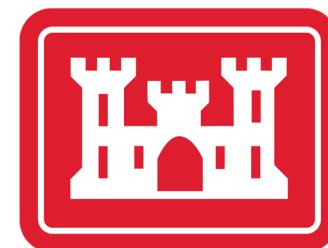


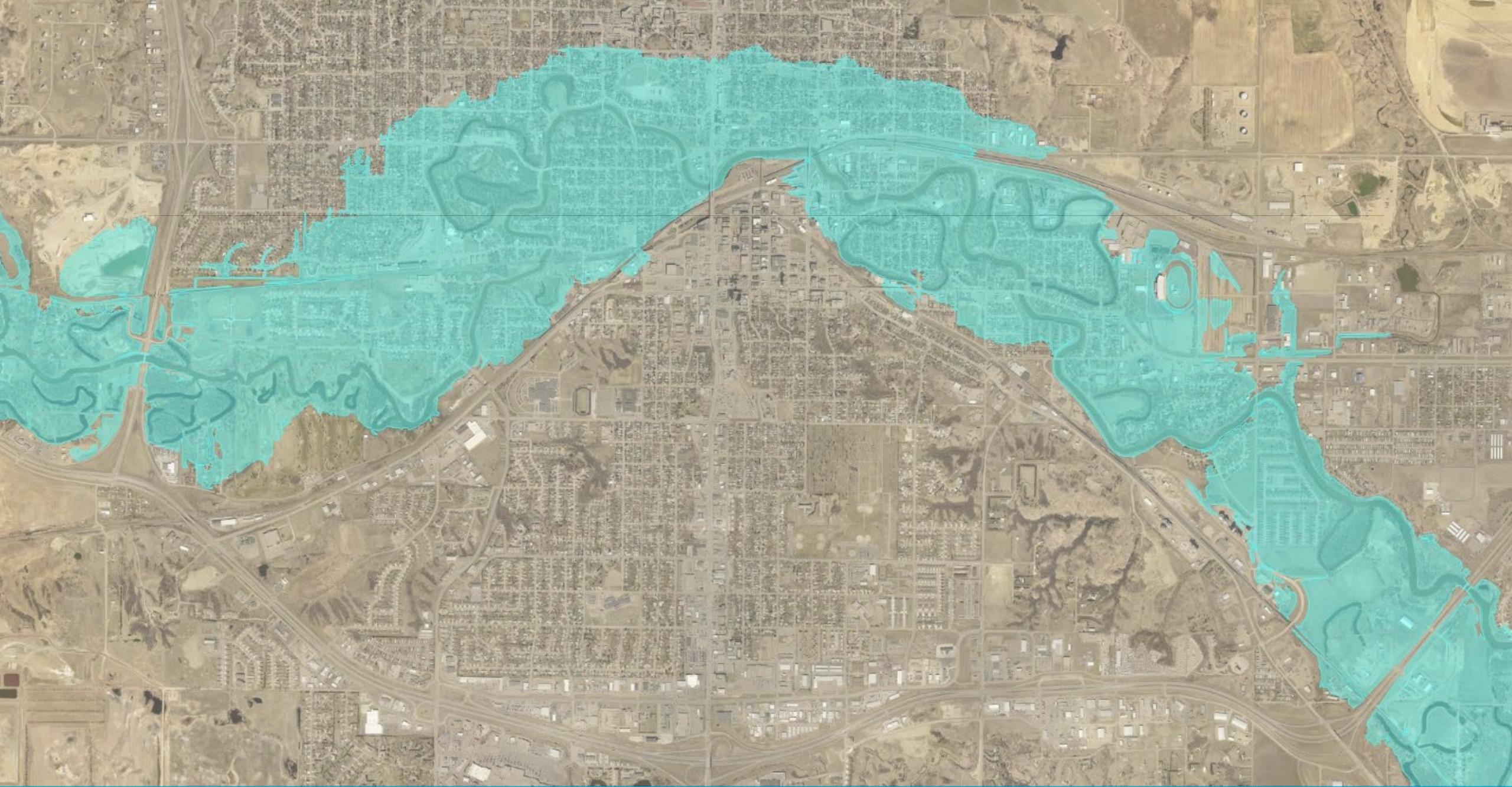


MOUSE RIVER PLAN

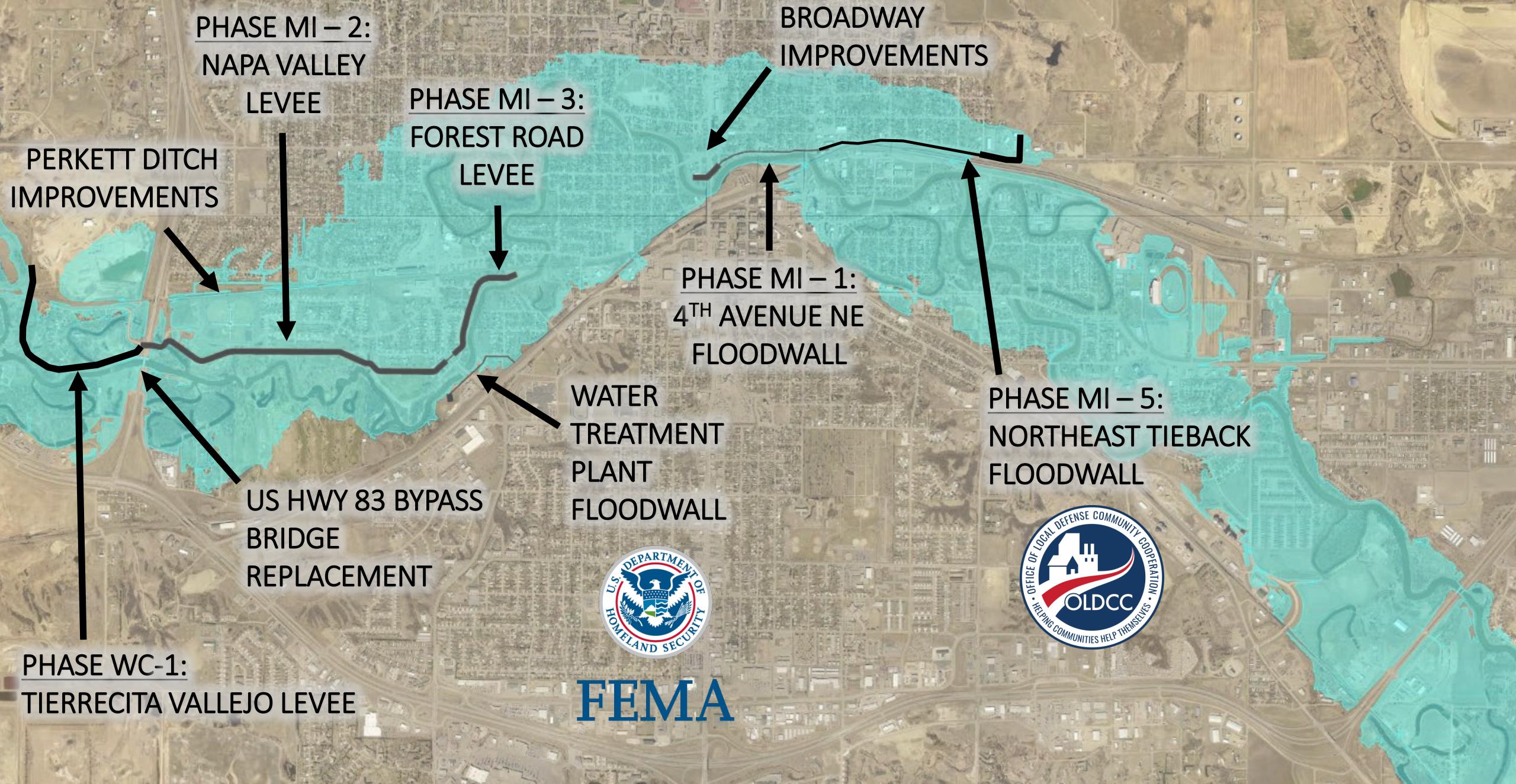
BRIEFING TO
US SENATOR JOHN HOEVEN
21 FEBRUARY 2024



SRJB
SOURIS RIVER JOINT BOARD



Future FEMA Regulatory Floodplain



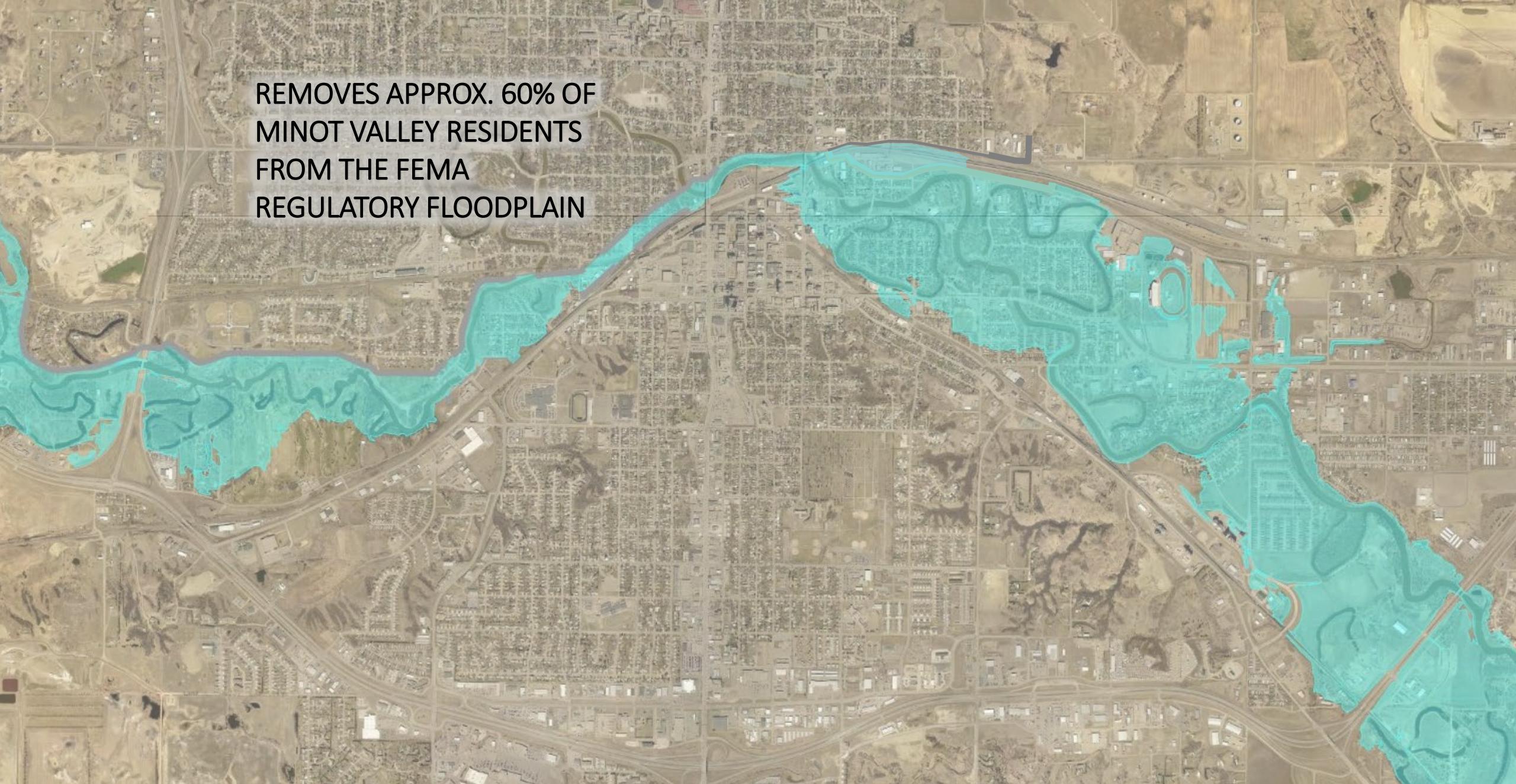
Minot Milestone 1 - Phases Complete or in Construction



**PHASE MI – 4:
MAPLE DIVERSION
(\$100 M)
~50% DESIGNED**

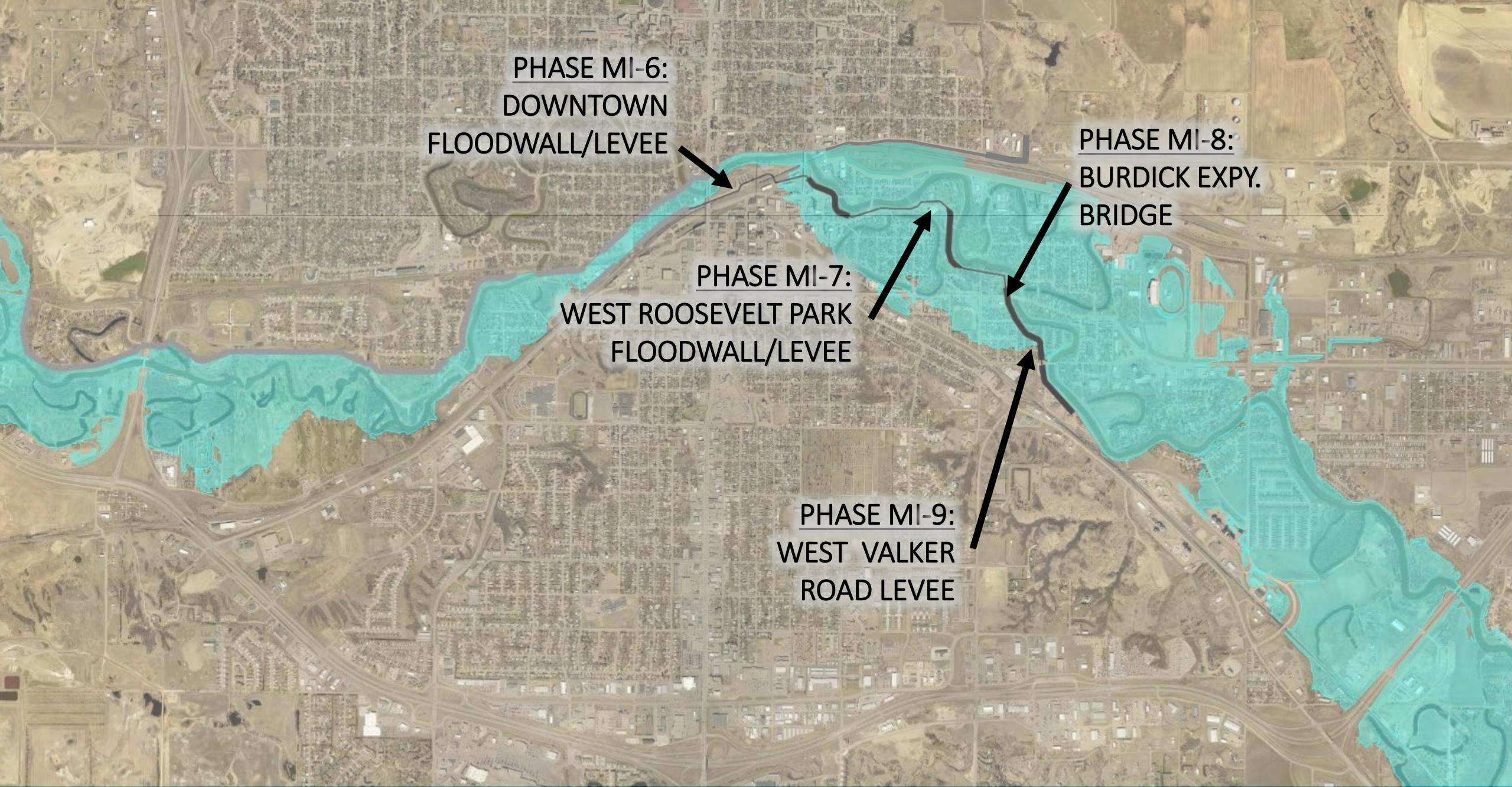
- AGREEMENTS IN PRINCIPLE WITH BNSF, CPKC AND AMTRAK RAILROADS (FINAL AGREEMENT REVIEWS UNDERWAY)
- DESIGN COMPLETE BY LATE 2025
- CONSTRUCTION START 2026

Minot Milestone 1 – Current Design Focus



REMOTES APPROX. 60% OF
MINOT VALLEY RESIDENTS
FROM THE FEMA
REGULATORY FLOODPLAIN

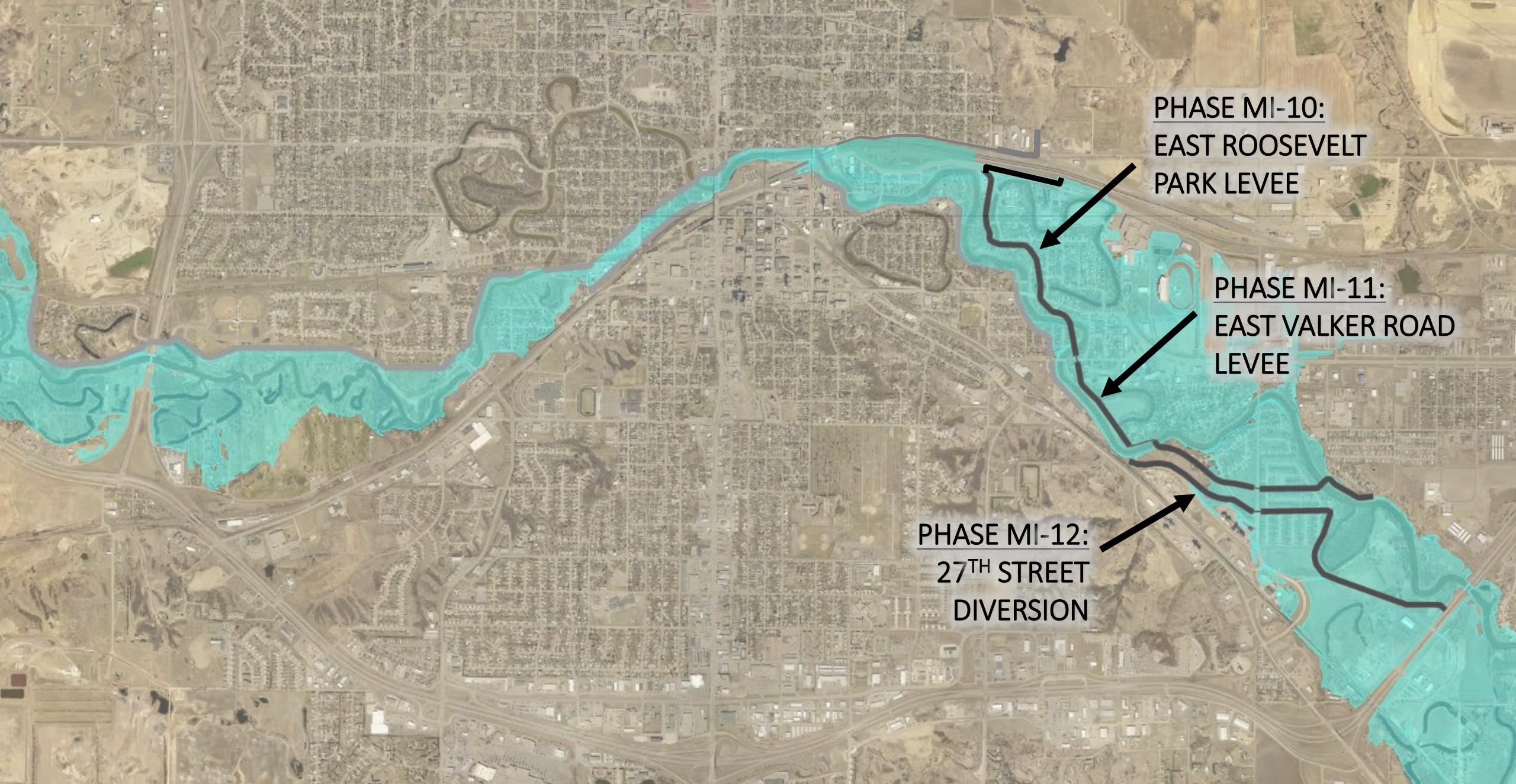
Interim Regulatory Floodplain Following Milestone 1



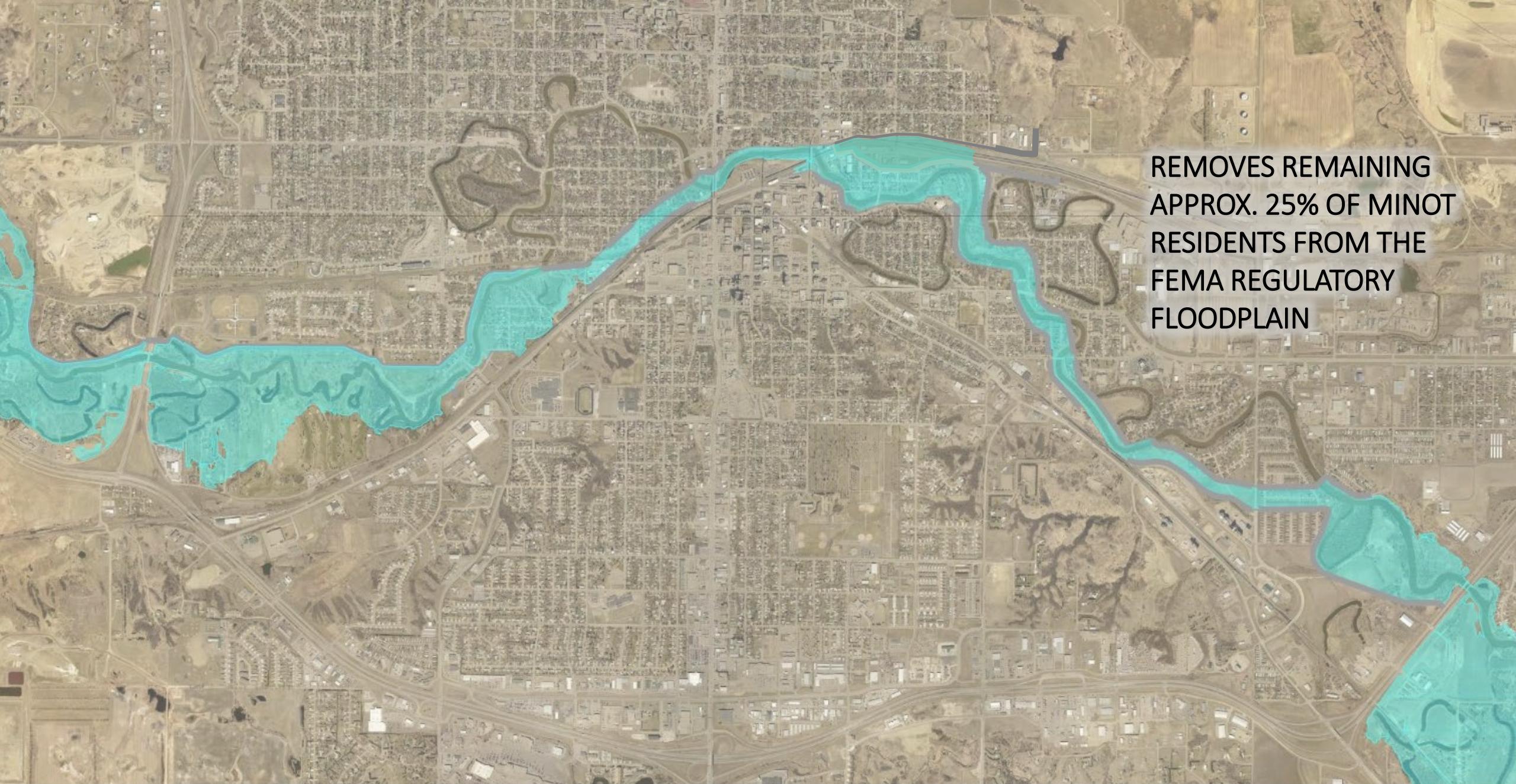


REMOTES AN ADDITIONAL APPROX. 15% OF MINOT VALLEY RESIDENTS FROM THE FEMA REGULATORY FLOODPLAIN

Interim Regulatory Floodplain Following Milestone 2



Minot Milestone 3



Regulatory Floodplain Following Milestone 3

Projected FEMA Floodplain



Minot Milestone 1

Phase	Approx. Cost (Million \$)
MI-1: 4th Avenue Floodwall	\$45
MI-2: Napa Valley Levee	\$28
MI-3: Forest Road Levee	\$8
MI-4: Maple Diversion	\$100
MI-5: Northeast Tieback Levee	\$70
WC-1: Tierrecita Vallejo Levee	\$25
Subtotal	\$276



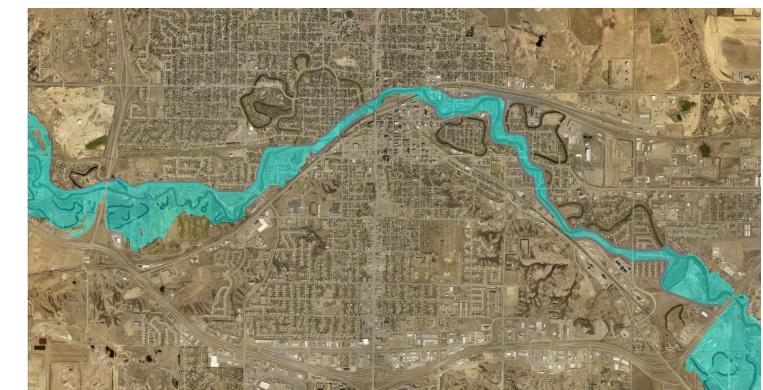
Minot Milestone 2

Phase	Approx. Cost (Million \$)
MI-6: Downtown Levee / Floodwall	\$55
MI-7: West Roosevelt Park Levee / Floodwall	\$45
MI-8: Burdick Expressway Bridge	\$15
MI-9: West Valker Road Levee	\$15
Subtotal	\$130

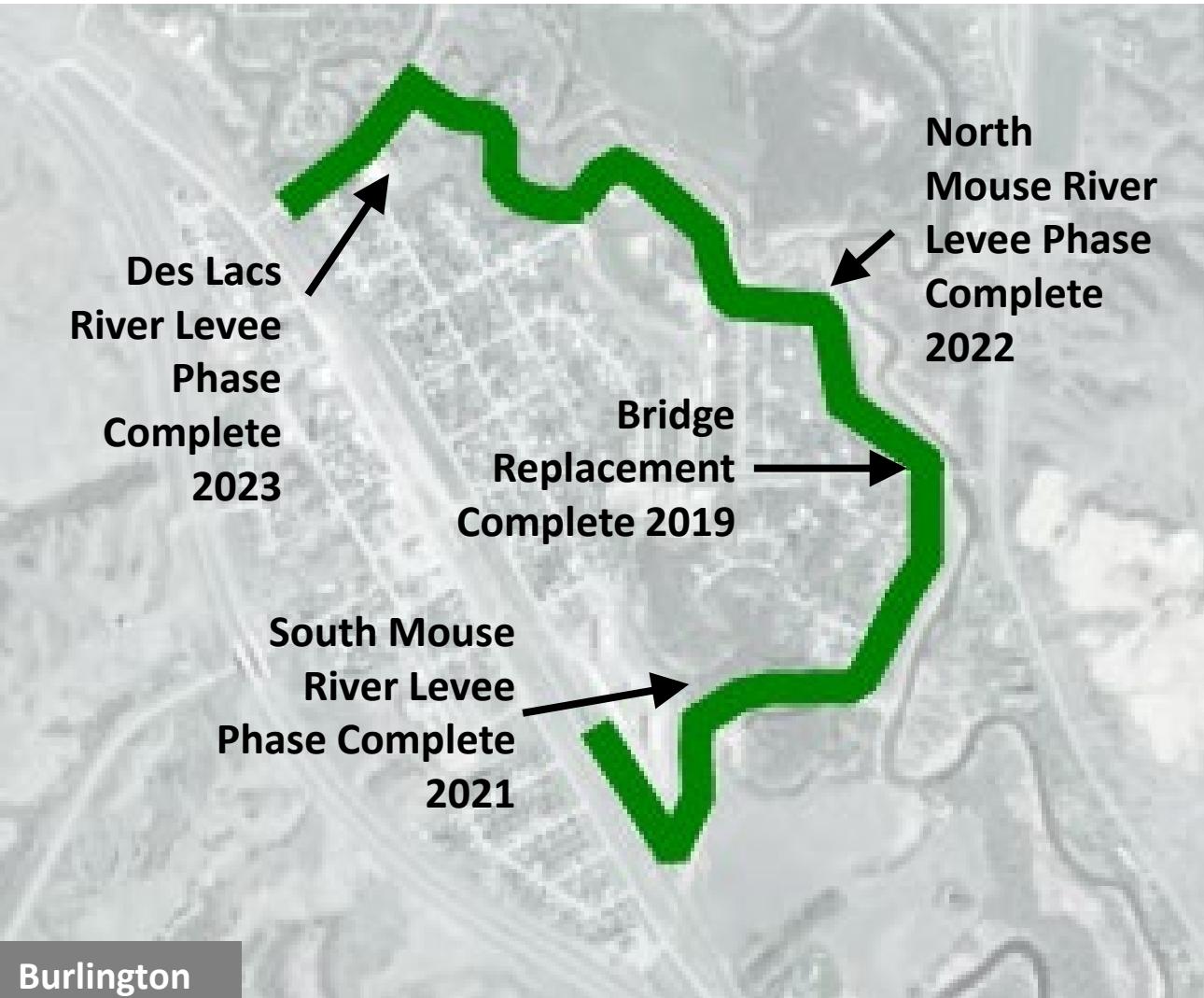


Minot Milestone 3

Phase	Approx. Cost (Million \$)
MI-10: East Roosevelt Park Levee	\$45
MI-11: East Valker Road Levee	\$45
MI-12: 27th Street Diversion	\$140
Subtotal	\$230



Progress in Rural Portions of the Mouse River Valley



Construction Funding Status:

 Fully Funded

Construction of all Burlington phases of the project will be complete by 2023.

Basin-Wide Project

Parallel efforts are occurring to reduce flood risk throughout the basin in North Dakota

- Minot
- Smaller cities (Burlington, Sawyer, Velva)
- Rural subdivisions and residents

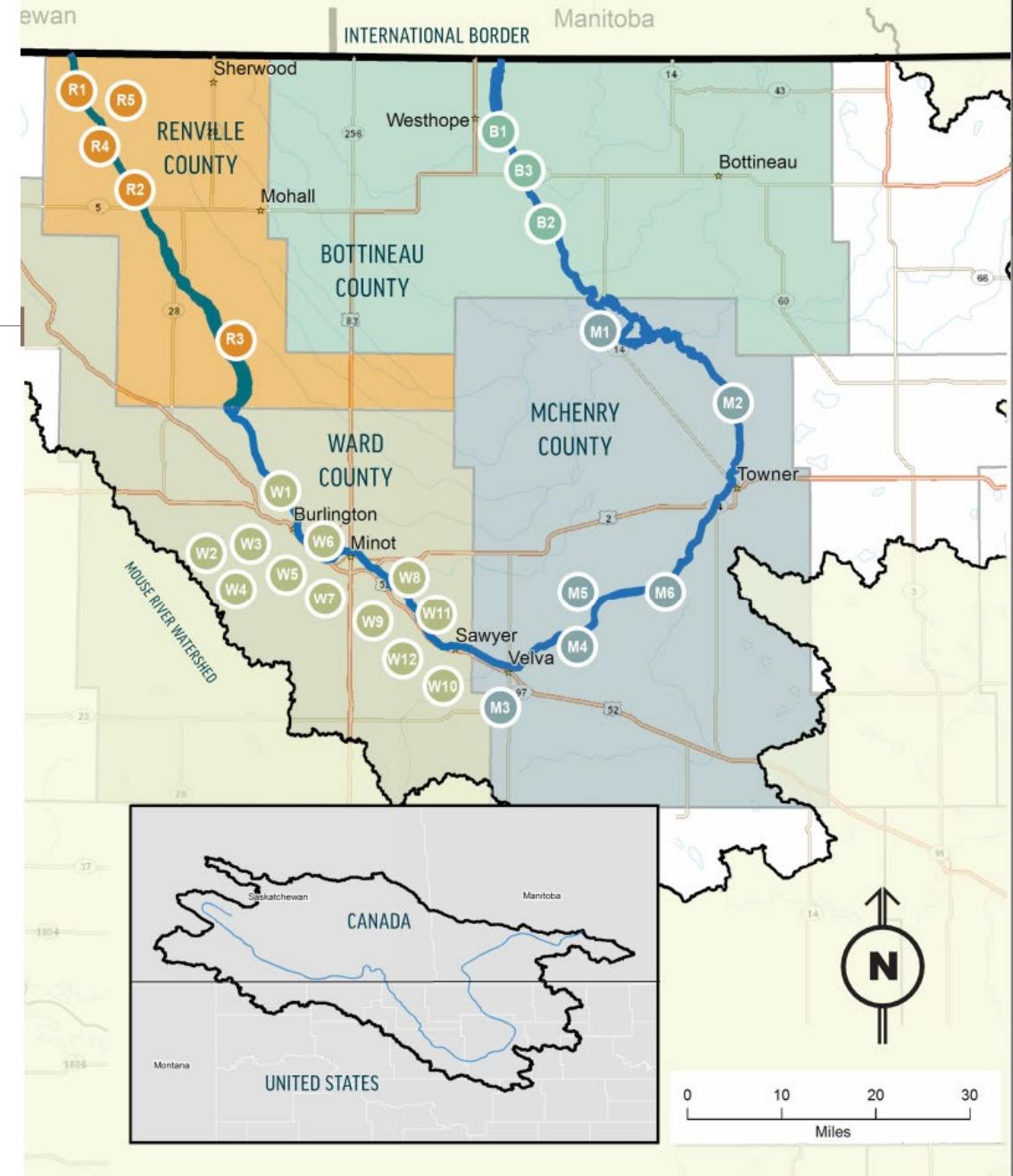
\$1.1 Billion Program

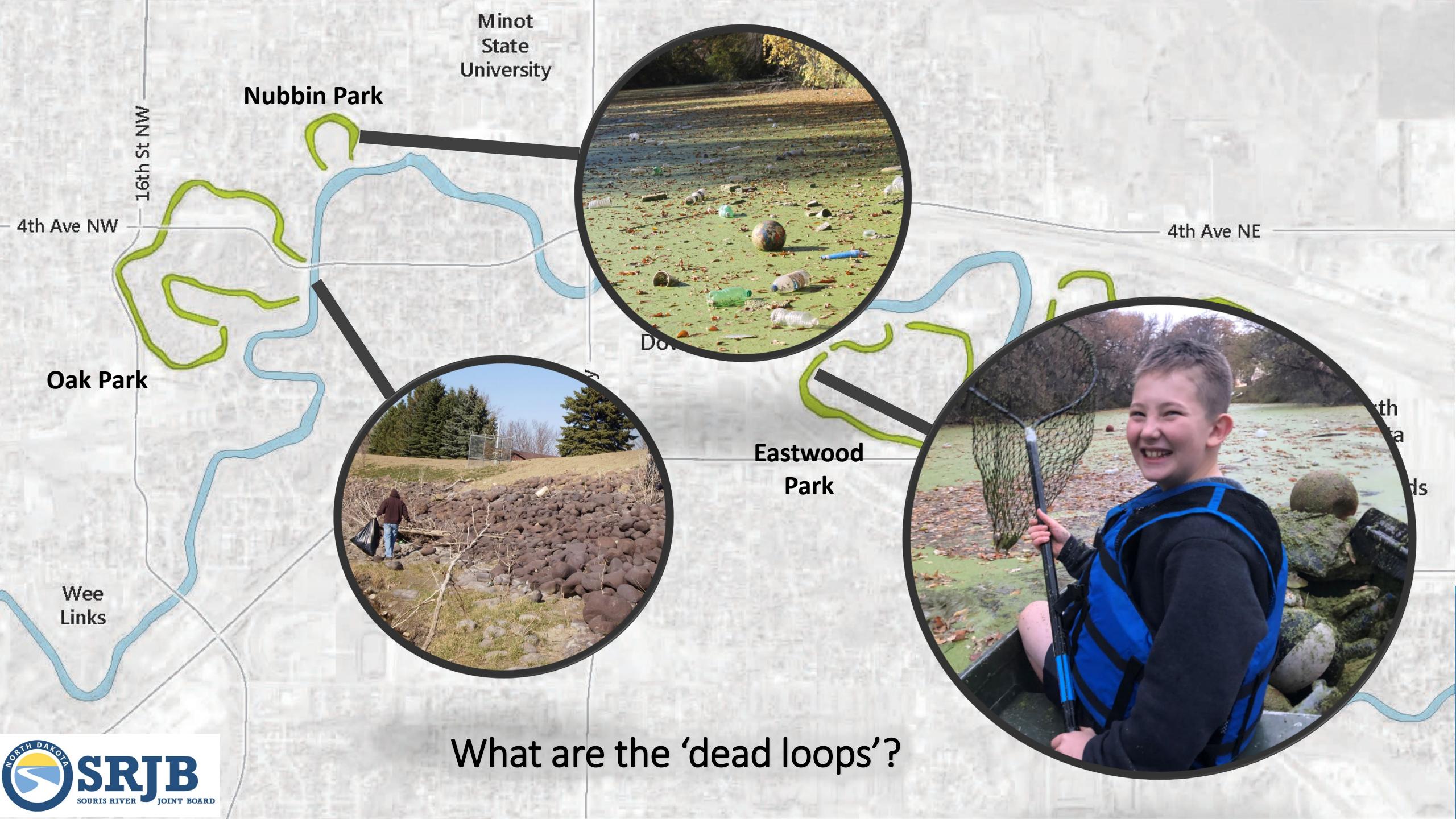
-\$430 Million Complete

\$670 Million Remaining

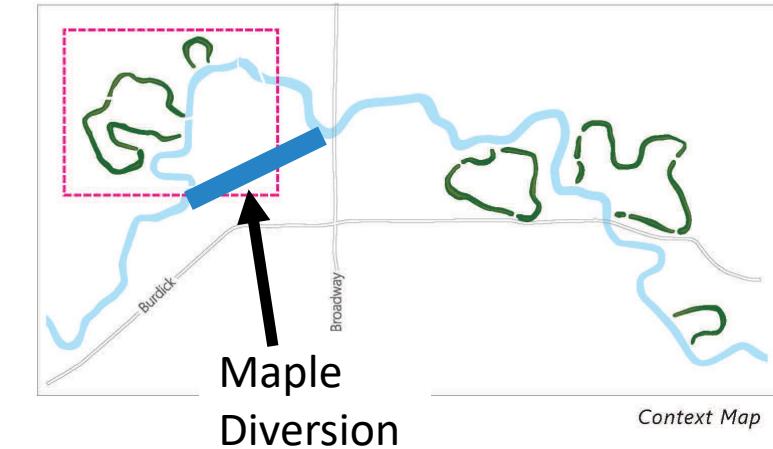
-\$220 Million Appropriated & In Queue

~\$450 Million Unmet Need (2024 Dollars)





OAK PARK AND NUBBIN PARK



The Oak Park and Nubbin Park dead loops are unique in the context of the Mouse River Enhanced Flood Protection Project, as they are located along the section of the river that has been coined the Ramstad Loop. This section of the river (Ramstad Loop) will be isolated from natural flows during the operation of the proposed Maple Diversion. Provided that the operational trigger of the Maple Diversion is low enough to not cause interior flooding in Oak Park or the surrounding neighborhoods, the gates along the dead loops can be removed and other improvements can be made to enhance the ecological and recreational characteristics of the Oak Park and Nubbin Park areas. The improvements associated with the Oak Park and Nubbin Park areas include:

Oak Park Improvement

1. Dredge accumulated sediment from the dead loop
2. Remove the existing gate structures and embankments at the upstream and downstream ends of the dead loop
4. Construct a new weir structure along the main channel of the river
5. Construct a new bridge over the dead loop at the Camp Owetti access road
6. Construct a pedestrian bridge at the upstream end of the Oak Park dead loop

Nubbin Park Improvements

1. Dredge accumulated sediment from the dead loop
2. Remove the existing gate structures and embankments at the upstream and downstream ends of the dead loop
4. Construct a new weir structure along the main channel of the river
6. Construct new bridges to provide pedestrian and maintenance vehicle access to Nubbin Park

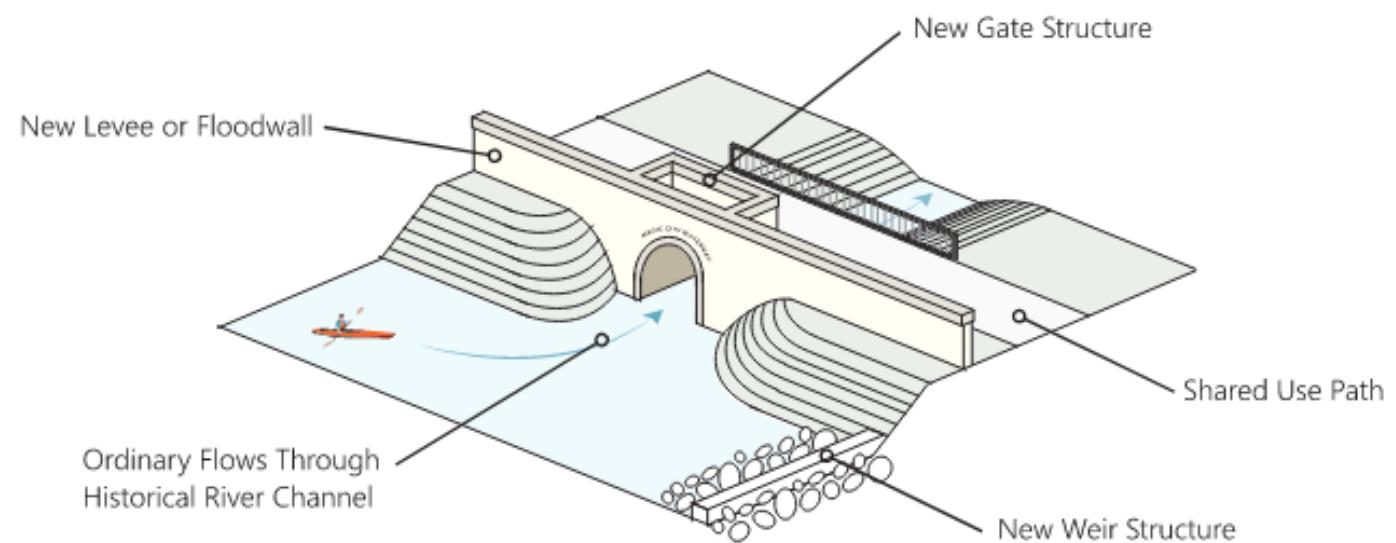
The existing Oak Park dead loop is approximately 1.5 miles long. The estimated cost of these improvements is \$8 million. If constructed, there would be an uninterrupted river length of 2.7 miles from 16th Street Southwest to Nubbin Park.

The existing Nubbin Park dead loop is approximately 0.3 miles long. The estimated cost of these improvements is \$6 million. If the upstream dead loop is also improved, there would be an uninterrupted river length of 4.6 miles from 16th Street Southwest to the Roosevelt Park Pool.

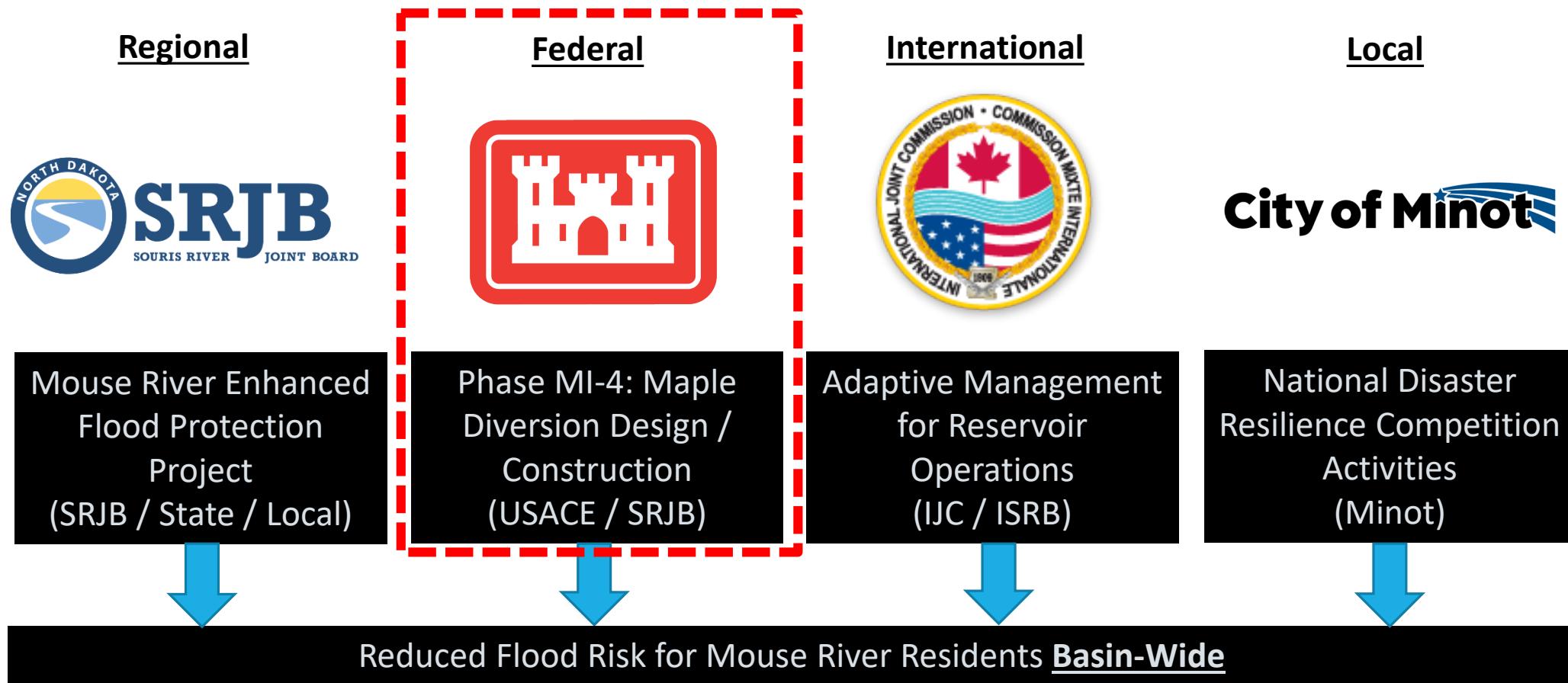


Cost of features which would allow larger amounts of water and watercraft to pass through the flood protection features (levees / floodwalls) and into the 'dead loops' is high (~\$25M per loop)

Current design of Phase MI-6 includes features that will improve the flows through the 'dead loops' but they will not be nearly as effective as those planned within Oak Park / Nubbin Park.



Parallel Efforts to Reduce Flood Risk



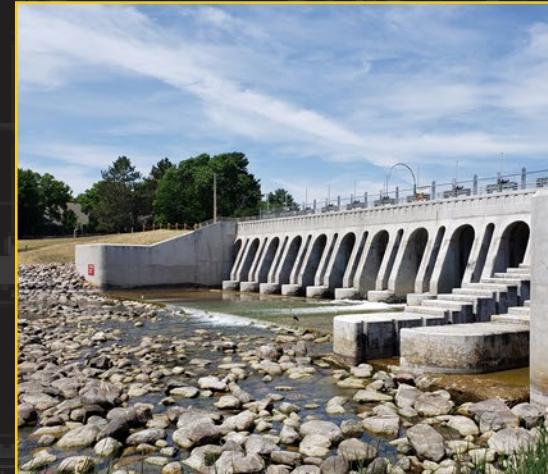
THE ST. PAUL DISTRICT SA MAPLE DIVERSION FEBRUARY 21, 2024

KARL JANSEN, PE, PMP
DEPUTY DISTRICT ENGINEER

NATHAN WALLERSTEDT, PE, PMP
CHIEF – PROJECT MANAGEMENT
BRANCH B (PM-B)

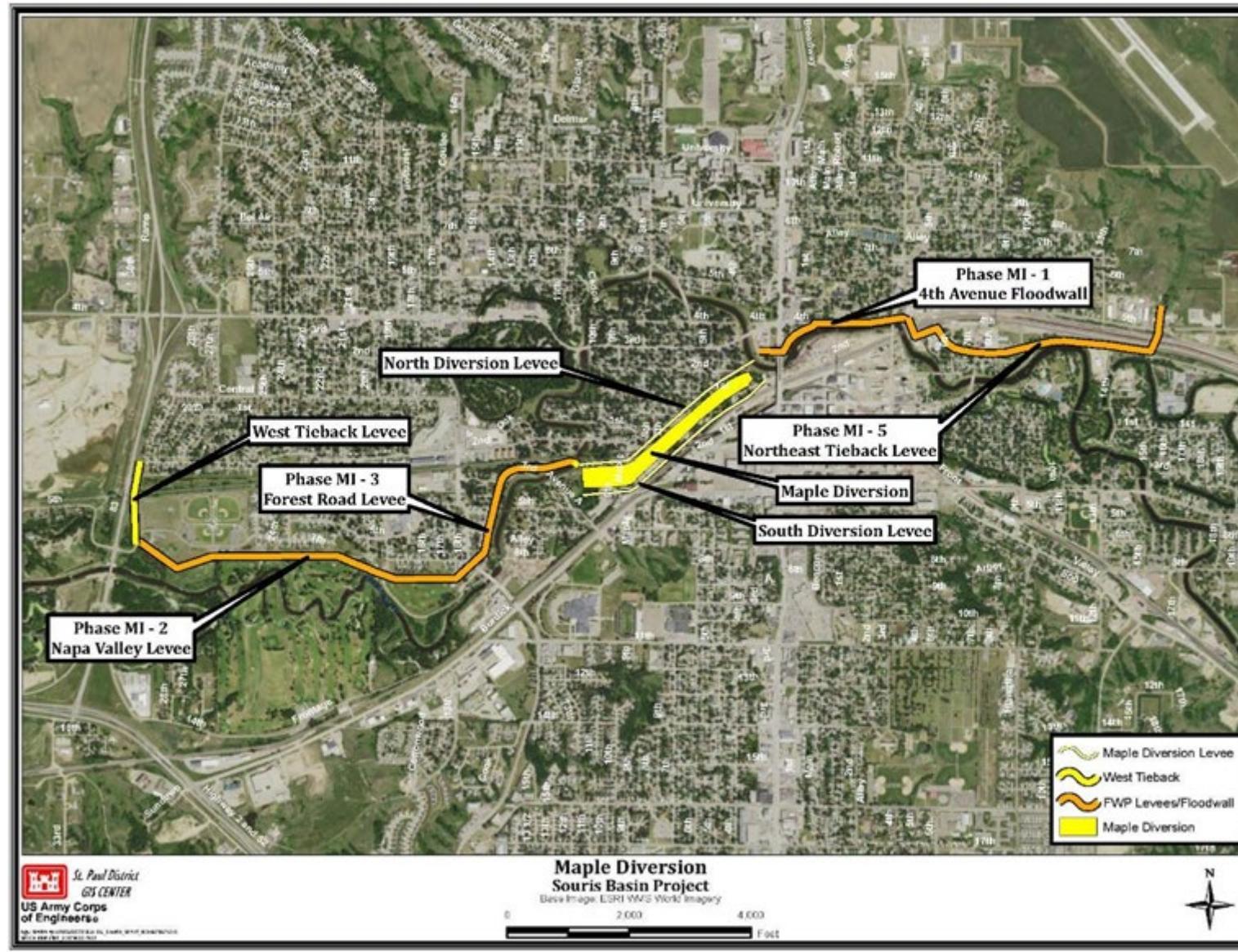


U.S. ARMY
US Army Corps
of Engineers





MAPLE DIVERSION (MI-4)





SIGNIFICANT ACTIVITIES TO DATE

- Construction Authorized in Water Resources Development Act (WRDA) 2020.
- Project funded under the Bipartisan Infrastructure Law (BIL) for \$61.4M.
- Design Agreement (DA) executed between USACE and SRJB in February 2023.
- SRJB will prepare the design; USACE will conduct formal design reviews to ensure compliance with Federal design guidance and regulations.
- Design efforts paused ~April 2022 to present during railroad track alignment coordination activities.

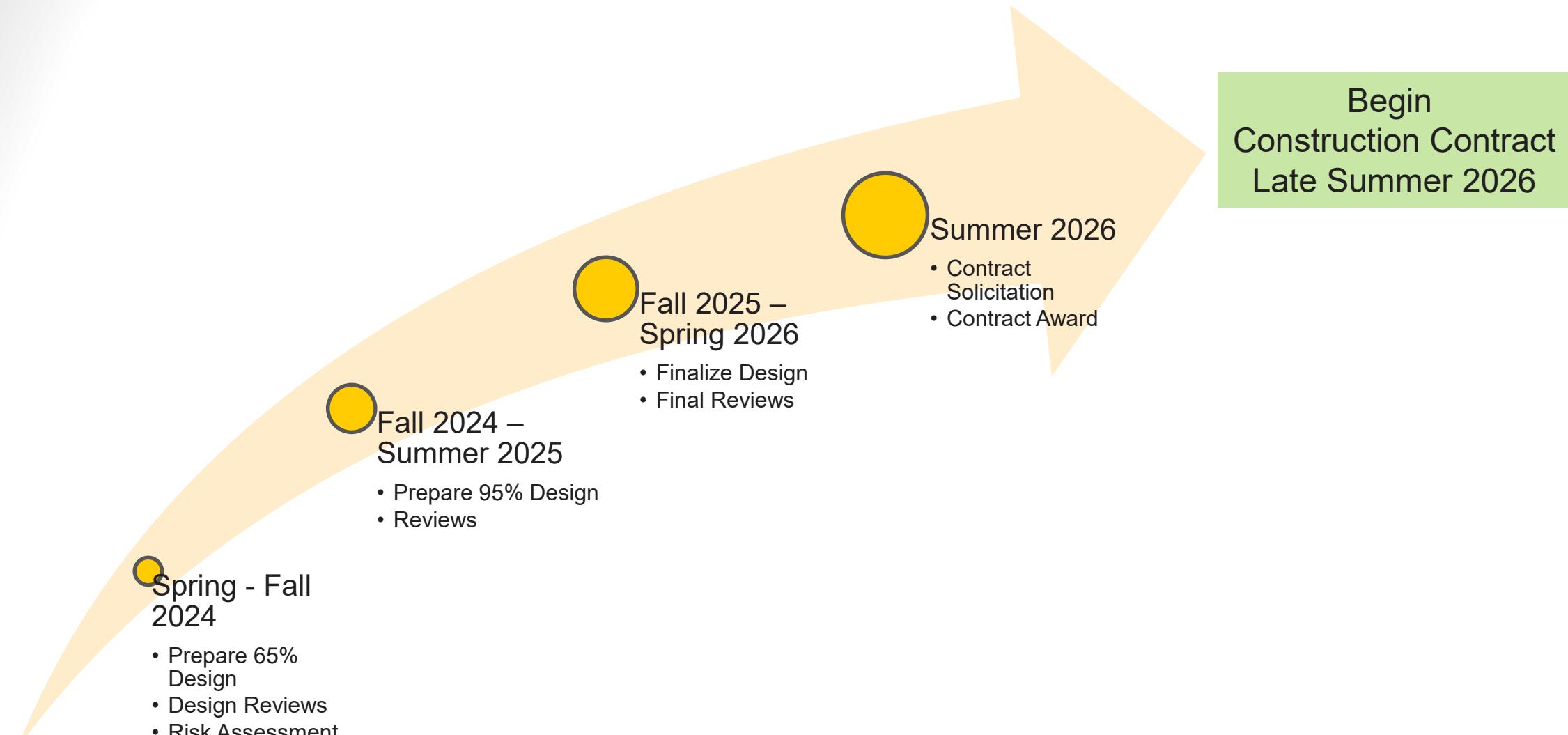


IMPORTANT UPCOMING TASKS





ESTIMATED FUTURE SCHEDULE TO EXECUTE BIL FUNDING ON THE MAPLE DIVERSION



Schedule assumes full funding and no further deviations with railroad coordination



ESTIMATED SCHEDULE TO EXECUTE BIL FUNDING ON THE MAPLE DIVERSION

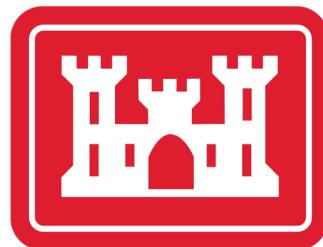
	2024					2025					2026					2027					2028																
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
AE Design from RR Agreements to 65% Design																																					
USACE 65% DQC Review																																					
USACE 65% ATR Review																																					
USACE SAR Review																																					
USACE Risk Assessment																																					
AE Design to 95%																																					
USACE 95% DQC Review																																					
USACE 95% ATR Review																																					
USACE 95% SAR																																					
AE Design Finalization																																					
USACE BCOES Review																																					
Construction Solicitation																																					
Contract Award																																					
Begin Construction																																					
Construction Complete																																					

Continued delays with RRs will push
schedule to the right



THANK YOU

BRIEFING TO
US SENATOR JOHN HOEVEN
21 FEBRUARY 2024



SRJB
SOURIS RIVER JOINT BOARD