crosscurrents

Serving the St. Paul District since 1977
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Off the deep end
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US Army Corps of Engineers®
St. Paul District

Contents

(cover) *(right) Jon Peters, dive supervisor, assists Ryan Markey, Lock and Dam 7 head operator and diver, with his equipment at Lock and Dam 9, Lynxville, Wisconsin, Jan. 28. USACE St. Paul District photo by Liz Stoeckmann*

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Articles and photography submissions are welcome. Submissions may be emailed. Submissions should be in Microsoft Word format. Photos should be at least 5 in. x 7 in. at 300 dpi.

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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Comments from the top: A message from Col. Eric Swenson

Teammates,

Hello from Los Angeles. I am currently commanding the recovery field office as the area recovers from the devastating wildfires of January 2025. I will continue my deployment until July when we welcome Col. Matthew Chase at the change of command ceremony. A special thank you to Lt. Col. Josh Rud who is acting commander in my absence, as well as to Nathan Wallerstedt who is temporarily serving as the deputy district engineer.

No doubt we've experienced many changes over the past few months, but we continue to demonstrate resilience as we serve the nation—just as we have for 250 years through the Army and the U.S. Army Corps of Engineers, and for 159 years in the St. Paul District. We have been in uncertain times before and come out stronger than ever. This is no exception. Keep the faith and be proud of the work we do for others. No one can take that away from us. I am proud of each of you and your personal and professional commitment to your colleagues in the district, the people we serve, and our nation.

You can read about some of our accomplishments in the following pages. Our dive program dates back to the 1960s and was pioneered by retired U.S. Navy Diver Wally Voss, who was also a lockmaster. Read on to learn about our current dive team and their vital role in supporting critical infrastructure and our inland waterways.

Also in these pages, you'll see the hard work dedicated to our navigation mission. Summer may be the season for road construction in the Midwest, but on the river, we utilize the cold/winter navigation "off-season" for construction for maintaining our locks and dams and preparing our anchorages for new miter gates.

We accomplish all of this while maintaining a culture of safety.

Speaking of safety, April is distracted driving awareness month. Some common distractions to avoid while driving: adjusting mirrors, selecting music, eating messy foods, making a phone call, reading texts and emails. The safest policy to avoid distracted driving is if you need to attend to something, be safe and pull over. In Minnesota alone, there have been over 16,000 crashes in 2025, the most common time being between 3 and 5 p.m. Motor vehicles account for 22.7% of all injury-related deaths. Make sure to protect yourself and everyone around you by paying attention to the road!

April is also Sexual Assault Awareness and Prevention Month. This year's theme is "STEP FORWARD. Prevent. Report. Advocate." The STEP FORWARD campaign is a call to action for all individuals to use their personal and collective strength to advance meaningful change in preventing and responding to sexual violence. Thank you for helping us keep a safe and respectful workplace. Remember to keep calm and Essayons!

Respectfully,
Col. Eric Swenson

Deep Dive: Uncovering the history and operations of the dive team

Story by Liz Stoeckmann

Beneath the surface visibility is nearly nonexistent, dark, cold, leaving divers to trust in their crew and training to perform critical work that keeps navigation open – both in the past and today.
“Even though we like to fly under the radar, our behind-the-scenes role is vital to preserving both the history and future of the river,” said Kraig Berberich, the district’s dive coordinator.

A legacy of expertise: Wally Voss’ pioneering role

Retired Central Area Lockmaster Wally Voss set the foundation for the St. Paul District’s dive program in the mid-1960s. After serving as a diver in the U.S. Navy, Voss applied his skills at Lock and Dam 5 in Minnesota City, Minnesota. He played a pivotal role in organizing the district’s diving team, serving as a diver, dive supervisor and dive coordinator for more than 25 years. Voss retired in December 1988, but his legacy continues.

Wally Voss, former lockmaster and dive coordinator. USACE St. Paul District courtesy photo

Today’s dive team: leadership and team

Berberich, the district’s dive coordinator for the past five years, oversees the dive program. “My job entails anything underwater related,” Berberich said. He has been with the district for 22 years, and with the dive program for 16 years.

Jon Peters, Lock and Dam 5A head operator, alternate dive coordinator and dive supervisor, has been with the dive team since 2014. Peters emphasizes the importance of teamwork, “It’s all about working together to accomplish the mission.”

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Ryan Markey, Lock and Dam 7 head operator and diver, lowers into the river water for a dive at Lock and Dam 9, Lynxville, Wisconsin, Jan. 28. USACE St. Paul District photo by Liz Stoeckmann

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Mitch Serjogins, Lock and Dam 5A working supervisor and diver since 2017, said the best part of the job is a team that prioritizes safety. “We respond at a moment’s notice to support maintenance, dredge teams and nationwide requests year-round.”

The rest of the team includes:
• **Nathan Van Loon**, Lock and Dam 5 head operator, alternate dive coordinator, lead dive supervisor, diver
• **Tim Tabery**, Lock and Dam 3 lockmaster, dive safety inspector and tendor; previous district dive coordinator, alternate dive coordinator, and diver
• **Ryan Markey**, Lock and Dam 7 head operator and diver
• **Jeff Ferguson**, Lock and Dam 2 head operator and diver
• **Kevin Lakey**, Lock and Dam 6 operator and diver
• **Josh Isakson**, derrick boat operator and diver
• **Jordan Reichel**, Lock and Dam 4 operator and diver in training
• **Aaron Pieplow**, operational safety specialist and dive safety representative

(left to right) Divers Kevin Lakey and Jon Peters check equipment before a dive at Lock and Dam 9, Lynxville, Wisconsin, Jan. 28. USACE St. Paul District photo by Liz Stoeckmann

Each operation requires a minimum of:
1. Diver
2. Dive supervisor (responsible for air, communication, safety)
3. Dive tender (manages diver’s connecting hose)
4. Standby diver ready to assist in the rescue of the main diver

In extreme weather, a fifth diver monitors a boiler system that pumps heated river water through insulated hoses into the diver’s suit to maintain safety and comfort. “There’s always risk with cold water diving, whether it’s equipment failure or air supply concerns,” Peters said. “Our team is top-notch, and safety is always a priority.”

Winter maintenance and routine operations

This past winter, the dive team supported the maintenance and repair crews at Locks and Dams 7 and 9. Their work included installing large jacks and strong backs (steel beams) to the lock chamber floor to raise the miter gates to facilitate maintenance. They also installed a dewater box on the upper wall for towboat damage repairs.

“Typically, our divers work three to four hours per session at depths around 25 feet,” Peters said. “Divers have an unlimited air supply connected to an air compressor on the surface for safety and performing larger tasks, like miter gate replacements.”The dive team also plays a key role in periodic inspections on the locks and dams and at the headwaters’ reservoir dams.

Divers monitor concrete damage, check for leakage, verify instrumentation results such as sounding data and scour protection, and provide underwater photographs and video. They routinely clear debris or repair broken parts such as bubblers for deicing, intake grating and concrete spalls. “Often divers work in very low visibility and feel their way around structures,” Berberich said. “They work closely with the engineering team, using real-time data to support critical decisions.”

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Beyond routine

A diver's work extends beyond maintenance. They support environmental stewardship by collaborating with district mussel biologist Dan Kelner. Divers survey and relocate native mussels throughout the district to monitor and protect endangered species, minimize habitat disruption to reduce impacts to mussels for Corps operation and maintenance and habitat restoration projects.

Training and Commitment to Excellence (beyond the district)

(left) Divers Kevin Lakey, Lock and Dam 6 operator and diver, and Ryan Markey, Lock and Dam 7 head operator and diver, demonstrate equipment to the public at Lock and Dam 7 open house, in La Crescent, Minnesota, Sept. 21, 2024. USACE St. Paul District photo by Liz Stoeckmann

Outside of the water, divers undergo rigorous training and continuous education:

• Prospect schools
• 12 dives annually to maintain certification
• A two-week hands-on recertification every five years
• Recreational scuba certification
• In-house and final prospect diver certification courses

"Not every district has a full in-house dive team, so we travel across the country as needed," Berberich said. "Each diver brings unique skills, and we take pride in troubleshooting problems and seeing the results of our hard work."

Recently, divers supported the Corps' Engineer Research and Development Center in deploying a bedload sediment collector on the Oakland River in California, and the Eau Claire River in Wisconsin—technology aimed at improving navigation on both rivers.

Additionally, five divers are certified federal bridge inspectors, participating in global inspections in Korea and Alaska. As well as supporting Portland, Omaha, St. Louis and St. Paul districts, under the Department of the Army.

Community Connection

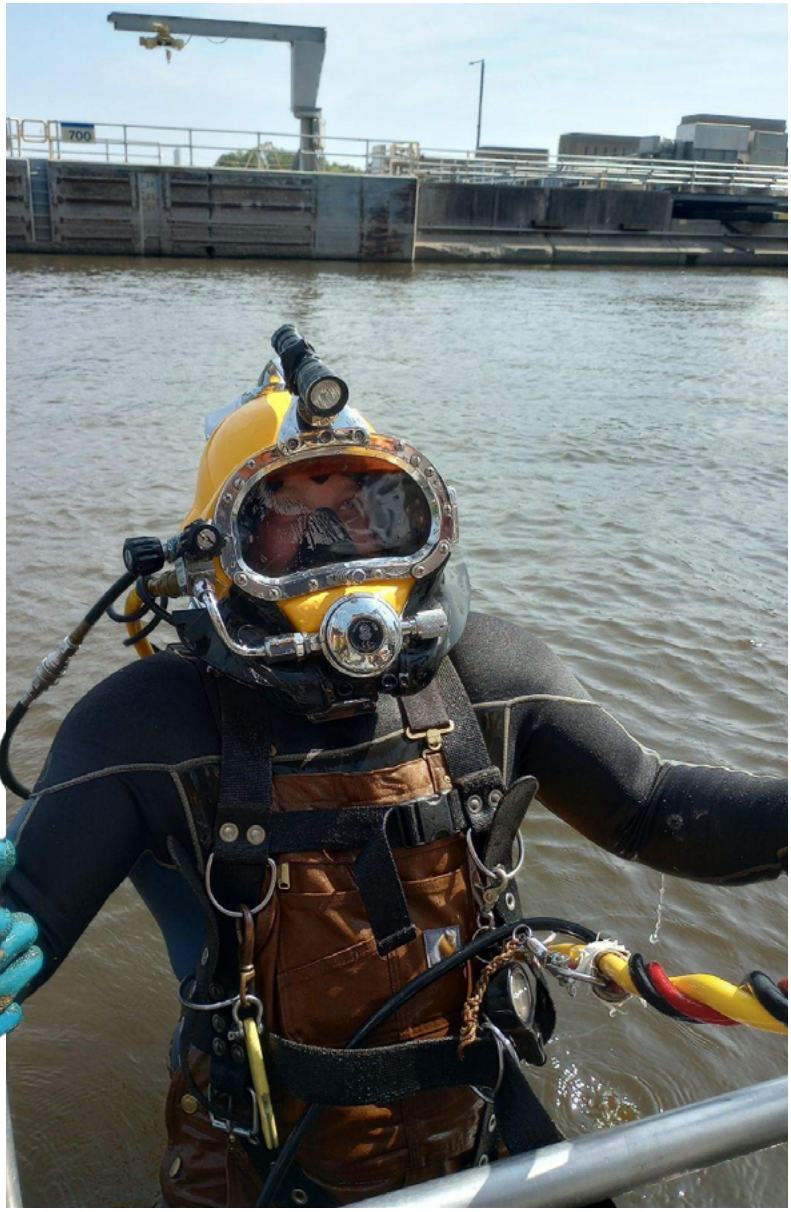
Their commitment doesn't stop there. The dive team also prioritizes community outreach, taking time to engage with the public, share their mission and foster strong community connections. In 2024, the dive team participated in the Lock and Dam 7 open house—their first time at the event—demonstrating the vital, often unseen role they play in keeping the Mississippi River flowing and infrastructure secure.

Isakson makes a splash on the dive team

Story by Liz Stoeckmann

After 13 years with the maintenance and repair team, Crane Operator Joshua Isakson was selected to join the St. Paul District dive team in August 2024. He successfully completed the rigorous three-week USACE Working Diver Course in Hudson, Florida, earning his license to perform underwater diving and other specialized tasks essential to the district's diving operations.

"The skills and knowledge I gained during the course, along with training from the dive team, prepare me to be a safe and successful diver," Isakson said. "I look forward to assisting the dive operations, and bringing my crane and rigging experience, as well as my knowledge of lock and dam repairs, to the team. I am grateful for the opportunity and look forward to these new responsibilities."



Joshua Isakson, diver, completes a dive at Lock and Dam 7, in La Crescent, Minnesota, August 2024. USACE St. Paul District photo by Kraig Berberich

St. Paul District Dive Coordinator Kraig Berberich emphasized the value of Isakson's background.

"His experience with maintenance and dewatering projects is invaluable to the dive team," Berberich said. "Much of our work takes place in dark water with little to no visibility, and Josh's expertise will be a tremendous asset in accomplishing our mission."

The USACE Working Diver Course provides new divers with a comprehensive understanding of diving fundamentals, including dive medicine, symptoms of diver-related illnesses and field treatments, Berberich explained. Participants also receive extensive training on dive equipment, safe execution of diving operations and response procedures for in-water emergencies.

Jordan Reichel, Lock and Dam 4, is the newest "diver in training"

Maintaining the nation's infrastructure isn't sexy, but it's necessary for public safety

Story by Shannon Bauer

The U.S. Army Corps of Engineers operates and maintains approximately 740 dams and associated structures nationwide that provide significant benefits to the nation and its people, businesses, critical infrastructure and the environment. These benefits include flood risk management, navigation, water supply, hydropower, environmental stewardship, fish and wildlife conservation and recreation. The Corps of Engineers dam safety program seeks to ensure these dams do not present unacceptable risks to people, property or the environment.

The program is set up to manage the district's 32 dams, including 13 navigation locks on the Mississippi River. It involves numerous staff from many different disciplines with tasks ranging from daily monitoring of most of these structures to completing engineering inspections or risk assessments scheduled periodically on 5 or 10-year intervals (depending on the dam's hazard class). The inspections and risk assessments are used to justify repairs and prioritize rehabilitation needs across USACE's portfolio of dams.

Doug Crum, the St. Paul District's dam safety program manager, has served in this role for more than 22 years. He started with the district in 1991 as a geotechnical engineer before taking on this role in the Kansas City District, then returning to the St. Paul District in 2013.

Crum's supervisor, Ryan Price, said, "In addition to being the dam safety program manager, Doug is a technical expert in the field. He is involved in almost every project at one our dams, whether that's as a project delivery team member, reviewer, or just a resource for the team to consult with. His extensive knowledge on our dams continues to amaze me. Doug is a tremendous asset to the dam safety program and the St. Paul District."

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Doug Crum, dam safety program manager, inspects the dam at Eau Galle Recreation Area, near Spring Valley, Wisconsin, April 2024. USACE St. Paul District photo by Dave Elmstrom

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About his job, Crum said, “I enjoy it. When you look at it closely, there’s a lot of interesting problems to solve. You get to zoom out to the management, big picture level and then zoom in to the details.”

Crum explained that the district’s program costs roughly $2 million annually and anywhere between 50-100 district staff are involved with it in any given year. He said many of USACE’s dams have park rangers or lock staff at the site that maintain awareness of the dams and combine dam safety monitoring with other activities. Some dams have Automated Data Acquisition Systems that are used to capture frequent instrumentation data (mostly water pressures) and can be accessed in the office for real-time performance monitoring.

Inspections are often supplemented by the district’s dive team, but schedule site visits on different days. The divers monitor concrete damage, check for leakage, verify instrumentation results such as sounding data and scour protection, and provide underwater photographs and video. The same dive team routinely maintains the dams and locks by clearing debris or repairing broken parts such as bubblers for deicing, intake grating or concrete spalls.

A ‘periodic inspection’ for a dam includes a thorough examination during a joint site inspection by all team members, with a goal to have hands-on access to all components. The inspection teams generally include structural, mechanical, electrical, hydraulic and geotechnical engineers in addition to the site staff. Risk assessments additionally include a geologist and economist.

USACE uses a 90-day milestone for completion of periodic inspection and risk assessment reports and submittal to the division headquarters. This time includes reviews by a separate quality control team. Risk Assessment reports are also reviewed by the Corps of Engineers’ Risk Management Center and presented to a headquarters dam and levee oversight committee.

Because of the district’s reputation and expertise in dam safety, Crum said he often receives queries from others who own and manage dams. He said requests for assistance, however, must go through the state and generally stop at the county or state level. Still, there are many times district dam safety personnel have assisted others with dam emergencies. “The emergency work is probably the most rewarding,” he said. “It is always fast paced.”

Examples of recent emergency support include responding to the Rapidan Dam failure in Mankato, Minnesota, in 2024, and assisting with a dam owned by a papermill on the border between the U.S. and Canada in International Falls, Minnesota, during the 2022 Rainy River flood. “Nobody remembered what the spillway should look like during a flood. It had been 50 years since anyone had seen it,” he said. “The Federal Energy Regulation Commission asked us to look at it, because we were on site.”

USACE’s dam safety program has many other activities and management functions as described in Federal Guidelines for Dam Safety, first published in 1978. The most influential development in the last 20 years has evolved around risk assessments. Risk assessments can use many analytical tools and mathematics, but the global dam safety community has developed risk assessment protocols best adapted to understanding risks posed by dams. A summary of risk information for USACE’s dams is now available in the National Inventory of Dams, or NID, under the “Summary” and “Risk” tab for each project. The NID also includes other useful data, such as the dams’ components, size and hazard potential.

Winter maintenance completed at locks and dams

Story by Melanie Peterson

Over the winter, the St. Paul District maintenance and repair team completed a project that set the stage for major maintenance upcoming at locks and dams 7 and 9. The maintenance included upgrading existing anchorages in preparation for new miter gates. New miter gates are scheduled to be installed at Lock and Dam 7, near La Crescent, Minnesota, this summer and at Lock and Dam 9, near Eastman, Wisconsin, in summer 2026. The existing miter gates are more than 90 years old.

Anchorage upgrades

The project involved concrete repairs and the installation of newly fabricated anchorages. “Each lock has a set of upstream and downstream miter gates which act as doors to the lock chamber. The anchorages act as door hinges for the miter gates,” Jim Cook, project manager, said. “The gates control the water level in the lock chamber only.”

The anchorages needed to be strengthened because the new miter gates are 56% heavier than the existing gates.

Maintenance and repair team

Work began the first week of December 2024 and was completed in February. Each project cost $1.5 million.

Brian Sipos, lockmaster at Lock and Dam 9, said, “Our maintenance and repair crew is doing the work, and it saves us a lot of money compared to using a contractor to do the same work. Our crew gets the work done in that short amount of time, approximately three months, and they get it done safely.” He added that it’s important that the work is completed during the winter in the non-navigational season because it shuts down the river. “It’s cold work, but our crew are professionals,” he said.

Mike Holzer, civil engineer, talks to Aaron Pipelow, safety specialist, at the anchorage upgrade project at Lock and Dam 7 near La Crescent, Minnesota, Feb. 20. USACE St. Paul District photo by Melanie Peterson

Navigation

The St. Paul District navigation program provides a safe, reliable, cost-effective and environmentally sustainable waterborne transportation system on the Upper Mississippi River for the movement of commercial goods and for national security needs. To do this, the district maintains a 9-foot navigation channel and 13 locks and dams from Minneapolis to Guttenberg, Iowa. Keeping this system open is vital to the nation’s economy.

St. Paul District welcomes the first tow of the 2025 navigation season

Story by Liz Stoeckmann

The district's first ice measurements took place on Lake Pepin Feb. 12, and continued through March 19.

Lake Pepin's ice thickness is measured because it's the widest, naturally occurring part of the Mississippi River. Located between the Minnesota cities of Red Wing and Wabasha, the lake's ice is the last major barrier for vessels reaching the head of the navigation channel in St. Paul, Minnesota.

The Motor Vessel Neil N. Diehl locked through Lock and Dam 2, in Hastings, Minnesota, with nine barges March 19. Reaching St. Paul marks the unofficial start to the navigation season because it's the last port on the Upper Mississippi River to open every year. The delay is a result of ice in Lake Pepin, near Red Wing, Minnesota, that prevent tows from heading upstream of the area until conditions improve.

(left to right) Jake Zanon, Bill Chelmowski and Brandon Olson collect ice measurements in Red Wing, Minnesota, Feb. 12. USACE St. Paul District photo by Liz Stoeckmann

The average first tow to reach the head of navigation in St. Paul is the third week in March. The Motor Vessel Joseph Patrick Eckstein was the first tow of the 2024 navigation season to reach St. Paul. She arrived March 17, 2024. The earliest date for a tow to reach St. Paul occurred March 4. It happened in 1983, 1984 and 2000.

The Motor Vessel Neil N. Diehl locks through Lock and Dam 2, in Hastings, Minnesota, March 19. Courtesy photo

Building a culture of safety: The St. Paul District hosts a safety workshop

Story by Melanie Peterson

Collateral Duty Safety Officers workshop

The St. Paul District hosted a three-day workshop for 24 of its collateral duty safety officers, or CDSOs, Feb. 25-27. Employees who attended come from various disciplines but all share one common designation, safety officers for their respective duty stations. While attendees were primarily from the operations division, engineering and construction division also added to the training this year expanding the program.

“The overall objective is updating our cadre of collateral duty safety officers on new guidance and directives from division and headquarters, provide training and facilitating interaction on the various topics covered over three days,” said Jeff Kirkey, safety and occupational health chief. The first day focused on training and updates, the second day expanded knowledge with new learning opportunities and then the third day featured hands-on exercises.

The three-day course is a significant investment that shows support from the supervisors. “Most districts have these programs, but not to the extent that we do it. Three days is a huge commitment,” Kirkey said. Leadership values this training and purposely encourages the three-day length to build comradery between CDSOs. “The program can often leave CDSOs feeling isolated while performing their duties at their respective field sites. This training helps to reinforce that safety officers are not alone, and resources are always available whenever needed,” said Aaron Pieplow, operations division safety specialist. He added that the workshop had a high level of senior leader engagement including the district commander, operations chief and deputy of operations and chief of construction.

Brad LaBadie, natural resources specialist, participates in the collateral duty safety officer workshop, Feb. 27, in St. Paul, Minnesota. USACE St. Paul District photo by Melanie Peterson

The position

The collateral duty position, not to exceed 20% of their duties, identifies safety concerns and serves as the first line resource to mitigate unsafe work conditions.

“The site supervisor is ultimately responsible for the site, but they don’t have to do everything on their own,” said Kirkey. “CDSOs are there to support the site supervisor and help share the burden of responsibility for site safety. They are acting as an extension of the site supervisor in a safety capacity.”

Aaron Pieplow said there’s been a shift in the district over the last several years when it comes to safety, he said. “The St. Paul District safety team has been purposeful with how safety is addressed across the district to

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help improve the culture of safety. CDSOs are on the front lines shaping the district safety culture. The safety team preaches that it's not a 'gotcha game' when hazards are identified, it's a teaching and learning opportunity. If a safety officer finds a concern, they are taught it's not enough to just point it out and walk away, they need to be part of the solution. Never leave a safety mine for someone else to step on!"

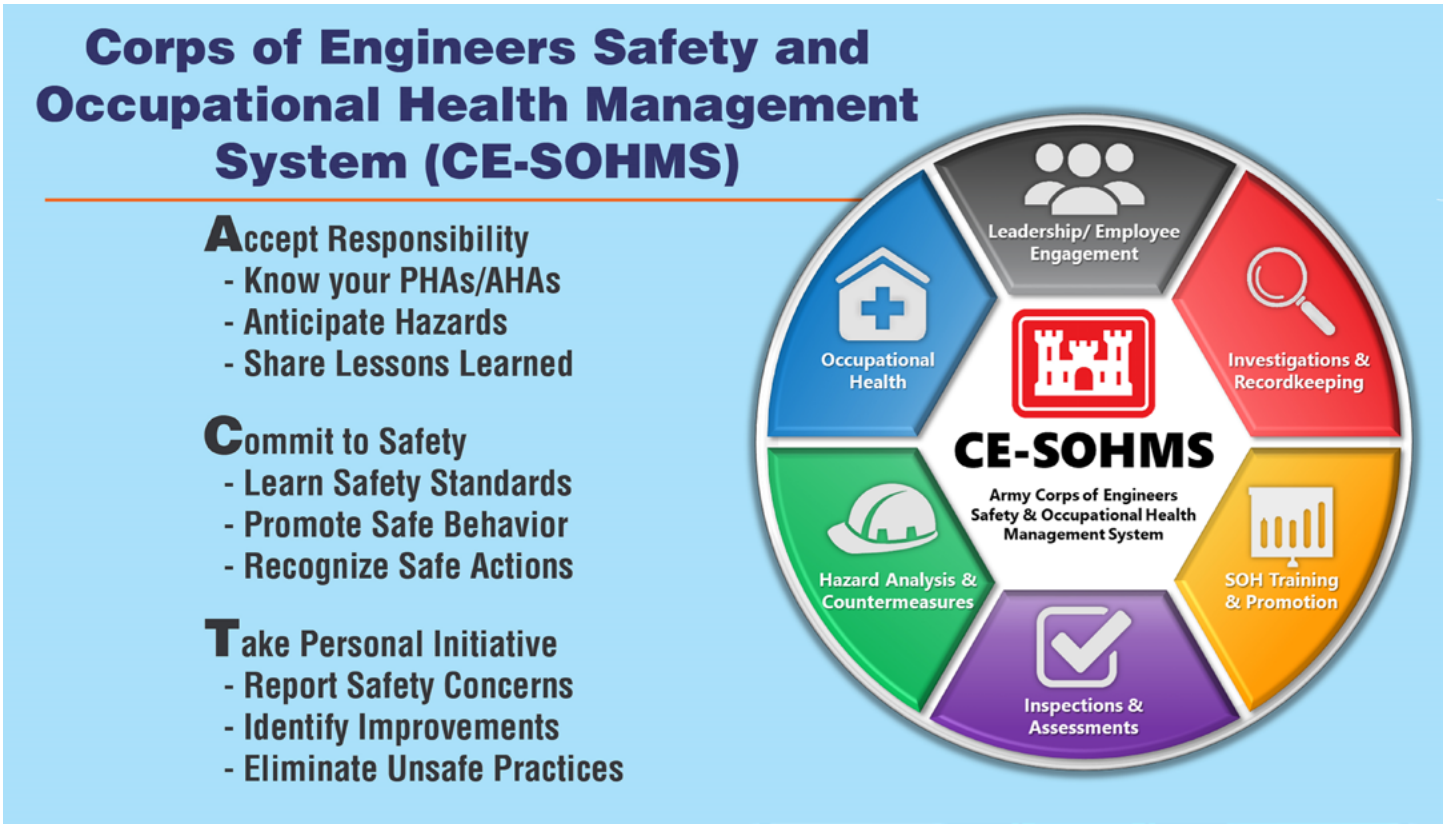
Safety management system

Building a culture of safety is one of the key components of the Corps of Engineers Safety and Occupational Health Management System, or CESOHMS.

"CESHOMS isn't a project or program, it's a safety culture. Our safety officers are engaged and facilitating and that is huge. We can't do it with the few of us throughout the district that are called 'safety,'" said Kirkey.

The collateral duty safety officer program was around long before CESOHMS was implemented and plays a vital role in championing key elements of CESOHMS and site-specific safety objectives. The St. Paul District is well ahead of the 2030 goal set for all Army commands and organizations. Since 2021, the district has been navigating CESOHMS through various stages of maturity: documentation, implementation and execution, and sustainment and continuous improvement.

CESOHMS, is a methodology required by regulation and supported by USACE leadership to fully integrate safety and occupational health functions into all USACE business operations, to ensure risk is managed properly at the correct level resulting in reduced injuries and illnesses of our employees and contractors, while enhancing USACE ability to complete our mission on-time, within budget and at a quality expected by customers. It's basically the report card for safety throughout USACE.



Halvorson sets cross-country ski record

Story by Ren Martin

During the ides of winter, when most people would be content sitting next to their fireplace with a warm cup of hot chocolate, Grant Halvorson, civil engineer, decided that wasn't quite his style. Enamored by the challenge of finding his limits, Halvorson competed in the Arrowhead Ultra Jan. 25-27, where he finished first in the cross-country ski division and set a new course record.

The Arrowhead Ultra, deemed one of the 50 toughest races in the world by writers Richard Hoad and Paul Moore in their book, "The World's Toughest Endurance Challenges," is a 135-mile race starting in International Falls, Minnesota, and ending in Tower, Minnesota. The course follows the David Dill/Arrowhead State Trail. Typically reserved for snow mobiles, the trail features rolling hills and harsh conditions that force many racers to drop out. Between 2005 and 2013, only 58% of total racers finished. The average winning time for the men's ski champion is nearly 37.5 hours. Halvorson, participating in his first Arrowhead Ultra, finished in 20 hours and 27 minutes.

Training for his record-breaking performance, Halvorson used long, low-intensity ski, running and bike workouts. However, given the Arrowhead Ultra's location in northern Minnesota, completing the race would take more than just physical fitness. "The cold is a major factor in the race," Halvorson said. "I made sure to train on the coldest days of winter and went on a couple overnight winter camping trips to build confidence using my survival gear." During the race this year, temperatures plunged as low as -1° Fahrenheit.

Even when he's not training for an upcoming race, Halvorson leads a very active lifestyle. He enjoys skiing, biking, running and backpacking. He encourages everyone to make time for improving their fitness. "A healthy body is not only important for overall well-being, but also the perfect vehicle for exploring and appreciating nature," he said, adding, "Having a race on the calendar is a great motivation to see what you're capable of!" Halvorson plans on competing in a 100-kilometer ski race and a marathon later this year.

A Lakeville native, Halvorson currently lives in St. Paul, where he is kept company by his houseplants and the occasional visit from his neighbor's cat. He enjoys painting, reading and playing board games.

Grant Halvorson, civil engineer, competes in the Arrowhead Ultra race. USACE courtesy photo

Around THE DISTRICT

Mississippi Valley Division emerging leaders, including Karla Sparks (fourth from the left), St. Paul District project manager, attend the Government Affairs Institute congressional briefings in Washington, D.C., Feb. 24–27. USACE courtesy photo

Kacie Grupa, hydraulic engineer, won the Upper Mississippi River Restoration program photo contest in the area of Before/After Construction or benefits of restoration projects for this photo of Harpers Slough post-wetland construction in Allamakee County, Iowa. USACE St. Paul District photo by Kacie Grupa

(left to right) Joel Porterfield and Sydney Case, regional planning and environment division north, participate in the bridge building contest for National Engineers Week, Feb. 19. USACE St. Paul District photo by Liz Stoeckmann

Leadership Development Program Tier II Intermediate participants celebrate graduation, April 9. ***Front row (left to right)****: Matthew Stanton; Trevor Cyphers; Katie Leslie; and Sean Kelly.* ***Back row:*** *Lt. Col. Joshua Rud, deputy district commander; Jeremiah Jazdzewski; Samantha Fink; Kacie Grupa; Shawn Weissenfluh; and Mitchell Serjogins.* ***Screens top row:*** *Daniel "Dano" DeVaney and Sam Kitchen.* ***Screens bottom row:*** *Mitch Knegendorf and Col. Eric Swenson, district commander. USACE St. Paul District photo by Liz Stoeckmann*

Recognizing our Employees of the Month: The MVPs of MVP

January
Daniel Mock
Regional Planning and Environment Division North

February
Joel Zietz
Engineering and Construction

March
Patrick Harding
Logistics

NEWS & Notes

New hires

Michael Christianson, lock and dam operator, operations, Trempealeau, Wisconsin
Elizabeth Ritz, technical writer-editor, programs and project management, St. Paul, Minnesota
Matthew Sayler, engineering technician, engineering and construction, Fargo, North Dakota
Matthew Schrum, fishery biologist, regional planning and environment division north, St. Louis, Missouri
Caleb Wodarz, civil engineer, engineering and construction, St. Paul, Minnesota

Promotions

Wendi Baker, program analyst, operations, Fountain City, Wisconsin
Travis Brantner, maintenance and repair coordinator, operations, Spring Valley, Wisconsin
Andrew Buell, maintenance and repair coordinator, operations, Grand Rapids, Minnesota
Anthony Carrington, construction control representative, engineering and construction, Fargo, North Dakota
Eric Dykman, lock and dam operator supervisor, operations, Genoa, Wisconsin

Troy Frank, supervisory facility operations specialist, operations, Fountain City, Wisconsin
Lindsey Gatzow, accountant, resource management, St. Paul, Minnesota
Lorin Kinney, regulatory project manager, regulatory, Greenville, South Carolina
Lawrence Kjellberg, lock and dam operator supervisor, operations, Welch, Minnesota
Bryn Langrehr, civil engineer, engineering and construction, St. Paul, Minnesota

Chad Longmire, lock and dam operator, operations, Eastman, Wisconsin
Leslie McCoy, maintenance and repair coordinator, operations, Crosslake, Minnesota
Bonnie Meyerhoff, program analyst, operations, Fountain City, Wisconsin
Jonathan Nygaard, engineering technician (civil), operations, Fountain City, Wisconsin
Brandon Olson, engineering technician (civil), operations, Fountain City, Wisconsin

Morgan Peterson, realty specialist, real estate, St. Paul, Minnesota
Zachary Santjer, maintenance and repair coordinator, operations, Watson, Minnesota
Janel Shafer, management and program assistant, operations, St. Paul, Minnesota
Matthew Sindelar, mechanical engineer, engineering and construction, St. Paul, Minnesota
Steven Sulflow, maintenance and repair coordinator, operations, Fergus Falls, Minnesota

Michael Swenson, hydrologist, engineering and construction, St. Paul, Minnesota
Michael Tolifson, maintenance mechanic, operations, Wheaton, Minnesota
Sean Wentworth, mechanical engineer, engineering and construction, St. Paul, Minnesota
Anne Wurtenberger, community planner, regional planning and environmental division north, Rock Island, Illinois
Jacob Zanon, engineering technician (civil), operations, Fountain City, Wisconsin

Retirements

David Wivinus, realty specialist, real estate, retired with 10 years of federal service

NEWS & Notes

Taps

Thomas Koopmeiners, passed away Feb. 18. He began with the Army Corps of Engineers in 1987 and was the small business contracting officer for the St. Paul District. His dedication and diligence was recognized in 2003 when he received the National Small Business Contract Officer Award.

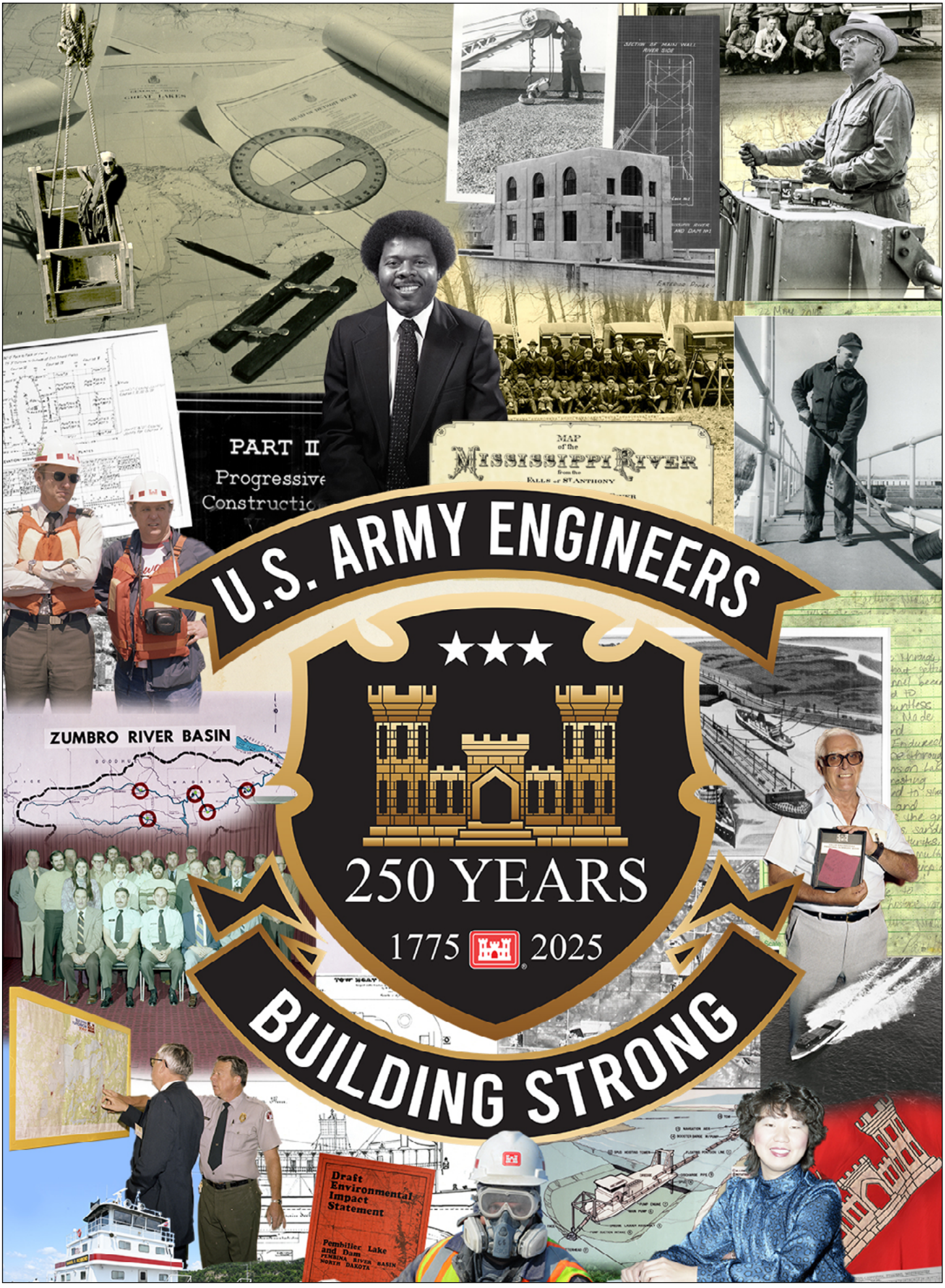
Ted Pedersen passed away Feb. 14. Ted worked for Hydraulics and Hydrology Branch and performed surveys throughout the district before retiring in 2005. Ted was a longstanding member of the Corps Golf League.

Congratulations

At the annual Mississippi Valley Division Associated General Contractors of America Roundtable, the Fargo-Moorhead Metro Drayton Dam Fish Passage project was recognized for safety. The Drayton Dam Fish Passage was a $7.7 million project to remove a low head dam and replace it with 18 wiers made from approximately 1,000 boulders that were 5-feet diameter each. The work took more than 6,500 labor hours and along an actively flowing river without any accidents. This was the final project in a 23-year program to restore fish passage along the Red River of the North.The Drayton Dam project met the USACE definition of winning – finishing a quality project on time and within budget … SAFELY.

(left) Lt. Col. Joshua Rud, deputy district commander, presents (right) Chris Bowen, chief of construction, with the Drayton Dam safety award. USACE courtesy photo

A bird's eye view of Drayton Dam after completion.


PART II
Progressive
Constructio
MAP
of the
MISSISSIPPI RIVER
from the
FALLS of ST. ANTHONY
ZUMBRO RIVER BASIN
U.S. ARMY ENGINEERS
250 YEARS
1775 2025
BUILDING STRONG
Draft
Environmental
Impact
Statement
Pembilier Lake
and Dam
PEMBINA RIVER BASIN
NORTH DAKOTA