



THREE RIVERS LEVEE IMPROVEMENT AUTHORITY

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Project Status Report dated February 2, 2007

(Submitted to The Reclamation Board for the February 16, 2007, meeting)

A progress report of the various phases of the Three Rivers Levee Improvement Authority (TRLIA) project is provided in the followings sections of this document.

Corps Certification of Completed Levee Work: TRLIA has asked the Corps to provide certification to FEMA on the levee repairs completed thus far. TRLIA's plan is to construct levee repairs in such a way as to provide 200-year protection to Reclamation District 784. However, when FEMA requests certification of a levee, they request certification for only the 100-year flood level since this is the level that their flood plain maps depict. Thus the Corps review of TRLIA completed levees is for the 100-year flood. The certification process with the Corps has gone well. TRLIA staff continues to provide information to the Corps to assist in their certification. Originally, TRLIA was hopeful that the certification process would be completed by the end of January; however, the completion date is now projected to be mid to late February 2007.

Levee Design and Construction Work

Phase 2 Levee Repair - Bear River Station 131 and easterly, Western Pacific Interceptor Canal and Yuba River from just east of Highway 70 to the Union Pacific Railroad: This reach of levee is under evaluation by the Corps for certification. During the Corps levee certification process it was discovered that a small stretch of the WPIC levee downstream of Highway 70 was not constructed to final grade. The contractor has been directed to complete the levee raise at this location. A construction time extension has been approved by the Reclamation Board, an encroachment permit obtained from Caltrans, and we are coordinating with the appropriate environmental agencies to complete this work. Also as part of the Corps certification review, a monitoring well has been installed in the vicinity of a pin boil which occurred during the January 2006 high water event. Explorations during the summer could not find a cause of this boil and as a precaution, a monitoring well was suggested. Due to dry weather much progress has been made on the drainage features at the Caltrans Maintenance Yard and this effort is expected to be complete by February 16, 2007. Installation of these drainage features was necessary to prevent interior runoff impacts to the Caltrans Maintenance Yard. Design of these features was coordinated with the Corps of Engineers to ensure that levee stability would not be impacted. Because these features are 25 feet off the seepage berm, TRLIA understood that these features were outside of levee regulatory limitations and did not require an encroachment permit for construction. An additional action requested by the Corps is to remove two power poles from the seepage berm. One of the

poles supplied power to the UPRR signal system. Coordination with the UPRR has determined that this power is no longer needed and this pole has been abandoned and will be removed. TRLIA is working with PG&E to have the remaining pole relocated to the toe of the seepage berm.

Phase 3 Construction – Bear River Setback Levee between the Feather River Levee and the limit of Phase 2 Construction: All work is done and this reach of the Bear now has 200-year protection. Restoration plantings are being monitored and maintained. This reach of levee is under evaluation by the Corps for certification.

Phase 4 – Yuba River Levee between the Union Pacific Railroad and the Goldfields: The reach of this levee from the UPRR to Simpson Lane is under evaluation by the Corps for certification. The slurry wall from the UPRR to Simpson lane is complete. At the request of the Corps, the seepage berm (CEMEX) adjacent and easterly of the UPRR was completed. Also at the Corps request, two monitoring wells have been installed at the seepage berm location. The presentation of the Reclamation Board staff at the March 2007 Reclamation Board meeting on the hydraulic review of raising this levee will determine if additional raising will be allowed. Design continues on the erosion problem that exists just downstream of the Goldfields. This was a site of erosion during the 1997 event. This site is scheduled to be protected in the summer of 2007.

Phase 4 – Feather River Levee between Bear and Yuba Rivers: Design continues on Segments 1 and 3 which will be strengthened in place with construction scheduled for the summer of 2007. 90% Plans and specifications are under review by the Corps and DWR. A meeting is scheduled for February 12 to discuss this review. The Alternatives Report for Segment 2 was issued on December 22, 2006. The TRLIA Board will be asked to certify the EIR and select the setback alternative for Segment 2 at their February 6, 2007 Board meeting. The TRLIA Supplemental Status Report will provide their decision.