

# ERRATA

## Introduction:

This errata sheet lists changes made to the Final General Re-evaluation Report and Environmental Impact Statement (GRR/EIS) for the Centralia Flood Damage Reduction Study. The information presented in this errata sheet supercedes information presented in the Final GRR/EIS.

An update of the economic analysis is currently underway. It will include changing the mileage rate for passenger vehicles from \$0.345 to \$0.204 per mile, and an update of the discount rate to the current fiscal year 2004 rate of 5.625% (GRR page 58, 138-140, Economics Appendix D). The effect of this update is minor, and does not alter the plan formulation and final project recommendation. The updated economic data will be completed by the end of February 2004. To obtain a copy of the updated economic information, please contact Laura Orr, Project Manager at (206) 764-3575 or Chris Pollock, Assistant Project Manager at (206) 764-6947.

## Errata:

1. **GRR Section 1.1 - Study Authority (Pg 1):** Change the heading of paragraph 1.1 of the GRR to read “Centralia Washington (Skookumchuck Dam Modification Project).”
2. **GRR Section 1.4 – Previously Authorized Project (Pg 2):** Add the following text to the end of Section 1.4 of the GRR: “The project authorized in 1986 was never constructed because during final design, the benefit-to-cost ratio fell below equilibrium. It was not considered as a stand alone alternative in the 2003 GRR because it does not provide the desired level (100 year) of flood protection.”
3. **GRR Section 4.10 – Risk-Based Assessment and Evaluation of Final Alternatives (Pg 110):** Add the following text to the end of Section 4.10: “Preliminary mitigation costs were considered for all alternatives during the early screening process. Mitigation costs were further refined for the selected plan. The final analysis of the selected plan includes mitigation costs, which are shown in Table 5-2.”
4. **GRR Table 4-16 (Pg 130):** Add the following text to the end of Section 4.15.3: “The costs given in Table 4-16 are average annual costs, not first costs. The same period of evaluation has been used for the both environmental Incremental Cost Analysis and the flood damage reduction features of the project. The outputs are average annual outputs.”  
  
Delete the words “in table 4-17” in the footnote of table 4-16.
5. **GRR Section 4.16 and Table 4-17 (Pg 132-134):** Change the word “Oxbow” in table 4-17 to “SR-6 Oxbow reconnection”. Change the words “Schueber Ditch + Wetland” in Table 4-17 to “Schueber Reconnection & Wetland Creation.”
6. **GRR Section 4.17.3 – Benefits and Costs of Phase 3 Mitigation Plan (Pg 137):** Change the number of Habitat Units (HUs) on page 137 from 167.7 to 115.4.
7. **GRR Tables 5-1 and 5-2 – NED and LPP Cost Tables (Pg 139):** Add the following text to the end of Section 5.2: “Tables 5-1 and 5-2 indicate that the National Economic Development

(NED) and Locally Preferred Plan (LPP) have identical estimated lands and damages costs. Although additional storage is provided under the LPP plan, the real estate costs are not different because both plans require the same Probable Maximum Flood (PMF) pool size for storage which is a greater size than the pool size required for either the NED or LPP plan.

In addition to a fee simple interest required for the structural footprint of the dam, permanent easements will be required for the impoundment areas behind the dam, including a perpetual, occasional flowage easement for impoundment area elevations that will be utilized seasonally for specific periods of time for additional flood storage capacity.”

8. **GRR Section 6.2 – Preconstruction Engineering and Design (PED) (Pg 156-169):** The following text replaces paragraph 3 of Section 6.2.1: “With the identification and selection of a new plan in the GRR, the Centralia project is no longer the same project authorized in WRDA 86. Therefore, the new project will include the development and execution of a design agreement. The agreement will not have to address the costs expended in pursuit of the old, authorized project.”
9. **GRR Section 6.3.1 - Project Cooperation Agreement (Pg 162-166):** Add the following text to the end of paragraph 1 of Section 6.3.2: “Lewis County is anticipated to serve as the local sponsor in the PCA at this time. However, Lewis County may form a flood control district to serve as the local sponsor in the PCA.”
10. **GRR Section 6.3.2 (Pg 166):** The following sentence replaces the first sentence in Section 6.3.2: “Construction is expected to occur over a period of 4 years (2006 to 2010).”
11. **GRR Table 6-2 Construction Sequencing (Pg 167):** The following table replaces Table 6-2:

**TABLE 6-2 CONSTRUCTION SEQUENCING**

<b>Description</b>	<b>Dates</b>
Chief's Report	April 04
WRDA Authorization	Spring 04
Construction New Start	Oct 05
Design Complete	Feb 06
All Permits Received	Jan 06
Project Cooperation Agreement Signed With Sponsor	Jan 06
Sponsor Completes Real Estate Acquisition (Phase 1 will be completed in May 06)	May 08
Corps Advertises Construction Contract (First Contract)	April 06
Construction Contract Award (First Contract)	June 06
Contract Notice To Proceed: <b>Phase 1.</b> I-5 levees from Mellon St. to Salzer Creek Airport levee from Salzer Creek to SR-6	July 06 July 06
<b>Phase 2.</b> Skookumchuck Dam Salzer Creek levees east of I-5 Dillenbaugh Creek levees	July 06 July 07 July 07
<b>Phase 3.</b> Ford's Prairie levees Skookumchuck River levees Project Mitigation Elements including SR-6 Bypass	July 08 July 08 July 08

**TABLE 6-2 CONSTRUCTION SEQUENCING**

<b>Description</b>	<b>Dates</b>
Approve Contractors Plans (Safety, Health and Environmental Protection) for <b>Phase 1.</b> I-5 levees from Mellon St. to Salzer Creek Airport levee from Salzer Creek to SR-6	Aug 06 Aug 06
<b>Phase 2.</b> Skookumchuck Dam Salzer Creek levees east of I-5 Dillenbaugh Creek levees	Aug 06 Aug 07 Aug 07
<b>Phase 3.</b> Ford's Prairie levees Skookumchuck River levees Project Mitigation Elements including SR-6 Bypass	Aug 08 Aug 08 Aug 08
Construction Contract Complete	
<b>Phase 1.</b> I-5 levees from Mellon St. to Salzer Creek Airport levee from Salzer Creek to SR-6	Oct 07 Oct 07
<b>Phase 2.</b> Skookumchuck Dam Salzer Creek levees east of I-5 Dillenbaugh Creek levees (WA-DOT)	July 08 Oct 08 Oct 08
<b>Phase 3.</b> Ford's Prairie levees Skookumchuck River levees Project Mitigation Elements including SR-6 Bypass	Oct 09 Oct 09 Oct 09
Project Construction Physically Complete	Jan 2010
Project Fiscally Complete	Apr 2010
Final Acceptance & Transfer to Local Sponsor	April 2010

12. **GRR Hydrology and Hydraulics Appendix Section 2.4.2 – Runoff (Pg A11): Non-Coincident Flooding.** Add the following text to the end of the third paragraph: “The occurrence of non-coincident flooding has been verified for Chehalis River tributaries during four recent, major storm events. The tributary peaks occur several hours prior to the Chehalis River peak.”

13. **GRR Levee Plan and Civil Design Appendix Section (Pg C30):** The following table replaces the Design and Construction Schedule on page C-30:

<b>Description</b>	<b>Dates</b>
Chief's Report	Apr 04
Construction New Start	Oct 05
All Permits Received	Jan 06
Project Cooperation Agreement Signed With Sponsor	Jan 06
Sponsor Completes Real Estate Acquisition	May 08
Corps Advertises Construction Contract	Apr 06
Construction Contract Award (First Contract)	June 06
Contract Notice To Proceed	July 06
Approve Contractors Plans (Safety, Health and Environmental Protection)	Aug 06
Construction Contract Physically Complete (Last Contract)	Jan 2010
Project Construction Physically Complete	Jan 2010
Project Fiscally Complete	Apr 2010
Final Acceptance & Transfer to Local Sponsor	Apr 2010

**14. GRR Real Estate Appendix Section 5.2.1 - Perpetual Access Road Easement (Pg E10):**

The following text replaces Section 5.2.1: “A perpetual and assignable non-public easement and right-of-way in, on over and across the land described in Schedule “A” attached hereto for the sole and exclusive purposes of the location, construction, operation, maintenance, alteration and replacement of a non-public access way and appurtenances thereto; together with the right to trim, cut, fell and remove there from all trees, underbrush, obstructions and other vegetation, structures or obstacles within the limits of the right-of-way; reserving, however, strictly to the Grantor and its assigns, the right to cross over or under the right-of-way for any purpose whatsoever, which purpose shall not interfere with Grantee’s use of the easement; subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

The Grantor and Grantee further agree that the Grantor and its assigns, shall be entitled to change the location of the easement area, and the road and appurtenances located thereon, to accommodate the future use or development of Grantor’s property so long as the new easement area, and the new roadway and appurtenances thereto, represent a reasonable substitute location and facility and so long as they are first provided by the Grantor or its assigns at their sole expense. Nothing herein shall be construed to allow Grantee to create a public road, public access or public right-of-way on the easement herein granted or on any of Grantor’s other property. This access is being granted solely and exclusively for the limited purposes of construction, operation, maintenance, repair, replacement and rehabilitation of a floodwall and rip-rap to be located in an environmentally sensitive area in and along Skookumchuck River on the Grantor’s property as further described hereinafter in the Flood Protection Levee Easement. By accepting and recording this conveyance, the Grantee agrees to such limitation which can only be modified by the express written consent of the Grantor or its assigns.”

**15. GRR Real Estate Appendix Section 16 (Pg E13-E14):** Delete the sentence from section 16 on pp. E13-E14 of the Economics appendix, stating "The District supports the NFS decision to begin LER acquisitions in anticipation of signing the Project Cooperation Agreement (PCA), and will provide the NFS with Federal review and assistance.”

**16. GRR Real Estate Appendix Section 17.1 - Baseline Cost Estimate (Pg E15):** Add the following text to the end of Section 17.1 of the Real Estate Appendix E: “It is assumed that the restrictive easement, which is intended to be used where a levee footprint crosses a public right-of-way and where such road bed will serve as an extension of the levee, will not have lands and damages costs due to the public benefit provided by the levee system. Costs incidental to acquisition of the restrictive easement areas are covered in the LER cost contingency. Acreage estimates for affected roads where the restrictive easement is utilized will not be available until the project design is further refined in the next project phase.”