

Soundings



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Commander's Column

Corps employees demonstrate teamwork and professionalism

DISTRICT ENGINEER

Lt. Col. Robert J. Ells

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COVER: Detroit District Engineer Robert Ells and Deputy District Engineer James Booth congratulate Michael O'Bryan, chief of the Engineering and Technical Services Division, for his 40 years of service to the district. The Commander honored outstanding employees and participants in the Leadership Development Program. (Photo by Tom Black)

Team Detroit, in keeping with the tradition of highlighting one of my priorities I want to take the opportunity in this edition to focus on my priority of People. All of you do amazing work on a daily basis in support of our mission to maintain the Great Lakes Navigation System. But, one recent event is worthy of highlighting because of the incredible teamwork and professionalism of the folks involved – the recovery of the tug *Hammond Bay* on July 3.



Lt. Col. Robert J. Ells

For those of you not familiar with the event, on the morning of July 1, the tug *Billmaier* was underway from Duluth, Minn., to Sault Ste. Marie, Mich., towing three barges and the unmanned *Hammond Bay*.

At about 3:30 a.m., while *Billmaier* crew members shortened the tow in preparation for traveling through the Soo Locks, they lost sight of the *Hammond Bay*.

After securing its barges, the *Billmaier* and crew attempted to locate the lost tug. During the search, an oil sheen was observed and a life ring from the *Hammond Bay* was found and recovered. The crew immediately notified the U.S. Coast Guard, USCG, at Sector Sault Ste. Marie. The federal navigation channel was closed and the USCG marked the location and established a safety zone around the *Hammond Bay*.

A team from the Soo Area Office immediately jumped into action. The survey vessel *Bufe* was dispatched to the site at first light and a USCG helicopter deployed to

provide support during the search. The *Bufe* located the *Hammond Bay* and confirmed the tug was sitting in about 37 feet of water inside the federal channel. The team used its remotely operated underwater camera equipment to conduct an initial investigation of the tug as it lay on the bottom of the federal channel. They discovered no clear indicators of why the *Hammond Bay* sank.

The next day the crane barge *Harvey* was loaded with dive equipment and mobilized to the site along with the derrick barge *Nicolet* in preparation for the salvage. On the morning of July 3, with the derrick barge *Schwartz* mobilized, the contracted divers and a marine



Photo by Kevin Sprague

Crews pull the sunken tug *Hammond Bay* to the surface July 3 in the St. Marys River near Sault Ste. Marie, Mich.

pollution control consultant on site, the team in place and both the U.S. and Canadian Coast Guards standing by to provide assistance, the consolidated team began its salvage operation.

In preparation for raising the tug, the team deployed oil containment booms around the work area, plugged one fuel vent and attached a hose running to the surface to the other fuel vent in order to successfully control spillage from the fuel tanks. Utilizing the divers to rig

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Cat Island construction project ahead of schedule

By Tom Black

Public Affairs Office

The Detroit District and partnering organizations are ahead of schedule on a dredged material disposal facility, DMDF, promising multiple benefits.

Restoration of the Cat Island chain in Green Bay, Wis., will create a DMDF for placement of non-contaminated material dredged from Green Bay Outer Harbor. At the same time, it will recreate ecologically vital wetlands for the benefit of fish, wildlife and natural vegetation. Additionally, the wave barrier portion will help protect the shoreline from erosion. Completion is expected in early summer 2014 — about six months earlier than projected, with the final cost anticipated to be less than \$20 million, much lower than expected.

“This project is the benchmark by which all future dredged disposal

material facilities shall be measured,” said Corps Project Manager Steve Check. “The cooperation between commercial and environmental interests was paramount to the success of the project.”

Workers are constructing a 4.3-mile-long, eight-foot-high stone wave barrier with five perpendicular dikes, called “legs,” that will separate three cells for disposal of dredged material. Barges will transfer dredged material from Green Bay’s outer harbor either by hydraulic offload or by trucks at the offloading platform.

A gravel road on top of the dike will enable truck transport or pipeline placement of the dredged material to the cells. Over a period of time, the dredged materials will build up the new islands.

Material the Corps



USACE Photo
An aerial shot of the Cat Island wave barrier and ‘legs’ that will enclose dredged materials reveals remnants of the original Cat Island in the lower cell.

dredges from the Green Bay Inner Harbor and inner bay channel will continue to be placed in the Bayport Confined Disposal Facility on the east shore of the bay.

The original Cat Island chain, consisting of Cat, Willow and the Bass Islands, was washed away in the 1960s by high water levels, waves and ice. This effectively wiped out over

1,400 acres of marshland. The new islands will help coastal marsh areas and underwater plants to thrive and provide 1,440 acres of habitat to various fish and wildlife species, according to the project sponsors, which include Brown County, Wis., the U.S. Fish and Wildlife Service and U.S. Environmental Protection Agency.

Ells family enjoys Coast Guard Festival



Photo by Randy Riksen

Detroit District Engineer Lt. Col. Robert Ells and his wife Danica wave to the crowds Aug. 3 during the Coast Guard Festival Parade in Grand Haven, Mich., while their daughter distributes plastic toss rings to spectators. The event, which featured tours of Coast Guard vessels, offered an opportunity for The Detroit District to build relationships with Coast Guard stakeholders.

Commander’s Column (Continued from Page 2)

the *Hammond Bay* to the *Harvey*, the team successfully raised the sunken vessel. When the tug was back at the surface, the team pumped out all the water, conducted a walkthrough of the vessel and determined it was seaworthy. The team secured the *Hammond Bay* and towed it to the boat basin at the Soo Area Office to begin repairs. The salvage operation was completed in about four hours.

A board of investigation, BOI, was established by the Great Lakes and Ohio River Division, and the team lead, John Cheek, observed the salvage operation. He praised the team and said it was one of the most professional, well planned/executed operations of this type he has seen.

The BOI determined that material failure led to leaks in the tug. The good news is there were no injuries, the *Hammond Bay* was salvaged, repaired and put back in service about three weeks later.

This is just another example of the incredible work done by the Detroit District and serves to highlight one of the many ways our district plays a critical role in the Great Lakes.

Thank you all!

Border Patrol breaks ground on new Detroit facility

By Tom Black
Public Affairs Office

The U.S. Customs and Border Protection recently broke ground on a new \$17 million Border Patrol Sta-



U.S. Customs and Border Protection

An architect's rendering of the new \$17 million Border Patrol Station now under construction on the east side of Detroit.

tion, BPS, on the east side of Detroit, a project being overseen by the Detroit District. Last December, the district awarded a \$13.6 million contract to Turner Construction Co., Washington, D.C., to design and construct the facility. The district will provide project and construction management services.

"The Detroit District is proud to do its part to help Customs and Border Protection execute its primary homeland security mission," said Lt. Col. Robert Ells, district engineer. "The Corps' strategic partnership with Customs and Border Protection delivers critical tactical infrastructure and facilities to secure our nation's borders for years to come."

The state-of-the-art facility, to be located on a 10.7-acre tract at the intersection of East Jefferson and Terminal Street, will replace the current station at 1331 Atwater St., about 4 miles to the west.

The project includes the design, construction and commissioning of a 100-agent BPS, parking garage and combined short-stay kennel facility, covered parking and uncovered parking.

The BPS will have an approximately 49,000-square-foot building footprint with a 2,600-square-foot equipment platform. The single-story facility includes office space, a muster room, detainee processing and holding areas, training facilities, locker rooms, restrooms, and storage for agents' gear and arms.

"This station has been a requirement for some time," said Michael J. Fisher, chief of the U.S. Border Patrol. "I want to thank the leadership within Congress on the House and the Senate sides for understanding that for the men and women who each

and every day put service above self, the least we can do is provide them with a sense of comfort and security in a Border Patrol Station."

The new station is projected for completion by September 2014, with full occupancy expected several months later.

Gathering with Fisher and Chief Patrol Agent Mario Martinez to break ground on the new station Aug. 28 were a variety of federal, state and local officials, including Scott Thieme, the Corps' deputy district engineer for project management; Jerry Moses, project manager for Turner Construction Co; and Mark Cone, project architect for Smith-Group JJR, the Detroit-based architecture and engineering firm.

The Detroit Sector BPS is responsible for 70 miles of international border made up of the Detroit River and Lake St. Clair. U.S. Customs and Border Protection is the unified border agency within the Department of Homeland Security charged with the man-

agement, control and protection of our nation's borders at and between the official ports of entry.

Tall ships visit Duluth-Superior Harbor



Photo by Kevin Gange

Crowds watch the Dennis Sullivan, a replica of a Great Lakes schooner, in the Parade of Sails July 25 at the Tall Ships Duluth festival. The ship operates as a floating classroom and goodwill ambassador for the state of Wisconsin, offering educational day sails and private charters from May through September. An estimated 250,000 people attended the five-day festival, and the Lake Superior Maritime Visitor Center hosted nearly 25,000 people the weekend of July 27-28.

Detroit District Engineers Day

A Message from the Commander. . .

Team Detroit,

Recognizing the accomplishments and service of our outstanding employees is one of the highlights of my job. The annual Engineers Day celebration is an opportunity to do just that and I thank all those who took the time to submit nominations. We received many outstanding recommendations for the annual awards and it made the decision making process difficult.

I congratulate this year's winners and those who received length of service awards. I thank you all for your dedication and for the great work you continue do on behalf of the Detroit District, the Army Corps of Engineers and this great nation of ours.

Thank you!

Robert J. Ellis
Lieutenant Colonel, U.S. Army
District Engineer



District honors Employees of the Year for their valuable contributions

Since the Continental Congress established the Army Corps of Engineers in 1775, the Corps has taken time to present recognition awards to its outstanding employees on Engineers Day. The Detroit District honors the following employees for their excellent work, achievements and innovations.

Project Manager of the Year Maureen "Mollie" Mahoney

Maureen "Mollie" Mahoney serves as the Operations Project Manager in the Technical Services Branch of the Operations Office. Her positive attitude, technical expertise and excellent communication skills help her successfully manage and coordinate \$20 million worth of projects. These include dredging and various emergency response projects undertaken following natural disasters. Always a team player, she has established positive working relationships with other government agencies and stakeholders.



Mahoney

Engineer / Scientist of the Year

Michael Panik

Michael Panik, a civil engineer and the facility security officer at the Soo Area office, has developed a reputation as a high-energy, take-charge person. He is dedicated to supporting the floating plant and overseeing facility maintenance. Panik has forged productive relationships with colleagues, other government agencies and stakeholders. He also volunteered for two deployments to Afghanistan and one to Iraq.



Panik

Student of the Year

Maria Schneider

Maria Schneider started with the Corps in 2012 as a civil engineering co-op student. In May she was hired full-time as Office Engineer for the Kewaunee Area Office. Schneider is a self-starter who provides exceptional service. Among her many contributions, she helped develop a Quality Assurance tracking spreadsheet and made sensible revisions to a payroll analysis form.



Schneider

Technician of the Year

Michael Klomp

Michael Klomp is lead construction representative for a \$20 million boiler replacement project at the VA Medical Center in Battle Creek. He has not backed down from non-stop challenges in what is a very complex project. Through diligence, a commitment to quality and a dedication to safety on the job, Klomp has earned the respect of his colleagues.



Klomp

Administrative Employee of the Year

Daniel Clark

Daniel Clark, an office assistant with the Lake Michigan Area Office, has proved himself to be versatile, dependable and productive. He promotes water safety as the Bobber the Water Safety Dog mascot, and performs key administrative tasks. Clark consistently reminds coworkers to wear proper safety equipment.



Clark

Leader of the Year John Laitinen III

John Laitinen III is master of the derrick boat *Nicolet* in the Soo Area Office, St. Marys River Section. A positive attitude, strong work ethic and leadership are his hallmarks. Following the grounding of the freighter *Paul R. Tregurtha* in the St. Marys River in August 2012, Laitinen and his crew put in long hours to remove shoals that built up while crews freed the vessel. This enabled vessel traffic to resume within one day.



Laitinen

Professional Specialist of the Year

Carole Bell

Carole Bell, an accountant with the Resource Management Office, is trustworthy, always gives her best effort and is consistently kind and helpful to coworkers. She manages the Corps of Engineers Financial Management System, CEFMS, for the district, and oversees CEFMS training and the government travel card program. Her ideas have been adopted divisionwide to improve operational efficiency.



Bell

Maintainer-Boater of the Year

Leigh Schwartz

Leigh Schwartz, a deckhand with the Soo Area Office, has established a reputation as being proactive and willing to go the extra mile to help the district achieve its missions. He also underwent training on his own time to earn a master license qualifying him to operate up to 100-ton vessels.



Schwartz

Innovation Award

Keith Kropfreiter and Blake Gerken

Keith Kropfreiter, a project engineer with the Detroit Area Office, and Blake Gerken, a civil design engineer with Engineering and Construction, developed a standard, aluminum replacement stop log for weir structures at dredged material disposal facilities. It will replace timber stop logs that swell when wet, making them heavier, susceptible to rotting and in need of annual replacement. The aluminum stop logs, which are now in use at Sterling State Park near Monroe, Mich., will also be safer for Corps employees to install and remove.



Kropfreiter



Gerken

Distinguished Civilians of the Year

Robert Erwin Wayne Schloop Darrell Pederson

Robert Erwin retired in October 2010 after a distinguished career in Engineering and Construction. Erwin was known as an old-school employee with a rock-solid work ethic; someone who could handle any job and was firm but fair with contractors. He helped bring formal partnering to the district as an effective means for Corps officials and contractors to assess projects at the outset and resolve problems early on before they become major issues. He was also instrumental in developing the district's robust and successful participation in the EPA's Superfund program.



Erwin

Darrell Pederson

retired from the Kewaunee Area Office as assistant chief of operations in 1999. He was a versatile, talented employee who developed a reputation as the 'go-to guy' with the technical expertise to get things done. He showed true teamwork and professionalism each and every day, and never failed to impart his knowledge and experience to co-workers so they could improve their skills and contribute to the Army Corps of Engineers.



Pederson

Wayne Schloop

worked 36 years for the Detroit District, retiring in September 2011 as Chief of the Operations Office. During his career, Schloop oversaw nearly 200 employees at headquarters and four area offices. He also managed major repair and rehabilitation projects on Soo Locks hydropower facilities. He retired having built close ties with American and Canadian government agencies, stakeholders and the marine community.



Schloop

Team of the Year honored for Value Engineering project

The Frankenmuth Fish Passage Value Engineering Team is overseeing a project that involves building a series of steps in the Cass River to enable fish to spawn upstream of the Frankenmuth Dam, located in Saginaw County, Mich. The team completed the Value Engineering Study ahead of schedule, returning seven proposals with potential savings estimated at more than \$1.4 million. Study completion preceded the engineering and design phases. Project Manager Carl Platz and Value Engineering Officer Leigh Ann Ryckeghem lead the team, which also includes Hal Harrington, Cindy Jarema, Julie Udell, Adam Virga and Andy Wadysz.



Platz



Harrington



Jarema



Ryckeghem



Udell



Virga



Wadysz



Wade Trim Engineering Consultants

An engineer's depiction of the planned Frankenmuth fish passage, a design sometimes referred to as a 'rock ramp.'

Engineers Day 2013

Length of Service Awards

5 Years

Rebecca L. Chorenko
Johnny D. Durham
Dwight D. Frazier
Jeffrey L. Garlinghouse
Shawn K. Gaylor
Hal F. Harrington
Alaa A. Jafar
Mark R. Kirkendall
Allison M. Klement
Michael T. Klomp
Melissa A. Kropfreiter
Michael A. Krzycki
Kevin J. Kwasny
Gregorio O. Longoria
Maureen "Mollie" H. Mahoney
Philip M. Mlinarich
Robert L. Morningstar
Andrew W. Payson
Steven J. Petrucci
Paul A. Powell
Bridget G. Rohn
Timothy G. Smith
Zenia Q. Turner
Jason N. Wilderspin

10 Years

Peter J. Baumann
Dominique R. Blockett
Carmen M. Chene
Joshua J. Hachey
Sandra M. Kenzie
Frederick P. Killips
Abraham Lewis Jr.
Christopher V. Lindman
James D. Luke
Jerry V. Petill
R. Douglas. Rail
Phil B. Sibbald
Christine N. Weisenberger

15 Years

Chris A. Albrough
Mark R. Aldrich
Paul D. Anderson
Robert A. Donaldson
Bryan V. Rintamaki
Phillip C. Ross
Peter D. Sporte
Shelley J. Tule
Shanell R. Ward

20 Years

Stephen W. Bernier
Kurt M. Bunker
Scott Gilbertson
Joanne M. Gray
Cassandra A. Kardeke
Tarsus B. Moore
Kevin Shorter

25 Years

Thomas E. Allenson
Dorretta Battles
Michelle D. Booker
Trenice Gray
Denise Gulley
Toni S. Massart
William D. Merte
Louis G. Paynter Jr.
Richard Sallans
Ronald E. Taipalus
Kerry J. Williams

30 Years

Edward J. Arthur
Carole A. Bell
Debra E. Benson
William J. Campbell
David M. Gerczak
Don C. Goltz

Trudi A. Lemieux
David J. Niemi
James T. Peach
Henry Rosenfield
Harry L. Salisbury
Gary W. Segrest
Charles M. Simon

35 Years

Colette M. Luff
Yvonne A. Mitchell
John A. Pelke

40 Years

Michael K. O'Bryan
Dawn M. Parish
Paul L. Taylor

Leadership Development Program

LDP II

Aaron W. Damrill
Janice M. Smith
Matthew A. McClerren
Joshua J. Hachey
Peter D. Sporte

LDP III

Michael K. Allis

Emerging Leaders Focus Group

Shawn S. Sanchez
Charles R. Gould
Emily R. Schaefer

Employees and families enjoy Corps Day

On a sunny, mild day at Lake St. Clair Metropark in Macomb County, Mich., Detroit District employees, families and retirees gathered for Corps Day — a relaxing day of food, fun, games and fellowship. The Aug.

15 event featured plenty of tasty sandwiches (hamburgers, hot dogs and veggie burgers) plus chicken and cold drinks. Softball, kickball, horseshoes and a nature center tour were among the activities.



Enough to feed an army

Photo by Ricardo J. Garcia



Eyeing the snake

Photo by Michele Ross



Let's give it a ride

Photo by Tom Black



A diving save

Photo by Cassandra Kardeke



Painting camouflage

Photo by Sara-Rose Melby

Crews stay busy with maintenance, dredging

By Tom Black
Public Affairs Office

Summertime in the Great Lakes region is busy not just for marine navigation; it's also prime time for dredging and maintenance of navigational infrastructure.

The *Manitowoc* crane barge and its accompanying tugs, the *Racine* and *Kenosha*, are regularly deployed from the Kewaunee Area Office to do work in the Detroit District and adjacent Chicago District in southern Lake Michigan.

Recently its nine-member crew completed breakwater maintenance at Milwaukee Harbor in Milwaukee, Wis., and Calumet Harbor in Chicago, Ill.

At Milwaukee Harbor, workers placed armor stones along the north wall — a 700-foot section of the four-mile-long breakwater, said Joe Kane, captain of the *Manitowoc*.

A few weeks later, the crew rebuilt 1,150 feet of the Calumet Harbor breakwall

in South Chicago. This included recharging 50-foot segments enclosed and partitioned by sheet piling, called “cells” - by placing core stone in each cell.

After placing core stone (crushed limestone) into the cells, crews placed cut stones, each weighing up to nine tons, along the top of the cells. Then they added armor stone along the sides. The crew also shored up the sheet piling on the sides of the breakwall. Next summer, the crew will devote considerable time to grouting the Calumet Harbor breakwalls.

On July 31, the *Manitowoc* crew arrived at Indiana Harbor in East Chicago, Ind., to begin dismantling a decaying steel superstructure from atop the pier. The catwalk-like structure, 2,300 feet long, was corroded

Continued on Page 11



Photo by Joe Kane

The *Manitowoc* crane barge, operated by Mark Dreifuferst, lays down a cut stone at the Calumet Harbor breakwater in Chicago, Ill.

Lean Six Sigma plays key quality management role

As our Quality Management System matures, we grow from focusing on standardizing business processes to a wider range of continuous improvement, CI, tools. CI goals are achieved in many ways: from employee suggestions; audits identifying issues that are analyzed to determine root causes; planning and executing of corrective action plans to correct the issues; and back-checks to ensure that issues are fixed and remain fixed.

One approach you will hear more about is the use of Lean Six Sigma, LSS. In the past two years, USACE has trained LSS practitioners to lead teams in improvement of product quality by the identification and removal of the causes of defects. LSS practitioners use a wide range of statistical and analytical tools to quantify targets and expected results that support decision making. Projects follow a defined sequence of steps and have calculated and quantified value targets. For instance, we could spend \$2,000 in labor on an LSS project with \$250,000 potential

cost savings over two years – a clear savings worthy of investment.

Decisions to initiate LSS projects are supported by data including initial cost and benefit calculations.

Three common LSS project improvement targets are reducing process lead or cycle time, decreasing process costs and increasing customer satisfaction.



Scott Thieme

Six Sigma doctrines assert that CI efforts to achieve stable and predictable process results are of vital importance to business success; business processes have characteristics that can be measured, analyzed, controlled and improved; and achieving sustained quality improvement requires commitment from the entire organization.

The Lean Six Sigma approach is set apart from other quality improvement initiatives by a clear focus on achieving measurable/quantifiable financial returns; an increased

emphasis on strong management leadership and support; a special infrastructure of practitioners to lead, implement and follow through on the LSS approach; and a clear leadership commitment to make business decisions based on verifiable data/statistical methods, rather than assumptions and guesswork.

A recent LSS project in the Louisville District examined small, low risk military construction projects – projects involving rehabilitation of existing structures rather than new construction.

The district compressed the formerly lengthy project delivery process cycle time from about 6 ½ months to 42 days by reducing non-value added steps, saving about \$442,000 annually.

If you have any suggestions for improvement, please let a member of the Quality Team know. Thanks to Joyce Hess for providing thoughts for this article.

Scott Thieme, deputy district engineer for project management, is the Detroit District Quality Champion.

Rise in permit applications tied to low water levels

By **Charlie Simon**
Regulatory Office

The Detroit Regulatory Office has seen a notable spike in permit applications. From December 2012 through May 2013, applications were up 66 percent compared to the four-year average for the same time period, said John Konik, Chief of the Regulatory Office.

Permits are required from the Corps for all work in navigable waters and for the discharge of material in U.S. waters, including wetlands.

In the previous four years, Regula-

tory averaged over 1,650 applications a year. In 2013, 1,300 applications were received in the first six months. The increase in permit applications seems tied to low water levels on the Great Lakes, according to Regulatory staff.

Data from Regulatory identifies that 49 percent of recent applications have been for dredging. This compares to about 28 percent in previous years. Requests for other types of work remain stable, but shore protection applications are below average.

“We started to see the number of applications creep up last December,” Konik said. “There was a dramatic increase in applications in January through April this year. Municipalities, marinas and homeowners recognized that water levels could affect boat access, and applied for dredging permits.”

Konik commended the Regulatory staff for keeping up with the increased workload. “Staff has stepped up to the challenge, and our permit evaluation time frames remain excellent,” he said.

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and coming loose from some of its attachments to the concrete pier.

Crews removed the structure in pieces which they loaded onto the *Manitowoc*. The Corps worked out

Bay, the Saginaw River turning basin emergency dredging and Manistee Harbor. Approximately a dozen other dredging projects had been awarded by mid-August or were scheduled to be awarded in the coming weeks.

Last winter, Congress approved a relief package for areas affected by Hurricane Sandy. The legislation included \$2.6 million for seven Detroit District dredging projects intended to eliminate shoaling in storm-affected navigational channels.

The state of Michigan also approved \$5.9 million for dredging seven harbors.

“Due to the addition of Hurricane Sandy projects, emergency dredging in the Saginaw River and the seven state of Michigan dredging projects, the district’s fiscal year 2013 dredging program has turned out to be much more robust than anticipated,” Mahoney said.

She added the district has been pleased with the dredging proposals received this year. “They have been competitively priced and have allowed us to use our limited dredging dollars more effectively.”



Photo by Joe Kane

The Manitowoc crane barge removes part of the catwalk structure from the Indiana Harbor pier in East Chicago, Ind.

an arrangement with a local scrap metal company to take possession of the metal, thus eliminating disposal concerns. “It’ll be a win-win for both of us,” Kane said.

On the dredging front, several key projects were recently completed, said Mollie Mahoney, project manager in the Operations Office. These include Green Bay, Wis., and the Michigan harbors of Holland, Muskegon, St. Joseph and New Buffalo. Grand Haven Harbor was slated to be done by Aug. 31.

Several dredging projects were ongoing as of mid-August, including the Detroit River, Saginaw River/

Engineer receives Order of de Fleury Medal

Brian Romsek, a civil engineer in the Grand Haven sub office of the Lake Michigan Area Office, LMAO, was awarded the Steel Order of the de Fleury Medal, presented to junior soldiers and civilians within the Engineer Regiment who have made significant contributions to Army Engineering.

Romsek is consistently valued for work accomplished in a timely and efficient manner.

His outstanding performance as on-site project engineer was instrumental in the successful completion of the challenging Fort Custer Army Reserve Center near Augusta, Mich. He now serves as project engineer on the VA Medical Center projects in Battle Creek, Mich.

“Brian always brings an excellent attitude to the workplace, and he is a pleasure to work with,” said LMAO Area Engineer Tom O’Bryan. “His hard work and dedication are much appreciated.”



Romsek

Employees of the Quarter

Third Quarter 2013



Justin Proulx
Soo Area Office

Justin Proulx demonstrated exceptional performance as construction representative with the Soo Area Office. He contributed significantly to the success of a project to replace a compressed air bubbler system that keeps ice away from miter gates in the locks, and a project involving roof and masonry repairs to the North Maintenance Support Building. Proulx's performance and dedication are exemplary and reflect great credit upon himself, the Detroit District and the Corps of Engineers.



James Lewis
Great Lakes Office
of Hydraulics
and Hydrology

James Lewis, lead water level forecaster in the Watershed Hydrology Branch, developed new and improved graphics for use in speaking engagements and media interviews pertaining to Great Lakes water levels and the nature of water level fluctuations. Lewis' presentation slides explain things in easy-to-understand terms and have been well-received by technical and non-technical audiences alike. Lewis' innovation, hard work and dedication reflect laudably upon himself and the entire Corps of Engineers.



Crystal Kelley
Operations
Office

Crystal Kelley, senior program analyst in the Operations Office and the district's environmental compliance coordinator, is recognized for her initiative, can-do attitude and leadership qualities. She helped revamp the district's compliance program for the Environmental Review Guide for Operations, establishing a team to ensure Detroit District facilities are in accord with this initiative. Kelley's dedication to USACE missions reflects great credit upon herself, the district and the Corps.

Innovator of the Quarter



Nathan Schulz
Lake Michigan
Area Office

Nathan Schulz, a biologist with the Lake Michigan Area Office, developed an automated wetland determination data form. His synthesis and integration of various key components into an automated form have significantly contributed to the district's mission. Wetland determinations are simplified through completion of the form using field observations. Schulz's innovation and dedication are exemplary and reflect great credit upon himself, the district and the Corps of Engineers.

CORPS SPEAKS

Lt. Col. Robert Ells, Detroit District Engineer, spoke in May to members of the Great Lakes Maritime Task Force, discussing the shipping community's request for an extension to the Soo Locks operating season.

Ells also spoke in June at a meeting of the Harbor Technical Advisory Committee, HTAC, in Duluth, Minn. He discussed low lake levels, dredging, dredged material management, the Soo Locks and St. Clair River compensation. Another key topic was the 21st Avenue pilot project in Duluth. The project's intent is to beneficially reuse materials from maintenance dredging over the next three years.

Sabrina Miller, project manager from the Regulatory Office Outreach Team, spoke in May to about 50 people during a meeting of the Huron Beach Civic Association in Ocqueoc, Mich. Afterward, the audience had questions on topics including Michigan's beach grooming law, and whether a permit is needed to remove boulders from near-shore areas.



John Allis and **Keith Kompoltowicz** of the Great Lakes Office of Hydraulics and Hydrology spoke May 30 at a University of Michigan seminar and panel discussion, "Low Great Lakes water levels: Understanding the causes and potential consequences." The presentation was offered before a live audience and as a webinar.

Kompoltowicz also spoke about Great Lakes water levels to the Port Huron Rotary Club on June 13 at the Masonic Lodge in Port Huron, Mich.; and at the Michigan Water Environment Association annual meeting on June 26 at Boyne Mountain Resort in Boyne Falls, Mich.

On June 29, Kompoltowicz staffed a USACE information booth during Engineers Day festivities at the Soo Locks, Sault Ste. Marie, Mich. He reported answering many questions about Great Lakes water levels.

Allis gave a Great Lakes water levels overview June 28 to the environmental group "Green Drinks" in Battle Creek, Mich.