

MEMORANDUM

August 25 2026

TO: Reclamation District No. 1607
FROM: MBK Engineers
PREPARED BY: Michael Moncrief
SUBJECT: August Engineers Report

Trustees:

Described below are the items constituting the engineer's report to be discussed at your scheduled August 25, 2026 Special meeting.

FEMA SUMMARY – FEMA-OES EMERGENCY PROJECT CLOSE OUT AND UPDATE

Emergency project with Dutra Construction was prematurely completed in May 2026.

- 1) CATEGORY A DEBRIS CLEARING along Sacramento River Levee. Funding provided by FEMA/OES advance. Removed approximately 243 Cubic Yards of Woody Debris from levee shoulder; work completed September 2025, prior to expiration of the Approved Work Window. This work was previously advanced funding from FEMA/OES to the District; all expenses of work have been paid to Dutra Construction
- 2) CATEGORY D EMERGENCY LEVEE REPAIR work performed along 6 sites identified under FEMA/OES Project ID 720082. To date, the project has placed 41,939 tons of imported clean fill (1,116 tons of haul road repair), 1,300 tons of AB gravel roadway (905 tons of haul road repair), and 1,969 tons of imported quarry stone protection. This project was 100% complete at a total cost of CAT D work was \$3,125,704.56. Engineering costs were \$216,241.89. Total Project costs authorized by FEMA were not to exceed \$3,840,302.37.

The Sacramento River Project Areas have settled as anticipated post-construction; one site in particular in Site 2 between station 95+00 and 100+00 has settled further and shown signs of instability compared to the rest of sites 2-4. There remains additional capacity (funding, and materials) under the FMEA agreement for CAT D work to bring additional time and resources to bear to repair this site. We recommend evaluating quantities and capacity to raise the quarry stone rip rap projection along sites 2-4 utilizing up to **750 TONS**, as allowed under the FEMA agreement. We cannot exceed this quantity under FEMA. The quantities we have available are as follows: Site 3 we can place 230 tons of Rip Rap (100+00 – 105+00) and Sites 2-4 we can place 520 tons of Rip Rap (79+00 – 110+00).

Table 2. Overall Project Quantities

MATERIAL TYPE	AUTHORIZED REPAIR (TN)	AUTHORIZED MITIGATION (TN)	ACTUAL REPAIR (TN)	ACTUAL MITIGATION (TN)	COMBINED (MITIGATION + REPAIR) (TN)	HAUL ROUTE REPAIRS (TN)
Import Fill (Fill)	71,441	14,400	37,729	3,094	40,823	1,116
Riprap (RR)	2,200	625	1,969	0	0	0
Aggregate Base (AB)	25	1,260	25	370	395	905

SUBVENTIONS 2025-26 – SHEETPILE WALL CRITICAL REPAIR

The District has submitted their 2025-26 Final Claim to DWR to include the sheetpile wall repairs. We will be seeking approval from DWR and CDFW to expedite review and payment processing for this work. It could be possible for the District to receive a maximum of 75% of the full 75% reimbursement, but we will need to coordinate that potential financial plan with the Program.

Subventions 2026-27 – CRITICAL REPAIRS

The District has received a proposal from Marsh Rate to perform critical repairs to the Sacramento River Levee. The District should consider a sole-source contract to perform these immediate repairs, not to exceed \$25,000 under a sole source contract. This work to build a splash berm, repair landside erosion and perform additional repairs between station 95+00 – 100+00 should be performed as soon as possible. This work will be eligible for reimbursement under the Subventions Program.

ONGOING FEMA WORK TO ADDRESS SETTLEMENT –

The District should consider options to utilize existing RIP RAP capacity for sites 1 and 2-4 to shore up lost elevation of RIP RAP, and import 750 tons of clean quarry stone to meet the design levee protection required. If there is any additional haul road damage due to the mobilization of equipment, or other settlement issues that have arisen before the end of construction, the District should consider use of capacity for equipment time to pull up additional fill material to meet the design grade, with on-site materials primarily.

DELTA CONSERVANCY SITE REVIEW AUGUST 17

We are looking to re-engage with Delta Conservancy at some point; the current meeting was rescheduled indefinitely.

Thanks,

