

NEWS RELEASE

U.S. Army Corps of Engineers
Mississippi Valley Division

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Upper Mississippi River Flooding Update

VICKSBURG, Miss., June 25, 2008 – The U.S. Army Corps of Engineers continue to monitor levees, locks and dams within the affected areas of the upper Mississippi Valley where flood fighting efforts are continuing. In addition, major cleanup efforts have begun at Locks 16, 17, and 18 since the water level has dropped below the top of the lockwall.

Navigation

Locks 11 through 15 continue to be open to traffic. Locks 16-25 remain closed (Note: There is no Lock 23). If the current river forecast remains the same, estimated lock reopening dates:

by June 28:

Lock 16 (Illinois City, Ill. – River Mile 457.2)

Lock 17 (New Boston, Ill. – River Mile 437.1)

Lock 18 (Gladstone, Ill. – River Mile 410.5)

Lock 19 (Keokuk, Iowa – River Mile 364.2)

July 2 or later:

Lock 20 (Canton, Mo. – River Mile 343.2)

Lock 21 (Quincy, Ill. – River Mile 324.9)

Lock 22 (Saverton, Mo. – River Mile 301.2)

Lock 24 (Clarksville, Mo. – River Mile 272.2)

Lock 25 (Winfield, Mo. – River Mile 241.3)

Additional rainfall could change some or all of these lock reopenings. For locks to reopen, water must be below lock walls and miter gates and cleanup and needed repairs must be made by lock personnel. Locks are still underwater and therefore it is too early to predict when all locks will be open and operating.

If you need more information, please contact the Rock Island District Corporate Communications office, at (309) 794-5274 for locks 12 - 22; or the St. Louis District Public Affairs Office at (314) 331-8002 for locks 24 and 25.

“With record fuel prices and capacity constraints, this couldn’t come at a worse time for our intermodal transportation system,” according to Paul Rohde, Vice President of Midwest Waterways Council, Inc., of St. Louis, Mo. “Barge rates set the transportation rates for the other two modes, and the loss of barge traffic impacts cost and availability for crucial commodities that keep our economy moving.”

“It’s difficult to project at this time what the total cost of this devastation will be,” added Rohde. “One tow of 15 barges, unable to reach its destination, requires 1,050 (semi) trucks to carry the same amount of coal, for example. For petrochemicals or other liquids, an astonishing 2,160 trucks would be needed to do the job that 15 barges can do, more safely, less expensive, and off our roads. Take that away, and the economic, safety, environmental and other impacts are phenomenal.”

Rohde also stated that industry leaders project losses totaling more than \$1 million a day for the towing industry alone, simply for the operational costs of those barges and boats that are unable to move through the system.

Levees & Dams

To date, 35 levees have overtopped in the upper Mississippi Valley (7 Federal, 24 Non-Federal, and 4 Local) in Iowa, Indiana, Illinois and Missouri. The Corps has active flood fights ongoing at two levee sites within the St. Louis District (Pike Grain #2 and Winfield) and at 10 levee sites within the Rock Island District (Two Rivers Middle, Two Rivers Lower, Green Bay, Des Moines – Mississippi, Indian Upper Grave, Fabius, Marion County, South River, Sny Reach I, Sny Reach II).

Urban levees in the St. Louis area along the Mississippi River are also being monitored to ensure that nothing unexpected arises. A map showing levee status is available on the web at <http://www.mvs.usace.army.mil/floodfight/Status.html>

The St. Louis District has reported 12 levees overtopped and the Rock Island District has reported 13. Information about Rock Island District’s levees is available at <http://www.mvr.usace.army.mil/PublicAffairsOffice/MidwestFlooding2008/Home.htm>

While the Corps does not anticipate any issues with levees located south of St. Louis to Cairo, Ill., flood fight team members and geotechnical experts are in the field working closely with local levee districts and county emergency management agencies to ensure that nothing unexpected arises.

The Corps dams at Red Rock in Knoxville, Iowa, Saylorville in Johnston, Iowa, and Coralville in Iowa City, Iowa, are performing as designed. There are no issues or concerns with the dams’ structural integrity or operation. Water levels are dropping at the three reservoirs. If current weather predictions are accurate, this trend will continue.

To date, the U.S. Army Corps of Engineers has issued 13.8 million sandbags, 2,903 rolls of plastic sheeting and 121 pumps to support flood fighting efforts in the Midwest. That is enough sandbags to stretch from San Francisco to Washington D.C. Currently the Corps of Engineers has 271 personnel directly involved in flood fight efforts.

Updated information about the Mississippi River is available on the web by visiting the Corps' website at www.rivergages.com . This web site includes links to the U.S. Army Corps of Engineers and National Weather Service websites that track Mississippi River flow and projected rainfall amounts. Other useful web sites include:

St. Louis District Flood Fight Page:

<http://www.mvs.usace.army.mil/floodfight/>

Rock Island District Flood Fight Information:

<http://www.mvr.usace.army.mil/PublicAffairsOffice/MidwestFlooding2008/Home.htm>

Map of Current Areas of Interest:

<http://www.mvd.usace.army.mil>

Graphic of Lock Locations:

<http://www.mvr.usace.army.mil/PublicAffairsOffice/9FootStaircase.gif>

Graphic of Mississippi River 9-foot Staircase:

<http://www.mvr.usace.army.mil/PublicAffairsOffice/LockLocationMap.pdf>

U.S. Coast Guard

<http://www.uscgstormwatch.com>

The Mississippi Valley Division includes portions of 12 states and encompasses 370,000 square miles. The [Mississippi Valley Division](#) includes six district offices, which are responsible for conducting programs and activities and are located in St. Paul, Minn.; Rock Island, Ill.; St. Louis, Mo.; Memphis, Tenn.; Vicksburg, Miss.; and New Orleans, La.

The U.S. Army Corps of Engineers is a major Army command with a broad set of missions and capabilities. One of its missions is to provide assistance, within its authorities, when natural disasters or other emergencies occur.

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Levee types and terms:

- Federally authorized levee: designed and built by the Corps then turned over to a local sponsor to operate, maintain, repair and replace the levee.

- Non-federally authorized levee: designed and built by a non-federal agency, which is responsible for the operation, maintenance, repair and replacement of the levee.
- Private or corporate-owned levee: the Corps has no responsibility for private or corporate-owned levees.

Overtopping: water levels exceed the crest elevation of a levee and flow into protected areas. Levee may be damaged but not compromised. Flooding occurs from overflow/overwash (waves) and other sources. The levee must be inspected.

Overtopping breach: a breach whose cause is known to be a result of overtopping (system exceeded). The levee has been compromised after overtopping and must be repaired to function prior to the next event.

Breach: a rupture, break or gap whose cause has not been determined.

Failure breach: a breach for which a cause of failure is known based on an investigation to determine the cause.