

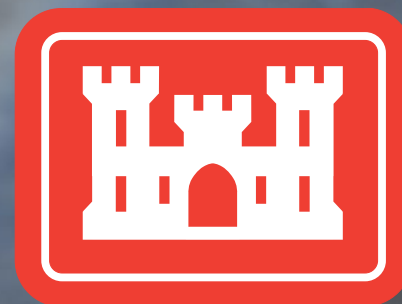
Crosscurrents

Serving the St. Paul District since 1977

Vol. 47, No. 1

Navigating the mission

- Major maintenance
completed at Lock and
Dam 4
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US Army Corps
of Engineers ®

St. Paul District

(cover) Logan Hoffmann and Andrew Lorenz, Dredge Goetz, complete major maintenance on the lock chamber at Lock and Dam 4, near Alma, Wisconsin. USACE photo by Melanie Peterson



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Articles and photography submissions are welcome. Submissions may be mailed or emailed. Submissions should be in Microsoft Word format. Photos should be at least 5 in. x 7 in. at 300 dpi.

The mission of *Crosscurrents* is to support the commander's internal information program for the St. Paul District and its stakeholders. *Crosscurrents* also serves as the commander's primary communication tool for accurately transmitting policies and command philosophy to the St. Paul District community and its customers.

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Comments From The Top: A message from Col. Karl Jansen

MVP Teammates,

It's hard to believe that we just surpassed one year in the district contending with the COVID-19 pandemic! Between stepped-up prevention measures at all our field sites, adapting to a virtual project delivery team model, widespread school closures, eldercare, etc., it's been a tough year! As the voluntary vaccine continues to become more widely available, I wish everyone continued strength and resilience as we soon turn the corner on this terrible and costly public health crisis.

Last year at this time we were focused on transitioning moth-balled public facilities into acute and non-acute COVID-19 alternate care facilities, and this year we are working with FEMA and local partners to assess and prepare mass vaccine centers – a big shift from “treatment” to “prevention!”

One crisis we seem to have averted this year is major spring flooding across our region. Thanks to the prevalence of dry conditions and a steady melt, the flood risk throughout all of our basins remains low this year.

Our neighbors to the south were not so fortunate in terms of severe

weather this year. Southwest Louisiana was ravaged by Hurricanes Laura and Delta last summer, and more than a hundred MVP teammates have volunteered since landfall to assist impacted families with temporary roofs and housing – a gesture of goodwill that truly fulfills a noble purpose. Thanks to all of those who left their families behind to serve in this way, and thanks to their colleagues who stepped-up back at home in their absence. Many of our teammates remain in Louisiana today, eight months later, resettling displaced families into homes.

Fair winter and spring weather in our area supported a smooth start to the navigation season, with recreation season just around the corner. Even with all of the deployments, our operations division teams remained very busy over the winter accomplishing a 20-year dewatering and intensive maintenance period at Lock 4 in Alma, Wisconsin, modernization efforts on the Dredge Goetz at Fountain City, Wisconsin, and a miter gate anchorage replacement at Lock 2 upstream of Hastings, Minnesota.

Lock 2 will receive a new set of miter gates this summer, replacing the originals that date to the 1930s. This is the first in a multi-year series of

replacements that will occur at most of our sites – a major investment in the reliability and durability of key navigation infrastructure.

Our recreation areas also took advantage of COVID-19 CARES stimulus funding to make great updates at our world-class facilities. In addition, we advanced modernization efforts at Sandy Lake and Lac qui Parle dams where construction will continue through the spring and summer.

Further north, we welcomed the Chief of Engineers, Lt. Gen. Scott Spellmon, and Command Sgt. Maj. Patrickson Toussaint to the Fargo-Moorhead Metro flood risk management project in mid-March. Lt. Gen. Spellmon and Command Sgt. Maj. Toussaint toured all ongoing construction sites and met with our staff at the Western Area Office.

In Fargo, the Diversion Inlet Structure and Wild Rice River Structure remain under construction, on schedule and on budget, and two other major contracts were recently awarded including one to construct the Southern Embankment Reach 1 and one to lift 4.2 miles of Interstate 29 out of the 500-year floodplain. 2021 will be a very busy construction season in Fargo and we recently welcomed a new safety specialist



dedicated to the Western Area Office's portfolio.

On the other end of the district, I had the chance to visit our Eastern Area Office, or EAO, team at the ongoing Bass Ponds Habitat Restoration and Enhancement Project site near Minneapolis. The EAO continues to set new records with construction placement, ensuring timely and high-quality construction across a an

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Comments From The Top: A message from Col. Karl Jansen

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extraordinarily diverse portfolio of projects. To posture for continued excellence, the EAO, which is based in Winona, Minnesota, will add a resident engineer and establish a second resident office in Hastings, Minnesota in the coming months.

Our division commander, Maj. Gen. Diana Holland, and Mississippi Valley Division senior executives Mr. Eddie Belk and Mr. James Bodron visited Lock and Dam 4, Fountain City service base, and the Dredge Goetz in early February – on one of the most frigid days of the winter! They interfaced with our hard-working crews at these sites and also had an opportunity to meet with leaders of Arcadia, Wisconsin, where we signed a project partnering agreement to build flood risk reduction features in the downtown area.

Maj. Gen. Diana Holland, who also serves as the president of the Mississippi River Commission, will return to our district area this August along with commission members to gain a fuller understanding of the issues important to the Upper Mississippi River Basin and to engage with our many valued partners.

While all this important work is

underway, we're also very busy preparing for our upcoming district office move, set for the late spring of 2022. Several project delivery teams are focusing on different aspects of the move, including new site build-out, preservation of historical items, logistics and old-office space close-out. The new site buildout recently achieved the 50% design milestone and will progress toward 100% very soon. We expect to share frequent construction updates once initiated. In the meantime, many signs of an upcoming office move are apparent, as our teammates sort through volumes and volumes of accumulated paperwork and files.

A cause for celebration is the receipt of our 2020 Federal Employee Viewpoint Survey, or FEVS, results. This government-wide survey measures employee engagement through a battery of questions and index scores. We continue to trend upward in almost all areas and we're proud to achieve the distinction of being a USACE Best Place to Work for the 6th year running!

The FEVS is all about our people, and we aspire to keep trending upward to maximize our people's sense of engagement. To do so, we must be intentional in identifying the right investments and following

through to have a positive impact. That's where our MVP People Strategy and 2021 People First Plan come in. The strategy and plan, which were finalized and released at the beginning of the month describe how we put the 'P' in MVP (Mission, Value, People). The strategy is a longer-term document that frames a vision of building and maintaining capable and cohesive teams who deliver our program of today while preparing for an uncertain future. The plan is a shorter-range document, outlining the specific activities, outcomes, and key results we're targeting this year to edge closer to our vision. Many thanks to all who contributed to developing these documents, including all our teammates who provided invaluable input via annual surveys and other feedback systems.

As we all pack away our ice skates,



Col. Karl Jansen signs a cost sharing agreement with the City of Arcadia for a flood risk management project, Feb. 9. USACE courtesy photo

snow machines, cross-country skis and ice fishing huts and dust off our motorcycles, boats and bicycles, please keep a keen focus on safety in all you do – both on and off the job. Let's all commit to a great spring and summer ahead, and one that keeps us and those around us safe!

Thanks for all you do!

Major maintenance completed at Lock and Dam 4

Story by Melanie Peterson

The St. Paul District recently dewatered the lock chamber at Lock and Dam 4, near Alma, Wisconsin, for routine inspection, maintenance and repairs.

Locks are dewatered on a 20-year cycle. The dewatering is accomplished by placing large bulkheads at the upstream and downstream ends of the lock chamber to prevent the flow of

water into the chamber. The dewatering takes between three to four days.

When in normal operation, it takes about seven minutes and 6.2 million gallons of water to fill the lock chamber from the lower pool level to the upper pool level; the difference between the lower and upper pool levels is 6.5 feet. The lock was dewatered to per-

form maintenance and repairs, at a cost of about \$4.5 million dollars. Maintenance and repair was performed by 60 people including 53 people from the St. Paul District maintenance and repair section and seven seasonal lock and dam staff.

“We’re able to do this with all St. Paul District staff, and it provides jobs to staff who may otherwise be laid off during the non-navigation season,” Jim Rand, chief of locks and dams, said.

The worksite was active 24-hours a day to meet the deadline of reopening in March for the 2021 navigation season.

Joe Schroetter, project manager, said, “We have a luxury here in St. Paul. Because the river freezes up here, we have a pause in shipping traffic where we can perform this necessary maintenance and repair. Down south from us, they don’t have that luxury.”

Work included sandblasting and repainting the miter gates, concrete repairs and updating the bubbler system used to prevent ice buildup in the lock chamber.

Sandblasting will occur overnight to maintain the schedule. Chris Stai, St. Paul District chief of maintenance and repair, said, “It’s cold work. They’re out there at night in the Wisconsin winter, and they can’t use heaters because it could cause rust.”

Maintenance is important to keep the lock and dam running. Schroetter said, “It’s like doing maintenance on your car. If you don’t change your oil and check the fluids, your car will not run. This lock and dam is almost 90 years old and we want to make sure it keeps running for many more years.”

Keeping the Mississippi River open is vital to the nation’s economy and the commercial navigation industry. Last year, 10 million tons of commodities were transported through Lock and Dam 4, and industry saved nearly \$400 million by using inland waterways instead of overland shipping methods.



The lock chamber at Lock and Dam 4, near Alma, Wisconsin, is dewatered to perform maintenance and repairs. USACE photo by Melanie Peterson

High-risk Orwell Dam gets periodic inspection

Story by Elizabeth Stoeckmann

It was a matter of timing and safety as a construction crane and hardhat personnel took to their roles at the Orwell lock and dam facility for a routine inspection located near Fergus Falls, Minnesota, Nov. 5.

The St. Paul District, with the assistance of Korby Construction Crane, lowered steel bulkheads into the water to shut off the spill-

way so engineers could open and close the dam gates.

"This is a very critical dam," John Fromuth, site maintenance lead, said. "The dam is operational year round because there is no emergency spillway."

The purpose of the inspection was to gather data needed to maintain the dam and ensure it will continue to perform adequately. Corps engineers focused on a detailed examination of the dam's concrete, mechanics and overall structure. The last periodic inspection at this site occurred in 2015.

The St. Paul District maintenance and repair crew from Fountain City, Wisconsin, were responsible for most of the maintenance work; a high-risk job where safety is paramount.

Secured in a harness, deckhand Dakota Koenig, carefully lowered himself down a ladder 50 feet into the belly of the dam to repair an ice shroud (heat shield) made of corrugated sheet metal. Tools were lowered down by a rope to assist with the repairs.

"The continuous flow of water causes ice to form and break the sheet metal apart," Koenig said. "I was there to repair the metal, corroded seals and other maintenance items."

Mike Gunderson, maintenance and repair foreman, kept a close eye on his team as they performed their duties around the dam facility. He said his guys were extremely efficient and instrumental in performing the inspection repairs in a safe manner. "Safety is our number one priority," Gunderson said.

His first periodic inspection, Fromuth couldn't agree more. "This sunny, 40 degree day is perfect for the 67-year-old dam inspection," he said. "The three-day inspection was a team effort with so many players from Lac qui Parle, to Orwell to water control and environmental."

Along with seeing the drawdown of the river level, Corps employees were seen inspecting gopher holes; an animal that does not hibernate, and therefore can cause havoc on the dam facility, according to Fromuth.

Owned and operated by the Corps of Engineers, the 1953 dam was constructed with a height of 60 feet and a length of 1,344 feet at its crest. It is surrounded by seven acres of natural wildlife.

The Corps of Engineers' dam safety program is focused on ensuring projects deliver intended benefits while reducing risks to people, property and the environment.



John Fromuth, Orwell Dam site maintenance lead, uses a specialized tool to open and close the dam's lock chamber located, Nov. 5. USACE photo by Elizabeth Stoeckmann



Steel bulkheads are lowered into the water to shut off the spillway so engineers can open and close the dam gates, Nov. 5. Photo by Elizabeth Stoeckmann

Tow rails upgraded at lock and dam sites

Story by *Melanie Peterson*

Tow rails at Lock and Dam 5 and 5A recently received an upgrade. “We had the original tow rail from the 1930s,” Judy Denzer, Lock and Dam 5 lockmaster, said. “It was time for an upgrade.”

Construction at Lock and Dam 5, near Minnesota City, Minnesota and Lock and Dam 5A, near Fountain City, Wisconsin, started when the 2020 navigation season came to a close in December.

The project included new tow rail, traveling mooring bits and mule to assist the navigation industry moving upriver.

The tow rail system, Denzer said, is used when a tow comes through that has more than six barges and it has to be broken apart into two sections. It guides barges safely out of the lock chamber. Specifically, it helps the 1200-foot long tows pass the 600-foot chamber.

“Once the first set of barges has locked through, they wrap a cable around the mule, pull the mule out and it helps keep the tow along the upper wall,” Denzer said. “Once they get to the end, they throw the line onto the wall, tie themselves up, and then the barges stay there until we can bring the second cut of the tow through and couple together.”

The traveling mooring bitt system,

located on the upper guidewalls, helps guide upstream tows out of the lock chamber and promotes efficient and safe passage for workers and long tows requiring multiple lockages.

Kim Warshaw, project manager, said, “The replacement of the

tow rail system ensures the safe passage of the navigation industry as they move upriver and also ensures the safety of Corps lock staff.”

Construction was completed on schedule and in time for the 2021 navigation season.



The contractor works to complete tow rail repairs at Lock and Dam 5 near Minnesota City, Minnesota, Feb. 26. USACE photo by Melanie Peterson



Judy Denzer, Lock and Dam 5 lockmaster, and Kim Warshaw, project manager, discuss the progress of the tow rail repair at Lock and Dam 5 near Minnesota City, Minnesota. USACE photo by Melanie Peterson

Lock and Dam 9 employee improves dam safety

Story by Nayelli Guerrero

Every spring, lock and dam staff place buoys on the Mississippi River identifying the restricted area of each dam in the St. Paul District. For the past five years, high water has prevented personnel from placing the buoys until July or August. The crew must wait to place the buoys until the river's flow drops to 30,000 cubic feet per second and the dam's gates are drawn out of the water to avoid the backwash from the dam that can kill people.

Unfortunately, when the buoys are not set before the start of the navigation season in April, recre-

ational boaters get too close to the dam, increasing the risk of accidents. A few years ago, after an incident involving a man fishing too close to the restricted area of Lock and Dam 9 near Lynxville, Wisconsin, Jeff McCullick, Lock and Dam 9 equipment repairer, came up with an idea to prevent potential accidents.

McCullick suggested the Corps change the type of downstream buoys it uses. Instead of a single buoy anchored to the bottom of the river, he recommended the Corps consider attaching multiple buoys to the lower lock bullnose with a steel cable, kept in place by the river's current. In testing, the new buoys were found to be less likely to be lost or destroyed by ice flowing through the dam in the spring, allowing the Corps to reuse the buoys every year instead of repurchasing them. The buoys' anchoring location also allows the lock staff to place the buoys on the river sooner, when the water is at approximately the same level as the lock bullnose.

McCullick said, "Here at Lock 9 we have to deal with a wide array of tailwater elevations which

would, at times, cause our one downstream buoy to be underwater making it invisible and causing damage and/or discoloration to the buoy itself. My goal was to create a system that would allow multiple buoys to be deployed giving a better visual to boaters that would also ride the tailwater up and down regardless of elevation. They can also be removed during the winter to protect them from costly ice damage."

Although the U.S. Coast Guard only requires the Corps to place a single buoy to mark the dam's downstream restricted area, McCullick suggested the Corps place three buoys. The additional buoys create a distinct line that is easier for boaters to see. The buoys are also easier for boaters to understand because they are labeled with restricted area day markers that match those on the lock wall.

Brian Sipos, Lock and Dam 9 lockmaster, said, "Jeff is an innovative thinker, since we've started using this new system we can get buoys in the water sooner than in the past thus making it safer for boaters. Using multiple buoys



A plastic buoy and counterweight at Lock and Dam 9, near Lynxville, Wisconsin. USACE courtesy photo

versus a single buoy sends a louder message to boaters identifying restricted areas. It also creates a distinct line for them to see at water level. We should be able to reuse these buoys for several years which also saves money as they won't be subject to washing away by sheets of ice passing through the dam in the spring."

The new buoys were tested at Lock and Dam 9 the last two years.

McCullick began working for the Corps in 2010 as a six-month temporary employee, obtained a certificate in electronic systems installation and maintenance in 2013, and since then has been working as an equipment repairer at Lock and Dam 9.



Jeff McCullick, Lock and Dam 9 equipment repairer. USACE courtesy photo

Kirkey strives to create a culture of safety

Story by Melanie Peterson

The St. Paul District chief of safety, Jeff Kirkey, inspires a culture of safety. Kirkey, who started in January, previously served as the operations safety manager.

Born and raised in Trempealeau, Wisconsin, Kirkey said he is grateful to have returned to the area.

Kirkey retired from the U.S. Navy as the command master chief petty officer for the Naval Air Systems Command in Patuxent River, Maryland. Before coming to St. Paul District, Kirkey worked as the emergency management officer in Fort McCoy, Wisconsin, and emergency management officer at the Naval Air Station Whidbey Island in Washington.

Kirkey's goal is to embed safety into everyday activities at work and at home. He uses the example of seatbelts. "Some of us recall when seat belt use in vehicles was optional," Kirkey said. "Now we feel awkward if we don't buckle up right away. I'd like us to take the same approach with safety, to make it an everyday habit. We can assess our risk without ever really thinking of it."

"Safety is important because many of the lessons are recorded in statistics as 'loss of life' or other traumatic incidents. I want to focus on the positives of safety, like when there's a 'good catch' before something happens," he said.



Jeff Kirkey, St. Paul District chief of safety. USACE photo by Emily Chavolla

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MVP MISSIONS ANCHORED IN SAFETY

Accept Responsibility


- Know your PHA's/AHA's
- Anticipate Hazards
- Share Lessons Learned

Commit to Safety

- Learn Safety Standards
- Promote Safe Behavior
- Recognize Safe Actions

Take Personal Initiative

- Report Safety Concerns
- Identify Improvements
- Eliminate Unsafe Practices


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St. Paul District

Knoff to serve as engineering and construction division deputy

Story by Nayelli Guerrero

Michael Knoff was recently selected as the new deputy chief of the engineering and construction division.

“In my 21 years in the St. Paul District, this is the most dynamic time I’ve seen in the engineering and construction division,” Knoff said. “I’m excited to be in a position to work with a great group of supervisors and an outstanding, dedicated staff to help strengthen the division to serve

the needs of our nation now and into the future.”

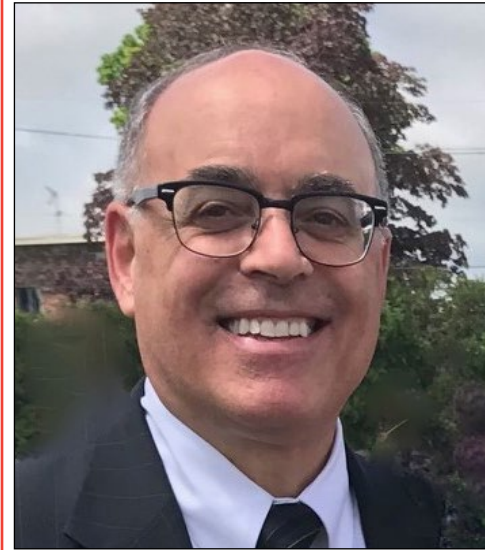
Knoff has worked for the Corps since 1985 and in the St. Paul District since 1999. He was previously the chief of the district’s hydraulics and hydrology branch.

As the deputy, Knoff assists the chief of the engineering and construction division in overseeing the overall execution of the division’s functions and missions. This includes managing the division’s programs and projects, supervising and directing the activities of the division staff, and participating in long-range planning for the organization. He also functions as the division’s quality manager, overseeing the quality control of engineering and construction products.

Knoff holds a Bachelor of Science in civil engineering and a Master of Science in engineering from South Dakota State University. He is also a registered professional engineer in the state of Nebraska and a member of the Society of American Military Engineers and the American Society of Civil Engineers.



Michael Knoff, deputy chief of engineering and construction. USACE courtesy photo



John Menniti, deputy chief of operations. USACE courtesy photo

“I’m glad to be working for the St. Paul District and back in a civil works environment.”

Menniti joins the St. Paul District

Story by Nayelli Guerrero

John Menniti was recently selected as the deputy chief of operations.

Menniti assumed his duties as deputy chief in November 2020. He was previously a resident engineer in construction for the Corps’ Middle East District in Saudi Arabia.

“I’m glad to be working for the St. Paul District and back in a civil works environment,” Menniti said. “I’m looking forward to learning more about the St. Paul District and eventually visiting operations sites and people.”

As the deputy, Menniti assists the chief of the operations in overseeing the district’s operations programs. This includes managing the division’s lock and dam operations, recreation areas and operations and maintenance.

Menniti holds a Bachelor of Science in civil engineering from Case Western Reserve University and a Master of Science in civil engineering from the University of Pittsburgh. He is also a registered professional engineer in the state of Pennsylvania and a registered project management professional through the Project Management Institute.

St. Paul District provides support to the housing mission in Louisiana

Story by George Stringham

While 2020 may be remembered as the year when time stood still due to the Coronavirus pandemic, it will also be written in the history books as the most active hurricane season, with a total of 30 named tropical storms in the western Atlantic Ocean.

While much of the southeastern United States saw tropical weather, southern and southwestern Louisiana was the impact zone for two destructive hurricanes, Hurricanes Laura and Delta in late August and

early October, that set in motion a series of emergency declarations for hurricane response. The St. Paul District's temporary housing planning and response team was tapped to deploy to Southwest Louisiana, with the first members arriving at FEMA's joint field office in Baton Rouge early September. More than 90 district staff deployed in support of the temporary housing mission.

Working with the state and FEMA, early estimates placed the need for temporary housing sites at more than 3,000 in Cameron and Calcasieu parishes. Over the coming months, more than 75 lots in the two most heavily impacted parishes were assessed to determine if they would be suitable for development.

"This hasn't been our typical temporary housing mission," Jane Mathison, the Corps' temporary housing mission manager, said. "FEMA has the lead but we are supporting the group housing mission with on-going site assessments, supplying personnel for two full design teams and at times, are the conduit between FEMA and police jury and parish councils, the

Louisiana Department of Transportation-Development, and the Department of Health."

As part of the temporary housing mission, the Corps builds temporary gravel pads for housing foundations, emergency storm shelters, bus shelters, mailbox units, gravel and asphalt roadways, and installs all utilities. FEMA provides the mobile home units for the communities.

As with all disaster response missions, there are challenges to overcome.

Louisiana's many parishes have different permitting and zoning requirements and local meetings where requests of this kind take place, are only held once a month.

The state department of transportation requires traffic plans, run-off studies for 10-year, and sometimes 25-year, rainfall events to determine if existing, adjoining roads require upgrades.

Additionally, the Corps was tasked by FEMA to oversee a corresponding monitoring

mission which supplies technical monitors to complete the final checks of the travel trailers and mobile home units. These vital checks are completed prior to Louisiana's displaced hurricane survivors moving into their temporary homes. Typically, these two missions would have been run separately with one distinct management cell overseeing each, but this time, there was only one management cell and reach back help from St. Paul to make it all work.

The district handed off management of the haul and install and group housing mission to the Memphis District March 17.



Kandita Waller, Memphis District, Jane Mathison, St. Paul District lockmaster, and Zach Kimmel, St. Paul District project manager, deployed to southwest Louisiana to support hurricane recovery efforts, Feb. 12. USACE courtesy photo



Jane Mathison, St. Paul District lockmaster, talks about the temporary housing mission in southwest Louisiana here: <https://youtu.be/5s9mD9X4INs>

Commanding general visit includes Arcadia signing ceremony

Story by George Stringham

The U.S. Army Corps of Engineers, St. Paul District, and the city of Arcadia celebrated a significant achievement with the signing of a cost sharing agreement to construct a flood risk management project, Feb. 9.

The event occurred at Ashley Furniture's Chapel Hill facility in Arcadia, Wisconsin with Mississippi Valley Division commander Maj. Gen. Diana Holland, St. Paul District commander Col. Karl Jansen and Arcadia Mayor Rob Reichwein.

Arcadia is located south of the Trempealeau River and is plagued by recurring flooding. The city's central business district and Main Street were significantly flooded in 2010 and areas along Turton Creek were flooded in 2017 after a heavy rainfall.

The flood control project will use levees, floodwalls, channel modifications, closure structures, relocations and buyouts to protect Arcadia from flooding from the Trempealeau River and creeks. The project is estimated to cost \$38 million, including the value of lands, of which the federal gov-



Rob Reichwein, mayor of Arcadia, and Col. Karl Jansen, St. Paul District commander, celebrate the signing of a cost sharing agreement to construct a flood risk management project, Feb. 9. USACE photo by George Stringham

ernment will pay approximately \$8.9 million. Design of the first phase will start this summer and it is anticipated that construction could start in 2022.

"This was a monumental step towards comprehensive flood risk mitigation for the residents and businesses of Arcadia," Col. Karl

Jansen, St. Paul District commander said. "Projects such as this one can only be completed with dedicated partnerships like what exists here."

The Corps and city began partnering on this project in 2016. A feasibility study was completed in August 2020.

Corps projects, such as this one are authorized and funded under the Flood Control Act of 1948. Section 205 of the Act authorizes the Corps to study, design and construct small flood control projects in partnership with non-federal government agencies including cities.



Maj. Gen. Diana Holland, Mississippi Valley Division commander, Rob Reichwein, mayor of Arcadia, and Col. Karl Jansen, St. Paul District commander, sign a commemorative certificate highlighting the event Feb. 9. USACE photo by George Stringham

Building move prep continues

Story by Shannon Bauer

Planning is fully underway as the St. Paul District's upcoming move fast approaches.

After 12 years at its current location, the district's headquarters will be relocated to its new home in the First National Bank Building at 332 Minnesota Street in spring of 2022. The General Services Administration, or GSA, signed a 20-year lease on the district's behalf, 10 years of which is firm, with Madison Equities for roughly 80,000 square feet and nine floors of the historic office building, once the tallest in downtown St. Paul (see sidebar).

More than 250 district employees are packing boxes and preparing their work areas for the move. "There are a number of teams working hard behind the scenes to make this happen," said chief of real estate Kevin Sommerland. Under the direction of Dan Adams, engineering and construction, and U.S. Army Major Nick Vottero, project management, there is a team reviewing overall working on design and construction plans. Phil White, readiness operations center chief, is leading a team for security infrastructure and information technology services. Mike McGarvey, logistics chief, is overseeing a logistics team

preparing for the physical move, and the district's history committee, led by Vanessa Alberto, planning, is selecting the artwork that will be installed throughout the new facility.

Sommerland explained there are multiple moving parts involved with planning the move. "Working closely with the building management's architectural and engineering firm, we finished the design phase for each floor in January and we are now beginning the review of preliminary construction drawings," he said. "We anticipate the final drawings being approved by the end of June with construction beginning as early as August." When completed, these drawings will be available on the district's move intranet page at <https://usace.dps.mil/sites/INTRA-MVP/SitePages/District-Of-Move.aspx>. If all goes according to schedule, the walk-through for punch list items will occur in February or March 2022, he said, with a phased move-in process taking place over the course of a few months.

"We are also planning for our future information technology and security needs to ensure all cubicles, conference rooms, and audio/video

Story continued on Page 14



Courtesy photo

"It does offer downtown's largest sign, a ten-story-high, three-sided number '1' that flashes through the night."

"Although the First National Bank Building [332 Minnesota Street] is no more, this complex still bears its name. The 32-story First National Bank Building was St. Paul's tallest skyscraper until the 1980s. Designed in a sedate, classically inspired version of art deco, the building lacks the jazziness usually associated with this style. However, it does offer downtown's largest sign, a ten-story-high, three-sided number '1' that flashes through the night.

"The Robert St. side of the complex includes the old First Farmers and Merchants Bank Building, which at 16 stories was St. Paul's tallest skyscraper when it opened in 1916. Clad in glazed white brick, it's a fine example of the dignified Beaux-Art commercial style that prevailed in the early twentieth century. As built, it included a grand second-floor lobby (gone) that was one of the finest banking halls in the state."

- Millett, Larry. *AIA Guide to the Twin Cities: The Essential Source on the Architecture of Minneapolis and St. Paul*. St. Paul: Minnesota Historical Society Press, 2007, p. 324.

Story continued from Page 13

equipment are 'turn-key' ready for use. The space will be protected with a security access system like our existing system," he said. The interior finishes and artwork are now being selected. Although we know which floors will be occupied by which offices, we have not assigned cubicles to individuals at this point, he explained. Sommerland added that GSA will assign a project manager to oversee all construction activities as well as the physical move. A moving company will come in and physically move our boxes, files and other items.

"I firmly believe the space we are going into will contribute to a more productive work environment and allow for more collaboration between team members," Sommerland said. "It is centrally located within the downtown skyway system and mass transit facilities. In addition to a formal training room within our leased space, employees will have access to two additional training/conference rooms on the ground floor of the building, as well as a fitness facility with showers and lockers. Although there may be some concern with the number of floors we will occupy, the floorplates are considerably smaller and will contribute to employees seeing each other more frequently and interacting more than they do in our current space."

ST. PAUL DISTRICT'S

WRITER / EDITOR SERVICES

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Scott quick to provide assistance

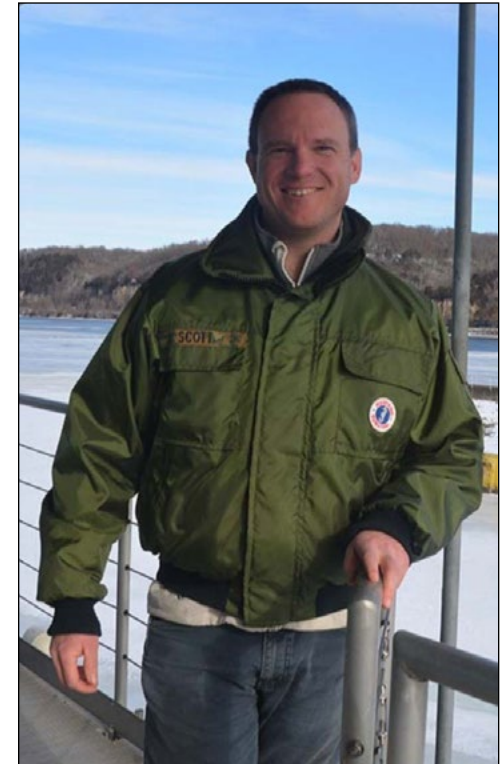
Story by Melanie Peterson

Jesse Scott, hydrological technician, was driving to inspect a stream gage when the vehicle in front of him slid off the road into the deep snow. The driver of the vehicle was on the way to the hospital as one of the passengers was experiencing a serious medical condition; they were unable to get a cell signal and the door was jammed.

Scott stopped and was the first responder on the scene until the sheriff arrived. "It took about an hour of intense exercise before I could remove enough snow and debris to get the passengers out of the car," Scott said.

Everyone was safe and the passenger was able to get to the hospital.

"I hope the takeaway from people reading this, is that nobody can assume other people are fine if they see a vehicle down in a ditch or on the side of the road, or that they have a cell phone signal. The vehicle had no hazard lights on, and nobody was able to get the attention of passerbys," Scott said. "I'm just thankful I tossed the snow shovel in the government truck before I left the office."



Jesse Scott, hydrological technician. USACE photo by Melanie Peterson

Recognizing our Employees of the Month: The MVPs of MVP



October
Bryanna Sauer,
resource management



November
Wendi Baker,
operations



December
Jesse Ray,
RPED-N



January
Kulah Dukuly,
CPAC



February
Ted Hecht,
contracting





2020 BY THE NUMBERS FOR ST. PAUL DISTRICT

NAVIGATION

Lockages

- Commercial: 20,529
- Recreational: 15,902
- Recreational Vessels: 40,437



Tons of commodities shipped through all district locks: 117,768,377



Cubic yards dredged: 1,490,000



CHANNELS AND HARBORS SURVEYS

Completed: 577

Acres: 39,141



SOCIAL MEDIA



Facebook Followers: 14,744

Public website views: 1,247,646



Project Partnership Agreements executed: 3



Feasibility Studies Completed: 1 (Souris)



Revenue generated at recreation sites: \$760,884



Volunteer hours worked at the district recreation sites: 15,807



Reduced time to obtain a Regulatory permit by 35%



CONTRACTING

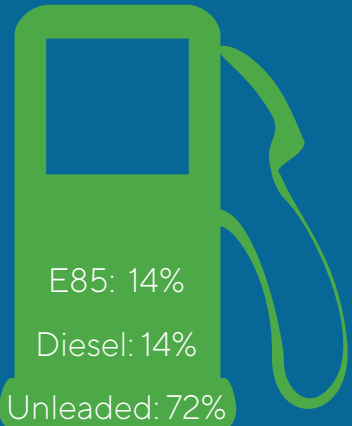
- Actions: 675
- Small Business: 526
- Amount Spent: \$39,658,824



Freedom of Information Requests processed: 38



GALLONS OF FUEL USED: 59,523



E85: 14%
Diesel: 14%
Unleaded: 72%

Regulatory staff participated in 27 outreach events reaching 700 environmental professionals



WETLAND MITIGATION BANKS



- Approved: 23
- Representing 2,000 credits

Evaluated 4,000 Regulatory permit requests



LEAN SIX SIGMA



Black Belts earned: 1



Financial benefit for one year: \$298,482

Miles driven in GSA vehicles: 889,056



EMPLOYMENT

New hires to include temporary employees and students: 134



Retirements: 18



DEPLOYMENTS

Overseas: 3



Disaster Response: 240

Field site visits and network infrastructure upgrades by ACE-IT employees: 34



Computer help desk tickets completed: 3,292

Budget (FY 2020): \$186 million



Around the District



Melissa Phelps and Corrine Hodapp, park rangers, participate in the annual Crosslake Winterfest in Crosslake, Minnesota, Feb. 5. USACE courtesy photo



Scott Tichy, park ranger, conducts the annual snow survey, near Valley City, North Dakota, Feb. 23. USACE courtesy photo



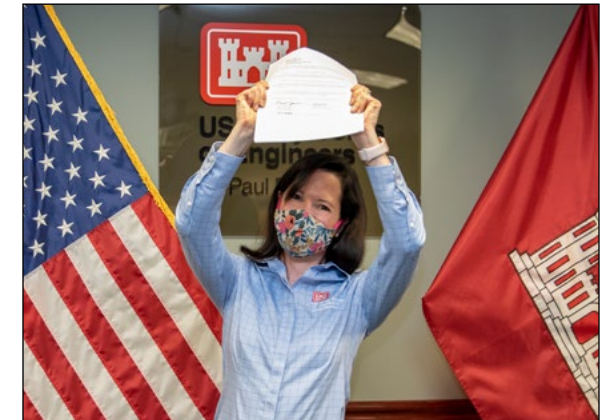
U.S. Army Capt. Joshua Baida, mechanical engineer, is promoted to Captain during a ceremony Jan. 30. USACE photo by Emily Chavolla



Hunter Simonson, park ranger, removes snow at Big Sandy Lake Recreation Area near McGregor, Minnesota, Jan. 20. USACE photo by Patrick Moes



Dan DeVaney and Bill Chelmowski, survey technicians, perform the annual ice measurements on Lake Pepin, near Frontenac, Minnesota, Feb. 9. USACE photo by Patrick Moes



Kim Warshaw, project manager, celebrates the signing of the partnership agreement with Prairie Island Indian Community for the Sturgeon Lake Island Restoration Project Feb. 24. USACE photo by Emily Chavolla

News and Notes

News Hires

Kimberly Anderson, construction support assistant, engineering and construction, Fargo, North Dakota
Kyle Bales, biologist, regional planning and environment division north, Rock Island, Illinois
Sanjay Bimali, civil engineer, engineering and construction, Fargo, North Dakota
Samantha Carlstrom, civil engineer (hydraulics), engineering and construction, St. Paul, Minnesota
William Grinde, construction support assistant, engineering and construction, Winona, Minnesota
Jeffrey Gulan, civil engineer, engineering and construction, Eveleth, Minnesota
Ryan Kern, human relations specialist, civilian personnel advisory center, St. Paul, Minnesota
Robert Latzke, Jr., civil engineer (geotechnical), engineering and construction, St. Paul, Minnesota
John Menniti, deputy chief of operations, operations, St. Paul, Minnesota
Paul Mitchell, deckhand, operations, Fountain City, Wisconsin
Melissa Phelps, natural resources specialist, operations, Crosslake, Minnesota
Maria Schneider, administrative support assistant, operations, Valley City, North Dakota
Trever Speidel, construction control representative, engineering and construction, Fargo, North Dakota
Carlene Swenson, civil engineer, engineering and construction, St. Paul, Minnesota
Alan Vorse, office automation assistant, regulatory, St. Paul, Minnesota
Joseph Ward, management and program analyst, operations, St. Paul, Minnesota

Promotions

Matthew Andersen, supervisory civil engineer, engineering and construction, Fargo, North Dakota
Noah Andow, maintenance worker, operations, Fountain City, Wisconsin
Mark Angelo, technical lead, engineering and construction, St. Paul, Minnesota
Adam Arnoldy, lock and dam operator, operations, Alma, Wisconsin
Angelique Binner, lock and dam operator, operations, Minneapolis, Minnesota
Jarrold Brown, lock and dam supervisor, operations, La Crescent, Minnesota

Janet Buchanan, biologist, regional planning and environment division north, St. Louis, Missouri
Daniel Burger, lock and dam operator supervisor, operations, Guttenberg, Iowa
Samantha Coungeris, biologist, regulatory, St. Paul, Minnesota
Maria DeLaundreau, biologist, regulatory, St. Paul, Minnesota
Kevin Denn, civil engineer, engineering and construction, St. Paul, Minnesota
Troy Frank, lock and dam supervisor, operations, Genoa, Wisconsin
Forrest Gunderson, maintenance worker, operations, Fountain City, Wisconsin
Calvin Halverson, civil engineer, engineering and construction, Winona, Minnesota
Logan Hoffmann, maintenance worker, operations, Fountain City, Wisconsin
Derek Ingvalson, biologist, regional planning and environment division north, Fargo, North Dakota
Brian Johnson, chief, water management section, hydraulics and hydrology branch, engineering and construction, St. Paul, Minnesota
Anthony Kitchen, project manager, regulatory, Brookfield, Wisconsin
Jeff Kirkey, safety and occupational health manager, safety, St. Paul, Minnesota
Chad Konickson, regulatory division chief, regulatory, St. Paul, Minnesota
Michael Kouba, maintenance worker, operations, Fountain City, Wisconsin
Christopher Laine, lock and dam operator, operations, Hastings, Minnesota
Leslie Loewenhagen, maintenance worker, operations, Fountain City, Wisconsin
Ryan Markey, lock and dam operator, operations, Winona, Minnesota
Dale McDonough, lock and dam operator, operations, Alma, Wisconsin
Renee McGarvey, landscape architect, engineering and construction, St. Paul, Minnesota
William Meier, cartographic technician, operations, Fountain City, Wisconsin
Marissa Merriman, senior ecologist, regulatory, St. Paul, Minnesota
Richard Mezera, lock and dam operator, operations, Eastman, Wisconsin
Elizabeth Nelsen, chief of hydraulics and hydrology, engineering and construction, St. Paul, Minnesota
Shelia Oliver, secretary, regional planning and environment division north, Rock Island, Illinois
Duane Perkins, civil engineer, engineering and construction, St. Paul, Minnesota
Melanie Peterson, public affairs specialist, public affairs, St. Paul, Minnesota
Cherie Price, supervisory civil engineer, regional planning and environment division north, New Orleans, Louisiana
Benjamin Reeser, lock and dam operator, operations, Red Wing, Minnesota
Chad Rethwisch, lock and dam operator, operations, Eastman, Wisconsin

News and Notes

Promotions, cont.

- Jason Schieffer**, maintenance worker, operations, Fountain City, Wisconsin
Jesse Scott, hydrologic technician, engineering and construction, St. Paul, Minnesota
Shane Simmons, supervisory biologist, programs and project management, St. Paul, Minnesota
Chad Simon, maintenance worker, operations, Fountain City, Wisconsin
Bryan Sprang, civil engineer, engineering and construction, St. Paul, Minnesota
Elizabeth Stowell, program analyst, operations, Fargo, North Dakota

Retirements

- Donald Brantner**, lock and dam operator, retired Jan. 18
Sheldon Edd, civil engineer, retired Jan. 2
Mark Hogeboom, knowledge management specialist, retired Dec. 31
Eric Johnson, construction control representative, retired Dec. 31
Phillip Lapinski, maintenance worker, retired Dec. 31
Bruce McFarlin, marine oiler, retired Feb. 26
Randy Melby, supervisory park ranger, retired Oct. 2
Delene Moser, lockmaster, retired Dec. 31
John Quellhorst, lock and dam operator, retired Dec. 30
Barry Simmonds, safety and occupational health specialist, retired Nov. 30
Natalie Siok, technical support assistant, retired Jan. 1
Annette Vogel, management and program analyst, retired Jan. 2
William Wolkerstorfer, mechanical engineer, retired Nov. 21

Taps



Robert J. Stahl passed away Dec. 10. He worked for the Corps for 40 years. He worked at Lock and Dam 2 and then retired as the lockmaster at Lower St. Anthony Falls in 1998.

Congratulations

- Wade Carr**, engineering and construction, earned a master's degree in mechanical engineering from the University of North Dakota in December 2020.
Theresa Gant-Gaines, engineering and construction, earned her Master of Science and Engineering and graduate certificate in project management from the University of Arkansas in November 2020.
Cherie Law, resource management, earned her Master of Accountancy in governmental accounting from Rutgers University.
Kat McCain, regional planning and environment north, graduated from the planning associates program. The planning associates program is an advanced training opportunity in water resources planning aimed at broadening USACE planners' competencies in solving complex water resources problems and challenges and strengthening leadership talents.
Mark Noack, lock operator at Lock and Dam 10, welcomed Graham Lyle Noack on Nov. 13, 2020. He was 5 lbs 7 oz and 18 inches long.
Melanie Peterson, public affairs specialist, was chosen as the 2nd place USACE Civilian Writer of the Year in the 2020 Herbert A. Kassner Communication Competition. Awardees submitted a broad selection of products that showcased their work, and the command, in a creative and professional manner.
Loren Soma, engineering and construction, obtained his Ph.D. in mechanical engineering from University of North Dakota, December 2020.



Aaron Tappendorf, lock operator at Lock and Dam 6, welcomed Sunnora Josephine Tappendorf on Nov. 12, 2020. She was 6 lbs 15 oz and 16 inches long.