



US Army Corps
of Engineers

OPERATION MAKE SAFE PROJECT UPDATE

Dec. 9, 2011

Birds Point - New Madrid Floodway
Missouri

New Madrid Project Office

Memphis District

Schedule

Authorization to proceed:	June 15, 2011
Began construction:	June 16, 2011
Original required completion:	Nov. 30, 2011
Current required completion:	Nov. 30, 2011
Current scheduled completion:	Nov. 30, 2011
- Upper crevasse (to 51 feet):	Nov. 16, 2011
- Upper crevasse (to 55 feet):	To be determined
- Center crevasse:	Nov. 30, 2011
- Lower crevasse:	Oct. 9, 2011



Progress

Location:	Scheduled Progress:	Actual Progress:
Upper crevasse (to 51 feet):	100%	99%
Upper crevasse (to 55 feet):	N/A	15%
Center crevasse:	100%	90%
Lower crevasse:	100%	98%



A crew fills HESCO barriers at the upper crevasse Friday. The barriers are a temporary measure to raise the level of protection at Birds Point from 51 to 55 feet on the Cairo gage. Permanent repairs to the levee will resume after spring highwater recedes.

Funding

Expended to date: (As of Dec. 9)	\$16,493,000
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Scope of work

During activation of the Birds Point - New Madrid Floodway, three artificial crevasses in the levee were opened to allow floodwater to flow through the Floodway, reducing water elevations and pressure on the flood control system. Phase I of this project repairs the levee at the three crevasse locations to provide interim protection to a flood elevation of 51 feet on the gage at Cairo, Ill. (39 feet on the gage at New Madrid) by Nov. 30. Phase II improves protection at the upper crevasse to 55 feet on the gage.

The upper crevasse is located at Birds Point, near the confluence of the Mississippi and Ohio rivers. Repairs are required for 9,000 feet of levee at this location. Work here includes filling five scour holes back to level grade, repairing four levee segments and constructing one segment realignment.

The center crevasse is located near Seven Island Conservation Area. Repairs are required for 800 feet of levee at this location. A scour hole developed here, connecting with the existing 1937 scour hole. Work here includes separating the two scour holes, filling the new scour hole using sand dredged from the river bottom, and repairing the levee to the interim grade.

The lower crevasse is located near Donaldson Point Conservation Area. Repairs are required for 4,700 feet of levee at this location. Work here includes removing excess water at the foundation, and repairing the levee to the interim grade.

Current Progress

The District is now authorized and funded to continue improvements at the upper crevasse to 55 feet on the Cairo gage as part of Make Safe.

Upper crevasse: The earthen levee meets or exceeds a (Cairo) gage elevation of 51 feet as of Oct. 28. Weather conditions are no longer favorable for earthwork. The District was directed Tuesday to proceed with installing a temporary structure of HESCO barriers to increase flood protection to 55 feet on the Cairo gage. Installation began Wednesday. To date, all 9,000 linear feet of HESCO barriers have been deployed, and 1,500 feet have been filled with sand. The HESCO barriers are wire mesh baskets lined with heavy fabric. The HESCOs are fastened together with wire, filled with sand, and lined with heavy plastic sheeting to provide temporary flood protection. This work is part of an orderly shutdown of the project for winter. Permanent repairs will resume after spring highwater recedes.

Center crevasse: The Memphis- and Vicksburg-based crews reached the required Make Safe elevation Dec. 3. The interim levee stands 15 feet high above the surrounding ground and provides flood protection to approximately 55 feet on the Cairo gage. The crew also completed covering the levee in heavy plastic sheeting to resist against erosion by rain and wave wash. The crews moved to Birds Point Wednesday to assist in the installation of HESCO barriers.

Lower crevasse: Interim repairs were completed Oct. 10 and Corps crews have demobilized from the site. The two percent of work remaining is seeding the levee with grass to prevent erosion.

Blasting agent removal: The need to reconfigure the packaging has temporarily delayed shipment of the desensitized blasting agent. Additional permits are now required from the State of Missouri and USDOT.

OPERATION RESTORE

The follow-on project to Operation “Make Safe”, called Operation “Restore”, will reconstruct the Floodway system to the pre-operational level of protection. The construction schedule is contingent on the availability of funding.



Newly-installed heavy plastic sheeting covers the levee at the center crevasse Tuesday. This view looks west.



Crews cover the newly-constructed levee segment at the center crevasse with heavy plastic sheeting Tuesday. The plastic sheeting will help protect the levee against erosion caused by wave action and rainfall. This view looks east along the levee.



Crews install HESCO barriers at the upper crevasse Wednesday evening.