

OROFINO CHAMBER OF COMMERCE

WATER RESOURCES COMMITTEE

WATER RESOURCES REPORTS:

Gentlemen:

As you know certain wildlife interests have been making statements with regard to loss of Lewis-Clark Highway, should the Penny Cliffs proposed dam be built. Much of this information is propaganda and leaves the impression that the Lewis-Clark Highway would be lost with our river development program. We felt that the subject was important enough to seek information from the best available source. Accordingly, Colonel Tandy at Walla Walla was requested to give his viewpoints. His reply is set in the letter below for your information, and completely refutes all claims by wildlife spokesmen. It is our opinion that we will have a far better Lewis-Clark Highway with the regional development. I trust you will pass this information along to your people.

WATER RESOURCES COMMITTEE

Copy

April 12, 1954

Honorable A. B. Curtis
Mayor of the City of Orofino
Orofino, Idaho

Dear Mayor Curtis:

Reference is made to your letter of 22 March 1954 requesting information pertinent to questions that have been raised about the plans of the Corps of Engineers for relocating the Lewis and Clark Highway through the proposed Penny Cliffs Reservoir area.

The purpose of a survey report by the Corps of Engineers, such as that recently submitted on the Middle Snake River, is to determine and present information concerning the feasibility and economic justification for a potential project, so that Congress in further consideration of the project will have bases on which to determine whether it should be authorized for construction. Investigations and determinations of a scope beyond those required to accomplish this purpose are unjustified at this stage of development of a project. Investigations and determinations in connection with the Penny Cliffs project have been brought to, but not beyond, this scope.

Answers to specific questions raised in your letter are as follows:

1. It is not anticipated that the total curvature of the relocated portion of the Lewis and Clark Highway would be materially greater or less than that of the portion of the highway which would be rendered unusable by the reservoir.

2. It is not anticipated that the length of the Lewis and Clark Highway through the proposed Penny Cliffs Reservoir area would be materially increased or decreased as a result of routing the highway above and around the proposed reservoir. It is certain that the changed length, if any, would be of unimportant magnitude.

Honorable A. B. Curtis

12 April 1954

3. Because of the very steep gradients of the streams entering the Middle Fork of the Clearwater River and the Lochsa River in the Penny Cliffs Reservoir area and the narrow canyons in which the tributaries flow, extensive detours of the relocated highway up the tributaries to effect a crossing would not be required, in fact, they would not be feasible.

4. Our plans for relocation of the Lewis and Clark Highway provide that it would ascend from the river level in the vicinity of Kooskia to required elevation above pool level in the vicinity of the Penny Cliffs Dam. Along the pool, the profile of the highway would be approximately parallel to that of the reservoir and of the Lochsa River as affected by the backwater effect of the dam. At no time in our planning have we considered placing the highway an excessive distance above the reservoir pool, along drainages other than those now followed by it, along high ridges, or over summits other than that of the Lolo Pass.

Estimated cost of the approximately 45-6/10 miles relocation of the highway presented in our report, including contingencies but excluding engineering and indirect costs, is \$19,152,000, or \$420,000 per mile. This estimate is considered of undoubted adequacy. Because of the benefits that would be provided by the Penny Cliffs project and by the Lewis and Clark Highway, reconstruction of the highway to the necessary standards in order that the combined benefits of both projects be realized, is economically justified.

It is hoped that the data presented in this letter meets your needs. Should such not be the case, please feel free to call upon me for any information desired.

Sincerely yours,

F. S. Tandy
Colonel, Corps of Engineers
District Engineer