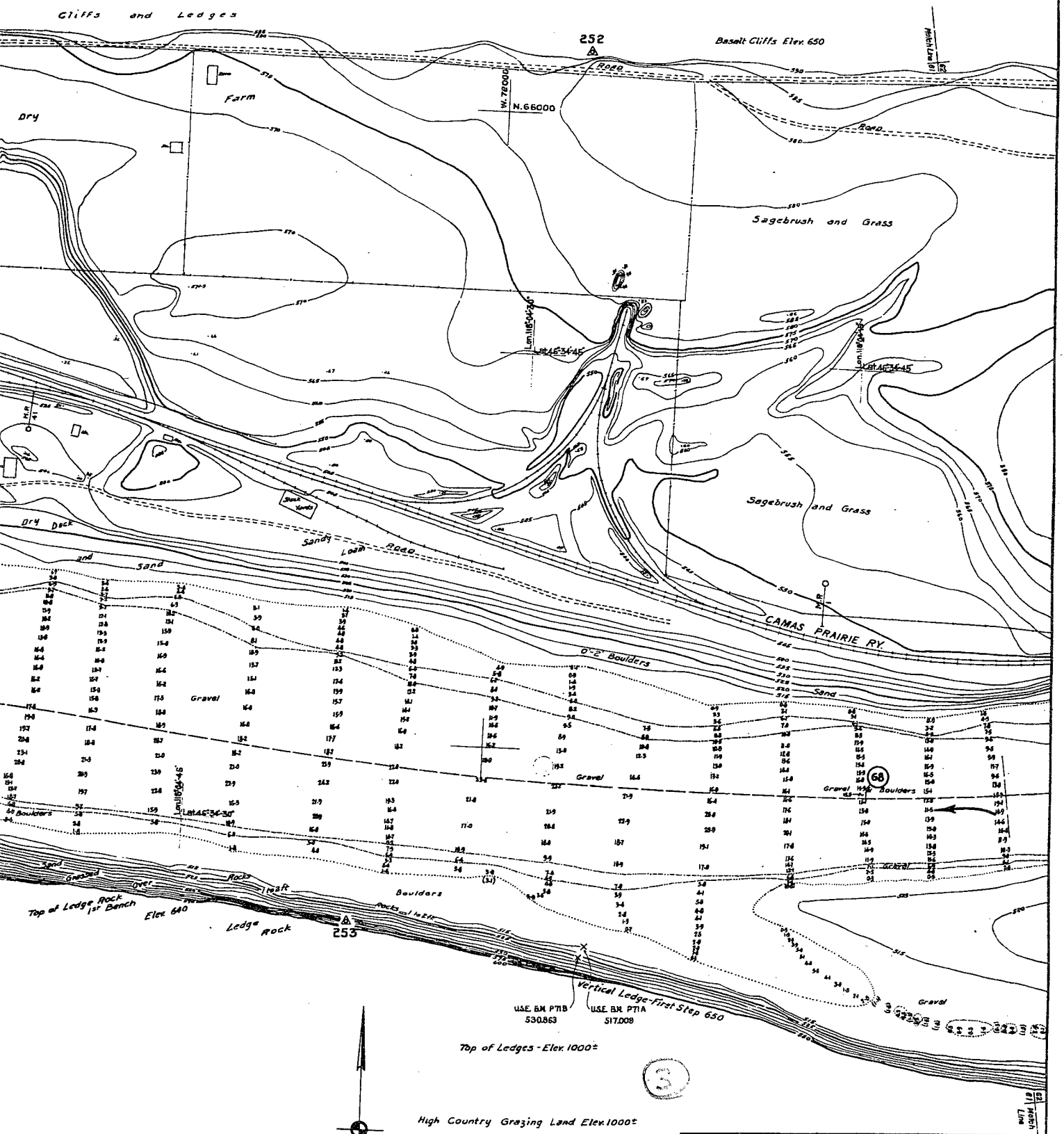
5 FOOT DEPTH CURVE SHOWN THUS: ——.——.

9 FOOT DEPTH CURVE SHOWN THUS: ——..——..

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURE PROPOSED CHANNEL SHOWN THUS: (68)

(2)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

0 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (68)

SN-1-4/62
H-9-2/61

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 61

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

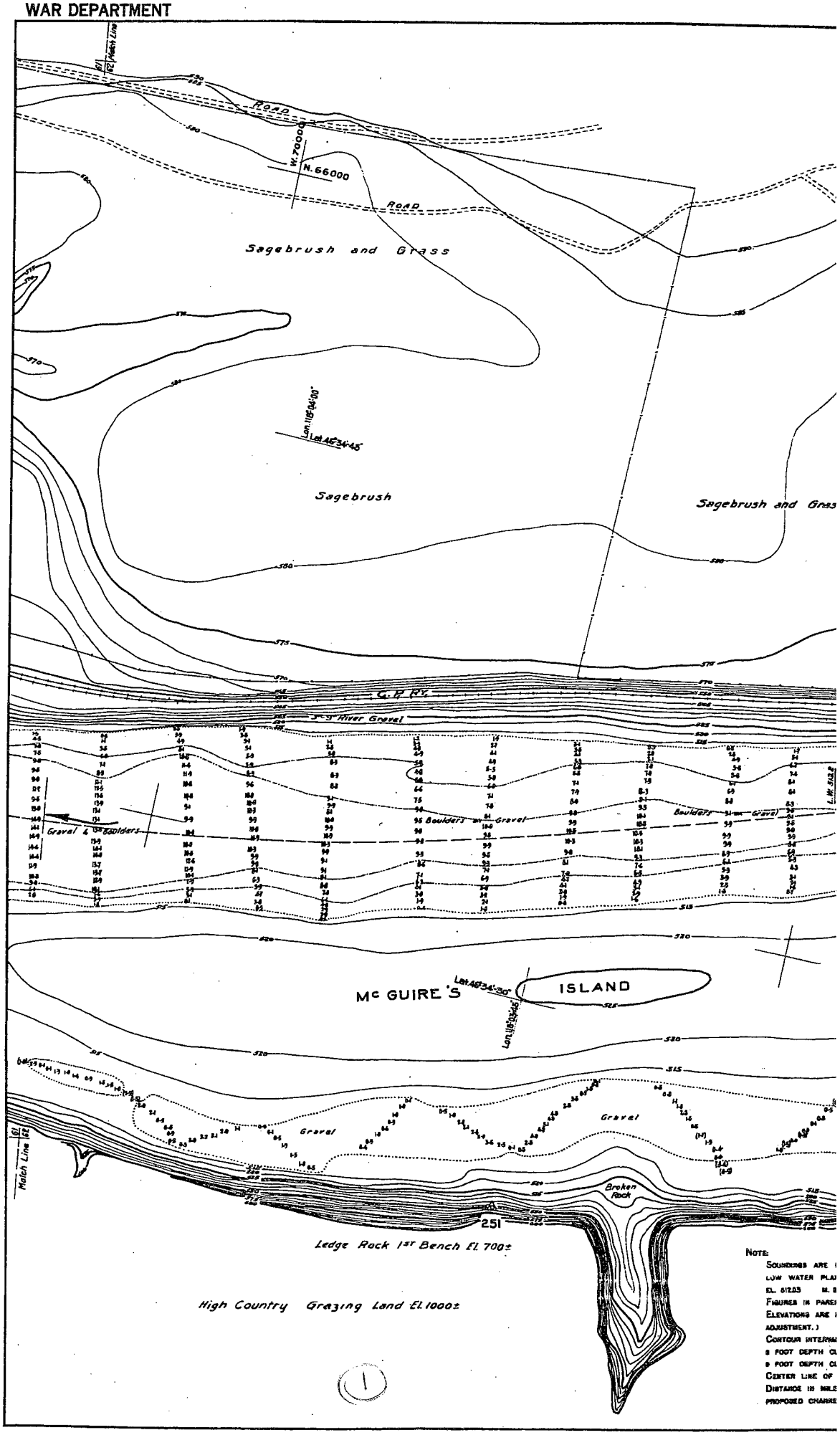
Approved: D. H. Williams, Major, Corps of Engineers

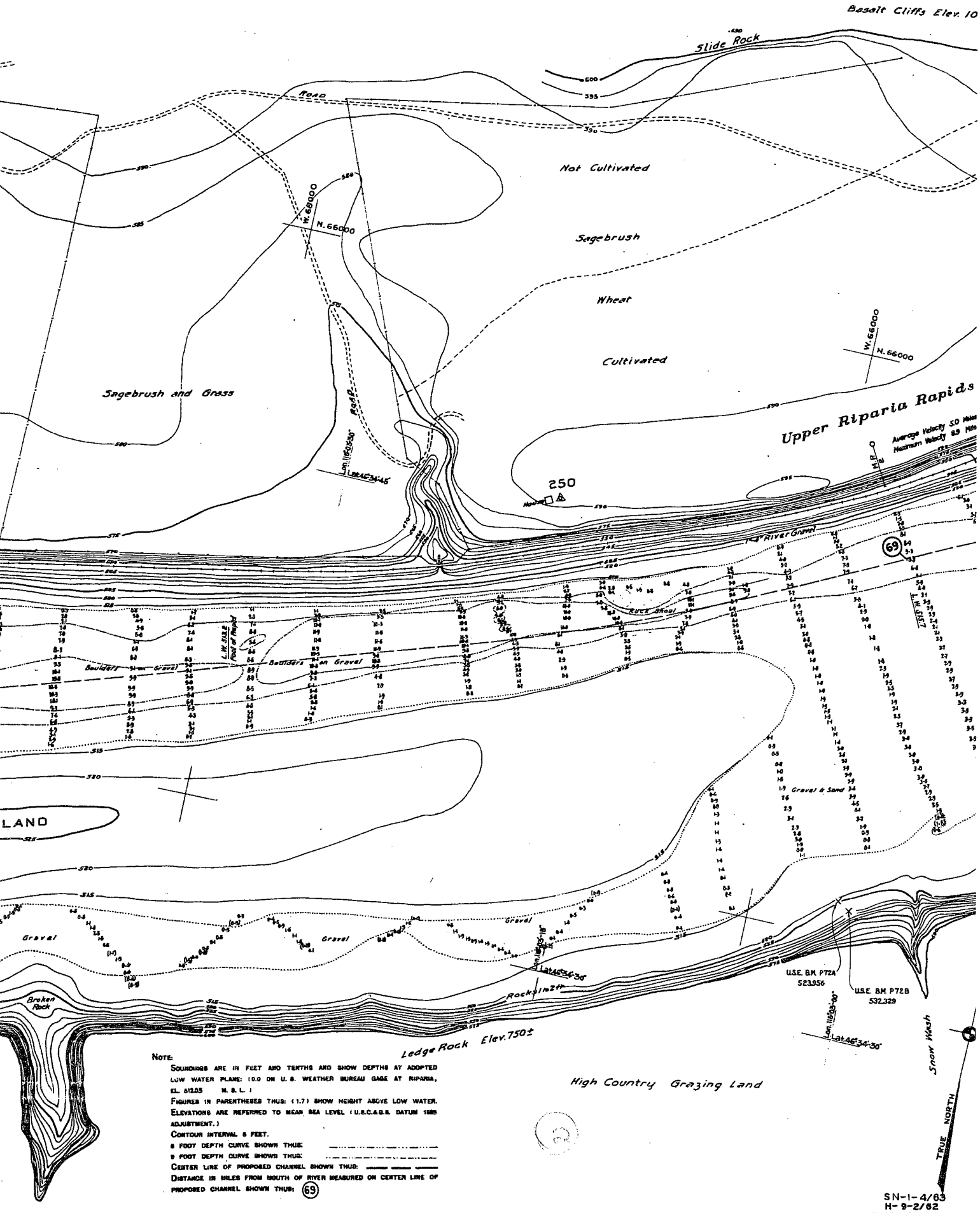
Drawn by D.W.W. R.S.Y.

Transmitted with report dated June 10, 1935

SN-1-12/61

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

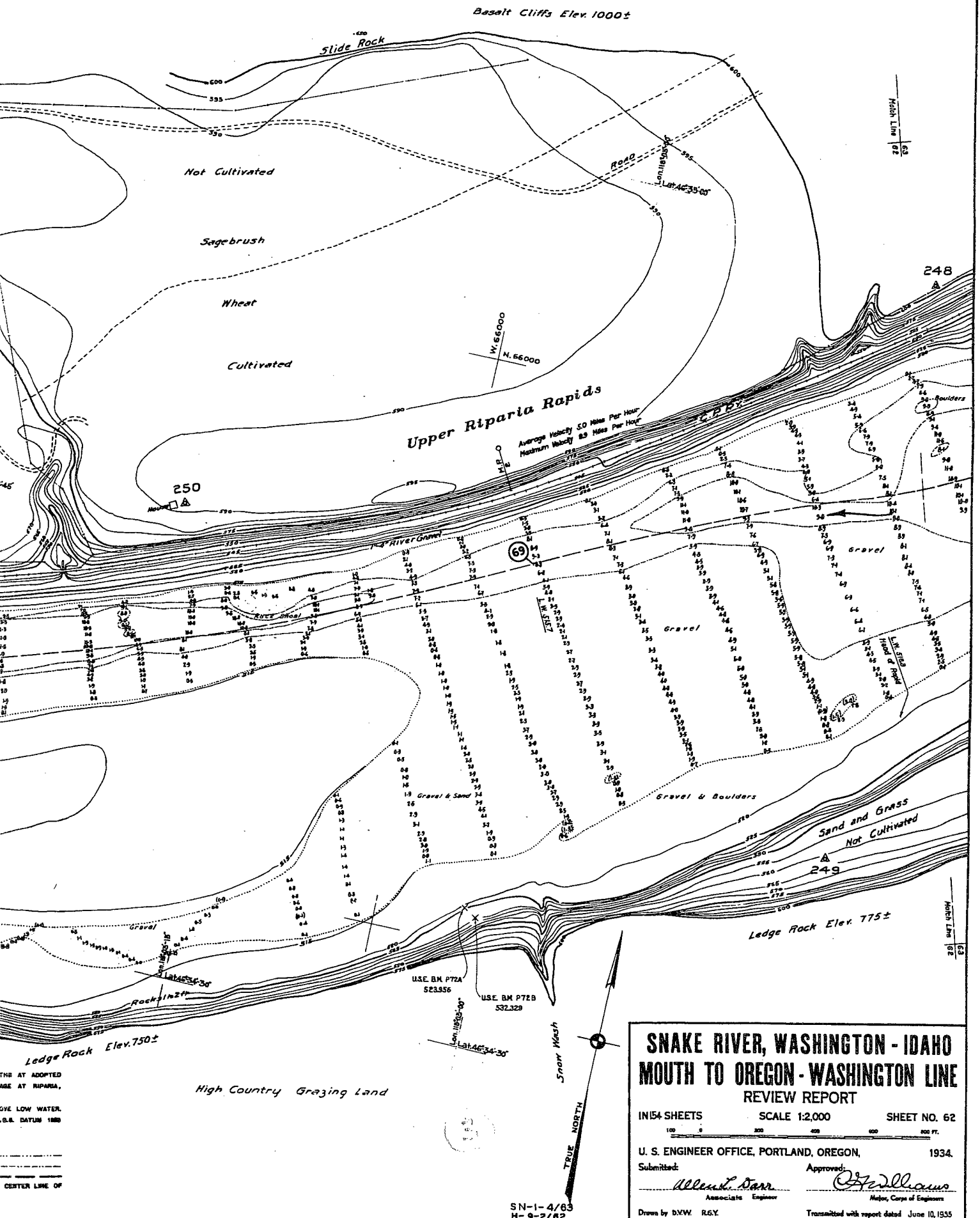
8 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (69)

SN-1-4/63
H-9-2/62



SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 62

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

Approved: O. F. Williams, Major, Corps of Engineers

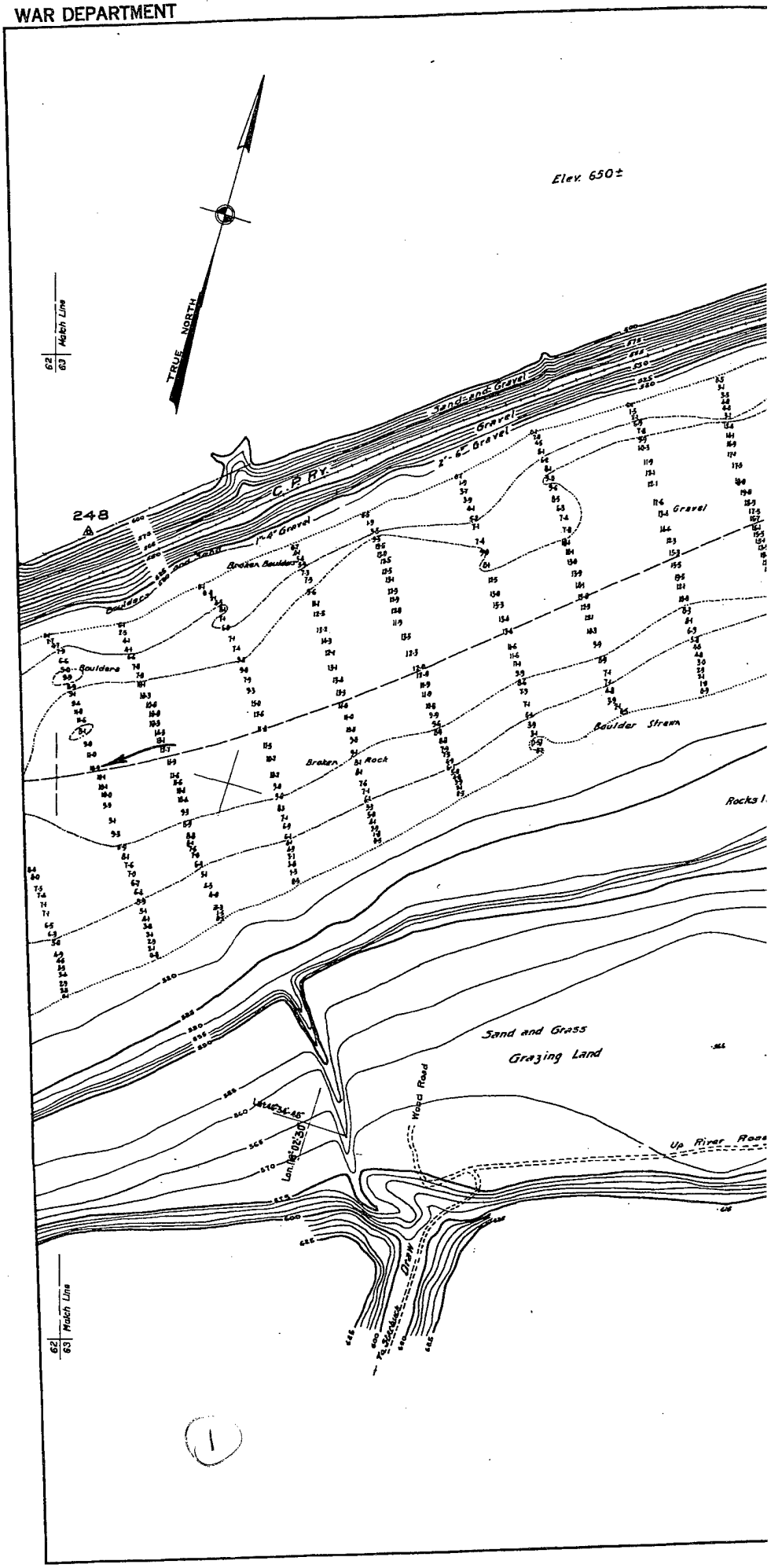
Drawn by D.V.W. R.G.Y.

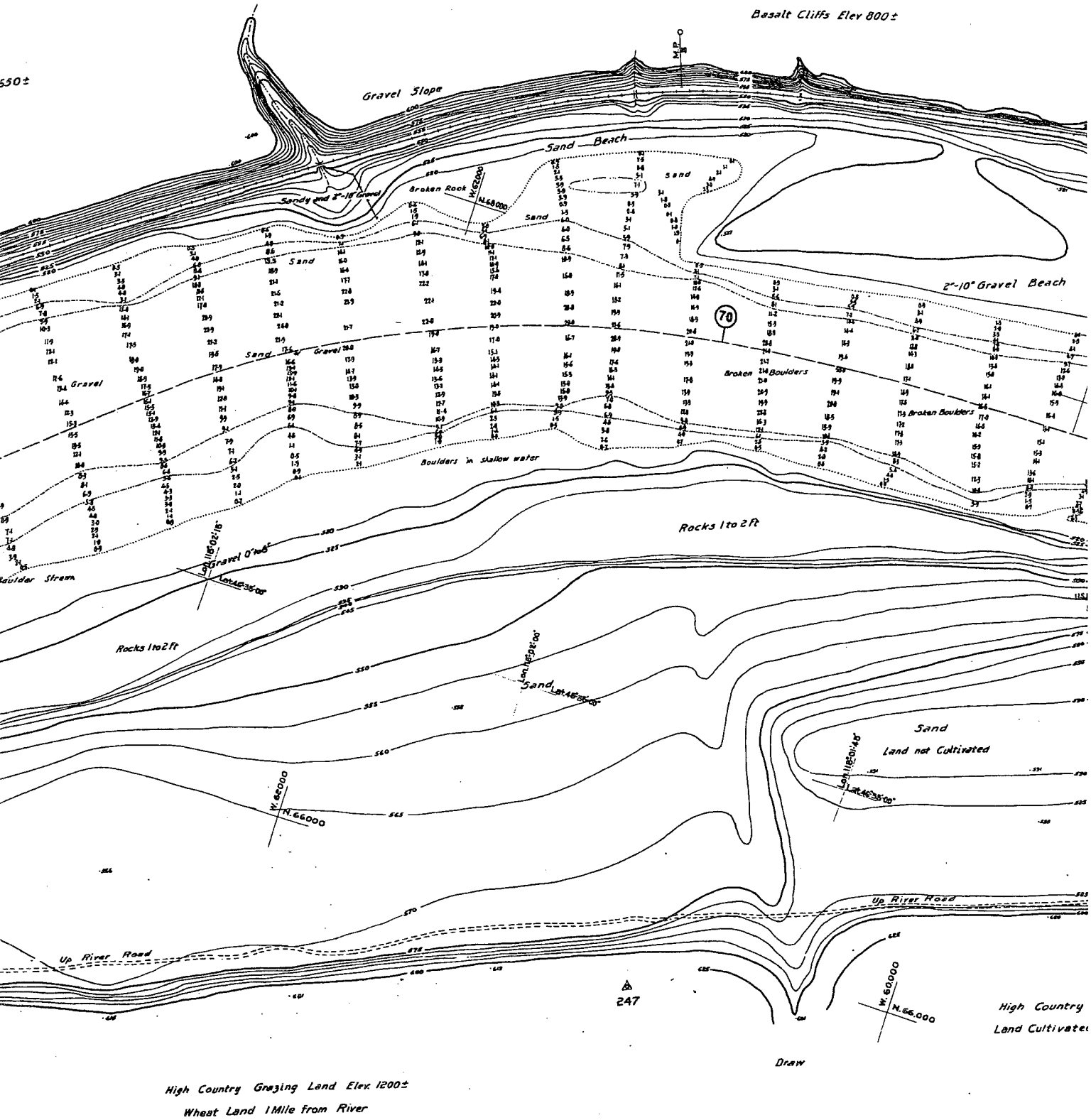
Transmitted with report dated June 10, 1935

SN-1-4/63
H-9-2/62

SN-1-12/62

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPT
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPAR
EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WAT

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM W
ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

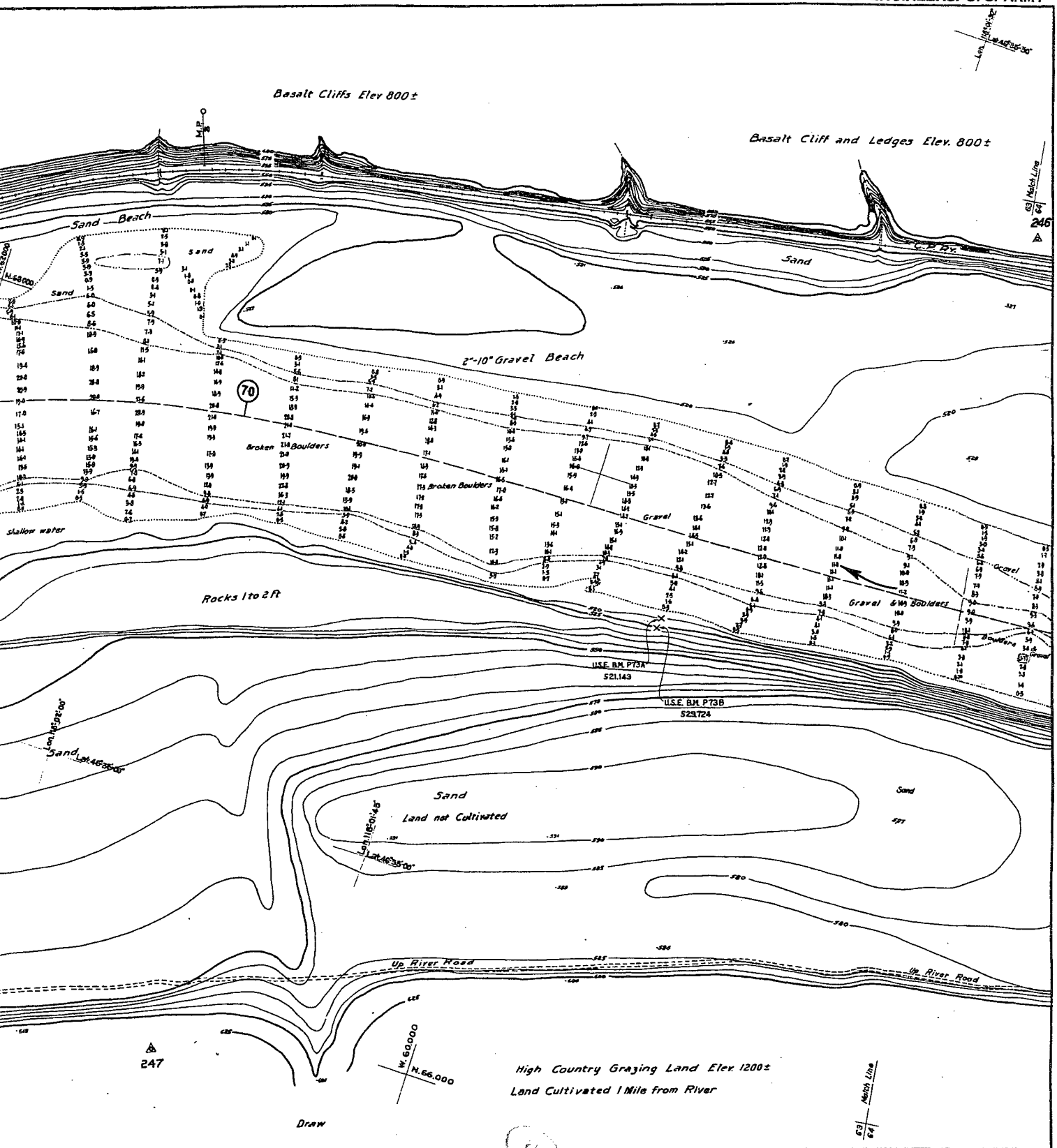
9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE
PROPOSED CHANNEL SHOWN THUS: (70)

SN-
H-9

(2)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.06 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

9 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

6 FOOT DEPTH CURVE SHOWN THUS: ·—·—·—·—·—

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (70)

SN-1-4/64
H-9-2/63

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS | SCALE 1:2,000 | SHEET NO. 63

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dare, Associate Engineer

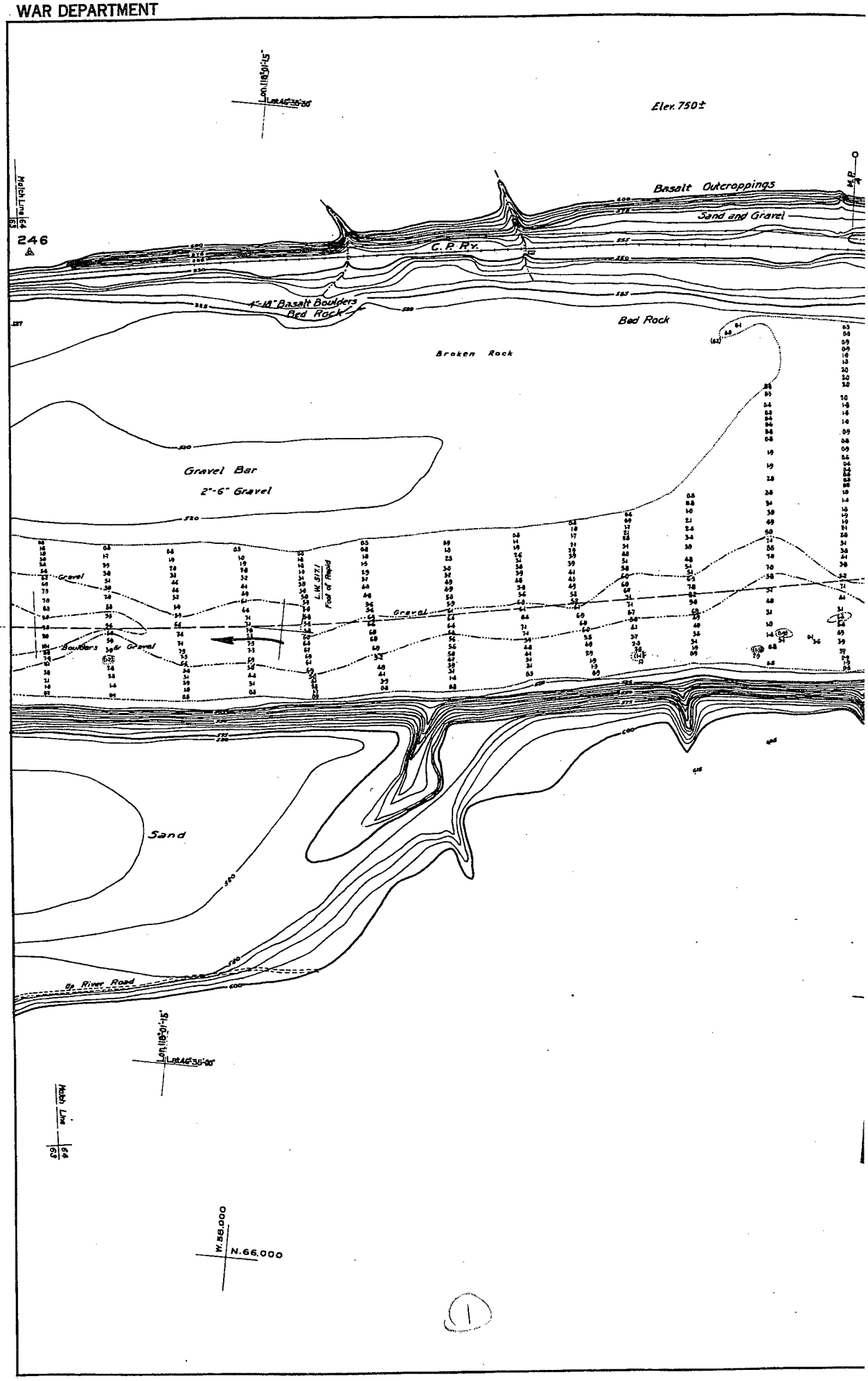
Approved: O. H. Williams, Major, Corps of Engineers

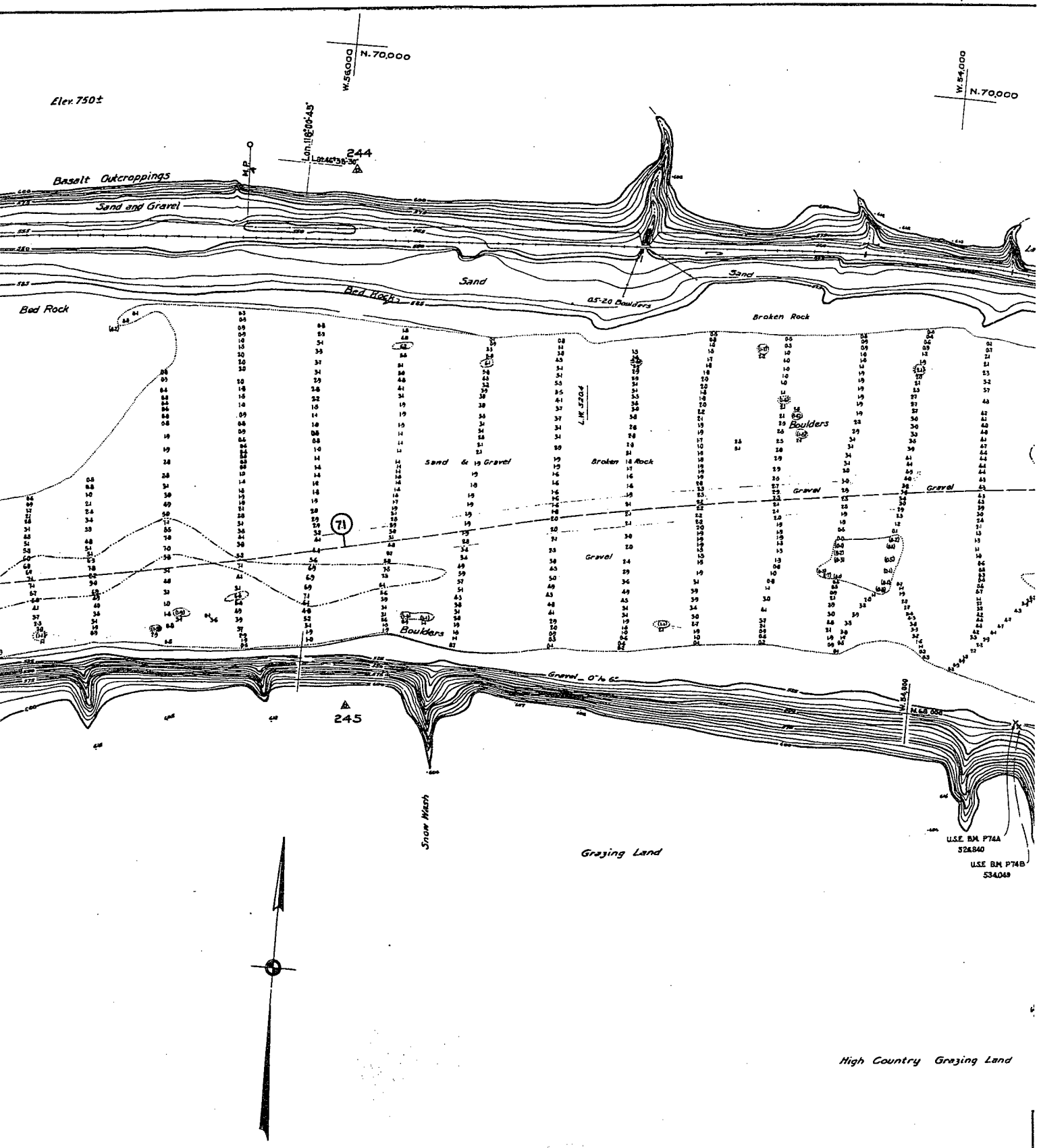
Drawn by B.V.W. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/63

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

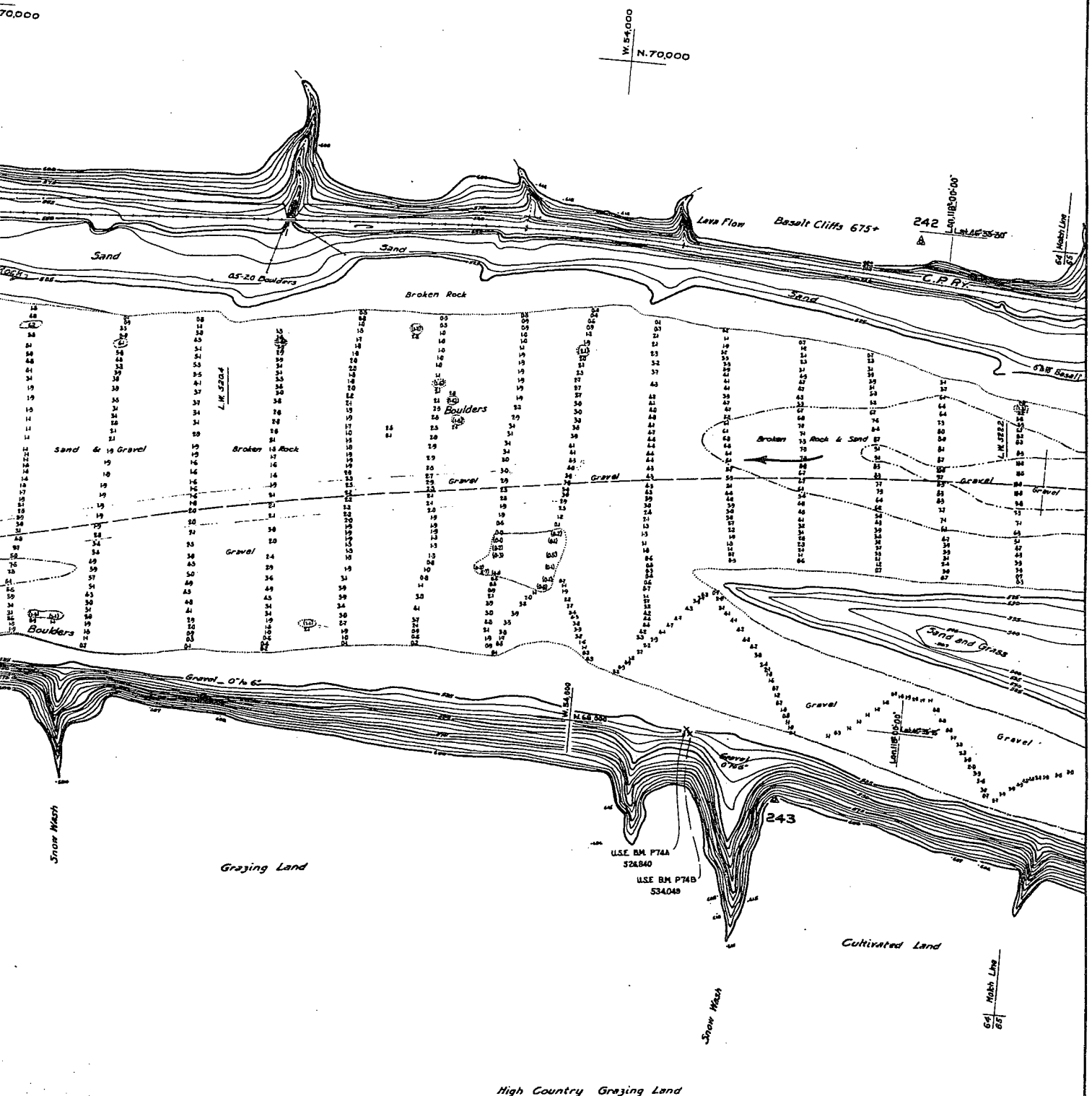
5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

3 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (71)

SN-1-4/65
H-9-2/64



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, el. 512.25 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

6 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: ——·——·——

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (71)

SN-1-4/65
H-9-2/64

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 64

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Starr, Associate Engineer

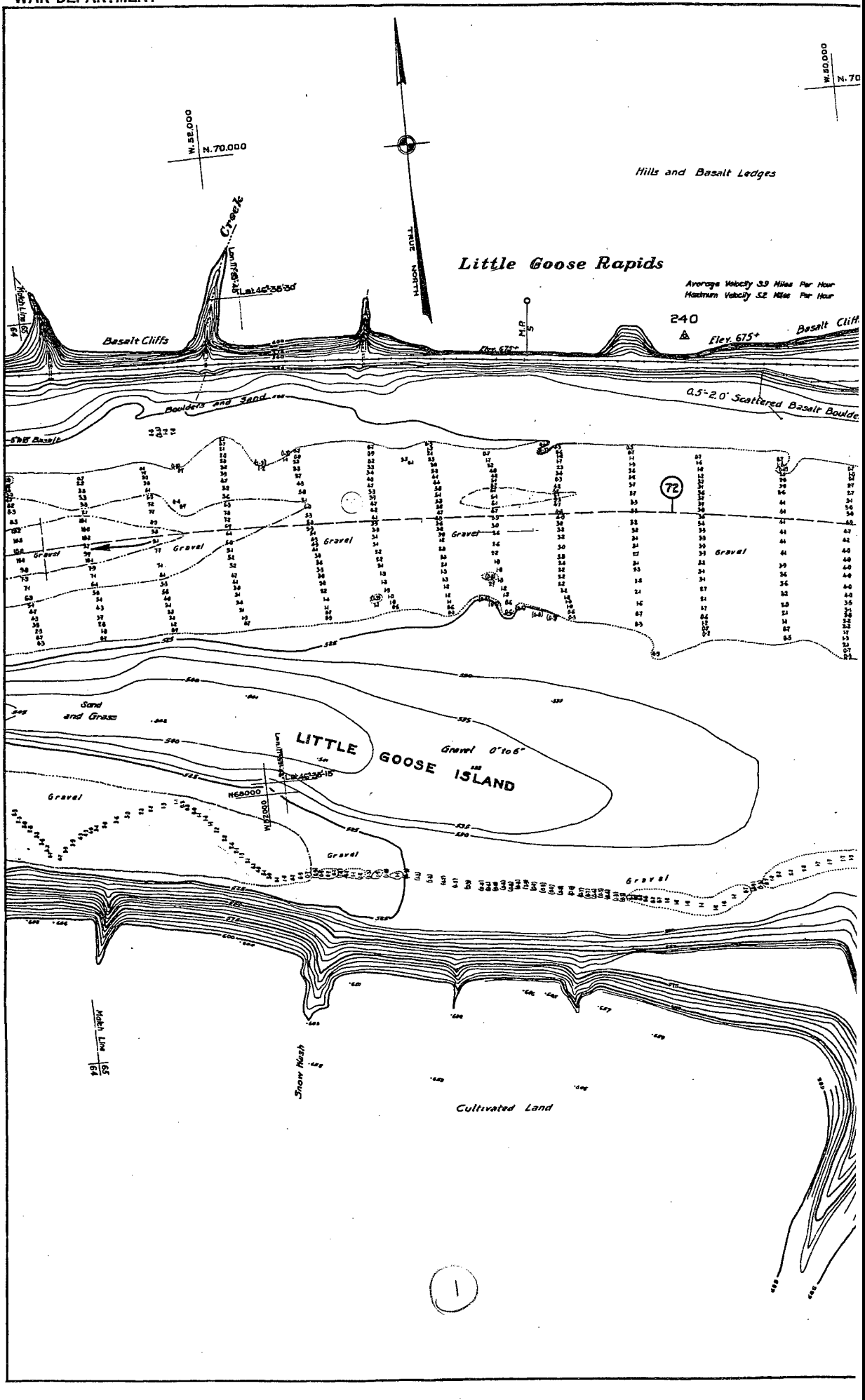
Approved: H. W. Williams, Major, Corps of Engineers

Drawn by b.v.w. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/64

WAR DEPARTMENT



(1)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

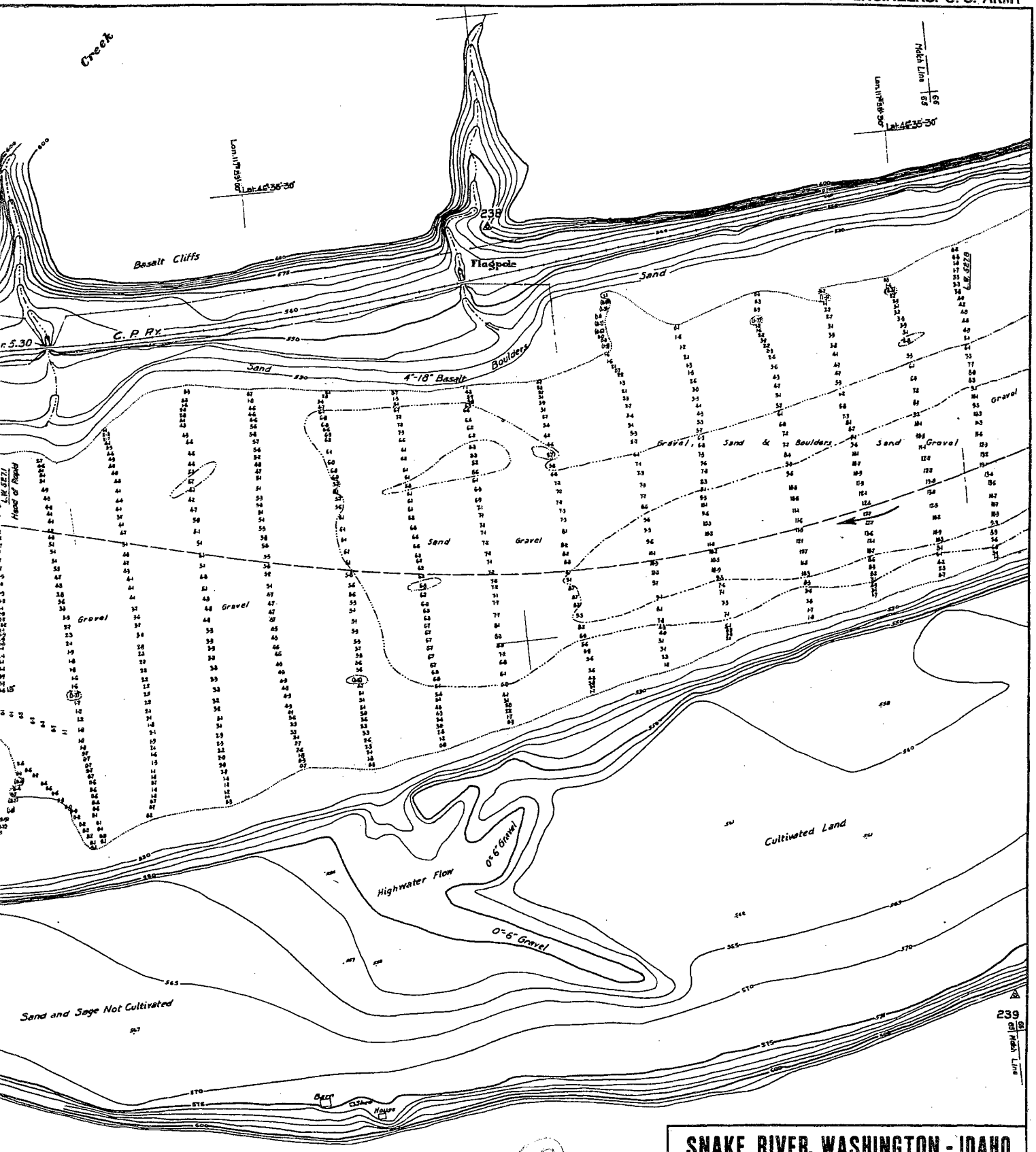
5 FOOT DEPTH CURVE SHOWN THUS: ——————

3 FOOT DEPTH CURVE SHOWN THUS: — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (72)

SN-1-4/66
H-9-2/65



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: 10.0 on U. S. Weather Bureau gage at Riparia, el. 512.25 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

6 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: ——··——··——

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (72)

High Country Elev. 1200±

W. 480000

N. 66000

SN-1-4/66
H-9-2/65

(3)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 65

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Starr, Associate Engineer

Approved: H. Williams, Major, Corps of Engineers

Drawn by D.K.W. R.G.Y.

Transmitted with report dated June 10, 1935

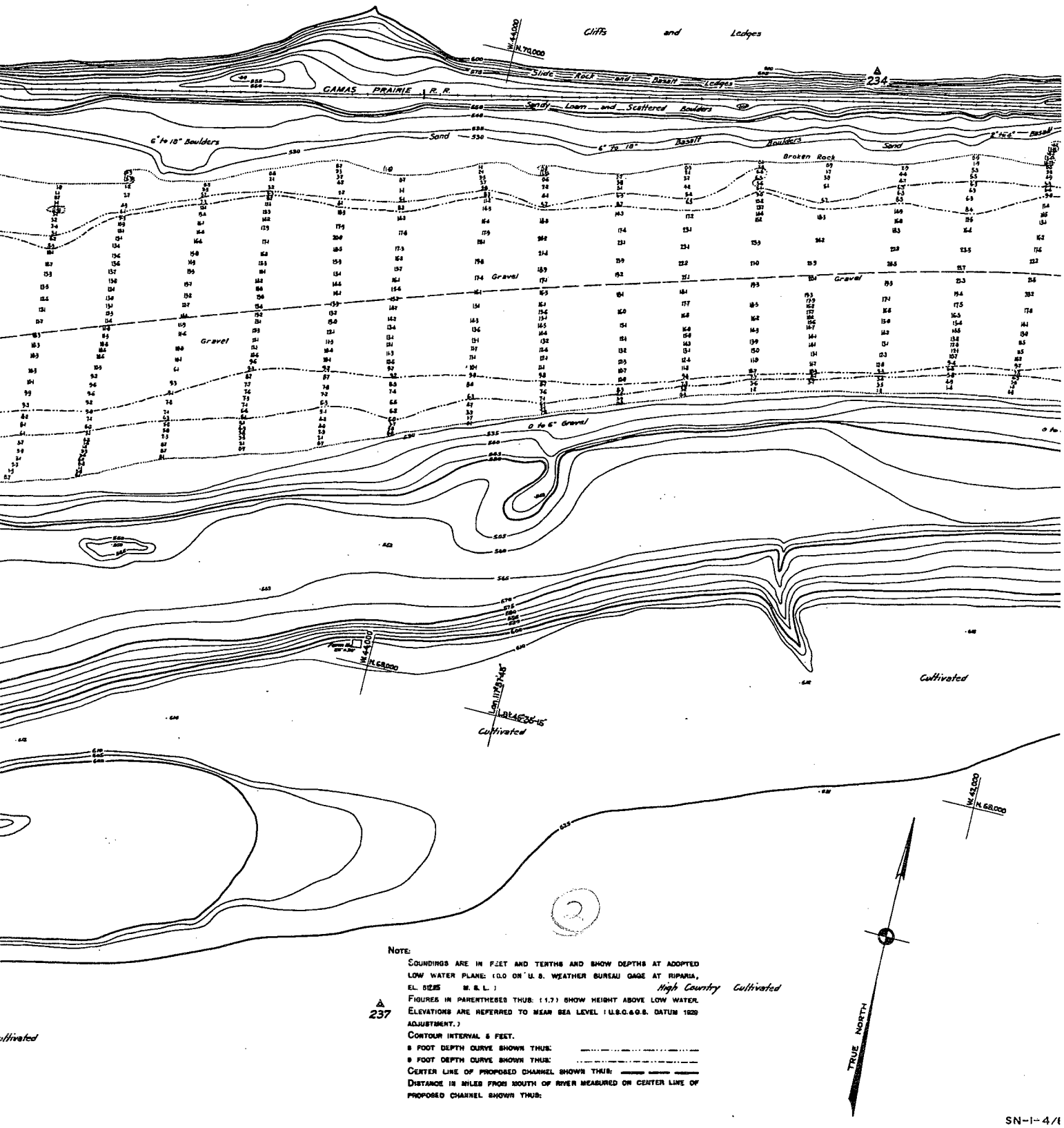
SN-1-12/65

WAR DEPARTMENT



salt Cliffs and Ledges

Rising on 1½ : 1 Slope to El. 900



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, El. 812.5 M. S. L.)

High Country Cultivated

△ 237 Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

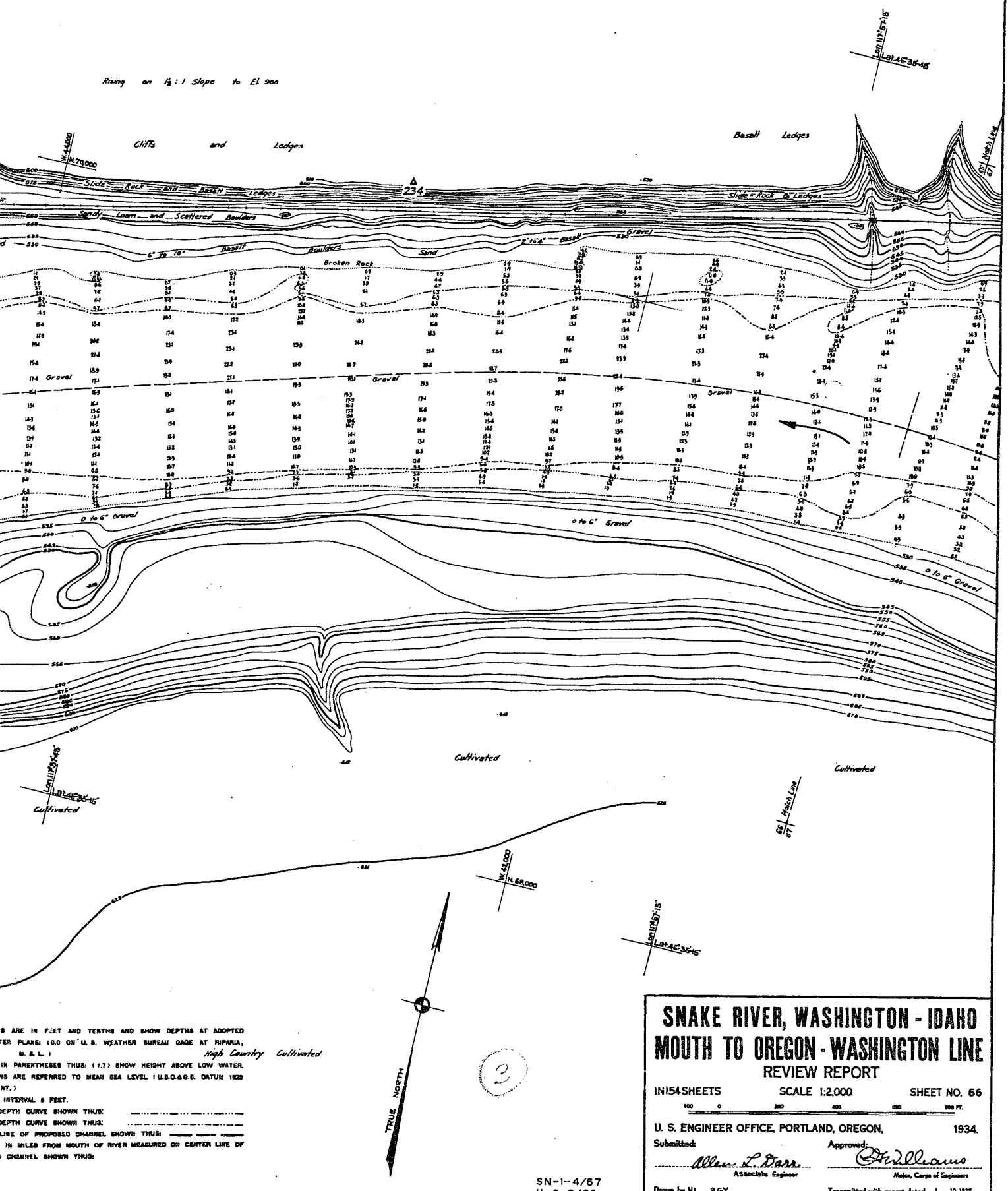
6 foot depth curve shown thus: ——·——·——·——

9 foot depth curve shown thus: ——··——··——··——

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus:

SN-1-4/1
H-9-2/6



S ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
TER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RUPARIA,
B. S. L.)
IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
NS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929
RT.)
(NTERVAL 5 FEET.
EPTH CURVE SHOWN THUS:
EPTH CURVE SHOWN THUS:
LINE OF PROPOSED CHANNEL SHOWN THUS:
IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
CHANNEL SHOWN THUS:

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 1 SHEETS | SCALE 1:2,000 | SHEET NO. 66

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

Approved: C. H. Williams, Major, Corps of Engineers

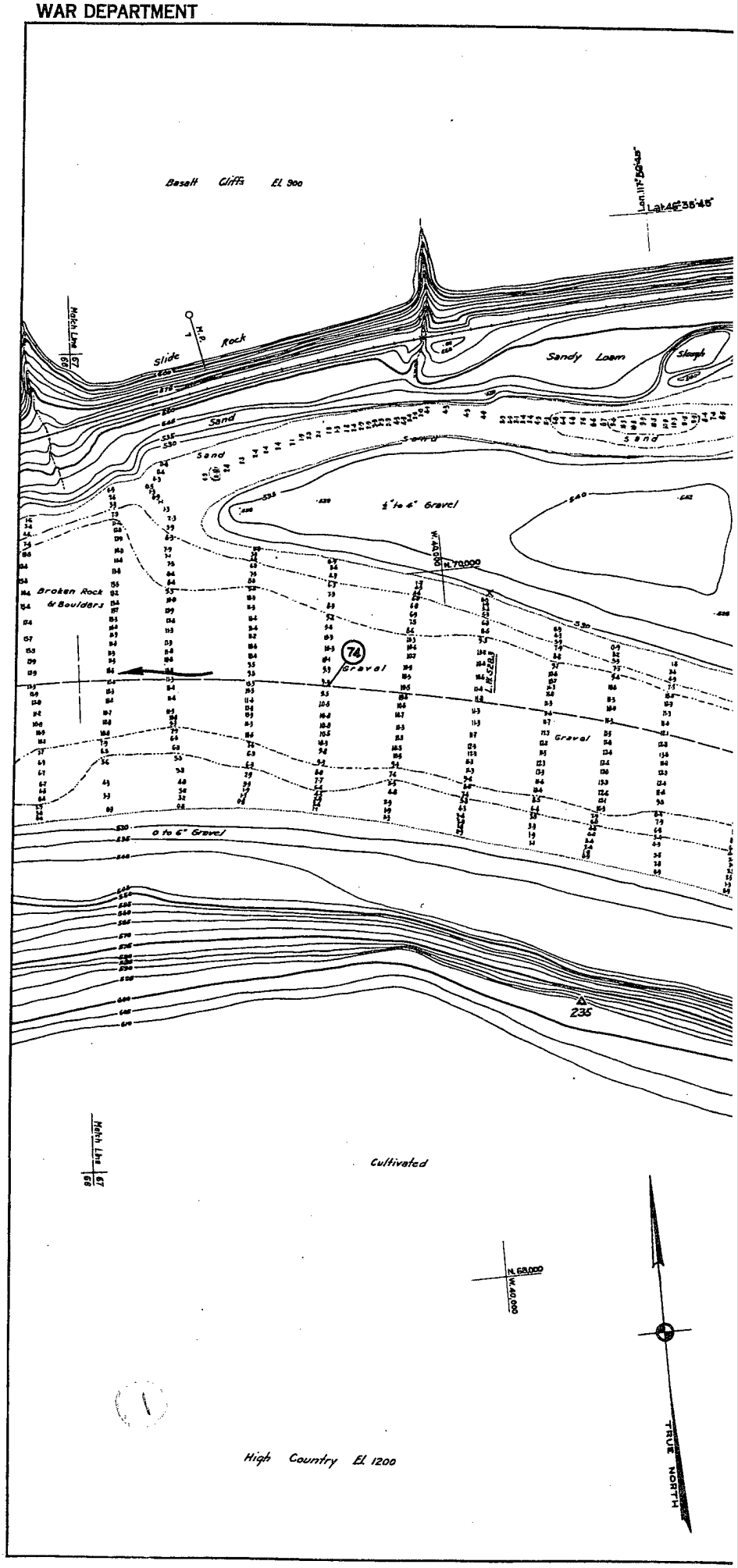
Drawn by H.L. R.G.Y.

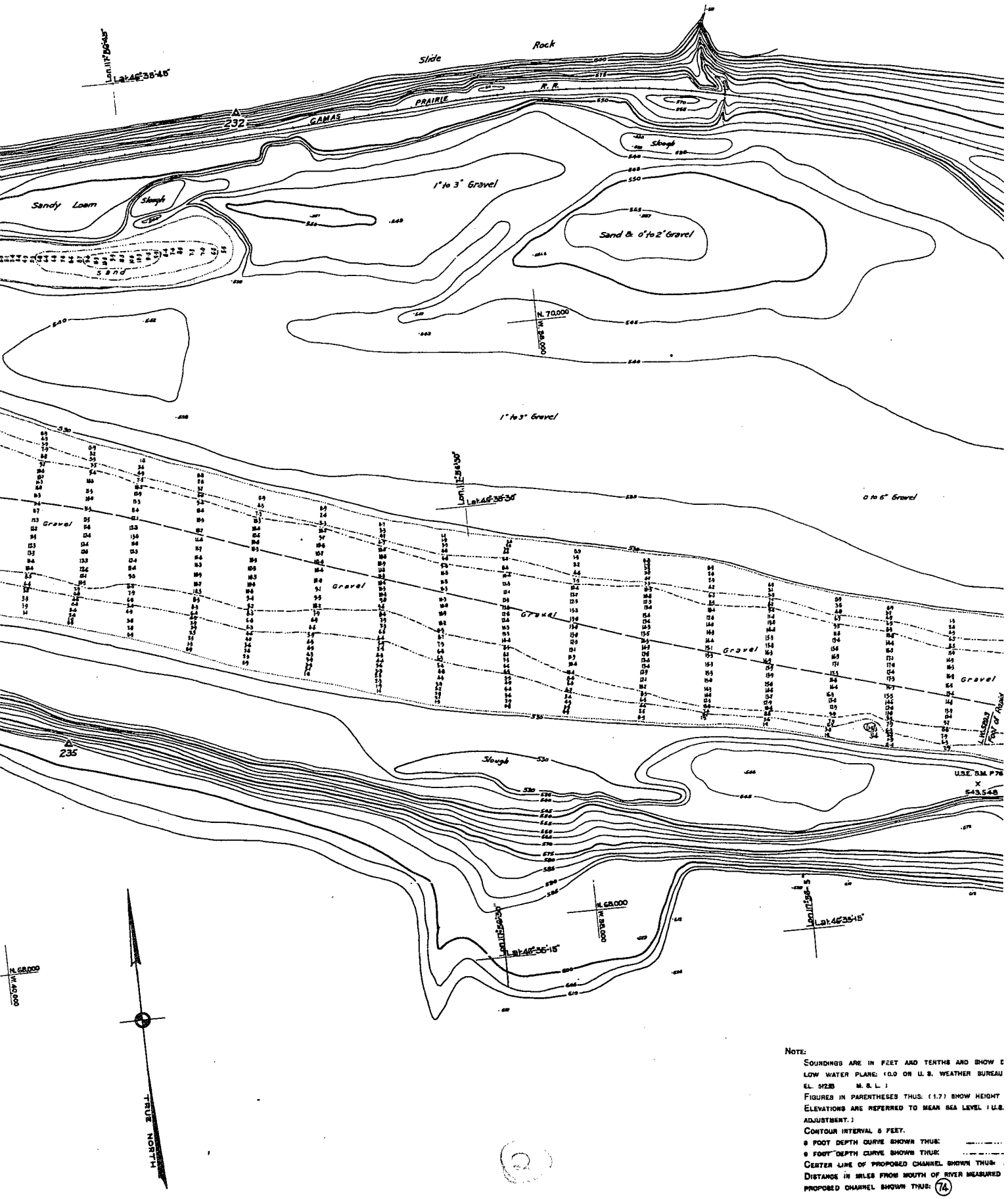
Transmitted with report dated June 10, 1935

SN-1-4/67
H-9-2/66

SN-1-12/66

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW D
LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU
EL. 5128 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.
ADJUSTMENT.)

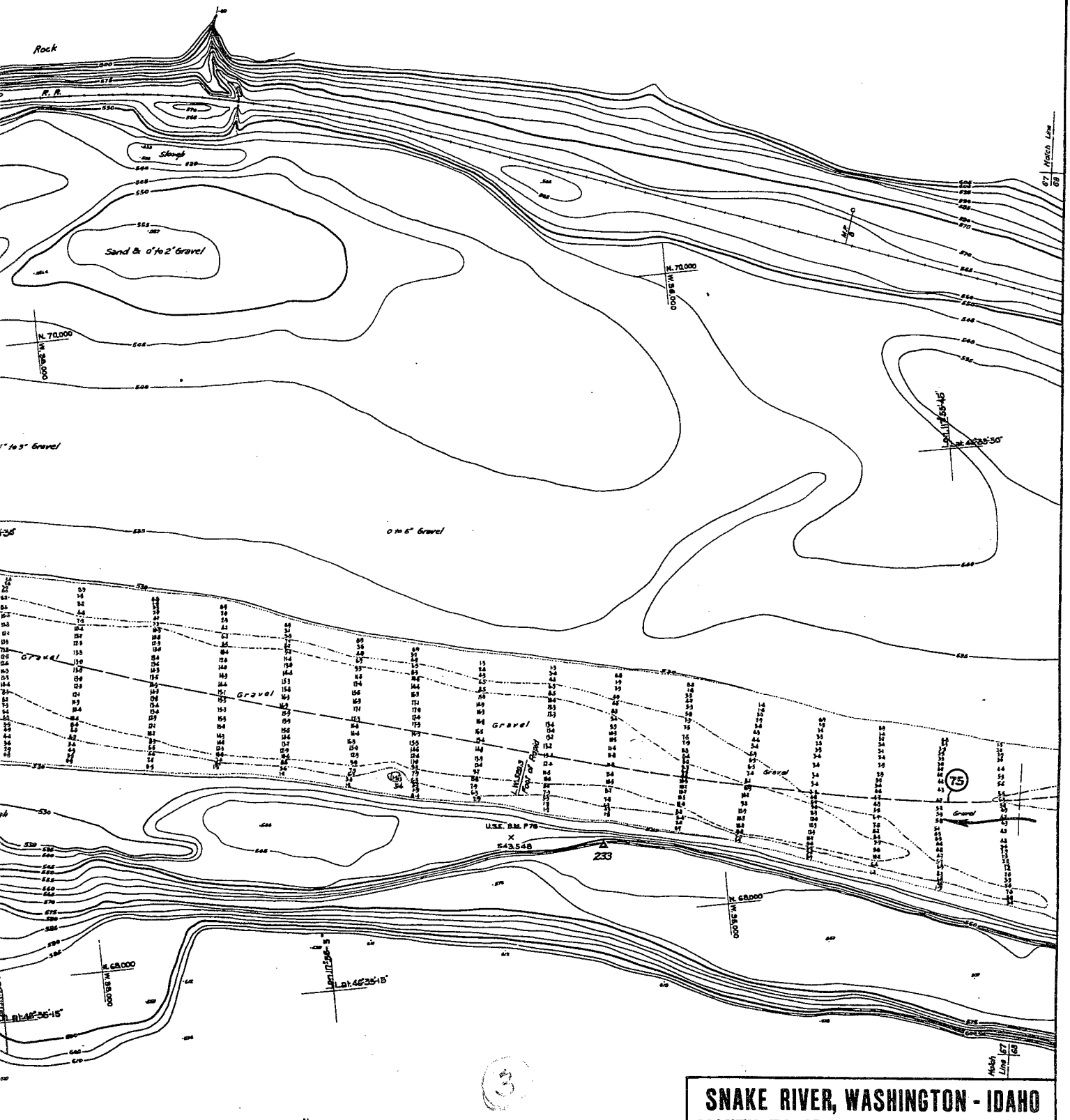
CONTOUR INTERVAL 5 FEET.

9 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED
PROPOSED CHANNEL SHOWN THUS: (74)



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: 10.0 on U. S. Weather Bureau gage at Riparia, el. 512.8 ' M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.& G.S. datum 1929 adjustment.)

Contour interval 5 feet.

6 foot depth curve shown thus: ——·——·——·——

9 foot depth curve shown thus: ——··——··——··——

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (74)

SN-1-4/68
H-9-2/67

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN SHEETS SCALE 1:2,000 SHEET NO. 67

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

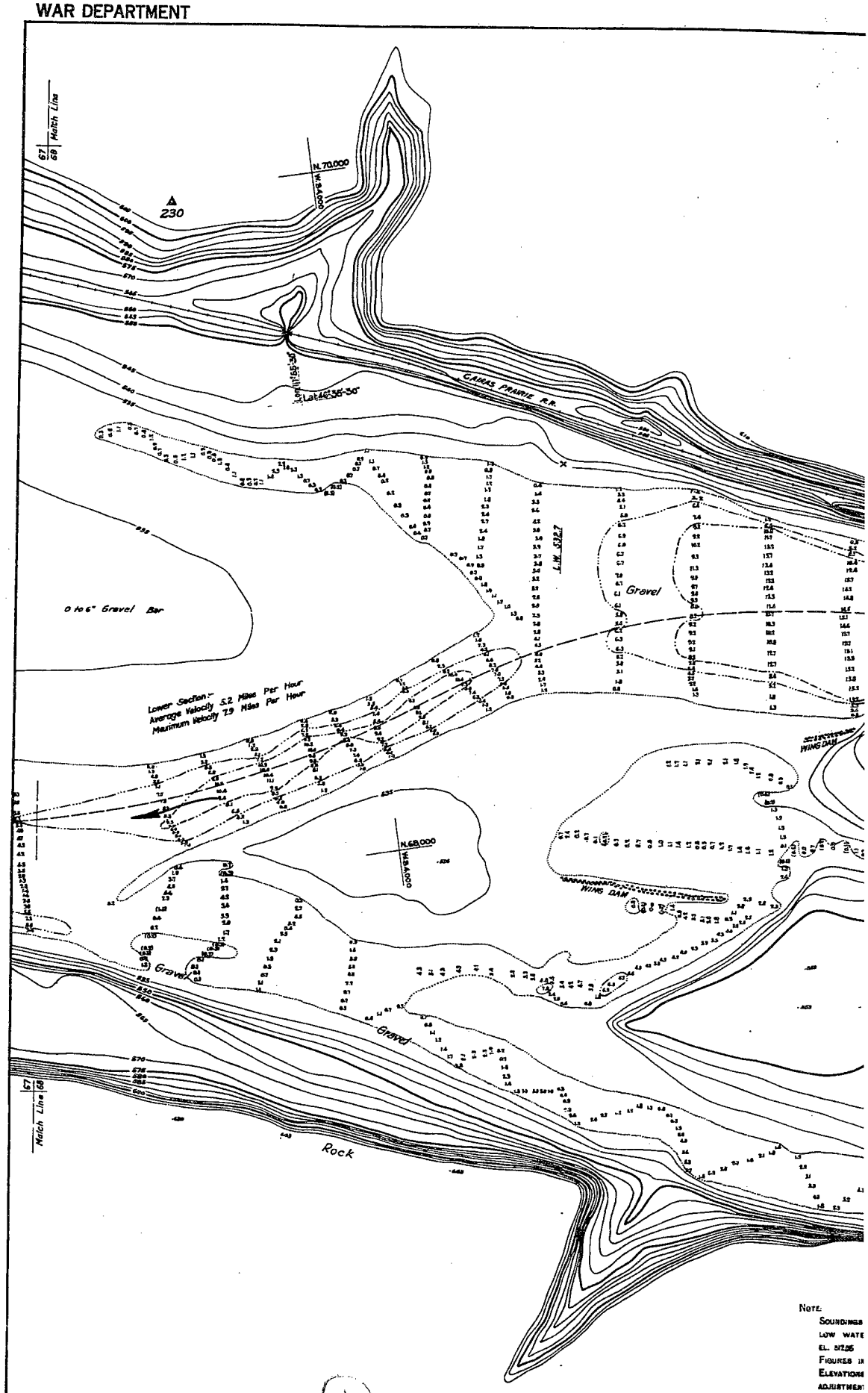
Approved: O. H. Williams, Major, Corps of Engineers

Drawn by H.L. R.G.Y.

Transmitted with report dated June 10, 1935

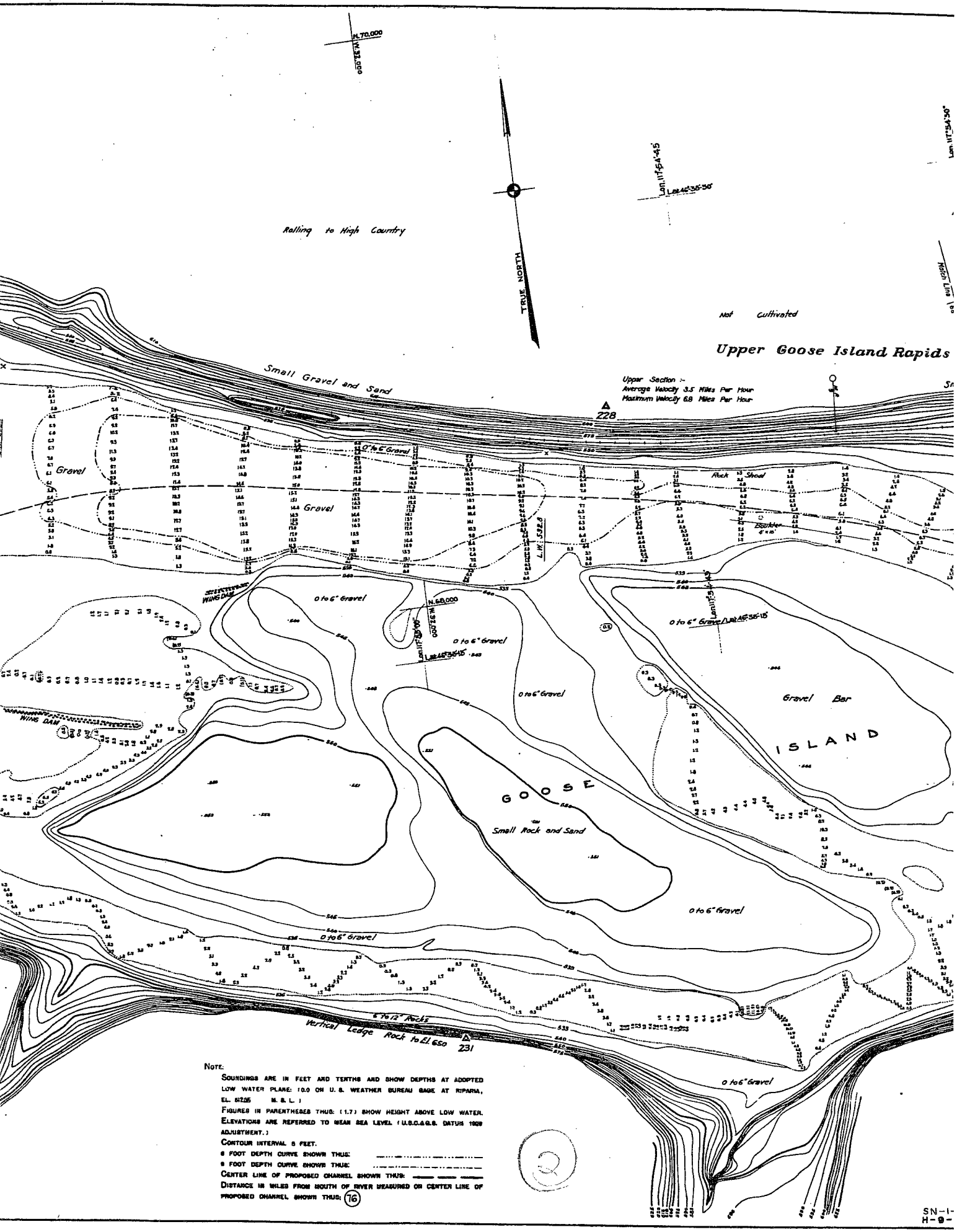
SN-1-12/67

WAR DEPARTMENT



NOTE:
SOUNDINGS
LOW WATE
EL. 512.05
FIGURES IN
ELEVATIONS
ADJUSTMEN
CONTOUR I
6 FOOT DE
9 FOOT DE
CENTER LI
DISTANCE
PROPOSED

(1)



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: 10.0 on U. S. Weather Bureau gage at Riparia, El. 612.05 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 6 feet.

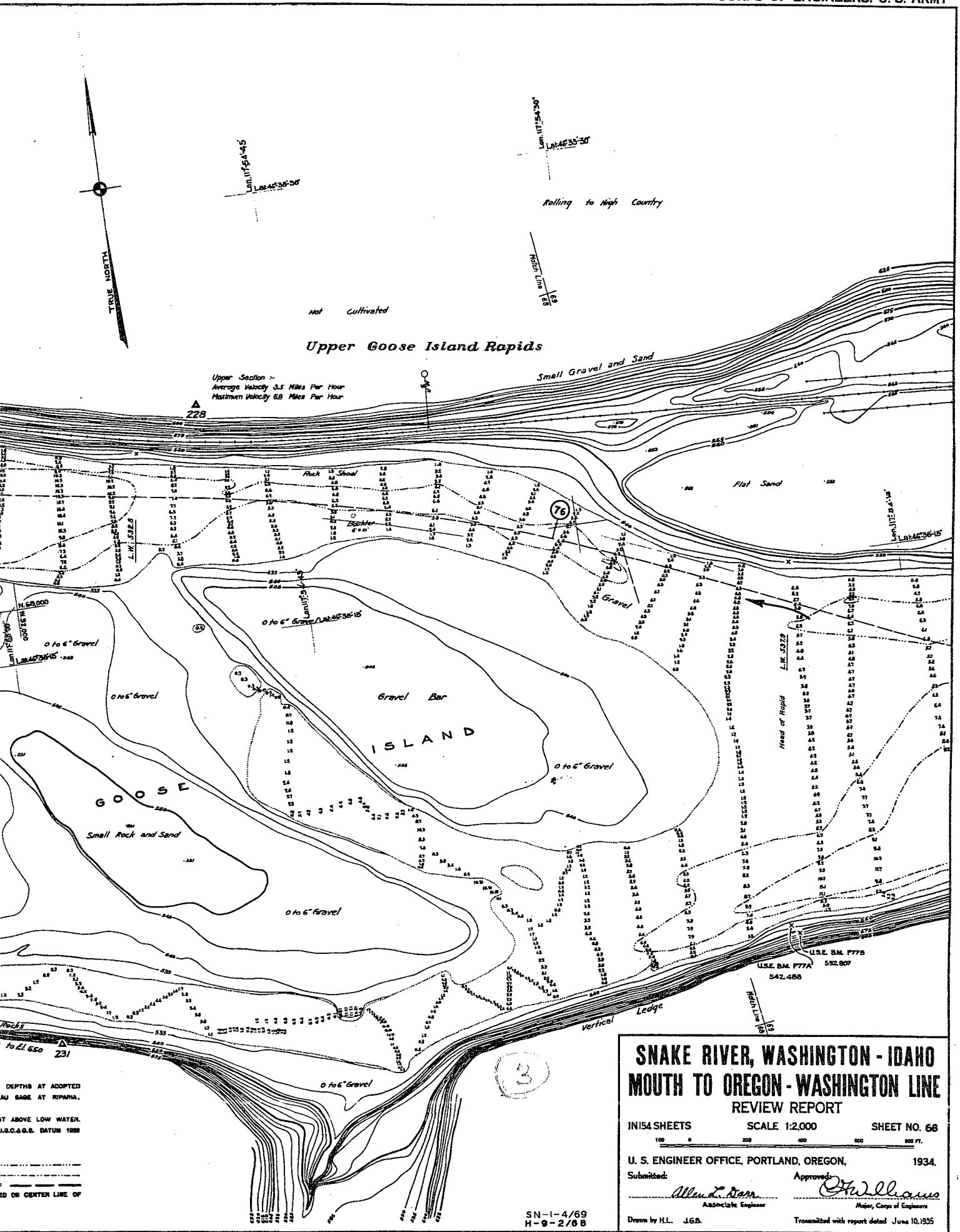
6 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: ——··——··——

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (76)

SN-I-H-9-



DEPTHS AT ADOPTED
AU GAGE AT RIPARIA,
T ABOVE LOW WATER
U.S.C.&G.S. DATUM 1929
SD ON CENTER LINE OF

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 68

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Starr, Associate Engineer

Approved: O. H. Williams, Major, Corps of Engineers

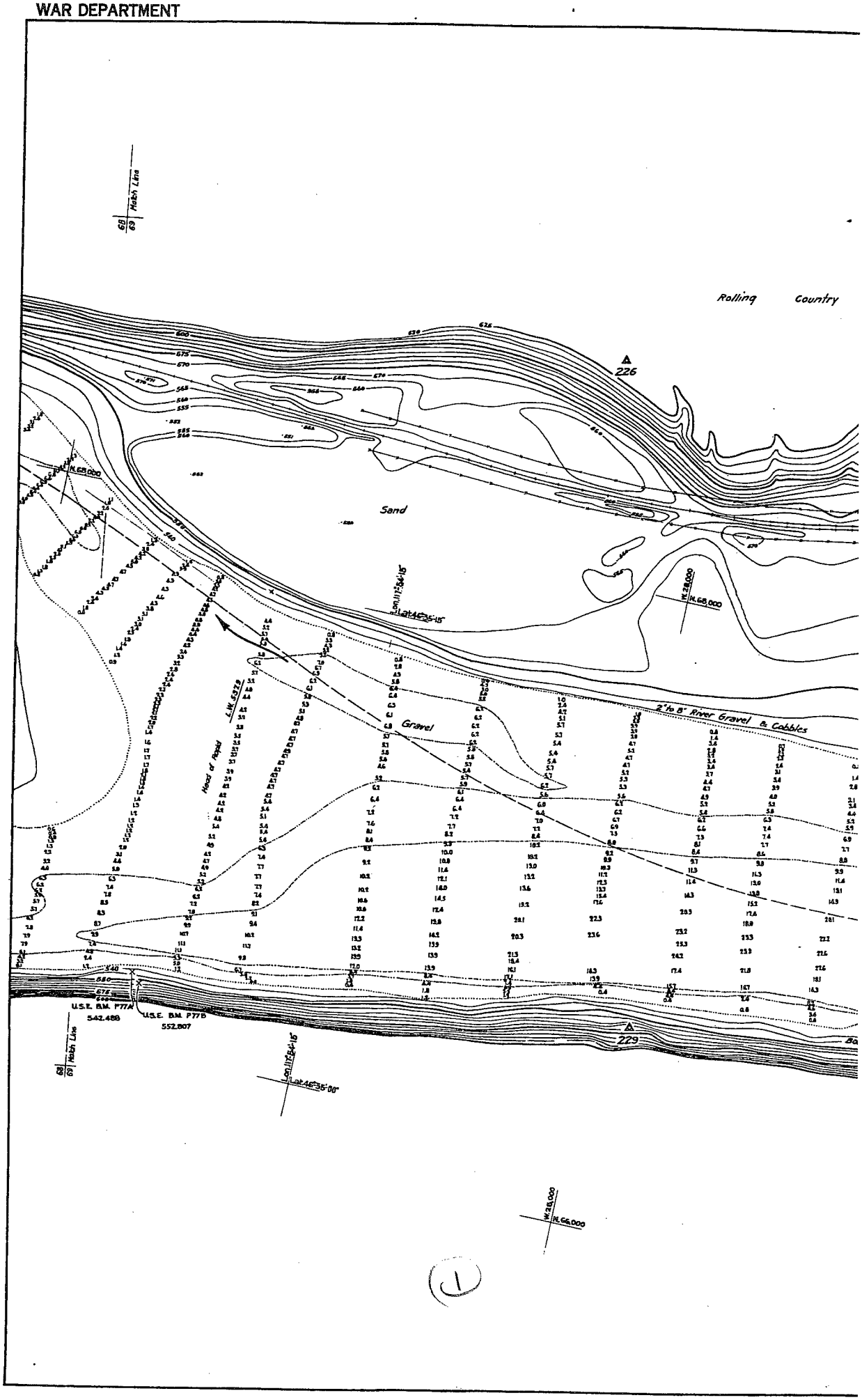
Drawn by H.L. J.G.B.

Transmitted with report dated June 10, 1935

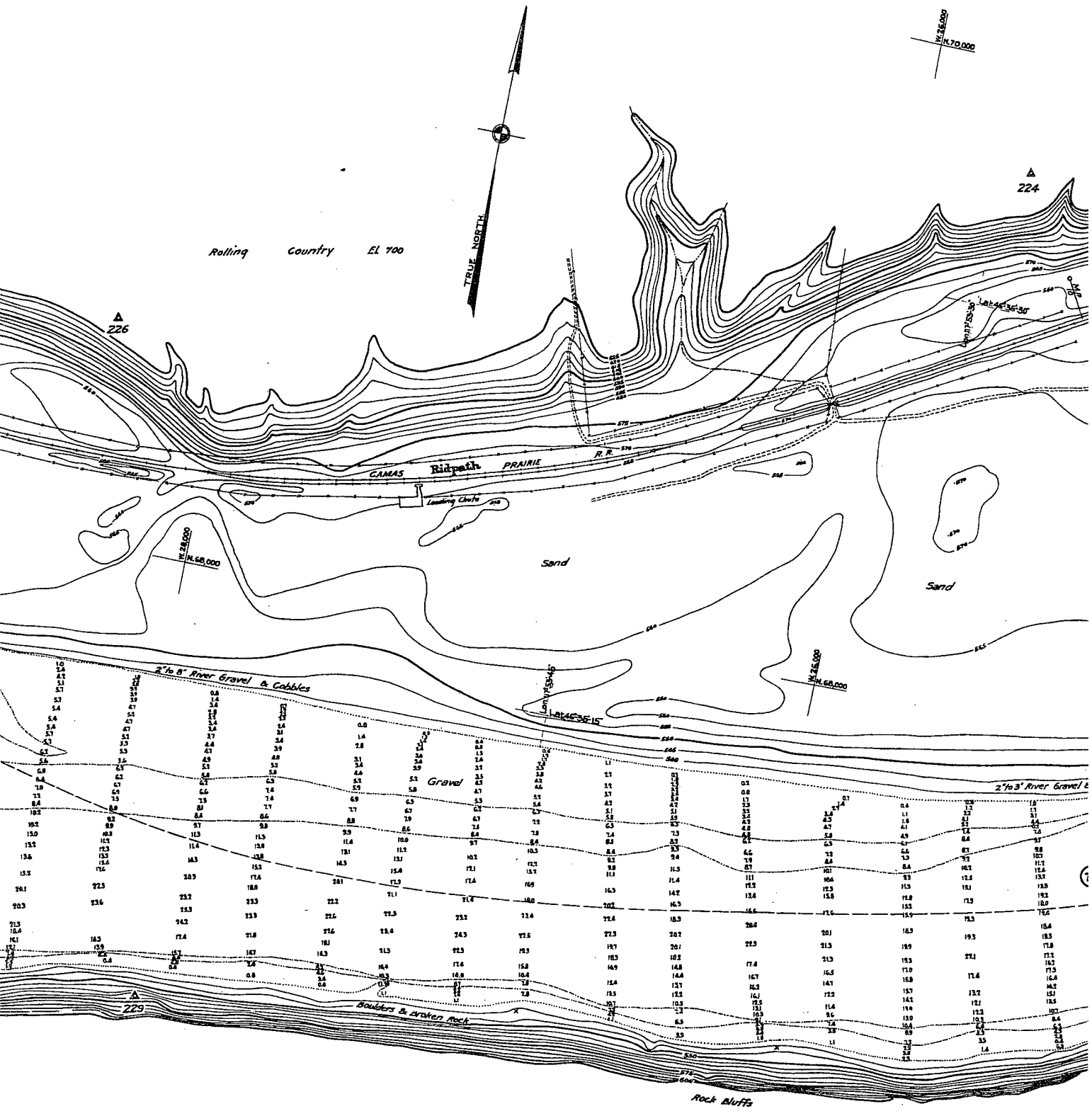
SN-1-4/69
H-9-2/68

SN-1-12/68

WAR DEPARTMENT



(1)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE: 10.0 OR U. S. WEATHER BUREAU GAGE AT EL. 51.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOVE LOW

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.& G.S. DAT ADJUSTMENT.)

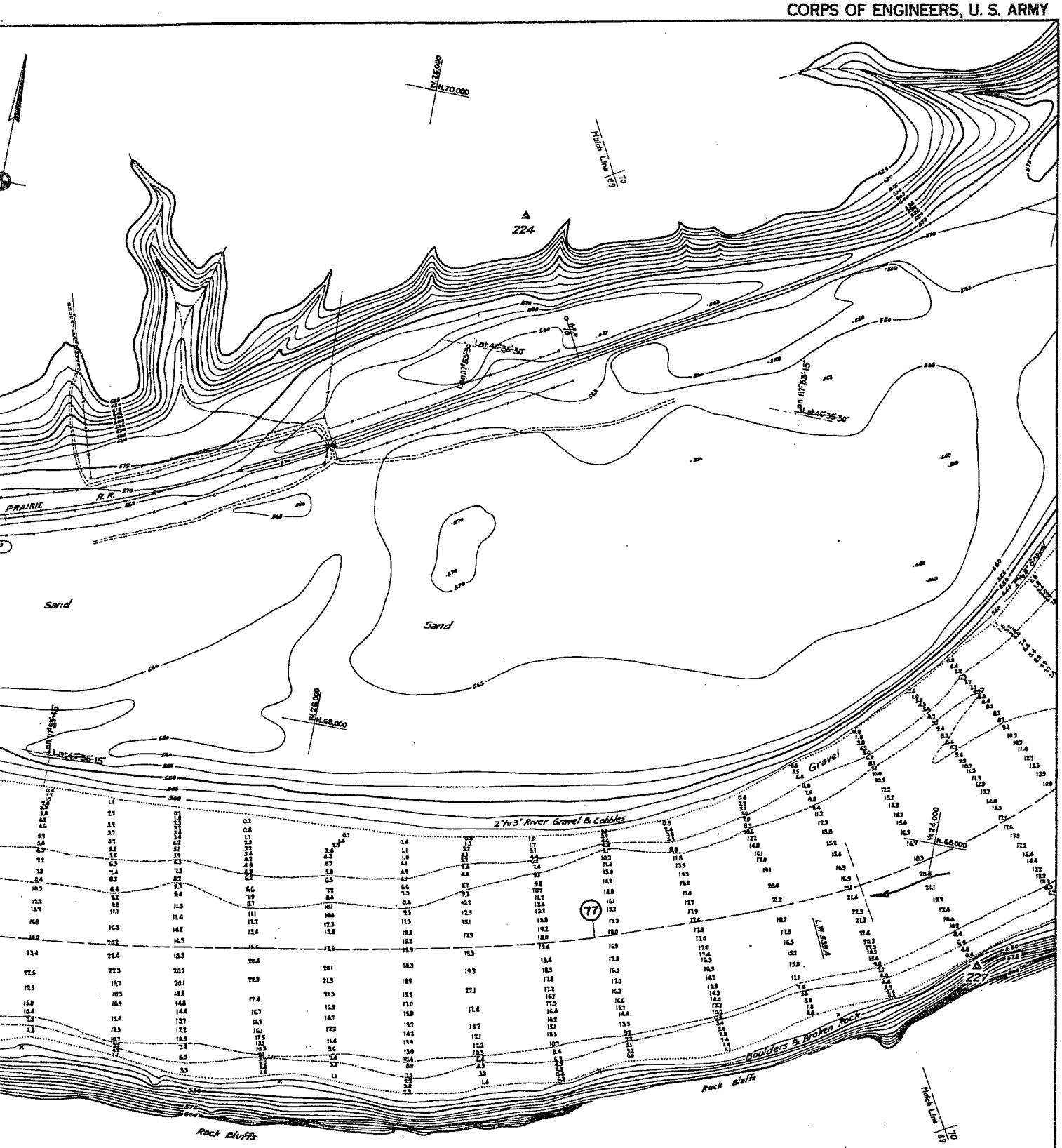
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (77)



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, el. 612.05 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.& G.S. datum 1929 adjustment.)

Contour interval 6 feet.

6 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: ——··——··——

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (77)

SN-1-4/70
H-9-2/69

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 69

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

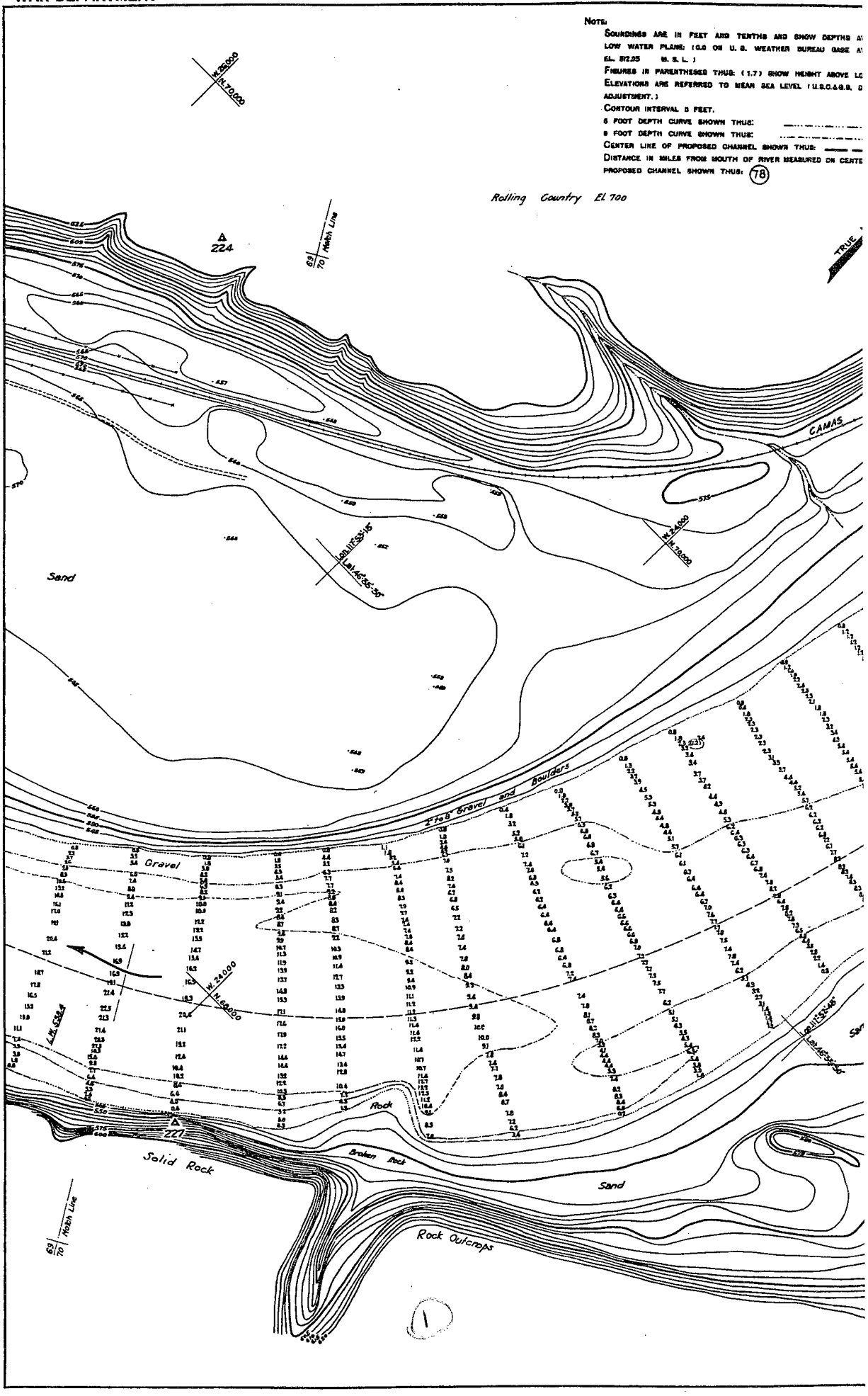
Approved: D. D. Williams, Major, Corps of Engineers

Drawn by H.L. J.G.B.

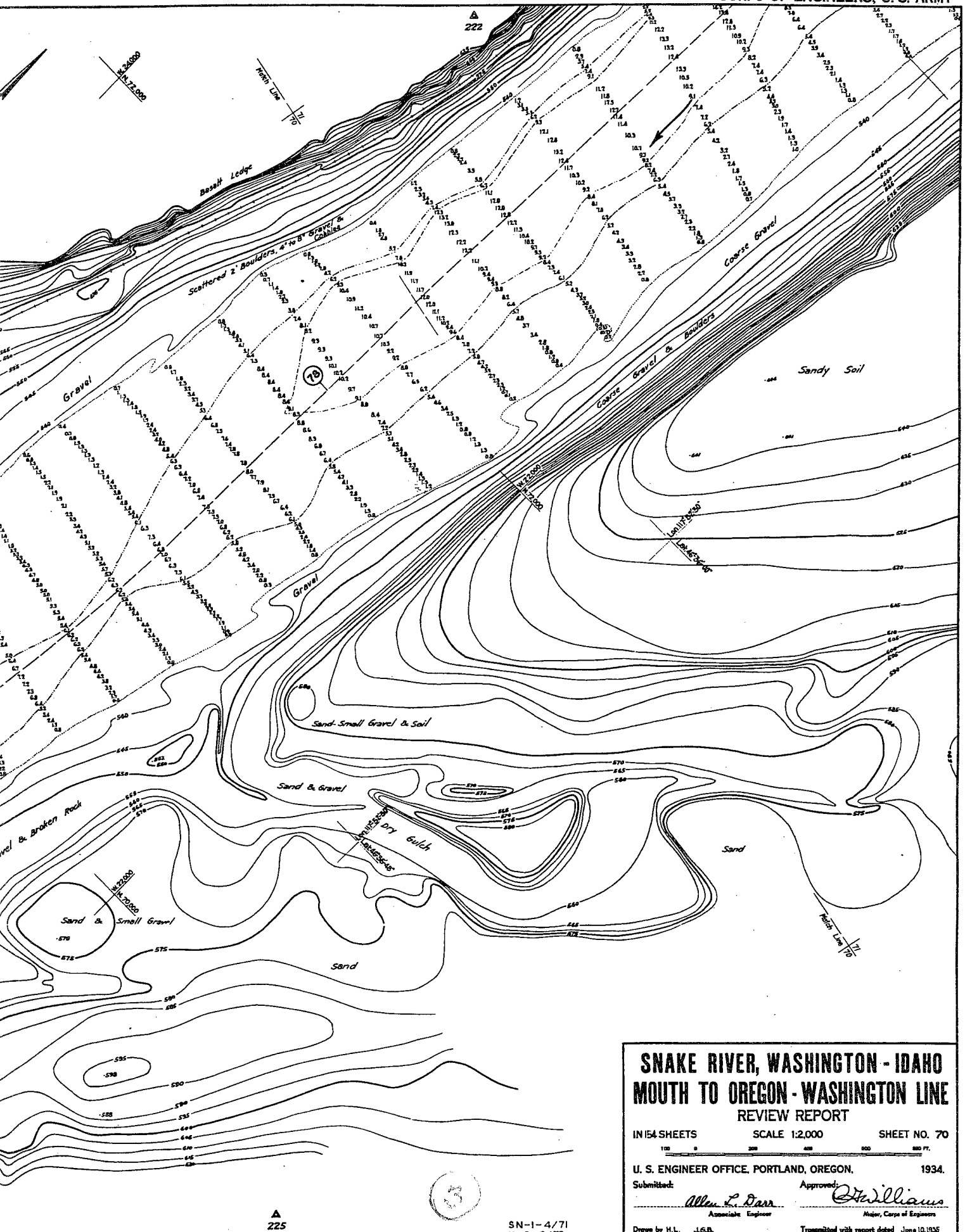
Transmitted with report dated June 10, 1935

SN-1-12/69

WAR DEPARTMENT




NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 572.85 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS:
9 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (78)
Country El 700
TRUE NORTH
N. 24,000
N. 72,000
North Line
71
70
222
Basalt Ledge
Scattered 2' Boulders, 4" to 8" Gravel & Cobbles
CAMAS PRAIRIE R. R.
Gravel
Sand-Small Gravel & Soil
Sand & Gravel
Gravel & Broken Rock
Dry Gulch
Sand & Small Gravel
Sand
Sand & Soil
225
SN-1-4/71
H-9-2/70



SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 70

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: D. D. Williams, Major, Corps of Engineers

Drawn by H.L. J.G.B.

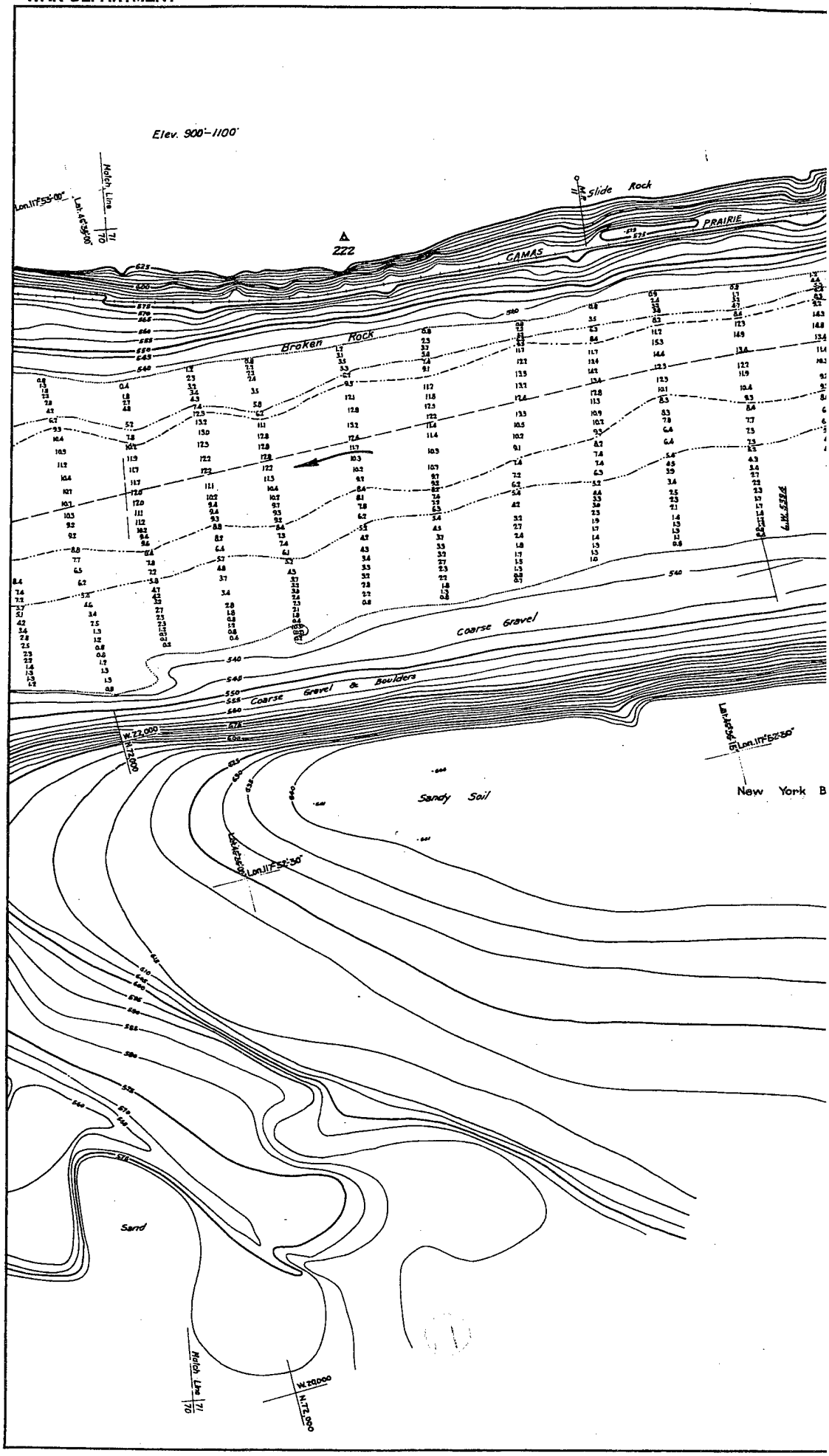
Transmitted with report dated June 10, 1935

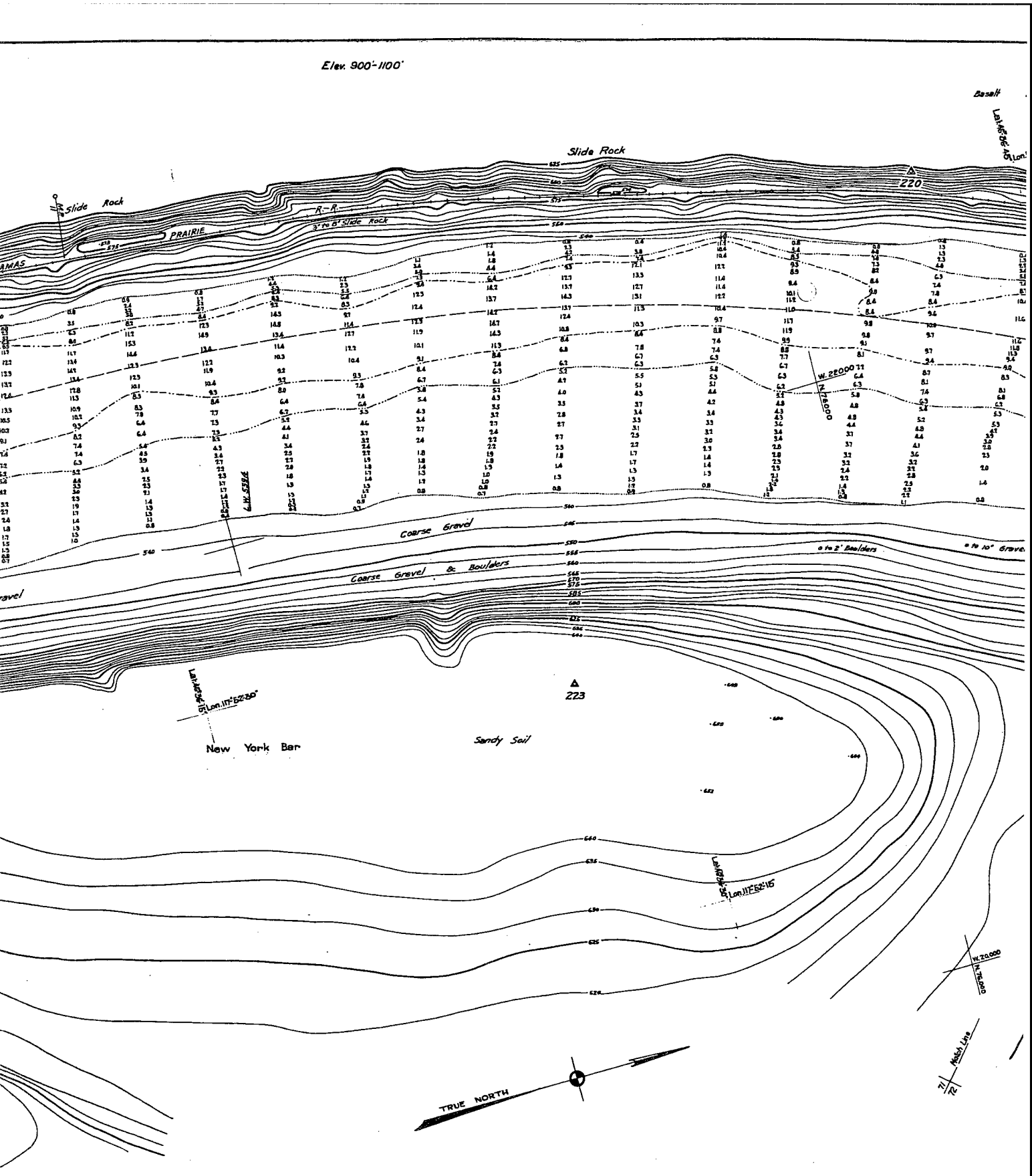
SN-1-4/71
H-9-2/70

(3)

SN-1-12/70

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS A
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE A
EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE L

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. I
ADJUSTMENT.)

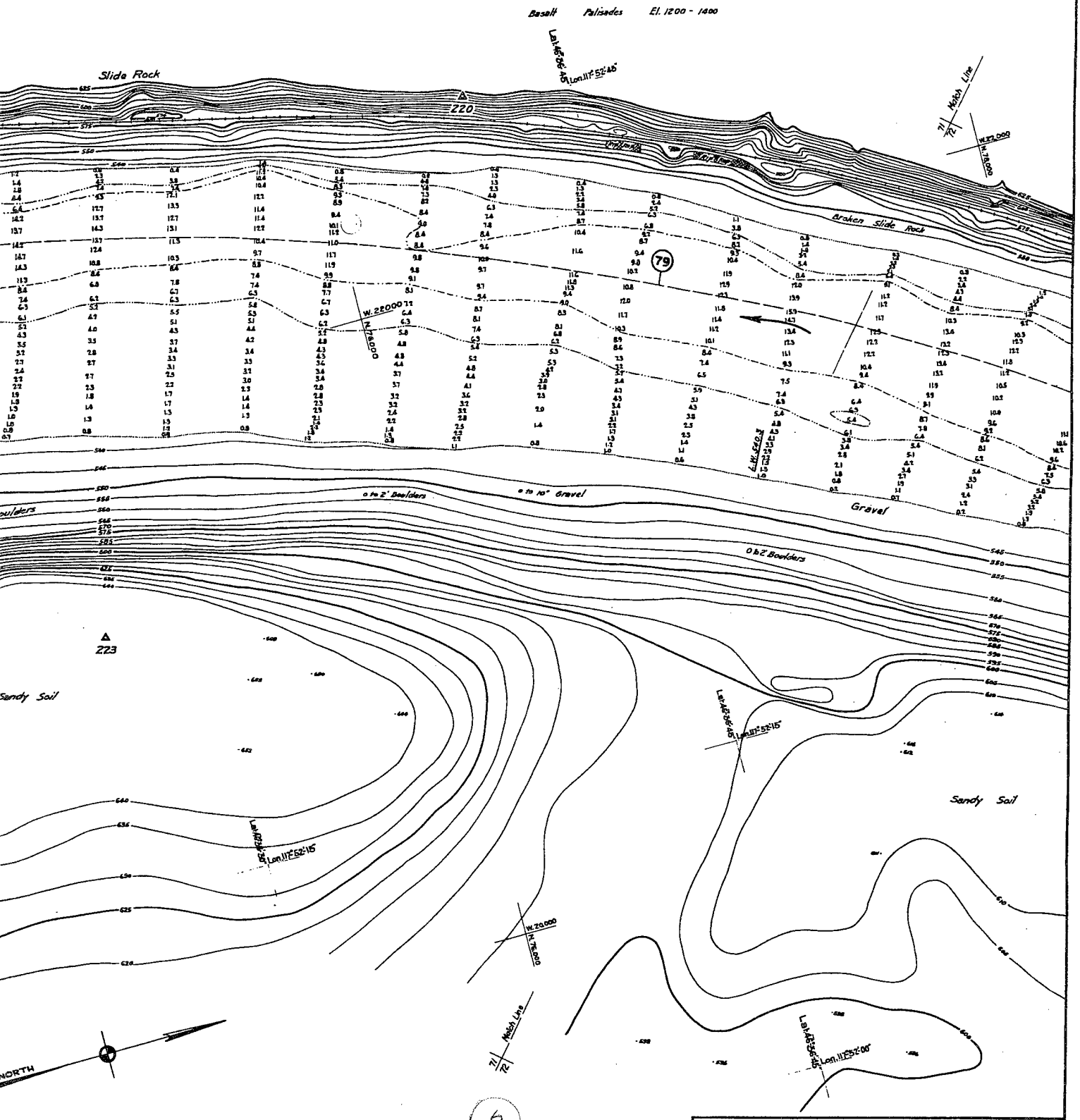
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENT
PROPOSED CHANNEL SHOWN THUS: (79)



3

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: — · — · —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (79)

SN-1-4/72
H-9-2/71

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 71

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dam
Associate Engineer

Approved: Otto W. Krauss
Major, Corps of Engineers

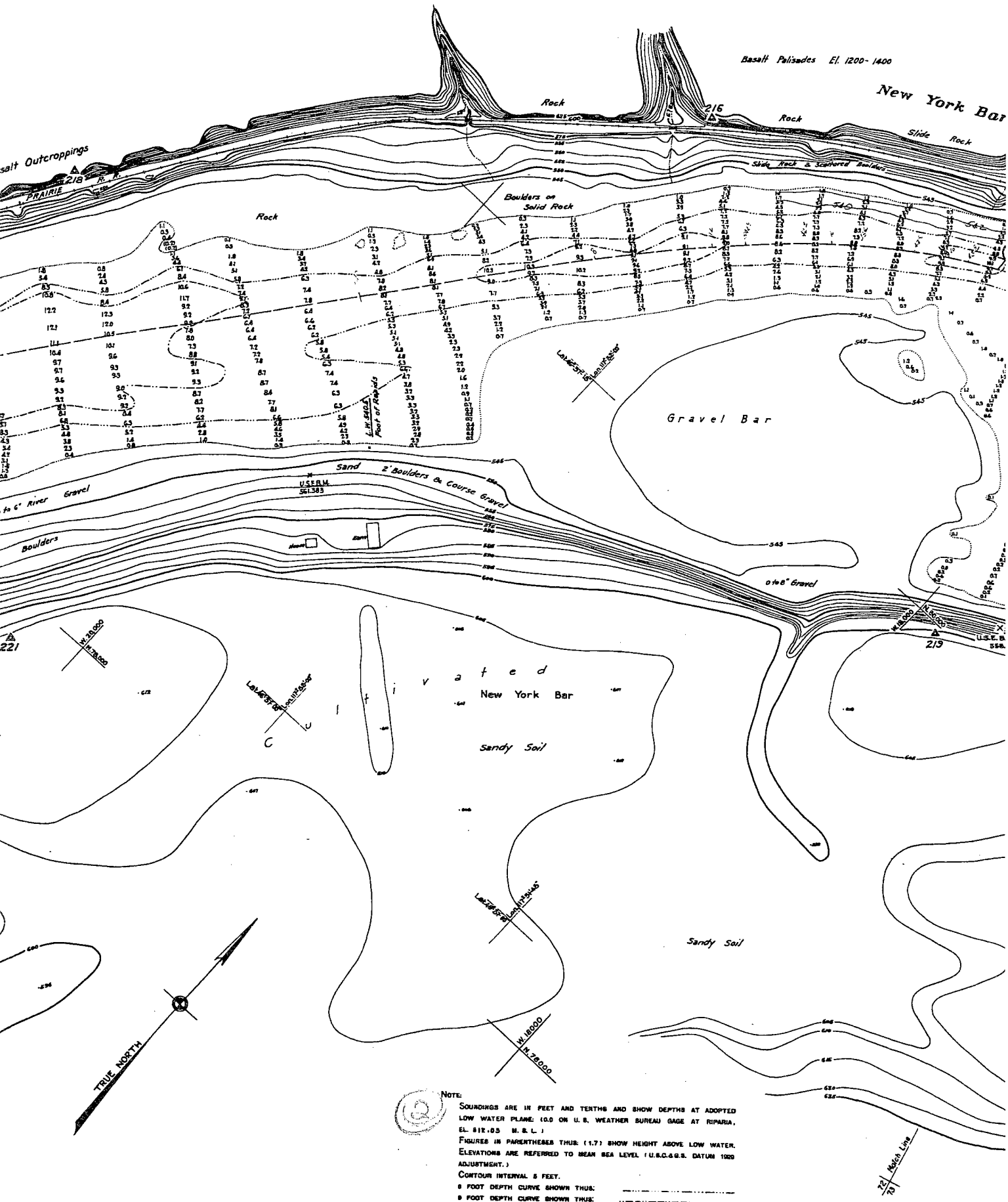
Drawn by H. L. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-12/71

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

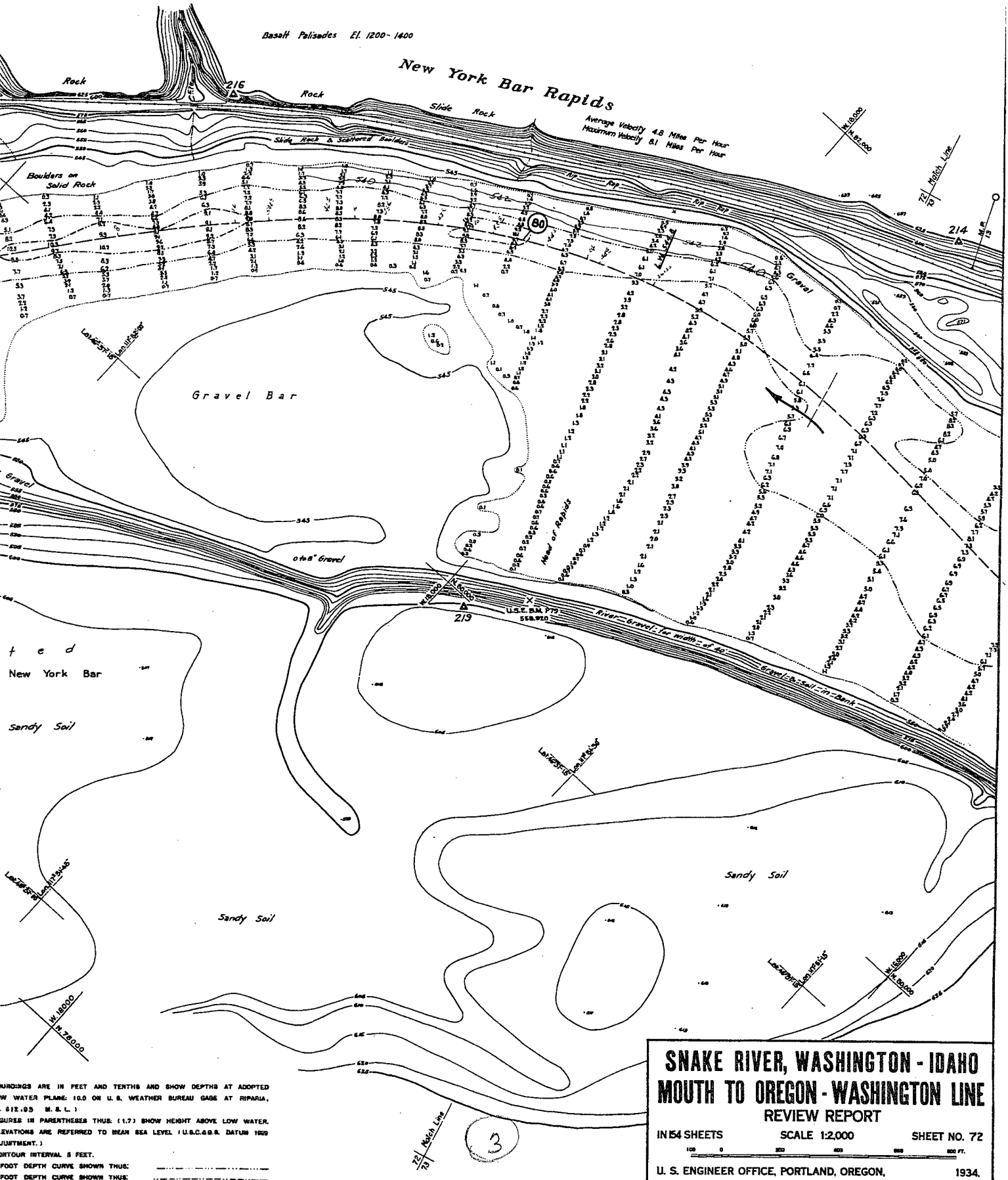
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (88)

SN-
H-9



SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, = 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

12 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (80)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 72

100 0 200 400 800 1000 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: O. H. Williams, Major, Corps of Engineers

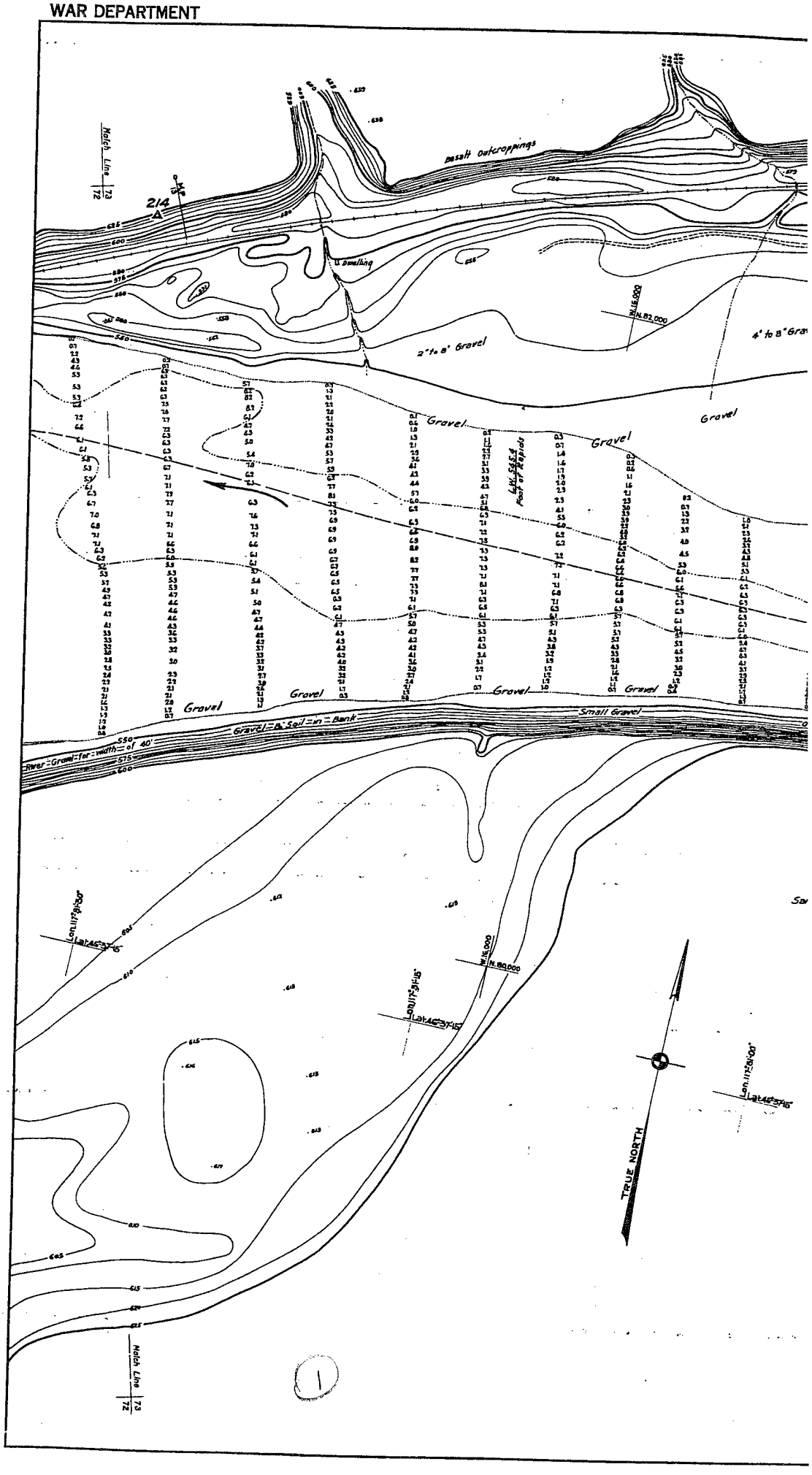
Drawn by H.L. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-4/73
H-9-2/72

SN-1-12/72

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GA
EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABO

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G
ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: .....

9 FOOT DEPTH CURVE SHOWN THUS: .....

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
PROPOSED CHANNEL SHOWN THUS: (81)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.85 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (81)

SN-1-4/74
H- 9-2/73

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 73

100 0 200 400 600 800 1000 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934

Submitted: Allen L. Starr, Associate Engineer

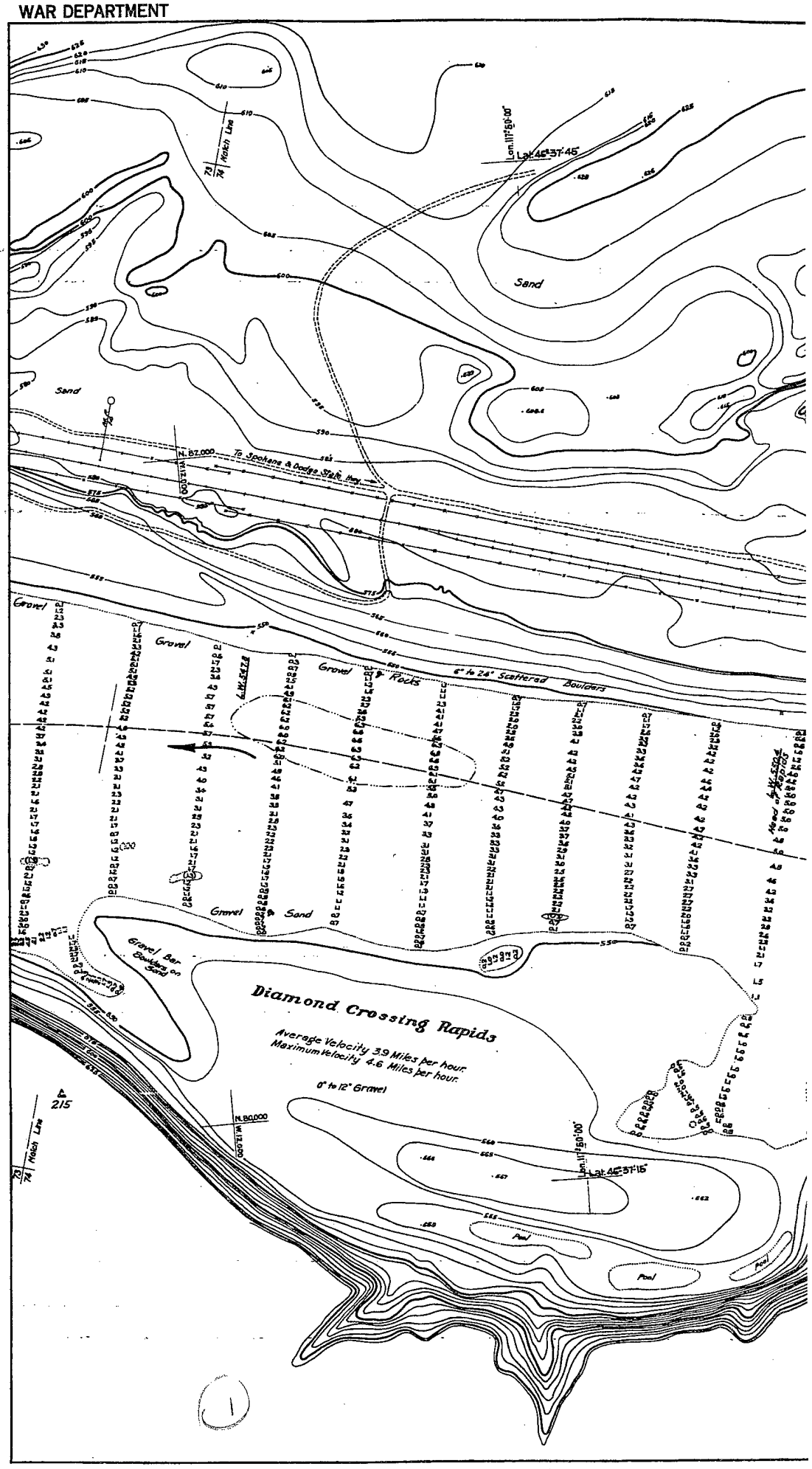
Approved: [signature], Major, Corps of Engineers

Drawn by H.L. S.A.M. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-12/73

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

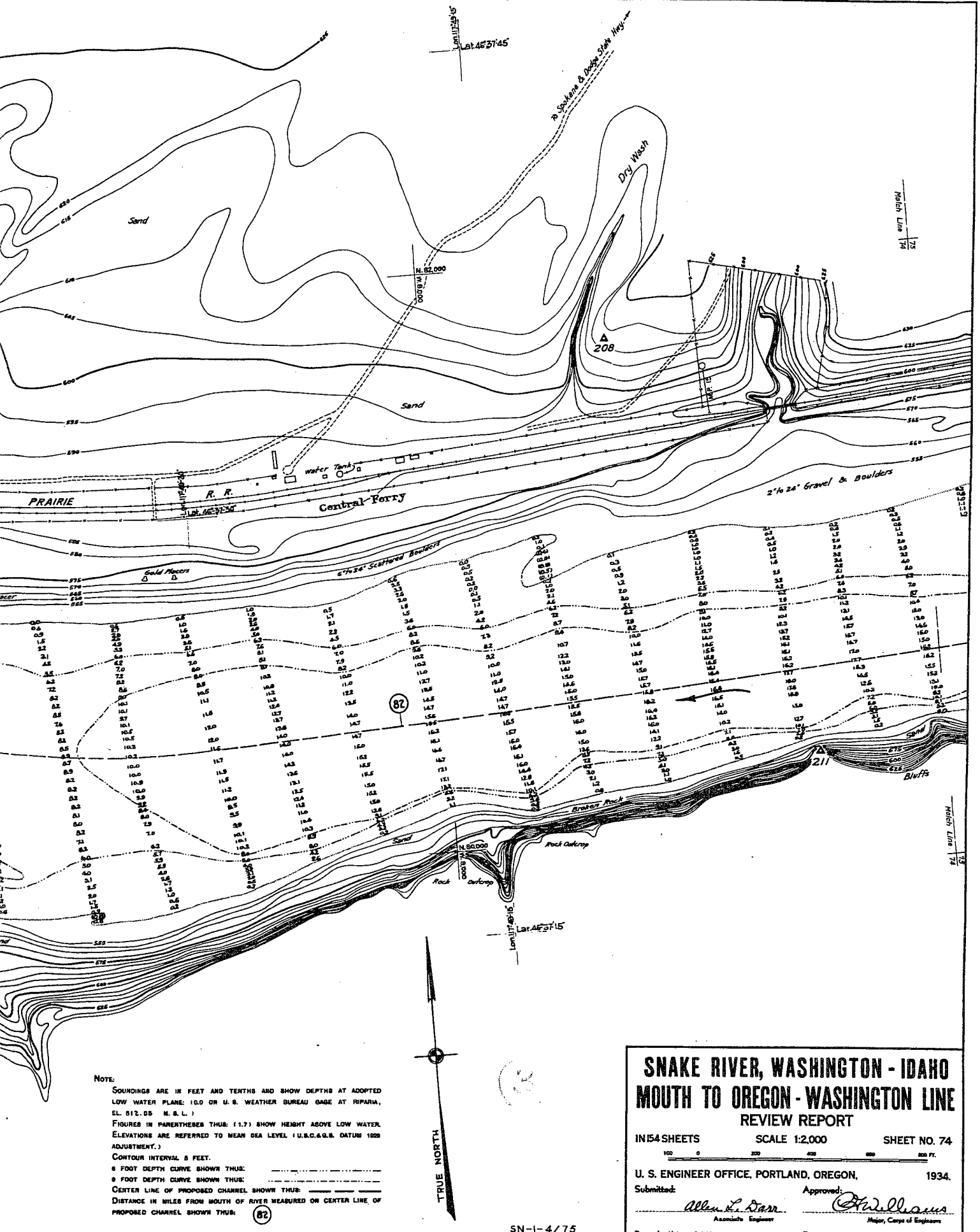
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: - - - - - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (82)

SN-1-
H-9-



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— — ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (82)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 74

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: H. Williams, Major, Corps of Engineers

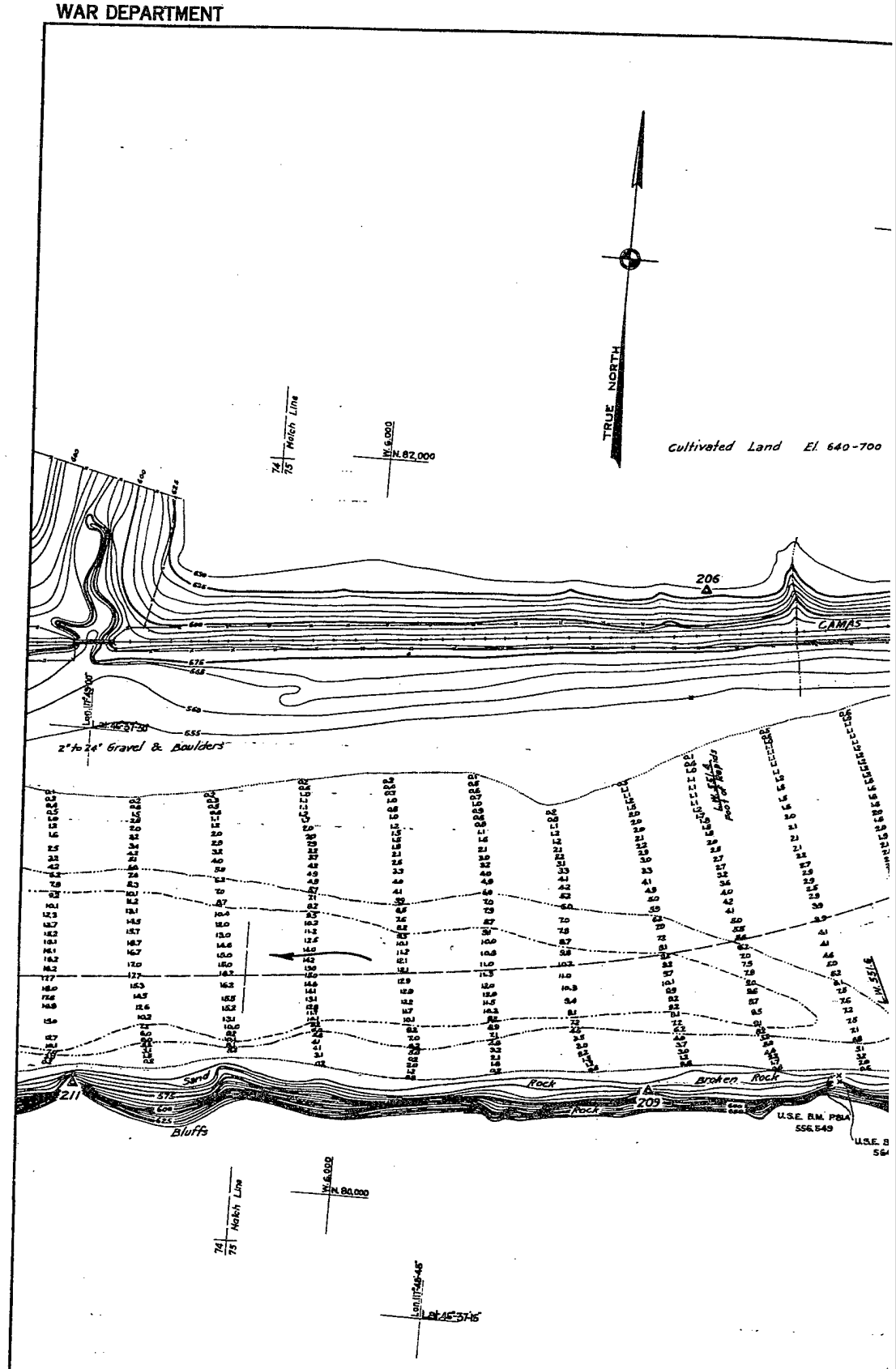
Drawn by H.L. S.A.M.

Transmitted with report dated June 10, 1935.

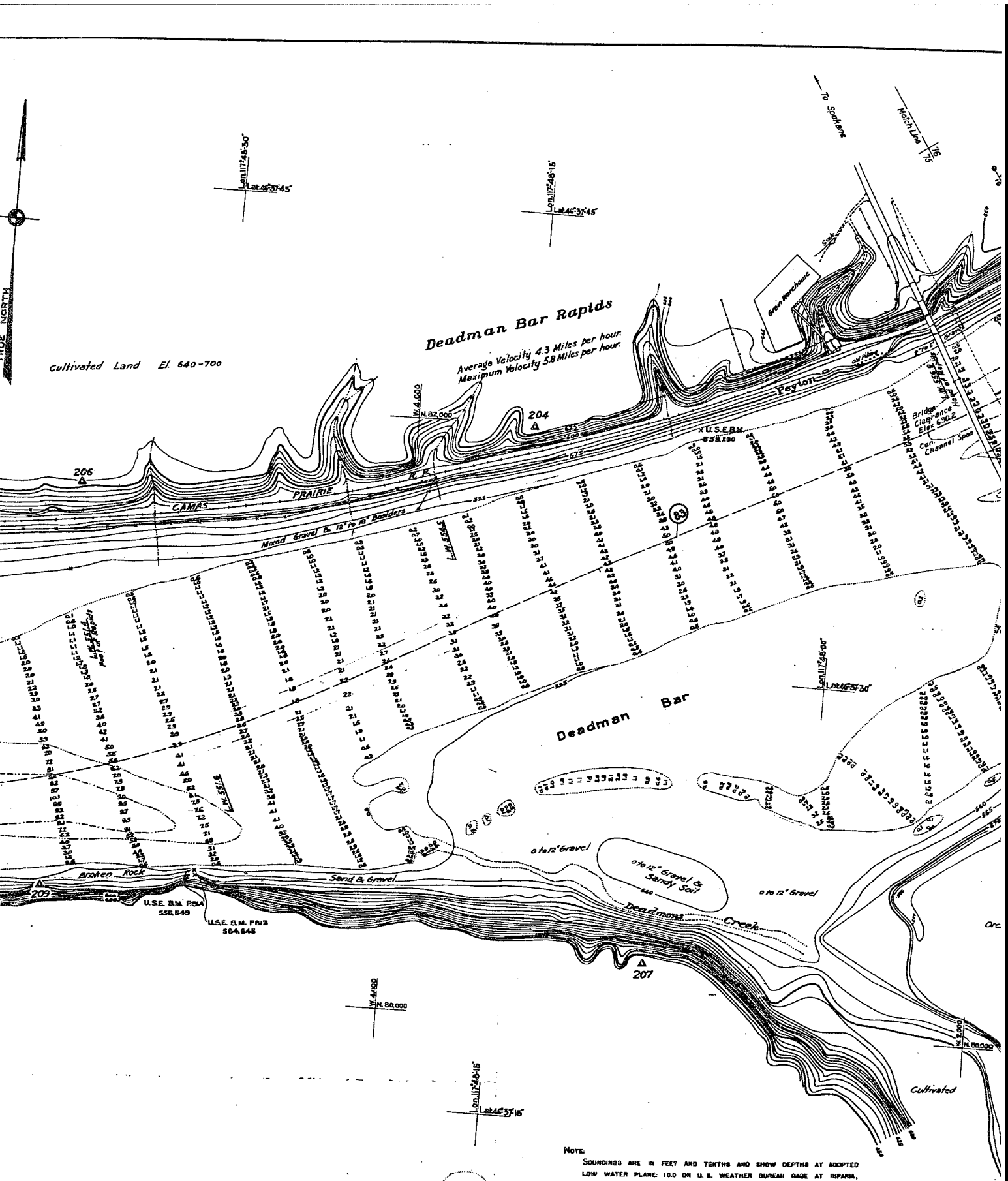
SN-1-4/75
H-9-2/74

SN-1-12/74

WAR DEPARTMENT



(1)



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE. (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

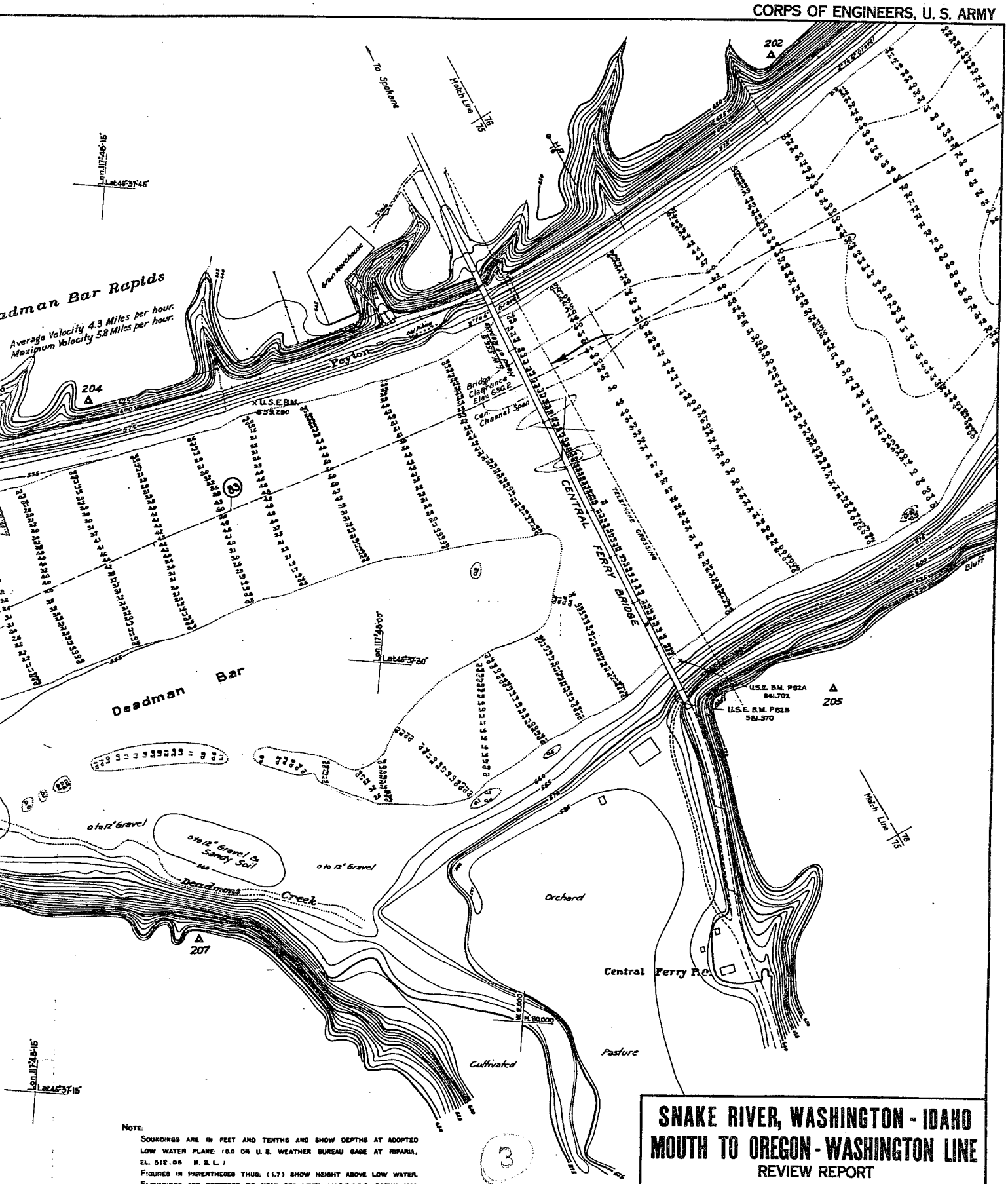
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (83)

SN-1-
H-9-2



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (83)

SN-I-4/76
H-9-2/75

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 75

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dorr, Associate Engineer

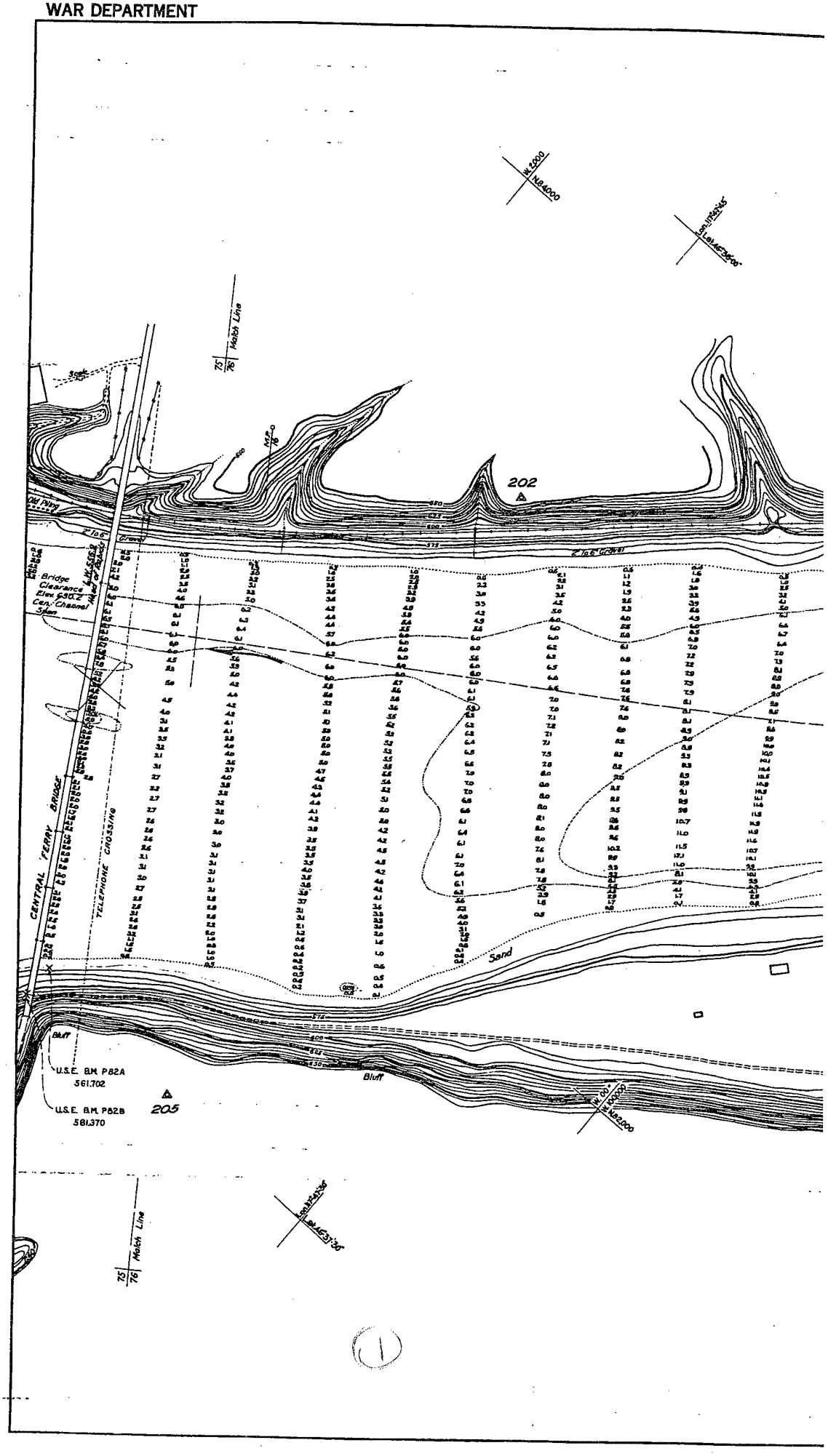
Approved: C. H. Williams, Major, Corps of Engineers

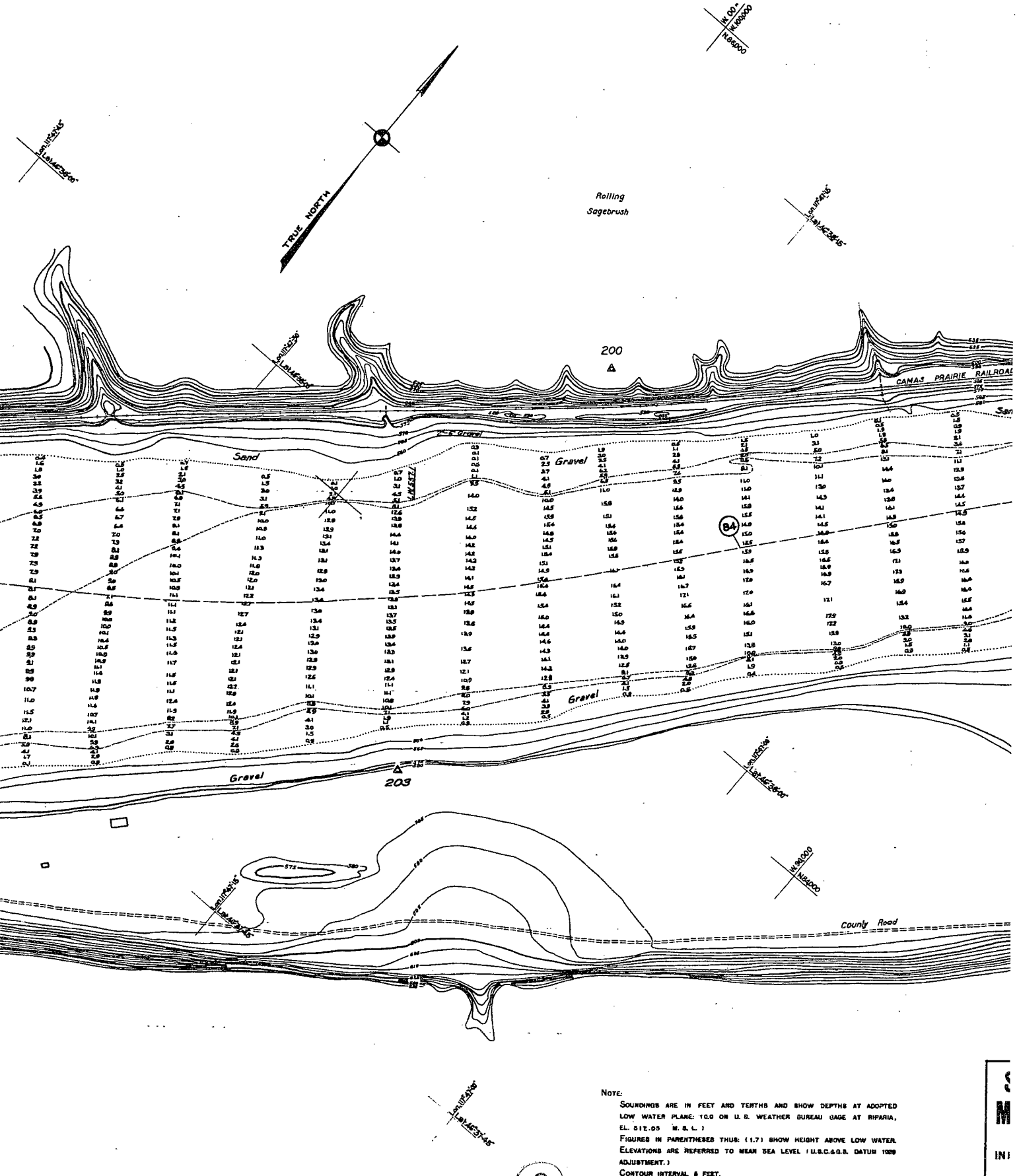
Drawn by H.L. S.A.M.

Transmitted with report dated June 10, 1935.

SN-I-12/75

WAR DEPARTMENT





Note:

Soundings are in feet and tenths and show depths at adopted low water plane: 10.0 on U. S. Weather Bureau gage at Riparia, el. 512.05 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

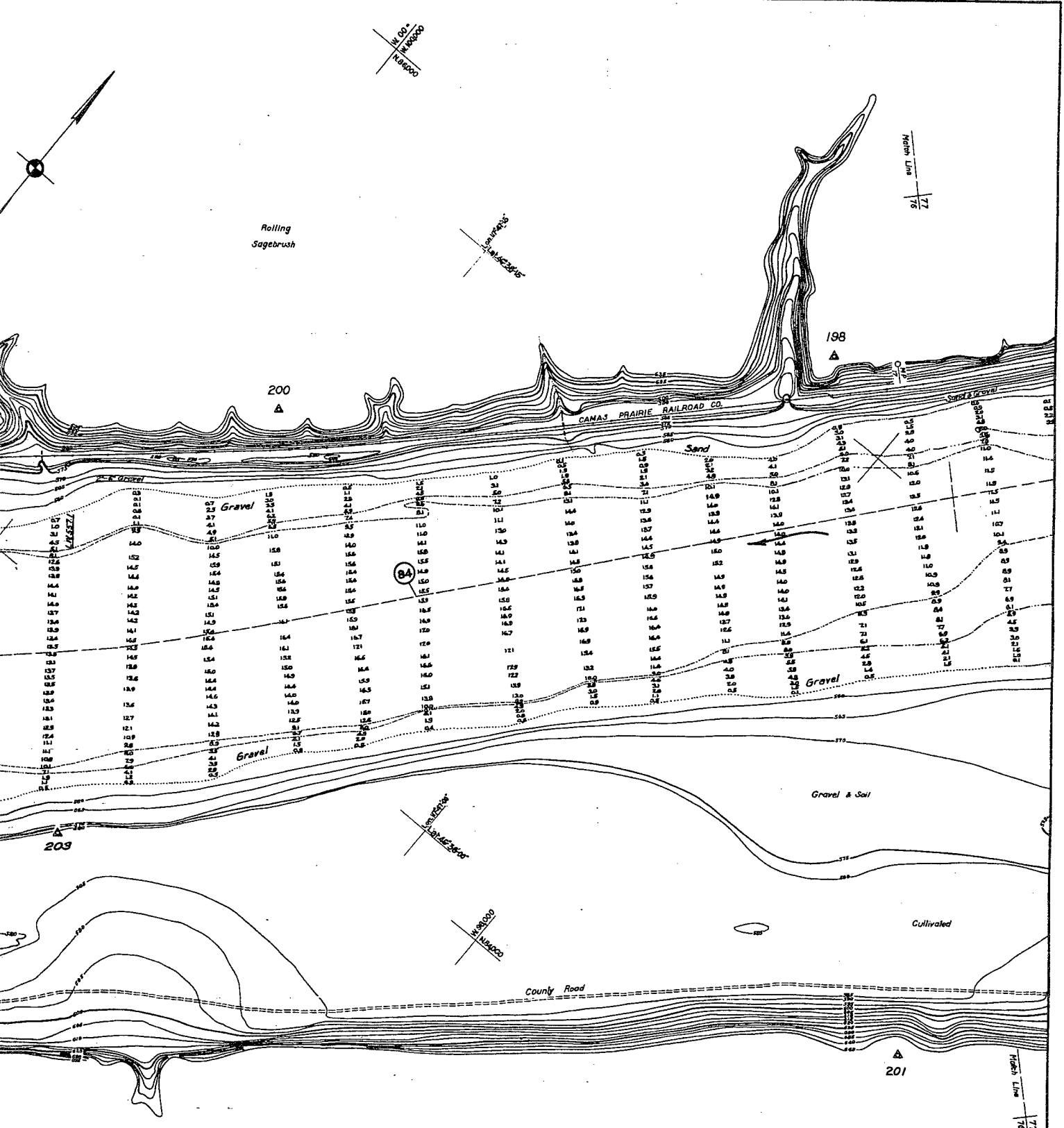
6 foot depth curve shown thus: ——————

9 foot depth curve shown thus: ——————

Center line of proposed channel shown thus: ——————

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (84)

SN-1-4/77
H-9-2/76



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (84)

SN-1-4/77
H-9-2/76

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 76

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

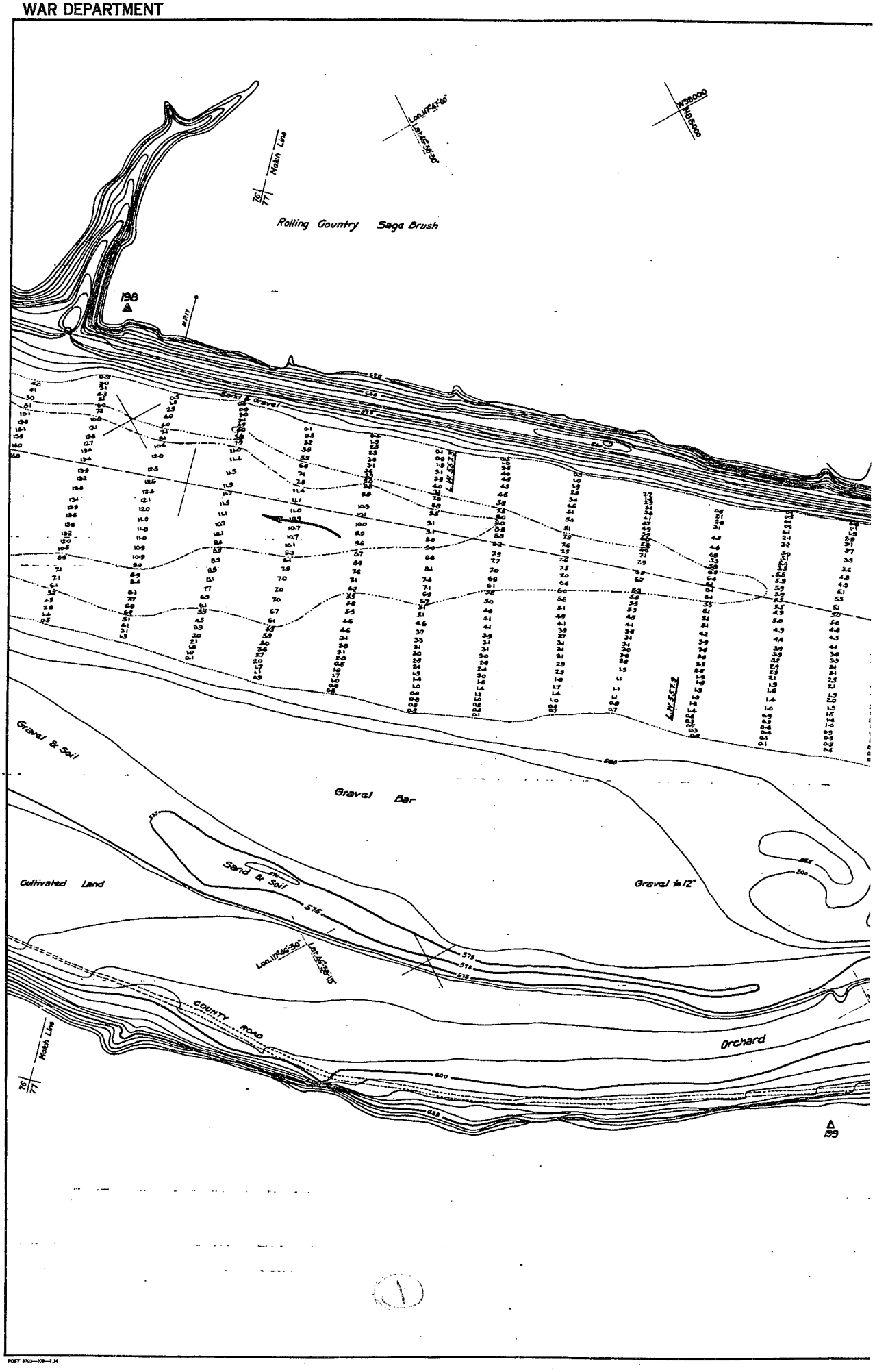
Approved: D. W. Williams, Major, Corps of Engineers

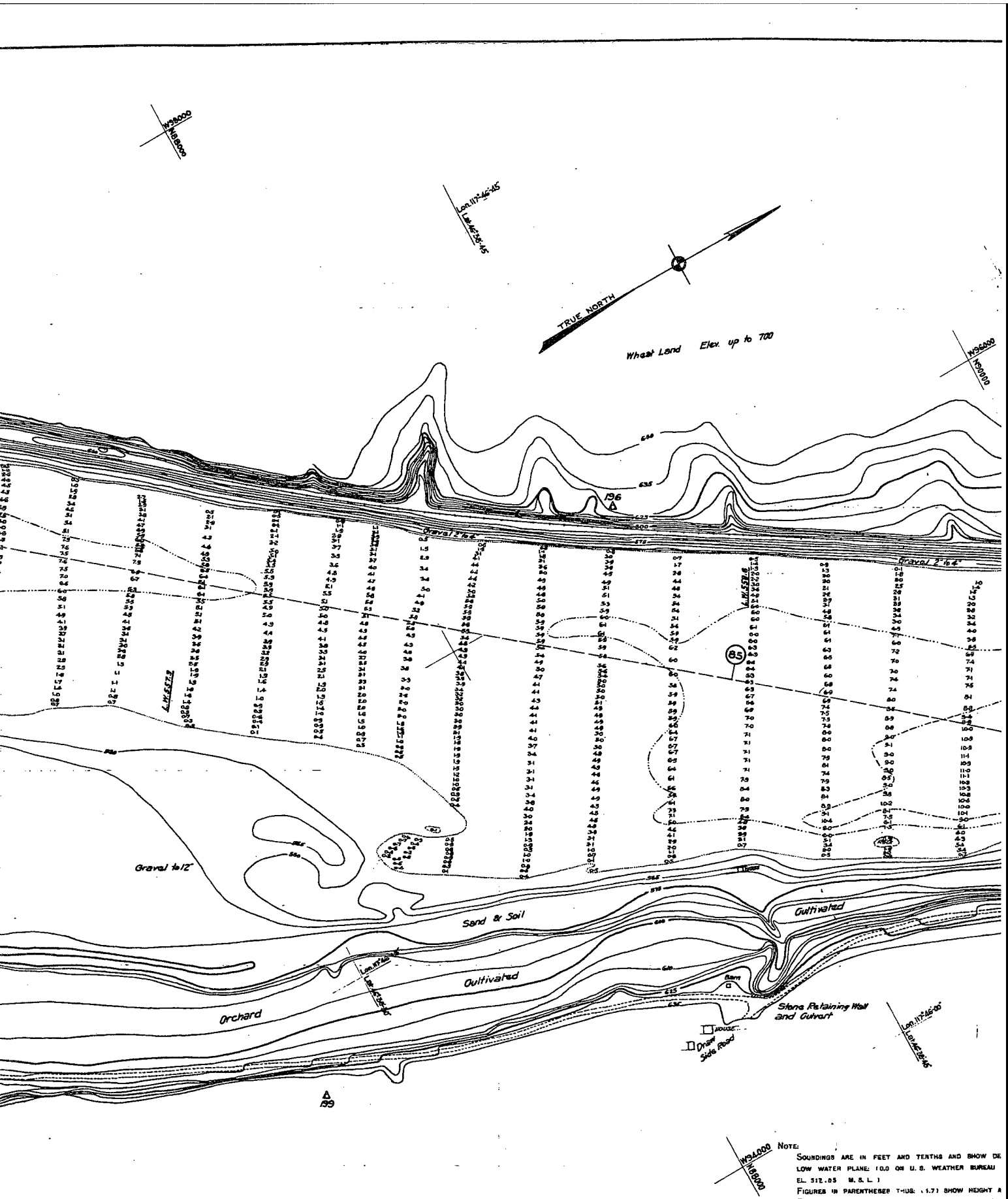
Drawn by C.A.D. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-12/76

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DE
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU
EL. 512.85 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT A
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C
ADJUSTMENT.)

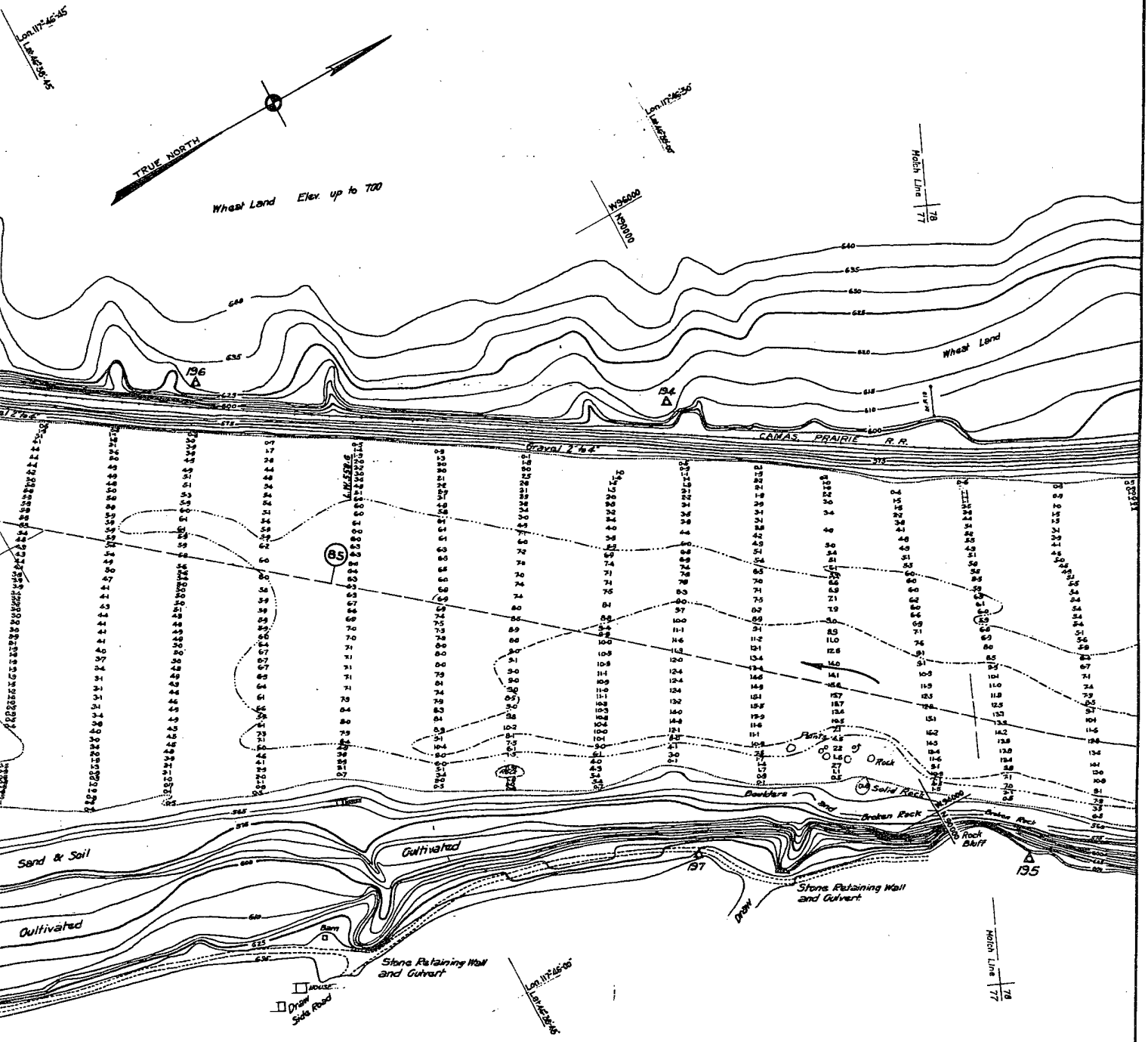
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: —

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED O
PROPOSED CHANNEL SHOWN THUS: (85)



3

N 34000
W 90000

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (-1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: ——————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (85)

SN-1-4/78
H-9-2/77

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 77

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

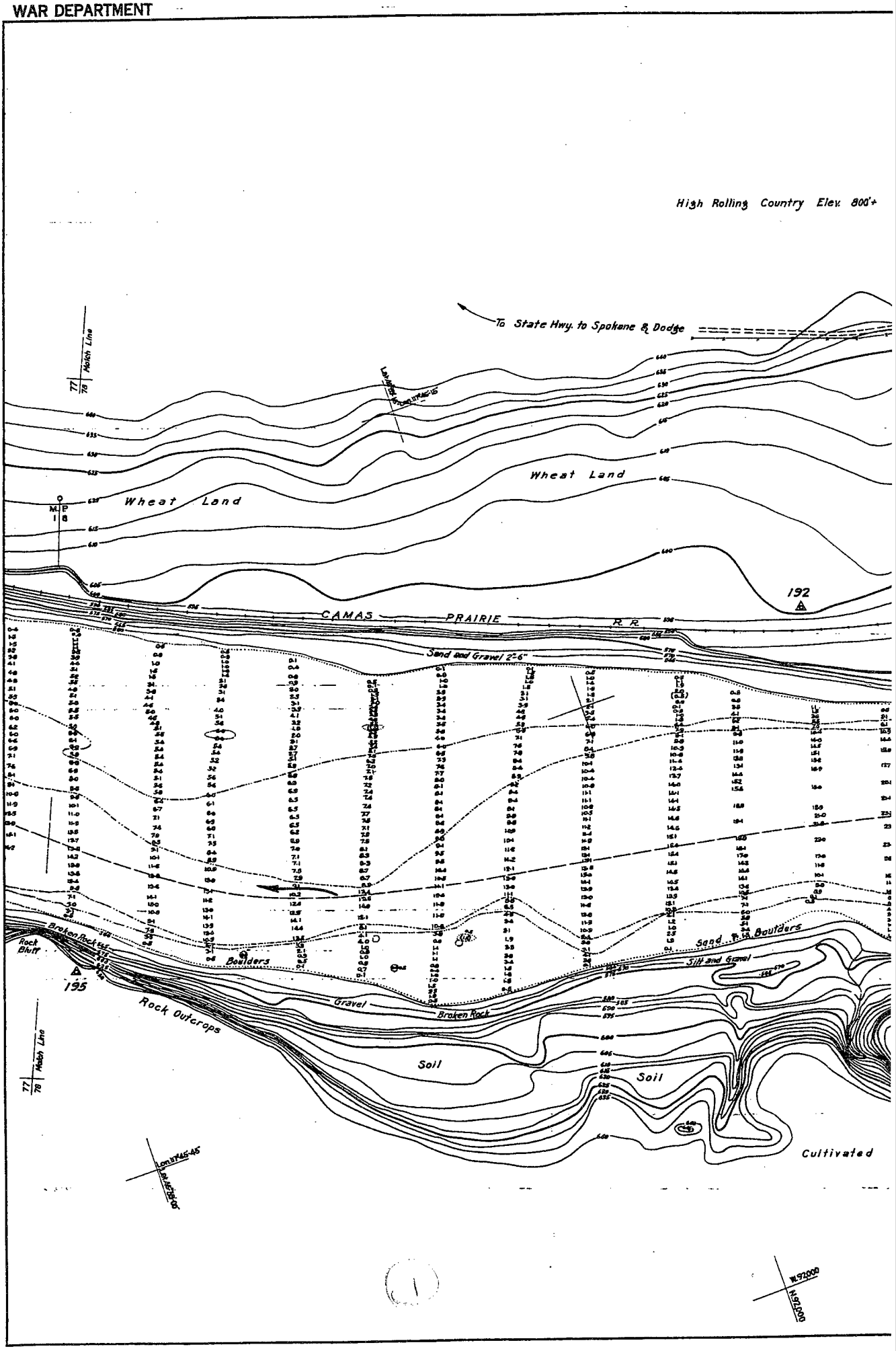
Submitted: Allen L. Dorr, Associate Engineer

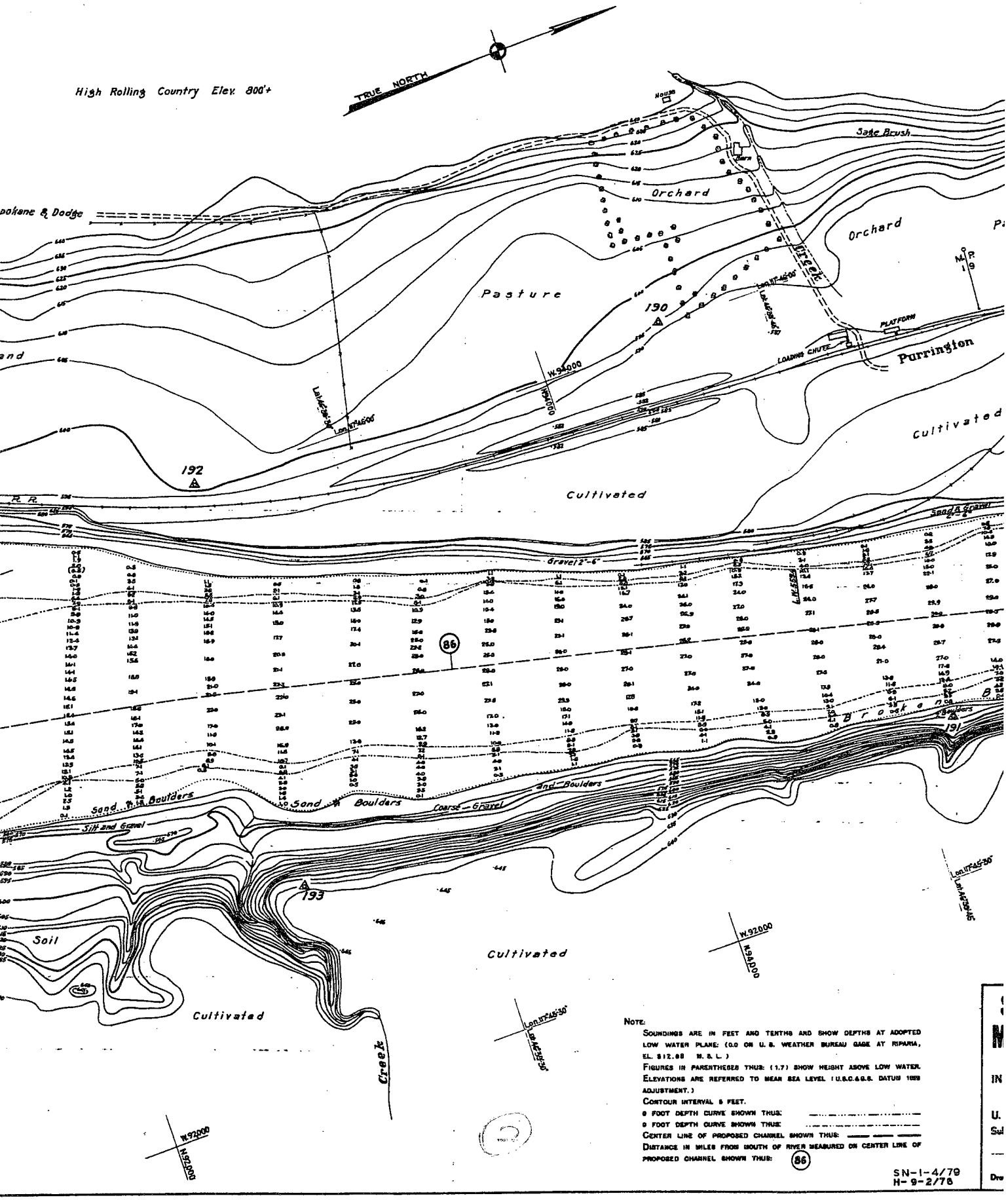
Approved: O. H. Williams, Major, Corps of Engineers

Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-12/77


High Rolling Country Elev. 800'+
To State Hwy. to Spokane & Dodge
77/78 Match Line
Wheat Land
Wheat Land
M P 1 8
192
CAMAS PRAIRIE R R
Sand and Gravel 2'6"
Rock Bluff
Broken Rock
Boulders
195
Rock Outcrops
Gravel
Broken Rock
Sand & Boulders
Silt and Gravel
Soil
Soil
Cultivated
77/78 Match Line



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.68 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

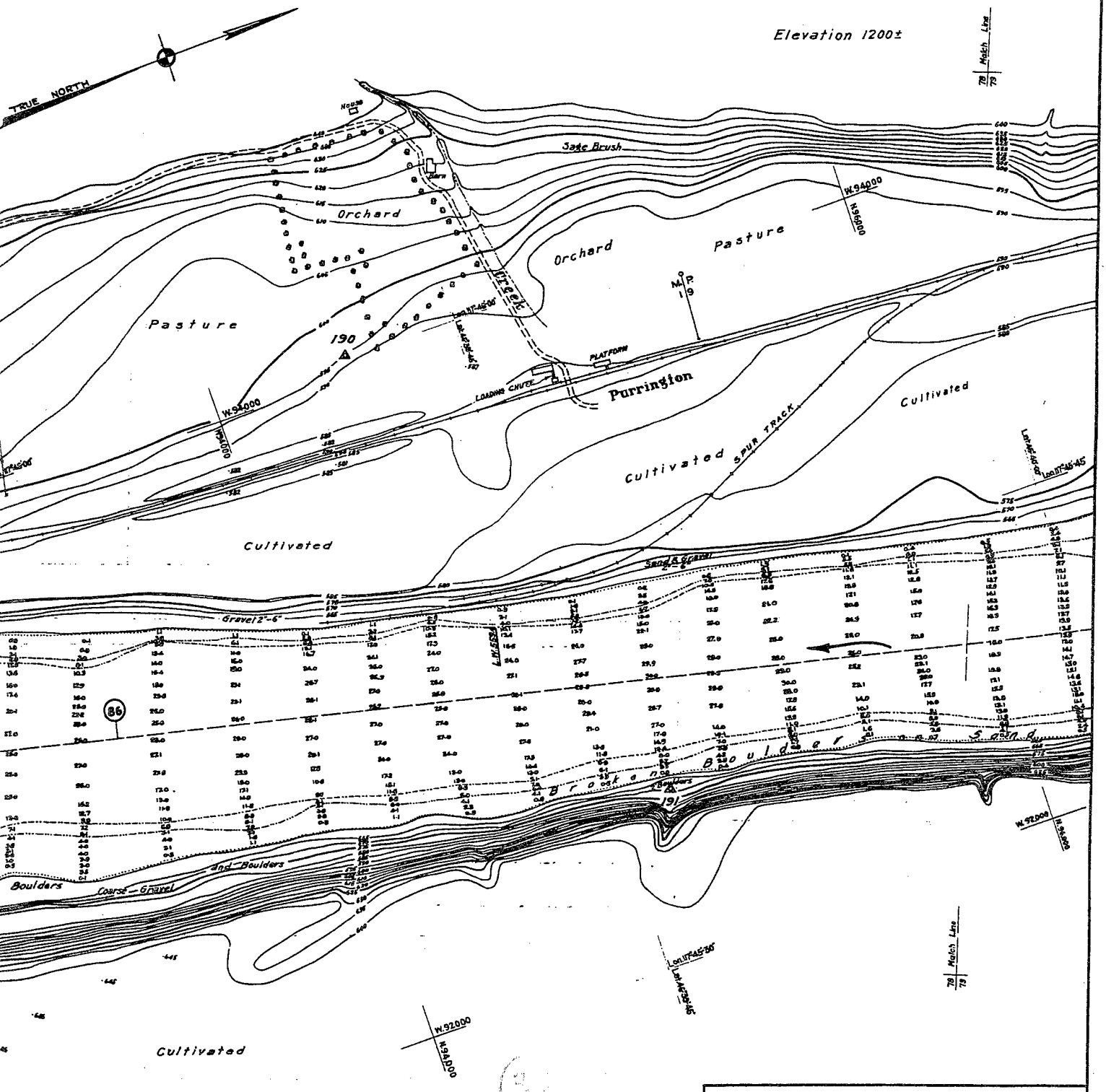
9 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (86)

SN-1-4/79
H-9-2/78



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, el. 812.88 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level. (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 6 feet.

6 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: ——··——··——

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (86)

SN-1-4/79
H-9-2/78

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 78

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

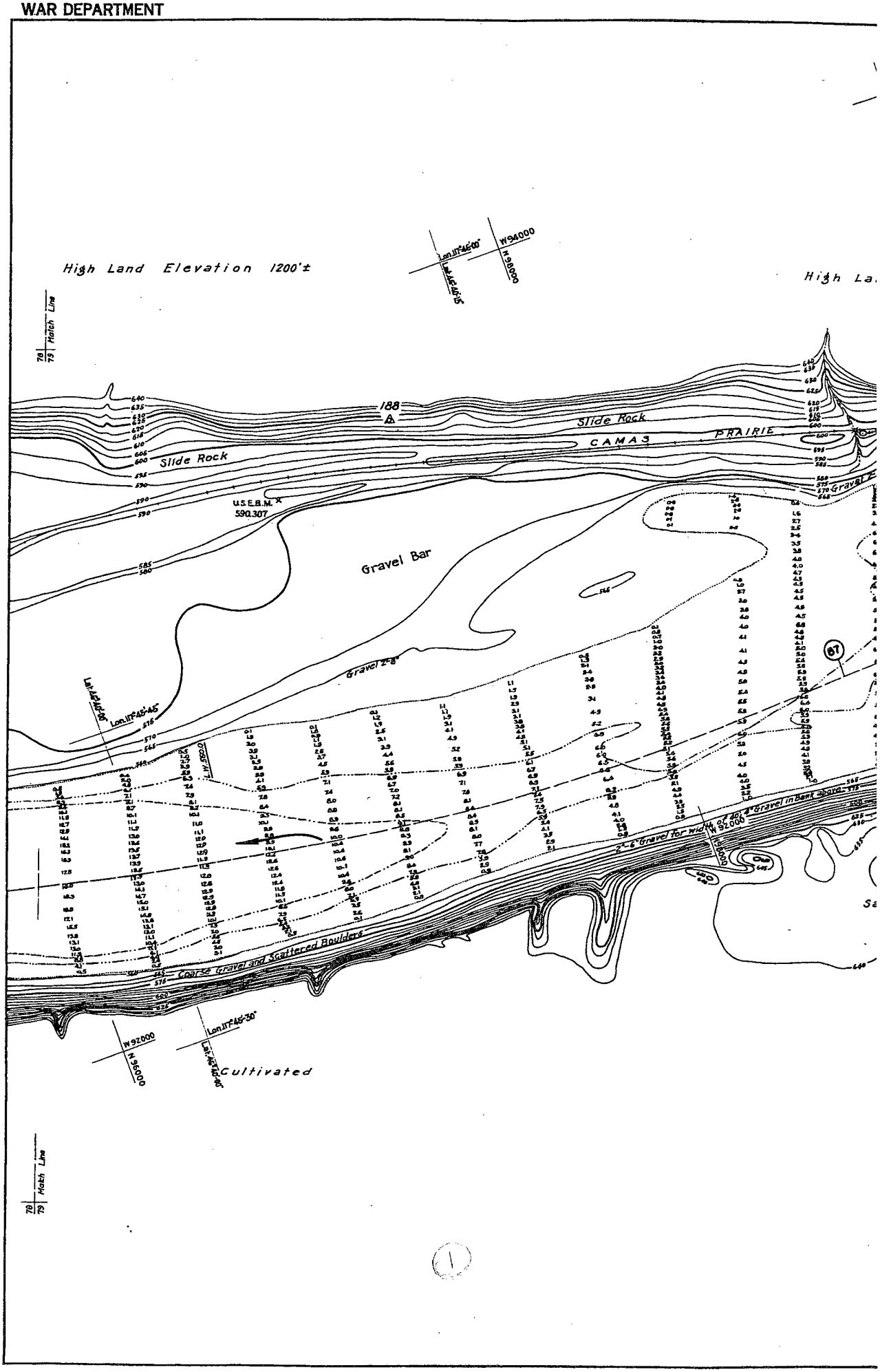
Approved: O. H. Williams, Major, Corps of Engineers

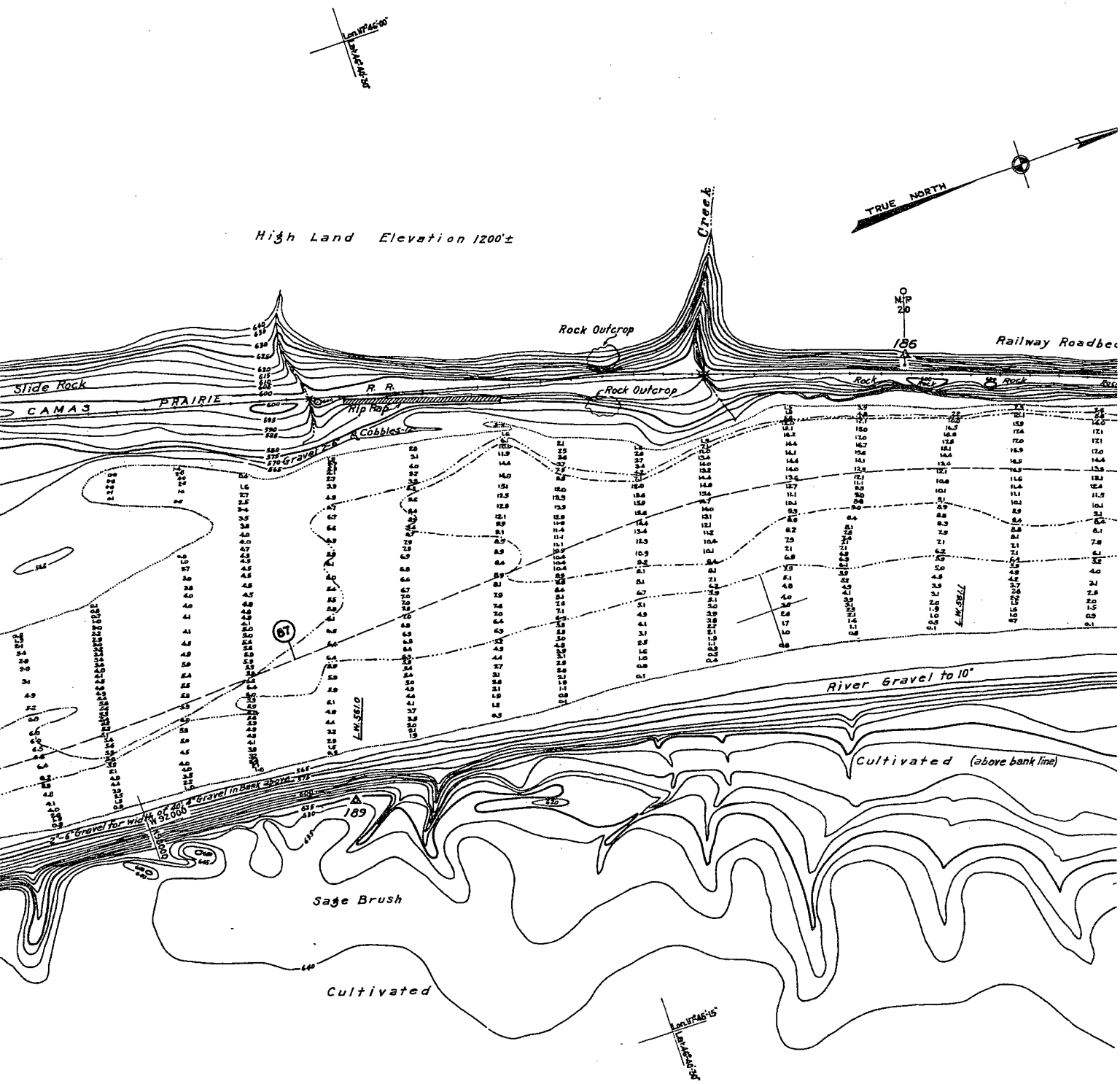
Drawn by E.W.E. S.A.M.

Transmitted with report dated June 10, 1938.

SN-1-12/78

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

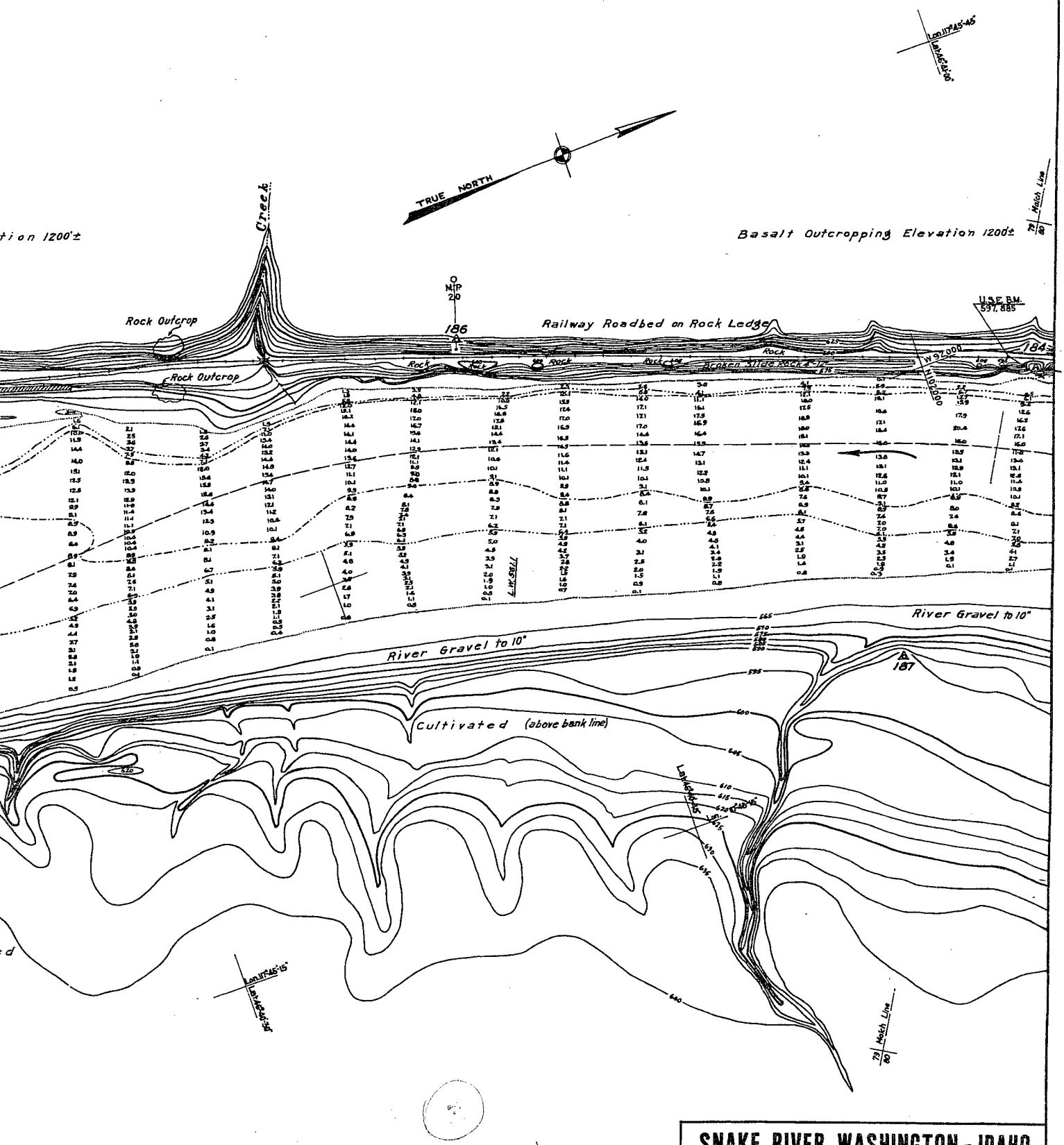
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (87)

W 90,000
N 100,000

(2)

SN-1-4/80
H-9-2/79



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

-9 -FOOT DEPTH CURVE SHOWN THUS: ——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (87)

SN-1-4/80
H-9-2/79

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 79

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allan L. Darr, Associate Engineer

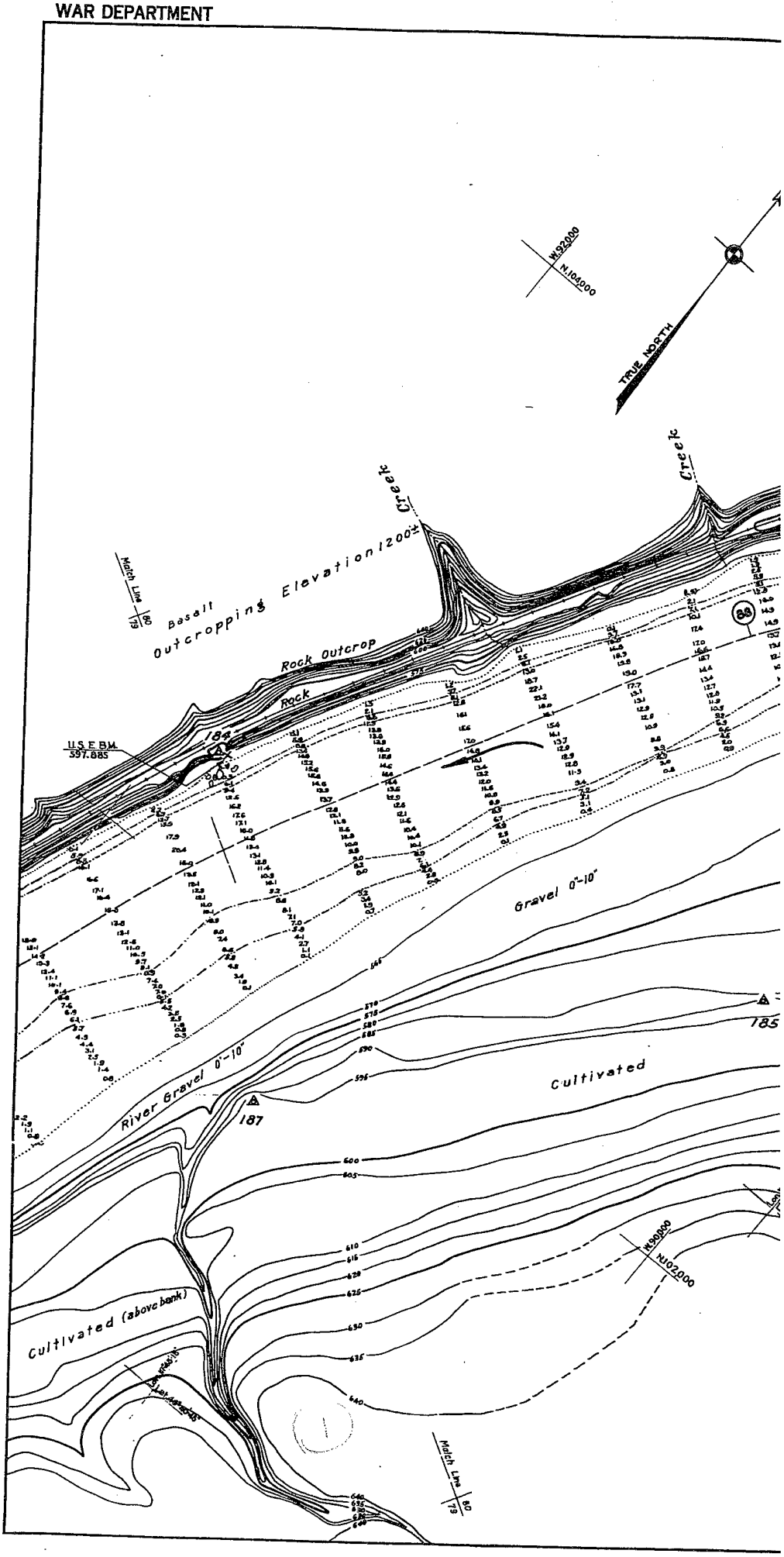
Approved: [signature], Major, Corps of Engineers

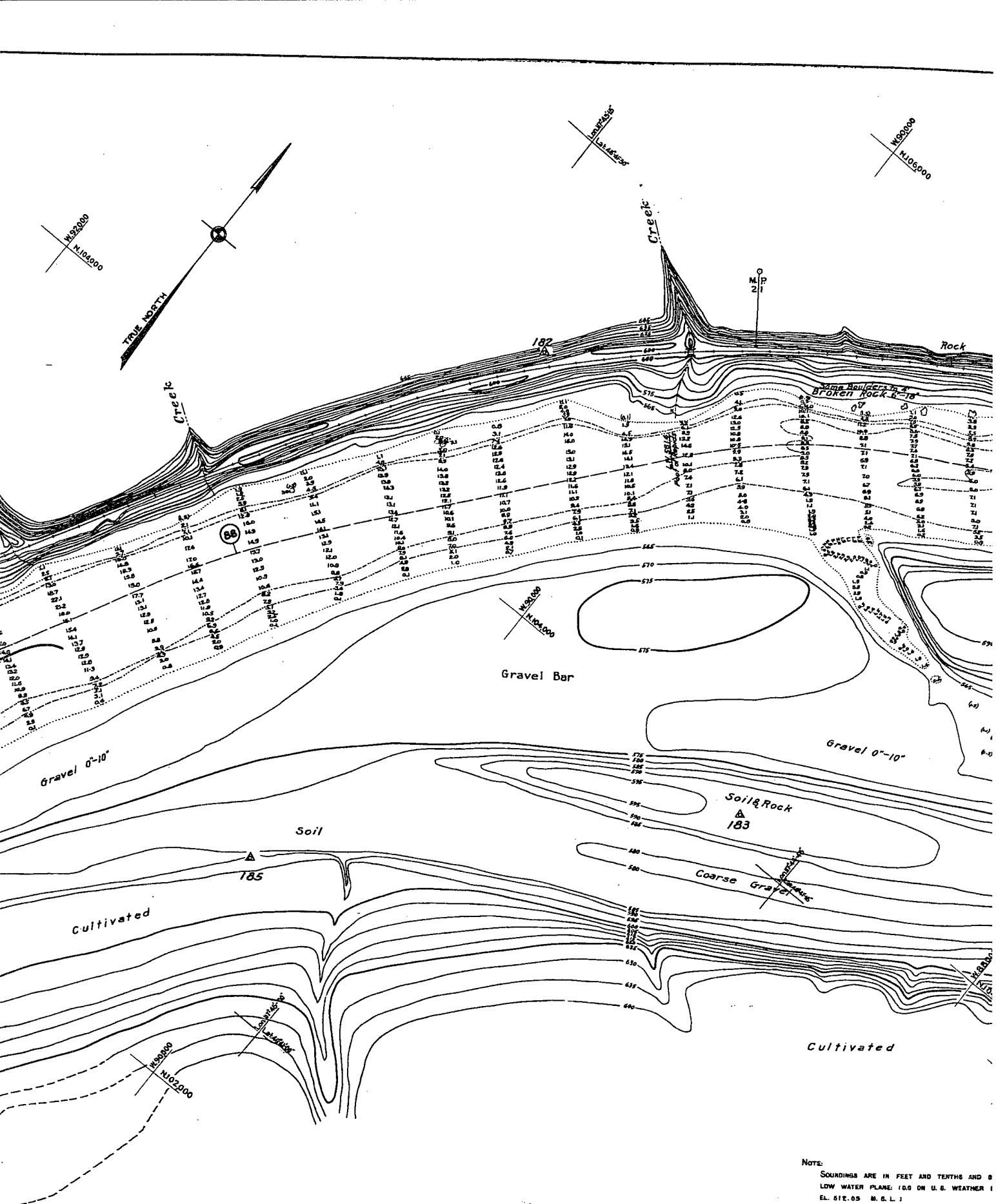
Drawn by E.W.F. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-12/79

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND R
LOW WATER PLANE: (0.0 ON U. S. WEATHER I
EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW H
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL
ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ——

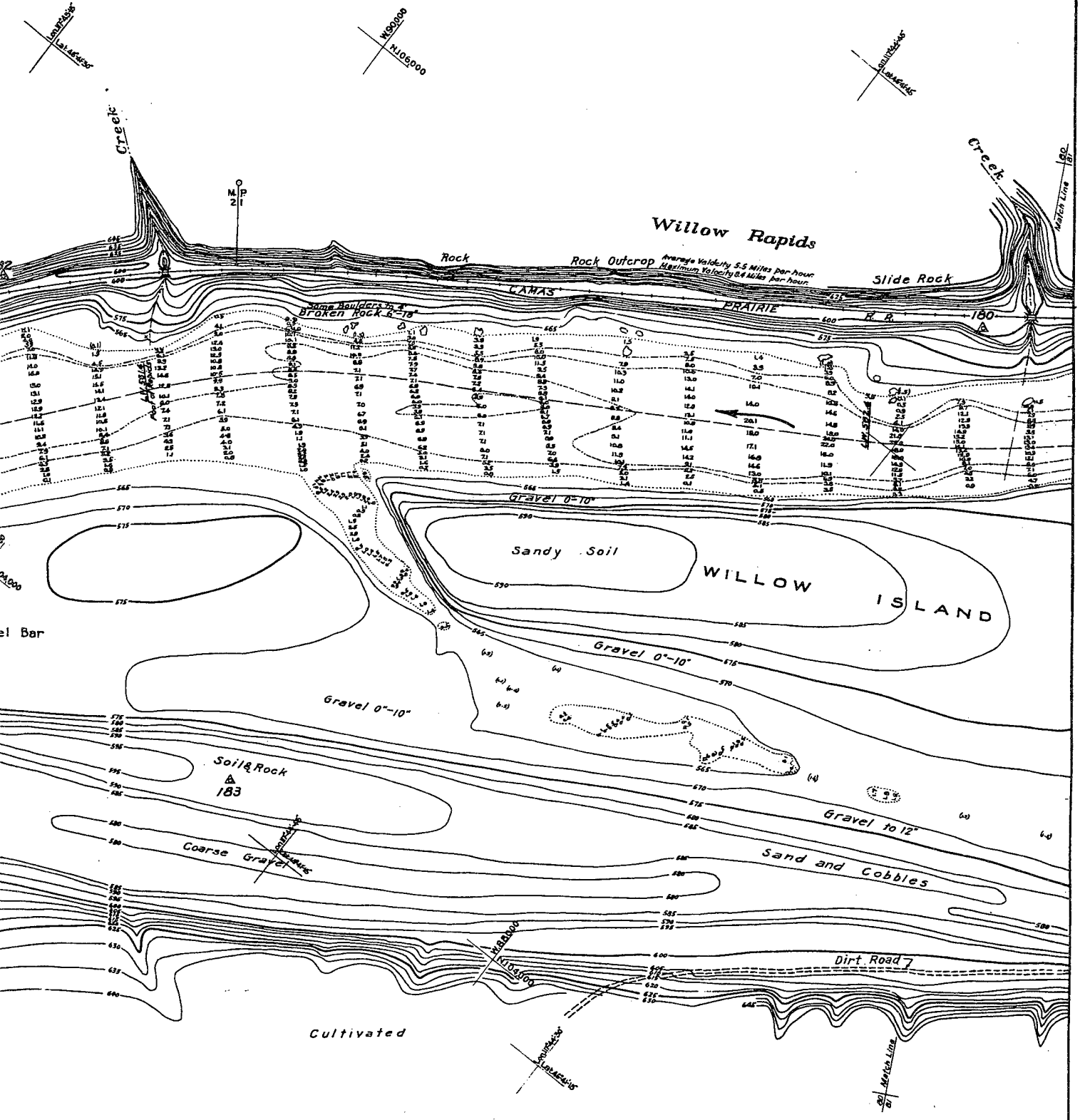
9 FOOT DEPTH CURVE SHOWN THUS: — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN TH

DISTANCE IN MILES FROM MOUTH OF RIVER MEAS

PROPOSED CHANNEL SHOWN THUS: (88)

(2)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (88)

SN-1-4/81
H-9-2/80

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 80

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

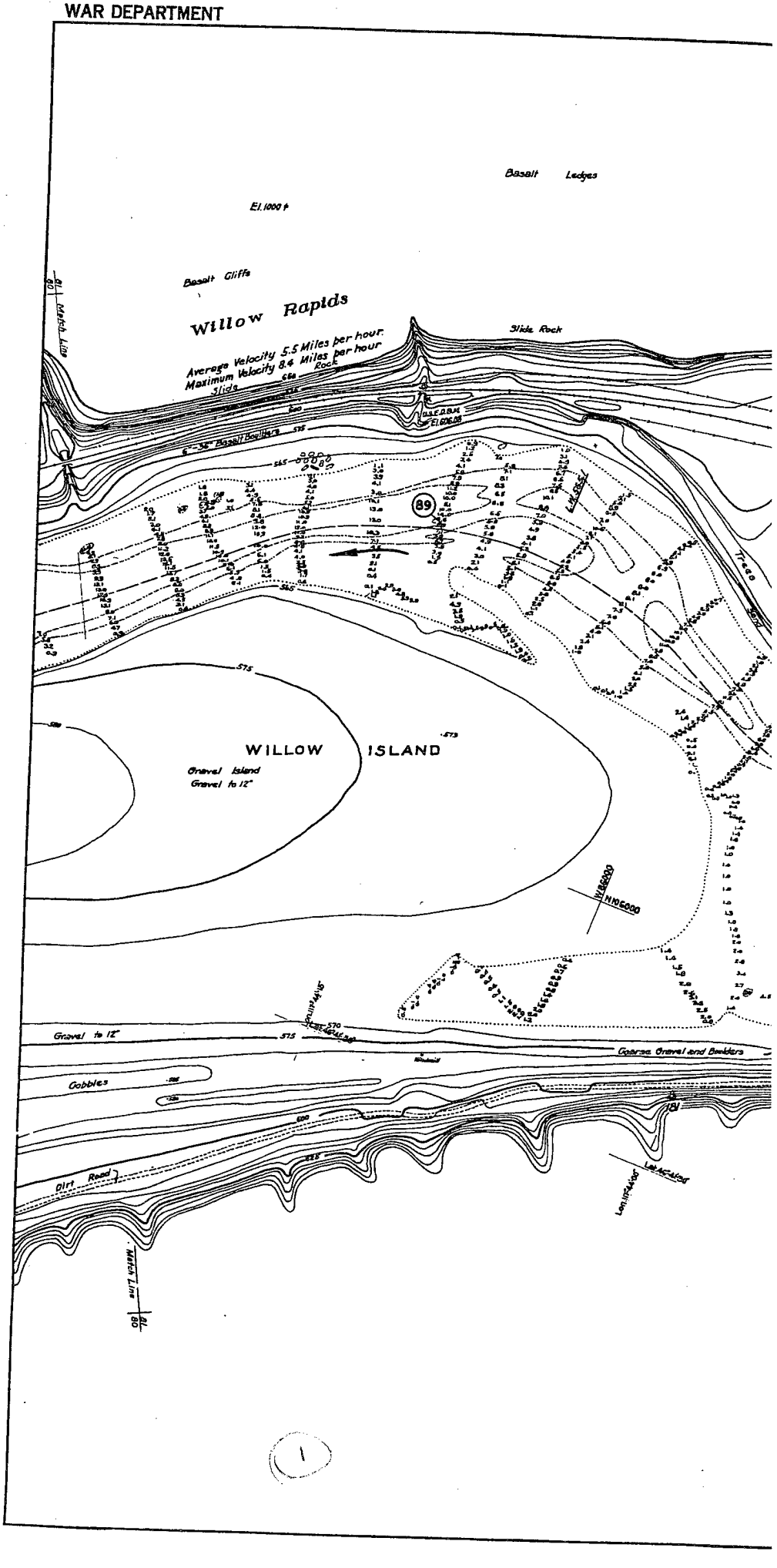
Approved: O. H. Williams, Major, Corps of Engineers

Drawn by E.W.F. S.A.M.

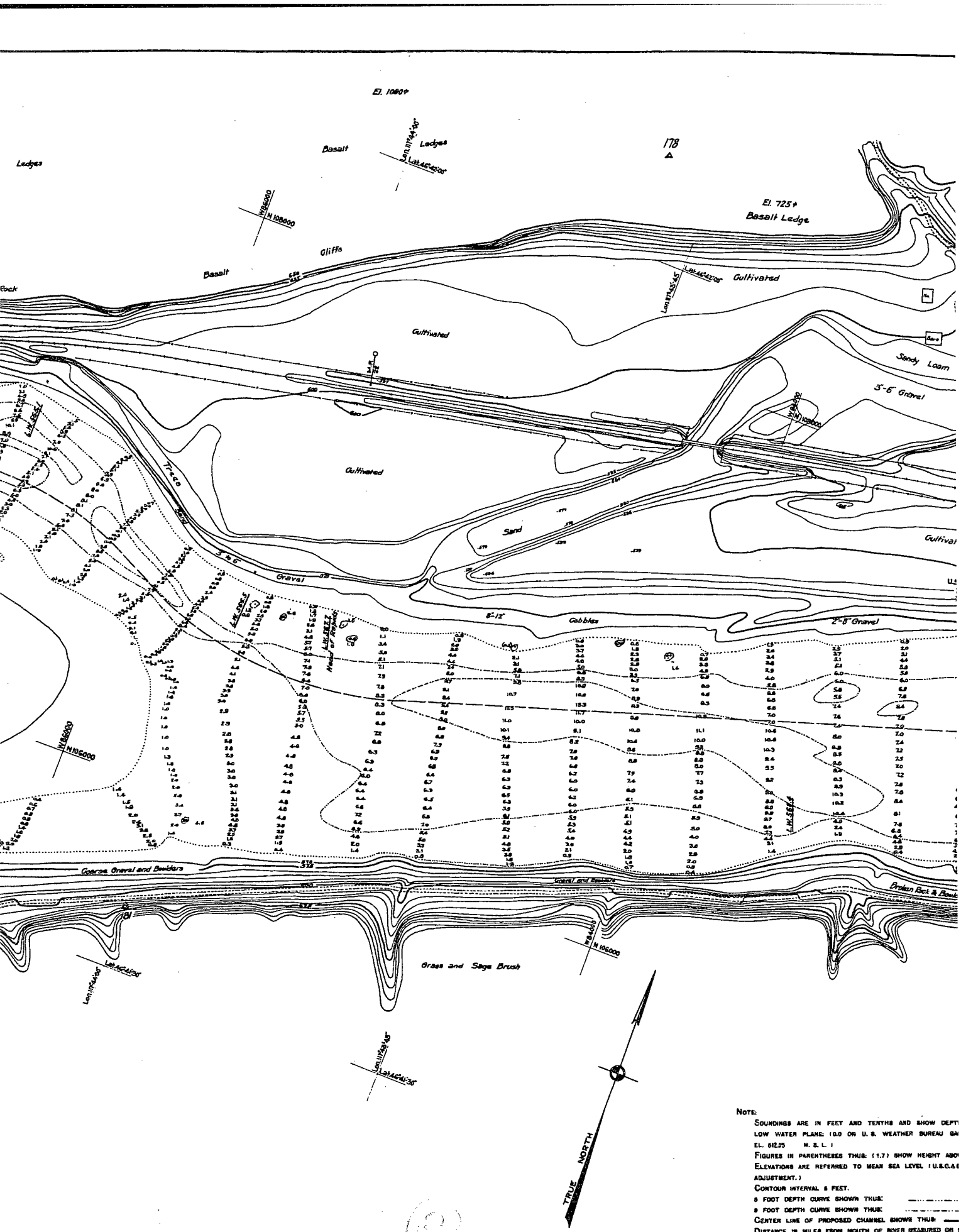
Transmitted with report dated June 10, 1935.

SN-1-12/80

WAR DEPARTMENT



(1)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.& G. ADJUSTMENT.)

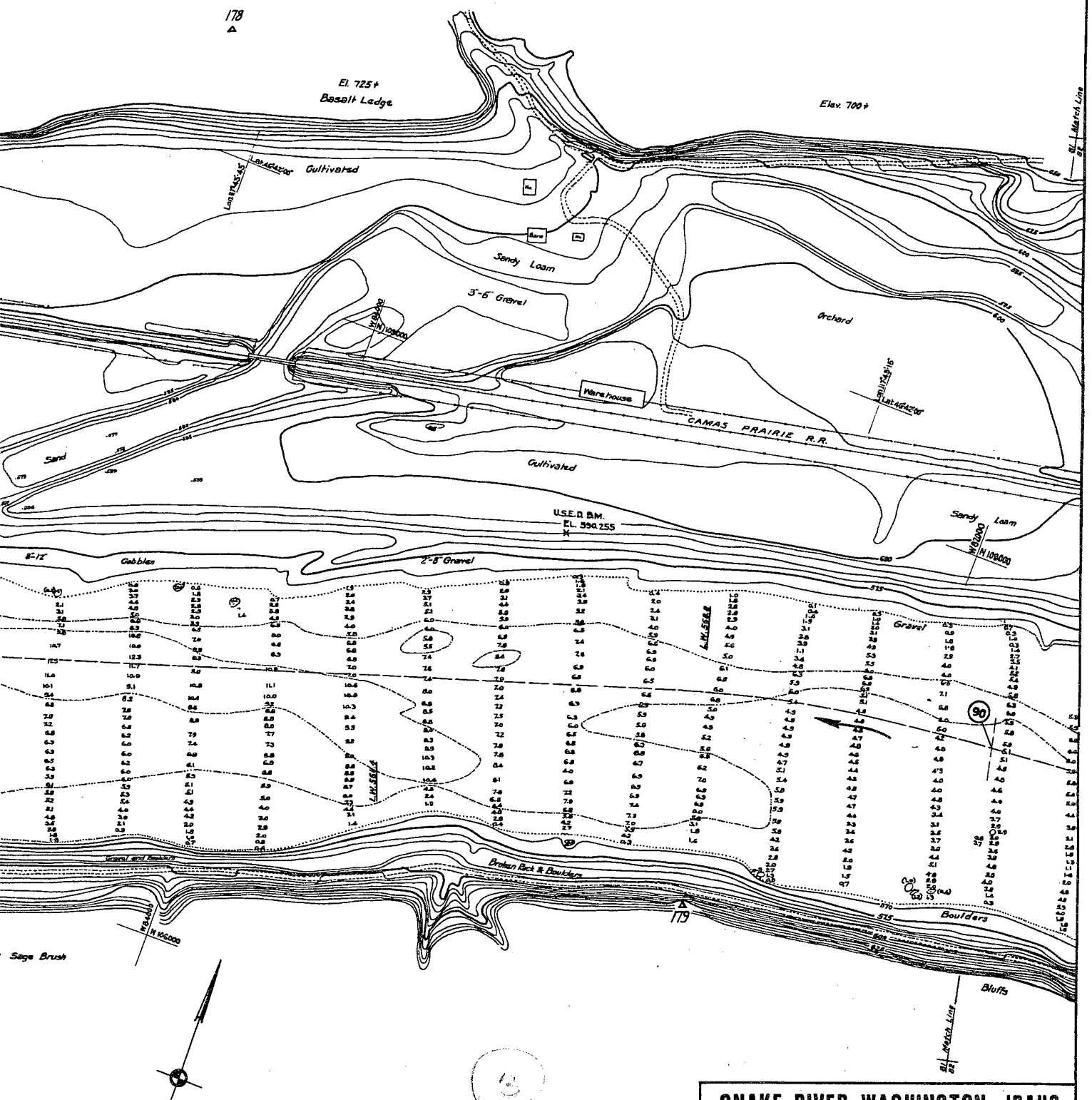
CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON PROPOSED CHANNEL SHOWN THUS: (30)



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, El. 512.25 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 6 feet.

6 foot depth curve shown thus: ——·——·——

0 foot depth curve shown thus: ——·——·——

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (90)

SN-1-4/82
H-9-2/81

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 81

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

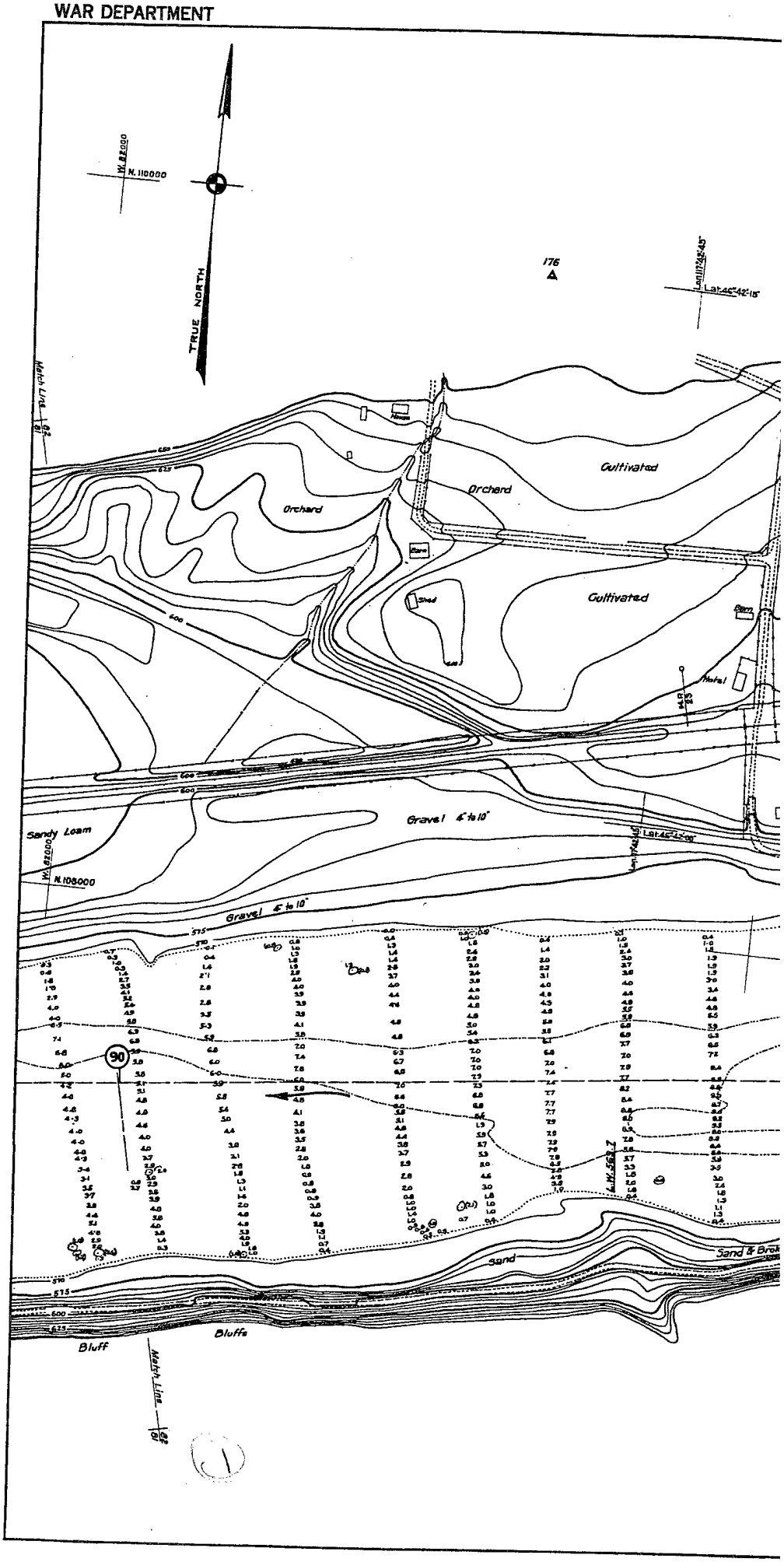
Approved: H. Williams, Major, Corps of Engineers

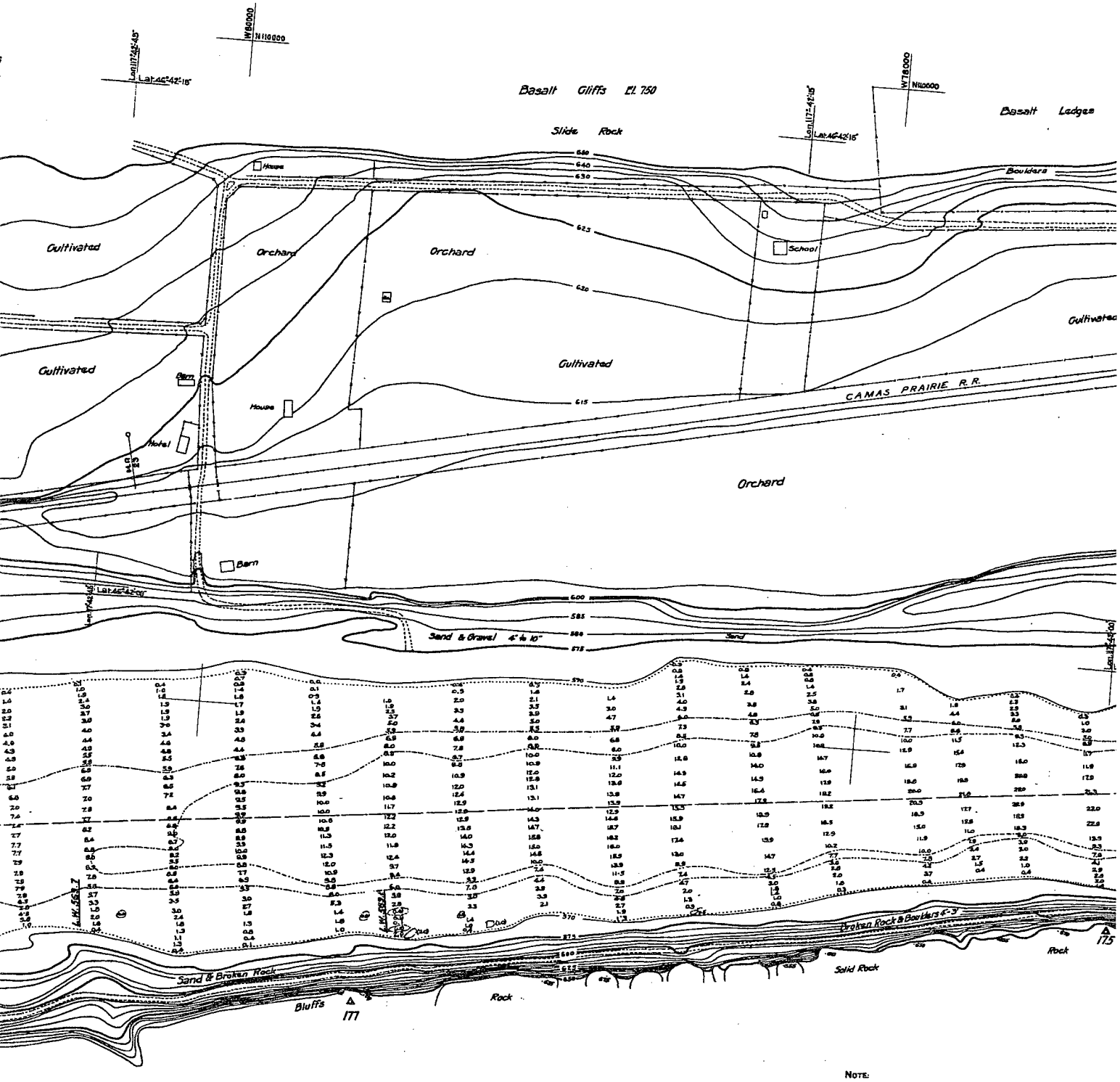
Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-12/81

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE EL. 812.35 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. ADJUSTMENT.)

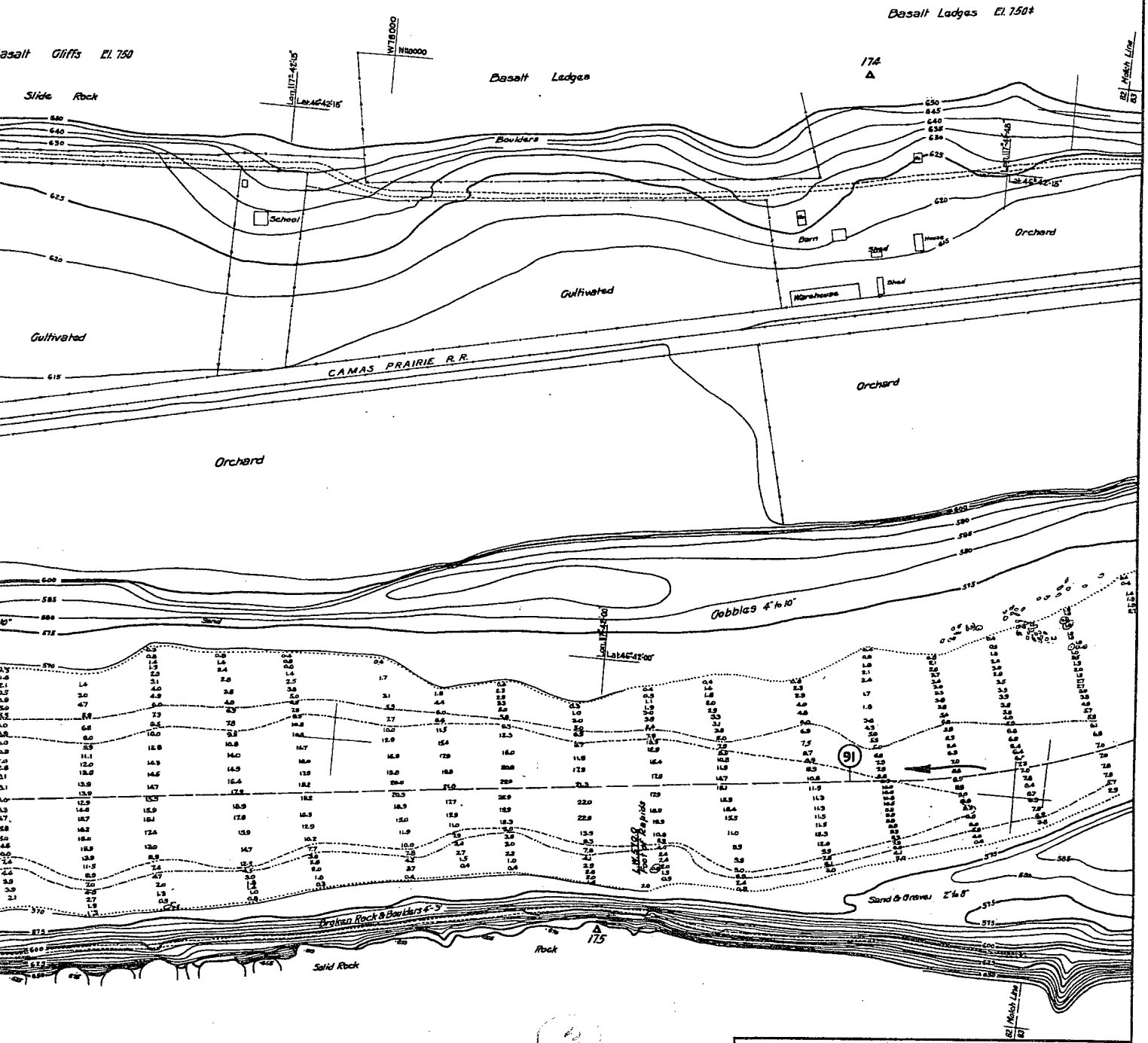
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CL PROPOSED CHANNEL SHOWN THUS: (91)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 817.15 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

6 FOOT DEPTH CURVE SHOWN THUS: - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (91)

SN-1-4/83
H-9-2/82

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 82

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

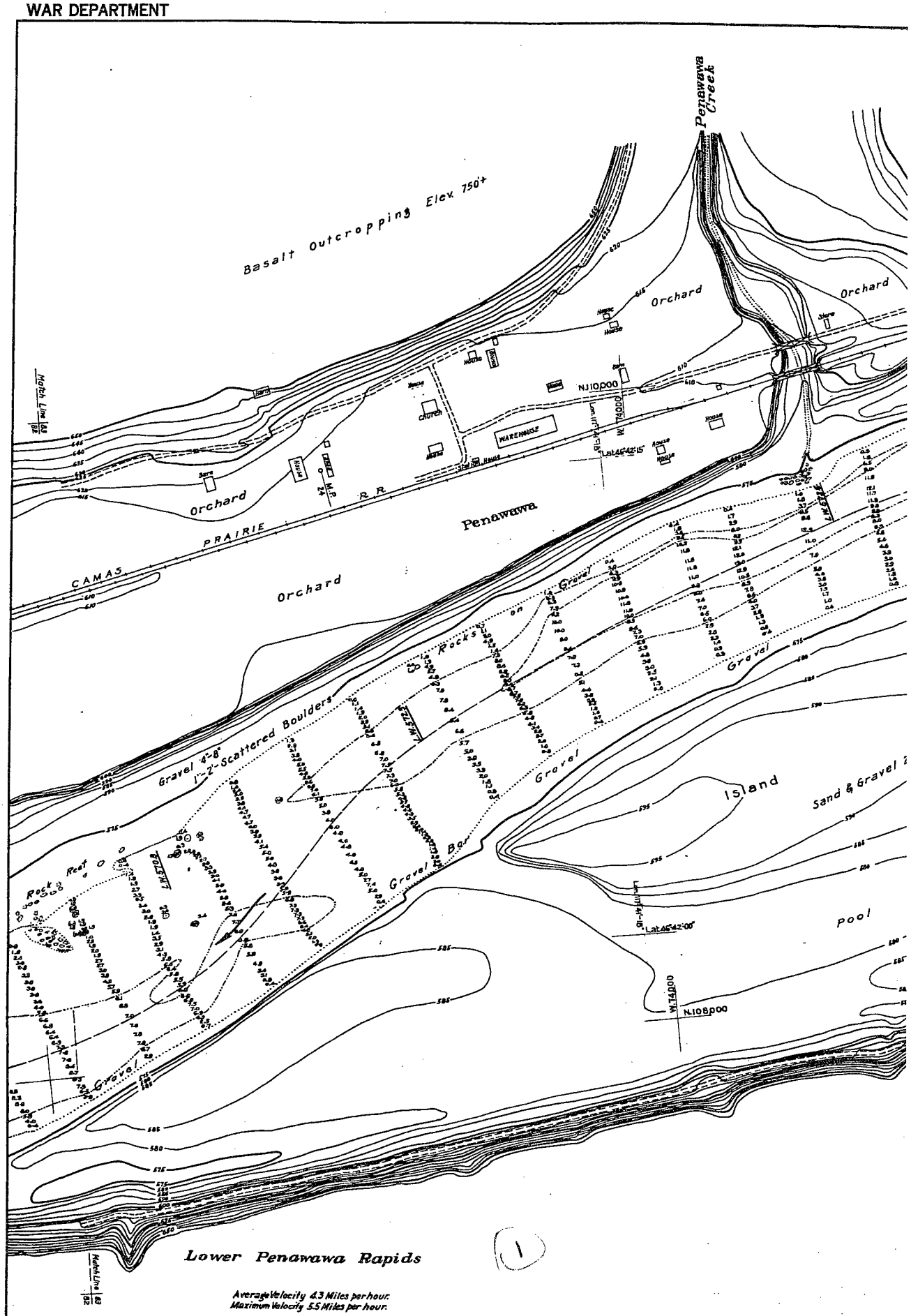
Approved: H. Williams, Major, Corps of Engineers

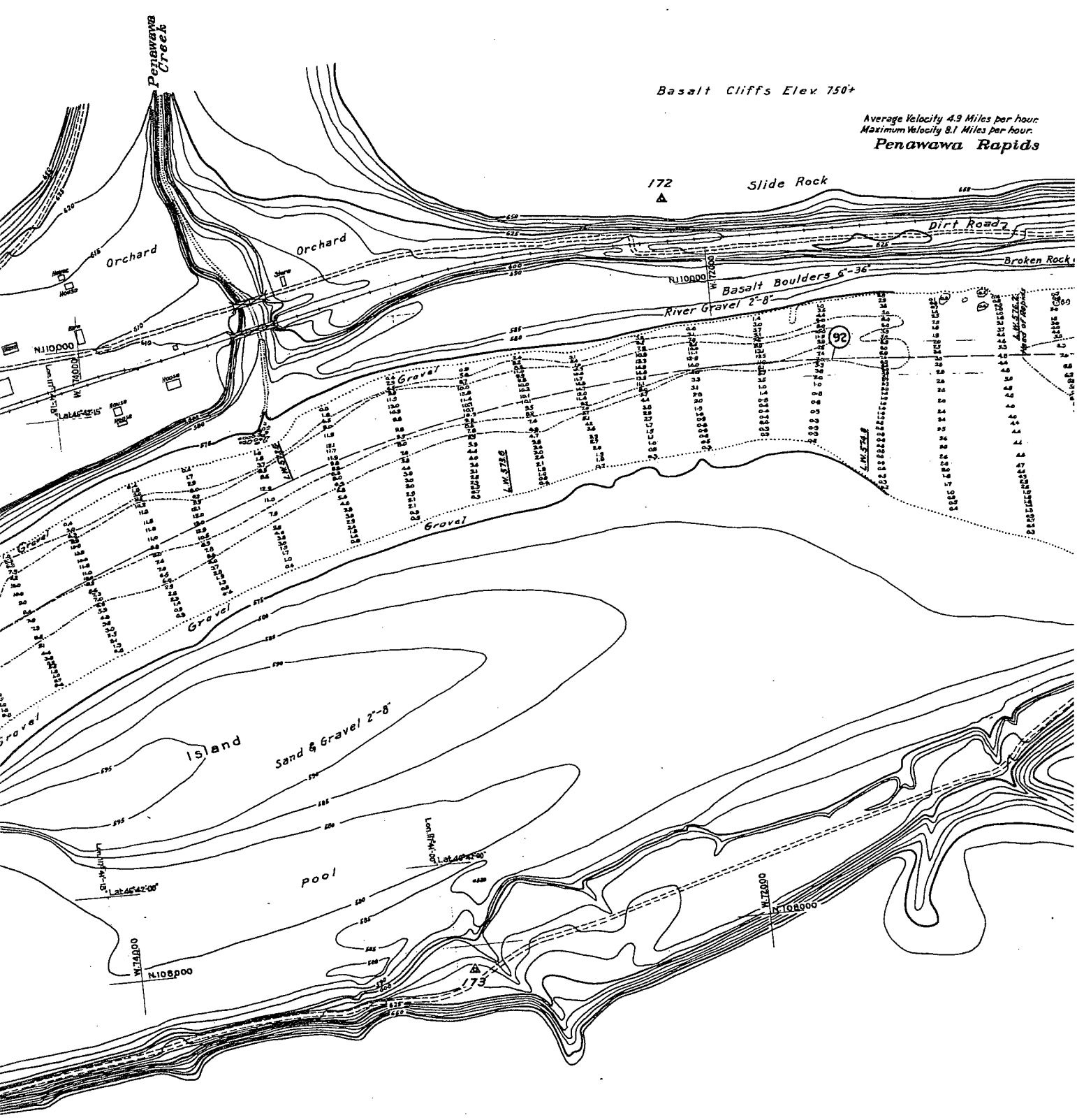
Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-12/82

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.5 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

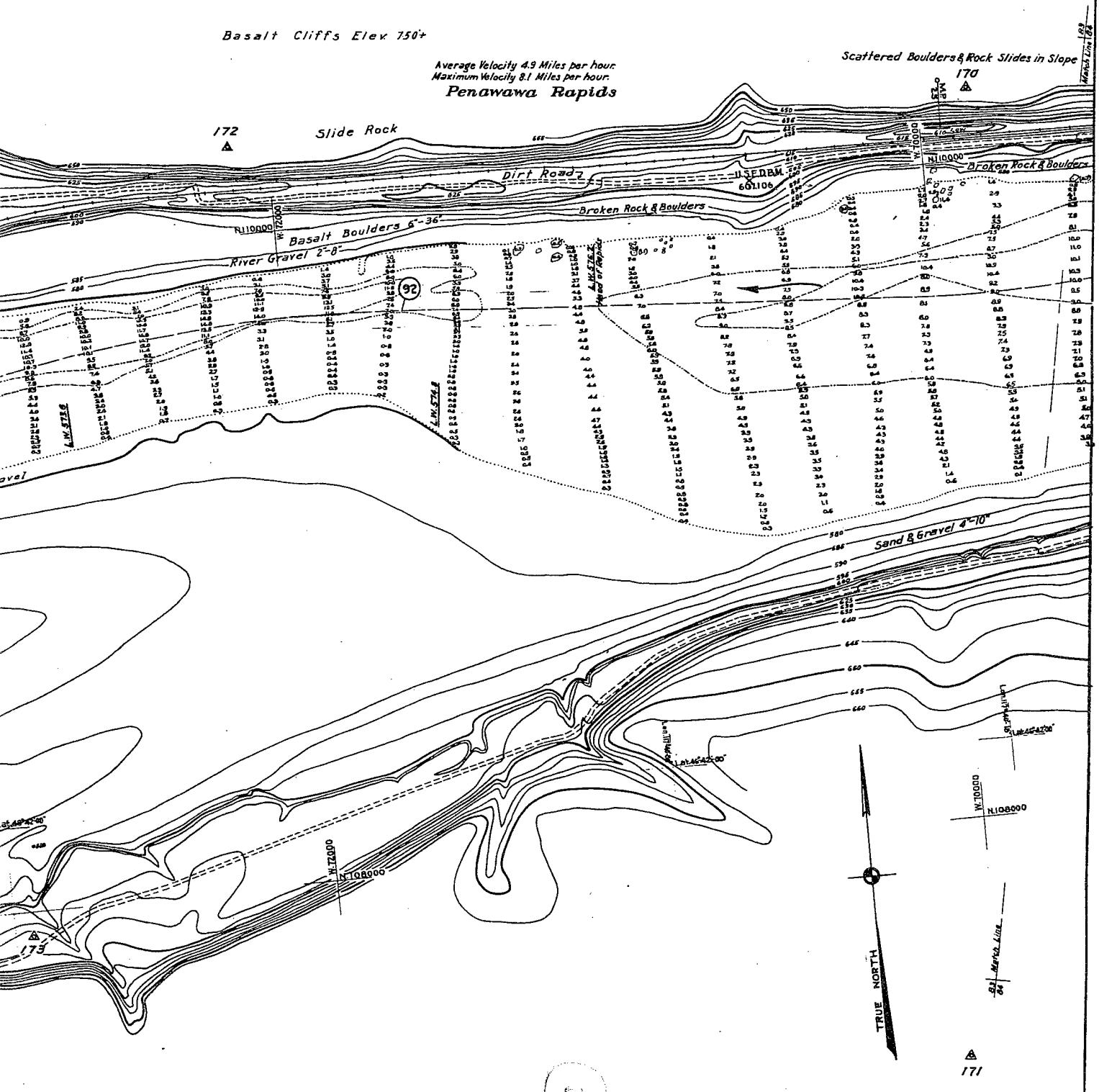
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (92)

SN-1-4/84
H-8-2/83



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (92)

SN-1-4/84
H-9-2/83

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS | SCALE 1:2,000 | SHEET NO. 83

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: [signature], Major, Corps of Engineers

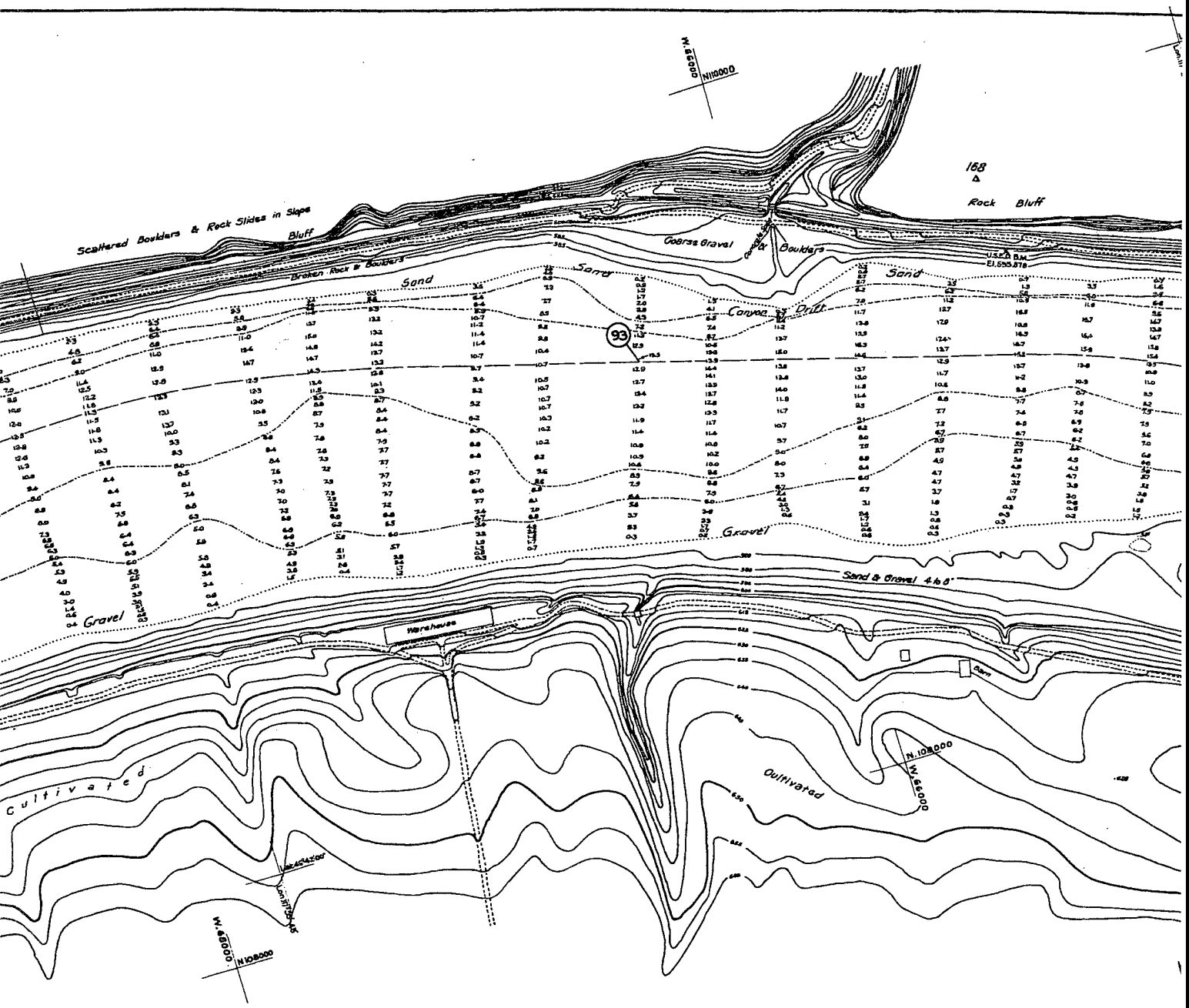
Drawn by E.W.F. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-12/83

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.& G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

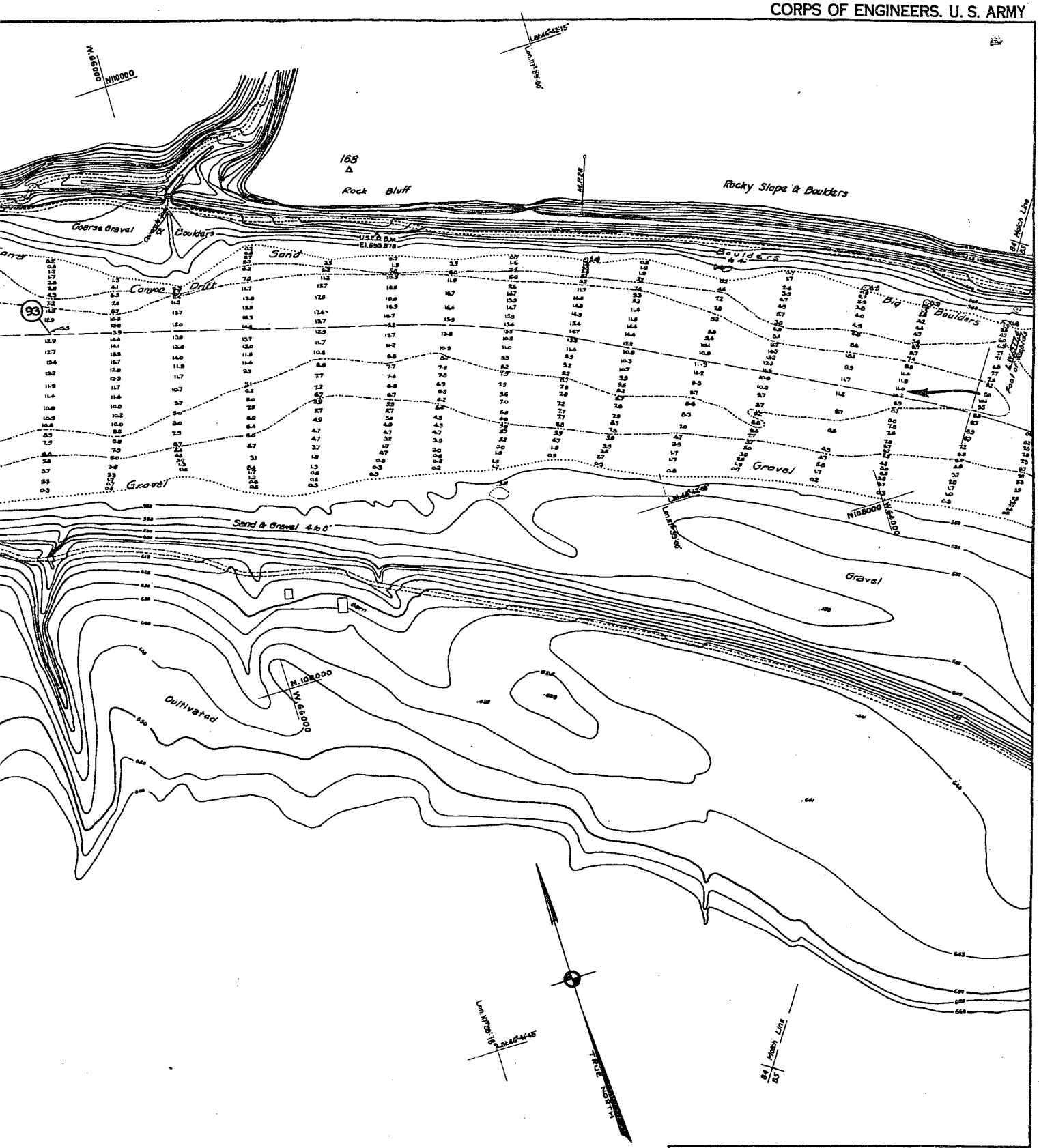
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (93)

169



W DEPTHS AT ADOPTED
REAU GAGE AT RIPARIA,

GHT ABOVE LOW WATER.
I U.S.C.& G.S. DATUM 1929

RES ON CENTER LINE OF

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 84

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: [signature], Major, Corps of Engineers

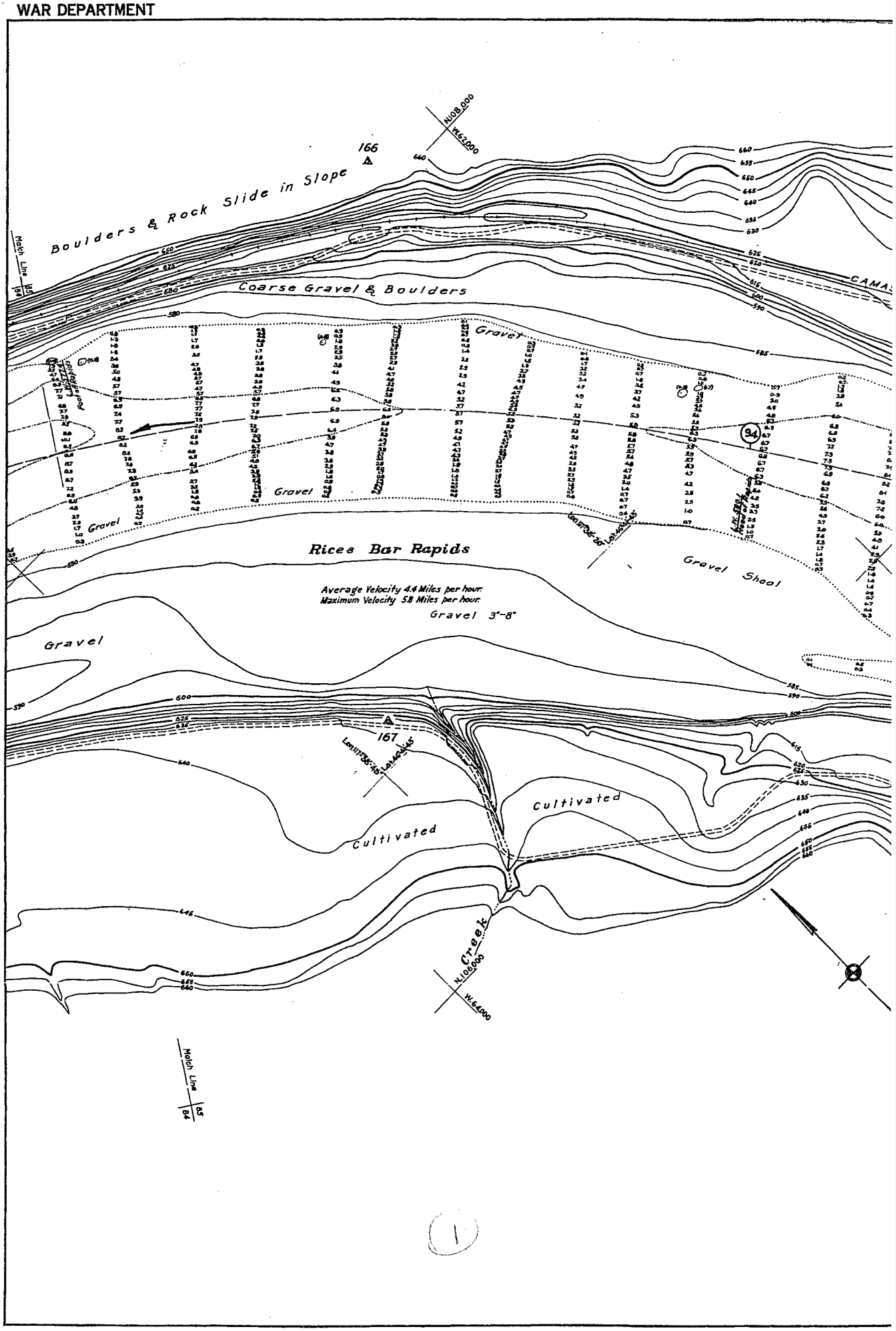
Drawn by G.E.T. S.A.M.

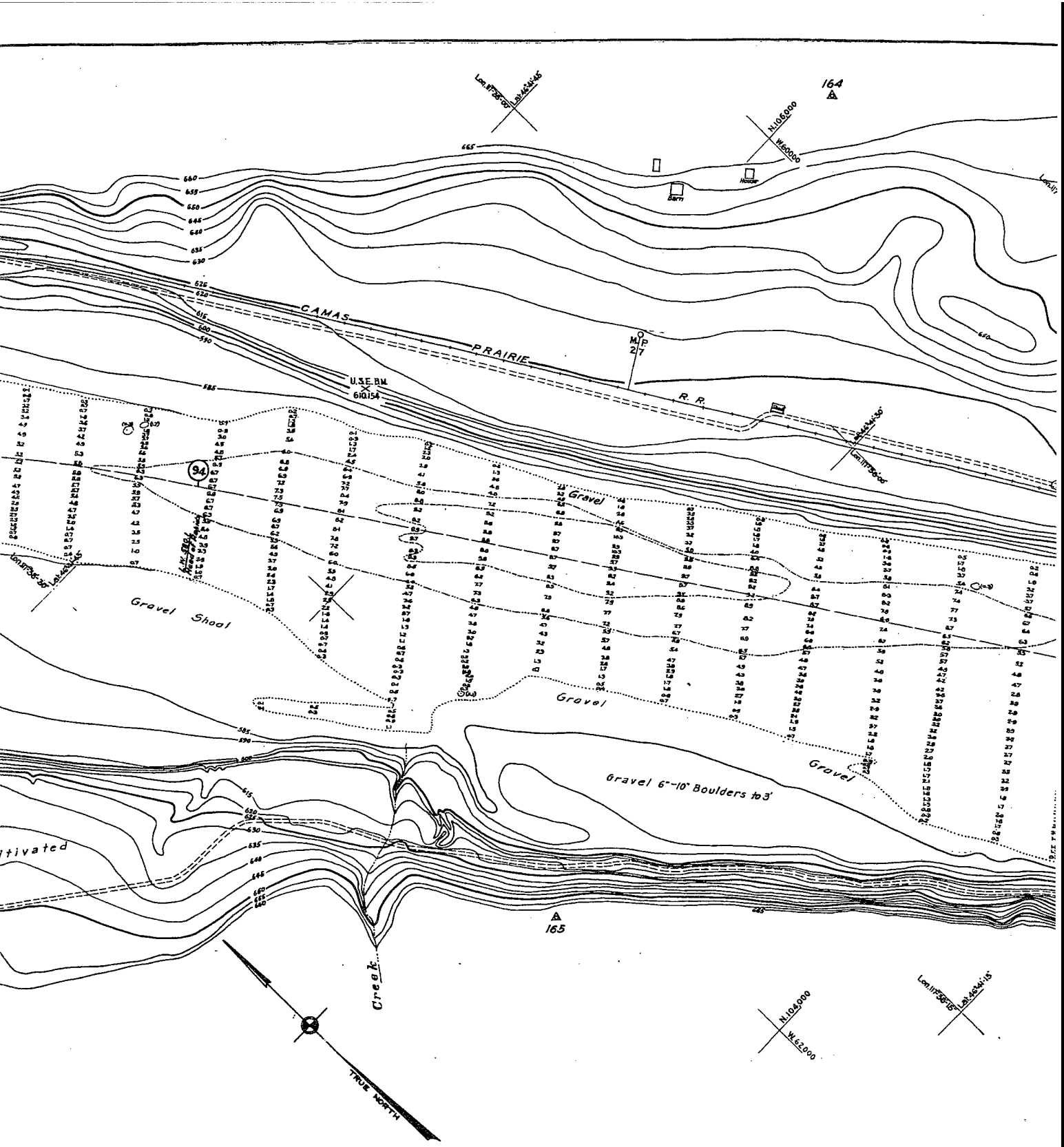
Transmitted with report dated June 10, 1935.

SN-1-4/85
H-9-2/84

SN-1-12/84

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

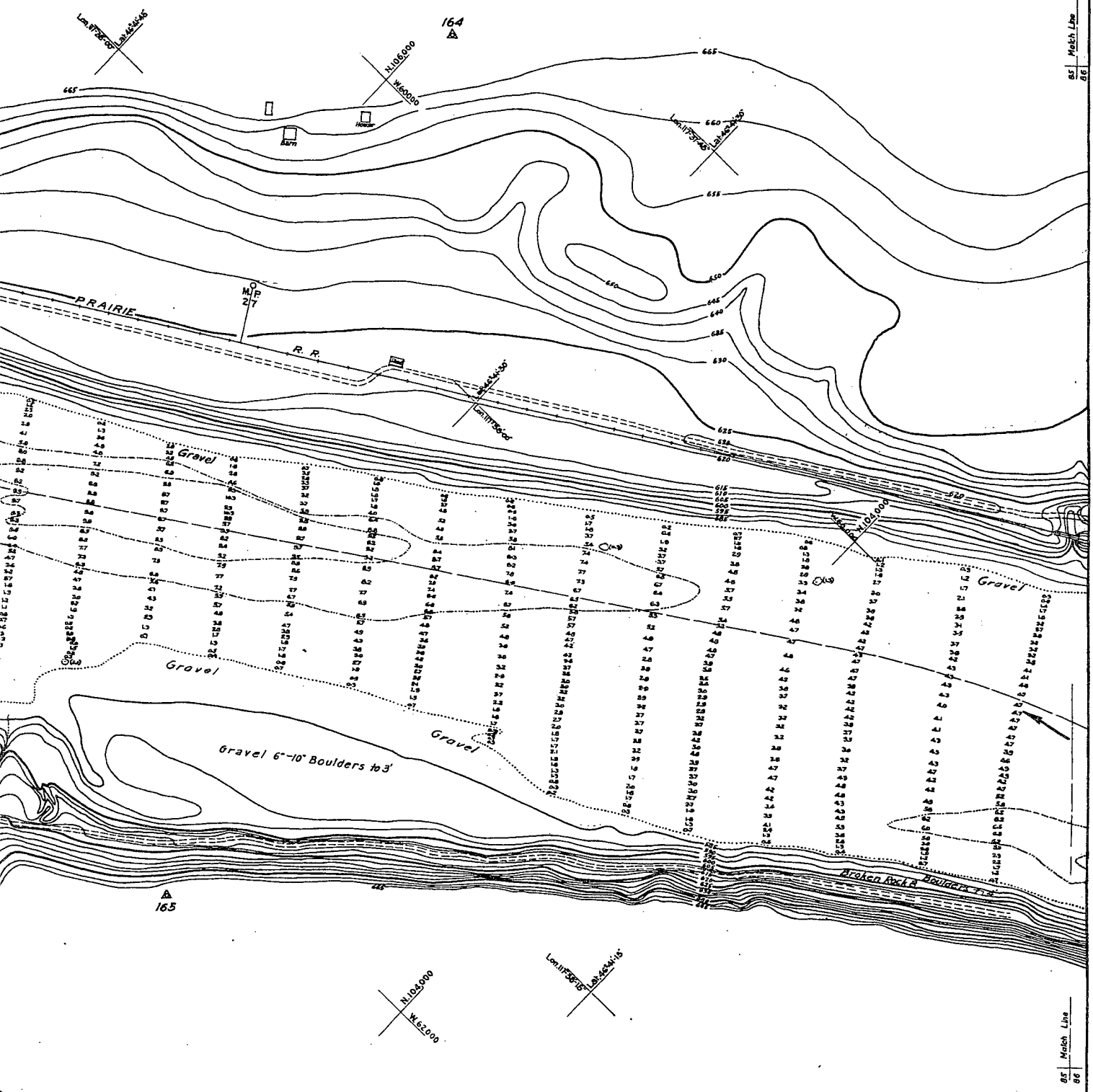
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (94)

SN-1-4/86
H-9-2/85



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (94)

SN-1-4/86
H-9-2/85

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS. SCALE 1:2,000 SHEET NO. 85

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

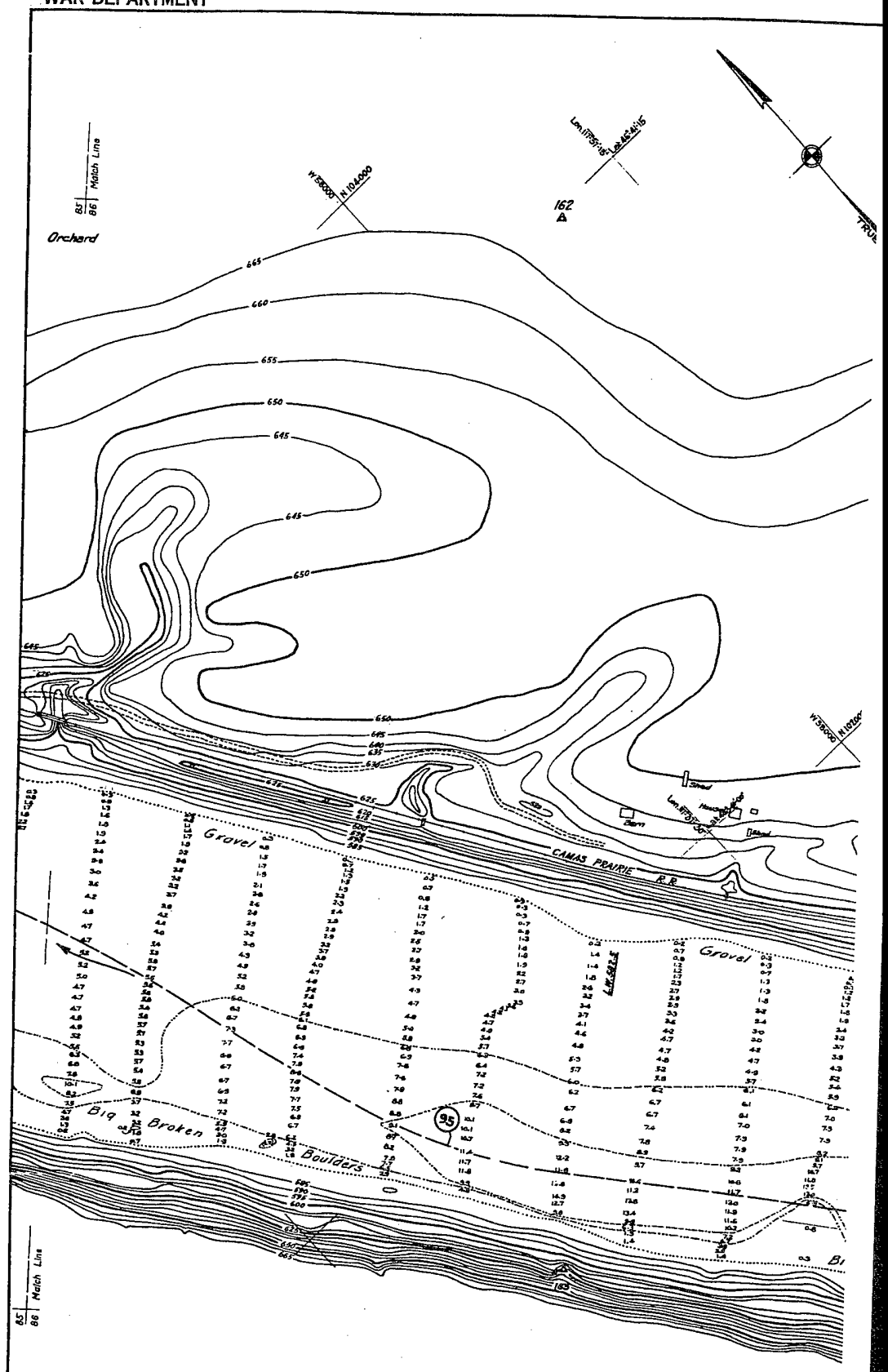
Submitted: Allen L. Darr, Associate Engineer

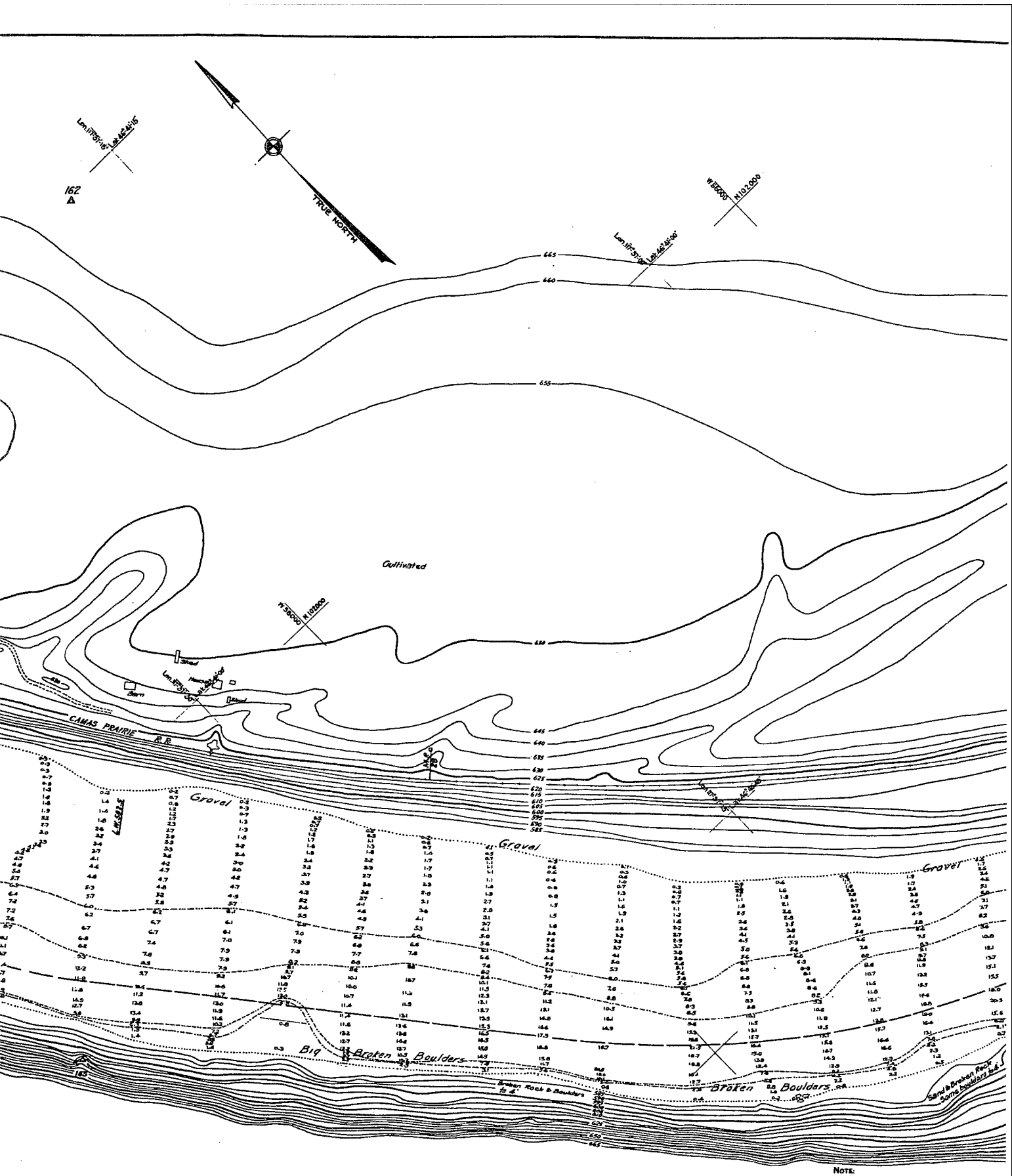
Approved: D. H. Williams, Major, Corps of Engineers

Drawn by E.W.E S.A.M. Transmitted with report dated June 10, 1935

SN-1-12/85

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS
LOW WATER PLANE: 10.0 ON U. S. WEAT
EL. 517.55 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SH
ELEVATIONS ARE REFERRED TO MEAN SEA
ADJUSTMENT.)

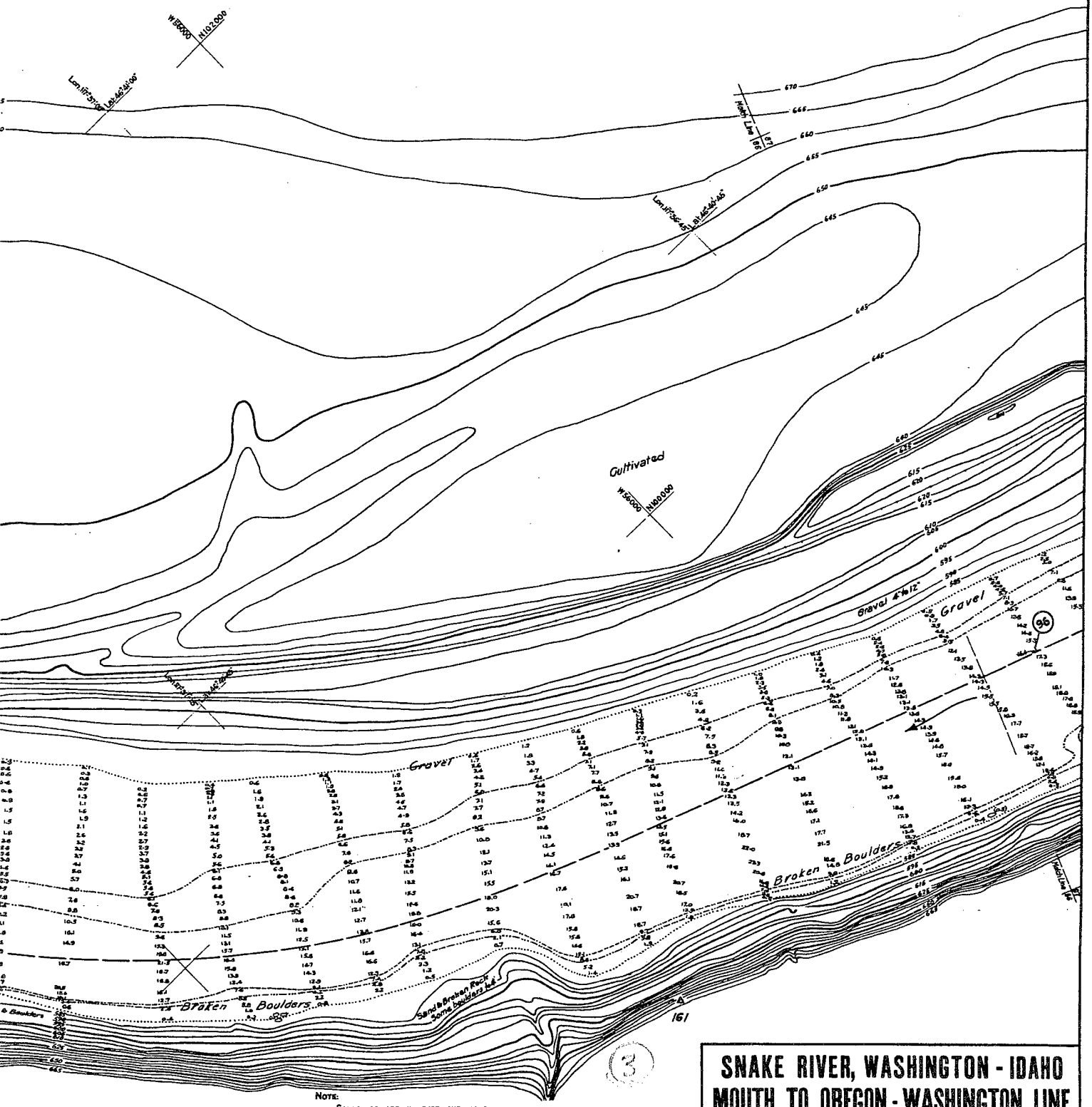
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS:

9 FOOT DEPTH CURVE SHOWN THUS:

CENTER LINE OF PROPOSED CHANNEL SHO

DISTANCE IN MILES FROM MOUTH OF RIVE
PROPOSED CHANNEL SHOWN THUS: (95)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

9 FOOT DEPTH CURVE SHOWN THUS: ——————

6 FOOT DEPTH CURVE SHOWN THUS: - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— — ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (95)

SN-1-4/87
H-9-2/86

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 86

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: D. H. Williams, Major, Corps of Engineers

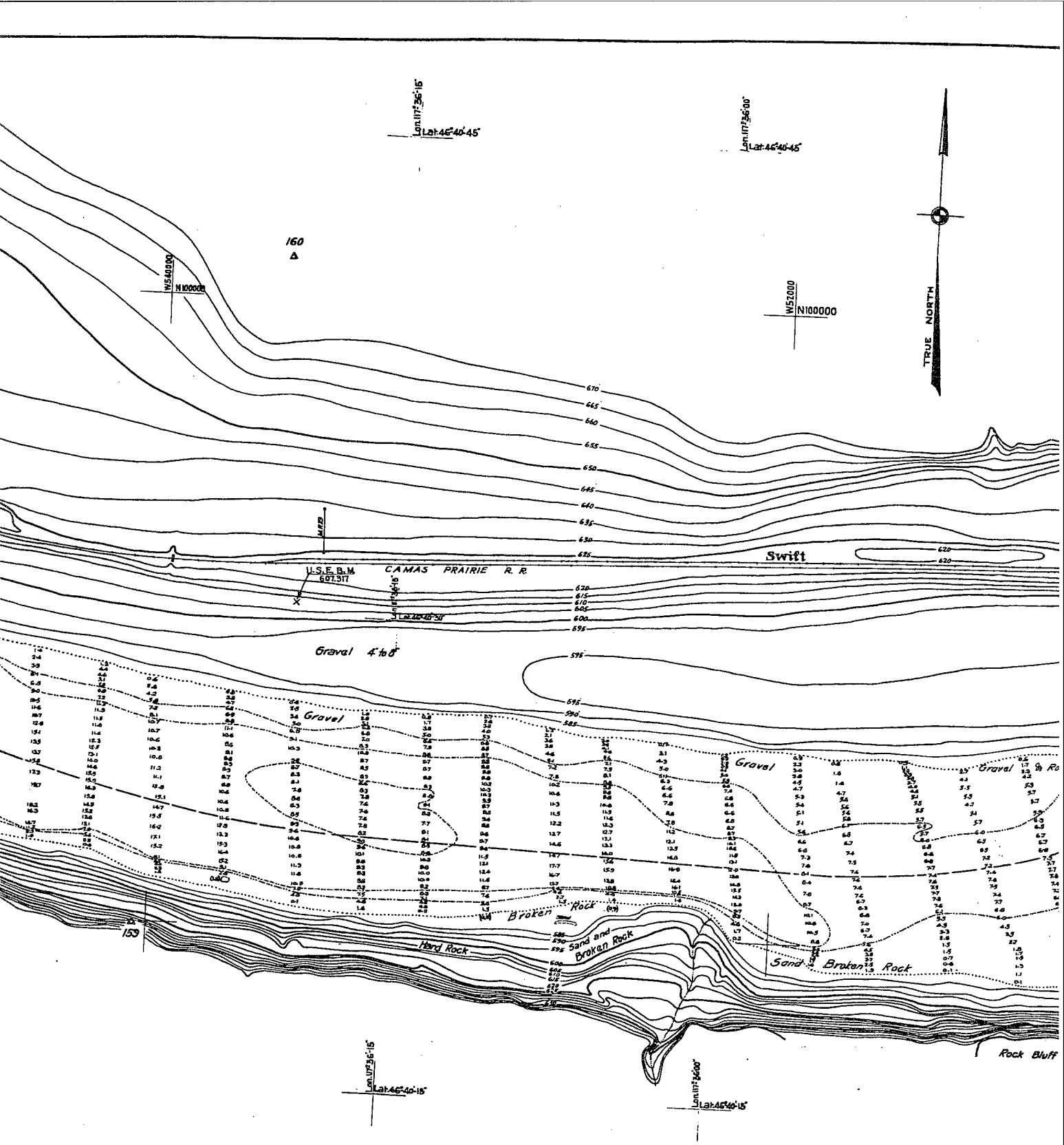
Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935

SN-1-12/86

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPT LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GA EL. 512.65 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABO ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G ADJUSTMENT.)

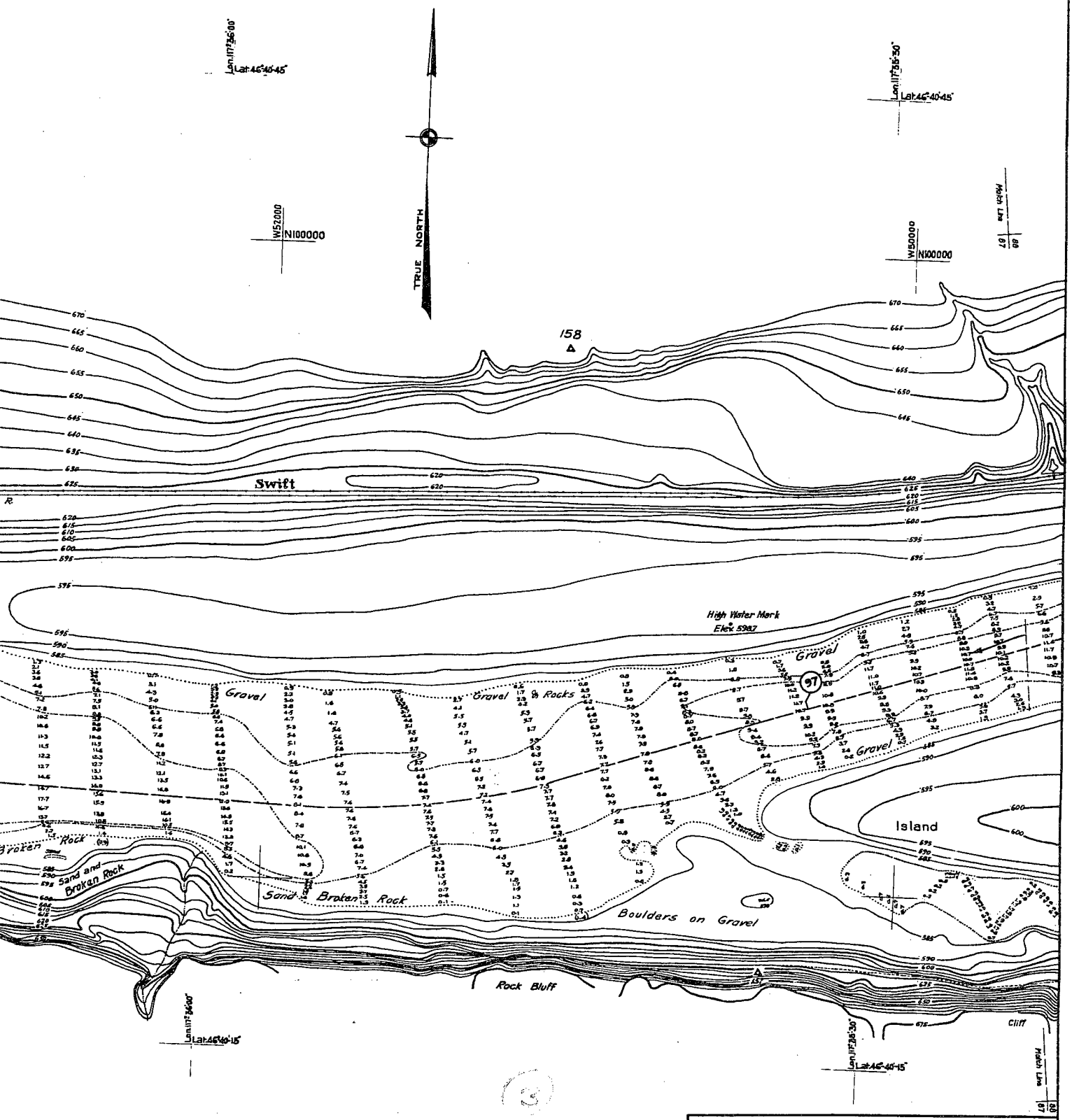
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON PROPOSED CHANNEL SHOWN THUS: (96)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (96)

SN-1-4/88
H-9-2/87

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 87

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

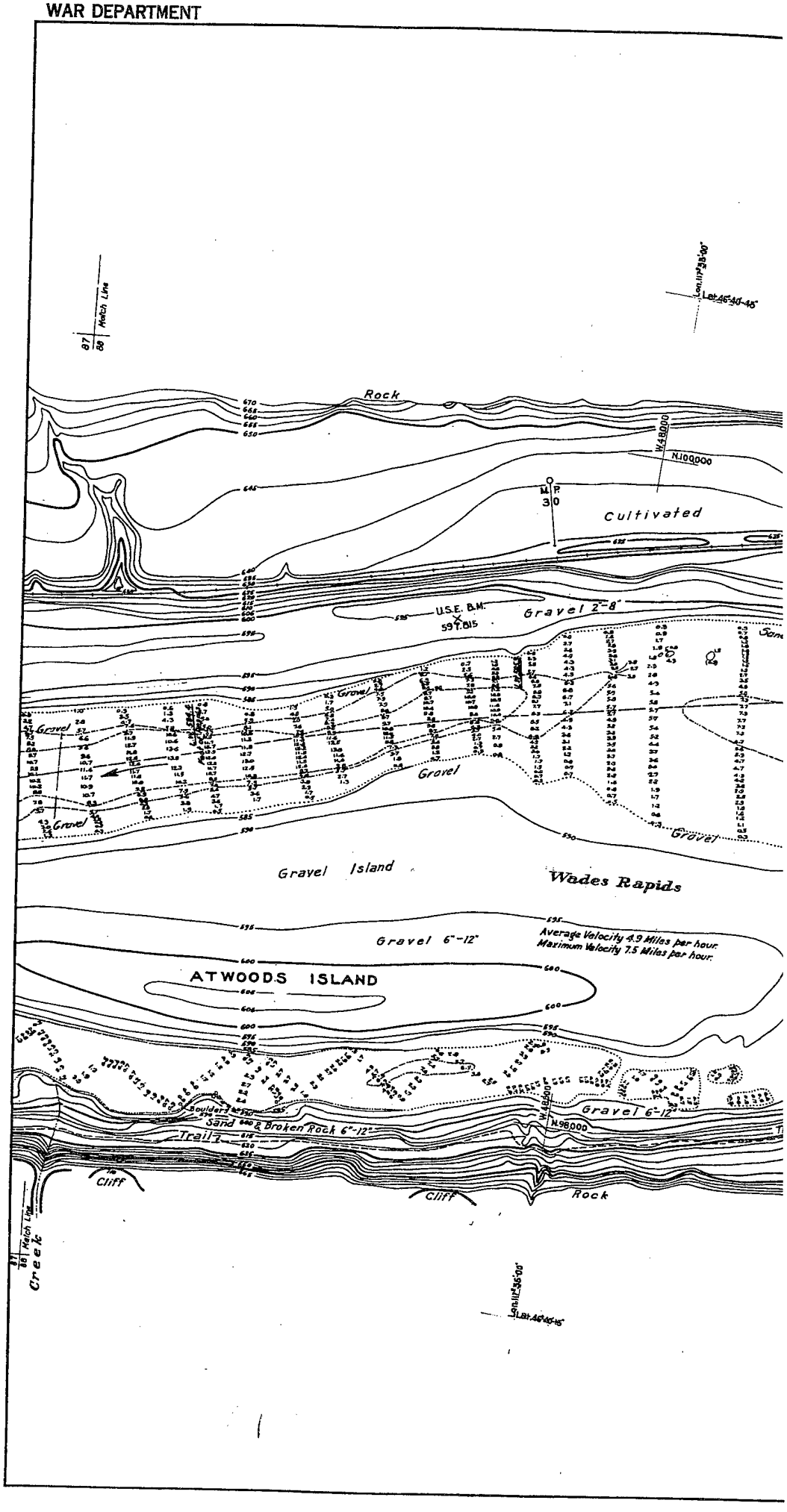
Approved: O. H. Williams, Major, Corps of Engineers

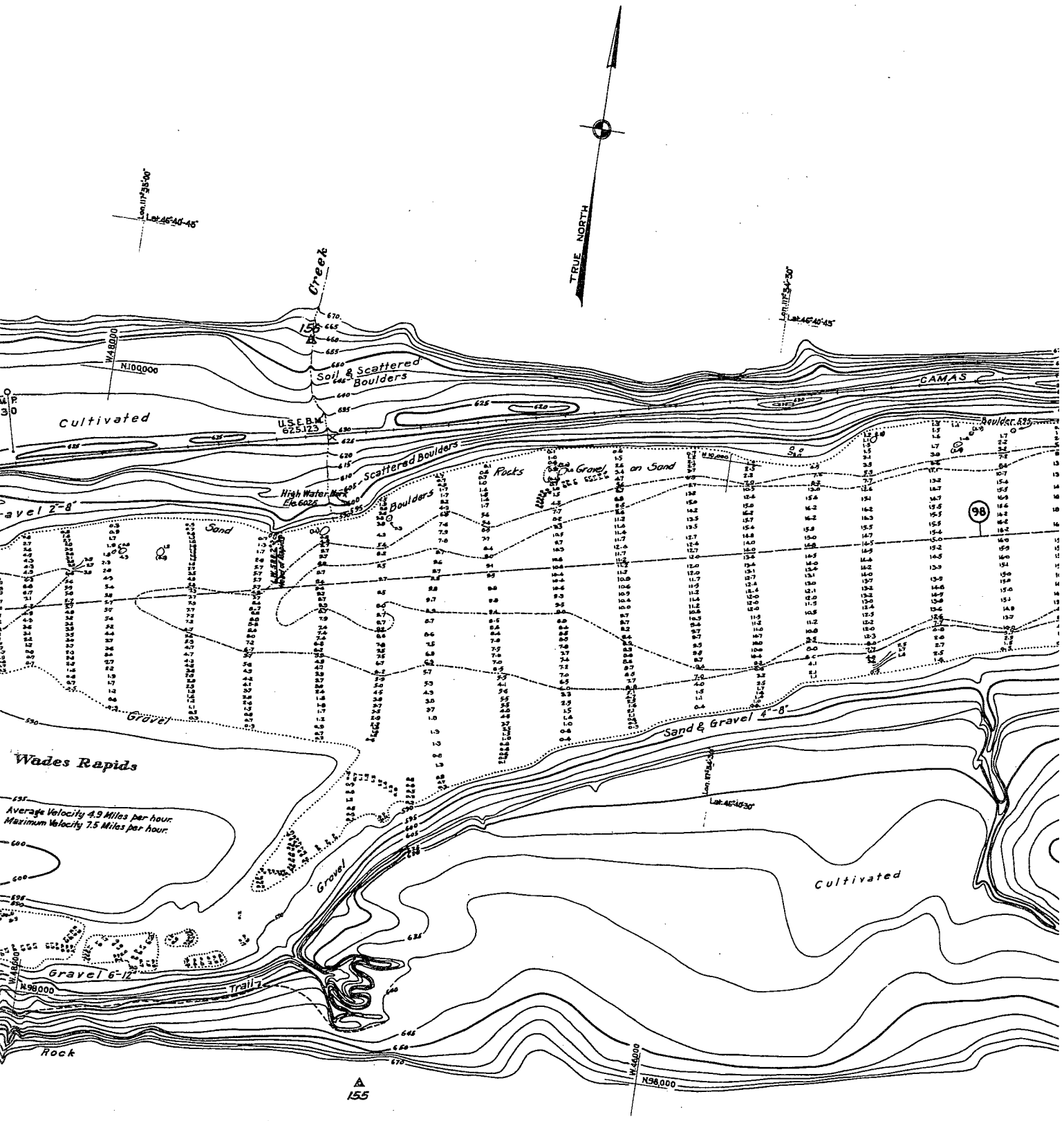
Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935

SN-1-12/87

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DA ADJUSTMENT.)

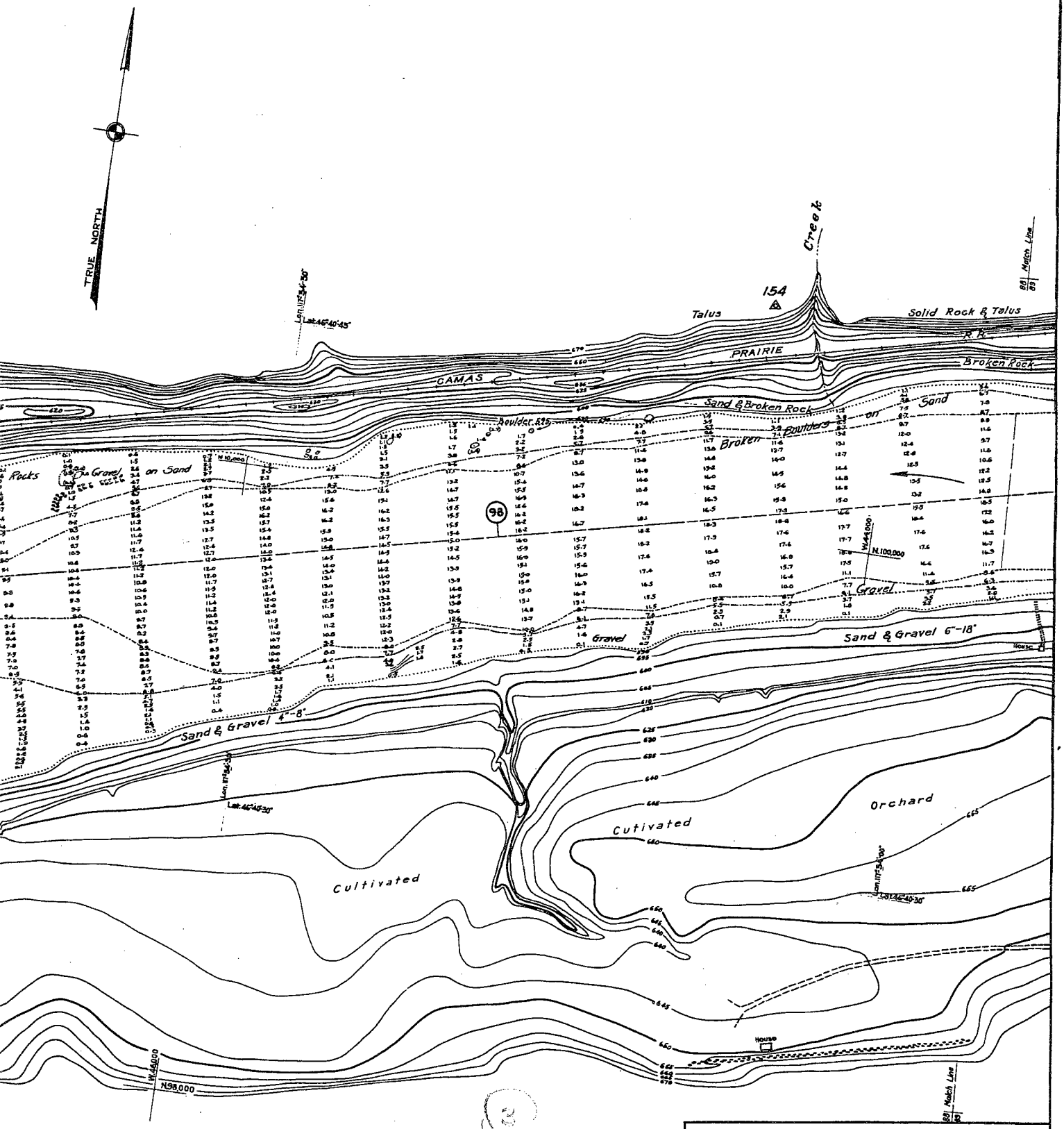
CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

8 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (97)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 572.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (97)

SN-1-4/89
H-9-2/88

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 88

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

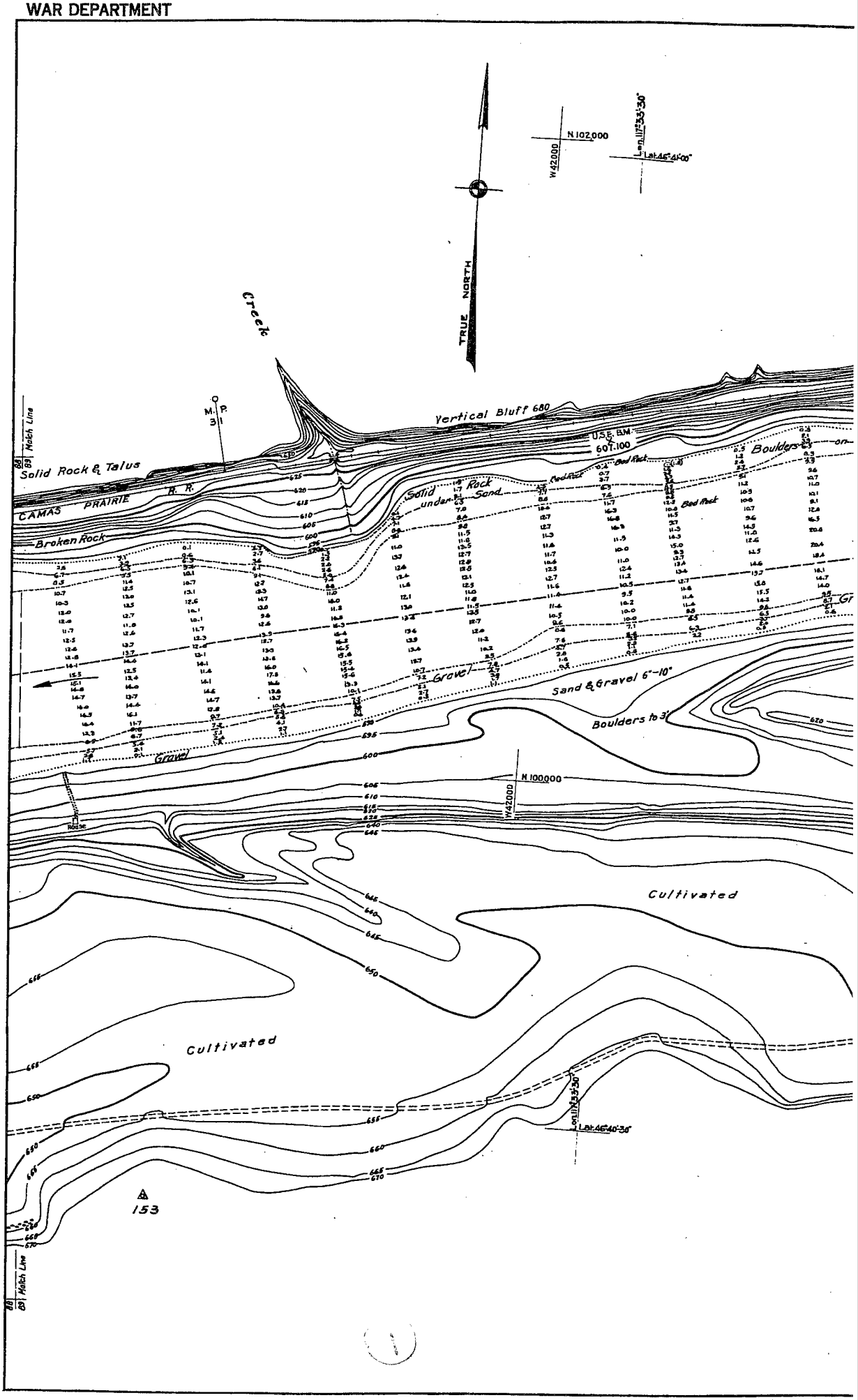
Approved: O. H. Williams, Major, Corps of Engineers

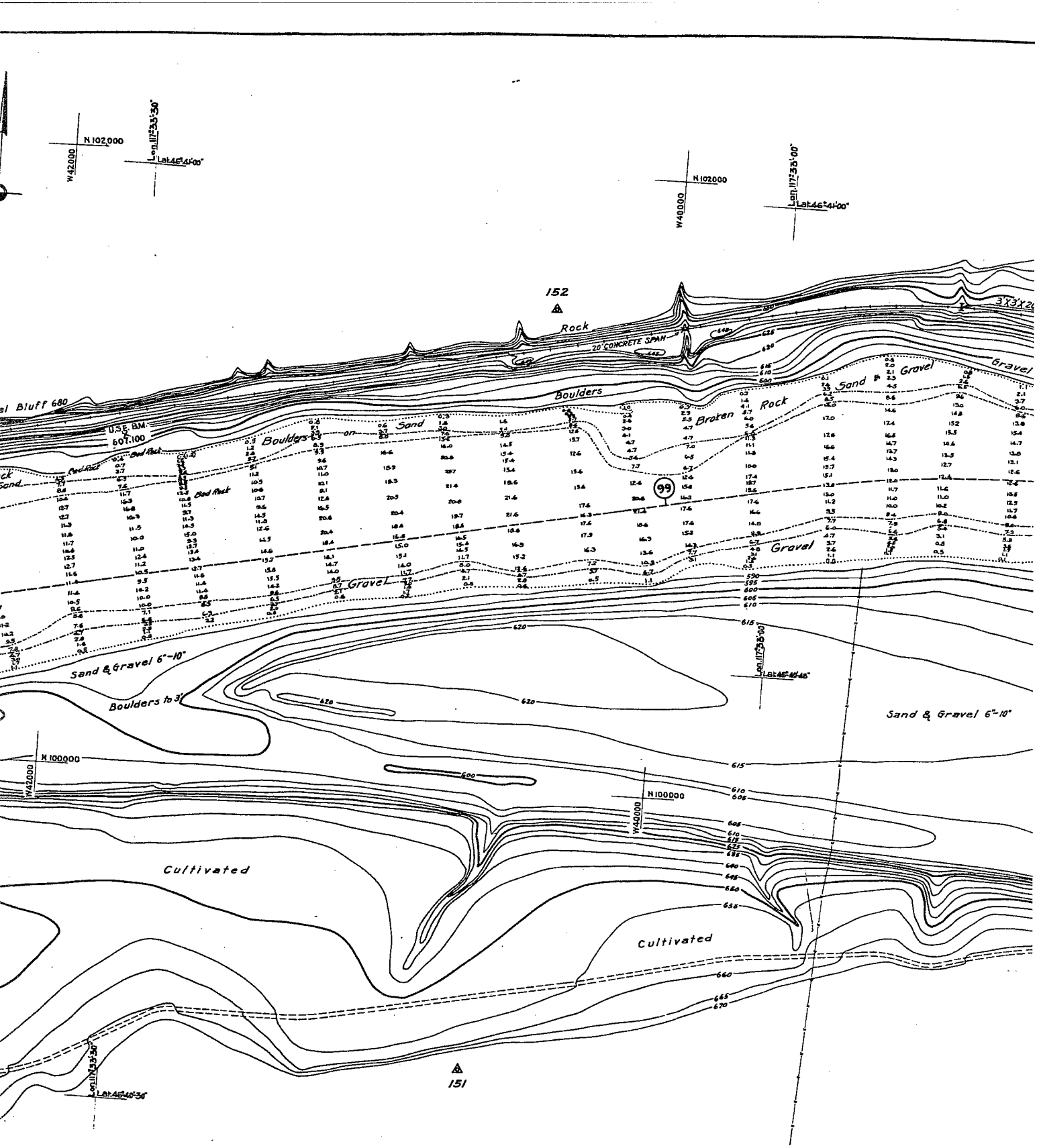
Drawn by E.W.E S.A.H.

Transmitted with report dated June 10, 1935

SN-1-12/88

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE EL. 512.86 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER PLANE.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.& G.S. ADJUSTMENT.)

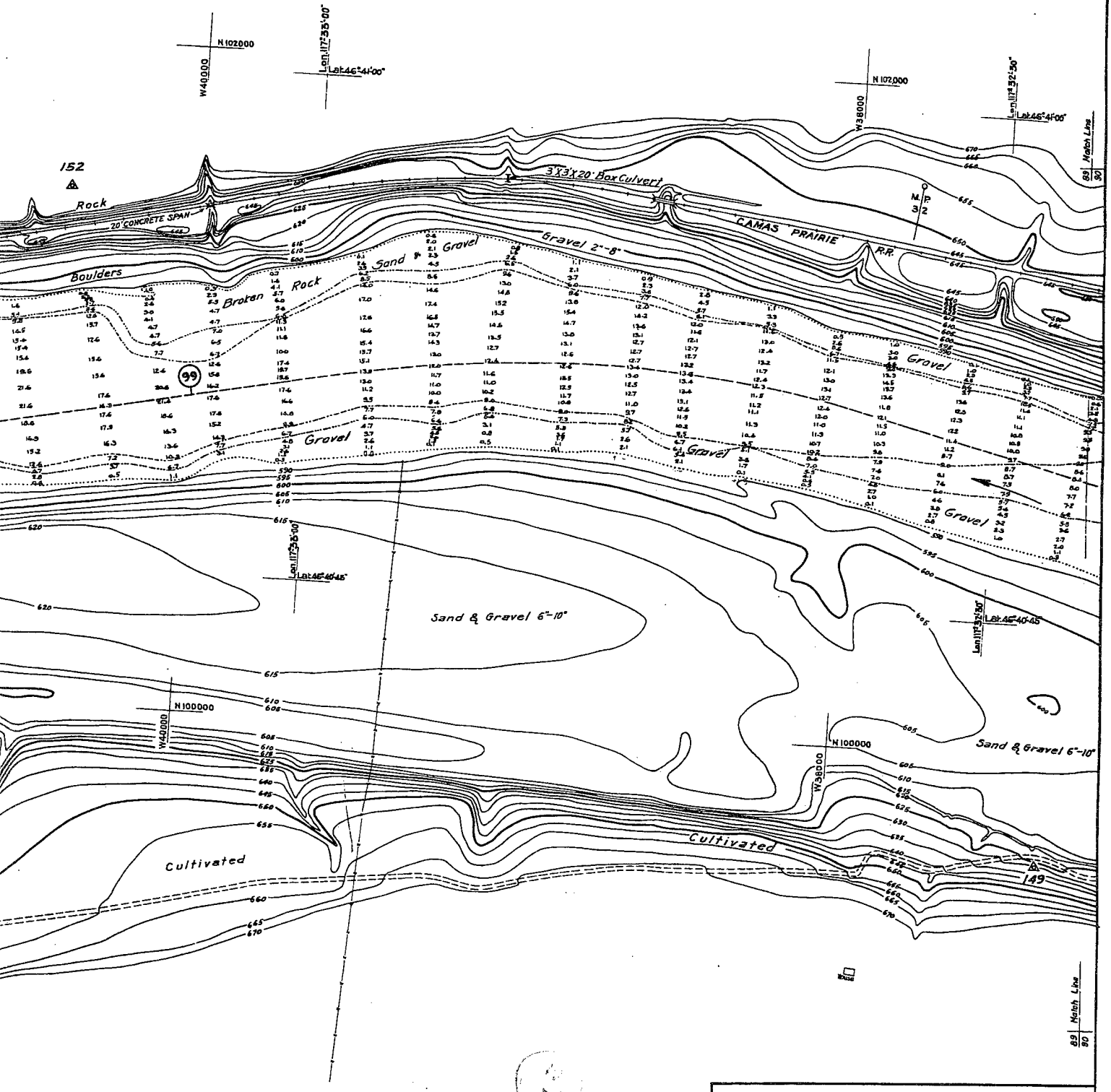
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

6 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——·——

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER OF PROPOSED CHANNEL SHOWN THUS: (98)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.55 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (98)

SN-1-4/90
H-9-2/89

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 89

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allan L. Starr, Associate Engineer

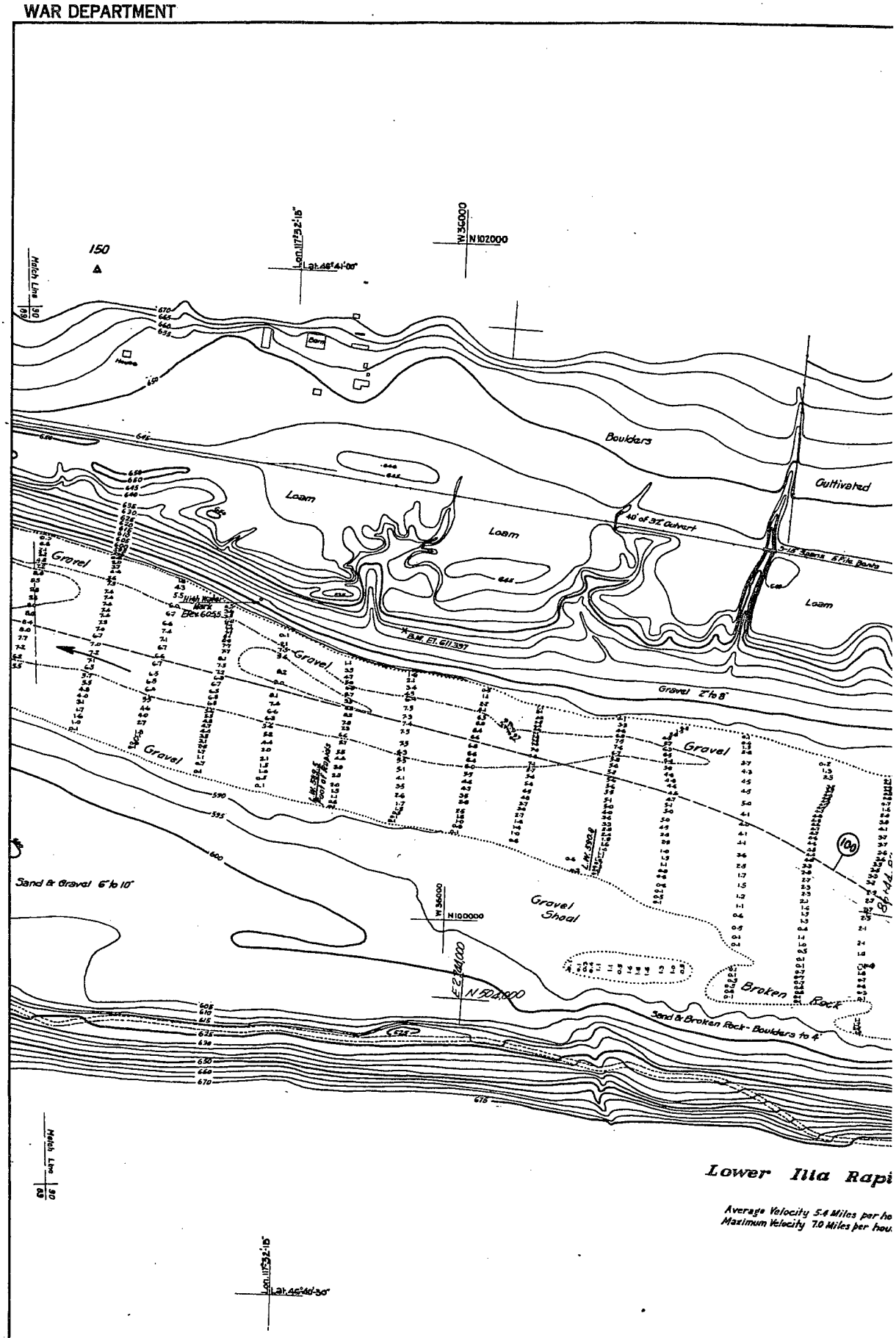
Approved: [signature], Major, Corps of Engineers

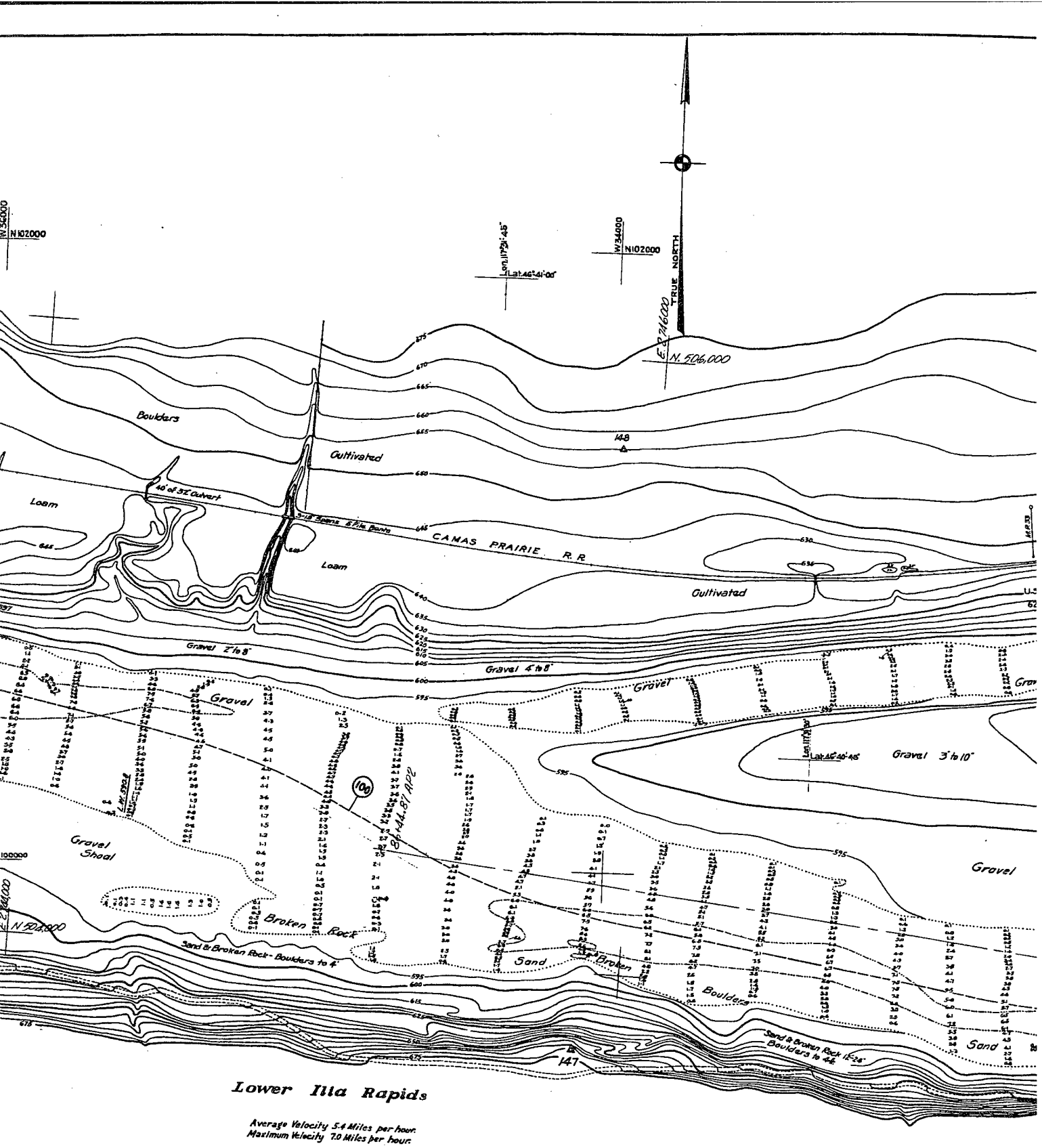
Drawn by E.W.F. S.A.M.

Transmitted with report dated June 10, 1935

SN-1-12/89

WAR DEPARTMENT



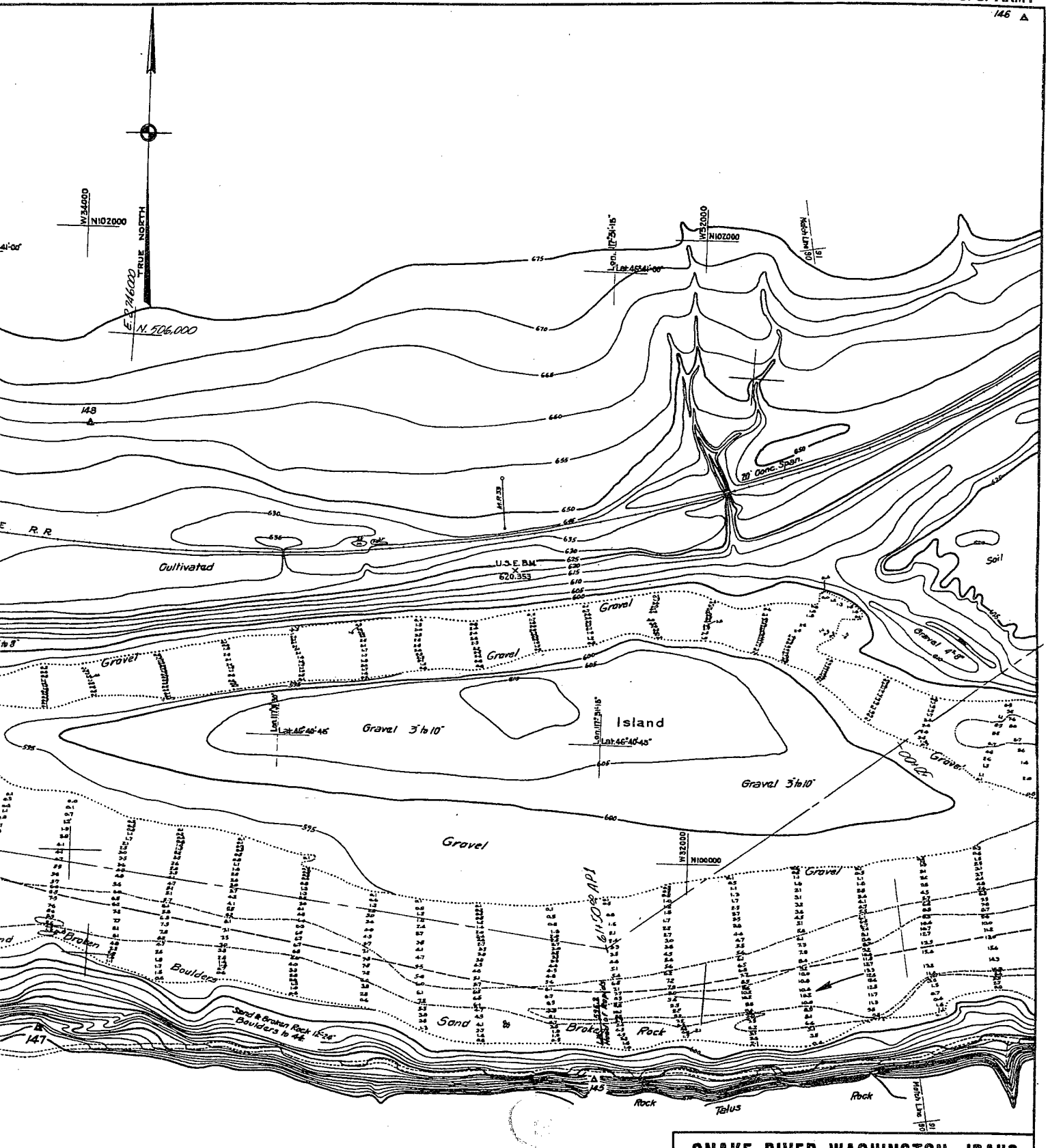


Lower Ilia Rapids

Average Velocity 5.4 Miles per hour.
Maximum Velocity 7.0 Miles per hour.

NOTE: Approx. Lambert Coordinates added Oct 1

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOP
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPN
EL. 812.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WA
ELEVATIONS ARE REFERRED TO MEAN SEA-LEVEL (U.S.C.&G.S. DATUM
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——
5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE
PROPOSED CHANNEL SHOWN THUS: (100)



NOTE: Approx. Lambert Coordinates added Oct 1987

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (100)

SN-1-4/91
H-9-2/90

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 90

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allan L. Darr, Associate Engineer

Approved: O. F. Williams, Major, Corps of Engineers

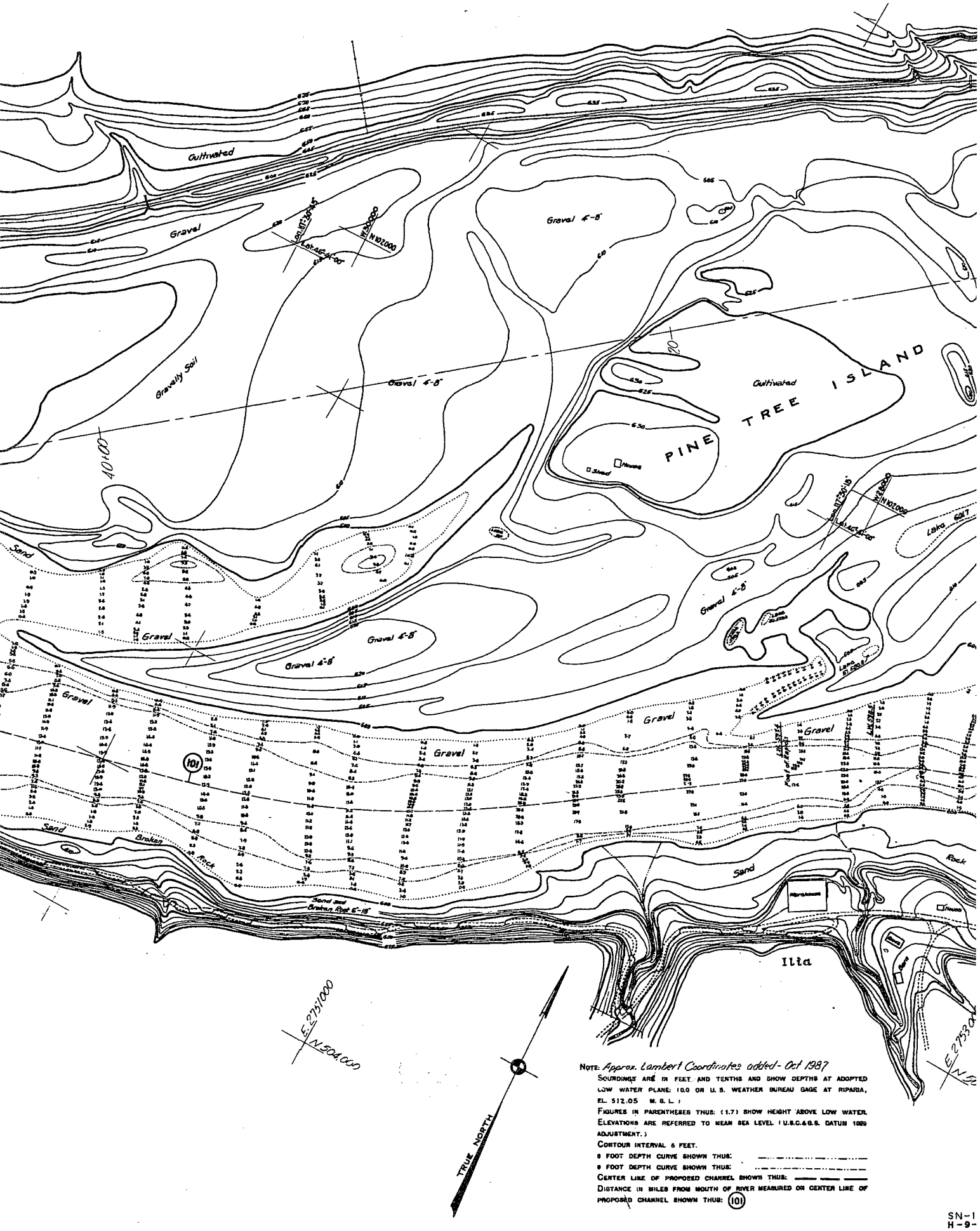
Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935

SN-1-12/90

WAR DEPARTMENT





NOTE: Approx. Lambert Coordinates added - Oct 1987

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

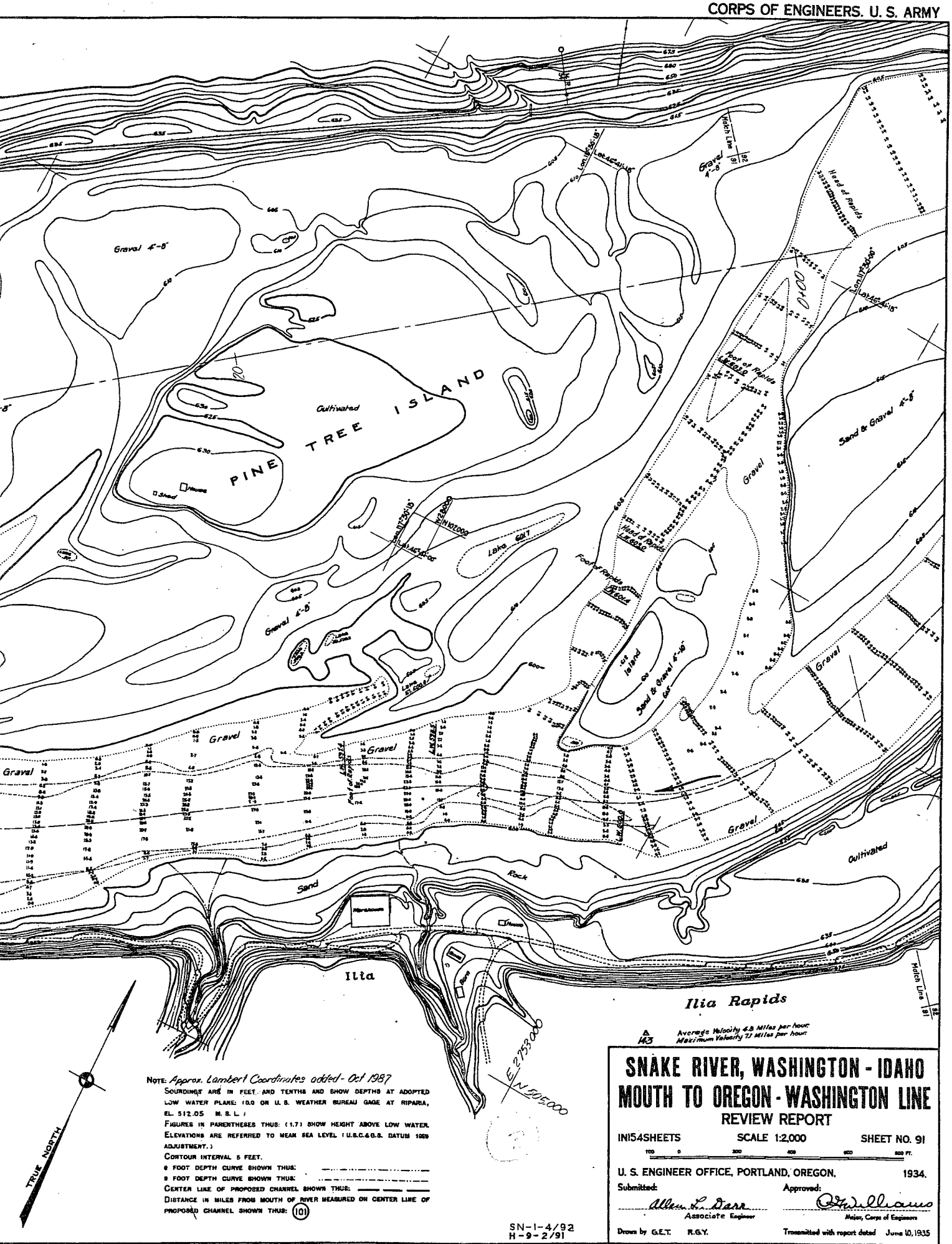
9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (101)

SN-1
H-9-

CORPS OF ENGINEERS. U. S. ARMY



NOTE: Approx. Lambert Coordinates added - Oct 1987

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE. (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (101)

SN-1-4/92
H-9-2/91

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 91

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

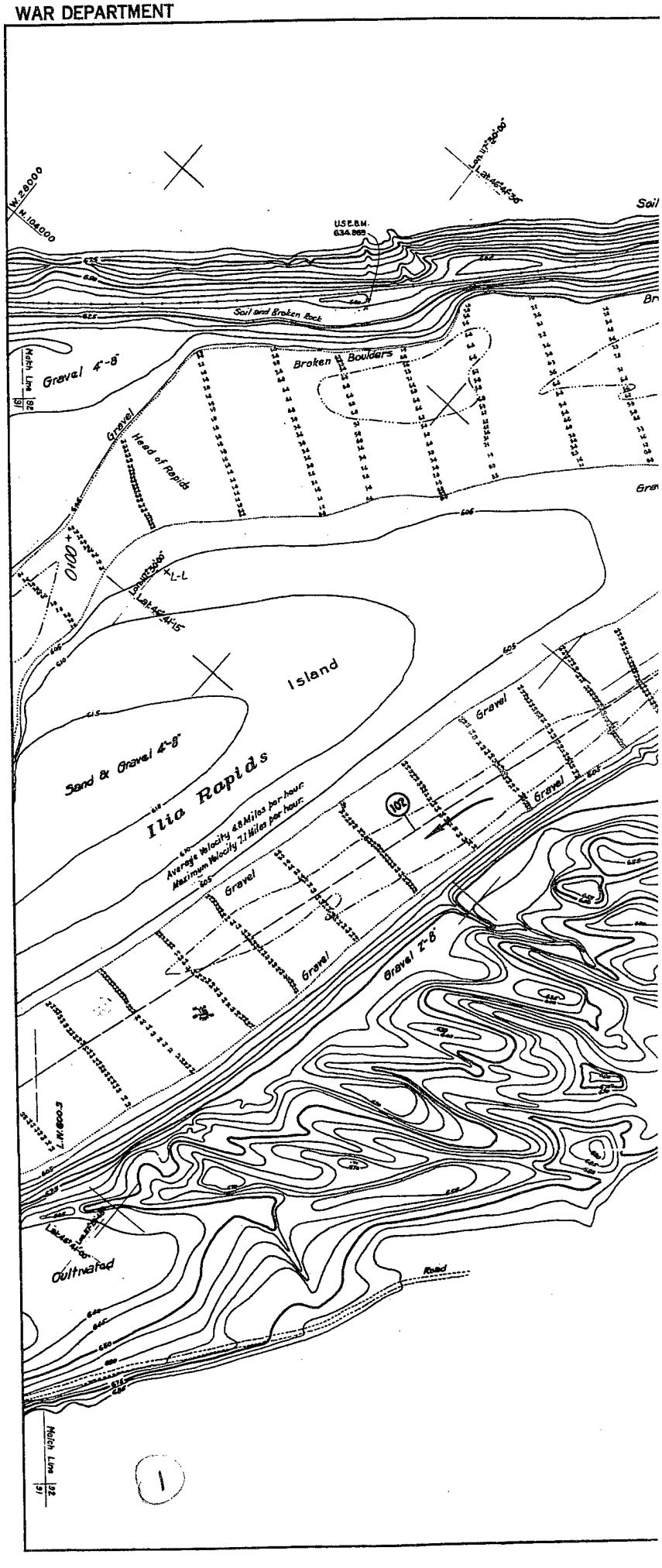
Approved: D. W. Williams, Major, Corps of Engineers

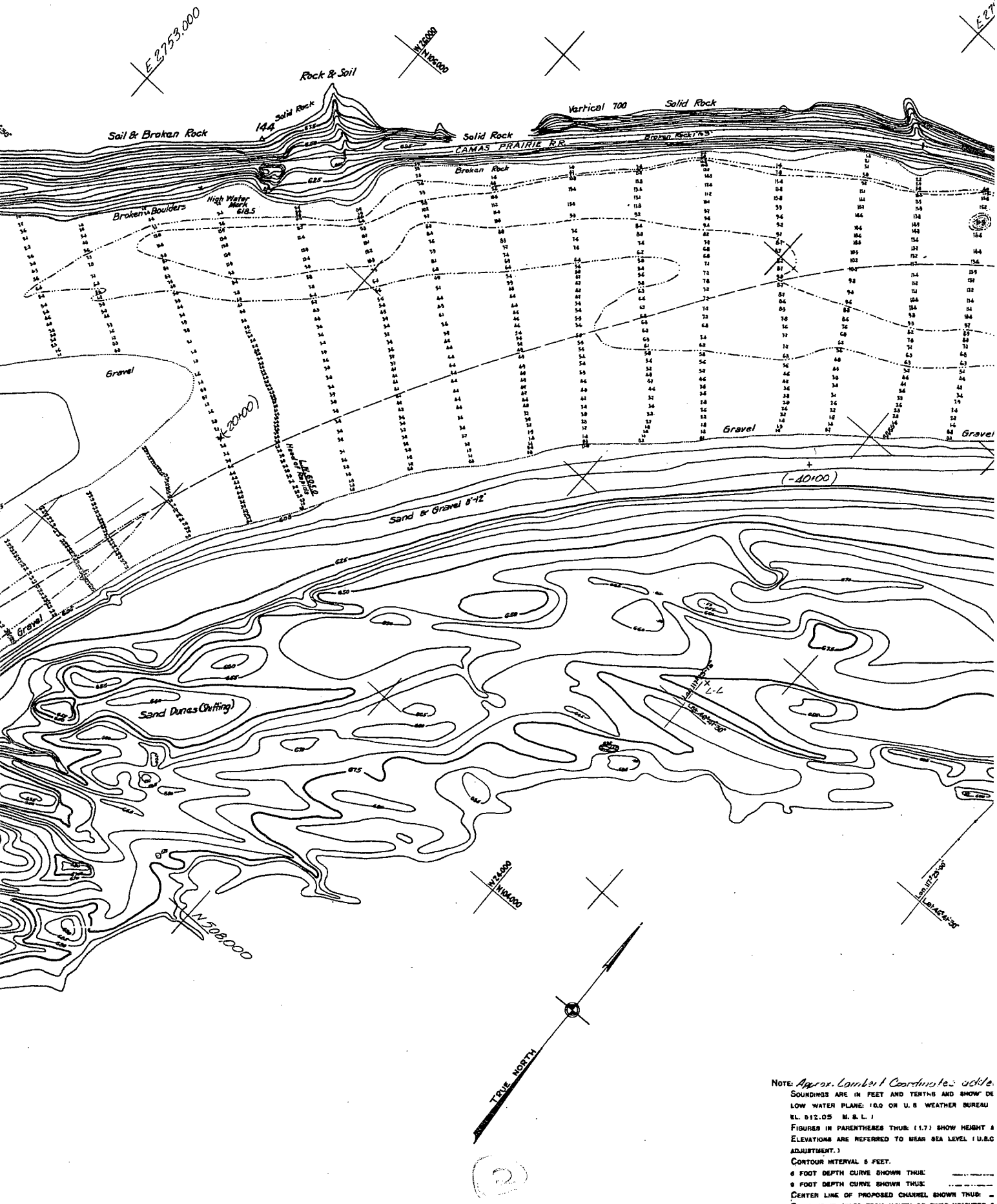
Drawn by G.E.T. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/91

WAR DEPARTMENT





NOTE: Approx. Lambert Coordinates added.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DE
LOW WATER PLANE: (0.0 ON U. S WEATHER BUREAU
EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT A
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C
ADJUSTMENT.)

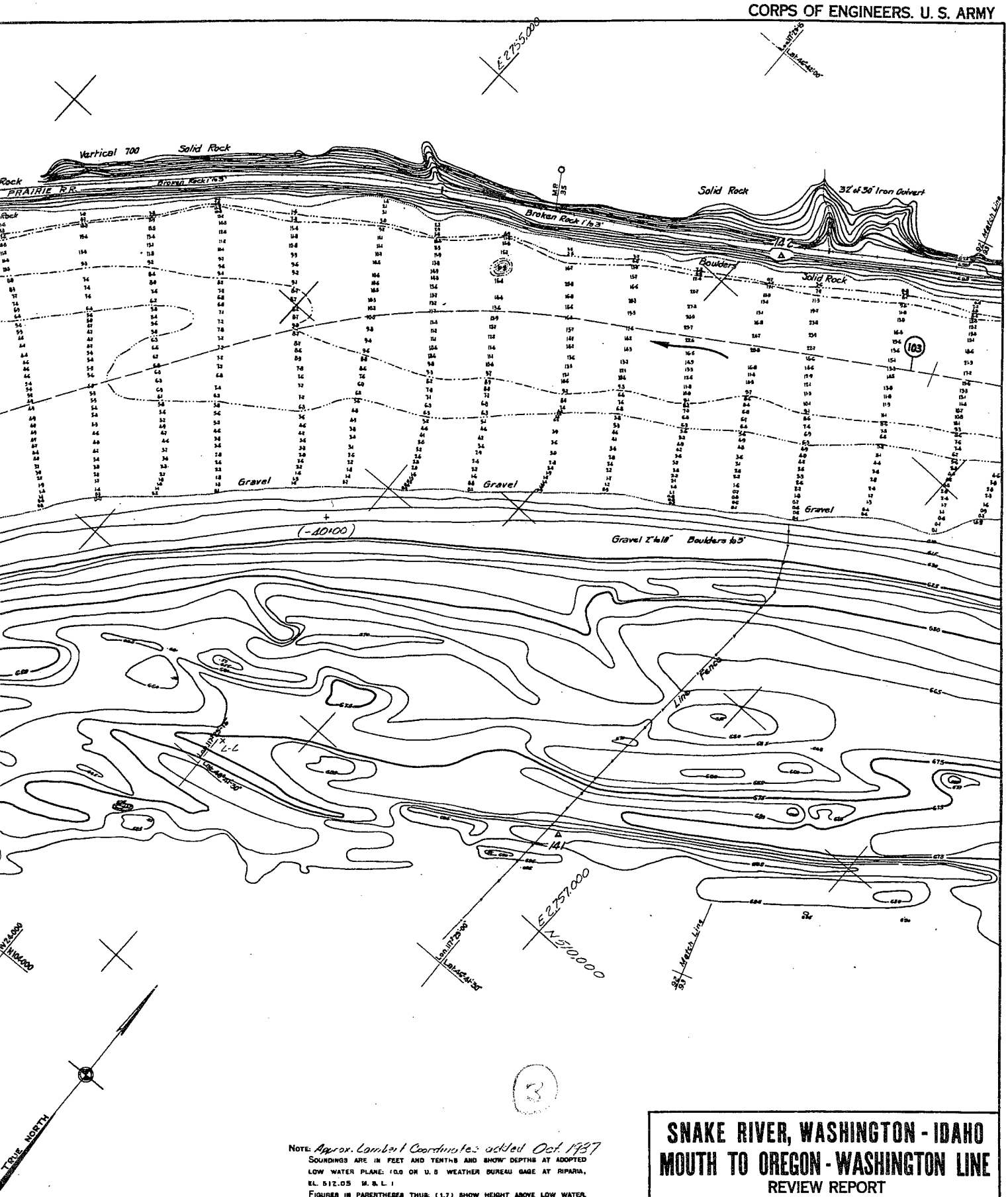
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: —

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED O
PROPOSED CHANNEL SHOWN THUS: (102)



NOTE: Approx. Lambert Coordinates added Oct. 1937

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ———————

9 FOOT DEPTH CURVE SHOWN THUS: — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (102)

SN-1-4/93
H-9-2/92

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 15 4 SHEETS | SCALE 1:2,000 | SHEET NO. 92

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Barre, Associate Engineer

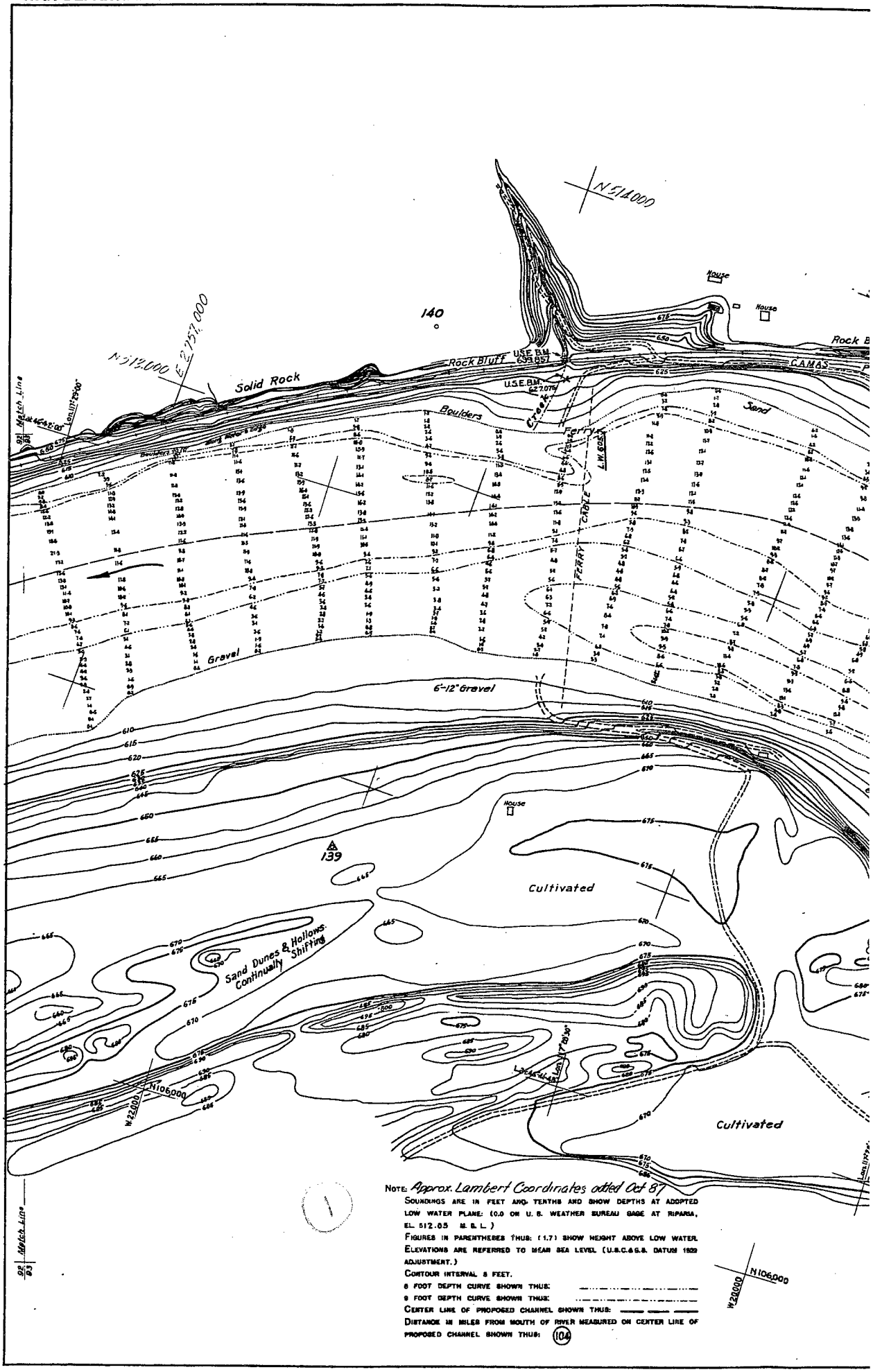
Approved: O. H. Williams, Major, Corps of Engineers

Drawn by G.E.T. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/92

WAR DEPARTMENT



NOTE: Approx. Lambert Coordinates added Oct 87

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

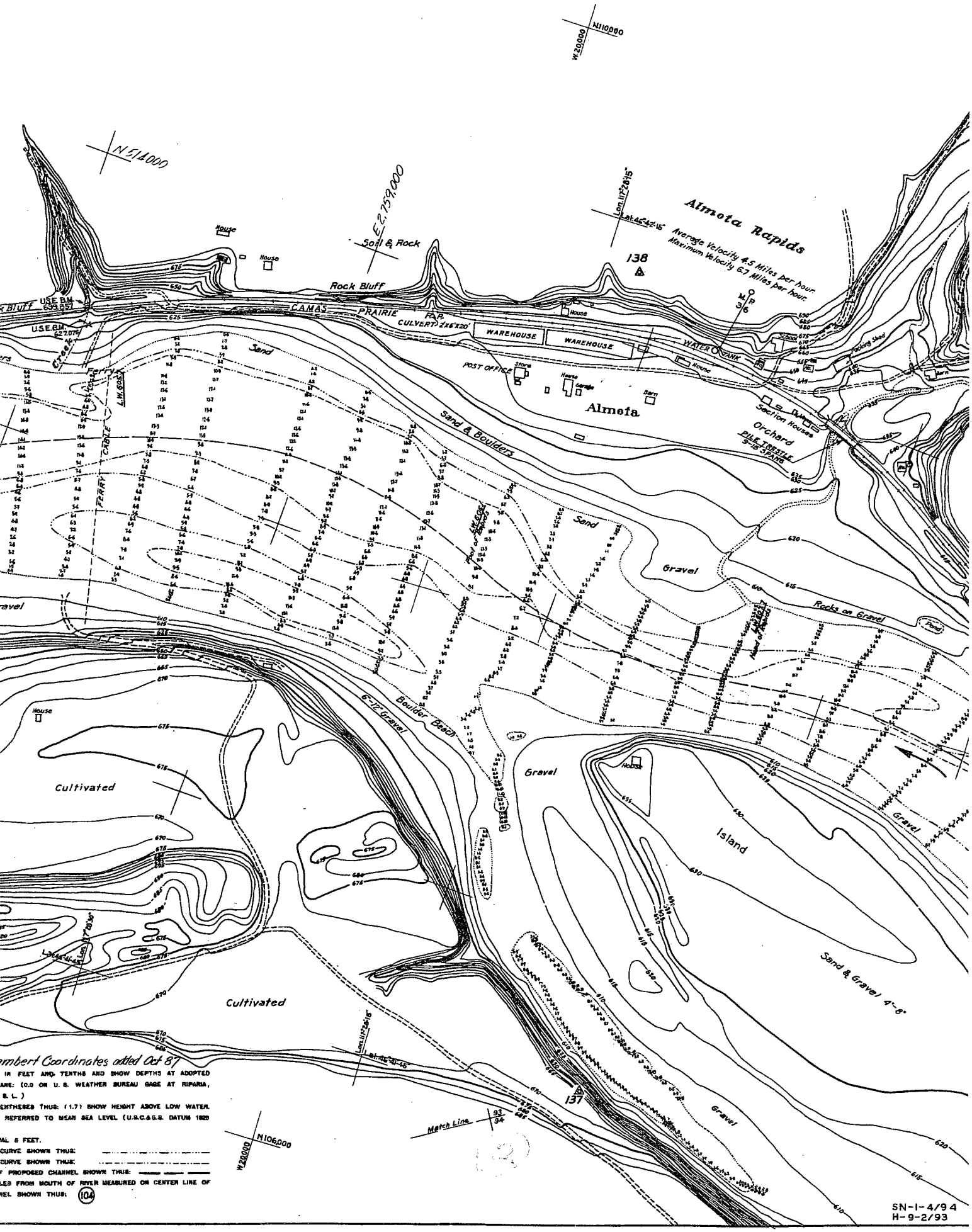
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (104)

N106,000
W 22,000

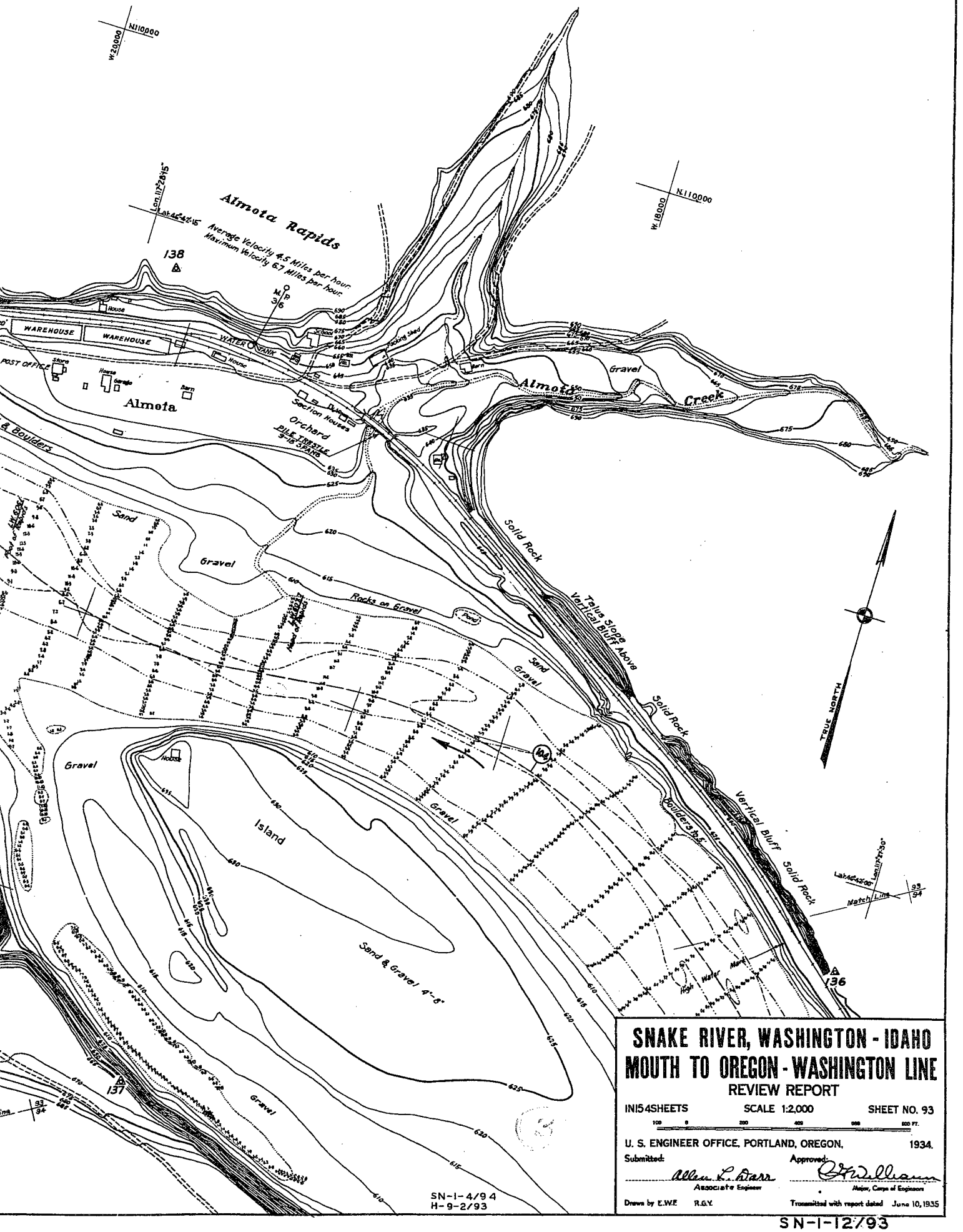


embert Coordinates added Oct 87

IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
ANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA,
S. L.)
ENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929

AL 6 FEET.
CURVE SHOWN THUS:
URVE SHOWN THUS:
F PROPOSED CHANNEL SHOWN THUS:
LES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
EL SHOWN THUS: (104)

SN-1-4/94
H-9-2/93



SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 93

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Starr, Associate Engineer

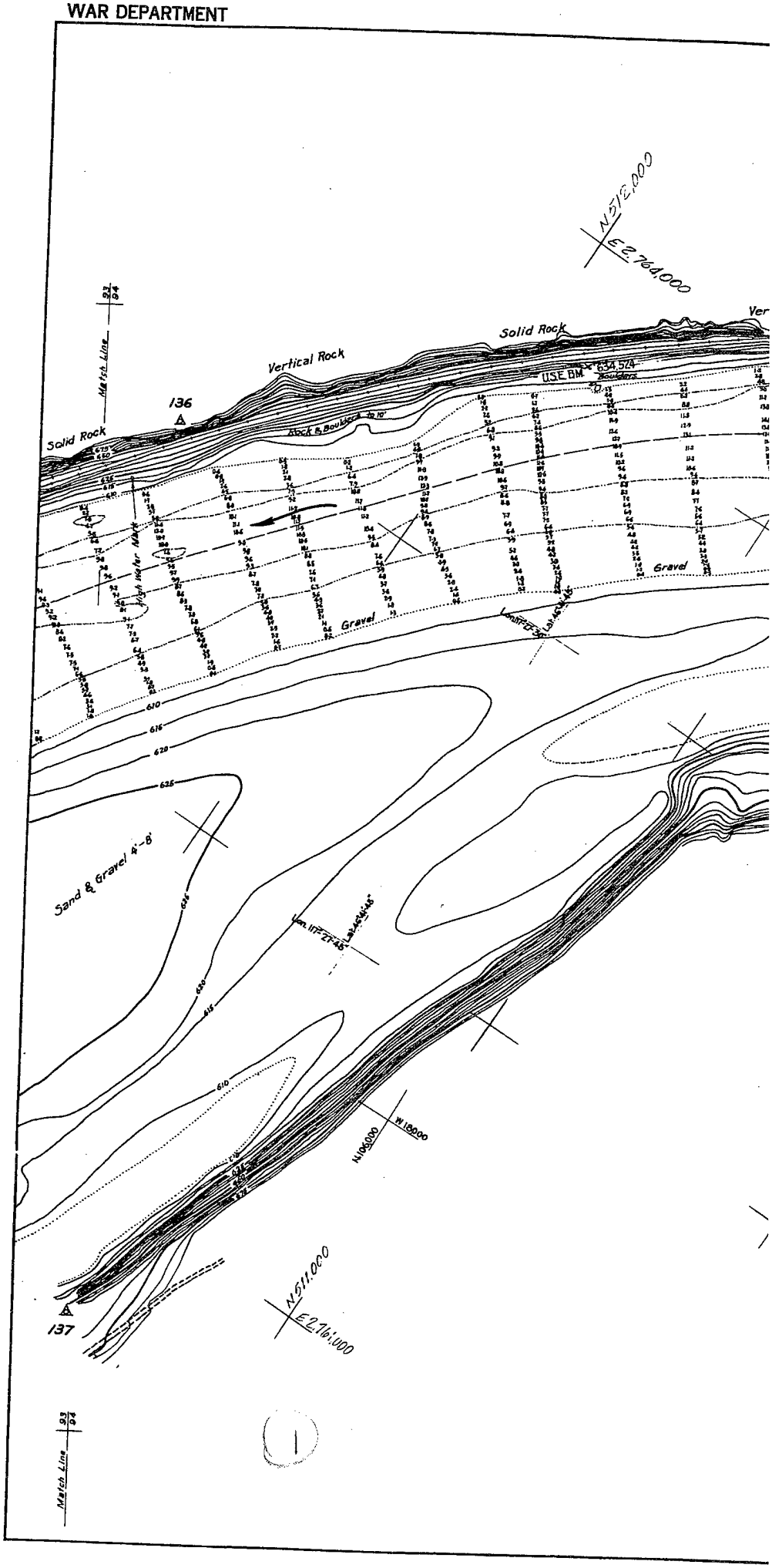
Approved: O. H. Ahlborn, Major, Corps of Engineers

Drawn by E.W.E R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/93

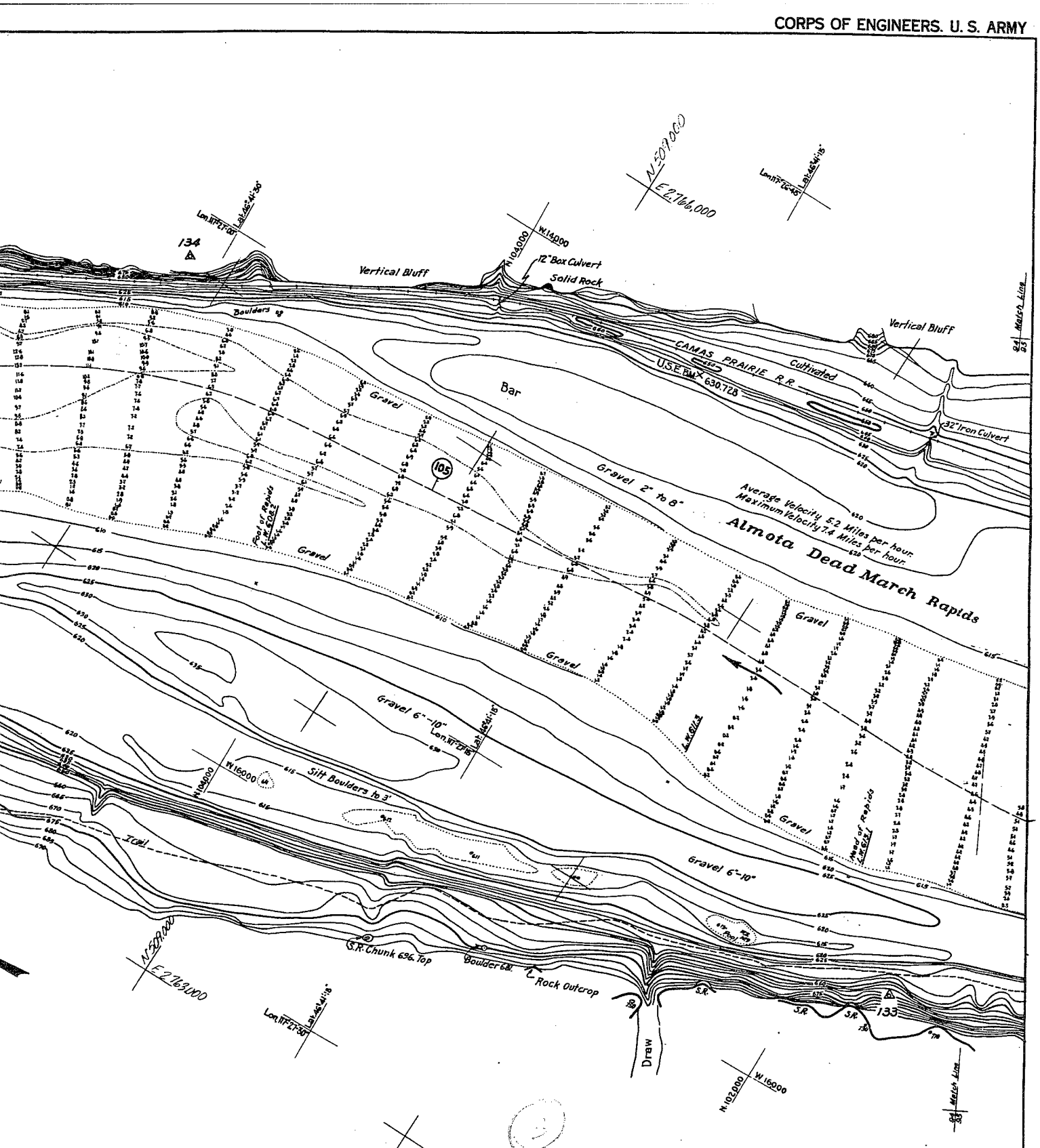
WAR DEPARTMENT





NOTE: Approx. Lambert Coordinat

SOUNDINGS ARE IN FEET AND TENTHS
LOW WATER PLANE: (0.0 ON U. S. WEA
EL. 812.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) I
ELEVATIONS ARE REFERRED TO MEAN SE
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS:
9 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL SH
DISTANCE IN MILES FROM MOUTH OF RIV
PROPOSED CHANNEL SHOWN THUS: (10



NOTE: Approx. Lambert Coordinates added Oct. 1987

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ----------

6 FOOT DEPTH CURVE SHOWN THUS: ----------

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (105)

SN-1-4/95
H-9-2/94

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 94

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

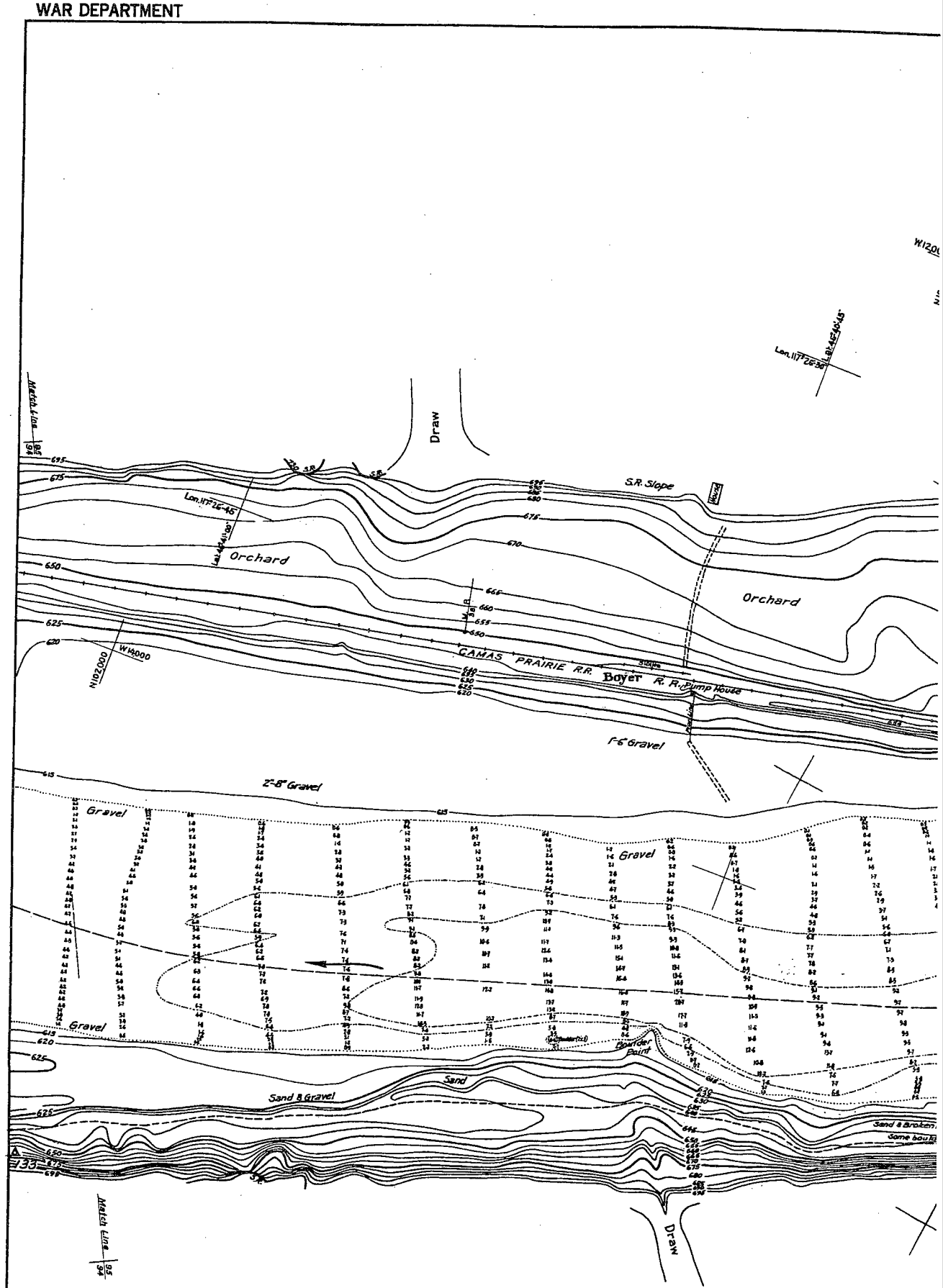
Approved: D. H. Williams, Major, Corps of Engineers

Drawn by E.W.F. R.G.Y.

Transmitted with report dated June 10, 1935

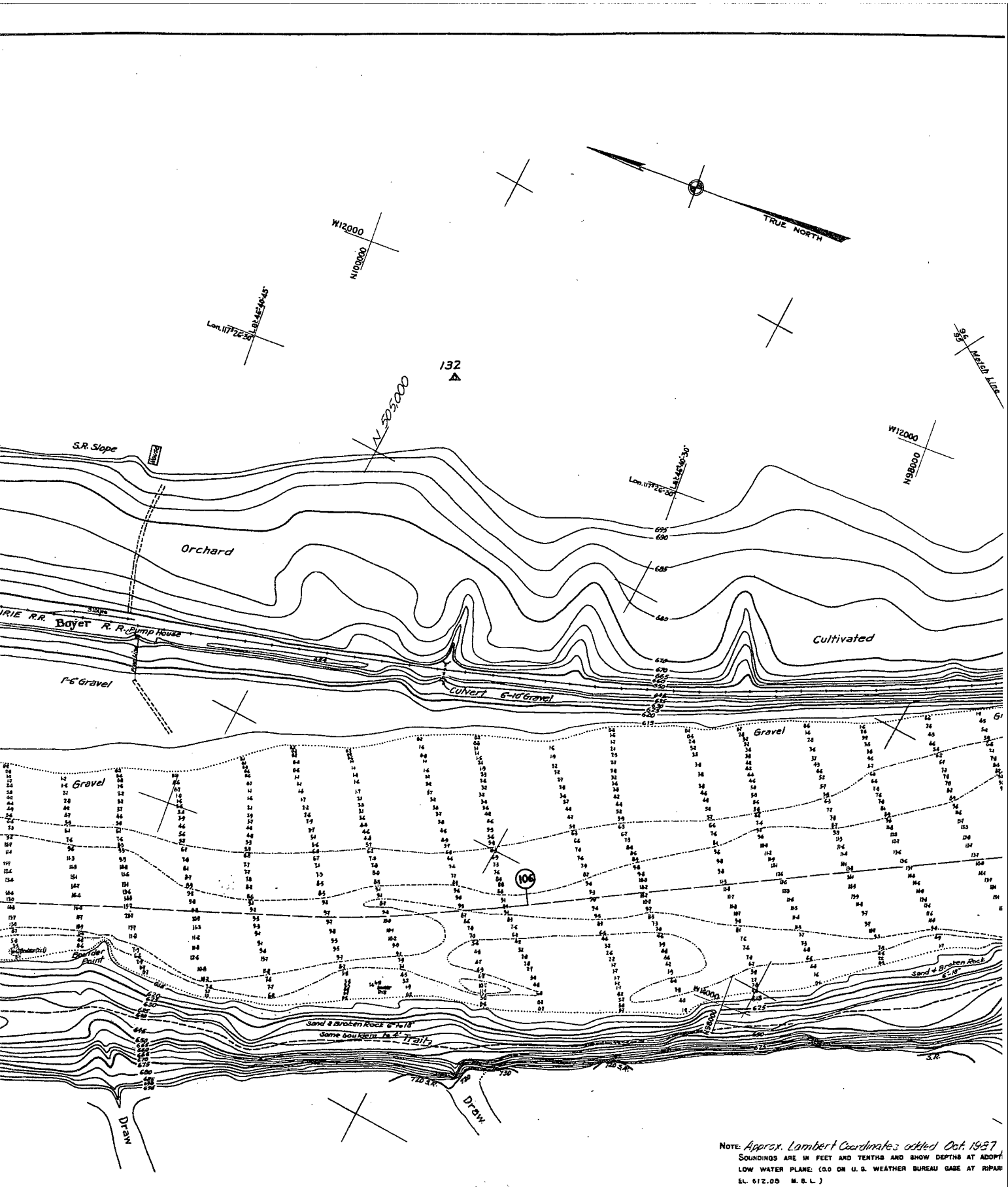
SN-1-12/94

WAR DEPARTMENT



Reduced 29" to be 20"

in a file now 2.2/5.2 a(1).C



NOTE: Approx. Lambert Coordinates added Oct. 1937

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPT
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARI
EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATE

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 19
ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

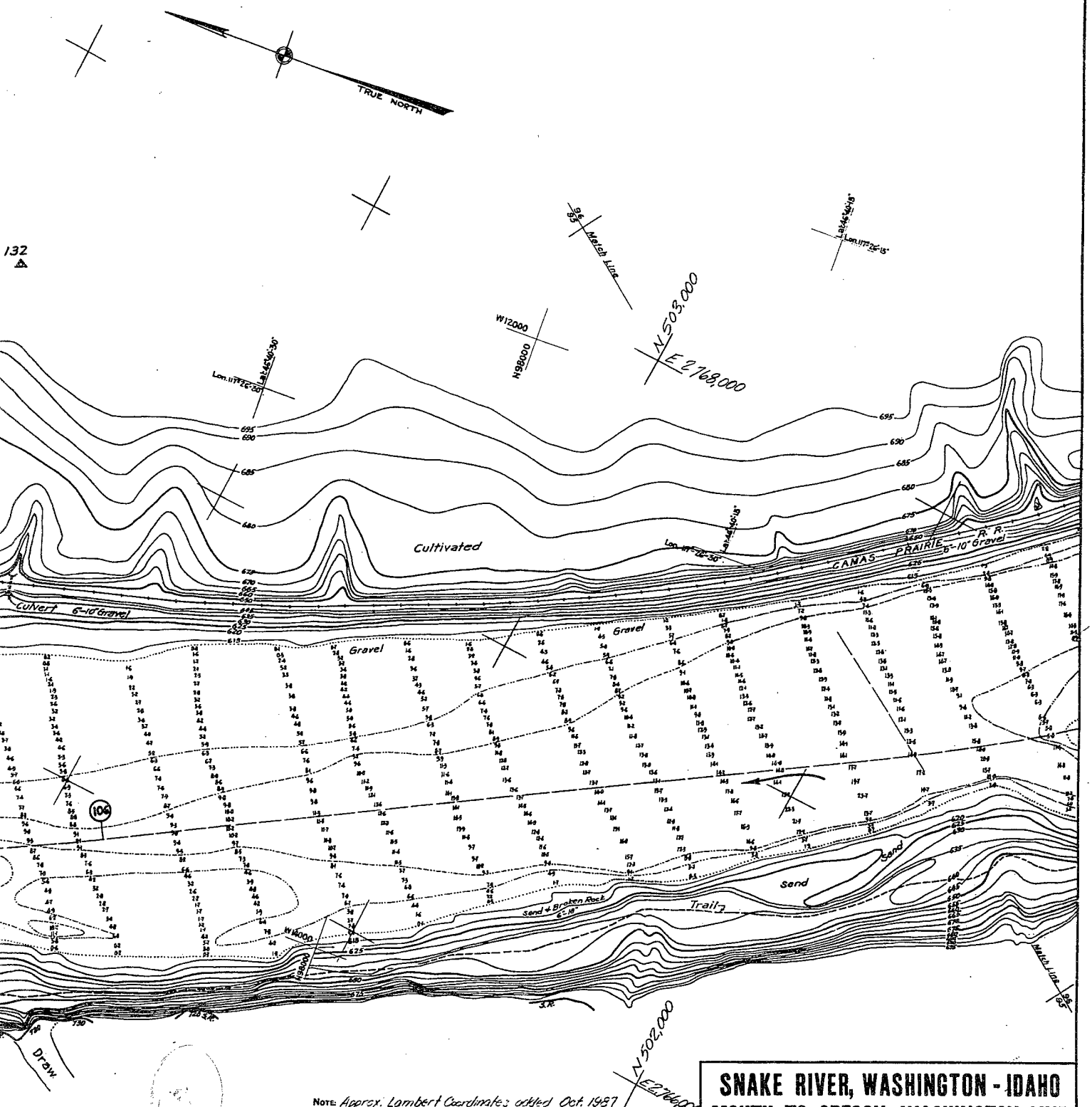
9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE
PROPOSED CHANNEL SHOWN THUS: (106)

Reduce 29" to be 20"
use film no 2.2/5:2.4(1).C

SN-1-4
H-9-2



Note: Approx. Lambert Coordinates added Oct. 1987

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, el. 512.05 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

5 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: ——— ——— ———

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (106)

SN-I-4/96
H-9-2/95

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS | SCALE 1:2,000 | SHEET NO. 95

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

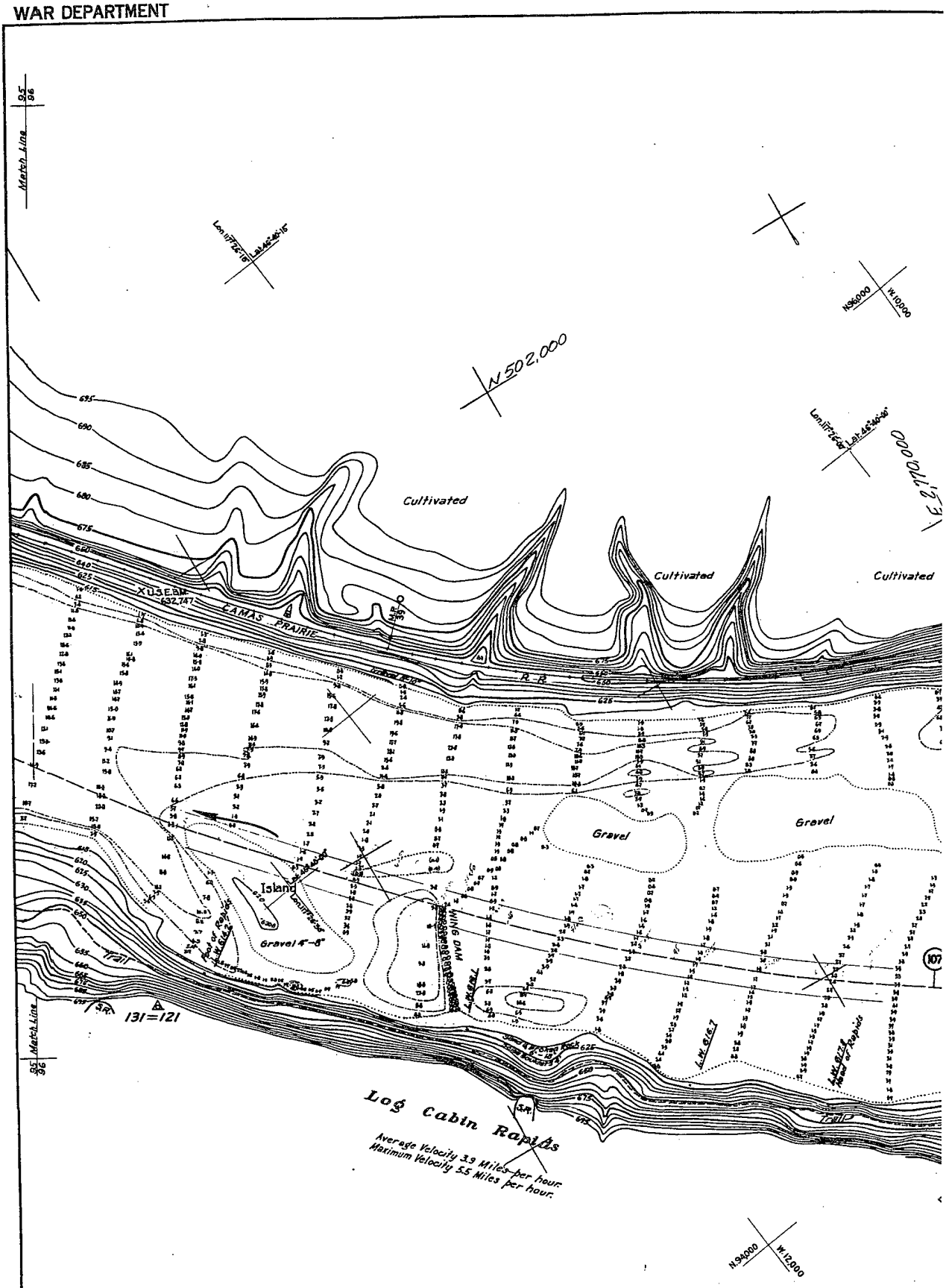
Approved: H. Williams, Major, Corps of Engineers

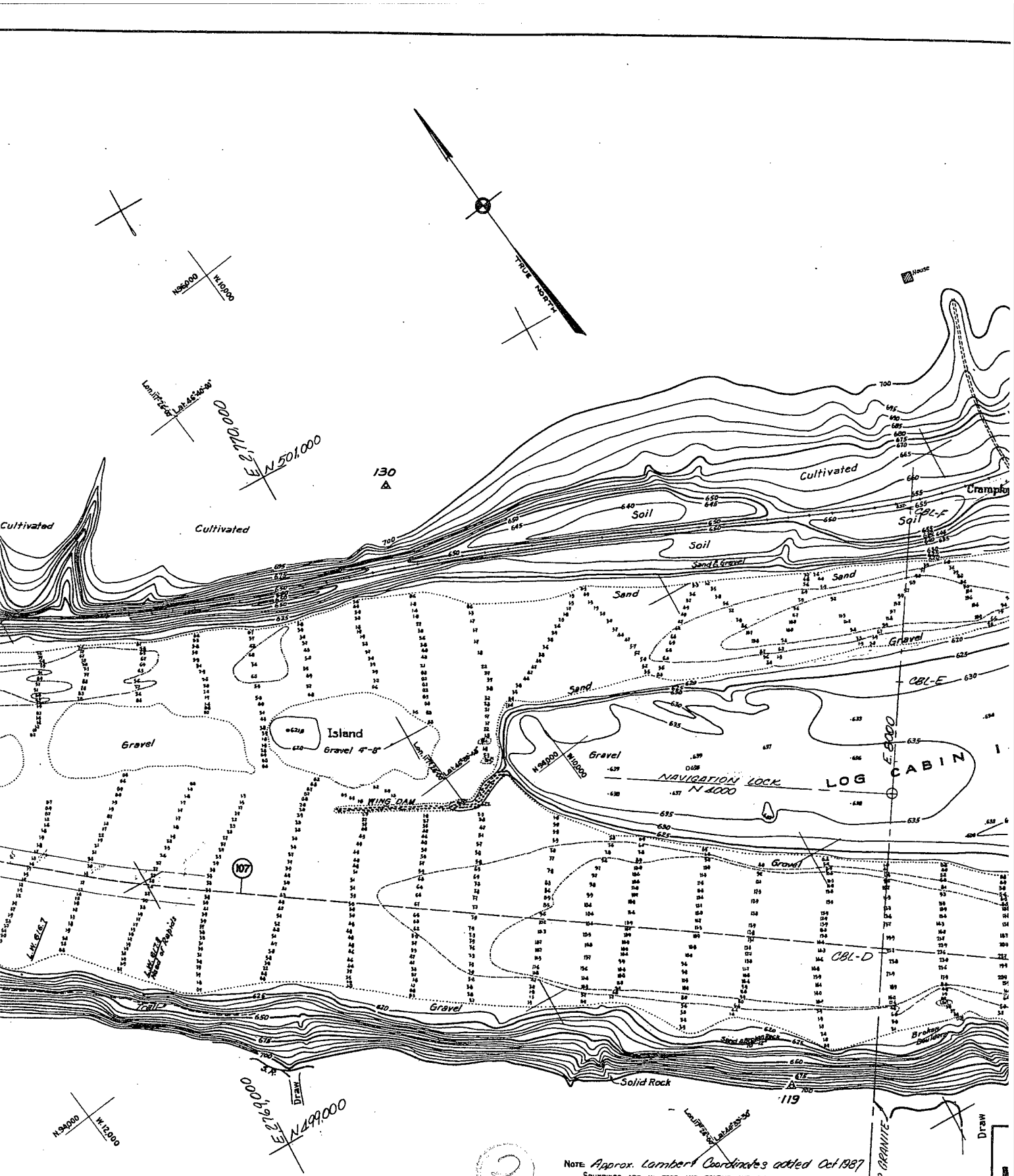
Drawn by E.W.F. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-I-12/95

WAR DEPARTMENT





NOTE: Approx. Lambert Coordinates added Oct 1987

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

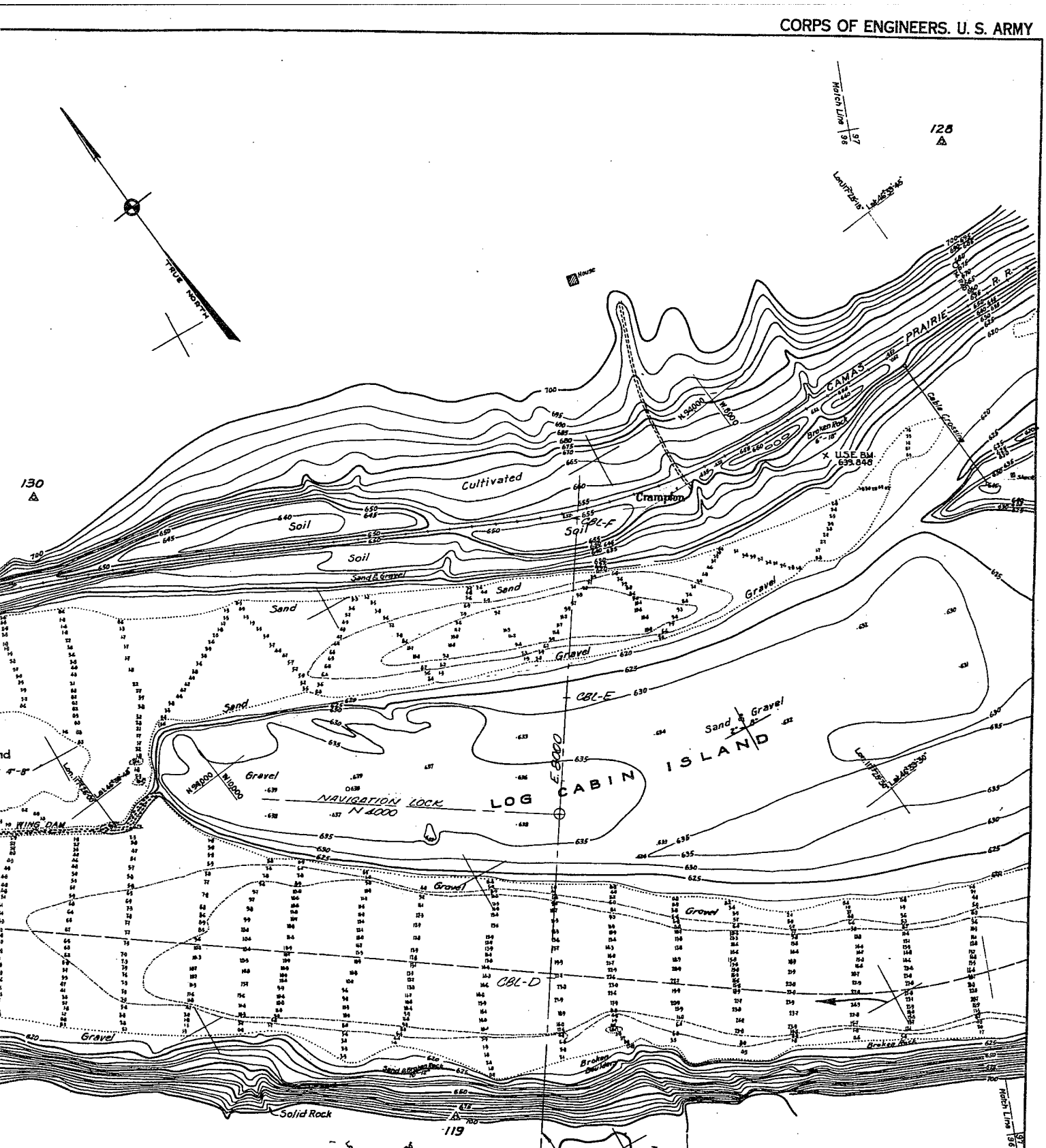
6 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (107)

SN-I-4/97
H-9-2/98



NOTE: Approx. Lambert Coordinates added Oct 1987

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (107)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 96

100 0 200 400 800 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: O. W. Williams, Major, Corps of Engineers

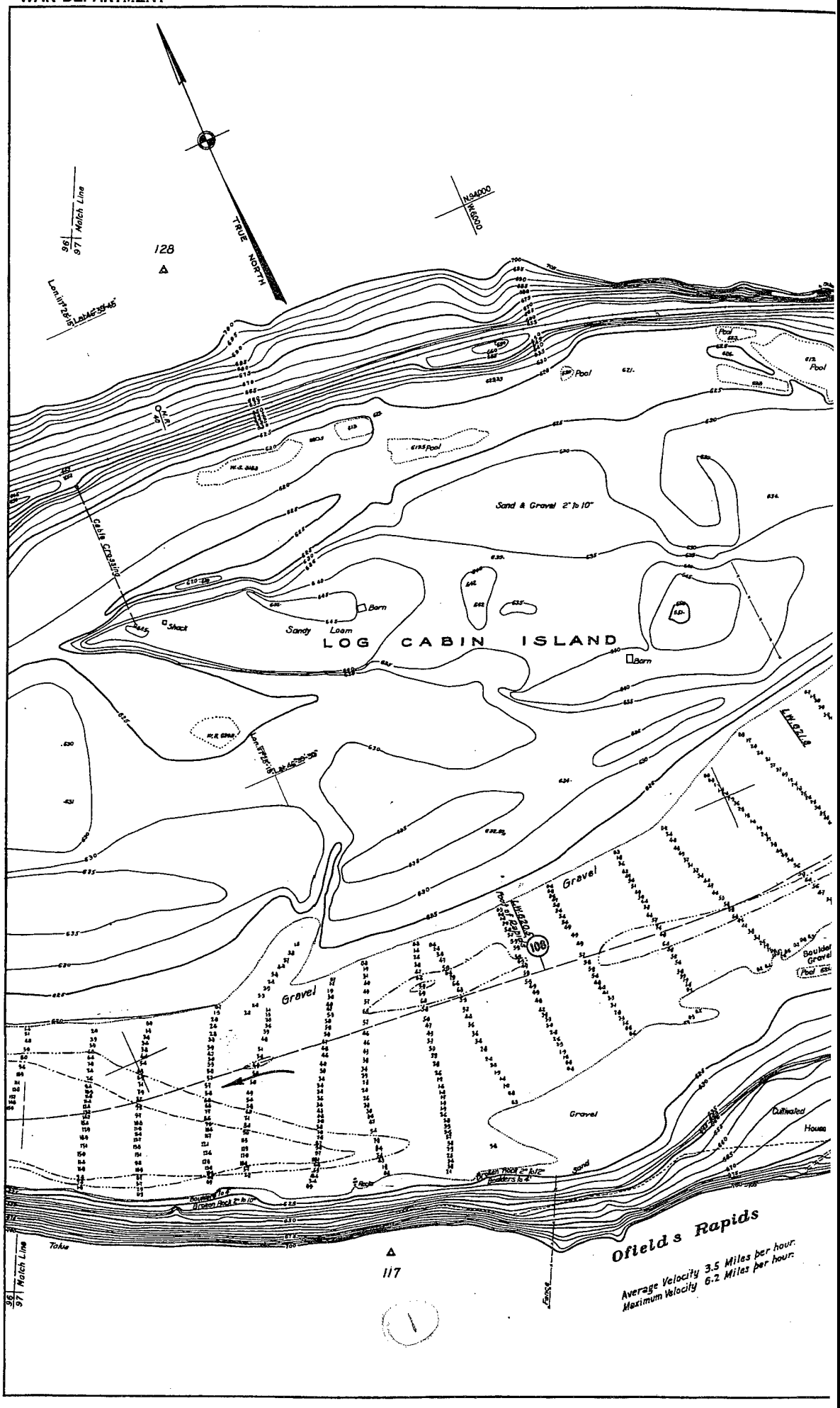
Drawn by E.W.F. R.G.Y.

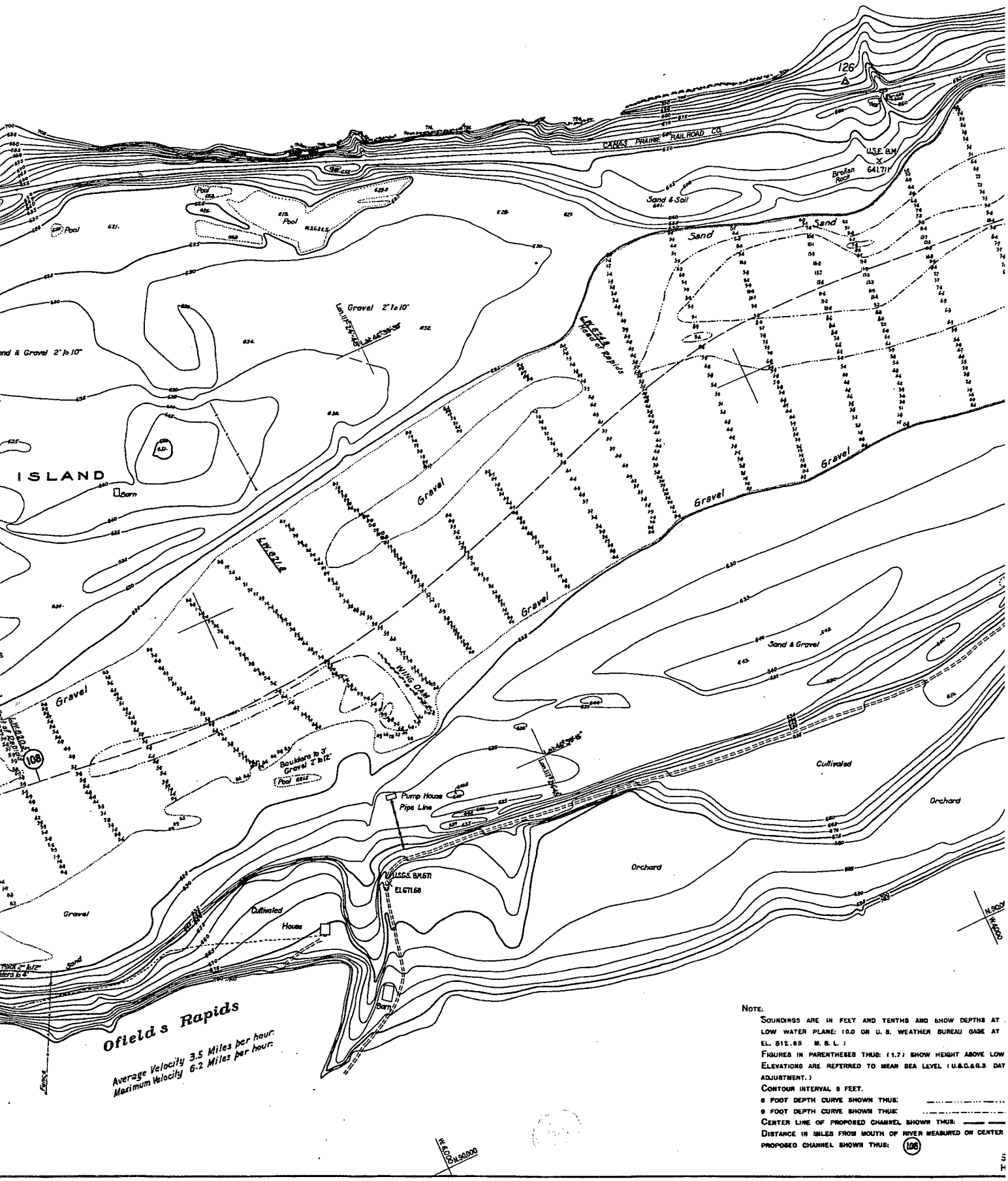
Transmitted with report dated June 10, 1935.

SN-I-4/97
H-9-2/96

SN-I-12/96

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT EL. 512.65 M. B. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DAT ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (106)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.65 M. S. L.)

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (106)

SN-1-4/98
H-9-2/97

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 97

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allan L. Darr, Associate Engineer

Approved: [signature], Major, Corps of Engineers

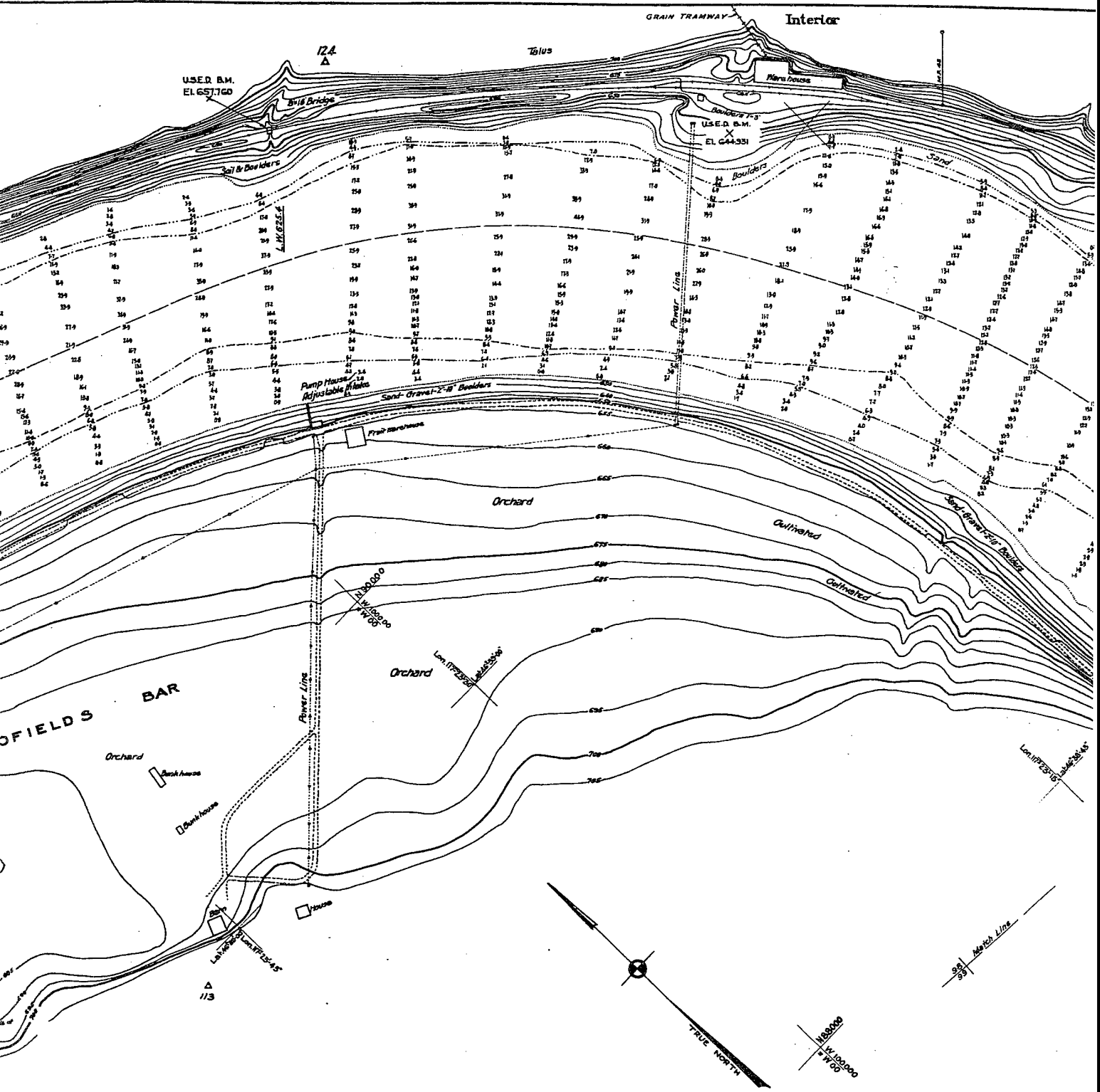
Drawn by C.A.D. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/97

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE
EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (17.7) SHOW HEIGHT ABOVE L
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S.
ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6-FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENT
PROPOSED CHANNEL SHOWN THUS: (110)

S
H



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1925 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (110)

SN-1-4/99
H-9-2/98

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 98

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Dana, Associate Engineer

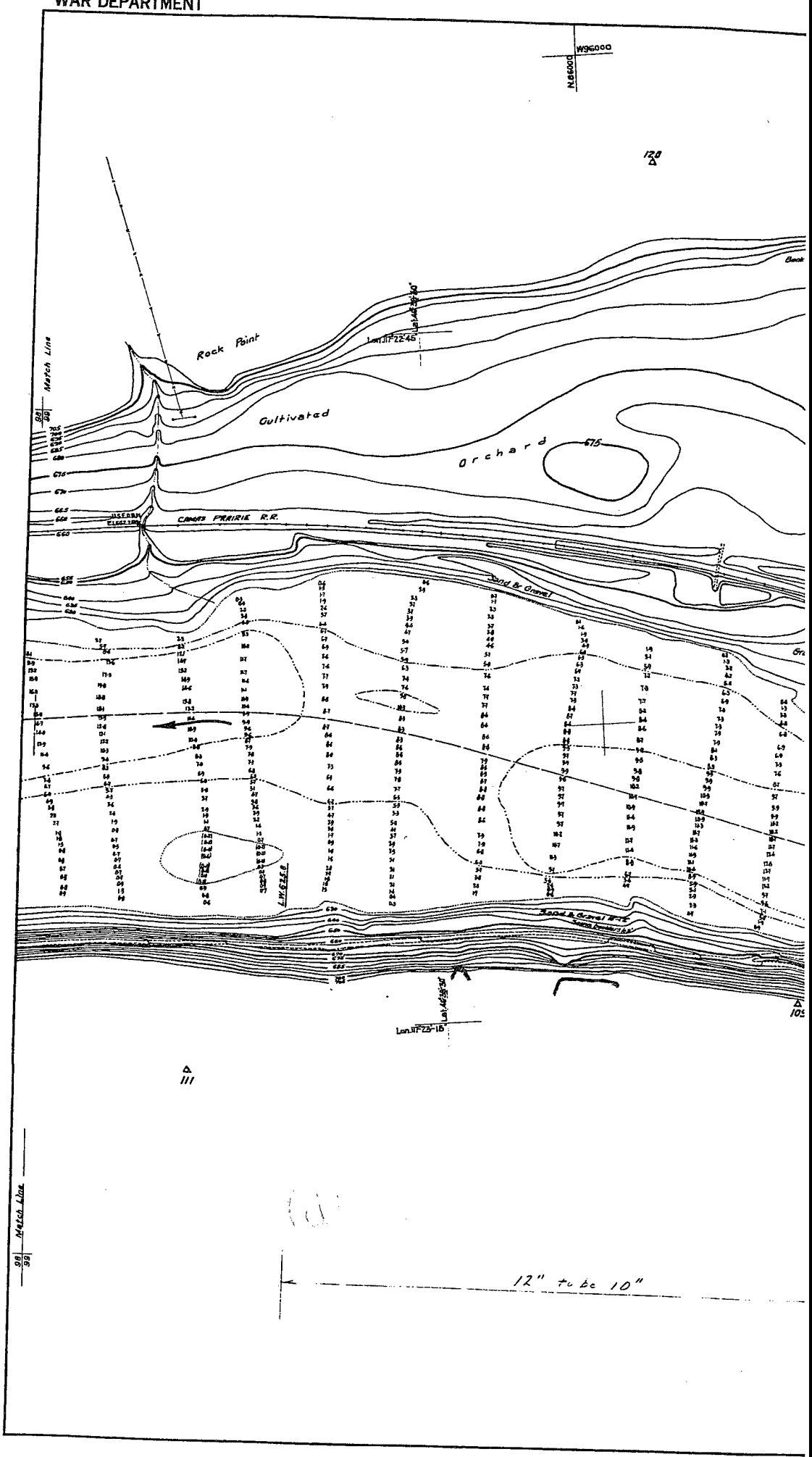
Approved: [illegible] Williams, Major, Corps of Engineers

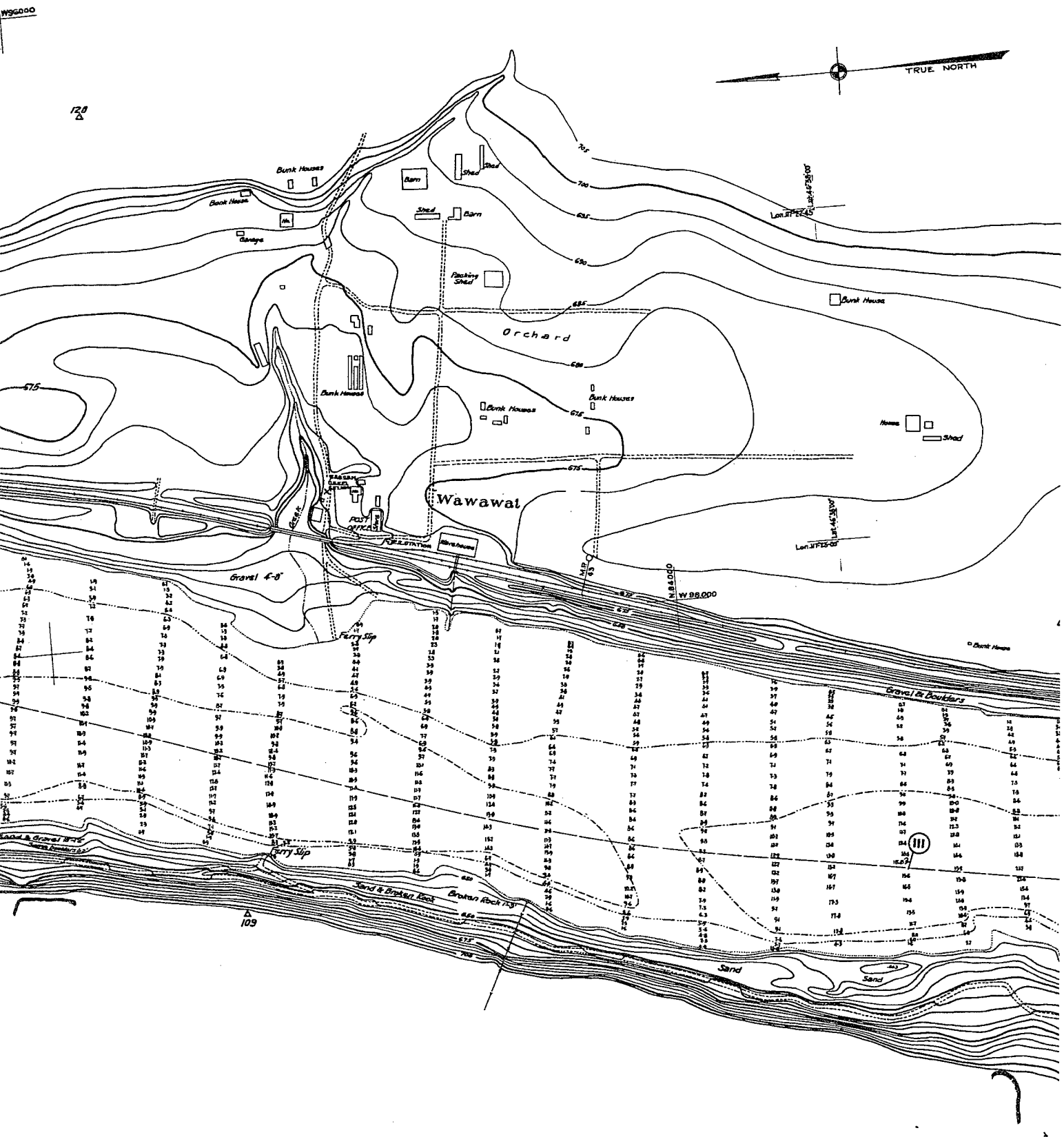
Drawn by G.E.T. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/98

WAR DEPARTMENT





Note:

Soundings are in feet and tenths and show depths at ado
low water plane: (0.0 on U.S. Weather Bureau gage at Rip
el. 512.08 M.S.L.)

Figures in parentheses thus: (1.7) show height above low w

Elevations are referred to mean sea level (U.S.C.&G.S. datum
adjustment.)

Contour interval 5 feet.

6 foot depth curve shown thus: ——·——·——

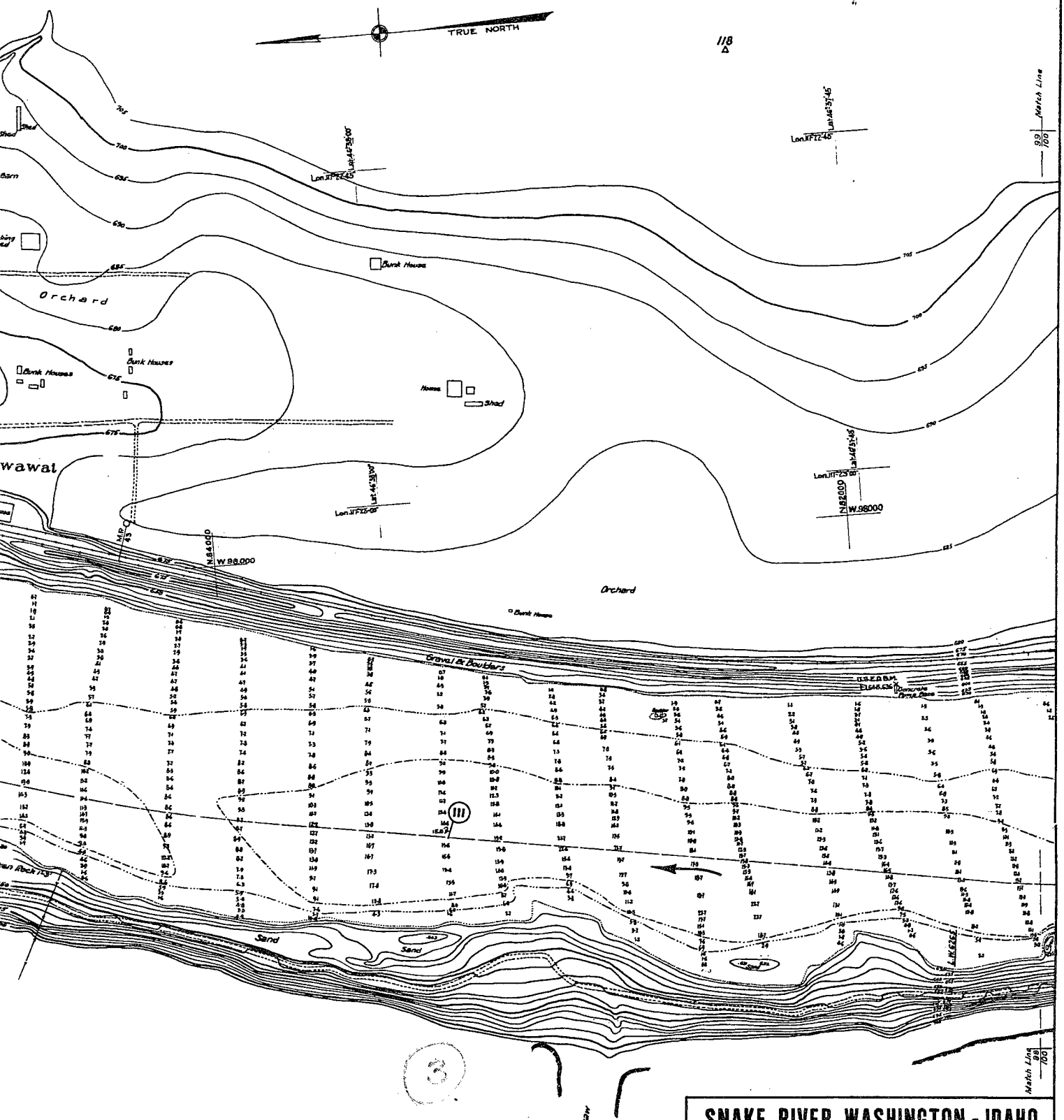
9 foot depth curve shown thus: ——··——··——

Center line of proposed channel shown thus: ——— ——— —

Distance in miles from mouth of river measured on center li

Proposed channel shown thus: (III)

" to be 10"



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (111)

SN-1-4/100
H-9-2/99

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 99.

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

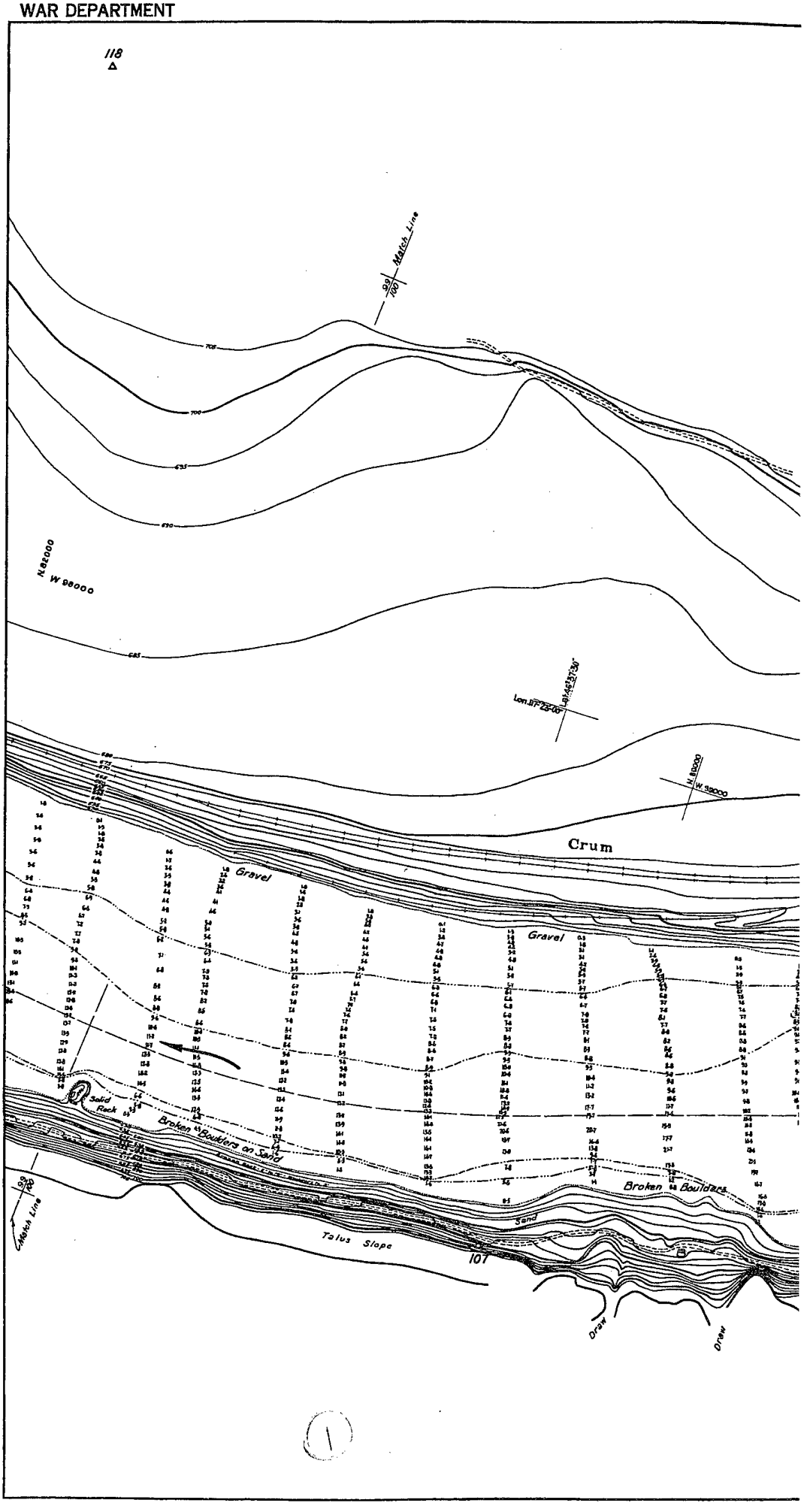
Approved: C. H. Williams, Major, Corps of Engineers

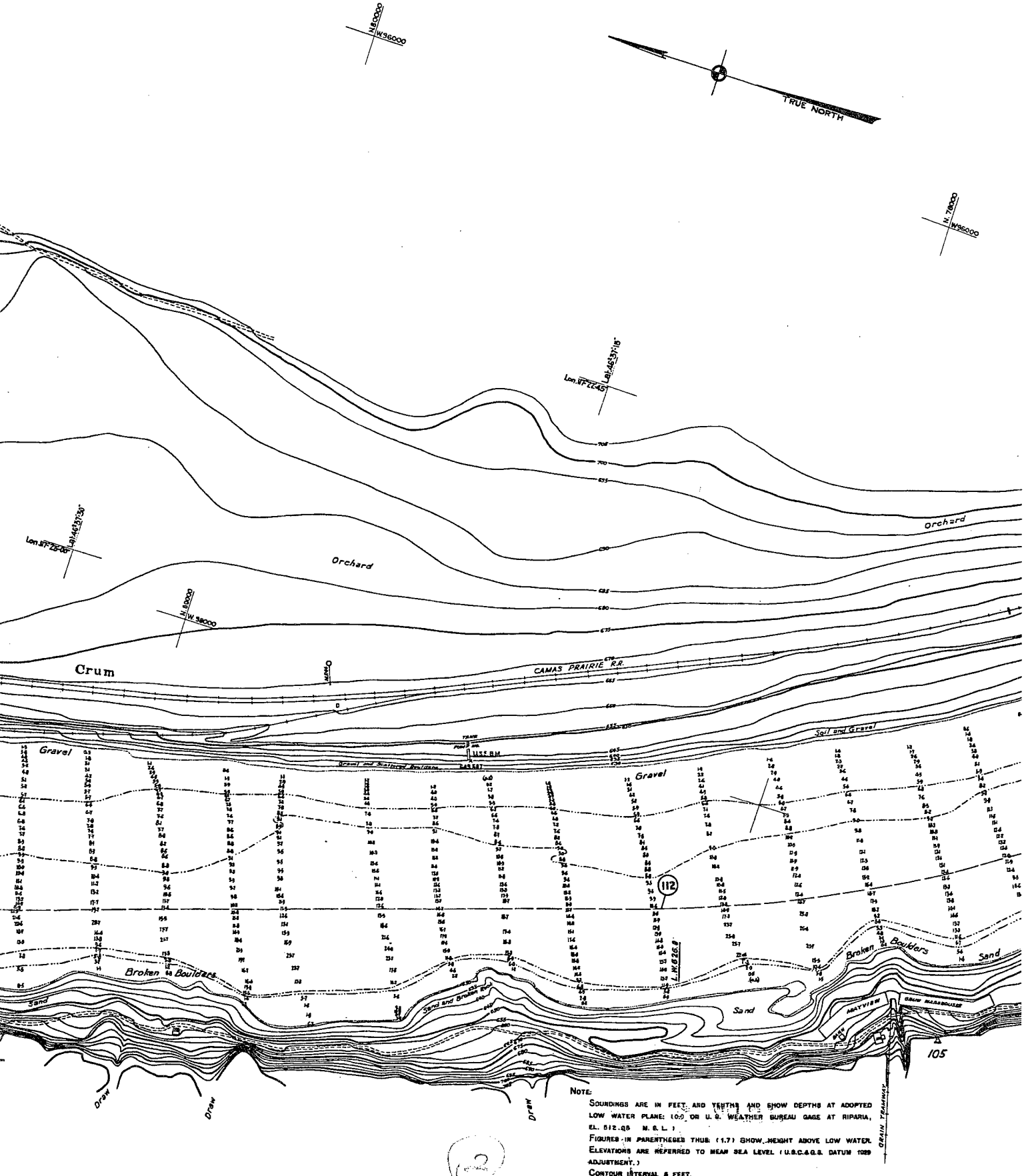
Drawn by G.E.T. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/99

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.08 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

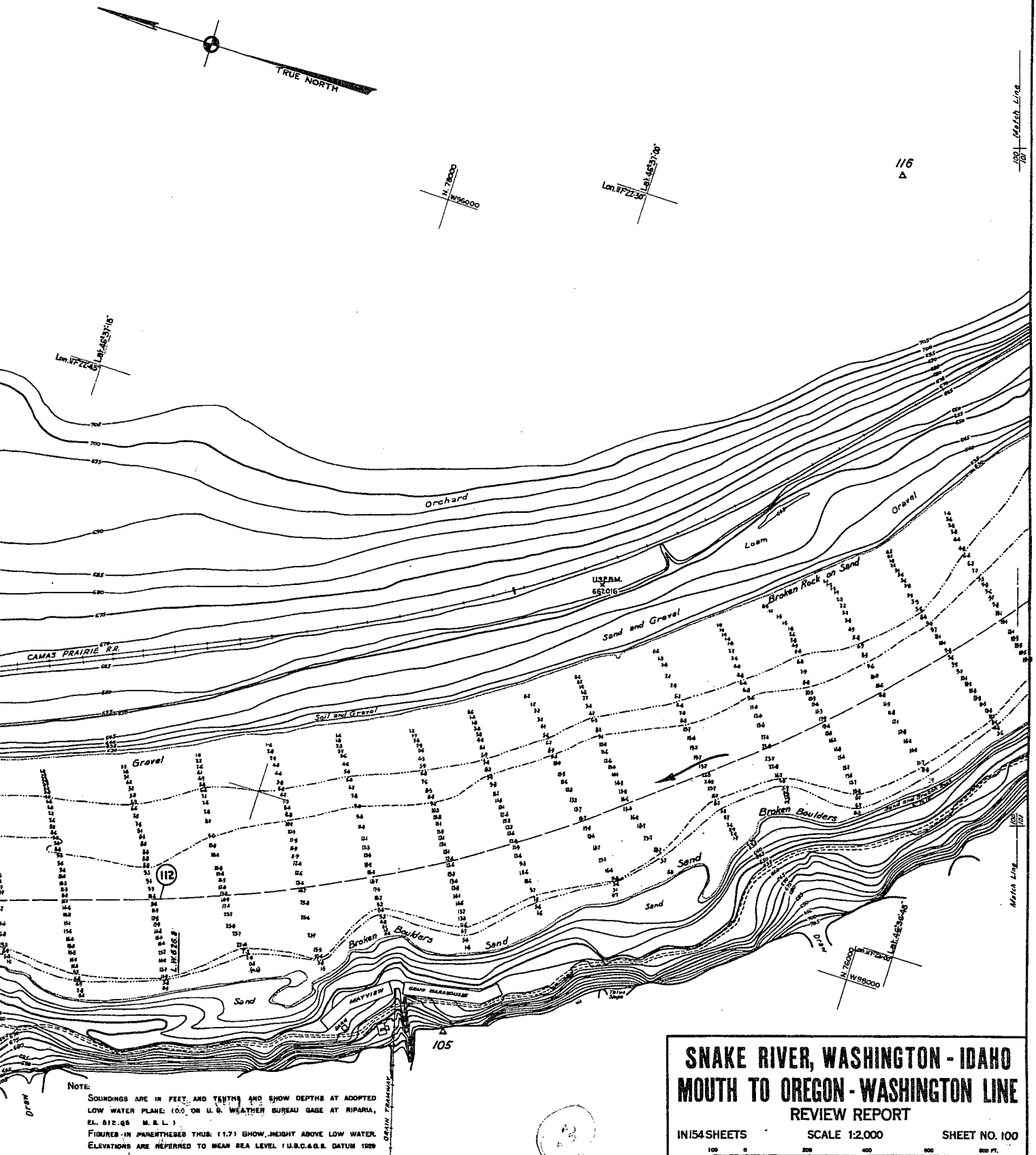
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (112)



Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, el. 812.68 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

5 foot depth curve shown thus: ——————

9 foot depth curve shown thus: ——————

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (112)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 100

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: O. A. Williams, Major, Corps of Engineers

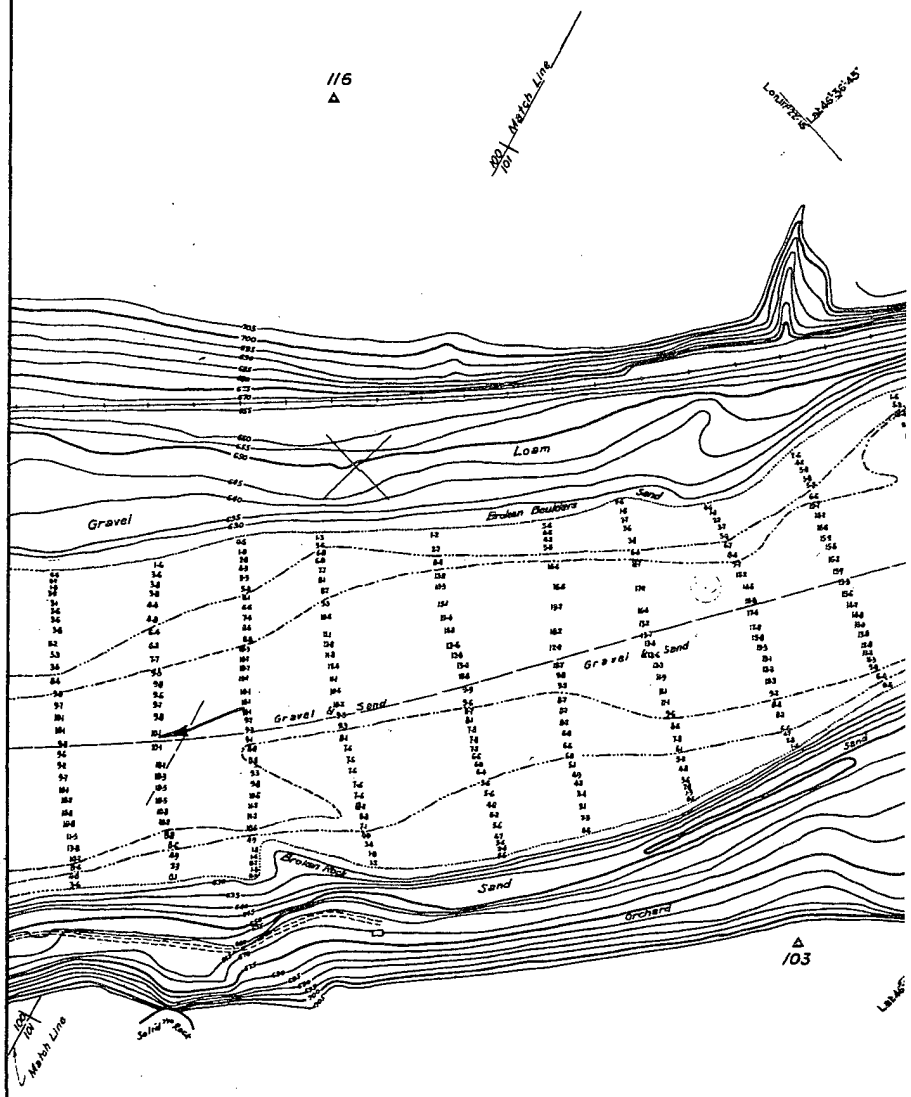
Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-4/101
H-9-2/100

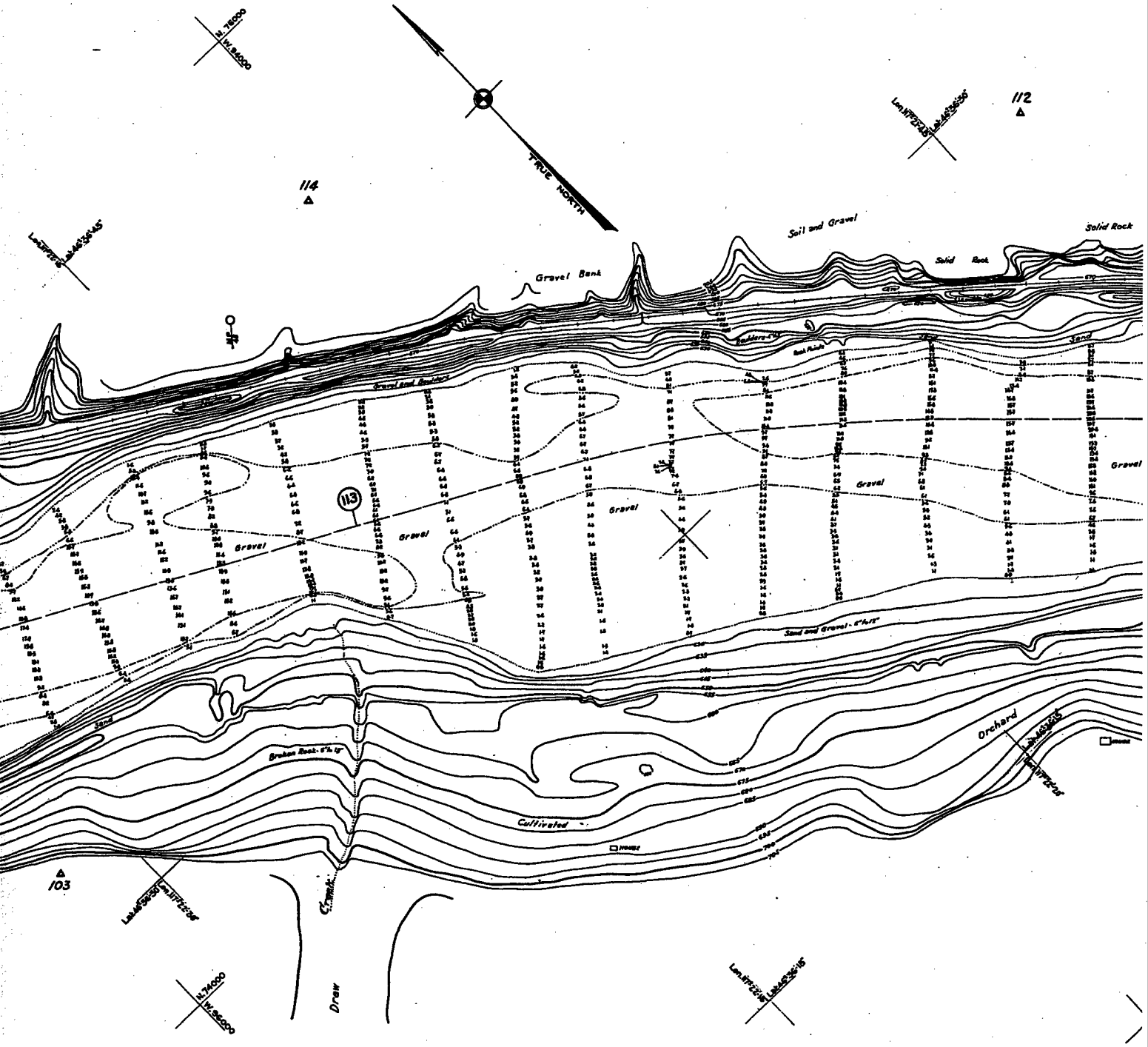
SN-1-12/100

WAR DEPARTMENT



12" to b

(1)



12" to be 10"

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT MO LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT HO EL. 512.65 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW V

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM ADJUSTMENT.)

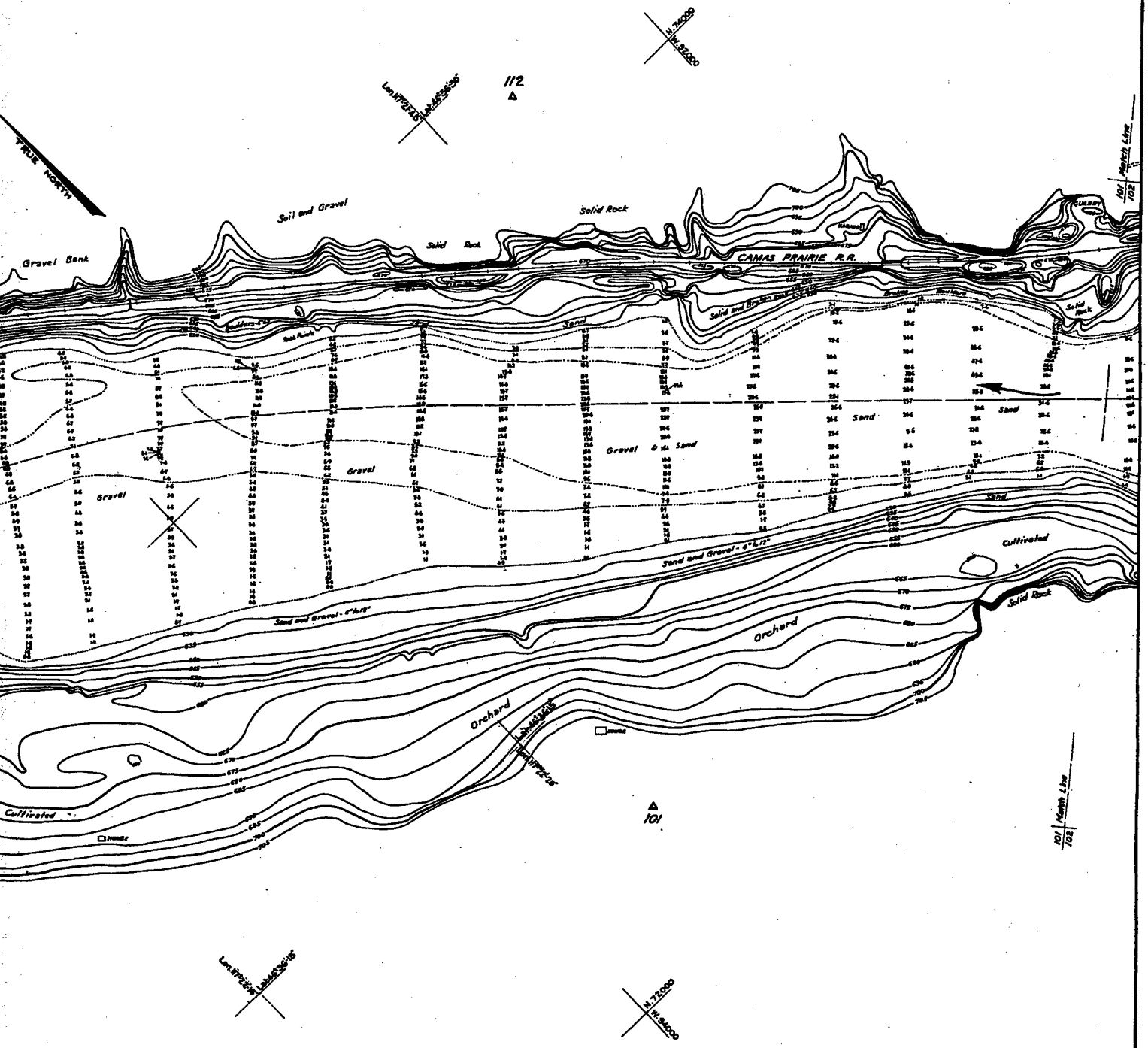
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS:

9 FOOT DEPTH CURVE SHOWN THUS:

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LI PROPOSED CHANNEL SHOWN THUS: (113)



(3)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 312.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

3 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (13)

SN-1-4/102
H-9-2/101

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 101

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: H. Williams, Major, Corps of Engineers

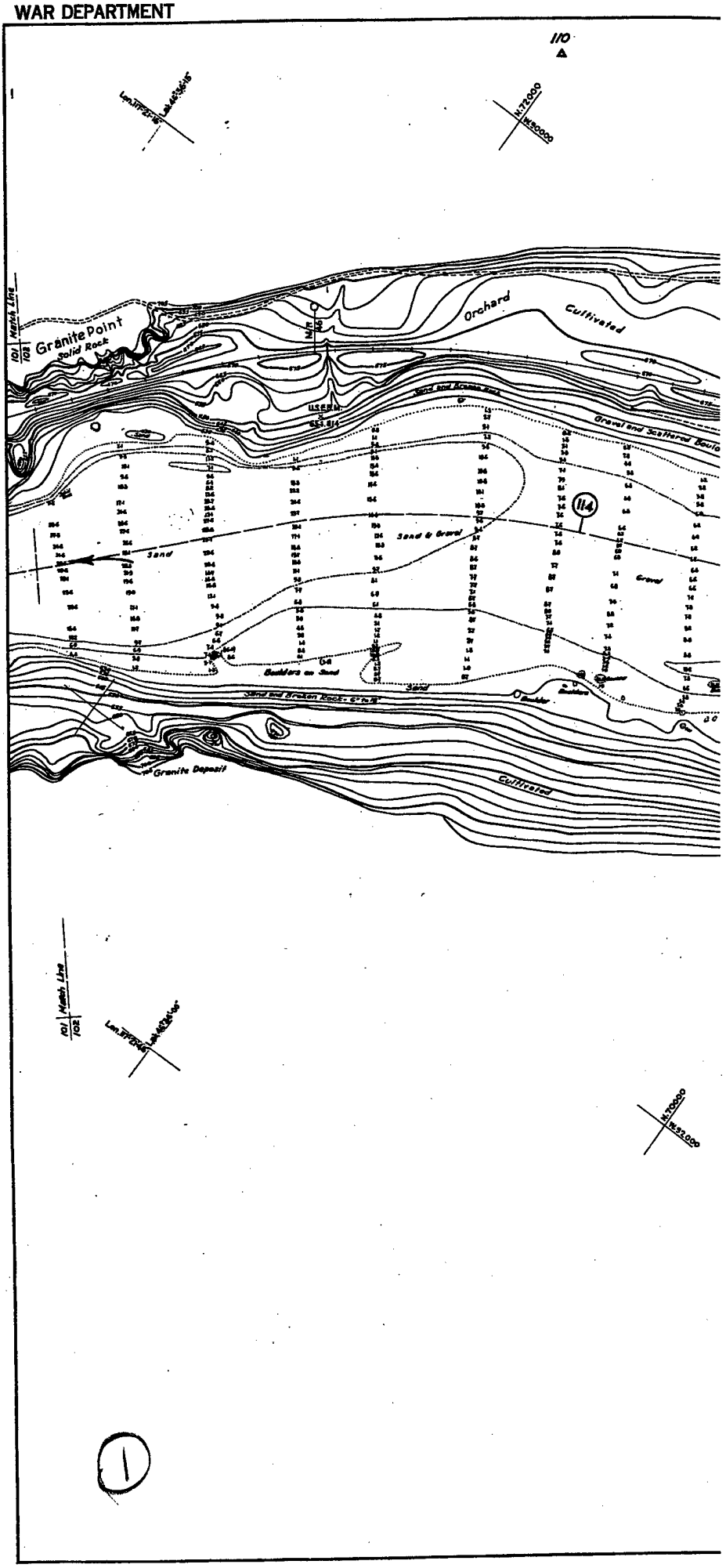
Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935.

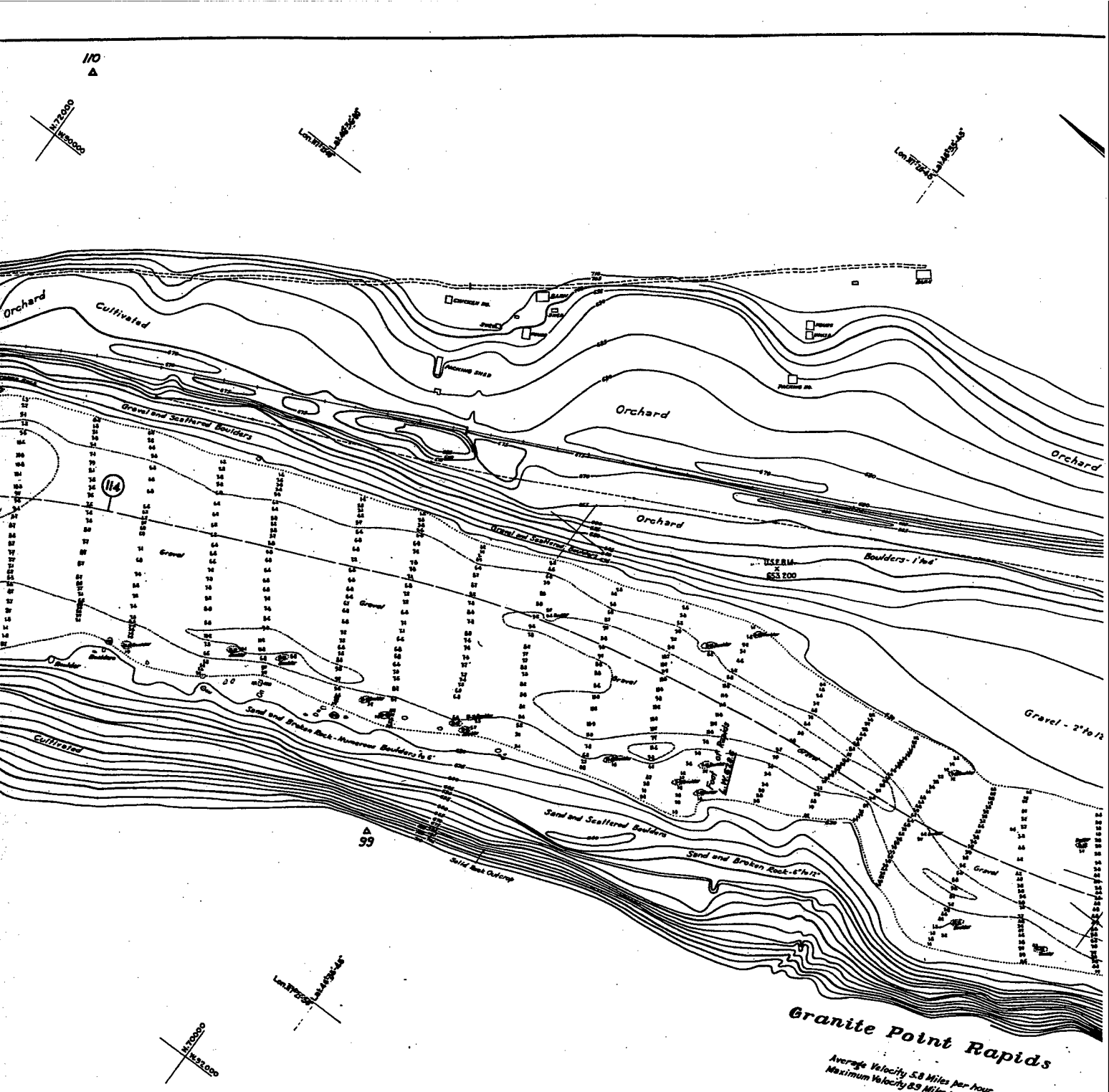
-2/302.4(1)-d.

SN-1-12/101

WAR DEPARTMENT



1



(2)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AT LOW WATER PLANE: (0.0 ON U. S. WEATH EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHO ELEVATIONS ARE REFERRED TO MEAN SEA L ADJUSTMENT.)

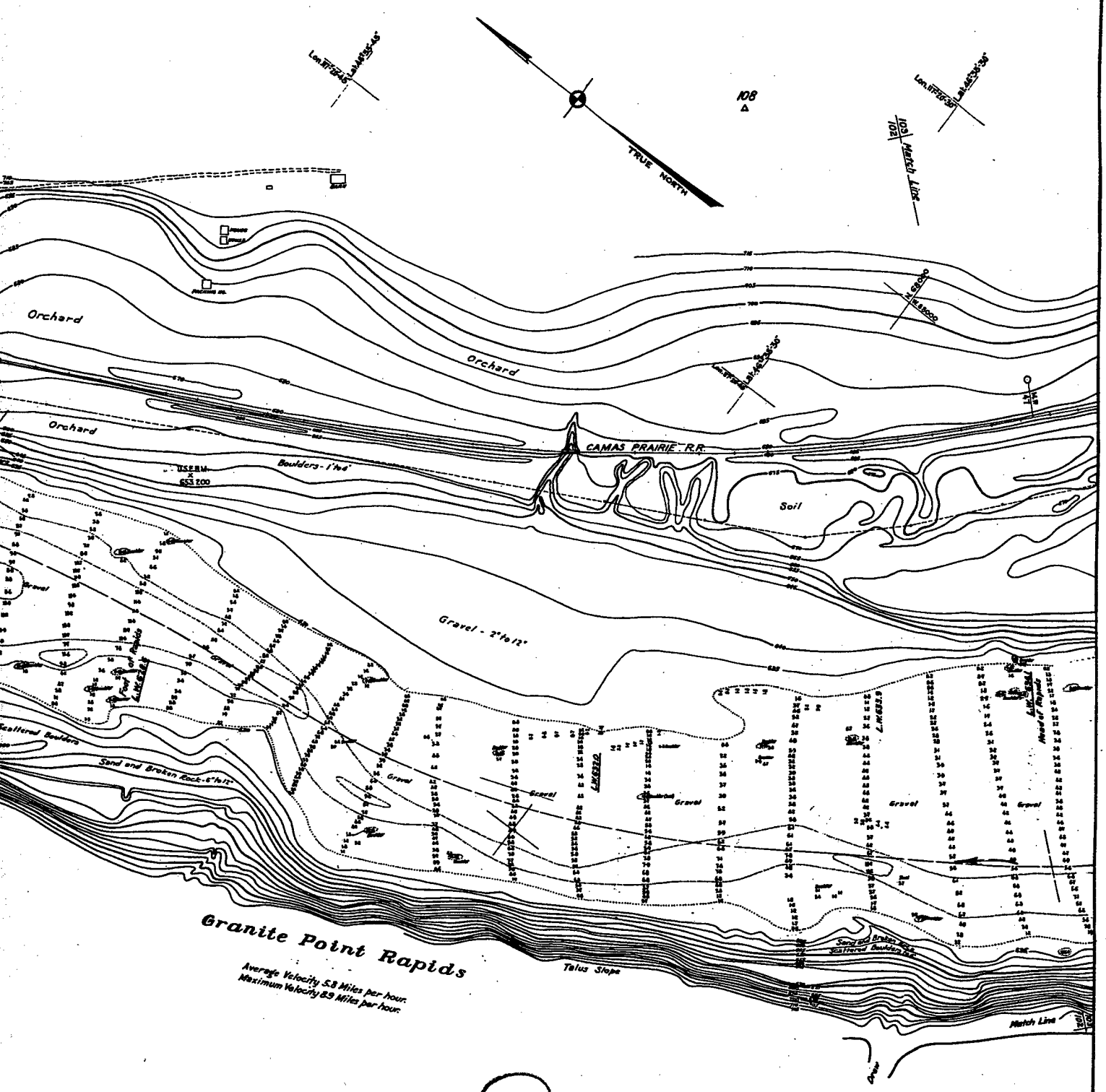
CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS:

9 FOOT DEPTH CURVE SHOWN THUS:

CENTER LINE OF PROPOSED CHANNEL SHOW

DISTANCE IN MILES FROM MOUTH OF RIVER PROPOSED CHANNEL SHOWN THUS: (114)



(3)

Note:

Soundings are in feet and tenths and show depths at adopted low water plane: 10.0 on U. S. Weather Bureau gage at Riparia, el. 512.05 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

6 foot depth curve, shown thus: ——·——·——

9 foot depth curve shown thus: ——··——··——

Center line of proposed channel shown thus: ——— — ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (114)

SN-1-4/103
H-9-2/102

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 102

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allan L. Darr, Associate Engineer

Approved: Thos. Williams, Major, Corps of Engineers

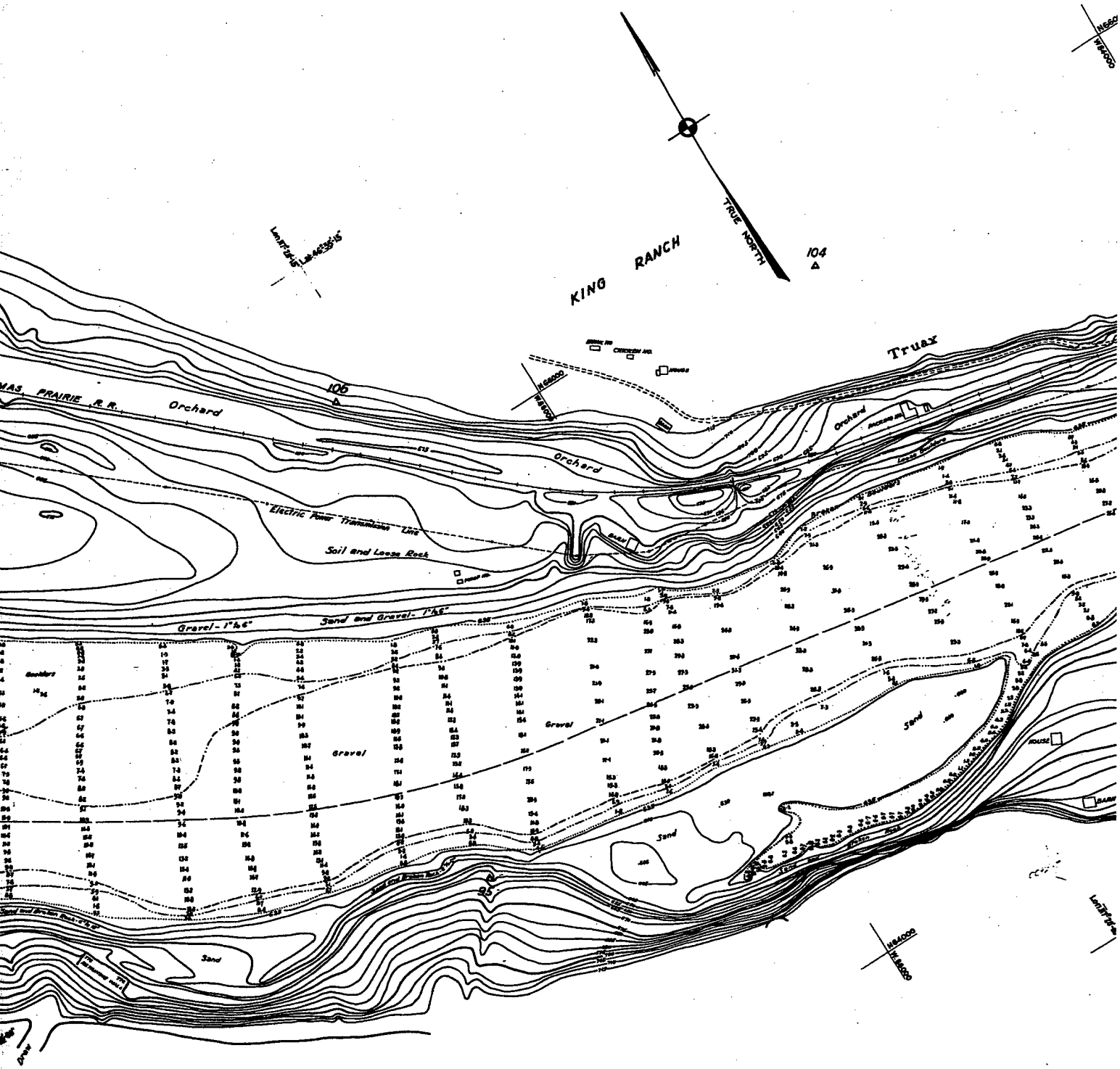
Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/102

WAR DEPARTMENT





(2)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DE LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT A ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: ——————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: —

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED O PROPOSED CHANNEL SHOWN THUS: (115)



(3)

Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, el. 512.65 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

5 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: ——— ——— ———

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (115)

SN-1-4/104
H-9-2/103

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 103

1000 0 2000 4000 6000 8000 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Barr, Associate Engineer

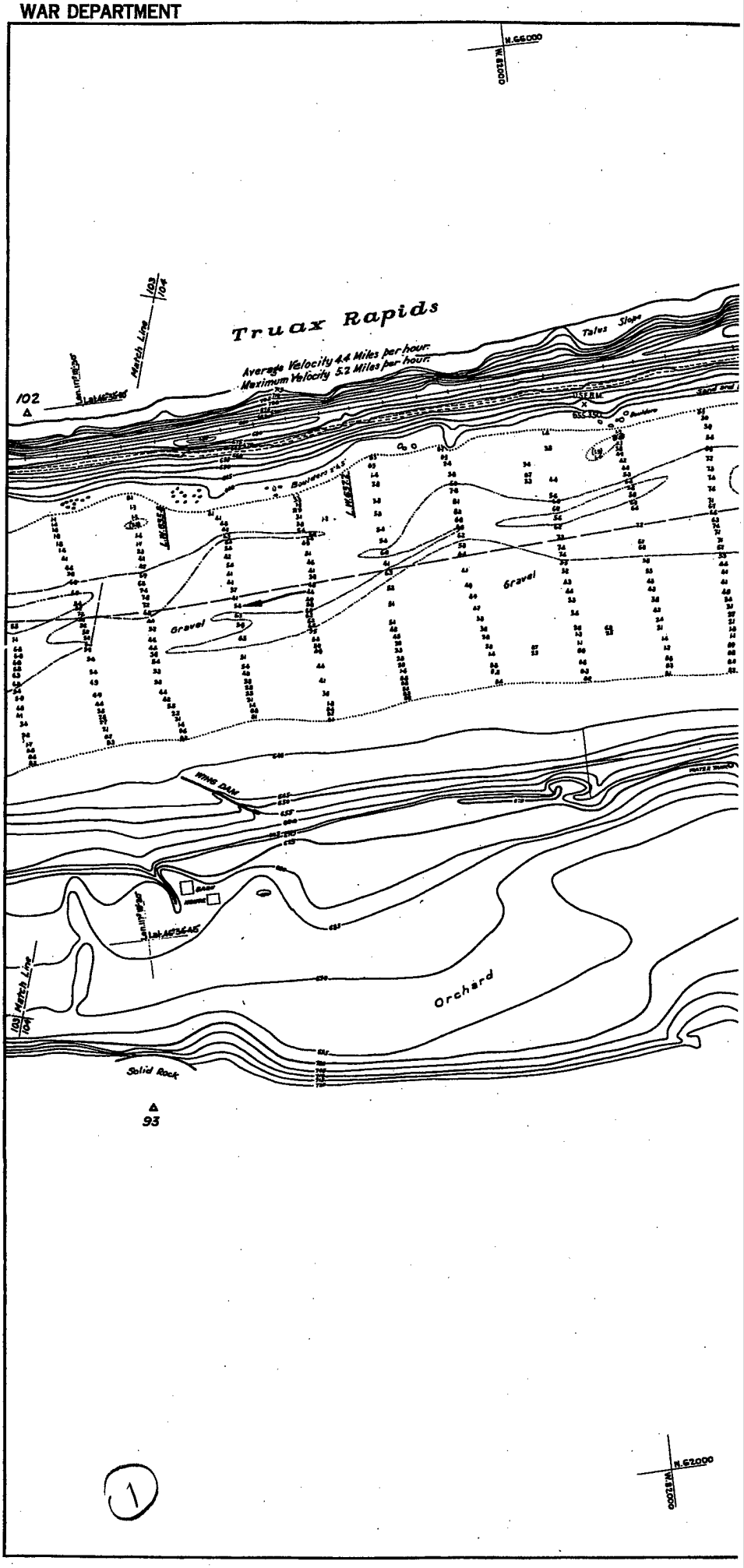
Approved: [signature], Major, Corps of Engineers

Drawn by J.M.D. R.E.Y.

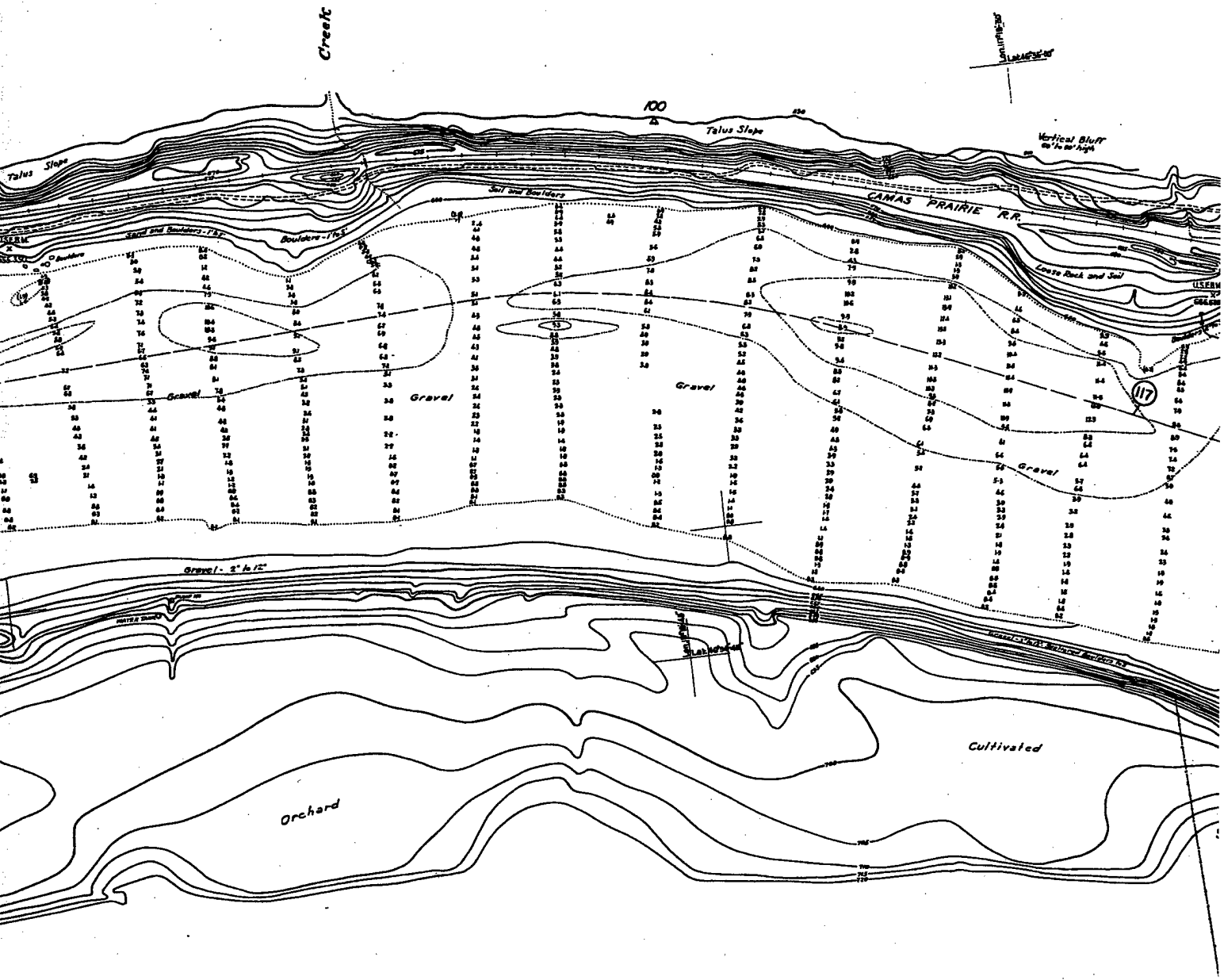
Transmitted with report dated June 10, 1935.

SN-1-12/103

WAR DEPARTMENT



(1)



(2)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA EL. 812.85 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM NO ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

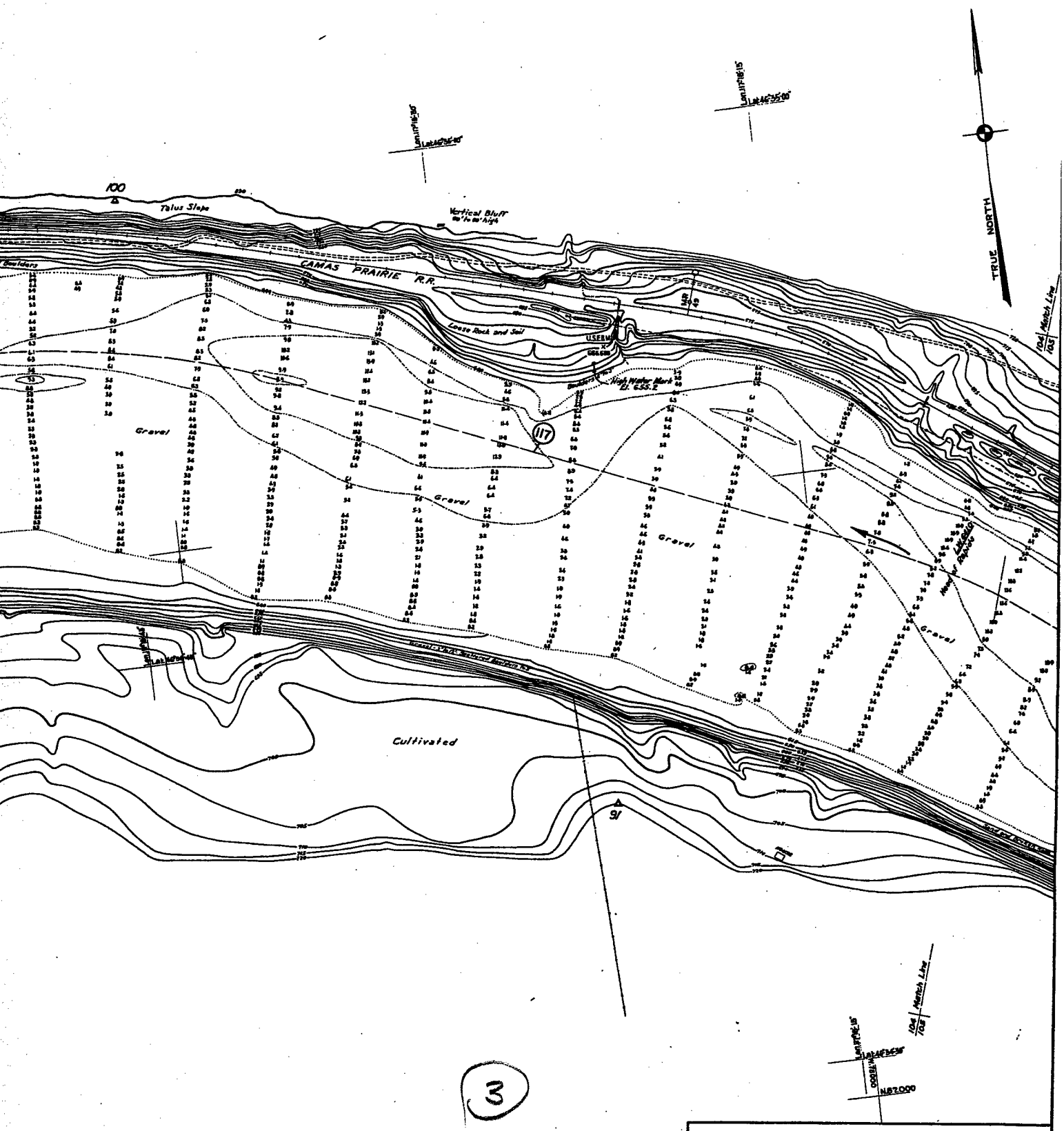
6 FOOT DEPTH CURVE SHOWN THUS:

9 FOOT DEPTH CURVE SHOWN THUS:

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (117)

SN-
H-9



3

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (117)

SN-1-4/105
H-9-2/104

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 104

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dana
Associate Engineer

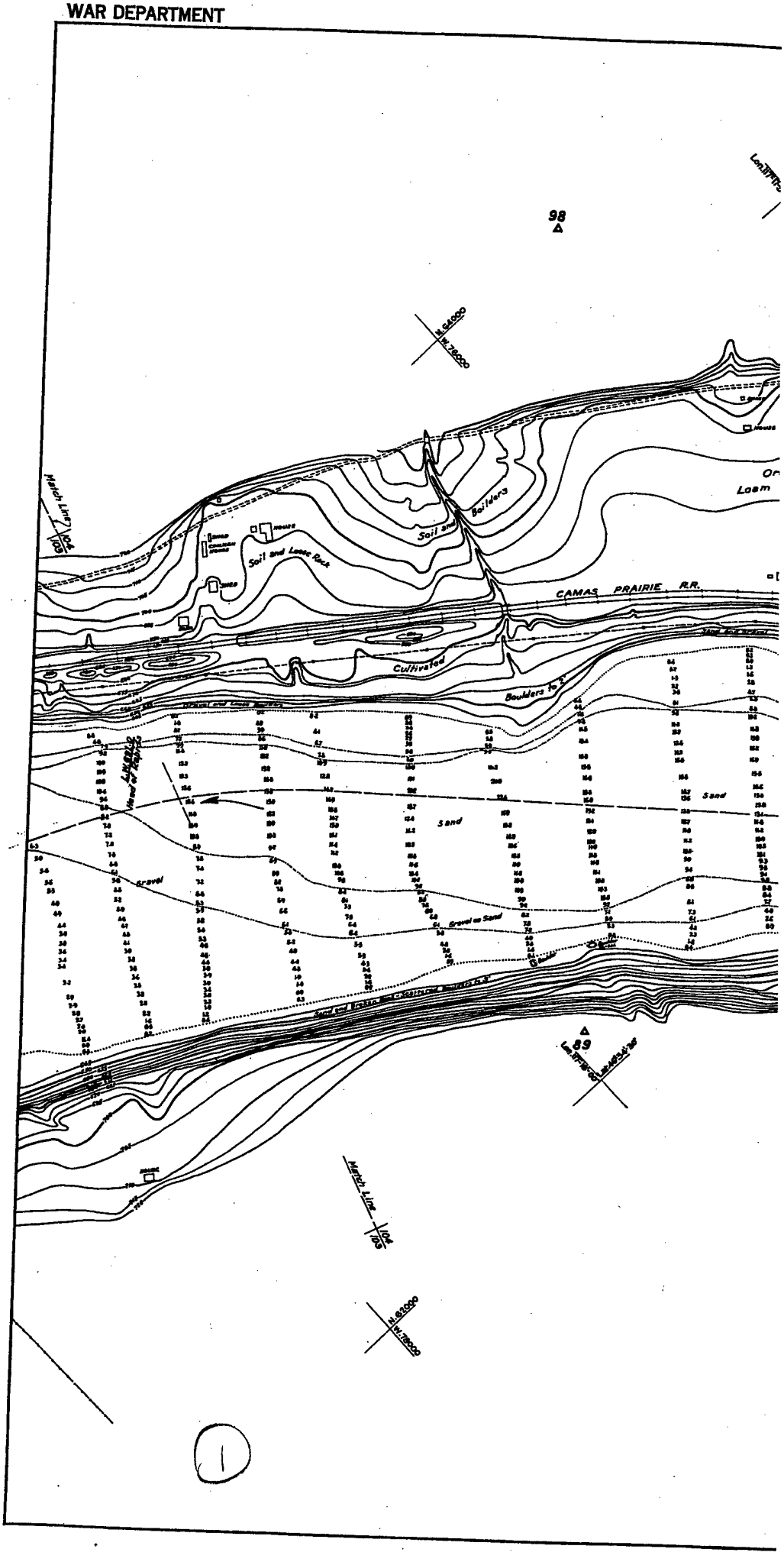
Approved: C. H. Williams
Major, Corps of Engineers

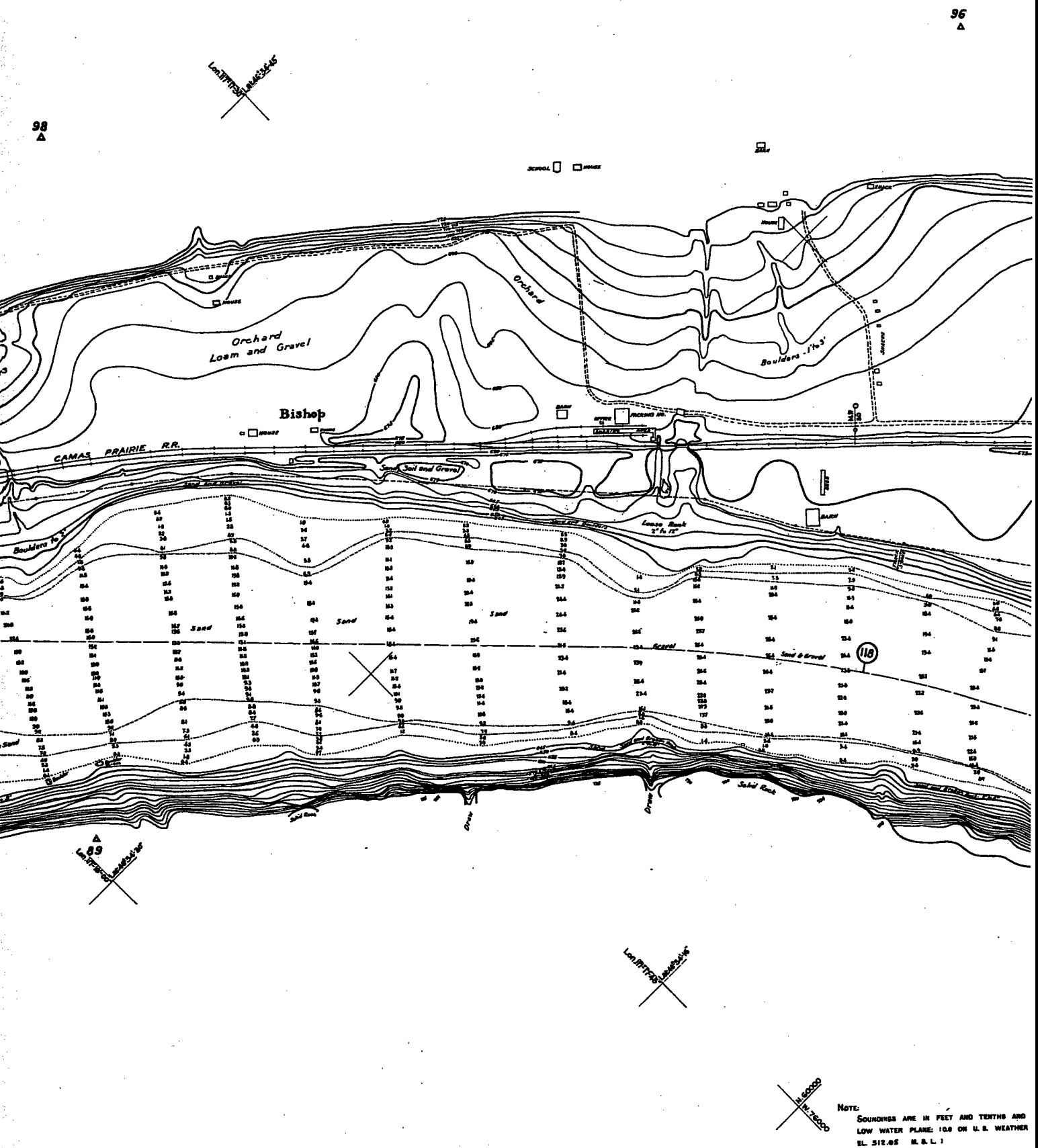
Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/104

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND LOW WATER PLANE: (0.0 ON U. S. WEATHER BL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW. ELEVATIONS ARE REFERRED TO MEAN SEA LEV ADJUSTMENT.)

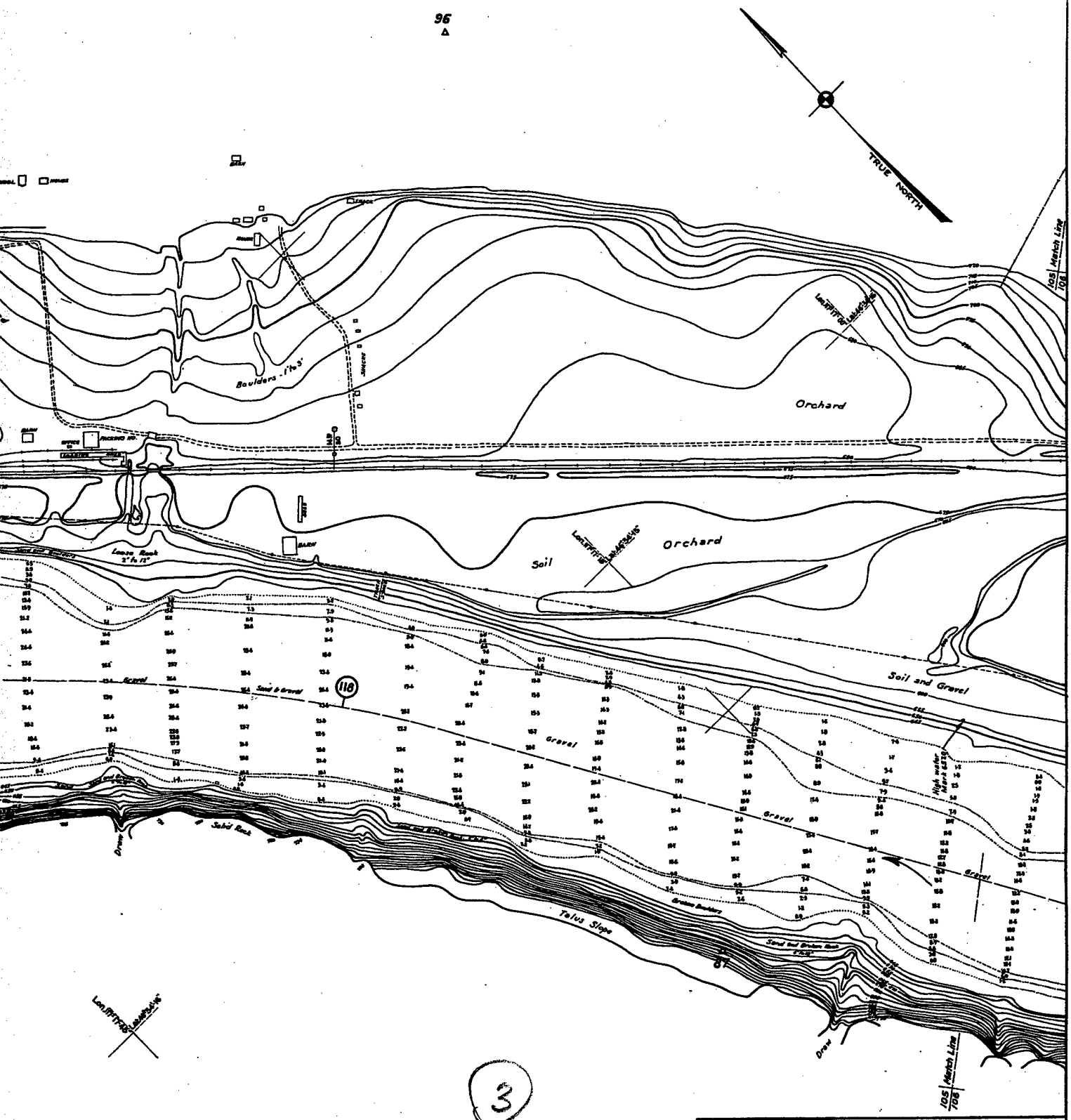
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——

9 FOOT DEPTH CURVE SHOWN THUS: - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN

DISTANCE IN MILES FROM MOUTH OF RIVER IS PROPOSED CHANNEL SHOWN THUS: (118)



3

N. 60000
W. 78000

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (118)

SN-I-4/106
H-9-2/105

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 105

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

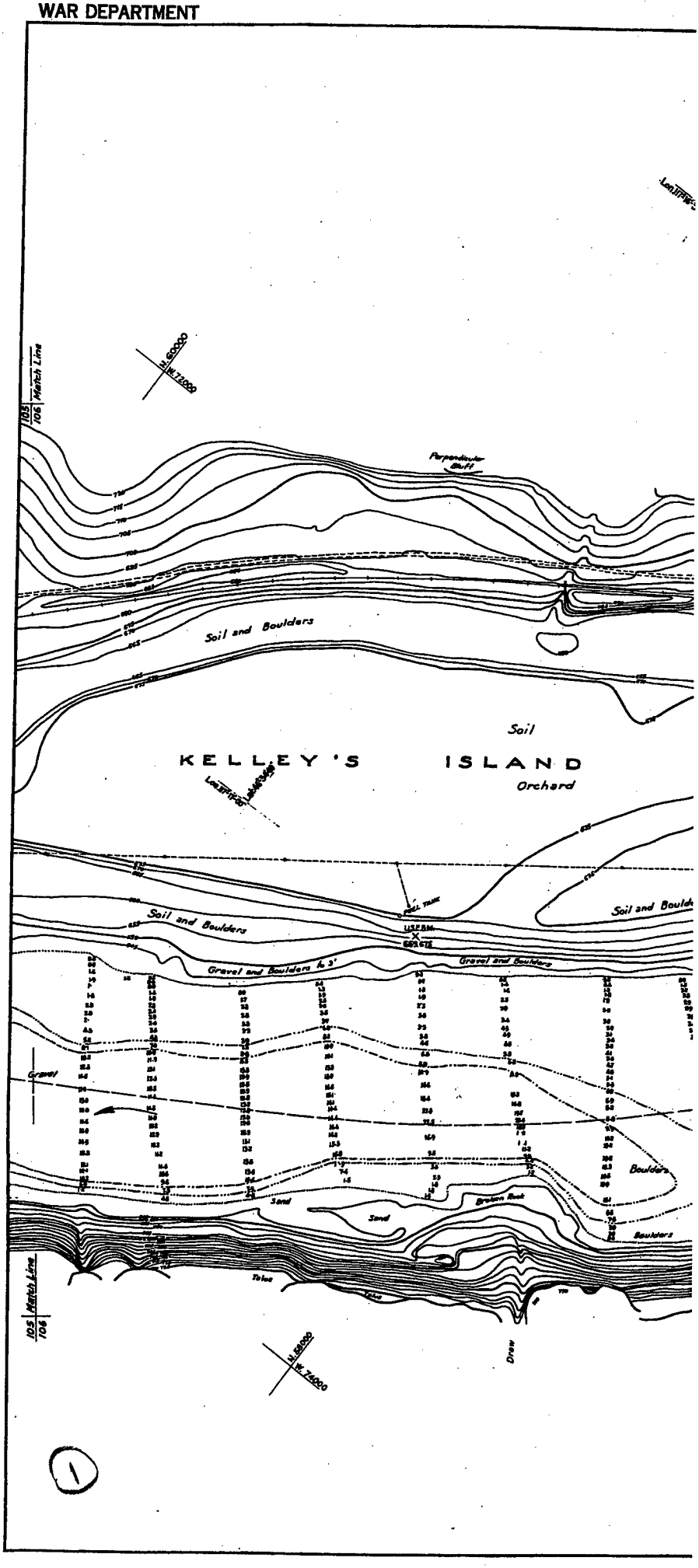
Approved: [signature], Major, Corps of Engineers

Drawn by J.M.B. R.G.Y.

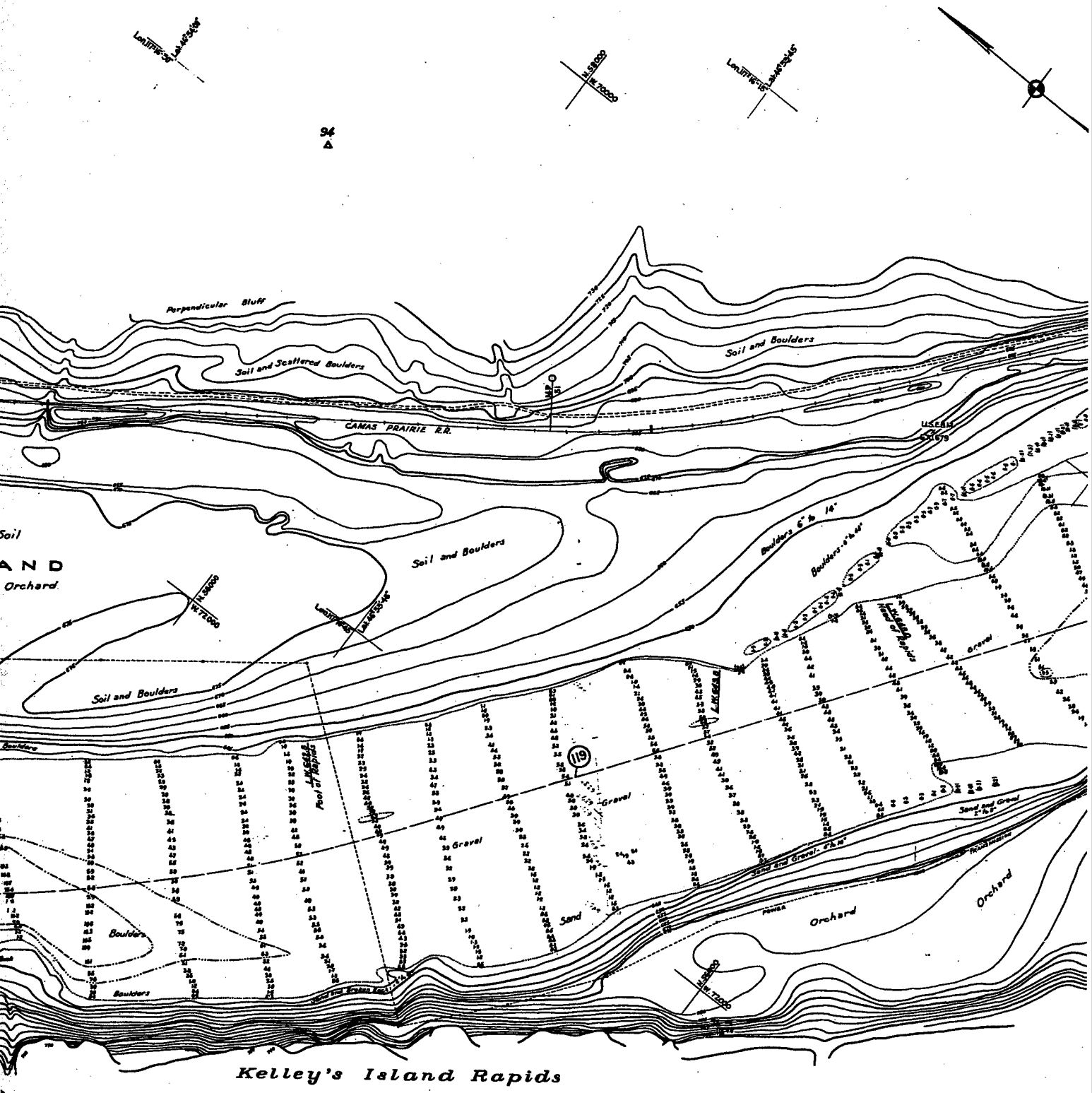
Transmitted with report dated June 10, 1935

SN-I-12/105

WAR DEPARTMENT



(1)



Kelley's Island Rapids

Average Velocity 5.0 Miles per hour.
Maximum Velocity 6.4 Miles per hour.

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEP
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU (
EL. 512.95 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT AB

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.S.
ADJUSTMENT.)

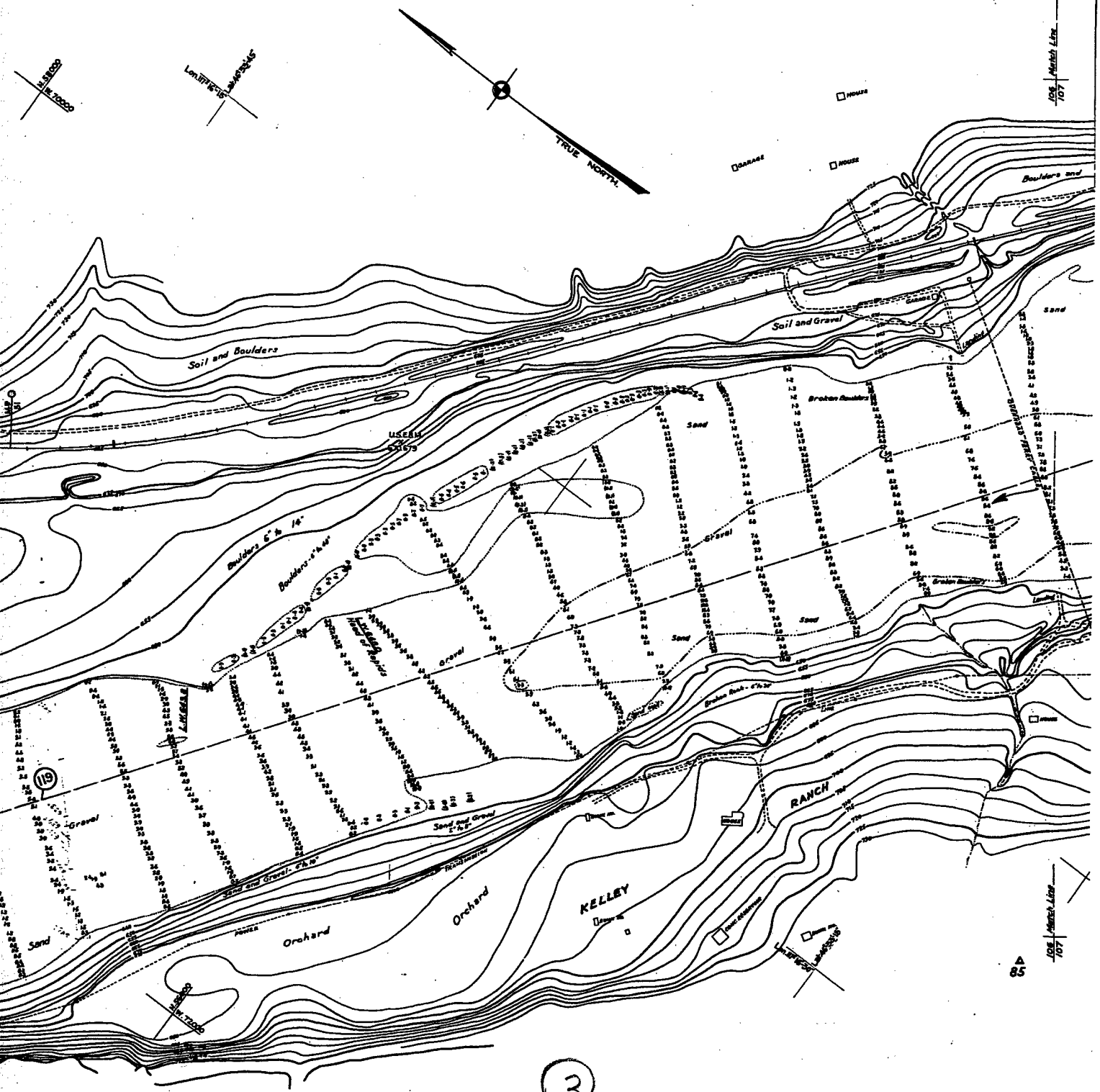
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: — · — · —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: —

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
PROPOSED CHANNEL SHOWN THUS: (119)



(3)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.03 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.& G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (119)

SN-1-4/107
H-9-2/106

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 106

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dorr, Associate Engineer

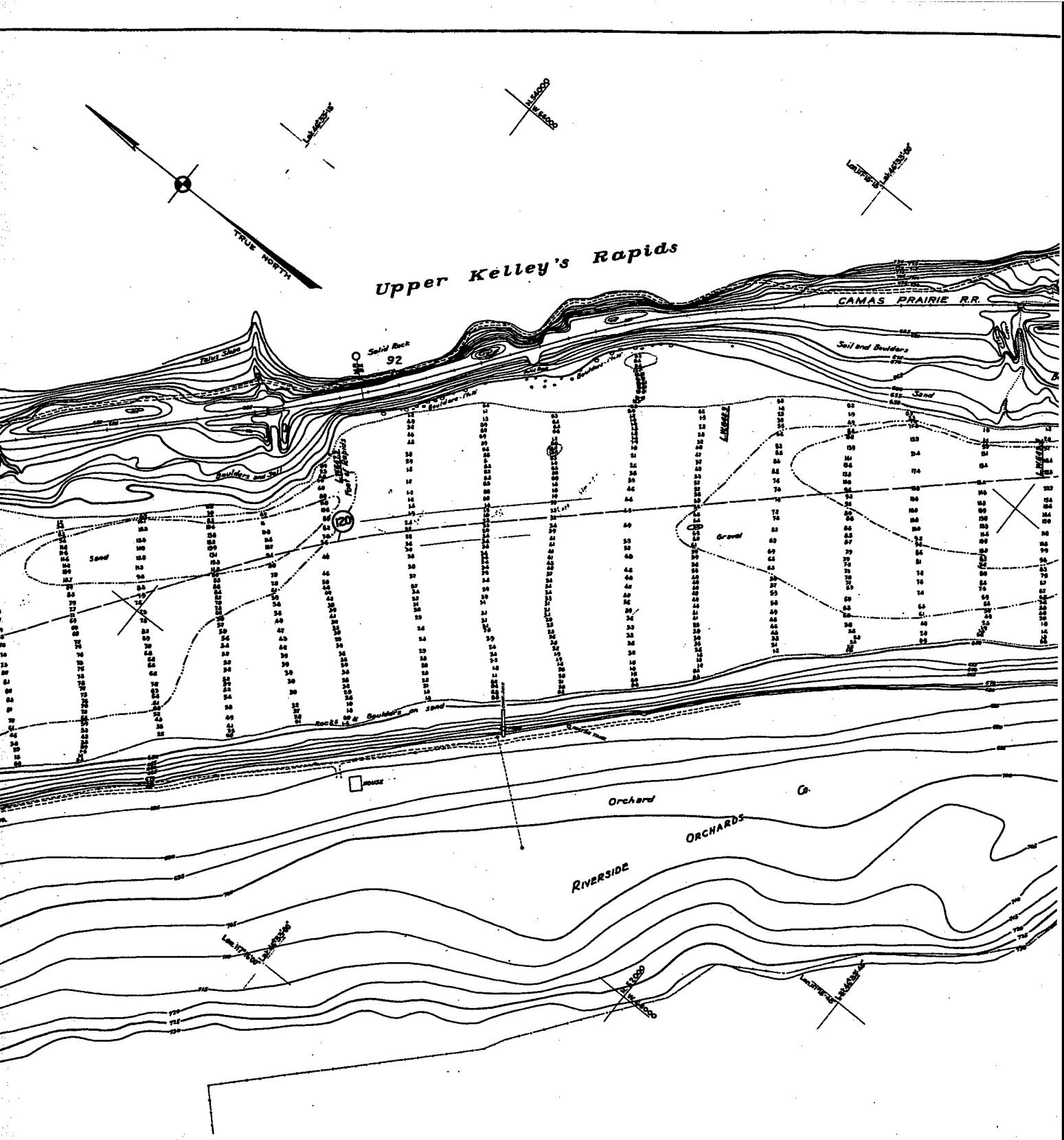
Approved: C. H. Williams, Major, Corps of Engineers

Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/106

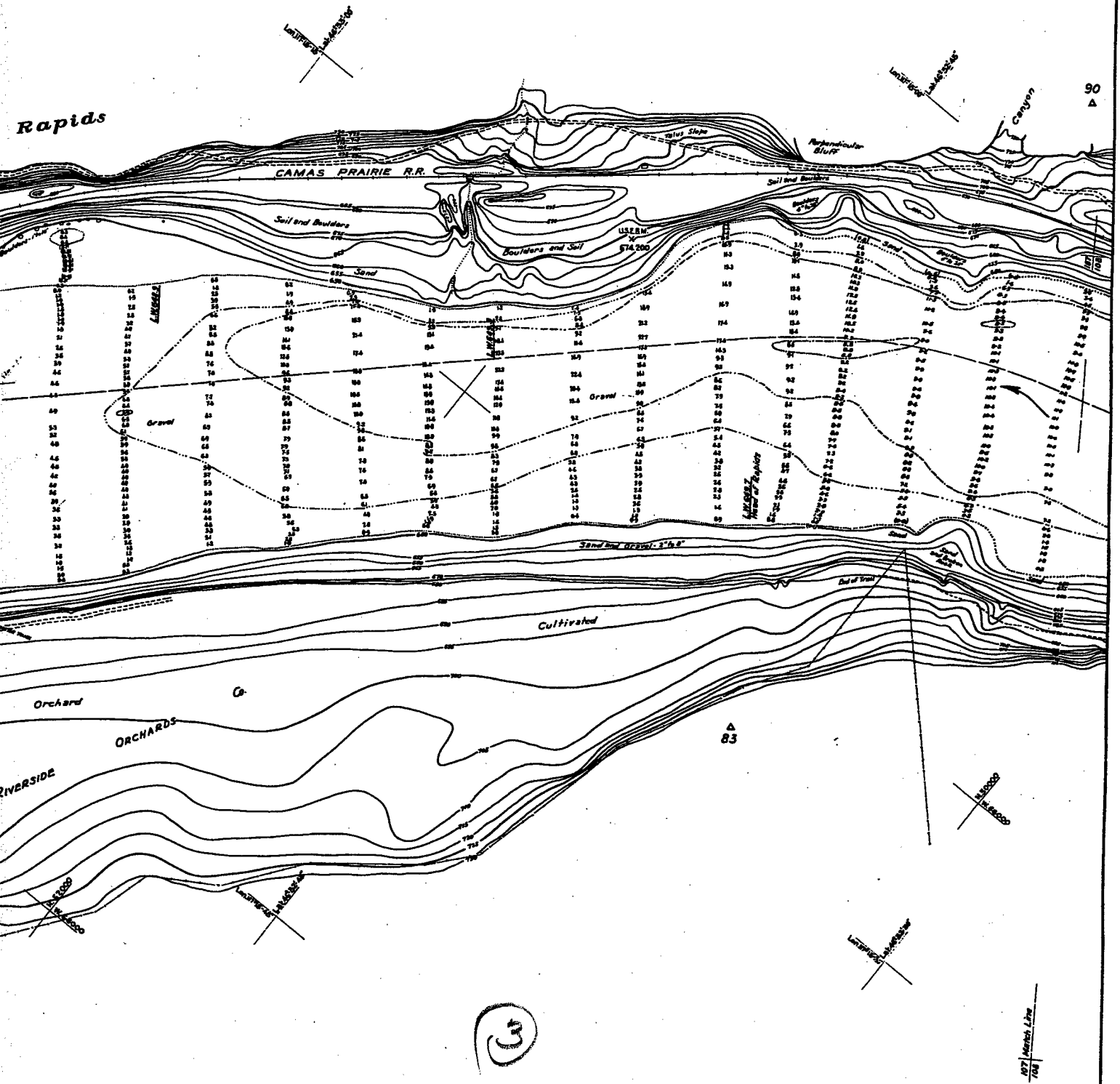
106 Match Line 107
Boulders and Soil
Sand
Sand
Sand



(2)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS
LOW WATER PLANE: (0.0 ON U. S. WE
EL. 512.88 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7)
ELEVATIONS ARE REFERRED TO MEAN G
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS:
9 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL 6
DISTANCE IN MILES FROM MOUTH OF RI
PROPOSED CHANNEL SHOWN THUS:



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.65 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

3 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (128)

SN-1-4/108
H-9-2/107

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 107

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Starr, Associate Engineer

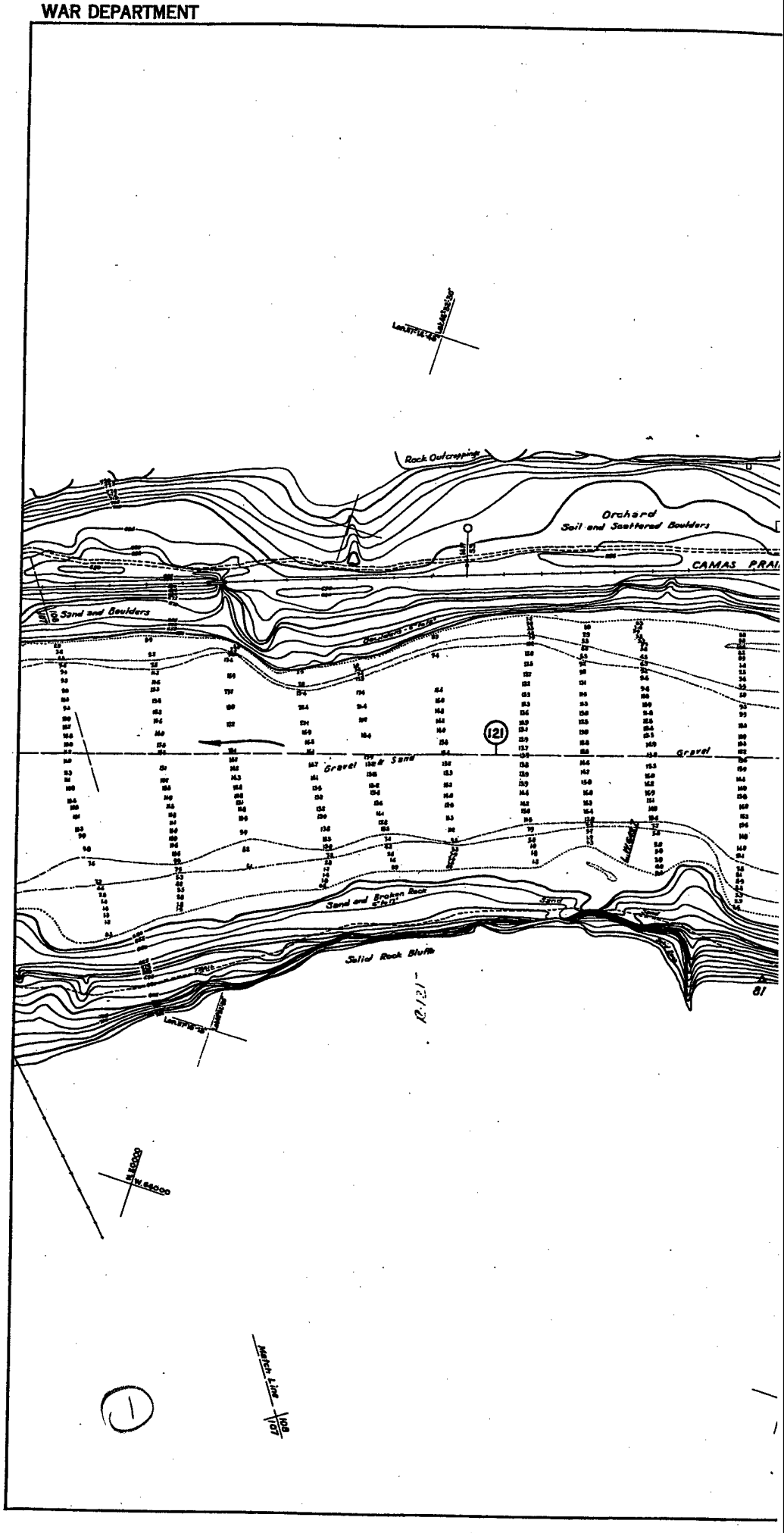
Approved: D. W. Williams, Major, Corps of Engineers

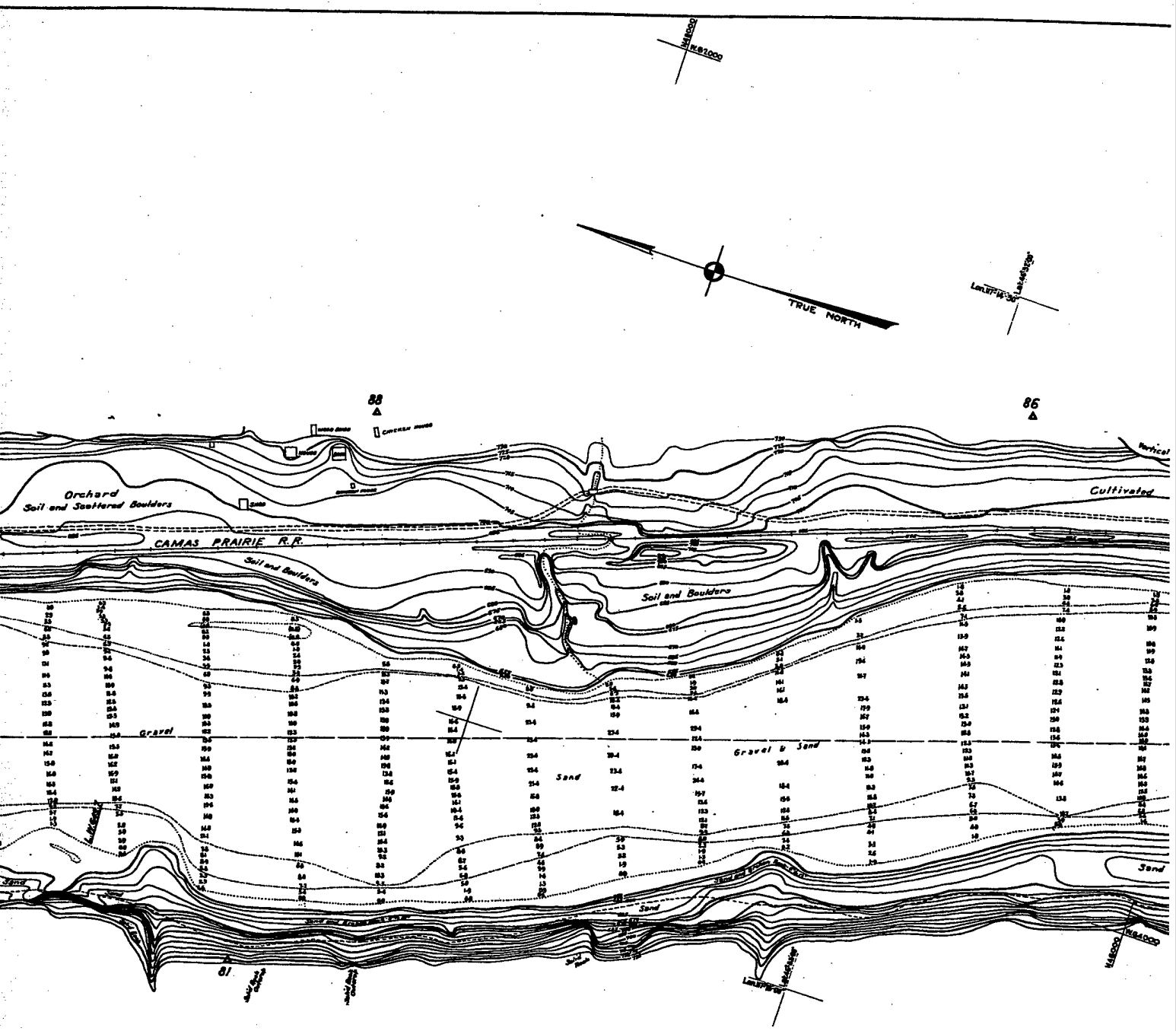
Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/107

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DA ADJUSTMENT.)

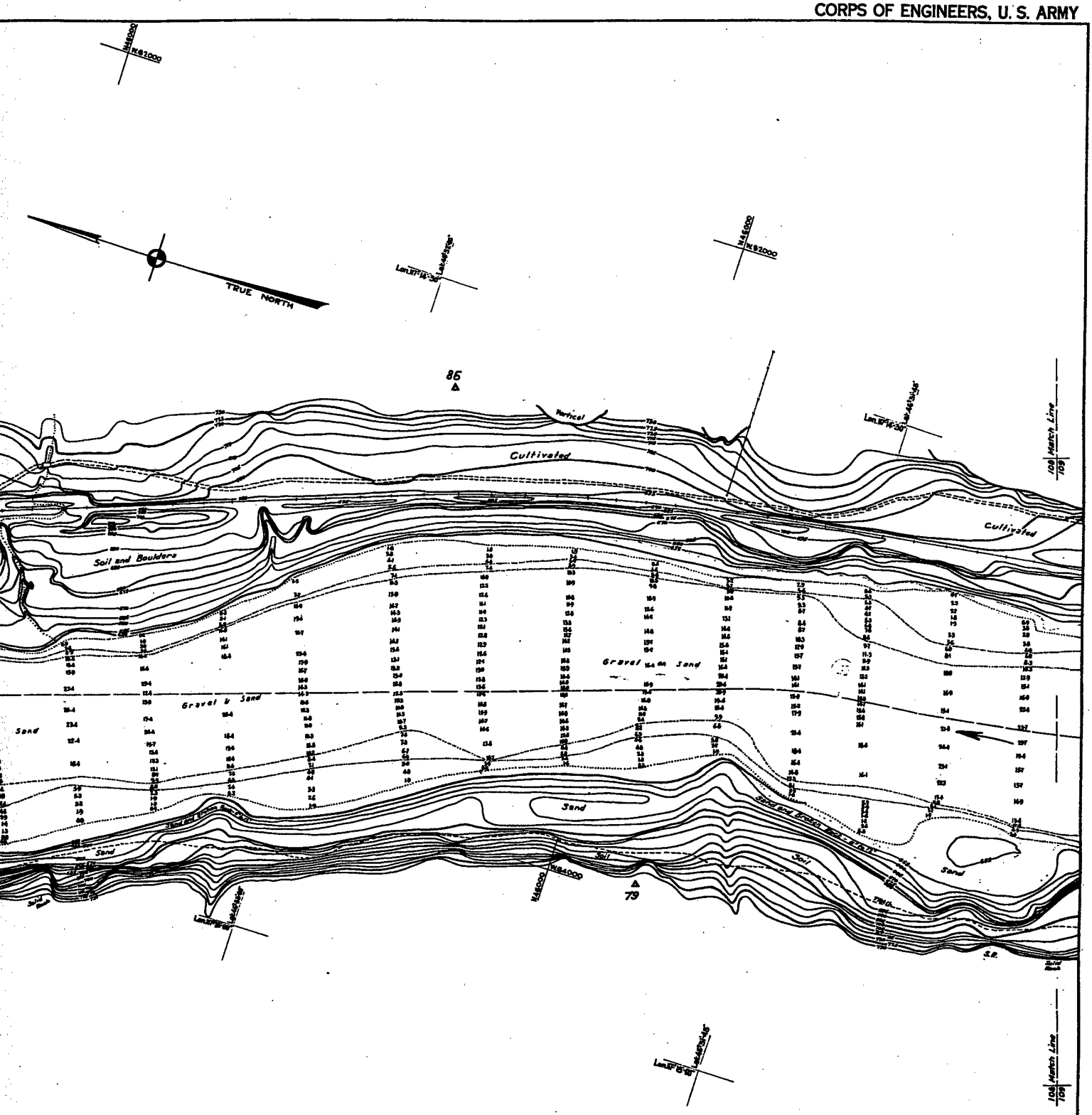
CONTOUR INTERVAL 8 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (121)



3

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.65 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (121)

SN-1-4/109
H-9-2/108

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 108

1000 0 2000 4000 6000 8000 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

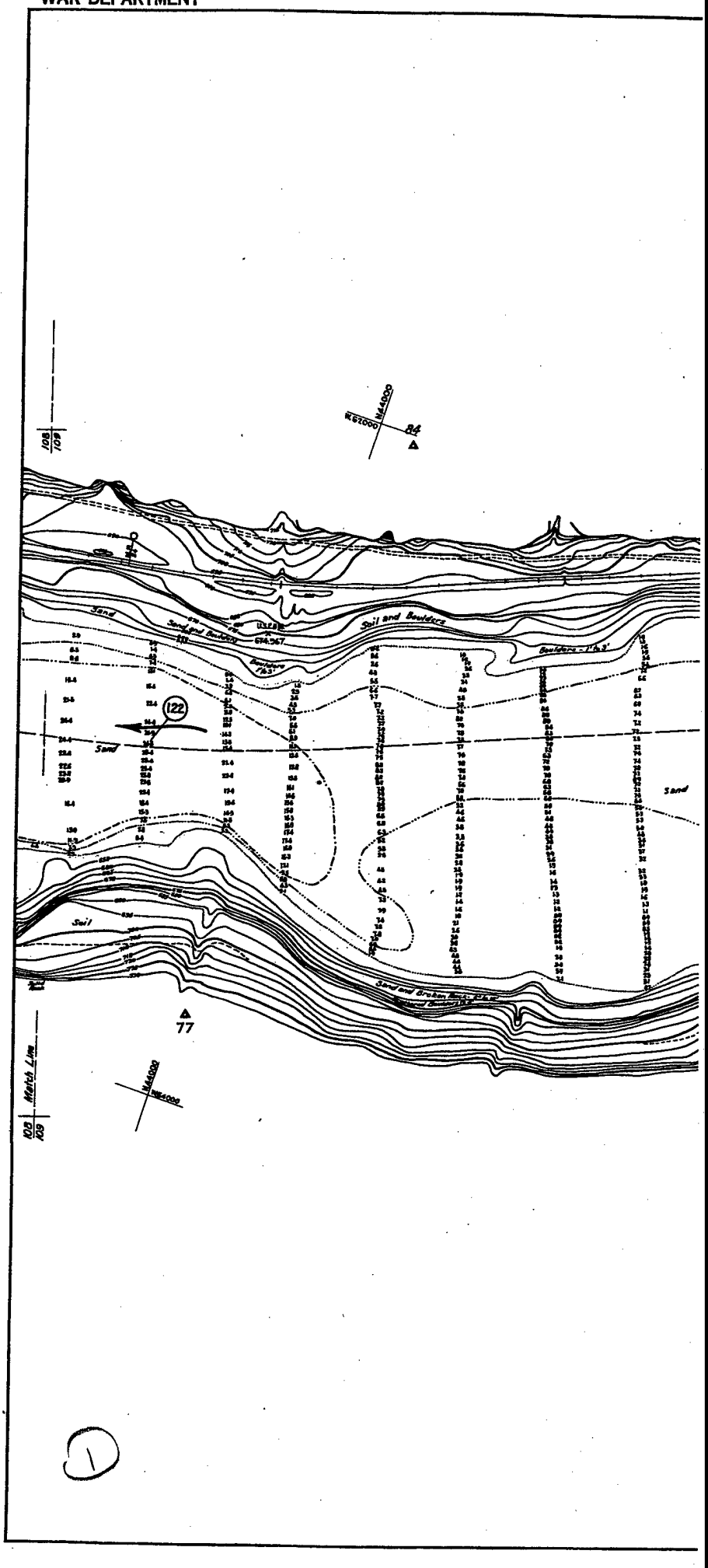
Submitted: Allen L. Darr, Associate Engineer

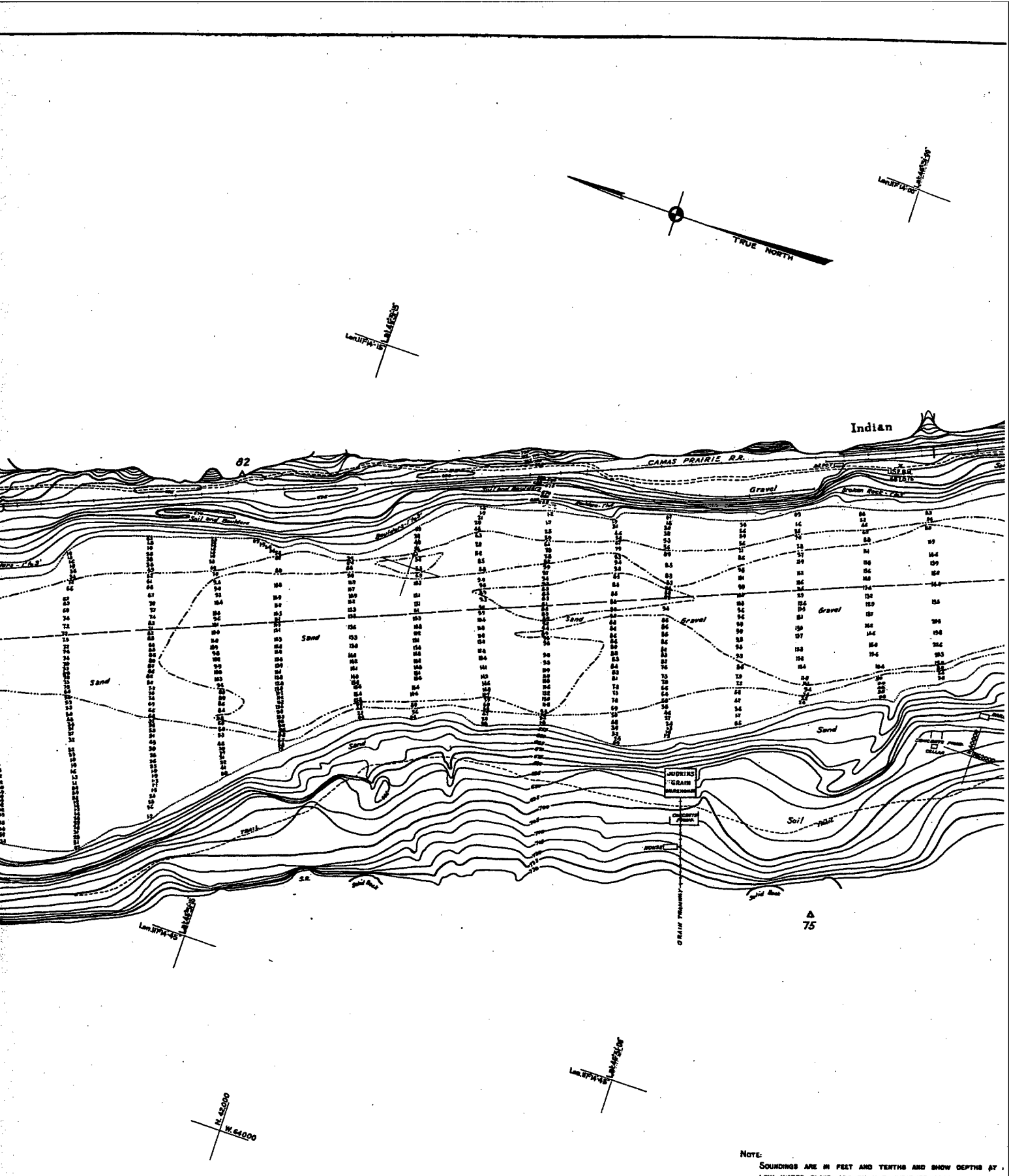
Approved: H. Williams, Major, Corps of Engineers

Drawn by J.M.B. R.G.Y. Transmitted with report dated June 10, 1935

SN-1-12/108

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DAT ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

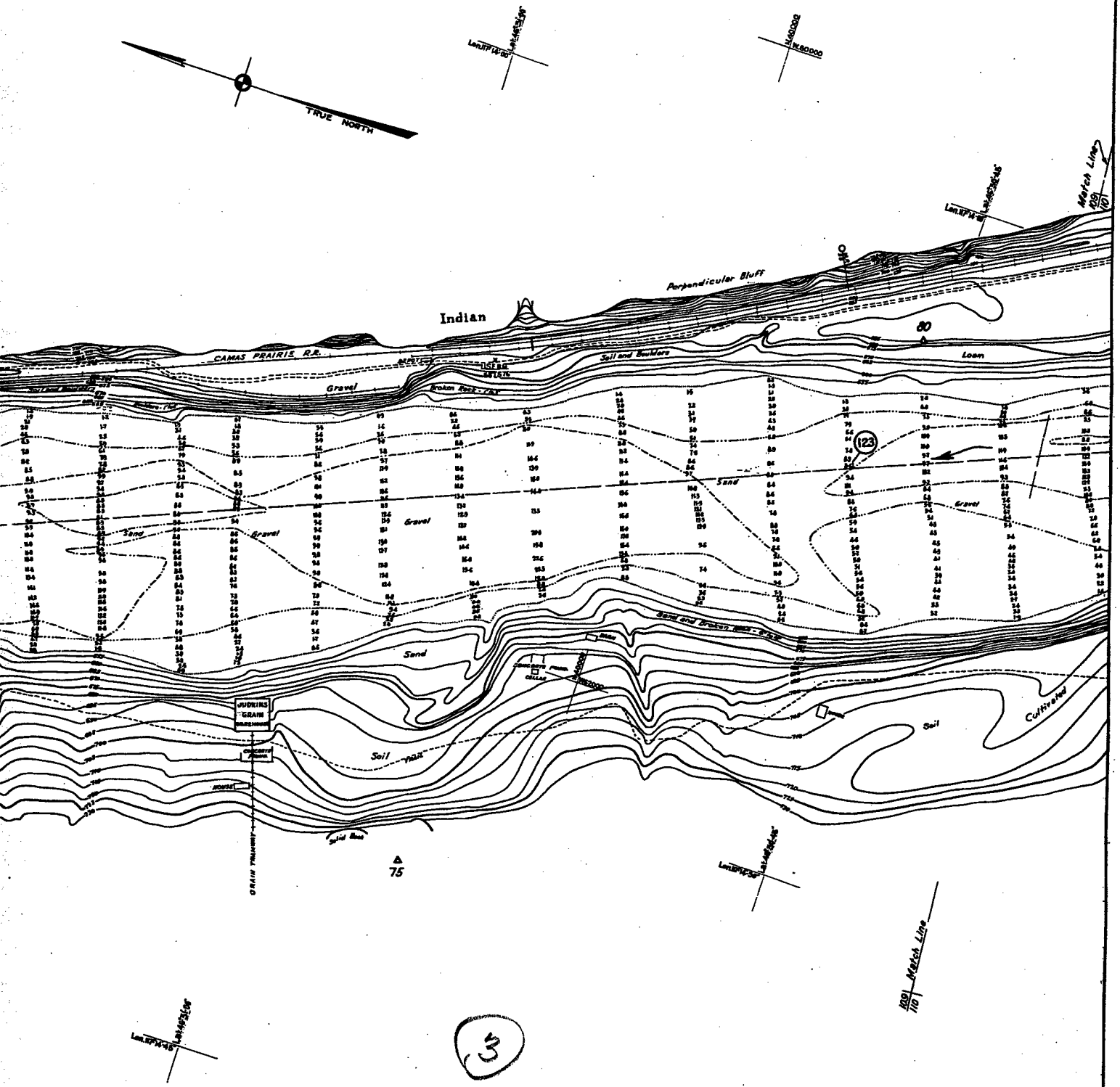
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (123)

(2)



(3)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.35 U. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (123)

SN-1-4/110
H-9-2/109

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 109

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dunn, Associate Engineer

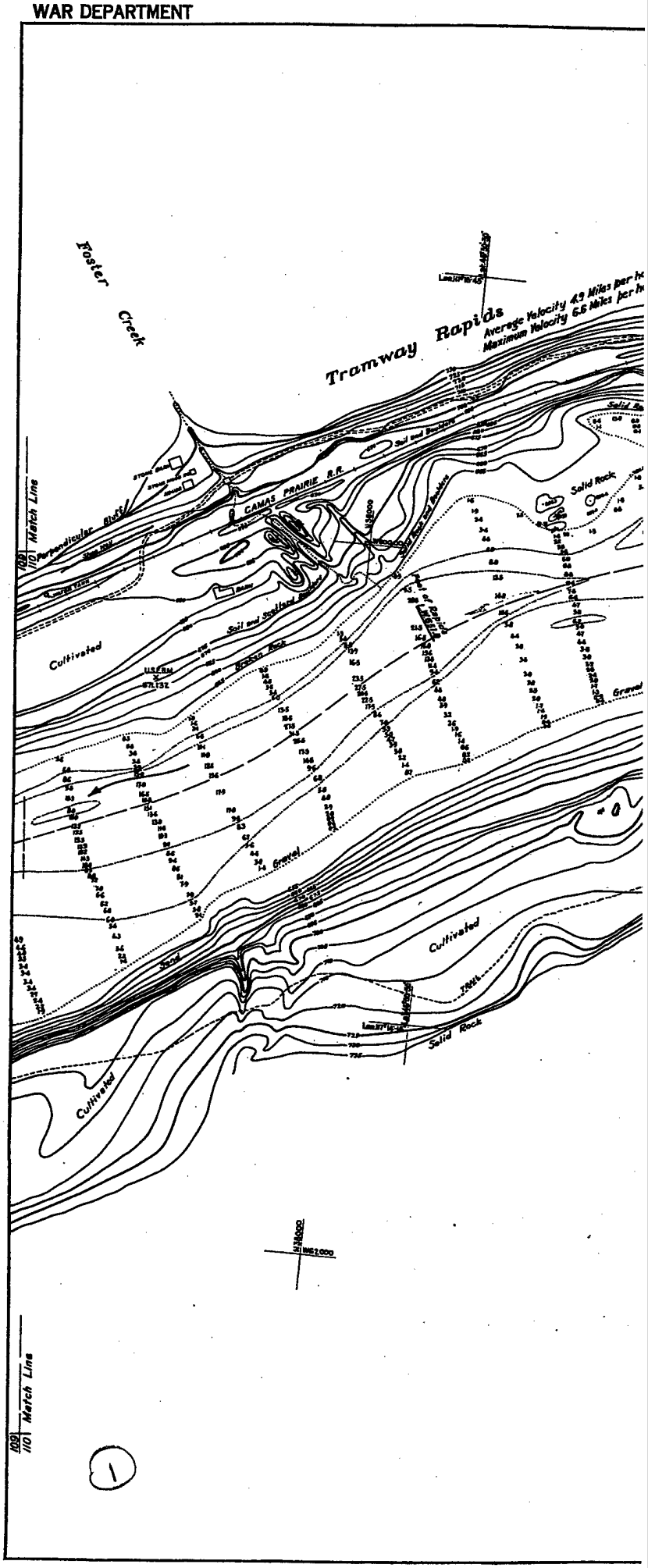
Approved: O. H. Williams, Major, Corps of Engineers

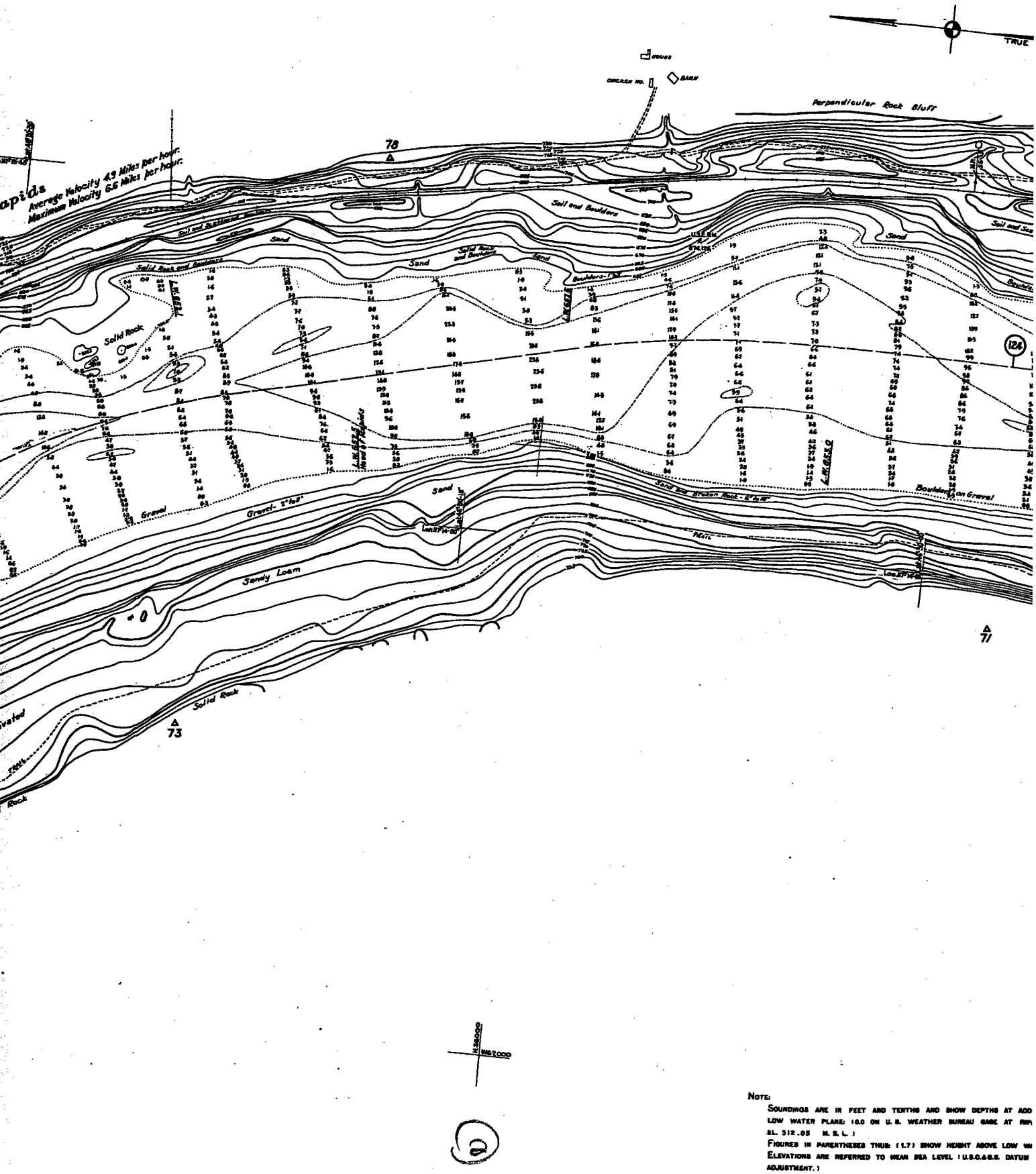
Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/109

WAR DEPARTMENT





Note:

Soundings are in feet and tenths and show depths at and low water plane: (0.0 on U. S. Weather Bureau gage at Rip sl. 512.05 M. S. L.)

Figures in parentheses thus: (1.7) show height above low wa

Elevations are referred to mean sea level (U.S.C.&G.S. datum adjustment.)

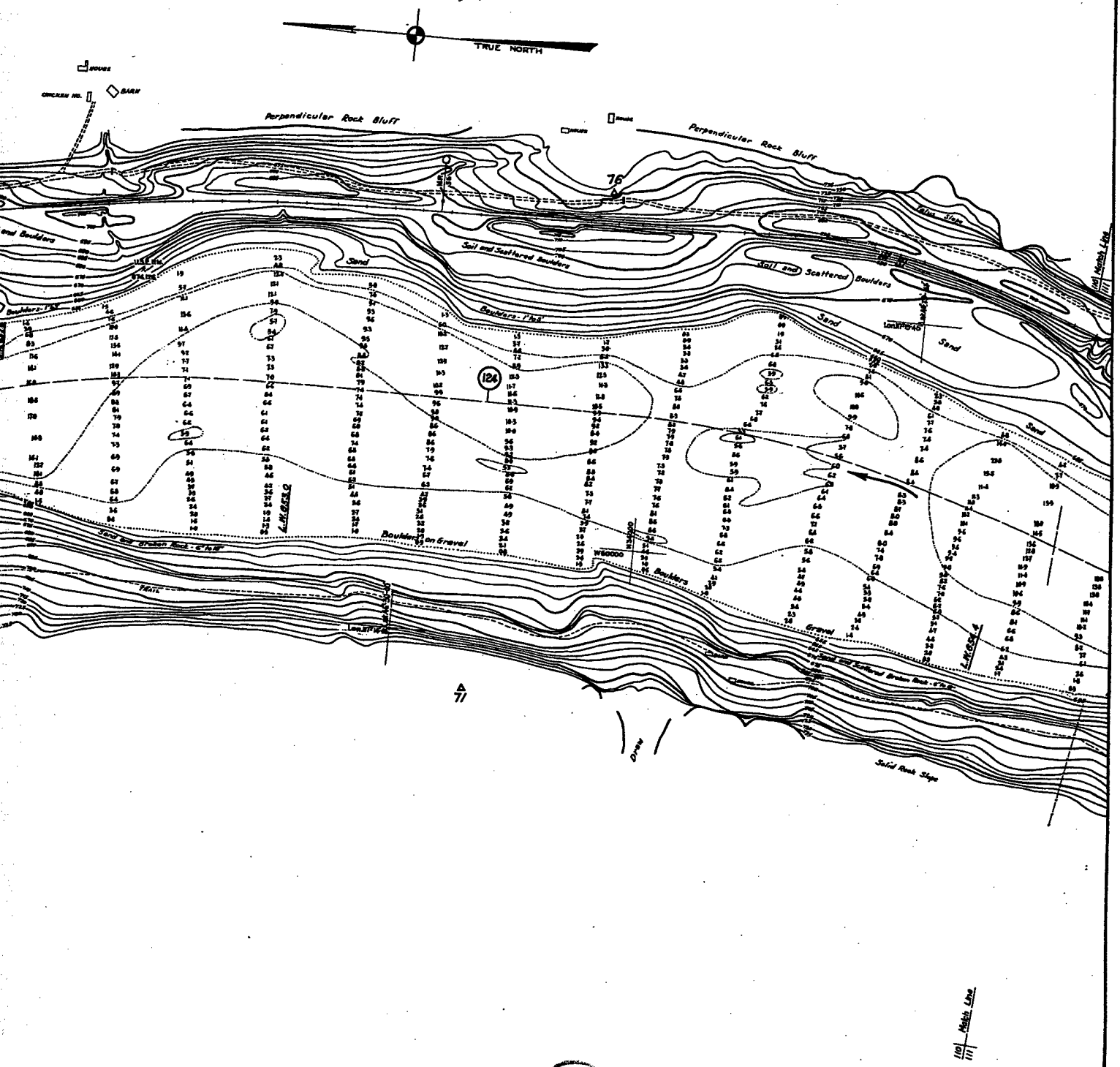
Contour interval 5 feet.

6 foot depth curve shown thus: ——·——·——·——

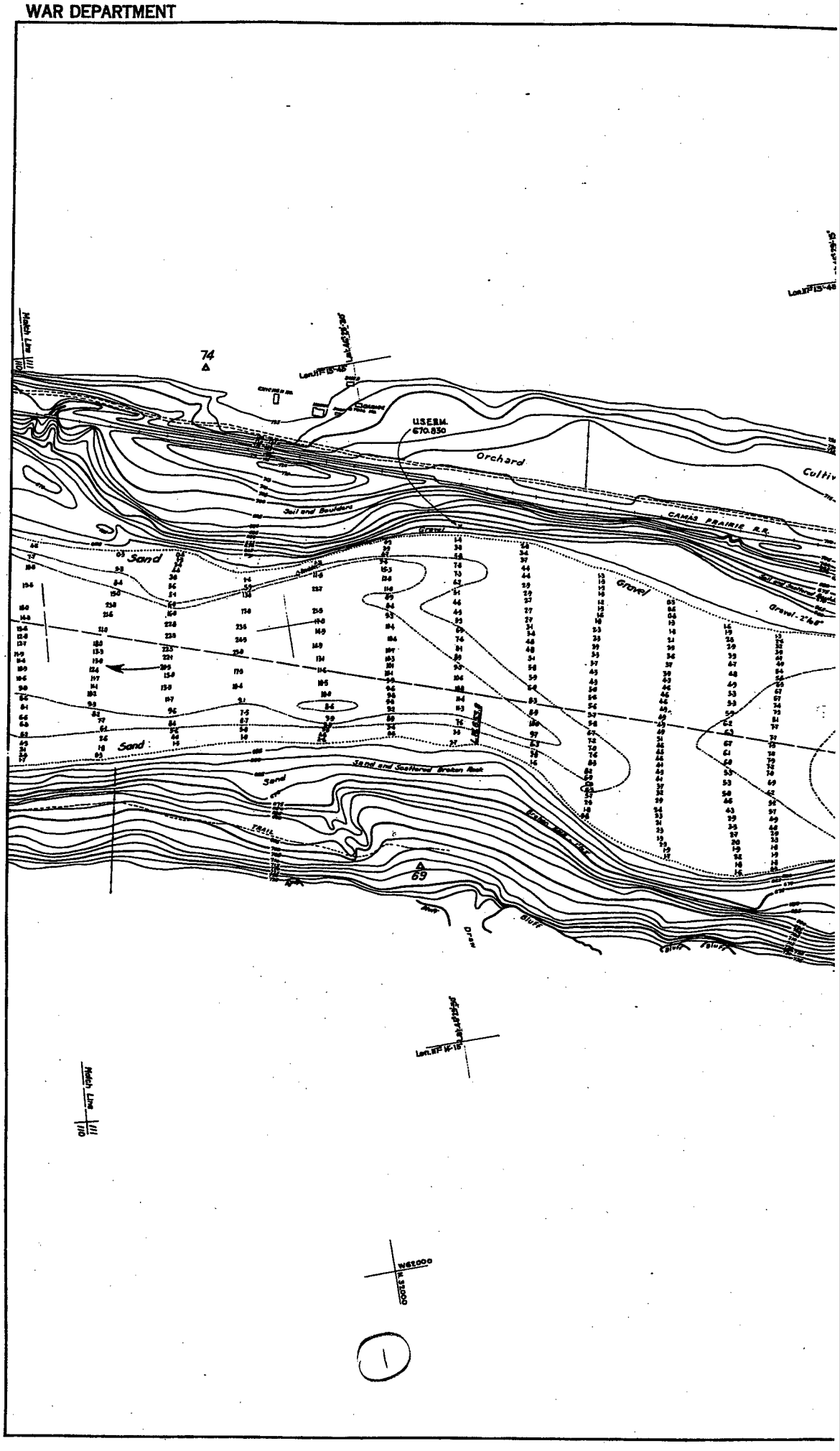
9 foot depth curve shown thus: ——··——··——··——

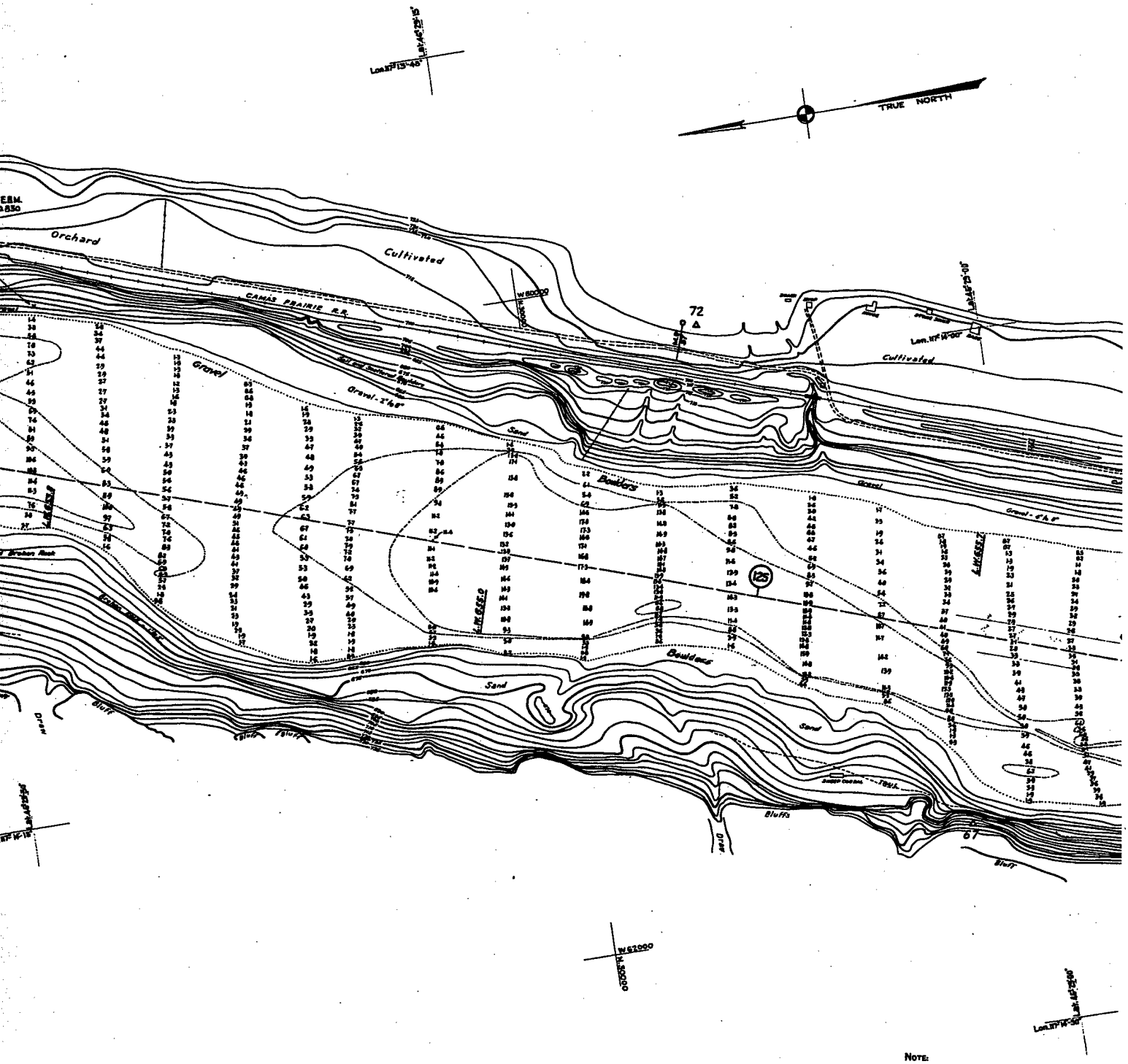
Center line of proposed channel shown thus: ——— ——— —

Distance in miles from mouth of river measured on center line proposed channel shown thus: (124)


TRUE NORTH
Perpendicular Rock Bluff
Perpendicular Rock Bluff
Talus Slope
Soil and Scattered Boulders
Soil and Scattered Boulders
Boulders - Pile
Boulders - Pile
Sand
Sand
Sand
Sand
Sand
Sand
Boulders
Boulders
Gravel
Gravel
Solid Rock Slope
Solid Rock Slope
Dam
Levee
Levee
Levee
Levee
L.W.R.S.
L.W.R.S.
L.W.R.S.
L.W.R.S.
Low Water
Low Water
Low Water

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND R
LOW WATER PLANE: (0.0 ON U. S. WEATHER
EL. SIZES M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW H

ELEVATIONS ARE REFERRED TO MEAN SEA LEVE
ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

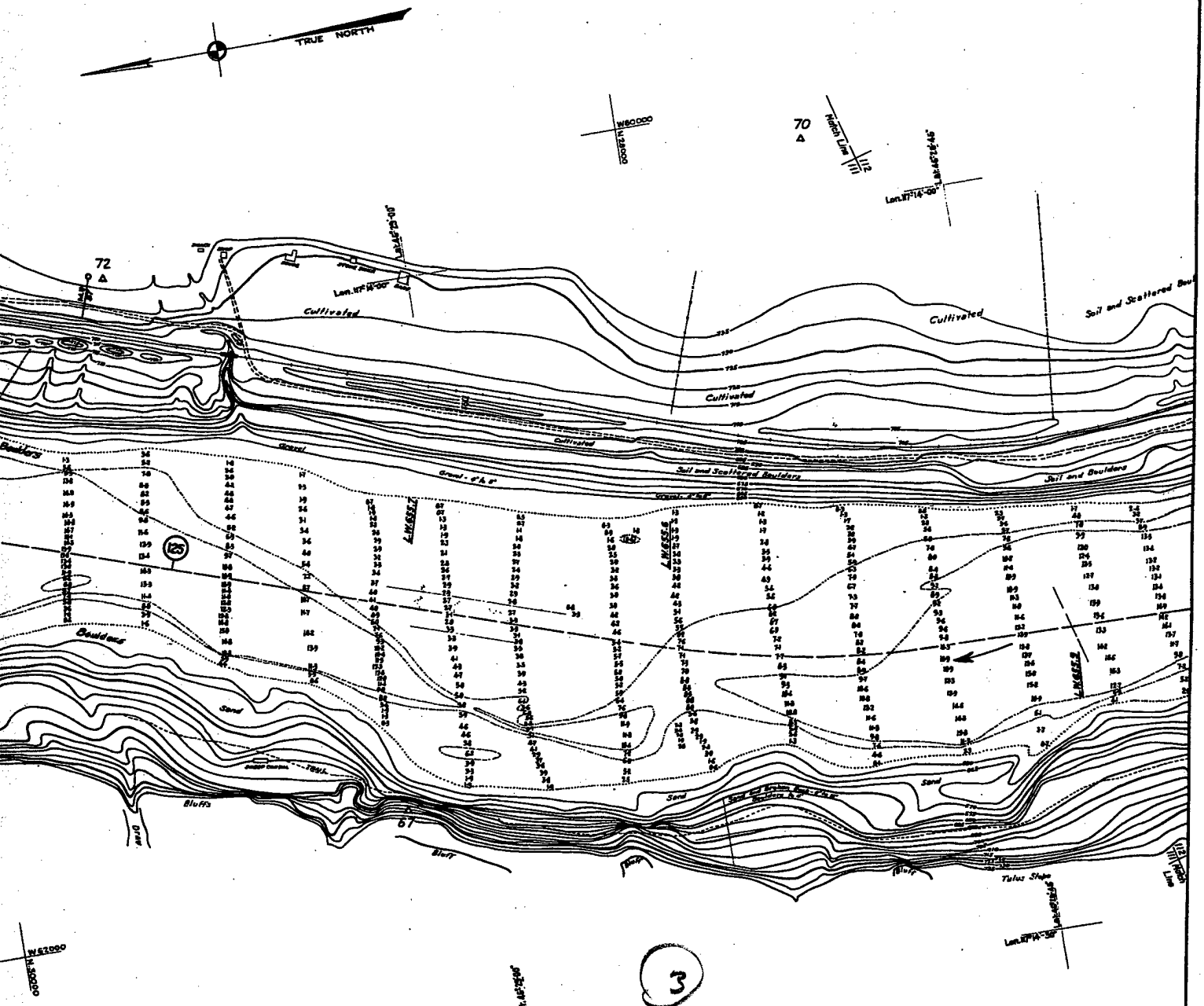
6 FOOT DEPTH CURVE SHOWN THUS: ——

9 FOOT DEPTH CURVE SHOWN THUS: - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN T

DISTANCE IN MILES FROM MOUTH OF RIVER MEA
PROPOSED CHANNEL SHOWN THUS: (125)

(2)



3

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.8 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

9 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (17.5)

SN-1-4/112
H-9-2/111

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 111

1000 0 2000 4000 6000 8000 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

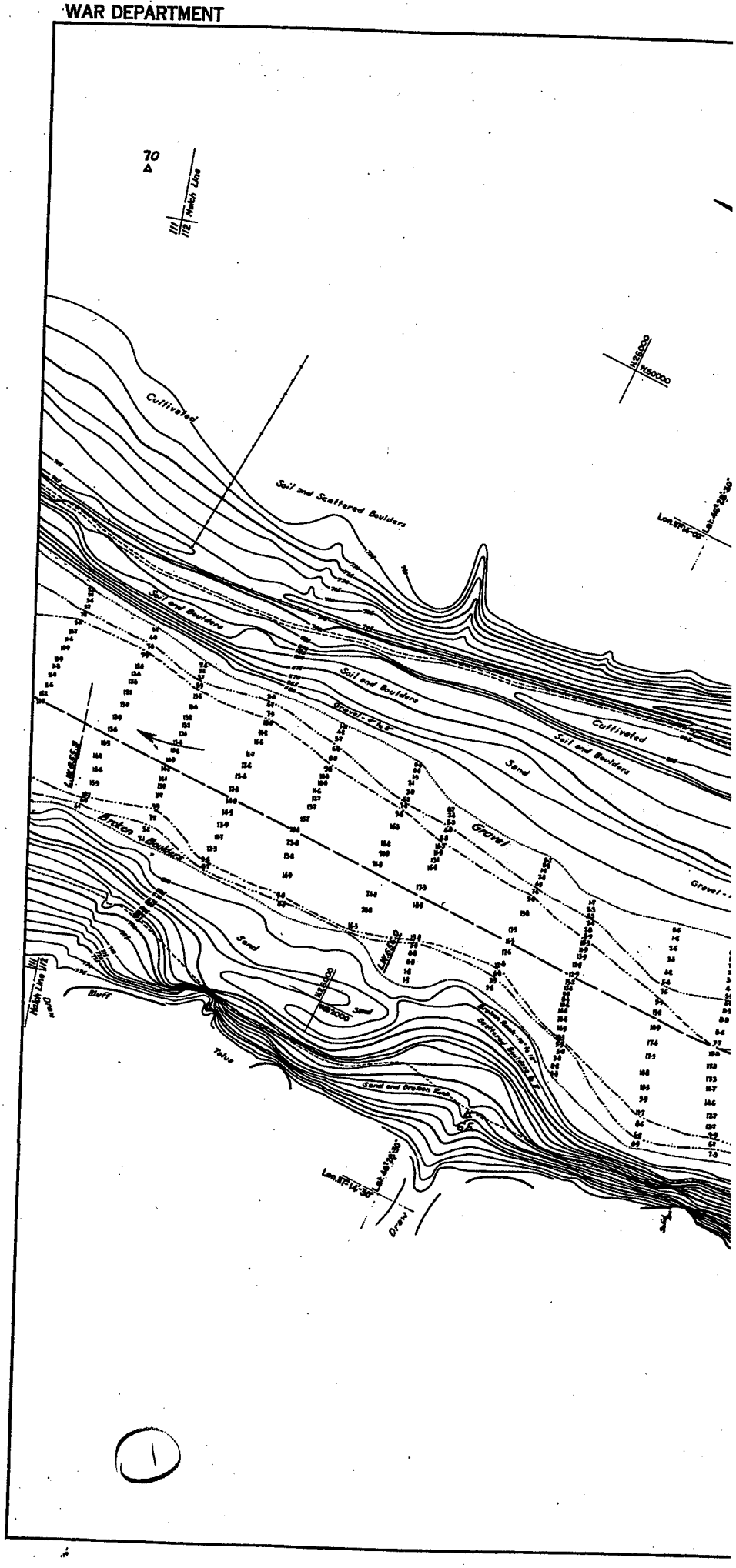
Approved: [signature], Major, Corps of Engineers

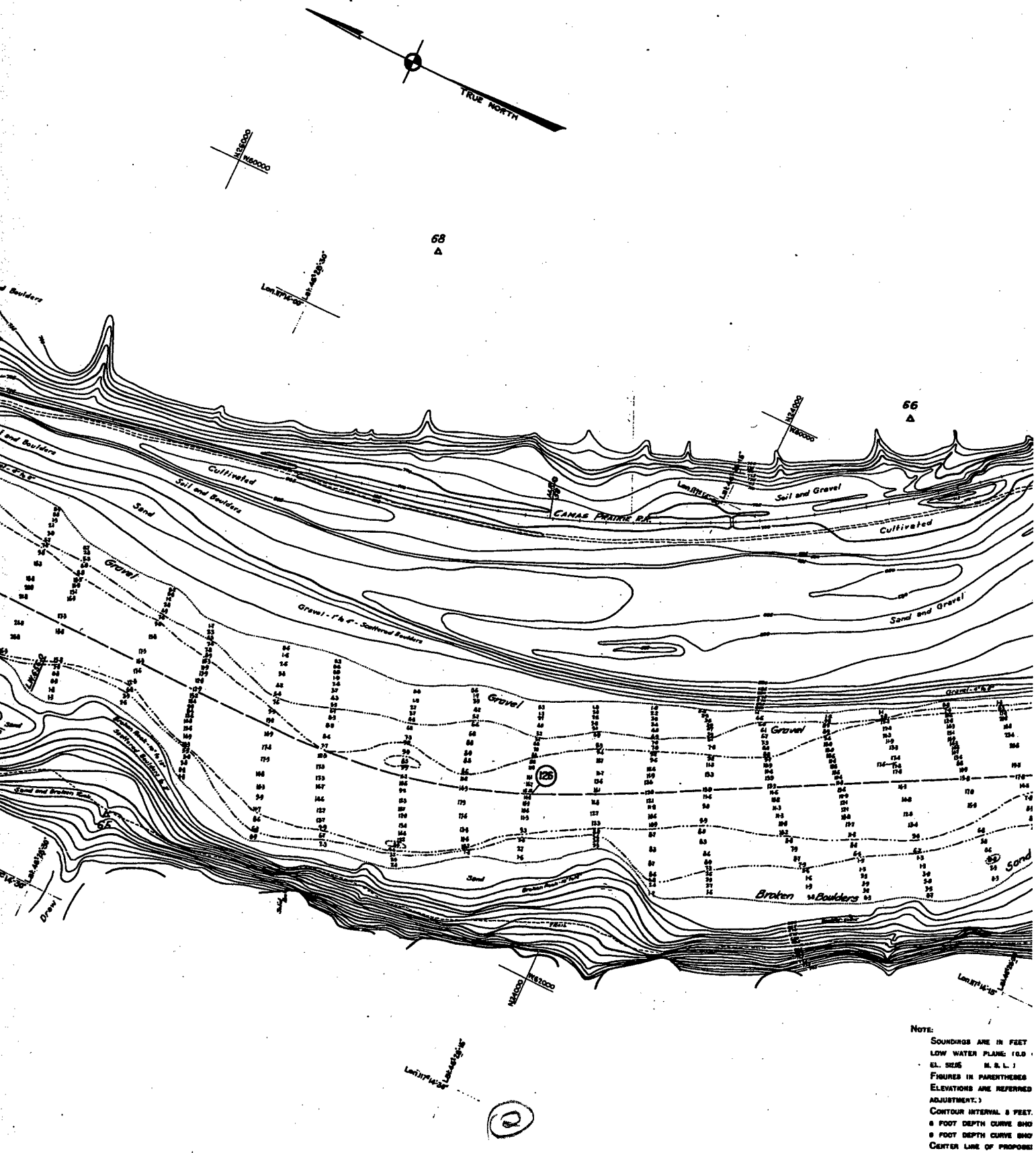
Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/111

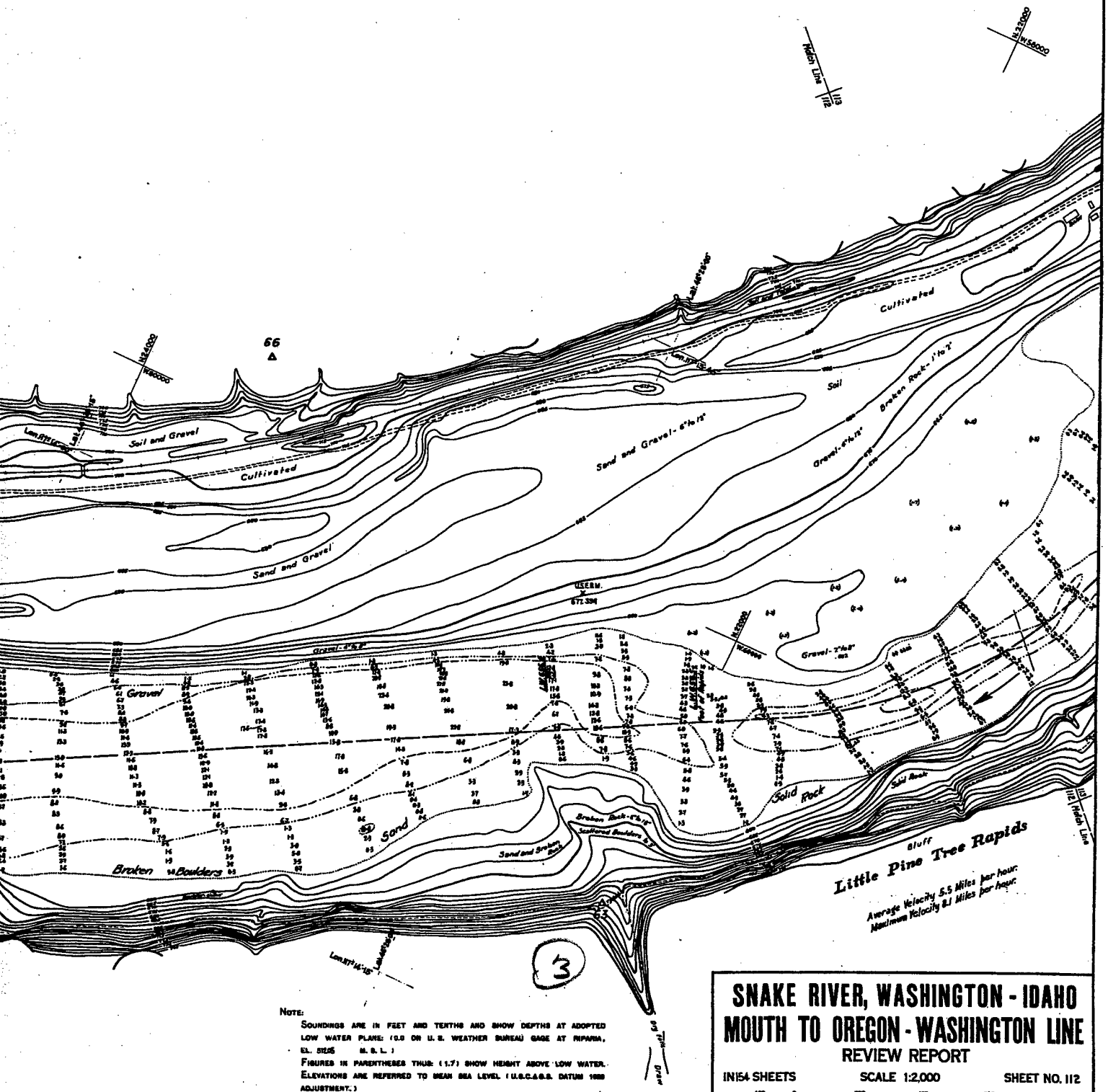
WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET
LOW WATER PLANE: (0.0
EL. SIZE M. S. L.)
FIGURES IN PARENTHESES
ELEVATIONS ARE REFERRED
ADJUSTMENT.)
CONTOUR INTERVAL 8 FEET.
6 FOOT DEPTH CURVE SHO
8 FOOT DEPTH CURVE SHO
CENTER LINE OF PROPOSE
DISTANCE IN MILES FROM
PROPOSED CHANNEL SHOWN



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.65 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: ——————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (126)

SN-1-4/113
H-9-2/112

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 112

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allan L. Starr, Associate Engineer

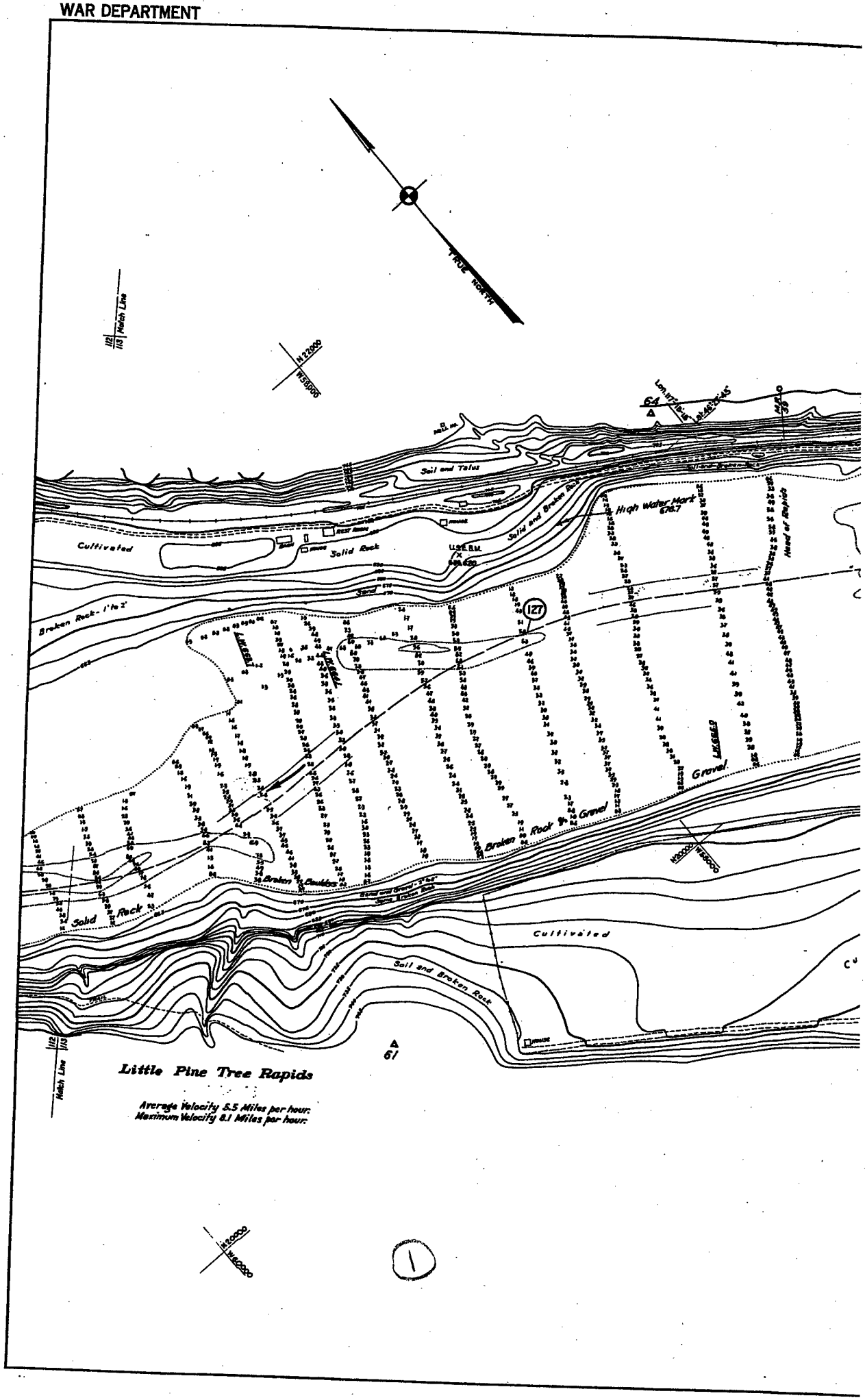
Approved: R. Williams, Major, Corps of Engineers

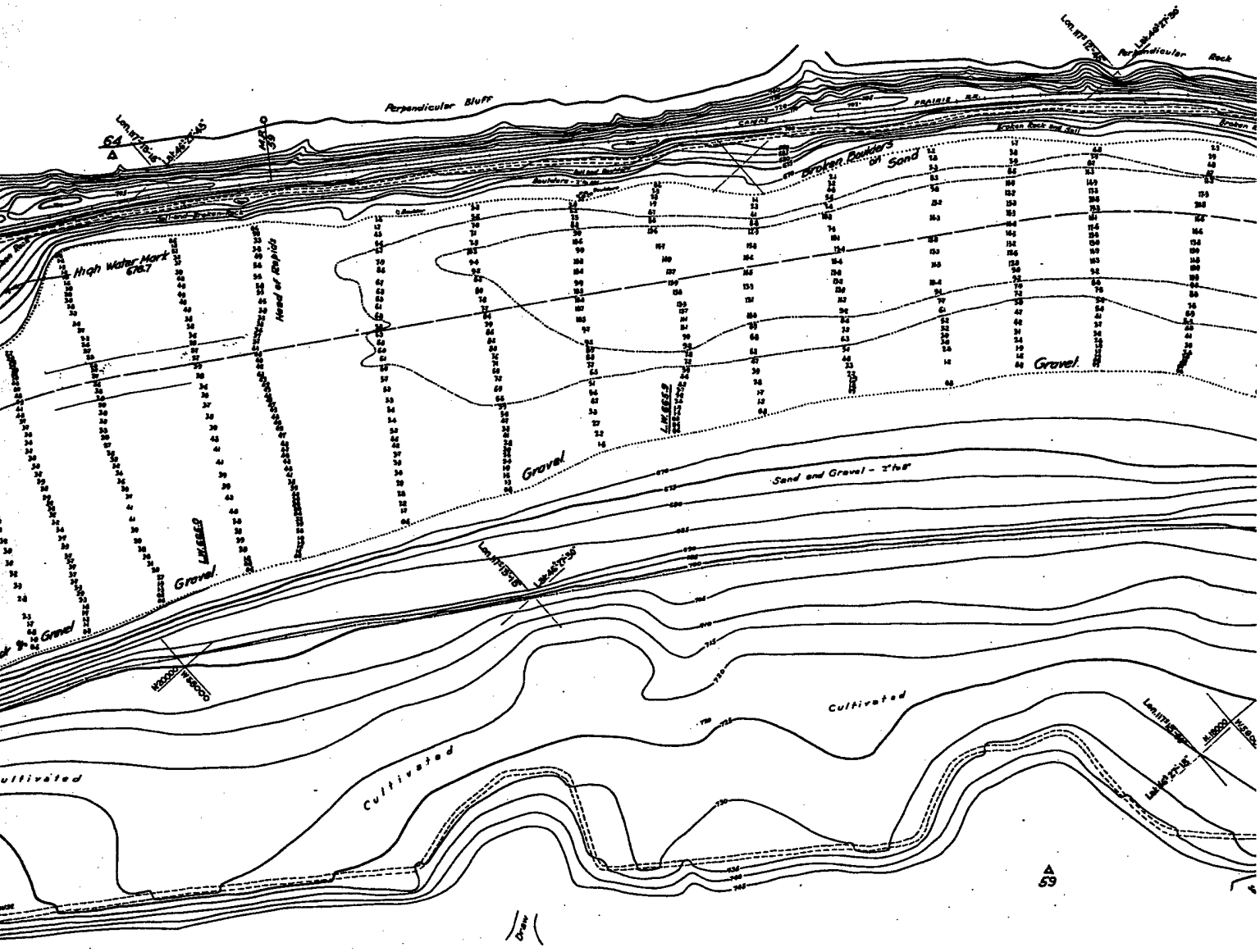
Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/112

WAR DEPARTMENT





(2)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT TIPARIA, EL. 312.5 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

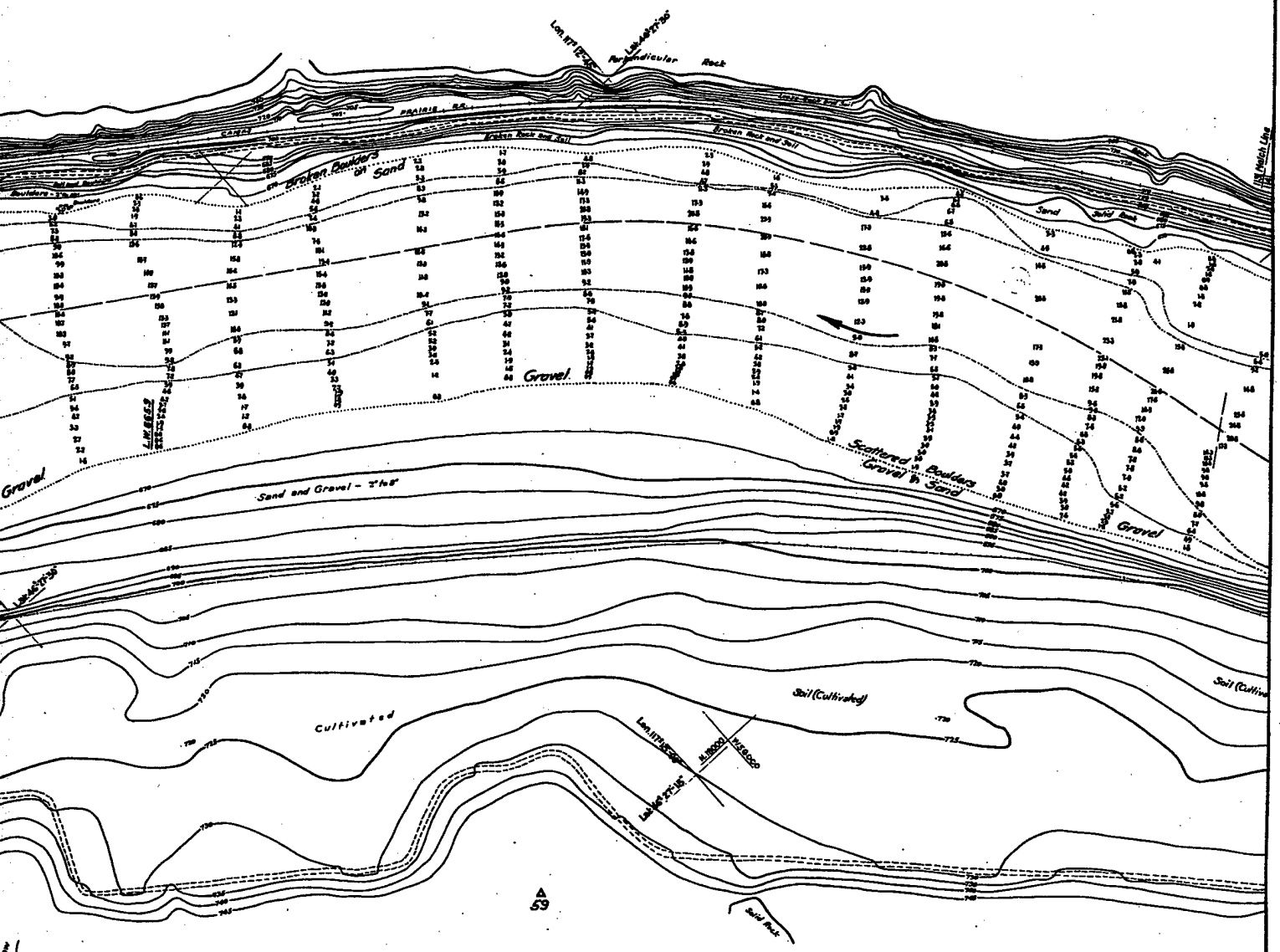
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (121)

SN-1-4
H-9-2



(3)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT WAWAWAI, EL. 522.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (127)

K.19000 M.58000

SN-1-4/114
H-9-2/113

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 113

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

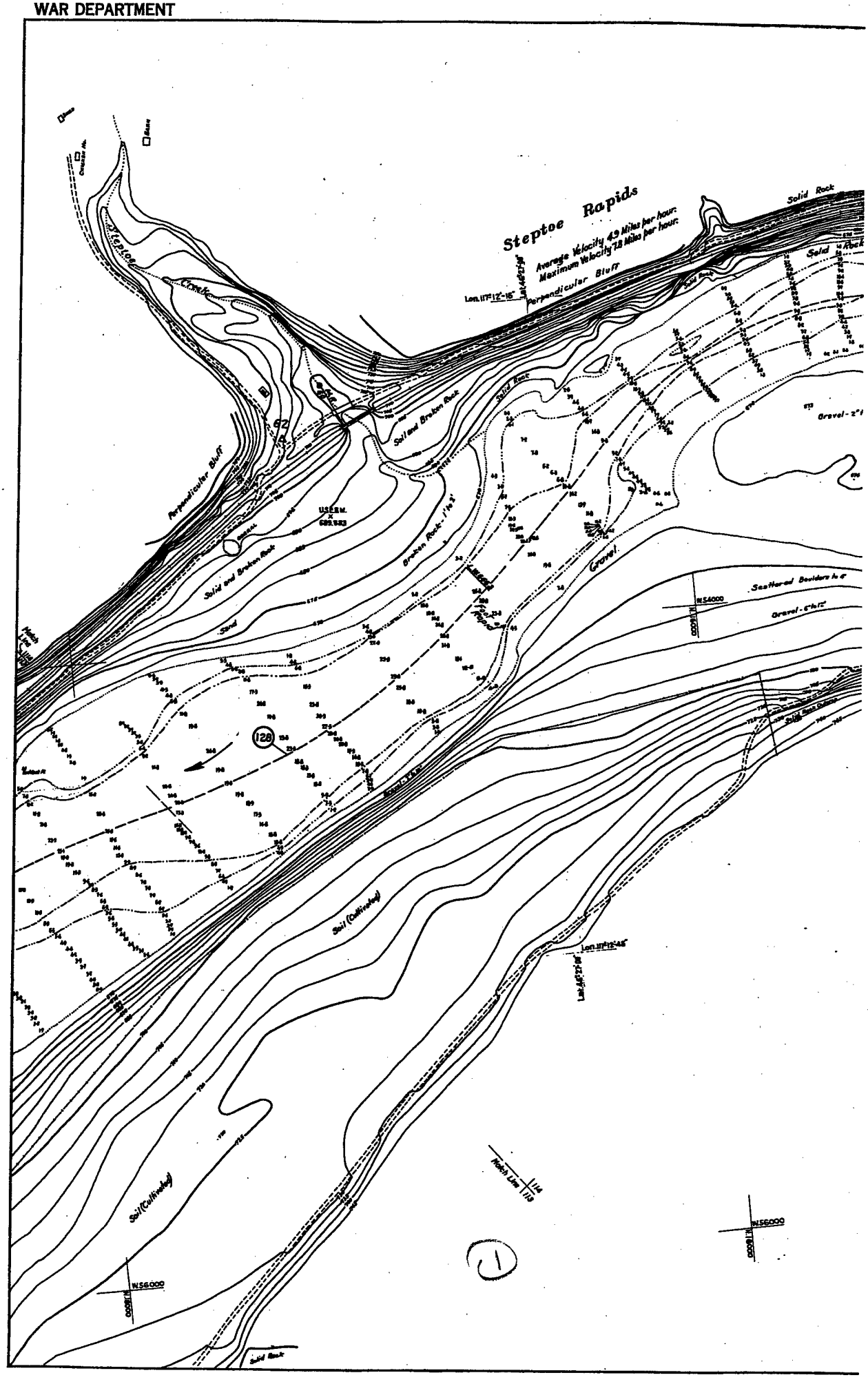
Approved: C. W. Williams, Major, Corps of Engineers

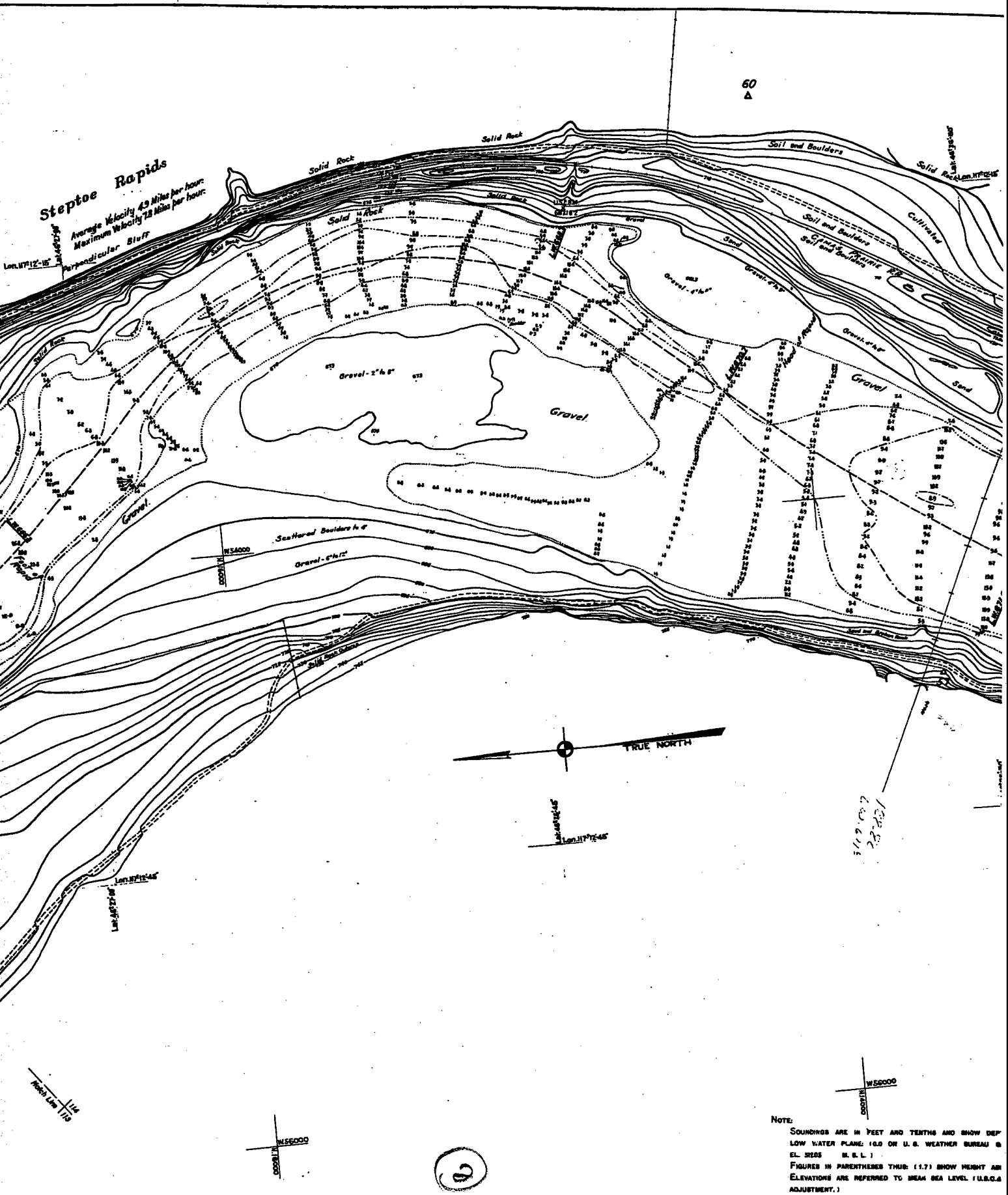
Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/113

WAR DEPARTMENT


Steptoe Rapids
Average Velocity 19 Miles per hour
Maximum Velocity 28 Miles per hour
Perpendicular Bluff
Lon. 117°12'-15"
Lat. 46°27'-18"
Solid Rock
Solid and Broken Rock
Broken Rock - 1 to 3'
Gravel
Sand
Perpendicular Bluff
Soil (Cultivated)
Lon. 117°12'-48"
Lat. 46°27'-21"
Solid Rock
Gravel - 2" t
Sea Worn Boulders 1 to 4'
Gravel - 6 to 12"
Solid Rock
Solid Rock
Solid Rock



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH BELOW WATER PLANE: 100.0 ON U. S. WEATHER BUREAU GAGE EL. 912.55 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G. ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

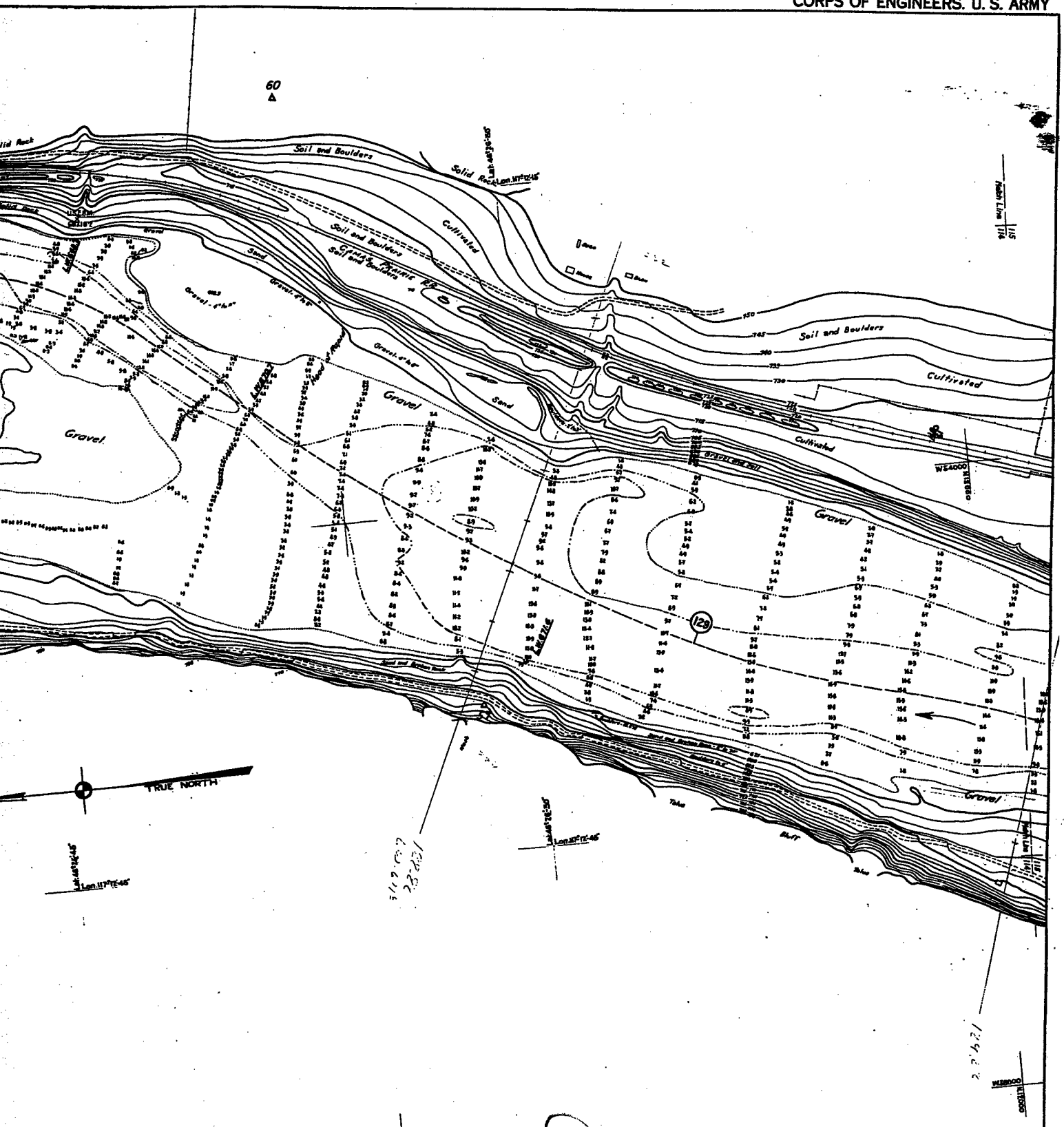
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

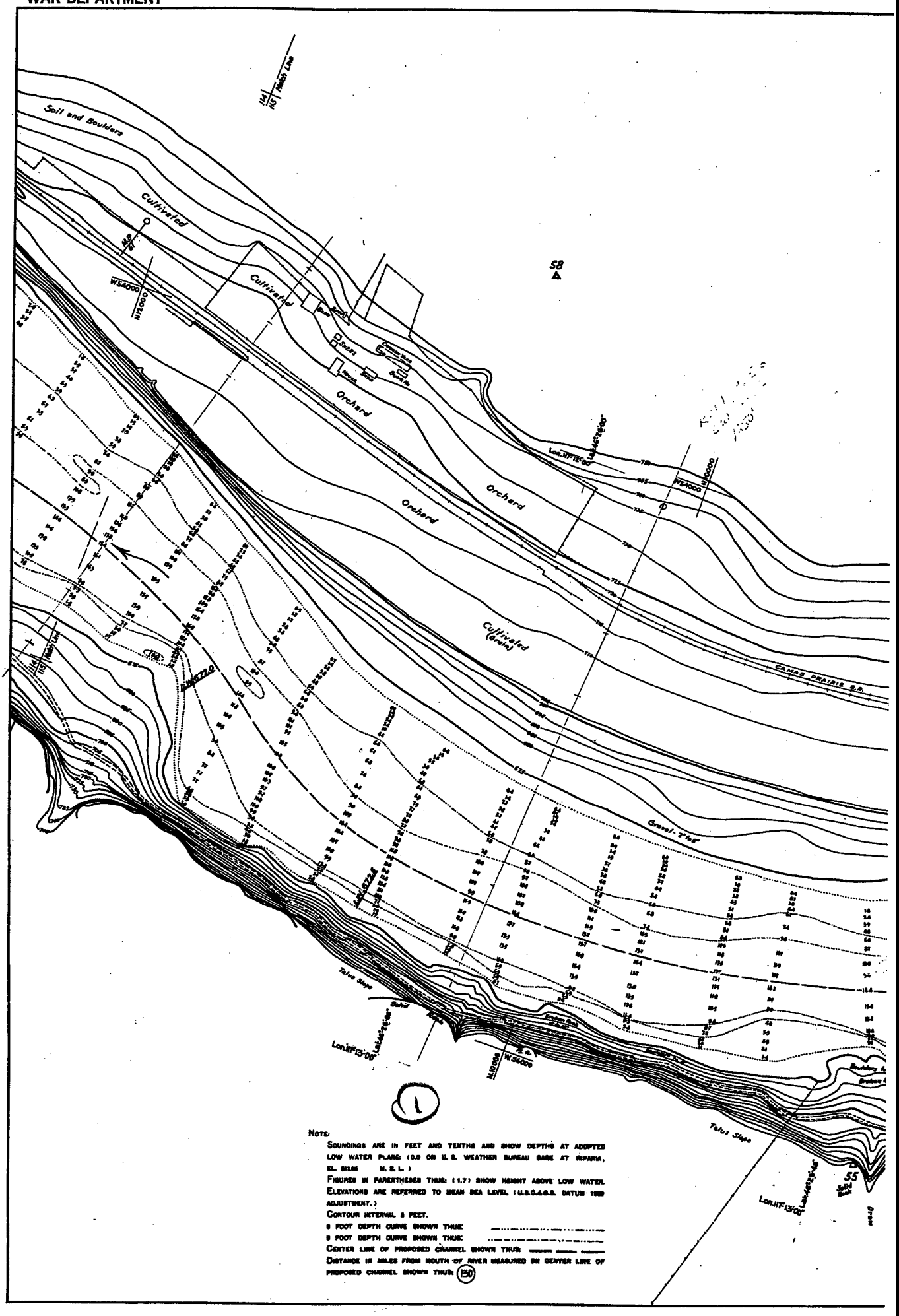
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——

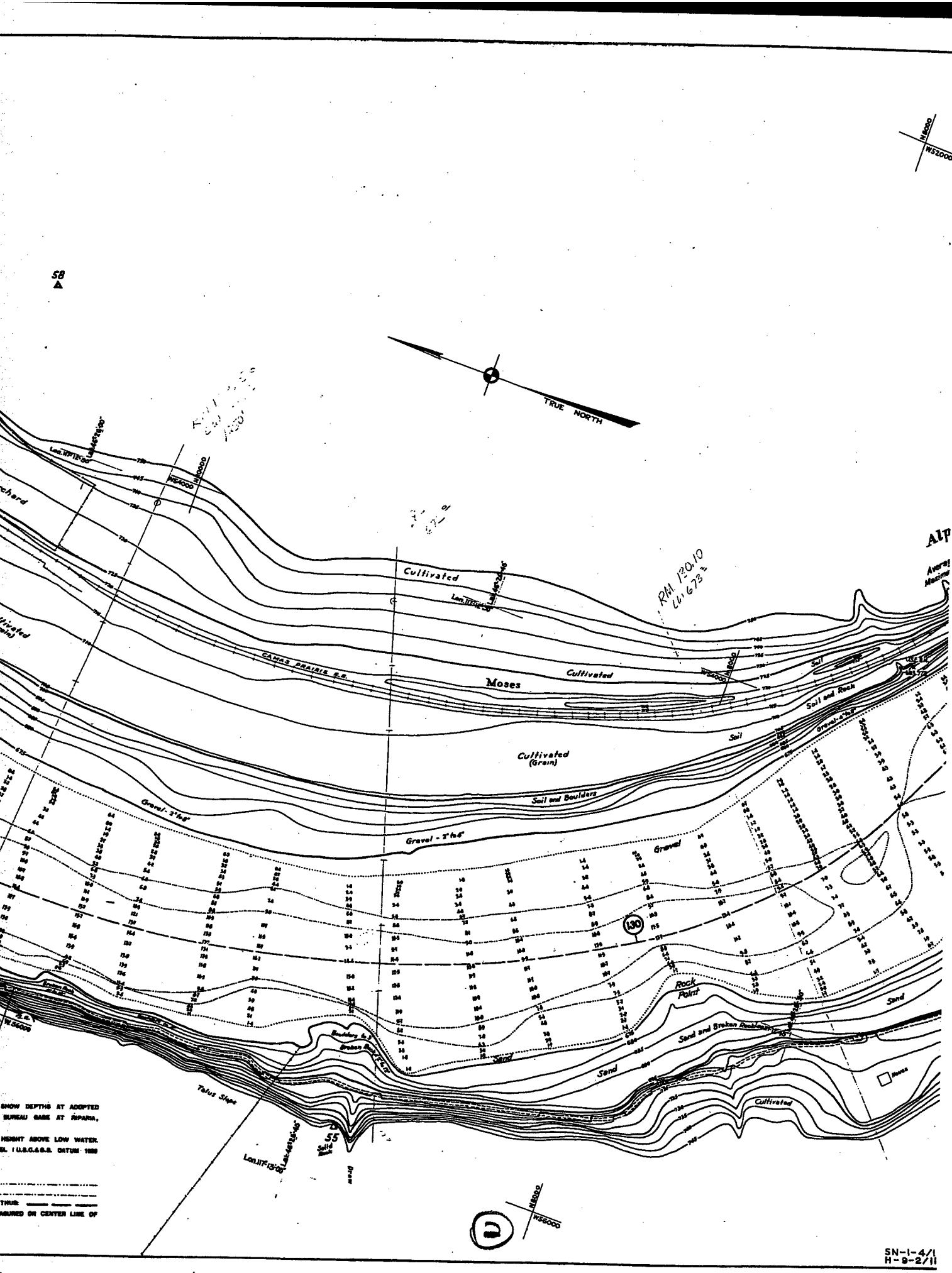
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON PROPOSED CHANNEL SHOWN THUS: (12.5)

9


60
Soil and Boulders
Solid Rock
Cultivated
Gravel
Sand
Soil and Boulders
Cultivated
Gravel
Sand
Soil and Boulders
Cultivated
Gravel
Gravel
Gravel

WAR DEPARTMENT





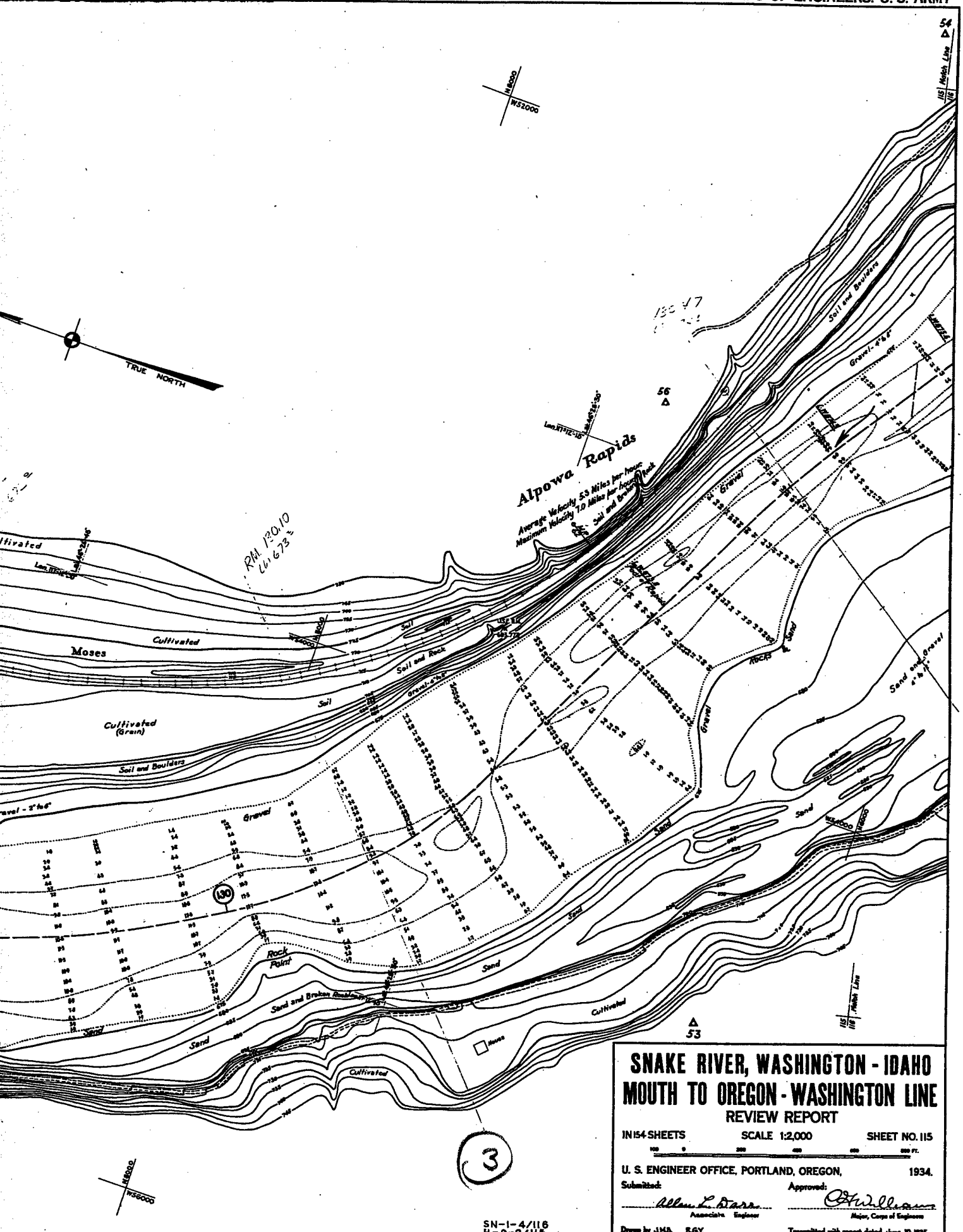
SHOW DEPTHS AT ADOPTED
BUREAU BASE AT RIPARIA,

HEIGHT ABOVE LOW WATER
EL. (U.S.C.&G.S. DATUM) 1929

TRUE:

NGURED ON CENTER LINE OF

SN-I-4/I
H-9-2/II



SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 115

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: O. H. Williams, Major, Corps of Engineers

Drawn by J.M.B. R.G.Y.

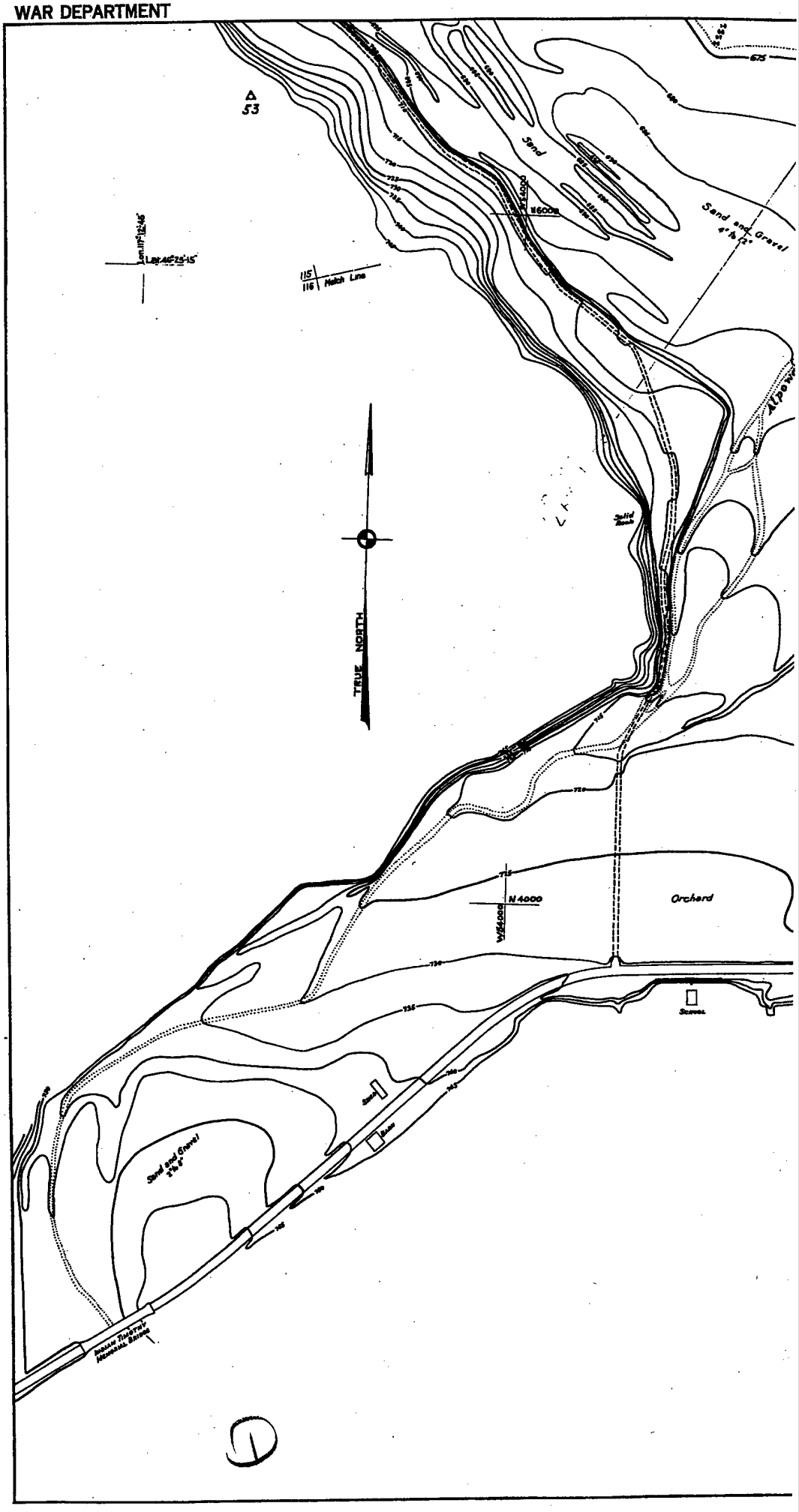
Transmitted with report dated June 10, 1935.

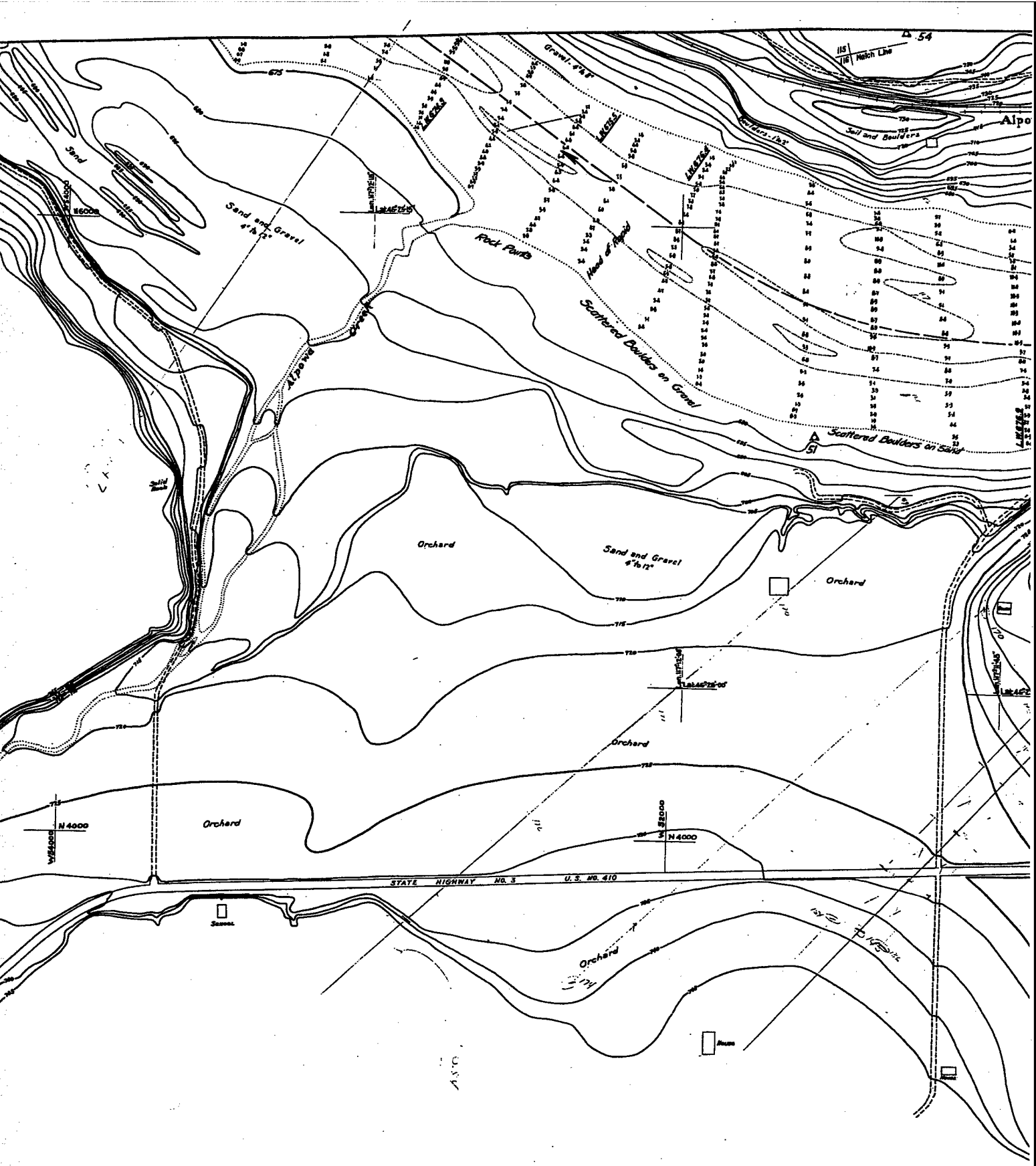
3

SN-I-4/116
H-8-2/115

SN-I-12/115

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADJ
LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RW
EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS, (1.7) SHOW HEIGHT ABOVE LOW W

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM
ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

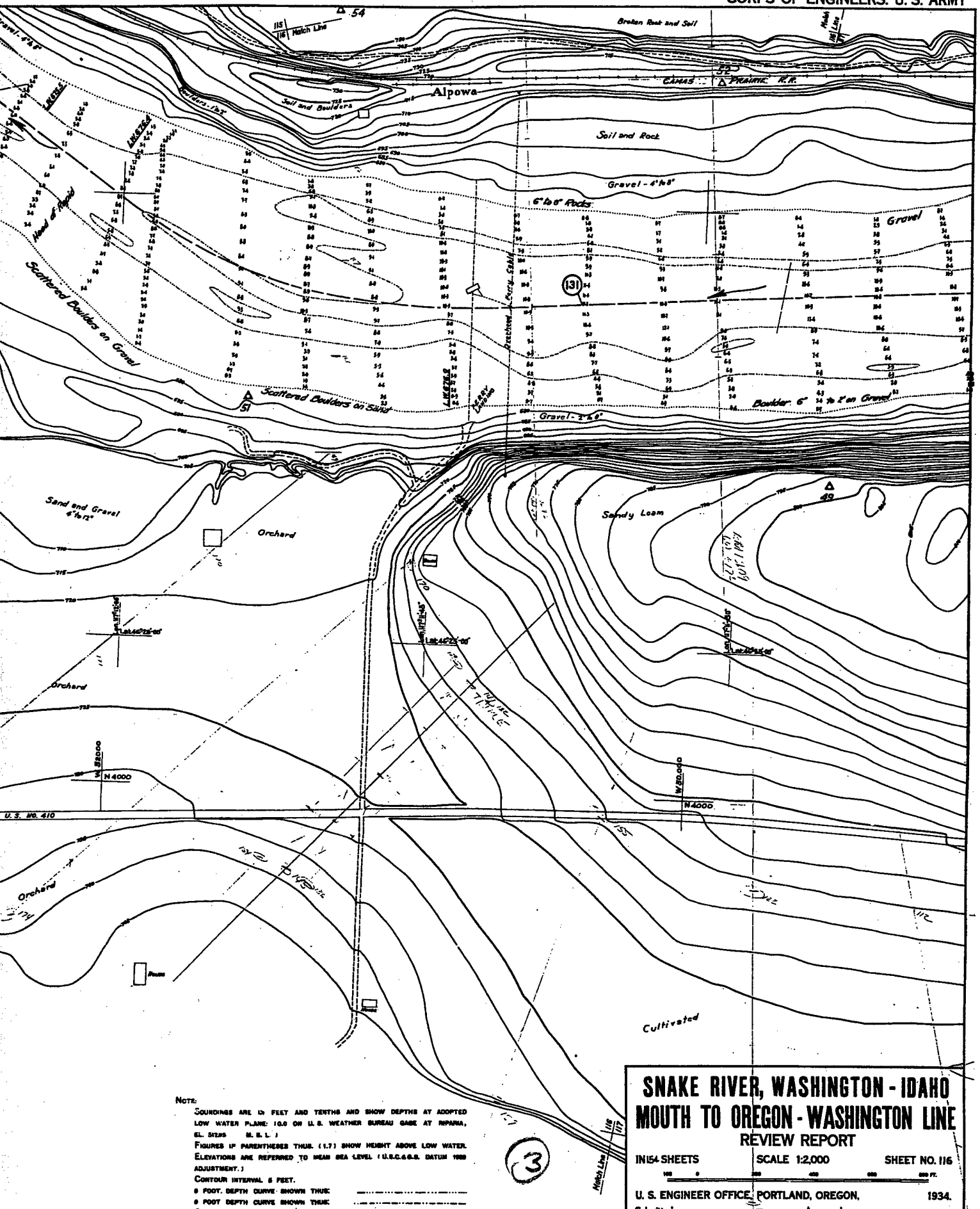
6 FOOT DEPTH CURVE SHOWN THUS:

9 FOOT DEPTH CURVE SHOWN THUS:

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LI
PROPOSED CHANNEL SHOWN THUS: (51)

(2)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 312.5 M. S. L.)

FIGURES IN PARENTHESES THUS. (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——————

6 FOOT DEPTH CURVE SHOWN THUS: ——————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (151)

SN-1-4/117
H-9-2/116

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 116

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

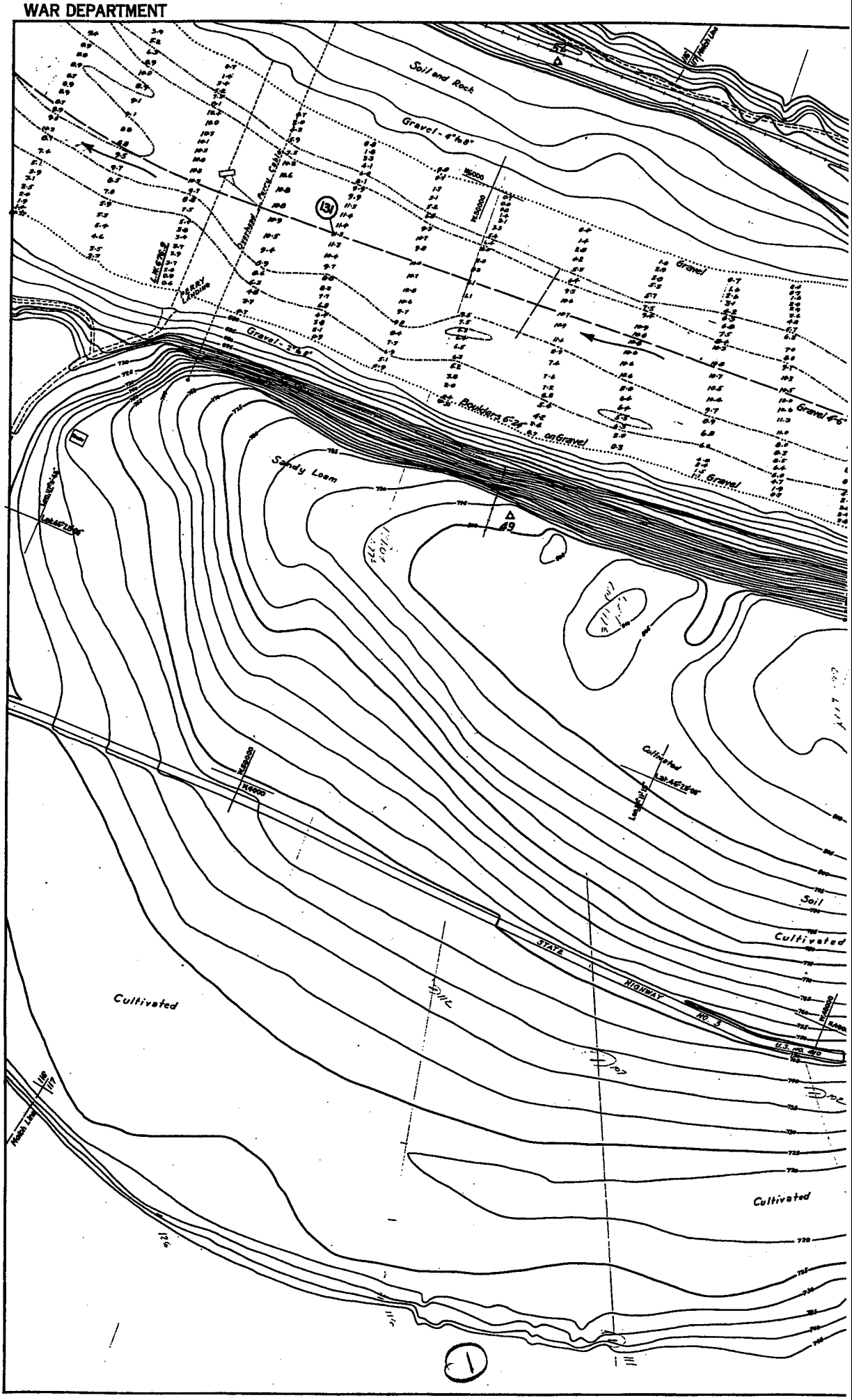
Approved: C. H. Williams, Major, Corps of Engineers

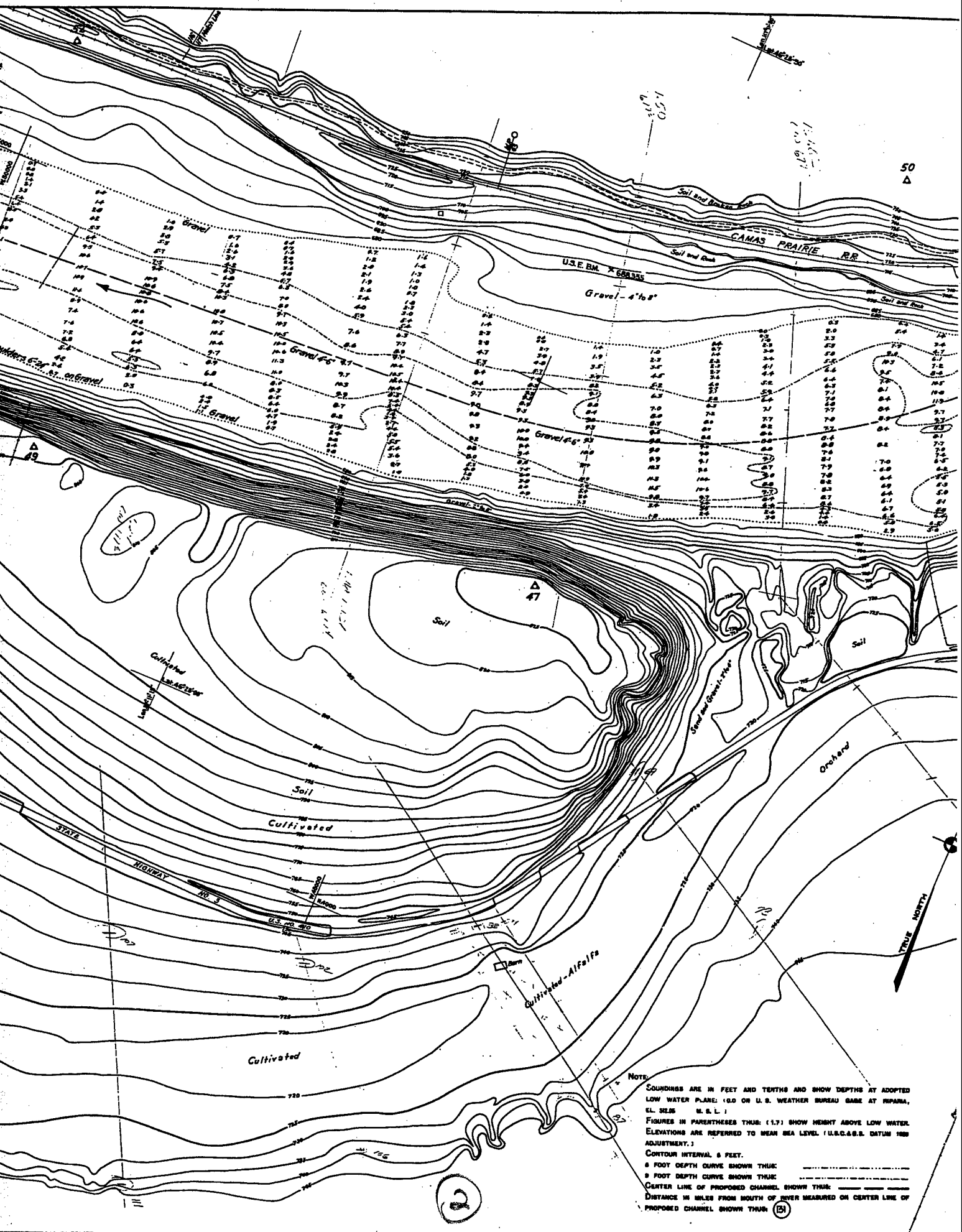
Drawn by J.M.B. R.S.V.

Transmitted with report dated June 10, 1935.

SN-1-12/116

WAR DEPARTMENT


Soil and Rock
Gravel - 4"to8"
Gravel
Gravel - 2"to4"
Boulders 6"or 9" on Gravel
Gravel 6"to
Sandy Loam
Cultivated
Soil
STATE
HIGHWAY
NO. 3
Cultivated
Cultivated
Cultivated
Hedge Line
Line
Fence
Fence
Fence



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 382.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

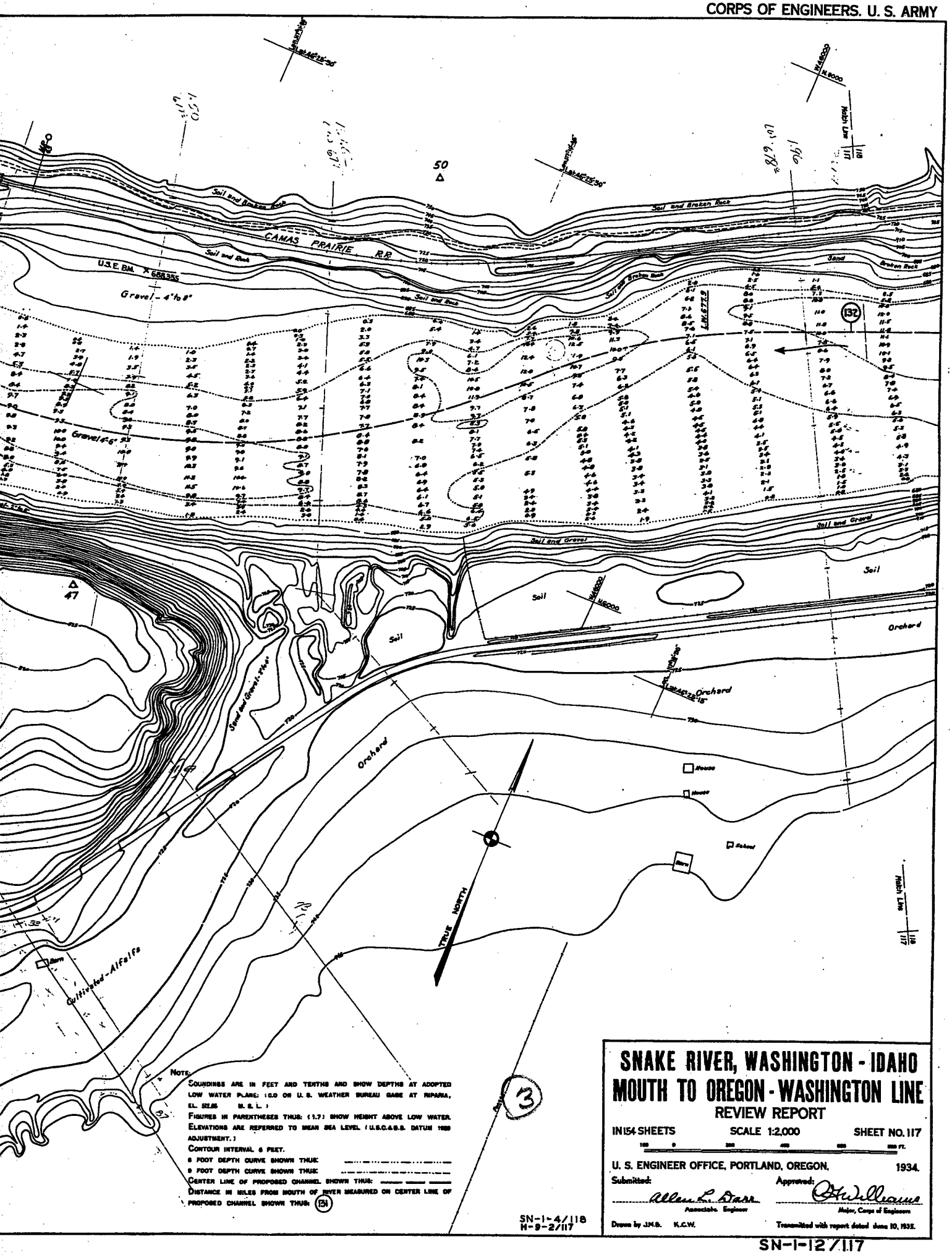
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (24)



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (LG OR U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.5 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (134)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 117

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Starr, Associate Engineer

Approved: O. H. Williams, Major, Corps of Engineers

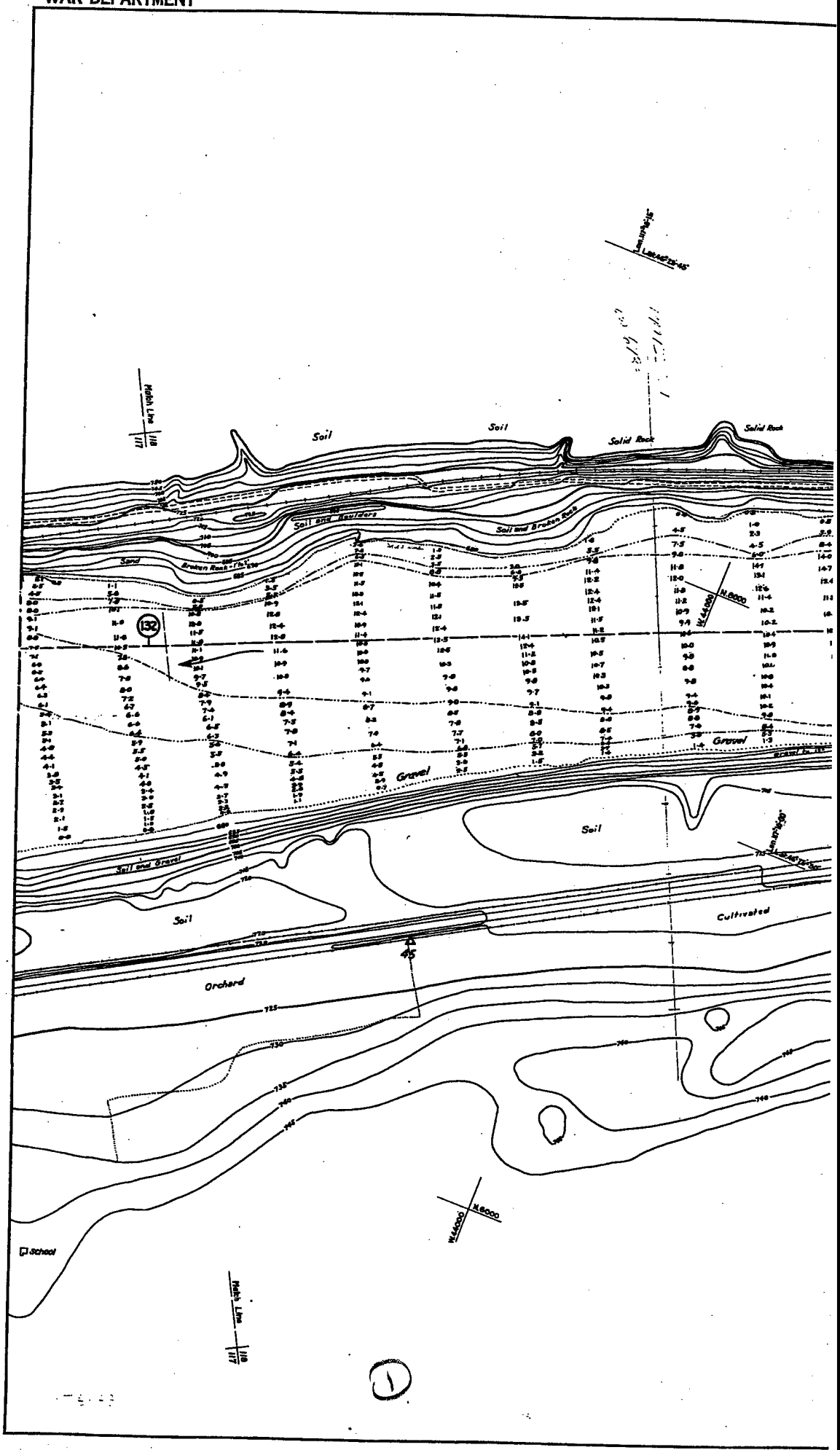
Drawn by J.M.S. K.C.W.

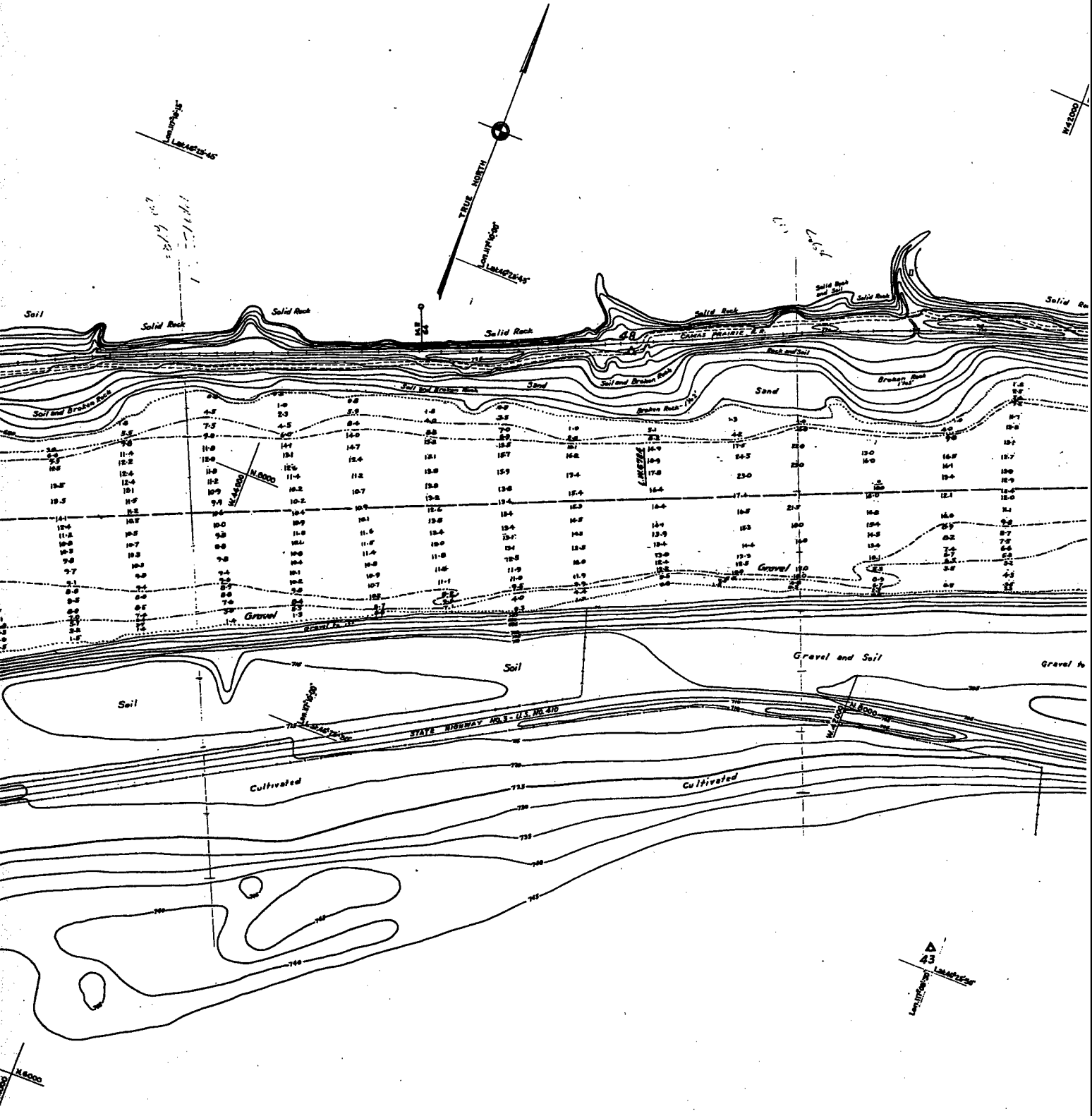
Transmitted with report dated June 10, 1935.

SN-1-4/118
H-9-2/117

SN-1-12/117

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW LOW WATER PLANE: (0.0 ON U. S. WEATHER BUR EL. 512.8 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIG ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

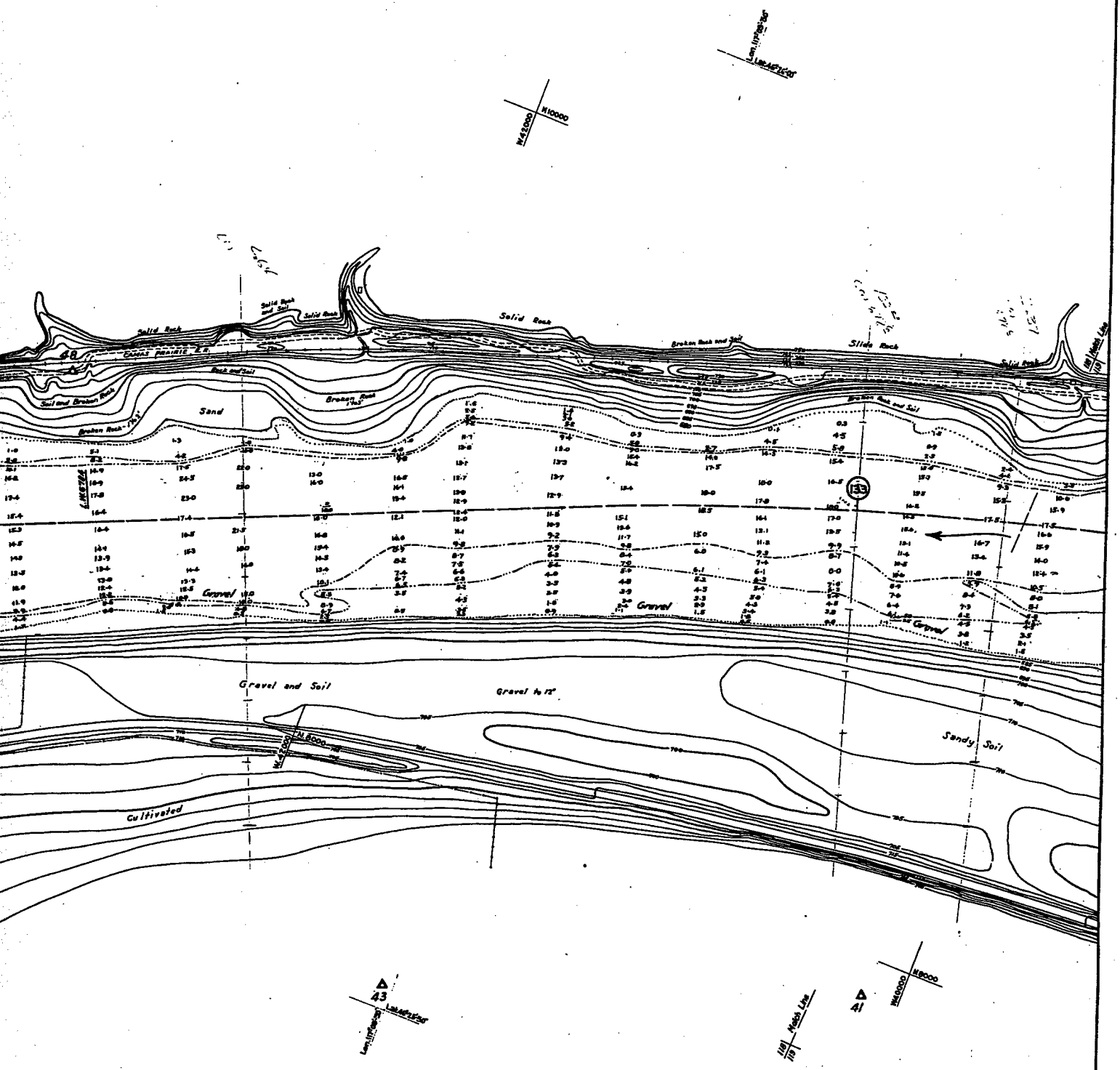
5 FOOT DEPTH CURVE SHOWN THUS: ——

8 FOOT DEPTH CURVE SHOWN THUS: — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THU

DISTANCE IN MILES FROM MOUTH OF RIVER MEASUR

PROPOSED CHANNEL SHOWN THUS: (152)



3

Note:

Soundings are in feet and tenths and show depths at adopted low water plane: 10.0 on U. S. Weather Bureau gage at Riparia, el. 512.85 m. s. l.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

5 foot depth curve shown thus: ——————

3 foot depth curve shown thus: - - - - - -

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (132)

SN-1-4/119
H-8-2/118

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 118

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Harris, Associate Engineer

Approved: H. Williams, Major, Corps of Engineers

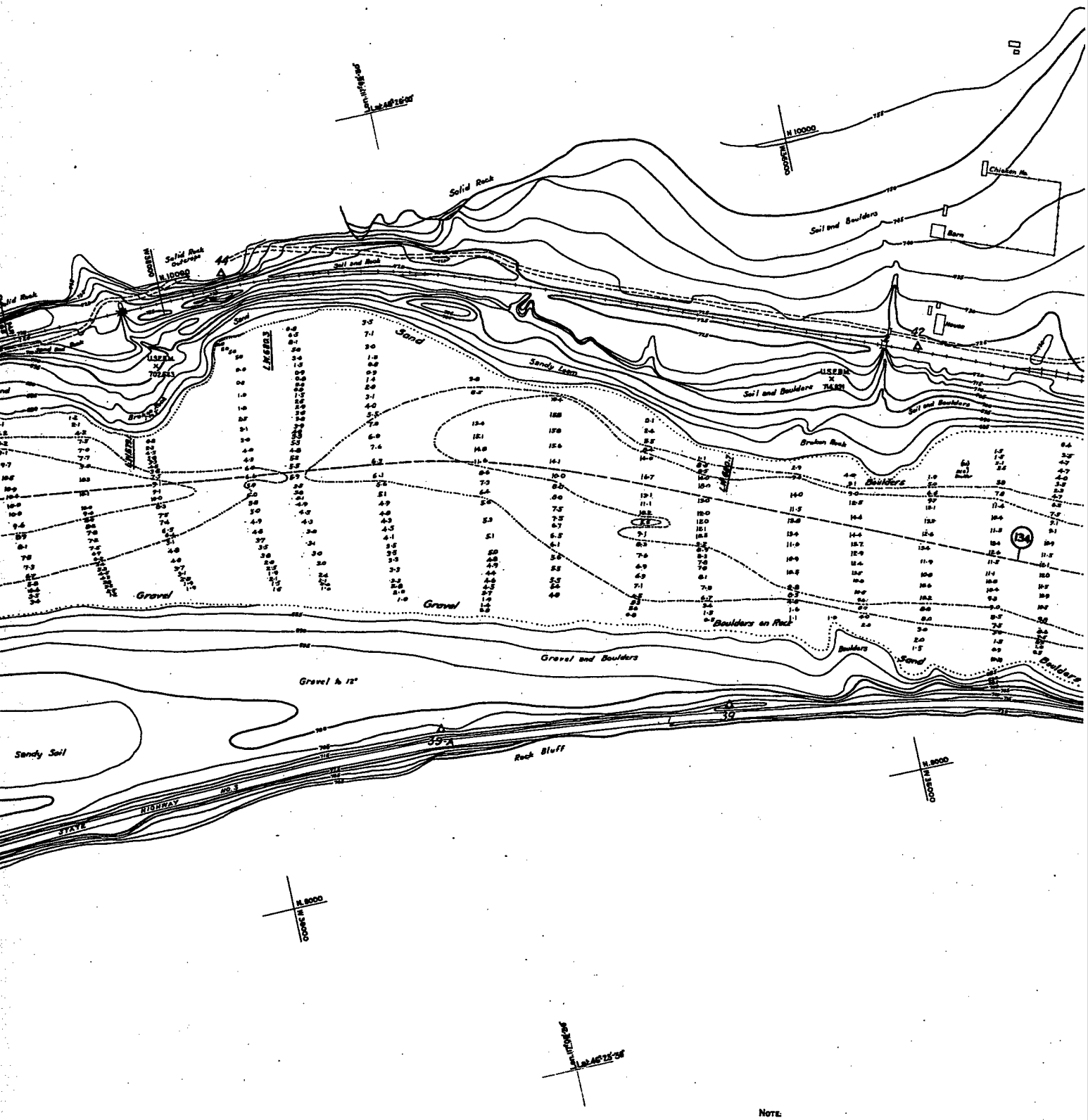
Drawn by J.M.B. K.G.W.

Transmitted with report dated June 10, 1935.

SN-1-12/118

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.00 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

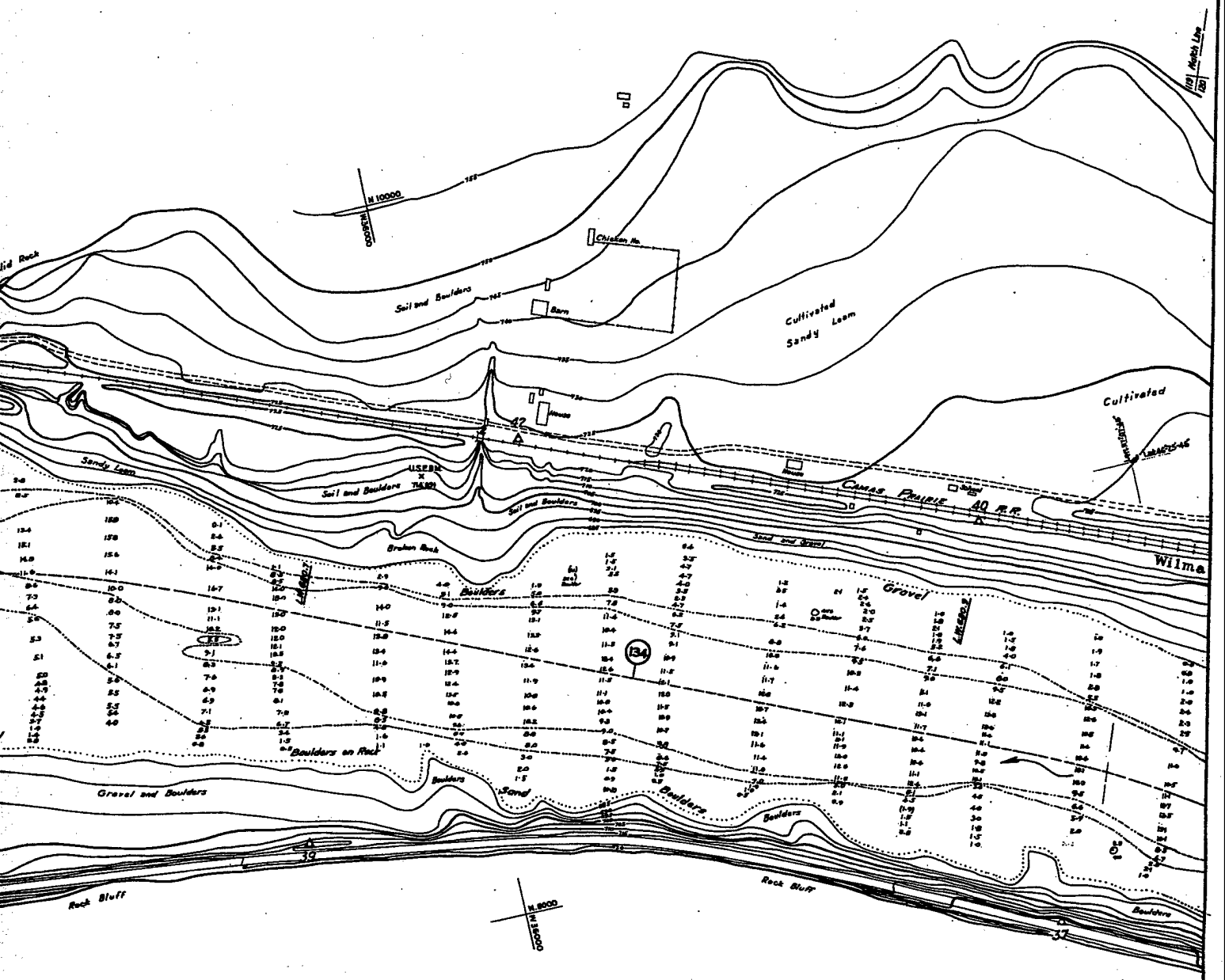
6 FOOT DEPTH CURVE SHOWN THUS: ——————

9 FOOT DEPTH CURVE SHOWN THUS: - - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (135)

SN-1-
H-9-1



(3)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 312.80 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (133)

SN-1-4/120
H-9-2/119

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 119

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

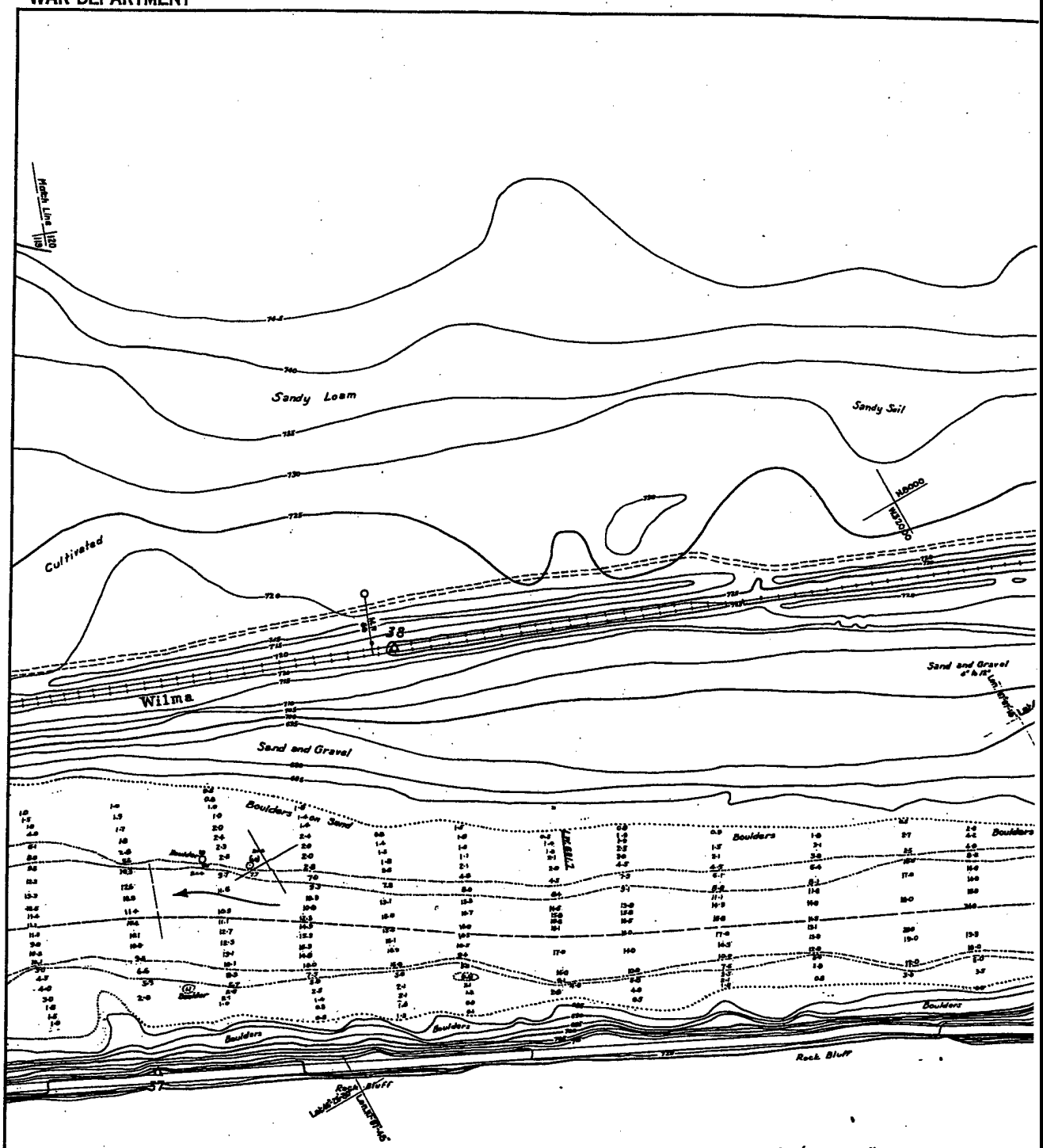
Approved: [signature], Major, Corps of Engineers

Drawn by J.M.B. K.G.W.

Transmitted with report dated June 10, 1935.

SN-1-12/119

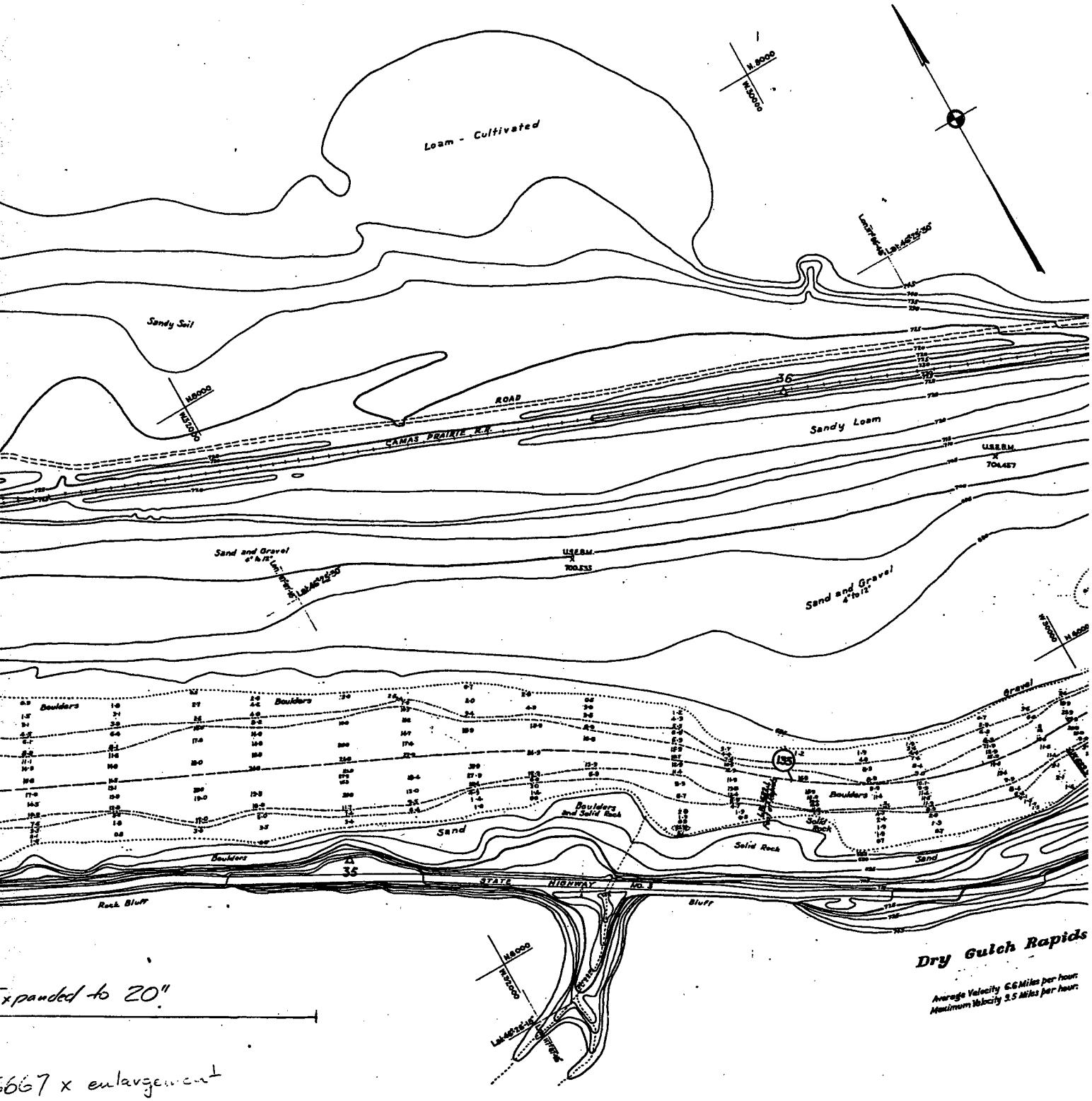
WAR DEPARTMENT



12" Expanded to 20"

1.66667 x enlargement

166.67% "



Expanded to 20"

6667 x enlargement

67% "

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, ELEV. 512.85 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

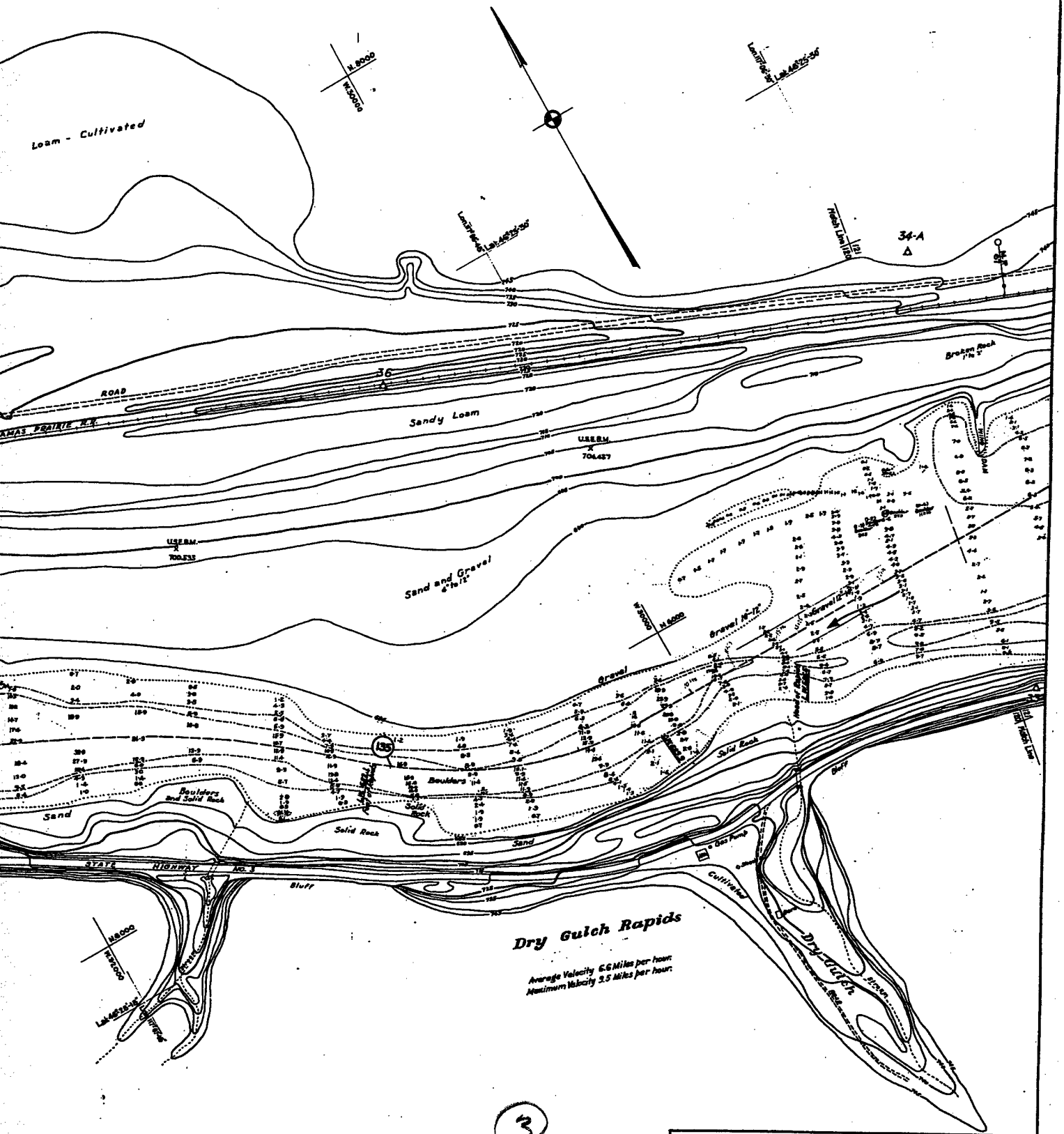
9 FOOT DEPTH CURVE SHOWN THUS: — — — —

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (134)

(2)

SN-I-4/121
R-9-2/126



3

NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, (EL. 512.65 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (134)

SN-1-4/121
H-9-2/120

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 120

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Barr, Associate Engineer

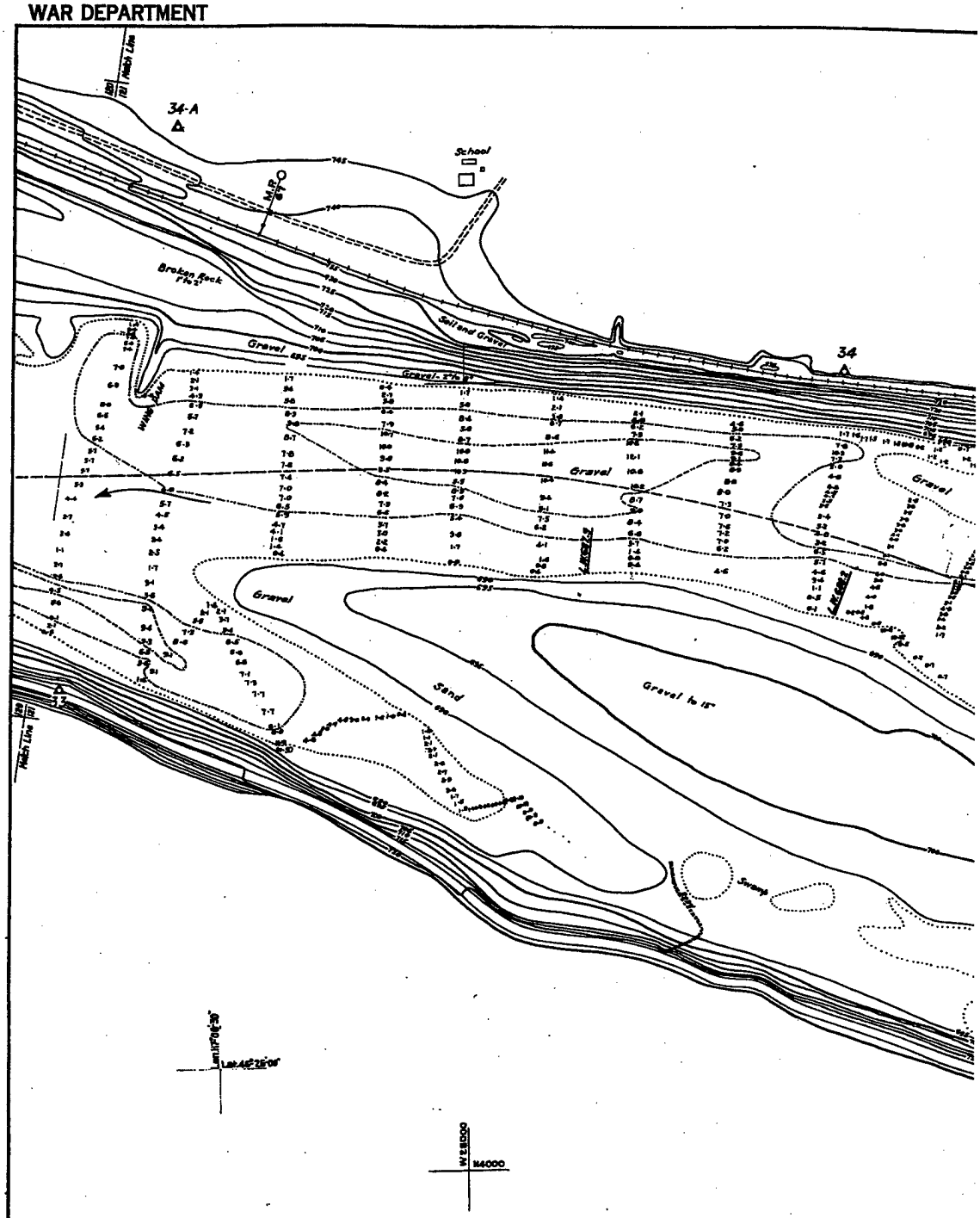
Approved: C. H. Williams, Major, Corps of Engineers

Drawn by J.M.B. K.G.W.

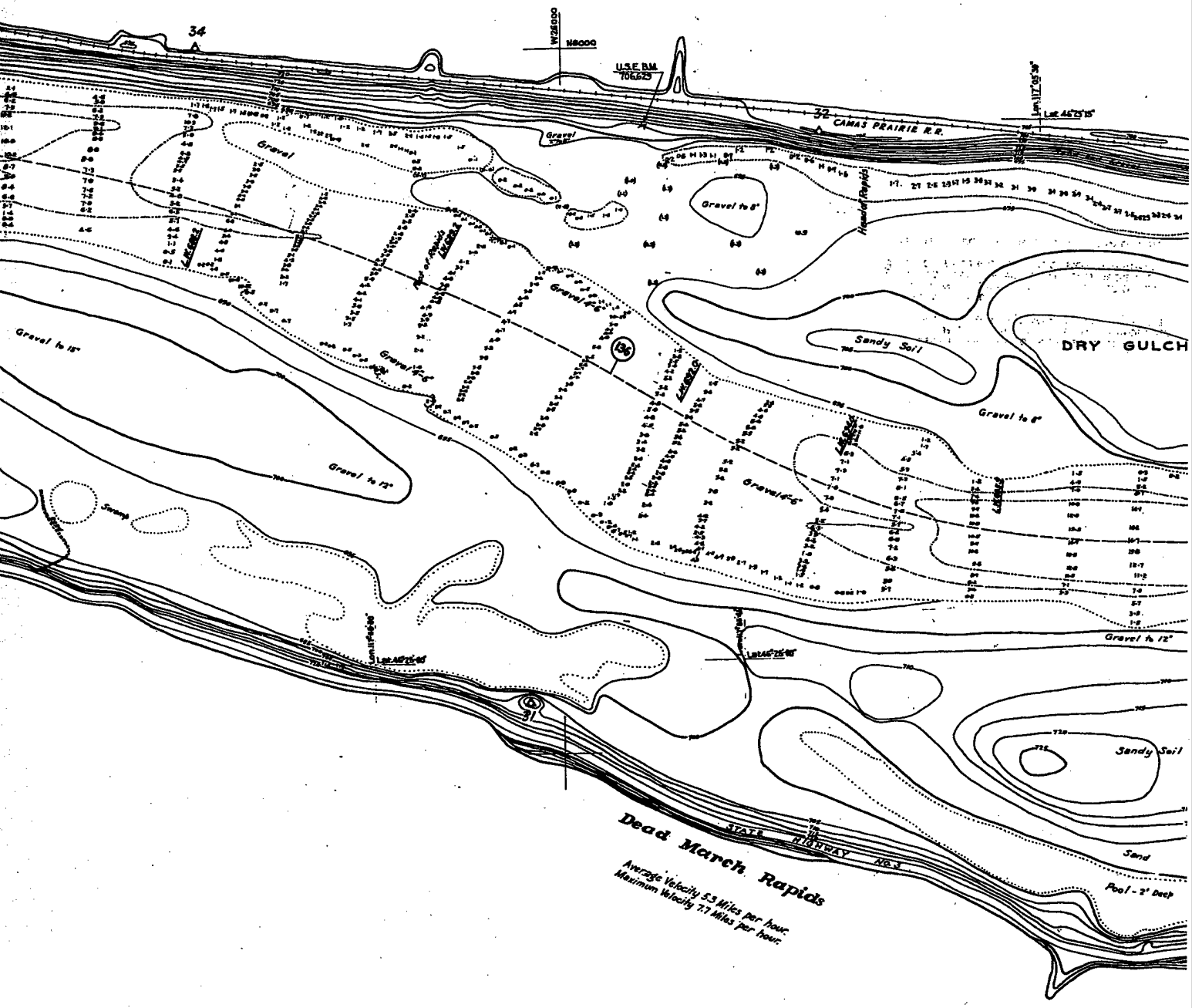
Transmitted with report dated June 10, 1935.

SN-1-12/120

WAR DEPARTMENT



(1)



NOTE:

SOUNDINGS ARE IN FEET AND .TENTHS AND SHOW DEPTHS AT A
LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT R
EL. 2756 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATU
ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

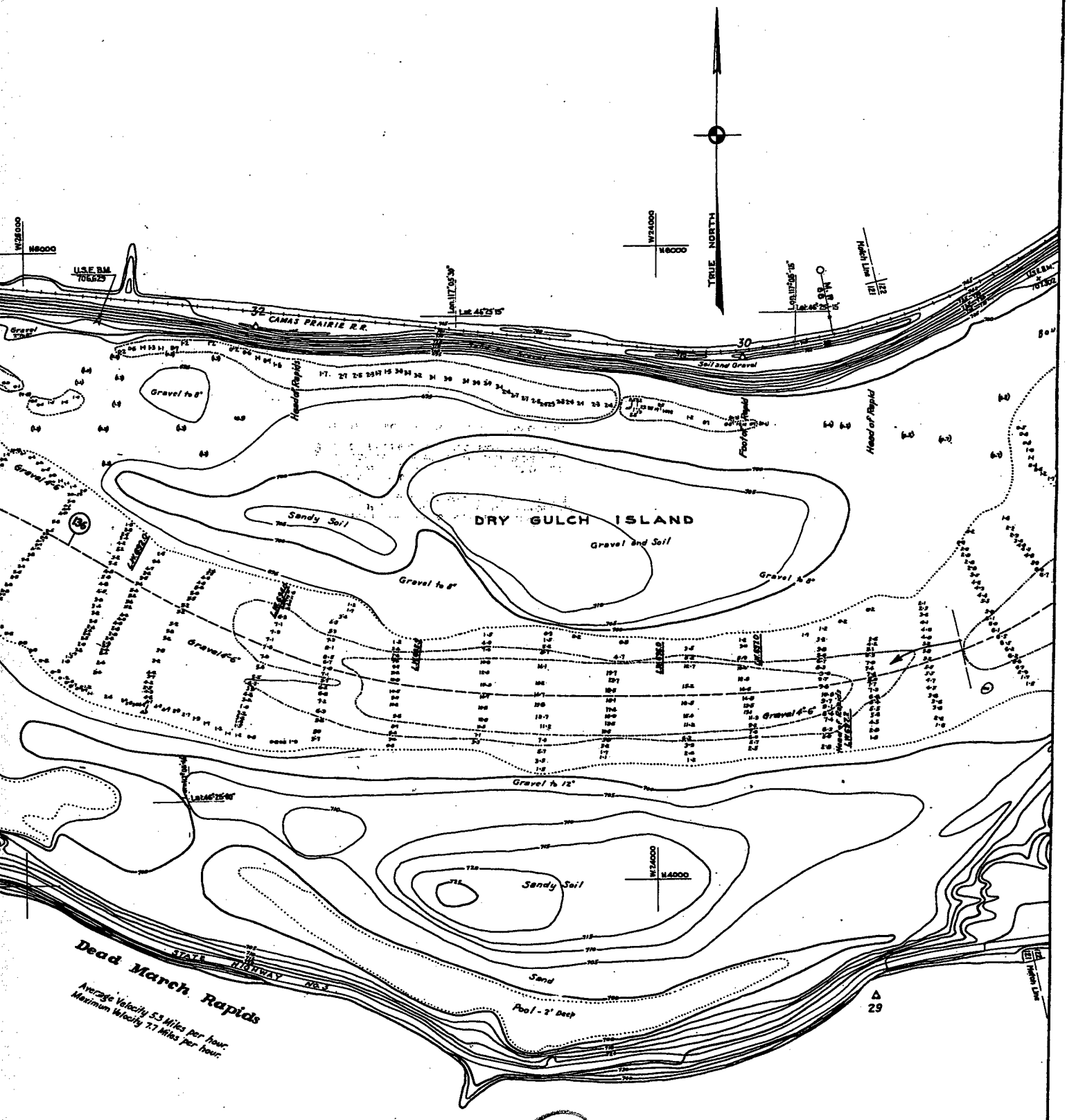
9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER L
PROPOSED CHANNEL SHOWN THUS: (154)

(2)

SN-
H-1



3

NOTE:

SOUNDINGS ARE IN FEET AND .TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 911.85 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

0 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (136)

SN-1-4/122
H-9-2/121

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 121

1000 0 2000 4000 6000 8000 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dorr, Associate Engineer

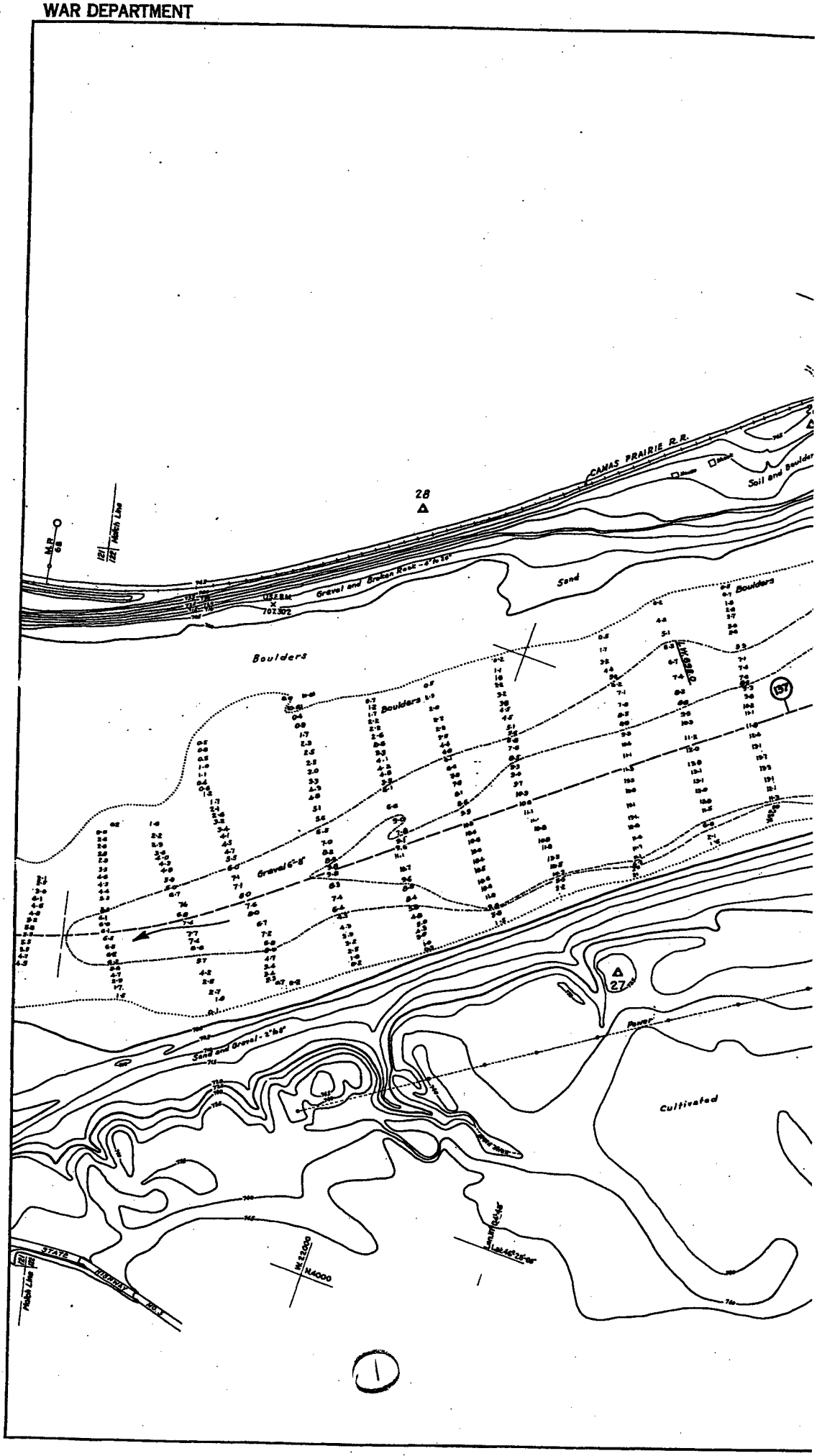
Approved: [signature], Major, Corps of Engineers

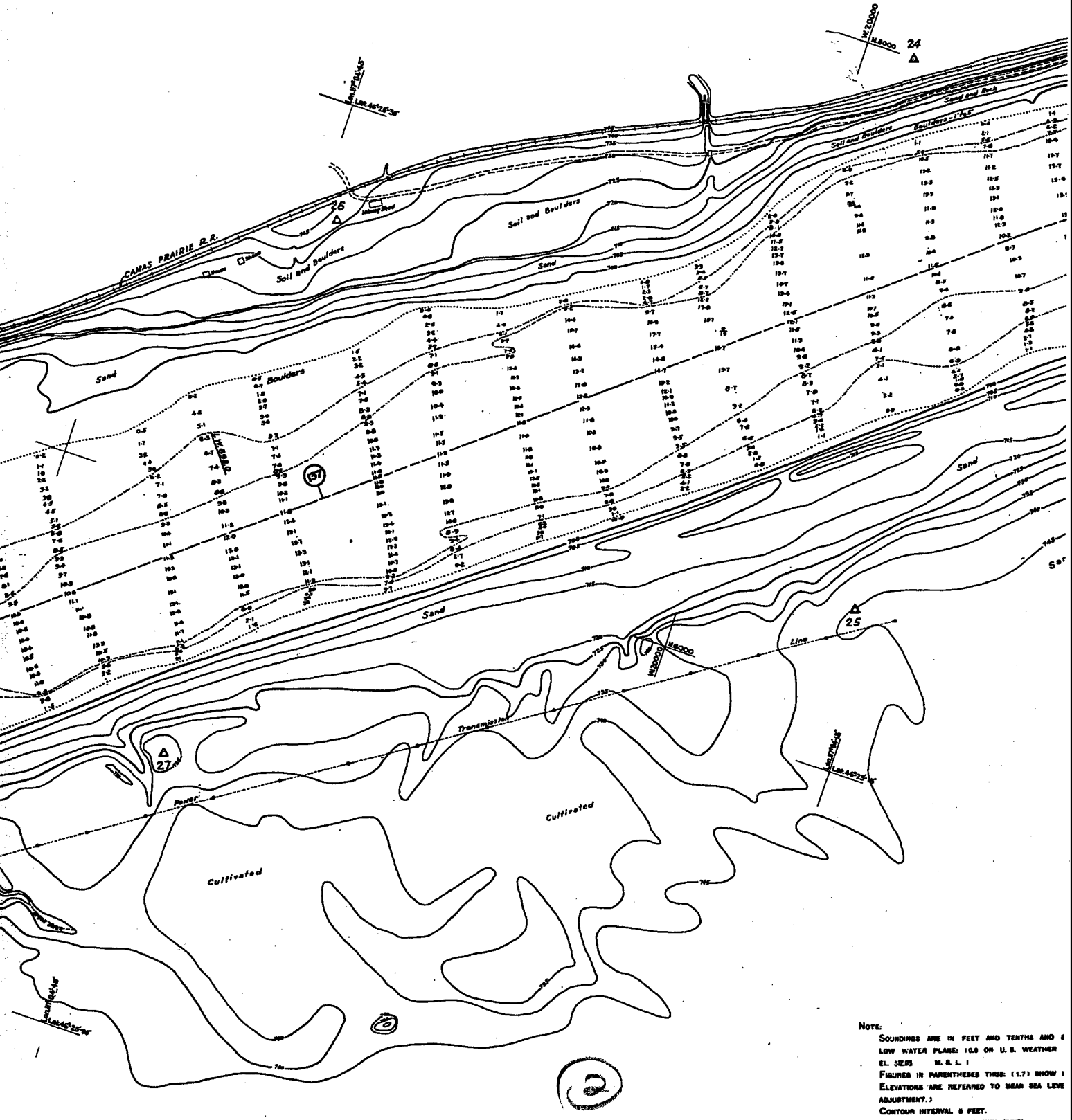
Drawn by J.M.B. K.G.W.

Transmitted with report dated June 10, 1933.

SN-1-12/121

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND A
LOW WATER PLANE: 10.0 ON U. S. WEATHER
EL. SIERS M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW
ELEVATIONS ARE REFERRED TO MEAN SEA LEVE
ADJUSTMENT.)

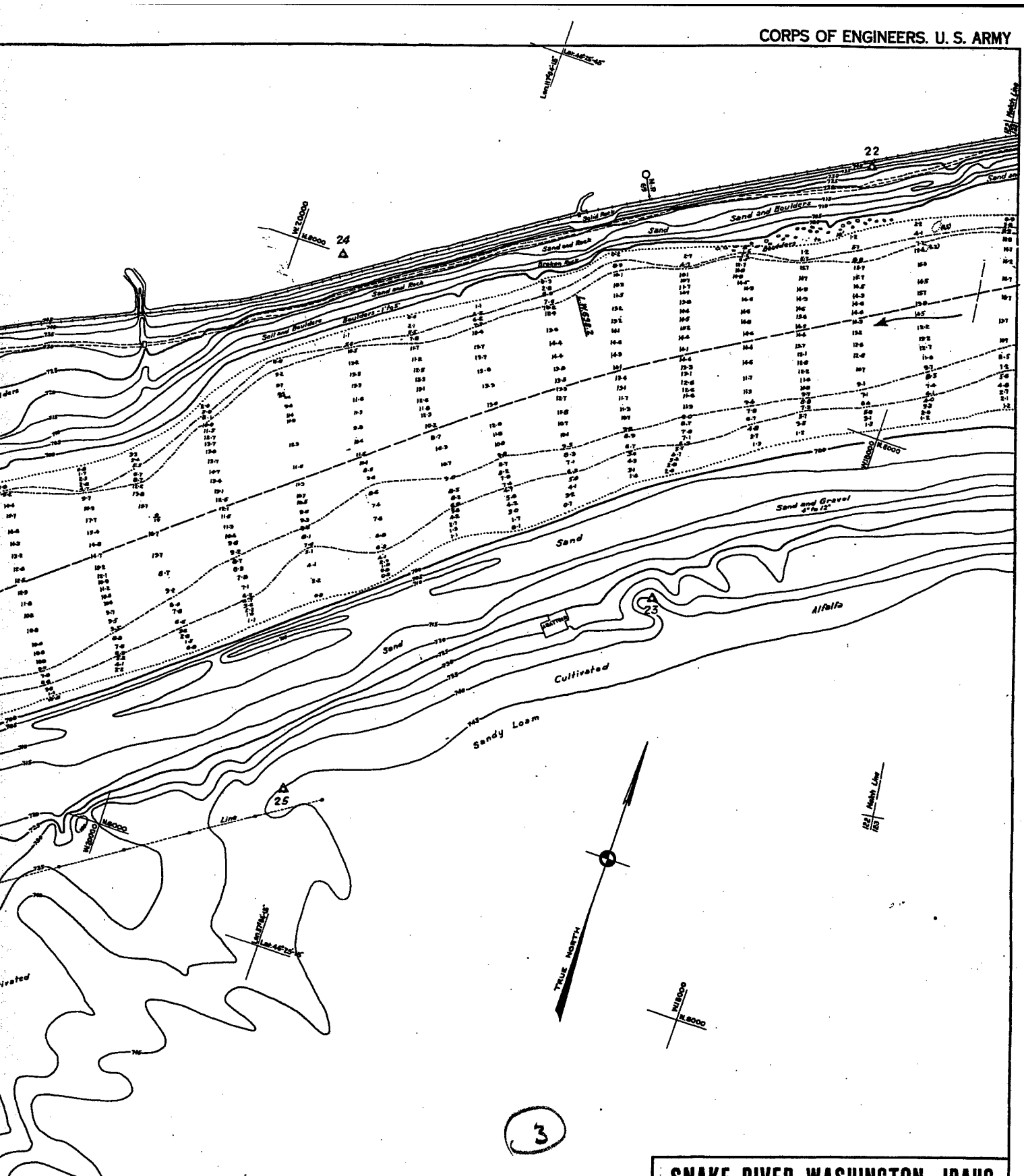
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——

9 FOOT DEPTH CURVE SHOWN THUS: - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN

DISTANCE IN MILES FROM MOUTH OF RIVER ME
PROPOSED CHANNEL SHOWN THUS: (151)



3

Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, el. 512.5 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

5 foot depth curve shown thus: ——·——·——

9 foot depth curve shown thus: ——··——··——

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (157)

SN-1-4/123
H-9-2/122

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 122

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dam, Associate Engineer

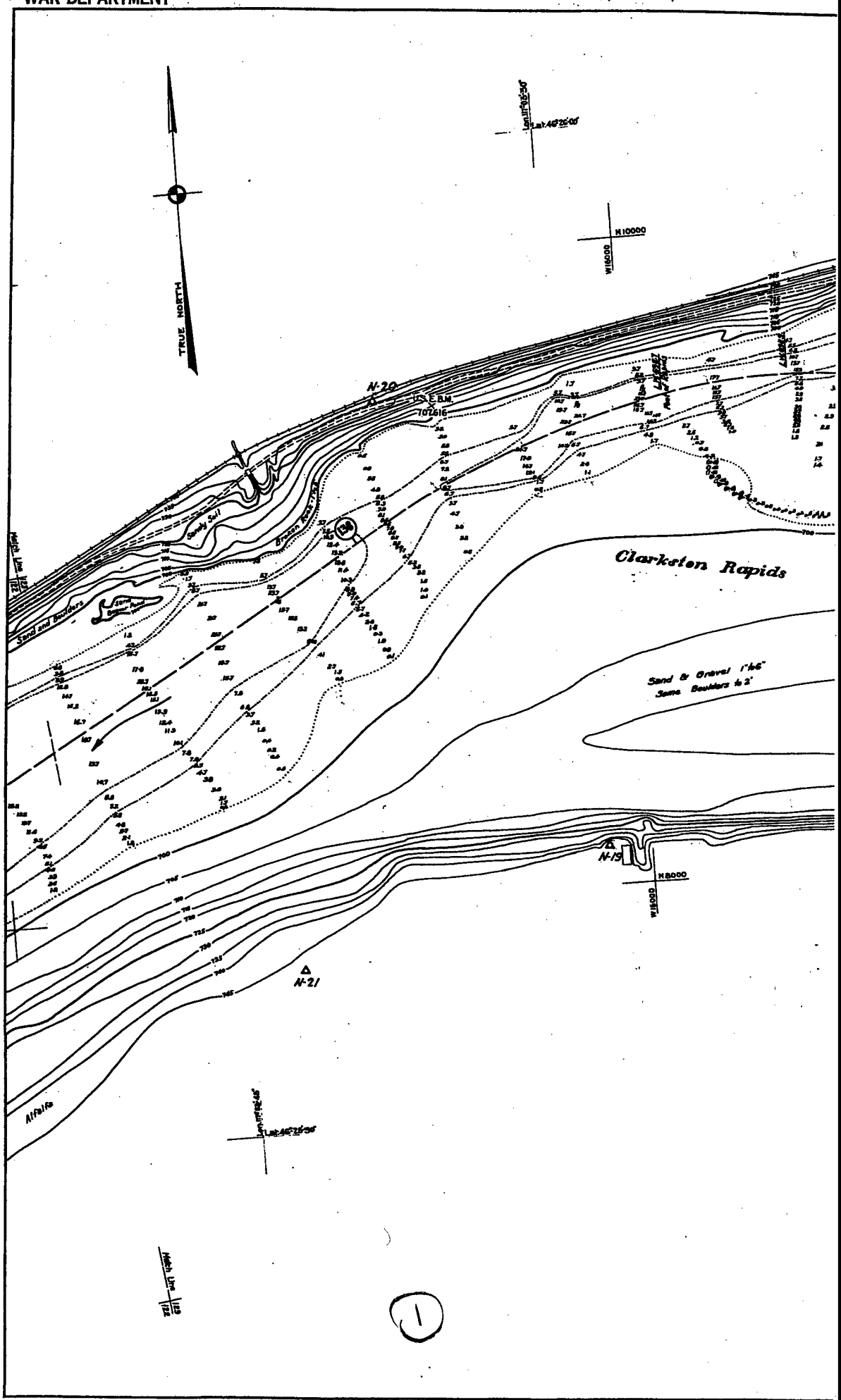
Approved: H. Williams, Major, Corps of Engineers

Drawn by J.M.B. K.G.W.

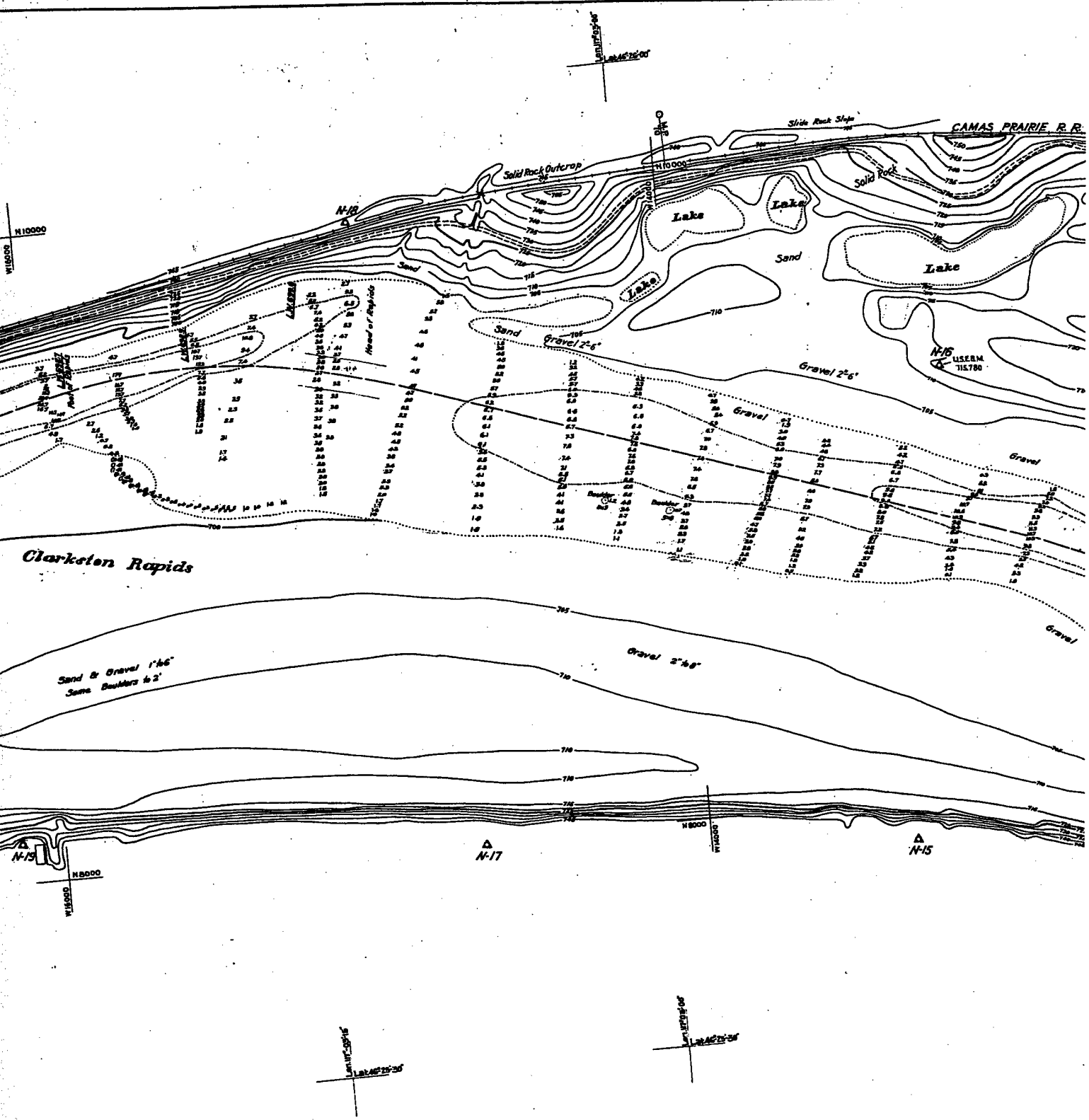
Transmitted with report dated June 10, 1935.

SN-1-12/122

WAR DEPARTMENT



(1)



(2)

Note:

Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, El. 2626 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

6 foot depth curve shown thus: ——·——·——·——

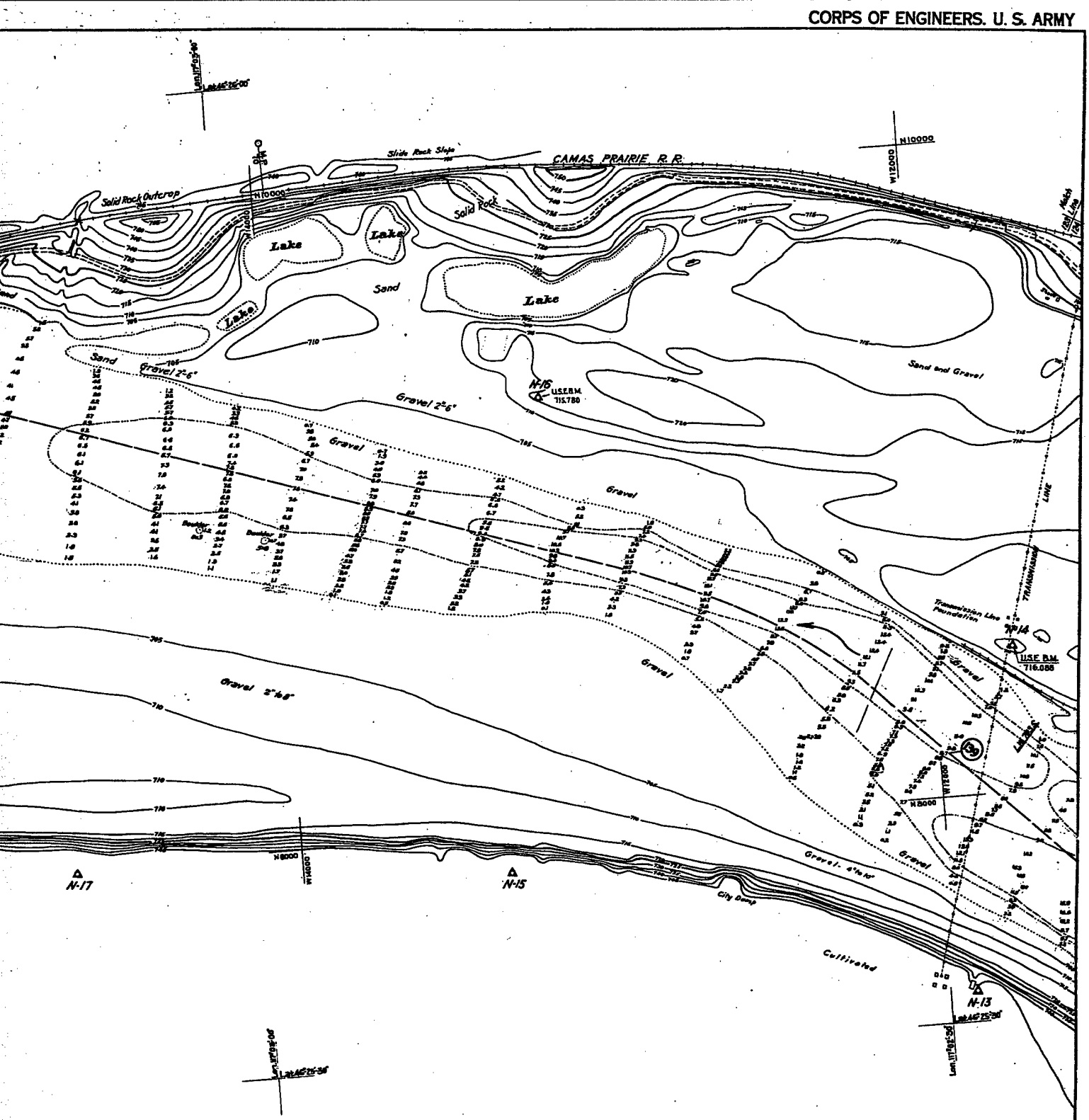
9 foot depth curve shown thus: ——··——··——··——

Center line of proposed channel shown thus: ——— ——— ———

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (138)

SN-1-4/12
H-9-2/12

135/124 Match Line



3

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 2636 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

3 FOOT DEPTH CURVE SHOWN THUS: ·····

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (158)

138 Hatch Line 124

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 123

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dare, Associate Engineer

Approved: H. Williams, Major, Corps of Engineers

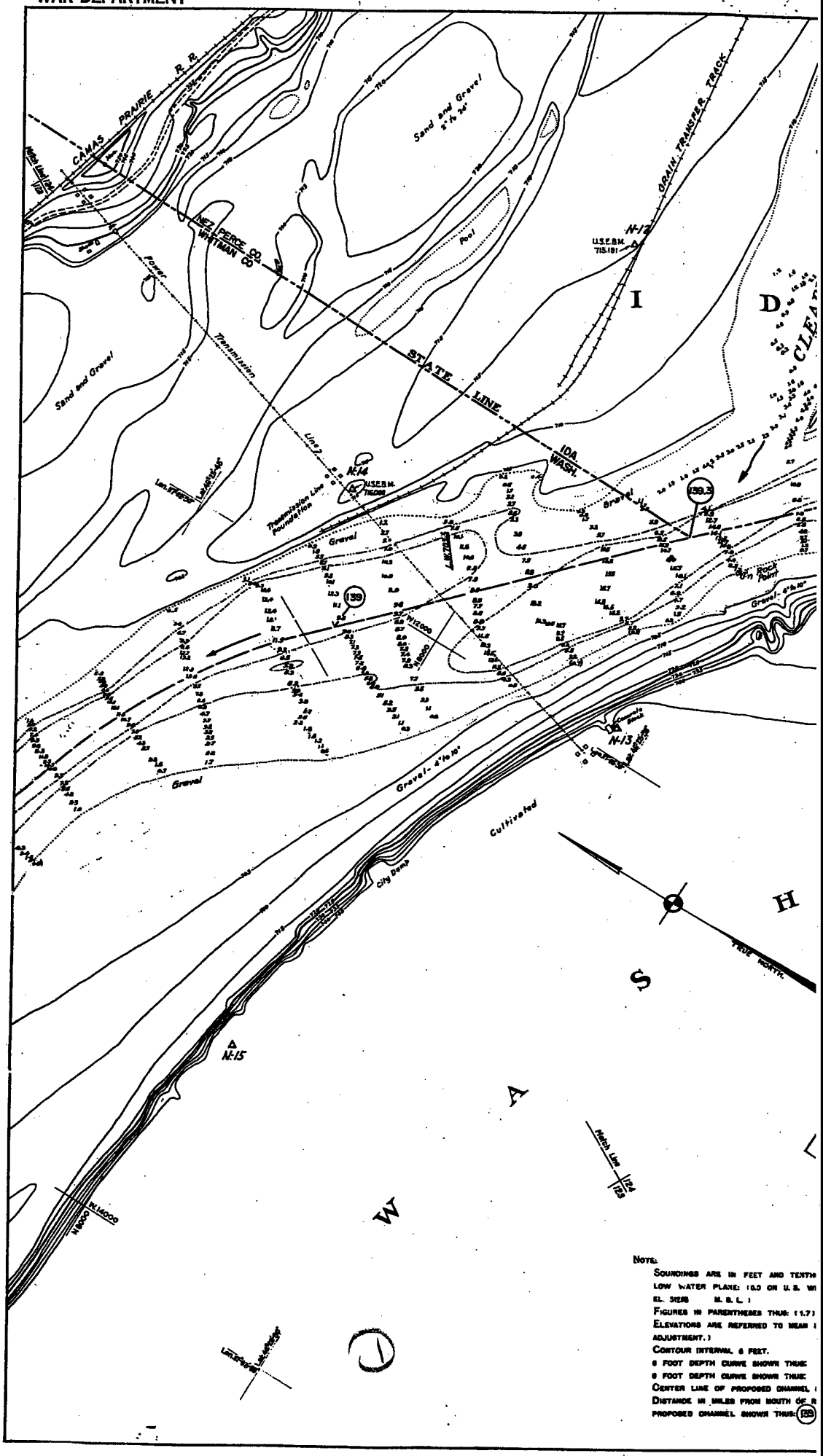
Drawn by J.M.B. E.L.W.

Transmitted with report dated June 19, 1935.

SN-1-4/124
H-9-2/123

SN-1-12/123

WAR DEPARTMENT



NOTE:

SOUNDINGS ARE IN FEET AND TENTH
LOW WATER PLANE: (0.0 ON U. S. WI
EL. 312.8 M. S. L.)

FIGURES IN PARENTHESES THUS: (11.7)
ELEVATIONS ARE REFERRED TO MEAN L
ADJUSTMENT.)

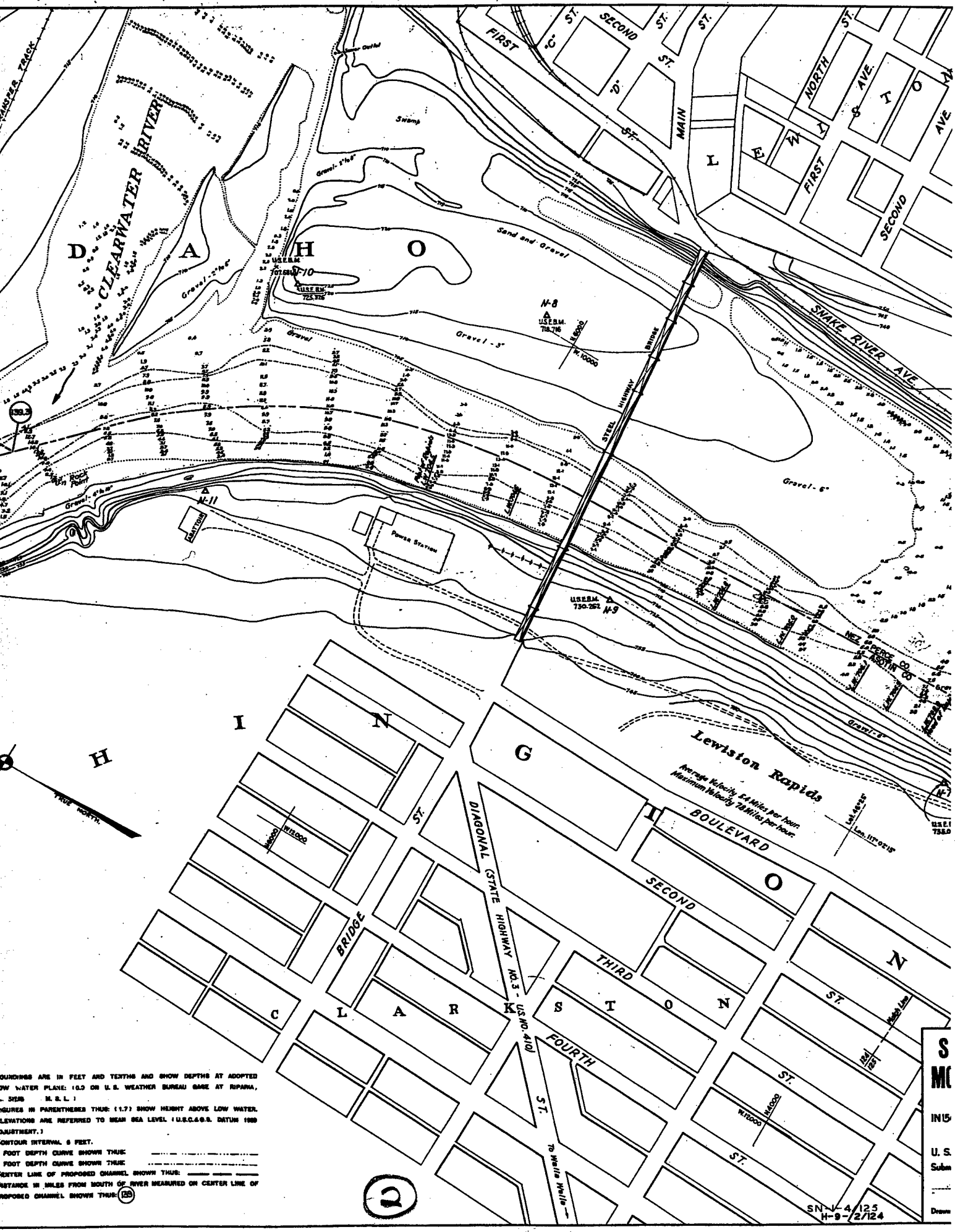
CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS:

6 FOOT DEPTH CURVE SHOWN THUS:

CENTER LINE OF PROPOSED CHANNEL (

DISTANCE IN MILES FROM MOUTH OF R
PROPOSED CHANNEL SHOWN THUS: (239)



SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.2 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, WASH. 712.8 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.& G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

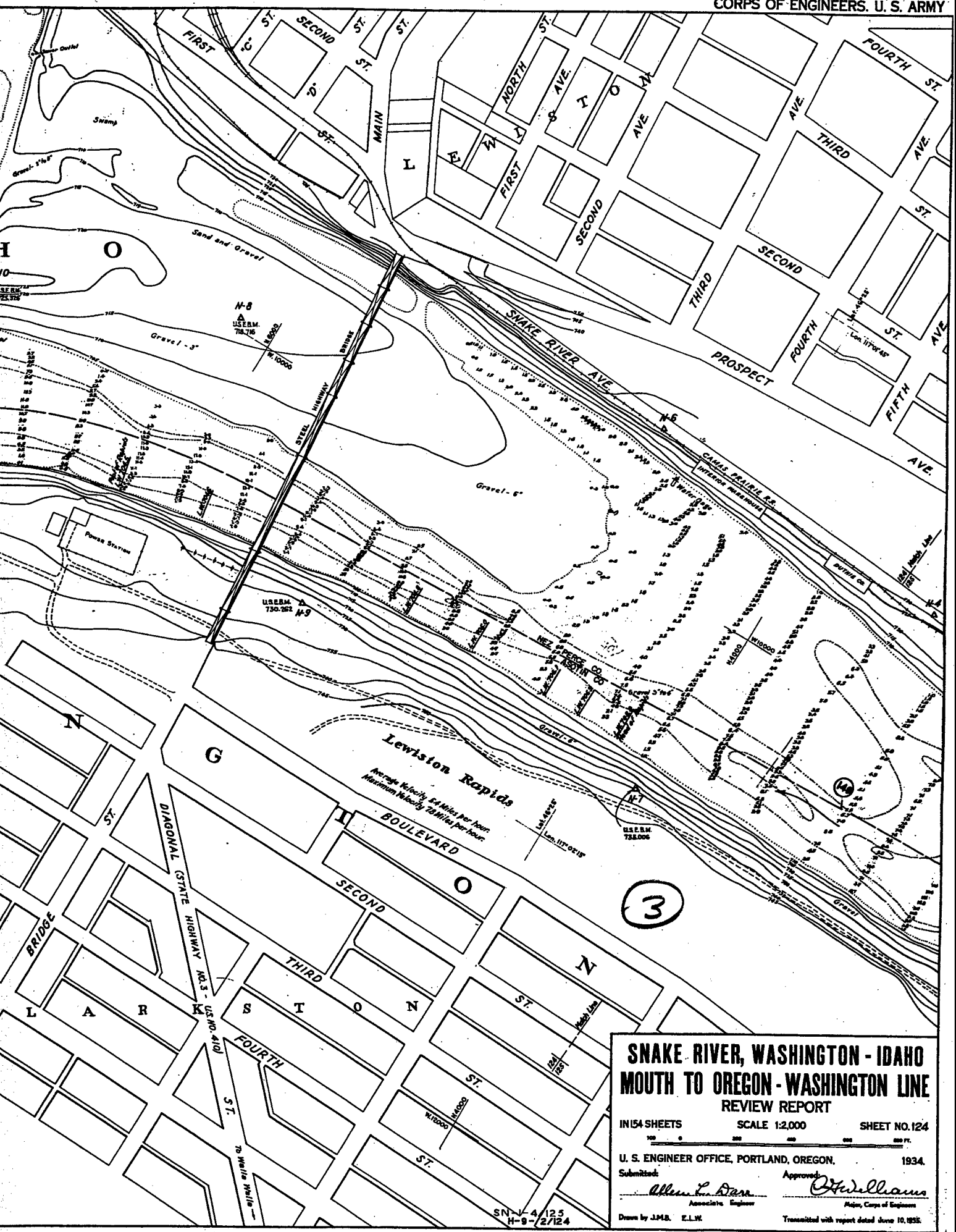
30 FOOT DEPTH CURVE SHOWN THUS: ——·——·——·——

40 FOOT DEPTH CURVE SHOWN THUS: ——··——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (126)

SN-V-4125
H-9-2/124



SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 124

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Dare, Associate Engineer

Approved: O. Williams, Major, Corps of Engineers

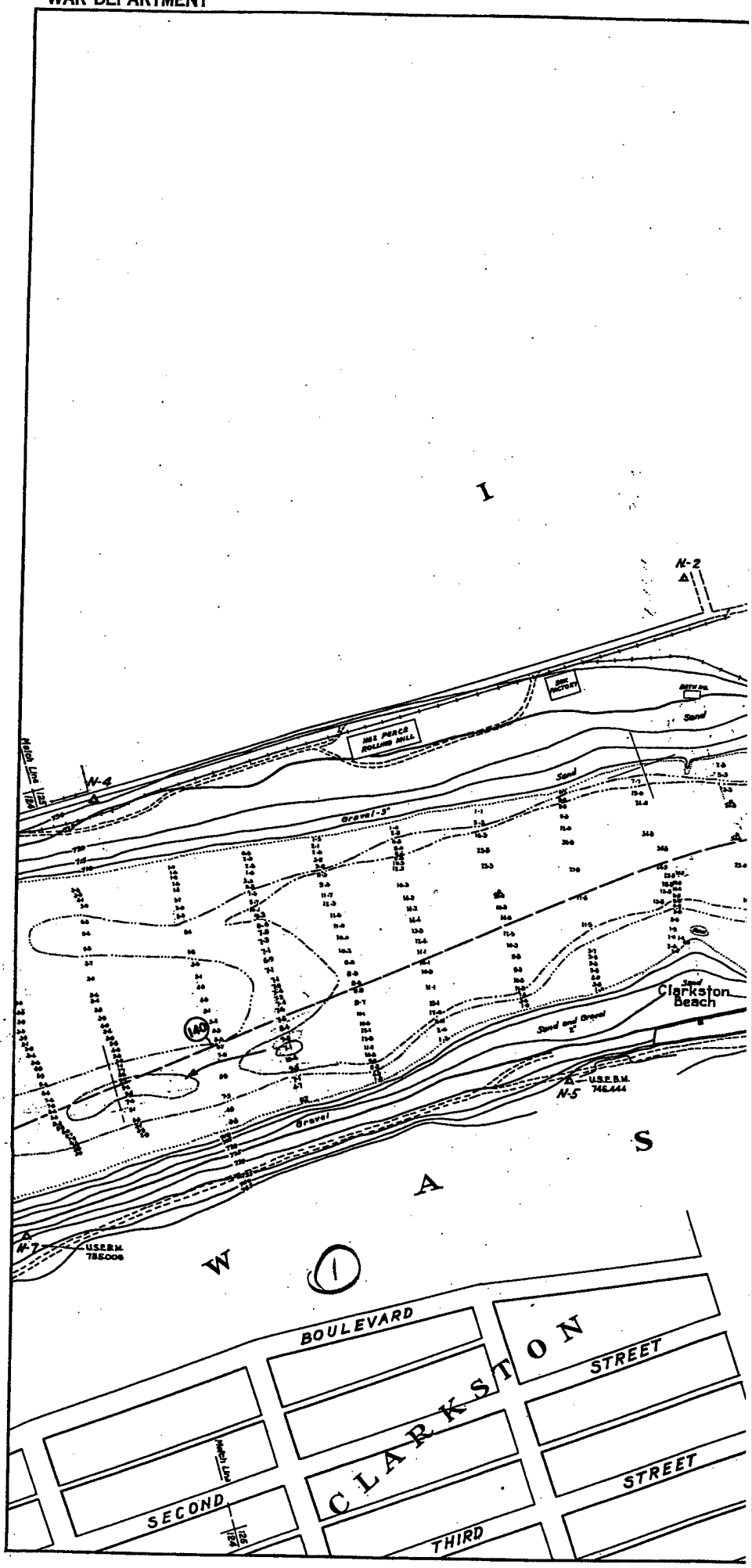
Drawn by J.M.B. E.L.W.

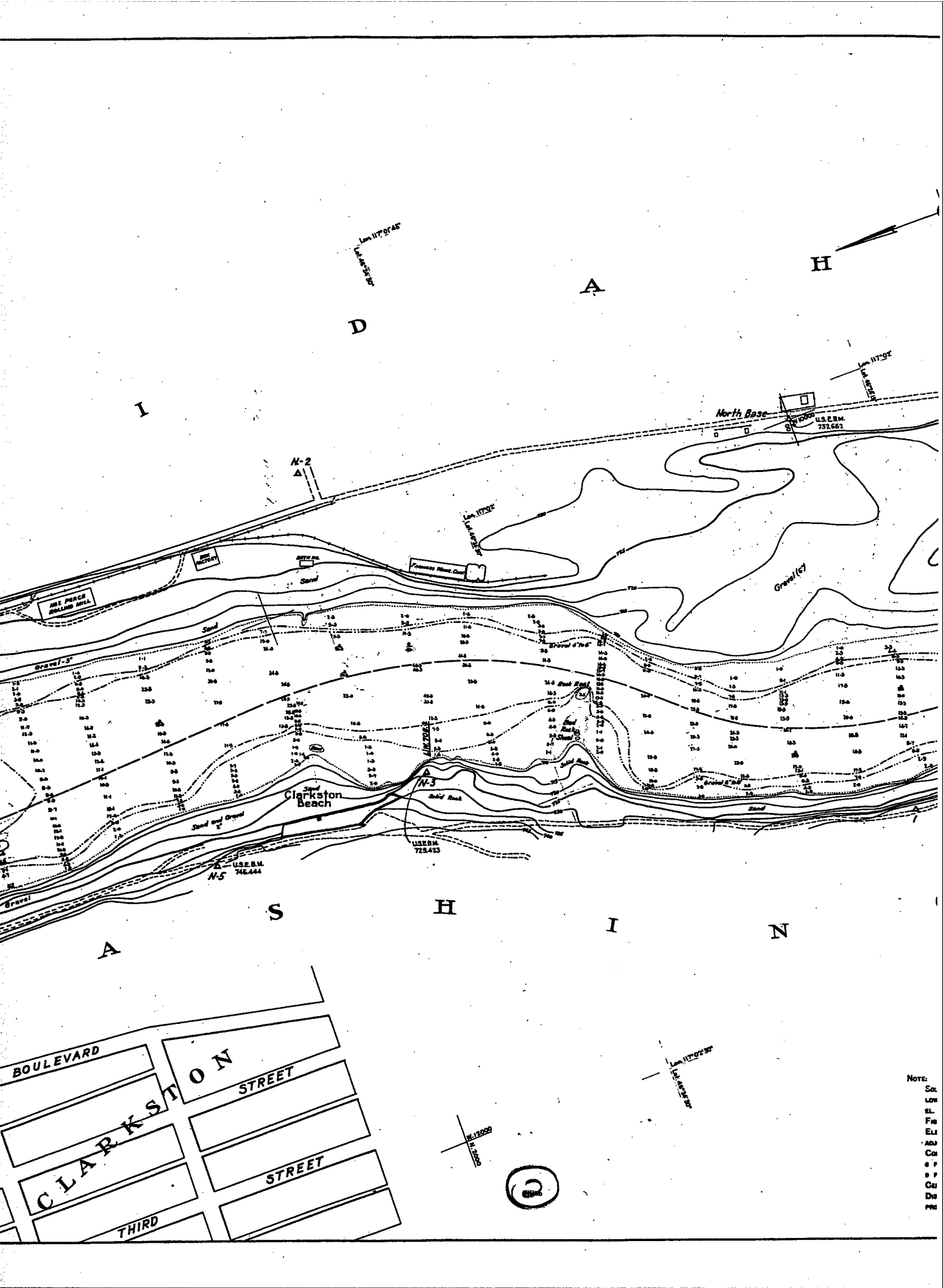
Transmitted with report dated June 10, 1935.

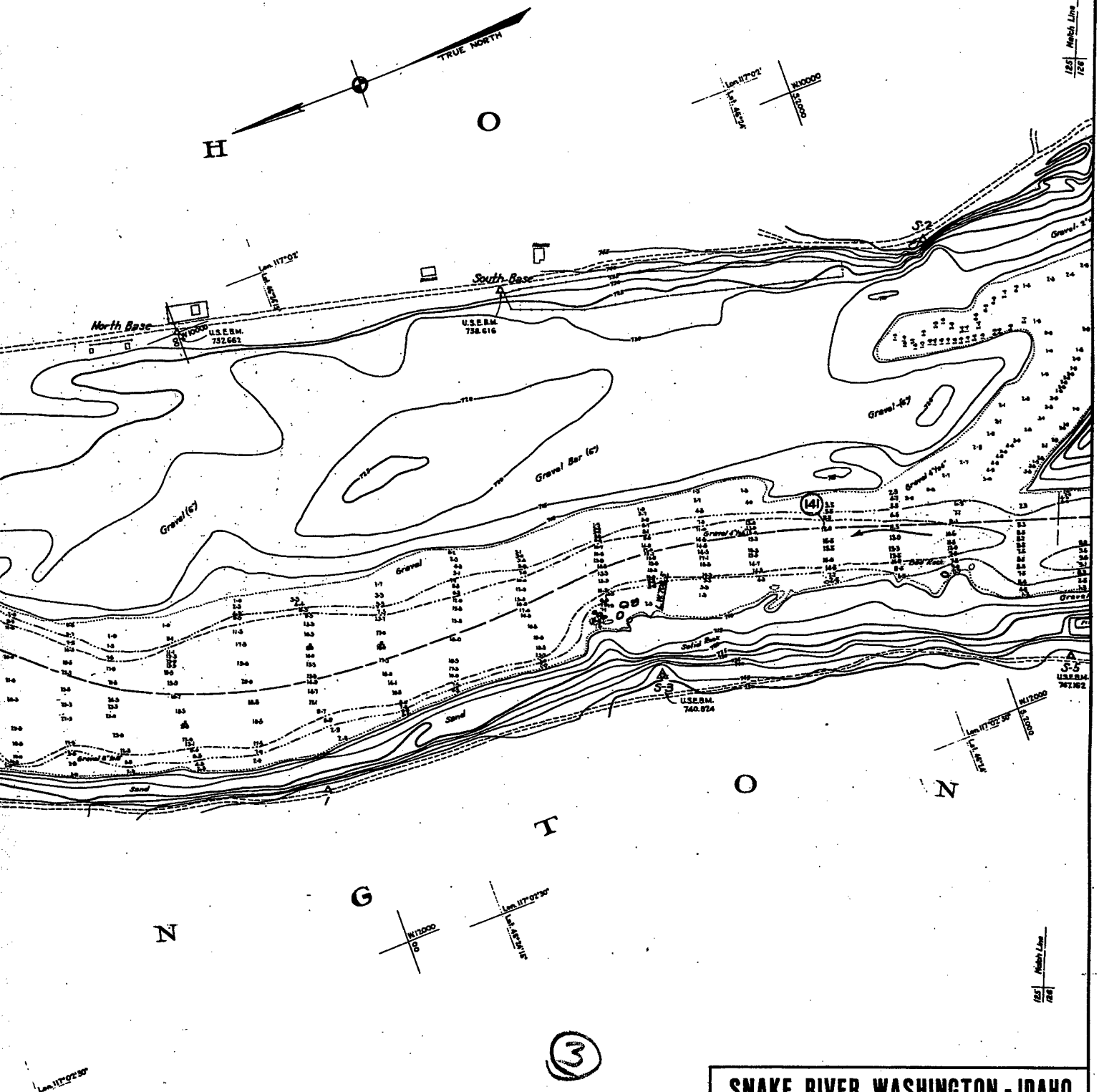
SN-I-4/125
H-9-2/124

SN-I-12/124

WAR DEPARTMENT




H
A
D
I
A
S
H
I
N
Long 117°07'45"
Lat 46°54'30"
Long 117°07'
Lat 46°54'30"
Long 117°07'
Lat 46°54'30"
North Base
U.S.E.B.M.
732.662
N-2
N-3
N-5
U.S.E.B.M.
745.444
U.S.E.B.M.
725.423
Clarkston
Beach
Gravel (6")
Gravel 4"to6"
Gravel 6"to8"
Gravel-5"
Sand
Sand and Gravel
Solid Rock
Boat Ramp
Fisherman Float Cement
Mill Race
Rolling Mill
Long 117°07'30"
Lat 46°54'30"
BOULEVARD
CLARKSTON
STREET
STREET
THIRD
Note:



(3)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.5 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (140)

SN-I-4/126
H-9-2/125

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 125

200 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dorr, Associate Engineer

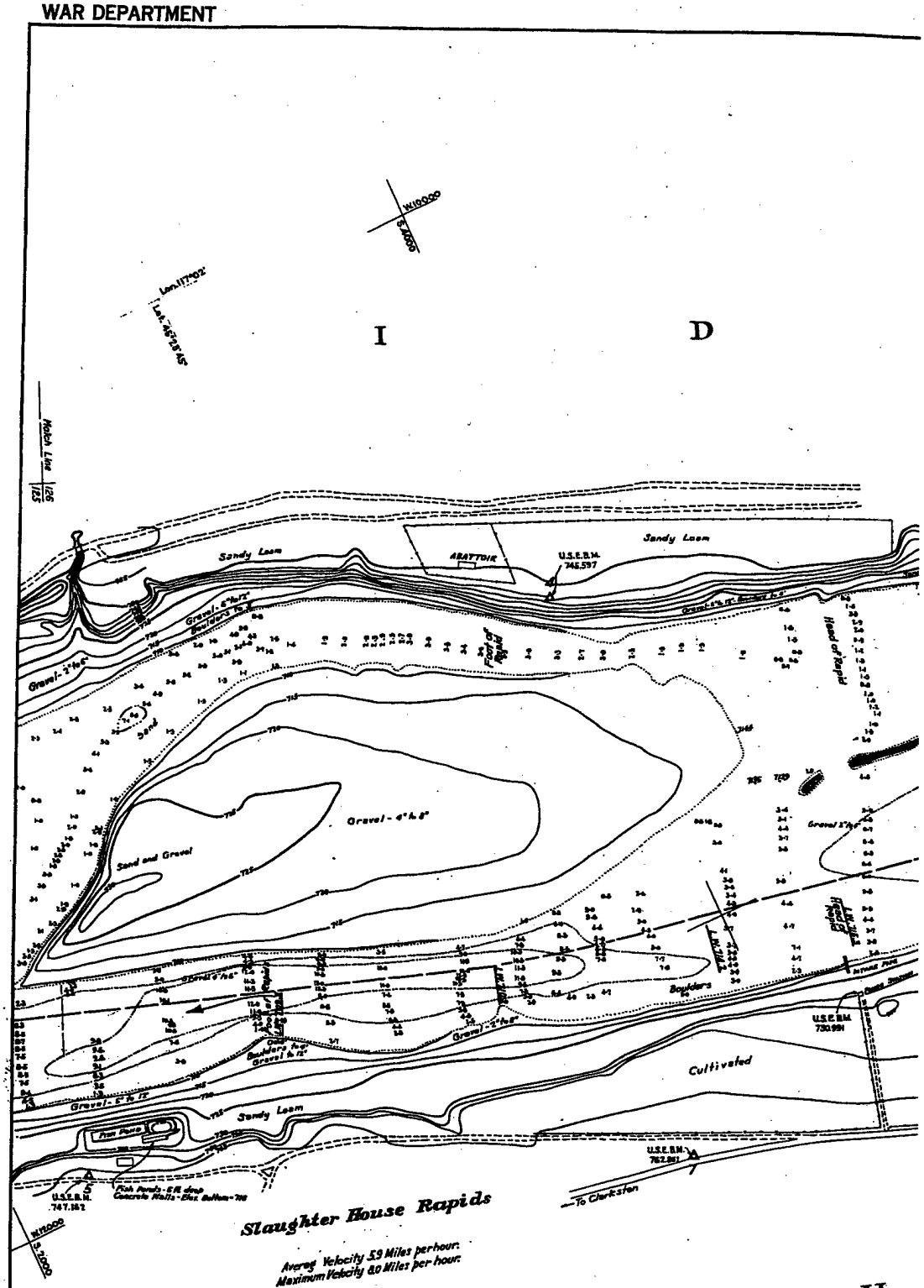
Approved: O. H. Williams, Major, Corps of Engineers

Drawn by J.M.B. N.G.F

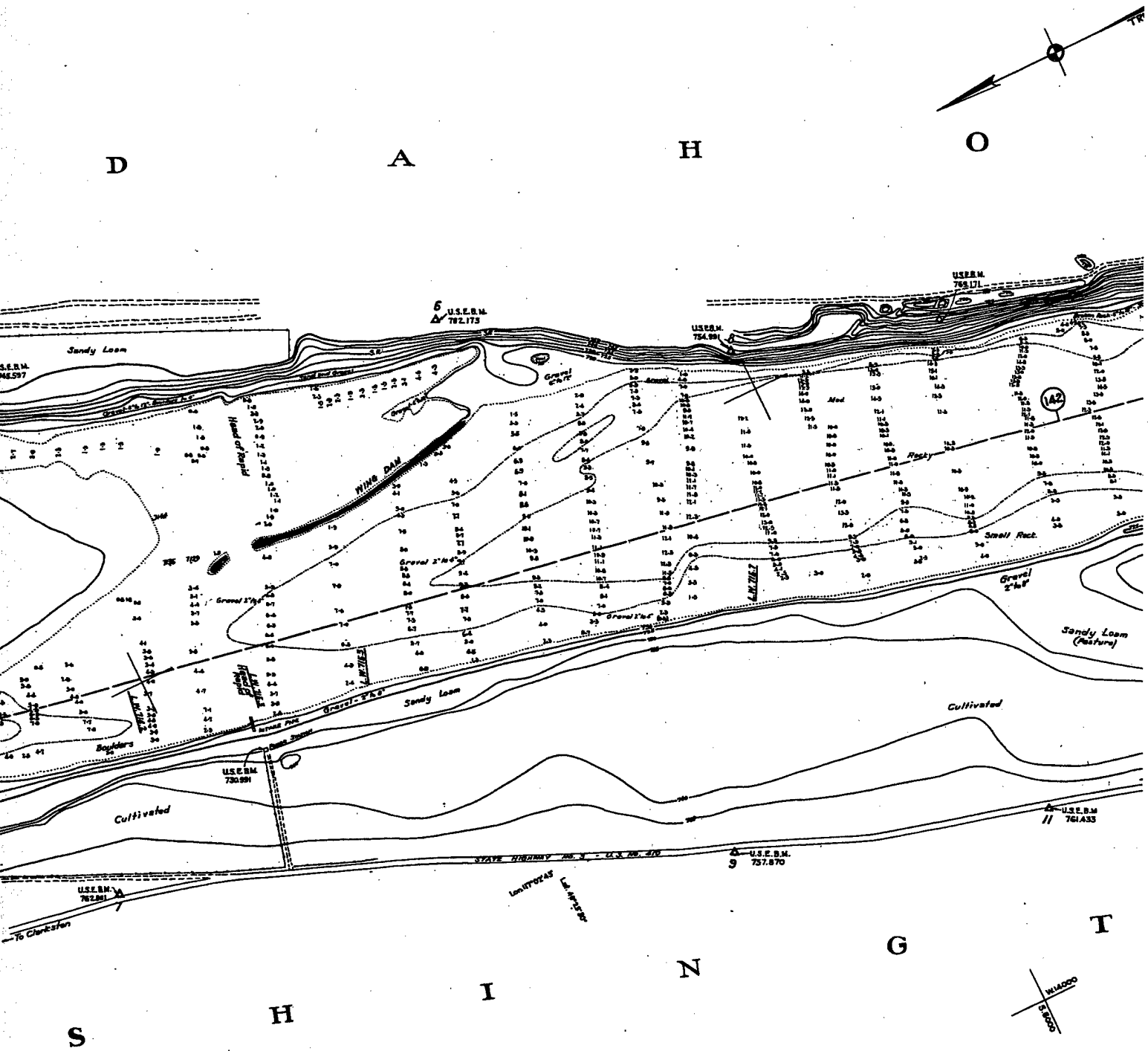
Transmitted with report dated June 10, 1935

SN-I-12/125

WAR DEPARTMENT



(1)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEI
LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU (
EL. 512.85 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT AI
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.
ADJUSTMENT.)

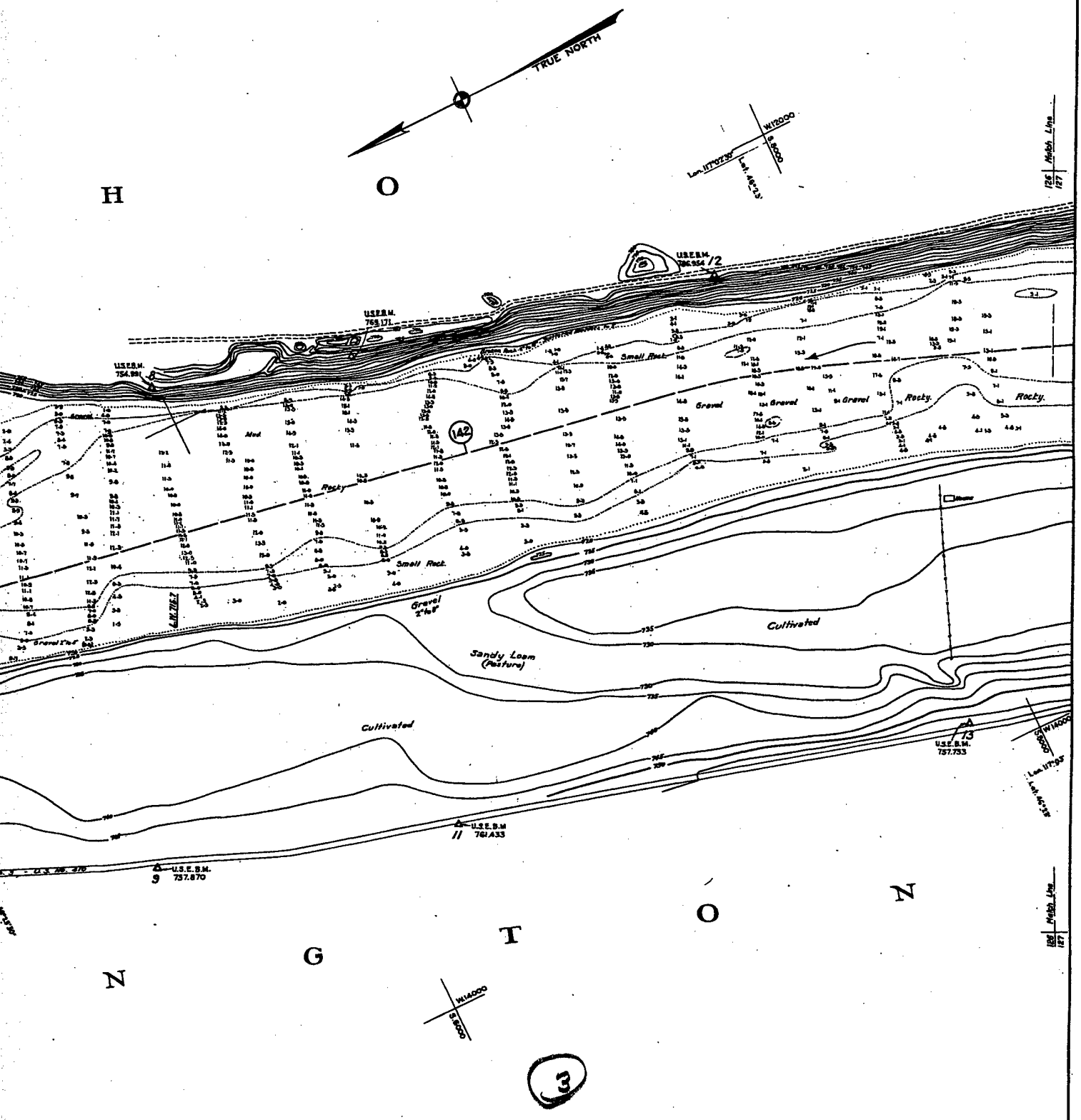
CONTOUR INTERVAL 6 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——.——.——

9 FOOT DEPTH CURVE SHOWN THUS: ——.——.——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: —

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED O
PROPOSED CHANNEL SHOWN THUS: (14)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 312.85 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (141)

SN-1-4/127
H-9-2/128

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN SHEETS SCALE 1:2,000 SHEET NO. 126

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

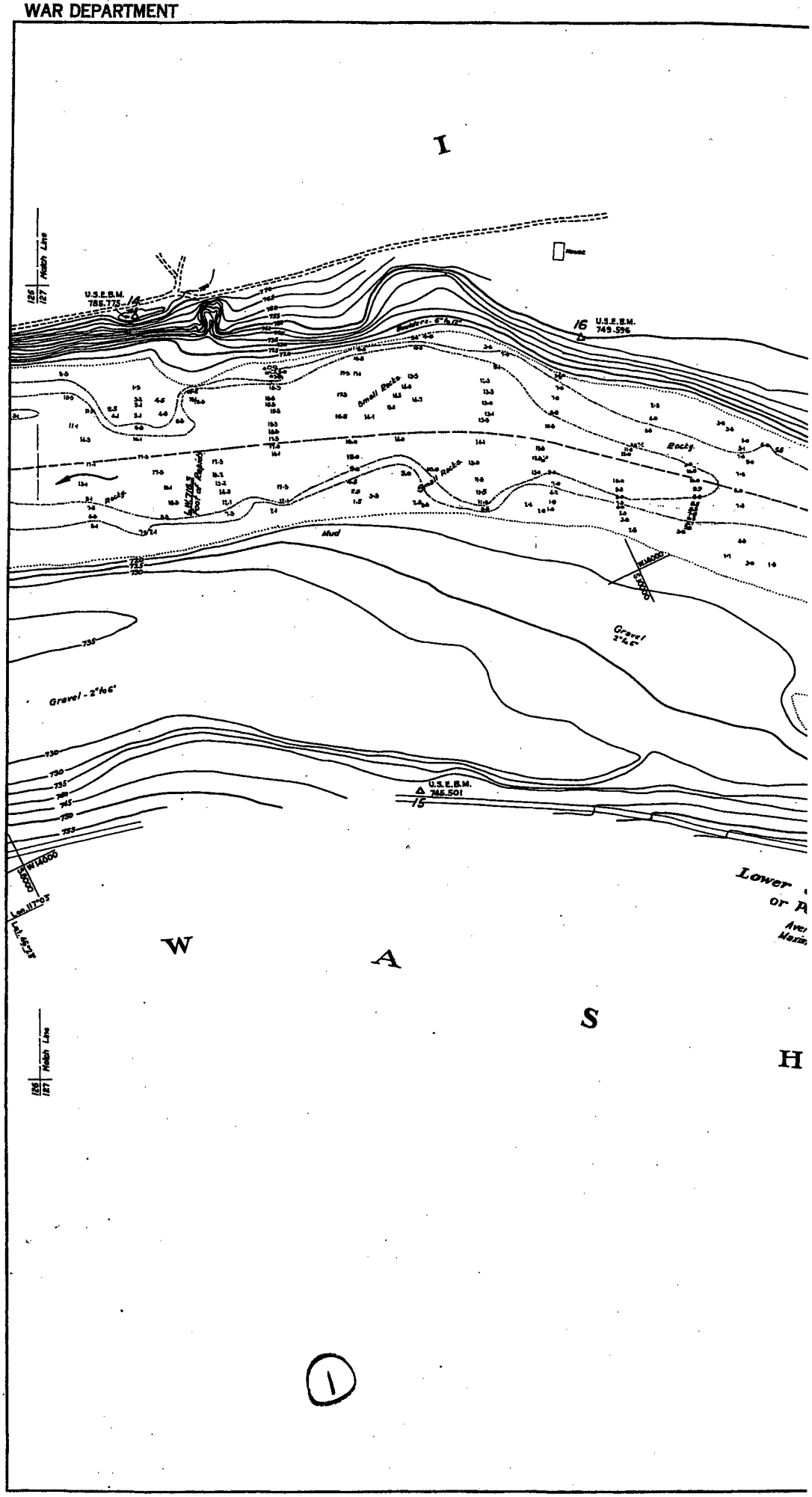
Approved: H. J. Williams, Major, Corps of Engineers

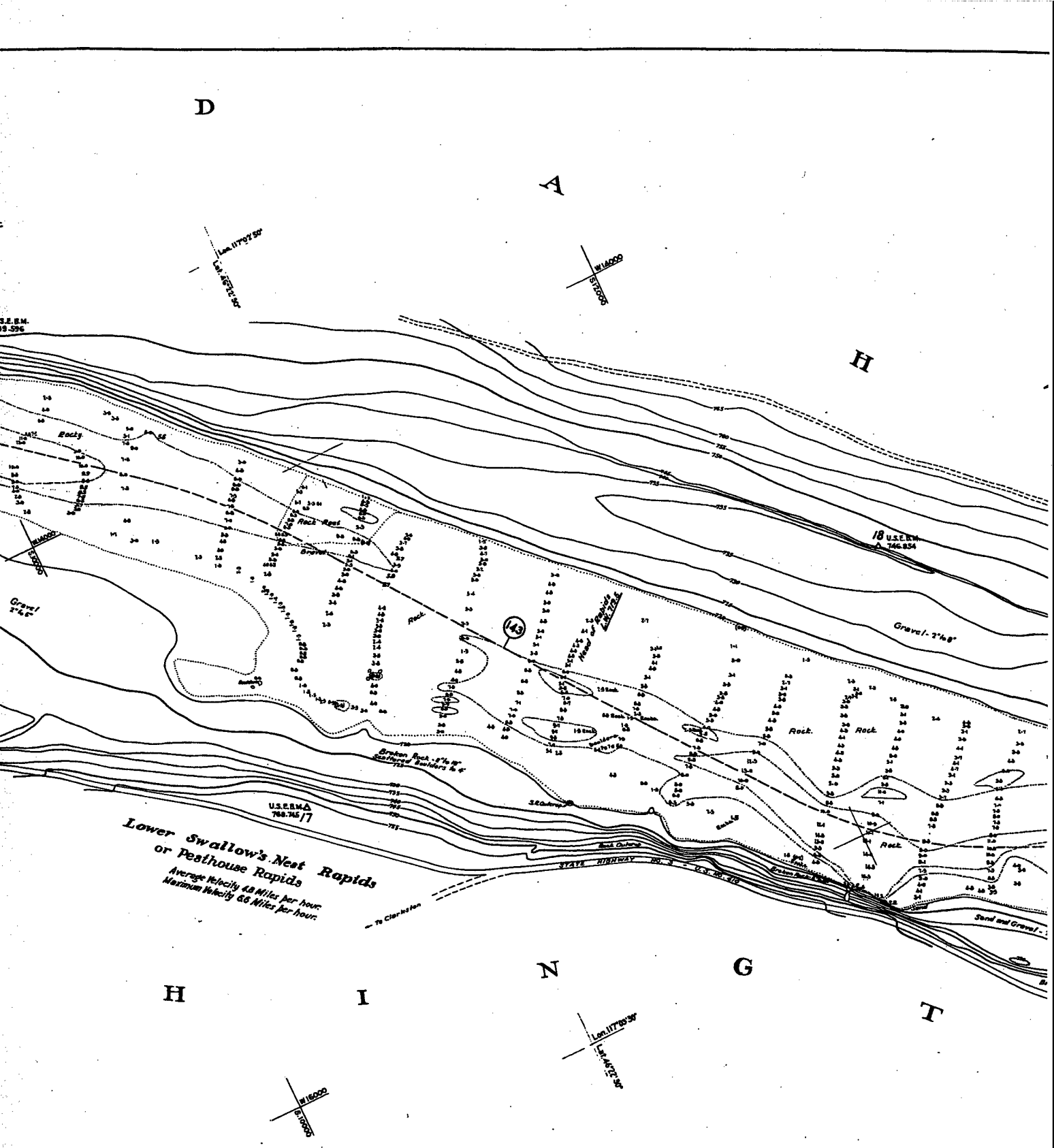
Drawn by J.M.B. N.G.F.

Transmitted with report dated June 10, 1935

SN-1-12/126

WAR DEPARTMENT





(2)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.85 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

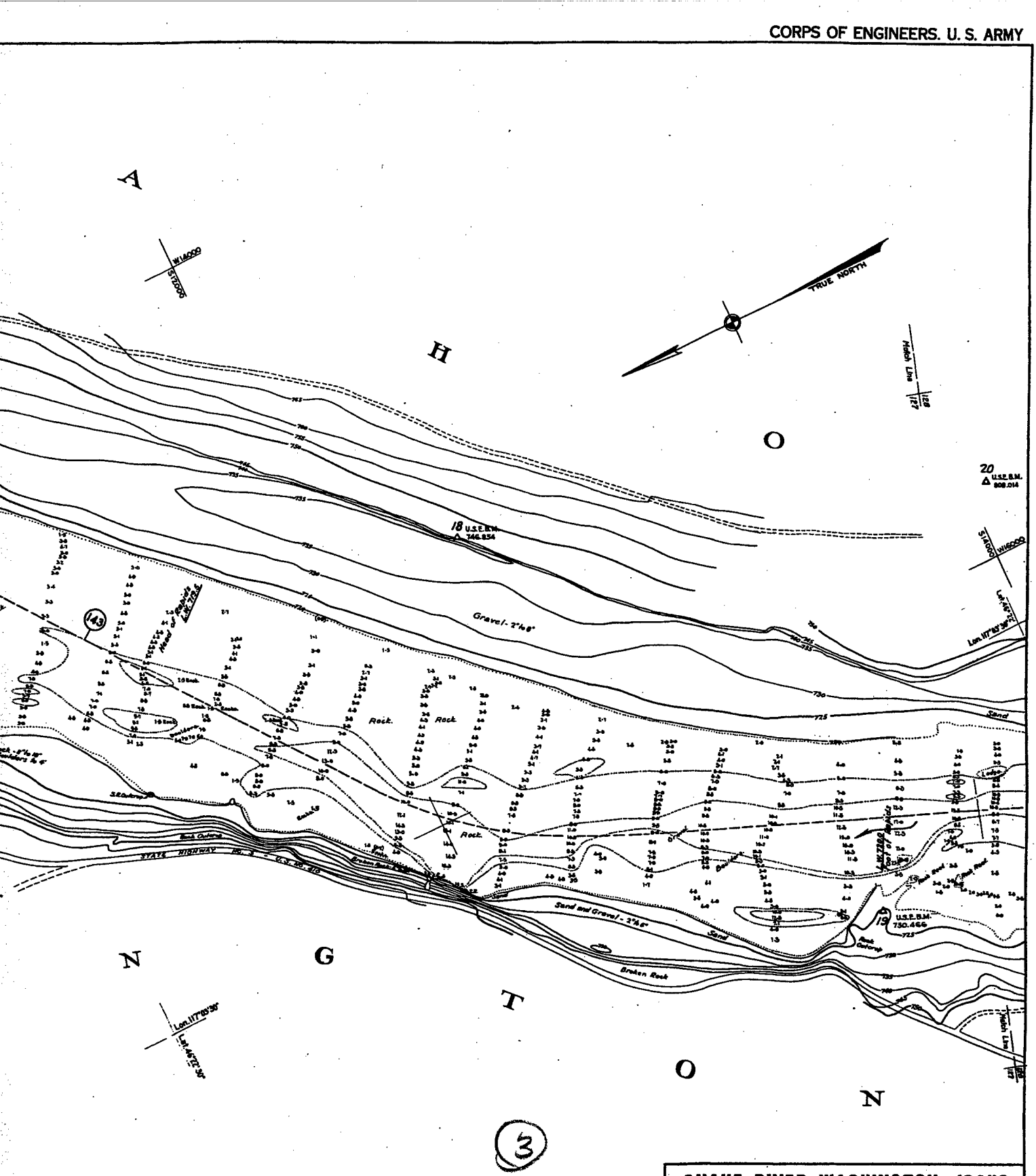
6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (142)

SN-1-4/12
H-9-2/12



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.85 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

3 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (42)

SN-1-4/128
H-9-2/127

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 127

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Dorr, Associate Engineer

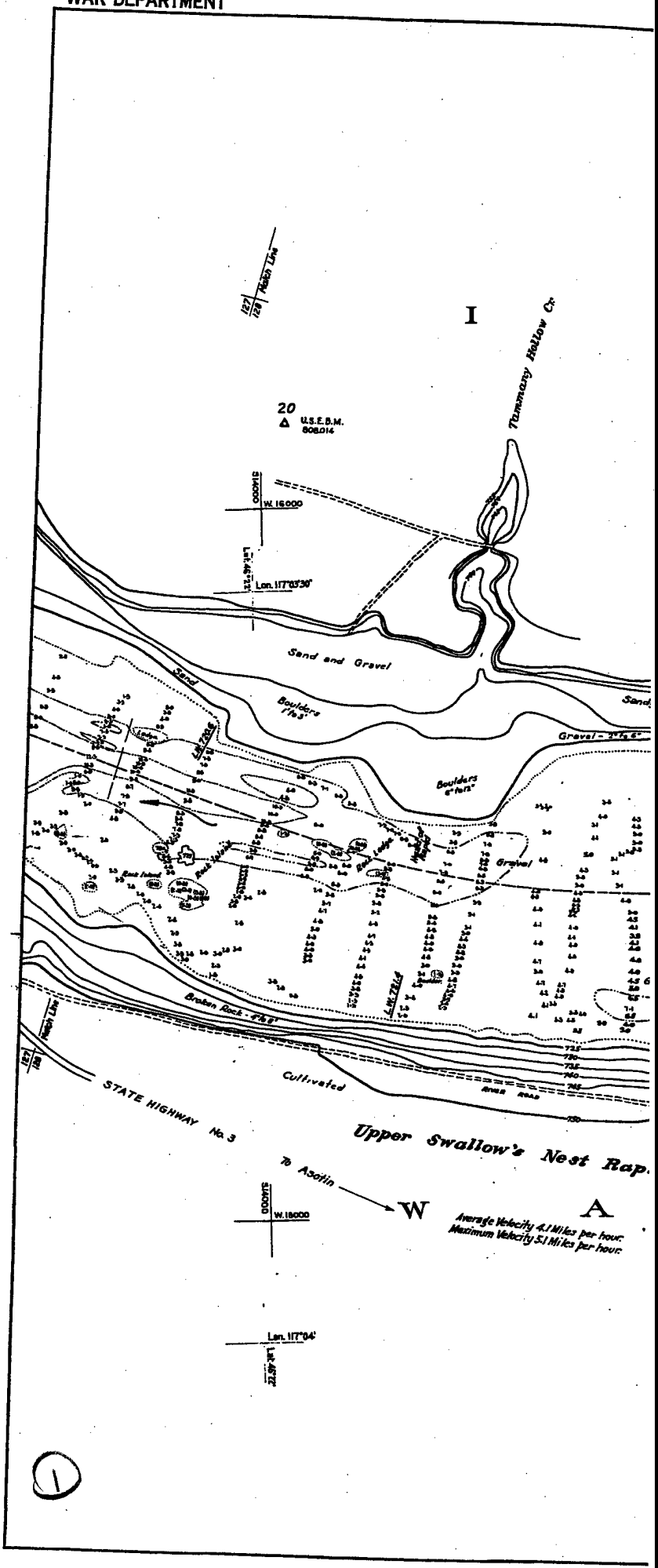
Approved: H. Williams, Major, Corps of Engineers

Drawn by J.M.B. N.G.F

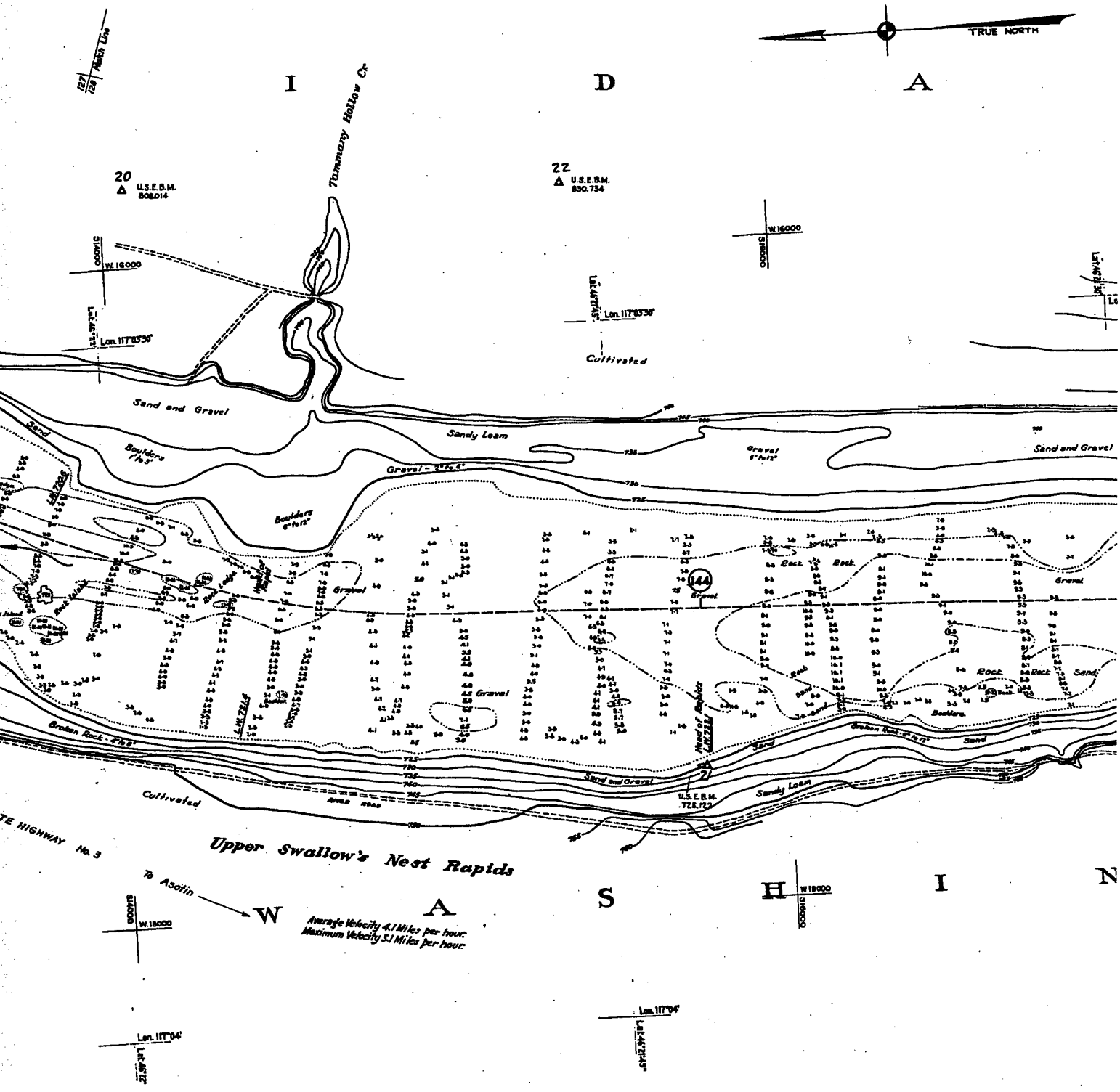
Transmitted with report dated June 10, 1935

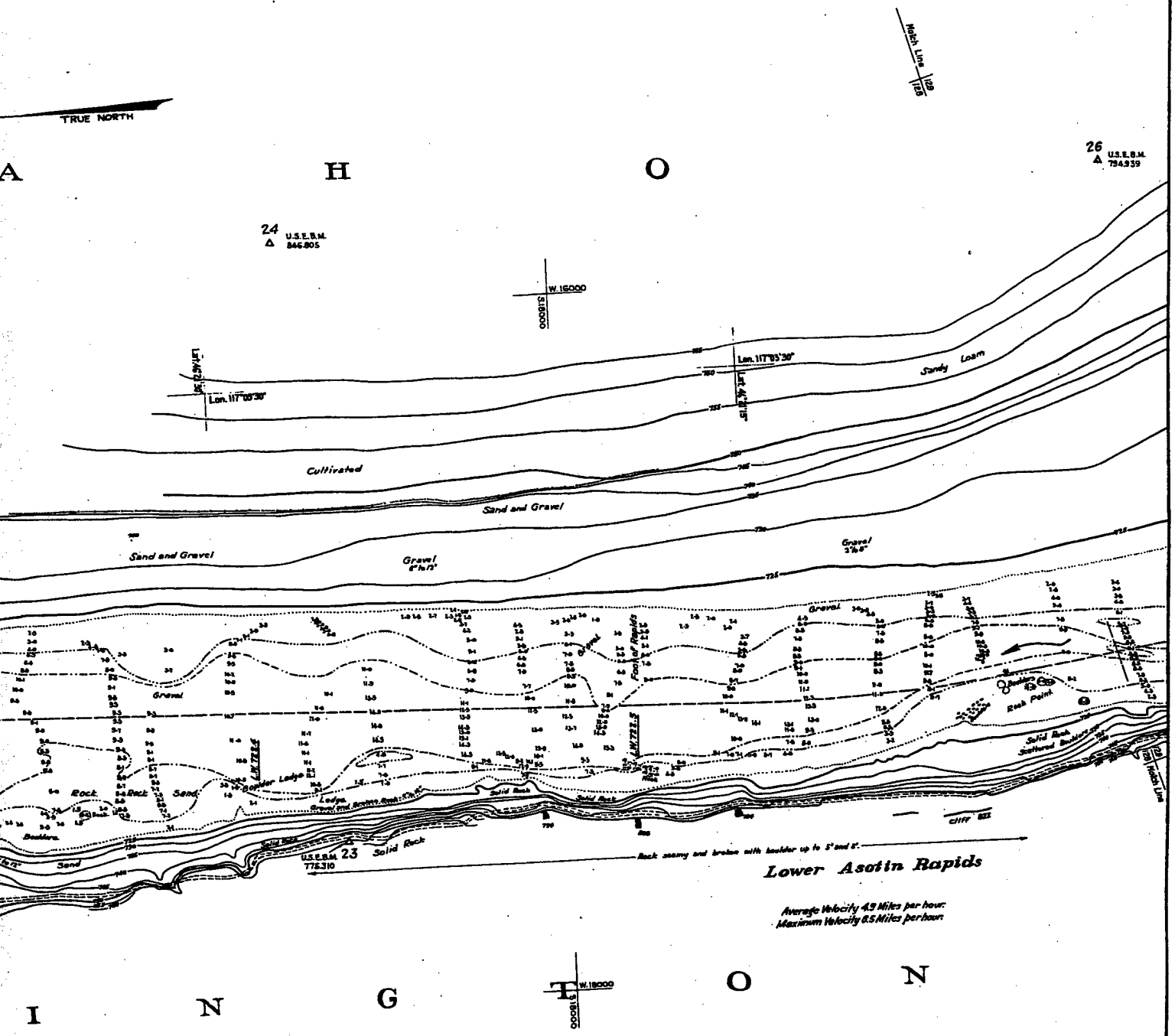
SN-1-12/127

WAR DEPARTMENT



(1)


TRUE NORTH
I D A
Tumtumtary Hollow Cr
20
U.S.E.B.M.
808.014
22
U.S.E.B.M.
830.734
W. 16000
S 16000
Lon. 117°03'36"
Cultivated
Sand and Gravel
Sandy Loam
Boulders 1 to 3'
Gravel - 2" to 6"
Boulders 6" to 1'
Gravel 6" to 1'
Sand and Gravel
Rock
Gravel
Broken Rock - 6" to 1'
Sand
Boulders
Sandy Loam
U.S.E.B.M.
725.132
Head of Rapids
Upper Swallow's Nest Rapids
Average Velocity 4.1 Miles per hour.
Maximum Velocity 5.1 Miles per hour.
To Asotin
W A S H I N
W. 18000
S 18000
Lon. 117°04'
Lat. 46°22'30"
144



3

Note:

Soundings are in feet and tenths and show depths at adopted low water plane: 10.0 on U. S. Weather Bureau base at Riparia, el. 812.05 M. S. L.)

Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)

Contour interval 5 feet.

6 foot depth curve shown thus:

9 foot depth curve shown thus:

Center line of proposed channel shown thus:

Distance in miles from mouth of river measured on center line of proposed channel shown thus: (44)

SN-1-4/129
H-9-2/128

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN SHEETS SCALE 1:2,000 SHEET NO. 128

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Barr, Associate Engineer

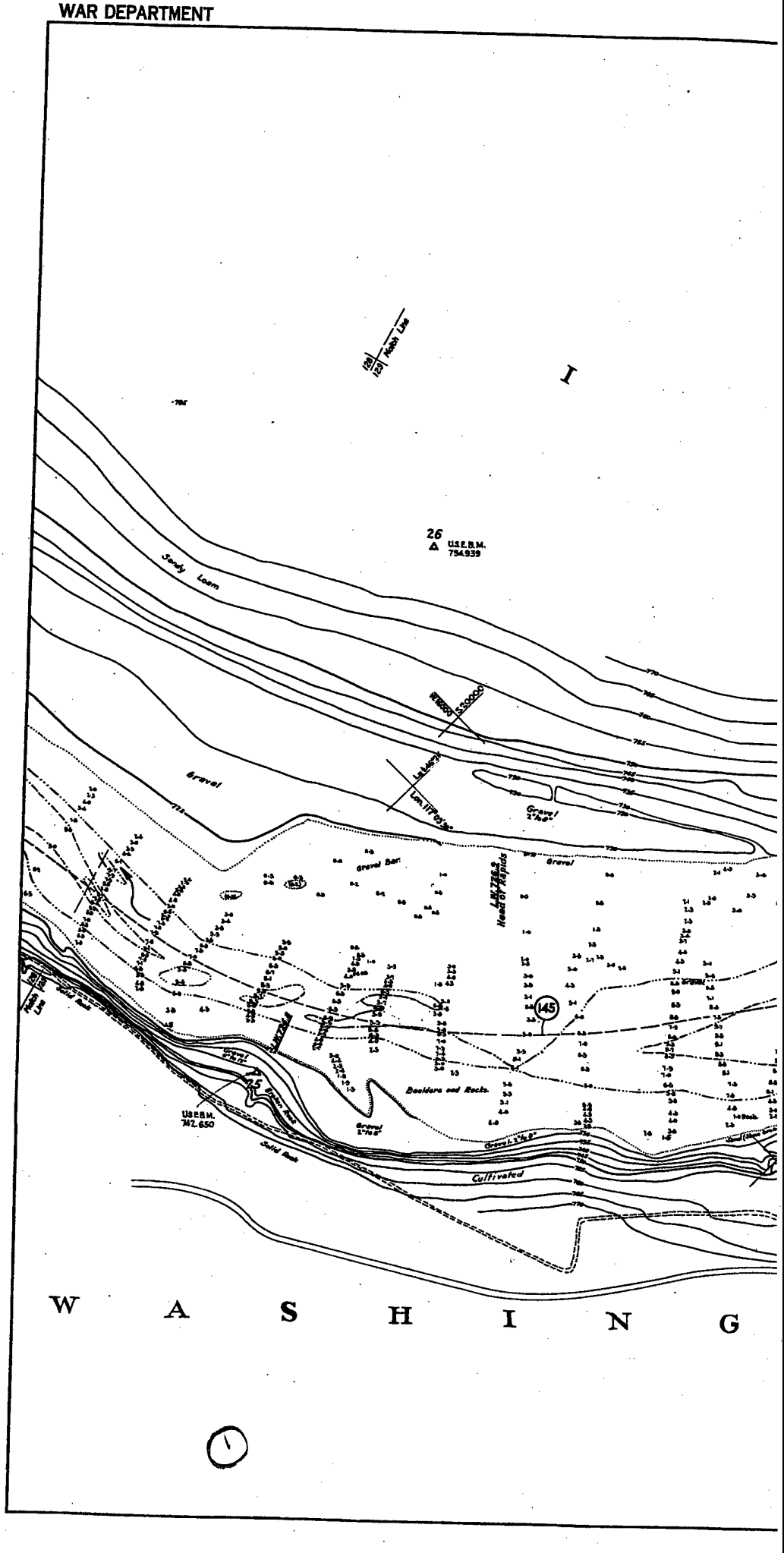
Approved: D. H. Williams, Major, Corps of Engineers

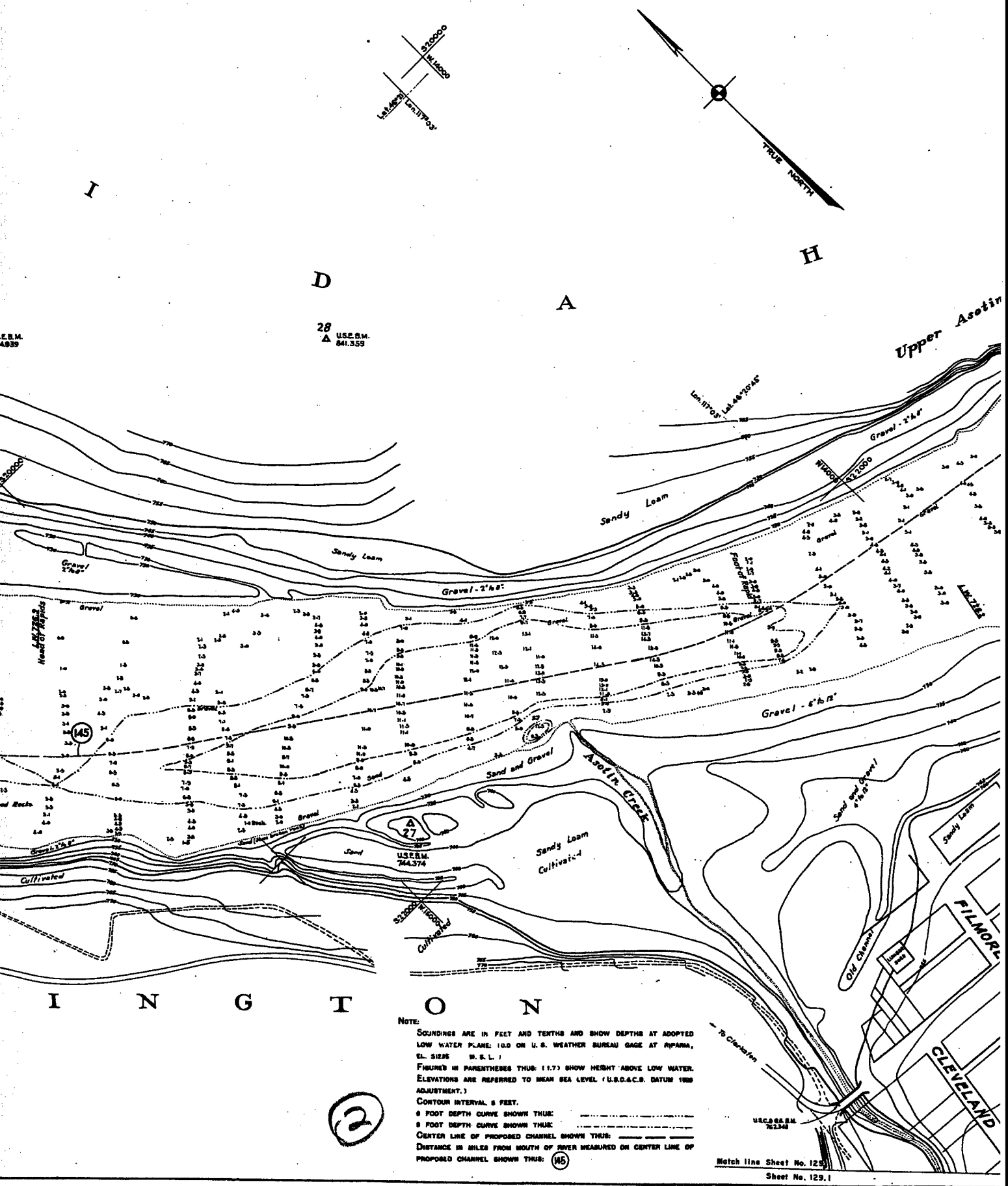
Drawn by J.M.B. N.G.E.

Transmitted with report dated June 10, 1935

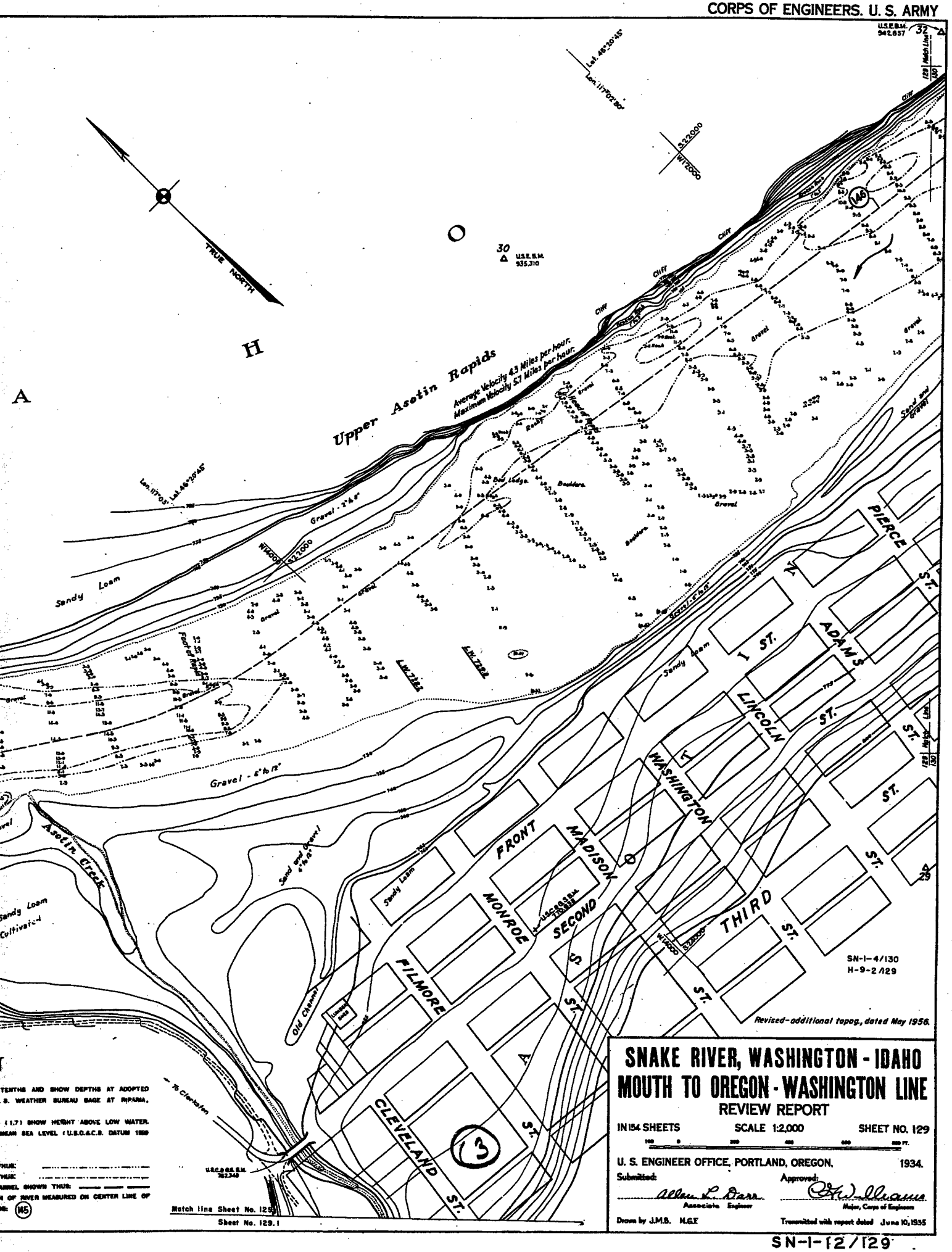
SN-1-12/128

WAR DEPARTMENT




N.1,400,000
E.320,000
Lat.46°20'
Lon.117°03'
TRUE NORTH
I D A H O
28
U.S.E.B.M.
841.359
Upper Asotin
Lon.117°03' Lat.46°20'45"
Gravel - 2'to 6"
Sandy Loam
N.1,400,000
E.320,000
Gravel
Gravel - 6'to 12"
Sand and Gravel
Asotin Creek
Sand
Sandy Loam
Cultivated
U.S.E.B.M.
744.374
27
Old Channel
FILMORE
CLEVELAND
U.S.C.&G.S.B.M.
762.348
145
I N G T O N
Note:
Soundings are in feet and tenths and show depths at adopted low water plane: 10.0 on U. S. Weather Bureau gage at Riparia, el. 512.35 M. S. L.)
Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)
Contour interval 5 feet.
6 foot depth curve shown thus:
9 foot depth curve shown thus:
Center line of proposed channel shown thus:
Distance in miles from mouth of river measured on center line of proposed channel shown thus: (145)
To Clarkston
Match line Sheet No. 129
Sheet No. 129.1

(2)



TENTHS AND SHOW DEPTHS AT ADOPTED
S. WEATHER BUREAU GAGE AT RIPARIA,
(1.7) SHOW HEIGHT ABOVE LOW WATER.
MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929
THUS:
THUS:
ANNEL SHOWN THUS:
H OF RIVER MEASURED ON CENTER LINE OF
145

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 129

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted: Allen L. Starr, Associate Engineer

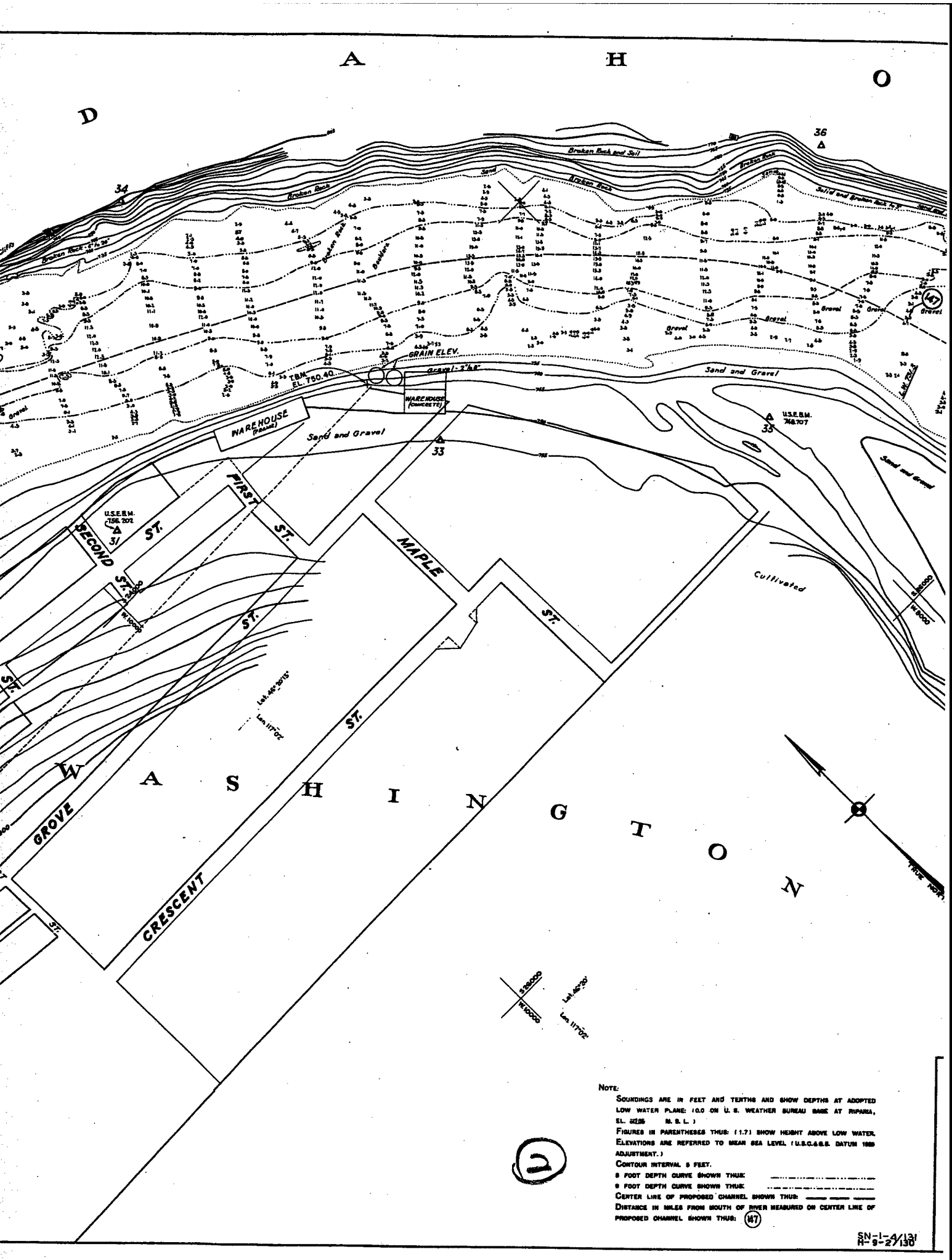
Approved: [signature], Major, Corps of Engineers

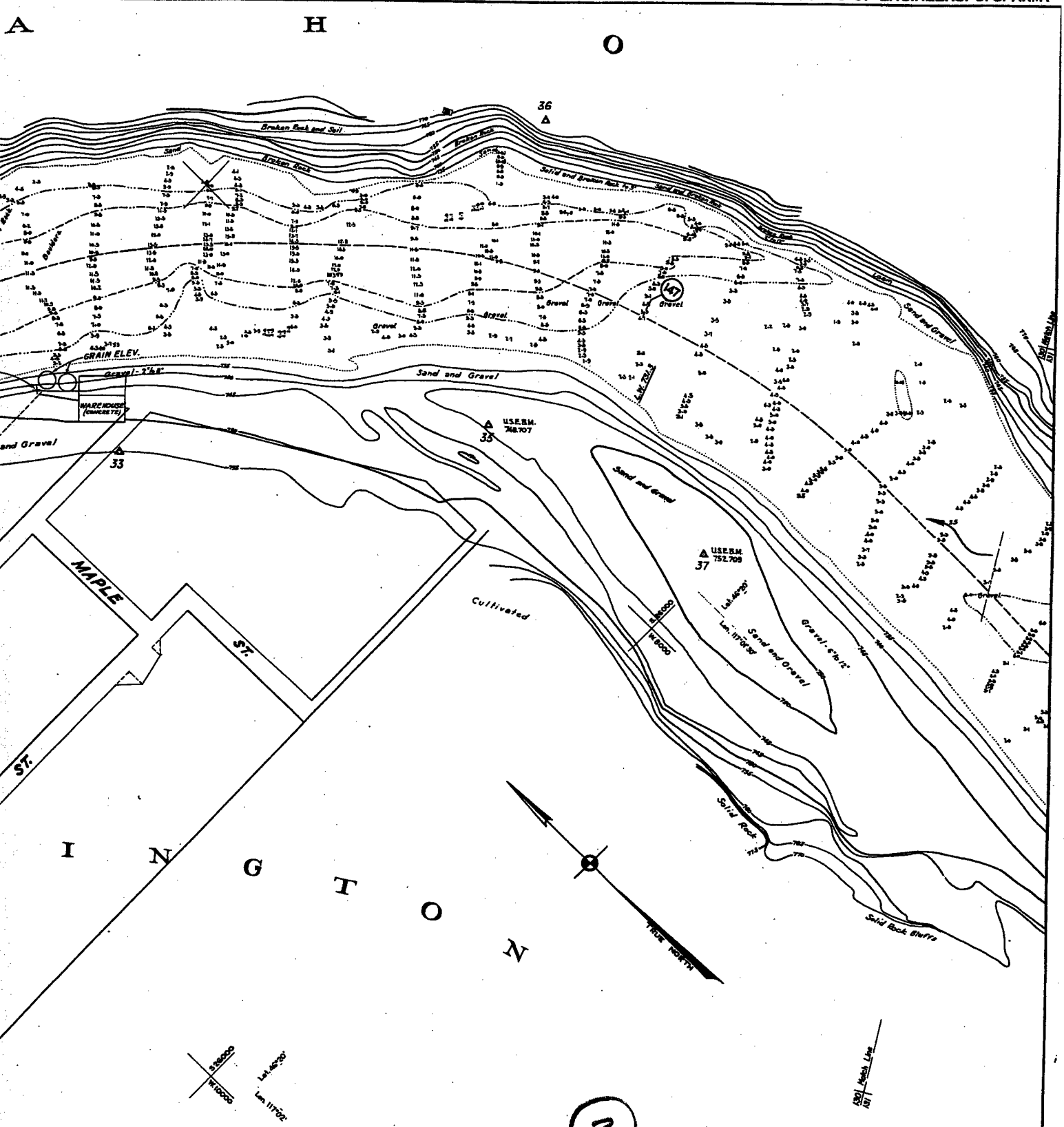
Drawn by J.M.B. N.G.F

Transmitted with report dated June 10, 1935

SN-I-12/129

WAR DEPARTMENT


A H O
D
36
34
Broken Rock and Soil
Broken Rock
Sand
Solid and Broken Rock
Boulders
Gravel
GRAIN ELEV.
TBM EL. 750.40
WAREHOUSE (Frame)
WAREHOUSE (Concrete)
Sand and Gravel
U.S.E.B.M. 748.707
U.S.E.B.M. 756.202
33
35
31
FIRST ST.
SECOND ST.
MAPLE ST.
GROVE ST.
CRESCENT ST.
Cultivated
Lat. 46°-20'15"
Len. 1177'0Z
S 8000
W 10000
W A S H I N G T O N
TRUE NORTH
Note:
Soundings are in feet and tenths and show depths at adopted low water plane: (0.0 on U. S. Weather Bureau gage at Riparia, El. 922.05 M. S. L.)
Figures in parentheses thus: (1.7) show height above low water. Elevations are referred to mean sea level (U.S.C.&G.S. datum 1929 adjustment.)
Contour interval 5 feet.
5 foot depth curve shown thus:
9 foot depth curve shown thus:
Center line of proposed channel shown thus:
Distance in miles from mouth of river measured on center line of proposed channel shown thus: (147)
SN-1-4/131
H-9-27/130



(3)

Revised - Additional topography added May, 1956.

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE; 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ·——·——·——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (147)

SN-1-A/131
H-9-2/130

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 130

1000 0 2000 4000 6000 8000 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

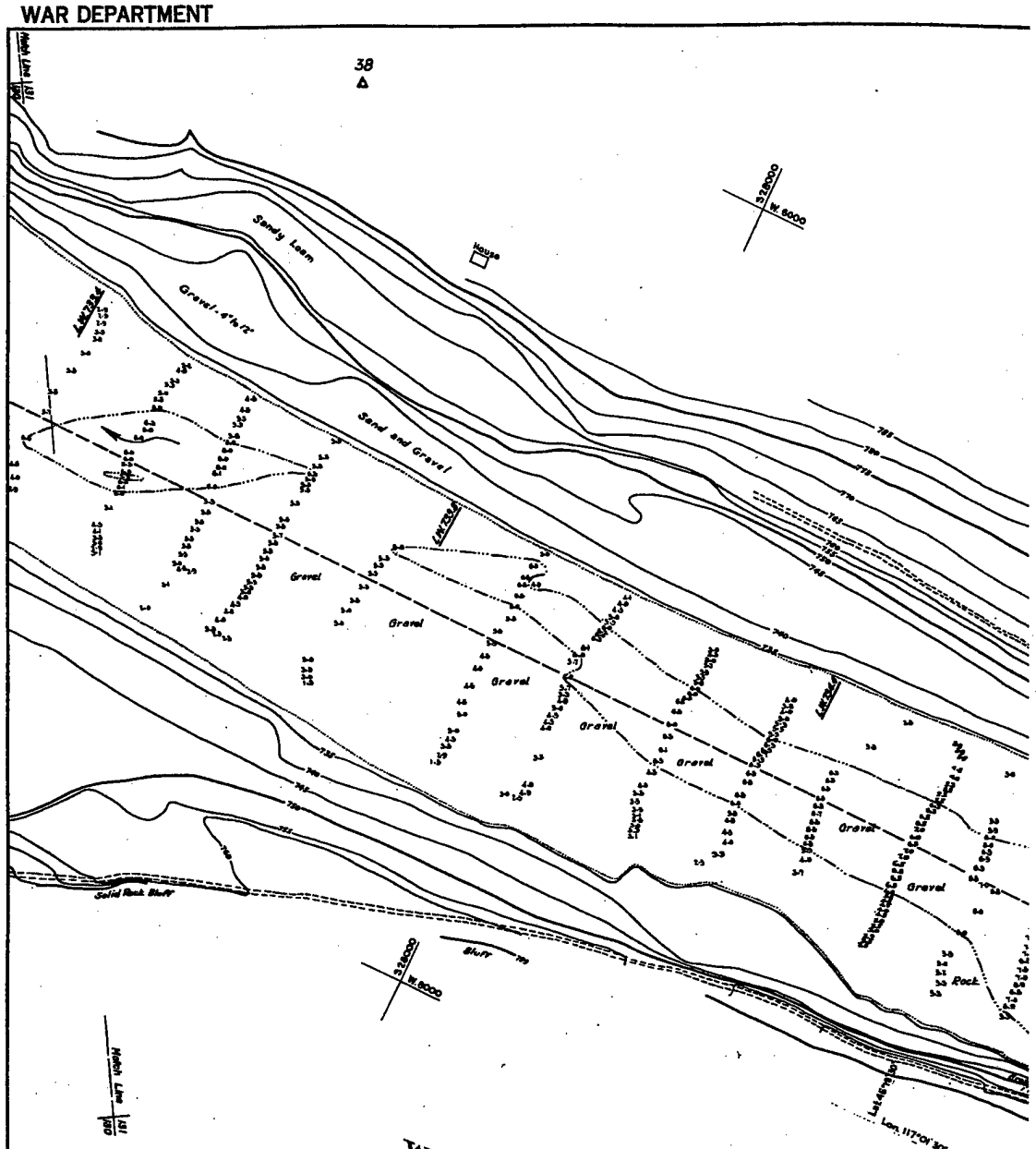
Submitted: Allen L. Dare, Associate Engineer

Approved: Chas. Williams, Major, Corps of Engineers

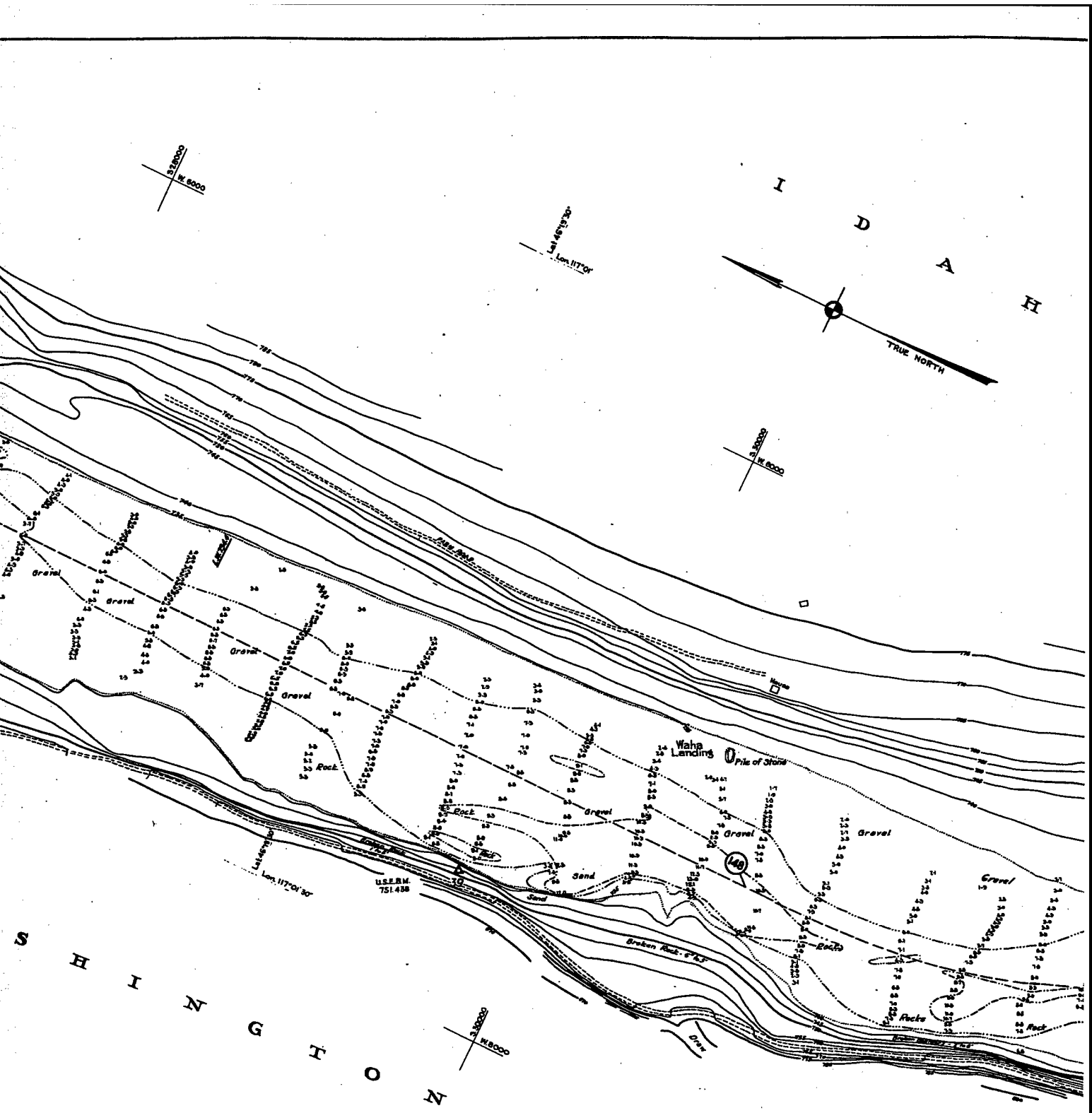
Drawn by J.M.B. N.G.E.

Transmitted with report dated June 10, 1935

WAR DEPARTMENT



WASHINGTON



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 972.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

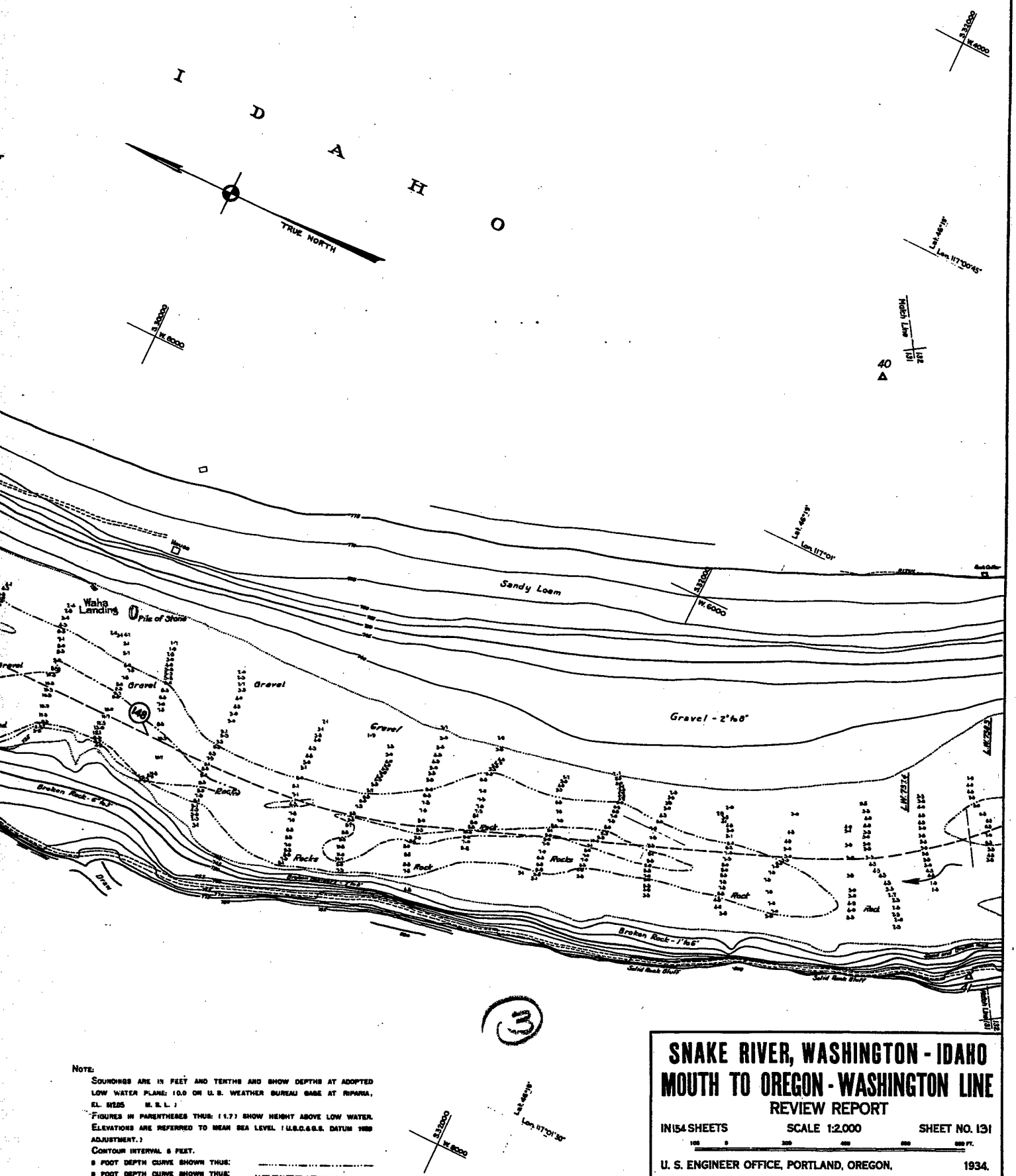
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

9 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (148)



(3)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 912.25 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ——·——·——

6 FOOT DEPTH CURVE SHOWN THUS: ——··——··——

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ——— ——— ———

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (148)

SN-1-4/132
H-9-2/131

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 154 SHEETS | SCALE 1:2,000 | SHEET NO. 131

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr, Associate Engineer

Approved: D. W. Williams, Major, Corps of Engineers

Drawn by J.M.B. N.G.E. Transmitted with report dated June 10, 1935

SN-1-12/131

Annex B

PRE- AND POST-DAM COMPARISON DISPLAYS

PROJECT	FIGURE NUMBER	PLATE NAME
Ice Harbor	1	3 Island & Levey Park Area
	2	19 Mile & Fish Hook Park Area
	3	Couch Island Area
	4	The Narrows Area
	5	Sheffler Area
	6	Windust Park Area
Lower Monumental	7	Monumental Rock Area
	8	Skookum Area
	9	Ayer Area
	10	55 Mile Area
	11	Lyons Ferry Area
	12	Tucannon River Confluence Area
	13	Riparia Area
Little Goose	14	Little Goose Dam Area
	15	Goose Island Area
	16	New York Bar Area
	17	Willow Bar Area
	18	Penawawa Area
	19	Shultz Bar Area
	20	Atwood Area
	21	Almota Area
Lower Granite	22	Lower Granite Dam Area



1958 aerial photography of 3 Island and Levey F



Photo 1. Left Bank, 3 Island area, 1958 oblique.

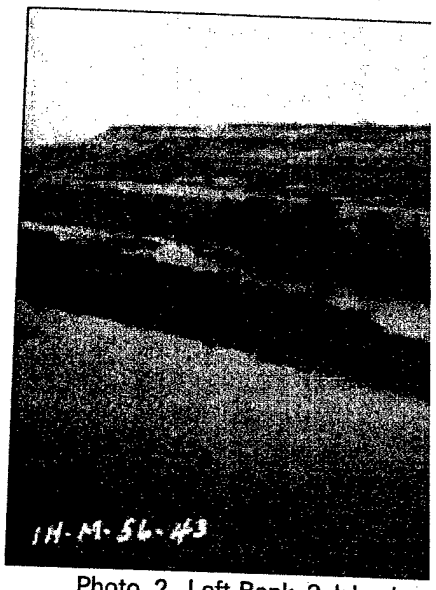


Photo 2. Left Bank, 3 Island ar

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



nd and Levey Park area.



1991 aerial photography of 3 Isla



Photo 2. Left Bank, 3 Island area, 1958 oblique.

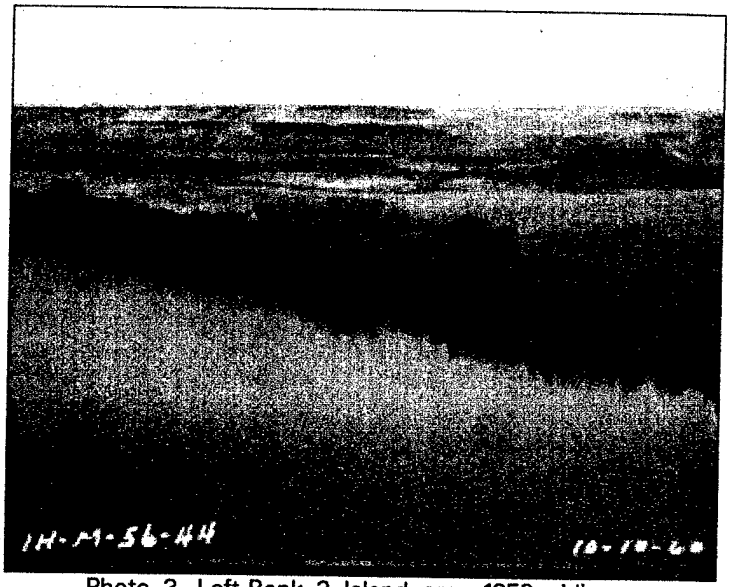
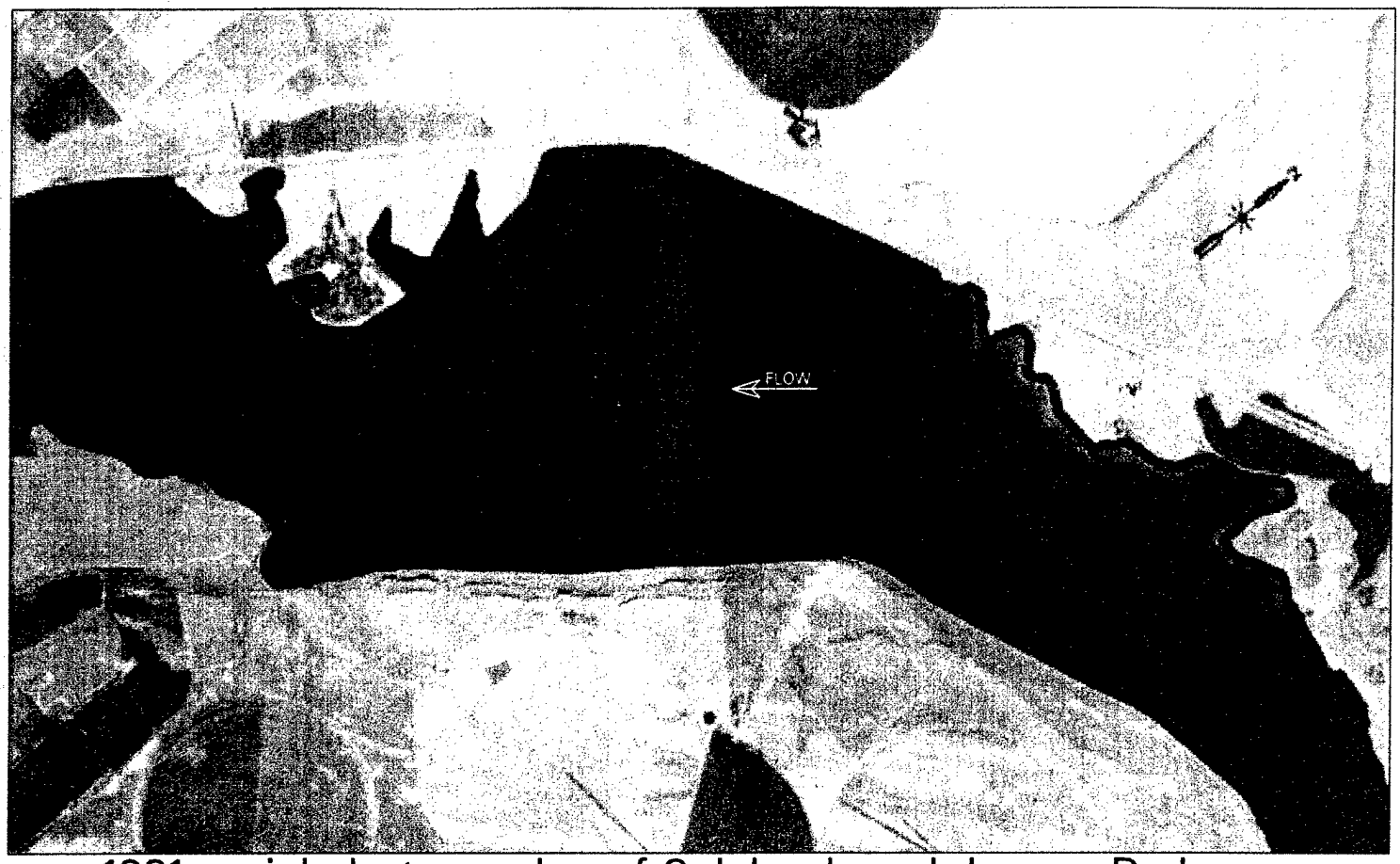


Photo 3. Left Bank, 3 Island area, 1958 oblique.





1991 aerial photography of 3 Island and Levey Park area.

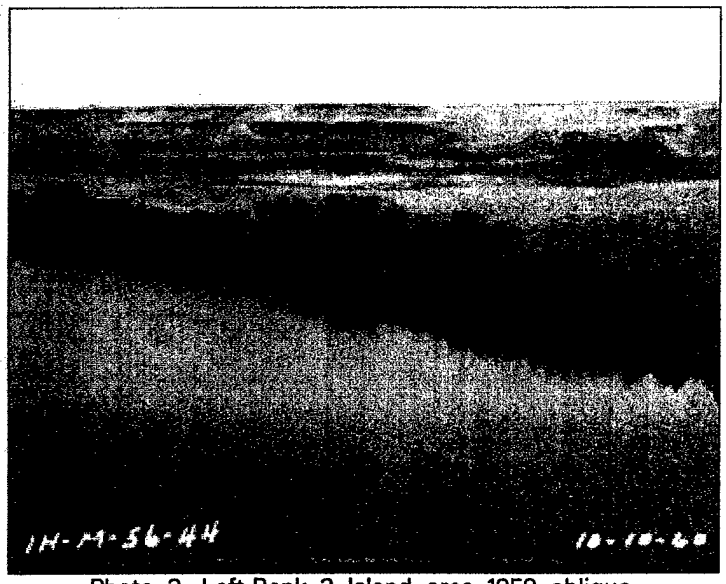
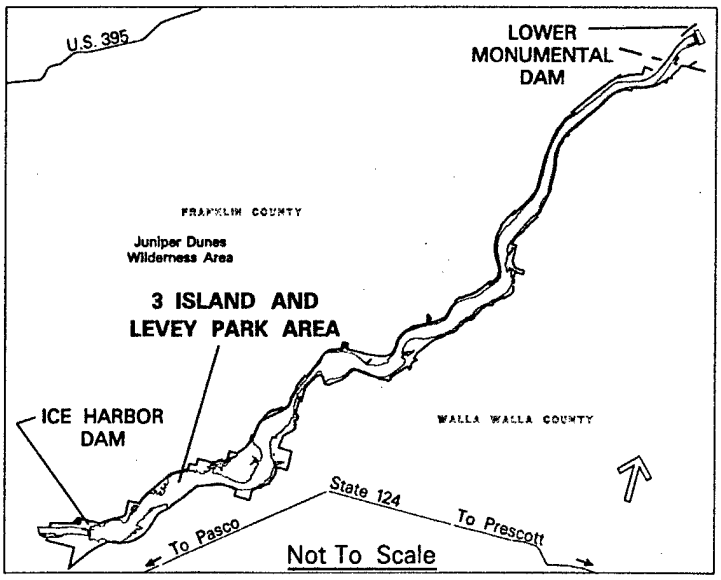


Photo 3. Left Bank, 3 Island area, 1958 oblique.



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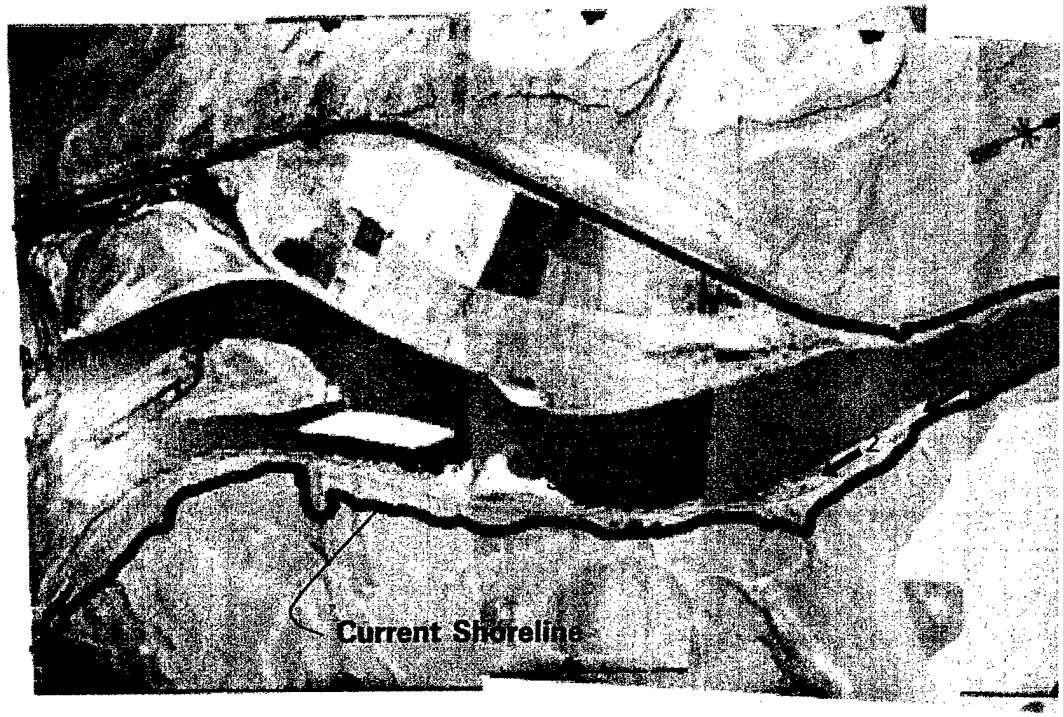
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Juvenile Salmon Migration Feasibility Study

Figure 1.

3 ISLAND & LEVEY PARK AREA



1958 aerial photography of 19 Mile and Fish Hc

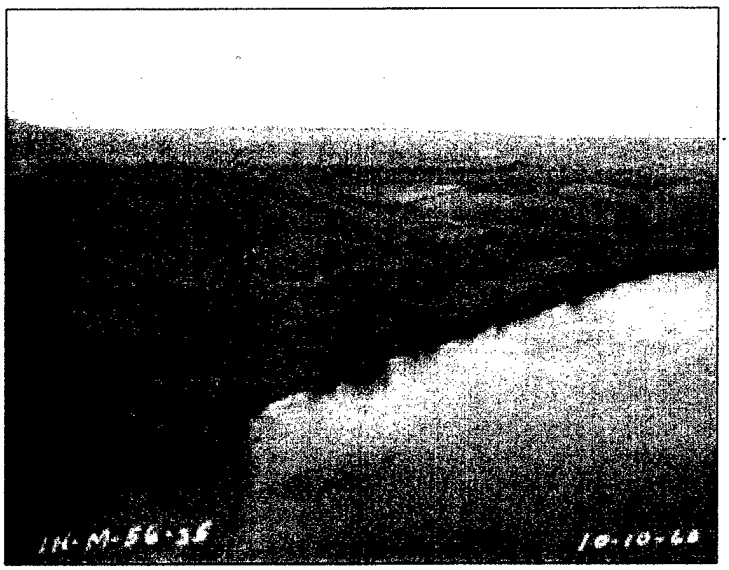


Photo 1. Left Bank, 19 Mile area, 1958 oblique.

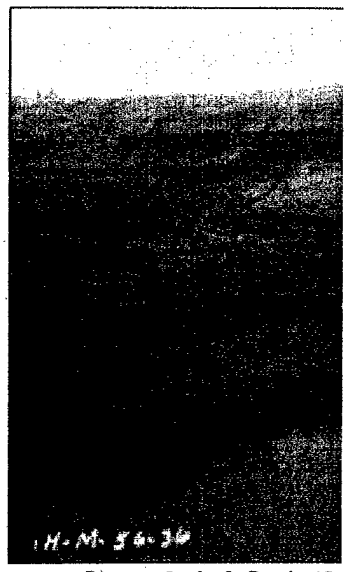
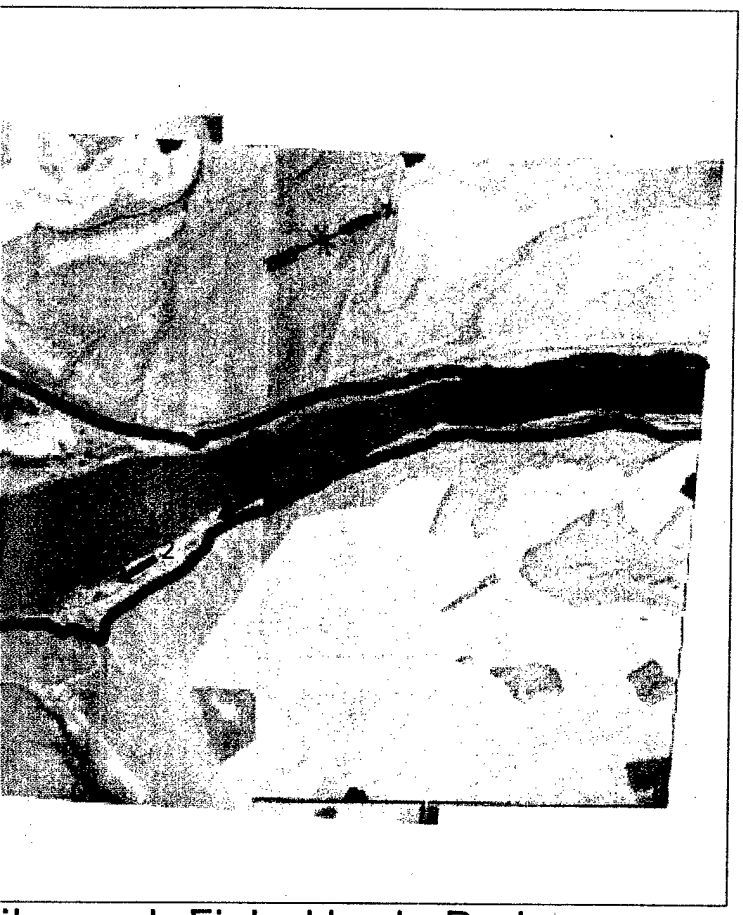


Photo 2. Left Bank, 19

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



ile and Fish Hook Park area.



1991 aerial photography of 19 M

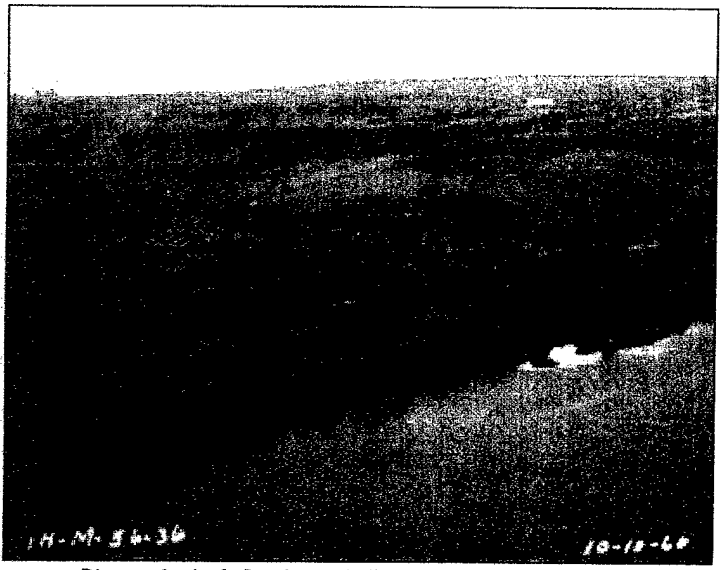


Photo 2. Left Bank, 19 Mile area, 1958 oblique.

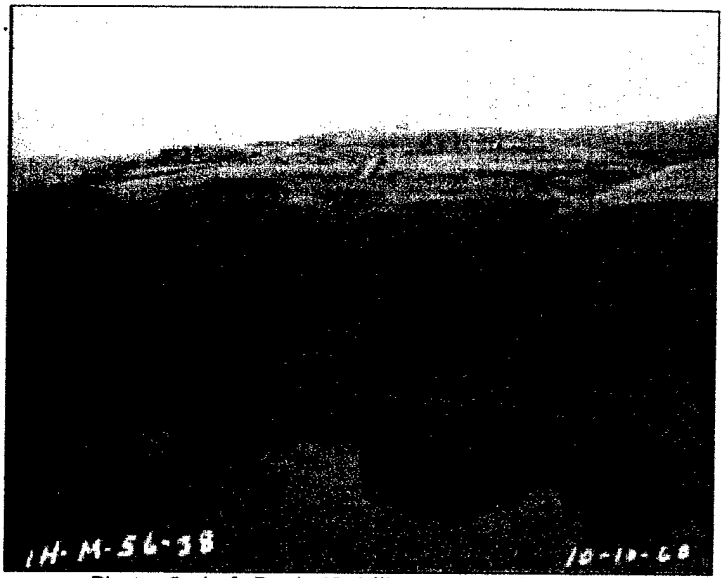


Photo 3. Left Bank, 19 Mile area, 1958 oblique.



1991 aerial photography of 19 Mile and Fish Hook Park area.

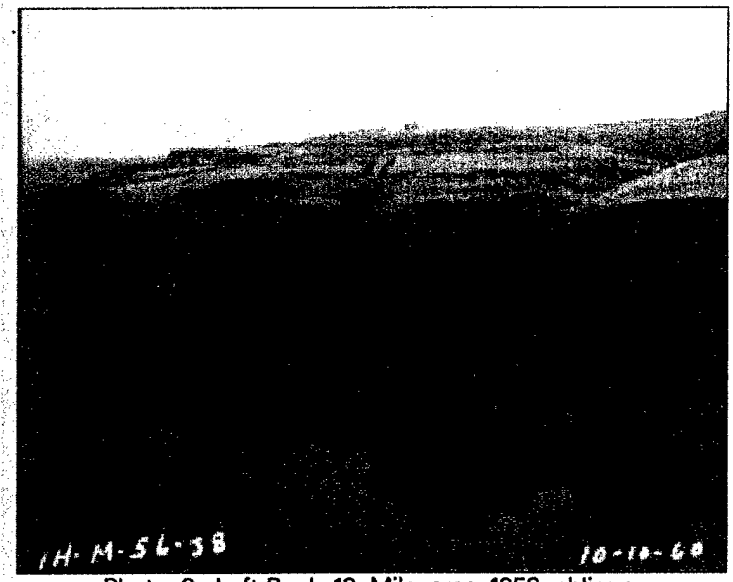
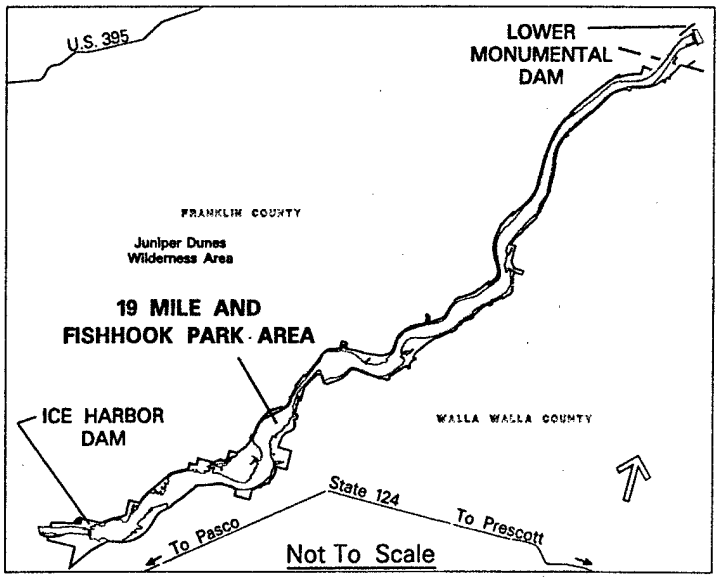


Photo 3. Left Bank, 19 Mile area, 1958 oblique.



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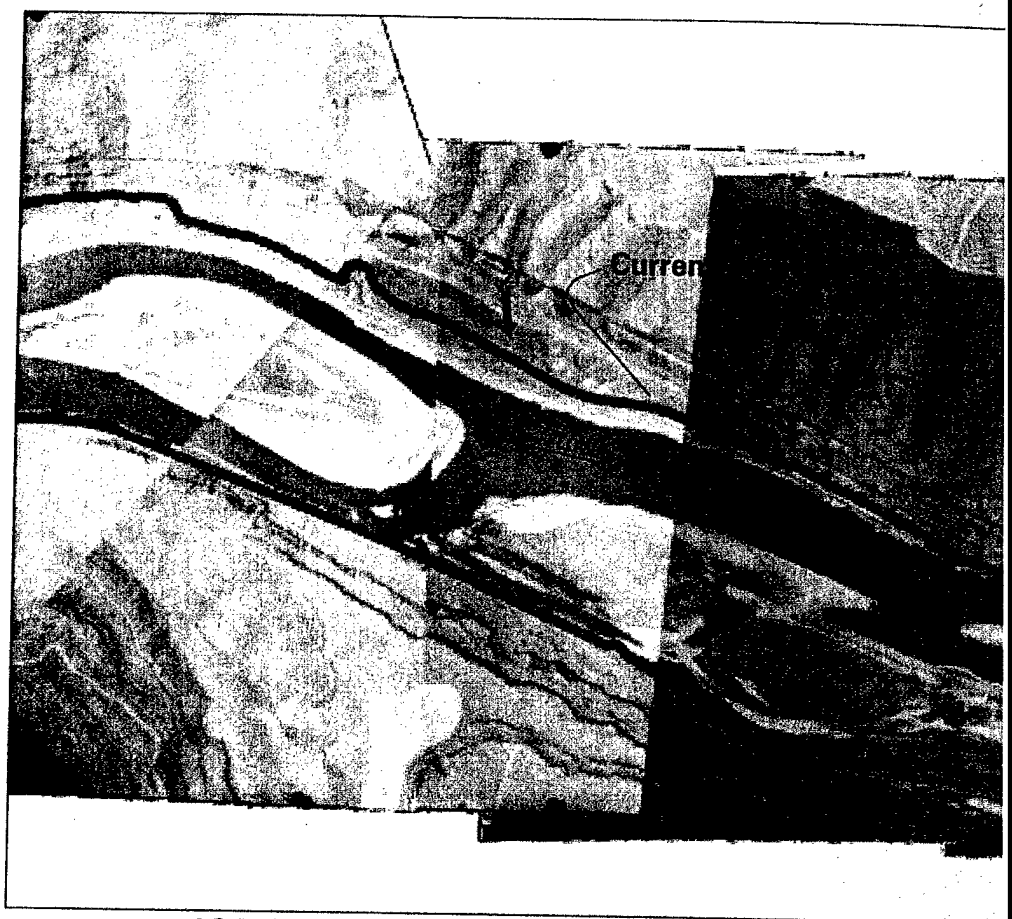
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Juvenile Salmon Migration Feasibility Study

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Figure 2.

19 MILE & FISH HOOK PARK AREA



1958 aerial photography of Couch Is

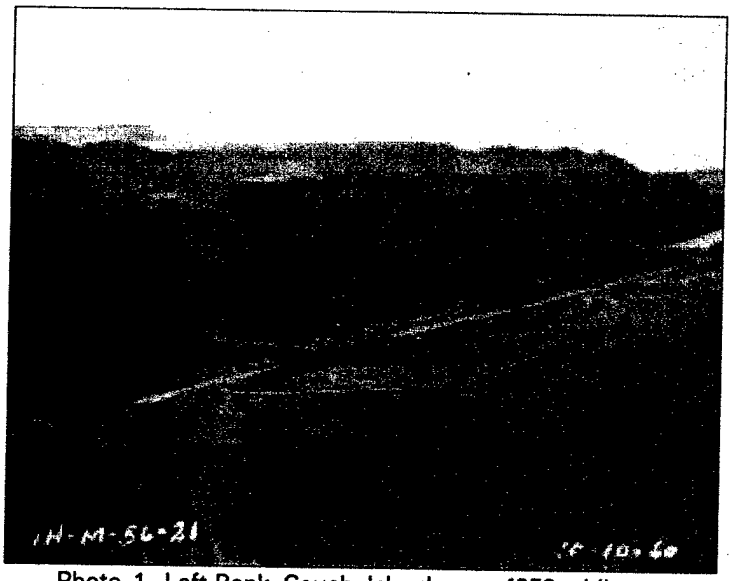


Photo 1. Left Bank, Couch Island area, 1958 oblique.

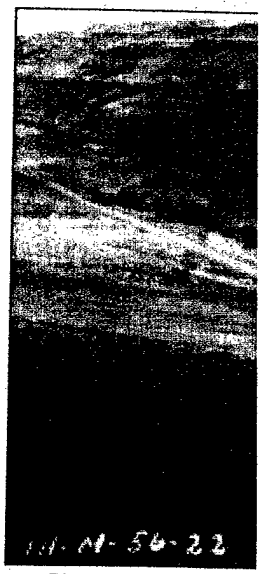
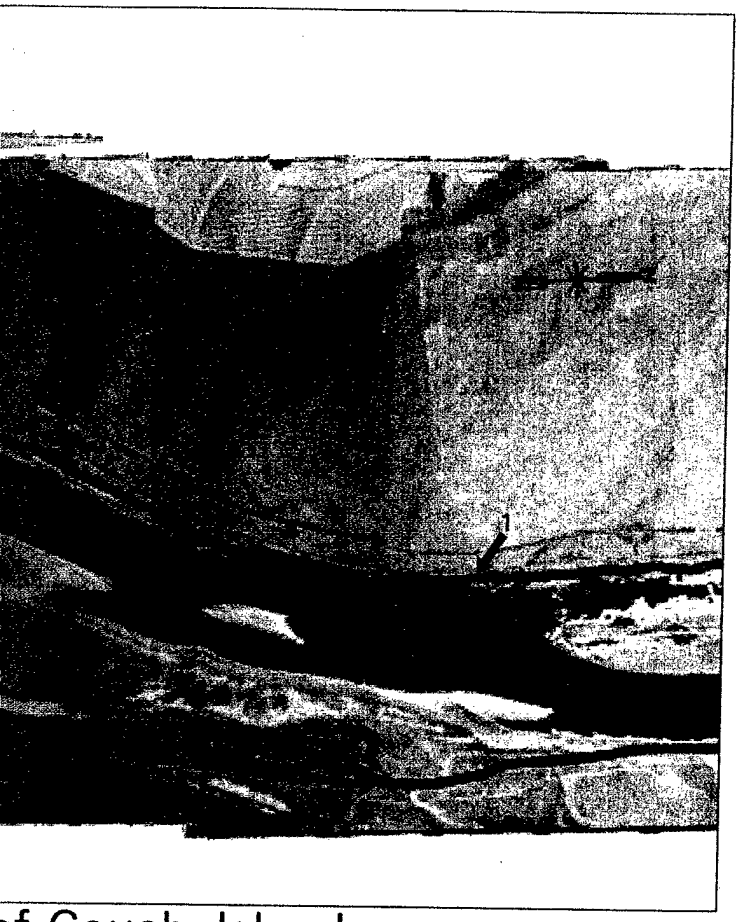


Photo 2. Left Banl

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

(1)



of Couch Island area.



1991 aerial photography

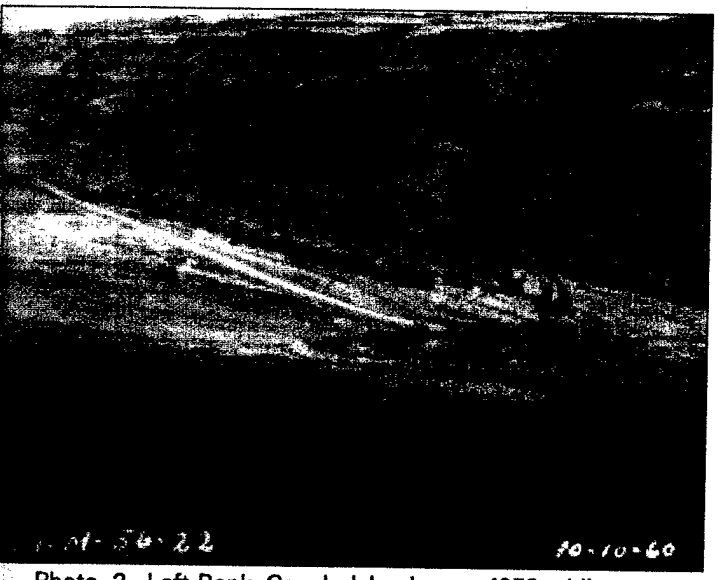
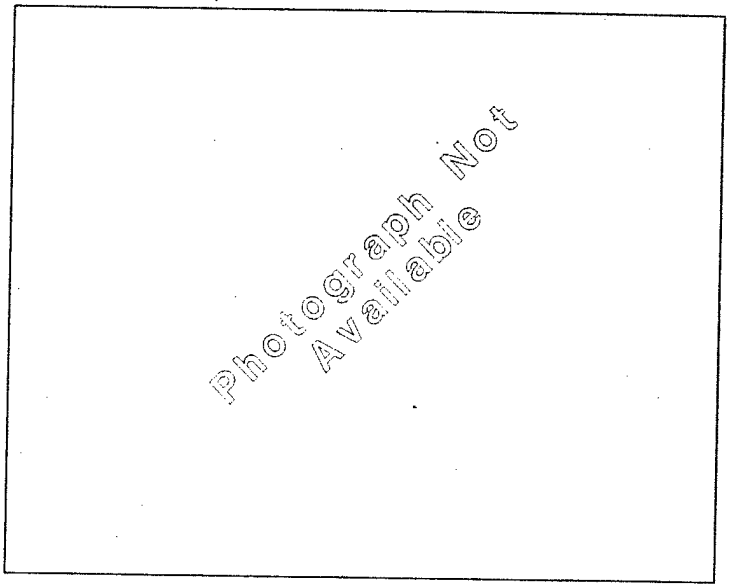
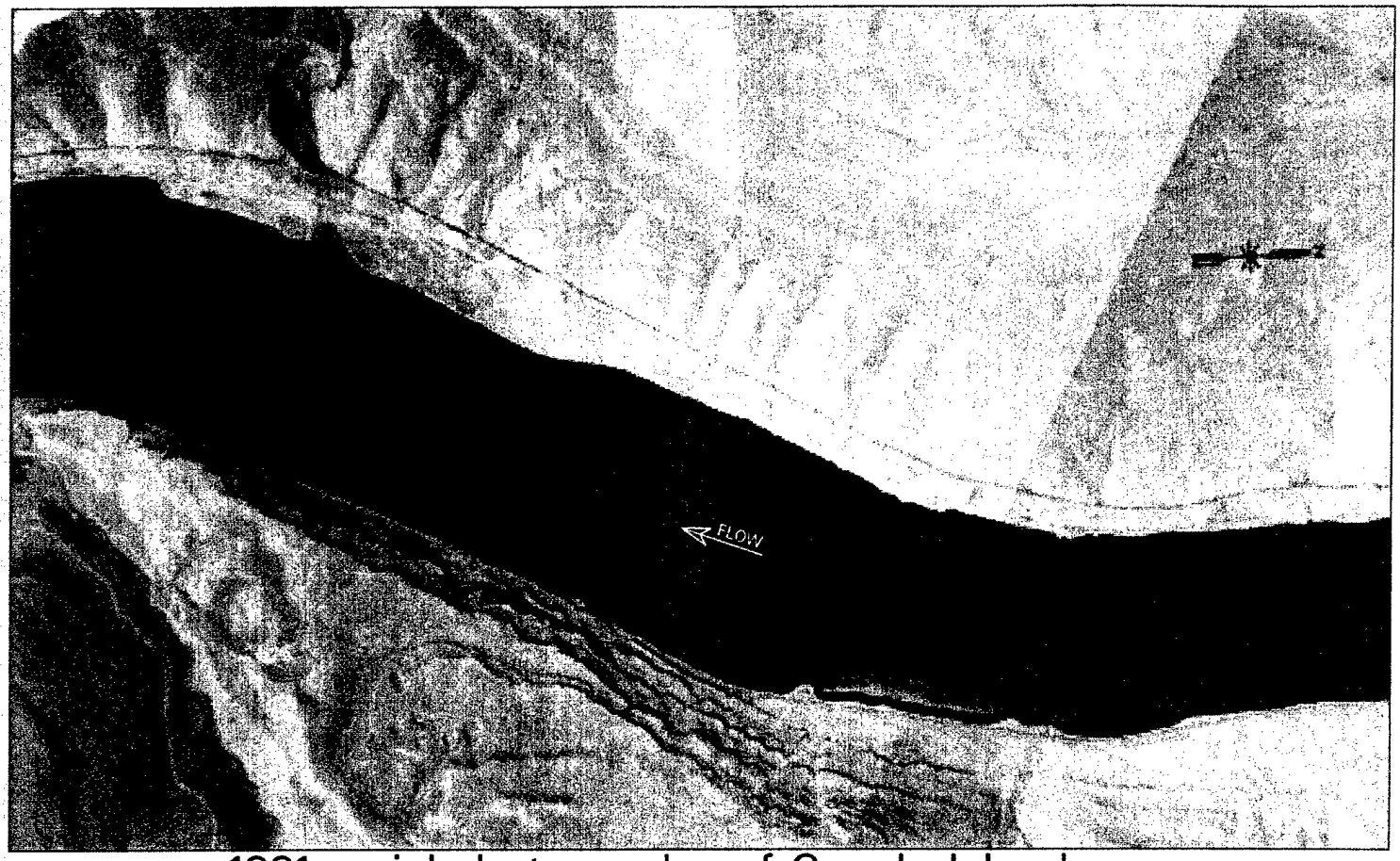


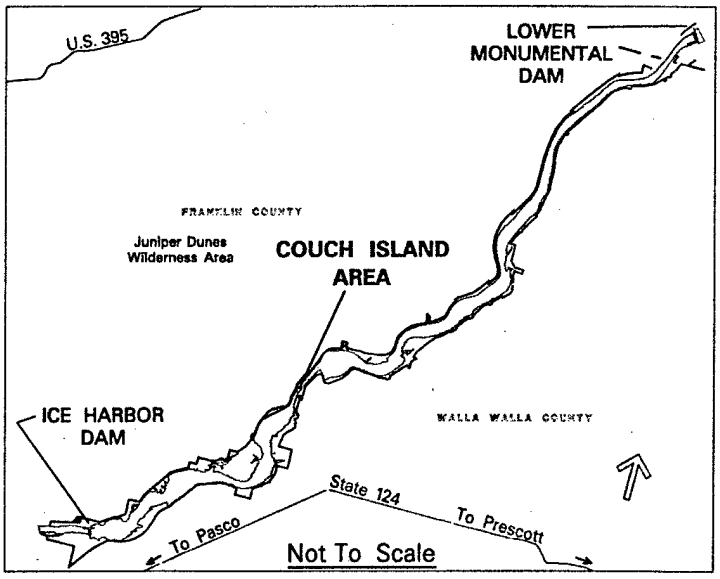
Photo 2. Left Bank, Couch Island area, 1958 oblique.





1991 aerial photography of Couch Island area.

Photograph Not Available



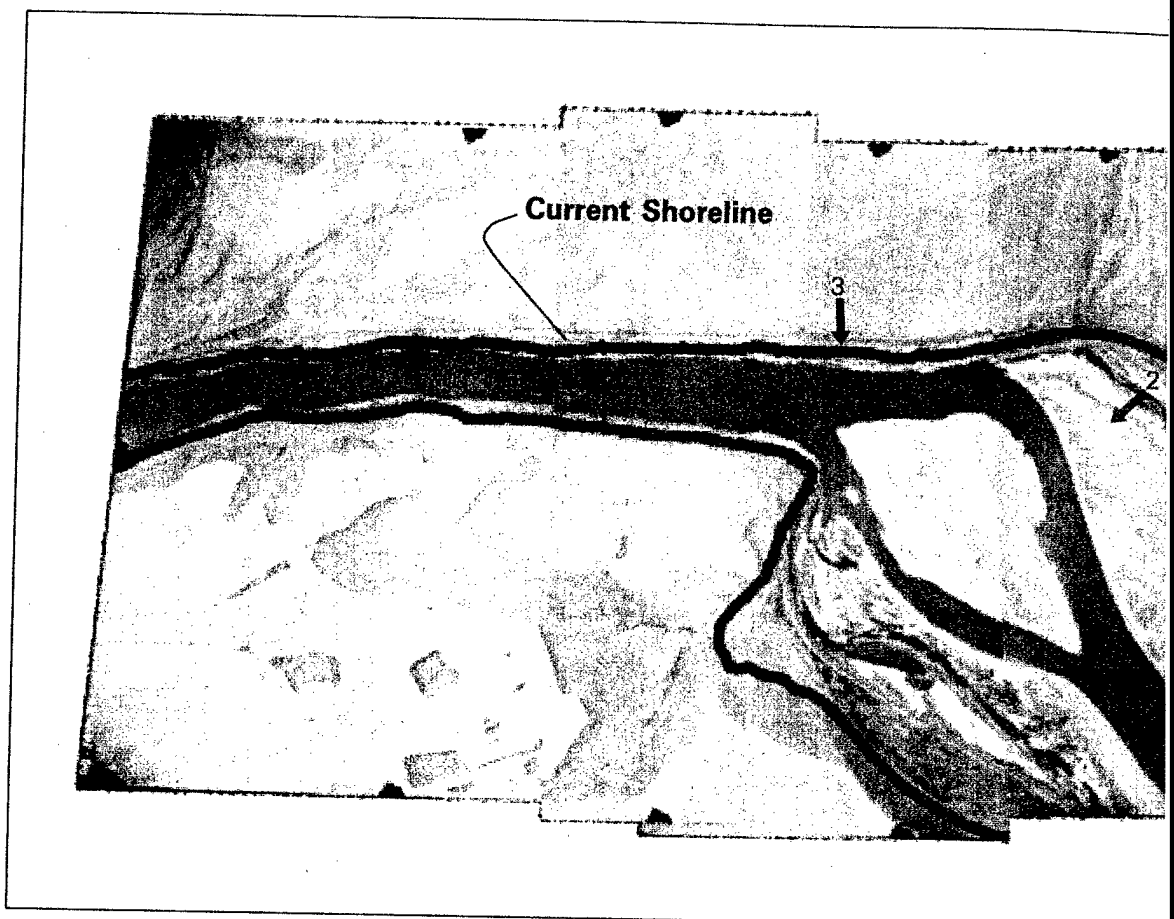
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Figure 3.
COUCH ISLAND AREA



1958 aerial photography of The Narrows ar

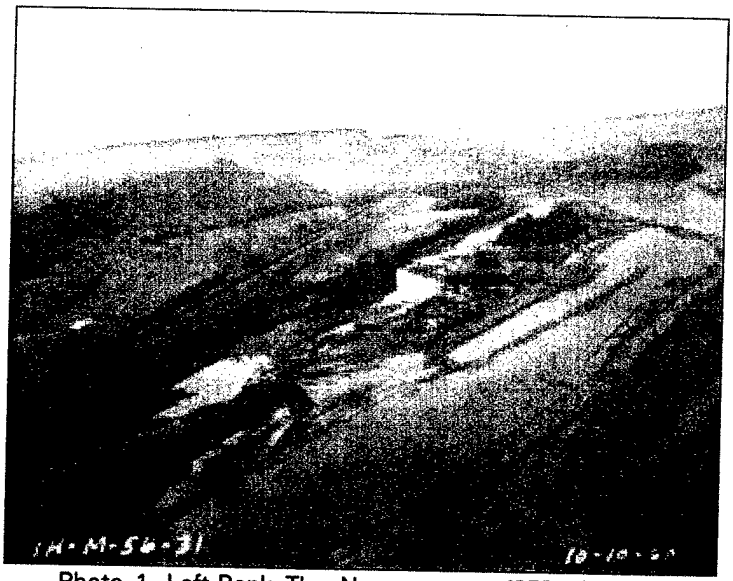


Photo 1. Left Bank, The Narrows area, 1958 oblique.

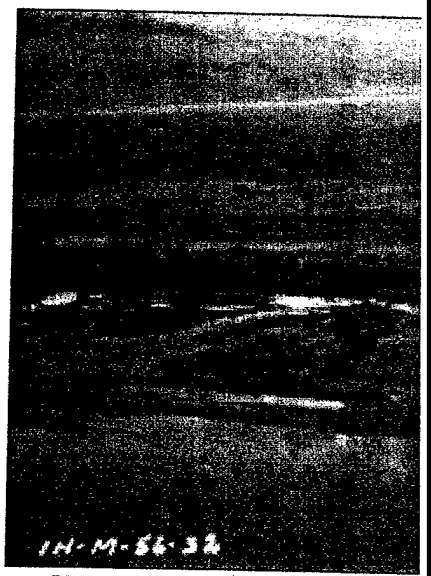
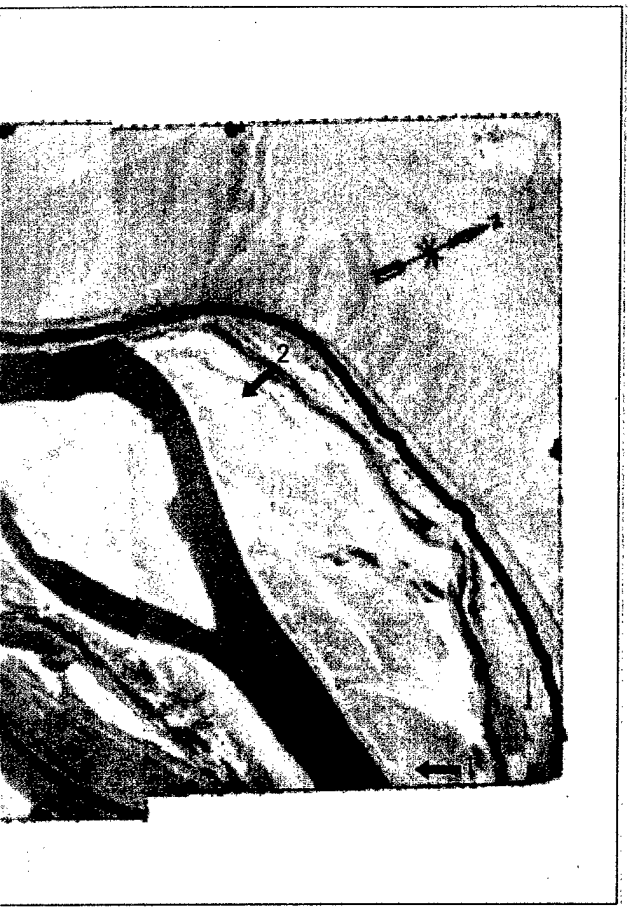


Photo 2. Left Bank, The Narrows

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.





ıe Narrows area.

1991 aerial photography of Th



o 2. Left Bank, The Narrows area, 1958 oblique.

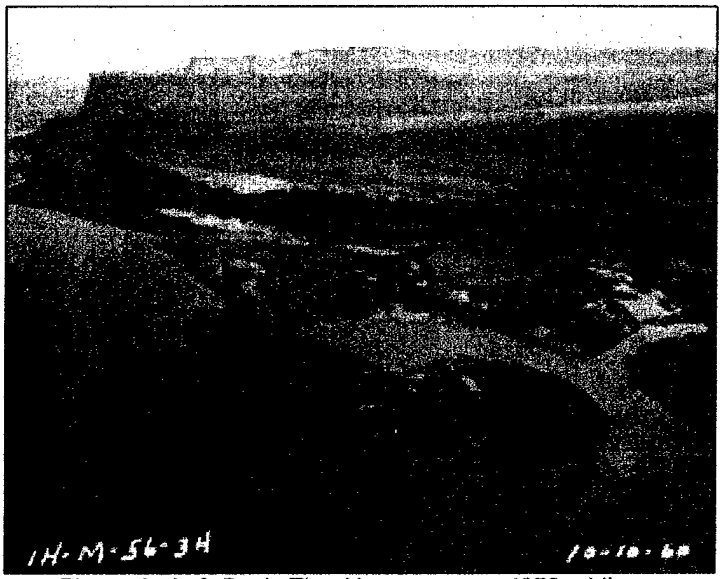
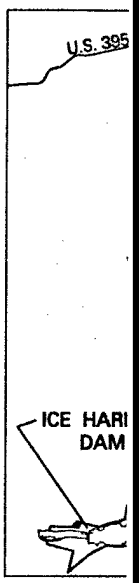
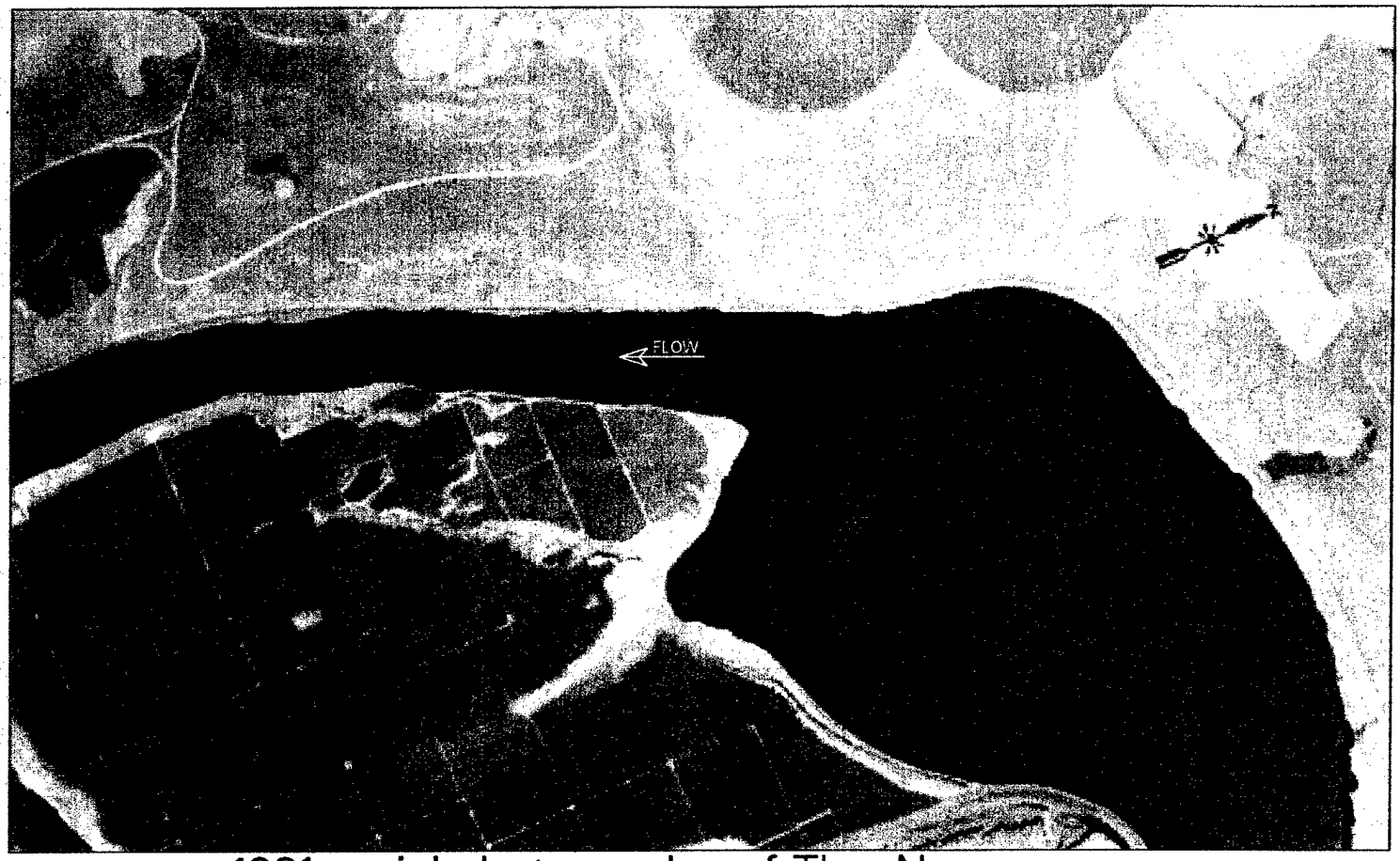


Photo 3. Left Bank, The Narrows area, 1958 oblique.

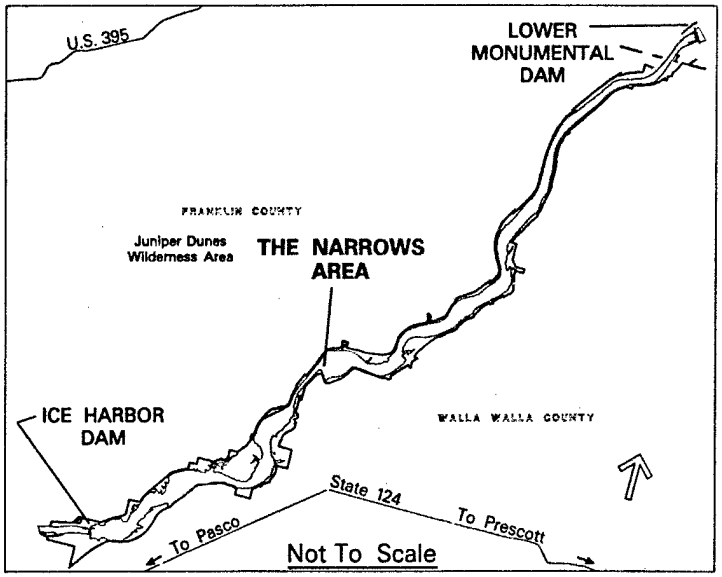




1991 aerial photography of The Narrows area.



Photo 3. Left Bank, The Narrows area, 1958 oblique.



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Figure 4.

THE NARROWS AREA



1958 aerial photography of Sh

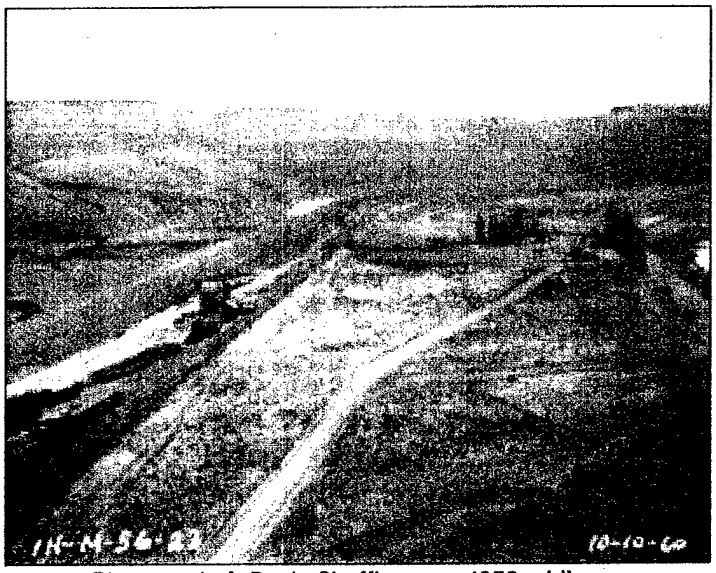
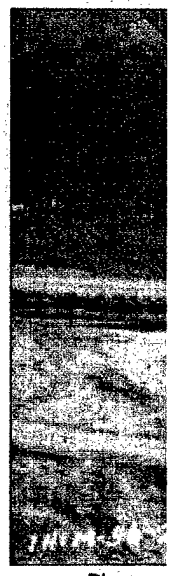


Photo 1. Left Bank, Sheffler area, 1958 oblique.



Photo

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



ny of Sheffler area.



1991 aerial photograph

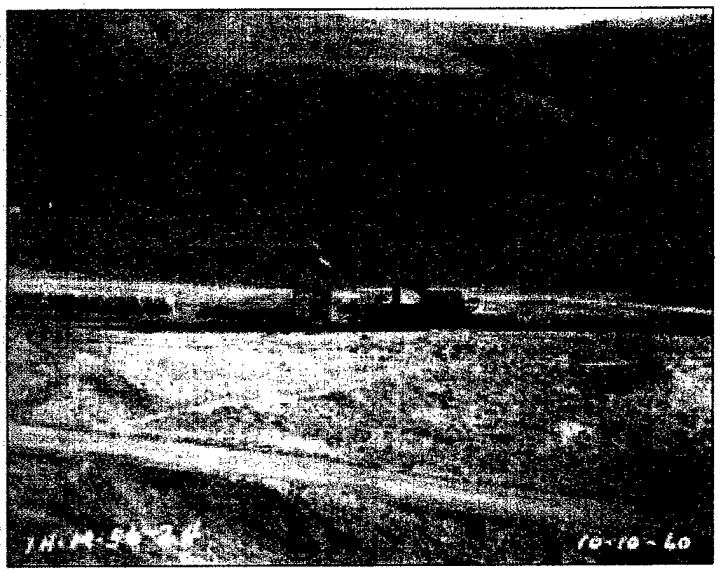


Photo 2. Left Bank, Sheffler area, 1958 oblique.



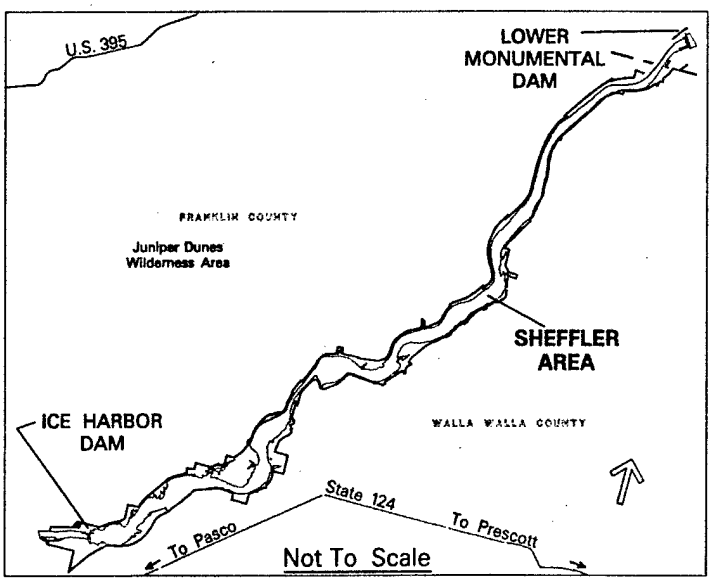
Photo 3. Left Bank, Sheffler area, 1958 oblique.



1991 aerial photography of Sheffler area.



Photo 3. Left Bank, Sheffler area, 1958 oblique.



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(3)

Figure 5.
SHEFFLER AREA



1958 aerial photography of Windust Par

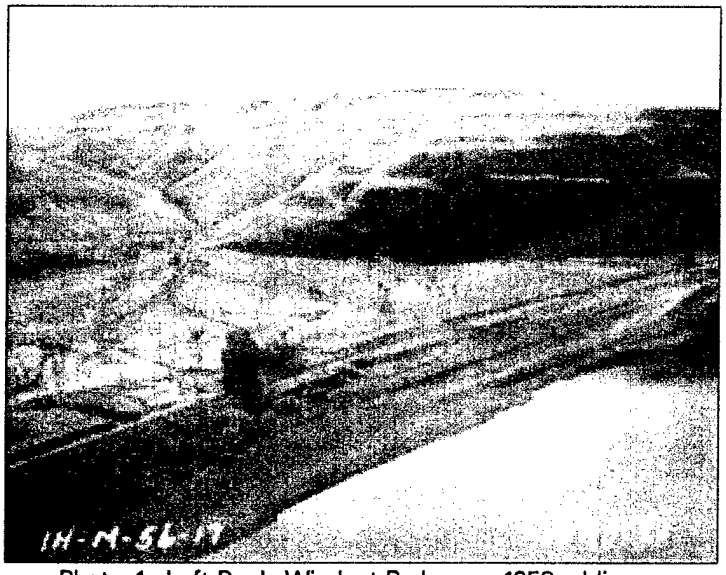


Photo 1. Left Bank, Windust Park area, 1958 oblique.



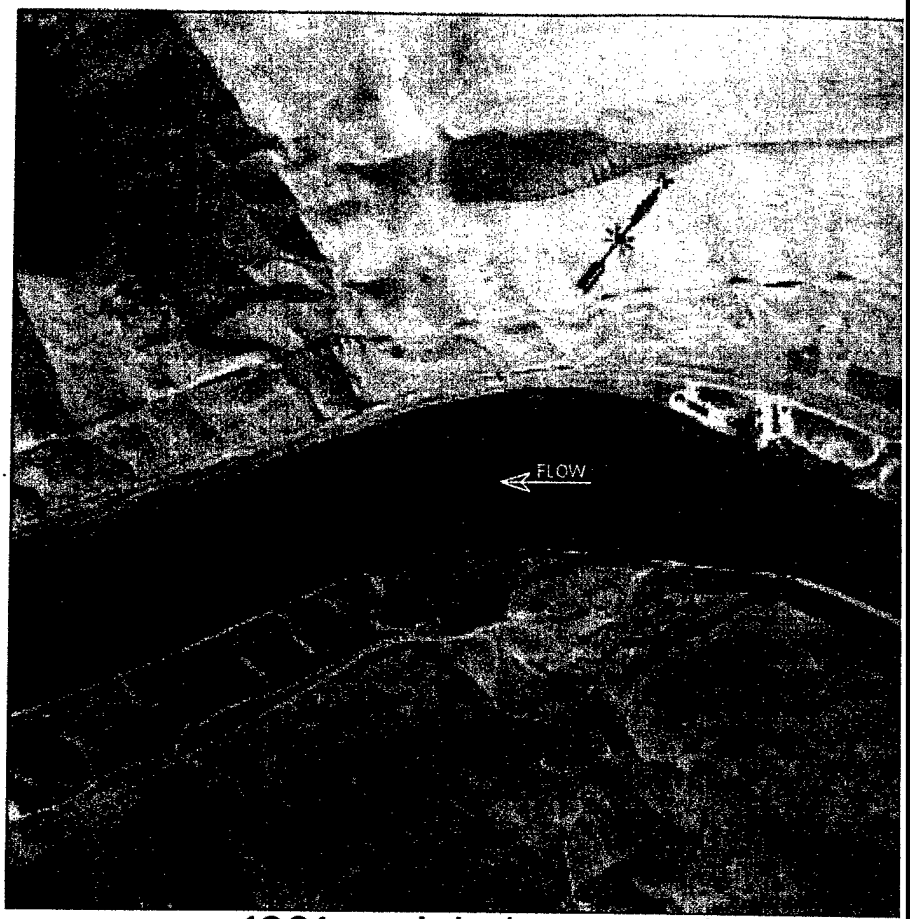
Photo 2. Left Bank, Win

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



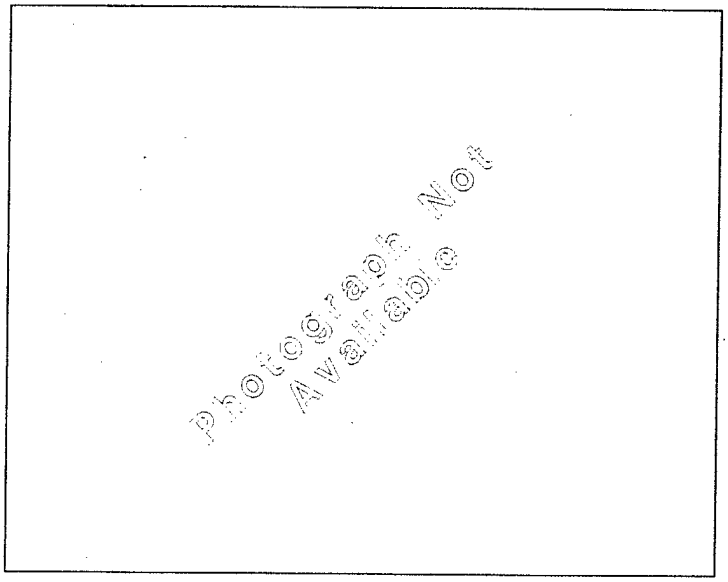
ndust Park area.

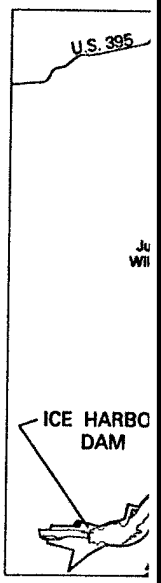


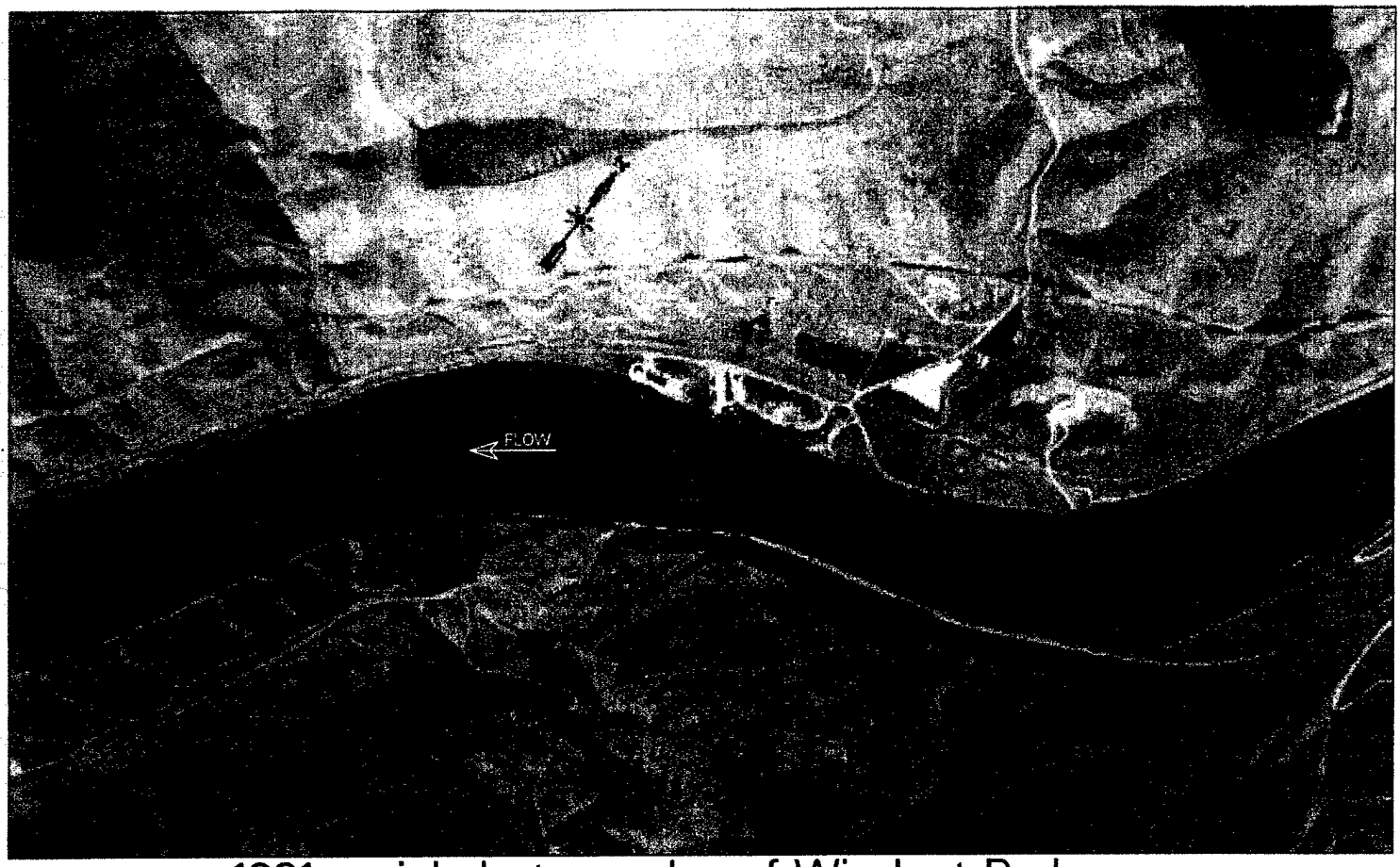
1991 aerial photography of Wi



2. Left Bank, Windust Park area, 1958 oblique.

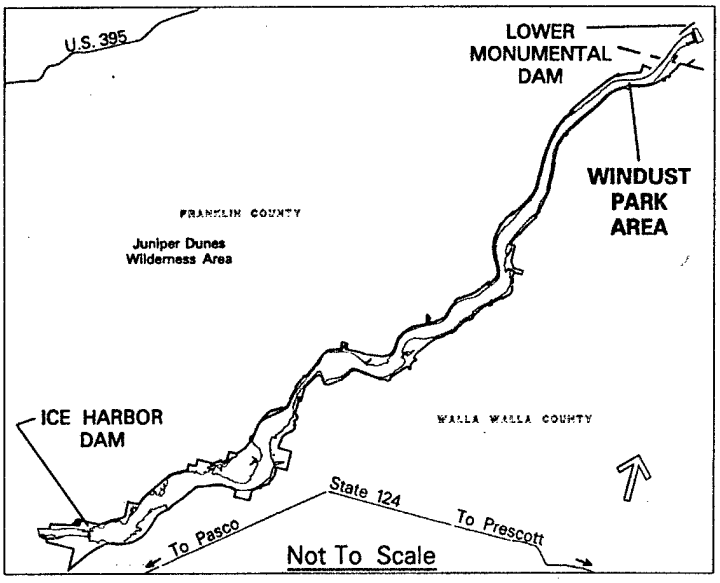






1991 aerial photography of Windust Park area.

Photograph Not Available



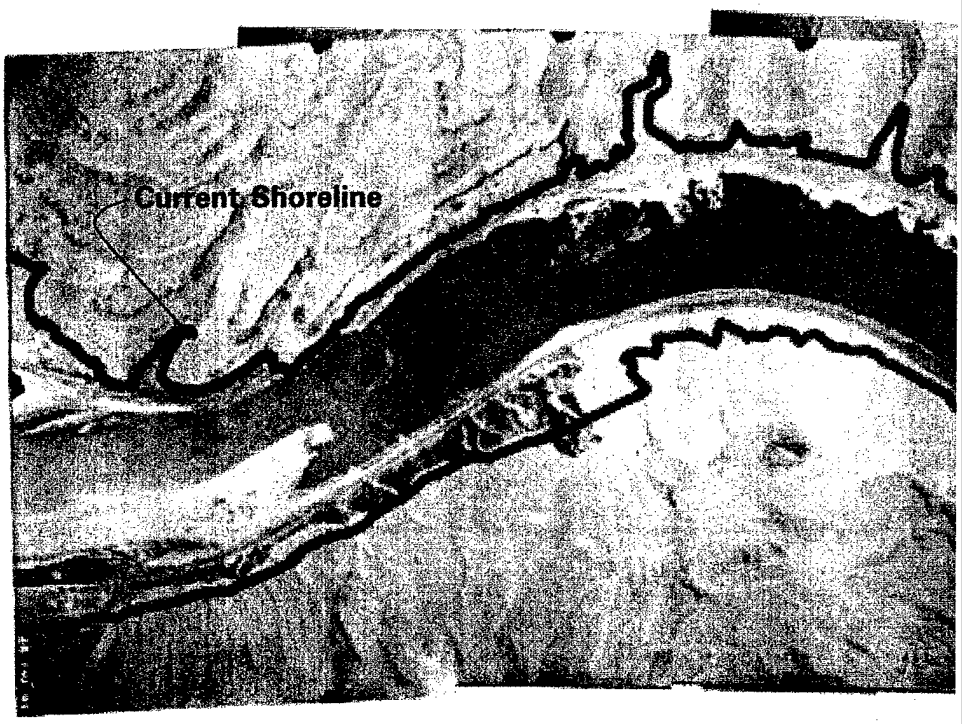
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Juvenile Salmon Migration Feasibility Study

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Figure 6.
WINDUST PARK AREA



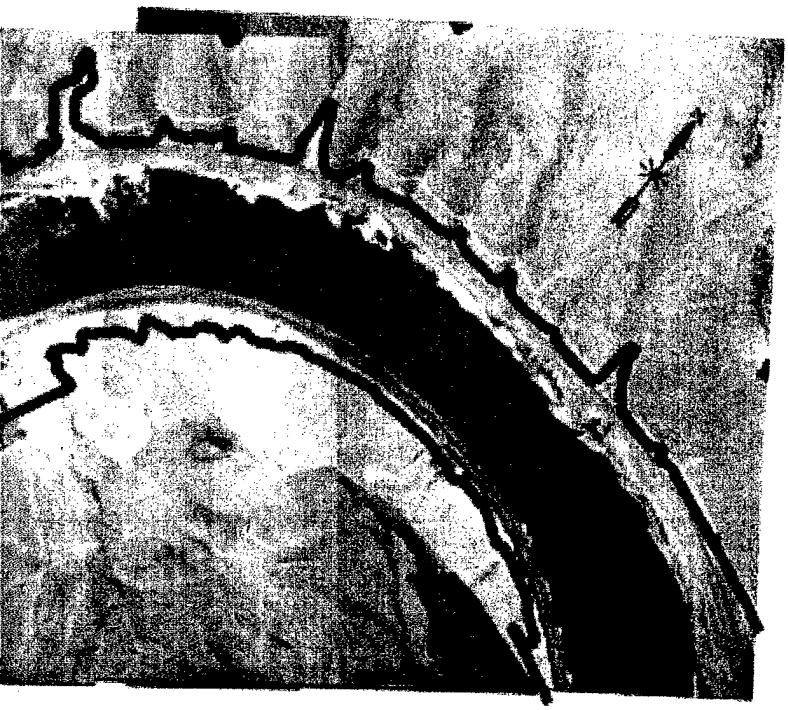
1958 aerial photography of Monumenta

Photograph Not Available

Pho

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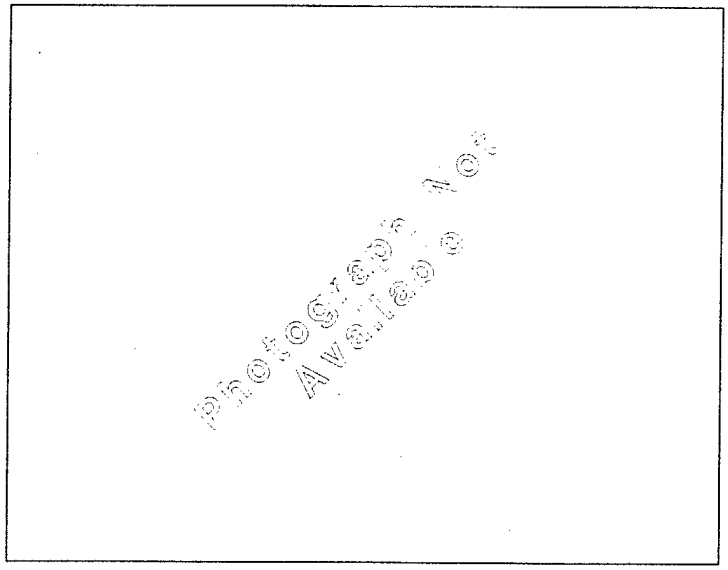
1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

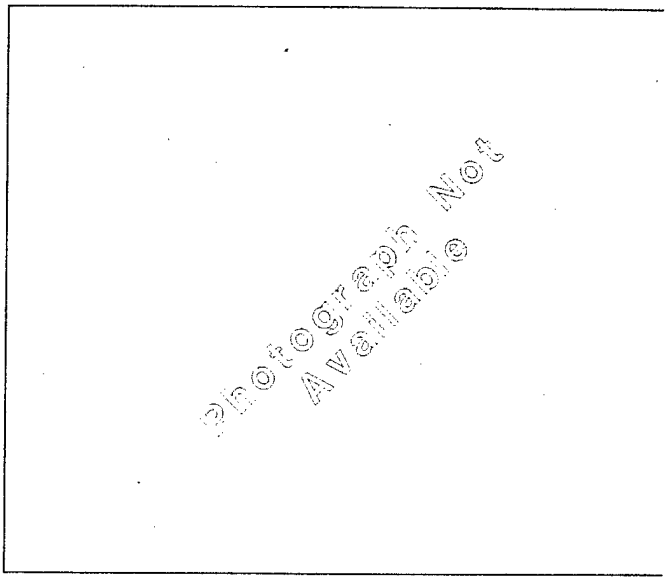


ny of Monumental Rock area.

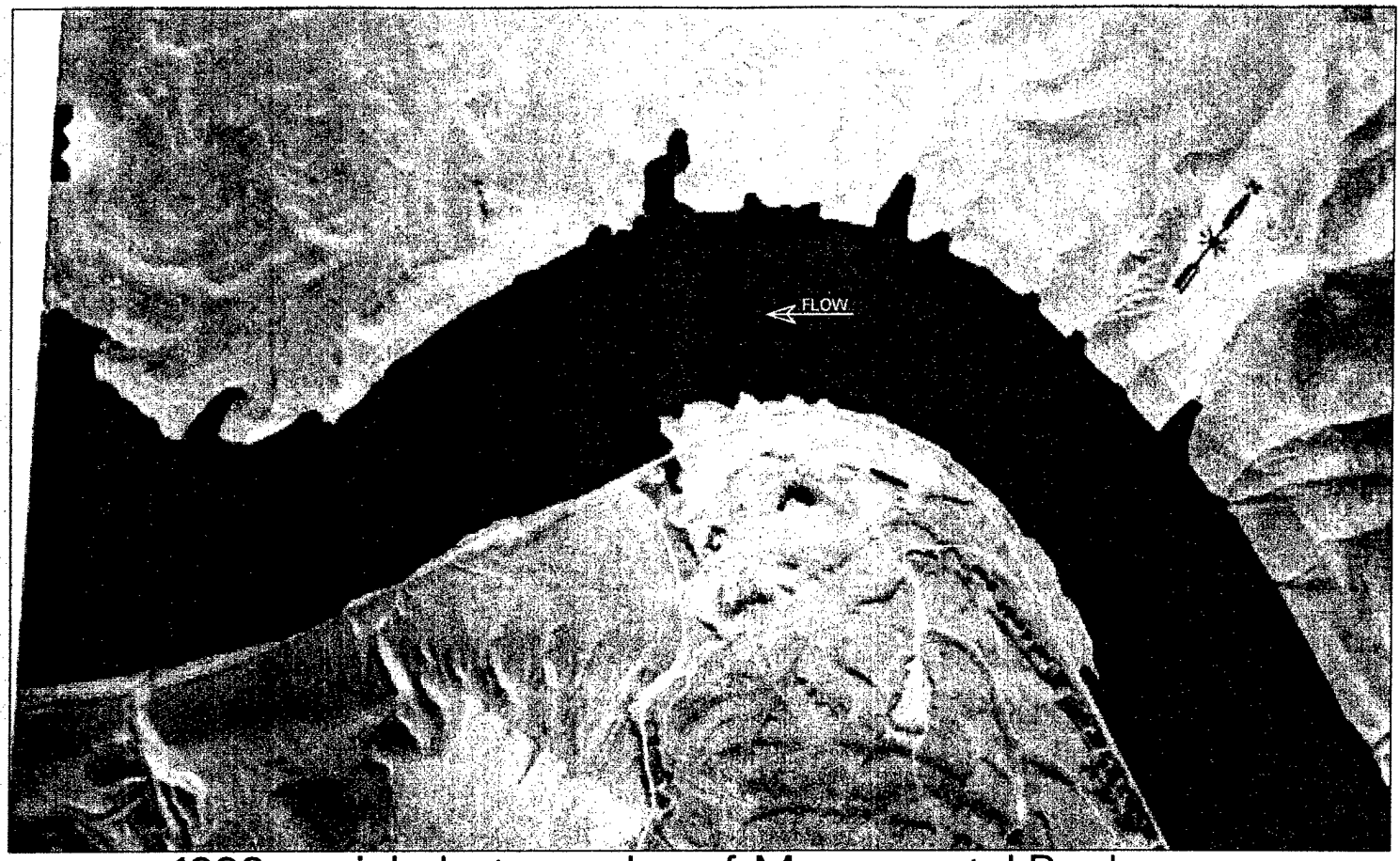


1992 aerial photograp



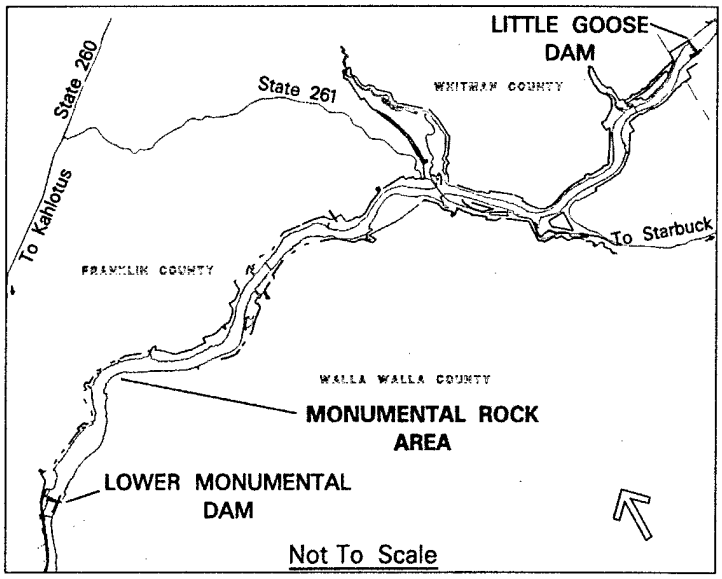


direction



1992 aerial photography of Monumental Rock area.

Photograph Not Available



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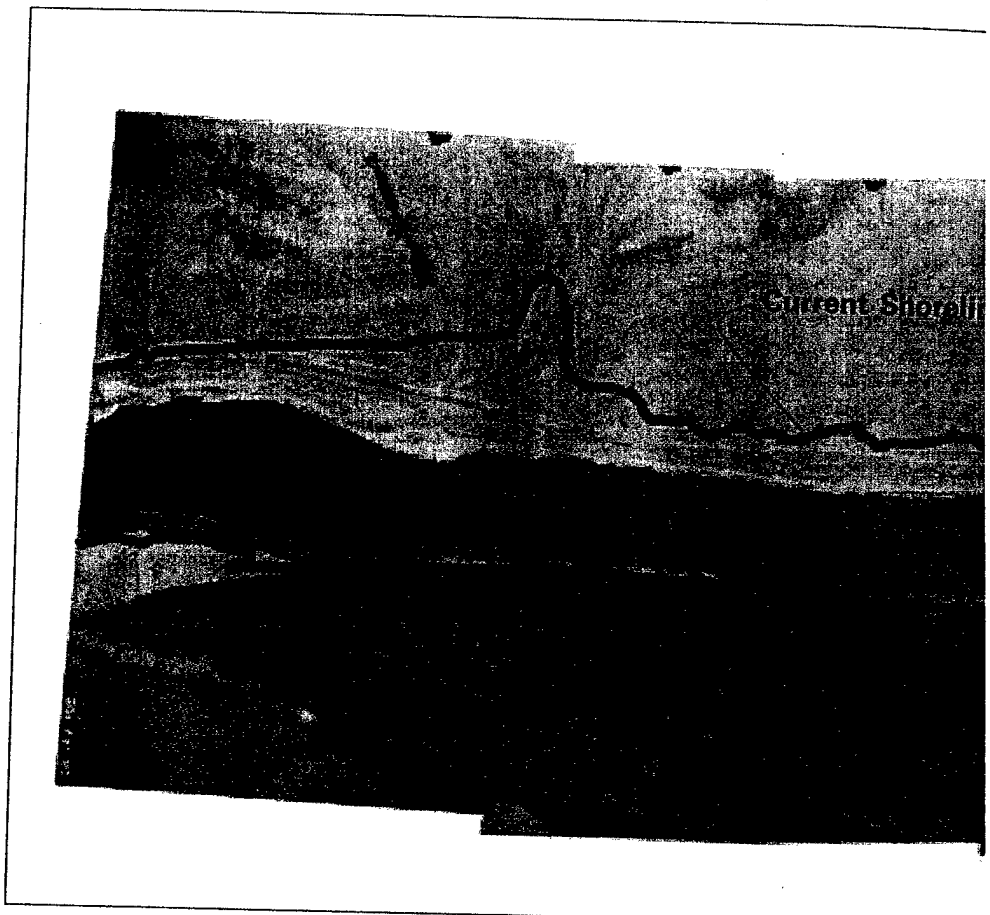
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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 7.

MONUMENTAL ROCK AREA



1958 aerial photography of Skooku



Photo 1. Right Bank, Skookum area, 1958 oblique.

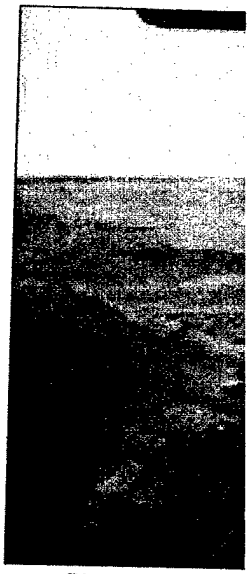
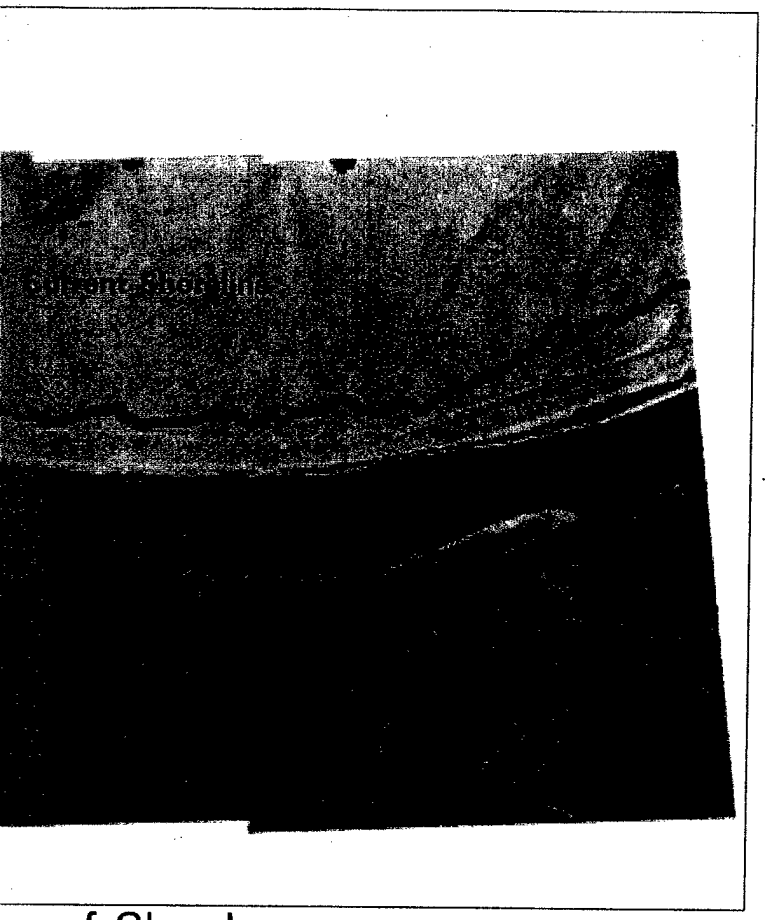


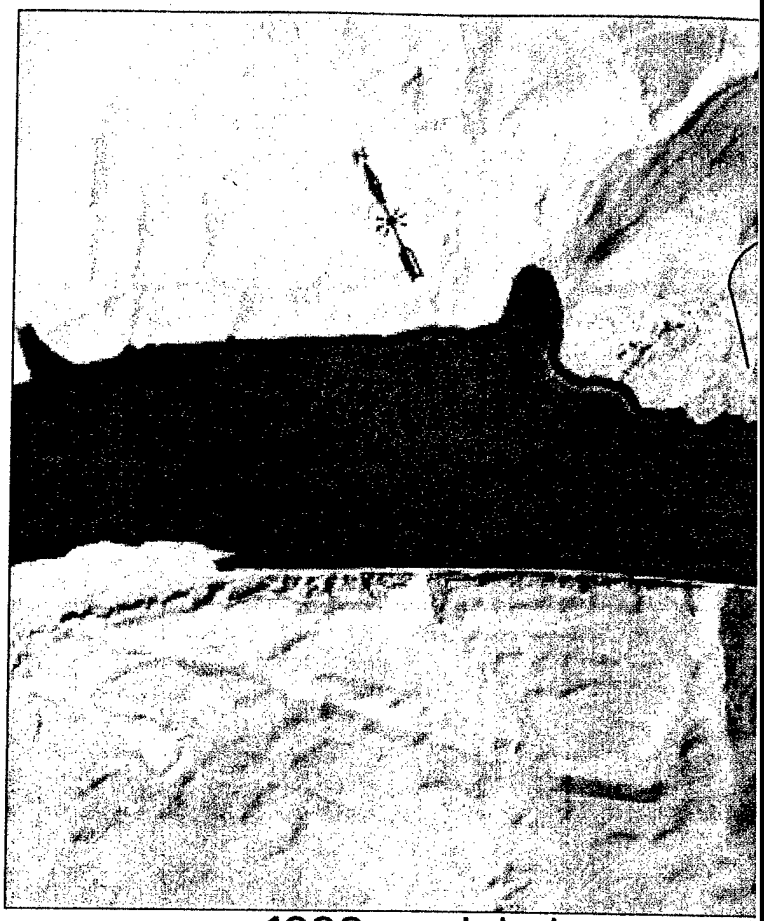
Photo 2. Left B

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



y of Skookum area.



1992 aerial photograph

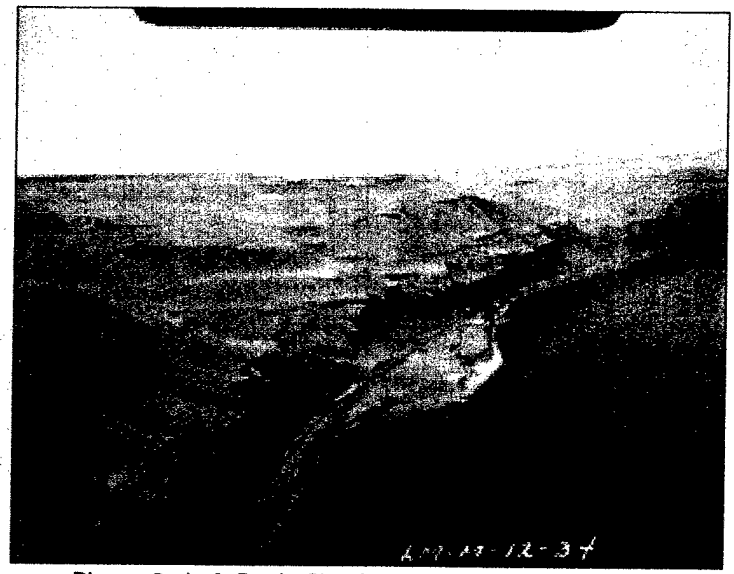


Photo 2. Left Bank, Skookum area, 1958 oblique.

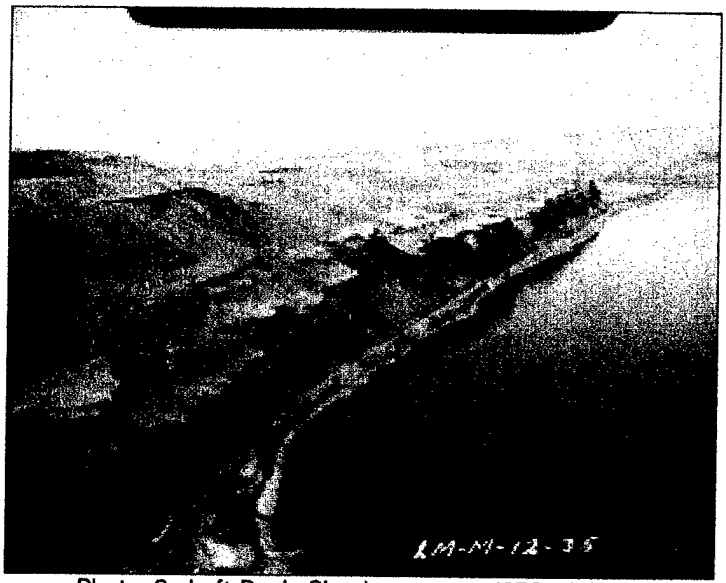
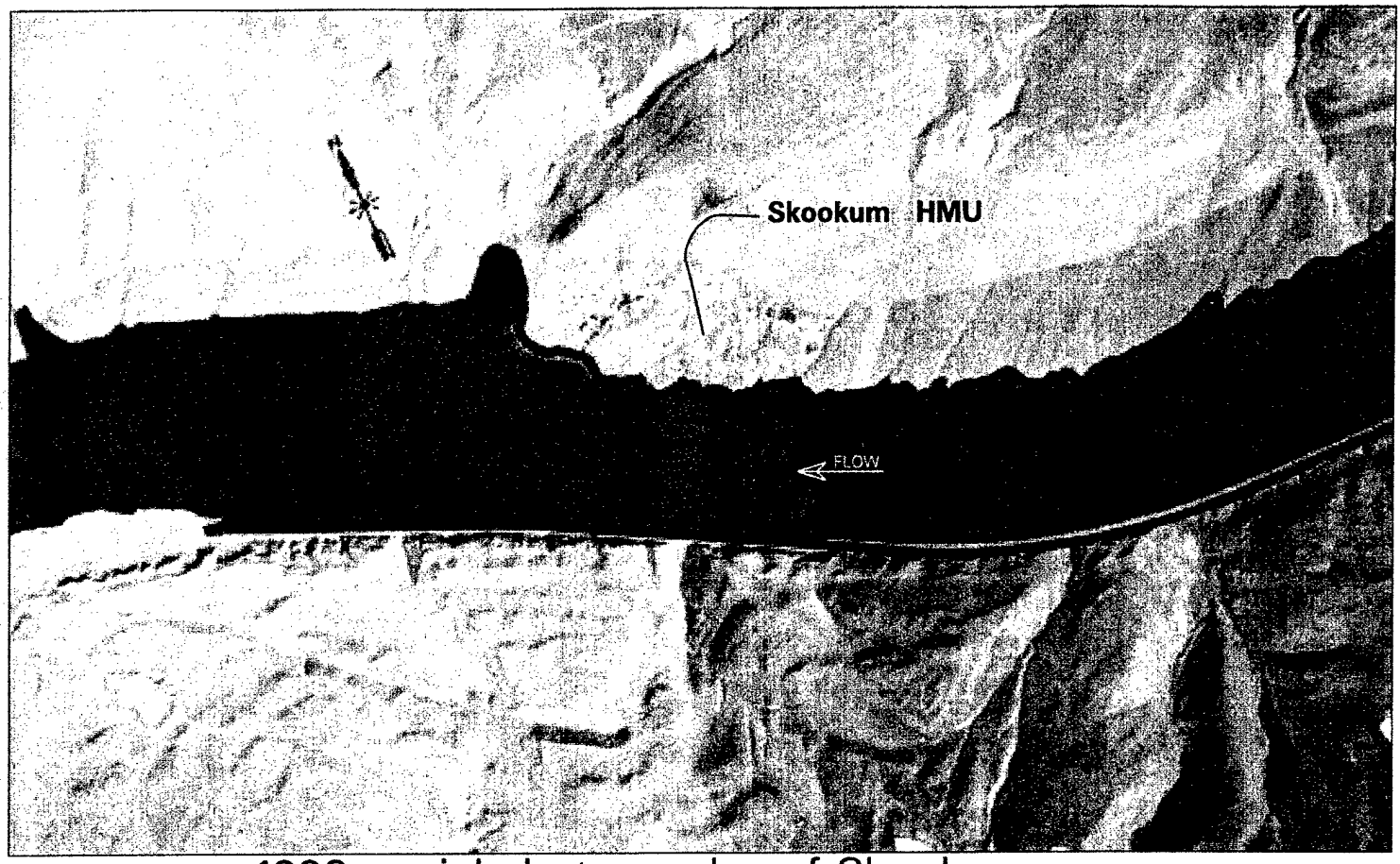


Photo 3. Left Bank, Skookum area, 1958 oblique.



1992 aerial photography of Skookum area.

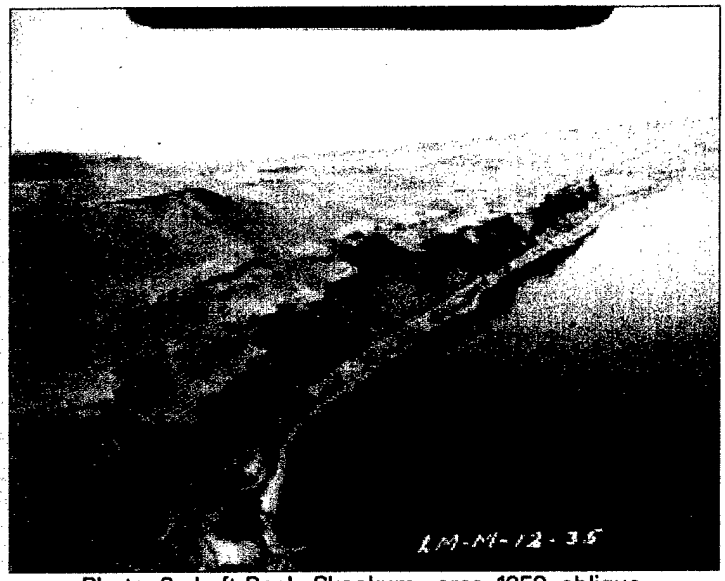
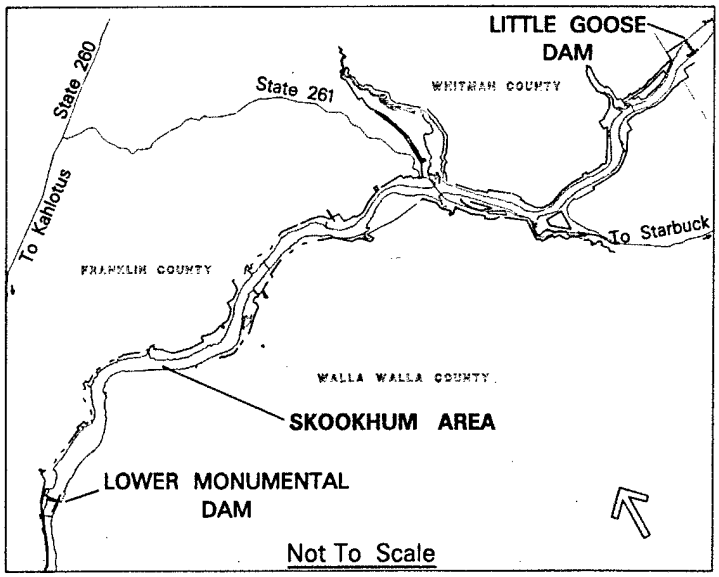


Photo 3. Left Bank, Skookum area, 1958 oblique.



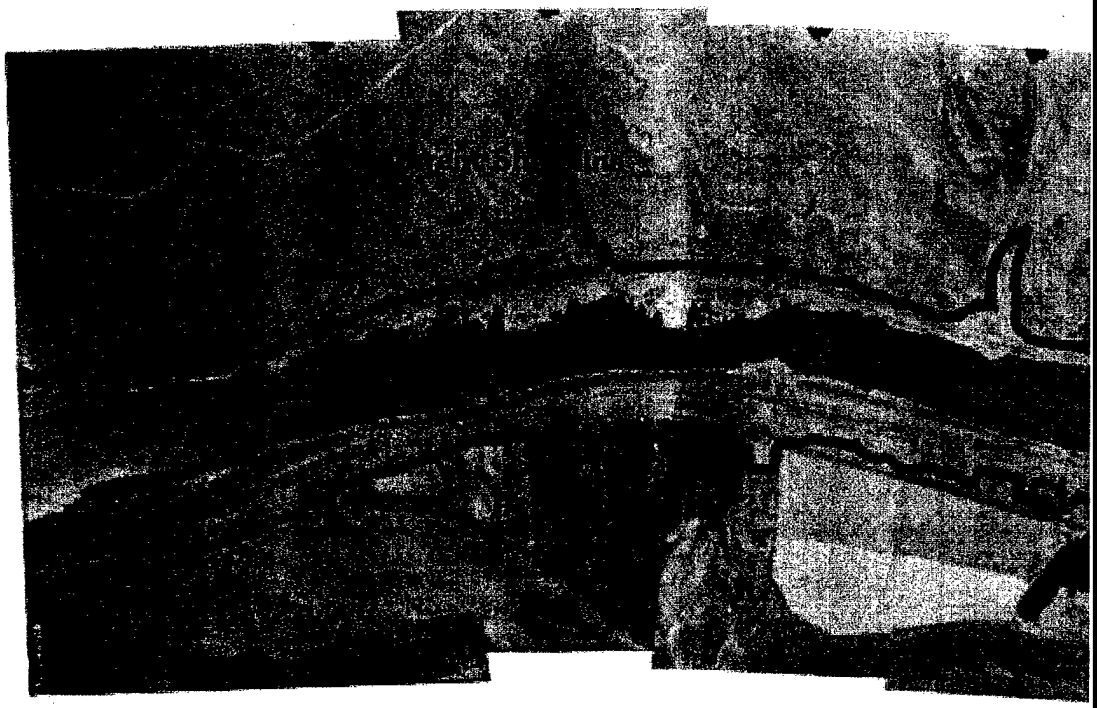
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Figure 8.
SKOOKUM AREA



1958 aerial photography of Ayer area.

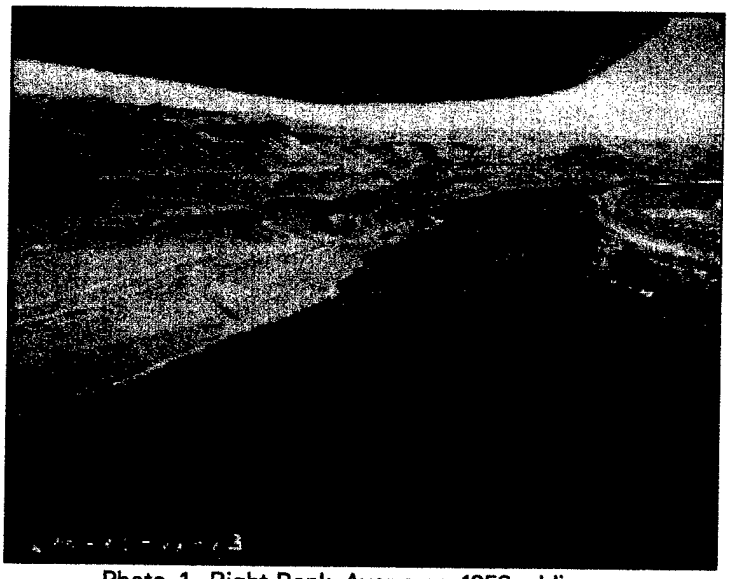


Photo 1. Right Bank, Ayer area, 1958 oblique.



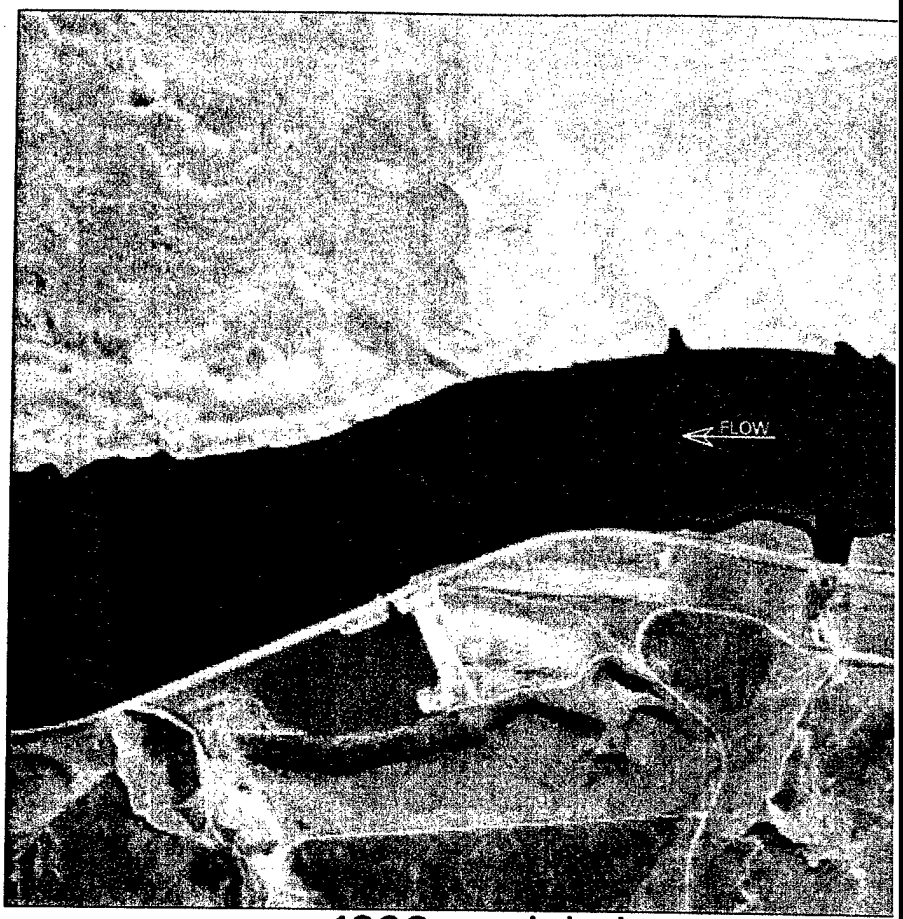
Photo 2. Left Bank, Ayer ar

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



of Ayer area.

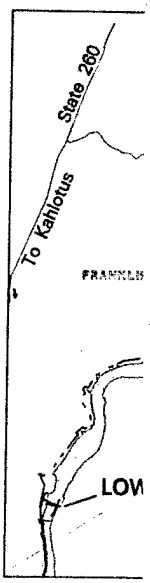


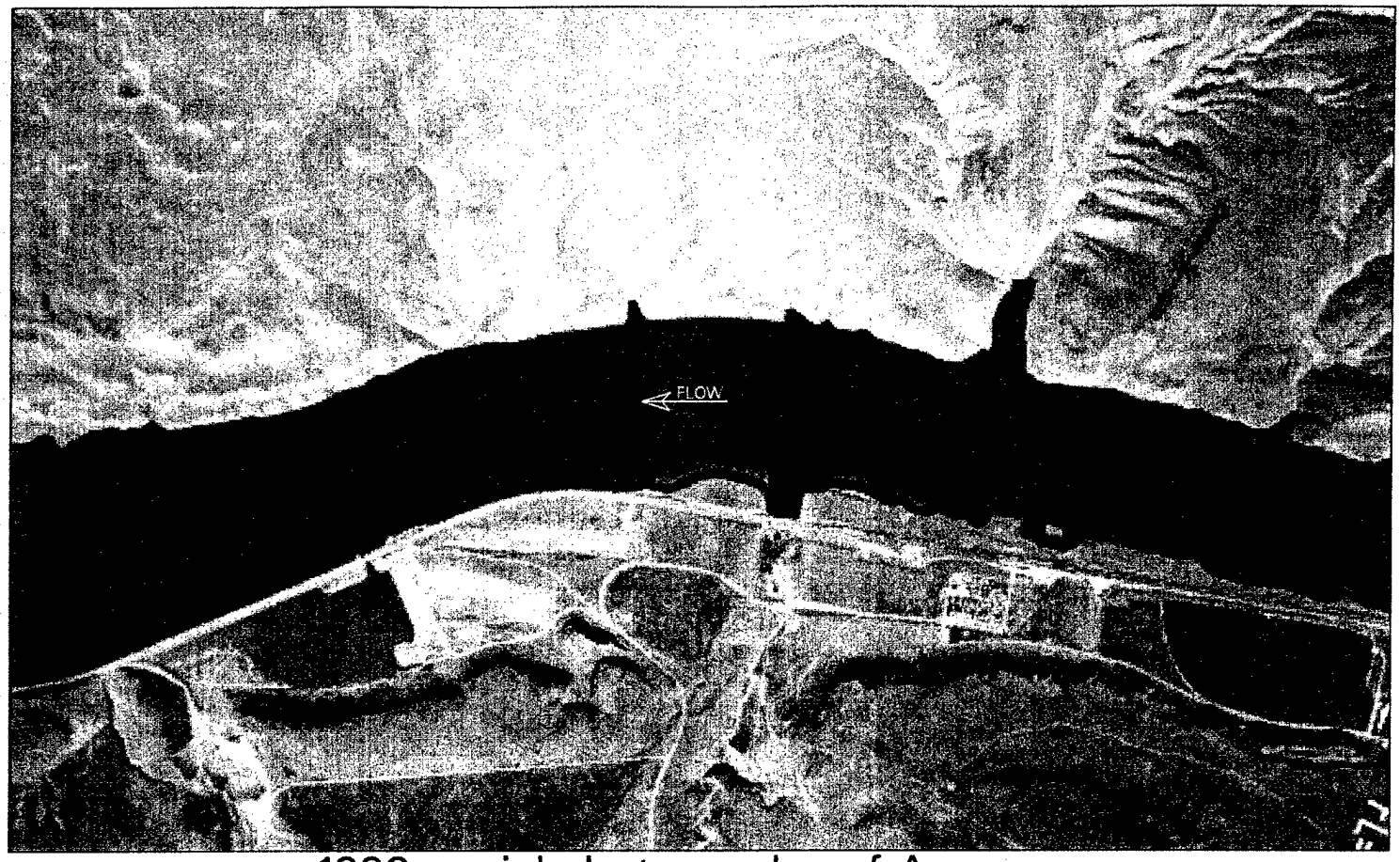
1992 aerial photography



noto 2. Left Bank, Ayer area, 1958 oblique.

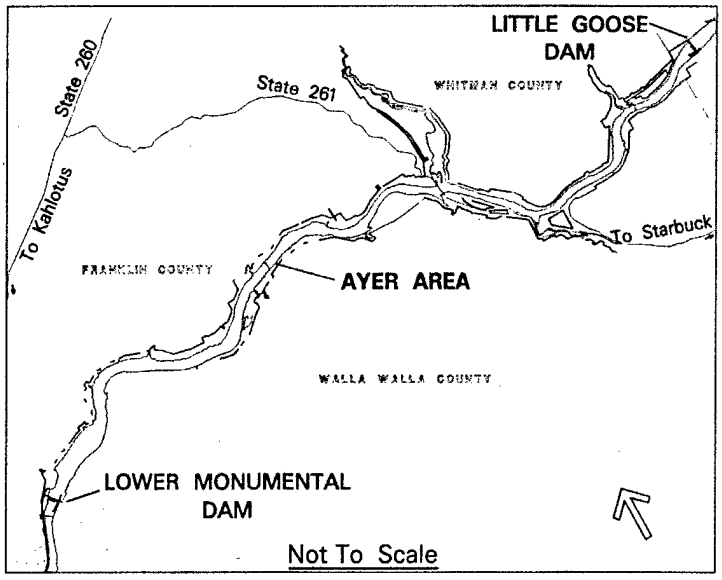
Photograph Not Available





1992 aerial photography of Ayer area.

Photograph Not Available



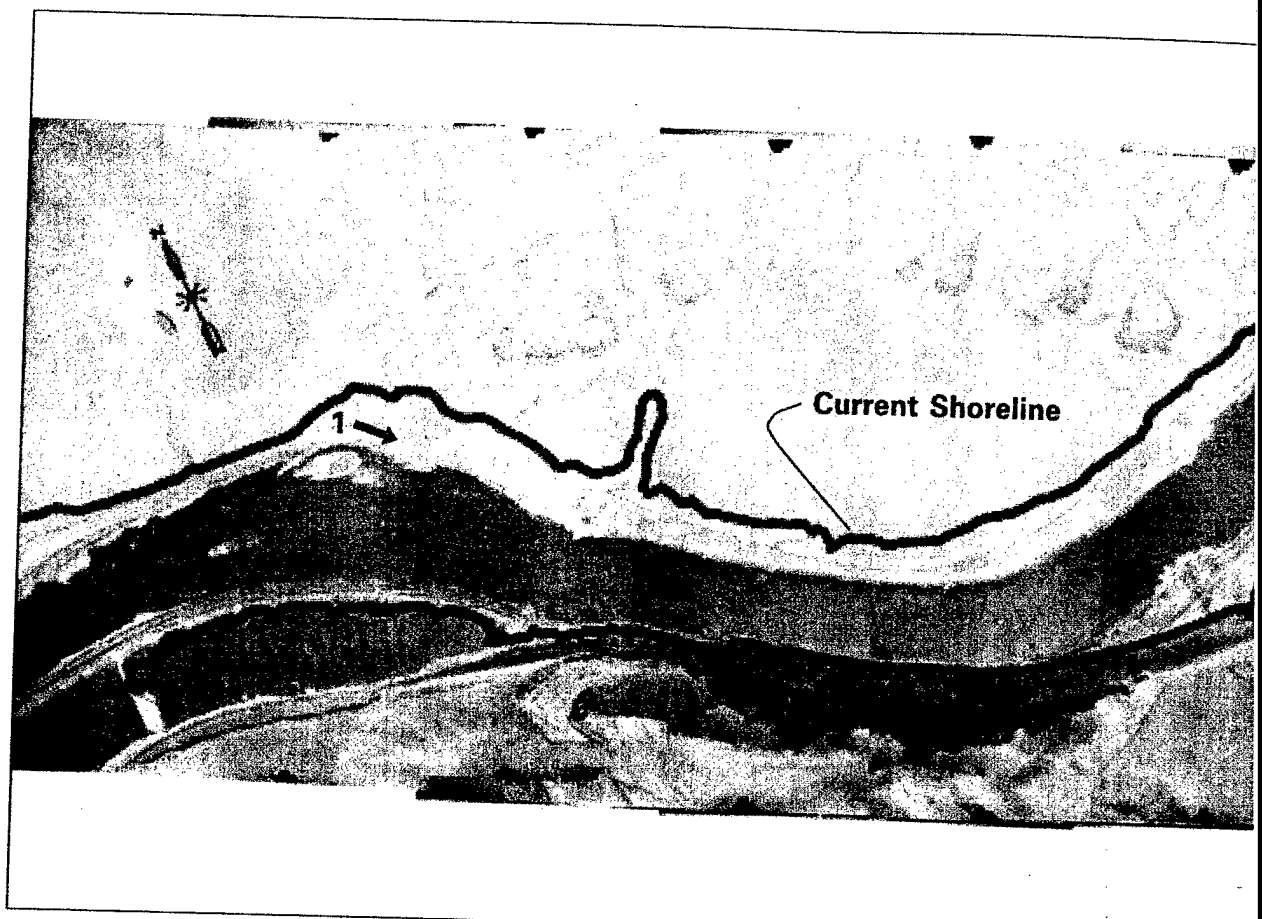
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Figure 9.
AYER AREA



1958 aerial photography of 55 Mlle area.



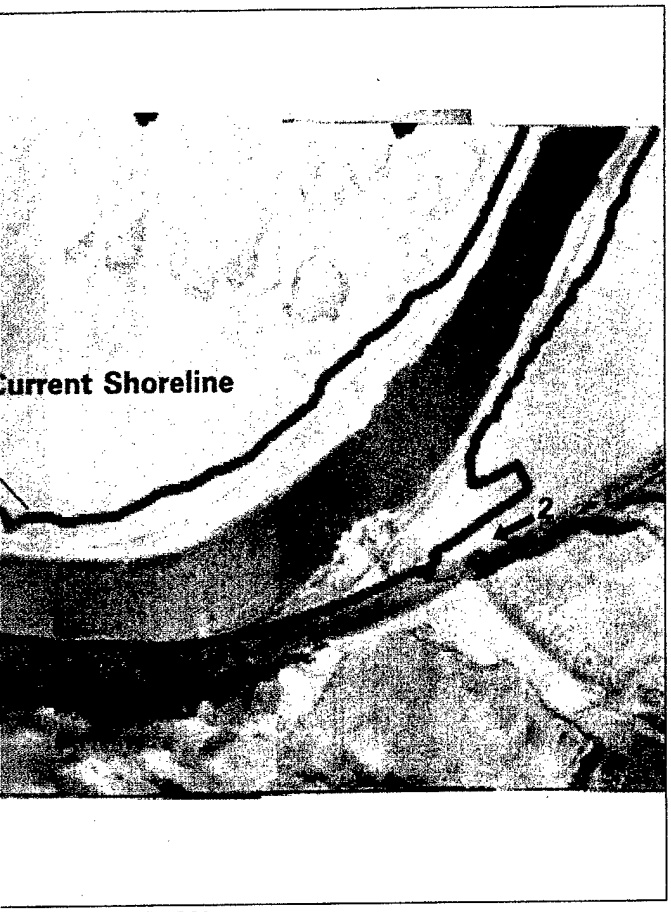
Photo 1. Right Bank, 55 Mile area, 1958 oblique.



Photo 2. Left Bank, 55 Mile area, 1958

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



of 55 Mlle area.



1992 aerial photography

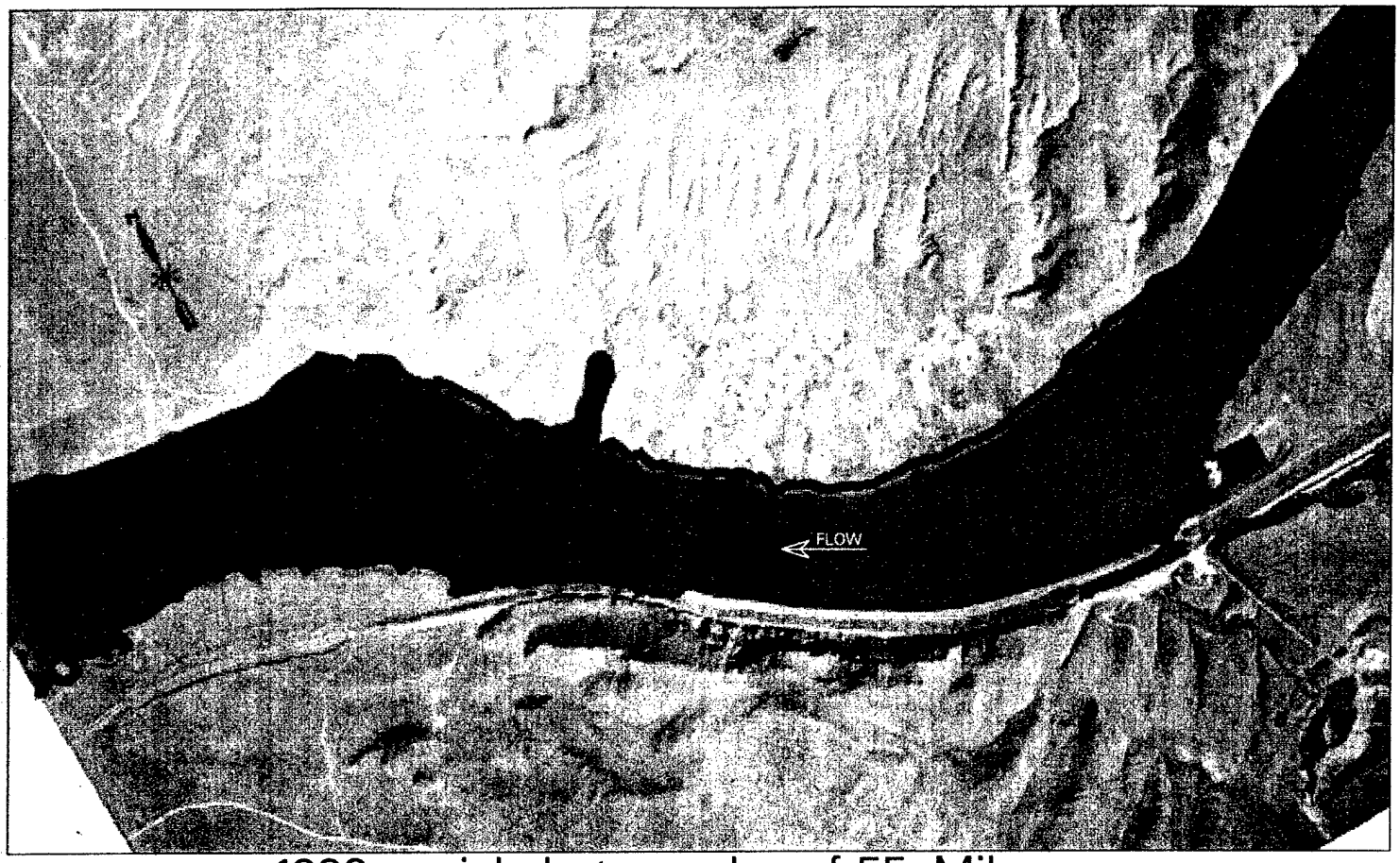


Photo 2. Left Bank, 55 Mile area, 1958 oblique.



Photo 3. Left Bank, 55 Mlle area, 1958 oblique.

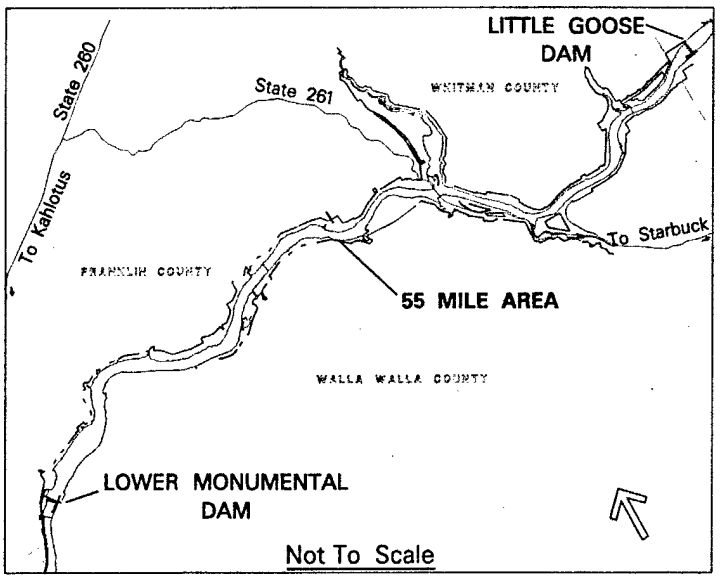




1992 aerial photography of 55 Mile area.



Photo 3. Left Bank, 55 Mile area, 1958 oblique.



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Figure 10.
55 MILE AREA



1958 aerial photography of Lyon's

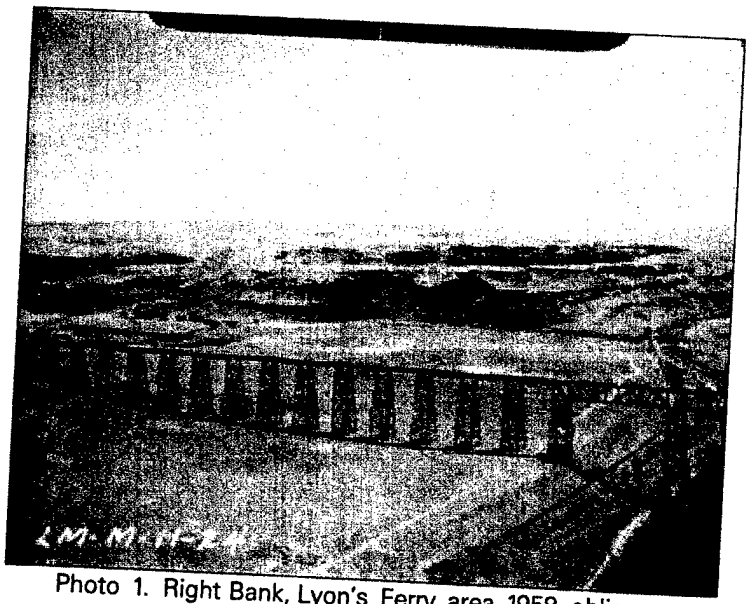


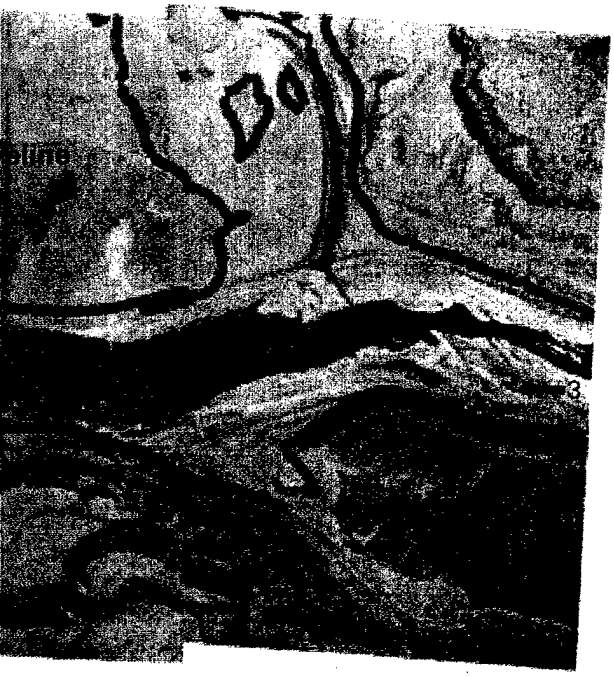
Photo 1. Right Bank, Lyon's Ferry area, 1958 oblique.



Photo 2. Right Ban

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



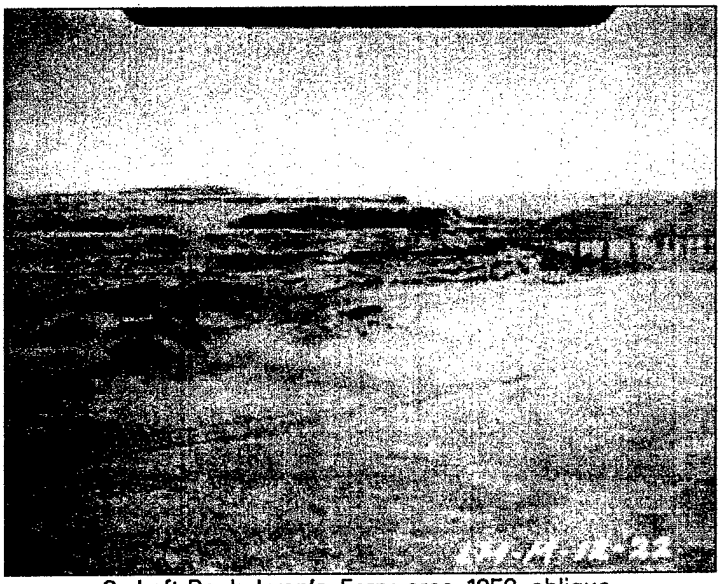


f Lyon's Ferry area.

1992 aerial photography o

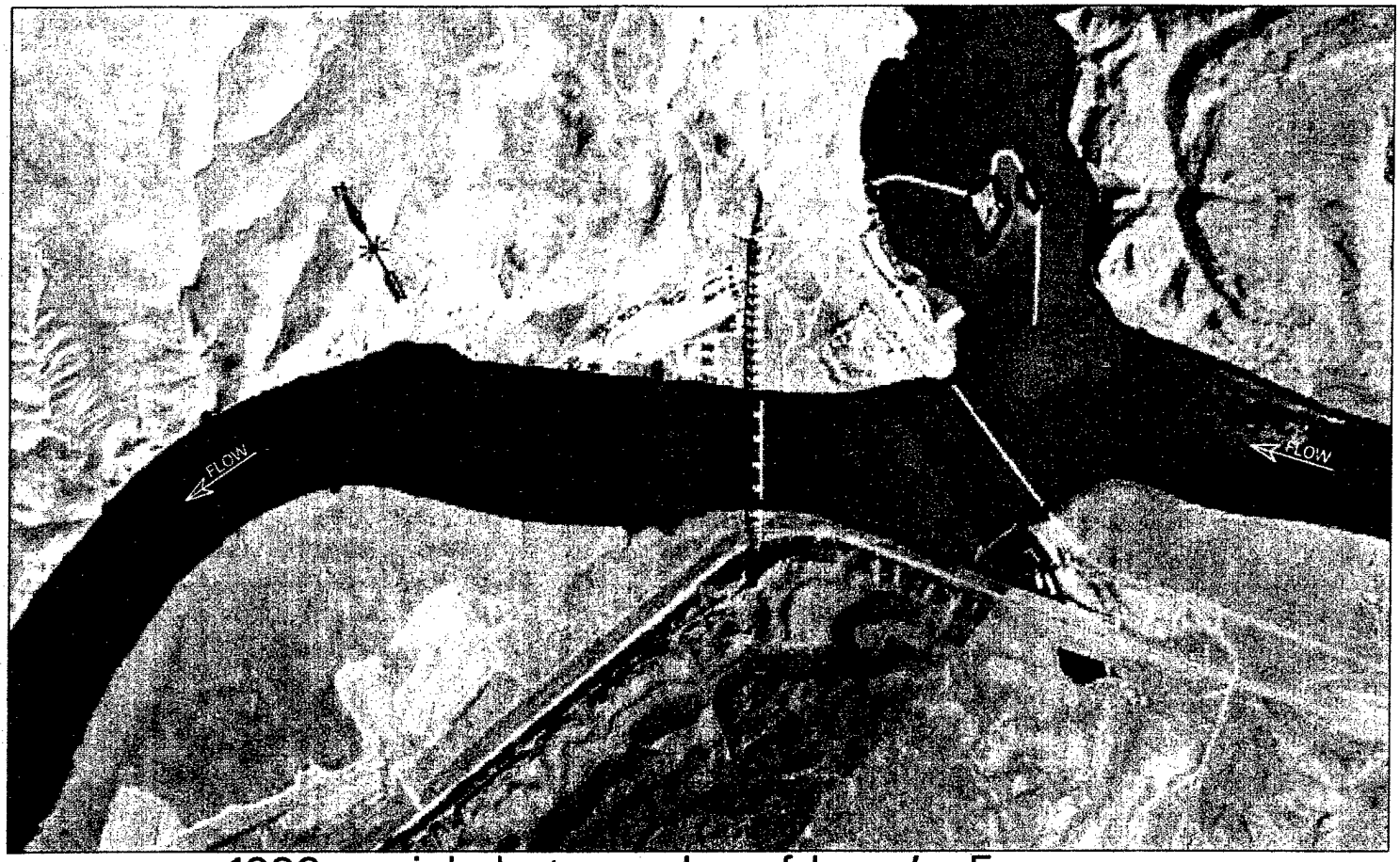


Photo 2. Right Bank, Lyon's Ferry area, 1958 oblique.

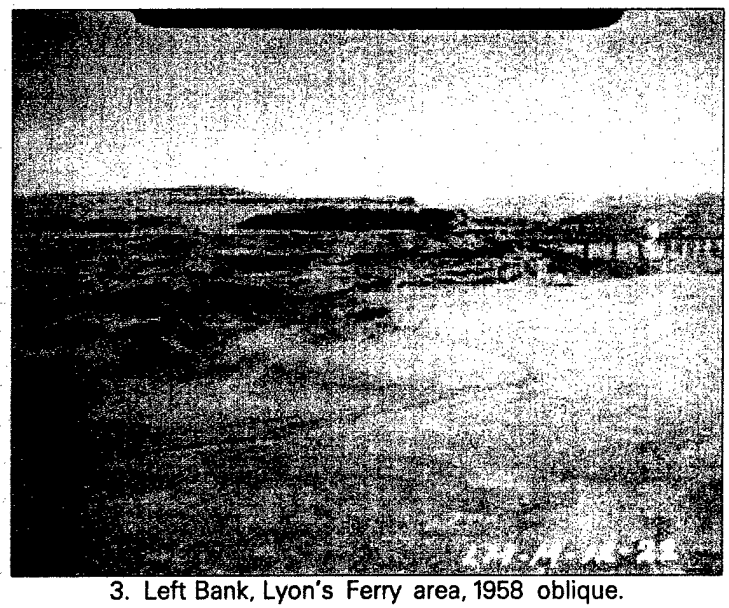


3. Left Bank, Lyon's Ferry area, 1958 oblique.

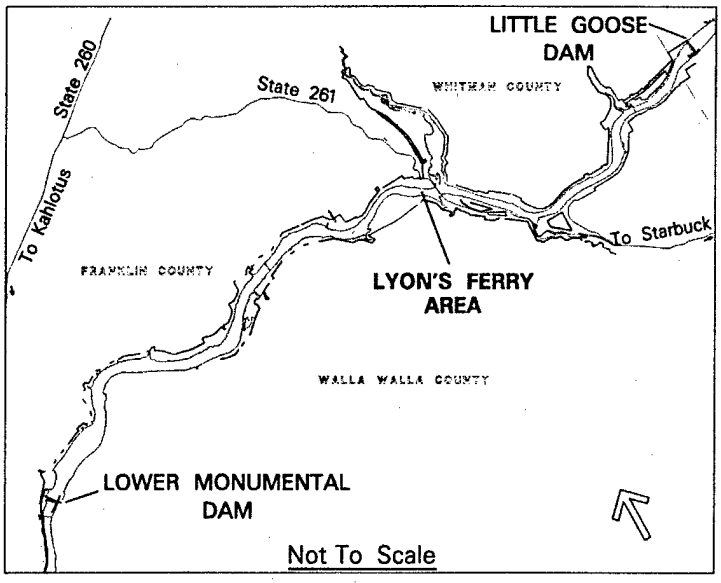




1992 aerial photography of Lyon's Ferry area.



3. Left Bank, Lyon's Ferry area, 1958 oblique.



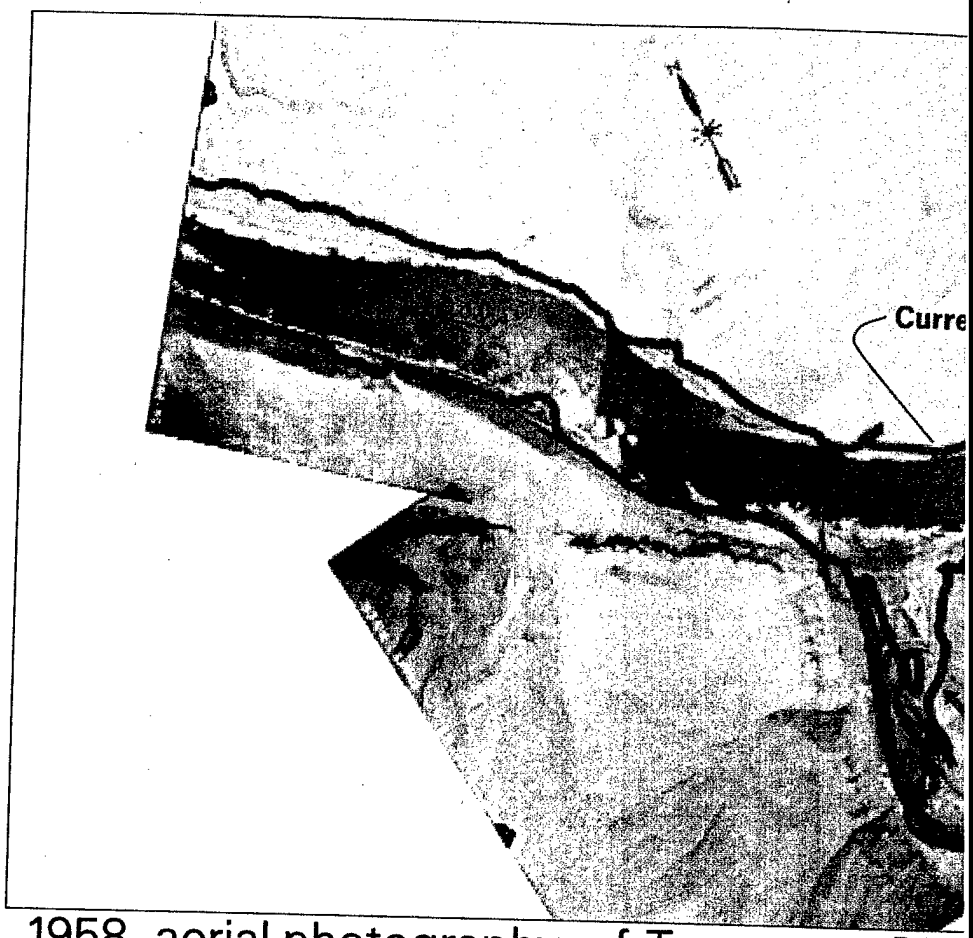
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Figure 11.
LYON'S FERRY AREA



1958 aerial photography of Tucannon Riv



Photo 1. Left Bank, Tucannon River area, 1958 oblique.



Photo 2. Left Ba

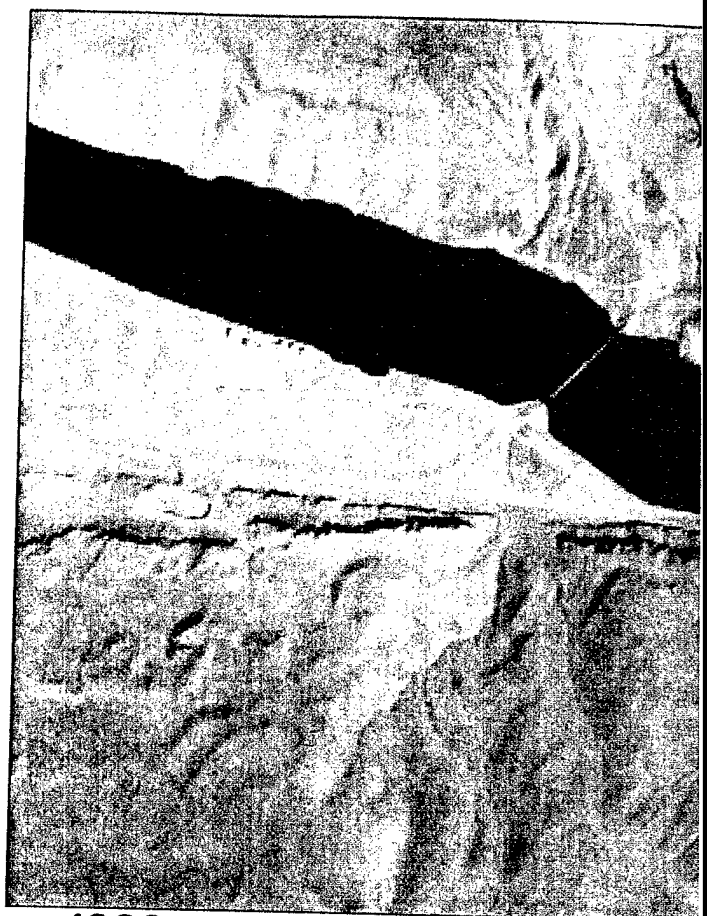
NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

(1)



ucannon River Confluence area.



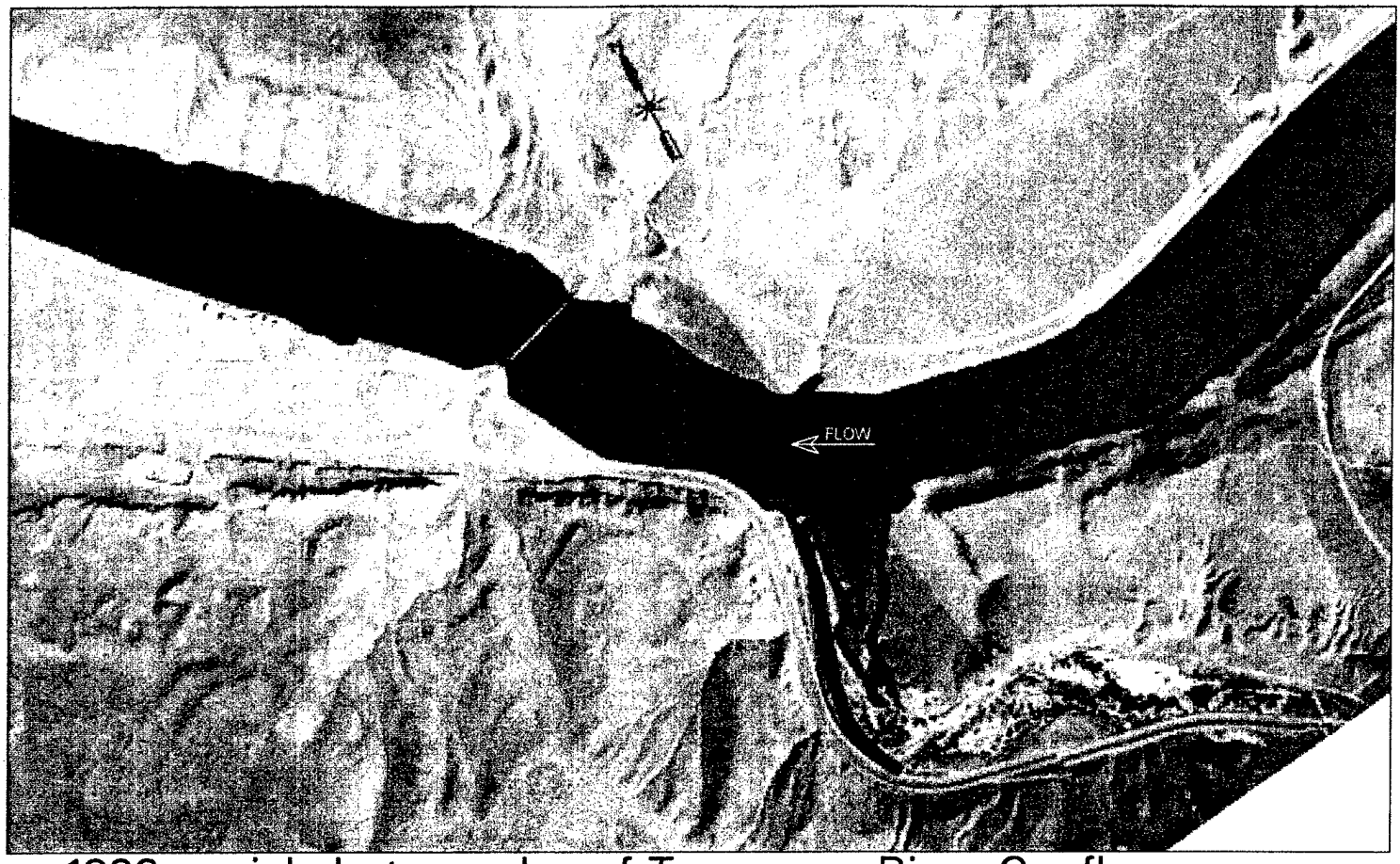
1992 aerial photography of T



Photo 2. Left Bank, Tucannon River area, 1958 oblique.



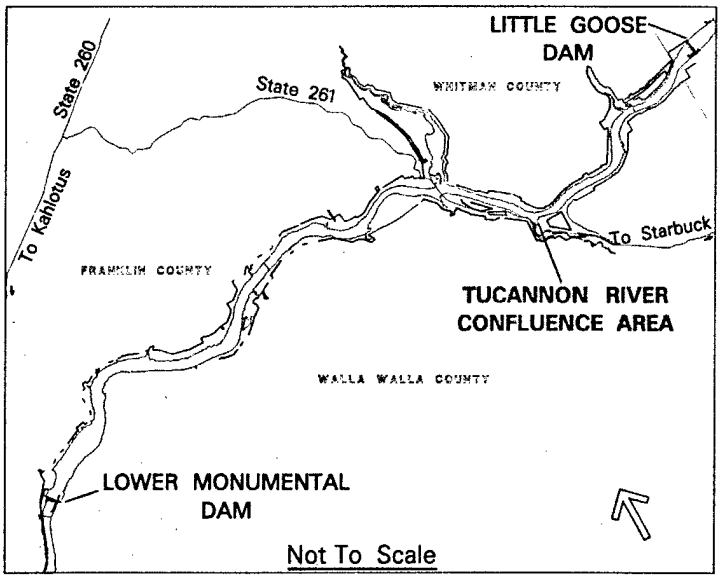
Photo 3. Left Bank, Tucannon River area, 1958 oblique.



1992 aerial photography of Tucannon River Confluence area.



Photo 3. Left Bank, Tucannon River area, 1958 oblique.



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(3)

Figure 12.

TUCANNON RIVER CONFLUENCE AREA



1958 aerial photography of Riparia a



Photo 1. Right Bank, Riparia area, 1958 oblique.

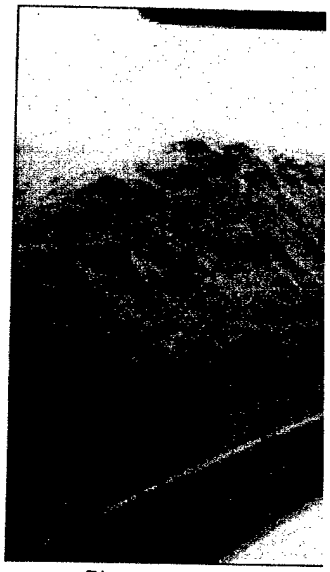


Photo 2. Left Bank, F

NOTES:

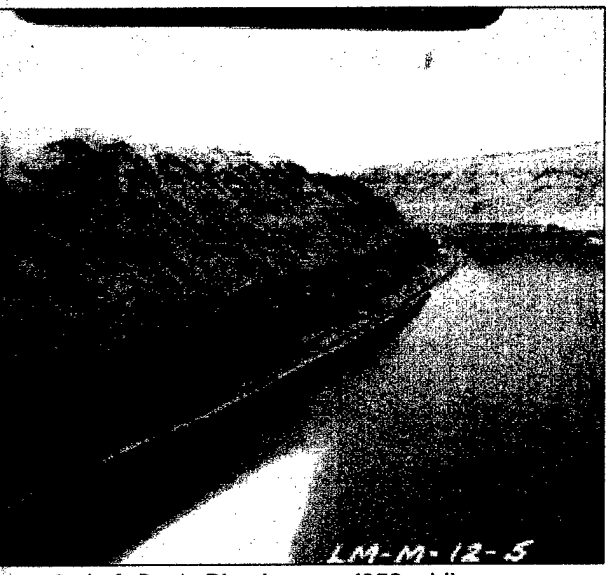
1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



Riparia area.

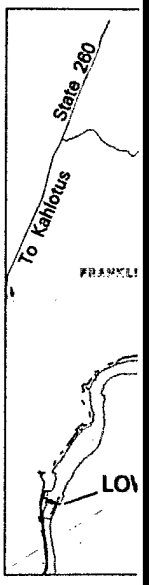


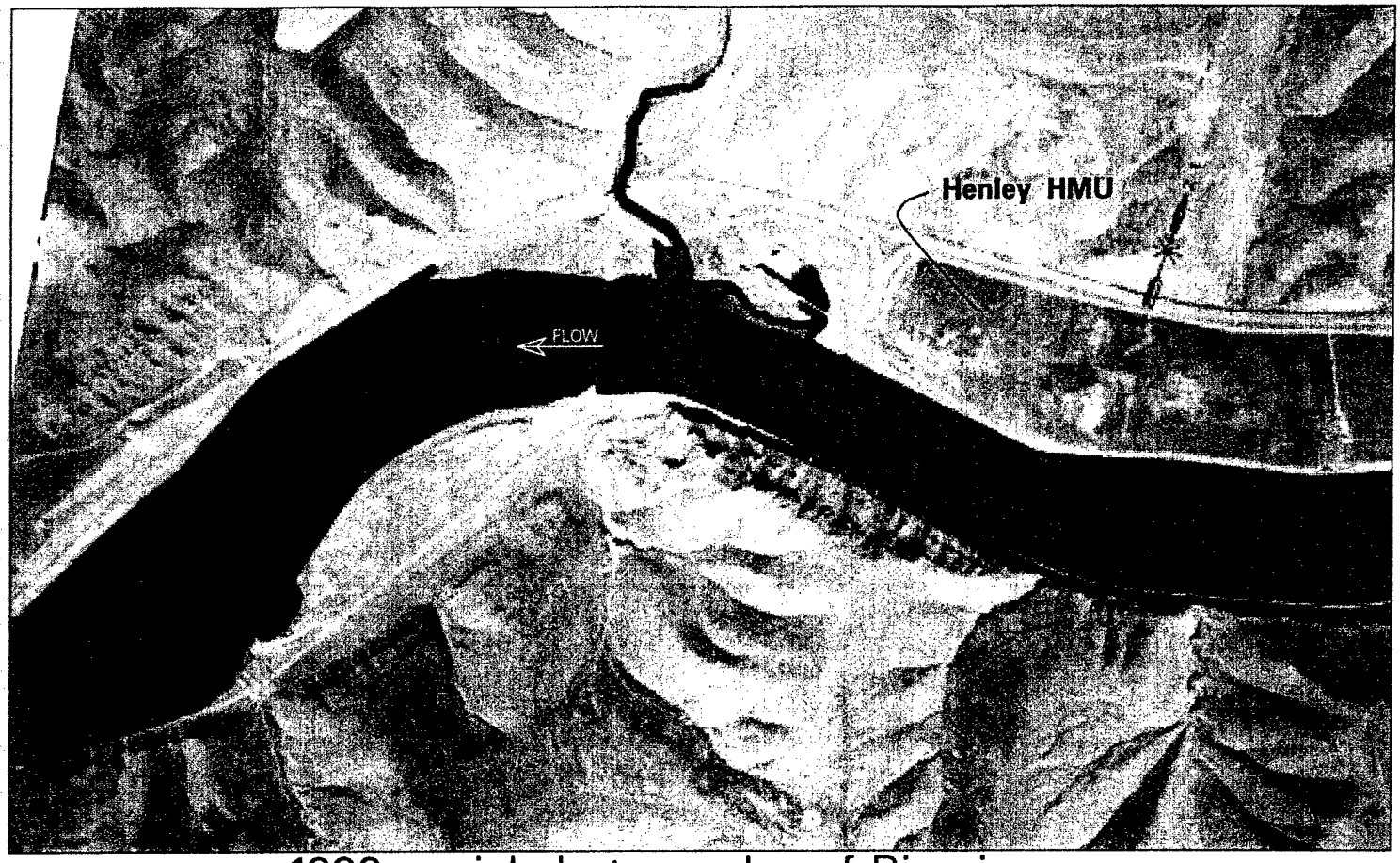
1992 aerial photography of



oto 2. Left Bank, Riparia area, 1958 oblique.

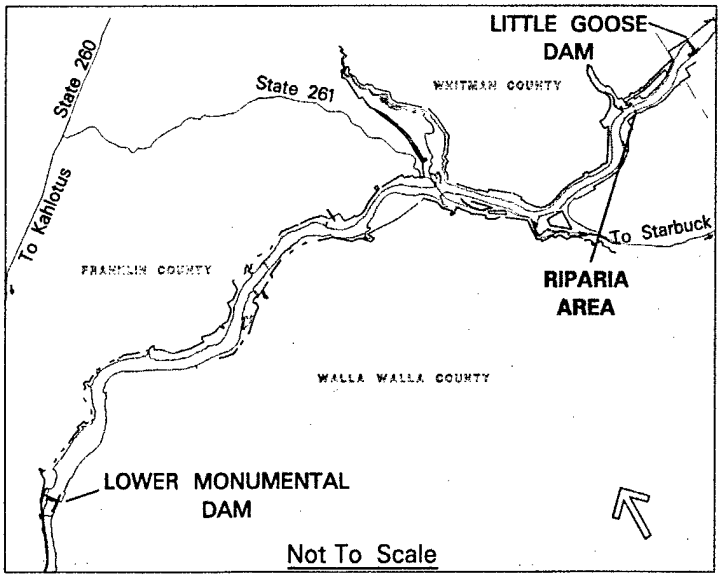
Photograph Not Available





1992 aerial photography of Riparia area.

Photograph Not Available



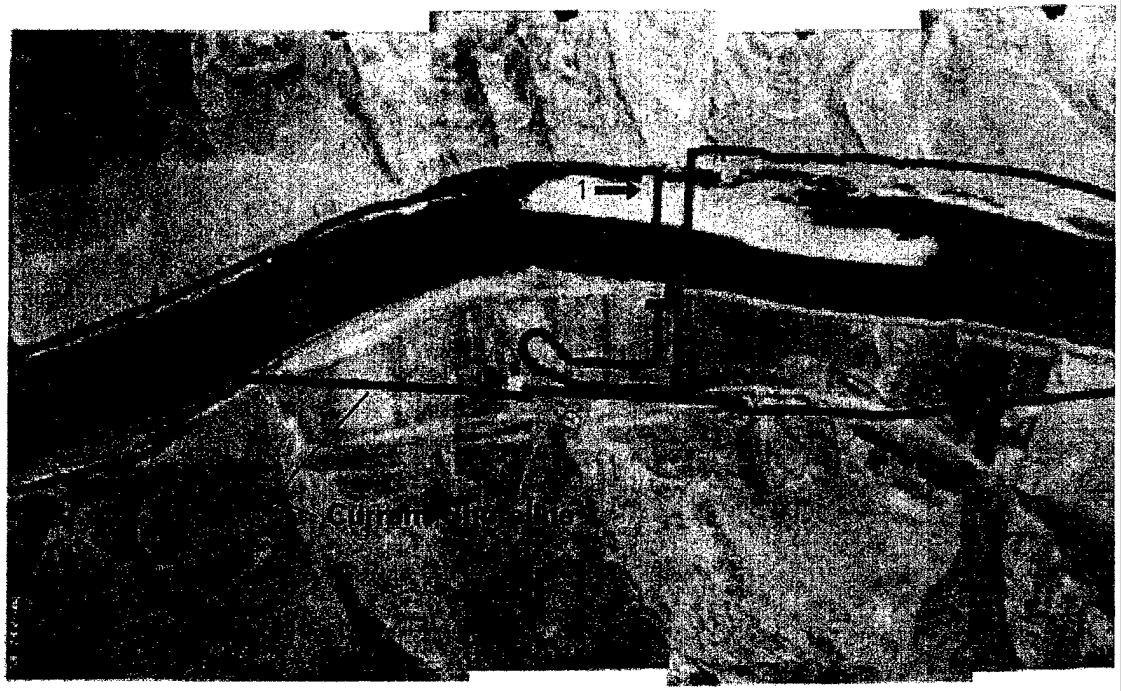
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Figure 13.
RIPARIA AREA



1958 aerial photography of Little Goose Dam



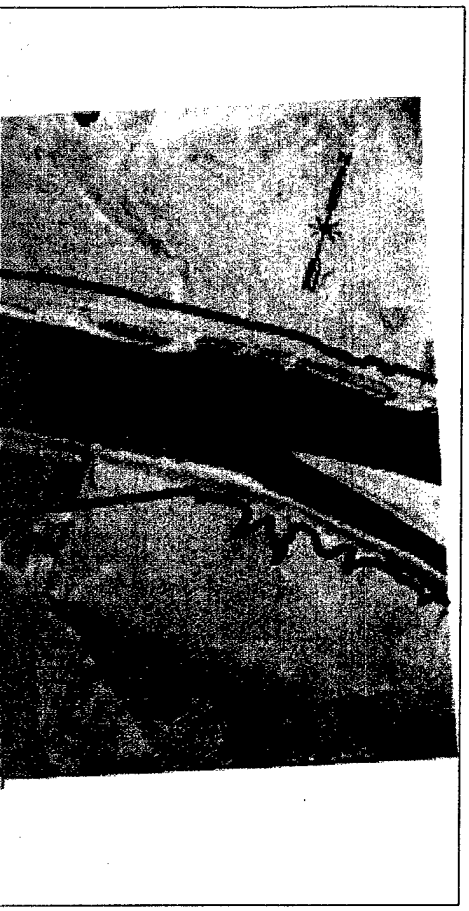
Photo 1. Right Bank, Little Goose Dam area, 1958 oblique.



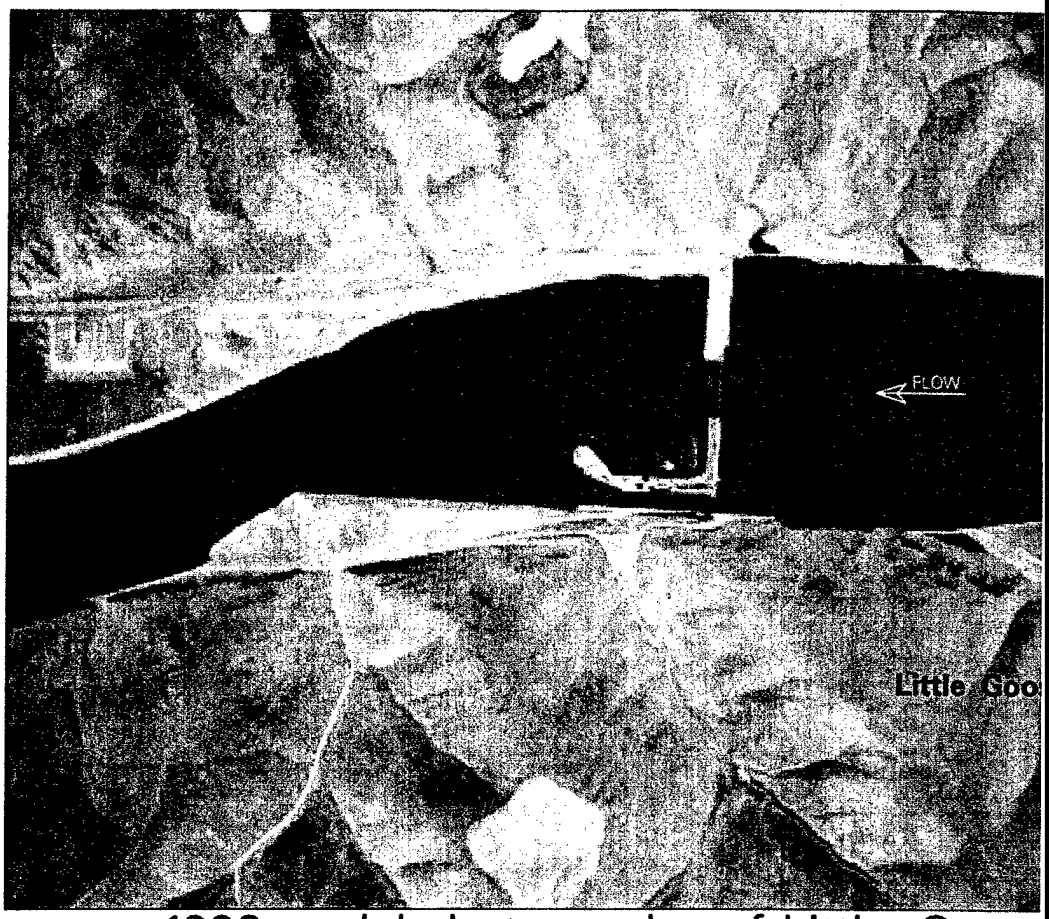
Photo 2. Right Bank, Little Goose

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



e Dam area.

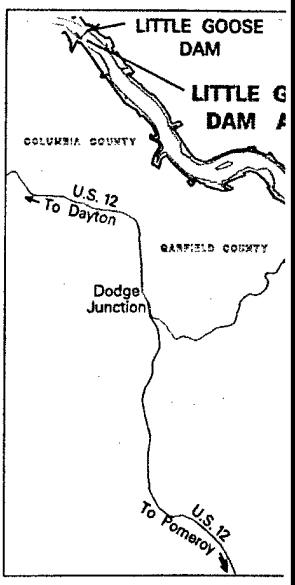


1992 aerial photography of Little Goose

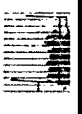


Little Goose Dam area, 1958 oblique.

Photograph Not Available



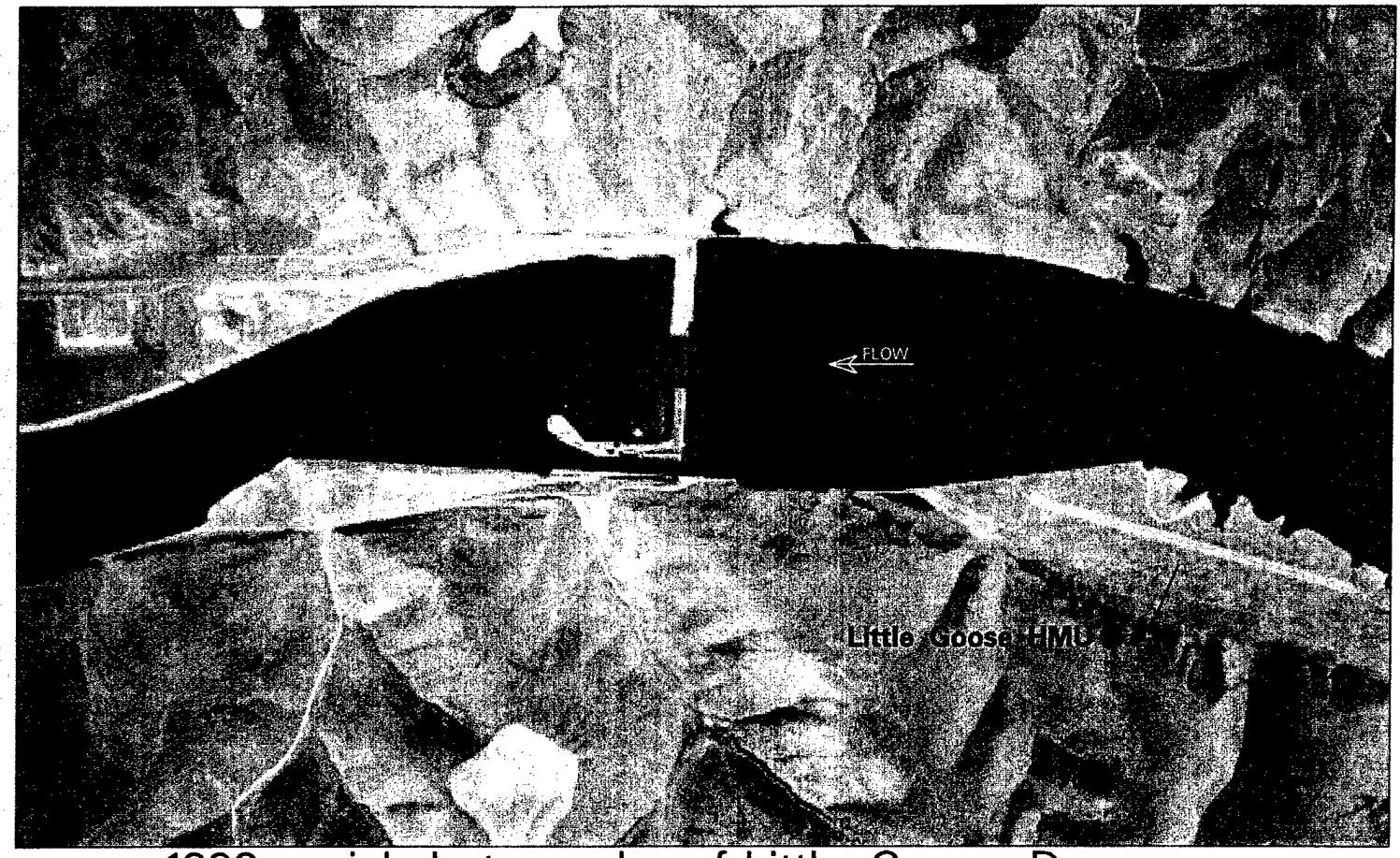
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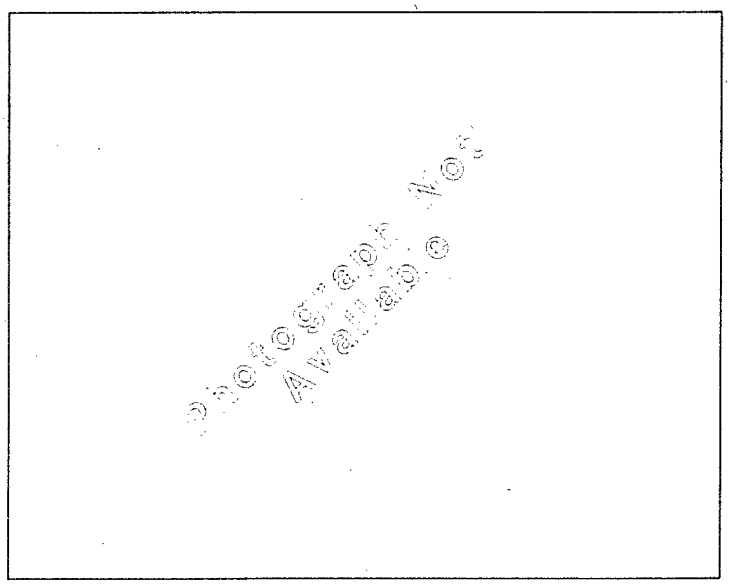
Juvenile

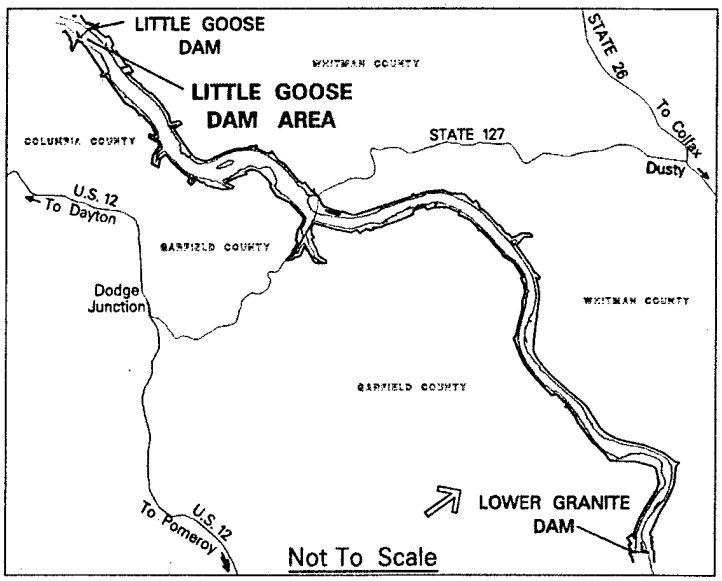
(2)

L



1992 aerial photography of Little Goose Dam area.





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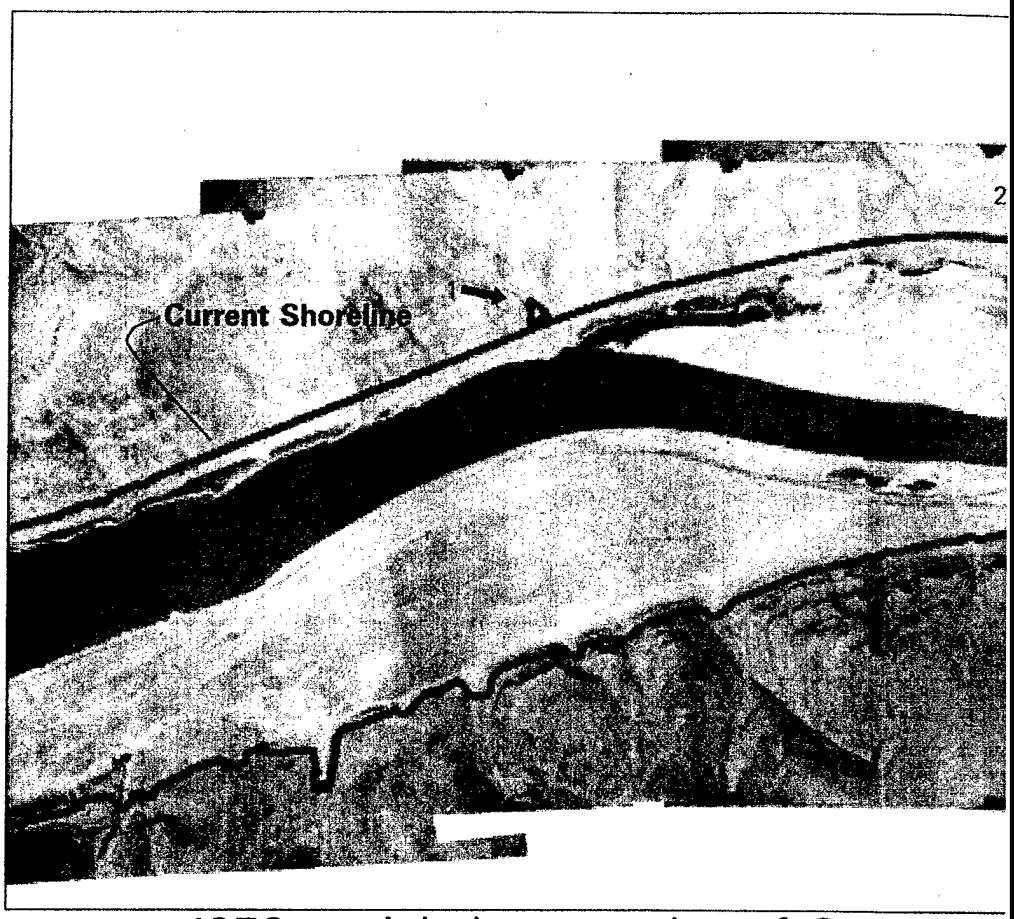
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Figure 14.

LITTLE GOOSE DAM AREA



1958 aerial photography of Goose Is

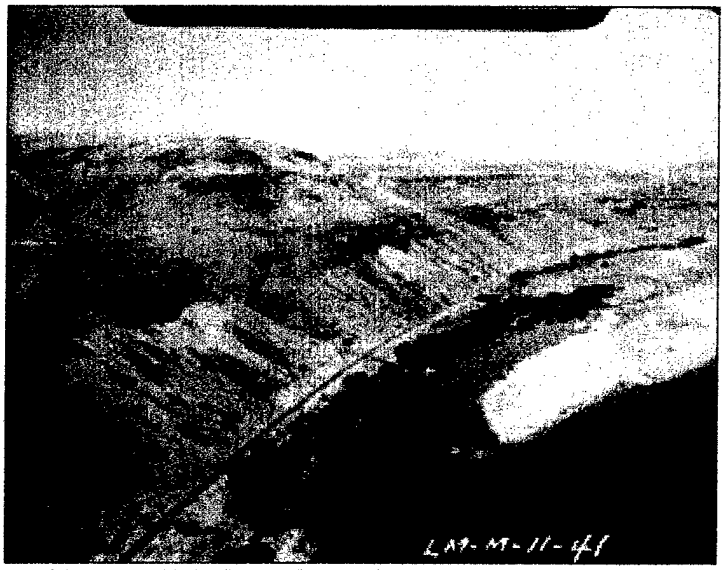


Photo 1. Right Bank, Goose Island area, 1958 oblique.

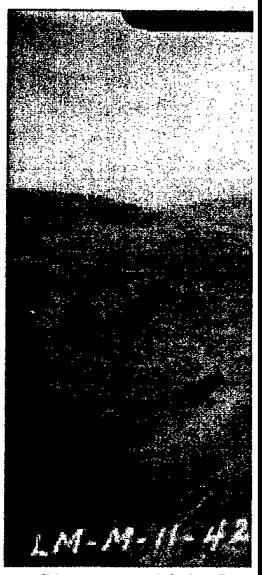


Photo 2. Right Bar

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



y of Goose Island area.



1992 aerial photograph



Photo 2. Right Bank, Goose Island area, 1958 oblique.

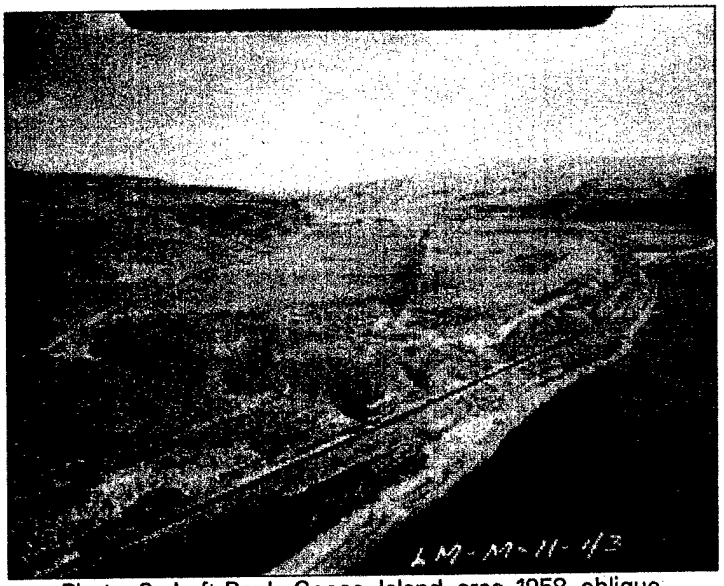
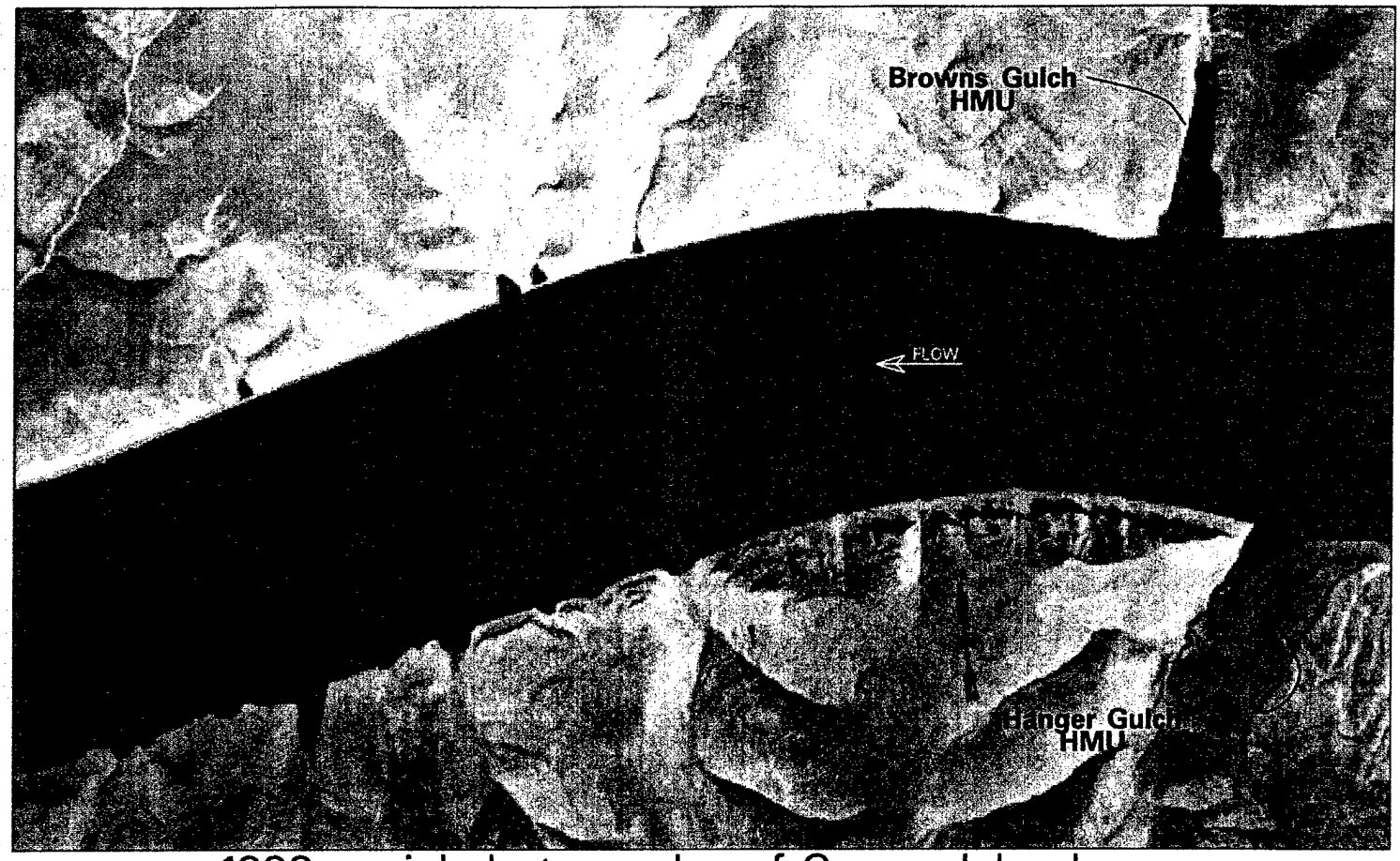


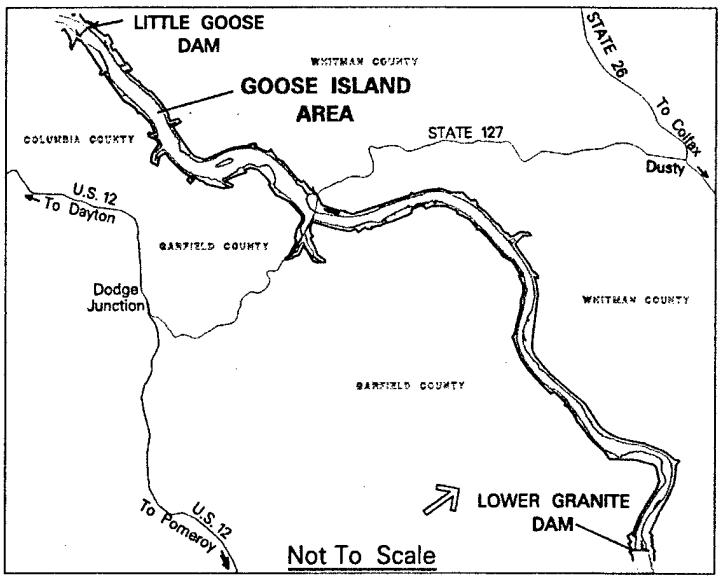
Photo 3. Left Bank, Goose Island area, 1958 oblique.



1992 aerial photography of Goose Island area.



Photo 3. Left Bank, Goose Island area, 1958 oblique.



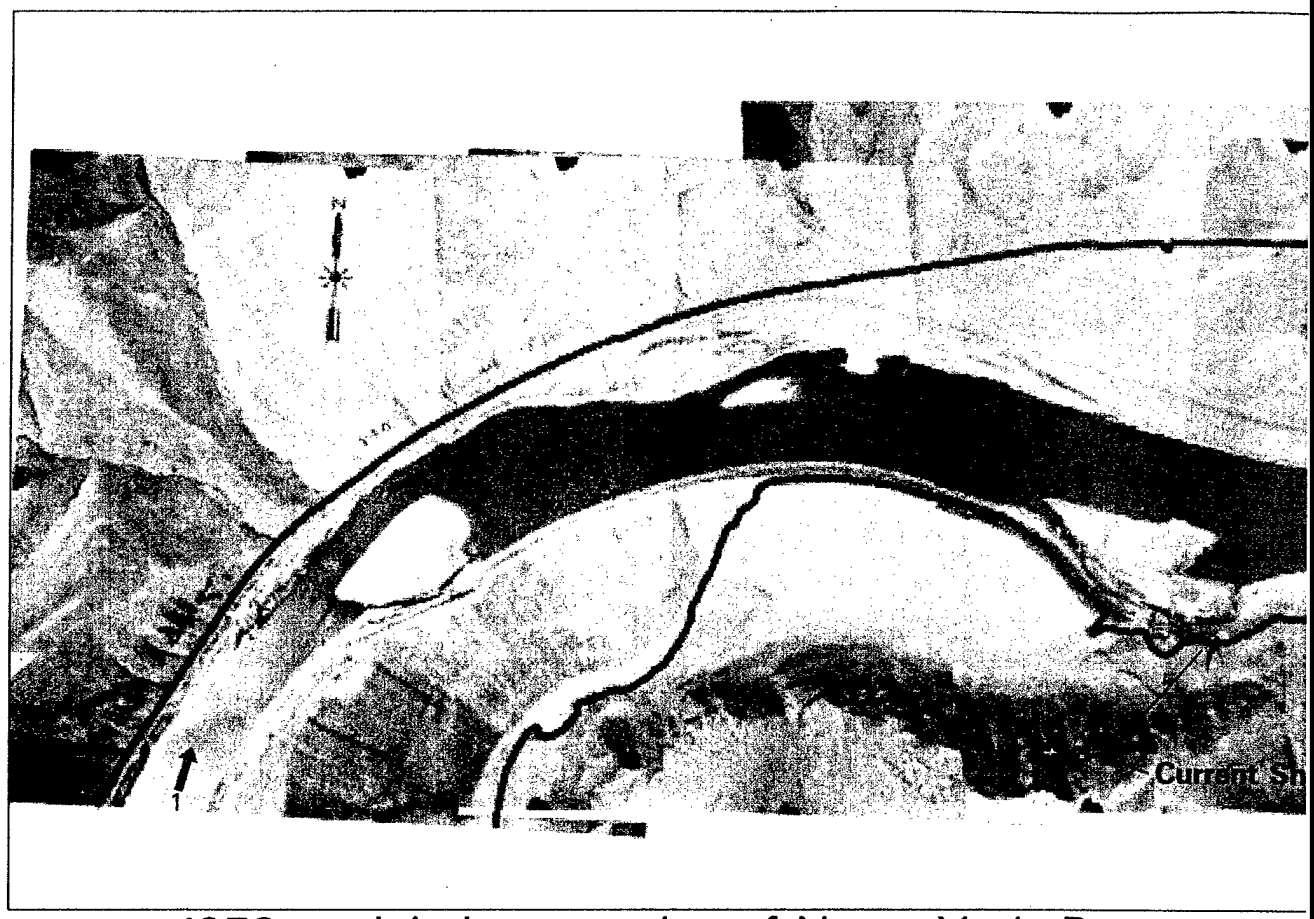
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Walla Walla District

LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 15.
GOOSE ISLAND AREA



1958 aerial photography of New York Bar area.



Photo 1. Right Bank, New York Bar area, 1958 oblique.

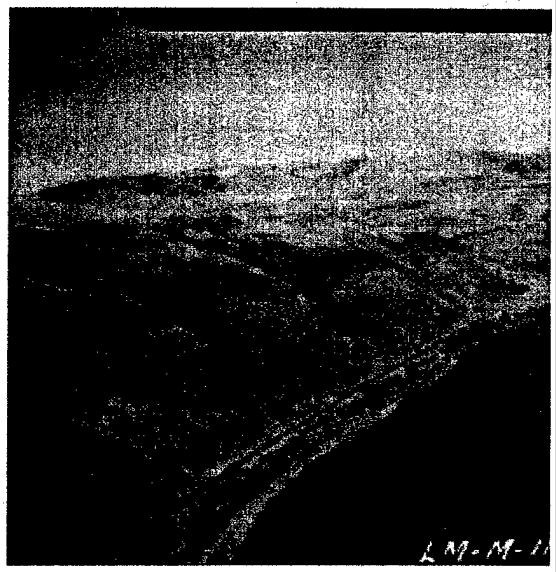


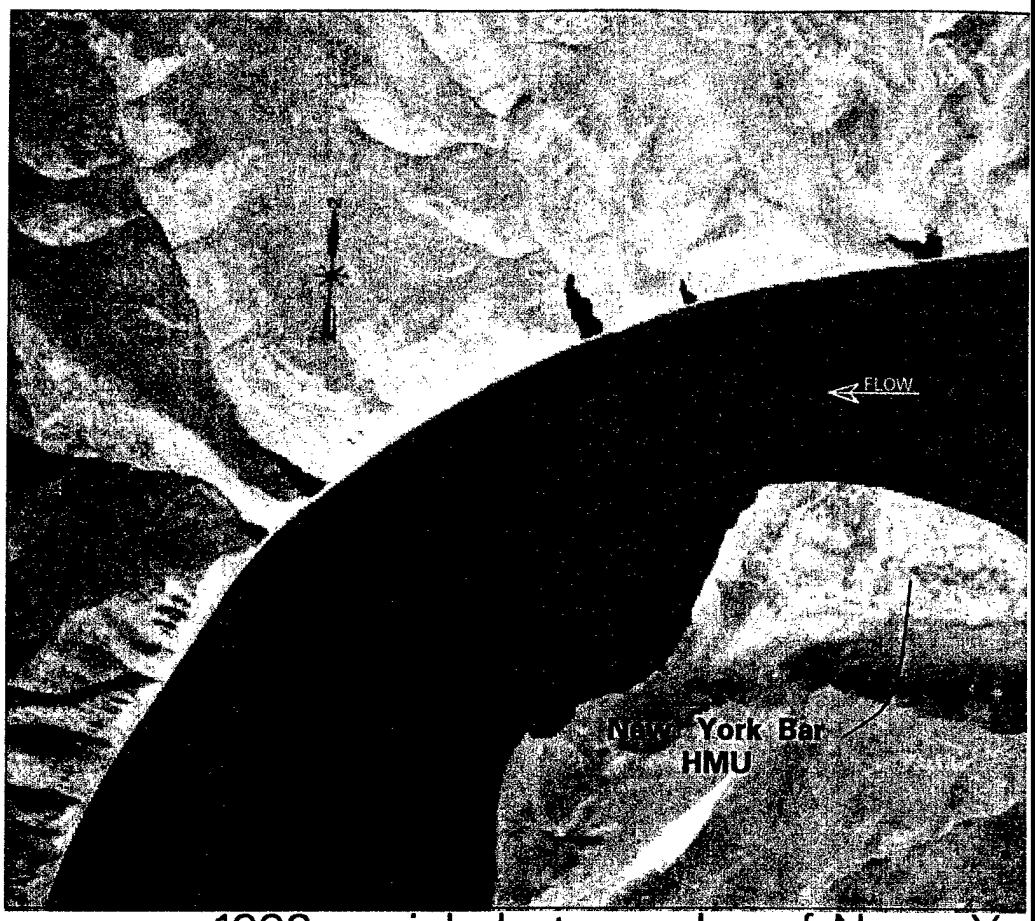
Photo 2. Right Bank, New York Bar area, 195

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



rk Bar area.

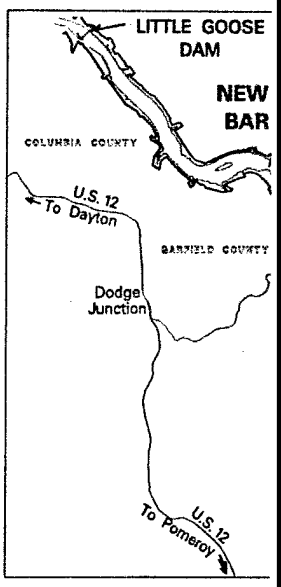


1992 aerial photography of New Yo



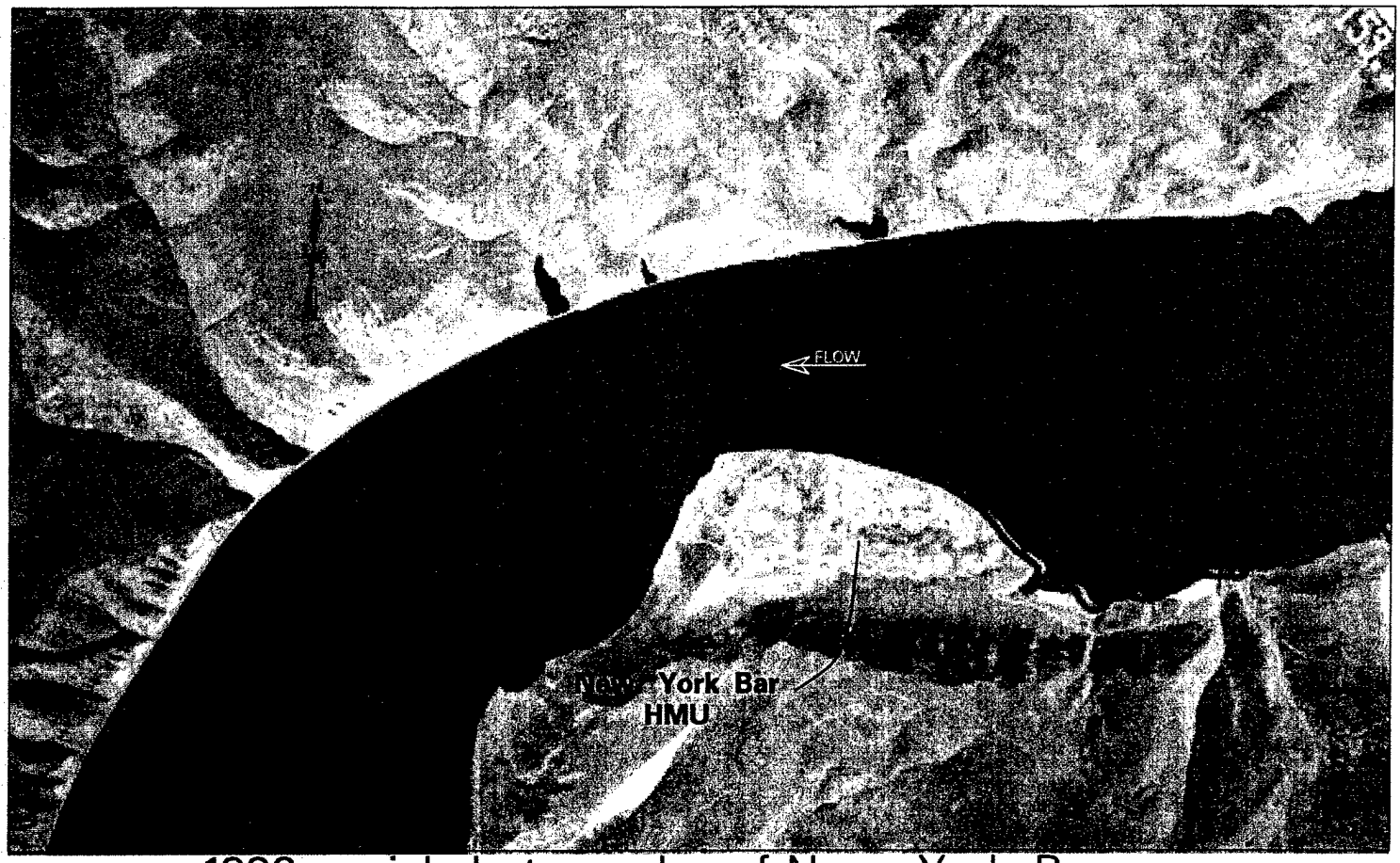
nk, New York Bar area, 1958 oblique.

Photograph Not Available



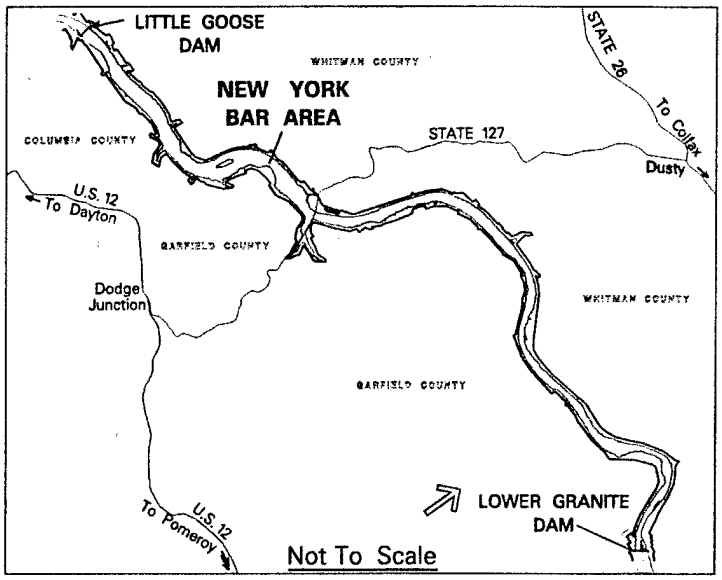
g:\lowersnake\lsr\pt

Juvenile



1992 aerial photography of New York Bar area.

Photograph Not Available



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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 16.

NEW YORK BAR AREA



1958 aerial photography of Willow

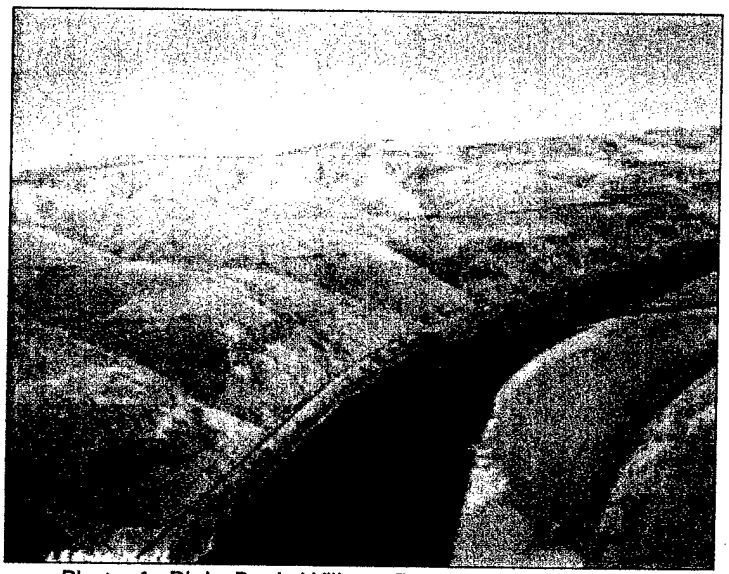


Photo 1. Right Bank, Willow Bar area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



graphy of Willow Bar area.

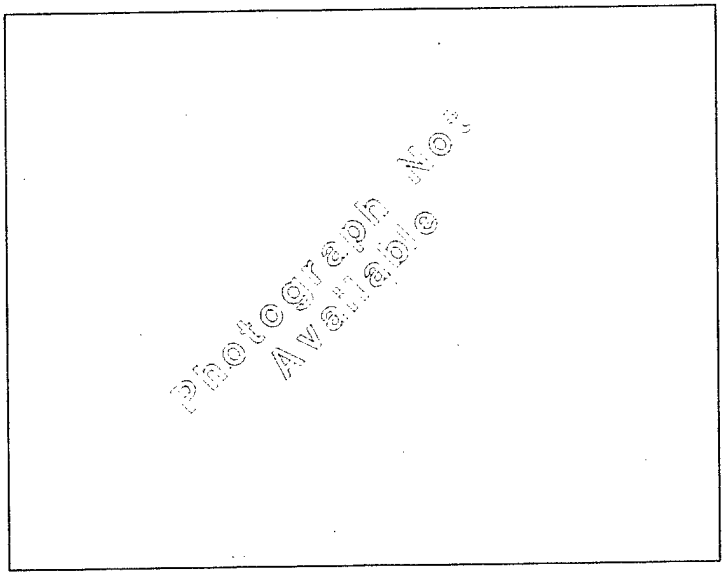


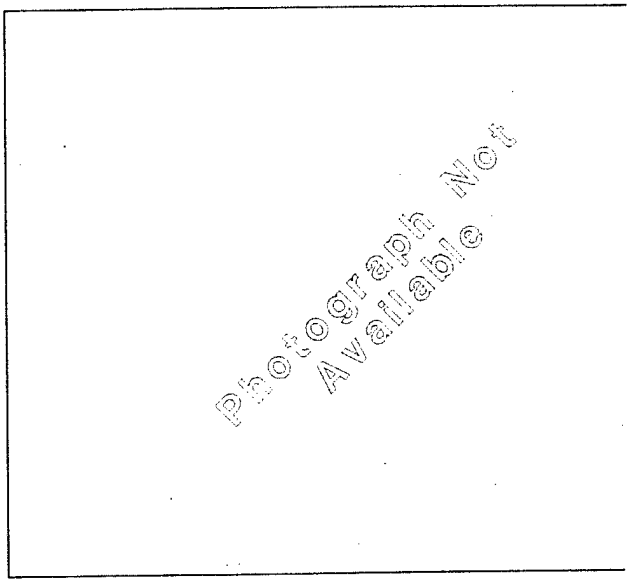
1992 aerial photo



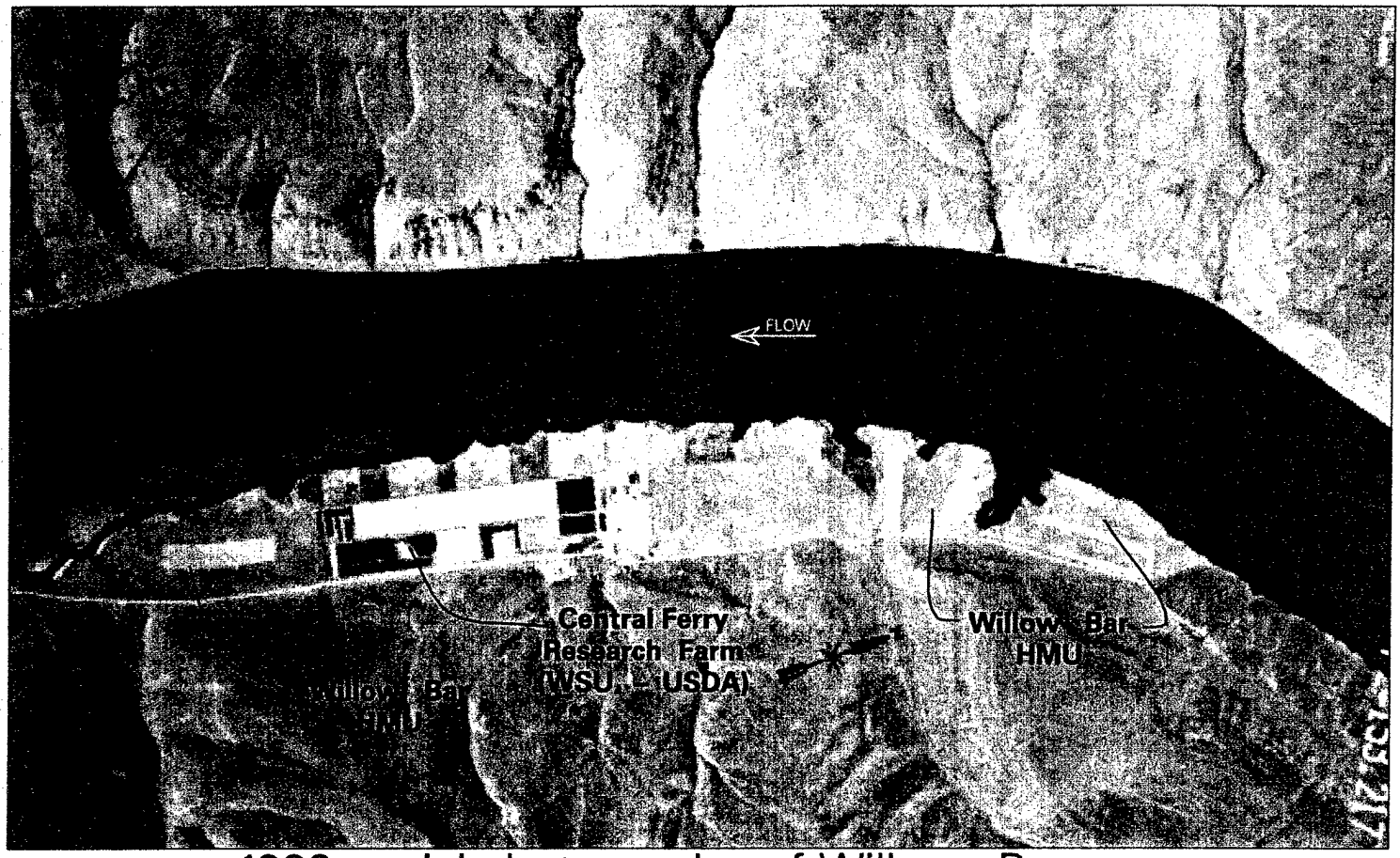
lique.

on and direction



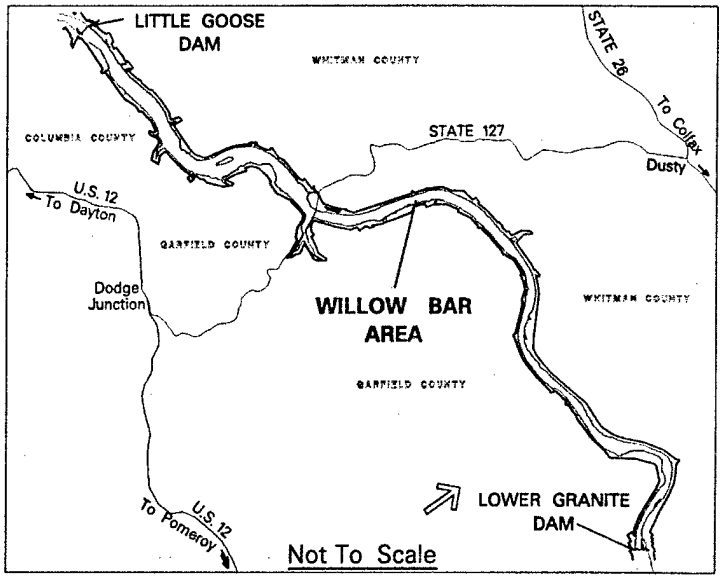


(2)



1992 aerial photography of Willow Bar area.

Photograph Not Available



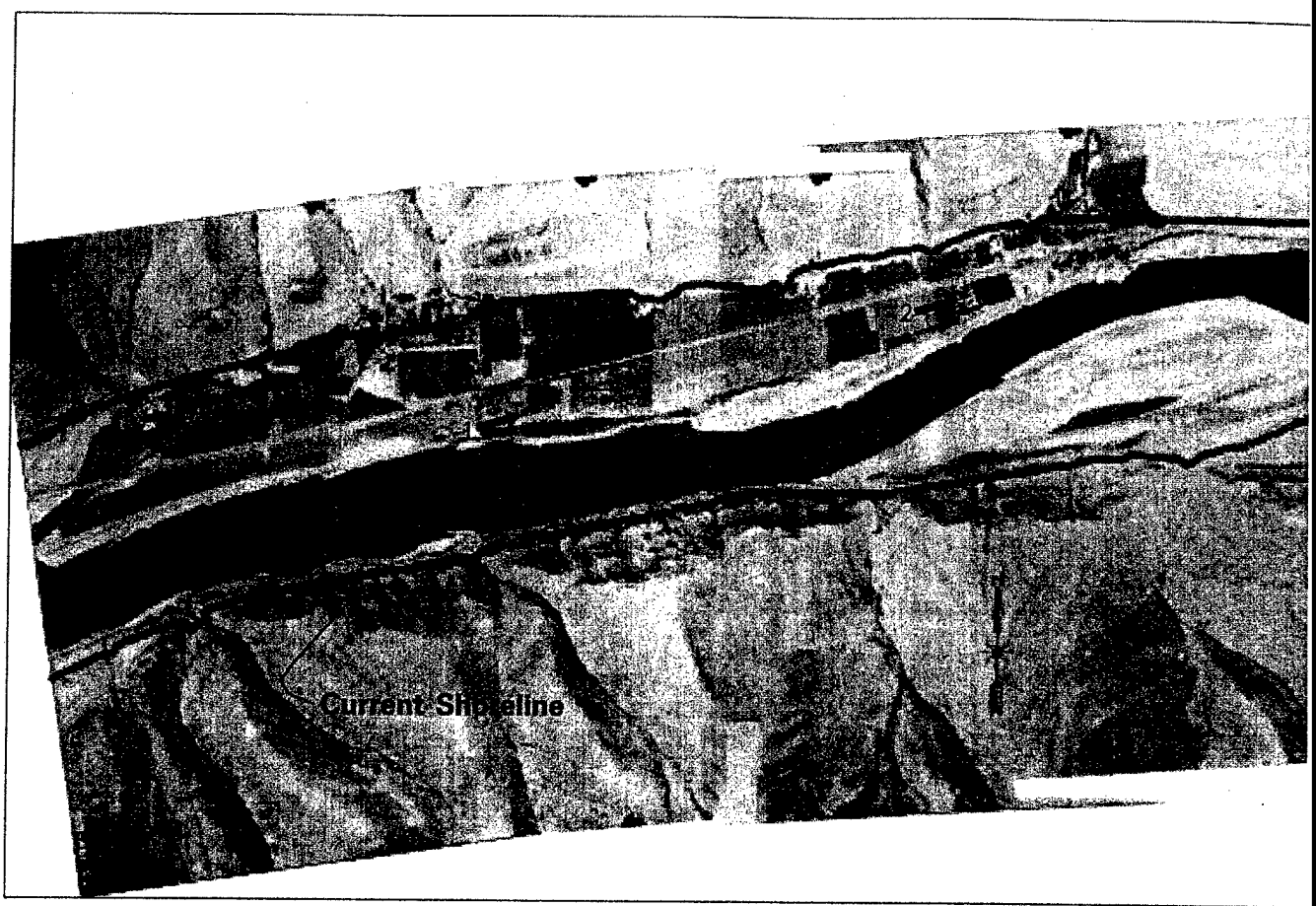
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Walla Walla District

LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 17.
WILLOW BAR AREA



1958 aerial photography of Penawawa area.



Photo 1. Right Bank, Penawawa area, 1958 oblique.

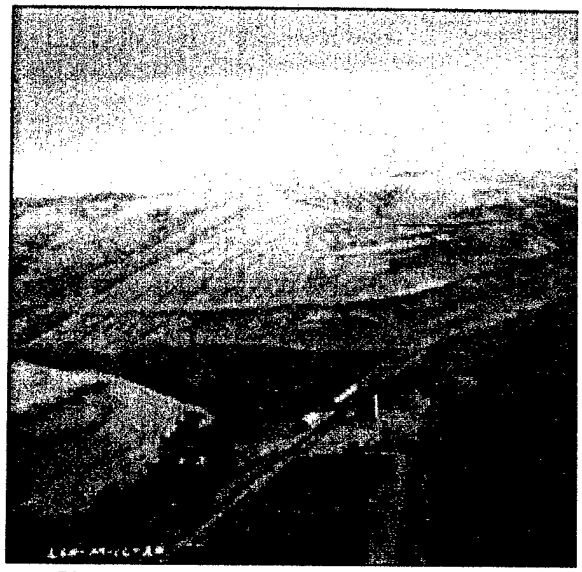


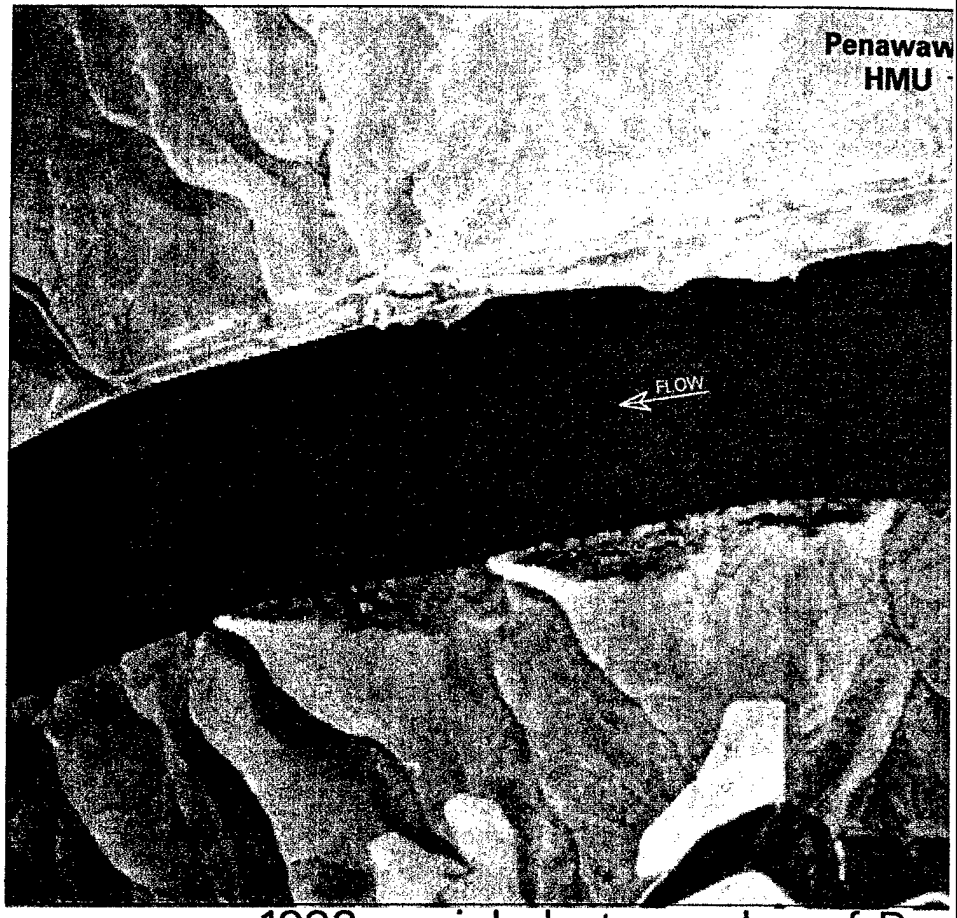
Photo 2. Right Bank, Penawawa area, 1958 ot

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



awawa area.



1992 aerial photography of Per



Right Bank, Penawawa area, 1958 oblique.

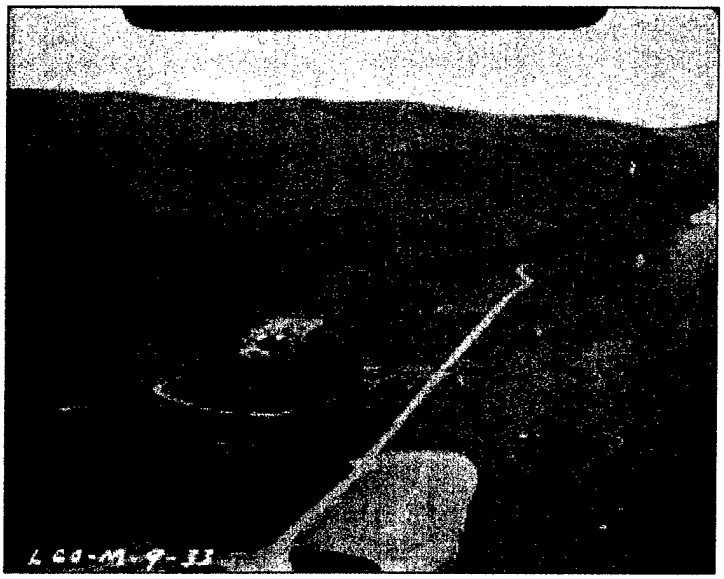
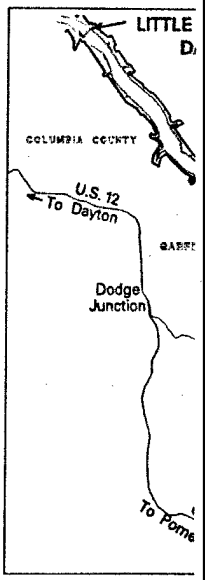
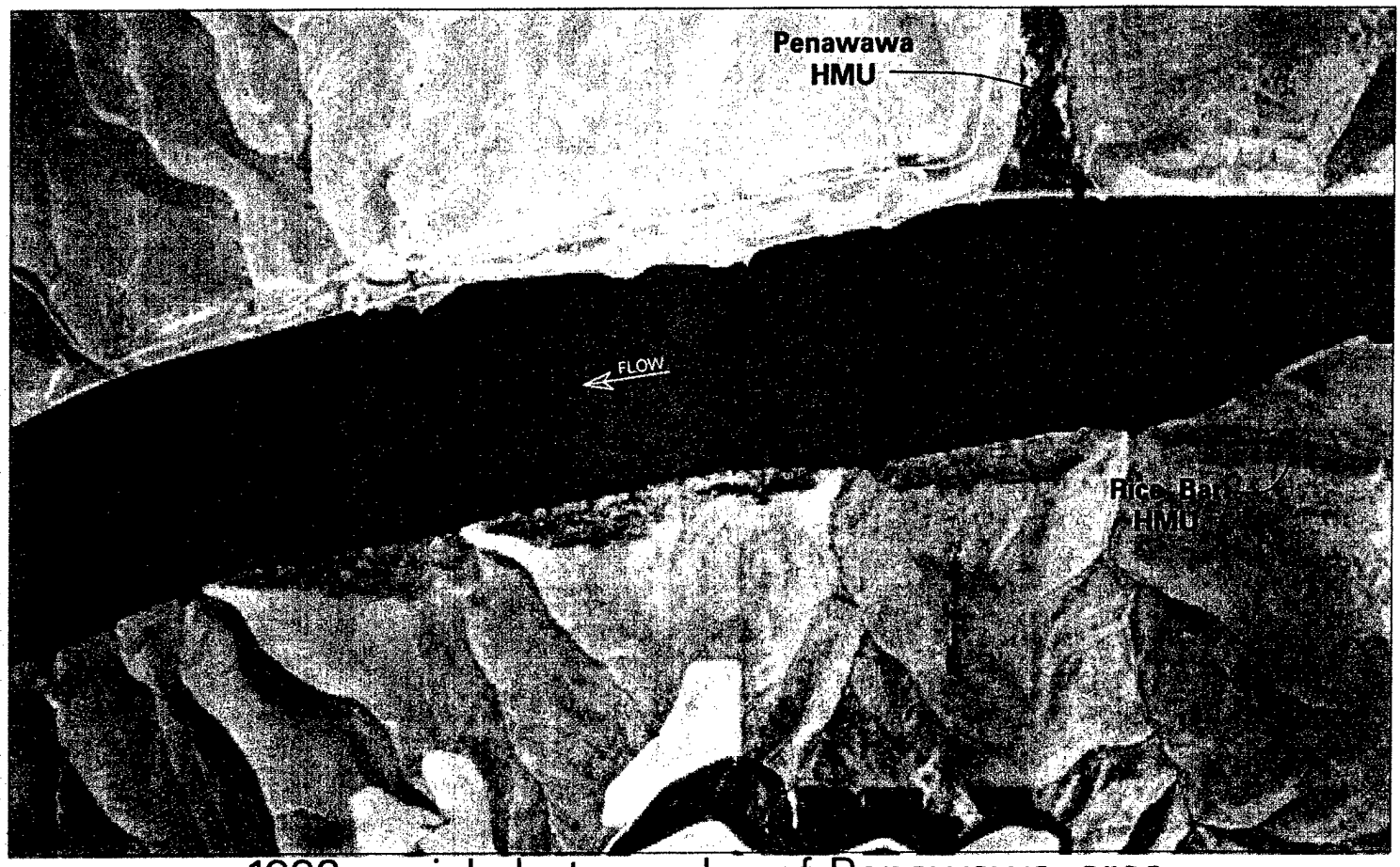


Photo 3. Right Bank, Penawawa area, 1958 oblique.



(2)

Ju



1992 aerial photography of Penawawa area.

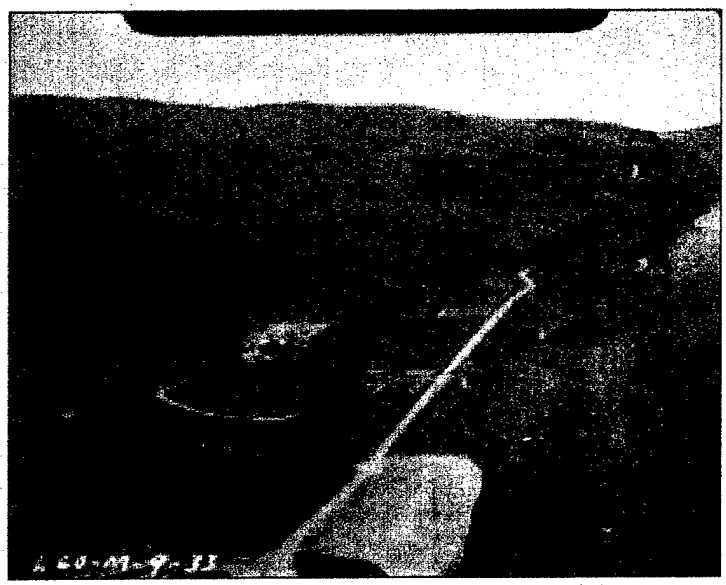
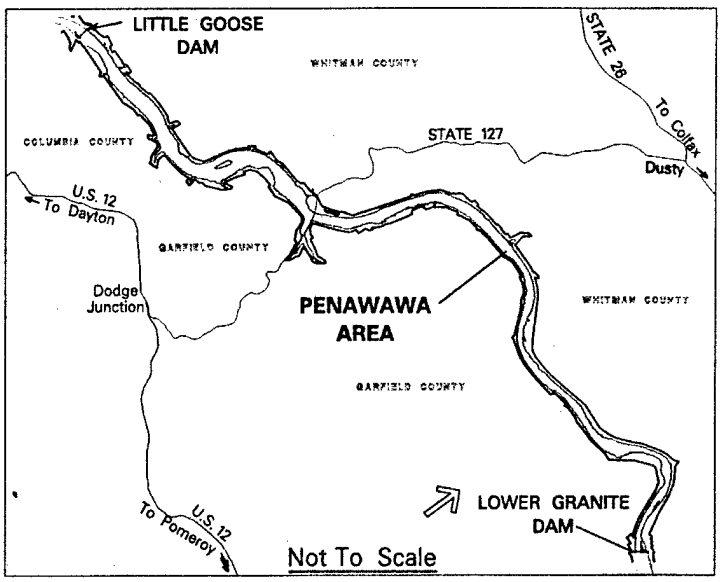


Photo 3. Right Bank, Penawawa area, 1958 oblique.

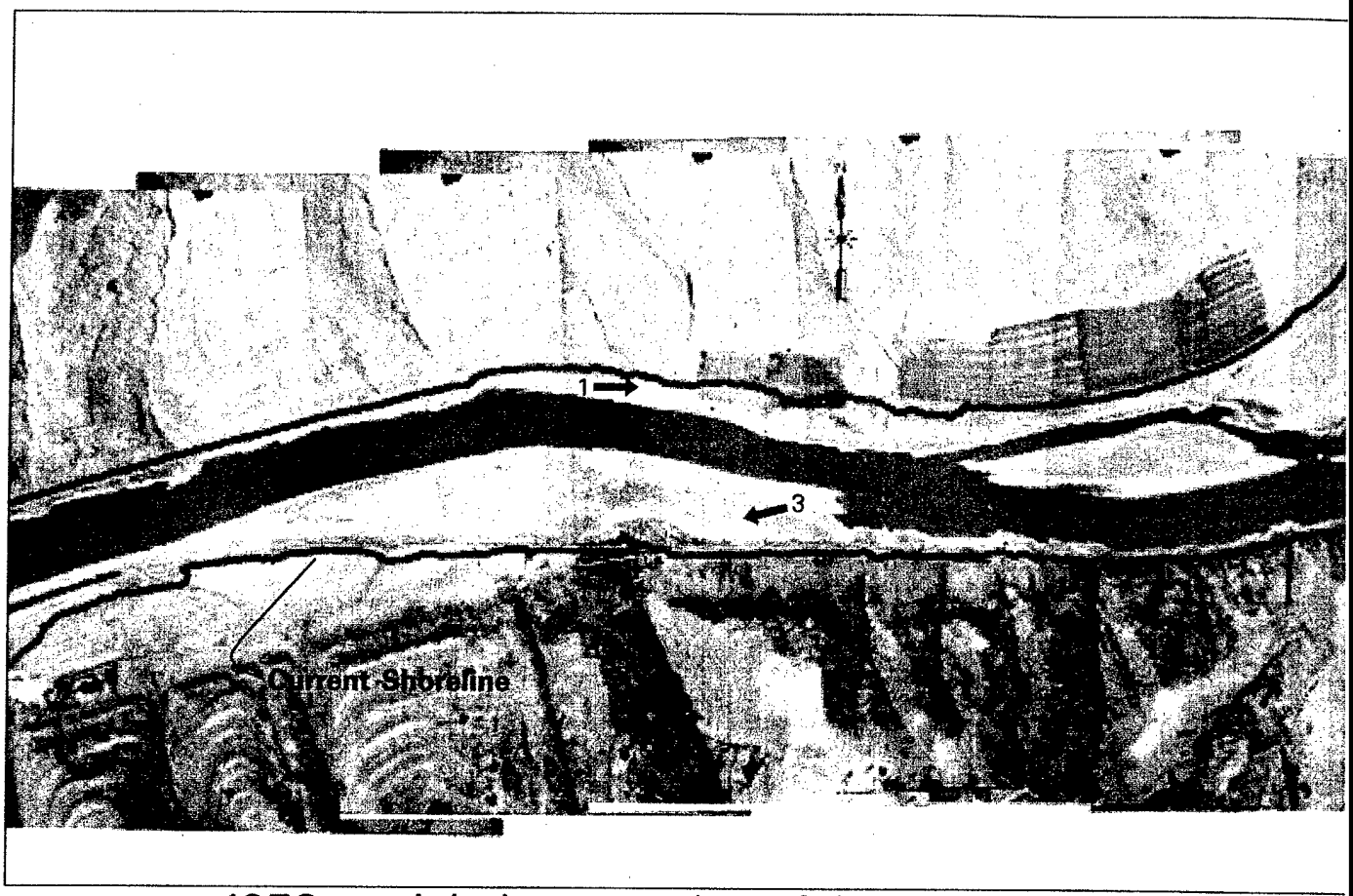


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Walla Walla District

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Juvenile Salmon Migration Feasibility Study

Figure 18.
PENAWAWA AREA



1958 aerial photography of Shultz Bar area.

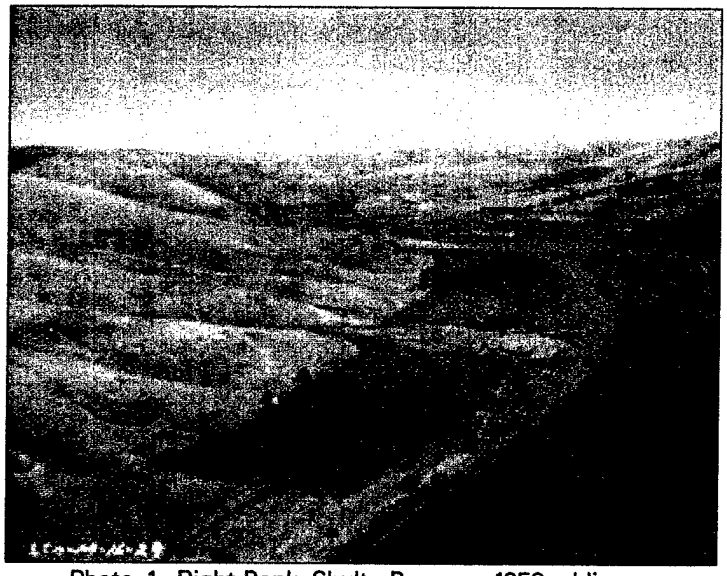


Photo 1. Right Bank, Shultz Bar area, 1958 oblique.

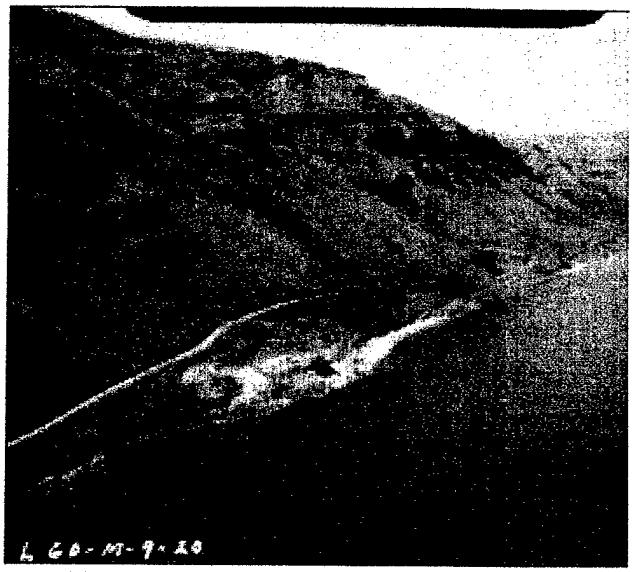


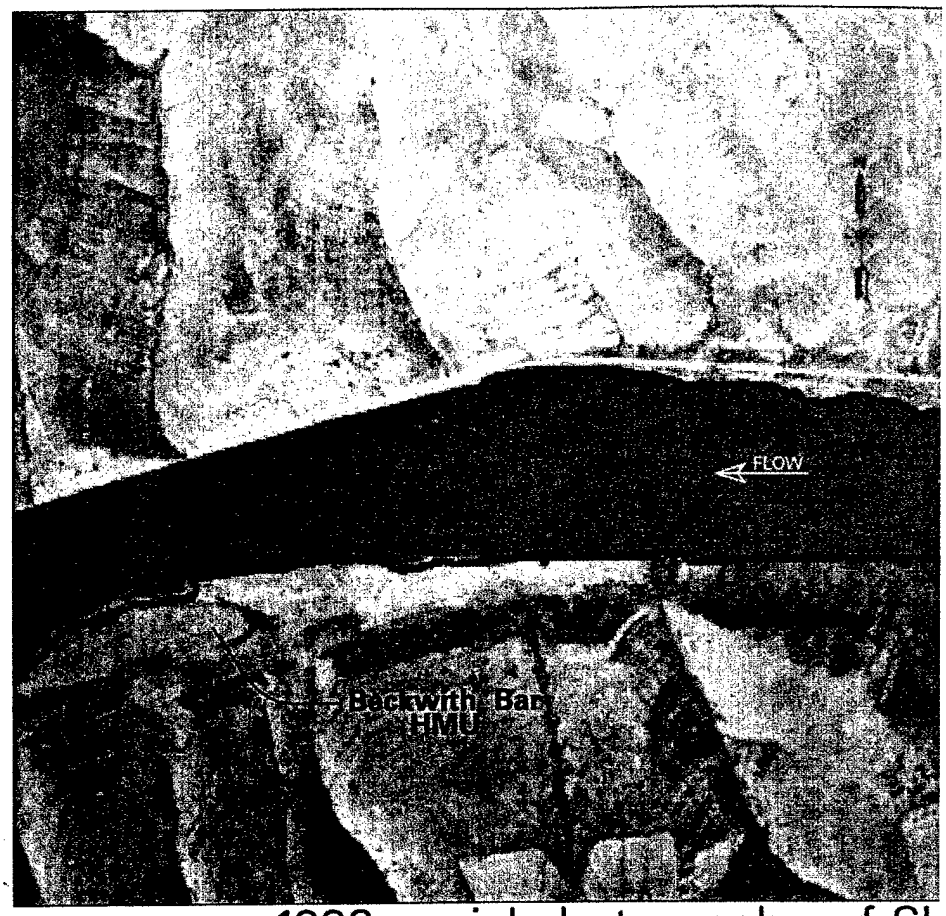
Photo 2. Left Bank, Shultz Bar area, 1958 oblique

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



ultz Bar area.



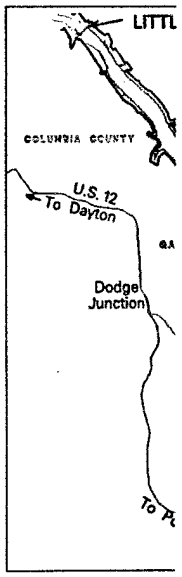
1992 aerial photography of Sh

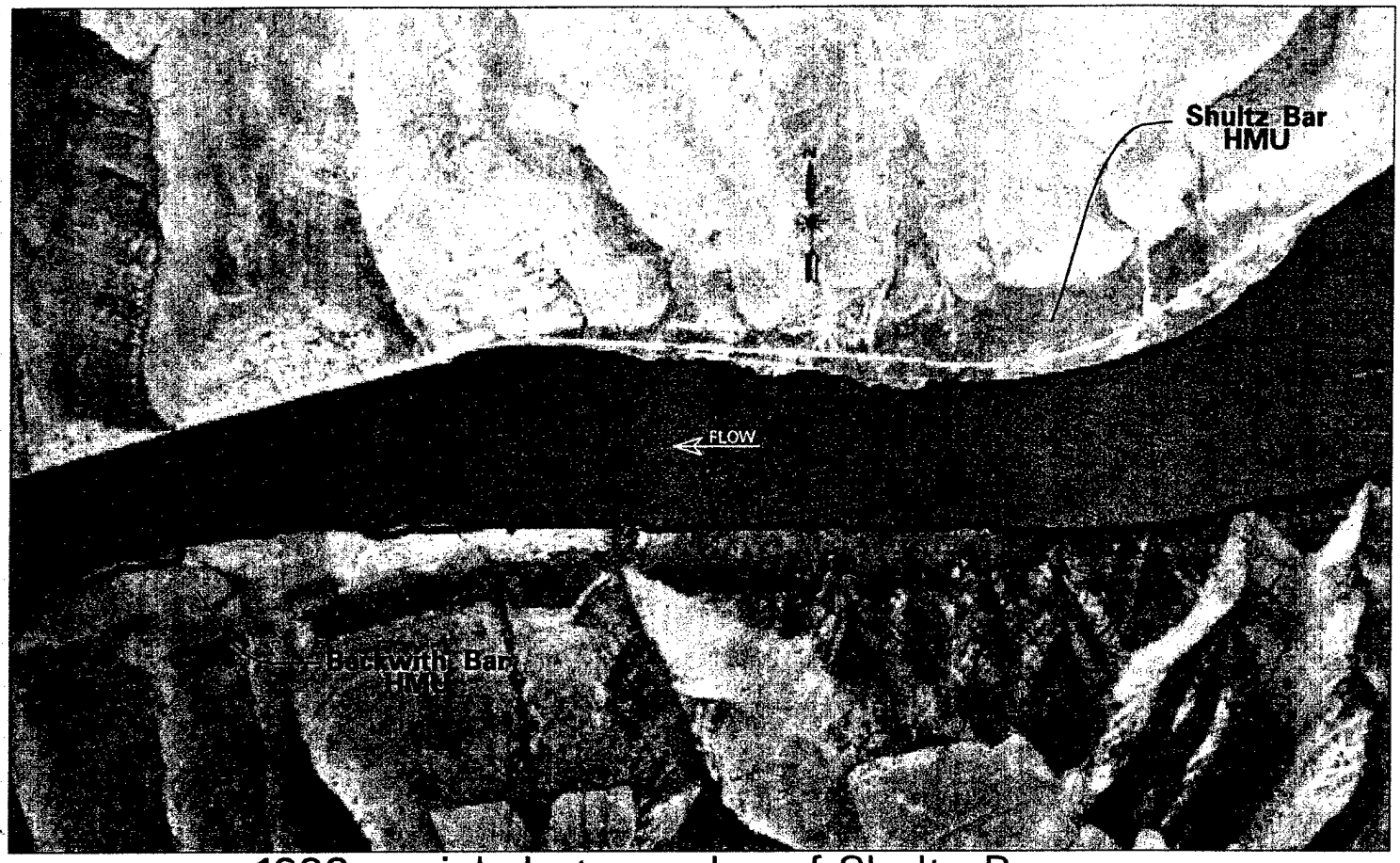


2. Left Bank, Shultz Bar area, 1958 oblique.



Photo 3. Left Bank, Shultz Bar area, 1958 oblique.





1992 aerial photography of Shultz Bar area.

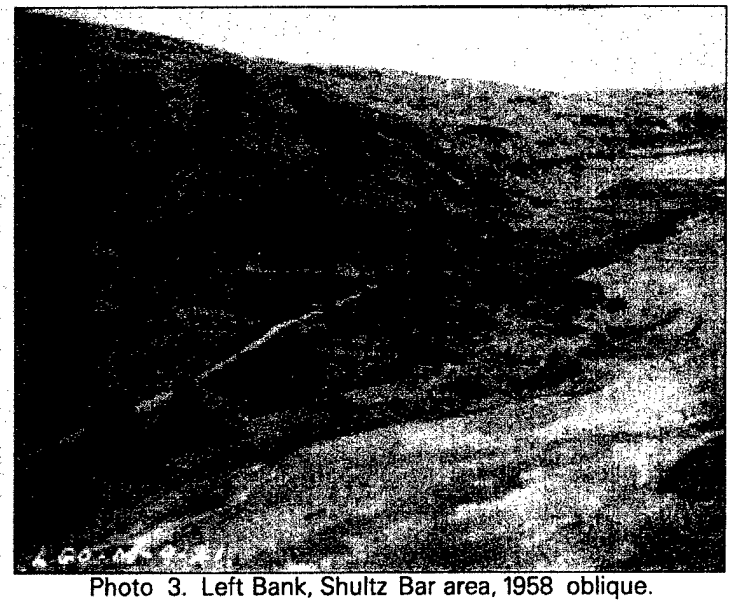
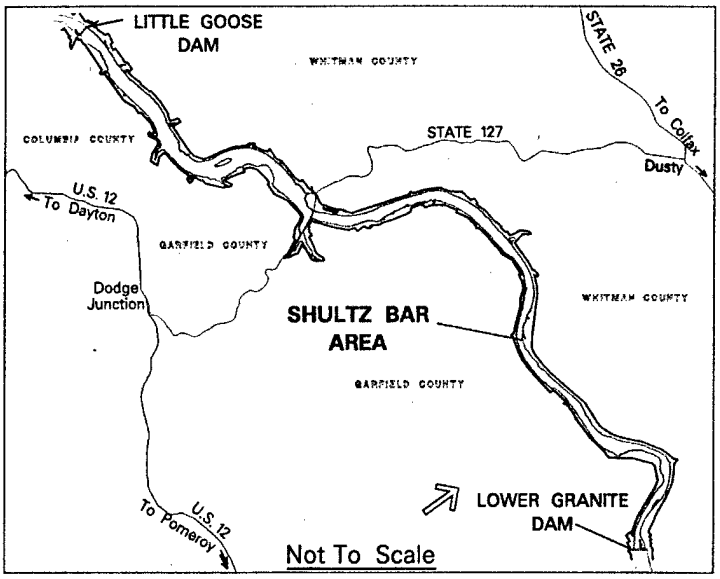


Photo 3. Left Bank, Shultz Bar area, 1958 oblique.



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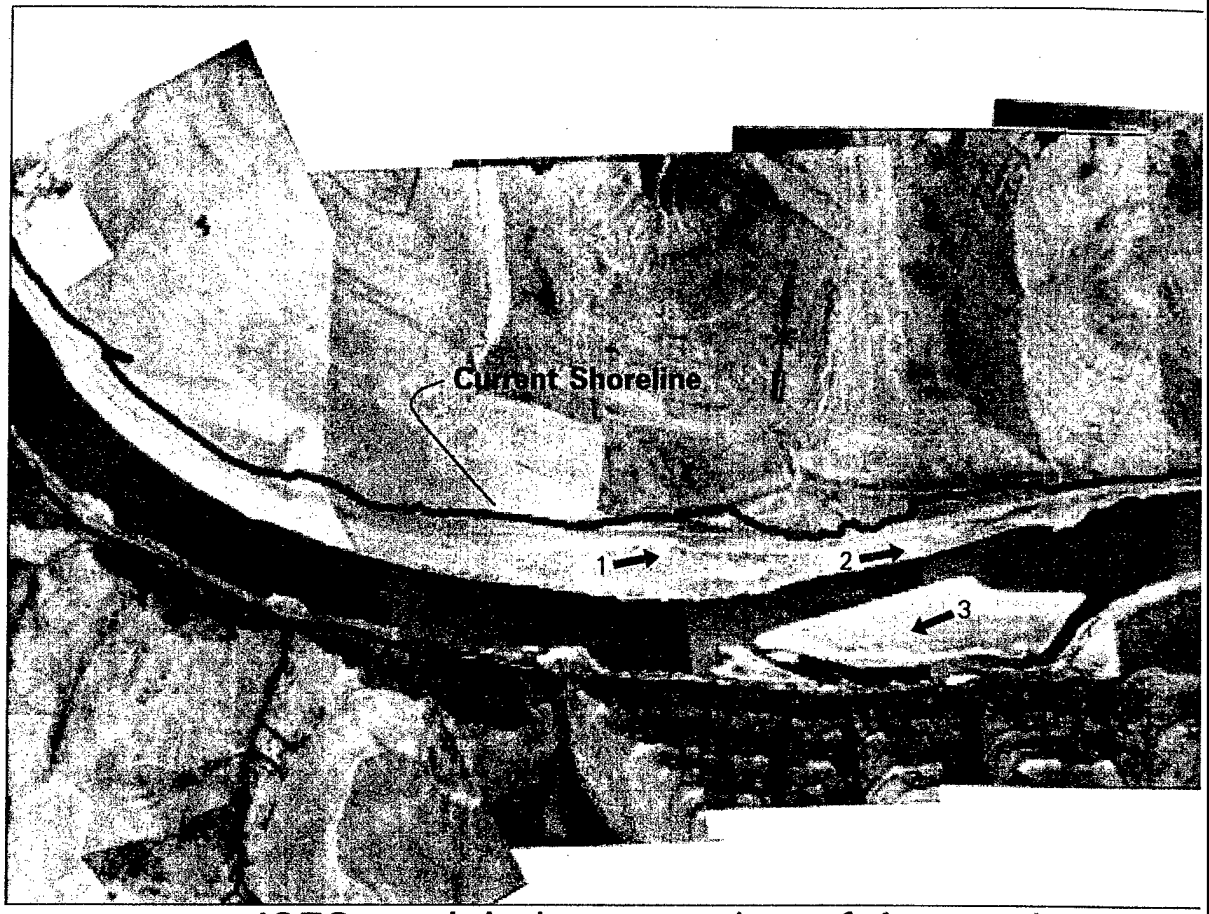
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Juvenile Salmon Migration Feasibility Study

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Figure 19.

SHULTZ BAR AREA



1958 aerial photography of Atwood area.



Photo 1. Right Bank, Atwood area, 1958 oblique.



Photo 2. Right Bank, Atwood are

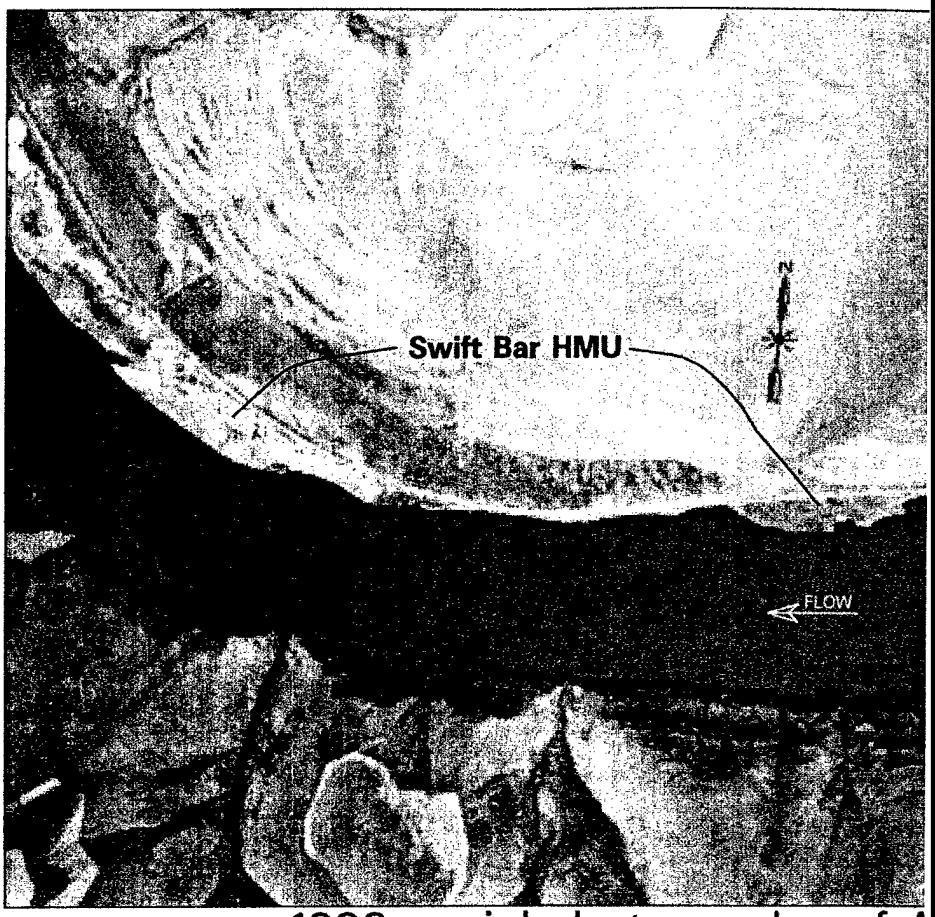
NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

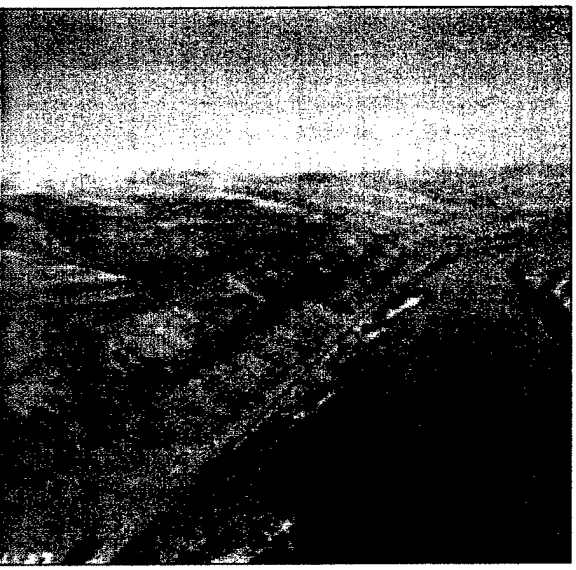
(1)



twood area.



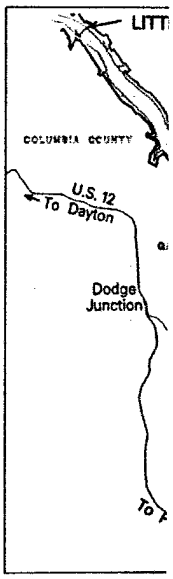
1992 aerial photography of A



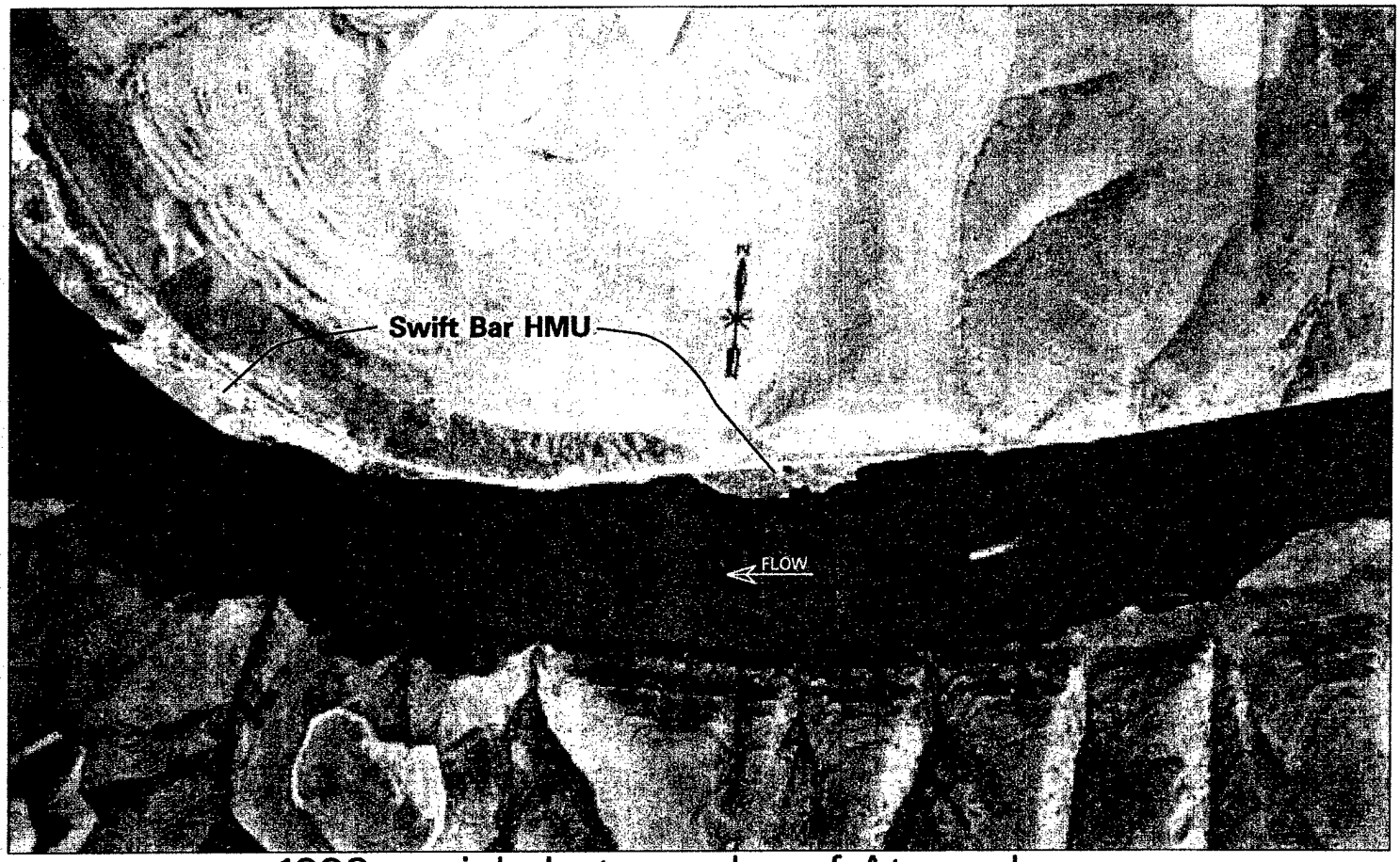
2. Right Bank, Atwood area, 1958 oblique.



Photo 3. Left Bank, Atwood area, 1958 oblique.



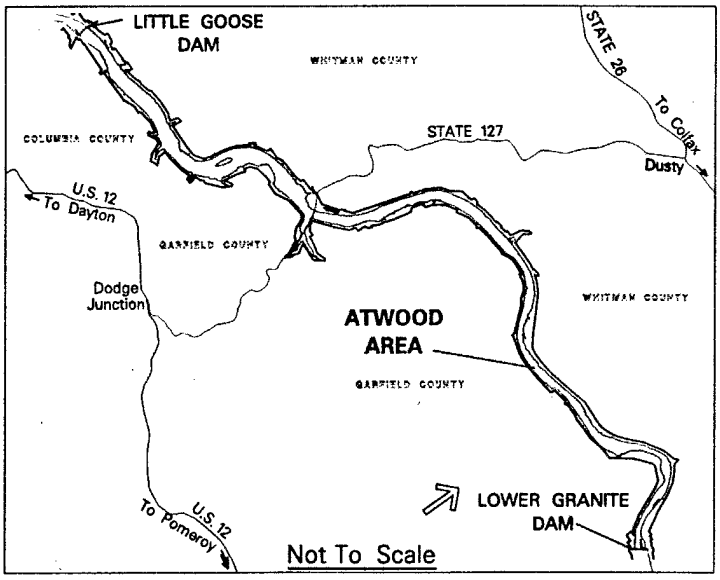
(2)



1992 aerial photography of Atwood area.



Photo 3. Left Bank, Atwood area, 1958 oblique.



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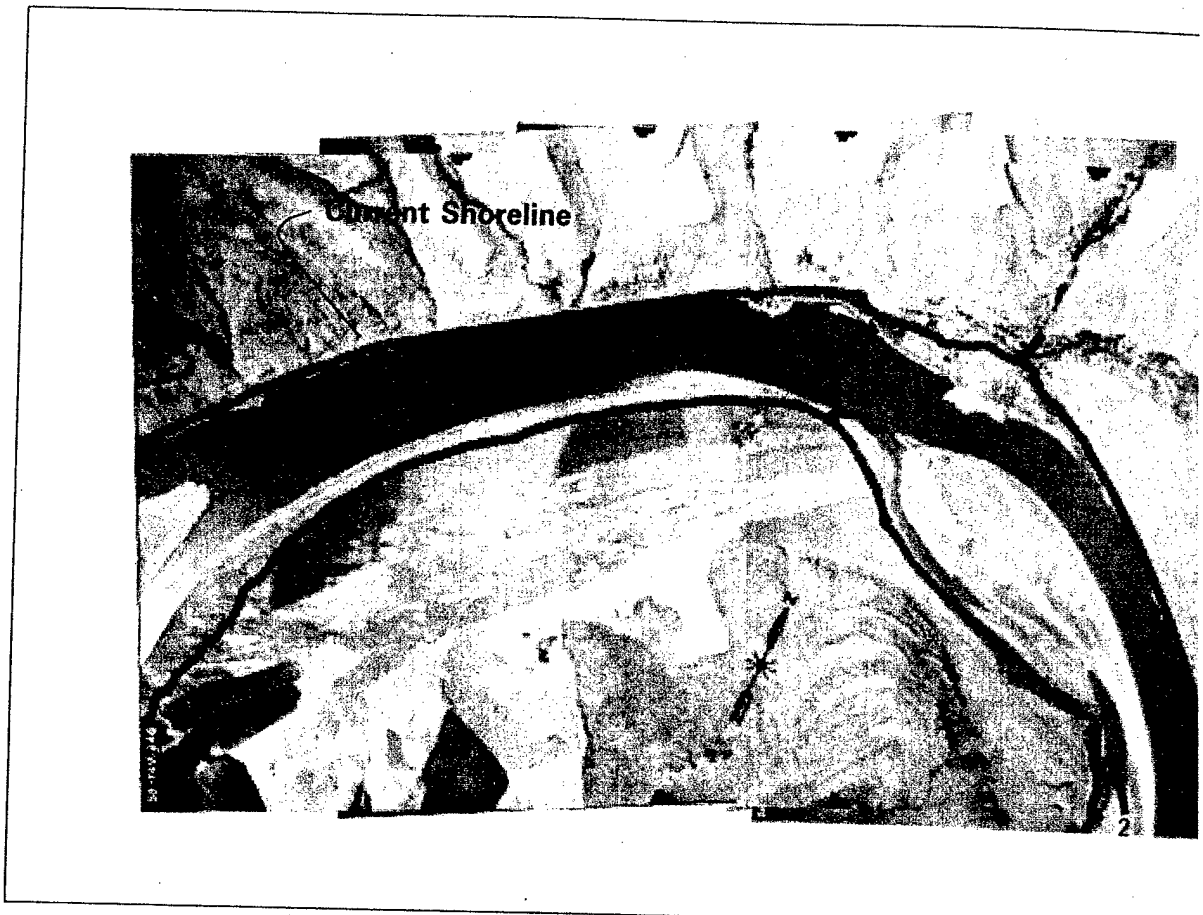
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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 20.

ATWOOD AREA



1958 aerial photography of Almota area.

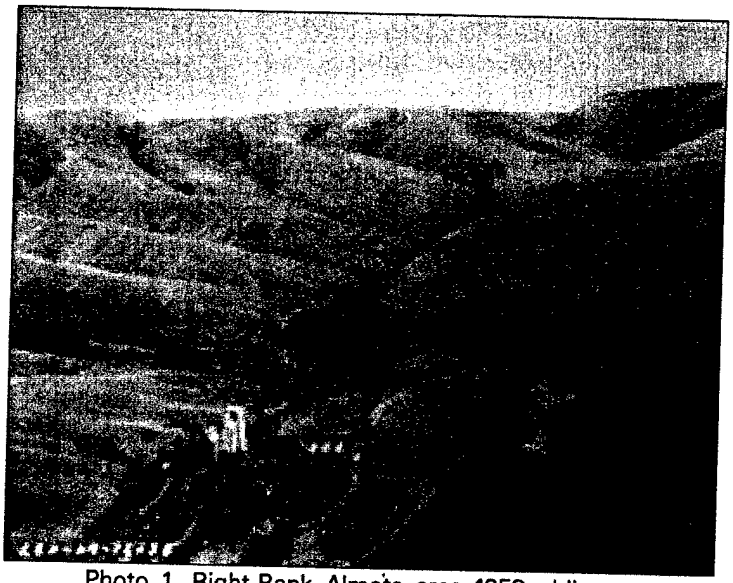


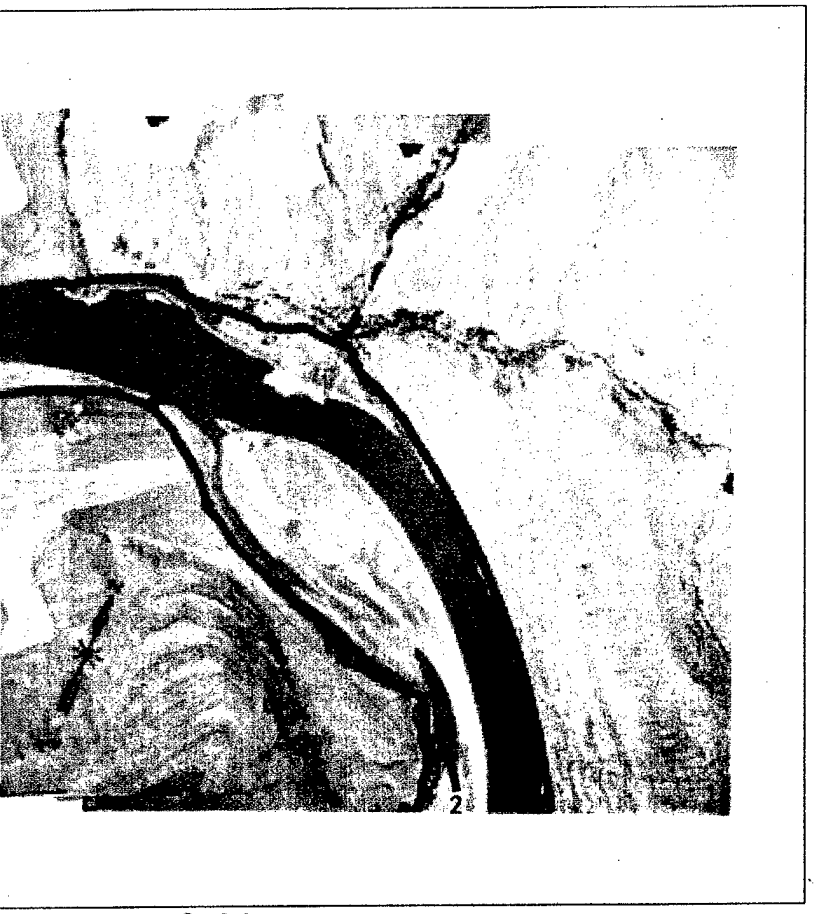
Photo 1. Right Bank, Almota area, 1958 oblique.



Photo 2. Left Bank, Almota area,

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



raphy of Almota area.



1992 aerial photog

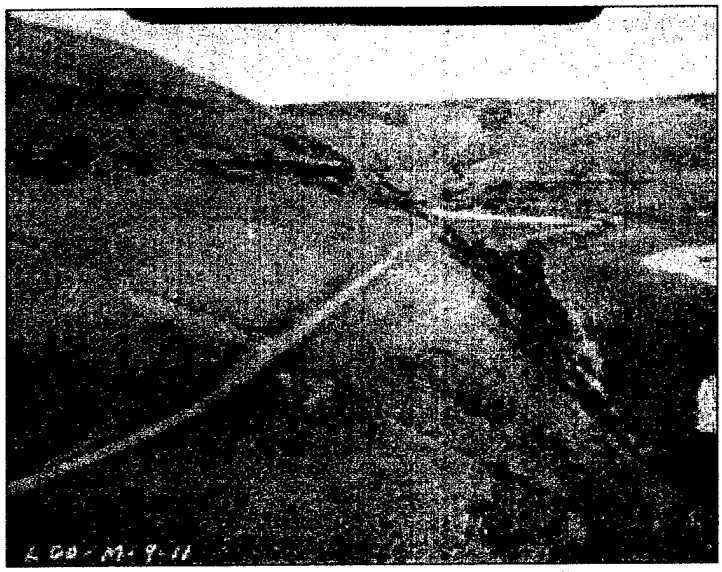
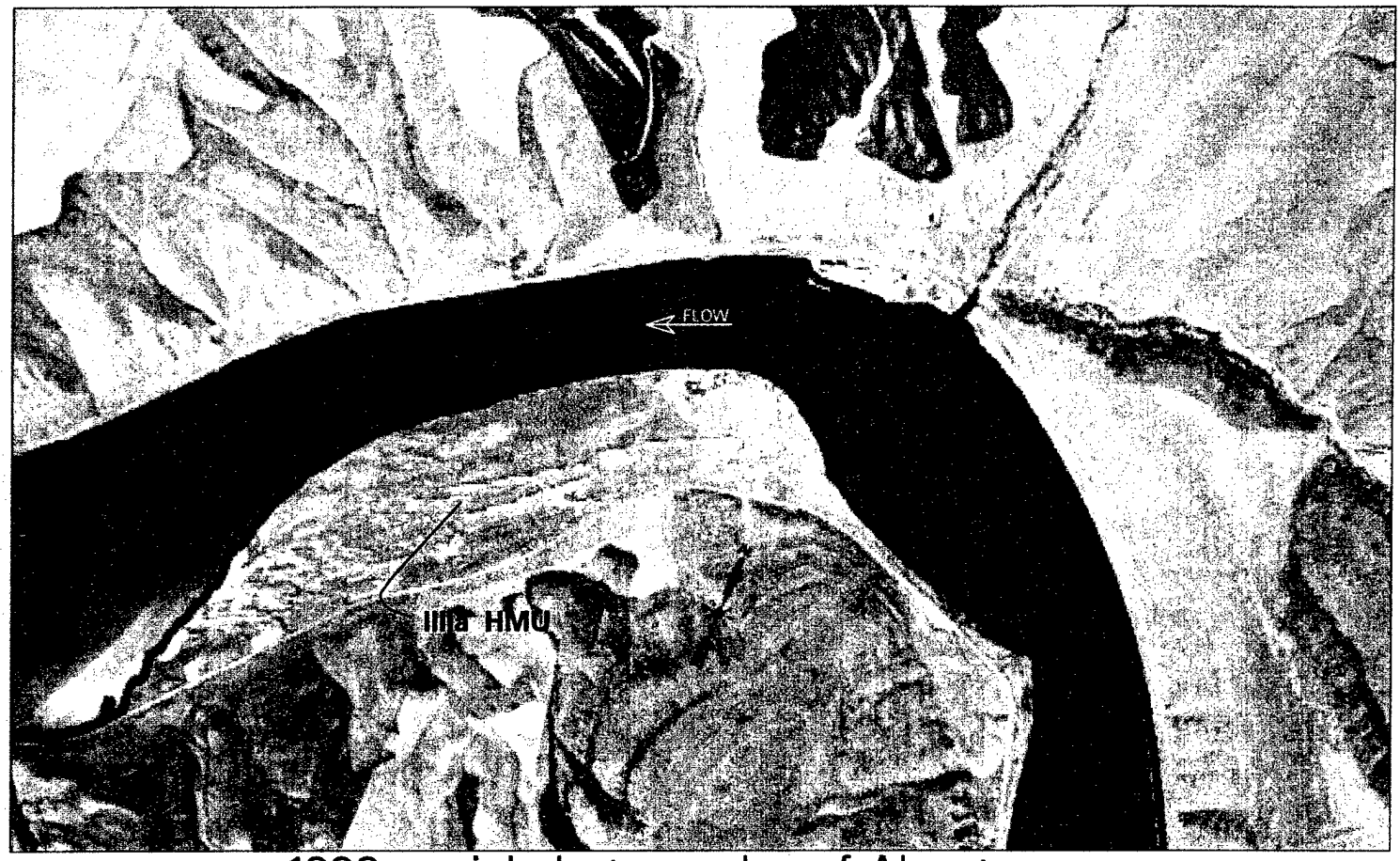


Photo 2. Left Bank, Almota area, 1958 oblique.



Photo 3. Left Bank, Almota area, 1958 oblique.

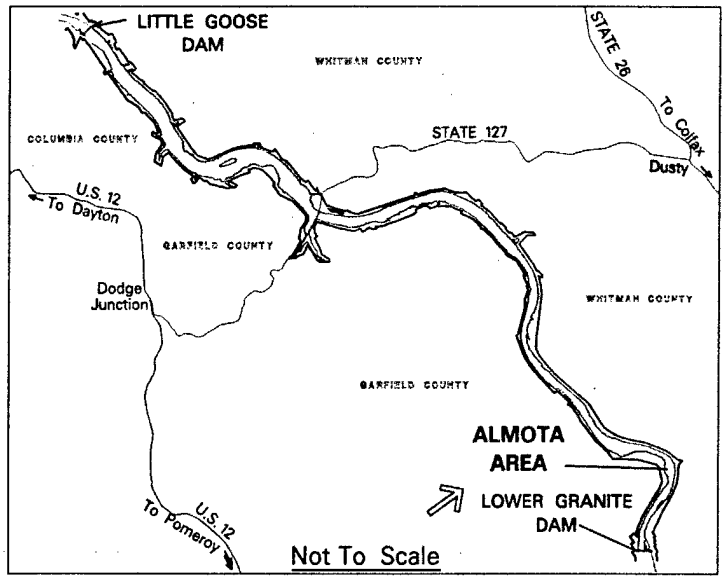
ection



1992 aerial photography of Almota area.



Photo 3. Left Bank, Almota area, 1958 oblique.



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Figure 21.

ALMOTA AREA



1958 aerial photography of Lower Granite D



Photo 1. Right Bank, Lower Granite Dam area, 1958 oblique.

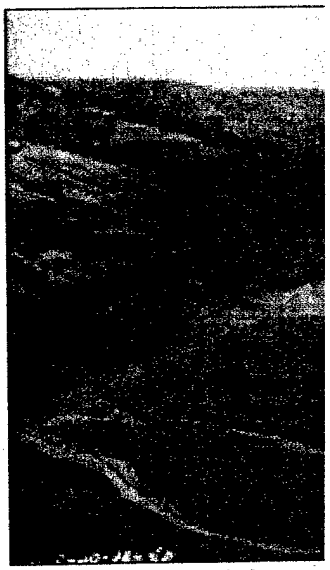


Photo 2. Right Bank, Lower

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



ower Granite Dam area.



1992 aerial photography of l

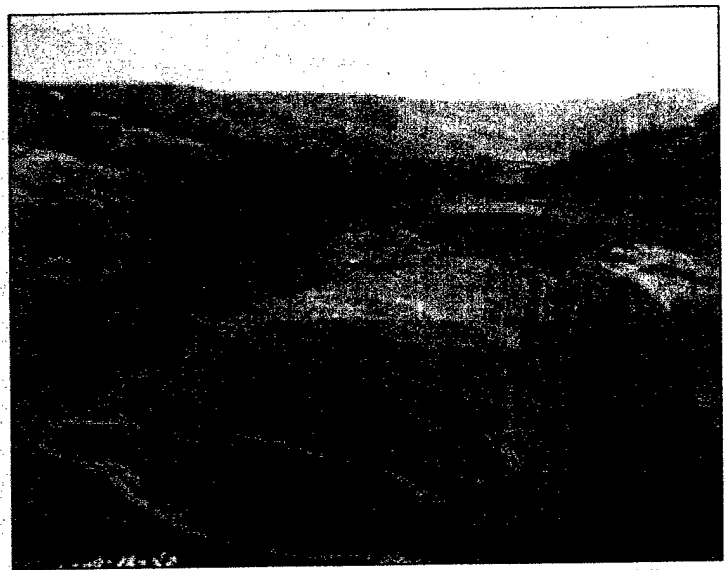
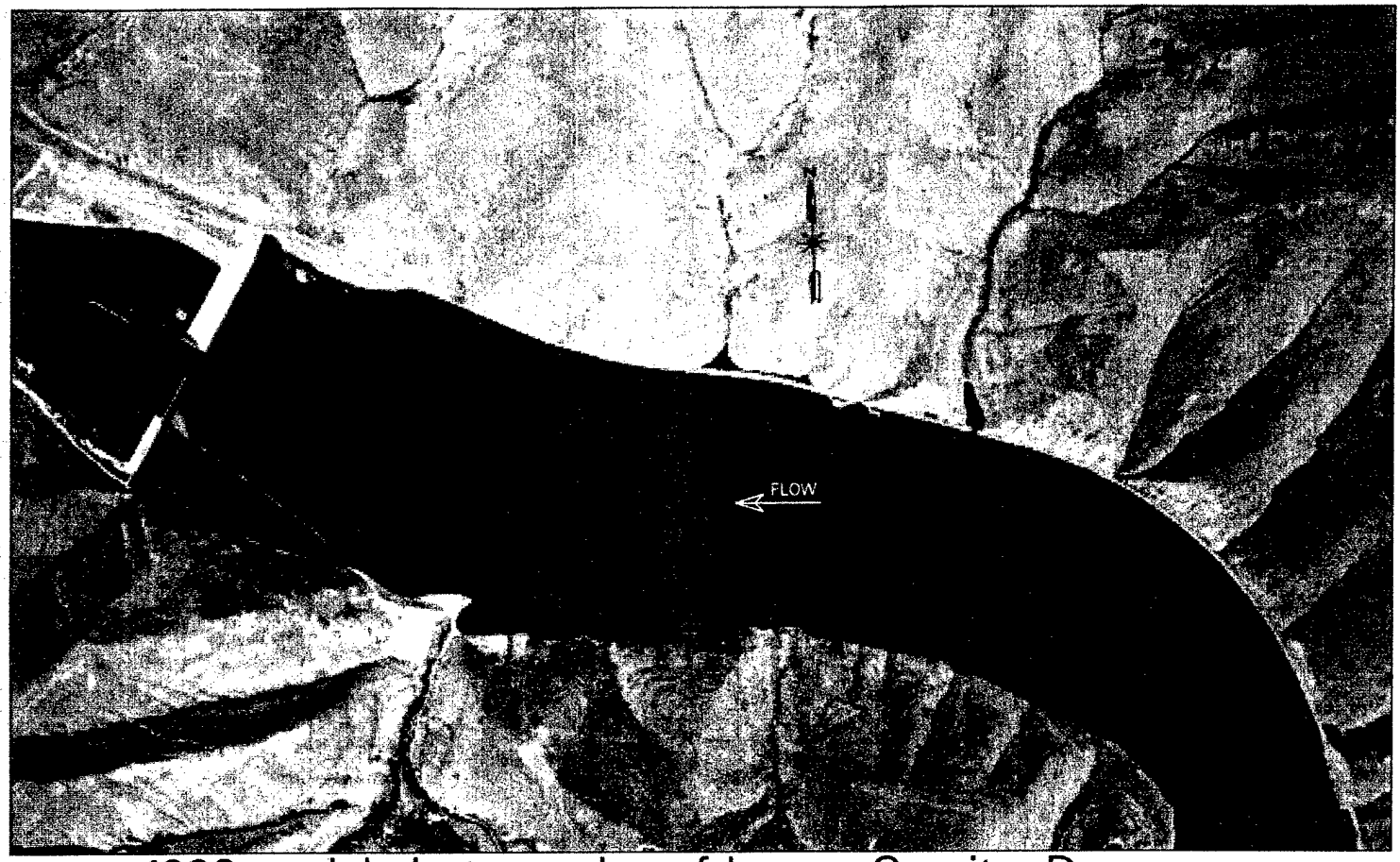


Photo 2. Right Bank, Lower Granite Dam area, 1958 oblique.



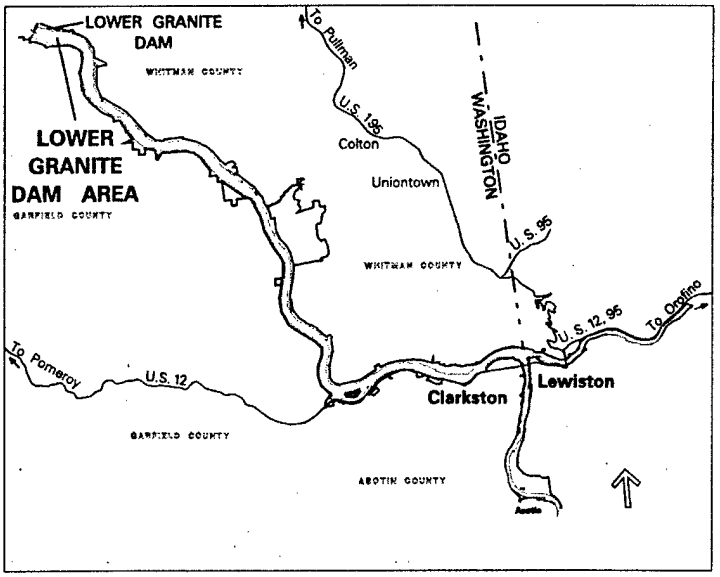
Photo 3. Left Bank, Lower Granite Dam area, 1958 oblique.



1992 aerial photography of Lower Granite Dam area.



Photo 3. Left Bank, Lower Granite Dam area, 1958 oblique.



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3

LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 22.

LOWER GRANITE DAM AREA