



US Army Corps
of Engineers

OPERATION MAKE SAFE PROJECT UPDATE Aug. 22, 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:	19%	19%
Center crevasse:	N/A	N/A
Lower crevasse:	30%	30%

Funding

Expended to date:	\$1,994,000
Obligated to date:	\$8,144,000



A third scour hole is nearly filled with sand at the upper crevasse. Clay embankment will be placed over the sand up to level grade to prevent seepage.

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

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 90% of the required depth. Clay will be used to cap the sand and prevent seepage. Crews continue to apply the first clay cap. 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: A detailed elevation survey continues at this site. 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 on site at this location. Excess water has been removed from the soil and the crew has shifted its focus to shaping a 2,000-foot segment at the western end to tie in with the existing levee.

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 requested permits from the US Department of Transportation to remove the blasting agent. The current estimated date for permit approval and removal of the desensitized blasting agent is not later than Sept. 21. Until then, the blasting agent will remain secured inside a fenced perimeter at each site.

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 70,600 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



The levee takes shape at the lower crevasse. The river-side slope is now clearly visible.



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