BURR STREET LEVEE
SYSTEM
Little Calumet River
Griffith & Gary Burr Street

EMERGENCY FLOOD PROTECTION HANDBOOK

DRAFT

US Army Corps of Engineers®

U. S. Army Corps of Engineers
Chicago District
111 North Canal Street
Suite 600
Chicago, Illinois 60606

October 28, 2010
# Griffith & Burr Street Levee - Project Summary

## Location

- **River:** Little Calumet River
- **State:** Indiana
- **Side of River:** South Bank
- **City:** Griffith (West of Colfax), Gary (East of Colfax)

## West End:
- EJ & E Railroad

## East End:
- Between Burr St. and Clark St.

## Project Details

<table>
<thead>
<tr>
<th></th>
<th>Griffith Levee</th>
<th>Burr Street Levee</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Line of Protection Elev:</strong></td>
<td>602.0 NGVD29</td>
<td>602.0 NGVD29</td>
</tr>
<tr>
<td><strong>Length of Levee (ft):</strong></td>
<td>2,401</td>
<td>5,688</td>
</tr>
<tr>
<td><strong>Length of Floodwall (ft):</strong></td>
<td>411</td>
<td>722</td>
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<tr>
<td><strong>Gate Structures:</strong></td>
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<tr>
<td><strong>Pump Stations:</strong></td>
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</tr>
<tr>
<td><strong>Street Closures:</strong></td>
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</tr>
<tr>
<td><strong>Overflow Section:</strong></td>
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<td>0**</td>
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<tr>
<td><strong>Protected Area (acres):</strong></td>
<td>88</td>
<td>191.4</td>
</tr>
</tbody>
</table>

**Notes:**
- **Overflow:** Expected to occur around southeast end.

## Contact Information

### Levee Owner:
- **Little Calumet River Basin Development Commission (LCRBDC)**
  - Address: 6100 Southport Road, Portage, Indiana 46368
  - Phone Number: (219) 763-0696

### US Army Corps of Engineers District Office:
- **Chicago, Illinois 60606-7206**
  - Office: (312) 353-2141
  - Emergency (24hr/7day): (312) 886-7756

### Burr Street (Gary) Local Emergency Contacts
- **Public Safety Officer:** (219) 881-1214
- **Public Information Officer:** (219) 881-1314
- **Gary Police Department:** (219) 881-1201

### Griffith Local Emergency Contacts
- **Public Works:** (219) 924-3838
- **Police Department:** (219) 924-7503

### Additional Contact Information:
- ________________________________
- ________________________________
- ________________________________
- ________________________________
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</tr>
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PROJECT DESCRIPTION

Levees and floodwalls are constructed on both sides of the Little Calumet River to provide flood protection for the communities of Highland, Munster, Hammond, Griffith, and Gary. In addition, the project provides flood protection to a portion of the vital I-80/94 transportation corridor and provides recreation facilities to these communities.

The Little Calumet River Local Flood Protection and Recreation Project in the City of Gary and Town of Griffith includes riverbank levees, floodwall, pumping stations, and interior flood control features. Other features consist of recreation facilities, river gages, and miscellaneous other features, bridge/culvert replacements, and utility remediation/relocations.

When flood conditions are anticipated, flood fighting actions will be performed as indicated in the following sections of this handbook.

INTRODUCTION

Since it is often impossible to place well experienced individuals in all supervisory capacities during high water emergencies, this manual has been prepared to serve as a ready reference guide for this levee system. This suggests the best methods of providing advance protection during floods, and of effecting emergency repairs efficiently, economically and in the shortest practicable time.

The procedures outlined in this handbook are considered standard and should, therefore, be followed as closely as possible. It is not intended that personal initiative be destroyed in dealing with unusual emergencies. On the contrary, if danger occurs along a levee, immediate action is demanded using the materials and labor at hand. However, since an emergency is not a time in which to experiment, these proven methods should be employed wherever possible.

If the City of Gary/Town of Griffith and Lake County anticipate that they will be unable to adequately prepare for or fight a flooding event, will require additional materials for a flood fight, need technical advice or if any damage occurs to the levee system, the U.S. Army Corps of Engineers, Chicago District should be contacted immediately for assistance.

This manual is only a ready reference guide. Additional information is available in separate O&M Manuals for each levee segment.

LEVEE PATROLS

When a major rain event is predicted, inspection and maintenance records shall be checked, if possible, to determine if all components of the levee are in proper condition to protect against a flood. Any required maintenance or repairs shall be completed before the start of the flooding, if possible. If time does not permit for repairs prior to the onset of flooding, temporary measures shall be utilized during the flood fight. The levee features shall be inspected when the river is expected to be at or above a 2-year flood level to evaluate the general condition of the levee, floodwalls, and gates.

a. Marshalltown Pump Station gage - EL 591.0 NGVD29
b. Burr Street gage - 10.0 ft (EL 595.0 NGVD29)

The EOC should be activated and levee patrols shall increase to twice daily when the river reaches or is predicted to be above a 10-year level.

a. Marshalltown Pump Station gage - EL 593.0 NGVD29
b. Burr Street gage - 11.0 ft (EL 596.0 NGVD29)

Patrolling operations should locate potential danger zones to permit prompt actions and correction of any conditions that endanger the integrity of the levee. Implementation of emergency actions shall be done under the direction of local representatives experienced and/or trained in flood fighting activities. Certain levee sections, which should be addressed per special concerns, are listed in Table 1.

The levees and floodwalls shall be patrolled to be certain that:

a. There are no sand boils or unusual wetness on the protected side of the levee;
b. There are no indications of cracks or slides developing on the levee;
c. Scour of the levee embankment is not occurring at pump station outfalls and drainage outlets;
d. No low points on the levee exist which may be overtopped, excluding designed overflow sections.
e. No leakage is observed at joints in floodwalls;
f. There is no movement or tilting observed of the floodwalls;
g. No other conditions exist which might endanger the structure.

ANY ISSUES NOTED SHALL BE IMMEDIATELY REPORTED TO THE EMERGENCY OPERATIONS CENTER.

If an EOC has not been set up, contact the Little Calumet River Basin Commission to report any issues observed.
Table 1: Special Concerns

<table>
<thead>
<tr>
<th>GENERAL LOCATION</th>
<th>SPECIAL CONCERN(S) OF POTENTIAL ACTION (S) OR KNOWN CONDITION(S)</th>
<th>POTENTIAL RESULTING PROBLEM(S)</th>
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<tr>
<td>Levee/Floodwall Interfaces</td>
<td>Seepage, Scour or Erosion</td>
<td>Embankment piping, Separation of embankment from floodwall</td>
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<tr>
<td>Levee Tie-ins With Road &amp; Railroad Embankments</td>
<td>Seepage</td>
<td>Embankment piping, Separation of embankment masses</td>
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<td>Closure Structures</td>
<td>Seepage, Movement</td>
<td>Sudden Instability</td>
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<td>Utility Pipeline Crossing Beneath Line-of-Protection</td>
<td>Seepage</td>
<td>Foundation soil piping and/or heave/uplift</td>
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<td>Utility Pipeline Crossing Over Line-of-Protection</td>
<td>Wave Wash, Scour, Slope Attack</td>
<td>Embankment erosion</td>
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<tr>
<td>Levee/Outlet Structure Interfaces</td>
<td>Wave Wash, Scour</td>
<td>Embankment erosion</td>
</tr>
<tr>
<td>Outlet Structure Crossing Through Line-of-Protection</td>
<td>Seepage</td>
<td>Embankment piping</td>
</tr>
<tr>
<td>Culvert/Discharge Pipes</td>
<td>Seepage</td>
<td>Embankment piping near pipe, differential settlement, embankment</td>
</tr>
</tbody>
</table>

Levee Overtopping / Evacuation:

Levee overtopping occurs when flood elevations exceed that of the levee crest; causing floodwater to flow over the levee embankment. It is seldom that an entire levee system is overtopped at once. Prior survey data and Inspections will identify possible low areas. Inspections during a flood will show the low spots where the overtopping will first occur. Regardless of how small a low section may be, the danger from overtopping is critical. Water flowing over a levee crown may wash away material and create a breach in the levee. Once a breach has developed in a levee, it is extremely difficult, if not impossible, to close it until after the flood waters recede. Consequently, overtopping should be prevented as much as possible, without undue risk to flood fighting personnel, for levee reaches not designed as an “overflow section”. No designed overtopping sections are included for the Burr Street or Griffith Levee. End around flooding at the southeast end is expected to occur first.

Table 2 shows the Emergency Action trigger levels based on river stage at the applicable gage. The response level definitions for possible overtopping are:

Alert: This warning level will likely be issued well before any imminent threat of overtopping. This puts the local communities on notice that there could be an possible overtopping problem. This level is intended to notify community flood responders that an excavation may be needed if flood conditions worsen, but requires no further action at that time.

Mobilize: Notify all threatened residents of possible levee overtopping, and should prepare for potential evacuation. No evacuation should start at this time.

Evacuate: The decision to issue the Evacuation warning will be given when very high rainfall level have fallen and/or the river stage is about 1-foot below the levee crest while rain continues to fall. At this level, local authorities will make certain the order to evacuate will circulated to all threatened residents. Residents must also be informed of evacuation routes and the location of shelters for the evacuated residents. Every effort should be made to ensure that the effected residents comply with the evacuation order.
Stream Gage Tables for Overflow Sections

Table 2. Response Actions

<table>
<thead>
<tr>
<th>Kennedy Pedestrian Gage</th>
<th>Overflow</th>
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<tr>
<td>Stage</td>
<td>Stage</td>
</tr>
<tr>
<td>ft NGVD</td>
<td>ft NAVD</td>
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<tr>
<td>603.0</td>
<td>602.7</td>
</tr>
<tr>
<td>602.5</td>
<td>602.2</td>
</tr>
<tr>
<td>602.0</td>
<td>601.7</td>
</tr>
<tr>
<td>601.5</td>
<td>601.2</td>
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<td>601.0</td>
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<td>599.0</td>
<td>598.7</td>
</tr>
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</table>

GATE CLOSURES

Numerous pipes of different sizes and types, penetrate under, through and over the levee in many locations. Refer to Figure 3, and Table 3 for known pipe locations and depths. Gravity drain lines are of particular concern during a flood event as these can carry flood water to the protected side of the levee. Gravity drain lines have been fitted with 1 or 2 gates or valves to prevent river water from backing up the pipe and flooding low areas within the protected area of the levee. See Figure 3 for gatewell, gate, and culvert information, as well.

Gate inspections must be performed as early as possible to verify that all flap gates and check valves are operational and are not stuck in an open position. If a flap gate or check valve is malfunctioning, the secondary closure should be implemented when the river level rises and backflow flooding is threatening areas behind the levee. The Levee Patrol must verify that the inlet drainage ditches, the culverts, and trash racks are not blocked. Additionally, the Levee Patrol needs to check that the gatewells for the secondary closure gates are free from debris or excessive sediment deposits, and that the gate closures can be accomplished.

If a flap gate or check valve malfunctions at any time during a flood event, crews must be prepared to close the sluice gate and REPORT THE SITUATION TO THE EMERGENCY OPERATIONS CENTER. For culverts through the line-of-protection equipped with only a flap gate or check valve, monitoring must proceed as described for outlets equipped with double closures. In the event the flap gate failure is noted during a flood event, the inlet on the riverside must be blocked with sandbags or other inert material so that high river stage waters cannot flood the interior of the levee through the malfunctioning gate valve. Recommended methods for emergency closure of manhole and gatewell structures are shown in Appendix A, Emergency Flood Fighting Techniques.

Closed sluice gates shall be reported to the Emergency Operations Center and re-opened as soon as possible following the flood so gravity drainage can resume. This will reduce localized ponding and loads on the pump stations after the flood has dissipated.

Electric portable operators for the sluice gates have been provided as part of the project. The electric drill requires an electric generator/power supply. Another type of operator, a gas powered handheld unit, is also available with the LCRBDC however it is less practical than the electric operator. All operators are 2”x2” driven and have 2-1/16” drivers. Portable operators must be available to inspectors and emergency crews in the event of a flap gate or check valve failure. Portable operators must be checked prior to use during a flood event to make certain that they are functional which would include all necessary equipment, fuel, electric cords, and power supplies.
TABLE 3. Pipe Penetrations. (Refer to Figure 3 for locations of pipes)

<table>
<thead>
<tr>
<th>ID</th>
<th>PG</th>
<th>DIA.</th>
<th>MAT.</th>
<th>TYPE</th>
<th>CONNECTION</th>
<th>CLOSURE</th>
<th>INVERT ELEV. (NGVD)</th>
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<tbody>
<tr>
<td>1</td>
<td>G</td>
<td>36</td>
<td>RCP</td>
<td>UTIL - Combined Sewer</td>
<td>Gatewell east of Elkhorn Railroad</td>
<td>Sluice Gate</td>
<td>585.0</td>
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<tr>
<td>2</td>
<td>P</td>
<td>36</td>
<td>UTIL - Gas Line</td>
<td>584.9</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>P</td>
<td>30</td>
<td>UTIL - Gas Line</td>
<td>584.6</td>
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<td></td>
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<td>4</td>
<td>P</td>
<td>6</td>
<td>UTIL - Oil Line</td>
<td>588.4</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>G</td>
<td>72</td>
<td>RCP</td>
<td>PRJ - Gravity Outlet</td>
<td>Gatewell West of Cady Marsh Tunnel &amp; Arborgast St</td>
<td>Sluice Gate</td>
<td>590.2</td>
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<tr>
<td>6</td>
<td>G</td>
<td>24</td>
<td>Steel</td>
<td>UTIL - Steel Cased HDPE</td>
<td>Riverside / Cary North</td>
<td>Sluice Gate</td>
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<td>7</td>
<td>P</td>
<td>60</td>
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<td>PRJ - Pump Station</td>
<td>Burr Street South PS Outlet</td>
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<tr>
<td>8</td>
<td>P</td>
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<td>UTIL - Oil Line</td>
<td>590.9</td>
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<td>9</td>
<td>P</td>
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<td>UTIL - Gas Line</td>
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<td>UTIL - Gas Line</td>
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<td>11</td>
<td>G</td>
<td>24</td>
<td>RCP</td>
<td>PRJ - Gravity Outlet</td>
<td>Gate North of Norfolk Southern Rail</td>
<td>Sluice Gate</td>
<td>591.0</td>
</tr>
</tbody>
</table>

P/G - Pressure or gravity line  PRJ - Project Feature  UTIL - Utility

PUMP STATIONS

There is one pump station within the Burr Street Levee system and zero within the Griffith Levee system. This pump station is designed to operate automatically to pump out water from within the levee system to minimize interior flooding. Figure 4 shows the pump station location and related information about the pump station.

During a flood event, the pump station is to be regularly monitored to ensure the pumps and critical equipment is operational. Immediate notification shall be made in the event there is malfunctioning equipment and/or pump cycling is too frequent, or if the pump station loses power or is flooding. Only skilled electricians and mechanics shall perform necessary tests and repairs. Operating personnel for the pump station shall be present during tests.

ANY PROBLEMS WITH PUMPS OR PUMP STATION OPERATIONS SHALL BE REPORTED TO THE EMERGENCY OPERATIONS CENTER IMMEDIATELY.
ROAD CLOSURES

Roadway and railroad closures are critical features of the levee system to prevent flooding during high river stages, but seriously impact travel within the area when they are installed. Due to the relatively short time it takes for the Little Calumet River to rise in response to significant rainfall event, road closures may need to be implemented based on anticipated stages tied to precipitation amounts. The Road Closure Alert System (RCAS) utilizes real-time precipitation downloaded from the internet or user-defined precipitation to provide a forecast of flood warning levels and should be queried to anticipate possible actions for installation of the road closures within the levee system. Utilizing forecast precipitation with RCAS can provide additional lead time for road closure preparation. Anticipated closures based on varying precipitation amounts for 3, 6, and 12 hour periods are shown in Table 4 to provide a general understanding of types of rainfall events and results. Critical, trigger, monitoring precipitation/stage elevations to be used to determine the requirement for assembly of roadway and railroad closures are listed in Table 5. INSTALLATION OF ANY ROAD CLOSURE MUST BE PERFORMED IN COMMUNICATION WITH THE EMERGENCY OPERATIONS CENTER.

Flood fight closure locations and anticipated assembly time are shown in Figure 5 for the overall levee system and in Figures 6 through 7 for the individual closures. Local officials will have to make certain that sufficient labor, equipment and materials are on-hand for the installation of the closure.

The response levels for the closures as referenced in the project Flood Warning Plan and RCAS. In addition, Table 5 indicates response levels based on river stage. The response levels are defined as follows:

Level 1 – Alert

This warning level will likely be issued after several inches of rain (2-3) have fallen and more is forecast, but well before any imminent threat of road flooding. This puts the local communities on notice that there could be a flooding problem. This level is intended to notify community road closure crew workers that they may be needed if flood conditions worsen, but requires no further action at that time.

Level 2 – Mobilize

If heavy rains continue to fall and/or the river stage rises to within approximately 3 feet of the roadway flooding level with more rain forecast, the warning to mobilize will be given to affected communities. With this warning, the road closure crews are to proceed to the community garage area, work yards, or other predetermined rendezvous points. All equipment needed for the closures should be loaded on trucks or checked to be certain it is all intact if pre-loaded, and the work crews should be ready to proceed to the closure sites at a moment’s notice.

Level 3 – Take Action/Make Closures

The decision to issue the Take Action warning could be based on rainfall that has fallen and/or on the river stages.

THE EMERGENCY OPERATIONS CENTER MUST BE NOTIFIED IMMEDIATELY IF THE RIVER RISES TO WITHIN 1-FT OF THE STREET LEVEL.

Refer to Table 6 which lists the appropriate action level for each road closure based on gage stage height.
Table 4. Projected Actions for Project Feature Operation – 3,6,12 Hour
*This table is based on rainfall events of uniform intensity and uniform areal distribution of rainfall for the period specified. Variations of rainfall intensity and areal distribution can impact watershed runoff response.

Table Key:
1  Monitor precipitation and stages for potential road/rail closure operation
2  Road/rail closure likely under these precipitation conditions

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<tr>
<th>LOCATION</th>
<th>HEC-RAS RIVER MILE</th>
<th>PROJECT FEATURE</th>
<th>3-HOUR PRECIPITATION * (inches)</th>
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<th>5.0</th>
<th>5.5</th>
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<td>Norfolk Southern - West</td>
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<tr>
<td>Norfolk Southern - West</td>
<td>24.32</td>
<td>RR Closure</td>
<td></td>
<td>1</td>
<td>2</td>
<td></td>
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</table>
Stream Gage Tables for Road Closure Responses

Table 6. Road Closure Responses

<table>
<thead>
<tr>
<th>Little Cal @ Burr St. (USGS)</th>
<th>Flood Warning Action Levels</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>N&amp;W RR Burr N &amp; S RR</td>
</tr>
<tr>
<td>ft NGVD</td>
<td>ft NAVD</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>602.5</td>
<td>602.2</td>
</tr>
</tbody>
</table>

- Action
- Mobilize
- Alert
FIGURE 1: RIVER BASIN MAP
FIGURE 2: GRIFFITH-BURR STREET LEVEE SEGMENT MAP
FIGURE 3: PIPE PENETRATIONS AND GATES**
**Refer to Table 3 for pipe information
FIGURE 4: PUMP STATION

<table>
<thead>
<tr>
<th>Pump</th>
<th>Type</th>
<th>Capacity (gpm)</th>
<th>Horsepower</th>
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</thead>
<tbody>
<tr>
<td>PS-Burr St 1-3</td>
<td>Stormwater Pumps</td>
<td>15,000</td>
<td>177</td>
</tr>
<tr>
<td></td>
<td>1 Sump Pump</td>
<td>2,000</td>
<td>25</td>
</tr>
</tbody>
</table>
MAPS

FIGURE 7: NORFOLK SOUTHERN RR WEST CLOSURE
APPENDIX A - EMERGENCY FLOOD FIGHTING TECHNIQUES

I. INTRODUCTION

1. Flood Fighting. This can be defined as those emergency operations that are taken in advance of and during a flood to prevent or minimize damages to public and private property. Flood fighting includes the hasty construction of emergency levees; the overbuilding of existing levees or natural river banks; ring and U-shaped levees constructed around facilities or areas of high property value; preservation of vital facilities including water treatment plants and wells; power and communication facilities; protection of sanitary and storm sewer systems; and provisions for interior drainage treatment during flood stages. Flood fighting plans should acknowledge that it may not be feasible to protect entire communities based on economic or time and equipment considerations; therefore, evacuation of certain areas may be a necessary facet of an emergency operation.

2. Recommended Local Organization. Each community with a flood history should establish an organization and written plans for the purpose of conducting flood fighting operations. These plans should include identification of flood-prone areas and previous high water marks; flood fighting or evacuation plans; delegation of responsibilities; lists of important suppliers of materials and special equipment; lists of local contractors; and establishment of earth borrow sites, etc. The plan should further provide for the establishment of an emergency operation center and list various assistance programs available, either through the State or Federal government. Further assistance in developing these plans can be provided by the State or local Civil Defense Director in the area.

II. FLOOD BARRIER CONSTRUCTION

1. Introduction. The two basic features of an emergency levee system include the flood barrier, generally constructed of earth fill, and the related interior drainage treatment. It is desirable that individuals assigned to a flood-fighting situation have prior knowledge of flood barrier construction, interior drainage, and related flood-fight problems which they may encounter. They should also be acquainted with the past flood emergency efforts, historical flood stages, and forecasted stages for the community. The following information will provide personnel with guidelines based on actual experience. However, it cannot be overemphasized that individual resourcefulness is a key element in a successful flood fight.

2. Borrow Area and Haul Road. The two prime requisites for a borrow area are that adequate material be available and that the site be accessible at all times. The quantity estimate plus an additional 50 percent should provide the basis for the area requirement. The area must be located so that it will not become isolated from the project by high water. The borrow area should also be located where the present water table, if known, and the water table levels caused by high water will not hinder or stop its use.

If possible, a borrow area should be selected which will provide suitable materials for levee construction as covered below. Local contractors and local officials are the best source of information on available borrow areas. If undeveloped, the area should be cleared of brush, trees, and debris, with topsoil and surface humus being stripped. In early spring, it will probably be necessary to rip the area to remove frozen material. An effort should be made to borrow from the area in such a manner that the area will be relatively smooth and free-draining when the operation is complete. The haul road may be an existing road or street, or it may have to be constructed. To mitigate damages it is highly desirable to use unpaved trails and roads, or to construct a road if the haul distance is short. In any case, the road should be maintained to avoid unnecessary traffic delays. The use of flagmen and warning signs is mandatory at major pedestrian crossings. A borrow area, or source of sand for sandbags, should also be located promptly.

This can become a critical item of supply in some areas due to long haul, project isolation, etc. It may become necessary to stockpile material near anticipated trouble areas.

3. Equipment. One of the important considerations in earthwork construction is the selection of proper equipment to do the work. Under emergency conditions, obtaining normally specified earthwork equipment will be difficult and the work will generally be done with locally available equipment. It may be wise to call for technical assistance in the early contract stage to insure that proper and efficient equipment use is proposed. If possible, compaction equipment should be used in flood-barrier construction. This may involve sheepsfoot, rubber-tired, or vibratory rollers. Scrapers should be used for hauling when possible because of speed (on short haul) and large capacity. Truck haul, however, has been the most widely used. A ripper is almost essential for opening borrow areas in the early spring. A bulldozer of some size is mandatory on the job to help spread dumped fill and provide minimum compaction.

4. Construction Contract. The initiation of a construction contract under emergency conditions is very unique in that sole judgment as to the competence and capabilities of the contractor lies with field personnel. Field personnel, therefore, must be somewhat knowledgeable in construction operations. The initial contract is very important in that it delineates what equipment must be accounted for on the project and what is available for construction. During construction, if it becomes obvious that the equipment provided by the initial contract is inadequate to provide reasonably good construction or timely completion, a new or supplemental contract may be required. Procedures are the same as in the initial contract. Flexibility may be built into the original contract if it can be foreseen that addi-
tional pieces of equipment will ultimately be used.

5. **Supplies.** Early anticipation of flood fight problems will aid greatly in providing necessary and sufficient supplies on hand. These include sandbags, polyethylene, pumps, etc. The importance of initiative, resourcefulness, and foresight of the individual on the project cannot be over emphasized. Technical assistance may be invaluable in locating potential problem areas which, with proper materials at hand, could be alleviated early.

6. **Slope Protection.**
   A) **General.** Methods of protecting levee slopes from current scour, wave wash, seepage, and debris damage are numerous and varied. However, during a flood emergency, time, availability of materials, cost and construction capability preclude the use of all accepted methods of permanent slope protection. Field personnel must decide the type and extent of slope protection the emergency levee will need. Several methods of protection have been established which prove highly effective in an emergency. Again, resourcefulness on the part of the field personnel may be necessary for success.
   B) **Polyethylene and Sandbags.**
      1) **General.** Experience has shown that a combination of polyethylene (poly) and sandbags is one of the most expedient, effective, and economical methods of combating slope attack in a flood situation. Poly and sandbags can be used in a variety of combinations, and time becomes the factor that may determine which combination to use. Ideally, poly and sandbag protection should be placed in the dry. However, many cases of unexpected slope attack will occur during high water, and a method for placement in the wet is covered below. See plates 3 and 4 for suggested methods of laying poly and sandbags. Since each flood fight project is generally unique (river, personnel available, materials, etc.), specific details of placement and materials handling will not be covered. Personnel must be aware of resources available when using poly and sandbags.
      2) **Toe Anchorage and Poly Placement.** Anchoring the poly along the riverward toe is important for a successful job. It may be done in three different ways: 1) After completion of the levee, a trench excavated along the toe, poly placed in the trench, and the trench backfilled; 2) Poly placed flat-out away from the toe, and earth pushed over the flap; and 3) Poly placed flat-out away from the toe and one or more rows of sandbags placed over the flap. The poly should then be unrolled up the slope and over the top enough to allow for anchoring with sandbags. Poly should be placed from downstream to upstream along the slopes and overlapped at least 2 feet. The poly is now ready for the “hold-down” sandbags.
      3) **Slope Anchorage.** It is mandatory that poly placed on levee slopes be held down. An effective method of anchoring poly is a grid system of sandbags, unless extremely high velocities, heavy debris, or a large amount of ice is anticipated. Then a solid blanket of bags over the poly should be used. A grid system can be constructed faster and requires fewer bags and much less labor than a total covering. Various grid systems include vertical rows of lapped bags, two-by-four lumber held down by attached bags, and rows of bags held by a continuous rope tied to each bag. Poly has been held down by a system using two bags tied with rope and the rope saddled over the levee crown with a bag on each slope.
      4) **Placement in the Wet.** In many situations during high water, poly and sandbags placed in the wet must provide the emergency protection. Wet placement may also be required to replace or maintain damaged poly or poly displaced by current action. Plate 4 shows a typical section of levee covered in the wet. Sandbag anchors are formed at the bottom edge and ends of the poly by bunching the poly around a fistful of hand or rock and tying the sandbags to this fist-sized ball. Counterweights consisting of two or more sandbags connected by a length of ¼ inch rope are used to hold the center portion of the poly down. The number of counterweights will depend on the uniformity of the levee slope and current velocity. Placement of the poly consists of first casting out the poly sheet with the bottom weights and then adding counterweights to slowly sink the poly sheet into place. The poly, in most cases, will continue to move down slope until the bottom edge reaches the toe of the slope. Sufficient counterweights should be added to ensure that no air void exist between the poly and the levee face and to keep the poly from flapping or being carried away in the current. For this reason, it is important to have enough counterweights prepared prior to the placement of the sheet.
      5) **Overuse of Poly.** In past floods there has been a tendency to overuse and in some cases misuse poly on slopes. For example, on well compacted clay embankments, in areas of relatively low velocities, use of poly would be unnecessary. Also, placement of poly on landward slopes to prevent seepage must not be done. It will only force seepage to another exit and may prove detrimen-
A critical analysis of a situation should be made toward less waste and more efficient use of these materials and available manpower. However, if a situation is doubtful, poly should be used rather than risk a failure, with the critical areas receiving priority.

C) **Riprap.** Riprap is a positive means of providing slope protection and has been used in a few cases where erosive forces were too large to effectively control by other means. Objections to using riprap when flood fighting are:

1) rather costly;
2) large amount necessary to protect a given area;
3) availability; and
4) little control over its placement, particularly in the wet.

D) **Groins.** In the past, small groins, extending 10 feet or more into the channel were effective in deflecting current away from the levees. Groins can be constructed by using sandbags, car bodies, snow fence, rock, compacted earth, or any other substantial materials that are available. Preferably groins should be placed in the dry and at locations where severe scour may be anticipated. Consideration of the hydraulic aspects of placing groins should be given, because haphazard placement may be detrimental. Hydraulic technical assistance should be sought if doubts arise in the use of groins. Construction of groins during high water will be very difficult and results will generally be minimal. If something other than compacted fill is used, some form of anchorage or bonding should be provided. (For example, car bodies tied together, or snow fence anchored to a tree beyond the toe of the levee.)

E) **Log Booms.** Log booms have been used to protect levee slopes from debris or ice attack. Logs are cabled together and anchored with a dead man in the levee. The boom will float out in the current and, depending on log size, will deflect floating objects.

F) **Miscellaneous Measures.** Several other methods of slope protection have been used. Straw bales pegged into the slope may be successful against wave action, as is straw spread on the slope and overlain with snow fence. Car bodies laid on the slope may also be effective in reducing scour.

7. **Sandbag Dikes.** The sandbag dike should not be considered as a primary flood barrier. The main objections to their use are that the materials (bags and sand) are quite costly; they require a tremendous amount of manpower; and are time consuming to construct. Sandbag dikes should be used where a very low and relatively short barrier is required and earth fill would not be practicable, such as in the freeboard range along an arterial street. They are very useful in constricted areas such as around or very close to buildings, where rights-of-way would preclude using earth fill. They are also useful where temporary closure is required, such as roads and railroad tracks. A polyethylene seepage barrier should be incorporated into the sandbag structure. The poly must be on the riverward slope and brought up immediately behind the outermost layer of bags. The poly should be keyed-in to a trench and anchored or, at best, lapped under the sandbags for anchorage. See plate 1 for recommended practices in sandbag dike construction. A few points to be aware of in sandbag construction are:

A) sand, or predominantly sandy or gravelly material should be used;
B) extremely fine, clean sand, such as washed mortar sand, should be avoided;
C) bags should be ½ full;
D) bags should be lapped when placing;
E) bags should be tamped tightly in place; and
F) the base width should be wide enough to resist the head at high water.

Sandbagging is also practical for raising a narrow levee, or when construction equipment cannot be used. Sandbag raises should be limited to 3 feet.

8. **Miscellaneous Flood Barriers.** In addition to earth fill and sandbag levees, other types of flood barriers are available. They are the flashboard and the box levees, both of which are constructed using lumber and earth fill (see plate 2). They may be used for capping a levee or as a barrier in highly constricted areas. Two disadvantages in using these barriers are the long construction time involved and very high cost. Therefore, these barriers are not recommended, unless a very unusual situation warrants their use.

Other types of flood barriers are available commercially and have been used by the USACE. These systems are:

- Hesco Bastion containers are granular filled, membrane lined wire baskets that are pinned together to form a continuous struc-
ture. The framework is welded mesh and the lining is geotextile. See plate 11 for an example.

- Rapid Deployed Floodwall (RDFW): Rapid Deployment Flood Wall consists of granular filled, plastic grid units that connect together with both horizontal and vertical tabs to form a continuous structure. See plate 12 for an example.

- Port-a-dam: The port-a-dam consists of impermeable membrane liner that is supported by a steel frame, as shown in plate 13.

- AquaBarrier: Water filled bags, as shown in plate 14.

III. EMERGENCY INTERIOR DRAINAGE TREATMENT

1. General. High river stages often disrupt the normal drainage of sanitary and storm sewer systems, render sewage treatment plants inoperative, and cause backup in sewers and the discharge of untreated sewage directly into the river. When the river recedes, some of the sewage may be trapped in low lying pockets to remain as a possible source of contamination. Hastily constructed dikes intended to keep out river waters may also seal off normal outlet channels for local runoff, creating large ponds on the landward side of the dikes, making the levees vulnerable from both sides. If the ponding is excessive, it may nullify the protection afforded by the dikes even if they are not overtopped. Sewers may also back up because of this ponding.

2. Preliminary Work. In order to arrive at a reasonable plan for interior drainage treatment, several items of information must be obtained by field personnel. These are:

A) Size of drainage area.
B) Pumping capacity and/or ponding required.
C) Basic plan for treatment.
D) Storm and sanitary sewer and water line maps, if available.
E) Location of sewer outfalls (abandoned or in use)
F) Inventory of available local pumping facilities.
G) Probable location of pumping equipment.
H) Whether additional ditching is necessary to drain surface runoff to ponding and/or pump locations.

I) Location of septic tanks and drain fields (abandoned or in use).

3. Pumps, Types, Sizes and Capacities.

A) Storm Sewer Pumps. Table 2 indicates the size of pump needed to handle the full flow discharge from sewer pipes up to 24" in diameter. Table 1 shows sizes and capacities of agricultural type pumps which may be useful in ponding areas.

B) Fire Engine Pumps. The ordinary fire pumper has a 4-inch suction connection and a pumping capacity of about 750 gpm. Use only if absolutely necessary.

C) Pump Discharge Piping. The Crisafulli pumps are generally supplied with 50-foot lengths of butyl rubber hose. Care must be taken to prevent damage to the hose. Irrigation pipe or small diameter culverts will also serve as discharge piping. Care should be taken to extend pump discharge lines riverward far enough to not cause erosion of the levee. On 12-inch or larger lines substantial anchorage is required. These pumps must not be operated on slopes greater than 20 degrees from horizontal.

D) Sanitary Sewage Pumping. During high water, increased infiltration into sanitary sewers may necessitate increased pumping at the sewage treatment plant or at manholes at various locations to keep the system functioning. To estimate the quantity of sewage, allow 100 gallons per capita per day for sanitary sewage and an infiltration allowance of 15,000 gallons per mile of sewer per day. In some cases, it will be necessary to pump the entire amount of sewage, and in other cases only the added infiltration will have to be pumped to keep a system in operation.

Example: Estimate pumping capacity required at an emergency pumping station to be set up at the first manhole above the sewage treatment plant for a city of 5,000 population and approximately 30 miles of sewer (estimated from map of City). In this case, it is assumed that the treatment plant will not operate at all.
### TABLE NO. 1
Crisafulli Pumps — Model CP 2" to 24"

<table>
<thead>
<tr>
<th>Size</th>
<th>Gal Per Min</th>
<th>Head</th>
<th>Elec. H.P.</th>
<th>Gas or Diesel H.P.</th>
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<tbody>
<tr>
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<td>150</td>
<td>1</td>
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<tr>
<td>4&quot;</td>
<td>500</td>
<td>7.5</td>
<td>15</td>
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<tr>
<td>6&quot;</td>
<td>1000</td>
<td>10</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>8&quot;</td>
<td>3000</td>
<td>10'</td>
<td>15</td>
<td>25</td>
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<tr>
<td>12&quot;</td>
<td>5000</td>
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<td>40</td>
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<td>16&quot;</td>
<td>9500</td>
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<td>24&quot;</td>
<td>25000</td>
<td>75</td>
<td>140</td>
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<table>
<thead>
<tr>
<th>Size</th>
<th>Gal Per Min</th>
<th>Head</th>
<th>Elec. H.P.</th>
<th>Gas or Diesel H.P.</th>
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<tr>
<td>2&quot;</td>
<td>130</td>
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<td></td>
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<td>4&quot;</td>
<td>490</td>
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<td>6&quot;</td>
<td>850</td>
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<td>25</td>
<td></td>
</tr>
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<td>8&quot;</td>
<td>2450</td>
<td>20</td>
<td>35</td>
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<tr>
<td>12&quot;</td>
<td>3750</td>
<td>30</td>
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<td>8000</td>
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<tr>
<td>24&quot;</td>
<td>19000</td>
<td>100</td>
<td>190</td>
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</table>

### TABLE NO. 2
Matching Pipe Size to Pump Size

<table>
<thead>
<tr>
<th>Sewer Pipe Size</th>
<th>Probable Required Pump Size</th>
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</thead>
<tbody>
<tr>
<td>6 inch</td>
<td>2 inch</td>
</tr>
<tr>
<td>8 inch</td>
<td>2 to 3 inch</td>
</tr>
<tr>
<td>10 inch</td>
<td>3 to 4 inch</td>
</tr>
<tr>
<td>12 inch</td>
<td>4 to 6 inch</td>
</tr>
<tr>
<td>15 inch</td>
<td>6 to 8 inch</td>
</tr>
<tr>
<td>18 inch</td>
<td>6 to 10 inch</td>
</tr>
<tr>
<td>21 inch</td>
<td>8 to 10 inch</td>
</tr>
<tr>
<td>24 inch</td>
<td>10 to 12 inch</td>
</tr>
</tbody>
</table>

### TABLE NO. 3
Marlow Self Priming Centrifugal Pumps

<table>
<thead>
<tr>
<th>Size</th>
<th>AGC Rating*</th>
<th>Capacity** (gallons per hour, thousands)</th>
<th>Horsepower</th>
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</thead>
<tbody>
<tr>
<td>1-1/2&quot;</td>
<td>4M</td>
<td>67 gpm</td>
<td>1.8 hp</td>
</tr>
<tr>
<td>2&quot;</td>
<td>7-10M</td>
<td>117-167 gpm</td>
<td>2.3-4.9 hp</td>
</tr>
<tr>
<td>3&quot;</td>
<td>20-30M</td>
<td>334-500 gpm</td>
<td>4.9-11.2 hp</td>
</tr>
<tr>
<td>4&quot;</td>
<td>30-40M</td>
<td>500-665 gpm</td>
<td>20-38.8 hp</td>
</tr>
<tr>
<td>6&quot;</td>
<td>90M</td>
<td>1500 gpm</td>
<td>43.5 hp</td>
</tr>
<tr>
<td>8&quot;</td>
<td>125M</td>
<td>2080 gpm</td>
<td>62 hp</td>
</tr>
<tr>
<td>10&quot;</td>
<td></td>
<td>3330 gpm</td>
<td>62 hp</td>
</tr>
</tbody>
</table>

* (gallons per hour, thousands)
** (at 25 foot head)
Computation:

Required capacity = (infiltration) + (sewage)

Sewage: \[\frac{5000 \text{ g/day}}{24 \text{ hrs} \times 60 \text{ min}} = 347 \text{ gpm}\]

Infiltration: \[\frac{15000 \text{ g/mi/day} \times 30 \text{ mi}}{24 \text{ hrs} \times 60 \text{ min}} = 312 \text{ gpm}\]

Required pumping capacity: 659 gpm. From Table 3, use one 4-inch pump or its equivalent.

4. Metal Culverts.

A) Pumping of ponded water is usually preferable to draining the water through a culvert since the tailwater (drainage end of culvert) could increase in elevation to a point higher than the inlet, and water could back up into the area being protected. Installation of a flapgate at the outlet end may be desirable to minimize backup.

B) Table 4 shows the capacity of corrugated pipe culverts on a flat slope, with H factor (head) representing the difference between the headwater level and tailwater level, assuming the outlet is submerged. If the outlet is not submerged the head equals the difference in elevation between the head water level and 0.6 of the diameter of the pipe measured from the bottom of the pipe upward. The capacity would change for smooth pipe, pipe laid on a slope, or if headwalls or wing-walls are used.

C) If a culvert is desired to pass water from a creek through a levee, a computation of a drainage basin by an engineer is required to determine pipe size.

5. Preventing Backflow in Sewer Lines.

A) Watertight sluice gates or flap gates are one answer. Emergency stoppers may be constructed of lumber, sandbags, or other materials, using poly as a seal, preferably placed on the discharge end of the outfall pipe.

B) Plates 6-10 illustrate methods of sealing off the outlet openings of a manhole with standard materials which are normally available so that the manhole may be used as an emergency pumping station.

---

**TABLE 4**

Capacity of Corrugated Metal Pipe Culverts
Without Headwalls and With Outlet Submerged
(outlet control-full flow)
(Circular)

<table>
<thead>
<tr>
<th>Diameter</th>
<th>Cubic Feet per Second</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inches</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>12</td>
<td>2</td>
</tr>
<tr>
<td>14</td>
<td>3</td>
</tr>
<tr>
<td>16</td>
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<td>5</td>
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<td>20</td>
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<td>28</td>
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<td>30</td>
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<td>32</td>
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<td>36</td>
<td>14</td>
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<td>38</td>
<td>15</td>
</tr>
<tr>
<td>40</td>
<td>16</td>
</tr>
</tbody>
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IV. FLOOD FIGHT PROBLEMS

1. General. Problem situations which arise during a flood fight are varied and innumerable. The problems covered below and in “Emergency Interior Drainage Treatment” are those which are considered most critical to the integrity of the flood barrier system. It would be impossible to enumerate all of the problems, such as supplies, personnel, communication, etc., which field personnel must handle. The most valuable asset of field personnel under emergency conditions is their common sense. Many problems can be solved instantly and with less effort through the application of good common sense and human relations. Problems, such as those below, can be identified early only if a well organized levee patrol system with a good communication system exists. The problems are presented with the assumption that high water is on the levee slopes.

2. Overtopping. Overtopping of a levee is the flowing of water over the levee crown. Since most emergency levees are of an urban nature, overtopping should be prevented at any cost. Overtopping will generally be caused by:

A) unusual hydrologic phenomena which causes a much higher stage than anticipated;
B) insufficient time in which to complete the flood barrier;
C) unexpected settlement of the barrier.

Generally, the flood barriers are constructed 2 feet above the crest prediction. If the crest prediction is raised during construction, additional height must be added to the barrier, increased predictions or settlement will call for some form of capping. Capping should be done with earth fill or sandbags, using normal construction procedures.

3. Seepage. Seepage is percolation of water through or under a levee, generally appearing first at the landside toe. Seepage through the levee is applicable only to a relatively previous section. Seepage, as such, is generally not a problem unless:

A) the landward levee slope becomes saturated over a large area;
B) seepage water is carrying material from the levee; or
C) pumping capacity is exceeded.

Seepage which causes severe sand boils and piping is covered below. Seepage is difficult to eliminate, and attempts to do so may create a much more severe condition. Pumping of seepage should be held to a minimum, based on the maximum ponding elevation without damages. Seepage should be permitted if no apparent ill-effects are observed, and if adequate pumping capacity is available. If seepage causes slouching of the landward slope, it should be flattened to a IV on 4H maximum. Material for flattening should be at least as pervious as the embankment material.

4. Sand Boils.

A) Description. A sand boil is the rupture of the top foundation stratum landward of a levee caused by excess hydrostatic head in the substratum. Even when a levee is properly constructed and of such mass to resist the destructive action of floodwater, water may seep through a sand or gravel stratum under the levee and break through the ground surface on the landside in the form of bubbling springs. When such eruptions occur, a stream of water bursts through the ground surface, carrying with it a volume of sand or silt which is distributed around the hole. A sand boil may eventually discharge relatively clear water, or the discharge may contain quantities of sand and silt, depending upon the magnitude of pressure and the size of the boil. They usually occur within 10 to 300 feet from the landside toe of the levee, and in some instances have occurred up to 1,000 feet away.

B) Destructive Action. Sand boils can produce three distinctly different effects on a levee, depending upon the condition of flow under the levee.

C) Piping Flow. Piping is the active erosion of subsurface material as a result of substratum pressure and concentration of seepage in the localized channels. The flow breaks out at the landside toe in the form of one or more large sand boils. Unless checked, this flow causes the development of a cavern under the levee, resulting in the subsidence of the levee and possible overtopping. This cause can be easily recognized by the slumping of the levee crown.

D) Non-Piping Flow. In this case, the water flows under pressure beneath the levee without following a defined path, as in the case above. This flow results in one or more boils outcropping at or near the landside toe. The flow from these boils tends to undercut and ravel the landside toe, resulting in slouching of the landward slope. Evidence of this type of failure is found in undercutting and raveling at the landside toe.

E) Saturating Flow. In this case, numerous small boils, many of which are scarcely noticeable, outcrop at or near the landside toe. While no boil may appear to be dangerous in itself, the consequence of the...
group of boils may cause flotation ("quickness") of the soil, thereby reducing the shearing strength of the material at the toe, where maximum shearing stress occurs, to such an extent that failure of the slope through sliding may result.

F) **Combating Sand Boils.** All sand boils should be watched closely, especially those within 100 feet of the toe of the levee. All boils should be conspicuously marked with flagging so that patrols can locate them without difficulty and observe changes in their condition. A sand boil which discharges clear water in a steady flow is usually not dangerous to the safety of the levee. However, if the flow of water increases and the sand boil begins to discharge material, corrective action should be undertaken immediately. The accepted method of treating sand boils is to construct a ring of sandbags around the boil, building up a head of water within the ring sufficient to check the velocity of flow, thereby preventing further movement of sand and silt. See plate 5 for technique in ringing a boil. Actual conditions at each sand boil will determine the exact dimensions of the ring. The diameter and the height of the ring depends on the size of the boil and the flow of water from it. In general, the following considerations should control:

1) the base width of the sandbag section should be no less than 1 ½ times the contemplated height;
2) include weak ground near the boil within the ring;
3) the ring should be a sufficient size to permit stacking operations to keep ahead of the flow of water.

The height of the ring should only be necessary to stop movement of soil, and not as high as to completely eliminate seepage. The practice of carrying the ring to the river elevation is not necessary and may be dangerous in high stages. If seepage flow is completely stopped, a new boil will likely develop beyond the ring; this boil could then suddenly erupt and cause considerable damage. Where many boils are found to exist in a given area, a ring levee of sandbags should be constructed around the entire area and, if necessary, water should be pumped into the area to provide sufficient weight to counterbalance the upward pressure.

5. **Erosion.** Erosion of the riverside slope is one of the most severe problems which will be encountered during a flood fight. Emergency operations to control erosion have been presented earlier under "Slope Protection."

6. **Storm and Sanitary Sewers.**

A) **Problems.** Existing sewers in the protected area may cause problems because of seepage into the lines, leakage through blocked outlets to the river, manhole pumps not spread throughout the sewer system, and old or abandoned sewer locations which were not found during pre-flood preparations. Any of these conditions can cause high pressures in parts of the sewer system and lead to the collapse of lines at weak points and blowing off of manhole covers.

B) **Solutions.** During the flood fight, continued surveillance of possible sewer problems is necessary. If the water level in a manhole approaches the top, additional pumps in manholes may alleviate the problem. In sanitary sewers, additional pumping may be required at various locations in the system to provide continued service to the homes in the protected area. When pumps are not available, manholes may have to be ringed with sandbags or by some other method which allows the water to head up above the top of the manhole. To eliminate the problem of disposing of this leakage from manholes, the ring dike would have to be raised above the river water surface elevation. This creates high pressures on the sewer and should not be done. As with sand boils, it is best to ring the manhole part way to reduce the head and dispose of what leakage occurs. Directly weighing down manhole covers with sandbags or other items is not recommended where high heads are possible. A 10-foot head on a manhole cover 2 feet in diameter would exert a force of 2,060 lbs. Thus, a counter-weight of more than a ton would have to be placed directly on the cover.

7. **Causes of Levee Failures.** In addition to the problems covered above, the following conditions could contribute to failure:

A) Joining of a levee to a solid wall, such as concrete or piling.
B) Structures projecting from the riverside of levee.
C) A utility line crossing or a drain pipe through the fill.
D) Tops of stoplogs on roads or railroad tracks at a lower elevation than the levee.
Emergency Flood Control Activities
Recommended Method
For
Sandbag Barrier
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Emergency Flood Control Activities
Recommended Method for Placement of Polyethylene Sheetings in the Wet
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Emergency Flood Control Activities
Recommended Method
For
Ringing Sand Boils
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Emergency Flood Control Activities
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For
Interior Drainage Treatment
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PLATE 7

Emergency Flood Control Activities
Recommended Method
For
Interior Drainage Treatment
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PLATE 8
Plate 13: Port-a-dam

Plate 14: Aqua-Barrier
Plate 15: Mechanical Sandbagger