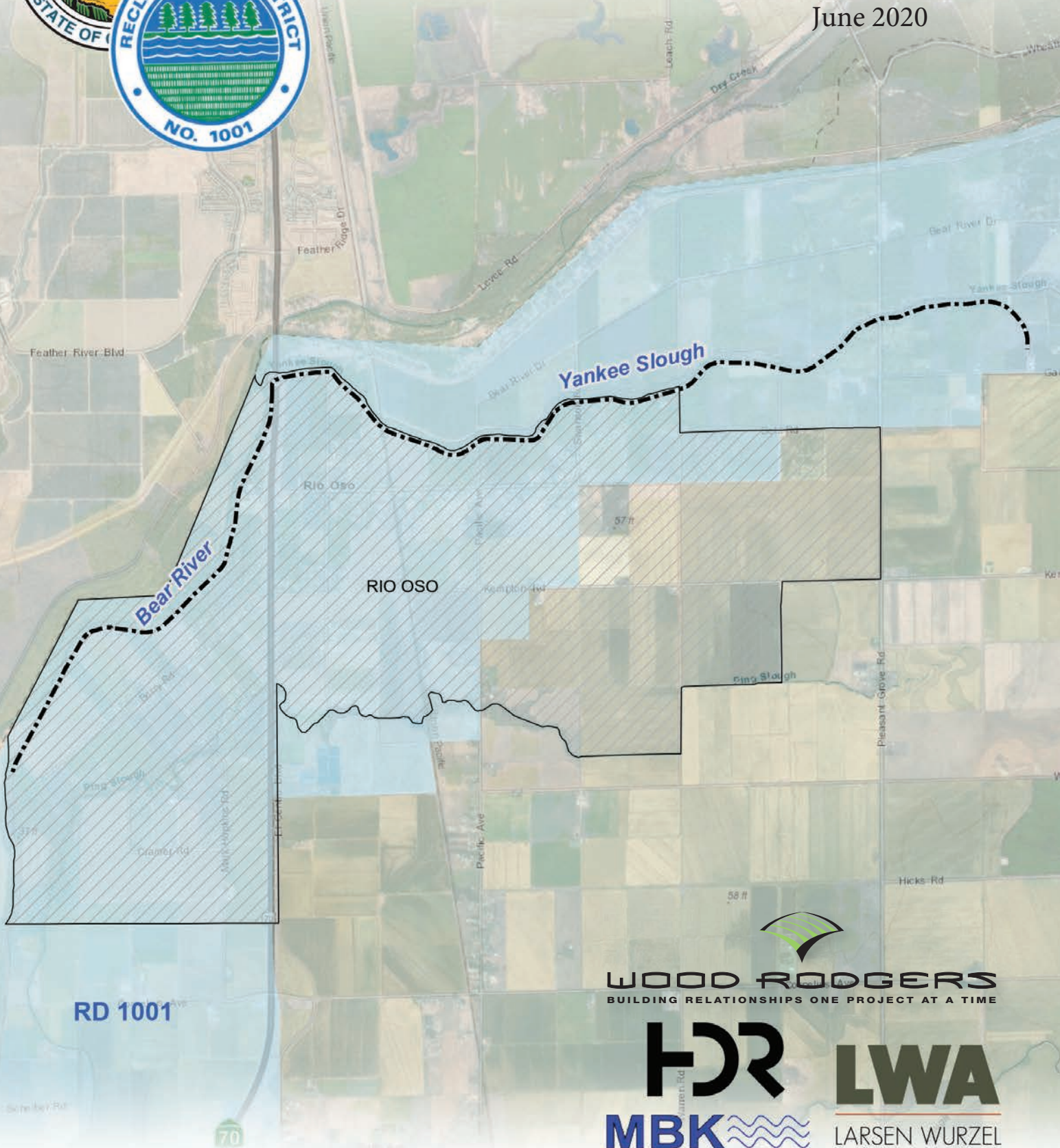




State of California, Department of Water Resources Small Communities Flood Risk Reduction Program Rio Oso Flood Risk Reduction Feasibility Study

June 2020



RD 1001


WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME


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TABLE OF CONTENTS

1. ACRONYMS AND ABBREVIATIONS 1

2. EXECUTIVE SUMMARY 3

 2.1. Background and Existing Conditions 3

 2.2. Formulation of Alternatives 3

 2.3. Findings and Recommendations 4

 2.4. Next Steps 4

3. INTRODUCTION 5

4. BACKGROUND 5

 4.1. DWR Non-Urban Levee Evaluation Project (2012) 5

 4.2. U. S. Army Corps of Engineers (USACE) Mid-Valley Area, Phase III 6

 4.3. Feather River Regional Flood Management Plan 7

5. EXISTING CONDITIONS AND PROBLEM IDENTIFICATION 8

 5.1. Hydrology and Hydraulic Analyses 8

 5.1.1. Design Water Surface 8

 5.1.2. Levee Breach Analyses 8

 5.1.2.1. Feather River Breach 9

 5.1.2.2. Bear River Breach 9

 5.2. Geotechnical Analyses 9

 5.2.1. Seepage Analysis 10

 5.2.2. Stability Analyses 11

 5.2.3. Erosion Analyses 11

 5.3. Freeboard and Geometry Analysis 11

 5.4. Existing Problems 12

 5.4.1. Past Levee Performance 12

 5.4.1.1. Yankee Slough – NULE Segment 145 12

 5.4.1.2. Bear River and Yankee Slough – NULE Segment 283 14

 5.4.2. Past Levee Performance Issues Identified by Stakeholders and Landowners 15

 5.5. Levee Encroachments and Penetrations 15

 5.6. Biological Resources 16

5.6.1.	Wildlife Observed	16
5.6.2.	Special-Status Species.....	16
5.6.3.	Critical Habitat	17
5.6.4.	Sensitive Habitats and Aquatic Resources	17
5.6.5.	Protected Areas, Conservation Easements, and Wildlife Movement Corridors 17	
5.7.	Cultural Resources	17
6.	GEOTECHNICAL REMEDIATION ANALYSIS	18
6.1.	Underseepage Analysis	18
6.2.	Through Seepage Analysis	19
6.3.	Landside Slope Stability	19
6.4.	Rapid Drawdown Waterside Slope Stability	19
6.5.	Results Summary	20
7.	PROJECT ALTERNATIVES.....	21
7.1.	Study Goals, Objectives, Measures/Management Actions	21
7.2.	Alternatives Screened Out of the Feasibility Study	22
7.2.1.	No Action Alternative	22
7.2.2.	Ring Levee	22
7.2.3.	Floodwall.....	22
7.2.4.	Setback Levee	22
7.2.5.	Purchase Flood Easements	23
7.3.	Final Structural Alternatives	23
7.3.1.	Bear River Reach C (Station 0+00 to Station 85+00, 8,500 feet).....	23
7.3.1.1.	Combination Seepage/Stability Berm	23
7.3.1.2.	Seepage Cutoff Wall	23
7.3.2.	Bear River Reach B (Bear River Station 85+00 to Station 130+72, Yankee Slough Station 0+00 to Station 4+64, 5,036 feet).....	24
7.3.2.1.	Combination Seepage/Stability Berm	24
7.3.3.	Yankee Sough Reach A (Yankee Slough Station 4+61 to Station 231+17, 22,653 feet)	25
7.3.3.1.	Drained Stability Berm.....	25

7.3.3.2.	Seepage Cutoff Wall	25
7.4.	Non-Structural Alternatives	25
7.5.	Multi-Benefit Concepts.....	25
8.	EVALUATION OF ALTERNATIVES	25
8.1.	Environmental Constraints Analysis.....	26
8.2.	Project Costs	26
8.3.	Rights-of-Way.....	27
8.4.	Alternative Cost Analysis	27
8.4.1.	Bear River East Levee.....	27
8.4.2.	Yankee Slough South Levee	28
8.5.	Non-Structural Recommendations.....	28
8.5.1.	Flood Emergency Evacuation Plan	29
8.5.2.	Flood Evacuation Warning System.....	30
8.5.3.	Emergency Planning	30
8.5.4.	Levee Relief Cuts.....	30
8.5.5.	Voluntary Structure Elevation & Flood-Proofing.....	31
8.5.6.	Changes to Nation Flood Insurance Program (NFIP).....	31
8.5.7.	Agricultural Conservation Easements.....	32
8.6.	Multi-Benefit Opportunities.....	33
8.6.1.	Nelson Slough Improvements	33
8.6.2.	Natomas Cross Canal Stability Berm and Channel Habitat Improvements Project	34
8.6.3.	Sutter Bypass Hook Levee.....	35
9.	RECOMMENDED PROJECT	35
9.1.	Environmental Documentation and Permitting	37
9.1.1.	California Environmental Quality Act (CEQA).....	37
9.1.2.	National Environmental Policy Act (NEPA)	37
9.1.3.	Permits and Approvals	38
9.2.	Project Implementation.....	38
9.2.1.	Financial Feasibility Constraints.....	38

9.2.1.1.	Demonstrating Federal Interest	38
9.2.1.2.	Limited Availability of Federal Funds	39
9.2.1.3.	Availability of State Funds.....	39
9.2.1.4.	Limited Local Funding Sources/Proposition 218 Assessment.....	40
9.2.1.5.	Tax Rate and Infrastructure Burden Consideration.....	41
9.2.1.6.	Preferred Alternative Costs Summary	41
9.2.1.7.	Financial Feasibility	43
9.2.1.8.	Funding Source Analysis	44
9.2.1.9.	Funding Plan	45
10.	REFERENCES	46

TABLES

Table 1:	RD 1001 Structural Flood Protection Improvements (FRRFMP).....	7
Table 2:	Summary of Existing Condition for 100-Year WSE.....	10
Table 3:	NULE Segment 145 Reported Levee Performance Events.....	13
Table 4:	NULE Segment 283 Reported Levee Performance Events.....	14
Table 5:	Remediation Alternatives	21
Table 6:	Bear River East Levee Alternative Costs	28
Table 7:	Yankee Slough South Levee Alternative Costs.....	28
Table 8:	Summary of Recommended Project Costs	36
Table 9:	Project Costs Estimates for Community of Nicolaus	42
Table 10:	Project Costs Estimates for Community of Rio Oso	42
Table 11:	Cost Summary	43
Table 12:	Local Funding Analysis Results	44
Table 13:	State and Federal Funding Sources Summary Table.....	45

FIGURES

- Figure 1 – Vicinity Map
- Figure 2 – Typical Section: Sacramento River Flood Control Project (SRFCP) Authorized Design – Levee Geometry
- Figure 3 – Typical Section: Levee Raise and Geometry Improvement – Landside

Figure 4 – Typical Section: Landside Combination Seepage/Stability Berm

Figure 5 – Typical Section: Soil Bentonite Seepage Cutoff Wall

Figure 6 – Typical Section: Drained Stability Berm

Figure 7 – Typical Section: Rock Slope Protection

Figure 8 – Typical Sections: Land Acquisition

ATTACHMENTS

Attachment A – Geotechnical Summary Report, Rio Oso Flood Risk Reduction Feasibility Project

Attachment B – Small Communities Flood Risk Reduction Program – Hydraulic Analysis for the Communities of Rio Oso and Nicolaus

Attachment C – Draft Environmental Constraints Analysis, Rio Oso Flood Risk Reduction Feasibility Study

Attachment D – Draft Financial Feasibility Technical Memorandum

Attachment E – Draft Conceptual Finance Plan Technical Memorandum

Attachment F – Funding Sources Technical Memorandum

Attachment G – Memorandum of Understanding Respecting the Sacramento River Flood Control Project

Attachment H – Freeboard and Geometry Analysis - Levee Deficiencies Strip Maps

Attachment I – Freeboard and Geometry Analysis - Levee Cross Sections

Attachment J – Cost Estimate Cross Sections

Attachment K – Cost Estimate – Summary

Attachment L – Levee Encroachments Table

Attachment M – Draft Nonstructural Measures, Rio Oso Flood Risk Reduction Feasibility Project

1. ACRONYMS AND ABBREVIATIONS

AEP – Annual Exceedance Probability
AC – Acre
BCR – Benefit to Cost Ratio
BFE – Base Flood Elevation
Cal-IPC – California Invasive Plant Council
CDFW – California Department of Fish and Wildlife
CDIAC – California Debt and Investment Advisory Commission
CEQA – California Environmental Quality Act
CIP – Capital Improvement Program
CPA – Conservation Planning Areas
CRPR – California Rare Plant Rank
CVFED – Central Valley Floodplain Evaluation and Delineation Project
CVFPB – Central Valley Flood Protection Board
CVP – Central Valley Project
DFM – Division of Flood Management
DPS – Distinct Population Segment
DWR – California Department of Water Resources
DWSE – Design Water Surface Elevation
EIP – Early Implementation Program
ESU – Evolutionary Significant Unit
FDRP – Flood Damage Reduction Projects
FEMA – Federal Emergency Management Agency
FIRM – Floodplain Insurance Rate Maps
FIS – Flood Insurance Study
FMA – Flood Mitigation Assistance
FPS – Feet Per Second
FRMP – Flood Risk Management Plan
FRP – Fish Restoration Program
FSRP – Flood System Repair Projects
FT – Feet or Foot
FY – Fiscal Year
GAR – Geotechnical Assessment Report
GGS – Giant Garter Snake
GIS – Geographic Information System
GO – General Obligation
GOR – Geotechnical Overview Report

HERP – Habitat Enhancement and Restoration Program
HMGP – Hazard Mitigation Grant Program
HSI – Habitat Suitability Index
IWC – Inland Wetlands Conservation Program
LAMP – Levee Analysis and Mapping Procedures
LiDAR – Light Detection and Ranging
LF – Lineal Feet
LS – Landside
MOU – Memorandum of Understanding
NAVD 88 – The North American Vertical Datum of 1988
NGVD 29 – The National Geodetic Vertical Datum of 1929
NEPA – National Environmental Policy Act of 1969
NMFS – National Marine Fisheries Service
NRHP – National Register of Historic Places
NULE – Non-Urban Levee Evaluations
O&M – Operation and Maintenance
OMRRR – Operation, Maintenance, Repair, Replacement, and Rehabilitation
PDM – Pre-Disaster Mitigation
PIR – Problem Identification Report
RACER – Remedial Alternatives and Cost Estimates Report
RD – Reclamation District
RMA – Resource Management Associates
ROW – Right-of-Way
RWQCB – California Regional Water Quality Control Board
SCFRR – Small Communities Flood Risk Reduction
SCFRRP – Small Communities Flood Risk Reduction Program
SFHA – Special Flood Hazard Area
SPFC – State Plan of Flood Control
SR – State Route
SRFCP – Sacramento River Flood Control Project
TCE – Temporary Construction Easement
ULE – Urban Levee Evaluations
UPRR – Union Pacific Railroad
USACE – US Army Corps of Engineers
WFPO – Watershed and Flood Prevention
WPIC – Western Pacific Interceptor
WS – Waterside
WSE – Water Surface Elevation
YFFPP – Yuba Feather Flood Protection Program

2. EXECUTIVE SUMMARY

The purpose of the Rio Oso Feasibility Study (Feasibility Study) is to advance flood risk reduction for the community of Rio Oso and the surrounding areas, with the ultimate goal of achieving a 100-year level of protection for this legacy small community.

The Feasibility Study was funded by the California Department of Water Resources (DWR) by way of a Small Communities Flood Risk Reduction Program (SCFRRP) grant. The grant funds are a part of the Disaster Preparedness and Flood Prevention Bond act of 2006 (Proposition 1E).

2.1. Background and Existing Conditions

The community of Rio Oso is located within Sutter County (County) between State Route (SR) 99 and SR 70 and is situated southeast of the Feather River left (south) bank levee, approximately 20-25 miles north of the city of Sacramento, California. The community is protected from flooding by State Plan of Flood Control (SPFC) levees along the left (south) bank of Yankee Slough, the left (south) bank of the Bear River, the left (east) bank of the Feather River, the right (north) bank of the Natomas Cross Canal (NCC), the right (west) bank of the East Side Canal, and the Reclamation District (RD) 1001 Main Drain and Main Pumping Plant. For a map showing the location of Rio Oso in relation to the levees, see **Figure 1** (attached).

To identify and quantify deficiencies associated with the existing flood control system protecting the community, a variety of relevant information was compiled, including flood history information from landowners and stakeholders in the study area, data and analyses developed during previous studies, and new investigations and analyses that were completed as part of this feasibility study.

2.2. Formulation of Alternatives

Structural remediation measures were developed to address the identified problems with the system under existing conditions. A broad preliminary array of alternatives was evaluated and screened down to two final structural alternative approaches for each reach. These final two alternatives consisted of an earthen berm remediation measure and a cutoff wall remediation measure. It should be noted that reaches that showed increased potential for seepage had a combination seepage/stability berm proposed in place of the standard stability berm. Additional technical evaluations were used to compare the benefits and costs of these alternatives, and a preferred structural alternative was selected based on the results. The cutoff wall was the selected alternative for both the Bear River East Levee and the Yankee Slough South Levee.

Non-structural measures and multi-benefit opportunities were also analyzed and discussions of these measures are included in the report. Recommended non-structural measures are listed below:

- Flood Emergency Evacuation Plan
- Flood Evacuation Warning System
- Emergency Flood Fight Plan
- Levee Relief Cuts
- Voluntary Structure Elevation & Flood-Proofing
- Changes to National Flood Insurance Program (NFIP)
- Agricultural Conservation Easements

It should be noted that these items are considered separate from the structural alternatives and therefore can be implemented independently of the structural alternative.

2.3. Findings and Recommendations

The analyses showed that the entire length of each of the studied levees contains one or more of the analyzed deficiencies (geotechnical stability, freeboard, crown width, and geometry) and therefore will require remediation along the entirety of the levee length. The feasibility-level cost estimate for the project containing the recommended structural alternative at each reach was approximately \$83 million.

An analysis of the financial feasibility of the preferred Project found that, due to an anticipated lack of federal and state funding and the limited amount of local funding potential, other avenues for developing implementation funding will be necessary to fund the project. With an expected local funding capacity of between 1.47 percent and 1.88 percent of the total preferred alternative cost, the typical local cost share of 10 percent to 15 percent needed to qualify for state and federal programs is not feasible under current funding mechanisms.

2.4. Next Steps

With a preferred project now identified, and the limitations associated with local cost share development understood, it is recommended that the County further explore potential means to generate local cost sharing commensurate with State and Federal grant program requirements. A phasing plan that identifies elements of the overall Project that could be implemented over time and within the funding constraints should also be developed.

3. INTRODUCTION

The Feasibility Study was funded by the California Department of Water Resources (DWR) with a Small Communities Flood Risk Reduction Program (SCFRRP) grant. The grant funds are a part of the Disaster Preparedness and Flood Prevention Bond act of 2006 (Proposition 1E).

The community of Rio Oso is located within Sutter County (County) between State Route (SR) 99 and SR 70 and is situated southeast of the Feather River left (south) bank levee, approximately 20-25 miles north of the city of Sacramento, California. The community is protected from flooding by State Plan of Flood Control (SPFC) levees along the left (south) bank of Yankee Slough, the left (south) bank of the Bear River, the left (east) bank of the Feather River, the right (north) bank of the Natomas Cross Canal (NCC), the right (west) bank of the East Side Canal, and the Reclamation District (RD) 1001 Main Drain and Main Pumping Plant. For a map showing the location of Rio Oso in relation to the levees, see Figure 1 (attached).

The focus of this study is analysis of the levees on the left bank of the Bear River and the South Bank of Yankee Slough. The levee systems along the Feather River and the Natomas Cross Canal are being analyzed as part of a separate feasibility study effort for the community of Nicolaus, which is within the same hydraulic basin as Rio Oso. Since the two communities share the same basin, the levees near each community will impact each other; therefore, while the two levee systems are identified individually within two separate feasibility studies, they act as one system. As such, remediation of all levees protecting the basin will be required to achieve the same planned flood risk reduction goals. Furthermore, some of the analyses completed for this Feasibility Study looked at the project on a basin-wide level and, therefore, will be discussed in both Rio Oso and Nicolaus studies.

RD 1001 has the operation and maintenance (O&M) responsibility for the levees' drainage facilities and the pumping stations analyzed within this study. This Feasibility Study was developed under the direction of RD 1001 and its District Engineer, MBK Engineers (MBK). It should be noted that the East Side Interceptor Canal was not analyzed as part of this study.

4. BACKGROUND

A number of studies have been conducted in the past to evaluate the levee systems protecting the study area. A summary of each of these studies is provided below. A more detailed description of these studies can be found in the Geotechnical Summary Report included as **Attachment A** (attached) (**Reference 1**).

4.1. DWR Non-Urban Levee Evaluation Project (2012)

The DWR's Levee Evaluation Program was initiated in 2006 and concluded in the spring of 2015. The Levee Evaluation Program was divided into two projects: the Urban Levee

Evaluations (ULE) Project and the Non-Urban Levee Evaluations (NULE) Project (**References 2, 3, 4 and 5**), which were further divided into multiple study areas. In 2012, the levees protecting the communities of Nicolaus and Rio Oso were evaluated as part of the NULE Project. The evaluation used existing geologic information; however, no new explorations were performed. The following hazards were identified and the prevalence of each as a percentage of the total reach length was identified:

- **Yankee Slough South Levee:** Underseepage (100%), Through seepage (100%), Stability (25%), and Erosion (40%).
- **Bear River South Levee:** Freeboard less than design (15%), Underseepage (100%), Stability (20%), Through seepage (100%), and Erosion (50%).
- **Feather River East Levee:** Underseepage (100%), Stability (50%), Through Seepage (100%), and Erosion (50%).
- **Natomas Cross Canal (NCC) North Levee:** Underseepage (75%), Stability (50%), Though Seepage (25%), and Erosion (100%).

The program also identified erosion, bank caving, and/or seepage instabilities as “Critical” in six locations. These sites subsequently qualified for funding assistance through DWR’s Flood System Repair Project (FSRP) and the district is waiting for approximately \$4.1 million in funds to be made available from DWR. Repair of these critical items has not yet been accomplished.

4.2. U. S. Army Corps of Engineers (USACE) Mid-Valley Area, Phase III

In 1994, the USACE prepared the Mid-Valley Area, Phase III Study (**Reference 6**) to determine the need for levee repairs within the Mid-Valley study area. This study area includes the Sacramento River East Levee between the Tisdale Bypass and the Sacramento Bypass, the Yolo Bypass north of the Sacramento Bypass, the Sutter Bypass West Levee, the Feather River South Levee between the Bear River and the Natomas Cross Canal, Yankee Slough, the Knights Landing Ridge Cut East Levee, the Natomas Cross North Levee, and the East Side Canals. The study was based upon four previous exploration programs, new site inspections, new explorations, new laboratory testing, and new seepage and stability analyses at various sites. The study identified twenty-nine total sites for remediation, including four within the Nicolaus and Rio Oso study area (Sites 20-23). Due to funding limitations, these sites have not been addressed by a subsequent construction project and no Federal action is expected to occur.

4.3. Feather River Regional Flood Management Plan

The Nicolaus and Rio Oso study areas are described within the Mid & Upper Feather River Regional Flood Management Plan (FRRFMP) (**Reference 7**). Within the FRRFMP, the flooding history of the area is described, the results and actions of the NULE project are identified, and a listing of locally proposed projects is provided. **Table 1** (below), which describes each of the projects and their anticipated costs, is excerpted from the FRRFMP below. Although some of the projects have been advanced through DWR’s FSRP (L2: re-rock levee crown patrol roads) and Deferred Maintenance Program (L3: Repair, replace, or abandon existing drains and pipes through the levees), none of the major projects in the table have been advanced to a planning study or design phase.

Table 1: RD 1001 Structural Flood Protection Improvements (FRRFMP)

ID	DESCRIPTION	ESTIMATED COST	COMMENTS
L1	Address specific seepage, underseepage, erosion, and stability concerns for the Feather River Levee, from the Natomas Cross Canal to the River Oaks Golf Course (Levee Unit 4, Levee Miles 5.2 to 13.4) and repairs to the Natomas Cross Canal downstream of SR 99.	\$5.4 M	50% of 8.2 miles of seepage berm; seepage berm 80’ x 4’ with collection pipe.
L2	Re-rock levee crown patrol roads	\$1.5 M	AB for 75% of levees in district
L3	Repair, replace, or abandon existing drains and pipes through the levees.	\$86,680	Replacement and repair expected to be completed by farmer. District would only abandon. Grouting 2/mile. 14” pipe, 70’ total length. Assumed 10’ below WSE.
L4	Improve erosion protection along the Bear River South Levee.	\$2.6 M	12.6 miles total. 50% erosion protection 2’ thick.
L5	Upgrade the Main Drain Pumping Plant	\$500,000	Assumption for whole project?
L6	Construct a replacement pumping plant on the Cross Canal at end of Lateral 4.	\$500,000	Assumption for whole project?
L7	Phased improvements to the RD 1001 levee system to achieve 100-year FEMA levee protection		
L7A	Natomas Cross Canal North Levee	\$123.9 M*	Use NULE RACER Segment 284
L7B	Feather River east levee, Cross Canal to River Oaks Golf Course	\$349.8 M*	NULE RACER Segment 247

ID	DESCRIPTION	ESTIMATED COST	COMMENTS
L7C	Bear River south bank, Yankee Slough to Pleasant Grove Road	\$75.2 M*	NULE RACER Segment 283
L7D	Yankee Slough north and south banks, from confluence to Pleasant Grove Road	\$57.6 M*	NULE RACER Segments 144, 145
L7E	Bear River south bank, Pleasant Grove Road to high ground	\$109.7 M*	NULE RACER Segment 246
L7F	Coon Creek Group Interceptor Canal Levee, Natomas Cross Canal to high ground	\$13.5 M*	NULE RACER Segment 285

¹Due to potential effects on stages upstream of Fremont Weir in the lower Sutter Bypass and the Feather River

*Estimates from North NULE Study Area Remedial Alternatives and Cost Estimates Report (RACER)

5. EXISTING CONDITIONS AND PROBLEM IDENTIFICATION

This section describes the methods and analyses utilized to determine existing conditions and to identify existing problems within the Project area.

5.1. Hydrology and Hydraulic Analyses

5.1.1. Design Water Surface

Water surface profiles corresponding to the 100-year recurrence interval event and the 1957 design flood profile were developed for each of the streams in the study area for use in the Feasibility Study. Hydraulic routings from the Sacramento River General Re-Evaluation Report (Sac-GRR) were analyzed to develop 100-year water surface profiles for the Feather and Bear Rivers, Natomas Cross Canal, and Yankee Slough. The Sac-GRR analyzed alternatives that included widening of the Fremont Weir, which is in geographic proximity to the communities of Rio Oso and Nicolaus. That analysis also included a USACE required Central Valley Hydrology Study (CVHS) event selection process, which refined the flood centering of major tributaries in this area. A design water surface profile that considers the maximum water surface elevation for centerings that concentrate flows for each tributary was thus produced.

5.1.2. Levee Breach Analyses

As is performed for Federal Emergency Management Agency (FEMA) flood mapping, critical levee section breach analyses was performed to characterize the existing flood risk to the community. The levee sections along the Feather River South Levees at SR 99 and the South Bear River Levees at SR 70 were breached to determine the resulting flood inundation. The breach along the Feather River Levees at a location just south of the Bear/Feather Rivers confluence has the potential to draw in a large volume of water from

the Sutter Bypass, Feather and Bear Rivers. The breach on the South Bear River Levees was selected because it is representative of a higher initial breach water surface elevation for the basin, which has the potential to result in greater flood depths and a flood wave through the community of Rio Oso provided that there is sufficient flood volume emanating from the Bear River.

Levee breaches are assumed to occur wherever the water surface elevation (WSE) exceeds the original design WSE for a federal/state project levee. This height is measured from the top-of-levee downwards and is identified as the levee reduction height (Reference 2). The levee reduction height is determined through geotechnical assessment and is a concept derived from the NULE program. Once the levees fail, the levee structure is assumed to erode completely to the landside levee toe elevation. The analysis is discussed in more detail in **Attachment B (Reference 8)**.

5.1.2.1. Feather River Breach

A breach on the Feather River results in southwesterly flows and the filling of the RD 1001 basin. Once flood depth in the basin exceeds the crown elevation of SR 99, the floodwater backs up northeasterly towards SR 70 in the area of Rio Oso. Flood depths in this scenario reach more than 20 feet in the lower lying areas. The floodwaters also have the potential to overtop the north (right bank) Natomas Cross Canal Levee without adequate relief cuts to allow water back into the Feather River.

5.1.2.2. Bear River Breach

For a breach on the Bear River, floodwaters overtop SR 70 and flow southwesterly towards RD 1001. Similar to the Feather River Levee breach, floodwater fills the RD 1001 basin to an elevation that floods all of the area between the Bear/Feather/Natomas Cross Canal and SR 99 to the northeast. The flood source from this breach is not solely from the Bear River watershed. The breach opening size has the potential to divert most of the Bear River and draw additional water from the Feather River into the basin. Further, because of the elevation of the Bear River compared to the interior basin, this breach has the potential for significant flood waves and high flows through the upper portion of the basin.

5.2. Geotechnical Analyses

The existing conditions geotechnical analyses for the Rio Oso study area included a study of the past performance of the levee segments protecting Rio Oso. This study is documented in the NULE GAR (Reference 2) and discussed in more detail in the Attachment A (Reference 1). Past performance events include a levee break, underseepage, through seepage, erosion, overtopping, and slope instability. The past studies of the Rio Oso area levees indicated

moderate to high likelihood of either levee failure or the need to flood-fight to prevent levee failure. Additionally, the studies also summarized that the subject levees lacked data to analyze the underseepage, through seepage, and stability performance. A supplementary exploration program was carried out as a part of the Feasibility Study to obtain additional subsurface information. Updated analyses were carried out using the 100-year WSE in order to evaluate threat of underseepage, through seepage, and slope stability. The summary of the existing conditions is shown in **Table 2**. The approach, results, and a discussion of geotechnical analyses is provided in Attachment A (Reference 1).

Table 2: Summary of Existing Condition for 100-Year WSE

Maintained By	Segment	Reach	Levee	Station	Levee Miles	Assessment Type		
						Under Seepage	Through Seepage	Stability
RD 1001	145	A	Yankee Slough Left Bank	YS 231+17 to YS 38+30	LM 0.0 to 3.7	Meets Criteria	Does Not Meet Criteria	Does Not Meet Criteria
RD 1001	283	A	Yankee Slough Left Bank and Bear River Left Bank	YS 38+30 to YS 4+64	LM YS 3.7 to 4 and BR 9.8 to 10.1	Meets Criteria	Does Not Meet Criteria	Does Not Meet Criteria
RD 1001	283	B	Bear River Left Bank	YS 4+64 to YS 0+00 and BR 130+72 to BR 85+00	LM BR 10.1 to 11	Does Not Meet Criteria	Does Not Meet Criteria	Meets Criteria
RD 1001	283	C	Bear River Left Bank	BR 85+00 to BR 0+00	LM BR 11 to 12.6	Does Not Meet Criteria	Does Not Meet Criteria	Does Not Meet Criteria

5.2.1. Seepage Analysis

Seepage analyses were conducted using a finite elements analysis on select cross-sections for the study area levees to evaluate the underseepage and through seepage performances. Underseepage problems commonly occur when a surficial layer of fine-grained, relatively impervious soils (also known as a blanket layer), overlays a layer of coarse-grained, more pervious soil. When the water level in a channel reaches an elevated stage, pressure builds up in the confined coarse-grained sublayers and can cause subsurface erosion or piping at or beyond the landside toe of the levee. Through seepage occurs when water enters the waterside slope of the levee and exits through the landside slope, passing through the levee core. Through seepage can cause surficial erosion at the landside slope face and (possibly)

internal erosion of the levee as soil particles are moved from the levee interior to the levee landside slope.

5.2.2. Stability Analyses

Stability analyses were conducted by analyzing the same cross sections to evaluate levee landside slope stability and waterside slope stability during a rapid draw-down condition. The steady-state case occurs when the water remains at or near flood stage levels long enough for a fully-saturated condition to become established in the embankment soil. Rapid draw-down is a condition where the levee experiences a sudden draw-down of the water surface following a fully saturated embankment condition, and the embankment remains saturated without an elevated water surface to counteract the weight of the saturated soil. When this condition occurs, the levee can experience a circular or wedge-type failure that results in the loss of levee thickness at the location of the failure. Thereafter, a heightened risk of levee breaching exists at the location.

5.2.3. Erosion Analyses

Erosion analyses were conducted to qualitatively assess what potential existed for erosion to occur within the study area. The analyses consisted of the collection and review of past erosion problem areas and analyses performed to determine the erosion risk. Updated erosion analyses were not carried out as a part of this study.

5.3. Freeboard and Geometry Analysis

An analysis of existing freeboard and a review of the existing levee geometry was performed for the existing levee embankments in order to determine if the levees meet the minimum requirements of the Sacramento River Flood Control Project (SRFCP) authorized design. The SRFCP requires a minimum of three feet of freeboard above the DWSE, a 12-foot-wide or a 20-foot-wide levee crown (depending on the stream being analyzed as described below), a 3:1 waterside slope, and a 2:1 landside slope (see **Figure 2**) (**Reference 9**). The MOU between the USACE and the State of California (State), acting through the Reclamation Board dated November 6, 1953 (**Attachment G**) (**Reference 10**), states that levee crown widths for all levees shall be 20 feet in width, unless the waterway is designated as a “minor tributary” and listed as an exception within the MOU. These exceptions are required to have a crown width of 12 feet instead of the normal 20 feet.

Following this criterion, the Bear River East Levee shall be required to have a 20-foot crown, but the Yankee Slough Levee is listed as an exception within the MOU and therefore only requires a 12-foot crown.

The freeboard and geometry analysis was conducted using available topographic data developed in 2007 for use on the DWR CVFED Program. Cross sections of the existing levee were evaluated every 100 feet for slope and crown width deficiencies. The elevations of the levee crest from these cross sections were compared to the DWSE in order to determine if the available freeboard meets SRFCP requirements. The DWSE is considered the greater of both the 100-year water surface elevation provided by the hydraulic analysis from MBK and the 1955/57 DWSE. Any cross section that did not meet the criteria for slope, crown width, or freeboard was considered deficient and was flagged as requiring geometry or freeboard remediation. Results from this analysis show that nearly 100 percent of the levees within the study area have geometry deficiencies and that will require correction through future projects. See **Attachment H** for strip maps displaying locations of geometric deficiencies. See **Attachment I** for exhibits of the evaluated cross sections overlain by a theoretical SRFCP levee geometry template. Freeboard and geometry analysis results are also included in Attachment I.

5.4. Existing Problems

The Feasibility Study identified a number of problems with the existing Bear River East Levee and Yankee Slough South Levee. The identified geotechnical problems included underseepage, through seepage, and erosion. Additionally, portions of the existing levees do not have the required minimum freeboard above the design water surface elevation, and a majority of the levee lengths do not meet the minimum SRFCP geometry requirements. These identified problems reduce the ability of the existing levees to provide the minimum level of protection sought for small communities such as Rio Oso.

A description of past levee performance follows below.

5.4.1. Past Levee Performance

The past performances of the levees analyzed within this Feasibility Study included are documented in the NULE Geotechnical Assessment Report (GAR) (URS, 2011). Past performance events documented by the NULE include a levee break, underseepage, through seepage, erosion, overtopping, and slope instability. This study was focused on the levee alignments on the left banks of Bear River and Yankee Slough. Since the construction, levees at Rio Oso have experienced multiple high-water events, including high water in 1950, 1986, 1997, 2006, and 2007. Detailed descriptions of levee segment past performance based on information contained in the NULE project are provided below.

5.4.1.1. Yankee Slough – NULE Segment 145

Segment 145 is located along the left (south) bank of Yankee Slough. The segment extends from the beginning of the left bank levee of Yankee Slough to the east,

extending approximately 3.7 miles west to the confluence of Yankee Slough with the Bear River. The segment is 3.7 miles long and is maintained by RD 1001. The levee segment was originally constructed during the early 1900s. The base map of the Sacramento River Valley (dated 1910) shows the proposal to build Levee Mile (LM) 1 to LM 2. The map dated 1925 shows that the segment was constructed to its proposed grade around 1925. The levee was reconstructed by the USACE around the 1950s. A levee break, overtopping, and erosion have been reported for Segment 145. The locations, types of events, and documented mitigations for Segment 145 are detailed below in **Table 3**.

Table 3: NULE Segment 145 Reported Levee Performance Events

Flood Season	Reported Performance Event	Approximate Location (LM)	Mitigation
Unknown	Waterside erosion	1.17	Repair may or may not have occurred, not documented.
1950	Levee break	3.36 to 3.45	Repaired by the USACE.
1997	Overtopping resulting in crown damage	3.12	Repair made, but not documented.
2006	Waterside erosion	1.28 to 1.30	Repair made, but not documented.
2006	Waterside erosion	1.39 to 1.43	Repair made, but not documented.
2006	Waterside erosion	1.48 to 1.54	Repair made, but not documented.
2006	Waterside erosion	1.62 to 1.64	Repair made, but not documented.
2006	Waterside erosion	1.82 to 2.22	Repair made, but not documented.
2006	Waterside erosion	2.24 to 2.28	Repair made, but not documented.
2007	Waterside erosion, approximately 950 feet of intermittent erosion sites.	1.0 to 1.8	Repaired under PL 84-99 ¹

Source: Reference 2

1. PL 88-49: Public Law 84-99 authorizes an emergency fund to be expended at the discretion of Chief of Engineers (USACE) for flood fighting and rescue operations; repair or restoration of flood control works threatened, damaged, or destroyed by flood, or nonstructural alternatives; where-in local maintaining agencies in good standing can solicit and receive repair funding through federal government appropriations.

Additionally, in 2012, as part of the US Army Corps of Engineers' (USACE) Periodic Inspection of the RD 1001 levee systems and in FSRP, a small erosion site was identified on the left bank of Yankee Slough, just upstream of the Union Pacific Railroad crossing of the Bear River and Yankee Slough. According to the report, the site was approximately 100 feet in length and had up to an 11-foot face at the waterside levee toe. RD 1001 designed and permitted the repair of this site through Yuba Feather Flood Protection Program (YFFPP) funding. Repairs were completed in 2017 and included using existing material to reestablish the slope on the waterside of the levee to

match the adjacent upstream and downstream grades. Approximately 100 tons of clean rock revetment was then placed beginning at the base of the embankment slopes, covered with a minimum six inches of soil cover and reseeded with native grasses.

5.4.1.2. Bear River and Yankee Slough – NULE Segment 283

Segment 283 is located along the left (south) bank of the Bear River and Yankee Slough. The segment extends from the left bank of Yankee Slough approximately 0.35 miles upstream of confluence with the Bear River, continues downstream along the left bank of the Bear River approximately 2.65 miles, ending at the confluence of the Bear River and the Feather River. The Segment is 3 miles long and maintained by RD 1001. The construction of the levee segment was originally begun in the late 1800s and was completed in 1964. The levee was reconstructed by the USACE in 1959 from LM 9.42 to LM 12.60. The levee section was reconstructed by the State Division of Highways in 1961 at the SR 70 crossing. Reported levee performance events for Segment 283 include a levee break as well as several underseepage and erosion events. The locations, types of events, and documented mitigations for Segment 283 are detailed below in **Table 4**.

Table 4: NULE Segment 283 Reported Levee Performance Events

Flood Season	Reported Performance Event	Approximate Location (LM)	Mitigation
Unknown	Erosion, 300 feet long.	10.07	Not documented.
Recurring	Underseepage, 100 to 200 feet away from levee.	10.14 to 12.60	Not documented.
1950	Levee breach.	9.9	Not documented.
1986	Underseepage was reported along the stretch from SR 70 to Berry Road.	10.14 to 12.60	Not documented.
1986	225 feet of erosion, 15 to 18 feet of embankment. Two sinkholes developed as a result of erosion.	10.4	Repair made, but not documented.
1986	Bank erosion approximately 150 feet long. Rodent holes were observed on eroded levee slope and one sinkhole developed.	11.85 to 11.95	Repair made, but not documented.
1997	Waterside erosion.	4.14 (Yankee Slough)	Not documented.
1997	Waterside berm erosion.	9.80 to 9.81	Not documented.
1997	Waterside erosion.	9.91	Not documented.

Flood Season	Reported Performance Event	Approximate Location (LM)	Mitigation
1997	Underseepage was reported along the stretch from SR 70 to Berry Road.	10.14 to 12.60	Not documented.
1997	Crown damage from overtopping.	10.74	Not documented.
1997	Waterside bank eroded.	11.0 to 12.0	Repair made, but not documented.
2006	Waterside erosion.	10.7	Not documented.
2006	Waterside erosion, approximately 1,200 feet.	11.1	Repair in progress.
2006	Waterside erosion.	11.58	Not documented.
2007	Waterside erosion.	11.83	Repair in progress.
2007	Erosion, whole bank rotational failure, 237 feet.	12.2	Not documented.

Source: Reference 2

During the 2017 flood erosion occurred along the Bear River at RM 12.1. The damage was repaired in 2017 through the Storm Damage – DWR Emergency Rehabilitation (SDDER) in 2017, Site LMA-21. DWR repaired approximately 150 feet of erosion along the Bear River by placing soil covered rock slope protection and replanting with native grasses.

5.4.2. Past Levee Performance Issues Identified by Stakeholders and Landowners

As part of this study, outreach efforts were made to area stakeholders and landowners to foster community involvement in the study process. As part of this outreach, stakeholders were invited to a meeting at the RD 1001 main office so that the study’s initial findings on past levee performance could be shared and stakeholder input on those findings could be solicited. This outreach meeting was well attended, with many of the local landowners coming to participate. After the findings had been presented, the consensus of the stakeholders present was that all known past performance issues had been identified within the initial effort. As such, the study was able to proceed with confidence that all past levee issues had been identified.

5.5. Levee Encroachments and Penetrations

A number of encroachments are present along the Bear River and Yankee Slough levees within the Study Limits

In order to identify existing encroachments, the USACE Levee Enterprise Geographic Information System (EGIS) (**Reference 11**), and the DWR Utility Crossing Inventory

Program (UCIP) (**Reference 12**) to identify existing encroachments along the levees. A table of the identified encroachments is included in **Attachment L**. The Central Valley Flood Protection Board (CVFPB) encroachment permit number for an identified encroachment, where known, is included. As-built data for each encroachment was not available during the feasibility analysis, but major encroachments (e.g.: utility poles, private irrigation facilities, electrical transmission towers, houses and other structures) were identified where possible. Costs to acquire properties and remove or relocate encroachments outside of the proposed right-of-way were included in each of the analyzed alternatives. Future design phases of the work should review each individual encroachment to determine appropriate remedial alternatives in order to meet current requirements.

5.6. Biological Resources

Desktop and reconnaissance biological surveys were mapped in support of the Feasibility Study. Seven vegetation communities were identified in the Project area: irrigated agriculture, oak woodland, orchard, pasture, rice, riparian vegetation, and urban landscaping. The review of the Project area also described the observed wildlife, evaluated the potential for special-status species, and described United States Fish and Wildlife Service (USFWS) designated critical habitat units, other sensitive habitats, protected areas, conservation easements, and wildlife movement corridors. Additional detail is provided in **Attachment C (Reference 13)**.

5.6.1. Wildlife Observed

Wildlife observed during the February 12, 2019 site visit included numerous bird species such as red-winged blackbird (*Agelaius phoeniceus*), yellow-billed magpie (*Pica nuttalli*), California scrub jay (*Aphelocoma californica*), Brewer's blackbird (*Euphagus cyanocephalus*), great egret (*Ardea albus*), and other water fowl. Also included in this group were raptors such as red-tailed hawk (*Buteo jamaicensis*) and red-shouldered hawk (*Buteo lineatus*). Numerous domestic sheep and chickens were also observed within pastures and urban areas. No special-status species were observed during the survey, but they still have the potential to occur in the Project area and are discussed in more detail below.

5.6.2. Special-Status Species

Database query results returned a large number of special-status species with a potential to occur in the vicinity of the Project area. Through review of these results, many species were determined to not have the potential to occur in the Project area due to absence of suitable habitat or because the Project area is located outside of known species ranges. Additional detail on the species is provided in Attachment C (Reference 13).

5.6.3. Critical Habitat

There are no critical habitat units within the Project area. However, final designated critical habitat for steelhead and Chinook salmon occurs along the Bear River, to the west and north of the Project area. Additional detail and a map on the habitat units are provided in Attachment C (Reference 13).

5.6.4. Sensitive Habitats and Aquatic Resources

Several aquatic resources and vegetation communities in the Project area would be considered sensitive communities due to their unique hydrophytic vegetation and ability to support special-status species. These areas include the following communities: riparian, agricultural ditches, open water, and other potential aquatic resources. It is recommended that a formal delineation of aquatic resources be completed prior to any work in order to determine the level of impact on sensitive communities.

5.6.5. Protected Areas, Conservation Easements, and Wildlife Movement Corridors

There are no protected areas or easements within the Project area. However, there are numerous protected areas and easements on the lands surrounding the Project area. There are six protected areas located within two miles of the Project area, as well as land parcels with conservation easements within two miles of the Project area.

The Sutter Bypass is located approximately six miles southwest of the Project area. The bypass is part of a large engineered floodway that runs adjacent to the Sacramento River beginning north of the Sutter Buttes and continuing south to the Sacramento-San Joaquin Delta, and that acts as a wildlife movement corridor for numerous terrestrial and aquatic species.

5.7. Cultural Resources

A preliminary review of potential cultural resources constraints was conducted through records search requests from relevant databases and a field reconnaissance survey.

Archaeological and built environment sensitivity within the Project area and a 0.25-mile buffer are variable and contingent on the type of resource (prehistoric vs. historical) and geography (proximity to the river or one of the historical ranch complexes). For most of the Project area, near-surface archaeological sites have likely been disturbed, and possibly destroyed, by decades of agricultural practices and levee construction. However, there may be remnants of these sites. Most of the Project area has not been previously surveyed for archaeological sites and, accordingly, there is a low-to-moderate potential for near-surface

unrecorded prehistoric or Native American sites within the unsurveyed portions of the Project area. There is also a moderate-to-high potential for buried archaeological sites throughout the entire Project area because of the existence of a floodplain located along the Sacramento and Feather Rivers where it is common to find archaeological sites that have been buried by alluvial sediment. Sensitivity for historic-era archaeological sites and historical built-environment resources ranges from low to high throughout the Project area and is largely contingent on proximity to historical roadways, residences, and ranches.

Additional detail on the cultural resources is provided in Attachment C (Reference 13).

6. GEOTECHNICAL REMEDIATION ANALYSIS

The existing condition analyses of the levees protecting the Rio Oso study area indicated various deficiencies for a 100-year flood stage. Feasibility-level remedial measures were developed for the deficient segments. The remedial measures include at least two remediation alternatives for each deficient segment. The preferred remedial measure may be considered based on land acquisition, stakeholder interest, the presence of environmental or cultural resources, cost, or other pertinent limitations. The analysis of the levee segments and the determination of the remediation alternatives are discussed in more detail in Attachment A (Reference 1). In general, the remediation alternatives considered consisted of cutoff walls, drained stability berms, drained seepage berms, combined drained stability and seepage berms, landside ditch fill, landside slope flattening, and waterside rock slope protection.

6.1. Underseepage Analysis

Underseepage analysis consists of a finite elements steady state seepage analysis to evaluate the exit gradient at and near the landside toe of the levee. The steady state condition represents the circumstances when the water remains at or near flood stage levels long enough to fully saturate the embankment soil. During this time, the hydraulic load on the levee builds up seepage pressure in the confined coarse-grained sublayers underneath the fine-grained blanket layers. Eventually, water can be pushed through discontinuities within the blanket layer and can carry soil particles with the water as it travels to the surface, potentially forming seeps that lead to internal erosion and sand boils. Over a period of time, this could lead to failure of the levee foundation as increasing amounts of soil are internally eroded away.

In the Rio Oso study area, the Bear River Left Bank Levee Segment 283, Reaches B and C do not meet the criteria for underseepage. The remedial alternatives considered include cutoff walls, combined drained stability and seepage berms, and a drained stability berm.

6.2. Through Seepage Analysis

Through seepage occurs when water exits through the landside slope above the toe. This could cause surficial erosion at the landside slope as well as internal erosion as soil particles are carried by the seeping water. The levee embankment materials generally govern the potential for through seepage. Levees constructed of easily-erodible materials (e.g.: silt, sandy silt, and sand, etc.) are most susceptible to through seepage erosion.

In the Rio Oso study area, all of the levee segments on the Yankee Slough Left Bank Levee, and Bear River Left Bank Levee are susceptible to through seepage failure. The remedial measures for through seepage involve either lowering the phreatic surface to be at or below the landside toe elevation or providing a filtered exit for the seeping water in order to reduce the potential for internal erosion. The remedial alternatives considered include cutoff walls, combined drained stability and seepage berms, and drained stability berms.

6.3. Landside Slope Stability

The landside slope stability analysis consisted of the performance of a limit-equilibrium analysis to evaluate the factor of safety of the landside slope under steady state seepage conditions. The pore water pressure from the steady state seepage condition is used to determine the phreatic surface for the stability analysis. The ratio of the resisting forces to the driving forces for failure of the slope is obtained as the factor of safety from the limit equilibrium analysis. With a higher flood stage, a larger proportion of the levee embankment is saturated, and that results in lower material strength and an increasing likelihood of failure.

In the Rio Oso study area, all the levee segments on the Yankee Slough Left Bank Levee and the Bear River Left Bank Levee are susceptible to landside slope stability failure. The remedial measures for landside slope stability are either to lower the phreatic surface in order to reduce the saturated portion of embankment and minimize the loss of strength, or to construct a berm that will provide a physical buttress to improve slope stability. Additionally, materials on the levee embankment and foundation can be modified or replaced with materials of higher strength to counteract the loading placed on the segment. The remedial alternatives considered include cutoff walls, combined drained stability and seepage berms, and drained stability berms.

6.4. Rapid Drawdown Waterside Slope Stability

A rapid drawdown slope stability analysis is used to analyze the stability of the waterside slope when high water conditions fully saturate the levee and then recede quickly before the levee embankment soil can drain. This condition represents a critical case for waterside slope failure. The limit equilibrium method applied in stages is used to analyze the levee for rapid

drawdown failure. Under this method, the lower of the drained and undrained strength of the non-free draining material is used.

In the Rio Oso study area, Bear River Left Bank Levee Segment 283, Reach C is susceptible to waterside rapid drawdown failure. The remedial measure for rapid drawdown failure involves armoring of the waterside slope to provide adequate protection from the rapidly receding water stages. Rock slope revetment can also be used as a remedial measure because it provides free drainage for the saturated soil and protects the slope from instability caused by rapid drawdown.

6.5. Results Summary

The summary of the feasibility-level remedial alternatives for the levee segments with respect to the 100-year WSE is shown below in **Table 5**. Each levee reach includes a minimum of two remedial alternatives that were identified in the geotechnical evaluation.

Table 5: Remediation Alternatives

Segment	Reach	Station	Levee Miles	Remediation Alternative 1	Remediation Alternative 2
145	A	YS 231+17 to YS 38+30	LM 0.0 to 3.7	Drained Stability Berm - 15 feet wide and backfill landside depression with locally available materials	Cutoff Wall – 14 feet below 1/2 levee degrade; 16 feet below 1/3 levee degrade
283	A	YS 38+30 to YS 4+64	LM YS 3.7 to 4 and BR 9.8 to 10.1	Drained Stability Berm - 15 feet wide and backfill landside depression with locally available materials	Cutoff Wall – 14 feet below 1/2 levee degrade; 16 feet below 1/3 levee degrade
283	B	YS 4+64 to YS 0+00 and BR 130+72 to BR 85+00	LM BR 10.1 to 11	Combined Drained Stability and Seepage Berm - 150 feet wide	Cutoff Wall – 35 feet below 1/2 levee degrade; 40 feet below 1/3 levee degrade
283	C	BR 85+00 to BR 0+00	LM BR 11 to 12.6	Waterside Slope - Rock Slope Protection; Landside - Combined Drained Stability and Seepage Berm - 60 feet wide	Waterside Slope - Rock Slope Protection; Cutoff Wall – 55 feet below 1/2 levee degrade; 60 feet below 1/3 levee degrade

7. PROJECT ALTERNATIVES

7.1. Study Goals, Objectives, Measures/Management Actions

The primary purpose of the Feasibility Study is to identify all of the deficiencies within the levee system and to recommend a preferred project to rehabilitate the levees. It is recognized that implementation of all measures may be difficult for small communities with limited resources and, therefore, measures can be implemented independently to reduce flood risk and consequences of flooding in a prioritized manner. Objectives of the study also included minimizing impacts to adjacent prime agriculture and preserving the general rural nature of the community. Other objectives include being consistent with the goals and objectives of the CVFPP and FRRFMP.

A summary of the measures/management actions to fulfill this purpose can be found in the sections below.

7.2. Alternatives Screened Out of the Feasibility Study

In the preliminary stages of this study, a preliminary array of alternatives was developed; as the study progressed, alternatives were screened out when they were found to be infeasible. These screened alternatives did not require detailed analysis, because it was clear that they would not meet Project objectives by simple inspection. Below is a brief description of each alternative that was considered as part of the preliminary array, but was screened out prior to detailed analysis.

7.2.1. No Action Alternative

As the name implies, this alternative proposes that no action be taken. This alternative was screened out because it does not increase the flood protection of the study area and would not be satisfactory to stakeholders.

7.2.2. Ring Levee

This alternative would propose building ring levees around areas deemed important within the study area, such as where urbanization has occurred within the community. This alternative was screened out as infeasible because the rural nature of the area is characterized by dispersed buildings and residences that cannot readily be encircled by a levee

7.2.3. Floodwall

This alternative would propose a floodwall along the study area in lieu of levee raising. This was found to be infeasible as floodwalls are significantly more expensive than levee raising on a per-lineal-foot basis, and would increase maintenance costs due to restricted access. Furthermore, a floodwall would not mitigate for seepage and stability issues that are prevalent throughout the study area.

7.2.4. Setback Levee

This alternative would propose building setback levees in lieu of remediating the existing levees. While setback levees can provide flood benefits by increasing the conveyance capacity of the channels while also providing environmental benefits by returning land to the floodplain promoting regular inundation of riparian habitat, the alignment of the study area, unfortunately does not lend itself to the construction of setback levees. Due to the geographic location of the basin near the confluence of the Feather River, Sacramento River, Sutter Bypass and Fremont Weir creating significant backwater conditions in the System, there are no appreciable hydraulic benefits to setting these levees back.

Furthermore, similar to the previously discussed floodwall alternative, this alternative is costly in comparison to remediation of the existing levee.

7.2.5. Purchase Flood Easements

This alternative would propose to purchase flood easements covering much of the land within the study area, with the intent of allowing flooding to occur on a regular basis. This alternative was deemed infeasible as the study area is made up of valuable farmland and would be very costly. Further, this alternative would not be satisfactory to the landowners and other stakeholders within the study area.

7.3. Final Structural Alternatives

Using the information in Section 4, as well as the results of the analyses described in Sections 5 and 6, deficiencies were identified for the levee systems within the study area. These include deficiencies caused by through seepage, underseepage, slope stability, embankment geometry, and erosion. The team analyzed these deficiencies to develop management actions for their mitigation.

The following is a description of the structural alternatives that were considered for each reach within the study area.

7.3.1. Bear River Reach C (Station 0+00 to Station 85+00, 8,500 feet)

7.3.1.1. Combination Seepage/Stability Berm

A 60-foot-wide drained combination seepage/stability berm is recommended to meet the criteria for through seepage and under seepage mitigation. Rock slope protection (see **Figure 7**) is also recommended for the waterside slope to protect against erosion. The combination berm (see **Figure 4**) would be constructed along the proposed landside toe following the geometry remediation required to meet SRFCP requirements (see **Figure 2** and **Figure 3**). The construction of the landside combination berm will require the acquisition of additional rights-of-way for the proposed mitigation plus additional land at the landside toe to provide a 20-foot wide operation and maintenance corridor (see **Figure 8**). It should be noted that the current CVFPB Title 23 Standards only require a 15-foot-wide maintenance corridor, but a 20-foot-wide corridor was analyzed in this study in order to take into account the proposed changes to the standards as part of the Title 23 Tier II update.

7.3.1.2. Seepage Cutoff Wall

A soil-bentonite seepage cutoff wall constructed to a depth of 60 feet from the one-third levee height elevation is recommended to meet the criteria for through seepage

and underseepage mitigation. Rock protection is also recommended for the waterside slope to protect against erosion. Although cost estimates assume rock protection for the entire reach, several sections have been previously revetted and costs may be significantly lower. Further design evaluations will be required to determine appropriate reaches where protection is required. Construction of a seepage cutoff wall (see **Figure 5**) will incorporate a one-third levee degrade. After cutoff wall installation, the levee will be reconstructed to address geometry deficiencies in order to meet current requirements (see Figures 2 and 3). The geometry remediation will require the acquisition of additional rights-of-way plus additional land at the landside toe in order to provide a 20-foot-wide operation and maintenance corridor (see Figure 8).

7.3.2. Bear River Reach B (Bear River Station 85+00 to Station 130+72, Yankee Slough Station 0+00 to Station 4+64, 5,036 feet)

7.3.2.1. Combination Seepage/Stability Berm

A 150-foot-wide drained combination seepage/stability berm is recommended to meet the criteria for through seepage and underseepage mitigation. The combination berm (see Figure 4) would be constructed along the landside toe following the geometry remediation required to meet current requirements (see Figures 2 and 3). The construction of the landside combination berm will require the acquisition of additional rights-of-way for the proposed mitigation plus additional land at the landside toe to provide a 20-foot wide operation and maintenance corridor (see Figure 8). Seepage Cutoff Wall

A soil-bentonite seepage cutoff wall constructed to a depth of 40 feet from the one-third levee height elevation is recommended to meet the criteria for through seepage and underseepage mitigation. Construction of a seepage cutoff wall (see Figure 5) will incorporate a one-third levee degrade. After cutoff wall installation, the levee will be reconstructed to address geometry deficiencies in order to meet current requirements (see Figures 2 and 3). The geometry remediation will require the acquisition of additional rights-of-way plus additional land at the landside toe to provide a 20-foot-wide operation and maintenance corridor (see Figure 8).

7.3.3. Yankee Sough Reach A (Yankee Slough Station 4+61 to Station 231+17, 22,653 feet)

7.3.3.1. Drained Stability Berm

A 15-foot-wide drained stability berm is recommended to meet the criteria for through seepage mitigation. It is also recommended that any depressions along the landside of the levee be backfilled with locally available material. The stability berm (see **Figure 6**) would be constructed along the proposed landside toe following the geometry remediation required to meet current requirements (see Figures 2 and 3). The construction of the landside stability berm will require the acquisition of additional rights-of-way for the proposed mitigation plus additional land at the landside toe to provide a 20-foot-wide operation and maintenance corridor (see Figure 8).

7.3.3.2. Seepage Cutoff Wall

A soil-bentonite seepage cutoff wall constructed to a depth of 16 feet from the one-third levee height elevation is recommended to meet the criteria for through seepage mitigation. Construction of a seepage cutoff wall (see Figure 5) will incorporate a one-third levee degrade. After cutoff wall installation, the levee will be reconstructed to address geometry deficiencies in order to meet current requirements (see Figures 2 and 3). The geometry remediation will require the acquisition of additional rights-of-way plus additional land at the landside toe to provide a 20-foot-wide operation and maintenance corridor (see Figure 8).

7.4. Non-Structural Alternatives

A discussion on non-structural alternative recommendations can be found in Section 8.5. It should be noted that these non-structural measures would not impact the structural alternatives presented above.

7.5. Multi-Benefit Concepts

A discussion on the multi-benefit concepts that were analyzed as part of this study can be found in Section 8.6.

8. EVALUATION OF ALTERNATIVES

Several factors were incorporated into the evaluation effort in order to identify the preferred alternative. A summary of each factor can be found in the sections below.

8.1. Environmental Constraints Analysis

The purpose of including an environmental constraints analysis (Attachment C) (Reference 13) within the feasibility study is to assist with the identification of key environmental issues that should be given due consideration during the planning and design phase of a project.

The analysis of constraints is intended to facilitate the project planning process, assist with the evaluation of various alternatives, define a recommended project, and assess potential permitting and mitigation requirements. Specifically, the environmental constraints analysis: 1) identifies potential constraints based on the anticipated presence or absence of environmental resources; 2) describes the consistency and/or compliance of each alternative with existing policies; and 3) identifies potential environmental mitigation costs for each alternative site. This analysis also provides basic permit information.

The California Environmental Quality Act (CEQA) Guidelines Section 15262 states that a project involving only feasibility or planning studies for possible future actions which an agency, board, or commission has not approved, adopted, or funded does not require the preparation of an Environmental Impact Report (EIR) or a Negative Declaration. Section 15262 of the CEQA Guidelines does not apply to the adoption of a plan that will have a legally binding effect on later activities. Therefore, no documentation under CEQA has been prepared for the Feasibility Study.

8.2. Project Costs

To estimate preliminary project costs, unit prices were developed and material quantities were calculated for all project features. Estimated quantities for alternatives in each reach were developed using specific cross sections taken at locations where the existing levee geometry was representative of the reach. The representative cross section was applied to the whole segment in order to estimate quantities. Cross sections that were used to estimate quantities for the alternatives considered are included in Attachment I and **Attachment J**. Unit prices for typical levee construction (e.g.: site clearing, borrow excavation and hauling, levee embankment fill, and rock slope protection) were determined based upon recent contractor bid summaries for similar levee improvement projects in Northern California. Where recent bid tabulations were not available, cost-determination publications, such as RS Means' *Heavy Construction Cost Data*, were used to develop costs.

For the purposes of this Study, it was assumed that levee degrade material cannot be reused, and would have to be hauled off-site and disposed of. Levee embankment material used to regrade the levee and to address freeboard/geometry deficiencies is assumed to come from borrow sites within 15 miles of the Project. Seepage berm material is also assumed to come from Project borrow sites. Embankment material shrinkage is assumed to be 20 percent, and borrow acreages were estimated assuming a borrow depth of five feet.

Included in each cost estimate line item is a contingency amount of 30 percent. Where costs are known with greater certainty, a lower contingency was used. Planning, Engineering, and Design were included at eight percent, and Construction Management at six percent.

Cost estimates reflect 2019 cost levels escalated to 2022 costs at a rate of 3.3 percent per year.

This escalation rate was determined from a review of the Engineering News Record (ENR) Historical Cost Index for the years of 2015 through 2018. Unit costs used for this Study and detailed cost estimates for each levee system are included in **Attachment K**.

8.3. Rights-of-Way

To accommodate the expanded footprint that may be required due to levee geometry corrections, toe berms, stability berms, seepage berms, and cutoff fill and cutoff wall remediation. It should be noted that the current CVFPB Title 23 Standards only require a 15-foot-wide maintenance corridor, but a 20-foot-wide corridor was analyzed in this study to take into account proposed changes to the standards as part of Title 23 Tier II update. Acquisition will include land required for remediation, a 20-foot-wide operation and maintenance easement along the landside toe to be consistent with current requirements, and a 10-foot-wide additional temporary easement that provides a 30-foot construction corridor when combined with the operation and maintenance easement.

Due to the lack of available easement data, it was assumed that no easements currently exist outside the levee prism within the cost determinations. The costs associated with permanent and temporary ROW are preliminary and will need to be further reviewed at the time of project design or implementation.

8.4. Alternative Cost Analysis

8.4.1. Bear River East Levee

Costs for remedial alternatives for the Bear River East Levee can be found in **Table 6**, below. Each remedial alternative includes remediation to address geometry deficiencies.

Table 6: Bear River East Levee Alternative Costs

NULE Seg.	Project Reach	Project Station Range	Remedial Alternative	Cost
283	B	BR 58+00 -130+72 YS 0+00 - 4+64	Combination Seepage/Stability Berm	\$20,426,800
			Seepage Cutoff Wall*	\$9,630,500
283	C	BR 0+00 - 85+00	Combination Seepage/Stability Berm w/ Rock Slope Protection	\$50,572,100
			Seepage Cutoff wall w/ Rock Slope Protection*	\$45,105,800
Total Cost of Preferred Alternative:				\$54,736,300

*Preferred Alternative for single segment

8.4.2. Yankee Slough South Levee

Costs for remedial alternatives for the Yankee Slough South Levee can be found below in **Table 7**. Each remedial alternative includes remediation to address geometry deficiencies.

Table 7: Yankee Slough South Levee Alternative Costs

NULE Seg.	Project Reach	Project Station Range	Remedial Alternative	Cost
283	A.1	YS 4+64 - 38+30	Drained Stability Berm	\$5,231,900
			Seepage Cutoff Wall*	\$5,217,000
145	A.2	YS 38+30 - 231+17	Drained Stability Berm	\$34,552,100
			Seepage Cutoff Wall*	\$23,430,200
Total Cost of Preferred Alternative:				\$28,647,200

*Preferred Alternative for single segment

8.5. Non-Structural Recommendations

Residual risk is defined as the product of: 1) the chance of damage or other adverse consequence; and 2) the impact or damage resulting from the adverse consequence, after flood management actions have been taken. Therefore, even after implementing the recommended alternative, Rio Oso would still face residual risk from flooding. Although it is not possible to completely eliminate residual risk, it can be reduced with the implementation of non-structural measures that improve flood system performance for existing facilities and/or reduce the exposure, vulnerability, and consequences of flooding by adapting to the natural floodplain or inherent features of the floodplain.

For this study, several non-structural measures were evaluated for future consideration by Rio Oso. The measures are presented in order of their potential feasibility and benefit to the community:

1. Flood Emergency Evacuation Plan
2. Flood Evacuation Warning System
3. Emergency Planning
4. Levee Relief Cuts
5. Voluntary Structure Elevation & Flood-Proofing
6. Changes to National Flood Insurance Program (NFIP)
7. Agricultural Conservation Easements

The results of the non-structural measures evaluation are summarized in this section. A more detailed overview of the non-structural measure's evaluation is presented in **Attachment M (Reference 14)**.

8.5.1. Flood Emergency Evacuation Plan

Flood emergency evacuation plans can help a community address residual risk by reducing the time required to initiate and execute a community evacuation when necessary. The Sutter County Emergency Operations Plan (EOP) (**Reference 15**) was updated in 2015 and provides a detailed flood emergency evacuation plan for Sutter County. In the event of an emergency, this plan would be implemented by the County Administrative Officer, the Sheriff, the County Fire Chief, or the Incident Commander as appropriate. Many factors need to be considered during evacuations such as the magnitude of the hazard, its intensity, and its anticipated duration. These factors are essential for determining the scope and timeframe for any evacuation that is considered necessary in response to an emergency.

According to the EOP, Sutter County has the responsibility for monitoring hazardous situations as they develop and then determining the areas that are most likely to be impacted by the event. Sutter County may issue one of two types of evacuations in response to an emergency: advisory and mandatory. The State of California and Sutter County are to coordinate together to ensure the appropriate deployment of resources, monitor and communicate evacuee shelter capacity, and direct modifications to evacuation routes as necessary.

8.5.2. Flood Evacuation Warning System

The flood evacuation warning system for the community, which can help reduce residual risk by increasing the flood warning time associated with a forecasted flood event, is also detailed within the Sutter County EOP. There are three types of flooding that may occur in the Sutter County Operational Area. The first type is localized flooding due to severe rainfall and flash flooding. The second is slow-rise flooding due to rising river levels in response to continued and heavy precipitation. The last type is flooding that corresponds to a catastrophic dam failure, including the Oroville Dam, the New Bullards Bar Dam, or the Camp Far West Dam.

The EOP presents information regarding public notifications for preparations of evacuation orders, outlines the responsible agencies and their respective duties, provides information on slow-rise flood threats from river stages on the Feather River, and outlines dam and/or levee failure planning and response.

8.5.3. Emergency Planning

Emergency planning can help a community address residual risk by increasing the ability to respond to floods by pre-identifying actions that facilitate flood response and emergency actions. In 2013, Sutter County developed an Updated Local Hazard Mitigation Plan (LHMP) (**Reference 16**) to make the County and its residents less vulnerable to future hazards. The purpose of the LHMP Update is to reduce or eliminate long-term risk to people and property from hazards including flooding. According to the Sutter County LHMP Update, one of the mitigation actions for RD 1001 includes a Flood Emergency Response Project. This Project includes the development of a hazard response training video, coordination of training, establishment of an evacuation location, and the purchase of emergency equipment and supplies.

In 2018, Sutter County received a Statewide Flood Emergency Response grant from DWR to update its countywide Emergency Operations Plan and develop emergency response plans for various communities, including Rio Oso. The Sutter County Board of Supervisors approved a resolution to begin the update process during the summer of 2019.

8.5.4. Levee Relief Cuts

Attachment B presents a hydraulic analysis to evaluate the stage reduction benefits associated with the proposed relief cuts that could be implemented to reduce flooding associated with a breach on the Feather River levees near SR 99. Levee relief cuts are pre-identified areas where a levee section can be lowered or removed during a flood event to return floodwaters to the main river channel. Relief cuts can address residual risk by

limiting the total depth of flooding that occurs in areas upstream of the cut and by reducing the overall duration of the flood event. . The proposed site of the relief cut is at the Feather River left (east) bank near Verona. Three potential relief cuts were explored in the hydraulic analysis with varying widths. The three different widths of the potential relief cuts are 100 feet, 500 feet, and 1,000 feet, respectively. The final crest elevation for all of the relief cuts is 40 feet utilizing the North American Vertical Datum of 1988 (NAVD 88). The approximate amount of time that would be necessary to implement an effective relief cut after a breach occurs is 24 hours for all of the relief cut alternatives. The results of the hydraulic analysis indicate that the maximum flood stage reduction resulting from a relief cut is 0.1 foot to 0.6 foot as a result of breach inflows far exceeding the relief cut outflows. However, relief cuts could provide additional benefits with lower river stages and would allow floodwaters to be more quickly evacuated from the basin once the breach is closed. Therefore, it is recommended that relief cuts be considered as part of future emergency operations planning.

8.5.5. Voluntary Structure Elevation & Flood-Proofing

The 2012 Central Valley Flood Protection Plan (CVFPP) (**Reference 17**), the 2017 Update of the CVFPP (**Reference 18**), and the Feather River Regional Flood Management Plan (RFMP) (Reference 7) assert DWR's interest in the elevation and flood-proofing of structures in small communities. Structure elevation and flood-proofing can address residual risk by reducing flood damages to existing structures. A GIS analysis was performed to assess structures that are potential candidates for flood-proofing by comparing the 2012 CVFPP structure inventory data points to a composite of maximum WSEs from the hydraulic analysis. Of the 58 structures in Rio Oso and the surrounding areas, 48 would experience less than three feet of flooding and, therefore, would be potential candidates for dry flood-proofing. The remaining 10 would have flood depths greater than three feet and, thus, would be candidates for elevating.

More outreach and education are required to determine if a structure elevation and flood-proofing program would be viable in Sutter County. A program such as this would require public acceptance and willing landowners. In addition, there may be concerns that structure elevations and flood-proofing would only benefit certain landowners and may divert funds from needed levee improvements that would benefit more of the basin. Therefore, a voluntary program may be considered if the County is able to secure funding.

8.5.6. Changes to Nation Flood Insurance Program (NFIP)

Changes to the NFIP have been proposed by previous studies. Based on the 2012 CVFPP (Reference 17), 2017 Update of the CVFPP (Reference 18), and the RFMP (Reference 7); some proposed changes to the NFIP include:

1. Revising FEMA Operating Guidance 12-13 to designate areas behind a certified levee reach as Zone X (Shaded) if the certified reach of levee is part of a larger levee system and is providing protection from the Base Flood. Currently, FEMA's Operating Guidance 12-13 does not allow accreditation of a reach of levee unless the entire levee system can be certified and accredited and, therefore, Zone D is used.
2. Setting insurance rates for structures protected by non-accredited levees by affording some credit for the presence of the existing levee, even if it is also not accredited. The current flood insurance mapping standards treat a non-accredited levee as non-existent.

In order for Option 1 to be feasible, the levees required for identifying a Zone X (Shaded) would need to be evaluated and certified by an engineer and accredited by FEMA.

In order for Option 2 to be feasible, a change to Code of Federal Regulations (CFR) 65.10 may be required. In the case of Rio Oso, even after changes to the NFIP, additional hydraulic analyses and levee evaluations/improvements would be needed to determine the level of risk.

FEMA recently made changes to the NFIP that apply to new businesses and renewals, effective April 1, 2019. These changes include premium increases, changes to primary residence determination, introduction of a Severe Repetitive Loss (SRL) Premium, and clear communication of these changes to policy holders. To date, DWR has not developed a program for funding any changes to the NFIP standards. Without sufficient funding, it is highly unlikely that changes to the NFIP would be a feasible non-structural alternative for Rio Oso at this time.

8.5.7. Agricultural Conservation Easements

While agricultural easements do not address the current risk, they do address potential future residual risk by preventing development in the agricultural areas of the floodplain. The 2012 CVFPP (Reference 17) and 2017 Update of the CVFPP (Reference 18) both assert DWR's interest in acquiring agricultural conservation easements to limit rural development. However, DWR has not yet developed a program for acquiring agricultural easements and funding has not been made available. If DWR acquires funding and develops a program for agricultural easements, then the community of Rio Oso should evaluate the program as it would apply in the Rio Oso area and make a determination as to whether or not the program would reduce the impacts of the current flood threat on the community.

Participation would be on a voluntary basis with only willing sellers. This could provide the community with more resiliency during major flood events. The Rio Oso area comprises only a small portion of the lands protected by the State Plan of Flood Control and it is currently mapped by FEMA as a Special Flood Hazard Area. DWR's funding for agricultural conservation easements in the Rio Oso area may be very limited.

8.6. Multi-Benefit Opportunities

A number of opportunities to promote multi-benefit concepts were evaluated as a part of the Feasibility Study. These multi-benefit concepts include the following:

8.6.1. Nelson Slough Improvements

The Feather River Wildlife Area - Nelson Slough Unit is located on the right bank of the Feather River immediately upstream of the Sutter Bypass and is owned and managed by CDFW. The unit occupies a terrace that is from 500 to 3,800 feet wide between the levee and the low-flow channel along a 3.5-mile reach of the river. State Route 99 bisects the unit via a bridge and causeway. A debris weir is located where the Feather River empties into the Sutter Bypass. The weir was originally constructed to keep Feather River sediment from being deposited into the Sutter Bypass; however, the functionality of the weir has been reduced by the accumulation of approximately 15 feet of sediment on the upstream side. In addition, the weir may be adversely affecting the hydraulics and sediment deposition dynamics of the Feather River that could threaten the integrity of the levee on the opposite bank by directing the flow of the river into the right bank during high flows.

The Nelson Slough Unit is currently managed to provide riparian habitat for migratory birds and special-status species, as well as to provide public opportunities for wildlife-oriented recreation. The unit is located on previously farmed terraces formed by thick deposits of sandy hydraulic mining debris between the levee and the river. A number of low areas, such as sloughs, side channels, remnant borrow pits, and floodplain scour depressions presently support healthy vegetation and provide excellent rearing habitat for juvenile salmonids. A dense riparian canopy is present at the base of the Feather River levee along the sloughs fed by the Feather River. The extent of these habitats is limited at the unit, and vegetation does not naturally regenerate or become established in most areas because the terraces are too high and dry as well as being dominated by dry grassland habitat.

Ecosystem restoration could be implemented at the Nelson Slough Unit by rehabilitating or removing the weir and lowering the floodway. This would create a variety of flood surface elevations that would support a diversity of habitats (e.g.: riparian woodland and scrub, marsh, native grassland, and frequently inundated floodplain) while also providing

additional flood conveyance through the removal of accumulated sediment. Additionally, side channels could be excavated to provide spawning areas for anadromous fish and to limit fish stranding after flood events. Along with side channels, benches and shelves could be graded from the floodplain to reconnect the flows or re-engineer the floodplain. Because the Nelson Slough Unit occurs at the junction of the Feather River with the Sutter Bypass, large volumes of sediment are deposited in the area during flood events. Thus, ongoing maintenance of the area would probably be required to maintain the ecosystem functions and services of any habitats that were created within the Nelson Slough Unit. It should be noted that the Nelson Rock Weir is currently part of the SPFC and therefore would require a substantial effort to remove it from the SPFC before it could be modified.

8.6.2. Natomas Cross Canal Stability Berm and Channel Habitat Improvements Project

The Natomas Cross Canal Stability Berm and Channel Habitat Improvements Project would construct a stability berm along 11,000 feet of the NCC Levee in areas that have not been previously repaired, and would plant additional riparian vegetation to act as a natural wind-induced wave defense. The project will also enhance local aquatic and riparian habitat through vegetation management; enhance terracing and grading of the in-channel geometry near the NCC and Sacramento River confluence; and reconfigure downstream portions of the NCC into a more meandering channel. This effort will utilize waterside berm plantings of varietal native understory and native plant species; thus, it will provide a natural wind-wave buffer that will also afford shaded riverine aquatic habitat over an additional 2,400 linear feet along the channel edge. These habitat enhancements and channel modifications will benefit water quality, improve water flow along the channel, and provide more non-natal rearing habitat for juvenile salmon – particularly winter-run salmon and other commercially important fishes (including fall-run Chinook, steelhead, and green sturgeon). In addition, the habitat enhancements and channel modifications will also provide an additional flood control conveyance and natural erosion protection feature. Fish screens will also be installed on existing intakes to protect the fish within their new environment.

Construction of the proposed in-channel habitat improvements will yield a large enough quantity of borrow to construct up to 11,000 linear feet of stability berm. The NCC Stability Berm & Channel Habitat Improvement Project plans to add riprap, soil, and plants on another 3,600 linear feet of the north NCC Levee between the RD 1001 main pumping plant, the NCC, and the Sacramento River confluence, to correct channel scour that is encroaching into the levee prism. These features will also provide adequate waterside berm to allow riparian habitat between the levee toe and the channel.

These various improvements of the Stability Berm and Habitat Improvement Project will support many of the Central Valley Protection Plan's Conservation Strategy goals. At the same time, these improvements will reduce flood risk, provide significant fish and wildlife habitat benefits, maintain the existing high-water quality within the NCC, and protect local agricultural and forested landscapes. These actions and benefits are also consistent with the State of California's planning priorities.

8.6.3. Sutter Bypass Hook Levee.

The Sutter Bypass Hook Levee is a discontinuous training levee located on the right bank of the Feather River at Nelson Slough. Implementing this project would increase river floodway capacity, reduce the high velocities that are associated with flood flows in the channel bend, and reduce scour of the riverbed near the left-bank levee. Hydraulic and sediment transport modeling of the 10-year and 100-year floods conducted by CBEC, Inc. indicates that deep channel scour and very high velocities occur within the constricted channel, between the training hook levee and the east levee of Feather River, and that depositional patterns exist upstream of the artificial constriction. Additional hydraulic and geomorphic analysis is needed to determine the best realignment of the training levee and to evaluate the feasibility of relocating the hook levee westward (farther from the left bank of the Feather River). The hook levee and a rock weir at Nelson Slough were constructed before construction of flood control dams at Oroville and New Bullards Bar, in order to reduce sediment deposits in the Sutter Bypass and prevent avulsion of the Feather River into the bypass. Since then, the bed of the river has continued to incise relative to the elevation of the high floodplain at Nelson Slough. Recent sediment-transport modeling does not indicate a tendency for channel migration at this location, but deep scour potential at the levee toe is a concern.

9. RECOMMENDED PROJECT

A summary of costs for the recommended geotechnical remedial alternatives can be found below in **Table 8**. It should be noted that the recommended geotechnical remediation measure is not always the least-cost alternative. In these instances, the purpose of selecting the higher cost alternative is to maintain a continuous geotechnical remediation measure among consecutive levee segments (decreasing overall project costs).

The recommended remediation measure for the Bear River East Levee is a seepage cutoff wall with rock slope protection on Reach C. As part of this effort, the levee embankment would be raised, widened, and/or slope flattened in localized areas where freeboard and/or embankment geometry were found to be deficient.

The recommended remediation measure for the Yankee Slough South Levee is a seepage cutoff wall. As part of this effort, the levee embankment would be raised, widened, and/or the slopes flattened in localized areas where freeboard and/or embankment geometry were found to be deficient.

Table 8: Summary of Recommended Project Costs

Levee	NULE Seg	Project Reach	Project Station Range	Remedial Alternative	Cost
Bear River East Levee	283	B	BR 58+00 - 130+72 YS 0+00 - 4+64	Seepage Cutoff Wall	\$9,630,500
	283	C	BR 0+00 - 85+00	Seepage Cutoff Wall w/ Rock Slope Protection	\$45,105,800
Yankee Slough South Levee	283	A.1	YS 4+64 - 38+30	Seepage Cutoff Wall	\$5,217,000
	145	A.2	YS 38+30 - 231+17	Seepage Cutoff Wall	\$23,430,200
Total Cost of Preferred Alternative:					\$83,383,500

Due to the high cost of the preferred structural alternative cited above, the Community should consider implementing non-structural alternatives to reduce the consequences of flooding. From a structural risk reduction standpoint, incremental improvements to the upper portion of the Bear River (Reaches B, and C) would provide the greatest incremental flood risk reduction benefit for the Community of Rio Oso and also allow for some potential relief from FEMA rates by reducing the base flood elevation in the upper portion of the basin.

Development and implementation of an appropriate EOP is also recommended. The relief cut at on the Feather River near Verona should be included as part of this EOP, as it has been shown to reduce flood stages and the amount of inundated lands during a flood scenario. In an emergency situation, both time and the availability of equipment are constraining factors; however, in order to maximize the benefits of the relief cut, it is recommended that the cut be made as wide as possible. A full discussion on the relief cut analysis can be found in Attachment B.

Advancement of the multi-benefit projects discussed in Section 8.6 is also recommended.

9.1. Environmental Documentation and Permitting

The following sections contain summary information on the expected environmental documentation and permitting for the project.

9.1.1. California Environmental Quality Act (CEQA)

Based on the results of the Environmental Constraints Analysis (Attachment C), it is probable that the recommended alternative would result in an impact on the environment and, therefore, CEQA documentation would be required. The CEQA requires that all state and local government agencies consider the environmental consequences of the projects they propose to carry out or over which they have discretionary authority, before implementing or approving those projects. As specified in Section 15367 of the State CEQA Guidelines, the public agency that has the principal responsibility for carrying out or approving a project (as defined above and as described in more detail below) is the lead agency for purposes of CEQA. As specified in Section 15064(a) of the State CEQA Guidelines, if there is substantial evidence (such as the results of an Initial Study (IS)) that a Project, either individually or cumulatively, could have a significant effect on the environment that cannot effectively be mitigated to a less-than-significant level, the lead agency must prepare EIR. The lead agency may prepare a Mitigated Negative Declaration (MND), if in the course of the IS analysis, the agency finds that the Project would have no significant environmental impacts or could have a significant impact on the environment but that implementing specific mitigation measures would reduce any such impacts to a less-than-significant level (State CEQA Guidelines, Section 15064[f]). The level of CEQA documentation that would be required for the proposed Project would be determined during the permitting process.

9.1.2. National Environmental Policy Act (NEPA)

Based on the results of the Environmental Constraints Analysis (Attachment C), it is likely that the Project would require compliance with federal regulations, such as the Clean Water Act, Section 404; National Historic Preservation Act, Section 106; and Endangered Species Act (ESA), Section 7. Because these federal permits and consultations would probably be required, compliance with the NEPA could be triggered. In addition, the levee systems protecting the project area are part of the SPFC and, thus, are identified as state/federal facilities; therefore, any modifications to the levees could also trigger the need for NEPA compliance and for a Rivers and Harbors Act, Section 408 Permit. The level of NEPA documentation that would be required for the proposed Project would be determined during the permitting process.

9.1.3. Permits and Approvals

Several federal, state, and local permits and/or authorizations are anticipated for the proposed Project. Attachment C summarizes the permits and approvals that may be associated with the proposed Project. The regulations and ordinances listed below represent a preliminary assessment of permitting requirements, which would be refined through subsequent Project design and preparation of a detailed Project description.

The proposed alternatives would directly and indirectly affect sensitive natural resources, including waters of the United States (U.S.). All potential waters of the U.S., including wetlands, identified within the Project area, may be regulated by the USACE through Section 404 of the Clean Water Act (CWA) and by the Regional Water Quality Control Board (RWQCB) as waters of the State through Section 401. All ecological systems associated with drainages (i.e.: potential waters of the U.S.), and drainage features with bed and bank topography may also be regulated by Sections 1600-1616 of the California Fish and Game Code. In conjunction with the USACE Section 404 Permit, impacts on wetlands and waters would require a Section 401 Water Quality Certification or Waste Discharge Requirement from RWQCB and CDFW Section 1602 Streambed Alteration Agreement. In addition, the proposed Project has the potential to affect more than 1.0 acre of soil, triggering the requirement of a National Pollutant Discharge Elimination System (NPDES) General Permit from the RWQCB.

Finally, the proposed Project has the potential to adversely affect special-status species. Direct and/or indirect impact on federal- and state-listed species and their habitats would require formal consultation with the USFWS (Biological Opinion/Take Statement for federal-listed species) and CDFW (2081 Incidental Take Permit for State-listed species) to determine the levels of take.

9.2. Project Implementation

9.2.1. Financial Feasibility Constraints

9.2.1.1. Demonstrating Federal Interest

The USACE planning process has a defined approach to determine flood risk reduction benefits. The USACE analysis is based on the value of damageable property and the projected reduction in flood damages once flood risk reduction measures are implemented. Less densely populated areas with agricultural land produce lower benefits than do densely populated areas. This makes demonstrating a federal interest in small communities situated in agricultural regions very difficult.

Securing federal funding for flood risk reduction projects will continue to become more competitive. In the past, funding for authorized projects has relied heavily on prioritizing appropriations based on a project's Benefit to Cost Ratio (BCR). This approach limits federal investments to areas that can achieve a very robust BCR and, generally, these projects are in urban areas where significant flood damage reduction benefits exist. In fiscal year (FY) 2019 budget requests, the current administration sought to limit funding to ongoing flood risk reduction projects with a BCR greater than 2.5 to 1. While the BCRs for projects vary each year, the competition for limited federal funding also increases as authorizations continue to outpace appropriations.

9.2.1.2. Limited Availability of Federal Funds

The USACE has historically been a major financial contributor in the development of flood risk reduction infrastructure in California. It is estimated that the USACE has a backlog of authorized projects with budgets totaling greater than \$96 billion. Annual appropriations for construction funding in FY 2018 and FY 2019 were \$2.1 billion and \$2.2 respectively, or just over two percent of the total backlog of authorized projects. However, some of the backlogged appropriations are related to projects that are unlikely to be constructed, as throughout the nation they are not competitive when compared against other projects.

There are multiple factors contributing to the growth of the USACE's backlog: authorizations have outpaced appropriations, aging infrastructure requires more significant financial investments, and construction-related costs continue to escalate.

In summary, the potential to obtain federal funding for construction of the features identified in this Feasibility Study is considered to be low.

9.2.1.3. Availability of State Funds

Following the passage of the Water Resources Development Act of 1986, non-federal interests were required to share more of the financial and management burdens. These new requirements, coupled with more stringent environmental regulations, resulted in a further reduction of the federal share of spending for flood and water management projects. With the reduction in federal authorizations and the more stringent conditions on State and local financing of flood management projects, the State turned to general obligation (GO) bonds.

In 2006, the State passed water management Bond Propositions 84 and 1E. The Disaster Preparedness and Flood Protection Bond Act of 2006 (Proposition 1E) authorized \$4.09 billion in GO bonds to rebuild and repair California's most vulnerable flood control structures. This was done in order to protect homes and prevent loss of life from flood-related disasters, including levee failures, flash floods, and mudslides; it was also done to protect California's drinking water supply system by rebuilding delta levees that are vulnerable to earthquakes and storms. Proposition 84 enhanced these efforts with an additional \$800 million for flood projects. Proposition 1 was passed on November 4, 2014, and it included \$395 million for flood projects. Proposition 68 was passed on June 5, 2018, and it included another \$550 million for flood projects.

Proposition 1E funds have been allocated to conduct Feasibility Study investigations that are consistent with DWR's SCFRRP Guidelines (2016) and support the (2012 and 2017) Central Valley Flood Protection Plan goals of promoting flood risk management actions to reduce flood risk to people and property protected by State Plan of Flood Control facilities. The study objectives include the following: assessing a community's existing flood hazards; evaluating structural, non-structural and multi-benefit projects; and making recommendations to implement a flood risk protection project that integrates other resources' needs, as much as is feasible.

9.2.1.4. Limited Local Funding Sources/Proposition 218 Assessment

Funding local infrastructure and services (including flood and water management projects) became more difficult when voters in California passed Proposition 13 in 1978, Proposition 62 in 1986, and Proposition 218 in 1996. Proposition 13 limited ad valorem taxes on California properties. The proposition limited the amount of tax that could be collected based on the assessed value of private property, including real estate, to 1 percent of the assessed value of the property. Proposition 13 also decreased the assessed value of the properties to 1975 values (negating three years of increased value), and limited increases of assessed value to a maximum of 2 percent per year. Property that is sold or declines in value after an initial purchase may be reassessed. The enactment of Proposition 13 cut local property tax revenue significantly, causing cities and counties to raise user fees and other local taxes. In response, voters approved Proposition 62, the Voter Approval of Taxes Act, in 1986. This proposition required that new general taxes be approved by two-thirds of the local agency's governing body and a majority of voters, and also that new special taxes be approved by a two-thirds majority of voters. This led local agencies and communities to use assessments and property-related fees (among other fees)

to pay for government services. Proposition 218 was passed by voters in 1996, and added requirements and limits on local governments' ability to impose or increase assessments and fees.

Proposition 26, which was passed in 2010, redefined many existing fees as taxes. The impacts of institutional and legal constraints associated with raising local funding for flood infrastructure and services is described in greater detail in a 2014 Public Policy Institute of California's report, "*Paying for Water in California*". Constraints from Propositions 218 and 13 have been thoroughly documented by the State and also highlighted as a major challenge in DWR's January 2005 White Paper, "*Responding to California's Flood Crisis*."

9.2.1.5. Tax Rate and Infrastructure Burden Consideration

In order to consider an area's ability to generate new revenue through special taxes and assessments, the uses of taxing capacity for all infrastructure and services should be considered. The California Debt and Investment Advisory Commission (CDIAC) promulgates guidelines with respect to land-secured financing, including the use of assessments and Mello-Roos Special Taxes. The CDIAC's Mello-Roos Guidelines (1991) suggests that jurisdictions should integrate Mello-Roos financing into the land use regulatory framework. Local governments can create a process for coordinating the use of land-secured financing through the provision of this form of integration. The main concern is that, in the absence of coordinated planning, property owners/taxpayers could find themselves vulnerable to onerous overlapping property tax burdens imposed by a multitude of local governments that may provide services to the same group of properties. Furthermore, the services funded by these burdens may not reflect property owners' collective priorities for services and infrastructure. This issue is analogous to the current ongoing efforts associated with planning for the future of flood management infrastructure to the extent that there are a multitude of planning efforts, all developing concurrent funding and financing strategies. These efforts should be coordinated in order to ensure that there is sufficient funding capacity available from the identified beneficiaries and that the funding is dedicated toward the beneficiaries' collective highest priorities.

9.2.1.6. Preferred Alternative Costs Summary

The small communities for Nicolaus and Rio Oso are within the same hydraulic basin and, therefore, remediation of levees near each community impacts the entire basin. All of the levee improvements are required to achieve the planned flood risk reduction goals. A breach in the levees in the Nicolaus plan would inundate Rio

Oso, and a breach in the levees in the Rio Oso plan would inundate Nicolaus. Therefore, a combined cost for the preferred alternative was prepared for both communities. Through geotechnical evaluation, an alternative alignment with multiple alternative remediations was identified for the Nicolaus and Rio Oso Projects. For the purpose of this analysis, the minimum and maximum repair costs associated with each remediation alternative was considered in determining the recommended approach. **Table 9** includes a list of Project costs estimates provided by the Nicolaus Project team for the remediation measures. **Table 10**, below, includes a list of Project costs estimates provided by the Rio Oso Project team for the remediation measures. **Table 11**, below, displays the combined costs for both the Nicolaus and Rio Oso Projects. The estimated construction costs for the region is \$465,678,200 under the preferred alternative plan.

Table 9: Project Costs Estimates for Community of Nicolaus

System	Station	Station	Preferred Alternative	Min	Max
	Start	End	[1]	[2]	[3]
Feather River Reach D	0+00	531+55	\$171,836,000	\$171,836,000	\$224,986,800
Feather River Reach C	531+55	580+40	\$30,870,400	\$30,870,400	\$33,807,400
Feather River Reach B	580+40	640+20	\$14,284,600	\$13,137,400	\$14,284,600
Feather River Reach A	640+20	700+89	\$11,331,900	\$11,331,900	\$39,945,500
Cross Canal Reach A	0+00	284+80	\$153,971,800	\$153,971,800	\$171,733,700
Total			\$382,294,700	\$381,147,500	\$484,758,000

Notes:

1. Preferred Repair Costs Per Remediation Area Provided by Nicolaus Project Team.
2. Minimum Repair Costs Per Remediation Area Provided by Nicolaus Project Team.
3. Maximum Repair Costs Per Remediation Area Provided by Nicolaus Project Team.

Table 10: Project Costs Estimates for Community of Rio Oso

System	Station	Station	Preferred Alternative	Min	Max
	Start	End	[1]	[2]	[3]
Bear River Reach C	0+00	85+00	\$45,105,800	\$45,105,800	\$50,572,100
Bear River Reach B	85+00	130+72	\$9,630,500	\$9,630,500	\$20,426,800
Yankee Slough Reach A.1	4+64	38+30	\$5,217,000	\$5,217,000	\$523,190
Yankee Slough Reach A.2	38+30	231+17	\$23,430,200	\$23,430,200	\$34,552,100
Total			\$83,383,500	\$83,383,500	\$106,074,190

Notes:

1. Preferred Repair Costs Per Remediation Area Provided by Rio Oso Project Team.
2. Minimum Repair Costs Per Remediation Area Provided by Rio Oso Project Team.
3. Maximum Repair Costs Per Remediation Area Provided by Rio Oso Project Team.

Table 11: Cost Summary

Alternative	Nicolaus	Rio Oso	Total Construction Cost Estimate
Preferred	\$382,294,700	\$83,383,500	\$465,678,200
Min	\$381,147,500	\$83,383,500	\$464,531,000
Max	\$484,758,000	\$106,074,190	\$590,832,190

9.2.1.7. Financial Feasibility

The small communities of Nicolaus and Rio Oso are within the same hydraulic basin, and remediation of levees near each community impacts the entire basin. All of the levee improvements are required to achieve the planned flood risk reduction goals. A breach in the levees in the Nicolaus plan would inundate Rio Oso, and a breach in the levees in the Rio Oso plan would inundate Nicolaus. Therefore, a combined financial feasibility analysis was performed for Nicolaus and Rio Oso. The first step in analyzing financial feasibility starts with the assumption that a property-based special assessment will be utilized to raise the local funding required for a flood risk reduction project. The general approaches utilized are summarized below:

1. Estimate the assessment rates required to generate, on an aggregate basis, \$100,000 of annual revenue, and review the resulting rates to determine whether any land use assessment rate exceeds a level that could preclude approval of the assessment;
2. Establish the O&M funding requirements based on the project teams’ input, and determine whether or not there is sufficient revenue to fund adequate levee maintenance;
3. Establish criteria based on an assumed maximum single-family residence assessment rate (\$200) developed by the project team; and
4. Estimate the maximum amount of annual revenue that could be generated from project beneficiaries in the local community.

The methodologies utilized to determine the project beneficiaries and the relative benefits received are documented in **Attachment D (Reference 21)** and are based upon the assumption that a Proposition 218 Assessment will fund the local cost share of the project.

The capital costs of the remediation alternatives were compared to the two community’s ability to generate local matching funds as a percent of the total project cost. The ability to pay analysis was a three-step screening process. First, a new maximum annual land-based assessment was calculated assuming the limitations noted above along with the proportionality requirements of Proposition 218 for the benefited area. Second, based on the calculated assessment revenue, it was determined that \$88,000 in new assessment revenue would be allocated toward the local share of the capital costs either on a pay-go basis or to service debt. Finally, the project team determined that the existing local assessment generates a total annual revenue of \$953,000, of which \$470,000 will cover required O&M costs. Sixty-five percent (65%) or \$313,950 of the remaining existing assessment revenue, in addition to \$88,000 in new assessment capacity, was allocated toward the capital assessment capacity of \$401,950. This represents the total amount of local assessment capacity available to advance the preferred alternative.

The results of the local funding analysis are shown in the **Table 12** below. The preferred, minimum, and maximum alternatives would raise between \$5.62 million to \$7.16 million on varying debt financing interest rates between 3% to 5%. A range of local capital amount was developed and compared to the estimated alternative cost to determine the percent of local matching funds available for the range of remediation alternatives. The alternatives are ranked based on the percent of the project that could be paid with local capital.

Table 12: Local Funding Analysis Results

Alt.	Capital Assessment Capacity (\$)	Low Interest Rate (Millions \$) [1,2,4]	High Interest Rate (Millions \$) [1,3,4]	Project Cost (Millions \$)	Local		Non-Local		Fund Capacity Ranking
					High (%)	Low (%)	High	Low	
Preferred	\$401,950	\$7.16	\$5.62	\$382.29	1.87%	1.47%	98.53%	98.13%	2
Min	\$401,950	\$7.16	\$5.62	\$381.15	1.88%	1.47%	98.53%	98.12%	1
Max	\$401,950	\$7.16	\$5.62	\$484.76	1.48%	1.16%	98.84%	98.52%	3

Notes:

1. Assumes 1.1 Debt Coverage Ratio
2. Low Interest Rate for Debt Issuance Assumed to be 3%
3. High Interest Rate for Debt Issuance Assumed to be 5%
4. Term for Bond Repayment Assumed to be 30 Years

9.2.1.8. Funding Source Analysis

This Study also evaluated potential State and federal funding sources available to match local funding. These sources include partners for the multi-benefit portions, structural and non-structural projects. **Table 13** provides a summary of potential

State and federal funding sources that could be sought to complete the proposed improvements. A detailed summary of these findings is provided in the Funding Sources Analysis, which is attached as **Attachment F (Reference 23)**.

Table 13: State and Federal Funding Sources Summary Table

Funding Program	Agency	Structural		Non-Structural		Study / Plan / O&M	
		Levees/ Floodwalls/ Dams/ Erosion	Bypasses	Changes to NFIP	Relief Cuts	Feasibility Study/Flood Management Plan	OMRR&R
Urban Stormwater and Waterways Improvement Program	CNRA	X	X		X		
Urban Green Infrastructure Program	CNRA	X	X		X		
Flood Control Subventions Program (FCSP)	DWR	X	X		X		
Central Valley Tributaries Program (CVTP)	DWR	X	X		X		
Flood Damage Reduction Projects (FDRP)	USACE	X	X		X	X	
Flood Related Continuing Authorities Program (FRCA)	USACE	X	X		X	X	
Sacramento River Bank Protection Project (SRBPP)	USACE	X	X		X		
Watershed and Flood Prevention (WFPO)	USDA	X			X		
Inland Wetlands Conservation Program (IWC)	WCB	X	X		X		

Source: Reference 23

9.2.1.9. Funding Plan

The County should work to determine if advancing a land-based assessment would be a viable approach and if it should refine assumptions associated with the amount

of funding required to complete the proposed improvements. In order to secure local funding, the County will need to prepare a detailed Project financing plan and a cash flow model to support a land-based assessment. This plan would ultimately become part of a required Engineer's Report. The County should advance design and environmental compliance of the preferred alternative in order to develop a construction-ready project that can better compete for state and federal funding.

The Project Team determined that existing local funding revenues are sufficient to fund all of the Alternative Remediations' O&M costs for the two small communities. The remaining capacity of the local assessment net O&M costs could be used to raise between 1.47 percent and 1.88 percent of the total Preferred Alternative project costs. In LWA's experience, typical capital improvement projects require at least 10 percent to 15 percent of the local matching funds in order to qualify for state and federal funding programs.

The County should explore developing a regional assessment district to fund a regional Capital Improvement Program (CIP) that could leverage a larger benefit assessment area than the two small communities to generate local funds to match state and federal funding. The regional assessment district could initially be utilized to fund SCFRRP projects within the County, and then other critical projects within Sutter County.

As part of developing a larger regional program and CIP, the County would need to determine how to address governance prior to advancing the preferred alternative under this regional approach.

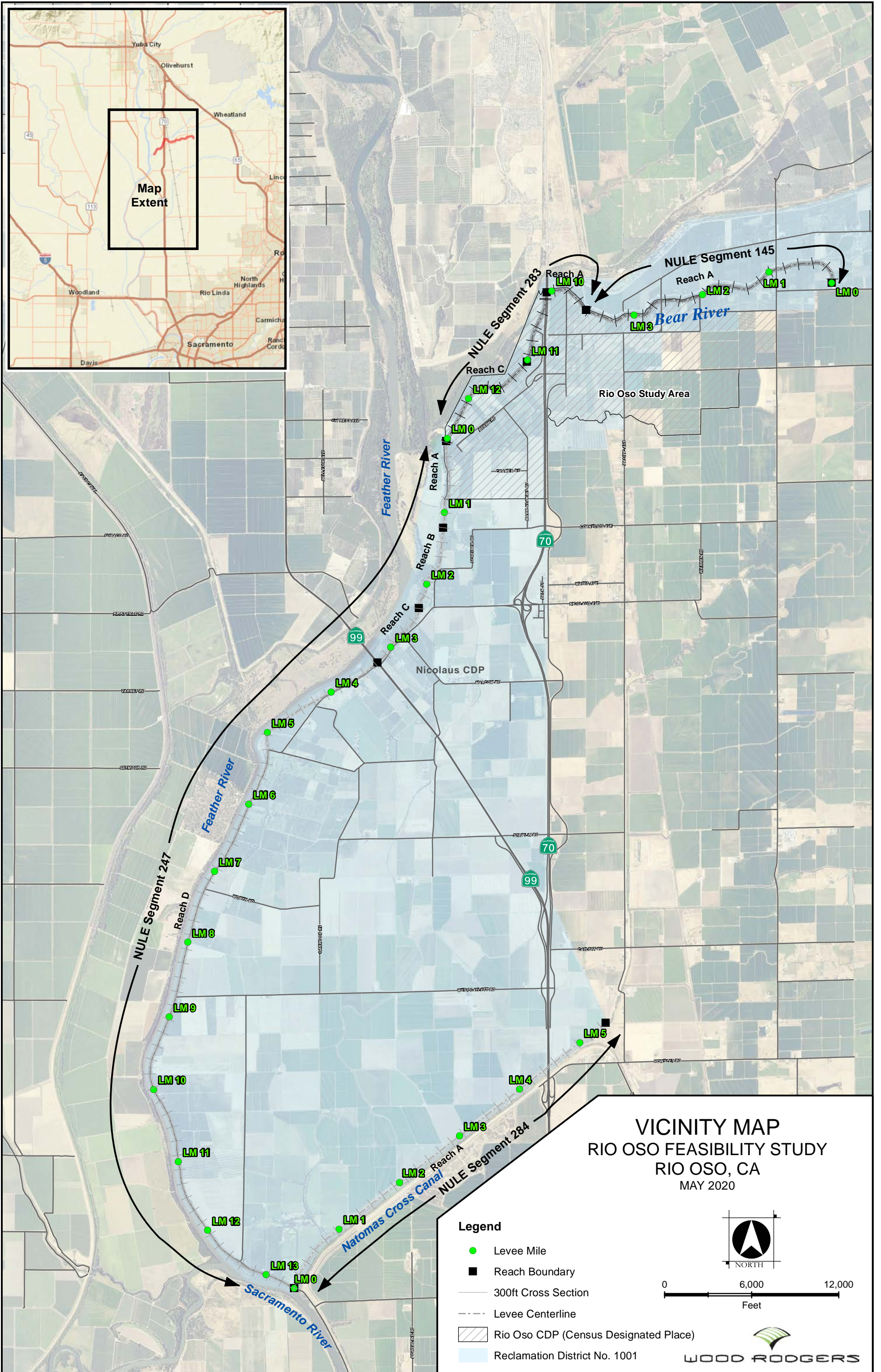
For further details regarding this analysis, refer to the Financial Conceptual Plan that is attached as **Attachment E (Reference 22)**.

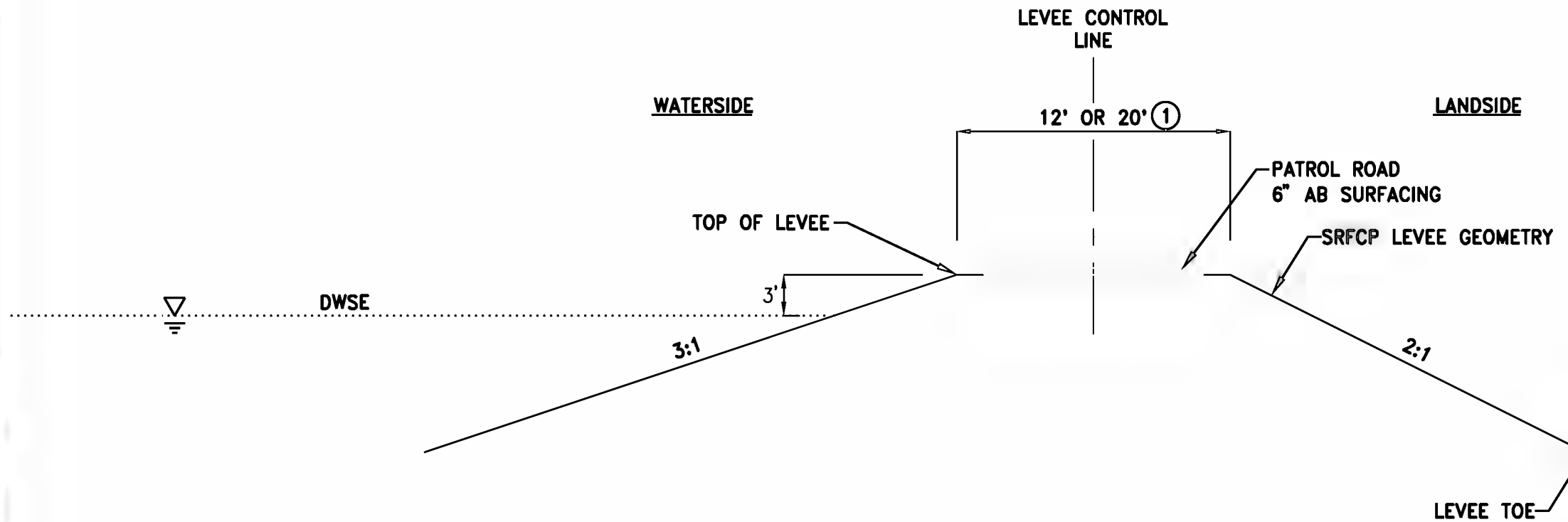
10. REFERENCES

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TYPICAL SECTION
SRFCP AUTHORIZED DESIGN - LEVEE GEOMETRY
 SCALE: N.T.S.

NOTES

- ① MINIMUM 12' CROWN WIDTH FOR MINOR STREAM LEVEES
- MINIMUM 20' CROWN WIDTH FOR MAJOR STREAM LEVEES

LEGEND	
	EXISTING GROUND
	ULDC LEVEE GEOMETRY
	DESIGN WATER SURFACE ELEVATION (DWSE)

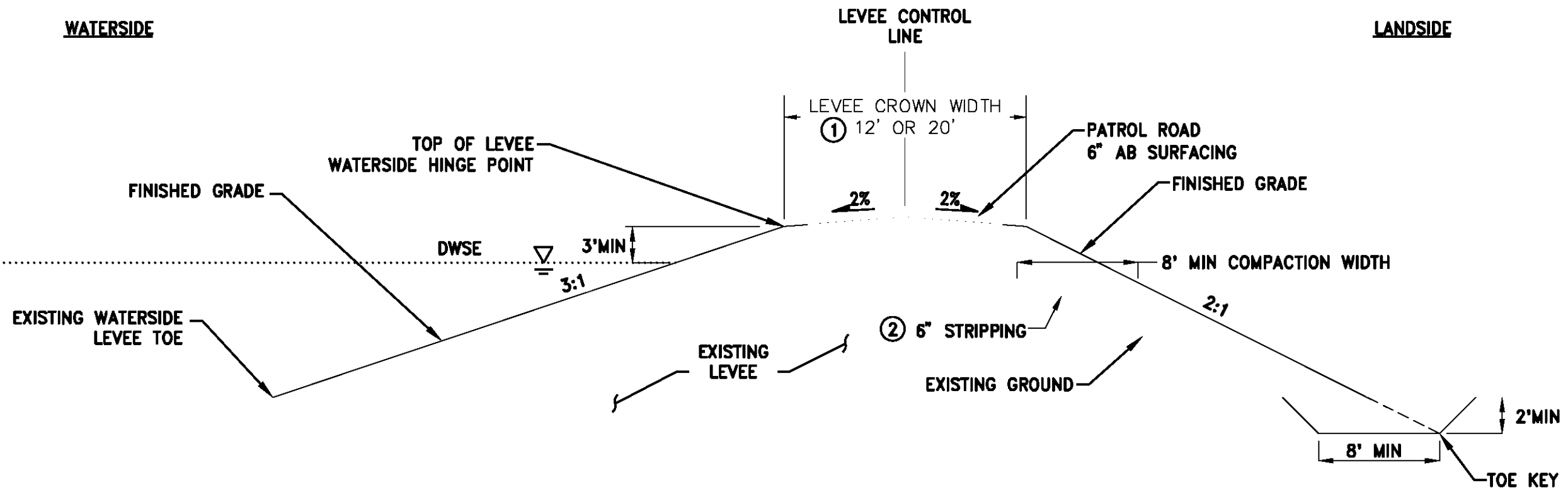
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 SRFCP AUTHORIZED DESIGN - LEVEE GEOMETRY
 TYPICAL SECTION

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WATERSIDE

LANDSIDE



NOTE

- ① LEVEE CROWN WIDTH SHOWN AS 20'. ACTUAL CROWN WIDTH MAY VARY. BEAR RIVER EAST LEVEE CROWN WIDTH SHALL BE 20'. YANKEE SLOUGH SOUTH LEVEE CROWN WIDTH SHALL BE 12'.
- ② EXCAVATE LEVEE SLOPE, AS NEEDED, TO CREATE MINIMUM COMPACTION WIDTH.

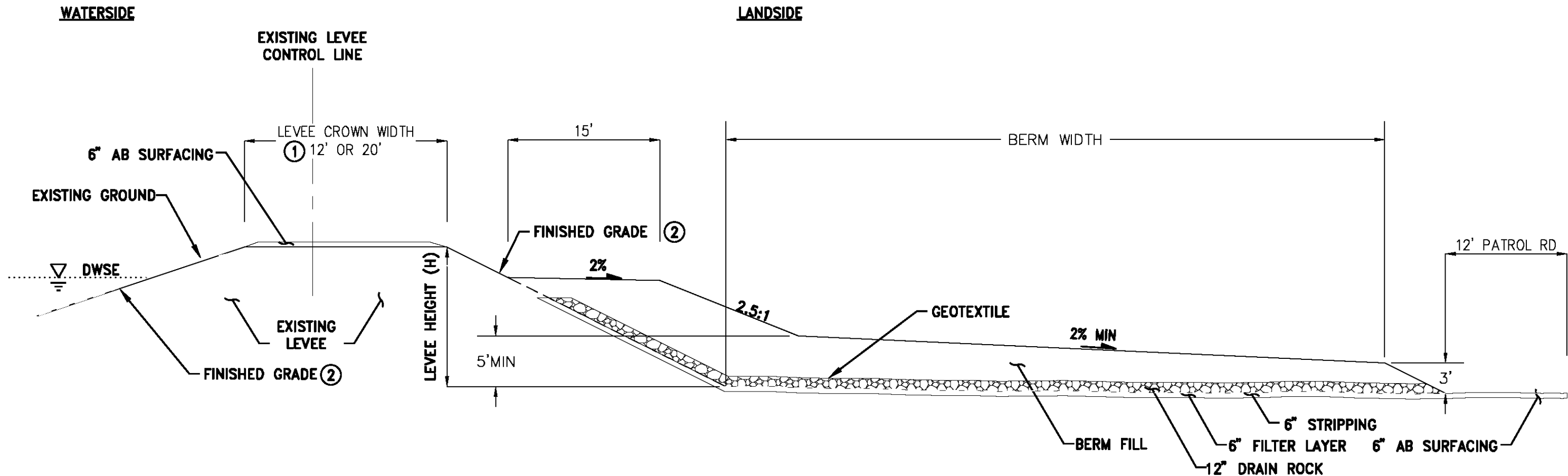
TYPICAL SECTION
LEVEE RAISE AND GEOMETRY IMPROVEMENT - LANDSIDE
 SCALE: N.T.S.

LEGEND	
	EXISTING GROUND
	FINISHED GRADE
	DWSE

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 LEVEE RAISE AND GEOMETRY IMPROVEMENT - LANDSIDE TYPICAL SECTION

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NOTE

- ① LEVEE CROWN WIDTH SHOWN AS 20'. ACTUAL CROWN WIDTH MAY VARY. BEAR RIVER EAST LEVEE CROWN WIDTH SHALL BE 20'. YANKEE SLOUGH SOUTH LEVEE CROWN WIDTH SHALL BE 12'.
- ② SEE FIGURE 2 FOR TYPICAL GEOMETRY FIX CROSS SECTION.
- ③ TOP OF BERM SHALL BE SET AT THE DWSE.

**TYPICAL SECTION
LANDSIDE COMBINATION SEEPAGE/STABILITY BERM**

SCALE: 1" = 10'

LEVEE	STATION RANGE	BERM WIDTH
BEAR RIVER	0+00 - 85+00	60
	85+00 - 130+72	150
YANKEE SLOUGH	0+00 - 4+64	150

LEGEND	
	EXISTING GROUND
	FINISHED GRADE
	PROJECTED FINISHED GRADE
	DWSE
	DRAIN ROCK
	FILTER SAND

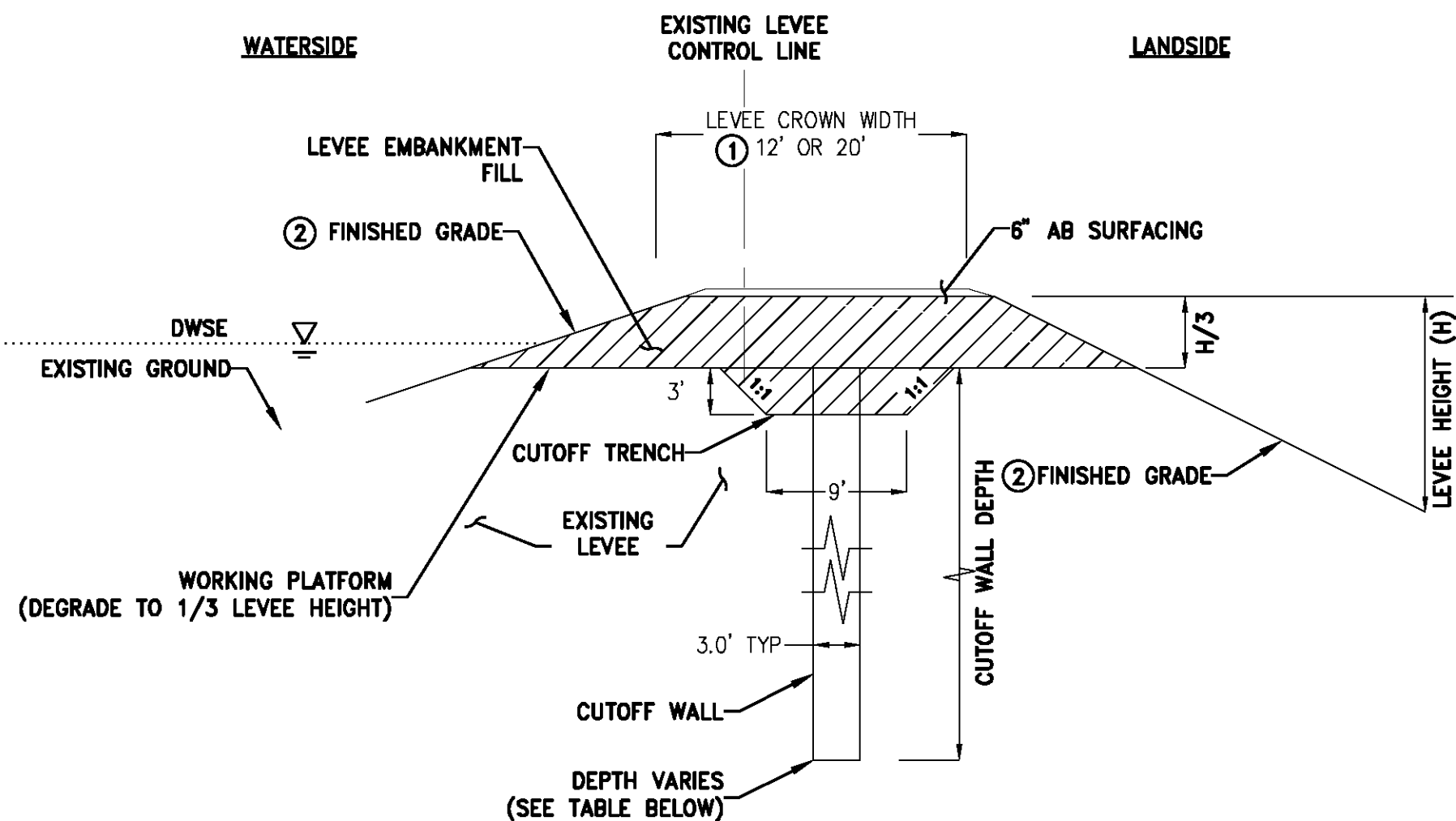
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**RIO OSO FLOOD RISK REDUCTION
PROGRAM FEASIBILITY STUDY**

LANDSIDE COMBINATION SEEPAGE/STABILITY BERM
TYPICAL SECTION

FIGURE 4

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**TYPICAL SECTION
SOIL BENTONITE SEEPAGE CUTOFF WALL**

SCALE: 1" = 10'

LEVEE	STATION RANGE	CUTOFF WALL DEPTH (FT)
BEAR RIVER	0+00 - 85+00	60
	85+00 - 130+72	40
YANKEE SLOUGH	4+64 - 38+30	16
	38+30 - 231+17	16

- NOTE**
- ① LEVEE CROWN WIDTH SHOWN AS 20'. ACTUAL CROWN WIDTH MAY VARY. BEAR RIVER EAST LEVEE CROWN WIDTH SHALL BE 20'. YANKEE SLOUGH SOUTH LEVEE CROWN WIDTH SHALL BE 12'.
 - ② SEE FIGURE 2 FOR TYPICAL GEOMETRY FIX CROSS SECTION.

LEGEND

- EXISTING GROUND
- FINISHED GRADE
- CUTOFF WALL EXCAVATION
- CUTOFF WALL
- DWSE

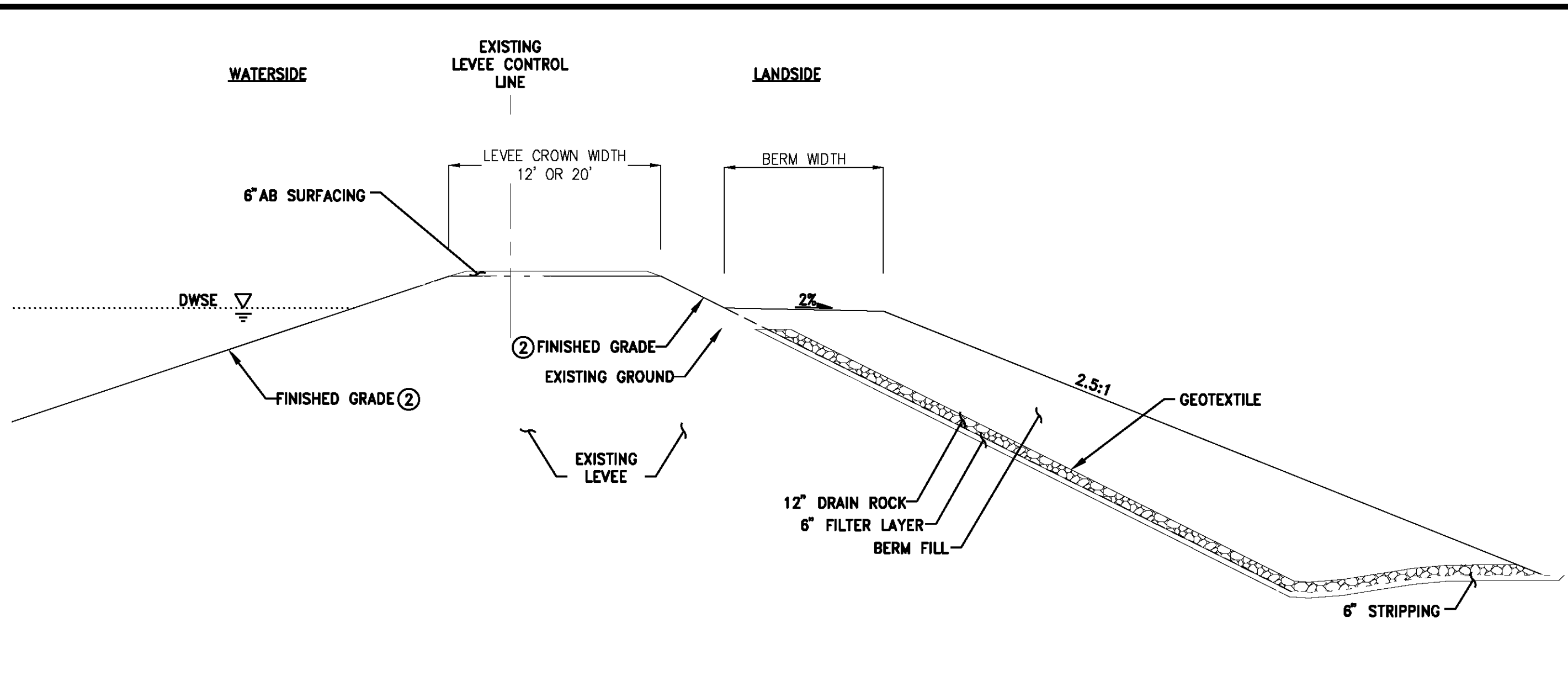


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PROGRAM FEASIBILITY STUDY**

SOIL BENTONITE SEEPAGE CUTOFF WALL
TYPICAL SECTION

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- NOTE**
- ① LEVEE CROWN WIDTH SHOWN AS 20'. ACTUAL CROWN WIDTH MAY VARY. BEAR RIVER EAST LEVEE CROWN WIDTH SHALL BE 20'. YANKEE SLOUGH SOUTH LEVEE CROWN WIDTH SHALL BE 12'.
 - ② SEE FIGURE 2 FOR TYPICAL GEOMETRY FIX CROSS SECTION.
 - ③ TOP OF BERM SHALL BE SET AT THE DWSE.

**TYPICAL SECTION
DRAINED STABILITY BERM**

SCALE: 1" = 10'

LEVEE	STATION RANGE	BERM WIDTH
YANKEE SLOUGH	4+64 - 38+30	15
	38+30 - 231+17	15

LEGEND

- EXISTING GROUND
- FINISHED GRADE
- - - PROJECTED FINISHED GRADE
- DWSE
- DRAIN ROCK
- FILTER SAND

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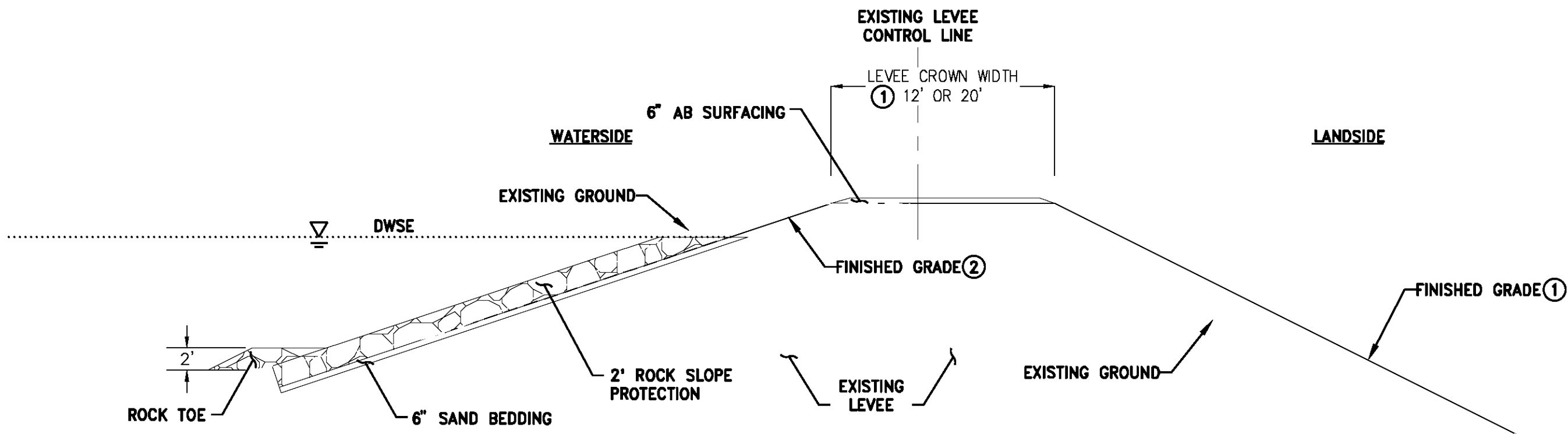
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DRAINED STABILITY BERM
TYPICAL SECTION

FIGURE 6

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- NOTE**
- ① LEVEE CROWN WIDTH SHOWN AS 20'. ACTUAL CROWN WIDTH MAY VARY. BEAR RIVER EAST LEVEE CROWN WIDTH SHALL BE 20'. YANKEE SLOUGH SOUTH LEVEE CROWN WIDTH SHALL BE 12'.
 - ② SEE FIGURE 2 FOR TYPICAL GEOMETRY FIX CROSS SECTION.

**TYPICAL SECTION
 ROCK SLOPE PROTECTION**
 SCALE: 1" = 10'

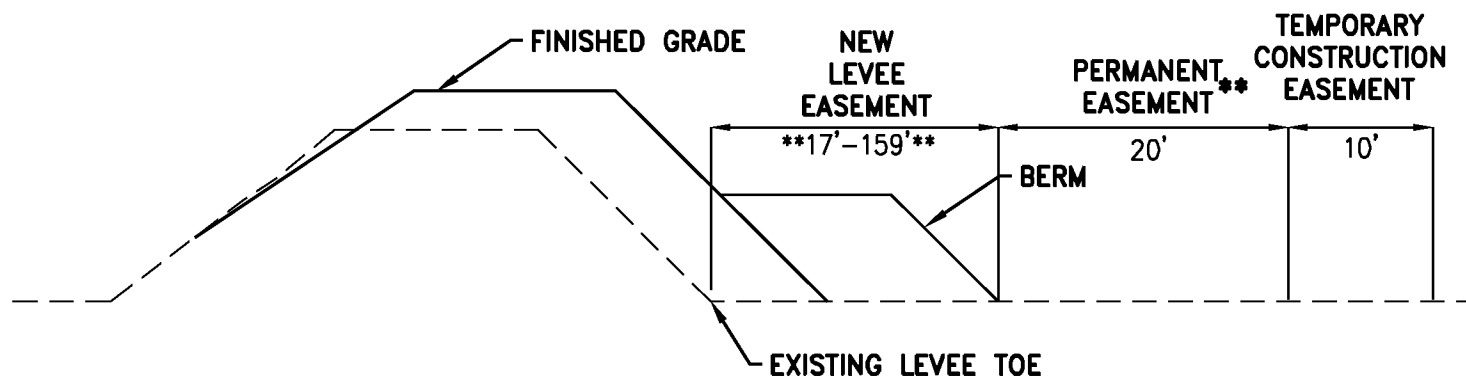
LEGEND	
	EXISTING GROUND
	FINISHED GRADE
	DWSE
	ROCK SLOPE PROTECTION
	SAND BEDDING


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 ROCK SLOPE PROTECTION
 TYPICAL SECTION

WATERSIDE

LANDSIDE



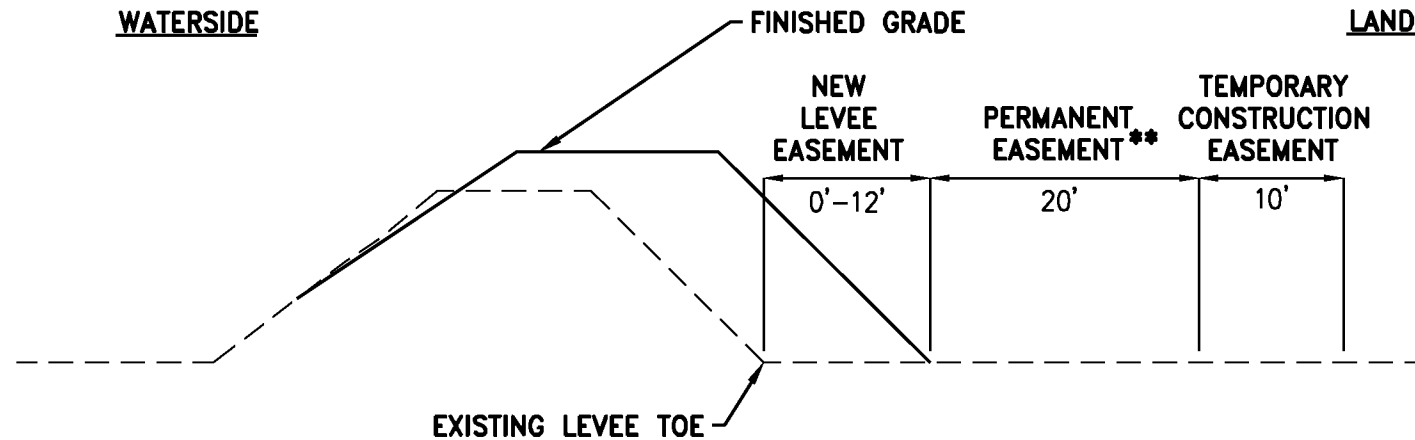
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- ** PERMANENT EASEMENT IN ACCORDANCE WITH CVFPB

COMBINATION / DRAINED STABILITY BERM

SCALE: N.T.S.

WATERSIDE

LANDSIDE



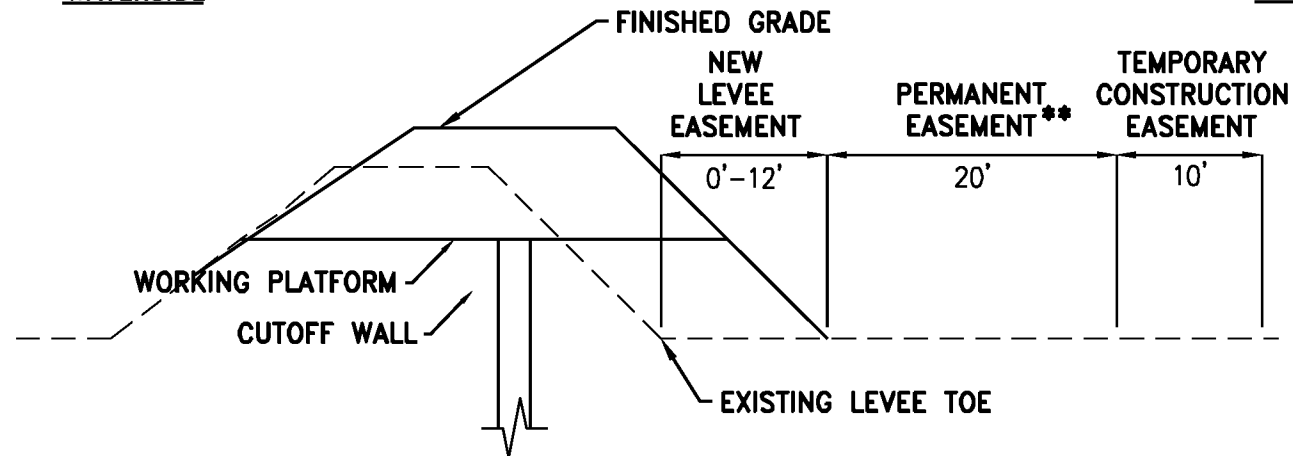
- * ASSUME NO EXITING LEVEL EASEMENT BEYOND EXISTING LEVEL TOE
- ** PERMANENT EASEMENT IN ACCORDANCE WITH CVFPB

LEVEE RAISE/ GEOMETRY FIX

SCALE: N.T.S.

WATERSIDE

LANDSIDE



- * ASSUME NO EXITING LEVEL EASEMENT BEYOND EXISTING LEVEL TOE
- ** PERMANENT EASEMENT IN ACCORDANCE WITH CVFPB

CUTOFF WALL

SCALE: N.T.S.



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RIO OSO FLOOD RISK REDUCTION PROGRAM FEASIBILITY STUDY

LAND ACQUISITION TYPICAL SECTIONS

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ATTACHMENTS

Attachment A – Geotechnical Summary Report, Rio Oso Flood Risk Reduction Feasibility Project

Attachment B – Small Communities Flood Risk Reduction Program – Hydraulic Analysis for the Communities of Rio Oso and Nicolaus

Attachment C – Draft Environmental Constraints Analysis, Rio Oso Flood Risk Reduction Feasibility Study

Attachment D – Financial Feasibility – Technical Memorandum

Attachment E – Conceptual Finance Plan – Technical Memorandum

Attachment F – Funding Sources – Technical Memorandum

Attachment G - Memorandum of Understanding Respecting the Sacramento River Flood Control Project

Attachment H – Freeboard and Geometry Analysis - Levee Deficiencies Strip Maps

Attachment I – Freeboard and Geometry Analysis - Levee Cross Sections

Attachment J – Cost Estimate Cross Sections

Attachment K – Cost Estimate – Summary

Attachment L – Levee Encroachments Table

Attachment M – Draft Nonstructural Measures, Rio Oso Flood Risk Reduction Feasibility Project