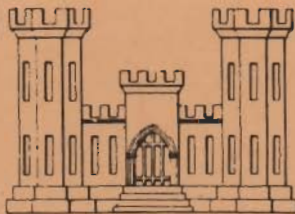


SUPPLEMENT NO. 1
TO DESIGN MEMORANDUM NO. 7B

MASTER PLAN FOR
DEVELOPMENT AND MANAGEMENT OF
LOWER MONUMENTAL RESERVOIR

SNAKE RIVER, WASHINGTON



41

U. S. ARMY ENGINEER DISTRICT, WALLA WALLA

CORPS OF ENGINEERS

13 FEB 1969

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C O P Y

NPDPL-RE/NPDEN-TB 3rd Ind

SUBJECT: Supplement to Design Memorandum No. 7B, Master Plan for
Development and Management of Lower Monumental Reservoir,
Land Acquisition, Lyons Ferry Park

DA, North Pacific Division, Corps of Engineers, 210 Custom House, Portland,
Oregon 97209 23 April 1969

TO: District Engineer, Walla Walla

1. Qualified approval noted.
2. Your attention is invited to the preceding 2nd Indorsement and the requirement with respect to submission of the Real Estate Design Memorandum.

FOR THE DIVISION ENGINEER:

W. M. ZINK /s/
W. M. ZINK /t/
Executive Assistant

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DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS

BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-PL

13 February 1969

SUBJECT: Supplement to Design Memorandum No. 7B, Master Plan for
Development and Management of Lower Monumental Reservoir,
Land Acquisition, Lyons Ferry Park

Division Engineer, North Pacific

1. This supplement to the project master plan is submitted in eight copies for your review and approval. It proposes acquisition of 397 acres of low-grade grazing land situated generally along but somewhat removed from the westerly or right bank shoreline of the Palouse River Arm of the reservoir. These lands are needed to permit development of access roads and trails, and to afford proper control and preservation of the scenic, geologic, and other natural resources of the area. It is proposed that all of the area to be acquired be classified for public recreation use.

2. While the access facilities to be developed on these lands will also incidentally afford access to the Marmes Rockshelter under whatever administrative arrangement the Shelter is developed and operated, this should not detract from the fact that this access is required for recreational use of the project, exclusive of the Shelter, and was planned prior to the recent, much-expanded significance of Marmes Rockshelter.

3. The proposed acquisition has been reviewed by the staff of the Washington State Parks and Recreation Commission. Their concurring views are attached to the report as Exhibit 1. The State has agreed to accept the Lyons Ferry area (801 acres) on a long-term lease, to be incorporated as a unit in the state parks system. See Exhibit 2 of the report. Pertinent to this commitment is Exhibit 3, selected excerpts from minutes of the 21 October 1968 meeting of the Washington State Parks and Recreation Commission.


NPWEN-PL

13 February 1969

SUBJECT: Supplement to Design Memorandum No. 7B, Master Plan for
Development and Management of Lower Monumental Reservoir,
Land Acquisition, Lyons Ferry Park

4. Upon approval of this master plan supplement, appropriate additions will be made in the Lower Monumental project funding program, providing for acquisition of the land during the period while construction funds are available. This should be not later than Fiscal Year 1970, in order that construction work can be accomplished during Fiscal Year 1971.

1 Incl (8 cys)
as



ROBERT J. GIESEN
Colonel, CE
District Engineer

CF:
NPS, w/1 incl

C O P Y

NPDPL-RB/NPDEN-TE (13 Feb 69) 1st Ind

SUBJECT: Supplement to Design Memorandum No. 7B, Master Plan for
Development and Management of Lower Monumental Reservoir, Land
Acquisition, Lyons Ferry Park

DA, North Pacific Division, Corps of Engineers, 210 Custom House, Portland,
Oregon 97209 6 March 1969

TO: Chief of Engineers, ATTN: ENGCW-OM

1. Approval of the inclosed Design Memorandum is recommended.
2. Text of the inclosure was prepared prior to raising the Lower Monumental Pool and consequent flooding of the Marmes Site. We consider proposals made relative to development at and near the Marmes Site to be valid as part of the master plan, subject to modification in consonance with the ultimate status of the area.

FOR THE DIVISION ENGINEER:

1 Incl
n/c (5 cys w/d)

GORDON H. FERNALD /s/
for C. A. CARROLL
Colonel, Corps of Engineers
Deputy Division Engineer

C O P Y

ENG CW-PV (13 Feb 69) 2nd Ind
SUBJECT: Supplement to Design Memorandum No. 7E, Master Plan for
Development and Management of Lower Monumental Reservoir,
Land Acquisition, Lyons Ferry Park

DA, CofEngrs, Washington, D. C. 20315

15 April 1969

TO: Division Engineer, North Pacific

The Supplement is approved subject to the following:

With respect to the proposal of permitting the landowner to retain occupancy of acquired improvements for a period of years (paragraph 9), it is not Corps policy to acquire fee title and allow the owners to retain possession of the buildings and farmstead for an extended period of years. If the land is acquired in fee, the owners will be paid for the improvements and make their own arrangements for relocating them again upon payment of salvage value. This proposal should be discussed in the Supplemental Real Estate Design Memorandum and no commitments should be made prior to OCE comments on the REDM.

FOR THE CHIEF OF ENGINEERS:

1 Incl
wd

LOUIS G. FEIL /s/
LOUIS G. FEIL /t/
Chief, Planning Division
Civil Works Directorate

Supplement to No. 1 to Design Memorandum No. 7B

MASTER PLAN FOR DEVELOPMENT AND MANAGEMENT OF
LOWER MONUMENTAL RESERVOIR

TABLE OF CONTENTS

<u>Paragraph</u>		<u>Page</u>
1	Scope	1
2	Acquisition Previously Authorized and Development Proposed	1
3	Lyons Ferry Park	2
4	Trails and Interpretation	3
5	Marmes Rockshelter	3
6	Road Access and Parking	4
7	Need for Additional Land	5
8	Nature of Acquisition Required	7
9	Improvements on Marmes Property	8
10	Comparison of Costs for Access to Terminal Parking Area at River Mile 3, Right Bank Palouse River	10
11	Land Classification	11
12	Recommendations	11

EXHIBITS

<u>Number</u>	
1	Washington State Parks and Recreation Commission Letter to NPW, dated 6 February 1969
2	Washington State Parks and Recreation Commission Letter to NPW, dated 29 October 1968
3	Excerpts from 21 October 1968 Meeting of Washington State Parks and Recreation Commission

SUPPLEMENT NO. 1 TO DESIGN MEMORANDUM NO. 7E

MASTER PLAN FOR DEVELOPMENT AND MANAGEMENT OF
LOWER MONUMENTAL RESERVOIR

1. SCOPE.

This master plan supplement proposes acquisition of additional lands along the right bank of the Palouse River Arm of Lower Monumental Reservoir, sets forth the reasons why the land is needed, and recommends the uses to which the land is to be allocated. The supplement will be followed and supported by an appropriate supplement to the real estate design memorandum as basis for issuance of authority to acquire the land.

2. ACQUISITION PREVIOUSLY AUTHORIZED AND DEVELOPMENT PROPOSED.

The extent of land authorized for acquisition and now acquired along this reach of the reservoir shoreline is shown on Plate 2 of the master plan and on Segment 5 of Drawing No. WW-RE-256, last revised on 4 September 1968. It is also shown on Plate 2.1 of this supplement. Data supporting this previous acquisition are furnished in paragraphs 4.04 and 4.05 of Design Memorandum No. 7A, Preliminary Master Plan, Lower Monumental Lock and Dam, dated 28 February 1963. Use of the lands and nature of development proposed thereon are outlined in paragraph 7.02a and on Plates 2 and 4 of Design Memorandum No. 7E, Master Plan for Development and Management of Lower Monumental Reservoir, dated 6 May 1966. The significant statements in these two reports pertinent to the values and use of the lands along the right bank of the Palouse River Arm within the then-contemplated taking line are quoted as follows: ". . . very attractive for hiking and riding

purposes and afford one of the most interesting scenic areas on any of the Lower Snake River reservoirs. . . . this area contains some of the most interesting Indian caves and archeological deposits in the Northwest."; "Initial development proposed to be accomplished by the Corps includes . . . viewpoint, foot trails, historic and archeological interpretive markers. . . ."

3. LYONS FERRY PARK.

A detailed description of the intensive development in that part of the park area at the mouth of Palouse River is furnished in Design Memorandum 27, Recreation Facilities and Public Use Areas, Lower Monumental Project, dated June 1968. The underwater portions of this work are currently under contract and are scheduled for completion prior to impoundment on 15 February 1969. The boat launching facility, one comfort station, and an unpaved road and parking facility will be completed by September 1969. The balance of the initial work, making the area fully usable by the public, will be completed as soon as funds are available, now scheduled for Fiscal Year 1971. The park will then accommodate picnicking, swimming, boating, overnight camping, and associated recreation activities. Following several years of negotiations and coordination, the Washington State Parks and Recreation Commission, at its regular meeting on 21 October 1968, officially authorized creation of Lyons Ferry Park and agreed to accept a long-term lease thereon following completion by the Corps of Engineers of initial recreation development, as then programmed. This lease will include all of the approximately 800 acres of recreation lands and

seven miles of shoreline on the Palouse River Arm of the reservoir within the presently approved taking line. See Exhibits 1, 2, and 3.

4. TRAILS AND INTERPRETATION.

Development of interpretive facilities related to historical, archeological, geological, and scenic resources of the local region, both within the developed park area mentioned above and on right bank shorelands extending upstream to Palouse Falls, will be outlined in detail in Design Memorandum 27.1, Interpretive Facilities and Trails, scheduled to be prepared after basic, interagency policy questions related to interpretation and administration of Marmes Rockshelter are answered. Development of roads, trails, and interpretive features on the additional lands proposed herein for acquisition will also be treated in that future design memorandum.

5. MARMES ROCKSHELTER.

The Marmes Rockshelter is located on Government land in a vertical basalt face which lies on what will be the right bank of the Palouse River Arm of Lower Monumental Reservoir, about two miles upstream from the mouth of Palouse River, approximately 1,500 feet north-northwest from the center of Section 17, T13N, R37E, W.M. See Plate 2.1. When Lower Monumental pool is filled, the water level would have reached about one-half-way up on the Shelter opening, but a protective levee is now under construction by the Corps of Engineers which will keep the Shelter and its associated archeological deposit areas free of flooding. Until recent months, a flooded Marmes Rockshelter had been

considered as an important archeological feature for which treatment within the park and trail system had been planned commensurate with the Shelter's official designation in 1964 as a National Historic Landmark. The expanded significance of the Shelter, resulting from archeological discoveries of the 1968 summer season's work, has rendered these plans obsolete. Ultimate treatment of this feature will be determined following thorough investigation and study by the National Park Service, currently expected to begin after 1 July 1969. For the purposes of discussion herein, it is not important whether the Rockshelter became an integral part of the Lyons Ferry Park under lease to the state, as covered in preceding paragraph 3, or becomes a separate jurisdictional area under auspices of the National Park Service.

6. ROAD ACCESS AND PARKING.

Early plans included, besides the shoreline trail system, construction of a right bank road and terminal parking area to provide vehicular access to the Palouse River shoreline at a point about three miles upstream from the mouth. This would accomplish two objectives: (1) afford opportunity for the non-hiking visitor to enjoy the scenic character of at least the lower part of the Palouse River Canyon, and (2) break the length of the hiking trail to a more reasonable and usable distance, offering the hiker, then, three choices - the total seven miles from the mouth to the Falls; the lower three miles; or the upper four miles of really outstanding scenic trail to the Falls. Since the time of these early studies, the State of Washington Highway Department has acquired a highway right-of-way following generally along the easterly

side of the UPRR right-of-way, as shown on Plate 2.1. (Highway construction has not, as yet, been scheduled and may be decades away). An unimproved vehicle trail, partly on this highway right-of-way and partly on private property, presently affords a dry-weather connection to the project construction access road serving the site of the protective levee around the Marmes Rockshelter. While it is engineeringly possible to build a road entirely within the project boundary from the park at the mouth of Palouse River to the right bank shoreline at about River Mile 3, it is quite obvious that a better and more economical route is available, utilizing the new state highway right-of-way and part of the construction access road to the Marmes Rockshelter. Estimated costs for construction of gravel-surfaced roads of comparable quality along the two routes are shown in the tabulation in paragraph 10. The estimated road costs as shown are based on examination of topographic maps and aerial photographs. No foundation explorations or other detailed field engineering studies have been made, but general knowledge and familiarity with the area support the premise that the cited costs present a comparison sufficiently accurate for purposes of this report.

7. NEED FOR ADDITIONAL LAND.

It was the intent, in setting the original limits of acquisition as outlined in the preliminary master plan, to include adequate lands for appropriate protection and development of the recreation and related resources of the area. It is now apparent, however, following more thorough study of the area, careful consideration of access problems - both roads and trails - and in consonance with increased emphasis on

the importance of preserving the amenities of the natural environment, that the land acquisition to date is inadequate in extent. The rugged natural beauty of the Palouse River Canyon is as yet unspoiled. It is still essentially free of any of those cultural evidences which man is prone to impose on the landscape. Photographs illustrating the character of the Canyon area appear on pages 3-2 and 3-5 of the Lower Monumental master plan, Design Memorandum 7B. This scenic character is the prime resource of the area, and its preservation should be the main objective of all development and activities planned for the area. Roads, trails, parking areas, overlooks, and interpretive facilities should all be designed and constructed so as to cause the least possible alteration of or encroachment into this natural picture. Livestock grazing on the land should be discontinued. Commercial facilities and activities, outdoor advertising, etc., should be prohibited. Once the state highway is developed to or beyond the point of its intersection with the Marmes Rockshelter levee construction access road, as shown on Plate 2.1, the only logical route of access to a terminal parking area at River Mile 3 on the Palouse River shoreline would be directly from that point on the highway. (Similarly, the vehicular access to the Marmes Rockshelter site would be from the same point). To build a road along the route within the present project boundary, besides being much more costly, would require heavy construction and create extensive, prominent, unsightly scars on the terrain. A basic part of the Washington State Parks and Recreation Commission's desire for the area is scenic protection and control of the Palouse River Canyon

as a connecting link between the existing Palouse Falls State Park and the developed park area at the mouth of the Palouse. All of this indicates the desirability of acquiring the remaining privately-owned lands situated between the present taking line and the UPRR right-of-way and lying in Sections 18, 7, and 6 of T13N, R37E, W.M. (Such needs were contemplated when these additional lands were included in the tabulation of land requirements for the Lower Monumental project, as furnished in Walla Walla District letter dated 25 July 1963, subject: "Projected Needs for Recreational Development of Water Resources - Civil Works Projects," which was responsive to OCE letter of same subject, dated 19 January 1963).

8. NATURE OF ACQUISITION REQUIRED.

Consideration was given to acquisition of a right-of-way for road purposes from the highway and following the alignment of the construction access road to the present project boundary, supported by acquisition of scenic easements over all of the remaining private lands related to this segment of the road and to the highway as it traverses Sections 18 and 7. However, considering the nature and relatively low estimated market value of the lands, the cost of project boundary fencing, the estimated high cost of the scenic easement in relation to fee value, and the extensive administrative and legal difficulties of effectively enforcing the provisions of a scenic easement, it has been determined that the acquisition of fee title to the entire area is the most feasible and desirable approach. The extent of the area proposed for acquisition is shown in green on Plate 2.1. It is comprised of areas in three

categories: (1) 237 acres of prime area situated between the present project boundary and the state highway right-of-way in Sections 13 and 7; (2) 44 acres between the highway right-of-way and the railroad right-of-way in Sections 13 and 7; and (3) 66 acres in two triangular-shaped tracts between the railroad right-of-way and the project boundary in Section 6 and the northeast quarter of the northwest quarter of Section 7. The 237-acre tract is contiguous with present project lands, is vitally associated with the access development, and is of prime importance in this acquisition proposal. The 44-acre area is important in the preservation of the scenic approach to the Canyon reaches. If left in private ownership, fencing along 12,900 feet of the highway right-of-way would be required to control grazing livestock. (The State Highway Department does not fence its rights-of-way except on limited access routes, which this is not. No payment was made by the state to the owners for fencing). The 66 acres must either be acquired or fenced along $1\frac{1}{2}$ miles of the present project boundary to control grazing. At \$1.15 per foot, these two segments of fencing would cost \$14,800 and \$8,200 respectively, somewhat more than the cost of the lands involved at an estimated \$50.00 per acre.

9. IMPROVEMENTS ON MARMES PROPERTY.

One set of farmstead improvements, estimated value \$10,000, is situated near the southerly line of Section 13, at the location shown on Plate 2.1. These buildings belong to Mrs. JoAnne Marmes, former owner of the land on which the Rockshelter is located, and have already been relocated twice; once from the Lower Monumental project properties,

and once from the highway right-of-way following its acquisition by the state. The reaction of Mrs. Marmes to a third acquisition is unknown. If Mrs. Marmes vigorously objects to having to move for the third time because of public works, we will explore the feasibility of some arrangement whereby she can retain possession of the buildings and farmstead area for an extended period of years, until she is ready to relocate or retire.

10. COMPARISON OF COSTS FOR ACCESS TO TERMINAL PARKING AREA AT RIVER MILE 3, RIGHT BANK PALOUSE RIVER

<u>Item</u>	<u>Route Entirely Within Present Project Boundary</u>			<u>Route Using State Highway R/W and Construction Access Road</u>		
	<u>Quantity</u>	<u>Unit Cost</u>	<u>Amount</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Amount</u>
New road	1.4 mi.	\$50,000.00*	\$70,000	1.75 mi.	\$15,000.00	\$26,250
				Rock excavation	L.S.	<u>3,750</u> \$30,000***
Existing construction access road	.5 mi.	No improvement		1.0 mi.	No improvement	
Project boundary monumentation		L.S.	3,000	None		
Fencing costs	20,170 ft.	1.15	23,195	None		
Land costs	None			397 acres	50.00	19,850
				Improvements		<u>10,000</u>
	Total Costs Called Difference		\$96,195 \$96,000			\$59,850 \$60,000 \$36,000***

* The reason for the difference between this unit cost and the \$15,000 per mile shown for the road construction along the highway right-of-way is readily explained by the differences in terrain and earth-rock materials along the two routes. See topographic characteristics depicted on Plate 2.1. Actual conditions are even more severe than this drawing indicates, since a major borrow area has now been created along the shoreline in the southeast quarter of Section 18. Large quantities of gravel have been removed from the hillside at this location for construction of the protective levee around the Rockshelter.

** This cost will be substantially reduced or eliminated if current efforts are successful to get the State Highway Department to develop this road on their right-of-way to satisfy immediate access needs of WSU archeologists and visitors to Marmes Rockshelter.

*** This difference applies to initial development, with only gravel-surfaced roads, all developed by the Corps of Engineers. At some future date, when the state highway is developed and paved on its right-of-way, and when paving of project roads is required, the route within the present project boundary will involve paving of 2.4 miles of road, compared to 1.5 miles along the recommended route to the terminal parking area.

11. LAND CLASSIFICATION.

It is proposed that all of the lands shown in green on Plate 2.1 be classified for public recreation use. They will be reserved primarily for scenic and open-space purposes. Developments will be limited to low-speed, terrain-fitting roads and trails, with essential parking areas, overlooks, and interpretive features. Vehicle traffic will be limited to developed roads. Most of the pedestrian traffic will occur on developed trails, but visitors will be free to hike and explore throughout the entire area. Details of development will be covered in Design Memorandum 27.1, Interpretive Facilities and Trails.

12. RECOMMENDATIONS.

It is recommended that the land acquisition proposed herein, involving 397 acres as shown in green on Plate 2.1, be approved; that this land be classified for public recreation use; that road and parking area planning concepts utilize the route of the state highway right-of-way and the construction access road; and that these actions be accepted as an approved amendment to Lower Monumental master plan Design Memorandum 73.

DANIEL J. EVANS
GOVERNOR

COMMISSIONERS:
MRS. ELEANOR BERGER
CLAIR V. GREELEY
JOE W. HAMEL
RALPH E. MACKEY
JAMES G. McCURDY
JAMES W. WHITTAKER
WILFRED WOODS



WASHINGTON STATE
PARKS & RECREATION COMMISSION

CHARLES H. ODEGAARD, DIRECTOR
7150 CLEANWATER LANE
THURSTON AIRINDUSTRIAL CENTER P. O. BOX 1128 OLYMPIA, WASHINGTON 98501
PHONE 753-5755

February 6, 1969

Office of the District Engineer
U. S. Army Corps of Engineers
Walla Walla District
Building 602, City-County Airport
Walla Walla, Washington 99362

re: Lyons Ferry State Park

Dear Sir:

Your letter dated January 28, 1969, has been reviewed by this office. Please be apprised that on the basis of the information presented and available to us we concur with your letter.

It does appear, however, as the protective levee is now under construction that previous plans for the Marmes Man Rock Shelter site are obsolete and must be completely reevaluated.

Very truly yours,

John A. Clark
John A. Clark, Chief
Planning and Development

JAC/cs

NOTE: This letter is in reply to NPWEN-PL letter dated 28 January 1969, to Washington State Parks and Recreation Commission, forwarding for their review a draft copy of this supplement to the master plan.

E X H I B I T 1

DANIEL J. EVANS
GOVERNOR

COMMISSIONERS:
MRS. ELEANOR BERGER
CLAIR V. GREELEY
JOE W. HAMEL
RALPH E. MACKEY
JAMES G. McCURDY
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WILFRED WOODS



WASHINGTON STATE
PARKS & RECREATION COMMISSION

CHARLES H. ODEGAARD, DIRECTOR
7150 CLEANWATER LANE
THURSTON AIRINDUSTRIAL CENTER

PHONE 753-5755
P. O. BOX 1128 OLYMPIA, WASHINGTON 98501

October 29, 1968

Office of the District Engineer
Walla Walla District
U. S. Army Corps of Engineers
Building 602, County-City Airport
Walla Walla, Washington 99362

re: Lyons Ferry Park Site

Dear Sir:

This is to inform you of the recent action taken by the Washington State Parks and Recreation Commission at its regular meeting on October 21, 1968, "The Washington State Parks and Recreation Commission authorizes the Director to enter into a 25-year lease with the U. S. Army Corps of Engineers for approximately 801 acres at the site known as Lyons Ferry. Said lease to be contingent on and not to commence prior to the Corps of Engineers completing the first and second phase contracts."

We wish to take this opportunity to express our appreciation to you and your staff for making this park site available for the public.

We look forward to many years of continued cooperation and coordination for the improvements and service to the general public.

Very truly yours,

John A. Clark, Chief
Planning and Development

JAC/cs

E X H I B I T 2

EXHIBIT 3

Selected excerpts from 21 October 1968 meeting of Washington State Parks and Recreation Commission, held at Sun Mountain Lodge, Winthrop, Washington.

"LYONS FERRY

"The Director reported that at the regular May Commission meeting in Coulee City the Phase I investigation for Lyons Ferry was approved.

"The area contains approximately 801 acres with 43,150 feet of waterfront. The area will offer camping, picnicking, swimming, water access, water skiing, and interpretive features.

"The Corps of Engineers will license the area to the Washington State Parks and Recreation Commission for a period of 25 years at no cost for the lease.

"The Corps of Engineers have submitted plans for the development of Lyons Ferry and have a design memorandum in their Higher Authority Office for approval. The plans have been coordinated with the staff of the Commission.

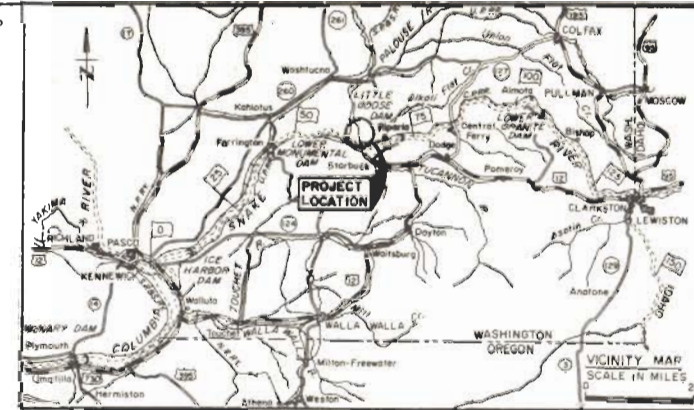
"The initial Corps of Engineers cost of development is estimated at \$664,000. The first phase contract will include the underwater work, boat launching, parking, and one restroom. The second phase contract will include roads, parking, swimming, camping, picnicking, and interpretive facilities.

"The Commission will be expected to provide, as money becomes available, a rangers complex, utility service to the trailer sites, and a refinement of the interpretation. The Commission has programmed \$150,000 for the 1971-73 biennium.

". . . . The first year the equipment and operation is expected to be \$78,721. Annual operation cost after the first year is estimated at \$45,000.

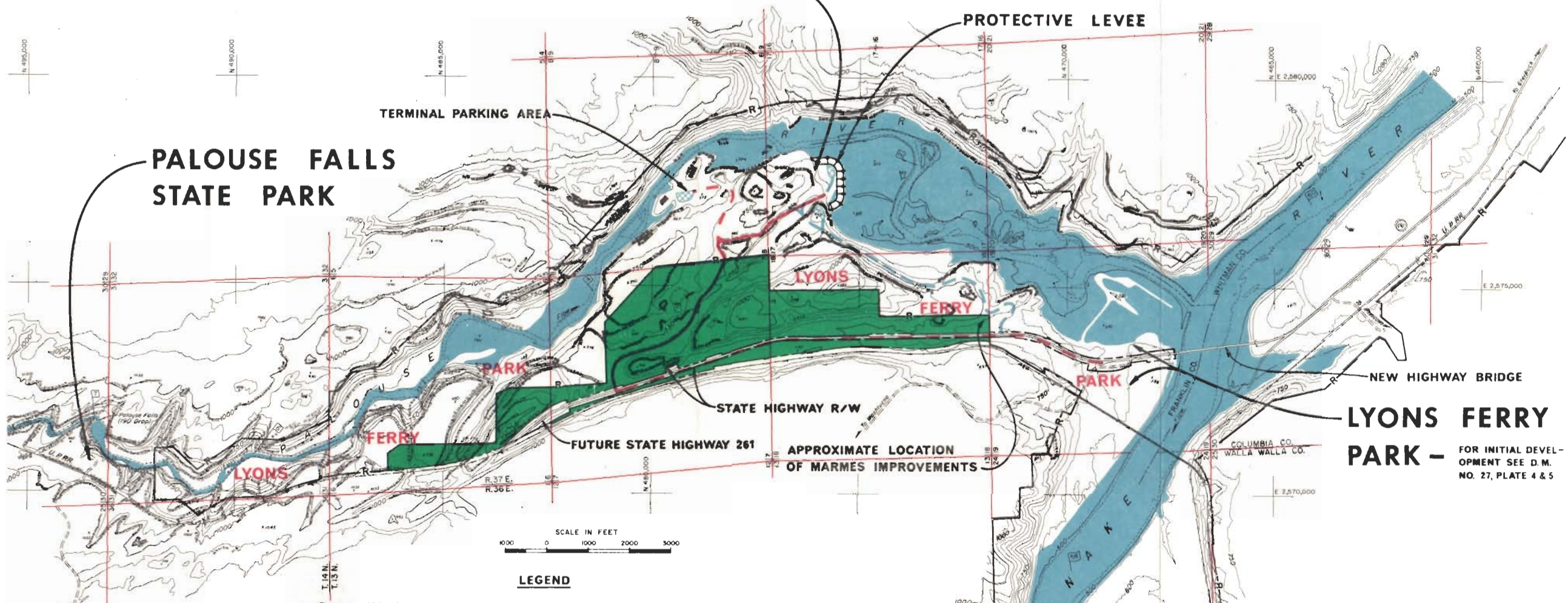
".

"MOTION by Mr. McCurdy, seconded by Mrs. Berger, that the Washington State Parks and Recreation Commission authorize the Director to enter into a 25 year lease with the U. S. Army Corps of Engineers for approximately 801 acres at the site known as Lyons Ferry. Said lease to be contingent on and not commensurate prior to the Corps of Engineers completing the first and second phase contracts. Motion carried. Chairman voted in the affirmative."



Grid Marker
Lambert's Wash. South

MARMES ROCKSHELTER



- LEGEND**
- PROJECT BOUNDARY
 - PROPOSED ACCESS ROAD
 - CONSTRUCTION ACCESS ROAD (EXISTING)
 - ALTERNATE PROPOSED ACCESS ROAD (WITHIN PRESENT PROJECT BOUNDARY)
 - PROPOSED AUTO PARKING
 - NORMAL OPERATING POOL (ELEVATION 540 M.S.L.)
 - LANDS TO BE ACQUIRED AND CLASSIFIED FOR PUBLIC RECREATION
- NOTE: FOR APPROVED LAND USE CLASSIFICATION OF LANDS NOW WITHIN THE PROJECT BOUNDARY SEE PLATE 2 OF MASTER PLAN

LYONS FERRY PARK -
FOR INITIAL DEVELOPMENT SEE D.M. NO. 27, PLATE 4 & 5

NOTE: Stereophotogrammetry by U.S.C.E. dated Oct 1957 and June 1959. Planimetry revised to Jan. 1969.

REVISION	DATE	DESCRIPTION	BY
U. S. ARMY ENGINEER DISTRICT WALLA WALLA, WASHINGTON			
MASTER PLAN - SUPPLEMENT NO. I DEVELOPMENT AND MANAGEMENT OF LOWER MONUMENTAL RESERVOIR, SNAKE RIVER, WASH. LAND ACQUISITION AND LAND USE MAP			
DESIGNED: S.J.P.	DRAWN: R. Cummings		
CHECKED: S.J.P.	SUPERVISED: [Signature]		
APPROVED: [Signature]	SUBMITTED: [Signature]		
RECOMMENDED: [Signature]	SCALE AS SHOWN		
CHIEF ENGINEERING DIVISION	SHEET		

LM-05-37/2.1