



US Army Corps
of Engineers

OPERATION MAKE SAFE PROJECT UPDATE Oct. 10, 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:	Nov. 16, 2011
- Center crevasse:	Nov. 30, 2011
- Lower crevasse:	Oct. 9, 2011



Progress

Location:	Scheduled Progress:	Actual Progress:
Upper crevasse:	70%	83%
Center crevasse:	38%	35%
Lower crevasse:	100%	93%



Clay embankment is placed in the final scour hole at the upper crevasse Monday to prevent seepage.

Funding

Expended to date: (As of Oct. 6)	\$7,131,000
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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. 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).

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

Upper crevasse: A Memphis District crew consisting of 22 personnel and 16 pieces of heavy equipment is on site. Crews are currently filling the final of five scour holes, as well as building a bed of clay on the land side of the levee to prevent seepage. The District awarded a new clay haul service contract Friday, and the contractor will begin hauling Tuesday. There is continuous levee now the entire length of the crevasse. A total of 6,800 feet of levee meets or exceeds a (Cairo) gage elevation of 51 feet at this location. No point of the remaining 2,200 feet is less than three feet below the interim grade, and most of the levee is within one foot. Low spots will be raised in the next week to bring the levee fully up to the interim grade.

Center crevasse: A Memphis District crew consisting of seven personnel and ten pieces of heavy equipment is on site. The crew continued harvesting sand for use as fill material in the scour hole. The dredge contractor began pumping sand from the Mississippi River into the scour hole Saturday. Dredging is scheduled to be complete within 30 days.

Lower crevasse: A Vicksburg District crew consisting of 14 personnel and 16 pieces of heavy equipment is on site. The crew completed the final 1,200 foot levee segment today. There is continuous levee now the entire length of the crevasse. The crew is currently dressing and finish-grading the levee. The crew will also begin repairing two washed-out segments Tuesday that were not part of the original scope of work.

Blasting agent removal: Desensitized blasting agent remains stored at the upper and lower crevasses. The results of a laboratory characterization confirmed the blasting agent is not an explosive risk. The Corps has received one of two required permits from the US Department of Transportation. Receipt of the second permit and removal of the blasting agent is now estimated for mid-October. The blasting agent will remain secured inside a fenced perimeter at each site until removed.

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.



Sand dredged from the Mississippi River is pumped into the scour hole at the center crevasse Monday.



Constructing the final 1,200 feet of levee at the lower crevasse Monday. There is continuous levee now the entire length of the crevasse.



The dredge (background) pumps sand to a booster pump (on barge, center), to the shore pipeline via a section of flexible pipe (foreground), and then to the scour hole at the center crevasse.