



**US Army Corps
of Engineers**

St. Paul District

**GENERAL REEVALUATION REPORT
AND
ENVIRONMENTAL IMPACT STATEMENT**

**EAST GRAND FORKS, MINNESOTA
AND
GRAND FORKS, NORTH DAKOTA**

Local Flood Reduction Project

RED RIVER OF THE NORTH

November 1998

General Evaluation Report

Pages 1 - 58

Preface

After record-setting snow deposition across most of the Red River Valley, 1997 spring flooding on the Red River was the worst this region has experienced in modern history. At Grand Forks, North Dakota, and East Grand Forks, Minnesota, the river rose to a height of 54.3 feet – over 26 feet above its flood stage. The cities had begun to prepare for the flood of 1997 well in advance. But on April 19, after weeks of advance protection measures and an ongoing heroic flood fighting effort, the emergency levee systems were overtopped and the floodwaters came pouring into Grand Forks and East Grand Forks. During this devastating disaster, over 90 percent of Grand Forks' 52,500 residents were evacuated and all of East Grand Forks' 9,000 residents were forced to leave their homes. Three-quarters of the homes in Grand Forks and 99 percent of the homes in East Grand Forks were damaged. The flood heavily damaged all the downtown businesses in both communities, and fire totally destroyed 11 commercial buildings in Grand Forks. In addition to enduring the tremendous personal economic hardship that the flood caused, most of the citizens lost city services such as water, sewer, and power and were forced to live in temporary shelters and housing. The 1997 East Grand Forks/Grand Forks flood was one of the worst disasters ever experienced in Minnesota and North Dakota, and the effects of the flood were felt regionally and nationally. Estimates of the total flood related damages in the East Grand Forks/Grand Forks area range from \$1 to \$1.5 billion.

Due to the urgency of the situation and the desire of all levels of government to take action to prevent future catastrophic floods, the Corps of Engineers approved a City of East Grand Forks request to reactivate an authorized flood protection plan for that city. Because the Corps of Engineers recognized that neither city could be protected against large floods independently, flood protection for Grand Forks was added to the East Grand Forks project authority, and pre-engineering and design studies were reactivated in May 1997. This General Reevaluation Report (GRR) and associated Environmental Impact Statement (EIS) documents changed conditions, evaluates an array of possible remedial plans, and presents a National Economic Development (NED) plan. This report serves as a decision document, and the report findings will be used as a basis to request Congressional authorization for the project in the Water Resources Development Act of 1998.

Normally, the process of preparing and coordinating a decision document and EIS of this nature would take 48 months. However, in an effort to expedite permanent flood reduction for East Grand Forks and Grand Forks, this report is being given very high priority at all levels of the Corps of Engineers and at the Office of Management and Budget and is scheduled to be completed in approximately 18 months.

The objective of this study has been to define a feasible multipurpose local flood reduction project on the Red and Red Lake Rivers at East Grand Forks, Minnesota, and Grand Forks, North Dakota, that would significantly reduce future flood damages. In addition to the primary flood reduction features of the project, secondary recreation features have been added at the request of the Local Sponsors. These recreation/greenway features are integrated into the project design and are described and separately justified in this report.

Executive Summary

East Grand Forks, Minnesota, and Grand Forks, North Dakota, are located on the Red River of the North approximately 298 miles above the river's mouth at Lake Winnipeg, Manitoba, Canada. The East Grand Forks-Grand Forks metropolitan area has a population of approximately 60,000 and is located about 100 miles south of the U.S./Canada border.

Both cities have a long history of significant flooding from the Red River of the North and the Red Lake River. The most damaging flood occurred in April 1997 when the temporary levee systems and heroic flood fighting efforts of both communities were not successful in holding back the floodwaters of the Red River. The resulting damages were disastrous and affected both cities dramatically. Total damages to existing structures and contents during the 1997 flood have been calculated to exceed \$800 million. An additional \$240 million was spent for emergency related costs.

The original authorization for this study was established in the Flood Control Acts approved 30 June 1948 (Public Law 80-858) and 17 May 1950 (Public Law 81-517). The Flood Control Act of 1970 (Public Law 91-611) allowed local interests additional time to furnish assurances of local cooperation. This study was accomplished by resuming Planning, Engineering, and Design (PED) authority for East Grand Forks and was expanded to include the Grand Forks area. Congressional construction authorization will be sought in the Water Resources Development Act of 1998.

After identifying interagency and public concerns, identifying potential opportunities, and completing a comprehensive process of screening alternative plans, a single plan was selected for detailed design and evaluation. The design for that plan was then optimized, refined, costed, and evaluated from an economic and environmental perspective and is documented in this report. This plan, referred to as the National Economic Development plan, is a multi-purpose project that would provide reliable permanent flood protection for all areas of East Grand Forks and Grand Forks. The plan consists of a permanent levee and floodwall system designed to reliably contain a 210-year flood event (this equates to an 86-percent reliability of containing the 0.47-percent exceedance frequency flood event and would reliably protect against a flood of the magnitude of the 1997 flood). The recommended NED plan includes recreational features, removal of an existing pedestrian bridge, and channel diversion features on English and Hartsville Coulees.

The recommended plan presented in this General Reevaluation Report would have a significant beneficial effect upon the local economy by allowing for future growth and improved public safety by providing improved flood reduction and removing protected areas from the regulatory floodplain. The plan also would improve recreational opportunities and would enhance the biological diversity in the open space created as a result of the project. The recommended plan anticipates the need to acquire over 250 single-family residential structures, 95 apartment or condominium units, and 16 businesses along the current levee/floodwall alignment. Some structures adversely affected by the proposed project are historically significant.

The total fully funded cost of the recommended multipurpose project is \$350,431,000, including recreation features and cultural resources mitigation costs. The Federal share of the project would be \$176,082,000, and the non-Federal share would be \$174,349,000. The benefit-to-cost ratio has been calculated as 1.07 for the basic flood reduction features of the project and as 1.90 for the separable recreation features. Therefore, both increments are economically feasible. The project recommended has an overall benefit-to-cost ratio of 1.10.

Further plan refinements will be conducted throughout the reevaluation phase. These refinements may alter project materials, design, cost, and cost apportionment; and/or Federal participation in the project or any of its components.

The Cities of East Grand Forks, Minnesota, and Grand Forks North Dakota, will serve as the non-Federal sponsors for the project. The State of Minnesota has committed through State legislation to provide financial support in the form of bonds and returned sales taxes to the City of East Grand Forks. The State of North Dakota has committed in the form of verbal and written commitments from the Governor to provide financial assistance to the City of Grand Forks.

STUDY AUTHORITY

The original authorization for this study was established in the Flood Control Acts approved June 30, 1948 (Public Law 80-858) and May 17, 1950 (Public Law 81-516). The Flood Control Act of 1970 (Public Law 91-611) allowed local interests additional time to furnish assurances of local cooperation. The pertinent paragraphs from these acts are given below:

a. Flood Control Act of 1948:

The comprehensive plan for flood control and other purposes in the Red River of the North drainage basin, North Dakota, South Dakota, and Minnesota as set forth in the report of the Chief of Engineers dated May 24, 1948, is approved and there is hereby authorized the sum of \$2,000,000 for the partial accomplishment of that plan.

b. Flood Control Act of 1950:

In addition to previous authorizations, there is hereby authorized the completion of the plan approved in the Flood Control Act of June 30, 1948, in accordance with the report of the Chief of Engineers contained in House Document Numbered 185, Eighty-first Congress, for the Red River of the North Basin, at an estimated cost of \$8,000,000.

c. Flood Control Act of 1970:

Notwithstanding the first proviso in section 201 of the Acts entitled “An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes” approved June 30, 1948 (62 Stat. 1171) and May 17, 1950 (64 Stat. 63), the authorization in section 203 of the Act of June 30, 1948, and section 204 of the Act of May 17, 1950, of the project for local protection at East Grand Forks, Minnesota, shall expire on April 17, 1975, unless local interests shall before such date furnish assurances satisfactory to the Secretary of the Army that the required local cooperation in such project will be furnished.

The Federal project authority for conducting this General Reevaluation Report and Environmental Impact Statement is accomplished by resuming the flood reduction Planning, Engineering, and Design (PED) authority for the East Grand Forks, Minnesota, project which had been suspended in 1987. The study authority used to conduct this study comes from the reactivated East Grand Forks General Design Memorandum. The City of East Grand Forks requested that the 1986 study be reactivated, and the Assistant Secretary of the Army approved the request in May 1997, consistent with Corpswide PED reactivation policy. Flood reduction features in Grand Forks, North Dakota, are now being included in this rescoped PED East Grand Forks study. Specific funding for Federal participation in preparation of this report was provided through annual congressional appropriations bills.

Consistent with cost-sharing requirements established in the Water Resources Development Act of 1986 (Public Law 99-662), the cost of conducting this GRR will ultimately be cost-shared in accordance with the overall project construction.

The non-Federal share of the project’s flood reduction features will be not less than 35 percent and not more than 50 percent -- largely dependent on the cost of lands, easements, and rights-of-way needed to implement project construction as defined in the Water Resources Development Act of 1996.

Recreational features are authorized as a separable part of the project by Public Law 89-72. These optional project features are to be cost-shared, with the Local Sponsors being responsible for 50 percent of implementation costs and 100 percent of operation, maintenance, and replacement costs, as defined in Public Law 99-662.

REPORT PURPOSE AND SCOPE

The St. Paul District, Corps of Engineers has completed this General Reevaluation Report and associated Environmental Impact Statement as a formal decision document. This report is intended to document reformulation studies conducted by the St. Paul District, Corps of Engineers in cooperation with the Cities of East Grand Forks and Grand Forks.

The purpose of this report has been to collect and evaluate information about current conditions in an effort to define a feasible and implementable Federal local flood protection project that would provide permanent flood protection for Grand Forks, North Dakota, and East Grand Forks, Minnesota. To accomplish this, an array of possible alternative plans was considered.

Study Area and System Unity

The “study/project area” for this local flood reduction report focuses upon the cities of Grand Forks, North Dakota and East Grand Forks, Minnesota (see project area map below). Grand Forks and East Grand Forks lie on the west and east banks, respectively, of the Red River of the North approximately 298 miles above the mouth of the river at Lake Winnipeg, Manitoba,



Figure 1 - Grand Forks-East Grand Forks Project Area Map

Canada. The cities are located at the confluence of the Red Lake River and the Red River of the North, and the Forks area is recognized as a regionally significant urban center.

The Grand Forks and East Grand Forks area is urbanized, and intensive development exists along both riverbanks. All this development is susceptible to direct or indirect flood damages. Recent hydraulic evaluations show that flood reduction actions that would protect only portions of the study area would cause increased flood stages and induced damages for the remaining unprotected portions of the study area. This is because the two cities are hydraulically unified.

Also, Grand Forks and East Grand Forks citizens and government officials have a strong grassroots desire to provide a consistent, high level of reliable flood protection to the entire East Grand Forks and Grand Forks area. This desire for a cities-wide flood protection system stems from the local understanding of their high risk for future inundation, the awareness of hydraulic unity/connection between the two cities, and a strong sense of community cohesion regarding the need to solve their flooding problem. This has led to the community's priority to find and implement permanent flood protection that is both high and uniform throughout the study area.

Summary Description of Flooding History

Throughout the early history of the cities, floods were simply endured, with little organized effort made to combat the muddy waters of the Red and Red Lake Rivers. Floodwaters frequently inundate large areas of the Red River Valley during the spring snowmelt and occasionally after heavy summer rains (see Photographs 1 through 7). As a result, private residences, transportation facilities, and businesses are subjected to heavy damage. However, as low-lying areas along the rivers have become more urbanized, vast sums of money have been spent on temporary and permanent flood protection works and, when floods occur, on flood damage repair and cleanup.



Photograph 1 - Downtown Grand Forks as the waters recede during the 1997 Flood

The Red River of the North is the largest river basin in the continental United States that drains into the Arctic Ocean. The total drainage area at East Grand Forks/Grand Forks is 30,100 square miles, with an effective drainage area of 21,445 square miles.

Streamflow records date back to 1882, but flood data prior to that is limited. However, literature searches indicate that significant flooding occurred in the 19th century. Letters and journals document historic floods in 1826, 1852, and 1861, with specific information regarding their magnitude and duration. The largest recorded flood occurred on April 18, 1997. It had an instantaneous peak of 136,900 cubic feet per second (cfs) with a stage of 52.21 feet (the maximum stage was measured at 54.35 feet on April 22, 1997). See Appendix A of the Supplementary Documentation Report for a list of detailed discharge and elevation data of past floods in East Grand Forks/Grand Forks).



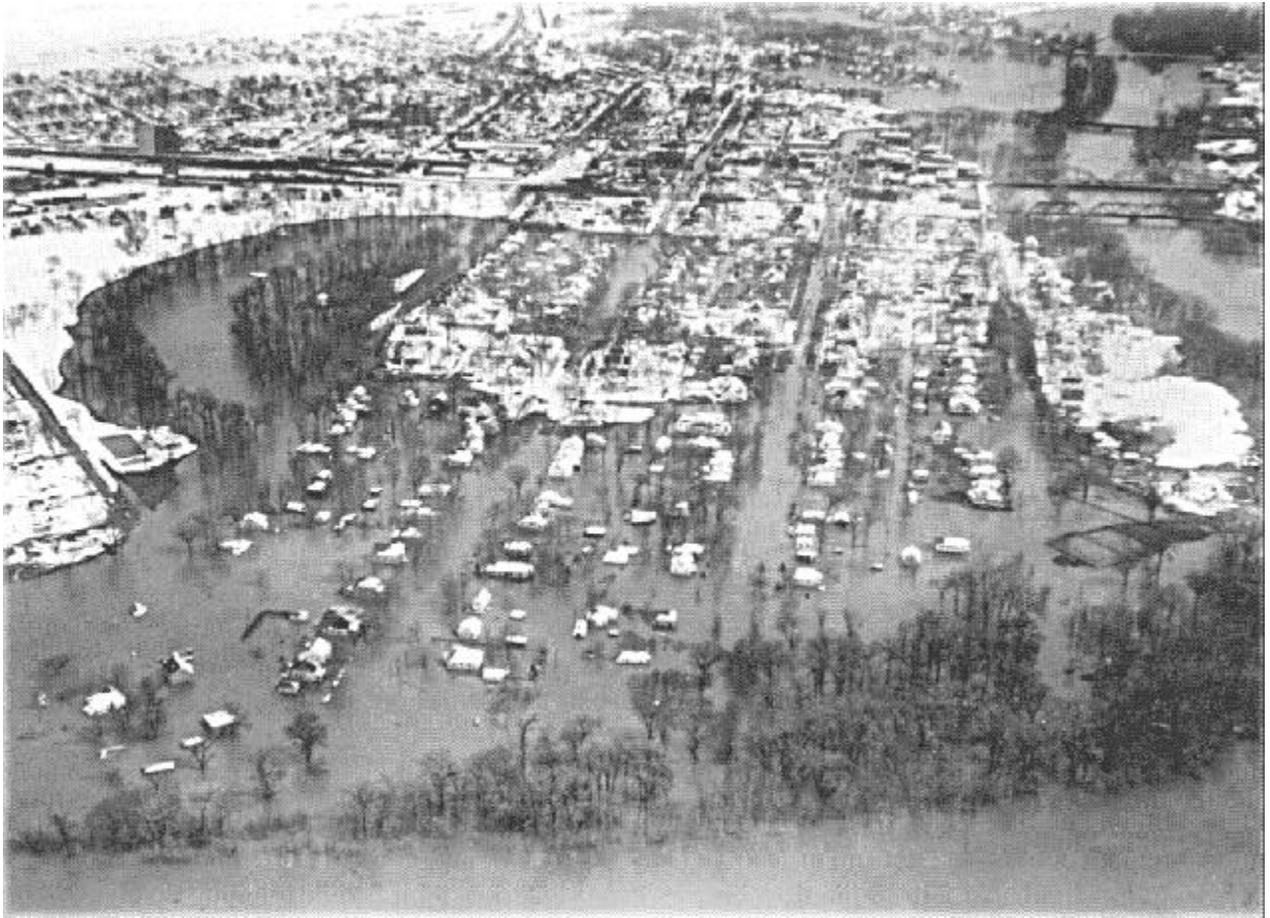
Photograph 2 - Fire and Water of the 1997 Flood



Photograph 3 - East Grand Forks - 1979 Flood



Photograph 4 - East Grand Forks prepares for the 1965 Flood



Photograph 5 - East Grand Forks, 1950 Flood



Photograph 6 - Railroad Swing Bridge, 1897 Flood



Photograph 7 - Demers Avenue during the Flood of 1897

PRIOR STUDIES, REPORTS, AND PROJECTS

The Corps of Engineers and other regional, State, and local entities have conducted numerous studies that are relevant to this planning and design report. A list of the studies that most influenced this study, in order of significance to this study, follows:

Flood Reduction Studies for East Grand Forks, Minnesota, and Grand Forks, North Dakota – Plan Comparison Letter Report, February 1998. The Corps of Engineers prepared this interim-screening document of the General Reevaluation Study. It was intended to define the most likely Federal flood reduction project for East Grand Forks/Grand Forks. It presented a more detailed comparison of the preliminarily defined National Economic Development Plan and possible locally preferred plans. This report provided the basis for final screening of alternatives and allowed for a decision to be made about which plan would be carried into more detailed design for the remainder of the General Reevaluation Study.

Grand Forks/East Grand Forks Flood Reduction “Alternative Plans Comparison Evaluation” Letter Report, July 1997. The St. Paul District, Corps of Engineers prepared

this initial technical assistance review of alternative Federal flood reduction plans. This initial interim document of the General Reevaluation Report was prepared within the first 3 months following the flood of 1997. This preliminary evaluation of possible remedial flood reduction plans compared major diversion plan alignments (North Dakota and Minnesota alignments) to a split flow diversion and a levee only option. This was used primarily as an initial screening tool for local decision-making. This interim report provides the basis for more detailed evaluations documented in the February 1998 Plan Comparison Letter Report.

Feasibility Study for Local Flood Protection (Phase 2 Executive Summary Letter Report), 1995. In January 1994, the Corps of Engineers initiated a cost shared Feasibility Study. The final report for this study was scheduled for September 1997, but it was never finalized due to the flood of 1997. However, the Phase 2 Executive Summary Letter Report was publicly released in November 1995. It was an interim report that showed documentation of screening efforts completed to define a Federal project for Grand Forks. This report showed that the most feasible Federal project was likely to be a permanent levee project that would provide part of Grand Forks with a 100-year level of protection.

Split Flow Diversion Evaluation – Main Report and Appendices – East Grand Forks/Grand Forks, February 1998. This interim report and supporting documentation was prepared by Short Elliott Hendrickson Incorporated (SEH), a consultant to the Corps of Engineers. This report detailed the best alignment, likely cost, and potential environmental effects of a diversion project aligned on the North Dakota side of the Red River. The information generated in this report was integrated into subsequent letter reports and into the Draft and Final General Reevaluation Reports.

Reconnaissance Study for Local Flood Protection – Grand Forks, North Dakota, 1992. This Corps of Engineers study showed that there was likely to be a Federal interest in providing flood protection at Grand Forks. It concluded that the most feasible plan to be pursued in more detail was a levee plan.

Grand Forks – East Grand Forks Urban Water Resources Study, July 1981. This Corps of Engineers report documents and fostered interagency coordination regarding local flood reduction and water resources management opportunities, concerns, and possible remedial options for Grand Forks and East Grand Forks.

East Grand Forks General Design Memorandum, 1984. This Corps of Engineers detailed design report presents plans for a permanent local flood reduction project for portions of East Grand Forks. This plan included a nonstructural component that would evacuate/relocate a number of homes and businesses and a structural levee system that would provide a relatively high level of flood protection (156-year flood protection) for neighborhoods north of the Red Lake River.

Environmental Impact Study of the Flood Control Impoundments in Northwestern Minnesota, July 1996. The Corps of Engineers and the Minnesota Department of Natural Resources prepared this document. It evaluated the potential for cumulative effects of constructing 33 proposed flood damage reduction impoundments in the Red River of the North basin. It determined that the cumulative effects of impoundments in the Red Lake River basin could be beneficial and/or adverse - depending upon the resources being evaluated. Because it is a tier 1 (State Generic) EIS, there is a need for site specific evaluations of potential project related impacts.

General Reevaluation and Environmental Impact Statement for Flood Control and Related Purposes, Sheyenne River, North Dakota, April 1983. This Corps of Engineers study found that construction of recommended flood control improvements on the Sheyenne River would not significantly reduce flood stages at East Grand Forks/Grand Forks.

Definite Project Report on the Red River of the North at Grand Forks and East Grand Forks – 1953. This report contained detailed designs for project designs and resulted in the construction of the Lincoln Park levee and floodwall. This Federal project was designed and constructed by the Corps of Engineers and provides approximately a 50-year levee of protection for the Lincoln Park neighborhood. It was completed in 1956 and has served Grand Forks to the present day. This project was overtopped by the 1997 Flood and much of the area that the project has historically protect was significantly damaged and has been subsequently acquired as part of the city's 1997 flood real estate buyouts.

Twin Valley Lake Flood Control Study and EIS - Wild Rice River, Minnesota, 1984. This Corps of Engineers study and EIS findings of this study showed that the flood reduction improvements recommended on the Wild Rice River would not significantly reduce the flood problems at Grand Forks/East Grand Forks.

OVERVIEW OF PROJECT PLAN FORMULATION

Planning Goals and Process

Planning Goals

Local, State, and Federal flood management officials recognize the need to implement a permanent flood reduction project that protects both East Grand Forks and Grand Forks.

The plan formulation should take advantage of any secondary opportunities that a flood reduction project might offer (e.g., environmental restoration, recreation development, and associated greenway development in the open space area created by the buyouts associated with the 1997 flood).

To be implementable, the project must have the support of the Local Sponsor/s and a demonstrated Federal interest in implementation of the plan. In order to obtain Federal funding for a flood reduction project, the project formulation process must adhere to laws, policies, and regulations that define the planning and design process to be followed and establish specific design criteria and requirements. These criteria and requirements establish consistent standards for project designs and implementation/construction and assure that the project features will perform reliably.

General Planning Process Used

In order to effectively formulate a feasible flood reduction project and assess the effects of the project, a full array of potential flood protection strategies and associated specific plans must be considered. Plan comparison evaluations are done initially at a low level of detail, usually in a reconnaissance study. These initial study efforts focus on determining if there is a potentially feasible plan that is in the Federal and local interest to pursue. If Federal and local interest is found, then studies of a greater level of detail are completed in feasibility and/or reevaluation studies. Flood protection plans found to be economically, environmentally, and socially feasible are evaluated further in a progressive screening process until a single National Economic Development (NED) plan can be defined and documented. This NED plan is the plan that has the greatest net benefits and is the plan that the Federal Government is most supportive of constructing. One exception to this process is when the non-Federal Sponsors identify a Locally Preferred Plan (LPP). A locally preferred plan is a plan that is economically feasible plan that is selected by the Local Sponsor and, if it is more expensive than the NED plan, may required a higher local cost sharing requirement to implement.

Public and interagency involvement, scoping, and product reviews are sought throughout the process in order to keep the public informed and to receive and incorporate their ideas and concerns.

Corps-wide planning guidance, public and interagency inputs, and sound planning principles require screening of an array of possible alternatives. The results of past flood reduction studies conducted on the Red River were researched for possible application, and many possible flood reduction strategies were considered for implementation at East Grand Forks and Grand Forks. Specific flood reduction strategies that were identified and considered included the following:

- A "No Action" Plan.
- Nonstructural measures such as floodproofing to minimize flood damages, and relocation/evacuation of homes to place flood prone structures outside the floodplain.
- A variety of downstream and in-town channel modification plans to deepen, widen, or straighten the river and thereby reduce flood stages.
- Bridge modifications (raising and/or removal) in the study area to reduce flood stages.
- A variety of diversion channel plans on both sides of the Red River of the North to carry floodwaters around the urban area.
- Basin-wide flood reduction measures such as upstream storage projects and what are sometimes referred to as "waffle plans" that would catch and hold floodwaters long enough to prevent flooding downstream at East Grand Forks/Grand Forks.
- Permanent levee/floodwall plans that would be setback from the river where practical to improve hydraulic efficiency, create open "greenway" spaces, and provide cost effective flood reduction. The height of the levee systems would be a design variable in the plan formulations that would compare differing levels-of-protection in the study area.

At a number of strategic times in the formulation of a project, there were important formal briefing and/or conferences that occurred with participation from the District design team, Local Sponsors, and Washington Level Review officials in the Corps of Engineers (including representatives of the Assistant Secretary of the Army for Civil Works). These formal conferences were intended to insure that policy issues and critical formulation decision about

the project are fully understood by all shareholders, adjustments are made wherever necessary, and the project formulation is formally confirmed before moving to the next phase of the project formulation and design.

By using this coordination and "screening process," the total planning, environmental reporting, and design costs for a project can be formulated effectively, and the most economically and socially feasible flood protection plan can be defined. This planning process is documented in a decision document and assessed in an environmental assessment or impact statement. This General Reevaluation Report and Environmental Impact Statement is intended to fully document the planning process and to report findings and recommendation.

Specific Objectives, Opportunities, and Concerns

An important aspect of formulating a plan for flood reduction is to inventory the specific objectives, opportunities, and concerns of the stakeholders involved in implementation of a future permanent project. Key objectives, concerns, and opportunities identified during the course of the study are listed below:

OBJECTIVE - The primary objective of this study is to define an implementable permanent flood protection project that will significantly reduce the long-term risk of catastrophic flood damages to Grand Forks, North Dakota, and East Grand Forks, Minnesota. This project needs to be technically feasible from an engineering and economic perspective

OBJECTIVE – Another important objective is that a project not cause induced damages to the “opposite side of the river” from any proposed project features in the study area or to areas upstream or downstream of the study area. In response to this objective, hydraulic project design criteria were established to avoid flood reduction actions that would cause induced stage impacts upstream or downstream. Thus, removal of the pedestrian bridge was included to accomplish this objective. The project was also formulated as a single hydraulic unit because of the high potential for induced damages within the project area if protection were provided on only one side of the river.

CONCERN - After the temporary levee systems at Grand Forks and East Grand Forks were overtopped during the 1997 flood, there was growing local concern about reliance upon levee systems for permanent protection. Because the Winnipeg diversion project was able to protect that city from the 1997 flood, there was local interest in formulation of a major diversion channel plan that could protect both cities. As a result of these concerns, the Corps completed comparative evaluations of several possible diversion plans that would reduce or eliminate levees in town. Ultimately, however, the Local Sponsors found that these plans were too expensive to build or were not implementable, and they were not recommended.

CONCERN – There was a strong local desire to remove or raise existing bridges to reduce flood stages in town. Due in part to this concern of citizens and local officials, a hydraulic analysis of the impacts of the bridges through East Grand Forks/Grand Forks was completed in May 1997 as part of this study. This evaluation found that if all the bridges, other than the Kennedy Bridge, were removed completely, the maximum potential impact would be immediately upstream of the Point Bridge with a reduction in water surface elevation of 1.5 feet. This potential reduction was reduced to 1.0 foot at the upstream end of the project. Because these bridges are needed, they would need to be elevated substantially to approach the potential stage reductions identified if the bridges were totally removed. The detailed analysis of the actual cost of raising these bridges and constructing the associated modifications to existing roads or railroad track approaches was not done. However, a quick review of these costs convinced Corps designers that the total costs of raising the bridges would be much higher

than the cost of raising the proposed levees the extra 1.0 to 1.5 feet. It is also important to note that, with the removal of the existing pedestrian bridge (old railroad swing bridge) that is already a part of the proposed project, a reduction of 0.5 foot of the potential 1.5 feet in potential stage reduction is being realized by the project. Therefore, the potential stage reduction possible by raising the remaining railroad and highway bridges is likely to be 1.0 foot or less.

CONCERN – Historic preservation interests and some local citizens wish to preserve the existing pedestrian swing bridge (old railroad bridge). This bridge was recommended for removal early in the plan formulation process because it is an important means of reducing stage effects outside the study area and because it will reduce flood damages in a cost-effective manner. In August 1997, the City Councils of Grand Forks and East Grand Forks accepted the removal of the bridge as a part of the NED plan to be detailed in this report by the Corps. Removal of the bridge would allow the top elevation of the proposed levees to be approximately 0.5 foot lower and this would economically reduce the impacts to commercial and residential structures. The historical and recreational significance of the bridge is recognized, and efforts to coordinate the mitigation of the structure are being pursued in accordance with the National Historic Preservation Act of 1966 (Public Law 89-665), as amended. Also, the proposed greenway development included as part of the Federal project would functionally replace the recreational use provided by the bridge; two pedestrian/bike bridges will be constructed across the Red River at Riverside Park and at Lincoln Park.

CONCERN - Approximately 25 percent of Grand Forks surface lands are in the current 100-year regulatory floodplain and about 40 percent of East Grand Forks is currently within the floodplain. However, as a result of recent Red River floods (especially the 1997 flood), the regulatory floodplain needs to be updated, and the Federal Emergency Management Agency (FEMA) is scheduled to remap the floodplain within the next few years. When the remapping is completed, almost all the land surface in East Grand Forks and Grand Forks will be in the new 100-year regulatory floodplain (this larger floodplain assumes that no permanent flood reduction project is implemented).

CONCERN – Citizens and city officials are concerned about the probable negative spiral effect that another major flood or floods would have on the community. Specifically, if a major flood breached the existing temporary levee system, many structures would be damaged to the point where they would need to be condemned and removed. Another traumatic flood event with damages at East Grand Forks and Grand Forks would be difficult to overcome. From social and economic perspectives, the concern is that these flood induced actions would significantly decrease community and neighborhood cohesion, adversely affect local property value and the tax base, and likely result in a decline in the community population.

CONCERN - From an engineering perspective, the major geotechnical constraint is the poor riverbank and levee foundation stability (see geotechnical Appendix B for technical details). The instability is caused by a combination of the geologic and geomorphologic conditions in the area. A typical location where stability is of greatest concern is on the outside of a meander in the river, where erosional forces are highest. The erosional nature of the river, combined with the weak lacustrine soils deposited in the geologic past, contributes to the riverbank and levee foundation stability problems throughout the Grand Forks and East Grand Forks area. Levees located near or on the outside of meanders will most likely need to be set back several hundred feet from the riverbank, resulting in removal of houses and other related structures. Floodwalls and mechanically stabilized earthen wall designs have already been used in numerous locations along the project alignments presented in this report in the ongoing efforts to avoid impacts to structures and critical infrastructure such as roads and utilities. Additional potential techniques to move the levees/floodwalls riverward to protect additional existing structures are being analyzed but are not available for this report. When those detailed evaluations are complete, they will be used to refine the project alignments where possible -- from economic, engineering, and environmental perspectives. These detailed evaluations will require additional field data collection and analysis that is now under way. However, the results of these efforts will not be available until mid-

summer 1999, and the extent of possible riverward movement of the project alignments expected as a result of these evaluations is likely to be limited to small reaches.

CONCERN - An environmental issue that could affect project design is the potential presence of hazardous, toxic, or radioactive waste (HTRW) materials. To assess the study area for potential HTRW materials, and for other contaminated materials that may not meet the strict definition of HTRW materials (as defined in ER 1165-2-132), an Environmental Site History was completed for Grand Forks and Phase I Environmental Site Assessments (ESAs) and Phase I field investigations were completed for both Grand Forks and East Grand Forks. The Phase I ESAs were completed in accordance with ASTM 1527-97. The phase I ESAs identified six sites in Grand Forks and two sites in East Grand Forks that had potential environmental concern. Based on Phase I investigations completed at the eight sites, none of the sites is considered to have the potential to encounter materials that meet the strict definition of HTRW materials. All of the sites have the potential to encounter contaminated materials.

CONCERN - The project will affect historically/culturally significant structures located on the current project alignment. The extent of the impacts is not yet fully defined because the remaining detailed design phases will include additional evaluations in an effort to avoid or minimize the damages to such structures.

OPPORTUNITY - A number of historically/culturally significant structures could be protected from high risk of flooding as a result of implementing a major permanent project. This would provide an opportunity to protect those structures from future floods.

CONCERN - The existing Riverside Dam located on the north end of the study area creates a pool upstream that affect the river water elevation through a portion of the study area. This pool provides aesthetic and recreational opportunities and serves to stabilize the riverbanks and levees in Grand Forks and East Grand Forks. The existing stability of riverbanks in this area is marginal, i.e. factors of safety are about 1.0. Erosion in the river channel changes this sensitive balance and can trigger slope failures. The dam is currently scouring downstream of the structure causing instability of the adjacent slopes. Without erosion protection, this process will continue to get worse making the proposed design inadequate, especially on the Grand Forks side of the river. This design as shown, having a very minimal factor of safety of 1.15 would have to move landward, leaving large businesses outside the line of protection. Protecting the dam from scour is also of vital importance. Failure of the dam, and the resulting lowering of the upstream river levels, would result in widespread slope failures on both sides of the river due to the loss of the buttressing effect that the higher river levels have on slope stability. Because the area has a substantial amount of high value property along the riverbanks, the recommended flood reduction project includes riprapping this reach of the river to protect the toe of the riverbanks and allow protection of most of these properties.

OPPORTUNITY - The secondary effect of riprapping the riverbed and riverbank toe along the north end of the study area is that this action helps to protect the structural integrity of the dam. The riprapping also acts as a good foundation from which a potential future fish movement structure could be constructed (i.e., there is considerable interagency and public interest in implementing a boulder design fish movement structure on the downstream side of the existing Riverside Dam). The implementation of such a structure is not a part of the proposed flood reduction project.

OPPORTUNITY - Water resource studies conducted by Federal, watershed, State, and local levels of government have identified the recurrent flooding of Grand Forks and East Grand Forks as a critical problem in the Red Lake River basin. Recognizing the importance of flood protection for these communities, Minnesota and North Dakota have taken steps to assist the cities in funding this study and in preparing detailed design reports, plans and specifications. The States have indicated a willingness to assist in the construction of project features to substantially reduce the cities' financial

costs. The combined financial resources of identified non-Federal and Federal sponsors make a significant permanent project possible.

OPPORTUNITY - Substantial areas near the Red and Red Lake Rivers in East Grand Forks and Grand Forks were severely affected by the flood of 1997. Much of this area has already been purchased from the landowners. This is clearly a traumatic experience for the people directly affected by the flood and buyouts. These buyouts, however, provided public open space near the river that offers new opportunities for setback levees, greenway development, and reclaimed environmental habitat.

Chronology of Screening Efforts and Overview Findings

In April 1990, the St. Paul District, Corps of Engineers began a Reconnaissance Study for Grand Forks. That report, finished in 1992, represents the starting point for the plan formulation screening efforts done as part of this report. Screening of potential alternative plans has been done repeatedly in order to find a feasible and implementable plan; the 1990-1992 Grand Forks Reconnaissance Study, the 1994-1996 Grand Forks Feasibility Study, and this study have progressively considered remedial flood reduction alternatives. During this study, initial screening of the possible flood reduction strategies resulted in a number of the possible flood reduction strategies being eliminated from further evaluation. The strategies eliminated and rationale for elimination in the initial screening process follow.

No Action Plan

Early in the planning process a “No Action” plan was evaluated. “No Action” means that no Federal flood reduction project would be constructed. This alternative assumes that the community would continue to rely on the existing emergency/temporary levee system, emergency flood fighting measures, and flood insurance to provide flood damage protection. Some floodproofing actions by individuals are also likely under this scenario. This without Federal project scenario would leave about 15,000 structures in the 100-year floodplain¹ and susceptible to major flooding. It is likely that large flood events of the magnitude of the 1997 flood would not be able to be successful fought under these conditions. At some point, flood damages to the existing structures would exceed 50% of their value. Then, those homes would then need to be demolished or relocated out of the floodplain and reconstruction on that site would only be allowed if certain costly design features were included in the reconstruction. As this progressively occurred overtime, many existing neighborhoods would be have vacant lots and/or degraded housing. It is also likely that future development of Grand Forks would occur on the grounds that were outside the floodplain and this would create further problems in the older established neighborhoods. There would also be restrictions upon the development of structures located in the floodplain, consistent with the National

¹ The Federal Emergency Management Agency has indicated that the Flood Insurance Maps for the Grand Forks/East Grand Forks area will be updated in the near future. This adjustment is needed to account for a number of recent major flood events. When the Flood Insurance Rate Mapping is completed and the revised regulatory 100-year floodplain is redefined, it is very likely that the floodplain area will increase significantly. It is expected that a total of about 15,000 structures in the Grand Forks/East Grand Forks area will then be included in the new 100-year floodplain.

Flood Insurance Program. The ongoing cost of flood insurance and the spiral of negative impacts of the community remaining susceptible to flooding and in the regulatory floodplain were found to be unacceptable to Grand Forks and East Grand Forks officials. This “No Action” plan was deemed to be socially unacceptable and was not further pursued after the initial screening.

Nonstructural Measures - Floodproofing and Relocation/Evacuation

Floodproofing would be costly and would provide a very limited level of protection if applied as the primary strategy for flood reduction at East Grand Forks and Grand Forks. Based on the current Flood Insurance Mapping, over 15,000 structures (includes residential and commercial, industrial, and public buildings) are located in the floodplain in the Grand Forks/East Grand Forks area. Approximately 40% of those structures are currently in the 100-year floodplain. However, it is important to note that Flood Insurance Mapping for the Grand Forks/East Grand Forks area will be updated in the near future. This is needed because of the need to make adjustments to account for recent major flood events. When the Flood Insurance Rate Mapping is completed and the revised regulatory 100-year floodplain is redefined, it very likely that the floodplain area will increase dramatically and it is expected that about 15,000 structures will then be included in the 100-year floodplain. Because of the large magnitude of existing structures that are in the floodplain and the likely increase in structures that will be included in the revised floodplain, it was determined that relocation and/or floodproofing would not be a socially or economically acceptable flood reduction strategy for Grand Forks or East Grand Forks. Therefore, the evacuation of structures also was not pursued beyond the initial screening phases.

Interestingly, the flood of 1997 and the resulting buyouts of many structures that were most damaged by that flood have effectively caused evacuation of many homes and created open space in the floodplain in certain neighborhoods near the river.

Basin-wide Flood Reduction Measures

Basin-wide measures such as upstream storage and floodplain evacuation were evaluated at a high enough level of detail in this study to confidently determine that they would not be an effective primary flood reduction alternative for the Grand Forks/East Grand Forks study area. Upstream/reservoir storage features, including upland field retention storage plans that are locally referred to as “waffle plans” and changed operations of existing Federal reservoirs, were adequately evaluated by the Corps Study Team and Local Sponsors and were not pursued in the detailed design. A description of why these water storage flood reduction strategies were not determined to be effective solutions for the study area is contained in the remainder of this section and floodplain evacuation plan findings are described in the next section of this report.

Past detailed flood reduction studies and recent Corps hydraulic evaluations of design upstream storage capacity requirements needed to provide flood relief have shown that it is not practical to expect upland storage to act as the primary flood reduction strategy at East Grand Forks and Grand Forks. The drainage area upstream of East Grand Forks and Grand Forks on the Red River is large and flat. This causes the very large

magnitude of runoff storage required upstream of Grand Forks and East Grand Forks to be a significant engineering problem. More specifically, a major Federal flood reduction reservoir project was studied for implementation on the Red Lake River in the 1970's. It was found that such a project would have reduced the flood stages at Grand Forks by only 1.0 foot at peak stage during a 100-year flood. Similarly, two additional large Federal reservoirs previously studied for implementation on the Wild Rice and Sheyenne Rivers would provide only enough storage to reduce the 100-year flood stages in Grand Forks and East Grand Forks by an additional 1.0 foot. With such a reduction in stage, there would still be a need for a permanent levee system in the study area. Because the alignment of local levees in Grand Forks and East Grand Forks are not sensitive to changes in levee height, the somewhat lower levee system would still have a very similar alignment to larger levee system alignments and associated intown implications would also be similar. In addition, past Red River of the North basin-wide upstream storage studies have shown that large upstream storage reservoir projects have are not feasible from an economic and/or environmental/social perspective; The magnitude of affected riverine and farmlands required to implement such reservoir plans creates this problem.

Later in the plan formulation of this reevaluation study, an evaluation of two waffle plans was done to see what waffle plan storage requirements were likely to be. The analysis showed that from 1,120 to 2,150 square miles of additional farmland would be needed for flood water storage, and this area would need to be flooded to a depth of 3 feet. That is 5 to 10 percent of the effective drainage area of the Red River basin and its tributaries that form the drainage area upstream from East Grand Forks/Grand Forks. Also, if many smaller non-Federally operated reservoirs or waffle plans were implemented on the Red River of the North and its tributaries in an attempt to control flooding, there would still be a problem certifying the flood reduction capacity and associated timing requirements of storage for such projects from a Federal perspective. Specifically, each reservoir/storage area would need to be operated effectively for flood reduction, and that would require a well coordinated operating plan with defined timed storage requirements. Then, the projects would need to be reliably maintained and operational to be effective when needed. Without Federal operation and oversight of such structures, the flood reduction effects of these impoundments could not be counted on and would be risky flood protection. Such a flood reduction strategy would not be likely to improve the Federal floodplain delineations at Grand Forks and East Grand Forks.

The potential of changing the current Federal operations of Lake Traverse on the Bois de Sioux Rivers was also identified as a possible means of flood reduction at Grand Forks and East Grand Forks. Evaluation of this alternative revealed that the drainage area of the Bois de Sioux River upstream of Wahpeton, North Dakota, is approximately 1,970 square miles. Of this 1,160 square miles is upstream of Lake Traverse leaving only 810 square miles of drainage area in the proposed retention areas. By contrast, the drainage area upstream of Grand Forks is 30,100 square miles. Assuming the additional storage is provided upstream of Wahpeton, only 6 percent of the drainage area upstream of Grand Forks has the potential of being controlled with these structures. Controlling only 6 percent of the drainage area would not be sufficient to rely on this as a primary means of reducing flood damages at Grand Forks and East Grand Forks. This again points out the magnitude of the storage requirements needed to provide a primary flood controls solution at Grand Forks using upland storage in the basin.

More evidence of the storage capacity problem is available from the July 1996 Environmental Impact Statement of Flood Reduction Impoundments in Northwestern Minnesota. That document summarizes the possible impacts of flood reduction reservoirs on flood peaks and shows that the 20 Minnesota "reasonably foreseeable projects" upstream from East Grand Forks/Grand Forks would reduce the 100-year peak discharge 1.12 percent and the peak stage 0.11 foot. These 20 projects would have a total flood pool volume of about 51,000 acre-feet. This is 1 percent of the 1997 volume (4,900,000 acre-feet) of the Red River at East Grand Forks and Grand Forks. It is reasonable to assume that these 20 proposed reservoirs would not reduce the 1997 flood discharge by more than about 1 percent and would not be an effective primary flood reduction alternative for East Grand Forks/Grand Forks.

On the basis of these considerations, it was determined that upstream storage projects, including waffle plans, are not a good primary flood reduction strategy for Grand Forks or East Grand Forks, and they were not carried into detailed study. However, non-Federal upstream impoundments and/or a waffle plan could provide a secondary long-range increment of safety and flood damage reduction for East Grand Forks and Grand Forks when combined with a primary permanent local levees flood reduction project. This long-range basin-wide upland storage approach is worthy of further study. An interagency basin study effort to evaluate such measures is now beginning as part of an International Joint Commission basin study. Any Red River basin-wide management plan that is developed and implemented in the future will enhance the level of protection provided by the East Grand Forks/Grand Forks local flood damage reduction project.

The Local Sponsor officials and the City Councils have indicated that they strongly support upstream storage basin-wide measures that might provide an added increment of safety for the study area. Local officials also understand that upstream storage measures are only effective at Grand Forks and East Grand Forks in providing incremental flood damage reduction when use in combination with a permanent levee system.

Locally Preferred Plans Considered

After the temporary levee systems at East Grand Forks and Grand Forks were overtopped during the 1997 flood, the Grand Forks feasibility study discontinued and there was growing local resistance to reliance upon levee systems for permanent protection. Local interest focused upon evaluation of a major diversion channel plan that could protect both cities. Acting on those hopes, the Mayors of Grand Forks and East Grand Forks and Congressional officials requested that the St. Paul District prepare a rough estimate of the costs and benefits for a number of diversion channel plans compared to a levees only plan. This information was needed to help the cities define the areas for property buyouts, delineate areas to limit reoccupation, and better define future open space. In response to these Local Sponsor requests, the Corps of Engineers conducted intensive preliminary evaluations to compare three possible plans and provide the same assumed level of protection for each plan. The plans screened at this time included the following:

- A large diversion channel aligned to the east of East Grand Forks (referred to as the total diversion plan - Minnesota side).
- A large setback levee/floodwall system aligned along both sides of the river (referred to as the levees only plan or setback levees plan).

- A combination of a smaller diversion channel and lower height levee/floodwall plan (referred to as the Minnesota split-flow diversion plan).

The evaluation/screening of these plans was documented in an interim letter report called “Alternative Evaluation,” May 29, 1997. The results of these plan comparisons were presented to city officials and local citizens on May 30, 1997. From the findings of the letter report, the setback levee plan evaluated at that time appeared to offer the most likely Federal flood reduction strategy and was economically feasible.

Local interest then shifted to looking at a diversion alignment that would follow a western alignment – west of Grand Forks. At the request of Grand Forks officials, the Corps evaluated a fourth alternative (the western aligned diversion plan). That screening effort resulted in economic, social, and engineering comparisons of the alternative plans. This information was publicly released in a Corps interim report, the “Comparison of Alternatives Letter Report,” dated July 1997. The findings of those preliminary screening efforts by the Corps showed that a western aligned diversion would be the least cost effective plan, that the large setback levee was the most feasible plan, and that the split-flow diversion plan and the total diversion plan were substantially more expensive than the levee plan. With these findings, the Local Sponsors had enough information about possible locally preferred plans to eliminate a number of alternative plans. Specifically, due to major political and implementability complications, the large diversion channel aligned on the Minnesota side of the Red River was eliminated from further consideration as a locally preferred plan. Because of the local desire to proceed with a Federal flood reduction project, and the significance of the decision that faced the communities, the city councils of Grand Forks and East Grand Forks requested on August 11 and 12, respectively, that the Corps of Engineers proceed with a more detailed evaluation and design of the levees only flood protection project. They also requested that concurrent detailed evaluations of a western diversion be undertaken to determine its feasibility. At this point in coordination with the Local Sponsors, it was clear that they wanted to fully evaluate possible Locally Preferred Plans as well as to define the National Economic Development (NED) plan so they would be able to pick the plan that is in the best local interest. The decision as to which plan should be pursued and ultimately recommended was a local and Federal concern and was an especially difficult decision for the directly affected community. In September 1997, at the request of the North Dakota Congressional Delegation, the Corps initiated a more detailed western split-flow diversion evaluation, with assistance from its consultant SEH.

Both plans were designed to protect the communities from an event with the same amount of water as the 1997 flood - approximately 137,000 cfs (normal river flow is about 4,000 cfs). The levees-only plan involved a series of levees and floodwalls throughout the two communities. The split-flow diversion originally included a diversion channel routed on the North Dakota side to carry about half of the water during a design event. This plan also would include levees through the communities that would protect to a 100-year flood event. The levees were included because construction of the diversion channel was expected to take 15 to 20 years, and the communities wanted some level of protection during the interim. For both plans, the city councils agreed to consider the downtown pedestrian bridge removed – to reduce stages outside the study area and eliminate induced damages from the project. The remaining three vehicular bridges and the two railroad bridges would remain and would not be affected/changed by the project.

Over the next few months, a detailed comparison was made of this final array of alternatives. These final screening evaluations were completed in February 1998 and the findings were presented in an interim report called the “Plan Comparison Letter Report.” The findings presented in that report showed conclusively that the split-flow diversion plans evaluated were not cost effective and that the levees only alternative was feasible. The preliminary findings indicated the following:

- The levees-only plan would cost about \$300 million (not including the cost of greenway development) and would have a benefit/cost ratio of 1.13. This ratio meant there would likely be a Federal interest in paying for part of the project. For this project, it would be about a 50/50 cost share between the Federal and non-Federal entities. Construction of the project would take about 4 to 5 years and would affect a total of about 350 structures on both sides of the river (excluding structures already bought out due to the 1997 flood).
- The split-flow western diversion plan would cost about \$900 million and would have a benefit/cost ratio of 0.4. This meant it was extremely unlikely that the Federal Government would help pay the costs. Construction would take 4 to 5 years for the 100-year levees portion and 10 years for the diversion channel. Construction of the diversion channel would begin after the levees were completed.

ARRAY OF PLANS CONSIDERED

An array of potential permanent Federal plans was specifically considered at various times during the plan formulation process. Table 1 presents the array of plans evaluated and a short screening rationale.

Table 1 – Array of Plans Considered

Specific Plans	Summary Description of Plan	Study Findings
Existing Condition “No Action” Plan	Continued reliance on existing temporary levee systems and flood insurance.	The 100-year regulatory floodplain will be redefined and most of the homes in Grand Forks and East Grand Forks will be in the 100-year floodplain. Reliance on flood insurance to reduce damages is not a socially acceptable alternative. Likely future catastrophic flood damages.
	<i>Table continued on next page</i>	

Specific Plans	<i>Table continued from previous page</i> Summary Description of Plan	Study Findings
English Coulee Closure Plans	A closure structure to prevent Red River floodwaters from backing into the coulee and to allow interior drainage if a levee is placed along the Red River.	Was evaluated as an interior flood control feature of the NED plan. Is now integrated into the NED plan.
50-year level of Levees/Floodwall Plans in East Grand Forks and Grand Forks	A low-level citywide levee system for East Grand Forks and Grand Forks was evaluated in progressively greater detail throughout this study.	Early reconnaissance and feasibility studies showed that this alternative could be economically, socially, and environmentally feasible. During screening of the final array of alternatives, this plan was determined to be marginally infeasible.
100-year level of Levees/Floodwall Plans in East Grand Forks and Grand Forks	A citywide levee system on the Grand Forks side was evaluated in progressively greater detail throughout this study. Formulation of this plan has merit from a local flood insurance perspective.	Early reconnaissance and feasibility studies showed that this alternative could be economically, socially, and environmentally feasible. During screening of the final array of alternatives, this plan was determined to be not as cost-effective as the 210-year level of protection.
210-year level of Levees/Floodwall Plans in East Grand Forks and Grand Forks	A citywide levee system was evaluated in progressively greater detail throughout this study. Formulation of this plan has merit from a local flood insurance perspective. The Local Sponsors identified this plan as a locally preferred plan.	Detailed screening evaluations done as part of the General Reevaluation Report showed that this alternative would be economically, socially, and environmentally feasible. During screening of the final array of alternatives, this plan was found to have the highest net benefits of any plan evaluated (is the NED Plan).
North Dakota (Western) Aligned Diversion Channel Plan	A diversion channel that would be built west of Grand Forks to allow floodwaters to pass safely around the community. This plan was initially looked at in the Grand Forks Reconnaissance study, and a split-flow variation of it was included in the final array of plans evaluated - as a possible locally preferred plan. <i>Table continued on next page</i>	Corps evaluations have consistently concluded that this alternative is not economically feasible. The evaluation of this plan done in February 1998 had enough detail to assure the Local Sponsors that pursuing this plan was not practical.

Specific Plans	<i>Table continued from previous page</i> Summary Description of Plan	Study Findings
Minnesota Aligned Diversion Channel Plan	A diversion channel that would be built east of East Grand Forks to allow floodwaters to pass safely around the community. Variations of this plan were considered as possible locally preferred plans.	Corps evaluations concluded that this alternative is not socially or economically feasible. The screening evaluations of this plan completed in July 1997 caused the Local Sponsors to withdraw this plan from further consideration.
In-town Channel Modifications	A variety of in-town channel modifications were detailed. These included a 900-, 1,200-, and 1,500-foot-wide channel through the study area.	The stage reduction possible from these features was not significant, and they were determined to be economically, environmentally, and socially infeasible.
Downstream Channel Modifications	A variety of downstream channel modifications were detailed. These included a 900-, 1,200-, and 1,500-foot-wide channel downstream of East Grand Forks/Grand Forks.	These features did not significantly reduce flood stages in the study area, and they were found to be environmentally and economically infeasible.

Final Array of Plans Evaluated

After public comment and discussions with the non-Federal Sponsors following presentation of the Alternative Plans Comparison Evaluation Report (July 1997), it was determined that three alternative plans were worthy of more detailed consideration. The plans considered further include two locally preferred plans that the non-Federal Sponsors identified early in the final screening phase and a detailed optimization of the levees only plan that was determined in prior economic evaluations to be the National Economic Development plan. These plans were the final array of plans evaluated, and the evaluations done on these plans were more detailed than those of previous screening efforts. Specific information about the final array of alternatives follows.

Locally Preferred Plans Identified and Evaluated

In an effort to narrow the number of locally preferred plans to be detailed and to shorten the time frame for implementation of a permanent flood protection project, the Local Sponsors defined only two locally preferred plans for consideration, as follows:

1. A permanent levee and floodwall system that would provide protection against future floods of a magnitude similar to the 1997 flood - This plan, sometimes referred to as the levees only plan, would provide reliable permanent flood protection for all areas of East Grand Forks and Grand Forks. This plan has an 86 percent reliability of containing the 210-year flood event (0.47 percent exceedance frequency) and equates to a Red River discharge event of 136,900 cfs and a river stage of 58.5 at the in-town gage - without superiority. This plan would remove the protected areas of East Grand Forks and Grand Forks from the 100-year regulatory floodplain. It also would provide a solid foundation and alignment for future emergency flood fighting measures in the event of flooding that exceeds the permanent structure design capacity.

2. A split-flow diversion channel and permanent levees plan - This plan, often referred to as the split-flow diversion plan, is a multi-featured plan that would provide reliable permanent flood protection for all areas of East Grand Forks and Grand Forks. It consists of an in-town levee system and a large diversion channel located on a North Dakota alignment. The combined effect of these features is to provide greater than 95 percent reliability of containing a 500-year flood event (0.2 percent exceedance frequency). This locally preferred plan would be designed and operated so that in-town flood stage would be limited to a 51-foot river stage up to a Red River discharge of 136,900 cfs at the gage in town. Because the levee system component of this plan is a 100-year (1.0 percent exceedance frequency) permanent levee design without the diversion channel in place, it provides additional floodwater discharge capacity over the 51-foot stage and provides protection against much larger floods without resorting to emergency flood protection measures. Therefore, compared to the levees only plan, this split-flow diversion and levees plan would provide an extra measure of safety and reliability. The plan would be implemented in construction phases, and the initial phase could stand alone (the levee could perform while the diversion channel was being constructed). This initial levee construction phase would remove most areas of East Grand Forks and Grand Forks from the 100-year regulatory floodplain, without reliance on the diversion channel features. This in-town levees plan would also provide a foundation and alignment for future emergency flood fighting measures in the event of flooding that exceeds the permanent structure design capacity.

National Economic Development (NED) Plan

Federal and Corps of Engineers planning procedures require the formulation of an NED plan. The NED plan is an optimized plan that provides the greatest net benefits and has a benefit-to-cost ratio of at least 1.0. This is the plan against which any requested betterments are compared. To define the NED plan, it was necessary to optimize the selected levee plan. To do this, a range of levee system designs with differing elevations were evaluated from a cost and benefit perspective. Specifically, designs and associated costs were prepared for levee plans that would reliably protect against a 50-year (2.0 percent exceedance frequency), a 100-year (1.0 percent exceedance frequency), and a 210-year (0.47 percent exceedance frequency) flood. The net benefits associated with each of these plans were then compared to define the optimized design elevation. This NED/optimized design is typically the plan that

the Federal Government recommends for construction. Generally, the cost of implementing the identified NED plan is the level of Federal interest in funding a water project.

The study team conducted evaluations to accurately select a single plan from the array of evaluated plans. Then, an important part of the study effort was completed -- this was the optimization evaluation to determine the optimal height of the levees only plan and the reliability of the protection against specific flood events. To determine the optimal height, three different levee designs capacities/heights were evaluated. A 50-year, a 100-year, and a 210-year (1997 flood level) event were evaluated in detail. The benefits and costs of each were defined and the plan with the greatest net benefits was identified. These evaluations determined that the 210-year level of flood protection was feasible, had the highest net benefits of the plans evaluated, and that the optimization curve had not yet turned downward at the 210-year level of protection. At that point an evaluation of possible plans that would provide a higher level of protection were evaluated and coordinated with the non-Federal Sponsors and the with Washington Level officials. It was found that the residual benefits possible from a project that would provide flood protection greater than the 210-year plan are low (i.e., approximately \$1,428,000 average annual damages are residual beyond the 210-year plan, which is about 6 percent of the total average annual damages). A quick evaluation of probable costs to raise the level of protection showed that the cost of a larger project would increase substantially because the alignment of such a project would need to be shifted farther away from the river to provide a stable alignment. Therefore, the study team determined that it would be unlikely that the incremental costs of such a plan would be offset by the associated residual benefits. Also, it was found that, from the local perspective, construction of a larger project would result in substantial adverse social impacts. Discussions with the non-Federal Sponsors regarding the possibility of implementing a higher level-of-protection as revealed strongly that there was no support for such a plan (i.e., taking additional structures and increasing local construction and operations costs are not politically or socially acceptable). Then, an Alternative Formulation Briefing was conducted in March of 1998. This important conference involved representatives of Grand Forks, East Grand Forks, officials from the States of North Dakota and Minnesota, the St. Paul District Corps, the Vicksburg Division Corps, Headquarters Corps, and the Assistant Secretary of the Army for Civil Works. At this formal conference/meeting the findings to the point in the project formulation were briefed and arguments were made and accepted by all involved parties to adopt the 210-year plan as the NED plan, consistent with Planning Guidance Letter 97-10)². This agreement, and other key formulation agreements formalized at that conference, confirmed the 210-year level-of-protection plan as the recommended plan and allowed the remaining study efforts to focus on refining the designs, cost estimates, and environmental impact assessments for that plan.

The details of the initial evaluations and findings of the NED optimization efforts, completed in February 1998, are summarized in Table 2 which follows.

² Planning Guidance Letter 97-10 is Corpswide policy that allows selection of a protection level which is lower than the NED level-of-protection when the local sponsor's preference is for such a lower level-of-protection.

Table 2 - Findings of the Optimization Evaluations

<i>Alternative Plans Compared</i>	<i>Cost of Evaluated Project</i>	<i>Benefit-to-Cost Ratio</i>	<i>Anticipated Social Considerations</i>
50-Year (2.0 percent exceedance frequency) Levees Only	\$213.4 Million	The benefit-to-cost ratio is somewhat under 1.0 but is not considered economically feasible.	The plan would take 35 single-family homes and 4 commercial buildings in EGF and 151 single-family homes and 4 commercial buildings in GF. It would not remove protected areas from the regulatory floodplain.
100-Year (1.0 percent exceedance frequency) Levees Only	\$225.3 Million	The benefit-to-cost ratio is slightly lower than 1.0 (marginally feasible).	The plan would take 35 single-family homes and 4 commercial buildings in EGF and 151 single-family homes and 4 commercial buildings in GF.
210-Year (0.47 percent exceedance frequency) Levees Only	\$256.2 Million	Has the most net benefits and a benefit-to-cost ratio of 1.2.	The plan would take 35 single-family homes and 4 commercial buildings in EGF and 151 single-family homes and 4 commercial buildings in GF. Identified as the optimized NED plan and as the locally preferred plan.

Further plan refinements may be made as the result of interagency, public, or Washington Level inputs that are conducted throughout the reevaluation phase. Such refinements may alter project materials, design, cost, and cost apportionment or Federal participation in the project or any of its components.

Additional Neighborhood Alignment Evaluations

In addition to using optimization to define the reliability and level of protection justified as the NED plan, a detailed process of evaluating river reaches and neighborhoods was used to determine the specific alignment that was economically justified. Along the entire project, the most cost-effective alignment (i.e., the alignment with the greatest net benefits) was identified and this is the alignment presented in this report. During this study, the NED plan alignment changed in a number of areas as a result of progressively more detailed screening evaluations of the alignments and the possible neighborhood reaches that might be protected. Key alignment evaluations conducted and the resulting alignment effects follow.

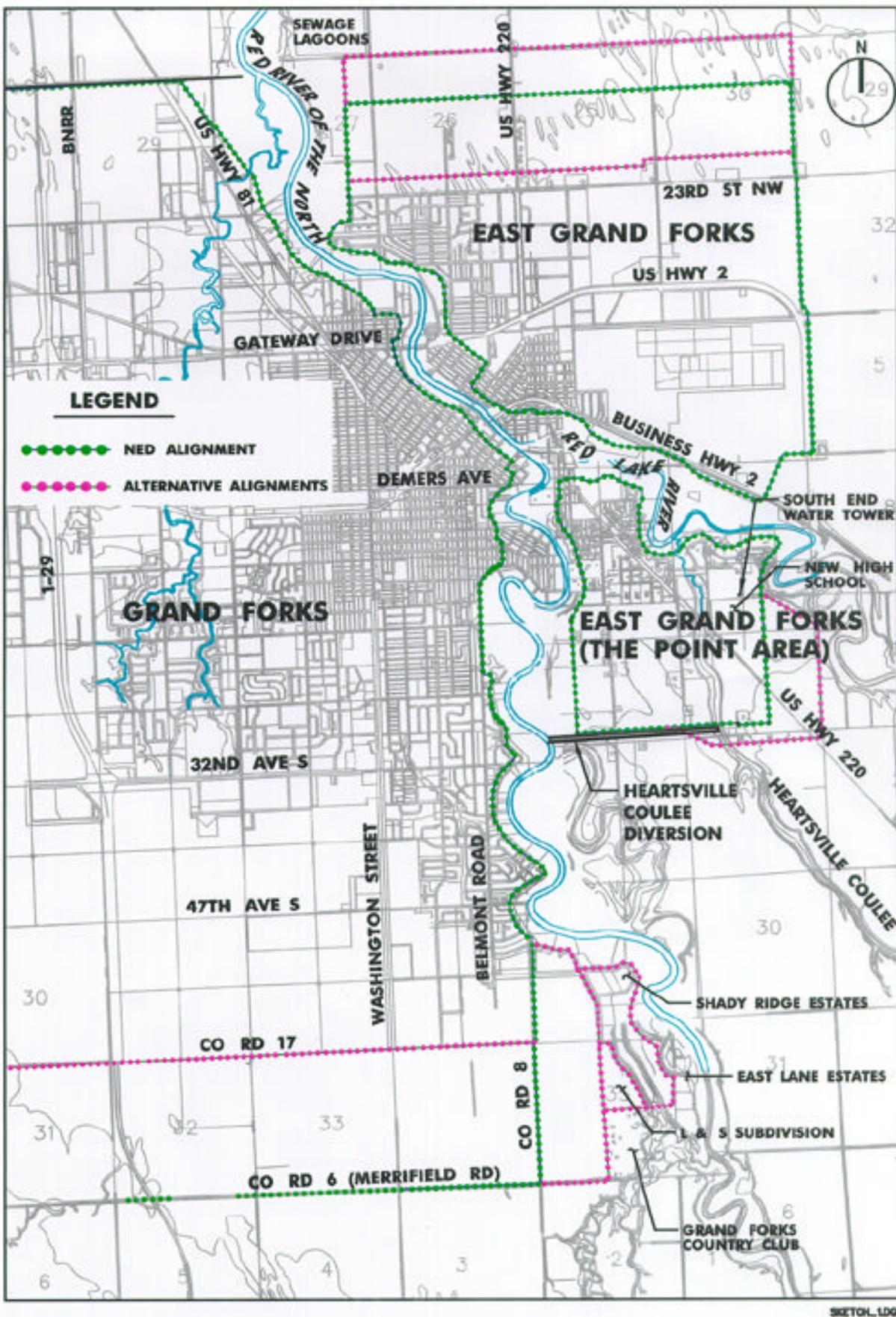


Figure 2 – Alternative Alignments Evaluated to Define the NED Alignment

Grand Forks Side

- The south end alignment was extended southward approximately 1 mile from County Road 17 to the Merrifield Road which is also called County Road 6. See figure 2 for a graphical display that shows the various alignments that were evaluated in order to define the most cost effective/NED alignment. The Merrifield Road alignment was ultimately chosen as the least costly plan alignment because fill requirements and utility costs associated with construction were less expensive than providing the southern line of protection on County Road 17.
- An evaluation of the flood reduction benefits associated with protecting the L&S Subdivision, Shady Ridge Estates, and the East Lane Estates areas was completed. The alignment recommended as the NED alignment in this area is located a little over a mile to the west of the river and runs along County Road 8. This alignment would involve construction of a levee that would be less than three feet high and would require a road raise on County Road 17 to allow access into the L&S Subdivision and the other existing housing in that area. The existing housing in these areas is located on relatively high ground that is largely out the existing 100-year floodplain and are not subject to frequent flooding. Therefore, flood reduction benefits associated with providing permanent flood protection features for these area were found to be low, as compared to most of the urban areas located to the north in Grand Forks. In addition to the alignment chosen along County Road 8, three separate alignments were defined and evaluation. The first evaluation looked at an alignment that would parallel the chosen alignment but would be located approximately ½ mile to the East. This alignment would not protect any additional existing homes but would require additional costs to implement because the existing ground along this alignment is about 3 feet lower than the chosen alignment and the levee alignment is longer than the chosen/NED alignment. The second alignment would protect the a portion of the L&S Subdivision. However, the additional costs of implementing this line of protection far outweighed the flood reduction benefits gained and real estate taking associated with this alignment were proportionally high when comparing the homes that would gain flood protection. The third alignment evaluated was the alignment most riverward (see figure 2) and it would protect all of the L&S Subdivision, and portions of Shady Ridge Estates and East Lane Estates. This plan was the most expensive to construct, would protect the most structure, but would also have the greatest impact upon existing homes that would be taken to build this alignment. The costs of implementation this plan far outweighed the benefits to the remaining homes that would then receive protection. These alternative alignment on the southeastern corner of the Grand Forks study area could be viewed as possible betterments when future detailed construction reports are coordinated. However, it is important to note that these more riverward alignment would progressively become a hydraulic design constraint. The alignment furthest riverward is the alignment that the County tentatively prefers and preliminary hydraulic modeling shows that it would cause significant increases is water stages during flood events. This situation is not consistent with our hydraulic design criteria/requirement that do not allow induced damages outside the project area. In conclusion, the East Lake Estates, L&S Subdivision, and Shady Ridge Estates (all in Grand Forks County) were adequately evaluated in this study from an economic and hydraulic perspective. It was found that a change to include these areas inside the line of flood protection was not feasible but pursuing these alignments may be looked at further as betterments.

East Grand Forks Side

- The area from the north side of 23rd Street NW to 1 mile north of 23rd Street NW, including the sewage treatment system, and proceeding east on the county/township road was evaluated (see figure 2 for graphic display of this alignment). The evaluation of this alignment and other alignments northward showed that the alignment 1 mile north of the highway is not economically feasible. However, as a result of other northward alignment analysis, an alignment that parallels 23rd Street NW and is one-half mile north of the highway was defined as a likely feasible alignment and is shown as the NED alignment in this report. Additional detailed analysis will be needed to confirm that this is the NED alignment. If this alignment is determined to be not feasible, the Local Sponsor has indicated that the alignment shown in this report will be pursued as a betterment alignment.
- An area located south of the south end water tower and east of the new high school, extending along the north-south township road, and one lot width south of the township road that is at the end of the city limits was evaluated and found to be not feasible (see figure 2). It could be pursued as a betterment during future detailed design and construction phases.

The remainder of the formulation process, from February 1998 through July 1998, focused on preparing a detailed design and cost estimate for the selected NED levees only plan. To accomplish the detailed design, intensive coordination of the final alignments was needed to assure that design criteria and constraints were integrated. The resulting plan was then documented as the recommended plan in this General Reevaluation Report.

Detailed Design Criteria and Constraints

Federal design procedures require adherence to laws, policies, and regulations that define general and specific design guidance requirements. These criteria and requirements establish nationwide consistent standards for project design and construction. Adhering to design guidance requirements insures that Federal permanent project features will perform reliably and that projects being considered for implementation are fairly represented to Congress.

Local design procedures and criteria were also provided to the Corps design team for integration into the project design. Local standards for road design, public utility designs, desired maximum levee heights, and floodwall alignment criteria that relate to planned local emergency flood fighting features were integrated into the project alignment designs presented in this report.

Immediately following the devastation in Grand Forks and East Grand Forks resulting from the flood of 1997, high level Corps of Engineers officials coordinated with Office of Management and Budget (OMB) and Congressional officials. These efforts resulted in plan design agreements and interpretations that have shaped, to some extent, plan formulation for this study. These key formulation/design assumptions include the following:

- The real estate buyouts required as a result of the 1997 flood are being

considered a part of existing conditions and will not be a cost attributable to the permanent flood reduction project.

- A limited NED plan will be done as part of a General Reevaluation Report, and this involves using existing data whenever possible. NED optimization will be done along a single project alignment.
- For benefit calculation purposes, structures located landward from proposed levees are assumed to be repaired in kind and in place at pre-flood values. Substantially damaged residential structures were evaluated for location benefits.
- If the Local Sponsors decide to pursue a locally preferred plan alternative that is different from the NED plan, an NED exception request will be submitted to the Assistant Secretary of the Army (Civil Works) for consideration.

During the final screening of alternatives, specific design criteria used to design levees and floodwall plans deviated somewhat from the criteria used for formulating and designing the diversion channel and tieback levees plans. Design criteria used for each type of project feature are presented as follows.

Levees and Floodwalls Plans

Using engineering inventories and analysis, the Corps technical design team and the Local Sponsors worked closely to identify the alignments for the in-town levees and floodwalls. The initial project alignments were presented to the City Councils and other local, State, and Federal officials on December 10, 1997, for the portions downstream from the Red Lake River and on January 7, 1998, for the river reaches upstream from and on the Red Lake River. Refined alignments have been coordinated with local officials through July 1998. Specific levee/floodwall alignments, types of flood protection features proposed, and associated details and section drawings for the in-town levee/floodwall alignments are shown on the plates at the end of this report.

The design team used critical design criteria to define the best alignment for each reach. The most important criteria used to determine the levee alignment was a combination of the geotechnical stability of the levee foundations and the hydraulic capacity of the river channel. These key criteria were used to define the initial levee alignments. To do this, detailed inventory and analysis of the stability of the levee foundations were accomplished for each reach of the project to define the minimum levee setbacks required (see Appendix B of the Supplementary Documentation Report for geotechnical data and technical evaluations). Detailed modeling of the river hydraulic capacity and effective flow was integrated into the initial setback requirement line (see Appendix A of the Supplementary Documentation Report for hydraulic data and technical evaluations).

Next, Corps and Local Sponsor engineering team members applied important secondary criteria to refine and adjust the required levee alignment setback line for each project reach. The secondary criteria applied include the following:

- Minimizing the cost of an effective engineering solution. Generally, the least costly alignment is a single alignment that is in the best Federal interest and must be

shown as part of the NED plan. Exceptions to this approach are possible when special environmental or historical resources can be avoided with special engineering or in areas where the non-Federal Sponsor chooses to take a more costly design approach and agrees to pay for the additional cost (referred to as a betterment). The incremental increased cost of a betterment, above the NED costs for that feature, is paid for by the non-Federal Sponsor (100% non-Federal cost). Cost comparisons between levees, floodwalls, and a modified levee section, referred to as a Mechanical Stabilized Earth (MSE) wall in this report and on the report plates, were evaluated to identify the most cost effective alignment for each reach. The modified levee section consists of a levee prism on the riverward side of the flood barrier and an MSE wall on the landward side of the flood barrier. An MSE wall is a retaining wall that consists of segmental retaining wall units, commonly referred to as modular blocks, and a geogrid-reinforced backfill. The immediate benefit of using an MSE wall is a gain of the space previously occupied by the landward side of the levee prism. This space can be used more effectively for other needs, such as possibly saving a structure, or for infrastructure requirements. This alignment takes into account the costs of the levees, floodwalls, and MSE walls; the costs of real estate/structures associated with the differing alignments; and the cost of utilities, roads, and other infrastructure.

- Avoiding historic structures wherever possible. Historically significant structures were afforded extra engineering design efforts to avoid impacts to them. If such structures are adversely affected, mitigation costs may be needed, and these become a cost shared project cost if they exceed 1 percent of the total project costs. The costs of mitigation associated with cultural/historical impacts of a project are a Federal cost up to 1percent of the total project cost. Such costs that exceed 1percent are cost shared as features of the project.
- Considering system integrity. This includes minimizing the levee height (desired maximum of 10 feet), placing floodwalls only in areas where emergency dike construction can easily be accomplished, and considering potential river flow induced erosion -- especially on sharp turns of the river.
- Maintaining infrastructure. Consideration was given to existing and post-project condition utilities and road systems to insure that an economical and practical design for maintaining these services was integrated into the alignments.

Split-Flow Diversion and Levees Plans

Short Elliott Hendrickson (SEH) Incorporated, a Minnesota-based architect-engineering firm, was hired by the Corps of Engineers to conduct detailed evaluations of the non-Federal Sponsor defined locally preferred plan split-flow diversion and levees plan. SEH used the hydrologic and hydraulic design parameters provided by the Corps and the Local Sponsor (see detailed description of these assumed criteria in Appendix J of the Supplementary Documentation Report or refer to the summary of these criteria presented in the locally preferred plan description).

The SEH design team first analyzed previous Corps of Engineers and Acres International studies and diversion channel alignments. The Grand Forks Mayor's Business Redevelopment Task Force hired Acres International Limited, a consultant based in Winnipeg, Manitoba, in August 1997 to review the North Dakota aligned diversion plans presented by the Corps in July 1997. Acres International proposed a different diversion alignment and design than the Corps and estimated a lower cost of construction.

The SEH design team's analysis used an HEC-2 hydraulic subroutine that determined the quantity of excavation for the various plans being analyzed. Then, on the basis of these initial hydraulic sensitivity model runs, it was determined that a 51-foot river stage at the gage in town would be acceptable during a 1997 flood event (136,900 cfs event). This differed from the initial assumption of a 49-foot river stage in town during a flood event of 136,900 cfs and was used to size the dimensions of the diversion channel.

SEH and the Corps then completed a variety of engineering and environmental inventories and analyses. The SEH design team used critical design criteria to define the best channel design configuration and alignment for a split-flow diversion plan, consistent with Corps of Engineers mandated criteria found in the contract scope of work. The design criteria that were evaluated and analyzed as part of the contracted work included real estate and existing structures displacements, comparative excavation requirements, environmentally sensitive areas to avoid, ability to maintain downstream and upstream water surface profiles, and anticipated operation and maintenance costs.

Geotechnical conditions were determined to be the greatest concern and constraint on determining the designs for channel alignment, channel cross section, and design of other related structures such as bridges and water control features. Much of the area has a high groundwater table and soil lenses which will allow water movement to the channel as excavation occurs. Also, stability of the channel side slopes is critical because of the low shear strengths of the native clays and silts.

Using this information, alternative diversion alignment plans were screened and coordinated with Local Sponsor representatives, and a single "best" diversion channel was defined. This best North Dakota diversion alignment and its associated features were evaluated and costed in more detail. The screening process and the details regarding the "best" North Dakota diversion alignment plan were then presented to the City Councils on December 10, 1997. Specific diversion channel alignments evaluated and the best alignment and associated technical details and section drawings are shown in technical Appendix J of the supplementary documentation report.

In order to meet Corps-wide regulations, the detailed designs for levees used a detailed risk and uncertainty analysis procedure to determine the height of levees relative to the design water surface elevation. A confidence interval is established around the various design parameters, and a quantitative analysis is performed to assure that the tops of levees have a 90 percent probability of containing the design event. In addition, a superiority elevation is added to assure that any overtopping event occurs first at the downstream end of the project.

Detailed Description of the Proposed Project

NED Plan Features

The optimized levees plan defined in the final screening was further designed, costed, and assessed from an environmental perspective in the final phase of plan formulation (see plates 1 through 164 at the back of this report for graphic displays of the plan and profiles of the proposed project). This plan, referred to as the NED plan, is a multipurpose project that would provide reliable permanent flood protection for all areas of East Grand Forks and Grand Forks and consists of a permanent levee and floodwall system (a magnitude similar to the 1997 flood). This plan has an 86 percent reliability of containing the 210-year flood event (0.47 percent exceedance frequency). It equates to a Red River discharge event of 136,900 cfs and a river stage of 58.5 without superiority at the in-town gage. This plan would remove the protected areas of East Grand Forks and Grand Forks from the 100-year regulatory floodplain. It also would provide a solid foundation and alignment for future emergency flood fighting measures in the event of flooding that exceeds the permanent structure design capacity. The NED plan includes greenway/recreational trail and day use facility development, removal of an existing pedestrian bridge, and channel diversions features on the English and Hartsville (also referred to as Heartsville) Coulees.

A summary quantification of the multi-featured NED plan follows.

The project will require a total of approximately 735 acres of fee title real estate interests of unimproved and city owned properties and the acquisition of 252 single family residences, 95 apartment or condominium units, and 16 businesses.

The project requires the relocation of numerous utilities, including electrical, sewer, and water lines (see the advanced replacements section of the Appendix C of the Supplemental Documentation Report - Volume 1 for details). Three lift stations and a portion of the existing water treatment plant will be relocated in Grand Forks. The water treatment plant features that will require relocation are the raw water works (water intake facilities), the sludge plant, and a water storage tank. Three lift stations and the water plant lime treatment ponds must be relocated in East Grand Forks. The existing functional pedestrian bridge (old railroad swing bridge) will be removed and a new replacement pedestrian bridge will be constructed in the Riverside Park area as part of this project.

Two diversion channels will be excavated for this project. The first will be a 3.5-mile extension of the existing English Coulee Diversion west of Grand Forks to intercept the English Coulee and a second smaller coulee. The section of the English Coulee Diversion downstream of this extension will be expanded to appropriately manage the additional discharge. The diversion extension will range in bottom width from 30 to 60 feet and have 1 vertical on 5 horizontal side slopes. The existing coulee will be expanded to 80 feet in bottom width, and will have 1 vertical on 5 horizontal side slopes. A second diversion channel will be excavated south of the Point area in East Grand Forks to carry flows from the Hartsville Coulee directly into the Red River rather than through East Grand Forks to the Red Lake River. This diversion will be 1.2 miles

in length with a bottom width of 20 feet and side slopes of 1 on 7. Drop structures will be required at the riverward end of each diversion. These coulee diversions/ extensions will be design with a gated control structure on the coulee at the diversion point. The gates on these structures will designed to remain open during non-flood periods on the Red River of the North and Red Lake River to allow low flows to continue on in the natural coulees. The gated control structures will be designed to allow the 50-percent (2-year) to 20-percent (5-year) flow to continue on in the natural coulee during non-flood periods on the Red River of the North and Red Lake River. This should provide adequate base flow to maintain riparian aquatic habitat and vegetation along the natural coulee downstream of the diversion point. During flood periods on the Red River of the North and the Red Lake River, the gated control structures will be closed and all coulee flows from outside the protected areas will be diverted into the diversions/extensions. The coulee diversions/extensions will be designed to handle the 1-percent (100-year) flows during flood periods. Gated control structures/pumping stations/ponding areas will also be located where the natural coulees intersects the levees and enters the Red River of the North or the Red Lake River. These gates will be closed during flood periods to prevent the rivers from backing up into the protected areas. The pumping stations will pump runoff that flows into the coulees from inside the protected areas into the rivers. Two large pumping stations are to be constructed. The first is to provide interior flood control for English Coulee and the second is to provide interior flood control for Belmont Coulee.

The project includes the construction of new earthen levees, concrete floodwalls, and mechanically stabilized earth levees. In addition, riprap will be placed along a number of northerly reaches of the project area on the Red River to provide protection for the toe of the proposed levees and floodwalls. This is critical to the long-term reliable design of the levee system. A tabular description of the levees and floodwalls recommended are summarized below.

	<u>Levee Reach</u>	<u>Length (mi)</u>	<u>Maximum height (ft)</u>
Grand Forks	- Levee	12.3	22
	- Floodwall	1.1	10
	- MSE	0.5	10
East Grand Forks - North End	- Levee	11.3	23
	- Floodwall	0.2	18
	- MSE	0.1	10
East Grand Forks - Point	- Levee	6.0	21
	- Floodwall	0.8	16

The recommended project requires construction of a number of other project features. These features are summarized as follows: Raising 26 roads that cross the alignment, 17 road closures, and 4 railroad closure structures. The project requires the modification of interior flood control facilities throughout both cities. Final modifications

of the interior flood control facilities will be addressed in Interior Flood Control Detailed Design Memorandum/s (see the Interior Flood Control Appendix - Appendix A of the Supplementary Documentation for additional details).

The project includes the acquisition and demolition of over 300 residential structures and numerous businesses for the levee alignment. It is anticipated that some of these structures were constructed using materials containing asbestos and storage tanks were likely used to store fuel oil for heating purposes. The project will include sampling, testing, removal, and disposal of the asbestos material by the Local Sponsor/s as part of the structures demolitions prior to construction of the project. Similarly, removal and disposal of any storage tanks will be accomplished by the Local Sponsor/s during structure demolition. Additionally, the levee alignment will go through a predominantly urban area that has had historic industrial uses. Therefore, it was necessary to complete a sampling and testing plan to assess the impacts of HTRW along the proposed alignment. A Phase II Sampling and Analysis Plan (SAP) was completed and Phase I field investigations were completed. As a result of these evaluations, no HTRW materials are expected to be encountered during construction of the recommended project.

Further plan refinements will be conducted throughout the reevaluation phase. These refinements may alter project materials, design, cost, and cost apportionment or Federal participation in the project or any of its components. It is also important to note that some adjustments in the project alignments is possible during the design memorandum and plans and specification phases of the project construction. Detailed studies and additional inventories are being collected to evaluate possible measures that could allow the cost effective riverward shift of some reaches of the levee. Results of those studies may allow some existing structures now shown under the project levee alignments to be saved from demolition. These studies could also provide the Cities with information about possible betterment actions that could save some existing structures.

Final Benefits and Costs

A detailed cost estimate, referred to as a baseline or MCASES cost estimate, was prepared very near the finalization of this study in order to accurately define the project costs (see Appendix D for the Cost Engineering breakouts prepared for the cost of implementing the NED plan). The total cost of the recommended multipurpose project, in December 1997 dollars, is \$315,545,000 (this is the project total first cost not including interest during construction that is used for economic feasibility determinations). The benefit-to-cost ratios have been defined for both the basic project and the separable recreation increment and are 1.07 and 1.09, respectively. Using this time frame for defining project feasibility, the overall benefit-to-cost ratio for the NED plan has been calculated to be 1.10. However, it is important that the cost estimate account for higher future construction costs expected when the project is to be implemented. Accordingly, the project costs have been inflated to arrive at a "fully funded" construction cost of \$350,431,000 (this assumes project construction would begin late in 2000 and be completed in 4 years and includes recreation and cultural resources mitigation costs). A summary of the fully funded/adjusted total construction costs to implement all cost features of the combined NED plan is shown in table x (see Appendix D, Cost Engineering for greater detail).

The summary of average annual costs and benefits for the recommended “97 flood” levees flood reduction plan is presented in Table 3 (see the Economic-Social-Financial Appendix for technical information regarding the benefits analysis).

Table 3

SUMMARY OF AVERAGE ANNUAL COSTS AND BENEFITS
97 Flood Levee

	Flood Control	Recreation	Total Project
Total First Cost	\$306,866,000	\$8,679,000	\$315,545,000
IDC	71,381,000	1,863,000	73,244,000
Total Investment	<u>378,247,000</u>	<u>10,542,000</u>	<u>388,789,000</u>
Annualized First Costs	27,841,665	775,966	28,617,631
Annual O&M Cost	1,012,250	346,750	1,359,000
Average Annual Charges	<u>28,854,000</u>	<u>1,123,000</u>	<u>29,977,000</u>
Avg. Annual Benefits			
Damage Reduction			
Residential	16,345,200		16,345,200
Commercial/Industrial/Public	8,163,200		8,163,200
Vehicles	139,900		139,900
Infrastructure	380,000		380,000
Costs Avoided			
Transportation Disruptions	0		0
Emergency Response	2,724,000		2,724,000
Other Household Costs	664,500		664,500
Business/Income Losses	0		0
Flood Insurance Admin. Costs	540,000		540,000
Redevelopment Benefits			
Advanced Replacement	1,412,100		1,412,100
Location	403,600		403,600
Recreation		2,130,600	2,130,600
Total Annual Benefits	<u>30,772,500</u>	<u>2,130,600</u>	<u>32,903,100</u>
Net Benefits	1,918,500	1,007,600	2,926,100
B/C Ratio	1.07	1.90	1.10

Assumptions: 1. Assumes a 50 year project life - 7 1/8% interest rate.
2. December 1997 price levels.

PRELIMINARY PROJECT MANAGEMENT PLAN

Recommended Plan Cost Allocations

The estimated cost allocation/distribution of implementing the recommended levee plan is presented in Table 4. Note that recreation is shown as a separable feature line item in this table.

Table 4 - COST DISTRIBUTION

EAST GRAND FORKS, MN / GRAND FORKS, ND
LOCAL FLOOD REDUCTION

TOTAL PROJECT COST ESTIMATE	\$ 350,431,000³
Federal Project Costs	\$ 176,082,000
Non-Federal Project Costs	\$ 174,349,000
<u>EAST GRAND FORKS, MN</u>	
Lands, Damages, and Relocations	\$ 50,442,000
Cash Contributions	\$ 6,314,000
Recreation Features	\$ 2,597,500
Sub-Total	\$ 59,353,500
<u>GRAND FORKS, ND</u>	
Lands, Damages, and Relocations	\$ 102,079,500
Cash Contributions ⁴	\$ 10,633,000
Recreation Features	\$ 2,283,000
Sub-Total	\$ 114,995,500

The lands, easements, rights-of-way, relocations, and disposal areas (LERRDs) for this project exceed the maximum payment of 50% of the project costs. Therefore the non-Federal costs share for this project is at 50% of the project cost, not including cultural resource mitigation. The final distribution of the non-Federal costs between the Local Sponsors will be

³ This total project cost includes recreation features and cultural resource preservation mitigation costs.

⁴ Cash contribution includes 5 percent of the total flood control project plus \$7,511,500 for non-Federal sponsor balance.

determined in the project cooperation agreement and the non-Federal contributions to be made by each of the local Sponsor may be redefined at that time (i.e., how much of the non-Federal share is to be paid by each of the Local Sponsors is ultimately a non-Federal decision). The distribution in the “above” table of the non-Federal project costs is based upon the actual cash contributions and LERRDs costs identified in each community. The cash contributions and LERRDs costs associated with the East Grand Forks, MN portion of the project are less than 50% of the total project costs for that portion of the work. Therefore, the Grand Forks, ND share of the local cost is represented with the required cash contribution and LERRDs costs exceeding the 50% maximum by \$7,511,500. This is the amount required to bring the non-Federal project costs to the required project maximum of 50%, without assessing the local sponsor East Grand Forks with LERRDs costs above those directly related to work in their community.

Preliminary Financial Analysis

The Cities of East Grand Forks, Minnesota, and Grand Forks, North Dakota, will serve as the non-Federal/Local Sponsors for the implementation of this flood damage reduction project. The City of East Grand Forks has previously served as the Local Sponsor for the cost share of a General Design Memorandum (November 1984), and the City of Grand Forks was serving as a Local Sponsor for the cost share of a Feasibility Report at the time of the April 1997 flood of record. During these earlier studies, the Cities repeatedly demonstrated the necessary skills to accomplish the technical, administrative, logistical, and political requirements in an efficient and professional manner. The State of Minnesota has committed through legislation to provide financial support in the form of bonds and returned sales taxes to the City of East Grand Forks to assist in the payment of its local share. The State of North Dakota has committed in the form of a verbal and written commitment from the current Governor to provide financial assistance to the City of Grand Forks to assist in the payment of its local share. See the Economic Appendix of the Supplementary Documentation Report for additional details regarding the financial plan to implement the recommended project.

The non-Federal Sponsors have the capability to finance their share of the cost of constructing this local flood protection project (for details, see the financial analysis contained in the Economic-Social-Financial Appendix C of the Supplementary Documentation Report). The non-Federal Sponsors are ready, willing and able to fulfill all the responsibilities required to serve as the non-Federal sponsor for this project, including obtaining the necessary real estate interests, providing the required cost sharing funds, and operating and maintaining the project upon completion. The Cities have reviewed the Standard Form Project Cooperation Agreement, and understand and agree to its provisions.

Local Cooperation Requirements

The division of planning, implementation, and operation responsibilities, including local cooperation requirements, institutional requirements, and other non-Federal responsibilities, will be further coordinated as the Local Cooperation Agreement and the Project Management Plan are formalized after this report is completed.

The Water Resources Development Act of 1996 establishes the cost sharing requirements for this project; the non-Federal share is a minimum of 35 percent and a maximum of 50 percent for implementation costs associated with flood damage reduction.

It is recommended that improvements for flood damage reduction defined in this report be authorized subject to the non-Federal Sponsor agreeing to comply with applicable Federal laws and policies, including the following requirements:

(1) Provide a minimum of 35 percent, but not to exceed 50 percent, of total project costs allocable to structural flood control and 50 percent of total project costs allocable to recreation, as further specified below:

(a) Enter into an agreement which provides, prior to construction, 25 percent of design costs;

(b) Provide, during construction, any additional funds needed to cover the non-Federal share of design costs;

(c) Provide, during construction, a cash contribution equal to 5 percent of total project costs attributable to structural flood control;

(d) Provide all lands, easements, and rights-of-way, including suitable borrow and dredged or excavated material disposal areas, and perform or assure the performance of all relocations determined by the Government to be necessary for the construction, operation, and maintenance of the project;

(e) Provide or pay to the Government the cost of providing all retaining dikes, waste weirs, bulkheads, and embankments, including all monitoring features and stilling basins, that may be required at any dredged or excavated material disposal areas required for the construction, operation, and maintenance of the project; and

(f) Provide, during construction, any additional costs as necessary to make its total contribution equal to 35 percent of total project costs allocable to structural flood control and 50 percent of total project costs allocable to recreation.

(2) For so long as the project remains authorized, operate, maintain, repair, replace, and rehabilitate the completed project, or functional portion of the project, at no cost to the Government, in accordance with applicable Federal and State laws and any specific directions prescribed by the Government.

(3) Grant the Government a right to enter, at reasonable times and in a reasonable manner, upon land which the local sponsor owns or controls for access to the project for the purpose of inspection, and, if necessary, for the purpose of completing, operating, maintaining, repairing, replacing, or rehabilitating the project.

(4) Assume responsibility for operating, maintaining, replacing, repairing, and rehabilitating the project or completed functional portions of the project, including mitigation features without cost to the Government, in a manner compatible with the project's authorized purpose and in accordance with applicable Federal and State laws and specific directions prescribed by the Government in the Operation and Maintenance manual and any subsequent amendments thereto.

(5) Support the Government's obligation to comply with Section 221 of Public Law 91-611, Flood Control Act of 1970, as amended, and Section 103 of the Water Resources Development Act of 1986, Public Law 99-662, as amended, which provides that the Secretary of the Army shall not commence the construction of any water resources project, or separable element thereof, until the non-Federal Sponsor has entered into a written agreement to furnish its required cooperation for the project or separable element.

(6) Hold and save the Government free from all damages arising from the construction, operation, maintenance, repair, replacement, and rehabilitation of the project and any project-related betterments, except for damages due to the fault or negligence of the Government or the Government's contractors.

(7) Keep and maintain books, records, documents, and other evidence pertaining to costs and expenses incurred pursuant to the project to the extent and in such detail as will properly reflect total project costs.

(8) Perform, or cause to be performed, any investigations for hazardous substances that are determined necessary to identify the existence and extent of any hazardous substances regulated under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 USC 9601-9675, that may exist in, on, or under lands, easements or rights-of-way necessary for the construction, operation, and maintenance of the project; except that the non-Federal Sponsor shall not perform such investigations on lands, easements, or rights-of-way that the Government determines to be subject to the navigation servitude without prior specific written direction by the Government.

(9) Assume complete financial responsibility for all necessary cleanup and response costs of any CERCLA regulated materials located in, on, or under lands, easements, or rights-of-way that the Government determines necessary for the construction, operation, or maintenance of the project.

(10) As between the Federal Government and the non-Federal Sponsor, the non-Federal Sponsor shall be considered the operator of the project for the purpose of CERCLA liability. To the maximum extent practicable, operate, maintain, repair, replace, and rehabilitate the project in a manner that will not cause liability to arise under CERCLA.

(11) Prevent future encroachments on project lands, easements, and rights-of-way which might interfere with the proper functioning of the project.

(12) Comply with the applicable provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Public law 91-646, as amended by Title IV of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17), and the Uniform Regulations contained in 49 CFR, Part 24, in acquiring lands, easements, and rights-of-way, and performing relocations for construction, operation, and maintenance of the project, and inform all affected persons of applicable benefits, policies, and procedures in connection with said act.

(13) Comply with all applicable Federal and State laws and regulations, including Section 601 of the Civil Rights Act of 1964, Public Law 88-352, and Department of Defense Directive 5500.11 issued pursuant thereto, as well as Army Regulation 600-7, entitled "Nondiscrimination on the Basis of Handicap in Programs and Activities Assisted or Conducted by the Department of the Army," and Section 402 of the Water Resources Development Act of 1986, as amended (33 U.S.C. 701b-12), requiring non-Federal preparation and implementation of floodplain management plans.

(14) Provide the non-Federal share of total cultural resource preservation mitigation and data recovery costs attributable to structural flood control and to recreation that are in excess of 1 percent of the total amount authorized to be appropriated for structural flood control and recreation.

(15) Participate in and comply with applicable Federal floodplain management and flood insurance programs.

(16) Do not use Federal funds to meet the non-Federal Sponsor's share of total project costs unless the Federal granting agency verifies in writing that the expenditure of such funds is expressly authorized by statute.

(17) Inform affected interests, at least annually, regarding the limitations of the projection afforded by the project.

(18) Prescribe and enforce regulations to prevent obstruction of or encroachment on the Project that would reduce the level of protection it affords or that would hinder operation or maintenance of the Project.

(19) Provide and maintain necessary access roads, parking areas and other public use facilities, open and available to all on equal terms.

The recommendation contained herein reflects the information available at this time and current departmental policies governing formulation of individual projects. It does not reflect program and budgeting priorities inherent in the formulation of a national civil works construction program or the perspective of higher review levels within the executive branch. Consequently, the recommendation may be modified before it is transmitted to the Congress as a proposal for authorization and implementation funding. However, prior to transmittal to the Congress, the Local Sponsors, the State of Minnesota, the State of North Dakota, interested Federal agencies, and other parties will be advised of any modifications and will be afforded an opportunity to comment further.

Implementation of the project will require the continued dedication of the Cities and their staffs. The following tabulation summarizes the non-Federal activities and completion dates needed to satisfy the local cooperation requirements.

<u>ITEMS</u>	<u>DATES</u>
Review Pedestrian Bridge Removal Plans and Specifications	06/99
Review English Coulee Design Memorandum	07/99
Review Geotechnical Engineering Letter Report	08/99
Review Hartsville Coulee Design Memorandum	09/99
Negotiate Project Cooperation Agreement (PCA) ⁵	09/99
Execute Project Cooperation Agreement	10/99
Review Channel Protection Plans and Specifications	12/99
Review Interior Flood Control Design Memorandum	01/00
Review Geotechnical Design Memorandum	02/00
Review English Coulee Diversion Plans and Specifications	03/00
Review Hartsville Coulee Diversion Plans and Specifications	05/00
Review Point-East Grand Forks Levee Plans and Specifications	
Phase I - River Levees	12/00
Phase II - Tieback Levees	01/02
Review Grand Forks Levee Plans and Specifications	
Phase I - Upstream Tieback to Belmont Coulee	01/01
Phase II - Belmont Coulee to Minnesota Avenue	01/02
Phase III - Minnesota Avenue to Highway 2	01/03
Phase IV - Highway 2 to Downstream Tiebacks	01/04
Review North End – East Grand Forks Plans and Specifications	
Phase I - Red Lake River Levees to Downtown	03/01
Phase II - Downtown to Downstream End	03/02
Phase III - Tieback Levees	02/03
Acquisition of LERRDs	Immediately prior to Phase Construction
Submit LERRDs Claim	10/03
Turn Over to Sponsor	10/04
Operate and Maintain Project	N/A

⁵ A detailed model Project Cooperation Agreement (PCA) for the proposed project was provided to the non-Federal Sponsors on April 30, 1998, to insure that there is a complete understanding of the language and provisions contained in that agreement.

Construction Staging and Schedule

Key Construction Phasing Assumptions:

1. The first construction contract will be removal of the swing bridge.
2. The second construction contract will be for erosion protection riprapping and this feature of the project will need to go directly from the GRR to plans and specifications. The plans and specifications for this work will need to be finalized in early FY2000 and the construction should be ready to award by mid to late FY2000.
3. The third construction contract will be for English Coulee project features.
4. The fourth construction contract/phase will be for Hartsville Coulee project features.
5. The remaining construction phases will be for the levee construction reaches going from upstream to downstream and for associated interior flood control features.

Operation and Maintenance Requirements

Local interests would operate and maintain the project in accordance with the procedures and schedules set forth in an Operation and Maintenance manual that the Corps of Engineers will prepare and provide. The total estimated annual cost of operation and maintenance for the NED plan is \$564,000 (includes flood control and recreation features). Maintenance would consist of periodic inspections of and repairs to the project permanent levees, interior drainage facilities, recreation facilities, and channel diversions. Operation would include the operation of pumping stations and gates and the servicing of all project structures, including landscaping.

STUDY PARTICIPANTS AND PUBLIC INVOLVEMENT

Interagency and Public Coordination

An experienced and diverse interdisciplinary study team composed of Corps of Engineers engineers and scientists and non-Federal Sponsor technical representatives has been heavily involved on a regular/weekly basis in the preparation and coordination of this study. The Corps and the Local Sponsors also hired private consultants at strategic points to assist in the formulation, evaluation, and review of this study. Many other local, State, and Federal officials and individual citizens have also had an opportunity to provide important ideas or inputs into some aspect of the inventory, analysis, or formulation of the plans presented in this report.

Efforts to maintain good communications between potential project sponsors and stakeholders were fostered through structured partnering workshops and meetings conducted from October 1997 through April 1998.

On January 8, 1998, a structured interagency and sponsor greenway brainstorming workshop was conducted by the Corps of Engineers with the assistance of the Grand Forks Parks Commission. This was a kickoff meeting to begin formulation of a coordinated greenway plan for East Grand Forks and Grand Forks. Additional interagency, sponsor, and public involvement was sought to finalize a greenway plan in the spring of 1998.

The public has been informed about the progress made in the study efforts on a regular basis using a number of methods:

- Many issues of the newsletter "Flood Protection Update" were prepared and given wide distribution by the City of Grand Forks, with assistance from the City of East Grand Forks and the St. Paul District, Corps of Engineers. The information contained in the newsletters is often covered in the local media.
- Numerous neighborhood meetings/workshops were held in Grand Forks and East Grand Forks in November 1997 to provide information to interested citizens and to obtain public ideas and concerns.
- Corps/Sponsor presentations and public workshops/open houses have been conducted at key points in the formulation of plans associated with the Federal flood protection General Reevaluation Report. The dates of these public gatherings and the primary information presented at each are as follows:
 - **May 5, 1997** - Preliminary levee alignments were presented to give residents an idea of how a levee project might affect them.
 - **May 30, 1997** - Preliminary levee alignments were presented to the joint City Council and questions were answered.
 - **July 14, 1997** - A preliminary letter report known as the "Alternative Plans Comparison Letter Report" was presented to the Cities. It provided initial Corps

- screening of alternatives, including diversion channel and levee plans.
- **December 10-11, 1997** - Presentation of the SEH⁶ diversion alignments and the Corps in-town levee alignments for reaches downstream from the Red Lake River. (Public officials from all levels of government in the area were fully briefed on the 10th and a public workshop/open house was conducted on the 11th.)
 - **January 7-8, 1998** - Presentation of Corps in-town levee alignments for reaches upstream from and on the Red Lake River. (Public officials from all levels of government in the area were fully briefed on the 7th and a public workshop/open house was conducted on the 8th.)
 - **February 9, 1998** – Town Hall meeting for residents to provide their inputs and ask questions about the city’s flood recovery.
 - **February 12, 1998** – Corps presentation of final Plans Comparison Letter Report to local, State, and Federal representatives. Question and answer session.
 - **February 18-19, 1998** – Public meeting to answer questions regarding findings of the Plan Comparison Letter Report.
 - **March 24, 1998** – Meeting for property owners in Grand Forks regarding the Phase IV acquisition program and the Federal acquisition program.
 - **March 11-12, 1998** – Greenways public workshop/open house meetings.
 - **March 31, 1998** – Meeting for owners of property located south of Grand Forks to discuss alignment issues and concerns.
 - **April 21, 1998** – Meeting with County Commission to discuss south-end alignment preferences of residents.
 - **April 22, 1998** – Meeting to discuss the concerns of residents located north of Grand Forks regarding dike alignments and the English Coulee Diversion plans.
 - **April 30, 1998** – Meeting of Special Flood Response Committee to discuss the analysis of City consultants regarding geotechnical issues and potential technologies. Included question and answer session.
 - **September 15, 1998** - Public Open House/Workshop conducted in Grand Forks as part of the Draft GRR/EIS information distribution and comment process.
 - **September 15, 1998** - Public Open House/Workshop conducted in East Grand Forks as part of the Draft GRR/EIS information distribution and comment process.

The Draft General Reevaluation Report and Environmental Impact Statement was distributed for a 45-day public/interagency review in August 1998 and public workshops/open house meetings were conducted to present findings and obtain public comment. Comments received were evaluated and integrated into this final report and EIS.

This final report will be widely distributed in early November 1998 for a final 30-day public and interagency review that is scheduled to end on December 6, 1998. Then, comments on the final report will be documented and submitted to Corps of Engineers Headquarters

⁶ Short Elliott Hendrickson (SEH) Incorporated, a Minnesota-based Architect-Engineering firm hired by the Corps of Engineers.

on December 7, 1998 for higher authority approvals and incorporation into a Chief of Engineers Report.

See the Environmental Impact Statement for scoping and draft report comments received from citizens and interested agencies. Also, a more detailed technical description of other study related coordination and review comments is contained in Appendix L, "Correspondence and Review Comments" of the Supplemental Documentation Report.

INVENTORY, ANALYSIS, AND STUDY FINDINGS

This section presents a summary of the key technical procedures and considerations associated with the plan formulation and recommended plan/project design. The information is presented by functional discipline and/or key feature of the project. (Note: For more detailed technical data and analysis, see the Supplementary Documentation Report (volumes 1 and 2) which are companion documents to this report. The Supplementary Documentation Report is available as a reference at the East Grand Forks City Hall, Grand Forks City Hall, and public libraries in the Grand Forks area.)

Hydrologic

Hydrologic analyses for the East Grand Forks-Grand Forks study area included development of discharge-frequency relationships at several locations. Annual instantaneous peak discharge-frequency curves were developed for the Red River of the North at the U.S. Geological Survey (USGS) gaging station at Grand Forks, North Dakota, located just downstream of the confluence with the Red Lake River, the Red River of the North above the confluence with the Red Lake River, and the Red Lake River at the mouth. The corresponding coincidental peak discharge-frequency curves were developed for the same locations. The statistics of the frequency relationships were based on period of record flows at the U.S. Geological Survey gaging stations located on the Red River at Grand Forks and on the Red Lake River at Crookston, Minnesota.

Analyses also included determination of the discharge-frequency curve for the English Coulee watershed. English Coulee is an intermittent stream that enters Grand Forks from the southwest and joins the Red River of the North approximately 4 miles downstream from the mouth of the Red Lake River. Because the watershed is ungaged, a multiple linear regression was used to determine the discharge-frequency relationship for English Coulee.

A discharge-frequency relationship based on regression equations was also computed for Hartsville Coulee, which drains an area of approximately 33 square miles in Minnesota and joins the Red Lake River in East Grand Forks, Minnesota.

Detailed discussions of the hydrologic methods used along with the derived frequency relationships are provided in Appendix A, Hydrologic, Hydraulic, Risk-Based, and Interior

Flood Control Analysis, Sub-Appendix A1, Hydrologic Analysis. More detailed discussions of the hydrologic study methods for English Coulee and Hartsville Coulee will be presented in future separate design memorandums.

Hydraulic

The East Grand Forks, Minnesota, and Grand Forks, North Dakota, areas are hydraulically unified. The hydraulic unity of East Grand Forks and Grand Forks must be considered in two separate pieces as the East Grand Forks area is protected by two independent ring levees - the North End and the Point areas.

North of the existing pedestrian bridge (old railroad swing bridge), scheduled for removal as part of the flood damage reduction project, there would be notable stage increases for the design discharge by building levees on either side of the river independently. This is not considered acceptable, and it justifies the construction of the Grand Forks and North End East Grand Forks levees as one hydraulic unit. Also, immediately upstream from the mouth of the Red Lake River, hydraulic modeling shows there is a stage increase during the overtopping event. This establishes a critical hydraulic connection between the Grand Forks and the Point East Grand Forks levee sections. Therefore, the Grand Forks, East Grand Forks (north end), and East Grand Forks Point (south end) are all interlinked as one hydraulic unit for purposes of this report, and incremental justification or optimization of the project features is neither necessary nor appropriate.

Hydraulic analysis performed for this study includes modeling of the Red River of the North and the Red Lake River; determining levee/floodwall heights; designing facilities to accommodate flow in Hartsville Coulee and prevent breakout flow from the Red River to Hartsville Coulee; and redesigning the existing English Coulee diversion channel to accommodate the additional flow that will be directed to it with the proposed levee project. The Red River of the North and Red Lake River modeling included updating and calibrating the HEC-2 computer models and iteratively analyzing levee alignments to determine alignments that meet hydraulic and geotechnical requirements. Detailed discussions of the hydraulic analysis are provided in Appendix A, Hydrologic, Hydraulic, Risk-Based, and Interior Flood Control Analysis, Sub-Appendix A2, Hydraulic Analysis.

A risk-based analysis was performed using @RISK and a template spreadsheet developed by the Hydrologic Engineering Center. The @RISK models developed were used to determine the reliability of the alternative levee heights and the diversion channel in combination with levees. These models were also provided to the Economics Section to perform the project sizing analysis. Discharge-frequency relationships were determined for both the levees only and the diversion channel in combination with levees. Elevation-discharge rating curves were developed at five different locations. Four of these locations were used to determine project reliability and project sizing for all of the alternatives. The fifth location was used to help determine the reliability of the diversion channel in combination with levees. Detailed discussions of the risk-based analysis are provided in Appendix A, Hydrologic, Hydraulic, Risk-Based, and Interior Flood Control Analysis, Sub-Appendix A3, Risk-Based Analysis.

Analysis was performed to determine the impact of the emergency levee alignments, project levee alignments, removal of the pedestrian bridge and raising of the four other bridges. The analysis was performed using the 1997 flood peak discharge of 136,900 cfs (0.47-percent, 210-year event). When raising the four other bridges was considered, it was assumed they were raised high enough that the low chord of the bridges was 1 to 2 feet above the water surface elevations. This analysis is presented in more detail in Appendix A, Hydrologic, Hydraulic, Risk-Based, and Interior Flood Control Analysis, Sub-Appendix A2, Hydraulic Analysis.

The first condition analyzed was assuming the existing emergency levees were raised high enough to contain the 1997 flood peak discharge and all existing bridges in place. This condition was analyzed even though a substantial raise would be required and even though the reliability assessment of the existing emergency levees indicates probable failure points generally equal to about the 5-percent (20-year) event. The next condition analyzed was project levee alignments and all existing bridges in place. With project levee alignments, water surface elevations are lower than for the emergency levee alignments except in the Riverside Park area where they are slightly higher. The change in water surface elevations with the project levee alignments ranges from an increase of about 0.1 foot in the Riverside Park area to a decrease of about 1.4 feet in the vicinity of 47th Avenue South. The next condition analyzed was the project levee alignments with removal of the pedestrian bridge, which is the design condition used for this report. This results in water surface elevations about 0.6 foot lower at the USGS gage, 0.4 foot lower in the vicinity of 47th Avenue South, but only 0.2 foot lower at the upstream end of the project. Note that these comparisons are to the condition with project levee alignments but with all existing bridges in place.

Next, raising the Sorlie Memorial Bridge and widening it about 50 feet was considered. When compared to the design condition, this results in water surface elevation increases of about 0.1 foot at the USGS gage which reduce to essentially nothing at the upstream end of the project. Raising the Sorlie Memorial Bridge actually raises water surface elevations instead of decreasing them, because the approach road raises that must be done to raise the bridge eliminate flow around both sides of the bridge. Since raising the Sorlie Memorial Bridge actually raised water surface elevations slightly, it was not considered further. Next, raising the Kennedy Memorial Bridge was considered in addition to the design condition. Raising the Kennedy Memorial Bridge lowered water surface elevations about 0.25 foot at the USGS gage and upstream of the railroad bridge, about 0.2 foot at 47th Avenue South, and 0.1 foot at the upstream end of the project. Then, two changes were considered for the railroad bridge -- raising the bridge and replacing the river piers with narrower piers. These changes result in an additional decrease in water surface elevations of about 0.2 foot upstream from the railroad bridge, about 0.1 foot at 47th Avenue South, and less than 0.1 foot at the upstream end of the project. The total reduction in water surface elevations due to raising both the Kennedy Memorial Bridge and the railroad bridge is about 0.25 foot at the USGS gage, about 0.45 foot just upstream of the railroad bridge, about 0.3 foot at 47th Avenue South, and about 0.2 foot at the upstream end of the project. Finally, raising the Point Bridge was considered. Raising this bridge had essentially no impact on upstream water surface elevations. The approach road raises eliminate flow around both sides of the bridge, similar to the Sorlie Memorial Bridge, which offsets the increase in channel flow area.

This analysis shows that raising the Sorlie Memorial and Point Bridges does not lower water surface elevations due to approach road raises that are required. Raising the Kennedy Memorial Bridge and the railroad bridge lowers the water surface elevations, but only a

relatively small amount. This analysis also shows that the impact of the bridges on the top-of-levee elevations is relatively minor, and the bridge raises would likely cost more than building the levees slightly higher. During more detailed studies, analysis will be performed to insure the Sorlie Memorial Bridge can withstand the water and ice loads placed on it and that it will remain in place. However, the 0.47-percent (210-year) design water surface elevation for this project is only about 1.6 feet higher than during the 1997 flood event at the Sorlie Memorial Bridge. Therefore, impacts on the bridge should be similar to those that occurred during the 1997 flood. This analysis also shows that if a bridge is raised to maintain access between the cities, it would be logical to raise the Kennedy Memorial Bridge, not the Sorlie Memorial Bridge. In summary, this analysis generally shows that raising the bridges is not a cost effective means of lowering the water surface and top-of-levee elevations.

An evaluation of residual flooding was accomplished based on risk analysis. It was determined that the proposed project has about a 63-percent probability of containing the 0.2-percent (500-year) flood event. The 0.2-percent event is essentially equal to the overtopping event. The analysis also showed that residual flooding would encompass the entire protected and developed areas of East Grand Forks. In Grand Forks, inundation would occur to an elevation of about 835, and this would leave a portion of the south end of Grand Forks out of the flooded area (see Appendix A and plate A2-23 of the Hydraulic Appendix for a flooded area map of the affected areas and additional descriptions of residual flooding).

A detailed evaluation of sedimentation potentials in the Red River was not accomplished as part of this study. This was deemed to be unnecessary based on Corps and non-Federal Sponsor historic knowledge of the specific resource. Soundings and river cross sections collected over a long period of time that pass through the study area have not changed substantially over time, and river sediment deposition has not affected the flow capacity of the river (see the Hydraulic Appendix in the Supplementary Documentation report for more information).

Interior Flood Control

Interior flood control facilities will be required to permit removal of storm water runoff from within the three protected areas. The interior flood control analyses determined the number, location and size of all gated outlets and intercepting storm sewers required to carry the runoff from the protected area through the flood barrier to either the Red River of the North or the Red Lake River during periods of low river flow and new pumping (lift) stations to carry the interior runoff over the flood barrier during periods of high river flows. The total estimated cost of the preliminary interior flood control facilities exceeds \$45,000,000. Because of time and data constraints, only a preliminary analysis was done for this report. Conservative design assumptions were used, and it is expected that detailed design efforts will result in a reduction in the proposed interior flood control facilities.

The gravity (low river) features, gated outlets and intercepting sewers are designed to pass the interior runoff from the 1-percent (100-year) rainfall event through the barrier. Use of the 1-percent design will reduce or eliminate residual flooded areas that would remain in the regulatory floodplain. The existing storm water facilities carrying interior flow to the barrier are designed for smaller floods and would not be able to carry the 1-percent flow to the barrier.

However, the design assumed the excess water would flow overland to the barrier. For this analysis, topographic data was not available to determine if this overland flow would really reach the barrier or if it would be stored in low areas within the cities.

The blocked gravity (high river) features, pump stations and storm water ponding areas are designed to eliminate all interior flooding damages from the most intense historical rainfall event which would have occurred with the selected gate closure level. The selected gate closure level was assumed to be about 2 to 3 feet below the existing ground level adjacent to the closure structure.

The interior flood control design proposes 16 pump stations, ranging from 2,200 to 67,300 gallons per minute (gpm) and averaging 13,600 gpm; 50 gated outlets, ranging from one 30-inch to 11 60-inch pipes; and about 2.5 miles of storm sewers to intercept and collect flows at the barrier. The design also includes ditches and designated ponding areas. A preliminary interior flood control analysis for each of the proposed protected areas is presented in Appendix A.

The detailed interior flood control design will be done in a design memorandum in Preconstruction Engineering and Design (PED). In accordance with guidance in Engineer Manual (EM) 1110-2-1413, the “minimum” interior facility considered integral to the line of protection would be determined. For gravity conditions, the minimum gated outlets will probably match the existing storm water outlet sizes. It is anticipated that the final gravity conditions design will still be for the 1-percent event. Previous optimization efforts by the St. Paul District have found little size difference or cost savings in using smaller design floods for gravity outlets. Large cost savings are expected in the gravity design by refining the flow that actually reaches the barrier during a 1-percent event and by optimizing the trade-offs between gravity outlets, intercepting storm sewers and ponding areas.

The blocked gravity pumping stations and ponding areas will be optimized in detailed design. Using new elevation-discharge-duration data for the rivers, new topographic maps, and current elevation-damage information for the protected areas, the blocked gravity facilities will be sized based on a period of record economic analysis. Since all required pumping stations, except those at the outlets from English and Belmont Coulees, are to be located in the proposed outlet gate well, the largest cost savings for blocked conditions design should come from optimizing the trade-offs between gate closure elevations, pumping stations, ponding and intercepting storm sewers.

Geotechnical Design and Geology

GEOLOGY

The basis for most of the geotechnical stability analysis prepared for this report is a direct result of the geologic setting of the present-day Red River Valley. Glaciers advanced into and retreated from the Red River Valley several times during the Pleistocene Epoch. Glacial advances deposited sandy, pebble tills, while glacial retreats resulted in trapped meltwater, creating glacial Lake Agassiz. Approximately 70 feet of high plasticity glacio-

lacustrine clays were deposited on the bed of Lake Agassiz. These clays are the cause of most of the current stability problems encountered along the rivers in the valley.

After Lake Agassiz drained for the final time, the present-day Red River of the North and its tributaries established themselves on the flat topography of glacial Lake Agassiz. The relatively undeveloped Red River drainage system may be likened to a shallow scratch in a broad tabletop. A veneer of predominantly fine-grained alluvial and fluvial overbank deposits has been placed over the lake clays by the Red River and its tributaries since the end of the glacial episodes. These recent sediments do not exceed about 45 feet in thickness, and are typically less.

SITE GEOMORPHOLOGY AND ITS RELATIONSHIP TO SLOPE INSTABILITY

GENERAL

All rivers tend to flow in a sinuous pattern known as a meander belt. This is because water flow is turbulent, and any bend or irregularity in the channel deflects the flow of water to the opposite bank. The force of the water striking the streambank causes erosion and undercutting. Studies have shown that the velocity and turbulence are at a maximum on the outside of meander bends. Erosional forces therefore are maximized on the outside or cutting edge of these bends. Experience and observation indicate that one of the most critical areas for the development of unstable slope conditions in the Red River Valley is along the outside end of river bends, and especially at the downstream end of these bends. On the inside of the meander, velocity and turbulence are at a minimum, so that some of the sediment load may be deposited as alluvial/fluvial soils on the point of the meander and are called point bars. The crescent-shaped bars are composed mostly of material derived from bank caving on the outside of upstream bends. An examination of the soils in the borings along the river valleys was undertaken to determine which stream processes, erosion or deposition, are dominant along a given stretch of river.

SUMMARY

The Red and Red Lake Rivers are actively eroding and are depositing sediment. The meander bends are migrating now, and have in the past. Erosional forces are maximized on the outside of meander bends, while deposition dominates on the inside. Additional aerial photography analysis may help to determine the rate of meander belt migration; however, photos inspected to date indicate that little migration has occurred within the past 30 to 40 years. Subtle “points” of relatively thick, weak glacial clays (Sherack and Brenna Formation), located at the downstream ends of outer meander bends, are the most critical areas for any construction activity or riverbank modification. Soil borings reveal that the entire length of all outer meander bends contains buried failure surfaces. Many of these slopes are apparently stable now. These buried surfaces, which are planes of weakness, must be analyzed carefully so that slope failures are not reactivated.

SITE HYDROGEOLOGY

The generally low permeability of the soils within the proposed project boundaries makes determination and prediction of groundwater levels challenging. Occasionally, some fluvial seams near the river are sufficiently pervious to allow a confident measurement;

however, this does not yield much useful information about the interaction between the river water surface and overbank groundwater conditions. Earlier efforts to correlate soil color with groundwater conditions are now thought to be unreliable. In an attempt to obtain more useful groundwater information, the subsurface investigation methods used to obtain site hydrogeology information were modified. The information gathered has helped to shed light on this problem; the results are still not entirely definitive.

Groundwater levels in the Grand Forks/East Grand Forks area are high, within approximately 5 to 20 feet below the ground surface at the top of the secondary (upper) bank. Riverward of the secondary bank, the water levels are correspondingly closer to the ground surface, with an approximate range of 4 to 9 feet below ground surface at the primary (lower) bank. Water levels fluctuate seasonally, with fall/winter conditions exhibiting the lowest measured water levels as might be expected. The water surface profile from the secondary bank riverward varies also, with the flattest profile occurring during the fall/winter months. Water levels in the banks fluctuate with the level in the river; however, data is not available to ascertain the rate at which the banks become saturated with precipitation and/or river water.

GEOTECHNICAL DESIGN

General

The primary geotechnical design concern is constructing flood barriers consisting of earthen levee embankments or floodwalls along the marginally stable secondary riverbanks. The soft, weak, high plasticity glacio-lacustrine foundation clays within the project limits often do not adequately support flood barriers built next to the river. Natural geologic processes and prior construction activities by man have overloaded many of the riverbanks, resulting in foundation movements and slope failures. These past movements and failures result in further reductions in the shear strength of the already weak foundation clays.

The geotechnical design process required determining a flood barrier alignment and flood barrier type that would not result in foundation movements or slope failures, while at the same time attempting to minimize impacts to existing structures. Three flood barrier types were used to minimize the number of structures affected by the flood barrier alignment: earthen levee; concrete floodwall; and a modified levee section comprising an earthen levee prism on the riverward side of the flood barrier and a mechanically stabilized earth wall on the landward side of the flood barrier. Slope stability was analyzed at 49 cross sections throughout the project to determine the flood barrier alignment.

Subsurface Investigations and Laboratory Testing

In support of the geotechnical design process, 121 machine soil borings were advanced during the period 1994 to the present. In addition, information from 31 machine soil borings advanced between 1980 and 1985 in support of various studies in East Grand Forks was used. Laboratory testing consisting of S (CD), R (CU), Q (UU), unconfined compression, Atterberg limits, moisture content, and consolidation tests was conducted on undisturbed samples obtained from these borings. Countless jar samples obtained

from the borings were tested for Atterberg limits and moisture content in an effort to delineate the different geologic units used in the geotechnical analyses. Geotechnical design parameters were developed from the laboratory test results.

Design Criteria

Slope stability design criteria discussed in Corps of Engineers guidance were not considered to be applicable for use on this project. Discussions with Corps of Engineers Headquarters (HQUSACE) Geotechnical personnel resulted in the use of lower minimum factors of safety for the design conditions presented in the Corps guidance. In addition, a new design condition, considering the use of residual soil shear strengths, and a minimum acceptable factor of safety for the new design condition, was developed for use on this project.

Other Considerations

Additional geotechnical design considerations included determining allowable channel side slopes for the English Coulee and Hartsville Coulee diversion channels, identifying areas where erosion protection is required to minimize future erosion that could lead to failure of the levee foundation soils, and defining geotechnical design aspects of concrete floodwalls and other structures. Detailed discussions of the geology and geotechnical design aspects of this project are presented in Appendix B.

Future Work

In August of 1998, geotechnical instrumentation consisting of slope inclinometers and piezometers were installed on a cross section just upstream from the existing water storage tank in Grand Forks. Several goals have been set for the instrumentation program.

- First, piezometric levels (i.e., positive pore pressure values) at the approximate location of the failure surface (hence, the slope indicators) will be determined. This information is required to verify that pore pressures higher than those due to phreatic levels are not acting on the failure plane.
- Second, the location of the phreatic surface will be determined. This information is required to verify the location of the phreatic surface used in the back-calculation process for determining the residual friction angle at this cross section.
- Third, the range of fluctuations of the phreatic surface with changes in river surface elevation and precipitation will be determined. This information is required to verify existing information regarding the fluctuation of the phreatic surface with season and to determine the effects of the fluctuations of the phreatic surface on the stability of the slope at this cross section.
- Fourth, the approximate zones of movement along the cross section will be determined. This information is required to more precisely back-calculate the residual friction angle at this cross section.

All the information obtained will be use to fully and formally document a case history at this location. On the basis of this case history, several geotechnical alternatives for improving the stability of the slopes in critical design areas will be investigated. The geotechnical alternatives include passive drainage of the slope using gravel drains and pipes; reinforcement of the slope using drilled shafts, stone columns, deep mixing methods, and drilled lime stabilization; and a combination of any of the alternatives. A fully instrumented test drain section will be constructed in late fall 1998. The test drain section will be used to determine if passive drainage of the riverbanks will result in design conditions allowing the levees in some areas of the project to be aligned further riverward.

Other future geology and geotechnical efforts will consist of a fully instrumented cross-section in downtown East Grand Forks, continued subsurface investigations (borings and laboratory testing), slope stability analysis work, and other related geotechnical design and geology work required to support preparation of future design memoranda and plans and specifications.

SOURCES OF CONSTRUCTION MATERIALS

Borrow Sites

The Local Sponsor is responsible for identifying sites to be used as borrow sources. Several potential borrow source locations have been identified to date (see plate 166 of this report for graphic display of the areas identified as borrow and disposal sites). Geotechnical, archeological, and HTRW investigations on these sites will be completed as part of future studies for this project. Geotechnical parameters to be defined prior to approval of the site as a borrow source include thickness of topsoil, presence or absence of saline or alkalai soils, thickness and suitability of alluvial/fluvial materials as levee fill materials, water table conditions, presence of water bearing seams, natural moisture content, and moisture-density relationships of the soils.

Where possible and appropriate, borrow sites will be chosen and designed for multiple project use. Specially, borrow sites may be useful for stormwater retention/ponding, as settling ponds to improve water quality, open space lands for operation as greenway lands, and/or for wetland development. These possible multiple uses of borrow sites will be evaluated further in the interior flood control design memorandum and other detailed future design studies.

Satisfactory Borrow Materials

The alluvial/fluvial and upper depths of the Sherack Formation will most likely qualify as borrow materials. Factors affecting the acceptance of material as borrow include the depth to groundwater at the site, which could affect working conditions, and the presence or absence of saline or alkali soils at the site. Brenna Formation materials are known to be difficult to excavate, remove from trucks, spread, and compact at the required density and moisture content. These soils are also quite deep, which again can affect excavation efficiencies. As a result, it is highly unlikely that Brenna Formation materials will be used as borrow materials.

Potential Borrow Sites

The most likely and readily available sources of borrow material will be portions of the existing emergency levees in Grand Forks and East Grand Forks and the Corps of Engineers Lincoln Drive Levee in Grand. The emergency levees and the Lincoln Drive Levee will be removed as part of this project. The balance of borrow material will be taken from approximately 220-240 acres of upland sites Forks (see plate 166 and 5.1.2 of the EIS in this report for more information).

The South End Drainway will continue to be constructed by the City of Grand Forks over the next several years. The excavated material from the drainway may be stockpiled and used for levee fill material. Discussions with a local excavation contractor revealed that this site has the potential to contain saline or alkali soils. Geotechnical testing of the soils at this site would be required to determine their potential for use as borrow material.

The Grand Forks/East Grand Forks DPR identified three borrow sites. Geotechnical investigations were completed for these sites. An analysis of these sites indicates that one of the sites has been developed into a new sub-division of Grand Forks and one of the sites is now a cemetery. These sites should no longer be considered for borrow. The third site is located in East Grand Forks area east of Green's Nursery (see plate 166 for display of borrow sites). Pending further geotechnical investigation to determine differences in land use and possible filling since 1954, this site may have potential to be used as borrow. Several other potential borrow sites have been identified to date. These sites are discussed further in Appendix B of the Supplemental Documentation Report, on plate 166 of the main report, and in 5.1.2 of the EIS.

Disposal Sites

The Local Sponsor is responsible for identifying sites to be used as disposal sites. These sites could be sites that were used for borrow (see plate 166). The specific disposal sites for project use will be identified in future studies. The intent is to use project borrow sites for disposal of clean soil and related materials that are not suitable of levee construction. Any contaminated materials uncovered as a result of the project construction would need to be disposed of in accordance with Federal and State criteria/requirements and laws. Geotechnical, archeological, and HTRW investigations will be completed at all the identified sites to determine the potential for use the defined sites as disposal sites, consistent with the Programmatic Agreement for this project.

Concrete Aggregate, Riprap, and Bedding

Sources for fine and coarse concrete aggregate, bedding, and riprap should be available locally. Most commercial aggregates in the Grand Forks/East Grand Forks vicinity are obtained from the beach ridges of glacial Lake Agassiz east and west of the Red River. Additional material may be available from fieldstone piles in farm fields. Most of the material consists of rounded, wave-washed boulders, cobbles, and sand. If large quantities of riprap-size material are required, producers will need adequate time to stockpile material. Outside sources of quarried, angular stone should also be available approximately 200 miles east of the proposed project in central and western Minnesota. Additional investigations will be needed prior to plans and specifications to accurately quantify the amount of stone product available within a reasonable radius of the area.

RELIABILITY ASSESSMENT OF EXISTING LEVEES

The geotechnical rationale for assessing the reliability of the existing emergency levees for purposes of benefit determination is presented in Attachment 1 to Appendix B, which is a formal Reliability Analysis of Existing Levees (RAEL), as required by Engineer Technical Letter (ETL) 1110-2-328. The reliability of the existing levees is addressed considering the performance of the emergency levee system as a whole, based on flood fight experiences, and observations made during the 1997 flood. Formal slope stability and template method analyses were not incorporated into the RAEL; rather, a combination of reasonable closure lengths, reasonable closure heights, existing topography, flood fighting observations, and flood fighting rationale were used in the RAEL analysis.

HTRW SITE INVESTIGATIONS AND ASSOCIATED COSTS

General

Draft Phase I Environmental Site Assessments (ESAs) were completed along the levee and floodwall alignments in Grand Forks and East Grand Forks for the Plan Comparison Letter Report. The ESAs were completed using an A/E Contractor. The purpose of the ESAs was to identify sites with potential environmental concerns associated with the construction of the flood control project features. A separate ESA was completed for each community. Construction activities that could encounter contaminated materials include stripping, grubbing, inspection trenches for levees, and foundation excavations for floodwalls and other structural project features requiring shallow foundations. A more detailed assessment of these sites is included in Attachment 2 to Appendix B.

Six sites in Grand Forks and two sites in East Grand Forks required Phase II Field Investigations be completed to determine the contaminants of concern at each site and to confirm that the site poses a real environmental concern. Based on the results of the Phase II studies, none of the eight sites is considered to have the potential to encounter materials that meet the strict definition of HTRW materials, as defined in Engineer Regulation (ER) 1165-2-132; all of the sites are considered to have a potential to encounter contaminated, non-HTRW materials. A more detailed assessment of the Phase II Field Investigation work is included in Attachment 2 to Appendix B.

Cost estimates were developed for investigation and remediation of the identified sites considered to be a potential environmental concern. The costs include costs associated with: Additional Phase II investigations, where required; the design of a Remedial Action (RA) for the site and preparation of plans and specifications for the RA where required; and costs associated with the RA for the contaminated materials anticipated to be encountered during construction. The Phase II results indicate that the RA for the contaminated materials anticipated to be encountered at most of the sites will occur during construction when the inspection trench or floodwall foundation excavation occurs.

Based on the results of the Phase II Field Investigation activities, the materials anticipated to be encountered during construction do not meet the strict definition of

HTRW materials. Therefore, the cost of investigating and remediating the sites containing contaminated (non-HTRW) materials will be cost shared as a basic cost of the project.

Grand Forks

The Plan Comparison Letter Report identified six sites with potential environmental concerns in Grand Forks. These sites included the Agsco pesticide release site near the proposed English Coulee levee crossing and pumping station; a potential uncontrolled fill site near the Strata facility; an uncontrolled concrete rubble fill site at Red Dot Place and Alpha Avenue; two former railroad depots in downtown Grand Forks; and a former electric utility in downtown Grand Forks, which included coal gasification facilities. The total cost for investigating and remediating these sites prior to or during construction of the flood control project was projected to be \$1,637,948.

The Plan Comparison Letter Report identified several additional sites in Grand Forks that may have potential environmental problems. However, it was determined that more information regarding these sites would be needed before investigation and remediation costs could be estimated. The identified sites included a former washwater settling basin, a wastewater treatment facility on the RDO Foods property; potential releases at the RMI facility; a release at a former City Services facility located at 111 Gateway Drive; potential releases at a former Agsco retail facility near Gateway Drive; potential releases at the former Western Auto Parts building; uncontrolled fill sites yet to be determined; and residential/commercial fuel oil contaminated sites yet to be determined. Costs were determined on the basis of an assumed number of “Uncontrolled Fill Sites Yet To Be Determined” and an assumed number of “Residential/Commercial Fuel Oil Contaminated Sites Not Yet Determined.”

Comments from the Corps of Engineers Mississippi Valley Division (MVD) and St. Louis District (MVS) required that the scope of work for the ESAs be modified to include further research into the sites identified to have potential environmental concerns. As a result of additional research, the following sites are no longer considered to have potential environmental concerns: the former washwater settling basin; the wastewater treatment facility on the RDO Foods property; a release at a former City Services facility located at 111 Gateway Drive; potential releases at a former Agsco retail facility near Gateway Drive; and potential releases at the former Western Auto Parts building. The number of sites assumed to be “uncontrolled fill sites yet to be determined” has been reduced to zero. It has been determined that the sites assumed to be “residential/commercial fuel oil contaminated sites” do not apply to the HTRW category. Phase II investigations have further eliminated the three uncontrolled fill sites (the RMI facility, the Strata facility, and the Concrete Rubble Site along the North End of Alpha Avenue). Details forming the basis of these conclusions are included in Attachment 2 to Appendix B.

The remaining sites with potential environmental concerns include the English Coulee pesticide contamination site; the railroad depot and track areas in downtown Grand Forks; and the former coal gasification site in downtown Grand Forks. The locations of these sites are presented on Plates B-2-1 through B-2-10 in Attachment 2 to Appendix B. The Phase II investigations also indicate that none of the sites contain materials which meet the Corpswide definition of HTRW materials.

East Grand Forks

The Plan Comparison Letter Report identified five sites with potential environmental concerns in East Grand Forks. All the sites were in the downtown and commercial areas. These sites include potential release of dry cleaning fluids such as perchloroethylene at the former Star-Troy Laundry site at 113 through 119 Second Street North; potential petroleum product releases at the former Kenny's Auto Repair site; the former East Grand Forks dump site; potential PCB releases at the former electrical transformer storage yard; and a former petroleum release site at the 200 First Avenue NW.

The Plan Comparison Letter Report identified several additional sites in East Grand Forks that may have potential environmental problems. However, it was determined that more information regarding these sites was needed before investigation and remediation costs could be estimated. The identified sites included uncontrolled fill sites yet to be determined and residential/commercial fuel oil contaminated sites yet to be determined. Costs were determined on the basis of an assumed number of "Uncontrolled Fill Sites Yet To Be Determined" and an assumed number of "Residential/Commercial Fuel Oil Contaminated Sites Not Yet Determined."

Comments from MVD and MVS required that the scope of work for the ESAs be modified to include further research into the sites identified to have potential environmental concerns. As a result of the additional research, the following sites are no longer considered to have potential environmental concerns: the potential petroleum product release site at Kenny's Auto Service; the potential petroleum product release site at 200 First Avenue NW; and the potential PCB release site at the location of the former electrical transformer storage yard. The number of sites assumed to be "uncontrolled fill sites yet to be determined" has been reduced to zero. It has been determined that the sites assumed to be "residential/commercial fuel oil contaminated sites" do not apply to the HTRW category. Phase II investigations and ongoing construction of an invisible floodwall demonstration project funded by the Economic Development Agency (EDA) have further eliminated the former Star-Troy Laundry site. Details forming the basis of these conclusions are included in Attachment 2 to Appendix B.

The remaining site with potential environmental concerns is the former East Grand Forks dump site displayed on Plate B-2-11 in Attachment 2 to Appendix B. The Phase II investigations also indicated that this site does not contain materials that meet the Corpswide definition of HTRW materials.

Summary

The estimated costs for investigating and remediating these sites prior to or during construction of the flood control project are presented in Appendix D – Cost Engineering. At present, none of the costs associated with the sites have been determined to meet the Corpswide definition of HTRW materials.

Economic Social Financial

Since the devastating flood of 1997, the communities of East Grand Forks and Grand Forks have pulled together to plan for the area's future. They have clearly identified permanent flood protection as a priority for the entire community. They recognize that it is important for future development that the level of protection in the area be both high and uniform throughout. As a result, protecting parts of the community incrementally at different levels of protection is not implementable. This fact, when combined with the hydraulic unity of the study area (see Hydraulic Findings Sections for additional details about hydraulic unity), makes incremental justification or optimization of the project features unnecessary and inappropriate.

Using the structure inventory information and depreciated replacement values of structures damaged by flooding, a generalized depth-damage relationship was used to define the magnitude of expected damages for varying flood events. The reliability of existing flood reduction structures was evaluated from a geotechnical perspective and was incorporated into the depth-damage model. These damages were then annualized to define the without-project/existing condition average annual flood damages (see the Economic-Social-Financial Appendix for a detailed discussion of without project flood damages, with project flood damage reduction benefits, and residual damages).

ECONOMICS

A number of technical issues are involved in preparing the economic analysis for the letter report. Among these are: 1) updating depth-damage curves for residential and commercial structures and contents; 2) documenting flood damages in other economic impact categories; 3) documenting other losses and costs attributable to the April 1997 flood; and 4) applying updated flood frequency data and using historic damage data, where available, to develop estimates of average annual benefits under future "with-project" conditions across the range of acceptable NED benefit categories.

A team of Corps economists worked in the field at Grand Forks and East Grand Forks, during October 1997, conducting depth-damage surveys of residential and commercial properties. More than 400 residential surveys were completed, based on randomly sampled addresses drawn from four flood zone strata in the two cities. More than 80 commercial surveys were completed based on representative sampling from different types of business establishments. The field team also collected damage and cost data from other types of flood impacts.

Results from the depth-damage surveys were analyzed, and regression equations were developed for residential structures and contents, reflecting updated depth-damage relationships. Damage information from other sources was reviewed. This included Federal Emergency Management Agency (FEMA) inspection reports on building damages; Small Business Administration (SBA) loans to cover residential and commercial structure and content losses; flood insurance claims payouts; depth-damage curves used elsewhere in the Corps; EQE International consultant report and critique on St. Paul District's economic data and models; and Institute for Water Resources (IWR) work on updating depth-damage curves.

For commercial structures and contents, the depth-damage survey data collected in October 1997 were compared, for individual business structure types, with the depth-damage