



US Army Corps  
of Engineers

# OPERATION MAKE SAFE PROJECT UPDATE Aug. 19, 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:	To be determined
- Lower crevasse:	Oct. 9, 2011



## Progress

Location:	Scheduled Progress:	Actual Progress:
Upper crevasse:	16%	16%
Center crevasse:	N/A	N/A
Lower crevasse:	25%	25%

## Funding

Expended to date:	\$1,347,500
Obligated to date:	\$6,223,000



**Crews fill a scour hole with sand at the upper crevasse. Clay will be placed over the sand to prevent seepage and bring the hole to level grade.**

## 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. The scope of work and construction schedule will be determined following completion of an environmental assessment in mid-September.

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**

Recent activities include the Mississippi River Commission public meeting at New Madrid Monday. The public meeting was part of the MRC’s annual Low-Water Inspection Trip. The commission heard testimony from 26 individuals representing area levee boards, elected officials, and Floodway landowners.

**Upper crevasse:** Two Memphis District crews consisting of 27 personnel and 24 pieces of heavy equipment are on site. One crew is reshaping levee segments at the southern end of the site, while the second crew is filling scour holes with sand at the northern end. Two scour holes are filled with sand to the required depth, and a third is filled to 80% of the required depth. Clay will be used to cap the sand and prevent seepage. Crews began applying the first clay cap Thursday. A solicitation for haul services was posted Wednesday to transport additional clay embankment (see below for link). Current priorities are filling scour holes and shaping two levee segments. A total of 1,800 feet of levee has been built to a (Cairo) gage elevation of 51 feet at this location.

**Center crevasse:** An environmental survey concluded and a detailed elevation survey continued this week. The data gathered will be used to analyze design options in the forthcoming environmental assessment. The environmental assessment (EA), scheduled for completion by mid-September, will address multiple options for interim protection at the center crevasse, as well as repair of all three crevasses to the final authorized grade.

**Lower crevasse:** A Vicksburg District crew consisting of 13 personnel and 13 pieces of heavy equipment is drying oversaturated soil and reshaping the levee. Standing water has been removed but soil in many locations, particularly the east end, are still too wet to compact properly. Some limited shaping of the levee has begun at the western end, but the priorities here continue to be processing material and preparing the levee foundation.

**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.



**Dump trucks leave the site after delivering sand at the upper crevasse. More than 58,000 tons of sand has been delivered to date.**

**Haul services contract information for solicitation number W912EQ-11-Q-0042 can be found here:**

[https://www.fbo.gov/index?s=opportunity&mode=form&id=4836ad608c09c9ada1496dd7f6a1b619&tab=core&\\_cview=0](https://www.fbo.gov/index?s=opportunity&mode=form&id=4836ad608c09c9ada1496dd7f6a1b619&tab=core&_cview=0)



**A Vicksburg-based crew removes excess water in the soil at the lower crevasse. Once at the proper moisture content, the material will be compacted into the levee.**



**Center crevasse near Seven Island Conservation Area. The existing levee is visible behind the oak tree.**