

# MILL CREEK

## FLOOD RISK MANAGEMENT PROJECT

### BRIEF TO THE PORT OF WALLA WALLA ECONOMIC DEVELOPMENT GROUP

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July 28, 2026



U.S. ARMY



US Army Corps  
of Engineers®





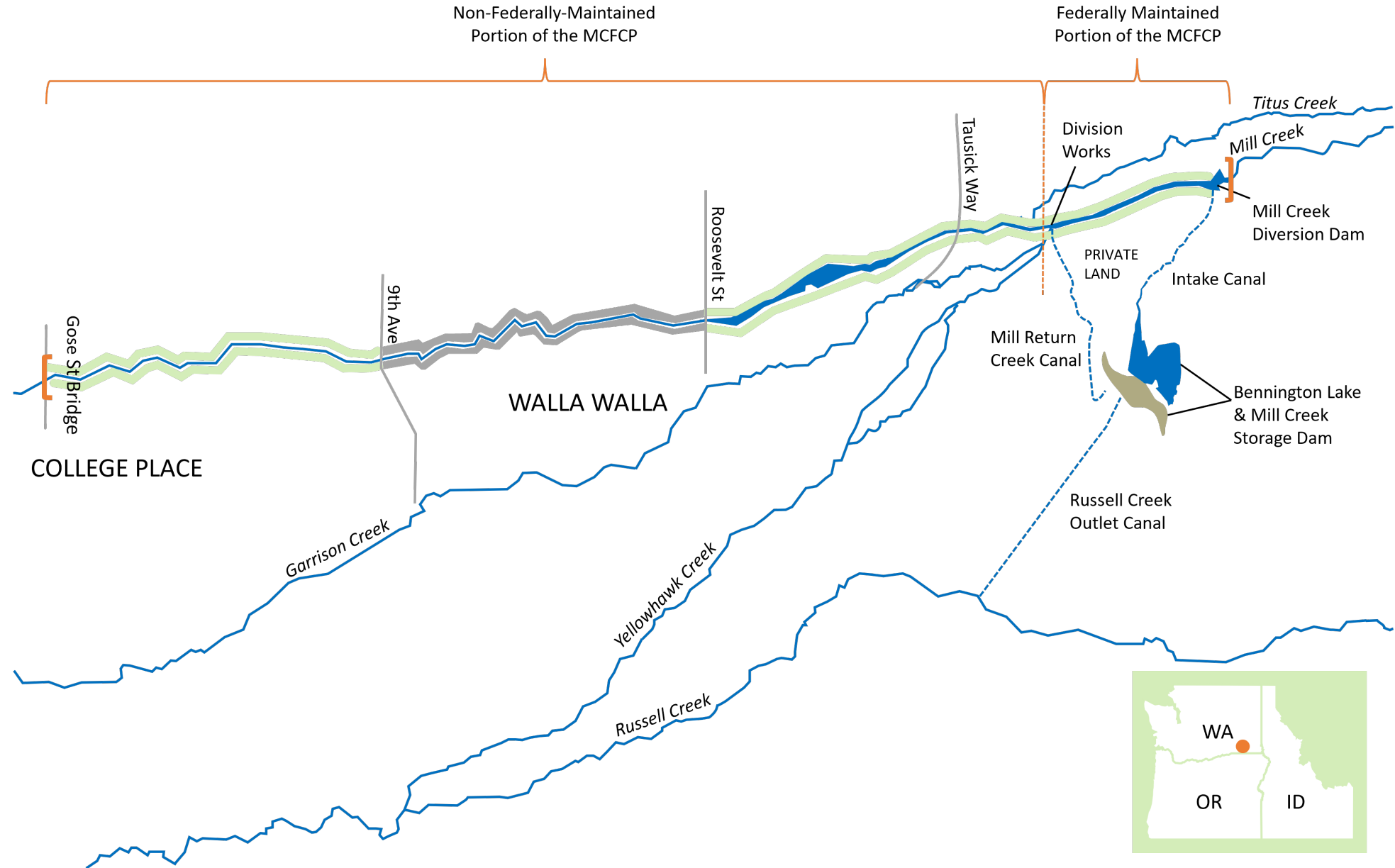
# BACKGROUND

Construction of the Mill Creek Flood Control Project was authorized by the *Flood Control Act of 1938* after a series of devastating floods on Mill Creek in Walla Walla. Construction was completed in the 1940s, and the project was turned over to the Mill Creek Flood Zone Control District for Operation and Maintenance December 23, 1948.



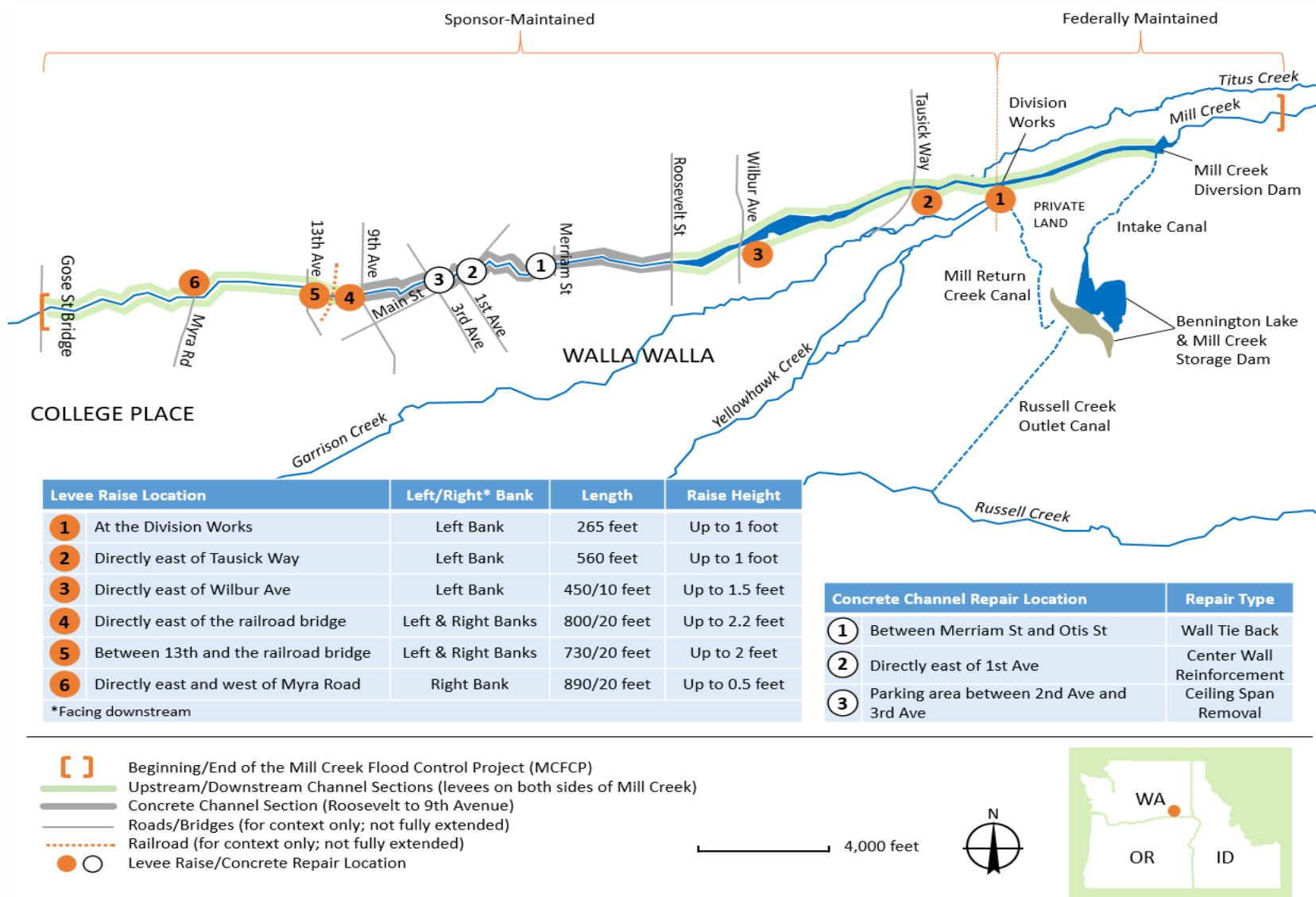


# THE SYSTEM: FEDERAL AND NON-FEDERAL





# RECOMMENDED PLAN



Levee Raise and Concrete Channel Repair Locations



# PROJECT IMPLEMENTATION KEY DATES



5

## FEASIBILITY STUDY PHASE – Completed

- Mill Creek GI Study September 2018 – September 2021

## DESIGN PHASE – Current

- Mill Creek Sec. 205 Design completed 2025
- Real Estate acquisition in progress, with estimated completion in first quarter 2027
- USACE cannot award a contract until all necessary Real Estate is acquired
- Construction contract award currently scheduled for summer 2027

## CONSTRUCTION PHASE - 2027-2028/2029

- Construction contract award scheduled September 2027, pending funding
- Construction scheduled 2027-2028, pending September 2027 contract award
- In-water work window June 15 – October 31. This schedule assumes all in-water work accomplished in one season



# DESIGN PHASE REFINEMENT



6

| Levee Raise Location                                                                                                                                                                                     |                                      | Left/Right* Bank   | Original GI Study Length | Original GI Study Raise Height | Updated Length/Total Raise#        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|--------------------|--------------------------|--------------------------------|------------------------------------|
| 1                                                                                                                                                                                                        | At the Division Works                | Left Bank          | 265 feet                 | Up to 1 foot                   | 170 feet/Up to 2.5 feet            |
| 2                                                                                                                                                                                                        | Directly east of Tausick Way         | Left Bank          | 560 feet                 | Up to 1 foot                   | 270 feet/Up to 2.2 feet            |
| 3                                                                                                                                                                                                        | Directly east of Wilbur Ave          | Left Bank          | 450 feet                 | Up to 1.5 feet                 | N/A                                |
| 4                                                                                                                                                                                                        | Directly east of the railroad bridge | Left & Right Banks | 800 feet                 | Up to 2.2 feet                 | Right Bank, 50 feet/Up to 3 feet** |
| 5                                                                                                                                                                                                        | Between 13th and the railroad bridge | Left & Right Banks | 730 feet                 | Up to 2 feet                   | Right Bank, 164 feet/Up to 3 feet  |
| 6                                                                                                                                                                                                        | Directly east and west of Myra Road  | Right Bank         | 890 feet                 | Up to 0.5 feet                 | 410 feet/Up to 1.5 feet            |
| *Facing downstream; #This is length within the site that requires raise above GI recommendation based on recent survey<br>**now includes raising walls on both banks near 9 <sup>th</sup> Street bridge. |                                      |                    |                          |                                |                                    |



# PROJECT DESIGN & CONSTRUCTION COSTS

## July 2026 COST ESTIMATE

Total: **\$15,773,000** (original cost estimate \$9,937,000)

Federal: \$10,252,450.00

Non-Federal: \$5,520,550.00 (with credit for value of real estate)

|                                      | Feasibility<br>Costs | Design<br>Estimate | Construction<br>Estimate | Total D + C<br>Estimate | Cash in Hand<br>for Design*** | Cash in Hand<br>for Construction | LERRDS<br>Estimate | Remaining<br>Funding Need |
|--------------------------------------|----------------------|--------------------|--------------------------|-------------------------|-------------------------------|----------------------------------|--------------------|---------------------------|
| <b>Feasibility<br/>(GI Program*)</b> | \$2,000,000          |                    |                          |                         |                               |                                  |                    |                           |
| <b>Federal +<br/>non-Federal</b>     |                      | \$1,697,793.28     | \$14,075,206.72          | \$15,773,000.00         | \$2,017,653.28                | \$5,141,446.72                   |                    | \$8,613,900.00            |
| <b>Federal<br/>(65%**)</b>           |                      | \$997,793.28       | \$9,254,656.72           | \$10,252,450.00         | \$1,317,653.28                | \$5,141,446.72                   |                    | \$3,793,350.00            |
| <b>Non-Federal<br/>(35%**)</b>       |                      | \$700,000.00       | \$4,820,550.00           | \$5,520,550.00          | \$700,000.00                  | \$0                              | \$736,000.00       | \$4,084,550.00            |

\*Per EP 1105-2-58 Para 11.b: General Investigation (GI) Program expenditures do not count against the applicable Continuing Authority Program (CAP) per-project limits when projects are transferred from the GI program to CAP after feasibility.

\*\* The 65% Federal and 35% non-Federal requirements applies to total Design and Construction.

\*\*\* Design costs were less than originally estimated and remaining funds will be utilized for the construction phase.

LERRDS – non-Federal sponsors pays all costs up front and then the total amount can be used towards their cash match requirements



# USACE PROJECT: DIVERSION DAM FISH LADDER



8

## Status:

- Contract awarded June 5, 2025.
- Contractor pouring concrete this summer during the “in-water work window”: retaining walls and ladder
- Estimated completion Fall 2027

## Goals:

- Improve fish passage on Mill Creek for connectivity to upstream spawning habitat
- Improve data monitoring and tracking of fish using PIT tag array
- Improve fish viewing for public enjoyment and education

Cost: \$20,000,000





# USACE PROJECT: LOW FLOW CHANNEL



9

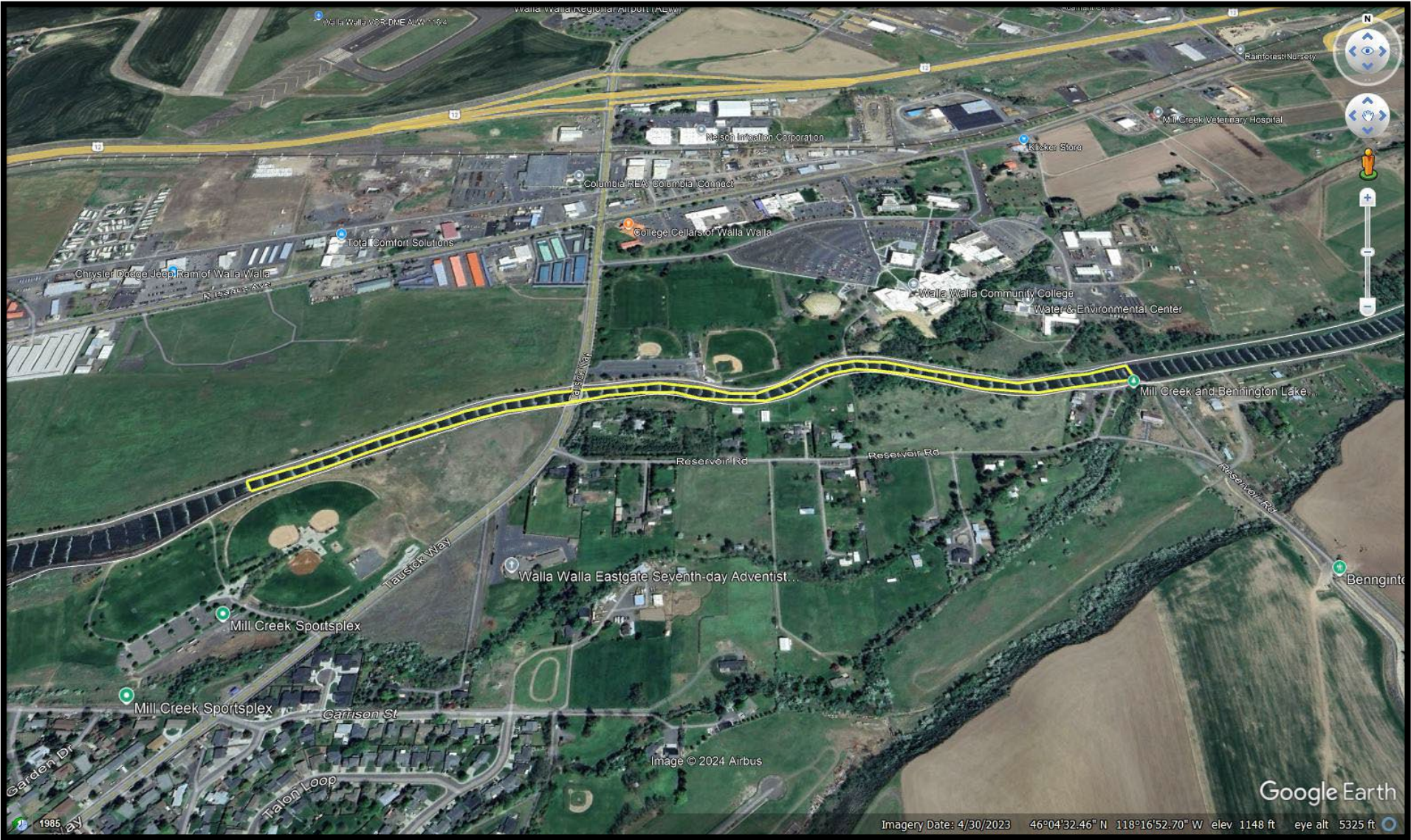
80 stabilizer weirs in the Federal reach below the Diversion Dam will be modified to improve fish passage (40 completed 2024-25)

- Weirs notched to lower jump heights for adult salmon migrating upstream
- The weirs concentrate flows and improve in-stream water temperatures for ESA salmonids
- Contract awarded in FY 24
- Weirs were fabricated by a local contractor
- 10 weirs installed in 2024 / remaining 30 installed in 2025
- USACE has requested funding to fabricate and install the remaining downstream 40 weirs in the Federal reach





# UMATILLA MILL CREEK SEC. 206 STUDY





# SEC. 206 REACH RECOMMENDED PLAN



11

## HYBRID WEIR CONCEPT

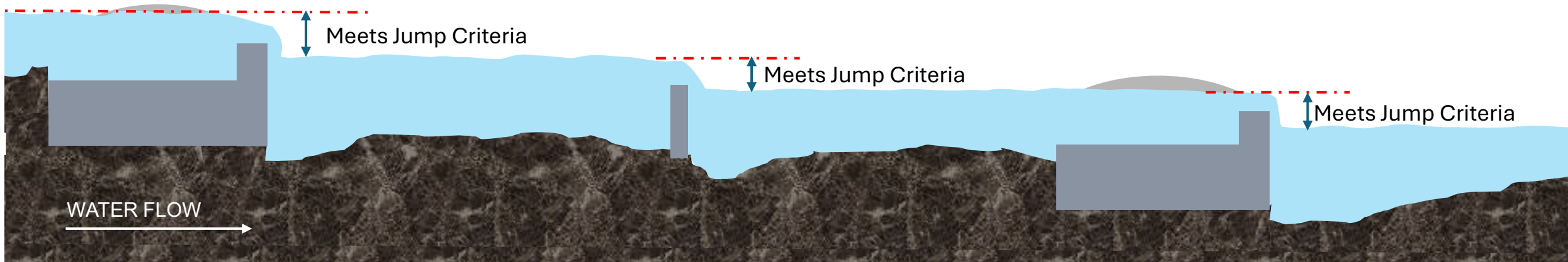
ONE-STEP WEIR



ONE-STEP WEIR (FULL SPAN)



- Notch **59** existing stabilizers and install one-step weirs.
- Install 41 additional one-step weirs where necessary to meet jump-height criteria (~6 inches wide, spanning the width of the channel).





# QUESTIONS



12

