



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT**  
1325 J STREET  
SACRAMENTO CA 95814-2922

REPLY TO  
ATTENTION OF

May 8, 2007

Hydraulic Design Section

Mr. Paul G. Brunner, P.E.  
Executive Director  
Three Rivers Levee Improvement Authority  
Yuba County 1-Stop Center  
1114 Yuba Street, Suite 218  
Marysville, CA 95901

Dear Mr. Brunner:

The U.S. Army Corps of Engineers (Corps) under authority of the Sacramento River Flood Control System Evaluation reviewed work by the Three Rivers Levee Improvement Authority (TRLIA) for purposes of levee certification for portions of RD 784's levee system. By this letter, the Corps is providing certification that the following levee reaches were adequately designed and constructed to withstand the FEMA base flood event (see Enclosure 1):

- Bear River setback levee (Tie-in to Feather River left bank levee to tie-in of existing Bear River right bank levee at Sta. 103+70)
- Yuba River left (south) bank levee from HWY 70 to Simpson Lane (Sta. 4+00 to 103+50)
- Western Pacific Interceptor Canal (WPIC) right (west) bank levee (Sta. 0+00 to 314+00), ring levee across the Clark Lateral at the WPIC Sta. 314+00, Bear River right (north) bank levee from the WPIC confluence to the tie-in of the Bear River setback levee at Sta. 103+70.

Certification provides that such works shall adequately and safely pass the FEMA base flood event (100-year flood). This certification by the Corps is valid for 10 years from the date of this letter. At the end of the 10 year period, these levee reaches will then need to be re-examined to see that they meet the latest certification requirements. For the reaches of the levees addressed by this letter, the Corps considered five of the design criteria in paragraph b of 44 CFR 65.10. These included freeboard, closure structures, embankment protection, embankment and foundation stability, and settlement. Work to meet other criteria for certification, including interior drainage, as identified in 44 CFR 65.10 were not considered by the Corps, but shall be addressed by TRLIA.

TRLIA's original intent was for the Corps to certify, along with the levee reaches listed above, the Yuba River/Feather River left (east) bank levee from HWY 70 to Island Avenue. The Corps is not yet in a position to certify this levee reach. As indicated in the January 30, 2007 letter from the Corps (see Enclosure 2), TRLIA was to perform additional investigation into the potential for embankment erosion and complete any necessary work to achieve certification as agreed upon by the Corps. This issue has not yet been resolved and it is understood by the Corps that this will be completed in the next phase of work.

In order to comply with recent Corps Headquarters direction on the subject, certification of remaining phases of TRLIA work will rely on risk-based analysis and criteria. A preliminary risk analysis was performed on the levee segments certified herein to serve as a check on the FEMA criteria-based certification. This analysis also produced results that met Corps/FEMA risk-based criteria for certification.

It is noted that there is currently limited egress at the landside levee toe in some areas along the Yuba River levee. This may inhibit levee patrols during flood events and flood fighting activities and we thus strongly recommend that rights-of entry be procured in these locations. The limited egress does not affect current certification of the levee reaches. However, we strongly recommend that action to mitigate this situation be discussed amongst the stakeholders of which we are a part. Future certification reviews will include progress towards obtaining improved access.

If you have any questions regarding this letter, please contact Mr. Rick Poepelman, Chief, Design Branch at (916) 557-7301.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas E. Trainer". The signature is fluid and cursive, with a large initial "T" and "E".

Thomas E. Trainer, P.E.  
Chief, Engineering Division

Enclosures