
US Army Corps of Engineers ®
St. Paul District
Crosscurrents
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Peanut butter and jelly pinecones make flight food
Inside
$400 million project offers more than flood reduction

Photo by Shannon Bauer

Lock and Dam 1 in Minneapolis is home to four new residents this spring. Peregrine falcons Scotty and Amelia, who make their home each season in a nesting box built by lock and dam staff, became the parents of four new chicks early May. See "Falcon family nests at Lock and Dam 1," Page 16.

Inside this issue

US Army Corps of Engineers®
St. Paul District

Crosscurrents

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Peanut butter and jelly pinecones make flight food

Photo by Tammy Wick

Ranger Kyle Curtiss, Pokegama Dam and Recreation Area, Grand Rapids, Minn., assisted Ben Miner who was among 25-30 children from the YMCA day camp, in making bird feeders July 15. Curtiss taught them the craft of making pinecone bird feeders. "You make pine cone birdfeeders by finding a dry pinecone, tying a piece of twine around the end of cone, covering the cone in peanut butter, and rolling the cone in bird seed," said Curtiss. "You can place grape jelly on the pine cones to attract orioles – kind of like a peanut butter and jelly sandwich for birds," he said. "The kids had a lot fun, and we didn't know whether the pinecones were for the bird feeders or for the kids."

Commander's intent

Adjust to future challenges

by Lt. Gen. Carl Strock, Commander
U.S. Army Corps of Engineers

I am enormously proud of the U.S. Army Corps of Engineers. Our people are competent, courageous and committed to public service.

The organizational changes we have made during the past few years have us moving in the right direction. However, we must remember that an uncertain future may require us to adjust to future challenges. My intent is for us to remain prepared for what the future brings as we work on doing the right things and doing things right. As we move forward, we will be one team focused on:

• Taking care of our people. This includes leaders ensuring employees have the right tools and meaningful work in a safe environment. It also includes teammates taking care of each other and employees living a healthy and balanced lifestyle.

• Maintaining our integrity – in ourselves, our processes and solutions.

• Accomplishing our mission by using consistent business processes. We will honor the commitments we make and improve project delivery times in a way that will not jeopardize quality, safety or increase cost.

• Collaborating with others to develop sustainable solutions, using our Environmental Operating Principles as our guide.

• Increasing our capacity for partnerships by focusing outward and understanding the environment in which we work. We will learn about our customers' visions, goals and priorities, which will help us to anticipate their needs.

• Enhancing our technical competence and staying at the forefront of new engineering technology.

• Remaining accountable, careful stewards of the resources entrusted to our care.

Our focus will result in an agile team with a capability to respond in today's dynamic and tomorrow's uncertain environments. We will be a collaborative team, with better, faster, cheaper, greener and safer solutions that will delight those we serve. We will always remember we are part of a larger team. Our experience will help facilitate dialogue, build consensus and contribute to informed decision-making on the Nation's engineering challenges. As we strive for this ideal, we must be mindful that our ideal and reality will not always match. It is up to us to close those gaps. I'm confident we have the right team to make it happen.

Introduction

Corps rolls out 'Strategic Directions'

The U.S. Army Corps of Engineers introduced a Corps-wide "Strategic Directions" initiative this summer. The "Introduction" and "Commander's intent" on this page accompany subjects on enduring values, Army values, core competencies, operating principles, strategic vision, spectrum of USACE operations, campaign goals, enabling capabilities and a comprehensive campaign plan. "Please read our campaign plan to learn more about our campaign goals and supporting objectives," said Lt. Gen. Carl Strock, on the Corps' web site at www.hq.usace.army.mil/cepa/vision/vision.htm

For more than 200 years, the U.S. Army Corps of Engineers has served our Nation in peace and war. As the needs and priorities of the nation evolved, the Corps has adapted to keep pace. In recent years, the Corps made organizational and process changes to improve our service to the armed forces and the nation. Today, as we continue to transform, we must ensure that those we serve continue to benefit from our ongoing improvements.

The website describes our strategic direction during the next several years. It explains who we are, what we want to be, and what we must do to stay on course. Our vision, campaign goals, and enabling capabilities while maintaining our course, also help us to meet new challenges. As we journey toward the future, we will continue to accomplish the missions that will make tremendous contributions to our nation's security, economic prosperity and environmental quality.

For our vision to become a reality, we will apply the energy and talents of our entire team of civilians and Soldiers, contractors and partners. Look at the website and the campaign plan to determine how you can contribute to the long, proud heritage of service to the nation.

Emmons cousins deploy to Iraq

By Matt Emmons, formerly Lock and Dam 6, Trempealeau, Wis.

Editor's Note: Matt and Mike Emmons are second cousins. They deployed to Iraq together on Sept. 19, 2004, and returned March 4.

U.S Army Corps of Engineer photo

Mike Emmons, left, and Matt Emmons, second cousins, served in Iraq at the same time. Matt learned quickly from Mike Emmons' military service and two tours of duty in Vietnam. Matt now works for Rock Island District in Lockport, Ill., as a lock work leader. Mike works as a lock operator at Lock and Dam 5A, Fountain City, Wis. In the photo they are in Baghdad at Camp Victory.

As a youngster, Mike's service in Vietnam was a great source of pride to me and to the Emmons' family.

Mike, Lock and Dam 5A, completed two tours in Vietnam and was awarded the Silver Star at the age of 19. Although Mike and I share the same birthday, March 4; at that time, I was not even born yet. The opportunity to serve with Mike in Iraq as a miscellaneous quality assurance representative for the Corps of Engineers, some 35 years or so later, was a dream-come-true for both of us. We were surprised ourselves, that at least initially, we were to deploy to the same location being Camp Blue Diamond, located in Ramadi, Iraq.

Since neither Mike nor I are engineers, we had some doubts about what we might be doing in Iraq and how we were going to make a contribution. Our job titles indicated "quality assurance," but what did that mean? Where was Ramadi located in Iraq and what was that like? All these type of questions were answered via e-mail by the area engineer in Iraq before we departed for processing at Ft. Bliss, Texas.

We flew into Baghdad from Kuwait on a military C-130 transport plane. Even though I had spent four years and six months in the U.S. Marines myself, I had never flown on one until then. It was loud, and there were a lot of noises and other issues you don't normally confront on a commercial aircraft. Mike and I were on the same flight and sitting right across from each other. It was a moment I will never forget. Mike told me at the top of his voice that these military C-130s were well-built and reliable. He was right about that, and he also was right at home in that aircraft, having flown many times in them himself during his tours in Vietnam.

***Emmons**, continued on Page 5*

***Emmons**, continued from Page 4*

Upon arrival at Camp Victory in Baghdad, Mike and I were assigned to complete computer training in using the resident management system, or RMS, and then Mike was assigned to "Stand-Up" a resident office at Al Asad Airbase, which is the western-most, major U.S. military airbase in the Al Anbar Province. I was assigned to do RMS input and "data scrubbing" of the database on Camp Victory until the resident office in Ramadi could be equipped with satellite communication equipment.

The first thing Mike and I noticed early on in our tour was the high quality of the people we came into contact with, the people we worked with and the leaders we worked for. It was obvious right away that the Corps takes care of its people while deployed and our safety was of everyone's highest concern. We had the opportunity to do rewarding work with people who were down-to-earth, but also highly professional. Mike arrived in Vietnam with an M16A1 service rifle. This time, Mike and I would be sent out to the field with laptop computers among our sea bags and duffle bags.

Mike flew via Marine CH-46 Chinook helicopter from Baghdad some 130 miles west out to Al Asad Airbase. He was the first of two original Corps' employees to serve on that airbase. Mike worked to get the resident office stood up and began making helicopter trips out to inspect border forts being built by the Navy with Iraqi contractors, which were eventually turned over to the Corps for completion. These border post forts were aligned along the Iraqi borders, so Mike had an enviable job and got to see a lot of the country that most don't during their tours. During the course of Mike's five months in Al Asad, several people would follow him, including myself.

"Mike arrived in Vietnam with an M16A1 service rifle. This time, Mike and I would be sent out to the field with laptop computers ... "

After working with the RMS program in Camp Victory in Baghdad for a month, it came time for me to transfer out to Camp Blue Diamond, located in Ramadi, Iraq, which is roughly 65 miles west of Baghdad. The base was small, on the outer edge of the city of Ramadi, and was protected by thousands of Marines. While on Blue Diamond, I inputted data on all projects in the area, which included projects for the resident offices in Fallujah and Al Asad, as those offices were not fully equipped at the time with the necessary communication equipment. We worked in a small southwest Asian hut that the Navy Seabees built for us – as we would "ramp up," they would "ramp down" during my time there.

While at Camp Blue Diamond, I worked directly for Chester Ashley, the area engineer for the most part and was eventually tasked with executing the rehabilitation of 14 schools in the Al Anbar Province. With Mike's work in Iraq and mine, it was a huge step outside our comfort zones in terms of skill set requirements, and it was definitely a challenge to both of us. There was always sound advice and professional guidance that we could trust through the learning curve that we experienced, which made it possible to accomplish our mission.

In any case, after we managed to get the school rehabilitation under contract, I requested and was allowed to transfer out to Al Asad and spent the remainder of my tour working at that resident office since most of the schools we were doing project management for were located further west from Ramadi. Another unbelievable stroke of luck was that I would spend the remainder of my tour working with Mike who knew the ropes and had turned the first dirt in Al Asad!

Mike and I have had the experiences of working overseas and serving our country in the past. Both of us have met incredible people along the way and have memories of events that few can share. Speaking for myself, finally, I can say that serving my country recently in Iraq, working in the reconstruction effort with the Corps of Engineers, was by far the most rewarding experience of my life. It was also the most challenging endeavor I have ever undertaken.

To do it all with my cousin, Mike, makes it the most memorable thing I have ever done. I strongly recommend that any Corps' employee looking for a challenge and an experience of a lifetime, consider a volunteer deployment to Iraq or Afghanistan in service of your country.

Essayons, Mike & Matt Emmons

St. Paul District photo

Mark Krenelka, construction representative; Lisa Marynik, student engineer; and Jay Bushy, project engineer, at pump station C5, Grand Forks, N.D. The station is part of Grand Forks flood reduction project, phase three. The stations are designed to blend into the surrounding neighborhoods.

5-year, $400 million project offers more than flood damage reduction

By Virginia Regorrah
East Grand Forks Resident Office

In early 2000, the Western Area Office, Grand Forks, N.D., consisted of just 10 individuals; but that was before the construction of the Grand Forks-East Grand Forks, Minn., levee project began.

The office quickly ramped up to more than 30 professionals, two-thirds of whom were directly involved with the contract administration, construction management, quality assurance and safety of the $400 million project in the Grand Cities.

Now, just five years later, the final phases of the project are being advertised, with completion dates scheduled for late 2006.

Work has been steady over the last five years, occurring despite record cold temperatures; bitter winter weather of the northern Red River Valley, and the annual occurrence of spring and summer floods.

***Project**, continued Page 7*

Project, *continued from Page 6*

But what does a $400 million project buy?

For starters, the flood reduction project will save the federal, state and local governments billions in flood restoration costs for future events. It has immeasurable benefits with regard to the emotional well-being of the residents of the communities, eliminating the stress and anxiety associated with rising river waters which threaten homes.

But $400 million also buys:

• more than 200,000 linear feet of levee – or more than 40 miles of levees in both cities;

• more than 16,000 linear feet of floodwall;

• 18 road closures,

• four railroad closures,

• seven recreational facilities with rest rooms and playgrounds;

• 23 pump stations with a total rated capacity of 454,000 gallons per minute, which could empty the 1.2 million gallon aquarium at the Mall of America in less than three minutes;

• one highway bridge;

• two pedestrian bridges;

• more than 24 miles of recreational trail;

• innumerable road raises and box culverts,

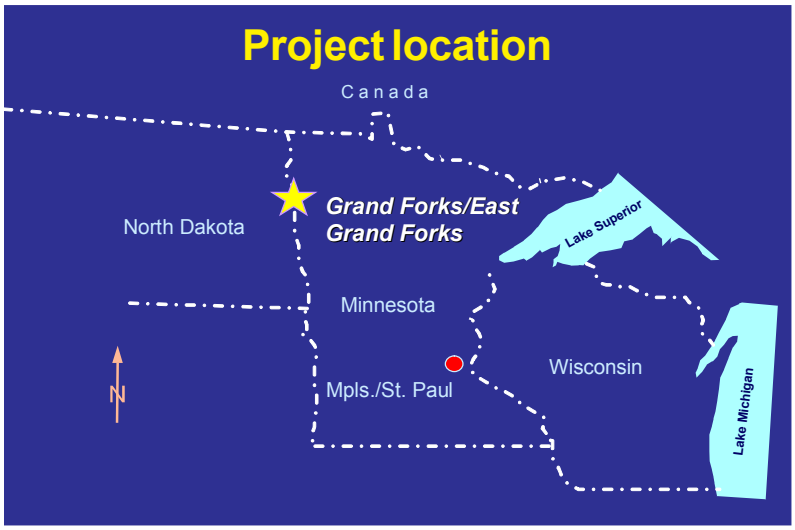
• two diversion channels with a combined length of more than 10 and one-half miles;

• more than 2,700 trees and

• more than 7,000 shrubs.

In order to accomplish this work, the contractors will have expended more than one million person-hours in effort, and the district's construction staff will have accumulated more than 200,000 hours in contract administration and construction management oversight.

As the last phase of construction begins, consider that two communities with approximately 55,000 residents will soon be protected by a project which has consumed a tremendous effort from contractors, the field staff and the employees of the St. Paul District.



During the dedication of the K12 pump station in 2002, the first pump station completed during construction of the project, Col. Robert Ball, the district engineer at that time, said to the assembled crowd, "You're used to gauging the passage of years based on floods; people will get together and talk about things like, 'Remember the Flood of 1969…' But I'm here to tell you folks, you're going to have to find a different way of measuring time; because when this project is done, you're not going to be able to do that anymore."

The completion of phase four projects later in 2006 will give substance to his prediction.

Project overview

- **Project started after the 1997 flood;**
- **Multiple construction contracts;**
- **One project: Grand Forks and East Grand Forks;**
- **$400 million cost;**
- **Completion date: 2007, the 10-year anniversary of the 1997 flood;**
- **23 pump stations: 12 in Grand Forks, 11 in East Grand Forks;**
- **40 miles of levees;**
- **3 miles of floodwall.**

Supply contracts designed to ensure value, quality, efficiency

By Jackson Hoffman, Western Area Office

The Grand Forks, N.D., and East Grand Forks, Minn., flood reduction projects are more than the construction of levees and pump stations.

Three large supply contracts for pumps, generators and control systems ensure that each pump station on both sides of the river has identical equipment. The separate contracts account for more than $4.3 million of the Grand Forks-East Grand Forks project.

"This helps us ensure not only quality but efficiency," said Tim Paulus, East Grand Forks project manager. "It's important that we have the same team up here for the installations and that the cities have a common supplier for spare parts and other questions."

To date, 61 storm water pumps, 23 sump pumps, 21 generators and 23 controllers have been delivered, of which 80 percent have already been incorporated into the projects. Controllers monitor level of water in pump stations. The largest pumps are rated at 28,000 gallons per minute and four of them are installed in the English Coulee pump station in Grand Forks. Combining all four pumps at the station, a foot of water on an area the size of a football field could be drained in around three minutes.

Remaining pumps are stored in the Grand Forks' water treatment plant until the construction contractors need to pick them up.

The project is administered by Jackson Hoffman, civil engineer. Technical support has been provided by the St. Paul District's Bonnie Greenleaf and Tim Paulus, project management, and Byron Nelson, electrical engineer, with assistance this spring from Alan Cardwell, electrical engineer in engineering and construction division, Memphis District.

Photo by Ryan Otto

Tricia Liggett, contracting officer's representative, climbs the ladder to inspect the concrete work at pump station L6 in East Grand Forks, Minn. The L6 gatewell is in the background.

The flood of 1997

- **Greatest flood on record for this area**
- **50,000 people evacuated**
- **Both Grand Forks, N.D., and East Grand Forks, Minn., submerged by flood water**
- **Ice storms knocked out power to each city**
- **Major blizzard**
- **Several buildings in Grand Forks burned**
- **Damages exceeded $1 billion.**

Project protection exceeds 1997 flood

By Tricia Liggett, Western Area Office

Residents of Grand Forks, N.D., and East Grand Forks, Minn., who lived through a devastating flood on the Red River of the North in April of 1997 still have strong memories of the event.

Craig Charbonneau, a resident of Grand Forks, said, "I hate to even say this, but houses were literally floating in the Lincoln Drive area. Some are literally tilted – off their foundations."

With the completion of East Grand Forks phase-three project, the residents on the south end of East Grand Forks can put this memory farther behind them, thanks to protection against a 250-year flood event – which exceeds the 1997 flood.

A 100-year flood has a one percent probability of occurrence; a 250-year flood has .4 percent probability of occurrence in any given year.

The $12.3 million East Grand Forks phase three contract was awarded in January 2004 and is scheduled to be complete in February 2006. The project has several unique characteristics with work divided into two reaches on two rivers. (Reach one is on the Red Lake River and reach two is located on the Red River of the North).

The contractor also utilized some innovative construction techniques to improve efficiency and safety. During January and February 2004, the contractor hauled 300,000 cubic yards of material across the Red Lake River on an ice bridge. The project also involves close coordination with several other projects. For example, at pump station L6, the contractor shares a haul road with the pedestrian bridge and Heartsville Coulee contractors, as well as with a private home building contractor.

Heartsville Coulee Diversion protects schools, community

By Thomas Stiel, Western Area Office

The gargantuan Heartsville Coulee Diversion Channel is 6,188 feet long, 150 feet wide at the bottom and more than 330 feet wide at the top.

When complete, the channel will divert flood waters from the Heartsville Coulee, which passes through the southern end of East Grand Forks, Minn., directly past two of the community's four schools.

The coulee channels water to the Red Lake River on the east side of East Grand Forks, about two miles from the confluence of the Red and Red Lake rivers – known locally as "The Point."

But size is not the only impressive aspect of the project.

Two concrete drop structures located at the outlet of the diversion channel have approximately 8.25 miles of 14-inch H-pile driven 150-feet deep into the subsoil. Each 150-foot long H-pile weighs 72 pounds per lineal foot. The upper structure has 148 H-piles supporting it, and the lower structure has 143 H-piles supporting it – 1,571 tons of H-pile. H-piles are steel beams that look like an "H" and provide structural support.

Drop structures act as outlets to the river from pump stations and control flows between the level of the coulee and the level of the river. The coulee and the river are at different levels.

"The structures take the energy out of the water and help control erosion," said Pat Trudel, acting Grand Forks resident engineer.

Local rumors 'off the wall'

By Ryan Otto, Western Area Office

Rumors in the communities of Grand Forks, N.D., and East Grand Forks, Minn., have ranged from "they put the floodwall in the wrong spot," to "it was built improperly and needs to be torn down."

The fact is the floodwall was built in the right spot and constructed correctly – in 1999.

But the building codes changed.

The district is rebuilding it to certify the structure to withstand a 250-year flood. The wall currently is certified for a 100-year event, whereas the rest of the permanent flood control project in East Grand Forks is being built for a 250-year event.

The Corps is modifying the existing structure at the footing and the removable sections that are assembled during a flood. These removable sections are responsible for the wall being dubbed the "invisible floodwall," since the view of the river from downtown East Grand Forks is unobstructed – unlike a typical floodwall or levee.

The modifications include a six-foot concrete footing extension coupled with a 15-foot deep sheet-pile seepage cutoff wall on the wet side of the structure. Sheet-pile works to anchor the wall and is driven deep underground to prevent water from digging under the wet side of the wall and coming on the dry side. On the dry side, existing concrete pedestals have been replaced with manhole frames that house new steel brackets that connect the struts to the foundation.

Enhancements to the landscape include a new plaza with planters and a pedestrian access through the existing wall in place of a steel stairway over the wall. On the south side of Demers Avenue, a new limestone Minnesota sign will greet drivers as they cross the bridge into East Grand Forks.

St. Paul District photo

Francis Schanilec, left, is construction representative, and Ryan Otto, right, is project engineer for the $1.8 million rehabilitation of the floodwall in downtown East Grand Forks, Minn.

Photo by Ryan Otto

Melissa Lembke, student engineer; Lanny Cyr, construction inspector; and Pat Trudel, acting Grand Forks resident engineer, stand next to the Sunbeam addition floodwall in Grand Forks, N.D. The contractor is putting the form-liner into place for the next pour. "Like a mould, the form leaves the impression of a shaped, textured-surface that looks like stone," said Trudel.

Pedestrian bridges offer pathways to recreation

By Mike Nelson, Western Area Office

Two of the most prominent recreational features of the flood reduction project at Grand Forks, N.D., and East Grand Forks, Minn., are the north and south pedestrian bridges.

Upon completion, the nearly identical structures will anchor the north and south ends of the Grand Cities recreational trail system. These bridges will accommodate bicyclists and pedestrians, as well as emergency vehicles, thus allowing safe river crossings between Grand Forks and East Grand Forks without competition from street traffic.

Hydraulics, structure and aesthetics received special attention during design to achieve bridges that:

• minimize the effect on river flows during flood events;

• withstand the extreme impact forces of ice flows and floating debris which are an annual occurrence in the Red River of the North; and

• remain architecturally pleasing to the eye. This is particularly important with a structure that is expected to be in place for many decades.

The bridges are designed for inundation during a flood with a 20-year frequency. The design allows the majority of debris to flow over the bridges, thus minimizing damming or other flow constrictions. The height of the bridges provides for unrestricted navigation, including a future river boat, during normal summer river levels.

Bridges submerged in flood waters must be over-designed structurally. For instance, the 412-foot long bridges require five concrete piers, each 14-feet 6-inches by 4-feet, ranging in height from approximately 20 feet to 40 feet high. Each pier rests on 15 to 24 pilings, with the center pier having the greatest number of pilings. The piling is driven into the ground approximately 100-115 feet deep for stability.

Photo by Ryan Otto

Don Speulda, construction representative, and Mike Nelson, contracting officer's representative, review work on the south pedestrian bridge on the Red River between Grand Forks, N.D., and East Grand Forks, Minn.

For comparison, these numbers are similar to a bridge designed for vehicular traffic.

Each bridge contains:

• 1,800 cubic yards of concrete weighing 7.2 million pounds;

• 184,000 pounds of concrete reinforcement; and

• approximately two miles of steel "H-piling," weighing 606,055 pounds. H-piles are steel beams that look like an "H" and provide structural support.

Narrow boat-tail piers and an arching deck with simulated stone limestone block parapets add to the aesthetics. Atop the parapets is an attractive painted steel railing with vertical pickets. The parapets and railing are designed to provide a sense of security for pedestrians and bicyclists who travel over the bridge. The railings can be removed to minimize damage caused by ice and debris during floods.

The south bridge is approximately 75 percent complete. Completion is slated for September. Construction of the north pedestrian bridge is begins this October.

Project protects historic structures in Grand Forks, N.D.

By Jay Bushy, Western Area Office

Grand Forks, N.D., phase three is the next to last phase on the Grand Forks side of the Red River of the North. This phase offers project design features to complement the St. Anne's building, a significant historic structure in Grand Forks.

Phase three has four reaches within the city.

One starts about 400 feet downstream of the Riverside Dam and ends about 300 feet south of the historic St. Anne's building. The St. Anne's building, listed in the National Historic Register, is in reach one. Reach one protects the Riverside and St. Anne's areas of town.

As part of reach one, a floodwall will be built this summer 10 feet riverward of the east side of the building. The floodwall follows the outside contours of the building and mirrors the angles, turns and corners of the building and its historic aesthetics.

Reach two protects the south part of downtown and the Central Park area of town. It starts just south of the Grand Forks railroad closure and ends with a connection to the Reeves Drive floodwall constructed in phase two.

Three protects the Elks area, Myra Museum and northern Olson Drive areas. It is a small stretch starting at Elks Drive and ending in the northern part of Olson Drive.

Finally, reach four protects a two-mile stretch at the southern end of Grand Forks. It starts just north of 47th Avenue South and ends at 62nd Avenue South.

St. Paul District photo

The St. Anne's building (above), Grand Forks, N.D., is on the National Register of Historic Places. A floodwall will be built this summer 10 feet riverward of east side of the building. The wall is designed to match the outside building construction, resembling the building and its historic aesthetics. The register is the nation's official list of cultural resources worthy of preservation, authorized under the National Historic Preservation Act of 1966

St. Paul District photo

From left: Col. Mike Pfenning, St. Paul District commander; John Paul Woodley, Jr., assistant secretary of the Army for civil works; Virginia Regorrah, East Grand Forks resident engineer; and Pat Trudel, acting Grand Forks resident engineer. "We were looking at a photo board showing construction photographs of the Lincoln Park on through to Campbell house," said Trudel.

Photo by Zeb Hemsworth

"Here's a shot of the action that took place at the 15th annual Kids' Fishing Derby at Leech Lake Dam and Recreation Area on July 16," said Zeb Hemsworth, park ranger. The St. Paul District, working with 76 sponsors from north-central Minnesota, invited youngsters 16 and younger to participate in the derby.

Leech Lake hosts 300 for fishing derby

By Zeb Hemsworth, Leech Lake

The Corps of Engineers' staff and volunteers at Leech Lake Dam and Recreation Area, Federal Dam, Minn., hosted roughly 300 people, including more than 160 children, at the 15th annual Kids' Fishing Derby, July 16.

Park staff, contractors, campground volunteers, deputies from the Cass County sheriff's water patrol and campers taught the children the positive values of fishing, water safety as well as catch and release practices.

Three different age groups received first-, second- and third-place prizes for catching the biggest fish, for catching the most fish and for casting.

The weather cooperated with sunny skies and temperatures reaching 90 degrees. Many young fishermen and fisherwomen ran around at the recreation site with big smiles on their faces.

Each child received at least one prize, thanks to sponsorships by area merchants. Also, sponsors provided food and dessert.

Water safety and natural resource conservation booths were on display. Tammy Wick, administrative assistant at the headwaters' office in Grand Rapids, Minn., manned the Corps' water safety display.

Photo by Zeb Hemsworth

Volunteers contributed to the success of the fishing derby. In front, from the left are: former co-op ranger Amos Wolf; Tammy Wick, administrative assistant; volunteer Sherry Vanwey; ranger Linda True; volunteer Brian Mclellan; and Leech Lake laborer Darwin Wilson. Back from left: retired Minnesota conservation officer Tom Chapin; volunteers Jo Hagen and Gene Hagen; campground host LeRoy Bjornson; ranger Jason Hauser; volunteer Gail Russell; derby contestant Slade Hemsworth; and ranger Jeff Horn.

News and Notes

ANNOUNCEMENTS

Corps' headquarters selected **Rick Hauck** (above), engineering, for the Corps' Long Term Training Program in fiscal year 2006. The program consists of a one-year training assignment as a graduate student at the University of Minnesota in Minneapolis. His area of study will include water resources engineering with courses and research in the fields of hydraulics, hydrology, sediment transport, water quality and leadership development.

Mary Muraski, formerly of real estate, moved to the writer/editor position in project management mid-July.

Marcia McCloskey, realty specialist, earned third place in the 2005 Minnesota State Fair counted cross stitch needlecraft creative activities competition. Her art depicted a Kingfisher, a bird with a long, red beak.

NEWCOMERS:

Felicia Hector started as the clerk at Lock and Dam 1 in Minneapolis, July 11.

Logan Stoner, student intern at Gull Lake. He attends the University of North Dakota in Grand Forks, N.D., and is majoring in recreation and leisure services.

Grace Wilson, student intern in regulatory. She attends Macalester College in St. Paul, Minn., and is majoring in biology.

See Xiong, former high school student worker in project management returned as a college student worker in project management, July 25. Xiong attends Century Community College in White Bear Lake, Minn.

RETIREMENTS:

Greg Eggers, hydraulics and hydrology, retired June 24, with 27 years federal service.

Gerald Lee, natural resources, retired June 30, with 30 years federal service.

Christy Neises, Dredge Thompson/Goetz, retired July 31, with 25 years federal service.

David Salberg, construction operations at the western area office, Grand Forks, N.D., retired July 1, with 35 years federal service.

BIRTHS:

Stephanie Dupey, project management, is the proud grandparent of Christina Vasquez Carrion, born July 19, at 8.6 pounds and 19 inches.

TAPS:

Lloyd Dosh, retired from the maintenance and repair office in 2004, passed away Aug. 4.

Fred Mitchell, retired from the district contracting office in 2005, passed away Aug. 4.

Photo by Al Pallas

The Great River Rumble is an annual event that began on the Mississippi River in St. Cloud, Minn., July 31, and ended with the group's arrival in Red Wing, Minn., Aug. 6. There are more than 70 canoes and kayaks in the group as they passed through Lower Saint Anthony Falls Lock and Dam, Minneapolis, Aug. 3.

Bosse collection highlighted online

The Minnesota Digital Library website is now online. The home page spotlights the Corps' historic Bosse photographic collection.

"Given the scope of their project and the number of fantastic collections they've digitized, I think it's quite impressive that they've given us top honors," said Matt Pearcy, historian. To review it, go to reflections.mndigital.org/

Prouty recognized with Rose and Jay Phillips Award

Andrew Prouty, operations division, has been awarded the 2005 Rose and Jay Phillips Award.

Andrew Prouty

Prouty will be receiving the award at an annual gala sponsored by Courage Center, Minneapolis, August 27.

This award is presented annually to five men or women with disabilities who are active members of their communities and have achieved outstanding success in their vocations. The Phillips' award description said Prouty "is a well-known advocate for deaf-blindness, giving inspirational presentations to local and national conferences."

The award carries a $1,500 cash prize and commemorative plaque.

Courage Center, a nonprofit rehabilitation organization, empowers people with physical disabilities.

June Employees of the Month

Loewenhagen and Miller-Oates rescue boaters stranded on Mississippi River

St. Paul District photos

Adrian Loewenhagen **Joel Miller-Oates**

Arley Martin, master of the Dredge Thompson and Dredge Goetz, and Greg Frankosky, supervisory civil engineer, concurred in the nomination of Adrian Loewenhagen and Joel Miller-Oates for the June Employees of the Month award.

Both Loewenhagen and Miller-Oates work as deckhands on the Dredges Thompson/Goetz.

On June 18, around 10 p.m., the local sheriff's department contacted dredges to request assistance in locating two missing girls. The girls were on the river with jet skis and failed to return to shore as expected. Loewenhagen and Miller-Oates volunteered to help search for the missing girls. Lowenhagen, as a long time resident, was very familiar with the area, and Miller-Oates is a certified emergency medical technician.

After a long search, Loewenhagen and Miller-Oates found it necessary to stop to check the wiring on a light that appeared to be shorting out.

When they turned the motor off, they heard the girls calling for help. They located the girls, cold and shivering, but otherwise unharmed, huddled on a sand bar on the Mississippi River.

The girls explained that one of their jet skis had broken down, so they doubled up on one. They became disoriented and decided to await rescue on one of the nearby islands. The girls were brought on board the Corps' vessel, made comfortable and delivered to waiting highway patrol personnel near Minnieska, Minn. Loewenhagen and Miller-Oates towed one jet ski to a harbor, near Alma, Wis., and the other was retrieved by Lock and Dam 5 employees near Minnieska, Minn.

Falcon family nests at Lock and Dam 1

By Shannon Bauer

Lock and Dam 1 in Minneapolis is home to four new residents this spring.

Peregrine falcons Scotty and Amelia, who make their home each season in a nesting box built by lock and dam staff, became the parents of four new chicks early May. This is the second set of chicks born to the couple since the home was built and placed high above the lock wall two years ago.

Dr. Bud Tordoff, a volunteer with the University of Minnesota's Raptor Center, visited Lock and Dam 1 May 31 to band the chicks. Peregrine falcons are endangered species and banding young chicks provides important information on the bird's movement and is essential to understanding their habitat needs year-round.

Personnel from the lock and dam, assisted by raptor center staff, participated in the banding and naming of the falcons.

Three of the four youngsters were girls, named Kathleen, after head lock operator Mike DeRusha's wife; Aura, after a friend of lock operator Nate Johnson; and Marty, after the wife of Lockmaster Jim Ryan. The boy was named Sir Richard, after lock operator Richard Mattson.

Peregrine falcons generally return to the same nesting territory annually and mate for life. The young falcons stay in the area for about six weeks, while they develop their flying and hunting skills. An interesting item to note is that in the raptor world, the females are larger and stronger than the males.

Photos by Shannon Bauer

Mike DeRusha, Lock and Dam 1, Minneapolis, guides the falcon chicks, enclosed in the cage, back to the nest after the birds had been banded. Pulleys guided the cage to their perch and nest near the top of the guidewall.

The nest for the falcons is at the top of the guidewall at Lock and Dam 1, Minneapolis.