

Open Channels

Outfall Canal Pumps: *Past, Present & Future*

Corps of Engineers responds to speculation and concern about temporary pumps

By Susan Spaht
Task Force Hope

Outfall canal pumps are an integral part of the new Hurricane Protection System that the U.S. Army Corps of Engineers is constructing. These temporary pumps are being installed at 17th Street, Orleans Avenue and London Avenue outfall canals.

The temporary pumps have one important mission: In the event that the gated structures are closed at the outfall canals (because of storm surge from Lake Pontchartrain), the pumps will be activated to transport water from the outfall canals, around the gated structures, and into Lake Pontchartrain.

The purpose of the pumps and gates is to protect the weakened hurricane protection structures (floodwalls) along the outfall canals and to enable inspection of those structures during storm events.

The pumps are called “temporary” because they are an integral part of the temporary closure structures that were installed immediately after Hurricane Katrina as an interim storm surge measure while the permanent pumps and closure structures are being designed and built.

The permanent pumps and closure structures are scheduled to be



This photo shows one of the temporary pumps performing at a public demonstration last summer at the 17th Street Canal.

operational for the 2012 Hurricane Season.

Lately, there has been speculation and concern about these temporary pumps. In its continuing effort to remain open and transparent, the Corps offers information – past, present and future - regarding these vital elements of the Hurricane Protection System.

PAST:

In 1965, when the Lake Pontchartrain and Vicinity Hurricane Protection Project was originally

authorized, it did not require flood protection improvements along the 17th Street, London Avenue or Orleans Avenue Canals. The reason for this was that the proposed barriers at the Rigolets and Chef Passes were intended to keep the design storm surge out of Lake Pontchartrain.

Therefore, the existing local protection levees and floodwalls along these canals were considered adequate for hurricane protection purposes.

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-Pumps-

In response to the 1977 injunction (due to a lawsuit by Save Our Wetlands) challenging the Corps' Environmental Impact Statement, the Lake Pontchartrain and Vicinity Hurricane Protection Project was re-evaluated. The 1985 Reevaluation Report by the Corps eliminated the Rigolets and Chef Barriers from the project and, instead, recommended higher levees along the southern lakeshore of Lake Pontchartrain.

Since the revised project allowed storm surge to enter the lake, the existing local levees along the outfall canals were no longer adequate.

In the mid to late 1980s, the Corps of Engineers recommended the construction of storm surge gates at the London Avenue and Orleans Avenue outfall canals to block the design storm surge from entering the canals.

The gates were part of the overall plan to raise the level of protection for the Lake Pontchartrain and Vicinity Hurricane Protection Project.

“The gates were a cheaper and quicker plan than the installation of floodwalls at the London Avenue and Orleans Avenue outfall canals,” said Al Naomi, West Bank Branch Chief with the Corps' Protection and Restoration Office (PRO). “The locals did not want the gates because they were concerned that the gates would prevent pumping of rain water into the canals.”

According to Naomi, a 36-year veteran with the Corps, the addition of outfall canal *pumps* to the gated structures at the lakefront were not seriously considered at that time because “under the Lake Pontchartrain authorizing legislation,

interior drainage is the sole responsibility of the local governments.”

Ultimately, for the 17th Street Canal, the Corps agreed to and recommended construction of the locally preferred plan which consisted of floodwalls instead of a structure at the mouth of the canal. The Corps agreement was based on the fact that the estimated cost for each alternative was almost equal.

The cost for the gated structures at London Avenue and Orleans Avenue outfall canals was far less expensive than the locally preferred floodwalls. Therefore, the Corps maintained that the additional costs for construction of those floodwalls would have to be paid by the local sponsor. The local sponsor, the Orleans Levee District, did not want to pay those additional costs.

Finally, Congress passed the Energy and Water Development Appropriations Act (EWDAA) of

1992 that directed the Corps of Engineers to construct floodwalls along London Avenue and Orleans Avenue outfall canals, the locally-preferred plan.

PRESENT:

Hurricane Katrina caused several breaches in the outfall canal floodwalls: One at 17th Street, and two at London Avenue.

“The first thing the Corps of Engineers had to do was repair the breaches,” said Brett Herr, Branch Chief for Regional Projects Branch in the PRO. “At the same time we were evaluating the rest of the outfall canal floodwalls to determine what kind of storm surge they could withstand.” There are 13 miles of floodwalls at the three canals.

According to Herr, the Corps, along with local and state officials, decided that the only feasible solution to restoring hurricane protection for

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Open Channels
U.S. Army Corps of Engineers
Mississippi Valley Division



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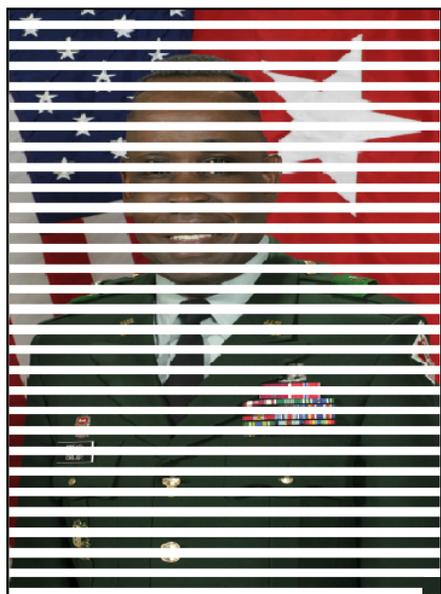
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Generally Speaking

by Brig. Gen. Robert Crear
Commander
Mississippi Valley Division



The Mississippi River Commission will be embarking on the 376th inspection trip on the Mississippi River April 16-20, 2007. I'd like to give you a little history lesson about the MRC.

The MRC was established June 28, 1879. Its responsibilities included developing and implementing plans for improvement over the entire length of the Mississippi River. From 1879 to the 1930's, Congress authorized and funded many projects managed by the Commission on both the upper and lower portions of the river.

As a result of the disastrous flood on the lower Mississippi River, the 1928 Flood Control Act created the Mississippi River and Tributaries project. The project is a comprehensive, complex plan for improving the river and portions of its tributaries between Cape Girardeau, Mo., and Head of Passes, La. Since its authorization, development of the MR&T project has been the primary focus of the commission. Currently, there are no Corps of Engineers' projects authorized and funded on the

upper Mississippi River to be implemented under oversight of the commission.

As a result of the Secretary of the Army's restructuring of the U.S. Army Corps of Engineers in April 1997, management of the entire length of the Mississippi River was placed under one division, the Mississippi Valley Division, headquartered in Vicksburg, Mississippi. The Division Commander serves in a dual capacity as President of the MRC.

Combining the upper and lower Mississippi River into one division increased both the need and opportunity for coordination of traditional Mississippi Valley Division and Mississippi River Commission projects and programs on the upper and lower river systems to ensure wise stewardship of our natural resources.

The commission conducts inspection trips on the lower Mississippi River during the high-water season each spring and during the low-water season each summer or fall. The 2007 high-water trip will include inspection on the Mississippi River from Caruthersville, Mo., to Baton Rouge, La.

The public meetings/hearings and inspection provides the commission and the Corps the opportunity to review the conditions of the Mississippi River and see firsthand projects under construction or completed on or near the river. Most importantly, it provides for meeting with, and coordination between, the commission, the Corps, local agencies, project sponsors, interested organizations and the public to understand the complex problems, needs and issues impacting on the economy, the environment and the people in the Mississippi River Valley.

The Mississippi River Commission and the U.S. Army Corps of Engineers are listening. We want to hear your concerns and

recommendations about the river, its tributaries and the management of water resources in the Mississippi Valley.

The public hearing process is unique to the Mississippi River Commission and the U.S. Army Corps of Engineers. The benefits of hearing first hand the issues and concerns through the public meeting process are invaluable to the commission and the Corps. Also, the interaction with Congressional, Federal and state interests, local boards and non-government organizations, and the public is crucial to the decision-making process of the commission.

The Mississippi River Commission and the U.S. Army Corps of Engineers are committed to building and maintaining strategic partnerships with all parties interested in effective stewardship of Mississippi Valley water resources.

We recognize the Mississippi River system as both a nationally significant ecosystem and a nationally significant commercial navigation system and seek balanced solutions to economic, environmental and social requirements across watersheds.

Four public meetings have been scheduled aboard the Motor Vessel MISSISSIPPI. The meeting places, dates and times are as follows:

**April 16, 9:00 a.m.
Caruthersville, Mo., at City Front**

**April 17, 9:00 a.m., Memphis,
Tenn., at Mud Island**

**April 19, 9:00 a.m., Natchez,
Miss., at Fulton Street Landing**

**April 20, 9:00 a.m., Baton Rouge,
La., at City Dock**

All meetings are open to the public.



-Pumps-

the 2006 hurricane season would be to block the canals with temporary gated structures and pumps.

“It was within our emergency authority to repair the damage and restore protection to that area,” Herr explained.

Congress provided funding with the 3rd Emergency Supplemental Appropriations Act, and the Corps began the process to design and construct the temporary gates and pumps.

In January of 2006, the Corps placed an order for 34 60-inch temporary pumps: 12 for 17th Street Canal, 12 for London Avenue Canal and 10 for Orleans Avenue Canal. The new pumps began arriving in New Orleans in late Spring, prior to the 2006 Hurricane Season.

As soon as the pumps arrived, they were immediately installed by construction crews working 24 hours a day, seven days a week. In addition, the contract was modified in early summer to add six more pumps to 17th Street Canal, bringing the total for all three canals to 40 pumps.

“We installed the new temporary pumps as fast as we received them,” said Jim St. Germain, a Senior Project Manager in the Hurricane Protection Office (HPO).

“We had crews working at the outfall canals around the clock; they were even doing some of the work at night, under lights,” he said. “We were determined to make our pre-Hurricane Season goal – and we did.”

That is not the usual means for manufacturing and installing massive equipment like these pumps. Under normal circumstances, whether for government or private industry,



“If we had done this in the traditional manner, it would have taken four to five years to get the pumps in place.we did it in a matter of months.”
— **Col. Jeffrey Bedey, Commander, Hurricane Protection Office, on the manufacture and installation of the temporary outfall canal pumps.**

performance tests would be done on the equipment at the factory prior to delivery, without observation by the government. Any operational problems would be repaired or adjusted there, and the equipment would be tested and retested until it meets performance expectations. When the performance is satisfactory, then the equipment would be installed in its intended location. That’s what happens under normal circumstances.

Following Katrina, the Corps did not have the luxury of working under normal circumstances. To quickly reduce the public risk, Corps personnel were placed at the factory to document manufacturer’s tests, resulting in a series of reports regarding the pumps’ capabilities.

“When we installed the new pumps, we knew they were not operating to full effectiveness,” said Col. Jeffrey Bedey, Commander of the HPO.

“We had numerous engineering reports that told us that. But if we had done this in the traditional manner, it would have taken four to five years to get the pumps in place. Instead, we put the pumps in at the sites in a matter of months,” the Colonel explained.

“To reduce the risk to the community for the next hurricane season, we wanted the pumps on the ground; we decided we would work out the final testing on the pumps in place”.

It was reported that the new pumps vibrated when first tested at the outfall canals. “Some of them did,” Bedey said, “but we did not see failure when the pumps vibrated. They would not have operated perfectly, but they would have provided pumping if we needed it in 2006.”

Bedey compared the pump situation to an automobile. “When you know your car’s engine has a problem, you would prefer to repair it rather than drive it; but if you are in an emergency situation, you will go ahead and drive it and get where you need to be, then fix it when you can.

That’s basically what we did with the pumps.”

FUTURE:

Today, the pump problems are being solved. The pumps are being shipped weekly and they are being installed and successfully tested at the outfall canals.

“The 11 pumps that were retrofitted with stiffer springs in the hydraulic motors are performing well,” said St. Germain, who is directing the field tests on the pumps.

“Installation of the new pumps is going smoothly,” Bedey said. “All 40 hydraulic pumps will be in place for this year’s hurricane season.”



Frigid February Hampers Corps of Engineers Lock Operation

by Alan Dooley
St. Louis District Public Affairs Office

Bitterly cold weather that opened February over the Midwestern and Eastern states impacted operations at U.S. Army Corps of Engineers Mississippi River locks throughout the St. Louis District due to ice building up at those facilities.

While ice and snow caused delays on roads and highways throughout the upper Midwest, their impacts were especially heavy on the river “highways” for the first two weeks of February. More than 60 percent of the nation’s grain exports are loaded at or pass through the St. Louis harbor. Other high volume shipments that depend on operation of the locks include salt for highway maintenance, coal for power plants and petroleum-based fuels and chemicals.

The Corps announced operating restrictions from Lock 24 at Clarksville, Mo., southward to St. Louis, Saturday, Feb. 3. The announcement came after a 15-barge tow became stuck in the 1200-foot-long main chamber at the Melvin Price Locks and Dam near Alton, Ill., causing the lock’s main chamber to be closed for several hours.

The operating restrictions limited barge tows to no more than 106 feet in width due to ice which built up on the walls of the 110-foot wide lock chambers. Originally set at 105 feet, they were relaxed to 106 feet at the Mel Price Locks after Corps-Industry-Coast Guard consultation Monday.

Hopper barges are 35 feet wide. Thus, a three-wide tow is approximately 105 feet wide.



Photo by Russell Elliott

Seven barge tows queue upstream of the Melvin Price Locks and Dam main chamber on February 6, 2007 in their quest to lock southward before the frigid ice build up on the Mississippi River further hinders or halts traffic.

Other types of barges can be as much as 54 feet wide, with two side-by-side being 108 feet wide. These wider configurations were prohibited from locking.

Other weather-related issues included possible ice build-ups under the bows of some barge tows that could hamper them as they attempted to pass over concrete sills at the bottom of the lock gates when leaving the chambers. Ice forming in the recesses behind lock miter gates also posed a potential problem making them difficult to open completely, further hampering and slowing operations.

The Feb. 3 closure ended after several hours when other tow boats were able to assist the stuck tow to exit the chamber.

Corps operations experts informed navigation interests that they

expected restrictions to remain for at least a week due to the near freezing temperatures of the water moving southward and to the sub-freezing weather then predicted to prevail in the region throughout the week. North into Iowa, National Weather Service forecasts called for the coldest temperatures of the season and for early February the coldest in a decade.

The announcement of the 106-foot restriction was the first such measure in the district in several years. Ice, which started to form Saturday in still water behind dikes as far south as the Jefferson Barracks Bridge, continued moving south through the St. Louis Harbor for several days.

Further north at Clarksville and Winfield, Mo., tows continued to transit, breaking up to a foot of ice to do so.

(see Ice, next page)



-Ice-

They cooperated by operating in groups to be able to assist each other while they are enroute to and from grain shippers sending commodity shipments south for overseas export through New Orleans.

Further north in the Rock Island District at Locks 20, 21 and 22, barge tows were restricted at a maximum width of 70 feet.

The St. Louis District further restricted width limits on barge tows passing through the Melvin Price Locks near Alton, Ill., Wednesday morning, Feb. 7. Limitations were tightened to a maximum of 89 feet after a 12-barge tow became caught in the lock's 1200-foot main chamber at about 11:30 p.m. the night before. The lock's main chamber was reopened at about 4 a.m. Wednesday.

This decision, made reluctantly due to its impact on the barge industry, was made after coordination with barge industry representatives. Tows that were southbound on the Mississippi and Illinois rivers at the time, had to be reconfigured into two-wide tows vice their original three-wide arrangements.

The combination of ice building up at Mississippi and Illinois rivers locks and decreasing water depths from St. Louis south, were closely watched by U.S. Army Corps of Engineers, U.S. Coast Guard, National Weather Service and navigation industry experts.

Width restrictions for barge tows transiting the Melvin Price Locks near Alton, Ill., remained in effect until Saturday, Feb. 17.

Corps officials relaxed restrictions after sunshine finally reduced the ice build up on the left descending, or



Photo by Russell Elliott

Ice builds up on the frigid concrete walls of the Melvin Price Locks and Dam 1200-foot main chamber.

Illinois wall (side closest to the Illinois shore) of the lock. Ice on the other wall was reduced by lock operators using steam and hot water to thaw it.

At the location of the Melvin Price Locks, the Mississippi River actually runs from west to east and the concrete lock chambers are oriented in that manner. The wall on the left side receives sunshine throughout much of the day while the wall on the right, or on the chamber's south side, is shaded from the sun.

Corps plans to counter icing consisted of more than simply waiting for the return of warm weather. All locks worked to flush ice southward as they were able to. At Lock 25, operators were able to lift the floating moring bits clear of the water to prevent their damage by ice. At Mel Price, hardy workers used steam jets to melt and dislodge ice forming in miter gate recesses.

It was not only the locks that were hampered on the river by ice. Navigation aids also suffered.

In some places buoys were destroyed either by being crushed or sunk. In other places they were broken free from anchors. In still other locations their positions were shifted as ice pushed both the buoys and their anchors out of position.

The St. Louis Motor Vessel Pathfinder partnered with the U.S. Coast Guard, surveying river channels in and south of St. Louis, recovering buoys torn free from anchors and replacing numerous missing and damaged buoys. Pathfinder and her crew moved numerous other buoys back to proper positions.

It has been years since ice posed a threat to navigation in the St. Louis District. But just as they do through high and low water almost every year, a team made up of hydrologic and hydraulic branch engineers and experts from the operations division, in partnership with U.S. Coast Guard, National Weather Service and navigation industry representatives, came together to keep river traffic flowing in February 2007.



Ice provides dredging platform at Warroad Harbor

by Peter Verstegen
St. Paul District Public Affairs Office

A novel dredging project on ice three- to four-feet thick this winter saved money and reduced the environmental impact to Lake of the Woods. The lake links northern Minnesota with Canada.

The St. Paul District project means boaters will have a clear channel to access a safe harbor at Warroad, Minn. The harbor is a congressionally authorized harbor of refuge. The harbor is located in the city of Warroad on the western shore of the lake and is approximately six miles south of the Canadian border in northwestern Minnesota.

The project is a team effort among the Corps' St. Paul District, the city and a contractor with experience working on ice. When complete, a 2,900-foot channel will extend from the jetty north into the lake.

"The technique appears to some to be sawing off the branch that you're sitting on," said Col. Mike Pfenning, St. Paul District commander, "except that parts of the branch are sitting on the ground – or in this case, the bottom of the harbor."

Dredging on a platform of ice more than 36 inches thick is a first for the St. Paul District and for the Mississippi Valley Division. "The precedent-setting techniques were a result of collaboration with the Corps' local sponsor," said Pfenning. "The techniques are less environmentally damaging, as the impacted water environment is restricted by an ice cavern. This confines the sediment drift."

Said Kevin Bluhm, project manager, "Working on ice lowers the cost to about one-tenth of conventional dredging. Part of the reason is the scale. It's hard to justify conventional dredging for a small job."



Kevin Bluhm, project manager, inspects a cut in the ice on March 12.

Sediment generated by a flood in 2002, recent high water and wave action off the lake has hindered boat access to a critical harbor of refuge during navigation season.

Said Dave Nelson, construction engineer, "It's like a huge, shallow sand bar. The channel has to be cut out to deeper water."

Boaters need harbor access when a storm sweeps across the 642 square-miles of waters in the United

States jurisdiction. Miles of water separate Warroad from the other harbors of refuge at Baudette, Northwest Angle Inlet and Zippel Bay.

Heavy equipment from the Corps' contractor, Lake Area Construction, Inc., of Williams, Minn., rolled out on the ice March 12. Two weeks later, they had dredged nearly 10,000 cubic yards at priority locations in the channel. Operations halted when unseasonably warm weather hindered truck access to the temporary storage site.



Ice measurements foretell navigation season

by Shannon Bauer
St. Paul District Public Affairs Office

The St. Paul District’s survey crew in Fountain City, Wis., started this year’s annual Lake Pepin ice measurements on Feb. 15. March 21 was the last ice reading. The Corps takes ice measurements at this location each year to predict the navigational outlook on the Upper Mississippi River.

Lake Pepin is located on the Mississippi River between Red Wing and Wabasha, Minn. It is the location of choice for these measurements, because the lake is the last part of the river to break up, and the current is slower on Lake Pepin than it is on the rest of the river.

Each February, the surveying crew uses an airboat and a portable global positioning system to measure ice thickness. In addition to measuring the ice thickness, they also record the general condition of the ice. This data is used by the towing industry to predict whether or not it will be difficult for towboats to break through the ice and determine when it’s safe to begin towing to St. Paul, Minn.



Kevin Ressie, left, small craft operator, and Jim Marquardt, survey technician, sampled the ice thickness on Lake Pepin on the Mississippi River. Lock and Dam 2, Hastings, Minn., reopened to navigation on March 22 with the completion of major maintenance. Passage through ice in Lake Pepin on the Mississippi River into the Twin Cities signals a new interstate navigation season.



Jim Marquardt, survey technician, measured the ice thickness on Lake Pepin on the Mississippi River, March 7.

Last year, the first tow to make it all the way to St. Paul, was the Motor Vessel Reggie G, a tow operated by Alter Barge Line, Inc., of Bettendorf, Iowa, on March 21.

The average opening date of the navigation season in St. Paul for the last 10 years is March 20.

“The Corps usually only does measurements until the ice is considered not to be an obstacle for tows,” said Steve Tapp, operations

manager, channels and harbors project.

The Motor Vessel Cooperative Venture, a tow operated by the American River Transportation Company of St. Louis, was the first tow to make it to St. Paul on March 30, with 12 barges.

“Most of the ice was gone by March 21 and what is left is very soft,” said Mark Upward, channels and harbors project.



Corps, Red Lake Band of Ojibwe agree to fish passage on reservation at Lower Red Lake

by Peter Verstegen
St. Paul District Public Affairs Office

The St. Paul District and the Red Lake Band of Ojibwe agreed to work toward construction of a fish passage at the outlet of Lower Red Lake in Clearwater County, northwest of Bemidji, Minn. The project will be constructed on the Red Lake Band of Ojibwe Indian Reservation.

Col. Mike Pfenning, St. Paul District commander, and Floyd Jourdain, Jr., Red Lake tribal chairman, signed a memorandum of understanding March 13. “The MOU provides Bureau of Indian Affairs permission to construct the project on tribal land and was the last document needed prior to finishing the plans and specifications,” said Steve Clark, project manager.

In 1951, the Corps of Engineers modified the Red Lake Dam, located on the Red Lake Band of Ojibwe Indian Reservation, and assumed its operation under the conditions set forth in tribal resolutions passed by the Red Lake Band of Ojibwe. Since completion of the project, the Red Lake Band has expressed concerns regarding the congregation of fish below the dam and the inability of fish to re-enter Red Lake.

The Corps attempted to alleviate this problem by installing a temporary fishway in the 1950s and by reducing the ability of fish to swim out of the lake through the dam by placing stoplogs in front of the dam gates. However, early fishway technologies were ineffective and



Col. Mike Pfenning, St. Paul District commander, signed a real estate memorandum of understanding with Red Lake Tribal Chairman Floyd Jourdain, Jr., for a fish passage at Red Lake, Minn., March 13. The photo was taken during a tribal council meeting.

reducing downstream fish passage through a dam is difficult at best.

The proposed fishway would be a natural channel design that has recently proven successful in Minnesota and other locations around the world.

A concrete fish trap would be included in the design to prevent common carp from entering the lake by allowing selective transport of desirable species. The fish trap would also facilitate the capture of walleyes for rearing in a fish hatchery operated by the Red Lake Department of Natural Resources. Construction costs for the project are estimated at about \$700,000.

“In the past few years, the district has worked through many obstacles to move this project forward,” Clark said. “Among them were the approval of a construction authority from Assistant Secretary of the Army (Civil Works), the planning and design of a unique project and, most recently, obtaining the real estate permit from Bureau of Indian Affairs. Through the process of planning this project, an excellent working relationship has been developed with the Red Lake Band.”

A construction company owned by the Red Lake Band, will be completing the work as an 8(a) small business contractor after the district completes the plans and specifications and requests a cost proposal from the contractor.



Dredge Jadwin gets work done at Ensley

by Jim Pogue
photos by Brenda Beasley
Memphis District Public Affairs Office

February temperatures may have been icy, but the pace of work at Ensley Engineer Yard kept things hot on McKellar Lake.

The latest project underway at the Corps' premier marine maintenance center is a complete rework of the propulsion tunnel on the Vicksburg District's dredge Jadwin.

"The Jadwin arrived here the night of Jan. 24," said Shannon Reed, acting Chief of Ensley's Plant Section.

"We got her up in our floating drydock, and in just 10 days almost all of the old tunnel assemblies have been cut out. They'll soon be ready to begin the new work."

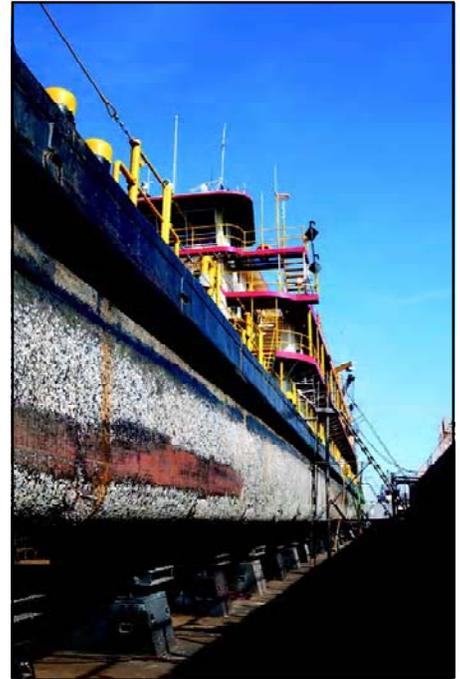
The "tunnels" Reed talks about are the two long pathways in

the stern of the dredge's hull that house the wheels (river terminology for propellers), rudders, shafts and other equipment used to move and guide the vessel through the water.

Currently, the external propulsion configuration on the Jadwin is much the same as it was when the veteran dredge was built in 1933.

Although adequate for the time it was built, the design produces a significant amount of what marine engineers call "cavitation," which also produces unwanted vibration and general inefficiency.

Cavitation takes place when vapor pockets form in a flowing liquid in regions of very low pressure – just what the design of the Jadwin's propulsion tunnels produce.



Built in 1933 as a steam dredge, the Jadwin was converted to diesel power in 1985.

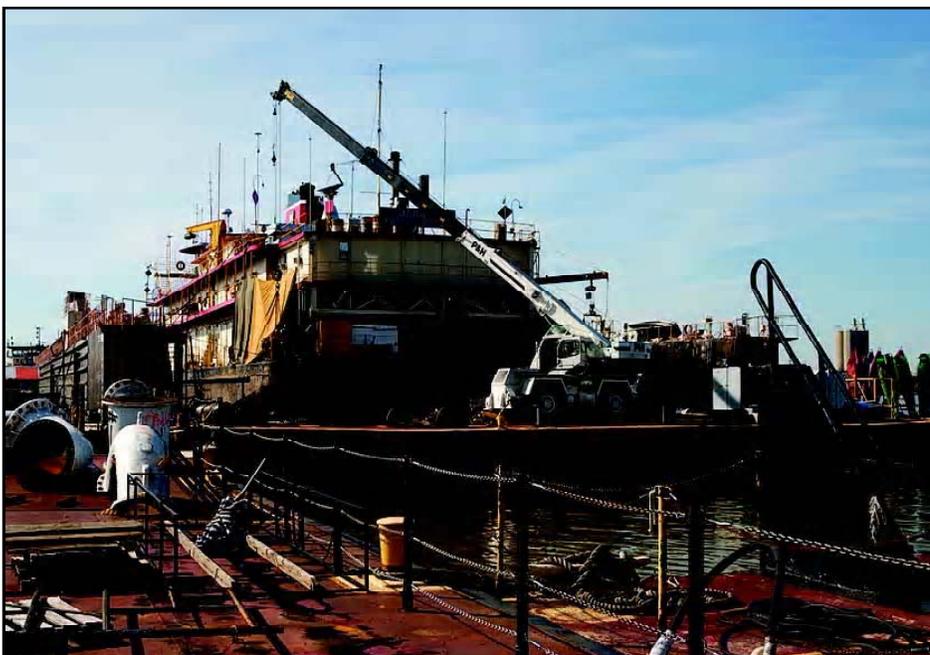
It is a frequent cause of structural damage to propellers, pumps and other structures.

Workers on the Jadwin have removed all the propulsion equipment and welders are stripping out steel hull plates and even the steel ribbing that surrounds the tunnels.

They will enlarge the tunnels, replace the traditional wheels with Kort nozzles, and perform a variety of other improvements.

Kort nozzles are shrouded, ducted propeller assemblies used for marine propulsion. The hydrodynamic design of the shroud, which is shaped like a foil, offers advantages for certain conditions (like vessels that move at relatively slow speeds through the water) over bare propellers.

(see Jadwin, next page)



The dredge Jadwin sits in the largest inland floating drydock north of New Orleans. Located at Ensley Engineer Yard and Marine Maintenance Center, the drydock is 320-feet long, 105-feet wide, and has a weight bearing capacity of 3,963 tons. Its 16 pumps can remove 35,200 gallons of water per minute to raise the drydock and the vessel it holds.



-Jadwin-



Charles F. Ashley, a boat operator from the motor vessel Sanderford, which is a tender for the Jadwin, welds on cross framing at the starboard side.

Kort nozzles, also called ducted propellers, can be significantly more efficient than unducted propellers. They produce greater thrust in a smaller package.

“If water flows more freely across the wheel instead of stirring up

turbulence like it does now, you get less cavitation and vibration and more efficiency,” Reed said.

The Vicksburg District, home for the Jadwin, sent about 40 workers here to do the lion’s share of the labor on the dredge.”

They are working 12 hours a day, seven days a week,” Reed said. “Every other weekend half of the work force goes home.”

In a unique arrangement, the Vicksburg crew works, eats and sleeps aboard the Jadwin as it sits high up on blocks in the Memphis District’s floating drydock. This provides significant cost savings relative to lodging and other travel expenses.”

We provide all shore power, water, drydocking services and are supplementing their work force with welders and other metal workers,” Reed said.

Terry Phifer, chief of Ensley’s Metals Unit, added that his workers

are making their welding and machining equipment available whenever needed, and providing their technical expertise when called upon.

As Memphis District crews wind down their efforts on some other projects, they will shift their efforts to the Jadwin to help with the work there.

The Corps’ Marine Design Center in Philadelphia provided design services for this extensive project.

The work is aimed at producing significantly improved operating efficiencies, less crew fatigues and will extend the life of the veteran dredge for years to come. The total cost of the modernization will be about \$1.5 million.

Reflecting on the way this project is being undertaken, Reed said “this is a new way of doing business.”

It used to be the districts sometimes went head-to-head on work like this,” he said. “Now, we’re a regional asset working together to accomplish a common goal. That’s progress in my book.”



Precision is called for as welder and fitter James C. Ward, of Memphis District’s Grading Unit, welds bulkheads aft of new Kort nozzles on the Vicksburg District’s dredge Jadwin.



David C. Butler, a ship’s welder and fitter, measures to cut the new framing aft of the port nozzle.



Corps Assists Saving Two Eagles

by Mark Kane

Rock Island District, Corporate Communications

Days before Christmas, on Dec. 22, rangers Jonathan Wuebker and Tyler Hill, Saylorville Lake, assisted Patti Peterson-Keys, environmental education coordinator with the Polk County, Iowa, Conservation Board in the capture of an injured and sick bald eagle on the Des Moines River downstream of Saylorville Dam.

Kayakers had reported the bird on a logjam in the river near the interstate 80/35 bridge.

The report of the incident sited that the eagle made an attempt to fly when it was approached, but only rose two feet into the air before falling back into the logjam. With the aid of a blanket, it was safely captured with no external signs of injuries.

The Polk County Conservation Board transported the eagle to Kay Neumann of a local group, Saving Our Avian Resources, who began caring for the eagle at her raptor rehabilitation center in west central Iowa.

Rangers at Saylorville Lake received word the day after Christmas, Dec. 26, that the eagle had died. SOAR is researching the cause of death of the eagle.

The center has conducted research in the past regarding the possible sources of lead poisoning in eagles, with preliminary evidence suggesting that eagles are consuming lead in the form of shotgun slugs from deer carcasses where improper disposal methods are used.

Another bald eagle, this time at Lake Red Rock on Jan. 6, was a lot luckier when Corps employees

contacted an Iowa conservation officer who freed the eagle that had become stuck on a tree branch and was hanging upside down above the lake.

The officer, Jason Sandholdt, had to use a rather unique method of freeing the eagle, because it was hanging 60 feet above the water and beyond the reach of where anyone could get to it. The method ... a single rifle shot from a muzzleloader. Sandholdt had the gun, because he was deer hunting when he was contacted by the Corps.

Once again, it was kayakers who spotted the eagle. This time John Pearson, a state botanist, and his two friends, Brian Lange and Scott Evans, all from Knoxville, Iowa. With binoculars, they could see the bird appeared to have caught a single talon in a knothole in the branch when it landed. Apparently, the bird tried to take off and lost its balance.

Because the bird was hanging over a cliff and high in the air, ropes and ladders seemed out of the question as rescue tools, Sandholdt said. Many in the group thought a mercy killing was the best option.

Sandholdt asked for a chance to free the bird with his muzzleloader, figuring, at best the bird, would fall into the lake and have to be rescued for rehabilitation at a clinic.

“It’s safe to say no one had any confidence that I could do that,” Sandholdt said of his proposed sharpshooting. “My buddies were waiting for a poof of feathers.”

Sandholdt bent a tree sapling over to use as a brace. He used the gun’s scope to take aim with the .50-



photo by Tyler Hill, ranger, Saylorville Lake

Jonathan Wuebker, ranger, Saylorville Lake, holds an injured and sick bald eagle captured on Dec. 22, in an attempt to save it, after it was spotted and reported to the Corps by kayakers.

caliber muzzleloader. The bullet traveled 60 to 70 feet, cleanly through the edge of the knothole. Sandholdt figures he hit the talon, too.

“There were accusations of sheer luck,” Lange, one of the kayakers, said of the single shot. He added, “It was really a heroic shot.”

The eagle flew away. Officers waited for it to collapse. Instead, the bird kept flying, disappearing over the horizon. No one knows its odds of survival, but it faced certain death before the rescue, Pearson said.

Perry Beeman, Des Moines Register, contributed to this article.



Volunteer Division!

MSGT Gray helps volunteers stay on mission

by Michael Logue
Louisiana Recovery Field Office, Public Affairs

On this rainy day, twelve volunteer groups were huddled at the Salvation Army headquarters in west New Orleans with FEMA, Corps and City of New Orleans officials, trying to get their arms around the daunting task ahead.

By summer, about 4500 homes need to be gutted, 18 months following Hurricane Katrina, their owners unable to do or afford the work themselves that quickly.

Before a resident can move back into an uninhabitable home, the structure must be gutted to a height above the waterline so that repairs can turn the hazardous building into a safe home again.



Satisfaction to a volunteer team is getting a home prepared for a displaced resident to repair and return to a normal life.



MSGT Gray encouraged the volunteer leadership for the arduous mission ahead.

Some volunteer leaders like Richard Brown from Samaritan's Purse were looking for work. "We are getting 60-90 volunteers a week from across the United States. If you can give us the houses, we can get the work done."

Across the table, representatives of groups like Rebuilding Hope in New Orleans (RHINO) and ACORN (Association of Community Organization for

Reform Now) were facing a similar challenge, magnified hundreds of times.

"New Orleans could be expecting as many as 25,000 volunteers coming on spring break from all over America," said Jessica Vermilyea, the deputy state coordinator for the Luther Disaster Response. "We have to focus our resources. These people want to help and we need to be ready to utilize them."

The workers are many, the veteran groups are totally committed, and the work projects are plentiful. The problem: uncoordinated efforts to date to gut 1800 easy-to-find homes had left large scattered sectors of homes, with groups not sure where to start next, and the lists of homes no longer current after 18 months of social upheaval.

Volunteer groups were fighting duplication and inefficiency, doing more goose chasing than gutting. Enthusiastic workers were arriving at locations to find houses already gutted by other groups or the landowners. In other cases, the building was no longer there, taken under the voluntary demolition program, or the contact information was out of date as owners moved here and there.

FEMA asked the Corps to help coordinate the development of a master property list and assist groups in identifying properties eligible for the gutting program.

Developing the master list fell to Master Sergeant Jim Gray, a member of the New Orleans liaison team. Given a mission and a team, the all-Army Gray knew what to do.

(see Volunteer, next page)



-Volunteer-

“Ladies and gentlemen, we have one mission. We move debris! Tell me what you need and we will get this done.”

The groups began discussing some of the issues that had plagued operations in the past and some of the challenges that lie ahead. MSGT Gray brought the group back into focus.

“Ladies and gentlemen, you have 90/10 cost sharing until August 29. June 5 is my personal deadline to get this done. Here is what I propose. I will scrub the master list. You let me know what houses you have done. I need address and zip code.”

Gray assured them that, if the groups provided the Corps the address and zip code, the Corps would keep up with the gutting crews need to have debris removed.

“In the meantime, I will maintain a pool that everyone can either add to or draw from,” Gray confidently proclaimed.

The groups will divide into smaller working teams, each looking to MSGT Gray’s master list for their work assignments.



Two members of RHINO gutting team remove the walls inside a New Orleans home.



A gutting team leader coaches his volunteer on the use of masks in a mold-filled environment.

As other homes are demolished or gutted by others, Gray will knock them off the list. The groups will push from the other end and by mid spring hopefully meet in the middle with a completed gutted mission, and 4500 residences ready for repair and occupation.

The gutting mission, as dirty a job as it is, brings a lot of satisfaction to all participating. Every pile of debris in front of a gutted home is one life and one household that are closer to back to normal.

The occupation of almost 5,000 homes could allow as many as 20,000 residents to find normalcy and economic stability, and return that many New Orleanians to work, school and community activities.

For many homeowners, the gutting process is somewhat like a funeral, with damaged homes once belonging to parents and grandparents. The emotional support and encouragement volunteers offer is as important as the service they provided.

An ever-present concern is keeping volunteers provided with meaningful and satisfying work, and plenty of it. One leaders lamented, “It has gotten to the point that we are excited when we find a house ...

hooray, someone needs their house gutted”.

Enter MSGT Gray and his master list. Gray’s efforts will help ensure that the volunteer groups have a wave of work ahead of them, to keep spirits high on both sides of the recovery.

The groups also are looking to financial assistance from the City of New Orleans and a list of other projects should the groups outrun their workload.

“They can paint, landscape parks, whatever. Just let them see that they are contributing,” Vermilyea said.

One volunteer questioned how to keep the young workers excited if there was not a resident immediately returning. Volunteers get an emotional lift from bonding with a face, a personal situation, and a direct contribution to a family.

“They need to understand they are helping the neighbor next door, or the neighborhood as a whole,” answered a second worker.

Another group, Katrina Corps echoed the new-found enthusiasm of the groups present. “We should be able to work a thousand houses a week.”

Gray rewarded the groups with the optimistic Army Strong, “If you can do that, people, we are done. We are done.”

The company of volunteers had become a Volunteer Division, with up to 25,000 strong, led by a Master Sergeant. Kick the tires, and light the fires.



Land's end: Corps makes a stand at Venice

Rebuilding is vital to keep open great Mississippi River ports

by John Hall

New Orleans District, Public Affairs

For years, the U.S. Army Corps of Engineers operated a sub-office in Venice—where the highway, levee and land end before the Mississippi River empties into the Gulf of Mexico.

Sad to say, on Aug. 29, 2005, Hurricane Katrina forced the red brick, one-story office to live up to its name. The Gulf of Mexico invaded Venice and submerged it under 11.9 feet of sea water.

Nevertheless, navigation at the Big River's mouth is of global importance. So the Corps will open a rebuilt Venice Sub-Office late in 2007. The taller, white structure will look nothing like its predecessor.

"We're making a stand at Venice, because we have no choice. We must keep open America's largest port complex, Baton Rouge to the Gulf," said Col. Richard Wagenaar, commander of the New Orleans District.

"The mouth of a great river presents the greatest problems of shoaling from sediment build-up. The sand, silt and clay drop out at land's end like passengers jumping off at the end of a streetcar line."

This mega-port has four of the top 13 United States ports located shoulder-to-shoulder, Baton Rouge, South Louisiana (headquartered at LaPlace) New Orleans and Plaquemines Parish.

The majority of United States grain and billions of dollars of chemicals go abroad through the complex, along with great volumes of coal. And it receives the largest United States imports of steel, green coffee and natural rubber.

"Venice is the key base of operations for our work to keep the mouth of the Mississippi open to commerce. It's the biggest navigation job in the Corps of Engineers, to maintain the 45-foot channel," said Fred Schilling, a Corps branch chief in New Orleans.

"Here we supervise the surveys and the sonar boats that determine depths and safety of the river's mouth and adjacent channels. Here we supervise all of the marine construction needed, such as dredging and maintaining structures such as pile dikes, rock jetties and foreshore protection," Schilling said.

The new Venice Sub-Office will be more muscular: pre-cast reinforced concrete walls, floors and roof with cast-in-place pile supported foundation. The office will be at an elevation of 22 feet.

"The sub-office is being built to have the survivability to function as an Emergency Operations Center if the need arises. We are building for a structure with the strength to ride out a major hurricane," said Dean Arnold, the project engineer who put together the design-build technical specifications.



Model photo of the new Venice sub-office.

The real "ground floor will be for parking, storage and equipment," Arnold said. At 4,200 square feet, the new office will provide the space necessary for the team to perform its duties.

A design-and-build contract for \$6.05 million was awarded to RES Contractors L.L.C. of Pierre Part, La. Completion is expected before year-end 2007.

Corps employees who work in the Venice office must be near the survey boats that gather channel-bottom data to update navigation charts, and the dredges that gather channel-bottom sediment to restore channel depth, said Bobby Chartier, the chief of the Corps survey team at Venice.

"Time is important," Chartier said. "We are a crucial link in assuring that the updated hydrographic survey data quickly reaches the maritime community and our web site to help commerce flow safely to and from these great ports."



TIRE PICK-UP PROGRAM ENDS

Monumental amount of tires head to recycling plant

A total of 259,000 tires were removed from the state of Louisiana since the tire pick-up program was launched a year ago. If laid side-by-side, the tires would stretch 147 miles or about the distance between New Orleans and Mobile, Ala.

The curbside tire pick-up project ended March 31, 2007, after U.S. Army Corps of Engineers contractors cleared storm-related tires from all the affected areas in the state, excluding St. Bernard Parish, the Federal Emergency Management Agency (FEMA) announced. Plaquemines Parish partially participated in the program. The tire pick-up mission was directed by FEMA and executed by USACE.

The tires, which became debris after hurricanes Katrina and Rita, were collected from rights of way, streets and in front of residents' homes. The largest amount of tires, 62 percent or 160,000, came from Orleans Parish, followed by five percent or 14,000 in Jefferson Parish. The majority of tires in Orleans Parish came from three areas that suffered the most devastation by the storm: Gentilly, New Orleans East and the Lower 9th Ward.

The tire pick-up program cost FEMA more than \$5.2 million, with \$3 million of that amount going toward the Orleans Parish tire pick-up program. Tires from commercial shops were excluded from the project.

"The tire removal program was another success story in our efforts to remove hazards from our neighborhoods," said Michael Park, director of the USACE Louisiana Recovery Field Office.

The tires are part of a recycling success story. They are being recycled by Colt Incorporated, a waste tire processor, at its headquarters in Scott, Lafayette Parish. Here, the tires continue to be shredded into 3-inch pieces and delivered throughout Louisiana. According to Bill Vincent, CEO of Colt Incorporated, various paper mills and cement plants use this rubber for fuel. Civil engineering companies also use it as an aggregate to build environmentally safe landfills.

"By recycling the tires, we properly removed potential health and safety threats and environmental risks that might have developed if the tires had been disposed of in vacant lots," said Eddie Williams, FEMA's debris and demolition group lead. "Tires would have become grounds for mosquito infestation from standing rainwater and safety hazards to kids playing in recovering neighborhoods."

In addition, mounds of improperly disposed of tires could have contributed to a rodent infestation or fire risks.

As with the tires from the curbside tire pick-up program, USACE contractors continue to properly dispose of other debris under the household waste program, mostly funded by FEMA.

"We have processed over five million pieces of hazardous household waste, ranging from aerosols, refrigerants and paints, to propane tanks and large drums," said Park. "Other items recycled included white goods such as refrigerators, e-waste in the form of a variety of electronic systems, and gasoline engines."

Grand Forks projects recognized

The pedestrian bridge linking Grand Forks, N.D., and East Grand Forks, Minn., and a segmental block retaining wall in Grand Forks received Gold Star Awards from the North Dakota Ready Mix and Concrete Products Association in "Hardfacts: Special Awards Edition," distributed in January 2007. Both projects are part of the St. Paul District's 10-year, \$400-million flood reduction project on the Red River of the North.

Craig Johnson, resident engineer, and Jay Bushy, project engineer, managed the block retaining wall. Mike Nelson was the contracting officer representative for the pedestrian bridge.

The Corps' awards represented two of 13 categories recognized by the association.



Dennis Shannon, chief, Lock and Dam Section, Mississippi River Project Office

by Mark Kane
Rock Island District, Corporate Communications

The U.S. Army Corps of Engineers works with the navigation industry on a day-to-day basis and having a good rapport with them can have an impact on the safety and efficiency of traffic on our waterways. Dennis Shannon, chief, Lock and Dam Section, Mississippi River Project Office, was recognized March 6 for his significant contributions to the Rock Island district's rapport with the navigation industry.

Shannon's focus on making customer service one of his highest priorities resulted in his recognition by the River Industry Action Committee in awarding him the Stemler Award for his contributions to the relationship of trust the District has created with the navigation industry.

"Ever since I came out to work at the Mississippi River Project Office, customer service was evident," said Shannon. "Bill Gretten (Mississippi River Operations Manager, Mississippi River Project Office) takes a lot of pride in it and that transfers down to his subordinates. Bill has worked tirelessly with the navigation industry for years, and so I was set up for success. The key things were keeping in constant communication with our customer regardless of the day of the week or the time of day. The Upper Mississippi River is a one-lane highway and very significant to the economy of our nation."

Shannon is the first Corps employee to win the award, other than its namesake, Joan Stemler,



Engineering and Construction, St. Louis District, who received the award named after her on March 14, 2006, for monitoring and managing a challenging four-year cycle of low-water events during which dozens of new record lows were set.

Last year, Sammy Dickey, former chairman of the RIAC, said her work, and that of her section, allowed the towing industry to load barges consistently without fear of having overloaded barges in the system. It took an establishment of a cooperative partnership between industry, the U.S. Coast Guard and the Corps to create that relationship, as is true at the Rock Island District.

"By working as a team with the navigation industry and involving them from the start in decisions being made and building trust in each other, it becomes fun to work with them," said Shannon. "The river industry is

filled with personnel who take a great deal of pride in their work."

Shannon stressed the other district employees who have significantly contributed to the relationship between the Corps and the navigation industry.

"Another key was working on a daily basis with the lockmasters," said Shannon. "They are the true heroes within the district who keep traffic moving on a limited budget."

Shannon said receiving the Stemler Award was different than others he's received for his work while he's been with the Corps.

"It's an honor to receive any type of award," said Shannon. "This one is more special, because it came from our customers."

[\(see Shannon, next page\)](#)



-Shannon-

Shannon's Stemler Award was given to him on the last day of Dickey's chairmanship of the RIAC.

The words Dickey had inscribed on the award included, "Dennis Shannon's dedicated service to the Marine Industry and the willingness to put forth the extra effort needed during times of crisis are heartily commended."

The day-to-day responsibilities Shannon juggles are a handful, but he says he likes it that way.

"My job is different everyday," said Shannon. "I need to be able to multi-task. I talk with the lockmasters everyday and help them supervise their lock force and solve problems. We solve either technical issues or personnel issues depending on the situation. I'm also involved with construction projects as an end user. This past year has been a challenge working with a regional team (representatives from each MVD

district on our team) to complete our backlog of maintenance. We also needed to implement facilities and equipment maintenance this past year."

Shannon's personal reasons for enjoying his job are the people he works with everyday.

"Working with the people out here at the Mississippi River Project Office and the locks and dams is the best," said Shannon. "This is the most dedicated group of people I've met and I spent nine years in the private sector before becoming a public servant. From working with the lockmasters or assistant lockmasters, to working with our maintenance-crew foreman, motor-shop employees, or the dedicated group upstairs in the motor shop, it is always an interesting day. The days fly by and so much gets done. There is a lot of satisfaction in working with OD-M and OD-MV employees."

Shannon lives in Bettendorf, Iowa, with his wife of 18 years, Kim,

their two teenage daughters, Jessica and Becca, and their dog Max. He said his entire family is very supportive of his work with the Corps.

In the realm of hobbies, Shannon said he likes being outside and tries to stay active.

"I love to golf, but don't do it as much as I should," said Shannon. "I also enjoy reading and working outside. I've recently started running and have a goal to run the Bix this year. Right now I'm on target and am up to running 2.5 miles. I have a spreadsheet that outlines my workout each day up until the Bix race. Imagine that, an engineer with a spreadsheet. Did I just put myself in a box?"

Shannon's advice to anyone reading this article is, "Enjoy life. Have fun with your family. Love and serve God and your country with pride. Galatians 6:9 is my life verse."

Harroun Earns Division, District Safe Employee of the Year

by Mark Kane

Rock Island District, Corporate Communications

Roger Harroun, lockmaster, Locks and Dam 14, received the district and Mississippi Valley Division Safe Employee of the Year Award for his contributions to the Rock Island district's occupational safety and health program.

Brig. Gen. Robert Crear, commander, MVD, presented the award to Harroun on Feb. 2, at the 2007 Annual Meeting of the Mississippi Valley Chapter of the Associated General Contractors, held in Destin, Fla.

This is the first year for the award, which is sponsored by MVD's

newly created Safety Now Advocate Group to annually recognize and award individuals who make outstanding contributions to occupational safety and health.

Bill Gretten, Mississippi River Operations Manager, submitted Harroun for the award and said Harroun went above and beyond to have a positive impact on safety at Locks and Dam 14.

"Those locks are among the busiest locks in the district, with regard to recreational boat traffic, especially in the summer months on weekends and holidays between Memorial Day

and Labor Day," said Gretten. "During this short period, which included only 15 weekends and four holidays in 2006, Lock 14 Auxiliary provided lockage for nearly 4,000 recreational vessels. This large volume of traffic brought with it a number of safety concerns on the river, particularly in and around the lock. Although Roger's Monday-through-Friday work schedule did not require his presence at Lock 14 Auxiliary on weekends, he took it upon himself to come to work and personally address and correct safety issues at the auxiliary lock."

(see Harroun, next page)



-Harroun-

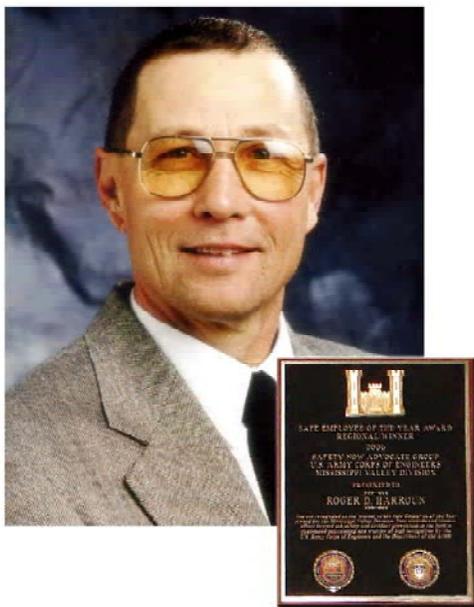
Some of the unsafe behaviors seen in the lock area included failure of boaters to observe the rules of road and lockage instructions, violations of safe speeds, boating and swimming in restricted areas, improper safety equipment or unsafe vessels, and failure to obey lock signals and hold lock lines.

“As Roger understood that education was the key to improvement, he developed a simple lock-safety fact sheet that, along with the district’s Locks and the River brochure, he personally handed out to every recreational boater who passed through Lock 14 Auxiliary during a period of several weekends in August,” said Gretten. “His fact sheet effectively addressed safe-boating issues and safe-lockage procedures, and he devoted time to personally discuss these issues with boat operators as they passed through the lock.”

In addition, Harroun and his crew have passed out customer surveys, which gave boaters an opportunity to provide constructive input regarding the Corps’ safe operation of the lock.

“The results of Roger’s efforts to improve lock safety were noticed immediately,” said Gretten. “The number of incidents and accidents were greatly reduced, and the boating public has indicated their appreciation for the change and for Roger allowing them to be a part of the process.”

Harroun shares the accolades with his crew and stresses how important teamwork was behind earning the award.



“Our crew here at Locks and Dam 14 is committed to customer care and customer safety,” said Harroun. “The total team effort in making necessary adjustments in dealing with our waterway users have made our facility a safer place. I am honored to accept this award and would like to thank my crew for their part in making it happen.”

Harroun supervises a staff of 14 workers and is responsible for the safe operation and maintenance of two lock chambers, a dam and all associated equipment, buildings and grounds. In addition to these regular duties, Harroun also serves as a lead instructor for the district’s Boat Operator License Program and recently retired from the Naval Reserve where he was a senior chief boatswain’s mate and served as the command senior chief for Navy Operational Support Center Rock Island.

Since 1991, Harroun has been involved in the instruction and licensing of more than 400 Corps lifeboat operators, many who have since been

involved in successful lifesaving operations.

The Safe Employee of the Year Award program’s sponsor, the Safety Now Advocate Group, is composed of representatives from each MVD district to implement the division’s new program called Safety Now. The Rock Island District’s representatives are Andy Barnes and Jack McDaniel, Operations Division. The program includes three initiatives, which include a safety award program to provide recognition to those advancing the program and making real contributions to reduce and eliminate accidents, an annual Safety Now banquet to recognize the safety movers and shakers within MVD, and a Safety Now Action Chat created to localize MVD initiatives and bring the division constant awareness.



photo by Alan Dooley

The U.S. Army’s newest vessel, the towboat MV General Warren is seen here at morning’s first light passing the Western Expansion Gateway Arch in St. Louis, Mo., as she heads north to her new home in St. Paul, Minn., early Saturday morning, March 30.



Rock Island District, J.F. Brennan, Earn Partnering Award

by Mark Kane

Rock Island District, Corporate Communications

The Rock Island District and prime contractor, J.F. Brennan, Inc., received the 2006 Dan W. Renfro Partnering Award on Feb. 2 for work on the Mississippi River Pool 11 Islands, Stage 2, Mud Lake.

The award recognizes construction projects completed in 2006 where formal partnering was used and resulted in the successful completion of the project. The Mud Lake project was completed eight-and-a-half months early and was eight percent under budget.

The award was presented to the district at the 2007 Annual Meeting of the Mississippi Valley Chapter of the Associated General Contractors, in Destin, Fla.

Glenn Green, J.F. Brennan, Inc., received the award for J.F. Brennan and said they felt fortunate to have participated in the project with the district and look forward to partnering closely with the Corps on future projects.

“I had the opportunity to discuss this award with Brig. Gen. Robert Crear, and I believe he truly believes in the basic tenants of partnering that Brennan and the Rock Island District have embraced numerous times in the past,” said Green. “It was an honor to have facilitated this partnering alliance, and I believe that we will be able to use this project specific process for many projects in the future.”

The Pool 11 Islands Habitat Rehabilitation Enhancement Project was created to benefit migratory waterfowl and fish by encouraging aquatic vegetation growth, providing habitat and reducing wind fetch and sedimentation.



photo by Mark Kane

Seagulls take flight from a rock jetty found in the Mud Lake area.

It was completed in two stages; Sunfish Lake, stage 1, completed in 2004 and located in Grant County, Wis., and Mud Lake, stage 2, completed in 2006 and located in Dubuque County, Iowa. Both “lakes” are actually backwaters formed by the completed project.

Backwater dredging in these areas has, and will continue to, increase diversity and fish habitat. This will improve the environment for animals and also citizens who enjoy fishing, hunting or visiting the river.

The Pool 11 Islands HREP is part of the Environmental Management Program. Under the EMP, the Corps is planning, designing and building a multitude of environmental enhancement projects that restore and create spawning and feeding habitats for fish and wildlife in backwaters and side channels of the Mississippi and Illinois rivers.

“From a program standpoint this represents one of many projects up and down the river that have had a

total impact of around 80,000 acres of habitat that we’ve helped to improve,” said Marv Hubbell, EMP manager, Programs and Project Management. “This is a great example, the latest example, of one of those program projects that are happening in both the lower part of the river, as well as the upper part of the river.”

This kind of accomplishment has put the focus on the EMP, which recently passed a major milestone.

“We just celebrated the 20th anniversary of the program, which is remarkable for a program to continue on for that kind of time,” said Hubbell. “That was just celebrated up in LaCrosse, Wis., on Aug. 23. So, hopefully, we’ll be able to continue on for another 20 years. But it’s the partnership really between the states of Iowa, and Wisconsin, and the Fish and Wildlife Service, who have been really instrumental in helping to pull all this together. It’s another example of how working cooperatively you can do these kinds of projects.”