



US Army Corps
of Engineers®
St. Paul District

Crosscurrents

Vol. 21, No. 6

June 1998

• Revolutionize Effectiveness: Satisfy the Customer

New control building dedicated at Lock and Dam No. 5

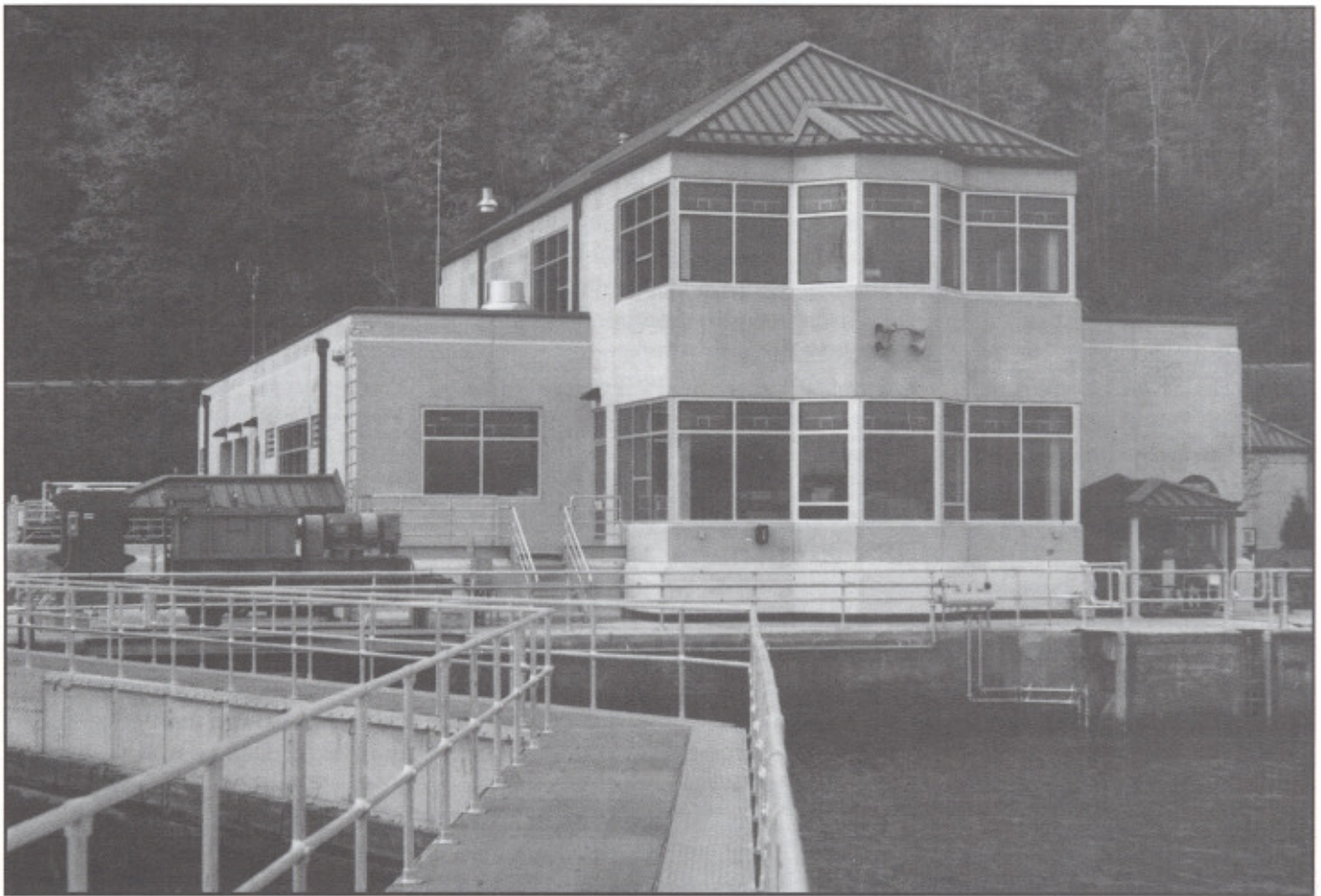


Photo by Paul Machajewski

The St. Paul District commemorated the completion of the major maintenance-major rehabilitation project at Lock and Dam No. 5 in Minnesota City, Minn., on June 2. The multi-stage project included the construction of a new control building (above) and related infrastructure. The work elevated electrical

equipment and controls above the level of the flood of record. The new building combines the functions of several previous buildings such as the maintenance shop, garage and storage buildings. See "Major maintenance-rehabilitation completed at Lock and Dam No. 5," page 3.

• Commander's Engineer Day message: Seek Growth Opportunities

Corps provides state-of-the art solutions

By Joe N. Ballard
Lieutenant General, USA, Commander

Since the Battle of Bunker Hill at the birth of our nation, the Army and the United States have depended on the Corps of Engineers for state-of-the-art solutions to engineering challenges, and have demanded fast, efficient construction management to make those solutions a reality. This past year has been no exception.

When state and local governments needed help to prepare for El Nino storms, they called on the Corps of Engineers.

When the Environmental Protection Agency cleans up toxic waste, we are their partner-of-choice. The task may be methyl parathion in Chicago, lead and asbestos in Connecticut, mercury in Texarkana, or contaminated urban areas called brownfields anywhere in America, but the EPA wants the Corps to be there to help.

And we have such a great reputation in environmental clean-up that this past year Congress transferred the Formerly Utilized Sites Remedial Action Program (FUSRAP) to the Corps of Engineers.

When the Department of Energy wanted to ensure that the Fermi National Accelerator Laboratory headquarters would be safe during renovation, they called on the Corps of Engineers for a safety inspection.

Whether the mission is building a new Army hospital at Fort Bragg, Air Force rocket test and launch facilities at Cape Canaveral, a storage facility in Russia for radioactive materials from dismantled nuclear weapons, or renovating the Kennedy Center for the Performing Arts and the Pentagon in the nation's capital, the Corps of Engineers has the reputation for getting the job done right.

I'm proud of these accomplishments, but I'm even more proud that the Corps is quickly reorganizing and positioning itself to continue effectively serving this nation in the next century. For nearly 50 years, we were organized for the Cold War, not the Information Age. The world has changed, and we must change with it.

I am proud to say that the Corps is responding to this challenge with the same can-do spirit that has been our

trademark for 223 years. At Headquarters, we created the Office of Congressional Affairs and the Office of Interagency and Intergovernmental Support to make us more responsive to our government and to those who request our assistance. We reorganized the Directorate of Resource Management to give us greater speed and flexibility in allocating our funds.

Southwestern and South Atlantic divisions are testing dozens of initiatives on a small scale, some of which we have applied to the entire Corps to improve our business processes. These include the division-wide Skills Registry, a database of individual technical skills so that project managers can easily find the talent they need for a project. We've also implemented the Business Center Initiative where all the districts in a division are treated as one unified business entity. This allows the division commander to distribute work among his districts to balance their workloads.

All of this and more will allow the Corps' team members to do what they do best — serve this nation wherever they are needed. Their dedication has taken them across the globe this year from Cambodia to the Arctic Ocean, from Kuwait and Saudi Arabia to Russia. They continue to bravely serve in harm's way in Bosnia, during unexploded ordnance clean-ups, and in disaster areas. Even cyberspace is becoming home to Corps people as virtual teams cooperate via e-mail and video teleconference to get the job done even though they are hundreds of miles apart.

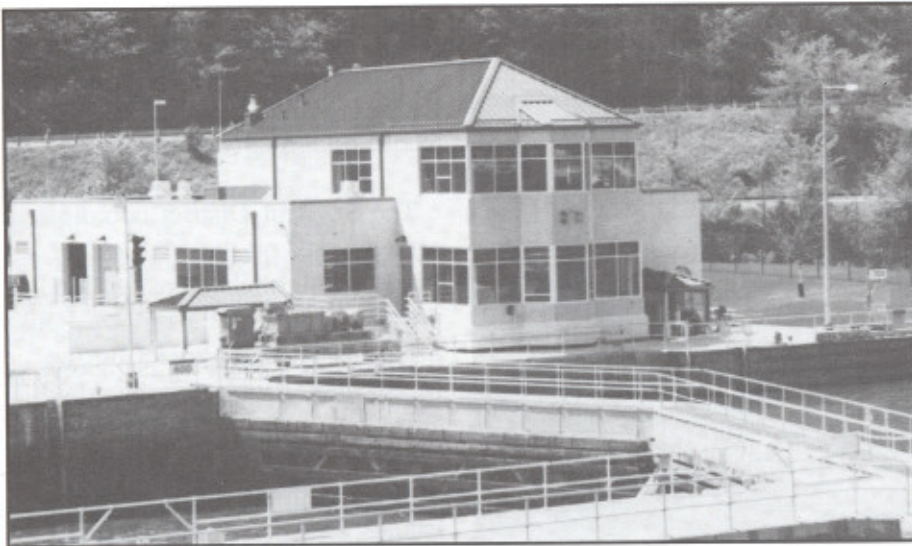
Our nation is a better and safer place because of our people and their dedication. The current drive to reorganize is to free them from bureaucratic drag and give them the funds, the tools, and the positioning they need to do the job they have done so well throughout our history. I find the progress we are making very encouraging.

America became a superpower during the 20th century, the most technologically advanced nation in history. The Corps of Engineers helped make it happen, and our hard work now, guided by our Vision of the future, will ensure that our value and service continues without interruption in the 21st century.

Essayons!

• Revolutionize Effectiveness: Satisfy the Customer

Major maintenance-rehabilitation completed at Lock and Dam No. 5



Photos by Paul Machajewski



The site rehab includes a new visitor observation area, comfort station, and improved parking facilities. More than 10.7 million tons of cargo locked through and nearly 10,000 recreational craft completed lockages in 1997.

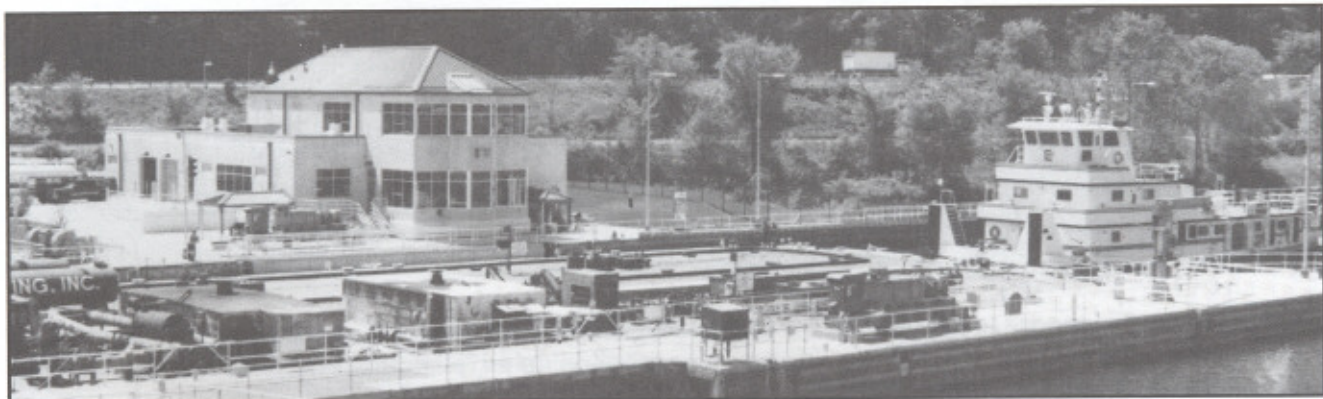
Major maintenance-major rehabilitation at Lock and Dam No. 5 in Minnesota City, Minn., is now largely complete. Corps and local officials held a dedication ceremony on June 2 to commemorate the project.

The cost of the Stage 2 control station project was \$6.8 million. Complete rehabilitation cost was \$36 million.

Work at the lock and dam began in 1989 with a lock dewatering. New operating machinery was installed in 1990. In 1992 and 1993, contractors rebuilt the entrance road and installed a new railroad crossing. Beginning in 1995, the district installed a new super structure, replaced deteriorated concrete, motorized the tainter gates and eliminated an antiquated hoist-car lifting system.

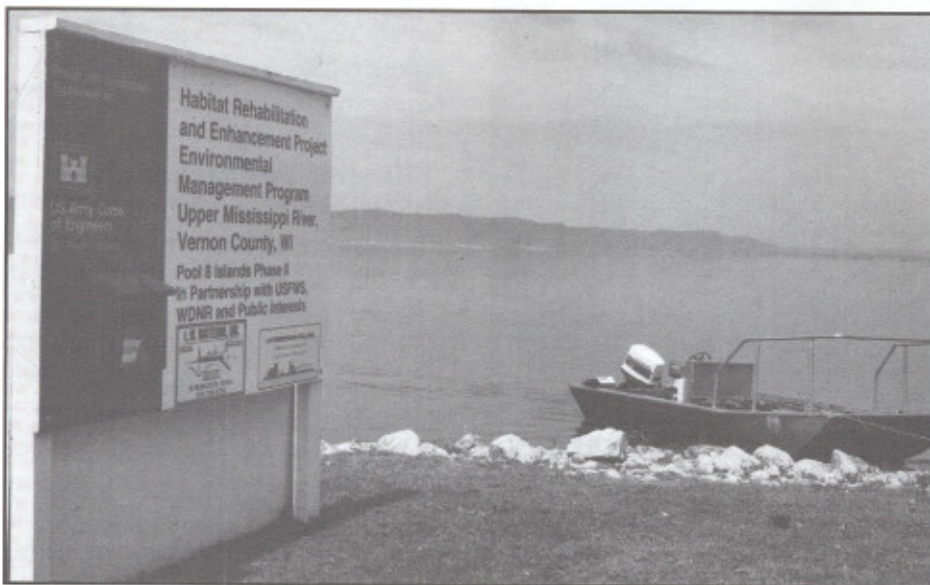
The major maintenance program began during the 1980s, when the district initiated a major rehabilitation program at Mississippi River locks and dams to insure that the structures would have a useful life throughout the next half century.

The new control station improves site lines for better safety during lockages of tows, barges and recreational craft.



• Revolutionize Effectiveness: Satisfy the Customer

Mississippi River Pool 8 habitat project near Stoddard enters Phase 2 construction



By Peter Verstegen
Public Affairs specialist

The St. Paul District coordinated a media day on the Mississippi River to highlight construction progress on the \$2.3 million Pool 8 Islands Habitat Project on the Mississippi River near Stoddard, Wis.

"This project is the second phase of a multi-phase effort to restore islands on lower Pool 8," said Gary Palesh, technical manager.

The project is south of La Crosse, Wis., in the Upper Mississippi River National Wildlife and Fish Refuge between river miles 688 and 683.5

The U.S. Fish and Wildlife Service (USF&W) and the Wisconsin Department of Natural Resources (DNR) cooperated with the Corps in producing the event.

The USF&W and the DNR provided boats and personal flotation devices for agency

Pool 8, continued next page

Photos by Bryan Armbrust

The U.S. Fish and Wildlife Service, the Wisconsin Department of Natural Resources, public interests and the district are partners in the Pool 8 Islands Project. The project site is located near the public boat ramp at Stoddard, Wis., where the above sign identifies the project.



Gary Palesh, technical manager for the Pool 8 Habitat Project, explains the project to Mike Alm, field director for Cong. Gil Gutknecht.



In the foreground, dredged fill material flows into a catch basin as it builds up an island near Stoddard, Wis.

officials and for personnel from two television stations and the major newspaper in La Crosse.

A Corps of Engineers contractor is constructing six seed islands in the area below Heron and Trapping Islands on the west side of the navigation channel south of Stoddard and rebuilding seven islands and two rock sills just across from Stoddard. Seed islands are small rock structures designed to assist the formation of islands through natural river processes.

The media day was to show progress made under Phase 2 of the Habitat Rehabilitation and Enhancement Project (HREP).

This habitat restoration project is part of the Environmental Management Program (EMP). Congress established the EMP in 1986 for a 15-year period to protect and balance the resources of the Upper Mississippi River and to guide river management.

J.F. Brennan Co., Inc., of La Crosse, Wis., began construction on a sand base for "Island A" in November 1997. Island A is the largest of seven islands to be restored in the project. Brennan is working as a subcontractor for L.W. Matteson, Inc. of Burlington, Iowa. Work resumed in April 1998.

The EMP is the only system-wide program on the Upper

Mississippi River that targets habitat rehabilitation and resource monitoring. To date, the construction of habitat projects has restored, protected or enhanced about 28,000 acres of floodplain and aquatic habitat.

Since 1939, more than 80 percent of the island acreage in lower Pool 8 has been lost to erosion, with the loss in Stoddard Bay area being more than 95 percent.

The Corps recently completed a "Report to Congress" that evaluated the program. The report recommends continuation of EMP with modifications to improve its effectiveness after the existing authorization ends.

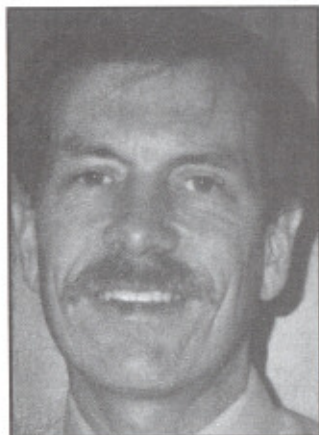


Project Engineer Lisa Lund (right) answers questions from Channel 19 of La Crosse, Wis., about the Pool 8 project. The interview took place at the project site on the Mississippi River.

• Invest in People
Four on five

By Jessica L. Shallow
 student in Public Affairs

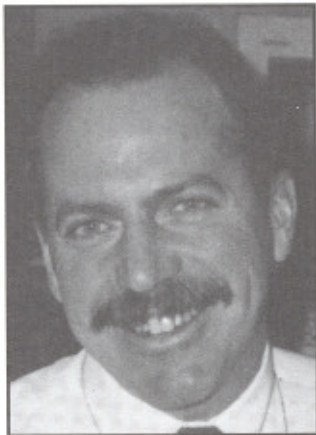
With all of the bustle of moving, it may have been somewhat difficult to locate some people, especially if the St. Paul District has recently employed them. Now that the move is finishing up and we have all had a chance to breathe, it is time to meet four of the new guys who hang out on the fifth floor. You may have seen Bryan Armbrust, Randy Fisher, Stuart Jackson, and Tom Koopmeiners walking around getting accustomed to their new surroundings and searching for co-workers.



Photos by Jessica Shallow

Bryan Armbrust came to the Public Affairs Office as a Public Affairs Specialist at the beginning of April. Armbrust retired in October 1997 as a Senior Master Sergeant for the United States Air Force at Cape Canaveral Air Station and Patrick Air Force Base in Florida. He had served as the Chief of Public Affairs for the 45th Wing.

In July, after his son Bryan finishes his school year, his wife, Sherry, and son will join him in the Twin Cities. Meanwhile, Armbrust is looking for a house, putting in extra hours at work, and taking time out to run three to six times a week.



Randy Fisher arrived ready to work as the new Chief of Contracting in early March. Prior to his arrival, Fisher was a branch chief with the Department of Defense Education Activity (DoDEA) Pacific Procurement Office in Okinawa, Japan. Previously he had a three-year assignment as a procurement analyst on the headquarters staff at the Ramstein Air Base in Germany with Headquarters United States Air Forces in Europe (HQ USAFE).

Outside of work, Fisher likes to spend time with his wife, Debi. He plays golf and tennis, runs, lifts weights and is interested in amateur radio.



Stuart Jackson began his new position as the Attorney-Advisor in Real Estate Division at the end of March. Prior to this appointment at the Corps, he was a partner in a private law practice in Watertown, New York. The primary areas of the practice were commercial real estate and project development, with primary emphasis on hydroelectric facilities and gas-fired electrical co-generation facilities.

When Jackson is not working and has some spare time, he likes to spend his time with his wife, Anne, and their children, Christopher and Alaine. He likes outdoor activities.



Tom Koopmeiners started his position as Supervisory Contract Specialist with the St. Paul District in early March. Most recently, before coming to the Corps, he was a contract administrator for the Defense Contract Management Command in Bloomington, Minnesota.

Most of Koopmeiners time away from work is spent with his wife, Luanne, and son, Daniel. In their spare time, when they aren't involved in activities to keep their eight-year-old son busy, they enjoy league bowling and a monthly evening of prime rib and pinochle.

Bits and Pieces

Awards Day event comes June 19

The Family Day Committee wants to remind you that tickets are now on sale for the Awards and Corps Family Day (otherwise known as the picnic). Here are some details.

Meal Prices and Menu

The meal consists of pasta salad, potato chips, a baked bean dish, relishes, condiments and either a single meat choice, for \$3 meal tickets purchased for persons aged 10 or younger, or two meat choices, for \$4 meal tickets purchased for persons aged 11 or older. The meat choices are bratwurst, hamburgers, and hot dogs.

Non-meal choices

Persons age 11 and older who want to attend without purchasing a meal must purchase a \$2 non-meal ticket. This will allow you entry, and also make available scheduled activities and snacks. Those under 11 years old are not required to purchase a non-meal ticket to attend.

The events and snacks are available to anyone who attends. Snacks include popcorn, cookies, slush puppies, and a variety of regular and diet pop.

Ticket Availability

Sales of meal tickets closed June 10. The same ticket sellers will offer non-meal tickets between May 27 and June 17.

Ticket Sellers

For tickets, see Jan Graham and Joyce Johaneck in Engineering and Planning Division on sixth floor

District's traveling exhibit visits Ft. McCoy



Photos by Peter Verstegen

The St. Paul District exhibit trailer represented the U.S. Army Corps of Engineers at Ft. McCoy, Wis., for Armed Forces Day on May 16.



More than 700 visitors at Fort McCoy toured the exhibit trailer to view information about the district's projects, its history and flood fights.

of the district office. Retirees – call Jan at 290-5305 to reserve your tickets. Jan Pream in Construction-Operations Division and Luann Bartuah in Programs and Project Management are offering tickets for field personnel and those work on the fifth floor. If you're on the fourth floor, see Theresa Thury in Logistics

Management or Mary Clarkson in Resource Management.

Special Needs Considerations

If you need a handicap access spot for your vehicle, please tell the ticket seller when you purchase your tickets. Contact Joe Skupa for information on interpretative service.

• Revolutionize Effectiveness: Satisfy the Customer, Build Team

Dredge Thompson crew responds to hull breach

By Peter Verstegen
Public Affairs specialist

On April 29 a quick-thinking team from the Dredge William A. Thompson (WAT) and divers from the Rock Island District stuffed a canvas-covered mattress into a two-

foot by three-foot gash in the hull the dredge near Fort Madison, Iowa. The pressure of water against the mattress plugged the hole, allowing emergency pumps to overcome the Mississippi River water that flooded one of the forward compartments of the

dredge.

The day before a submerged object pierced the wrought-iron hull of the dredge at river mile 383 near Fort Madison. The hull is slightly more than one-quarter inch thick.

The WAT had been upbound for its home port at Fountain City, Wis., when the incident happened.

"The dredge was never in danger of sinking due to its design, which allows flooded compartments to be closed off from the rest of the ship," said Jim Maybach, plant engineer at the Mississippi River Project Office in Fountain City, Wis.

On April 30, a private contractor helped the crew complete semi-permanent repairs on the hull by welding a patch over the breach. The WAT limped back to Memphis District, where it arrived May 5 for emergency repairs.

"Personnel at Ensley Engineer Yard in Memphis District replaced 200 square feet of hull," said Maybach. "We still don't know what the submerged object was," he said.

"We went back to Memphis District because they did such a crackerjack job of getting us moving before," said Tom Oksness, chief of Maintenance Section. "They stepped in and did the work when a contractor couldn't." The maintenance center at Memphis District is one of three shipyards along the Mississippi River that can handle a vessel the size of the Thompson.

The WAT returned to work May 27 at a spot on the river near LaGrange, Mo., and Quincy, Ill.



Photo by Brenda L. Beasley, Memphis District

Two personnel from the Marine Maintenance Center at the Memphis District's Ensley Engineer Yard inspect the damaged hull of the Dredge William A. Thompson. The dredge arrived in Memphis to repair the hull on May 5. Marine maintenance personnel completed repairs May 15.



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of Engineers
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Crosscurrents is an unofficial publication, authorized under the provisions of AR 360-81. It is published monthly by offset for the St. Paul District, U.S. Army Corps of Engineers.

Editorial views and opinions are not necessarily those of the Corps of Engineers, nor of the Department of the Army.

Crosscurrents

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