

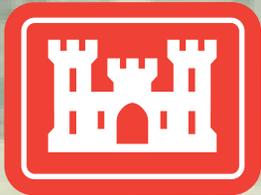
Crosscurrent

March 2012 Vol. 38, No. 3

Serving the St. Paul District since 1977

**Construction
completed at
Lock and Dam 2** Page 4

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season
arrives early** Page 6



®

U.S. Army Corps of Engineers
St. Paul District

BUILDING STRONG®

On the Cover



Jane Flewellen, engineering and construction, monitors construction at Lock and Dam 2 in Hastings, Minn., Feb. 24. Flewellen is overseeing the project, which will be completed within the next few weeks.

Photo by Vanessa Hamer

Crosscurrents is an unofficial publication authorized under the provisions of AR 360-1. It is published monthly for U.S. Army Corps of Engineers, St. Paul District.

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Submissions should be in Microsoft Word format for all written copy and photos should be no smaller than a 5 x 7 at 300 dpi. All photographs appearing herein are by the St. Paul District Public Affairs Office unless otherwise accredited.

The mission of *Crosscurrents* is to support the commander's internal information program for the St. Paul District and its stakeholders.

Crosscurrents also serves as the commander's primary communication tool for accurately transmitting policies and command philosophy to the St. Paul District community and its customers.

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Rescue Training

The district's channels and harbors section partnered with the Winona, Minn., Fire Department for cold water rescue training on the Mississippi River. Details in next month's issue.

Photo by Patrick Moes



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Click on a logo to go to the St. Paul District social media page, where you can like us, watch videos about us or see more photos.

Comments from the top

Team,

It looks like we've made it through winter and into spring without any risk of flooding. The communities along the Red River of the North and the Souris River deserve a break, and it looks like they got one. The district is also the beneficiary of a no flood spring, because we now have more time to catch up on things and focus on executing the missions we have.

This month I thought I would provide some details on what our senior leaders are hearing and saying. It is no surprise that the Department of Defense is undergoing some changes; and every time any big organization changes, there are second and third order affects. First, Lt. Gen. Thomas Bostick has not been confirmed as our next chief of engineers. He was nominated nearly one year ago and has completed hearings before the committees on Armed Services and the Environment and Public Works. The next step is for the nomination to go to the full Senate and that date has not been set. There have been some general officer announcements at headquarters as well. Maj. Gen. Kendall Cox

will be the next deputy commanding general for military works and Major Gen. Todd Semonite is already serving as the deputy chief of engineers.

Majors Gen. Meridith W.B. (Bo) Temple and Jeffrey Dorko will retire this spring. If Bostick is not confirmed in time, Semonite will serve as our chief of engineers.

The Army is repositioning nearly 1,000 Soldiers back into the institutional Army. That signifies that our work overseas may be winding down. For the last several years, the Army has sourced deploying brigades as its number one priority. That is changing, and the Army will begin replenishing the Army's training bases. This is a good news story.

The Army is also looking at all categories of personnel including Army Civilians. Sixteen percent of the Corps' civilians are retirement eligible, and 44 percent are early retirement eligible. The numbers are quite similar for our district. If these professionals decide to retire, think of the experience our force would



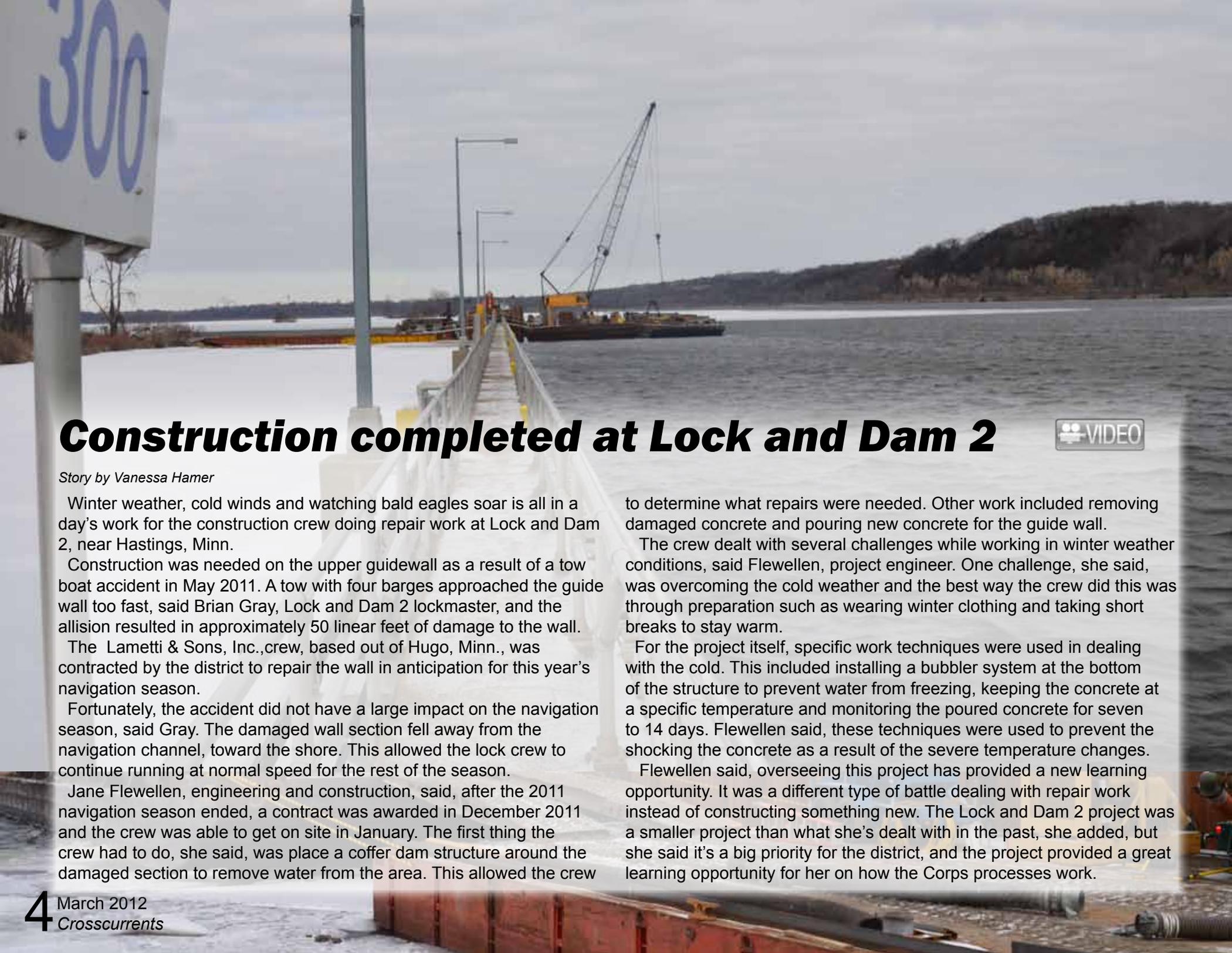
Col. Michael J. Price
U.S. Army Corps of Engineers
St. Paul District Commander

be losing. The Corps is challenged with an unbalanced workforce, because we have a large number of retirement eligible professionals and a lot of new/young employees, too. The

Corps' headquarters continues wrestling with these types of workforce planning issues.

I am looking forward to the next several months. I hope to enjoy all the things that the region provides. We have a lot of important work left to get accomplished between our Asian carp efforts, our planning work in the Souris Basin and the anticipation of the Records of Decision for the Fargo, N.D., - Moorhead, Minn., and Marsh Lake projects. We are also starting to finish our work in Devils Lake, N.D. Times are exciting in the district. Keep up the great work, and I appreciate everyone's dedication and commitment to excellence!

**BUILDING STRONG!
ESSAYONS!**



Construction completed at Lock and Dam 2



Story by Vanessa Hamer

Winter weather, cold winds and watching bald eagles soar is all in a day's work for the construction crew doing repair work at Lock and Dam 2, near Hastings, Minn.

Construction was needed on the upper guidewall as a result of a tow boat accident in May 2011. A tow with four barges approached the guide wall too fast, said Brian Gray, Lock and Dam 2 lockmaster, and the collision resulted in approximately 50 linear feet of damage to the wall.

The Lametti & Sons, Inc., crew, based out of Hugo, Minn., was contracted by the district to repair the wall in anticipation for this year's navigation season.

Fortunately, the accident did not have a large impact on the navigation season, said Gray. The damaged wall section fell away from the navigation channel, toward the shore. This allowed the lock crew to continue running at normal speed for the rest of the season.

Jane Flewollen, engineering and construction, said, after the 2011 navigation season ended, a contract was awarded in December 2011 and the crew was able to get on site in January. The first thing the crew had to do, she said, was place a coffer dam structure around the damaged section to remove water from the area. This allowed the crew

to determine what repairs were needed. Other work included removing damaged concrete and pouring new concrete for the guide wall.

The crew dealt with several challenges while working in winter weather conditions, said Flewollen, project engineer. One challenge, she said, was overcoming the cold weather and the best way the crew did this was through preparation such as wearing winter clothing and taking short breaks to stay warm.

For the project itself, specific work techniques were used in dealing with the cold. This included installing a bubbler system at the bottom of the structure to prevent water from freezing, keeping the concrete at a specific temperature and monitoring the poured concrete for seven to 14 days. Flewollen said, these techniques were used to prevent the shocking the concrete as a result of the severe temperature changes.

Flewollen said, overseeing this project has provided a new learning opportunity. It was a different type of battle dealing with repair work instead of constructing something new. The Lock and Dam 2 project was a smaller project than what she's dealt with in the past, she added, but she said it's a big priority for the district, and the project provided a great learning opportunity for her on how the Corps processes work.

Old techniques record annual ice measurement changes in Lake Pepin

Story by Vanessa Hamer

In preparation for the navigation season, the district's Fountain City, Wis., survey crew began annual Lake Pepin ice measurements Feb. 15.

The first ice measurements the crew recorded were eight to 10 inches thinner than last year, said Mark Upward, operations. He added that there were only two measurements taken this year compared to the five last year. Annual ice measurements on Lake Pepin are used to predict the navigational outlook on the Mississippi River. This year's measurements indicate the navigation season starting sooner than previous years.

Since the district began taking measurements in 1998, the crew has used the same techniques. Three people are typically needed for each survey, two people on the ice and one on land to record data and follow the crew. The surveying crew uses an airboat, a portable global positioning system to identify the exact location for taking measurements and a tape measure to determine the ice thickness. The general ice condition is also recorded.

Despite the mild winter weather, the season could not open until maintenance repairs were completed at Lock and Dam 7, near La Crosse, Wis. The district completed the repairs March 12, and the lock welcomed the first tow soon after, said Delene Moser, Lock and Dam 7 lockmaster.

The navigation season officially began last year on when the first tow, Motor Vessel John M. Rivers, broke through Lake Pepin on March 31, 2011 on its way to Pool 2, near Hastings, Minn. The average opening date of the navigation season in St. Paul for the last 10 years is March 20. For many of those who live in the Midwest, the first tow of the season is the unofficial start of spring, said Upward.

Ice measurements are dependent upon weather conditions, but are normally collected weekly until navigation season begins. The information is posted on the district's website. Click [here](#) for figures on past and present Lake Pepin ice measurements.

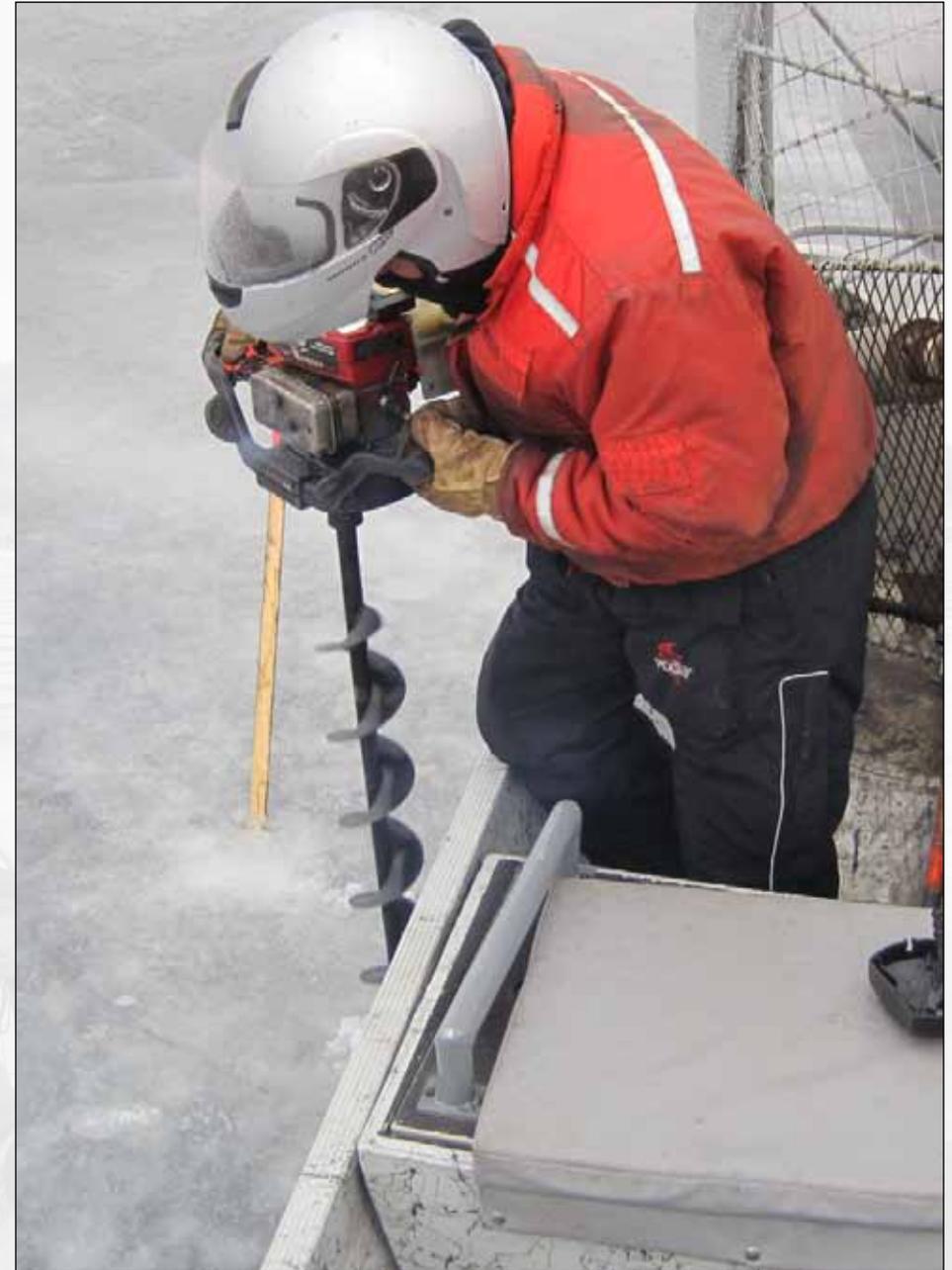


Photo by Andrew Johns

Kevin Ressie, operations, drills a hole in the ice during the district's annual Lake Pepin ice surveys Feb. 29. The district has taken ice measurements on Lake Pepin since 1998. The first tow of the season is the unofficial start of spring.

Navigation season opens with new leadership

Story by Patrick Moes

The district's 2012 navigation season began March 17 with the arrival of Motor Vessel Deana Ann.

The Paducah, Ky., based tow entered Lock and Dam 2, near Hastings, Minn., around 3 p.m., with seven barges. The tow's final destination was St. Paul, Minn.

The district considers navigation season open when the first tow that started south of the district's boundaries reaches Pool 2. The Motor Vessel John M. Rivers was the first tow of the season last year. It arrived March 31, 2011.

While the season began a few weeks earlier than normal this year, the district's navigation

professionals are up to the challenge. Mike DeRusha, lockmaster for both Upper and Lower St. Anthony Falls Locks and Dams in Minneapolis, said, "The task facing all of us is how to do more with less and continue the high level of service the public expects." This will be DeRusha's first season as the lockmaster in Minneapolis. He served as the Lock and Dam 2 lockmaster last year. Brian Gray replaced DeRusha at the lock this year.

DeRusha, along with the new Lock and Dam 1 Lockmaster Tim Tabery, operate the three Minneapolis locks and dams. Tabery, who served as the Upper St. Anthony Falls Lock and



Photo by Jeff DeZellar

Bryan Peterson, is the new chief of locks and dams. Prior to his promotion, Peterson was the district's maintenance and repair chief in Fountain City, Wis.

(Below) The Motor Vessel Deana Ann locks through Lock and Dam 2 in Hastings, Minn., March 17.

Photo courtesy of Bob Maskel





Photo by Bob Anderson

Mike DeRusha, lockmaster at Upper and Lower St. Anthony Falls locks and dams, begins his first season as the lockmaster for the downtown Minneapolis locks. He served as the Lock and Dam 2 lockmaster last year, which is located in Hastings, Minn.

Dam lockmaster last year, said the Lock and Dam 1 team has a vast degree of knowledge on the navigation industry, and they are ready for the challenge. “[We can] accomplish anything we set our minds to,” he said.

This year, one of the key topics for the employees at the three Minneapolis locks and dams will be dealing with invasive species such as Asian carp. These locks have been discussed recently as potential areas for placing fish barriers to prevent the nuisance species from migrating farther north. Tabery said it’s important to let the staff know what’s being discussed. “I believe in keeping the employees [at the lock] informed with all the pertinent information that is relevant to our project,” he said.

DeRusha agreed. “Finding a workable solution to the Asian carp issue that fits with our mission and allows us to remain a strong steward for the environment is a major challenge,” he said.

While nuisance species will continue to challenge the district’s staff as they work with other federal, state and local partners to find sustainable solutions, Mark Bessler, Lock and Dam 5A lockmaster in Fountain City, Wis., said another challenge facing the district’s navigation employees is keeping up with the other modes of transportation available. “Our lock force is doing a good job making safe and efficient lockages,” he said. “[But we need to continue to] maintain a



Courtesy photo

Tim Tabery, is the new lockmaster for Lock and Dam 1 in Minneapolis. He was the Upper St. Anthony Falls Lock and Dam lockmaster during the 2011 navigation season.

safe, secure facility that is efficiently operating 100 percent of the navigation season.”

While safety and security will continue to be a part of the district’s navigation plan, Darrel Oldenburg, lower area lockmaster and Lock and Dam 9 lockmaster in Eastman, Wis., said one of the new challenges this year is implementing the new tracking systems used to report vessels using through the locks. The lock performance monitoring system, or LPMS, is scheduled to replace the OMNI reporting system that’s been used since at least the 1980s. Currently, the lock staff uploads the information into both systems.

The systems are part of the Navigation Information Connection, or NIC. The NIC website contains information on everything from lock conditions to vessel locations. The system reports include information on the Upper Mississippi River System. The system includes the federal commercial navigation projects above Cairo, Ill. The area includes the Upper Mississippi, Kaskaskia, Illinois, Black, St. Croix and Minnesota rivers.



Courtesy photo

From left, Denise Lepke, Lock and Dam 8 lockmaster in Genoa, Wis.; Delene Moser, Lock and Dam 7 lockmaster in La Crescent, Minn.; and Rojean Heyer-LeSeure, the new Lock and Dam 6 lockmaster in Trempealeau, Wis. Heyer-LeSeure served as the acting lockmaster for Lock and Dam 7, while Moser volunteer to serve overseas.

Levee safety classifications aim to identify flood risks

Story by Patrick Moes

John F. Kennedy once said, “There are risks and costs to a program of action, but they are far less than the long-range risks and costs of comfortable inaction.”

Taking action to identify flood concerns associated with a levee, the Corps is adopting a new approach to characterize the risks associated with living behind a levee. The Corps started giving levee safety action classifications, or LSACs, this spring to communities that have a levee within the Corps’ portfolio. The Corps’ five classifications used in the risk management process are:

LSAC I – ‘urgent and compelling’ actions to reduce risk;

LSAC II – ‘urgent’ actions to reduce risk;

LSAC III – ‘high priority’ actions to reduce risk;

LSAC IV – ‘priority’ actions to reduce risk; and

LSAC V – ‘normal’ levee safety activities.

The LSAC classification process includes reviews from multiple levels within the Corps. This process includes a risk assessment at the district level, followed by a consistence review and a proposed LSAC assignment at the



Photo by Patrick Moes

Rick Hauck, engineering and construction, monitors temporary emergency levee construction during flooding in Minot, N.D., June 23, 2011. Hauck is managing the district’s team that is responsible for identifying the flood concerns for the 81 levee systems within the district’s portfolio.

national level. The assessment proposal is then reviewed by senior Corps levee safety officials before sending the recommendation to the Corps levee safety office for a final assignment. Additionally, the process involves the sponsors, stakeholders and the Corps' districts, divisions and headquarters.

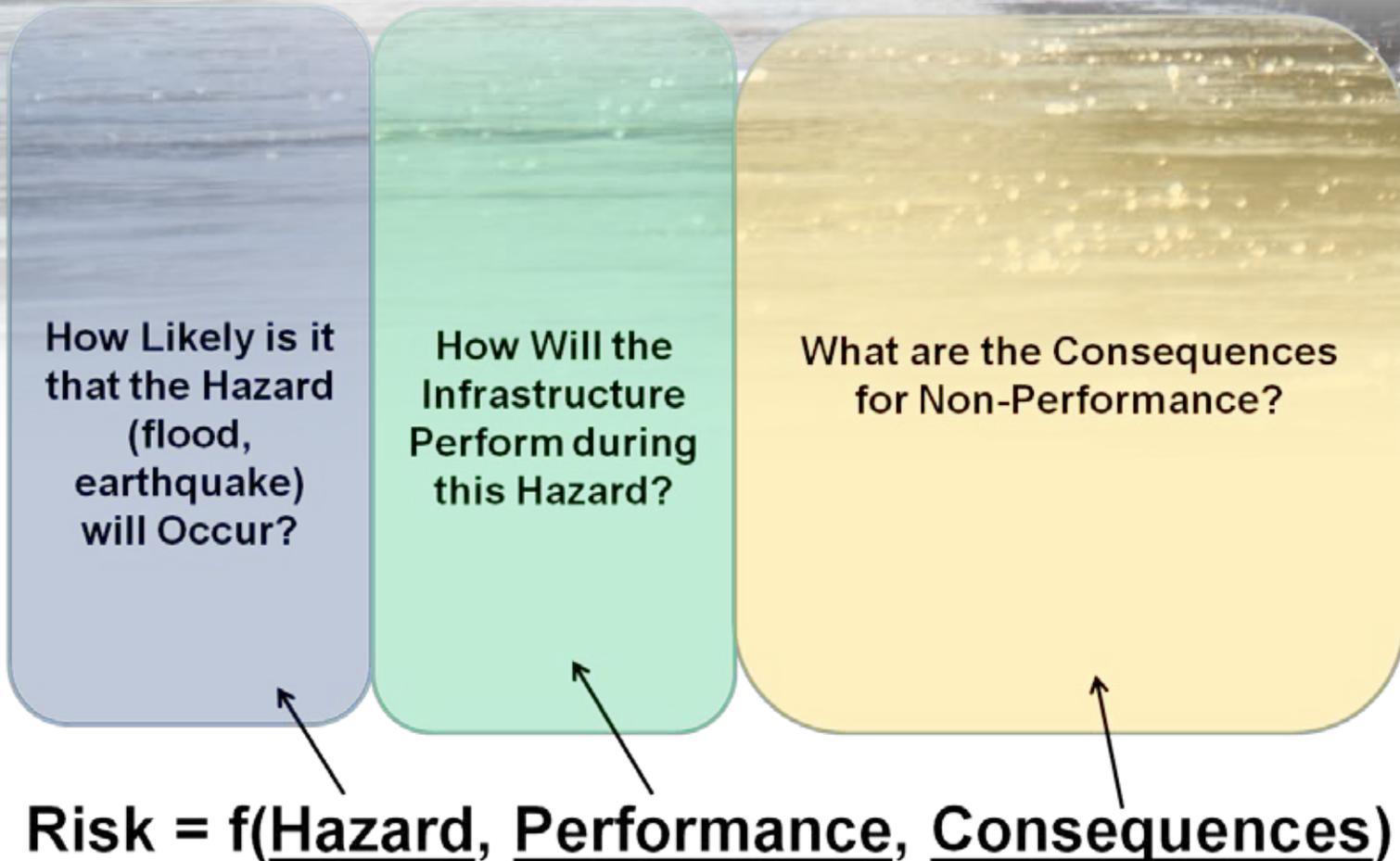
Throughout the assessment phase, every step within the process includes data vetting. This is due to the fact that while levees can contain or divert water away from a specific area, there is always a risk of flooding within the community.

Whether a levee was designed by the Corps, a state or local government or a farmer in the 1800s, no levee provides 100 percent flood protection. The benefits a levee provides depends on several factors, said Rick Hauck, district levee safety program manager.

Hauck said, the formula used to identify the flood risk classification for a given levee includes looking at the likelihood of water loading or overtopping the levee (Hazard), how well the levee is likely to perform during a flood event and the potential consequences of

water breaching through the levee (fatalities, economic damages, and environmental impacts). "We look at all the information we have available to determine the levee assessment," he added.

To date, the district's levee safety team has assessed three levee systems within the district. Hauck said the team plans to finish the remaining 78 levee assessments within the next several years. A levee system includes levees, floodwalls or and other features that are used to keep out water from a specific area.

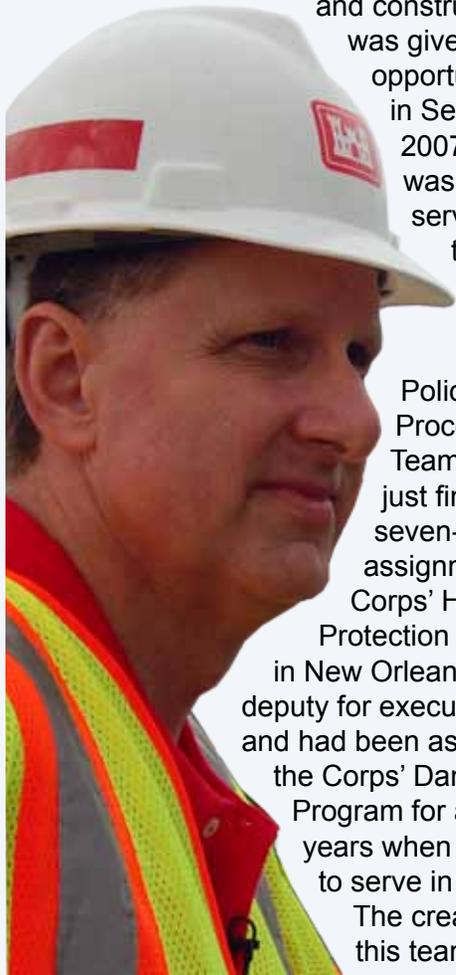


Division chief uses national team membership to write national policy, help district

Story by Shannon Bauer

It's not every day a district employee gets to be involved with creating national policy.

Michael Bart, the district's chief of engineering and construction, was given that opportunity starting in September 2007, when he was asked to serve as the team lead of the Corps' new Levee Safety Policy and Procedures Team. He had just finished a seven-month assignment at the Corps' Hurricane Protection Office in New Orleans as the deputy for execution support and had been assisting with the Corps' Dam Safety Program for a couple of years when he agreed to serve in this role. The creation of this team, which



Michael Bart, engineering and construction chief.

Photo by Jeff DeZellar

includes around 25 individuals of various disciplines from across the Corps and a few retirees, coincided with the 2007 passage of the National Levee Safety Act and the launching of the National Levee Database. "After Hurricane Katrina, it became evident that we needed national levee safety policies and procedures," said Bart. "At the time, we didn't have a database to tell us levee heights or even locations in many instances."

Whereas the National Levee Database was developed to eventually include all levees in the U.S., the Corps' Levee Safety Program focuses on Corps-associated levees. These levees include systems operated and maintained by the Corps, systems built by the Corps and transitioned to a local partner to operate and maintain and systems not built by the Corps but meet the criteria to be in the Corps' Rehabilitation and Inspection Program. This portfolio includes approximately 2,000+ systems or around 15,000 miles of levee out of an estimated 100,000 miles of levee across the U.S.

The team was charged with developing an Engineer Circular for the Corps' Levee Safety

program. The Engineer Circular would combine, in a single location, national policy and procedures for the Corps' Levee Safety Program. The objectives of the program were to develop balanced and informed assessments of the Corps-associated levees; evaluate, prioritize and justify levee safety decisions; and make recommendations to improve life safety

"After Hurricane Katrina, it became evident that we needed national levee safety policies and procedures. At the time, we didn't have a database to tell us levee heights or even locations in many instances."

*Michael Bart,
engineering and construction chief*

associated with levees.

To date, the levee team has completed a number of tasks to include developing a standardized assessment program with both annual and periodic inspections, interim risk reduction measures for levees and a

levee safety classification system that communicates what might happen, or potential risk, if a levee system were to breach. Bart said the team is working on completing an Engineer Circular this year that will ultimately turn into a Corps regulation.

In 2009, the Corps received \$90 million

in American Reinvestment and Recovery Act, or ARRA, funds to do periodic inspections of its Corps-associated levee systems. These periodic inspections are more thorough than the annual inspections and will now be completed about every five years. A system can be given an acceptable, minimally acceptable or unacceptable rating, and a system with an unacceptable rating may become ineligible for federal rehabilitation assistance if damaged in a flood or storm event.

In addition to the inspections, the team developed the levee safety classification assessments, which will be unveiled soon. Broadly, this system was developed to identify levee safety issues, assess the risk of flooding, identify ways to reduce risk and use the information learned to make better decisions. The assessment includes looking at inspection information; design and construction records; engineering assessments; performance observations; and life safety, economic and environmental consequences. A system can be rated from a 1, being urgent, to a 5, normal.

Looking forward

Bart said the team hopes to have a formal draft of its Engineering Circular later this year. "This regulation affects our sponsors, so how do you get sponsor involvement and input as part of this process?" he asked. The team has hosted 12 webinars, two major workshops and two mini workshops. To date, he said, they have received nearly 1,500 comments and are sorting through them as they prepare the circular's chapters.

Developing this program has taken a lot of time and a lot of hours, said Bart. Further, the members of the team are all participating in an additional duty capacity. "We were stealing

good ideas battle tested from the dam safety program," he said. "The difference between this and the dams, though, is that we don't do most of the operations and maintenance on these projects."

The team was also implementing while it was moving forward. "It's been kind of like building the airplane while we're flying," he said. "It has been challenging, rewarding and, at times, frustrating.

"I've gotten to work with some of the best folks, very talented folks, from across the Corps," he continued. "We've had a lot of intelligent discussions. It has stretched me personally and professionally."

Serving in this role and in his district role as the chief of engineering and construction, he said, has been interesting. "I can tell you what we were thinking when a policy was written, I'm able to see how it's working at the district level, and I'm able to modify it," he said.

This has also meant that a number of additional St. Paul District team members have gotten involved in the Levee Safety Program. District staff tested the St. Paul, Minn., levee system for the second levee risk assessment, said Bart, and a number of individuals from the district have provided expertise to include Neil Schwanz, Pat Foley, Kari Hauk, Paul Madison, Tim Grundhoffer, Jeff McGrath and many others. "It's never been just me," he emphasized.

Due to the amount of time involved, Bart said he will soon be transitioning the team's leadership but will continue to contribute to the program as a team member. "The opportunity to be in on the ground floor of a national program doesn't always happen in one's career," he said. "It's definitely been one of the most exciting things I've worked on in my whole career."



Michael Bart, left, engineering and construction chief, talks with North Dakota Senator John Hoeven during the 2011 floods in North Dakota.

Photo by Shannon Bauer

Silver Jackets support district, communities

Story by Tom Lytle

During a flood disaster, first responders often arrive wearing distinctively colored coats etched with their agency's name. While the colors and acronyms can be many, one group is working to build a bridge of cooperation among the various federal, state and local government agencies tasked with responding to a flood.

The Silver Jackets name is meant to highlight the fact that every agency involved shares the common goal of reducing risks associated with flooding.

The Silver Jackets program was created to bring together members of these agencies – agencies that often times, in the past, worked independently of each other on similar issues. Their goal, according to their website, is to reduce flood risk by utilizing the programs of multiple government agencies. They strive to maintain an atmosphere where agencies can address risk, set priorities and devise solutions. As a collaborative effort, the Silver Jackets also work to address gaps in or conflicts between the policies and authorities of the participating agencies.

Terry Zien, project management, is the district coordinator for the program. He also serves as the coordinator for Minnesota and Wisconsin and the assistant coordinator for North Dakota.

One of the primary functions of the Silver Jackets program is to promote relationships between members of the participating agencies. Members share information and technical knowledge, coordinate funding and work to eliminate duplication among agencies. With this type of interagency cooperation, the Silver Jackets are able to “break down bureaucratic barriers,” said Zien.

The Corps facilitates the partnerships between the participating organizations. While the members come from the federal, state and local levels, “the Silver Jackets are state-focused teams,” said Zien. Each team works toward the flood risk management plan of its respective state government. The state governments are in control, and they are encouraged to invite to the group any agency that may assist in their

flood risk reduction efforts.

There are currently 22 active state teams in the United States to include teams in North Dakota, Minnesota, Wisconsin and Iowa.

Making it work

During floods, the public wants current information. This information is important to the flood-fighting effort and can signal when an evacuation may be necessary. The timeliness and detail of National Weather Service flood forecasts are dependent on the available river gauge data.

After the 2007 spring floods on the Minnesota River, it was apparent that additional gauges were needed in several areas, said Zien. The Silver Jackets team coordinated the funding for seven new gauges; and with their combined technical knowledge, the team prioritized the locations and installation. “Next time,” said Zien, “a lot more information will go out to the public faster.”

Agencies participating in Silver Jackets often provide work-in-kind. The agencies freely exchange information that would normally only be available within their respective organizations. This helps to leverage budgets and provide highly valuable products at little cost.

Locally, the Minnesota Silver Jackets team is involved in a pilot project that is working on flood maps for downtown St. Paul, Minn. The goal is to define risks and to provide information that will help the city create an updated flood warning system. The new strategy will feature a reverse 911-type warning system. The pilot project will also be the focus of a public outreach program at the Minnesota Science Museum.

Many of the participating members put in a lot of extra time to their Silver Jackets projects. Zien said that it was worth it because what they are doing is working. “A lot of the benefits of this Silver Jackets program are hard to quantify, but everyone who participates agrees that there is a value added to participating,” he said.



Terry Zien, project management

New program aims to curb motorcycle accidents

Editorial by Barry Simmonds

The uncommonly mild winter has already broken into an early spring season. Already there are bicycles and motorcycles out on our roads. Unfortunately, in 2009, there were more than 2,000 fatal crashes between motorcycles and another vehicle across the nation. The most common statement given by vehicle operators after striking a motorcycle is, "I never saw him." And with motorcycles not having the steel cage protecting riders like a car does, the results of these collisions are often devastating for the motorcycle rider.

Last year, near our Devils Lake, N.D., construction site, a Corps employee turned directly into the path of an on-coming motorcycle rider. The Corps employee didn't see the rider. Tragically, the accident took the life of the rider who was married with two young kids. We don't want anything like that to ever happen again, and the safety office is kicking off a Motorcycle Awareness campaign to help people understand the importance of "LOOKING" for motorcycles.

This program involves watching a short video and then certifying you've watched it. The safety office will track it. This motorcycle awareness training is now required viewing every three years.

The goal is zero accidents involving collisions between motorcycles and vehicles. More importantly, the goal is saving lives. Motorcycles can easily be hidden in the blind spots of a vehicle. Their smaller size also makes them difficult to see, even if they are not in a blind spot. Most collisions can be avoided by actively looking for a motorcycle.

Don't just look for cars, but look for a small motorcycle as well. Also, remember to use your turn signals when changing lanes or turning. If there is a motorcycle coming, they can see that and know you are moving over. Don't tailgate a motorcycle just because you can see ahead of them. If they fall or have to dodge something suddenly, you could easily run them over. Finally, at an intersection, take that extra second to look one more time to ensure there isn't a motorcycle coming at you that you missed the first time. That extra look could just be what is needed to save a life! Contact the safety office if you'd like more information on this or any other safety topic.

SOLDIERS LEADERS CIVILIANS FAMILIES

Take 5 for Motorcycle Safety

- Ride with a battle buddy - join a Motorcycle Mentorship Program!
- Let Motorcycle Safety Foundation training kick-start you for success.
- Ride quick, agile and safe with Military SportBike Course training.
- Suit up for safety - wear your personal protective equipment.
- Keep the "rubber side" down by riding responsibly.
- Don't speed. Life is not a sprint - it's a marathon.

Take 5 ... then take action.

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<https://safety.army.mil>

ARMY SAFE IS ARMY STRONG

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News & Notes

Editor's Note

Do you have news you want to share with the district? Send your announcements of births, weddings, graduations, etc., to *Crosscurrents*. cemvp-pa@usace.army.mil.

Newcomers

Mark Brant, management analyst, district office.

Derrick Deering, engineering technician, district office.

Retirements

Fred Bischoff, engineering technician, district office.

Jon Lyman, visual information, district office.

Bruce Norton, biologist, district office.

Taps

Mark Paulus, passed away March 14.

He worked in engineering and construction. Services were held March 19 at the Lutheran Church of the Cross in West Fargo, N.D.

Overseas deployees offer thanks for care packages

"I just got back from travel and got this message. I also got one heck of a Valentine's Day care package. I want to thank all of you sincerely for what you do in the support for the folks over here. Right now it is very stressful, as you know, because of what happened. We are in lock down serious attack awareness, and that is all I can say about that.

"I just want to thank all of you again for everything. It does not go unnoticed. We are doing great as far as the construction production is concerned, and I am making sure [the district] is going to be proud when we are complete."

Jason Stuart, engineering and construction

"Thank you so much for the surprise mail! I really appreciate it. Let everyone know that I say thank you."

Tony Delgado, executive office

Congratulations

Joe Schroetter, project management, received his project management professional certification.

Aaron Snyder, project management, was selected as a 2011 Civil Servant of the Year for professional and leadership.

Jeff McGrath, planning, bowled a 300 game March 19.

James Mosner, engineering and construction, was selected as a 2011 Civil Servant of the Year for leadership and community.

Annette Vogel, engineering and construction, was selected as a 2011 Civil Servant of the Year for community and administrative.

The district awarded the 2011 Contractor Superior Safety Performance Award to **Byrd Brothers Emergency Services, L.L.C.**, for their work following the 2011 Souris River flood in North Dakota.

District employees participate at local high school's physics fair



Courtesy photo

Tom Sully, executive office, and Dan Kelner, planning, volunteered in New Brighton, Minn., at the Irondale High School physics fair March 13 to talk about science, technology, engineering and math careers with the Corps.

Sully said the event went well and the kids were really interested in learning more about the Corps and the types of jobs that are available.