

LEWIS & CLARK AWARDS CONTRACT for REVETMENT EXPANSION and REPAIRS

For Immediate Release

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Tea, SD – Lewis & Clark’s (L&C) Board of Directors today awarded a \$1,569,774 contract to Quinn Construction of Rapid City to extend the revetment that protects L&C’s primary wellfield from erosion caused by the Missouri River, as well as repair portions of the existing revetment. Of this amount \$1,079,432 is for the extension and \$490,342 is for the repairs. Federal funds will be used for the extension and operational reserve funds will be used for the repairs.

The existing revetment is just over one mile. It begins near the Vermillion-Newcastle Bridge on SD Highway 19 and heads north along the riverbank. L&C currently has 11 wells in the area and more will be drilled in the future. The revetment was extended about 600 feet after the flooding in 2011, so this will be the second extension to keep ahead of the erosion. This extension will add another 2,250 feet to the revetment. The substantial completion deadline for the repairs is July 28. The substantial completion deadline for the first 1,100 feet is October 13 and the substantial completion deadline for the remaining 1,150 feet is December 31.

BACKGROUND:

In the first photo taken two weeks ago there is a stake in the lower right corner with a yellow ribbon, which denotes the end of the existing revetment. Looking north, the peninsula in the upper left used to extend much further to the south and protect the north end of the revetment from the Missouri River’s current. Due to considerable erosion of the peninsula, there is now a gap between the north end of the revetment and the south end of the peninsula. If the revetment is not extended, erosion from the river current will eventually flank the revetment and cause a total failure of the bank stabilization system, thereby putting the wells at risk.

The second photo was taken from the same spot looking south and shows a portion of the revetment in need of repair. Erosion is causing the revetment to slough into the river.

The third photo was taken in May 2008 following construction of the original revetment project. It shows how the revetment (the rock is covered with soil and planted with vegetation) is supposed to be sloped, as opposed to the drop-off that currently exists in some places.

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