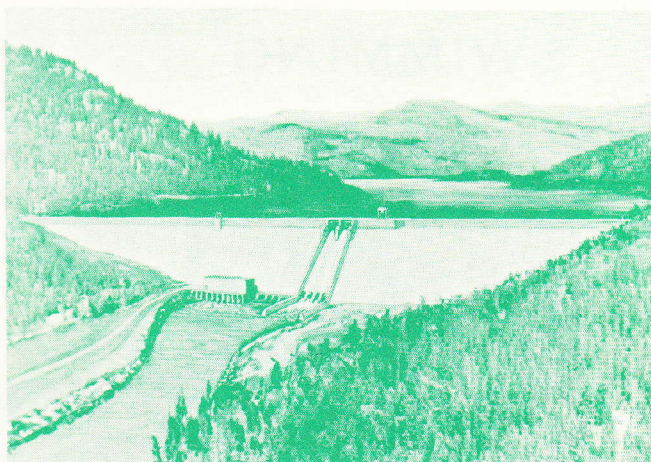


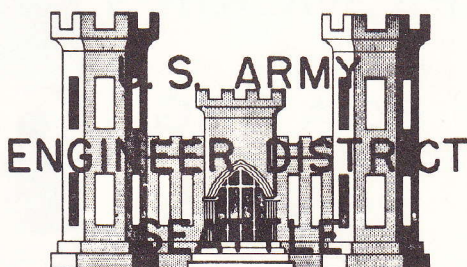
Administration - Pacific Alaska Region (Seattle)

LIBBY DAM and Reservoir



FEDERAL MULTIPLE-DEVELOPMENT
PROJECT ON THE

KOOTENAI RIVER
N.W. MONTANA

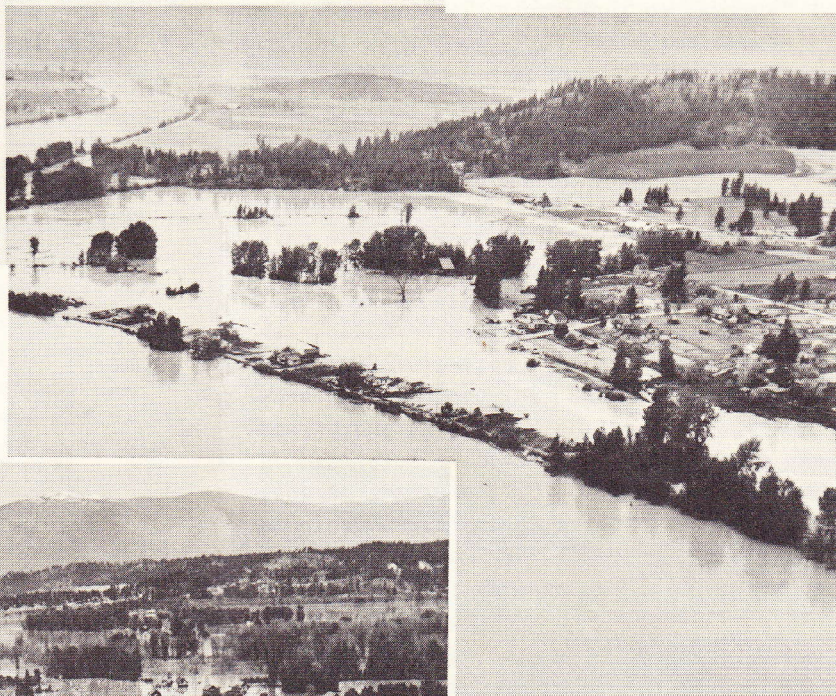


November 1964

KOOTENAI RIVER FLOODING



DAMAGES



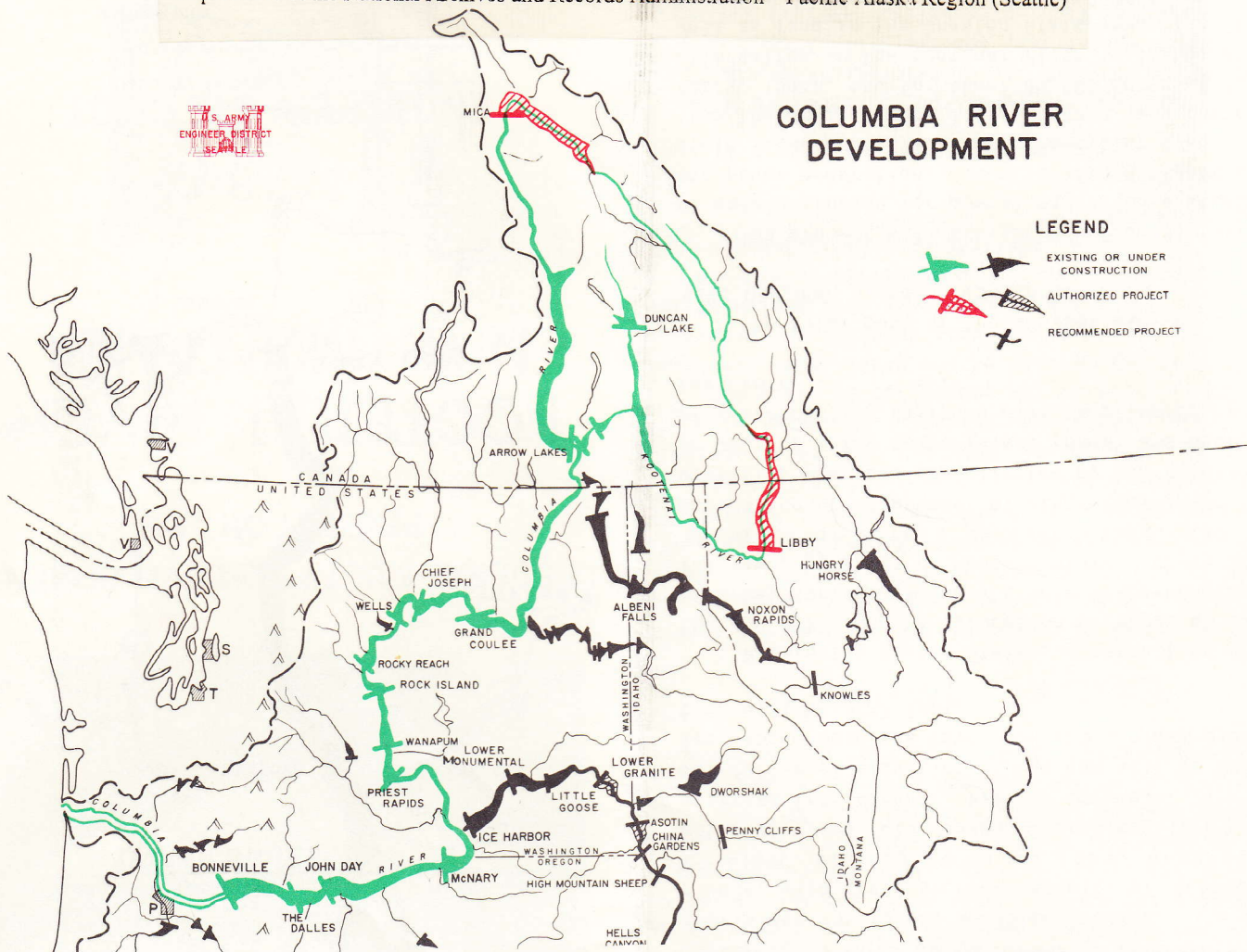
RAILROADS HIGHWAYS AND TOWNS

U.S. ARMY
ENGINEER DISTRICT
SEATTLE

COLUMBIA RIVER DEVELOPMENT

LEGEND

-  EXISTING OR UNDER CONSTRUCTION
-  AUTHORIZED PROJECT
-  RECOMMENDED PROJECT



FOR THE PUBLIC

Our rapidly-expanding population, with more leisure time, more purchasing power, more mobility, continues to seek more opportunities to enjoy the outdoors. The demand for outdoor recreation consequently has become greater each year. From 54 million-person visits in 1954, attendance at Corps of Engineers projects increased in ten years to 143 million. The public's desire is a strong trend to the use of water areas, including lakes or reser-

voirs formed behind power and flood-control dams.

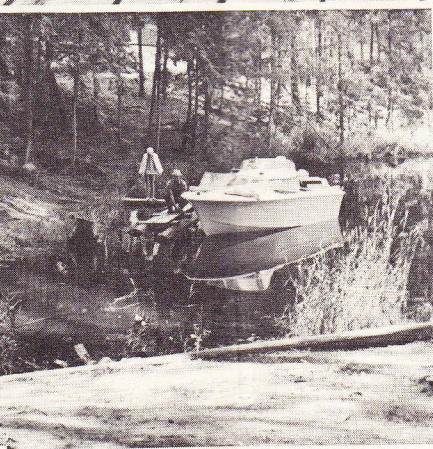
Full consideration is given to public outdoor recreation as a purpose in the planning of water-resource-development projects by the Army's Corps of Engineers. Along with flood control, power, and other benefits, recreation is a major item in the Libby Dam and Reservoir Project. We shall be cooperating with other Federal, State, and local agencies in planning the development of Libby Reservoir for extensive recreation use.

WATER
SKIING

SWIMMING



CAMPING



PICNICKING

BOATING

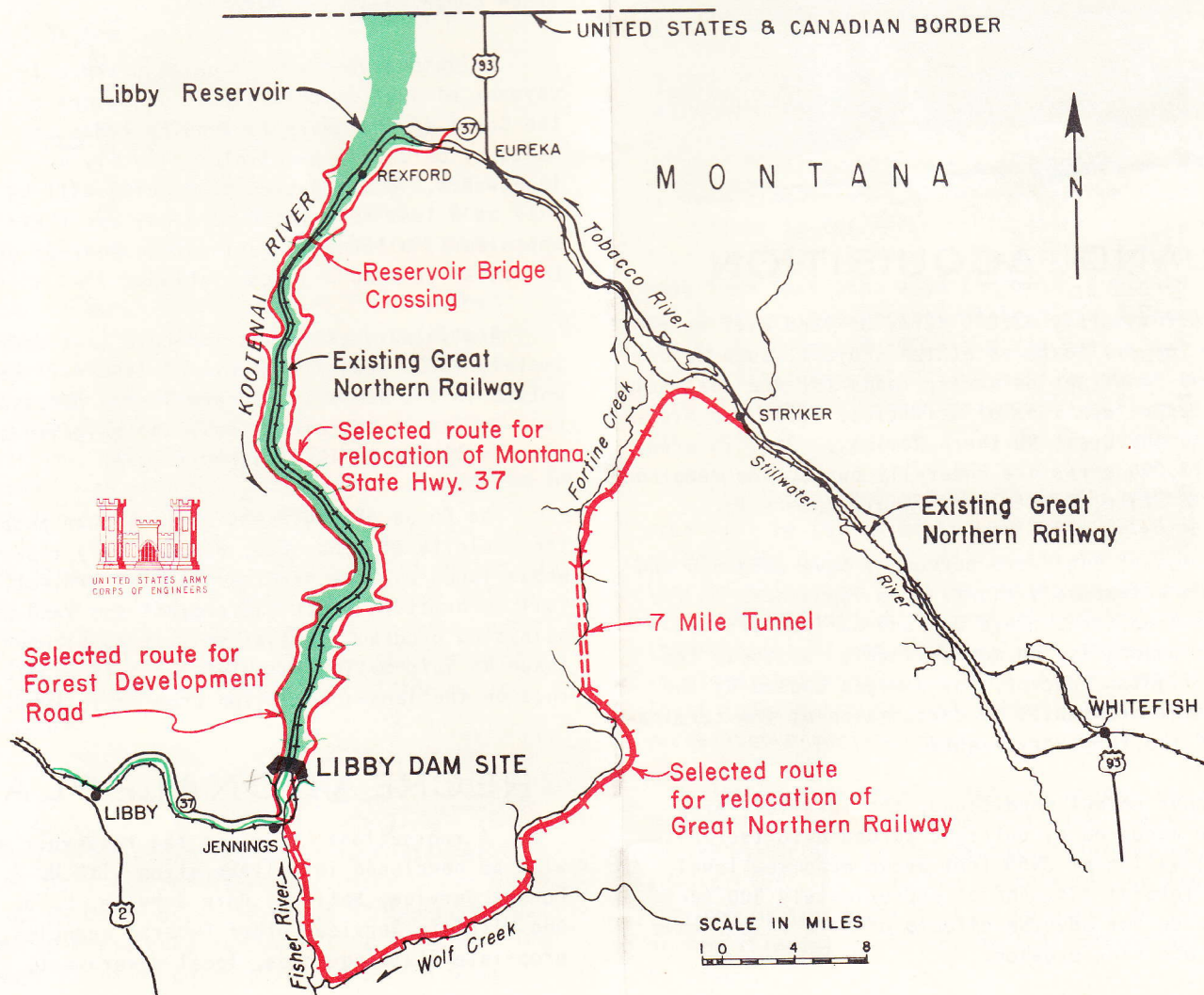
FISHING

WHY THIS DAM?

Flood waters have no respect for houses or highways, farmlands or factories, State or National borders. The Kootenai has a record of causing millions of dollars of damages by its many overflows through the years, in Montana, Idaho and British Columbia. The Kootenai is a main tributary of the Columbia, therefore any unrestrained high flows coming down from Canada and going on into the Columbia have added to the flood problems

along that river's main stem between Washington and Oregon.

Libby Dam will turn this loss into benefits through flood control, power production, recreation and other uses. By conservation and regulation, Libby Dam will provide water which will augment low-season river flow in the Columbia and reservoirs behind its large dams. This will contribute to navigation, irrigation, additional generation at downstream power plants, and other benefits.



PROJECT DESCRIPTION

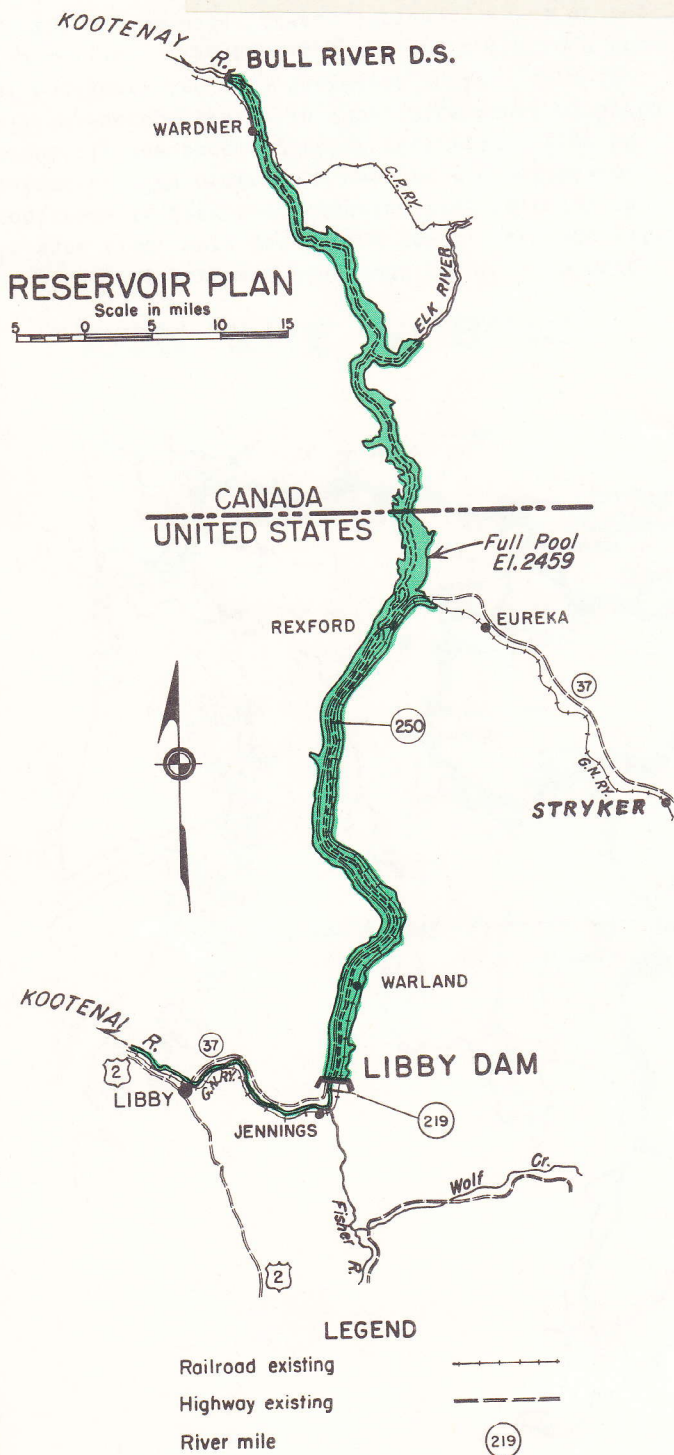
Libby Dam and Reservoir, a multiple-purpose project planned on the Kootenai River in north-western Montana, is a key element of the comprehensive plan for development of the Columbia River Basin in the interest of flood control, power generation, recreation and related water uses.

The dam will rise about 420 feet above bed-rock, be 3055 feet long at the crest, and will include a hydropower plant with an initial installation of three 105,000-kilowatt generators and provisions for future additional units. The reservoir, with gross storage capacity of 5,850,000 acre-feet, will be 90 miles long, backing water 42 miles into Canada, approximately 5 miles upstream from Wardner, British Columbia. The normal full-pool elevation at the dam will be 2459 feet above mean sea level and the minimum elevation will be 2287 feet.

Within the United States, construction of the dam will require relocation of about 60 miles of Great Northern Railway's main trans-continental line, 52 miles of Montana State Highway 37, 50 miles of Forest Service roads, and relocation or adjustment of other facilities and utilities and services affected by the reservoir. In Canada, a few communities, roads, and sections of a branch-line railroad will be affected by the reservoir.

The total cost of the project will be about \$343,000,000, based on 1964 prices.

The project will provide 4,965,000 acre-feet of usable storage for downstream flood protection and power generation. It will afford almost complete flood protection for communities downstream from the dam, such as Troy, Montana, and Bonners Ferry, Idaho, and for about 34,000 acres of fertile valley in the Kootenai Flats in Idaho, as well as land in the Creston Flats area of British Columbia. This storage in conjunction with



8,450,000 acre-feet of future Canadian storage to be provided under terms of the treaty with Canada for development of the Columbia River, will also be a major element in controlling floods to safe limits on the lower Columbia River below Bonneville Dam. Under initial conditions the project will regulate the stream flow to result in production of about 470,000 kilowatts of prime power at the dam and at existing and future installations on the Kootenai and Columbia Rivers in the United States. This flow regulation will also increase the power production of existing and future plants on the Kootenay River in Canada between Nelson and Castlegar, B. C.

AUTHORIZATION

The Libby Dam and Reservoir project was authorized by the 81st Congress in 1950. Preliminary planning started in 1952 and was substantially terminated in 1954. Planning was reactivated in April 1961 after ratification by the Congress of the United States of the treaty with Canada relating to international cooperation in water-resource development of the Columbia River Basin. The treaty was consummated September 16, 1964, beside the Peace Arch at Blaine, Washington, with a formal exchange of instruments of notification by the two Governments.

The treaty provides that the United States may commence construction of the Libby project within five years from the treaty's effective date, and that operation of the Libby storage shall commence within seven years after beginning of the project's construction.

SCHEDULE

The date of beginning project construction is dependent upon appropriation of construction funds by the U. S. Congress. The Corps of Engineers will be prepared for a construction start in 1966. The first work would be on relocations of the Great

Northern Railway line and the perimeter roads along the reservoir. Construction of the dam would also begin in 1966. The harvesting of merchantable timber within the reservoir would begin in 1966 and extend over about a three-year period.

RELOCATIONS

Publicly-owned roads and utility systems, as well as privately-owned railroads and utility systems affected by Libby Dam construction will be provided for in relocation agreements between the Federal Government and the respective owners. The owners' interests will be fully recognized and they will be equitably compensated as required by existing law. In the case of roads, railroads, power and telephone lines there will be close coordination between the owners and the Federal Government to serve the public interest by providing a replacement facility as nearly equivalent to the existing facility as will be feasible. Discussions on relocation requirements have been initiated with the Great Northern Railway Company, the Montana State Highway Commission, the U. S. Forest Service and the public and private utilities. Relocation will be accomplished with a minimum of inconvenience to residents of the area.

Cemeteries and graves within the reservoir area will be relocated if surviving relatives or responsible groups or individuals desire that they be relocated. The selection of new sites, disinterment and reinterment of remains, and transferring of monuments will be accomplished in close coordination with relatives, responsible local individuals or ministerial groups or other recognized organizations.

The Government will acquire properties within the reservoir in accordance with the general procedure described in the paragraph following on land acquisition. In addition to payment for lands and improvements, owners will be compensated for moving or resettlement costs to the full extent permitted by law.



LAND ACQUISITION

Approximately 43,000 acres of land will be required for all features of the project, such as dam site and construction areas, lands for the reservoir, lands for relocations of utilities, roads and highways and the Great Northern Railway. Of this area, about 13,000 acres are Federally owned, the remainder being in State, County and private ownership.

Corps of Engineers personnel have obtained and will renew temporary rights from landowners in the project area for surveys and sub-surface explorations. Generally, no money is paid for these temporary rights; however, any damages caused by the Government crews will be compensated at the termination of the temporary rights.

Under normal conditions, the reservoir area will be acquired by outright purchase to the full-pool elevation of 2459 feet above mean sea level, plus a lateral distance of approximately 300 feet to provide for adverse effects of saturation, wave action and bank erosion.

Periphery lands also will be acquired for permanent structures at the dam, for public access and recreation and for signs and maintenance of the project. An effort will be made to purchase privately-owned land along normal subdivision lines to avoid leaving useless isolated portions.

Dependent on date of appropriation of construction funds by the Congress, actual purchase of privately-owned lands required for the project could begin in 1965 and should be completed within three years. Correspondingly, flooding of reservoir lands could begin in 1972.

Private property will be acquired only upon payment of just compensation. It is the policy of the Corps of Engineers to acquire lands and easements by purchases negotiated directly with the landowners. Condemnation proceeding will be used only as a last resort. Owners may use their own appraisers, attorneys, real estate men, or others to advise them during negotiations.

Preliminary estimates indicate that approximately 1,000 separate tracts of land will be involved in the dam site, reservoir and necessary road and railroad relocations, the majority of which will lie in the reservoir area.

The Corps of Engineers desires that people in the vicinity of Libby Dam, particularly those whose lands will be required for the project, have full information about the project and land-acquisition program. To that end, it is planned to issue an information pamphlet and hold public meetings on the land-acquisition program in 1965.

RECREATIONAL PLAN

A recreational plan for the reservoir area will be developed in collaboration with U. S. Forest Service, National Park Service, U. S. Fish and Wildlife Service, other Federal agencies, appropriate State agencies, local government, civic

and planning agencies. This plan will give first priority to the recreational needs of the general public. Such items as swimming, boating, fishing, picnicking and camping will be included in the planning. Access to land and water areas by adjoining landowners may be permitted where such access is not inconsistent with planned or present uses of the area. Boats, boat docks and services, restaurants, overnight and vacation accommodations and similar services essential for public use of the area, which are not supplied by Government agencies, may be obtained through concession leases to private individuals or organizations. State, local, and government agencies will be encouraged to develop and manage public parks and recreational sites in the reservoir area. When the recreational plan is complete, the Corps of Engineers will hold a public hearing to inform and advise all interested parties of the proposed plan and afford them an opportunity to suggest changes or improvements.

LOCAL IMPACT

The multitude of operations required for construction of the Libby Dam project will be performed by private construction contractors and by Corps of Engineers personnel. During the pre-construction period, it is anticipated that the influx of outside personnel will have little effect upon the local communities. However, once construction begins, Government and contractor personnel will materially increase the population of Libby and other local communities of the area. When construction planning has been firmly developed, representatives of the Corps of Engineers will meet with interested parties in these communities to provide information on the magnitude of anticipated construction forces.

If additional information is needed at this time, phone or write the District Engineer, U. S. Army Engineer District, Seattle; 1519 Alaskan Way South, Seattle, Washington 98134. (MUTual 2-2700).