

Falls City Engineer

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U.S. ARMY CORPS OF ENGINEERS
LOUISVILLE DISTRICT

***Division Commander
makes history as
Corps promotes first
woman to general officer***

See page 3



Commander's Comments

I'm writing this from Washington D.C., where I am informing the congressional delegations of the work we do here, our successes, and our challenges. They are keenly interested in what we do for their constituents across the entire spectrum of services provided by the Louisville District.

At the same time, our project at Olmsted continues to remain in the national spotlight due to its extended duration and ultimate cost. Our challenges at Olmsted are primarily a result of a low initial cost estimate due to inexperience in estimating work in the lower Ohio River, and the extended nature of the job resulting from funding constraints of working within the inland waterways trust fund. After seeing the price tag, many jump to the conclusion that this is an example of government ineptitude, and that can be demoralizing for the professionals that have poured their efforts into Olmsted, so I think it's time to put the project in perspective.

We are often criticized for duration of the project, but the extended nature of this project is a direct result of the constraints of cash flow. Because we cannot afford to schedule work in the most efficient method possible, critical work gets pushed into the out-years, where it will naturally be more expensive due to inflation. It took only seven years to build Locks and Dams 52 & 53 in the 1920s, but more than 70 percent of the money spent on those projects came in three years. That would equate to funding Olmsted at about \$600

million in one peak year (but the most ever received is \$150 million). The cost for pushing this work into the future contributes to no less than a third of the total increase in our cost estimate.

The District receives much criticism for using a cost-reimbursable contract at Olmsted. Work on the lower Ohio has always been risky for contractors. The lock contractor for the Olmsted Lock went bankrupt one year after completing the project. With this in recent memory, not a single contractor submitted a bid for the Olmsted Dam. But, did you know that during construction of 52 and 53 in the 1920s, the Louisville District couldn't find bidders for work in the same area? Our predecessors' solution was not to use a cost reimbursable contract, but to hire men and buy the materials directly. The labor force that built 52 and 53 were federal employees, not contractors. In both cases, the government absorbed the risk of working in this environment.

No criticism of Olmsted is complete without a discussion of the In-the-Wet decision. Cofferdams on the lower river have never been easy. In 1971, the cofferdam at J.T. Myers, failed so suddenly that the workers within had to scramble up the 60 foot escape ladders to survive. Besides the incessant threat of overtopping, the cofferdams at the lock extension of Lock 53 had to be redesigned after construction had already started because of unforeseen artesian pressures, boulders and weaknesses in the foundation. During construction



Col. Luke T. Leonard
Commander and District Engineer
Louisville District
U.S. Army Corps of Engineers

of Locks and Dams 52 and 53, high water on the Ohio kept the construction season to 4-5 months during two of the five years of construction. These facts were certainly on the minds of the engineers involved in designing our new dam 15 years ago.

I point all of these things out only to balance the scales. Our leadership has directed division to investigate potential improvements in construction methods, contracting techniques and management approaches that may result in a less expensive and quicker solution at Olmsted, and we should all participate to our fullest in those efforts. At the end of the day, I hope you'll remember that Olmsted will ultimately provide incredible value to the country, that it is essential for continued commerce on the Ohio, and that it can't succeed without all of our best efforts every day.

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District Commander
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On the cover: Lt. Gen. (retired) Robert Van Antwerp, former chief of engineers, administers the oath of office to Brig. Gen. Margaret W. Burcham during her promotion ceremony Jan. 27.

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Corps promotes first woman to general officer



Brig. Gen. Margaret W. Burcham's husband, Jay Burcham, Chief of Staff of the Department of Defense Education Activity, and her son, John Tubesing, University of Virginia student, pinned on her new rank amidst applause from the audience. Brig. Gen. Burcham became the Army Corps of Engineers' first female general officer, during her promotion ceremony, on January 27, 2012 at the Corps' headquarters in Washington, D.C.

By Jacqueline Tate, Public Affairs, Great Lakes and Ohio River Division

In a historic ceremony, Brig. Gen. Margaret W. Burcham became the first woman to be promoted to general officer in the U.S. Army Corps of Engineers on Friday afternoon, Jan. 27, in the Corps' Washington, D.C., headquarters.

"This promotion has given me the opportunity to keep serving for several more years and to keep doing a job that I'm passionate about," said Brig. Gen. Margaret W. Burcham, commander of the Great Lakes and Ohio River Division. "This will also give me a chance to showcase the Corps. As the first female engineer general officer, I am already getting invitations to speak at events. There is so much good that the Corps does, and I will use the opportunities that I'm given to get that word out," added Burcham.

Retired Lt. Gen. Robert Van Antwerp, former chief of engineers, hosted the ceremony, praising Burcham and thanking her for her dedicated service to the Army, and wished her well.

"This is an historic day," said Van Antwerp to the attendees. "In the future, you will tell people, 'I was there when we promoted the first woman to general officer in the Corps of Engineers.'"

Burcham's husband, Jay Burcham, and her son, John Tubesing, pinned on her new rank amidst applause from the audience. The auditorium in the Government Accountability Office Building was a packed house of Corps senior leaders and employees, Burcham's family members, and

friends spanning her entire career from classmates in the U.S. Military Academy to the present.

Last September, Burcham became the first woman selected to command a Corps of Engineers division when she took command of the Great Lakes and Ohio River Division located in Cincinnati, Ohio. The division consists of seven engineer districts that include more than 4,800 personnel operating in a 17-state region with the responsibility for the federal water re-

source development throughout the Great Lakes and Ohio River basins.

Burcham received her commission at the U.S. Military Academy at West Point, N.Y., in 1982 and previously served at the Pentagon as the Chief of the Joint Capabilities Division of the Resources, Assessments and Force Management Directorate, and commanded Gulf Region North Engineer District in Iraq and Europe Engineer District.



Lt. Gen. (retired) Robert Van Antwerp, former chief of engineers, administers the oath of office to Brig. Gen. Margaret W. Burcham during her promotion ceremony Jan. 27, 2012, at the U.S. Army Corps of Engineers headquarters in Washington, D.C. Brig. Gen. Burcham is the Army Corps of Engineers' first female general officer.

Building Strong: Corps' concrete specialist provides expertise on world's most-used construction material



Dave Kiefer stands at McAlpine Locks and Dam in Louisville, Ky., where he helped to place 400,000 cubic yards of concrete as the Corps regional technical specialist in concrete engineering.

Carol Labashosky

By Carol Labashosky, public affairs

David Kiefer is a Professional Engineer in the Louisville District's geotechnical section who has the distinction of being the regional technical specialist in concrete materials and geotechnical engineering.

"With his experience and expertise, David Kiefer is a tremendous asset to the Louisville District and the Corps. He is the "go-to" guy in our region when it comes to concrete mix-design and quality assurance during construction. He understands how concrete behaves, which helps the Corps design and build successful projects," said Ryan Jeffries, Chief, Geotechnical & Dam Safety Section, Louisville District and Kiefer's supervisor

Concrete is the most popular and versatile construction material in the world. Why shouldn't there be a concrete specialist to advise on this, critical, although not glamorous material which is used to build the structures that are the heart and soul of the Corps. For example, The Corps uses concrete in construction of our locks and dams, military projects, and roadway and airfield pavements.

A concrete specialist like Kiefer also gets involved when concrete isn't performing as intended. "I get involved with concrete structures that are experiencing some type of distress such as cracking or spalling. In this capacity, I try to determine why the concrete is not performing satisfactorily and suggest proper repairs,"

said Kiefer.

Additionally, Kiefer is currently advising project teams at Wright-Patterson Air Force Base and Charleroi Lock for Pittsburgh District. He works consistently on the Olmsted Locks and Dam project and has helped to successfully place more than 400,000 cubic yards of concrete at the new 1,200 foot lock chamber at McAlpine Lock & Dam in Louisville, Ky.

"The Olmsted Dam project is the most technically complex project the Corps has," says Kiefer. The in-the-wet construction method requires the use of tremie concrete to fill the dam's hollow shells. "This unique concrete mix is designed to be placed underwater and has very demanding parameters that are hard to achieve." Kiefer has worked with construction division and the contractor to develop and refine this incredible material over the last four to five years.

Kiefer uses his expertise beyond the Ohio River Basin. He writes up Corps guidance and specifications—what to do—or what not to do—for building a project for contractors before construction. He's given guidance on projects from California to the Northeast, and he was team lead for an Agency Technical Review (ATR) for the Harry S. Truman Stilling Basin repair-in, Kansas City, Mo., "I get calls from all over the Corps," he said. Kiefer has worked on the Human Performance Wing and runway repaving at Wright-

Patterson Air Force Base as well as several large Reserve projects in Texas.

For an average person—many of those who work for the Corps on projects unrelated to building—concrete may not prompt much curiosity. But what is concrete? The materials that comprise concrete are most usually cement, coarse aggregate, sand, water and chemicals. There is a lot of chemistry and geology involved in the engineering side of concrete materials.

Kiefer, who has a Bachelor's and Master's degree from the University of Louisville began his career with the Corps in 1989. At that time, alternative construction methods and materials for the McAlpine Locks and Dam in Louisville were being investigated. The project team decided that Roller Compacted Concrete (RCC) would be used for the new lock walls. During that timeframe he also attended specific training in Concrete Materials Engineering at Purdue University. After completing that, the Olmsted Lock was under construction and Kiefer found himself responsible for design and quality assurance for approximately 600,000 cubic yards of concrete for the project.

Kiefer is a registered Professional Engineer and an active member of American Concrete International (ACI) and a member of ACI Committee 207 for Mass Concrete.

Corps staff given Star of Life Award for rescue

By Katie Newton, public affairs

Louisville District Commander Col. Luke Leonard recognized eight Army Corps of Engineers personnel at Locks and Dam 52 with the prestigious Great Lakes and Ohio River Division Star of Life award Feb. 6 for their bravery and heroism in the rescue of a stranded boater Nov. 3.

The Star of Life Award was presented for the quick response and actions that were taken to prevent a serious injury or fatality of a public visitor.

“There’s no amount of money and no award that can reward them for saving somebody,” said the survivor, Chris Jones of Gilbertsville, Ky., who was rescued by Corps personnel in November. “I really owe my life to all the people here—not just the ones in the boat,” said Jones referring to all of the Corps staff who played a role in spotting him with binoculars or keeping him warm after his rescue.

During the event Corps personnel spotted Jones 1,000 feet downstream of the bear traps standing on top of his overturned boat. Corps staff sprang into action and called 911 immediately. Corps staff arrived at his overturned boat within minutes to discover that the man was okay. The victim was transported to EMTs while a second Corps boat freed the stranded vessel and towed it to the Kentucky shore.

“This was an outstanding effort by the dedicated crew at Locks and Dam 52,” said Rick Morgan, operations division chief, Louisville District Corps of Engi-

neers. “Being alert of the surrounding area and reacting in a timely, professional and proper manner resulted in saving the life of one individual. It was great work by all



Jon Fleshman

Chris Jones, the boater rescued by Louisville District lock operators, shakes hands with one of his rescuers, Jackie Lee Anderson, after Col. Luke Leonard presented the lifesavers with the division’s Star of Life award Feb. 6. Jones thanked each member of the Corps’ team and told them he wouldn’t be there if it were not for their actions. The Gilbertsville, Ky., native also said that from now on he will wear a life preserver when boating, and will encourage others to do the same.

Star of Life Award recipients include:

- Randy Robertson - Lockmaster
- Marshall Hunerkoch - Head Lock Operator
- Luther Helland - Maintenance Mechanic
- Jeremy Jones - Lock Operator
- Jeremy Wallace - Lock Operator
- Jack Anderson - Lock Operator
- Jackie Anderson - Lock Operator
- Susan Duncan - Lock Operator

Two Reserve projects receive state level awards

By Ken Beyer, public affairs

Two U.S. Army Corps of Engineers Louisville District Army Reserve projects have received recognition recently for their designs and construction.

The San Marcos, Texas, Armed Forces Reserve Center project was selected as the Excellence in Construction Award winner in the Institutional \$10 million to \$25 million category by the Associated Builders and Contractors – South Texas Chapter. The Eagle award, signifying construction’s highest honor, was presented to Satterfield & Pontikes Construction, Inc., for outstanding construction on the project. The ABC Excellence in Construction competition is held each year at the chapter level across the country to recognize the best of the best construction projects in the San Antonio region.

The Middletown, Conn., Armed Forces Reserve Center projects received two awards.

The Grand Award was presented by the American Council of Engineering Companies of Connecticut to Kleinfelder for its work as the lead architect and engineer. Projects are judged on four criteria – exceeding client expectations; social, economic or sustainable design considerations; originality; and complexity.

The Excellence in Construction Best in Show award was presented by the Associated Builders and Contractors of Connecticut to KBE Ventures for its work as the lead contractor on the project. In addition to meeting rigorous application requirements, KBE Ventures demonstrated outstanding quality in construction, received

references from the project owner, and had a rigorous safety performance. KBE Ventures is a joint venture of KBE Building Corporation and DeRita Construction Company.



Jud Haggard Photography

The San Marcos, Texas, Armed Forces Reserve Center received the Excellence in Construction Award.

Ready, Get Set, Be Fit!

LRL kicks-off new fitness challenge March 1

By Katie Newton, public affairs

Starting March 1, Louisville District employees will have new motivation to be fit. The Louisville District's Fitness Committee will kick-off the new Be Fit exercise and weight-loss challenge designed to get employees moving.

The commander's fitness program is a Louisville District health initiative aimed at improving excellence through physical fitness. Louisville District Commander Col. Luke Leonard is stepping up to the plate as a participant himself.

The Be Fit challenge is a four-month fitness competition where employees have the option of competing in two different categories—total time spent exercising, total weight lost—or both.

The weight loss percentage category will require participants to visit the Health Unit for a confidential weigh-in at the start, mid-point and end of the challenge. The percentage weight loss will be tracked and tabulated by the Health Unit to maintain Health Insurance Portability and Accountability Act (HIPAA) privacy.

The time spent exercising category will be tracked by the Safety Office. Employees will be required to submit their workout logs on a monthly basis. The logs can be found on the intranet under the safety section.



Katie Newton

Corps employees are encouraged to use the district's fitness facility in the basement during their lunch or free time before and after work. Supplemental instructional videos are located on the Corps intranet page for individuals interested in learning more about exercise machines or the new fitness program.

There will be an individual award in each category and one office or division will win each category. The winners will receive awards at the conclusion of the competition at the end of June. The individuals who come in first place for both categories win a time off award worth eight hours. The individuals who come in second place for both categories win an extra two months in the Leave for Fitness program. First and second place offices

will be awarded a plaque.

Employees are encouraged to compete in their free time at either work or home. Participants will also be provided with exercise and healthy eating tips and tricks to assist them in their fitness journey. Videos and reference materials can be found on the district's intranet site.

For more information visit the fitness site on the intranet at: <https://intranet.lrl.ds.usace.army.mil/fitness/default.html>.

Olmsted Locks and Dam named in Top 100 Global Strategic Infrastructure Projects for 2012

Olmsted Locks and Dam was named one of the Top 100 Global Strategic Infrastructure Projects for 2012 by CG/LA Infrastructure LLC. The list was released in anticipation of the 5th Annual Global Infrastructure Leadership Forum to be held in London, February 22-24, 2012. The theme of this year's Global Forum is "High-Value Projects, High Level Alliances, World Class Expertise."

For more information visit: <http://cg-la.com/en/gilf5menu/top100global>



District senior leaders retire; their legacies go down in history

By John Neville, public affairs

Two Senior Leaders retired from the Louisville District at the beginning of 2012. With them went years of district history, so the Louisville District Historian, John Neville, took some time to record an oral history with each division chief chronicling their time with the Corps of Engineers. Below are excerpts from each interview.

The following is an excerpt taken from the interview with George Jageman.

Neville: What was it about the tradition of the Corps you really liked?

Jageman: I wasn't aware of the Corps until I got into the University of Louisville. Several students ahead of me co-oped with the Corps and the idea at that time, you know it was a federal job. Those weren't really sought after. You wanted a nice fat salary so you wanted to start out with a private firm. That was kinda my mindset when I started. But it was local here and it fit my needs. I had a real good co-op experience in construction division. I got to work with a whole team of engineers. I was kind of their gopher; I had to do anything they wanted. They all had 30 to 40 years of service. I was not only building my resume for my career but also thinking what my choices in life would be for family and living arrangements and salary and those types of things. But the projects sold me immediately. I could see some of the projects they were working and the drawings and the diversity of projects and the wide geographic area. They had military work at the time in '69 and the big civil works and reservoir projects along the river. That was civil engineering in my mind. So I was able to match personal goals, what kind of engineer I wanted to be, what kind of provider I wanted to be and what life I would like for myself. I was able to model that from the people I was working with at that time. All of them were great role models, every one of them. It was the nature of the work



Louisville District Chief of Construction George Jageman retired from the Louisville District at the end of December 2011. Jageman's position was filled by Kirk Dailey.

that they do. If you're a civil engineer, this is, if you want to work on big projects, this is the best place to do it, right here in your hometown of Louisville, Kentucky.

Neville: You oversaw a lot of projects and money during your time as chief. How did you mentally approach this responsibility?

Jageman: I did it professionally. I'm a professional engineer. I always believed from day one, even in engineering school. You need to be a PE. You need to graduate, register and be recognized as a professional. So I tried to approach each project as a professional would. Back at that time there was that "well if it's good enough for the federal government argument," and I didn't like that attitude. I wanted to be as good as or better than the engineers in the private sector. And, I think that was instilled in me from the people I worked with, even though they weren't professional engineers back then. There was a push for federal engineers to become professional engineers and registered in



Louisville District Chief of Resource Management Alyse Roberts retired from the Louisville District at the end of December 2011. Roberts' position was filled by Connie Reinhardt.

their respective states. We have really tightened up since the 80s. We've made a gallant effort to try and get all our engineers registered. It's been quite a chore to do it. In construction, we have a requirement before you're a GS-13 or a resident engineer or area engineer or chief of construction you have to be a professional engineer. That's since the days I started. Basically the approach I took to a project is I want to provide professional services and provide services to our customer that they could see and appreciate. There was a lot of personal investment. I took on each project as if it was my own personal success or failure. You have to take ownership of that project and that customer that you're providing services and engineering talent to, to manage that construction project, to achieve the end result of a working facility that meets their needs and their current requirements, and that's quite a job to do on some of these unique one-of-a-kind facilities.

(Continues on Page 8)

Neville: How did the district get the Army Reserve mission?

Jageman: That's kind of an amazing story. We've always had a long relationship with the Army Reserve, especially our project managers in the engineering division. Back in the 80s we started what we called a Kit of Parts program. Louisville was the exclusive proprietor of the Kit of Parts program. And it was made for the reserve program so they could order up a reserve center. You know they are pretty much standard. You need to rotate the parts for whatever they need for that specific location. So we developed a design criteria so you could mix and match different parts and put them together under one roof and then design an architectural façade and cost effectively give them the design they specifically needed without having to recreate the wheel with every new project. So we were very successful with them for the Louisville projects and they started using that more and more. The reserve came to us for sole program management back in the late 90s. Engineering division also picked up a lot of their work specifically for kit of parts. The Reserve wanted to hold one district responsible for the whole program. So they laid that out to the chief of engineers and Col. Rowlett was our district engineer and he lobbied to take the construction management with the program management and the engineering management and do the whole thing as a PDT (project delivery team). So you got the project manager, engineer design manager, and the construction manager all on the same team within one district. I think we've done a real good job for the U.S. Army reserve program. It's a real feather in the Louisville District's hat. That customer could've gone elsewhere and turned away from the Corps of Engineers had we not stepped in and answered the call here.



George Jageman stands at a Lock and Dam in 1975. Jageman began his career with the Corps of Engineers in 1969.

“If you're a civil engineer and if you want to work on big projects, this is the best place to do it, right here in your hometown of Louisville, Ky.”

-George Jageman

The following is an excerpt taken from the interview with Alyse Roberts.

Neville: What is the mission of resource management?

Roberts: It's mainly to manage the accounting and budget operations for the district. All the funding that comes into the district comes into RM first. We review it to make sure it's the appropriate source of funds, the funding documents are proper, and that the work is authorized. We load into CEFMS and then the program and budget analysts manage from that point on.

Neville: Since you've been here as the chief, have you seen change in how the funding process works?

Roberts: Most of that has not changed. What has changed is the volume. We've had huge increases. I think the district used to be around 600-700 million in workload, and then in mid 2000s-2008 it got close to a billion then over a billion, all the way up to \$1.8 billion. Now it's starting to go back down, and we all knew it was going to go back down, but no one thinks it's going to go below what it used to be. The district has made a lot of plans how we'll deal with that decline in workload. We might have to change the way we do some things, but I don't see a lot of risk. Things change all the time.

Neville: Budget execution?

Roberts: We say at the beginning of the year that this is what we're going to spend on certain things. And then during the year, how are we actually doing it. Did we say we were going to spend this

(amount) on training but aren't we really only spending this (amount)? And, look at that throughout the year and make adjustments. Because we charge our customer for overhead and we have to set a rate that supposedly is going to get us to zero at the end of the year, then it is important to look at how we're executing and if we're not going to execute where we thought we were, then we have to adjust our rates in the middle of the year. And, sometimes when we know we need to look at that, we're behind the power curve, and we really haven't been keeping up with it, and so we suddenly have to go in and do some thorough analysis to figure out where we think we're going to be and how we need to adjust those rates. So I think if we could spend more time throughout the year doing that instead of spending a lot of time a few times a year, we would have better analysis and make better decisions.

Neville: What have been the biggest challenges for you since you've been here?

Roberts: Biggest challenges have probably been BRAC (2005 Base Realignment and Closure Act) and ARRA (American Recovery and Reinvestment Act). ARRA was really challenging. We had all this funding, but we really didn't have guidance on what we could do with it—what we could spend it on and what we couldn't spend it on and how we could use that funding along with the other funding we got. There are a lot of rules on commingling of funds and so it was really a huge challenge in trying to get guidance on what we could and couldn't do. So we were sort of deadlocked for a while. That went off and on for about a-year-and-a-half. The other challenge was I think it is difficult to operate in a regional environment. I think it's difficult for us because we are really the outlier in the region. There are seven districts in our region, and we are by far the largest, with different kinds of missions, different workloads, much larger in dollars and in people. Historically, Louisville has been in the top seven in workload of all 45 districts in the Corps for the past 7-8 years, whereas other districts have been in bottom five. So you're talking about huge differences in the same region and that's a challenge, because the way we work is totally different.

District hosts record-breaking open house

On Jan. 25, 2012, the Louisville District hosted its annual open house for contractors and vendors. A new record was set with more than 400 people in attendance.

The open house focused on energy and sustainability and included a presentation by Doug Pohl and Brandon Martin on pre-design sustainability charrettes being implemented by the Louisville District to meet the federal mandates for sustainability.

The open house also provided attendees with overviews of all Louisville District programs and projects as well as a projection of upcoming Louisville District military projects for those interested in doing business with the Corps.

A new feature of this year's conference was a meet and greet with key personnel at the event site instead of asking vendors to come back to the district office. "Everyone seemed to like this set-up much better," said Jennifer Rushing, who helped

organize the event.

The Louisville District Planning, Programs and Project Management Division would like to thank all of the volunteers

who helped make this year's open house a big success, especially Russ Boyd who served as the master of ceremonies.



Debra Hunter

Louisville District Commander Col. Luke Leonard addressed more than 400 attendees at the Louisville District Open House held Jan. 25 at the Marriott Downtown. This year's theme focused on energy and sustainability.

Roush hosts disabled veteran's deer hunt

Submitted by J. Edward Roush Lake

On Saturday, Nov. 19, the Indiana Department of Natural Resources, Roush Fish and Wildlife Area hosted its first annual Hunter Recruitment & Retention: Disabled Veterans Deer Hunt Event in cooperation with the local VFW post. The local VFW and Huntington County Veterans Administrator Bruce Stanton assisted with recruiting 10 veterans with various disabilities for the hunt.

Prior to hunting, participants were invited to come to the J. E. Roush Fish and Wildlife Area shooting range on Nov. 5 to practice shooting and receive instructions about the hunt along with a safety presentation by Conservation Officer Cpl. Kenny Wireman. The safety presentation included proper gun handling, safety of other hunters in the hunting areas, and a reminder to be cognizant of what is beyond your intended target.

Several local businesses and organizations provided items for the veterans hunting event. Hillside Shooting Sports donated orange vests and ammunition, Vining Slaughter volunteered to process the harvested deer free of charge, and Gander Mountain provided a twenty percent discount on items for the event.

The local Corps of Engineers lake office provided stable field chairs for the participants and the local Indiana Department of Natural Resources (IDNR) Fish & Wildlife Area office purchased shooting blinds. Several shot guns were loaned to the hunters for the event.

The hunting blinds were placed in locations scouted by Jeremy Sobecki, IDNR Assistant Property Manager, the day before the hunt and eleven blinds were placed. All participants were placed with a volunteer guide to assist with the hunts and provide assistance as needed. Hunting began at 7 a.m. and by the end of the morning one eight-point buck and one button buck were harvested by the veterans. Additional deer were spotted and several additional shots were fired, but without success.

Following the morning hunt, lunch was provided by a local American Legion Post for all participants, guides, employees and others. The lunch was held in the Roush Fish and Wildlife Area office building. Several door prizes were given away with donated items coming from the National Wild Turkey Federation, Ducks Unlimited, John Block and Jeff Reed,

IDNR Property Manager.

Positive feedback was received from all participants, mentors and volunteers. Several hunters had never hunted before and some had not hunted in years.

A special thank you to all the Roush Fish and Wildlife Area employees for organizing and putting on such a great event.



Reserve puts sustainability charrettes at forefront of construction planning

By Jon Fleshman, planning, programs, and project management

From its first sustainability charrette in January 2010, the Army Reserve Installation Management Directorate (ARIMD) has been working with the Corps of Engineers' Louisville District (LRL) to refine the process of incorporating energy saving features into the designs for new Reserve centers. ARIMD now requires all project officers and managers of new Army Reserve Center construction to hold a sustainability charrette before the design charrette. A charrette is an intense planning session.

The chief of ARIMD, Eric Loughner, and LRL's deputy district engineer, Dave Dale, discuss their organizations' collaboration in pre-design charrettes to meet the federal mandates for sustainability and net zero*.

Q1: Mr. Loughner, what's the point of another charrette before the design charrette?

A1: Federal leadership in environmental and energy performance, along with energy independence security has become so important that we've had to create a separate forum to focus exclusively on sustainability strategies. And it's only logical that the design charrette comes after we've determined the potential of the project to accomplish the required energy efficiencies without exceeding the programmed amount.

Q2: Mr. Loughner, the pre-design meeting has coupled the word "charrette" with "sustainability," "eco," "energy" and back to "sustainability." What's in a name?

A2: We've come full-circle with the scope of the pre-design charrettes. Our first sustainability charrette was for the Reserve center at La Cruces, New Mexico. It took a broad approach that literally included the kitchen sink. We looked at how we could build energy efficiency, use passive energy systems and renewable energy. By the way, the Las Cruces kitchen was modeled to consume 21 percent less energy than an all-electric standard Army Reserve Center kitchen. In addition to energy, we considered net zero water and waste, which limits the use of potable



Jon Fleshman

Louisville District Deputy District Engineer and the Chief of the Army Reserve Installation Management Directorate Eric Loughner are helping to move the district into the future with sustainability charrettes designed to meet the federal mandates for sustainability.

fresh water and eliminates landfills. Then for a while we confined our focus to charrettes that pursued energy consumption reduction, but that emphasis proved too narrow and short-changed the relationship between climate, technology, land and community. We're back to the holistic approach that considers energy reduction, energy efficiency and renewable energy strategies in the context of space, location, lifecycle cost, carbon footprint and budget. So we're back to using "sustainability charrette" for the pre-design meetings.

Q3: Mr. Dale, what goes into preparing for a sustainability charrette?

A3: A lot. Prep time takes about four to six weeks and includes a site visit. The technical team, usually led by a project engineer architect, can comprise architect, mechanical, electrical, civil, geotechnical and cost engineers. Its members should start with a well-defined scope of work upon which to base their data mining. Pre-sustainability charrette activity should include:

- confirming project requirements in the DD Form 1391 (Military Construction Project Data);
- checking NREL (National Renewable Energy Laboratory) maps;

- reviewing concepts and technologies for energy efficient design;
- identifying goals and strategies in energy, water, site, materials and operations and maintenance;
- good, old-fashioned brainstorming;
- modeling layouts and orientations, geometries and architectural systems;
- narrowing the alternatives to two to three models;
- identifying potential technologies for cost and energy;
- understanding energy and cost impact of changes
- identifying potential low impact development strategies.

Q4: Mr. Dale, what elements make up a successful sustainability charrette?

A4: The kind of preparation I mentioned above is the key. During the meeting itself there should be briefings and discussion that lead to decisions, or narrow the options and reduce the amount of additional research needed prior to the design charrette. The technical team's briefers should have the pertinent data at their fingertips. If the stakeholders are new to the concept of a sustainability

(Continues on Page 11)

charrette, briefly review the executive orders (13123, 13423, 13514) and energy policy (EPAAct 2005) and independent security (EISAct 2007) acts that describe the federal sustainability mandates. Present your energy reduction, efficiency and production options in a format that clearly states their performance data and lifecycle costs. The technical team brings its energy modeling to the table along with the site constraints. Include a discussion of potential technologies that addresses stakeholders' preferences and maintenance issues. It's very important the customer sees why things happen so you can get customer buy in. Buy in is a big part of the charrette as well as getting the right people into the room. Walk them through each step. We're recommending a two-day charrette that takes a holistic view of what's available to a particular site. The first day addresses all the parameters of the building and on the second day the stakeholders start making

decisions about what works. We're making better informed decisions ahead of the design charrette because we know what will and what won't work.

Q5: Mr. Loughner, will the emphasis on life-cycle cost analysis and the reality of tight budgets close the door on renewable energy features like wind turbines?

A5: The payback period and the programmed amount will certainly impact our decisions on how we may employ such renewable sources as ground source heat pumps, photovoltaic panels and wind turbines. For example, we're learning a lot from the wind turbine we installed at the Butte, Montana, Army Reserve Center, as well as the ground source pumps and solar panels at the Bryan, Texas, center. But clean energy and reduced dependence on the grid may not be enough to clinch the deal. That's the importance of the sustainability charrette, a forum to identify what's doable within the latest parameters so the

design charrette starts with a slate of thoroughly researched energy features.

*** Army vision for net zero:**

"... it's net zero energy, water and waste. When you look at the term 'net zero' or a hierarchy of net zero you must start with reduction, then progress through repurposing, recycling, energy recovery and disposal being the last."

Katherine Hammack
Assistant Secretary of the Army
Installations, Energy & Environment



All eyes on a first:

New heat pumps save energy at Army Reserve Center

By Jon Fleshman, planning, programs and project management



Louisville District project manager Joni Hibbard exits the ground source heat pump vault during a site visit Jan. 18, 2012, to the Bryan, Texas, Army Reserve Center.



Inspecting one of the recirculation pumps that is part of the first ground source heat pump installed in an Army Reserve Center by the Louisville District are, from left to right: Joni Hibbard, Louisville District project manager; Quincy Meade, Army Reserve Installation Management Directorate project officer; Michael Gaston, engineering technician for the 63rd Reserve Support Command; and, one of the new center's users, Staff Sgt. Clint Rudloff of the 420th Engineer Brigade. Eighty 200-foot deep wells were drilled, piping was looped down into them and then the wells were backfilled with thermal grout. The well loops were run underground into a vault (see left photo) outside the main building where they come together into a main. The main then goes inside the building to the mechanical room. The main services the branch lines that feed 37 heat pumps that cool and heat the Army Reserve center.



Purple class on green building includes platinum tour

By Jon Fleshman, planning, programs and project management

Just holding the Prospect “purple book” class in Louisville was a minor victory for sustainability and reducing the carbon footprint since most of the 39 Leadership in Energy and Environmental Design students were locals.

“Sustainability is synonymous with architecture and engineering best practices,” replied one of the five animated instructors when asked what salient points she wanted every student to come away with. “It’s not an accessory but rather the best fit for the building, the user and the environment,” said Lyndsey Pruitt, HQ USACE’s sustainability and energy program manager and a LEED accredited professional in building design and construction. “Good design is everyone’s responsibility; integrated design is an excellent way to ensure the right decision is made early.”

Although the focus of the weeklong class in January was a fast-paced, fact-packed overview of the 2009 LEED reference guide and a team exercise, the class did get a field trip to Louisville’s first LEED certified platinum building.

“I think it was interesting to see a real-life example of LEED being ap-

plied in what I consider a local facility,” said Stacey Purifoy, a project manager with the District’s Reserve Support Team. “For example, the massive rain collection barrels showed how a natural element is being captured and recycled to maintain a facility.”

The appropriately named Green Building at 732 East Market Street is a renovated 116-year-old goods store now used for office space, meetings and social events. Some of its features that helped earn its green building certification include: reclaimed wood original to the structure; certified wood from sustainable forests; solid masonry blocks made of slag and fly-ash which are byproducts of coal production; a 15 kilowatt solar power system; a white cool roof; a green plant roof with five varieties of sedum; skylights; a closed geothermal loop and thermal energy storage system; and, the entire building is insulated using recycled denim.

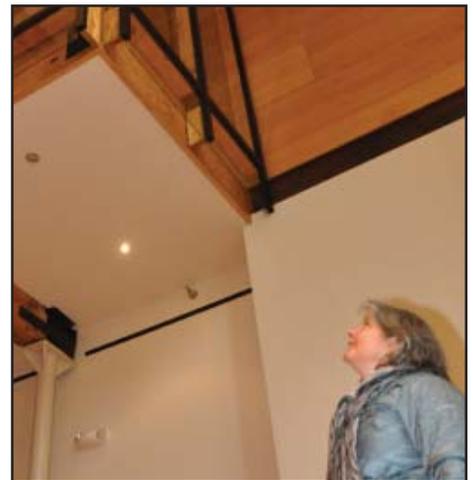
“I think two of the Green Building’s exceptional features are the integrity with which the existing building was reused and the integration of low impact design strategies to mitigate the water run-off, thereby reducing pressure on the surrounding city sewage system,” Pruitt said.

Recommended Web sites:

USACE Sustainability & Energy Website: <https://mrsi.usace.army.mil/sustain> (will go live soon)

LEED Test Prep: www.greenexamprep.com

For an understanding of climate-impacted design: www.regionaldesign.com.au.



Jon Fleshman

Veronica Rife, a project manager with a LEED Gold certified building to her credit, admires the reclaimed wood in The Green Building’s atrium while standing on a hardwood floor that came from a barn in Georgia.



At left, building owner Gill Holland shows LEED students a sample of the recycled denim used for his building’s insulation.



Jon Fleshman

Louisville District cost estimator and LEED student Marcus Doddridge listens to Gill Holland explain his building’s many green features that include the skylights and reclaimed wood in the background.

Winter Driving Safety Tips

Source: December Safety Gram

Winter is upon us and it's time to think about safe driving during hazardous road conditions. Bad weather conditions create driving hazards. It is up to you, the driver, to know how you deal with them. You are responsible for keeping your vehicle under control no matter what the road or weather.

Here are some reminders of how to drive safely in winter conditions:

- Before you start out, clear the entire windshield and all windows and mirrors. You need to be able to see as much as possible around you to avoid collisions.
- Keep brake and signal lights clear of ice and snow.
- Keep your eyes moving to be aware of the traffic situation all around you. Don't just concentrate on what is right in front of you. Scan the distance and glance frequently at your mirrors. If you receive information too late you will have to make a sudden move; watch and anticipate hazards.
- Double the following distance at least between you and the vehicle ahead of you. Maintain as much free space around your vehicle as possible. Keep the sides and rear of your vehicle as clear of other vehicles as possible.
- Maintain communication with other drivers to make sure they see you and you understand one another's intentions. Use your lights, horn, and even eye contact to communicate.
- Slow down and adjust your speed to road conditions. Allow more travel time.
- Pay attention constantly to the road conditions, which can vary even from one lane to the next.
- Build up your speed gradually before traveling uphill. As you reach the top, be ready for unseen hazards such as a sudden downhill grade or a stalled vehicle. Use lower gears instead of brakes to travel down a steep hill.
- Make sure you have the right tires for the road conditions. Even all season tires may not be enough for road conditions in your area.
- Avoid sudden steering movements. Be ready to steer smoothly as you approach a curve. Plan any lane changes well ahead of time.
- On icy roads, any driving maneuver can set off a skid. Braking, steering, accelerating and taking your foot off the accelerator can all result in a loss of control. Carry out these moves with a light touch, being continually aware of the vehicle's response.
- Brake correctly for the type of vehicle you are driving. For some braking systems, a quick, light pumping of the brakes is the way to stop on ice while maintaining steering control. Avoid locking the brakes. If you have air brakes, keep an eye on the air pressure. Anti-lock braking systems (ABS) should not be pumped. Check with the manufacturer for the correct operation of your braking system.
- Carry a winter survival kit, especially on long trips or in isolated areas. Include matches and a candle, a parka and sleeping bag or emergency blanket, food, first aid kit, jumper cables with safety goggles, gasoline antifreeze, fuel conditioner for diesel fuel, wrenches for minor repairs, a spare fan belt and radiator hose, spare spark plugs and spark plug wire.

When driving in the snow, slow down and be careful. Give yourself some extra time to get to your destination.

New faces and fond farewells

New November/December employees

Justin Bennett, Contracting Division
April Judd, Contracting Division
Sharon Logsdon, Planning, Programs and Project Management
Holly Myers, Operations Division
Connie Reinhardt, Resource Management Office
David Vale, Construction Division
Ken Weiner, Operations Division

November/December retirements

Patricia Drees, Real Estate Division
Toni Graves, Construction Division
Daniel Halak, Operations Division
Nancy McCormick, Real Estate Division
Lester Noble, Operations Division
Linda Tackett, Planning, Programs and Project Management

By the numbers

Louisville District totals

- 1,253 employees
- 14 Department of the Army interns
- 26 volunteers deployed

Lake Staff share water safety message at Fort Wayne Boat Show

On Feb. 9-12, 2012 the Upper Wabash Project Office staffed a Water Safety Booth at the 31st Annual Fort Wayne Boat Show. This was the first time there had been a U.S. Army Corps of Engineers presence at the event. During the event, 1,456 persons visited the Corps booth.

The Frisbees, which were passed out by lake staff, were a big hit with the kids and the key chain floaties were a big hit with the adults. Tashina Lahr deployed an auto-inflatable life jacket for the crowd on two occasions as many people had not seen one deployed. Mark Cazier, John Scheiber, Tashina Lahr and Scot Dahms staffed the booth.

Although Fort Wayne is in the Detroit District, Louisville District staff managed the booth. Detroit District partnered with Louisville to provide boxes of Frisbees. Many private companies and public agencies had space at the boat show including marinas, boat manufacturers, the Indiana DNR Conservation Officers, the Ohio DNR Conservation Officers and the Indiana DNR Upper Wabash Interpretive Office.



Scot Dahms



Scot Dahms

Heaping helpings to warm the heart



Black Bean and Salsa Soup

Ingredients:

2 (15 ounce) cans black beans, drained and rinsed
1 1/2 cups vegetable broth
1 cup chunky salsa
1 teaspoon ground cumin
4 tablespoons sour cream
2 tablespoons thinly sliced green onion

Directions:

1. In an electric food processor or blender, combine beans, broth, salsa and cumin. Blend until fairly smooth.
2. Heat the bean mixture in a saucepan over medium heat until thoroughly heated.
3. Ladle soup into 4 individual bowls, and top each bowl with 1 tablespoon of the sour cream and 1/2 tablespoon green onion.



Grandmother's Buttermilk Cornbread

Ingredients:

1/2 cup butter
2/3 cup white sugar
2 eggs
1 cup buttermilk
1/2 teaspoon baking soda
1 cup cornmeal
1 cup all-purpose flour
1/2 teaspoon salt

Directions:

1. Preheat oven to 375 degrees. Grease an 8 inch square pan.
2. Melt butter in large skillet. Remove from heat and stir in sugar. Quickly add eggs and beat until well blended. Combine buttermilk with baking soda and stir into mixture in pan. Stir in cornmeal, flour, and salt until well blended and few lumps remain. Pour batter into the prepared pan.
3. Bake in the preheated oven for 30 to 40 minutes, or until a toothpick inserted in the center comes out clean.



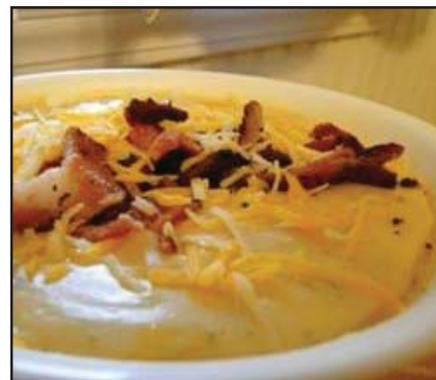
Cheesiest Potato Soup

Ingredients:

2 tablespoons butter
1 cup diced onion
2 1/2 cups peeled and diced potatoes
3 cups chicken broth
1 cup heavy cream
1 3/4 cups shredded Cheddar cheese
1/4 teaspoon dried dill weed
1/4 teaspoon ground black pepper
1/4 teaspoon salt
1/8 teaspoon ground cayenne pepper

Directions

1. In a large saucepan over medium heat, melt butter. Cook onion in butter until softened. Stir in potatoes and broth, bring to a boil, then cover, reduce heat and simmer 15 to 20 minutes, until potatoes are tender.
2. Puree potato mixture in a blender or food processor or using an immersion blender; return to pot over medium heat. Stir in cream, cheese, dill, pepper, salt and cayenne. Bring to a low boil and cook, stirring, until thickened, 5 minutes.



Frequently Asked Questions

The Louisville District Public Affairs Office receives many inquiries. Below is the answer to a question the district is often asked.

By Vanessa Whitworth, public affairs

Q: I am a contractor that would like to do business with the Louisville Corps of Engineers – how do I get started?

A: The Louisville District advertises all of its projects on the Federal Business Opportunities (FBO) website www.fbo.gov. You will find Vendor Instructions for Solicitations along with project locations, specifications and plans. The FBO Help Desk phone number is (703) 373-7039.

To do business with the Louisville District it is necessary to register at the Central Contractor Registration (CCR) website www.ccr.gov. There are no costs to register and the CCR Helpdesk phone number is 1-(888) 227-2423.

The branch chief of the Civil/Operations/Environmental projects is Denise Bush at (502)-315-6209.

The branch chief of the Military/Reserve projects is Rita Burns at (502) 315-6173.



Tuskegee Airman visits district for Black History Month

The Louisville District Equal Employment Opportunity Office and Executive Office hosted a Black History Month observance Feb. 22 at the Mazzoli Federal Building in Louisville, Ky. The keynote speaker was World War II veteran and Tuskegee Airman Sgt. Frank Weaver. Prior to World War II, African-Americans were denied military leadership roles because many considered them unqualified for combat duty, and before 1940, they were barred from flying for the U.S. military. Pressure from civil rights organizations and black newspapers resulted in the formation of an all African-American pursuit squadron based in Tuskegee, Ala., in 1941 that would become known as the

Tuskegee Airmen.

“Not only was it a milestone for African-Americans—as well as all people of color—but the airmen had one of the most enviable records, in terms of flying,” said Sharon Brazley, Louisville District EEO.

Weaver, a Louisville native, who was drafted at the age of 18, was assigned duty at Tuskegee where he worked as a hangar chief and B-25 engine mechanic.

“The airmen worked hard to prove they were as capable and courageous as anyone else,” said Weaver. The Tuskegee Airmen laid the groundwork for the Civil Rights movement, and the airmen themselves went on to combat racism by going on to serve their communities—some as

doctors, teachers, and engineers, some by staying in the military.

The Tuskegee Airmen were made up of nearly 1,000 pilots and more than 10,000 support personnel. Of the 450 who served overseas between May 1943 and June 1945, 66 died in combat.

“I was honored to be in the Tuskegee Airmen. We had a job to do, we did it, and we did it well,” said Weaver.



Debra Hunter

Snapshot from the past



In January of 1937 workers unload supplies for flood sufferers in Evansville, Ind. This year marks the 75th anniversary of the 1937 Flood that hit the Ohio River Valley.

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US Army Corps of Engineers
Louisville District