



US Army Corps
of Engineers
St. Paul District

Crosscurrents

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In This Issue: The Minnesota River Basin



Levees protecting the city will be upgraded as part of the proposed project at Chaska, Minn.

Photo by Lyle Niclay

Construction Planned At Chaska

Most of the city of Chaska is located in the floodplain of the Minnesota River. In 1952, the city constructed a levee to protect the city against flooding from the Minnesota River. However, after the 1965 flood, the city had to raise the levee and the levee was raised again prior to the 1969 flood during Operation Foresight.

Flooding from the river and Chaska and East creeks, and erosion along the existing levee are problems for the town of Chaska. Local interests have continued to express their concerns

about flood protection.

The planned flood control project at Chaska consists of a levee and interior drainage works along the Minnesota River. Flood diversion and bypass channels would be constructed on Chaska and East creeks. The project also includes a floodplain management program.

The main features of the project include approximately one mile of upgraded levees, a half mile of new levees, a pumping station, and nearly one mile of diversion channel on

Chaska Creek. The project also includes one-half mile of flood bypass channel and a 1,500 foot conduit on East Creek. Approximately one-and-a-half mile of paved recreation trails will be built on top of the levees and around Courthouse Lake.

The project was authorized in 1976 and received planning funds in 1979. Detail design studies are now underway and project construction is scheduled to begin in June 1986. Total cost of the project is estimated to be nearly \$28 million at 1984 prices.



Dear Santa

Each year needy children will write to Santa in hopes of a response. These letters are collected and sorted in the main post office of major cities. Anyone who is interested in helping these needy children and their families, may contact the nearest main post office in your area a week or two before Christmas.

In addition, district office employees have another opportunity to get into the holiday spirit through the Santa Anonymous Program. Check the bulletin board or call Public Affairs at ext. 7505 for more information.

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District Engineer Col. Edward Rapp
Chief, Public Affairs . . . Kennon Gardner
Editor Pamela McFaden

Commander's Viewpoint

by Col. Edward G. Rapp
District Commander

As the holidays approach, I find it an appropriate time to pause and reflect. Chances are 100 percent that this will be Trudy's and my last Christmas in the St. Paul District. Being here and having the opportunity to meet and work with such a group of wonderful people have been a real pleasure. The warm reception we received when we arrived was only the introduction to the very professionally satisfying feeling of leadership to this outstanding corporate family—the St. Paul District.

No other assignment in the U.S. Army has ever matched this one for the diversity, the direct impact or the sense of satisfaction in service to the citizens of the United States. Nor has any other assignment developed a greater sense of "being" with the unit as has being a part of the St. Paul Corps family. It is a feeling that will not terminate upon reassignment.

Now I understand why Bill Badger, Ted Gay, Max Noah, Chuck McGinnis and others I know, feel such a kinship to St. Paul.

I would especially like to thank the retirees for their support and friendship. Having such a group provides perspective and continuity that makes a new district engineer's job easier. I hope that you will welcome my successor in the same fine manner that you welcomed me.

This holiday time is a great opportunity for the Corps family to get together and for our individual families to celebrate the holiday season and the coming New Year. For Trudy and I, we plan on having another wonderful holiday season gathered around the fireplace with our far-flung family back together again.

For the district, the New Year will bring a few new faces and great prospects for another challenging and rewarding year. One of the first changes to occur after we return from the holidays will be the reassignment of Lt. Col. Archie Doering in mid-January. He is scheduled to transfer to the South Dakota School of Mines, in Rapid City, where he will head the ROTC program. Archie will be greatly missed.

1984 saw the completion of several key projects around the district including Prairie du Chien and Lake City. Our work this summer removed the

flood threats at Devils Lake and Enderlin, N.D., and at Halstad, Minn., by constructing permanent levees. It is a great feeling to know that citizens of these communities no longer live in the floodplain under threat of flood. Their property values and lives have been materially improved by our efforts.

We also initiated several projects, the biggest of which is Lake Darling. Work on the Velva feature will begin soon. And our proposals for new projects at Bassett Creek, Chaska, State Road and Rochester continue to make their way through the Congressional funding process. I am confident that they are viable and that these necessary projects will come to pass.

We presented some very good projects to the Board of Engineers for Rivers and Harbors this year and received favorable action. Among these are the project to protect the flood-prone reaches of the Sheyenne River in North Dakota and a project to protect the historical city of Portage, Wis. Our plate is full of challenges for district employees in the coming year.

As we enter this very special time of the year, Trudy and I wish all of you the best of health, happiness and prosperity. We hope that you take the time in the rush of the season to spend some memorable moments with your families and loved ones.

Thanks for a great year. Here is wishing a merry holiday season to each member of our Corps family.

Another Award For Lock & Dam No. 1

The National Endowment for the Arts has selected the Lock & Dam No. 1 Rehabilitation Project for a Federal Design Achievement Award. This is the first government-wide program of awards of excellence in Federal design. Lock & Dam No. 1 is one of 91 selected from 630 submissions to the program. All recipients of the achievement awards are being considered for a Presidential Award for Design Excellence. The winners will be announced early in 1985.

Small Projects

Several projects in the Minnesota River Basin are being studied under the Corps Small Project Program. This program was established by Congress to provide for a more timely response to local flood, erosion and navigation problems.

Small project studies currently in progress along the Minnesota River include flood control projects at Henderson and Jordan, Minn., and an erosion control project at Le Sueur, Minn.

The project at Henderson is studying the periodic flooding from the Minnesota River. At this time, the most feasible solution appears to be a levee system with interior drainage facilities to provide permanent flood protection. A draft report will be completed this fiscal year.

The flooding at Jordan is mainly caused by high water in Sand Creek, a tributary to the Minnesota River. The construction of levees along both sides of the creek appears to be the most feasible solution. A reconnaissance study is now underway and is scheduled to be completed this fiscal year. If the study contains a favorable recommendation, then additional engineering and planning studies will be needed before a project can be constructed.

At Le Sueur, serious erosion along the banks of the Minnesota River is threatening to destroy existing public facilities. A decision document is being prepared that indicates the public facilities would best be protected by reconstructing the bank to stop further erosion.



Two set of twin bridges across the Minnesota River will be relocated as part of the Mankato project.

Photo by Lyle Nicklay

Mankato-North Mankato-Le Hillier, Minn.

The Mankato-North Mankato-Le Hillier project is now in its fourteenth year of construction. The project is scheduled to be completed in 1989 at a total estimated cost of \$100,600,000.

The project includes over two miles of floodwall, almost five miles of levee, nine pumping stations, nearly five miles of interceptor sewer, a diversion channel and recreational facilities. The last area to be protected is located downstream of the Main Street Bridge in Mankato. It will be completed next spring.

Three bridges must be relocated to complete the project. "Work on the Main Street Bridge is underway and should be completed by the fall of 1986," said Bob Penniman, project manager. "Relocation of the twin Chicago & Northwestern Transportation Company railroad bridge will begin in the fall of 1985, and the relocation of the twin U.S. Highway 169 bridge will begin in 1987."

Portions of a levee that was constructed at Le Hillier during the early stages of construction will be raised five feet, as soon as the bridge relocations are complete.

FWP Manager Of The Year

Maureen Sullivan, EEO specialist for the St. Paul District, was recently named Federal Women's Program Manager of the Year for the Twin Cities area. The award was presented during an October 24 ceremony sponsored by the Twin Cities Federal Executive Board. Maureen is the first person to receive the newly created award.



Lac Qui Parle Project

Photo by Lyle Nicklay

Lac Qui Parle Project

European explorers came to the Lac qui Parle area, located in western Minnesota, when it was predominantly prairie. Bottomland and hardwood forests occupied narrow strips along the various rivers with numerous wetlands dotting the landscape. With the settlement and expanding agriculture, the prairie was converted to croplands. Most of the wetlands in the region have disappeared either by natural processes or artificial drainage to create productive farmlands.

Forest remnants can be found along the river and the remaining wetlands are in public ownership and held for wildlife purposes, or in areas with severe agricultural limitations. Before damming, Lac qui Parle and Marsh lakes were widenings in the Minnesota River created by alluvial fans of ancient tributaries. Marsh Lake was an area of potholes and sloughs and Lac qui Parle Lake had a much smaller water area.

A project for flood control at Lac qui Parle was first proposed by the state of

Minnesota in 1921, after several floods occurred in the Minnesota River Valley. In 1934, the St. Paul District submitted a brief report on the Minnesota River which contained a description and cost estimate for the Lac qui Parle Flood Control Project.

Construction of Lac qui Parle Dam was initiated in 1936 as a Works Progress Administration project sponsored by the state of Minnesota. The Corps' flood control project for Lac qui Parle was authorized by the Flood Control Act of 1936. Work on the project, which included construction of Marsh Lake Dam, was accomplished between 1941 and 1951. The operation of the project was transferred from the state to the Corps in 1950.

A multi-purpose water resource project, Lac qui Parle is designed to provide 116,500 acre-feet of flood control storage above normal conservation pool levels at the two reservoirs. At other times, the project improves low-water flows for agriculture,

recreation, fish and wildlife conservation, hydroelectric power and dilution of sewage effluents at Granite Falls, Minn.

Runoff from more than 4,000 square miles of watershed passes through Lac qui Parle Dam. This includes flows from Big Stone Lake and the Pomme de Terre, Yellow Bank and Lac qui Parle rivers. In addition, water from a portion of the 2,000 square mile Chippewa River watershed is sometimes diverted to Lac qui Parle Lake for flood control purposes.

Most of Lac qui Parle and Marsh lakes lie within the Lac qui Parle wildlife management area administered by the Minnesota Department of Natural Resources. The area is noted for its abundance of Canada Geese during the fall migration period. Curt Hansen, park manager for Lac qui Parle, reports, "During the week of October 8 of this year, 76,000 geese were counted on the refuge, and on November 1, there were 55,000 geese."

Corps Is Correcting Problem At Marshall

In 1963, the Corps of Engineers constructed a project at Marshall, Minn. to protect the city from floods. However, the existing project does not function as intended. This year, the St. Paul District conducted a feasibility report on the old Marshall project, which is located on the Redwood River, a tributary to the Minnesota River.

The study showed that the upstream and downstream channels do not have an adequate capacity to transport water flow to and from an existing diversion channel. At about one-half of the design discharge, the river upstream overflows and overtops a county highway, bypasses the diversion control structure and floods the entire intercity area of Marshall.

During the 1969 flood, an emergency barrier was constructed along the county highway to prevent major damages. However, legal claims resulting from flood water retention and the diversion of the water flows to the Cottonwood River resulted in payments of \$204,000 by the city. A recurrence of the 1969 flood without emergency measures would flood about 1,130 residential, commercial and public buildings, and would cause an estimated \$10 million in damages.

In April 1984, the feasibility report on Marshall was transmitted to Congress for authorization. Once Congress approves the report, the Corps will then be able to proceed with the project.

The recommended plan for Marshall consists of improvements upstream and downstream of the existing project. The upstream measures include construction of levees, channel improvements, an overflow structure, and acquiring 71 acres for flood waters. Downstream improvements consist of additional levees, channel improvements, and interior drainage facilities.

The proposed project also includes more than five miles of bike and walking and cross-country ski trails, a rest stop and picnic facilities. Total cost of the project at 1984 prices is estimated at \$4.2 million and the Federal government share is \$3.4 million.



During high water the Redwood River (shown above) overtops a county highway.

Photo by Lyle Nicklay

Flood Insurance

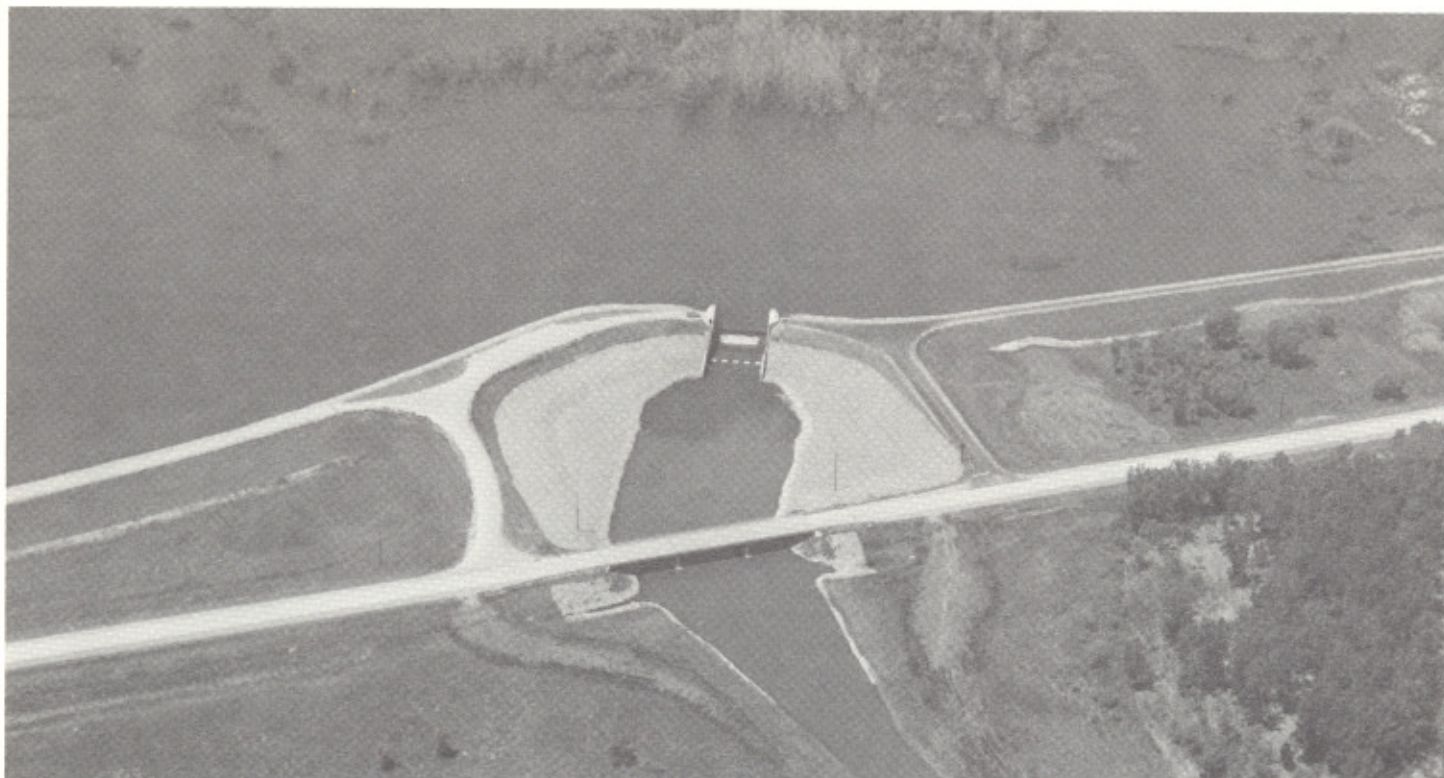
The St. Paul District is conducting flood insurance studies in five counties along the Minnesota River. The counties involved in the studies are Big Stone, Chippewa, Redwood, Scott and Swift.

The flood insurance studies are being done at the request of the Federal Emergency Management Agency (FEMA), which is also funding the studies.

A floodplain study consists of a study text, flood profiles for 10, 50, 100 and 500 year floods and flood insurance maps. Insurance agents use this information in locating property within a floodplain area and for setting flood insurance rates.

When finished, the studies will be used by local communities, the State and FEMA to regulate existing and future development in floodplain areas.

When the five studies are published in April the counties will be required to adopt the results of the studies into floodplain ordinances.



Highway 75 Dam

Photo by Lyle Nicklay

Big Stone-Whetstone

During the drought in the 1930's, the water level in Big Stone Lake dropped, causing concern among local residents. Big Stone Lake is located near the head of the Minnesota River on the Minnesota-South Dakota border.

To solve the low-water problems at the lake, local residents constructed a water control structure on the Minnesota River below the lake. This concrete dam-like structure diverted the Whetstone River from its original course into Big Stone Lake.

However, over the years, it became apparent that this "solution" was causing other problems. Large amounts of sand and silt from the Whetstone were being deposited in the lake. The silt deposits were not only filling in the lake but were also affecting the lake's water quality.

Higher water levels in the '50s and '60s caused seasonal flooding in the residential areas around the lake. In addition, high flows out of Big Stone caused agricultural flooding downstream along the Minnesota River.

After several years of studying the problems, the Corps was authorized to begin work on the Big Stone-Whetstone Project in 1965. The project in-

cluded modifications to the control structure, channel improvements and modifications on both the Whetstone and Minnesota rivers and construction of a downstream flood control dam.

A unique feature of the Big Stone Whetstone Project is that the wildlife benefits of the project greatly exceed the flood control benefits. The project is located in one of the most significant migratory waterfowl breeding areas in the United States and is near several important waterfowl migration routes.

As a result, the U.S. Fish and Wildlife Service cooperated on the project and had a second authorization passed by Congress through Department of Interior channels to create a national wildlife refuge at the site of the new flood control dam.

The dam, called the Highway 75 Dam, was completed in 1976. It is a 16,000-foot-long earthen dam, 22 feet high. Located on the Minnesota River downstream from Big Stone Lake, the Highway 75 Dam created a permanent conservation pool on the Minnesota which now provides important wildlife habitat for waterfowl. As a result of the Fish and Wildlife Service's second authorization, the Corps purchased approximately 10,000 acres at the project site. Most of this land was turned

over to the Fish and Wildlife Service for use as a wildlife refuge.

The project also includes modification to both the control structure and the original silt barrier at the point where the Whetstone is diverted into Big Stone Lake. The concrete control structure is being lowered to allow a lower flood level on the lake and to permit additional water to be released downstream during high water conditions. This will reduce the flooding around the lake.

The Highway 75 Dam provides temporary flood control storage which will protect downstream areas from the additional releases from the modified Big Stone outlet.

The other phase of the outlet modification involves raising the silt barrier so that it will be more effective in preventing siltation in Big Stone Lake. Work on both the control structures and the silt barrier is currently underway.

The Big Stone-Whetstone Project is scheduled to be completed by November, 1985, at a total cost of \$12.5 million. The U.S. Fish and Wildlife Service estimates the value of the wildlife refuge at the Highway 75 Dam to be more than \$15 million.

People

Transfers: Ronald Rogers, computer assistant (ADP).

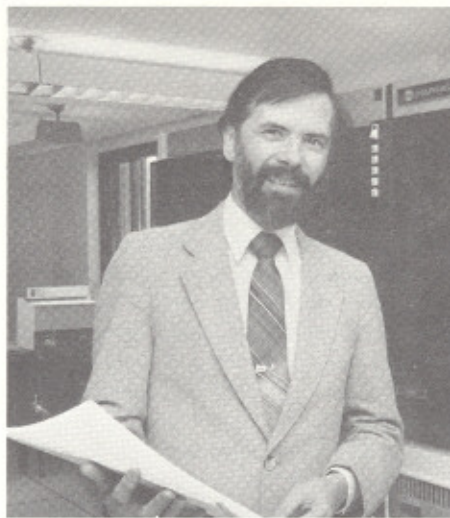
Departures: Christine Hack, clerk-typist (DC-B); Denise Ricci, clerk-typist (DC-FA); Anna Schuweiller, clerk-typist (DC-FA); and William Banks (AS-P).

Promotions: Anne Bradford, illustrator (ED-D); Raymond Burt, Jr., lock and dam operator (L/D #6); Peter Cassillas, engineer draftsman to civil engineering technician (ED-D); David Ekstrand, voucher examiner (DC-FE); Ronald Hogan, lock and dam operator (L/D #9); Carol Johnson, voucher examiner to account technician (DC-FC); John Kliethermes, civil engineer (ED-D); Loretta Lipke, accounting technician (DC-FR); Jerome Lyndal, lock and dam operator (L/D #4); Theresa Magistad, secretary (PD-FS); Beverly Peterson, purchasing agent (SP-P); and Michael Schoen, lock and dam equipment mechanic foreman assistant (L/D #2).

Career Conditional: Laura Koren, clerk-typist (CO-RF).

Retirements: Edgar Yost, construction representative (CO-CT).

Memoriam: Agnes (Pierre) Barry passed away on November 12. Agnes was a switch board operator in the early 1930's for the St. Paul District.



Bernard Pedersen Photo by Pam McFaden

"My main objective is to keep ADP operations running smoothly throughout the district," said Bernard Pedersen, chief of the operations branch in the ADP center. Bernard has been working with computers for almost 11 years and joined the St. Paul District in June, 1984 after leaving the Food and Nutrition Service, USDA in Minneapolis, Minn.

"In order to improve services for the user, the ADP center is always on the move examining new ideas that come along," remarked Bernard. "I would like to encourage the users to contact us or consult with us about any questions or suggestions that they may have. We are an information center and here to give assistance to any problem that may arise."

"My long range goal is to establish a computer network for the users, so that their needs are fulfilled," said Bernard. "I also would like to familiarize the user with the computers through training or on a one-to-one basis and to show how the computer can save time."

When it comes time for a little relaxation, Bernard goes home and plays some classical music on his piano or goes to see the symphony. "I enjoy studying foreign languages," said Bernard, "I have a degree in French and I am now studying Norwegian."

Season's Greetings

People Behind the Corps



Larry LaPoint Photo by Ken Gardner

"I make sure that the contractors comply with all contract requirements and that they are following safety measures," said Larry LaPoint, the resident engineer for the Mankato project. Larry, who graduated from Michigan Tech as a civil engineer, came to work for the St. Paul District in 1963 and has been at the Mankato Field Office since 1971.

"When I first came to the Corps, I was on a training program, but, at that time, there wasn't any construction going on, so the Corps sent me and several other engineers to Alaska to help reconstruct facilities that were destroyed during a major earthquake," recalled Larry.

"During the flood of 1969 in Minot, North Dakota, I was the area engineer in charge of clean-up," remarked Larry. "I am now the flood engineer in charge of mobilization if a flood should occur on the Minnesota River."

When Larry isn't at work he's busy coaching little league baseball, YMCA basketball or youth football.



Marianne Price

Photo by Pam McFaden

"The EEO office is for all employees," said Marianne Price, the new EEO officer for the St. Paul District. "I am a resource for assisting in career counseling and guidance." Marianne transferred to the Corps of Engineers from the Immigration Naturalization Service as an EEO officer on October 1. She has been employed by the government for 14 years.

"I plan on meeting with all the supervisors so that I can assist them with their individual programs. I also plan on meeting the employees as I go from office to office so that everyone knows that I am here to assist them," remarked Marianne. "I think it is important that everyone knows why and what the EEO office is here for."

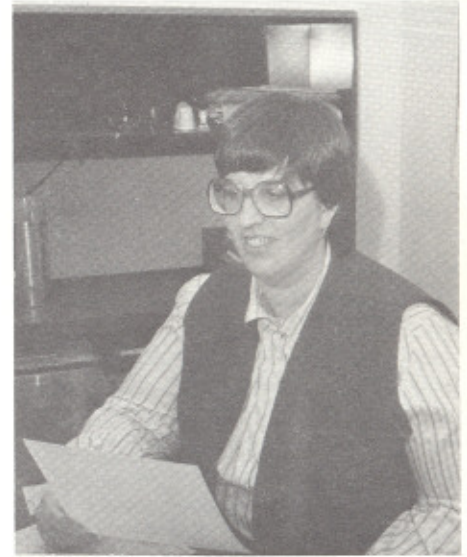
Marianne is busy organizing the different programs in the EEO office. The first program that she is concentrating on is the handicap program. "I want to educate all employees on becoming aware and sensitive to the needs of the handicapped. Once I have accomplished this, then I will begin to put emphasis on another program."



People Behind the Corps Cont. . .

"It's good to be back in the St. Paul District," said Sheryl Wold, who became chief of the recruitment and placement branch, on November 11. Sheryl was employed as a staffing specialist for the district until 1980 when she transferred to Bremerhaven, West Germany as a staffing specialist. She later transferred to Nuremberg, West Germany as the chief of the recruitment and placement branch.

"Although it may take me awhile to become familiar with the changes that have occurred over the last few years," remarked Sheryl, "I still want all employees to feel free to contact us whenever they need assistance."



Sheryl Wold

Photo by Pam McFaden

Christmas Message From Chief of Engineers

From the dawn of civilization, people have gathered together for festivals, holidays and support. Happy exchanges during the dark, winter months were meant to give warmth and to ensure a good year ahead. Candles and lamps were kindled to give light and foster hope.

This holiday season is especially heartwarming for the entire Corps family. We are seeing to it that Army families, at home and abroad, are receiving the encouragement and support they deserve.

Over this past year, we have united our efforts and responded to the challenge to upgrade and build hospitals, schools, houses, child care centers and a host of other construction projects that will make life better for our extended family—the total Army.

We also have continued to maintain our support to our other customers. This includes the citizen who visits our lake or lock; the U.S. Air Force and a host of other federal agencies; the shipper, miner and farmer who de-

pends on water navigation; concerned Americans who often do not realize we balance environmental and development issues on their behalf; and every person in the free world who is in some measure more secure from aggression by our being ready to help defend the United States and its allies.

In a broader sense, the holiday season also reminds us that we are united as an engineer family and beyond that, a family of peoples.

In keeping with the spirit and tradition of holiday festivals, we take time to rejoice in the unity of spirit that keeps us pushing forward. We can also rejoice over our sustained efforts—throughout the entire year—to give and share with others peace, shelter, comfort and encouragement.

I congratulate each of you for your achievements this past year and for your participation in bringing about the Corp's achievements. I wish for you a joyous holiday season and a full year of personal happiness and professional satisfaction.

Minnesota River Basin

by Ed Fick
Plan Formulation Branch

The drainages of five tributaries to the upper Minnesota River are currently being studied by the St. Paul District under P.L. 87-639. Often referred to as "639 studies," they are being prepared in cooperation with the Soil Conservation Service.

When completed, the studies will make recommendations for flood prevention and other conservation and development programs. The 639 study areas include drainages of the Yellow Bank, Lac qui Parle, Yellow Medicine, Redwood and Cottonwood rivers.

A unique feature of this area is the Coteau des Prairies, a plateau up to 1,000 feet higher than the surrounding lowlands. The five major rivers originate in the hills of the Coteau and cross the lower plains before joining the Minnesota River. The upper third of the study area covers the steep areas of the Coteau while the rest of the study area consists of the flatter lowlands.

Flooding is a major problem in the study area. During spring thaw and heavy rains, normally dry channels overflow, spilling water down the slopes of the Coteau onto the lower plain. The drainage system in the lower plain is poorly developed. Many existing channels become clogged with sediments and debris making the

channels incapable of handling the heavy and sudden flows of water.

Because of the flatness of the lower plains, floodwaters from one watershed often cross over into a neighboring watershed, complicating flood control efforts. Runoff from the higher area must be controlled in order to protect the lower plains from flooding, erosion and pollution. More than 300,000 acres, mostly farmland, are subject to flooding with annual damages near \$13 million.

Three reservoirs that were studied by the Corps in the Yellow Bank and Lac qui Parle subbasins did not have economically feasible benefit-cost ratios. Two reservoir sites in the Yellow Medicine subbasin and 1 reservoir site in the Redwood subbasin will be evaluated further.

Potential channel improvements by the Corps include 21 miles on the Lac qui Parle River and 35 miles on the Yellow Medicine River. The study also identified a potential channel improvement on 8.8 miles of a tributary to the Lac qui Parle River and is recommended to be pursued under the Corps Continuing Authorities (Section 205) Program.

The alternatives report recommends adopting an interim study ap-



Ed Fick studies the model for the 639 studies on the Minnesota River.

Photo by Ken Gardner

proach consisting of one final report for Yellow Bank and Lac qui Parle rivers and one final report covering Yellow Medicine, Redwood, and Cottonwood rivers. Local, regional, and state interests strongly favored the interim approach which would permit the earliest opportunity for construction of flood control measures. The interim report for the upper two subbasins and the final and summary report for the lower three subbasins are now scheduled for completion in November 1985 and June 1989.

Combined Federal Campaign

More than 220 district employees in the Twin Cities area participated in this year's Combined Federal Campaign, which ended Nov. 15. That represents a ten percent increase in participation over last year, according to Ken Gardner, CFC coordinator.

"I am very pleased with the results of the campaign. My personal goal for this year's campaign was to increase the number of district employees participating in CFC. I also hoped that we would reach our dollar goal of \$15,600. But the dollar goal was secondary," Ken explained.

Last year, 201 employees in the district office, at St. Anthony Falls and Lock and Dam #1 participated in the CFC. "That's about half of the employees assigned to these three locations. So my primary goal for this year's campaign was to reach more employees. If we could do that, then the dollars would follow," he said.

The 222 employees participating in this year's CFC donated more than \$17,435 to charities in the metro area and around the country. That was an increase of more than \$2,660 over last year's total of \$14,773.

In addition to the 222 employees in the Twin Cities who participated in the CFC, two employees assigned to district offices in Duluth, made donations to the Duluth area CFC.

"The key to the success of this year's campaign was the individual office representatives," Ken said. "They carried the campaign to the potential contributors, distributed the CFC materials, answered questions and collected the contributions. They did a great job."

Travel Fraud is Criminal and Costly

by Fred W. Vogele

The Corps of Engineers is large. Perhaps this is an understatement for an organization employing more than 45,000 people. But along with the advantages of size and influence, come major problems which have an adverse effect on the organization as a whole. One of these, unfortunately, is travel fraud.

Travel fraud isn't saying you went to Bermuda last year when you really went to Peoria. Instead, it constitutes a criminal intent to acquire benefits, either monetary or material, to which an employee is not entitled.

Of the 45,000 workers that represent the Corps, a large percentage travel and many of those travel frequently. The Corps spent nearly \$48 million last year on travel, which represents a large amount of the operating budget. Had a mere one percent of that been lost to travel fraud, imagine how much we as employees would be losing!

As a safeguard against fraud, the Corps is examining travel vouchers to make sure employees aren't trying to profit from their travel. Lodging and

car rental receipts should be machine-generated and must be free of alterations. Expense statements for high cost areas are also checked. If the final total for each day is too consistent, the examiners get suspicious that the entries have been juggled to balance at the maximum per diem figure.

The least that can happen if you're caught filing a fraudulent claim is a reprimand, which can be kept in your personnel records up to three years. You could even lose your job. If the amount is great enough, you might face felony charges, prison or a heavy fine, to say nothing of the personal and professional side effects.

For example, recent travel fraud cases involving Buffalo District employees have led to twelve employees being sentenced for travel fraud. In the cases tried so far, one employee was sentenced to six years probation and ordered to make full restitution of the fraudulent amount. One employee was sentenced to one year in jail. In a related matter, the employee's attorney applied for a reduction of the one year prison sentence. The attorney claims

the employee and his family may lose their home, and the employee's marriage is falling apart as a result of his imprisonment.

Recently in the St. Paul District, there was a flood fight exercise in which the noon meal was furnished to the employees who participated. The Joint Travel Regulations (JTR) and the back of the travel voucher require that meals furnished while in a travel status must be identified so the proper amount can be deducted from the day's per diem. Most of the employees participating in the flood fight exercise did not identify the fact that a meal was furnished, this resulted in an overpayment.

We all must be aware of the implications that can result from improper payments. If you are not sure of an entitlement, ask the finance and accounting office. Let's all strive to make travel fraud a thing of the past for the St. Paul District.

The easiest way to avoid getting into trouble is to avoid travel fraud. You owe it to yourself, the public and the Corps. After all the Corp's motto is "Professionalism and Integrity."



Remember . . .

**District Office
Christmas Party
December 14th**



Channel Extends Navigation to Savage

The Corps of Engineers maintains a nine-foot navigation channel from the mouth of the Minnesota River to river mile 14.7 at Savage. Dredging is normally done to the 12-foot depth to reduce the frequency of dredging.

The Corps also provides snag removal to river mile 21.8. The navigation project was authorized by Congress in 1965 and has an average annual dredging requirement of 24,100 cubic yards.

The Lower Minnesota River Watershed District (LMRWD), local sponsor for this project, is responsible for providing disposal sites for the dredged material. The LMRWD acquired several parcels of land for disposal sites along the north bank of the river.

A problem arose when Congress authorized the U.S. Fish & Wildlife Service to establish a wildlife refuge along the north bank of the river. In exchange for the disposal sites on the north bank, the Fish & Wildlife Service was to provide funds to LMRWD to acquire new disposal sites along the south bank of the river. The disposal sites on the north bank would then remain undisturbed for wildlife.

However, at the present time funds for a new disposal site have not been provided to LMRWD, and the long term disposal site plans can not be completed. To maintain the navigation project on the Minnesota River, LMRWD has provided temporary disposal sites along the south bank.