

# Crosscurrents

US Army Corps  
of Engineers  
St. Paul District

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Phase one of the Lower Pool 5 Channel Maintenance Project was completed in September. Commonly known as the Weaver Bottoms Project, it has two

goals: long-term channel maintenance and habitat restoration. The two islands (above) were created from dredged material taken from two nearby disposal sites.

The two islands are the first of several planned and are being developed in an effort to re-establish marsh vegetation and improve the wildlife habitat.

*Photo by Marc Krumholz*

**Update on Weaver Bottoms project pages 3 & 4**



# National P.O.W./M.I.A. Recognition Day, 1987

*By the President of the United States of America*

### A Proclamation

Perhaps no American could cherish our country's liberty more dearly than those who have defended it and in doing so have paid the price of capture and imprisonment. We take solemn inspiration and resolve from the sacrifices of brave Americans who have endured captivity for their allegiance to our beloved land and our ideals. Their dignity, faith, and valor remind us of the allegiance we owe our Nation and its defenders.

We also take inspiration from the courage of the families of those who remain missing or unaccounted for. The fortitude they display in the face of uncertainty is heroic, like the acts of those whose fates they seek to learn. We as a Nation will not rest in our efforts to secure the release of any U.S. personnel who may still be held against their will, to obtain the fullest possible accounting of those still missing, to repatriate all recoverable American remains, and to relieve the suffering of the families.

The P.O.W./M.I.A. issue will continue to be a matter of the highest national priority until it is resolved. To symbolize our national commitment, the P.O.W./M.I.A. Flag will fly over the White House, the Departments of State and Defense, the Veterans Administration, and the Vietnam Veterans Memorial on September 18, 1987. It will also fly over the Vietnam Veterans Memorial on Memorial Day and Veterans Day.

To recognize the special debt of gratitude all Americans owe to those who sacrificed their freedom in the service of our country and to reaffirm our commitment to their courageous families, the Congress, by Senate Joint Resolution 49, has designated September 18, 1987, as "National POW/MIA Recognition Day" and authorized and requested the President to issue a proclamation in observance of this occasion.

NOW, THEREFORE, I, RONALD REAGAN, President of the United States of America, do hereby proclaim Friday, September 18, 1987, as National P.O.W./M.I.A. Recognition Day. I call upon all Americans to join in honoring all former American prisoners of war, those still missing, and their families who have made extraordinary sacrifices on behalf of our country. I also call upon State and local officials and private organizations to observe this day with every appropriate ceremony and activity.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-first day of August, in the year of our Lord nineteen hundred and eighty-seven, and of the Independence of the United States of America the two hundred and twelfth.

*Ronald Reagan*

### WINTER DRIVING EMERGENCY KIT

Even a well-maintained car can stall in winter weather. If you become stuck in freezing weather, avoid the temptation to walk for help unless you are sure shelter and a telephone are a short distance away. Stay with the car, put the hood up, and turn on your flashers. Then make use of your survival kit, which should include:

- Flares or reflective triangles. Put one about five paces behind the car, and another about 120 paces back.
- A shovel so you can dig yourself out.
- A bag of cat box filler to provide traction under you wheels
- A windshield scraper and brush.
- A flashlight.
- Two wool blankets for warmth.
- Two large plastic trash bags. Poke a hole in the bottom seam for your head, and slip the bag over your body.
- A coffee can, candle and matches. You can melt snow for water, and put the candle in the can to warm your hands and feet.
- Some non-perishable food for energy. Your body requires substantially more calories to survive in cold temperatures. Don't forget an opener for canned foods.

### Corps Calendar

- Nov 2-4 **EBF Holiday Boutique**  
Therese Jaszczak, 7761
- Nov 11 **Veterans' Day**  
Federal Holiday
- Nov 19 **Great American Smokeout**
- Nov 26 **Thanksgiving**

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# Volunteers, Corps can be proud of TPA efforts

by Joe Yanta  
Public Affairs Office

Take Pride in America (TPA) is an unusual cooperative effort involving public land-managing agencies, private organizations and individual volunteers that promotes the wise use of public lands and resources that belong to all Americans. The Corps of Engineers is involved in this campaign because it is a major steward of public lands and because its programs share the goal of the TPA program. Norma Malinowski, an outdoor recreation planner and the volunteer coordinator for the St. Paul District, said, "I hope that this program provides another form of recreation for our many customers and I feel that there are many benefits that can result from the public being more actively involved in the care of our projects."

With the help of volunteers, community groups and other agencies, the St. Paul District conducted many TPA activities this year. Beginning with the North Dakota Water Show at Valley City on March 13-15, the district provided TPA displays and presentations at various fairs and other events. The first major activity was a clean-up of a Corps-managed site near the Prairie Island Indian Reservation on May 18. TPA Awareness Week followed on May 19-24, with special programs at district recreation areas, locks and dams, and other sites.

TPA activities over the past few months have included interpretive programs on the constitution and the TPA at the Mississippi Headwaters campgrounds; special tree planting programs at Orwell, Leech Lake, Cross Lake, Gull Lake, and Baldhill Dams; a flower planting program at Sandy Lake; clean-up efforts at the Headwaters, Orwell Dam, Lake Traverse, and Lake Onalaska; wood duck box placement at Orwell Dam and Lake Traverse; can recycling programs at the Headwaters, Eau Galle, Lake Traverse, Orwell Dam, Lac Qui Parle, and Baldhill Dam; and environmental education programs at many sites throughout the district.

Improved management to enhance public use and natural resources on Corps lands is another major emphasis of the TPA program within the Corps.

Although these TPA programs have continued throughout the summer and fall,

## 4-H Club cleans up at Sandy Lake

by Terry Ladd  
Park Ranger, Sandy Lake Dam

The Sandy Lake Recreation Area was a busy place on Saturday, September 12. Twenty-six members and parents from the Pride of Palisade 4-H Club participated in Federal Lands Cleanup Day. Earlier that day, the club held a Bike-A-Thon for St. Jude's Hospital; but, when they arrived at Sandy Lake, they still had enough energy to clean up around the recreation area.

After Corps employees discussed the importance of keeping federal lands clean for this and future generations, they divided the volunteers into three groups. Park Rangers Terry Ladd, Kenton Dean, and Steve Hewitt led them along the shorelines, entrance roads, and perimeter of the Corps site as they policed the area. They separated aluminum cans from other trash and saved the cans for the club's recycling project.

## Youths clean up at Leech Lake

by John Zahalka  
Resource Manager, Leech Lake Dam

In conjunction with Federal Lands Cleanup Day, the Leech Lake Recreation Area held a cleanup day on Saturday, September 12.

Twelve local youth helped Corps of Engineers employees clean up federal, county and town lands along County Highway 8; town streets; and the recreation area.

The workers picked up several bags full of garbage, plus larger pieces of rubbish that they placed in a Corps' pickup truck.

After their hard work, the volunteers were treated to pizza and pop donated by Corps employees. A good time was had by all.

## Lock and Dam 9 fishing platform dedicated

by Rosemarie Braatz  
Office Operations Branch

A handicapped-accessible fishing platform at Lock and Dam 9 was dedicated on Saturday, September 19, to people with disabilities. The platform was built through the joint efforts of the Corps of Engineers and the Falling Rock Chapter Walleye Club.

The club donated materials and volunteer labor to provide an access to the river for fishermen with disabilities. About 50 people, including 15 in wheelchairs, attended the ceremonies. Tom Novak, Resource Manager at Black Hawk Recreation Area, served as the master of ceremonies. Harold Taggatz, assistant chief of Construction-Operations Division, and Bill Howe, editor of the Prairie du Chien Courier Press, addressed the group.

One elderly man commented that, thanks to the platform, he and his wife, who uses a wheelchair, were at last able to go fishing together.

September was a time of particular emphasis on TPA activities. Federal Lands Cleanup Day was September 12, and Public Lands Workfest was September 13-19. In addition to the continuing programs, several special activities took place. (See the separate stories above.)

More TPA programs and activities are scheduled for 1988.

Take Pride in America is an example of volunteers and government working together to maintain and enhance important public resources. In spite of their value, many of the TPA programs might never have been carried out without the contributions of the many volunteers. "Times are changing and the future of working with volunteers is both exciting and challenging," Norma said.

## Project Update

# Phase one of Weaver Bottoms project completed

By Denise Yale  
Public Affairs Office

Phase one of a project which uses dredged material for wildlife habitat enhancement has been completed in Pool 5 on the Mississippi River. Commonly called the Weaver Bottoms Project, the project was designed to reduce dredging requirements in the lower end of Pool 5 while improving and preserving the habitat for fish and wildlife in the Weaver Bottoms area.

The project, which is funded with O & M (operations and maintenance) funds, has three goals: providing long-term dredged material disposal sites, reducing dredging needs, and habitat rehabilitation.

Lower pool 5 is an historic dredging

problem area. The project was designed to reduce the channel maintenance requirements over the next 40 years by improving the efficiency of the main channel to carry sediment. The project also will provide dredged material placement sites for use in future dredging operations.

To reduce the dredging requirements, the plan called for closing several side channels from the Mississippi to Weaver Bottoms. This will increase the flow in the main channel, keeping the sediment moving through the area at a higher velocity.

The sand used to fill the side channels and to create two new islands in the Bottoms was taken from two nearby historic disposal sites. An estimated 1,300,000 cubic yards of material was removed from the two sites

during the Weaver project. This opens these sites back up for future dredge disposal.

"The project is not going to eliminate dredging," Dan Krumholz, chief of Navigation Section said. "We feel that it will reduce it and material that does have to be dredged will be placed in the two containment areas that are now empty."

"This is the type of thing we're trying to do throughout the district in terms of long-term planning for dredge material placement and trying to use it productively," Dan added.

### WEAVER REHAB

Before the locks and dams were built, Weaver Bottoms was hay meadows and bottomland woods. When the area was flooded by the construction of Lock and Dam No. 5, it became a 4,000-acre marshy backwater that developed into an important fish and wildlife habitat. It is one of the most heavily used waterfowl hunting areas on the Upper Mississippi River and is managed by the U.S. Fish and Wildlife Service as part of the Upper Mississippi River National Wildlife and Fish Refuge.

In the last 20 years, the habitat in Weaver Bottoms has deteriorated. Strong water flows from the main channel of the Mississippi River entered the bottoms from several side channels, depositing sand and sediment and slowly filling in this important fish and wildlife aquatic area. Marsh vegetation was also decreased due to two major floods in the late 1960's. Once gone, strong southeast winds created turbulent waters (wind fetch) that prevented re-establishment of the marsh vegetation.

According to Dennis Anderson, project biologist, three-fourths of Weaver Bottoms contained marsh vegetation which supported diverse species of plants and animals until the late 1960's. By 1983, the marsh vegetation had decreased dramatically, covering only a third of the area. If nothing was done in the bottoms, wildlife experts predicted that the area would fill in within 60 years, turning into a marsh area similar to what it was before the locks and dams were built.

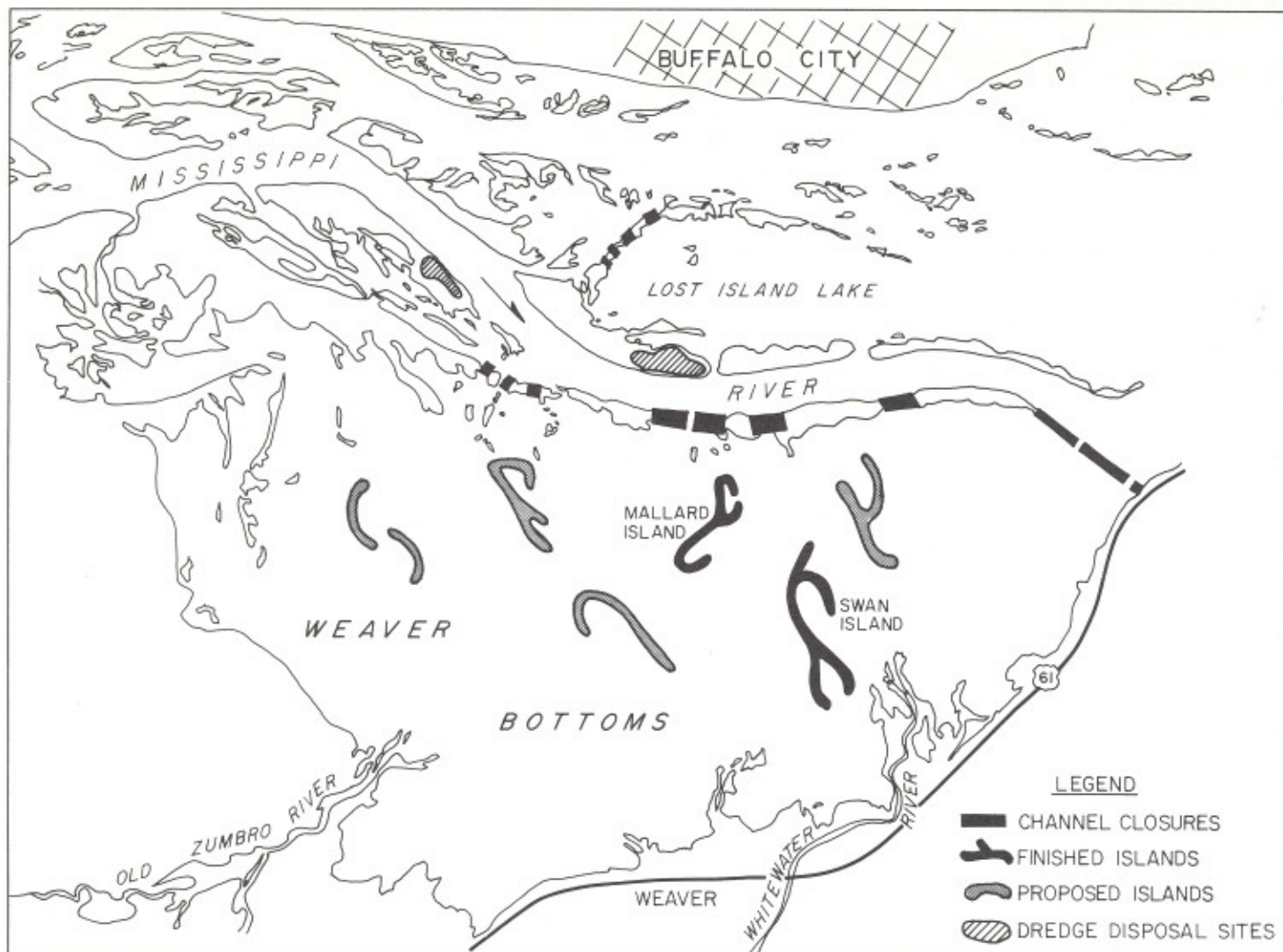
Phase one of the two-part channel maintenance project involved creating two



*Fine organic sediment from the middle of Weaver Bottoms is pumped into a settling basin on top of one of the new islands. Once the water percolates out of*

*the basin, the material will be spread over the island to support the growth of vegetation.*

*Photo by Ken Gardner*



islands that will act as wind-breakers and closing side channels from the Mississippi River to reduce the flow and sediment deposits. With the islands and the channel closures, the vegetation will be able to re-establish itself, Dennis said. This would improve Weaver Bottoms as a habitat for waterfowl and fish.

"A predominant benefit that we are going to get out of this project is preserving the Weaver Bottoms area over a much longer period of time. The reason for the islands is to reduce the wind fetch (water disturbances), which will improve water clarity and increase the aquatic plant growth. This will make it better for wildlife and create some habitat diversity," Dennis said.

The second phase of the project won't be started for several years. "We're viewing this project as experimental," Dennis said. "We don't know for sure what the biological effects or the effects on future maintenance dredging requirements will be, so we want

to evaluate a major portion of the construction to see if it's working. If it is, then we would go ahead and finish phase two which involves building additional islands to further reduce wind fetch."

It took about 275,000 cubic yards of material each to make the two ten-acre islands. Different methods are being used on them to get vegetation to grow. Although both have received a topping of fine, backwater material, only one will receive detailed planting and treatment next spring. The other island will be left to re-vegetate naturally. The comparison between the two islands will help determine future work.

The project design includes a total of six islands. Phase two is scheduled to begin in 1990, after three years of monitoring. "Phase two may be significantly revised based on what is found out during the monitoring process," Dennis said. "If we have problems in certain areas, we may have to incorporate certain features that weren't part of the original plan or remove

some."

Improving the Weaver Bottoms area was a recommendation that developed out of a GREAT study. The Great River Environmental Action Team (GREAT) was an interagency team made up of people representing federal and state agencies and the public. It was developed to deal with major issues and problems confronting the use of the Mississippi River. While the GREAT Study was completed in 1980, its work in coordinating dredging and other river activities is still carried on by an interagency Channel Maintenance Forum.

"The project is unique because it is a combination of habitat improvement with channel maintenance," Dan said. "The Fish and Wildlife Service has a national wildlife refuge in the area and the Corps manages the Congressionally-authorized navigation project. The two agencies are working together to benefit both of those resources. It's kind of a win-win situation."

## Office Highlight

# Logistics Office

by Joe Yanta  
Public Affairs Office

"Logistics," many district employees have asked, "what's that?" Logistics has long been a part of military operations, but few people know what the term "logistics" means.

In the St. Paul District, the Logistics Management Office is relatively new, although the role that it plays is not. Formed just a year ago in response to a directive from the Office of the Chief of Engineers, Logistics incorporates many of the responsibilities of the former Office of Administrative Services, plus additional responsibilities. "Not a lot can get done without us," Mary Rivett, the office chief, noted.

Logistics provides and maintains supplies, equipment and facilities throughout the district. Logistics also provides transportation and travel services. In addition to providing the actual materials and services, it helps develop district policies on supplies, equipment, workspace, travel and transportation.

All district employees depend on the services of this office in many ways. Logistics also represents the district in dealings with anyone outside the Corps who wants to obtain materials from the district, through

sale, donation, or rental. Logistics, therefore, is one office where customer care is literally the primary concern.

Because the office staff is small (six full-time employees, two part-time stay-in-school students and one summer student aide), most of the employees have been crosstrained to perform various duties.

One of the major roles of Logistics is managing the district facilities and office space. "In some respects," Mary explained, "we're the district housekeepers." In this role, Logistics deals with both the Post Office and the General Services Administration (GSA) for the space that the Corps leases in the Main Post Office. Logistics manages the space that the district has, but Mary explained that "workspace management is difficult because we don't have enough space available."

In the foreseeable future, Logistics will assume an increasingly important role in workspace management. It will be involved in the planning and execution of any move of the district office, whether it is to another site or a series of moves within the Post Office to accommodate remodeling.

Logistics also deals with employees and the public in more concrete ways.

Logistics is a retail outlet for the district. It sells 1,200 to 1,500 Upper Missis-

sippi River navigation charts a year and copies of the official district history, through both mail-order and walk-in sales.

People who walk in to buy charts or the history may deal with the newest employee of Logistics, Tira Hubbard, a stay-in-school student at St. Paul Central High School. Tira provides clerical and administrative support.

Many district employees receive their first exposure to Logistics when they pick up their office key. Colleen Kammuller usually distributes the keys.

Many other employees who travel on Corps business deal often with Logistics. It develops travel policies; processes travel orders, airline and train tickets, and car rentals; and helps with conference management planning. Logistics also works with the Personnel Office to process travel and transportation orders for Department of Defense civilian employees who are going overseas. Colleen handles most of the travel duties. Bill Vogt assists in this area.

Other employees have frequent contact with Logistics through the self-service stockroom on the 10th floor. Bill and John Mena manage this facility. Mundy Maxson, a stay-in-school student from Humboldt Senior High, works with them. In addition to maintaining the stockroom, these three fill orders from field offices, handle shipments and set up the conference rooms. They help set up and demonstrate the proper use of office furniture and equipment (except for computer equipment, which is the responsibility of the Information Management Division). They also maintain and repair equipment and furniture throughout the district office and assist in the other operations of Logistics. In the near future, they will be computerizing the stockroom and implementing a new warehouse inventory system. John explained that the job requires quite a bit of versatility: "all duties as assigned, no matter what they may be."

John also acts as a receiving agent for district property. In this role, he works with Judy Parnell, the property book officer. She manages all district property, reviews all payments, and verifies equipment and real estate inventories. Judy also handles reports of survey, which are investigations of lost, stolen or damaged property. During the summer, Kent Pekel, a Federal Fellowship Student from Yale University, assists her.



John Mena, Mundy Maxson and Bill Vogt and provide other district employees (left to right) run the district stockroom with a wide range of services.

Photo by Joe Yanta



**Colleen Kammuehler (left) and Mary Rivett discuss district travel policy.**

*Photo by Joe Yanta*

Judy also works with Paul French, the supply/inventory management specialist and property disposal officer. Mary explained that Paul, like most of the people in the office, "wears two or three different hats." His duties include conducting usage checks to insure that district property is used properly, and he maintains a list of excess property so that the district can make the best use of it. He insures that excess property is properly recycled or reused whenever possible. Paul also works on district policies for the disposal of waste oil.

Paul helps dispose of excess property through sales, donations and other means. Excess property can include scrap, office equipment, equipment from field sites, and even dredges. Earlier this year, after salvaging parts for the dredge Thompson, the district donated the retired dredge Collins to Bolivar County, Miss., where it will be used as a barge in a gravel operation.

Mary noted that the property management, supply and disposal procedures will soon change. Logistics will computerize its stockroom and will use a barcoding system for property throughout the district (using a coding system similar to that now used in many supermarkets and other stores). And it will implement new guidelines for property management.

**"A conference is a gathering of important people who singly can do nothing, but together can decide that nothing can be done."**

-Fred Allen  
Radio wit

## Holding the road in winter

Winter is approaching, bringing snow and ice with it. That means there's a good chance you'll eventually find yourself facing a common winter driving problem: controlling a skidding car.

Many drivers can only remember what they were told in driver's education classes: Turn in the direction of the skid.

But if you're like many others, you find that language confusing. If the front of the car is pointing left, but the back is careening right, which is the direction of the skid? The phrase means that if the back of the car is skidding right, you turn the wheel right; if the back is skidding left, you turn left. But thinking in terms of the back of the car is difficult for many people.

For this reason, driving experts began to change the terminology of skid-control instructions a few years ago. The experts now simply tell people to "turn in the direction you want the front of the car to go."

Telling people to keep the front of the vehicle pointed where they want to go gives them a definite guideline, because they're already looking forward, the experts say. The guess-work is taken away.

Even though it's being explained in an easier way, the technique still takes some skill and must be applied quickly to be effective. A car can reach a "point of no return" in a skid, when the back of the car is going to come around no matter how much you try to steer out of it. Driving experts say you should start to counter-steer as soon as you feel the car skidding—but don't counter-steer so sharply that you skid again in the other direction.

Now and then the owner of a front-wheel-drive car will insist he can come out of a skid by giving the car some gas and letting the front wheels "pull" the car straight. Driving experts say this works once in a while but isn't a good idea, because it can make the problem worse.

A car can only generate a finite amount of traction, which is constantly divided among braking traction, steering traction, and acceleration traction. When you start to skid, you want as much steering traction as possible. The best way to do this is to get off the accelerator and brakes, so all your traction can be used for steering.

Of course, it's best to avoid skidding at all. One way to stay in control is to use your brakes properly in winter weather—and the

advice the experts offer on braking has changed somewhat over the years. Not long ago, drivers were told to pump their brakes when they needed to stop on slippery surfaces. Pumping the brakes was supposed to keep them from locking, which causes loss of steering ability.

But pumping the brakes—on snow or ice—can make the wheels lock up for a moment, causing a loss of steering. The rapid leg movements used in pumping the brakes can also keep you from noticing that they've locked.

Instead of pumping, driving experts recommend the "squeeze technique." This simply means you squeeze the brake pedal down until you feel the brakes are about to lock up, let off the pedal, then squeeze again. Squeezing the brakes slows down the car quickly, while letting you feel if the brakes lock up. That way, you'll keep your tires rolling, which is the key to steering.

This isn't a technique that you will master instantly. Driving experts recommend that you practice braking in a safe area, like a parking lot, so you'll develop a sense of when your brakes are about to lock.

Reacting to an emergency requires quick action, but it's important to avoid stepping too hard on the brakes. If you stand on them, you're likely to end up losing control and sliding into someone. By squeezing the brakes and keeping the wheels rolling, you might be able to steer around an object instead of hitting it. If you do panic momentarily and lock up the brakes, you can still regain control by backing off the brake pedal.

In fact, in many situations it's best to steer around trouble without trying to brake at all. As driving experts point out, if you don't have time to steer around something, you certainly won't have time to stop for it.

So, some ways of explaining winter driving techniques have changed. But driving experts agree that the best winter driving advice hasn't changed and is still easy to understand: Slow down.

**More winter driving tips on page 2.**

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## Around the District

by **Ken Gardner**  
Public Affairs Office

This month we have news from along the Mississippi and a reminder.

First, the reminder. Personnel chief Lynn Harris mentioned recently that a lot of district people haven't completed the form indicating if they were going to switch to FERS or stay with the old Civil Service Retirement System. I have to admit that I am included in the list of the guilty (or maybe forgetful) on this point. The problem is that each employee presently covered by CSRS has to declare his or her intent to switch to FERS or stay with CSRS. And this has to be done by December. To take care of this important matter, use the multi-page form distributed with the FERS material earlier this year. (Remember, you had to sign the form and send a copy back to Personnel to acknowledge receipt of the package.) Contact the Technical Services Branch in Personnel if there are any questions.

Much like the Mississippi winds through the center of the district, sometimes the river seems to be at the center of many district happenings. Such is the case this month.

Hundreds (and maybe even thousands) of Twin Citizens visited Upper St. Anthony Falls Lock and Dam and stopped by the district's Mississippi River display on a recent Saturday. The occasion was the dedication of the newest section of the Great River Road and Mississippi River Parkway in Minneapolis. The ceremony marked the completion (almost) of several miles of curving streets and walking paths, and landscaped parks along the Mississippi from St. Anthony Falls north. This is all part of the revitalization of the riverfront in Minneapolis.

At St. Anthony Falls Lock, Assistant Lockmaster **Joe Dvorak** guided visitors around the lock. At the district display, located in the still-being-renovated Crown Mill building near the upper lock, Sociologist **Suzanne Gaines**, PD-ES, and I staffed an exhibit showing Corps activities along the Mississippi River. We also showed a videotape taking viewers on a nine minute trip along the Mississippi from Lake Itasca to the Gulf of Mexico.

In more news from along the Mississippi River, we understand that **Bill McDonald**, Lock and Dam 7, was recently

named La Crescent's Man of the Year. In addition to his work as an equipment repairman at the lock, Bill is a volunteer fireman, a reserve police officer, puts on fire prevention programs in local schools in his off-duty time and has served on the La Crescent Applefest board of directors.

At the other end of the Mississippi (the northern end), **Ray Nelson** has returned to Crosslake after spending almost two years in the district office working in Natural Resources Management. While Ray was heading up the Mississippi, **Rachel LaFauce**, Design Branch, was heading the other direction. She has transferred to Rock Island District, also on the Mississippi.

Transportation planner **Tom Raster**, PD-ES, definitely is an expert on one form of transportation—the sailboat. For the second time in recent years, Tom earned a spot in the world sunfish sailboat championships held off the coast of Venezuela. Tom finished 53rd out of some 75 or 80 competitors. That's 53rd in the world, by the way. If you are wondering about the Mississippi connection in this item, remember that Tom is a transportation planner and much of his work concerns river transportation on the

(need I say it?) Mississippi.

**Barry Draskowski**, wildlife biologist in Environmental Resources Branch, returned to the district in September after a year of long-term training at the University of Minnesota (located on the Mississippi River) where he was studying operational research.

Unfortunately (or not, depending on your perspective), I have run out of Mississippi River connections (however thin or obscure) before I ran out of people news. So here is your chance to be creative and obscure. Find the Mississippi River connection in the following item: **Kathleen Keating** has been named the new Internal Auditor for the district. She previously worked in Accounting and Finance and replaces Earl Christofferson, who is the new chief of Accounting and Finance Branch.

Send your entries in the Mississippi River Connection contest to: Connections, Public Affairs, room 1217.

All entries will be acknowledged (somehow). Winners will become famous (and possibly publicly ridiculed).

And that's all the Mississippi River news around the district this month.

## Beneficial Use Workshop held in St. Paul

A national workshop on the beneficial uses of dredged material was scheduled for October 27-30 in St. Paul. It was held at the Holiday Inn Town Square in St. Paul and addressed inland waterways and the past, present and potential beneficial applications of dredged material. The workshop was sponsored by the U.S. Army Corps of Engineers.

Dredged material is sand, gravel and other sediments that are removed periodically from rivers and harbors to keep the commercial and recreational navigation channels open.

Using dredged material for beneficial purposes is not a new concept. In the St. Paul District, about 800,000 cubic yards of sediment is removed yearly from the Mississippi and Minnesota Rivers and about 75 per cent of that material is used beneficially. Some of these uses include construction fill for residential, commercial or light industrial construction projects, road construction fill, road sanding, recreational and habitat enhancement.

Dr. Lawrence R. Jahn, president of the Wildlife Management Institute in Washing-

ton, D.C. was the workshop moderator. Mr. John S. Doyle, assistant secretary of the Army (Civil Works) gave the keynote address.

The workshop included a field trip to Weaver Bottoms (a Corps channel maintenance and habitat enhancement project near Buffalo City, Wis. and Minneiska, Minn.); two panels that discussed federal and non-federal agency interest and viewpoints; and four technical sessions that covered aquatic habitats, habitat development case studies, innovative beneficial uses and concepts and recreation, commercial and industrial beneficial use applications.

More than 250 people from the U.S. and Canada attended the workshop. Organization that participated in the conference included the U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, USDA Soil Conservation Service, agencies from several states, the Department of Fisheries and Oceans (Environment Canada), and Corps dredging experts from around the U.S.