



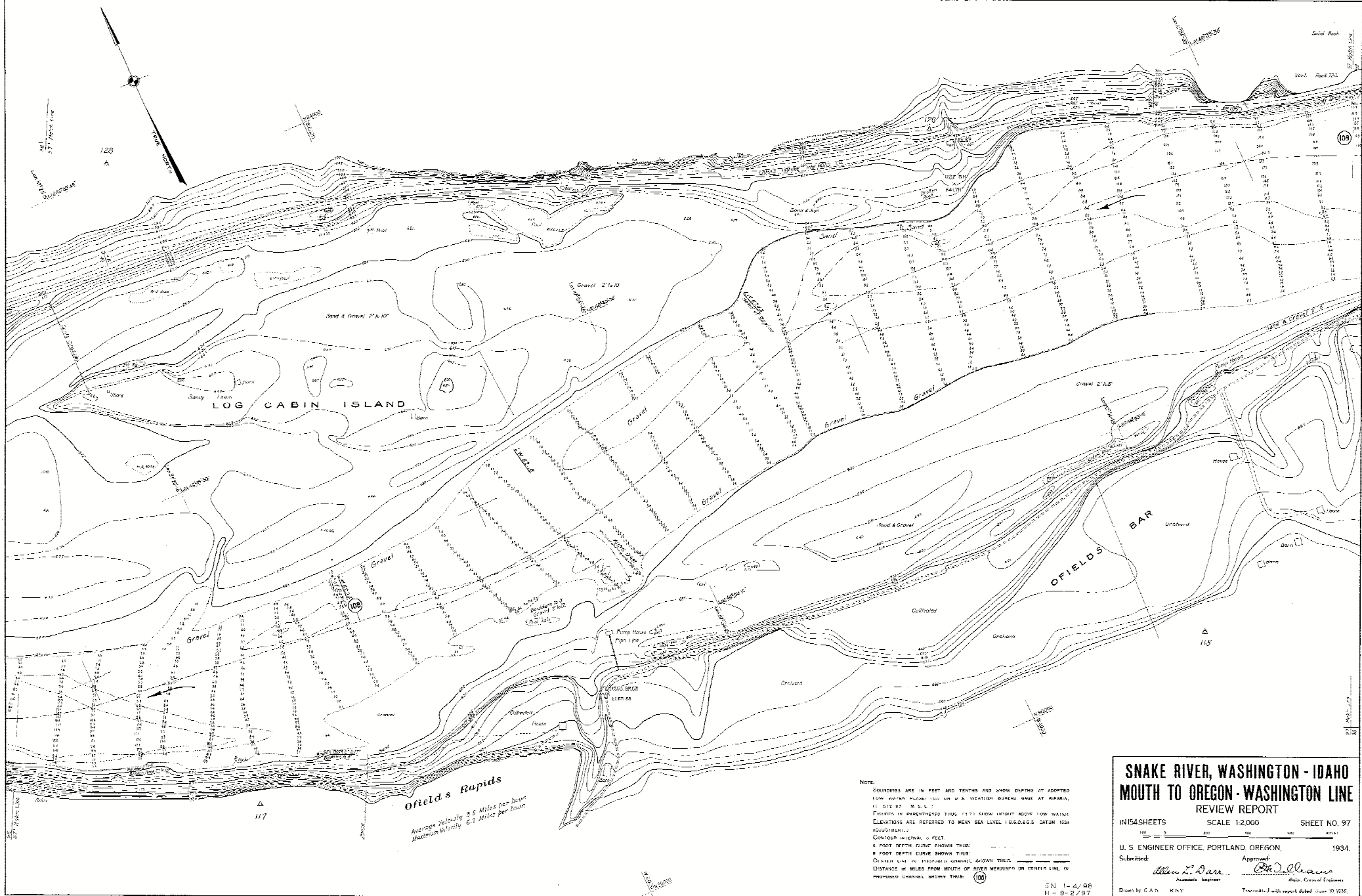
Note: *Approximate* Contour Elevations noted Oct 1907
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW UNLESS AT ADJUSTED
 LOW WATER STAGES FOR AN U. S. WEATHER BUREAU GAGE AT IDRAH,
 11 512 05 M. S. L. 1'
 ELEVATIONS IN PARENTHESES SHOW 11.71 SHOW HEIGHT ABOVE LOW WATER
 ELEVATIONS ARE REFERENCED TO MEAN SEA LEVEL 1913 C.G.S. DATUM 100'
 AN ADJUSTMENT
 CONTOUR INTERVAL 6 FEET
 8 FOOT DEPTH SURFACE SURFACE FEET
 9 FOOT DEPTH CLUMP BROWN THICK
 CENTER LINE OF CHANNEL CHANNEL FEET
 DISTANCE IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL BROWN THICK: (107)

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

11:54 SHEETS SCALE 1:2,000 SHEET NO. 96

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.
 Submitted: *Allen P. Carr* Approved: *H. Williams*
 Assistant Engineer Major, Corps of Engineers

Drawn by 1107 R.G.V. Transmitted with report dated June 10, 1935.
 SN-1-1/97
 H-9-2/96



Ofields Rapids
 Average Velocity 3.5 Miles per Hour
 Maximum Velocity 6.2 Miles per Hour

Note:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH AT ADOPTED LOW WATER PLANE 1000 ON U.S. HIGHER BUREAU GAGE AT PORTLAND, OREGON, M.S.L.
 FIGURES IN PARENTHESES SHOW (1) GROUND HEIGHT ABOVE LOW WATER; ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL 100.0000 DATUM 1000 MILES FROM OREGON.
 CONTOUR INTERVAL, 5 FEET.
 A FOOT DEPTH PLANE SHOWN THIS: ---
 A FOOT DEPTH CURVE SHOWN THIS: ---
 GRAVEL LINE IN PROPOSED CHANNEL SHOWN THIS: ---
 DISTANCE IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THIS: (100)

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

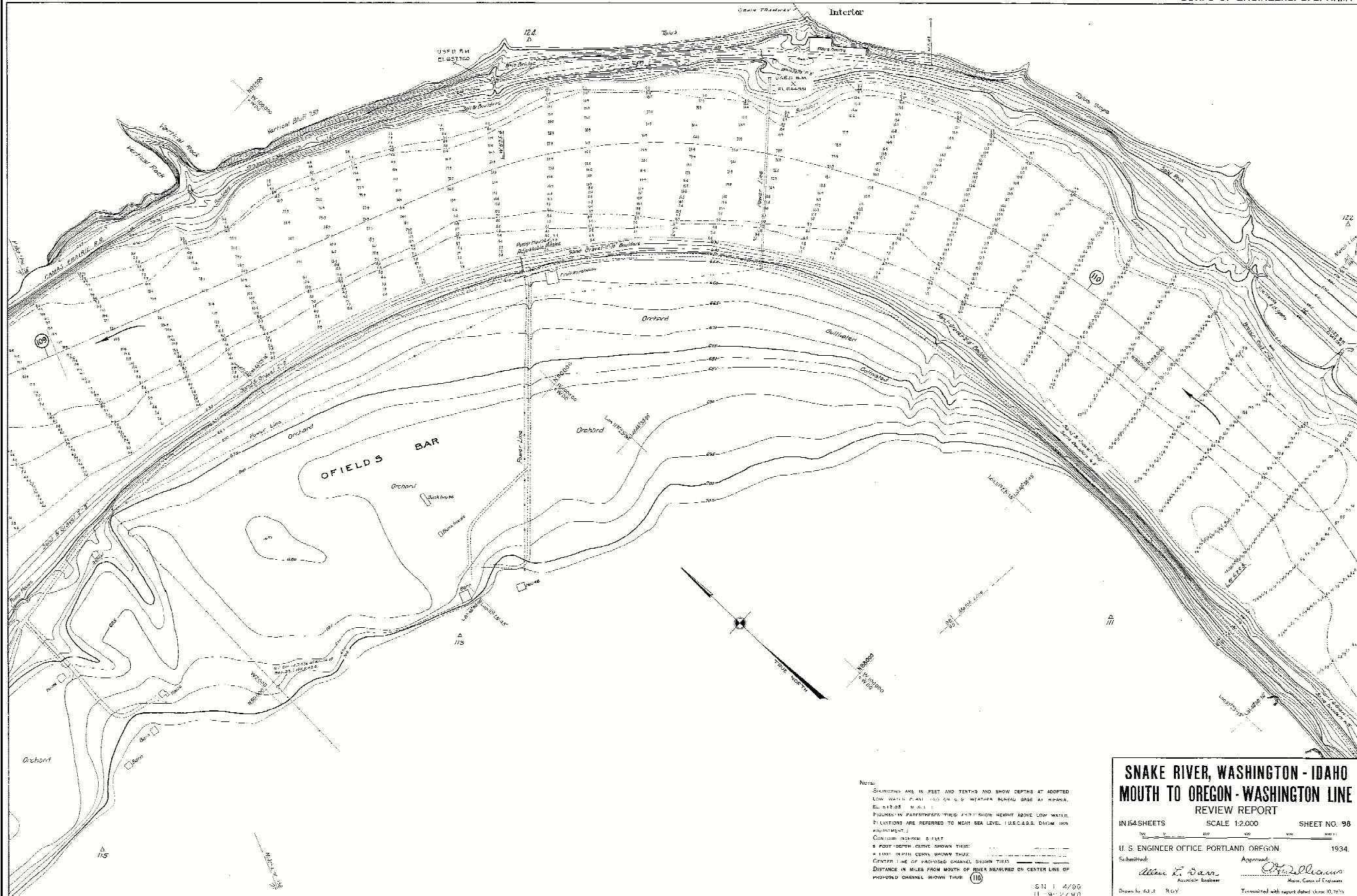
IN 54 SHEETS SCALE 1:2,000 SHEET NO. 97

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

Submitted: *Allen D. Carr* Assistant Engineer
 Approved: *Chas. Williams* Major, Corps of Engineers

Drawn by C.A.N. KAY Transmitted with report dated June 10, 1935.

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



Notes:
 SHOWINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER IN CANALS 100 OR 50 FEET WIDE UNLESS SHOWN OTHERWISE.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL UNLESS OTHERWISE INDICATED.
 CONTOUR INTERVAL 5 FEET
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 1 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)

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

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 98

U. S. ENGINEER OFFICE, PORTLAND, OREGON 1934

Submitted: *Allen L. Barr* Associate Engineer
 Approved: *Arthur Williams* Major, Corps of Engineers

Drawn by: A. J. R. G. V. Transmitted with report dated June 10, 1934



12" = 10"

NOTE

SOUNDINGS ARE IN FEET AND METERS AND SHOW DEPTHS AT ADOPTED LOW WATER STAGE (LWS) ON THE WATERS BUREAU GAGE AT REBARIA, T. 21 P. 02, M. 0. 1.

FIGURES IN PARENTHESES SHOW FIFTY FOOT DEPTH DEPTHS LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL UNLESS OTHERWISE INDICATED.

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: -----

10 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: (II)

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

IN 15 SHEETS SCALE 1:2,000 SHEET NO. 99

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

Submitted: *W. E. Dean* Approved: *W. E. Williams*
 Major, Corps of Engineers

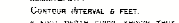
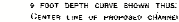
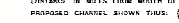
Drawn by G.E.T. 12676 Transmitted with report dated June 10, 1935.

SN-11-27196
 11-9-2733

118
Δ

115
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NOT:
 SPENTURES ARE IN FEET AND FEETINGS AND SHOW DEPTHS AT MIDDLE
 LOW WATER UNLESS SHOWN TO BE OTHERWISE.
 FIGURES IN PARENTHESES SHOW (L.F.T.) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL, U.S.C.G.S. DATUM 1929
 ADJUSTMENT.
 CENTER LINE OF FEET.
 6 FOOT DEPTH SHOWN AS DASHED LINE.
 9 FOOT DEPTH CURVE SHOWN THUS: 
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: 
 DISTANCE IN FEET FROM CENTER LINE OF PROPOSED CHANNEL TO CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS:  112

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

1154 SHEETS SCALE 1:2,000 SHEET NO. 100

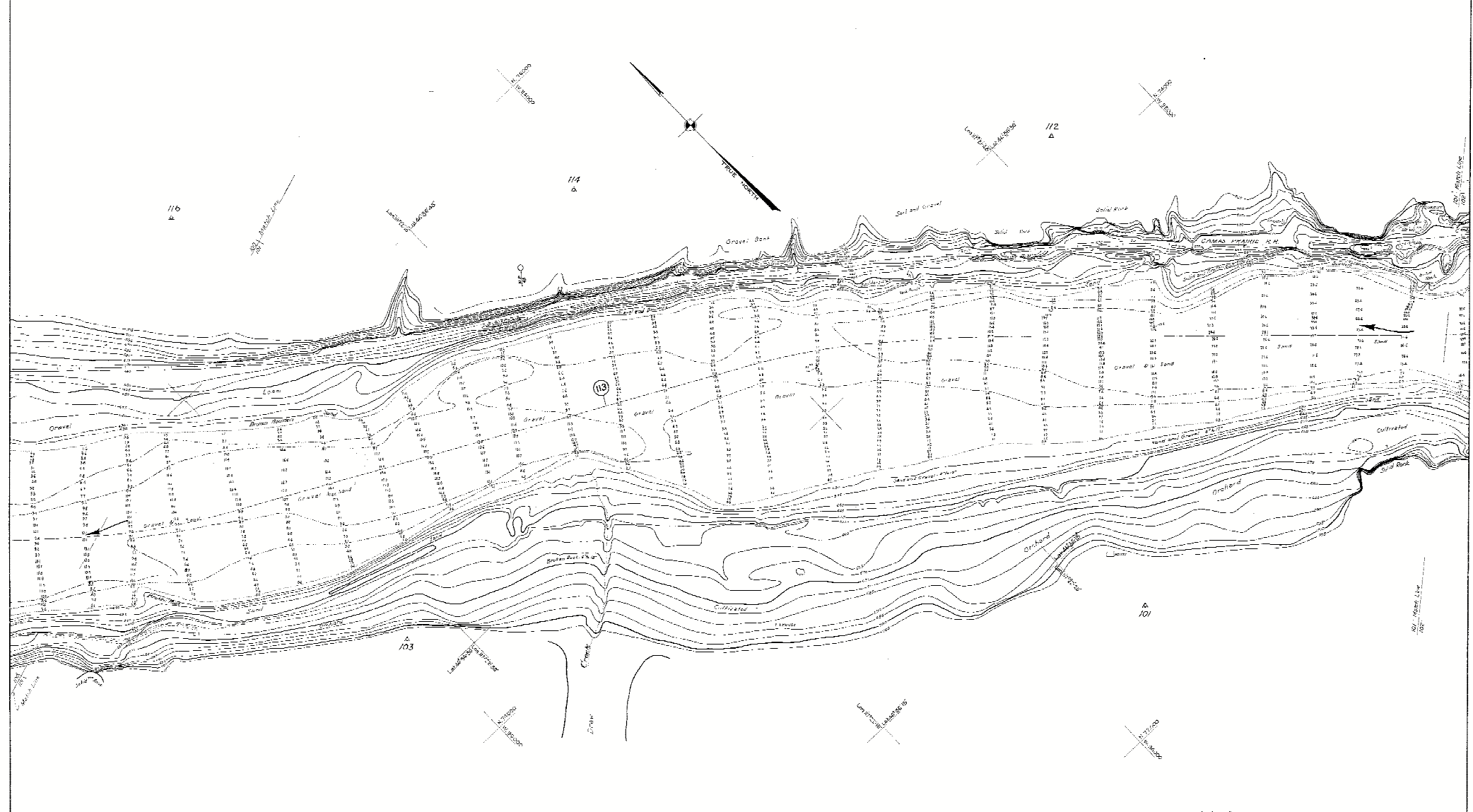
U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen L. Durr* Approved: *E. Williams*
 Assistant Engineer Major, Corps of Engineers

Drawn by G.M. R.G.Y. Transmitted with report dated June 10, 1935.

SN-1-4/101
 H-3 2/100

SN-1-12/100



12" to 4 = 10"

Note:
 SOUNDINGS ARE IN FEET AND FIFTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE 100 KM IN S. WATERSHED BUREAU DATA AT BENDSIA, CL. 519.82 M. N. S. L.
 SOUNDINGS IN DIMENSIONS THREE (1:2) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (CONVENTIONAL BATHYMETRIC ADJUSTMENT).
 CONTOUR INTERVAL: 5 FEET.
 4 FOOT DEPTH CUTS SHOWN TRIP.
 8 FOOT DEPTH CUTS SHOWN LINE.
 CENTER LINE OF PROPOSED CHANNEL SHOWN THICK.
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THIN.

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

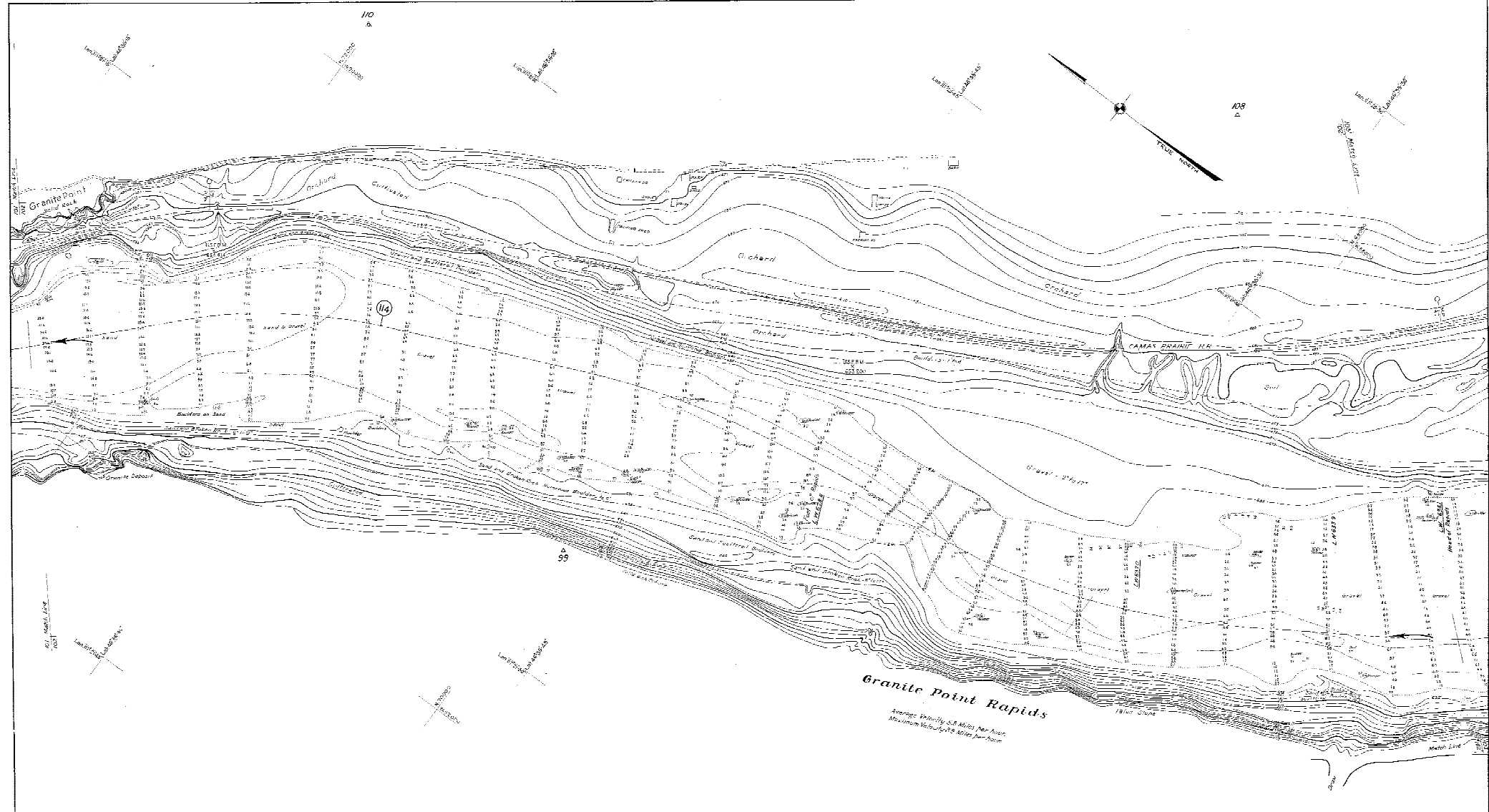
IN 154 SHFF 15 SCALE 1:2,000 SHEET NO. 101

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

Submitted: *William A. Barr* Associate Engineer
 Approved: *John H. Davis* Major, Corps of Engineers

Drawn by J.M.S. R.G.V. Transmitted with report dated June 10, 1934.

SN-1-4/102
 H-9-2/101



Granite Point Rapids
 Average Velocity 0.8 Miles per Hour
 Maximum Velocity 1.8 Miles per Hour

NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ANCHORED LOW WATER PLUMB, TWO OR SIX FEET FROM SURFACE SHOT AT RAPIDS.
 1. SITE OF ...
 2. POINTS ON ...
 3. ...
 4. ...
 5. ...
 6. ...
 7. ...
 8. ...
 9. ...
 10. ...
 11. ...
 12. ...
 13. ...
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 97. ...
 98. ...
 99. ...
 100. ...

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

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 102

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

Submitted: *Allen D. Dyer* Approved: *Edw. H. ...*

Drawn by J.M.S. S.M.C. Transmitted with report dated June 10, 1935.

SN-1-4/103
 H-9-2/102

100



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW ELEVATION AT APPROPRIATE
 LOW WATER STAGE FROM U.S. WEATHER STATION GAUGE AT JARVIS,
 U. S. 55 M. S. L.
 FIGURES IN PARENTHESES SHOW ELEVATION ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (INDICATED BY THE
 WORDS "M. S. L.")
 CHANNEL INTERVALS 5 FEET
 A FOOT DEPTH CURVE SHOWN FROM
 5 FOOT DEPTH CURVE SHOWN FROM
 CHANNEL LINE OF PROPOSED CHANNEL SHOWN FROM
 DISTANCE IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN FROM (116)

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

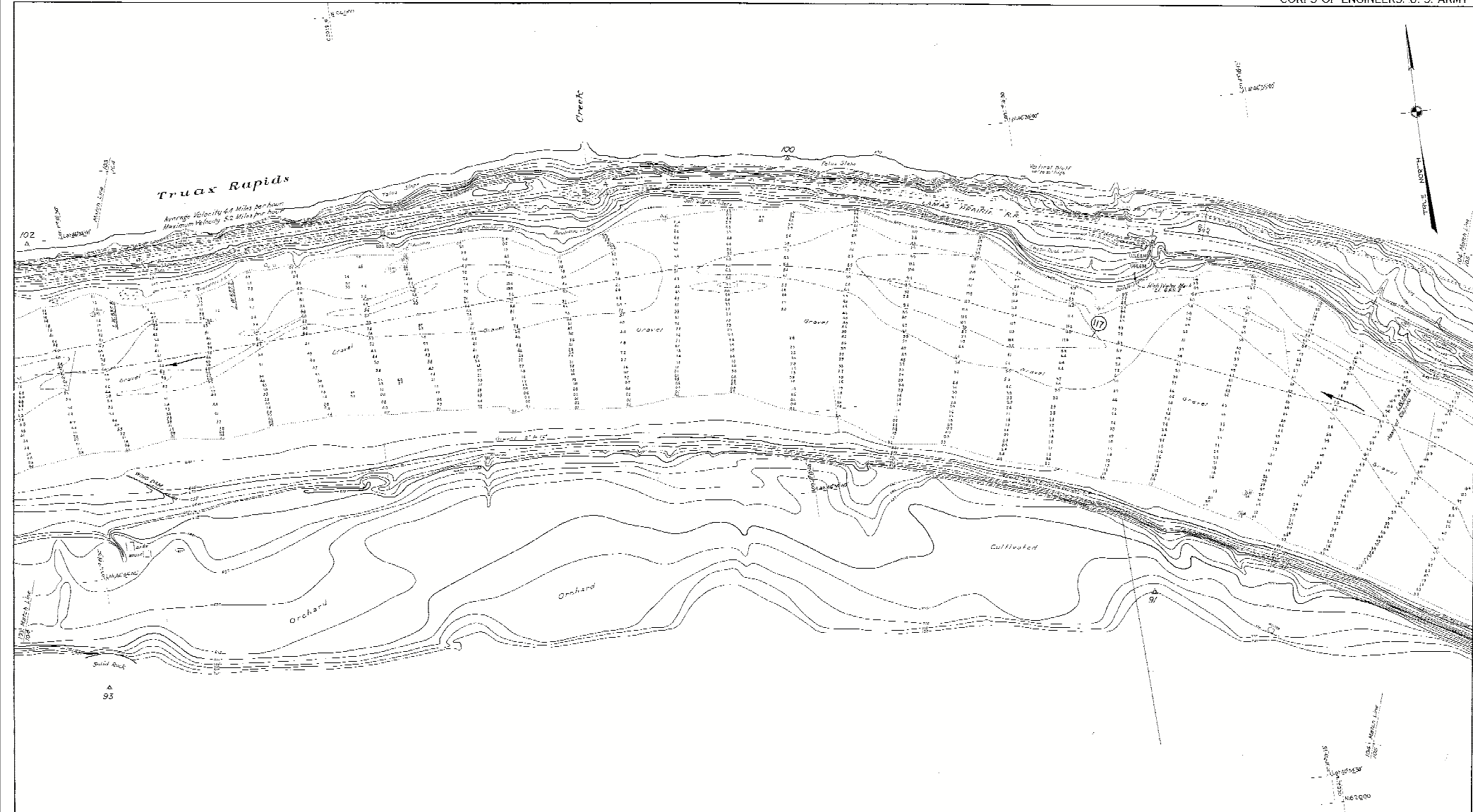
1154 SHEETS SCALE 1/2000 SHEET NO. 103

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

Submitted: *W. H. Dear* Approved: *W. H. Dear*
 Assistant Engineer Major, Corps of Engineers

Drawn by 3185 X&C Transmitted with report dated June 13, 1935

SN-1-12/104
 H-9-2/103



NOTE:
 SOUNDINGS ARE IN FEET AND FEETINGS AND SHOW CURVES AT ADJUSTED LOW WATER PLANE, 100 ON D. S. WEATHER BUREAU GAUGE AT BIRKDALE, 71 817 ON W. S. L.
 ELEVATIONS IN PARENTHESES (THIS CASE) SHOW HEIGHT ABOVE LOW WATER ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S. COAST AND GEOD. SURVEY DATUM 1929 ADJUSTMENT).
 CONTOUR INTERVAL, 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: - - - - -
 2 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)

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

114 SHEETS SCALE 1:2,000 SHEET NO. 104

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

Submitted: *Allen C. Barr* Approved: *W. H. Williams*
 Associate Engineer Master, Corps of Engineers

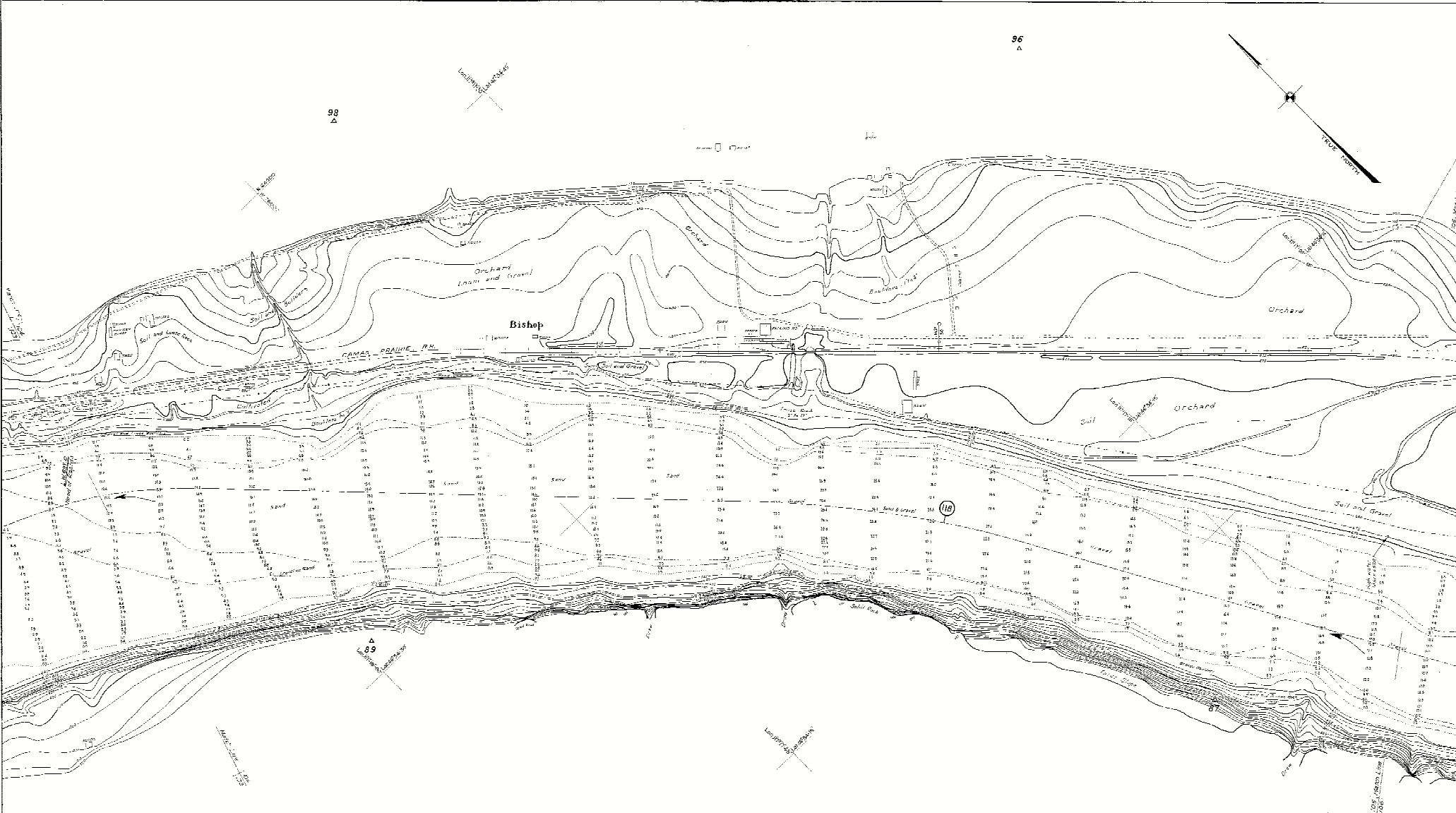
Drawn by J.M.B. Rev'd. Transmitted with report dated June 10, 1935.

SN-1-4/105
 4-9-2/104

SN-1-12/104

96
Δ

98
Δ



NOTE:
 SOUNDINGS ARE IN FEET AND SHOW DEPTHS AT ADJUSTED LOW WATER PLANE, 1700 ON U. S. WEATHER BUREAU GAGE AT HIRAME, I. S. 20 84' M. S. 1 11'
 FIGURES IN PARENTHESES SHOW + (1.2) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.A. DATUM 1929 ADJUSTMENT).
 CONTOUR INTERVAL, 5 FEET
 A FOOT DEPTH CURVE SHOWN THUS: -----
 A FOOT DEPTH CURVE SHOWN THUS: -----
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: -----
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED BY CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (16)

SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
 REVIEW REPORT
 1154 SHEETS SCALE 1:2,000 SHEET NO. 105
 U. S. ENGINEER OF ICE, PORTLAND, OREGON. 1934.
 Submitted: *Allen L. Barr* Associate Engineer
 Approved: *W. H. Williams* Major, Class of Engineers
 Drawn by J.M.B. R.G.V. Transmitted with report dated June 10, 1935

SN-1-3/106
H-B-2/105



Kelley's Island Rapids

Average Velocity 5.0 Miles per hour
Maximum Velocity 6.0 Miles per hour.

NOTES:
 Contour interval 5 feet and tenths and show depth at assigned low water stage 100 on U.S. weather gauge at bridge, EL. 512.95 M. S. L.
 Figures in parentheses show exact stage height above low water.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL TULSA'S DATUM 1929.
 DISTANCE FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF IMPROVED CHANNEL SHOWN THERE: (19)
 DISTANCE FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF IMPROVED CHANNEL SHOWN THERE: (19)

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

IN 54 SHEETS SCALE 1:2,000 SHEET NO. 106

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

Submitted: *Allen L. Barr* ANALYST ENGINEER
 Approved: *Paul W. ...* CHIEF OF ENGINEERS

Drawn by J.M.H. X.G.Y. Transmitted with report dated June 10, 1935.

